# REGISTER OF SHIPS

## 1992–93

LLOYD'S REGISTER
FOUNDED

## P-Z

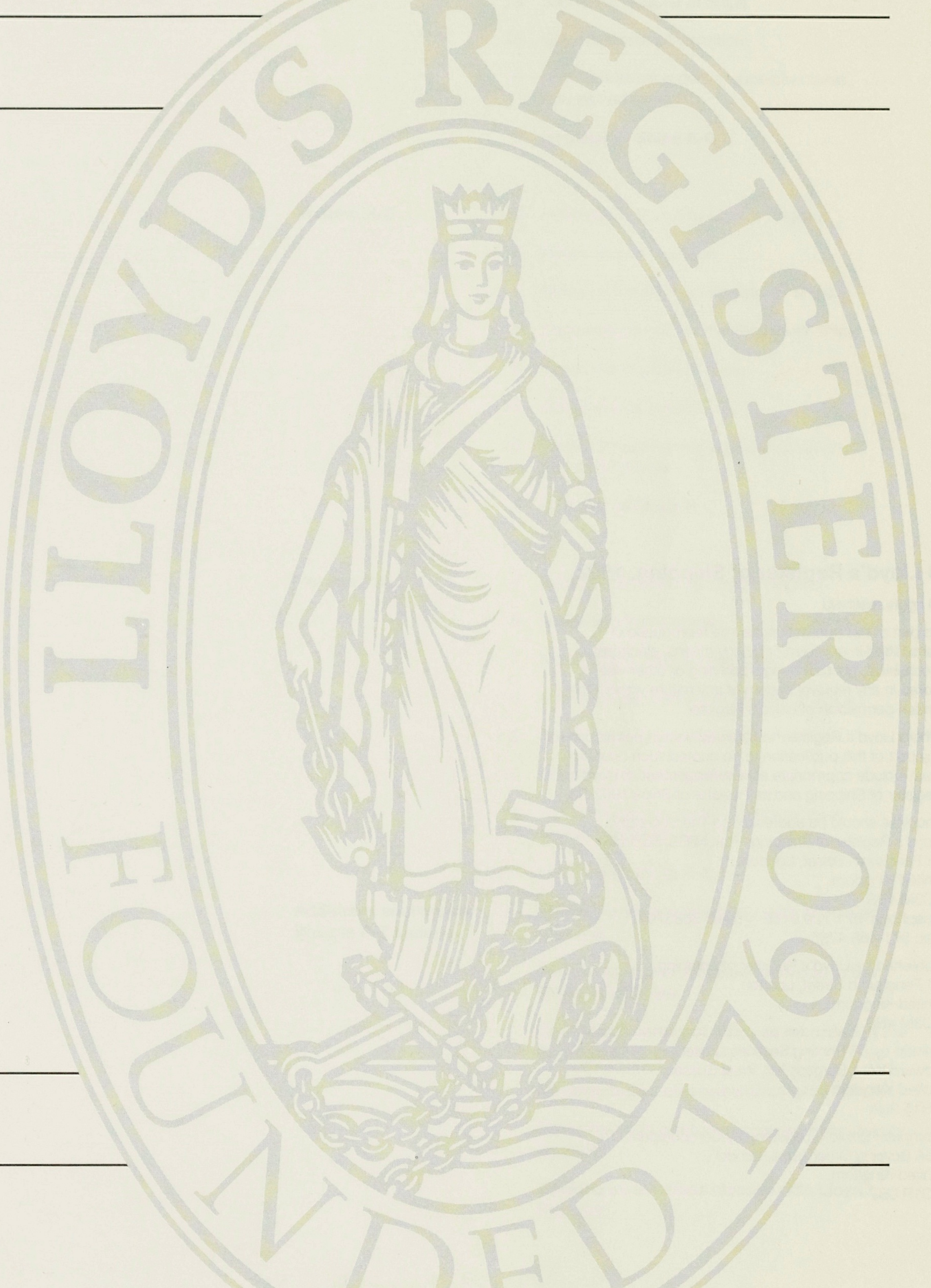
V

VOL 3

# REGISTER OF SHIPS

## 1992-93

## P-Z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# Register Books and Statistical Publications

issued by the Committee of Lloyd's Register of Shipping

**Register of Ships**
Published annually in July (in three volumes A-G, H-O and P-Z) the Register contains the names, classes and general information concerning the ships classed by Lloyd's Register of Shipping (including the British Corporation Register); also particulars of all known self-propelled sea-going merchant ships in the world with a gross tonnage of 100 and above. Air cushion vehicles (including those classed by Lloyd's Register) can now be found in the main body.

Volume 3 includes information covering former names of ships, compound names of ships, Lloyd's Register classed mooring buoys, miscellaneous pontoons and docking installations.

The Register is kept up to date by means of cumulative monthly Supplements containing changes of name, ownership, flag, tonnage, etc. for all ships, together with a cumulative list of new ships not recorded in the Register itself. As data in Supplement 11 is not included in the Register of Ships, but is repeated in Supplement 1, subscribers should retain their copy of Supplement 11 until receipt of Supplement 1. Also included is a Classification Survey Dates section containing the latest survey records for all Lloyd's Register classed ships. The Supplement will be issued for the eleven months August 1992 to June 1993.

A **Weekly List of Alterations** to the Register of Ships is also published.

**List of Shipowners**
Published annually in September this volume contains a list of owners and managers of the ships recorded in the Register with their fleets, postal addresses, telephone numbers, telefax numbers, telex numbers and cable addresses. Managing agents, not recorded in the Register of Ships, are shown together with ships for which they act and are cross-referred to owners.

Nine cumulative monthly supplements will be issued from October 1992 to June 1993.

**Statistical Tables**
Widely recognised as the authoritative source of worldwide merchant fleet statistics, this annual publication is based on the 78,000 entries in the Register of Ships. The Tables include analyses by flag, size, age and ship-type. There are also time series tables for the merchant fleets (1925-1992), ships launched and completed (1975-1991) and ships totally lost and broken up (1985-1991).

**Casualty Return**
Published annually in June, the Casualty Return comprises statistical summaries of all merchant ships totally lost or reported broken up during the previous calendar year. Brief details of all the ships included in the above summaries are also given, together with details of incidents and disposal.

**Register of Classed Yachts**
Published annually, this Register contains full particulars of yachts currently holding the Society's class, together with records of periodical surveys carried out. Names and addresses of owners are also included.

**Register of Offshore Units, Submersibles and Underwater Systems**
Published annually in October, the sections include units in existence and under construction and contain mobile drilling rigs able to operate in at least 50 feet of water, former names of mobile drilling rigs, submersibles, underwater systems (where classed with Lloyd's Register), selected work units (ships, barges and platforms used for offshore construction, maintenance, pipelaying, heavy lifting, fire-fighting and submersible and diving support) and former names of work units. Also included is a list of owners' names, addresses, telex, telephone and telefax numbers, for owners of equipment in these sections together with a section which includes owners and managers of offshore support ships with their addresses, telex, telephone and telefax numbers, listing the ships owned or managed by them. Further details of these vessels may be found by reference to the Register of Ships.

**Maritime Guide**
Published annually in February, the Maritime Guide includes sections on dry and wet docks, a gazetteer, maps, postal and telecommunication addresses, call signs (indexed to ship name), shipbuilders with names of existing ships built by them, shipbuilders, marine enginebuilders, boilermakers and manufacturers of offshore and associated structures listed by country and addresses of marine insurance companies.

**Merchant Shipbuilding Returns**
A quarterly statistical summary of world shipbuilding for all self-propelled merchant ships of 100 gross tonnage and above which are on order or under construction. Tables include analyses by country of build, size, ship-type and registration.

**Annual Summary of Merchant Ships Completed**
A statistical summary of world shipbuilding with tables covering completions and launches, based on similar criteria to the Merchant Shipbuilding Returns.

**Shipyard Orders Weekly Report**
A list of confirmed new orders reported during the week, showing selected items of information. Also included are sections on reported cancellations and completions.

**Lloyd's World Shipowning Groups**
Published jointly by Lloyd's Register and Lloyd's of London Press, this 850 page quarterly publication details who owns what in world shipping. Group and company address and communication details are included as well as basic information on each vessel.

**Subscription and prices**
Terms of subscriptions and prices are available fro
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# Rule Books and other technical publications

issued by the Committee of Lloyd's Register of Shipping

**Rules and Regulations for the Classification of Ships**

These Rules contain:

Part
1 **Regulations** – Classification and periodical survey
3 **Ship Structures**
  The basic structural philosophy of hull construction, longitudinal strength, aft end structures, superstructures, etc.
4 **Ship Structures**
  Hull construction requirements for specific ship types, e.g. tugs, ferries, bulk carriers, oil tankers and container ships
5 **Main and Auxiliary Machinery**
  Main and auxiliary machinery including shaft vibration and alignment; piping systems for oil and chemical tankers and steering gear.
6 **Control, Electrical, Refrigeration and Fire**
  Automation and control systems, electrical systems, refrigeration systems and fire prevention systems.
7 **Other Ship Types and Systems**
  Highly specialised ships to which the format of the rest of the Rules cannot easily be applied i.e., nuclear ships; ships with installed process plant; fire-fighting ships; dynamic positioning installed in ships; oil recovery ships; ship to shore ramps and linkspans; burning of coal in ships' boilers; positional mooring systems and thruster assisted positional mooring systems.

Rules for the Manufacture Testing and Certification of Materials (formerly Part 2)

Lists of Approved
  Manufacturers of Materials
  Recognized Proving Establishments
  Class 1 Welding Firms

Each Part of the above Rules may be obtained separately.

**Rules for Yachts and Small Craft**

Part
1 **Regulations**
  Chapter
  1 General Information
  2 Classification Regulations
  3 Periodical Survey Regulations for Yachts
  4 Periodical Survey Regulations for Small Craft

2 **Hull Construction**
  Chapter
  1 General Requirements
  2 Glass Reinforced Plastics
  3 Steel and Aluminium Alloys
  4 Wood and Composite
  5 –
  6 Hull Arrangements

3 **Machinery and Electrical Installations**
  Chapter
  1 General Requirements for the Design and Construction of Machinery
  2 Main Propulsion Shafting and Propellers
  3 Pumps and Piping Systems
  4 Electrical Installations
  5 Control Engineering Systems

Each Part of the above Rules may be obtained separately.

**Rules for Inland Waterways Ships**

EXTRACT NO. 1
**Part 1**
**Regulations.** Classification and periodical surveys

EXTRACT NO. 2
**Part 2**
**Materials for Ships and Machinery Construction**

EXTRACT NO. 3
**Part 3**
**Ship Structures.** Structural design, longitudinal strength, fore and aft end structure, bulkheads, superstructures, deckhouses, bulwarks, ship control systems.

**Part 4**
**Ship Structures.** General cargo ships, bulk carriers, container ships, ferries, ro-ro, passenger ships, oil and chemical tankers, liquid gas tankers, etc.

EXTRACT NO. 4
**Part 5**
**Main and Auxiliary Machinery.** Including oil engines, main propulsion shafting, torsional vibration of shafting, strengthening for navigation in ice, pressure vessels other than boilers, ship piping systems, piping systems for ships intended for the carriage of liquids in bulk.

EXTRACT NO. 5
**Part 6**
**Control, Electrical and Fire.** Control engineering systems, electrical installations, fire protection, detection and extinction.

**Rules and Regulations for the Classification of Mobile Offshore Units**
The *Rules* now appear in six parts contained in a substantial binder (included in the price).
Parts 1-4 available as one volume.

**Part 1**
**Regulations** – Classification and periodical surveys.

**Part 2**
**Materials** – Conditions for manufacture, survey and certification and requirements for high holding power anchors and special quality chain cable.

**Part 3**
**Structure** – Unit structural requirements, unit types, strength, mooring equipment and steering arrangements.

**Part 4**
**Stability, Watertight/Weathertight Integrity and Corrosion Control** – Requirements for stability, load lines, watertight and weathertight integrity, guard rails, bulwarks and corrosion control.

Parts 5 & 6 available as separate volumes.

**Part 5**
**Main and Auxiliary Machinery** – Main and auxiliary machinery including shaft vibration and alignment, piping systems, pressure vessels and steering gear.

**Part 6**
**Control, Electrical, Hazardous Areas, Fire-fighting Units and Dynamic Positioning Systems** – Control systems, electrical systems, hazardous areas, fire-fighting units, and dynamic positioning systems.

**Rules and Regulations for the Classification of Fixed Offshore Installations**

**Rules for Submersibles and Underwater Systems**

**Rules for Floating Docks**

**Rules for Refrigerated Stores, Container Terminals & Process Plant**

**Rules for Ships for Liquefied Gases**

**Rules and Regulations for the Construction and Classification of Ships for the carriage of Liquid Chemicals in Bulk**

**Code for Lifting Appliances in a Marine Environment**

**Container Certification Scheme**

**MARPOL 73/78 Construction, Equipment and Surveys**

**Provisional Rules for the Classification of Shipborne Navigational Equipment**

**Provisional Rules for Ships with Integrated Fire Protection Systems (IFP)**

**Provisional Rules for the Assignment of Class Notation**

**Guidance Notes and Requirements for Air Cushion Vehicles**

**Lists of Approved:**
**Manufacturers of Materials**
**Proving Establishments**
**Class 1 Welding Firms**
**Firms for Product Certification by Surveillance of Quality Systems**

**Approved Coatings**

**LR Type Approval System:**
**List of Type Approved Products**
**Part 1**
**Marine, Offshore and Industrial Equipment**
**Part 2**
**Electrical Equipment (Environmentally Tested)**
**Part 3**
**Control Equipment (Environmentally Tested)**
**Part 4 Sections A and B**
**Fire Protection and Fire Fighting**

**Refrigerated Stores and Container Terminals Classed with Lloyd's Register**

**International Register of Electrical Equipment Certified for Use in Flammable Atmospheres**

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# Notes on the 1992-93 Register of Ships

### Column Headers

Headers in eight languages, to assist in reading particulars of a ship in the Register, will be found inside the front cover of the first volume.

### Alphabetical order of ships

Ships' names commencing with an *abbreviation of a word,* e.g. DR. (Doctor) or ST. (Saint), are to be found listed in strict alphabetical order *immediately before* other ships whose names commence with the letters DRA or STA respectively.

Ships' names commencing with a *Roman numeral* are listed under the letter of the numeral, e.g. XXX ANIVERSARIO appears under letter X.

### Conversion Factors

1 tonne = 0,984 ton (British)
1 mm = 0,039 in
1 m = 3,281 ft
1 $m^2$ = 10,764 $ft^2$
1 $m^3$ = 35, 315 $ft^3$
°F = (1,8 x °C) + 32
1 kW = 1,341 hp (British) = 1,360 hp (metric)

**Tonnes per centimetre immersion** (Column 3)
The weight in tonnes required to immerse the hull by one centimetre at a particular draught.

**Dimensions** (Column 5)
Additional dimensions include the distance from bow to centre manifold, the diameter and the approximate height of the manifold above the upper deck.

**Tanker details** (Column 6)
Additional tanker information includes:
  Bow loading facility
  Stern discharge facility
Number of cargo pumps with total discharge capacity
Also recorded are details of cargo tank protection in terms of double bottom, double deck and double skin side.

### Air Cushion Vehicles

Air cushion vehicles classed by Lloyd's Register, previously shown in the Subsidiary Section, now appear in name order in the main body.

# Abbreviations used in the Register

† for fuller explanation see the Key

| Abbreviation | Column No | Explanation |
|---|---|---|
| ✠ | 4 & 7 | Character symbols, figures and letters of class and equipment See Key, Column 4 |
| ★ | 4 & 7 | |
| ✠̄ | 4 | |
| 100 | 4 | |
| **A** | 4 | |
| **1** | 4 | |
| **N** | 4 | |
| **T** | 4 | |
| **OU** | 4 | |
| a | 4, 5 & 7 | aft |
| AB | 4 | American Bureau of Shipping |
| a.c. | 7 | alternating current |
| A dk | 5 | Awning deck |
| (Adv) | 4 | † Advancement of Special Survey |
| A. Fr | 6 | A-Frame |
| alt | 5 | altered |
| (alu) | 6 | aluminium |
| APBH | 5 | After Peak Bulkhead |
| APT | 4 | After Peak Tank |
| Aux | 6 | Auxiliary |
| AuxB | 7 | † Auxiliary Boiler(s) |
| B | 4 & 5 | Bridge |
| B | 6 | † Bale capacity (in cubic metres) |
| (BB) | 5 | † Bulbous Bow |
| BC | 4 | British Corporation |
| bhp | 7 | † brake horsepower |
| BK | 5 | Bar Keel |
| Box K | 5 | Box Keel |
| Bow/CM | 5 | Distance from bow to centre manifold |
| B. P. | 5 | Between Perpendiculars |
| BR | 4 | Bulgarski Koraben Registar |
| **BS** | 4 | † Classification symbols of the British Corporation |
| **BS** (Comp) | 4 | |
| bth | 6 | † Passenger berths |
| btm | 5 | bottom |
| BV | 4 | Bureau Veritas |
| **c** | 5 & 7 | centre |
| (c) | 7 | † Burning coal |
| C | 4 | † Diameter of wrought iron cable in sixteenths of an inch (British Corporation Rules) |
| C. | 6 | † Total carrying capacity of Containers |
| C | 7 | Compound expansion engines |
| CASPPR | 4 | Canadian Arctic Shipping Pollution Prevention Regulations |
| Cbn | 6 | † Passenger cabins |
| CBT | 6 | † Clean Ballast arrangements |
| CBT (LR) | 6 | |
| (cc) | 4 | † corrosion control |
| ((cc)) | 4 | |
| (CC) | 7 | Constant Current system |
| **CCS** | 4 | † Centralised Control System |
| **(CCS)** | 4 | Approval of control engineering equipment temporarily suspended |
| C. Dk | 6 | † Containers carried on Deck |
| C.Ho | 6 | † Containers carried in Hold(s) |
| Cell. Ho. | 6 | † Cellular Hold(s) |
| CG | 4 | Cargo gear on ships |
| CL | 4 | Cargo Lifts |
| Cmd. | 5 | † Commissioned |
| (C.mn.stl) | 6 | Carbon manganese steel |
| Cmpl. | 5 | † Completed |
| Coll | 5 | Collision |
| Coll Rdr | 1 | Collision Radar |
| Comb. | 5 | Combined |
| comb. | 6 | combined |
| Comp. | 6 | Composite construction |
| Comp | 7 | Composite (oil & ex. g) fired |
| Cont. | 4 | † Continuation of class |
| contr. | 7 | controllable |
| conv | 5 | converted/adapted (from) |
| COW | 6 | † Crude Oil Washing |
| COW (LR) | 6 | |
| (cr) | 4 | centre |
| Cr | 6 | † Cranes |
| CR | 4 | Cargo Ramps |
| CR | 4 & 6 | † Corrosion Resistant material |
| cs | 6 | † cargo segregation |
| CS | 4 | Continuous Survey of the Hull |
| CSD | 6 | Closed Shelter Deck Ship |
| CT | 4 | † Cubic Tonnage (British Corporation Rules) |
| Cy. | 7 | † Cylinders |
| cyl | 6 | cylindrical |
| D | 6 | † Drivers |
| D | 7 | Diagonal engines |
| DA | 7 | † Double Acting |
| db | 7 | † domestic boiler |
| DB | 4 & 6 | Double Bottom |
| d.c. | 7 | direct current |
| DD | 6 | Double Deck |
| D-E | 6 | Diesel-Electric |
| Der | 6 | † Derricks |
| Der/Cr | 6 | Derricks/Cranes |
| Df | 1 | Direction finder |
| Diam. | 5 | Diameter of manifold |
| disch. | 6 | discharge |
| dk | 5 & 6 | deck |
| Dk | 5 | Deck tank (for water ballast) |
| DK | 5 | Duct Keel |
| (d.o.) | 7 | † burning diesel oil |
| DP (AA) | 4 | Dynamic Positioning with fully redundant automatic control system |
| DP (AAA) | 4 | Dynamic Positioning with fully redundant automatic control system and emergency automatic control system |
| DP (AM) | 4 | Dynamic Positioning with automatic and centralised remote manual control system |
| DP (CM) | 4 | Dynamic Positioning with centralised remote manual control system |
| dr | 7 | double reduction (gearing) |
| DSRK | 4 | Deutsche Schiffs-Revision und Klassifikation GmbH |
| DSS | 6 | Double Skin Side |
| DT | 4, 5 & 6 | Deep Tank |
| DTs | 4 & 5 | Deep Tanks |
| E | 7 | † Engine(s) |
| e(ex. g) | 7 | exhaust gas economiser |
| econ | 7 | economiser |
| (El) | 4 | † Equipment Incomplete (British Corporation Rules) |
| EL | 4 | † Equipment Letter |
| elec. | 7 | electric |
| Emy. | 7 | Emergency |
| ER | 4 & 5 | Engine Room |
| ER | 6 | † Engine Room |
| Esd | 1 | Echo sounding device |
| ESQ | 4 | Extra Special Quality steel cable |
| (ex. g) | 7 | exhaust gas (boilers) |
| f | 4, 5 & 7 | forward |
| F | 5 | Forecastle |
| fbd | 4 | † freeboard |
| FD | 7 | Forced Draught |
| FN | 4 | † Fee Numeral |
| FP | 4 | Flash Point |
| FPT | 4 | Fore Peak Tank |
| FSWR | 4 | Flexible Steel Wire Ropes |
| FW | 5 | † Fresh Water |
| fwd | 2, 5, 6 & 7 | forward |
| G. | 6 | † Grain capacity (in cubic metres) |
| G./Cr | 6 | Gantry/Cranes |
| Gc | 1 | Gyro-compass |
| gen. | 7 | generator(s) |
| GL | 4 | Germanischer Lloyd AG |
| GT | 6 | Gas Turbine |
| GT-E | 6 | Gas Turbo-Electric |
| H | 5 | † Houses on deck |
| H | 7 | Horizontal engines |
| Ha | 6 | † Hatchway(s) |
| HeCls. B | 6 | Heating Coils in Bunkers |
| HeCls. C | 6 | Heating Coils in Cargo Tanks |
| Ho | 6 | † Holds |
| Ho/Ta | 6 | Holds/Tanks |
| HP | 7 | High Pressure |
| HR | 4 | Hellenic Register of Shipping |
| hs | 7 | † heating surface (in square metres) |
| htr | 7 | heater |
| (hvf) | 7 | † Fitted for burning high viscosity fuel |
| HWH | 7 | Hot Water Heater |
| Hz | 7 | hertz |
| ICC | 4 | Integrated Computer Control |
| (i.f.o.) | 7 | intermediate fuel oil |
| IFP | 4 | Integrated Fire Protection |
| IGS | 6 | † Inert Gas System |
| IGS (LR) | 6 | |
| **IGS** | 4 | |
| **(IGS)** | 4 | Approval of inert gas system temporarily suspended |
| ihp | 7 | † indicated horsepower |
| In. | 6 | † Insulated capacity (in cubic metres) |
| incl. | 5 | including |
| ind | 6 | independent |
| IP | 4 | Integrated propulsion |
| IP | 7 | Intermediate Pressure |
| Irn | 5 | Iron |
| (irn) | 6 | iron |
| IRS | 4 | Indian Register |
| JR | 4 | Jugoslavenski Registar Brodova |
| KI | 4 | Biro Klasifikasi Indonesia |
| kn | 7 | † knots |
| KR | 4 | Korean Register of Shipping |
| kW | 7 | † kilowatts |
| L | 6 | Ramp length |
| L. | 6 | † Liquid capacity (in cubic metres) |
| LA | 4 | Lifting Appliance |
| Lake SS | 4 | Periodical survey of ship classed for Great Lakes service |
| Lch. | 5 | † Launched |
| len | 5 | lengthened |
| **Lloyd's RMC** | 4 | † Refrigerated cargo installation class |
| **(Lloyd's RMC)** | 4 | Lloyd's RMC class temporarily suspended |
| **Lloyd's RMC (LG)** | 4 | † Class for refrigerating equipment for dealing with boil-off gas on a liquefied gas carrier |
| **(Lloyd's RMC (LG))** | 4 | Lloyd's RMC (LG) class temporarily suspended |
| LMA | 4 | Lloyd's Manœuvring Assessment |
| **LMC** | 4 | † Machinery class |
| **(LMC)** | 4 | † Machinery class temporarily suspended |
| LNC | 4 | Lloyd's Navigational Certificate |
| LNC (A) | 4 | Lloyd's Additional Navigational Certificate |
| LNC (AA) | 4 | Lloyd's Navigational Certificate for Periodic One-Man Watch |
| LP | 7 | Low Pressure |
| LR | 4 | Lloyd's Register |
| L.S.O. | 4 | Loading Sequence Accelerated |
| L.S.T. | 4 | Loading Sequence Normal |
| Lwr | 6 | Lower |
| lwr | 7 | lower |
| m | 4 & 5 | midship |
| M | 4 | † Modified Special Survey |
| M | 6 | Motorship |
| **MBS** | 4 | † Machinery class (British Corporation Rules) |
| **MBS**$^{E}_{B}$ | 4 | |
| Mchy | 6 | Machinery |
| M.Cr | 6 | Mobile Crane |
| M.E. | 7 | Main Engine |
| MH | 5 | Height of manifold above upper deck |
| N | 4 | † Equipment not required |
| NAuxB | 7 | † New Auxiliary Boiler(s) |
| NB | 7 | † New Main Boiler(s) |
| ND | 5 | New Deck |
| ND | 7 | Natural Draught |
| ndb | 7 | † new domestic boiler(s) |
| NE | 7 | † New Engine(s) |
| (Ni.stl) | 6 | Nickel Steel |
| NK | 4 | Nippon Kaiji Kyokai |
| NNR | 7 | New Nuclear Reactor(s) |
| NR | 7 | Nuclear Reactor |
| NS | 5 | No Sparring (cargo battens not fitted) |
| NV | 4 | Det Norske Veritas Classification A/S |
| NWTB | 7 | † New Water Tube Main Boiler(s) |
| nwtdb | 7 | † new water tube domestic boiler(s) |
| (o.f.) | 7 | † oil fuel or oil-fired boilers |
| OSD | 6 | Open Shelter Deck Ship |
| OSD/CSD | 6 | † Open & Closed Shelter Deck Ship |
| p or (p) | 6 & 7 | port |
| P | 5 | Poop |
| P | 6 | † Passengers |
| P | 6 | Paddle |
| PBH | 5 | Partial Bulkhead |
| PC | 4 | Cranes on Platforms |
| PCR | 4 | Performance Capability Rating |
| pd | 7 | per day |
| Pfd | 1 | Position fixing device |
| PL | 4 | Passenger Lifts |
| PL | 6 | Protective Location |
| PM Ⓣ | 4 | Position Mooring |
| PMC Ⓣ | 4 | Position Mooring in Close Proximity |
| PM | 4 | Position Mooring with Thruster assist |
| PMC | 4 | Position Mooring with Thruster assist in close Proximity |
| PR | 4 | Polski Rejestr Statkow |
| Prom dk | 5 | Promenade deck |
| pt | 2, 4, 5 & 6 | part |
| pv | 4 | † pressure/vacuum relief valve |
| Q | 6 | Quadruple screw |
| Q | 7 | Quadruple expansion engines |
| R | 5 | † Riveted |
| RAD | 5 | Raised After Deck |
| RCB | 4 | Registro Cubano de Buques |
| rcv | 7 | receiver |
| R dk | 5 | Raised deck |
| Rdr | 1 | Radar |
| Recmd. | 5 | † Recommissioned |
| Ref | 6 | Ship fitted with refrigerated cargo installation |
| Rest | 4 | † Restoration of class |
| rf | 5 | † rise of floor (or deadrise) |
| RFD | 5 | Raised Fore Deck |
| RI | 4 | Registro Italiano Navale |
| (r.l) | 6 | rubber lined |
| RNR | 4 | Registru Naval Roman |
| RoRo | 6 | Roll on-Roll off |
| RQD | 5 | Raised Quarter Deck |
| RP | 4 | Rinave Portuguesa |
| RS | 4 | Register of Shipping (of the former U.S.S.R.) |
| RSD | 5 | Raised Shelter Deck |
| RT | 1 | Radio-Telephone |
| RTm | 1 | Radio-Telephone (medium frequency) |
| RTh | 1 | Radio-Telephone (high frequency) |
| RTv | 1 | Radio-Telephone (very high frequency) |
| RW | 5 | † Riveted and Welded |
| s or (s) | 6 & 7 | starboard |
| S | 4 | † Diameter of steel cable in sixteenths of an inch (British Corporation Rules) |
| S | 6 | Steamship |
| S | 7 | Simple expansion engine(s) |
| SA | 7 | † Single Acting |
| SatCom | 1 | Satellite Communication |
| SatNav | 1 | Satellite Navigation |
| SB | 7 | Single-ended Main Boiler(s) |
| SBP | 6 | † Steady Bollard Pull |
| SBT | 6 | † Segregated Ballast arrangements |
| SBT(LR) | 6 | |
| sc. | 7 | screw |
| S dk | 5 | Shelter Deck |
| SDS | 6 | SOLAS Damage Stability |
| SDS(LR) | 6 | |
| SF | 5 | Sparring Fitted (cargo battens or equivalent fitted) |
| sg | 7 | steam heated steam generator(s) |
| SG | 4 | † Specific gravity (relative density) |
| shp | 7 | † Shaft horsepower |
| SPM | 4 | Single Point Mooring |
| spt | 7 | † Superheater(s) |
| SQ | 4 | Special Quality steel cable |
| sr | 7 | single reduction (gearing) |
| SS | 4 | † Special Survey |
| (s.stl) | 6 | stainless steel |
| ST | 5 | Side Tank |
| stbd | 4 & 7 | starboard |
| (stl) | 6 | steel |
| Stl | 5 | Steel |
| Str. | 6 | Strengthened |
| STs | 5 | Side Tanks |
| S Turb | 7 | Steam Turbine(s) |
| S.W.B.M. | 4 | Still Water Bending Moment |
| SWL | 6 | Safe Working Load |
| SWR | 4 | Steel Wire Ropes |
| (Sy) | 7 | Synchronous system |
| t | 5 | tons (2240lb) |
| t | 7 | tonnes (1000kg) |
| T | 4 | Operation and equipment |
| T | 5 | Tonnes (1000kg) |
| T | 6 | Tapered hatchway, with narrower breadth |
| T | 6 | Twin Screw |
| T | 7 | Triple expansion engine |
| Ta | 6 | Tanks |
| T/cm | 3 | Tonnes per centimetre immersion |
| T/hr | 6 | Tonnes per hour |
| T-E | 6 | Turbo-Electric |
| teak s | 5 | teak sheathed (decks) |
| TEU | 6 | Twenty-foot equivalent units |
| Thw. | 7 | Athwartship |
| T.Mk | 3 | † Tonnage Mark |
| TOH | 7 | Thermal Oil Heater |
| Tr | 6 | Triple screw |
| tr | 7 | triple reduction (gearing) |
| TwD | 4 & 5 | 'Tween Deck tank(s) |
| TwD | 6 | 'Tween Deck space |
| U | 7 | Unaflow or Uniflow |
| U1 | 4 | † Grades of chain cable |
| U2 | | |
| U3 | | |
| U4 | | |
| U dk | 5 | Upper deck |
| **UMS** | 4 | † Unattended Machinery Spaces |
| **(UMS)** | 4 | Approval of control engineering equipment temporarily suspended |
| UnDk | 5 | Underdeck tank(s) |
| Upr. | 5 & 6 | Upper |
| upr | 7 | upper |
| V | 7 | volt |
| veg. | 4 | vegetable |
| vert. | 6 | vertical |
| (w) | 6 | wood |
| W | 6 | Traversable width of ramp |
| W | 6 | † Winches |
| W dk | 5 | Weather deck |
| WI | 4 | Wrought Iron cable |
| (WL) | 7 | Ward Leonard system |
| ws | 5 | wood sheathed (decks) |
| WT | 5 | Watertight |
| WTAuxB | 7 | Water Tube Auxiliary Boiler(s) |
| WTB | 7 | Water Tube Main Boiler(s) |
| wtdb | 7 | water tube domestic boiler(s) |
| ZC | 4 | Zianlian Chuen (China Classification Society) |

# Key to the Register of Ships

| 1<br>LR NUMBER | 2<br>SHIP'S NAME | 3<br>TONNAGE | 4<br>CLASSIFICATION | 5<br>HULL | 6<br>SHIP TYPE/CARGO FACILITIES | 7<br>MACHINERY |
|---|---|---|---|---|---|---|
| Call Sign<br>Official No.<br>Fishing No.<br>Navigational aids<br>AMVER | Former names<br>Owners<br>Managers<br>Port of Registry Flag<br>SatCom Id | Gross<br>Net<br>*Deadwt<br>Gross<br>Net<br>*Deadwt<br>*(tonnes)<br>T/cm | Hull Special Survey<br>Machinery<br>Refrigerated cargo installation<br>Equipment Letter<br>Fee Numeral | Date of build Shipbuilders – Place of build Yard Number<br>Length overall (m) Breadth extreme (m) Draught maximum (m)<br>Length B.P. (m) Breadth moulded (m) Depth moulded (m)<br>Superstructures (m) Decks<br>Rivited/Welded Rise of floor (mm) Keel (mm) Alterations<br>Additional tanker dimensions<br>Conversions | Propulsion Ship type Shelter deck Passengers<br>Ro-Ro facilities<br>Holds & lengths (m)/Cargo tanks & types<br>Grain/Liquid (m$^3$) Bale (m$^3$) Insulated spaces (m$^3$) Heating coils<br>Containers & lengths (ft)<br>Hatchways & sizes (m)<br>Winches Cargo handling gear (SWL tonnes)<br>Cargo discharge pumps | Design Designation<br>No. & Type of engines Bore x stroke (mm)<br>Power<br>Enginebuilders Where manufactured<br>Boilers Pressures Heating surface Furnaces<br>Aux. electrical generating plant & output<br>Special propellers<br>Fuel bunkers (tonnes) Speed |

## 1

### LR number

A unique seven digit identification number printed in **bold type** which is used for data processing purposes, and which remains unchanged during the life of the ship.
Now recognised by the International Maritime Organisation (IMO).

### Call sign

Signal letters or radio call sign assigned by the relevant national authority.

### Official No.

The identification number assigned by the national authority.

### Fishing No.

The identification number assigned by the national authority to ships engaged in the fishing industry.

### Navigational aids and Communication facilities

| | |
|---|---|
| CollRdr | Collision Radar |
| Df | Direction finder |
| Esd | Echo sounding device |
| Gc | Gyro-compass |
| Pfd | Position fixing device |
| Rdr | Radar |
| RT | Radio-Telephone |
| RTm | Radio-Telephone (medium frequency) |
| RTh | Radio-Telephone (high frequency) |
| RTv | Radio-Telephone (very high frequency) |
| SatNav | Satellite Navigation |
| SatCom | Satellite Communication |

### AMVER

Automated Mutual-Assistance Vessel Rescue System.

## 2

### Former names

The figures following the former name of a ship indicate the year in which the change of name occurred. Former names are retained in the Register throughout the life of the ship, and an index to these names is included in the Register of Ships Subsidiary Sections.

### Owners

The registered owners are recorded in **bold type.** The underlined letter in each owner's name indicates the letter under which the entry appears in the List of Shipowners.

### Managers

The managers of the ships are recorded if desired. The underlined letter in each manager's name indicates the letter under which the entry appears in the List of Shipowners.

### Port of Registry

A port printed in *italic type* is the home port of a ship and is shown where there is no port of registry.
An entry printed in parentheses indicates the last known port of registry.

### Flag

Indicates national flag under which the ship normally operates.
An entry printed in parentheses indicates the last known flag.

N.B. Ships registered in the former U.S.S.R. will be shown as 'last known' port and flag until confirmation of re-registration is received.

China* indicates ships with home ports in China, Republic of (Taiwan).

### Satellite Communication Identity No.

The identification number and answerback assigned by the appropriate authority.

## 3 (TONS)

### Gross tonnage

The Gross Tonnage printed in **bold type** indicates that the ship has been measured in accordance with tonnage regulations adopted prior to the coming into force of the International Convention on Tonnage Measurement of Ships 1969 on 18th July 1982. This Gross Tonnage is broadly, the capacity in cubic feet of the spaces within the hull, and of the enclosed spaces above the deck available for cargo, stores, fuel, passengers and crew, with certain exceptions, divided by 100. Thus 100 cubic feet of capacity is equivalent to 1 gross ton.
The Gross Tonnage printed in *italic type* indicates that the ship has been measured in accordance with the requirements of the International Convention on Tonnage Measurement of Ships1969 and is derived by formula in accordance with those requirements.

### Net tonnage

The Net Tonnage is derived from the corresponding Gross Tonnage printed in bold type by deducting spaces used for the accommodation of the master, officers, crew, navigation, and propelling machinery.
The Net Tonnage printed in *italic type* is derived by formula in accordance with the requirements of the International Convention on Tonnage Measurement of Ships 1969.

### Deadweight

The weight in tonnes (1000 kg) of cargo, stores, fuel, passengers and crew carried by the ship when loaded to her maximum summer loadline.

### Shelter deck ships

OSD/CSD in column 6 indicates that the ship is a shelter-decker having arrangements for facilitating ready conversion from the open to the closed shelter deck condition or vice-versa. In the open condition the greater part of the upper 'tween-decks space is exempt and not included in the tonnage; in the closed condition the upper 'tween-decks space is included and consequently the tonnages in the CSD condition are greater than in the OSD. When available, tonnages for both conditions are recorded in the Register, the lower (OSD) tonnages printed above the greater (CSD) tonnages.

### T.Mk (Tonnage Mark)

T.Mk in column 3 indicates that the ship has a Tonnage Mark painted, in addition to the Load Line marks, on each side of the ship aft of the Load Line Disc. In its simplest form the Tonnage Mark is a horizontal line with an equilateral triangle standing vertex down on it.
In cases of this kind when two sets of tonnages are recorded the set of smaller tonnages applies when the ship is not loaded beyond the draught indicated by the horizontal line of the Tonnage Mark, and the set of greater tonnages applies when the ship is loaded deeper than that draught; the Load Line Disc is positioned higher on the ship's sides than the Tonnage Mark. The difference between the two sets of tonnages is in accordance with amended Tonnage Regulations now in force for some countries under which tonnages may be measured either excluding the greater part of the upper 'tween-decks space even without a tonnage hatch in the upper deck, or including the upper 'tween-decks space.
In other cases only one set of tonnages is recorded. In these the horizontal line of the Tonnage Mark on the ship's sides is level with the deepest load line; the ship may not therefore load beyond the draught indicated by the horizontal line of the Tonnage Mark. The tonnage is exclusive of the greater part of the upper 'tween-decks space and the draught is less than the maximum allowed under the Load Line Convention.

### Ore/Oil carriers

Two gross and two net tonnages may also be recorded for a ship which is designed to carry either ore or oil cargoes.

### Tonnes per centimetre immersion

The weight in tonnes (1000 kg) required to immerse the hull by one centimetre at a particular draught. The value shown in the Register is that corresponding to the maximum summer draught.

# 4 (CLASSIFICATION)

## Classification symbols of Lloyd's Register of Shipping Hull and equipment

| | |
|---|---|
| ✠ | This distinguishing mark denotes that the ship was constructed under the Society's Special Survey in compliance with the Society's Rules. |
| **100** | Character figure assigned to ships considered suitable for sea-going service. |
| **A** | Character letter assigned to ships which have been constructed or accepted into class in accordance with the Society's Rules and Regulations and which are maintained in good and efficient condition. |
| **1** | The character figure is assigned to:<br>(a) Ships having on board, in good and efficient condition, anchoring and/or mooring equipment in accordance with the Rules.<br>(b) Ships classed for special service, for which no specific anchoring and mooring Rules have been published, having on board, in good and efficient condition, anchoring and /or mooring equipment considered suitable and sufficient by the Society for the particular service. |
| — | This character symbol, in the position usually occupied by the figure **1**, is assigned to ships when the anchoring and mooring equipment is not in accordance with the requirements of the Rules but is considered to be acceptable for the particular service. This symbol no longer assigned. |
| **N** | Character letter assigned to ships on which anchoring and mooring equipment need not be fitted in view of their particular service. |
| **T** | Character letter assigned to ships which are intended to perform their primary designed service function only while they are anchored, moored, towed or linked and which have in good and efficient condition, adequately attached anchoring, mooring, towing or linking equipment which has been approved as suitable and sufficient for the inland service. |
| **OU** | Character letters assigned to offshore units classed with Lloyd's Register, assigned to self-propelled or non-propelled offshore units other than ships. |
| Cont. or Rest | Indicates continuation or restoration of class after the original term of years has expired. A number of years suffixed to the character, thus -8yrs, indicates the period of extension granted. |
| with freeboard<br>with fbd | Signifies that the freeboard assigned is a condition of the ship's class. The scantlings of ships built since 1949 are based upon a specific draught and this notation is no longer assigned. |

## Classification symbols of the British Corporation (united with Lloyd's Register in 1949) Hull and equipment

| | |
|---|---|
| ***** | Denotes that the ship was built under the supervision of the surveyors in accordance with the Rules of the British Corporation. |
| **BS** | Hull and equipment of iron or steel ships classed according to British Corporation Rules. |
| **BS (Comp)** | Hull and equipment of composite ships classed according to British Corporation Rules. |
| **(EI)** | Equipment incomplete. Indicates that the equipment of the ship is not in accordance with the full tabulated requirements. |
| with freeboard<br>with fbd | Denotes that the hull has been built with modified scantlings and arrangements approved for service in any part of the world at the assigned freeboard.<br>This notation was discontinued in 1947. |

## Descriptions and abbreviations used in classification notations

Service restriction notations will generally be assigned in one of the following forms but this does not preclude special consideration for other forms in unusual cases.

Protected waters service: Prior to 1978, this notation indicated that the ship was intended to operate only within protected waters of harbours, rivers, lakes and sheltered estuaries having a fetch of 6 nautical miles or less. The description of this service, as amended by the Society's Classification Regulations effective from January 1978, means that the ship is suitable for service in sheltered water adjacent to sandbanks, reefs, breakwaters or other coastal features, and in sheltered water between islands.

Extended protected waters service: This notation means that the ship is intended for service in protected waters and also for short distances (generally less than 15 nautical miles) beyond protected waters in reasonable weather.

('Fetch', 'sheltered water' and 'reasonable weather' are defined in the Society's Classification Regulations.)

Restricted service: This notation means that the ship is intended to operate in estuaries, harbours and/or adjacent waters, and also outside sheltered water but only for short distances (generally less than 15 nautical miles) and in reasonable weather. This notation is no longer assigned.

Specified coastal service: This notation means that the ship is intended for service along a coast, the geographical limits of which are indicated, and for a distance out to sea generally not exceeding 21 nautical miles, unless some other distance is specified for 'coastal service' by the Administration with which the ship is registered, or by the Administration of the Coast off which it is operating, as applicable.

Specified route service: This notation means that the ship is intended for service between two or more ports or other geographical features which are indicated.

Specified operating area service: This notation means that the ship is intended for service within one or more geographical areas as indicated.

Short international voyage: This expression means an international voyage in the course of which a ship is not more than 200 nautical miles from a port or place in which the passengers and crew could be placed in safety, and which does not exceed 600 nautical miles in length between the last port of call in the country in which the voyage begins and the final port of destination. This notation is no longer assigned.

Prior to 1948, the character figure **100** was not included in the class notation of ships intended for limited sea-going service.

Heavy Cargoes (i.e. ore etc.). When the scantlings and arrangements have been approved for the carriage of such cargoes a class notation 'Strengthened for heavy cargoes' is assigned. As from January 1978 this notation will continue to be assigned to general cargo ships and bulk carriers, where applicable, but in the case of ore or oil carriers the class notation 'ore carrier' or 'ore or oil carrier' will be assigned.

| | |
|---|---|
| APT | After Peak Tank |
| B | Bridge |
| (cc) | An approved system of corrosion control fitted in association with reduced scantlings. |
| ((cc)) | When the (cc) notation is embraced by additional parentheses, this indicates that the approved system of corrosion control has not been maintained in an effective condition. |
| CG | Cargo gear on ships |
| CL | Cargo Lifts |
| CR | Cargo Ramps |
| CR | Corrosion Resistant material or special corrosion resistant linings. The suffix in parentheses indicates the type of material or lining. |
| (cr) | centre |
| DB | Double Bottom |
| DP(AA) | Dynamic Positioning with fully redundant automatic control system |
| DP(AAA) | Dynamic Positioning with fully redundant automatic control system and emergency automatic control system |
| DP(AM) | Dynamic Positioning with automatic and centralised remote manual control system |
| DP(CM) | Dynamic Positioning with centralised remote manual control system |
| DT | Deep Tank |
| DTs | Deep Tanks |
| DTa | Deep Tank aft |
| DTf | Deep Tank forward |
| DTm | midship Deep Tank |
| DTma | midship Deep Tank aft |
| DTmf | midship Deep Tank forward |
| ER | Engine Room |
| FP–°C | Flash Point in degrees Celsius |
| FPT | Fore Peak Tank |
| ICC | Integrated Computer Control |
| IFP | Integrated Fire Protection |
| IP | Integrated Propulsion |
| I.W.S. | Ship arranged for In Water Survey |
| LA | Lifting Appliance |
| LMA | Lloyd's Manœuvring Assessment |
| LNC | Lloyd's Navigational Certificate |
| LNC(A) | Lloyd's Additional Navigational Certificate |
| LNC(AA) | Lloyd's Navigational Certificate for Periodic One-Man Watch |
| L.S.O. | Loading Sequence Accelerated |
| L.S.T. | Loading Sequence Normal |
| PC | Cranes on Platforms |
| PCR | Performance Capability Rating. This is a supplementary notation for Dynamic Positioning Systems. The numbers in parentheses indicate rating numerals |
| PL | Passenger Lifts |
| PM Ⓣ | Position Mooring |
| PMC Ⓣ | Position Mooring in Close Proximity |
| PM | Position Mooring with Thruster assist |
| PMC | Position Mooring with Thruster assist in close Proximity |
| pv | pressure/vacuum relief valves for cargo tanks wit positive setting where greater than 0,2 bar |
| SEA | Ship Event Analysis |
| SEA(R) | Ship Event Analysis Continuous Data Recording Capability |
| SG | Specific Gravity (relative density) where greater th 1,025 |
| SPM | Single Point Mooring |
| S.W.B.M. | Still Water Bending Moment |
| TwD | 'Tween Deck tank(s) |
| Ship Type 1<br>Ship Type 2<br>Ship Type 3 | These notations are assigned to chemical tankers which comply with the relevant requirements of the Society's Rules and Regulations for the Construction and Classificatio of Ships for the Carriage of Liquid Chemicals in B incorporating the IMO International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, where an International Certificate of Fitness for the Carriage Dangerous Chemicals in Bulk is issued by the Society. |
| Ship Type 1*<br>Ship Type 2*<br>Ship Type 3* | These notations are assigned to chemical tankers which comply with the relevant requirements of the above named Rules, where th International Certificate of Fitness is to be issued an Authority other than the Society. In such instances, an asterisk is appended to the Ship Ty to indicate that the ship survival capability and operational requirements of the IBC Code are not within the scope of the classification Rules. |
| Type A<br>Type B<br>Type C | Refer to chemical cargoes for the carriage of which the ship has been approved, listed on an appendage to the Classification certificate |
| Type I<br>Type II<br>Type IIA<br>Type III<br>Type IIIA<br>Type IV<br>Type V | These entries indicate compliance with the relevant requirements of the Society's Rules and Regulations for the Classification of Inland Waterways Ships intended for the Carriage of Liquids in Bulk. They incorporate the requirements contained in the United Nations Recommendations (A.D.N.) and the Central Rhine Commissions' Regulations (A.D.N.R.) concerning the Transport of Dangerous Goods on the Rhine. |

## Ice classification—degrees of strengthening for navigation in ic

| | |
|---|---|
| Ice Class 1*<br>Ice Class 1<br>Ice Class 2<br>Ice Class 3 | For general service |
| 1AS<br>1A<br>1B<br>1C<br>1D | For general service |
| AC1<br>AC1-5<br>AC2<br>AC3 | For Arctic and Antarctic Service |
| ICE | For inland waters |
| Str. nav. ice | This notation is no longer assigned, except for trawlers, having been superseded by the Classes given above. |
| Ice Class A<br>Ice Class B<br>Ice Class C<br>Ice Class D<br>Ice strengthening<br>Ice stiffening | Previously assigned to ships classed with the British Corporation |

The ice classification is shown in parenthesis when it is temporarily suspended.

**Special surveys**

| | |
|---|---|
| SS-with date | Special Survey. A record of any later Special Survey will be published in the monthly Supplement to the Register. |
| M-with date | Modified Special Survey, indicating that the ship has been surveyed for the appropriate Special Survey but repairs effected only for a limited period. The period for which the class is maintained follows the date. |
| CS-with date | Continuous Survey of the hull. |
| (Adv)-with date | As a result of a General Examination the date of Special date Survey previously assigned has been advanced to the date now shown, the ship having meantime been continuously laid up. |
| Lake SS | Periodical Survey of ship classed for Great Lakes service |

Records of all periodical surveys will be found in the Classification Survey Dates Supplement.

**Machinery**

| | |
|---|---|
| **✠LMC** | Notation assigned when the propelling and essential auxiliary machinery has been constructed, installed and tested under the Society's Special Survey and in accordance with the Society's Rules. |
| ***LMC** | Notation assigned when the machinery and/or boilers were constructed to British Corporation class and installed in a ship classed with Lloyd's Register. |
| **✠̄LMC** | Notation assigned when the propelling and essential auxiliary machinery has been constructed under the survey of a recognized authority in accordance with Rules and Regulations equivalent to those of the Society and, in addition, the whole of the machinery has been installed and tested under the Society's Special Survey in accordance with Society's Rules. |
| **LMC** | Notation assigned when the propelling and essential auxiliary machinery has neither been constructed nor installed under the Society's Special Survey but the existing machinery, its installation and arrangement, have been tested and found to be acceptable to the Society. |
| **(✠LMC)**<br>**(*LMC)**<br>**(✠̄LMC)** | When the LMC class is shown in parenthesis, this indicates that the class has been temporarily suspended. |
| **MBS** | Machinery classed according to British Corporation Rules. |
| **MBS***<br>**MBS✠** | Denotes that the machinery was built and installed under the supervision of the surveyors to the Rules of the British Corporation or of Lloyd's Register respectively. |
| $\mathbf{MBS}^{E\maltese}_{B\star}$ | Machinery classed according to British Corporation Rules. Engines surveyed during construction by Lloyd's Register and boilers by British Corporation surveyors. |
| $\mathbf{MBS}^{E\star}_{B\maltese}$ | Machinery classed according to British Corporation Rules. Engines surveyed during construction by British Corporation and boilers by Lloyd's Register surveyors. |
| **UMS** | This notation may be assigned to a ship classed with Lloyd's Register. It denotes that the ship can be operated with the machinery spaces unattended and that the control engineering equipment has been arranged, installed and tested in accordance with the Society's Rules. |
| **(UMS)** | When the **UMS** notation is shown in parenthesis, this indicates that approval of the control engineering equipment has been temporarily suspended |
| **CCS** | This notation may be assigned to a ship classed with Lloyd's Register. It denotes that the ship can be operated with the machinery spaces under continuous supervision from a centralised control station and that the control engineering equipment has been arranged, installed and tested in accordance with the Society's Rules. |
| **(CCS)** | When the CCS notation is shown in parentheses, this indicates that approval of the control engineering equipment has been temporarily suspended. |

**Refrigerated cargo installations**

| | |
|---|---|
| **✠Lloyd's RMC** | Denotes that the refrigerated cargo installation of a ship is classed with Lloyd's Register and has been constructed, installed and tested under the Society's Special Survey in accordance with the relevant requirements of the Society's Rules. |
| **Lloyd's RMC** | Denotes that the refrigerated cargo installation of a ship is classed with Lloyd's Register and that the installation has been found to be equivalent to Rule requirements and has been tested in accordance with the relevant requirements of the Society's Rules. |
| **✠Lloyd's RMC (LG)** | This notation is assigned to a liquefied gas carrier or tanker classed with Lloyd's Register in which reliquefaction or refrigeration equipment is approved and fitted for cargo temperature and pressure control, where the equipment has been constructed, installed and tested in accordance with the relevant requirements of the Rules. |
| **Lloyd's RMC (LG)** | This notation is assigned to a liquefied gas carrier or tanker classed with Lloyd's Register in which reliquefaction or refrigeration equipment is fitted for cargo temperature and pressure control, where the equipment has been found equivalent to Rule requirements and tested in accordance with the relevant requirements of the Rules. |
| **(✠Lloyd's RMC)**<br>**(Lloyd's RMC)**<br>**(✠Lloyd's RMC (LG))**<br>**(Lloyd's RMC (LG))** | When the Lloyd's **RMC** class is shown in parentheses, this indicates that the class has been temporarily suspended. |

**Inert gas systems**

| | |
|---|---|
| **IGS** | This notation will be assigned to a ship classed with Lloyd's Register when the ship is intended for the carriage of oil in bulk, or for the carriage of liquid chemicals in bulk and is fitted with an approved system for producing gas and for inerting the cargo tanks in accordance with the requirements of the Society's Rules. |
| **(IGS)** | When the IGS notation is shown in parentheses, this indicates that approval of the inert gas system has been temporarily suspended. |

**Equipment Letter (EL)**

| | |
|---|---|
| A A† B*, etc. | Equipment Letters determined by the Society's Rules. These are followed by either the diameter and grade of chain cable on the ship or the length and diameter of the chain cable in metres and millimetres respectively and grade of chain cable. |
| (A) (A†) (B*), etc | The Equipment Letters are shown in parentheses when the actual equipment number permitted by the Rules differs from the calculated equipment number. |
| U1 U2 U3 U4 | Grades of chain cable, other than wrought iron or mild steel fire-welded, as defined in the Society's Rules. |
| a b† c*, etc. | Equipment Letters previously determined by the Society's Rules, but no longer assigned. The diameter of the chain cable is recorded only when it differs from that corresponding to the Equipment Letter or when it is of special quality steel. The diameter is also recorded when wrought iron chain cable of Grade 1a is fitted and this is qualified by the letters 'WI'. |
| (a) (b†) (c*), etc. | The letters in parentheses are employed to determine the fees for Special Surveys on the hill and are not Equipment Letters. If there is no letter in parentheses, the Equipment Letter is to be used for determining the fee for a Special Survey of the hull. |
| SQ | Indicates that the ship is provided with special quality steel cable. The letters will no longer be assigned since this quality of steel cable is referred to as Grade U2 in the Society's Rules. |
| ESQ | Indicates that the ship is provided with extra special quality steel cable. The letters will no longer be assigned since this quality of steel cable is referred to as Grade U3 in the Society's Rules. |
| FSWR<br>or<br>SWR | Indicates that the ship is provided with flexible steel wire ropes for use as towlines or mooring lines. The description of these ropes has been amended to steel wire ropes in the Society's Rules. |
| WI | Indicates that the ship is provided with wrought iron cable. |
| C | Followed by a numeral or letter gives equipment identification according to British Corporation Rules, the numeral indicating the size of wrought iron cable in sixteenths of an inch. Where this notation is followed by the letter S and a second numeral, the latter indicates the diameter of steel cable in sixteenths of an inch. |
| CT | Followed by a number, indicates the cubic tonnage of the ship calculated from the formula in the British Corporation Rules (1947), which is used for determining fees and equipment. |

**Fee Numeral**

| | |
|---|---|
| FN | Followed by a number, indicates the numeral which is used to determine the fees for Special Survey and other hull classification survey fees. |

**Withdrawal of Class**

'LR (or BC) class withdrawn—Owners request' indicates that when the Owners requested withdrawal of class from the Register Book, the rule requirements had up to that time been complied with.

'LR (or BC) class withdrawn' indicates that at the time of withdrawal of class from the Register Book, survey requirements had not been complied with.

'LR (or BC) class withdrawn—Reported defects' indicates that owing to reported defects, the ship was not entitled to retain her class in the Register Book.

**Classification with other Societies**

If a ship is classed with another Society, the initial letters of the Society are recorded as shown below. Where these letters are shown in parentheses indicates that the ship was previously classed with that Society.

| | |
|---|---|
| AB | American Bureau of Shipping |
| BR | Bulgarski Koraben Registar |
| BV | Bureau Veritas |
| DSRK | Deutsche Schiffs - Revision und - Klassifikation GmbH |
| GL | Germanischer Lloyd AG |
| HR | Hellenic Register of Shipping |
| IRS | Indian Register of Shipping |
| JR | Jugoslavenski Registar Brodova |
| KI | Biro Klasifikasi Indonesia |
| KR | Korean Register of Shipping |
| NK | Nippon Kaiji Kyokai |
| NV | Det Norske Veritas Classification A/S |
| PR | Polski Rejestr Statkow |
| RCB | Registro Cubano de Buques |
| RI | Registro Italiano Navale |
| RNR | Registru Naval Roman |
| RP | Rinave Portuguesa |
| RS | Register of Shipping (of the former U.S.S.R.) |
| ZC | Zianlian Chuen (China Classification Society) |

# 5 (HULL)

**(HULL)**
Following the conversion of imperial to SI units in the 1975-76 Register it is possible that measurements in metres can be inaccurate by up to 30 millimetres.

**Date of build**
For ships built under the supervision of Lloyd's Register surveyors, the date of build, specified by the year and month, shall be the date at which the new construction survey process is completed. The date of commissioning may be specified in case of substantial delay between completion of construction and the ship commencing active service.

For ships built under the supervision of other classification societies, the date of build shall be the year as shown in their respective Registers. For other ships, the reported year of completion of construction is shown.

In all instances where there has been a significant interval between the launching and the completion or commissioning of the ship, two dates are recorded prefixed by Lch. and Cmpl. or Cmd. The abbreviation Recmd. means recommissioned.

**Shipbuilders and place of build**
This normally records the shipyard where the hull of the ship was built. When it is known that major sections of the hull have been constructed by other builders, their names are also recorded, but the entry of a single builder's name in no way implies that all of the hull has been fabricated in that yard.
The underlined letter indicates the letter under which the shipbuilder appears in the List of Shipbuilders.

**Yard number**
The shipbuilder's number(s) is shown for the hull section(s).

**Overall length**
The extreme length of the ship.
Bulbous bow (BB): When the overall length is followed by the notation (BB) this indicates that the ship has a bulbous bow and the overall length recorded includes any protrusion of that bow.

**Registered length**
If the overall length is not available, the registered length as given on the ship's Certificate of Registry, is recorded in *italics*, thus *124,62*.

**Length B.P.** (between perpendiculars)
The distance on the summer load waterline from the fore side of the stem to the after side of the rudder post, or to the centre of the rudder stock if there is no rudder post.

**Extreme Breadth**
The extreme breadth is the maximum breadth to the outside of the ship's structure and in paddle ships includes the paddle boxes.

**Moulded breadth**
The moulded breadth is the greatest breadth at amidships from heel of frame to heel of frame.

**Maximum draught**
In most cases this is the maximum summer draught amidships, but in some ships of special construction the maximum draught is at the after end, and this figure is recorded.

FW (fresh water): for ships employed on the Great Lakes and rivers, whose freeboards are assigned by Lloyd's Register, the summer draught in fresh water is inserted followed by the letters FW.

OSD/CSD ships: For such ships, as indicated in column 6, the summer draught in the open condition is recorded, followed by the draught in the closed condition.

Ships assigned tonnage marks: For ships to which tonnage marks have been assigned, as indicated in column 3, the draughts recorded are those at the tonnage mark and the summer (maximum) load line respectively.

**Moulded depth**
The moulded depth is the vertical distance at amidships from the top of keel to the top of the upper deck beam at side.

**Superstructures** (with lengths in metres)

| | |
|---|---|
| B | Bridge |
| F | Forecastle |
| H | Houses on deck (sometimes shown with a tonnage capacity) |
| P | Poop |
| R dk | Raised deck |
| RAD | Raised After Deck |
| RFD | Raised Fore Deck |
| RQD | Raised Quarter Deck |
| RSD | Raised Shelter Deck |
| Upr | Upper |

**Decks**

| | |
|---|---|
| A dk | Awning deck |
| dk | deck |
| fwd | forward |
| Irn | Iron |
| Prom dk | Promenade deck |
| pt | part |
| S dk | Shelter deck |
| Stl | Steel |
| teak s | teak sheathed |
| U dk | Upper deck |
| ws | wood sheathed |

**Riveted/Welded**

| | |
|---|---|
| R | Riveted |
| RW | Riveted and Welded |

When neither of these abbreviations is given it may be assumed that the ship's hull is welded throughout.

**Rise of floor**

| | |
|---|---|
| rf | rise of floor (or deadrise). The height above the base line of the intersection of the line of bottom produced beyond the bilge at amidships with the normal to the base line at half-breadth from the centre line. |

**Keel**

| | |
|---|---|
| BK | Bar Keel |
| Box K | Box Keel |
| DK | Duct Keel |
| fwd | forward |

**Length from bow to centre manifold**
The distance from the bow to the centre of the discharge manifold.

**Diameter**
The diameter of the largest discharge pipes.

**Manifold height**
The approximate height of the manifold above the upper deck.

**Alterations**

| | |
|---|---|
| alt | altered |
| conv | converted/adapted (from) |
| len | lengthened |
| ND | New Deck |
| pt | part |

**Cargo battens**

| | |
|---|---|
| NS | No Sparring (cargo battens not fitted) |
| SF | Sparring Fitted (cargo battens or equivalent fitted) |

**Bulkheads and associated decks**

| | |
|---|---|
| A dk | Awning deck |
| APBH | After Peak Bulkhead |
| Coll | Collision |
| PBH | Partial Bulkhead |
| S dk | Shelter deck |
| U dk | Upper deck |
| W dk | Weather deck |
| WT | Watertight |

**Water ballast**

| | |
|---|---|
| a | aft |
| BH | Bulkhead (tank) |
| btm | bottom |
| c | centre |
| Comb. | Combined |
| Dk | Deck (tank) |
| DT | Deep Tank |
| DTs | Deep Tanks |
| f | forward |
| incl. | including |
| m | midship |
| ST | Side Tank |
| STs | Side Tanks |
| T | Tonnes (1000kg) |
| t | tons (2240lb) |
| TwD | 'Tween Deck tank(s) |
| UnDk | Underdeck tank(s) |

# 6 (SHIP TYPE/CARGO FACILITIES)

**Description of ship**
Unless otherwise stated, ships are of steel construction. Where highe tensile steel is extensively used in the main hull structure of a ship classed with Lloyd's Register, a suitable note is inserted below the description of the ship.

The description of the ship given in this column is not a Lloyd's Regis classification notation. The information published in **bold type** on the first line indicates the basic type of the ship: the second line defines in more detail the known specific function of the ship. This information is obtained from sources which are believed to be reliable.

| | |
|---|---|
| Aux | Auxiliary propulsion machinery |
| D-E | Diesel-Electric |
| GT | Gas Turbine |
| GT-E | Gas Turbo-Electric |
| M | Motorship |
| P | Paddle |
| Q | Quadruple screw |
| S | Steamship |
| T | Twin screw |
| T-E | Turbo-Electric |
| Tr | Triple screw |
| Comp | Composite construction |
| CBT (LR) | Clean Ballast arrangements certificated by Lloyd' Register in accordance with MARPOL 73/78 |
| CBT | Clean Ballast arrangements reported–not certificated by Lloyd's Register |
| COW (LR) | Crude Oil Washing certificated by Lloyd's Registe in accordance with MARPOL 73/78 |
| COW | Crude Oil Washing reported to be installed–not certificated by Lloyd's Register |
| IGS (LR) | Inert Gas System fitted and approved in accordance with the requirements of Lloyd's Register's Rules |
| IGS | Inert Gas System reported to be installed–not classed by Lloyd's Register |
| PL | Protective Location |
| SBT (LR) | Segregated Ballast arrangements certificated by Lloyd's Register in accordance with MARPOL 73/ |
| SBT | Segregated Ballast arrangements reported–not certificated by Lloyd's Register |
| SDS<br>SDS(LR) | } SOLAS Damage Stability |
| SERS | Ship is registered with Lloyd's Register's 'Ship Emergency Response Service'. This service providing a rapid computer assisted analysis on damage stability, and damage longitudinal streng in the event of a casualty to the ship. |
| Ref | Ship fitted with refrigerated cargo installation |
| CSD | Closed Shelter Deck ship |
| OSD | Open Shelter Deck ship |
| OSD/CSD | A shelter deck ship which has arrangements for both the open and closed condition. (See note under Tonnages Column 3.) |
| Mchy. aft<br>Mchy. fwd | Machinery aft<br>Machinery forward { When the position of the Engine Room notation (ER) follows the details of tanks, holds and/or hatchways, this indicates the machinery fitted aft. In these instances the term 'Mchy. aft' is not published. |
| Str. | Strengthened |
| Ice strengthened | This indicates that *at the time of construction* the ship was assigned an ice classification notation by Classification Society. However, in the case of a sh at *present holding* the classification of Lloyd's Register, any valid ice classification notation assign by this Society is instead recorded in column 4. |
| CASPPR | Canadian Arctic Shipping Pollution Prevention Regulations. |

**Number of passengers**
The number of berths (bth), cabins (cbn), deck (dk) and drivers berths (bth D) are recorded separately.
Where individual categories are unknown, passengers (P) are recorded thus: 300P

**Bollard Pull for Tugs/Supply Ships**
SBP indicates that the ship has been issued with an LR Certificate confirming that the Steady Bollard Pull shown was achieved over a minimum duration of 5 minutes.

**RoRo Facilities**

| | |
|---|---|
| Lane Length | Total maximum linear lane length in metres availa for storage of vehicles/wagons. |
| Cargo Width | Maximum width of loadable cargo in metres. |
| Car height | Maximum deck head clearance between adjacen fixed or movable decks in metres. |

# 6

## (SHIP TYPE/CARGO FACILITIES) continued

| | |
|---|---|
| Cars<br>Lorries<br>Trailers<br>Rail Wagons<br>Ramp Details | Where applicable quoted figures are for a mix of vehicles. Not alternate loadings. |
| L | Maximum length of ramp excluding flaps in metres. |
| W | Maximum traversable width in metres. |
| SWL | Highest combined weight the ramp can safely sustain in tonnes. |
| (p) | Port. |
| (s) | Starboard. |

### Tanker Facilities

| | |
|---|---|
| Bow loading | Tanker fitted with a facility to load cargo over the bow, usually at an offshore mooring buoy. |
| Stern discharge | Tanker capable of discharging cargo over the stern. |

### Holds

Where possible, hold lengths are given in sequence forward to aft and are measured from bulkhead to bulkhead.

| | |
|---|---|
| ER | Engine Room. Within the sequence of holds, the letters ER indicate the position of the engine room. |
| comb. | combined |
| DT | Deep Tank |
| Ho | Hold(s) |
| Lwr | Lower |
| p or (p) | port |
| s or (s) | starboard |
| TwD | 'Tween Deck cargo space |
| Upr | Upper |
| G. | Grain capacity in cubic metres. The capacity of cargo spaces, measured to outside of frames, to top of ceiling and to top of beams, including hatchways. (Insulated spaces are not included.)<br>For a part Container Ship the figure does not include spaces allocated to containers. |
| B. | Bale capacity in cubic metres. The capacity of cargo spaces, measured to inside of cargo battens, to top of ceiling and to underside of beams, including hatchways. (Insulated spaces are not included.)<br>For a part Container Ship the figure does not include spaces allocated to containers. |
| In. | Insulated capacity in cubic metres. In ships having refrigerated cargo installations the capacity is measured from the face of overhead, 'tween deck and tank top insulation lining, or the surface of 'tween decks where uninsulated; or from the face of brine pipes or air ducts; from the face of permanent cargo battens or air screens or air coolers or casings. Deductions are made for floor gratings which are part of the air circulation system, for pillars, stanchions and other fixtures which interfere with the cargo-carrying capacity, but not for loose or portable floor dunnage, or for portable bins or trays and their supports.<br>The insulated spaces are not included in the grain and bale capacities. |

### Containers

For a Container or part Container Ship the following information is recorded and is given by the owner or is obtained from other sources which are believed to be reliable.

| | |
|---|---|
| C. | Total carrying capacity in number and length(s) of laden containers.<br>This information is only recorded when the separate numbers of laden containers carried in holds and those on deck are not available.<br>This total capacity is also shown for a Lighter Carrier. |
| C.Dk | Carrying capacity in numbers and length(s) of laden containers on weather deck. |
| C.Ho. | Carrying capacity in numbers and length(s) of laden containers in holds. |
| Cell.Ho. | Holds fitted with fixed cellguides for the carriage of laden containers |

1. Inclusive of any refrigerated units.
2. Figures in parentheses indicate other lengths of containers a ship is fitted to carry.
3. All lengths are in feet.

| | |
|---|---|
| C. Ro-Ro Dk | Carrying capacity in numbers and length(s) of laden containers on internal decks accessed by doors and ramps |
| TEU | Carrying capacity expressed in number of twenty-foot equivalent units. |

### Tanks

| | |
|---|---|
| (alu) | aluminium |
| (C.mn.stl) | Carbon manganese steel |
| CR | Corrosion Resistant material or special corrosion resistant linings. The suffix in parentheses indicates the type of material or lining. |
| cs | Ship arranged for segregation of different cargoes (the number of segregations is given) |
| cyl | cylindrical |
| ind | independent |
| (Ni.stl) | Nickel steel |
| (r.l) | rubber lined |
| (s.stl) | stainless steel |
| Ta | Tanks (the number of tanks is given) |
| vert. | vertical |
| L. | Capacity of unspecified liquid cargoes in cubic metres. This is recorded as 98% of the total volume of the cargo carrying capacity, allowing 2% for expansion where known. |
| L. (gas) | Capacity in cubic metres of liquefied gas cargo, this is recorded as 100% of the total volume of the cargo carrying capacity. |
| L. (oil) | Capacity in cubic metres of oil cargo, this is recorded as 98% of the total volume of the cargo carrying capacity, allowing 2% for expansion where known. |
| HeCls. B | Heating Coils in Bunkers |
| ptB | part Bunkers |
| HeCls. C | Heating Coils in Cargo tanks |
| ptC | part Cargo tanks |

### Cargo Pumps

The number of cargo pumps is recorded together with the total discharge capacity expressed in tonnes of water per hour.

### Hatchways

Weather deck hatchways only are recorded. The sizes are given in order, where possible, commencing at No.1 from forward. Measurements to the inside of coamings are recorded. Where two hatchways can be combined to form one large hatchway, only the combined size is given, and the two hatchways counted as one.
The total length is followed by the abbreviation comb. The material of hatch covers is recorded when known.

| | |
|---|---|
| ER | Engine Room. Within the sequence of hatchways, the letters ER indicate the position of the engine room. |
| (alu) | aluminium |
| comb. | combined |
| Ha | Hatchway(s) |
| (irn) | iron |
| p or (p) | port |
| s or (s) | starboard |
| (stl) | steel |
| T | Tapered hatchway, followed by the measurement of the narrower breadth of this hatchway |
| (w) | wood |

### Winches, cranes and derricks

| | |
|---|---|
| W | Winches (prefixed by the number of winches). Cargo winches only are recorded, and not those used for other purposes. |
| Cr | Cranes (followed by the number of cranes and, in parentheses, the stated safe working load in tonnes). |
| Der | Derricks (followed by the number of derricks and, in parentheses, the stated safe working load in tonnes). |
| Der/Cr | Derricks/Cranes (followed by the number of derricks/cranes, in parentheses, the stated safe working load in tonnes). |
| G.Cr | Gantry/Cranes (followed by the number of gantry/cranes, in parentheses, the stated safe working load in tonnes). |
| A.Fr | A-Frame (followed by the number of A-Frames in parentheses, the stated safe working load in tonnes). |
| M.Cr | Mobile Crane (followed by the number of mobile cranes in parentheses, the stated safe working load in tonnes). |

# 7

## (MACHINERY)

### Engines

| | |
|---|---|
| a.c. | alternating current |
| C | Compound expansion engines |
| (CC) | Constant Current system |
| Cy | Cylinders. The preceding figures indicate the number of cylinders and those which follow are the cylinder diameter and length of stroke. |
| D | Diagonal engines |
| DA | Double Acting. The number prefixed indicates the stroke cycle. |
| d.c. | direct current |
| dr | double reduction (gearing) |
| E | Engine(s) (refitted indicates that the engine(s) now fitted has been used previously either in the same or in another ship). |
| elec. | electric |
| Emy. | Emergency |
| gen. | generator(s) |
| H | Horizontal engines |
| HP | High Pressure |
| IP | Intermediate Pressure |
| kW | kilowatts |
| LP | Low Pressure |
| M.E. | Main Engine(s) |
| NE | New Engine(s). (The ✠ or ★ indicates that the engine(s) fitted at the date recorded were built under the supervision of the surveyors to the Rules of Lloyd's Register or of the British Corporation respectively.) |
| Q | Quadruple expansion engines |
| S | Simple expansion engines(s) |
| SA | Single Acting. The number prefixed indicates the stroke cycle. |
| sc. | screw |
| sr | single reduction (gearing) |
| S Turb | Steam Turbine |
| (Sy) | Synchronous system |
| T | Triple expansion engines |
| tr | triple reduction (gearing) |
| U | Unaflow or Uniflow |
| V | volt |
| (WL) | Ward Leonard system |

### Power

For engines classed in accordance with Lloyd's Register or British Corporation Rules, the power recorded is the total maximum designed shaft power approved. For steam reciprocating engines the indicated power is recorded. In ships not classed with the Society, the power recorded is the total maximum service power as reported by the owners or as obtained from other reliable sources.

In diesel-electric or turbo-electric machinery, the total shaft power of the oil engines or turbines is recorded, together with the rated power output and voltage of each electric generator and each electric motor.

| | |
|---|---|
| bhp | brake horsepower (oil engines) |
| ihp | indicated horsepower (steam reciprocating engines) |
| kW | kilowatts |
| shp | shaft horsepower (turbines and electric motors) |

### Design

The engine design is recorded together with the designation of makers type where known.

### Auxiliary electrical generating plant

The number of generators is given, followed by the rated power output and voltage, d.c. or a.c., of each generator and, in an a.c. installation, the frequency in hertz (Hz). These are listed in descending order of rated power output. Emergency sources of power and sets used solely for harbour purposes are not recorded.

### Fuel bunkers

The capacity of the bunkers is recorded in tonnes (t), followed by an indication of the fuel for which the machinery is fitted. The tonnage of fuel used in one day is recorded thus: 4,5pd (per day). This information is as stated by the owners or as obtained from other reliable sources.

| | |
|---|---|
| (c) | Burning coal |
| (d.o) | Burning diesel oil |
| (hvf) | Fitted for burning high viscosity fuel |
| (i.f.o.) | intermediate fuel oil |
| (o.f) | oil fuel |

The coal capacity is the capacity of all permanent bunkers.
The oil fuel capacity is the capacity of all spaces, including double bottom spaces, which are permanently fitted for the carriage of oil fuel and which have permanent provision for its use on board.
The capacity of settling tanks is included.

# 7 **(MACHINERY)** continued

### Special propellers

Special type propellers are recorded, i.e. directional, controllable pitch and athwartship thrust propellers. The fitting of propellers both forward and aft is also indicated. Bow and stern jet pumps are published when known.

### Speed in knots

The speed recorded is that which the ship is stated to be capable of maintaining at sea in normal weather and at normal service draught.

### Boilers

Information about boilers is recorded only for ships classed with Lloyd's Register or the British Corporation. All pressure values are shown in bar, as well as the equivalent pressure in kilogram-force per square centimetre or pound-force per square inch in parentheses. When details of boilers are recorded in parentheses thus: (AuxB 6,9 bar) (7 kgf/cm$^2$) this indicates that the boiler is temporarily out of use.

| | | |
|---|---|---|
| a | aft | |
| AuxB | Boiler(s) supplying steam to auxiliary services essential to the operation of the ship at sea; but not supplying steam to the main propelling machinery. | |
| c | centre | |
| Comp | Composite (oil & ex.g.) fired | |
| db | domestic boiler(s) supplying steam exclusively for non-essential services, i.e. for purposes not connected in any way with the operation of the ship at sea. Only recorded when working pressure and heating surface exceed 3,4 bar (3,5 kgf/cm$^2$) and 4,7 square metres respectively. | |
| e(ex.g) | exhaust gas economiser | |
| (ex.g) | exhaust gas (boilers) | |
| f | forward | |
| FD | Forced Draught | |
| hs | heating surface. The figure recorded is the total evaporation surface of boilers in square metres plus the total surface of superheaters plus half the surface of economisers and is used for calculating the fees for periodical surveys of water tube boilers. Where the figures are recorded in parentheses they may represent only the heating surface of the boilers. | |
| htr | heater | |
| HWH | Hot Water Heater | |
| bar | 1 bar = 1,02kgf/cm$^2$ = 14.5lb/in$^2$ | Working pressure of boilers |
| kgf/cm$^2$ | kilogram-force per square centimetre | |
| lbf/in$^2$ | pound-force per square inch | |
| lwr | lower | |
| NB<br>NAuxB<br>ndb<br>NWTB<br>nwtdb | New Boiler(s). (The ✠ or ★ indicates that the boilers fitted at the date recorded were built under the supervision of the surveyors to the Rules of Lloyd's Register or of the British Corporation respectively.) | |
| ND | Natural Draught | |
| NNR | New Nuclear Reactor(s) | |
| NR | Nuclear Reactor(s) | |
| (of.) | oil-fired boiler(s) | |
| p or (p) | port | |
| rcv | receiver | |
| s or (s) | starboard | |
| SB | Single-ended Boiler(s) for main propulsion | |
| sg | Steam heated steam generator(s) with working pressure | |
| Spt | Superheater(s). When recorded, the temperature is that of the steam at the outlet from the superheater(s) and the pressure is the working pressure at the superheater outlet. | |
| TOH | Thermal Oil Heater | |
| upr | Upper | |
| WTAuxB | Water Tube Auxiliary Boiler(s) | |
| WTB | Water Tube Boiler(s) for main propulsion | |
| wtdb | water tube domestic boiler(s) | |

# Governmental authorization

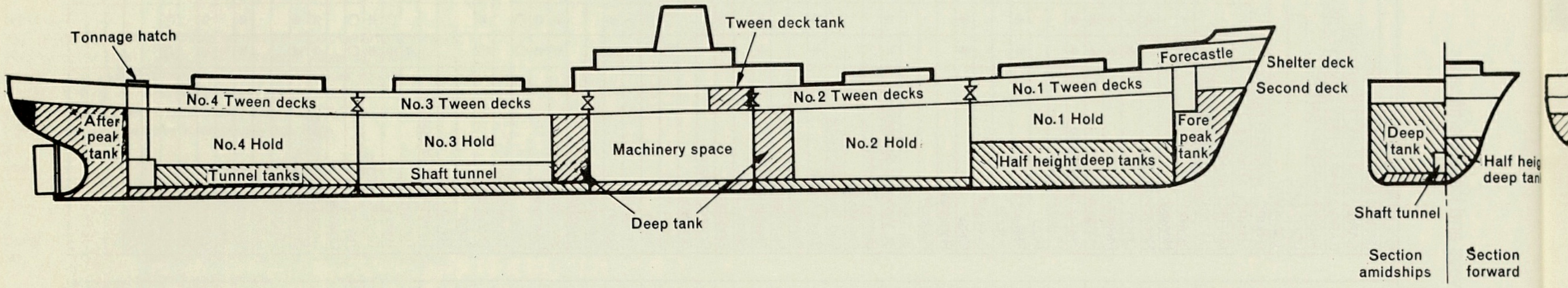
Authorizations granted to Lloyd's Register of Shipping by Governments to undertake Surveys and issue Certificates

| NATIONAL GOVERNMENT | MARPOL ANNEX I | MARPOL ANNEX II | MARPOL ANNEXES I AND II | TONNAGE | | LOAD LINE | | PASSENGER SHIP SAFETY | CARGO SHIP SAFETY CONSTRUCTION | CARGO SHIP SAFETY EQUIPMENT | CARGO SHIP SAFETY RADIO | SOLAS 60, 74 or 78 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Abu Dhabi (U.A.E.) | ✻ | ✻ | | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| Afghanistan | | | | | | | | | | | | |
| Albania | | | | | | | | | | | | |
| Algeria | ✻ | ✻ | 78 | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| Angola | | | | | | | 66 | | | | | 78 |
| Antigua & Barbuda | ✻ | ✻ | 78 | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| Argentina | | | | | 69 | | 66 | ✻ | | | | 78 |
| Aruba | ▲ | ▲ | 78 | | 69 | ▲ | 66 | | ▲ | ▲ | ▲ | 78 |
| Australia | ❍ | ✻ | 78 | | 69 | ✻ | 66 | | ✻ | | | 78 |
| Austria | | | 78 | ❍ | 69 | ✻ | 66 | | ✻ | ✻ | ✻ | 78 |
| Bahamas | ✻ | ✻ | 78 | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| Bahrain | ✻ | ✻ | | ✻ | 69 | ✻ | 66 | | ✻ | ✻ | ✻ | 74 |
| Bangladesh | ✻ | ✻ | | ✻ | 69 | ✻ | 66 | | ✻ | | | 74 |
| Barbados | ✻ | ✻ | | ✻ | 69 | ✻ | 66 | | ✻ | ✻ | ✻ | 78 |
| Belgium | | ▲ | 78 | | 69 | ✻ | 66 | ▲ | ✻ | | | 78 |
| Belize | ✻ | ✻ | | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| Benin | | | | | 69 | | 66 | | ✻ | | | 74 |
| Bermuda | ▲ | ▲ | 78 | ✻ | 69 | ✻ | 66 | | ✻ | ▲ | ▲ | 78 |
| Bhutan | | | | | | | | | | | | |
| Bolivia | | | | | | | | | | | | |
| Botswana | | | | | | | | | | | | |
| Brazil | ❍ | ❍ | 78 | ❍ | 69 | ❍ | 66 | | ❍ | ❍ | ❍ | 78 |
| British Virgin Islands | ✻ | ✻ | | ✻ | | ✻ | | | ✻ | ✻ | ✻ | |
| Brunei | ✻ | ✻ | 78 | ✻ | 69 | ✻ | 66 | | ✻ | ✻ | ✻ | 78 |
| Bulgaria | | ❍ | 78 | ❍ | 69 | ❍ | 66 | | | ❍ | | 78 |
| Burkina Faso | | | | | | | | | | | | |
| Burundi | | | | | | ✻ | | | ✻ | ✻ | ✻ | |
| Cambodia | | | | | | | | | | | | 60 |
| Cameroon | | | | | | | 66 | | | | | 74 |
| Canada | | | | ▲ | | ✻ | 66 | | | | | 74 |
| Cape Verde | ✻ | ✻ | | | | ✻ | 66 | | ✻ | ✻ | ✻ | 74 |
| Cayman Islands | ▲ | ▲ | 78 | ✻ | 69 | ✻ | 66 | | ✻ | ▲ | ▲ | 78 |
| Central African Republic | | | | | | | | | | | | |
| Chad | | | | | | | | | | | | |
| Chile | | | | ❍ | 69 | ❍ | 66 | | | | | 74 |
| China (mainland) | | | 78 | ❍ | 69 | ❍ | 66 | | ❍ | ❍ | ❍ | 78 |
| Colombia | ✻ | ✻ | 78 | ✻ | 69 | ✻ | 66 | | ✻ | ✻ | ✻ | 78 |
| Comoros | | | | | | | | | | | | |
| Congo | | | | | | | 66 | | | | | 74 |
| Cook Islands | ✻ | ✻ | | ✻ | | ✻ | | ✻ | ✻ | ✻ | ✻ | |
| Costa Rica | | | | ❍ | | ✻ | | | | | | |
| Cuba | ✻ | ✻ | | ❍ | 69 | ✻ | 66 | ❍ | ✻ | ✻ | ✻ | 60 |
| Cyprus | ✻ | ✻ | 78 | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| Czechoslovakia | ✻ | | 78 | ✻ | 69 | ✻ | 66 | | ✻ | ✻ | ✻ | 78 |
| Denmark | ❍ | ❍ | 78 | | 69 | ✻ | 66 | | ✻ | ❍ | ❍ | 78 |
| Denmark (D.I.S.) | ❍ | ❍ | 78 | | 69 | ✻ | 66 | | ✻ | ❍ | ❍ | 78 |
| Djibouti | | | 78 | | | | 66 | | | | | 74 |
| Dominica | | | | | | | | | | | | |
| Dominican Republic | | | | | | ✻ | 66 | ❍ | | ✻ | ✻ | 74 |
| Dubai (U.A.E.) | ✻ | ✻ | | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| Ecuador | | | 78 | | | | 66 | ❍ | ❍ | ❍ | ❍ | 74 |
| Egypt | ▲ | ▲ | 78 | ❍ | | ✻ | 66 | ▲ | | | | 78 |
| El Salvador | | | | | | | | | | | | |
| Equatorial Guinea | | | | | | | | | | | | 60 |
| Ethiopia | ✻ | ❍ | | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| Fiji | ✻ | ✻ | | ❍ | 69 | ✻ | 66 | | ❍ | ❍ | ❍ | 74 |
| Finland | ▲ | ▲ | 78 | | 69 | ✻ | 66 | | ▲ | ▲ | ▲ | 78 |
| France | | | 78 | | 69 | ✻ | 66 | ❍ | | | | 78 |
| Gabon | | | 78 | | | | 66 | | | | | 74 |
| Gambia | | | 78 | | 69 | | 66 | | | | | 74 |
| Germany | | | 78 | | 69 | | 66 | | ❍ | | | 78 |
| Ghana | | | | ✻ | 69 | ✻ | 66 | | ✻ | ✻ | ✻ | 78 |
| Gibraltar | ▲ | ▲ | 78 | ✻ | 69 | ✻ | 66 | | ✻ | ❍ | ❍ | 78 |
| Greece | ❍ | ✻ | 78 | ✻ | 69 | ✻ | 66 | ▲ | ✻ | ✻ | ✻ | 78 |
| Grenada | | | | | | | | | | | | |
| Guatemala | | | | | | | | | | | | 74 |
| Guernsey | ❍ | | | ✻ | 69 | | | | | | | |
| Guinea | | | | | 69 | | 66 | | | | | 74 |
| Guinea Bissau | | | | | | | | | | | | |
| Guyana | | | | | | | | | | | | |
| Haiti | | | | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 74 |
| Honduras | | | | ✻ | | ✻ | 66 | | ✻ | ✻ | ✻ | 78 |
| Hong Kong | ✻ | ❍ | 78 | ✻ | 69 | ✻ | 66 | | ✻ | | | 78 |
| Hungary | ❍ | | 78 | | 69 | ❍ | 66 | | ✻ | ▲ | ▲ | 78 |
| Iceland | | | 78 | | 69 | ✻ | 66 | | ✻ | | | 78 |
| India | ▲ | ▲ | 78 | ❍ | 69 | ✻ | 66 | | ▲ | | | 78 |
| Indonesia | | | 78 | ❍ | 69 | ✻ | 66 | | | ❍ | ❍ | 78 |
| Iran | ✻ | ✻ | | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 60 |
| Iraq | ❍ | ✻ | | ✻ | 69 | ✻ | | ❍ | ✻ | ✻ | ✻ | 74 |
| Ireland | | | | ❍ | 69 | ✻ | 66 | | ✻ | | | 78 |
| Isle of Man | ▲ | ▲ | 78 | ✻ | 69 | ✻ | 66 | | ✻ | | | 78 |
| Israel | ▲ | | 78 | ✻ | 69 | ✻ | 66 | ▲ | ✻ | ❍ | ❍ | 78 |
| Italy | ❍ | ❍ | 78 | | 69 | ❍ | 66 | | ❍ | ❍ | | 78 |
| Ivory Coast | | | 78 | ✻ | 69 | ✻ | 66 | | ✻ | ✻ | ✻ | 78 |
| Jamaica | | | | | | ✻ | 66 | | ✻ | | | 74 |
| Japan | | | 78 | | 69 | | 66 | | | | | 78 |
| Jersey | | | | ✻ | | ✻ | | | ✻ | ✻ | ✻ | |
| Jordan | | | | ✻ | | ✻ | | | ✻ | ✻ | ✻ | 74 |
| Kenya | | | | ✻ | | ✻ | 66 | ▲ | ✻ | ✻ | ✻ | 60 |
| Kiribati | | | | | | | | | | | | |
| Korea (North) | | | 78 | | 69 | | | | | | | 78 |
| Korea (South) | | | 78 | ❍ | 69 | | 66 | | ❍ | | | 78 |
| Kuwait | ✻ | ✻ | | ✻ | 69 | ✻ | 66 | ❍ | ✻ | ❍ | ❍ | 78 |
| Laos | | | | | | | | | | | | |
| Lebanon | ▲ | | 78 | ✻ | | ✻ | 66 | | ▲ | ▲ | ▲ | 78 |
| Lesotho | | | | | | | | | | | | |
| Liberia | ✻ | ✻ | 78 | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| Libya | ✻ | ✻ | | ✻ | | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| Liechtenstein | | | | | | | | | | | | |
| Luxembourg | ✻ | ✻ | | ✻ | | ✻ | | ✻ | ✻ | ✻ | ✻ | |
| Madagascar | | | | | | ✻ | 66 | | | | | 60 |
| Malawi | | | | | | | | ✻ | | | | |
| Malaysia | ✻ | ✻ | | ❍ | 69 | ✻ | 66 | ▲ | ✻ | ❍ | ❍ | 78 |
| Maldives | ✻ | ✻ | | ✻ | 69 | ✻ | 66 | | ✻ | ✻ | ✻ | 74 |
| Mali | | | | | | | | | | | | |
| Malta | ❍ | ❍ | 78 | ❍ | 69 | ❍ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| Marshall Islands | ✻ | ✻ | 78 | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| Mauritania | | | | | | | 66 | | | | | 60 |
| Mauritius | ✻ | ✻ | | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 74 |
| Mexico | | | | | 69 | | 66 | | | | | 78 |
| Monaco | | | | | 69 | ✻ | 66 | | | | | 74 |
| Mongolia | | | | | | | | | | | | |
| Morocco | ✻ | ❍ | | ❍ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 74 |
| Mozambique | | | | | 69 | ✻ | 66 | | ✻ | ✻ | ✻ | |
| Myanmar (formerly Burma) | ✻ | ✻ | 78 | ✻ | 69 | ✻ | 66 | | ✻ | ✻ | ✻ | 78 |
| Nauru | | | | ✻ | | ✻ | | ✻ | ✻ | ✻ | ✻ | 60 |
| Nepal | | | | ✻ | | ✻ | | ✻ | ✻ | ✻ | ✻ | |
| Netherlands | ▲ | ▲ | 78 | | 69 | ▲ | 66 | | ▲ | ▲ | ▲ | 78 |
| Netherlands Antilles | ▲ | ▲ | 78 | | 69 | ▲ | 66 | | ▲ | ▲ | ▲ | 78 |
| New Zealand | | | | ❍ | 69 | ✻ | 66 | | ✻ | ❍ | ❍ | 78 |
| Nicaragua | | | | ❍ | | ✻ | | ✻ | ✻ | ✻ | ✻ | 60 |
| Niger | | | | | | | | | | | | |
| Nigeria | ✻ | ✻ | | ✻ | 69 | ✻ | 66 | | ✻ | | | 78 |
| Norway | ✻ | | 78 | | 69 | ✻ | 66 | | ▲ | ▲ | | 78 |
| Norway (N.I.S.) | ❍ | ✻ | 78 | ✻ | 69 | ✻ | 66 | | ✻ | ❍ | ❍ | 78 |
| Oman | ✻ | ✻ | 78 | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| Pakistan | ✻ | ✻ | | ❍ | | ✻ | 66 | ▲ | ✻ | | | 78 |
| Panama | ✻ | ✻ | 78 | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| Papua New Guinea | ✻ | ✻ | | ✻ | | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 74 |
| Paraguay | | | | | | | | | | | | 60 |
| Peru | | | 78 | | 69 | | 66 | | | | | 78 |
| Philippines | ✻ | ✻ | | ❍ | 69 | ✻ | 66 | | ❍ | ❍ | ❍ | 74 |
| Poland | | | 78 | ❍ | 69 | | 66 | | | | | 78 |
| Portugal | | | 78 | ▲ | 69 | ✻ | 66 | | ❍ | | | 78 |
| Qatar | ✻ | ✻ | | ✻ | 69 | ✻ | 66 | | ✻ | ✻ | ✻ | 74 |
| Romania | | | | | 69 | ❍ | 66 | | | ❍ | | 74 |
| Rwanda | | | | | | | | | | | | |
| St. Lucia | | | | | | | | | | | | |
| St. Vincent & Grenadines | ✻ | ✻ | 78 | ✻ | 69 | ✻ | 66 | | ✻ | ✻ | ✻ | 78 |
| Samoa (Western) | | | | | | | 66 | | | | | 60 |
| San Marino | | | | | | | | | | | | |
| Sao Tome & Principe | | | | | | | | | | | | |
| Saudi Arabia | ✻ | ✻ | | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| Senegal | | | | | | ✻ | 66 | | | | | 60 |
| Seychelles | | | 78 | | | ✻ | 66 | | ✻ | ✻ | ✻ | 78 |
| Sharjah (U.A.E.) | ✻ | ✻ | | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| Sierra Leone | | | | ❍ | | ❍ | | | ❍ | ❍ | ❍ | |
| Singapore | ✻ | ✻ | 78 | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| Solomon Islands | | | | | | | | | | | | |
| Somalia | | | | ✻ | | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 60 |
| South Africa | ❍ | ❍ | 78 | | 69 | ✻ | 66 | ✻ | ✻ | | | 78 |
| Spain | ❍ | ❍ | 78 | | 69 | ❍ | 66 | ❍ | ❍ | ❍ | ❍ | 78 |
| Sri Lanka | ✻ | ✻ | | ✻ | | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 74 |
| Sudan | ✻ | ✻ | | ✻ | | ✻ | 66 | | ✻ | ✻ | ✻ | 74 |
| Suriname | | | 78 | | | ✻ | 66 | | ✻ | ✻ | ✻ | 74 |
| Swaziland | | | | | | | | | | | | |
| Sweden | ✻ | ✻ | 78 | | 69 | ✻ | 66 | | ▲ | | | 78 |
| Switzerland | ✻ | ✻ | 78 | ✻ | 69 | ✻ | 66 | | ✻ | ✻ | ✻ | 78 |
| Syria | ❍ | ❍ | 78 | | 69 | ✻ | 66 | | ❍ | ❍ | ❍ | 60 |
| Tanzania | | | | ✻ | | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | |
| Thailand | ❍ | ✻ | | ❍ | | ✻ | | ❍ | ✻ | | | 74 |
| Togo | | | 78 | | 69 | | 66 | | | | | 78 |
| Tonga | | | | ✻ | 69 | ✻ | 66 | | ✻ | ✻ | ✻ | 74 |
| Trinidad and Tobago | | | | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 74 |
| Tunisia | ✻ | | 78 | ✻ | | ✻ | 66 | | | | | 78 |
| Turkey | ✻ | ❍ | 78 | ❍ | 69 | ✻ | 66 | | ❍ | | | 74 |
| Turks & Caicos | ✻ | ✻ | | ✻ | | ✻ | | ✻ | ✻ | ✻ | ✻ | |
| Tuvalu | ❍ | ❍ | 78 | ❍ | 69 | ❍ | 66 | | ❍ | ❍ | ❍ | 74 |
| Uganda | | | | | | ✻ | | | ✻ | ✻ | ✻ | |
| United Arab Emirates | ✻ | ✻ | | ✻ | 69 | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 78 |
| United Kingdom | ▲ | ▲ | 78 | ✻ | 69 | ✻ | 66 | | ✻ | ▲ | ▲ | 78 |
| Uruguay | | | 78 | ❍ | 69 | ❍ | 66 | | | | | 78 |
| U.S.A. | | | 78 | | 69 | ❍ | 66 | | | | | 78 |
| Vanuatu | ✻ | ✻ | 78 | ✻ | 69 | ✻ | 66 | | ✻ | ✻ | ✻ | 78 |
| Venezuela | ✻ | | | ❍ | 69 | ✻ | 66 | | | | | 74 |
| Vietnam | ✻ | ✻ | | | | ✻ | 66 | | ✻ | ✻ | ✻ | 60 |
| Yemen | | | | | | | | | | | | |
| Yugoslavia | ❍ | ❍ | 78 | | 69 | ❍ | 66 | ❍ | ❍ | ❍ | ❍ | 78 |
| Zaire | | | | ✻ | | ✻ | 66 | | ✻ | ✻ | ✻ | 60 |
| Zambia | | | | | | ✻ | 66 | ✻ | ✻ | ✻ | ✻ | 60 |

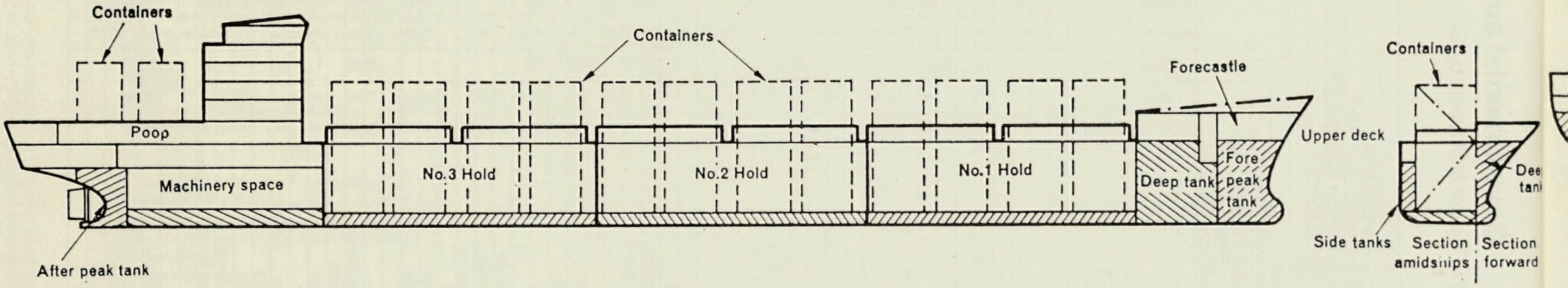
✻ Society has complete authority to survey and to issue appropriate certificates. ❍ Society has some degree of authorization and has acted on behalf of Government.

▲ Society has some degree of authorization and has acted on behalf of the Government. Certificates issued by National Administration.
Dates indicate that Government has signed the relevant Convention(s), i.e. 73/78 MARPOL; 66 Load Line; 69 Tonnage; 60.74.78 SOLAS.

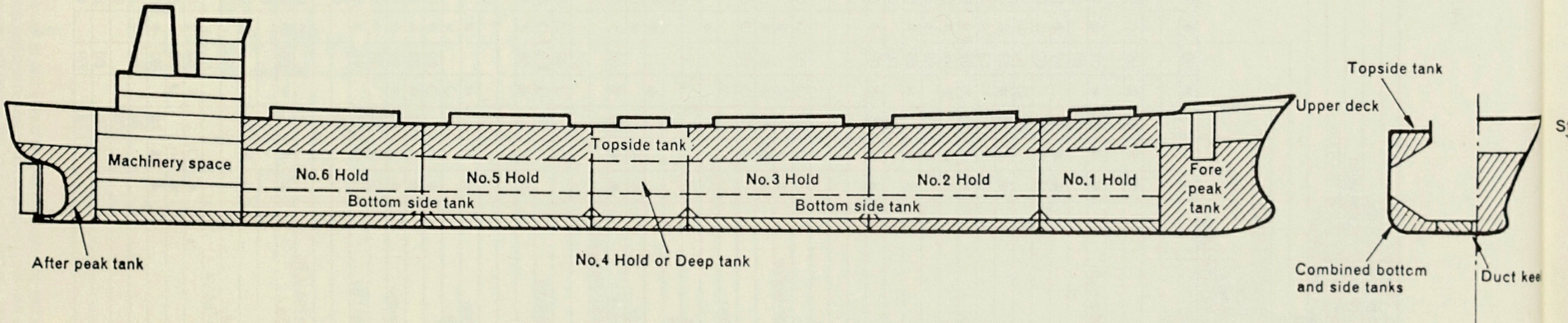
## Profiles illustrating decks, superstructures, spaces and tanks


Tonnage hatch
Tween deck tank
Shelter deck
Second deck
Forecastle
No.4 Tween decks
No.3 Tween decks
No.2 Tween decks
No.1 Tween decks
After peak tank
No.4 Hold
No.3 Hold
Machinery space
No.2 Hold
No.1 Hold
Fore peak tank
Tunnel tanks
Shaft tunnel
Half height deep tanks
Deep tank
Deep tank
Half heig deep tan
Shaft tunnel
Section amidships
Section forward

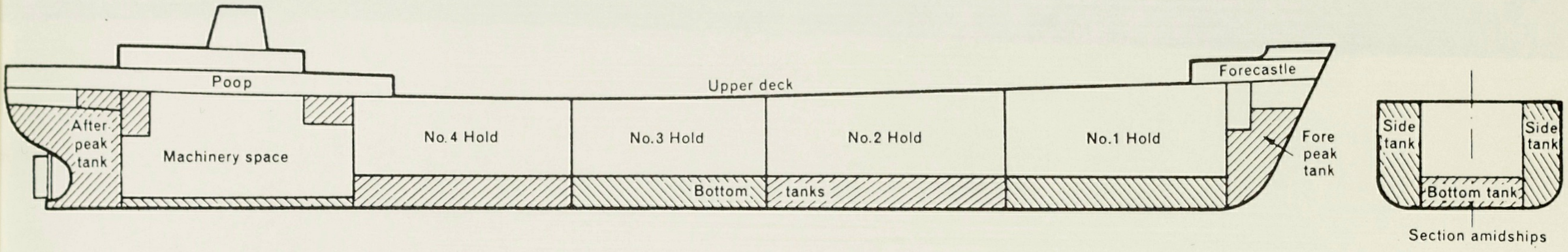
**General Cargo Ship** Coll BH & APBH to S dk 7 to 2nd dk WB4200T incl. DTma890T DTmf890T Tunnel tanks 400T UnDk a20T f20T


Containers
Containers
Forecastle
Poop
Upper deck
Machinery space
No.3 Hold
No.2 Hold
No.1 Hold
Deep tank
Fore peak tank
After peak tank
Containers
Dee tan
Side tanks
Section amidships
Section forward

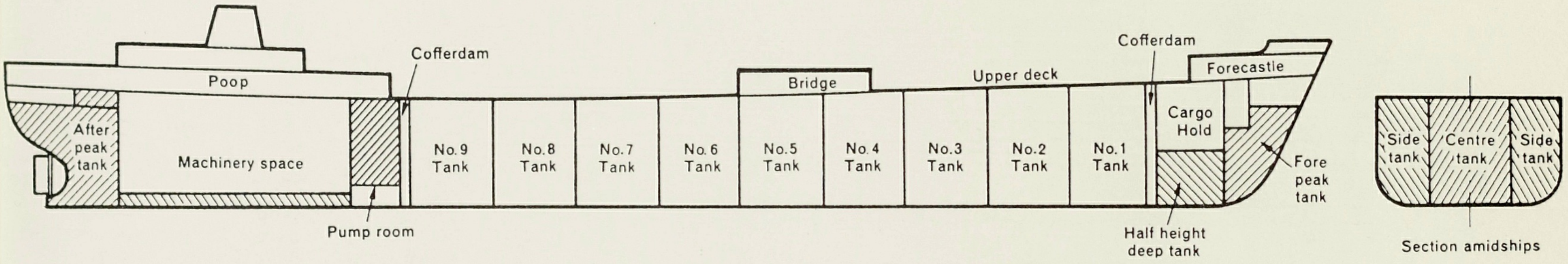
**Container Ship** 6BH WB2400T incl. DTf300T STs in Nos. 1 & 2 holds 1350T


Topside tank
Upper deck
Sy
Topside tank
Machinery space
No.6 Hold
No.5 Hold
No.3 Hold
No.2 Hold
No.1 Hold
Fore peak tank
Bottom side tank
Bottom side tank
After peak tank
No.4 Hold or Deep tank
Combined bottom and side tanks
Duct kee
Section amidships
Section forward

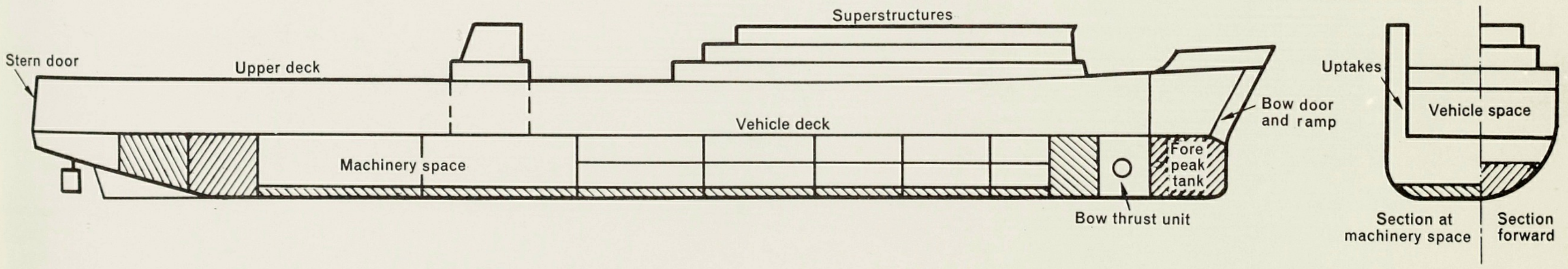
**Bulk Carrier** 8BH WB18000T incl. Topside tanks in holds 6000T & Comb. btm & STs in holds 8000T


Poop
Upper deck
Forecastle
After peak tank
Machinery space
No.4 Hold
No.3 Hold
No.2 Hold
No.1 Hold
Fore peak tank
Bottom tanks
Side tank
Side tank
Bottom tank
Section amidships

**Ore Carrier** 6BH WB10000T


Cofferdam
Cofferdam
Poop
Bridge
Upper deck
Forecastle
After peak tank
Machinery space
No.9 Tank
No.8 Tank
No.7 Tank
No.6 Tank
No.5 Tank
No.4 Tank
No.3 Tank
No.2 Tank
No.1 Tank
Cargo Hold
Fore peak tank
Pump room
Half height deep tank
Side tank
Centre tank
Side tank
Section amidships

**Tanker** 15BH WB20500T incl. 14500T in clean ballast tanks DTf3300T


Superstructures
Stern door
Upper deck
Vehicle deck
Machinery space
Bow door and ramp
Fore peak tank
Bow thrust unit
Uptakes
Vehicle space
Section at machinery space
Section forward

**Ro Ro Cargo** Coll BH to U dk 10 to 2nd dk WB350T incl. DTf90T

# Register of Ships P-Z

RE

LR N

Call s

Offici

Fishir

Navig
aides

AMV

**760**
*ZTB*
351
Df E
Rdr

**760**
*ZTB*
351
Df E

**702**
*WZ*
522
Esd

**500**
*DGI*

**739**

350
Df E
Rt

**733**
*WY*
543

**850**

**523**
*DYI*

**526**

146

**750**
*SV*
930
Df I
Pfd
RTr
AM

**537**
*9HJ*
223
Df I
Pfd

**793**
*CO*

**793**
*CO*

**793**
*CO*

**793**
*CO*

| 1<br>LR Number<br>Call sign<br>Official No<br>Fishing No<br>Navigational aides<br>AMVER | 2<br>SHIP'S NAME<br>Former names<br>Owners<br>Managers<br>Port of Registry Flag<br>SatCom Id | 3<br>NNAGE<br>Gross<br>Net<br>Deadwt<br>Gross<br>Net<br>Deadwt<br>(tonnes)<br>T/cm | 4<br>CLASSIFICATION<br>Hull Special Survey<br>Machinery<br>Refrigerated cargo installation<br>Equipment Letter<br>Fee Numeral | 5<br>HULL<br>Date of build Shipbuilders – Place of build Yard Number<br>Length overall (m) Breadth extreme (m) Draught maximum (m)<br>Length B.P. (m) Breadth moulded (m) Depth moulded (m)<br>Superstructures (m) Decks<br>Riveted/Welded Rise of floor (mm) Keel (mm) Alterations<br>Additional tanker dimensions<br>Conversions | 6<br>SHIP TYPE/CARGO FACILITIES<br>Propulsion Ship type Shelter deck Passengers<br>Ro-Ro facilities<br>Holds & lengths (m)/Cargo tanks & types<br>Grain/Liquid ($m^3$) Bale ($m^3$) Insulated spaces ($m^3$) Heating coils<br>Containers & lengths (ft)<br>Hatchways & sizes (m)<br>Winches Cargo handling gear (SWL tonnes)<br>Cargo discharge pumps | 7<br>MACHINERY<br>Design Designation<br>No. & Type of engines Bore x stroke (mm)<br>Power<br>Enginebuilders Where manufactured<br>Boilers Pressures Heating surface Furnaces<br>Aux. electrical generating plant & output<br>Special propellers<br>Fuel bunkers (tonnes) Speed |
|---|---|---|---|---|---|---|
| **7603198**<br>*ZTBZ*<br>351523<br>Df Esd Gc<br>Rdr Rt | **P J C DU PLESSIS**<br>**South African Transport Services**<br>Port Elizabeth South Africa | **344**<br>103<br>293 | ✠Classed LR until 21/4/78 | **1977**-1 Niigata Eng. Co. Ltd.—Niigata (1523)<br>35,03 9,50 4,319<br>30,99 9,00 4,91<br>1 dk<br>rf 914 | **TM Tug**<br>Fire-fighting<br>ER 1 Ho 4,4<br>2 Ha (stl) (— × —) ER (0,9 × 1,5) | Niigata 8L25BX<br>2 Oil 4SA each 8Cy. 250 × 320 reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 3 × 144kW 400V 50Hz a.c.<br>2 Directional propellers<br>Fuel 87,0t (d.o.) |
| **7603215**<br>*ZTBY*<br>351525<br>Df Esd Rdr | **P J CONRADIE**<br>**South African Transport Services**<br>Port Elizabeth South Africa | **344**<br>103<br>293 | ✠Classed LR until 21/4/78 | **1977**-2 Niigata Eng. Co. Ltd.—Niigata (1526)<br>35,03 9,50 4,319<br>33,13 9,00 4,91<br>1 dk<br>rf 914 | **TM Tug**<br>Fire-fighting<br>ER 1 Ho 4,4 | Niigata 8L25BX<br>2 Oil 4SA each 8Cy. 250 × 320 reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 3 × 144kW 400V 50Hz a.c.<br>2 Directional propellers<br>Fuel 87,0t (d.o.) |
| **7029861**<br>*WZV5110*<br>522727<br>Esd RdrRTm | **P. B. MARR**<br>ex Lowell Stanley-86<br>**Garden State Seafood Inc.**<br>New York, NY United States of America | **338**<br>229<br>— | | **1969** American Marine Corp.—New Orleans, La (1033)<br>50,60 11,64 3,353<br>47,73 11,59 3,97<br>1 dk<br>conv Deck Cargo Supply Ship 87 | **TM Factory Ship**<br>Shellfish | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 sr geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 110V 60Hz a.c.<br>Fuel 101,5t 12kn |
| **5000237**<br>*DGBL* | **P. E. 2**<br>ex A. M. 1-86 ex Martha<br>**Andreas Martens K.G.**<br>Kappeln Federal Republic of Germany | **125**<br>68<br>— | GL | **1931** E. J. Smit & Zoon—Hoogezand<br>34,29 5,85 —<br>32,42 5,82 1,88<br>1 dk<br>R len 59 | **M General Cargo Barge** | Mercedes Benz MB846A<br>Oil 4SA 6Cy. 150 × 190 reverse reduction geared to sc. shaft<br>225bhp (166kW) NE 60<br>Mercedes-Benz Stuttgart |
| **7397701**<br>350721<br>Df Esd Rdr Rt | **P. G. JOUBERT**<br>**South African Transport Services**<br>Cape Town/ Kaapstad South Africa | **282**<br>50<br>— | ✠ | **1975**-6 Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (N.2400)<br>34,70 9,43 3,328<br>33,48 8,86 3,94<br>1 dk | **TM Tug** | Blackstone ESL8MK2<br>2 Oil 4SA each 8Cy. 222 × 292<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 96kW 380V 50Hz a.c.<br>2 Directional propellers |
| **7333509**<br>*WYZ8396*<br>543302 | **P. L. S. II**<br>ex Resolute<br>**Dung van Nguyen**<br>Tampa, Fl United States of America | **125**<br>85<br>— | | **1972** Desco Marine—St. Augustine, Fl (F120)<br>*20,97*<br>6,75 3,81<br>1 dk | **Reinforced Plastic M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |
| **8503383** | **P. M. 11**<br>**Saudi Tug Services W.L.L.**<br>Saudi Arabia | **190**<br>—<br>500 | | **1984** Master Boat Builders, Inc.—Bayou la Batre, Al<br>33,53<br>31,20 7,94 3,20<br>1 dk | **TM Utility Vessel** | General Motors<br>2 Vee Oil 2SA each 16Cy. 123 × 127 geared to sc. shafts<br>910bhp (669kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| **5237787**<br>*DYRW* | **P. N. ROA I**<br>ex Mizuho-74<br>**Pedro N. Roa Enterprises**<br>Philippines | **240**<br>137<br>— | | **1961** Imabari Zosen—Imabari (80)<br>33,30 6,25 2,515<br>29,80 6,20 2,09 | **M Ferry** | Makita<br>Oil 4SA 6Cy. 280 × 420<br>Makita Tekkosho Takamatsu |
| **5267952**<br>146334 | **P. S. BARGE No. 1**<br>ex Edwin T. Douglass-59<br>**McAllister Towing & Salvage Inc.**<br>Kingston, Ont. Canada | **1 726**<br>1 679<br>2 550 | **BS**✱ Lake SS 8/90<br>Great Lakes and Gulf of St. Lawrence service<br>**(MBS✱)**<br>CT1604 C27<br>FN 1484 | **1923**-5 Napier & Miller Ltd.—Glasgow (240)<br>78,80 13,19 4,725<br>77,12 13,14 6,10<br>F 10,7 1 dk<br>R conv General Cargo 59 | **Salvage Barge**<br>Mchy.aft<br>G.3 681 B.3 455<br>4W | |
| **7503075**<br>*SVUT*<br>9308<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **P. S. PALIOS**<br>ex Artois-87 ex Ville de Reims-83<br>**Solar System S.A.**<br>Diana Shipping Services S.A.<br>Piraeus Greece | **14 413**<br>9 821<br>24 300 | BV | **1977** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (197)<br>173,01 (BB) 22,86 10,502<br>165,00 22,81 14,61<br>P -F - 2 dks | **M General Cargo**<br>5 Ho 18,2 25,9 25,9 24,5 25,2 5 TwD<br>G.30 954 B.28 915<br>TEU 670<br>C.Ho 470/20' (40') C.Dk 200/20' (40') incl. 54 ref C.<br>9 Ha (stl) (12,5 × 10,5) (18,8p&s 18,8p&s 18,8p&s 18,8p&s × 8,0) ER<br>Cr 3(25) Der 1(135) 1(22) | Pielstick 10PC4-2V-570<br>Vee Oil 4SA 10Cy. 570 × 620 sr geared to sc. shaft<br>15 000bhp (11 033kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 162,5t (d.o.) 1 611,0t (hvf)-41,0pd 14,5kn |
| **5371765**<br>*9H3129*<br>2233<br>Df Esd Gc<br>Pfd Rdr Rt | **P. TYPHOON**<br>ex Typhoon-89<br>**Petros Shipping Co. Ltd.**<br>Valletta Malt | **1 034**<br>145<br>— | ✠Classed LR until 60 HR | **1960**-6 Henry Robb Ltd.—Leith (460)<br>60,80 12,20 2,810<br>12,00 4,41<br>1 dk<br>RW | **M Tug**<br>Salvage | Vickers<br>2 Oil 4SA each 12Cy. 248 × 267 sr geared to sc. shaft<br>Vickers-Armstrongs (Eng.) Ltd. Barrow<br>Controllable pitch propeller |
| **7935668**<br>*CO2141* | **P-31-G**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>La Habana Cut | **109**<br>—<br>— | (BV) | **1974** Ast. Gumar S.A.—Callao<br>20,30 2,401<br>18,75 6,25 3,00<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl<br>Mchy.aft | M.T.U.<br>Oil 4SA 6Cy. 160 × 180<br>480bhp (353kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Fuel 39,0t (d.o.) 10,25kn |
| **7935670**<br>*CO2155* | **P-32-G**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>La Habana Cul | **109**<br>—<br>— | (BV) | **1975** Ast. Gumar S.A.—Callao<br>20,30 2,401<br>18,75 6,25 3,00<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl<br>Mchy.aft | M.T.U.<br>Oil 4SA 6Cy. 160 × 180<br>480bhp (353kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Fuel 35,0t (d.o.) 10,25kn |
| **7935682**<br>*CO2156* | **P-33-G**<br>**Government of The Republic of Cuba (Empresa Flota Cubana d Pesca)**<br>La Habana Cu | **109**<br>—<br>— | (BV) | **1975** Ast. Gumar S.A.—Callao<br>20,30 2,401<br>18,75 6,25 3,00<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl<br>Mchy.aft | M.T.U.<br>Oil 4SA 6Cy. 160 × 180<br>480bhp (353kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Fuel 39,0t (d.o.) 10,25kn |
| **7935694**<br>*CO2584* | **P-34-G**<br>**Government of The Republic of Cuba (Empresa Flota Cubana c Pesca)**<br>La Habana C | **109**<br>—<br>— | (BV) | **1975** Ast. Gumar S.A.—Callao<br>20,30 2,401<br>18,75 6,25 3,00<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl<br>Mchy.aft | M.T.U.<br>Oil 4SA 6Cy. 160 × 180<br>480bhp (353kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Fuel 39,0t 10,25kn |

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| **7935709**<br>*CO2585* | **P-35-G**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>La Habana Cuba | **109**<br>—<br>— | (BV) | **1975** Ast. Gumar S.A.—Callao<br>20,30 2,401<br>18,75 6,25 3,00<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl<br>Mchy.aft | M.T.U.<br>Oil 4SA 6Cy. 160 × 180<br>480bhp (353kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshaf<br>Fuel 39,0t (d.o.) 10,25 |
| **7935711**<br>*CO2142* | **P-36-G**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>La Habana Cuba | **109**<br>—<br>— | (BV) | **1975** Ast. Gumar S.A.—Callao<br>20,30 2,401<br>18,75 6,25 3,00<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl<br>Mchy.aft | M.T.U.<br>Oil 4SA 6Cy. 160 × 180<br>480bhp (353kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshaf<br>Fuel 39,0t (d.o.) 10,25 |
| **7935723**<br>*CO2143* | **P-37-G**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>La Habana Cuba | **109**<br>—<br>— | (BV) | **1975** Ast. Gumar S.A.—Callao<br>20,30 2,401<br>18,75 6,25 3,00<br>1 dk | **M Fishing**<br>Shrimp-trawl<br>Mchy.aft | M.T.U.<br>Oil 4SA 6Cy. 160 × 180<br>480bhp (353kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshaf<br>Fuel 39,0t (d.o.) 10,25 |
| **7935735**<br>*CO2446* | **P-38-G**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>La Habana Cuba | **109**<br>—<br>— | (BV) | **1975** Ast. Gumar S.A.—Callao<br>20,30 2,401<br>18,75 6,25 3,00<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl<br>Mchy.aft | M.T.U.<br>Oil 4SA 6Cy. 160 × 180<br>480bhp (353kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshaf<br>Fuel 39,0t (d.o.) 10,25 |
| **7945388**<br>*CO2447*<br>Rt | **P-39-G**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>La Habana Cuba | **109**<br>—<br>— | (BV) | **1975** Ast. Gumar S.A.—Callao<br>20,30 2,401<br>18,75 6,25 3,00<br>1 dk | **M Fishing** | M.T.U. 6V396TC<br>Oil 4SA 6Cy. 165 × 185<br>480bhp (353kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshaf<br>10,25 |
| **7935747**<br>*CO2656* | **P-40-G**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>La Habana Cuba | **109**<br>—<br>— | (BV) | **1975** Ast. Gumar S.A.—Callao<br>20,30 2,401<br>18,75 6,25 3,00<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl<br>Mchy.aft | M.T.U.<br>Oil 4SA 6Cy. 160 × 180<br>480bhp (353kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshaf<br>Fuel 39,0t (d.o.) 10,25 |
| **7612369**<br>*CO2657* | **P-41-G**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>La Habana Cuba | **109**<br>—<br>— | (BV) | **1975** Ast. Gumar S.A.—Callao<br>20,30 2,401<br>18,75 6,25 3,00<br>1 dk | **M Fishing**<br>Shrimp-trawl<br>Mchy.aft | M.T.U.<br>Oil 4SA 6Cy. 160 × 180<br>480bhp (353kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshaf<br>Fuel 39,0t (d.o.) 10,25 |
| **7935759**<br>*CO2658* | **P-42-G**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>La Habana Cuba | **109**<br>—<br>— | (BV) | **1975** Ast. Gumar S.A.—Callao<br>20,30 2,401<br>18,75 6,25 3,00<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl<br>Mchy.aft | M.T.U.<br>Oil 4SA 6Cy. 160 × 180<br>480bhp (353kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshaf<br>Fuel 39,0t (d.o.) 10,25 |
| **7935761**<br>*CO2650* | **P-43-G**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>La Habana Cuba | **109**<br>—<br>— | (BV) | **1976** Ast. Gumar S.A.—Callao<br>20,30 2,401<br>18,75 6,25 3,00<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl<br>Mchy.aft | M.T.U.<br>Oil 4SA 6Cy. 160 × 180<br>480bhp (353kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshaf<br>Fuel 39,0t (d.o.) 10,25 |
| **7945390**<br>*CO2651*<br>Rt | **P-44-G**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>La Habana Cuba | **109**<br>—<br>— | (BV) | **1976** Ast. Gumar S.A.—Callao<br>20,30 2,401<br>18,75 6,25 3,00<br>1 dk | **M Fishing** | M.T.U.<br>Oil 4SA 6Cy. 165 × 185<br>480bhp (353kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshaf<br>10,25 |
| **7805057**<br>*XYND*<br>Df Esd Gc<br>Rdr RTm/h/v | **PA-GAN**<br>**Myanma Five Star Line**<br>Yangon Union of Myanmar | 739<br>391<br>1 376<br>**1 619**<br>1 052<br>2 076 | NV | **1979** Kristiansands M/V A/S—Kristiansand S. (232)<br>72,93 3,871/4,847<br>66,38 12,01 6,61<br>P -F - 1 dk & S dk<br>rf 102 | **M General Cargo** OSSD<br>1 Ho 43,3 2 TwD<br>G.3 477 B.3 010<br>2 Ha (stl) (each 18,5 × 8,9) ER<br>4W Der 2(10) 2(5) | Normo LDMB<br>Oil 4SA 9Cy. 250 × 300 reversc reduction geared to sc. shaft<br>1 700bhp (1 250kW)<br>A/S Bergens M/V Berge<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Fuel 133,0t (d.o.)-6,5pd 12,75 |
| **5286908**<br>1631/L<br>Rt | **PAAL DUA**<br>ex Delima 101-74 ex Pulau Perak II<br>ex Rengam-62<br>**P.T. Inimexintra**<br>Belawan Indonesia | **422**<br>249<br>1 196 | (KI)<br>*Classed BC until 10/67 | **1947**-4 Blyth Dry Docks & SB. Co. Ltd.—Blyth (333)<br>42,02 2,896<br>38,10 7,26 4,50<br>1 dk & S dk | **M General Cargo** SD<br>Mchy.aft | Ruston<br>Oil 4SA 6Cy. 260 × 370 sr reverse geared to sc. shaft<br>486bhp (357kW)<br>Ruston & Hornsby Ltd. Linco<br>Gen 1 × 70kW 220V 9 |
| **8136063**<br>*DBPH*<br>Esd Gc Rdr<br>RTv | **PAAPSAND**<br>**Government of The Federal Republic of Germany (Bundesminister fur Verkehr-WSV)**<br>Government of The Federal Republic of Germany (Wasser-und Schiffahrtsamt Emden)<br>Emden Federal Republic of Germany | *272*<br>*81*<br>— | GL | **1955** F. Schichau A.G.—Bremerhaven (1662)<br>43,90 7,62 2,490<br>40,04 7,61 3,00<br>1 dk | **M Research** | MWM TD602V<br>Vee Oil 4SA 12Cy. 160 × 165 sr geared to sc. shaft<br>600bhp (441kW) NE 78<br>Motorenw. Mannheim A.G., Suddeutsche Bremsen AG Muench<br>Controllable pitch propeller 11 |
| **6807101**<br>*J8CZ3*<br>2904<br>Df Esd Gc<br>Pfd Rdr Rt | **PABLO METZ**<br>ex Oranienburg-90<br>**Pablo Metz Shipping Ltd.**<br>M.C. Lines Shipmanagement Ltd.<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**5 364**<br>2 962<br>8 210<br>**8 501**<br>5 048<br>10 080 | **100A1** SS 12/90<br>**LMC** **UMS**<br>EL Z 575,0/53,0SQ<br>FN 4403<br>(DSRK) | **1968** VEB Warnowwerft Warnemuende —Warnemuende (210)<br>150,15 20,24 7,240/8,205<br>138,00 20,20 11,70<br>F 13,5 2 dks<br>rf nil DK | **M General Cargo**<br>Ref P<br>Ice strengthened<br>5 Ho -DT 17,3 18,9 18,0 21,1 ER B<br>G.16 043 B.14 934 In.330 L.511<br>5 Ha (stl) (10,5 × 7,0) (12,1 12,1 11,6 10,9) ER (9,9 × 8,0)<br>12W Cr 1(5) Der 1(60) 2(8-14) 4(5- 6(3-5) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rosto<br>e(ex.g) (ex.g) 13,3kgf/cm$^2$ (13,1bar)<br>AuxB (o.f.) 10,2kgf/cm$^2$ (10,0bar)<br>Gen 3 × 340kW 1 × 240kW 390V 50Hz a.c.<br>Fuel 845,5t (d.o.) 852,5t (hvf) 18,5 |
| **7391367**<br>*ULMU*<br>0242<br>Df Esd Gc<br>Pfd Rdr Rt | **PABLO NERUDA**<br>**Latvian Shipping Company**<br>Ventspils Latvia | **27 694**<br>12 453<br>40 030<br>T/cm<br>46,8 | RS | **1975** R.O. Brodogradiliste "3 Maj"—Rijeka (566)<br>195,00 (BB) 28,05 12,201<br>183,01 28,01 17,81<br>1 dk | **M Tanker**<br>COW IGS SBT Ice strengthened<br>4 Ta 4 Wing Ta ER<br>L.(oil) 45 562<br>2 Cargo pumps total 4 000T/hr | Sulzer 6RND<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rije<br>Gen 3 × 600kW 1 × 100kW 400V 50Hz a.c.<br>Fuel (d.o.) 2 989,4t (hvf)-53,9pd 16 |
| **8508589**<br>*ELKM7*<br>8774<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **PACASIA**<br>ex Tonic Santal-90<br>**Trans-Pacific Shipping Co.**<br>Lasco Shipping Co.<br>Monrovia Liberia<br>SatCom: 1243530/ASIA | *15 927*<br>*9 057*<br>26 667 | AB (NK) | **1985** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (357)<br>167,21 (BB) 26,04 9,543<br>160,00 25,01 13,01<br>P 24,7 F 11,3 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.34 071<br>4 Ha (stl) ER | B&W 6L50MC<br>Oil 2SA 6Cy. 500 × 1620<br>6 900bhp (5 075kW)<br>Mitsui Eng. & SB. Co. Ltd. Tama<br>Gen 3 × 360kW a.c. 13 |

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| **7374644**<br>*A8YI*<br>5395<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PACBARON**<br>**Trans-Pacific Shipping Co.**<br>Lasco Shipping Co.<br>Monrovia Liberi | 2<br>0<br>1<br>n<br>8 | AB | **1975** Namura SB. Co. Ltd.—Osaka (426)<br>171,43 (BB) 25,07 9,916<br>162,01 25,02 13,80<br>P 26,0 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 16,6 26,9 26,9 26,9 26,2 ER<br>G.32 866 B.32 089 HeCls. B<br>9 Ha (stl) (8,1 × 12,0) (20,8p&s 20,8p&s 20,8p&s 20,8p&s × 8,9) ER<br>Cr 3(25) 2(15) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 380kW 450V 60Hz a.c.<br>Fuel 153,5t (d.o.) 1 534,0t (hvf)-32,0pd 14,5kn |
| **7374632**<br>*A8VI*<br>5317<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PACDUCHESS**<br>**Trans-Pacific Shipping Co.**<br>Lasco Shipping Co.<br>Monrovia Liberi | 2<br>8<br>0<br>n<br>8 | AB | **1975** Namura SB. Co. Ltd.—Osaka (425)<br>171,43 (BB) 25,07 9,916<br>161,98 25,00 13,80<br>P 26,0 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Salt<br>5 Ho 16,6 26,9 26,9 26,9 26,9 ER<br>G.32 866 B.32 089 HeCls. B<br>9 Ha (stl) (8,1 × 12,0) (20,8p&s 20,8p&s 20,8p&s 20,8p&s × 8,9) ER<br>Cr 3(25) 2(15) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 380kW 450V 60Hz a.c.<br>Fuel 170,5t (d.o.) 1 689,5t (hvf)-30,5pd 14,5kn |
| **7374620**<br>*A8SL*<br>5242<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PACDUKE**<br>**Trans-Pacific Shipping Co.**<br>Lasco Shipping Co.<br>Monrovia Liberi<br>SatCom: 1241226/PDUK | 8<br>4<br>0<br>n<br>8 | AB | **1975** Namura SB. Co. Ltd.—Osaka (424)<br>171,46 (BB) 25,07 9,900<br>162,01 25,00 13,80<br>P 26,0 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 16,6 26,9 26,9 26,9 26,9 ER<br>G.31 730 B.30 953 HeCls. B<br>TEU 249 C. 249/20'<br>9 Ha (stl) (8,1 × 12,0) (20,8p&s 20,8p&s 20,8p&s 20,8p&s × 8,9) ER<br>Cr 3(25) 2(15) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Fuel 167,5t (d.o.) 2 289,5t (hvf)-34,5pd 14,5kn |
| **7351032**<br>*IMPA*<br>202<br>Gc Rdr Rt | **PACE**<br>**Government of the Republic of Ital**<br>**(Ente Ferrovie dello Stato - Direzione Generale - Settore Autonomo Navigazione)**<br>Messina Ita | 0<br>7<br>8 | RI | **1974** Cant. Nav. del Tirreno e Riuniti—Riva Trigoso (296R)<br>76,92 16,79 3,499<br>70,52 16,51 5,31<br>1 dk | **M RoRo Cargo/Ferry**<br>250dk P<br>Bow door/ramp<br>L 5,20 W 5,20<br>Stern door/ramp<br>L 5,20 W 5,20<br>Lane Length 216 Cargo Width 12,00<br>Clear height 4,30<br>Trailers 12 | GMT<br>2 Vee Oil 4SA each 12Cy. 230 × 270<br>4 056bhp (2 983kW)<br>Grandi Motori Trieste Trieste<br>2 Directional propellers aft, 1 fwd<br>13,5kn |
| **6822553**<br>*C6CZ8*<br>381046<br>Df Esd Gc<br>Rdr RTm/h/v | **PACE**<br>ex Polly Pride-91 ex Reefer Trader-87<br>ex Ice Flower-77 ex Frigo Scan-73<br>**Pace Shipping Corp.**<br>P.P.I. Lines Ltd.<br>Nassau Baham | Mk<br>**90**<br>83<br>20<br>**40**<br>00<br>05 | ✠LR class withdrawn 9/1/91 | **1968**-8 Buesumer Werft G.m.b.H.—Buesum (227)<br>75,60 (BB) 11,89 3,810/5,012<br>68,74 11,80 6,74<br>Ba 14,7 F 8,6 2 dks<br>rf 178<br>**DAMAGED BY FIRE 1/87 — CLASS SUSPENDED** | **M Refrigerated Cargo**<br>3 Ho 18,9 15,0 16,0 ER<br>In.1 990<br>3 Ha (stl) (each 6,7 × 3,9) ER<br>Cr 6(3) | MaK<br>Oil 2SA 8Cy. 320 × 450<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 124kW 400V 50Hz a.c.<br>Fuel 270,5t (d.o.)-7,5pd 15kn |
| **7521572**<br>*EI2094*<br>401738<br>D 383<br>Df Esd Gc<br>Pfd Rdr Rt | **PACELLI**<br>**Michael Francis Callaghan**<br>Dublin Irish Republ | 33<br>41<br>— | | **1977** Scheepsbouw-en Constructiebedrijf K. Hakvoort B.V.—Monnickendam (149)<br>36,58 7,32<br>7,31 3,43<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>len 82 4 Ha (1,2 1,2 1,2 1,3 × 0,9) ER<br>Der 1(2,5) | Kromhout 6F/SW240<br>Oil 4SA 6Cy. 240 × 260<br>950bhp (699kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>12kn |
| **7204564**<br>Gc Rdr Rt | **PACENCIA**<br>ex Gyokushin Maru-89<br>**Lucky Tow Corp.**<br>Manila Philippin | 98<br>—<br>00 | | **1971** Izumi Zosensho—Moji (120)<br>65,00 (BB) 11,05 4,160<br>60,97 11,00 6,00<br>1 dk | **M General Cargo**<br>1 Ha (34,7 × 8,9) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe<br>12kn |
| **7645718**<br>*WYP9676*<br>576391<br>Df Esd Gc<br>Rdr RTv | **PACESETTER**<br>ex Coastal Glacier ex Priscilla Ann-79<br>**Pacesetter Marine Inc.**<br>Juneau, Ak United Stat of Ameri<br>SatCom: 1505155/PACE | 194<br>137<br>— | | **1976** Bender SB. & Repair Co. Inc.—Mobile, Al<br>*34,69* 9,00<br>3,84<br>1 dk | **M Fishing**<br>Crab | Caterpillar<br>Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7378822**<br>*5LZB*<br>4739<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PACGLORY**<br>**Trans-Pacific Shipping Co.**<br>Lasco Shipping Co.<br>Monrovia Libe | 200<br>471<br>593<br>/cm<br>32,0 | AB | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2299)<br>164,34 (BB) 22,92 9,875<br>155,45 22,84 13,57<br>P 20,2 B 11,3 1 dk<br>rf 13 | **M Bulk Carrier**<br>5 Ho 23,7 25,6 18,3 25,6 26,3 ER<br>G.30 801 B.29 843 HeCls. B<br>5 Ha (stl) (14,4 16,0 9,6 16,0 16,0 × 12,5) ER<br>5W Der 5(10) | Pielstick 16PC2-2V-400<br>Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 310kW 1 × 200kW 440V 60Hz a.c.<br>Fuel 207,0t (d.o.) 1 205,0t (hvf)-23,0pd 13,8kn |
| **8503814**<br>*GFQD*<br>709728<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PACHECO**<br>ex ScanDutch Corsica-90<br>ex Pacheco-89<br>ex Gracechurch Gem-89<br>ex Pacheco-88 ex Gerrans Bay-87<br>ex Pacheco-86<br>**Andrew Weir Shipping Ltd.**<br>Douglas Isle of M (Brit | *790*<br>*573*<br>250<br>/cm<br>13,6 | ✠**100A1**<br>container cargoes in hold and on hatch covers<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL U 467,5/4,0U2<br>FN 2388 | **1986**-1 E. J. Smit & Zoon's Schpsw. B.V. —Westerbroek (831)<br>106,61 (BB) 16,13 5,501<br>98,00 15,85 8,51<br>P 14,7 B 8,0 F 11,0 1 dk<br>rf nil | **M Container Ship**<br>Portable-guides<br>DSS<br>1 Ho 69,5 ER<br>G.7 138<br>TEU 354<br>C.Ho 144/20' (40') C.Dk 210/20' (40') incl. 20 ref C.<br>3 Ha (stl) ER<br>Cr 2(25-35) | Wartsila 8R32<br>Oil 4SA 8Cy. 320 × 350 sr geared to sc. shaft<br>4 079bhp (3 000kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 3 × 272kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 106,0t (d.o.) 341,0t (hvf)-11,5pd 14,75kn |
| **5016676**<br>*WUU8160*<br>240840<br>Df Rdr Rt | **PACHENA**<br>ex Andrew Foss-80<br>ex Lt. Col. Albert H. Barkley<br>ex Dauntless No. 15<br>**Tug Western Mariner Inc.**<br>Seattle, Wa United St of Ame | 192<br>130<br>— | (AB) | **1941** Jakobson Shipyard Inc.—Oyster Bay, NY (287)<br>*32,74* 7,68 3,833<br>32,62 7,62 4,17<br>1 dk | **M Tug** | General Motors<br>Vee Oil 2SA 16Cy. 222 × 267 NE 45<br>General Motors Corp. U.S.A.<br>Fuel 132,0t |
| **7042722**<br>*CB2154*<br>Esd Rdr Rt | **PACHICA**<br>ex Lambayeque 5-79 ex Pralsa IX-7<br>**Pesquera Indo S.A.**<br>Arica | 310<br>140<br>— | (GL) | **1970** Ast. Picsa S.A.—Callao (325)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 12kn |
| **7719088**<br>*3FWD*<br>12048-82<br>Df Esd Gc<br>Pfd Rdr Rt | **PACHITEA**<br>Launched as Transatlantico<br>**Woodmere Enterprises Inc.**<br>Compania Peruana de Vapores S.A (CPV)<br>Panama Par | **8 281**<br>5 003<br>15 984 | (RI)<br>✠Classed LR until 20/9/89 | Lch.**1979** Cmpl.**1982**-1 Italcantieri S.p.A. —Monfalcone (4364)<br>154,24 (BB) 22,89 9,051<br>140,01 22,86 16,21<br>P 33,0 F 12,8 2 dks<br>rf nil | **M RoRo Cargo/General Cargo**<br>Quarter stern door/ramp (s)<br>L 21,75 W 8,00 SWL 80<br>Lane Length 1300<br>3 Ho 13,1DTp 13,1DTs 17,6 35,2 33,2 1 TwD<br>G.27 419 B.25 199<br>TEU 600 C.Dk 600/20'<br>8 Ha (stl) (5,4p&s × 4,2) (16,4p&s 31,2p&s 31,2p&s × 8,4) ER<br>Cr 2(35) 2(25) 2(16) | GMT B550.8L<br>Oil 4SA 8Cy. 550 × 590 with flexible couplings & sr geared to sc. shaft<br>11 200bhp (8 238kW)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 635kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>16kn |

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| **7806685**<br>*3EFH8*<br>20095-LI<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PACI**<br>ex Norsul Pacifico-90 ex Cantuaria-89<br>**Fetlock Ltd.**<br>V. Ships (UK) Ltd.<br>Panama Panama | T.Mk<br>**7 093**<br>3 848<br>—<br><br>**10 218**<br>5 771<br>11 808 | BV | **1979** Stocznia Gdanska im. Lenina—Gdansk (B438/310)<br>161,02 (BB) 22,99 —/9,678<br>150,02 22,92 13,31<br>P 53,7 F 31,7 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>Side doors Ice strengthened<br>1 Ta 2 Wing Ta 4 Ho ER 1 Ho TwD<br>G.20 100 B.18 900 In.2 100 L.540<br>TEU 334<br>C.Ho 196/20'(40') C.Dk 138/20'(')<br>incl. 72 ref C.<br>7 Ha (stl) (8,9 12,8 19,2p&s 19,2p&s 6,7)<br>ER (12,8 × 8,3)<br>18W Der 1(80) 4(20) 14(5) | Sulzer 6R<br>Oil 2SA 6Cy. 900 × 1550<br>15 450bhp (11 364kW)<br>H. Cegielski Po<br>Gen 3 × 520kW 450V a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 542,5t (hvf) |
| **7204710**<br>*9VRF*<br>383388<br>Rdr Rt | **PACIFIC**<br>ex Madura-85 ex Sensho Maru-82<br>**Samta Private Ltd.**<br>Singapore Singapore | **2 515**<br>1 579<br>4 922 | NK | **1971** Imabari Zosen—Imabari (277)<br>94,42 14,56 6,519<br>88,02 14,51 7,65<br>P 21,1 F 10,1 1 dk<br>RW | **M Tanker**<br>5 Ta ER<br>L.(oil) 5 383 | Daihatsu 6DSM<br>2 Oil 4SA each 6Cy. 260 × 320 geared to sc.<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriy<br>Gen 2 × 112kW<br>Fuel 221,5t-19,0pd 11, |
| **7307641**<br>*WR3630*<br>285775 | **PACIFIC**<br>ex YFU 42<br>**Greater Anchorage Development Corp.**<br>Juneau, Ak United States of America | **122**<br>100<br>— | | **1944** U.S. Naval Shipyard—Mare Island, Ca<br>*30,45* 9,73<br>1,53<br>conv Tug — | **Wood TrM Fishing** | General Motors<br>3 Oil<br>675bhp (497kW)<br>General Motors Corp. U<br>Fuel (d.o.) |
| **8111192** | **PACIFIC**<br><br>**Lawrence Cooper**<br>Newport, Or United States of America | **110**<br>—<br>— | | **1981** Rockport Yacht & Supply Co.—Rockport, Tx<br>... ... ...<br>22,86<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, Ill |
| **7649520**<br>*HP5165*<br>18799-PEXT<br>Esd Rdr Rt | **PACIFIC ACE I**<br>ex Orient Ace-88 ex Sumifuku Maru-88<br>**Orient International Shipping S.A.**<br>Sung Do Shipping Co. Ltd.<br>Panama Panama | **499**<br>347<br>1 667 | KR | **1975** K.K. Yoshida Zosen Kogyo—Arida (235)<br>66,90 4,201<br>65,00 11,50 6,10<br>2dks | **M General Cargo**<br><br>1 Ha (38,8 × 8,5) ER | Makita<br>Oil<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. Ja |
| **7947245**<br><br>612084 | **PACIFIC ALLIANCE**<br>ex Cvita B<br>**Storkersen Fisheries Inc.**<br>Seattle, Wa United States of America | **193**<br>131<br>— | | **1979** ..............Marysville, Wa<br>*27,19* 8,74<br>3,26<br>1 dk | **M Fishing** | Oil<br>850bhp (625kW) U. |
| **8202599**<br>*3EXQ2*<br>11911-PEXT3<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **PACIFIC ANGEL**<br>**Bamboo Shipping Corp.**<br>Patt Manfield & Co. Ltd.<br>Panama Panama | *10 202*<br>*5 935*<br>9 348 | NK | **1983** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1107)<br>158,73 (BB) 27,84 7,800<br>148,01 27,81 11,84 | **M Vehicles Carrier**<br>Cars 2700<br>Mchy.aft | Sulzer 7RL<br>Oil 2SA 7Cy. 560 × 1150<br>9 450bhp (6 951kW)<br>Sumitomo Heavy Ind. Ltd. Tamash<br>Gen 3 × 470kW 450V 60Hz a.c.<br>Fuel 206,0t (d.o.) 1 912,0t (hvf)-32,5pd 17, |
| **8326345**<br>*WD4524*<br>513151 | **PACIFIC APOLLO**<br>**All Alaskan Seafoods Inc.**<br>Juneau, Ak United States of America | **251**<br>171<br>— | | **1968** Mangone SB. Corp.—Houston, Tx (85)<br>... ... ...<br>47,71 10,98 4,58<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illin |
| **8321943**<br>*ELJQ2*<br>8593<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **PACIFIC ARIES**<br>**Aries Maritime Enterprise S.A.**<br>Monrovia Liberia<br>SatCom: 1242335/PCAR | *27 267*<br>*8 180*<br>11 678 | NK | **1985** Oshima Shipbuilding co. Ltd.—Nagasaki (10084)<br>158,93 (BB) 27,84 8,718<br>148,01 27,81 11,97 | **M Vehicles Carrier**<br>Cars 2700 | Pielstick 6PC4-2L-<br>Oil 4SA 6Cy. 570 × 620 with flexible couplings sr geared to sc. shaft<br>9 390bhp (6 907kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokoha<br>Gen 2 × 840kW a.c. |
| **8518182**<br>*VPGM*<br>708758<br>Df Esd Gc<br>Pfd Rdr Rt<br>SatNav | **PACIFIC ARIKI**<br>**Swire Pacific Offshore Equipment Ltd.**<br>Swire Pacific Offshore Services Ltd.<br>Hong Kong Hong Kong (British) | *1 741*<br>*531*<br>2 007 | NV | **1986** Imamura Zosen—Kure (316)<br>64,01 15,02 6,579<br>54,01 15,00 7,52<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-figtng Pollution Control | Yanmar<br>4 Oil 4SA each 6Cy. 280 × 360 with clutches, flexible couplings & reverse reduction geared sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Nagaha<br>Gen 2 × 400kW 1 × 120kW 1 × 24kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 1 aft<br>14,2 |
| **7302251**<br>*JGFM*<br>114038<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACIFIC ARROW**<br>**NYK Shipowners Co. Ltd.**<br>Tokyo Japan<br>SatCom: 1202221/JGFM | *30 576*<br>*9 730*<br>26 836 | NK | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2340)<br>219,01 (BB) 31,25 11,215<br>204,02 31,20 18,90<br>F 23,8 1 dk | **M Container Ship**<br>Fixed-guides<br>Mchy.aft<br>TEU 1441 C. 1441/20' (40') | Sulzer 9RND<br>Oil 2SA 9Cy. 1050 × 1800<br>36 000bhp (26 480kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>Fuel 423,0t (d.o.) 3 781,5t (hvf)-113,0pd 22,7 |
| **8404331**<br>*ZCAC9*<br>708303<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PACIFIC ATAAWHAI**<br>**Swire Southern Ltd.**<br>Swire Pacific Offshore Services Ltd.<br>Hamilton Bermuda (British)<br>See Register of Offshore Units | *2 906*<br>*872*<br>2 183 | NV | **1985** Imamura Zosen—Kure (305)<br>75,32 17,10 6,190<br>67,21 16,81 7,12<br>F 42,1 1 dk | **TD-E Supply Ship**<br>Deck Cargo Diving Support Fire-fightig | Fuji<br>4 Oil 4SA each 8Cy. 275 × 300 total 11 440bhp (8 415kW) driving 4 gen. each 1 925kW 3 300 a.c. connected to 2 elec. motors each of 2 040shp (1 501kW) & sc. shafts<br>Fuji Diesel Co. Ltd. Tateya<br>Gen 1 × 480kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>3 Thw. thrust Contr. pitch propellers fwd<br>Fuel 1 050,0t (d.o.)-13,5pd 12,2 |
| **7031668**<br>*9WSB*<br>324996<br>Df Esd Gc<br>Rdr Rt | **PACIFIC BAHAGIA**<br>ex Mikasa-86 ex Yaegawa Maru-77<br>**Syarikat Pacific Mulia Sendirian Berhad**<br>POL (M) Sendirian Berhad<br>Labuan Malaysia | *3 094*<br>*1 899*<br>5 104 | NK | **1970** Tsuneishi Zosen K.K.—Numakuma (218)<br>102,01 15,04 6,376<br>94,11 15,02 7,70<br>P 18,6 F 10,7 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 576 B.6 178<br>2 Ha (stl) (27,8 27,5 × 7,9) ER<br>Der 2(15) 2(10) | Akasaka<br>Oil 4SA 6Cy. 510 × 840<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Ya<br>Gen 2 × 200kW 445V a.c.<br>Fuel 451,0t-11,0pd 12,5 |
| **7804376**<br>*HO9852*<br>9021-78C<br>Esd Gc Pfd<br>Rdr Rt | **PACIFIC BASSET**<br>**S.P.O. Equipment Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **359**<br>120<br>— | AB | **1978** Imamura Zosen—Kure (237)<br>38,99 9,22 4,001<br>33,30 9,01 4,58<br>F 16,8 1 dk<br>rf 297 | **TM Tug**<br>Anchor-handling | Yanmar G250-<br>2 Oil 4SA each 6Cy. 250 × 290 reverse reductio geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Jap<br>Gen 3 × 144kW a.c.<br>Thw. thrust propeller fwd |
| **8122141**<br>*HO6727*<br>12693-82D<br>Esd Gc Rdr Rt | **PACIFIC BEAR**<br>**S.P.O. Equipment Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **473**<br>42<br>600 | AB | **1982** Imamura Zosen—Kure (286)<br>40,70 11,03 4,212<br>35,01 11,00 4,81<br>F 19,6 1 dk<br>rf 152 | **TM Tug**<br>Anchor-handling Fire-fighting | Yanmar 6Z280L-<br>2 Oil 4SA each 6Cy. 280 × 360 reverse reductio geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagas<br>Gen 3 × 120kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>12,5 |

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| 212937<br>*OJP*<br>783-76E<br>f Esd Gc<br>d Rdr Rt | **PACIFIC BEAUTY**<br>ex Tec Ocean-87 ex Gold Win-82<br>ex Gold Lime-78 ex Red Pine-78<br>ex Shoho Maru-76<br>**Pacific Friend's Holding S.A.**<br>Pacific Shipping Co. Ltd.<br>Panama Panama | **4 344**<br>2 841<br>7 364 | KR (NK) | **1972** Hashihama Zosen—Imabari (331)<br>109,91 17,53 7,011<br>101,91 17,51 8,62<br>P 22,0 F 11,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.9 425 B.8 981<br>2 Ha (stl) (27,3 27,9 × 8,7) ER<br>Der 4(15) | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 320kW 445V a.c.<br>Fuel 695,0t-15,0pd 12,75kn |
| 122103<br>*O6417*<br>2212-82B<br>sd Gc Pfd<br>dr Rt | **PACIFIC BEAVER**<br>**Swire Offshore Support Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **498**<br>99<br>940 | AB | **1982** Imamura Zosen—Kure (281)<br>41,00 11,23 4,212<br>35,01 11,00 4,81<br>F 18,3 1 dk<br>rf 152 | **TM Support Supply Ship**<br>for submersibles for offshore installations | Yanmar T260-ET<br>2 Oil 4SA each 6Cy. 260 × 330 sr reverse geared to sc. shafts<br>3 000bhp (2 207kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 3 × 120kW 440V 60Hz a.c.<br>2 Directional propellers<br>Thw. thrust propeller fwd<br>12,25kn |
| 122153<br>*O6499*<br>2243-82B<br>sd Gc Rdr | **PACIFIC BLOODHOUND**<br>**Swire Servicing Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **388**<br>63<br>400 | AB | **1982** Imamura Zosen—Kure (287)<br>38,82 9,02 4,050<br>33,30 9,01 4,55<br>F 16,5 1 dk<br>rf 297 | **TM Tug**<br>Anchor-handling | Yanmar T260-ST<br>2 Oil 4SA each 6Cy. 260 × 330 with clutches & sr reverse geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 3 × 144kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>12,25kn |
| 507626<br>*QUX*<br>28855<br>Tv<br>MVER | **PACIFIC BREEZE**<br>**Wallenius Lines (Japan) Ltd.**<br>Tokyo Japan<br>SatCom: 1201366/JQUX | *42 105*<br>*12 631*<br>17 271 | NK | **1986** Kanasashi Co. Ltd.—Toyohashi (3082)<br>195,54 9,021<br>184,99 28,81 12,04 | **M Vehicles Carrier** | Mitsubishi 7UEC60LA<br>Oil 2SA 7Cy. 600 × 1900<br>12 400bhp (9 121kW)<br>Ube Industries Ltd. Ube |
| 301709<br>*FBJ2*<br>2000-PEXT7<br>f Esd Gc<br>dr Rt<br>MVER | **PACIFIC BREEZE**<br>ex Adriatic Trader I-90 ex Utopia-87<br>ex Happy Ocean-84<br>**S.S. Line S.A.**<br>Panama Panama | *9 443*<br>*3 632*<br>11 986 | NK | **1983** K.K. Taihei Kogyo—Akitsu (1591)<br>137,50 (BB) 20,05 8,068<br>128,00 20,01 13,11<br>1 dk | **M Container Ship**<br>Fixed-guides<br>4 Ho ER<br>TEU 586 C. 586/20'(40')<br>13 Ha (stl) ER | Mitsubishi 6UEC52HA<br>Oil 2SA 6Cy. 520 × 1250<br>6 900bhp (5 075kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 400kW 450V 60Hz a.c.<br>15kn |
| 907972<br>*WYK8047*<br>91887<br>f Esd Gc<br>fd Rdr RTv | **PACIFIC BREEZE**<br>ex Aleutian Breeze<br>ex Lady Carol Ann-79<br>**Peder G. Nornes**<br>Seattle, Wa United States of America | **185**<br>130<br>— | | **1978** Atlantic Marine Inc.—Fort George Island, Fl (177)<br>25,33 6,84<br>23,32 6,71 3,69<br>1 dk | **M Fishing**<br>Stern Trawler & Side Trawler<br>In.416 | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 100kW<br>11,5kn |
| 308109<br>*D9LJ*<br>JSR-840041<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACIFIC BRIDGE**<br>ex Makalu-89 ex Pacific Bridge-86<br>**Hyundai Merchant Marine Co. Ltd.**<br>Ulsan South Korea<br>SatCom: 1660203/PACB | *30 500*<br>*12 412*<br>35 770 | KR (AB) | **1984** Korea SB. & Eng. Corp.—Busan (snb-2011)<br>239,60 (BB) 10,621<br>228,96 29,81 16,31<br>F 31,4 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER 1 Cell. Ho<br>TEU 1244<br>C.Ho 234/20' 204/40' C.Dk 602/20' (40') incl. 100 ref C.<br>14 Ha (stl) ER 4 Ha (stl) | Sulzer 7RTA76<br>Oil 2SA 7Cy. 760 × 2200<br>23 030bhp (16 940kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 560kW 1 × 500kW 450V 60Hz a.c.<br>21kn |
| 5120312<br>*VYPP*<br>177418<br>Esd Rdr RTh | **PACIFIC BUOY**<br>ex Fraser Crown-82<br>ex Isabella Stewart-59<br>**R & J Towing Ltd.**<br>New Westminster, B.C. Canada | **100**<br>—<br>— | | **1943** Reliable Welding Works—Olympia, Wa<br>22,56 6,10 2,490<br>6,05 | **M Tug**<br>2W | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 NE 61<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 60kW 220V d.c.<br>Fuel (d.o.) 9kn |
| 8022884<br>*ZCEF4*<br>715309<br>Df Esd Gc<br>RTm/h/v | **PACIFIC CENTURION**<br>ex Viking Prince-89<br>ex Freddy Supplier-87<br>ex Atlantic Rolwi-85<br>**S.P.O. Ships Ltd.**<br>Swire Pacific Offshore Services Ltd.<br>Hamilton Bermuda (British) | T.Mk<br>**998**<br>366<br>1 930 | NV | **1982** Brattvag Skipsinnredning—Brattvag (39)<br>64,67 4,720<br>56,39 13,81 6,91<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Pollution Control Stand-by Safety<br>Fire-fighting | Nohab F30.16V<br>2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 640kW 2 × 248kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 687,0t (d.o.)-20,5pd 15kn |
| 9007386<br>*ELOG6*<br>9549<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC CENTURY**<br>**Gas Asia Shipping Inc.**<br>Monrovia Liberia | **44 493**<br>—<br>50 357 | NK | **1991** Mitsubishi Heavy Industries Ltd.—Nagasaki (2049)<br>10,836<br>219,00 36,60 20,40<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>L.(gas) 78 482 | Mitsubishi 7UEC60LS<br>Oil 2SA 7Cy. 600 × 2200<br>11 122kW (15 120bhp)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 880kW a.c.<br>Fuel 260,37t (d.o.)-43,7pd 15,5kn |
| 8805004<br>*ELLE5*<br>8916<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **PACIFIC CHALLENGER**<br>**Clio Marine Inc.**<br>Western Pacific Co. Ltd.<br>Monrovia Liberia<br>SatCom: 1242360/PACC | *25 740*<br>*11 222*<br>42 237 | NK | **1988** Koyo Dockyard Co. Ltd.—Mihara (2006)<br>181,61 (BB) 30,02 11,765<br>172,00 30,00 18,40<br>1 dk | **M Tanker**<br>COW IGS SBT<br>8 Ta ER<br>L.52 494 | B&W 5S60MC<br>Oil 2SA 5Cy. 500 × 2292<br>6 988kW (9 500bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 560kW<br>14,2kn |
| 9003847<br>*3ESR8*<br>20646-YJ<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC CHALLENGER**<br>**Tailwind Shipping S.A.**<br>Mitsui O.S.K. Lines Ltd.<br>Panama Panama<br>SatCom: 1331267/PACC | *18 391*<br>*8 465*<br>23 737 | NK | **1991** Minami-Nippon Zosen K.K.—Usuki (615)<br>184,90 (BB) 10,120<br>176,00 27,60 14,70<br>1 dk | **M General Cargo**<br>9 Ho ER<br>G.34 103 B.32 114<br>TEU 1022 C. 1022/20'<br>9 Ha (stl) ER | Mitsubishi 8UEC60LS<br>Oil 2SA 8Cy. 600 × 2200<br>12 004kW (16 320bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 4 × 820kW 450V a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>18,5kn |
| 8209274<br>*ZCA09*<br>718657<br>Gc Rdr RTv | **PACIFIC CHALLENGER**<br>ex Far Supporter-91<br>ex Marine Supporter-89<br>**SPO Ships Ltd.**<br>Farstad UK Ltd.<br>Hamilton Bermuda (British) | T.Mk<br>**496**<br>150<br>—<br>**1 003**<br>346<br>1 250 | NV | **1983** Bruces Nya Verkstads AB—Landskrona ((183))<br>65,72 5,871<br>56,42 13,81 6,91<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>4 Ta cyl vert<br>G.6 000 | Alpha 16U28L-VO<br>2 Vee Oil 4SA each 16Cy. 280 × 320 sr geared to sc. shafts<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 640kW 2 × 350kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd |
| 7043221<br>*WY5999*<br>518937 | **PACIFIC CHALLENGER**<br>**Chester T. Peterson**<br>Aberdeen, Wa United States of America | **159**<br>111<br>— | | **1969** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*24,36* 7,35<br>3,46 | **M Fishing** | Oil<br>565bhp (416kW)<br>............<br>Fuel (d.o.) |
| 8022925<br>*ZCAF3*<br>715308<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC CHAMPION**<br>ex Berit Viking-89 ex Active Boy<br>**S.P.O. Ships Ltd.**<br>Swire Pacific Offshore Services Ltd.<br>Hamilton Bermuda (British) | T.Mk<br>**999**<br>365<br>1 930 | NV | **1981** Langsten Slip & Batbyggeri A/S—Tomra i Romsdal (97)<br>64,67 4,720<br>56,42 13,81 6,91<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Pollution Control | Polar<br>2 Vee Oil 4SA each 16Cy<br>sc. shafts<br>Nohab Diesel A/B<br>Gen 2 × 664kW<br>2 Controllable pit<br>Thw. thrust Co<br>Fuel 705,0t |
| 8803305<br>810484<br>Rdr Rt | **PACIFIC CHARMER**<br>**Ritchie Fishing Co. Ltd.**<br>Vancouver, B.C. Canada | **142**<br>49<br>— | | **1988** West Coast Manly Shipyard Ltd. —Vancouver, B.C. (605)<br>21,64<br>19,60 7,32 4,11<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpilla<br>Vee Oil 4S<br>Caterpillar Inc. |

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| **6906012**<br>225790<br>Df Esd Pfd<br>Rdr RTm/h/v | **PACIFIC CHASE**<br>ex Shearwater-87 ex Cecilia-83<br>ex Trevignon-78<br>**Mar Fishing Co. Inc.**<br>Zamboanga Philippines | **491**<br>220<br>— | BV | **1969** S.I.C.C.Na.—St. Malo (100)<br>47,50 10,52 4,730<br>42,73 10,51 5,01<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>In.550<br>6 Ha (1,4 1,4 1,4 1,4 × 1,4) (1,1 1,1 × 1,1)<br>Der 2(2,5) | Deutz<br>Vee Oil 4SA 12Cy. 220 × 280<br>1 103kW (1 500bhp)<br>Kloeckner Humboldt Deutz Ko<br>Gen 2 × 244kW 1 × 78kW 220/380V 50Hz a<br>Fuel 183,5t (d.o.) 13,3 |
| **8312241**<br>*HO2912*<br>14070-84A<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC CHIEFTAIN**<br>ex Wilfond-88<br>**Spol Offshore Vessel Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | *1 297*<br>*389*<br>1 120 | NV (ZC) | **1984** Imamura Zosen—Kure (301)<br>60,00 13,29 5,931<br>51,62 13,01 6,76<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Daihatsu 6DVM<br>2 Vee Oil 4SA each 12Cy. 260 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Osa<br>Gen 3 × 200kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>14,5 |
| **7391850**<br>*BICG*<br>9241<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PACIFIC CHUNGSAM**<br>ex Euroasia Concorde-85<br>**Sincere Industrial Corp.**<br>Keelung China* | **17 619**<br>10 128<br>27 748<br>T/cm<br>37,8 | AB | **1975** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1187)<br>176,94 (BB) 25,07 10,313<br>164,98 25,00 14,20<br>P 31,7 F 11,9 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 21,0 26,4 26,4 26,4 27,2 ER<br>G.36 172 B.35 249 HeCls. ptB<br>5 Ha (stl) (12,5 × 10,9) (17,3 17,5 17,5 17,5 × 13,9) ER<br>Cr 5(22) | Sulzer 7RND<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 175,0t (d.o.) 1 480,0t (hvf)-36,0pd 14,75 |
| **8110538**<br>*HO3995*<br>12065-82B<br>Esd Gc Rdr<br>Rt | **PACIFIC CLAYMORE**<br>**Spol Vessels Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **798**<br>399<br>1 160 | AB | **1982** Yokohama Zosen—Chiba (1397)<br>3,912<br>52,51 12,21 4,53<br>F 17,7 1 dk<br>rf 152 | **TM Supply Ship**<br>Deck Cargo Fire-fighting | Yanmar T260L<br>2 Oil 4SA each 6Cy. 260 × 330 reverse reduction geared to sc. shafts<br>2 800bhp (2 060kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasa<br>Gen 3 × 160kW<br>Thw. thrust propeller fwd<br>13 |
| **7808487**<br>*3ECP9*<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC COMMANDER**<br>ex Berit Viking-91 ex Omega 808-90<br>ex Ballantrae-88 ex Atlantic Blana-87<br>**Swire Supply Vessels Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | T.Mk<br>**499**<br>160<br>1 128 | NV | **1979** Sterkoder M/V A/S—Kristiansund N. (67)<br>64,55 13,82 4,720<br>56,39 4,75<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Oil Recovery Stand-by Safety | Polar F216V<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>A/B Bofors Nohab Trollhatt<br>Gen 2 × 520kW 1 × 160kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>15,5 |
| **8102529**<br>*HP4581*<br>13094-ES<br>Df Esd Gc<br>RTm/h/v | **PACIFIC CONQUEROR**<br>ex Marit Viking-91 ex Omega 801-90<br>ex Vigen Supplier-87<br>ex Viking Prince-86 ex Balder Vigen-85<br>**Swire Supply Vessels Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **486**<br>144<br>1 090 | NV | **1982** Aker Vindholmen—Arendal (831)<br>64,67 13,87 4,720<br>56,42 13,81 6,91<br>B 7,1 F 24,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P | Normo KVMB<br>2 Vee Oil 4SA each 18Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>A/S Bergens M/V Berg<br>Gen 2 × 640kW 2 × 245kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 794,0t (d.o.)-28,0pd 16 |
| **7725336**<br>*HPWC*<br>9106-78B<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC CONSTRUCTOR**<br>**Swire Craneship Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama<br>See Register of Offshore Units | **3 358**<br>1 678<br>4 268 | AB | **1978** Mitsubishi Heavy Industries Ltd.—Kobe (1102)<br>94,11 5,328<br>89,62 18,81 6,74<br>F 30,2 1 dk<br>rf nil | **TM Crane Ship Diving**<br>Support Fire-fighting<br>Cr 1(240) 1(10) | Daihatsu 6DSM<br>2 Oil 4SA each 6Cy. 320 × 380 reverse reduction geared to sc. shafts<br>4 200bhp (3 089kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osa<br>Gen 3 × 400kW 450V a.c.<br>2 Thw. thrust propellers fwd , 2 aft<br>10,5 |
| **8122127**<br>*HO6554*<br>12375-82B<br>Esd Gc Rdr<br>Rt | **PACIFIC CORAL**<br>**Spol Offshore Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **293**<br>67<br>200 | AB | **1982** Imamura Zosen—Kure (283)<br>38,99 8,51 2,809<br>35,01 8,50 3,51<br>F 9,2 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo | Yanmar T220<br>2 Oil 4SA each 6Cy. 220 × 280 with clutches & s reverse geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasa<br>Gen 3 × 128kW a.c.<br>Directional thrust propellers fwd<br>12 |
| **7902362**<br>*GBPA*<br>389533<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PACIFIC CRANE**<br>**Pacific Nuclear Transport Ltd.**<br>James Fisher and Sons Public Limited Company<br>Barrow in Furness United Kingdom | *4 717*<br>*1 415*<br>3 804 | ✠**100A1** CS 6/90<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL U 467,5/46,0U2<br>FN 2516 | **1980**-8 Swan Hunter Shipbuilders Ltd.—Hebburn Shipyard, Hebburn (110)<br>103,00 (BB) 16,08 6,017<br>98,61 16,01 9,50<br>1 dk<br>rf 102 | **TM Irradiated Nuclear Fuel Carrier**<br>Refrigerated Cargo<br>5 Ho 10,5 10,5 13,4 10,5 13,4 ER<br>In.4 630<br>5 Ha (stl) (7,7T × 7,0) (7,4 10,5 7,4 10,5 × 8,9) ER | Ruston<br>2 Oil 4SA each 8Cy. 318 × 368 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>4 078bhp (3 000kW)<br>Ruston Diesels Ltd. Newton-le-Willow<br>Gen 2 × 490kW 4 × 320kW 1 × 100kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 212,0t (d.o.) 889,0t (hvf)-14,0pd 13,5 |
| **8322947**<br>*3FQP2*<br>13956-84B<br>Df Esd Gc<br>Pfd Rdr RTv | **PACIFIC CRANE**<br>ex Prosper-90 ex San Nicolas-84<br>**Pacific Crane Maritime S.A.**<br>Tsurumi Yuso K.K.<br>Panama Panama<br>SatCom: 1335301/PCNE | *3 857*<br>*2 038*<br>6 463 | NK | **1984** Higaki Zosen K.K.—Imabari (306)<br>105,16 (BB) 15,52 6,863<br>98,41 15,51 8,11<br>P 25,6 F 12,2 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>10 Ta ER<br>L.6 960 | Makita<br>Oil 2SA 6Cy. 350 × 1050<br>3 510bhp (2 582kW)<br>Makita Diesel Co. Ltd. Takamat<br>Gen 2 × 240kW<br>12,25 |
| **8104010**<br>*HO3703*<br>11447-81C<br>Esd Gc Rdr<br>Rt | **PACIFIC DART**<br>**Swire Marine Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **800**<br>399<br>1 065 | AB | **1981** Yokohama Zosen—Chiba (1393)<br>57,71 12,22 3,912<br>52,51 12,21 4,50<br>F 20,2 1 dk<br>rf 152 | **TM Tug/Supply Ship**<br>Deck Cargo | Yanmar 8Z<br>2 Oil 4SA each 8Cy. 280 × 340 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Osa<br>Gen 3 × 160kW<br>Thw. thrust propeller fwd<br>13 |
| **7371147**<br>*C6HW6*<br>715552<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PACIFIC DAWN**<br>ex Bos Pacific-91 ex Fuji-89<br>ex Fujiyasu-87 ex Fujiyasu Maru-80<br>**Great Bear Shipping Co.**<br>Nassau Bahamas | **8 467**<br>4 989<br>14 504<br>T/cm<br>22,5 | BV (NK) (NV) | **1975** K.K. Taihei Kogyo—Akitsu (310)<br>134,58 20,43 9,221<br>125,00 20,40 11,76<br>P 29,3 F 13,2 1 dk<br>Bow/CM 70 Diam. 0,310 MH 1,5 | **M Tanker**<br>DB<br>Mchy.aft<br>L.(oil) 17 628<br>6 Cargo pumps total 3 400T/hr | Mitsubishi 8UEC52/10<br>Oil 2SA 8Cy. 520 × 1050<br>5 296kW (7 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 260kW 445V a.c. Ya<br>Fuel 1 069,0t-24,5pd 14,6 |
| **8034837**<br>614930 | **PACIFIC DAYMAKER**<br>ex Orion ex Cigale-81<br>**Pacific Daymaker Inc.**<br>Ketchikan, Ak United States of America | **192**<br>97<br>— | | **1950** VEB Volkswerft Stralsund—Stralsund<br>*35,45* 7,01<br>3,51<br>1 dk<br>conv Side-fishing Fishing — conv Yacht 81 | **M Fishing** | Oil<br>300bhp (221kW) NE fitted—<br>U.S |
| **8814720**<br>811201 | **PACIFIC DESTINATION**<br>**Aggressive Fishing Co. Ltd.**<br>Vancouver, B.C. Canada | **120**<br>49<br>86 | | **1989** Shore Boat Builders Ltd.—Richmond, B.C. (317)<br>22,00 7,21 4,032<br>20,42 7,10 - | **Aluminium Alloy M Fishing**<br>Seiner Ref<br>In.115 | Mitsubishi S6R2-M<br>Oil 4SA 6Cy. 170 × 220 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>710kW (965bhp)<br>Mitsubishi Heavy Industries Ltd. Jap<br>Thw. thrust propeller fwd |

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| 7389754<br>*3EVI8*<br>20755-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC DIAMOND**<br>ex Tatry-91<br>**Galetta Shipping Inc.**<br>Tanker Pacific Management (Singapore) Pte. Ltd.<br>Panama Panama | *17 877*<br>*11 560*<br>31 016<br>T/cm<br>38,4 | NV PR | **1975** AB Oskarshamns Varv—Oskarshamn (409)<br>170,71 25,96 11,069<br>161,72 25,91 14,50<br>1 dk<br>Bow/CM 82 Diam. 0,400 MH 1,5 | **M Tanker**<br>Ice strengthened<br>19 Ta ER<br>L.(oil) 39 596 HeCls. CptB<br>4 Cargo pumps total 3 600T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>8 827kW (12 000bhp)<br>H. Cegielski Poznan<br>Gen 3 × 652kW 1 × 56kW 440V 60Hz a.c.<br>Fuel 3,5t (d.o.) 2 119,0t (hvf)-38,0pd 15kn |
| 8106680<br>*HO3815*<br>11742-82C<br>Esd Gc Rdr<br>Rt | **PACIFIC DIRK**<br>**Swire Marine Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **800**<br>399<br>1 063 | AB | **1981** Yokohama Zosen—Chiba (1395)<br>57,71 12,22 3,912<br>52,51 12,21 4,50<br>F 20,2 1 dk<br>rf 152 | **TM Tug/Supply Ship**<br>Deck Cargo | Yanmar 8Z-ST<br>2 Oil 4SA each 8Cy. 280 × 340 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 3 × 160kW<br>Thw. thrust propeller fwd<br>13kn |
| 8123004<br>*HO6748*<br>12733-83B<br>Esd Gc Rdr<br>Rt | **PACIFIC DRUM**<br>**Swire Marine Support Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **818**<br>402<br>1 200 | AB | **1982** Teraoka Shipyard Co. Ltd.—Nandan (211)<br>57,71 3,912<br>52,51 12,21 4,50<br>F 22,6 1 dk<br>rf 152 | **TM Tug/Supply Ship**<br>Deck Cargo | Yanmar 8Z280L-ST<br>2 Oil 4SA each 8Cy. 280 × 360 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 3 × 160kW<br>Thw. thrust Contr. pitch propeller fwd<br>13,25kn |
| 5409134<br>*CZ4008*<br>319697<br>Df Esd Rdr | **PACIFIC EAGLE**<br>ex Stuart & Lynne-76<br>**Polar Star Enterprises Ltd.**<br>Vancouver, B.C. Canada | **159**<br>71<br>— | | **1963** Wagstaff & Hatfield—Port Greville, N.S.<br>*25,82* 7,12<br>25,79 7,09 4,20<br>1 dk | **Wood M Fishing**<br>Side-fishing | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>E made56 fitted63<br>Lister Blackstone Ltd. Stamford |
| 7945601<br>*WY2008*<br>500126 | **PACIFIC EAGLE**<br>ex Capt. Johnny ex Frank Candies-79<br>**Tweed Towing Inc.**<br>Houma, La United States of America | **127**<br>86<br>— | | **1965** Barker Barge Lines Inc.—Lockport, La<br>*28,35* 8,39<br>3,20<br>1 dk | **TM Tug** | Caterpillar<br>2 Oil<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8400555<br>*DUPG*<br>230271<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACIFIC EMERALD**<br>ex Luzon Sampaguita-90<br>ex Glory Spirit-89<br>Launched as Sanko Spirit<br>**Oriental Shipmanagement Co. Inc.**<br>Manila Philippines<br>SatCom: 1700450/DUPG | *16 582*<br>*9 524*<br>27 652 | NK | **1986** Mitsubishi Heavy Industries Ltd.—Nagasaki (1965)<br>165,50 (BB) 27,03 9,598<br>158,00 27,00 13,30<br>P 26,3 F 11,0 1 dk | **M Bulk Carrier**<br>5 Ho 17,6 27,2 27,2 26,4 26,4 ER<br>G.34 810 B.34 182<br>5 Ha (stl) (8,0 19,2 19,2 19,2 19,2 × 13,5) ER<br>Cr 4(25) | Mitsubishi 6UEC52LA<br>Oil 2SA 6Cy. 520 × 1600 reverse reduction geared to sc. shaft<br>5 686kW (7 730bhp)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 450kW a.c.<br>14,25kn |
| 7367005<br>*WYR2417*<br>556510<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC EMPIRE**<br>ex Pacific Star-89<br>ex Amelia Candies-82<br>**Pacific Empire Partners L.P.**<br>Houma, La United States of America | **194**<br>132<br>— | (AB) | **1974** Equitable Equipment Co.—Madisonville, La (1649)<br>53,35 11,59 3,683<br>49,26 11,56 4,25<br>F 15,0 1 dk<br>rf 533 | **TM Supply Ship**<br>Deck Cargo | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW) E made reconditioned & fitted74<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>Fuel 327,0t (d.o.) 13kn |
| 8412302<br>678237<br>Rdr Rt | **PACIFIC ENTERPRISE**<br>**Pacific Producer Inc.**<br>Seattle, Wa United States of America | **183**<br>124<br>— | | **1984** Bender SB. & Repair Co. Inc.—Mobile, Al (1165)<br>45,73 -<br>40,87 10,97 3,81<br>1 dk | **M Fishing**<br>Stern Trawler Processing Ref | Alpha<br>Oil 4SA 6Cy. 280 × 320 geared to sc. shaft<br>1 710bhp (1 258kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn |
| 8219023<br>*WRE6403*<br>650276<br>Esd Rdr Rt | **PACIFIC ESCORT**<br>**Pacific Towboat & Salvage Co. (PACTOW)**<br>Foss Maritime Co.<br>Los Angeles-Long Beach, Ca United States of America | **196**<br>133<br>— | AB | **1983** Tacoma Boatbuilding Co. Inc.—Tacoma, Wa (442)<br>30,48 11,00 3,579<br>29,27 10,98 4,12<br>1 dk<br>rf 18 | **TM Tug** | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254 sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>2 Directional propellers<br>12kn |
| 8413007<br>*JG4481*<br>126795<br>Df Esd Gc<br>Rdr Rt | **PACIFIC ETHYLENE**<br>**Uyeno Chemical Unyu K.K.**<br>Tokyo Japan | **1 276**<br>—<br>1 499 | NK | **1985** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (353)<br>73,89 (BB) 4,501<br>69,02 12,62 6,30<br>P 20,5 F 10,1 1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>3 Ta (stl) ER<br>L.(gas) 1 499 | Hanshin 6EL35<br>Oil 4SA 6Cy. 350 × 700<br>2 400bhp (1 765kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 320kW a.c.<br>13,5kn |
| 8103016<br>*WUT3635*<br>942592<br>Df Esd Gc<br>Rdr RTm/h/v | **PACIFIC EXPLORER**<br>ex Crystal Clipper-91<br>ex Tender Banff-88<br>**American Pacific Fisheries**<br>Seattle, Wa United States of America<br>SatCom: 1502762/CRKL | **1 389**<br>945<br>1 013 | NV (AB) | **1981** Mangone Swiftships Inc.—Houston, Tx (131)<br>72,01 4,187<br>11,59 4,88<br>F 17,1 1 dk<br>BK 127 len 88<br>conv Deck Cargo Anchor-handling Fire-fighting Pollution Control Tug/Supply Ship 88 | **TM Factory Fishing**<br>Fish-factory Stern Trawler Shrimp-trawl Ref<br>In.729 | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 sr geared to sc. shafts<br>2 868kW (3 899bhp)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 880kW 2 × 476kW 1 × 99kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 305,0t (d.o.)-10,0pd 12kn |
| 7320502<br>*3DQS*<br>360664<br>Df Esd Gc<br>Rdr Rt | **PACIFIC EXPLORER**<br>**Dilmun Navigation Co. Pty. Ltd.**<br>Macdonald Hamilton & Co. Pty. Ltd.<br>Suva Fiji | **954**<br>596<br>1 642 | **✠100A1** SS 8/89<br>oil tanker<br>**✠LMC**<br>EL M 1¼"U2<br>FN 1073 | **1973**-7 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (375)<br>71,94 11,71 4,166<br>66,20 11,60 4,60<br>P 18,3 F 11,0 1 dk<br>rf 102 | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 175. | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 70kW 1 × 40kW 380V 50Hz a.c.<br>Fuel 148,0t (d.o.) 12kn |
| 7200128<br>*WK3241*<br>507257<br>Rdr Rt | **PACIFIC FALCON**<br>ex El Bufalo Grande-86<br>**Tweed Towing Inc.**<br>San Francisco, Ca United States of America | **186**<br>126<br>— | | **1967** Burton Construction & SB. Corp.—Port Arthur, Tx (413)<br>9,73 3,887<br>36,96 9,68 4,37<br>1 dk | **M Tug** | Oil<br>U.S.A.<br>Fuel (d.o.) |
| 7602481<br>*3EAJ8*<br>19018-90<br>Df Esd Gc<br>Pfd RdrRTm | **PACIFIC FERNANDA**<br>ex Hakuryu Maru-90<br>**Fernanda Maritime S.A.**<br>Nippon Yusen Kaisha (NYK Line)<br>Panama Panama | **15 689**<br>8 329<br>26 070<br>T/cm<br>36,4 | NK | **1977** Kasado Dock Co. Ltd.—Kudamatsu (291)<br>169,30 25,05 9,683<br>160,03 25,01 13,47<br>P 29,0 F 11,9 1 dk | **M Bulk Carrier**<br>5 Ho 20,8 26,4 19,2 26,4 26,4 ER<br>G.30 575 B.29 826 HeCls. ptB<br>5 Ha (stl) (12,8 16,8 12,0 16,8 16,8 × 12,8) ER<br>Cr 4(10) | Mitsubishi 6UEC65/135D<br>Oil 2SA 6Cy. 650 × 1350<br>10 000bhp (7 356kW)<br>Ube Industries Ltd. Ube<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 156,0t (d.o.) 1 473,5t (hvf)-32,5pd 14,75kn |
| 6709476<br>*DZZW*<br>230965<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC FORTUNE**<br>ex Kirudhooni-88<br>ex Agios Konstantinos-86<br>ex African Violet I-83<br>ex African Violet-80 ex Dimitra F.-78<br>ex Venus-77 ex lee Tai-76<br>ex Sankei Maru-76<br>**Interpacific Lines Inc.**<br>Unimarine Shipping Lines Inc.<br>Manila Philippines | **2 909**<br>1 821<br>5 020 | BV (NK) | **1966** Nipponkai Heavy Ind. Co. Ltd.—Toyama (131)<br>101,30 13,82 6,452<br>94,95 13,80 7,70<br>P 22,0 B 8,0 F 9,8 3 dks | **M General Cargo**<br>2 Ho ER<br>G.6 421 B.6 182<br>2 Ha (25,4 26,5 × 7,5) ER<br>Der 1(50) 2(20) 1(10) | Nippon Hatsudoki<br>Oil 4SA 6Cy. 520 × 860<br>3 200bhp (2 354kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 130kW 440V 60Hz a.c.<br>Fuel 485,5t-10,5pd 13kn |

**CAPSIZED AND SANK 8/88 — RAISED — TO BE BROKEN UP**

| | | | | | | |
|---|---|---|---|---|---|---|
| **8131441**<br>965401<br>Df Esd Gc<br>Rdr RTv | **PACIFIC FREEDOM**<br>Launched as Amy Rose<br>**Southern Tuna Corp.**<br>Seattle, Wa United States of America | *1 957*<br>*587*<br>— | NV (Class cont.) | **1991** Nuovi Cantieri Liguri—Pietra Ligure ((119))<br>84,13 —<br>73,85 12,89 5,88 | **M Fishing**<br>Side Trawler | Nohab<br>Oil geared to sc. shaft<br>4 080bhp (3 001kW)<br>Nohab Diesel A/B Trollhatta |
| **7508312**<br>*P3UT3*<br>709160<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PACIFIC FREESIA**<br>ex Gomba Victoria-81<br>ex Santo Alakhram-79 ex Alakhram-78<br>Launched as Gomba Challenge<br>**Pacific Freesia Ltd.**<br>Univan Ship Management Ltd.<br>Limassol Cyprus | *3 624*<br>*1 931*<br>4 348 | ✠**100A1** SS 1/89<br>✠**LMC** **(UMS)**<br>✠**Lloyd's RMC**<br>EL S 522,5/40,0U2(a)<br>FN 2254 | **1978**-3 Mazagon Dock Ltd.—Bombay (447)<br>**1984**-1 (Additional cargo section) Nederlandse Scheepsbouw Mij. B.V.—Amsterdam<br>107,68 (BB) 14,74 5,460<br>100,49 14,71 7,83<br>Ba 15,0 F 7,4 2 dks<br>rf nil len 84<br>conv General Cargo 84 | **M Refrigerated Cargo**<br>3 Ho 25,1 23,3 25,3 ER 3 TwD<br>In.5 693<br>3 Ha (stl) (13,2 13,2 16,7 × 10,5) ER<br>Cr 2(12,5) 1(10) | Alpha 12U28L-V<br>Vee Oil 4SA 12Cy. 280 × 320 reverse reduction geared to sc. shaft<br>3 180bhp (2 339kW)<br>Alpha-Diesel A/S Frederiksha<br>Gen 3 × 170kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 50,0t 332,0t (hvf) 14,5k |
| **7613636**<br>*WYX3942*<br>561934 | **PACIFIC FURY**<br>**Pacific Fury Inc.**<br>Seattle, Wa United States of America | **196**<br>133<br>— | | **1974** John A. Martinolich SB. Corp.—Tacoma, Wa<br>*29,02* 8,84<br>2,75<br>1 dk | **M Fishing** | Caterpillar D398SCA<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| **7004988**<br>*CY9291*<br>330469<br>Esd Rdr Rt | **PACIFIC FURY**<br>ex Northland Fury-80 ex Pacific Fury-75<br>**Pacific Towing Services Ltd.**<br>Vancouver, B.C. Canada | **118**<br>40<br>— | | **1969** J. Manly Ltd.—New Westminster, B.C.<br>21,34 7,17<br>19,33 7,12 4,22<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 6Cy. 240 × 280 sr geared to sc. shaft<br>NE 85<br>Kloeckner Humboldt Deutz Koe |
| **7948316**<br>612155 | **PACIFIC FUTURE**<br>**John Holt**<br>Coos Bay, Or United States of America | **133**<br>90<br>— | | **1979** J & S Marine Services Inc.—Brazoria, Tx<br>*21,68* 6,71<br>3,81<br>1 dk | **M Fishing**<br>Shrimp-trawl | Cummins KTA-1150<br>Oil 4SA 6Cy. 159 × 159<br>470bhp (346kW)<br>Cummins Engine Co. Inc. U.S.A |
| **8915421**<br>*YJZC5*<br>701<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>CollRdr<br>SatCom<br>AMVER | **PACIFIC GAS**<br>**Boralgas N.V.**<br>Boral Gas Ltd.<br>Port Vila Vanuatu | *2 602*<br>*780*<br>2 600<br>T/cm<br>9,3 | AB (Class cont.) | **1991** Fulton Marine N.V.—Belgium (182)<br>84,30 (BB) 4,600<br>78,90 13,60 7,20<br>P 20,2 B 11,0 F 11,0 1 dk | **M Liquefied Gas Carrier**<br>LPG Ammonia Pressurised<br>3 Ta (C.mn.stl) CR ind cyl horizontal ER<br>L.(gas) 2 252 | Wartsila 6R3<br>Oil 4SA 6Cy. 320 × 350 sr geared to sc. shaft<br>2 045kW (2 780bhp)<br>Oy Wartsila Ab Vaasa/Vas<br>Gen 2 × 600kW 1 × 240kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 258,89t (d.o.)-9,5pd 13k |
| **7391276**<br>933627<br>Df Esd Gc<br>Pfd Rdr RTv | **PACIFIC GLACIER**<br>ex Magnus Sea-88 ex Scotoil 2-79<br>ex Theriot Offshore II-77<br>**Hjelle Enterprises Inc.**<br>Seattle, Wa United States of America<br>SatCom: 1505226/PGLA | **2 220**<br>1 509<br>1 697 | NV (AB) | **1974** Todd Pacific Shipyards Corp.—Seattle, Wa (59)<br>84,00 13,42 4,903<br>77,53 13,39 5,77<br>F 23,2 1 dk<br>len 88<br>conv Deck Cargo Tug/Supply Ship 88 | **TM Factory Fishing**<br>Fish-factory Stern Trawler<br>Ice strengthened | Normo<br>2 Oil 4SA each 12Cy. 250 × 300<br>4 408kW (5 993bhp) NE 88<br>BMV Bergen Diesel A/S Berge<br>Gen 2 × 1200kW 2 × 150kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **8805779**<br>*3ESN6*<br>17969-88<br>Df Esd Gc<br>Pfd Rdr RTv | **PACIFIC GLORY**<br>**New Glory Shipping S.A.**<br>Panama Panama<br>SatCom: 1331540/PAGL | *4 338*<br>*2 346*<br>7 111 | NK | **1988** Kurinoura Dock K.K.—Yawatahama (251)<br>111,00 16,53 7,274<br>101,85 16,50 8,50<br>P 25,0 F 13,1 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>SBT<br>8 Ta 12 Wing Ta ER<br>L.8 413 | Mitsubishi 7UEC37L<br>Oil 2SA 7Cy. 370 × 880<br>2 832kW (3 850bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaiz<br>Gen 3 × 272kW a.c.<br>Controllable pitch propeller |
| **8421420**<br>*3EIM4*<br>15313-86<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **PACIFIC GRACE**<br>**King Sty S.A.**<br>Panama Panama | *4 568*<br>*2 095*<br>6 492 | NK | **1985** Kochi Jyuko K.K.—Kochi (2423)<br>97,82 (BB) 18,04 6,801<br>89,52 18,01 7,32<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.9 868 B.8 550<br>2 Ha (stl) (23,1 25,2 × 13,0) ER | B&W 6L35M<br>Oil 2SA 6Cy. 350 × 1050<br>3 235bhp (2 380kW)<br>Hitachi Zosen Sakurajima Works, Osak<br>11,25k |
| **7714090**<br>*3EBD8*<br>19024-90<br>Df Esd Gc<br>Pfd RdrRTm | **PACIFIC GRACIA**<br>ex Zuiryu Maru-90<br>**Gracia Maritime S.A.**<br>Panama Panama | **15 689**<br>8 329<br>26 025<br>T/cm<br>36,4 | NK | **1978** Kasado Dock Co. Ltd.—Kudamatsu (301)<br>169,30 25,05 9,705<br>160,03 25,01 13,47<br>P 29,3 F 11,9 1 dk | **M Bulk Carrier**<br>5 Ho 20,8 26,4 19,2 26,4 26,4 ER<br>G.30 575 HeCls. ptB<br>5 Ha (stl) (12,8 16,8 12,0 16,8 16,8 × 12,8) ER<br>Cr 4(10) | Mitsubishi 6UEC65/135<br>Oil 2SA 6Cy. 650 × 1350<br>10 000bhp (7 356kW)<br>Ube Industries Ltd. Ub<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 156,0t (d.o.) 1 473,5t (hvf)-32,5pd 14,75k |
| **8222941**<br>*GDTT*<br>705800<br>Df Esd Gc<br>Pfd Rdr RTv | **PACIFIC GUARDIAN**<br>**Cable and Wireless (Marine) Ltd.**<br>London United Kingdom<br>SatCom: 1440106/GDTT | *6 133*<br>*1 839*<br>3 544<br>T/cm<br>14,9 | ✠**100A1** CS 10/89<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL W 495,0/50,0U2<br>FN 2858 | **1984**-10 Swan Hunter Shipbuilders Ltd.—Wallsend-Neptune Yds.,Wallsend (122)<br>115,02 18,04 6,301<br>101,66 18,00 10,11<br>B 77,8 2 dks<br>rf 102 DK | **D-E Cable-layer Repair Ship**<br>Mchy.aft | Ruston 12RKC<br>2 Vee Oil 4SA each 12Cy. 254 × 305 total 5 996bhp (4 410kW) driving 2 gen. each 750kW 600V a.c. 2 gen. each 2 000kW connected to 2 elec. motors each of 2 990shp (2 199kW) & sc shaft<br>Ruston Diesels Ltd. Newton-le-Willow<br>AuxB (o.f.) 4kgf/$\text{cm}^2$ (4,0bar)<br>Directional thrust propellers fwd , 1 aft<br>Fuel 158,5t (d.o.) 557,0t (hvf) 16k |
| **8818207**<br>*JPKL*<br>130632<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>CollRdr | **PACIFIC HARMONY**<br>**Kumiai Senpaku K.K. (Kumiai Senpaku Co. Ltd.)**<br>Matsuyama, Ehime Pref. Japan<br>SatCom: 1201723/JPKL | *42 465*<br>*15 519*<br>49 701 | NK | **1990** Kawasaki Heavy Ind. Ltd.—Sakaide (1417)<br>224,05 (BB) 11,019<br>212,00 36,00 17,70<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta CR ind prismatic ER<br>L.(gas) 74 000 | B&W 5S70MC<br>Oil 2SA 5Cy. 700 × 2674<br>8 209kW (11 160bhp)<br>Kawasaki Heavy Ind. Ltd. Kob<br>Gen 3 × 1040kW 450V a.c.<br>Fuel 563,72t (d.o.) 2 100,0t (i.f.o.) 16k |
| **7641700**<br>*WYL3834*<br>569521 | **PACIFIC HARVEST**<br>ex Triple Star-78<br>**Pacific Mist Corp.**<br>Juneau, Ak United States of America | **587**<br>522<br>— | | **1945** U.S. Naval Shipyard—Mare Island, Ca<br>*50,60* 9,78<br>4,58<br>1 dk | **M Fishing** | Oil<br>750bhp (552kW)<br>U.S.A<br>Fuel (d.o.) |
| **7115347**<br>*H9RU*<br>11630-82<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC HARVESTER**<br>ex Chofuku Maru No. 11-80<br>**Indo Pacific Carriers Ltd.**<br>Panama Panama | **299**<br>126<br>— | | **1971** K.K. Ichikawa Zosensho—Ise (1290)<br>*44,51* 7,73 3,252<br>7,70 3,66<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 460<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigat |
| **5268231**<br>*CZ3607*<br>312844<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC HARVESTER**<br>**Shirlyn Fishing Co. Ltd.**<br>Vancouver, B.C. Canada | **146**<br>63<br>— | | **1960** A. C. Benson Shipyards Ltd.—Vancouver, B.C.<br>24,06 6,71<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW) NE made74 fitted75<br>Caterpillar Tractor Co. Peoria, Illino<br>11k |
| **7649831**<br>*HQDY5*<br>L-0322440<br>Gc Rdr Rt | **PACIFIC HAWK**<br>ex Dragon No. 1-91 ex Shinko No. 5-88<br>San Lorenzo Honduras | **497**<br>309<br>1 590 | KR | **1970** Murakami Hide Zosen K.K.—Hakata<br>65,00 3,979<br>60,51 11,00 5,62<br>1 dk | **M General Cargo** | Makita<br>Oil<br>1 400bhp (1 030kW)<br>Makita Diesel Co. Ltd. Japa<br>10k |
| **7616016**<br>*HO3126*<br>10408-80C<br>Esd Gc Rdr Rt | **PACIFIC HAWK**<br>ex Hawk Aki-80 ex Pacific Hawk 1-78<br>**Spol Vessels Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **226**<br>59<br>184 | AB (NK) | **1977** Imamura Zosen—Kure (216)<br>32,52 8,54 3,309<br>28,02 8,51 3,61<br>F 10,1 1 dk | **TM Tug**<br>Anchor-handling | Yanmar 6MHL-U<br>2 Oil 4SA each 6Cy. 200 × 240 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasa<br>Gen 2 × 112kW a.c.<br>11,5k |

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|---|---|---|---|---|---|---|
| 8413253<br>*DVEL*<br>228689<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **PACIFIC HAWK II**<br>ex Pacific Hawk-86<br>**Manila Sealink Corp.**<br>Nissen Kaiun K.K.<br>Manila Philippines<br>SatCom: 1700174/DVEL | *24 487*<br>*13 802*<br>42 605 | NK | **1985** Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1326)<br>182,00 (BB) 11,216<br>174,02 30,51 15,75<br>P 20,8 F 12,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 24,0 27,2 27,2 27,2 26,4 ER<br>G.50 161 B.50 025<br>5 Ha (stl) (13,6 16,8 16,8 16,8 16,8 × 15,6) ER<br>Cr 4(25) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>8 420bhp (6 193kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano |
| 8914697<br>*DVDB*<br>231459<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACIFIC HOPE**<br>**San Agustin Shipping Corp.**<br>Yuyo Steamship Co. Ltd. (Yuyo Kaiun K.K.)<br>Manila Philippines<br>SatCom: 1700530/PHOP | *22 147*<br>*12 665*<br>38 855 | NK | **1991** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (3003)<br>180,80 (BB) 30,53 10,931<br>171,00 30,50 15,30<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.46 112 B.44 492<br>5 Ha (stl) ER | Sulzer 6RTA52<br>Oil 2SA 6Cy. 520 × 1800<br>5 811kW (7 900bhp)<br>Diesel United Ltd. Aioi<br>Gen 4 × 357,8kW a.c.<br>14,5kn |
| 7913658<br>*D5YF*<br>6751<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACIFIC HOPE**<br>**Rainbow Carriers Inc.**<br>Monrovia Liberia<br>SatCom: 1242402/HOPE | **21 626**<br>14 321<br>34 998<br>T/cm<br>42,5 | NK | **1980** Nippon Kokan K.K.—Shimizu (383)<br>174,50 (BB) 28,83 11,318<br>165,00 28,81 18,22<br>1 dk<br>Bow/CM 84 Diam. 0,310 MH 1,8 | **M Tanker**<br>11 Ta ER<br>L.(oil) 47 828<br>2 Cargo pumps total 3 898T/hr | Pielstick 14PC3V-480<br>Vee Oil 4SA 14Cy. 480 × 520 reduction geared to sc. shaft<br>13 300bhp (9 783kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 540kW<br>15kn |
| 6413807<br>*GUQA*<br>363062<br>Df Esd Gc<br>Pfd Rdr RTv | **PACIFIC HORIZON**<br>ex Subsea 1-81 ex Northsea Hunter-76<br>ex Erich Ollenhauer-75<br>**3i plc**<br>Marr Vessel Management Ltd.<br>London United Kingdom<br>SatCom: 1440620/GUQA | T.Mk<br>**1 598**<br>551<br>— | **100A1** SS 3/88<br>**LMC**<br>EL N 1½"SQ<br>FN 1436<br>(GL) | **1964** A.G. "Weser" Werk Seebeck—Bremerhaven (905)<br>79,69 (BB) 16,01 4,801<br>70,21 12,65 7,80<br>B & F 36,3 2 dks<br>rf 356 Box K 330 widened 76<br>conv Fish-factory Stern Trawler Factory Fishing 75<br>conv Mother Ship 81 | **TD-E Research**<br>Seismographic Survey<br>Mchy.aft<br>Der 1(1,5) | Deutz BV6M536<br>3 Oil 4SA each 8Cy. 270 × 360 total 2 700bhp (1 986kW) driving 3 gen. each 600kW 500V d.c. connected to 2 elec. motors each of 1 070shp (787kW) & sr geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>db 5kgf/cm$^2$ (4,9bar)<br>Gen 2 × 360kW 220/400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 332,0t (d.o.) 13kn |
| 7612747<br>*D5TT*<br>6635<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACIFIC HUNTER**<br>**First Pacific Corp. & Second Pacific Corp.**<br>Monrovia Liberia<br>SatCom: 1241334/DETT | **18 736**<br>12 563<br>32 109<br>T/cm<br>38,2 | **✠100A1** SS 7/89<br>oil tanker<br>**✠LMC** **UMS**<br>EL H† 605,0/62,0U3<br>FN 6669 | **1979**-9 Hitachi Zosen—Mukaishima (4561)<br>173,08 (BB) 26,04 11,323<br>163,00 26,00 14,91<br>P 34,5 F 15,3 1 dk<br>rf nil Bow/CM 85 Diam. 0,360 MH 1,5 | **M Tanker**<br>Stern disch.<br>7 Ta 14 Wing Ta ER 2 Ta<br>L.(oil) 27 156<br>4 Cargo pumps total 3 900T/hr | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>2 WTAuxB (o.f.) primary 18kgf/cm$^2$ (17,7bar) secondary 15,9kgf/cm$^2$ (15,6bar) Spt 215°C hs774,5<br>e(ex.g) 22kgf/cm$^2$ (21,6bar)<br>Gen 3 × 630kW 450V 60Hz a.c.<br>Fuel 220,0t (d.o.) 1 730,0t (hvf) |
| 7225257<br>*S6EW*<br>383637<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC INDAH**<br>ex Fortune Carrier-87<br>ex Fortune Mariner-83<br>ex Kinriki Maru No. 21-78<br>**Pacific Timor Shipping Agency Pte. Ltd.**<br>POL (M) Sendirian Berhad<br>Singapore Singapore | **2 993**<br>2 042<br>5 957 | NK | **1972** Kurushima Dockyard Co. Ltd.—Imabari (717)<br>101,12 16,03 6,808<br>94,01 15,98 8,21<br>P 18,9 B 7,7 F 12,2 1 dk<br>RW | **M General Cargo**<br>G.7 408 B.7 040<br>2 Ha (stl) (25,8 27,9 × 7,7) ER<br>Der 1(50) 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 132kW<br>Fuel 495,0t-10,0pd 12,5kn |
| 8037592<br>625099 | **PACIFIC INVADER II**<br>ex Rose of Sharon I<br>**Jong Do Son**<br>Eureka, Ca United States of America | **168**<br>114<br>— | | **1980** Eastern Marine Inc.—Panama City, Fl<br>*29,27* 8,56<br>3,66<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8913942<br>*3EYP7*<br>18828-90<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **PACIFIC ISIS**<br>**Clio Marine Inc.**<br>Western Pacific Co. Ltd.<br>Panama Panama<br>SatCom: 1333270/PACI | *39 256*<br>*20 834*<br>69 999 | NK | **1990** Hashihama Zosen—Tadotsu (870)<br>225,00 (BB) 13,762<br>215,00 32,20 20,40<br>1 dk | **M Tanker**<br>Mchy.aft | Mitsubishi 6UEC60LS<br>Oil 2SA 6Cy. 600 × 2200<br>10 670bhp (7 848kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama |
| 7510030<br>*DZKT*<br>231119<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PACIFIC ISLANDER**<br>ex Jupiter Island-89 ex Jupiter-83<br>ex Kamishio Maru-78<br>**Armstrong Shipping Ltd.**<br>Anglo-Eastern Ship Management Ltd.<br>Manila Philippines | *11 721*<br>*6 877*<br>18 726<br>T/cm<br>42,0 | NK | **1976** Narasaki Zosen K.K.—Muroran (903)<br>154,77 22,53 9,348<br>142,91 22,51 12,53<br>P 28,7 F 11,9 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.23 491 B.23 052<br>4 Ha (stl) (17,9 × 9,9) (19,6 19,6 19,6 × 12,0) ER<br>Der 4(25) | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>6 105kW (8 300bhp)<br>Hitachi Zosen Osaka<br>Gen 2 × 360kW 450V 60Hz a.c.<br>Fuel 222,5t (d.o.) 1 755,5t (hvf)-20,5pd 15kn |
| 7714882<br>*HPEW*<br>8594-78B<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACIFIC ISLANDER**<br>ex Pacific Princess-82<br>**The China Navigation Co. Ltd.**<br>Panama Panama<br>SatCom: 1331545/HPEW | **8 012**<br>4 867<br>15 532 | **100A1** CS 9/87<br>container cargoes in holds and on hatch covers and upper deck, cars and light cargoes in Nos. 2, 3 and 4 TwDs<br>**LMC**<br>EL G† 577,5/68,0U2<br>FN 5731<br>(NK) | **1977** Shin Yamamoto Zosensho—Kochi (203)<br>155,51 25,02 8,921<br>145,01 25,01 14,51<br>P 28,7 F 12,8 2 dks | **M Container Ship/ Vehicles Carrier**<br>Fixed-guides<br>Side door/ramps 1(p,aft) 1(s,aft) DSS<br>4 Ho 23,2 28,0 28,0 28,0 ER 4 TwD<br>G.17 489 B.16 258 HeCls. B<br>TEU 432 C. 432/20' (40')<br>4 Ha (stl) (12,8 × 6,0) (20,8 20,8 20,8 × 11,2) ER<br>Cr 2(26) 2(21) | MAN<br>Vee Oil 4SA 18Cy. 400 × 540 sr geared to sc. shaft<br>9 000bhp (6 620kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 317,0t (hvf)-28,0pd 16kn |
| 7407867<br>*3ETF5*<br>18004-HK<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PACIFIC JADE**<br>ex Belmonte-87 ex Rio Papaloapan-86<br>ex St. Clemens-81<br>**Lampshire Maritime Inc.**<br>Tanker Pacific Management (Singapore) Pte. Ltd.<br>Panama Panama<br>SatCom: 1332517/JADE | *22 553*<br>*15 952*<br>39 998<br>T/cm<br>49,0 | **✠100A1** SS 11/89<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL K† $3\frac{1}{16}$"U2<br>FN 8154<br>(GL) | **1975**-12 A.G. "Weser" Seebeckwerft —Bremerhaven (985)<br>193,02 (BB) 28,45 11,653<br>184,89 28,40 15,70<br>F 14,4 1 dk<br>rf nil Bow/CM 96 Diam. 0,360 | **M Tanker**<br>IGS(LR) Stern disch.<br>21 Ta ER<br>L.(oil) 55 385<br>4 Cargo pumps total 4 000T/hr | MAN K6SZ78/155<br>Oil 2SA 6Cy. 780 × 1550<br>13 800bhp (10 151kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>WTAuxB (o.f.) 18kgf/cm$^2$ (17,7bar) (Spt 225°C) 17kgf/cm$^2$ (16,7bar) hs468,8<br>WTAuxB (o.f.) 16kgf/cm$^2$ (15,7bar)<br>AuxB (ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 2 × 960kW 440V 60Hz a.c.<br>Fuel 2 326,5t (hvf)-49,0pd 15kn |
| 7427714<br>*JRFB*<br>121935<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PACIFIC JASMIN**<br>**Jasmin Shipping (Tokyo) Corp.**<br>Tokyo Japan<br>SatCom: 1202220/JRFB | **74 389**<br>29 081<br>140 319<br>T/cm<br>102,6 | NK | **1976** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (985)<br>266,99 (BB) 44,05 16,903<br>258,00 44,00 22,92<br>F 19,6 1 dk | **M Ore Carrier**<br>5 Ho 46,7 23,3 60,6 23,3 44,5 ER<br>Ore 80 227 HeCls. ptB<br>9 Ha (stl) (14,0 × 10,7) (14,0 14,0 14,0 14,0 14,0 14,0 14,0 13,3 × 12,5) ER | Sulzer 9RND90<br>Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 442,0t (d.o.) 7 991,0t (hvf)-93,5pd 15,25kn |
| 8029583<br>*HO3725*<br>11920-82B<br>Esd Gc Rdr Rt | **PACIFIC JAVELIN**<br>**Swire Marine Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **801**<br>393<br>1 080 | AB | **1981** Teraoka Shipyard Co. Ltd.—Nandan (207)<br>12,53 3,912<br>52,51 12,21 4,53<br>F 20,8 1 dk<br>rf 152 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Pollution Control | Yanmar 6ZL-SL<br>2 Oil 4SA each 6Cy. 280 × 340 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 3 × 160kW<br>Thw. thrust propeller fwd<br>13kn |
| 8902369<br>*3ENO7*<br>18570-89<br>Df Esd Gc<br>Pfd Rdr RTv | **PACIFIC JUPITER**<br>**Pacific Transport Navigation S.A.**<br>Panama Panama<br>SatCom: 1331566/JPTR | *52 512*<br>*27 198*<br>94 995<br>T/cm<br>89,6 | NK | **1989** Koyo Dockyard Co. Ltd.—Mihara (2012)<br>246,84 (BB) 42,03 13,189<br>235,00 42,00 19,50<br>1 dk<br>Bow/CM 125 Diam. 0,410 MH 1,8 | **M Tanker**<br>IGS SBT DB Bow loading<br>8 Ta ER<br>L.(oil) 110 815<br>3 Cargo pumps total 7 500T/hr | B&W 6S70MCE<br>Oil 2SA 6Cy. 700 × 2674<br>9 003kW (12 240bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 480kW a.c.<br>14kn |

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| **7932367**<br>*WYE5464*<br>627416<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC KING**<br><br>**Foss Maritime Co.**<br>Long Beach, Ca United States of America | **106**<br>72<br>— | <br><br>AB | **1980** Main Iron Works Inc.—Houma, La (355)<br>... ... ...<br>23,53 8,08 3,46<br>1 dk | **TM Tug** | Caterpillar D398SC<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illin<br>Gen 2 × 50kW<br>12 |
| **8016378**<br><br>629812<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC KNIGHT**<br><br>**Foss Maritime Co.**<br>Long Beach, Ca United States of America | **106**<br>72<br>— | <br><br>AB | **1980** Main Iron Works Inc.—Houma, La (358)<br>... ... ...<br>23,53 8,08 3,48<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illin<br>Gen 2 × 50kW<br>12 |
| **7625500**<br>*P3UU3*<br>709183<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER | **PACIFIC LADY**<br>ex Klipper-80<br>**Pacific Lady Ltd.**<br>Univan Ship Management Ltd.<br>Limassol Cyprus | *2 695*<br>*1 395*<br>3 459 | **✠100A1** SS 7/87<br>Ice Class 3<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL R 495,0/38,0U2<br>FN 1940 | **1977**-6 Schpsw. en Mach. Ysselwerf B.V. —Capelle a/d Ijssel (168)<br>**1983**-7 (Additional cargo section) Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel<br>96,45 (BB) 13,85 5,106<br>90,40 13,76 7,70<br>F 13,5 2 dks<br>rf nil len 83 | **M Refrigerated Cargo**<br>4 Ho 17,5 15,6 16,0 16,0 ER 4 TwD<br>In.4 525<br>4 Ha (stl) (each 9,3 × 8,8) ER<br>Cr 4(3) | MaK 8M453<br>Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>2 800bhp (2 060kW)<br>MaK. Maschinenbau G.m.b.H. K<br>Gen 1 × 360kW 2 × 200kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 264,0t (d.o.)<br>15 |
| **8029595**<br>*HO3763*<br>11600-82D<br>Esd Gc Rdr<br>Rt | **PACIFIC LANCE**<br>ex Odys Delta-88 ex Pacific Lance-86<br>**Swire Marine Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **801**<br>393<br>1 080 | <br><br>AB | **1981** Teraoka Shipyard Co. Ltd.—Nandan (208)<br>12,53 3,912<br>52,51 12,21 4,53<br>F 20,8 1 dk<br>rf 152 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Pollution Control | Yanmar 6ZL-<br>2 Oil 4SA each 6Cy. 280 × 340 reverse reductio geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagas<br>Gen 3 × 160kW<br>Thw. thrust propeller fwd<br>13 |
| **5268243**<br><br>194941 | **PACIFIC LAUREL**<br>ex Wesco No. 50-52<br>**Laurel Fish Packers (1981) Ltd.**<br>Vancouver, B.C. Canada | **135**<br>92<br>— | | **1942** Rice Brothers Corp.—East Boothbay, Me<br>33,53 5,49 3,048<br>5,44<br>1 dk | **Wood TM Fishing**<br>Side-fishing | Gardner<br>2 Oil each 8Cy. 140 × 195<br>NE 52<br>L. Gardner & Sons Ltd. Manches<br>11 |
| **7370313**<br>*3EUT8*<br>20732-YJ<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACIFIC LEADER**<br>ex Sunshine Leader-91<br>**Kite Shipping Co. Ltd.**<br>Veba Poseidon Schiffahrt G.m.b.H.<br>Panama Panama<br>SatCom: 1335316/BEUT | *132 464*<br>*97 827*<br>258 066<br>T/cm<br>161,2 | <br><br>NK | **1975** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2422)<br>337,04 54,54 21,032<br>320,00 54,49 26,98<br>1 dk<br>Bow/CM 153 Diam. 0,850 MH 0,9 | **M Tanker**<br>COW IGS SBT<br>18 Ta ER<br>L.(oil) 338 162<br>4 Cargo pumps total 18 000T/hr | Sulzer 6RTA<br>Oil 2SA 6Cy. 840 × 2400<br>17 065kW (23 200bhp) NE 86<br>Ishikawajima Harima Heavy Ind. (I.H.I.) A<br>Gen 1 × 2000kW 2 × 1000kW 450V 60Hz a.c.<br>16 |
| **7406679**<br>*CZ4330*<br>348790<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC LIGHTNING**<br>ex Comox Crown-88<br>**Norsk Pacific Steamship Co. Ltd.**<br>Norsk Pacific Marine Services Ltd.<br>Vancouver, B.C. Canada | **140**<br>17<br>— | | **1974** Vito Steel Boat & Barge Cons. Ltd.—Delta, B.C. (138)<br>22,41 7,32 2,896<br>21,29 7,27 4,12<br>1 dk | **TM Tug**<br>Mchy.aft | General Motors 12V-149<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>General Motors Corp. Detroit,<br>12 |
| **7508324**<br>*P3UV3*<br>709161<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PACIFIC LILY**<br>ex Gomba Nile-80 ex Balakram-79<br>Launched as Gomba Endeavour<br>**Pacific Lily Ltd.**<br>Univan Ship Management Ltd.<br>Limassol Cyprus | *3 624*<br>*1 931*<br>4 348 | **✠100A1**<br><br>**✠LMC** **(UMS)**<br>**✠Lloyd's RMC**<br>EL R 440,0/40,0U2<br>FN 2251 | **1978**-7 Mazagon Dock Ltd.—Bombay (448)<br>**1984**-1 (Additional cargo section) Nederlandse Scheepsbouw Mij. B.V.—Amsterdam<br>107,68 (BB) 14,74 5,460<br>100,49 14,71 7,80<br>Ba 15,0 F 7,4 2 dks<br>rf nil len 84<br>conv General Cargo 84 | **M Refrigerated Cargo**<br>3 Ho 25,1 23,3 25,3 ER 3 TwD<br>In.5 693<br>3 Ha (stl) (13,2 13,2 16,7 × 10,5) ER<br>Cr 2(12,5) 1(10) | Alpha 12U28L-V<br>Vee Oil 4SA 12Cy. 280 × 320<br>3 180bhp (2 339kW)<br>Alpha-Diesel A/S Frederiksha<br>Gen 3 × 170kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 50,0t (d.o.) 332,0t (hvf)<br>14,5 |
| **7407283**<br>*9V3534*<br>384612<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC LION**<br>ex Asie Chinta-90 ex Chinta-85<br>ex Star Polaris-80<br>**Pacific Richfield Marine Pte. Ltd.**<br>Singapore Singapore | *957*<br>*287*<br>1 258 | **✠100A1** SS 7/89<br>tug<br>**✠LMC**<br>EL M $1\frac{5}{16}$"U2<br>FN 967 | **1975**-5 (Aft section) Scheepsbouwwerf Slob B.V. —Sliedrecht (160)<br>**1975**-5 (Fwd section) Hollandsche—Groot-Ammers<br>60,28 13,06 4,465<br>53,19 12,81 5,36<br>F 19,2 1 dk<br>rf 381 | **TM Tug/Supply Ship**<br>Deck Cargo | Allen 12PVBCS12<br>2 Vee Oil 4SA each 12Cy. 242 × 305 with clutches, flexible couplings & sr reverse geare to sc. shafts<br>W. H. Allen, Sons & Co. Ltd. Bedfo<br>Gen 1 × 260kW 2 × 120kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>12 |
| **8210106**<br>*HO6618*<br>12399-82D<br>Esd Gc Pfd<br>Rdr Rt | **PACIFIC MAPLE**<br>ex Kaiko No. 11-85<br>**Swire Offshore Support Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **491**<br>143<br>560 | <br><br>AB | **1982** Imamura Zosen—Kure (288)<br>48,72 12,22 3,810<br>43,52 12,21 4,50<br>F 12,8 1 dk<br>rf 152 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>Ice strengthened | Yanmar 6Z280L-S<br>2 Oil 4SA each 6Cy. 280 × 360 with clutches & s reverse geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagas<br>Gen 3 × 120kW<br>Thw. thrust Contr. pitch propeller fwd<br>12,5 |
| **7710276**<br>*P3UW3*<br>709185<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER | **PACIFIC MARCHIONESS**<br>ex Klipper II-80<br>**Pacific Marchioness Ltd.**<br>Univan Ship Management Ltd.<br>Limassol Cyprus | *2 689*<br>*1 387*<br>3 439 | **✠100A1** SS 10/87<br>Ice Class 3<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL R 495,0/38,0U2<br>FN 1940 | **1978**-2 Schpsw. en Mach. Ysselwerf B.V. —Capelle a/d Ijssel (184)<br>**1983**-7 (Additional cargo section) Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel<br>96,45 (BB) 13,85 5,106<br>90,40 13,76 7,70<br>F 13,5 2 dks<br>rf nil len 83 | **M Refrigerated Cargo**<br>4 Ho 17,5 15,6 16,0 16,0 ER 4 TwD<br>In.4 563<br>4 Ha (stl) (each 9,3 × 8,8) ER<br>Cr 4(3) | MaK 8M453A<br>Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>2 800bhp (2 060kW)<br>MaK. Maschinenbau G.m.b.H. K<br>Gen 1 × 360kW 2 × 200kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 264,0t (d.o.)<br>15 |
| **7635347**<br>*3DTM*<br>706934<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC MARINER**<br>ex Vitta Theresa-89<br>**Dilmun Navigation Co. Pty. Ltd.**<br>Suva Fiji | *1 384*<br>*696*<br>2 174 | **✠100A1** SS 3/88<br>chemical tanker<br>Type B SG up to 1.3 in association with a list of defined cargoes<br>Ice Class 3<br>**✠LMC**<br>EL N 412,5/34,0U2<br>FN 1238 | **1977**-12 Sonderborg Skibsvaerft A/S —Sonderborg (81)<br>75,01 (BB) 12,48 4,776<br>69,02 12,31 5,62<br>P 16,2 F 7,7 1 dk<br>rf 254 | **M Tanker**<br>Chemical<br>DB<br>12 Ta ER<br>L.2 487 | Alpha 12V23L<br>Vee Oil 4SA 12Cy. 225 × 300 sr geared to sc. shaft<br>1 860bhp (1 368kW)<br>Alpha-Diesel A/S Frederiksha<br>Gen 4 × 96kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 128,0t (d.o.)<br>12,5 |
| **7437800**<br>*WYX3859*<br>560501 | **PACIFIC MARINER**<br><br>**K K Fisheries Inc.**<br>Seattle, Wa United States of America | **196**<br>135<br>— | | **1974** Marine Construction & Design Co. (MARCO) —Seattle, Wa<br>38,69<br>37,49 8,79 4,30<br>1 dk<br>len 90 | **M Fishing**<br>Crab | Caterpillar<br>Oil<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illin<br>11,5 |
| **8009454**<br>*JJGC*<br>125081<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PACIFIC MARU**<br><br>**Mitsui O.S.K. Lines Ltd. & International Energy Transport Co. Ltd.**<br>Mitsui O.S.K. Lines Ltd.<br>Osaka, Osaka Pref. Japan<br>SatCom: 1200412/JJGC | **17 137**<br>9 270<br>22 597 | <br><br>NK | **1981** Mitsubishi Heavy Industries Ltd. —Shimonoseki (834)<br>169,50 (BB) 27,08 10,040<br>160,03 27,01 14,51<br>P 10,4 F 11,9 2 dks | **M General Cargo**<br>5 Ho ER<br>G.34 621 B.31 627<br>TEU 696<br>C.Ho 352/20' (40') C.Dk 344/20' (40')<br>9 Ha (stl) (13,4 × 10,4) (13,4p&s × 8,0) (21,3p&s 21,3p&s × 10,4) (13,4p&s × 8,0) ER<br>Cr 3(26) 4(16) | Sulzer 7RLA<br>Oil 2SA 7Cy. 660 × 1400<br>12 950bhp (9 526kW)<br>Mitsubishi Heavy Industries Ltd. Ko<br>Gen 3 × 570kW 450V 60Hz a.c.<br>Fuel 367,0t (d.o.) 1 573,0t (hvf)-40,0pd 17,75 |
| **7373133**<br>*3EPE4*<br>17272-PEXT2<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PACIFIC MEMORY**<br>ex Wako Maru-86<br>**Forever Navigation S.A.**<br>Iino Marine Service Co. Ltd.<br>Panama Panama<br>SatCom: 1331633/EEPE | *114 446*<br>*89 549*<br>232 530<br>T/cm<br>148,0 | <br><br>NK | **1975** Kawasaki Heavy Ind. Ltd.—Sakaide (1197)<br>319,92 53,01 19,656<br>305,04 52,99 25,30<br>1 dk<br>Bow/CM 160 Diam. 0,400 MH 0,9 | **S Tanker**<br>14 Ta ER<br>L.(oil) 287 749 HeCls. B<br>3 Cargo pumps total 15 000T/hr | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd. Ko<br>Gen 1 × 1600kW 2 × 720kW 450V 60Hz a.c<br>Fuel 8 470,0t (o.f.) 295,0t (d.o.)-177,0pd 16,75 |

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| 6624<br>*76*<br>43-88A<br>Esd Gc<br>RTv<br>Nav | **PACIFIC MERCURY**<br>**El Prado Shipping Co. S.A.**<br>Panama Panama<br>SatCom: 1332637/PCMY | *52 764*<br>*23 212*<br>81 275<br>T/cm<br>89,6 | NK | **1988** Koyo Dockyard Co. Ltd.—Mihara (2002)<br>246,84 (BB) 42,04 12,191<br>235,01 42,00 19,51<br>1 dk<br>Bow/CM 125 | **M Tanker**<br>COW IGS SBT<br>8 Ta ER<br>L.(oil) 110 836<br>3 Cargo pumps total 7 500T/hr | B&W 6S70MCE<br>Oil 2SA 6Cy. 700 × 2674<br>12 900bhp (9 489kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 480kW a.c.<br>14kn |
| 9039<br>*7106*<br>053 | **PACIFIC MIST**<br>ex Spica-74<br>**Jeffrey Thomas Steele**<br>Seattle, Wa United States of America | **165**<br>112<br>— | | **1963** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*22,68* 7,04<br>3,54<br>1 dk | **M Fishing** | Oil<br>390bhp (287kW)<br>U.S.A. |
| 7165<br>*B8*<br>Gc Rdr | **PACIFIC MOON**<br>**Offshore Marine International Ltd.**<br>Zapata Gulf Marine Corporation<br>Port Vila Vanuatu | **422**<br>106<br>810 | AB | **1982** Asia Pacific Shpyd (Pte) Ltd.—Singapore (APS/365)<br>54,89 12,22 4,220<br>51,44 12,20 4,88<br>F 16,2 1 dk<br>rf 584 | **TM Supply Ship**<br>Deck Cargo Anchor-handling | Alco 12V251C<br>2 Vee Oil 4SA each 12Cy. 229 × 267 reverse reduction geared to sc. shafts<br>4 100bhp (3 016kW) E made reconditioned & fitted82<br>Alco Power Inc. Auburn, NY<br>Gen 2 × 125kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 0665<br>*V*<br>967<br>Rdr Rt | **PACIFIC NAVIGATOR**<br>**Dilmun Navigation Co. Pty. Ltd.**<br>Macdonald Hamilton & Co. Pty. Ltd.<br>Suva Fiji | **668**<br>333<br>1 100 | **✠100A1** M 9/89-4mos<br>oil tanker<br>**✠LMC**<br>EL K 1⅛"U2<br>FN 856 | **1971**-11 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (372)<br>64,01 10,70 3,363<br>59,90 10,60 3,69<br>P 16,5 F 11,0 1 dk<br>rf 102 | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 423 | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 84kW 1 × 56kW 380V 50Hz d.c.<br>Fuel 103,5t (d.o.) 10,5kn |
| 3016<br>*5579*<br>89-82C<br>Gc Rdr | **PACIFIC OAK**<br>**Swire Pacific Offshore (West Africa) Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama<br>See Register of Offshore Units | **471**<br>107<br>560 | AB | **1982** Teraoka Shipyard Co. Ltd.—Nandan (212)<br>48,72 12,22 3,660<br>43,52 12,21 4,50<br>F 20,8 1 dk<br>rf 152 | **TM Diving Support Ship**<br>for offshore installations Fire-fighting<br>Mchy.aft | Yanmar T260-ET<br>2 Oil 4SA each 6Cy. 260 × 330 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 3 × 160kW a.c.<br>Thw. thrust propeller fwd<br>13kn |
| 6967<br>*W6*<br>3<br>Esd Gc<br>Rdr RTv<br>VER | **PACIFIC OCEAN**<br>**Interocean Trading Co. Inc.**<br>Monrovia Liberia<br>SatCom: 1240524/PACO | *22 511*<br>*13 087*<br>32 266<br>T/cm<br>46,4 | AB | **1984** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2847)<br>187,03 (BB) 28,45 10,742<br>178,01 28,41 15,32<br>F 10,7 1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 27,2 27,2 27,2 27,2 28,8 ER<br>G.45 557 B.44 084 HeCls. B<br>5 Ha (stl) (16,0 × 12,5) (17,6 17,6 17,6 17,6 × 14,4) ER<br>Cr 5(25) | Sulzer 7RTA58<br>Oil 2SA 7Cy. 580 × 1700<br>9 520bhp (7 003kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 560kW 1 × 520kW 450V 60Hz a.c.<br>14,5kn |
| 8308<br>993 | **PACIFIC OCEAN**<br>**Pacific Ocean Fishing Ltd.**<br>Vancouver, B.C. Canada | **123**<br>84<br>— | | **1957** Allied Shipbuilders Ltd.—North Vancouver, B.C.<br>*24,69* 6,43<br>... ... ...<br>1 dk<br>len 52 | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| 9728<br>*VA8*<br>82-PEXT<br>Esd Gc<br>Rdr Rt<br>VER | **PACIFIC OPAL**<br>ex Pieniny II-91<br>**Hardin Maritime Inc.**<br>Panama Panama | **18 249**<br>10 411<br>31 016<br>T/cm<br>38,4 | NV PR | **1975** AB Oskarshamns Varv—Oskarshamn (406)<br>170,67 25,94 10,951<br>164,98 25,90 14,51<br>1 dk<br>rf 102 Bow/CM 82 Diam. 0,400 MH 1,5 | **M Tanker**<br>Ice strengthened<br>19 Ta ER<br>L.(oil) 39 596 HeCls. CptB<br>4 Cargo pumps total 3 600T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>8 827kW (12 000bhp)<br>H. Cegielski Poznan<br>Gen 3 × 652kW 450V 60Hz a.c. 1 × 56kW 440V 60Hz a.c.<br>Fuel 307,0t (d.o.) 2 119,0t (hvf)-38,0pd 15kn |
| 1305<br>*KW*<br>866<br>Esd Gc<br>Rdr RTv<br>VER | **PACIFIC ORION**<br>ex Michelle Irene-91 ex Orion-88<br>ex Brae Sea-88 ex Scotoil 5-79<br>ex Theriot Offshore V-77<br>**Pacific Orion Joint Venture**<br>Seattle, Wa United States of America<br>SatCom: 1500640/MIRE | *3 086*<br>*1 058*<br>1 810 | NV (AB) | **1975** Todd Pacific Shipyards Corp.—Seattle, Wa (62)<br>82,95 (BB) 13,42 5,577<br>76,37 13,41 5,79<br>F 22,9 2 dks<br>len 88<br>conv Deck Cargo Anchor-handling Tug/Supply Ship 88 | **TM Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.1 750 | Wartsila 6R32<br>2 Oil 4SA each 6Cy. 320 × 350<br>4 398kW (5 979bhp) NE 88<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 1200kW 1 × 150kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 0393<br>005<br>Esd Gc<br>Rdr RTv | **PACIFIC ORION**<br>ex Gemini Tide-91<br>ex Command Tide-83<br>**Pacific Orion Fisheries Inc.**<br>Seattle, Wa United States of America | *845*<br>*253*<br>— | (AB) (RI) | **1972** American Marine Corp.—New Orleans, La (1087)<br>55,76 11,59 4,217<br>50,04 11,56 4,83<br>F 17,1 1 dk<br>conv Deck Cargo Anchor-handling Fire-fighting Tug/Supply Ship 91 | **TM Fishing**<br>Crab Processing Ref<br>In.450 | General Motors 12-645-E5<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>4 300bhp (3 163kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 100kW<br>Fuel (d.o.) 14kn |
| 2115<br>*5510*<br>76-82B<br>Gc Rdr | **PACIFIC PEARL**<br>**Swire Bahagia Sendirian Berhad**<br>Panama Panama | **293**<br>67<br>200 | AB | **1982** Imamura Zosen—Kure (282)<br>38,99 8,51 2,809<br>35,01 8,50 3,51<br>F 9,2 1 dk<br>rf nil | **TM Research**<br>Survey | Yanmar T220-ET<br>2 Oil 4SA each 6Cy. 220 × 280 with clutches & sr reverse geared to sc. shafts<br>2 200bhp (1 618kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 3 × 128kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>12kn |
| 2408<br>*IX3*<br>144<br>Esd Gc<br>Rdr Rt<br>VER | **PACIFIC PEERESS**<br>Launched as Vianneytte<br>**Pacific Peeress Ltd.**<br>Univan Ship Management Ltd.<br>Limassol Cyprus | *2 242*<br>*1 037*<br>2 861 | **✠100A1** SS 6/88<br>Ice Class 3<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL (Q) 522,5/36,0U2(a)<br>FN 1742 | **1980**-7 B.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (351)<br>**1983**-9 (Additional cargo section) Scheepsbouwwerf Slob B.V.—Sliedrecht<br>91,09 13,09 4,850<br>84,61 13,01 7,57<br>F 9,5 2 dks<br>rf nil len 83 | **M Refrigerated Cargo**<br>4 Ho 16,2 15,0 15,6 15,0 4 TwD<br>In.3 891<br>TEU 8 C.Dk 8/20'<br>4 Ha (stl) (each 6,8 × 5,5) ER<br>6W Cr 1(2,5) Der 6(3) | MaK 6M452AK<br>Oil 4SA 6Cy. 320 × 450 sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 240kW 1 × 176kW 2 × 80kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 101,5t (d.o.) 283,5t (hvf) 13,25kn |
| 4059<br>*3891*<br>47-82A<br>Gc Pfd<br>RTv | **PACIFIC PILOT**<br>ex Northern Supplier-78<br>**Mega Marine Transports Inc.**<br>Panama Panama<br>SatCom: 1333203/PAPI | **197**<br>134<br>1 015 | AB | **1974** Halter Marine Services, Inc.—Lockport, La (441)<br>54,87 11,59 3,633<br>50,45 11,56 4,27<br>F 14,1 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | Polar F26R-B<br>2 Oil 4SA each 6Cy. 250 × 300 reverse reduction geared to sc. shafts<br>2 310bhp (1 699kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>Fuel 152,5t (d.o.) 12kn |
| 1408<br>*HP*<br>542<br>Esd Gc<br>RTm/h/v<br>Nav<br>Com<br>VER | **PACIFIC PINTAIL**<br>**Pacific Nuclear Transport Ltd.**<br>James Fisher and Sons Public Limited Company<br>Barrow in Furness United Kingdom | *5 087*<br>*1 526*<br>3 865<br>T/cm<br>14,9 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL W 495,0/50,0U2(a)<br>FN 2626 | **1987**-9 Mitsubishi Heavy Industries Ltd.—Kobe (1168)<br>103,92 (BB) 16,62 6,047<br>99,01 16,51 10,01<br>F 9,8 2 dks<br>rf 102 | **TM Irradiated Nuclear Fuel Carrier**<br>Refrigerated Cargo<br>5 Ho 10,5 13,5 10,5 10,5 13,5 ER<br>In.4 909<br>5 Ha (stl) (7,7 10,5 7,5 7,5 10,5 × 9,0) ER | Ruston 6AT350<br>2 Oil 4SA each 6Cy. 350 × 368 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>4 080bhp (3 001kW)<br>Ruston Diesels Ltd. Newton-le-Willows<br>TOH (o.f.) 3,1kgf/cm$^2$ (3,1bar)<br>Gen 2 × 490kW 4 × 320kW 240/415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 877,0t (d.o.) 1 202,5t (hvf)-17,0pd 13,5kn |

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| **7404061**<br>*VZQ4540*<br>853450<br>Esd Gc Pfd<br>Rdr Rt | **PACIFIC PIONEER**<br>ex Northern Worker-78<br>**Frontier Shipping Pty. Ltd.**<br>*Cairns, Queensland* Australia | **197**<br>134<br>1 015 | AB | **1974** Halter Marine Services, Inc.—Lockport, La (442)<br>54,87 11,59 3,633<br>50,45 11,56 4,27<br>F 14,1 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | Polar F26R<br>2 Oil 4SA each 6Cy. 250 × 300 reverse reduction geared to sc. shafts<br>2 310bhp (1 699kW)<br>A/B Bofors Nohab Trollhatta<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>Fuel 152,5t (d.o.) 12k |
| **8914702**<br>*DUXQ*<br>231589<br>Df Esd Gc<br>Pfd Rdr RTv | **PACIFIC PRIDE**<br>**San Agustin Shipping Corp.**<br>Yuyo Steamship Co. Ltd. (Yuyo Kaiun K.K.)<br>Manila Philippines<br>SatCom: 1700544/PPRD | *22 147*<br>*12 665*<br>38 855 | NK | **1991** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (3004)<br>180,00 (BB) 10,931<br>171,00 30,50 15,30<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.46 112<br>5 Ha (stl) ER | Sulzer 6RTA5<br>Oil 2SA 6Cy. 520 × 1800<br>5 811kW (7 900bhp)<br>Diesel United Ltd. Ai<br>14,25k |
| **7643629**<br>*WTM8950*<br>583851<br>Df Esd Gc<br>Rdr Rt | **PACIFIC PRIDE**<br>ex Noah Smith ex King's Pawn-79<br>**Tweed Towing Inc.**<br>San Francisco, Ca United States of America | **148**<br>101<br>386 | | **1976** RYSCO Shipyard, Inc.—Blountstown, Fl (29)<br>28,05 3,302<br>26,52 8,54 4,07<br>1dk | **TM Tug** | Brons<br>2 Oil 2SA each 6Cy. 220 × 380<br>Appingedammer Brons Motorenfabrik B.V. Appingedam |
| **5268310**<br>Rdr Rt | **PACIFIC PRINCE**<br>**Fred S. Hill & John R. Keebaum**<br>United States of America | **339**<br>224<br>— | | **1943** Harbor Boat Building Co.—Terminal Island, Ca<br>43,13 7,47 3,607<br>... ... ...<br>1 dk | **Wood M General Cargo**<br>Ref<br>Mchy.aft | General Motors<br>Oil 12Cy. 127 × 152<br>NE 57<br>General Motors Corp. Detroit, M |
| **8515506**<br>697280<br>Rdr Rt | **PACIFIC PRINCE**<br>ex Atlantic Prince-90<br>**Pacific Prince Ltd. Partnership**<br>Seattle, Wa United States of America | **197**<br>133<br>— | | **1985** Halter Marine Inc.—Moss Point, Ms (1129)<br>4,571<br>45,73 10,66 7,62<br>1 dk | **TM Fishing**<br>Stern Trawler Processing Ref | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 170 × 190<br>1 800bhp (1 324kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 435kW |
| **7018563**<br>*GBCF*<br>363660<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACIFIC PRINCESS**<br>ex Sea Venture-75<br>**Abbey National March Leasing (1) Ltd.**<br>P&O Lines Ltd.<br>London United Kingdom<br>SatCom: 1440212/GBCF | **20 636**<br>11 703<br>3 673 | **100A1** CS 12/86<br>**LMC**<br>EL Ht. 2⅝"U3<br>FN 5734<br>(NV) | **1971** Rheinstahl Nordseewerke—Emden (411)<br>168,74 (BB) 24,64 7,703<br>144,30 24,59 15,14<br>B 125,0 3 dks, 4th & 5th dks clear of mchy. space<br>rf nil | **TM Passenger Ship**<br>324cbn 600bth P | Fiat C420.10L<br>4 Oil 4SA each 10Cy. 420 × 500 geared to sc. shafts<br>18 000bhp (13 240kW)<br>Fiat S.G.M. Torino<br>2 AuxB (o.f.) 8,5kgf/cm² (8,4bar)<br>e(ex.g)(p) (ex.g) 8kgf/cm² (7,9bar)<br>ne(ex.g)(s) (ex.g) 12/82 8kgf/cm² (7,9bar)<br>Gen 3 × 1220kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 228,0t (d.o.) 1 439,5t (hvf) 19kn |
| **8912261**<br>*3EZF8*<br>20946-YJ1<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC PRINCESS**<br>**Green Island Shipping S.A.**<br>Panama Panama | *16 722*<br>*10 435*<br>28 452 | NK | **1991** Imabari Zosen—Imabari (481)<br>(BB) 9,745<br>160,40 27,20 13,60 | **M Bulk Carrier**<br>5 Ho ER<br>5 Ha (stl) ER | B&W 5S50MC<br>Oil 2SA 5Cy. 500 × 1910<br>4 877kW (6 630bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 900kW 2 × 400kW 450V 60Hz a.c.<br>Fuel 1 301,72t (i.f.o.)-20,7pd 13,7kn |
| **7819034**<br>*P3UY3*<br>709196<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER | **PACIFIC PRINCESS**<br>**Pacific Princess Ltd.**<br>Univan Ship Management Ltd.<br>Limassol Cyprus | *3 038*<br>*1 599*<br>3 878 | ✠**100A1** SS 7/88<br>Ice Class 3<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL S 522,5/40,0U2<br>FN 2048 | **1979**-5 Schpsw. en Mach. Ysselwerf B.V. —Capelle a/d Ijssel (192)<br>**1983**-10 (Additional cargo section) Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel<br>96,98 (BB) 15,09 5,423<br>88,91 15,02 8,01<br>F 12,8 2 dks<br>rf nil len 83 | **M Refrigerated Cargo**<br>4 Ho 18,9 16,3 16,5 17,6 ER 4 TwD<br>In.5 132<br>4 Ha (stl) (each 8,7 × 8,8) ER<br>Cr 2(3) Der 4(5) | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>2 800bhp (2 060kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 360kW 2 × 224kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 342,0t 14,5kn |
| **7806271**<br>*WYA5238*<br>600678<br>Df Esd Gc<br>Pfd Rdr RTv | **PACIFIC PRINCESS**<br>**Pacific Princess Partnership Ltd.**<br>Las Vegas, Nv United States of America<br>SatCom: 1502167/MAAG | **991**<br>468<br>— | | **1978** Campbell Industries—San Diego, Ca (123)<br>67,49 12,81<br>59,70 12,26 5,85<br>2 dks | **M Fishing**<br>Side-fishing Ref | General Motors 20-645-E7B<br>Vee Oil 2SA 20Cy. 230 × 254 geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange |
| **5111244**<br>*WTE7841*<br>250021<br>Df Esd Gc<br>Rdr RTm/v | **PACIFIC PRODUCER**<br>ex Denali ex Laney S<br>ex F. E. Lovejoy-74<br>**Pompano Processors Inc.**<br>Seattle, Wa United States of America<br>SatCom: 1504731/PACP | **472**<br>235<br>— | (AB) | **1946** Reliable Welding Works—Olympia, Wa (27)<br>54,26 11,03<br>51,62 10,98 4,58<br>1 dk & S dk<br>rf 152 conv General Cargo — | **M Fishing** OSD<br>2 Ho 18,6 5,2 ER<br>B.2 407<br>1 Ha (6,1 × 3,0) ER | Fairbanks, Morse<br>Oil 2SA 6Cy. 405 × 510<br>1 200bhp (883kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 1 × 25kW 1 × 10kW 125V d.c.<br>Fuel 39,5t (d.o.) |
| **7718450**<br>*SZJM*<br>9438<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PACIFIC PROSPERITY**<br>ex Freeway North-88<br>ex Union Sydney-86<br>ex TFL Prosperity-83<br>ex Merzario Lombardia-82<br>ex TFL Prosperity-81<br>**Helios Investment Corp.**<br>Piraeus Greece | T.Mk<br>**5 290**<br>2 971<br>9 332 | ✠**100A1** CS 7/88<br>✠**LMC** **UMS**<br>EL E† 577,5/64,0U2<br>FN 4779 | **1978**-7 Minami-Nippon Zosen K.K.—Usuki (519)<br>140,82 (BB) 23,19 7,652<br>125,02 23,00 15,22<br>B 47,3 2 dks<br>rf 305 | **TM RoRo Cargo**<br>Quarter bow door/ramp (p. f.)<br>L 25,00 W 7,00<br>Slewing stern door/ramp<br>L 25,00 W 7,00<br>Lane Length 1900<br>Trailers 132<br>TEU 510C.Dk515/20'(40) | Sulzer 8ZL40/48<br>2 Oil 4SA each 8Cy. 400 × 480 sr geared to sc. shafts<br>12 000bhp (8 827kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>2 AuxB (ex.g) & rcv 8kgf/cm² (7,9bar)<br>Gen 3 × 750kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8916334**<br>*3EWH8*<br>20792-PEXT1<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>CollRdr | **PACIFIC QUEEN**<br>**Ave Canora S.A.**<br>Panama Panama<br>SatCom: 1335363/PCQN | *39 342*<br>*21 324*<br>70 887<br>T/cm<br>67,3 | NK | **1991** Tsuneishi Zosen K.K.—Numakuma (651)<br>225,00 (BB) 32,23 13,941<br>215,00 32,20 20,40<br>1 dk<br>Bow/CM 115 Diam. 0,400 | **M Tanker**<br>COW IGS SBT<br>7 Ta ER<br>L.(oil) 85 977<br>4 Cargo pumps total 6 000T/hr | Mitsubishi 6UEC60LS<br>Oil 2SA 6Cy. 600 × 2200<br>7 061kW (9 599bhp)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 187,56t (d.o.) 2 498,65t (i.f.o.)-30,38pd 14,08kn |
| **7721067**<br>*P3UZ3*<br>709182<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER | **PACIFIC QUEEN**<br>**Pacific Queen Ltd.**<br>Univan Ship Management Ltd.<br>Limassol Cyprus | *2 689*<br>*1 383*<br>3 439 | ✠**100A1** SS 9/88<br>Ice Class 3<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL R 495,0/38,0U2<br>FN 1940 | **1978**-5 Schpsw. en Mach. Ysselwerf B.V. —Capelle a/d Ijssel (187)<br>**1983**-8 (Additional cargo section) Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel<br>96,45 (BB) 13,85 5,106<br>90,40 13,76 7,70<br>F 12,8 2 dks<br>rf nil len 83 | **M Refrigerated Cargo**<br>4 Ho 17,5 15,6 16,0 16,0 ER 4 TwD<br>In.4 559<br>4 Ha (stl) (each 9,3 × 8,8) ER<br>Cr 4(3) | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>2 800bhp (2 060kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 360kW 2 × 224kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 264,0t (d.o.) 15kn |
| **6728094**<br>*WY2336*<br>512151 | **PACIFIC QUEEN**<br>**North Queen Fishing Inc.**<br>San Juan Puerto Rico (U.S.A.) | **864**<br>450<br>— | | **1967** J. M. Martinac SB. Corp.—Tacoma, Wa (173)<br>50,42 10,67<br>42,68 10,37 5,34<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | General Motors<br>Oil 2SA 12Cy. 230 × 254<br>2 100bhp (1 545kW)<br>General Motors Corp. La Grange, Illinois |
| **7651640**<br>*HQEH3*<br>L-0327763<br>Gc Rdr Rt | **PACIFIC QUEEN**<br>ex Myojin Maru No. 5-89<br>**Orient International Shipping S.A.**<br>Chang Duck Shipping Co. Ltd.<br>Honduras | **493**<br>283<br>1 098 | KR | **1969** Miyoshi Zosen K.K.—Uwajima<br>54,01 4,321<br>49,00 9,30 4,75<br>P 14,3 F 7,8 1 dk | **M General Cargo**<br>G.1 250<br>1 Ha (26,5 × 6,0) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>846kW (1 150bhp)<br>The Hanshin Diesel Works Ltd. Japan<br>Gen 2 × 24kW 225V a.c.<br>10kn |

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| **7307689**<br>*WB5252*<br>237070 | **PACIFIC QUEEN**<br>**Michael R. Strange**<br>Seattle, Wa United States of America | **113**<br>54<br>— | | **1938** Peter Rask—San Diego, Ca<br>*21,80* 6,35<br>2,49 | **Wood M Fishing** | Oil<br>180bhp (132kW)<br>Union Diesel Engine Co. U.S.A.<br>Fuel (d.o.) |
| **7932379**<br>628468<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC QUEEN**<br>**Foss Maritime Co.**<br>Long Beach, Ca United States of America | **106**<br>72<br>— | AB | **1980** Main Iron Works Inc.—Houma, La (356)<br>... ... ...<br>23,53 8,08 3,48<br>1 dk | **TM Tug** | Caterpillar D398SCAC<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW<br>12kn |
| **5268322**<br>Esd | **PACIFIC QUEEN**<br>**Companhia Administradora del Guano del Peru**<br>Callao Peru | **105**<br>62<br>86 | | **1939** Mojean & Erickson—Tacoma, Wa<br>25,23 6,86 1,905<br>6,81<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho 5,2<br>1 Ha (2,1 × 2,3)<br>1W | Oil 4SA 6Cy. 260 × 345<br>Washington Iron Works Seattle, Wa<br>Fuel 8,0t 9kn |
| **7051383**<br>*WY7641*<br>522526 | **PACIFIC RAIDER**<br>**G. A. Hunter**<br>Eureka, Ca United States of America | **198**<br>134<br>— | | **1927** American Brown Boveri Corp.—Camden, NJ<br>*35,51* 7,32<br>3,26<br>conv Whaler — | **M** | Oil<br>1 000bhp (736kW)<br>..............<br>Fuel (d.o.) |
| **7434793**<br>*CZ6301*<br>369689<br>Esd Gc Rdr Rt | **PACIFIC RANGER II**<br>ex Swiftsure II-91<br>**Hodder Towing (North) Ltd.**<br>New Westminster, B.C. Canada | **192**<br>30<br>— | | **1975** Benson Bros. SB. Co. (1960) Ltd. —Vancouver, B.C. (36)<br>21,80 7,78<br>20,12 7,62 3,92<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 4SA each 12Cy. 146 × 146 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. U.S.A.<br>12kn |
| **8210118**<br>*HO6708*<br>12647-82B<br>Esd Gc Rdr Rt | **PACIFIC RAPIER**<br>**Swire Offshore Craneships Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **824**<br>426<br>1 120 | AB | **1982** Imamura Zosen—Kure (289)<br>57,71 12,22 3,990<br>52,51 12,21 4,50<br>F 22,6 1 dk<br>rf 152 | **TM Tug** | Yanmar T260-ST<br>2 Oil 4SA each 6Cy. 260 × 330 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 3 × 160kW<br>Thw. thrust Contr. pitch propeller fwd<br>12,5kn |
| **7126528**<br>*HQBG2* | **PACIFIC REEFER**<br>ex Uno Maru No. 17-85<br>ex Chosho Maru No. 17-82<br>Honduras | **431**<br>221<br>— | | **1970** Mie Shipyard Co. Ltd.—Yokkaichi (1)<br>51,11 4,020<br>8,70 6,61 | **M Fishing** | Oil<br>Japan<br>Fuel (d.o.) |
| **7398389**<br>*WYT8129*<br>546106 | **PACIFIC REFLECTION**<br>ex Detente ex Cornucopia-80<br>**AKW Fisheries Inc.**<br>Mobile, Al United States of America | **173**<br>117<br>— | | **1973** Larose Shipyard Inc.—Larose, La<br>*29,88* 6,68<br>23,47 6,66 3,48<br>1 dk<br>len 78 | **M Fishing**<br>Side-fishing | Oil<br>800bhp (588kW)<br>.............. |
| **6525820**<br>*9H2566*<br>1720<br>Df Esd Gc<br>Rdr RTm/h/v | **PACIFIC RESCUER**<br>ex Sea Rescuer-87 ex Albatros-85<br>**North Atlantic Towage & Salvage Ltd.**<br>Valletta Malta | **834**<br>171<br>729 | GL | **1965** F. Schichau G.m.b.H.—Bremerhaven (1734)<br>62,31 11,51 4,750<br>56,24 11,10 5,41<br>F 9,5 1 dk, 2nd dk fwd & aft | **M Tug**<br>Fire-fighting Salvage<br>Ice strengthened<br>Der 1(5) | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 100kW 231/400V 50Hz a.c. 1 × 32kW 400/450V 60Hz a.c.<br>Thw. thrust propeller<br>Fuel (d.o.) 16kn |
| **7508336**<br>*P3VA3*<br>709184<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PACIFIC ROSE**<br>ex Gomba Endeavour-81<br>**Pacific Rose Ltd.**<br>Univan Ship Management Ltd.<br>Limassol Cyprus | *3 624*<br>*1 931*<br>4 348 | **✠100A1** SS 8/88<br>**✠LMC** **(UMS)**<br>**✠Lloyd's RMC**<br>EL S 522,5/40,0U2(a)<br>FN 2251 | **1979**-5 Mazagon Dock Ltd.—Bombay (449)<br>**1984**-2 (Additional cargo section) Nederlandse Scheepsbouw Mij. B.V.—Amsterdam<br>107,68 (BB) 14,74 5,460<br>99,98 14,71 7,80<br>Ba 15,0 F 7,4 2 dks<br>rf nil len 84<br>conv General Cargo 84 | **M Refrigerated Cargo**<br>3 Ho 25,1 23,3 25,3 ER 3 TwD<br>In.5 693<br>3 Ha (stl) (13,2 13,2 16,7 × 10,5) ER<br>Cr 2(12,5) 1(10) | Alpha 12U28L-VO<br>Vee Oil 4SA 12Cy. 280 × 320 sr geared to sc. shaft<br>3 180bhp (2 339kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 170kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 50,0t (d.o.) 332,0t (hvf) 14,5kn |
| **7812256**<br>*3DQU*<br>317779<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC ROVER**<br>**Dilmun Navigation Co. Pty. Ltd.**<br>Macdonald Hamilton & Co. Pty. Ltd.<br>Suva Fiji | **1 594**<br>719<br>1 963 | **✠100A1** CS 5/89<br>oil or molasses tanker all tanks SG up to 1.45<br>**✠LMC**<br>EL O 443,0/38,0U2<br>FN 1359 | **1979**-5 Koyo Dockyard Co. Ltd.—Mihara (851)<br>80,02 4,779<br>73,00 13,30 5,31<br>P 24,7 F 9,5 1 dk<br>rf 152 | **M Tanker**<br>Oil Molasses<br>10 Ta ER<br>L.(oil) 2 391 | Akasaka AH30<br>Oil 4SA 6Cy. 300 × 480<br>1 341bhp (986kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 180kW 385V 50Hz a.c.<br>12,5kn |
| **7212573**<br>*HP4675*<br>13192-YJ<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC ROYAL**<br>ex Hokuto Maru-87 ex Washo Maru<br>**Orient International Shipping S.A.**<br>Chang Duck Shipping Co. Ltd.<br>Panama Panama | **697**<br>400<br>1 995 | KR | **1971** Sasaki Zosen K.K.—Kinoe (151)<br>69,54 11,42 4,747<br>65,00 11,40 5,10<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha (38,0 × 8,9) ER | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 545kW (2 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 128kW 25V a.c.<br>Fuel 89,5t-7,0pd 13,2kn |
| **7117474**<br>*TCPC*<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **PACIFIC S**<br>ex Pacific Express-90<br>ex Navios Commodore-84<br>ex Atlantic Bounty-82 ex Dalsland-79<br>ex Eric K. Fernstrom-78<br>**Marine Gate Shipping Co. Ltd.**<br>Sonmez Denizcilik ve Ticaret A.S.<br>Istanbul Turkey | **55 084**<br>36 908<br>103 480<br>T/cm<br>88,0 | NV | **1971** A/B Gotaverken Arendal—Goteborg (851)<br>256,55 (BB) 38,99 15,114<br>244,20 38,94 20,60<br>1 dk<br>rf 64 | **M Ore/Bulk/Oil Carrier**<br>COW IGS<br>9 Ho/Ta ER<br>G.118 776 L.(oil) 118 776 Ore 60 629<br>HeCls. CptB<br>9 Ha (stl) (14,4 × 13,0) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 18,5) ER<br>3 Cargo pumps total 9 000T/hr | Gotaverken 850/1700VGS9U<br>Oil 2SA 9Cy. 850 × 1700<br>21 600bhp (15 888kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 820kW 1 × 780kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 350,0t (d.o.) 4 344,0t (hvf)-79,5pd 15,5kn |
| **8109955**<br>*HO6363*<br>11848-82C<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC SABRE**<br>**Swire Servicing Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **804**<br>412<br>1 120 | AB | **1982** Imamura Zosen—Kure (280)<br>57,71 12,22 3,895<br>52,51 12,21 4,50<br>F 17,7 1 dk<br>rf 152 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Pollution Control | Yanmar T260-ST<br>2 Oil 4SA each 6Cy. 260 × 330 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 3 × 160kW<br>Thw. thrust Contr. pitch propeller fwd<br>12kn |
| **7001443**<br>*P2PB*<br>Df Esd Gc<br>Rdr RTh/v<br>AMVER | **PACIFIC SALVOR**<br>ex Wongara-91<br>**Marine Pacific (PNG) Ltd.**<br>Howard Smith Industries Pty. Ltd.<br>Lae Papua New Guinea | **423**<br>20<br>— | **✠100A1** CS 9/88<br>tug<br>**✠LMC**<br>EL (g) 1⅛"U2<br>FN 549 | **1970**-1 Adelaide Ship Cons. (a Div. of Adelaide SS Ind. Pty Ltd)—Adl (62)<br>38,59 10,47 5,087<br>35,16 10,14 5,47<br>RFD 6,1 1 dk<br>rf 1041 BK fwd | **M Tug** | English Electric<br>Vee Oil 4SA 16Cy. 254 × 305<br>English Electric Diesels Ltd. Ruston Eng. Div. N.-le-Willows<br>Gen 2 × 98kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 245,0t (d.o.) 13,5kn |
| **5075933**<br>*9WEM*<br>324894<br>Esd Gc RTv<br>AMVER | **PACIFIC SAMUDRA**<br>ex Element-81 ex Clement-78<br>**Sari Penampang Sendirian Berhad**<br>POL (M) Sendirian Berhad<br>Labuan Malaysia | **1 901**<br>979<br>3 223 | ✠Classed LR until 18/3/83 | **1959**-4 Norderwerft Koser & Meyer—Hamburg (838)<br>107,96 13,49 5,296<br>99,40 13,30 7,83<br>1 dk & S dk<br>RW rf nil len 64 | **M General Cargo** OSD<br>Ref 6bth P<br>4 Ho 17,9 21,1 13,4 8,9DTp,c,s ER 12,8 4 TwD<br>G.4 927 B.4 458 In.941 L.497<br>4 Ha (stl) (10,2 × 5,4) (12,1 10,9 × 6,1) ER (2,5 × 3,4)<br>Der 1(20) 6(5) 6(3) | Sulzer 8TD48<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 100kW 220V d.c.<br>Fuel 439,0t (d.o.) |

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|---|---|---|---|---|---|---|
| **8310695**<br>*GDRJ*<br>389538<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PACIFIC SANDPIPER**<br>**Pacific Nuclear Transport Ltd.**<br>James Fisher and Sons Public Limited Company<br>Barrow in Furness United Kingdom | *5 050*<br>*1 515*<br>3 775 | **✠100A1** SS 4/90<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL W 495,0/50,0U2<br>FN 2630 | **1985**-8 Appledore Shipbuilders Ltd.—Appledore (139)<br>103,92 (BB) 16,67 6,017<br>99,01 16,55 10,01<br>F 9,8 2 dks<br>rf 94 | **TM Irradiated Nuclear Fuel Carrier**<br>Refrigerated Cargo<br>5 Ho 10,5 13,5 10,5 10,5 13,5 ER<br>In.4 909<br>5 Ha (stl) (7,7 10,5 7,5 7,5 10,5 × 9,0) ER | Ruston<br>2 Oil 4SA each 6Cy. 350 × 368 with clutche<br>flexible couplings & sr reverse geared to<br>shafts<br>4 080bhp (3 001kW)<br>Ruston Diesels Ltd. Newton-le-<br>TOH (o.f.) 3,6kgf/cm² (3,6bar)<br>TOH (o.f.) 3,6kgf/cm² (3,6bar)<br>Gen 2 × 490kW 4 × 320kW<br>240/415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 146,5t (d.o.) |
| **8908210**<br>*3EZD7*<br>19820-PEXT1<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACIFIC SATURN**<br>**Pacific Maritime Transport S.A.**<br>NYK Ship Management Co. Ltd.<br>Panama Panama<br>SatCom: 1333273/PSAT | *52 512*<br>*27 198*<br>94 993<br>T/cm<br>89,6 | NK | **1990** Koyo Dockyard Co. Ltd.—Mihara (2017)<br>246,84 (BB) 13,190<br>235,00 42,00 19,50<br>1 dk<br>Bow/CM 125 | **M Tanker**<br>COW IGS SBT<br>8 Ta ER<br>L.(oil) 110 815<br>3 Cargo pumps total 7 500T/hr | Sulzer<br>Oil 2SA 6Cy. 720 × 2500<br>9 003kW (12 240bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 850kW 450V 60Hz a.c.<br>Fuel 189,9t (d.o.) 2 847,9t (i.f.o.) |
| **8105686**<br>*HO3882*<br>11692-82C<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC SCIMITAR**<br>**Swire Servicing Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **804**<br>412<br>1 120 | AB | **1981** Imamura Zosen—Kure (277)<br>57,71 12,22 3,893<br>52,51 12,21 4,50<br>F 17,7<br>rf 145 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>Pollution Control | Yanmar T2<br>2 Oil 4SA each 6Cy. 260 × 330 sr reverse g<br>to sc. shafts<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 3 × 160kW<br>2 Directional propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8103030**<br>*WUV9575*<br>934772<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PACIFIC SCOUT**<br>ex Crystal Viking-91 ex Tender Bali-88<br>**American Pacific Fisheries**<br>Seattle, Wa United States of America<br>SatCom: 1504775/CRVK | **1 389**<br>945<br>1 029 | NV (AB) | **1981** Mangone Swiftships Inc.—Houston, Tx (132)<br>72,01 4,187<br>11,59 4,88<br>F 17,1 1 dk<br>rf 13 BK 127 conv Deck Cargo Anchor-handling Fire-fighting Pollution Control Tug/Supply Ship 88 | **TM Factory Fishing**<br>Fish-factory Stern Trawler Shrimp-trawl<br>Ref<br>In.729 | General Motors 16-6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 sr gear<br>sc. shafts<br>2 868kW (3 899bhp)<br>General Motors Corp. Electro-Motive Div. La G<br>Gen 2 × 880kW 2 × 476kW 440V 60Hz a.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 305,0t (d.o.)-10,0pd |
| **7397218**<br>Rt | **PACIFIC SCOUT**<br>ex B. S. O. Dali-81<br>**Castlegate Shipping Co. S.A.**<br>Manila Philippines | **280**<br>92<br>— | (BV) | **1974** Nautec Far East (Pte.) Ltd.—Singapore (11)<br>30,48 9,15 1,982<br>28,05 9,00 3,05<br>1 dk | **TM Work & Supply Ship,**<br>Der 2(1,5) | Deutz BF8<br>35bth P 2 Oil 4SA each 8Cy. 135 × 160 reverse redu<br>geared to sc. shafts<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz<br>Fuel 10,0t |
| **7390301**<br>*WZC6455*<br>566234<br>Df Esd Gc<br>Rdr Rt | **PACIFIC SEAHORSE**<br>**Zapata Gulf Marine Operators Inc.**<br>Zapata Gulf Marine Corporation<br>Morgan City, La United States of America | **298**<br>202<br>— | AB | **1975** Burton Construction & SB. Corp.—Port Arthur, Tx (510)<br>60,94 12,20<br>56,70 12,17 5,19<br>F 15,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened | General Motors 16-6<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La G<br>Gen 2 × 99kW<br>Fuel 514,0t (d.o.) |
| **6415506**<br>Df Esd Gc<br>Rdr Rt | **PACIFIC SEAL**<br>**Naviera Coatzacoalcos S.A. de C.V.**<br>Mexico | **298**<br>202<br>— | | **1964** Burton Construction & SB. Corp.—Port Arthur, Tx (349)<br>*45,27* 11,03 3,045<br>45,29 10,98 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, |
| **8126991**<br>*ZCAM8*<br>716299<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC SENTINEL**<br>ex Viking Baby-91<br>ex Balder Harstad-86<br>**Swire Southern Ltd.**<br>Swire Pacific Offshore Services Ltd.<br>Hamilton Bermuda (British) | T.Mk<br>**485**<br>155<br>1 050 | NV | **1983** Kaarbos M/V A/S—Harstad (102)<br>64,88 4,701<br>56,42 13,81 6,91<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Polar SF11<br>12bth P 2 Vee Oil 4SA each 16Cy. 250 × 300 with<br>clutches, flexible couplings & sr geared to<br>shafts<br>Nohab Diesel A/B Troll<br>Gen 2 × 640kW 2 × 245kW 440V 60Hz a.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 794,0t (d.o.)-28,0pd |
| **8216447**<br>659398<br>Esd Gc Pfd<br>Rdr Rt | **PACIFIC SENTRY**<br>ex Agnes Candies-88<br>**Otto Candies Inc.**<br>Cherry Hill, NJ United States of America | **286**<br>195<br>1 200 | AB | **1983** Halter Marine Inc.—Lockport, La (1097)<br>3,963<br>56,39 13,42 4,58<br>1 dk<br>BK 51 conv Deck Cargo Supply Ship 88 | **TM Mother Ship**<br>Aerostat facility | General Motors 12-64<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse<br>reduction geared to sc. shafts<br>3 000bhp (2 207kW) E made reconditioned &<br>fitted83<br>General Motors Corp. Electro-Motive Div. La G<br>Gen 3 × 150kW<br>Thw. thrust propeller fwd |
| **8030958**<br>*HO5465*<br>12655-82B<br>Esd Gc Rdr<br>Rt | **PACIFIC SHIELD**<br>**Swire Offshore Craneships Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **802**<br>392<br>1 220 | AB (BV) | **1981** Teraoka Shipyard Co. Ltd.—Nandan (202)<br>57,71 3,601<br>52,51 12,21 4,50<br>F 19,2 1 dk<br>rf 152 | **TM Supply Ship**<br>Deck Cargo | Yanmar<br>2 Oil 4SA each 6Cy. 250 × 290 reverse redu<br>geared to sc. shafts<br>2 600bhp (1 912kW)<br>Yanmar Diesel Engine Co. Ltd. Amag<br>Gen 3 × 160kW a.c.<br>Thw. thrust propeller fwd |
| **8130930**<br>*HO6577*<br>13154-83C<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PACIFIC SHOGUN**<br>**Spol Offshore Vessel Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **1 475**<br>727<br>1 835 | AB (NK) | **1982** Teraoka Shipyard Co. Ltd.—Nandan (214)<br>64,01 15,12 5,501<br>56,01 15,00 6,51<br>F 31,4 1 dk<br>rf 246 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>Pollution Control<br>Ice strengthened | Yanmar 8Z28<br>8bth P 4 Oil 4SA each 8Cy. 280 × 360 with clutches,<br>flexible couplings & sr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amag<br>Gen 3 × 320kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 417,0t (d.o.)-23,0pd |
| **7203211**<br>*3EXA3*<br>15106-85<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PACIFIC SONG**<br>ex San Francisco Bay-90<br>ex ScanDutch Hispania-90<br>ex Ocean Commander 1-89<br>ex Ocean Commander-85<br>ex Oriental Commander-82<br>ex Pacific Phoenix-75<br>Launched as Oriental Commander<br>**Keighley Shipping Corp.**<br>Orient Overseas Container Line Ltd. (OOCL)<br>Panama Panama<br>SatCom: 1332234/OBCN | **22 647**<br>14 529<br>27 109 | AB | **1972** Cons. Nav. & Ind. de la Mediterranee (CNIM) —La Seyne (1394)<br>**1976** (Additional cargo section) Kawasaki Heavy Ind. Ltd.—Sakaide<br>234,53 (BB) 26,04 9,675<br>220,91 26,00 16,11<br>F 14,1 1 dk<br>rf 216 | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho 17,5 28,8 28,8 28,8 28,1 28,1 ER<br>TEU 1466<br>C.Ho 870/20'(40') C.Dk 596/20'(40') incl. 12 ref C.<br>len 76 11 Ha (stl) ER | Sulzer 10R<br>Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW)<br>Cie. de Const. Mec. Sulzer, CCM<br>Gen 3 × 675kW 450V 60Hz a.c.<br>Fuel 217,0t (d.o.) 3 212,0t (hvf) |
| **8313336**<br>*ELDL8*<br>7517<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PACIFIC SOURCE**<br>ex Pacific Grace-88<br>**Pacific Rainbow Shipping Inc.**<br>Monrovia Liberia<br>SatCom: 1242214/PGRA | *26 087*<br>*13 707*<br>43 497 | NV | **1985** Tsuneishi Zosen K.K.—Numakuma (548)<br>174,81 (BB) 30,43 11,319<br>167,01 27,50 16,21<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 28,0 28,0 28,0 28,0 27,2 ER<br>G.53 400 B.51 775<br>5 Ha (stl) (19,2 20,8 20,8 20,8 20,8 × 15,3) ER<br>Cr 4(25) | B&W 6L6<br>Oil 2SA 6Cy. 600 × 1944<br>9 680bhp (7 120kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 660kW 440V 60Hz a.c.<br>Fuel 275,5t (d.o.) 1 574,0t (hvf)-27,0pd |

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| **09729**<br>*GW*<br>20<br>Esd Gc<br>r RTm/h/v<br>VER | **PACIFIC SPAN**<br>ex Incotrans Pacific-90<br>ex ScanDutch Arcadia-90<br>ex Korean Senator-88 ex Corona-87<br>ex Atlantic Corona-85<br>ex ScanDutch Corona-84<br>Launched as Corona<br>**Corona Shiffahrtsges.m.b.H. & Co. K.G.**<br>Containerschiffsreederei H.-W. Janssen G.m.b.H.<br>Elsfleth Federal Republic of Germany | **17 750**<br>10 834<br>25 329 | GL | **1983** Thyssen Nordseewerke G.m.b.H.—Emden (479)<br>166,07 (BB) 28,55 11,580<br>152,61 28,52 15,83<br>F 15,6 2 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>3 Cell. Ho ER<br>TEU 1282<br>C.Ho 556/20' (40') C.Dk 726/20' (40')<br>incl. 101 ref C.<br>6 Ha (stl) ER<br>Cr 3(40) 1(25) | B&W 5L80GFC<br>Oil 2SA 5Cy. 800 × 1950<br>15 400bhp (11 328kW)<br>B&W Maskinfabrik Div. of B&W Diesel A/S Kobenhavn<br>Gen 3 × 821kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>18,75kn |
| **24351**<br>*5438*<br>286-81C<br>d Gc Rdr | **PACIFIC SPEAR**<br>**Swire Offshore Craneships Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **801**<br>393<br>1 083 | AB | **1981** Teraoka Shipyard Co. Ltd.—Nandan (201)<br>53,45 3,912<br>52,51 12,21 4,53<br>F 19,2 1 dk<br>rf 152 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Pollution Control | Yanmar 6ZL-DT<br>2 Oil 4SA each 6Cy. 280 × 340 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 3 × 160kW<br>Thw. thrust propeller fwd<br>13kn |
| **15813**<br>*HS8*<br>99<br>Esd Gc<br>Rdr RTv<br>VER | **PACIFIC SPIRIT**<br>**VSSI Bulkers Inc.**<br>Teekay Shipping (Canada) Ltd.<br>Monrovia Liberia<br>SatCom: 1241646/PASP | *59 289*<br>*31 670*<br>104 984<br>T/cm<br>91,8 | ✠**100A1**<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL S† 687,5/87,0U3<br>FN 15025 | **1988**-3 Hyundai Heavy Industries Co. Ltd.—Ulsan (475)<br>244,08 (BB) 42,70 14,663<br>234,02 42,68 21,52<br>1 dk<br>rf nil Bow/CM 121 Diam. 0,410 | **M Tanker**<br>COW(LR) IGS(LR) PL(LR) SBT(LR)<br>pt higher tensile steel Bow loading<br>5 Ta 4 Wing Ta ER<br>L.(oil) 126 762<br>3 Cargo pumps total 9 000T/hr | B&W 6S60MC<br>Oil 2SA 6Cy. 600 × 2292<br>10 160kW (13 813bhp)<br>Hyundai SB. & Heavy Industries Ulsan<br>2 AuxB (o.f.) 19,3kgf/cm² (19,0bar)<br>AuxB (Comp) 9,1kgf/cm² (9,0bar)<br>Gen 3 × 680kW 440V 60Hz a.c.<br>14kn |
| **03316**<br>*GI7*<br>436-89<br>Esd Gc<br>Rdr RTv | **PACIFIC SPIRIT**<br>ex Bintang Timur-89<br>**Tokyo Specialized Tankers Co. Ltd.**<br>Panama Panama<br>SatCom: 1331352/SPRT | *12 654*<br>*6 383*<br>20 459 | NK<br>✠Classed LR until 3/80 | **1980**-3 Kurushima Dockyard Co. Ltd.—Onishi (2105)<br>159,49 (BB) 27,22 7,577<br>150,00 27,20 10,80<br>P 5,8 F 12,5 1 dk<br>rf nil Bow/CM 80 Diam. 0,250 MH 1,8 | **M Tanker**<br>15 Ta ER<br>L.(oil) 25 555<br>3 Cargo pumps total 2 063T/hr | Sulzer 5RLA56<br>Oil 2SA 5Cy. 560 × 1150<br>4 928kW (6 700bhp)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 140,5t (d.o.) 1 023,0t (hvf)<br>13,5kn |
| **24711**<br>1878 | **PACIFIC SPRAY**<br>**Pacific Spray Holdings Ltd.**<br>Vancouver, B.C. Canada | **103**<br>70<br>— | | **1979** Marlin Marine Industries Inc.—New Westminster, B.C.<br>... ... ...<br>23,78 7,32 1,83<br>1 dk | **TM Fishing**<br>In.109 | General Motors 6-71-N<br>2 Oil 2SA each 6Cy. 108 × 127 with clutches, flexible couplings & sr geared to sc. shafts<br>264bhp (194kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| **17128**<br>8569<br>Esd Rdr<br>m/v | **PACIFIC STANDARD**<br>ex Lorna B-81 ex Kwakwani-78<br>ex Irishman-76<br>**Standard Towing Ltd.**<br>Vancouver, B.C. Canada | **451**<br>10<br>— | ✠Classed LR until 19/10/84 | **1967**-1 Cochrane & Sons Ltd.—Selby (1507)<br>38,92 10,01 4,280<br>34,14 9,45 4,73<br>RAD 1,9 B & F 21,1 1 dk<br>rf 762 | **TM Tug**<br>Anchor-handling Salvage | Ruston<br>2 Oil 4SA each 6Cy. 318 × 368 sr reverse geared to sc. shafts<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 120kW 1 × 100kW 2 × 75kW 220V d.c.<br>Fuel 223,5t (d.o.)<br>13,5kn |
| **18537**<br>*DC6*<br>31<br>Esd Gc<br>r Rt | **PACIFIC STAR**<br>ex Seafaith-90 ex Faith-90<br>ex Mallow-85 ex Winston-84 ex Zita-77<br>**Madera Shipping Inc.**<br>Kingstown St. Vincent and the Grenadines | **14 851**<br>10 173<br>27 515<br>T/cm<br>34,4 | BV<br>✠Classed LR until 11/89 | **1970**-7 Nippon Kokan K.K.—Shimizu (286)<br>175,60 22,92 12,740<br>164,60 22,86 14,71<br>P 32,0 F 13,8 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. ore cargoes<br>6 Ho 17,9 20,4 20,4 20,4 20,4 20,4 ER<br>G.35 695<br>6 Ha (stl) (10,2 × 7,8) (11,0 11,8 11,8 11,8 11,8 × 9,4) ER<br>Der 12(10) | Sulzer 8RD76<br>Oil 2SA 8Cy. 760 × 1550<br>883kW (1 200bhp)<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 350kW 450V 60Hz a.c.<br>15,5kn |
| **21868**<br>*NS4*<br>35<br>Esd Gc<br>r Rt<br>tNav<br>VER | **PACIFIC STAR**<br>**Pacific Line S.A.**<br>Monrovia Liberia | *10 533*<br>*4 212*<br>10 564 | NK | **1984** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (325)<br>151,52 (BB) 8,821<br>141,03 22,81 10,22<br>F 13,2 3 dks, 4th dk in Nos. 2 & 3 holds | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 4(p) 4(s)<br>3 Ho ER 1 Ho<br>In.13 179<br>TEU 84 C. 84/20' (40')<br>4 Ha (stl) (12,4 12,4 12,4 × 9,4) ER (12,4 × 9,4)<br>Cr 5(10) | Mitsubishi 8UEC60HA<br>Oil 2SA 8Cy. 600 × 1500<br>14 400bhp (10 592kW)<br>Ube Industries Ltd. Ube<br>Gen 4 × 600kW 450V 60Hz a.c.<br>Fuel 407,0t (d.o.) 1 851,5t (hvf)-45,0pd 20kn |
| **20773**<br>*JK4*<br>2610<br>Esd Gc<br>d Rdr RTv | **PACIFIC STAR**<br>ex Crown Princess-90<br>ex Crown Princess Victoria-90<br>ex Lion Queen-90 ex Stena Saga-88<br>ex Stena Oceanica-79 ex Patricia-78<br>**Stena Crown Princess Ltd.**<br>Nassau Bahamas | **10 034**<br>4 933<br>2 591 | ✠**100A1** CS 11/86<br>Ice Class 3<br>✠**LMC**<br>EL ft 2¼"U2<br>FN 4599 | **1967**-3 Lindholmens Varv. A/B—Goteborg (1095)<br>141,20 22,61 5,490<br>128,02 20,73 15,19<br>2 dks<br>rf 178 widened & deepened 79 | **TM Passenger/RoRo Cargo/Ferry**<br>—cbn 830bth 370dk P<br>Stern door<br>Clear height 4,70<br>Cars 275 | Pielstick 6PC2L-400<br>4 Oil 4SA each 6Cy. 400 × 460 sr geared to sc. shafts<br>10 080bhp (7 414kW)<br>Lindholmens Varv. A/B Goteborg<br>2 AuxB 114lbf/in² (7,9bar)<br>Gen 4 × 600kW 390V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (hvf) |
| **33774**<br>*5527*<br>13-PEXT1 | **PACIFIC STAR**<br>ex Likap-68<br>**Wilkark Trading Ltd.**<br>Panama Panama | **481**<br>270<br>491 | (BV) | **1968** Vosper Thornycroft Uniteers (Pte.) Ltd.—Singapore (453)<br>45,42 10,32 2,990<br>43,49 3,31<br>1 dk<br>conv Water Tanker 68 | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>1 130bhp (831kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| **25062**<br>*2333*<br>429-KJ<br>Pfd Rdr | **PACIFIC STAR No. 15**<br>ex Masu Maru No. 15-83<br>**Trust Union Shipping Corp.**<br>Hayashi Marine Co. Ltd.<br>Panama Panama | **119**<br>46<br>— | | **1968** Nagasaki Zosen K.K.—Nagasaki (172)<br>34,70 6,13<br>29,95 6,10 2,80<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 250 × 320<br>500bhp (368kW)<br>Daihatsu Kogyo Osaka |
| **25074**<br>*2335*<br>430-KJ<br>Pfd Rdr | **PACIFIC STAR No. 16**<br>ex Masu Maru No. 16-83<br>**Trust Union Shipping Corp.**<br>Hayashi Marine Co. Ltd.<br>Panama Panama | **122**<br>59<br>— | | **1968** Nagasaki Zosen K.K.—Nagasaki (173)<br>34,70 6,13<br>29,95 6,10 2,80<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 250 × 320<br>500bhp (368kW)<br>Daihatsu Kogyo Osaka |
| **21656**<br>*SL7*<br>780-90<br>Esd Gc<br>d Rdr RTv<br>VER | **PACIFIC SUCCESS**<br>**Sun Ocean Navigation S.A.**<br>Hyundai Merchant Marine Co. Ltd.<br>Panama Panama<br>SatCom: 1333160/PASU | *24 920*<br>*8 370*<br>38 412 | KR | **1989** Hyundai Heavy Industries Co. Ltd.—Ulsan (666)<br>186,13 (BB) 11,018<br>178,00 28,40 17,20<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil<br>............. |
| **20578**<br>MT-1224<br>d | **PACIFIC SUN**<br>**Alba S.A.**<br>Venezuela | **300**<br>135<br>— | | **1973** Bollinger Machine Shop & Shpyd Inc.—Lockport, La<br>*23,84* 7,01<br>2,90<br>1 dk | **TM Fishing**<br>Tuna Long-line | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>1 600bhp (1 177kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| **03976**<br>*P5480*<br>467-YJ<br>c Rdr Rt | **PACIFIC SUN**<br>ex Kosei Maru-89<br>ex Kyokushin Maru-82<br>ex Kosei Maru-82<br>**Yuppie Marine S.A.**<br>Sung Do Shipping Co. Ltd.<br>Panama Panama | **196**<br>110<br>674 | KR | **1979** Oka Zosen K.K.—Ushimado (254)<br>54,50 3,194<br>50,00 9,10 5,05<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata 6MG28AE<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata |

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| **7933567**<br>*WRC8311*<br>604581 | **PACIFIC SUN**<br>**Dennis Deaver**<br>Seattle, Wa United States of America | **191**<br>130<br>— | | **1979** Bender SB. & Repair Co. Inc.—Mobile, Al<br>*24,88* 7,32<br>3,54<br>1 dk | **M Fishing**<br>Crab | General Motors 12V-1<br>Vee Oil 2SA 12Cy. 146 × 146<br>675bhp (497kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S |
| **8322973**<br>*3FSG2*<br>12441-PEXT1<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC SUNRISE**<br>ex Johore Express-91<br>**Pacific Sunrise Maritime S.A.**<br>Panama Panama | *3 742*<br>*1 950*<br>6 243 | NK | **1984** Higaki Zosen K.K.—Imabari (310)<br>102,60 (BB) 15,52 6,889<br>95,80 15,00 8,10<br>1 dk | **M Tanker**<br>Chemical<br>10 Ta ER<br>L.6 755 | Mitsubishi 6UEC37/8<br>Oil 2SA 6Cy. 370 × 880<br>2 869kW (3 900bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Ya<br>Gen 2 × 220kW a.c.<br>12,3 |
| **7121475**<br>*9VES*<br>384238<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC SUNRISE**<br>ex Micronesia Sunrise-85<br>ex Micronesia Transport-81<br>ex Botany Bay Maru No. 1-76<br>**Dafa Shipping Pte. Ltd.**<br>Singapore Singapore | **3 406**<br>2 184<br>5 884 | NK | **1971** K.K. Taihei Kogyo—Akitsu (272)<br>101,43 15,50 6,973<br>95,00 15,02 7,90<br>P 23,2 F 10,7 1 dk | **M Tanker**<br>7 Ta ER<br>L.(oil) 7 438 | Akasaka<br>Oil 4SA 6Cy. 510 × 840<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Ya<br>Gen 2 × 160kW<br>Fuel 289,5t-11,0pd 12,75 |
| **5268401** | **PACIFIC SUNRISE**<br>**R. H. Read**<br>United States of America | **115**<br>57<br>— | | **1945** A. C. Benson Shipyards Ltd.—Vancouver, B.C.<br>*22,77* 6,43<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 6Cy. 265 × 330<br>Heaps Eng. Co. New Westminster, B |
| **7701861**<br>*HPKU*<br>12338-82B<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFIC SWAN**<br>ex Tensha Maru No. 1-82<br>**Pacific Swan S.A.**<br>Panama Panama | **9 675**<br>6 531<br>17 715 | NK | **1977** Tsuneishi Zosen K.K.—Numakuma (402)<br>146,01 (BB) 22,36 9,281<br>138,00 22,31 12,45<br>P 28,4 F 11,6 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.22 074 B.21 394<br>4 Ha (stl) (13,5 × 9,6) (19,5 19,5 19,5 × 11,2) ER<br>Der 4(25) | Pielstick 12PC2-5V-4<br>Vee Oil 4SA 12Cy. 400 × 460<br>7 800bhp (5 737kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) A<br>Gen 2 × 360kW 450V a.c.<br>14,25 |
| **7621516**<br>*GYAB*<br>359129<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PACIFIC SWAN**<br>**Pacific Nuclear Transport Ltd.**<br>James Fisher and Sons Public Limited Company<br>Barrow in Furness United Kingdom | **4 527**<br>2 195<br>3 792 | ✠**100A1** SS 11/88<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL U 467,5/46,0U2<br>FN 2516 | **1979**-1 Swan Hunter Shipbuilders Ltd.—Hebburn Shipyard, Hebburn (106)<br>103,00 (BB) 16,06 6,017<br>98,61 16,01 9,50<br>1 dk<br>rf 102 | **TM Irradiated Nuclear Fuel Carrier**<br>Refrigerated Cargo<br>5 Ho 10,5 10,5 13,4 10,5 13,4 ER<br>In.4 630<br>5 Ha (stl) (7,7T × 7,0) (7,4 10,5 7,4 10,5 × 8,9) ER | Ruston<br>2 Oil 4SA each 8Cy. 318 × 368 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>4 078bhp (3 000kW)<br>Ruston Diesels Ltd. Newton-le-Willo<br>Gen 2 × 490kW 4 × 320kW 1 × 100kW 415V 50Hz a.c.<br>Thw. thrust propeller<br>Fuel 212,0t (d.o.) 889,0t (hvf)-14,0pd 13,5 |
| **7372464**<br>*H3GT*<br>5282-75C<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACIFIC TAIO**<br>**Universal Apollo Enterprise S.A.**<br>Tanda Sangyo Kisen K.K. (Tanda Line & Enterprise Co. Ltd.)<br>Panama Panama | **48 296**<br>35 650<br>57 172<br>T/cm<br>67,1 | NK | **1974** Imabari Zosen—Marugame (1015)<br>224,49 (BB) 35,06 11,529<br>212,99 35,01 22,51<br>1 dk | **M Wood-chip Carrier**<br>6 Ho 33,9 34,9 34,9 34,9 34,9 34,9 ER<br>G.116 883 HeCls. B<br>6 Ha (stl) (each 16,0 × 16,9) ER<br>Cr 3(15) | Sulzer 7RND<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd. Ko<br>Fuel 249,0t (d.o.) 2 397,0t (hvf)-48,0pd 14,75 |
| **8110435**<br>*HO6511*<br>12379-82B<br>Esd Gc Rdr Rt | **PACIFIC TAIPAN**<br>**Swire Marine Support Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **1 175**<br>467<br>1 200 | AB | **1982** Teraoka Shipyard Co. Ltd.—Nandan (210)<br>61,70 13,42 5,103<br>53,40 13,40 6,02<br>1 dk<br>rf 246 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Pollution Control | Daihatsu 8DVM<br>2 Vee Oil 4SA each 16Cy. 260 × 320 sr geared sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Osa<br>Gen 2 × 270kW a.c. 1 × 200kW a.c.<br>2 Controllable pitch propellers<br>15 |
| **7821855**<br>*HO3189*<br>9602-79D<br>Df Esd Gc<br>Rdr Rt | **PACIFIC TEAK**<br>**Swire Offshore Support Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **473**<br>77<br>560 | AB | **1978** Teraoka Shipyard Co. Ltd.—Nandan (181)<br>3,812<br>44,43 12,21 4,53<br>F 22,3 1 dk<br>rf 152 | **TM Diving Support Ship**<br>for offshore installations Fire-fighting | Yanmar<br>2 Oil 4SA each 6Cy. 280 × 440 reverse reductio geared to sc. shafts<br>3 000bhp (2 207kW)<br>Yanmar Diesel Engine Co. Ltd. Jap<br>Gen 2 × 144kW a.c.<br>Thw. thrust propeller fwd<br>13 |
| **8110631**<br>*GCJZ*<br>389535<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PACIFIC TEAL**<br>**Pacific Nuclear Transport Ltd.**<br>James Fisher and Sons Public Limited Company<br>Barrow in Furness United Kingdom | **4 709**<br>2 117<br>3 702 | ✠**100A1** SS 10/87<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL U 467,5/46,0U2<br>FN 2579 | **1982**-11 Swan Hunter Shipbuilders Ltd.—Hebburn Shipyard, Hebburn (116)<br>103,92 (BB) 16,72 6,017<br>99,09 16,01 10,01<br>P 27,2 F 10,7 2 dks<br>rf 102 | **TM Irradiated Nuclear Fuel Carrier**<br>Refrigerated Cargo<br>5 Ho 10,5 10,5 13,4 10,5 13,4 ER<br>In.4 630<br>5 Ha (stl) (7,7T × 7,0) (7,4 10,5 7,4 10,5 × 8,9) ER | Allen 8S3<br>2 Oil 4SA each 8Cy. 325 × 370 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>4 080bhp (3 001kW)<br>A.P.E.-Allen Ltd. Bedf<br>AuxB (o.f.) 7,6kgf/cm$^2$ (7,5bar)<br>AuxB (ex.g) & htr 8,6kgf/cm$^2$ (8,5bar) rcv 8bar (8,1kg/cm$^2$)<br>AuxB (ex.g) & htr 8,6kgf/cm$^2$ (8,5bar)<br>Gen 2 × 490kW 4 × 320kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 247,5t (d.o.) 920,5t (hvf)-14,0pd 13 |
| **7530444**<br>*3EAA8*<br>19854-PEXT2<br>Df Esd Gc<br>Pfd Rdr RTv | **PACIFIC TIDE No. 3**<br>ex Ocean Tiger-90<br>ex Ocean Tiger No. 1-88<br>ex Ocean Tiger-87 ex Nippon Maru-83<br>**Delta Shipping Agency S.A.**<br>Panama Panama<br>SatCom: 1333324/PATI | *1 830*<br>*549*<br>1 737 | NK | **1976** Miyoshi Zosen K.K.—Uwajima (227)<br>72,40 13,06 5,381<br>64,83 13,00 5,90<br>F 25,0 1 dk | **TM Tug/ Salvage Ship**<br>G.326 B.284<br>1 Ha (stl) (3,5 × 4,5) ER | Hanshin<br>2 Oil 4SA each 6Cy. 540 × 860<br>Hanshin Nainenki Kogyo Ko<br>Gen 3 × 584kW<br>13,75 |
| **9040209**<br>*9V3528*<br>384600 | **PACIFIC TIGER**<br>**Pacific Richfield Marine Pte. Ltd.**<br>Singapore Singapore | *158*<br>*47*<br>— | AB (Class cont.) | **1990** Southern Ocean SB. Co. (Pte.) Ltd. —Singapore (180)<br>... ... ...<br>... ... ... | **M Tug** | Yanmar<br>Oil<br>Yanmar Diesel Engine Co. Ltd. Jap |
| **7429712**<br>*9VIX*<br>385056<br>Df Esd Gc<br>Rdr Rt | **PACIFIC TIMUR**<br>ex Hsin Hsing 2-91 ex Tsai Hsing-86<br>ex Esther Lu-86<br>**Pacific Timur (1991) Co. Pte. Ltd.**<br>Singapore Singapore | **5 039**<br>3 245<br>8 395 | NK | **1975** Setouchi Zosen K.K.—Kinoe (446)<br>117,99 18,04 7,252<br>109,99 17,99 9,10<br>P 23,8 F 11,6 1 dk | **M General Cargo**<br>G.10 942 B.10 233<br>2 Ha (30,0 33,6 × 8,9) ER<br>Der 4(20) | B&W 6K4<br>Oil 2SA 6Cy. 420 × 900<br>4 100bhp (3 016kW)<br>Hitachi Zosen Hiroshima Works, Innosh<br>Fuel 712,0t-15,5pd 12,7 |
| **8208385**<br>*VLAJ*<br>850174<br>Df Esd Gc<br>Rdr RTm/v<br>SatNav<br>AMVER | **PACIFIC TITAN**<br>ex Lady Pauline-88<br>**Swire Southern Ltd.**<br>Swire Pacific Offshore Services Ltd.<br>*Sydney, N.S.W.* Australia<br>SatCom: 1543345/PATI | **1 565**<br>540<br>1 765 | AB | **1982** Teraoka Shipyard Co. Ltd.—Nandan (216)<br>63,51 5,196<br>55,22 14,51 6,02<br>F 21,4 1 dk<br>rf 297 conv Deck Cargo Anchor-handling Fire-fighting Tug/Supply Ship 88 | **TM Research**<br>Seismographic | Yanmar 6Z280L<br>4 Oil 4SA each 6Cy. 280 × 360 sr geared to sc shafts<br>6 400bhp (4 708kW)<br>Yanmar Diesel Engine Co. Ltd. Amaga<br>Gen 2 × 280kW 1 × 200kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 770,0t (d.o.)-21,0pd 12 |

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| 8706351<br>3ESS6<br>18106-89<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **PACIFIC TOWER**<br>**Forever Navigation S.A.**<br>Dojima Kaiun Co. Ltd.<br>Panama Panama<br>SatCom: 1331544/EESS | *140 931*<br>*84 545*<br>245 653<br>T/cm<br>152,8 | NK | **1988** Hyundai Heavy Industries Co. Ltd.—Ulsan (485)<br>317,00 (BB) 18,524<br>305,00 58,00 28,80<br>1 dk<br>Bow/CM 159 Diam. 0,410 MH 2,7 | **M Tanker**<br>COW IGS SBT<br>5 Ta ER 8 Ta<br>L.(oil) 302 678<br>3 Cargo pumps total 16 500T/hr | B&W 6S60MC<br>Oil 2SA 6Cy. 800 × 3056<br>20 101kW (27 327bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>Gen 4 × 612kW a.c.<br>14kn |
| 7348645<br>C6JH2<br>716271<br>Df Esd Gc<br>Pfd Rdr RTv | **PACIFIC TRADER**<br>ex Arawa Bay-90 ex Balticland-82<br>**Pacific Trader Corp.**<br>Multifleet Marine Ltd.<br>Nassau Bahamas | **7 494**<br>5 581<br>8 348 | GL (NV) | **1975** VEB Schiffswerft "Neptun"—Rostock (376)<br>145,42 (BB) 19,44 7,751<br>136,96 19,41 11,31<br>P -F - 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho ER<br>G.16 532 B.14 541<br>TEU 298 C. 298/20' (40')<br>5 Ha (stl) (14,0 × 11,5) (25,9p&s 25,9p&s × 7,6) ER<br>Der 5(30) | MAN K9Z60/105E<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>Halberstadt Halberstadt<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 223,5t (d.o.) 1 181,5t (hvf)-36,0pd 18kn |
| 7038800<br>SVQD<br>9244<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PACIFIC TRADER**<br>ex Ithaka Reefer-91 ex Smara-87<br>ex Cayman-76 ex Greenland-75<br>**Blaze Navigation S.A.**<br>Transcontinental Maritime & Trading S.A.<br>Piraeus Greece | T.Mk<br>**4 876**<br>2 514<br>7 689<br>**6 682**<br>3 622<br>8 984 | NV | **1971** Drammen Slip & Verk.—Drammen (69)<br>140,75 (BB) 18,04 8,230/9,037<br>130,00 18,00 11,64<br>F 40,9 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102 | **M Refrigerated Cargo**<br>Side doors 5(p) 5(s)<br>4 Ho 22,1 20,6 ER 22,1 19,8 11 TwD<br>In.9 198<br>4 Ha (stl) (7,1 6,9 × 4,4) ER (6,9 6,9 × 4,4)<br>8W Der 8(5) | Sulzer 9RND68<br>Oil 2SA 9Cy. 680 × 1250<br>14 850bhp (10 923kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 4 × 530kW 440V 60Hz a.c.<br>Fuel (hvf) 22,5kn |
| 7431131<br>3EHF4<br>17054-PEXT<br>Df Esd Gc<br>Rdr Rt | **PACIFIC TRADER**<br>ex Pep Rigel-84<br>ex Mercandian Queen-81<br>**K/S Difko XXXII**<br>Euromar S.n.C.<br>Panama Panama | T.Mk<br>**1 599**<br>1 098<br>4 318 | NV | **1977** Frederikshavn Vaerft A/S—Frederikshavn (370)<br>96,53 5,652<br>87,08 16,01 8,82<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 2 TwD<br>G.7 704 B.7 234<br>TEU 90 C.Ho 90/20'<br>2 Ha (each 25,4 × 10,8) ER<br>Cr 3(5) | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420<br>2 600bhp (1 912kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 144kW 1 × 48kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 244,0t (d.o.)-8,0pd 12,5kn |
| 7218917<br>3DQR<br>358488<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PACIFIC TRADER**<br>**Dilmun Navigation Co. Pty. Ltd.**<br>Macdonald Hamilton & Co. Pty. Ltd.<br>Suva Fiji | **970**<br>517<br>1 644 | ✠**100A1** SS 1/88<br>oil tanker<br>SG up to 1.8<br>✠**LMC**<br>EL M 1¼"U2<br>FN 1050 | **1972**-8 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (374)<br>70,11 11,71 4,171<br>64,80 11,60 4,60<br>P 17,4 F 11,3 1 dk<br>rf 102 | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 175 | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 56kW 1 × 36kW 380V 50Hz a.c.<br>Fuel 148,0t (d.o.) 10,5kn |
| 7945027<br>WX7134<br>504854 | **PACIFIC TRADER**<br>ex Pacific Titan ex U.S. Army LT 3<br>**Pacific Trader Fish Co. Inc.**<br>Sitka, Ak United States of America | **198**<br>158<br>— | | **1943** ............Oyster Bay, NY<br>*32,74* 7,62<br>3,79<br>1 dk<br>conv Tug — | **M Fishing** | Oil<br>1 500bhp (1 103kW)<br>U.S.A. |
| 7307691<br>WC7704<br>259604 | **PACIFIC TRAWLER**<br>ex Tuna Shark ex PCS 1382<br>**Archie G. Jorgensen**<br>Juneau, Ak United States of America | **191**<br>106<br>— | | **1944** Wheeler SB. Corp.—Whitestone, NY<br>*38,26* 7,45<br>3,48 | **Wood TM Fishing** | General Motors<br>2 Oil<br>600bhp (441kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 6910001<br>YJYX6<br>662<br>Df Esd Gc<br>Rdr RTv | **PACIFIC TRIDENT**<br>ex Sovinflot-90 ex Olga-73<br>ex Annukka Aarnio-73<br>**Pacific Shipping Co. Ltd.**<br>Port Vila Vanuatu<br>SatCom: 1576233/PTRI | *26 000*<br>*15 700*<br>44 633<br>T/cm<br>51,4 | RI RS<br>✠Classed LR until 11/73 | **1969**-5 R.O. Brodogradiliste "3 Maj"—Rijeka (499)<br>211,79 27,56 11,821<br>200,18 27,50 15,96<br>P 34,5 F 20,2 1 dk<br>RW rf nil | **M Bulk Carrier**<br>Ice strengthened<br>8 Ho 21,1 17,3 17,6 17,6 17,6 17,6 17,6 19,2 ER<br>G.54 496 B.50 219 L.48 020<br>8 Ha (stl) (11,6 11,2 11,2 11,2 11,2 11,2 11,2 11,2 × 14,0) ER<br>Der 2(5) 4(3) | Sulzer 9RD76<br>Oil 2SA 9Cy. 760 × 1550<br>10 592kW (14 400bhp)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 3 291,0t (hvf) 15,5kn |
| 7307706<br>WM4198<br>280142 | **PACIFIC TROJAN**<br>ex Hualalai<br>**David Masura**<br>Los Angeles-Long Beach, Ca United States of America | **141**<br>43<br>— | | **1959** Albina Eng. & Mach. Works—Portland, Or<br>*27,95* 8,23<br>2,60<br>len 00 | **M Fishing** | Oil<br>600bhp (441kW)<br>.............<br>Fuel (d.o.) |
| 7508300<br>P3VB3<br>709162<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PACIFIC TULIP**<br>ex Gomba Endurance-81<br>ex Santo Vastiram-79 ex Vastiram-79<br>Launched as Gomba Venture<br>**Pacific Tulip Ltd.**<br>Univan Ship Management Ltd.<br>Limassol Cyprus | *3 624*<br>*1 931*<br>4 352 | ✠**100A1** SS 1/89<br>✠**LMC** **(UMS)**<br>✠**Lloyd's RMC**<br>EL S 522,5/40,0U2(a)<br>FN 2251 | **1977**-10 Mazagon Dock Ltd.—Bombay (446)<br>**1983**-12 (Additional cargo section) Nederlandse Scheepsbouw Mij. B.V.—Amsterdam<br>107,68 (BB) 14,74 5,460<br>100,49 14,71 7,80<br>Ba 15,3 F 7,4 2 dks<br>rf nil len 84<br>conv General Cargo 83 | **M Refrigerated Cargo**<br>3 Ho 25,1 23,3 25,3 ER 3 TwD<br>In.5 693<br>3 Ha (stl) (13,2 13,2 16,7 × 10,5) ER<br>Cr 2(12,5) 1(10) | Alpha 12U28L-VO<br>Vee Oil 4SA 12Cy. 280 × 320 sr geared to sc. shaft<br>3 180bhp (2 339kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 170kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 50,0t (d.o.) 332,0t (hvf) 14,5kn |
| 8211461<br>4PKM<br>1064<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACIFIC UNIVERSAL**<br>**Bora Corp. Ltd.**<br>Jardine Ship Management Ltd.<br>Colombo Sri Lanka<br>SatCom: 1765105/PACU | *13 361*<br>*5 518*<br>12 271 | **100A1** CS 11/88<br>**LMC** **UMS**<br>**Lloyd's RMC**<br>EL E† 577,5/64,0U2(a)<br>FN 5188<br>(AB) | **1984** Mitsubishi Heavy Industries Ltd.—Nagasaki (1912)<br>150,00 (BB) 24,24 9,832<br>142,00 24,20 12,35<br>F 7,2 3 dks, 4th dk in No. 1 hold, 5th dk in Nos. 2 & 3 holds<br>rf nil DK | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s) pt higher tensile steel<br>4 Ho 19,2 24,6 24,8 ER 20,4 13 TwD<br>In.16 142<br>TEU 141 C.Ho 91/20' (40') C.Dk 50/20' (40')<br>4 Ha (stl) (12,6 × 7,8) (12,6 12,6 × 10,3) ER (12,6 × 10,3)<br>Cr 5(8) | Sulzer 7RTA58<br>Oil 2SA 7Cy. 580 × 1700<br>8 900kW (12 100bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>e(ex.g) (ex.g) 11kgf/cm$^2$ (10,8bar)<br>AuxB (o.f.) 6,9kgf/cm$^2$ (6,8bar)<br>Gen 4 × 800kW 450V 60Hz a.c.<br>Fuel 378,0t (d.o.) 1 924,5t (hvf) 20,5kn |
| 9006708<br>3EET9<br>21165-PEXT2<br>Df Esd Gc<br>Rdr Rt | **PACIFIC VENTURE**<br>**Perennial Transport Inc.**<br>Mitsui O.S.K. Lines Ltd.<br>Panama Panama | *54 435*<br>*27 471*<br>96 106 | NK | **1991** Namura SB. Co. Ltd.—Imari (914)<br>13,624<br>232,00 42,00 20,40<br>1 dk | **M Tanker**<br>DB DSS<br>9 Ta ER<br>L.(oil) 112 579 | Sulzer 7RTA62<br>Oil 2SA 7Cy. 620 × 2150<br>8 113kW (11 030bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 140,06t (d.o.) 2 071,72t (hvf)-31,7pd 14kn |
| 7049342<br>WY7967<br>523423<br>Rt | **PACIFIC VENTURE**<br>**P J Venture Inc.**<br>Seattle, Wa United States of America | **166**<br>113<br>— | | **1969** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*25,85*<br>7,36 3,48<br>1 dk | **M Fishing** | Oil<br>725bhp (533kW)<br>U.S.A.<br>Fuel (d.o.) |
| 6927626<br>332015 | **PACIFIC VENTURE II**<br>**Seafarer Industries Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **146**<br>87<br>— | | **1968** John Franetovich & Co.—Fremantle, W.A.<br>*21,71* 6,15<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Kelvin<br>Oil 4SA 8Cy. 165 × 184<br>E made59 fitted68<br>Bergius Kelvin Co. Ltd. Glasgow<br>10kn |
| 7417666<br>WYX3291<br>555058 | **PACIFIC VIKING**<br>**Royal Viking Inc.**<br>Seattle, Wa United States of America | **192**<br>. 130<br>— | | **1974** Marine Construction & Design Co. (MARCO)—Seattle, Wa<br>32,90<br>27,97 8,34 2,85<br>1 dk | **M Fishing**<br>Side-fishing Crab | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11,5kn |
| 7508348<br>P3VC3<br>709163<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PACIFIC VIOLET**<br>ex Mechi Venture-81<br>ex Gomba Venture-79<br>**Pacific Violet Ltd.**<br>Univan Ship Management Ltd.<br>Limassol Cyprus | *3 624*<br>*1 931*<br>4 348 | ✠**100A1** SS 12/88<br>✠**LMC** **(UMS)**<br>✠**Lloyd's RMC**<br>EL S 522,5/40,0U2(a)<br>FN 2251 | **1978**-12 Mazagon Dock Ltd.—Bombay (450)<br>**1983**-12 (Additional cargo section) Nederlandse Scheepsbouw Mij. B.V.—Amsterdam<br>107,68 (BB) 14,74 5,460<br>100,49 14,71 7,80<br>Ba 15,0 F 7,4 2 dks<br>rf nil len 83<br>conv General Cargo 83 | **M Refrigerated Cargo**<br>3 Ho 25,1 23,3 25,3 ER 3 TwD<br>In.5 693<br>3 Ha (stl) (13,2 13,2 16,7 × 10,5) ER<br>Cr 2(12,5) 1(10) | Alpha 12U28L-VO<br>Vee Oil 4SA 12Cy. 280 × 320 sr geared to sc. shaft<br>3 180bhp (2 339kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 170kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 50,0t (d.o.) 332,0t (hvf) 14,5kn |

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|---|---|---|---|---|---|---|
| **7002655**<br>*P2PV*<br>000338<br>Esd Rdr Rt | **PACIFIC VOYAGER**<br>**Bulk Transportation (P.N.G.) Pty. Ltd.**<br>Macdonald Hamilton & Co. Pty. Ltd.<br>Port Moresby Papua New Guinea | **676**<br>337<br>1 105 | **✠100A1** M 5/88-5mos<br>oil tanker<br>**✠LMC**<br>EL K $1\frac{1}{8}$"U2<br>FN 863 | **1970**-1 Scheepswerf "De Waal" N.V.—Zaltbommel (691)<br>64,01 10,80 3,372<br>60,23 10,61 3,71<br>P 16,8 F 10,7 1 dk<br>rf 102 | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 423 | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koe<br>Gen 2 × 56kW 1 × 32kW 380V 50Hz a.c.<br>Fuel 103,5t (d.o.) |
| **7048142**<br>*WXU7539*<br>520072 | **PACIFIC VOYAGER**<br>**Liland Enterprises Inc.**<br>Seattle, Wa United States of America | **183**<br>125<br>— | | **1969** Martinolich SB. Corp.—Tacoma, Wa<br>*22,93* 7,75<br>3,31<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 165<br>725bhp (533kW)<br>Caterpillar Tractor Co. Peoria, Illino<br>Fuel (d.o.) |
| **8306979**<br>*ELEA6*<br>7635<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACIFIC WAVE**<br>**Seven Seas Trading Co. Inc.**<br>Monrovia Liberia<br>SatCom: 1242746/PAWA | *22 511*<br>*13 087*<br>36 766<br>T/cm<br>46,4 | AB | **1984** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2848)<br>187,03 (BB) 28,45 10,742<br>178,01 28,40 15,32<br>F 10,7 1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 27,2 27,2 27,2 27,2 28,8 ER<br>G.45 557 B.44 084<br>5 Ha (stl) (16,0 × 12,5) (17,6 17,6 17,6 17,6 × 14,4) ER<br>Cr 5(25) | Sulzer 7RTA5<br>Oil 2SA 7Cy. 580 × 1700<br>9 520bhp (7 003kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) A<br>Gen 3 × 560kW 1 × 520kW 450V 60Hz a.c. 14,5 |
| **8124230**<br>*WYQ7491*<br>624429<br>Rt | **PACIFIC WIND**<br>ex Skipbladnir<br>**Pacific Wind Inc.**<br>Seattle, Wa United States of America | **426**<br>—<br>— | | **1980** Bender SB. & Repair Co. Inc.—Mobile, Al (799)<br>*28,75* 9,15<br>3,38<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Oil<br>1 040bhp (765kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| **8416188**<br>*3ECM4*<br>16241-PEXT2<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACIFICA**<br>Launched as Arctic Master<br>**Dan Merchant Ltd.**<br>A/S Det Ostasiatiske Kompagni (The East Asiatic Co. Ltd. A/S)<br>Panama Panama<br>SatCom: 1331753/PCFC | *16 809*<br>*11 572*<br>29 979 | NK<br>Classed LR until 11/7/89 | **1985**-7 K.K. Usuki Tekkosho—Saiki (1322)<br>174,02 (BB) 25,46 10,664<br>162,01 25,40 14,36<br>P 8,6 F 16,5 1 dk<br>rf nil | **M Tanker**<br>Chemical<br>IGS<br>12 Ta ER<br>L.28 946 | B&W 6L60MC<br>Oil 2SA 6Cy. 600 × 1944<br>6 951kW (9 450bhp)<br>Mitsui Eng. & SB. Co. Ltd. Taman<br>Gen 3 × 520kW 445V 60Hz a.c.<br>Fuel 152,5t (d.o.) 1 512,5t (hvf) |
| **7120081**<br>*HCPU*<br>Pfd Rt | **PACIFICO**<br>ex Dona Norma-77<br>**Heart Land Investments I.N.S.**<br>Industrial Pesquera Monteverde C.A.<br>Guayaquil Ecuador | **307**<br>136<br>240 | GL | **1971** Metal Empresa S.A.—Callao (L-43)<br>8,03<br>32,06 8,01 4,02<br>F 5,8 1 dk | **M Fishing**<br>Side Trawler | Caterpillar D398T<br>Vee Oil 4SA 12Cy. 159 × 203 reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| **7356109**<br>APNN-3313<br>Esd Rt | **PACIFICO**<br>**Pacifico S.r.l.**<br>Las Piedras Venezuela | **172**<br>78<br>154 | | **1974** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan (469)<br>25,00 7,14 2,439<br>23,53 7,01 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Deutz RSBA6M5<br>Oil 4SA 6Cy. 220 × 280<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koe |
| **8402474**<br>*3EAZ3*<br>12664-PEXT1<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFICO MEXICANO**<br>**Golden Inn Carriers Inc.**<br>Panama Panama | *4 010*<br>*2 428*<br>6 265 | NK | **1984** Taihei Kogyo K.K.—Hashihama, Imabari (1675)<br>106,48 6,701<br>97,95 16,41 8,21<br>P 21,1 F 10,7 1 dk | **M Bulk Carrier**<br>2 Ho ER<br>G.8 346 B.7 653<br>2 Ha (stl) (28,4 28,6 × 8,4) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Ya<br>Gen 2 × 160kW a.c.<br>12,75 |
| **7123021**<br>*HQKA8*<br>L-1922529<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFICO No. 701**<br>ex Cima No. 701-88<br>ex Kyoei Maru No. 5-80<br>ex Seisho Maru No. 12<br>**Pacifico S. de R.L.**<br>Je Yang Co. Ltd.<br>Honduras | **344**<br>177<br>— | KR | **1971** Kanasashi Co. Ltd.—Shimizu (1031)<br>53,22 8,54 3,404<br>46,59 8,51 3,81<br>P 12,8 B 18,0 F 7,7 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft<br>3 Ha (1,0 × 0,9) (1,6 × 1,6) (1,3 × 0,9) | Akasaka AH<br>Oil 4SA 6Cy. 280 × 440<br>919kW (1 249bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Ya<br>Gen 2 × 200kW 225V a.c. 11 |
| **7713515**<br>Df Esd Gc<br>Pfd Rdr Rt | **PACIFICO S**<br>ex Coopeatun I-87<br>**Atun C.A.**<br>Venezuela | **1 424**<br>638<br>— | | **1977** J. M. Martinac SB. Corp.—Tacoma, Wa (210)<br>68,10 13,26<br>59,29 12,82 5,59<br>1 dk | **M Fishing**<br>Side-fishing Tuna | General Motors 20-645-E<br>Vee Oil 2SA 20Cy. 230 × 254 geared to sc. shaf<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Gran<br>Fuel (d.o.) |
| **7430682**<br>*3EXY8*<br>20876-LI<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PACIFICWAY**<br>ex Besor-91 ex Bonnieway-82<br>**Silvermar Corp.**<br>Ravenscroft Shipping Inc.<br>Panama Panama | **32 567**<br>26 035<br>60 740<br>T/cm<br>62,5 | **✠100A1** CS 2/91<br>—<br>**✠LMC** **UMS**<br>EL Ot $3\frac{1}{16}$"U3<br>FN 10742<br>(NV) | **1976**-5 A/S Burmeister & Wain's Skibsbyggeri —Kobenhavn (888)<br>224,42 32,31 12,605<br>213,85 32,24 17,99<br>1 dk<br>rf nil DK throughout holds | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 26,9 23,3 23,3 23,3 23,3 23,3 25,0 ER<br>G.79 903 B.76 303<br>7 Ha (stl) (each 14,4 × 15,0) ER | B&W 7K80<br>Oil 2SA 7Cy. 800 × 1600<br>18 500bhp (13 608kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenha<br>2 WTAuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 600kW 440V 60Hz a.c.<br>15,75 |
| **8617926**<br>*J8EX3*<br>3304<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>CollRdr | **PACIFIK FRIGO**<br>**Freshwater Marine Inc.**<br>Mediteranska Plovidba<br>Kingstown St. Vincent and the Grenadines | *10 366*<br>*4 503*<br>10 996<br>T/cm<br>26,2 | **✠100A1**<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Ct 550,0/52,0U3·<br>FN 4856<br>JR (Class cont.) | **1990**-4 Brodogradiliste "Split"—Split (364)<br>143,00 (BB) 22,54 9,151<br>136,02 22,51 13,20<br>F 32,3 2 dks, 3rd & 4th dk in way of holds only. (Tw dks are only suitable for light cargoes with a max. uniformly dist. load of 1.3Tper sq. metre | **M Refrigerated Cargo**<br>pt higher tensile steel<br>4 Ho 22,0 23,6 23,6 23,6 ER 12 TwD<br>In.13 022<br>TEU 250<br>C.Ho 126/20' C.Dk 124/20' incl. 25 ref C.<br>7 Ha (stl) (17,8 × 10,8) (18,3p 18,3s 18,3p 18,3s 18,3p 18,3s × 8,4) ER<br>Cr 4(16) | B&W 6L60M<br>Oil 2SA 6Cy. 600 × 1944<br>8 340kW (11 338bhp)<br>Tvornica Dizel Motora "Split" Sp<br>e(ex.g) (ex.g) 6,1kgf/cm² (6,0bar)<br>AuxB (o.f.) 6,1kgf/cm² (6,0bar)<br>Gen 4 × 720kW 450V 60Hz a.c.<br>Fuel 146,0t (d.o.) 1 266,0t (hvf)-37,0pd 19 |
| **7004263**<br>*ORUP*<br>Df Esd Gc<br>Rdr RTv | **PACIFIQUE**<br>**N.V. Baggerwerken Decloedt en Zoon**<br>Zeebrugge Belgium | **7 744**<br>2 584<br>13 560 | BV | **1970** Upper Clyde Shipbuilders Ltd. (Govan Division)—Govan (842)<br>131,68 8,014<br>124,97 19,25 10,06<br>P 18,0 F 15,9 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Twin side arms Dredging depth 30,0<br>Hopper 13460T<br>Mchy.aft<br>Hopper 9 209<br>2 sandpumps each 1618kW (2200bhp)<br>Cr 1(15) | Deutz<br>2 Vee Oil 4SA each 12Cy. 370 × 400<br>6 600bhp (4 855kW) NE 86<br>Kloeckner Humboldt Deutz Koe<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd 12 |
| **5268528**<br>*THKV*<br>5580<br>Df Esd Pfd<br>Rt | **PACIFIQUE**<br>**Christian Grasset**<br>Martigues France | **116**<br>43<br>— | (BV) | **1962** Ch. Herbert & Heraud—Pont Lorois<br>*23,26* 6,58<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side Trawler Ref<br>2 Ha (each 0,9 × 0,9)<br>Der 1(1) | Baudouin<br>Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marse<br>Fuel (d.o.) 9,5 |
| **5268530**<br>*THUL*<br>5430<br>Df Esd Pfd<br>Rdr Rt | **PACIFLORE**<br>**Armement Jollivet et Consorts**<br>Lorient France | **126**<br>52<br>— | BV | **1962** S.I.C.C.Na.—St. Malo (T13)<br>25,99 6,86 2,642<br>22,31 6,81 3,48<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.100<br>2 Ha (each 0,9 × 0,9) ER<br>Der 1(2) | Baudouin<br>Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marse<br>Controllable pitch propeller<br>Fuel (d.o.) 10,5 |
| **7018006**<br>*HO6201*<br>8833-PEXT | **PACK ONE**<br>ex Johnette Walker-80<br>ex San Salvador Express-74<br>ex Johnette Walker-70<br>**Six Ray Corp. S.A.**<br>Panama Panama | **209**<br>133<br>— | | **1953** Arnold V. Walker Shipyard—Pascagoula, Ms<br>*33,84* 6,89<br>... ... ...<br>1 dk | **TM General Cargo** | General Motors<br>2 Vee Oil 2SA each 6Cy. 108 × 127<br>410bhp (302kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S<br>11 |

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| 8105832<br>*ELBX3*<br>7191<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACKING**<br>**Trans-Pacific Shipping Co.**<br>Lasco Shipping Co.<br>Monrovia Liberia<br>SatCom: 1240214/PKNG | *20 627*<br>*10 803*<br>32 243 | AB | **1983** Kanda Zosensho K.K.—Kawajiri (268)<br>183,01 (BB) 27,67 10,878<br>170,01 27,01 15,30<br>P 25,3 F 16,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,4 27,2 25,6 25,6 24,8 ER<br>G.39 843 B.38 660 HeCls. B<br>TEU 1004<br>C.Ho 556/20' (40') C.Dk 448/20' (40')<br>5 Ha (stl) (20,0 × 15,4) (19,2 19,2 19,2 19,2 × 22,0) ER<br>Cr 5(30) | Sulzer 6RLB66<br>Oil 2SA 6Cy. 660 × 1400<br>13 050bhp (9 599kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 510kW<br>15,5kn |
| 5389877<br>RTv | **PACMANU**<br>ex Willara-90<br>**Pacific Tankship Pty. Ltd.**<br>Port Moresby Papua New Guinea | **241**<br>—<br>— | NV<br>✠Classed LR until 11/85 | **1962**-4 Adelaide Ship Cons. Pty. Ltd.—Adelaide, S.A. (9)<br>32,26 8,59 3,925<br>29,34 8,15 4,58<br>BK 38 | **M Tug** | English Electric<br>Vee Oil 4SA 12Cy. 254 × 305 with hydraulic coupling & sr reverse geared to sc. shaft<br>English Electric Co. Preston<br>Gen 1 × 50kW 1 × 30kW 220V d.c. |
| 7604879<br>*XYKH*<br>BT10126<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACMERCHANT**<br>**Trans-Pacific Shipping Co.**<br>Lasco Shipping Co.<br>Yangon Union of Myanmar<br>SatCom: 1510221/PMER | **14 455**<br>9 558<br>26 437<br>T/cm<br>36,8 | AB | **1977** Namura SB. Co. Ltd.—Osaka (444)<br>171,43 (BB) 25,58 9,932<br>162,01 25,00 13,80<br>P 28,4 F 12,2 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 16,6 26,9 26,9 26,9 26,9 ER<br>G.32 866 B.32 089<br>9 Ha (stl) (8,1 × 12,0) (20,8p&s 20,8p&s 20,8p&s 20,8p&s × 8,9) ER<br>Cr 3(25) 2(15) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 380kW<br>15kn |
| 7603253<br>*D5YM*<br>6758<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PACNOBLE**<br>ex Adonis-80 ex Fidelity-78<br>**Pacific Coast Shipping Co.**<br>Lasco Shipping Co.<br>Monrovia Liberia | **14 523**<br>10 532<br>27 580<br>T/cm<br>37,6 | NK | **1977** Onomichi Zosen K.K.—Onomichi (276)<br>172,35 (BB) 24,64 10,226<br>163,00 24,60 14,20<br>P 29,0 F 12,5 1 dk | **M Bulk Carrier**<br>5 Ho 20,1 26,5 26,3 26,3 26,3 ER<br>G.34 392 B.33 468 HeCls. B<br>5 Ha (stl) (12,6 × 8,6) (18,9 19,2 19,2 19,2 × 12,0) ER<br>Der 5(25) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 400kW<br>Fuel 193,0t (d.o.) 1 542,5t (hvf)-31,0pd 14,5kn |
| 7418880<br>*D5IC*<br>6333<br>Df Esd Gc<br>Pfd Rdr RTv | **PACNORSE I**<br>**Parkdale Maritime Corp.**<br>Monrovia Liberia<br>SatCom: 1240725/ISPD<br>See Register of Offshore Units | **9 871**<br>4 809<br>9 200 | NV | **1979** Scotts' SB. Co. Ltd.—Greenock (746)<br>153,65 23,50 8,021<br>138,31 23,46 12,48<br>2 dks | **TD-E Drilling Ship**<br>Mchy.aft<br>Cr 1(40) 1(25) | Pielstick 12PA6V280<br>5 Vee Oil 4SA each 12Cy. 280 × 290 total 18 000bhp (13 240kW) driving 5 gen. each 2 400kW 6 600V a.c. connected to 4 elec. motors each of 1 750shp (1 287kW) & sr geared to sc. shafts<br>Ch. de l'Atlantique St. Denis<br>Gen 1 × 600kW 1 × 124kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>3 Thw. thrust propellers fwd , 2 aft<br>13kn |
| 8427644<br>220851<br>Rt | **PACO**<br>**Jones Carrier Inc.**<br>Cebu City Philippines | **464**<br>255<br>— | | **1973** .............Lapu-Lapu<br>10,72<br>51,49 10,70 2,42<br>1 dk | **TM General Cargo** | 2 Oil<br>1 200bhp (883kW) |
| 5087259<br>*HO4785*<br>13117-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **PACO RABANNE**<br>ex Princess Des Bahamas-84<br>ex Isabelle II-84 ex Florence-80<br>ex De Hoop-65<br>**Sea Dancer Inc.**<br>Panama Panama | **329**<br>120<br>— | BV<br>✠Classed LR until 9/65 | **1955**-7 Zaanlandsche Schps. Maats.—Zaandam (462)<br>44,12 8,46 3,390<br>38,49 8,44 3,41<br>1 dk<br>conv Hospital Ship 65<br>conv Oceanographic Research 85 | **M Passenger Ship**<br>—bth P<br>Mchy.aft | Baudouin<br>Vee Oil 4SA 12Cy. 185 × 200<br>800bhp (588kW) E made70 fitted74<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 66,0t (d.o.) 11,75kn |
| 7398664<br>*EAKR*<br>2921<br>Df Esd Rdr<br>Rt | **PACO VAZQUEZ**<br>**Antonio Vazquez Fernandez**<br>Huelva Spain | **152**<br>66<br>— | (BV) | **1973** Ast. Pomares—Alicante (2)<br>28,00<br>24,52 6,43 3,56<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Baudouin 12P15.2SR<br>Vee Oil 4SA 12Cy. 150 × 150<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 58,5t (d.o.) 10,75kn |
| 8315009<br>*ELJE3*<br>8498<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACOCEAN**<br>ex Dianthus-89<br>Launched as Sanko Dianthus<br>**Trans-Pacific Shipping Co.**<br>Lasco Shipping Co.<br>Monrovia Liberia<br>SatCom: 1240650/POCN | *22 064*<br>*12 736*<br>38 870<br>T/cm<br>47,2 | AB<br>✠Classed LR until 8/89 | **1986**-9 Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2888)<br>179,91 (BB) 30,54 10,929<br>171,33 30,51 15,32<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,4 27,2 27,2 27,2 25,6 ER<br>G.46 112 B.44 492<br>5 Ha (stl) (15,2 × 12,8) (19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>7 950bhp (5 848kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 86,5t (d.o.) 1 626,5t (hvf) 16,4kn |
| 7336525<br>*EGJG*<br>Df Esd Rdr<br>Rt | **PACOLO**<br>**Manchon Ben S.A.**<br>Cadiz Spain | **256**<br>96<br>— | (BV) | **1973** Maritima del Musel S.A.—Gijon (165)<br>38,41 7,65 3,506<br>33,58 7,50 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | MWM TD484-6<br>Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 66,5t (d.o.) 12,5kn |
| 8311065<br>*ELED7*<br>7660<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACPRINCE**<br>**Trans-Pacific Shipping Co.**<br>Lasco Shipping Co.<br>Monrovia Liberia<br>SatCom: 1240527/PNCE | *24 632*<br>*11 846*<br>37 049<br>T/cm<br>48,4 | AB | **1986** Hyundai Heavy Industries Co. Ltd.—Ulsan (333)<br>188,63 (BB) 28,45 11,232<br>179,03 28,40 15,63<br>F 14,7 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.45 225 B.43 051<br>TEU 1224<br>C.Ho 784/20' (40') C.Dk 440/20' (40')<br>5 Ha (stl) (17,6 27,2 27,2 27,2 26,4 × 22,6) ER<br>Cr 5(30) | Sulzer 5RTA68<br>Oil 2SA 5Cy. 680 × 2000<br>9 500bhp (6 988kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 194,0t (d.o.) 1 938,0t (hvf) 15,3kn |
| 8311077<br>*ELED8*<br>7661<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PACPRINCESS**<br>**Trans-Pacific Shipping Co.**<br>Lasco Shipping Co.<br>Monrovia Liberia<br>SatCom: 1240534/PNCS | *24 632*<br>*11 846*<br>36 913<br>T/cm<br>48,4 | AB | **1986** Hyundai Heavy Industries Co. Ltd.—Ulsan (334)<br>188,63 (BB) 28,45 11,232<br>179,03 28,40 15,63<br>F 14,7 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.45 225 B.43 051<br>TEU 1224<br>C.Ho 784/20' (40') C.Dk 440/20' (40')<br>5 Ha (stl) (17,6 27,2 27,2 27,2 26,4 × 22,6) ER<br>Cr 5(30) | Sulzer 5RTA68<br>Oil 2SA 5Cy. 680 × 2000<br>9 500bhp (6 988kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 194,0t (d.o.) 1 938,0t (hvf) 15,3kn |
| 8417601<br>*ELJO4*<br>8579<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACQUEEN**<br>ex Sea Ace-90<br>**Trans-Pacific Shipping Co.**<br>Lasco Shipping Co.<br>Monrovia Liberia<br>SatCom: 1241766/PQEN | *15 500*<br>*9 251*<br>26 666<br>T/cm<br>36,4 | AB (NK) | **1986** Imabari Zosen—Imabari (442)<br>164,24 (BB) 26,04 9,854<br>155,23 26,01 13,62<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.33 926 B.32 534<br>4 Ha (stl) ER | B&W 5L50MC<br>Oil 2SA 5Cy. 500 × 1620<br>6 750bhp (4 965kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 360kW a.c. 1 × 300kW a.c.<br>13,4kn |
| 8701375<br>*ELJJ7*<br>8542<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **PACSEA**<br>ex Sunny Mermaid-89<br>ex Summer Breeze-87<br>**Pacific Coast Shipping Co.**<br>Lasco Shipping Co.<br>Monrovia Liberia<br>SatCom: 1241764/PSEA | *17 126*<br>*9 499*<br>26 986<br>T/cm<br>40,1 | AB (NK) | **1986** Minami-Nippon Zosen K.K.—Usuki (587)<br>174,00 (BB) 27,56 9,218<br>164,01 27,51 13,16<br>F 11,3 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.37 324 B.35 695<br>5 Ha (stl) (13,0 × 11,6) (20,0 20,0 20,0 20,0 × 19,9) ER<br>Cr 4(30) | Mitsubishi 6UEC52LA<br>Oil 2SA 6Cy. 520 × 1600<br>7 170bhp (5 274kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 2 × 400kW a.c.<br>13,4kn |
| 8605727<br>*ELIS9*<br>8408<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PACSTAR**<br>ex Sun Light-89<br>**Trans-Pacific Shipping Co.**<br>Lasco Shipping Co.<br>Monrovia Liberia<br>SatCom: 1240350/PSTR | *17 275*<br>*9 535*<br>26 863<br>T/cm<br>40,1 | AB (NK) | **1986** Minami-Nippon Zosen K.K.—Usuki (585)<br>174,00 (BB) 27,54 9,202<br>164,01 27,51 13,11<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.37 435 B.35 819<br>TEU 548 C. 548/20' (40')<br>5 Ha (stl) ER | Mitsubishi 6UEC52LA<br>Oil 2SA 6Cy. 520 × 1600<br>7 170bhp (5 274kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 3 × 440kW a.c.<br>12,5kn |

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| **8610007**<br>*ELJI2*<br>8529<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **PACSUN**<br>ex Port Star-89 ex Pacific Stream-87<br>ex Hope River-87 ex River Star-86<br>**Trans-Pacific Shipping Co.**<br>Lasco Shipping Co.<br>Monrovia Liberia<br>SatCom: 1240667/PSUN | *17 142*<br>*9 499*<br>26 943<br>T/cm<br>40,1 | AB (NK) | **1986** Minami-Nippon Zosen K.K.—Usuki (586)<br>174,00 (BB) 27,54 9,218<br>164,01 27,51 13,16<br>F 11,3 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.37 324 B.35 695<br>5 Ha (stl) (13,0 × 11,6) (20,0 20,0 20,0 20,0 × 19,9) ER<br>Cr 4(30) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1850<br>7 170bhp (5 274kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 440kW a.c. |
| **7502186**<br><br><br>Esd Gc Pfd<br>Rdr Rt | **PACTARA**<br>ex Pacific Shell-90<br>ex Papuan Enterprise-83<br>**Pacific Tankship Pty. Ltd.**<br>Port Moresby Papua New Guinea | **493**<br>272<br>724<br>T/cm<br>9,3 | AB | **1975** Sing Koon Seng Ltd.—Singapore (SKS254)<br>45,12 9,76 3,353<br>42,98 9,75 3,97<br>F 6,4 1 dk<br>rf 381 Bow/CM 18 Diam. 0,152 | **TM Tanker**<br>8 Ta ER<br>L.(oil) 865<br>2 Cargo pumps total 350T/hr | General Motors<br>2 Vee Oil 2SA each 16Cy. 108 × 127 reverse reduction geared to sc. shafts<br>960bhp (706kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 2 × 45kW a.c. 1 × 20kW a.c.<br>Fuel 35,5t (d.o.)-3,5pd |
| **7932551**<br>*ELOT2*<br>9649<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **PACTOL RIVER**<br>ex Nortank Pacific-92<br>ex Pacific Current-90 ex Kathy O-84<br>**Pactol River Shipping Ltd.**<br>Enea Management Inc.<br>Monrovia Liberia | **20 036**<br>13 284<br>37 270<br>T/cm<br>45,2 | NV (NK) | **1981** Hashihama Zosen—Tadotsu (807)<br>170,52 (BB) 30,03 11,200<br>161,02 30,01 16,51<br>F 11,6 1 dk<br>Bow/CM 115 Diam. 0,460 MH 1,2 | **M Tanker**<br>COW IGS DB Bow loading<br>Mchy.aft<br>L.(oil) 44 624<br>12 Cargo pumps total 3 360T/hr | Pielstick<br>Vee Oil 4SA 18Cy. 400 × 460<br>11 700bhp (8 606kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 5 × 760kW |
| **8400232**<br>*XYEX*<br>BT-10049<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PACTRADER**<br>ex Hellespont Defiant-88<br>ex Sanko Defiant-85<br>**Trans-Pacific Shipping Co.**<br>Lasco Shipping Co.<br>Yangon Union of Myanmar<br>SatCom: 1510124/PTDR | *16 605*<br>*9 208*<br>27 601<br>T/cm<br>37,5 | (NK) (NV) | **1985** Mitsui Eng. & SB. Co. Ltd.—Tamano (1311)<br>168,31 (BB) 9,765<br>160,00 26,01 13,64<br>P 12,5 F 11,3 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 19,8 26,8 26,8 26,8 26,8 ER<br>G.34 665 B.33 417 HeCls. B<br>5 Ha (stl) (9,5 18,9 18,9 18,9 18,9 × 13,3) ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>6 370bhp (4 686kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 102,0t (d.o.) 1 360,0t (hvf)-21,5pd |
| **8306204**<br><br>708090<br>Df Esd Gc<br>RTm | **PACUMA**<br><br>**Guyana Fisheries Ltd.**<br>Georgetown, Guyana<br>Demerara | **108**<br>48<br>98 | | **1983** Bender SB. & Repair Co. Inc.—Mobile, Al (1008)<br>2,590<br>21,95 6,11 3,28<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 sr geared to sc.<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria,<br>Gen 2 × 3,25kW 32V d.c.<br>Fuel 43,5t (d.o.)-1,0pd |
| **7035602**<br><br><br>Rdr Rt | **PADANG BAY**<br>ex Natsu Maru<br>**P.T. Tytyan Samodra Shipping Co.**<br>Jakarta Indonesia | **151**<br>57<br>136 | KI (NV) | **1970** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (692)<br>29,49 8,03 2,598<br>28,50 8,01 3,61<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 64kW 1 × 20kW 220V a.c.<br>Fuel 25,5t-2,0pd |
| **8900476**<br>*XYEA*<br>BT-10124<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav | **PADAUK**<br><br>**Burma Navigation Corporation**<br>Yangon Union of Myanmar<br>SatCom: 1510125/PADK | *36 616*<br>*23 146*<br>69 950 | NK | **1989** Sanoyas Corp.—Mizushima (1093)<br>225,00 (BB) 13,291<br>217,00 32,26 18,30<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.81 757 B.78 529<br>7 Ha (stl) (16,7 × 13,5) (16,7 16,7 16,7 16,7 16,7 16,7 × 15,0) ER | Mitsubishi<br>Oil 2SA 6Cy. 600 × 1900<br>8 312kW (11 300bhp)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 390kW 450V 60Hz a.c.<br>Fuel 251,0t (d.o.) 2 517,0t (hvf)-29,1pd |
| **8835073**<br><br><br>Gc Rt | **PADAUK**<br><br>**Andaman & Nicobar Islands (Marine Engineer)**<br>Port Blair India | **181**<br>66<br>214 | IRS | **1989** Shalimar Works (1980) Ltd.,—Calcutta<br>29,30 1,900<br>28,00 7,35 3,20<br>1 dk | **M General Cargo Barge**<br>2 Ho ER<br>2 Ha (stl) (4,3 5,3 × 4,8) ER | Cummins<br>Oil 4SA 4Cy. 175 × 220<br>146kW (198bhp)<br>Kirloskar Oil Engines Ltd.<br>Gen 1 × 8kW 415V 50Hz a.c. |
| **5331428**<br>*SKQV*<br><br>Df Esd Rdr<br>Rt | **PADDAN AV GOTEBORG**<br>ex Seaside-88 ex Skogoy-83<br>**Carl-Magnus Kindal M.fl**<br>Goteborg Sweden | **483**<br>232<br>102 | (NV) | **1953** Drammen Slip & Verk.—Drammen (35)<br>50,22 8,11<br>44,20 8,06 5,44<br>2 dks<br>BK 140 | **M Ferry/General Cargo**<br>—P<br>G.354 B.326 | Polar<br>Oil 2SA 6Cy. 340 × 570<br>1 110bhp (816kW)<br>Nydqvist & Holm A/B<br>Fuel 57,0t (d.o.) |
| **8014394**<br>*C6JZ5*<br>716437<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PADEA**<br>ex Haukanger-91<br>ex Petrobulk Ranger-89 ex Dalanger-86<br>**Dan Merchant Ltd.**<br>A/S Det Ostasiatiske Kompagni (The East Asiatic Co. Ltd. A/S)<br>Nassau Bahamas<br>SatCom: 1103642/CSJZ | *16 949*<br>*11 458*<br>29 912 ✠LR class withdrawn-<br>T/cm Owners' request 19/12/90<br>37,8 | NV | **1982**-6 Minami-Nippon Zosen K.K.—Usuki (552)<br>174,02 (BB) 25,43 10,702<br>162,01 25,40 14,36<br>P 10,1 F 16,5 1 dk<br>rf nil Bow/CM 85 Diam. 0,356 MH 1,8 | **M Tanker**<br>Chemical<br>IGS<br>15 Ta ER<br>L.38 685 HeCls. C<br>4 Cargo pumps total 3 000T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>8 238kW (11 200bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 520kW 445V 60Hz a.c.<br>Fuel 219,0t (d.o.) 1 523,0t (hvf)-38,0pd |
| **8422486**<br>*YDME*<br><br>Pfd Rt | **PADEA**<br><br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Semarang Indonesia | **963**<br>583<br>1 500 | KI | **1984** P.T. Ippa Gaya Baru—Tanjung Priok (55BBSM83)<br>54,01 14,02 2,950<br>53,01 14,00 3,81<br>1 dk | **TM Tank Barge**<br>Mchy.aft | Niigata<br>2 Oil 4SA each 6Cy. 180 × 240<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **8605557**<br>*VVPX*<br><br>Esd Rdr Rt | **PADMA**<br><br>**Sri Lakshmi Marine Products Ltd.**<br>Visakhapatnam India | **121**<br>36<br>71 IRS (Class cont.) | | **1989** Hooghly Dock & Port Engineers Ltd. —Calcutta (445)<br>23,50 6,59 2,500<br>21,00 6,50 3,40<br>1 dk | **M Fishing**<br>Stern Trawler & Side Trawler Ref<br>In.80 | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 with clutches, fle couplings & sr reverse geared to sc. shaft<br>296kW (402bhp)<br>Caterpillar Inc. |
| **8314225**<br>*VWQG*<br>2035<br>Df Esd Rdr<br>Rt | **PADMAJA**<br><br>**S.B.S. Marine Exports Pvt. Ltd.**<br>Visakhapatnam India | *110*<br>*33*<br>81 ✠Classed LR until 13/6/86 | IRS | **1984**-2 Scheepsw. "De Hoop" B.V.—Hardinxveld (779)<br>23,68 6,58 2,909<br>21,24 6,51 3,43<br>1 dk<br>rf 686 BK 76 | **M Fishing**<br>Side Trawler Ref<br>In.70 | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 with clutches, fle couplings & sr reverse geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria,<br>Gen 2 × 26kW 380V 50Hz a.c.<br>Fuel 38,5t (d.o.) |
| **6909870**<br>*EAJO*<br>997<br>Df Esd Rdr<br>Rt | **PADRE FLORES**<br><br>**Pesquero del Guadalmesi S.A.**<br>Cadiz Spain | **346**<br>156<br>508 | (BV) | **1969** S.L. Ardeag—Bilbao (48)<br>... ... ...<br>30,00 8,01 4,30<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 240 × 280<br>940bhp (691kW)<br>Atlas-MaK Maschinenbau |
| **8101783**<br>*WTZ7663*<br>639291<br>Df Esd Gc<br>Pfd Rdr Rt | **PADRE ISLAND**<br><br>**North American Trailing Co.**<br>New York, NY United States of America | **2 464**<br>1 860<br>— | AB | **1981** Southern SB. Corp.—Slidell, La (122)<br>87,00 15,88 5,315<br>80,78 15,85 6,56<br>P 14,4 F 15,6 1 dk | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Twin side arms Dredging depth 22.0<br>Mchy.aft<br>Hopper 2 800 | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 600kW<br>Thw. thrust propeller fwd |
| **7628679**<br>*WYH7756*<br>583782<br>Esd Gc Pfd<br>Rdr Rt | **PADRE ISLAND**<br><br>**SEACOR Marine Inc.**<br>New Orleans, La United States of America | **263**<br>178<br>— | AB | **1977** Halter Marine Services, Inc.—New Orleans, La (600)<br>€6,40 12,22 3,664<br>49,92 12,20 4,30<br>F 15,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 254 reverse reduction geared to sc. shafts<br>E made53 reconditioned & fitted6/77<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd |

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| **49201**<br>X5998<br>3625 | **PADRE PIO II**<br>ex Jaguar ex Corsair Canyon ex Aries<br>**Maria S S del Lume**<br>Gloucester, Ma United States of America | **101**<br>68<br>— | | **1966** Bellinger Shipyards Inc.—Jacksonville, Fl<br>*20,12* 6,20<br>3,31 | **M Fishing** | Oil<br>320bhp (235kW)<br>..............<br>Fuel (d.o.) |
| **68621**<br>FJ<br>Esd Gc<br>Rdr Rt | **PADUA**<br>ex Aida Peixoto-82 ex Padua-67<br>**Pescas - Tavares Mascarenhas S.A.**<br>Lisboa Portugal | **1 366**<br>850<br>1 422 | BV<br>✠Classed LR until 7/53 | **1947**-2 Hall, Russell & Co. Ltd.—Aberdeen (799)<br>*72,70* 10,88 5,335<br>67,16 10,83 6,18<br>1 dk<br>R rf 279 | **M Fishing**<br>Side Trawler<br>1 Ho 22,8<br>In.1 168<br>4 Ha (stl) (1,2 × 1,1) (1,6 1,6 1,6 × 1,2)<br>Der 1(5) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 800bhp (1 324kW) E made68 fitted—<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 230kW 2 × 155kW 400V a.c.<br>Fuel 405,5t (d.o.) 12,5kn |
| **96654**<br>3267<br>58<br>Esd Gc<br>Rdr<br>m/h/v | **PAFIC**<br>ex Nova-90 ex Junior Lotte-84<br>**Malta Shipping Line Ltd.**<br>Valletta Malta | **1 597**<br>1 143<br>3 632 | BV | **1975** Handel & Schpsb. Mij. Kramer & Booy B.V.<br>—Kootstertille (186)<br>93,15 (BB) 13,64 5,582<br>84,51 13,59 7,85<br>P 16,5 F 10,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 60,3 ER<br>G.4 870 B.4 814<br>TEU 186<br>C.Ho 96/20' (40') C.Dk 90/20' (40') incl. 20 ref C.<br>1 Ha (stl) (51,8 × 10,3) ER<br>Cr 1(10) | Alpha 18V23LU<br>Vee Oil 4SA 18Cy. 225 × 300<br>2 610bhp (1 920kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 124kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 315,0t (d.o.)-9,0pd 13kn |
| **13691**<br>UG<br>7972<br>Esd Gc<br>r RTv<br>tNav<br>VER | **PAG-ASA**<br>ex Ocean Arrow-84<br>**Maranaw Luzon Shipping Co. Ltd.**<br>Manila Philippines<br>SatCom: 1700167/DVUG | **19 416**<br>14 839<br>37 027<br>T/cm<br>46,5 | NK | **1982** Kurushima Dockyard Co. Ltd.—Onishi (2226)<br>189,52 (BB) 28,05 10,791<br>180,02 28,01 14,20<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.46 915 B.45 154<br>5 Ha (stl) (12,0 20,8 20,8 20,8 20,8 × 14,1) ER<br>Cr 5(25,5) | Mitsubishi 6UEC52/125H<br>Oil 2SA 6Cy. 520 × 1250 with flexible couplings & reverse reduction geared to sc. shaft<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 3 × 516kW<br>13,5kn |
| **13189**<br>BV<br>749-81<br>Esd Gc<br>r RTm/h/v<br>VER | **PAGAI**<br>**Murcia Del Mar S.A.**<br>Intersea Operations Ltd. Inc.<br>Panama Panama<br>SatCom: 1335406/PAGA | T.Mk<br>**3 584**<br>1 990<br>6 782<br>**6 807**<br>3 928<br>9 809<br>T/cm<br>21,7 | ✠**100A1** CS 3/90<br>container ship<br>✠**LMC** **UMS**<br>EL Z 522,5/54,0U2<br>FN 3475 | **1980**-8 Mie Shipyard Co. Ltd.—Yokkaichi (196)<br>120,83 (BB) 20,86 —/7,914<br>110,90 20,81 10,52<br>F 17,7 2 dks<br>rf 610 | **M Container Ship**<br>Fixed-guides Deck-guides<br>5 Cell. Ho 14,3 13,6 13,6 13,6 13,6 ER<br>TEU 528<br>C.Ho 228/20' (35'/40') C.Dk 240/20' (35'/40') 24/35' 30/40'<br>10 Ha (stl) ER | B&W 8L45GFC<br>Oil 2SA 8Cy. 450 × 1200<br>7 040bhp (5 178kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>AuxB (ex.g) 10kgf/cm² (9,9bar)<br>rcv 5kgf/cm' (4,9bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 102,5t (d.o.) 581,0t (hvf)-27,0pd 15kn |
| **10306**<br>r Rt | **PAGAI**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **1 038**<br>912<br>1 500 | KI | **1989** P.T. Industri Kapal Indonesia—Ujung Pandang (43)<br>54,00 - 2,950<br>- 14,00 3,80<br>1 dk | **M Tank Barge** | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152<br>Caterpillar Inc. Peoria, Illinois |
| **34315**<br>XF<br>Esd Gc<br>Rdr Rt | **PAGARDEWA/PERMINA 1018**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **9 278**<br>5 217<br>14 301 | ✠**100A1** SS 9/89<br>oil tanker<br>✠**LMC**<br>EL C† $2\frac{3}{8}$"<br>FN 4293<br>KI | **1976**-11 K.K. Taihei Kogyo—Akitsu (321)<br>139,07 (BB) 22,53 7,506<br>132,01 22,51 10,01<br>P 28,7 F 14,4 1 dk<br>rf nil | **M Tanker**<br>12 Ta ER<br>L.(oil) 17 747 HeCls. BC | B&W 6K45GF<br>Oil 2SA 6Cy. 450 × 900<br>5 300bhp (3 898kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>WTAuxB 18kgf/cm² (17,7bar) hs312,8<br>e(ex.g) 21kgf/cm² (20,6bar)<br>Gen 3 × 360kW 450V 50Hz a.c.<br>Fuel 183,0t (d.o.) 833,0t (hvf) 13kn |
| **68671**<br>RQ<br>05<br>d | **PAGASARRI**<br>**Cipriano Ojeda Perez**<br>Bilbao Spain | **161**<br>76<br>— | | **1944** Cia. Euskalduna—Bilbao<br>*26,22* 6,00<br>... ... ... | **M Fishing**<br>Side-fishing | Oil 2SA 6Cy. 240 × 370<br>418bhp (307kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>11,75kn |
| **34455** | **PAGATIM 12**<br>**Timblo Engineering Pvt. Ltd.**<br>Mormugao India | **604**<br>—<br>750 | (BV) | **1978** Timblo Drydocks Pvt. Ltd.—Goa (1)<br>55,00 2,201<br>52,38 9,71 2,80<br>1 dk | **TM General Cargo Barge**<br>1 Ta ER<br>G.676 | Kirloskar<br>2 Oil 4SA each 16Cy. 175 × 220<br>510bhp (375kW)<br>Kirloskar Oil Engines Ltd. Pune<br>Gen 1 × 7kW 1 × 1kW<br>8,75kn |
| **17414** | **PAGATIM 13**<br>**Pandurong Timblo Dry Dock Ltd.**<br>Mormugao India | **604**<br>367<br>750 | (BV) | **1978** Timblo Drydocks Pvt. Ltd.—Goa (102)<br>55,02 9,71 2,201<br>52,41 9,66 2,82<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft<br>1 Ho<br>1 Ha (stl) (29,4 × 7,7) | MAN W8V175/22A<br>2 Oil 4SA each 8Cy. 175 × 220<br>224bhp (165kW)<br>Kirloskar Oil Engines Ltd. Pune |
| **19839**<br>2352<br>Esd Gc<br>Rdr<br>m/h/v | **PAGENTURM**<br>**Hansa Shipping Panama Inc.**<br>OSA Marine Services G.m.b.H.<br>Bremen Panama | **703**<br>261<br>1 018 | GL | **1983** J. G. Hitzler, Schiffswerft u. Maschinenfabrik<br>—Lauenburg (778)<br>57,31 12,27 4,241<br>51,82 12,01 4,86<br>B & F 18,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Yanmar 8Z280L-UT<br>6Z280L-UT<br>2 Oil with clutches, flexible couplings & sr reverse geared to sc. shafts<br>(i) Oil 4SA 8Cy. 280 × 360<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>(ii) Oil 4SA 6Cy. 280 × 360<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 1 × 1132kW 2 × 235kW 2 × 120kW 220/380V 50Hz a.c.<br>Directional thrust propellers fwd<br>12,5kn |
| **01527**<br>NB8<br>03<br>Esd Gc<br>Rdr RTv<br>tNav<br>VER | **PAGODA**<br>**Saybrook Shipping Ltd.**<br>OMI Corp.<br>Monrovia Liberia<br>SatCom: 1243136/PAGU | *18 055*<br>*10 502*<br>29 996<br>T/cm<br>38,5 | NV (NK) | **1988** Kanasashi Co. Ltd.—Toyohashi (3160)<br>165,80 (BB) 10,381<br>158,00 27,40 15,55<br>1 dk<br>Diam. 0,250 MH 2,1 | **M Tanker**<br>IGS<br>15 Ta ER<br>L.(oil) 44 899<br>4 Cargo pumps total 738T/hr | B&W 6S50MC<br>Oil 2SA 6Cy. 500 × 1910<br>6 293kW (8 555bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 450kW a.c.<br>14,3kn |
| **24495**<br>AO<br>32464 | **PAGRUS**<br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.) | **180**<br>32<br>74 | RS | **1975** ..............U.S.S.R.<br>31,63 7,32 2,839<br>3,51<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,5kn |
| **17849** | **PAGUE**<br>**Government of The Democratic Republic of Sao Tome & Principe (Ministry of Transport)**<br>Sao Tome Sao Tome & Principe | **495**<br>133<br>180 | BV | **1984** Ch. & At. de la Perriere—Lorient (344)<br>40,01 7,62 2,001<br>36,50 7,51 3,00<br>1 dk | **M General Cargo**<br>2 Ho ER<br>2 Ha (stl) (each 7,5 × 3,9) ER | Poyaud A12150SRHM<br>Vee Oil 4SA 12Cy. 150 × 180 sr geared to sc. shaft<br>600bhp (441kW)<br>Soc. Surgerienne de Const. Mec. Surgeres<br>11kn |
| **98585**<br>EL<br>51/L<br>EsdRTm | **PAHALA**<br>ex Roelof Holwerda-70<br>**P.T. Pelayaran Nusantara Salam Pacific Indonesia Lines**<br>Jambi Indonesia | **434**<br>213<br>559 | KI (BV) | **1961** Scheepswerf G. Bijlsma & Zn. N.V.<br>—Wartena (553)<br>46,69 8,03 2,998<br>44,20 8,01 3,23<br>1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho 27,8 ER<br>G.750 B.708<br>1 Ha (21,6 × 4,5) ER<br>2W Der 2(2) | Stork<br>Oil 4SA 8Cy. 210 × 300<br>375bhp (276kW)<br>Kon. Mach. Stork & Co. N.V. Zwolle<br>Gen 1 × 5kW 110V d.c.<br>Fuel 28,5t (hvf) 10kn |

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| **5268712**<br><br>178333 | **PAHAU**<br><br>**A. A. Murrell**<br>*Sydney, N.S.W.* Australia | **283**<br>163<br>— | | **1944** Stevenson & Cook Eng. Co.—Port Chalmers<br>*38,10* 7,17<br>... ... ...<br>1 dk | **S Fishing**<br>Side-fishing | T 3Cy. 318 533 & 635 x 660<br>New Zealand Railways Lower Hutt, N |
| **5350723**<br>*9MXI*<br>324233<br>Esd Rdr Rt | **PAHLAWAN**<br>ex Shoyoh Maru-81<br>ex Takao Maru No. 1-77<br>**Sumai Engineering Sendirian Berhad**<br>Penang Malaysia | **404**<br>190<br>556 | (NK) | **1961** Uchida Zosen—Ise (549)<br>48,87 7,65 3,252<br>44,51 7,60 3,71<br>P 13,2 F 5,8 1 dk<br>RW | **M Tanker**<br><br>3 Ta ER<br>L.(oil) 656 | Hanshin<br>Oil 4SA 6Cy. 290 × 410<br>550bhp (405kW)<br>Hanshin Nainenki Kogyo Kob<br>Gen 1 × 5kW 10 |
| **8632249** | **PAHLEVAN**<br>ex S-219-89<br>**Iran Marine Services Co.**<br>Bandar Abbas Iran | **1 283**<br>1 238<br>— | **100A**<br>pontoon<br><br>FN 1217<br>(AB) | **1976** Awazu Zosen—Naruto<br>60,15 16,27 3,170<br>60,00 16,00 4,27<br>1 dk<br>rf 300 | **Deck Cargo Pontoon** | |
| **7617395**<br>*UPVN*<br>M-37000<br>Df Esd Gc<br>Pfd Rdr RTv | **PAHOM MAKARENKO**<br>ex Kamahi-85<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400221/UPVN | **18 707**<br>12 944<br>34 811<br>T/cm<br>42,1 | RS<br><br>✠LR class withdrawn-<br>Owners' request 4/90 | **1977**-9 Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1131)<br>179,00 (BB) 27,06 10,954<br>170,01 27,01 15,40<br>P 30,5 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 23,0 26,2 26,2 26,2 26,2 ER<br>G.43 752 B.42 431<br><br>5 Ha (stl) (14,0 × 13,2) (16,6 16,6 16,6 16,6 × 14,9) ER<br>Cr 5(15) | B&W 6K74<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd. Taman<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 193,0t (d.o.) 1 721,0t (hvf) 15 |
| **7221809**<br>*P24382*<br>000067<br>Esd Rdr Rt | **PAI No. 2**<br>ex Soavina No.8-77<br>**Tropical Fisheries Pty. Ltd.**<br>Port Moresby Papua New Guinea | **121**<br>44<br>— | BV | **1972** Misaki Senpaku Kogyo K.K.—Miura<br>25,66 2,102<br>22,61 6,00 2,65<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.55 | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>410bhp (302kW)<br>Caterpillar Tractor Co. Peoria, Illino<br>Fuel 69,0t (d.o.) 10,5 |
| **7111224**<br><br><br>Rdr Rt | **PAICARA**<br><br>**Government of The Federative Republic of Brazil (Departamento Hidroviario S.P.)**<br>Santos Brazil | **200**<br>—<br>244 | | **1971** MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (202)<br>32,49 14,41 1,880<br>30,05 14,00 2,85<br>1 dk | **TM Ferry**<br>Twin Hull —P<br>Mchy.aft | MWM<br>2 Oil 4SA each 12Cy. 120 × 130 reduction geare to sc. shafts<br>426bhp (313kW)<br>Motorenw. Mannheim A.G. (MWM) Mannhe |
| **6515289**<br>*UKWA*<br>M-27624<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PAIDE**<br><br>**Estonian Shipping Co.**<br>(Tallinn) (U.S.S.R.) | **3 236**<br>1 539<br>4 494 | RS | **1965** VEB Schiffswerft "Neptun"—Rostock (223)<br>105,85 14,64 6,770<br>95,71 14,53 8,03<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 248 B.5 787<br><br>4 Ha (stl) (9,9 9,9 × 7,0) (10,5 × 8,9) ER (10,5 × 8,9)<br>8W Der 1(35) 4(5) 4(3) | MAN K6Z57/80<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rosto<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (d.o.) 14 |
| **8115784**<br>*WTG2224*<br>648134<br>Esd Gc Pfd<br>Rdr Rt | **PAIGE**<br>ex Point Paige-88 ex Miss Carolyn-87<br>**SEACOR Marine Inc.**<br>New Orleans, La United States of America | **271**<br>184<br>1 200 | AB | **1982** Eastern Marine Inc.—Panama City, Fl (48)<br>50,60 11,61 3,442<br>45,39 11,59 3,97<br>F 15,6 1 dk<br>rf 457 | **TM Supply Ship**<br>Deck Cargo | General Motors 16V-1<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shaft<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 85kW<br>Thw. thrust propeller fwd |
| **5051004**<br>*EQBD* | **PAIKAN**<br>ex Bredo-65 ex Tanko-55 ex Soya-41<br>ex Bertil-33 ex Bjolsen<br>**Maritime Co. Ltd.**<br>Khorramshahr Iran | **150**<br>68<br>173 | | **1903** A/S Porsgrunds M/V—Porsgrunn (31)<br>33,33 5,64 2,744<br>5,59<br>1 dk<br>R len 47 | **M Tanker**<br><br><br>L.(oil) 195 HeCls. C | Skandiaverken<br>Oil 2SA 2Cy.<br>NE 52<br>Skandiaverken A/B Lyse<br>Fuel 4,0t-0,5pd 8,5 |
| **8035829**<br>*JK4237*<br>124561 | **PAIR OSAKI**<br><br>**Osaki Kisen K.K.**<br>Takehara, Hiroshima Pref. Japan | **198**<br>—<br>— | | **1981** K.K. Kawamoto Zosensho—Higashino (87)<br>*35,61*<br>8,60 2,90<br>1 dk | **M Ferry** | Oil Jap |
| **5387324**<br>*HSAZ*<br>3769<br>Df Esd Gc<br>Rdr RTm/h/v | **PAITHOON**<br>ex Neptune Zircon-85<br>ex Weissenfels-69<br>**Bara International Shipping Lines Ltd.**<br>Neptune Shipmanagement Services (Pte.) Ltd.<br>Bangkok Thailand | **9 948**<br>6 090<br>14 337 | BV (GL) | **1961** H. C. Stuelcken Sohn—Hamburg (903)<br>152,30 20,12 9,475<br>144,02 20,01 12,22<br>1 dk<br>conv Ref General Cargo 79 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 12,6 17,2 14,4 28,0 26,4 ER<br>TEU 606<br>C.Ho 40/20' 286/20' (40') C.Dk 4/20' 286/20' (40')<br>13 Ha (stl) ER | MAN K8Z78/15<br>Oil 2SA 8Cy. 780 × 1550<br>10 800bhp (7 944kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsbu<br>Gen 3 × 800kW 380V 50Hz a.c.<br>Fuel 250,0t (d.o.) 1 414,0t (hvf) 18,5 |
| **7027837**<br><br><br>Df Esd Pfd<br>Rdr Rt | **PAJARO**<br>ex Elizabeth A-85<br>**Compania de Navegacion Albatros S.A. de C.V.**<br>Mexico | **454**<br>137<br>— | (AB) | **1970** Hatlo Verksted A/S—Ulsteinvik (43)<br>*37,68* 10,57 5,122<br>36,76 10,52 6,51<br>RQD 2,2 1 dk | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 230 × 254 reverse reduction geared to sc. shaft<br>General Motors Corp. La Grange, Illin<br>Gen 3 × 130kW<br>Controllable pitch propeller<br>Fuel 256,0t |
| **7724540**<br>*OXQF*<br>D2673<br>Df Esd Gc<br>Pfd Rdr RTv | **PAJUTTAAT**<br><br>**Gronlands Handel (Greenland Trading)**<br>Godthab/Nuk Greenland (Danish) | T.Mk<br>**499**<br>293<br>879<br>**950**<br>—<br>1 300 | NV | **1979** Svendborg Skibsvaerft A/S—Svendborg (158)<br>63,00 12,02 —/3,722<br>55,81 6,30<br>F - 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>1 Ho ER<br>G.1 650 B.1 557 In.453<br>1 Ha (stl) (22,5 × 5,1) ER<br>1W Cr 1(5) Der 1(30) | Alpha 409-26<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Alpha-Diesel A/S Frederiksha<br>Gen 3 × 138kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 134,0t (d.o.)-5,5pd 11,5 |
| **6858411**<br>*UQXT*<br>M-21843 | **PAK**<br><br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.) | **255**<br>88<br>125 | RS | **1953** .............East Germany<br>38,51 7,37 2,701<br>3,51<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>In.267<br><br>4 Ha (each 1,1 × 1,1)<br>Der 1(1) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeb<br>Fuel (d.o.) 9,5 |
| **7019517**<br>*PLPF*<br><br>Df Esd Gc<br>Pfd Rdr RTv | **PAKALONG MERANTI**<br>ex Oriental Rose-74 ex Muko Maru-73<br>**P.T. Pelayaran Samudra Kallog**<br>Jakarta Indonesia | **4 011**<br>2 596<br>6 641 | NK | **1970** Kurushima Dockyard Co. Ltd.—Imabari (607)<br>106,66 17,02 6,935<br>98,00 17,00 8,49<br>P 21,7 F 10,4 1 dk<br>RW | **M General Cargo**<br><br>2 Ho 35,6 34,3 ER<br>G.8 855 B.8 433<br><br>2 Ha (stl) (28,5 28,7 × 8,4) ER<br>Der 2(15) 2(10) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho Ki<br>Gen 2 × 160kW<br>Fuel 61,0t (d.o.) 352,0t (hvf)-12,0pd 12,5 |
| **7019268**<br>*YCNV*<br>6642+BA<br>Df Esd Gc<br>Rdr Rt | **PAKALONG ULIN**<br>ex Pleiades-79 ex Takatori Maru-75<br>**P.T. Pelayaran Samudra Kallog**<br>Jakarta Indonesia | **3 892**<br>2 488<br>6 687 | KI NK | **1970** Kurushima Dockyard Co. Ltd.—Imabari (606)<br>106,66 17,05 6,938<br>101,50 17,00 8,49<br>P 21,4 F 10,1 1 dk<br>RW | **M General Cargo**<br><br>2 Ho 35,6 34,3 ER<br>G.8 855 B.8 433<br><br>2 Ha (stl) (28,5 28,7 × 8,4) ER<br>Der 2(15) 2(10) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho Ki<br>Gen 2 × 160kW<br>Fuel 61,0t (d.o.) 352,0t (hvf)-12,0pd 12,5 |

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| 403648<br>EFZ3<br>4518-85B<br>Esd Gc<br>dr Rt | **PAKARTI ENAM**<br>Panama Panama | *4 687*<br>*2 152*<br>6 468 | NK | **1984** Hakata Zosen K.K.—Hakata (303)<br>97,52 6,830<br>89,52 17,51 11,00<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.10 700 B.9 950<br>2 Ha (stl) (20,1 31,2 × 10,5) ER<br>Der 3(15) | Mitsubishi 6UEC37/88H<br>Oil 2SA 6Cy. 370 × 880<br>3 300bhp (2 427kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 144kW a.c.<br>12kn |
| 921318<br>OKY<br>864BA<br>Esd Gc<br>d Rdr Rt<br>MVER | **PAKARTI LIMA**<br>**P.T. Perusahaan Pelayaran Samudra PAKARTI TATA**<br>Jakarta Indonesia | **4 146**<br>2 725<br>7 093 | NK | **1979** Higaki Zosen K.K.—Imabari (231)<br>107,14 17,63 6,879<br>100,01 17,61 8,72<br>P 15,9 B 5,2 F 10,4 1 dk | **M General Cargo**<br>G.9 576 B.8 902<br>2 Ha (stl) (each 28,7 × 8,9) ER<br>Der 4(22) | Pielstick 6PC2-5V-400<br>Oil 4SA 6Cy. 400 × 460 sr geared to sc. shaft<br>3 900bhp (2 869kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 200kW<br>12,25kn |
| 101604<br>C2719<br>5106<br>Esd Gc Rdr<br>RTv | **PAKCAKIL**<br>ex Suleyman Kalkavan-91<br>ex Koray Deniz-86<br>**Pakcakil Nakliyat ve Ticaret A.S.**<br>Istanbul Turkey | **695**<br>345<br>1 633 | BV (AB) | **1983** Gemi-is Kolleketif Sirketi—Fener, Istanbul (26)<br>79,30 9,53 4,100<br>71,70 9,50 5,05<br>P 14,4 F 7,4 1 dk<br>rf nil len | **M General Cargo**<br>2 Ho ER<br>G.2 430 B.2 208<br>2 Ha (stl) (17,4 18,0 × 6,0) ER | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>969kW (1 317bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 43,2kW 1 × 18,4kW 220/380V a.c.<br>11,5kn |
| 408984<br>LUV<br>9495<br>Esd Gc<br>Pd Rdr<br>RTm/v | **PAKETT**<br>ex 66-Paketten-80<br>**Heimdal Shipservice A/S**<br>Kristiansund Norway | **296**<br>142<br>342 | BV | **1963** Solvesborgs Varv A/B—Solvesborg (65)<br>49,51 9,50 3,488<br>44,61 9,48 4,02<br>B 15,6 2 dks | **M RoRo Cargo** OSD<br>Ref<br>Side door (p) Ice strengthened<br>1 Ho 27,4 ER<br>B.1 282<br>3 Ha (stl) (9,7 × 4,2) (2,5 4,3 × 2,7) ER<br>Cr 1(4) | Alpha 408-24VO<br>Oil 2SA 8Cy. 240 × 400<br>364kW (495bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 48kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,5t (d.o.)-2,5pd<br>10kn |
| 032545<br>ULZL<br>M-29896<br>Esd Gc<br>dr Rt<br>AMVER | **PAKHACHA**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | T.Mk<br>**2 690**<br>926<br>1 496 | RS | **1968** .............U.S.S.R.<br>84,71 14,03 5,709<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| 602769<br>A3BJ<br>EsdRTm | **PAKIMOETO I**<br>ex Pakeina-78<br>**Uliti Uata & Sons**<br>Nukualofa Tonga | **101**<br>27<br>39 | | **1965** Fairmile Construction Co. Ltd.—Berwick-on-Tweed (595)<br>22,56 6,20<br>19,59 6,10 3,43<br>P 5,8 F 4,9<br>RW rf 864 | **M Fishing**<br>Side Trawler Ref<br>1 Ho 7,0 ER<br>1 Ha (2,0 × 1,3) ER<br>Der 1(0,5) | Blackstone<br>Oil 4SA 4Cy. 222 × 292<br>265bhp (195kW)<br>Lister Blackstone Ltd. Stamford<br>Gen 1 × 21kW 1 × 20kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.)<br>9,5kn |
| 925898<br>HSFA<br>Esd Pfd<br>Rdr RTm/h/v | **PAKNAM**<br>**Government of The Kingdom of Thailand**<br>Bangkok Thailand | **386**<br>115<br>297 | NK | **1969** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (678)<br>41,81 8,51 3,836<br>37,01 8,49 4,40<br>1 dk | **M Fishing**<br>Training Ref<br>Mchy.aft<br>In.28<br>1 Ha (stl) (0,9 × 1,0)<br>Der 2(2) | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 125kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 98,5t-3,0pd<br>10,5kn |
| 268877 | **PAKPANANG**<br>**Thai Navigation Co. Ltd.**<br>Bangkok Thailand | **310**<br>157<br>252 | ✠ | **1935**-2 A/S Nakskov Skibsvaerft—Nakskov (65)<br>45,73 8,11 2,306<br>8,06<br>RQD 12,8 B 8,0 F 6,4 1 dk<br>R | **TM General Cargo**<br>Mchy.aft<br>G.492 B.449<br>3W | B&W 4-22VF-37<br>2 Oil 2SA each 4Cy. 220 × 370<br>600bhp (441kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 18,5t<br>11kn |
| 028805<br>URC<br>Esd Gc<br>dr Rt | **PAKRI**<br>ex August Kulberg-91<br>**Estonian Shipping Co.**<br>Tallinn Estonia | **1 350**<br>611<br>1 886 | RS | **1969** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (2159)<br>77,91 11,51 4,960<br>69,83 11,46 5,64<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 14,6 14,1 ER<br>G.2 453 B.2 289<br>3 Ha (stl) (7,6 × 6,7) (9,2 9,2 × 8,0) ER<br>6W Der 1(12) 6(3-5) | Sulzer 6TAD36<br>Oil 2SA 6Cy. 360 × 600<br>1 500bhp (1 103kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Fuel 152,5t (hvf)<br>12,5kn |
| 704347<br>UVP<br>Esd Gc<br>dr Rt | **PAKRUOJIS**<br>ex Pravda-92<br>**Lithuanian Shipping Company (LISCO)**<br>Klaipeda Lithuania | **2 723**<br>1 302<br>3 930 | RS | **1966** Hollming Oy—Rauma/Raumo (171)<br>102,27 14,03 6,201<br>93,20 14,01 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>G.5 171 B.4 785<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 30,5t (d.o.) 254,0t (hvf)<br>14kn |
| 416117<br>W2746<br>Esd Gc<br>dr Rt | **PAKU**<br>**Pesquera Cono Austral S.A.M.C.I.**<br>Buenos Aires Argentina | **294**<br>117<br>— | (BV) | **1976** Ast. de Santander S.A.—Santander (111)<br>36,33 4,101<br>34,14 8,81 6,13<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Pielstick<br>Vee Oil 4SA 8Cy. 185 × 210 geared to sc. shaft<br>1 095bhp (805kW)<br>Ast. Espanoles S.A. Spain<br>Controllable pitch propeller<br>Fuel 108,0t (d.o.)<br>13kn |
| 102103<br>SZGJ<br>592<br>Esd Gc<br>Pd Rdr<br>RTm/h/v<br>AMVER | **PAL BAY**<br>ex Atlantic IV-89 ex United Drive-87<br>**Pal Bay Maritime Co. Ltd.**<br>Square Ltd.<br>Piraeus Greece | **8 913**<br>6 372<br>15 175 | **✠100A1** SS 7/87<br>**✠LMC**<br>EL Z 522,5/54,0U2<br>FN 4427 | **1982**-7 Austin & Pickersgill Ltd.—Southwick, Sunderland (1417)<br>144,00 20,45 8,846<br>137,50 20,43 11,76<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 22,8 ER 21,3 4 TwD<br>G.21 379 B.19 536<br>TEU 114 C.Ho 70/20' C.Dk 44/20'<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>Der 1(30) 6(10) 4(5) | Sulzer 4RND68M<br>Oil 2SA 4Cy. 680 × 1250<br>7 600bhp (5 590kW)<br>Clark Hawthorn Ltd. Wallsend<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 130,0t (d.o.) 989,5t (hvf)-26,0pd<br>15kn |
| 810672<br>P3PQ4<br>09<br>Esd Gc<br>dr Rt<br>AMVER | **PAL EAGLE**<br>ex Lux Eagle-88<br>ex Mar Mediterraneo-88<br>**Captain Shipping Co. Ltd.**<br>Square Ltd.<br>Limassol Cyprus | **9 835**<br>6 257<br>14 620 | BV | **1979** Empresa Nacional "Bazan" de C.N.M. S.A. —San Fernando (202)<br>151,47 21,75 9,673<br>138,00 21,70 12,70<br>2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 4 TwD<br>G.21 720 B.19 541<br>TEU 346 C. 346/20' incl. 24 ref C.<br>4 Ha (stl) (12,5 × 10,5) (20,2 20,2 13,4 × 12,8) ER<br>6W Cr 4(12,5) Der 2(35-50) 4(7) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 326kW (9 960bhp)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 3 × 480kW 440V 60Hz a.c.<br>Fuel-32,5pd<br>15,25kn |
| 810684<br>SVZI<br>467<br>Esd Gc<br>dr RTm/h/v<br>AMVER | **PAL FALCON**<br>ex Lux Falcon-89 ex Mar Negro-88<br>**Pal Falcon Co. Ltd.**<br>Square Ltd.<br>Piraeus Greece | **5 869**<br>3 370<br>9 543<br>-<br>**9 835**<br>6 208<br>14 620 | BV | **1980** Empresa Nacional "Bazan" de C.N.M. S.A. —San Fernando (203)<br>151,47 21,75 —/9,351<br>138,00 21,70 12,70<br>2 dks | **M General Cargo**<br>4 Ho 4 TwD<br>G.21 720 B.19 541<br>TEU 346 C. 346/20' incl. 24 ref C.<br>4 Ha (stl) (12,5 × 10,5) (20,2 20,2 13,4 × 12,8) ER<br>6W Cr 4(12,5) Der 2(50) 4(7) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 960bhp (7 326kW)<br>Ast. Espanoles S.A. Spain<br>Gen 3 × 480kW<br>Fuel 202,0t (d.o.) 1 235,0t (hvf)-32,0pd<br>15,25kn |
| 031017<br>SZVU<br>517<br>Esd Gc<br>dr Rt<br>AMVER | **PAL MARINOS**<br>ex Marinos II-90 ex Tropicana-89<br>ex Bahiana-87 ex Katerina C-84<br>ex Maya IV-80<br>**Pal Marinos Marine Co.**<br>Square Ltd.<br>Piraeus Greece | **14 397**<br>8 980<br>23 137 | BV | **1980** VEB Mathias-Thesen-Werft—Wismar (117)<br>176,51 10,491<br>167,39 22,92 14,05<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho ER<br>G.29 550 B.29 180<br>11 Ha (stl) ER | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 513kW 380V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 348,0t (d.o.) 1 763,0t (hvf)-36,0pd<br>15,5kn |

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| **7528283**<br>*YBJQ*<br><br>Rt | **PALA**<br><br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **420**<br>203<br>500 | KI | **1972** P.T. Menara—Tegal<br>... ... ...<br>47,00 8,01 3,41<br>1 dk | **M General Cargo**<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>690bhp (508kW)<br>Kloeckner Humboldt Deutz |
| **8828769**<br><br><br>Esd Rdr Rt | **PALADA**<br><br>**Bourgas Port Authority**<br>Bourgas Bulgaria | **187**<br>—<br>46 | BR | **1982** .............U.S.S.R.<br>29,30 8,30 3,090<br>- - 4,30<br>1 dk | **TM Tug** | Russkiy 6DR30<br>2 Oil 4SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Len<br>Gen 2 × 24kW |
| **7616171**<br>*J8FL2*<br>3415<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PALAGRUZA**<br>ex Kritonas-89 ex Hand Fortune-83<br>**Kop Shipping S.A.**<br>RO Dalmatinska Plovidba<br>Kingstown St. Vincent and the Grenadines | **6 585**<br>4 366<br>11 897 | JR NK | **1976** Ujina Zosensho—Hiroshima (550)<br>129,72 19,64 8,235<br>120,02 19,61 10,52<br>P 23,5 F 10,7 1 dk | **M General Cargo**<br>G.14 134 B.13 803<br>3 Ha (stl) (17,6 30,1 18,2 × 9,7) ER<br>Der 1(20) 3(15) | B&W 7K<br>Oil 2SA 7Cy. 450 × 900<br>4 520kW (6 145bhp)<br>Hitachi Zosen Hiroshima Works, Inno<br>Gen 2 × 240kW 450V 60Hz a.c. |
| **8606331**<br>*ONAX*<br><br>Esd Rdr Rt | **PALAMAS**<br><br>**Rederij Ringoot & Zoon P.V.B.A.**<br>Antwerpen Belgium | *1 738*<br>*798*<br>2 503 | BV | **1986** B.V. Schps. & Mfbk. "De Biesbosch-Dordrecht"—Dordrecht (789)<br>103,36 3,171<br>99,37 12,01 5,21<br>1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 4 340 | Deutz SBV6<br>Oil 4SA 6Cy. 240 × 280 sr geared to sc. shaf<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz<br>Thw. thrust propeller fwd |
| **8606941**<br>*LYKI*<br>M-41542<br>Df Esd Gc<br>Pfd Rdr RTv | **PALAMUZYE**<br><br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | *1 895*<br>*568*<br>690 | RS | **1986** VEB Volkswerft Stralsund—Stralsund (726)<br>62,25 13,82 5,220<br>55,00 13,81 9,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>B.55 In.580 L.18 | S.K.L. 8VD26/2<br>2 Oil 4SA each 8Cy. 200 × 260 sr geared to shaft<br>1 766kW (2 401bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magd<br>Gen 1 × 640kW a.c. 3 × 568kW a.c. 1 × 260kW a.c.<br>Controllable pitch propeller |
| **6716948**<br>*UNHX*<br>M-17213<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PALANA**<br><br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **2 920**<br>1 337<br>3 930 | RS | **1967** Nystads Varv Ab—Uusikaupunki/Nystad (242)<br>102,27 14,03 6,200<br>93,02 14,00 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>G.5 171 B.4 785<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | B&W 5-50VTB<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas Jyva<br>Fuel 30,5t (d.o.) 254,0t (hvf) |
| **8421391**<br>*3EAE4*<br>16171-PEXT3<br>Df Esd Gc<br>Pfd Rdr Rt<br>SatNav | **PALANCA**<br>ex Mah Kim 1-90 ex Maiden Gloria-87<br>**Sky Shipping S.A.**<br>Panama Panama | *4 356*<br>*2 290*<br>6 503 | NK | **1985** Kochi Jyuko K.K.—Kochi (2418)<br>97,53 (BB) 6,777<br>89,50 18,30 7,30<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 350 B.8 229<br>2 Ha (stl) ER<br>Der 4(25) | B&W 6L3<br>Oil 2SA 6Cy. 350 × 1050<br>2 380kW (3 236bhp)<br>Hitachi Zosen Hiroshima Works, Inno<br>Gen 3 × 186,6kW a.c. |
| **7041390**<br>*EWXZ*<br>M-30586<br>LI-0150<br>Df Esd Gc<br>Pfd Rdr Rt | **PALANGA**<br><br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**10 161**<br>3 861<br>—<br>**13 123**<br>6 110<br>9 995 | RS | **1971** Stocznia Gdanska im. Lenina—Gdansk (B69/17)<br>164,01 21,34 8,078<br>149,00 21,21 12,65<br>2 dks & S dk | **M Factory Ship** OSD<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 976<br>5 Ha (stl) (each 4,5 × 3,9)<br>16W Der 2(10) 14(5) | B&W 6-62VT2B<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Stocznia Gdanska im. Lenina Gd |
| **7008946**<br>*UYRL*<br>M-29441<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PALANGA**<br><br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 562**<br>2 151<br>6 575 | RS | **1969** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,151<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W 9-50VTB<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works Bry |
| **6620278**<br>*HQAZ4*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **PALANGA**<br>ex Wilhelm C.-87 ex Wilhelm I-85<br>ex Wilhelm S-81 ex Anglian-70<br>ex Wilhelm S-68<br>**Alpha Maritime Co. S.A.**<br>San Lorenzo Honduras | *1 234*<br>*620*<br>2 090 | BV (GL) | **1966** Schulte & Bruns—Emden (228)<br>70,16 11,03 3,801<br>64,80 10,96 6,41<br>F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,9 ER<br>G.2 909 B.2 619<br>2 Ha (stl) (each 16,1 × 6,0) ER<br>4W Der 4(3) | Deutz RBV8M<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 16kW 220/380V 50Hz a.c.<br>Fuel 76,0t (d.o.) |
| **5268932**<br>*PKVE*<br>10<br>Rt | **PALANGKARAYA**<br>Launched as Pulau Sabaru<br>**P.T. Dharma Sekawan**<br>Banjarmasin Indonesia | **291**<br>152<br>381 | KI | **1961** Carya SB. Co.—Tandjung Priok (279/1)<br>42,65 7,42 2,750<br>38,51 7,40 3,00<br>1 dk | **M General Cargo**<br>2 Ha (each 6,3 × 4,5) ER<br>Der 2(2,5) | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>310bhp (228kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 8kW 110V |
| **7344429**<br>*ATRE*<br>1740<br>Esd Rdr Rt | **PALANI**<br><br>**Madras Port Trust**<br>Madras India | **250**<br>78<br>73 | IRS<br>✠Classed LR until 14/11/80 | **1978**-6 Hooghly Docking & Eng. Co. Ltd.—Calcutta (428)<br>30,74 9,68 3,212<br>27,44 9,15 4,60<br>1 dk<br>rf 1067 | **M Tug** | MAN G8V30/4<br>Oil 4SA 8Cy. 300 × 450 reverse reduction gea to sc. shaft<br>Garden Reach Shipbuilders & Engineers Ltd.<br>Gen 2 × 85kW 1 × 32kW 415V 50Hz a.c. |
| **5270064**<br>*PKFS*<br>1867/L<br>Esd | **PALAPA**<br>ex Panteh-80<br>**Hermanto Singopranoto**<br>Surabaya Indonesia | **578**<br>333<br>680 | (KI) | **1954** Beliard, Crighton & Cie. S.A.—Oostende (146)<br>57,31 9,05 3,175<br>49,99 9,01 3,71<br>P 15,9 B 9,5 F 7,7 1 dk<br>RW | **M General Cargo**<br>G.927 B.844<br>2 Ha (each 7,7 × 5,1) ER<br>Der 4(3) | Enterprise<br>Oil 4SA 6Cy. 305 × 380<br>350bhp (257kW) E made52 fitted54<br>Enterprise Engine & Foundry Co. San Francisco<br>Gen 1 × 30kW 115V d.c. |
| **8121989**<br>*YEAG*<br><br>Esd Gc Rdr<br>RTm/v | **PALAPA**<br>ex Osam Panther-84<br>**P.T. Rig Tenders Indonesia**<br>Jakarta Indonesia | **315**<br>99<br>438 | AB KI | **1981** Hikari Kogyo K.K.—Yokosuka (317)<br>36,00 3,261<br>33,02 9,01 3,61<br>F 15,3 1 dk<br>rf 157 | **TM Supply Ship**<br>Deck Cargo | Fuji 6M<br>2 Oil 4SA each 6Cy. 230 × 260 sr reverse gea to sc. shafts<br>1 800bhp (1 324kW)<br>Fuji Diesel Co. Ltd. Tatey<br>Gen 2 × 135kW 420V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 147,5t (d.o.)-6,5pd |
| **7854943**<br><br>L-1324017<br>Rdr Rt | **PALAPA INTI**<br>ex SYC II-91 ex Navi II-90<br>ex Zhong Yang-89<br>ex Golden Dragon-87 ex Lion Star-82<br>ex Sansho Maru-82<br>San Lorenzo Honduras | **258**<br>156<br>323 | NK | **1970** Hakata Zosen K.K.—Hakata (85)<br>45,49 - 2,985<br>42,00 8,00 3,30<br>P 11,6 B 3,4 F 8,7 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 460 | Usuki<br>Oil 4SA 6Cy. 280 × 400<br>552kW (750bhp)<br>Usuki Tekkosho<br>Gen 2 × 20kW a.c. |
| **5428532**<br><br>1102 | **PALAR**<br><br>**Madras Port Trust**<br>Madras India | **190**<br>5<br>— | (IRS)<br>✠Classed LR until 14/11/80 | **1963**-4 Hong Kong & Whampoa Dock Co. Ltd. —Kowloon, Hong Kong (1014)<br>26,95 8,36 3,391<br>24,39 8,23 3,99<br>RAD 1,0 1 dk<br>RW rf 762 | **M Tug**<br>Fire-fighting | MAN<br>Oil 4SA 8Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Augs |

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| 13555<br>CX<br>2<br>Esd Gc<br>r Rt | **PALAS**<br>**Compania de Navigatie ROMLINE**<br>Galatz Romania | **1 635**<br>705<br>1 950 | RNR | **1974** Intreprinderea Constr. Navale Constantza<br>—Constantza (367)<br>80,35 11,92 4,880<br>71,53 11,89 5,64<br>1 dk | **M General Cargo**<br>3 Ho each 14,7 ER<br>G.2 642 B.2 450<br>3 Ha (stl) (5,9 8,0 8,0 × 8,3) ER<br>Cr 2(5) | Sulzer 6TAD36<br>Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW)<br>Sour "Jugoturbina" Karlovac<br>Gen 2 × 132kW 1 × 88kW 390V 50Hz a.c.<br>Fuel 107,5t (d.o.) 12kn |
| 30345<br>FP3<br>96<br>Esd Gc<br>Rdr Rt | **PALAU**<br>ex Lampung-84<br>**Nova Transport Co. Ltd.**<br>Valletta Malta | **5 204**<br>3 087<br>8 352 | NK | **1975** Shimoda Dockyard Co. Ltd.—Shimoda (245)<br>118,47 18,04 7,233<br>109,99 17,99 9,00<br>P 24,4 F 8,3 1 dk | **M General Cargo**<br>G.11 336 B.10 710<br>3 Ha (stl) (13,6 23,8 23,1 × 9,0) ER<br>Der 5(20) | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW<br>12,5kn |
| 37552<br>6081<br>548-PEXT<br>r Rt | **PALAU LUNA**<br>ex Katsu Maru No. 30-91<br>**Palau Transportation Co.**<br>Panama Panama | **469**<br>211<br>1 178 | | **1973** Taisei Zosen K.K.—Higashino<br>55,30 2,800<br>51,00 11,00 5,50<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) (20,0 × 5,7) ER | Hanshin<br>Oil<br>588kW (799bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| 05166<br>2803<br>580-TT<br>Esd Gc<br>Rdr Rt | **PALAU STAR**<br>ex Sun Fung-87 ex Fong Yu-85<br>ex Daiei Maru No. 22-84<br>**Express Services Inc.**<br>Panama Panama | **517**<br>175<br>430 | | **1972** Nishii Dock Co. Ltd.—Ise (229)<br>55,20 8,54 3,601<br>46,21 8,51 3,92<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>In.398 | Akasaka 6DH38SS<br>Oil 4SA 6Cy. 380 × 560<br>1 700bhp (1 250kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 264kW 225V 50Hz a.c.<br>12,75kn |
| 09956<br>US8<br>284-91<br>Esd Gc<br>Rdr Rt<br>tNav | **PALAUSPORT**<br>**T.S. Marine Corp.**<br>Panama Panama | *325*<br>*120*<br>57 | NK | **1990** Sanuki Zosen Tekkosho K.K.—Takuma (1216)<br>38,35 (BB) 1,809<br>33,00 7,50 2,70<br>F 5,2 1 dk | **TM Passenger Ship**<br>—cbn 30bth P | Caterpillar 3408TA<br>2 Vee Oil 4SA each 8Cy. 137 × 152 reduction geared to sc. shaft<br>654kW (889bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 64,8kW a.c. |
| 29700<br>FS<br>9233<br>Esd Gc<br>r RTm/h/v<br>VER | **PALAWAN I**<br>**Malou Shipping & Management Co. Inc.**<br>Manila Philippines<br>SatCom: 1700344/DUFS | **2 401**<br>1 574<br>4 401 | NK | **1975** Kishigami Zosen K.K.—Akitsu (436)<br>93,22 15,24 6,719<br>85,98 15,19 6,99<br>1 dk | **M General Cargo**<br>G.8 894 B.8 357<br>2 Ha (stl) (14,1 30,7 × 7,1) ER<br>Der 3(15) | Hanshin 6LUS40<br>Oil 4SA 6Cy. 400 × 640<br>2 800bhp (2 060kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 59,0t (d.o.) 426,5t (hvf)-9,0pd 11,25kn |
| 01610<br>YU<br>58-PEXT3<br>Esd Gc<br>d Rdr Rt<br>VER | **PALAWAN ISLAND**<br>**Babuyan Carriers S.A.**<br>Panama Panama | **4 261**<br>2 353<br>7 535 | NK | **1980** Kochi Jyuko K.K.—Kochi (2155)<br>118,50 20,83 5,493<br>112,02 20,81 7,52<br>F 14,1 1 dk | **M Tanker**<br>Oil Deck Cargo<br>Mchy.aft<br>L.(oil) 7 165 | Pielstick 6PC2-5L-400<br>Oil 4SA 6Cy. 400 × 460<br>3 900bhp (2 869kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| 07351<br>KG<br>0478<br>Esd Gc<br>r RTv<br>VER | **PALAWAN SAMPAGUITA**<br>ex Diamond Camellia-89<br>ex New Camellia-87<br>ex Sanko Camellia-86<br>**Primus Shipping Corp.**<br>MMS Co. Ltd.<br>Manila Philippines<br>SatCom: 1700412/DUKG | *24 942*<br>*14 148*<br>42 838 | NK | **1984** Mitsubishi Heavy Industries Ltd.—Nagasaki (1932)<br>189,52 (BB) 30,03 10,972<br>181,01 30,01 15,70<br>F 12,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,6 28,8 28,8 28,8 28,8 ER<br>G.54 070 B.53 164 HeCls. B<br>TEU 180 C. 180/20' (40')<br>5 Ha (stl) (each 19,2 × 15,0) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>5 859kW (7 965bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 183,0t (d.o.) 1 370,0t (hvf)-27,0pd 14,25kn |
| 07848<br>ZRX<br>25522<br>r Rt | **PALAWAN TRADER**<br>ex Cardinal Ferry Three<br>ex Sanyomarugame Maru-81<br>**Palawan Shipping Corp.**<br>Cebu City Philippines | **359**<br>188<br>190 | | **1965** Kanda Zosensho K.K.—Kure (110)<br>44,20 11,51 2,699<br>39,50 10,01 3,61<br>1 dk | **TM Ferry** | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Kogyo Osaka |
| 17968<br>m | **PALBRO PRIDE**<br>ex Milligan-81 ex Lady Serena-77<br>**Doolin Ferry Co. Ltd.**<br>Irish Republic | **200**<br>144<br>367 | | **1964** Clelands SB. Co. Ltd.—Wallsend (275)<br>41,61 7,73 2,261<br>39,63 7,62 2,65<br>1 dk<br>rf 76 | **M General Cargo Barge**<br>1 Ho 28,0 ER<br>G.468 B.428<br>1 Ha (24,5 × 4,2) ER | Kelvin<br>Oil 4SA 6Cy. 165 × 184<br>240bhp (177kW)<br>Bergius Kelvin Co. Ltd. Glasgow<br>Fuel 6,0t (d.o.) 8,25kn |
| 12870<br>YXR<br>-25282<br>Esd Gc<br>dr Rt | **PALDISKI**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.) | **1 153**<br>521<br>1 731 | RS | **1962** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest<br>74,55 11,33 4,671<br>67,39 11,28 5,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,4 13,6 14,2 ER<br>G.2 176 B.2 103<br>3 Ha (stl) (each 8,6 × 5,5) ER<br>6W Der 1(10) 6(2,5) | Lang 8LD315RF<br>Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar Budapest<br>Fuel 96,5t (d.o.) 11,25kn |
| 14764<br>GQX<br>Esd Gc<br>d Rdr RTv<br>VER | **PALEISGRACHT**<br>**C.V. Scheepv. Onderneming "Paleisgracht"**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands<br>SatCom: 1300260/PGQX | *5 974*<br>*3 662*<br>9 498<br>T/cm<br>19,1 | ✠**100A1**<br>strengthened for heavy cargoes<br>Ice Class 1A<br>timber deck cargoes, container cargoes in hold & on Upper deck hatch covers<br>✠**LMC** **UMS**<br>EL X 495,0/50,0U2(a)<br>FN 3184 | **1985**-10 Miho Zosensho K.K.—Shimizu (1255)<br>113,01 (BB) 19,03 8,402<br>106,03 18,92 11,10<br>F 11,0 2 dks<br>rf nil | **M General Cargo**<br>DSS<br>1 Ho 73,5 ER 1 TwD<br>G.12 816 B.12 110<br>TEU 474<br>C.Ho 226/20' (40') C.Dk 248/20' (40')<br>2 Ha (stl) (33,6 35,7 × 15,7) ER<br>Cr 2(40-50) | Hanshin 6LF58<br>Oil 4SA 6Cy. 580 × 1050<br>4 413kW (6 000bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 1 × 400kW 3 × 200kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 68,0t (d.o.) 626,0t (hvf) 14kn |
| 24792<br>VF<br>-31088<br>Esd Gc<br>d Rdr RTv<br>VER | **PALEKH**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400727/UIVF | **7 192**<br>3 682<br>11 350 | RS | **1973** VEB Warnowwerft Warnemuende —Warnemuende (334)<br>150,37 (BB) 21,87 8,562<br>140,01 21,80 13,59<br>F 15,3 2 dks, 3rd dk in Nos. 2 - 4 holds | **M General Cargo**<br>Ice strengthened<br>5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER 13,6 8 TwD<br>G.17 878 B.17 037 In.587 L.403<br>TEU 368<br>C.Ho 244/20'(40') C.Dk 124/20'(40')<br>9 Ha (stl) (12,9 12,9p&s 25,1p&s 12,9p&s × 8,1) ER (3,5p&s × 2,6)<br>4W Cr 4(8) Der 1(60) 4(12) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 301,0t (d.o.) 1 198,0t (hvf)-41,5pd 18,5kn |
| 23158<br>COW<br>f Esd Gc<br>d Rdr Rt<br>MVER | **PALEMBANG**<br>ex Amstelstrand-80<br>ex Marindus Tracy-79<br>Launched as Aristarchos<br>**P.T. Perusahaan Pelayaran Samudera "Trikora Lloyd"**<br>Jakarta Indonesia | T.Mk<br>**7 154**<br>4 243<br>12 785<br>**11 023**<br>7 170<br>17 524 | ✠**100A1** SS 12/88<br>strengthened for heavy cargoes DTsm — veg. oil<br>✠**LMC** **UMS**<br>EL E† 577,5/64,0U2<br>FN 5286 | **1978**-12 Marine Industrie Ltee.—Sorel, P.Q. (425)<br>Cmd.**1979**-12<br>159,01 (BB) 22,86 —/10,027<br>146,77 22,80 13,21<br>P 33,0 F 33,6 2 dks<br>rf nil | **M General Cargo**<br>pt higher tensile steel<br>4 Ho 24,0 24,7 4,5DTp&s 24,7 27,0 ER 7 TwD<br>G.25 020 B.22 639 L.733<br>TEU 396<br>C.Ho 288/20' (40') C.Dk 108/20' (40')<br>8 Ha (stl) (13,2 19,5p&s 19,5p&s 19,5p&s × 8,0) ER (3,9 × 8,0)<br>Cr 2(20) 4(12,5) 1(5) | MAN 14V52/55A<br>Vee Oil 4SA 14Cy. 520 × 550 sr geared to sc. shaft<br>14 000bhp (10 298kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 600kW 460V 60Hz a.c.<br>Fuel 236,5t (d.o.) 1 454,0t (hvf) 17,5kn |
| 212788<br>X-13-RC | **PALENCA**<br>**LISNAVE-Estaleiros Navais de Lisboa S.a.r.l.**<br>Lisboa Portugal | **320**<br>58<br>174 | NV RP | **1982** LISNAVE, Est. Nav. de Lisboa S.A.R.L. —Lisboa (310)<br>34,90 9,43 4,320<br>31,12 9,40 5,00<br>1 dk | **M Tug** | MWM TBD501-8<br>Oil 4SA 8Cy. 360 × 450 with flexible couplings & sr geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 110kW 1 × 56kW 380V 50Hz a.c.<br>Controllable pitch propeller |

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| 6718506<br><br>334610<br>Rt | **PALENCIA II**<br><br>**Gibraltar Underwater Contractors Ltd. (GIBUNCO)**<br>London United Kingdom | **74**<br>—<br>— | **✠100A1** SS 3/91<br>tug<br>Gibraltar service, Lisbon to Agadir & Valencia to Oran<br>**✠LMC**<br>EL (a) ¾"U1<br>FN 188 | **1967**-8 Est. Nav. do Mondego—Figueira da Foz (122)<br>23,58 6,13<br>21,59 5,90 2,80<br>1 dk<br>rf 610 BK 127 | **M Tug** | Deutz<br>Oil 4SA 8Cy. 220 × 280 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koe<br>Gen 2 × 9kW 220V d.c.<br>Fuel 17,5t (d.o.) 10 |
| 5012618<br>*LAEG*<br>12875<br>RTm | **PALERA**<br>ex Alsten-69<br>**Halvor Okland**<br>Bergen Norway | **149**<br>65<br>— | | **1950** Gravdal Skipsbyggeri—Sunde (330)<br>30,48 7,01 3,099<br>6,96<br>1 dk | **Wood M Ferry/General Cargo**<br>120P<br>1 Ho 7,0<br>B.79<br>1 Ha (2,9 × 1,9)<br>Der 1(3) | Ruston<br>Oil 4SA 6Cy. 260 × 368<br>360bhp (265kW)<br>Ruston & Hornsby Ltd. Linco<br>Gen 2 × 20kW 110V d.c.<br>Fuel 10,0t (d.o.)-1,5pd 10 |
| 6913364<br>*OVXR*<br>H887<br>Df Esd Gc<br>RdrRTm | **PALERMO**<br>ex Lisalotte Malene-85 ex South Sea-83<br>ex Lisa Pantos-69<br>**Poul Chresten Christensen**<br>Hanstholm Denmark | **149**<br>70<br>172 | (BV) | **1969** VEB Rosslauer Schiffswerft—Rosslau (3283)<br>33,58 6,61 2,693<br>29,57 6,58 3,28<br>F 6,1 1 dk<br>BK 69 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho 4,7 6,7 ER<br>In.180<br>2 Ha (stl) (each 1,3 × 1,2) ER<br>1W Der 1(0,5) | Aabenra 6-427-<br>Oil 4SA 6Cy. 270 × 400<br>560bhp (412kW) NE 71<br>Aabenraa Motorfabrik Aben<br>Gen 1 × 18kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 16,5t (d.o.) 12 |
| 7431894<br>*YIFN*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **PALESTINE**<br><br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **3 606**<br>1 585<br>4 649 | **✠100A1**<br>hopper dredger<br>**✠LMC**<br>EL V 2"U2<br>FN 2002 | **1976**-8 IHC Verschure B.V.—Amsterdam (867)<br>89,85 16,44 6,147<br>84,03 16,40 7,42<br>P 25,6 F 17,4 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Sand-pump discharge<br>(Shore-delivery Barge-unloading)<br>Twin side arms Dredging depth 28,0<br>Hopper 5400T<br>Mchy.aft<br>Hopper 3 000<br>2 sandpumps each 1044kW (1400bhp) | MaK 6M551A<br>2 Oil 4SA each 6Cy. 450 × 550<br>3 722kW (5 060bhp)<br>MaK. Maschinenbau G.m.b.H. Ki<br>Gen 2 × 448kW 1 × 216kW 380V 50Hz a.c. |

**SURVEYS OVERDUE — CLASS SUSPENDED 31/7/87**

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| 7922245<br>*OWKQ6*<br>D33479<br>Df Esd Gc<br>Pfd Rdr Rt | **PALETTEN**<br><br>**Paletten Shipholding**<br>K/S K.P.C. Management<br>Svendborg Denmark (DIS) | **498**<br>354<br>1 183 | NV | **1980** Skaalurens Skibsbyggeri A/S—Rosendal (232/45)<br>64,17 11,03 3,815<br>59,42 11,00 6,66<br>2 dks | **M Pallets Carrier**<br>Side door Ice strengthened<br>Mchy.aft<br>B.1 997 | MaK 6M332A<br>Oil 4SA 6Cy. 240 × 330 sr geared to sc. shaft<br>1 300bhp (956kW)<br>MaK. Maschinenbau G.m.b.H. Ki<br>Gen 2 × 80kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 50,5t (d.o.)-4,0pd 11,5 |
| 7020229<br>*HO7375*<br>2726-72A<br>Rdr RTh | **PALEX SERVICE**<br>ex De Soto-81<br>**Pacific Asia Marine S.A.**<br>Panama Panama | **288**<br>122<br>— | | **1962** Burton Construction & SB. Corp.—Port Arthur, Tx (330)<br>45,73 11,03 3,064<br>43,34 10,98 3,66<br>B 6,1 F 11,0 2 dks<br>rf nil | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reduction geared to sc. shafts<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illino<br>Fuel 140,0t 10 |
| 6604391<br>*HO3355*<br>11101-81<br>Df Esd Gc<br>Rdr Rt | **PALEX SUPPLIER**<br>ex Shai-80 ex Lady Carolina-72<br>**Pacific Asia Marine S.A.**<br>Panama Panama | **425**<br>93<br>631 | (BV) | **1966** Verolme Scheepswerf Heusden N.V.—Heusden (741)<br>48,60 10,06 2,998<br>45,70 10,01 3,76<br>1 dk | **TM Supply Ship**<br>Deck Cargo 6bth P<br>L.398<br>Der 1(10) | Kromhout<br>2 Oil 4SA each 8Cy. 240 × 260<br>1 700bhp (1 250kW)<br>Kromhout Motorenfabrik Amsterda<br>13 |
| 5428116<br>*HO5458*<br>9457-PEXT<br>Df Esd Rdr Rt | **PALEX XI**<br>ex Don Florencio-81 ex Mariana-64<br>**Castlegate Shipping Co. S.A.**<br>Panama Panama | **162**<br>77<br>— | | **1963** A/S Bergens M/V—Bergen (447)<br>28,05 8,08<br>24,01 7,93 3,74 | **M Fishing**<br>Stern Trawler | Normo<br>Oil 2SA 4Cy. 300 × 360<br>A/S Bergens M/V Berg |
| 8724298<br><br>M-38453<br>Rdr Rt | **PALIASTOMI**<br><br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Poti) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1988** ............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNP18/<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningr |
| 7704057<br>*SQIS*<br><br>Df Esd Gc<br>Rdr Rt | **PALICA**<br><br>**Gdanskie Przedsiebiorstwo Obrotu Produktami Naftowymi "CPN"**<br>Gdansk Poland | **988**<br>460<br>1 345<br>T/cm<br>5,0 | PR | **1977** Stocznia "Wisla"—Gdansk (ZB1300/02)<br>64,62 10,39 4,700<br>60,41 10,38 5,19<br>1 dk<br>Bow/CM 36 Diam. 0,219 | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 1 531 HeCls. C<br>3 Cargo pumps total 440T/hr | Sulzer 8ASL25/<br>Oil 4SA 8Cy. 250 × 300 reduction geared to sc. shaft<br>1 470bhp (1 081kW)<br>H. Cegielski Pozn<br>Gen 2 × 160kW 400V a.c.<br>Controllable pitch propeller<br>Fuel 61,0t-5,5pd 11 |
| 8806345<br>*3EPO6*<br>18567-KJ<br>Rt<br>AMVER | **PALIMA**<br><br>**Inter Products Lines Corp.**<br>Panama Panama<br>SatCom: 1331523/PALM | *18 055*<br>*10 502*<br>29 999 | NK | **1988** Shin Kurushima Dockyard Co. Ltd.—Onishi (2562)<br>165,82 (BB) 10,451<br>157,99 27,41 15,50<br>1 dk<br>Bow/CM 84 Diam. 0,250 | **M Tanker**<br>IGS<br>15 Ta ER<br>L.(oil) 44 899<br>4 Cargo pumps total 3 000T/hr | B&W<br>Oil 2SA 6Cy. 500 × 1910<br>8 500bhp (6 252kW)<br>Mitsui Eng. & SB. Co. Ltd. Japa<br>14,3 |
| 5267160<br>*HP4576*<br>13091-PEXT<br>Df Esd Pfd<br>RdrRTm | **PALINURUS**<br>ex Falinuris-86 ex Stanley D-83<br>ex Johanna-76 ex Rene Louis-74<br>ex Otter Bank-72<br>**Lagosta Viva Ltd. Corp.**<br>Panama Panama | **423**<br>155<br>— | (NV)<br>✠Classed LR until 11/10/74 | **1961**-3 Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B21/09)<br>47,68 8,41 4,477<br>43,77 8,31 4,70<br>F 9,5 1 dk<br>rf 737 BK 178 | **M Fishing**<br>Side Trawler Ref<br>1 Ho ER<br>In.334<br>4 Ha (each 1,0 × 1,0) ER<br>2W Der 1(2,5) 1(1) | MAN<br>Oil 4SA 7Cy. 400 × 600<br>1 380bhp (1 015kW)<br>Masch. Augsburg-Nuernberg (MAN) Hambu<br>Gen 2 × 40kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 121,0t (d.o.) 13 |
| 7226237<br>*UZEN*<br>M-30957 | **PALIYA**<br><br>**Dalryba**<br>(Korsakov) (U.S.S.R.) | **600**<br>233<br>429 | RS | **1972** ............U.S.S.R.<br>54,23 9,38 3,901<br>4,75<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>B.418<br>2 Ha (each 1,6 × 1,5)<br>Der 1(2,5) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdebu<br>Fuel (d.o.) 11,75 |
| 5276733<br>*TFAX*<br>0168<br>Df Esd Rdr Rt | **PALL**<br>ex Nattfari-89 ex Saebjorg-85<br>ex Fylkir-81 ex Gylfi-80<br>ex Petur Thorsteinsson-72<br>**Utgertharfelagith Barthinn H/f**<br>Eyrarbakki Iceland | **234**<br>74<br>— | | **1959** VEB Volkswerft Stralsund—Stralsund<br>38,54 7,32<br>7,29<br>1 dk | **M Fishing**<br>Side Trawler | MWM<br>Oil 4SA<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannhe<br>Fuel (d.o.) |
| 7234167<br>*TFKR*<br>1274<br>Df Esd Gc<br>Rdr Rt | **PALL PALSSON**<br><br>**Midfell H/f**<br>Hnifsdal Iceland | **636**<br>219<br>561 | **✠100A1**<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>EL (I)J 1½"U2<br>FN 660 | **1972**-12 Narasaki Zosen K.K.—Muroran (806)<br>58,51 (BB) 9,53 4,566<br>55,02 9,50 6,51<br>B & F 27,8 2 dks<br>rf 787 BK 305 len 88 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 340 × 620 sr geared to sc. shaft<br>1 692kW (2 300bhp) NE 9/88<br>Niigata Eng. Co. Ltd. Yokohar<br>Gen 1 × 400kW 2 × 200kW 385V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 8511847<br>*UDUI*<br>M-42044<br>Df Esd Gc<br>Pfd Rdr RTv | **PALLADA**<br><br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *2 284*<br>*685*<br>840 | RS | **1989** Stocznia Gdanska im. Lenina—Gdansk (B810/04)<br>108,60 14,00 6,601<br>79,40 10,65 | **Aux M Training Ship**<br>Ship-rig | Sulzer 6AL20/<br>2 Oil 4SA each 6Cy. 200 × 240<br>838kW (1 139bhp)<br>H. Cegielski Pola<br>Gen 1 × 400kW a.c. 2 × 320kW a.c.<br>Controllable pitch propeller<br>11,6 |

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| 8705694<br>*ICZE*<br>736<br>Esd Rdr Rt | **PALLADIO**<br>**"Adriatica" di Navigazione S.p.A.**<br>Venezia Italy | *10 977*<br>*5 628*<br>2 501 | AB RI | **1989** Fincantieri-Cant. Nav. Italiani S.p.A.—Ancona (5864)<br>122,88 (BB) 19,43 5,315<br>107,93 19,41 14,45<br>1 dk. | **TM Passenger/RoRo Cargo/Ferry**<br>174cbn 348bth 752dk P<br>Cars 275 Trailers 33 | GMT A420.6L<br>2 Oil 4SA each 6Cy. 420 × 500 with flexible couplings & dr geared to sc. shafts<br>6 178kW (8 399bhp)<br>Fincantieri-Cant. Nav. Italiani S.p.A. (Grandi Motori) Trieste<br>Gen 3 × 760kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>17kn |
| 7039206<br>*SVOT*<br>9371<br>Df Esd Gc<br>Pfd Rdr Rt | **PALLAS**<br>**Arctic Enterprises S.A.**<br>Transcontinental Maritime & Trading S.A.<br>Piraeus Greece | T.Mk<br>**5 112**<br>2 282<br>8 382<br>**7 890**<br>3 879<br>10 160 | **✠100A1** SS 3/90<br>Ice Class 1<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Y 2$\frac{1}{16}$"U2<br>FN 4148 | **1971**-8 Rauma-Repola Oy—Rauma/Raumo (197)<br>147,25 20,07 6,827/7,595<br>138,26 19,99 10,01<br>P 28,1 F 18,3 2 dks, 3rd dk in Nos. 2 & 3 holds<br>rf 152 len 74 | **M General Cargo**<br>Ref<br>6 Ho 9,4DT 10,6 10,6 16,6 18,2 18,2 17,4 ER<br>G.12 912 B.10 548 In.1 716<br>7 Ha (stl) (4,7 × 5,9) (7,1 × 7,9) (6,8 × 14,0) (13,4 15,0 14,5 15,2 × 14,7) ER<br>Cr 1(15) 2(11) 3(8) | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>2 AuxB (1 o.f. 1 ex.g) 8kgf/$cm^2$ (7,9bar)<br>Gen 2 × 560kW 2 × 280kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 1 209,0t (hvf)-33,5pd 17,25kn |
| 7392866<br>*SVRT*<br>8092<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PALLAS ATHINA**<br>ex Margaux-86 ex Limousin-81<br>**Adrian Shipping & Trading Corp. S.A.**<br>Bilinder Marine Corp. S.A.<br>Piraeus Greece<br>SatCom: 1130246/PALA | **81 106**<br>63 157<br>155 250<br>T/cm<br>112,7 | AB (BV) | **1976** A/B Gotaverken Arendal—Goteborg (888)<br>285,53 17,150<br>276,00 44,25 22,46<br>P 24,1 F 24,1 1 dk<br>Bow/CM 142 Diam. 0,510 | **M Tanker**<br>IGS<br>14 Ta ER<br>L.(oil) 191 924 HeCls. B<br>4 Cargo pumps total 12 000T/hr | B&W 8K90GF<br>Oil 2SA 8Cy. 900 × 1800 reverse geared to sc. shaft<br>24 800bhp (18 242kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 1250kW 440V 60Hz a.c.<br>Fuel 9 247,5t (hvf)-95,0pd 16,25kn |
| 7813169<br>*P3WQ3*<br>709245<br>Esd RdrRTm | **PALLIETER**<br>ex Pierre Laffitte-90<br>**Sodelano Shipping Ltd.**<br>Limassol Cyprus | **1 517**<br>1 056<br>2 562 | BV | **1978** Ch. de la Garonne—Bordeaux (1177)<br>88,75 11,40 4,381<br>84,25 11,21 5,52<br>1 dk<br>conv Tanker 91 | **TM Tanker**<br>Chemical<br>8 Ta ER<br>L.(oil) 2 145 HeCls. B | Deutz SBA16M816<br>2 Vee Oil 4SA each 16Cy. 142 × 160 reduction geared to sc. shafts<br>1 500kW (2 039bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 54kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel-6,5pd 12kn |
| 7416923<br>*GWAN*<br>377322<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PALLISER BAY**<br>ex Act 7-91<br>**P&O Containers Ltd. (P&OCL)**<br>London United Kingdom | *44 150*<br>*13 245*<br>39 712 | **✠100A1** CS 6/87<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Q† 3$\frac{3}{16}$"U3<br>FN 12700 | **1977**-6 Bremer Vulkan A.G.—Bremen-Vegesack (1005)<br>248,60 (BB) 32,31 12,026<br>236,23 32,24 21,52<br>B & F 225,9 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides Ref 1cbn 2bth P<br>pt higher tensile steel<br>12 Cell. Ho 15,6 16,7 16,7 16,7 16,7 16,7 16,7 16,7 ER 15,7 17,8 15,7 9,6<br>In.48 324<br>TEU 2158<br>C.Ho 1120/20' inc. 913 ref 50/40' ref<br>C.Dk 938/20' inc. 20 ref<br>8 Ha (stl) ER 4 Ha (stl) | MAN K8SZ90/160<br>2 Oil 2SA each 8Cy. 900 × 1600<br>32 000bhp (23 538kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>AuxB (o.f.) 8kgf/$cm^2$ (7,9bar)<br>2 AuxB (ex.g) & rcv 8kgf/$cm^2$ (7,9bar)<br>Gen 5 × 1320kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 1 031,0t (d.o.) 7 164,5t (hvf)-95,0pd 19kn |
| 7047966 | **PALM ACCORD** | **123**<br>83<br>— | | **1969** Sermons Shipyard—Tarpon Springs, Fl<br>*22,50* 6,76<br>3,48 | **M Fishing** | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>360bhp (265kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 8836089<br>*WYQ2150*<br>562100<br>Df Esd Gc<br>Rdr Rt | **PALM BEACH**<br>ex AKL 45 ex FS 217<br>**Zapata Haynie Corp.**<br>New Orleans, La United States of America | **569**<br>387<br>— | | **1944** Higgins Industries Inc.—New Orleans, La (83)<br>53,79 - —<br>51,45 9,78 3,56 | **M Fishing**<br>Side-fishing | Oil<br>1 324kW (1 800bhp)<br>U.S.A.<br>13kn |
| 7915357<br>*ELLH4*<br>8939<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PALM MONARCH**<br>ex Universal Monarch-89<br>**Palm Monarch Inc.**<br>Teekay Shipping Ltd.<br>Monrovia Liberia<br>SatCom: 1241771/HONT | **40 839**<br>30 282<br>81 282<br>T/cm<br>86,2 | AB | **1981** Mitsui Eng. & SB. Co. Ltd., Chiba Works—Ichihara (1214)<br>229,55 (BB) 44,05 12,917<br>220,02 44,01 18,93<br>1 dk<br>rf 13 Bow/CM 115 Diam. 0,460 MH 0,9 | **M Tanker**<br>COW IGS SBT Bow loading<br>9 Ta ER<br>L.(oil) 99 542<br>3 Cargo pumps total 7 500T/hr | B&W 6L80GFCA<br>Oil 2SA 6Cy. 800 × 1950<br>18 400bhp (13 534kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 610kW<br>15kn |
| 7644518<br>*9MYX*<br>325274<br>Rdr Rt | **PALM SEA HORSE**<br>ex Yoshie Maru No. 22<br>**Sumai Engineering Sendirian Berhad**<br>Penang Malaysia | **498**<br>303<br>902 | NK | **1966** Sugane Zosen—Omishima<br>51,57 3,979<br>47,00 9,20 4,40<br>P 1,0 F 8,0 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 1 187 | Sumiyoshi<br>Oil 4SA 6Cy. 300 × 420<br>660bhp (485kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>8kn |
| 7382548<br>*C6JM2*<br>716352<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PALMA**<br>ex Fulgur-90<br>**Dan Merchant Ltd.**<br>A/S Det Ostasiatiske Kompagni (The East Asiatic Co. Ltd. A/S)<br>Nassau Bahamas<br>SatCom: 1103434/PMAM | **19 274**<br>12 718<br>32 229<br>T/cm<br>38,7 | **✠100A1** SS 3/90<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL I† 3$\frac{1}{16}$"U2<br>FN 6719 | **1974**-10 Haugesund M/V A/S—Haugesund (49)<br>170,69 (BB) 25,96 11,373<br>163,07 25,90 15,30<br>P 30,2 F 18,9 1 dk<br>rf 76 Bow/CM 85 Diam. 0,410 | **M Tanker**<br>21 Ta ER<br>L.(oil) 42 445 HeCls. B<br>4 Cargo pumps total 3 600T/hr | MAN V6V52/55<br>2 Oil 4SA each 6Cy. 520 × 550 sr geared to sc. shaft<br>12 000bhp (8 827kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 736kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 981,5t (hvf)-43,5pd 15,5kn |
| 7210343<br>*P3IN3*<br>708793<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PALMA**<br>ex Sapporo Olympics-89<br>**Coria Shipping Co. Ltd.**<br>Limassol Cyprus | **16 402**<br>11 715<br>29 023<br>T/cm<br>36,3 | AB | **1972** Hakodate Dock Co. Ltd.—Hakodate (521)<br>180,80 (BB) 23,14 10,681<br>170,01 23,11 14,51<br>P 31,4 F 11,9 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 14,9 19,2 22,4 13,5 17,5 20,7 19,0 ER<br>G.37 319 B.32 936 HeCls. B<br>7 Ha (6,8 12,8 12,8 9,6 11,2 12,8 11,2 × 9,6) ER<br>Cr 6(10) | Sulzer 6RD76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 158,5t (d.o.) 1 871,5t (hvf)-37,5pd 15kn |
| 8213859<br>*DUGD*<br>230248<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PALMA**<br>ex Palm Ace-89<br>**Kapalaran Shipping Inc.**<br>Manila Philippines | *8 925*<br>*5 318*<br>10 546 | NK | **1983** Watanabe Zosen K.K.—Hakata (220)<br>161,36 (BB) 8,617<br>147,00 26,80 10,55 | **M Vehicles Carrier**<br>Cars 3000 | Mitsubishi 7UEC60HA<br>Oil 2SA 7Cy. 600 × 1500<br>9 268kW (12 600bhp)<br>Ube Industries Ltd. Ube<br>Gen 3 × 760kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>17,5kn |
| 7018551<br>*OAQG*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PALMA**<br>**Compania Peruana de Vapores S.A. (CPV)**<br>Callao Peru | *7 902*<br>*5 908*<br>13 920 | **✠100A1** M 7/89-8mos<br>**✠LMC**<br>EL B† 2$\frac{5}{16}$"U2<br>FN 4465 | **1970**-7 Oy Wartsila Ab—Turku/Abo (1167)<br>150,53 19,74 9,507<br>137,78 19,72 12,68<br>F 16,2 2 dks<br>rf 102 | **M General Cargo**<br>5 Ho 18,8 22,7 11,4DTp&s 22,7 22,7 ER 16,6 5 TwD<br>G.19 007 B.17 271 L.1 412<br>TEU 92 C.Ho 64/20' C.Dk 28/20' (40')<br>5 Ha (stl) (8,2 13,6 13,6 13,6 × 8,0) ER (8,3 × 8,0)<br>18W Der 1(60) 4(10) 12(5) | Sulzer 6RD76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>Oy Wartsila Ab Turku/Abo<br>2 AuxB (1 o.f. 1 ex.g) 5kgf/$cm^2$ (4,9bar)<br>Gen 2 × 440kW 1 × 184kW 450V 60Hz a.c.<br>Fuel 255,0t (d.o.) 1 299,5t (hvf) 17kn |
| 7310698<br>Df Esd Gc<br>Rdr | **PALMA**<br>ex Indrawan-88<br>**P.T. Pelayaran Lokal Karunrung**<br>Ujung Pandang Indonesia | **173**<br>28<br>— | KI<br>✠Classed LR until 11/11/81 | **1973**-9 Provincial Kaohsiung Junior Coll of Mar. Tech. Shyd.—Kaohsiung<br>29,49 8,18 3,074<br>26,01 8,04 3,61<br>1 dk<br>rf 152 | **TM Tug** | Alpha 405-26VO<br>2 Oil 2SA each 5Cy. 260 × 400<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 304kW 380V 50Hz a.c.<br>2 Controllable pitch propellers |
| 8818386 | **PALMA I**<br>**Pesquera Palma**<br>Peru | **340**<br>—<br>— | GL (Class cont.) | **1991** Factoria Naval S.A.—Callao (01)<br>32,50 7,85<br>- 7,70 4,00 | **M Fishing** | M.T.U.<br>Oil reduction geared to sc. shaft<br>358kW (487bhp)<br>M.T.U. Friedrichshafen Germany |

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| **8818398** | **PALMA II**<br>**Pesquera Palma**<br>Peru | **340**<br>—<br>— | GL (Class cont.) | **1991** Factoria Naval S.A.—Callao (02)<br>32,50 7,85<br>- 7,70 4,00 | **M Fishing** | M.T.U.<br>Oil reduction geared to sc. shaft<br>358kW (487bhp)<br>M.T.U. Friedrichshafen |
| **7407439**<br>1549<br>Esd Rdr | **PALMA PRIMA**<br>**Maltese Libyan Arab Fishing Co. Ltd.**<br>Valletta Malta | **195**<br>88<br>— | | **1974** P. Stampa—Trapani (7)<br>34,29 7,14<br>26,14 7,12 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | MAN<br>Oil 4SA 8Cy. 325 × 330<br>960bhp (706kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **6607173**<br>*CL2128*<br>Esd Gc Pfd<br>Rdr Rt | **PALMA SORIANO**<br>**Empresa de Navegacion Caribe**<br>La Habana Cuba | **1 951**<br>735<br>737 | RCB<br>✠Classed LR until 8/4/86 | **1967**-3 Empresa Nacional "Bazan" de C.N.M. S.A. —Cartagena (138)<br>72,90 15,04 3,220<br>69,27 15,00 5,03<br>RAD 4,0 B 50,6 RFD 8,9 1 dk, 2nd dk in fwd holds<br>RW rf 1067 | **TM RoRo Cargo/Ferry**<br>626dk P<br>Side doors 2(p) 2(s) | MAN<br>2 Vee Oil 4SA each 12Cy. 300 × 450<br>1 640bhp (1 206kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 300kW 230V 60Hz a.c. |
| **7510339**<br>*4XYQ*<br>MS229<br>Df Esd Gc<br>Rdr Rt | **PALMAH II**<br>(Fwd & cargo sections)<br>ex Sigal-87<br>(Aft section)<br>ex Zim Sydney-77 ex Palmah II-79<br>**Industrial & Shipping Co. Tarshish (1978) Ltd.**<br>Investments & Enterprises Co. Ltd.<br>Haifa Israel | *7 723*<br>*4 684*<br>8 932 | ✠100A1 SS 6/91<br>container ship<br>Ice Class 2 at a draught not exceeding 6.79 metres<br>✠LMC UMS<br>EL A† 528,0/56,0U2(a)<br>FN 3924 | **1978**-11 (Aft section) Israel Shipyards Ltd.—Haifa (1040)<br>**1977**-6 (Fwd & cargo sections) Israel Shipyards Ltd.—Haifa (1029)<br>144,91 (BB) 19,56 8,065<br>132,01 19,50 10,22<br>P 26,3 F 23,2 2 dks<br>rf nil len 86 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 13,0 14,0 27,5 25,0 ER 13,0<br>TEU 560 C.Ho 296/20' C.Dk 264/20'<br>12 Ha (stl) ER 1 Ha (stl) | Sulzer<br>Vee Oil 4SA 12Cy. 400 × 480 sr geared to sc shaft<br>8 700bhp (6 399kW)<br>Cie. de Const. Mec. Sulzer, CCM<br>Gen 3 × 304kW 450V 60Hz a.c. |
| **8509650**<br>*YYV2156*<br>3309<br>Esd Gc Rdr<br>RTv | **PALMAREJO**<br>**Maraven S.A.**<br>Las Piedras Venezuela | *397*<br>*119*<br>— | ✠100A1<br>tug/support ship<br>✠LMC UMS<br>EL H 302,5/22,0U2<br>FN 403 | **1987**-12 DIANCA, Diques y Ast. Nac. C.A.—Puerto Cabello (167)<br>32,95 9,81 4,436<br>28,86 9,52 4,42<br>F 15,3 1 dk<br>rf 386 BK 38 | **TM Tug**<br>Fire-fighting Pollution Control<br>LR Cert SBP 57.8Tonnes | Kromhout<br>2 Oil 4SA each 9Cy. 240 × 260 with clutches, flexible couplings & sr geared to sc. shafts<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 90kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 182,0t (d.o.) |
| **5269170** | **PALMARES**<br>**E. Dreher y Cia.**<br>Porto Alegre Brazil | **224**<br>172<br>— | | **1928** Kohlbrand-Werft—Hamburg<br>*39,14* 6,28<br>... ... ...<br>1 dk<br>R | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 175 × 260<br>. Bohn u. Kahler |
| **8814873**<br>1747 | **PALMARIA**<br>**Rimorchiatori Riuniti Spezzini Imprese Marittime e Salvataggi S.p.A.**<br>Napoli Italy | **194**<br>48<br>116 | RI | **1990** Cant. Navale "Ferrari" S.p.A.—La Spezia (81)<br>27,73 8,61 3,350<br>24,00 8,60 4,15 | **M Tug** | Polar<br>Vee Oil 4SA 8Cy. 250 × 300 geared to sc. sh<br>Oy Wartsila Ab |
| **8213079**<br>*YJZB2*<br>690<br>Df Esd Gc<br>Rdr Rt | **PALMAS SERVICE**<br>**Offshore Marine International Ltd.**<br>Zapata Gulf Marine Corporation<br>Port Vila Vanuatu | **391**<br>42<br>1 500 | AB | **1983** Halter Marine Inc.—Moss Point, Ms (1067)<br>3,693<br>51,85 12,20 4,27<br>F 17,1 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>E (p) made60 reconditioned & fitted83<br>General Motors Corp. Electro-Motive Div.<br>E (s) made75 reconditioned & fitted83<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 150kW<br>Thw. thrust propeller fwd |
| **7214806**<br>*IRZS*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **PALMAVERA**<br>ex Maria Green-91 ex Maria Smits-83<br>**Menamar S.a.s. di Aniello Lubrano Lavadera & C.**<br>Italy | T.Mk<br>**1 599**<br>984<br>3 776 | RI<br>✠CLASS WITHDRAWN at Owners' request 27/8/91 | **1972**-6 N.V. Schbwf. v/h De Groot & Van Vliet —Slikkerveer (382)<br>84,31 (BB) 14,41 6,325<br>74,43 14,30 8,77<br>P 11,3 F 9,2 1 dk<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho 48,1 ER<br>G.4 652<br>1 Ha (stl) (45,1 × 10,9) ER<br>Cr 1(8) | Smit-Bolnes<br>Oil 2SA 8Cy. 300 × 500<br>2 500bhp (1 839kW)<br>N.V. Smit & Bolnes<br>Gen 3 × 160kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 325,0t (d.o.) |
| **6514089**<br>*IMLT*<br>1455<br>Df Esd Rdr<br>RTm | **PALMAVERA**<br>ex Rubicone-83 ex Bente Sleire-77<br>ex Fagertind-76 ex Stokktind-73<br>**Menamar S.a.s. di Aniello Lubrano Lavadera & C.**<br>Napoli Italy | **1 132**<br>663<br>2 134 | (NV) (RI) | **1965** VEB Schiffswerft "Neptun"—Rostock (503)<br>75,55 11,49 5,112<br>68,46 11,46 5,92<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 633 B.2 464<br>2 Ha (stl) (each 17,3 × 6,3) ER<br>4W Der 2(5) 2(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 300bhp (956kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 64kW 1 × 20kW 380V 50Hz a.c.<br>Fuel 149,5t (d.o.)-5,0pd |
| **7428005**<br>Df Esd Gc<br>Rdr Rt | **PALMEIRINHAS**<br>Launched as Arpem 13<br>**Sociedade de Pesca Marafrica S.a.r.l.**<br>Luanda Angola | **272**<br>61<br>157 | ✠Classed LR until 16/12/83 | **1980**-12 INCONAV Industria e Comercio Naval S.A.—Rio de Janeiro (127)<br>30,51 8,03 3,452<br>25,00 7,65 3,81<br>B & F 20,8 1 dk<br>rf 1016 BK 102 | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref<br>Mchy.aft | Kromhout<br>Oil 4SA 6Cy. 240 × 260 sr geared to sc. shaf<br>915bhp (673kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 104kW 1 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **7017117**<br>*Y6GX*<br>Esd Rdr Rt | **PALMER ORT**<br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **131**<br>—<br>53 | DSRK | **1969** VEB Schiffswerft "Edgar Andre" —Magdeburg (2831)<br>26,45 8,03 2,912<br>23,07 7,60 3,51<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 64kW 390V 50Hz a.c.<br>Controllable pitch propeller |
| **7124788**<br>Df Esd Gc<br>Pfd Rdr Rt | **PALMERA**<br>ex Hoken Maru No. 38-87<br>**Peskang Ltd.**<br>Freetown Sierra Leone | **349**<br>191<br>— | RI | **1970** Yamanishi Zosen K.K.—Ishinomaki (671)<br>54,39 9,02 3,328<br>48,42 9,00 5,87<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 400 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7619886**<br>*WYZ4091*<br>274005 | **PALMETTO**<br>ex Nazareth<br>**Bay Transportation Corp.**<br>Tampa, Fl United States of America | **252**<br>171<br>— | | **1957** Bethlehem Steel Co. Inc. SB. Div.—Staten Island, NY<br>*30,00* 8,01 —<br>7,95 4,07<br>1 dk | **M Tug** | General Motors<br>Oil 8Cy.<br>General Motors Corp.<br>Fuel (d.o.) |
| **8414752**<br>*PGQC*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PALMGRACHT**<br>**C.V. Scheepv. Onderneming "Schippersgracht"**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands<br>SatCom: 1300261/PGQC | *5 974*<br>*3 662*<br>9 536<br>T/cm<br>19,1 | ✠100A1<br>strengthened for heavy cargoes<br>Ice Class 1A<br>timber deck cargoes, container cargoes in hold and on upper deck hatch covers<br>✠LMC UMS<br>EL x 495,0/50,0U2(a)<br>FN 3180 | **1985**-8 Miho Zosensho K.K.—Shimizu (1250)<br>113,01 (BB) 19,03 8,402<br>106,00 18,90 11,10<br>F 11,0 2 dks<br>rf nil | **M General Cargo**<br>DSS<br>1 Ho 73,5 ER 1 TwD<br>G.12 745 B.12 039<br>TEU 474<br>C.Ho 226/20' (40') C.Dk 248/20' (40')<br>2 Ha (stl) (33,6 35,7 × 15,7) ER<br>Cr 2(40-50) | Hanshin<br>Oil 4SA 6Cy. 580 × 1050<br>4 413kW (6 000bhp)<br>The Hanshin Diesel Works Ltd.<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 1 × 400kW 3 × 200kW 445V 60Hz a.c<br>Controllable pitch propeller<br>Fuel 68,0t (d.o.) 626,0t (hvf) |

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|---|---|---|---|---|---|---|
| 341336<br>HLK3<br>343<br>Esd Gc<br>d Rdr Rt | **PALMIER**<br>ex Theanoula-91 ex Thetis-87<br>**Charisma Shipping Ltd.**<br>Vulcanus Technical Maritime Enterprises<br>Valletta Malta | **35 100**<br>26 956<br>72 063<br>T/cm<br>64,5 | **✠100A1** SS 5/88<br>strengthened for ore cargoes, Nos. 1, 3, 5 and 7 holds may be empty<br>((cc))<br>**✠LMC**<br>EL N† 3"U3<br>FN 11238 | **1974**-2 Sunderland Shipbuilders Ltd.—Deptford, Sunderland (851)<br>228,05 (BB) 32,29 14,028<br>218,42 32,24 19,21<br>F 16,5 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>8 Ho 13,2 20,1 20,8 25,6 20,8 23,7 20,8 21,5 ER<br>G.87 506<br>8 Ha (stl) (9,1 × 10,0) (12,5 12,5 14,4 12,5 14,4 12,5 12,5 × 15,0) ER | Doxford 76J8C<br>Oil 2SA 8Cy. 760 × 2180<br>20 000bhp (14 711kW)<br>Doxford Engines Ltd. Sunderland<br>AuxB (o.f.) 11,2kgf/cm² (11,0bar)<br>e(ex.g) 11,2kgf/cm² (11,0bar) Spt 11,2kgf/cm² (11,0bar)<br>Gen 1 × 650kW 2 × 600kW 440V 60Hz a.c. |

**UNDER TOW MACHINERY CLASS SUSPENDED VOYAGE MOBILE GREECE 8/91**

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|---|---|---|---|---|---|---|
| 741196<br>WVN<br>12646 | **PALMINO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1979** ..............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8VD36/24A-1<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| 503972<br>JM<br>Esd Rdr | **PALMIRA**<br>ex Nuevo Palmeira-77<br>**Pesca y Venduria S.A. (PESCAVEN)**<br>La Coruna Spain | **252**<br>86<br>200 | BV | **1977** Ast. Ojeda y Aniceto S.A.—Aviles (31)<br>36,86 7,88 3,798<br>32,64 7,82 3,87<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Fuel 112,5t (d.o.) 11,5kn |
| 902175<br>6HR7<br>15518<br>Esd Gc<br>d Rdr RTv<br>atNav<br>MVER | **PALMSTAR CHERRY**<br>**Paulownia Shipping Corp.**<br>Teekay Shipping (Canada) Ltd.<br>Nassau Bahamas<br>SatCom: 1104570/PMCH | *57 450*<br>*29 316*<br>100 024 | NK (Class cont.) | **1990** Onomichi Zosen K.K.—Onomichi (335)<br>244,80 (BB) 41,23 14,338<br>234,00 41,20 21,62<br>1 dk<br>Bow/CM 124 Diam. 0,406 | **M Tanker**<br>COW IGS SBT<br>9 Ta ER<br>L.(oil) 123 698 | B&W 6S60MC<br>Oil 2SA 6Cy. 600 × 2292<br>10 129kW (13 770bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 207,0t (d.o.) 2 432,0t (i.f.o.) 14,1kn |
| 002506<br>6KI5<br>20456<br>Esd Gc<br>dr RTv<br>MVER | **PALMSTAR LOTUS**<br>**Volar Spirit Inc.**<br>Teekay Shipping (Canada) Ltd.<br>Nassau Bahamas | *57 500*<br>—<br>100 000 | NK | **1991** Onomichi Zosen K.K.—Onomichi (350)<br>14,300<br>234,00 41,20 21,60 | **M Tanker**<br>DB DSS<br>5 Ta ER 4 Wing Ta<br>L.(oil) 121 224 | B&W 7S60MC<br>Oil 2SA 7Cy. 600 × 2292<br>11 820kW (16 069bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 640kW 220/440V 50Hz a.c.<br>Fuel 196,76t (d.o.) 2 437,11t (i.f.o.)-43,0pd 14,8kn |
| 902163<br>6HR6<br>15517<br>Esd Gc<br>d Rdr RTv<br>atNav<br>MVER | **PALMSTAR ORCHID**<br>**Paulownia Shipping Corp.**<br>Teekay Shipping (Canada) Ltd.<br>Nassau Bahamas<br>SatCom: 1104340/PMSO | *57 450*<br>*29 316*<br>100 047 | NK | **1989** Onomichi Zosen K.K.—Onomichi (334)<br>244,80 (BB) 41,23 14,338<br>234,00 41,20 21,62<br>1 dk<br>Bow/CM 124 Diam. 0,406 | **M Tanker**<br>COW IGS SBT<br>9 Ta ER<br>L.(oil) 123 698 | B&W 6S60MC<br>Oil 2SA 6Cy. 600 × 2292<br>10 129kW (13 770bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 207,0t (d.o.) 2 432,0t (i.f.o.) 14,1kn |
| 818922<br>6JG2<br>16266<br>Esd Gc<br>d Rdr RTv<br>atNav<br>MVER | **PALMSTAR POPPY**<br>**Flora Tankers Inc.**<br>Teekay Shipping (Canada) Ltd.<br>Nassau Bahamas<br>SatCom: 1103344/PPOP | *57 450*<br>*29 316*<br>100 031<br>T/cm<br>14,3 | NK | **1990** Onomichi Zosen K.K.—Onomichi (341)<br>244,80 (BB) - 14,338<br>234,00 41,20 21,60<br>1 dk<br>Bow/CM 124 Diam. 0,406 | **M Tanker**<br>COW IGS SBT<br>5 Ta 4 Wing Ta ER<br>L.(oil) 123 698<br>3 Cargo pumps total 8 250T/hr | B&W 6S60MC<br>Oil 2SA 6Cy. 600 × 2292<br>10 129kW (13 770bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 680kW 450V 50Hz a.c.<br>Fuel 237,0t (d.o.) 2 612,0t (i.f.o.)-38,0pd 13,91kn |
| 916188<br>6JM8<br>16356<br>Esd Gc<br>d Rdr<br>Tm/h/v<br>atNav<br>ollRdr<br>MVER | **PALMSTAR ROSE**<br>**Noisette Shipping Corp.**<br>Teekay Shipping (Canada) Ltd.<br>Nassau Bahamas<br>SatCom: 1103442/PROS | *57 450*<br>*29 654*<br>100 202<br>T/cm<br>88,2 | NK | **1990** Onomichi Zosen K.K.—Onomichi (344)<br>244,80 (BB) 14,418<br>234,00 41,20 21,60<br>1 dk<br>Bow/CM 124 Diam. 0,406 | **M Tanker**<br>COW IGS SBT<br>5 Ta ER 4 Wing Ta<br>L.(oil) 123 698<br>6 Cargo pumps total 16 200T/hr | B&W 7S60MC<br>Oil 2SA 7Cy. 600 × 2292<br>11 820kW (16 069bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 640kW 220/440V 50Hz a.c.<br>Fuel 196,76t (d.o.) 2 437,11t (i.f.o.)-43,0pd 15kn |
| 916190<br>6JS4<br>16396<br>Esd Gc<br>dr RTv<br>MVER | **PALMSTAR THISTLE**<br>**Noisette Shipping Corp.**<br>Teekay Shipping (Canada) Ltd.<br>Nassau Bahamas<br>SatCom: 1103524/PTHI | *57 450*<br>*29 316*<br>100 047 | NK | **1991** Onomichi Zosen K.K.—Onomichi (345)<br>244,80 (BB) 41,23 14,338<br>234,00 41,20 21,60<br>1 dk | **M Tanker**<br>COW IGS SBT<br>5 Ta ER 4 Wing Ta<br>L.123 698 | B&W 7S60MC<br>Oil 2SA 7Cy. 600 × 2292<br>11 820kW (16 069bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 640kW 220/440V 50Hz a.c.<br>Fuel 196,76t (d.o.) 2 437,11t (i.f.o.)-43,0pd 14,8kn |
| 613794<br>KDD<br>Esd Gc<br>d Rdr<br>Tm/h/v | **PALMYRA**<br>ex Said II-86 ex Roule-85<br>ex Conti Mar-81 ex Trojan Prince-74<br>ex Daneriver-73 ex Par Basse-72<br>ex Lockflethersand-72<br>**Samin Shipping Co. Ltd.**<br>Lattakia Syria | T.Mk<br>**976**<br>592<br>2 087<br>**1 573**<br>1 090<br>2 860 | GL | **1966** Heinrich Brand Schiffswerft G.m.b.H. & Co. K.G.—Oldenburg (176)<br>79,38 12,45 5,081/5,990<br>71,02 12,25 7,07<br>P 16,2 F 10,1 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 650 B.3 409<br>2 Ha (stl) (15,3 17,0 × 6,5) ER<br>4W Der 1(10) 3(3) | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>13,5kn |
| 025217<br>HPF2<br>Esd Gc<br>dr RTv<br>atCom | **PALMYRA P**<br>ex Palmyra-89 ex Lindenbrook-86<br>ex Angelina The Great-81<br>**Eastmed Shipping Co. Ltd.**<br>Valletta Malta | **4 018**<br>2 497<br>6 243 | BV | **1970** Ujina Zosensho—Hiroshima (507)<br>108,90 16,21 7,011<br>102,47 16,16 8,51<br>1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>2 Ho 34,7 36,3 ER<br>G.8 228 B.7 829<br>2 Ha (stl) (28,0 26,5 × 8,0) ER<br>8W Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 160kW 445V 60Hz a.c.<br>Fuel 565,0t (hvf) 13kn |
| 022215<br>VUM<br>30832<br>sd Pfd Rdr<br>Th | **PALO**<br>ex Trans Sun-90 ex Fykan-87<br>**Tamaki Shipping Corp.**<br>Manila Philippines | **310**<br>150<br>1 016 | NV | **1970** Batservice Verft A/S—Arendal (591)<br>71,18 13,24 3,023<br>65,99 13,21 5,87<br>2 dks<br>rf 500 | **M General Cargo**<br>Pallets<br>Ice strengthened Side doors<br>1 Ho 47,0 ER<br>G.1 568<br>2 Ha (each 10,8 × 6,9) ER<br>Cr 1(6) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 47kW 220V 50Hz a.c.<br>Fuel 51,0t (d.o.)-4,0pd 12kn |
| 509914<br>YMH<br>791<br>Esd Gc<br>Pfd Rdr Rt<br>MVER | **PALOMA**<br>ex Kristina-83 ex Sun Dragon-79<br>**Star Master Shipping Corp.**<br>Candida Corp.<br>Piraeus Greece | **29 491**<br>21 277<br>61 497 | BV (NK) | **1977** Koyo Dockyard Co. Ltd.—Mihara (718)<br>22[illegible],99 32,26 13,040<br>213,01 32,21 17,91<br>F 17,1 1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.70 287 B.68 774<br>7 Ha (13,8 14,0 15,4 16,9 17,0 17,0 17,0 × 12,8) ER<br>Cr 4(8) | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>9 636kW (13 100bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 680kW 120/440V 60Hz a.c.<br>16,6kn |
| 800402<br>YQM<br>325<br>Esd Gc<br>Pfd Rdr Rt | **PALOMA**<br>ex Ionian Victory-85 ex Alzahraa-84<br>ex Drottningen-77<br>**Davia Shipping N.E.**<br>Arkadia Lines S.A.<br>Piraeus Greece | **5 964**<br>3 196<br>3 985 | **✠100A1** CS 5/87<br>Mediterranean & Red Sea service<br>Ice Class 1<br>**✠LMC**<br>EL z $1\frac{11}{16}$"U3<br>FN 3127 | **1968**-4 Uddevallavarvet A/B—Uddevalla (280)<br>115,73 18,83 4,896<br>104,32 18,00 11,97<br>B 83,0 2 dks, intermediate dk at sides<br>RW rf 229 | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 308bth 88dk P<br>Bow & stern doors | Pielstick 6PC2L-400<br>4 Oil 4SA each 6Cy. 400 × 460 sr geared to sc. shafts<br>8 208kW (11 159bhp)<br>Lindholmens Varv. A/B Goteborg<br>Gen 4 × 800kW 390V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>17kn |
| 8223490<br>JBAX<br>126258<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PALOMA**<br>**K.K. Takasago Shosen**<br>Hojo, Ehime Pref. Japan | *2 964*<br>*1 388*<br>3 380 | NK | **1983** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1603)<br>84,61 6,617<br>78,01 16,21 7,01<br>3 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.3 884<br>3 Ha (stl) (each 5,8 × 6,0) ER<br>6W Der 6(5) | Hanshin 6EL44<br>Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 480kW 450V 60Hz a.c.<br>Fuel 121,0t (d.o.) 374,0t (hvf)-12,5pd 14,5kn |

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| **5080134**<br>*DFCL*<br><br>Df Esd Pfd<br>RTm/v | **PALOMA I**<br>ex Fortuna-86 ex Cornelis Schaap-70<br>**E. & W. Hamann**<br>Buesum Federal Republic of Germany<br>DELETE ENTRY — VESSEL'S CONTINUED EXISTENCE IN DOUBT | **101**<br>36<br>— | | **1960** Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V.—Monnickendam (96)<br>26,88 6,23<br>23,65 6,19<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Stork 12DRO2<br>Vee Oil 4SA 12Cy. 210 × 300 reverse reduction geared to sc. shaft<br>500bhp (368kW) NE 78<br>Stork-Werkspoor Diesel B.V. Zw<br>10,5 |
| **5286398**<br>*HP6279*<br>20885-LPE<br>Df EsdRTm | **PALOMA REEFER**<br>ex Puente Castrelos-91<br>**Moon Fisheries Ltd.**<br>Panama Panama | **454**<br>285<br>539 | BV | **1961** Construcciones Navales P. Freire S.A.—Vigo (1)<br>49,56 8,03 3,201<br>44,99 8,01 4,20<br>1 dk<br>R | **M General Cargo**<br>2 Ho 14,4 14,3 ER<br>2 Ha (stl) (each 8,5 × 5,0) ER<br>Der 4(2) | Krupps<br>Oil 4SA 6Cy. 400 × 460<br>1 200bhp (883kW)<br>Frd. Krupp A.G. Ess<br>Gen 2 × 25kW 1 × 20kW 1 × 5kW 220V 50Hz a.c.<br>Fuel 85,5t (d.o.) 11,5 |
| **5111359**<br>*WH3163*<br>271869<br>Esd Rdr Rt | **PALOMAR**<br>ex F. R. Hauber-71<br>**Pacific Towboat & Salvage Co. (PACTOW)**<br>Foss Maritime Co.<br>San Diego, Ca United States of America | **147**<br>99<br>— | | **1956** Gulfport SB. Co.—Port Arthur, Tx (495)<br>7,73 3,366<br>28,96 7,68 3,76<br>1 dk | **TM Tug** | Caterpillar<br>2 Oil 4SA each 6Cy. 127 × 142 geared to sc. shafts<br>NE 70<br>Caterpillar Tractor Co. Peoria, Illin |
| **6504826**<br><br>DAK 708<br>Df Esd Pfd<br>Rdr Rt | **PALOMETE**<br>Dakar Senegal | **178**<br>60<br>— | BV | **1965** S.I.C.C.Na.—St. Malo (70)<br>31,78 7,27<br>27,34 7,22 2,93<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho ER<br>In.123<br>2 Ha (each 1,0 × 1,0) ER<br>Der 1(2) | Duvant<br>Oil 4SA 6Cy. 255 × 300<br>575bhp (423kW)<br>Moteurs Duvant Valencienn<br>Fuel 45,5t (d.o.) 11 |
| **5269261**<br>*WB2545*<br>244144<br>Rdr Rt | **PALOS VERDES**<br>ex Saturn-61 ex DPC II<br>**Western Pacific II**<br>Los Angeles-Long Beach, Ca United States of America | **146**<br>99<br>— | (AB) | **1943** George Lawley & Son Corp.—Neponset, Ma (1299)<br>7,37<br>25,00 7,32 3,20<br>1 dk<br>BK 76 | **M Tug** | General Motors<br>Oil 2SA 8Cy. 216 × 254 sr reverse geared to sc. shaft<br>General Motors Corp. La Grange, Illin<br>Fuel 71,0t |
| **8502200**<br>*YQNR*<br>690<br>Df Esd Gc<br>Pfd Rdr Rt | **PALTINIS**<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **3 909**<br>794<br>—<br>**8 160**<br>3 682<br>3 974 | RNR | **1984** Santierul Naval Galatz—Galatz (733)<br>128,23 —/6,560<br>111,38 20,53 15,51<br>2 dks | **TM RoRo Cargo**<br>Lane Length 888<br>TEU 200 C. 200/20' | MAN<br>2 Oil 4SA each 6Cy. 520 × 550 geared to sc. shafts<br>6 000bhp (4 413kW)<br>Intreprinderea de Const. de Masini Resita Res<br>Gen 4 × 460kW 400V 50Hz a.c. |
| **8326357**<br>*DNQY*<br><br>Rdr RTv | **PALUCCA**<br>ex Prinzessin Karoline-86<br>**Reederei Kurt Paulsen**<br>List Federal Republic of Germany | **213**<br>68<br>59 | GL | **1983** Luebecker Bootswerft Fritz Staack & Co. —Luebeck (1520)<br>30,08 6,96 2,401<br>25,02 6,95 4,14<br>1 dk | **TM Ferry** | MAN D2530M<br>2 Vee Oil 4SA each 10Cy. 125 × 130 reduction geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Nuernbe<br>11 |
| **8717295**<br>*VMJL*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **PALUMA**<br>**Government of The Commonwealth of Australia (Department of Defence)**<br>Sydney, N.S.W. Australia | **454**<br>12<br>77 | ✠**100A1**<br>✠**LMC** **UMS**<br>EL 275,0/19,0U2<br>FN 566 | **1989**-9 Eglo Engineering Pty. Ltd.—Port Adelaide, S.A. (4)<br>36,65 (BB) 13,13 2,135<br>33,75 12,80 3,96<br>RFD 5,9 1 dk<br>rf - | **TM Research**<br>Oceanographic Hydrographic Twin Hull | General Motors 12V-92<br>2 Vee Oil 2SA each 12Cy. 123 × 127 with clutches, flexible couplings & sr reverse geare to sc. shafts<br>810kW (1 101bhp)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 104kW 415V 50Hz a.c. |
| **8720917**<br><br>385604<br>Rdr Rt | **PALUMA**<br>**Bluff Fishermen's Co-operative Ltd.**<br>Invercargill New Zealand | **293**<br>234<br>— | | **1946** N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W.<br>*36,04* 2,000<br>7,24 2,22<br>1 dk<br>conv Tender — conv Hydrographic Survey Research — conv Mother Ship Refrigerated Cargo 89 | **TM Fishing**<br>Side-fishing Cuttle Ref | Gardner<br>2 Oil 4SA each 8Cy. 140 × 197<br>342kW (465bhp)<br>L. Gardner & Sons Ltd. Manches |
| **8414570**<br>*OITS*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PALVA**<br>**Neste Oy**<br>Naantali/Nadendal Finland<br>SatCom: 1623123/OITS | **28 292**<br>14 517<br>48 600<br>T/cm<br>55,8 | NV | **1986** Rauma-Repola Oy—Rauma/Raumo (293)<br>200,01 (BB) 12,501<br>193,71 30,21 17,38<br>1 dk<br>Bow/CM 100 Diam. 0,500 | **M Tanker**<br>COW IGS SBT Ice strengthened<br>13 Ta ER<br>L.(oil) 50 354<br>4 Cargo pumps total 8 000T/hr | Sulzer 5RTA<br>Oil 2SA 5Cy. 760 × 2200<br>11 555bhp (8 499kW)<br>Oy Wartsila Ab Turku/A<br>Gen 3 × 1160kW 1 × 300kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 57,5t (d.o.) 1 772,0t (hvf)-35,5pd 14 |
| **7304948**<br>*3ELO6*<br>18467-HK<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PALVIA**<br>ex Argo Union-88 ex Massimiliano F-87<br>**Marconi International Marine Co. Ltd.**<br>Panama Panama | **31 279**<br>19 196<br>54 562<br>T/cm<br>58,4 | AB (RI) | **1973** Cant. Nav. del Tirreno e Riuniti—Ancona (275)<br>223,50 30,61 12,345<br>210,01 30,36 17,10<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.60 623 HeCls. ptB<br>7 Ha (stl) ER | B&W 7K84<br>Oil 2SA 7Cy. 840 × 1800<br>17 500bhp (12 872kW)<br>Cant. Nav. del Tirreno e Riuniti Anco<br>Fuel 352,0t (d.o.) 2 043,0t (hvf)-46,5pd 14 |
| **6813306**<br>*YBSZ*<br><br>Df Esd Rt | **PALWA NIRMALA**<br>**Dinas Kesehatan Daerah Tkt. I Maluku**<br>Ambon Indonesia | **169**<br>76<br>— | KI | **1966** Ruhrorter Schiffs. u. Masch.—Duisburg (427)<br>33,66 6,20 1,397<br>31,50 6,15 2,21<br>1 dk | **TM General Cargo**<br>Mchy.aft | Deutz<br>2 Vee Oil 4SA each 12Cy. 135 × 160<br>980bhp (721kW)<br>Kloeckner Humboldt Deutz Koe |
| **7733620**<br>*EKRS*<br>M-35103<br>Df Esd Gc<br>Rdr Rt | **PALYASSAARE**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | **635**<br>199<br>395 | RS | **1978** .............U.S.S.R.<br>54,82 9,96 4,139<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6) ER<br>2W Der 2(1,25) | S.K.L. 8NVD48A<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdebu<br>Controllable pitch propeller 12 |
| **7307720**<br>*WYZ2433*<br>509492 | **PAM BAY**<br>**Larry Carlson**<br>Coos Bay, Or United States of America | **119**<br>72<br>— | | **1966** Atlantic Marine Inc.—Fort George Island, Fl<br>*20,30* 6,15<br>3,69 | **M Fishing** | Oil<br>335bhp (246kW)<br>.............<br>Fuel (d.o.) |
| **8035972**<br>*PKCY*<br>1566-GA<br>Df Esd Gc<br>Rdr Rt | **PAMANCASA**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **904**<br>289<br>1 006 | KI (NK) | **1980** P.T. Ippa Gaya Baru—Semarang<br>52,51 3,401<br>45,60 10,00 5,69<br>1 dk | **M Supply Ship**<br>Mchy.aft<br>G.486<br>Cr 1(3) | Niigata 6M28A<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niig<br>11 |
| **7703833**<br><br>Esd Rdr Rt | **PAMBA**<br>**Government of The Republic of Uganda (Ministry of Transport)**<br>Uganda Railways Corp.<br>Jinja Uganda | **1 697**<br>—<br>— | ✠**100A1**<br>Lake Victoria service<br>✠**LMC** **UMS**<br>EL P 440,0/36,0U2<br>FN 1809 | **1985** Belgian Shipbuilders Corp. -Fulton Marine N.V.—Ruisbroek (104)<br>Re-erected**1985**-10 Uganda Railways Corp., Marine Division—Port Bell (104)<br>92,13 16,90 2,401<br>86,90 16,51 4,30<br>F 5,8 1 dk<br>rf 152<br>**SURVEYS OVERDUE — CLASS SUSPENDED 8/2/91** | **TM RoRo Cargo**<br>Rail Vehicles 4bth P<br>Stern door<br>Mchy.aft | Caterpillar D399SC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 with clutches, flexible couplings & sr reverse geare to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illi<br>Gen 2 × 125kW 380V 50Hz a.c.<br>Water jet propulsion units fwd |

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| 5269297<br>Df Esd Rdr<br>Rt | **PAMBRE**<br>**Pescanova S.A.**<br>Vigo Spain | **523**<br>219<br>— | BV | **1961** Ast. Construcciones S.A.—Vigo (32)<br>8,23 4,344<br>45,01 8,21 4,75<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>2 Ha (each 1,9 × 1,2) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW) NE 65<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 17,5t (d.o.) 12kn |
| 5272189<br>Df Esd Rdr<br>Rt | **PAMEAD**<br>ex Dimitrios-81 ex Skawklint-76<br>ex Paula Rahmann-74<br>**John L. Lewis**<br>Anguilla (British) | **394**<br>184<br>635 | GL | **1955** Schiffsw. W. Holst—Hamburg (204)<br>55,99 8,46 3,171<br>48,60 8,44 3,56<br>P 10,7 F 6,1 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,9 ER<br>G.853 B.809<br>2 Ha (15,0 9,7 × 5,0) ER | Deutz RV6M545<br>Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 30,5t 8,5kn |
| 8513326<br>*DDMC*<br>31542<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **PAMELA**<br>ex Boberg-88<br>**Schiffahrtsgesellschaft m.s. "Pamela" Interscan Reederei G.m.b.H. & Co.**<br>Deutsche Conti Schiffahrtsgesellschaft m.b.H.<br>Hamburg Federal Republic of Germany | *1 586*<br>*633*<br>1 738 | GL | **1985** Schiffsw. Hugo Peters—Wewelsfleth (619)<br>83,38 11,31 3,522<br>76,82 11,28 5,41<br>P 12,5 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho 50,4 ER<br>G.2 894 B.2 881<br>TEU 48 C. 48/20' (40')<br>1 Ha (stl) (49,8 × 8,9) ER | MWM TBD440-6K<br>Oil 4SA 6Cy. 230 × 270 with flexible couplings & sr reverse geared to sc. shaft<br>600bhp (441kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Thw. thrust propeller fwd<br>10,5kn |
| 8912728 | **PAMELA**<br>**Via Marine Corp.**<br>Manila Philippines | **990**<br>801<br>1 982 | | **1990** Keppel Philippines Shipyard, Inc.—Batangas (61)<br>73,20 13,62 2,960<br>71,17 13,40 3,96<br>1 dk | **TM Tank Barge**<br>Mchy.aft<br>L.(oil) 3 656 | Cummins KTA-19-M<br>2 Oil 4SA each 6Cy. 159 × 159 sr reverse geared to sc. shafts<br>736kW (1 001bhp)<br>Cummins Engine Co. Ltd. United Kingdom |
| 7321790<br>*OUSK*<br>H566<br>Esd Pfd Rdr<br>Rt | **PAMELA**<br>ex Nordstrand-85<br>**Erik Sofus Schou**<br>Esbjerg Denmark | **149**<br>79<br>— | | **1973** Soby Motorfabrik og Staalskibsvaerft—Soby (43)<br>29,72 6,79<br>6,76 3,20 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha 406-26VO<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7124996<br>*WYZ6153*<br>536818<br>Df Esd Gc<br>Pfd Rdr Rt | **PAMELA ANN**<br>ex Maria C. J. ex Elizabeth C.J.-74<br>**Jorge Fishing Inc.**<br>San Diego, Ca United States of America | **914**<br>420<br>— | | **1972** Campbell Industries—San Diego, Ca (83)<br>64,62 11,92 5,335<br>59,29 11,89 5,87<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | General Motors<br>Oil 2SA 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp. La Grange, Illinois |
| 7719703<br>*GZVT*<br>378977<br>Rdr Rt | **PAMELA C**<br>ex Alice P. G.-91<br>**Forth Tankers plc**<br>Campbell Maritime Ltd.<br>Shoreham United Kingdom | **499**<br>341<br>1 056 | **✠100A1** SS 3/91<br>U.K. service also Eire and between River Elbe & Brest<br>**✠LMC**<br>EL H 302,5/26,0U1<br>FN 605 | **1978**-10 Yorkshire D.D. Co. Ltd.—Hull (256)<br>45,93 9,96 3,882<br>42,45 9,50 4,75<br>RFD 7,4 1 dk<br>rf nil | **TM General Cargo**<br>1 Ho 29,4 ER<br>G.1 283 B.1 190<br>1 Ha (stl) (22,1 × 6,4) ER | Caterpillar 3408T<br>2 Vee Oil 4SA each 8Cy. 137 × 152<br>710bhp (522kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 2,5kW 24V d.c.<br>2 Directional propellers<br>9kn |
| 8213421<br>*GDHY*<br>705699<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **PAMELA EVERARD**<br>**3i plc**<br>F. T. Everard & Sons Management Ltd.<br>London United Kingdom | **799**<br>585<br>2 415<br>T/cm<br>8,2 | **✠100A1** SS 7/89<br>Ice Class 3<br>btm strengthened for loading and discharging aground 40T steel coil cargoes in hold, container cargoes in hold and on upper deck hatch covers<br>**✠LMC** **UMS**<br>EL O 412,5/34,0U2(a)<br>FN 1380 | **1984**-7 Richards (Shipbuilders) Ltd.—Lowestoft (558)<br>79,00 12,68 4,552<br>73,00 12,60 6,30<br>P 9,2 F 7,1 1 dk<br>rf 203 | **M General Cargo**<br>1 Ho 52,0 ER 1 TwD<br>G.3 530 B.3 491<br>TEU 94<br>C.Ho 62/20' (40') C.Dk 32/20' (40')<br>1 Ha (stl) (51,3 × 10,3) ER | MaK<br>Oil 4SA 6Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>1 004bhp (739kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 128kW 1 × 105kW 1 × 75kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 135,5t (d.o.)-4,0pd 10kn |
| 7307732<br>*WA5003*<br>244142 | **PAMELA-JEAN**<br>ex Mary Ruby ex Fleetwood<br>**J. J. Theodore Co. Inc.**<br>Bellingham, Wa United States of America | **119**<br>59<br>— | | **1943** Martinolich SB. Corp.—Tacoma, Wa<br>*23,84* 7,29<br>2,77 | **Wood M Fishing** | Oil<br>435bhp (320kW)<br>.............<br>Fuel (d.o.) |
| 7045334<br>*EWCP*<br>M-30449<br>Df Esd Gc<br>Rdr Rt | **PAMIR**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 091**<br>1 002<br>2 490 | RS | **1970** Okean Shipyard—Nikolayev<br>107,50 14,43 6,360<br>10,42<br>1 dk | **D-E Factory Ship**<br>Fish-factory Refrigerated Cargo<br>Ice strengthened<br>5 Ho<br>In.3 047<br>5 Ha (3,1 3,1 × 3,7) (1,9 × 1,9) (1,3 1,3 × 1,3)<br>6W Der 6(3) | 5 Oil 4SA each 6Cy. 318 × 330 total 5 000bhp (3 678kW) driving gen. connected to elec. motor & sc. shaft<br>U.S.S.R.<br>Controllable pitch propeller<br>13kn |
| 7533044<br>*SZOK*<br>506<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PAMISOS**<br>ex Katendrecht-84<br>**Lecanal Shipping Corp.**<br>Andros Greece | **16 237**<br>11 162<br>28 362<br>T/cm<br>35,4 | **✠100A1** SS 2/87<br>strengthened for heavy cargoes, No. 4 hold may be empty<br>**✠LMC** **UMS**<br>EL Gt 2$\frac{11}{16}$"U2<br>FN 6275 | **1977**-3 Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (949)<br>178,11 (BB) 22,92 10,904<br>167,01 22,86 14,71<br>P 30,5 F 14,1 1 dk<br>rf 102 | **M Bulk Carrier**<br>6 Ho 18,4 18,9 22,7 18,5 24,3 22,0 ER<br>G.36 610 B.31 486<br>6 Ha (stl) (9,6 × 7,8) (10,9 14,4 10,2 14,4 14,4 × 9,5) ER<br>Cr 4(15) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 118,0t (d.o.) 1 316,0t (hvf)-34,5pd 15,5kn |
| 7045578<br>*OYZC*<br>D1797<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PAMIUT**<br>**Royal Greenland Fisheries & Supplies Gronlands Hjemmestyres (Trawlervirkomhed)**<br>Godthab/Nuk Greenland (Danish)<br>SatCom: 1610324/OYZC | **721**<br>172<br>505 | NV | **1971** Orskovs Staalskibsvaerft I/S—Frederikshavn (61)<br>58,60 11,18 4,198<br>50,98 11,16 6,96<br>2 dks<br>rf 500 BK 246 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>2 Ha (2,2 × 1,9) (2,8 × 2,3) ER<br>1W Der 4(2) | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300<br>2 480bhp (1 824kW) NE 79<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 256kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 13kn |
| 7351446<br>*IQBT*<br>20<br>Esd Rdr Rt | **PAMMILO**<br>**Nicolo Lisma**<br>Mazara del Vallo Italy | **199**<br>81<br>— | | **1974** Cant. Nav. M. Morini & C.—Ancona (145)<br>32,69 7,60<br>25,71 7,22 3,81<br>1 dk | **Wood M Fishing**<br>Side Trawler | MAN<br>Oil 4SA 8Cy. 235 × 330<br>600bhp (441kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 8151336<br>*YB4105*<br>RTv | **PAMOLITE SATU**<br>ex Marushin Maru-88<br>**P.T. Pelayaran Pamolite Adhesive Industry**<br>Jakarta Indonesia | **255**<br>131<br>550 | KI | **1972** Ura Kyodo Zosensho K.K.—Awaji<br>45,22 3,150<br>41,51 7,51 3,41<br>1 dk | **M Tanker**<br>Mchy.aft | Daihatsu<br>Oil<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>10kn |
| 7039593<br>*6VOE*<br>Esd Rt | **PAMPAL**<br>ex Rubyan IX-77<br>**Armement Frigorifique Senegalais**<br>Dakar Senegal | **131**<br>63<br>— | (BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (52/056)<br>25,20 6,86 2,515<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho<br>In.148<br>1 Ha (1,1 × 1,6) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 48,5t (d.o.) 9kn |
| 5269390<br>Df Esd Rdr | **PAMPANO**<br>**Government of The Republic of The Philippines**<br>Manila Philippines | **113**<br>17<br>— | | **1960** Towa Zosen K.K.—Shimonoseki (229)<br>30,71 5,80 2,286<br>26,98 5,74 2,87<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 400<br>295bhp (217kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 18,5t |

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| **7925522**<br>*C6KE4*<br>720427<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PAMPERO**<br>ex Gulf Grain-91<br>**Navemar S.A.**<br>Suisse-Atlantique Societe de Navigation Maritime S.A.<br>Nassau Bahamas<br>SatCom: 1104170/ELPA | **39 154**<br>30 682<br>75 485<br>T/cm<br>70,0 | | AB | **1982** Verolme Est. Reunidos do Brasil S.A. —Angra dos Reis (B68)<br>241,89 (BB) 32,26 13,956<br>233,79 32,21 18,72<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho each 26,4 ER<br>G.87 273<br>7 Ha (stl) (each 16,8 × 12,8) ER | | MAN<br>Oil 2SA 8Cy. 700 × 1500<br>17 960bhp (13 211kW)<br>Mecanica Pesada S.A.<br>Gen 2 × 672kW | K8Z70/15<br>Tau<br>1 |
| **5059513**<br>*J8FE8*<br>3365<br>Df Esd Gc<br>RdrRTm | **PAMPERO**<br>ex Campogules-91<br>**Sakem Development Corp.**<br>SO.CO.MAR S.r.l.<br>Kingstown St. Vincent and the Grenadines | **6 785**<br>4 517<br>9 100 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 8/87<br>EL at 2"SQ<br>FN 3525 | **1962**-5 Union Naval de Levante S.A.—Valencia (75)<br>139,05 17,30 7,760<br>130,23 17,23 9,83<br>P 30,2 B 11,3 F 11,3 1 dk<br>RW rf nil | **M Tanker**<br>16 Ta ER<br>L.(oil) 9 099<br>3 Cargo pumps total 1 000T/hr | HeCls. B | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>4 500bhp (3 310kW)<br>La Maquinista Terrestre y Mar (MTM)<br>AuxB 180lbf/in² (12,5bar)<br>Gen 4 × 240kW 440V 50Hz a.c.<br>Fuel 493,0t (d.o.)-14,0pd | 5-62VTBF-<br>Barce<br>13 |
| **5137559**<br>L-0321954<br>Df Esd Gc<br>Rdr RTh | **PAMPERO**<br>ex Don Quico-87<br>ex Caraibe Express-86<br>ex Meridian Frio-84 ex Bodil Scan-77<br>ex Arctic Scan-75 ex Guldensand-72<br>ex Ibirka ex Guldensand<br>**Pampero S. de R.L.**<br>Tegucigalpa Honduras | **1 399**<br>811<br>2 645 | | (BV) (GL) | **1961** Schlichting-Werft G.m.b.H.—Travemuende (1319)<br>81,21 11,41 4,858<br>72,52 6,51<br>F 8,3 2 dks | **M General Cargo**<br>Ref<br>3 Ho 16,0 15,6 13,7 ER<br>G.1 926 B.1 895<br>3 Ha (stl) (7,1 7,1 6,0 × 3,9) ER<br>6W Der 6(3) | CSD | Deutz<br>Oil 4SA 8Cy. 420 × 660<br>1 650bhp (1 214kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 100kW 220V d.c.<br>Fuel (d.o.) | RBV8M<br>K<br>14 |
| **7503427**<br>*LW4546*<br>Esd Rdr Rt | **PAMPERO**<br>**Rio Lujan Navegacion S.A. de Transportes Fluviales y Remolques**<br>Buenos Aires Argentina | **245**<br>115<br>— | | AB | **1977** Ast. Principe, Menghi y Penco S.A. —Avellaneda (79)<br>31,70 3,302<br>28,68 8,60 4,20<br>1 dk<br>BK 51 | **M Tug** | | GMT<br>Oil 4SA 6Cy. 300 × 450 sr geared to sc. shaft<br>Grand Motores Diesel, S.A.I.C. (Fiat Concord)<br>Gen 2 × 60,75kW<br>Controllable pitch propeller | A30<br>Cord<br>12 |
| **7021534**<br>*ELMW2*<br>9257<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PAMPILLA**<br>ex Chemie Carrier-83<br>ex Hoegh Vedette-72<br>**Vilette Shipping Co. Inc.**<br>Monrovia Liberia | **1 398**<br>869<br>3 099<br>T/cm<br>9,5 | | NV | **1970** Trosvik Verksted A/S—Brevik (93)<br>87,74 13,44 5,506<br>78,62 13,42 7,95<br>P 26,9 F 15,0 2 dks<br>rf 246 Bow/CM 38 Diam. 0,102 | **M Chemical Carrier**<br>IGS Ice strengthened<br>8 Ta (s.stl) ER<br>L.2 360<br>8 Cargo pumps total 480T/hr | HeCls. C | Sulzer<br>Oil 2SA 8Cy. 320 × 600<br>2 080bhp (1 530kW)<br>Sulzer Bros. Ltd.<br>Gen 2 × 224kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 262,0t (hvf)-9,0pd | Winter<br>10, |
| **5269431**<br>*SHIF*<br>Esd Rdr | **PAMPUS**<br>**Kalmar Harbour Authorities**<br>Kalmar Sweden | **206**<br>—<br>— | **✠100A1**<br>tug<br>Norrkoping Harbour and adjacent Archipelago service<br>Str. nav. ice<br>**✠LMC** | SS 9/88<br>EL (c) $\frac{15}{16}$"<br>FN 329 | **1958**-1 A/B Asi-Verken—Amal (40)<br>28,78 8,06 3,988<br>26,27 8,01 4,50<br>1 dk | **M Tug/ Icebreaker** | 150P | Polar<br>Oil 2SA 6Cy. 340 × 570<br>Nydqvist & Holm A/B<br>Gen 2 × 90kW 220V<br>Controllable pitch propeller<br>Fuel 45,5t (d.o.)-3,5pd | Trollha<br>12, |
| **8811675**<br>*UDZR*<br>M-43062<br>Df Esd Gc<br>Rdr Rt | **PAMYAT ILYICHA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *12 403*<br>*3 820*<br>9 350 | | RS | **1988** VEB Mathias-Thesen-Werft—Wismar (240)<br>152,87 8,021<br>141,99 22,22 13,60<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER 4 TwD<br>In.13 300<br>4 Ha (stl) ER<br>Der 2(10) 7(5) | | MAN<br>Oil 2SA 5Cy. 700 × 1250<br>10 332bhp (7 600kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 4 × 588kW 390V 50Hz a.c.<br>Fuel 633,0t (d.o.) 3 902,0t (hvf)-41,5pd | K5SZ70/12<br>Rost<br>17, |
| **8701040**<br>*UYWG*<br>M-41566<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PAMYAT KIROVA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *12 403*<br>*3 820*<br>9 350 | | RS | **1987** VEB Mathias-Thesen-Werft—Wismar (237)<br>152,87 8,021<br>141,99 22,22 13,60 | **M Refrigerated Cargo Fish Carrier**<br>4 Ho ER<br>In.13 306<br>4 Ha (stl) ER<br>Der 2(10) 7(5) | | MAN<br>Oil 2SA 5Cy. 700 × 1250<br>7 600kW (10 332bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 4 × 588kW 390V 50Hz a.c.<br>Fuel 633,0t (d.o.) 3 902,0t (hvf)-41,5pd | K5SZ70/12<br>Rost<br>17, |
| **7031981**<br>*USPB*<br>M-30574<br>Df Esd Gc<br>Rdr Rt | **PAMYAT LENINA**<br>**Primorsk Shipping Co.**<br>(Nakhodka) (U.S.S.R.) | **13 733**<br>7 550<br>19 985 | | RS | **1970** Stocznia im. "Komuny Paryskiej"—Gdynia (B72/08)<br>177,25 22,46 9,530<br>166,00 22,33 12,37<br>1 dk | **M Tanker**<br>Ice strengthened<br>19 Ta ER<br>L.(oil) 27 565 | | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski | 6RN<br>Poz<br>16,2 |
| **6414887**<br>*UJYY*<br>M-20927<br>Df Esd Gc<br>Rdr Rt | **PAMYAT 26 KOMISSAROV**<br>**North Eastern Department of Shipping**<br>(U.S.S.R.) | **3 821**<br>2 002<br>4 090 | | RS | **1959** "Georgi Dimitrov" Shipyard—Varna<br>123,45 16,01 3,925<br>115,02 15,93 5,52<br>1 dk | **TM Tanker**<br>Ice strengthened<br>15 Ta ER<br>L.(oil) 6 150 | HeCls. C | Russkiy<br>2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW)<br>Russkiy-Diesel Works<br>Fuel 93,5t (d.o.) 24,5t (hvf)-7,5pd | Lenin<br>10,7 |
| **7052844**<br>*EWFN*<br>M-28222 | **PAMYATNYY**<br>(Nakhodka) (U.S.S.R.) | **169**<br>40<br>94 | | RS | **1970** .............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>Der 2(2) | | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) | Magdeb<br>9 |
| **7828920**<br>593762 | **PAN AM II**<br>ex Master Stacy<br>**Pan Am K Marine Corp.**<br>Mobile, Al United States of America | **114**<br>77<br>— | | | **1978** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*21,98* 6,76<br>3,38<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>400bhp (294kW)<br>Caterpillar Tractor Co. | D35<br>Peoria, Ill |
| **5269467**<br>*KQLR*<br>247791<br>Df Esd Gc | **PAN AMERICAN VICTORY**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **7 607**<br>4 563<br>10 852 | | AB | **1945** Permanente (Shipyard No. 2)—Richmond, Ca (746)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co.<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) | Lynn,<br>1 |
| **6414588**<br>*PLOK*<br>2145/L<br>Df Esd Gc<br>Rdr Rt | **PAN ASIA SATU**<br>ex Shokyu Maru-72<br>**P.T. Perusahaan Pelayaran Samudera Pan Asia Express Line**<br>Jakarta Indonesia | **3 753**<br>2 624<br>5 772 | | KI (NK) | **1964** Fujinagata Zosensho—Osaka (101)<br>105,85 15,63 6,503<br>100,01 15,60 7,61<br>P 23,8 F 11,6 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.7 762 B.7 138 In.35<br>3 Ha (13,4 13,5 26,5 × 7,0) ER<br>11W Der 4(15) 4(10) | | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>2 700bhp (1 986kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 88kW 445V a.c.<br>Fuel 482,5t | Y<br>12 |
| **7371202**<br>*DSGG*<br>BSR-890504<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h<br>AMVER | **PAN CRYSTAL**<br>ex Unibulk Pine-78<br>ex Grand Domain-75<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **19 199**<br>10 906<br>31 972<br>T/cm<br>38,9 | | KR (BV) | **1974** Tsuneishi Zosen K.K.—Numakuma (293)<br>179,00 (BB) 25,46 11,177<br>170,03 25,40 15,50<br>P 29,6 B 22,3 F 12,5 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho 17,4 27,8 27,9 27,9 27,2 ER<br>G.40 036 B.38 826<br>5 Ha (stl) (10,5 17,9 18,1 18,1 18,1 × 11,8) ER<br>8W Cr 4(15) | | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 252,0t (d.o.) 1 829,5t (hvf)-39,5pd | 7RN<br>1 |

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| **7608344**<br>LASA2<br>N-00999<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PAN EDVARDA**<br>ex Handy Commander-90<br>ex Jupiter Lily-89 ex Florida-88<br>ex Florida Maru-85<br>**K/S Pan Edvarda**<br>E. B. Aabys Rederi A/S<br>Oslo Norway (NIS) | **15 090**<br>9 855<br>27 088<br>T/cm<br>36,1 | NV (NK) | **1977** Kasado Dock Co. Ltd.—Kudamatsu (292)<br>168,91 24,84 10,322<br>159,00 24,80 14,30<br>P 23,3 F 10,4 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.34 714 B.33 782<br>5 Ha (stl) (9,3 9,3 25,0 25,0 25,0 × 12,8)<br>Cr 4(15) Der 1(15) | Mitsubishi 6UEC65/135D<br>Oil 2SA 6Cy. 650 × 1350<br>7 356kW (10 001bhp)<br>Ube Tekkosho Ube<br>Gen 2 × 420kW 450V 60Hz a.c.<br>Fuel 225,5t (d.o.) 1 801,5t (hvf)-34,5pd 14kn |
| **7532985**<br>D9GT<br>BSR-775615<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PAN EXPRESS**<br>ex Primula-81<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **22 253**<br>13 935<br>36 486<br>T/cm<br>46,2 | GL KR | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.) —Yokohama (2540)<br>187,87 (BB) 28,45 10,767<br>178,01 28,41 15,32<br>F 13,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,6 27,2 27,2 27,2 27,2 ER<br>G.42 600<br>5 Ha (stl) (16,0 17,6 17,6 17,6 17,6 × 12,6) ER<br>Cr 4(25) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 610kW 450V 60Hz a.c.<br>Fuel 176,0t (d.o.) 2 567,0t (hvf)-42,5pd 15kn |
| **7310179**<br>IBHH<br>1547<br>Df Esd Gc<br>Pfd Rdr Rt | **PAN FIR**<br>ex Umberto d'Amato-90 ex Alkinor-85<br>ex Norman Star-82<br>ex Gene Trefethen-80<br>**Perseveranza S.p.A di Navigazione**<br>Fratelli d'Amato S.r.l.<br>Napoli Italy | **67 121**<br>37 770<br>127 588<br>T/cm<br>92,6 | RI (AB) | **1973** Mitsubishi Heavy Industries Ltd.—Hiroshima (229)<br>261,02 (BB) 40,64 17,617<br>247,00 40,61 24,01<br>1 dk<br>rf 89 | **M Bulk Carrier**<br>Mchy.aft | Sulzer 8RND90<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>15,5kn |
| **6911469**<br>J8BR8<br>2637<br>Df Esd Gc<br>Pfd Rdr Rt | **PAN FOND**<br>ex Corina-89 ex Bright Sky-86<br>ex Koyo Maru-76<br>**Pan Fond Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines | **3 038**<br>1 958<br>5 692 | **100A1** SS 2/91<br>**LMC**<br>EL (S) 500,0/42,0U2<br>FN 2229<br>(NK) | **1969** Imabari Zosen—Imabari (203)<br>101,30 15,73 6,611<br>94,01 15,70 8,01<br>P 19,8 F 9,8 1 dk<br>RW rf 127 | **M General Cargo**<br>2 Ho ER<br>G.7 323 B.7 002<br>2 Ha (stl) (24,6 28,0 × 8,3) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 128kW 445V 60Hz a.c.<br>Fuel 521,0t-17,0pd 13kn |
| **7401631**<br>DSGH<br>BSR-890384<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PAN FORTUNE**<br>ex Nissan Maru-78<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **19 118**<br>10 869<br>31 972 | KR (NK) | **1975** Tsuneishi Zosen K.K.—Numakuma (297)<br>179,00 (BB) 25,40 11,180<br>170,01 25,38 15,50<br>P 29,9 F 12,8 1 dk | **M Bulk Carrier**<br>5 Ho 17,5 27,8 28,0 28,0 27,2 ER<br>G.40 009 B.38 810<br>5 Ha (stl) (10,5 17,9 18,1 18,1 18,1 × 11,8) ER<br>Der 5(25) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 320kW 445V 60Hz a.c.<br>Fuel 184,0t (d.o.) 1 785,5t (hvf)-43,0pd 15kn |
| **7371214**<br>DSGI<br>BSR-890437<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h<br>AMVER | **PAN GLORIA**<br>ex Unibulk Fir-78 ex Grand Wisdom-75<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **19 199**<br>10 904<br>31 972<br>T/cm<br>39,2 | KR (BV) | **1974** Tsuneishi Zosen K.K.—Numakuma (295)<br>179,00 (BB) 25,46 11,178<br>170,03 25,40 15,50<br>P 28,7 F 12,5 1 dk | **M Bulk Carrier**<br>5 Ho 17,4 27,8 28,0 28,0 27,2 ER<br>G.40 037 B.38 826<br>5 Ha (stl) (10,5 17,9 18,1 18,1 18,1 × 11,8) ER<br>Cr 4(15) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 252,0t (d.o.) 1 829,5t (hvf)-39,5pd 15kn |
| **5122750**<br>H3OJ<br>5880-75<br>Rdr Rt | **PAN GLORY**<br>ex Fujihisa Maru-76<br>**Euro-Asian Line (Panama) S.A.**<br>Panama Panama | **1 130**<br>614<br>1 862 | (KR) | **1962** Imabari Zosen—Imabari (96)<br>71,10 10,47 5,073<br>64,98 10,39 5,44<br>P 17,4 F 18,3 1 dk<br>RW | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 207 | Makita<br>Oil 4SA 6Cy. 380 × 540<br>1 200bhp (883kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 15kW 115V d.c.<br>Fuel 77,0t-4,5pd 10,5kn |
| **6809965**<br>BKIT<br>10173<br>Df Esd Gc<br>Rdr RTv | **PAN HARVEST**<br>ex Ta Pong-89 ex Nissos Delos-87<br>ex Royal Sea-84 ex Inga Polaris-80<br>ex Alberto Cocozza-77<br>**Pan Viet Marine Co. Ltd.**<br>Allegro Shipping Agents Corp.<br>Kaohsiung China* | *4 027*<br>*2 179*<br>4 322 | (BV) | **1969** Cia. Com. e Nav. Estaleiro Maua—Rio de Janeiro (17)<br>126,10 15,63 7,000<br>115,44 15,60 11,20<br>4 dks<br>RW | **M Refrigerated Cargo** 3P<br>4 Ho 25,0 15,6 17,4 25,4 ER<br>In.6 394<br>4 Ha (stl) (9,7 7,0 5,5 9,7 × 4,9)<br>Cr 4(5) | MAN<br>Oil 2SA 7Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Mecanica Pesada S.A. Taubate<br>Gen 4 × 300kW 400V 60Hz a.c.<br>Fuel 1 382,0t (hvf) 18,5kn |
| **7519335**<br>D9FN<br>BSR-876434<br>Df Esd Gc<br>Pfd RdrRTm<br>AMVER | **PAN HOPE**<br>ex Yulsan Poseidon-79 ex Ryuho-77<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **13 596**<br>9 261<br>22 289 | KR (AB) | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2517)<br>164,34 (BB) 22,94 9,871<br>155,45 22,86 13,57<br>1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 23,7 25,5 18,3 25,5 26,3 ER<br>G.30 907 B.29 951<br>5 Ha (stl) (14,4 16,0 9,6 16,6 16,6 × 12,5) ER<br>5W Cr 5(10) | Pielstick 16PC2-2V-400<br>Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 260kW 450V 60Hz a.c.<br>Fuel 162,5t (d.o.) 1 093,0t (hvf)-30,0pd 15kn |
| **7425376**<br>BODA<br>Df Esd Gc<br>Pfd Rdr Rt | **PAN JIN HAI**<br>ex Kwong Ta-78<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **6 051**<br>4 118<br>10 029 | ZC (NK) | **1976** Kochiken Zosen—Kochi (593)<br>127,97 18,34 7,767<br>119,00 18,30 9,90<br>P 23,2 F 10,7 1 dk | **M General Cargo**<br>4 Ho 22,1 21,7 21,7 21,7 ER<br>G.13 034 B.12 457<br>4 Ha (stl) (16,0 16,4 15,7 15,7 × 8,9) ER<br>4W Der 2(20) 2(15) | Mitsubishi 6UEC52/105D<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel (hvf) 13,5kn |
| **7373896**<br>D7QZ<br>BSR-755841<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PAN JOURNEY**<br>ex Pan Justice-82 ex Halla Grieg-81<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **35 787**<br>23 899<br>64 473<br>T/cm<br>62,3 | KR (NV) | **1975** Mitsubishi Heavy Industries Ltd.—Kobe (1053)<br>224,01 (BB) 31,81 13,348<br>211,28 31,77 18,37<br>F 13,2 1 dk<br>rf 5 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 19,2 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.76 315<br>7 Ha (stl) (11,9 × 10,2) (14,4 14,4 14,4 14,4 14,4 14,4 × 13,6) ER | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 227,0t (d.o.) 3 082,0t (hvf)-49,5pd 14,5kn |
| **7407738**<br>HP5957<br>20291-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **PAN KING**<br>ex Constanza-90 ex Daysland IV-88<br>ex Action King-87 ex Active King-87<br>**K/S Pan King**<br>Barber International A/S<br>Panama Panama | T.Mk<br>**495**<br>192<br>1 169 | NV | **1975** Trondhjems M/V, Aker Trondelag A/S —Trondheim (730)<br>64,55 13,82 4,719<br>58,04 13,80 6,91<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.aft | Polar F216V-D<br>2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 133kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 731,5t (d.o.)-26,5pd 14,5kn |
| **7222451**<br>D8TP<br>BSR-725796<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **PAN KOREA**<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **11 322**<br>7 098<br>19 060 | KR (AB) | **1972** Korea SB. & Eng. Corp.—Pusan (134)<br>155,00 22,84 9,199<br>146,01 22,81 12,50<br>P 28,1 F 10,7 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho ER<br>G.22 659 B.21 768<br>4 Ha (stl) (16,5 18,7 18,7 18,7 × 10,9) ER<br>12W Der 4(22) | Sulzer 7RD68<br>Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW)<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 272kW 445V 60Hz a.c.<br>Fuel 140,5t (d.o.) 1 218,5t (hvf)-31,5pd 14,75kn |
| **6401347**<br>PKFG<br>1552/L<br>Df Esd Rdr<br>RTm | **PAN KURNIA**<br>ex Kurnia-90 ex Noordvaarder-70<br>**P.T. Pelayaran Nusantara Sejati**<br>Jakarta Indonesia | **564**<br>379<br>811 | KI (BV) | **1964** Scheepswerf en Reparatiebedrijf "Harlingen" N.V.—Harlingen (24)<br>56,63 8,79 3,398<br>51,01 8,70 3,71<br>1 dk<br>RW rf nil | **M General Cargo** 3P<br>1 Ho 33,9 ER<br>G.1 023 B.937<br>2 Ha (each 12,6 × 5,0) ER<br>2W Der 2(2) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>525bhp (386kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 10kW 2 × 6kW 110V d.c.<br>Fuel 49,0t (d.o.) 10kn |
| **6922119**<br>D7SB<br>BSR-696081<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PAN LIBERTY**<br>ex Lancelot-78 ex Verona-75<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **22 330**<br>15 306<br>38 300<br>T/cm<br>46,4 | KR (NV) | **1969** Oresundsvarvet A/B—Landskrona (224)<br>199,96 27,08 11,170<br>192,06 26,98 15,04<br>P 34,2 B 26,9 F 15,6 1 dk<br>rf 43 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 14,4 20,8 14,4 24,0 14,4 22,4 14,4 ER<br>G.50 230 B.43 540<br>7 Ha (stl) (10,7 16,1 10,7 16,1 10,7 16,1 10,7 × 13,4) ER<br>Cr 6(10) | Gotaverken<br>Oil 2SA 7Cy. 750 × 1600<br>12 050bhp (8 863kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 410kW 450V 60Hz a.c.<br>Fuel 252,0t (d.o.) 1 956,0t (hvf)-48,5pd 15kn |

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| **7223663**<br>*V7AA7*<br>MI01006<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PAN MAPLE**<br>ex Compass Arrow-91<br>ex Unique Pioneer-91<br>ex Cape Pioneer-88 ex Hornchurch-87<br>ex Delwind-82 ex Constance-80<br>**Compass Maritime Corp.**<br>Majuro Marshall Islands | **63 618**<br>46 842<br>117 800<br>T/cm<br>94,8 | NV | **1973** Uddevallavarvet A/B—Uddevalla (248)<br>263,66 (BB) 40,85 15,887<br>252,10 40,80 21,65<br>1 dk<br>rf 119 | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.129 902 B.128 042<br>9 Ha (stl) (15,8T × 12,8) (17,6 17,6 17,6 17,6 17,6 17,6 17,6 17,6 × 20,1) ER | B&W 9K84<br>Oil 2SA 9Cy. 840 × 1800<br>23 300bhp (17 139kW)<br>Uddevallavarvet A/B Uddeva<br>Gen 3 × 640kW 440V 60Hz a.c.<br>15,25 |
| **7023453**<br>*D8MK*<br>BSR-705586<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PAN MARINER**<br>ex Queensland-79<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **22 432**<br>13 387<br>35 289<br>T/cm<br>46,9 | KR<br>✠Classed LR until 4/8/89<br>conv Bulk Carrier 72 | **1970**-7 Oresundsvarvet A/B—Landskrona (226)<br>199,96 27,06 11,145<br>192,21 26,98 15,04<br>P 33,9 F 16,5 1 dk<br>rf 25 | **M Bulk Carrier**<br>Vehicles<br>Str. ore cargoes<br>7 Ho 16,1 23,3 16,1 26,9 16,1 25,1 16,1 ER<br>G.45 368 B.39 369<br>7 Ha (stl) (10,6 16,0 10,6 16,0 10,6 16,0 10,6 × 13,4) ER<br>Cr 6(12,25) 1(8) | Gotaverken<br>Oil 2SA 7Cy. 750 × 1600<br>9 783kW (13 300bhp)<br>A/B Gotaverken Goteb<br>Gen 3 × 496kW 450V 60Hz a.c.<br>Fuel 349,5t (d.o.) 1 955,5t (hvf)-44,0pd<br>15 |
| **7718864**<br>*D9DQ*<br>ICR-770111<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PAN NOBLE**<br>ex Glory Park-86 ex Okpo Star-83<br>ex Erica-81<br>**Pan Ocean Shipping Co. Ltd.**<br>Inchon South Korea | **15 826**<br>12 156<br>27 307 | KR (NK) | **1977** Tsuneishi Zosen K.K.—Numakuma (338)<br>177,04 (BB) 22,92 10,564<br>168,00 22,86 14,10<br>P 33,0 F 14,4 1 dk | **M Bulk Carrier**<br>6 Ho ER<br>G.36 305 B.31 088<br>6 Ha (stl) (12,2 12,8 12,8 12,8 12,8 12,8 × 9,9) ER<br>Cr 4(15) 1(10) | B&W 6K74<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd. Tama<br>Gen 2 × 500kW 450V a.c.<br>15 |
| **7230422**<br>*HP4812*<br>14093-PEXT<br>Df Esd Gc<br>Rdr | **PAN PACIFIC**<br>**Atun C.A.**<br>Panama Panama | **998**<br>466<br>— | | **1972** Campbell Industries—San Diego, Ca (87)<br>66,50 12,86<br>61,65 12,20 5,87<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | General Motors<br>Oil 2SA 20Cy.<br>3 600bhp (2 648kW)<br>General Motors Corp. La Grange, Illino |
| **7379618**<br>*ZHES2*<br>710629<br>Df Gc Pfd<br>Rdr Rt | **PAN PACIFIC 86**<br>ex Akita Maru No. 11-86<br>**Pan Pacific Ltd.**<br>Jinam Co. Ltd.<br>Georgetown Cayman Islands (British) | **254**<br>122<br>331 | KR | **1974** Miho Zosensho K.K.—Shimizu (965)<br>46,82 (BB) 8,13 3,048<br>40,62 8,11 3,38<br>P 22,6 F 4,9 1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>In.110 | Niigata 6M28KGH<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tok<br>Gen 2 × 176kW 225V 50Hz a.c.<br>11,5 |
| **7532997**<br>*D9GS*<br>BSR-775630<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PAN QUEEN**<br>ex Primavera I-81 ex Primavera-80<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **22 269**<br>13 951<br>36 486<br>T/cm<br>46,2 | GL KR | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.) —Yokohama (2541)<br>187,87 28,45 10,767<br>178,01 28,41 17,61<br>F 13,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,6 27,2 27,2 27,2 27,2 ER<br>G.42 600<br>5 Ha (stl) (16,0 17,6 17,6 17,6 17,6 × 12,6) ER<br>Cr 4(25) | Sulzer 7RND<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 610kW 450V 60Hz a.c.<br>Fuel 176,0t (d.o.) 2 567,0t (hvf)-44,5pd<br>15,25 |
| **7120495**<br>*D8ZN*<br>BSR-715591<br>Df Esd Gc<br>Pfd Rdr Rt | **PAN RISER**<br>ex Taiho-79 ex Michaelson Queen-78<br>ex Hiei Maru-73<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **16 914**<br>10 627<br>25 632<br>T/cm<br>37,4 | KR (NK) | **1971** Tsuneishi Zosen K.K.—Numakuma (248)<br>178,21 25,05 9,824<br>168,00 25,00 14,00<br>P 27,5 F 11,6 1 dk | **M Bulk Carrier**<br>5 Ho 20,4 26,7 27,5 27,5 27,5 ER<br>G.35 737 B.35 010<br>5 Ha (stl) (11,5 × 11,4) (17,8 18,5 18,5 18,5 × 13,1) ER<br>Cr 5(10) | B&W 7K62<br>Oil 2SA 7Cy. 620 × 1400<br>9 900bhp (7 282kW)<br>Mitsui SB. & Eng. Co. Ltd. Tama<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 159,5t (d.o.) 1 528,0t (hvf)-31,5pd<br>14,5 |
| **7401306**<br>*ELDN6*<br>7531<br>Df Esd Gc<br>Pfd Rdr Rt | **PAN SEARCHER**<br>ex Far Searcher-90<br>ex Tender Searcher-87<br>**K/S Pan Searcher**<br>Monrovia Liberia | **445**<br>119<br>1 110 | NV | **1975** Hermann Suerken GmbH & Co. KG. —Papenburg (283)<br>64,52 13,85 4,719<br>56,42 13,80 6,91<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>L.170 | MaK 12M453<br>8bth P 2 Vee Oil 4SA each 12Cy. 320 × 420<br>Atlas-MaK Maschinenbau K<br>Gen 2 × 240kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 599,5t (hvf)-18,0pd<br>15 |
| **7534610**<br>*YCVP*<br><br>Rt | **PAN SEJATI**<br>ex Putra Indah IX-90 ex Myojin Maru-81<br>ex Yusei Maru No. 10-78<br>ex Yusan Maru No. 5<br>**P.T. Pelayaran Nusantara Sejati**<br>Jakarta Indonesia | **820**<br>516<br>1 400 | KI | **1969** K.K. Ichikawa Zosensho—Ise<br>69,50 9,83 4,522<br>64,01 9,81 4,88<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 676 | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Jap<br>12 |
| **6711376**<br>*BOOX*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PAN SHAN**<br>ex Inge Kruger-77 ex Cap Doukato-77<br>ex Inge Kruger-75 ex Thessalia-70<br>ex Inge Kruger-67<br>**Jiangsu Ocean Shipping Company (COSCO JIANGSU)**<br>Nanjing/Nanking China | T.Mk<br>**2 535**<br>1 411<br>3 350<br>**4 173**<br>2 519<br>6 070 | (GL) (ZC) | **1967** Jos. L. Meyer—Papenburg (540)<br>110,50 16,24 —/7,570<br>99,57 16,21 10,01<br>P 22,0 F 9,8 2 dks | **M General Cargo**<br>3 Ho 15,1 27,0 26,3 ER<br>G.8 891 B.8 249<br>10W Der 2(10) 8(5) | Fiat B526<br>Oil 2SA 6Cy. 520 × 960<br>4 200bhp (3 089kW)<br>Borsig A.G. West Be<br>Gen 1 × 256kW 2 × 128kW 400V 50Hz a.c.<br>Fuel 406,5t (hvf)<br>14 |
| **7400807**<br>*HP4616*<br>13145-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **PAN SKY**<br>ex Far Sky-90 ex Stad Sky-86<br>**K/S Pan Sky**<br>Panama Panama | T.Mk<br>**453**<br>128<br>1 200 | NV | **1975** Ulstein Hatlo A/S—Ulsteinvik (133)<br>64;52 13,85 4,719<br>58,07 13,80 6,91<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.aft | Polar F216V<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>A/B Bofors Nohab Trollhat<br>Gen 3 × 132kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 705,0t (d.o.)-24,0pd<br>13 |
| **6807709**<br>*HO6411*<br>12176-82<br>Df Esd Rdr<br>RTm/v | **PAN STAR**<br>ex Veavik-82 ex Birgitte Lonberg-74<br>ex Hella Dania-72<br>**Pan Tramp Shipping Co. Inc.**<br>Bergen Shipping A/S<br>Panama Panama | T.Mk<br>**419**<br>274<br>1 179 | NV<br>len 77 | **1967** Batservice Verft A/S—Mandal (534)<br>68,33 9,33 3,493<br>63,30 9,30 5,52<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 192 B.1 880<br>2 Ha (stl) (each 13,3 × 6,0) ER<br>3W Der 3(5) | Alpha<br>Oil 2SA 7Cy. 240 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederiksha<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 41,5t (d.o.)-3,0pd<br>9,5 |
| **7423720**<br>*HP4679*<br>13197-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **PAN SUN**<br>ex Omega 803-90 ex Active Rey-87<br>**K/S Patrogus**<br>Panama Panama | T.Mk<br>**438**<br>124<br>1 175 | NV | **1976** Trondhjems M/V, Aker Trondelag A/S —Trondheim (731)<br>64,55 13,82 4,719<br>58,15 13,81 6,89<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.aft | Polar F216V<br>2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared<br>sc. shafts<br>A/B Bofors Nohab Trollhat<br>Gen 3 × 133kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 731,5t (d.o.)-26,5pd<br>16 |
| **6913625**<br>*D7BM*<br>BSR-695642<br>Df Esd Gc<br>Rdr RTv | **PAN SUNNY**<br>ex Dae Dong-79 ex Van Fort<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **10 427**<br>7 068<br>17 353<br>T/cm<br>27,4 | KR<br>✠ | **1969**-6 Osaka Zosensho—Osaka (287)<br>147,61 22,36 8,960<br>138,51 22,31 12,10<br>P 28,7 F 11,6 1 dk<br>RW rf nil | **M General Cargo**<br>4 Ho 20,3 26,3 26,3 26,3 ER<br>G.22 353 B.20 968<br>4 Ha (stl) (13,7 × 9,9) (19,8 19,8 19,8 × 12,5) ER<br>Der 4(22) | Sulzer 7RND<br>Oil 2SA 7Cy. 680 × 1250<br>8 700bhp (6 399kW)<br>Mitsubishi Heavy Industries Ltd. Ko<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 117,0t (d.o.) 1 499,0t (hvf)-29,5pd<br>15 |

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| 7372880<br>*D8ZP*<br>BSR-755964<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PAN TIDE**<br>ex Venetia-81<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **39 290**<br>25 619<br>71 722<br>T/cm<br>63,8 | ✠**100A1** CS 1/90<br>Strengthened for ore<br>cargoes, Nos. 2, 4 and 6<br>holds may be empty<br>✠**LMC** **UMS**<br>EL Ot 3$\frac{1}{16}$"U3<br>FN 11312<br>KR | **1975**-1 Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2428)<br>230,03 (BB) 32,29 14,388<br>217,99 32,20 19,69<br>F 18,9 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 21,6 24,0 24,0 24,0 24,0 24,0<br>24,0 ER<br>G.82 702<br>7 Ha (stl) (12,8 14,4 14,4 14,4 14,4 14,4<br>14,4 × 14,4) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (ex.g) 12kgf/cm$^2$ (11,8bar)<br>rcv 8kgf/cm$^2$ (7,9bar)<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 188,0t (d.o.) 3 376,5t (hvf) 16,5kn |
| 8817320<br>*DZVW*<br>230315<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **PAN TRADER**<br>ex Hudson Trader-90<br>**Sea Queen Shipping Corp.**<br>Manila Philippines<br>SatCom: 1700363/DZVW | *17 061*<br>*9 904*<br>27 887 | NK | **1989** Shin Kurushima Dockyard Co. Ltd.—Onishi<br>(2612)<br>176,60 (BB) 9,414<br>169,40 26,00 13,30<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.38 239 B.37 313<br>5 Ha (stl) (17,9 × 12,8) (19,5 19,5 19,5<br>19,5 × 17,8) ER<br>Cr 4(30) | Mitsubishi 5UEC52LA<br>Oil 2SA 5Cy. 520 × 1600<br>4 635kW (6 301bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 106,15t (d.o.) 976,92t (hvf)-18,64pd 14,23kn |
| 7233515<br>*D9FA*<br>BSR-735648<br>Df Esd Gc<br>Rdr RTh<br>AMVER | **PAN UNION**<br>ex Skeppsbron-81 ex Voywi-75<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **35 967**<br>21 744<br>66 095<br>T/cm<br>61,2 | KR<br>✠Classed LR until 1/89 | **1973**-1 Hakodate Dock Co. Ltd.—Hakodate<br>(546)<br>219,08 (BB) 32,34 13,696<br>208,01 32,25 18,57<br>P 34,8 F 18,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes<br>7 Ho 21,0 22,7 24,0 19,2 24,0 24,0<br>24,0 ER<br>G.72 790 B.71 708<br>7 Ha (stl) (12,5 × 10,5) (13,7 14,4 9,6 14,4<br>14,4 14,4 × 13,4) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>12 799kW (17 400bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 3 652,5t (hvf)-51,0pd 15kn |
| 7523051<br>*LAGS4*<br>N-00918<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PAN VICTORIA**<br>ex Marivic-90 ex Irish Rowan-85<br>**K/S Pan Victoria**<br>Pan Shipping Ltd. A/S<br>Oslo Norway (NIS) | **15 684**<br>10 939<br>27 532<br>T/cm<br>37,9 | ✠**100A1** SS 6/89<br>strengthened for heavy<br>cargoes, Nos. 2 & 4 holds<br>may be empty<br>✠**LMC** **UMS**<br>EL Ht 2$\frac{7}{16}$"U3<br>FN 6470 | **1976**-10 Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1199)<br>176,89 (BB) 25,07 10,338<br>165,00 25,01 14,20<br>P 31,1 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 18,3 29,7 20,8 29,7 28,9 ER<br>G.36 103 B.35 291<br>5 Ha (stl) (10,5 × 10,9) (19,2 11,9 19,2<br>19,2 × 14,0) ER<br>Cr 5(25) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>2 AuxB (1 o.f. 1 ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 570kW 450V 6Hz a.c.<br>14,9kn |
| 7361099<br>*D7UI*<br>BSR-765657<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PAN YARD**<br>ex Pan Young-82 ex Sealeaf-81<br>ex Fernleaf-78<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **64 863**<br>46 298<br>122 928<br>T/cm<br>94,0 | KR (NV)<br>✠Classed LR until 4/8/89 | **1976** Rheinstahl Nordseewerke—Emden (439)<br>272,32 (BB) 39,04 16,142<br>258,00 38,99 22,31<br>F 26,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 24,9 21,3 21,3 21,3 21,3 21,3<br>21,3 21,3 22,4 ER<br>G.78 108<br>9 Ha (stl) (9,0 17,6 9,6 17,6 9,6 17,6 9,6<br>17,6 9,6 × 15,0) ER | Sulzer 8RND90<br>Oil 2SA 8Cy. 900 × 1550<br>1 692kW (2 300bhp)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 840kW 1 × 650kW 450V 60Hz a.c.<br>Fuel (d.o.)(hvf) 16kn |
| 7371824<br>*D9FK*<br>BSR-745882<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PAN ZENITH**<br>ex Ivory-81<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **34 359**<br>22 638<br>61 448 | KR (AB) | **1974** Hitachi Zosen—Maizuru Works, Maizuru<br>(168)<br>225,00 (BB) 32,31 12,466<br>214,99 32,21 17,81<br>B 26,6 F 15,6 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0<br>24,0 ER<br>G.74 191 B.72 707<br>7 Ha (stl) (16,0 × 12,8) (16,0 16,0 16,0<br>16,0 16,0 16,0 × 13,1) ER<br>Der 14(5) | B&W 8K74EF<br>Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 380kW 450V 60Hz a.c.<br>Fuel 161,0t (d.o.) 3 315,5t (hvf)-50,5pd 15kn |
| 7627273<br>*J4YE*<br>7522<br>Df Esd Gc<br>Pfd Rdr Rt | **PANACEA**<br>ex Antzouletta-91 ex Tri Ever-79<br>**Panfreight Maritime Inc.**<br>Magna Marine Inc.<br>Piraeus Greece | **24 941**<br>17 161<br>44 528<br>T/cm<br>49,4 | AB | **1978** Tsuneishi Zosen K.K.—Numakuma (356)<br>190,02 (BB) 12,012<br>183,01 29,51 17,02<br>F 15,3 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho ER<br>5 Ha (stl) ER | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 440kW<br>Fuel 2 586,0t (d.o.) 15,5kn |
| 7939901<br>*SV4220*<br>5<br>Rt | **PANAGHIA ARMATA**<br>**D. Mamalakis**<br>Iraklion Greece | **139**<br>84<br>— | (HR) | **1979** E. Ghiakos & N. Moraitis—Perama<br>29,01 7,29 1,801<br>25,71<br>1 dk | **TM Ferry** | Penta TMD100A<br>2 Oil 4SA each 6Cy. 120 × 140<br>464bhp (341kW)<br>A/B Volvo-Penta Sweden |
| 5060031<br>*SV9773*<br>16<br>Df Esd Rdr<br>Rt | **PANAGHIA MEGALOCHARI**<br>ex Michalis-87 ex Candid-85<br>ex Costas K-83 ex Candide-75<br>**Apostolos Pavlos Naftiki Eteria**<br>Kavalla Greece | **491**<br>255<br>1 063 | (HR)<br>✠Classed LR until 9/84 | **1962**-6 Nieuwe Nocrd Nederlandse<br>Scheepswerven N.V.—Groningen (321)<br>61,80 9,48 3,868<br>56,19 9,30 4,04<br>P & B 36,3 F 9,5 1 dk<br>rf 102 DK fwd | **M General Cargo**<br>Mchy.aft<br>G.1 557 B.1 489<br>4W Der 4(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 25,0t 11kn |
| 5305546<br>*SV3645*<br>4512<br>Pfd Rt | **PANAGHIOTIS**<br>ex Nicos-75 ex Charis-74 ex Meropi-66<br>ex Saint Bedan-64<br>**P. Lisikatos & Co.**<br>Piraeus Greece | **452**<br>240<br>589 | (HR)<br>✠Classed LR until 4/65 | **1937**-3 Scott & Sons—Bowling (341)<br>49,69 7,80 3,468<br>47,25 7,78 3,51<br>RQD 26,3 B 2,2 F 5,8 1 dk<br>R BK 38 | **M General Cargo**<br>1 Ho 28,3 ER<br>G.821 B.694<br>2 Ha (each 11,4 × 4,7) ER<br>2W Der 2(2) | Polar<br>Oil 2SA 4Cy. 340 × 570<br>500bhp (368kW)<br>British Auxiliaries Ltd. Glasgow<br>Fuel 31,5t (d.o.) 10kn |
| 5196995<br>*9HMF3*<br>2869<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PANAGIA**<br>ex Thong Nhat-91 ex Ha Long-78<br>ex Kronprins Harald-75<br>**Oriental Glory Maritime Co. Ltd.**<br>Valletta Malta | **7 034**<br>3 454<br>— | (NV) | **1961** Kieler Howaldtswerke A.G.—Kiel (1096)<br>138,26 18,04 5,487<br>122,54 18,00 7,32<br>2 dks & S dk<br>rf 246 | **TM Passenger/RoRo Cargo/Ferry** OSD<br>577P<br>Side doors | MAN K9Z57/80<br>2 Oil 2SA each 9Cy. 570 × 800<br>7 018kW (9 541bhp)<br>Kieler Howaldtswerke A.G. Kiel<br>Gen 5 × 475kW 380V 50Hz a.c.<br>Fuel 203,0t (d.o.) 19,5kn |
| 5220849<br>*HO5560*<br>8381-77<br>Df Esd Rdr<br>Rt | **PANAGIA**<br>ex Olympios Hermes-77 ex Ovambo-76<br>ex Marc Laurent V.-68<br>**Thiresia Navigation Co. Ltd.**<br>Panama Panama | **954**<br>455<br>1 497 | Classed LR until 28/11/84 | **1957** Schps. L. Smit & Zoon—Kinderdijk<br>(Co360)<br>82,12 11,92 4,636<br>74,00 11,80 6,61<br>RFD 10,7 2 dks<br>rf 152 | **M General Cargo**<br>Ref<br>Side doors 4(p) 4(s)<br>2 Ho 20,7 8,8DTp,c,s 17,0 ER<br>G.2 387 B.2 134 In.211 L.372<br>2 Ha (each 15,1 × 5,2) ER<br>Der 1(15) 1(7) 2(5) 4(3) | Werkspoor<br>Oil 4SA 10Cy. 390 × 680<br>2 100bhp (1 545kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 70kW 220V d.c.<br>14,5kn |
| 5016133<br>*SV3809*<br>28<br>Df Esd Rdr<br>Rt | **PANAGIA**<br>ex Faneromini-75 ex Pelops-72<br>ex Andenes-64<br>**Panagiotis Daglas, Ioannis Daglas,**<br>**Dimitrios Kolyras, Eleftherios**<br>**Daglas & Theodoros Soukas**<br>Patras Greece | **863**<br>420<br>1 428 | (NV) | **1939** Moss Vaerft & Dokk A/S—Moss (77)<br>68,41 10,57 4,807<br>64,17 10,52<br>P 21,4 F 4,9 1 dk & S dk<br>R rf 152 | **M General Cargo** OSD<br>2 Ho ER<br>G.2 531 B.2 226<br>3 Ha (5,4 7,3 5,4 × 4,2) ER<br>6W Der 1(15) 2(4) 4(3) | MAN<br>Oil 4SA 7Cy. 365 × 550<br>765bhp (563kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 25kW 220V d.c.<br>Fuel 271,5t (d.o.) 11kn |
| 7028283<br>*SW4758*<br>4601<br>Df Esd Rdr<br>Rt | **PANAGIA**<br>ex Vasilis-88 ex HEL-119-88<br>ex GDY-176<br>**Sark Maritime Co.**<br>Piraeus Greece | **106**<br>39<br>42 | HR (PR) | **1961** Gdynska Stocznia Remontowa—Gdynia<br>(B25s/250)<br>24,57 8,58 2,361<br>23,35 2,90<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Mitsubishi S6N-MPTK<br>Oil 4SA 6Cy. 160 × 180<br>367kW (499bhp)<br>Mitsubishi Heavy Industries Ltd. Japan<br>Gen 2 × 150kW 400V a.c.<br>12kn |
| 7321063<br>*SV7434*<br>9498<br>Esd Gc Rdr<br>Rt | **PANAGIA FANEROMENI**<br>ex Qormi-89 ex Poole Antelope-76<br>**Almar Shipping Co. Ltd.**<br>Piraeus Greece | **998**<br>456<br>724 | HR (BV) | **1973** Dubigeon-Normandie S.A.—Grand Quevilly<br>74,99 15,14 3,201<br>67,01 14,71 4,30<br>1 dk | **TM RoRo Cargo**<br>Lane Length 192 | Alpha 10V23HU<br>2 Vee Oil 4SA each 10Cy. 225 × 300 reduction<br>geared to sc. shafts<br>1 838kW (2 499bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 128kW 1 × 38kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>14kn |
| 8834378<br>*SW4470*<br>3940<br>Rt | **PANAGIA FANEROMENI II**<br>**Tsabos Bros. Shipping Co.**<br>Piraeus Greece | **106**<br>40<br>— | HR | **1988** "Naus" Shipyard Philippou Bros. S.A.<br>—Perama<br>24,15 6,22 —<br>- 6,20 3,05<br>1 dk | **M Fishing**<br>Side-fishing | Baudouin<br>Oil 4SA 12Cy.<br>221kW (300bhp)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 2 × 30kW 380V a.c. |

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|---|---|---|---|---|---|---|
| **5023320**<br>*HO3101*<br>8370-GI<br>Df Esd Pfd<br>Rt | **PANAGIA I**<br>ex Niki-79 ex Argo-78 ex Kiel-61<br>**Potential Co. Inc.**<br>Panama Panama | **396**<br>143<br>528 | (HR) | **1950** Flensburger Schiffsbau-Ges.—Flensburg<br>47,00 8,06 4,115<br>42,98 8,01 4,91<br>F 7,4 1 dk<br>RW conv Side Trawler Fishing — | **M General Cargo**<br>2 Ho each 12,7<br>G.660<br>2 Ha (each 8,3 × 3,5)<br>2W Der 2(1,5) | Daimler<br>Oil 4SA 6Cy. 150 × 190<br>160bhp (118kW) E fitted—<br>Daimler-Benz A.G. West<br>Fuel 10,0t (d.o.) |
| **7028245**<br>*SW4760*<br>4602<br>Esd Rdr Rt | **PANAGIA I**<br>ex Andreas-88 ex HEL-115-88<br>ex GDY-174<br>**Deep Sea Maritime Co.**<br>Piraeus Greece | **108**<br>40<br>42 | HR (PR) | **1961** Gdynska Stocznia Remontowa—Gdynia (B25s/226)<br>24,54 6,58 2,361<br>23,36 2,92<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Mitsubishi S<br>Oil 4SA 6Cy. 160 × 180<br>367kW (499bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 150kW 400V a.c. |
| **7405699**<br>*SV2479*<br>4985<br>Rt | **PANAGIA K**<br>**K. Kaloudas & K. Kroustalis**<br>Piraeus Greece | **353**<br>247<br>— | | **1975** D. C. Anastassiades & A. Ch. Tsortanides —Perama (81)<br>42,52 10,22 1,905<br>10,16 2,70<br>1 dk | **TrM Ferry** | Daimler<br>3 Oil<br>540bhp (397kW)<br>Daimler-Benz A.G. West |
| **5190305**<br>*SV3448*<br>97<br>Df Esd Rdr<br>RTm | **PANAGIA KANALA**<br>ex Kaiti-88 ex Knock-71 ex Zuidland-60<br>ex Peter-55<br>**Georgios Gonidos**<br>Thessaloniki Greece | **499**<br>307<br>868 | (GL) (HR)<br>✠Classed LR until 2/63 | **1951**-12 Bijker's Aanneming's Bedrijf "Ijssel" Werf —Gorinchem (123)<br>59,64 9,25 3,518<br>54,44 9,20 4,04<br>RQD 12,8 F 7,4 1 dk<br>RW rf 76 | **M General Cargo**<br>1 Ho 36,8 ER<br>G.1 090 B.966<br>2 Ha (each 12,8 × 4,8) ER<br>2W Der 2(2,5) | MAN<br>Oil 4SA 8Cy. 285 × 420<br>650bhp (478kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 15kW 110V d.c.<br>Fuel 62,0t (d.o.) |
| **5316612**<br>*SV3343*<br>4435<br>Esd Pfd Rdr<br>RTm/v | **PANAGIA KASTROU**<br>ex Alexis Athans-84 ex Georgios A.-81<br>ex Ciciliana-72 ex Seaford-71<br>**Nik. Theoharopoulos Maritime Co.**<br>Piraeus Greece | **983**<br>554<br>1 534 | ✠Classed LR until 11/4/84 | **1947**-11 S. P. Austin & Son Ltd.—South Dock, Sunderland (388)<br>68,59 10,52 4,547<br>64,75 10,44 4,68<br>P 16,2 RQD 18,9 B 4,3 F 7,7 1 dk<br>RW | **M General Cargo**<br>2 Ho 20,1 21,3 ER<br>G.2 193<br>2 Ha (stl) (14,0 × 6,4) (14,6 × 6,8) ER<br>1W Der 1(2) | Polar<br>Oil 2SA 6Cy. 340 × 570<br>960bhp (706kW)<br>British Polar Engines Ltd.<br>Gen 1 × 60kW 1 × 30kW 220V d.c.<br>Fuel 46,5t (d.o.) |
| **5263504**<br>*SW3514*<br>9115<br>Df Esd Pfd<br>Rdr Rt | **PANAGIA M**<br>ex Noorderkroon-87<br>ex Onderneming 1-71<br>**George Fassoulis**<br>Piraeus Greece | **261**<br>136<br>— | HR | **1959** N.V. Schpsw. "De Vooruitgang" v/h D. Boot —Alphen a/d Rijn<br>40,78 7,40 2,750<br>35,60 7,29 3,81<br>1 dk | **M Fishing**<br>Side Trawler | De Industrie<br>Oil 4SA 6Cy. 305 × 460<br>750bhp (552kW)<br>D. & J. Boot "De Industrie" Alphe |
| **5411917**<br>*SV7135*<br>8526<br>Df Esd Pfd<br>Rdr Rt | **PANAGIA MALEVI**<br>ex Marlene Sofie ex Benjamin Jan-77<br>ex Neptunus-73 ex Jan Maria-72<br>**Alieftiki Naftiliaka Eteria Salamina**<br>Piraeus Greece | **299**<br>155<br>— | HR | **1963** D. & J. Boot Schpsw. "De Industrie" —Alphen a/d Rijn (1309)<br>44,23 7,40 3,455<br>36,76 7,29 3,99 | **M Fishing**<br>Side Trawler | De Industrie<br>Oil 4SA 8Cy. 305 × 460<br>D. & J. Boot "De Industrie" Alphe |
| **7045762**<br>*P3XD*<br>394532<br>Df Esd Gc<br>Rdr Rt | **PANAGIA PHANEROMENI**<br>ex Artemis-90 ex Artemis C-89<br>ex Lara S-87 ex Cardiff-86<br>ex Mahogany-81<br>**Pityos Marine Co. Ltd.**<br>Maritime Success S.A.<br>Limassol Cyprus | **9 466**<br>6 453<br>16 000 | (BV)<br>LR class withdrawn 16/1/91 | **1971** K.K. Usuki Tekkosho—Saiki (1128)<br>147,20 21,24 9,078<br>136,12 21,20 12,04<br>P 26,6 F 10,7 1 dk<br>RW | **M Bulk Carrier**<br>4 Ho 22,9 26,3 26,3 26,3 ER<br>G.20 778 B.20 056<br>4 Ha (stl) (15,0 19,5 19,5 19,5 × 10,9) ER<br>4W Der 4(20) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 220kW 450V 60Hz a.c.<br>Fuel 135,0t (d.o.) 1 219,5t (hvf) |
| **6610649**<br>*SW6621*<br>9678<br>Df Esd Rdr<br>RTm/h/v | **PANAGIA S**<br>ex Rainbow-90 ex Borg-87 ex Skafta-80<br>ex Silesia-74<br>**Chios Naftiki Eteria**<br>Piraeus Greece | **499**<br>345<br>1 320 | (GL) | **1966** Atlas-werke A.G.—Bremen (437)<br>74,71 11,41 2,480<br>68,61 11,31 6,25<br>B 12,2 F 6,8 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho ER<br>G.2 959 B.2 707<br>2 Ha (stl) (each 16,7 × 6,0) ER<br>Cr 2(5) 2(3) | MaK 8<br>Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>MaK. Maschinenbau Kiel G.m.b.H<br>Fuel (d.o.) |
| **7721653**<br>*SV4471*<br>6356 | **PANAGIA T.**<br>**Notios Evoikos Shipping Co. Ltd.**<br>Piraeus Greece | **754**<br>444<br>— | | **1978** Vassiliadis Yard—Salamis (33)<br>62,26 1,651<br>53,01 13,42 3,20<br>1 dk | **TM Ferry/General Cargo** | Skoda<br>2 Oil 4SA 6Cy.<br>1 400bhp (1 030kW)<br>CKD Praha |
| **7928873**<br>*SV5545*<br>7375<br>Rt | **PANAGIA T. II**<br>**N. Acouros**<br>Piraeus Greece | **450**<br>290<br>300 | | **1981** Vassiliadis Yard—Salamis (39)<br>46,97 12,20<br>40,52 2,93 | **TM RoRo Cargo/Ferry**<br>Mchy.aft | 2 Oil<br>.............. |
| **5192987**<br>*SWUH*<br>7719<br>Esd Gc Pfd<br>Rdr Rt | **PANAGIA TINOU**<br>ex Captain Constantinos-81<br>ex Koningin Wilhelmina-79<br>**C. Ventouris' Sons Cyclades Coastlines**<br>Ventouris Sea Lines<br>Piraeus Greece | **4 951**<br>2 643<br>1 178 | HR<br>✠Classed LR until 9/80 | **1960**-1 N.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (548)<br>120,02 17,33 5,350<br>110,01 16,26 9,50<br>B & F 108,6 3 dks<br>rf 610 | **TM Passenger/General Cargo/Ferry**<br>Vehicles 1200P<br>1W | MAN<br>2 Oil 2SA each 12Cy. 570 × 800<br>15 600bhp (11 475kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>2 Directional propellers driven by elec. mo<br>Thw. thrust propeller fwd |
| **7731452**<br>*SW2565*<br>9004<br>Rt | **PANAGIA TINOU**<br>ex Tina M-86 ex Mary Lerou-86<br>ex Mary Lou-84 ex El Zorro-84<br>ex YO 123<br>Piraeus Greece | **497**<br>297<br>962 | (AB) (HR) | **1944** Albina Eng. & Mach. Works—Portland, Or (97)<br>4,085<br>50,65 9,76 4,58<br>P 16,2 F 7,7 1 dk<br>rf 76 Diam. 0,203 | **M Tanker**<br>Oil Molasses<br>CBT<br>8 Ta ER<br>HeCls. C<br>2 Cargo pumps total 400T/hr | Oil 4SA 6Cy. 356 × 483<br>560bhp (412kW)<br>Union Diesel Co. Oa<br>Gen 2 × 40kW<br>Fuel 55,0t (d.o.)-2,0pd |
| **7371484**<br>2818<br>Df Esd Gc<br>Pfd Rdr Rt | **PANAGIOTIS**<br>ex North Breeze-91 ex Seaoath-90<br>ex Sun Runner-88<br>ex Oceania Star No. 1-87<br>ex Oceania Star-85 ex Sun Cupid-79<br>**Transworld Marine Ltd.**<br>Valletta Malta | **3 759**<br>2 520<br>6 186 | HR NK (BV) | **1974** Asakawa Zosen—Imabari (238)<br>106,46 16,36 6,681<br>97,95 16,31 8,16<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 219 B.7 235<br>2 Ha (stl) (28,4 28,5 × 8,3) ER<br>4W Der 4(15) | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 200kW a.c.<br>Fuel 537,5t (hvf)-12,0pd |
| **8124876**<br>*SXRC*<br>8464<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PANAGIOTIS L**<br>**Elliaison Transports Inc.**<br>Piraeus Greece<br>SatCom: 1130412/SXRC | **35 126**<br>26 132<br>64 166<br>T/cm<br>63,8 | AB | **1983** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (312)<br>224,95 (BB) 32,26 13,228<br>214,99 32,01 18,22<br>F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho ER<br>G.84 320 B.74 019<br>7 Ha (stl) ER | Sulzer<br>Oil 2SA 5Cy. 760 × 1600<br>12 250bhp (9 011kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 660kW |
| **7046297**<br>*P3NU2*<br>708374<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PANAGIOTIS L. PERIVOLIOTIS**<br>ex Jason S-87 ex Panamax Jupiter-85<br>ex Niihama Maru-82<br>**Loyal Shipping Co. Ltd.**<br>Efshipping Co. S.A. Panama<br>Limassol Cyprus | *41 961*<br>*18 809*<br>76 323<br>T/cm<br>74,8 | BV (NK) | **1971** Sumitomo SB. & Mchy. Co. Ltd.—Uraga Shipyard, Yokosuka (940)<br>247,02 (BB) 35,36 12,891<br>236,02 35,31 18,45<br>F 17,1 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.75 744<br>4 Ha (stl) (30,8 32,9 32,9 32,9 × 14,0) ER | Sulzer<br>Oil 2SA 9Cy. 760 × 1550<br>18 000bhp (13 240kW)<br>Sumitomo SB. & Mchy. Co. Ltd. Ta<br>Gen 2 × 560kW 445V 60Hz a.c.<br>Fuel 2 375,5t-58,0pd |
| **7009263**<br>*SW5478*<br>4994<br>Df Esd Gc<br>Rdr RTm/v | **PANAGOS II**<br>ex Venetico-89 ex White Fish-89<br>**Ioannis Panagos Naftiki Eteria**<br>Piraeus Greece | **251**<br>46<br>200 | HR (BV) | **1970** Ziegler Freres—Dunkerque (176)<br>40,31 7,57 3,001<br>38,51 7,51 3,79<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>24dk P | Polar<br>2 Oil 4SA each 6Cy. 250 × 300 reduction<br>to sc. shafts<br>Nydqvist & Holm A/B<br>Gen 2 × 102kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 63,0t (d.o.) |

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| 05026 | **PANAH**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Indonesia | **263**<br>44<br>— | | **1982** Deutsche Industrie-Werke A.G.—West Berlin (1447)<br>40,01 7,07 1,950<br>37,50 7,01 4,09<br>1 dk | **TM Search & Rescue Launch** | M.T.U. 16V652TB91<br>2 Vee Oil 4SA each 16Cy. 190 × 230 sr reverse geared to sc. shafts<br>4 610bhp (3 391kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |
| 16358<br>CU6<br>37<br>Esd Gc<br>Rdr Rt | **PANALOX 501**<br>**Loxford Overseas Inc.**<br>Silla Trading Co. Ltd.<br>Kingstown St. Vincent and the Grenadines | **644**<br>274<br>470 | KR | **1990** Shin-A Shipbuilding Co. Ltd.—Chungmu (340)<br>55,20 (BB) 9,21 3,747<br>49,50 9,20 3,85 | **M Fishing**<br>Stern-fishing Tuna Long-line Ref<br>G.635 B.574 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches & sr reverse geared to sc. shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 608kW 225V a.c.<br>12,4kn |
| 16360<br>CU7<br>8<br>Esd Gc<br>Rdr Rt | **PANALOX 502**<br>**Loxford Overseas Inc.**<br>Silla Trading Co. Ltd.<br>Kingstown St. Vincent and the Grenadines | **644**<br>274<br>470 | KR | **1990** Shin-A Shipbuilding Co. Ltd.—Chungmu (341)<br>55,20 (BB) 9,21 3,747<br>49,50 9,20 3,85 | **M Fishing**<br>Stern-fishing Tuna Long-line Ref | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches & sr reverse geared to sc. shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 608kW 225V a.c.<br>12,5kn |
| 16372<br>CU8<br>39<br>Esd Gc<br>Rdr Rt | **PANALOX 503**<br>**Loxford Overseas Inc.**<br>Silla Trading Co. Ltd.<br>Kingstown St. Vincent and the Grenadines | **644**<br>271<br>470 | KR | **1990** Shin-A Shipbuilding Co. Ltd.—Chungmu (342)<br>55,20 (BB) 9,21 3,750<br>49,50 9,20 3,85<br>1 dk | **M Fishing**<br>Stern-fishing Tuna Long-line Ref | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches & sr reverse geared to sc. to shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 608kW 225V a.c.<br>12,5kn |
| 16384<br>CX2<br>37<br>Rdr Rt | **PANALOX 505**<br>**Loxford Overseas Inc.**<br>Silla Trading Co. Ltd.<br>Kingstown St. Vincent and the Grenadines | **424**<br>274<br>470 | KR (Class cont.) | **1990** Shin-A Shipbuilding Co. Ltd.—Chungmu (343)<br>55,20 (BB) 9,21 3,747<br>49,50 9,20 3,85<br>1 dk | **M Fishing**<br>Stern-fishing Tuna Long-line Ref | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches & sr reverse geared to sc. shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| 16396<br>CX3<br>38 | **PANALOX 506**<br>**Loxford Overseas Inc.**<br>Silla Trading Co. Ltd.<br>Kingstown St. Vincent and the Grenadines | **424**<br>274<br>470 | KR (Class cont.) | **1990** Shin-A Shipbuilding Co. Ltd.—Chungmu (344)<br>55,22 3,749<br>49,51 9,21 3,87<br>1 dk | **M Fishing**<br>Stern-fishing Tuna Long-line Ref<br>In.574 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches & sr reverse geared to sc. shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| 00995<br>PR2<br>922-84A<br>Esd Gc<br>r Rt<br>tNav<br>VER | **PANAM CARIBE**<br>ex Ocean Castle-90<br>ex Shoun Galaxy-89<br>**Panam Caribe Shipping S.A.**<br>Naess Shipping (Holland) B.V.<br>Panama Panama | *4 083*<br>*2 138*<br>6 653<br>T/cm<br>14,5 | NV (NK) | **1984** Taihei Kogyo K.K.—Hashihama, Imabari (1666)<br>107,65 (BB) 6,965<br>98,61 17,00 8,50<br>P 21,7 F 11,9 1 dk<br>Bow/CM 52 Diam. 0,203 | **M Tanker**<br>Oil Chemical Molasses<br>DB<br>15 Ta ER<br>L.7 484<br>4 Cargo pumps total 1 600T/hr | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 869kW (3 900bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW 440V 60Hz a.c.<br>Fuel 123,5t (d.o.) 670,0t (hvf)-13,0pd 13kn |
| 03272<br>VA2<br>516-PEXT2<br>Esd Gc<br>r Rt<br>tNav<br>VER | **PANAM DORADO**<br>ex Sea Princess-90<br>ex Sarah Kathryn-89<br>**Panam Dorado Shipping S.A.**<br>Naess Shipping (Holland) B.V.<br>Panama Panama | *4 073*<br>*2 138*<br>6 711<br>T/cm<br>14,5 | NV (NK) | **1984** K.K. Taihei Kogyo—Akitsu (1692)<br>107,65 (BB) 6,970<br>98,60 17,00 8,51<br>P 24,5 F 11,8 1 dk<br>Bow/CM 52 Diam. 0,254 | **M Tanker**<br>Chemical Molasses<br>SBT DB<br>15 Ta ER<br>L.7 635<br>4 Cargo pumps total 1 750T/hr | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 869kW (3 900bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 450V 60Hz a.c. |
| 00341<br>AD2<br>541-83A<br>Esd Gc<br>r Rt<br>Nav | **PANAM QUERIDA**<br>**Eisenberg Maritime S.A.**<br>Panama Panama | *5 653*<br>*2 789*<br>9 307 | NK | **1983** Asakawa Zosen—Imabari (307)<br>117,96 (BB) 17,53 8,008<br>110,01 17,51 9,96<br>P 20,8 F 14,7 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>21 Ta ER<br>L.9 450 | Mitsubishi 6UEC45HA<br>Oil 2SA 6Cy. 450 × 1150<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 300kW 450V 60Hz a.c.<br>13,5kn |
| 04739<br>A<br>3 | **PANAMA**<br>**Rimorchiatori Riuniti Porto di Genova S.r.l.**<br>Bari Italy | **192**<br>38<br>67 | RI | **1968** Campanella Cantieri Navali S.p.A.—Savona (49)<br>28,63 8,51 2,901<br>27,01 8,50 3,28<br>1 dk | **TM Tug**<br>Tractor Pollution Control | Deutz<br>2 Oil 4SA each 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers |
| 32731<br>03403<br>646-82A<br>Esd Gc<br>Rdr Rt | **PANAMA CHIEF**<br>ex Regent-86 ex Achilles-80<br>ex Edda Salvator-77<br>**Cross Caribbean Services Ltd.**<br>Panama Panama | **937**<br>302<br>1 351 | AB (NV) | **1973** Schps. "Hoogezand" J. Bodewes —Hoogezand (165)<br>59,54 11,92 5,501<br>54,01 11,90 4,37<br>F 6,8 2 dks<br>rf 1097 | **TM Tug/Supply Ship** 12P<br>Deck Cargo<br>Ice strengthened<br>Mchy.aft<br>Cr 1(25) Der 1(20) 1(10) | Polar SF116VS-F<br>2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 220kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 600,0t (d.o.)-23,5pd 14kn |
| 09466<br>BH<br>5119<br>Esd Gc<br>r RTm/h/v<br>Nav<br>VER | **PANAMA MARU**<br>**Mitsui O.S.K. Lines Ltd. & Shin Yei Senpaku K.K.**<br>Mitsui O.S.K. Lines Ltd.<br>Osaka, Japan<br>Osaka Pref.<br>SatCom: 1200413/JCBH | **17 139**<br>9 288<br>22 597 | NK | **1981** Mitsubishi Heavy Industries Ltd. —Shimonoseki (835)<br>169,50 (BB) 10,040<br>160,03 27,01 14,71<br>P 10,4 F 11,9 2 dks | **M General Cargo**<br>5 Ho ER<br>G.34 621 B.31 627<br>TEU 696<br>C.Ho 352/20' (40') C.Dk 344/20' (40')<br>9 Ha (stl) (13,4 × 10,4) (13,4p&s × 8,0) (21,3p&s 21,3p&s × 10,4) (13,4p&s × 8,0) ER<br>Cr 3(26) 4(16) | Sulzer 7RLA66<br>Oil 2SA 7Cy. 660 × 1400<br>12 950bhp (9 526kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 570kW 450V 60Hz a.c.<br>Fuel 367,0t (d.o.) 1 573,0t (hvf)-40,0pd 17,75kn |
| 02125<br>EGB<br>99<br>d Rdr RTv<br>VER | **PANAMA SENATOR**<br>**Stephani Schiffahrtsges. m.b.H. & Co. m.s. "Panama Senator"**<br>F. Laeisz Schiffahrts. G.m.b.H. & Co.<br>Bremen Federal Republic of Germany<br>SatCom: 1120155 | *18 000*<br>*10 484*<br>26 288 | GL | **1989** Bremer Vulkan A.G.—Bremen-Vegesack (66)<br>176,57 (BB) 10,520<br>166,96 27,50 14,30<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>3 Cell. Ho ER<br>TEU 1786<br>C.Ho 708/20'(40') C.Dk 1078/20'(40') incl. 70 ref C.<br>9 Ha (stl) ER<br>Cr 3(40) | B&W 7L60MC<br>Oil 2SA 7Cy. 600 × 1944<br>10 000kW (13 595bhp)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>Gen 1 × 800kW 3 × 560kW 1 × 525kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 17,25kn |
| 05381<br>03974<br>1889-82A<br>Esd Gc<br>d Rdr<br>Tm/h/v | **PANAMERICA**<br>**Seaside Maritime Co. S.A.**<br>Acomarit (U.K.) Ltd.<br>Panama Panama | T.Mk<br>**446**<br>155<br>991 | NV | **1968** Ankerlokken Verft Glommen A/S —Fredrikstad (169)<br>78,82 13,62 3,125<br>73,21 13,59 8,51<br>F 11,9 2 dks<br>rf 51 | **TM RoRo Cargo/Ferry** —P<br>Bow & side doors<br>1 Ho 65,9 ER<br>B.3 245<br>2 Ha (stl) (14,0 × 2,9) (4,2 × 2,7) ER | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 000bhp (1 471kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 140kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 218,0t (d.o.)-7,5pd 12,5kn |
| 357074<br>3CJ2<br>08063<br>f Esd Gc<br>dr RTm/h/v<br>atNav<br>MVER | **PANANDROS**<br>ex Arandros-87 ex Arkandros-87<br>**Savoy Shipping Co. Ltd.**<br>Limassol Cyprus | **8 826**<br>6 095<br>14 883 | AB | **1975** Jurong Shipyard Ltd.—Singapore (1011)<br>143,41 (BB) 19,84 9,033<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 140 B.18 990<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick 12PC2-2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 131,0t (d.o.) 1 100,0t (hvf)-18,5pd 13,5kn |

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| **7223663**<br>*V7AA7*<br>MI01006<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PAN MAPLE**<br>ex Compass Arrow-91<br>ex Unique Pioneer-91<br>ex Cape Pioneer-88 ex Hornchurch-87<br>ex Delwind-82 ex Constance-80<br>**Compass Maritime Corp.**<br>Majuro Marshall Islands | **63 618**<br>46 842<br>117 800<br>T/cm<br>94,8 | NV | **1973** Uddevallavarvet A/B—Uddevalla (248)<br>263,66 (BB) 40,85 15,887<br>252,10 40,80 21,65<br>1 dk<br>rf 119 | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.129 902 B.128 042<br>9 Ha (stl) (15,8T × 12,8) (17,6 17,6 17,6 17,6 17,6 17,6 17,6 17,6 × 20,1) ER | B&W 9K84<br>Oil 2SA 9Cy. 840 × 1800<br>23 300bhp (17 139kW)<br>Uddevallavarvet A/B Uddeva<br>Gen 3 × 640kW 440V 60Hz a.c.<br>15,25 |
| **7023453**<br>*D8MK*<br>BSR-705586<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PAN MARINER**<br>ex Queensland-79<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **22 432**<br>13 387<br>35 289<br>T/cm<br>46,9 | KR<br>✠Classed LR until 4/8/89 | **1970**-7 Oresundsvarvet A/B—Landskrona (226)<br>199,96 27,06 11,145<br>192,21 26,98 15,04<br>P 33,9 F 16,5 1 dk<br>rf 25 conv Bulk Carrier 72 | **M Bulk Carrier**<br>Vehicles<br>Str. ore cargoes<br>7 Ho 16,1 23,3 16,1 26,9 16,1 25,1 16,1 ER<br>G.45 368 B.39 369<br>7 Ha (stl) (10,6 16,0 10,6 16,0 10,6 16,0 10,6 × 13,4) ER<br>Cr 6(12,25) 1(8) | Gotaverken<br>Oil 2SA 7Cy. 750 × 1600<br>9 783kW (13 300bhp)<br>A/B Gotaverken Gotebo<br>Gen 3 × 496kW 450V 60Hz a.c.<br>Fuel 349,5t (d.o.) 1 955,5t (hvf)-44,0pd 15 |
| **7718864**<br>*D9DQ*<br>ICR-770111<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PAN NOBLE**<br>ex Glory Park-86 ex Okpo Star-83<br>ex Erica-81<br>**Pan Ocean Shipping Co. Ltd.**<br>Inchon South Korea | **15 826**<br>12 156<br>27 307 | KR (NK) | **1977** Tsuneishi Zosen K.K.—Numakuma (338)<br>177,04 (BB) 22,92 10,564<br>168,00 22,86 14,10<br>P 33,0 F 14,4 1 dk | **M Bulk Carrier**<br>6 Ho ER<br>G.36 305 B.31 088<br>6 Ha (stl) (12,2 12,8 12,8 12,8 12,8 12,8 × 9,9) ER<br>Cr 4(15) 1(10) | B&W 6K74<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd. Tama<br>Gen 2 × 500kW 450V a.c.<br>15 |
| **7230422**<br>*HP4812*<br>14093-PEXT<br>Df Esd Gc<br>Rdr | **PAN PACIFIC**<br>**Atun C.A.**<br>Panama Panama | **998**<br>466<br>— | | **1972** Campbell Industries—San Diego, Ca (87)<br>66,50 12,86<br>61,65 12,20 5,87<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | General Motors<br>Oil 2SA 20Cy.<br>3 600bhp (2 648kW)<br>General Motors Corp. La Grange, Illin |
| **7379618**<br>*ZHES2*<br>710629<br>Df Gc Pfd<br>Rdr Rt | **PAN PACIFIC 86**<br>ex Akita Maru No. 11-86<br>**Pan Pacific Ltd.**<br>Jinam Co. Ltd.<br>Georgetown Cayman Islands (British) | **254**<br>122<br>331 | KR | **1974** Miho Zosensho K.K.—Shimizu (965)<br>46,82 (BB) 8,13 3,048<br>40,62 8,11 3,38<br>P 22,6 F 4,9 1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>In.110 | Niigata 6M28KG<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tok<br>Gen 2 × 176kW 225V 50Hz a.c.<br>11,5 |
| **7532997**<br>*D9GS*<br>BSR-775630<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PAN QUEEN**<br>ex Primavera I-81 ex Primavera-80<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **22 269**<br>13 951<br>36 486<br>T/cm<br>46,2 | GL KR | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.) —Yokohama (2541)<br>187,87 28,45 10,767<br>178,01 28,41 17,61<br>F 13,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,6 27,2 27,2 27,2 27,2 ER<br>G.42 600<br>5 Ha (stl) (16,0 17,6 17,6 17,6 17,6 × 12,6) ER<br>Cr 4(25) | Sulzer 7RND<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) A<br>Gen 3 × 610kW 450V 60Hz a.c.<br>Fuel 176,0t (d.o.) 2 567,0t (hvf)-44,5pd 15,25 |
| **7120495**<br>*D8ZN*<br>BSR-715591<br>Df Esd Gc<br>Pfd Rdr Rt | **PAN RISER**<br>ex Taiho-79 ex Michaelson Queen-78<br>ex Hiei Maru-73<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **16 914**<br>10 627<br>25 632<br>T/cm<br>37,4 | KR (NK) | **1971** Tsuneishi Zosen K.K.—Numakuma (248)<br>178,21 25,05 9,824<br>168,00 25,00 14,00<br>P 27,5 F 11,6 1 dk | **M Bulk Carrier**<br>5 Ho 20,4 26,7 27,5 27,5 27,5 ER<br>G.35 737 B.35 010<br>5 Ha (stl) (11,5 × 11,4) (17,8 18,5 18,5 18,5 × 13,1) ER<br>Cr 5(10) | B&W 7K62<br>Oil 2SA 7Cy. 620 × 1400<br>9 900bhp (7 282kW)<br>Mitsui SB. & Eng. Co. Ltd. Tama<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 159,5t (d.o.) 1 528,0t (hvf)-31,5pd 14,5 |
| **7401306**<br>*ELDN6*<br>7531<br>Df Esd Gc<br>Pfd Rdr Rt | **PAN SEARCHER**<br>ex Far Searcher-90<br>ex Tender Searcher-87<br>**K/S Pan Searcher**<br>Monrovia Liberia | **445**<br>119<br>1 110 | NV | **1975** Hermann Suerken GmbH & Co. KG. —Papenburg (283)<br>64,52 13,85 4,719<br>56,42 13,80 6,91<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 8bth P<br>L.170 | MaK 12M453<br>2 Vee Oil 4SA each 12Cy. 320 × 420<br>Atlas-MaK Maschinenbau<br>Gen 2 × 240kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 599,5t (hvf)-18,0pd 15 |
| **7534610**<br>*YCVP*<br><br>Rt | **PAN SEJATI**<br>ex Putra Indah IX-90 ex Myojin Maru-81<br>ex Yusei Maru No. 10-78<br>ex Yusan Maru No. 5<br>**P.T. Pelayaran Nusantara Sejati**<br>Jakarta Indonesia | **820**<br>516<br>1 400 | KI | **1969** K.K. Ichikawa Zosensho—Ise<br>69,50 9,83 4,522<br>64,01 9,81 4,88<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 676 | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Jap<br>12 |
| **6711376**<br>*BOOX*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PAN SHAN**<br>ex Inge Kruger-77 ex Cap Doukato-77<br>ex Inge Kruger-75 ex Thessalia-70<br>ex Inge Kruger-67<br>**Jiangsu Ocean Shipping Company (COSCO JIANGSU)**<br>Nanjing/Nanking China | T.Mk<br>**2 535**<br>1 411<br>3 350<br>**4 173**<br>2 519<br>6 070 | (GL) (ZC) | **1967** Jos. L. Meyer—Papenburg (540)<br>110,50 16,24 —/7,570<br>99,57 16,21 10,01<br>P 22,0 F 9,8 2 dks | **M General Cargo**<br>3 Ho 15,1 27,0 26,3 ER<br>G.8 891 B.8 249<br>10W Der 2(10) 8(5) | Fiat B52<br>Oil 2SA 6Cy. 520 × 960<br>4 200bhp (3 089kW)<br>Borsig A.G. West Be<br>Gen 1 × 256kW 2 × 128kW 400V 50Hz a.c.<br>Fuel 406,5t (hvf) 14 |
| **7400807**<br>*HP4616*<br>13145-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **PAN SKY**<br>ex Far Sky-90 ex Stad Sky-86<br>**K/S Pan Sky**<br>Panama Panama | T.Mk<br>**453**<br>128<br>1 200 | NV | **1975** Ulstein Hatlo A/S—Ulsteinvik (133)<br>64,52 13,85 4,719<br>58,07 13,80 6,91<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.aft | Polar F216<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>A/B Bofors Nohab Trollhat<br>Gen 3 × 132kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 705,0t (d.o.)-24,0pd 13 |
| **6807709**<br>*HO6411*<br>12176-82<br>Df Esd Rdr<br>RTm/v | **PAN STAR**<br>ex Veavik-82 ex Birgitte Lonberg-74<br>ex Hella Dania-72<br>**Pan Tramp Shipping Co. Inc.**<br>Bergen Shipping A/S<br>Panama Panama | T.Mk<br>**419**<br>274<br>1 179 | NV | **1967** Batservice Verft A/S—Mandal (534)<br>68,33 9,33 3,493<br>63,30 9,30 5,52<br>2 dks<br>rf nil !en 77 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 192 B.1 880<br>2 Ha (stl) (each 13,3 × 6,0) ER<br>3W Der 3(5) | Alpha<br>Oil 2SA 7Cy. 240 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederiksh<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 41,5t (d.o.)-3,0pd 9 |
| **7423720**<br>*HP4679*<br>13197-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **PAN SUN**<br>ex Omega 803-90 ex Active Rey-87<br>**K/S Patrogus**<br>Panama Panama | T.Mk<br>**438**<br>124<br>1 175 | NV | **1976** Trondhjems M/V, Aker Trondelag A/S —Trondheim (731)<br>64,55 13,82 4,719<br>58,15 13,81 6,89<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.aft | Polar F216<br>2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared sc. shafts<br>A/B Bofors Nohab Trollhat<br>Gen 3 × 133kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 731,5t (d.o.)-26,5pd |
| **6913625**<br>*D7BM*<br>BSR-695642<br>Df Esd Gc<br>Rdr RTv | **PAN SUNNY**<br>ex Dae Dong-79 ex Van Fort<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **10 427**<br>7 068<br>17 353<br>T/cm<br>27,4 | KR<br>✠ | **1969**-6 Osaka Zosensho—Osaka (287)<br>147,61 22,36 8,960<br>138,51 22,31 12,10<br>P 28,7 F 11,6 1 dk<br>RW rf nil | **M General Cargo**<br>4 Ho 20,3 26,3 26,3 26,3 ER<br>G.22 353 B.20 968<br>4 Ha (stl) (13,7 × 9,9) (19,8 19,8 19,8 × 12,5) ER<br>Der 4(22) | Sulzer 7RN<br>Oil 2SA 7Cy. 680 × 1250<br>8 700bhp (6 399kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 117,0t (d.o.) 1 499,0t (hvf)-29,5pd |

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|---|---|---|---|---|---|---|
| 7372880<br>*D8ZP*<br>BSR-755964<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PAN TIDE**<br>ex Venetia-81<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **39 290**<br>25 619<br>71 722<br>T/cm<br>63,8 | **✠100A1** CS 1/90<br>Strengthened for ore cargoes, Nos. 2, 4 and 6 holds may be empty<br>**✠LMC** **UMS**<br>EL O† $3\frac{1}{16}$"U3<br>FN 11312<br>KR | **1975**-1 Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2428)<br>230,03 (BB) 32,29 14,388<br>217,99 32,20 19,69<br>F 18,9 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 21,6 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.82 702<br>7 Ha (stl) (12,8 14,4 14,4 14,4 14,4 14,4 14,4 × 14,4) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (ex.g) 12kgf/cm$^2$ (11,8bar) rcv 8kgf/cm$^2$ (7,9bar)<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 188,0t (d.o.) 3 376,5t (hvf) 16,5kn |
| 8817320<br>*DZVW*<br>230315<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **PAN TRADER**<br>ex Hudson Trader-90<br>**Sea Queen Shipping Corp.**<br>Manila Philippines<br>SatCom: 1700363/DZVW | *17 061*<br>*9 904*<br>27 887 | NK | **1989** Shin Kurushima Dockyard Co. Ltd.—Onishi (2612)<br>176,60 (BB) 9,414<br>169,40 26,00 13,30<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.38 239 B.37 313<br>5 Ha (stl) (17,9 × 12,8) (19,5 19,5 19,5 19,5 × 17,8) ER<br>Cr 4(30) | Mitsubishi 5UEC52LA<br>Oil 2SA 5Cy. 520 × 1600<br>4 635kW (6 301bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 106,15t (d.o.) 976,92t (hvf)-18,64pd 14,23kn |
| 7233515<br>*D9FA*<br>BSR-735648<br>Df Esd Gc<br>Rdr RTh<br>AMVER | **PAN UNION**<br>ex Skeppsbron-81 ex Voywi-75<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **35 967**<br>21 744<br>66 095<br>T/cm<br>61,2 | KR<br>✠Classed LR until 1/89 | **1973**-1 Hakodate Dock Co. Ltd.—Hakodate (546)<br>219,08 (BB) 32,34 13,696<br>208,01 32,25 18,57<br>P 34,8 F 18,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes<br>7 Ho 21,0 22,7 24,0 19,2 24,0 24,0 24,0 ER<br>G.72 790 B.71 708<br>7 Ha (stl) (12,5 × 10,5) (13,7 14,4 9,6 14,4 14,4 14,4 × 13,4) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>12 799kW (17 400bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 3 652,5t (hvf)-51,0pd 15kn |
| 7523051<br>*LAGS4*<br>N-00918<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PAN VICTORIA**<br>ex Marivic-90 ex Irish Rowan-85<br>**K/S Pan Victoria**<br>Pan Shipping Ltd. A/S<br>Oslo Norway (NIS) | **15 684**<br>10 939<br>27 532<br>T/cm<br>37,9 | **✠100A1** SS 6/89<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC** **UMS**<br>EL H† $2\frac{7}{16}$"U3<br>FN 6470 | **1976**-10 Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1199)<br>176,89 (BB) 25,07 10,338<br>165,00 25,01 14,20<br>P 31,1 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 18,3 29,7 20,8 29,7 28,9 ER<br>G.36 103 B.35 291<br>5 Ha (stl) (10,5 × 10,9) (19,2 11,9 19,2 19,2 × 14,0) ER<br>Cr 5(25) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>2 AuxB (1 o.f. 1 ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 570kW 450V 6Hz a.c.<br>14,9kn |
| 7361099<br>*D7UI*<br>BSR-765657<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PAN YARD**<br>ex Pan Young-82 ex Sealeaf-81<br>ex Fernleaf-78<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **64 863**<br>46 298<br>122 928<br>T/cm<br>94,0 | KR (NV)<br>✠Classed LR until 4/8/89 | **1976** Rheinstahl Nordseewerke—Emden (439)<br>272,32 (BB) 39,04 16,142<br>258,00 38,99 22,31<br>F 26,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 24,9 21,3 21,3 21,3 21,3 21,3 21,3 21,3 22,4 ER<br>G.78 108<br>9 Ha (stl) (9,0 17,6 9,6 17,6 9,6 17,6 9,6 17,6 9,6 × 15,0) ER | Sulzer 8RND90<br>Oil 2SA 8Cy. 900 × 1550<br>1 692kW (2 300bhp)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 840kW 1 × 650kW 450V 60Hz a.c.<br>Fuel (d.o.)(hvf) 16kn |
| 7371824<br>*D9FK*<br>BSR-745882<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PAN ZENITH**<br>ex Ivory-81<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **34 359**<br>22 638<br>61 448 | KR (AB) | **1974** Hitachi Zosen—Maizuru Works, Maizuru (168)<br>225,00 (BB) 32,31 12,466<br>214,99 32,21 17,81<br>B 26,6 F 15,6 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.74 191 B.72 707<br>7 Ha (stl) (16,0 × 12,8) (16,0 16,0 16,0 16,0 16,0 16,0 × 13,1) ER<br>Der 14(5) | B&W 8K74EF<br>Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 380kW 450V 60Hz a.c.<br>Fuel 161,0t (d.o.) 3 315,5t (hvf)-50,5pd 15kn |
| 7627273<br>*J4YE*<br>7522<br>Df Esd Gc<br>Pfd Rdr Rt | **PANACEA**<br>ex Antzouletta-91 ex Tri Ever-79<br>**Panfreight Maritime Inc.**<br>Magna Marine Inc.<br>Piraeus Greece | **24 941**<br>17 161<br>44 528<br>T/cm<br>49,4 | AB | **1978** Tsuneishi Zosen K.K.—Numakuma (356)<br>190,02 (BB) 12,012<br>183,01 29,51 17,02<br>F 15,3 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho ER<br>5 Ha (stl) ER | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 440kW<br>Fuel 2 586,0t (d.o.) 15,5kn |
| 7939901<br>*SV4220*<br>5<br>Rt | **PANAGHIA ARMATA**<br>**D. Mamalakis**<br>Iraklion Greece | **139**<br>84<br>— | (HR) | **1979** E. Ghiakos & N. Moraitis—Perama<br>29,01 7,29 1,801<br>25,71<br>1 dk | **TM Ferry** | Penta TMD100A<br>2 Oil 4SA each 6Cy. 120 × 140<br>464bhp (341kW)<br>A/B Volvo-Penta Sweden |
| 5060031<br>*SV9773*<br>16<br>Df Esd Rdr<br>Rt | **PANAGHIA MEGALOCHARI**<br>ex Michalis-87 ex Candid-85<br>ex Costas K-83 ex Candide-75<br>**Apostolos Pavlos Naftiki Eteria**<br>Kavalla Greece | **491**<br>255<br>1 063 | (HR)<br>✠Classed LR until 9/84 | **1962**-6 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (321)<br>61,80 9,48 3,868<br>56,19 9,30 4,04<br>P & B 36,3 F 9,5 1 dk<br>rf 102 DK fwd | **M General Cargo**<br>Mchy.aft<br>G.1 557 B.1 489<br>4W Der 4(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 25,0t 11kn |
| 5305546<br>*SV3645*<br>4512<br>Pfd Rt | **PANAGHIOTIS**<br>ex Nicos-75 ex Charis-74 ex Meropi-66<br>ex Saint Bedan-64<br>**P. Lisikatos & Co.**<br>Piraeus Greece | **452**<br>240<br>589 | (HR)<br>✠Classed LR until 4/65 | **1937**-3 Scott & Sons—Bowling (341)<br>49,69 7,80 3,468<br>47,25 7,78 3,51<br>RQD 26,3 B 2,2 F 5,8 1 dk<br>R BK 38 | **M General Cargo**<br>1 Ho 28,3 ER<br>G.821 B.694<br>2 Ha (each 11,4 × 4,7) ER<br>2W Der 2(2) | Polar<br>Oil 2SA 4Cy. 340 × 570<br>500bhp (368kW)<br>British Auxiliaries Ltd. Glasgow<br>Fuel 31,5t (d.o.) 10kn |
| 5196995<br>*9HMF3*<br>2869<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PANAGIA**<br>ex Thong Nhat-91 ex Ha Long-78<br>ex Kronprins Harald-75<br>**Oriental Glory Maritime Co. Ltd.**<br>Valletta Malta | **7 034**<br>3 454<br>— | (NV) | **1961** Kieler Howaldtswerke A.G.—Kiel (1096)<br>138,26 18,04 5,487<br>122,54 18,00 7,32<br>2 dks & S dk<br>rf 246 | **TM Passenger/RoRo Cargo/Ferry** OSD 577P<br>Side doors | MAN K9Z57/80<br>2 Oil 2SA each 9Cy. 570 × 800<br>7 018kW (9 541bhp)<br>Kieler Howaldtswerke A.G. Kiel<br>Gen 5 × 475kW 380V 50Hz a.c.<br>Fuel 203,0t (d.o.) 19,5kn |
| 5220849<br>*HO5560*<br>8381-77<br>Df Esd Rdr<br>Rt | **PANAGIA**<br>ex Olympios Hermes-77 ex Ovambo-76<br>ex Marc Laurent V.-68<br>**Thiresia Navigation Co. Ltd.**<br>Panama Panama | **954**<br>455<br>1 497 | Classed LR until 28/11/84 | **1957** Schps. L. Smit & Zoon—Kinderdijk (Co360)<br>82,12 11,92 4,636<br>74,00 11,80 6,61<br>RFD 10,7 2 dks<br>rf 152 | **M General Cargo**<br>Ref<br>Side doors 4(p) 4(s)<br>2 Ho 20,7 8,8DTp,c,s 17,0 ER<br>G.2 387 B.2 134 In.211 L.372<br>2 Ha (each 15,1 × 5,2) ER<br>Der 1(15) 1(7) 2(5) 4(3) | Werkspoor<br>Oil 4SA 10Cy. 390 × 680<br>2 100bhp (1 545kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 70kW 220V d.c.<br>14,5kn |
| 5016133<br>*SV3809*<br>28<br>Df Esd Rdr<br>Rt | **PANAGIA**<br>ex Faneromini-75 ex Pelops-72<br>ex Andenes-64<br>**Panagiotis Daglas, Ioannis Daglas, Dimitrios Kolyras, Eleftherios Daglas & Theodoros Soukas**<br>Patras Greece | **863**<br>420<br>1 428 | (NV) | **1939** Moss Vaerft & Dokk A/S—Moss (77)<br>68,41 10,57 4,807<br>64,17 10,52<br>P 21,4 F 4,9 1 dk & S dk<br>R rf 152 | **M General Cargo** OSD<br>2 Ho ER<br>G.2 531 B.2 226<br>3 Ha (5,4 7,3 5,4 × 4,2) ER<br>6W Der 1(15) 2(4) 4(3) | MAN<br>Oil 4SA 7Cy. 365 × 550<br>765bhp (563kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 25kW 220V d.c.<br>Fuel 271,5t (d.o.) 11kn |
| 7028283<br>*SW4758*<br>4601<br>Df Esd Rdr<br>Rt | **PANAGIA**<br>ex Vasilis-88 ex HEL-119-88<br>ex GDY-176<br>**Sark Maritime Co.**<br>Piraeus Greece | **106**<br>39<br>42 | HR (PR) | **1961** Gdynska Stocznia Remontowa—Gdynia (B25s/250)<br>24,57 8,58 2,361<br>23,35 2,90<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Mitsubishi S6N-MPTK<br>Oil 4SA 6Cy. 160 × 180<br>367kW (499bhp)<br>Mitsubishi Heavy Industries Ltd. Japan<br>Gen 2 × 150kW 400V a.c.<br>12kn |
| 7321063<br>*SV7434*<br>9498<br>Esd Gc Rdr<br>Rt | **PANAGIA FANEROMENI**<br>ex Qormi-89 ex Poole Antelope-76<br>**Almar Shipping Co. Ltd.**<br>Piraeus Greece | **998**<br>456<br>724 | HR (BV) | **1973** Dubigeon-Normandie S.A.—Grand Quevilly<br>74,99 15,14 3,201<br>67,01 14,71 4,30<br>1 dk | **TM RoRo Cargo**<br>Lane Length 192 | Alpha 10V23HU<br>2 Vee Oil 4SA each 10Cy. 225 × 300 reduction geared to sc. shafts<br>1 838kW (2 499bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 128kW 1 × 38kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>14kn |
| 8834378<br>*SW4470*<br>3940<br>Rt | **PANAGIA FANEROMENI II**<br>**Tsabos Bros. Shipping Co.**<br>Piraeus Greece | **106**<br>40<br>— | HR | **1988** "Naus" Shipyard Philippou Bros. S.A. —Perama<br>24,15 6,22 —<br>- 6,20 3,05<br>1 dk | **M Fishing**<br>Side-fishing | Baudouin<br>Oil 4SA 12Cy.<br>221kW (300bhp)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 2 × 30kW 380V a.c. |

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| **7223663**<br>*V7AA7*<br>MI01006<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PAN MAPLE**<br>ex Compass Arrow-91<br>ex Unique Pioneer-91<br>ex Cape Pioneer-88 ex Hornchurch-87<br>ex Delwind-82 ex Constance-80<br>**Compass Maritime Corp.**<br>Majuro Marshall Islands | **63 618**<br>46 842<br>117 800<br>T/cm<br>94,8 | <br><br>NV | **1973** Uddevallavarvet A/B—Uddevalla (248)<br>263,66 (BB) 40,85 15,887<br>252,10 40,80 21,65<br>1 dk<br>rf 119 | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.129 902 B.128 042<br>9 Ha (stl) (15,8T × 12,8) (17,6 17,6 17,6 17,6 17,6 17,6 17,6 17,6 × 20,1) ER | B&W<br>Oil 2SA 9Cy. 840 × 1800<br>23 300bhp (17 139kW)<br>Uddevallavarvet A/B<br>Gen 3 × 640kW 440V 60Hz a.c. |
| **7023453**<br>*D8MK*<br>BSR-705586<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PAN MARINER**<br>ex Queensland-79<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **22 432**<br>13 387<br>35 289<br>T/cm<br>46,9 | KR<br><br>✠Classed LR until 4/8/89 | **1970**-7 Oresundsvarvet A/B—Landskrona (226)<br>199,96 27,06 11,145<br>192,21 26,98 15,04<br>P 33,9 F 16,5 1 dk<br>rf 25 conv Bulk Carrier 72 | **M Bulk Carrier**<br>Vehicles<br>Str. ore cargoes<br>7 Ho 16,1 23,3 16,1 26,9 16,1 25,1 16,1 ER<br>G.45 368 B.39 369<br>7 Ha (stl) (10,6 16,0 10,6 16,0 10,6 16,0 10,6 × 13,4) ER<br>Cr 6(12,25) 1(8) | Gotaverken<br>Oil 2SA 7Cy. 750 × 1600<br>9 783kW (13 300bhp)<br>A/B Gotaverken<br>Gen 3 × 496kW 450V 60Hz a.c.<br>Fuel 349,5t (d.o.) 1 955,5t (hvf)-44,0pd |
| **7718864**<br>*D9DQ*<br>ICR-770111<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PAN NOBLE**<br>ex Glory Park-86 ex Okpo Star-83<br>ex Erica-81<br>**Pan Ocean Shipping Co. Ltd.**<br>Inchon South Korea | **15 826**<br>12 156<br>27 307 | <br><br>KR (NK) | **1977** Tsuneishi Zosen K.K.—Numakuma (338)<br>177,04 (BB) 22,92 10,564<br>168,00 22,86 14,10<br>P 33,0 F 14,4 1 dk | **M Bulk Carrier**<br><br>6 Ho ER<br>G.36 305 B.31 088<br>6 Ha (stl) (12,2 12,8 12,8 12,8 12,8 12,8 × 9,9) ER<br>Cr 4(15) 1(10) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 500kW 450V a.c. |
| **7230422**<br>*HP4812*<br>14093-PEXT<br>Df Esd Gc<br>Rdr | **PAN PACIFIC**<br><br>**Atun C.A.**<br>Panama Panama | **998**<br>466<br>— | | **1972** Campbell Industries—San Diego, Ca (87)<br>66,50 12,86<br>61,65 12,20 5,87<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | General Motors<br>Oil 2SA 20Cy.<br>3 600bhp (2 648kW)<br>General Motors Corp. La Grange |
| **7379618**<br>*ZHES2*<br>710629<br>Df Gc Pfd<br>Rdr Rt | **PAN PACIFIC 86**<br>ex Akita Maru No. 11-86<br>**Pan Pacific Ltd.**<br>Jinam Co. Ltd.<br>Georgetown Cayman Islands (British) | **254**<br>122<br>331 | <br><br>KR | **1974** Miho Zosensho K.K.—Shimizu (965)<br>46,82 (BB) 8,13 3,048<br>40,62 8,11 3,38<br>P 22,6 F 4,9 1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>In.110 | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 176kW 225V 50Hz a.c. |
| **7532997**<br>*D9GS*<br>BSR-775630<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PAN QUEEN**<br>ex Primavera I-81 ex Primavera-80<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **22 269**<br>13 951<br>36 486<br>T/cm<br>46,2 | <br><br>GL KR | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Yokohama (2541)<br>187,87 28,45 10,767<br>178,01 28,41 17,61<br>F 13,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,6 27,2 27,2 27,2 27,2 ER<br>G.42 600<br>5 Ha (stl) (16,0 17,6 17,6 17,6 17,6 × 12,6) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 610kW 450V 60Hz a.c.<br>Fuel 176,0t (d.o.) 2 567,0t (hvf)-44,5pd |
| **7120495**<br>*D8ZN*<br>BSR-715591<br>Df Esd Gc<br>Pfd Rdr Rt | **PAN RISER**<br>ex Taiho-79 ex Michaelson Queen-78<br>ex Hiei Maru-73<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **16 914**<br>10 627<br>25 632<br>T/cm<br>37,4 | <br><br>KR (NK) | **1971** Tsuneishi Zosen K.K.—Numakuma (248)<br>178,21 25,05 9,824<br>168,00 25,00 14,00<br>P 27,5 F 11,6 1 dk | **M Bulk Carrier**<br><br>5 Ho 20,4 26,7 27,5 27,5 27,5 ER<br>G.35 737 B.35 010<br>5 Ha (stl) (11,5 × 11,4) (17,8 18,5 18,5 18,5 × 13,1) ER<br>Cr 5(10) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>9 900bhp (7 282kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 159,5t (d.o.) 1 528,0t (hvf)-31,5pd |
| **7401306**<br>*ELDN6*<br>7531<br>Df Esd Gc<br>Pfd Rdr Rt | **PAN SEARCHER**<br>ex Far Searcher-90<br>ex Tender Searcher-87<br>**K/S Pan Searcher**<br>Monrovia Liberia | **445**<br>119<br>1 110 | <br><br>NV | **1975** Hermann Suerken GmbH & Co. KG.<br>—Papenburg (283)<br>64,52 13,85 4,719<br>56,42 13,80 6,91<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 8bth P<br><br>L.170 | MaK<br>2 Vee Oil 4SA each 12Cy. 320 × 420<br>Atlas-MaK Maschinenbau<br>Gen 2 × 240kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 599,5t (hvf)-18,0pd |
| **7534610**<br>*YCVP*<br><br>Rt | **PAN SEJATI**<br>ex Putra Indah IX-90 ex Myojin Maru-81<br>ex Yusei Maru No. 10-78<br>ex Yusan Maru No. 5<br>**P.T. Pelayaran Nusantara Sejati**<br>Jakarta Indonesia | **820**<br>516<br>1 400 | <br><br>KI | **1969** K.K. Ichikawa Zosensho—Ise<br>69,50 9,83 4,522<br>64,01 9,81 4,88<br>1 dk | **M Tanker**<br><br>4 Ta ER<br>L.(oil) 1 676 | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. |
| **6711376**<br>*BOOX*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PAN SHAN**<br>ex Inge Kruger-77 ex Cap Doukato-77<br>ex Inge Kruger-75 ex Thessalia-70<br>ex Inge Kruger-67<br>**Jiangsu Ocean Shipping Company (COSCO JIANGSU)**<br>Nanjing/Nanking China | T.Mk<br>**2 535**<br>1 411<br>3 350<br>**4 173**<br>2 519<br>6 070 | <br><br>(GL) (ZC) | **1967** Jos. L. Meyer—Papenburg (540)<br>110,50 16,24 —/7,570<br>99,57 16,21 10,01<br>P 22,0 F 9,8 2 dks | **M General Cargo**<br><br>3 Ho 15,1 27,0 26,3 ER<br>G.8 891 B.8 249<br>10W Der 2(10) 8(5) | Fiat<br>Oil 2SA 6Cy. 520 × 960<br>4 200bhp (3 089kW)<br>Borsig A.G.<br>Gen 1 × 256kW 2 × 128kW 400V 50H<br>Fuel 406,5t (hvf) |
| **7400807**<br>*HP4616*<br>13145-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **PAN SKY**<br>ex Far Sky-90 ex Stad Sky-86<br>**K/S Pan Sky**<br>Panama Panama | T.Mk<br>**453**<br>128<br>1 200 | <br><br>NV | **1975** Ulstein Hatlo A/S—Ulsteinvik (133)<br>64,52 13,85 4,719<br>58,07 13,80 6,91<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.aft | Polar<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>A/B Bofors Nohab<br>Gen 3 × 132kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 705,0t (d.o.)-24,0pd |
| **6807709**<br>*HO6411*<br>12176-82<br>Df Esd Rdr<br>RTm/v | **PAN STAR**<br>ex Veavik-82 ex Birgitte Lonberg-74<br>ex Hella Dania-72<br>**Pan Tramp Shipping Co. Inc.**<br>Bergen Shipping A/S<br>Panama Panama | T.Mk<br>**419**<br>274<br>1 179 | <br><br>NV | **1967** Batservice Verft A/S—Mandal (534)<br>68,33 9,33 3,493<br>63,30 9,30 5,52<br>2 dks<br>rf nil len 77 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 192 B.1 880<br>2 Ha (stl) (each 13,3 × 6,0) ER<br>3W Der 3(5) | Alpha<br>Oil 2SA 7Cy. 240 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 41,5t (d.o.)-3,0pd |
| **7423720**<br>*HP4679*<br>13197-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **PAN SUN**<br>ex Omega 803-90 ex Active Rey-87<br>**K/S Patrogus**<br>Panama Panama | T.Mk<br>**438**<br>124<br>1 175 | <br><br>NV | **1976** Trondhjems M/V, Aker Trondelag A/S<br>—Trondheim (731)<br>64,55 13,82 4,719<br>58,15 13,81 6,89<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.aft | Polar<br>2 Vee Oil 4SA each 16Cy. 250 × 300 s<br>sc. shafts<br>A/B Bofors Nohab<br>Gen 3 × 133kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 731,5t (d.o.)-26,5pd |
| **6913625**<br>*D7BM*<br>BSR-695642<br>Df Esd Gc<br>Rdr RTv | **PAN SUNNY**<br>ex Dae Dong-79 ex Van Fort<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **10 427**<br>7 068<br>17 353<br>T/cm<br>27,4 | KR<br><br>✠ | **1969**-6 Osaka Zosensho—Osaka (287)<br>147,61 22,36 8,960<br>138,51 22,31 12,10<br>P 28,7 F 11,6 1 dk<br>RW rf nil | **M General Cargo**<br><br>4 Ho 20,3 26,3 26,3 26,3 ER<br>G.22 353 B.20 968<br>4 Ha (stl) (13,7 × 9,9) (19,8 19,8 19,8 × 12,5) ER<br>Der 4(22) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>8 700bhp (6 399kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 117,0t (d.o.) 1 499,0t (hvf)-29,5pd |

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| **PAN TIDE**<br>ex Venetia-81<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **39 290**<br>25 619<br>71 722<br>T/cm<br>63,8 | **✠100A1** CS 1/90<br>Strengthened for ore cargoes, Nos. 2, 4 and 6 holds may be empty<br>**✠LMC** **UMS**<br>EL Ot $3\frac{1}{16}$"U3<br>FN 11312<br>KR | **1975**-1 Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2428)<br>230,03 (BB) 32,29 14,388<br>217,99 32,20 19,69<br>F 18,9 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 21,6 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.82 702<br>7 Ha (stl) (12,8 14,4 14,4 14,4 14,4 14,4 14,4 × 14,4) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (ex.g) 12kgf/cm² (11,8bar) rcv 8kgf/cm² (7,9bar)<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 188,0t (d.o.) 3 376,5t (hvf) 16,5kn |
| **PAN TRADER**<br>ex Hudson Trader-90<br>**Sea Queen Shipping Corp.**<br>Manila Philippines<br>SatCom: 1700363/DZVW | *17 061*<br>*9 904*<br>27 887 | NK | **1989** Shin Kurushima Dockyard Co. Ltd.—Onishi (2612)<br>176,60 (BB) 9,414<br>169,40 26,00 13,30<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.38 239 B.37 313<br>5 Ha (stl) (17,9 × 12,8) (19,5 19,5 19,5 19,5 × 17,8) ER<br>Cr 4(30) | Mitsubishi 5UEC52LA<br>Oil 2SA 5Cy. 520 × 1600<br>4 635kW (6 301bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 106,15t (d.o.) 976,92t (hvf)-18,64pd 14,23kn |
| **PAN UNION**<br>ex Skeppsbron-81 ex Voywi-75<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **35 967**<br>21 744<br>66 095<br>T/cm<br>61,2 | KR<br>✠Classed LR until 1/89 | **1973**-1 Hakodate Dock Co. Ltd.—Hakodate (546)<br>219,08 (BB) 32,34 13,696<br>208,01 32,25 18,57<br>P 34,8 F 18,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes<br>7 Ho 21,0 22,7 24,0 19,2 24,0 24,0 24,0 ER<br>G.72 790 B.71 708<br>7 Ha (stl) (12,5 × 10,5) (13,7 14,4 9,6 14,4 14,4 14,4 × 13,4) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>12 799kW (17 400bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 3 652,5t (hvf)-51,0pd 15kn |
| **PAN VICTORIA**<br>ex Marivic-90 ex Irish Rowan-85<br>**K/S Pan Victoria**<br>Pan Shipping Ltd. A/S<br>Oslo Norway (NIS) | **15 684**<br>10 939<br>27 532<br>T/cm<br>37,9 | **✠100A1** SS 6/89<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC** **UMS**<br>EL Ht $2\frac{7}{16}$"U3<br>FN 6470 | **1976**-10 Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1199)<br>176,89 (BB) 25,07 10,338<br>165,00 25,01 14,20<br>P 31,1 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 18,3 29,7 20,8 29,7 28,9 ER<br>G.36 103 B.35 291<br>5 Ha (stl) (10,5 × 10,9) (19,2 11,9 19,2 19,2 × 14,0) ER<br>Cr 5(25) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>2 AuxB (1 o.f. 1 ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 570kW 450V 6Hz a.c.<br>14,9kn |
| **PAN YARD**<br>ex Pan Young-82 ex Sealeaf-81<br>ex Fernleaf-78<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **64 863**<br>46 298<br>122 928<br>T/cm<br>94,0 | KR (NV)<br>✠Classed LR until 4/8/89 | **1976** Rheinstahl Nordseewerke—Emden (439)<br>272,32 (BB) 39,04 16,142<br>258,00 38,99 22,31<br>F 26,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 24,9 21,3 21,3 21,3 21,3 21,3 21,3 21,3 22,4 ER<br>G.78 108<br>9 Ha (stl) (9,0 17,6 9,6 17,6 9,6 17,6 9,6 17,6 9,6 × 15,0) ER | Sulzer 8RND90<br>Oil 2SA 8Cy. 900 × 1550<br>1 692kW (2 300bhp)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 840kW 1 × 650kW 450V 60Hz a.c.<br>Fuel (d.o.)(hvf) 16kn |
| **PAN ZENITH**<br>ex Ivory-81<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **34 359**<br>22 638<br>61 448 | KR (AB) | **1974** Hitachi Zosen—Maizuru Works, Maizuru (168)<br>225,00 (BB) 32,31 12,466<br>214,99 32,21 17,81<br>B 26,6 F 15,6 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.74 191 B.72 707<br>7 Ha (stl) (16,0 × 12,8) (16,0 16,0 16,0 16,0 16,0 16,0 × 13,1) ER<br>Der 14(5) | B&W 8K74EF<br>Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 380kW 450V 60Hz a.c.<br>Fuel 161,0t (d.o.) 3 315,5t (hvf)-50,5pd 15kn |
| **PANACEA**<br>ex Antzouletta-91 ex Tri Ever-79<br>**Panfreight Maritime Inc.**<br>Magna Marine Inc.<br>Piraeus Greece | **24 941**<br>17 161<br>44 528<br>T/cm<br>49,4 | AB | **1978** Tsuneishi Zosen K.K.—Numakuma (356)<br>190,02 (BB) 12,012<br>183,01 29,51 17,02<br>F 15,3 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho ER<br>5 Ha (stl) ER | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 440kW<br>Fuel 2 586,0t (d.o.) 15,5kn |
| **PANAGHIA ARMATA**<br>**D. Mamalakis**<br>Iraklion Greece | **139**<br>84<br>— | (HR) | **1979** E. Ghiakos & N. Moraitis—Perama<br>29,01 7,29 1,801<br>25,71<br>1 dk | **TM Ferry** | Penta TMD100A<br>2 Oil 4SA each 6Cy. 120 × 140<br>464bhp (341kW)<br>A/B Volvo-Penta Sweden |
| **PANAGHIA MEGALOCHARI**<br>ex Michalis-87 ex Candid-85<br>ex Costas K-83 ex Candide-75<br>**Apostolos Pavlos Naftiki Eteria**<br>Kavalla Greece | **491**<br>255<br>1 063 | (HR)<br>✠Classed LR until 9/84 | **1962**-6 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (321)<br>61,80 9,48 3,868<br>56,19 9,30 4,04<br>P & B 36,3 F 9,5 1 dk<br>rf 102 DK fwd | **M General Cargo**<br>Mchy.aft<br>G.1 557 B.1 489<br>4W Der 4(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 25,0t 11kn |
| **PANAGHIOTIS**<br>ex Nicos-75 ex Charis-74 ex Meropi-66<br>ex Saint Bedan-64<br>**P. Lisikatos & Co.**<br>Piraeus Greece | **452**<br>240<br>589 | (HR)<br>✠Classed LR until 4/65 | **1937**-3 Scott & Sons—Bowling (341)<br>49,69 7,80 3,468<br>47,25 7,78 3,51<br>RQD 26,3 B 2,2 F 5,8 1 dk<br>R BK 38 | **M General Cargo**<br>1 Ho 28,3 ER<br>G.821 B.694<br>2 Ha (each 11,4 × 4,7) ER<br>2W Der 2(2) | Polar<br>Oil 2SA 4Cy. 340 × 570<br>500bhp (368kW)<br>British Auxiliaries Ltd. Glasgow<br>Fuel 31,5t (d.o.) 10kn |
| **PANAGIA**<br>ex Thong Nhat-91 ex Ha Long-78<br>ex Kronprins Harald-75<br>**Oriental Glory Maritime Co. Ltd.**<br>Valletta Malta | **7 034**<br>3 454<br>— | (NV) | **1961** Kieler Howaldtswerke A.G.—Kiel (1096)<br>138,26 18,04 5,487<br>122,54 18,00 7,32<br>2 dks & S dk<br>rf 246 | **TM Passenger/RoRo Cargo/Ferry** OSD 577P<br>Side doors | MAN K9Z57/80<br>2 Oil 2SA each 9Cy. 570 × 800<br>7 018kW (9 541bhp)<br>Kieler Howaldtswerke A.G. Kiel<br>Gen 5 × 475kW 380V 50Hz a.c.<br>Fuel 203,0t (d.o.) 19,5kn |
| **PANAGIA**<br>ex Olympios Hermes-77 ex Ovambo-76<br>ex Marc Laurent V.-68<br>**Thiresia Navigation Co. Ltd.**<br>Panama Panama | **954**<br>455<br>1 497 | Classed LR until 28/11/84 | **1957** Schps. L. Smit & Zoon—Kinderdijk (Co360)<br>82,12 11,92 4,636<br>74,00 11,80 6,61<br>RFD 10,7 2 dks<br>rf 152 | **M General Cargo**<br>Ref<br>Side doors 4(p) 4(s)<br>2 Ho 20,7 8,8DTp,c,s 17,0 ER<br>G.2 387 B.2 134 In.211 L.372<br>2 Ha (each 15,1 × 5,2) ER<br>Der 1(15) 1(7) 2(5) 4(3) | Werkspoor<br>Oil 4SA 10Cy. 390 × 680<br>2 100bhp (1 545kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 70kW 220V d.c.<br>14,5kn |
| **PANAGIA**<br>ex Faneromini-75 ex Pelops-72<br>ex Andenes-64<br>**Panagiotis Daglas, Ioannis Daglas, Dimitrios Kolyras, Eleftherios Daglas & Theodoros Soukas**<br>Patras Greece | **863**<br>420<br>1 428 | (NV) | **1939** Moss Vaerft & Dokk A/S—Moss (77)<br>68,41 10,57 4,807<br>64,17 10,52<br>P 21,4 F 4,9 1 dk & S dk<br>R rf 152 | **M General Cargo** OSD<br>2 Ho ER<br>G.2 531 B.2 226<br>3 Ha (5,4 7,3 5,4 × 4,2) ER<br>6W Der 1(15) 2(4) 4(3) | MAN<br>Oil 4SA 7Cy. 365 × 550<br>765bhp (563kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 25kW 220V d.c.<br>Fuel 271,5t (d.o.) 11kn |
| **PANAGIA**<br>ex Vasilis-88 ex HEL-119-88<br>ex GDY-176<br>**Sark Maritime Co.**<br>Piraeus Greece | **106**<br>39<br>42 | HR (PR) | **1961** Gdynska Stocznia Remontowa—Gdynia (B25s/250)<br>24,57 8,58 2,361<br>23,35 2,90<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Mitsubishi S6N-MPTK<br>Oil 4SA 6Cy. 160 × 180<br>367kW (499bhp)<br>Mitsubishi Heavy Industries Ltd. Japan<br>Gen 2 × 150kW 400V a.c.<br>12kn |
| **PANAGIA FANEROMENI**<br>ex Qormi-89 ex Poole Antelope-76<br>**Almar Shipping Co. Ltd.**<br>Piraeus Greece | **998**<br>456<br>724 | HR (BV) | **1973** Dubigeon-Normandie S.A.—Grand Quevilly<br>74,99 15,14 3,201<br>67,01 14,71 4,30<br>1 dk | **TM RoRo Cargo**<br>Lane Length 192 | Alpha 10V23HU<br>2 Vee Oil 4SA each 10Cy. 225 × 300 reduction geared to sc. shafts<br>1 838kW (2 499bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 128kW 1 × 38kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>14kn |
| **PANAGIA FANEROMENI II**<br>**Tsabos Bros. Shipping Co.**<br>Piraeus Greece | **106**<br>40<br>— | HR | **1988** "Naus" Shipyard Philippou Bros. S.A. —Perama<br>24,15 6,22 —<br>- 6,20 3,05<br>1 dk | **M Fishing**<br>Side-fishing | Baudouin<br>Oil 4SA 12Cy.<br>221kW (300bhp)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 2 × 30kW 380V a.c. |

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| **5023320**<br>*HO3101*<br>8370-GI<br>Df Esd Pfd<br>Rt | **PANAGIA I**<br>ex Niki-79 ex Argo-78 ex Kiel-61<br>**Potential Co. Inc.**<br>Panama Panama | **396**<br>143<br>528 | (HR) | **1950** Flensburger Schiffsbau-Ges.—Flensburg<br>47,00 8,06 4,115<br>42,98 8,01 4,91<br>F 7,4 1 dk<br>RW conv Side Trawler Fishing — | **M General Cargo**<br>2 Ho each 12,7<br>G.660<br>2 Ha (each 8,3 × 3,5)<br>2W Der 2(1,5) | Daimler<br>Oil 4SA 6Cy. 150 × 190<br>160bhp (118kW) E fitted—<br>Daimler-Benz A.G. Wes<br>Fuel 10,0t (d.o.) |
| **7028245**<br>*SW4760*<br>4602<br>Esd Rdr Rt | **PANAGIA I**<br>ex Andreas-88 ex HEL-115-88<br>ex GDY-174<br>**Deep Sea Maritime Co.**<br>Piraeus Greece | **108**<br>40<br>42 | HR (PR) | **1961** Gdynska Stocznia Remontowa—Gdynia (B25s/226)<br>24,54 6,58 2,361<br>23,36 2,92<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Mitsubishi S<br>Oil 4SA 6Cy. 160 × 180<br>367kW (499bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 150kW 400V a.c. |
| **7405699**<br>*SV2479*<br>4985<br>Rt | **PANAGIA K**<br>**K. Kaloudas & K. Kroustalis**<br>Piraeus Greece | **353**<br>247<br>— | | **1975** D. C. Anastassiades & A. Ch. Tsortanides —Perama (81)<br>42,52 10,22 1,905<br>10,16 2,70<br>1 dk | **TrM Ferry** | Daimler<br>3 Oil<br>540bhp (397kW)<br>Daimler-Benz A.G. Wes |
| **5190305**<br>*SV3448*<br>97<br>Df Esd Rdr<br>RTm | **PANAGIA KANALA**<br>ex Kaiti-88 ex Knock-71 ex Zuidland-60<br>ex Peter-55<br>**Georgios Gonidos**<br>Thessaloniki Greece | **499**<br>307<br>868 | (GL) (HR)<br>✠Classed LR until 2/63 | **1951**-12 Bijker's Aanneming's Bedrijf "Ijssel" Werf —Gorinchem (123)<br>59,64 9,25 3,518<br>54,44 9,20 4,04<br>RQD 12,8 F 7,4 1 dk<br>RW rf 76 | **M General Cargo**<br>1 Ho 36,8 ER<br>G.1 090 B.966<br>2 Ha (each 12,8 × 4,8) ER<br>2W Der 2(2,5) | MAN<br>Oil 4SA 8Cy. 285 × 420<br>650bhp (478kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 15kW 110V d.c.<br>Fuel 62,0t (d.o.) |
| **5316612**<br>*SV3343*<br>4435<br>Esd Pfd Rdr<br>RTm/v | **PANAGIA KASTROU**<br>ex Alexis Athans-84 ex Georgios A.-81<br>ex Ciciliana-72 ex Seaford-71<br>**Nik. Theoharopoulos Maritime Co.**<br>Piraeus Greece | **983**<br>554<br>1 534 | ✠Classed LR until 11/4/84 | **1947**-11 S. P. Austin & Son Ltd.—South Dock, Sunderland (388)<br>68,59 10,52 4,547<br>64,75 10,44 4,68<br>P 16,2 RQD 18,9 B 4,3 F 7,7 1 dk<br>RW | **M General Cargo**<br>2 Ho 20,1 21,3 ER<br>G.2 193<br>2 Ha (stl) (14,0 × 6,4) (14,6 × 6,8) ER<br>1W Der 1(2) | Polar<br>Oil 2SA 6Cy. 340 × 570<br>960bhp (706kW)<br>British Polar Engines Ltd.<br>Gen 1 × 60kW 1 × 30kW 220V d.c.<br>Fuel 46,5t (d.o.) |
| **5263504**<br>*SW3514*<br>9115<br>Df Esd Pfd<br>Rdr Rt | **PANAGIA M**<br>ex Noorderkroon-87<br>ex Onderneming 1-71<br>**George Fassoulis**<br>Piraeus Greece | **261**<br>136<br>— | HR | **1959** N.V. Schpsw. "De Vooruitgang" v/h D. Boot —Alphen a/d Rijn<br>40,78 7,40 2,750<br>35,60 7,29 3,81<br>1 dk | **M Fishing**<br>Side Trawler | De Industrie<br>Oil 4SA 6Cy. 305 × 460<br>750bhp (552kW)<br>D. & J. Boot "De Industrie" Alphe |
| **5411917**<br>*SV7135*<br>8526<br>Df Esd Pfd<br>Rdr Rt | **PANAGIA MALEVI**<br>ex Marlene Sofie ex Benjamin Jan-77<br>ex Neptunus-73 ex Jan Maria-72<br>**Alieftiki Naftiliaka Eteria Salamina**<br>Piraeus Greece | **299**<br>155<br>— | HR | **1963** D. & J. Boot Schpsw. "De Industrie" —Alphen a/d Rijn (1309)<br>44,23 7,40 3,455<br>36,76 7,29 3,99 | **M Fishing**<br>Side Trawler | De Industrie<br>Oil 4SA 8Cy. 305 × 460<br>D. & J. Boot "De Industrie" Alphe |
| **7045762**<br>*P3XD*<br>394532<br>Df Esd Gc<br>Rdr Rt | **PANAGIA PHANEROMENI**<br>ex Artemis-90 ex Artemis C-89<br>ex Lara S-87 ex Cardiff-86<br>ex Mahogany-81<br>**Pityos Marine Co. Ltd.**<br>Maritime Success S.A.<br>Limassol Cyprus | **9 466**<br>6 453<br>16 000 | (BV)<br>LR class withdrawn 16/1/91 | **1971** K.K. Usuki Tekkosho—Saiki (1128)<br>147,20 21,24 9,078<br>136,12 21,20 12,04<br>P 26,6 F 10,7 1 dk<br>RW | **M Bulk Carrier**<br>4 Ho 22,9 26,3 26,3 26,3 ER<br>G.20 778 B.20 056<br>4 Ha (stl) (15,0 19,5 19,5 19,5 × 10,9) ER<br>4W Der 4(20) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 220kW 450V 60Hz a.c.<br>Fuel 135,0t (d.o.) 1 219,5t (hvf) |
| **6610649**<br>*SW6621*<br>9678<br>Df Esd Rdr<br>RTm/h/v | **PANAGIA S**<br>ex Rainbow-90 ex Borg-87 ex Skafta-80<br>ex Silesia-74<br>**Chios Naftiki Eteria**<br>Piraeus Greece | **499**<br>345<br>1 320 | (GL) | **1966** Atlas-werke A.G.—Bremen (437)<br>74,71 11,41 2,480<br>68,61 11,31 6,25<br>B 12,2 F 6,8 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho ER<br>G.2 959 B.2 707<br>2 Ha (stl) (each 16,7 × 6,0) ER<br>Cr 2(5) 2(3) | MaK 8<br>Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>MaK. Maschinenbau Kiel G.m.b.H<br>Fuel (d.o.) |
| **7721653**<br>*SV4471*<br>6356 | **PANAGIA T.**<br>**Notios Evoikos Shipping Co. Ltd.**<br>Piraeus Greece | **754**<br>444<br>— | | **1978** Vassiliadis Yard—Salamis (33)<br>62,26 1,651<br>53,01 13,42 3,20<br>1 dk | **TM Ferry/General Cargo** | Skoda<br>2 Oil 4SA 6Cy.<br>1 400bhp (1 030kW)<br>CKD Praha |
| **7928873**<br>*SV5545*<br>7375<br>Rt | **PANAGIA T. II**<br>**N. Acouros**<br>Piraeus Greece | **450**<br>290<br>300 | | **1981** Vassiliadis Yard—Salamis (39)<br>46,97 12,20<br>40,52 2,93 | **TM RoRo Cargo/Ferry**<br>Mchy.aft | 2 Oil<br>............. |
| **5192987**<br>*SWUH*<br>7719<br>Esd Gc Pfd<br>Rdr Rt | **PANAGIA TINOU**<br>ex Captain Constantinos-81<br>ex Koningin Wilhelmina-79<br>**C. Ventouris' Sons Cyclades Coastlines**<br>Ventouris Sea Lines<br>Piraeus Greece | **4 951**<br>2 643<br>1 178 | HR<br>✠Classed LR until 9/80 | **1960**-1 N.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (548)<br>120,02 17,33 5,350<br>110,01 16,26 9,50<br>B & F 108,6 3 dks<br>rf 610 | **TM Passenger/General Cargo/Ferry**<br>Vehicles 1200P<br>1W | MAN<br>2 Oil 2SA each 12Cy. 570 × 800<br>15 600bhp (11 475kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>2 Directional propellers driven by elec. mo<br>Thw. thrust propeller fwd |
| **7731452**<br>*SW2565*<br>9004<br>Rt | **PANAGIA TINOU**<br>ex Tina M-86 ex Mary Lerou-86<br>ex Mary Lou-84 ex El Zorro-84<br>ex YO 123<br>Piraeus Greece | **497**<br>297<br>962 | (AB) (HR) | **1944** Albina Eng. & Mach. Works—Portland, Or (97)<br>4,085<br>50,65 9,76 4,58<br>P 16,2 F 7,7 1 dk<br>rf 76 Diam. 0,203 | **M Tanker**<br>Oil Molasses<br>CBT<br>8 Ta ER<br>HeCls. C<br>2 Cargo pumps total 400T/hr | Oil 4SA 6Cy. 356 × 483<br>560bhp (412kW)<br>Union Diesel Co. Oa<br>Gen 2 × 40kW<br>Fuel 55,0t (d.o.)-2,0pd |
| **7371484**<br>2818<br>Df Esd Gc<br>Pfd Rdr Rt | **PANAGIOTIS**<br>ex North Breeze-91 ex Seaoath-90<br>ex Sun Runner-88<br>ex Oceania Star No. 1-87<br>ex Oceania Star-85 ex Sun Cupid-79<br>**Transworld Marine Ltd.**<br>Valletta Malta | **3 759**<br>2 520<br>6 186 | HR NK (BV) | **1974** Asakawa Zosen—Imabari (238)<br>106,46 16,36 6,681<br>97,95 16,31 8,16<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 219 B.7 235<br>2 Ha (stl) (28,4 28,5 × 8,3) ER<br>4W Der 4(15) | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 200kW a.c.<br>Fuel 537,5t (hvf)-12,0pd |
| **8124876**<br>*SXRC*<br>8464<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PANAGIOTIS L**<br>**Elliaison Transports Inc.**<br>Piraeus Greece<br>SatCom: 1130412/SXRC | **35 126**<br>26 132<br>64 166<br>T/cm<br>63,8 | AB | **1983** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (312)<br>224,95 (BB) 32,26 13,228<br>214,99 32,01 18,22<br>F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho ER<br>G.84 320 B.74 019<br>7 Ha (stl) ER | Sulzer<br>Oil 2SA 5Cy. 760 × 1600<br>12 250bhp (9 011kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 660kW |
| **7046297**<br>*P3NU2*<br>708374<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PANAGIOTIS L. PERIVOLIOTIS**<br>ex Jason S-87 ex Panamax Jupiter-85<br>ex Niihama Maru-82<br>**Loyal Shipping Co. Ltd.**<br>Efshipping Co. S.A. Panama<br>Limassol Cyprus | *41 961*<br>*18 809*<br>76 323<br>T/cm<br>74,8 | BV (NK) | **1971** Sumitomo SB. & Mchy. Co. Ltd.—Uraga Shipyard, Yokosuka (940)<br>247,02 (BB) 35,36 12,891<br>236,02 35,31 18,45<br>F 17,1 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.75 744<br>4 Ha (stl) (30,8 32,9 32,9 32,9 × 14,0) ER | Sulzer<br>Oil 2SA 9Cy. 760 × 1550<br>18 000bhp (13 240kW)<br>Sumitomo SB. & Mchy. Co. Ltd. T<br>Gen 2 × 560kW 445V 60Hz a.c.<br>Fuel 2 375,5t-58,0pd |
| **7009263**<br>*SW5478*<br>4994<br>Df Esd Gc<br>Rdr RTm/v | **PANAGOS II**<br>ex Venetico-89 ex White Fish-89<br>**Ioannis Panagos Naftiki Eteria**<br>Piraeus Greece | **251**<br>46<br>200 | HR (BV) | **1970** Ziegler Freres—Dunkerque (176)<br>40,31 7,57 3,001<br>38,51 7,51 3,79<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>24dk P | Polar<br>2 Oil 4SA each 6Cy. 250 × 300 reduction to sc. shafts<br>Nydqvist & Holm A/B<br>Gen 2 × 102kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 63,0t (d.o.) |

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| 5026 | **PANAH**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Indonesia | **263**<br>44<br>— | | **1982** Deutsche Industrie-Werke A.G.—West Berlin (1447)<br>40,01 7,07 1,950<br>37,50 7,01 4,09<br>1 dk | **TM Search & Rescue Launch** | M.T.U. 16V652TB91<br>2 Vee Oil 4SA each 16Cy. 190 × 230 sr reverse geared to sc. shafts<br>4 610bhp (3 391kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |
| 6358<br>U6<br>7<br>sd Gc<br>Rdr Rt | **PANALOX 501**<br>**Loxford Overseas Inc.**<br>Silla Trading Co. Ltd.<br>Kingstown St. Vincent and the Grenadines | **644**<br>274<br>470 | KR | **1990** Shin-A Shipbuilding Co. Ltd.—Chungmu (340)<br>55,20 (BB) 9,21 3,747<br>49,50 9,20 3,85 | **M Fishing**<br>Stern-fishing Tuna Long-line Ref<br>G.635 B.574 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches & sr reverse geared to sc. shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 608kW 225V a.c.<br>12,4kn |
| 6360<br>U7<br>8<br>sd Gc<br>Rdr Rt | **PANALOX 502**<br>**Loxford Overseas Inc.**<br>Silla Trading Co. Ltd.<br>Kingstown St. Vincent and the Grenadines | **644**<br>274<br>470 | KR | **1990** Shin-A Shipbuilding Co. Ltd.—Chungmu (341)<br>55,20 (BB) 9,21 3,747<br>49,50 9,20 3,85 | **M Fishing**<br>Stern-fishing Tuna Long-line Ref | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches & sr reverse geared to sc. shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 608kW 225V a.c.<br>12,5kn |
| 6372<br>U8<br>9<br>sd Gc<br>Rdr Rt | **PANALOX 503**<br>**Loxford Overseas Inc.**<br>Silla Trading Co. Ltd.<br>Kingstown St. Vincent and the Grenadines | **644**<br>271<br>470 | KR | **1990** Shin-A Shipbuilding Co. Ltd.—Chungmu (342)<br>55,20 (BB) 9,21 3,750<br>49,50 9,20 3,85<br>1 dk | **M Fishing**<br>Stern-fishing Tuna Long-line Ref | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches & sr reverse geared to sc. to shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 608kW 225V a.c.<br>12,5kn |
| 6384<br>X2<br>7<br>Rdr Rt | **PANALOX 505**<br>**Loxford Overseas Inc.**<br>Silla Trading Co. Ltd.<br>Kingstown St. Vincent and the Grenadines | **424**<br>274<br>470 | KR (Class cont.) | **1990** Shin-A Shipbuilding Co. Ltd.—Chungmu (343)<br>55,20 (BB) 9,21 3,747<br>49,50 9,20 3,85<br>1 dk | **M Fishing**<br>Stern-fishing Tuna Long-line Ref | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches & sr reverse geared to sc. shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| 6396<br>X3<br>8 | **PANALOX 506**<br>**Loxford Overseas Inc.**<br>Silla Trading Co. Ltd.<br>Kingstown St. Vincent and the Grenadines | **424**<br>274<br>470 | KR (Class cont.) | **1990** Shin-A Shipbuilding Co. Ltd.—Chungmu (344)<br>55,22 3,749<br>49,51 9,21 3,87<br>1 dk | **M Fishing**<br>Stern-fishing Tuna Long-line Ref<br>In.574 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches & sr reverse geared to sc. shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| 0995<br>R2<br>22-84A<br>sd Gc<br>Rt<br>Nav<br>VER | **PANAM CARIBE**<br>ex Ocean Castle-90<br>ex Shoun Galaxy-89<br>**Panam Caribe Shipping S.A.**<br>Naess Shipping (Holland) B.V.<br>Panama Panama | *4 083*<br>*2 138*<br>6 653<br>T/cm<br>14,5 | NV (NK) | **1984** Taihei Kogyo K.K.—Hashihama, Imabari (1666)<br>107,65 (BB) 6,965<br>98,61 17,00 8,50<br>P 21,7 F 11,9 1 dk<br>Bow/CM 52 Diam. 0,203 | **M Tanker**<br>Oil Chemical Molasses<br>DB<br>15 Ta ER<br>L.7 484<br>4 Cargo pumps total 1 600T/hr | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 869kW (3 900bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW 440V 60Hz a.c.<br>Fuel 123,5t (d.o.) 670,0t (hvf)-13,0pd 13kn |
| 3272<br>A2<br>16-PEXT2<br>sd Gc<br>Rt<br>Nav<br>VER | **PANAM DORADO**<br>ex Sea Princess-90<br>ex Sarah Kathryn-89<br>**Panam Dorado Shipping S.A.**<br>Naess Shipping (Holland) B.V.<br>Panama Panama | *4 073*<br>*2 138*<br>6 711<br>T/cm<br>14,5 | NV (NK) | **1984** K.K. Taihei Kogyo—Akitsu (1692)<br>107,65 (BB) 6,970<br>98,60 17,00 8,51<br>P 24,5 F 11,8 1 dk<br>Bow/CM 52 Diam. 0,254 | **M Tanker**<br>Chemical Molasses<br>SBT DB<br>15 Ta ER<br>L.7 635<br>4 Cargo pumps total 1 750T/hr | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 869kW (3 900bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 450V 60Hz a.c. |
| 0341<br>D2<br>41-83A<br>sd Gc<br>Rt<br>Nav | **PANAM QUERIDA**<br>**Eisenberg Maritime S.A.**<br>Panama Panama | *5 653*<br>*2 789*<br>9 307 | NK | **1983** Asakawa Zosen—Imabari (307)<br>117,96 (BB) 17,53 8,008<br>110,01 17,51 9,96<br>P 20,8 F 14,7 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>21 Ta ER<br>L.9 450 | Mitsubishi 6UEC45HA<br>Oil 2SA 6Cy. 450 × 1150<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 300kW 450V 60Hz a.c.<br>13,5kn |
| 4739<br>4 | **PANAMA**<br>**Rimorchiatori Riuniti Porto di Genova S.r.l.**<br>Bari Italy | **192**<br>38<br>67 | RI | **1968** Campanella Cantieri Navali S.p.A.—Savona (49)<br>28,63 8,51 2,901<br>27,01 8,50 3,28<br>1 dk | **TM Tug**<br>Tractor Pollution Control | Deutz<br>2 Oil 4SA each 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers |
| 2731<br>3403<br>46-82A<br>sd Gc<br>Rdr Rt | **PANAMA CHIEF**<br>ex Regent-86 ex Achilles-80<br>ex Edda Salvator-77<br>**Cross Caribbean Services Ltd.**<br>Panama Panama | **937**<br>302<br>1 351 | AB (NV) | **1973** Schps. "Hoogezand" J. Bodewes —Hoogezand (165)<br>59,54 11,92 5,501<br>54,01 11,90 4,37<br>F 6,8 2 dks<br>rf 1097 | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>Mchy.aft<br>Cr 1(25) Der 1(20) 1(10) | 12P<br>Polar SF116VS-F<br>2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 220kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 600,0t (d.o.)-23,5pd 14kn |
| 9466<br>H<br>119<br>sd Gc<br>RTm/h/v<br>Nav<br>VER | **PANAMA MARU**<br>**Mitsui O.S.K. Lines Ltd. & Shin Yei Senpaku K.K.**<br>Mitsui O.S.K. Lines Ltd.<br>Osaka, Osaka Pref. Japan<br>SatCom: 1200413/JCBH | **17 139**<br>9 288<br>22 597 | NK | **1981** Mitsubishi Heavy Industries Ltd. —Shimonoseki (835)<br>169,50 (BB) 10,040<br>160,03 27,01 14,71<br>P 10,4 F 11,9 2 dks | **M General Cargo**<br>5 Ho ER<br>G.34 621 B.31 627<br>TEU 696<br>C.Ho 352/20' (40') C.Dk 344/20' (40')<br>9 Ha (stl) (13,4 × 10,4) (13,4p&s × 8,0) (21,3p&s 21,3p&s × 10,4) (13,4p&s × 8,0) ER<br>Cr 3(26) 4(16) | Sulzer 7RLA66<br>Oil 2SA 7Cy. 660 × 1400<br>12 950bhp (9 526kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 570kW 450V 60Hz a.c.<br>Fuel 367,0t (d.o.) 1 573,0t (hvf)-40,0pd 17,75kn |
| 02125<br>GB<br>99<br>d Rdr RTv<br>VER | **PANAMA SENATOR**<br>**Stephani Schiffahrtsges. m.b.H. & Co. m.s. "Panama Senator"**<br>F. Laeisz Schiffahrts. G.m.b.H. & Co.<br>Bremen Federal Republic of Germany<br>SatCom: 1120155 | *18 000*<br>*10 484*<br>26 288 | GL | **1989** Bremer Vulkan A.G.—Bremen-Vegesack (66)<br>176,57 (BB) 10,520<br>166,96 27,50 14,30<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>3 Cell. Ho ER<br>TEU 1786<br>C.Ho 708/20'(40') C.Dk 1078/20'(40') incl. 70 ref C.<br>9 Ha (stl) ER<br>Cr 3(40) | B&W 7L60MC<br>Oil 2SA 7Cy. 600 × 1944<br>10 000kW (13 595bhp)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>Gen 1 × 800kW 3 × 560kW 1 × 525kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 17,25kn |
| 05381<br>3974<br>889-82A<br>Esd Gc<br>d Rdr<br>m/h/v | **PANAMERICA**<br>**Seaside Maritime Co. S.A.**<br>Acomarit (U.K.) Ltd.<br>Panama Panama | T.Mk<br>**446**<br>155<br>991 | NV | **1968** Ankerlokken Verft Glommen A/S —Fredrikstad (169)<br>78,82 13,62 3,125<br>73,21 13,59 8,51<br>F 11,9 2 dks<br>rf 51 | **TM RoRo Cargo/Ferry**<br>Bow & side doors<br>1 Ho 65,9 ER<br>B.3 245<br>2 Ha (stl) (14,0 × 2,9) (4,2 × 2,7) ER | —P<br>Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 000bhp (1 471kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 140kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 218,0t (d.o.)-7,5pd 12,5kn |
| 57074<br>CJ2<br>8063<br>Esd Gc<br>r RTm/h/v<br>tNav<br>VER | **PANANDROS**<br>ex Arandros-87 ex Arkandros-87<br>**Savoy Shipping Co. Ltd.**<br>Limassol Cyprus | **8 826**<br>6 095<br>14 883 | AB | **1975** Jurong Shipyard Ltd.—Singapore (1011)<br>143,41 (BB) 19,84 9,033<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 140 B.18 990<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick 12PC2-2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 131,0t (d.o.) 1 100,0t (hvf)-18,5pd 13,5kn |

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| **8920660**<br>*IUHT*<br><br>Esd Pfd Rdr<br>RTv | **PANAREA**<br><br>**"Aliscafi"-S.N.A.V. S.p.A.**<br>Messina Italy | **170**<br>115<br>16 | RI | **1990** Cant. Nav. Rodriquez S.p.A.—Messina (234)<br>28,71 1,501<br>24,10 6,51 3,43 | **Aluminium Alloy TM Hydrofoil Ferry**<br>161dk P | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 185 with clutches, flexible couplings & sr reverse to sc. shafts<br>2 472kW (3 361bhp)<br>M.T.U. Friedrichshafen GmbH |
| **7913177**<br>*H9AN*<br>11132-81A<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PANAREA I**<br>ex Panarea-80<br>**Troy Compania Naviera S.A.**<br>Intersea Operations Ltd. Inc.<br>Panama Panama | T.Mk<br>**3 561**<br>1 957<br>6 684<br>**6 807**<br>3 911<br>9 663<br>T/cm<br>21,7 | ✠**100A1** SS 5/90<br>container ship<br>✠**LMC** **UMS**<br>EL Z 522,5/54,0U2<br>FN 3472 | **1980**-5 Mie Shipyard Co. Ltd.—Yokkaichi (195)<br>120,81 (BB) 20,86 6,463/7,914<br>110,90 20,81 10,49<br>F 17,7 2 dks<br>rf 610 | **M Container Ship**<br>Fixed-guides Deck-guides<br>5 Cell. Ho 14,3 13,6 13,6 13,6 13,6 ER<br>TEU 528<br>C.Ho 228/20'(35'/40') C.Dk 240/20'(35'/40') 24/35' 30/40'<br>10 Ha (stl) ER | B&W<br>Oil 2SA 8Cy. 450 × 1200<br>7 040bhp (5 178kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>AuxB (ex.g) 10kgf/cm² (9,9bar) rcv 5kgf/cm² (4,9bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 102,5t (d.o.) 581,0t (hvf)-27,0pd |
| **7232262**<br>*HO9354*<br>8969-KJ<br>Rt | **PANAS No. 7**<br>ex Margarita No. 4 ex Fukuyo Maru-80<br>**Panas Shipping Co. Ltd.**<br>Panama Panama | **464**<br>247<br>1 119 | | **1969** Fukae Zosen K.K.—Ogaki (121)<br>53,90 9,22 4,242<br>49,51 9,20 4,50<br>1 dk | **M General Cargo**<br><br>1 Ho<br>G.1 680 B.1 600<br><br>1 Ha (25,6 × 5,4) | Niigata<br>Oil<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **5361928**<br>*YBBZ*<br>1380 | **PANCA MULIA**<br>ex Samapta II ex Tirabala-74<br>**P.T. Pelayaran Lokal Birawa**<br>Palembang Indonesia | **175**<br>95<br>350 | (KI)<br><br>✠Classed LR until 5/59 | **1952**-8 Vereenigde Prauwen Verer—Tandjung Priok (313)<br>42,98 7,07 2,450<br>40,37 7,01 2,80<br>Ba 4,9 F 7,1 1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Crossley<br>Oil 2SA 4Cy. 267 × 365<br>340bhp (250kW)<br>Crossley Bros. Ltd.<br>Gen 1 × 5kW 110V d.c. |
| **7508972**<br><br><br>Esd Rt | **PANCHES II**<br><br>**Peruana de Pesca S.A. (PEPESCA)**<br>Chimbote Peru | **105**<br>—<br>— | (AB) | **1966** Promecan Ingenieros S.A.—Callao (43)<br>... ... ...<br>21,49 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co.<br>Fuel 5,0t (d.o.) |
| **8030960**<br>*YQIU*<br>562<br>Df Esd Gc<br>Rdr Rt | **PANCIU**<br><br>**Navrom Shipping Company**<br>Constantza Romania | **6 201**<br>2 935<br>9 755<br>**9 544**<br>5 263<br>13 900 | RNR | **1980** VEB Warnowwerft Warnemuende —Warnemuende (300)<br>152,76 7,560/9,310<br>145,47 20,36 11,92<br>P -F - 1 dk & S dk | **M General Cargo** OSD/CSD<br><br>5 Ho 16,1 19,5 18,2 26,6 ER 19,0<br>G.19 021 B.17 412<br>TEU 120 C. 120/20'<br>5 Ha (stl) (9,1 × 6,0) (10,6 10,6 19,0 × 11,0) ER (10,4 × 10,0)<br>18W Der 1(70) 16(10) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 400kW 380V 50Hz a.c. |
| **8511536**<br>*ELNB9*<br>9304<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PANDA**<br><br>**Rowayton Shipping Ltd.**<br>OMI Corp.<br>Monrovia Liberia<br>SatCom: 1243165/PAND | *44 322*<br>*26 620*<br>83 651<br>T/cm<br>69,0 | NV | **1987** R.O. Brodogradiliste "3 Maj"—Rijeka (594)<br>228,20 (BB) 12,501<br>220,00 32,21 21,65<br>1 dk<br>Bow/CM 113 Diam. 0,450 | **M Tanker**<br>Oil Chemical<br>COW IGS DB<br>12 Wing Ta ER<br>L.88 370 HeCls. C<br>12 Cargo pumps total 11 400T/hr | Sulzer<br>Oil 2SA 6Cy. 620 × 2150<br>10 197bhp (7 501kW)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>Gen 3 × 820kW 1 × 150kW 440V 60Hz<br>Fuel 220,0t (d.o.) 1 878,0t (hvf)-36,5pd |
| **6929428**<br>*IQNV*<br>1698<br>Rdr Rt | **PANDA**<br>ex Francesca Montanari-75<br>ex Marj Seconda-70<br>**Eco-Petrol S.r.l.**<br>Napoli Italy | **888**<br>476<br>1 312 | RI | **1963** Moncalvi S.p.A.—Pavia (4821)<br>71,33 9,56 3,099<br>68,10 9,50 3,92<br>1 dk<br>conv Oil Tanker 76 | **TM Tanker**<br>Slop-disposal<br>10 Ta ER<br>L.1 600 | MAN<br>Ansaldo<br>3 Oil<br>(centre) Oil 4SA 8Cy. 160 × 180<br>441kW (600bhp) E made69 fitted76<br>Masch. Augsburg-Nuernberg (MAN)<br>(wing) 2 Oil 4SA each 4Cy. 190 × 240<br>398kW (541bhp) E made71 fitted76<br>Ansaldo Meccanico Nucleare S.p.A.<br>Gen 1 × 138kW 220V 50Hz a.c. |
| **8330724** | **PANDA**<br><br>**Gdanska Stocznia Remontowa**<br>Gdansk Poland | **114**<br>0<br>— | PR | **1984** Stocznia Remontowa "Nauta"—Gdynia<br>25,56 2,601<br>23,45 6,81 3,56 | **M Tug** | Sulzer<br>Oil 4SA 6Cy. 250 × 300<br>H. Cegielski<br>Gen 2 × 48kW 400V a.c.<br>Controllable pitch propeller |
| **8837710**<br><br><br>Rdr Rt | **PANDA I**<br>ex Bambangan I-91<br>**P.T. Panca Sabda**<br>Samarinda Indonesia | **336**<br>182<br>— | KI | **1988** P.T. Kaltim Shipyard—Samarinda<br>- - —<br>- - -<br>1 dk | **TM Landing Craft**<br>Deck Cargo | Yanmar<br>2 Oil 4SA 6Cy.<br>486kW (661bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| **8415782**<br>*3EMD5*<br>17829-PEXT2<br>Df Esd Gc<br>Rdr Rt | **PANDANG TIMOR LIMA**<br><br>**Lobelia Shipping Corp.**<br>Panama Panama | *6 304*<br>*2 234*<br>6 716 | NK | **1985** Honda Zosen—Saiki (731)<br>108,31 18,04 6,617<br>99,80 18,01 12,22<br>2 dks | **M RoRo Cargo/General Cargo**<br>Quarter stern door/ramp (s)<br>L 17,00 W 4,00<br>Cars 155<br>2 Ho ER<br>G.14 494 B.13 019<br>4 Ha (stl) ER | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 272kW a.c. |
| **8109010**<br>*ELFH4*<br>7899<br>Df Esd Gc<br>Pfd Rdr Rt | **PANDIAS**<br>ex Kepbay-86<br>**Marshall Navigation Co. Inc.**<br>Monrovia Liberia | **21 426**<br>15 187<br>40 907<br>T/cm<br>48,6 | FN 8072<br>NV | **1984** Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1267)<br>182,81 (BB) 11,021<br>174,02 30,60 15,78<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 23,8 27,2 27,2 27,2 26,4 ER<br>G.49 970 B.48 863<br><br>5 Ha (stl) (13,6 16,8 16,8 16,8 16,8 × 15,6) ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 000bhp (8 091kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 497kW 450V 60Hz a.c.<br>Fuel 202,0t (d.o.) 1 944,0t (hvf)-33,5pd |
| **7924401**<br>*DFUE*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **PANDOR**<br><br>**Paul Hase m.s. "Pandor" K.G.**<br>Stade Federal Republic of Germany | **499**<br>287<br>1 795 | GL | **1980** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (910)<br>80,96 11,33 3,290<br>77,78 11,31 5,41<br>P 12,5 RQD 6,4 F 6,8 2 dks | **M General Cargo Slurry Carrier**<br><br>1 Ho -DTp&s 51,6 -DTp&s ER<br>G.2 444 B.2 425<br><br>1 Ha (stl) (49,2 × 8,9) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 reduction geared shaft<br>330bhp (243kW)<br>Kloeckner Humboldt Deutz |
| **7916947**<br>*OPBQ*<br><br>Z 43<br>Df Esd Pfd<br>Rdr RTv | **PANDORA**<br>Launched as Pera<br>**Rederij Caine B.V.B.A.**<br>Zeebrugge Belgium | **157**<br>58<br>— | | **1980** Scheepsw. West-Vlaamse N.V.—Oostkamp (C100)<br>27,78 7,57 3,301<br>23,88 7,51 3,92<br>1 dk | **M Fishing**<br>Stern Trawler & Side Trawler<br>Mchy.aft | A.B.C.<br>Oil 4SA 6Cy. 242 × 320 reduction geared shaft<br>552kW (750bhp)<br>Anglo-Belgian Co. N.V. |
| **7343645**<br>*CZ3946*<br>348505<br>Df Esd Gc<br>Pfd Rdr Rt | **PANDORA II**<br><br>**Northlake Shipping Ltd.**<br>Halifax, N.S. Canada<br>See Register of Offshore Units | **1 378**<br>620<br>— | AB | **1974** Bel-Aire Shipyard Ltd.—Vancouver, B.C. (233)<br>55,76 13,75 4,433<br>53,32 13,70 5,03<br>F 20,8 1 dk | **TM Research/ Mother Ship**<br>for submersibles | Polar<br>2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>5 200bhp (3 825kW)<br>A/B Bofors Nohab<br>Gen 2 × 200kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **8511586**<br>*LZFX*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PANEGA**<br><br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **4 499**<br>1 870<br>5 848<br>T/cm<br>15,3 | BR | **1986** "Georgi Dimitrov" Shipyard—Varna (251)<br>117,76 6,500<br>109,35 16,21 8,41<br>1 dk<br>Bow/CM 51 Diam. 0,273 | **M Tanker**<br>Oil Vegetable oil<br>SBT DB Stern disch.<br>6 Ta ER 8 Wing Ta<br>L.(oil) 6 438 HeCls. BC<br>5 Cargo pumps total 1 100T/hr | MAN<br>Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW)<br>VEB Maschinenbau Halberstadt<br>Gen 3 × 412kW 400V 50Hz a.c.<br>Fuel 147,5t (d.o.) 368,0t (hvf)-14,0pd |

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| 3634<br>KT<br>0262<br>Rdr Rt | **PANEVEZHIS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | *359*<br>*107*<br>129 | RS | **1987** .............U.S.S.R.<br>35,72 8,92 3,490<br>31,00 - 6,07<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>589kW (801bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 200kW a.c. |
| 8876<br>EY<br>Esd Gc<br>Rt<br>VER | **PANEVEZYS**<br>ex Nizhniy Tagil-92<br>**Lithuanian Shipping Company (LISCO)**<br>Klaipeda Lithuania | **4 675**<br>2 065<br>6 459 | RS | **1967** "A. Zhdanov" SB. Yard—Leningrad<br>121,95 16,74 7,090<br>113,01 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 870 B.7 300<br>4 Ha (stl) (10,9 × 8,0) (13,1 13,1 × 9,5) ER (13,1 × 9,5)<br>Cr 4(5) | B&W 9-50VTBF-110<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 330,0t (hvf) 15,5kn |
| 1201<br>ZI<br>2648 | **PANFILOVO**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1979** .............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8VD36/24A-1<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller 9,5kn |
| 2168<br>311 | **PANG CHING**<br>**Pang Ching Shipping & Trading Co. Ltd.**<br>Hong Kong Hong Kong (British) | *498*<br>*172*<br>700 | | **1989** Yue Zhong—Shiqi<br>2,401<br>40,44 10,22 4,17 | **TM General Cargo** | Caterpillar<br>2 Oil<br>600bhp (441kW)<br>Caterpillar Inc. Peoria, Illinois<br>10kn |
| 5373<br>D<br>Esd Gc<br>Rdr Rt | **PANGEMPANG**<br>**P.T. Sumber Mas Indah Plywood**<br>Samarinda Indonesia | **3 966**<br>2 669<br>6 340 | KI NK | **1977** Asakawa Zosen—Imabari (271)<br>106,66 (BB) 16,34 6,781<br>97,95 16,31 8,36<br>P 22,3 F 11,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 550 B.7 863<br>2 Ha (stl) (each 28,5 × 8,3) ER<br>Der 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW<br>13kn |
| 1197<br>V<br>2/L<br>Esd | **PANGGOLA**<br>ex Paserang-74<br>**P.T. Gabungan Pelayaran Sulawesi Utara (GAPSU)**<br>Jakarta Indonesia | **638**<br>344<br>608 | (BV) (KI) | **1953** Ottensener Eisenwerk A.G.—Hamburg (463)<br>57,31 9,05 3,175<br>49,99 9,00 3,69<br>P 12,2 F 5,8 1 dk<br>RW | **M General Cargo**<br>G.927 B.844<br>2 Ha (each 7,7 × 5,1) ER<br>4W Der 4(3) | Enterprise<br>Oil 4SA 6Cy. 305 × 380<br>350bhp (257kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Gen 1 × 18kW<br>Fuel 39,5t (d.o.) 9,5kn |
| 2892<br>T<br>Esd Gc<br>Rt | **PANGKALAN SESAI**<br>ex Forceful Mariner-74<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **311**<br>28<br>— | KI (AB) | **1974** Masui Zosensho K.K.—Nandan (117)<br>35,00 - 3,823<br>31,88 9,01 4,25<br>RQD 4,3 F 13,5 1 dk | **TM Tug** | Niigata 8L25BX<br>2 Oil 4SA each 8Cy. 250 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Japan<br>Gen 2 × 64kW a.c.<br>Fuel 225,5t (d.o.) 11kn |
| 2189<br>F<br>Esd Gc<br>Rt | **PANGKALAN SUSU/PERMINA 3001**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **22 166**<br>12 874<br>36 407<br>T/cm<br>41,4 | KI NK | **1976** Kanasashi Co. Ltd.—Shimizu (1120)<br>182,05 (BB) 27,03 11,723<br>170,01 27,01 17,00<br>P 39,4 F 13,8 1 dk | **M Tanker**<br>SBT<br>10 Ta ER<br>L.(oil) 44 923 HeCls. C<br>3 Cargo pumps total 4 500T/hr | MAN K7SZ70/125<br>Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Fuel 2 988,0t (hvf)-44,5pd 14,75kn |
| 0187 | **PANGKAS**<br>**Brunei Shell Petroleum Co. Sendirian Berhad**<br>Miri Malaysia | **156**<br>—<br>12 | | **1966** Cheoy Lee Shipyards Ltd.—Hong Kong (1591)<br>24,39 6,94 1,829<br>21,95 6,71 2,90<br>1 dk | **TM Tug** | Rolls Royce<br>2 Oil 4SA each 8Cy. 130 × 152<br>Rolls-Royce Ltd. Shrewsbury |
| 4341<br>1629<br>5 | **PANGUI**<br>**Sociedad Naviera Ultragas Ltda.**<br>Valparaiso Chile | **238**<br>71<br>165 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL (D) 388,0/20,5U2<br>FN 349 | **1991**-4 Astilleros y Servicios Navales (ASENAV) Ltda.—Valdivia (083)<br>30,50 9,44 3,250<br>26,76 9,00 4,02<br>RFD 11,7 1 dk<br>rf - Box K | **TM Tug** | Caterpillar 3512TA<br>2 Vee Oil 4SA each 12Cy. 170 × 190 with clutches, flexible couplings & sr geared to sc. shafts<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 42,4kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 90,5t (d.o.) 13,6kn |
| 9883 | **PANHLAING**<br>**Government of The Union of Myanmar**<br>Yangon Union of Myanmar | **166**<br>9<br>— | | **1930** Irrawaddy Flotilla Co. Ltd.—Rangoon<br>*33,53* 6,71<br>... ... ...<br>R | **S Tug** | T 3Cy. 267 419 & 686 x 457<br>Wm. Denny & Bros. Ltd. Dumbarton |
| 9778<br>Esd Gc<br>Rdr<br>/h/v | **PANI**<br>ex Sachsentor-89<br>**Iran Marine Services Co.**<br>Iran | **778**<br>227<br>927 | GL | **1974** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (743)<br>57,51 11,74 4,502<br>50,60 11,71 5,62<br>B & F 21,4 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Der 1(8) | MWM TBD441V16<br>2 Vee Oil 4SA each 16Cy. 230 × 270<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 112kW 231/400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 142,0t (d.o.) 14kn |
| 3140<br>5213<br>1-39<br>87-PEX<br>Rt | **PANIDA**<br>ex Gion Maru No. 12-88<br>**Inter Pacific Line**<br>Panama Panama | **198**<br>119<br>600 | | **1971** K.K. Miura Zosensho—Saiki<br>56,70 8,62 3,400<br>50,27 8,60 5,05<br>1 dk | **M General Cargo** | Daihatsu<br>Oil<br>74kW (101bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 4493 | **PANKAJSAGAR**<br>**Nidhi Lighterage Pvt. Ltd.**<br>Bombay India | **466**<br>268<br>645 | (BV) | **1976** Shaparia Dock & Steel Co. Ltd.—Bombay<br>52,00 2,320<br>49,05 9,50 3,05<br>1 dk | **TM General Cargo**<br>1 Ho ER<br>G.610<br>1 Ha (26,2 × 6,4) ER | Kirloskar<br>2 Oil 4SA each 8Cy. 175 × 220<br>460bhp (338kW)<br>Kirloskar Oil Engines Ltd. Pune<br>9kn |
| 5740<br>YH<br>2<br>Esd Gc<br>Rdr Rt<br>VER | **PANKAR INDOMITABLE**<br>ex Konkar Indomitable-87<br>**Pankar Indomitable Corp.**<br>Pankar Maritime S.A.<br>Piraeus Greece | **39 219**<br>30 121<br>77 996<br>T/cm<br>74,0 | AB | **1972** Mitsui SB. & Eng. Co. Ltd.—Tamano (896)<br>259,09 (BB) 32,24 13,645<br>249,00 32,16 18,60<br>F 17,1 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 19,1 21,2 21,2 21,2 21,2 21,2 21,2 21,2 21,2 ER<br>G.91 463<br>9 Ha (stl) (10,5 14,8 14,8 14,8 14,8 14,8 14,8 14,8 14,8 × 15,2) ER | B&W 7K84EF<br>Oil 2SA 7Cy. 840 × 1800<br>17 500bhp (12 872kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 495kW 450V 60Hz a.c.<br>16kn |
| 3892<br>XF<br>1234<br>Rdr Rt | **PANKARA**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1986** .............U.S.S.R.<br>54,82 9,95 4,140<br>50,30 - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| 7744<br>X6644<br>491<br>Esd Gc<br>Rt | **PANKOF**<br>ex Deer Harbor No. 1 ex BSP 783<br>**Pankof Fisheries Inc.**<br>Bellingham, Wa United States of America | **145**<br>118<br>— | | **1943** Maritime Shipyards—Seattle, Wa<br>*30,15* 9,15<br>3,08 | **Wood M Fishing** | Oil<br>270bhp (199kW)<br>............<br>Fuel (d.o.) |

| | | | | | | |
|---|---|---|---|---|---|---|
| **5143792**<br>*HO3969*<br>9744-YJ | **PANNA**<br>ex Hatsuryu Maru No. 2-81<br>**Panas Shipping Co. Ltd.**<br>Panama Panama | **299**<br>172<br>472 | | **1962** Nakayama Zosen K.K.—Kure (151)<br>40,49 7,22 3,099<br>36,53 6,90 3,41<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (18,2 × 4,5) ER | Kinoshita<br>Oil 4SA 6Cy. 300 × 420<br>420bhp (309kW)<br>Kinoshita Tekkosho<br>Fuel 16,5t-1,5pd |
| **6423450**<br>*HSCP*<br>Df Esd Gc<br>Rdr RTm/h/v | **PANNARAI**<br>ex Love-85 ex Kota Gajah-82<br>ex Eastern Prosperous-74 ex Miryam-74<br>**V.C.T. Commercial Co. Ltd.**<br>Thailand | **1 280**<br>643<br>—<br>**2 038**<br>1 231<br>2 938 | ✠ | **1965**-2 Schps. "De Hoop" N.V.—Lobith (250)<br>84,31 12,60 —/6,268<br>83,60 12,50 7,09<br>Ba 19,6 RFD 24,1 F 11,9 2 dks<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho each 24,3 ER<br>G.3 983 B.3 649<br>2 Ha (stl) (15,7 16,3 × 5,4) ER<br>Der 2(5-10) 6(3-5) | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 500bhp (1 103kW)<br>N.V. Werkspoor<br>Gen 3 × 120kW 450V 60Hz a.c.<br>Fuel (d.o.) |
| **9017604**<br>*VNXF*<br>854089<br>Df Esd Gc<br>Rdr Rt | **PANNAWONICA I**<br>**Robe River Mining Co. Pty. Ltd., Mitsui Iron Ore Development Pty. Ltd., Nippon Steel Australia Pty. Ltd., Sumitomo Metal Australia Pty. Ltd. & Peko-Wallsend Operations Ltd.**<br>*Fremantle, W.A.* Australia | **453**<br>135<br>440 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL (H) 446,0/28,0U2<br>FN 474 | **1991**-6 Matsuura Tekko Zosen—Higashino (364)<br>34,96 11,64 4,001<br>30,00 10,50 5,27<br>F 17,5 1 dk<br>rf nil | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 370 with clutche<br>flexible couplings & dr geared to sc. sha<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 144kW 420V 50Hz a.c.<br>2 Directional propellers<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 234,05t (d.o.)-14,23pd |
| **7425091**<br>*YDKA*<br>Gc Rdr Rt | **PANOIL 1**<br>ex Ryuyo Maru-83<br>**P.T. Pan Maritime Wira Pawitra**<br>Jakarta Indonesia | **1 353**<br>778<br>2 654 | KI (NK) | **1975** Fukushima Zosen Ltd.—Matsue (267)<br>78,54 11,56 5,487<br>74,63 11,54 5,80<br>P 17,4 F 12,2 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 640 | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 80kW 445V a.c. |
| **7649104**<br>*HO2759*<br>10591-PEXT1<br>Rt | **PANOIL 3**<br>ex Yoshitaka Maru No. 21-84<br>**P.T. Pejaka**<br>Panama Panama | **475**<br>309<br>1 120 | KR | **1974** Sugane Zosen—Yokohama<br>54,72 4,160<br>49,51 9,81 4,65<br>P 11,0 F 7,1 1dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 311 | Sumiyoshi<br>Oil 4SA 6Cy. 310 × 480<br>1 300bhp (956kW)<br>Sumiyoshi Tekkosho<br>Gen 2 × 48kW 225V a.c. |
| **8410536**<br>*HO4825*<br>15121-85<br>Df Gc Rdr<br>Rt | **PANOIL 4**<br>Launched as Leila 1<br>**Persekutuan Andil Panbungan Trading Co.**<br>Panama Panama | *1 304*<br>*641*<br>2 251 | NK (KI) | **1985** Kishimoto Zosen K.K.—Kinoe (540)<br>64,11 3,885<br>59,80 15,00 4,50<br>P 16,5 F 8,6 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 358 | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8031873**<br>*3ELX5*<br>17825-PEXT2<br>Df Gc Pfd<br>Rdr Rt | **PANOIL 6**<br>ex An Jin No. 11-86<br>ex Shin Ah No. 33-83<br>**P.T. Pejaka**<br>Panama Panama | **2 033**<br>1 306<br>3 912 | KR | **1979** Shin Ah SB. Co.—Chungmu<br>84,71 5,555<br>78,01 14,20 6,25<br>P 15,6 B 13,2 F 7,1 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 3 834 | Makita<br>Oil 4SA 6Cy. 350 × 530<br>2 100bhp (1 545kW)<br>Makita Diesel Co. Ltd.<br>Gen 1 × 80kW 440V 60Hz a.c. |
| **8606044**<br>*9YBA*<br>TT0001<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>SatNav | **PANORAMA**<br>**Government of The Republic of Trinidad & Tobago (Ministry of Works, Settlement & Infrastructure)**<br>Port of Spain Trinidad & Tobago | *5 330*<br>*1 846*<br>1 240<br>T/cm<br>12,8 | ✠**100A1**<br>ferry<br>✠**LMC**<br>EL T 467,5/38,0U3<br>FN 2077 | **1987**-10 Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (183)<br>101,29 (BB) 17,52 4,000<br>90,61 17,00 5,20<br>P 6,3 B -F 17,2 2 dks, hoistable car dks (p&s in vehicle space)<br>rf 102 | **TM Passenger/RoRo Cargo/Ferry**<br>25cbn 50bth 650dk P<br>Bow door & ramp<br>L 11,20 W 4,60<br>Stern door/ramp<br>L 9,00 W 7,60<br>Lane Length 310 Cargo Width 4,32<br>Clear height 4,50<br>Cars 150<br>TEU 32 C.Ho 24/20' incl 8 ref C | Wartsila<br>4 Oil 4SA each 6Cy. 320 × 350 with clutch<br>flexible couplings & sr geared to sc. sha<br>7 060kW (9 598bhp)<br>Oy Wartsila Ab<br>Gen 2 × 800kW 2 × 400kW 440V 60Hz<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 68,33t (d.o.) 269,82t (i.f.o.)-24,0pd |
| **8014162**<br>*SYMP*<br>9885<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PANORIA**<br>ex Maersk Senang-92<br>ex Manila Pacific-86<br>Launched as Norselock<br>**Panoria Maritime Inc.**<br>Magna Marine Inc.<br>Piraeus Greece | *34 447*<br>*19 877*<br>61 124<br>T/cm<br>62,8 | ✠**100A1** SS 9/87<br>bulk carrier<br>strengthened for heavy cargoes, holds Nos. 2, 4, & 6 may be empty<br>✠**LMC** **UMS**<br>EL M† 632,5/73,0U3(a)<br>FN 10677 | **1982**-9 Koyo Dockyard Co. Ltd.—Mihara (1025)<br>223,15 (BB) 32,26 13,020<br>213,01 32,21 17,91<br>F 19,2 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 23,0 23,0 23,6 20,3 23,6 23,6 23,6 ER<br>G.70 216 B.68 703 HeCls. ptB<br>7 Ha (stl) (14,0 16,9 17,1 13,8 17,1 17,1 15,4 × 12,8) ER | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 7,9kgf/cm² (7,8bar)<br>e(ex.g) 11,5kgf/cm² (11,3bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 231,0t (d.o.) 3 250,0t (hvf)-40,0pd |
| **7411870**<br>*P3NR4*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PANORMITIS**<br>ex Neuquen II-92<br>**Interfreed Maritime Co. Ltd.**<br>Limassol Cyprus | **9 236**<br>6 577<br>14 930 | AB | **1979** A.F.N.E., Ast. y Fab. Nav. del Estado S.A. —Ensenada (48)<br>140,98 20,43 8,859<br>134,14 20,41 11,71<br>F 11,6 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>4 Ho 21,5 28,1 7,6DTp,c,s 25,9 ER 19,0 4 TwD 21,5 36,5 27,4 19,0<br>G.17 940 B.16 648 In.1 256 L.1 233<br>HeCls. C<br>TEU 138 C.Ho 92/20' C.Dk 46/20'<br>5 Ha (stl) (10,9 × 6,4) (12,8 12,8 12,8 × 8,3) ER (11,2 × 6,4)<br>Der 4(22) 2(5) | Doxford<br>Oil 2SA 4Cy. 670 × 2140 exhaust 1 640<br>8 000bhp (5 884kW)<br>Doxford Engines Ltd.<br>Gen 3 × 425kW 380V 50Hz a.c.<br>Fuel 363,0t (d.o.) 959,0t (hvf)-23,0pd |
| **5398529**<br>316770<br>Df Esd Rt | **PANORMITIS**<br>ex Zephyros I-70<br>ex Gebruder Kahler-58<br>**Sekyere Fisheries Ltd.**<br>Takoradi Ghana | **604**<br>265<br>— | GL HR | **1944** N.V. Schps. & Mfbk. "De Biesbosch" —Dordrecht (237)<br>9,20<br>57,87 4,83<br>P 7,0 B 10,7 F 9,5 1 dk<br>len 59 | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 6Cy. 420 × 660<br>1 250bhp (919kW) NE 58<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **6407509**<br>*SV4408*<br>8920<br>Esd Rdr<br>RTm/v | **PANORMITIS**<br>ex Wrestler-85 ex Reagarth-79<br>**Achilles Hellenic Tug Boats Maritime Co.**<br>Megalohari Hellenic Tugboats<br>Piraeus Greece | **346**<br>118<br>— | ✠Classed LR until 15/7/87 | **1964**-5 Richards (Shipbuilders) Ltd.—Lowestoft (476)<br>38,94 9,12 3,785<br>35,51 8,69 4,27<br>RW rf 533 BK 152 | **M Tug** | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 with flexible coup<br>reverse geared to sc. shaft<br>Mirrlees National Ltd.<br>Gen 3 × 40kW 220V d.c.<br>Fuel 71,0t (d.o.) |
| **7706457**<br>2859<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PANORMOS**<br>ex Nerezine I-91 ex Nerezine-90<br>ex Quintina-86<br>**Ocean Runner Co. Ltd.**<br>Valletta Malta | **19 820**<br>14 104<br>34 478<br>T/cm<br>41,6 | AB JR | **1978** Tohoku Zosen—Shiogama (169)<br>180,09 (BB) 28,25 11,405<br>165,00 28,21 15,63<br>P 29,0 F 12,2 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho ER<br>B.57 503 HeCls. ptB<br>5 Ha (stl) (13,4 × 11,2) (19,9 19,9 19,9 16,7 × 14,4) ER<br>Der 5(25) | B&W<br>Oil 2SA 6Cy. 670 × 1400<br>8 238kW (11 200bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Fuel 226,5t (d.o.) 2 109,0t (hvf)-38,0pd |
| **7221897**<br>*SZRZ*<br>9427<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PANORMOS**<br>ex Paralos-88 ex Pergamos-87<br>**Pedregal Compania Naviera S.A.**<br>Piraeus Greece | **10 409**<br>6 868<br>17 605<br>T/cm<br>26,7 | AB | **1972** Sanoyasu Dockyard Co. Ltd.—Osaka (306)<br>147,50 (BB) 21,54 9,294<br>140,01 21,51 12,60<br>P 29,0 F 10,1 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 16,9 21,1 21,5 21,5 21,5 ER<br>G.23 416 B.19 887 HeCls. B<br>5 Ha (stl) (8,9 12,8 12,8 12,8 12,8 × 8,9) ER<br>Cr 4(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 3 × 308kW 450V 60Hz a.c.<br>Fuel 76,0t (d.o.) 1 214,0t (hvf)-28,5pd |
| **7357270**<br>*P3IX4*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PANORMOS BAY**<br>ex La Pampa-91<br>**Arsis Shipping Co. Ltd.**<br>Limassol Cyprus | **10 076**<br>7 231<br>15 644 | BV | **1978** Ast. Alianza S.A.—Avellaneda (25)<br>144,79 (BB) 20,68 9,351<br>135,62 20,65 12,76<br>2 dks<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 32,0 4 TwD<br>G.22 374 B.19 787<br>TEU 162 C. 162/20'<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>Cr 6(12,5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A.<br>Gen 3 × 475kW 400V 50Hz a.c.<br>Fuel 129,0t (d.o.) 1 313,0t (hvf)-26,5pd |

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| **PANORMOS WIND**<br>ex Cordoba-91<br>**Interior Shipping Co. Ltd.**<br>Limassol Cyprus | **10 076**<br>7 231<br>15 895 | BV | **1977** Ast. Alianza S.A.—Avellaneda (24)<br>144,79 (BB) 20,68 9,354<br>135,62 20,65 12,73<br>2 dks<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 32,0 4 TwD<br>G.20 678 B.19 787<br>TEU 162 C. 162/20'<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>Cr 6(12,5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A. Ensenada<br>Gen 3 × 475kW 400V 50Hz a.c.<br>Fuel 129,0t (d.o.) 1 313,0t (hvf)-26,5pd 15kn |
| **PANPHILA**<br>ex Sri Santubong-84<br>ex Miwajima Maru-80<br>**Patrick Maritime S.A.**<br>Panama Panama | **666**<br>398<br>1 571 | | **1969** Asakawa Zosen—Imabari (125)<br>62,49 9,83<br>58,50 9,81 4,86<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (35,5 × 7,4) ER | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>12kn |
| **PANTAGRUELE**<br>**Almagia S.p.A.**<br>Ancona Italy | **2 434**<br>1 270<br>— | RI | **1979** IHC Smit B.V.—Kinderdijk (CO1117)<br>77,04 15,02 5,808<br>75,01 15,00 7,29<br>1 dk | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Single side arm Dredging depth 21,5<br>Hopper 3200T<br>Hopper 2 000<br>1 submerged sandpump 680kW (924bhp), 1 water-jet pump 294kW (400bhp) | Bolnes 10VDNL150/600<br>2 Vee Oil 2SA each 10Cy. 190 × 350<br>3 000bhp (2 207kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>10kn |
| **PANTAI LABU**<br>ex Kepah<br>**P.T. Perusahaan Pelayaran Pantai Nasional (PEPANA)**<br>Belawan Indonesia | **216**<br>134<br>250 | (KI) | **1926** Zeehaven & Kolenstation—Sabang<br>*32,62* 6,13 2,464<br>30,94 6,08 2,52<br>1 dk<br>R | **M General Cargo** | Kromhout<br>Oil 4SA 4Cy. 223 × 293<br>144bhp (106kW) NE 45<br>R. A. Lister & Co. Dursley<br>Gen 1 × 1,5kW 125V d.c.<br>6kn |
| **PANTAI MAS**<br>ex Niaga XXVIII-90 ex Peter H-80<br>ex Holland-79 ex Heerengracht-79<br>ex Hilvarenbeek-73<br>**P.T. Tempuran Emas**<br>Jakarta Indonesia | **1 548**<br>920<br>2 860 | KI<br>✠Classed LR until 4/7/85 | **1970**-4 N.V. Scheeps. "Vooruitgang"—Foxhol (225)<br>78,75 12,02 5,843<br>70,80 11,90 6,99<br>P 12,8 F 11,9 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,8 ER<br>G.3 628 B.3 402<br>2 Ha (stl) (each 18,5 × 8,5) ER<br>Cr 3(5) | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 500bhp (1 103kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 3 × 56kW 380V 50Hz a.c.<br>Fuel 1 117,5t (d.o.) 12kn |
| **PANTAI NAULI**<br>ex Nukaha-59<br>**P.T. Perusahaan Pelayaran Pantai Nasional (PEPANA)**<br>Jakarta Indonesia | **787**<br>502<br>426 | (KI)<br>✠Classed LR until 3/68 | **1953**-8 C.R.D. Adriatico—Trieste (1782)<br>55,33 9,43<br>49,00 9,40 5,06<br>P 12,2 B 9,5 F 7,1 2 dks<br>RW | **M General Cargo** CSD<br>Mchy.aft<br>G.1 184 B.1 085 | Enterprise<br>Oil 4SA 8Cy. 305 × 380<br>480bhp (353kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Gen 1 × 50kW 110V<br>Fuel 45,5t 10kn |
| **PANTANASSA**<br>ex Yukona-90 ex Thor-84<br>**Oceanica Compania de Transportes S.A.**<br>Leandros Shipping Co. S.A.<br>Nassau Bahamas | *79 422*<br>*42 784*<br>146 368<br>T/cm<br>115,4 | GL | **1973** Blohm + Voss A.G.—Hamburg (881)<br>303,16 (BB) 43,08 16,611<br>287,00 43,01 22,48<br>F 24,1 1 dk | **M Bulk Carrier**<br>Ice strengthened<br>11 Ho 21,0 19,9 16,9 21,0 16,9 16,0 16,9 21,0 17,9 19,9 19,9 ER<br>G.143 681 HeCls. ptB<br>11 Ha (stl) (12,3 12,3 12,3 14,3 12,3 12,3 12,3 14,3 12,3 12,3 12,3 × 17,5) ER | MAN K8SZ105/180<br>Oil 2SA 8Cy. 1050 × 1800<br>32 000bhp (23 538kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 800kW 380V 50Hz a.c.<br>Fuel 620,0t (d.o.) 5 654,0t (hvf)-110,0pd 16kn |
| **PANTANASSA**<br>ex Hoyu Pacific-84<br>ex Hiratsuka Maru-84<br>**Traction Shipping Co. Ltd.**<br>Dalex Shipping Co. S.A.<br>Limassol Cyprus | **16 127**<br>11 911<br>27 110<br>T/cm<br>36,2 | BV (NK) | **1970** Maizuru Jukogyo K.K.—Maizuru (150)<br>175,52 25,46 10,910<br>165,00 25,40 15,02<br>P 29,0 F 15,0 1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho ER<br>G.32 151 HeCls. B<br>5 Ha (stl) (9,8 16,8 12,0 16,8 16,8 × 10,4) ER<br>Cr 5(5) | B&W 7K62EF<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 168,0t (d.o.) 1 482,0t (hvf)-31,5pd 14,5kn |
| **PANTANAX**<br>ex Rubens-91 ex Ruby-90<br>ex Nini Pateras-89 ex Alca-87<br>**Gulfen Shipping Co. Ltd.**<br>N. J. Pateras S.A.<br>Limassol Cyprus | *9 123*<br>*6 074*<br>14 827 | ✠**100A1** SS 7/89<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL Bt 550,0/50,0U3(a)<br>FN 4451 | **1981**-1 Empresa Nacional "Bazan" de C.N.M. S.A. —El Ferrol (C1)<br>149,33 19,26 8,975<br>140,80 19,21 12,40<br>P 2,5 F 11,3 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 17,6 26,2 18,4 26,9 18,4 5 TwD<br>G.22 506 B.19 680<br>TEU 336 C.Ho 258/20' C.Dk 78/20'<br>5 Ha (stl) (12,2 × 7,7) (18,3 12,1 18,3 12,1 × 11,2) ER<br>Cr 2(16) 2(10) | MAN 12V40/54A<br>Vee Oil 4SA 12Cy. 400 × 540 sr geared to sc. shaft<br>7 500bhp (5 517kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 1 × 440kW 3 × 348kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 116,5t (d.o.) 863,0t (hvf) |
| **PANTAR**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **960**<br>794<br>1 500 | KI | **1984** P.T. Kodja i—Tanjung Priok (268/ I)<br>54,01 14,02 2,950<br>52,38 14,00 3,81<br>1 dk | **TM Tank Barge**<br>Mchy.aft | Niigata 6L18CX<br>2 Oil 4SA each 6Cy. 180 × 240<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **PANTAZIS L.**<br>**Dimitra S.A.**<br>Piraeus Greece | **14 790**<br>9 643<br>27 434 | AB | **1974** Hakodate Dock Co. Ltd.—Muroran (602)<br>182,02 22,92 10,669<br>167,80 22,84 14,71<br>P 31,4 F 11,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.38 263 B.33 338<br>6 Ha (stl) ER<br>Cr 5(10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 350kW<br>17,5kn |
| **PANTELEYMON LEPESHINSKIY**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400320/ENVF | **6 555**<br>3 323<br>7 400 | RS | **1976** Stocznia Szczecinska im. A. Warskiego —Szczecin (B46/17)<br>135,41 (BB) 18,04 7,462<br>125,23 18,01 10,19<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER 11,2 6 TwD<br>G.11 491 B.10 746 In.267 L.417<br>TEU 112<br>C.Ho 88/20' (40') C.Dk 24/20' (40')<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s 13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd 15,5kn |
| **PANTELIS A. LEMOS**<br>ex Iberita-87 ex Tiberius-85<br>**Xasteria Shipping Corp.**<br>Piraeus Greece | **66 858**<br>53 724<br>144 348<br>T/cm<br>106,7 | NV | **1981** Mitsubishi Heavy Industries Ltd.—Nagasaki (1864)<br>270,04 43,06 17,328<br>258,12 43,01 23,80<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 22,4 23,2 23,2 23,2 23,2 22,4 23,2 23,2 23,2 ER<br>G.156 397 Ore 85 387 HeCls. B<br>9 Ha (stl) (13,6 × 15,3) (16,0 16,0 16,0 16,0 16,0 16,0 16,0 16,0 × 18,7) ER | Sulzer 6RLA90<br>Oil 2SA 6Cy. 900 × 1900<br>20 400bhp (15 005kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 1 × 789kW 2 × 700kW 440V 60Hz a.c.<br>Fuel 296,0t (d.o.) 5 318,0t (hvf)-66,0pd 14kn |
| **PANTELLERIA**<br>ex Christina Kavada-86<br>ex Tourlaville-84 ex Duke of Holland-82<br>**Traghetti delle Isole S.p.A. Compagnia di Navigazione**<br>Trapani Italy | **885**<br>493<br>1 080 | RI (BV)<br>Classed LR until 15/8/86 | **1969** A. Vuyk & Zonen's Scheepswerven N.V. —Capelle a/d Ijssel (829)<br>75,01 13,75 4,192<br>67,32 13,61 8,89<br>F 8,6 2 dks<br>rf 749 | **M RoRo Cargo/General Cargo** OSD 12bth P<br>Stern door/ramp<br>2 Ho ER<br>G.4 412 | MWM<br>Oil 4SA 8Cy. 360 × 450 sr geared to sc. shaft<br>1 765bhp (1 298kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 95kW 1 × 60kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15kn |
| **PANTERA**<br>**Gdanska Stocznia Remontowa**<br>Gdansk Poland | **120**<br>29<br>— | PR | **1966** Gdynska Stocznia Remontowa—Gdynia (H800/300)<br>25,48 2,510<br>23,50 6,81 3,41<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 40kW 1 × 3,5kW 230V d.c. |

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| **5143792**<br>*HO3969*<br>9744-YJ | **PANNA**<br>ex Hatsuryu Maru No. 2-81<br>**Panas Shipping Co. Ltd.**<br>Panama Panama | **299**<br>172<br>472 | | **1962** Nakayama Zosen K.K.—Kure (151)<br>40,49 7,22 3,099<br>36,53 6,90 3,41<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (18,2 × 4,5) ER | Kinoshita<br>Oil 4SA 6Cy. 300 × 420<br>420bhp (309kW)<br>Kinoshita Tekkosho<br>Fuel 16,5t-1,5pd |
| **6423450**<br>*HSCP*<br>Df Esd Gc<br>Rdr RTm/h/v | **PANNARAI**<br>ex Love-85 ex Kota Gajah-82<br>ex Eastern Prosperous-74 ex Miryam-74<br>**V.C.T. Commercial Co. Ltd.**<br>Thailand | **1 280**<br>643<br>—<br>**2 038**<br>1 231<br>2 938 | ✠ | **1965**-2 Schps. "De Hoop" N.V.—Lobith (250)<br>84,31 12,60 —/6,268<br>83,60 12,50 7,09<br>Ba 19,6 RFD 24,1 F 11,9 2 dks<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho each 24,3 ER<br>G.3 983 B.3 649<br>2 Ha (stl) (15,7 16,3 × 5,4) ER<br>Der 2(5-10) 6(3-5) | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 500bhp (1 103kW)<br>N.V. Werkspoor<br>Gen 3 × 120kW 450V 60Hz a.c.<br>Fuel (d.o.) |
| **9017604**<br>*VNXF*<br>854089<br>Df Esd Gc<br>Rdr Rt | **PANNAWONICA I**<br>**Robe River Mining Co. Pty. Ltd., Mitsui Iron Ore Development Pty. Ltd., Nippon Steel Australia Pty. Ltd., Sumitomo Metal Australia Pty. Ltd. & Peko-Wallsend Operations Ltd.**<br>*Fremantle, W.A.* Australia | **453**<br>135<br>440 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL (H) 446,0/28,0U2<br>FN 474 | **1991**-6 Matsuura Tekko Zosen—Higashino (364)<br>34,96 11,64 4,001<br>30,00 10,50 5,27<br>F 17,5 1 dk<br>rf nil | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 370 with clutch flexible couplings & dr geared to sc. sha<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 144kW 420V 50Hz a.c.<br>2 Directional propellers<br>Thw. thrust Contr. pitch propeller fwd Tunne thruster unit<br>Fuel 234,05t (d.o.)-14,23pd |
| **7425091**<br>*YDKA*<br>Gc Rdr Rt | **PANOIL 1**<br>ex Ryuyo Maru-83<br>**P.T. Pan Maritime Wira Pawitra**<br>Jakarta Indonesia | **1 353**<br>778<br>2 654 | KI (NK) | **1975** Fukushima Zosen Ltd.—Matsue (267)<br>78,54 11,56 5,487<br>74,63 11,54 5,80<br>P 17,4 F 12,2 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 640 | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 80kW 445V a.c. |
| **7649104**<br>*HO2759*<br>10591-PEXT1<br>Rt | **PANOIL 3**<br>ex Yoshitaka Maru No. 21-84<br>**P.T. Pejaka**<br>Panama Panama | **475**<br>309<br>1 120 | KR | **1974** Sugane Zosen—Yokohama<br>54,72 4,160<br>49,51 9,81 4,65<br>P 11,0 F 7,1 1dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 311 | Sumiyoshi<br>Oil 4SA 6Cy. 310 × 480<br>1 300bhp (956kW)<br>Sumiyoshi Tekkosho<br>Gen 2 × 48kW 225V a.c. |
| **8410536**<br>*HO4825*<br>15121-85<br>Df Gc Rdr<br>Rt | **PANOIL 4**<br>Launched as Leila 1<br>**Persekutuan Andil Panbungan Trading Co.**<br>Panama Panama | *1 304*<br>*641*<br>2 251 | NK (KI) | **1985** Kishimoto Zosen K.K.—Kinoe (540)<br>64,11 3,885<br>59,80 15,00 4,50<br>P 16,5 F 8,6 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 358 | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8031873**<br>*3ELX5*<br>17825-PEXT2<br>Df Gc Pfd<br>Rdr Rt | **PANOIL 6**<br>ex An Jin No. 11-86<br>ex Shin Ah No. 33-83<br>**P.T. Pejaka**<br>Panama Panama | **2 033**<br>1 306<br>3 912 | KR | **1979** Shin Ah SB. Co.—Chungmu<br>84,71 5,555<br>78,01 14,20 6,25<br>P 15,6 B 13,2 F 7,1 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 3 834 | Makita<br>Oil 4SA 6Cy. 350 × 530<br>2 100bhp (1 545kW)<br>Makita Diesel Co. Ltd.<br>Gen 1 × 80kW 440V 60Hz a.c. |
| **8606044**<br>*9YBA*<br>TT0001<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>SatNav | **PANORAMA**<br>**Government of The Republic of Trinidad & Tobago (Ministry of Works, Settlement & Infrastructure)**<br>Port of Spain Trinidad & Tobago | *5 330*<br>*1 846*<br>1 240<br>T/cm<br>12,8 | ✠**100A1**<br>ferry<br>✠**LMC**<br>EL T 467,5/38,0U3<br>FN 2077 | **1987**-10 Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (183)<br>101,29 (BB) 17,52 4,000<br>90,61 17,00 5,20<br>P 6,3 B -F 17,2 2 dks, hoistable car dks (p&s in vehicle space)<br>rf 102 | **TM Passenger/RoRo Cargo/Ferry**<br>25cbn 50bth 650dk P<br>Bow door & ramp<br>L 11,20 W 4,60<br>Stern door/ramp<br>L 9,00 W 7,60<br>Lane Length 310 Cargo Width 4,32<br>Clear height 4,50<br>Cars 150<br>TEU 32 C.Ho 24/20' incl 8 ref C | Wartsila<br>4 Oil 4SA each 6Cy. 320 × 350 with clutch flexible couplings & sr geared to sc. sha<br>7 060kW (9 598bhp)<br>Oy Wartsila Ab<br>Gen 2 × 800kW 2 × 400kW 440V 60Hz<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 68,33t (d.o.) 269,82t (i.f.o.)-24,0pd |
| **8014162**<br>*SYMP*<br>9885<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PANORIA**<br>ex Maersk Senang-92<br>ex Manila Pacific-86<br>Launched as Norselock<br>**Panoria Maritime Inc.**<br>Magna Marine Inc.<br>Piraeus Greece | *34 447*<br>*19 877*<br>61 124<br>T/cm<br>62,8 | ✠**100A1** SS 9/87<br>bulk carrier<br>strengthened for heavy cargoes, holds Nos. 2, 4, & 6 may be empty<br>✠**LMC** **UMS**<br>EL Mt 632,5/73,0U3(a)<br>FN 10677 | **1982**-9 Koyo Dockyard Co. Ltd.—Mihara (1025)<br>223,15 (BB) 32,26 13,020<br>213,01 32,21 17,91<br>F 19,2 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 23,0 23,0 23,6 20,3 23,6 23,6 23,6 ER<br>G.70 216 B.68 703 HeCls. ptB<br>7 Ha (stl) (14,0 16,9 17,1 13,8 17,1 17,1 15,4 × 12,8) ER | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 7,9kgf/cm² (7,8bar)<br>e(ex.g) 11,5kgf/cm² (11,3bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 231,0t (d.o.) 3 250,0t (hvf)-40,0pd |
| **7411870**<br>*P3NR4*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PANORMITIS**<br>ex Neuquen II-92<br>**Interfreed Maritime Co. Ltd.**<br>Limassol Cyprus | **9 236**<br>6 577<br>14 930 | AB | **1979** A.F.N.E., Ast. y Fab. Nav. del Estado S.A. —Ensenada (48)<br>140,98 20,43 8,859<br>134,14 20,41 11,71<br>F 11,6 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>4 Ho 21,5 28,1 7,6DTp,c,s 25,9 ER 19,0 4 TwD 21,5 36,5 27,4 19,0<br>G.17 940 B.16 648 In.1 256 L.1 233 HeCls. C<br>TEU 138 C.Ho 92/20' C.Dk 46/20'<br>5 Ha (stl) (10,9 × 6,4) (12,8 12,8 12,8 × 8,3) ER (11,2 × 6,4)<br>Der 4(22) 2(5) | Doxford<br>Oil 2SA 4Cy. 670 × 2140 exhaust 1 640<br>8 000bhp (5 884kW)<br>Doxford Engines Ltd.<br>Gen 3 × 425kW 380V 50Hz a.c.<br>Fuel 363,0t (d.o.) 959,0t (hvf)-23,0pd |
| **5398529**<br>316770<br>Df Esd Rt | **PANORMITIS**<br>ex Zephyros I-70<br>ex Gebruder Kahler-58<br>**Sekyere Fisheries Ltd.**<br>Takoradi Ghana | **604**<br>265<br>— | GL HR | **1944** N.V. Schps. & Mfbk. "De Biesbosch" —Dordrecht (237)<br>9,20<br>57,87 4,83<br>P 7,0 B 10,7 F 9,5 1 dk<br>len 59 | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 6Cy. 420 × 660<br>1 250bhp (919kW) NE 58<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **6407509**<br>*SV4408*<br>8920<br>Esd Rdr<br>RTm/v | **PANORMITIS**<br>ex Wrestler-85 ex Reagarth-79<br>**Achilles Hellenic Tug Boats Maritime Co.**<br>Megalohari Hellenic Tugboats<br>Piraeus Greece | **346**<br>118<br>— | ✠Classed LR until 15/7/87 | **1964**-5 Richards (Shipbuilders) Ltd.—Lowestoft (476)<br>38,94 9,12 3,785<br>35,51 8,69 4,27<br>RW rf 533 BK 152 | **M Tug** | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 with flexible coup reverse geared to sc. shaft<br>Mirrlees National Ltd.<br>Gen 3 × 40kW 220V d.c.<br>Fuel 71,0t (d.o.) |
| **7706457**<br>2859<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PANORMOS**<br>ex Nerezine I-91 ex Nerezine-90<br>ex Quintina-86<br>**Ocean Runner Co. Ltd.**<br>Valletta Malta | **19 820**<br>14 104<br>34 478<br>T/cm<br>41,6 | AB JR | **1978** Tohoku Zosen—Shiogama (169)<br>180,09 (BB) 28,25 11,405<br>165,00 28,21 15,63<br>P 29,0 F 12,2 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho ER<br>B.57 503 HeCls. ptB<br>5 Ha (stl) (13,4 × 11,2) (19,9 19,9 19,9 16,7 × 14,4) ER<br>Der 5(25) | B&W<br>Oil 2SA 6Cy. 670 × 1400<br>8 238kW (11 200bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Fuel 226,5t (d.o.) 2 109,0t (hvf)-38,0pd |
| **7221897**<br>*SZRZ*<br>9427<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PANORMOS**<br>ex Paralos-88 ex Pergamos-87<br>**Pedregal Compania Naviera S.A.**<br>Piraeus Greece | **10 409**<br>6 868<br>17 605<br>T/cm<br>26,7 | AB | **1972** Sanoyasu Dockyard Co. Ltd.—Osaka (306)<br>147,50 (BB) 21,54 9,294<br>140,01 21,51 12,60<br>P 29,0 F 10,1 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 16,9 21,1 21,5 21,5 21,5 ER<br>G.23 416 B.19 887 HeCls. B<br>5 Ha (stl) (8,9 12,8 12,8 12,8 12,8 × 8,9) ER<br>Cr 4(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 3 × 308kW 450V 60Hz a.c.<br>Fuel 76,0t (d.o.) 1 214,0t (hvf)-28,5pd |
| **7357270**<br>*P3IX4*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PANORMOS BAY**<br>ex La Pampa-91<br>**Arsis Shipping Co. Ltd.**<br>Limassol Cyprus | **10 076**<br>7 231<br>15 644 | BV | **1978** Ast. Alianza S.A.—Avellaneda (25)<br>144,79 (BB) 20,68 9,351<br>135,62 20,65 12,76<br>2 dks<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 32,0 4 TwD<br>G.22 374 B.19 787<br>TEU 162 C. 162/20'<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>Cr 6(12,5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A.<br>Gen 3 × 475kW 400V 50Hz a.c.<br>Fuel 129,0t (d.o.) 1 313,0t (hvf)-26,5pd |

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| 268 | **PANORMOS WIND**<br>ex Cordoba-91<br>**Interior Shipping Co. Ltd.**<br>Limassol Cyprus | **10 076**<br>7 231<br>15 895 | BV | **1977** Ast. Alianza S.A.—Avellaneda (24)<br>144,79 (BB) 20,68 9,354<br>135,62 20,65 12,73<br>2 dks<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 32,0 4 TwD<br>G.20 678 B.19 787<br>TEU 162 C. 162/20'<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>Cr 6(12,5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A. Ensenada<br>Gen 3 × 475kW 400V 50Hz a.c.<br>Fuel 129,0t (d.o.) 1 313,0t (hvf)-26,5pd 15kn |
| 171 | **PANPHILA**<br>ex Sri Santubong-84<br>ex Miwajima Maru-80<br>**Patrick Maritime S.A.**<br>Panama Panama | **666**<br>398<br>1 571 | | **1969** Asakawa Zosen—Imabari (125)<br>62,49 9,83<br>58,50 9,81 4,86<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (35,5 × 7,4) ER | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>12kn |
| 288 | **PANTAGRUELE**<br>**Almagia S.p.A.**<br>Ancona Italy | **2 434**<br>1 270<br>— | RI | **1979** IHC Smit B.V.—Kinderdijk (CO1117)<br>77,04 15,02 5,808<br>75,01 15,00 7,29<br>1 dk | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Single side arm Dredging depth 21,5<br>Hopper 3200T<br>Hopper 2 000<br>1 submerged sandpump 680kW (924bhp), 1 water-jet pump 294kW (400bhp) | Bolnes 10VDNL150/600<br>2 Vee Oil 2SA each 10Cy. 190 × 350<br>3 000bhp (2 207kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>10kn |
| 002 | **PANTAI LABU**<br>ex Kepah<br>**P.T. Perusahaan Pelayaran Pantai Nasional (PEPANA)**<br>Belawan Indonesia | **216**<br>134<br>250 | (KI) | **1926** Zeehaven & Kolenstation—Sabang<br>*32,62* 6,13 2,464<br>30,94 6,08 2,52<br>1 dk<br>R | **M General Cargo** | Kromhout<br>Oil 4SA 4Cy. 223 × 293<br>144bhp (106kW) NE 45<br>R. A. Lister & Co. Dursley<br>Gen 1 × 1,5kW 125V d.c.<br>6kn |
| 350 | **PANTAI MAS**<br>ex Niaga XXVIII-90 ex Peter H-80<br>ex Holland-79 ex Heerengracht-79<br>ex Hilvarenbeek-73<br>**P.T. Tempuran Emas**<br>Jakarta Indonesia | **1 548**<br>920<br>2 860 | KI<br>✠Classed LR until 4/7/85 | **1970**-4 N.V. Scheeps. "Vooruitgang"—Foxhol (225)<br>78,75 12,02 5,843<br>70,80 11,90 6,99<br>P 12,8 F 11,9 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,8 ER<br>G.3 628 B.3 402<br>2 Ha (stl) (each 18,5 × 8,5) ER<br>Cr 3(5) | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 500bhp (1 103kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 3 × 56kW 380V 50Hz a.c.<br>Fuel 1 117,5t (d.o.) 12kn |
| 026 | **PANTAI NAULI**<br>ex Nukaha-59<br>**P.T. Perusahaan Pelayaran Pantai Nasional (PEPANA)**<br>Jakarta Indonesia | **787**<br>502<br>426 | (KI)<br>✠Classed LR until 3/68 | **1953**-8 C.R.D. Adriatico—Trieste (1782)<br>55,33 9,43<br>49,00 9,40 5,06<br>P 12,2 B 9,5 F 7,1 2 dks<br>RW | **M General Cargo** CSD<br>Mchy.aft<br>G.1 184 B.1 085 | Enterprise<br>Oil 4SA 8Cy. 305 × 380<br>480bhp (353kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Gen 1 × 50kW 110V<br>Fuel 45,5t 10kn |
| 722 | **PANTANASSA**<br>ex Yukona-90 ex Thor-84<br>**Oceanica Compania de Transportes S.A.**<br>Leandros Shipping Co. S.A.<br>Nassau Bahamas | *79 422*<br>*42 784*<br>146 368<br>T/cm<br>115,4 | GL | **1973** Blohm + Voss A.G.—Hamburg (881)<br>303,16 (BB) 43,08 16,611<br>287,00 43,01 22,48<br>F 24,1 1 dk | **M Bulk Carrier**<br>Ice strengthened<br>11 Ho 21,0 19,9 16,9 21,0 16,9 16,0 16,9 21,0 17,9 19,9 19,9 ER<br>G.143 681 HeCls. ptB<br>11 Ha (stl) (12,3 12,3 12,3 14,3 12,3 12,3 12,3 14,3 12,3 12,3 12,3 × 17,5) ER | MAN K8SZ105/180<br>Oil 2SA 8Cy. 1050 × 1800<br>32 000bhp (23 538kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen·3 × 800kW 380V 50Hz a.c.<br>Fuel 620,0t (d.o.) 5 654,0t (hvf)-110,0pd 16kn |
| 888 | **PANTANASSA**<br>ex Hoyu Pacific-84<br>ex Hiratsuka Maru-84<br>**Traction Shipping Co. Ltd.**<br>Dalex Shipping Co. S.A.<br>Limassol Cyprus | **16 127**<br>11 911<br>27 110<br>T/cm<br>36,2 | BV (NK) | **1970** Maizuru Jukogyo K.K.—Maizuru (150)<br>175,52 25,46 10,910<br>165,00 25,40 15,02<br>P 29,0 F 15,0 1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho ER<br>G.32 151 HeCls. B<br>5 Ha (stl) (9,8 16,8 12,0 16,8 16,8 × 10,4) ER<br>Cr 5(5) | B&W 7K62EF<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 168,0t (d.o.) 1 482,0t (hvf)-31,5pd 14,5kn |
| 388 | **PANTANAX**<br>ex Rubens-91 ex Ruby-90<br>ex Nini Pateras-89 ex Alca-87<br>**Gulfen Shipping Co. Ltd.**<br>N. J. Pateras S.A.<br>Limassol Cyprus | *9 123*<br>*6 074*<br>14 827 | ✠**100A1** SS 7/89<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL B† 550,0/50,0U3(a)<br>FN 4451 | **1981**-1 Empresa Nacional "Bazan" de C.N.M. S.A. —El Ferrol (C1)<br>149,33 19,26 8,975<br>140,80 19,21 12,40<br>P 2,5 F 11,3 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 17,6 26,2 18,4 26,9 18,4 5 TwD<br>G.22 506 B.19 680<br>TEU 336 C.Ho 258/20' C.Dk 78/20'<br>5 Ha (stl) (12,2 × 7,7) (18,3 12,1 18,3 12,1 × 11,2) ER<br>Cr 2(16) 2(10) | MAN 12V40/54A<br>Vee Oil 4SA 12Cy. 400 × 540 sr geared to sc. shaft<br>7 500bhp (5 517kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 1 × 440kW 3 × 348kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 116,5t (d.o.) 863,0t (hvf) |
| 720 | **PANTAR**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **960**<br>794<br>1 500 | KI | **1984** P.T. Kodja i—Tanjung Priok (268/ I)<br>54,01 14,02 2,950<br>52,38 14,00 3,81<br>1 dk | **TM Tank Barge**<br>Mchy.aft | Niigata 6L18CX<br>2 Oil 4SA each 6Cy. 180 × 240<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 602 | **PANTAZIS L.**<br>**Dimitra S.A.**<br>Piraeus Greece | **14 790**<br>9 643<br>27 434 | AB | **1974** Hakodate Dock Co. Ltd.—Muroran (602)<br>182,02 22,92 10,669<br>167,80 22,84 14,71<br>P 31,4 F 11,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.38 263 B.33 338<br>6 Ha (stl) ER<br>Cr 5(10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 350kW<br>17,5kn |
| 728 | **PANTELEYMON LEPESHINSKIY**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400320/ENVF | **6 555**<br>3 323<br>7 400 | RS | **1976** Stocznia Szczecinska im. A. Warskiego —Szczecin (B46/17)<br>135,41 (BB) 18,04 7,462<br>125,23 18,01 10,19<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER 11,2 6 TwD<br>G.11 491 B.10 746 In.267 L.417<br>TEU 112 C.Ho 88/20' (40') C.Dk 24/20' (40')<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s 13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd 15,5kn |
| 849 | **PANTELIS A. LEMOS**<br>ex Iberita-87 ex Tiberius-85<br>**Xasteria Shipping Corp.**<br>Piraeus Greece | **66 858**<br>53 724<br>144 348<br>T/cm<br>106,7 | NV | **1981** Mitsubishi Heavy Industries Ltd.—Nagasaki (1864)<br>270,04 43,06 17,328<br>258,12 43,01 23,80<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 22,4 23,2 23,2 23,2 23,2 22,4 23,2 23,2 23,2 ER<br>G.156 397 Ore 85 387 HeCls. B<br>9 Ha (stl) (13,6 × 15,3) (16,0 16,0 16,0 16,0 16,0 16,0 16,0 16,0 × 18,7) ER | Sulzer 6RLA90<br>Oil 2SA 6Cy. 900 × 1900<br>20 400bhp (15 005kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 1 × 789kW 2 × 700kW 440V 60Hz a.c.<br>Fuel 296,0t (d.o.) 5 318,0t (hvf)-66,0pd 14kn |
| 446 | **PANTELLERIA**<br>ex Christina Kavada-86<br>ex Tourlaville-84 ex Duke of Holland-82<br>**Traghetti delle Isole S.p.A. Compagnia di Navigazione**<br>Trapani Italy | **885**<br>493<br>1 080 | RI (BV)<br>Classed LR until 15/8/86 | **1969** A. Vuyk & Zonen's Scheepswerven N.V. —Capelle a/d Ijssel (829)<br>75,01 13,75 4,192<br>67,32 13,61 8,89<br>F 8,6 2 dks<br>rf 749 | **M RoRo Cargo/General Cargo** OSD 12bth P<br>Stern door/ramp<br>2 Ho ER<br>G.4 412 | MWM<br>Oil 4SA 8Cy. 360 × 450 sr geared to sc. shaft<br>1 765bhp (1 298kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 95kW 1 × 60kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15kn |
| 907 | **PANTERA**<br>**Gdanska Stocznia Remontowa**<br>Gdansk Poland | **120**<br>29<br>— | PR | **1966** Gdynska Stocznia Remontowa—Gdynia (H800/300)<br>25,48 2,510<br>23,50 6,81 3,41<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 40kW 1 × 3,5kW 230V d.c. |

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| **8103353**<br>*SXGL*<br>9841<br>Df Esd Gc<br>Rdr RTv<br>SatCom<br>AMVER | **PANTHEA**<br>ex World Adventure-91<br>ex Hallam Venture-88<br>ex Bulk Venture-83<br>**Panthea Maritime Inc.**<br>Magna Marine Inc.<br>Piraeus Greece | *34 253*<br>*19 513*<br>61 883<br>T/cm<br>61,7 | | **1983** Koyo Dockyard Co. Ltd.—Mihara (1038)<br>223,15 (BB) 32,26 13,001<br>BV 213,01 32,21 17,91<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 23,0 21,4 22,7 19,5 22,7 22,7 23,6 ER<br>G.70 090 B.68 668 HeCls. B<br>7 Ha (stl) (14,0 16,9 17,1 13,7 17,1 17,1 15,3 × 12,8) ER | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 226,5t (d.o.) 3 011,5t (hvf)-41,0pd |
| **8222757**<br>*OYOA2*<br>D-12924<br>Df Esd Gc<br>Rdr Rt | **PANTHER**<br>**P/R Panther**<br>Mortensen & Lange<br>Kobenhavn Denmark (DIS) | *1 042*<br>*346*<br>1 214 | | **1984** A/S Nordsovaerftet—Ringkobing (168)<br>65,51 3,352<br>NV 62,74 10,01 8,11<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER 2 TwD<br>G.2 161 B.1 892<br>TEU 44 C.Ho 30/20' C.Dk 14/20'<br>2 Ha (stl) (each 15,9 × 7,5) ER<br>2W Der 2(-) | Callesen<br>Oil 4SA 6Cy. 270 × 400<br>810bhp (596kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S<br>Controllable pitch propeller<br>Fuel-2,5pd |
| **7117620**<br>*SV2775*<br>1896<br>Rt | **PANTHER**<br>**E.T.M.L.E.**<br>Piraeus Greece | **149**<br>14<br>— | | **1970** G. Koronaios Bros. Ltd.—Perama<br>28,00 8,01<br>(HR) 25,00 7,80 3,89<br>1 dk | **M Tug** | Skoda<br>Oil 4SA 6Cy. 350 × 500<br>E made68 fitted71<br>CKD Praha<br>Fuel (d.o.) |
| **7228106**<br>*C4JD*<br>707849<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PANTHIR**<br>ex Sibofem-86 ex Transud III-79<br>ex Diamantis Pateras-79<br>**Lucas Marine Co. Ltd.**<br>Limassol Cyprus | **44 140**<br>34 271<br>79 999<br>T/cm<br>71,8 | | **1972** Brodogradiliste i Tvornica Dizel Motora "Split" (252)<br>AB 252,36 32,31 14,820<br>243,85 32,25 20,30<br>1 dk<br>rf nil Bow/CM 116 Diam. 0,406 | **M Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes<br>9 Ho/Ta 15,7 25,4 14,4 25,4 15,2 25,4 14,4 25,4 16,4 ER<br>G.94 161 L.(oil) 94 156 HeCls. BC<br>13 Ha (stl) (10,8 9,8 9,8 10,8 9,8 9,8 10,8 9,8 9,8 10,8 9,8 9,8 10,8 × 12,5) ER<br>2 Cargo pumps total 5 000T/hr | MAN<br>Oil 2SA 7Cy. 860 × 1600<br>15 750bhp (11 585kW)<br>Tvornica Dizel Motora "Split"<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 386,0t (d.o.) 3 566,5t (hvf)-49,0pd |
| **7226172**<br>*UURM*<br>M-7812<br>Df Esd Rdr<br>Rt | **PANTIKAPEY**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | **564**<br>212<br>318 | | **1972** .............U.S.S.R.<br>54,23 9,38 3,810<br>RS 49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2,5) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **8834653**<br>*YUDE*<br>Df Esd Gc<br>Rdr Rt | **PANTIKAPEY**<br>**Brodogradiliste "Veljko Vlahovic"**<br>Kotor Yugoslavia | *104*<br>*31*<br>58 | | **1990** Azov Shipyard—Azov<br>26,52 6,60 2,361<br>RS 22,92 - 3,08<br>1 dk | **M Fishing**<br>Stern Trawler Seiner<br>In.48 | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works |
| **7224849**<br>*P3BU4*<br>709247<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PANTOKRATOR CORFU**<br>ex Lake Tahoe-91 ex Lady Trude-91<br>ex Hille Oldendorff-87<br>**Laserway Shipping Ltd.**<br>Ilios Shipping Co. S.A.<br>Limassol Cyprus | *8 939*<br>*6 276*<br>15 017 | | **1972** Austin & Pickersgill Ltd.—Southwick, Sunderland (880)<br>(GL) 140,98 20,48 8,840<br>134,17 20,43 11,74<br>B 22,0 F 13,2 2 dks<br>rf 25 | **M General Cargo** 6bth P<br>5 Ho 22,0 28,8 11,5 23,4 24,2<br>G.21 425 B.19 721<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) (11,4 × 6,7)<br>10W Der 1(60) 1(30) 10(5-10) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>5 517kW (7 500bhp)<br>Hawthorn, Leslie (Engineers) Ltd.<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 105,5t (d.o.) 1 020,0t (hvf)-25,5pd |
| **5249223**<br>*SV4009*<br>5558<br>Df Rt | **PANTOKRATOR VI**<br>ex Thalassomachos ex Teessider III-71<br>ex Neptunus-70<br>**T. Markezinis & A. Katopodis**<br>Piraeus Greece | **365**<br>180<br>417 | ✠Classed LR until 30/6/77 | **1948**-9 N.V. Sch. Delfzijl v/h Sander—Delfzijl (181)<br>45,17 7,52 2,820<br>40,77 7,50 2,85<br>P 11,0 RQD 14,1 F 5,5 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>1 Ho 25,9<br>G.665 B.637<br>2W | Brons<br>Oil 4SA 5Cy. 290 × 450<br>300bhp (221kW)<br>Appingedammer Brons<br>Fuel 38,5t |
| **5330826**<br>*3EQO6*<br>14284-ES<br>Df Esd Gc<br>Rdr Rt | **PANTRADER**<br>ex Norghol-88 ex Borgholm-81<br>ex Skagen-75<br>**Globetrotter S.A.**<br>COB Line International A/S<br>Panama Panama | T.Mk<br>**1 807**<br>350<br>698 | | **1958** A/S Pusnaes M/V—Arendal (97)<br>80,75 13,85 4,363<br>NV 74,00 13,80 5,03<br>2 dks<br>RW rf 196 conv Vehicles Rail Vehicles RoRo Cargo/Ferry 76 | **TM Depot Ship**<br>for submersibles —P<br>Ice strengthened<br>2 Ha (1,4 × 2,7) (4,7 × 2,5) | Nordberg<br>2 Vee Oil 4SA each 12Cy. 216 × 330 sc. shafts<br>5 480bhp (4 031kW)<br>Nordberg Manufacturing Co.<br>Gen 1 × 440kW 2 × 300kW 380V<br>Fuel (d.o.) |
| **7712523** | **PANTUL 101**<br>**P.T. Pan Tunggal Lumber Factory**<br>Jakarta Indonesia | **112**<br>63<br>150 | | **1978** P.T. Pakin—Tandjung Priok (650)<br>25,00 1,401<br>KI 8,01 2,01<br>1 dk | **TM General Cargo Barge** | Kubota<br>2 Vee Oil each 12Cy. 145 × 200<br>300bhp (221kW)<br>Kubota Tekkosho |
| **8601094** | **PANUCO**<br>**Government of Mexico (Secretaria de Communicaciones y Transportes Servicio de Transbordadores, Direccion General)**<br>Tampico Mexico | **567**<br>458<br>250 | | **1985** Construcciones Navales de Tampico S.A. —Tampico (9)<br>(AB) 36,58<br>27,44 15,24 3,36 | **TM RoRo Cargo/Ferry** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152 reduction geared to sc. shafts<br>636kW (865bhp)<br>Caterpillar Inc.<br>Gen 2 × 30kW a.c. |
| **5270131**<br>164005 | **PANURGIC**<br>**Severn & Trent Water Authority**<br>Hull United Kingdom | **102**<br>67<br>— | ✠Classed LR until 6/3/86 | **1935**-11 J. S. Watson (Gainsborough) Ltd. —Gainsborough (1396)<br>*27,44* 6,46 0,966<br>27,44 6,41 2,14<br>1 dk<br>R | **M Hopper Barge**<br>Bottom doors<br>1 Ho 8,5 ER<br>4W Cr 1(2,5) | Gardner<br>Oil 4SA 6Cy. 135 × 195<br>95bhp (70kW) ✠ NE 54<br>L. Gardner & Sons Ltd.<br>Fuel (d.o.) |
| **8714487**<br>*EHYB*<br>Gc Rdr Rt | **PANXON TRES**<br>**Panxon S.A.**<br>Vigo Spain | *508*<br>*109*<br>302 | | **1988** Enrique Lorenzo y Cia. S.A.—Vigo (410)<br>42,75 (BB) 3,401<br>BV 35,77 9,01 6,18<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.360 | Deutz<br>Oil 4SA 6Cy. 240 × 280 with clutches &<br>to sc. shaft<br>927kW (1 260bhp)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 160kW a.c. |
| **7741213**<br>*UWZO*<br>M-12647 | **PANYUTINO**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | **163**<br>39<br>88 | | **1979** .............U.S.S.R.<br>33,96 7,09 2,901<br>RS 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **8323795**<br>*EQOQ*<br>14/63<br>Df Esd Gc<br>Pfd Rdr Rt | **PANZDAH KHORDAD**<br>**NIOC Tug Boat Services**<br>Bandar Bushehr Iran | *578*<br>*173*<br>414 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL I 362,0/28,0U2(a)<br>FN 561 | **1984**-7 Matsuura Tekko Zosen—Higashino (307)<br>41,41 11,33 4,342<br>35,01 11,00 5,01<br>F 18,6 1 dk<br>rf 500 | **TM Tug**<br>Fire-fighting | Fuji<br>2 Oil 4SA each 8Cy. 275 × 320 with<br>flexible couplings & dr geared to sc.<br>Fuji Diesel Co. Ltd.<br>Gen 3 × 200kW 445V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 195,0t (d.o.) |
| **8323783**<br>*EQOP*<br>11/63<br>Df Esd Gc<br>Pfd Rdr Rt | **PANZDAH SHA'BAN**<br>**NIOC Tug Boat Services**<br>Bandar Bushehr Iran | *578*<br>*173*<br>414 | ✠**100A1** SS 11/89<br>tug<br>✠**LMC**<br>EL I 362,0/28,0U2(a)<br>FN 561 | **1984**-6 Matsuura Tekko Zosen—Higashino (306)<br>40,01 11,33 4,342<br>35,01 11,00 5,01<br>F 18,6 1 dk<br>rf 500 | **TM Tug**<br>Fire-fighting | Fuji<br>2 Oil 4SA each 8Cy. 275 × 320 with<br>flexible couplings & dr geared to sc.<br>Fuji Diesel Co. Ltd.<br>Gen 3 × 200kW 445V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 195,0t (d.o.) |

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|---|---|---|---|---|---|---|
| 624<br>P<br>d Gc<br>RTv | **PAO HSING**<br>**Government of Taiwan (Inspectorate General of Customs)**<br>Keelung China* | **506**<br>109<br>— | | **1980** China SB. Corp. (Keelung Division)<br>—Keelung<br>61,02 7,83 2,901<br>56,01 7,80 4,30<br>1 dk<br>rf 800 | **TM Launch** | MAN 12V25/30<br>2 Vee Oil 4SA each 12Cy. 250 × 300<br>6 480bhp (4 766kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 128kW 225V 60Hz a.c.<br>19kn |
| 238<br>d Gc<br>Rt | **PAO YAUNG No. 1**<br>**Pao Yaung Fishery Co. Ltd.**<br>Kaohsiung China* | **351**<br>206<br>— | | **1974** San Yang SB. Co. Ltd.—Kaohsiung<br>41,71 7,52 3,074<br>36,00 7,50 3,56<br>P 7,1 F 8,9 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>2 Ho 7,9 10,6<br>2 Ha (each 1,3 × 0,9) | Sumiyoshi S6YGTSS<br>Oil 4SA 6Cy. 280 × 450<br>1 100bhp (809kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>10,5kn |
| 226 | **PAO YAUNG No. 2**<br>**Pao Yaung Fishery Co. Ltd.**<br>Kaohsiung China* | **351**<br>206<br>— | | **1974** San Yang SB. Co. Ltd.—Kaohsiung<br>41,71 7,52 3,074<br>36,00 7,50 3,56<br>P 7,1 F 8,9 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>2 Ho 7,9 10,6<br>2 Ha (each 1,3 × 0,9) | Sumiyoshi S6YGTSS<br>Oil 4SA 6Cy. 280 × 450<br>1 100bhp (809kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>10,5kn |
| 329<br>Rt | **PAO 118**<br>**Government of The People's Republic of China**<br>Shanghai China | **1 740**<br>598<br>1 040 | (NK) | **1975** Ishikawajima Ship & Chemical Plant Co.<br>—Tokyo (469)<br>70,52 3,201<br>67,01 14,00 5,01<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Boom-delivery)<br>Twin side arms Dredging depth 10,0<br>Hopper 750T<br>Mchy.aft<br>Hopper 527<br>1 sandpump 448kW (600bhp) | Yanmar 6GL-ST<br>2 Oil 4SA each 6Cy. 240 × 290 reverse reduction geared to sc. shafts<br>2 200bhp (1 618kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 320kW 1 × 80kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 113,0t (d.o.)-9,5pd 11kn |
| 331 | **PAO 119**<br>**Government of The People's Republic of China**<br>Shanghai China | **1 740**<br><br>920 | (NK) | **1975** Ishikawajima Ship & Chemical Plant Co.<br>—Tokyo (470)<br>70,52 3,175<br>67,01 14,00 4,98<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Boom-delivery)<br>Twin side arms Dredging depth 10,0<br>Hopper 750T<br>Mchy.aft<br>Hopper 527<br>1 sandpump 448kW (600bhp) | Yanmar 6GL-ST<br>2 Oil 4SA each 6Cy. 240 × 290 reverse reduction geared to sc. shafts<br>2 200bhp (1 618kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 320kW 1 × 80kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 115,0t (d.o.)-9,5pd 11kn |
| 343 | **PAO 120**<br>**Government of The People's Republic of China**<br>Shanghai China | **1 740**<br>597<br>920 | (NK) | **1975** Ishikawajima Ship & Chemical Plant Co.<br>—Tokyo (471)<br>70,49 3,201<br>68,13 14,00 5,01<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Boom-delivery)<br>Twin side arms Dredging depth 10,0<br>Hopper 750T<br>Mchy.aft<br>Hopper 527<br>1 sandpump 448kW (600bhp) | Yanmar 6GL-ST<br>2 Oil 4SA each 6Cy. 240 × 290 reverse reduction geared to sc. shafts<br>2 200bhp (1 618kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 320kW 1 × 80kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 115,0t (d.o.)-9,5pd 11kn |
| 6337<br>Rdr Rt | **PAO 121**<br>**Government of The People's Republic of China**<br>Shanghai China | **1 740**<br>598<br>920 | (NK) | **1976** Ishikawajima Ship & Chemical Plant Co.<br>—Tokyo (472)<br>70,49 3,199<br>66,99 14,00 4,98<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Boom-delivery)<br>Twin side arms Dredging depth 10,0<br>Hopper 750T<br>Mchy.aft<br>Hopper 527<br>1 sandpump 448kW (600bhp) | Yanmar 6GL-ET<br>2 Oil 4SA each 6Cy. 240 × 290 reverse reduction geared to sc. shafts<br>2 200bhp (1 618kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 320kW 1 × 80kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 115,0t (d.o.)-9,5pd 11kn |
| 3174<br>DB<br>74<br>Esd Gc<br>Rdr<br>m/h/v | **PAOLA**<br>ex Nigeria Venture-86<br>**Universal Ocean Trading Inc.**<br>Tembo Shipping Ltd.<br>Monrovia Liberia | **11 911**<br>8 656<br>18 258 | BV NK | **1977** Narasaki Zosen K.K.—Muroran (912)<br>156,22 22,84 10,172<br>142,91 22,81 12,53<br>P 28,7 F 11,0 2 dks | **M RoRo Cargo/General Cargo**<br>2bth P<br>2 Quarter stern doors & ramps 1(p) 1(s)<br>3 Ho 18,8 42,6 42,6 ER 3 TwD<br>G.25 735 B.24 201<br>TEU 191<br>C.Ho 140/20' (40') C.Dk 51/20' (40') incl. 20 ref. C.<br>3 Ha (stl) (9,8 × 9,5) (27,0 27,0 × 12,0) ER<br>17W Der 1(100) 2(30) 1(11) 2(10) | MAN 18V40/54A<br>Vee Oil 4SA 18Cy. 400 × 540<br>10 000bhp (7 356kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 138,5t (d.o.) 1 119,5t (hvf)-34,5pd 14,75kn |
| 06395<br>YR2<br>8611<br>Esd Gc<br>Rdr Rt | **PAOLA**<br>ex Paul Brinkman-88<br>**Frigga Shipping Co. Ltd.**<br>Brinkman Marine Services B.V.<br>Limassol Cyprus | *994*<br>*509*<br>1 591 | ✠**100A1** SS 8/88<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL L 385,0/30,0U2<br>FN 977 | **1983**-10 E. J. Smit & Zoon's Schpsw. B.V.<br>—Westerbroek (827)<br>63,66 11,84 3,901<br>59,52 11,70 4,70<br>RQD 12,5 F 5,8 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 41,3 ER<br>G.1 898 B.1 858<br>1 Ha (stl) (33,0 × 8,2) ER | Bolnes 5DNL190/600<br>Oil 2SA 5Cy. 190 × 350 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>850bhp (625kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Gen 1 × 65kW 260V d.c. 3 × 52kW 220/380V 50Hz a.c.<br>Fuel 147,5t (d.o.) 10kn |
| 46689<br>CWV<br>Esd Rdr<br>Tm/v | **PAOLA**<br>ex Sondith-83 ex Helga Hauschildt-66<br>ex Christa II-60<br>**Industria Madera Parquet Compania Ltda.**<br>Manta Ecuador | **424**<br>216<br>736 | GL | **1957** Schiffsw. H. Rancke—Hamburg (178)<br>52,10 8,64 3,461<br>46,21 8,62 3,87<br>P 10,4 F 7,7 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 30,7 ER<br>G.864 B.801<br>2 Ha (14,4 8,5 × 5,1) ER<br>Der 3(3) | Deutz RV6M545<br>Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 9,5kn |
| 941485<br>209 | **PAOLA BASSI**<br>**International Fishing Co. Ltd.**<br>Valletta Malta | **194**<br>71<br>— | | **1972** P. Stampa—Trapani<br>33,15 7,12 2,961<br>25,13 7,10 3,61<br>1 dk | **M Fishing** | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln |
| 359319<br>BRZ<br>37<br>Of Esd Gc<br>Pd Rdr RTv<br>AMVER | **PAOLA D'ALESIO**<br>ex Paola-87<br>**Ditta G. d'Alesio S.a.S. di Gaetano d'Alesio**<br>Livorno Italy<br>SatCom: 1150213/IBRZ | *18 171*<br>*10 923*<br>31 093<br>T/cm<br>39,2 | RI<br>✠Classed LR until 9/9/87 | **1975**-6 Rauma-Repola Oy—Rauma/Raumo (227)<br>170,49 (BB) 25,96 11,069<br>161,55 25,93 14,51<br>P 36,3 F 18,0 1 dk<br>rf nil Bow/CM 86 Diam. 0,360 MH 1,5 | **M Tanker**<br>Ice strengthened DB<br>30 Ta ER<br>L.(oil) 37 589 HeCls. BC<br>4 Cargo pumps total 3 600T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 595,0t (hvf)-41,0pd 16,5kn |
| 7381001<br>A8EF<br>4869<br>Of Esd Gc<br>Pd Rdr RTh<br>AMVER | **PAOLA I**<br>**Atlantic Marine Transport Corp.**<br>Scinicariello Augustea Ship Management S.p.A.<br>Monrovia Liberia | **65 067**<br>49 009<br>141 586 | AB | **1974** Sumitomo SB. & Mchy. Co. Ltd.—Uraga Shipyard, Yokosuka (966)<br>267,01 (BB) 44,02 15,437<br>258,02 43,99 22,92<br>F 20,8 1 dk<br>rf nil | **M Tanker**<br>15 Ta ER<br>L.(oil) 166 355 | Sulzer 9RND90<br>Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW)<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 670kW<br>Fuel 7 417,0t (hvf)-83,5pd 16kn |
| 5112511<br>IWVN<br>642<br>Of Esd Rdr<br>Rt | **PAOLA PRIMA**<br>ex Paola D'Alesio-87 ex Anniea-69<br>ex Faraman-68 ex Anne-56<br>**Ditta G. d'Alesio S.a.S. di Gaetano d'Alesio**<br>Livorno Italy | **1 159**<br>571<br>1 470<br>T/cm<br>4,3 | (BV) (RI) | **1953** Glommens M/V—Fredrikstad (139)<br>73,61 10,01 4,344<br>67,98 9,96 4,53<br>P 27,5 F 7,7 1 dk<br>RW Bow/CM 45 Diam. 0,152 | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 209 HeCls. C<br>2 Cargo pumps total 340T/hr | Nohab<br>Oil 2SA 6Cy. 345 × 580<br>1 000bhp (736kW)<br>Nydqvist & Holm A/B Trollhattan<br>Fuel 81,5t (d.o.) 144,5t (hvf) 10kn |
| 8608420<br>5877 | **PAOLA S**<br>**Frigorifco Siracusa S.A.**<br>Buenos Aires Argentina | *119*<br>*76*<br>143 | (RI) | **1986** A.N. Federico Contessi y Cia S.A.—Mar del Plata (43)<br>28,25 2,845<br>25,00 6,41 3,31<br>1 dk | **M Fishing**<br>Ref<br>In.160 | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 with clutches, flexible couplings & sr geared to sc. shaft<br>600bhp (441kW)<br>Cummins Engine Co. Inc. Columbus, In |

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| **5371193**<br>*HO3372*<br>9063-PEXT1<br>Pfd RTm/v | **PAOLA X**<br>ex Georgios-80 ex Hellinikos Vorras-79<br>ex Turquoise-66 ex Jarrix-55<br>ex Arne-50<br>**Green Parrot S.A.**<br>Panama Panama | **498**<br>302<br>727 | (HR)<br>✠Classed LR until 9/71 | **1947**-4 Kalmar Varv A/B—Kalmar (356)<br>51,97 8,74 3,626<br>47,33 8,69 3,74<br>P 12,8 RQD 17,7 RFD 5,8 1 dk | **M General Cargo**<br>2 Ho 12,5 16,7 ER<br>G.1 005 B.934<br>2 Ha (each 9,1 × 4,9) ER<br>3W Der 1(4) 2(2) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW) NE 56<br>Kloeckner Humboldt Deutz<br>Gen 2 × 30kW 110V d.c.<br>Fuel 35,5t (d.o.) |
| **7515157**<br>*IRTC*<br>440 | **PAOLO CORNAGLIA**<br>**Government of The Republic of Italy (Ministero dei Lavori Pubblici - Genio Civile Opere Maritime - S.E.P.)**<br>Roma Italy | **100**<br>21<br>— | RI | **1957** Cant. Nav. Pellegrino—Napoli<br>28,96 5,82 2,480<br>26,04 5,80 3,13<br>1 dk | **M Tug/ Hydrographic Survey Vessel** | Ansaldo<br>Oil 4SA 6Cy. 265 × 410<br>S.A. Ansaldo Genova-Sampierdarena<br>Fuel (d.o.) |
| **5270222**<br>*IPTV*<br>518<br>Rt | **PAOLO NERI**<br>**Fratelli Neri S.a.S.**<br>Livorno Italy | **168**<br>31<br>— | RI | **1961**-8 Cant. Nav. M. & B. Benetti—Viareggio (48)<br>28,61 7,19 4,141<br>25,46 7,14 4,50<br>1 dk<br>RW | **M Tug** | MWM<br>Oil 4SA 8Cy. 320 × 480<br>Motorenw. Mannheim A.G. (MWM) |
| **8407450**<br>*IBGA*<br>1055<br>Esd Rdr Rt | **PAOLO VERONESE**<br>**Sicilia Regionale Marittima S.p.A. (SI.RE.MAR.)**<br>Palermo Italy | **2 894**<br>1 526<br>— | RI | **1986** Fincantieri-Cant. Nav. Italiani S.p.A. —Palermo (922)<br>93,38 16,06 4,001<br>83,52 16,01 5,31<br>1 dk | **TM RoRo Cargo/Ferry** | Fiat<br>2 Vee Oil 4SA each 16Cy. 230 × 310<br>7 560bhp (5 561kW)<br>S.A. Fiat S.G.M.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **7518044**<br>*5ISS*<br>10036<br>RTv | **PAPA**<br>**Tanzania Harbours Authority**<br>Dar es Salaam Tanzania | **224**<br>68<br>97 | NK | **1974** Robin Shipyard (Pte.) Ltd.—Singapore<br>30,48 3,015<br>26,98 8,77 3,79<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 8Cy. 320 × 500<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 36kW a.c.<br>2 Controllable pitch propellers<br>Fuel 38,5t (d.o.)-13,5pd |
| **5270246**<br>*IRUM*<br>695 | **PAPA BUONAIUTO**<br>**VISAG Vinicola S. Giorgio S.r.l.**<br>Roma Italy | **150**<br>103<br>— | (RI) | **1946** S.A. Ansaldo—Genova (864)<br>32,42 6,00<br>29,88 5,97 2,70<br>RQD 8,0 F 2,2 1 dk | **M Tanker**<br>Water<br>4 Ta ER | Ansaldo<br>Oil 4SA 3Cy. 265 × 410<br>150bhp (110kW)<br>S.A. Ansaldo |
| **7437628**<br>*WYT8254*<br>549243 | **PAPA GEORGE**<br>**Volcano Bay Inc.**<br>New Orleans, La United States of America | **107**<br>73<br>— | | **1973** .............Harvey, La<br>*21,95* 6,96<br>3,48<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>700bhp (515kW) |
| **7208924**<br>*DVZD*<br>Df Esd Gc<br>Pfd Rdr Rt | **PAPA MARCOS**<br>ex Peninsula C-3<br>ex Kaiho Maru No. 18-79<br>**Jermel Fishing & Trading Inc.**<br>Manila Philippines | **280**<br>139<br>356 | | **1971** Miho Zosensho K.K.—Shimizu (770)<br>49,71 7,42 3,188<br>41,66 7,40 3,56<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **5270260**<br>*IRVB*<br>520 | **PAPA VINCENZINO**<br>**Silverio Mazzella**<br>Gaeta Italy | **107**<br>69<br>— | (RI) | **1945** Cant. Nav. Corina—Baia<br>29,70 6,61<br>24,46 6,46 2,85<br>1 dk | **Wood Aux M General Cargo**<br>Schooner | Oil 4SA 4Cy. 210 × 300<br>135bhp (99kW) NE 57<br>Officine Meccaniche (Eng.) |
| **7302976**<br>*SZHT*<br>3949<br>Esd Rdr Rt | **PAPADIAMANTIS II**<br>ex Anna L-86<br>Launched as Georgis P<br>**Naftiki Eteria Kythnou Keas**<br>Piraeus Greece | **1 060**<br>724<br>— | (AB) | **1973** Vassiliadis Bros.—Salamis (5)<br>65,94 11,21 2,998<br>58,20 11,19 4,12<br>2 dks | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | S.K.L.<br>2 Oil 4SA each 6Cy. 317 × 478 dr reverse geared to sc. shafts<br>3 340bhp (2 457kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 117kW a.c. 2 × 75kW a.c. |
| **6728458**<br>*SV3676*<br>40 | **PAPAGEORGIOU III**<br>**K. Papageorgiou**<br>Thessaloniki Greece | **362**<br>214<br>— | | **1966** D. Homatas & Sons Ltd. —Thessaloniki/Salonica<br>44,00 10,39 1,296<br>... ... ...<br>2 dks | **TM Ferry** | Blackstone<br>2 Oil 4SA each 8Cy. 300 × 290<br>800bhp (588kW)<br>Blackstone & Co. Ltd.<br>Fuel 17,5t |
| **8015154**<br>*VRON*<br>715472<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **PAPAGO**<br>ex Panther-90<br>**Peng Hu Shipping Co. Ltd.**<br>Orient Ship Management Ltd.<br>Hong Kong Hong Kong (British) | *37 420*<br>*22 247*<br>61 188<br>T/cm<br>64,8 | (NK) | **1982** Hashihama Zosen—Tadotsu (815)<br>227,67 (BB) 12,226<br>218,02 32,21 18,29<br>F 18,6 1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.84 667<br>7 Ha (stl) ER | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>15 200bhp (11 181kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 540kW a.c. |
| **7730472**<br>*XCZS*<br>Df Esd Rt | **PAPALOAPAN**<br>**Government of Mexico (Secretaria de Communicaciones y Transportes - Direccion General de Dragado)**<br>Veracruz Mexico | **975**<br>635<br>1 473 | | **1961** Ellicott Machine Corp. Dredge Division —Baltimore, Md (543)<br>56,75 4,115<br>54,69 10,67 4,88<br>1 dk | **TM Hopper/Dredger/Sand Carrier**<br>Trailing Suction Bottom doors<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 200bhp (883kW)<br>Caterpillar Tractor Co. Peoria, |
| **6515617**<br>Df Esd | **PAPALOAPAN**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Alvarado Mexico | **121**<br>58<br>— | ✠Classed LR until 8/67 | **1965**-4 N.V. Scheepswerf Haak—Zaandam (900)<br>26,01 7,47<br>23,02 7,21 2,95<br>RFD 8,0<br>rf 178 BK 152 | **M Fishing**<br>Stern Trawler | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 through flexible coupling & sr reverse gears to sc. shaft<br>490bhp (360kW)<br>Caterpillar Tractor Co. Peoria, |
| **7007071**<br>*LLEF*<br>17377<br>Df Esd Gc<br>Rdr RTm/h/v | **PAPER EXPRESS**<br>ex Nornews Express-86 ex Sirius-74<br>**P/R Ty ANS**<br>Torkel Alendal Shipmanagement A/S<br>Haugesund Norway | *1 944*<br>*811*<br>1 402 | (NV) | **1970** Kleven M/V A/S—Ulsteinvik (20)<br>85,50 12,55 3,620<br>78,90 12,23 6,86<br>P 13,2 F 9,8 2 dks<br>rf nil len 74 | **M General Cargo**<br>Pallets<br>Side door (p) Ice strengthened<br>1 Ho ER<br>G.4 298 B.3 736<br>2 Ha (stl) (19,2 17,4 × 10,5) ER<br>1W Cr 1(5) Der 2(5) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 128kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 97,5t (d.o.)-7,5pd |
| **5270349**<br>*LZFK*<br>85<br>Df Rdr Rt | **PAPIA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **323**<br>110<br>341 | BR | **1960** "Ivan Dimitrov" Shipyard—Rousse (704)<br>49,31 7,22 3,090<br>3,41<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.547<br>2 Ha (each 7,6 × 3,5)<br>Cr 1(2,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 400<br>400bhp (294kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 24kW 115V d.c. |
| **9036296**<br>*OUHE*<br>H1020 | **PAPIK**<br>**Tiggaq ApS**<br>Jacobshavn/ Ilulissat Greenland (Danish) | *119*<br>*35*<br>— | | **1989** Nuna—Tek Vaerftet—Nuuk (12)<br>... ... ...<br>22,26 5,52 | **M Fishing** | Oil<br>............. |

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| 721976<br>*COZ*<br>636<br>sd Rdr Rt | **PAPILA I**<br>**Papila Su Urunleri Uretimi ve Sanayii Ticaret A.S.**<br>Istanbul Turkey | **997**<br>570<br>1 180 | (AB) | **1979** Profilo Sanayi Ve Ticaret A.S.—Istanbul (5)<br>60,08 10,04 3,680<br>56,22 10,00 5,31<br>F 14,1 1 dk & S dk<br>rf 500 | **M Factory Fishing** OSD<br>Fish-factory Stern Trawler Ref<br>Mchy.aft | Caterpillar D379SCAC<br>Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 210kW a.c. 1 × 85kW a.c.<br>Thw. thrust propeller fwd<br>10kn |
| 328563<br>*GQR*<br>1392<br>sd Rdr Rt | **PAPILLON**<br>ex Drakkar-89 ex Fresiana-79<br>ex Alja M-73<br>**K. van Donderen**<br>Delfzijl Netherlands | **397**<br>153<br>700 | | **1961** Scheepswerf Bijlholt N.V.—Foxhol (570)<br>57,31 7,17 2,031<br>55,40 3,10<br>1 dk | **M General Cargo**<br>G.951 B.926<br>2 Ha (each 16,2 × 5,7) | Brons<br>Oil 2SA 6Cy.<br>400bhp (294kW)<br>Appingedammer Brons Motorenfabrik B.V. Appingedam<br>10kn |
| 236256<br>*XGG*<br>530<br>sd Pfd Rdr | **PAPILLON**<br>ex Dan Jane-84 ex Gitte Friis-82<br>**P/R Papillon**<br>Esbjerg Denmark | **149**<br>80<br>— | | **1972** Bogense Skibsvaerft & Badebyggeri —Bogense (210)<br>31,27 7,22<br>28,10 7,19 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Callesen 6-427-FOT<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik Abenra<br>Fuel (d.o.) |
| 918302<br>*EAQ5*<br>7515-PEXT<br>f Esd Gc<br>dr Rt<br>atNav | **PAPOURA**<br>ex Al-Muntasira-86 ex Portia-83<br>ex Holy River-79 ex Koa Maru-77<br>**Baltimore Oriole S.A.**<br>Avin International Corp. of Panama S.A.<br>Panama Panama | **2 131**<br>1 269<br>3 463 | **100A1** SS 12/90<br>oil tanker<br>FP exceeding 60°C<br>**LMC**<br>EL (P) 450,0/40,0U2<br>FN 1667<br>(NK) | **1969** Tokushima Zosen Sangyo K.K. —Komatsujima (280)<br>90,53 13,67 5,817<br>82,00 13,64 6,68<br>P 20,5 F 8,6 1 dk<br>RW rf 102 Bow/CM 44 Diam. 0,254 | **M Tanker**<br>10 Ta ER<br>L.(oil) 4 318 HeCls. C<br>4 Cargo pumps total 2 000T/hr | Nippon Hatsudoki<br>Oil 4SA 6Cy. 520 × 860<br>3 500bhp (2 574kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 150kW 445V 60Hz a.c.<br>Fuel 211,5t (d.o.)-11,0pd 13kn |
| 118803<br>*LIV6*<br>429<br>f Esd Gc<br>dr Rt | **PAPU**<br>ex Themistocles Petrakis-89<br>ex Tarpon Sun-87<br>**Gras Shipping Inc.**<br>Monrovia Liberia | **14 743**<br>9 959<br>25 530 | ✠**100A1** SS 12/86<br>bulk carrier<br>strengthened for heavy cargoes, holds 1, 3, 5 & 7 or 2, 4 & 6 may be empty<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL F† 577,5/66,0U2<br>FN 6367 | **1982**-6 "Georgi Dimitrov" Shipyard—Varna (147)<br>185,17 (BB) 22,99 10,535<br>172,12 22,81 14,18<br>P 15,9 F 16,8 1 dk<br>rf nil DK | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 20,3 13,9 19,6 13,9 20,5 12,3 19,6 ER<br>G.29 313<br>7 Ha (stl) (13,1 10,5 13,1 10,5 13,1 10,5 13,1 × —) ER<br>Cr 4(16) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) rcv & htr 7kgf/cm² (6,9bar)<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 278,0t (d.o.) 1 466,0t (hvf) 14,5kn |
| 382615<br>*6JL8*<br>16350<br>f Esd Gc<br>d Rdr<br>Tm/h/v<br>MVER | **PAPUA**<br>ex Fossarus-90<br>**Dan Merchant Ltd.**<br>A/S Det Ostasiatiske Kompagni (The East Asiatic Co. Ltd. A/S)<br>Nassau Bahamas<br>SatCom: 1103432/PPAM | **19 274**<br>12 723<br>32 230 | ✠**100A1** SS 12/86<br>✠**LMC** **UMS**<br>EL I† $3\frac{1}{16}$"U2<br>FN 6722 | **1976**-12 Haugesund M/V A/S—Haugesund (56)<br>170,69 (BB) 25,96 11,373<br>163,15 25,90 15,30<br>P 26,6 F 18,9 1 dk<br>rf 76 | **M Tanker**<br>21 Ta ER<br>L.(oil) 42 445 HeCls. B<br>4 Cargo pumps total 3 600T/hr | MAN V6V52/55<br>2 Oil 4SA each 6Cy. 520 × 550 sr geared to sc. shaft<br>8 826kW (11 999bhp)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 3000kW 2 × 736kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 123,0t (d.o.) 1 855,5t (hvf) 15,5kn |
| 708123 | **PAPUA**<br>**Joseph Dryburgh**<br>*Cairns, Queensland* Australia | **187**<br>129<br>— | | **1966** Ballina Slipway & Eng. Co.—Ballina, N.S.W.<br>*19,76* 6,71<br>2,42<br>1 dk | **Wood M General Cargo** | Gardner<br>Oil 6Cy. 130 × 152<br>220bhp (162kW)<br>L. Gardner & Sons Ltd. Manchester<br>8kn |
| 901705<br>*RRC*<br>K-0008<br>f Esd Gc<br>dr Rt<br>atNav<br>atCom<br>MVER | **PAPUAN CHIEF**<br>**The China Navigation Co. Ltd.**<br>Hong Kong Hong Kong (British) | *7 914*<br>*4 379*<br>10 683<br>T/cm<br>23,3 | ✠**100A1**<br>container ship<br>✠**LMC** **UMS**<br>EL B† 550,0/58,0U2<br>FN 3960 | **1991**-2 Miho Zosensho K.K.—Shimizu (1357)<br>129,75 (BB) 22,20 8,346<br>120,00 22,00 11,00<br>P 17,8 F 12,4 1 dk, 2nd dk formed by folding hatch covers in No. 2 hold<br>rf nil DK | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>1 Cell. Ho 1 Ho 1 Cell. Ho ER 1 TwD<br>TEU 725 C.Ho 305/20'(40') C.Dk 420/20'(40') incl. 180 ref C.<br>12 Ha (stl) ER | B&W 7L42MC<br>Oil 2SA 7Cy. 420 × 1360<br>5 350kW (7 273bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (Comp) 8,1kgf/cm² (8,0bar)<br>Gen 3 × 720kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Thw. thrust Contr. pitch propeller Tunnel thruster unit<br>Fuel 56,0t (d.o.) 950,0t (hvf)-26,0pd 16,2kn |
| 102754<br>sd Rdr Rt | **PAPUAN GULF**<br>ex Warrender-83<br>**Riverside Coal Transport Co. Pty. Ltd.** | **392**<br>142<br>626 | ✠Classed LR until 20/5/87 | **1971**-3 Perrin Eng. Co. Pty. Ltd.—Brisbane, Queensland (12)<br>51,59 10,67 1,982<br>46,03 10,32 2,42<br>Ba 9,2 RAD 8,6 1 dk<br>rf nil len 83 | **TM Landing Craft**<br>Bow ramp<br>Mchy.aft | Cummins<br>2 Oil<br>735bhp (541kW)<br>(p) Vee Oil 4SA 12Cy. 140 × 152<br>Cummins Engine Co. Inc. Columbus, In<br>(s) Oil 4SA 6Cy. 160 × 160<br>✠ NE 6/85<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 56kW 415V 50Hz a.c. |
| 706662<br>*UWY*<br>29714<br>f Esd Gc<br>dr RTm/h/v<br>atNav<br>MVER | **PAPYRUS**<br>**Harmony Maritime Management Inc.**<br>Manila Philippines<br>SatCom: 1700311/DUWY | *33 963*<br>*12 486*<br>41 781 | NK | **1988** Oshima Shipbuilding co. Ltd.—Nagasaki (10103)<br>194,95 (BB) 32,24 10,800<br>187,61 32,20 20,91<br>P 28,1 | **M Wood-chip Carrier**<br>6 Ho ER<br>G.86 424<br>6 Ha (stl) ER<br>Cr 3(12,5) | Mitsubishi 6UEC60LA<br>Oil 2SA 6Cy. 600 × 1900<br>4 535kW (6 165bhp)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 580kW 440V 60Hz a.c.<br>Fuel 179,5t (d.o.) 1 381,0t (hvf) 13,5kn |
| 808549 | **PAPYRUS**<br>**Rev Vacances Travel & Cruise Co.**<br>Cairo Egypt | **1 065**<br>—<br>100 | **100A1**<br>Class contemplated | **1989** N.V. Nieuwe Scheepswerven t. Barbara —Maasmechelen (A-2200)<br>72,00 11,75 1,301<br>66,15 11,51 3,51 | **TM Passenger Ship** 47cbn 100bth P | General Motors 16V-92-N<br>2 Vee Oil 2SA each 16Cy. 123 × 127<br>1 196bhp (880kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 505571<br>*EAND*<br>1753<br>Df Esd Pfd<br>Rt | **PAQUEA LURREAN**<br>Launched as Paz en la Tierra<br>**Pedro Lazcano Osa**<br>San Sebastian Spain | **193**<br>113<br>— | | **1965** S.A. Balenciaga—Zumaya (91)<br>*28,60* 6,23 3,175<br>6,18 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.385<br>3 Ha (each 1,5 × 0,9) ER | Duvant<br>Oil 4SA 4Cy. 315 × 480<br>400bhp (294kW)<br>Carmelo Unanue Zumaya<br>Fuel (d.o.) 10,5kn |
| 6809692<br>*EAAU*<br>2359<br>Esd Rt | **PAQUIASUN**<br>**Pesquerias Industriales y Comerciales S.A.**<br>Tarragona Spain | **213**<br>115<br>— | | **1967** Ast. de Tarragona—Tarragona<br>32,90 7,24<br>27,21 7,07 4,14<br>1 dk | **Wood M Fishing**<br>Stern Trawler | Oil<br>600bhp (441kW)<br>Carmelo Unanue Zumaya<br>10,75kn |
| 7110579<br>*HORO*<br>Q002-00596<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **PAQUITA**<br>ex Clafen-83 ex Fendyke-82<br>**Naviera Cuyamel S. de R.L.**<br>Sanders Stevens & Co. Ltd.<br>Puerto Cortes Honduras | **696**<br>422<br>1 013 | ✠**100A1** SS 9/89<br>✠**LMC** **UMS**<br>EL J $1\frac{1}{8}$"U2<br>FN 826 | **1971**-9 Scott & Sons (Bowling) 1969 Ltd. —Bowling (441)<br>63,45 10,01 3,709<br>57,92 9,91 4,35<br>P 12,5 F 6,1 1 dk<br>rf 76 | **M General Cargo**<br>1 Ho 37,9 ER<br>G.1 426 B.1 387<br>1 Ha (stl) (31,3 × 6,2) ER | Blackstone<br>Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>1 000bhp (736kW)<br>Lister Blackstone Mirrlees Marine Stamford<br>Gen 2 × 60kW 415V 50Hz a.c.<br>Fuel 64,0t (d.o.) 12,25kn |
| 6420393<br>*TCLL*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PARA**<br>ex Emir ex Labrador-90<br>ex Marsud Prima-88 ex Humanitas-84<br>ex British Holly-83<br>**Seydi Reis Denizcilik Isletmesi A.S.**<br>Genel Denizcilik Nakliyati A.S. (GEDEN LINE)<br>Istanbul Turkey | **12 938**<br>7 760<br>20 977<br>T/cm<br>32,4 | RI<br>✠Classed LR until 6/84 | **1965**-3 Lithgows Ltd.—Port Glasgow (1155)<br>171,00 22,48 9,468<br>161,86 22,41 11,97<br>P 36,0 F 19,2 1 dk<br>RW rf 102 Bow/CM 83 Diam. 0,310 | **M Tanker**<br>Stern disch.<br>33 Ta ER<br>L.(oil) 27 399 HeCls. BC<br>4 Cargo pumps total 2 200T/hr | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW)<br>J. G. Kincaid & Co. Ltd. Greenock<br>Gen 2 × 550kW 1 × 244kW 230/440V 60Hz a.c.<br>Fuel 1 331,0t (hvf)-30,5pd 14,5kn |

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| **7820186**<br>*PP5483*<br>Esd Gc Rdr<br>RTv | **PARA**<br>**Empresa de Navegacao da Amazonia S.A. (ENASA)**<br>Belem Brazil | **1 982**<br>695<br>656 | | **1982** MacLaren IC Est. e Servicos—Rio de Janeiro (149)<br>56,11 3,601<br>52,81 21,42 5,01<br>1 dk | **TM RoRo Cargo/Ferry**<br>Twin Hull 61cbn —dk P<br>Side door/ramps 1(p) 1(s)<br>1 Ho<br>B.1 250 In.380<br>1 Ha (stl) (1,6 × 1,9)<br>Cr 1(3) | Daihatsu 6PSHTC<br>2 Oil 4SA each 6Cy. 220 × 280 sr geared to sc shafts<br>1 050bhp (772kW)<br>Ishikawajima do Brasil Rio de Jan<br>Gen 2 × 146kW 450V 60Hz a.c.<br>Fuel 81,5t (d.o.)-3,5pd<br>9,7 |
| **7606231**<br>*PP4256*<br>Rt | **PARA**<br>**Government of The Federative Republic of Brazil**<br>Santos Brazil | **1 112**<br>552<br>799 | (GL) | **1976** Gutehoffnungshuette Sterkrade A.G. —Walsum (1124)<br>49,71 21,75 2,502<br>21,71 4,12<br>1 dk | **TD-E Crane Barge** | M.T.U. 6V396T<br>2 Vee Oil 4SA each 6Cy. 165 × 185 total 1 470<br>(1 081kW) driving gen. connected to 2 elec. motors & geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH Friedrichsha<br>Fuel (d.o.) |
| **7328578**<br>355261<br>Esd Gc Rdr<br>RTm | **PARA STAR**<br>**E. H. & R. F. Hendry**<br>*Port Adelaide, S.A.* Australia | **122**<br>79<br>61 | | **1973** Filipi & Sons—Adelaide<br>20,63 6,86 2,134<br>19,03 6,81 2,93<br>1 dk | **Wood Aux M General Cargo**<br>Ref | Kelvin<br>Oil 4SA 8Cy. 165 × 184<br>400bhp (294kW) E made67 fitted72<br>Bergius Kelvin Co. Ltd. Glasg |
| **8126501**<br>Gc Rdr Rt | **PARACAS**<br>**Servicios Tecnicos Maritimos S.A.**<br>Callao Peru | **101**<br>—<br>— | ✠**100A1** SS 11/86<br>tug<br>for service at Callao with occasional coasting voyages to Talara and Ilo<br>✠**LMC**<br>EL (A) 18,3/16,0U1<br>FN 221 | **1982**-10 West Coast Salvage & Contracting Co. Ltd.—Vancouver, B.C.<br>23,04 7,85 3,209<br>20,27 7,32 3,56<br>F 8,6 1 dk<br>rf - | **TM Tug**<br>Fire-fighting Salvage | General Motors 12V-149<br>2 Vee Oil 2SA each 12Cy. 146 × 146 with clutches, flexible couplings & sr reverse gear to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detro<br>Gen 2 × 25kW 220V 60Hz a.c. |
| **8223220**<br>402175<br>SO 736<br>Df Esd Gc<br>Rdr Rt | **PARACLETE**<br>**Paul O'Neill**<br>Sligo Irish Republic | **430**<br>171<br>— | | **1982** Killybegs Shipyard Ltd.—Killybegs (140)<br>(BB) 8,18<br>36,71 8,16 5,14<br>2 dks<br>len 85 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Kromhout 8F/SW<br>Oil 4SA 8Cy. 240 × 260 sr geared to sc. shaft<br>1 000bhp (736kW)<br>Stork-Werkspoor Diesel B.V. Zw<br>Thw. thrust propeller fwd |
| **6500313**<br>*VC8525*<br>323229<br>Esd Pfd Rdr<br>RTm | **PARACLETE**<br>ex Zerda-89 ex Rupert Brand VIII-77<br>**Laurence Sweeney Fisheries Ltd.**<br>Walter L. Sweeney<br>Yarmouth, N.S. Canada | **308**<br>103<br>203 | ✠Classed LR until 12/66 | **1964**-12 G. T. Davie & Sons Ltd.—Lauzon, P.Q. (93)<br>39,30 8,03<br>35,06 7,93 4,35<br>P 2,5 F 6,1<br>rf 1067 BK 229 | **M Fishing**<br>Side Trawler<br>1 Ho 8,5<br>2 Ha (stl) (each 1,3 × 1,2) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>765bhp (563kW)<br>Kloeckner Humboldt Deutz Ko<br>Gen 2 × 30kW 220V 60Hz a.c.<br>Fuel (d.o.) |
| **8516043**<br>*EDVJ*<br>Df Esd Gc<br>Rdr Rt | **PARADANTA PRIMERO**<br>**Pesquera Paradanta S.A.**<br>Vigo Spain | *938*<br>*324*<br>931 | BV | **1986** Enrique Lorenzo y Cia. S.A.—Vigo (409)<br>58,37 (BB) 4,401<br>50,02 10,01 6,61 | **M Fishing**<br>Stern Trawler Ref<br>In.1 126 | MaK<br>Oil 4SA 6Cy. 240 × 330 with flexible couplings sr geared to sc. shaft<br>1 586bhp (1 167kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Controllable pitch propeller |
| **8608602**<br>*3ECR5*<br>15844-86<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **PARADISE HAGEN**<br>**Toei Maritime S.A.**<br>Panama Panama | *8 416*<br>*4 488*<br>11 783 | NK | **1986** Imai Zosen—Kochi (550)<br>116,44 (BB) 8,443<br>108,01 23,00 9,40<br>1 dk | **M Bulk Carrier**<br>3 Ho ER<br>G.20 913 B.20 110<br>5 Ha (stl) (12,6 × 10,2) (26,6p&s 26,6p&s × 8,0) ER<br>Cr 2(36) 1(25) | Mitsubishi<br>Oil 2SA 5Cy. 450 × 1350<br>5 250bhp (3 862kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8609723**<br>*3EEL5*<br>15842-86A<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **PARADISE OCEAN**<br>**San Blas Shipping S.A.**<br>Panama Panama | *8 416*<br>*4 488*<br>11 769 | NK | **1986** Imai Zosen—Kochi (552)<br>116,44 (BB) 8,443<br>108,01 23,00 9,40<br>1 dk | **M Bulk Carrier**<br>3 Ho ER<br>G.20 913 B.20 110<br>5 Ha (stl) (12,6 × 10,2) (26,6p&s 26,6p&s × 8,0) ER | Mitsubishi 5UEC4<br>Oil 2SA 5Cy. 450 × 1350<br>5 250bhp (3 862kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **6918845**<br>*VO4278*<br>337849<br>Df Esd Rdr<br>RTm | **PARADISE SOUND**<br>ex Tower Duchess-84<br>**Raymond Burton Berkshire**<br>St. John's, Nfl. Canada | **200**<br>161<br>430 | ✠Classed LR until 5/84 | **1969**-6 Clelands SB. Co. Ltd.—Wallsend (305)<br>41,86 7,73 2,699<br>39,37 7,62 3,38<br>P 5,2 F 4,9 1 dk<br>rf 152 | **M General Cargo**<br>1 Ho 27,4 ER<br>G.550 B.494<br>1 Ha (stl) (24,0 × 4,9) ER | Rolls Royce<br>Vee Oil 4SA 8Cy. 168 × 184 reverse reduction geared to sc. shaft<br>345bhp (254kW) ✠ NE made69 fitted74<br>Rolls-Royce Ltd. Shrews<br>Gen 3 × 1,5kW 24V d.c.<br>Fuel 10,0t (d.o.)<br>9,2 |
| **7329807**<br>*UEOF*<br>M-12395 | **PARADNYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **163**<br>39<br>94 | RS | **1973** .............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>Der 2(2) | S.K.L. 8NVD3<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magde<br>Fuel (d.o.) |
| **8022119**<br>*JI2999*<br>125064<br>Rdr | **PARAFFIN MARU No. 2**<br>**Hikari Kisen K.K.**<br>Tanabe, Wakayama Pref. Japan | **296**<br>—<br>500 | | **1981** Suzuki Shipyard Co. Ltd.—Yokkaichi (350)<br>... ... ...<br>43,82 8,01 3,61<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Ni |
| **7437630**<br>*WYX2405*<br>548750 | **PARAGON**<br>ex Paragon II-91<br>**Rainier Investments Inc.**<br>Seattle, Wa United States of America | **196**<br>133<br>— | | **1973** John A. Martinolich SB. Corp.—Tacoma, Wa<br>*28,53* 8,84<br>2,72<br>1 dk | **M Fishing**<br>Side-fishing Crab | Caterpillar<br>Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, |
| **7002992**<br>*MOWC*<br>PD 290<br>Esd Pfd Rdr<br>RTv | **PARAGON**<br>ex Sunbeam-87 ex Serene-86<br>**James B. Thain & others**<br>Peterhead United Kingdom | **104**<br>—<br>— | | **1969** Mandals Slip & Mek. Verk. A/S—Mandal (9)<br>26,17 6,74<br>6,71 3,46<br>1 dk | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho. 8,2 ER<br>1 Ha (stl) (1,2 × 0,9) ER<br>Der 1(2) | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>495bhp (364kW)<br>Lister Blackstone Mirrlees Marine Stan<br>Gen 1 × 10kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 15,0t (d.o.) |
| **5270428**<br>*PUBT* | **PARAGUAI**<br>**Government of The Federative Republic of Brazil (Navegacao da Bacia do Prata - Ministerio da Viacao e Obras Publicas)**<br>Rio de Janeiro Brazil | **931**<br>514<br>1 131 | | **1926** Deutsche Werft Reiherstiegwerft—Hamburg (97)<br>75,49 11,49 2,744<br>11,43<br>B 19,9 F 7,4 1 dk<br>R | **TM General Cargo**<br>G.1 332<br>2W | MAN<br>2 Oil 4SA each 8Cy. 290 × 430<br>Masch. Augsburg-Nuernberg (MAN) Aug<br>Fuel 86,5t |
| **5270430**<br>*ZPKB*<br>Df | **PARAGUARI**<br>**Government of The Republic of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguay | **633**<br>323<br>1 030 | | **1945** J. H. Mathis Co.—Camden, NJ (165)<br>55,61 9,15 3,506<br>9,10<br>P 11,9 F 6,1 1 dk | **TM General Cargo**<br>Mchy.aft<br>G.1 076 B.963 | Cooper Bessemer<br>2 Oil 4SA each 6Cy. 230 × 265<br>Cooper-Bessemer Corp. Grove Ci<br>Fuel 38,5t |
| **5270442** | **PARAGUASSU**<br>**Companhia de Navegacao Bahiana S.A.**<br>Salvador Brazil | **370**<br>143<br>— | ✠Classed LR until 7/29 | **1926**-1 G. Brown & Co.—Greenock (151)<br>45,73 8,59<br>... ... ...<br>1 dk<br>R | **TS General Cargo** | T 6Cy. (2) 267 (2) 406 & (2) 686 x 457<br>McKie & Baxter Ltd. Gla |

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| 8303226<br>ELGG4<br>90052<br>Df Esd Gc<br>Rdr RTv<br>SatCom | **PARAGUAY CARRIER**<br>**ATLANTIC Schiffahrtsgellschaft m.b.H. & Co. KG m.s. "Paraguay Carrier"**<br>Baltic Bereederung G.m.b.H. & Co. KG<br>Monrovia Liberia | *3 236*<br>*1 758*<br>4 155 | **✠100A1** SS 8/88<br>strengthened for heavy cargoes (cc), certified container securing arrangements<br>**✠LMC** **UMS**<br>EL T 467,5/38,0U3<br>FN 1881 | **1983**-7 Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (208)<br>102,44 (BB) 14,05 5,281<br>95,51 14,00 5,69<br>P 15,6 F 10,7 2 dks<br>rf nil DK in way of No. 2 cargo hold | **M General Cargo**<br>2 Ho 39,9 26,6 ER 2 TwD<br>G.5 958 B.5 698<br>TEU 208<br>C.Ho 108/20' (40') C.Dk 100/20' (40') incl. 20 ref C.<br>2 Ha (stl) (32,2 25,2 × 10,2) ER<br>1W Der 1(35) | Alpha 8SL28L-VO<br>Oil 4SA 8Cy. 280 × 320 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 990bhp (1 464kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 1 × 320kW 3 × 160kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 39,0t (d.o.) 244,5t (hvf) |
| 8303214<br>LAPH2<br>N-00509<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PARAGUAY MERCHANT**<br>**K/S Para Merchant**<br>Kornelius Olsen<br>Stavanger Norway (NIS) | *3 249*<br>*1 758*<br>4 151 | GL | **1983** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (207)<br>102,44 (BB) 14,05 5,281<br>95,51 14,00 5,69<br>P 15,6 F 10,7 2 dks<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho 39,9 26,6 ER 2 TwD<br>G.5 958 B.5 698<br>TEU 208<br>C.Ho 108/20' (40') C.Dk 100/20' (40') incl. 20 ref C.<br>2 Ha (stl) (32,2 25,2 × 10,2) ER<br>1W Der 1(35) | Alpha 8SL28L-VO<br>Oil 4SA 8Cy. 280 × 320 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 990bhp (1 464kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 1 × 320kW 3 × 160kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 39,0t (d.o.) 244,5t (hvf) |
| 8303238<br>ELGA2<br>90001<br>Df Esd Gc<br>Rdr Rt | **PARAGUAY SUN**<br>**Reederei "Mercur" Flensburger Schiffsparten Vereinigung A.G. & Co. K.G.**<br>Baltic Bereederung G.m.b.H. & Co. KG<br>Monrovia Liberia | *3 236*<br>*1 758*<br>4 155 | **✠100A1**<br>strengthened for heavy cargoes (cc), certified container securing arrangements<br>**✠LMC** **UMS**<br>EL T 467,5/38,0U3<br>FN 1881 | **1983**-9 Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (209)<br>102,44 (BB) 14,05 5,281<br>95,51 14,00 5,69<br>P 15,6 F 10,7 2 dks<br>rf nil DK in way of No. 2 cargo hold | **M General Cargo**<br>2 Ho 39,9 26,6 ER 2 TwD<br>G.5 958 B.5 698<br>TEU 208<br>C.Ho 108/20' (40') C.Dk 100/20' (40') incl. 20 ref C.<br>2 Ha (stl) (32,2 25,2 × 10,2) ER<br>1W Der 1(35) | Alpha 8SL28L-VO<br>Oil 4SA 8Cy. 280 × 320 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 990bhp (1 464kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 1 × 320kW 3 × 160kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 39,0t (d.o.) 244,5t (hvf) |
| 8301993<br>LAPG2<br>N-00483<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PARAGUAY TRADER**<br>**K/S Para Trader**<br>Kornelius Olsen<br>Stavanger Norway (NIS) | *3 249*<br>*1 758*<br>4 151 | GL | **1983** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (206)<br>102,44 (BB) 14,05 5,275<br>95,51 14,00 5,69<br>P 15,6 F 10,7 2 dks<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho 39,9 26,6 ER 2 TwD<br>G.5 958 B.5 698<br>TEU 208<br>C.Ho 108/20' (40') C.Dk 100/20' (40') incl. 20 ref C.<br>2 Ha (stl) (32,2 25,2 × 10,2) ER<br>1W Der 1(35) | Alpha 8SL28L-VO<br>Oil 4SA 8Cy. 280 × 320 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 990bhp (1 464kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 1 × 320kW 3 × 160kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 39,0t (d.o.) 244,5t (hvf) |
| 5428556<br>317183<br>Esd Rdr<br>RTm/v | **PARAHAKI**<br>**Ocean Towage & Salvage Cook Islands Ltd.**<br>Avatiu New Zealand | **375**<br>107<br>— | **✠100A1** SS 8/87<br>tug<br>**✠LMC**<br>EL (f) 1⅛"SQ<br>FN 501 | **1963**-7 Brooke Marine Ltd.—Lowestoft (299)<br>40,14 9,89 4,096<br>35,67 9,45 4,58<br>1 dk<br>rf 610 BK 203 | **D-E Tug**<br>Fire-fighting | Mirrlees<br>2 Oil 4SA each 8Cy. 248 × 318 driving 2 gen. each 600kW 400V d.c. connected to elec. motor (CC) & sc. shaft<br>Mirrlees National Ltd. Stockport<br>Gen 2 × 65kW 1 × 50kW 220V d.c.<br>Fuel 97,5t (d.o.) 12kn |
| 5270507<br>PUUY | **PARAHYBA**<br>**Servicos de Navegacao da Amazonia e de Administracao do Porto do Para**<br>Belem Brazil | **160**<br>98<br>— | | **1916** James Rees & Sons Co.—Pittsburgh, Pa<br>*32,68* 7,98<br>... ... ...<br>1 dk<br>R | **S General Cargo** | C - & - x -<br>.............. |
| 7104568<br>BICL<br>9184<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **PARAISO**<br>ex Philippines Fruit-85 ex Comfort-77<br>**Great Pacific Navigation Co. S.A.**<br>Keelung China* | T.Mk<br>**6 271**<br>2 734<br>6 536 | GL | **1971** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (761)<br>134,56 18,54 7,521<br>123,00 18,50 11,00<br>3 dks<br>RW rf 196 | **M Refrigerated Cargo**<br>3 Ho 28,8 23,0 27,8<br>In.9 212<br>3 Ha (stl) (12,9 14,0 14,0 × 6,0)<br>12W Der 2(15) 4(10) 6(5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 440kW 445V 60Hz a.c.<br>18,5kn |
| 5337721<br>HQOP<br>L002-00429<br>Df Esd Rt | **PARAISO**<br>ex Arvi ex Aghia Anargyri-83<br>ex Teessider V-77 ex Stadland-71<br>**Infretra Shipping Inc. (Liberia)**<br>San Lorenzo Honduras | **395**<br>238<br>638 | (GL) (HR) | **1955** C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser<br>51,62 8,54 3,141<br>46,51 8,49 3,46<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 31,7 ER<br>G.861 B.807<br>1 Ha (22,0 × 5,0) ER<br>2W Der 2(-) | MaK MAU423<br>Oil 4SA 8Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>8kn |
| 8609400<br>CUOY<br>A-3239-6<br>Esd Pfd Rdr<br>Rt | **PARALELO**<br>**Sociedade de Pesca do Miradouro Ltda.**<br>Aveiro Portugal | **157**<br>88<br>85 | (RP) | **1987** Est. Sao Jacinto S.a.r.L.—Aveiro (164)<br>27,21 3,052<br>22,13 7,36 3,51<br>2 dks | **M Fishing**<br>Side-fishing Tuna Long-line<br>In.110 | Poyaud<br>Vee Oil 4SA 12Cy. 150 × 180 with flexible couplings & reverse reduction geared to sc. shaft<br>600bhp (441kW)<br>Poyaud-S.S.C.M. Surgeres |
| 6927638<br>UZWK<br>M-29103<br>Df Esd Gc<br>Rdr | **PARALLAKS**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **2 344**<br>944<br>1 338 | RS | **1967** Stocznia Gdanska im. Lenina—Gdansk (B26/19)<br>83,14 13,85 5,601<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.284 In.1 566<br>5 Ha (1,2 1,2 × 1,2) (1,9 1,9 4,8 × 1,9)<br>2W Der 2(2) 2(1,5) | Sulzer 8TD48<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>Sour "Jugoturbina" Karlovac<br>Controllable pitch propeller<br>12,75kn |
| 7832373<br>UBOK<br>M-37847<br>Df Esd Gc<br>Rdr RTv | **PARALLEL**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1980** ..............U.S.S.R.<br>54,82 9,95 4,139<br>- - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.414<br>3 Ha (stl) (each 1,5 × 1,6)<br>Der 2(1,25) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12kn |
| 8123638<br>YYBE<br>AMMT-1310<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PARAMACAY**<br>**Maraven S.A.**<br>Las Piedras Venezuela<br>SatCom: 1565117/YYBE | *11 979*<br>*3 593*<br>11 800 | **✠100A1** SS 9/89<br>liquefied gas carrier, for the carriage of Propane, iso—butane, n—butane, butadiene and anhydrous ammonia in independent tanks, max. SG 0.68 at 0.35bar, max. vapour pressure 4bar, min. temp. minus 48°C<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC (LG)**<br>EL (F)† 577,5/71,0U2<br>FN 4973 | **1983**-9 Oy Wartsila Ab—Turku/Abo (1264)<br>146,01 (BB) 22,53 8,302<br>136,00 22,51 14,05<br>1 dk<br>rf nil DK in way of all holds | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>cs 3<br>4 Ta (36% Ni.stl) ind cyl horizontal ER<br>L.(gas) 14 190<br>8 Cargo pumps total 1 200T/hr | Sulzer 6RLB56<br>Oil 2SA 6Cy. 560 × 1150<br>8 403bhp (6 181kW)<br>Oy Wartsila Ab Turku/Abo<br>AuxB (Comp) 7,1kgf/cm² (7,0bar)<br>Gen 3 × 720kW 440V 60Hz a.c.<br>Fuel 213,0t (d.o.) 919,5t (hvf)-28,0pd 16,25kn |
| 7035042<br>HOBV2<br>Gc Rdr Rt | **PARAMOUNT**<br>ex Benkay-86 ex Mark II-86<br>ex Kaijin Maru No. 7-86<br>**Paramount Ocean Lines S.A.**<br>Honduras | **496**<br>269<br>1 024 | | **1970** Akitsu Dock K.K.—Akitsu (378)<br>54,39 9,33 4,325<br>49,51 9,30 4,70<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (23,1 × 6,0) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 150bhp (846kW)<br>Hanshin Nainenki Kogyo Kobe<br>10,75kn |

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| **7807586**<br>*WYB7074*<br>600784<br>Df Esd Gc<br>Pfd Rdr Rt | **PARAMOUNT**<br>ex Bonne Chance I<br>**Jena Corp.**<br>Morgan City, La United States of America | **287**<br>195<br>1 000 | (AB) | **1978** Halter Marine Inc.—Lockport, La (740)<br>3,377<br>50,60 11,60 3,97<br>F 14,7 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors 16V-14<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detro<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd |
| **5208762**<br><br>319724<br>Esd Pfd Rdr | **PARAMOUNT**<br>ex Linda Luc-75<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **136**<br>70<br>— | ✠Classed LR until 20/11/70 | **1962**-11 Marine Industrie Ltee.—Sorel, P.Q. (292)<br>24,95 6,71<br>22,48 6,56 3,36<br>F 4,0<br>rf 1270 | **M Fishing**<br>Side Trawler | Alpha 404-2<br>Oil 2SA 4Cy. 240 × 400 with hydraulic coupling<br>228kW (310bhp)<br>Alpha-Diesel A/S Frederiks<br>Controllable pitch propeller |
| **7205635**<br>*UIHY*<br>M-29573<br>Df Esd Gc<br>Rdr Rt | **PARAMUSHIR**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 540**<br>2 171<br>6 200 | RS | **1971** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,149<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W 7-50VT2BF<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works Brya<br>Fuel 139,0t (d.o.) 330,0t (hvf) 14 |
| **5270569**<br>*ZPKG* | **PARANA**<br>**Government of The Republic of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguay | **1 126**<br>729<br>1 038 | ✠Classed LR until 9/65 | **1961**-3 Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (796)<br>73,00 12,17 2,515<br>68,00 12,01 3,99<br>F 6,8 1 dk | **M General Cargo Barge**<br>3 Ho ER<br>G.1 740 B.1 566 | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Ni |
| **5425085**<br><br><br>Rt | **PARANA**<br>ex Esso Parana-63 ex Esso Marino-47<br>ex Transpet-38<br>**Compania Argentina S.A. Naviera Agropecuria Industrial Comercial e Immobiliaria**<br>Buenos Aires Argentina | **382**<br>141<br>828 | ✠Classed LR until 9/63 | **1920**-9 Collingwood SB. Co. Ltd.—Collingwood, Ont. (68)<br>53,55 10,70 3,048<br>51,82 3,20<br>P 8,9 F 8,3 1 dk<br>R | **S Tanker**<br>Mchy.aft<br>L.(oil) 770 | T 3Cy. 330 546 & 889 x 610<br>Collingwood S.B. Co. Ltd. Collingwood<br>Fuel 92,5t (o.f.)-8,5pd |
| **7038537**<br>*5BZI*<br>707659<br>Df Esd Gc<br>Pfd Rdr RTv | **PARANA STAR**<br>ex Andara-90 ex Adara-86<br>ex Saxon Prince-76 ex Cairntrader-76<br>ex Saxon Prince-75<br>Launched as Cairntrader<br>**Interfront Shipping Ltd.**<br>Rederi AB Hasting<br>Limassol Cyprus | T.Mk<br>**803**<br>476<br>1 585<br>**1 579**<br>977<br>2 704 | ✠**100A1** SS 4/90<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL N 1$\frac{5}{16}$"U2<br>FN 1367 | **1971**-3 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (795)<br>79,94 11,99 4,369/5,881<br>72,24 11,90 7,01<br>P 18,3 F 11,3 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 48,0 ER<br>G.3 394 B.3 095<br>2 Ha (stl) (each 16,7 × 7,7) ER<br>4W Der 2(5) 2(3) | MaK 8M45<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 840kW 1 × 21kW 380V 50Hz a.c.<br>Fuel 129,0t (d.o.) |
| **8030879**<br>*SQLO*<br><br>Df Esd Gc<br>Rdr | **PARANDOWSKI**<br>**Chinese-Polish Joint Stock Shipping Co. (Chinsko-Polskie Towarzystwo Okretowe S.A.)**<br>Gdynia Poland | T.Mk<br>**9 816**<br>6 123<br>14 540<br>**14 116**<br>8 636<br>15 754 | PR | **1982** Stocznia Gdanska im. Lenina—Gdansk (B348/01)<br>156,78 (BB) 24,06 —/9,302<br>151,31 13,90<br>2 dks | **M General Cargo** 5bth P<br>5 Ho ER<br>G.28 099 B.25 322 L.1 196<br>TEU 376 C.Ho 250/20' (40') C.Dk 126/20' (40')<br>9 Ha (stl) (8,3 × 8,2) (12,7p&s 12,7p&s 19,7p&s 13,5p&s × 8,3) ER<br>Cr 2(25) 4(12,5) | Sulzer 6RND<br>Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW)<br>H. Cegielski<br>Gen 3 × 760kW 400V 50Hz a.c.<br>Fuel 384,0t (d.o.) 1 491,5t (hvf)-41,0pd |
| **8314718** | **PARANG**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **960**<br>794<br>1 500 | KI | **1984** P.T. Kodja i—Tanjung Priok (267/ I)<br>54,01 2,950<br>52,38 14,00 3,81<br>1 dk | **TM Tank Barge**<br>Mchy.aft | Niigata 6L<br>2 Oil 4SA each 6Cy. 180 × 240<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. N |
| **8003383**<br><br>Df Esd Gc<br>Rdr Rt | **PARANG**<br>**Government of The Republic of Indonesia (Ministry of Communications & Transport)**<br>Jakarta Indonesia | **250**<br>—<br>— | | **1981** Soc. Francaise de Cons. Nav.—Villeneuve-la-Garenne (780/2)<br>38,33 6,38 1,782<br>35,46 6,09 3,61<br>1 dk | **TM Search & Rescue Vessel** | AGO 195V1<br>2 Vee Oil 4SA each 12Cy. 195 × 180<br>4 400bhp (3 236kW)<br>Soc. Alsacienne de Const. Mec. de Mulhouse (S.A.C.M.) Mul |
| **7609063**<br>*DYTP*<br>220464<br>Rdr Rt | **PARANG TRANSPORT**<br>Launched as Makar Transport<br>**Aboitiz Shipping Corp.**<br>Cebu City Philippines | **547**<br>293<br>715 | | **1979** L'Nor Marine Services Inc.,—Mandaue City (79)<br>53,98 10,37 2,131<br>50,32 9,76 3,26<br>1 dk | **TM General Cargo**<br>Mchy.aft | Cummins NT-8<br>2 Oil 4SA each 6Cy. 140 × 152 geared to sc shafts<br>470bhp (346kW)<br>Cummins Engine Co. Inc. Columb |
| **7523972**<br>*SYKY*<br>9787<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PARASKEVI II**<br>ex Moji-91 ex Nedlloyd Moji-88<br>ex Trans Nova-80 ex Nortrans Egero-79<br>**Addistart Compania S.A.**<br>Piraeus Greece | **9 513**<br>6 328<br>16 186 | BV NV<br>✠Classed LR until 16/6/78 | **1977**-9 Mitsui Eng. & SB. Co. Ltd.—Tamano (1108)<br>157,92 (BB) 24,82 7,974<br>149,99 24,78 14,00<br>P 29,6 F 12,2 2 dks<br>rf nil | **M General Cargo** OSD<br>4 Ho 27,2 27,2 27,9 28,8 ER 4 TwD<br>G.31 538 B.30 698<br>TEU 541 C.Ho 325/20' (40') C.Dk 216/20' (40')<br>13 Ha (19,9 × 10,6) (19,8p&s 19,8p&s 19,8p&s 19,8p&s 19,8p&s 19,8p&s × 8,9) ER<br>Cr 6(15) | B&W 6<br>Oil 2SA 6Cy. 740 × 1600<br>8 532kW (11 599bhp)<br>Mitsui Eng. & SB. Co. Ltd. Ta<br>Gen 3 × 560kW 440V 60Hz a.c.<br>Fuel 278,5t (d.o.) 1 786,0t (hvf)-42,0pd |
| **7375337**<br>*SZMW*<br>9636<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PARASKEVI M.Y.**<br>ex Silver Success-90 ex Diavolezza-88<br>ex Nordland-85 ex Diavolezza-82<br>**Mayflower Shipping & Trading Inc.**<br>Piraeus Greece | **19 669**<br>14 458<br>34 168<br>T/cm<br>42,4 | BV (AB) | **1975** Osaka Zosensho—Osaka (358)<br>185,50 (BB) 26,01 11,161<br>174,99 25,99 15,50<br>P 30,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.46 128 B.4 134 HeCls. B<br>5 Ha (stl) (14,4 20,8 8,7 20,8 15,1 × 12,7) ER<br>Cr 2(15) 3(10) | Sulzer 6R<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 400kW<br>Fuel 240,0t (d.o.) 2 120,0t (hvf)-38,5pd |
| **8128212**<br>*DHPS*<br>13970<br>Esd Rdr RTv | **PARAT**<br>**Lutgens & Reimers G.m.b.H.**<br>Hamburg Federal Republic of Germany | T.Mk<br>**211**<br>—<br>55 | GL | **1983** Detlef Hegemann Rolandwerft G.m.b.H. —Bremen (120)<br>28,02 8,84 2,707<br>27,03 8,83 3,51<br>1 dk | **TM Tug**<br>Fire-fighting Tractor | Deutz SBV<br>2 Oil 4SA each 6Cy. 240 × 280<br>Kloeckner Humboldt Deutz<br>Gen 2 × 80kW 380/220V 50Hz a.c.<br>2 Directional propellers<br>Fuel 50,0t (d.o.) |
| **7733632**<br>*EOJX*<br>M-12596 | **PARATUNKA**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **163**<br>39<br>87 | RS | **1978** ..............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8NVD<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Mag |
| **5080043**<br>*SV3088*<br>5067<br>Df Esd Rdr<br>Rt | **PARAVOLAS II**<br>ex Cornelia B. III-74<br>**Dimitrios E. Palmos**<br>Piraeus Greece | T.Mk<br>**489**<br>267<br>1 016 | ✠Classed LR until 5/10/84 | **1956**-1 N.V. Scheeps. "Vooruitgang"—Foxhol (180)<br>69,50 10,39 3,969<br>63,02 10,14 6,15<br>F 7,4 2 dks<br>RW rf 102 | **M General Cargo**<br>1 Ho 41,5 ER<br>G.1 968 B.1 859<br>2 Ha (10,4 × 5,0) (20,9 × 6,4) ER<br>6W Der 6(6-10) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor Ams<br>Fuel 91,5t |

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| 8827129<br>YDKJ<br>Rt | **PARAY**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Darat Ministry of Land Communications)**<br>Jakarta Indonesia | **148**<br>68<br>— | KI | **1983** PT. Adiguna Sb & Eng.—Tanjung Priok (23)<br>31,00 - 1,100<br>25,50 8,02 2,00<br>1 dk | **TM Ferry** | Yanmar<br>2 Oil 4SA 6Cy.<br>486kW (661bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 1 × 54kW 380V a.c. |
| 5176232<br>EAKX<br>398<br>Df Esd Gc<br>Rdr Rt | **PARAYAS**<br>ex Josina-73 ex Canadian Forester<br>**Ignacio Vega Leguina S.A.**<br>Bilbao Spain | **3 314**<br>1 842<br>5 029 | ✠Classed LR until 1/68 | **1921**-2 Tidewater Shipbuilders Ltd.—Three Rivers, P.Q. (8)<br>105,09 14,25 6,617<br>100,89 14,18 7,78<br>P 10,1 B 29,9 F 10,1 1 dk<br>rf nil | **S General Cargo**<br>Ref | T 3Cy. 635 1041 & 1727 × 1143<br>2 500ihp (1 839kW)<br>Tidewater Shipbuilders Ltd. Three Rivers, P.Q.<br>Fuel (o.f.) 12kn |
| 8102945<br>WUY9250<br>642456<br>Df Esd Pfd<br>Rdr Rt | **PARCH TIDE**<br>ex Red River-88<br>**First Security Bank of Utah N.A. (Corporate Trust Division)**<br>Tidewater Marine Service Inc.<br>New Orleans, La United States of America | **294**<br>200<br>700 | (AB) | **1981** Champion Shipyards Inc.—Pass Christian, Ms (002)<br>3,652<br>52,13 12,20 4,27<br>F 16,5 1 dk<br>rf 559 | **TM Supply Ship**<br>Deck Cargo | General Motors 16V-149-NA<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7210628<br>WX6278<br>503714<br>Df Esd Gc<br>Rdr Rt | **PARD I**<br>ex Nautical Inspector<br>ex Western Cape-83 ex Unitedgeo I-72<br>**Nautical Endeavours Inc.**<br>New Orleans, La United States of America | **198**<br>134<br>— | | **1966** Mangone SB. Corp.—Houston, Tx (71)<br>8,54 3,150<br>35,13 8,50 3,66<br>1 dk<br>conv Deck Cargo Supply Ship — | **TM Research**<br>Geophysical Seismographic | General Motors<br>2 Vee Oil 2SA each 16Cy. 108 × 127<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Fuel (d.o.) |
| 6805232<br>USLA<br>0565<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PARDAUGAVA**<br>ex Nikolay Danilov-92<br>**Riga Trawling & Refrigeration Fleet**<br>Riga Latvia | **13 604**<br>6 706<br>10 118 | RS | **1967** Stocznia Gdanska im. Lenina—Gdansk (B64/14)<br>163,94 21,34 8,078<br>149,00 21,26 12,65<br>3 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 959<br>5 Ha (4,1 4,0 4,0 4,0 × 4,5) (3,5 × 4,0) ER<br>18W Der 2(10) 16(5) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>Gen 6 × 320kW 380V 1 × 80kW 220V<br>15kn |
| 7385186<br>CUZE<br>Df Esd Gc<br>Pfd Rdr Rt | **PARDELHAS**<br>**Empresa de Pesca de Aveiro S.a.r.l.**<br>Aveiro Portugal | **1 107**<br>597<br>603 | **✠100A1** SS 7/90<br>stern trawler<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL L 1¼"U2<br>FN 1037 | **1977**-3 Est. Nav. de Viana do Castelo—Viana do Castelo (97)<br>61,42 11,74 4,407<br>54,41 11,70 7,35<br>2 dks<br>rf 610 Box K 254 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Fairbanks, Morse<br>Oil 2SA 10Cy. 206 × 254 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 2 × 304kW 2 × 200kW 380/220V 50Hz a.c.<br>Controllable pitch propeller |
| 8818453 | **PARDELLA**<br>**Pesquera Pardella S.A.**<br>Chimbote Peru | **320**<br>105<br>— | | **1988** Inversiones Navales S.A. (INSA)—Callao (075)<br>32,50<br>27,97 7,70 4,00<br>1 dk | **M Fishing**<br>Side-fishing | M.T.U.<br>Oil 4Cy. with clutches & reverse reduction geared to sc. shaft<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |
| 5337862<br>HO9065<br>5300-PEXT1<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PARDI**<br>ex Mudistar-79 ex Stalheim-72<br>**Zar Shipping Co. S.A.**<br>Panama Panama | **1 441**<br>795<br>2 543 | NV | **1959** T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (Z71)<br>88,09 12,63 5,258<br>81,01 12,58<br>F 11,6 1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD<br>Ice strengthened<br>3 Ho 13,8 19,8 19,8 ER<br>G.4 521 B.4 081<br>3 Ha (stl) (8,2 13,1 13,1 × 5,7) ER<br>10W Der 10(3-5) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 600bhp (1 177kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 64kW 380V 60Hz a.c.<br>Fuel 156,5t (d.o.) 13kn |
| 7387586<br>EGWD<br>1963<br>GI-4-1963<br>Df Esd Gc<br>Rdr Rt | **PARDO**<br>Burela Spain | **202**<br>77<br>— | (GL) | **1975** Ast. Ojeda y Aniceto S.A.—Aviles (8)<br>31,93 7,17 3,195<br>27,01 7,01 3,71<br>1 dk | **M Fishing**<br>Side Trawler | Alpha 407-26VO<br>Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW)<br>Cons. Echevarria Bermeo<br>10,5kn |
| 6620448<br>ISCZ<br>633<br>Esd Pfd Rdr<br>RTh/v | **PARDUS**<br>**Rimorchiatori Riuniti Panfido e C. S.p.A.**<br>Venezia Italy | **261**<br>73<br>— | RI | **1966** N.V. Schps. v/h H. H. Bodewes—Millingen a/d Rijn (661)<br>33,00 9,10 2,501<br>31,02 8,62 3,66<br>1 dk | **TM Tug**<br>Salvage<br>Der 1(2) | Deutz<br>2 Oil 4SA each 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 75kW 220/380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 61,0t (d.o.) 13kn |
| 7526455<br>UZEG<br>M-33804<br>Df Esd Gc<br>Rdr RTv | **PARFENTIY GRECHANYY**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400275/UZEG | **30 072**<br>18 866<br>52 700 | RS | **1975** Okean Shipyard—Nikolayev<br>215,37 (BB) 31,86 12,218<br>201,61 31,78 16,79<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>8 Ho ER<br>G.62 900<br>8 Ha (stl) (12,8 × 13,5) (12,8 12,8 12,8 12,8 12,8 12,8 12,8 × 16,9) ER<br>Cr 1(3,25) | B&W 8K74EF<br>Oil 2SA 8Cy. 740 × 1600<br>13 700bhp (10 077kW)<br>Bryansk Eng. Works Bryansk<br>14,5kn |
| 6606143<br>COLO<br>Df Esd Gc<br>Pfd Rdr Rt | **PARGO**<br>**Government of The Republic of Cuba (Flota Atunera de Cuba)**<br>La Habana Cuba | **705**<br>378<br>659 | (BV) | **1966** Maritima de Axpe S.A.—Bilbao (8)<br>52,02 9,02 4,141<br>49,61 9,01 4,25<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>3 Ho ER<br>In.555<br>3 Ha (each 1,6 × 1,6) ER<br>2W Der 2(1) | MAN<br>Oil 4SA 9Cy. 300 × 450<br>1 300bhp (956kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>Fuel 291,0t (d.o.) 13kn |
| 5270648<br>EDBC<br>8101<br>Df Esd Pfd<br>Rt | **PARGO**<br>**Aramar S.A.**<br>Pasajes Spain | **200**<br>100<br>— | BV | **1959** Enrique Lorenzo y Cia. S.A.—Vigo (248)<br>32,52 6,38 3,455<br>28,40 6,30 3,87<br>B 11,9 F 4,9 1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0) | Stork<br>Oil 4SA 8Cy. 210 × 300<br>352bhp (259kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Fuel 53,5t (d.o.) 9,75kn |
| 5270650<br>CSNX<br>Df Esd | **PARGO**<br>**Arrasto Companhia de Pesca do Centro de Portugal S.a.r.l.**<br>Figueira da Foz Portugal | **185**<br>56<br>— | ✠ | **1949**-4 N.V. Schpsw. "Foxhol"—Foxhol (84)<br>30,82 6,43<br>... ... ...<br>RW | **M Fishing**<br>Side Trawler | Sulzer<br>Oil 2SA 6Cy. 240 × 400<br>Sulzer Bros. Ltd. Winterthur |
| 7052454<br>URYH<br>M-29445<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PARGOLOVO**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 540**<br>2 171<br>6 630 | RS | **1970** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,149<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W 7-50VT2BF-110<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 139,0t (d.o.) 330,0t (hvf) 14,5kn |
| 7809053<br>PKLK<br>Df Esd Gc<br>Pfd Rdr Rt | **PARI**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **684**<br>198<br>607 | KI NK | **1979** Niigata Eng. Co. Ltd.—Niigata (1585)<br>52,91 10,62 3,701<br>47,58 9,99 4,50<br>P 21,7 F 5,2 1 dk | **M Buoy Tender**<br>1 Ho ER<br>G.634 B.544<br>1 Ha (stl) (4,8 × 2,0) ER<br>Der 1(18) | Niigata 6M28KGHS<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 100kW<br>11kn |

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| **7807586**<br>*WYB7074*<br>600784<br>Df Esd Gc<br>Pfd Rdr Rt | **PARAMOUNT**<br>ex Bonne Chance I<br>**Jena Corp.**<br>Morgan City, La United States of America | **287**<br>195<br>1 000 | (AB) | **1978** Halter Marine Inc.—Lockport, La (740)<br>3,377<br>50,60 11,60 3,97<br>F 14,7 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors 16V-149<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd |
| **5208762**<br>319724<br>Esd Pfd Rdr | **PARAMOUNT**<br>ex Linda Luc-75<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **136**<br>70<br>— | ✠Classed LR until 20/11/70 | **1962**-11 Marine Industrie Ltee.—Sorel, P.Q. (292)<br>24,95 6,71<br>22,48 6,56 3,36<br>F 4,0<br>rf 1270 | **M Fishing**<br>Side Trawler | Alpha 404-24<br>Oil 2SA 4Cy. 240 × 400 with hydraulic coupling<br>228kW (310bhp)<br>Alpha-Diesel A/S Frederiksha<br>Controllable pitch propeller |
| **7205635**<br>*UIHY*<br>M-29573<br>Df Esd Gc<br>Rdr Rt | **PARAMUSHIR**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 540**<br>2 171<br>6 200 | RS | **1971** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,149<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W 7-50VT2BF-1<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works Bryan<br>Fuel 139,0t (d.o.) 330,0t (hvf) 14 |
| **5270569**<br>*ZPKG* | **PARANA**<br>**Government of The Republic of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguay | **1 126**<br>729<br>1 038 | ✠Classed LR until 9/65 | **1961**-3 Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (796)<br>73,00 12,17 2,515<br>68,00 12,01 3,99<br>F 6,8 1 dk | **M General Cargo Barge**<br>3 Ho ER<br>G.1 740 B.1 566 | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Nig |
| **5425085**<br>Rt | **PARANA**<br>ex Esso Parana-63 ex Esso Marino-47<br>ex Transpet-38<br>**Compania Argentina S.A. Naviera Agropecuria Industrial Comercial e Immobiliaria**<br>Buenos Aires Argentina | **382**<br>141<br>828 | ✠Classed LR until 9/63 | **1920**-9 Collingwood SB. Co. Ltd.—Collingwood, Ont. (68)<br>53,55 10,70 3,048<br>51,82 3,20<br>P 8,9 F 8,3 1 dk<br>R | **S Tanker**<br>Mchy.aft<br>L.(oil) 770 | T 3Cy. 330 546 & 889 x 610<br>Collingwood S.B. Co. Ltd. Collingwood,<br>Fuel 92,5t (o.f.)-8,5pd 6 |
| **7038537**<br>*5BZI*<br>707659<br>Df Esd Gc<br>Pfd Rdr RTv | **PARANA STAR**<br>ex Andara-90 ex Adara-86<br>ex Saxon Prince-76 ex Cairntrader-76<br>ex Saxon Prince-75<br>Launched as Cairntrader<br>**Interfront Shipping Ltd.**<br>Rederi AB Hasting<br>Limassol Cyprus | T.Mk<br>**803**<br>476<br>1 585<br>**1 579**<br>977<br>2 704 | **✠100A1** SS 4/90<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL N $1\frac{5}{16}$"U2<br>FN 1367 | **1971**-3 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (795)<br>79,94 11,99 4,369/5,881<br>72,24 11,90 7,01<br>P 18,3 F 11,3 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 48,0 ER<br>G.3 394 B.3 095<br>2 Ha (stl) (each 16,7 × 7,7) ER<br>4W Der 2(5) 2(3) | MaK 8M45<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 840kW 1 × 21kW 380V 50Hz a.c.<br>Fuel 129,0t (d.o.) |
| **8030879**<br>*SQLO*<br>Df Esd Gc<br>Rdr | **PARANDOWSKI**<br>**Chinese-Polish Joint Stock Shipping Co. (Chinsko-Polskie Towarzystwo Okretowe S.A.)**<br>Gdynia Poland | T.Mk<br>**9 816**<br>6 123<br>14 540<br>**14 116**<br>8 636<br>15 754 | PR | **1982** Stocznia Gdanska im. Lenina—Gdansk (B348/01)<br>156,78 (BB) 24,06 —/9,302<br>151,31 13,90<br>2 dks | **M General Cargo** 5bth P<br>5 Ho ER<br>G.28 099 B.25 322 L.1 196<br>TEU 376<br>C.Ho 250/20' (40') C.Dk 126/20' (40')<br>9 Ha (stl) (8,3 × 8,2) (12,7p&s 12,7p&s 19,7p&s 13,5p&s × 8,3) ER<br>Cr 2(25) 4(12,5) | Sulzer 6RND<br>Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW)<br>H. Cegielski Poz<br>Gen 3 × 760kW 400V 50Hz a.c.<br>Fuel 384,0t (d.o.) 1 491,5t (hvf)-41,0pd |
| **8314718** | **PARANG**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **960**<br>794<br>1 500 | KI | **1984** P.T. Kodja i—Tanjung Priok (267/ I)<br>54,01 2,950<br>52,38 14,00 3,81<br>1 dk | **TM Tank Barge**<br>Mchy.aft | Niigata 6L<br>2 Oil 4SA each 6Cy. 180 × 240<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Ni |
| **8003383**<br>Df Esd Gc<br>Rdr Rt | **PARANG**<br>**Government of The Republic of Indonesia (Ministry of Communications & Transport)**<br>Jakarta Indonesia | **250**<br>—<br>— | | **1981** Soc. Francaise de Cons. Nav.—Villeneuve-la-Garenne (780/2)<br>38,33 6,38 1,782<br>35,46 6,09 3,61<br>1 dk | **TM Search & Rescue Vessel** | AGO 195V1<br>2 Vee Oil 4SA each 12Cy. 195 × 180<br>4 400bhp (3 236kW)<br>Soc. Alsacienne de Const. Mec. de Mulhouse (S.A.C.M.) Mulh |
| **7609063**<br>*DYTP*<br>220464<br>Rdr Rt | **PARANG TRANSPORT**<br>Launched as Makar Transport<br>**Aboitiz Shipping Corp.**<br>Cebu City Philippines | **547**<br>293<br>715 | | **1979** L'Nor Marine Services Inc.,—Mandaue City (79)<br>53,98 10,37 2,131<br>50,32 9,76 3,26<br>1 dk | **TM General Cargo**<br>Mchy.aft | Cummins NT-8<br>2 Oil 4SA each 6Cy. 140 × 152 geared to sc. shafts<br>470bhp (346kW)<br>Cummins Engine Co. Inc. Columb |
| **7523972**<br>*SYKY*<br>9787<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PARASKEVI II**<br>ex Moji-91 ex Nedlloyd Moji-88<br>ex Trans Nova-80 ex Nortrans Egero-79<br>**Addistart Compania S.A.**<br>Piraeus Greece | **9 513**<br>6 328<br>16 186 | BV NV<br>✠Classed LR until 16/6/78 | **1977**-9 Mitsui Eng. & SB. Co. Ltd.—Tamano (1108)<br>157,92 (BB) 24,82 7,974<br>149,99 24,78 14,00<br>P 29,6 F 12,2 2 dks<br>rf nil | **M General Cargo** OSD<br>4 Ho 27,2 27,2 27,9 28,8 ER 4 TwD<br>G.31 538 B.30 698<br>TEU 541<br>C.Ho 325/20' (40') C.Dk 216/20' (40')<br>13 Ha (19,9 × 10,6) (19,8p&s 19,8p&s 19,8p&s 19,8p&s 19,8p&s 19,8p&s × 8,9) ER<br>Cr 6(15) | B&W 6K<br>Oil 2SA 6Cy. 740 × 1600<br>8 532kW (11 599bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tam<br>Gen 3 × 560kW 440V 60Hz a.c.<br>Fuel 278,5t (d.o.) 1 786,0t (hvf)-42,0pd |
| **7375337**<br>*SZMW*<br>9636<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PARASKEVI M.Y.**<br>ex Silver Success-90 ex Diavolezza-88<br>ex Nordland-85 ex Diavolezza-82<br>**Mayflower Shipping & Trading Inc.**<br>Piraeus Greece | **19 669**<br>14 458<br>34 168<br>T/cm<br>42,4 | BV (AB) | **1975** Osaka Zosensho—Osaka (358)<br>185,50 (BB) 26,01 11,161<br>174,99 25,99 15,50<br>P 30,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.46 128 B.4 134 HeCls. B<br>5 Ha (stl) (14,4 20,8 8,7 20,8 15,1 × 12,7) ER<br>Cr 2(15) 3(10) | Sulzer 6R<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 400kW<br>Fuel 240,0t (d.o.) 2 120,0t (hvf)-38,5pd |
| **8128212**<br>*DHPS*<br>13970<br>Esd Rdr RTv | **PARAT**<br>**Lutgens & Reimers G.m.b.H.**<br>Hamburg Federal Republic of Germany | T.Mk<br>**211**<br>—<br>55 | GL | **1983** Detlef Hegemann Rolandwerft G.m.b.H. —Bremen (120)<br>28,02 8,84 2,707<br>27,03 8,83 3,51<br>1 dk | **TM Tug**<br>Fire-fighting Tractor | Deutz SBV<br>2 Oil 4SA each 6Cy. 240 × 280<br>Kloeckner Humboldt Deutz<br>Gen 2 × 80kW 380/220V 50Hz a.c.<br>2 Directional propellers<br>Fuel 50,0t (d.o.) |
| **7733632**<br>*EOJX*<br>M-12596 | **PARATUNKA**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **163**<br>39<br>87 | RS | **1978** .............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8NVD<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magd |
| **5080043**<br>*SV3088*<br>5067<br>Df Esd Rdr<br>Rt | **PARAVOLAS II**<br>ex Cornelia B. III-74<br>**Dimitrios E. Palmos**<br>Piraeus Greece | T.Mk<br>**489**<br>267<br>1 016 | ✠Classed LR until 5/10/84 | **1956**-1 N.V. Scheeps. "Vooruitgang"—Foxhol (180)<br>69,50 10,39 3,969<br>63,02 10,14 6,15<br>F 7,4 2 dks<br>RW rf 102 | **M General Cargo**<br>1 Ho 41,5 ER<br>G.1 968 B.1 859<br>2 Ha (10,4 × 5,0) (20,9 × 6,4) ER<br>6W Der 6(6-10) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor Amst<br>Fuel 91,5t |

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| 8827129<br>YOKJ<br>Rl | **PARAY**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Darat Ministry of Land Communications)**<br>Jakarta Indonesia | **148**<br>68<br>— | KI | **1983** PT. Adiguna Sb & Eng.—Tanjung Priok (23)<br>31,00 - 1,100<br>25,50 8,02 2,00<br>1 dk | **TM Ferry** | Yanmar<br>2 Oil 4SA 6Cy.<br>486kW (661bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 1 × 54kW 380V a.c. |
| 5176232<br>EAKX<br>398<br>Df Esd Gc<br>Rdr Rt | **PARAYAS**<br>ex Josina-73 ex Canadian Forester<br>**Ignacio Vega Leguina S.A.**<br>Bilbao Spain | **3 314**<br>1 842<br>5 029 | ✠Classed LR until 1/68 | **1921**-2 Tidewater Shipbuilders Ltd.—Three Rivers, P.Q. (8)<br>105,09 14,25 6,617<br>100,89 14,18 7,78<br>P 10,1 B 29,9 F 10,1 1 dk<br>rf nil | **S General Cargo**<br>Ref | T 3Cy. 635 1041 & 1727 × 1143<br>2 500ihp (1 839kW)<br>Tidewater Shipbuilders Ltd. Three Rivers, P.Q.<br>Fuel (o.f.) 12kn |
| 8102945<br>WUY9250<br>642456<br>Df Esd Pfd<br>Rdr Rt | **PARCH TIDE**<br>ex Red River-88<br>**First Security Bank of Utah N.A. (Corporate Trust Division)**<br>Tidewater Marine Service Inc.<br>New Orleans, La United States of America | **294**<br>200<br>700 | (AB) | **1981** Champion Shipyards Inc.—Pass Christian, Ms (002)<br>3,652<br>52,13 12,20 4,27<br>F 16,5 1 dk<br>rf 559 | **TM Supply Ship**<br>Deck Cargo | General Motors 16V-149-NA<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7210628<br>WX6278<br>503714<br>Df Esd Gc<br>Rdr Rt | **PARD I**<br>ex Nautical Inspector<br>ex Western Cape-83 ex Unitedgeo I-72<br>**Nautical Endeavours Inc.**<br>New Orleans, La United States of America | **198**<br>134<br>— | | **1966** Mangone SB. Corp.—Houston, Tx (71)<br>8,54 3,150<br>35,13 8,50 3,66<br>1 dk<br>conv Deck Cargo Supply Ship — | **TM Research**<br>Geophysical Seismographic | General Motors<br>2 Vee Oil 2SA each 16Cy. 108 × 127<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Fuel (d.o.) |
| 6805232<br>USLA<br>0565<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PARDAUGAVA**<br>ex Nikolay Danilov-92<br>**Riga Trawling & Refrigeration Fleet**<br>Riga Latvia | **13 604**<br>6 706<br>10 118 | RS | **1967** Stocznia Gdanska im. Lenina—Gdansk (B64/14)<br>163,94 21,34 8,078<br>149,00 21,26 12,65<br>3 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 959<br>5 Ha (4,1 4,0 4,0 4,0 × 4,5) (3,5 × 4,0) ER<br>18W Der 2(10) 16(5) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>Gen 6 × 320kW 380V 1 × 80kW 220V<br>15kn |
| 7385186<br>CUZE<br>Df Esd Gc<br>Pfd Rdr Rt | **PARDELHAS**<br>**Empresa de Pesca de Aveiro S.a.r.l.**<br>Aveiro Portugal | **1 107**<br>597<br>603 | ✠100A1 SS 7/90<br>stern trawler<br>Ice Class 3<br>✠LMC **UMS**<br>EL L 1¼"U2<br>FN 1037 | **1977**-3 Est. Nav. de Viana do Castelo—Viana do Castelo (97)<br>61,42 11,74 4,407<br>54,41 11,70 7,35<br>2 dks<br>rf 610 Box K 254 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Fairbanks, Morse<br>Oil 2SA 10Cy. 206 × 254 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 2 × 304kW 2 × 200kW 380/220V 50Hz a.c.<br>Controllable pitch propeller |
| 8818453 | **PARDELLA**<br>**Pesquera Pardella S.A.**<br>Chimbote Peru | **320**<br>105<br>— | | **1988** Inversiones Navales S.A. (INSA)—Callao (075)<br>32,50<br>27,97 7,70 4,00<br>1 dk | **M Fishing**<br>Side-fishing | M.T.U.<br>Oil 4Cy. with clutches & reverse reduction geared to sc. shaft<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |
| 5337862<br>HO9065<br>5300-PEXT1<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PARDI**<br>ex Mudistar-79 ex Stalheim-72<br>**Zar Shipping Co. S.A.**<br>Panama Panama | **1 441**<br>795<br>2 543 | NV | **1959** T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (Z71)<br>88,09 12,63 5,258<br>81,01 12,58<br>F 11,6 1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD<br>Ice strengthened<br>3 Ho 13,8 19,8 19,8 ER<br>G.4 521 B.4 081<br>3 Ha (stl) (8,2 13,1 13,1 × 5,7) ER<br>10W Der 10(3-5) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 600bhp (1 177kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 64kW 380V 60Hz a.c.<br>Fuel 156,5t (d.o.) 13kn |
| 7387586<br>EGWD<br>1963<br>GI-4-1963<br>Df Esd Gc<br>Rdr Rt | **PARDO**<br>Burela Spain | **202**<br>77<br>— | (GL) | **1975** Ast. Ojeda y Aniceto S.A.—Aviles (8)<br>31,93 7,17 3,195<br>27,01 7,01 3,71<br>1 dk | **M Fishing**<br>Side Trawler | Alpha 407-26VO<br>Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW)<br>Cons. Echevarria Bermeo<br>10,5kn |
| 6620448<br>ISCZ<br>633<br>Esd Pfd Rdr<br>RTh/v | **PARDUS**<br>**Rimorchiatori Riuniti Panfido e C. S.p.A.**<br>Venezia Italy | **261**<br>73<br>— | RI | **1966** N.V. Schps. v/h H. H. Bodewes—Millingen a/d Rijn (661)<br>33,00 9,10 2,501<br>31,02 8,62 3,66<br>1 dk | **TM Tug**<br>Salvage<br>Der 1(2) | Deutz<br>2 Oil 4SA each 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 75kW 220/380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 61,0t (d.o.) 13kn |
| 7526455<br>UZEG<br>M-33804<br>Df Esd Gc<br>Rdr RTv | **PARFENTIY GRECHANYY**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400275/UZEG | **30 072**<br>18 866<br>52 700 | RS | **1975** Okean Shipyard—Nikolayev<br>215,37 (BB) 31,86 12,218<br>201,61 31,78 16,79<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>8 Ho ER<br>G.62 900<br>8 Ha (stl) (12,8 × 13,5) (12,8 12,8 12,8 12,8 12,8 12,8 12,8 × 16,9) ER<br>Cr 1(3,25) | B&W 8K74EF<br>Oil 2SA 8Cy. 740 × 1600<br>13 700bhp (10 077kW)<br>Bryansk Eng. Works Bryansk<br>14,5kn |
| 6606143<br>COLD<br>Df Esd Gc<br>Pfd Rdr Rt | **PARGO**<br>**Government of The Republic of Cuba (Flota Atunera de Cuba)**<br>La Habana Cuba | **705**<br>378<br>659 | (BV) | **1966** Maritima de Axpe S.A.—Bilbao (8)<br>52,02 9,02 4,141<br>49,61 9,01 4,25<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>3 Ho ER<br>In.555<br>3 Ha (each 1,6 × 1,6) ER<br>2W Der 2(1) | MAN<br>Oil 4SA 9Cy. 300 × 450<br>1 300bhp (956kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>Fuel 291,0t (d.o.) 13kn |
| 5270648<br>EDBC<br>8101<br>Df Esd Pfd<br>Rt | **PARGO**<br>**Aramar S.A.**<br>Pasajes Spain | **200**<br>100<br>— | BV | **1959** Enrique Lorenzo y Cia. S.A.—Vigo (248)<br>32,52 6,38 3,455<br>28,40 6,30 3,87<br>B 11,9 F 4,9 1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0) | Stork<br>Oil 4SA 8Cy. 210 × 300<br>352bhp (259kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Fuel 53,5t (d.o.) 9,75kn |
| 5270650<br>CSNX<br>Df Esd | **PARGO**<br>**Arrasto Companhia de Pesca do Centro de Portugal S.a.r.l.**<br>Figueira da Foz Portugal | **185**<br>56<br>— | ✠ | **1949**-4 N.V. Schpsw. "Foxhol"—Foxhol (84)<br>30,82 6,43<br>... ... ...<br>RW | **M Fishing**<br>Side Trawler | Sulzer<br>Oil 2SA 6Cy. 240 × 400<br>Sulzer Bros. Ltd. Winterthur |
| 7052454<br>URYH<br>M-29445<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PARGOLOVO**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 540**<br>2 171<br>6 630 | RS | **1970** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,149<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W 7-50VT2BF-110<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 139,0t (d.o.) 330,0t (hvf) 14,5kn |
| 7900653<br>PKLK<br>Df Esd Gc<br>Pfd Rdr Rt | **PARI**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **684**<br>198<br>607 | KI NK | **1979** Niigata Eng. Co. Ltd.—Niigata (1585)<br>52,91 10,62 3,701<br>47,58 9,99 4,50<br>P 21,7 F 5,2 1 dk | **M Buoy Tender**<br>1 Ho ER<br>G.634 B.544<br>1 Ha (stl) (4,8 × 2,0) ER<br>Der 1(18) | Niigata 6M28KGHS<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 100kW<br>11kn |

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| **7359527**<br>*YVCK*<br>AMMT-1214<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PARIATA**<br>Launched as Messiniaki Aktida<br>**Maraven S.A.**<br>Las Piedras Venezuela<br>SatCom: 1565122/YVCK | **19 298**<br>12 569<br>32 389 | **100A1** SS 10/86<br>oil tanker<br>**LMC**<br>EL H† 605,0/62,0U3<br>FN 6699<br>(NV) | **1978** Oy Wartsila Ab—Turku/Abo (1226)<br>171,35 (BB) 25,73 11,386<br>163,35 25,71 15,30<br>F 15,9 1 dk<br>rf 76 Diam. 0,310 | **M Tanker**<br>8 Ta 16 Wing Ta ER<br>L.(oil) 41 579<br>8 Cargo pumps total 3 600T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Oy Wartsila Ab<br>3 AuxB (2 o.f. 1 ex.g) 14kgf/cm² (13,8bar)<br>Gen 3 × 660kW 440V 60Hz a.c.<br>Fuel (hvf)-38,0pd |
| **7922116**<br>*XCRC*<br>Df Esd Gc<br>Pfd Rdr Rt | **PARICUTIN**<br>**Naviera Armamex S.A de C.V.**<br>Coatzacoalcos Mexico | **3 333**<br>2 159<br>5 374 | NV | **1980** Aukra Bruk A/S—Aukra (71)<br>104,02 3,963<br>100,01 20,41 6,33<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 5 950 | Normo<br>2 Oil 4SA each 6Cy. 250 × 300 geared to<br>2 350bhp (1 729kW)<br>A/S Bergens M/V<br>Gen 3 × 268kW 440V 60Hz a.c. |
| **8616178** | **PARINA**<br>**Sociedad Pesquera Guanaye S.A.**<br>Arica Chile | *439*<br>*163*<br>— | BV | **1986** Inversiones Navales S.A. (INSA)—Callao (72)<br>38,87 (BB) 8,84 4,201<br>33,10 4,50<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 16Cy. 170 × 190 with clutches<br>reverse geared to sc. shaft<br>1 200bhp (883kW)<br>Caterpillar Inc. |
| **7906148**<br>*YQJF*<br>1159<br>Df Esd Gc<br>Rdr Rt | **PARING**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **3 466**<br>1 415<br>2 118 | RNR | **1982** Santierul Naval Braila—Braila (1330)<br>101,86 5,603<br>91,85 15,22 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>6W Der 2(5) 4(3) | S.K.L.<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 1 × 960kW 2 × 560kW 2 × 480<br>400V 50Hz a.c. |
| **7389417**<br>*SWCT*<br>8981<br>Df Esd Gc<br>Pfd Rdr RTv | **PARIS**<br>ex Sea Scope-86 ex Sea Scape-85<br>**Victoria Transport & Trading S.A.**<br>Bilinder Marine Corp. S.A.<br>Piraeus Greece<br>SatCom: 1131134/PARO | **178 515**<br>144 608<br>362 118<br>T/cm<br>195,0 | **✠100A1** SS 6/87<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL G* 5"U3<br>FN 30947 | **1975**-3 Kockums M/V A/B—Malmo (547)<br>362,75 60,05 20,714<br>350,35 60,00 28,33<br>F 17,1 1 dk<br>rf nil Bow/CM 180 Diam. 0,600 | **S Tanker**<br>COW IGS (LR) pt higher tensile steel<br>25 Ta ER<br>L.(oil) 440 000<br>4 Cargo pumps total 22 000T/hr | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Kockums M/V A/B<br>2 WTB 76kgf/cm² (74,6bar) (Spt 510°C)<br>65,5kgf/cm² (64,3bar) hs2560,4<br>sg 12,6kgf/cm² (12,4bar)<br>Gen 1 × 1700kW 2 × 1280kW 450V 60<br>Fuel-193,0pd |

**LAID UP — SURVEYS OVERDUE 22/7/88**

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| **7931698**<br>*P3BG4*<br>709316<br>Df Esd Gc<br>Rdr Rt | **PARIS**<br>ex Logrono-91 ex Baltico-86<br>**Golden Bear Shipping Co. Ltd.**<br>Mundi Shipping S.A.<br>Limassol Cyprus | **1 963**<br>1 353<br>3 935 | GL (BV) | **1981** Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijon (140)<br>85,58 13,85 5,659<br>79,69 13,82 7,00<br>1 dk | **TM General Cargo**<br>2 Ho ER<br>G.4 341<br>2 Ha (stl) (each 22,0 × 7,9) ER<br>Cr 3(6) | Alpha<br>2 Oil 4SA each 6Cy. 280 × 320 reverse<br>geared to sc. shafts<br>1 766kW (2 401bhp)<br>B&W Holeby Diesel Div. of B&W Diesel A/S<br>Gen 3 × 108kW 220/380V a.c. |
| **8127206**<br>*A9D2322*<br>3307<br>Esd Gc Pfd<br>Rdr RTm/h/v | **PARIS**<br>**Awal Contracting & Trading Co. (AWALCO) W.L.L.**<br>Bahrain Bahrain<br>SatCom: 1440625/JOKI | **419**<br>21<br>373 | (AB) | **1982** Southern Ocean SB. Co. (Pte.) Ltd. —Singapore (127)<br>35,72 11,05 4,750<br>32,06 11,00 5,36<br>1 dk<br>rf 648 | **TM Tug**<br>Anchor-handling | General Electric<br>2 Vee Oil 4SA each 12Cy. 229 × 267 sr<br>geared to sc. shafts<br>General Electric Co.<br>Gen 2 × 99kW 415V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 340,0t (d.o.)-13,0pd |
| **7800796**<br>*SWDG*<br>9097<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PARIS II**<br>ex Viking Hawk-87<br>**Archway Shipping S.A.**<br>Bilinder Marine Corp. S.A.<br>Piraeus Greece<br>SatCom: 1130245/PARI | **42 235**<br>33 522<br>87 325<br>T/cm<br>88,0 | AB | **1980** Uddevallavarvet AB—Uddevalla (311)<br>228,6† 42,35 13,518<br>220,00 42,31 19,41<br>F 15,0 1 dk<br>rf nil Bow/CM 116 Diam. 0,410 | **M Tanker**<br>COW IGS SBT<br>13 Ta ER<br>L.(oil) 98 505 HeCls. C<br>4 Cargo pumps total 8 800T/hr | B&W<br>Oil 2SA 6Cy. 800 × 1950<br>15 800bhp (11 622kW)<br>Uddevallavarvet A/B<br>Gen 2 × 800kW 1 × 700kW 440V 60H<br>Fuel 249,5t (d.o.) 3 660,5t (hvf) |
| **8902137**<br>*DEGY*<br>4611<br>Esd Gc Rdr RTv<br>AMVER | **PARIS SENATOR**<br>**KG Reederei Stephani G.m.b.H. & Co. m.s. "Paris Senator"**<br>F. Laeisz Schiffahrts. G.m.b.H. & Co.<br>Bremen Federal Republic of Germany<br>SatCom: 1120351/DEGY | *18 000*<br>*10 484*<br>26 288 | GL | **1990** Bremer Vulkan A.G.—Bremen-Vegesack (68)<br>176,57 (BB) - 10,505<br>166,99 27,50 14,30 | **M Container Ship**<br>Fixed-guides<br>3 Cell. Ho ER<br>TEU 1786<br>C.Ho 708/20'(40') C.Dk 1078/207'(40') incl. 70 ref C.<br>9 Ha (stl) ER<br>Cr 3(40) | B&W<br>Oil 2SA 7Cy. 600 × 1944<br>10 000kW (13 595bhp)<br>Bremer Vulkan A.G. Bremen<br>Gen 1 × 800kW 3 × 560kW 1 × 52<br>450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **8308886**<br>*9HCP3*<br>2458<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PARITA**<br>ex Neo Helianthus-90<br>ex Sanko Helianthus-86<br>**President Shipping Co. Ltd.**<br>Columbia Shipmanagement Ltd.<br>Valletta Malta<br>SatCom: 1256204/PARI | *22 531*<br>*12 548*<br>37 744<br>T/cm<br>46,1 | AB | **1985** Hitachi Zosen—Innoshima Works, Innoshima (4778)<br>184,99 (BB) 28,45 10,907<br>176,99 28,41 15,45<br>P 22,9 F 12,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 27,2 27,8 27,8 27,7 27,8 ER<br>G.48 189 B.47 600 HeCls. B<br>5 Ha (stl) (15,2 × 14,4) (20,0 20,0 20,0 20,0 × 16,0) ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>7 310bhp (5 377kW)<br>Hitachi Zosen Sakurajima<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 193,5t (d.o.) 1 298,0t (hvf)-24,0pd |
| **5384607**<br>*HO8367*<br>7604-PEXT3<br>Df Esd RTh | **PARIVASH**<br>ex Monte Negro-79 ex Filotheos-78<br>ex Theoxenia II-75 ex Wagrien-75<br>ex Kapitan Schroder-57 ex Merou-52<br>ex Frisia-46<br>**Royal Glory S.A.**<br>Panama Panama | **471**<br>224<br>589 | (GL) | **1936** Howaldtswerke—Kiel (753)<br>51,21 8,39 4,420<br>47,45 8,34 4,65<br>1 dk<br>R len 57<br>conv Side Trawler Fishing 57 | **M General Cargo**<br>1 Ho 27,9<br>G.944 B.899<br>2 Ha (each 11,4 × 4,8)<br>Der 2(2) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW) NE 57<br>Kloeckner Humboldt Deutz<br>Gen 3 × 24kW<br>Fuel 18,5t (d.o.) |
| **6711728**<br>*CGBS*<br>328076<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PARIZEAU**<br>**Government of Canada (Department of Fisheries & Oceans)**<br>Ottawa Canada | **1 328**<br>361<br>687 | Classed LR until 2/3/79 | **1967**-10 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (332)<br>64,55 12,30 4,649<br>56,62 12,20 6,41<br>Ba 5,2 B 11,9 F 12,5 1 dk, 2nd dk clear of mchy. space<br>rf 610 | **TM Research**<br>Survey<br>Ice strengthened<br>1 Ho 7,9<br>1 Ha (stl) (4,2 × 2,7)<br>Cr 1(4,5) 1(1,25) | Deutz<br>2 Oil 4SA each 8Cy. 240 × 280 with<br>couplings & sr geared to sc. shafts<br>2 640kW (3 589bhp) NE 83<br>Kloeckner Humboldt Deutz<br>Gen 3 × 250kW 460V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 386,0t (d.o.)-9,0pd |
| **6612001**<br>*UTKX*<br>M-28034<br>Df Esd Gc<br>Rdr Rt | **PARIZHSKAYA KOMMUNA**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**8 483**<br>4 004<br>—<br>**11 237**<br>6 264<br>16 185 | RS | **1968** Kherson Shipyard—Kherson<br>169,91 21,85 8,271/9,751<br>156,01 21,82 12,96<br>2 dks | **GT General Cargo**<br>Ice strengthened<br>6 Ho 16,7 19,2 18,7 ER 19,5 19,5 16,9<br>B.19 715<br>6 Ha (stl) (8,3 × 7,0) (11,8 11,8 × 8,9) ER (11,8 11,8 × 8,9) (9,3 × 7,0)<br>Cr 12(5) Der 2(60) | 2 Gas Turb dr geared to sc. shaft 11 80<br>(8 679kW)<br>Kirov Works<br>Gen 2 × 420kW 1 × 270kW<br>Controllable pitch propeller |
| **7124403**<br>*EXCW*<br>S-30942<br>Df Esd Gc<br>Rdr Rt | **PARIZHSKAYA KOMMUNA**<br>**Western River Shipping Co.**<br>(Kaliningrad) (U.S.S.R.) | **2 484**<br>1 321<br>2 925 | RS | **1971** Volodarskiy Shipyard—Rybinsk<br>114,03 13,21 3,420<br>108,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **5146940**<br>*HQCD*<br>L-00200295<br>Df Esd Rdr Rt | **PARK**<br>ex Anis II-87 ex Andromeda-76<br>ex Frans W-75 ex Helios-71<br>**Straco Shipping Corp.**<br>San Lorenzo Honduras | **398**<br>228<br>833 | **✠100A1**<br>**✠LMC**<br>EL i<br>FN 682 | **1957**-10 N.V. Schpsb. v/h Th. J. Fikkers—Foxhol (116)<br>56,95 9,30 3,620<br>51,52 9,20 4,02<br>RQD 15,3 F 8,6 1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho 35,2 ER<br>G.1 076 B.1 034<br>2 Ha (stl) (each 13,2 × 4,8) ER | MWM<br>Oil 4SA 6Cy. 320 × 480<br>750bhp (552kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 62,0t |

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| 8210819<br>*JM5177*<br>126896 | **PARK LINER**<br>**Fukuoka Port & Harbor Bureau**<br>Fukuoka, Japan<br>Fukuoka Pref. | **266**<br>—<br>55 | | **1982** Odo Zosen Tekko K.K.—Shimonoseki (282)<br>30,99 8,39 2,001<br>27,51 8,11 3,20 | **M Ferry** | Niigata 6MG20CX<br>Oil 4SA 6Cy. 200 × 260<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Ota |
| 8520214<br>*PGRE*<br>Esd Gc Pfd<br>Rdr RTv<br>AMVER | **PARKGRACHT**<br>**C.V. Scheepv. Onderneming "Parkgracht"**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands<br>SatCom: 1300275/PGRE | *5 998*<br>*3 600*<br>9 656<br>T/cm<br>19,1 | ✠**100A1**<br>strengthened for heavy cargoes<br>timber deck cargoes<br>container cargoes in hold and on Upper deck hatch covers<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL X 495,0/50,0U2(a)<br>FN 3206 | **1986**-12 Miho Zosensho K.K.—Shimizu (1285)<br>113,14 (BB) 18,98 8,532<br>106,03 18,92 11,31<br>F 11,0 2 dks<br>rf nil | **M General Cargo**<br>DSS<br>1 Ho 73,5 ER 1 TwD<br>G.12 816 B.12 110<br>TEU 474<br>C.Ho 226/20' (40') C.Dk 248/20' (40')<br>2 Ha (stl) (33,6 35,7 × 15,7) ER<br>Cr 2(40-50) | Hanshin<br>Oil 4SA 6Cy. 580 × 1050<br>6 000bhp (4 413kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 1 × 400kW 3 × 200kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 68,0t (d.o.) 626,0t (hvf) 14kn |
| 7611523<br>*PGQY*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PARKHAVEN**<br>ex Marlene S-85<br>**Rederij Parkhaven**<br>Van Uden Maritime B.V.<br>Rotterdam Netherlands | T.Mk<br>**1 577**<br>1 087<br>3 750<br>**3 747**<br>2 698<br>6 200 | GL | **1977** Heinrich Brand Schiffswerft G.m.b.H. & Co. K.G.—Oldenburg (200)<br>102,88 (BB) 16,95 5,106/7,278<br>92,03 16,91 8,77<br>P 12,5 F 6,4 2 dks | **M General Cargo**<br>1 Ho 64,7 ER<br>G.8 212 B.7 535<br>TEU 268<br>C.Ho 134/20' (40') C.Dk 134/20' (40') incl. 20 ref C.<br>1 Ha (stl) (57,0 × 12,8) ER<br>Der 2(12,5) | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 233kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>15kn |
| 812651<br>*NOP*<br>-29816<br>Esd Gc<br>d Rdr Rt<br>MVER | **PARKHOMENKO**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**2 878**<br>872<br>—<br>**4 059**<br>1 386<br>4 572 | RS | **1968** Cant. Nav. Breda S.p.A.—Venezia (257)<br>121,11 (BB) 17,02 —/7,500<br>110,01 17,01 9,07<br>4 dks, 5th dk fwd<br>RW | **M Refrigerated Cargo**<br>Ice strengthened<br>2 Ho ER 2 Ho 5 TwD<br>In.5 778<br>4 Ha (stl) (7,4 7,4 × 5,1) ER (7,4 7,4 × 5,1)<br>8W Der 8(3) | Fiat A680.7L<br>Oil 2SA 7Cy. 680 × 1200<br>7 600bhp (5 590kW)<br>Fiat S.G.M. Torino<br>Gen 4 × 300kW 400V 50Hz a.c.<br>19,5kn |
| 812663<br>*VDC*<br>12690<br>Esd Rdr | **PARKIN**<br>**Luzon Stevedoring Corporation**<br>Manila Philippines | **357**<br>110<br>— | (AB) | **1968** D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1135)<br>39,17 9,22 4,293<br>35,01 8,89 4,70<br>RFD 13,2 1 dk | **M Tug**<br>Der 1(3) | MAN<br>Oil 4SA 8Cy. 400 × 600<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 120kW<br>Fuel 282,5t |
| 047198<br>*DWX*<br>Esd Gc<br>d Rdr Rt | **PARKIT**<br>ex Young America-86<br>**P.T. Baruna Raya Logistics Inc.**<br>Jakarta Indonesia | **672**<br>256<br>1 626 | AB KI | **1971** Burton Construction & SB. Corp.—Port Arthur, Tx (465)<br>60,97 11,64 4,118<br>55,86 11,59 4,88<br>F 14,7 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 100kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 369,0t 10kn |
| 524503<br>*GRO*<br>154<br>dr Rt | **PARKKO**<br>ex Repola I ex Rauma I<br>**Rauma-Repola O/Y**<br>Savonlinna/Nyslott Finland | **102**<br>—<br>— | | **1966** Rauma-Repola Oy—Rauma/Raumo<br>22,43 6,58 3,001<br>20,81<br>1 dk | **M Tug/ Icebreaker** | Oil<br>Rauma Repola Oy, Uusikaupunki/Nystad |
| 700128<br>*IIC*<br>Esd Gc<br>d Rdr<br>Tm/h/v | **PARKTOR**<br>**Parktor Shipping N.V.**<br>O.I.L. Marine Ltd.<br>Willemstad Netherlands Antilles & Aruba | *1 326*<br>*397*<br>1 551 | GL | **1978** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (760)<br>56,19 14,03 5,138<br>53,50 14,01 7,57<br>F 8,3 1 dk | **TM Supply Ship**<br>Deck Cargo Pipe-carrier<br>Ice strengthened | MWM TBD441V12<br>2 Vee Oil 4SA each 12Cy. 230 × 270 reduction geared to sc. shafts<br>1 750bhp (1 287kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>13kn |
| 033284<br>*LDW*<br>Esd Rdr | **PARLAN**<br>ex B.T. IV-72<br>**Rederei A/B Halmia**<br>Stockholm Sweden | **216**<br>100<br>295 | | **1937** Ekensbergs Varv—Liljeholmen (174)<br>36,17 6,86 2,794<br>6,84<br>P 10,1 1 dk<br>RW len 55 | **M Tanker**<br>4 Ta ER<br>L.(oil) 238 | Polar<br>Oil 2SA 4Cy. 250 × 420<br>200bhp (147kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 1 × 6kW 110V d.c.<br>Fuel 8,0t (d.o.)-0,5pd 8kn |
| 637759<br>*QII*<br>Esd Gc<br>dr Rt | **PARMA**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich "Gryf"**<br>Szczecin Poland | T.Mk<br>**2 440**<br>1 010<br>1 564 | PR | **1977** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B418/37)<br>88,88 15,24 5,184<br>85,37 15,03 9,40<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 768 | Sulzer 6ZL40/48<br>Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 560kW 2 × 504kW 1 × 48kW 400V a.c.<br>Controllable pitch propeller<br>15,75kn |
| 916909<br>75149<br>d Rdr Rt | **PARMELIA K**<br>**M. G. Kailis Gulf Fisheries Pty. Ltd.**<br>*Darwin, N.T.* Australia | **121**<br>80<br>— | | **1979** "K" Shipyard Construction Co.—Fremantle, W.A.<br>22,79 6,53 3,302<br>21,42 6,41 3,66<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 reduction geared to sc. shaft<br>360bhp (265kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 352842<br>*EKL*<br>Esd Gc<br>d Rdr<br>Tm/h | **PARNARAYA 8**<br>ex Marine Grand-91<br>ex Northern Aries-80<br>ex Auriga Forest-77<br>**P.T. Pelayaran Nusantara Parnaraya**<br>Jakarta Indonesia | **3 742**<br>2 726<br>6 616 | KI NK | **1974** Kochi Jyuko K.K.—Kochi (793)<br>109,96 16,44 6,716<br>101,99 16,41 8,41<br>P 22,9 F 13,5 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 477 B.8 143<br>2 Ha (stl) (30,1 32,2 × 8,0) ER<br>Der 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 264kW<br>12kn |
| 412604<br>*ELC*<br>Esd Gc<br>d Rdr RTv | **PARNARAYA 18**<br>ex Ma Rosario-91 ex B. Brave-88<br>ex Grow-88 ex Kobe Maru-86<br>**P.T. Pelayaran Nusantara Parnaraya**<br>Jakarta Indonesia | **3 057**<br>2 082<br>5 932 | KI (NK) | **1974** Oshima Dock K.K.—Yoshiumi (557)<br>101,09 16,23 6,587<br>95,00 16,20 8,20<br>P 19,6 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 347 B.6 575<br>2 Ha (stl) (27,9 29,4 × 8,0) ER<br>Der 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>2 795kW (3 800bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 128kW 445V 60Hz a.c.<br>Fuel 77,0t (d.o.) 548,5t (hvf)-10,0pd 12,75kn |
| 503219<br>*3DY4*<br>09253<br>Esd Gc<br>dr RTh/v<br>MVER | **PARNASOS**<br>ex Red Coral-91 ex Christal-91<br>ex Fer Coral-89<br>**Aridea Maritime Co. Ltd.**<br>Limassol Cyprus | *4 006*<br>*2 218*<br>6 016 | ✠**100A1** SS 1/88<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL T 467,5/44,0U2<br>FN 2394 | **1978**-7 S.A. Juliana Const. Gijonesa—Gijon (262)<br>108,18 (BB) 6,627<br>100,01 15,82 8,11<br>P 20,5 F 10,4 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 34,3 32,4 ER<br>G.7 629 B.7 360<br>TEU 56 C. 56/20' (40')<br>2 Ha (each 24,9 × 10,2) ER<br>Cr 3(5) | Werkspoor 6TM410<br>Oil 4SA 6Cy. 410 × 470 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>db (o.f.) 7kgf/cm² (6,9bar)<br>Gen 2 × 200kW 380V 50Hz a.c.<br>13kn |
| 531280<br>*6LV8*<br>16205<br>Esd Gc<br>dr RTv<br>MVER | **PARNASSOS**<br>ex Zelande-90 ex Dumont d'Urville-89<br>**Optima Holdings Ltd.**<br>Nassau Bahamas<br>SatCom: 1103253/PARN | **23 909**<br>13 461<br>38 923 | BV | **1977** Mitsubishi Heavy Industries Ltd.—Hiroshima (279)<br>188,02 27,84 11,391<br>176,03 27,81 15,91<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.47 347 B.45 431<br>5 Ha (stl) (16,1 17,9 17,9 17,9 17,9 × 12,9) ER<br>Der 4(20) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>8 827kW (12 000bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 2 465,0t 15kn |

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|---|---|---|---|---|---|---|
| **6506771**<br>*SV3679*<br>2495<br>RTm/h | **PARNASSOS**<br>**Aluminium de Grece S.A.**<br>Piraeus Greece | **475**<br>267<br>1 253 | BV | **1965** Hellenic Shipyards—Skaramanga (2027)<br>60,13 9,83 5,004<br>9,78<br>1 dk | **M General Cargo**<br>Self-unloader<br>1 Ho 35,6 ER<br>G.668<br>1 Ha (stl) (35,6 × 4,5) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 sr geared to sc. sha<br>595bhp (438kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 54kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 8,0t (d.o.) |
| **7005059**<br>*ODMF*<br>4200<br>Df Esd Gc<br>Pfd Rdr RTh | **PARNASSUS**<br>ex Feax-85<br>**Parnassus Shipping Co. SARL**<br>Palmyra Tsiris Lines S.A.<br>Beirut Lebanon | **11 489**<br>6 890<br>17 070 | **✠100A1** SS 11/88<br>**✠LMC**<br>EL C† 2⅜"U2<br>FN 5205 | **1970**-8 Doxford & Sunderland SB. & Eng. Co. Ltd.<br>—Pallion Shipyard, Sld (892)<br>164,45 (BB) 21,39 9,668<br>152,41 21,34 12,81<br>P 8,9 F 15,3 2 dks<br>RW rf 152 DK fwd | **M General Cargo**<br>6 Ho 19,8 15,0 9,1 24,3 24,3 22,8<br>9,1DT<br>G.24 186 B.22 090<br>6 Ha (stl) (10,9 × 6,1) (13,7 × 8,2) (4,8 × 3,5) (13,7 13,7 13,7 × 8,2)<br>16W Der 1(50) 16(10) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>G. Clark & N.E.M. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 106,5t (d.o.) 1 509,0t (hvf) |
| **7640782**<br>*UHUU*<br>M-33075 | **PARNYY**<br>ex RS-300 No. 87<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1976** ............U.S.S.R.<br>34,02 7,12 2,901<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.78<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Mag |
| **6858502**<br>M-2648<br>RTm | **PAROM-1**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Sevastopol) (U.S.S.R.) | **354**<br>170<br>109 | RS | **1952** ............U.S.S.R.<br>45,72 11,20 1,691<br>3,12<br>1 dk | **TM Ferry**<br>164dk P | 2 Vee Oil 4SA each 12Cy. 150 × 180<br>E made65 fitted—<br>Fuel (d.o.) |
| **6858514**<br>M-2653<br>RTm | **PAROM-2**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Sevastopol) (U.S.S.R.) | **354**<br>170<br>109 | RS | **1952** ............U.S.S.R.<br>45,72 11,20 1,691<br>3,12<br>1 dk | **TM Ferry**<br>164dk P | 2 Vee Oil 4SA each 12Cy. 150 × 180<br>E made69 fitted—<br>Fuel (d.o.) |
| **7124374**<br>*UKCE*<br>M-29569<br>Df Esd Gc<br>Rdr Rt | **PAROMAY**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 540**<br>2 171<br>6 200 | RS | **1971** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,149<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W 7-50VT2<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works<br>Fuel 139,0t (d.o.) 330,0t (hvf) |
| **7214600**<br>*SZGR*<br>4795<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PAROS**<br>ex Messiniaki Ormi-83<br>**Paros Shipping Corp.**<br>Eletson Corporation<br>Piraeus Greece<br>SatCom: 1130152/PARO | **16 940**<br>11 901<br>30 328<br>T/cm<br>38,0 | **✠100A1** SS 10/87<br>oil tanker<br>**✠LMC** **UMS**<br>EL H† 2 7/16"U3<br>FN 6539 | **1973**-2 Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2192)<br>170,72 (BB) 26,04 11,011<br>162,01 26,00 14,36<br>P 37,8 F 14,1 1 dk<br>rf nil Bow/CM 85 Diam. 0,310 | **M Tanker**<br>Stern disch.<br>24 Ta ER<br>L.(oil) 37 942<br>4 Cargo pumps total 2 800T/hr | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>2 WTAuxB (o.f.) 17kgf/cm² (16,7bar) hs487<br>e(ex.g) 20kgf/cm² (19,7bar)<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 2 526,0t (hvf)-39,5pd |
| **7206885**<br>*SWDW*<br>3795<br>Df Esd Gc<br>Rdr Rt | **PAROS**<br>ex Chryssovalandou-79 ex Fivos-76<br>**Naxos Shipping Co. S.A.**<br>Piraeus Greece | **3 978**<br>2 837<br>— | HR (AB) | **1973** United Shipping Yard Co.—Perama (55)<br>90,30 14,61 4,099<br>80,57 14,60 5,80<br>2 dks | **TM RoRo Cargo/Ferry**<br>—P<br>Mchy.aft | Werkspoor<br>2 Oil 4SA each 6Cy. 410 × 470 sr reverse g<br>to sc. shafts<br>8 000bhp (5 884kW) NE 74<br>Stork-Werkspoor Diesel B.V. Ams<br>Gen 3 × 420kW a.c.<br>Thw. thrust propeller fwd |
| **7009536**<br>*3FGU2*<br>Df Gc Rdr<br>Rt | **PAROS**<br>ex Naxos-87 ex Paros-86<br>ex Hisawa Maru-83<br>**Marine Shells S.A.**<br>Panama Panama | **1 971**<br>1 052<br>3 794<br>T/cm<br>9,6 | HR (NK) | **1969** Setoda Zosensho Co. Ltd.—Setoda (234)<br>91,22 (BB) 13,03 5,714<br>84,00 13,01 6,61<br>P 20,5 F 9,2 1 dk<br>RW Bow/CM 55 Diam. 0,300 | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 4 207 HeCls. CptB<br>2 Cargo pumps total 1 600T/hr | Nippon Hatsudoki<br>Oil 4SA 6Cy. 460 × 680<br>2 400bhp (1 765kW)<br>Nippon Hatsudoki<br>Gen 2 × 104kW 225V a.c.<br>Fuel 14,5t (d.o.) 101,0t (hvf)-8,0pd |
| **6813409**<br>*SZWA*<br>2629<br>RTm | **PAROS EXPRESS**<br>ex Schinoussa-90 ex Elli-87<br>**Nissos Amorgos Aktoploiki Naftiki Eteria**<br>Katapoliani Naftiki Eteria<br>Piraeus Greece | **1 324**<br>720<br>— | HR (GL) | **1967** Messinis & Kamitsis-Galatis—Piraeus (68)<br>76,91 11,10 3,701<br>67,49 - 4,50<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>140bth —dk P<br>Stern door<br>Mchy.aft | Deutz<br>2 Oil 4SA each 8Cy. 400 × 580<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **5270909**<br>*WG6793*<br>269525<br>Rdr Rt | **PARRAMORE BANKS**<br>**Parramore Inc.**<br>Cape Charles, Va United States of America | **198**<br>113<br>— | | **1955** R.T.C. SB. Corp—Camden, NJ (230)<br>*39,81* 7,04<br>41,25 7,01 3,18<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Enterprise<br>Oil 4SA 8Cy. 305 × 380<br>800bhp (588kW)<br>General Metals Corp. San Franc |
| **5270923**<br>601226<br>Df Gc Rdr<br>RTm | **PARRIS ISLAND**<br>ex AG-76<br>**Ampro Fisheries Inc.**<br>Reedsville, Oh United States of America | **733**<br>498<br>762 | (BV) | **1944** Willamette Iron & Steel Co.—Portland, Or<br>*52,49* 10,09<br>4,35<br>2 dks<br>conv Tug — | **TM Fishing** | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 267<br>1 800bhp (1 324kW)<br>General Motors Corp. De<br>Gen 3 × 60kW 440V<br>Fuel (d.o.) |
| **8215699**<br>*J8EO7*<br>3236<br>Df Esd Gc<br>Rdr RTm/h/v | **PARROT FISH**<br>ex Red Castor-90 ex Trans Castor-87<br>**Eurofish Services Ltd.**<br>Feronia International Shipping (F.I.SH)<br>Kingstown St. Vincent and the Grenadines | **878**<br>336<br>1 135 | (GL) | **1983** Neue Jadewerft G.m.b.H.—Wilhelmshaven (163)<br>60,61 (BB) 13,06 4,252<br>57,10 13,01 4,91<br>B & F 19,2 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Pollution Control | MaK 6<br>2 Oil 4SA each 6Cy. 320 × 420 with flexib<br>couplings & sr geared to sc. shafts<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 350kW 2 × 200kW 380V 50Hz<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8907620**<br>*ELLR9*<br>9016<br>Df Esd Gc<br>Rdr Rt | **PARROT LAKE**<br>**Ampreditus Shipping Corp.**<br>Dalian Ocean Shipping Company (COSCO DALIAN)<br>Monrovia Liberia<br>SatCom: 1244317/ELLR | **51 955**<br>29 506<br>96 934 | NK | **1991** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1168)<br>232,04 (BB) 42,03 14,028<br>222,06 42,00 20,30<br>1 dk | **M Tanker**<br>COW IGS SBT<br>4 Ta 4 Wing Ta ER<br>L.(oil) 115 386 | Sulzer<br>Oil 2SA 6Cy. 620 × 2150<br>9 400kW (12 779bhp)<br>Diesel United Ltd.<br>Gen 3 × 570kW 1 × 100kW 450V a.c.<br>Fuel 283,93t (d.o.)-36,9pd |
| **5270947**<br>*CGSR*<br>177553<br>Esd RdrRTm | **PARRY**<br>**m.v. Parry Holdings Ltd.**<br>Vancouver, B.C. Canada | **109**<br>56<br>10 | | **1942** Armstrong Bros.—Victoria, B.C.<br>24,08 6,10 2,439<br>6,05<br>1 dk<br>rf 610 | **Wood M Research**<br>Hydrographic | Vivian<br>Oil 6Cy. 230 × 305<br>300bhp (221kW)<br>Vivian Engine Works Ltd. Vancou<br>Fuel 8,0t (d.o.) |
| **7816173**<br>*ATQI*<br>1724<br>Esd Gc Rt | **PARRY I**<br>**E. I. D. Parry (India) Ltd.**<br>Madras India | **116**<br>79<br>57 | IRS (AB) | **1977** Ast. I MESA—Salina Cruz<br>23,17 7,47 2,210<br>21,39 7,33 3,43<br>1 dk<br>BK | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Caterpillar D3<br>Oil 4SA 6Cy. 159 × 203 reverse reduction<br>to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peo |
| **7816185**<br>*ATQJ*<br>1725<br>Esd Gc Rt | **PARRY II**<br>**E. I. D. Parry (India) Ltd.**<br>Madras India | **116**<br>79<br>57 | IRS (AB) | **1977** Ast. I MESA—Salina Cruz<br>23,17 7,47 2,210<br>21,39 7,33 3,43<br>1 dk<br>BK | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Caterpillar D3<br>Oil 4SA 6Cy. 159 × 203 reverse reduction<br>to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peo |

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|---|---|---|---|---|---|---|
| 942178<br>LP<br>38866<br>Esd Gc<br>dr RTv | **PARSEK**<br>**Yugryba**<br>(Novorossiysk) (U.S.S.R.) | 635<br>199<br>405 | RS | **1981** ............U.S.S.R.<br>54,82 9,96 4,114<br>5,06<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.414<br>3 Ha (each 1,5 × 1,6)<br>Der 2(1,25) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12kn |
| 013604<br>PK2135<br>Esd Gc<br>d Rdr<br>Tm/v | **PARSETA**<br>ex St. Magnus-91 ex Dorset-78<br>ex Ulster Sportsman-76 ex Donautal-74<br>**Scam-Pol Marine S.A.**<br>Brax Shipholding Rederi AB<br>Port Vila Poland | T.Mk<br>**915**<br>231<br>1 029 | **100A1** CS 6/90<br>roll on — roll off cargo ship<br>**LMC**<br>EL R 440,0/40,0U2<br>FN 2252<br>(GL) | **1970** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (362)<br>96,81 16,03 4,198<br>86,21 15,80 10,32<br>2 dks<br>rf 838 | **TM RoRo Cargo**<br>Ice strengthened<br>Bow door & ramp<br>L 5,80 W 3,96 SWL 100<br>Stern door/ramp<br>L 5,65 W 4,51 SWL 100<br>Lane Length 410 Cargo Width 4,51<br>Clear height 5,76<br>Cars 200<br>Mchy.aft<br>TEU 18 C.Dk 18/20'(40') | MaK 12bth D<br>2 Oil 2SA each 9Cy. 320 × 450<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 288kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 60,0t (d.o.) 250,0t (hvf)-13,5pd 14kn |
| 04313<br>TNJ<br>70<br>d Rdr Rt | **PARSHURAM**<br>**Calcutta Port Trust**<br>Calcutta India | *541*<br>*162*<br>200 | IRS | **1989** Hooghly Dock & Port Engineers Ltd. —Calcutta (442)<br>39,83 11,53 3,710<br>37,52 11,00 5,19<br>1 dk | **TM Tug** | Normo KRMB-6<br>2 Oil 4SA each 6Cy. 250 × 300 with clutches, flexible couplings & dr reverse geared to sc. shafts<br>Garden Reach Shipbuilders & Engineers Ltd. Ranchi<br>Thw. thrust propeller fwd<br>12kn |
| 14060<br>EA<br>3640<br>Esd Gc<br>Rdr Rt<br>VER | **PARSIFAL**<br>ex Kaijin Maru-87<br>**Parsifal Shipping Pte. Ltd.**<br>Sembawang Johnson Management Pte. Ltd.<br>Singapore Singapore | 15 647<br>11 064<br>11 038 | NK | **1978** Kurushima Dockyard Co. Ltd.—Onishi (2083)<br>165,00 (BB) 7,802<br>155,02 27,61 11,69<br>F 149,1 | **M Vehicles Carrier**<br>Quarter stern door/ramp (P&S)<br>Mchy.aft | MAN 12V52/55A<br>Vee Oil 4SA 12Cy. 520 × 550 sr geared to sc. shaft<br>12 000bhp (8 827kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 201,0t (d.o.) 1 420,0t (hvf)-41,5pd 18kn |
| 23727<br>GD<br>28071<br>Esd Gc<br>r Rt<br>VER | **PARSLA**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | 3 556<br>1 550<br>2 538 | RS | **1965** ............U.S.S.R.<br>99,37 14,03 5,541<br>90,00 14,01 7,24<br>1 dk | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>3 Ho<br>In.3 230<br>3 Ha (each 3,8 × 4,0)<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total 4 000bhp (2 942kW) driving connected to elec. motor & sc. shaft<br>Kharkov<br>Gen 1 × 600kW 2 × 200kW 380V<br>13,5kn |
| 88906<br>HW<br>94<br>Esd Gc<br>Rdr RTv | **PARTHENON**<br>ex Nanny-86 ex Zenit Hera-85<br>ex Nai Superba-85<br>**Walhalla General Shipping Corp. S.A.**<br>Bilinder Marine Corp. S.A.<br>Piraeus Greece<br>SatCom: 1130717/PART | **185 121**<br>162 613<br>409 400<br>T/cm<br>217,9 | ✠**100A1** CS 9/88<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL G* 770,0/127,0U3<br>FN 34205<br>(AB) (RI) | **1978**-8 (Aft section) Eriksbergs M/V A/B —Goteborg (699)<br>**1978**-8 (Fwd section) SETENAVE, Est. Nav. de Setubal—Setubal (C103)<br>381,92 63,30 23,413<br>368,82 63,25 29,49<br>1 dk<br>rf nil | **S Tanker**<br>IGS (LR) pt higher tensile steel<br>25 Ta ER<br>L.(oil) 448 000 | 2 S Turb dr geared to sc. shaft<br>43 396shp (31 920kW) General Electric<br>Kuaerner Brug A/S Oslo<br>2 WTB 75kgf/cm² (73,6bar) (Spt 515°C) 67kgf/cm² (65,7bar) hs3197,9<br>2 sg 15kgf/cm² (14,8bar)<br>Gen 2 × 2000kW 1 × 1600kW 450V 60Hz a.c.<br>Fuel 19 457,0t (o.f.) 16,25kn |
| 57598<br>29828<br>Rt | **PARTIZAN**<br>**Vladivostok Port Authority**<br>(Vladivostok) (U.S.S.R.) | **265**<br>0<br>83 | | **1973** Brodogradiliste "Tito"—Belgrade (897)<br>35,44 9,30 3,150<br>30,00 9,01 4,50<br>1 dk | **M Tug** | Alpha<br>2 Oil 2SA each 7Cy. 260 × 400 geared to sc. shaft<br>Titovi Zavodi "Litostroj" Ljubljana |
| 71018<br>DC<br>Esd Gc | **PARTIZANI**<br>**Albanian State Shipping Enterprise**<br>Durres Albania | **2 556**<br>1 380<br>3 556 | (PR) | **1958** Stocznia Szczecinska im. A. Warskiego —Szczecin (B32/40)<br>94,67 13,57 5,487<br>89,54 13,50 6,25<br>1 dk<br>RW | **S General Cargo**<br>4 Ho 14,0 14,4 ER 15,0 11,9<br>G.4 149 B.3 938<br>4 Ha (stl) (8,3 × 7,3) (9,8 × 9,5) ER (9,3 × 9,5) (7,4 × 7,1)<br>8W Der 4(5) 4(2,5) | C 4Cy. (2) 455 & (2) 980 x 980<br>7 800ihp (5 737kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 28kW 230V d.c.<br>Fuel (o.f.) 12kn |
| 11342<br>CC<br>386<br>Esd Rdr | **PARTIZANKA**<br>ex Lastovo I-78 ex Corsica Ferry-76<br>ex Polhem-72 ex Gilleleje-66<br>ex Kraakero-64<br>**JADROLINIJA P.O.**<br>Rijeka Croatia | **905**<br>382<br>110 | JR (NV) | **1964** A/S Langesunds M/V—Langesund (50)<br>57,00 12,22 3,201<br>50,91 12,20 4,12<br>1 dk | **TM RoRo Cargo/Ferry** | MAN 257dk P<br>2 Oil 4SA each 8Cy. 300 × 450<br>2 400bhp (1 765kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 85kW 1 × 38kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel (d.o.) 13kn |
| 00096<br>DF<br>17585<br>Esd Gc<br>Rdr RTv | **PARTIZANSK**<br>**Primorsk Shipping Co.**<br>(Nakhodka) (U.S.S.R.) | *2 968*<br>*920*<br>2 822 | RS | **1988** Oy Laivateollisuus Ab—Turku/Abo (380)<br>97,40 14,23 4,900<br>90,44 14,22 6,50<br>1 dk | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 3 230 | Pielstick 6PC2-5L-400<br>Oil 4SA 6Cy. 400 × 460 with clutches, flexible couplings & sr geared to sc. shaft<br>3 902bhp (2 870kW)<br>Russkiy-Diesel Works Leningrad<br>Gen 1 × 400kW a.c. 2 × 252kW a.c.<br>Controllable pitch propeller<br>13,5kn |
| 31199<br>4M<br>12292<br>Esd Rdr | **PARTIZANSK**<br>ex Suchan<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **699**<br>262<br>310 | RS | **1968** ............U.S.S.R.<br>54,16 9,38 3,690<br>49,99 9,30 4,70<br>1 dk | **M Research/Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.208<br>1 Ha (1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 2SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW |
| 52220<br>32644<br>Gc Rdr | **PARTIZANSKAYA**<br>ex Suchanskaya<br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Nakhodka) (U.S.S.R.) | **780**<br>270<br>914 | (RS) | **1974** Fukushima Zosen Ltd.—Matsue (264)<br>59,01 3,499<br>55,00 10,01 4,30<br>1 dk | **TM Sand Carrier** | 2 Oil 4SA each 6Cy. 250 × 340<br>600bhp (441kW)<br>U.S.S.R. |
| 6169<br>RG<br>29858<br>Esd Gc<br>Rt<br>VER | **PARTIZANSKAYA SLAVA**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**6 570**<br>2 901<br>—<br>**9 912**<br>4 960<br>13 675 | RS | **1967** "Chernomorskiy" Shipyard—Nikolayev<br>155,61 20,63 7,970/9,460<br>140,01 20,62 12,35<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 17,3 18,4 28,8 17,6 ER 7 TwD<br>B.18 643<br>10 Ha (stl) (8,6 13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,2) ER (2,9 × 3,8)<br>2W Cr 13(5) Der 1(60) | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 300kW 400V a.c.<br>15,5kn |
| 5287<br>P<br>12537 | **PARTIZANSKIY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>87 | RS | **1977** ............U.S.S.R.<br>33,96 7,09 2,901<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9kn |

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|---|---|---|---|---|---|---|---|
| **7431727**<br>*C6BS7*<br>708884<br>Df Esd Gc<br>Rdr RTm/v | **PARTNER**<br>ex Ostepartner-86<br>**Rawmarsh Investments Ltd.**<br>France Marine Service<br>Nassau Bahamas | **999**<br>692<br>2 550 | GL | **1976** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (774)<br>92,49 11,33 3,990<br>88,63 11,31 6,02<br>RQD 14,4 B & F 73,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 253 B.3 029<br>TEU 96 C.Ho 56/20' C.Dk 40/20'<br>1 Ha (58,1 × 8,8) ER | Alpha<br>Vee Oil 4SA 10Cy. 225 × 300 reduction geared<br>sc. shaft<br>1 450bhp (1 067kW)<br>Alpha-Diesel A/S<br>Controllable pitch propeller<br>Thw. thrust propeller fwd | 10V23L<br>Frederiksha<br>11,5 |
| **5129590**<br>*DINJ*<br>9759<br>Df Esd Rdr<br>RTm/h/v | **PARTNER**<br>ex Thea Nagel-84 ex Gerd Frese-66<br>**Partenreederei m.s. "Partner"**<br>Hamburg Federal Republic of Germany | **499**<br>325<br>856 | GL | **1956** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (407)<br>58,86 8,95 3,404<br>52,79 8,91 3,79<br>P 8,9 F 5,2 1 dk<br>RW len 76 | **M General Cargo**<br>Ice strengthened<br>1 Ho 30,6 ER<br>G.1 160 B.1 047<br>2 Ha (w) (15,3 7,7 × 5,7) ER | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 60kW 1 × 3,75kW 110V<br>Fuel 20,5t | RV6M<br>Ko<br>9,5 |
| **7207865**<br>*WYC7573*<br>532230 | **PARTNERS PRIDE**<br>**David Ronnie Rodgers**<br>Mobile, Al United States of America | **122**<br>83<br>— | | **1971** Master Marine Inc.—Bayou la Batre, Al<br>*22,59* 6,71<br>3,41<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW)<br>............<br>Fuel (d.o.) | |
| **8122373**<br>*3FFO2*<br>13751-84<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PARTNERSHIP SEA**<br>ex Willis Wave-89 ex Camino-83<br>ex Taisei Maru-83<br>**Dauzac Shipping Corp.**<br>Panama Panama | **2 489**<br>1 523<br>5 315 | BV NK | **1981** Kitanihon Zosen K.K.—Hachinohe (170)<br>96,50 (BB) 16,03 6,184<br>89,90 16,01 7,50<br>P 19,2 B 4,6 F 9,8 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 579 B.5 343<br>2 Ha (stl) (33,5 16,9 × 7,8) ER<br>Der 1(20) 2(15) | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 180kW 445V 60Hz a.c.<br>Fuel 67,5t (d.o.) 429,5t (hvf)-9,5pd | 6E<br>Aka<br>12 |
| **8616403**<br>*ORTU*<br>37P342<br>Rt | **PARU**<br>**Dredging International N.V.**<br>Antwerpen Belgium | **145**<br>—<br>250 | BV | **1986** Delta Shipyard Sliedrecht B.V.—Sliedrecht (806)<br>1,751<br>19,21 9,01 2,42<br>1 dk | **TM Pontoon** | Caterpillar<br>2 Oil geared to sc. shafts<br>738bhp (543kW)<br>Caterpillar Inc. | Peoria, Ill |
| **8136726**<br>*UICG*<br>M-39767<br>Df Esd Rdr<br>RTm/h/v | **PARUSNIK**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1983** ............U.S.S.R.<br>34,02 7,09 2,890<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller | 8VD36/<br>Magdeb |
| **7646700**<br>*URJI*<br>M-12526<br>Df Esd Rdr<br>Rt | **PARUSNOYE**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1977** ............U.S.S.R.<br>54,84 9,38 3,809<br>49,99 4,73<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller | 8NVD48A<br>Magdeb |
| **6620761**<br>*HCPB*<br>Esd Rt | **PASA I**<br>Ecuador | **120**<br>—<br>— | ✠Classed LR until 1/68 | **1966**-11 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (332)<br>25,20 7,14 2,693<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction gear<br>to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. | Peoria, Ill |
| **6916067**<br>Esd Rt | **PASA III**<br>**Pesquera Amazonas S.A.**<br>Chimbote Peru | **194**<br>116<br>333 | (BV) | **1968** Maestranza y Astillero Delta S.A.—Callao<br>*27,89* 7,68 3,582<br>7,65 3,97<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho<br>G.329<br>2 Ha (2,5 1,5 × 2,1)<br>1W Der 1(0,5) | Caterpillar<br>Vee Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) | Peoria, Ill |
| **5271070**<br>*TCUA*<br>59<br>Rdr RTv | **PASABAHCE**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **1 042**<br>599<br>— | (AB) | **1952** Cant. Nav. di Taranto S.p.A.—Taranto (141)<br>73,72 13,19 2,801<br>68,00 11,21 3,92<br>F 9,2 1 dk | **TM RoRo Cargo/Ferry** —P | Sulzer<br>2 Oil 2SA each 10Cy. 360 × 600<br>3 200bhp (2 354kW)<br>Sulzer Bros. Ltd. | Winter |
| **5271109**<br>*EDTP*<br>1695<br>Df Esd Pfd<br>Rt | **PASAJES ANCHO**<br>**Pesqueras Del Guadalmesi S.A.**<br>San Sebastian Spain | **261**<br>144<br>— | (BV) | **1963** Ast. Luzuriaga S.A.—Pasajes (58)<br>38,51 7,24 3,252<br>33,23 7,22 3,97<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,2 × 1,2) | Duvant<br>Oil 4SA 6Cy. 315 × 480<br>900bhp (662kW)<br>Carmelo Unanue<br>Gen 1 × 30kW 110V<br>Fuel (d.o.) | Zun |
| **5271111**<br>*EDUJ*<br>1698<br>Df Esd Pfd<br>Rt | **PASAJES DE SAN JUAN**<br>**Pesqueras Del Guadalmesi S.A.**<br>San Sebastian Spain | **279**<br>144<br>— | BV | **1963** Ast. Luzuriaga S.A.—Pasajes (60)<br>38,51 7,24 3,252<br>33,25 7,21 3,94<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>3 Ha (each 1,2 × 1,2) | Duvant<br>Oil 4SA 6Cy. 315 × 480<br>900bhp (662kW)<br>Carmelo Unanue<br>Gen 1 × 30kW 110V<br>Fuel 80,0t (d.o.) | Zun<br>12 |
| **5271123**<br>*EDTU*<br>1694<br>Df Esd Pfd<br>Rt | **PASAJES DE SAN PEDRO**<br>**Pesqueras Del Guadalmesi S.A.**<br>San Sebastian Spain | **261**<br>144<br>— | (BV) | **1963** Ast. Luzuriaga S.A.—Pasajes (59)<br>38,51 7,24 3,252<br>33,23 7,22 3,97<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,2 × 1,2) | Duvant<br>Oil 4SA 6Cy. 315 × 480<br>900bhp (662kW)<br>Carmelo Unanue<br>Gen 1 × 30kW 110V<br>Fuel (d.o.) | Zun |
| **5271135**<br>3284<br>RTv | **PASALIMANI**<br>**T.D.I. Liman Isletmesi**<br>Istanbul Turkey | **108**<br>30<br>— | (GL) | **1961** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1081)<br>26,17 7,12<br>3,46<br>1 dk<br>RW | **M Tug** | Deutz<br>Oil 4SA 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz<br>Gen 1 × 60kW 220V d.c.<br>Fuel (d.o.) | |
| **8708464**<br>*EHSX*<br>Rt | **PASBAL BELGAR**<br>**Armadores Pesqueros del Sureste S.A.**<br>Puerto de Santa Maria Spain | *365*<br>*109*<br>209 | BV | **1988** Ast. Zamacona S.A.—Bilbao (137)<br>36,70 8,32 3,401<br>30,03 8,31 5,41 | **M Fishing**<br>Stern Trawler Ref<br>In.360 | Alpha<br>Oil 4SA 6Cy. 225 × 300 with flexible couplings<br>reduction geared to sc. shaft<br>625kW (850bhp)<br>Cons. Echevarria<br>Gen 2 × 320kW 380V a.c.<br>Controllable pitch propeller | |
| **8301008**<br>*YQKN*<br>623<br>Df Esd Gc<br>Pfd Rdr Rt | **PASCANI**<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **3 859**<br>794<br>2 000<br>**8 110**<br>3 698<br>4 100 | RNR | **1982** Santierul Naval Galatz—Galatz<br>128,43 —/6,562<br>111,44 20,52 15,52<br>2 dks | **TM RoRo Cargo** OSD/CSD<br>Lane Length 888<br>TEU 200 C. 200/20' | MAN<br>2 Oil 4SA each 6Cy. 520 × 550 geared to sc.<br>shafts<br>6 000bhp (4 413kW)<br>Intreprinderea de Const. de Masini Resita<br>Gen 4 × 460kW 400V 50Hz a.c. | |

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| 7352505<br>J8OJ5<br>2986<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PASCHALIS**<br>ex Constantinople-88<br>ex Sitia Pioneer-87 ex Ocean Grace-84<br>**Elis Maritime Inc.**<br>Marmaras Navigation Ltd.<br>Kingstown St. Vincent and the Grenadines | **16 388**<br>10 832<br>30 142 | BV (NK) | **1974** Imabari Zosen—Marugame (1013)<br>175,17 26,04 10,324<br>165,00 26,00 14,51<br>P 31,1 F 13,0 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.36 455 B.35 210<br>5 Ha (stl) (8,7 × 11,2) (17,6 17,6 17,6 17,6 × 12,8) ER<br>Cr 4(10) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>8 496kW (11 550bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 800kW<br>Fuel 2 140,0t (hvf)-42,0pd 14,5kn |
| 7008532<br>CO8870<br>Esd Rdr Rt | **PASCO 3**<br>ex Tasa 29-75<br>**Pesquera Memogama SCR Ltda.**<br>Callao Peru | **310**<br>140<br>— | (GL) | **1969** Ast. Picsa S.A.—Callao (290)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7008453<br>Esd Rdr Rt | **PASCO 4**<br>ex Tasa 30-75<br>**Pesquera Promesa SCR Ltda.**<br>Callao Peru | **310**<br>140<br>— | (GL) | **1969** Ast. Picsa S.A.—Callao (291)<br>*35,09* 8,03<br>8,01 | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7008520<br>CO8864<br>Esd Rdr Rt | **PASCO 8**<br>ex Prospera-76<br>**Pesquera Prospera SCR Ltda.**<br>Callao Peru | **310**<br>140<br>— | (GL) | **1969** Ast. Picsa S.A.—Callao (296)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7103643<br>Esd Rdr Rt | **PASCO 10**<br>ex Maria Elvira-75<br>**Pesquera Chincha SCR Ltda.**<br>Ilo Peru | **300**<br>—<br>— | (BV) | **1971** Ast. Gumar S.A.—Callao (9)<br>35,46 7,70 3,790<br>33,91 4,12<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ha (2,9 × 3,8) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 17,5t (d.o.) 11kn |
| 8837540<br>CUET<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav | **PASCOAL SUL**<br>**Pascoal & Filhos S.A.**<br>Aveiro Portugal | **199**<br>20<br>— | | **1990** Est. Navais Do Seixal—Seixal<br>32,61 7,30 —<br>29,52 - 3,70<br>2 dks | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref<br>In.120 | Hedemora V8A/12<br>Vee Oil 4SA 8Cy. 185 × 210<br>618kW (840bhp)<br>Hedemora Diesel A.B. Hedemora<br>Gen 2 × 120kW 220/380V 60Hz a.c.<br>Controllable pitch propeller<br>propeller fwd Tunnel thruster unit<br>Fuel 120,0t (d.o.) 11kn |
| 6422169<br>CUGE<br>A-3254-A<br>Df Esd Gc<br>Rdr Rt | **PASCOALMAR**<br>ex Ninfa-87 ex Leiza-80<br>**Pascoal & Filhos S.A.**<br>Aveiro Portugal | **1 013**<br>468<br>1 900 | RP (BV) | **1964** Hijos de J. Barreras S.A.—Vigo (1263)<br>65,85 11,40 4,501<br>56,00 11,38 5,36<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>2 Ho ER<br>In.1 063<br>5 Ha (1,5 1,5 × 2,4) (1,2 1,2 1,8 × 1,2) ER | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 850bhp (1 361kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 325,0t (d.o.) 12kn |
| 7010121<br>ICNM<br>797<br>Df Esd Gc<br>Rdr RTh/v | **PASCOLI**<br>**"Tirrenia" di Navigazione S.p.A.**<br>Palermo Italy | **7 094**<br>3 659<br>1 874 | RI | **1971** Cant. Nav. del Tirreno e Riuniti—Palermo (249)<br>130,97 20,05 5,576<br>118,01 20,02 7,22<br>3 dks<br>rf 152 | **TM Passenger/RoRo Cargo/Ferry**<br>485bth 515dk P<br>Stern door/ramp<br>Cars 370 | Fiat 600.9S<br>2 Oil 2SA each 9Cy. 600 × 800<br>12 180kW (16 559bhp)<br>Cant. Nav. del Tirreno e Riuniti Ancona<br>Gen 4 × 600kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (hvf) 19kn |
| 7373808<br>3EIB6<br>14188-LPE<br>Df Esd Gc<br>Pfd Rdr Rt | **PASCUA**<br>ex Marine Star II-89<br>ex Koho Maru No. 38-88<br>**Infitco Ltd.**<br>Panama Panama | **299**<br>147<br>— | BV | **1974** Mie Shipyard Co. Ltd.—Yokkaichi (100)<br>8,34<br>44,20 8,31 3,51<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka AH28R<br>Oil 4SA 6Cy. 280 × 440<br>883kW (1 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 440V a.c.<br>12,7kn |
| 7300095<br>YCNF<br>Rdr Rt | **PASEBAN**<br>ex Sumber Mutiara VI<br>ex Kiku Maru No. 21-80<br>**P.T. Istana Mutiara Mas**<br>Jakarta Indonesia | **542**<br>343<br>1 150 | KI | **1971** Masui Zosensho K.K.—Nandan (101)<br>56,49 9,22 4,344<br>52,00 9,20 4,60<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 228 | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 48kW 225V a.c.<br>Fuel 53,0t-7,0pd 11kn |
| 7906980<br>Y5LV<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PASEWALK**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | T.Mk<br>**5 970**<br>3 508<br>9 410<br>**9 231**<br>5 234<br>12 685 | DSRK GL | **1979** VEB Schiffswerft "Neptun"—Rostock (429)<br>150,00 21,06 —/9,051<br>140,67 21,00 11,30<br>P 36,0 B & F 39,4 2 dks | **M General Cargo**<br>3 Ho 29,7 34,6 34,6 ER 3 TwD<br>G.18 432 B.17 000<br>TEU 436 C.Ho 232/20' (40') C.Dk 204/20' (40')<br>5 Ha (stl) (each 22,1 × 11,2) ER<br>Der 1(80) 5(22) | MAN K9Z60/105E<br>Oil 2SA 9Cy. 600 × 1050<br>6 620kW (9 000bhp)<br>VEB Maschinenbau Halberstadt Halberstadt<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel 223,5t (d.o.) 1 181,5t (hvf)-36,0pd 16,5kn |
| 5308603<br>RTm | **PASHA RINI**<br>ex Samarine-68<br>**United Trading Corp.**<br>Chittagong Bangladesh | **490**<br>258<br>847 | | **1962** Soc. Nello Sgorbini & Figli—La Spezia (2)<br>58,20 9,20 3,553<br>52,71 9,00 3,81<br>1 dk<br>RW | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 115 | Deutz<br>Oil 4DA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 25kW 1 × 4,5kW 110V d.c.<br>Fuel 39,5t (d.o.)-3,0pd 12kn |
| 7741225<br>UWZU<br>M-12650 | **PASHKOVO**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1979** .............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8VD36/24A-1<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| 7645299<br>ESZG<br>M-12538 | **PASHKOVSKIY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>87 | RS | **1977** .............U.S.S.R.<br>33,96 7,09 2,901<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9kn |
| 8314055<br>UGVT<br>M-37735<br>Df Esd Gc<br>Rdr RTv | **PASIFEYA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *249*<br>*74*<br>89 | RS | **1985** Stocznia "Ustka"—Ustka (B275/10)<br>29,80 8,19 3,152<br>26,37 - 4,00<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | Sulzer 6AL20/24<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>750bhp (552kW)<br>H. Cegielski Poznan<br>Gen 2 × 100kW a.c.<br>Controllable pitch propeller<br>10,7kn |
| 7311355<br>DUCQ<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PASIG RIVER**<br>ex Mercury River-90 ex Mercury Gulf-89<br>ex Sindbad Mariner-87 ex Flevoland-85<br>ex Nedlloyd Flevoland-83<br>ex Flevoland-82<br>Launched as Jomara<br>**A. P. Madrigal Steamship Co. Inc.**<br>Manila Philippines | **9 309**<br>5 700<br>13 945 | BV (NV) | **1973** VEB Warnowwerft Warnemuende—Warnemuende (380)<br>152,75 (BB) 20,35 9,390<br>140,70 20,30 11,90<br>2 dks<br>rf 102 | **M General Cargo**<br>4 Ho 22,0 31,8 33,6 18,9<br>G.21 312 B.19 307<br>6 Ha (stl) (13,0 × 8,5) (21,2 21,2 19,8 19,8 × 7,7) (13,0 × 10,9)<br>15W Der 1(80) 2(22) 5(8) 2(5) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 452kW 380V 50Hz a.c.<br>Fuel 1 481,5t (hvf) 18,5kn |

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|---|---|---|---|---|---|---|
| **7607170**<br>*OIIK*<br>1588<br>Df Esd Gc<br>Pfd Rdr Rt | **PASILA**<br>**Etela-Suomen Laiva O/Y**<br>Helsinki/ Helsingfors Finland | **5 367**<br>2 642<br>7 884 | ✠**100A1** CS 5/87<br>Ice Class 1A<br>**LMC** **UMS**<br>EL Y /52,0U2<br>FN 2911<br>(NV) | **1977**-10 Brodrene Lothe A/S—Haugesund (37)<br>113,01 19,21 7,144<br>105,01 19,00 8,72<br>P 21,1 F 14,4 1 dk<br>rf nil | **M General Cargo**<br>2 Ho each 28,6 ER<br>G.8 810 B.8 670<br>2 Ha (each 25,9 × 12,9) ER<br>Cr 3(16) | MaK<br>Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>3 972kW (5 400bhp)<br>MaK. Maschinenbau G.m.b.H.<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 121,0t (d.o.) 651,5t (hvf) |
| **6714380**<br>*UTVL*<br>M-29044<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PASIONARIYA**<br>**Dalryba**<br>(Korsakov) (U.S.S.R.) | T.Mk<br>**2 433**<br>872<br>1 460 | RS | **1967** ..............U.S.S.R.<br>84,69 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.294 In.1 331<br>5 Ha (1,9 1,9 1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **7436167**<br>*SEWZ*<br>Rdr Rt | **PASKON**<br>ex Polar-90 ex Sette Mari-82<br>**Bror Lorens Backman**<br>Donso Sweden | *296*<br>*165*<br>325 | (NV) | **1974** Karlstadsverken FEAB—Karlstad (104)<br>38,51 7,35 4,001<br>29,60 7,32 4,02<br>1 dk<br>rf 1397 BK 221 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>3 Ho ER<br>3 Ha (each 1,5 × 1,5) ER | Wichmann<br>Oil 2SA 4Cy. 300 × 450<br>1 000bhp (736kW)<br>A/S Wichmann Rubbestad<br>Gen 2 × 25kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **6409208**<br>*YTLQ*<br>3T-34<br>Df Esd Gc<br>Pfd Rdr RTh | **PASMAN**<br>**Tankerska Plovidba**<br>Zadar Croatia | **954**<br>445<br>1 359 | JR | **1964** Brodogradiliste "Jozo Lozovina-Mosor" —Trogir (136)<br>69,60 10,04 4,271<br>64,01 10,01 4,86<br>P 21,7 B 18,0 F 11,9 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 611 HeCls. C<br>1 Ha (2,8 × 2,2)<br>1W Der 1(1) | Alpha<br>Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Titovi Zavodi "Litostroj"<br>Gen 3 × 50kW 231/400V 50Hz a.c.<br>Fuel 117,0t (d.o.)-4,0pd |
| **5271252**<br>*PKFX*<br>1879/L<br>Df Esd | **PASOSO**<br>**P.T. Pelayaran Sumber Sakti**<br>Jakarta Indonesia | **575**<br>305<br>620 | (BV) (KI) | **1953** Ottensener Eisenwerk A.G.—Hamburg (465)<br>57,31 9,05 3,175<br>49,99 9,00 3,69<br>P 12,2 F 5,8 1 dk<br>RW | **M General Cargo**<br>G.927 B.844<br>2 Ha (each 7,7 × 5,1) ER<br>4W Der 4(3) | Enterprise<br>Oil 4SA 6Cy. 305 × 380<br>350bhp (257kW)<br>Enterprise Engine & Foundry Co. San Francisco<br>Fuel 49,0t (d.o.) |
| **5271264**<br>310508<br>Esd Pfd Rdr | **PASPEBIAC**<br>**Verrault Navigation Inc.**<br>Paspebiac, P.Q. Canada | **128**<br>64<br>— | ✠Classed LR until 6/10/72 | **1963**-5 Marine Industrie Ltee.—Sorel, P.Q. (289)<br>24,95 6,71<br>22,48 6,56 3,36<br>F 4,0<br>rf 1270 | **M Fishing**<br>Side Trawler | Alpha<br>Oil 2SA 4Cy. 240 × 400 with hydraulic coupling<br>206kW (280bhp)<br>Alpha-Diesel A/S Frederiks<br>Controllable pitch propeller |
| **8137976**<br>*ISPY*<br>235 | **PASQUALINA CATANIA**<br>ex Regium-77 ex Aghios Sostis<br>**Fratelli Costanzo S.p.A.**<br>Catania Italy | **469**<br>58<br>— | RI | **1966** Bekris & Eleftheropoulos—Perama<br>58,48 10,83 —<br>51,69 10,80 2,80<br>1 dk | **TM Passenger/Ferry** —dk P | Deutz<br>2 Vee Oil 4SA each 12Cy. 135 × 160<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz |
| **5271379**<br>RTm | **PASSAAT**<br>**Malcolm A. Browne** | **280**<br>78<br>— | ✠Classed LR until 1/10/81 | **1957**-1 Arnhemsche Schps. Maats.—Arnhem (378)<br>32,82 8,79 3,728<br>29,52 8,54 4,32<br>rf 737 BK 102 | **M Tug**<br>1 Ho 3,5<br>Der 1(-) | Werkspoor<br>Oil 4SA 8Cy. 330 × 600 dr reverse geared to sc. shaft<br>N.V. Werkspoor Amste<br>Gen 2 × 30kW 110V d.c.<br>Fuel 91,5t (d.o.) |
| **6904167**<br>*UZGH*<br>M-27902<br>Df Esd Gc<br>Rdr Rt | **PASSAT**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Odessa) (U.S.S.R.) | **3 284**<br>917<br>998 | RS | **1968** Stocznia Szczecinska im. A. Warskiego —Szczecin (B88/01)<br>96,75 13,82 5,201<br>88,42 13,80 7,88<br>2 dks | **TM Research**<br>Survey<br>Ice strengthened<br>1 Ho<br>B.150<br>1 Ha (stl) (2,4 × 4,1)<br>2W Cr 1(3) | Sulzer<br>2 Oil 2SA each 8Cy. 480 × 700<br>3 530kW (4 799bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochl |
| **7633442**<br>*C4YY*<br>708676<br>Df Esd Gc<br>Rdr RTm/h/v | **PASSAT**<br>ex Passat 1-90 ex Passat-86<br>**P. Lausen**<br>Johs. Thode G.m.b.H. & Co.<br>Limassol Cyprus | **900**<br>601<br>2 030 | GL | **1977** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (819)<br>72,27 12,83 4,447<br>65,51 12,81 6,84<br>P 10,7 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,0 ER<br>G.3 174 B.3 114<br>TEU 132 C. 132/20' (40') incl. 10 ref C.<br>1 Ha (stl) (43,8 × 10,2) ER | Alpha<br>Vee Oil 4SA 12Cy. 225 × 300 reduction geared to sc. shaft<br>1 740bhp (1 280kW)<br>Alpha-Diesel A/S Frederiks<br>Thw. thrust propeller fwd |
| **8228660**<br>M-36989<br>RTh | **PASSAT**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **124**<br>37<br>20 | RS | **1984** ..............U.S.S.R.<br>28,71 6,35 1,480<br>2,49<br>1 dk | **M Ferry** 250dk P | Oil<br>............ |
| **7324259**<br>*USHU*<br>M-32063<br>MB-0345<br>Df Esd Gc<br>Rdr Rt | **PASSAT-2**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 581**<br>888<br>1 290 | RS | **1973** "Chernomorskiy" Shipyard—Nikolayev<br>83,90 14,03 5,700<br>78,06 13,95 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V d.c.<br>Controllable pitch propeller |
| **7374486**<br>*IBBU*<br>548<br>Df Esd Gc<br>Rdr Rt | **PASSATORE**<br>ex Fujikaze-80 ex Mikitoyo Maru-79<br>**Medimar S.p.A.**<br>Pescara Italy | **2 991**<br>1 823<br>5 865 | RI (NK) | **1974** Murakami Hide Zosen K.K.—Hakata (117)<br>96,93 16,51 6,716<br>88,91 16,49 8,21<br>P 19,9 F 7,4 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 6 186 | Akasaka<br>Oil 4SA 6Cy. 510 × 840<br>3 600bhp (2 648kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 320kW |
| **8409563**<br>Esd Rdr Rt | **PASSENGER FERRY No. 1**<br>**Suez Canal Authority**<br>Port Said Egypt | **150**<br>—<br>50 | ✠**A1**<br>inland waterways ferry,<br>Port Said harbour service<br>✠**LMC**<br>EL 80,0/16,0U2<br>FN 332 | **1989**-3 Suez Canal Authority—Port Fuad (179)<br>35,50 9,35 1,701<br>28,20 9,00 2,75<br>1 dk<br>rf nil | **D-E RoRo Cargo/Ferry**<br>Deck Cargo —dk P | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 170 × 190 total (1 490bhp) driving 2 gen. each 505kW a.c. connected to elec. motor<br>Caterpillar Inc. Peoria<br>propeller double ended |
| **8409587**<br>Esd Rdr Rt | **PASSENGER FERRY No. 2**<br>**Suez Canal Authority**<br>Port Said Egypt | **150**<br>—<br>50 | ✠**A1**<br>inland waterways ferry,<br>Port Said harbour service<br>✠**LMC**<br>EL 80,0/16,0U2<br>FN 332 | **1989**-3 Suez Canal Authority—Port Fuad (180)<br>35,50 9,35 1,701<br>28,20 9,00 2,75<br>1 dk<br>rf nil | **D-E RoRo Cargo/Ferry**<br>Deck Cargo —dk P | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 170 × 190 total (1 490bhp) driving 2 gen. each 505kW a.c. connected to elec. motor<br>Caterpillar Inc. Peoria<br>propeller double ended |
| **7925053**<br>*HCZP*<br>T1-00-0165<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PASTAZA**<br>**Flota Petrolera Ecuatoriana (FLOPEC)**<br>Guayaquil Ecuador | **16 985**<br>10 958<br>31 543 | AB | **1981** Korea SB. & Eng. Corp.—Busan (3011)<br>176,71 (BB) 10,402<br>168,03 28,01 14,03<br>F 13,5 1 dk<br>rf nil | **M Tanker**<br>IGS SBT DB<br>13 Ta ER<br>L.(oil) 30 000 | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 460kW |
| **5271434**<br>*ORCP*<br>Esd Gc Pfd<br>RTm | **PASTER PYPE**<br>**Government of The Kingdom of Belgium (Ministerie van Verkeerswezen - Bestuur van het Zeewezen en van de Binnenvaart)**<br>Oostende Belgium | **290**<br>57<br>— | | **1949** J. Boel et Fils S.A.—Tamise/Temse (1154)<br>41,10 7,70 2,699<br>7,65<br>1 dk<br>R rf 348 | **D-E Research**<br>Hydrographic | A.B.C.<br>2 Oil 4SA each 6Cy. 242 × 320 driving 2 gen. each 280kW 410V d.c. connected to elec. motor of 600shp (441kW) & sc. shaft<br>Anglo-Belgian Co.<br>Gen 1 × 10kW 220V d.c.<br>Fuel 29,5t (d.o.) |

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|---|---|---|---|---|---|---|
| 7634551 | **PASUT**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Darat Ministry of Land Communications)**<br>Jakarta Indonesia | **118**<br>46<br>— | KI | **1975** PT. Inggom Shipyard—Tanjung Priok<br>... ... ...<br>29,01 9,00 2,29<br>1 dk | **TM Ferry** | General Motors<br>2 Vee Oil 4SA each 6Cy. 116 × 121<br>410bhp (302kW) E made70 fitted75<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 1 × 5kW 110/220V |
| 7610440<br>UHJY<br>M-33462<br>Df Esd Gc<br>Rdr RTv | **PASVALIS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**4 742**<br>2 052<br>3 541 | RS | **1980** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B400/05)<br>119,00 6,501<br>107,45 17,49 11,00<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.3 800 | Sulzer 6ZL40/48<br>Oil 4SA 6Cy. 400 × 480 geared to sc. shaft<br>7 200bhp (5 296kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>15kn |
| 6916079<br>UKDO<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PASVALYS**<br>ex Porkhov-91<br>**Lithuanian Shipping Company (LISCO)**<br>Klaipeda Lithuania | **4 675**<br>2 065<br>6 459 | RS | **1967** "A. Zhdanov" SB. Yard—Leningrad<br>121,95 16,74 7,090<br>113,01 16,69 8,34<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 870 B.7 300<br>4 Ha (stl) (10,9 × 8,0) (13,1 13,1 × 9,5) ER (13,1 × 9,5)<br>Cr 4(5) | B&W 9-50VTBF-110<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 330,0t (hvf) 15,5kn |
| 7307768<br>WA9346<br>241569 | **PAT B**<br>**Charles A. Williams**<br>Juneau, Ak United States of America | **107**<br>93<br>— | | **1942** Maritime Shipyards—Seattle, Wa<br>*21,22* 7,45<br>2,16 | **Wood M Fishing** | Oil<br>200bhp (147kW)<br>..............<br>Fuel (d.o.) |
| 6728109<br>WX8151<br>507438<br>Esd Rdr Rt | **PAT SAN MARIE**<br>**North Pacific Fishing Inc.**<br>Seattle, Wa United States of America | **199**<br>77<br>— | | **1966** Sturgeon Bay SB. & D.D. Co.—Sturgeon Bay, Wi (268)<br>30,64 7,47<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Oil 4SA 12Cy. 159 × 203<br>765bhp (563kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| 7034218<br>CB2235<br>Esd Rdr Rt | **PATACHE**<br>ex Junin 1-80 ex Alfredo V<br>**Pesquera Indo S.A.**<br>Arica Chile | **310**<br>140<br>— | (GL) | **1970** Ast. Picsa S.A.—Callao (326)<br>*35,09* 8,03<br>8,01<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| 7830052<br>CB2963 | **PATAGONIA**<br>**Transbordadora Austral Broom Ltda.**<br>Punta Arenas Chile | **177**<br>94<br>— | GL | **1976** Astilleros y Servicios Navales (ASENAV) Ltda.—Valdivia (8)<br>42,98 11,56<br>33,08 11,03 2,34<br>1 dk | **M RoRo Cargo/Ferry** —dk P<br>Bow ramp Stern ramp | Daimler OM355<br>Oil 4SA 6Cy. 128 × 150 reduction geared to sc. shaft<br>Daimler-Benz A.G. Stuttgart<br>Gen 1 × 80kW 380/220V<br>10kn |
| 8409757<br>VVKK<br>2169<br>RTv<br>AMVER | **PATALIPUTRA**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India<br>SatCom: 1640235/PTLP | *28 739*<br>*15 763*<br>44 415 | IRS NV | **1987** Daewoo SB. & Heavy Machinery Ltd. —Okpo (1041)<br>189,01 (BB) 11,826<br>182,18 30,41 16,41<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.52 560<br>5 Ha (stl) ER<br>Cr 5(25) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>7 944kW (10 800bhp)<br>Korea Heavy Industries & Construction Co. Ltd. Changwon<br>Gen 3 × 600kW 1 × 540kW 1 × 132kW 380V 50Hz a.c. |
| 7344089<br>ZCUO<br>372890<br>Rdr Rt | **PATANE**<br>**On Way Success Co. Ltd.**<br>Hong Kong Hong Kong (British) | **153**<br>72<br>15 | **✠100A1**<br>hydrofoil craft<br>Hong Kong to Macao service<br>**✠LMC**<br>EL (B)<br>FN 247 | **1977**-1 Supramar Pacific SB. Co.—Hong Kong (101)<br>30,38 11,59 1,270<br>26,22 5,82 3,59<br>1 dk<br>RW rf 889 | **Aluminium Alloy TM Hydrofoil Ferry** —dk P | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 190 × 230 reverse reduction geared to sc. shafts<br>2 428kW (3 301bhp)<br>M.T.U. Friedrichshafen West Germany<br>Gen 2 × 24kW 450V 60Hz a.c.<br>36kn |
| 6413481<br>YYP2467<br>2042-ARSI<br>Df Esd Gc<br>Rdr Rt | **PATAO**<br>ex New Hope No. 1-84<br>ex Tae Chang No. 6-80<br>ex Masa Maru No. 12-75<br>**Shrimven C.A.**<br>Guiria Venezuela | **291**<br>160<br>312 | KR | **1963** Kanasashi Co. Ltd.—Shimizu (562)<br>47,38 7,75 2,998<br>42,02 7,70 3,46<br>P 9,5 B 9,2 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>5 Ha (1,0 1,0 × 0,7) (1,2 1,2 1,2 × 1,5) ER<br>Der 2(1) | Hanshin<br>Oil 4SA 6Cy. 320 × 420<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo Kobe<br>11,5kn |
| 7632577<br>HPCW<br>10891-PEXT4<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PATCHARA NAREE**<br>ex Meres-91 ex Glory Ocean-90<br>**Precious Minerals Inc.**<br>Precious Shipping Ltd.<br>Panama Panama | **10 109**<br>7 511<br>18 845 | NK | **1977** Kochi Jyuko K.K.—Kochi (2003)<br>146,08 (BB) 22,92 9,313<br>137,01 22,86 12,63<br>P 23,8 F 10,7 1 dk | **M General Cargo**<br>G.23 824 B.22 777<br>4 Ha (14,4 × 9,6) (19,2 19,2 19,2 × 11,2) ER<br>Der 4(25) | Mitsubishi 6UEC52/105E<br>Oil 2SA 6Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 316kW 445V a.c.<br>14kn |
| 7602170<br>LKAJ<br>19626<br>Df Esd Gc<br>Pfd Rdr Rt | **PATCHBANK**<br>ex Helena Bissau-81<br>ex Fenja Trosca-80<br>**Sigmund Stava**<br>Kopervik Norway | *341*<br>*118* | NV | **1976** Karlstadsverken FEAB—Karlstad (112)<br>33,41 7,52 3,850<br>29,11 7,50 6,15<br>F - 2 dks<br>rf 597 BK 102 | **M Fishing**<br>Mchy.aft<br>1W Der 1(5) 1(1) | Wichmann<br>Oil 2SA 5Cy. 280 × 420<br>825bhp (607kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 92kW 380V 50Hz a.c. |
| 8418629<br>Esd Rdr RTv | **PATEKA SUPPLY 1**<br>Launched as Neftegaz-72<br>Panama Panama | *2 723*<br>*817*<br>1 393 | RS (Class cont.) | **1991** Stocznia Szczecinska im. A. Warskiego —Szczecin (B92/222)<br>81,37 - 4,900<br>71,45 16,30 7,20<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Sulzer 6ZL40/48<br>2 Oil 4SA each 6Cy. 400 × 480 geared to sc. shafts<br>H. Cegielski Poznan<br>15,25kn |
| 7917109<br>SVZC<br>9615<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PATERAS**<br>ex Philippine Sampaguita-89<br>ex Kuniang-84<br>**Pateras Maritime Inc.**<br>Piraeus Greece | **30 691**<br>23 132<br>65 535<br>T/cm<br>64,6 | AB<br>✠LR class withdrawn- Owners' request 1/5/90 | **1981**-2 Hyundai Heavy Industries Co. Ltd.—Ulsan (144)<br>224,01 (BB) 32,26 13,091<br>215,02 32,20 18,01<br>F 16,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.74 951<br>7 Ha (stl) (each 16,0 × 13,2) ER | B&W 7L67GFCA<br>Oil 2SA 7Cy. 670 × 1700<br>11 181kW (15 201bhp)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 540kW 450V 60Hz a.c.<br>Fuel 233,0t (d.o.) 3 255,0t (hvf) |
| 8409331<br>VOGX<br>800816<br>Df Esd Gc<br>Pfd Rdr Rt | **PATERSON**<br>**N. M. Paterson & Sons Ltd.**<br>Thunder Bay, Ont. Canada | **20 370**<br>14 534<br>32 713<br>T/cm<br>47,9 | **✠100A1**<br>Great Lakes and St. Lawrence River service<br>**✠LMC**<br>EL 444,2/52,5U3<br>FN 7854 | **1985**-6 Collingwood Shipyards—Collingwood, Ont. (231)<br>224,52 (BB) 23,19 8,626 FW<br>218,52 23,13 12,81<br>Ba 23,2 F 10,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>4 Ho 46,6 51,2 43,9 41,1 ER<br>G.41 177<br>18 Ha (stl) (each 5,8 × 16,0) ER | MaK 6M601AK<br>Oil 4SA 6Cy. 580 × 600 with flexible couplings & sr geared to sc. shaft<br>6 001kW (8 158bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 600kW 575V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 69,5t (d.o.) 400,5t (hvf)-26,0pd 13,5kn |
| 5410377<br>XYMN<br>1193<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PATHEIN**<br>ex Bassein-89<br>**Myanma Five Star Line**<br>Yangon Union of Myanmar | **4 875**<br>2 635<br>7 760<br>**7 435**<br>4 357<br>10 120 | **✠100A1** SS 3/88<br>**✠LMC**<br>EL bt $2\frac{1}{8}$" pt$2\frac{1}{16}$"SQ<br>FN 3641 | **1963**-11 A.G. "Weser" Werk Seebeck —Bremerhaven (890)<br>135,77 18,93 7,220/8,459<br>124,64 18,31 10,90<br>P 8,3 F 26,6 1 dk & S dk<br>rf nil | **M General Cargo** OSD/CSD 2cbn 4bth P<br>5 Ho 13,0 22,1 21,0 ER 20,2 17,9 6 TwD<br>G.15 519 B.13 952<br>5 Ha (stl) (6,8 × 6,4) (13,4 12,0 × 7,0) ER (12,0 × 7,0) (8,9 × 6,4)<br>16W Der 1(100) 2(10-15) 6(5-10) 8(5) | B&W 5-62VT2BF-140<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>Frd. Krupp Masch. Abt. Dieselmotoren Essen<br>AuxB (o.f.) 114lbf/in$^2$ (7,9bar)<br>AuxB (ex.g) 114lbf/in$^2$ (7,9bar) & stm rcv<br>Fuel 138,5t (d.o.) 751,0t (hvf)-18,5pd 15,5kn |

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| **7742358**<br>*WWX5058*<br>591678<br>Df Esd Gc<br>Rdr RTv | **PATHFINDER**<br>ex Governor Ray-90<br>ex Alexander Agassiz-78 ex FS-208<br>**Pathfinder USA Inc.**<br>Seattle, Wa United States of America<br>SatCom: 1507535/PATH | **473**<br>345<br>— | (AB) | **1944** Higgins Industries Inc.—New Orleans, La (74)<br>51,08 9,76 2,985<br>4,35<br>B & F 33,0 1 dk<br>rf 152 conv General Cargo 91 | **TM Fishing**<br>Long-line<br>Mchy.aft | General Motors<br>2 Oil 2SA each 6Cy. 222 × 267 sr rev to sc. shafts<br>1 000bhp (736kW)<br>General Motors Corp., Detroit Diesel Al Div. |
| **7028996**<br>*WZT4816*<br>524616<br>Df Esd Gc<br>Pfd Rdr RTv | **PATHFINDER**<br>**Puget Sound Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **194**<br>132<br>— | AB | **1970** McDermott Shipyard—Morgan City, La (160)<br>41,64 11,28 5,160<br>39,22 11,13 5,80<br>1 dk<br>BK 152 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reduction geared to sc. shafts<br>General Motors Corp. La G<br>Gen 2 × 60kW<br>Fuel 692,0t |
| **7235214**<br>*WTQ7006*<br>542692<br>Df Esd Gc<br>Pfd Rdr RTh | **PATHFINDER**<br>**Maritrans Operating Partners L.P.**<br>Philadelphia, Pa United States of America | **186**<br>126<br>— | AB | **1972** Main Iron Works Inc.—Houma, La (264)<br>8,23 3,645<br>29,32 8,13 4,20<br>1 dk<br>BK 51 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reduction geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 60kW 220V 60Hz a.c.<br>Fuel 123,0t (d.o.) |
| **7048283**<br>*WW7974*<br>514937<br>Df Esd Gc<br>Pfd RdrRTm | **PATHFINDER**<br>**L. R. M. Leasing Co.**<br>Houston, Tx United States of America | **156**<br>106<br>— | | **1968** American Marine Corp.—New Orleans, La (1006)<br>40,24 8,95 3,293<br>36,89 8,54 3,74<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 60kW 220V 60Hz a.c. |
| **7620691**<br>*WX6322*<br>296252<br>Rt | **PATHFINDER**<br>**Cargill Marine & Terminal Inc.**<br>Wilmington, De United States of America | **153**<br>—<br>— | | **1964** St. Louis SB. & Steel Co.—St. Louis, Mo<br>10,67 —<br>24,39 10,62 2,14<br>1 dk | **M General Cargo Barge** | General Motors<br>Vee Oil 2SA 12Cy. 216 × 254<br>900bhp (662kW)<br>General Motors Corp. Electro-Motive D<br>Fuel (d.o.) |
| **6502646**<br>*9GWU*<br>316595<br>Gc Rt | **PATHFINDER**<br>ex Kuroshio Maru No. 82-74<br>**Mankoadze Fisheries Ltd.**<br>Takoradi Ghana | **145**<br>51<br>— | | **1964** Shimoda Dockyard Co. Ltd.—Shimoda (139)<br>31,78 6,86 2,794<br>27,64 6,41 3,00<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 400<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.) |
| **7031462**<br>*HO5634*<br>1446-SS5<br>Df Esd Rdr Rt | **PATHFINDER**<br>ex Tonya B<br>**Geometics Ltd.**<br>Panama Panama | **127**<br>74<br>— | | **1970** Luen Kee Shipyard—Hong Kong<br>26,22 7,01 2,210<br>23,55 6,71 3,13<br>1 dk | **Wood TM Fishing**<br>Side Trawler | Allis Chalmers<br>2 Oil 4SA each 6Cy. 113 × 141<br>480bhp (353kW)<br>Allis Chalmers Mfg. Co. |
| **7325423**<br>*GUHZ*<br>BA 188<br>Df Esd Gc<br>Rdr Rt | **PATHFINDER**<br>**T. G. Andrew**<br>Ballantrae United Kingdom | **108**<br>—<br>— | | **1973** Kystvagens Slip & Batbyggeri—Frei<br>27,01 7,14<br>22,81 7,09 3,92<br>1 dk | **M Fishing**<br>Side-fishing Seiner Ref<br>Mchy.aft | Mirrlees<br>Oil 4SA 6Cy.<br>750bhp (552kW)<br>Mirrlees Blackstone (Stamford) Ltd. |
| **7828944**<br>*WYC7317*<br>594475 | **PATHFINDER**<br>**William L. Ferrell, Jr.**<br>Galveston, Tx United States of America | **103**<br>70<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,09* 6,23<br>2,85<br>1 dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **8013596**<br>*ELHZ5*<br>8252<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PATHFINDER II**<br>**Lib-Ore Steamship Co. Inc.**<br>Alcoa Steamship Co. Inc.<br>Monrovia Liberia<br>SatCom: 1241665/PATH | *34 353*<br>*13 078*<br>47 560 | ✠**100A1** SS 10/86<br>caustic soda/heavy bulk carrier with 2 longitudinal bulkheads, strengthened for heavy cargoes Nos. 2 & 4 holds may be empty, & also carriage of caustic soda in Nos. 1, 3 & 5 wing tanks & slop tanks<br>✠**LMC** **UMS**<br>EL N† 660,0/84,0U2(a)<br>FN 10059 | **1981**-12 Hitachi Zosen—Innoshima Works, Innoshima (4685)<br>209,00 32,24 11,000<br>200,01 32,20 18,09<br>F 13,5 1 dk<br>rf nil | **M Bulk Carrier/Tanker**<br>pt higher tensile steel DB DSS<br>5 Ho 30,7 30,7 26,8 30,7 30,7<br>8 Wing Ta ER<br>G.45 875 L.19 706<br>5 Ha (stl) (19,2 23,0 19,2 23,0 19,2 × 14,4) ER | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>14 400bhp (10 592kW)<br>Hitachi Zosen Sakurajima<br>AuxB (ex.g) & htr 21kgf/cm² (20,6bar) rcv 16,7bar (17kgf/cm²)<br>AuxB (o.f.) 17kgf/cm² (16,7bar)<br>Gen 3 × 960kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 2 273,0t (hvf) |
| **7129063**<br>*HSLI*<br>Df Esd Gc<br>Pfd Rdr RTv | **PATHUM NAVEE**<br>ex Siam Navee-91 ex Ljuta-87<br>ex Eastern Alpha-87<br>**Unithai Line Ltd.**<br>Bangkok Thailand | **12 142**<br>8 295<br>20 814<br>T/cm<br>29,3 | AB | **1972** Sanoyasu Dockyard Co. Ltd.—Osaka (316)<br>156,98 (BB) 22,86 9,897<br>148,01 22,81 13,49<br>P 27,5 F 10,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Vehicles<br>5 Ho 22,5 25,4 15,0 26,2 18,7 ER<br>G.27 209 B.23 856 HeCls. B<br>5 Ha (stl) (13,0 18,7 9,7 18,7 12,7 × 10,9) ER<br>Cr 2(20) | B&W<br>Oil 2SA 8Cy. 620 × 1400<br>10 700bhp (7 870kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 185,5t (d.o.) 1 587,0t (hvf)-34,0pd |
| **8315542**<br>PD 165 | **PATHWAY**<br>**Alexander J. Buchan & others**<br>Peterhead United Kingdom | **227**<br>—<br>537 | ✠ | **1984**-9 Sigbjorn Iversen M/V. Skips.—Flekkefjord (60)<br>40,64 (BB) 9,00 4,701<br>34,32 8,91 6,56<br>2 dks<br>rf 1021 BK 191 | **M Fishing**<br>Side-fishing Seiner Ref<br>Mchy.aft<br>In.448 | Caterpillar<br>Vee Oil 4SA 16Cy. 170 × 190 sr gear shaft<br>1 410bhp (1 037kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 128kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 60,0t (d.o.) |
| **7235757**<br>*2CYX*<br>PD 65<br>Df Esd Pfd<br>Rdr Rt | **PATHWAY**<br>**Alexander J. Buchan & others**<br>Peterhead United Kingdom | **131**<br>—<br>— | | **1973** Sigbjorn Iversen M/V. Skips.—Flekkefjord (23)<br>26,98 3,048<br>7,12 4,07<br>1 dk | **M Fishing**<br>Side-fishing Seiner Ref<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 165<br>750bhp (552kW)<br>Caterpillar Tractor Co. |
| **6727806**<br>*WX9721*<br>509672<br>Esd Rdr Rt | **PATIENCE**<br>ex Heritage ex Dorothy M. O'Hara-78<br>**Patience Fishing Corp.**<br>New Bedford, Ma United States of America | **198**<br>152<br>— | | **1967** Sturgeon Bay SB. & D.D. Co.—Sturgeon Bay, Wi (270)<br>33,38 7,62<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Oil 4SA 12Cy. 159 × 203<br>795bhp (585kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 15kW 110V d.c. |
| **7031773**<br>*CB2120*<br>Esd Rdr Rt | **PATILLOS**<br>ex Tacna 4-80 ex Antonio III-76<br>**Pesquera Indo S.A.**<br>Arica Chile | **310**<br>140<br>— | (GL) | **1970** Ast. Picsa S.A.—Callao (319)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **5064049**<br>*HO7194*<br>2396-72<br>Df Esd Rt | **PATIMAX**<br>ex Carlo D.-74 ex Helgebo-60<br>ex Glenside-52 ex Briar-45<br>ex Royal Firth-33<br>**Toruraba S.A.**<br>Panama Panama | **398**<br>158<br>449 | (RI)<br>✠Classed LR until 1/53 | **1921**-5 Brown's SB. & D.D. Co. Ltd.—Hull<br>45,12 7,42 3,328<br>44,35 7,37 3,59<br>1 dk<br>R | **M General Cargo**<br>1 Ho ER<br>B.514 | Volund<br>Oil 4SA 6Cy. 290 × 450<br>430bhp (316kW) NE 52<br>A/S Volund |
| **5188912**<br>*GFNA*<br>303372<br>Rdr RTv | **PATMALDON 1**<br>ex Kirkdale H-74<br>**Ovalport Ltd.**<br>Hull United Kingdom | **276**<br>102<br>381 | | **1957** John Harker Ltd.—Knottingley (279)<br>42,98 6,71 2,572<br>41,15 6,63 2,75<br>P 11,6 F 15,6 1 dk<br>RW rf 76 BK 25 | **M Tanker**<br>3 Ta ER<br>L.(oil) 464 HeCls. C | Blackstone<br>Oil 4SA 5Cy. 222 × 292<br>225bhp (166kW)<br>Blackstone & Co. Ltd.<br>Gen 1 × 10kW 1 × 4kW 24/110V d<br>Fuel 11,0t (d.o.)-1,5pd |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7229954<br>SYWP<br>9483<br>Df Esd Gc<br>Pld Rdr RTv<br>AMVER | **PATMOS**<br>ex Arko-88 ex Achilles-87<br>**Saga Compania Naviera S.A.**<br>Piraeus Greece | **15 637**<br>10 989<br>26 725<br>T/cm<br>35,2 | AB | **1972** Mitsui SB. & Eng. Co. Ltd.—Osaka (928)<br>176,77 (BB) 22,92 10,662<br>168,03 22,86 14,10<br>P 33,0 F 12,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,8 20,5 21,2 21,2 21,2 21,7 ER<br>G.36 224 B.31 100<br>6 Ha (stl) (12,3 12,7 12,7 12,7 12,7 12,7 × 9,9) ER<br>Cr 5(8) Der 2(2,5) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 1 570,0t (hvf) 16kn |
| 7225142<br>SWD<br>30<br>Df Esd Gc<br>Rdr RTv | **PATMOS**<br>ex Izu No. 11-91 ex Albatross<br>**Dodekanissiaki Anonimos Naftiliaki Eteria (D.A.N.E.)**<br>Rodos Greece | **7 480**<br>3 811<br>2 714 | | **1972** Hashihama Zosen—Imabari (311)<br>137,85 (BB) 23,42 5,614<br>126,98 23,40 7,29<br>2 dks<br>RW | **TM RoRo Cargo/Ferry** 790dk P | Pielstick 18PC2V-400<br>2 Vee Oil 4SA each 18Cy. 400 × 460 sr geared to sc. shafts<br>19 080bhp (14 034kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 800kW 445V 60Hz a.c.<br>Fuel 116,0t (d.o.) 463,0t (hvf)-45,0pd 21,75kn |
| 6926660<br>SYRY<br>9106<br>Df Esd Gc<br>Pld Rdr Rt | **PATMOS**<br>ex Bum Mi-87 ex Hiroshima Maru-73<br>**Attiki Shipping Co. Ltd.**<br>Piraeus Greece | **3 585**<br>2 277<br>5 950<br>T/cm<br>12,6 | HR (KR) (NK) | **1969** K.K. Taihei Kogyo—Akitsu (236)<br>101,48 15,04 6,935<br>95,00 15,02 7,90<br>P 21,1 F 10,7 1 dk<br>Bow/CM 78 Diam. 0,254 | **M Tanker**<br>Oil Molasses<br>10 Ta ER<br>L.(oil) 7 442 HeCls. BC<br>2 Cargo pumps total 850T/hr | Hanshin<br>Oil 4SA 6Cy. 500 × 700<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 80kW 445V 60Hz a.c.<br>Fuel 51,0t (d.o.) 425,5t (hvf)-10,0pd 12,25kn |
| 6816334<br>SW2774<br>9048<br>Esd Gc Rdr<br>Rt | **PATMOS**<br>ex Margo-87 ex Efplia-86 ex Margo-83<br>ex Daiei Maru No. 2-79<br>**Nearchos Maritime Co.**<br>Piraeus Greece | **716**<br>391<br>1 321 | BV (RI) | **1968** Hashihama Zosen—Imabari (232)<br>60,79 9,02 4,471<br>55,99 9,00 4,73<br>1 dk<br>RW | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 642 | Nippon Hatsudoki<br>Oil 4SA 6Cy. 380 × 540<br>1 300bhp (956kW)<br>Nippon Hatsudoki Kobe<br>Gen 1 × 20kW 225V a.c.<br>Fuel 64,0t-4,5pd 10,75kn |
| 7345980 | **PATO**<br>**Proa Pesquera S.A.M.C.I.**<br>Argentina | **160**<br>—<br>— | (AB) | **1976** Ast. y Tall. "El Atlantico"—Buenos Aires (6)<br>28,61 7,35 3,201<br>24,52 7,21 3,41<br>1 dk | **M Fishing** | Stork<br>Oil 4SA 6Cy. 210 × 300 geared to sc. shafts<br>475bhp (349kW)<br>Motores Stork Werkspoor Buenos Aires |
| 8606355<br>CUTH<br>Esd Rdr Rt | **PATRAO PEDRO**<br>**Compico**<br>Horta Portugal | **174**<br>62<br>— | RP | **1987** CONAFI, Const. Nav. de Fibras Lda.—Vila Real de Sto. Antonio (6)<br>30,70 7,15 —<br>25,00 - 3,70<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern-fishing Rod-fishing Tuna | Cummins<br>Oil<br>620bhp (456kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 8305200<br>TFCN<br>1640<br>Df Esd Rdr<br>Rt | **PATREKUR**<br>**Patrekur H/f**<br>Jon Magnusson<br>Patreksfjordur Iceland | **172**<br>76<br>— | NV | **1982** FEAB Marstrandsverken—Marstrand (131)<br>33,05<br>30,05 7,03 5,62<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Crepelle 4PSN3<br>Oil 4SA 4Cy. 260 × 280 geared to sc. shaft<br>750kW (1 020bhp)<br>Soc. Nouvelle des Moteurs Crepelle Lille<br>Gen 1 × 136kW 2 × 132kW 220V 50Hz a.c.<br>Controllable pitch propeller |
| 6619035<br>SV4156<br>384<br>Esd Rdr RTv | **PATREUS**<br>ex Elbe-91 ex Sealab ex Bugsier 17-89<br>Patras Greece | **110**<br>3<br>— | HR (GL) | **1958** F. Schichau G.m.b.H.—Bremerhaven (1690)<br>26,70 7,01 2,579<br>24,01 6,46 2,98<br>1 dk<br>widened 65 | **M Tug**<br>Fire-fighting<br>Ice strengthened | Deutz SBV8M545<br>Oil 4SA 8Cy. 320 × 450 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>11kn |
| 8408662<br>9HLX3<br>2862<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **PATRIA**<br>ex Sungreen-91 ex Clipper Maestro-87<br>Valletta Malta | *5 586*<br>*3 160*<br>8 880 | NK | **1985** Kochi Jyuko K.K.—Kochi (2387)<br>115,19 (BB) 7,621<br>103,99 18,61 9,81<br>P 19,2 F 10,4 1 dk | **M General Cargo**<br>3 Ho ER<br>G.10 914 B.10 494<br>TEU 88 C. 88/20' (40')<br>3 Ha (stl) (13,7 25,5 18,7 × 10,2) ER<br>Der 4(25) | Mitsubishi 7UEC37L<br>Oil 2SA 7Cy. 370 × 880 sr geared to sc. shaft<br>4 550bhp (3 347kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 227kW a.c.<br>13kn |
| 7422051<br>P3LO2<br>P140<br>Df Esd Gc<br>Rdr RTm/h/v | **PATRIA**<br>ex American Comanche-78<br>**Gerd Koppelmann**<br>Limassol Cyprus | **999**<br>670<br>2 560 | GL | **1975** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (706)<br>81,41 13,42 5,030<br>74,17 13,39 5,19<br>P 13,2 F 59,5 2 dks | **M General Cargo**<br>Ice strengthened<br>G.4 730 B.4 420<br>TEU 149 C. 149/20'<br>1 Ha (stl) (50,4 × 10,2) ER | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420 reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>13,75kn |
| 5340510<br>IJUT<br>1056<br>Df Esd Rdr<br>RTm/h | **PATRIA**<br>ex Racisce-70 ex Stellaprima-65<br>**Vipima -Societa di Navigazione a.r.l.**<br>Napoli Italy | **942**<br>510<br>935 | RI (BV) (JR) | **1955** Yacht u. Bootswerft Abeking & Rasmussen —Lemwerder (5021)<br>66,10 9,94 5,109<br>58,60 9,91 6,00<br>2 dks<br>RW | **M General Cargo** CSD<br>2 Ho 17,9 22,0 ER<br>G.2 028 B.1 764<br>2 Ha (each 14,4 × 5,4) ER<br>4W Der 1(12) 2(5) 2(3) | MaK<br>Oil 4SA 6Cy. 385 × 580<br>1 050bhp (772kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 130kW 1 × 29kW 1 × 15kW 1 × 4,5kW 115V d.c.<br>Fuel 117,0t (d.o.) 12kn |
| 8128884<br>DABP<br>30170<br>Esd Rdr<br>RTm/h/v | **PATRIA**<br>**Patria Schiffahrtsgesellschaft Mahnke & Co.**<br>Deutsche Conti Schiffahrtsgesellschaft m.b.H.<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>305<br>1 721 | GL | **1982** Schiffsw. Hugo Peters—Wewelsfleth (585)<br>82,45 11,38 3,480<br>76,82 11,31 5,41<br>P 12,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,4 ER<br>G.2 916 B.2 911<br>TEU 48 C. 48/20'<br>1 Ha (stl) (49,8 × 8,9) ER | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280 reverse reduction geared to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 168kW 1 × 60kW 1 × 45kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10,75kn |
| 8814469<br>CSHE<br>1002<br>Esd Rdr Rt | **PATRIA**<br>**Government of Madeira (Direccao Regional dos Portos da Madeira)**<br>Madeira Portugal (MAR) | **200**<br>—<br>110 | NV (Class cont.) | **1990** FBM Marine Limited—Cowes (1244)<br>36,40 (BB) 13,00 2,700<br>31,70 - 5,80 | **Aluminium Alloy TM Ferry**<br>Twin Hull 400dk P | M.T.U. 16V396TB84<br>2 Vee Oil 4SA each 16Cy. 165 × 185<br>3 002kW (4 081bhp)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 84kW 220V 50Hz a.c.<br>30kn |
| 8027602<br>DESF<br>SSR811 | **PATRIA**<br>**Ulrich Hoffmann**<br>Bremerhaven Federal Republic of Germany | **124**<br>41<br>94 | | **1981** Schiffsw. Julius Diedrich GmbH & Co. K.G. —Oldersum (143)<br>27,89 7,09 2,301<br>24,01 7,00 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>In.120<br>2 Ha (stl) ER | Deutz RSBA6M528<br>Oil 4SA 6Cy. 220 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller |
| 5223085<br>CB2552<br>2100<br>Df Esd Pfd<br>Rt | **PATRIA JOVEN**<br>ex Maria Mercedes Alonso-67<br>**Empresa Pesquera Chile Ltda.**<br>San Antonio Chile | **330**<br>135<br>— | (BV) | **1949** Soc. Met. Duro Felguera—Gijon (16)<br>*36,95* 6,94<br>6,89 3,89<br>1 dk<br>len 56 | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>710bhp (522kW) NE 62<br>N.V. Werkspoor Amsterdam<br>11kn |
| 5033844<br>Df Esd Pfd<br>RTm | **PATRIA NUEVA**<br>ex Bahia Azul-71<br>**Compania Pesquera Arauco S.A.**<br>San Antonio Chile | **327**<br>199<br>— | (BV) | **1958** S.A. Balenciaga—Zumaya (36)<br>*36,95* 6,91 3,455<br>6,86 3,92<br>RW | **M Fishing**<br>Side Trawler<br>4 Ha (each 0,9 × 0,9) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 101,5t (d.o.) 11kn |
| 9018098<br>Df Esd Gc<br>Rdr Rt | **PATRIA 28**<br>**Patria Overseas International Pte. Ltd.** | *179*<br>*53*<br>25 | **100A1**<br>Class contemplated<br>FN 260 | **1991** Mawei Shipyard—Mawei (616-6)<br>25,20 - 2,550<br>23,55 8,00 3,00<br>1 dk | **TM Tug** | MWM TBD234V16<br>2 Vee Oil 4SA each 16Cy. 128 × 140 geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>10kn |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 7726524 | **PATRIARCH** | **199** | | **1976** McDermott Shipyard—Morgan City, La | **TM Tug** | General Motors | 20-64 |
| *WYK4684* | | 135 | | (223) | | 2 Vee Oil 2SA each 20Cy. 230 × 254 reverse | |
| 578312 | **Harbor Tug & Barge Co.** | — | AB | 5,161 | | reduction geared to sc. shafts | |
| Df Esd Gc | Crowley Maritime Corporation | | | 39,22 11,14 5,80 | | General Motors Corp. Electro-Motive Div. | |
| Pfd Rdr Rt | San Francisco, Ca United States | | | 1 dk | | | La G |
| | of America | | | BK 305 | | Gen 2 × 90kW | |
| 6711613 | **PATRICE McALLISTER** | **190** | | **1967** Southern SB. Corp.—Slidell, La (72) | **TM Tug** | Fairbanks, Morse | |
| *WK5255* | ex Columbia-87 ex Patrice McAllister-86 | 129 | | 37,50 9,99 4,582 | | 2 Oil 2SA each 8Cy. 216 × 254 reverse redu | |
| 507302 | ex Gulf Explorer-79 | — | (AB) | 36,23 9,76 5,24 | | geared to sc. shafts | |
| Df Esd Gc | **McAllister Brothers Inc.** | | | 1 dk | | Fairbanks Morse & Co. | Bel |
| Pfd Rdr RTh | Norfolk, Va United States | | | | | Gen 2 × 60kW | |
| | of America | | | | | | |
| 8316429 | **PATRICIA** | *16 820* | **✠100A1** SS 5/89 | **1984**-5 Minami-Nippon Zosen K.K.—Usuki (570) | **M Tanker** | B&W | 6L6 |
| *ELNB6* | ex New Vanguard-89 | *11 555* | chemical tanker | 174,00 (BB) 25,43 10,675 | Chemical | Oil 2SA 6Cy. 600 × 1944 | |
| 9301 | **Darien Shipping Ltd.** | 29 974 | cargo Type B, SG 1.4, in | 162,01 25,40 14,36 | IGS(LR) | 6 950kW (9 449bhp) | |
| Df Esd Gc | OMI Corp. | T/cm | association with a list of | P 8,3 F 16,2 1 dk | 12 Ta ER | Mitsui Eng. & SB. Co. Ltd. | |
| Pfd Rdr RTv | Monrovia Liberia | 37,8 | defined cargoes | rf 13 Bow/CM 86 Diam. 0,300 | L.28 476 | AuxB (o.f.) 10kgf/cm$^2$ (9,9bar) | |
| AMVER | SatCom: 1243344/PTRC | | **✠LMC** | | 4 Cargo pumps total 3 000T/hr | e(ex.g) 13kgf/cm$^2$ (12,8bar) | |
| | | | **IGS** | | | Gen 3 × 520kW 445V 60Hz a.c. | |
| | | | EL G† 580,5/60,0U3(a) | | | Fuel 152,5t (d.o.) 1 512,5t (hvf) | |
| | | | FN 6442 | | | | |
| | | | NK | | | | |
| 7049287 | **PATRICIA** | **14 686** | | **1971** Hakodate Dock Co. Ltd.—Hakodate (459) | **M Bulk Carrier** | Sulzer | |
| *SWKX* | ex Patricia L.-92 | 10 225 | | 182,00 22,92 10,643 | Str. heavy cargoes | Oil 2SA 6Cy. 760 × 1550 | |
| 3932 | **Elnavigators Inc.** | 27 316 | AB | 167,80 22,86 14,71 | 6 Ho 15,8 19,2 23,1 23,1 23,1 19,2 | 9 600bhp (7 061kW) | |
| Df Esd Gc | Piraeus Greece | | | P 31,4 F 11,3 1 dk | ER | Ishikawajima Harima Heavy Ind. (I.H.I.) | |
| Pfd Rdr | | | | rf 102 | G.36 813 B.32 046 | Gen 3 × 350kW 450V 60Hz a.c. | |
| RTm/h/v | | | | | 6 Ha (stl) (7,8 × 9,4) (10,3 13,5 13,5 13,5 | Fuel 450,0t (d.o.) 2 091,0t (hvf) | |
| AMVER | | | | | 11,1 × 11,0) ER | | |
| | | | | | Cr 3(10) 2(5) | | |
| 6828571 | **PATRICIA** | **10 712** | | **1968** Namura SB. Co. Ltd.—Osaka (369) | **M Bulk Carrier** | B&W | 6-62VT2B |
| *YYDS* | ex William R. Adams-85 | 7 142 | | 147,22 (BB) 20,76 8,497 | Vehicles Paper-carrying | Oil 2SA 6Cy. 620 × 1400 | |
| | **Naviera Lavinel C.A.** | 14 224 | AB | 138,03 20,71 13,01 | 5 Ho ER | 7 200bhp (5 296kW) | |
| Df Esd Gc | Carupano Venezuela | | | P 26,9 F 10,1 1 dk | G.812 383 HeCls. ptB | Mitsui SB. & Eng. Co. Ltd. | |
| Pfd Rdr | | | | rf 102 | | Gen 3 × 292kW | |
| RTm/h/v | | | | | 5 Ha (stl) (11,4 × 10,9) (12,1 12,1 12,1 | Fuel 125,0t (d.o.) 711,0t (hvf)-24,5pd | |
| AMVER | | | | | 12,1 × 14,4) ER | | |
| | | | | | Cr 5(10) | | |
| 8208907 | **PATRICIA** | **6 880** | | **1983** Schlichting-Werft G.m.b.H.—Travemuende | **M Container Ship** | MaK | 6M519 |
| *P3IR3* | ex Medipas Bay-90 ex Taabo-89 | 4 514 | | (1463) | Fixed-guides | Oil 4SA 6Cy. 450 × 520 sr geared to sc. sha | |
| P012 | ex Fulmarus-86 ex Contract Pioneer-86 | 10 425 | GL | 127,18 (BB) 19,92 8,302 | Ice strengthened | 5 000bhp (3 678kW) | |
| Df Esd Gc | Launched as Fulmarus | | | 117,00 19,82 11,03 | 3 Ho ER | Krupp MaK. Maschinebau G.m.b.H. | |
| Rdr RTm/h/v | **Partenreederei m.s. "Patricia"** | | | P 17,1 F 8,9 2 dks | G.12 475 B.11 852 | Gen 1 × 552kW 3 × 320kW 400V 50Hz a.c | |
| SatNav | Limassol Cyprus | | | | TEU 617 | Controllable pitch propeller | |
| AMVER | SatCom: 1100331 | | | | C.Ho 264/20' (40') C.Dk 353/20' (40') | Thw. thrust propeller fwd | |
| | | | | | incl.50 ref C. | | |
| | | | | | 3 Ha (stl) ER | | |
| | | | | | Cr 2(36) | | |
| 7042368 | **PATRICIA** | **2 995** | | **1971** VEB Schiffswerft "Neptun"—Rostock (461) | **M General Cargo** | S.K.L. | |
| *J8CN* | ex Figaro-89 ex Janja-87 ex Janje-85 | 1 927 | | 104,04 14,64 5,792 | Ice strengthened | 2 Oil 2SA each 8Cy. 480 × 720 | |
| 2040 | ex Janja-78 ex Rumba-75 | 4 406 | HR (GL) (NV) | 95,92 14,58 7,22 | 2 Ho 29,4 33,6 ER | 6 400bhp (4 708kW) | |
| Df Esd Gc | **Patricia Shipping Co. Ltd.** | | | P 17,4 F 9,2 1 dk | G.6 127 B.5 972 | VEB Dieselmotorenwerk Rostock (DMR) | |
| Pfd Rdr RTv | Kingstown St. Vincent and | | | rf nil | TEU 263 C. 263/20' (40') | Gen 3 × 208kW 380V 50Hz a.c. | |
| | the Grenadines | | | | 2 Ha (stl) (25,3 25,9 × 10,5) ER | Fuel 437,0t (hvf)-11,0pd | |
| | | | | | Cr 1(10) | | |
| 8003632 | **PATRICIA** | *2 639* | **✠100A1** | **1982**-5 Henry Robb Ltd.—Leith (530) | **TD-E Buoy & Lighthouse Tender** | Ruston | |
| *GBTH* | | *791* | lighthouse tender | 86,34 13,92 4,415 | | 4 Oil 4SA each 6Cy. 254 × 305 total 4 288bh | |
| 399094 | **Lloyds Equipment Leasing Ltd.** | 990 | **✠LMC** **UMS** | 77,53 13,81 6,91 | 1 Ho 10,2 ER 1 TwD | (3 154kW) driving 4 gen. each 750kW 66 | |
| Df Esd Gc | The Corporation of Trinity House | | EL (Q) 440,0/42,0U2 | B 42,4 F 8,0 2 dks | | a.c. connected to 2 elec. motors each of | |
| Pfd Rdr | London United Kingdom | | FN 1607 | rf 297 | | 1 726shp (1 270kW) & sc. shafts | |
| RTm/h/v | | | | | 1 Ha (stl) (3,5 × 3,5) ER | Ruston Diesels Ltd. | Newton-le-W |
| | | | | | Der 1(20) | Gen 2 × 350kW 400V 50Hz a.c. | |
| | | | | | | Thw. thrust propeller fwd | |
| | | | | | | Fuel 414,5t (d.o.)-14,0pd | |
| 7120847 | **PATRICIA** | **1 466** | | **1971** Aukra Bruk A/S—Aukra (40) | **M General Cargo** | MaK | 8M4 |
| *V2PC* | ex Sudfjord-88 | 1 086 | | 89,11 (BB) 13,06 4,563 | | Oil 4SA 8Cy. 320 × 450 | |
| 2502 | **PKA Shipping** | 2 470 | GL (NV) | 71,81 13,01 5,59 | 2 Ho 37,5 - ER | 2 000bhp (1 471kW) | |
| Df Esd Gc | Dan Morrissey IRL Ltd. | | | P 12,5 F 8,6 1 dk | G.3 805 B.3 393 | Atlas-MaK Maschinenbau | |
| Pfd Rdr | St. John's Antigua & Barbuda | | | rf 64 len 78 | | Gen 2 × 100kW 230V 50Hz a.c. | |
| RTm/v | | | | | 2 Ha (stl) (27,6 × 7,0) (22,8 × 8,0) ER | Controllable pitch propeller | |
| | | | | | 4W Der 4(5) | Fuel 152,5t (d.o.) | |
| 7911179 | **PATRICIA** | **998** | **✠100A1** SS 3/87 | **1982**-6 Mayon Docks Inc.—Tabaco (003) | **M General Cargo** | Hanshin | |
| | | 495 | | 65,21 11,03 4,044 | | Oil 4SA 6Cy. 240 × 410 sr reverse geared to | |
| | **Candano Shipping Lines Inc.** | 1 016 | **✠LMC** | 60,03 11,00 4,81 | 1 Ho 42,1 ER | shaft | |
| Df Esd Gc | Legazpi Philippines | | EL (L) 385,0/34,0U2 | P 13,8 F 4,9 1 dk | G.1 869 B.1 809 | 625kW (850bhp) | |
| Rdr Rt | | | FN 950 | rf 152 | | The Hanshin Diesel Works Ltd. | |
| | | | | | 1 Ha (stl) (30,0 × 8,0) ER | Gen 2 × 55kW 440V 60Hz a.c. | |
| | | | | | Cr 2(-) | | |
| | | | | **REPAIRS REQUIRED — CLASS SUSPENDED DATE OF SAILING MANILA 4/91** | | | |
| 5317290 | **PATRICIA** | **298** | | **1955** Jadewerft G.m.b.H.—Wilheimshaven (35) | **M General Cargo** | MaK | |
| | ex Al Burhan-90 ex Kirsty-89 | 185 | | 47,60 8,54 2,680 | Ice strengthened | Oil 4SA 6Cy. 290 × 420 | |
| | ex Linda W-87 ex Cora I-83 ex Tora-81 | 480 | (GL) | 43,03 8,50 3,00 | 1 Ho ER | 300bhp (221kW) NE 58 | |
| Df Esd Rdr | ex Frey-75 ex Seefalke-65 | | | P 9,5 F 6,8 1 dk | G.628 B.594 | Maschinenbau Kiel A.G. | |
| RTv | | | | RW | | | |
| | San Lorenzo Honduras | | | | 1 Ha (22,1 × 5,4) ER | | |
| 7127687 | **PATRICIA** | **188** | | **1971** Burton Construction & SB. Corp.—Port | **TM Supply Ship** | Caterpillar | |
| *HP5314* | ex Dourado Seahorse-89 | 128 | | Arthur, Tx (478) | Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 revers | |
| 19166-PEXT | Launched as Baltic Seahorse | — | (AB) | 53,65 11,64 3,372 | | reduction geared to sc. shafts | |
| Df Esd Gc | | | | 50,88 11,59 3,97 | | 2 250bhp (1 655kW) | |
| Rdr Rt | Panama Panama | | | F 14,7 1 dk | | Caterpillar Tractor Co. | Peoria |
| | | | | | | Gen 2 × 75kW | |
| | | | | | | Fuel 253,0t | |
| 6602654 | **PATRICIA** | **105** | | **1965**-11 Fabricaciones Metallicas E.P.S. | **M Fishing** | General Motors | |
| | | — | | (FABRIMET)—Callao (297) | Side-fishing | Vee Oil 2SA 12Cy. 108 × 127 reverse redu | |
| | **Alimentos del Mar S.A.** | — | ✠Classed LR until 9/70 | 22,36 6,76 | | geared to sc. shaft | |
| | Chimbote Peru | | | 19,13 6,63 3,18 | | 525bhp (386kW) | |
| | | | | RAD 4,3 | | General Motors Corp. | Det |
| | | | | BK | | | |
| 7629130 | **PATRICIA ANN** | **128** | | **1974** Seaman Shipbuilding Inc.—Bayou la Batre, | **M Fishing** | Oil | |
| *WYT9984* | ex Eleanor Eileen XVI | 87 | | Al | | 500bhp (368kW) | |
| 562042 | ex Rose of Sharon-80 | — | | *22,68* 6,74 | | | |
| | ex Canyon Star-79 ex Twilight Zone-77 | | | 3,54 | | | |
| | **Kanoff Inc.** | | | 1 dk | | | |
| | Boston, Ma United States | | | | | | |
| | of America | | | | | | |
| 8034590 | **PATRICIA ANN** | **110** | | **1981** St. Augustine Shipbuilding—St. Augustine, Fl | **Reinforced Plastic M Fishing** | Caterpillar | |
| | | — | | 23,19 | Trawler Shrimp-trawl | Vee Oil 4SA 12Cy. 137 × 152 | |
| | | — | | ... ... | | 520bhp (382kW) | |
| | United States | | | 1 dk | | Caterpillar Tractor Co. | Peoria |
| | of America | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 8115813<br>*WRB6565*<br>644319<br>Esd Gc Pfd<br>Rdr Rt | **PATRICIA BRUCE**<br>**Greyship Corp.**<br>Gibson, La United States of America | **287**<br>195<br>1 200 | | **1982** Halter Marine Inc.—Lockport, La (996)<br>11,61 3,395<br>AB 50,60 11,59 3,97<br>F 13,8 1 dk | **TM Supply Ship**<br>Deck Cargo<br>G.127 L.937 | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>12kn |
| 7645665<br>*WYG6730*<br>576907 | **PATRICIA D L**<br>**De Luna Fisheries Inc.**<br>Brownsville, Tx United States of America | **114**<br>78<br>— | | **1976** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*21,98* 6,76<br>3,38<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) U.S.A.<br>Fuel (d.o.) |
| 8002561<br>*C6IO8*<br>716017<br>Df Esd Gc<br>Rdr RTm/v | **PATRICIA DELMAS**<br>**Societe Navale et Commerciale Delmas-Vieljeux (S.N.C.D.V.)**<br>Nassau Bahamas | **20 424**<br>10 022<br>26 287 | | **1982** Chantiers de l'Atlantique—St. Nazaire (S27)<br>BV 175,75 (BB) 28,05 11,421<br>165,00 28,01 16,11<br>1 dk | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho 15,4 29,0 29,0 29,0 ER<br>TEU 988<br>C.Ho 526/20' C.Dk 462/20' incl. 73 ref C.<br>13 Ha (stl) ER<br>Cr 4(40) | Pielstick 10PC4-2V-570<br>Vee Oil 4SA 10Cy. 570 × 620 with clutches, flexible couplings & sr geared to sc. shaft<br>8 827kW (12 000bhp)<br>Alsthom-Atlantique St. Nazaire<br>Gen 2 × 1350kW 1 × 950kW 440V 60Hz a.c.<br>Fuel 350,5t (d.o.) 1 300,0t (hvf)-36,0pd 18,3kn |
| 7939494<br>*WYC8400*<br>600647 | **PATRICIA DENISE**<br>**T. & F. Enterprises Inc.**<br>Mobile, Al United States of America | **122**<br>83<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,85* 6,74<br>3,74<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl | Cummins KTA-19-M<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 7417290<br>*WZB9952*<br>570047<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **PATRICIA E**<br>ex Toya Alario-80<br>**Marathon Marine Inc.**<br>Garyville, La United States of America | **174**<br>118<br>— | | **1976** Equitable Shipyards, Inc.—New Orleans, La (1660)<br>AB 46,72 14,03 6,157<br>43,26 14,01 6,71<br>F 28,7 1 dk<br>widened 81 | **TM Tug**<br>Anchor-handling<br>Ice strengthened | General Motors<br>2 Vee Oil 2SA each 20Cy. 230 × 254 sr reverse geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW 220V 50Hz a.c.<br>Fuel 738,5t (d.o.)-30,0pd 13kn |
| 5159492<br>*3EPU7*<br>19482-PEXT<br>Df Esd Gc<br>Rdr RTm/v | **PATRICIA II**<br>ex Seaway Trader-87<br>ex Imperial Collingwood-79<br>**National Bank Leasing Inc.**<br>Panama Panama | **2 479**<br>1 654<br>4 080 | **✠100A1** SS 5/88<br>oil tanker<br>Gulf of Mexico service, Caribbean Sea & coasting service, west coast of Mexico & Central America but not south of 5°N latitude on either coast<br>**LMC**<br>EL (q) 1¾"SQ<br>FN 1820 | **1948**-4 Collingwood Shipyards—Collingwood, Ont. (137)<br>101,12 (BB) 13,26 5,068<br>97,16 13,21 5,52<br>P 20,5 F 13,2 1 dk<br>rf 152 len 69 & 61 | **M Tanker**<br>10 Ta ER<br>L.(oil) 5 136 | Wichmann<br>Oil 2SA 7Cy. 300 × 450<br>2 100bhp (1 545kW) E made75 fitted6/82<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 130kW 240V 60Hz a.c.<br>Controllable pitch propeller |
| 8719528<br>908906 | **PATRICIA JEAN**<br>**Bon Secour Boats Inc.**<br>New Orleans, La United States of America | **137**<br>110<br>— | | **1987** Horton Boats Inc.—Bayou la Batre, Al<br>23,78 -<br>- 6,70 3,65<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Oil<br>............ |
| 7809455<br>*WYB6963*<br>597612<br>Df Esd Gc<br>Rdr RTv | **PATRICIA LEE**<br>**F/V Patricia Lee Inc.**<br>Coos Bay, Or United States of America<br>SatCom: 1502170/PATL | **195**<br>132<br>— | | **1978** Bender Welding & Machine Co. Inc.—Mobile, Al (303)<br>... ... ...<br>36,58 10,37 4,35<br>1 dk | **TM Fishing**<br>Side Trawler | Caterpillar D398SCAC<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5271757<br>Df Rdr Rt | **PATRICIA MITCHELL**<br>ex Patricia-68 ex Britannia-56<br>ex Polonia-52 ex Kragnaes-48<br>ex Cranz-47<br>**Mendes & Mer.des** | **226**<br>139<br>351 | | **1938** Schiffsw. W. Holst—Cranz<br>39,17 6,79 1,804<br>(BV) 6,76 2,39<br>1 dk<br>R | **M General Cargo**<br>2 Ha (11,4 5,4 × 3,9) ER<br>2W Der 1(2) 1(1,5) | Alpha 404-24VO<br>Oil 2SA 4Cy. 240 × 400<br>146kW (198bhp) NE 55<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 10,0t (d.o.) 8kn |
| 5271771<br>*WI4115*<br>289380<br>Df Gc Rdr<br>RTm/v | **PATRICIA MORAN**<br>**Tug Mary Moran Inc.**<br>Moran Towing & Transportation Co. Inc.<br>Wilmington, De United States of America | **288**<br>196<br>— | | **1962** Jakobson Shipyard Inc.—Oyster Bay, NY (408)<br>AB 32,92 4,760<br>30,71 8,84 5,26<br>1 dk<br>BK 76 | **TD-E Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 222 × 267 driving 2 gen. each 1 210kW 525V d.c. connected to 2 elec. motors & sr geared to sc. shafts<br>E made44 fitted62<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 35kW 1 × 30kW 125V d.c.<br>Fuel 183,0t |
| 8120521<br>Rdr Rt | **PATRICIA NORES**<br>**Manuel Nores Gonzalez**<br>Vigo Spain | *941*<br>*793*<br>860 | | **1986** Construcciones Navales P. Freire S.A.—Vigo (268)<br>BV 54,72 (BB) 4,301<br>53,62 9,50 6,51 | **M Fishing**<br>Stern Trawler Ref<br>In.973 | A.B.C. 8MDZC<br>Oil 4SA 8Cy. 256 × 310 with flexible couplings & reverse reduction geared to sc. shaft<br>1 930bhp (1 420kW)<br>Anglo-Belgian Corporation N.V. Belgium |
| 7516412<br>*PPLT*<br>Df Esd Gc<br>Rdr Rt | **PATRICIA RAMOS**<br>**Navegacao Antonio Ramos S.A. (NARSA)**<br>Itajai Brazil | **5 386**<br>3 219<br>7 200 | | **1979** Est. EBIN/So S.A.—Niteroi (97)<br>107,57 16,44 7,541<br>AB 100,72 16,41 9,61<br>P 26,0 F 12,5 2 dks<br>rf 140 | **M General Cargo**<br>3 Ho 22,6 24,6 24,6 ER<br>G.9 453 B.8 346<br>TEU 116 C.Ho 88/20' C.Dk 28/20'<br>3 Ha (stl) (14,2 × 8,0) (15,4 15,4 × 10,4) ER<br>Cr 2(12) 4(5) | Pielstick 6PC2-2L-400<br>Oil 4SA 6Cy. 400 × 460 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 3 × 230kW<br>Fuel 87,0t (d.o.) 367,5t (hvf)-11,0pd 11,5kn |
| 8415677<br>*DPPR*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PATRICIA RICKMERS**<br>ex Red Sea Ensign-90<br>ex Direct Eagle-90<br>ex Lloyd Maranhao-89 ex Santiago-88<br>ex Patricia Rickmers-86<br>ex Ville de Lumiere-86<br>Launched as Patricia Rickmers<br>**m.s. "Patricia Rickmers" Reederei B. Rickmers G.m.b.H. & Co.**<br>Reederei Bertram Rickmers G.m.b.H.<br>Hamburg Federal Republic of Germany<br>SatCom: 1120411/DPPR | *10 756*<br>*5 406*<br>14 198 | | **1985** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (401)<br>GL 163,07 (BB) 22,53 8,202<br>153,04 22,31 11,10<br>P 15,9 F 10,7 2 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>4 Cell. Ho ER<br>TEU 1174 C. 1174/20' (40')<br>8 Ha (stl) ER<br>Cr 3(36) | Sulzer 7RTA48<br>Oil 2SA 7Cy. 480 × 1400<br>9 400bhp (6 914kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Controllable pitch propeller<br>18kn |
| 5290545<br>Df Esd Rt | **PATRICIA S**<br>ex Raszka-73<br>**Ventura Mar del Plata**<br>Buenos Aires Argentina | **184**<br>77<br>110 | | **1956** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B17/20)<br>(PR) 34,45 6,79 2,629<br>30,33 6,70 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Buckau<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>Buckau Wolf Magdeburg<br>Gen 1 × 66kW 1 × 18kW 1 × 6kW 110/330V d.c.<br>9kn |

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|---|---|---|---|---|---|---|
| **7358705**<br>*5BQQ*<br>707556<br>Df Esd Gc<br>Rdr RTm/h<br>SatCom | **PATRICIA STAR**<br>ex Patricia ZS-90 ex Patricia S-85<br>**Navy Forum Marine Ltd.**<br>Rederi AB Hasting<br>Limassol Cyprus | **1 413**<br>797<br>1 290 | BV | **1974** Frederikshavn Vaerft A/S—Frederikshavn (355)<br>76,61 (BB) 12,30 3,429<br>68,03 12,22 6,48<br>P 15,0 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 51,9 ER<br>G.3 172 B.2 888<br>2 Ha (stl) (18,9 19,2 × 8,0) ER<br>4W Der 4(5) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 100kW 380V 50Hz a.c.<br>Fuel 127,0t (d.o.)-4,0pd |
| **7827457**<br>Df Esd Gc<br>Pfd Rdr RTv | **PATRICIAN**<br>**Van Camp Seafood Co. Inc.**<br>United States of America<br>SatCom: 1503330/PBCI | **1 200**<br>—<br>— | | **1981** Burton Shipyard Inc.—Port Arthur, Tx (538)<br>68,28<br>62,82 12,81 5,64<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>In.1 274 | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254 reverse r<br>geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div.<br>Gen 3 × 300kW<br>Thw. thrust propeller fwd |
| **7927532**<br>*ELOQ7*<br>9630<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PATRICIO MURPHY**<br>**Compania Argentina de Transportes Maritimos S.A. (CIAMAR)**<br>Monrovia Liberia | **12 293**<br>8 085<br>18 332 | BV | **1981** A.F.N.E., Ast. y Fab. Nav. del Estado S.A. —Ensenada (55)<br>162,44 (BB) 9,502<br>151,24 22,51 13,31<br>B 8,0 F 12,8 1 dk | **M General Cargo**<br>5 Ho ER<br>G.27 747 B.26 051<br>TEU 579 C. 579/20' (40')<br>5 Ha (stl) (15,9 15,9 15,9 15,9 × 12,6) (12,1 × 11,1) ER | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A<br>Gen 2 × 700kW 1 × 520kW 380V 50<br>Fuel 239,0t (d.o.) 1 417,5t (hvf)-35,0pd |
| **7646035**<br>Rdr Rt | **PATRICK**<br>ex Esso IV-80<br>**Leen A.G.**<br>Basle Switzerland | —<br>—<br>1 463 | **A1** SS 10/86<br>inland waterways chemical tanker with defined list of cargoes<br>**LMC**<br>EL (H) 1¼"U1<br>FN 1012 | **1958** N.V. Scheepswerf van Rupelmonde —Rupelmonde (321)<br>82,02 10,06<br>79,30 10,01 2,75<br>1 dk<br>rf 51 | **TM Tank Barge**<br>10 Ta ER | A.B.C.<br>2 Oil 4SA each 6Cy. 242 × 320 sr gear<br>shafts<br>700bhp (515kW)<br>Anglo-Belgian Co. N.V.<br>Gen 3 × 1,5kW 24V d.c. |
| **7827017**<br>*WYA3083*<br>604467<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PATRICK E. HAGGERTY**<br>**Halliburton Geophysical Services (HGS)**<br>Houston, Tx United States of America<br>SatCom: 1503213/WPEH | **299**<br>203<br>— | AB | **1979** Zigler Shipyards Inc.—Mermentau, La (260)<br>11,61 3,776<br>50,86 11,59 4,27<br>F 20,5 1 dk<br>rf 635 | **TM Research**<br>Geophysical | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 re<br>reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Pe<br>Gen 2 × 210kW a.c. |
| **8427668**<br>*DZQB*<br>212721<br>Rt | **PATRICK G**<br>**D. C. Gaerlan Oil Products**<br>Manila Philippines | **260**<br>152<br>— | | **1967** .............Navotas<br>7,35<br>29,72 7,32 2,52<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>314bhp (231kW) |
| **8224391**<br>*FUBB*<br>Esd Rdr Rt | **PATRICK OLIVIER**<br>ex Jonathan-91<br>**Victor & Jean-Claude Marteel**<br>Dunkerque France | *200*<br>*51*<br>— | BV | **1983** Scheepswerf Veldthuis Groningen B.V. —Zuidbroek (313)<br>29,01 3,501<br>7,31 3,81<br>1 dk | **M Fishing**<br>Side-fishing Cutter<br>Mchy.aft | Kromhout<br>Oil 4SA 6Cy. 240 × 260 sr reverse gear<br>shaft<br>662kW (900bhp)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 52kW 220/380V a.c. |
| **7622704**<br>*FUBF*<br>42<br>DK 589232<br>Esd Rdr Rt | **PATRICK OLIVIER**<br>ex Hendrika-83<br>**Victor & Jean-Claude Marteel**<br>Dunkerque France | **147**<br>51<br>— | | **1973** Scheepswerf Veldthuis Groningen B.V. —Zuidbroek (237)<br>28,00<br>26,73 7,04 3,36<br>1 dk | **M Fishing**<br>Side Trawler | Kromhout<br>Oil 4SA 6Cy. 240 × 260<br>820bhp (603kW)<br>Stork-Werkspoor Diesel B.V. |
| **7619898**<br>*WE5466*<br>265942<br>Rt | **PATRICK R. McALLISTER**<br>ex Akron-74<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | **215**<br>146<br>— | (AB) | **1953** Bethlehem Steel Co. Inc. SB. Div.—Staten Island, NY (8337)<br>7,83 —<br>29,11 7,78 4,09<br>1 dk<br>rf nil | **D-E Tug** | General Motors<br>Vee Oil 2SA 12Cy. 222 × 267 driving g<br>connected to elec. motor & sr geared<br>shaft<br>General Motors Corp.<br>Fuel (d.o.) |
| **7390569**<br>*KGBQ*<br>571049<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PATRIOT**<br>ex Zapata Patriot-81<br>**Omi Patriot Transport Inc.**<br>Ocean Carriers Inc.<br>Wilmington, De United States of America<br>SatCom: 1501601/KGBQ | **21 572**<br>16 498<br>35 663<br>T/cm<br>47,3 | AB | **1976** Todd Shipyards Corp.—San Pedro, Ca (104)<br>216,80 25,61 10,516<br>208,67 25,53 13,87<br>F 19,6 1 dk<br>Bow/CM 109 Diam. 0,254 MH 1,2 | **M Tanker**<br>27 Ta ER<br>L.(oil) 48 987 HeCls. BC<br>4 Cargo pumps total 4 000T/hr | Pielstick 14<br>2 Vee Oil 4SA each 14Cy. 400 × 460 re<br>reduction geared to sc. shaft<br>14 000bhp (10 298kW)<br>Colt Industries Fairbanks Morse Engine Division<br>Gen 2 × 670kW a.c. 1 × 150kW a.c.<br>Fuel 345,5t (d.o.) 2 794,0t (hvf)-40,5pd |
| **8131685**<br>*UUVU*<br>M-31351<br>Rdr Rt | **PATRIOT**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**3 090**<br>1 393<br>2 000 | RS | **1981** VEB Volkswerft Stralsund—Stralsund (526)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L.<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) |
| **8023876**<br>*WTQ7004*<br>636105<br>Esd Gc Pfd<br>Rdr Rt | **PATRIOT**<br>**Maritrans Operating Partners L.P.**<br>Philadelphia, Pa United States of America | **194**<br>132<br>— | AB | **1981** Main Iron Works Inc.—Houma, La (360)<br>35,97 4,204<br>33,58 10,37 4,88<br>1 dk<br>rf nil | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 re<br>reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 99kW |
| **7644386**<br>U192-00735 | **PATRIOT**<br>**James B. Rukin**<br>Roatan Honduras | **101**<br>68<br>— | | **1976** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Fuel (d.o.) |
| **5422409**<br>*WHBH*<br>293943<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **PATRIOT STATE**<br>ex Santa Mercedes-84<br>**Government of The United States of America (Department of Transportation)**<br>Buzzards Bay, Ma United States of America<br>SatCom: 1502662/WHBH | **11 188**<br>6 069<br>9 382 | AB | **1964** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4602)<br>166,12 (BB) 24,13 8,865<br>155,00 24,08 14,66<br>B 45,8 F 29,9 2 dks<br>RW rf 305 | **S Passenger/Cargo/Container Ship**<br>Fixed-guides Ref 121bth P<br>Side doors 5(p) 5(s)<br>5 Ho 26,7 13,0 30,9 ER 31,2 13,0<br>B.16 522 In.11 723<br>TEU 175 C. 175/20' (40')<br>13 Ha (stl) (3,0 × 6,1) (6,1p&s 6,1p&s × 7,7) (6,1 × 12,8) (7,9 × 10,6) ER (6,1 × 7,7) (6,1 × 12,8) (6,1p&s × 7,7) (6,1p&s × 5,1)<br>7W Cr 4(20) 2(6) Der 2(5) | 2 S Turb dr geared to sc. shaft<br>19 800shp (14 564kW)<br>General Electric Co.<br>Gen 3 × 750kW 440V 60Hz a.c.<br>Fuel 2 120,5t (o.f.) |
| **7372830**<br>*SWXK*<br>7822<br>Df Esd Gc<br>Pfd Rdr RTv | **PATRIOTIC**<br>**Moonset Shipping Co. S.A.**<br>Piraeus Greece<br>SatCom: 1130345/PATR | **125 947**<br>105 348<br>253 998<br>T/cm<br>161,0 | AB | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.) —Chita (2402)<br>337,02 (BB) 54,56 19,539<br>320,02 54,51 27,01<br>1 dk<br>rf nil Bow/CM 168 Diam. 0,850 | **S Tanker**<br>CBT IGS<br>21 Ta ER<br>L.(oil) 338 147 HeCls. B<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 2000kW a.c. 2 × 1000kW a.<br>Fuel 13 482,0t (o.f.) 275,0t (d.o.)-177,0pd |
| **7728663**<br>600360<br>Df Esd Pfd<br>Rdr Rt | **PATRIOTS**<br>**Patriots Corp.**<br>New Bedford, Ma United States of America | **175**<br>119<br>— | | **1978** Atlantic Marine Inc.—Fort George Island, Fl (174)<br>30,03 3,355<br>26,22 7,62 4,17<br>1 dk | **M Fishing**<br>Stern Trawler<br>In.492 | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 geared to<br>850bhp (625kW)<br>Caterpillar Tractor Co. Pe<br>Gen 1 × 50kW |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 6826195<br>*HOCH8*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **PATRITSIA V**<br>ex Miramar-87 ex Seadoll III-83<br>ex Virginia Express-83 ex Senta-81<br>ex Kydor Pioneer-75<br>ex Stadt Aschendorf-73<br>**Patritsia Compania Naviera S. de R.L.**<br>San Lorenzo Honduras | **499**<br>332<br>1 221 | <br><br>(BV) | **1968** N.V. Scheeps. v.d. Werf—Deest (331)<br>73,84 13,19 4,480<br>67,75 13,01 5,69<br>2 dks | **M General Cargo**<br>Mchy.aft | | MWM<br>Oil 4SA 6Cy. 360 × 450 dr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>13,5kn |
| 5258482<br>*IKBW*<br>1355<br>Rdr Rt | **PATRIZIA**<br>ex Novi Sad-72<br>**Libera Navigazione Patrizia S.r.l.**<br>Napoli Italy | **495**<br>280<br>25 | <br><br>RI (JR) | **1954** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (164)<br>57,71 8,74 2,810<br>52,28 8,69 3,97<br>F 17,1 1 dk<br>RW BK 140 conv Passenger/General Cargo/Ferry 80 | **TM RoRo Cargo/Ferry**<br><br>Angled stern ramp (s) | <br>700dk P | MAN<br>2 Oil 4SA each 6Cy. 400 × 600<br>1 500bhp (1 103kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 4 × 145kW 220V d.c.<br>Fuel 26,5t 15,5kn |
| 7532789<br>*UWGE*<br>M-31216<br>Df Esd Gc<br>Pfd Rdr Rt | **PATROKL**<br><br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **3 017**<br>1 246<br>2 118 | <br><br>RS | **1976** VEB Volkswerft Stralsund—Stralsund (449)<br>101,86 (BB) 15,22 5,709<br>91,90 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha (each 2,2 × 2,2)<br>6W Der 2(5) 4(3) | | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>16,25kn |
| 5357915<br>*HOSQ*<br>7754-PEXT2<br>Df Esd Gc<br>Pfd Rdr Rt | **PATROKLOS I**<br>ex Alhaja Mama Bakare ex Tharros-77<br>**Grecian International Shipping Co. S.A.**<br>Panama Panama | **10 315**<br>6 100<br>15 651 | <br><br>AB | **1957** Mitsubishi Heavy Ind. Reorganised Ltd. —Kobe (877)<br>154,84 20,30 9,351<br>143,26 20,27 12,50<br>P 30,5 F 11,6 2 dks<br>RW rf 102 | **S General Cargo**<br><br>5 Ho ER<br><br>5 Ha ER<br>Der 10(5) 2(2) | CSD | 2 S Turb dr geared to sc. shaft<br>7 000shp (5 149kW)<br>Mitsubishi Heavy Ind. Reorg. Kobe<br>Gen 2 × 300kW<br>Fuel 3 338,5t (o.f.) |
| 7832610<br>*HO3713*<br>10786-PEXT2<br>Df Esd Gc<br>Rdr Rt | **PATRONE**<br>ex Masana-85 ex Wha Yang No. 83-84<br>ex St. Martin No. 27<br>**Naviera Espapana S.A.**<br>Panama Panama | **301**<br>165<br>— | <br><br>(KR) | **1962** Kanasashi Co. Ltd.—Shimizu<br>49,59<br>43,67 7,60 3,71<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.429<br>4 Ha (0,9 0,9 × 0,6) (1,6 1,6 × 1,5) | | Ito<br>Oil 4SA 6Cy. 350 × 500<br>900bhp (662kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 80kW 230V a.c.<br>10,75kn |
| 7001314<br>*5RJF*<br>70004<br>Df Esd RTh | **PATSABE 4**<br>ex Hamoor II-70<br>**La Grande Pecherie de L'Ouest (G.P.O.)**<br>Majunga Madagascar | **131**<br>66<br>— | <br><br>(BV) | **1969** At. & Ch. de la Manche—Dieppe (1215/2)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>B 8,0 1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,0<br>In.142<br>1 Ha (1,6 × 1,1) | | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 13kW 330V 50Hz a.c.<br>Fuel 42,0t (d.o.) 9kn |
| 6928840<br>*5RJG*<br>70005<br>Df Esd RTh | **PATSABE 5**<br>ex Hamoor VII-70<br>**La Grande Pecherie de L'Ouest (G.P.O.)**<br>Majunga Madagascar | **131**<br>66<br>— | <br><br>(BV) | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5174-1/3)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>B 8,0 1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,0<br>In.148<br>1 Ha (1,6 × 1,1) | | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 13kW 330V 50Hz a.c.<br>Fuel 42,0t (d.o.) 9kn |
| 7001338<br>*5RJH*<br>70006<br>Df Esd RTh | **PATSABE 6**<br>ex Hamoor VIII-70<br>**La Grande Pecherie de L'Ouest (G.P.O.)**<br>Majunga Madagascar | **131**<br>66<br>— | <br><br>(BV) | **1969** Ch. Normands Reunis—Courseulles-sur-Mer (10)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>B 8,0 1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,0<br>In.142<br>1 Ha (1,6 × 1,1) | | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 13kW 330V 50Hz a.c.<br>Fuel 42,0t (d.o.) 9kn |
| 7001326<br>*5RJI*<br>70007<br>Df Esd RTh | **PATSABE 7**<br>ex Hamoor IX-70<br>**La Grande Pecherie de L'Ouest (G.P.O.)**<br>Majunga Madagascar | **131**<br>66<br>— | <br><br>(BV) | **1969** At. & Ch. de la Manche—Dieppe (1215/3)<br>25,20 6,81 2,490<br>21,72 6,71 3,61<br>B 8,0 1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,0<br>In.142<br>1 Ha (stl) (1,6 × 1,1) | | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 13kW 330V 50Hz a.c.<br>Fuel 42,0t (d.o.) 9kn |
| 6928852<br>*5RJJ*<br>70008<br>Df Esd RTh | **PATSABE 8**<br>ex Hamoor X-70<br>**La Grande Pecherie de L'Ouest (G.P.O.)**<br>Majunga Madagascar | **131**<br>66<br>— | <br><br>(BV) | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5174-2/1)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>B 8,0 1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,0<br>In.148<br>1 Ha (stl) (1,6 × 1,1) | | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 13kW 330V 50Hz a.c.<br>Fuel 42,0t (d.o.) 9kn |
| 7011216<br>*5RJQ*<br>70036<br>Df Esd RTh | **PATSALENA 1**<br>ex Khobat III-70<br>**La Grande Pecherie de L'Ouest (G.P.O.)**<br>Majunga Madagascar | **131**<br>66<br>— | <br><br>(BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P.<br>25,20 6,81 2,490<br>21,72 6,71 3,61<br>B 8,0 1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,0<br>In.148<br>1 Ha (stl) (1,6 × 1,1) | | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 13kW 330V 50Hz a.c.<br>Fuel 42,0t (d.o.) 9kn |
| 7012844<br>*5RJR*<br>70037<br>Df Esd RTh | **PATSALENA 2**<br>ex Khobat IV-70<br>**La Grande Pecherie de L'Ouest (G.P.O.)**<br>Majunga Madagascar | **131**<br>66<br>— | <br><br>(BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P.<br>25,20 6,81 2,490<br>21,72 6,71 3,61<br>B 8,0 1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,0<br>In.148<br>1 Ha (stl) (1,6 × 1,1) | | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 13kW 330V 50Hz a.c.<br>Fuel 42,0t (d.o.) 9kn |
| 7012856<br>*5RJS*<br>70048<br>Df Esd RTh | **PATSALENA 3**<br>ex Khobat V-70<br>**La Grande Pecherie de L'Ouest (G.P.O.)**<br>Majunga Madagascar | **131**<br>66<br>— | <br><br>(BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P.<br>25,20 6,81 2,490<br>21,72 6,71 3,61<br>B 8,0 1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,0<br>In.148<br>1 Ha (stl) (1,6 × 1,1) | | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 13kW 330V 50Hz a.c.<br>Fuel 42,0t (d.o.) 9kn |
| 7012868<br>*5RJT*<br>70038<br>Df Esd RTh | **PATSALENA 4**<br>ex Khobat VI-70<br>**La Grande Pecherie de L'Ouest (G.P.O.)**<br>Majunga Madagascar | **131**<br>66<br>— | <br><br>(BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P.<br>25,20 6,81 2,490<br>21,72 6,71 3,61<br>B 8,0 1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,0<br>In.148<br>1 Ha (stl) (1,6 × 1,1) | | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 13kW 330V 50Hz a.c.<br>Fuel 42,0t (d.o.) 9kn |
| 7012870<br>*5RJU*<br>70039<br>Df Esd RTh | **PATSALENA 5**<br>ex Khobat VII-70<br>**La Grande Pecherie de L'Ouest (G.P.O.)**<br>Majunga Madagascar | **131**<br>66<br>— | <br><br>(BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P.<br>25,20 6,81 2,490<br>21,72 6,71 3,61<br>B 8,0 1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,0<br>In.148<br>1 Ha (stl) (1,6 × 1,1) | | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 13kW 330V 50Hz a.c.<br>Fuel 42,0t (d.o.) 9kn |
| 7012909<br>*5RJV*<br>70040<br>Df Esd RTh | **PATSALENA 6**<br>ex Khobat X-70<br>**La Grande Pecherie de L'Ouest (G.P.O.)**<br>Majunga Madagascar | **131**<br>66<br>— | <br><br>(BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P.<br>25,20 6,81 2,490<br>21,72 6,71 3,61<br>B 8,0 1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,0<br>In.148<br>1 Ha (stl) (1,6 × 1,1) | | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 13kW 330V 50Hz a.c.<br>Fuel 42,0t (d.o.) 9kn |
| 7017820<br>*5RJW*<br>70049<br>Df Esd RTh | **PATSALENA 7**<br>ex Kanaad VII-70<br>**La Grande Pecherie de L'Ouest (G.P.O.)**<br>Majunga Madagascar | **131**<br>66<br>— | <br><br>(BV) | **1970** Ch. Normands Reunis—Courseulles-sur-Mer (13)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>B 8,0 1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,0<br>In.142<br>1 Ha (stl) (1,6 × 1,1) | | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 13kW 330V 50Hz a.c.<br>Fuel 42,0t (d.o.) 9kn |

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|---|---|---|---|---|---|---|
| 7007564<br>*5RJX*<br>70041<br>Df Esd RTh | **PATSALENA 8**<br>ex Kanaad IX-70<br>**La Grande Pecherie de L'Ouest (G.P.O.)**<br>Majunga Madagascar | **131**<br>66<br>— | (BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P.<br>25,20 6,81 2,490<br>21,72 6,71 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,0<br>In.148<br>1 Ha (stl) (1,6 × 1,1) | Caterpillar<br>Vee Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. P<br>Gen 2 × 13kW 330V 50Hz a.c.<br>Fuel 42,0t (d.o.) |
| 7382603<br>*C6JL9*<br>716351<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>AMVER | **PATTAYA**<br>ex Fossarina-90<br>**Dan Merchant Ltd.**<br>A/S Det Ostasiatiske Kompagni (The East Asiatic Co. Ltd. A/S)<br>Nassau Bahamas<br>SatCom: 1103433/PAAM | **19 274**<br>12 723<br>32 201 | ✠**100A1** SS 1/87<br>oil tanker (cc)<br>✠**LMC** **UMS**<br>EL I† 3$\frac{1}{16}$"U2<br>FN 6719 | **1976**-10 Haugesund M/V A/S—Haugesund (55)<br>170,69 (BB) 25,96 11,373<br>163,07 25,90 15,30<br>P 26,6 F 18,9 1 dk<br>rf 76 | **M Tanker**<br>21 Ta ER<br>L.(oil) 42 445 HeCls. B<br>4 Cargo pumps total 3 600T/hr | MAN<br>2 Oil 4SA each 6Cy. 520 × 550 sr gear<br>shaft<br>8 826kW (11 999bhp)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 3000kW 2 × 736kW 440V 6<br>Controllable pitch propeller<br>Fuel 125,0t (d.o.) 1 892,0t (hvf) |
| 6827163<br>*9MVE*<br>325283<br>Df Esd Rdr | **PATTAYA**<br>ex Kyokuei Maru-79<br>ex Tensei Maru No. 12-74<br>**Coastal Tankers Sendirian Berhad**<br>Penang Malaysia | **1 997**<br>1 215<br>3 354 | (NK) | **1968** Ujina Zosensho—Hiroshima (480)<br>88,02 12,63 5,741<br>82,00 12,60 6,51<br>P 18,6 F 10,4 1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 4 201 | Akasaka<br>Oil 4SA 6Cy. 470 × 670<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 2 × 80kW 445V a.c.<br>Fuel 280,5t-7,5pd |
| 7738371<br>*WYC5225*<br>588168 | **PATTI B**<br>**Raye Corp.**<br>Crisfield, Md United States of America | **117**<br>84<br>— | | **1977** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*21,98* 6,81 3,61<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>400bhp (294kW)<br>Caterpillar Tractor Co. P |
| 8340585 | **PATTIMURA VIII**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Bina Marga)**<br>Jakarta Indonesia | **176**<br>95<br>— | KI | **1977** P. T. Wayata Kencana Dockyard—Tanjung Priok<br>1,901<br>30,82 7,00 2,54<br>1 dk | **TM Tank Barge**<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 4Cy. 121 × 152<br>250bhp (184kW)<br>Caterpillar Tractor Co. P |
| 5036327<br>Df Esd Rdr<br>RTm/v | **PATTREE**<br>ex Barbara-74<br>Kingstown St. Vincent and the Grenadines | **423**<br>274<br>698 | (GL) | **1957** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (405)<br>51,14 8,95 3,414<br>45,01 8,91 3,81<br>P 8,9 F 5,2 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.934 B.878<br>2 Ha (15,3 7,7 × 5,9) ER | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz |
| 7602510<br>*9VAP*<br>382281<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **PATTY**<br>ex Sunny Wealth-81<br>**Patty Shipping (Pte.) Ltd.**<br>Mineral Shipping (Pte.) Ltd.<br>Singapore Singapore | **11 293**<br>6 913<br>17 981 | ✠**100A1** SS 12/86<br>✠**LMC**<br>EL D† 2$\frac{7}{16}$"U2<br>FN 5064<br>(NK) | **1976**-11 Minami-Nippon Zosen K.K.—Usuki (512)<br>152,53 (BB) 22,89 9,172<br>143,21 22,86 12,50<br>P 27,5 F 11,6 1 dk<br>rf nil conv Bulk Carrier 81 | **M Bulk Carrier/ Slurry Carrier** 8bth P<br>5 Ho 21,8 13,5 13,5 11,2DTp&s 9,6DTp&s 14,5 13,3 ER 1 TwD<br>G.19 347 B.18 701 L.3 001<br>4 Ha (stl) (11,2 16,0 16,0 16,0 × 11,2) ER<br>Der 4(25) | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Hitachi Zosen Sakurajima W<br>AuxB (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 280kW 445V 60Hz a.c.<br>Fuel 123,0t (d.o.) 1 139,0t (hvf) |
| 8819809<br>931224 | **PATTY JO**<br>**Clinton Fisheries Inc.**<br>New York, NY United States of America | **192**<br>130<br>— | | **1988** Master Marine Inc.—Bayou la Batre, Al<br>... ... ...<br>28,96 7,32 3,69 | **M Fishing**<br>Stern Trawler Shellfish | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 geared t<br>1 280bhp (942kW)<br>Caterpillar Inc. P |
| 6900381<br>*CUGC*<br>V-2-A<br>Df Esd Gc<br>Rdr Rt | **PATUDO**<br>**Empresa Port. de Const. Naval e Pescas Ltda.**<br>Viana do Castelo Portugal | **364**<br>211<br>467 | RP<br>✠Classed LR until 3/72 | **1968**-9 Est. Nav. de Viana do Castelo—Viana do Castelo (76)<br>38,03 8,77 4,249<br>33,27 8,75 4,40<br>RAD 7,1 F 14,1 1 dk<br>rf 432 BK 152 | **M Fishing**<br>Side-fishing | MAN<br>Oil 4SA 8Cy. 220 × 300 reverse reduct<br>to sc. shaft<br>960bhp (706kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 216kW 400V 50Hz a.c. |
| 7624946<br>Df Esd Gc<br>Rdr Rt | **PATXIKU BERRIA**<br>**Jose Ecenarro**<br>Zumaya Spain | **174**<br>—<br>189 | | **1977** S.A. Balenciaga—Zumaya (282)<br>34,12 7,52<br>28,02 7,51 3,81<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Alpha<br>Oil 2SA 9Cy. 260 × 400 reverse reduct<br>to sc. shaft<br>900bhp (662kW)<br>Cons. Echevarria |
| 7367990<br>*OEMP*<br>Df Esd Gc<br>Rdr RTm/h/v | **PATZIEL**<br>ex Louise-82 ex Louise Weston-82<br>ex Frendo Faith-76<br>**m.s. "Rendl" Schiffahrtsges. m.b.H. & Co. K.G.**<br>Osterreichischer Lloyd Ship Management G.m.b.H.<br>Wien Austria | *2 197*<br>*1 359*<br>4 013 | GL (NV) | **1974** Scheeps. "Voorwaarts" B.V.—Hoogezand (211)<br>82,23 13,34 6,541<br>73,74 13,29 7,70<br>P 3,1 F 6,1 2 dks<br>rf nil len 82 | **M General Cargo**<br>Ice strengthened<br>1 Ho 58,5 ER<br>G.4 833 B.4 826<br>TEU 129 C. 129/20' (40')<br>1 Ha (stl) (53,2 × 10,5) ER | Normo<br>Oil 4SA 9Cy. 250 × 300 sr geared to s<br>1 575bhp (1 159kW)<br>Normo Gruppen A/S<br>Gen 2 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 162,5t (d.o.)-4,5pd |
| 8023204<br>*EDRV*<br>2963<br>Df Esd Rdr<br>RTv | **PAU DA LUZ**<br>ex Remolcanosa-Veinte-91<br>**Remolcandores Nosa Terra S.A. (Remolcanosa S.A.)**<br>Vigo Spain | **212**<br>38<br>240 | GL | **1982** Sociedad Co-operativa de Ast. Ojeda y Aniceto—Aviles (108)<br>30,82 8,54 3,544<br>27,51 8,51 4,09<br>1 dk | **M Tug** | Alpha<br>Vee Oil 4SA 12Cy. 225 × 300 sr geare<br>shaft<br>Cons. Echevarria |
| 7045346<br>*EVRP*<br>M-30436<br>Df Esd Gc<br>Rdr Rt | **PAUDZHA**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | T.Mk<br>**2 666**<br>912<br>1 268 | RS | **1970** .............U.S.S.R.<br>83,90 14,03 5,700<br>78,03 13,97 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| 6619516<br>*HOQT*<br>8281-HA-F<br>Df Esd Gc<br>Rdr RTm/h/v | **PAUL**<br>ex Pampana-81 ex Paul Lorenz Russ-79<br>**Paul Shipping Corp.**<br>Ernst Russ<br>Hamburg Panama | T.Mk<br>**5 072**<br>2 843<br>8 583<br>**8 140**<br>5 386<br>10 674 | GL | **1966** Deutsche Werft A.G.—Hamburg (816)<br>151,47 (BB) 19,05 7,081/8,030<br>143,52 19,00 11,00<br>F 7,7 2 dks len 74 | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 17,9 26,5 44,0 ER 5,5 23,7<br>G.17 484 B.16 157 In.478<br>TEU 227 C. 227/20'<br>4 Ha (stl) (11,2 × 7,0) (11,2 25,9 × 10,9) ER (16,0 × 7,0)<br>12W Der 1(50) 1(30) 12(10) | MAN K<br>Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 1 × 345kW 2 × 220kW 220/360V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (hvf) |
| 7910814<br>*P3VY2*<br>P160<br>Df Esd Gc<br>Rdr RTm/h/v | **PAUL**<br>**Horst-Eberhard Eberhardt**<br>Carl F. Peters<br>Limassol Cyprus | *3 003*<br>*1 524*<br>5 166<br>T/cm<br>11,0 | GL | **1980** Kroegerwerft G.m.b.H.—Rendsburg (1501)<br>104,02 15,04 5,660<br>84,03 15,02 5,80<br>2 dks<br>Bow/CM 59 Diam. 0,220 len 84 | **M Tanker**<br>Oil Vegetable oil<br>Ice strengthened<br>10 Ta ER<br>L.4 673 HeCls. C<br>4 Cargo pumps total 1 100T/hr | MWM<br>Oil 4SA 6Cy. 360 × 450 sr geared to s<br>2 475bhp (1 821kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 65,5t (d.o.) 76,0t (hvf)-8,0pd |
| 8404290<br>*DPAR*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **PAUL**<br>ex Tiger Wave-90 ex Paul-89<br>ex Band Aid I-86 ex Paul-85<br>**Cort Rahmann KG**<br>Reederei "NORD" Klaus E. Oldendorff G.m.b.H.<br>Hamburg Federal Republic of Germany | *2 472*<br>*953*<br>3 065 | GL | **1984** Seebeckwerft A.G.—Bremerhaven (1051)<br>90,02 (BB) 13,70 4,461<br>86,52 13,61 6,76<br>P 34,2 F 8,0 2 dks | **M General Cargo**<br>1 Ho 58,5 ER<br>G.4 445 B.4 419<br>TEU 134<br>C.Ho 72/20' (40') C.Dk 62/20' (40')<br>1 Ha (stl) (55,9 × 11,0) ER<br>Cr 2(25) | Deutz<br>Oil 4SA 9Cy. 240 × 280 with flexible co<br>sr geared to sc. shaft<br>1 900bhp (1 398kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 248kW 450V 60Hz a.c. 1 ×<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |

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| **7422855**<br>*SV2475*<br>4983<br>Rt | **PAUL**<br>**Vasilios Maros**<br>Piraeus Greece | **499**<br>343<br>100 | | **1975** United Shipping Yard Co.—Perama (75)<br>59,52 10,70 2,109<br>52,51 3,15<br>1 dk | **TM Ferry**<br>Mchy.aft | Caterpillar D343TA<br>2 Oil 4SA each 6Cy. 137 × 165<br>1 100bhp (809kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7908366**<br>*WYC5774*<br>591608<br>Esd Pfd Rdr Rt | **PAUL & DOMENIC**<br>**G.G.B. Inc.**<br>Gloucester, Ma United States of America | **117**<br>79<br>— | | **1978** Rhode Island Marine Services Inc.—Snug Harbor, RI<br>22,86 3,352<br>21,37 6,41 4,30<br>1 dk | **M Fishing**<br>Stern Trawler<br>In.60 | Caterpillar D379SCAC<br>Vee Oil 4SA 8Cy. 159 × 203 geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 30kW<br>12,5kn |
| **7933892**<br>*WYC9135*<br>604056 | **PAUL & MICHELLE**<br>**Rio Fishing Corp.**<br>New Bedford, Ma United States of America | **199**<br>135<br>— | | **1979** Master Marine Inc.—Bayou la Batre, Al<br>*25,76* 7,32<br>3,54<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **8118061**<br>633644<br>Pfd Rdr Rt | **PAUL A. WRONOWSKI**<br>**Thames Towboat Co. Inc.**<br>New York, NY United States of America | **135**<br>80<br>— | | **1981** Thames Shipyard & Repair Co.—New London, Ct<br>3,201<br>27,44 9,15<br>1 dk | **TM Tug**<br>Fire-fighting | Cummins KTA-3067-M<br>2 Vee Oil 4SA each 16Cy. 159 × 159 reduction geared to sc. shafts<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 60kW<br>2 Directional propellers |
| **7307782**<br>*WB2257*<br>249109 | **PAUL AND MARIA**<br>**Paul and Maria Inc.**<br>Gloucester, Ma United States of America | **190**<br>129<br>— | | **1945** J. H. Mathis Co.—Camden, NJ<br>*29,97* 7,04<br>3,84<br>1 dk | **M Fishing** | Oil<br>550bhp (405kW)<br>..............<br>Fuel (d.o.) |
| **7726847**<br>*FPDJ*<br>Df Esd Gc Rdr Rt | **PAUL BARRILLON**<br>**Port Autonome de Rouen**<br>Rouen France | **5 055**<br>2 429<br>9 200 | BV | **1978** Dubigeon-Normandie S.A.—Grand Quevilly (2542)<br>100,89 18,45 6,611<br>94,01 18,00 8,21<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Mchy.aft<br>Hopper 4 000 | AGO 240V16DSHR<br>2 Vee Oil 4SA each 16Cy. 240 × 220 reverse reduction geared to sc. shafts<br>2 800bhp (2 060kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.) Mulhouse<br>Fuel 1 189,0t (d.o.)<br>13kn |
| **8220773**<br>*KDGR*<br>684688<br>Df Esd Gc Pfd Rdr RTv<br>AMVER | **PAUL BUCK**<br>**Wilmington Trust Co., as Trustee**<br>Ocean Carriers Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1502243/BUCK | **19 037**<br>13 660<br>29 500<br>T/cm<br>42,0 | AB | **1985** (Aft section) Tampa SB. Co. Inc.—Tampa, Fl (1122)<br>**1985** (Fwd & cargo sections) Avondale Shipyards Inc.—Avondale, La (2343)<br>187,43 (BB) 27,46 10,378<br>179,08 27,44 16,36<br>1 dk<br>rf nil Bow/CM 93 Diam. 0,200 MH 1,8 | **M Tanker**<br>IGS SBT Ice strengthened<br>DB DSS Stern disch.<br>14 Ta ER<br>L.(oil) 38 867<br>14 Cargo pumps total 2 741T/hr | Sulzer 5RTA76<br>Oil 2SA 5Cy. 760 × 2200<br>15 300bhp (11 254kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Japan<br>Gen 3 × 800kW 1 × 750kW 450V 60Hz a.c.<br>16kn |
| **7700489**<br>*KMZC*<br>602272<br>Df Esd Gc Pfd Rdr RTv<br>SatCom<br>AMVER | **PAUL BUNYAN**<br>ex James Mchenry-89<br>ex Paul Bunyan-88<br>**Government of The United States of America (Department of Transportation - Maritime Administration) (MarAd)**<br>Wilmington, De United States of America | **2 646**<br>1 772<br>2 668 | (AB) | **1979** Peterson Builders Inc.—Sturgeon Bay, Wi (9412)<br>91,52 16,82 5,152<br>85,02 16,81 8,26<br>F 16,5 2 dks<br>rf nil | **TM RoRo Cargo/General Cargo/ Heavy-load Carrier**<br>Bow doors & ramp Stern ramp<br>1 Ho 44,7 ER<br>G.3 260 B.3 250<br>1 Ha (stl) (40,5 × 8,7) ER<br>Cr 2(12,5) Der 2(216) | General Motors 16-645-E7<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>5 600bhp (4 119kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 500kW<br>Thw. thrust propeller fwd<br>13,5kn |
| **8418772**<br>*WZN3907*<br>908436<br>Df Esd Gc Rdr RTv<br>SatNav | **PAUL CANDIES**<br>**Otto Candies Inc.**<br>Des Allemands, La United States of America | **192**<br>170<br>— | (AB) | **1986** Halter Marine—U.S.A. (1119)<br>42,68 12,81 5,801<br>6,10<br>F 22,9 1 dk<br>BK 51 | **TrM Tug**<br>Anchor-handling<br>Ice strengthened | General Motors<br>3 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 99kW 225/550V a.c.<br>12kn |
| **7100938**<br>*WY8324*<br>522913 | **PAUL DREAMER**<br>ex Patrice-79 ex Buddy Boy-76<br>**Paul Dreamer Inc.**<br>Brownsville, Tx United States of America | **117**<br>79<br>— | | **1969** Marine Mart Inc.—Port Isabel, Tx<br>*20,73* 6,20<br>3,66<br>1 dk | **M Fishing** | Oil<br>335bhp (246kW)<br>..............<br>Fuel (d.o.) |
| **5272024** | **PAUL ELEY**<br>ex Cape Maisi-39 ex Madam Queen-35<br>ex Castlerag-33<br>**J. C. Ryan**<br>Roatan Honduras | **174**<br>138<br>— | | **1931** F. H. S. Bowe—West End, Grand Bahama<br>*29,42* 6,71<br>... ... ...<br>1 dk | **Wood TM General Cargo** | 2 Oil 2SA each 4Cy. 255 × 265<br>Kahlenberg Bros. Co. Two Rivers, Wi |
| **5272141**<br>Df Esd Rt | **PAUL ET VIRGINIE** | **113**<br>22<br>— | | **1958** Ch. Krebbs—Concarneau<br>*22,04* 6,51<br>6,48 3,94<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>1 Ha (0,9 × 0,9)<br>Der 1(2,5) | Sulzer<br>Oil 4SA 6Cy. 220 × 320<br>375bhp (276kW)<br>Cie. de Const. Mec., CCM Lorient<br>Fuel 23,5t (d.o.)<br>8kn |
| **5272050**<br>*WF9016*<br>248646<br>Df Esd Gc Pfd Rdr Rt | **PAUL H. TOWNSEND**<br>ex Coastal Delegate-51 ex Hickory Coll<br>**First Union Commercial Corp.**<br>Inland Lakes Management Inc.<br>Philadelphia, Pa United States of America | **4 302**<br>2 825<br>7 112 | AB | **1945** Consolidated Steel Corp.—Wilmington, Ca (1328)<br>*131,65* 15,27 6,579<br>130,82 15,24 8,84<br>P 27,5 F 11,6 1 dk<br>rf nil len 58<br>conv General Cargo 52 | **M Bulk Carrier**<br>Cement Self-unloader<br>Mchy.aft<br>6 Ho<br>B.6 711 | Nordberg<br>Oil 2SA 6Cy. 545 × 735<br>2 150bhp (1 581kW)<br>Nordberg Manufacturing Co. St. Louis, Mo<br>Gen 2 × 250kW<br>Thw. thrust propeller fwd<br>Fuel 134,0t (d.o.)<br>10,5kn |
| **8723610**<br>*UZLI*<br>RTv | **PAUL KERES**<br>ex Viktor Bakaev-92<br>**Estonian Shipping Co.**<br>Tallinn Estonia<br>SatCom: 1400447/UZLI | *31 649*<br>*17 558*<br>52 670 | RS | **1988** Okean Shipyard—Nikolayev (172)<br>215,39 31,86 12,300<br>199,80 16,95<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>8 Ho 21,7 16,6 15,2 17,9 20,7 16,9 16,7 19,7 ER<br>G.62 900<br>8 Ha (stl) (12,8 × 13,1) (12,8 12,8 12,8 12,8 12,8 12,8 12,8 × 16,8) ER | B&W 7DKRN67/170<br>Oil 4SA 7Cy. 670 × 1700<br>10 200kW (13 867bhp)<br>Bryansk Eng. Works Bryansk<br>Gen 1 × 600kW a.c. 3 × 400kW a.c. |
| **7729057**<br>*WYR4481*<br>631668<br>Df Esd Gc Pfd Rdr Rt | **PAUL R. TREGURTHA**<br>ex William J. De Lancey-90<br>**Moore McCormack Leasing II**<br>The Interlake Steamship Co.<br>Philadelphia, Pa United States of America | **36 360**<br>32 580<br>69 172 | AB | **1981** (Aft & pt cargo sections) American SB. Co. —Lorain, Oh (909)<br>**1981** (Fwd & pt cargo sections) American SB. Co. —Toledo, Oh<br>308,77 32,16 9,162<br>304,81 32,01 17,07<br>1 dk<br>rf nil | **TM Bulk Carrier**<br>Self-unloader<br>5 Ho ER<br>36 Ha (stl) (each 3,3 × 19,7) ER | Pielstick 16PC2-3V-400<br>2 Vee Oil 4SA each 16Cy. 400 × 460 sr geared to sc. shafts<br>17 120bhp (12 593kW)<br>Colt Industries Fairbanks Morse Engine Div. U.S.A.<br>Gen 4 × 800kW 480V a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>15,5kn |
| **7905431**<br>*ZUPS*<br>351179<br>Df Esd Gc Rdr Rt | **PAUL SAUER**<br>**South African Transport Services**<br>Durban South Africa | **429**<br>126<br>— ✠ | | **1980**-9 Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (6100)<br>36,40 11,61 3,564<br>33,28 11,00 4,14<br>RFD 11,9 1 dk<br>rf 356 | **TM Tug**<br>Fire-fighting Tractor | MAN 8L25/30<br>2 Oil 4SA each 8Cy. 250 × 300 sr geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 92kW 400V 50Hz a.c.<br>2 Directional propellers |

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| **8308408**<br>*LLVA*<br>19844<br>Esd Gc Pfd<br>Rt | **PAUL SENIOR**<br><br>**P/R Brodrene Aandahl**<br>P. Aandahl<br>Kristiansund Norway | **121**<br>47<br>— | <br><br>NV | **1983** Solstrand Slip & Batbyggeri A/S<br>—Tomrefjord (35)<br>22,81 3,807<br>19,11 6,91 3,66<br>1 dk<br>rf 978 BK 107 | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>1 Ho<br><br>1 Ha (stl)<br>1W Der 1(2) | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>470bhp (346kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 40kW 1 × 24kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **7366398**<br>*WZE7718*<br>552395<br>Df Esd Gc<br>Pfd Rdr RTv | **PAUL THAYER**<br><br>**Continental Illinois Bank with Union Commerce Bank (Cleveland) as Trustee**<br>Oglebay Norton Co.<br>Cleveland, Oh United States of America<br>SatCom: 1501505/PLTH | **9 639**<br>5 700<br>19 335<br>T/cm<br>35,8 | <br><br>AB | **1973** American SB. Co.—Lorain, Oh (902)<br>192,03 20,81 7,805<br>185,93 20,73 11,26<br>P 24,7 F 12,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Self-unloader<br>4 Ho 32,9 36,5 36,5 27,4 ER<br>Ore 19 800<br><br>17 Ha (stl) (each 3,3 × 12,1) ER | Alco<br>2 Vee Oil 4SA each 16Cy. 229 × 267 reverse reduction geared to sc. shaft<br>5 600bhp (4 119kW)<br>Alco Engine Inc.<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 431,0t (d.o.) |
| **7729095**<br>*WYB7092*<br>601351<br>Df Esd Gc<br>Rdr Rt | **PAUL TIDE**<br><br>**Tidewater Enterprises Inc.**<br>Tidewater Marine Service Inc.<br>New Orleans, La United States of America | **296**<br>201<br>700 | <br><br>AB | **1979** Burton Shipyard Inc.—Port Arthur, Tx (529)<br>3,395<br>53,07 12,20 3,97<br>F 16,8 1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd |
| **8509844**<br>*DPHB*<br>14780<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **PAULA**<br><br>**Henry Breuer K.G. m.s. "Paula"**<br>Henry Breuer<br>Hamburg Federal Republic of Germany | *2 561*<br>*879*<br>3 053<br>T/cm<br>10,3 | <br><br>GL | **1985** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (972)<br>87,99 12,81 4,611<br>86,59 12,70 7,45<br>P 19,6 F 8,6 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho 58,5 ER<br>G.4 757 B.4 728<br>TEU 153<br>C.Ho 108/20' (40') C.Dk 45/20' (40')<br>1 Ha (stl) (55,9 × 10,4) ER | Deutz<br>Oil 4SA 6Cy. 240 × 280 with flexible coupling sr geared to sc. shaft<br>1 190bhp (875kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 280kW 1 × 180kW 1 × 84kW 231/400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 212,0t (d.o.)-5,0pd |
| **7922398**<br>*EIPT*<br>402068<br>SO 720<br>Df Esd Gc<br>Pfd Rdr Rt | **PAULA**<br><br>**Doyle Fishing Co. Ltd.**<br>Sligo Irish Republic | **529**<br>262<br>— | <br><br>NV | **1980** Tille Scheepsbouw B.V.—Kootstertille (217)<br>38,94 9,56 4,501<br>34,75 9,50 6,81<br>2 dks<br>rf 279 | **M Fishing**<br>Side Trawler Seiner<br>6 Ho ER | MaK<br>Oil 4SA 6Cy. 320 × 420<br>2 094bhp (1 540kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 136kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **5130604**<br>*OJCJ*<br>289<br>Df Esd Rdr<br>RTm/v | **PAULA**<br>ex Lupa-90 ex Butzfleth-86 ex Gilda-74<br>**Toini Gronqvist**<br>Hanko/Hango Finland | **399**<br>229<br>365 | <br><br>(GL) | **1955** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (385)<br>54,89 8,21 3,112<br>49,51 8,16 3,41<br>P 9,2 F 5,5 1 dk<br>RW len 76 | **M General Cargo**<br><br><br>G.652<br><br>1 Ha (31,0 × 5,4) ER | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz |
| **6400472**<br>*ODPR*<br><br>Df Esd Rdr<br>Rt | **PAULA**<br>ex Rommel-81 ex Cornelia B. IV-77<br>**Jacques B. & Jules B. El Adem**<br>Etablissement Paul Adem<br>Beirut Lebanon | **398**<br>276<br>1 073 | <br><br>BV | **1963** Firma C. Amels & Zoon Schpswf. & Mfbk. "Welgelegen"—Makkum (271)<br>62,41 9,91 3,810<br>55,00 9,71 3,87<br>1 dk & S dk | **M General Cargo** OSD<br><br>1 Ho ER<br>G.2 056 B.1 830<br><br>2 Ha (14,3 12,5 × 6,1) ER<br>4W Der 4(3) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>748bhp (550kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 32kW 2 × 18,5kW 110V d.c. |
| **6503846**<br><br>320942 | **PAULA D.**<br><br>**Paul's Boat Lines Ltd.**<br>Ottawa Canada | **109**<br>74<br>— | | **1964** Hike Metal Products Ltd.—Wheatley, Ont.<br>*19,79* 7,14<br>7,09<br>1 dk | **TM Ferry** | Caterpillar<br>2 Oil each 6Cy. 114 × 140<br>Caterpillar Tractor Co. |
| **7322914**<br>*9GPT*<br>316723<br>Df Esd Gc<br>Pfd Rdr Rt | **PAULA H**<br>ex Katsushio Maru No. 208-88<br>ex Katsushio Maru No. 203-85<br>**Ghana Tuna Fishing Development Co. Ltd.**<br>Takoradi Ghana | **284**<br>137<br>297 | | **1973** Miho Zosensho K.K.—Shimizu (894)<br>49,08 8,23 3,379<br>42,02 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **6818409**<br>*YDLH*<br><br>Df Esd Gc<br>Rdr Rt | **PAULA II**<br>ex Pine Silver-79 ex Toyosaki Maru-72<br>**P.T. Armada Bumi Pratiwi Lines**<br>Jakarta Indonesia | **2 323**<br>1 298<br>3 883 | <br><br>KI (NK) | **1968** Ujina Zosensho—Hiroshima (478)<br>93,88 13,82 5,765<br>87,48 13,80 6,53<br>P 20,5 F 10,1 1 dk | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 4 391 | Akasaka<br>Oil 4SA 6Cy. 510 × 840<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 96kW 445V a.c.<br>Fuel 356,5t |
| **8000410**<br>*OYNK2*<br>D-12730<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PAULA MAERSK**<br><br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Kobenhavn Denmark (DIS)<br>SatCom: 1610447/OYNK | *27 771*<br>*14 512*<br>47 803<br>T/cm<br>50,0 | ✠100A1 SS 3/87<br>oil tanker (cc)<br>✠LMC UMS<br>IGS<br>EL L† 632,5/70,0U3(a)<br>FN 8718 | **1982**-7 Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Kure (2711)<br>182,58 (BB) *32,24* 12,718<br>175,01 32,20 17,61<br>F 14,1 1 dk<br>rf 13 Bow/CM 94 Diam. 0,400 MH 1,8 | **M Tanker**<br>IGS (LR) pt higher tensile steel<br>15 Ta ER<br>L.(oil) 52 169 HeCls. BC<br>3 Cargo pumps total 3 600T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>2 WTAuxB (o.f.) primary 66kgf/cm² (64,8bar) secondary 24,4kgf/cm² (24,0bar) Spt 24,4kgf/cm² (24,0bar) hs790,0<br>WTAuxB (ex.g) 9,5kgf/cm² (9,4bar)<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 352,0t (d.o.) 2 110,0t (hvf) |
| **5020859**<br><br>400140<br>Esd Rdr<br>RTm/v | **PAULEMOSE R**<br>ex Clan Rose-85 ex Apollo-82<br>**Rambaran Trading & Shipping Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **1 230**<br>506<br>1 504 | <br><br>✠Classed LR until 23/4/85 | **1954**-11 Charles Hill & Sons Ltd.—Bristol (388)<br>84,82 11,92 4,172<br>79,15 11,89 6,56<br>F 7,1 1 dk & S dk<br>RW len 68 | **M General Cargo** OSD 4P<br><br>3 Ho 7,3 20,7 20,7 ER<br>TEU 65<br>C.Ho 54/20' (30') (40') C.Dk 21/20' (30') (40')<br>3 Ha (stl) ER | Polar<br>Oil 2SA 8Cy. 340 × 570<br>1 280bhp (942kW)<br>British Polar Engines Ltd.<br>Gen 3 × 60kW 220V d.c.<br>Fuel 107,5t (d.o.) |
| **8321864**<br>*ELNB7*<br>9302<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PAULINA**<br>ex Bergensfjord-88<br>**Saugatuck Shipping Ltd.**<br>OMI Corp.<br>Monrovia Liberia<br>SatCom: 1243176/PANA | *16 820*<br>*11 572*<br>29 992<br>T/cm<br>37,8 | ✠100A1<br>chemical tanker<br>cargo Type B, SG 1.4 in association with a list of defined cargoes<br>✠LMC UMS<br>IGS<br>EL G† 579,0/60,0U3(a)<br>FN 6442 | **1984**-9 Minami-Nippon Zosen K.K.—Usuki (565)<br>174,00 (BB) 25,43 10,691<br>162,01 25,40 14,36<br>P 6,1 F 16,2 1 dk<br>Bow/CM 86 Diam. 0,300 MH 1,8 | **M Tanker**<br>Chemical<br>IGS(LR)<br>15 Ta ER<br>L.29 699<br>4 Cargo pumps total 3 000T/hr | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>6 951kW (9 450bhp)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 9,9kgf/cm² (9,8bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 3 × 520kW 445V 60Hz a.c.<br>Fuel 184,0t (d.o.) 1 902,0t (hvf)-29,5pd |
| **7610763**<br>*3ERS5*<br>17263-87<br>Df Esd Gc<br>Pfd Rdr Rt | **PAULINA**<br>ex Camphor-87<br>**Paulina Navigation Co. S.A.**<br>Panama Panama | **9 638**<br>6 235<br>20 752 | <br><br>NK | **1977** Kochi Jyuko K.K.—Kochi (968)<br>141,97 21,85 9,100<br>133,74 21,81 12,20<br>P 26,0 F 12,5 1 dk | **M Bulk Carrier**<br><br>4 Ho ER<br>G.20 577 B.20 016<br><br>4 Ha (stl) (14,3 × 8,9) (20,5 20,5 20,5 × 10,9) ER<br>Der 4(25) | Mitsubishi<br>Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 316kW 445V 60Hz a.c.<br>Fuel 162,0t (d.o.) 1 136,0t (hvf)-26,5pd |
| **7413919**<br>*P3NR2*<br>708372<br>Df Esd Gc<br>Pfd Rdr Rt | **PAULINA B**<br>ex Paulina Brinkman-87<br>**Paulina B Shipping Ltd.**<br>Brinkman Marine Services B.V.<br>Limassol Cyprus | **926**<br>628<br>1 589 | ✠100A1 SS 10/90<br><br>✠LMC<br>EL L 1⅓"U2<br>FN 949 | **1975**-11 Scheeps. "Voorwaarts" B.V.—Hoogezand (214)<br>65,82 10,80 4,312<br>59,97 10,70 5,11<br>P 11,9 F 7,7 1 dk<br>rf nil | **M General Cargo**<br><br>1 Ho 43,2 ER<br>G.2 031 B.1 986<br><br>1 Ha (stl) (37,1 × 8,2) ER | Brons<br>Vee Oil 2SA 6Cy. 220 × 380<br>750bhp (552kW)<br>Appingedammer Brons<br>Gen 1 × 144kW 2 × 40kW 220/380V |

| | | | | | | |
|---|---|---|---|---|---|---|
| **7103540**<br>2637<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **PAULINA IV**<br>ex Snjeznik-91 ex Bolt-75<br>**Durham Shipping Co. Ltd.**<br>Valletta Malta | T.Mk<br>**1 519**<br>765<br>2 828 | JR NV | **1971** Trondhjems M/V, Aker Trondelag A/S<br>—Trondheim (644)<br>87,00 (BB) 15,04 6,154<br>77,17 14,99 10,88<br>3 dks<br>rf 51 | **M RoRo Cargo**<br>Pallets<br>Side doors(s), stern door/ramp Ice strengthened<br>1 Ho 73,5 ER<br>B.6 351<br>4 Ha (stl) (18,4p&s 25,1p&s × 5,3) ER<br>2W Cr 1(5) Der 1(20) 1(6,5) | Werkspoor 8TM410<br>Oil 4SA 8Cy. 410 × 470<br>4 400bhp (3 236kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 3 × 130kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 254,0t (hvf)-19,5pd 14,75kn |
| **6518102**<br>*HOMX*<br>8488-PEXT2<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PAULINE**<br>ex Gaz Mallorca-88 ex Gaz Pioneer-84<br>ex Frostfonn-78<br>**Portus Shipping Inc.**<br>Interunity Management Corp. S.A.<br>Panama Panama<br>SatCom: 1330132/PLNE | **3 821**<br>2 080<br>4 961 | NV | **1965** Ch. Nav. de La Ciotat—La Ciotat (228)<br>110,85 15,35 6,674<br>100,67 15,30 8,11<br>1 dk<br>rf 152 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref 2P<br>6 Ta cyl horizontal ER<br>L.(gas) 4 164 | B&W 6-50VTBF-110<br>Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW)<br>Soc. des Forges & At. du Creusot Le Creusot<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 511,0t (hvf)-12,0pd 13,5kn |
| **7307809**<br>*WB4957*<br>253152 | **PAULINE**<br>ex YMS 270<br>**The Beaufort Fisheries Inc.**<br>Beaufort- United States<br>Morehead City, NC of America | **249**<br>107<br>— | | **1943** Bellingham Iron Works—Bellingham, Wa<br>*38,50* 7,62<br>3,46<br>conv Minesweeper — | **Wood M Fishing** | General Motors<br>Oil<br>1 300bhp (956kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **7012674**<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PAULINE M.**<br>ex Colombo-87<br>ex Mauricio de Oliveira-86<br>**Sonomar Line Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **2 912**<br>2 207<br>3 030 | GL (NV) (RP) | **1970** Gebr. Schuerenstedt KG.<br>—Bardenfleth/Weser (1351)<br>95,61 16,11 4,920<br>88,02 16,01 7,80<br>2 dks | **M Container Ship**<br>Fixed-guides<br>Mchy.aft<br>TEU 195 C. 195/20' incl. 22 ref C. | MaK 8M551AK<br>Oil 4SA 8Cy. 450 × 550 reverse reduction geared to sc. shaft<br>3 500bhp (2 574kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 152kW 380V 50Hz a.c.<br>Fuel 353,5t (d.o.) 14,5kn |
| **5396583**<br>*HO2814*<br>9811-79A<br>Df Esd Rdr<br>RTm/h/v | **PAULINE MARIE 1**<br>ex Progress-79 ex Inparma Progress-78<br>ex Yselhaven-74<br>**Portuguese American Export Lines**<br>Panama Panama | **499**<br>238<br>1 084 | **✠100A1** SS 1/89<br>**✠LMC**<br>EL m 1¼"SQ<br>FN 998 | **1962**-5 N.V. Ijsselwerf—Rotterdam (119)<br>67,32 10,39 3,906<br>60,99 10,20 6,15<br>F 7,7 1 dk & S dk<br>RW rf nil | **M General Cargo** OSD<br>1 Ho 39,7comb. ER<br>G.2 018 B.1 901<br>2 Ha (each 13,7 × 4,8) ER<br>4W Der 4(3-5) | Werkspoor<br>Oil 4SA 8Cy. 330 × 600<br>1 250bhp (919kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 50kW 220V d.c.<br>Fuel 69,0t (d.o.) 13kn |
| **6710633**<br>*J8DL3*<br>3000<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PAULINE METZ**<br>ex Rostock-90<br>**Pauline Metz Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**5 364**<br>2 962<br>8 210<br>**8 501**<br>5 048<br>10 080 | **100A1** SS 7/91<br>**LMC** **UMS**<br>EL Z 550,0/53,0SQ<br>FN 4403<br>DSRK | **1967** VEB Warnowwerft Warnemuende<br>—Warnemuende (201)<br>150,15 20,24 7,265/8,202<br>138,00 20,20 11,70<br>F 13,5 2 dks<br>rf nil DK | **M General Cargo**<br>Ref 6P<br>Ice strengthened<br>5 Ho -DT 17,3 18,9 18,0 21,1 ER 15,8<br>G.16 342 B.14 934 In.286 L.511<br>5 Ha (stl) (10,5 × 7,0) (12,1 12,1 11,6 × 10,9) ER (9,9 × 8,0)<br>12W Cr 1(5) Der 1(60) 2(14) 4(8) 6(5) | MAN K8SZ70/120<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>e(ex.g) (ex.g) 13,3kgf/cm$^2$ (13,1bar)<br>AuxB (o.f.) 10,2kgf/cm$^2$ (10,0bar)<br>Gen 3 × 340kW 1 × 240kW 390V 50Hz a.c.<br>Fuel (hvf) 18,5kn |
| **7387110**<br>*3ESO3*<br>15067-PEXT1<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PAULINE OLIVIERI**<br>ex Mare I-91 ex Manos-87<br>ex Aegis Hellenic-85<br>**Dexton Overseas S.A.**<br>Univan Ship Management Ltd.<br>Panama Panama<br>SatCom: 1335415/PAIG | **12 147**<br>8 654<br>20 950 | BV (AB)<br>✠Classed LR until 25/7/76 | **1976**-2 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (287)<br>159,01 (BB) 23,02 9,745<br>148,01 22,80 13,49<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,5 27,9 15,0 27,9 16,3 5 TwD<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,7 × 12,6) ER<br>Cr 4(12,5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 282kW (9 900bhp)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd 17kn |
| **8314108**<br>*YQKR*<br>654<br>Df Esd Gc<br>Pfd Rdr Rt | **PAULIS**<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **3 859**<br>794<br>2 000<br>**8 110**<br>3 698<br>4 100 | RNR | **1983** Santierul Naval Galatz—Galatz<br>128,43 20,53 —/6,562<br>111,44 15,52<br>2 dks | **TM RoRo Cargo** OSD/CSD<br>Lane Length 888<br>TEU 200 C. 200/20' | MAN 6L52/55A<br>2 Oil 4SA each 6Cy. 520 × 550 geared to sc. shafts<br>6 000bhp (4 413kW)<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 4 × 640kW 400V 50Hz a.c.<br>20kn |
| **7433373**<br>*PQ2601*<br>18489<br>Df Esd Gc<br>Rdr RTh | **PAULISTANO**<br>**Companhia de Navegacao do Norte (CONAN)**<br>Sao Luis de Maranhao Brazil | **11 187**<br>6 785<br>15 783<br>T/cm<br>26,0 | AB | **1977** Industrias Reunidas Caneco S.A.—Rio de Janeiro (206)<br>146,01 21,26 8,891<br>136,02 21,20 11,82<br>P 27,2 F 10,1 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho ER<br>G.19 842 HeCls. B<br>4 Ha (stl) ER<br>Cr 4(10) | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Ishikawajima do Brasil Brazil<br>Gen 3 × 310kW<br>16kn |
| **5272220**<br>301658 | **PAULL HOLME**<br>**Deanstar Ltd.**<br>Hull United Kingdom | **900**<br>463<br>1 250 | ✠Classed LR until 13/12/89 | **1961**-2 Drypool Eng. & D.D. Co. Ltd.—Hull (2)<br>58,40 12,17 3,899<br>55,78 11,74 4,42<br>RQD 17,1 RFD 14,4 1 dk<br>RW rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Ruston<br>Oil 4SA 7Cy. 260 × 368<br>520kW (707bhp)<br>Ruston & Hornsby Ltd. Lincoln<br>9kn |
| **7903366**<br>*HQFQ2*<br>L-1333186<br>Df Esd Gc<br>Rdr RTv<br>SatCom | **PAULOWNIA I**<br>ex Katabami Maru-88<br>**Oxalis Shipping Co.**<br>San Lorenzo Honduras | *2 872*<br>*1 741*<br>5 204<br>T/cm<br>12,5 | NK | **1979** Kurushima Dockyard Co. Ltd.—Imabari (2066)<br>99,90 6,704<br>93,00 15,50 7,70<br>P 25,0 F 13,8 1 dk<br>Bow/CM 51 Diam. 0,350 | **M Tanker**<br>DB Bow loading<br>10 Wing Ta ER<br>L.(oil) 5 644 HeCls. CptB<br>4 Cargo pumps total 1 500T/hr | Hanshin 6LU50A<br>Oil 4SA 6Cy. 500 × 800<br>2 942kW (4 000bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 280kW 450V 60Hz a.c.<br>Fuel 53,0t (d.o.) 242,0t (hvf)-11,0pd 12,5kn |
| **5009570**<br>*SBAL*<br>Rdr RTv | **PAULUS I**<br>ex Firklover-89 ex Alden-88<br>**Stiftelsen "Paulus Batarna"**<br>Stugsund Sweden | *613*<br>*184*<br>— | | **1958** Thaules M/V A/S—Nygard (15)<br>53,65 8,59 3,150<br>49,03 8,54 3,20<br>1 dk & S dk<br>rf 76 BK 127 | **M Passenger/General Cargo/Ferry**<br>36bth 114dk P<br>1 Ho ER<br>2 Ha (each 3,5 × 2,2) ER<br>1W Cr 1(3) Der 1(10) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 110,5t (d.o.) 12kn |
| **8517839**<br>*PGRO*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PAUWGRACHT**<br>**C.V. Scheepvaartonderneming "Kloveniersgracht" Waarvan Beherend Vennote**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands<br>SatCom: 1300267/PGRO | *5 977*<br>*3 662*<br>9 340<br>T/cm<br>19,1 | **✠100A1**<br>strengthened for heavy cargoes<br>timber deck cargoes<br>container cargoes in hold and on Upper deck hatch covers<br>Ice Class 1A<br>**✠LMC** **UMS**<br>EL X 495,0/50,0U2(a)<br>FN 3180 | **1986**-4 Miho Zosensho K.K.—Shimizu (1273)<br>113,01 (BB) 19,03 8,402<br>106,00 18,90 11,10<br>F 11,0 2 dks<br>rf nil | **M General Cargo**<br>DSS<br>1 Ho 73,5 ER<br>G.12 816 B.12 110<br>TEU 474<br>C.Ho 226/20' (40') C.Dk 248/20' (40')<br>2 Ha (stl) (33,6 35,7 × 15,7) ER<br>Cr 2(40-50) | Hanshin 6LF58<br>Oil 4SA 6Cy. 580 × 1050<br>6 000bhp (4 413kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>TOH (o.f.) 10,2kgf/cm$^2$ (10,0bar)<br>TOH (ex.g) 10,2kgf/cm$^2$ (10,0bar)<br>Gen 1 × 400kW 3 × 200kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 65,5t (d.o.) 635,5t (hvf) 14kn |
| **8008577**<br>*OASX*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PAVAYACU**<br>**Petrolera Transoceanica S.A.**<br>Callao Peru | **16 633**<br>12 791<br>25 243<br>T/cm<br>36,8 | AB | **1985** SIMA Serv. Ind. de la Marina Callao (SIMAC)<br>—Callao (028)<br>171,15 (BB) 25,33 9,530<br>161,55 25,00 12,58<br>P 34,2 F 11,3 1 dk<br>rf 51 Bow/CM 77 Diam. 0,203 | **M Tanker**<br>IGS Stern disch.<br>21 Ta ER<br>L.(oil) 34 118<br>4 Cargo pumps total 3 600T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Switzerland<br>Gen 3 × 600kW a.c.<br>15,5kn |
| **8116051**<br>*URZG*<br>M-17543<br>Df Esd Gc<br>Pfd Rdr RTv | **PAVEL ANTOKOLSKIY**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.)<br>SatCom: 1401460 | *10 684*<br>*3 205*<br>8 638 | RS | **1984** Valmet Oy Helsingin Telakka—Vuosaari, Helsinki/Helsingfors (315)<br>159,14 30,99 4,401<br>141,20 30,18 15,47<br>1 dk | **TM RoRo Cargo/ Dock Ship Barge Carrier**<br>Deck Cargo<br>Stern ramp<br>1 Ho<br>012TEU 855<br>C. 855/20' (40') or 6 (12) barges | Wartsila 9R32<br>2 Oil 4SA each 9Cy. 320 × 350 with clutches, flexible couplings & sr geared to sc. shafts<br>5 560kW (7 559bhp)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 800kW 2 × 400kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>13,5kn |

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| **7423287**<br>*EUUL*<br>M-17395<br>Df Esd Gc<br>Pfd Rdr Rt | **PAVEL BASHMAKOV**<br>**Government of The Republic of Russia (Hydrographical Department of Ministry of Merchant Marine)**<br>(Arkhangelsk) (U.S.S.R.) | **1 213**<br>240<br>590 | **1977** Oy Laivateollisuus Ab—Turku/Abo (316)<br>68,74 12,43 4,169<br>RS 60,20 12,40 6,02<br>2 dks | **M Research**<br>Hydrographic<br>Ice strengthened<br>2 Ho ER<br>B.481<br>2 Ha (1,9 × 1,0) (4,8 × 3,2) ER<br>Cr 1(5) 1(2) | Deutz RBV<br>Oil 4SA 6Cy. 400 × 580 geared to sc. shaft<br>1 471kW (2 000bhp)<br>Kloeckner Humboldt Deutz West G<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **8721090**<br>*ULQC*<br>M-41336<br>Df Esd Gc<br>Pfd Rdr RTv | **PAVEL BATOV**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *4 407*<br>*1 322*<br>1 810 | **1987** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,900<br>RS 96,40 - 10,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Russkiy 6CHN<br>2 Oil 4SA each 6Cy. 400 × 460 geared to sc<br>5 148kW (6 999bhp)<br>Russkiy-Diesel Works Len<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller |
| **7030195**<br>*EOUE*<br>M-7676 | **PAVEL BESSHAPOCHNYY**<br>ex PS-162<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>39<br>45 | **1967** ..............U.S.S.R.<br>35,29 6,61 1,831<br>RS 3,20<br>1 dk | **TM Ferry**<br>50dk P | 2 Oil 4SA each 6Cy. 250 × 340<br>Fuel (d.o.) |
| **6900472**<br>*UYMD*<br>M-29014<br>Df Rdr | **PAVEL BUTOV**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **696**<br>267<br>321 | **1966** ..............U.S.S.R.<br>54,23 9,38 3,722<br>RS 49,99 9,22 4,75<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>In.295<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magd<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **5272256**<br>*UTIX*<br>M-26126<br>Df Esd Gc<br>Rdr Rt | **PAVEL CHEBOTNYAGIN**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**12 675**<br>6 275<br>7 735 | **1961** Admiralteiskiy Shipyard—St. Petersburg<br>162,01 20,32 7,024<br>RS 150,02 19,94 12,53<br>3 dks | **TM Factory Ship**<br>Shellfish Cannery Ref<br>Ice strengthened<br>3 Ho ER<br>B.3 165<br>3 Ha (each 3,9 × 2,9) ER<br>10W Der 10(5) 2(3) | Russkiy<br>2 Oil 2SA each 8Cy. 430 × 610<br>4 000bhp (2 942kW)<br>Russkiy-Diesel Works Len<br>Gen 2 × 560kW 1 × 480kW 1 × 80kW |
| **7384223**<br>*UZZU*<br>M-33403<br>Df Esd Gc<br>Rdr Rt | **PAVEL DAUGE**<br>**Estonian Shipping Co.**<br>(Tallinn) (U.S.S.R.) | T.Mk<br>**4 226**<br>1 941<br>5 800<br>**6 555**<br>3 316<br>7 400 | **1975** Stocznia Gdanska im. Lenina—Gdansk (B465/16)<br>RS 135,41 (BB) 18,04 6,630/7,462<br>122,48 18,01 10,19<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER 11,2 6 TwD<br>G.11 491 B.10 781 In.267 L.420<br>TEU 112<br>C.Ho 88/20' (40') C.Dk 24/20' (40')<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s 13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd |
| **6511075**<br>*ULBV*<br>M-28121<br>Df Esd Gc<br>Rdr Rt | **PAVEL DYBENKO**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | **15 090**<br>8 154<br>22 620 | **1965** R.O. Brodogradiliste "3 Maj"—Rijeka (493)<br>186,01 23,45 9,810<br>RS 174,00 23,32 12,55<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 27 Ta ER<br>B.587 L.(oil) 29 672 HeCls. BC<br>1 Ha (3,5 × 5,1) ER<br>1W Der 1(5)<br>3 Cargo pumps total 1 950T/hr | B&W 8-74VT2<br>Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Fuel 2 296,5t (d.o.)-42,5pd |
| **7002825**<br>*UDXR*<br>M-22368<br>Df Esd Gc<br>Rdr Rt | **PAVEL FROLOV**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **844**<br>—<br>365 | **1959** "61 Kommunar" Shipyard—Nikolayev<br>63,58 9,53 4,411<br>RS 59,14 9,45 5,47<br>1 dk | **D-E Whaler**<br>Ice strengthened<br>1 Ho<br>G.65<br>1 Ha (0,9 × 1,3) | 4 Oil 4SA each 6Cy. 318 × 330 driving gen connected to elec. motor & geared to sc. |
| **8422450**<br>*UQHM*<br>M-17582<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PAVEL GORDIENKO**<br>**Far-Eastern Scientific Research Institute**<br>(Vladivostok) (U.S.S.R.) | *693*<br>*207*<br>293 | **1987** Oy Laivateollisuus Ab—Turku/Abo (371)<br>49,90 10,02 3,601<br>RS 44,95 - 5,00<br>1 dk | **M Research**<br>Hydrographic Weather | Wartsila<br>Oil 4SA 8Cy. 240 × 310 with clutches, flexib couplings & sr geared to sc. shaft<br>1 339bhp (985kW)<br>Oy Wartsila Ab Vaasa<br>Gen 1 × 160kW a.c. 2 × 100kW a.c.<br>Controllable pitch propeller |
| **7830911**<br>*EUFG*<br>S-37236<br>Df Esd Gc<br>Rdr Rt | **PAVEL GRABOVSKIY**<br>**Ukraine River Fleet Administration**<br>(Kherson) (U.S.S.R.) | **2 484**<br>1 321<br>3 147 | **1979** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,671<br>RS 108,03 13,00 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L. 6NVD<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magd |
| **7703900**<br>*UTNG*<br>M-33443<br>Df Esd Gc<br>Rdr RTv | **PAVEL KAYKOV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1401454/UTNG | T.Mk<br>**2 932**<br>1 147<br>1 727 | **1979** Stocznia Gdanska im. Lenina—Gdansk (B408/04)<br>RS 93,91 5,760<br>85,02 15,92 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.35 In.1 947 L.39<br>4 Ha (0,6 × 0,6) (2,4 2,4 2,4 × 2,1)<br>Der 6(3) | Sulzer 8Z<br>Oil 4SA 8Cy. 400 × 480 geared to sc. shaft<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietoc<br>Gen 1 × 1200kW 1 × 760kW 400V 50Hz 2 × 350kW 320V 50Hz a.c. |
| **8834665**<br>*UJHG*<br>M-37085<br>Df Esd Gc<br>Rdr Rt | **PAVEL KOPYTIN**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Kholmsk) (U.S.S.R.) | *726*<br>*217*<br>414 | **1990** ..............U.S.S.R.<br>54,84 10,16 4,141<br>RS 50,32 - 5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.412 | S.K.L. 8NVD<br>Oil 4SA 8Cy. 320 × 480<br>1 158bhp (852kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Ma<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| **7832775**<br>*URQW*<br>M-33687<br>Df Esd Gc<br>Rdr Rt | **PAVEL KORCHAGIN**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 780 | **1980** Vyborg Shipyard—Vyborg<br>130,31 17,35 7,341<br>RS 119,00 17,01 8,51<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.8 255<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W 5DKRN<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works |
| **8607282**<br>*UQQT*<br>M-43081<br>Df Esd Gc<br>Pfd Rdr RTv | **PAVEL KUTAKHOV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1401270/UQQT | *7 765*<br>*2 329*<br>3 372 | **1989** VEB Volkswerft Stralsund—Stralsund (819)<br>120,47 19,03 6,630<br>RS 108,12 - 12,22<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.3 900 | S.K.L. 6VDS48<br>2 Oil 4SA each 6Cy. 420 × 480 with clutch flexible couplings & reduction geared to shaft<br>5 298kW (7 203bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Ma<br>Gen 2 × 1500kW a.c. 2 × 760kW a.c.<br>Controllable pitch propeller |

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| 8718108<br>*UQAJ*<br>M-41709<br>Df Esd Gc<br>Pfd Rdr RTv | **PAVEL MIZIKEVICH**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400151/UQAJ | *9 764*<br>*3 716*<br>8 717 | **1989** "Georgi Dimitrov" Shipyard—Varna (213)<br>148,66 (BB) 21,05 7,651<br>RS 136,00 21,01 10,90<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>6 Cell. Ho<br>TEU 490 C. 400/20'<br>11 Ha (stl) | B&W 6DKRN67/140<br>Oil 2SA 6Cy. 670 × 1400<br>8 238kW (11 200bhp)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 504kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 304,0t (d.o.) 1 071,0t (hvf)-43,0pd 17,8kn |
| 7830923<br>*ERHH*<br>S-37237<br>Df Esd Gc<br>Rdr Rt | **PAVEL MOCHALOV**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | **1979** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,671<br>RS 108,03 13,00 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L. 6NVD48-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn |
| 7646712<br>*EVCH*<br>M-34547<br>Df Esd Gc<br>Rdr Rt | **PAVEL ORLOV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | **1977** ............U.S.S.R.<br>83,90 14,03 5,720<br>RS 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>B.236 In.1 348 L.14<br>3 Ha (2,3 × 2,3) (1,9 1,9 × 1,9)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| 7703998<br>*USRM*<br>M-33491<br>Df Esd Gc<br>Rdr RTv | **PAVEL PANIN**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 932**<br>1 146<br>1 794 | **1980** Stocznia Gdanska im. Lenina—Gdansk (B408/13)<br>RS 93,91 5,760<br>85,02 15,91 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.35 In.1 947 L.39<br>4 Ha (0,6 × 0,6) (2,4 2,4 2,4 × 2,1)<br>Der 6(3) | Sulzer 8ZL40/48<br>Oil 4SA 8Cy. 400 × 480 geared to sc. shaft<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 1200kW 1 × 760kW 400V 50Hz a.c. 2 × 350kW 320V 50Hz a.c.<br>15,75kn |
| 7203869<br>*UHVU*<br>M-31541<br>Df Esd Gc<br>Rdr Rt | **PAVEL PONOMARYEV**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.) | **7 457**<br>3 104<br>9 190 | **1971** Kherson Shipyard—Kherson<br>133,13 18,83 9,049<br>RS 118,42 18,81 11,64<br>2 dks | **D-E General Cargo**<br>Ice strengthened<br>3 Ho 14,7 16,3 ER 19,0 4 TwD 14,7 16,3 20,2 18,1<br>G.10 577 B.9 306<br>4 Ha (stl) (10,8 10,8 × 7,6) ER (8,7 8,7 × 7,6)<br>8W Der 2(60) 4(10) 4(5) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving 4 gen. connected to elec. motor & sc. shaft<br>U.S.S.R.<br>15,75kn |
| 6401505<br>*ULPH*<br>M-26313<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PAVEL POSTYSHEV**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **12 675**<br>6 275<br>7 678 | **1964** Admiralteiskiy Shipyard—St. Petersburg<br>162,01 20,32 7,024<br>RS 150,02 19,94 12,53<br>3 dks | **TM Factory Ship**<br>Shellfish Cannery Ref<br>Ice strengthened<br>3 Ho ER<br>B.3 165<br>3 Ha (stl) (each 3,9 × 2,9) ER<br>10W Der 10(5) 2(3) | Skoda<br>2 Oil 2SA each 8Cy. 430 × 610<br>4 000bhp (2 942kW)<br>CKD Praha Praha<br>Gen 2 × 560kW 1 × 480kW 1 × 80kW 400V<br>12,5kn |
| 372127<br>*HYV*<br>-12437<br>f Esd Gc<br>dr RTv | **PAVEL RYBIN**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1401205/UHYV | **18 398**<br>12 679<br>23 625 | **1975** Hitachi Zosen—Mukaishima (4434)<br>169,45 (BB) 24,62 9,903<br>RS 157,99 24,60 16,41<br>1 dk | **M Wood-chip Carrier**<br>Ice strengthened<br>5 Ho ER<br>G.41 170<br>5 Ha (stl) (15,5 15,7 15,7 15,7 15,7 × 12,1) ER<br>Cr 2(11,5) | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>15kn |
| 720981<br>*PIM*<br>-40850<br>f Esd Gc<br>dr RTv | **PAVEL SHCHEPELEV**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *4 643*<br>*1 798*<br>5 020 | **1986** Navashinskiy Shipyard—Navashino<br>124,40 16,42 5,500<br>RS 114,44 - 7,50<br>1 dk | **TM General Cargo**<br>Ice Strengthened<br>TEU 165 C.165/20'(40)<br>Cr 4(8) | Russkiy 6CHRPN36/45<br>2 Oil 4SA each 6Cy. 360 × 450<br>2 206kW (2 999bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 3 × 200kW a.c.<br>12,5kn |
| 313867<br>*JLF*<br>-37715<br>f Esd Gc<br>dr RTh/v | **PAVEL STRELTSOV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *3 816*<br>*1 144*<br>1 796 | **1984** Stocznia Gdanska im. Lenina—Gdansk (B408/25)<br>RS 94,01 5,671<br>85,02 15,91 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.35 In.1 947 L.39<br>4 Ha (0,6 × 0,6) (2,4 2,4 2,4 × 2,1)<br>Der 6(3) | Sulzer 8ZL40/48<br>Oil 4SA 8Cy. 400 × 480 geared to sc. shaft<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 1200kW 1 × 760kW 400V 50Hz a.c. 2 × 350kW 320V 50Hz a.c.<br>15,75kn |
| 131893<br>*VEH*<br>-31360<br>f Esd Gc<br>fd Rdr RTv | **PAVEL VAVILOV**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1400527/UVEH | **13 520**<br>6 936<br>19 240 | **1981** VEB Warnowwerft Warnemuende —Warnemuende (142)<br>RS 162,11 22,92 9,881<br>154,90 22,86 13,52<br>P 38,1 F 16,5 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>6 Ho 20,3 16,2 17,7 16,5 18,4 18,4 ER<br>G.26 216 B.22 245<br>TEU 442 C.Ho 282/20' C.Dk 160/20'<br>6 Ha (stl) (12,8 × 10,8) (12,8 12,8 12,8 12,8 12,8 × 13,5) ER<br>Cr 6(12,5) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel 441,0t (d.o.) 1 257,0t (hvf) 15,25kn |
| 612412<br>*ZAH*<br>-17455<br>f Esd Gc<br>fd Rdr RTv | **PAVEL YABLOCHKOV**<br>ex Baltiyskiy-112-83<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400553/UZAH | **2 233**<br>691<br>2 554 | **1980** Oy Laivateollisuus Ab—Turku/Abo (331)<br>95,00 13,21 4,001<br>RS 90,20 13,01 5,49<br>1 dk | **TM General Cargo/ Training Ship**<br>Ice strengthened<br>Mchy.aft | S.K.L. 6NVD48-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Thw. thrust propeller<br>12,5kn |
| 384106<br>*HMT*<br>220<br>f Esd Gc<br>dr Rt | **PAVELS PARENAGO**<br>ex Pavel Parenago-91<br>**Latvian Shipping Company**<br>Riga Latvia | T.Mk<br>**3 281**<br>1 189<br>—<br>**6 400**<br>3 250<br>5 887 | **1975** Stocznia Gdanska im. Lenina—Gdansk (B437/07)<br>RS 139,60 (BB) 18,04 6,581/7,780<br>128,00 11,51<br>2 dks | **M Refrigerated Cargo**<br>Ice strengthened<br>4 Ho 17,4 18,2 ER 18,0 17,4 10 TwD<br>In.7 250<br>4 Ha (stl) (5,3 6,4 × 6,3) ER (6,4 6,4 × 6,3)<br>8W Der 8(5) | Sulzer 8RND68<br>Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel (d.o.) 1 633,49t (hvf)-43,2pd 20,5kn |
| 362366<br>*VNX*<br>231<br>f Esd Gc<br>dr Rt<br>MVER | **PAVELS STERNBERGS**<br>ex Pavel Shternberg-91<br>**Latvian Shipping Company**<br>Riga Latvia | T.Mk<br>**3 281**<br>1 189<br>—<br>**6 400**<br>3 250<br>5 887<br>T/cm<br>17,3 | **1974** Stocznia Gdanska im. Lenina—Gdansk (B437/03)<br>RS 139,60 (BB) 18,04 6,581/7,780<br>128,00 18,01 11,51<br>2 dks | **M Refrigerated Cargo**<br>Ice strengthened<br>4 Ho 17,4 18,2 ER 18,0 17,4 10 TwD<br>In.7 430<br>4 Ha (stl) (5,3 6,4 × 6,3) ER (6,4 6,4 × 6,3)<br>8W Der 8(5) | Sulzer 8RND68<br>Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel (d.o.) 1 633,49t (hvf)-43,2pd 20,5kn |
| 133140<br>*XNC*<br>226<br>Rt | **PAVIA**<br>ex Mads Peter-89 ex Hans Is-82<br>**Henning Brogaard Pedersen**<br>Hirtshals Denmark | **110**<br>51<br>— | **1959** Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V.—Monnickendam<br>27,84<br>5,80 2,44 | **M Fishing**<br>Mchy.aft | Oil<br>280bhp (206kW)<br>............. |
| 723907<br>*POM*<br>007<br>sd Rdr Rt | **PAVILOSTA**<br>**Fishing Farm "Kursa"**<br>Liepaya Latvia | *738*<br>*221*<br>332 | **1987** ............U.S.S.R.<br>53,74 10,71 4,360<br>RS 47,92 - 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>971kW (1 320bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 300kW a.c. 3 × 160kW a.c.<br>Controllable pitch propeller |

| | | | | | | |
|---|---|---|---|---|---|---|
| **7121372** | **PAVLIK LARISHKIN** | T.Mk | | **1971** VEB Schiffswerft "Neptun"—Rostock (327) | **M General Cargo** | MAN |
| *UHPO* | | **2 113** | | 105,67 15,60 —/6,770 | Ref | Oil 2SA 6Cy. 570 × 800 |
| M-31026 | **Murmansk Shipping Co.** | 850 | RS | 96,02 15,59 8,01 | Ice strengthened | 3 250bhp (2 391kW) |
| Df Esd Gc | (Murmansk) (U.S.S.R.) | — | | 2 dks | 4 Ho 15,1 16,0 16,7 ER 16,3 | Halberstadt |
| Pfd Rdr Rt | | | | | B.5 991 In.519 | Fuel 78,0t (d.o.) 313,0t (hvf) |
| AMVER | | **3 373** | | | 4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER | |
| | | 1 605 | | | (9,9 × 7,0) | |
| | | 4 687 | | | 8W Der 1(40) 1(20) 2(10) 8(5) | |
| **7943196** | **PAVLIK MOROZOV** | **4 136** | | **1981** Volgograd Shipyard—Volgograd | **TM Tanker** | 2 Oil |
| *UVHP* | | 1 763 | | 125,06 16,63 4,150 | Ice strengthened | 3 000bhp (2 207kW) |
| M-36665 | **Caspian Shipping Co.** | 4 987 | RS | 120,61 6,90 | Mchy.aft | ............ |
| Df Esd Gc | (Baku) (U.S.S.R.) | | | 1 dk | | |
| Rdr RTv | | | | | | |
| **8419128** | **PAVLIN VINOGRADOV** | *6 395* | | **1987** Stocznia Gdanska im. Lenina—Gdansk (B352/01) | **M General Cargo** | B&W |
| *UULU* | | *3 223* | | | Ice strengthened | Oil 2SA 7Cy. 450 × 1200 |
| M-41995 | **Northern Shipping Co.** | 7 850 | RS | 131,60 19,30 7,000 | 4 Ho ER | 6 376bhp (4 690kW) |
| Df Esd Gc | (Arkhangelsk) (U.S.S.R.) | | | 122,00 - 8,80 | G.9 661 B.9 058 | H. Cegielski |
| Rdr RTv | SatCom: 1401346/UULU | | | 1 dk | TEU 274 C. 274/20' | Gen 3 × 400kW a.c. |
| | | | | | 4 Ha (stl) (12,5 × 10,2) (12,5 18,8 18,8 × 15,2) ER | |
| | | | | | Cr 4(12,5) | |
| **6909193** | **PAVLINA** | **9 907** | | **1968** Ast. de Cadiz—Sevilla (122) | **M General Cargo** | Sulzer |
| *9HVJ2* | ex Gundulic-88 | 6 346 | | 143,69 (BB) 20,68 9,291 | Str. heavy cargoes | Oil 2SA 6Cy. 680 × 1250 |
| 2081 | **Amaliada Shipping Co. Ltd.** | 16 158 | BV JR | 134,80 20,65 12,73 | 4 Ho 16,0 32,7 15,2 32,0 4 TwD | 8 000bhp (5 884kW) |
| Df Esd Gc | Jason Navigation Co. Ltd. | | | 2 dks | G.22 442 B.19 892 | Ast. de Cadiz |
| Pfd Rdr | Valletta Malta | | | rf nil DK | | Gen 2 × 312kW 1 × 240kW 380V 50Hz a |
| RTm/h/v | | | | | 6 Ha (stl) (each 9,1 × 9,9) ER | Fuel 151,5t (d.o.) 835,0t (hvf) |
| AMVER | | | | | 12W Der 12(10) | |
| **7435852** | **PAVLODAR** | T.Mk | | **1975** VEB Warnowwerft Warnemuende —Warnemuende (343) | **M General Cargo** | MAN |
| *UQYZ* | | **7 192** | | | Ref | Oil 2SA 8Cy. 700 × 1200 |
| M-31159 | **Far-Eastern Shipping Co. (FESCO)** | 3 682 | RS | 150,12 (BB) 21,87 8,840/8,951 | Ice strengthened | 11 200bhp (8 238kW) |
| Df Esd Gc | (Vladivostok) (U.S.S.R.) | — | | 140,01 21,80 13,59 | 5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER 13,6 8 TwD | VEB Dieselmotorenwerk Rostock (DMR) |
| Pfd Rdr RTv | SatCom: 1400303/UQYZ | | | F 15,3 2 dks, 3rd dk in Nos. 2 - 4 holds | | Fuel 301,0t (d.o.) 1 198,0t (hvf)-41,5pd |
| | | **10 954** | | | G.17 878 B.17 037 In.587 L.403 | |
| | | 5 963 | | | TEU 368 | |
| | | 12 347 | | | C.Ho 244/20'(40') C.Dk 124/20'(40') | |
| | | | | | 9 Ha (stl) (12,9 12,9p&s 25,1p&s 12,9p&s × 8,1) ER (3,5p&s × 2,6) | |
| | | | | | 4W Cr 4(8) Der 1(60) 4(12) | |
| **7944621** | **PAVLOF** | **668** | | **1943** ............Brooklyn, NY | **M Fishing** | Oil |
| | ex Aldebaran VII ex YO 154 | 594 | | *45,94* 9,22 — | | 500bhp (368kW) |
| 597532 | **Pavlof Inc.** | — | | 4,07 | | |
| | Seattle, Wa United States of America | | | 1 dk | | |
| | | | | conv Tanker — | | |
| **7397751** | **PAVLOGRAD** | T.Mk | | **1974** VEB Warnowwerft Warnemuende —Warnemuende (340) | **M General Cargo** | MAN |
| *UHCC* | | **7 192** | | | Ref | Oil 2SA 8Cy. 700 × 1200 |
| M-31118 | **Baltic Shipping Co.** | 3 682 | RS | 150,37 (BB) 21,87 8,840 | Ice strengthened | 11 200bhp (8 238kW) |
| Df Esd Gc | (Sankt-Peterburg) (U.S.S.R.) | 11 350 | | 140,01 21,80 13,59 | 5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER 13,6 8 TwD | VEB Dieselmotorenwerk Rostock (DMR) |
| Pfd Rdr RTv | SatCom: 1400730/UHCC | | | F 15,3 2 dks, 3rd dk in Nos. 2 - 4 holds | | Fuel 301,0t (d.o.) 1 198,0t (hvf)-41,5pd |
| AMVER | | | | | G.17 878 B.17 037 In.587 L.403 | |
| | | | | | TEU 368 | |
| | | | | | C.Ho 244/20'(40') C.Dk 124/20'(40') | |
| | | | | | 9 Ha (stl) (12,9 12,9p&s 25,1p&s 12,9p&s × 8,1) ER (3,5p&s × 2,6) | |
| | | | | | 4W Cr 3(8) 1(3,25) Der 1(60) 4(12) | |
| **7422245** | **PAVLOS** | **94** | ✠**100A1** SS 9/87 | **1975**-2 B.V. Schpsw. Janson—Aalst (2001) | **TM Tug** | General Motors |
| *SV3918* | | 13 | tug | 22,41 6,81 2,871 | | 2 Vee Oil 2SA each 12Cy. 146 × 146 reverse reduction geared to sc. shafts |
| 2078 | **Seka S.A.** | 46 | Eastern Mediterranean & Red Sea service | 19,05 6,57 3,36 | | General Motors Corp. |
| Rt | Piraeus Greece | | **LMC** | 1 dk | | |
| | | | EL (c) ¾"U1 | rf 1118 BK 51 | | |
| | | | FN 190 | | | |
| **7637058** | **PAVLOS BAKOGIANNIS** | **119** | | **1977** Scheeps. Damen B.V.—Gorinchem (2705) | **TM Tug** | Caterpillar |
| *SW3520* | ex Elsakar-89 ex Escravos Seahorse-88 | 36 | | 25,71 2,690 | Mchy.aft | 2 Vee Oil 4SA each 8Cy. 159 × 203 reverse reduction geared to sc. shafts |
| 4424 | **Portolos Hellenic Tugboats S.A. & Hellenic Tugboats Ltd.** | 36 | (BV) | 23,07 6,63 3,43 | | Caterpillar Tractor Co. |
| Esd Rdr Rt | Piraeus Greece | | | 1 dk | | |
| **6709830** | **PAVLOS KOUNTOURIOTIS** | **497** | | **1967**-5 J. Bolson & Son Ltd.—Poole (559) | **M Tank Barge** | Deutz |
| *SV8390* | ex Laconis-91 ex Athos-89 | 273 | | 53,73 10,39 2,883 | CBT | Oil 4SA 8Cy. 320 × 450 |
| 8494 | ex Castor-83 ex Buckingham-83 | 784 | ✠CLASS WITHDRAWN | 50,83 10,06 3,54 | 3 Ta ER | 660bhp (485kW) |
| Rdr Rt | ex Banco-72 | T/cm | 27/3/91 | Trunk 26,9 1 dk | L.(oil) 922 HeCls. C | Kloeckner Humboldt Deutz |
| | **Dorian Bunkers Lines** | 4,6 | | rf nil Diam. 0,203 | 2 Cargo pumps total 400T/hr | Gen 2 × 35kW 110V d.c. |
| | Charalambos Drakatos | | | | | Fuel 23,0t-3,0pd |
| | Piraeus Greece | | | | | |
| **5116517** | **PAVLOS V** | **17 950** | | **1958** Odense Staalskibsvaerft A/S—Odense (142) | **M Tanker** | B&W |
| *J4AB* | ex Rainbow-78 ex Global Leader-78 | 11 082 | | | | Oil 2SA 10Cy. 740 × 1600 |
| 6796 | ex Thomas G. Chimples-77 | 30 616 | BV | 200,13 24,77 10,364 | 24 Ta ER | 10 224kW (13 900bhp) |
| Df Esd Gc | ex Matheos-72 ex Floreal-68 | T/cm | | 188,37 24,69 15,17 | L.(oil) 38 420 | A/S Burmeister & Wain's Maskin- og Skibsbyggeri |
| Rdr RTm/v | **Pavlos Naftiki Eteria** | 41,6 | | 1 dk | | |
| | Varnima Corp. International S.A. | | | RW Bow/CM 102 Diam. 0,310 MH 0,6 | 1 Ha (4,7 × 3,6) | Gen 3 × 120kW 110V d.c. |
| | Piraeus Greece | | | | 3 Cargo pumps total 2 590T/hr | |
| **7115684** | **PAVLOVO** | **4 540** | | **1971** Vyborg Shipyard—Vyborg | **M General Cargo** | B&W |
| *UJGP* | | 2 171 | | 121,95 16,74 7,149 | Ice strengthened | Oil 2SA 7Cy. 500 × 1100 |
| M-29498 | **Sakhalin Shipping Co. (SASCO)** | 6 630 | RS | 112,78 16,69 8,31 | 4 Ho 17,3 19,3 19,5 ER 20,8 | 4 900bhp (3 604kW) |
| Df Esd Gc | (Kholmsk) (U.S.S.R.) | | | 1 dk | B.7 490 | Bryansk Eng. Works |
| Rdr Rt | | | | | | Fuel 139,0t (d.o.) 330,0t (hvf) |
| | | | | | 4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5) | |
| | | | | | Cr 4(5) | |
| **6518231** | **PAVLOVO** | **3 794** | RS | **1966**-1 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (807) | **M Factory Fishing** | B&W |
| *UDTY* | | 1 553 | | | Fish-factory Stern Trawler Ref | Oil 2SA 6Cy. 500 × 900 |
| M-10177 | **Sevryba** | 2 570 | ✠Classed LR until 8/67 | 102,70 16,03 5,671 | Ice strengthened | 3 100bhp (2 280kW) E made65 fitted— |
| Df Esd Gc | (Murmansk) (U.S.S.R.) | | | 91,01 16,01 11,13 | 3 Ho 10,3 13,5 ER 17,6 3 TwD | A/S Burmeister & Wain's Maskin- og Skibsbyggeri |
| Pfd Rdr Rt | | | | RFD 10,1 2 dks, 3rd dk in Nos. 1, 2 & 3 holds, 4th dk in Nos. 1 & 2 holds | B.304 In.3 395 L.134 | |
| AMVER | | | | | 3 Ha (stl) (2,8 2,8 × 2,9) ER (3,8 × 2,9) | Controllable pitch propeller |
| | | | | rf 203 DK fwd | 6W Der 2(7) 4(3) | |
| **7644001** | **PAVLOVSKIY** | **163** | | **1977** ............U.S.S.R. | **M Fishing** | S.K.L. |
| *UIXG* | | 39 | | 33,96 7,09 2,901 | Ice strengthened | Oil 4SA 8Cy. 240 × 360 |
| M-12511 | **Dalryba** | 88 | RS | 30,00 3,69 | 1 Ho | 305bhp (224kW) |
| | (Vladivostok) (U.S.S.R.) | | | 1 dk | B.115 | VEB Schwermasch. "Karl Liebknecht" (SKL) |
| | | | | | 1 Ha (1,6 × 1,3) | |
| | | | | | 2W Der 2(2) | |
| **7741237** | **PAVLOVSKIY** | **163** | | **1979** ............U.S.S.R. | **M Fishing** | S.K.L. |
| *UWUW* | | 39 | | 33,96 7,09 2,901 | Ice strengthened | Oil 4SA 8Cy. 240 × 360 |
| M-12645 | **Dalryba** | 88 | RS | 3,69 | 1 Ho | 305bhp (224kW) |
| | (Nakhodka) (U.S.S.R.) | | | 1 dk | B.115 | VEB Schwermasch. "Karl Liebknecht" (SKL) |
| | | | | | 1 Ha (1,6 × 1,3) | Controllable pitch propeller |
| | | | | | 2W Der 2(2) | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 5272359<br>*PGRN*<br>Df Esd Rdr<br>RTm | **PAVO**<br>ex Pavonis-75<br>Groningen Netherlands | **384**<br>218<br>518 | BV | **1960** N.V. Schpsb. v/h Th. J. Fikkers—Foxhol (95)<br>49,43 8,11 2,953<br>44,99 8,01 3,20<br>1 dk<br>RW rf 81 | **M General Cargo**<br>1 Ho 29,7 ER<br>G.722 B.680<br>2 Ha (w) (each 10,8 × 5,0) ER | Deutz<br>Oil 4SA 6Cy. 220 × 280 sr geared to sc. shaft<br>224bhp (165kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 8,5kn |
| 5272323<br>*THJK*<br>4154<br>CC 318279<br>Df EsdRTm | **PAVOIS**<br>**Armement Limantour S.A.**<br>Concarneau France | **207**<br>71<br>226 | (BV) | **1961** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5061)<br>38,00 7,24 3,852<br>32,01 7,19 3,97<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>1 Ho 3,8<br>In.140<br>2 Ha (each 0,9 × 1,3)<br>1W Der 1(3) | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW) NE 75<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 100kW d.c. 1 × 24kW d.c.<br>Fuel 40,5t (d.o.) 12kn |
| 5064233<br>*SHXJ*<br>Rdr Rt | **PAVONA**<br>ex Carlso-73 ex Pavona-61<br>ex Pavonis-60<br>**Per Ivar Petterson**<br>Kungshamn Sweden | **299**<br>146<br>370 | (BV) | **1951** Gebroeders Fikkers—Foxhol (79)<br>42,40 7,42 2,731<br>38,71 7,37 3,05<br>P 11,6 F 5,5 1 dk | **M General Cargo**<br>1 Ho 23,7 ER<br>G.543 B.522<br>2 Ha (each 9,2 × 4,5) ER<br>2W Der 2(2) | Deutz<br>Oil 4SA 6Cy. 240 × 360<br>225bhp (166kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 25,5t (d.o.) 9kn |
| 7315674<br>*IQJV*<br>48<br>Esd Rdr Rt | **PAVONE**<br>ex Mazarpesca Quinto-78<br>**Cooperativa Mazarpesca**<br>Mazara del Vallo Italy | **199**<br>92<br>— | | **1973** Cant. Nav. M. Morini & C.—Ancona (135)<br>32,72 7,01<br>25,00 3,66<br>1 dk | **M Fishing**<br>Side-fishing Ref | Deutz RBV6M545<br>Oil 4SA 6Cy. 320 × 450<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln |
| 7529366<br>*PGRJ*<br>Esd Gc Rdr<br>RTm/v | **PAVONIS**<br>**Rederij Pavonis**<br>Groningen Netherlands | **999**<br>628<br>1 553 | BV | **1976** Scheeps. "Voorwaarts" B.V.—Hoogezand (220)<br>65,84 10,80 4,303<br>59,97 10,71 5,11<br>1 dk | **M General Cargo**<br>1 Ho 42,9 ER<br>G.2 025 B.1 982<br>1 Ha (stl) (37,1 × 8,2) ER | Brons 8GV-A<br>Oil 2SA 8Cy. 220 × 380<br>1 100bhp (809kW)<br>Appingedammer Brons Appingedam<br>Gen 3 × 40kW 220/380V 50Hz a.c.<br>Fuel 127,0t (d.o.)-4,0pd 11kn |
| 7411507<br>*VPHX*<br>709573<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **PAWNEE**<br>ex Cayuga-85 ex Suorva-78<br>**Chang Bai Shan Shipping Co. Ltd.**<br>Orient Ship Management Ltd.<br>Hong Kong Hong Kong (British)<br>SatCom: 1477146/VPHX | **68 777**<br>47 207<br>122 272<br>T/cm<br>96,7 | AB (NV) | **1977** Thyssen Nordseewerke G.m.b.H.—Emden (456)<br>273,01 (BB) 39,04 16,539<br>258,00 38,99 23,55<br>F 18,9 1 dk<br>rf nil Bow/CM 133 Diam. 0,508 MH 1,5 | **M Ore/Bulk/Oil Carrier**<br>IGS DB<br>9 Ho/Ta 20,7 21,6 21,6 21,6 21,6 21,6 21,6 21,6 21,6 ER<br>G.135 624 L.(oil) 136 050 HeCls. B<br>9 Ha (stl) (13,4 × 14,4) (13,4 13,4 13,4 13,4 13,4 13,4 13,4 13,4 × 17,4) ER<br>4 Cargo pumps total 7 900T/hr | B&W , 7K90GF<br>Oil 2SA 7Cy. 900 × 1800<br>21 700bhp (15 962kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>Gen 1 × 1300kW 2 × 816kW 1 × 600kW 440V 60Hz a.c.<br>Fuel 490,5t (d.o.) 6 456,0t (hvf)-84,5pd 15,75kn |
| 7322316<br>*HP2073*<br>5260-75B<br>Gc Rdr Rt | **PAWNEE**<br>ex Kiyu Maru No. 3-76<br>**Crowley Maritime International S.A.**<br>Panama Panama | **293**<br>0<br>— | (BV) | **1973** Daiko Dkyd Co. Ltd.—Osaka (77)<br>30,99 3,010<br>28,50 9,00 3,92<br>1 dk<br>RW | **TM Tug** | Daihatsu 8DS-26<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 7632929<br>*SXJG*<br>9755<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PAX**<br>ex Spiliada-91<br>**Pax Maritime Co.**<br>Piraeus Greece | **12 277**<br>8 482<br>20 850<br>T/cm<br>29,8 | AB | **1978** Nipponkai Heavy Ind. Co. Ltd.—Toyama (197)<br>152,41 (BB) 9,451<br>144,02 22,86 12,96<br>P 26,9 F 12,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.26 901<br>5 Ha (stl) ER<br>Der 10(10) | B&W 6L55GFCA·<br>Oil 2SA 6Cy. 550 × 1380<br>7 300bhp (5 370kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 360kW a.c.<br>14,25kn |
| 6411653<br>*OT2723*<br>5082<br>Esd Rdr Rt | **PAX**<br>ex Stor ex Stor 1 ex Ulmbrueder 6<br>**Victor Huygebaert S.A.**<br>Gent/Gand Belgium | **775**<br>659<br>865 | (AB) | **1951** H. C. Stuelcken Sohn—Hamburg (790)<br>57,10 7,90 3,093<br>55,45 7,88 3,81<br>RQD 12,5 1 dk<br>RW rf nil len & deepened 63 | **TM General Cargo/Tanker**<br>2 Ho 17,4 16,2 8 Ta ER<br>L.(oil) 878 HeCls. C<br>2 Ha (16,2 15,6 × 3,6) ER | MWM<br>2 Oil 4SA each 6Cy. 250 × 350<br>600bhp (441kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 23,5t (d.o.) |
| 8100636<br>*OUXB6*<br>D-33413<br>Df Esd Gc<br>Rdr RTm/h/v | **PAX**<br>**K/S Rederiet Pax**<br>H. H. Danship A/S<br>Svendborg Denmark (DIS) | **498**<br>317<br>1 546 | GL | **1981** Schiffsw. Hugo Peters—Wewelsfleth (583)<br>82,48 11,38 3,545<br>76,82 11,31 5,41<br>P 12,5 F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,4 ER<br>G.2 902 B.2 898<br>TEU 48 C. 48/20'<br>1 Ha (stl) (49,8 × 9,0) ER | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280 reverse reduction geared to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 168kW 1 × 60kW 1 × 45kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10,75kn |
| 8414829<br>*JWPM*<br>20129<br>Esd Gc Rdr<br>RTm/v | **PAX**<br>**K/S Bugsertjeneste A/S**<br>Johannes Ostensjo d.y.<br>Haugesund Norway | *315*<br>*94*<br>— | NV | **1985** Skaalurens Skibsbyggeri A/S—Rosendal (239)<br>29,70 9,50<br>28,00 9,01 4,65<br>B 4,0 F 6,8 1 dk | **TM Tug**<br>Fire-fighting Tractor Pollution Control | Normo KRMB-6<br>2 Oil 4SA each 6Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>A/S Bergens M/V Bergen<br>Gen 2 × 130kW 380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 130,0t (d.o.) 11,5kn |
| 8712544<br>*FHPB*<br>BL 734505<br>Rdr Rt | **PAX DEI**<br>**Acanor**<br>Boulogne France | **102**<br>—<br>— | | **1988** Forges Caloin—Etaples (52)<br>— ... ... ...<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar 3508TA<br>Vee Oil 4SA 8Cy. 170 × 190 geared to sc. shaft<br>Caterpillar Inc. Peoria, Illinois |
| 6517536<br>*TMHI*<br>5582<br>CH 289182<br>Df Esd Pfd<br>Rdr Rt | **PAX VOBIS**<br>**Societe Sofinabail**<br>Jean Hue<br>Cherbourg France | **151**<br>52<br>— | (BV) | **1964** Ch. Herbert & Heraud—Pont Lorois<br>26,90 7,35 3,429<br>7,32 3,92<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho<br>In.105<br>2 Ha (each 1,2 × 1,2)<br>Der 1(2) | Baudouin<br>Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) 11,75kn |
| 7801269<br>*YJXK3*<br>377<br>Df Esd Gc<br>Pfd Rdr Rt | **PAXI REX**<br>ex Freezer Leopard-88<br>ex Freezer Ace-85<br>**Reefpax Shipping Inc.**<br>Akra Shipping Co. Ltd.<br>Port Vila Vanuatu | **7 547**<br>4 568<br>7 674 | GL (NK) (NV) | **1978** Kochi Jyuko K.K.—Kochi (2027)<br>140,65 (BB) 20,04 8,326<br>130,00 20,00 12,30<br>F 10,1 4 dks | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 4(p) 4(s)<br>3 Ho ER 1 Ho<br>In.9 705<br>4 Ha (stl) (8,7 8,7 8,7 × 7,1) ER (8,7 × 7,1)<br>8W Der 8(7) | Pielstick 16PC2-5V-400<br>Vee Oil 4SA 16Cy. 400 × 460 reduction geared to sc. shaft<br>10 004kW (13 601bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 311,0t (d.o.) 1 735,5t (i.f.o.)-41,5pd 20kn |
| 7934327<br>605997 | **PAY DIRT**<br>ex Singleton Fleets 28<br>**Daniel Johns**<br>Galveston, Tx United States of America | **102**<br>69<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 316,0t 10kn |
| 7425924<br>*EPPW*<br>Rdr Rt | **PAYAM**<br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Bandar Khomeini Iran | **356**<br>107<br>188 | ✠Classed LR until 19/11/82 | **1975**-10 Towa Zosen K.K.—Shimonoseki (490)<br>36,02 10,22 3,364<br>31,70 9,81 4,37<br>1 dk<br>rf 610 | **TM Tug** | MWM D441V12<br>2 Vee Oil 4SA each 12Cy. 230 × 270 reverse reduction geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 108kW 225V 50Hz a.c.<br>Fuel 76,0t (d.o.) |
| 6401311<br>*HO2075*<br>4886-61A<br>Esd Rt | **PAYARDI**<br>**Vapores Orinoco S.A.**<br>Panama Panama | **107**<br>—<br>— | (AB) | **1961** National Bulk Carriers Inc. (Kure Shpyd Div.)—Kure (101)<br>23,68 7,12<br>22,00 6,86 3,31<br>1 dk<br>BK 127 | **M Tug** | Cooper Bessemer<br>Oil 2SA 8Cy. 267 × 343 reverse reduction geared to sc. shaft<br>E made fitted61<br>Cooper-Bessemer Corp. Grove City, Pa<br>Fuel 36,5t |

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| **5360431**<br>*TCZG*<br>3804<br>Df Esd Gc<br>Rdr RTm/h/v | **PAYAS**<br>ex Thorstrand-67<br>**Yakit Nakliyat ve Ticaret A.S.**<br>Istanbul Turkey | **22 176**<br>13 190<br>36 415<br>T/cm<br>46,2 | NV | **1962** Stord Verft A/S—Stord (45)<br>202,70 26,27 11,151<br>195,56 26,22 14,20<br>P 52,2 B 14,1 F 28,1 1 dk<br>rf 51 Bow/CM 112 Diam. 0,250 | **M Tanker**<br>33 Ta ER<br>L.(oil) 45 477 HeCls. BC<br>Der 5(5) 1(1,5)<br>4 Cargo pumps total 4 000T/hr | B&W 9-75VTBF-<br>Oil 2SA 9Cy. 750 × 1500 exhaust 500<br>15 000bhp (11 033kW)<br>A/S Akers M/V<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 3 241,0t (hvf)-45,5pd |
| **7850909**<br>Gc Rdr Rt | **PAYRA**<br>ex Nishiki Maru-80<br>**Agrani Shipping Co. (Bangladesh) Ltd.**<br>Chittagong Bangladesh | **321**<br>163<br>579 | NK | **1969** Yamakawa Zosen Tekko K.K.—Kagoshima (538)<br>50,02 3,480<br>45,01 7,90 3,81<br>P 14,4 F 7,1 1 dk | **M General Cargo**<br>Ref<br>G.600 B.550 In.81<br>1 Ha (stl) (20,9 × 4,9) ER | Nippon Hatsudoki<br>Oil 4SA 6Cy. 325 × 460<br>900bhp (662kW)<br>Nippon Hatsudoki<br>Gen 2 × 48kW |
| **7831783**<br>*UZSN*<br>M-37842<br>Df Esd Gc<br>Rdr RTv | **PAYSTU**<br>**Government of The Republic of Estonia (Department of Fisheries)**<br>(Tallinn) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1980** .............U.S.S.R.<br>54,82 9,96 4,139<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.414<br>3 Ha (stl) (each 1,5 × 1,6)<br>Der 2(1,25) | S.K.L. 8NVD4<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Mag |
| **7833054**<br>*LYCB*<br>M-34755<br>Df Esd Gc<br>Pfd Rdr Rt | **PAYURIS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**282**<br>80<br>150 | RS | **1980** .............U.S.S.R.<br>35,72 8,82 3,429<br>5,95<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.110<br>1 Ha (1,3 × 1,3)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360 geared to sc. shaft<br>340bhp (250kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Mag |
| **5204297**<br>*HQSA*<br>L002-00487<br>Df EsdRTm | **PAZ**<br>ex Cid I-84 ex Bonno ex Bonny-72<br>ex Lauwersborg-68 ex Mercator-54<br>**Paz Compania Naviera De Honduras S. de R. L.**<br>San Lorenzo Honduras | **297**<br>185<br>362 | (BV) | **1952** N.V. Schpsw. "De Vooruitgang" v/h D. Boot —Alphen a/d Rijn (1214)<br>43,49 7,45 2,731<br>37,14 7,40 3,00<br>1 dk<br>RW rf nil | **M General Cargo**<br>1 Ho 24,2 ER<br>G.530 B.496<br>2W Der 2(2) | De Industrie<br>Oil 4SA 4Cy. 280 × 400<br>195bhp (143kW)<br>D. & J. Boot "De Industrie" Alphen a<br>Gen 1 × 37kW 60V d.c.<br>Fuel 13,0t (d.o.) |
| **8503931**<br>Esd Gc Rdr Rt | **PAZ**<br>**Panama Canal Commission**<br>Norfolk, Va United States of America | **253**<br>172<br>— | (AB) | **1986** Twin City Shipyard Inc.—St. Paul, Mn (892)<br>31,50 9,20 3,853<br>28,15 9,15 4,58<br>1 dk<br>rf 762 | **TM Tug** | General Motors 12-6<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La G<br>Gen 2 × 75kW 208V 60Hz a.c. |
| **6919459**<br>*YTUJ*<br>2T-255<br>Df Esd Gc<br>Pfd Rdr Rt | **PAZIN**<br>**Croatia Line**<br>Rijeka Croatia | T.Mk<br>**6 239**<br>3 283<br>8 713 | ✠**100A1** SS 6/90<br>DTm—oil FP above 65,5°C or vegetable oil or latex<br>Ice Class 3<br>✠**LMC**<br>EL A† 2 3/16"U2<br>FN 4350<br>JR | **1969**-12 Italcantieri S.p.A.—Monfalcone (1910)<br>152,23 (BB) 20,05 7,751<br>138,00 20,01 11,51<br>F 15,3 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>RW rf nil DK fwd | **M General Cargo**<br>Ref<br>5 Ho 17,6 18,7 4,4DTp&s 18,9 21,2 ER 21,2 8 TwD<br>G.14 638 B.13 159 In.429 L.544<br>5 Ha (stl) (8,8 × 5,5) (11,9 11,9 11,9 × 7,0) ER (11,9 × 7,0)<br>18W Der 1(25) 6(10) 10(5) 2(3) | Fiat B<br>Oil 2SA 7Cy. 750 × 1320<br>7 723kW (10 499bhp)<br>C.R.D. Adriatico<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 300kW 400V 60Hz a.c. |
| **7806439**<br>Rdr | **PB 1**<br>**P.T. Baruna Raya Logistics Inc.**<br>Pangkal Balam Indonesia | **63**<br>49<br>38 | ✠**100AN**<br>✠**LMC**<br>EL A<br>FN 138 | **1978**-5 Halter Marine Services, Inc.—New Orleans, La (703)<br>19,66 5,34 0,642<br>17,76 5,26 2,47<br>RFD 11,9 1 dk<br>rf - Box K | **Aluminium Alloy TM Crewboat** | General Motors 12V<br>2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>750kW (1 020bhp)<br>General Motors Corp. Det<br>Gen 1 × 20kW 220/110V 60Hz a.c. |
| **8808692**<br>Esd Gc Rdr Rt | **PB 1**<br>**Government of Aruba (Ministerie van Financien)**<br>Oranjestad Netherlands Antilles & Aruba | **43**<br>13<br>— | ✠**100A1**<br>Caribbean sea service, not more than 30 miles off the coast of Aruba<br>✠**LMC** **UMS**<br>EL 100,0/16,0U2<br>FN 109 | **1989**-2 Schottel—Nederland B.V.—Warmond (193)<br>17,48 4,77<br>15,00 4,65 2,60<br>1 dk.<br>rf 845 BK 100 | **Aluminium Alloy TM Patrol Launch** | M.T.U. 12V18<br>2 Vee Oil 4SA each 12Cy. 128 × 142 with clutches, flexible couplings & sr reverse g to sc. shafts<br>886kW (1 205bhp)<br>Daimler-Benz A.G. Man<br>Gen 1 × 16kW 220V 50Hz a.c. 2 × 1,5kW 24V d.c. |
| **7806453**<br>Rdr | **PB 3**<br>**P.T. Baruna Raya Logistics Inc.**<br>Pangkal Balam Indonesia | **63**<br>49<br>37 | ✠**100AN** SS 5/90<br>Indonesian archepelago southern island group Sumatra to Timur coastal service<br>✠**LMC**<br>EL (A)<br>FN 138 | **1978**-7 Halter Marine Services, Inc.—New Orleans, La (705)<br>19,66 5,34 0,642<br>17,76 5,26 2,47<br>RFD 11,9 1 dk<br>rf - BK | **Aluminium Alloy TM Crewboat** | General Motors 12V<br>2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>1 020bhp (750kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 1 × 20kW 220/110V 60Hz a.c. |
| **6703202**<br>*PGRR*<br>Df Esd Gc<br>Rdr Rt | **PCS VAN HATTEM**<br>**Hollandsche Aanneming Maatschappij B.V. (HAM) (HAM International Dredging Contractors)**<br>Rijswijk, Zuid Holland Netherlands | **5 663**<br>2 934<br>7 453 | BV | **1966** Smit Kinderdijk—Kinderdijk (Co522)<br>110,06 18,83<br>101,00 18,80 10,60<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 25,0<br>Hopper 9260T<br>Mchy.aft<br>Hopper 4 500<br>2 sandpumps each 1103kW (1500bhp) | Bolnes V3<br>2 Vee Oil 2SA each 20Cy. 300 × 550<br>6 800bhp (5 002kW)<br>N.V. Smit & Bolnes Zie |
| **7346233**<br>*C6IL7*<br>715995<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>AMVER | **PEACE**<br>ex Protagonistic-89 ex Protagonist-88<br>ex Hasselt-83<br>**Fighter Trade Ltd.**<br>Nassau Bahamas | **17 722**<br>11 248<br>29 750<br>T/cm<br>38,6 | AB (BV) | **1974** N.V. Boelwerf S.A.—Tamise/Temse (1485)<br>190,00 (BB) 23,02 10,811<br>181,01 22,92 14,48<br>P 46,1 F 12,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>6 Ho 19,5 20,4 26,9 21,0 26,9 23,2 ER<br>G.36 907 B.35 235 HeCls. ptB<br>6 Ha (stl) (11,2T × 8,0) (14,0 18,2 14,2 18,2 14,2 × 10,0) ER<br>Cr 3(15) | MAN K8Z70<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>A.C.E.C. Gen<br>Gen 3 × 500kW<br>Thw. thrust propeller fwd<br>Fuel 274,5t (d.o.) 1 920,0t (hvf)-32,0pd |
| **6407781**<br>*J8DD2*<br>2935<br>Df Esd Gc<br>Rdr Rt | **PEACE**<br>ex Granik-90<br>**Greenbury Trading Ltd.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**1 005**<br>379<br>580 | (PR) | **1964** Stocznia im. "Komuny Paryskiej"—Gdynia (B23/07)<br>69,35 11,03 5,055<br>60,00 10,95 7,55<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.650 | Mirrlees<br>Oil 4SA 6Cy. 381 × 508 reduction geared to shaft<br>1 600bhp (1 177kW)<br>Mirrlees National Ltd. United K<br>Gen 1 × 240kW 2 × 210kW 1 × 185kW 220V d.c.<br>Controllable pitch propeller |
| **7411806**<br>*DURD*<br>222662<br>Rdr Rt | **PEACE**<br>**Continental Mindanao Corp.**<br>Manila Philippines | **597**<br>418<br>1 000 | | **1975** Sandoval Shipyards Inc.—Navotas (9)<br>49,99 3,801<br>47,02 10,01 4,53<br>1 dk | **TM Landing Craft**<br>Mchy.aft | Yanmar 6<br>2 Oil 4SA each 6Cy. 145 × 170 reverse red geared to sc. shafts<br>480bhp (353kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **5073179**<br>*HO2674*<br>857-PEXT1<br>Df Rdr RTh | **PEACE**<br>ex Cito-69 ex Westpolder-60 ex Rolf-50<br>**Shalom Peace Corp. & Shalom Peace Foundation**<br>Panama Panama | T.Mk<br>**353**<br>171<br>574 | ✠**100A1** SS 2/90<br>restricted service to Israel coast as radio station ship<br>✠**LMC**<br>EL i<br>FN 696 | **1940**-4 Gebr. van Diepen—Waterhuizen (848)<br>57,31 8,49 2,839<br>52,00 8,46 4,91<br>2 dks<br>R ccnv General Cargo 73 | **M Radio-station**<br>1 Ho ER<br>1 Ha (11,6 × 5,4) ER | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW) NE 54<br>Kloeckner Humboldt Deutz<br>Gen 1 × 5kW 110V<br>Fuel 61,0t |
| **6604963**<br>*HP3100*<br>6505-76<br>Pfd Rdr Rt | **PEACE OCEAN**<br>ex Long Chau-75<br>ex Hinode Maru No. 23-70<br>**Nguyen Navigation S.A.**<br>Panama Panama | **996**<br>542<br>2 011 | (BV) | **1965** Ujina Zosensho—Hiroshima (445)<br>75,21 10,06 4,852<br>68,99 10,01 5,29<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 260 | Oil 4SA 6Cy. 455 × 600<br>1 500bhp (1 103kW)<br>Nippon Hatsudoki<br>Gen 2 × 24kW 225V 50Hz a.c.<br>Fuel 82,5t-5,5pd |

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| **PEACE RIVER**<br>ex Strathconon-90<br>ex Contship Spain-90<br>ex ScanDutch Hondo-89<br>ex Strathconon-89 ex Main Express-85<br>ex Strathconon-85<br>ex Seatrain Valley Forge-80<br>Launched as Marejet<br>**Peace River Marine Ltd.**<br>Valletta Malta | *15 598*<br>*7 572*<br>21 207 | BV ZC | **1978** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Tokyo (2672)<br>178,42 (BB) 26,04 9,420<br>169,40 26,01 13,62<br>F 5,5 1 dk<br>len 81 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 21,0 27,2 27,2 14,4 27,2 ER<br>TEU 1266<br>C.Ho 566/20' (40') C.Dk 700/20' (40')<br>incl. 60 ref C.<br>16 Ha (stl) ER | Sulzer 7RND68M<br>Oil 2SA 7Cy. 680 × 1250<br>7 723kW (10 499bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 297,0t (d.o.) 1 583,5t (hvf) 17kn |
| **PEACEVENTURE L**<br>**La Fontana Novela Ltd.**<br>Piraeus Greece<br>SatCom: 1130640/SVNN | *27 333*<br>*11 363*<br>39 582<br>T/cm<br>50,1 | NV | **1987** Hyundai Heavy Industries Co. Ltd.—Ulsan (426)<br>176,82 (BB) 11,473<br>169,02 32,21 17,45<br>B 7,4 F 16,8 1 dk<br>Bow/CM 86 Diam. 0,400 | **M Tanker**<br>Oil Chemical<br>COW IGS SBT Ice strengthened<br>14 Ta ER<br>L.50 011<br>16 Cargo pumps total 8 670T/hr | Sulzer 5RTA62<br>Oil 2SA 5Cy. 620 × 2150<br>9 200bhp (6 767kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 800kW 1 × 700kW 1 × 150kW 440V 60Hz a.c.<br>Fuel 226,0t (d.o.) 1 786,0t (hvf)-28,0pd 14,5kn |
| **PEACOCK**<br>ex Southern Cross-90<br>**Cygnus Line S.A.**<br>Panama Panama<br>SatCom: 1333232/PECK | *4 964*<br>*3 036*<br>6 541 | NK | **1986** Kochi Jyuko K.K.—Kochi (2466)<br>124,69 (BB) 7,317<br>117,02 17,81 9,86<br>P 24,1 F 9,2 3 dks | **M Refrigerated Cargo**<br>Vehicles<br>4 Ho ER<br>In.7 440<br>4 Ha (stl) ER<br>Der 8(-) | Mitsubishi 6UEC45LA<br>Oil 2SA 6Cy. 450 × 1350<br>5 149kW (7 000bhp)<br>Kobe Hatsudoki K.K. Kobe<br>17kn |
| **PEARL**<br>ex Jahre Pearl-89 ex South Pearl-85<br>ex Arica-83<br>**K/S Pearl**<br>Wescol Norway A/S<br>Sandefjord Norway (NIS)<br>SatCom: 1310763/LAIZ | **38 995**<br>31 031<br>78 079<br>T/cm<br>72,2 | NV<br>HeCls. BC | **1976** Bremer Vulkan A.G.—Bremen-Vegesack (989)<br>253,68 32,26 14,845<br>240,01 32,24 19,51<br>1 dk<br>Bow/CM 125 Diam. 0,400 MH 1,8 | **M Ore/Bulk/Oil Carrier**<br>IGS Str. heavy cargoes DB<br>9 Ho/Ta ER<br>G.91 685 B.86 704 L.(oil) 93 301<br>9 Ha (stl) (12,5 × 11,9) (12,5 12,5 12,5 12,5 12,5 12,5 12,5 12,5 × 14,4) ER<br>3 Cargo pumps total 5 400T/hr | MAN K9Z78/155<br>Oil 2SA 9Cy. 780 × 1550<br>18 900bhp (13 902kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>Gen 1 × 800kW 2 × 600kW 440V 60Hz a.c.<br>Fuel 254,0t (d.o.) 3 229,0t (hvf)-56,0pd 16kn |
| **PEARL**<br>ex Diamond Star-88 ex Hung Muo-87<br>ex Chin Ching-85<br>ex Yoneyama Maru-71<br>**Navee Associates Co. Ltd.**<br>Navee Chartering Co. Ltd.<br>Thailand | **1 958**<br>1 287<br>3 200 | NK | **1966** Tohoku Zosen—Shiogama (80)<br>87,89 13,24 5,630<br>82,00 13,21 6,71<br>P 18,6 RQD 14,7 F 8,9 1 dk<br>RW | **M General Cargo**<br>2 Ho 28,8 28,5 ER<br>G.4 292 B.3 967<br>2 Ha (each 22,7 × 7,7) ER<br>12W Der 8(10) | Niigata<br>Oil 2SA 6Cy. 420 × 700<br>2 400bhp (1 765kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 96kW 445V a.c.<br>Fuel 446,0t (hvf) 12kn |
| **PEARL BELLANGER**<br>**Luke V. Bellanger Inc.**<br>Offshore Tugs Inc.<br>Houma, La United States of America | **154**<br>104<br>— | | **1971** Halter Marine Services, Inc.—New Orleans, La (270)<br>8,77 3,734<br>28,61 8,72 4,40<br>1 dk | **TM Tug** | Kromhout<br>2 Oil 4SA each 6Cy. 240 × 260 sr geared to sc. shafts<br>NE 82<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 75kW<br>Fuel 169,5t (d.o.) |
| **PEARL CITY**<br>ex Calypso N-80<br>ex Simon Von Utrecht-71 | T.Mk<br>**5 526**<br>3 195<br>9 980<br>**8 180**<br>5 335<br>10 139 | ✠CLASS WITHDRAWN<br>22/1/92<br>**DELAYED IN SHATT AL ARAB** | **1954**-9 Luebecker Flender-Werke AG.—Luebeck (444)<br>151,70 18,47 7,995/8,500<br>139,40 18,39 11,21<br>F 12,5 2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>5 Ho 19,5 20,0 19,4 ER 20,7 21,6 5 TwD<br>G.17 221 B.15 634<br>5 Ha (stl) (12,6 14,2 14,2 × 6,9) ER (14,2 14,2 × 6,9)<br>10W Der 1(15) 10(3-5) | MAN K5Z70/120A<br>Oil 2SA 5Cy. 700 × 1200<br>3 335bhp (2 453kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 180kW 1 × 120kW<br>Fuel 134,5t (d.o.) 665,0t (hvf) 12,5kn |
| **PEARL FISH**<br>**Eurofish Services Ltd.**<br>Feronia International Shipping (F.I.SH)<br>Port aux Francais, Antarctic Terr.<br>Kerguelen (French) | **1 217**<br>509<br>1 430 | BV | **1984** Ateliers et Chantiers du Sud-Ouest<br>—Bordeaux (1202)<br>55,91 3,801<br>54,67 14,30 5,01<br>1 dk | **TrM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Pollution Control | Crepelle 6PSN3L<br>3 Oil 4SA each 6Cy. 260 × 320 with clutches, flexible couplings & sr geared to sc. shafts<br>Moteurs Crepelle Lille<br>Gen 2 × 208kW 220/380V a.c.<br>3 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>12,9kn |
| **PEARL GRAHAM**<br>**John E. Graham & Sons**<br>Houma, La United States of America | **262**<br>178<br>1 200 | AB | **1982** Offshore Trawlers Inc.—Bayou la Batre, Al (160)<br>3,753<br>51,82 12,20 4,35<br>F 15,0 1 dk<br>rf 762 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>12kn |
| **PEARL LUCK**<br>ex General Estrella-90 ex Brooknes-85<br>**Sicaal Jebsen Ships India Ltd.**<br>Bombay India | *20 421*<br>*12 514*<br>35 137<br>T/cm<br>42,6 | IRS NV (GL) | **1977** Nippon Kokan K.K.—Shimizu (352)<br>177,02 27,84 11,157<br>167,01 27,81 15,02<br>P 31,7 F 12,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 18,8 19,6 21,5 17,6 22,0 21,4 ER<br>G.40 389 B.38 773<br>6 Ha (stl) (9,7 × 11,2) (11,2 12,8 9,6 12,8 12,8 × 14,4) ER<br>Cr 5(15) | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 188,5t (d.o.) 2 342,5t (hvf)-45,0pd 15,5kn |
| **PEARL MARINE**<br>ex P. M. 27-76 ex Germinal-75<br>**Saiala Corp.**<br>SAIPEM S.p.A. (Societa Azionaria Italiana Perforazioni e Montaggi S.p.A.)<br>Panama Panama<br>SatCom: 1331553/PERL<br>See Register of Offshore Units | **23 141**<br>11 539<br>38 423 | AB (BV) | **1964** Ch. Nav. de La Ciotat—La Ciotat (217)<br>203,92 37,32 10,488<br>189,90 37,30 16,34<br>P 47,9 F 33,9 1 dk<br>rf 76<br>widened & shortened 76<br>conv Tanker 76 | **M Work/Construction Crane Ship**<br>Diving Support<br>Mchy.aft<br>Cr 1(2400) | B&W 10-84VT2BF-180<br>Oil 2SA 10Cy. 840 × 1800<br>23 100bhp (16 991kW)<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 600kW 1 × 400kW 380V 50Hz a.c.<br>Fuel (hvf) 17kn |
| **PEARL OF ABU DHABI**<br>ex Hellespont Monarch-91<br>ex Navios Monarch-83<br>**Shipping & Trading Associates (Private) Ltd.**<br>V. Ships (UK) Ltd.<br>Ras al Khaimah United Arab Emirates<br>SatCom: 1720427/POAD | **36 223**<br>28 447<br>64 657<br>T/cm<br>64,9 | AB | **1979** Sumitomo Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (1069)<br>230,21 (BB) 32,26 13,024<br>218,02 32,19 18,22<br>F 16,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 21,8 25,1 25,1 25,1 25,1 25,1 25,1 ER<br>G.85 772<br>7 Ha (stl) (12,5 × 12,3) (17,9 17,9 17,9 17,9 17,9 17,9 × 14,0) ER | Sulzer 6RND76M<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 559,0t (d.o.) 3 230,0t (hvf)-45,5pd 15kn |
| **PEARL OF DUBAI**<br>ex Cape Antibes-88 ex Temple Inn-79<br>**Shipping & Trading Associates (Private) Ltd.**<br>V. Ships (UK) Ltd.<br>Ras al Khaimah United Arab Emirates | *15 329*<br>*9 033*<br>24 090 | ✠**100A1** CS 2/87<br>strengthened for ore cargoes<br>Nos. 2 & 4 holds may be empty<br>✠**LMC** **(UMS)**<br>EL G† 2$\frac{11}{16}$"U2<br>FN 5682 | **1972**-3 Haugesund M/V A/S—Haugesund (42)<br>162,87 (BB) 22,92 10,402<br>153,93 22,86 14,05<br>P 24,7 F 12,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 19,6 23,6 23,6 23,6 22,8 ER<br>G.30 158 B.29 452<br>5 Ha (stl) (13,2 18,9 18,9 18,9 18,9 × 15,4) ER<br>Cr 4(16) | Werkspoor 12TM410<br>2 Vee Oil 4SA each 12Cy. 410 × 470 with clutches, flexible couplings & dr geared to sc. shaft<br>12 000bhp (8 827kW) ✠ NE 7/74<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 1 × 736kW 2 × 525kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 95,5t (d.o.) 1 958,0t (hvf) 15,5kn |

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| **7375832**<br>*S2EP*<br><br>Df Esd Gc<br>Pfd Rdr RTv | **PEARL ONE**<br>ex Centaurus One-90<br>ex Angecaribbean-85 ex Clover-83<br>**Sea Pearl Lines Ltd.**<br>Continental Liner Agencies<br>Chittagong Bangladesh | **7 557**<br>5 303<br>11 812 | <br><br>GL (AB) (NK) | **1974** Shikoku Dockyard Co. Ltd.—Takamatsu<br>(778)<br>139,68 19,26 8,370<br>130,00 19,21 11,21<br>2 dks | **M General Cargo**<br><br>4 Ho 20,4 25,4 25,4 25,4 ER<br>G.16 880 B.15 591 In.32<br><br>4 Ha (stl) (10,5 15,0 15,0 15,0 × 8,4) ER<br>16W Der 2(55) 14(10) | Mitsubishi 8UEC5<br>Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 320kW 440V 60Hz a.c.<br>Fuel 1 134,0t (hvf)-28,5pd |
| **8202501**<br>*H3RT*<br>11782-82C<br>Df Esd Gc<br>Rdr Rt | **PEARL ORIENT**<br><br>**Mediterranean Star Navigation S.A.**<br>Panama Panama | **3 748**<br>2 636<br>6 457 | <br><br>NK | **1982** Nishi Zosen K.K.—Imabari (315)<br>105,87 16,36 6,844<br>98,61 16,34 8,41<br>P 19,6 F 11,3 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.8 528 B.8 054<br><br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 2(20) 2(15) | Mitsubishi 6UEC3<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Kobe Hatsudoki K.K. |
| **7501699**<br>*VTVG*<br>2424<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PEARL PROSPERITY**<br>ex Renko-89 ex General Roxas-88<br>ex Manila Success-86 ex Barknes-85<br>**Sicaal Jebsen Ships India Ltd.**<br>Bombay India | **19 169**<br>12 571<br>34 554<br>T/cm<br>42,6 | ✠100A1 SS 3/88<br>bulk carrier<br>strengthened for heavy<br>cargoes<br>✠LMC UMS<br>EL J† 605,0/76,0U2<br>FN 7382<br>IRS (Class cont.) | **1978**-3 Sumitomo Heavy Industries Ltd.—Uraga<br>Shipyard, Yokosuka (988)<br>180,02 (BB) 28,45 10,891<br>170,01 28,40 15,02<br>P 32,4 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br><br>5 Ho 23,1 27,8 20,8 28,0 28,0 ER<br>G.42 553 B.40 796<br><br>5 Ha (stl) (14,0 × 10,5) (18,4 12,8 13,4<br>18,4 × 13,5) ER<br>Cr 4(15) | Sulzer 7<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Sumitomo Heavy Ind. Ltd. Tama<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 175,0t (d.o.) 1 976,0t (hvf) |
| **8808393**<br>*3EDW7*<br>18369-89<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PEARL QUEEN**<br><br>**Pearl Maritime & Navigation S.A.**<br>Panama Panama<br>SatCom: 1331345/QEEN | *33 963*<br>*12 483*<br>41 793 | <br><br>NK | **1989** Oshima Shipbuilding co. Ltd.—Nagasaki<br>(10115)<br>194,90 (BB) 32,24 10,823<br>187,60 32,20 20,90 | **M Wood-chip Carrier** | Mitsubishi 6UE<br>Oil 2SA 6Cy. 600 × 1900<br>5 333kW (7 250bhp)<br>Mitsubishi Heavy Industries Ltd. Yok |
| **6919564**<br>*3EIG9*<br><br><br>Esd Pfd Rdr<br>Rt | **PEARL REEFER**<br>ex Reefer Progress-91<br>ex Reefer Dolphin-85<br>ex Frio Dolphin-85 ex Geleszae-69<br>**Bellair Enterprises Ltd.**<br>Panama Panama | **1 580**<br>822<br>1 647 | <br><br>RI | **1969** Soc. Esercizio Cant.—Viareggio (570)<br>82,81 11,84 4,814<br>73,51 11,82 6,51<br>2 dks | **M Refrigerated Cargo**<br>Mchy.aft<br><br><br>Der 6(-) | MAN<br>Oil 4SA 9Cy. 400 × 600<br>2 540bhp (1 868kW)<br>Masch. Augsburg-Nuernberg (MAN) Aug<br>Gen 1 × 489kW 220/380V 50Hz a.c. |
| **6916158**<br>*ELJL4*<br>8555<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PEARL RIVER**<br>ex Shanta Sameet-89<br>ex Discaria Harvest-87 ex Discaria-85<br>ex Fernvalley-79 ex Cypress-73<br>**Weddell Corp.**<br>Enron Arbross Ship Management Co.<br>Ltd.<br>Monrovia Liberia<br>SatCom: 1241255/PERL | *16 093*<br>*4 828*<br>17 018<br>T/cm<br>32,4 | <br><br>NV | **1969** Ch. Nav. de La Ciotat—La Ciotat (255)<br>171,08 24,44 8,757<br>160,94 24,40 15,52<br>1 dk<br>rf nil Bow/CM 82 Diam. 0,254 | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>Ice strengthened<br>3 Ta (C.mn.stl) free standing prismatic ER<br>L.(gas) 22 240<br>6 Cargo pumps total 2 400T/hr | Fiat Al<br>Oil 2SA 6Cy. 900 × 1600<br>10 151kW (13 600bhp)<br>Fiat S.G.M.<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 170,5t (d.o.) 1 646,0t (hvf)-48,5pd |
| **7388968**<br>*D5PF*<br>6518<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PEARL V**<br>ex Intermar Atlantic-87 ex Jaricha-81<br>ex Wisa-79<br>**Pearl Inc.**<br>V. Ships (USA) Inc.<br>Monrovia Liberia<br>SatCom: 1240267 | **53 174**<br>41 567<br>107 500 | <br><br>NV | **1974** A/B Gotaverken Arendal—Goteborg (873)<br>243,85 43,36 15,309<br>234,50 43,31 22,46<br>1 dk<br>rf nil Bow/CM 103 Diam. 0,508 | **M Tanker**<br>COW IGS<br>16 Ta ER<br>L.(oil) 127 351 HeCls. BC<br>3 Cargo pumps total 9 000T/hr | B&W<br>Oil 2SA 8Cy. 900 × 1800<br>24 800bhp (18 242kW)<br>A/B Gotaverken Go<br>Gen 3 × 1000kW 440V 60Hz a.c.<br>Fuel 385,0t (d.o.)-95,0pd |
| **9002178**<br>*ELNT6*<br>9445<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PEARL VENUS**<br><br>**Sunny Hurst Shipping Corp.**<br>Nippon Yusen Kaisha (NYK Line)<br>Monrovia Liberia | **44 802**<br>21 000<br>53 679 | <br><br>NK | **1991** Mitsubishi Heavy Industries Ltd.—Nagasaki<br>(2047)<br>- - 10,000<br>217,00 32,20 18,28<br>1 dk | **M Wood-chip Carrier** | Mitsubishi 6UE<br>Oil 2SA 6Cy. 520 × 1850<br>8 860bhp (6 517kW)<br>Mitsubishi Heavy Industries Ltd. Yok |
| **8316314**<br>*ELMB9*<br>9096<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **PEARL WAVE**<br>ex Gulf Harvest-89<br>**Peaseley Shipping S.A.**<br>Monrovia Liberia | *17 214*<br>*10 317*<br>29 112 | <br><br>NK | **1984** Kanasashi Co. Ltd.—Toyohashi (3021)<br>171,94 (BB) 10,031<br>164,00 27,00 13,90<br>P 16,5 F 11,6 -1 dk | **M Bulk Carrier**<br><br>4 Ho ER<br>G.37 119 B.35 121<br><br>4 Ha (stl) (19,2 × 12,0) (26,4 26,4 26,4 ×<br>14,0) ER<br>Cr 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 600 × 1500<br>5 840kW (7 940bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.)<br>Gen 3 × 367kW a.c. |
| **8427670**<br>*DZZB*<br>223066<br>Rt | **PEATHERAY G-II**<br><br>**D. C. Gaerlan Oil Products**<br>Manila Philippines | **197**<br>123<br>— | | **1975** Sandoval Shipyards Inc.—Navotas<br>8,26<br>38,28 8,23 2,98<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>165bhp (121kW) |
| **8427682**<br>*DZHJ*<br>M:TK-000012<br>Rt | **PEATHERAY G-III**<br><br>**D. C. Gaerlan Oil Products**<br>Manila Philippines | **238**<br>190<br>360 | | **1976** Sandoval Shipyards Inc.—Navotas<br>8,26 2,741<br>37,01 8,23<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>121kW (165bhp) |
| **8427694**<br><br>223781<br>Rt | **PEATHERAY G-IV**<br><br>**D. C. Gaerlan Oil Products**<br>Manila Philippines | **249**<br>190<br>— | | **1977** Sandoval Shipyards Inc.—Navotas<br>8,72<br>37,77 8,69 2,60<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>121kW (165bhp) |
| **8427709**<br><br>224371<br>Rt | **PEATHERAY G-V**<br><br>**D. C. Gaerlan Oil Products**<br>Manila Philippines | **317**<br>251<br>— | | **1978** Sandoval Shipyards Inc.—Navotas<br>9,17<br>39,63 9,16 2,21<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>165bhp (121kW) |
| **8427711**<br>*DZCN*<br>224670<br>Rt | **PEATHERAY G-VI**<br><br>**D. C. Gaerlan Oil Products**<br>Manila Philippines | **328**<br>271<br>— | | **1979** Sandoval Shipyards Inc.—Navotas<br>9,17<br>39,86 9,16 2,87<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>121kW (165bhp) |
| **7038226**<br>*DVVX*<br>229772<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PECAN**<br>ex Hispaniola-85 ex Pecan-84<br>**Intermodal Shipping Inc.**<br>Frigomaris Shipping G.m.b.H.<br>Manila Philippines | T.Mk<br>**6 172**<br>2 903<br>8 555<br><br>**8 067**<br>4 816<br>9 720 | GL<br><br>✠Classed LR until 7/88 | **1971**-3 Nylands Verksted—Oslo (647)<br>147,83 20,05 8,535/9,164<br>135,74 20,01 12,50<br>B 9,2 F 13,8 3 dks, 4th dk fwd of mchy. space<br>rf 102 | **M Refrigerated Cargo**<br>—cbn 10bth P<br>Side doors 4(p) 4(s)<br>4 Ho 25,4 23,6 22,1 ER 19,5 11 TwD<br>In.11 774<br>4 Ha (stl) (11,0 11,2 11,2 × 6,9) ER (11,2<br>× 6,9)<br>14W Der 2(15) 8(5-10) | B&W 7-74VT<br>Oil 2SA 7Cy. 740 × 1600<br>7 723kW (10 499bhp)<br>Nylands Verksted A/S<br>Gen 3 × 524kW 1 × 392kW<br>220/440V 60Hz a.c.<br>Fuel 361,5t (d.o.) 1 358,5t (hvf) |
| **6906581**<br>*HP5217*<br>18925-PEXT<br>Df Esd Pfd<br>Rdr Rt | **PECARI**<br>ex Urondo-88<br>**Hagerstown Marine S.A.**<br>Panama Panama | *304*<br>*91*<br>351 | <br><br>(BV) | **1968** S.L. Ardeag—Bilbao (46)<br>36,58 7,07 3,468<br>31,40 7,01 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>G.479<br><br>2 Ha (each 1,0 × 1,0) ER | Deutz<br>Oil 4SA 8Cy. 270 × 360<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **5272622**<br>*UEIV*<br>M-26405<br>Df Esd Gc<br>Rdr Rt | **PECHENGA**<br><br>**Dalryba**<br>(Petropavlovsk - (U.S.S.R.)<br>Kamchatskiy) | **10 006**<br>4 762<br>8 801 | <br><br>RS | **1960** Stocznia Gdanska im. Lenina—Gdansk<br>(B62/05)<br>155,10 20,05 8,200<br>142,02 19,97 11,66<br>3 dks<br>RW | **TS Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>3 Ho 4 Ta ER<br>B.5 444 L.1 685<br>3 Ha (each 6,0 × 4,0) ER<br>14W Der 1(25) 12(5) 2(3) | C 8Cy. (4) 440 & (4) 950 x 950 with LP turb<br>hydraulic coupling<br>5 000ihp (3 678kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Swietoc<br>Gen 4 × 250kW 1 × 50kW 220V<br>Fuel (o.f.) |

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| **PECHENGA**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | 4 540<br>2 171<br>6 630 | RS | **1970** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,149<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W 7-50VT2BF-110<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 139,0t (d.o.) 330,0t (hvf) 14,5kn |
| **PECHENGA**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**2 433**<br>872<br>1 424 | RS | **1963** .............U.S.S.R.<br>84,69 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.294 In.1 330<br>7 Ha (1,6 × 1,6) (1,3 1,3 1,3 1,3 × 1,2) (1,5 1,5 × 1,5)<br>4W Der 2(5) 2(1,5) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **PECHEUR BRETON**<br>ex Ljosafoss-72 ex Echo-69<br>**Mahe Peche Co.**<br>Port Victoria Seychelles | 1 827<br>866<br>2 170 | BV | **1961** Schps. "De Hoop" N.V.—Lobith (242)<br>88,40 12,76 4,103<br>88,02 12,73 6,84<br>2 dks<br>conv Ref General Cargo 72 | **M Refrigerated Cargo Fish Carrier**<br>3 Ho 8,9 13,7 13,3 3 TwD 15,1 13,7 18,7<br>In.2 101<br>3 Ha (stl) (each 5,9 × 4,8) ER<br>Der 6(3) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 850bhp (1 361kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 206kW 440V a.c.<br>Fuel 274,5t (d.o.) 15kn |
| **PECHORA**<br>**Glavmorrechstroy**<br>(Nakhodka) (U.S.S.R.) | *2 081*<br>*624*<br>583 | RS | **1986** VEB Schiffswerft "Neptun"—Rostock (110)<br>79,97 - 3,752<br>70,88 14,41 5,21<br>1 dk | **TD-E Dredger**<br>Bucket | S.K.L. 8NVD48A-2<br>6NVD48A-2<br>2 Oil driving 2 gen. each 440kW gen. of 200kW connected to 2 elec. motors each of 775shp (570kW)<br>(p) Oil 4SA 8Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>(s) Oil 4SA 6Cy. 320 × 480<br>736kW (1 001bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>8,8kn |
| **PECHORA**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | 1 115<br>426<br>565 | RS | **1970** VEB Mathias-Thesen-Werft—Wismar (142)<br>65,72 11,10 3,620<br>59,82 11,09 5,36<br>2 dks | **M Fishing**<br>Side-fishing Suction Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 150<br>2 Ha (each 1,9 × 1,9) ER<br>Cr 2(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 272kW 1 × 192kW 380V a.c.<br>10,75kn |
| **PECHORA**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Murmansk) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1990** .............U.S.S.R.<br>54,84 10,16 4,141<br>50,32 5,01<br>1dk | **M Fishing**<br>Stern Trawler Ref<br>In.412 | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 158bhp (852kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller<br>12kn |
| **PECHORETS**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | 601<br>234<br>373 | (RS) | **1971** .............U.S.S.R.<br>54,23 9,38 3,899<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>2 Ho<br>In.418<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **PECHORSK**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | 633<br>223<br>470 | RS | **1973** .............U.S.S.R.<br>55,00 9,53 4,179<br>5,19<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>2 Ho<br>In.648<br>2 Ha (each 2,9 × 2,9)<br>4W Der 2(3,25) 2(1,5) | S.K.L. 6NVD48-2U<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>11,5kn |
| **PECHORY**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | 163<br>39<br>88 | RS | **1979** .............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8VD36/24A-1<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| **PECINE**<br>ex Boniface-86<br>**Island Shipping S.A.**<br>Losinjska Plovidba OOUR Brodarstvo<br>Panama Panama | 3 636<br>1 967<br>5 344 | ✠100A1 CS 5/89<br>✠LMC<br>EL W 495,0/50,0U2<br>FN 2977<br>JR | **1979**-6 EMAQ-Engenharia & Maquinas S.A.—Rio de Janeiro (317)<br>115,65 (BB) 17,43 6,517<br>108,59 17,40 10,01<br>F 9,8 2 dks<br>rf nil | **M General Cargo**<br>3 Ho 21,7 30,0 23,0 ER 3 TwD<br>G.10 449 B.9 682<br>TEU 105 C.Ho 72/20' C.Dk 33/20'<br>3 Ha (stl) (12,7 × 5,9) (19,4 19,4 × 8,9) ER<br>Der 4(22) | MAN 7L40/45<br>Oil 4SA 7Cy. 400 × 450 sr geared to sc. shaft<br>3 218kW (4 375bhp)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 260kW 450V 60Hz a.c.<br>Fuel 89,5t (d.o.) 439,0t (hvf) 15kn |
| **PECK WILLIAMS**<br>**Robert Begnaud**<br>Biloxi, Ms United States of America | 145<br>101<br>— | | **1970** Marine Builders Inc.—Mobile, Al<br>*20,76* 7,01<br>3,51<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW)<br>.............<br>Fuel (d.o.) |
| **PECOS**<br>ex Exxon Miami-73 ex Esso Miami-73<br>ex Esso Havana-61<br>**Sabine Towing & Transportation Co. Inc.**<br>Norfolk, Va United States of America | 17 291<br>10 643<br>28 851<br>T/cm<br>39,1 | AB | **1950** Newport News SB. & D.D. Co.—Newport News, Va (483)<br>191,42 25,20 10,230<br>183,24 25,15 12,96<br>P 38,5 B 10,7 F 22,3 1 dk<br>RW rf nil Bow/CM 87 | **S Tanker**<br>CBT<br>1 Ho 12,8 30 Ta ER<br>L.(oil) 36 506 HeCls. BptC<br>1 Ha (stl) (2,9 × 6,1)<br>Der 6(5)<br>4 Cargo pumps total 3 760T/hr | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>Newport News SB. & D.D. Co. Newport News, Va<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 1 471,0t (o.f.)-71,5pd 15kn |
| **PECTEN SINGAPURA**<br>**Sintong Transport (Pte.) Ltd.**<br>Kapal Management (Pte.) Ltd.<br>Singapore Singapore | 1 785<br>1 212<br>3 035 | NV | **1984** Singapore Slpwy & Eng. Co. (Pte.) Ltd. —Singapore (161)<br>72,52 14,53 4,601<br>70,21 14,51 6,51<br>1 dk | **TM Tanker**<br>CBT SBT<br>6 Ta ER<br>L.(oil) 4 131 | Wartsila 4R22<br>2 Oil 4SA each 4Cy. 220 × 240 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 634bhp (1 202kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 95kW 440V 60Hz a.c.<br>Fuel 8,5t (d.o.) 73,0t (hvf)-4,5pd |
| **PED** | 147<br>86<br>— | | **1934** Bethlehem SB. Corp.—Quincy, Ma<br>*30,03* 6,74<br>3,51<br>1 dk | **M General Cargo** | B&W<br>Oil 6Cy. 230 × 400<br>420bhp (309kW)<br>B&W Maskinfabrik Kobenhavn<br>10kn |

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| **8105038** | **PEDANG**<br><br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Indonesia | **201**<br>—<br>— | | **1982** Deutsche Industrie-Werke A.G.—West Berlin (1448)<br>2,001<br>38,51 7,01 4,09<br>1 dk | **TM Search & Rescue Launch** | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 190 × 230 sr<br>geared to sc. shafts<br>4 610bhp (3 391kW)<br>M.T.U. Friedrichshafen GmbH |
| **5272658**<br><br><br>Df Esd Rt | **PEDER ANTHONISEN**<br><br>**Industrial Pesqueras del Atlantica Sur**<br>Argentina | **149**<br>66<br>— | | **1961** Schiffswerft "Ernst Thalmann"—Brandenberg<br>30,97 6,63<br>3,31<br>1 dk | **M Fishing**<br>Side-fishing | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>420bhp (309kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **6929959**<br>*LJIH*<br>17337<br>Df Esd Gc<br>Pfd Rdr Rt | **PEDER HUSE**<br><br>**K/S Seahunter II**<br>Foinco Invest A/S<br>Aalesund Norway | *1 531*<br>*459*<br>965 | NV | **1969** A. M. Liaaen Skibs. & M/V.—Alesund (114)<br>66,60 10,52 5,811<br>10,49 7,73<br>B 6,1 F 11,0 2 dks<br>rf 991 BK 305 len 85 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>1 Ho 21,9 ER<br>In.757<br>1 Ha (stl) (2,9 × 2,5) ER<br>Der 2(3) | Deutz<br>Oil 4SA 6Cy. 370 × 400<br>3 000bhp (2 207kW) NE 77<br>Kloeckner Humboldt Deutz<br>Gen 1 × 830kW 1 × 166kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 457,0t (d.o.) |
| **8306474**<br>*OWJE2*<br>D-12922<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PEDER MOST**<br><br>**Svendborg Bestigelsekontor A/S**<br>Svendborg Denmark (DIS) | *1 459*<br>*564*<br>1 654 | BV | **1984** Soby Motorfabrik og Staalskibsvaerft—Soby (65)<br>74,76 3,901<br>70,01 11,21 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 349 B.2 968<br>2 Ha (stl) (each 19,8 × 16,0) ER<br>Der 2(15) | Alpha<br>Oil 4SA 7Cy. 225 × 300<br>1 090bhp (802kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S<br>Gen 3 × 84kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 138,0t (d.o.)-3,0pd |
| **7360681**<br>*OVJQ*<br>A446<br>Df Esd Gc<br>Rdr Rt | **PEDER OLSEN**<br>ex Prince-91 ex Wasa Prince-91<br>ex The Viking-89 ex Kalle III-83<br>Launched as Kattegat II<br>**Bornholmstrafikken A/S**<br>Ronne Denmark | **5 045**<br>2 350<br>990 | NV | **1974** Schichau-Unterweser A.G.—Bremerhaven (2255)<br>118,57 18,90 4,801<br>103,03 18,52 10,39<br>3 dks<br>rf 297 | **TM Passenger/RoRo Cargo/Ferry** 112bth 1388dk P<br>Bow & stern doors Ice strengthened<br>Lane Length 400 Cargo Width 18,00<br>Clear height 4,45<br>Cars 284 Lorries 20 Trailers 30<br>TEU 60 60/20'(40') | MAN<br>2 Vee Oil 4SA each 12Cy. 400 × 540<br>13 400bhp (9 857kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 500kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 340,0t (d.o.)-31,0pd |
| **7634044**<br>*EHRC*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **PEDERNALES**<br><br>**Naviera Murueta S.A.**<br>Bilbao Spain | **1 325**<br>728<br>3 750 | **✠100A1** SS 11/90<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL R 440,0/40,0U2<br>FN 1812 | **1978**-9 Ast. de Murueta S.A.—Guernica (137)<br>94,65 13,77 5,631<br>84,51 13,61 7,83<br>P 11,6 F 9,2 2 dks | **M General Cargo**<br><br>1 Ho 58,5 ER<br>G.4 826 B.4 781<br>TEU 216<br>C.Ho 96/20' (40') C.Dk 120/20' (40')<br>1 Ha (stl) (51,1 × 10,4) ER | Deutz<br>Oil 4SA 8Cy. 400 × 580 geared to sc. shaft<br>3 000bhp (2 207kW)<br>Hijos de J. Barreras S.A.<br>HWH (ex.g) 3,9kgf/cm² (3,9bar)<br>Gen 3 × 140kW 1 × 48kW 380V 50Hz a.c.<br>Fuel 362,5t (d.o.) |
| **7608203**<br>*9MWX*<br>324190<br>Df Esd Gc<br>Pfd Rdr Rt | **PEDOMAN**<br><br>**Government of Malaysia (Director of Marine & Ministry of Transport)**<br>Penang Malaysia | **725**<br>178<br>477 | NK | **1976** K.K. Usuki Tekkosho—Usuki (952)<br>54,08 10,62 3,210<br>48,85 10,61 4,32<br>F 22,6 1 dk | **TM Buoy Tender** | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240<br>1 100bhp (809kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 112kW |
| **6618304**<br>*5BMJ*<br>707383<br>Df Esd Gc<br>Pfd Rdr RTv | **PEDOULAS**<br>ex Lord Mount Stephen-85<br>**Laspedu Maritime Ltd.**<br>Limassol Cyprus | **41 520**<br>24 389<br>72 682<br>T/cm<br>71,7 | **✠100A1** SS 1/90<br>oil tanker<br>(cc) crude oil<br>defined ballasting<br>**✠LMC**<br>**IGS**<br>EL yt 3⅜″SQ<br>FN 11609 | **1966**-11 Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1623)<br>231,02 (BB) 36,05 12,234<br>217,51 35,97 17,40<br>P 19,2 F 22,0 1 dk<br>rf 25 Bow/CM 118 | **M Tanker**<br>IGS(LR) Bow loading<br>17 Ta ER<br>L.(oil) 85 099 HeCls. BC<br>3 Cargo pumps total 6 000T/hr | Sulzer<br>Oil 2SA 9Cy. 900 × 1550<br>15 226kW (20 700bhp)<br>Mitsubishi Heavy Industries Ltd.<br>2 WTAuxB (o.f.) primary 725lbf/in² (50,0bar)<br>secondary 242lbf/in² (16,7bar)<br>WTAuxB (ex.g) 313lbf/in² (21,6bar) Spt<br>242lbf/in² (16,7bar)<br>Gen 2 × 700kW 230/440V 60Hz a.c.<br>Fuel 1 920,5t (hvf)-67,0pd |
| **7523350**<br><br><br>Esd Rdr | **PEDRA**<br>Launched as Poker<br>**Jaime Pedra Pons**<br>Tarragona Spain | **126**<br>83<br>70 | | **1976** Ast. de Tarragona—Tarragona (176)<br>29,98 2,301<br>25,02 6,61 3,41<br>1 dk | **M Fishing**<br>Stern Trawler | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Mirrlees Blackstone (Stamford) Ltd. |
| **6908802**<br>*D4BY*<br><br>Esd Rdr | **PEDRA BADEJO**<br><br>**Companhia de Pesca e Congelacao de Cabo Verde Lda.**<br>Sao Vicente Cape Verde Republic | **361**<br>167<br>— | (GL) | **1969** A.G. "Weser" Werk Seebeck—Bremerhaven (933)<br>38,79 9,35 4,198<br>34,24 9,30 4,40<br>1 dk | **M Fishing**<br>Side-fishing Ref<br><br>4 Ha | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>320bhp (235kW)<br>Kloeckner Humboldt Deutz |
| **6609755**<br>*EFMK*<br>1723<br>Df Esd Rdr<br>Rt | **PEDRA RUBIA**<br>ex Mirador del Fito-87<br>**Pesquera Vaqueiro S.A.**<br>Vigo Spain | **615**<br>504<br>— | BV | **1967** Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijon (R.65)<br>57,76 10,04 4,738<br>52,81 10,01 6,38<br>2 dks | **M Fishing**<br>Stern Trawler Ref | MWM<br>Oil 4SA 6Cy. 360 × 450<br>1 214kW (1 650bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 168kW 380V a.c.<br>Fuel 409,0t (d.o.) |
| **6712930**<br>*EFLL*<br>1135<br>Df Esd Rt | **PEDRECELOS**<br><br>**Manuel Diaz Garcia**<br>Huelva Spain | **155**<br>67<br>— | (BV) | **1967** Const. Nav. Yarza—Vigo<br>*24,11* 6,41 2,998<br>24,08 6,38 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.145<br>2 Ha (each 1,3 × 1,4) ER | Baudouin<br>Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin<br>Fuel 46,5t (d.o.) |
| **5010517**<br>*CSMR*<br>LX-59-A<br>Df Esd Rdr<br>Rt | **PEDRO DE BARCELOS**<br>ex Alfama-90<br>**Sociedade Nacional dos Armadores de Bacalhau S.a.r.l.**<br>Lisboa Portugal | **564**<br>306<br>811 | RP<br>✠ | **1955**-3 Est. Nav. do Mondego—Figueira da Foz<br>55,32 8,51 3,790<br>49,52 8,41 4,40<br>F 9,5 1 dk<br>RW BK 178 len 00 | **M Fishing**<br>Side Trawler<br><br>In.395 | MaK<br>Oil 4SA 8Cy. 385 × 580<br>1 000bhp (736kW)<br>Maschinenbau Kiel A.G.<br>Fuel 120,0t |
| **6520882**<br>*CB3409*<br><br>Df Esd Pfd<br>Rt | **PEDRO DE VALDIVIA**<br><br>**Sociedad Pesquera Guanaye S.A.**<br>Iquique Chile | **197**<br>84<br>— | | **1965** Ast. Construcciones S.A.—Vigo (55)<br>28,02 7,07 3,556<br>25,51 7,00 3,81<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho<br>In.175<br>3 Ha (0,7 × 0,7) (2,5 × 1,9) (0,6 × 0,6) | MWM<br>Oil 4SA 6Cy. 250 × 350<br>620bhp (456kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel (d.o.) |
| **8812095**<br>*EHVM*<br>EHVM<br>3GI-4-2173<br>Rt | **PEDRO DO NETO**<br><br>**Juan Garcia Gonzalez**<br>La Coruna Spain | *190*<br>*57*<br>126 | BV | **1988** Astilleros Armon—Navia (183)<br>28,00 3,375<br>23,02 7,01 3,51 | **M Fishing**<br>Stern Trawler Ref<br><br>In.120 | GUASCOR<br>Vee Oil 4SA 12Cy. 150 × 150 with clutches, flexible couplings & sr reverse geared to shaft<br>343kW (466bhp)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR)<br>Gen 1 × 28kW 380V a.c. |
| **7383695**<br>*HCXD*<br><br><br>Rt | **PEDRO F.**<br>Launched as Connie F.<br>**Pesquera Fernandez S.A.**<br>Guayaquil Ecuador | **990**<br>354<br>899 | BV | **1983** Ast. Picsa S.A.—Callao (394)<br>51,52 11,03 5,560<br>46,94 10,67 7,95<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.fwd<br>In.756 | MAN<br>Oil 4SA 9Cy. 300 × 450 with clutches & sr geared to sc. shaft<br>1 910bhp (1 405kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Thw. thrust propeller fwd |

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|---|---|---|---|---|---|---|
| 6713867<br>*EFNY*<br>3887<br>Rt | **PEDRO FLANO**<br>**AREFLASA**<br>Bilbao Spain | **268**<br>174<br>462 | | **1967** S.A. Balenciaga—Zumaya (122)<br>41,41<br>38,99 8,50 3,00<br>RW | **M Dredger**<br>Suction | Caterpillar<br>Oil<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,75kn |
| 5272751 | **PEDRO HERRERO**<br>**Jose Santiago Gonzalez**<br>Vigo Spain | **111**<br>73<br>— | | **1930** Ast. Cardama Bouzos—Vigo<br>*22,80* 5,62<br>... ... ... | **Wood S Fishing**<br>Side Trawler | T 3Cy. 197 308 & 494 x 305<br>Troncoso y Santodomingo Vigo |
| 8611881<br>*EDTX*<br>Rdr Rt | **PEDRO JOSE BERRIA**<br>**Gregorio Larranaga y otros**<br>Guetaria Spain | *149*<br>*45*<br>183 | | **1987** S.A. Balenciaga—Zumaya (336)<br>34,40 —<br>27,01 7,21 3,61<br>1 dk | **M Fishing**<br>Stern Trawler<br>In.94 | GUASCOR<br>Vee Oil 4SA 12Cy. 152 × 165 with flexible couplings & sr geared to sc. shaft<br>750bhp (552kW)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR) Zumaya<br>Controllable pitch propeller aft, 1 fwd |
| 8216215<br>*EDIC*<br>Rt | **PEDRO MENENDEZ UNO**<br>**Junta del Puerto y Ria de Aviles**<br>Aviles Spain | *565*<br>*87*<br>1 073 | (BV) | **1984** Sociedad Co-operativa de Ast. Ojeda y Aniceto—Aviles (112)<br>50,30 10,22 3,401<br>48,80 10,01 4,02<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>1 Ha (stl) ER | GUASCOR<br>2 Oil 4SA each 8Cy. 150 × 150 sr geared to sc. shafts<br>720bhp (530kW)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR) Zumaya<br>8,5kn |
| 6604937<br>*3EGP9*<br>21244-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv | **PEDRO S**<br>ex Fuei Maru-79<br>**Marifran Internacional S.A.**<br>Panama Panama | **35 638**<br>9 857<br>56 634<br>T/cm<br>61,0 | NK | **1965** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (905)<br>223,25 31,75 11,829<br>213,01 31,70 17,61<br>F 14,7 1 dk | **M Ore Carrier**<br>4 Ho ER<br>G.33 048<br>4 Ha (each 32,0 × 9,0) ER | Sulzer 6RD90<br>Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 480kW 450V a.c.<br>Fuel 4 234,0t 15kn |
| 6420812<br>*EEJR*<br>2424<br>Df Esd Rdr<br>Rt | **PEDROSA**<br>**Pescanova S.A.**<br>Vigo Spain | **474**<br>252<br>400 | BV | **1965** Maritima del Musel S.A.—Gijon (58)<br>46,26 8,41 4,049<br>40,01 8,36 4,40<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>1 Ho ER<br>In.350<br>2 Ha (each 1,3 × 1,3) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 178,0t (d.o.) 14,5kn |
| 6409246 | **PEELTAN**<br>**Karachi Port Trust**<br>Karachi Pakistan | **1 323**<br>489<br>— | **✠A1** SS 1/89<br>Karachi harbour service<br>**✠LMC**<br>EL (o) $1\frac{3}{8}$"SQ<br>FN 1188 | **1964**-3 Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (861)<br>57,51 18,14<br>54,87 17,68 3,97<br>1 dk<br>rf nil | **TM Crane Barge**<br>Mchy.aft | MAN<br>2 Oil 4SA each 6Cy. 235 × 330 sr reverse geared to sc. shafts<br>900bhp (662kW)<br>Mitsubishi Nippon Heavy Ind. Yokohama<br>Thw. thrust propeller fwd |
| 5166380<br>Df Pfd Rdr<br>Rt | **PEERLESS**<br>ex A. G. Breckling-69 ex J. B. John-65<br>ex Daniel McCool-51<br>**Augusto Rodriguez da Silva**<br>Puerto Cabello Venezuela | **649**<br>378<br>1 000 | | **1926** Manitowoc SB. Corp.—Manitowoc, Wi (223)<br>*44,81* 10,09 4,134<br>44,89 10,06 4,58<br>1 dk<br>R | **TM Cement Carrier**<br>Self-unloader<br>2 Ho ER<br>12 Ha ER | Fairbanks, Morse<br>2 Oil 2SA each 3Cy. 215 × 290 sr geared to sc. shafts<br>660bhp (485kW) NE 51<br>Fairbanks Morse & Co. Beloit, Wi |
| 7428926<br>*HO7049*<br>6743-76B<br>Rt | **PEEW-ONE**<br>ex Red Sparrow-82 ex Sangatanga-79<br>**Cortery S.A.**<br>Panama Panama | **259**<br>112<br>— | (NV) | **1975** Singapore SB. & Eng. Ltd.—Singapore (102)<br>36,00 9,00<br>2,75<br>1 dk<br>rf 152 | **TM Landing Craft**<br>Mchy.aft | MAN<br>2 Oil 4SA each 8Cy. 128 × 150<br>610bhp (449kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 28kW 415V 50Hz a.c. |
| 7017076<br>*Y6GF* | **PEEZ**<br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **139**<br>—<br>48 | DSRK | **1964** VEB Schiffswerft "Edgar Andre"—Magdeburg<br>26,45 8,03 3,801<br>23,02 3,51<br>1 dk | **D-E Tug**<br>Ice strengthened | 2 Vee Oil 4SA each 12Cy. 180 × 210 driving 2 gen. connected to elec. motor & geared to sc. shaft<br>Sachsenwerke Niedersedlitz Niedersedlitz<br>Gen 2 × 36,75kW 1 × 21,5kW 230V 50Hz a.c.<br>10kn |
| 5305156<br>*IROR*<br>112<br>Df Esd Gc<br>Pfd Rdr Rt | **PEGA**<br>ex Sagitta-85<br>**Atlanpesca S.p.A.**<br>Arnaldo Bigoni<br>Ravenna Italy | **737**<br>349<br>— | RI (GL) | **1958** Rickmers Rhederei G.m.b.H. Rickmers Werft—Bremerhaven (302)<br>67,29 9,66 4,401<br>57,59 9,61 7,17<br>1 dk | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW) NE 62<br>Kloeckner Humboldt Deutz Koeln |
| 6930855<br>*EEPB*<br>1254<br>Df Esd Gc<br>Rdr Rt | **PEGAGO**<br>**Pesqueras Gabriel Gonzalez S.R.C.**<br>Huelva Spain | **659**<br>260<br>729 | BV | **1970** Hijos de J. Barreras S.A.—Vigo (1382)<br>53,52 10,39<br>46,00 10,34 7,09<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 600bhp (1 177kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 268,5t (d.o.) 13kn |
| 8709494<br>*EHWM*<br>Gc Pfd Rdr<br>RTm/h/v | **PEGAGO QUINTO**<br>**Pesqueras Gabriel Gonzalez S.R.C.**<br>Huelva Spain | *1 525*<br>*458*<br>1 271 | GL | **1988** Ast. de Huelva S.A.—Huelva (353)<br>69,40 (BB) 4,801<br>60,00 12,00 7,30 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.1 660 | Stork-Werkspoor 6SW280<br>Oil 4SA 6Cy. 280 × 300 with flexible couplings & sr geared to sc. shaft<br>1 450kW (1 971bhp)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 1 × 600kW 2 × 400kW 1 × 200kW 220/380V a.c.<br>Controllable pitch propeller<br>11,5kn |
| 7363463<br>*EGMH*<br>1336<br>Df Esd Gc<br>Rdr Rt | **PEGAGO SEGUNDO**<br>**Pesqueras Gabriel Gonzalez S.R.C.**<br>Huelva Spain | **448**<br>201<br>— | BV | **1974** Ast. de Huelva S.A.—Huelva (25)<br>38,99 9,33 4,293<br>35,49 9,30 6,30<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel 166,5t (d.o.) 11,25kn |
| 7386647<br>*EGPK*<br>1348<br>Df Esd Gc<br>Rdr Rt | **PEGAGO TERCERO**<br>**Pesqueras Gabriel Gonzalez S.R.C.**<br>Huelva Spain | **448**<br>201<br>— | BV | **1975** Ast. de Huelva S.A.—Huelva (28)<br>40,01 9,33 4,293<br>35,49 9,30 6,30<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | S.K.L. 8NVD48A-2<br>Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel 166,5t (d.o.) 11,75kn |
| 7812103<br>*SKCY*<br>Rt | **PEGAH**<br>ex Pacific 1-90<br>**Iran Marine Services Co.**<br>Bandar Abbas Iran | **4 929**<br>3 929<br>10 197 | **✠100A1** SS 7/91<br>pontoon<br>EL (P) 915,0/38,0FSWR<br>FN 3068 | **1981**-6 Boele's Schps. & Mchf. B.V.—Bolnes (1065)<br>91,60 27,79 4,836<br>91,45 27,44 6,10<br>1 dk<br>rf nil | **Deck Cargo Pontoon** | |
| 8723878<br>*LYKG*<br>M-41239<br>Esd Rdr Rt | **PEGAS**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Riga) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1986** ..............U.S.S.R.<br>54,82 9,95 4,140<br>50,30 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| 8411310 | **PEGASO**<br>**Government of The Republic of Italy (Ministero dei Lavori Pubblici - Genio Civile Opere Maritime - S.E.P.)**<br>Venezia Italy | **589**<br>336<br>1 437 | RI | **1986** Lucchese Achille Cant. per costr.—Venezia (88)<br>54,67 9,81 3,090<br>51,69 9,80 3,81<br>1 dk | **TM Hopper/Dredger**<br>Bottom doors | Isotta Fraschini ID36SS.6V<br>2 Oil 4SA each 6Cy. 170 × 170 with flexible couplings & sr reverse geared to sc. shafts<br>1 100bhp (809kW)<br>Isotta Fraschini S.p.A. Bari |

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| 7626073<br><br><br>Df Esd Gc<br>Rdr RTm/h/v | **PEGASO**<br><br>**Government of The Republic of Portugal (Administracao do Porto de Sines)**<br>Sines Portugal | **249**<br>46<br>189 | (GL) | **1979** FOZNAVE, Est. Nav. da Figueira da Foz Lda.—Figueira da Foz (018)<br>28,15 9,12 3,262<br>26,52 9,11 3,64<br>F 8,0 1 dk | **M Tug**<br>Tractor | Kromhout<br>2 Oil 4SA each 6Cy. 240 × 260 reduction to sc. shaft<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 96,75kW 380/220V<br>Directional propeller |
| 8115007<br>*9VNO*<br>383229<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PEGASUS**<br>ex Pegasus Maru-85<br>**Channel Shipping Pte. Ltd.**<br>Singapore Singapore<br>SatCom: 1715224/PEGA | **36 764**<br>24 367<br>66 713<br>T/cm<br>62,4 | NK | **1983** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1098)<br>225,31 (BB) 32,24 13,001<br>216,01 32,21 18,22<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.76 173<br>7 Ha (stl) (12,4 × 10,9) (16,3 16,3 16,3 16,3 16,3 16,3 × 14,0) ER | Sulzer<br>Oil 2SA 5Cy. 760 × 1600<br>12 250bhp (9 011kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 261,5t (d.o.) 3 026,0t (hvf)-35,0pd |
| 7203730<br>*3EBO3*<br>14341-84<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PEGASUS**<br>ex Pegasus Timber-84 ex Foochow-80<br>ex Bella Coola-77<br>**Kingsland Shipping Ltd.**<br>Panama Panama | **15 798**<br>9 957<br>23 423<br>T/cm<br>34,0 | NV (KR)<br>Classed LR until 7/84 | **1972** VEB Mathias-Thesen-Werft—Wismar (101)<br>176,61 (BB) 22,92 10,110<br>167,42 22,85 14,00<br>P 32,4 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 15,1 22,7 22,7 22,7 22,7 ER<br>G.29 620 B.29 300 HeCls. ptB<br>TEU 650<br>C.Ho 214/20' (40') C.Dk 436/20' (40')<br>10 Ha (stl) (8,2p&s × 6,7) (21,7p&s 21,7p&s 21,7p&s 21,7p&s × 8,9) ER<br>Cr 4(25) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 265,0t (d.o.) 1 331,0t (hvf)-38,0pd |
| 7360174<br>*SWPL*<br>8745<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **PEGASUS**<br>ex Sundancer-84 ex Svea Corona-84<br>**Cosmos Cruises Maritime Co.**<br>Epirotiki Lines S.A.<br>Piraeus Greece<br>SatCom: 1130111/SWPL | **12 576**<br>6 418<br>1 746 | **100A1** CS 12/90<br>Ice Class 1A<br>**LMC**<br>EL E† $2\frac{3}{16}$"U3<br>FN 4825<br>(AB) (NV) | **1975** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (141)<br>153,12 22,33 5,798<br>136,71 22,00 13,29<br>B 105,5 Upr. B 98,2 RFD 6,1 3dks, 2nd dk movable at centre. 3rd dk light cargoes only. 4th dk clear of mchy. space<br>conv Passenger/RoRo Cargo/Ferry 85<br>**DAMAGED BY FIRE 6/91 — CLASS SUSPENDED** | **TM Passenger/RoRo Cargo**<br>306cbn 810bth P<br>Bow door/ramp<br>L 8,43 W 3,58 SWL 38<br>Stern door/ramp<br>L 5,25 W 6,85 SWL 38<br>Lane Length 485 Cargo Width 4,00<br>Clear height 4,50<br>Cars 250 Lorries 27 Trailers 18<br>Mchy.aft | Pielstick<br>4 Vee Oil 4SA each 12Cy. 400 × 460 ge sc. shafts<br>24 000bhp (17 653kW)<br>Ch. de l'Atlantique<br>Gen 2 × 1000kW 3 × 912kW 400V 50<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 213,5t (d.o.) 731,5t (hvf)-80,5pd |
| 6828832<br>*ODME*<br>4199<br>Df Esd Gc<br>Pfd Rdr Rt | **PEGASUS**<br>ex Capetan Lukis-85 ex Marigo R-79<br>**Telemachus Shipping Co. S.a.r.l.**<br>Palmyra Tsiris Lines S.A.<br>Beirut Lebanon | **10 840**<br>6 621<br>16 744 | **✠100A1** SS 1/89<br>general cargo<br>**✠LMC**<br>EL C† $2\frac{3}{8}$"U2<br>FN 5078<br>AB | **1969**-2 Doxford & Sunderland SB. & Eng. Co. Ltd.—Pallion Shipyard, Sld (887)<br>159,39 21,44 9,640<br>148,04 21,34 12,96<br>F 13,8 2 dks<br>rf 152 DK fwd | **M General Cargo**<br>5 Ho 19,2 14,4 9,2DT 24,3 23,4 23,4<br>G.24 024 B.22 049<br>5 Ha (stl) (10,2 13,4 13,4 13,4 10,9 × 7,6)<br>14W Der 1(60) 14(5) 2(1) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>2 AuxB (1 o.f. 1 Comp) 100kgf/cm² (98,1<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 1 636,0t (hvf) |
| 7304338<br>*C6JO7*<br>716372<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PEGASUS**<br>ex Carinthia-86 ex Cantaloup-76<br>**Arlen Shipping Corp.**<br>Wallem Shipmanagement (Isle of Man) Ltd.<br>Nassau Bahamas | T.Mk<br>**7 330**<br>3 542<br>9 551<br>**9 749**<br>5 703<br>10 973 | **✠100A1** M 1/86-8mos<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL B† $2\frac{5}{16}$"U2<br>FN 4886 | **1973**-7 Nylands Verksted—Oslo (655)<br>155,81 (BB) 21,37 —/9,176<br>143,69 21,30 12,70<br>F 15,3 3 dks, 4th dk fwd of mchy. space<br>rf nil | **M Refrigerated Cargo** 8bth P<br>Side doors 5(p) 5(s)<br>5 Ho 20,5 23,8 20,2 19,5 ER 17,8 14 TwD<br>In.13 634<br>5 Ha (stl) (7,5 10,4 10,4 10,4 × 7,0) ER (9,7 × 7,0)<br>18W Der 2(15) 12(5-10) | B&W<br>Oil 2SA 9Cy. 740 × 1600<br>17 400bhp (12 799kW)<br>Nylands M/V<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 664kW 1 × 496kW 1 × 24 450V 60Hz a.c.<br>Fuel 480,5t (d.o.) 1 823,0t (hvf) |
| 8203608<br>*DKIG*<br>15940<br>Df Esd Gc<br>Rdr RTm/h/v | **PEGASUS**<br>ex Hammonia-89 | **999**<br>605<br>2 876 | (GL) | **1982** Schiffsw. Hugo Peters—Wewelsfleth (584)<br>93,63 13,47 4,411<br>85,22 13,42 6,61<br>F 7,7 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.4 219 B.4 217<br>TEU 141 C.Ho 96/20' C.Dk 45/20'<br>1 Ha (stl) (50,3 × 10,2) ER<br>Cr 2(5) | Deutz<br>Oil 4SA 8Cy. 240 × 280 sr reverse geare shaft<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 232kW 1 × 115kW 1 × 60k 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| 6618861<br>*DFLI*<br><br>Esd Rdr<br>RTm/v | **PEGASUS**<br>ex Aqueduct ex Shell 70<br>**Pegasus Bot Broring Oil Transport G.m.b.H. & Co. KG**<br>Cuxhaven Federal Republic of Germany | **497**<br>266<br>734 | GL | **1965** Schiffsw. Scheel & Johnk—Hamburg (447)<br>59,47 9,35 2,599<br>56,01 9,00 3,35<br>1 dk | **M Tank Barge**<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 320 × 480<br>580bhp (427kW)<br>Motorenw. Mannheim A.G. (MWM) |
| 8108133<br>*OXPN2*<br>D-12789<br>Rdr Rt | **PEGASUS**<br>**Partrederiet Pegasus**<br>J. Poulsen Shipping A/S<br>Marstal Denmark (DIS) | **396**<br>273<br>1 275 | BV | **1981** Soby Motorfabrik og Staalskibsvaerft—Soby (62)<br>62,90 3,931<br>57,00 11,21 6,20<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 444 B.2 245<br>TEU 30 C. 30/20'<br>1 Ha (stl) (34,2 × 7,7) ER<br>Der 1(10) 1(5) | Alpha<br>Oil 4SA 6Cy. 225 × 300<br>870bhp (640kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S<br>Controllable pitch propeller |
| 7617826<br>*FPEF*<br><br>Gc Rdr Rt | **PEGASUS**<br>ex Gimletun-78 ex Ta Yue Shan-77<br>**Emeraude Lines S.A.**<br>Cherbourg France | **249**<br>143<br>40 | BV | **1976** Westermoen Hydrofoil A/S—Mandal (50)<br>29,11 9,02 1,201<br>28,66 3,15<br>1 dk | **Aluminium Alloy TM Ferry** 181dk P<br>Twin Hull<br>Mchy.aft | AGO<br>2 Vee Oil 4SA each 12Cy. 195 × 180/19<br>2 648kW (3 600bhp)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.<br>Gen 2 × 20kW 230V 50Hz a.c. |
| 5328861<br>*SV7639*<br>8563<br>Df Esd Rdr<br>Rt | **PEGASUS**<br>ex Simson-82<br>**Loucas G. Matsas Salvage & Towage Maritime Co.**<br>Piraeus Greece | **205**<br>142<br>— | BV | **1958** Schpsw. & Mfbk. Fa. A. van Bennekum—Sliedrecht<br>29,93 8,26 3,131<br>28,15 7,79 4,02<br>1 dk<br>RW | **M Tug**<br>Der 1(2) | Bolnes<br>2 Oil 2SA each 8Cy. 190 × 350 geared t<br>"Bolnes" Motorenfabriek Krimpe<br>Gen 1 × 18kW 1 × 12kW 110V d.c.<br>Fuel 73,0t (d.o.) |
| 5173498<br>*WA4765*<br>204602 | **PEGASUS**<br>ex John E. McAllister<br>ex McAllister 41-55 ex Esso Tug No. 1<br>ex Socony 16 ex S.T. Co. No. 16<br>ex S.O. Co. No. 16<br>**Tuglion Inc.**<br>New York, NY United States of America | **186**<br>127<br>— | | **1907** Skinner SB. & D.D. Co.—Baltimore, Md<br>*29,27* 7,01<br>... ... ...<br>1 dk<br>R | **M Tug** | General Motors<br>Oil 2SA 12Cy. 216 × 254<br>E made43 fitted—<br>General Motors Corp.<br>Fuel 20,5t |
| 7812684<br><br><br>Df Esd Gc<br>Rdr Rt | **PEGASUS**<br><br>**Saveiros, Camuyrano Servicos Maritimos S.A.**<br>Rio de Janeiro Brazil | **180**<br>—<br>155 | **✠100A1** SS 10/89<br>tug<br>**✠LMC**<br>EL G 302,0/20,5U2(a)<br>FN 366 | **1981**-10 MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (248)<br>31,02 9,07 4,201<br>27,64 8,54 4,70<br>F 8,3 1 dk<br>rf - | **M Tug**<br>Fire-fighting | Alpha<br>Vee Oil 4SA 14Cy. 225 × 300 with clutche flexible couplings & dr reverse geared shaft<br>Equipamentos Villares S.A.<br>Gen 2 × 77kW 440V 60Hz a.c. |
| 8909642<br>*JM5932*<br>131321<br>Rdr Rt | **PEGASUS**<br>**Kyushu Shosen K.K.**<br>Nagasaki, Nagasaki Pref. Japan | **163**<br>—<br>20 | | **1990** Kawasaki Heavy Ind. Ltd.—Kobe (F002)<br>27,36 1,560<br>23,99 8,53 2,59 | **Aluminium Alloy TGT Hydrofoil Ferry** 265dk P | 2 Gas Turb geared to sc. shafts 7 600shp (5 590kW)<br>General Motors Corp., Detroit Diesel Alliso Div.<br>Gen 2 × 50kW 450V 60Hz a.c.<br>2 Water jet propulsion units |
| 7534646<br>*WYP6389*<br>565120 | **PEGASUS**<br>**North Sea Inc.**<br>Astoria, Or United States of America | **137**<br>57<br>— | | **1975** A. W. Covacevich Shipyard—Biloxi, Ms<br>*21,13* 7,19<br>3,10<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW)<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 8519368<br>JBEL<br>129800<br>Df Esd Gc<br>Rdr RTm/v<br>SatNav<br>AMVER | **PEGASUS DIAMOND**<br>**Nippon Yusen Kaisha & Mitsubishi Ore Transport Co. Ltd.**<br>Tokyo Japan<br>SatCom: 1200711/JBEL | *47 164*<br>*14 149*<br>13 068 | NK | **1986** Mitsubishi Heavy Industries Ltd.—Nagasaki (1988)<br>180,02 (BB) 32,24 9,024<br>170,01 32,20 11,82 | **M RoRo Cargo/ Vehicles Carrier**<br>Mchy.aft | Mitsubishi 8UEC60LA<br>Oil 2SA 8Cy. 600 × 1900 sr geared to sc. shaft<br>13 050bhp (9 599kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 2 × 1000kW 1 × 500kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 99,0t (d.o.) 1 979,0t (hvf) 18,5kn |
| 7929530<br>ICDD<br>76<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PEGASUS ERRE**<br>ex Loire-89 ex Fairfield Phoenix-86<br>ex Fairfield Venture-86<br>**Sicilsud Leasing S.p.A.**<br>Anonima Ravennate di Armamento S.p.A. (A.R.A.)<br>Augusta Italy<br>SatCom: 1150560/ICDD | *37 758*<br>*18 354*<br>65 549<br>T/cm<br>64,0 | AB RI | **1981** Koyo Dockyard Co. Ltd.—Mihara (1011)<br>228,73 (BB) 32,24 13,223<br>218,02 32,20 19,00<br>1 dk<br>rf 51 Bow/CM 114 Diam. 0,410 MH 1,8 | **M Tanker**<br>IGS<br>9 Ta ER<br>L.(oil) 75 359 | B&W 7L67GFC<br>Oil 2SA 7Cy. 670 × 1700<br>9 636kW (13 100bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 700kW 450V 60Hz a.c.<br>14,25kn |
| 929088<br>HO5166<br>10074-80C<br>f Esd Gc<br>dr RTm/h/v | **PEGASUS I**<br>ex Lefkas-85 ex Delfino Dorato-81<br>ex Java Gold-77 ex San Pedro Gulf-71<br>**Iniohos Maritime Co. S.A.**<br>Panama Panama | **686**<br>359<br>795 | (NV) | **1969** A. B. Rea SB. Pty. Ltd.—Newcastle, N.S.W. (11)<br>48,77 11,74 4,192<br>45,14 11,59 4,83<br>F 17,4 1 dk<br>BK | **TM Tug/Supply Ship**<br>Deck Cargo 12P<br>16 Ta ER<br>L.774 | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 135kW 1 × 30kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 45,5t (d.o.) 13kn |
| 042875<br>WZS4090<br>26300<br>sd Pfd Rdr<br>RTm/h/v | **PEGASUS I**<br>ex Mister Chris-85<br>**Dan-Matt Marine Inc.**<br>Norfolk, Va United States of America | **158**<br>107<br>— | | **1970** Halter Marine Services, Inc.—Lockport, La (209)<br>30,48 8,92 3,737<br>28,61 4,41 4,27<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW 480V 60Hz a.c. |
| 724713<br>DEJR<br>f Esd Gc<br>dr RTm/h/v | **PEGASUS II**<br>ex Pagenturm-78<br>**Howaldtswerke-Deutsche Werft Aktiengesellschaft**<br>Kiel Federal Republic of Germany<br>SatCom: 1330712/ATLA | **499**<br>147<br>480 | GL | **1967** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (698)<br>52,86 11,26 3,341<br>49,20 11,00 3,97<br>F 14,4 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo 12P<br>Ice strengthened<br>Mchy.aft | MAN V16V16/18TL<br>2 Vee Oil 4SA each 16Cy. 160 × 180<br>1 932bhp (1 421kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 112kW 231/400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 225,5t (hvf) 12,5kn |
| 021919<br>L4825<br>24005<br>dr Rt | **PEGASUS KANSAI No. 2**<br>ex Hayabusa No. 2-89<br>**Kansai Harbour Service Co. Ltd. (Kansai Kowan Service K.K.)**<br>Sakai, Osaka Pref. Japan | **194**<br>—<br>67 | | **1980** Matsuura Tekko Zosen—Higashino (282)<br>40,52 6,96 1,851<br>36,02 6,81 2,82<br>1 dk | **M Ferry** 500dk P<br>Mchy.aft | Daihatsu 6DSM-28S<br>Oil 4SA 6Cy. 280 × 340<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>14,29kn |
| 624130<br>7BA<br>R-770458<br>f Esd Gc<br>d Rdr RTv | **PEGASUS PRIDE**<br>**Dong Young Shipping Co. Ltd.**<br>Inchon South Korea | **4 506**<br>2 629<br>6 606 | KR (NK) | **1977** Dae Sun SB. & Eng. Co. Ltd.—Busan (195)<br>117,91 19,51 5,917<br>108,01 19,02 8,21<br>P 20,2 F 11,6 1 dk | **M Container Ship**<br>Fixed-guides 4th P<br>5 Cell. Ho ER<br>G.6 167 B.5 714<br>TEU 280 C. 280/20'<br>6 Ha (stl) ER | Mitsubishi 6UET52/90C<br>Oil 2SA 6Cy. 520 × 900<br>5 200bhp (3 825kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel 190,0t (d.o.) 390,0t (hvf)-17,0pd 15kn |
| 131178<br>VQF2<br>-12852<br>f Esd Gc<br>d Rdr RTv | **PEGASUS PROGRESS**<br>ex Edel Sif-91 ex Pegasus Progress-91<br>ex Edel Scheel-88<br>**R/A Sif**<br>Knud I. Larsen<br>Korsor Denmark (DIS)<br>SatCom: 1610120/EDEL | *4 953*<br>*2 139*<br>5 223 | NV | **1983** Orskov Christensens Staalskibs. A/S —Frederikshaven (132)<br>115,50 (BB) 17,56 5,360<br>107,00 17,01 9,02<br>2 dks<br>rf 196 len 89 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER 2 TwD<br>G.11 340 B.10 380<br>TEU 352 C.Ho 140/20' (40') C.Dk 212/20' (40') incl. 40 ref C.<br>2 Ha (stl) (26,0 39,0 × 12,7) ER<br>Cr 1(100) 1(80) | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550 with flexible couplings & sr geared to sc. shaft<br>2 800kW (3 807bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 304kW 3 × 264kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>14kn |
| 931533<br>QHV5<br>2233679 | **PEGASUS PT 1**<br>**Chungco Pte. Ltd.**<br>San Lorenzo Honduras | **2 709**<br>2 369<br>4 723 | ✠100A1 SS 4/91<br>pontoon<br>EL (M) /38,0FSWR<br>FN 2142 | **1980**-5 Jurong Shipyard Ltd.—Singapore (1029)<br>74,00 25,23 3,925<br>73,16 24,39 4,88<br>1 dk<br>rf nil | **Deck Cargo Pontoon** | |
| 123561<br>RS4797<br>50958<br>sd Gc Pfd<br>dr Rt | **PEGASUS SEAL**<br>**Seal (GP) Inc.**<br>Sealcraft Operators Inc.<br>Galveston, Tx United States of America | **272**<br>185<br>955 | AB | **1982** RYSCO Shipyard, Inc.—Blountstown, Fl (57)<br>3,839<br>56,39 12,20 4,27<br>F 17,7 1 dk<br>rf 762 | **TM Tug/Supply Ship**<br>Deck Cargo | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 210kW<br>Thw. thrust propeller fwd<br>12kn |
| 04122<br>6BV7<br>08880<br>f Esd Gc<br>d Rdr RTv<br>MVER | **PEGGY**<br>ex Pegny-83<br>**Lundqvist Shipping Co. Ltd.**<br>Lundqvist Rederierna<br>Nassau Bahamas | *49 898*<br>*33 853*<br>97 672<br>T/cm<br>87,2 | NV | **1970** Uddevallavarvet A/B—Uddevalla (232)<br>255,30 (BB) 39,02 14,383<br>244,56 38,99 19,03<br>F 19,2 1 dk<br>rf 102 Bow/CM 124 Diam. 0,406 MH 1,5 | **M Tanker**<br>COW IGS SBT<br>10 Ta ER<br>L.(oil) 111 800 HeCls. BC<br>4 Cargo pumps total 8 000T/hr | B&W 9K84EF<br>Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW)<br>Eriksbergs M/V A/B Goteborg<br>Gen 1 × 600kW 2 × 580kW 450V 60Hz a.c.<br>Fuel 299,5t (d.o.) 3 596,5t (hvf)-53,0pd 16kn |
| 37566<br>24905 | **PEGGY**<br>ex Sharon Ann<br>**George H. Letts**<br>New Orleans, La United States of America | **111**<br>75<br>— | | **1980** G & M Boat Works—Yscloskey, La<br>*20,91* 7,32<br>2,85<br>1 dk | **TM Fishing**<br>Shrimp-trawl | General Motors<br>2 Vee Oil 2SA each 8Cy. 108 × 127<br>500bhp (368kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| 304531<br>GRT<br>7139Z<br>f Esd Gc<br>dr RTm/h/v<br>atNav<br>MVER | **PEGGY DOW**<br>**Zeerederij Holland-Overijssel B.V.**<br>Dammers & van der Heide's Shipping & Trading Co. B.V.<br>Rotterdam Netherlands<br>SatCom: 1300202/PGRT | *11 335*<br>*4 383*<br>10 572 | BV | **1985** Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel (933)<br>155,81 (BB) 22,81 8,803<br>145,52 22,80 13,77<br>3 dks, 4th dk in Nos. 2 & 3 holds | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>4 Ho 26,5 26,5 23,8 ER 21,1 10 TwD<br>In.15 253<br>TEU 48 C.Dk 48/20' (40') ref C.<br>4 Ha (stl) (8,6 10,4 10,4 × 6,0) ER (9,0 × 6,0)<br>Cr 4(5) | Sulzer 7RND76M<br>Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>B.V. Koninklijke Mij. Schps. & Mach. "De Schelde" Vlissingen<br>Gen 4 × 830kW 440V 60Hz a.c.<br>Fuel 398,0t (d.o.) 2 026,0t (hvf)-48,0pd 21kn |
| 708484<br>VX5493<br>02779<br>sd Gc Rdr<br>t | **PEGGY JO**<br>**Oscar E. Dyson**<br>Juneau, Ak United States of America | **197**<br>134 | | **1966** Martinolich SB. Corp.—Tacoma, Wa<br>30,18 8,54 4,268<br>... ... ... | **M Fishing**<br>Stern Trawler | Caterpillar<br>Oil 4SA 12Cy. 137 × 165<br>765bhp (563kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 291989<br>85662 | **PEGGY LYNN II**<br>ex Peggy Miller-79<br>ex Regent Swallow-78<br>**Fogo Transport (1973) Ltd.**<br>St. John's, Nfl. Canada | **105**<br>43<br>— | ✠Classed LR until 11/65 | **1952**-11 Charles Hill & Sons Ltd.—Bristol (384)<br>28,05 6,00 2,210<br>26,70 5,80<br>RQD 6,8 Trunk 11,0 1 dk<br>RW | **M Tank Barge**<br>Mchy.aft | Ruston<br>Oil 4SA 3Cy. 205 × 275<br>102bhp (75kW)<br>Ruston & Hornsby Ltd. Lincoln |
| 412109<br>WYQ2510<br>66723<br>c Pfd Rdr | **PEGGY SHERIDAN**<br>ex Gulf Star-80<br>**Sheridan Towing Co. Inc.**<br>Philadelphia, Pa United States of America | **198**<br>134<br>— | AB | **1975** Halter Marine Services, Inc.—New Orleans, La (473)<br>33,02 9,50 4,293<br>31,88 9,45 5,01<br>1 dk | **TM Tug** | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>Fuel 41,5t (d.o.) 13kn |

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| **7109415**<br>*C4TR*<br>707912<br>Esd Gc Pfd<br>Rdr RTm/v | **PEGY**<br>ex Nazir-86 ex Tod Head-81<br>**Bothnia Navigation Co. Ltd.**<br>Limassol Cyprus | **1 549**<br>1 048<br>2 800 | **✠100A1** SS 5/88<br>Ice Class 3<br>**✠LMC UMS**<br>EL N $1\frac{5}{16}$"U2<br>FN 1452 | **1971-7** N.V. Scheeps. "Vooruitgang"—Foxhol (227)<br>87,61 12,02 5,366<br>78,90 11,89 6,51<br>P 15,9 F 12,8 1 dk<br>rf 102 | **M General Cargo**<br>3 Ho 14,4 25,2 13,1 ER<br>G.3 514<br>4 Ha (stl) (8,3 8,9 8,9 8,3 × 8,4) ER<br>4W Der 4(3) | MaK<br>Oil 2SA 9Cy. 320 × 450<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 84kW 380V 50Hz a.c.<br>Fuel 138,0t (d.o.) |
| **5406699**<br>*CB2812*<br>Rdr RTv | **PEHUEN**<br>ex Lowe-84 ex Carrig Reef-81<br>ex Lowe-81<br>**Compania Portuaria Talcahuano Ltda.**<br>Valparaiso Chile | **160**<br>61<br>— | (GL) | **1962** Norddeutscher Lloyd—Bremerhaven (5)<br>29,82 7,55 3,120<br>26,32 7,50 3,81<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz<br>Gen 2 × 18kW 230V<br>Directional propeller |
| **6407561**<br>*WTEQ*<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER | **PEIRCE**<br>**Government of The United States of America (Department of Transportation - National Oceanic & Atmospheric Administration)**<br>*Norfolk, Va* United States of America | **696**<br>151<br>206 | | **1963** Marietta Mfg. Co.—Point Pleasant, WV (902)<br>49,69 10,11 3,271<br>45,73 10,06 5,19<br>F 27,5 2 dks<br>rf 305 | **TM Research**<br>Hydrographic | General Motors<br>2 Oil 2SA each 8Cy. 216 × 254<br>1 640bhp (1 206kW)<br>General Motors Corp.<br>Gen 2 × 220kW 225/450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 140,0t (d.o.) |
| **8715687**<br>*EHDN*<br>Rdr Rt | **PEIX DEL MAR DIEZ**<br>**Sebastian Bravo Ramirez**<br>Huelva Spain | *268*<br>*50*<br>166 | BV | **1988** Astilleros Armon—Navia (141)<br>3,330<br>25,15 7,51 3,41<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.190 | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches, couplings & reverse reduction geared to shaft<br>775bhp (570kW)<br>Caterpillar Inc. Peori |
| **8716485**<br>*EHXM*<br>3HU-3-1536<br>Pfd Rdr Rt | **PEIX DEL MAR DOCE**<br>**Jose Marti Peix S.A.**<br>Huelva Spain | *364*<br>*109*<br>150 | BV | **1988** Ast. Zamacona S.A.—Bilbao (150)<br>36,71 3,401<br>31,68 8,31 5,41<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.277 | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 with flexible couplings & sr geared to sc. shaft<br>780kW (1 060bhp)<br>Caterpillar Inc. Peori |
| **8715675**<br>*EHWU*<br>Rdr Rt | **PEIX DEL MAR NUEVE**<br>**Jose Marti Peix S.A.**<br>Huelva Spain | *268*<br>*80*<br>166 | BV | **1988** Astilleros Armon—Navia (140)<br>30,50 3,301<br>25,15 7,51 5,62<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.192 | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches, couplings & reverse reduction geared to shaft<br>570kW (775bhp)<br>Caterpillar Inc. Peori |
| **8715663**<br>*EECH* | **PEIX DEL MAR OCHO**<br>**Jose Marti Peix S.A.**<br>Huelva Spain | *268*<br>*50*<br>166 | BV | **1988** Astilleros Armon—Navia (139)<br>30,51 3,350<br>25,15 7,51 3,41<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.190 | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches couplings & reverse reduction geared to shaft<br>775bhp (570kW)<br>Caterpillar Inc. Peori |
| **8710833**<br>*EERO*<br>3-HU3-1538<br>Rdr Rt | **PEIX DEL MAR ONCE**<br>**Jose Marti Peix S.A.**<br>Huelva Spain | *365*<br>*109*<br>150 | BV | **1988** Ast. Zamacona S.A.—Bilbao (149)<br>36,71 3,401<br>31,68 8,31 5,41<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.277 | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 with flexible couplings & sr geared to sc. shaft<br>780kW (1 060bhp)<br>Caterpillar Inc. Peor |
| **8922369**<br>*EHBL*<br>Rt | **PEIX DEL MAR QUINCE**<br>**Jose Marti Peix S.A.**<br>Huelva Spain | *380*<br>*114*<br>150 | BV | **1990** Ast. Zamacona S.A.—Bilbao (219)<br>36,70 3,401<br>31,68 8,31 5,62 | **M Fishing**<br>Stern Trawler Ref | Caterpillar<br>Oil 4SA 12Cy. 170 × 190 geared to sc. sh<br>451kW (613bhp)<br>Caterpillar Inc. Peor<br>Gen 2 × 200kW 220/380V 50Hz a.c. |
| **8701155**<br>*EFJU*<br>Rdr Rt | **PEIX DEL MAR SIETE**<br>**Jose Marti Peix S.A.**<br>Huelva Spain | *101*<br>*35*<br>90 | BV | **1987** Astilleros Armon—Navia (159)<br>25,56 3,001<br>21,52 6,96 3,79<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>Mchy.aft<br>In.110 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with clutche flexible couplings & reverse reduction g sc. shaft<br>540bhp (397kW)<br>Caterpillar Inc. Peor |
| **7387500**<br>*EGVE*<br>1961<br>Df Esd Rdr Rt | **PEIXE DO MAR**<br>**Iglesias Alonso Alvaro y otros**<br>Vigo Spain | **293**<br>144<br>— | (BV) | **1975** Ast. Gondan—Puerto de Figueras (105)<br>37,01 7,52 3,582<br>31,98 7,50 3,89<br>1 dk | **M Fishing**<br>Side Trawler Ref | Alpha<br>Oil 4SA 8Cy. 225 × 300<br>1 000bhp (736kW)<br>Cons. Echevarria<br>Fuel 108,5t (d.o.) |
| **7113947**<br>*EAQL*<br>1848<br>Df Esd Gc<br>Rdr Rt | **PEIXEMAR**<br>**Pesquera Peixemar S.A.**<br>La Coruna Spain | **253**<br>158<br>198 | BV | **1971** Maritima del Musel S.A.—Gijon (114)<br>38,31 7,37<br>33,00 7,19 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.250 | MWM<br>Oil 4SA 6Cy. 320 × 480<br>699kW (950bhp)<br>Motorenw. Mannheim A.G. (MWM) |
| **8220541**<br>Rdr Rt | **PEIXEMAR**<br>Launched as Cabo Carvoeiro<br>**Iberpesca S.A.**<br>Peniche Portugal | **160**<br>78<br>— | | Lch.**1983** Cmpl.**1988** Est. Nav. Lda. H. Parry & Son—Cacilhas (85)<br>2,501<br>21,92 6,91 3,20<br>1 dk | **M Fishing**<br>Side-fishing Seiner Ref<br>In.50 | GUASCOR<br>Vee Oil 4SA 12Cy. 150 × 150 with clutch geared to sc. shaft<br>316kW (430bhp)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR |
| **7227580**<br>*EFGS*<br>9302<br>Esd Gc Rdr Rt | **PEIXINO**<br>**Pescaboa S.A.**<br>Vigo Spain | **388**<br>186<br>— | BV | **1973** Const. Nav. Santodomingo—Vigo (397)<br>42,35 8,51<br>38,59 8,26 4,09<br>2 dks<br>len 82 | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz<br>Fuel 171,0t (d.o.) |
| **8331326**<br>*9WNC*<br>324239 | **PEKASA**<br>**Encik Raymond Wee Seng Bin**<br>Kuching Malaysia | **540**<br>313<br>— | | **1961** Kurushima Dock Co. Ltd.—Japan<br>*54,59* 8,01<br>4,02<br>1 dk | **M Tanker** | Oil 4SA 6Cy. 320 × 460<br>650bhp (478kW)<br>Nippon Hatsudoki |
| **9001461**<br>*PGRQ*<br>24151<br>Df Esd Gc<br>Rdr RTh/v<br>SatNav<br>CollRdr<br>SatCom | **PELAGIA**<br>**Nederlands Instituut voor Onderzoek der Zee (Netherlands Sea Research Institute)**<br>Den Burg, Texel Netherlands | *1 615*<br>*484*<br>525 | BV | **1991** Verolme Scheepswerf Heusden B.V. —Heusden (1019)<br>66,45 - 4,024<br>58,00 12,80 6,85<br>P 16,0 B 7,5 1 dk | **D-E Research**<br>Oceanographic | Caterpillar<br>2 Vee Oil driving gen. of 540kW 660V a 824kW 660V a.c. connected to elec. 1 360shp (1 000kW) sr geared to sc.<br>(p) Oil 4SA 8Cy. 170 × 190<br>673kW (915bhp)<br>Caterpillar Inc.<br>(s) Oil 4SA 12Cy. 170 × 190<br>1 020kW (1 387bhp)<br>Caterpillar Inc.<br>Gen 2 × 300kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd Directional thrus<br>Fuel 200,0t (d.o.)-8,0pd |
| **8225539**<br>*LYFE*<br>M-31403<br>Df Esd Gc<br>Rdr RTm/h/v | **PELAGIAL**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1982** VEB Volkswerft Stralsund—Stralsund (254)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L.<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) |

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| 350 | **PELAGIC RANGER**<br>**Thor A. Olsen**<br>Seattle, Wa United States of America | **193**<br>—<br>— | | **1981** Bender SB. & Repair Co. Inc.—Mobile, Al (139)<br>... ... ...<br>29,90 7,32 3,69<br>1 dk | **M Fishing** | General Motors<br>Oil<br>675bhp (497kW)<br>General Motors Corp. U.S.A. |
| 76<br>9<br>d Gc<br>dr<br>n/v | **PELAGOS**<br>ex Kyrakatingo-88 ex Osage-86<br>ex Cast Bear-82 ex Nordic Mariner-81<br>**Malone Navigation Co. Ltd.**<br>Limassol Cyprus | **36 411**<br>23 762<br>62 322 | **100A1** SS 2/87<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty at a draught not exceeding 13.22m<br>**LMC** **UMS**<br>EL O† 660,0/78,0U3<br>FN 11344<br>(AB) | **1977** Mitsubishi Heavy Industries Ltd.—Nagasaki (1791)<br>236,81 (BB) 32,24 12,224<br>225,03 32,19 18,22<br>P 36,0 RQD 22,6 F 20,2 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 21,5 28,9 21,5 28,9 21,5 28,9 21,5 ER<br>G.75 887<br>10 Ha (stl) (13,7 × 11,4) (11,2 11,2 15,1 11,2 11,2 15,1 11,2 11,2 15,1 × 12,9) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 295,0t (d.o.) 3 322,5t (hvf)-63,0pd 15,5kn |
| 40<br>l Gc<br>Tv | **PELAGOS**<br>**Delfimar Inc.**<br>Reefer and General Ship Management Co. Inc.<br>Piraeus Greece<br>SatCom: 1130661/PELA | **8 376**<br>6 090<br>12 630 | GL | **1976** Orenstein & Koppel A.G.—Luebeck (712)<br>143,82 21,54 8,321<br>134,02 21,51 11,10<br>P 21,4 F 9,5 2 dks | **M Container Ship**<br>Fixed-guides<br>7 Cell. Ho ER<br>TEU 626<br>C.Ho 284/20' (40') C.Dk 342/20' (40')<br>13 Ha (stl) ER<br>Cr 2(35) | Pielstick 18PC2-3V-400<br>Vee Oil 4SA 18Cy. 400 × 460<br>9 630bhp (7 083kW)<br>Blohm + Voss A.G. Hamburg<br>Gen 3 × 512kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>18,25kn |
| 53<br>71<br>l Gc | **PELAGOS**<br>**Gerena S.A.**<br>Dakar Senegal | **808**<br>337<br>644 | RI (KR) | **1967** Soc. Esercizio Cant.—Viareggio (565)<br>63,71 10,44 4,293<br>55,20 10,42 4,81<br>2 dks<br>RW | **M Fishing**<br>Stern Trawler<br>2 Ho | Deutz<br>Oil 4SA 6Cy. 350 × 400<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln |
| 22<br>l Gc<br>Tm/h/v | **PELAGOS**<br>ex Flensburg-81<br>**Sociedad El Golfo S.A.**<br>Talcahuano Chile | **691**<br>188<br>— | GL | **1963** Luebecker Flender-Werke AG.—Luebeck (539)<br>64,22 10,22 4,611<br>58,81 10,11 7,24<br>B 5,2 2 dks<br>RW | **M Fishing**<br>Stern Trawler<br>Ice strengthened | MaK MA582AK<br>Oil 4SA 8Cy. 385 × 580<br>1 900bhp (1 398kW)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>also 1 Oil 500bhp driving 2 gen. connected to 2 elec. motors for secondary propulsion |
| 15<br>38<br>l Gc<br>Tm/h/v<br>R | **PELAGOS II**<br>ex Sisimiut-91<br>**Sociedad El Golfo S.A.**<br>Valparaiso Chile | T.Mk<br>**721**<br>173<br>559 | NV | **1973** Orskovs Staalskibsvaerft I/S—Frederikshavn (71)<br>58,60 11,18 4,204<br>50,98 11,16 6,96<br>2 dks<br>rf 500 BK 246 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>2 Ha (2,2 × 1,9) (2,8 × 2,3) ER<br>1W Der 1(2) | Alpha 16V23L-VO<br>Vee Oil 4SA 16Cy. 225 × 300<br>2 480bhp (1 824kW) NE 79<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 256kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 13,5kn |
| 78<br>79<br>dr Rt | **PELAMIDA**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Tuapse) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1986** .............U.S.S.R.<br>35,17 8,01 3,120<br>33,25 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works U.S.S.R. |
| 15<br>8<br>l Gc<br>dr RTv<br>R | **PELANDER**<br>ex Sun Hope-89<br>**Fram Carcarriers Ltd.**<br>Barber Ship Management Ltd.<br>Monrovia Liberia<br>SatCom: 1244277/PNDR | **9 450**<br>6 066<br>11 080 | (NK) | **1979** Kurushima Dockyard Co. Ltd.—Onishi (2106)<br>165,00 7,802<br>155,02 27,61 11,69<br>F 136,3 | **M Vehicles Carrier**<br>Mchy.aft | MAN 12V52/55A<br>Vee Oil 4SA 12Cy. 520 × 550 sr geared to sc. shaft<br>8 827kW (12 000bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 201,0t (d.o.) 1 420,0t (hvf)-41,5pd 18kn |
| 360<br>r Rt | **PELASHCO 1**<br>**Government of The Kingdom of Saudi Arabia**<br>Jeddah Islamic Port Authority<br>Jeddah Saudi Arabia | **862**<br>456<br>1 326 | NV (AB) | **1978** Santan Slipway & Eng. Co. (Pte.) Ltd. —Singapore (021)<br>... ... ...<br>55,02 14,01 3,87<br>1 dk | **TM Landing Craft** | Deutz SBA12M816<br>2 Vee Oil 4SA each 12Cy. 142 × 160 sr geared to sc. shafts<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 70kW 1 × 25kW 440V 60Hz a.c. |
| 738<br>2<br>58<br>Rdr<br>h/v | **PELATA**<br>**Sanergv Berjaya Sendirian Berhad**<br>Labuan Malaysia | *251*<br>*75*<br>174<br>T/cm<br>2,1 | **✠100A1** SS 1/90<br>tug<br>Sabah home trade limits<br>**✠LMC**<br>EL (F) 302,5/20,5U2<br>FN 344 | **1984**-11 Sabah Shipyard Sdn. Bhd.—Labuan (123)<br>28,76 9,15 3,101<br>26,90 9,11 3,66<br>RFD 8,3 1 dk<br>rf - BK | **TM Tug**<br>Fire-fighting Tractor | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 54kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 91,5t (d.o.)-21,5pd 9kn |
| 083<br>sd Gc<br>RTh | **PELATUK**<br>ex Toucan-72 ex Isebek-59<br>**P.T. Tambang Timah (Persero)**<br>Tandjung Pandan Indonesia<br>See Register of Offshore Units | **498**<br>225<br>371 | (KI)<br>LR class withdrawn 23/5/90 | **1952** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1001)<br>53,95 8,89 2,941<br>49,51 8,84 3,31<br>P 15,3 Trunk 24,1 RFD 11,6 1 dk<br>RW rf nil conv Tanker 64 | **M Drilling Ship**<br>4 Ho each 3,7p&s ER<br>4 Ha (0,9p 1,3s × 0,6) (1,9p × 1,4) (1,2s × 0,6) ER<br>3W | MaK<br>Oil 4SA 8Cy. 290 × 420<br>382kW (519bhp)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 70kW 1 × 60kW 220/380V a.c.<br>Directional thrust propellers double ended aft, 1 fwd<br>Fuel 79,5t (d.o.) 7kn |
| 535<br>S<br>sd Gc<br>Rdr Rt | **PELAWAN**<br>**Pelawan Shipping Inc.**<br>Monrovia Liberia | **4 815**<br>3 063<br>7 877 | BV | **1975** Watanabe Zosen K.K.—Hakata (169)<br>115,65 17,45 7,011<br>107,02 17,40 8,69<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.10 695 B.10 221<br>2 Ha (stl) (31,0 30,7 × 8,0) ER | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K. Kobe<br>13kn |
| 9863<br>6946<br>9<br>Esd Gc<br>RTm | **PELBOXER**<br>ex Marco Polo-91 ex Ageliki K-90<br>ex Carmen del Mar-89<br>ex Isla del Mediterraneo-74<br>**Pellini Shipping Co.**<br>Sarlis Container Services S.A.<br>Piraeus Greece | **2 824**<br>1 562<br>3 260 | **✠100A1** SS 8/89<br>**✠LMC** **(UMS)**<br>EL R 1$\frac{9}{16}$"U2<br>FN 1808 | **1970**-1 Ast. Construcciones S.A.—Meira (72)<br>88,22 15,07 5,001<br>82,50 14,51 7,40<br>P 15,0 F 8,6 1 dk<br>rf 102 | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho 13,1 14,3 14,3 14,3 ER<br>B.2 000<br>TEU 182 C. 182/20'<br>4 Ha (stl) ER | Stork<br>Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Fuel 170,5t (d.o.) 12kn |
| 3033<br>AX<br>679<br>Esd Gc<br>RTm/h/v | **PELCARRIER**<br>ex Newpoint-85 ex Haje Naime-85<br>ex Violette-83 ex Haje Naime-83<br>ex Brathay Fisher-81 ex Calderon-78<br>ex Brathay Fisher-76<br>**Silver Wave Shipping Co. S.A.**<br>Chr. M. Sarlis & Co. M.C.<br>Limassol Cyprus | T.Mk<br>**2 109**<br>1 031<br>4 264<br><br><br>**3 604**<br>2 015<br>5 463 | GL<br>✠Classed LR until 12/10/84 | **1971**-7 N.V. Scheeps. v.d. Werf—Deest (337)<br>105,92 16,79 5,487/6,372<br>98,00 16,50 8,11<br>P 17,1 F 10,4 2 dks<br>rf nil | **M Container Ship**<br>Fixed-guides<br>2 Cell. Ho 25,6 38,4 ER<br>TEU 185<br>C.Ho 136/20' (30') C.Dk 49/20' (30') (40')<br>2 Ha (stl) ER | Deutz RBV12M540<br>Vee Oil 4SA 12Cy. 370 × 400 geared to sc. shaft<br>4 800bhp (3 531kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 140kW 440V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel (d.o.) 14,5kn |
| 9100<br>5445<br>36<br>Esd Gc<br>Rdr<br>m/h/v | **PELCHASER**<br>ex Lady Lienke-89 ex Sertan-87<br>**Pelti Shipping Co.**<br>Sarlis Container Services S.A.<br>Piraeus Greece | *2 815*<br>*1 630*<br>3 168 | GL (BV) | **1978** Schpsw. "Friesland" B.V.—Lemmer (362)<br>95,81 13,70 5,649<br>88,96 13,61 7,83<br>P 10,7 F 9,5 2 dks<br>len 84 | **Aux M General Cargo**<br>1 Ho 52,6 ER<br>G.4 716 B.4 575<br>TEU 166<br>C.Ho 128/20' incl. 10 ref C. C.Dk 38/20'<br>1 Ha (stl) (50,4 × 10,2) ER | Bolnes 16VDNL150/600<br>Vee Oil 2SA 16Cy. 190 × 350 reduction geared to sc. shaft<br>2 400bhp (1 765kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>also 2 Oil secondary<br>Gen 1 × 200kW 2 × 80kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 263,0t (d.o.)-9,5pd 12,75kn |

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| **5273274**<br>*VC4084*<br>188097<br>Esd RdrRTm | **PELEE ISLANDER**<br>**Government of Canada (Transport Canada)**<br>Chatham, Ont. Canada | **333**<br>205<br>— | ✠Classed LR until 4/5/79 | **1960**-6 Erieau SB. & D.D. Co. Ltd.—Erieau, Ont. (97)<br>44,20 9,86 2,325<br>41,18 9,76 3,51<br>1 dk<br>rf 940 | **TM Ferry**<br>285P | Crossley<br>2 Oil 2SA each 4Cy. 267 × 343 with fluid<br>940bhp (691kW)<br>Crossley Bros. Ltd. Ma<br>Gen 2 × 20kW 110/220V d.c.<br>Fuel (d.o.) |
| **7224942**<br>*9WDD*<br>324869<br>Gc Rdr Rt | **PELEGO ISO**<br>ex Shikishima Maru No. 8-80<br>**Fusing Shipping Sendirian Berhad**<br>Kuching Malaysia | **988**<br>646<br>2 038 | NK | **1968** Watanabe Zosen K.K.—Hakata (95)<br>71,51 11,00 4,863<br>66,81 10,98 5,59<br>P 16,8 F 11,9 1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 453 B.2 194<br>1 Ha (stl) (35,4 × 6,0) ER<br>Der 2(10) | Nippon Hatsudoki<br>Oil 4SA 6Cy. 380 × 540<br>1 300bhp (956kW)<br>Nippon Hatsudoki<br>Gen 2 × 80kW 445V 60Hz a.c. |
| **8401585**<br>*YDDY*<br>Rt | **PELENG**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **906**<br>831<br>1 500 | KI | **1984** P.T. Dok "Tanjung Priok"—Tanjung Priok (068)<br>54,01 14,02 2,950<br>52,38 14,00 3,94<br>1 dk | **TM Tank Barge**<br>Mchy.aft | Niigata<br>2 Oil 4SA each 6Cy. 180 × 240<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **6728604**<br>*UINE*<br>M-12173<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PELENGATOR**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**3 775**<br>1 073<br>2 478 | RS<br>✠Classed LR until 5/69 | **1968**-3 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (821)<br>102,70 16,01 5,541<br>91,01 15,99 11,13<br>RFD 10,1 2 dks, 3rd dk in Nos. 1 & 3 holds, 4th dk in Nos. 1 & 2 holds<br>rf 178 DK fwd | **M Factory Fishing**<br>Fish-factory Stern Trawler Training Ref<br>Ice strengthened<br>3 Ho<br>In.2 757<br>5 Ha (2,9 2,9 × 2,9) (2,7 × 2,5) (1,9 1,9 × 1,9)<br>6W Der 2(7) 4(3) | B&W 6-5<br>Oil 2SA 6Cy. 500 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Ko<br>Gen 3 × 340kW 168/400V 50Hz a.c.<br>Controllable pitch propeller |
| **7411521**<br>*3EIB5*<br>17718-PEXT1<br>Df Esd Gc<br>Pfd Rdr RTv | **PELERIN**<br>**Dynamic Drilling Partnership**<br>Societe Maritime des Services (SOMASER)<br>Panama Panama<br>SatCom: 1335252/PELE<br>See Register of Offshore Units | **10 644**<br>5 766<br>7 500 | NV | **1976** IHC Gusto B.V. Offshore Div.—Schiedam (949)<br>152,10 23,47 7,519<br>139,20 21,39 12,45<br>2 dks | **TD-E Drilling Ship**<br>Ice strengthened<br>Mchy.aft<br>Cr 1(40) Der 1(25) | AGO 240V<br>5 Vee Oil 4SA each 16Cy. 240 × 220/230<br>17 000bhp (12 505kW) driving 5 gen.<br>2 400kW 6 000V a.c. connected to 4<br>motors each of 1 750shp (1 287kW) &<br>geared to sc. shafts<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.)<br>Gen 1 × 600kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>3 Thw. thrust Contr. pitch propellers fwd ,<br>Fuel 3 474,0t (hvf)-20,5pd |
| **7622481**<br>256<br>Esd Rdr Rt | **PELES**<br>**Intreprinderea de Exploatare a Floti Maritime NAVROM**<br>Constantza Romania | **194**<br>61<br>305 | RNR | **1968** Santierul Naval Braila—Braila<br>29,24 8,31 3,560<br>28,20 4,32<br>1 dk | **TM Tug**<br>Ice strengthened | Russkiy<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works<br>Gen 2 × 25kW 230V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 36,5t (d.o.) |
| **6900563**<br>*OWIV*<br>D1623<br>Esd Pfd Rdr RTm | **PELEUS**<br>**Kristian Jorgensen**<br>Skagen Denmark | **166**<br>74<br>178 | (BV) | **1968** VEB Rosslauer Schiffswerft—Rosslau (3239)<br>34,24 6,61 3,201<br>29,57 6,58 3,31<br>F 6,1 1 dk<br>BK 69 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,6 6,7 ER<br>In.180<br>2 Ha (stl) (each 1,5 × 1,2) ER<br>1W Der 1(0,5) | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW) NE 72<br>Alpha-Diesel A/S Frede<br>Gen 2 × 16kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 16,5t (d.o.) |
| **7919781**<br>*SV5103*<br>9195<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PELFLYER**<br>ex Ibafon Flyer-87<br>**Pelflyer Shipping Co. S.A.**<br>Sarlis Container Services S.A.<br>Piraeus Greece | **1 549**<br>1 108<br>2 880 | NV | **1982** Scheepswerven van Hemiksem—Hemiksem<br>93,60 13,03 6,100<br>85,60 13,01 7,90<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 567 B.4 880<br>TEU 156 C. 156/20' (40')<br>2 Ha (stl) (27,6 24,6 × 10,2) ER<br>Cr 2(10) 2(5) | Nohab<br>Vee Oil 4SA 12Cy. 250 × 300<br>2 513bhp (1 848kW) NE 87<br>Wartsila Diesel AB<br>Gen 2 × 170kW 1 × 85kW 380V 50Hz |
| **7522605**<br>*P3UQ2*<br>708499<br>Df Esd Gc<br>Pfd Rdr Rt | **PELIAS**<br>ex Didymi-88<br>**Coastalbreeze Marine Ltd.**<br>Limassol Cyprus | **19 166**<br>13 515<br>32 600<br>T/cm<br>41,4 | AB | **1976** Kanasashi Co. Ltd.—Toyohashi (014)<br>182,20 (BB) 27,01 10,940<br>170,01 26,98 15,22<br>P 27,5 F 13,2 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,3 27,2 21,7 26,6 27,2 ER<br>G.44 769 B.39 134<br>5 Ha (stl) (12,5 16,8 12,8 16,8 16,8 × 11,9) ER<br>Der 5(15) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 400kW 445V 60Hz a.c. |
| **7825514**<br>*PGRW*<br>15603Z<br>Gc Rdr Rt | **PELICAN**<br>ex Stevin 5702-84<br>**Volker Stevin Baggermaatschappij Nederland B.V.**<br>Rotterdam Netherlands | **826**<br>477<br>1 500 | BV | **1979** Scheepswerf Stapel B.V.—Spaarndam (131)<br>62,62 3,050<br>59,31 11,21 4,27<br>1 dk<br>conv Hinged-Centreline Split-Hull Stone Hopper Barge 84 | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Single side arm Dredging depth 13,2<br>Hopper 1058T<br>Mchy.aft<br>Hopper 965<br>1 pump 29skW (401bhp) | Bolnes 3DN<br>2 Oil 2SA each 3Cy. 190 × 350<br>900bhp (662kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen<br>Gen 2 × 80kW |
| **5273327** | **PELICAN**<br>**Pioneer Offshore Enterprises Pte. Ltd.** | **772**<br>—<br>1 148 | **✠A1** SS 10/89<br>river and harbour service<br>EL (k) 1⅛″ | **1947**-1 Structural Eng. Co. of Western Australia Ltd.—Fremantle, W.A.<br>36,99 19,82 1,524<br>... ... ... | **Crane Barge**<br>Der 1(80) | ✠ 2 nwtdb 4/75 150lbf/in$^2$ (10,4bar)<br>Fuel 2,0t |
| **7212432**<br>*HP3482*<br>3110-73A<br>Df Esd Gc<br>Pfd Rdr RTv | **PELICAN**<br>ex Kappa Tide-86<br>**Drake Maritime S.A.**<br>Panama Panama<br>SatCom: 1330267/MELP | **318**<br>217<br>— | AB | **1972** American Marine Corp.—New Orleans, La (1086)<br>11,59 4,217<br>50,04 4,83<br>F 17,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 203 × 254<br>reduction geared to sc. shafts<br>General Motors Corp. La Gran<br>Gen 2 × 100kW<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **8517009**<br>LA812PT<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **PELICAN**<br>**Louisiana Universities Marine Consortium**<br>Cocodrie, La United States of America | **291**<br>256<br>100 | AB | **1985** Allied Shipyard Inc.—Larose, La (160)<br>32,01 7,93<br>3,66<br>1 dk | **TM Research**<br>15cbn | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 152<br>sc. shafts<br>800bhp (588kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 99kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 52,0t (d.o.) |
| **8134467** | **PELICAN**<br>**Government of The Republic of Cote d'Ivoire (Port of Abidjan)**<br>Abidjan Cote d'Ivoire | **232**<br>—<br>300 | (BV) | **1968** S.F.E.D.T.P.—Abidjan<br>... ... ...<br>32,01 8,01 2,49<br>1 dk | **M Tank Barge**<br>Water<br>Mchy.aft | Baudouin<br>Oil 4SA 6Cy. 150 × 150<br>430bhp (316kW)<br>Soc. des Moteurs Baudouin |
| **5273341**<br>315817<br>RTh | **PELICAN**<br>**Government of Barbados (Port Authority)**<br>Bridgetown Barbados | **203**<br>0<br>— | ✠Classed LR until 10/2/82 | **1961**-1 W. J. Yarwood & Sons Ltd.—Northwich (921)<br>32,39 9,00<br>29,27 8,54 4,12<br>rf 533 | **TM Tug** | National Gas<br>2 Oil 4SA each 6Cy. 305 × 381 with<br>couplings & sr reverse geared to sc.<br>National Gas & Oil Eng. Co. Ashton<br>Fuel (d.o.) |

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| 8011471<br>C6KB7<br>720413<br>Df Esd Gc<br>Pld RTv<br>AMVER | **PELICAN ARROW**<br>ex Folga-91<br>**Gearbulk Shipowning Ltd.**<br>United Ship Management Ltd.<br>Nassau Bahamas<br>SatCom: 1103655/PELI | **21 073**<br>13 264<br>38 806<br>T/cm<br>46,0 | NV | **1982** Sanoyasu Dockyard Co. Ltd.—Mizushima (1042)<br>182,02 (BB) 29,09 11,613<br>174,02 29,01 16,11<br>P 33,0 F 14,4 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 21,0 25,6 25,6 25,6 19,2 ER<br>G.42 191 B.41 049<br>TEU 738 C.Ho 432/20' C.Dk 306/20'<br>5 Ha (stl) (21,0 × 16,5) (25,6 25,6 25,6 19,2 × 23,0) ER<br>Cr 2(25) | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 650kW 440V 60Hz a.c.<br>Fuel 2 219,0t (hvf)-46,0pd 16,5kn |
| 7117266<br>ONPB<br>Df Esd Gc<br>Pld Rdr Rt | **PELICAN II**<br>ex Pelican-85<br>**Offshore Europe N.V.**<br>Fina Marine S.A.<br>Antwerpen Belgium<br>See Register of Offshore Units | **11 473**<br>3 442<br>8 100 | BV | **1972** IHC Gusto N.V.—Schiedam (860)<br>149,43 21,44 7,311<br>136,81 21,42 12,50<br>1 dk | **TD-E Drilling Ship**<br>Mchy.aft | AGO G16VS240<br>5 Vee Oil 4SA each 16Cy. 240 × 220/230 total 17 000bhp (12 505kW) driving 5 gen. each 2 400kW 6 000V a.c. connected to 4 elec. motors each of 1 750shp (1 287kW) & sr geared to sc. shafts<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.) Mulhouse<br>Gen 2 × 235kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>3 Thw. thrust Contr. pitch propellers fwd , 2 aft<br>14kn |
| 7901966<br>WQZ7042<br>518348<br>Df Esd Gc<br>Pld Rdr RTv | **PELICAN ISLAND**<br>**SEACOR Marine Inc.**<br>New Orleans, La United States of America | **297**<br>202<br>1 200 | AB | **1980** Halter Marine Inc.—Lockport, La (829)<br>58,20 3,664<br>51,82 12,20 4,27<br>F 16,2 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>E (p) made58 reconditioned & fitted5/79<br>General Motors Corp. Electro-Motive Div. La Grange<br>E (s) made69 fitted5/79<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 98kW<br>Thw. thrust propeller fwd<br>12kn |
| 273353<br>YND<br>75564<br>RTh | **PELICAN RAPIDS**<br>**Northern Transportation Co. Ltd.**<br>Winnipeg Canada | **163**<br>117<br>— | *Classed BC until 2/48 | **1947** Standard Iron Works Ltd.—Edmonton, Alberta<br>35,51 8,72 1,220<br>... ... ... | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 108 × 127<br>NE 66<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 20kW 120/125V d.c.<br>Fuel (d.o.) 12kn |
| 726299<br>YT2384<br>sd Gc Rdr<br>t | **PELICANO**<br>ex Pelican No. 2-87<br>**King Ocean Services de Venezuela S.A.**<br>La Guaira Venezuela | **227**<br>185<br>450 | BV (AB) | **1978** Greenville SB. Corp.—Greenville, Ms (53)<br>11,61 3,534<br>48,21 11,59 4,27<br>F 12,2 1 dk<br>conv Deck Cargo Supply Ship 87 | **TM RoRo Cargo**<br>Deck Cargo | Caterpillar D398SCAC<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 99kW<br>10kn |
| 519588 | **PELICANO**<br>**Government of The Republic of Cuba (Empresa Turistica Cayo Largo)**<br>Batabano Cuba | **133**<br>39<br>200 | (BV) | **1985** Delta Shipyard Sliedrecht B.V.—Sliedrecht (804)<br>25,02 1,751<br>24,01 8,01 2,52<br>1 dk | **TM RoRo Cargo/ Landing Craft**<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 geared to sc. shafts<br>346kW (470bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 55kW 220V a.c.<br>9kn |
| 823991<br>V3407<br>84190<br>dr Rt | **PELICIN**<br>**Straits Shipping Pte. Ltd.**<br>Kapal Management (Pte.) Ltd.<br>Singapore Singapore | **154**<br>58<br>245 | GL | **1989** Singmarine Shipyard (Pte.) Ltd.—Singapore (071)<br>- - 2,397<br>28,40 7,20 2,75<br>1 dk | **TM Tanker**<br>Bunkering<br>L.(oil) 220 | Cummins NT-855-M<br>2 Oil 4SA each 6Cy. 140 × 152 dr reverse geared to sc. shafts<br>354kW (481bhp)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 40kW 380V a.c.<br>9kn |
| 822648<br>GRY<br>3917<br>sd Rdr RTv | **PELIKAAN**<br>**Rederij H. van Duyn & Zonen Katwijk B.V.**<br>Katwijk aan Zee Netherlands | **560**<br>—<br>— | | **1990** Stocznia im. "Komuny Paryskiej"—Gdynia (B965/07)<br>45,00 -<br>- 9,00 5,00<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Deutz SBV16M628<br>Vee Oil 4SA 16Cy. 240 × 280<br>Kloeckner Humboldt Deutz Germany |
| 013892<br>GRY<br>3917<br>W 88<br>f Esd Gc<br>fd Rdr Rt | **PELIKAAN**<br>**Rederij H. van Duyn & Zonen Katwijk B.V.**<br>Katwijk aan Zee Netherlands | **560**<br>—<br>— | | **1990** Mach. Fab. Maaskant B.V.—Stellendam (434)<br>45,70 -<br>40,57 9,00 5,10<br>1 dk | **M Fishing** | Deutz SBV16M628<br>Vee Oil 4SA 16Cy. 240 × 280<br>Kloeckner Humboldt Deutz West Germany |
| 314981<br>BDJ9<br>990<br>f Esd Gc<br>fd Rdr Rt | **PELIKAAN**<br>**Roel Feenstra Scheepvaartbedrijf B.V. (Feenstra Shipping)**<br>Kingstown St. Vincent and the Grenadines | **207**<br>75<br>— | | **1973** Ch. & Arme. A. Seghers—Oostende (C53)<br>33,00 7,57<br>30,00 7,50 3,26<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Kromhout 9F/SW240<br>Oil 4SA 9Cy. 240 × 260<br>1 015bhp (747kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| 020123<br>URP<br>6605<br>f Esd Gc<br>dr RTm/v | **PELIKAN**<br>ex Hammaburg-89<br>**m.s. "Pelikan" Interscan Bereederung G.m.b.H. & Co.**<br>Deutsche Conti Schiffahrtsgesellschaft m.b.H.<br>Hamburg Federal Republic of Germany | **499**<br>324<br>1 561 | GL | **1980** Schiffsw. Hugo Peters—Wewelsfleth (576)<br>82,48 11,38 3,560<br>76,82 11,31 5,41<br>F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,4 ER<br>G.2 902 B.2 898<br>TEU 48 C. 48/20'<br>1 Ha (stl) (49,8 × 9,0) ER | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280 reverse reduction geared to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 92kW 1 × 45kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10,5kn |
| 332414<br>Df Esd Gc<br>Pld Rdr Rt | **PELIKAN**<br>ex Pelicano-89 ex Bjorgvin-89<br>**Sociedad El Golfo S.A.**<br>Chile | **450**<br>154<br>406 | NV | **1974** Flekkefjord Slipp & Mask. A/S—Flekkefjord (114)<br>46,56 9,53 4,439<br>40,72 9,50 6,63<br>2 dks<br>rf 170 BK 119 | **TM Fishing**<br>Stern Trawler 704dk P<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,7 × 2,4) ER | Wichmann 6AXA<br>Oil 2SA 6Cy. 300 × 450<br>2 000bhp (1 471kW) NE 81<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 156kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| 228529<br>M-40188<br>RTv | **PELIKAN**<br>**Kaspryba**<br>(U.S.S.R.) | **191**<br>85<br>323 | RS | **1984** .............U.S.S.R.<br>29,44 7,60 3,120<br>3,61<br>1 dk | **M Pollution & Surface Clearance Vessel** | Oil<br>............. |
| 019220<br>P3OL3<br>708955<br>Df Esd Gc<br>Pld Rdr<br>RTm/v | **PELINER**<br>ex Rhodri Mawr-90<br>**Softwave Shipping Co. Ltd.**<br>Sarlis Container Services S.A.<br>Limassol Cyprus | **4 095**<br>1 884<br>3 150 | ✠**100A1** SS 12/90<br>unrestricted service<br>✠**LMC**<br>EL S $1\frac{5}{8}$"U2<br>FN 2474 | **1970**-12 Verolme Cork Dockyards Ltd.—Cork (810)<br>107,02 17,40 4,101<br>100,13 16,77 7,93<br>B 16,5 1 dk<br>rf 152 | **TM Container Ship**<br>Fixed-guides<br>2 Cell. Ho 26,8 39,0 ER<br>TEU 182 C.Ho 134/20' C.Dk 48/20'<br>7 Ha (stl) ER | Mirrlees<br>2 Oil 4SA each 6Cy. 381 × 508 sr reverse geared to sc. shafts<br>4 200bhp (3 089kW)<br>Mirrlees Blackstone (Stockport) Ltd. Stockport<br>Gen 3 × 160kW 415V 50Hz a.c.<br>propeller (Thw. thrust propeller fwd)<br>Fuel 96,5t (d.o.) 14kn |
| 044269<br>PKYA | **PELITA**<br>ex Biduri-74<br>**P.T. Rentjong Segara**<br>Jakarta Indonesia | **787**<br>486<br>508 | (KI)<br>✠Classed LR until 9/58 | **1953**-6 Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen (216)<br>58,53 9,73 2,934<br>52,43 9,71 4,17<br>P 12,8 RQD 12,8 B 24,4 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.565<br>4W | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>500bhp (368kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 50kW 110V d.c.<br>Fuel 51,0t 9kn |

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| **8402137**<br>*9MAP3*<br>325977<br>Esd Gc Rt | **PELITA**<br>**Lembaga Cakai Api Malaysia**<br>Port Kelang Malaysia | **278**<br>83<br>— | ✠**100A1** SS 8/89<br>Malaysian coastal service<br>✠**LMC**<br>EL 330,0/20,5U2<br>FN 433 | **1985**-8 Limbongan Timor Sdn. Bhd.—Kuala Trengganu (10683)<br>35,06 10,37 2,171<br>33,69 10,08 2,77<br>F 4,9 1 dk<br>rf nil | **TM Buoy Tender**<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152 with c<br>& sr geared to sc. shafts<br>804bhp (591kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 80kW 416V 50Hz a.c. |
| **7932549**<br>2907<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PELJESAC**<br>**Atlantska Plovidba**<br>Valletta Malta | *40 249*<br>*28 200*<br>71 229<br>T/cm<br>69,9 | JR NV | **1983** R.O. Brodogradiliste "3 Maj"—Rijeka (619)<br>235,62 (BB) 32,24 13,490<br>225,03 32,21 18,62<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho ER<br>G.84 895<br>TEU 1448<br>7 Ha (stl) (12,4 × 13,4) (29,0 14,9 29,0 14,9 29,0 14,9 × 18,4) ER | Sulzer<br>Oil 2SA 4Cy. 900 × 1900<br>13 600bhp (10 004kW)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>Gen 2 × 410kW 1 × 230kW 440V 60Hz |
| **7111195**<br>*YTNM*<br>2T-290<br>Rt | **PELJESCANKA**<br>**JADROLINIJA P.O.**<br>Rijeka Croatia | **426**<br>222<br>118 | JR | **1971** "Titovo Brodogradiliste"—Kraljevica (404)<br>48,01 10,80 2,201<br>41,46 9,02 2,52<br>1 dk | **TM RoRo Cargo/Ferry**<br>—P<br>Bow door<br>Mchy.aft | Stork<br>2 Oil 4SA each 8Cy. 150 × 210<br>990bhp (728kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 64kW 400V d.c. |
| **7705520**<br>*J4FC*<br>7120<br>Df Esd Gc<br>Pfd Rdr Rt | **PELLA**<br>**Ebony Maritime S.A.**<br>Piraeus Greece | **10 993**<br>7 731<br>17 190 | AB | **1979** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2631)<br>145,52 (BB) 21,04 9,484<br>137,01 21,01 13,11<br>F 10,4 1 dk, 2nd dk portable<br>rf 13 DK | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 21,0 21,0 17,9 21,0 21,0 5 TwD<br>G.21 152 B.21 067<br>TEU 367<br>C.Ho 311/20' (40') C.Dk 56/20' (40')<br>5 Ha (stl) (15,0 × 9,9) (15,0 12,7 15,0 15,0 × 15,6) ER<br>Cr 2(25) 2(22) 1(10) | Pielstick 12PC2<br>Vee Oil 4SA 12Cy. 400 × 460 with clutches<br>flexible couplings & sr geared to sc. shaf<br>6 000bhp (4 413kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 500kW 1 × 160kW 450V 60Hz<br>Controllable pitch propeller<br>Fuel 144,0t (d.o.) 1 033,0t (hvf)-22,5pd |
| **8137988**<br>*IVQE*<br>6650<br>Rdr Rt | **PELLESTRINA**<br>**Azienda del Consorzio Trasporti Veneziano (A.C.T.V.)**<br>Venezia Italy | **282**<br>150<br>— | RI | **1972** Cant. Nav. de Poli S.p.A.—Pellestrina (29)<br>41,99 9,43 1,840<br>40,24 9,39 2,21<br>1 dk | **TM Ferry**<br>—dk P | Fiat<br>2 Oil 4SA each 8Cy. 130 × 145<br>560bhp (412kW)<br>AIFO, Appl. Ind. FIAT-OM S.p.A<br>Gen 2 × 44,8kW 220V 50Hz a.c. |
| **6615273**<br>*IPSV*<br>670<br>Df Esd Rdr<br>Rt | **PELLICANO**<br>ex Annunziata C-68<br>**Copesca S.p.A.**<br>Palermo Italy | **569**<br>267<br>566 | (RI) | **1966** Cant. Nav. M. & B. Benetti—Viareggio (69)<br>56,24 9,15 2,591<br>49,99 9,12 4,83<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho ER | Ansaldo<br>Oil 4SA 8Cy. 320 × 420<br>1 200bhp (883kW)<br>S.A. Ansaldo Stab. Mecc. |
| **5233547**<br>*OGCK*<br>1249<br>Df Esd Rdr<br>RTm | **PELLINKI**<br>ex Meteor-77<br>**Government of The Republic of Finland (Finnish Navy)**<br>Helsinki/Helsingfors Finland | **352**<br>86<br>213 | (NV) | **1960** Oy Laivateollisuus Ab—Turku/Abo (174)<br>38,51 9,25 4,103<br>34,24 9,15 4,35<br>1 dk<br>BK 69 | **M Tug**<br>Salvage<br>Ice strengthened<br>Der 1(5) 1(0,75) | Crossley<br>Oil 2SA 8Cy. 368 × 483<br>Crossley Bros. Ltd.<br>Gen 2 × 70kW 1 × 15kW 220V d.c.<br>Fuel (d.o.) |
| **7336551**<br>*EGIN*<br>2266<br>Df Esd Gc<br>Pfd Rt | **PELLIZAR**<br>**Emilio Fernandez Lopez**<br>Vigo Spain | **249**<br>107<br>— | BV | **1974** S.L. Ardeag—Bilbao (79)<br>36,91 6,89 3,590<br>30,51 3,89<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz<br>Fuel 84,5t (d.o.) |
| **8411217**<br>*DLXI*<br>Df Esd Rdr<br>RTv | **PELLWORM**<br>**Neue Pellwormer Dampfschiffahrts-G.m.b.H.**<br>Pellworm Federal Republic of Germany | *467*<br>*142*<br>115 | GL | **1985** Husumer Schiffsw.—Husum (1494)<br>38,31 10,11 1,501<br>35,21 10,00 3,10<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo 200dk P<br>Bow ramp Stern ramp | MWM<br>2 Oil 4SA each 6Cy. 160 × 165 sr reverse<br>to sc. shafts<br>774bhp (569kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 26kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 55,0t (d.o.) |
| **7824871**<br>*DJFV*<br>Df Esd Rdr<br>RTv | **PELLWORM I**<br>**Neue Pellwormer Dampfschiffahrts-G.m.b.H.**<br>Pellworm Federal Republic of Germany | **293**<br>106<br>116 | GL | **1979** Husumer Schiffsw.—Husum (1452)<br>38,31 10,39 1,501<br>35,21 10,01 3,10<br>1 dk | **M RoRo Cargo/Ferry**<br>200dk P<br>Bow ramp Stern ramp | MWM<br>2 Oil 4SA each 6Cy. 160 × 165 reduction<br>to sc. shaft<br>774bhp (569kW)<br>Motorenw. Mannheim A.G., Suddeutsche Bremsen AG<br>Thw. thrust propeller fwd |
| **7612735**<br>*C4CR*<br>707746<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PELOPIDAS**<br>ex Wildcat-86<br>ex Oceanus Campaigner-85<br>**Soloi Corp. Ltd.**<br>Limassol Cyprus | **21 666**<br>14 287<br>39 811<br>T/cm<br>45,2 | BV | **1977** Mitsubishi Heavy Industries Ltd.—Nagasaki (1812)<br>186,01 27,84 11,418<br>176,03 27,51 15,91<br>1 dk | **M Bulk Carrier**<br>6 Ho ER<br>G.49 722<br>6 Ha (stl) ER<br>Der 6(5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Mitsubishi Heavy Industries Ltd. |
| **7112694**<br>*P3SZ2*<br>708493<br>Df Esd Gc<br>Pfd Rdr RTv | **PELOPIDAS V**<br>ex Southern Cross Trader-88<br>ex Gohryusan Maru-83<br>**Daslopi Seatransport Ltd.**<br>Limassol Cyprus<br>SatCom: 1100235/PELO | **104 196**<br>83 605<br>227 401<br>T/cm<br>150,7 | BV NK | **1971** Mitsui SB. & Eng. Co. Ltd.—Ichihara (906)<br>324,01 (BB) 54,08 19,038<br>310,02 54,01 26,40<br>1 dk<br>Bow/CM 155 Diam. 0,406 MH 0,6 | **M Tanker**<br>COW IGS SBT<br>13 Ta ER<br>L.(oil) 278 552 HeCls. ptB<br>4 Cargo pumps total 14 000T/hr | B&W<br>Oil 2SA 10Cy. 980 × 2000<br>27 951kW (38 000bhp)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 1 × 1000kW 2 × 660kW 450V 60Hz<br>Fuel 357,5t (d.o.) 5 537,0t (hvf)-125,0pd |
| **7105768**<br>*YEIL*<br>8636+BA<br>Df Esd Gc<br>Pfd Rdr RTv | **PELOPOR**<br>ex Eagle Sun-89 ex Pelopor-89<br>ex Tamashima Maru-82<br>**P.T. Perusahaan Pelayaran "Samudera Indonesia"**<br>Samudera Indonesia (S) Sendirian Berhad<br>Jakarta Indonesia | **3 865**<br>2 523<br>5 246 | KI NK | **1971** Imabari Zosen—Imabari (262)<br>101,97 16,34 6,536<br>96,00 16,31 8,15<br>P 19,9 F 10,1 1 dk<br>RW conv General Cargo 83 | **M Container Ship**<br>Fixed-guides<br>2 Ho ER<br>G.7 490 B.7 213<br>TEU 267 C. 263/20' (40') incl. 16 ref C.<br>2 Ha (stl) ER<br>Der 2(30) 2(20) | Makita<br>Oil 4SA 6Cy. 540 × 840<br>2 942kW (4 000bhp)<br>Makita Tekkosho<br>Gen 3 × 128kW 445V 60Hz a.c.<br>Fuel 66,5t (d.o.) 486,5t (hvf)-9,5pd |
| **6822096**<br>*SV8087*<br>8490<br>Df Esd Rdr<br>RTv | **PELOR**<br>ex Fenchurch-83 ex City of Istanbul-78<br>ex Mediterranian-74<br>**Pelor Maritime Co.**<br>Chr. M. Sarlis & Co. M.C.<br>Piraeus Greece | **1 460**<br>730<br>2 476 | ✠**100A1** SS 11/89<br>✠**LMC**<br>EL Q 1½"SQ<br>FN 1913 | **1968**-10 Henry Robb Ltd.—Leith (503)<br>94,24 14,61 5,081<br>85,35 14,48 7,93<br>RFD 10,4 F 12,2 2 dks<br>rf 127 DK in No. 4 DB tank | **M General Cargo**<br>2 Ho each 27,0 ER<br>G.5 397 B.5 074<br>2 Ha (stl) (19,1 × 7,6) (19,1 × 10,5) ER<br>4W Der 2(10) 2(5) | Mirrlees<br>Oil 4SA 6Cy. 483 × 606<br>2 580bhp (1 898kW)<br>Mirrlees National Ltd.<br>Gen 3 × 210kW 1 × 60kW 440V 60Hz<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.) 263,0t (hvf) |
| **8138011**<br>*ISBK*<br>1218<br>Rdr Rt | **PELORITANO**<br>ex Fehmarn<br>**Procida Lines S.a.S. di Scotto di Ciccariello Gennaro**<br>Napoli Italy | **397**<br>217<br>— | RI | **1927** Werft Nobiskrug G.m.b.H.—Rendsburg<br>62,01 8,23 2,640<br>54,51 8,20 2,80<br>1 dk | **TM RoRo Cargo/Ferry**<br>—dk P | Deutz<br>2 Vee Oil 4SA each 16Cy. 142 × 160<br>2 030bhp (1 493kW) NE 77<br>Kloeckner Humboldt Deutz |
| **5273494** | **PELORUS**<br>**Booth (Brasil) Ltd.**<br>Belem Brazil | **128**<br>46<br>— | ✠Classed LR until 8/13 | **1911**-6 Scott & Sons—Bowling (229)<br>*28,17* 6,28<br>... ... ...<br>R | **S Tug** | T 3Cy. 330 533 & 876 x 610<br>Fishers Ltd. |

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| **8704133**<br>*VLW2566*<br>*852739*<br>Esd Pfd Rdr<br>RTv | **PELSAERT**<br>**P&O Towage Services**<br>*Fremantle, W.A.* Australia | **190**<br>57<br>60 | **✠100A1**<br>tug<br>for service in Western Australia, within a limit of two hundred nautical miles to seaward<br>**✠LMC**<br>EL D 247,5/17,5U2<br>FN 275 | **1988**-1 Ocean Shipyards, W.A. Pty Ltd. —Fremantle, W.A. (162)<br>23,96 8,03 3,666<br>20,43 7,99 5,44<br>1 dk<br>rf - | **TM Tug** | Caterpillar 3512TA<br>2 Vee Oil 4SA each 12Cy. 170 × 190 with clutches, flexible couplings & dr geared to sc. shafts<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 60kW 415V 50Hz a.c.<br>2 Directional propellers<br>11kn |
| **7015327**<br>*P3OM3*<br>*708954*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **PELTAINER**<br>ex Brian Boroime-90<br>**Satinwave Shipping Co. Ltd.**<br>Sarlis Container Services S.A.<br>Limassol Cyprus | **3 647**<br>2 028<br>4 914 | **✠100A1** SS 8/90<br>**✠LMC**<br>EL S 1⅝"U2<br>FN 2474 | **1970**-10 Verolme Cork Dockyards Ltd.—Cork (809)<br>107,30 17,40 4,101<br>100,13 16,77 7,93<br>B 16,5 1 dk<br>rf 152 | **TM Container Ship**<br>Fixed-guides<br>2 Cell. Ho 26,8 39,0 ER<br>TEU 182 C.Ho 134/20' C.Dk 48/20'<br>7 Ha (stl) ER | Mirrlees<br>2 Oil 4SA each 6Cy. 381 × 508 sr reverse geared to sc. shafts<br>4 200bhp (3 089kW)<br>Mirrlees Blackstone (Stockport) Ltd. Stockport<br>Gen 3 × 160kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 96,5t (d.o.) 14kn |
| **7709095**<br>*SV4154*<br>*9549*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PELTRADER**<br>ex Lady Aalke-88 ex Midsland-87<br>**Pelias Shipping Co.**<br>Sarlis Container Services S.A.<br>Piraeus Greece | **1 588**<br>1 189<br>3 103 | BV | **1978** Schpsw. "Friesland" B.V.—Lemmer (363)<br>82,00 13,70 5,649<br>74,43 13,62 7,83<br>F 9,5 2 dks | **M General Cargo**<br>1 Ho 52,6 ER<br>G.4 716 B.4 575<br>TEU 166<br>C.Ho 128/20' incl. 10 ref C. C.Dk 38/20'<br>1 Ha (stl) (50,4 × 10,2) ER | Bolnes 16VDNL150/600<br>Vee Oil 2SA 16Cy. 190 × 350 reduction geared to sc. shaft<br>2 400bhp (1 765kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Gen 1 × 200kW 2 × 80kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 263,0t (d.o.)-9,5pd 12,75kn |
| **6714964**<br>Esd Rt | **PELUSA II**<br>**Trilomb S.A.**<br>Chimbote Peru | **158**<br>69<br>— | | **1966** Ast. Picsa S.A.—Callao<br>*24,51* 6,71<br>3,46<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **8017279**<br>*YJZF3*<br>*723*<br>Esd Rdr Rt | **PEMBA**<br>ex Burwave-91<br>**Azam Marine Co. Ltd.**<br>Port Vila Vanuatu | **499**<br>226<br>372 | **✠100A1** CS 5/91<br>**✠LMC**<br>EL (G) 302,5/24,0U2<br>FN 455 | **1981**-5 Sing Koon Seng (Pte.) Ltd.—Singapore (SKS557)<br>40,31 9,20 3,041<br>33,63 9,01 4,50<br>P 11,6 F 6,8 1 dk<br>rf nil | **TM RoRo/General Cargo/Ferry**<br>Landing Craft 2bth 60dk P<br>Bow door/ramp<br>1 Ho 16,5 ER<br>B.853<br>1 Ha (w) (13,7 × 4,9) ER<br>2W Der 1(4) 1(2) | Deutz SBA6M816<br>2 Oil 4SA each 6Cy. 142 × 160 sr geared to sc. shafts<br>626bhp (460kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 50kW 1 × 18kW 415V 50Hz a.c.<br>Fuel 134,5t (d.o.) |
| **8825846**<br>*YEEX*<br>Rdr Rt | **PEMBANGUNAN**<br>**P.T. Pelayaran Lokal Halim & Co.**<br>Pontianak Indonesia | **352**<br>195<br>— | KI | **1983** P.T. Karya Teknik Kapuas—Pontianak<br>48,23 8,00 2,700<br>44,50 - 3,20<br>1 dk | **M General Cargo Barge** | Yanmar<br>Oil<br>294kW (400bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 1 115V a.c. |
| **7043544**<br>*YBRB*<br>*1646* | **PEMBANGUNAN III**<br>ex Nirbhaja<br>**P.T. Pelayaran Selamat Shipping Co. Ltd.**<br>Jakarta Indonesia | **222**<br>157<br>229 | KI | **1970** P.N. Pakin—Tandjung Priok (594)<br>42,02 2,210<br>39,65 7,00 2,72<br>P 8,3 F 6,8 1 dk | **M General Cargo**<br>2 Ho each 11,9 ER<br>G.340 B.303<br>2 Ha (each 8,0 × 3,9) ER<br>2W Der 2(2,5) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW) E made80 fitted—<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 10,5t (d.o.) 9kn |
| **5067338**<br>*PKGM*<br>Rt | **PEMBANGUNAN VI**<br>ex Selamat Indah-82 ex Budi Utama ex Ceram ex Suzanne-52<br>**P.T. Pelnus Sri Indrapura**<br>Surabaya Indonesia | **474**<br>238<br>762 | (KI) | **1951** Kalmar Varv A/B—Kalmar (366)<br>48,49 9,33 3,988<br>45,01 9,28 4,40<br>P 12,8 F 8,6 1 dk | **M General Cargo**<br>Mchy.aft<br>G.929 B.850<br>2W | Polar<br>Oil 2SA 7Cy. 250 × 420<br>Nydqvist & Holm A/B Trollhattan<br>Fuel 18,5t (d.o.) 10kn |
| **7016436**<br>*166697*<br>Esd RTv | **PEMBROKE GUILLEMOT**<br>**Marine & Port Services Ltd.**<br>Milford Haven United Kingdom | **121**<br>57<br>185 | | **1945** Richards Iron Works Ltd.—Lowestoft<br>25,79 6,25 2,547<br>24,39 6,10 3,81<br>1 dk<br>R rf 76 | **M General Cargo**<br>1 Ho 12,2 ER<br>G.199 B.185<br>1 Ha (w) (2,4 × 0,4) 1 Ha (stl) (0,6 × 0,4) ER<br>Der 1(2,5) | Rolls Royce<br>2 Oil 4SA each 6Cy. 130 × 152 geared to sc. shaft<br>360bhp (265kW) NE 56<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 1 × 12kW 1 × 5kW 220V d.c.<br>Fuel 3,0t (d.o.) 8kn |
| **5273523**<br>RTm | **PEMENO**<br>ex Ricardo Moran-58 ex Pemeno-57 | **267**<br>147<br>152 | ✠Classed LR until 18/3/77 | **1956**-7 Clelands (Successors) Ltd.—Wallsend (212)<br>32,14 8,84 3,779<br>29,57 8,54 4,27<br>RW rf 381 BK 152 | **M Tug** | National Gas<br>Oil 4SA 8Cy. 305 × 381 sr geared to sc. shaft<br>National Gas & Oil Eng. Co. Ashton-under-Lyne<br>Gen 2 × 30kW 110V<br>Fuel (d.o.) |
| **5273561**<br>*XCPR* | **PEMEX IV**<br>ex El Unico-43<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **210**<br>170<br>213 | ✠Classed LR until 8/57 | **1922**-7 Rennie, Ritchie & Newport S.B. Co. Ltd. —Wivenhoe<br>*30,48* 7,32 1,829<br>30,48 7,29 2,14<br>1 dk<br>R | **M General Cargo**<br>Mchy.aft | Enterprise<br>Oil 4SA 6Cy. 265 × 305<br>NE 46<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 11,0t |
| **8819237**<br>*XCPH*<br>Esd Rdr RTv | **PEMEX L**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Mazatlan Mexico | **334**<br>100<br>356<br>T/cm<br>2,5 | AB | **1990** 'AUMAZ', Ast. Unidos de Mazatlan S.A. de C.V.—Mazatlan (014)<br>30,03 4,871<br>26,52 9,61 4,91<br>1 dk | **TM Tug** | Deutz SBV8M628<br>2 Oil 4SA each 8Cy. 240 × 280 reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 88kW 400V 60Hz a.c.<br>12kn |
| **8819249**<br>*XCPL*<br>Esd Rdr RTv | **PEMEX LI**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Topolobampo Mexico | **334**<br>100<br>356<br>T/cm<br>2,5 | AB | **1990** 'AUMAZ', Ast. Unidos de Mazatlan S.A. de C.V.—Mazatlan (015)<br>30,03 4,871<br>26,52 9,61 4,91<br>1 dk | **TM Tug** | Deutz SBV8M628<br>2 Oil 4SA each 8Cy. 240 × 280 reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 88kW 440V 60Hz a.c.<br>12,9kn |
| **8819251**<br>*XCPT*<br>Esd Rdr RTv | **PEMEX LII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>La Paz Mexico | **334**<br>100<br>356<br>T/cm<br>2,5 | AB | **1990** 'AUMAZ', Ast. Unidos de Mazatlan S.A. de C.V.—Mazatlan (016)<br>30,03 4,871<br>26,52 9,61 4,91<br>1 dk | **TM Tug** | Deutz SBV8M628<br>2 Oil 4SA each 8Cy. 240 × 280 reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 88kW 440V 60Hz a.c.<br>12kn |
| **8819263**<br>Esd Rdr RTv | **PEMEX LIII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Manzanillo Mexico | **334**<br>100<br>356<br>T/cm<br>2,5 | AB | **1990** 'AUMAZ', Ast. Unidos de Mazatlan S.A. de C.V.—Mazatlan (017)<br>30,03 4,871<br>26,52 9,61 4,91<br>1 dk | **TM Tug** | Deutz SBV8M628<br>2 Oil 4SA each 8Cy. 240 × 280 reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 88kW 440V 60Hz a.c.<br>12kn |
| **8308252**<br>*XCE0*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PEMEX LXXX**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Guaymas, Sonora Mexico | **384**<br>115<br>185 | GL | **1987** 'AUMAZ', Ast. Unidos de Mazatlan S.A. de C.V.—Mazatlan (003)<br>4,830<br>30,46 8,56 5,19<br>1 dk | **TM Tug** | Deutz SBV6M628<br>2 Oil 4SA each 6Cy. 240 × 280 reverse reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 500kW 220/440V a.c.<br>13,25kn |
| **6826779**<br>*XFPL*<br>Df Esd Gc<br>Pfd Rdr Rt | **PEMEX XL**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **532**<br>19<br>478 | **✠100A1** SS 12/87<br>tug<br>**✠LMC**<br>EL (h) 1"U2<br>FN 569 | **1968**-11 Schps. "De Hoop" N.V.—Lobith (267)<br>44,05 10,44 4,350<br>37,57 10,01 5,11<br>F 18,9 1 dk<br>rf 102 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse geared to sc. shafts<br>NE 11/82<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 155kW 440V 60Hz a.c. |

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| **7628772**<br>Esd Rdr Rt | **PEMEX XLII**<br>ex Progress Tractor I-79<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **166**<br>7<br>— | AB | **1977** Promet Private Ltd.—Singapore<br>27,01 8,51 2,590<br>26,01 8,50 3,61<br>1 dk | (123) | **TM Tug** | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280 reverse<br>geared to sc. shafts<br>Kloeckner Humboldt Deutz West<br>Gen 2 × 150kW |
| **7628784**<br>Esd Rdr Rt | **PEMEX XLIII**<br>ex Progress Tractor II-79<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **166**<br>7<br>— | (AB) | **1977** Promet Private Ltd.—Singapore<br>27,01 8,51 2,590<br>26,01 8,50 3,61<br>1 dk | (124) | **TM Tug** | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280 reverse<br>geared to sc. shafts<br>Kloeckner Humboldt Deutz West<br>Gen 2 × 150kW |
| **7807275**<br>*XCTC*<br>Df Esd Rdr Rt | **PEMEX XLIV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Mexico | **399**<br>169<br>— | | **1980** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan<br>35,08 3,352<br>33,23 8,54 3,97<br>1 dk | (665) | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 230 × 254 geared to<br>General Motors Corp., Detroit Diesel Alliso<br>Div. |
| **7807287**<br>Df Esd Gc<br>Pfd Rdr Rt | **PEMEX XLV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Mexico | **333**<br>134<br>— | | **1982** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan<br>32,01 3,352<br>29,67 8,62 4,58<br>1 dk | (666) | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 8Cy. 230 × 254 gear<br>shafts<br>General Motors Corp. Electro-Motive Div. |
| **7807299**<br>Df Esd Gc<br>Pfd Rdr Rt | **PEMEX XLVI**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Mexico | **333**<br>134<br>— | | **1982** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan<br>32,01 3,352<br>29,67 8,62 4,58<br>1 dk | (667) | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 20Cy. 230 × 254 gea<br>sc. shafts<br>General Motors Corp. Electro-Motive Div. |
| **8109307**<br>*XCIF*<br>Df Esd Gc<br>Rdr Rt | **PEMEX XLVII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | *649*<br>*194* | AB | **1981** Scheepsw. "De Hoop" B.V.—Lobith<br>37,88 11,03 4,301<br>34,88 11,00 5,82<br>F 16,2 1 dk<br>rf 749 | (312) | **TM Tug**<br>Fire-fighting Pollution Control | Ruston<br>2 Vee Oil 4SA each 8Cy. 254 × 305 sr<br>geared to sc. shafts<br>Ruston Diesels Ltd. Newton-<br>Gen 3 × 112kW 440V 60Hz a.c.<br>Fuel 296,0t (d.o.) |
| **8109319**<br>*XCIH*<br>Df Esd Gc<br>Rdr Rt | **PEMEX XLVIII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | *649*<br>*194*<br>— | AB | **1982** Scheepsw. "De Hoop" B.V.—Lobith<br>37,88 11,03 4,301<br>34,88 11,00 5,80<br>F 16,2 1 dk<br>rf 749 | (313) | **TM Tug**<br>Fire-fighting Pollution Control | Ruston<br>2 Vee Oil 4SA each 8Cy. 254 × 305 sr<br>geared to sc. shafts<br>Ruston Diesels Ltd. Newton-<br>Gen 3 × 112kW 440V 60Hz a.c.<br>Fuel 296,0t (d.o.) |
| **7732157**<br>Rt | **PEMEX XVI**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **211**<br>101<br>— | | **1950** Fundicion y Mecanica de Tampico S.A.<br>—Tampico<br>31,93 7,32 2,134<br>4,58<br>F - 1 dk | | **M General Cargo**<br>1 Ho ER<br>B.221<br>1 Ha ER | Enterprise<br>Oil 4SA 6Cy. 320 × 365<br>375bhp (276kW)<br>Enterprise Engine & Foundry Co. San Fran |
| **7732169**<br>*XCQN*<br>Rt | **PEMEX XVII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **211**<br>101<br>— | | **1950** Fundicion y Mecanica de Tampico S.A.<br>—Tampico<br>31,93 7,32 2,134<br>4,58<br>F - 1 dk | | **M General Cargo**<br>1 Ho ER<br>B.221<br>1 Ha ER | Enterprise<br>Oil 4SA 6Cy. 320 × 365<br>375bhp (276kW)<br>Enterprise Engine & Foundry Co. San Fran |
| **7732183**<br>*XCPU*<br>Rt | **PEMEX XX**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,159<br>19,51 3,03<br>1 dk | | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732195**<br>*XCPZ*<br>Rt | **PEMEX XXI**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,159<br>19,51 3,03<br>1 dk | | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732200**<br>*XCQA*<br>Rt | **PEMEX XXII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,159<br>19,51 3,03<br>1 dk | | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732224**<br>*XCQB*<br>Rt | **PEMEX XXIII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,159<br>19,51 3,03<br>1 dk | | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732212**<br>*XCQC*<br>Rt | **PEMEX XXIV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,159<br>19,51 3,03<br>1 dk | | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732236**<br>*XCQD*<br>Rt | **PEMEX XXV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,413<br>19,51 3,03<br>1 dk | | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732171**<br>*XFPI*<br>Esd Gc Rdr<br>Rt | **PEMEX XXVI**<br>ex Tiburon<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **230**<br>170<br>— | | **1966** ..............Jennings, La<br>47,25 10,98 2,998<br>3,66<br>F - 1 dk | | **TM Supply Ship**<br>Deck Cargo | General Motors<br>4 Vee Oil 2SA each 12Cy. 108 × 127 ge<br>sc. shafts<br>2 100bhp (1 545kW)<br>General Motors Corp., Detroit Diesel Alliso<br>Div.<br>Gen 1 × 75kW 240V 60Hz a.c. |
| **5241532**<br>*XCQE*<br>Df Esd Rt | **PEMEX XXVII**<br>ex Morelos-67 ex Pemex-57<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **275**<br>—<br>— | (GL) | **1954** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>35,01 9,02 3,855<br>32,21 9,00 4,40<br>RW | (4917) | **M Tug** | MaK<br>Oil 4SA 6Cy. 385 × 580<br>Maschinenbau Kiel A.G. |
| **6804719**<br>*XFPQ*<br>Df Esd Rdr<br>Rt | **PEMEX XXXI**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **335**<br>—<br>— | (AB) | **1969** Ast. de Veracruz S.A.—Veracruz<br>35,06 8,77 3,576<br>33,30 8,54 4,12<br>1 dk<br>RW | (22) | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t |
| **6804721**<br>*XCPP*<br>Df Esd Rdr<br>Rt | **PEMEX XXXII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **335**<br>—<br>— | (AB) | **1969** Ast. de Veracruz S.A.—Veracruz<br>35,06 8,77 3,576<br>33,30 8,54 4,12<br>1 dk<br>RW | (23) | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t |

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| 04733<br>OF<br>Esd Rdr | **PEMEX XXXIII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **335**<br>—<br>— | <br><br>(AB) | **1969** Ast. de Marina—Tampico (R-1)<br>35,06 8,77 3,576<br>33,30 8,54 4,12<br>1 dk<br>RW | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t 12,25kn |
| 04745<br>QO<br>Esd Rdr | **PEMEX XXXIV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **335**<br>—<br>— | <br><br>(AB) | **1969** Ast. de Marina—Tampico (R-2)<br>35,06 8,77 3,576<br>33,30 8,54 4,12<br>1 dk<br>RW | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t 12,25kn |
| 19219<br>PK<br>Esd Gc<br>d Rdr Rt | **PEMEX XXXIX**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **533**<br>19<br>478 | **✠100A1** SS 2/88<br>tug<br>**✠LMC**<br>EL (h) 1"U2<br>FN 569 | **1968**-8 Schps. "De Hoop" N.V.—Lobith (266)<br>44,05 10,44 4,350<br>37,57 10,01 5,11<br>F 18,9 1 dk<br>rf 102 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 with hydraulic couplings & geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 155kW 440V 60Hz a.c. |
| 23967<br>QM<br>Esd Gc<br>r RTh | **PEMEX XXXV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Salina Cruz Mexico | **335**<br>—<br>— | <br><br>(AB) | **1969** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan (350)<br>35,06 8,84 3,576<br>33,30 8,54 4,12<br>1 dk | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t 12,25kn |
| 02239<br><br>Esd Rdr | **PEMEX XXXVI**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **335**<br>—<br>— | <br><br>(AB) | **1971** Ast. de Veracruz S.A.—Veracruz (28)<br>35,06 8,77 3,576<br>33,30 8,54 4,12<br>1 dk | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t 12,25kn |
| 12417<br>FPJ<br>Esd Gc<br>d Rdr Rt | **PEMEX XXXVIII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **533**<br>19<br>478 | <br><br>✠LR class withdrawn<br>31/10/90 | **1968**-7 Schps. "De Hoop" N.V.—Lobith (265)<br>44,05 10,44 4,350<br>37,57 10,01 5,11<br>F 18,9 1 dk<br>rf 102 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 with hydraulic couplings & geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 155kW 440V 60Hz a.c. |
| 00915<br>CNI<br>sd Gc Pfd<br>dr Rt | **PEMEX 154**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **136**<br>39<br>— | <br><br>AB | **1984** Societe de Constructions Metalliques—Le Trait (3/81-1-4)<br>1,242<br>24,77 6,61 3,03<br>1 dk<br>rf 1123 | **Aluminium Alloy TM Utility Vessel** | M.T.U. 8V396TC82<br>2 Vee Oil 4SA each 8Cy. 165 × 185 reverse reduction geared to sc. shafts<br>1 600bhp (1 177kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 59kW<br>23kn |
| 00927<br>CNB<br>sd Gc Pfd<br>dr Rt | **PEMEX 155**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **136**<br>39<br>— | <br><br>AB | **1984** Societe de Constructions Metalliques—Le Trait (3/81-2-4)<br>1,242<br>24,77 6,61 3,03<br>1 dk<br>rf 1123 | **Aluminium Alloy TM Utility Vessel** | M.T.U. 8V396TC82<br>2 Vee Oil 4SA each 8Cy. 165 × 185 reverse reduction geared to sc. shafts<br>1 600bhp (1 177kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 59kW<br>23kn |
| 00939<br>CNP<br>sd Gc Pfd<br>dr Rt | **PEMEX 156**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **136**<br>39<br>— | <br><br>AB | **1984** Societe de Constructions Metalliques—Le Trait (3/81-3-4)<br>1,242<br>24,74 6,61 3,03<br>1 dk<br>rf 1123 | **Aluminium Alloy TM Utility Vessel** | M.T.U. 8V396TC82<br>2 Vee Oil 4SA each 8Cy. 165 × 185 reverse reduction geared to sc. shafts<br>1 600bhp (1 177kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 59kW a.c.<br>23kn |
| 00941<br><br>sd Gc Pfd<br>dr Rt | **PEMEX 157**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **136**<br>39<br>— | <br><br>(AB) | **1984** Societe de Constructions Metalliques—Le Trait (3/81-4-4)<br>1,242<br>24,77 6,61 3,03<br>1 dk<br>rf 1123 | **Aluminium Alloy TM Utility Vessel** | M.T.U. 8V396TC82<br>2 Vee Oil 4SA each 8Cy. 165 × 185 reverse reduction geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>NE (s) 12/88made88<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 59kW<br>23kn |
| 009636<br><br>f Esd Rdr<br>RTm/v | **PEMEX 392**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | <br><br>(AB) | **1981** Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (101)<br>22,00 7,19 3,701<br>21,21 6,96 4,53<br>1 dk<br>rf nil | **TM Tug** | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |
| 009648<br><br>sd Rdr<br>RTm/v | **PEMEX 393**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | <br><br>(AB) | **1982** Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (102)<br>22,00 7,19 3,701<br>21,21 6,96 4,53<br>1 dk<br>rf nil | **TM Tug** | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |
| 009650<br><br>Esd Rdr<br>RTm/v | **PEMEX 394**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | <br><br>(AB) | **1982** Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (103)<br>22,00 7,19 3,701<br>21,21 6,96 2,80<br>1 dk<br>rf nil | **TM Tug**<br>Tractor | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 50Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |
| 8009662<br><br>Esd Rdr<br>RTm/v | **PEMEX 395**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | <br><br>(AB) | **1982** Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (104)<br>22,00 7,19 3,701<br>21,21 6,96 4,53<br>1 dk<br>rf nil | **TM Tug**<br>Tractor | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |
| 8009674<br><br>Esd Rdr<br>RTm/v | **PEMEX 396**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | <br><br>AB | **1982** Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (105)<br>22,00 7,19 3,701<br>21,21 6,96 4,53<br>1 dk<br>rf nil | **TM Tug**<br>Tractor | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |
| 8009686<br><br>Esd Rdr<br>RTm/v | **PEMEX 397**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | <br><br>(AB) | **1983** Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (106)<br>22,00 7,19 3,701<br>21,21 6,96 2,80<br>1 dk<br>rf nil | **TM Tug**<br>Tractor | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |

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| **7628772**<br>Esd Rdr Rt | **PEMEX XLII**<br>ex Progress Tractor I-79<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **166**<br>7<br>— | AB | **1977** Promet Private Ltd.—Singapore<br>27,01 8,51 2,590<br>26,01 8,50 3,61<br>1 dk | (123) | **TM Tug** | Deutz RS<br>2 Oil 4SA each 8Cy. 220 × 280 reverse re<br>geared to sc. shafts<br>Kloeckner Humboldt Deutz West<br>Gen 2 × 150kW |
| **7628784**<br>Esd Rdr Rt | **PEMEX XLIII**<br>ex Progress Tractor II-79<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **166**<br>7<br>— | (AB) | **1977** Promet Private Ltd.—Singapore<br>27,01 8,51 2,590<br>26,01 8,50 3,61<br>1 dk | (124) | **TM Tug** | Deutz RS<br>2 Oil 4SA each 8Cy. 220 × 280 reverse re<br>geared to sc. shafts<br>Kloeckner Humboldt Deutz West<br>Gen 2 × 150kW |
| **7807275**<br>*XCTC*<br>Df Esd Rdr<br>Rt | **PEMEX XLIV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Mexico | **399**<br>169<br>— | | **1980** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan<br>35,08 3,352<br>33,23 8,54 3,97<br>1 dk | (665) | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 230 × 254 geared to s<br>General Motors Corp., Detroit Diesel Allison<br>Div. |
| **7807287**<br>Df Esd Gc<br>Pfd Rdr Rt | **PEMEX XLV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Mexico | **333**<br>134<br>— | | **1982** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan<br>32,01 3,352<br>29,67 8,62 4,58<br>1 dk | (666) | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 8Cy. 230 × 254 geare<br>shafts<br>General Motors Corp. Electro-Motive Div. |
| **7807299**<br>Df Esd Gc<br>Pfd Rdr Rt | **PEMEX XLVI**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Mexico | **333**<br>134<br>— | | **1982** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan<br>32,01 3,352<br>29,67 8,62 4,58<br>1 dk | (667) | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 20Cy. 230 × 254 gea<br>sc. shafts<br>General Motors Corp. Electro-Motive Div. |
| **8109307**<br>*XCIF*<br>Df Esd Gc<br>Rdr Rt | **PEMEX XLVII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | *649*<br>*194*<br>— | AB | **1981** Scheepsw. "De Hoop" B.V.—Lobith<br>37,88 11,03 4,301<br>34,88 11,00 5,82<br>F 16,2 1 dk<br>rf 749 | (312) | **TM Tug**<br>Fire-fighting Pollution Control | Ruston<br>2 Vee Oil 4SA each 8Cy. 254 × 305 sr re<br>geared to sc. shafts<br>Ruston Diesels Ltd. Newton-<br>Gen 3 × 112kW 440V 60Hz a.c.<br>Fuel 296,0t (d.o.) |
| **8109319**<br>*XCIH*<br>Df Esd Gc<br>Rdr Rt | **PEMEX XLVIII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | *649*<br>*194*<br>— | AB | **1982** Scheepsw. "De Hoop" B.V.—Lobith<br>37,88 11,03 4,301<br>34,88 11,00 5,80<br>F 16,2 1 dk<br>rf 749 | (313) | **TM Tug**<br>Fire-fighting Pollution Control | Ruston<br>2 Vee Oil 4SA each 8Cy. 254 × 305 sr re<br>geared to sc. shafts<br>Ruston Diesels Ltd. Newton-<br>Gen 3 × 112kW 440V 60Hz a.c.<br>Fuel 296,0t (d.o.) |
| **7732157**<br>Rt | **PEMEX XVI**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **211**<br>101<br>— | | **1950** Fundicion y Mecanica de Tampico S.A.<br>—Tampico<br>31,93 7,32 2,134<br>4,58<br>F - 1 dk | | **M General Cargo**<br>1 Ho ER<br>B.221<br>1 Ha ER | Enterprise<br>Oil 4SA 6Cy. 320 × 365<br>375bhp (276kW)<br>Enterprise Engine & Foundry Co. San Fran |
| **7732169**<br>*XCQN*<br>Rt | **PEMEX XVII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **211**<br>101<br>— | | **1950** Fundicion y Mecanica de Tampico S.A.<br>—Tampico<br>31,93 7,32 2,134<br>4,58<br>F - 1 dk | | **M General Cargo**<br>1 Ho ER<br>B.221<br>1 Ha ER | Enterprise<br>Oil 4SA 6Cy. 320 × 365<br>375bhp (276kW)<br>Enterprise Engine & Foundry Co. San Fran |
| **7732183**<br>*XCPU*<br>Rt | **PEMEX XX**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,159<br>19,51 3,03<br>1 dk | | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732195**<br>*XCPZ*<br>Rt | **PEMEX XXI**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,159<br>19,51 3,03<br>1 dk | | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732200**<br>*XCQA*<br>Rt | **PEMEX XXII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,159<br>19,51 3,03<br>1 dk | | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732224**<br>*XCQB*<br>Rt | **PEMEX XXIII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,159<br>19,51 3,03<br>1 dk | | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732212**<br>*XCQC*<br>Rt | **PEMEX XXIV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,159<br>19,51 3,03<br>1 dk | | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732236**<br>*XCQD*<br>Rt | **PEMEX XXV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,413<br>19,51 3,03<br>1 dk | | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732171**<br>*XFPI*<br>Esd Gc Rdr<br>Rt | **PEMEX XXVI**<br>ex Tiburon<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **230**<br>170<br>— | | **1966** .............Jennings, La<br>47,25 10,98 2,998<br>3,66<br>F - 1 dk | | **TM Supply Ship**<br>Deck Cargo | General Motors<br>4 Vee Oil 2SA each 12Cy. 108 × 127 ge<br>sc. shafts<br>2 100bhp (1 545kW)<br>General Motors Corp., Detroit Diesel Allis<br>Div.<br>Gen 1 × 75kW 240V 60Hz a.c. |
| **5241532**<br>*XCQE*<br>Df Esd Rt | **PEMEX XXVII**<br>ex Morelos-67 ex Pemex-57<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **275**<br>—<br>— | (GL) | **1954** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>35,01 9,02 3,855<br>32,21 9,00 4,40<br>RW | (4917) | **M Tug** | MaK<br>Oil 4SA 6Cy. 385 × 580<br>Maschinenbau Kiel A.G. |
| **6804719**<br>*XFPQ*<br>Df Esd Rdr<br>Rt | **PEMEX XXXI**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **335**<br>—<br>— | (AB) | **1969** Ast. de Veracruz S.A.—Veracruz<br>35,06 8,77 3,576<br>33,30 8,54 4,12<br>1 dk<br>RW | (22) | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t |
| **6804721**<br>*XCPP*<br>Df Esd Rdr<br>Rt | **PEMEX XXXII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **335**<br>—<br>— | (AB) | **1969** Ast. de Veracruz S.A.—Veracruz<br>35,06 8,77 3,576<br>33,30 8,54 4,12<br>1 dk<br>RW | (23) | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t |

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| 04733<br>*COF*<br>Esd Rdr | **PEMEX XXXIII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **335**<br>—<br>— | | (AB) | **1969**<br>35,06 8,77 3,576<br>33,30 8,54 4,12<br>1 dk<br>RW | Ast. de Marina—Tampico (R-1) | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t 12,25kn |
| 04745<br>*COO*<br>Esd Rdr | **PEMEX XXXIV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **335**<br>—<br>— | | (AB) | **1969**<br>35,06 8,77 3,576<br>33,30 8,54 4,12<br>1 dk<br>RW | Ast. de Marina—Tampico (R-2) | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t 12,25kn |
| 19219<br>*PK*<br>Esd Gc<br>d Rdr Rt | **PEMEX XXXIX**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **533**<br>19<br>478 | **✠100A1**<br>tug<br>**✠LMC** | SS 2/88<br>EL (h) 1"U2<br>FN 569 | **1968**-8<br>44,05 10,44 4,350<br>37,57 10,01 5,11<br>F 18,9 1 dk<br>rf 102 | Schps. "De Hoop" N.V.—Lobith (266) | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 with hydraulic couplings & geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 155kW 440V 60Hz a.c. |
| 23967<br>*OM*<br>Esd Gc<br>r RTh | **PEMEX XXXV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Salina Cruz Mexico | **335**<br>—<br>— | | (AB) | **1969**<br>—<br>35,06 8,84 3,576<br>33,30 8,54 4,12<br>1 dk | AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan (350) | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t 12,25kn |
| 02239<br>Esd Rdr | **PEMEX XXXVI**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **335**<br>—<br>— | | (AB) | **1971**<br>35,06 8,77 3,576<br>33,30 8,54 4,12<br>1 dk | Ast. de Veracruz S.A.—Veracruz (28) | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t 12,25kn |
| 12417<br>*PJ*<br>Esd Gc<br>d Rdr Rt | **PEMEX XXXVIII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **533**<br>19<br>478 | ✠LR class withdrawn 31/10/90 | | **1968**-7<br>44,05 10,44 4,350<br>37,57 10,01 5,11<br>F 18,9 1 dk<br>rf 102 | Schps. "De Hoop" N.V.—Lobith (265) | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 with hydraulic couplings & geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 155kW 440V 60Hz a.c. |
| 00915<br>*NI*<br>d Gc Pfd<br>r Rt | **PEMEX 154**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **136**<br>39<br>— | | AB | **1984**<br>1,242<br>24,77 6,61 3,03<br>1 dk<br>rf 1123 | Societe de Constructions Metalliques—Le Trait (3/81-1-4) | **Aluminium Alloy TM Utility Vessel** | M.T.U. 8V396TC82<br>2 Vee Oil 4SA each 8Cy. 165 × 185 reverse reduction geared to sc. shafts<br>1 600bhp (1 177kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 59kW<br>23kn |
| 00927<br>*NB*<br>d Gc Pfd<br>r Rt | **PEMEX 155**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **136**<br>39<br>— | | AB | **1984**<br>1,242<br>24,77 6,61 3,03<br>1 dk<br>rf 1123 | Societe de Constructions Metalliques—Le Trait (3/81-2-4) | **Aluminium Alloy TM Utility Vessel** | M.T.U. 8V396TC82<br>2 Vee Oil 4SA each 8Cy. 165 × 185 reverse reduction geared to sc. shafts<br>1 600bhp (1 177kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 59kW<br>23kn |
| 00939<br>*NP*<br>d Gc Pfd<br>r Rt | **PEMEX 156**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **136**<br>39<br>— | | AB | **1984**<br>1,242<br>24,74 6,61 3,03<br>1 dk<br>rf 1123 | Societe de Constructions Metalliques—Le Trait (3/81-3-4) | **Aluminium Alloy TM Utility Vessel** | M.T.U. 8V396TC82<br>2 Vee Oil 4SA each 8Cy. 165 × 185 reverse reduction geared to sc. shafts<br>1 600bhp (1 177kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 59kW a.c.<br>23kn |
| 00941<br>d Gc Pfd<br>r Rt | **PEMEX 157**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **136**<br>39<br>— | | (AB) | **1984**<br>1,242<br>24,77 6,61 3,03<br>1 dk<br>rf 1123 | Societe de Constructions Metalliques—Le Trait (3/81-4-4) | **Aluminium Alloy TM Utility Vessel** | M.T.U. 8V396TC82<br>2 Vee Oil 4SA each 8Cy. 165 × 185 reverse reduction geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>NE (s) 12/88made88<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 59kW<br>23kn |
| 09636<br>Esd Rdr<br>m/v | **PEMEX 392**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | | (AB) | **1981**<br>22,00 7,19 3,701<br>21,21 6,96 4,53<br>1 dk<br>rf nil | Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (101) | **TM Tug** | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |
| 09648<br>d Rdr<br>Tm/v | **PEMEX 393**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | | (AB) | **1982**<br>22,00 7,19 3,701<br>21,21 6,96 4,53<br>1 dk<br>rf nil | Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (102) | **TM Tug** | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |
| 09650<br>d Rdr<br>Tm/v | **PEMEX 394**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | | (AB) | **1982**<br>22,00 7,19 3,701<br>21,21 6,96 2,80<br>1 dk<br>rf nil | Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (103) | **TM Tug**<br>Tractor | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 50Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |
| 09662<br>d Rdr<br>Tm/v | **PEMEX 395**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | | (AB) | **1982**<br>22,00 7,19 3,701<br>21,21 6,96 4,53<br>1 dk<br>rf nil | Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (104) | **TM Tug**<br>Tractor | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |
| 09674<br>d Rdr<br>Tm/v | **PEMEX 396**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | | AB | **1982**<br>22,00 7,19 3,701<br>21,21 6,96 4,53<br>1 dk<br>rf nil | Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (105) | **TM Tug**<br>Tractor | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |
| 09686<br>d Rdr<br>Tm/v | **PEMEX 397**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | | (AB) | **1983**<br>22,00 7,19 3,701<br>21,21 6,96 2,80<br>1 dk<br>rf nil | Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (106) | **TM Tug**<br>Tractor | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |

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| **8006361**<br>*XCUF*<br><br>Esd Gc Rdr<br>RTm/h/v | **PEMEX 652**<br><br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | *513*<br>*153*<br>189 | (AB) | **1982** Matsumoto Shipyards Ltd.—Dollarton, Vancouver, B.C. (438)<br>46,00 10,06 2,896<br>38,41 9,50 5,01<br>1 dk<br>rf 2024 | **Aluminium Alloy TM Fire-fighting Vessel** | M.T.U.<br>2 Vee Oil 4SA each 12Cy.<br>clutches, flexible couplin<br>to sc. shafts<br>3 140bhp (2 310kW)<br>M.T.U. Friedrichshafen Gmb<br>Gen 2 × 200kW 440V 60H<br>Thw. thrust propeller fwd ,<br>Fuel 157,0t (d.o.)-29,0pd |
| **8006373**<br>*XCDX*<br><br>Df Esd Gc<br>Rdr Rt | **PEMEX 653**<br><br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Campeche Mexico | *513*<br>*153*<br>189 | AB | **1983** Matsumoto Shipyards Ltd.—Dollarton, Vancouver, B.C. (439)<br>46,00 10,06 2,896<br>38,51 9,50 4,88<br>1 dk<br>rf 203 | **Aluminium Alloy TM Fire-fighting Vessel** | M.T.U.<br>2 Vee Oil 4SA each 12Cy.<br>clutches, flexible couplin<br>to sc. shafts<br>2 278kW (3 097bhp)<br>M.T.U. Friedrichshafen Gmb<br>Gen 2 × 200kW 440V 60H<br>Thw. thrust propeller fwd ,<br>Fuel 157,0t (d.o.)-29,0pd |
| **5273664**<br>*TOZR*<br>3873<br>Rt | **PEN-EV-VRO**<br><br>**Government of The Republic of France (Departement du Morbihan)**<br>Cie. Union Groisillonne & Lorientaise<br>Groix France | **120**<br>34<br>87 | | **1934** J. Boel et Fils S.A.—Tamise/Temse<br>*28,26* 6,53 2,312<br>6,48<br>F 5,5 1 dk<br>R | **M Ferry/General Cargo**<br>1 Ho<br>G.80<br>1 Ha (3,8 × 1,9)<br>Der 1(1,5) | 120P B&W<br>Oil 2SA 4Cy. 220 × 370<br>300bhp (221kW)<br>A/S Burmeister & Wain's M<br>Skibsbyggeri<br>Fuel (d.o.) |
| **7209423**<br>*EENS*<br>2234<br>Df Esd Pfd<br>Rdr Rt | **PENA BLANCA**<br><br>**Eustaquio Sagarzazu Echeveste**<br>Pasajes Spain | **207**<br>65<br>— | BV | **1972** Ast. Luzuriaga S.A.—Pasajes (116)<br>34,02 6,43 3,201<br>28,20 6,41 3,61<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | A.B.C.<br>Oil 4SA 6Cy. 242 × 320<br>650bhp (478kW)<br>Anglo-Belgian Co. N.V.<br>Fuel 69,0t (d.o.) |
| **6919904**<br>*EEGW*<br>2414 | **PENA CABARGA**<br><br>**Mouro S.A.**<br>Santander Spain | **259**<br>133<br>— | | **1969** Soc. Met. Duro Felguera—Gijon (53)<br>37,34 7,42<br>32,01 7,40 3,97 | **M Fishing**<br>Side Trawler | Oil<br>1 210bhp (890kW)<br>Naval-Stork-Werkspoor S.A |
| **5273690**<br><br>2480<br>Esd | **PENA DE AYA**<br><br>**Joaquin Santos Bugallo**<br>La Coruna Spain | **131**<br>54<br>— | | **1954** Ast. de Murueta S.A.—Guernica (5)<br>*25,70* 6,00<br>... ... ...<br>1 dk | **S Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,7) | T 3Cy. 220 350 & 550 x 40<br>220ihp (162kW)<br>Viuda de Martin Martin<br>Fuel 71,0t (o.f.) |
| **7332373**<br>*EGNF*<br>2824<br>Df Esd Rdr<br>Rt | **PENA DE BURELA**<br><br>**Ramon Fernandez Gonzalez y otros**<br>Burela Spain | **213**<br>70<br>— | (BV) | **1974** Ast. Gondan—Puerto de Figueras (90)<br>33,30 7,04 3,277<br>29,01 7,00 3,94<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 4SA 8Cy. 225 × 300<br>1 000bhp (736kW)<br>Cons. Echevarria<br>Fuel 106,0t (d.o.) |
| **5273717**<br>*EDNU*<br>2575<br>Esd | **PENA GRANDE**<br>ex Norte<br>**Justo Ojeda Perez**<br>Las Palmas Spain | **187**<br>99<br>129 | | **1937** Ast. del Cantabrico, S.L.—Gijon<br>33,10 6,23 3,226<br>6,18<br>1 dk<br>R | **M Fishing**<br>Side-fishing<br>2W | Deutz<br>Oil 4SA 8Cy. 285 × 450<br>500bhp (368kW)<br>Motorenfabrik Deutz<br>Fuel 64,0t |
| **6904337**<br>*EFKX*<br>3074<br>Df Esd Pfd<br>Rdr Rt | **PENA MAYOR**<br><br>**Salvador Correa Meirama**<br>Gijon Spain | **367**<br>177<br>427 | (BV) | **1967** Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijón (R.62)<br>43,95<br>38,79 7,19 3,94<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 2,2 × 2,2) ER | Caterpillar<br>Vee Oil 4SA 12Cy. 159 ×<br>765bhp (563kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7396886**<br>*EGSL*<br>2319<br>Df Esd Gc<br>Rdr Rt | **PENA VERDE**<br><br>**Ignacio Nogueras Aguirrezabala**<br>San Sebastian Spain | **227**<br>102<br>— | BV | **1975** Ast. Luzuriaga S.A.—Pasajes (181)<br>36,45 7,32 3,631<br>31,20 7,29 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | A.B.C.<br>Oil 4SA 8Cy. 242 × 320<br>1 200bhp (883kW)<br>Anglo-Belgian Co. N.V.<br>Fuel 92,0t (d.o.) |
| **7708869**<br><br>324202<br>Esd Rt | **PENAGA**<br><br>**Penang Port Commission**<br>Penang Malaysia | **263**<br>85<br>101 | **✠100A1** SS 4/88<br>Malaysian coastal service<br>**✠LMC**<br>EL (H) 330,0/26,0U2<br>FN 390 | **1978** Penang SB. Corp. Sdn. Bhd.—Penang (14428)<br>32,80 9,73 3,601<br>29,01 9,21 4,22<br>1 dk<br>BK 30 fwd, docking skeg aft, variable | **TM Tug**<br>Fire-fighting | Kromhout<br>2 Oil 4SA each 8Cy. 240 ×<br>geared to sc. shafts<br>Stork-Werkspoor Diesel B.V<br>Gen 3 × 48kW 440V 50Hz |
| **7363657**<br>*EASW*<br>1941<br>Df Esd Rdr<br>Rt | **PENAMAR**<br><br>**Pesquera Corunesa S.A.**<br>La Coruna Spain | **647**<br>353<br>— | (BV) | **1974** Maritima del Musel S.A.—Gijon (161)<br>56,37 9,66 4,153<br>47,76 9,50 6,51<br>2 dks<br>len 77 | **M Fishing**<br>Side-fishing<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 360 × 450<br>1 710bhp (1 258kW)<br>Motorenw. Mannheim A.G.<br>Fuel 390,0t (d.o.) |
| **8825822**<br>*YDMA*<br><br>Rt | **PENAMBULAI**<br><br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **960**<br>800<br>— | KI | **1984** P.T. Menara—Tegal (185)<br>54,00 14,00 2,950<br>- - 3,80<br>1 dk | **M Tanker** | Niigata<br>2 Oil 4SA each 6Cy. 180 ×<br>1 912kW (2 599bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 368kW 380V a.c. |
| **7363554**<br>*EGLR*<br>4/350<br>Df Esd Gc<br>Rdr Rt | **PENAS**<br><br>**Remolques Gijoneses S.A.**<br>Gijon Spain | **209**<br>19<br>— | **✠100A1** SS 9/88<br>tug<br>**✠LMC**<br>EL (d) $\frac{13}{16}$"U2<br>FN 359 | **1974**-11 Soc. Met. Duro Felguera—Gijon (102)<br>31,22 8,64 4,655<br>28,55 8,08 4,47<br>RAD 3,1 RFD 5,2 1 dk<br>rf nil Box K | **M Tug** | MWM<br>Oil 4SA 6Cy. 360 × 450 sr<br>Fabrica de San Carlos S.A.<br>Gen 2 × 80kW 1 × 16k<br>Controllable pitch propeller |
| **8610318**<br>*YEEM*<br><br>Rdr Rt | **PENASI**<br><br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **960**<br>800<br>1 500 | KI | **1990** P.T. Dok Dan Galangan Kapal "Nusantara" —Semarang (59)<br>2,950<br>... ... ...<br>1 dk | **M Tank Barge** | MWM<br>Vee Oil 4SA 12Cy. 128 ×<br>Motorenw. Mannheim A.G. |
| **6418194**<br>*GOHY*<br>305311<br>Df Rdr<br>RTm/v | **PENDENNICK**<br>ex Dunelm-88<br>**Fowey Harbour Commissioners**<br>Fowey United Kingdom | **132**<br>0<br>106 | ✠Classed LR until 14/3/86 | **1964**-11 R. Dunston (Hessle) Ltd.—Hessle (S812)<br>27,97 7,85 3,137<br>25,00 7,32 3,36<br>1 dk<br>rf 533 BK 140 | **M Tug** | Ruston<br>Oil 4SA 8Cy. 267 × 362 w<br>reverse reduction geare<br>Ruston & Hornsby Ltd.<br>Gen 2 × 30kW 440V 50Hz<br>Fuel 33,0t (d.o.) |
| **5273822**<br><br>3238<br>Rdr RTv | **PENDIK**<br><br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **781**<br>293<br>— | ✠Classed LR until 2/12/83 | **1961**-7 Fairfield SB. & Eng. Co. Ltd.—Govan, Glasgow (804)<br>69,88 13,57 2,655<br>64,17 10,98 3,92<br>F 11,6 1 dk, 2nd dk except in mchy. space<br>RW rf 305 | **TS Ferry** | 1600dk P C (4) 280 & (4) 600 x 600<br>1 600ihp (1 177kW)<br>Christiansen & Meyer<br>Fuel (o.f.) |
| **7709021**<br><br>5484 | **PENDIK II**<br><br><br>Istanbul Turkey | **108**<br>—<br>30 | | **1986** Turkiye Gemi Sanayii A.S.—Halic, Istanbul (200)<br>26,17 3,101<br>24,01 6,71 4,78<br>1 dk | **M Tug** | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |

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|---|---|---|---|---|---|
| **PENDOLA**<br>ex Yoh Kim-91<br>Launched as Woh Kim<br>**Sky Shipping S.A.**<br>Panama Panama | *4 252*<br>*2 247*<br>6 503 | NK | **1985** Kochi Jyuko K.K.—Kochi (2403)<br>97,53 (BB) 18,04 6,776<br>89,50 18,00 7,30<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 608 B.7 414<br>2 Ha (stl) ER | B&W 6L35MCE<br>Oil 2SA 6Cy. 350 × 1050<br>2 380kW (3 236bhp)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 186kW a.c.<br>11,4kn |
| **PENDOPO**<br>ex Pan Ocean-83 ex Kinyu Maru-83<br>ex Toyu Maru<br>**P.T. Istana Mutiara Mas**<br>Jakarta Indonesia | **1 667**<br>1 146<br>2 953 | KI | **1974** Hakata Zosen K.K.—Hakata (137)<br>80,02 13,01 5,792<br>74,99 12,98 6,51<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Akasaka AH40<br>Oil 4SA 6Cy. 400 × 600<br>2 700bhp (1 986kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **PENDRUC**<br>**Compagnie Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Concarneau France<br>SatCom: 1110240/FPYW | **1 200**<br>542<br>1 250 | BV | **1983** At. & Ch. de la Manche—Dieppe (1309)<br>70,52 13,14 6,157<br>61,52 12,81 6,23<br>2 dks | **M Fishing**<br>Stern Trawler Tuna<br>Mchy.aft<br>In.1 380 | Deutz RSBV6M540<br>Oil 4SA 6Cy. 370 × 400 with flexible couplings & sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust Contr. pitch propeller fwd |
| **PENEDA**<br>**REBOSADO- Rebocadores Fluviais do Sado Ltda.**<br>Setubal Portugal | **256**<br>56<br>385 | RP | **1978** Est. Sao Jacinto S.a.r.L.—Aveiro (126)<br>33,02 8,97 3,301<br>30,03 8,51 4,32<br>1 dk | **M Tug**<br>Fire-fighting | MWM<br>Oil 4SA 8Cy. 360 × 450 reverse reduction geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>12,5kn |
| **PENELOPA**<br>**Nikola Vukovic & others**<br>Split Croatia | **142**<br>63<br>— | | **1954** Brodogradiliste "Split"—Split<br>32,65 - 2,450<br>30,50 5,50 2,80<br>1 dk<br>conv Munitions Carrier 85 | **TM Passenger Ship**<br>—cbn 38bth P | B&W<br>2 Oil 4SA each 4Cy. 200 × 340<br>662kW (900bhp)<br>MAN-B&W Diesel A/S Kobenhavn<br>8kn |
| **PENELOPE**<br>ex Almalaz-86 ex Serra Trader-78<br>ex Osco Surf-75 ex Saga Surf-75<br>ex Birgitta Fernstrom-72<br>**Horafa Shipping Co. Ltd.**<br>Tsakos Shipping & Trading S.A.<br>Monrovia Liberia | **25 503**<br>20 313<br>50 875<br>T/cm<br>57,2 | **✠100A1** SS 4/88<br>oil and chemical tanker<br>**✠LMC**<br>EL ut 3⅛"SQ<br>FN 9735 | **1965**-8 Oresundsvarvet A/B—Landskrona (196)<br>221,14 30,87 12,040<br>210,07 30,79 15,55<br>P 31,4 F 26,9 1 dk<br>rf 51 Bow/CM 132 Diam. 0,360 conv Tanker 75 | **M Tanker**<br>Oil Chemical<br>16 Ta ER<br>L.57 596<br>4 Cargo pumps total 5 750T/hr | Gotaverken<br>Oil 2SA 8Cy. 850 × 1700<br>16 800bhp (12 357kW)<br>A/B Gotaverken Goteborg<br>2 AuxB 178lbf/in² (12,3bar)<br>e(ex.g) 199lbf/in² (13,8bar)<br>Gen 4 × 500kW 1 × 375kW 450V 60Hz a.c.<br>Fuel 3 182,0t (hvf)-53,0pd 16,5kn |
| **PENELOPE**<br>**Armadores Unidos S.A.**<br>Las Piedras Venezuela | **180**<br>81<br>152 | | **1972** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan (465)<br>25,00 7,14 2,439<br>23,53 7,01 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 219 × 279<br>Kloeckner Humboldt Deutz West Germany |
| **PENELOPE A.**<br>ex Kamenari-91 ex Silvaplana-86<br>**Melanite Shipping Ltd.**<br>Flanmare Shipping Inc. (Liberia)<br>Kingstown St. Vincent and the Grenadines | **18 349**<br>12 219<br>32 413<br>T/cm<br>40,2 | AB | **1972** Mitsui SB. & Eng. Co. Ltd.—Osaka (916)<br>182,58 25,66 10,694<br>174,02 25,61 14,89<br>P 31,4 F 11,9 1 dk<br>rf 51 | **M Bulk Carrier**<br>6 Ho 18,5 21,6 21,6 21,6 21,6 22,5 ER<br>G.42 729 B.37 751 HeCls. B<br>6 Ha (stl) (10,9 × 9,9) (12,8 12,8 12,8 12,8 12,8 × 10,9) ER<br>12W Der 4(10) 8(5) | Sulzer 7RD76<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 160,0t (d.o.) 1 600,0t (hvf)-40,0pd 15kn |
| **PENELOPE I**<br>ex Feder Trader-89 ex Klaredon-87<br>ex Laredo-79 ex Hansa Nord-79<br>**Marine Discovery S.A.**<br>Ariston Management Co. Ltd.<br>Panama Panama | *3 044*<br>*1 886*<br>4 481 | (NV) | **1969** VEB Schiffswerft "Neptun"—Rostock (454)<br>102,98 14,64 5,849<br>94,60 14,61 7,19<br>P 23,2 F 11,6 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 29,4 33,6 ER<br>G.6 127 B.5 972<br>2 Ha (stl) (each 26,2 × 10,5) ER<br>Cr 1(10) | MaK 8M551AK<br>Oil 4SA 8Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 160kW 1 × 56kW 380V 50Hz a.c.<br>Fuel 350,0t (d.o.)-11,0pd 13,5kn |
| **PENELOPE II**<br>ex Union Endeavour-91<br>ex Dagmar Reeckmann-86<br>ex Norasia Dagmar-85<br>ex Dagmar Reeckmann-83<br>**Jade Co. Inc.**<br>Reefer and General Ship Management Co. Inc.<br>Panama Panama<br>SatCom: 1335347/PEII | **13 482**<br>8 596<br>22 035<br>T/cm<br>35,2 | GL | **1982** VEB Mathias-Thesen-Werft—Wismar (128)<br>178,21 (BB) 22,92 10,091<br>167,42 22,90 12,49<br>P 30,5 F 12,2 2 dks | **M Bulk Carrier**<br>Portable-guides<br>Ice strengthened<br>4 Ho ER<br>G.25 042 B.24 455 L.1 300<br>TEU 1024<br>C.Ho 412/20' (40') C.Dk 612/20' (40') incl. 261 ref C.<br>8 Ha (stl) (18,0p&s × 5,6) (25,6p&s 25,6p&s 25,6p&s × 8,0) ER<br>Cr 6(25) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 640kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 640,0t (d.o.) 1 700,0t (hvf)-37,0pd 15,5kn |
| **PENELOPE K.**<br>ex Costa M.-85 ex Agira-77<br>**Lefkas Shipping Co.**<br>Lefkas N.E.<br>Piraeus Greece | **746**<br>565<br>1 185 | (RI) | **1960** Cant. Nav. Ind. Nav. Mecc. Affini SpA I.N.M.A.—La Spezia (41)<br>68,26 9,53 2,750<br>64,50 9,50 3,41<br>1 dk | **TM Tanker**<br>5 Ta ER<br>L.(oil) 1 641 | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz Koeln |
| **PENERE NIANE**<br>ex Evangelistria II-80 ex Odin-56<br>ex President F. D. Roosevelt-50<br>**Hellensen Atlantis S.A.**<br>Senegal | **443**<br>167<br>— | (BV)<br>✠Classed LR until 7/50 | **1943**-3 J. Crown & Sons Ltd.—Sunderland<br>46,26 8,44<br>4,60<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>4 Ha (each 1,3 × 0,9) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>1 000bhp (736kW) NE 62<br>N.V. Werkspoor Amsterdam<br>Fuel 77,5t (d.o.) |
| **PENFOUL**<br>**Les Sabliers de l'Odet Montfort Pere et Fils**<br>Guilvinec France | **331**<br>146<br>— | BV | **1969** S.I.C.C.Na.—St. Malo (109)<br>38,05 9,10 3,280<br>33,89 9,00 3,61<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Baudouin<br>2 Oil 4SA each 8Cy. 185 × 200 geared to sc. shaft<br>800bhp (588kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) |
| **PENFRET**<br>**Les Sabliers de l'Odet Montfort Pere et Fils**<br>Guilvinec France | *962*<br>*465*<br>1 500 | BV | **1986** Soc. d'Exploitation des Ets. Merre—Nort-sur-Erdre (1500)<br>59,90 4,011<br>55,02 12,02 4,50<br>1 dk | **TM Hopper/Dredger**<br>Bottom doors<br>Single side arm Dredging depth 30,0<br>Hopper 800<br>1 sandpump | Baudouin<br>2 Vee Oil 4SA each 12Cy. 150 × 150<br>1 600bhp (1 177kW)<br>Soc. des Moteurs Baudouin France<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>11kn |
| **PENG LAI**<br>**Zhoushan Shipping Co.**<br>Zhou Shan/ Ting Hai China | **2 239**<br>1 120<br>— | ZC | **1987** Zhonghua Shipyard—Shanghai<br>69,62 - 3,400<br>62,80 13,20 6,90<br>1 dk | **TM Passenger Ship** | Chinese Std. Type 6300<br>2 Oil 4SA each 6Cy. 300 × 370<br>882kW (1 199bhp)<br>Guangzhou Diesel Engine Factory Guangzhou/Canton<br>Gen 3 × 90kW 1 × 50kW 400V a.c. |
| **PENG LAI HU**<br>**Government of The People's Republic of China (The Joint Passenger Transportation Co. of Jiangmen & Hongkong Macau)**<br>Jiangmen China | **299**<br>112<br>100 | ZC (NV) | **1985** A/S Fjellstrand—Omastrand (1568)<br>31,50 1,600<br>29,15 9,40 3,50<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 290dk P | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 185 geared to sc. shafts<br>3 120bhp (2 295kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 20kW 230V 50Hz a.c.<br>28kn |
| **PENG SHAN**<br>**Ming Sung Shipping Co.**<br>Shanghai China | **221**<br>76<br>— | | **1947** Ming Sung Dockyard—Shanghai<br>*33,53* 5,80<br>... ... ...<br>1 dk | **Composite TS General Cargo** | T 4Cy. (2) 159 286 & 419 x 254<br>............ |

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| **7628772**<br>Esd Rdr Rt | **PEMEX XLII**<br>ex Progress Tractor I-79<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **166**<br>7<br>— | AB | **1977** Promet Private Ltd.—Singapore (123)<br>27,01 8,51 2,590<br>26,01 8,50 3,61<br>1 dk | **TM Tug** | Deutz RSB<br>2 Oil 4SA each 8Cy. 220 × 280 reverse<br>geared to sc. shafts<br>Kloeckner Humboldt Deutz West<br>Gen 2 × 150kW |
| **7628784**<br>Esd Rdr Rt | **PEMEX XLIII**<br>ex Progress Tractor II-79<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **166**<br>7<br>— | (AB) | **1977** Promet Private Ltd.—Singapore (124)<br>27,01 8,51 2,590<br>26,01 8,50 3,61<br>1 dk | **TM Tug** | Deutz RSB<br>2 Oil 4SA each 8Cy. 220 × 280 reverse<br>geared to sc. shafts<br>Kloeckner Humboldt Deutz West<br>Gen 2 × 150kW |
| **7807275**<br>*XCTC*<br>Df Esd Rdr Rt | **PEMEX XLIV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Mexico | **399**<br>169<br>— | | **1980** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan (665)<br>35,08 3,352<br>33,23 8,54 3,97<br>1 dk | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 230 × 254 geared to sc<br>General Motors Corp., Detroit Diesel Allison<br>Div. |
| **7807287**<br>Df Esd Gc<br>Pfd Rdr Rt | **PEMEX XLV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Mexico | **333**<br>134<br>— | | **1982** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan (666)<br>32,01 3,352<br>29,67 8,62 4,58<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 8Cy. 230 × 254 geare<br>shafts<br>General Motors Corp. Electro-Motive Div. |
| **7807299**<br>Df Esd Gc<br>Pfd Rdr Rt | **PEMEX XLVI**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Mexico | **333**<br>134<br>— | | **1982** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan (667)<br>32,01 3,352<br>29,67 8,62 4,58<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 20Cy. 230 × 254 gear<br>sc. shafts<br>General Motors Corp. Electro-Motive Div. |
| **8109307**<br>*XCIF*<br>Df Esd Gc<br>Rdr Rt | **PEMEX XLVII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | *649*<br>*194*<br>— | AB | **1981** Scheepsw. "De Hoop" B.V.—Lobith (312)<br>37,88 11,03 4,301<br>34,88 11,00 5,82<br>F 16,2 1 dk<br>rf 749 | **TM Tug**<br>Fire-fighting Pollution Control | Ruston<br>2 Vee Oil 4SA each 8Cy. 254 × 305 sr rev<br>geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le<br>Gen 3 × 112kW 440V 60Hz a.c.<br>Fuel 296,0t (d.o.) |
| **8109319**<br>*XCIH*<br>Df Esd Gc<br>Rdr Rt | **PEMEX XLVIII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | *649*<br>*194*<br>— | AB | **1982** Scheepsw. "De Hoop" B.V.—Lobith (313)<br>37,88 11,03 4,301<br>34,88 11,00 5,80<br>F 16,2 1 dk<br>rf 749 | **TM Tug**<br>Fire-fighting Pollution Control | Ruston<br>2 Vee Oil 4SA each 8Cy. 254 × 305 sr rev<br>geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le<br>Gen 3 × 112kW 440V 60Hz a.c.<br>Fuel 296,0t (d.o.) |
| **7732157**<br>Rt | **PEMEX XVI**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **211**<br>101<br>— | | **1950** Fundicion y Mecanica de Tampico S.A.<br>—Tampico<br>31,93 7,32 2,134<br>4,58<br>F - 1 dk | **M General Cargo**<br>1 Ho ER<br>B.221<br>1 Ha ER | Enterprise<br>Oil 4SA 6Cy. 320 × 365<br>375bhp (276kW)<br>Enterprise Engine & Foundry Co. San Franc |
| **7732169**<br>*XCQN*<br>Rt | **PEMEX XVII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **211**<br>101<br>— | | **1950** Fundicion y Mecanica de Tampico S.A.<br>—Tampico<br>31,93 7,32 2,134<br>4,58<br>F - 1 dk | **M General Cargo**<br>1 Ho ER<br>B.221<br>1 Ha ER | Enterprise<br>Oil 4SA 6Cy. 320 × 365<br>375bhp (276kW)<br>Enterprise Engine & Foundry Co. San Franc |
| **7732183**<br>*XCPU*<br>Rt | **PEMEX XX**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,159<br>19,51 3,03<br>1 dk | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732195**<br>*XCPZ*<br>Rt | **PEMEX XXI**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,159<br>19,51 3,03<br>1 dk | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732200**<br>*XCQA*<br>Rt | **PEMEX XXII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,159<br>19,51 3,03<br>1 dk | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732224**<br>*XCQB*<br>Rt | **PEMEX XXIII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,159<br>19,51 3,03<br>1 dk | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732212**<br>*XCQC*<br>Rt | **PEMEX XXIV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,159<br>19,51 3,03<br>1 dk | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732236**<br>*XCQD*<br>Rt | **PEMEX XXV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **121**<br>53<br>— | | **1952** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder<br>20,91 6,41 2,413<br>19,51 3,03<br>1 dk | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420<br>Atlas-MaK Maschinenbau |
| **7732171**<br>*XFPI*<br>Esd Gc Rdr Rt | **PEMEX XXVI**<br>ex Tiburon<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **230**<br>170<br>— | | **1966** ..............Jennings, La<br>47,25 10,98 2,998<br>3,66<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>4 Vee Oil 2SA each 12Cy. 108 × 127 gea<br>sc. shafts<br>2 100bhp (1 545kW)<br>General Motors Corp., Detroit Diesel Allison<br>Div.<br>Gen 1 × 75kW 240V 60Hz a.c. |
| **5241532**<br>*XCQE*<br>Df Esd Rt | **PEMEX XXVII**<br>ex Morelos-67 ex Pemex-57<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **275**<br>—<br>— | (GL) | **1954** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder (4917)<br>35,01 9,02 3,855<br>32,21 9,00 4,40<br>RW | **M Tug** | MaK<br>Oil 4SA 6Cy. 385 × 580<br>Maschinenbau Kiel A.G. |
| **6804719**<br>*XFPQ*<br>Df Esd Rdr Rt | **PEMEX XXXI**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **335**<br>—<br>— | (AB) | **1969** Ast. de Veracruz S.A.—Veracruz (22)<br>35,06 8,77 3,576<br>33,30 8,54 4,12<br>1 dk<br>RW | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t |
| **6804721**<br>*XCPP*<br>Df Esd Rdr Rt | **PEMEX XXXII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **335**<br>—<br>— | (AB) | **1969** Ast. de Veracruz S.A.—Veracruz (23)<br>35,06 8,77 3,576<br>33,30 8,54 4,12<br>1 dk<br>RW | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t |

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|---|---|---|---|---|---|---|
| 6804733<br>*XCOF*<br>Df Esd Rdr<br>Rt | **PEMEX XXXIII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | 335<br>—<br>— | | **1969** Ast. de Marina—Tampico (R-1)<br>35,06 8,77 3,576<br>(AB) 33,30 8,54 4,12<br>1 dk<br>RW | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t 12,25kn |
| 6804745<br>*XCOO*<br>Df Esd Rdr<br>Rt | **PEMEX XXXIV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | 335<br>—<br>— | | **1969** Ast. de Marina—Tampico (R-2)<br>35,06 8,77 3,576<br>(AB) 33,30 8,54 4,12<br>1 dk<br>RW | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t 12,25kn |
| 6819219<br>*XFPK*<br>Df Esd Gc<br>Pfd Rdr Rt | **PEMEX XXXIX**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **533**<br>19<br>478 | **✠100A1** SS 2/88<br>tug<br>**✠LMC**<br>EL (h) 1"U2<br>FN 569 | **1968**-8 Schps. "De Hoop" N.V.—Lobith (266)<br>44,05 10,44 4,350<br>37,57 10,01 5,11<br>F 18,9 1 dk<br>rf 102 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 with hydraulic couplings & geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 155kW 440V 60Hz a.c. |
| 6923967<br>*XCQM*<br>Df Esd Gc<br>Rdr RTh | **PEMEX XXXV**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Salina Cruz Mexico | 335<br>—<br>— | | **1969** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan (350)<br>(AB) 35,06 8,84 3,576<br>33,30 8,54 4,12<br>1 dk | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t 12,25kn |
| 7002239<br>Df Esd Rdr<br>Rt | **PEMEX XXXVI**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | 335<br>—<br>— | | **1971** Ast. de Veracruz S.A.—Veracruz (28)<br>35,06 8,77 3,576<br>(AB) 33,30 8,54 4,12<br>1 dk | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 68kW 240V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t 12,25kn |
| 6812417<br>*XFPJ*<br>Df Esd Gc<br>Pfd Rdr Rt | **PEMEX XXXVIII**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **533**<br>19<br>478 | ✠LR class withdrawn<br>31/10/90 | **1968**-7 Schps. "De Hoop" N.V.—Lobith (265)<br>44,05 10,44 4,350<br>37,57 10,01 5,11<br>F 18,9 1 dk<br>rf 102 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 with hydraulic couplings & geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 155kW 440V 60Hz a.c. |
| 8500915<br>*XCNI*<br>Esd Gc Pfd<br>Rdr Rt | **PEMEX 154**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **136**<br>39<br>— | | **1984** Societe de Constructions Metalliques—Le Trait (3/81-1-4)<br>AB 1,242<br>24,77 6,61 3,03<br>1 dk<br>rf 1123 | **Aluminium Alloy TM Utility Vessel** | M.T.U. 8V396TC82<br>2 Vee Oil 4SA each 8Cy. 165 × 185 reverse reduction geared to sc. shafts<br>1 600bhp (1 177kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 59kW<br>23kn |
| 8500927<br>*XCNB*<br>Esd Gc Pfd<br>Rdr Rt | **PEMEX 155**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **136**<br>39<br>— | | **1984** Societe de Constructions Metalliques—Le Trait (3/81-2-4)<br>AB 1,242<br>24,77 6,61 3,03<br>1 dk<br>rf 1123 | **Aluminium Alloy TM Utility Vessel** | M.T.U. 8V396TC82<br>2 Vee Oil 4SA each 8Cy. 165 × 185 reverse reduction geared to sc. shafts<br>1 600bhp (1 177kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 59kW<br>23kn |
| 8500939<br>*XCNP*<br>Esd Gc Pfd<br>Rdr Rt | **PEMEX 156**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **136**<br>39<br>— | | **1984** Societe de Constructions Metalliques—Le Trait (3/81-3-4)<br>AB 1,242<br>24,74 6,61 3,03<br>1 dk<br>rf 1123 | **Aluminium Alloy TM Utility Vessel** | M.T.U. 8V396TC82<br>2 Vee Oil 4SA each 8Cy. 165 × 185 reverse reduction geared to sc. shafts<br>1 600bhp (1 177kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 59kW a.c.<br>23kn |
| 8500941<br>Esd Gc Pfd<br>Rdr Rt | **PEMEX 157**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **136**<br>39<br>— | | **1984** Societe de Constructions Metalliques—Le Trait (3/81-4-4)<br>(AB) 1,242<br>24,77 6,61 3,03<br>1 dk<br>rf 1123 | **Aluminium Alloy TM Utility Vessel** | M.T.U. 8V396TC82<br>2 Vee Oil 4SA each 8Cy. 165 × 185 reverse reduction geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>NE (s) 12/88made88<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 59kW<br>23kn |
| 8009636<br>Df Esd Rdr<br>RTm/v | **PEMEX 392**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | | **1981** Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (101)<br>(AB) 22,00 7,19 3,701<br>21,21 6,96 4,53<br>1 dk<br>rf nil | **TM Tug** | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |
| 8009648<br>Esd Rdr<br>RTm/v | **PEMEX 393**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | | **1982** Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (102)<br>(AB) 22,00 7,19 3,701<br>21,21 6,96 4,53<br>1 dk<br>rf nil | **TM Tug** | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |
| 8009650<br>Esd Rdr<br>RTm/v | **PEMEX 394**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | | **1982** Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (103)<br>(AB) 22,00 7,19 3,701<br>21,21 6,96 2,80<br>1 dk<br>rf nil | **TM Tug**<br>Tractor | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 50Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |
| 8009662<br>Esd Rdr<br>RTm/v | **PEMEX 395**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | | **1982** Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (104)<br>(AB) 22,00 7,19 3,701<br>21,21 6,96 4,53<br>1 dk<br>rf nil | **TM Tug**<br>Tractor | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |
| 8009674<br>Esd Rdr<br>RTm/v | **PEMEX 396**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | | **1982** Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (105)<br>AB 22,00 7,19 3,701<br>21,21 6,96 4,53<br>1 dk<br>rf nil | **TM Tug**<br>Tractor | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |
| 8009686<br>Esd Rdr<br>RTm/v | **PEMEX 397**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **143**<br>10<br>70 | | **1983** Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (106)<br>(AB) 22,00 7,19 3,701<br>21,21 6,96 2,80<br>1 dk<br>rf nil | **TM Tug**<br>Tractor | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.)-5,0pd 10kn |

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| **8006361**<br>*XCUF*<br>Esd Gc Rdr<br>RTm/h/v | **PEMEX 652**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | *513*<br>*153*<br>189 | (AB) | **1982** Matsumoto Shipyards Ltd.—Dollarton, Vancouver, B.C. (438)<br>46,00 10,06 2,896<br>38,41 9,50 5,01<br>1 dk<br>rf 2024 | **Aluminium Alloy TM Fire-fighting Vessel** | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 190 × 230 w clutches, flexible couplings & sr rever to sc. shafts<br>3 140bhp (2 310kW)<br>M.T.U. Friedrichshafen GmbH Frie<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 157,0t (d.o.)-29,0pd |
| **8006373**<br>*XCDX*<br>Df Esd Gc<br>Rdr Rt | **PEMEX 653**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Campeche Mexico | *513*<br>*153*<br>189 | AB | **1983** Matsumoto Shipyards Ltd.—Dollarton, Vancouver, B.C. (439)<br>46,00 10,06 2,896<br>38,51 9,50 4,88<br>1 dk<br>rf 203 | **Aluminium Alloy TM Fire-fighting Vessel** | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 190 × 230 w clutches, flexible couplings & sr rever to sc. shafts<br>2 278kW (3 097bhp)<br>M.T.U. Friedrichshafen GmbH Frie<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 157,0t (d.o.)-29,0pd |
| **5273664**<br>*TOZR*<br>3873<br>Rt | **PEN-EV-VRO**<br>**Government of The Republic of France (Departement du Morbihan)**<br>Cie. Union Groisillonne & Lorientaise<br>Groix France | **120**<br>34<br>87 | | **1934** J. Boel et Fils S.A.—Tamise/Temse<br>*28,26* 6,53 2,312<br>6,48<br>F 5,5 1 dk<br>R | **M Ferry/General Cargo**<br>1 Ho<br>G.80<br>1 Ha (3,8 × 1,9)<br>Der 1(1,5) | 120P B&W<br>Oil 2SA 4Cy. 220 × 370<br>300bhp (221kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Fuel (d.o.) |
| **7209423**<br>*EENS*<br>2234<br>Df Esd Pfd<br>Rdr Rt | **PENA BLANCA**<br>**Eustaquio Sagarzazu Echeveste**<br>Pasajes Spain | **207**<br>65<br>— | BV | **1972** Ast. Luzuriaga S.A.—Pasajes (116)<br>34,02 6,43 3,201<br>28,20 6,41 3,61<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | A.B.C.<br>Oil 4SA 6Cy. 242 × 320<br>650bhp (478kW)<br>Anglo-Belgian Co. N.V.<br>Fuel 69,0t (d.o.) |
| **6919904**<br>*EEGW*<br>2414 | **PENA CABARGA**<br>**Mouro S.A.**<br>Santander Spain | **259**<br>133<br>— | | **1969** Soc. Met. Duro Felguera—Gijon (53)<br>37,34 7,42<br>32,01 7,40 3,97 | **M Fishing**<br>Side Trawler | Oil<br>1 210bhp (890kW)<br>Naval-Stork-Werkspoor S.A. |
| **5273690**<br>2480<br>Esd | **PENA DE AYA**<br>**Joaquin Santos Bugallo**<br>La Coruna Spain | **131**<br>54<br>— | | **1954** Ast. de Murueta S.A.—Guernica (5)<br>*25,70* 6,00<br>... ... ...<br>1 dk | **S Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,7) | T 3Cy. 220 350 & 550 x 400<br>220ihp (162kW)<br>Viuda de Martin Martin<br>Fuel 71,0t (o.f.) |
| **7332373**<br>*EGNF*<br>2824<br>Df Esd Rdr<br>Rt | **PENA DE BURELA**<br>**Ramon Fernandez Gonzalez y otros**<br>Burela Spain | **213**<br>70<br>— | (BV) | **1974** Ast. Gondan—Puerto de Figueras (90)<br>33,30 7,04 3,277<br>29,01 7,00 3,94<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 4SA 8Cy. 225 × 300<br>1 000bhp (736kW)<br>Cons. Echevarria<br>Fuel 106,0t (d.o.) |
| **5273717**<br>*EDNU*<br>2575<br>Esd | **PENA GRANDE**<br>ex Norte<br>**Justo Ojeda Perez**<br>Las Palmas Spain | **187**<br>99<br>129 | | **1937** Ast. del Cantabrico, S.L.—Gijon<br>33,10 6,23 3,226<br>6,18<br>1 dk<br>R | **M Fishing**<br>Side-fishing<br>2W | Deutz<br>Oil 4SA 8Cy. 285 × 450<br>500bhp (368kW)<br>Motorenfabrik Deutz<br>Fuel 64,0t |
| **6904337**<br>*EFKX*<br>3074<br>Df Esd Pfd<br>Rdr Rt | **PENA MAYOR**<br>**Salvador Correa Meirama**<br>Gijon Spain | **367**<br>177<br>427 | (BV) | **1967** Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijon (R.62)<br>43,95<br>38,79 7,19 3,94<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 2,2 × 2,2) ER | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>765bhp (563kW)<br>Caterpillar Tractor Co. Pe<br>Fuel (d.o.) |
| **7396886**<br>*EGSL*<br>2319<br>Df Esd Gc<br>Rdr Rt | **PENA VERDE**<br>**Ignacio Nogueras Aguirrezabala**<br>San Sebastian Spain | **227**<br>102<br>— | BV | **1975** Ast. Luzuriaga S.A.—Pasajes (181)<br>36,45 7,32 3,631<br>31,20 7,29 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | A.B.C.<br>Oil 4SA 8Cy. 242 × 320<br>1 200bhp (883kW)<br>Anglo-Belgian Co. N.V.<br>Fuel 92,0t (d.o.) |
| **7708869**<br>324202<br>Esd Rt | **PENAGA**<br>**Penang Port Commission**<br>Penang Malaysia | **263**<br>85<br>101 | ✠**100A1** SS 4/88<br>Malaysian coastal service<br>✠**LMC**<br>EL (H) 330,0/26,0U2<br>FN 390 | **1978** Penang SB. Corp. Sdn. Bhd.—Penang (14428)<br>32,80 9,73 3,601<br>29,01 9,21 4,22<br>1 dk<br>BK 30 fwd, docking skeg aft, variable | **TM Tug**<br>Fire-fighting | Kromhout<br>2 Oil 4SA each 8Cy. 240 × 260 reverse geared to sc. shafts<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 48kW 440V 50Hz a.c. |
| **7363657**<br>*EASW*<br>1941<br>Df Esd Rdr<br>Rt | **PENAMAR**<br>**Pesquera Corunesa S.A.**<br>La Coruna Spain | **647**<br>353<br>— | (BV) | **1974** Maritima del Musel S.A.—Gijon (161)<br>56,37 9,66 4,153<br>47,76 9,50 6,51<br>2 dks<br>len 77 | **M Fishing**<br>Side-fishing<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 360 × 450<br>1 710bhp (1 258kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 390,0t (d.o.) |
| **8825822**<br>*YDMA*<br>Rt | **PENAMBULAI**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **960**<br>800<br>— | KI | **1984** P.T. Menara—Tegal (185)<br>54,00 14,00 2,950<br>- - 3,80<br>1 dk | **M Tanker** | Niigata<br>2 Oil 4SA each 6Cy. 180 × 240<br>1 912kW (2 599bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 368kW 380V a.c. |
| **7363554**<br>*EGLR*<br>4/350<br>Df Esd Gc<br>Rdr Rt | **PENAS**<br>**Remolques Gijoneses S.A.**<br>Gijon Spain | **209**<br>19<br>— | ✠**100A1** SS 9/88<br>tug<br>✠**LMC**<br>EL (d) $\frac{13}{16}$"U2<br>FN 359 | **1974**-11 Soc. Met. Duro Felguera—Gijon (102)<br>31,22 8,64 4,655<br>28,55 8,08 4,47<br>RAD 3,1 RFD 5,2 1 dk<br>rf nil Box K | **M Tug** | MWM<br>Oil 4SA 6Cy. 360 × 450 sr geared to sc<br>Fabrica de San Carlos S.A. Sa<br>Gen 2 × 80kW 1 × 16kW 380V 50Hz<br>Controllable pitch propeller |
| **8610318**<br>*YEEM*<br>Rdr Rt | **PENASI**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **960**<br>800<br>1 500 | KI | **1990** P.T. Dok Dan Galangan Kapal "Nusantara" —Semarang (59)<br>2,950<br>... ... ...<br>1 dk | **M Tank Barge** | MWM<br>Vee Oil 4SA 12Cy. 128 × 140<br>Motorenw. Mannheim A.G. (MWM) We |
| **6418194**<br>*GOHY*<br>305311<br>Df Rdr<br>RTm/v | **PENDENNICK**<br>ex Dunelm-88<br>**Fowey Harbour Commissioners**<br>Fowey United Kingdom | **132**<br>0<br>106 | ✠Classed LR until 14/3/86 | **1964**-11 R. Dunston (Hessle) Ltd.—Hessle (S812)<br>27,97 7,85 3,137<br>25,00 7,32 3,36<br>1 dk<br>rf 533 BK 140 | **M Tug** | Ruston<br>Oil 4SA 8Cy. 267 × 362 with flexible co reverse reduction geared to sc. shaft<br>Ruston & Hornsby Ltd.<br>Gen 2 × 30kW 440V 50Hz a.c.<br>Fuel 33,0t (d.o.) |
| **5273822**<br>3238<br>Rdr RTv | **PENDIK**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **781**<br>293<br>— | ✠Classed LR until 2/12/83 | **1961**-7 Fairfield SB. & Eng. Co. Ltd.—Govan, Glasgow (804)<br>69,88 13,57 2,655<br>64,17 10,98 3,92<br>F 11,6 1 dk, 2nd dk except in mchy. space<br>RW rf 305 | **TS Ferry** | 1600dk P C (4) 280 & (4) 600 x 600<br>1 600ihp (1 177kW)<br>Christiansen & Meyer<br>Fuel (o.f.) |
| **7709021**<br>5484 | **PENDIK II**<br>Istanbul Turkey | **108**<br>—<br>30 | | **1986** Turkiye Gemi Sanayii A.S.—Halic, Istanbul (200)<br>26,17 3,101<br>24,01 6,71 4,78<br>1 dk | **M Tug** | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |

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|---|---|---|---|---|---|---|
| 419764<br>ETS3<br>14878-85A<br>f Esd Gc<br>dr Rt<br>SatNav | **PENDOLA**<br>ex Yoh Kim-91<br>Launched as Woh Kim<br>**Sky Shipping S.A.**<br>Panama Panama | *4 252*<br>*2 247*<br>6 503 | NK | **1985** Kochi Jyuko K.K.—Kochi (2403)<br>97,53 (BB) 18,04 6,776<br>89,50 18,00 7,30<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 608 B.7 414<br>2 Ha (stl) ER | B&W 6L35MCE<br>Oil 2SA 6Cy. 350 × 1050<br>2 380kW (3 236bhp)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 186kW a.c.<br>11,4kn |
| 7371628<br>YDXI<br>460<br>f Esd Gc<br>dr | **PENDOPO**<br>ex Pan Ocean-83 ex Kinyu Maru-83<br>ex Toyu Maru<br>**P.T. Istana Mutiara Mas**<br>Jakarta Indonesia | **1 667**<br>1 146<br>2 953 | KI | **1974** Hakata Zosen K.K.—Hakata (137)<br>80,02 13,01 5,792<br>74,99 12,98 6,51<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Akasaka AH40<br>Oil 4SA 6Cy. 400 × 600<br>2 700bhp (1 986kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 215493<br>FPYW<br>C 545388<br>Tv | **PENDRUC**<br>**Compagnie Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Concarneau France<br>SatCom: 1110240/FPYW | **1 200**<br>542<br>1 250 | BV | **1983** At. & Ch. de la Manche—Dieppe (1309)<br>70,52 13,14 6,157<br>61,52 12,81 6,23<br>2 dks | **M Fishing**<br>Stern Trawler Tuna<br>Mchy.aft<br>In.1 380 | Deutz RSBV6M540<br>Oil 4SA 6Cy. 370 × 400 with flexible couplings & sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust Contr. pitch propeller fwd |
| 707815<br>X-8-RC<br>f Esd Gc<br>dr Rt | **PENEDA**<br>**REBOSADO- Rebocadores Fluviais do Sado Ltda.**<br>Setubal Portugal | **256**<br>56<br>385 | RP | **1978** Est. Sao Jacinto S.a.r.L.—Aveiro (126)<br>33,02 8,97 3,301<br>30,03 8,51 4,32<br>1 dk | **M Tug**<br>Fire-fighting | MWM<br>Oil 4SA 8Cy. 360 × 450 reverse reduction geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>12,5kn |
| 828587<br>T-98 | **PENELOPA**<br>**Nikola Vukovic & others**<br>Split Croatia | **142**<br>63<br>— | | **1954** Brodogradiliste "Split"—Split<br>32,65 - 2,450<br>30,50 5,50 2,80<br>1 dk<br>conv Munitions Carrier 85 | **TM Passenger Ship**<br>—cbn 38bth P | B&W<br>2 Oil 4SA each 4Cy. 200 × 340<br>662kW (900bhp)<br>MAN-B&W Diesel A/S Kobenhavn<br>8kn |
| 521331<br>LDU7<br>588<br>f Esd Gc<br>d Rdr RTv<br>MVER | **PENELOPE**<br>ex Almalaz-86 ex Serra Trader-78<br>ex Osco Surf-75 ex Saga Surf-75<br>ex Birgitta Fernstrom-72<br>**Horafa Shipping Co. Ltd.**<br>Tsakos Shipping & Trading S.A.<br>Monrovia Liberia | **25 503**<br>20 313<br>50 875<br>T/cm<br>57,2 | **✠100A1** SS 4/88<br>oil and chemical tanker<br>**✠LMC**<br>EL ut 3⅛"SQ<br>FN 9735 | **1965**-8 Oresundsvarvet A/B—Landskrona (196)<br>221,14 30,87 12,040<br>210,07 30,79 15,55<br>P 31,4 F 26,9 1 dk<br>rf 51 Bow/CM 132 Diam. 0,360 conv Tanker 75 | **M Tanker**<br>Oil Chemical<br>16 Ta ER<br>L.57 596<br>4 Cargo pumps total 5 750T/hr | Gotaverken<br>Oil 2SA 8Cy. 850 × 1700<br>16 800bhp (12 357kW)<br>A/B Gotaverken Goteborg<br>2 AuxB 178lbf/in² (12,3bar)<br>e(ex.g) 199lbf/in² (13,8bar)<br>Gen 4 × 500kW 1 × 375kW 450V 60Hz a.c.<br>Fuel 3 182,0t (hvf)-53,0pd 16,5kn |
| 316757<br>MMT-1061<br>sd Rt | **PENELOPE**<br>**Armadores Unidos S.A.**<br>Las Piedras Venezuela | **180**<br>81<br>152 | | **1972** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan (465)<br>25,00 7,14 2,439<br>23,53 7,01 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 219 × 279<br>Kloeckner Humboldt Deutz West Germany |
| 205532<br>8EZ<br>104<br>f Esd Gc<br>d Rdr<br>Th/v<br>MVER | **PENELOPE A.**<br>ex Kamenari-91 ex Silvaplana-86<br>**Melanite Shipping Ltd.**<br>Flanmare Shipping Inc. (Liberia)<br>Kingstown St. Vincent and the Grenadines | **18 349**<br>12 219<br>32 413<br>T/cm<br>40,2 | AB | **1972** Mitsui SB. & Eng. Co. Ltd.—Osaka (916)<br>182,58 25,66 10,694<br>174,02 25,61 14,89<br>P 31,4 F 11,9 1 dk<br>rf 51 | **M Bulk Carrier**<br>6 Ho 18,5 21,6 21,6 21,6 21,6 22,5 ER<br>G.42 729 B.37 751 HeCls. B<br>6 Ha (stl) (10,9 × 9,9) (12,8 12,8 12,8 12,8 12,8 × 10,9) ER<br>12W Der 4(10) 8(5) | Sulzer 7RD76<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 160,0t (d.o.) 1 600,0t (hvf)-40,0pd 15kn |
| 923670<br>EDL7<br>9018-PEXT<br>f Esd Gc<br>d Rdr RTv | **PENELOPE I**<br>ex Feder Trader-89 ex Klaredon-87<br>ex Laredo-79 ex Hansa Nord-79<br>**Marine Discovery S.A.**<br>Ariston Management Co. Ltd.<br>Panama Panama | *3 044*<br>*1 886*<br>4 481 | (NV) | **1969** VEB Schiffswerft "Neptun"—Rostock (454)<br>102,98 14,64 5,849<br>94,60 14,61 7,19<br>P 23,2 F 11,6 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 29,4 33,6 ER<br>G.6 127 B.5 972<br>2 Ha (stl) (each 26,2 × 10,5) ER<br>Cr 1(10) | MaK 8M551AK<br>Oil 4SA 8Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 160kW 1 × 56kW 380V 50Hz a.c.<br>Fuel 350,0t (d.o.)-11,0pd 13,5kn |
| 115631<br>EVJ8<br>20756-PEXT<br>f Esd Gc<br>dr RTm/h/v<br>MVER | **PENELOPE II**<br>ex Union Endeavour-91<br>ex Dagmar Reeckmann-86<br>ex Norasia Dagmar-85<br>ex Dagmar Reeckmann-83<br>**Jade Co. Inc.**<br>Reefer and General Ship Management Co. Inc.<br>Panama Panama<br>SatCom: 1335347/PEII | **13 482**<br>8 596<br>22 035<br>T/cm<br>35,2 | GL | **1982** VEB Mathias-Thesen-Werft—Wismar (128)<br>178,21 (BB) 22,92 10,091<br>167,42 22,90 12,49<br>P 30,5 F 12,2 2 dks | **M Bulk Carrier**<br>Portable-guides<br>Ice strengthened<br>4 Ho ER<br>G.25 042 B.24 455 L.1 300<br>TEU 1024<br>C.Ho 412/20' (40') C.Dk 612/20' (40') incl. 261 ref C.<br>8 Ha (stl) (18,0p&s × 5,6) (25,6p&s 25,6p&s 25,6p&s × 8,0) ER<br>Cr 6(25) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 640kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 640,0t (d.o.) 1 700,0t (hvf)-37,0pd 15,5kn |
| 005469<br>SV2920<br>236<br>dr Rt | **PENELOPE K.**<br>ex Costa M.-85 ex Agira-77<br>**Lefkas Shipping Co.**<br>Lefkas N.E.<br>Piraeus Greece | **746**<br>565<br>1 185 | (RI) | **1960** Cant. Nav. Ind. Nav. Mecc. Affini SpA I.N.M.A.—La Spezia (41)<br>68,26 9,53 2,750<br>64,50 9,50 3,41<br>1 dk | **TM Tanker**<br>5 Ta ER<br>L.(oil) 1 641 | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz Koeln |
| 109978<br>VPG<br>f EsdRTm | **PENERE NIANE**<br>ex Evangelistria II-80 ex Odin-56<br>ex President F. D. Roosevelt-50<br>**Hellensen Atlantis S.A.**<br>Senegal | **443**<br>167<br>— | (BV)<br>✠Classed LR until 7/50 | **1943**-3 J. Crown & Sons Ltd.—Sunderland<br>46,26 8,44<br>4,60<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>4 Ha (each 1,3 × 0,9) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>1 000bhp (736kW) NE 62<br>N.V. Werkspoor Amsterdam<br>Fuel 77,5t (d.o.) |
| 7006053<br>WHH<br>297<br>Esd Rdr | **PENFOUL**<br>**Les Sabliers de l'Odet Montfort Pere et Fils**<br>Guilvinec France | **331**<br>146<br>— | BV | **1969** S.I.C.C.Na.—St. Malo (109)<br>38,05 9,10 3,280<br>33,89 9,00 3,61<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Baudouin<br>2 Oil 4SA each 8Cy. 185 × 200 geared to sc. shaft<br>800bhp (588kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) |
| 8620387<br>FHLZ<br>Df Rdr RTv | **PENFRET**<br>**Les Sabliers de l'Odet Montfort Pere et Fils**<br>Guilvinec France | *962*<br>*465*<br>1 500 | BV | **1986** Soc. d'Exploitation des Ets. Merre—Nort-sur-Erdre (1500)<br>59,90 4,011<br>55,02 12,02 4,50<br>1 dk | **TM Hopper/Dredger**<br>Bottom doors<br>Single side arm Dredging depth 30,0<br>Hopper 800<br>1 sandpump | Baudouin<br>2 Vee Oil 4SA each 12Cy. 150 × 150<br>1 600bhp (1 177kW)<br>Soc. des Moteurs Baudouin France<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>11kn |
| 8832540<br>BLQE<br>Esd Rdr Rt | **PENG LAI**<br>**Zhoushan Shipping Co.**<br>Zhou Shan/ Ting Hai China | **2 239**<br>1 120<br>— | ZC | **1987** Zhonghua Shipyard—Shanghai<br>69,62 - 3,400<br>62,80 13,20 6,90<br>1 dk | **TM Passenger Ship** | Chinese Std. Type 6300<br>2 Oil 4SA each 6Cy. 300 × 370<br>882kW (1 199bhp)<br>Guangzhou Diesel Engine Factory Guangzhou/Canton<br>Gen 3 × 90kW 1 × 50kW 400V a.c. |
| 8505446<br>BXIC | **PENG LAI HU**<br>**Government of The People's Republic of China (The Joint Passenger Transportation Co. of Jiangmen & Hongkong Macau)**<br>Jiangmen China | **299**<br>112<br>100 | ZC (NV) | **1985** A/S Fjellstrand—Omastrand (1568)<br>31,50 1,600<br>29,15 9,40 3,50<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 290dk P | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 185 geared to sc. shafts<br>3 120bhp (2 295kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 20kW 230V 50Hz a.c.<br>28kn |
| 5273925 | **PENG SHAN**<br>**Ming Sung Shipping Co.**<br>Shanghai China | **221**<br>76<br>— | | **1947** Ming Sung Dockyard—Shanghai<br>*33,53* 5,80<br>... ... ...<br>1 dk | **Composite TS General Cargo** | T 4Cy. (2) 159 286 & 419 x 254<br>............... |

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|---|---|---|---|---|---|---|
| 8825834 | **PENGADAN**<br>**P.T. Tytyan Samodra Shipping Co.**<br>Jakarta Indonesia | **628**<br>432<br>— | KI | **1981** P.T. Kaltim Shipyard—Samarinda<br>53,93 12,80 —<br>- - 3,25<br>1 dk | **M Landing Craft**<br>Deck Cargo | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240<br>1 560kW (2 121bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 68kW 220V a.c. |
| **5273949**<br>*GJXA*<br>302474<br>RTv | **PENGARTH**<br>**R. J. Harvey**<br>Bristol United Kingdom | **160**<br>—<br>— | ✠CLASS WITHDRAWN<br>8/91 | **1962**-9 Charles Hill & Sons Ltd.—Bristol (438)<br>28,66 7,95 3,264<br>26,22 7,62 3,66<br>1 dk<br>RW rf 102 BK 152 | **M Tug** | Ruston<br>Oil 4SA 6Cy. 318 × 368 sr reverse geared<br>shaft<br>Ruston & Hornsby Ltd.<br>Gen 2 × 30kW 220V d.c.<br>Fuel 28,5t (d.o.) |
| **5215002**<br>*WA7442*<br>232868<br>Rt | **PENGER**<br>ex Kuapala-80 ex Luzitania-79<br>**North Point Fisheries Inc.**<br>Juneau, Ak United States of America | **288**<br>206<br>— | (AB) | **1934** Electric Welding Co.—Boston, Ma (3)<br>7,98<br>35,51 7,93 3,36<br>1 dk<br>rf 152 | **TM Fishing**<br>8 Ta ER<br>conv Tanker 79 | Caterpillar<br>2 Oil 4SA each 6Cy. 121 × 152<br>280bhp (206kW) NE 59<br>Caterpillar Tractor Co. Peoria<br>Fuel 13,0t |
| **7736232**<br>*WTG6722*<br>586183<br>Df Esd Gc<br>Rdr Rt | **PENGWIN**<br>**Pengwin Inc.**<br>Seattle, Wa United States of America | **497**<br>386<br>— | (AB) | **1941** ..............Pearl Harbor, Hi<br>*44,05*<br>8,79 4,30<br>1 dk | **M Fishing** | Oil<br>500bhp (368kW) |
| **6900393**<br>*CUWP*<br>Df Esd Rdr<br>Rt | **PENHA** | **180**<br>56<br>71 | ✠Classed LR until 4/9/85 | **1968**-12 Est. Sao Jacinto S.a.r.L.—Aveiro (77)<br>32,01 7,45 2,744<br>27,08 7,21 3,41<br>F 15,3 1 dk<br>RW rf 787 BK 152 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 240 × 350 sr geared to sc. sh<br>650bhp (478kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 28kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **6502892**<br>Rdr | **PENHA**<br>**Government of The People's Republic of China (Panyu County Branch)** | **134**<br>—<br>11 | ✠Classed LR until<br>10/12/86 | **1964** Hitachi Zosen—Kanagawa Works, Kawasaki (117023)<br>27,56 10,72<br>24,72 5,85 3,54<br>1 dk<br>rf 940 | **Aluminium Alloy TM Hydrofoil Ferry**<br>126dk P | Mercedes Benz<br>2 Vee Oil 4SA each 12Cy. 175 × 205 with<br>couplings & sr reverse geared to sc. sha<br>✠ NE (p) 11/68<br>Ikegai Tekkosho<br>E (s) made64 fitted11/68<br>Ikegai Tekkosho |
| **8512516**<br>*FNYV*<br>668344L<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PENHORS**<br>**Union Maritime Atlantique (Atlantis)**<br>Bordeaux France<br>SatCom: 1110320/FNYV | *18 960*<br>*8 626*<br>32 148<br>T/cm<br>40,9 | BV | **1986** Chantiers de l'Atlantique—St. Nazaire (U28)<br>178,19 (BB) 27,54 11,381<br>165,03 27,51 15,32<br>P & B 29,6 F 18,0 1 dk<br>Bow/CM 90 | **M Tanker**<br>COW IGS SBT<br>12 Ta ER<br>L.(oil) 35 160<br>6 Cargo pumps total 3 500T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 107bhp (8 170kW)<br>Alsthom-Atlantique Montoir, St<br>Gen 3 × 1000kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 239,0t (d.o.) 1 796,0t (hvf)-29,0pd |
| **5273975**<br>*VCVY*<br>175492<br>RTh | **PENINSULA**<br>ex W.A.C. 1-47<br>**864333 Ontario Ltd.**<br>Fort William, Ont. Canada | **261**<br>37<br>152 | | **1944** Montreal Dry Docks Ltd.—Montreal, P.Q.<br>37,19 8,11 3,810<br>8,06 | **M Tug** | General Motors<br>Oil 2SA 12Cy. 222 × 267<br>NE 55<br>General Motors Corp. Cleve<br>Gen 2 × 50kW 240V d.c.<br>Fuel 95,5t (d.o.) |
| **7106449**<br>Df Esd Gc<br>Pfd Rdr | **PENINSULA C-1**<br>ex Sakura Maru No. 15-79<br>ex Benten Maru No. 15<br>**Peninsular Fishing Corporation**<br>Philippines | **283**<br>139<br>364 | | **1970** Miho Zosensho K.K.—Shimizu (750)<br>49,71 7,42 3,328<br>41,64 7,40 3,56<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>809kW (1 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7018305**<br>*DUSX*<br>Df Esd Gc<br>Rdr | **PENINSULA C-2**<br>ex Myojin Maru No. 15-79<br>ex Kaiou Maru No. 15<br>**Peninsular Fishing Corporation**<br>Philippines | **282**<br>129<br>— | | **1970** Uchida Zosen—Ise (683)<br>7,73 3,175<br>42,30 7,70 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8614481**<br>852636 | **PENINSULA PRINCESS**<br>**Peninsula Sea Road Transport Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **325**<br>107<br>90 | | **1987** Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (200)<br>35,79 13,72 1,901<br>34,75 12,81 4,14<br>1 dk | **TM RoRo Cargo/Ferry**<br>Twin Hull 450dk P<br>Stern door/ramp | Deutz<br>Oil 4SA 6Cy. 142 × 160 with flexible coupl<br>reverse reduction geared to sc. shafts<br>652bhp (480kW)<br>Motorenw. Mannheim A.G. (MWM) West G<br>Gen 1 × 16kW 240V a.c.<br>Fuel 35,5t (d.o.) |
| **8808628**<br>*C6IE7*<br>717385<br>Df Esd Gc<br>Rdr RTv | **PENINSULAR BAY**<br>**P&O Containers Ltd. (P&OCL)**<br>Nassau Bahamas<br>SatCom: 1104374/PENI | *50 235*<br>*31 795*<br>59 367<br>T/cm<br>79,7 | ✠**100A1**<br>container ship<br>✠**LMC** **UMS**<br>EL R† 687,5/87,0U3<br>FN 14579 | **1989**-10 Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2985)<br>292,15 (BB) 32,28 13,028<br>273,00 32,20 21,21<br>F 18,0 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>8 Cell. Ho 27,0 26,6 26,6 26,6 26,6<br>26,6 26,6 ER 27,0<br>TEU 3613<br>C.Ho 1961/20' (40') C.Dk 1652/20<br>'(40') incl. 205 ref C.<br>28 Ha (stl) ER 4 Ha (stl) | Sulzer<br>Oil 2SA 9Cy. 840 × 2400<br>29 422kW (39 999bhp)<br>Diesel United Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 1 × 2000kW 4 × 1500kW 450V 60H<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 176,2t (d.o.) 5 294,3t (hvf)-110,0pd |
| **9018103**<br>*9V3573*<br>384744<br>Df Esd Gc<br>Rdr Rt | **PENMAR LUCKY**<br>**CMEC (S) Pte. Ltd.**<br>Singapore Singapore | *179*<br>*53*<br>25 | **100A1**<br>Class contemplated<br>FN 260 | **1991** Mawei Shipyard—Mawei (615-7)<br>25,20 - 2,550<br>23,55 8,00 3,00<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 165 × 232 geared to s<br>shafts<br>Yanmar Diesel Engine Co. Ltd. |
| **5425114**<br>1103 | **PENNAR**<br>**Madras Port Trust**<br>Madras India | **190**<br>5<br>— | (IRS)<br>✠Classed LR until<br>14/11/80 | **1963**-4 Hong Kong & Whampoa Dock Co. Ltd.—Kowloon, Hong Kong (1015)<br>26,95 8,36 3,391<br>24,39 8,23 3,99<br>RAD 1,0 1 dk<br>RW rf 762 | **M Tug**<br>Fire-fighting | MAN<br>Oil 4SA 8Cy. 300 × 450 sr reverse geared<br>shaft<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 40kW 230V d.c.<br>Fuel 19,0t (d.o.) |
| **7311575**<br>*HP6455*<br>21151-RH<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom | **PENNINGTON STAR I**<br>ex Lagun Alai-91 ex Smit-Lloyd 48-89<br>**Crestwell Shipping Inc.**<br>Panama Panama | **798**<br>333<br>874 | BV (AB) | **1973** Scheepswerf "De Waal" N.V.—Zaltbommel (701)<br>54,82 12,30 4,439<br>50,86 12,02 4,96<br>F 15,6 1 dk<br>rf 229 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | De Industrie<br>2 Oil 4SA each 8Cy. 305 × 460<br>N.V. Motorenfabriek "De Industrie" Alphen<br>Gen 2 × 135kW 220V d.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 259,0t (d.o.) |
| **5029295**<br>*WLDU*<br>289972<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **PENNSYLVANIA TRADER**<br>ex Arco Prestige-81<br>ex Atlantic Prestige-76<br>**Penn-Attransco Corp.**<br>American Trading Transportation Co. Inc.<br>Baltimore, Md United States of America<br>SatCom: 1501546/PENT | **20 046**<br>13 787<br>34 671<br>T/cm<br>43,5 | AB | **1962** Newport News SB. & D.D. Co.—Newport News, Va (564)<br>204,05 25,23 11,027<br>195,31 25,15 14,03<br>P 39,4 B 11,9 F 22,3 1 dk<br>RW rf nil Bow/CM 101 Diam. 0,305 MH 0,9 | **S Tanker**<br>IGS<br>33 Ta ER<br>L.(oil) 42 741 HeCls. B<br>4 Cargo pumps total 4 000T/hr | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>Newport News SB. & D.D. Co. Newport<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel (o.f.) |
| **7742542**<br>*WYC6021*<br>591310 | **PENNY DARLENE**<br>**Blue Horizon Inc.**<br>Mobile, Al United States of America | **118**<br>80<br>— | | **1978** Quality Marine Inc.—Theodore, Al<br>*20,82* 6,71<br>3,51<br>1 dk | **M Fishing**<br>Side-fishing | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |

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| 437642<br>*YU8302*<br>49180 | **PENNY MICHAEL**<br>**Vatican Shrimp Co. Inc.**<br>Brownsville, Tx United States of America | **117**<br>79<br>— | | **1973** Superior Fabricators Inc.—Bayou la Batre, Al<br>*20,58* 6,71<br>3,56<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 934298<br>00353 | **PENNY SUE**<br>ex Singleton Fleets 25-90<br>**Suzanne T. Woods**<br>Miami, Fl United States of America | **102**<br>69<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 316,0t<br>10kn |
| 408615<br>69474<br>sd Gc Pfd<br>dr Rt | **PENNYHOPE**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **748**<br>338<br>— | ✠Classed LR until 15/3/84 | **1976**-3 Marystown Shipyard Ltd.—Marystown, Nfl. (18)<br>45,65 11,16 4,673<br>39,88 10,98 5,49<br>F 25,0 1 dk<br>rf 914 BK 305 | **M Fishing**<br>Stern Trawler | Nohab<br>Vee Oil 4SA 12Cy. 250 × 300 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 1 × 148kW 1 × 124kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>12kn |
| 127522<br>*C7351*<br>44959<br>sd Pfd Rdr | **PENNYLUCK II**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **292**<br>122<br>— | (AB)<br>Classed LR until 15/3/84 | **1971** Ferguson Industries Ltd.—Pictou, N.S. (190)<br>36,58 7,60 3,201<br>32,39 7,51 3,92<br>1 dk<br>rf 686 | **M Fishing**<br>Side Trawler | Kromhout<br>Oil 4SA 8Cy. 240 × 260<br>990bhp (728kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 1 × 60kW 220V 60Hz a.c.<br>10kn |
| 418625<br>*C5037*<br>22303<br>sd Pfd Rdr<br>Tm | **PENNYPRIDE**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **285**<br>119<br>— | (AB)<br>Classed LR until 15/3/84 | **1964** Ferguson Industries Ltd.—Pictou, N.S. (151)<br>36,58 7,60 3,201<br>32,39 7,51 3,92<br>1 dk<br>rf 686 BK 229 conv Side Trawler Fishing 87 | **M Fishing**<br>Shellfish<br>1 Ho 10,5<br>2 Ha (alu) | Stork<br>Oil 4SA 8Cy. 210 × 300 sr geared to sc. shaft<br>660bhp (485kW)<br>Kon. Mach. Stork & Co. N.V. Zwolle<br>Gen 2 × 40kW 220V 60Hz a.c.<br>Fuel 30,5t (d.o.) |
| 023096<br>*OFG*<br>01268<br>f Esd Gc<br>d Rdr Rt | **PENNYSMART**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **802**<br>375<br>393 | ✠Classed LR until 15/6/85 | **1982**-4 Dorbyl Marine Pty. Ltd.—Durban (6800)<br>45,70 (BB) 11,43 4,650<br>39,02 11,21 6,81<br>F 8,3 2 dks<br>rf 406 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>In.376<br>1 Ha (stl) ER | MaK 6M453AK<br>Oil 4SA 6Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 712kW 1 × 150kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 133,0t (d.o.) |
| 941875<br>*SPL*<br>-36594<br>f Esd Gc<br>d Rdr Rt | **PENNYY**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1980** ..............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (stl) (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8VD36/24-1<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| 259589<br>*AXN*<br>4514<br>f Esd Rt | **PENOMI**<br>ex Vestholm-87 ex Nyvoll Senior-75<br>**K/S A/S Penomi**<br>Misje Offshore Marine A/S<br>Tromso Norway | **249**<br>134<br>— | NV | **1956** Soviknes Verft A/S—Sovik (41)<br>38,18 7,01 3,772<br>34,78 6,99 3,79<br>P -F - 1 dk<br>rf 1351 BK 119 len 67<br>conv Side-fishing Fishing 79 | **M Stand-by Safety Vessel**<br>for offshore installations<br>1 Ho ER<br>2 Ha (2,5 3,5 × 2,2) ER<br>1W Der 1(3) | Polar<br>Oil 4SA 6Cy. 250 × 300 sr geared to sc. shaft<br>825bhp (607kW) NE 69<br>Nydqvist & Holm A/B Trollhattan<br>Gen 1 × 25kW 1 × 17kW 1 × 10kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 413356<br>804<br>f Esd Pfd<br>dr Rt | **PENSACOLA I**<br>**Conseira Pensacola S.A.**<br>Mar del Plata Argentina | **110**<br>83<br>130 | (AB) | **1984** S.A.N.Y.M. S.A.—Buenos Aires (33)<br>25,51 2,990<br>22,31 6,51 3,31<br>1 dk<br>rf nil | **M Fishing**<br>Stern Trawler Ref<br>In.140 | Caterpillar 3412PCTA<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 54kW 380V 50Hz a.c. |
| 648588<br>*3MA4*<br>f Esd Gc<br>dr RTv | **PENTA ACE**<br>ex Myojin Maru No. 11-91<br>**Penta Maritime Inc.**<br>Trans Marine & Engineering Co. Ltd.<br>Belize Belize | **499**<br>326<br>1 422 | | **1976** K.K. Murakami Zosensho—Ishinomaki<br>70,41 4,201<br>65,00 11,51 6,35<br>2dks | **M General Cargo**<br>B.2 469<br>1 Ha (39,3 × 8,6) ER | Hanshin<br>Oil<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11kn |
| 827304<br>*EAE*<br>t | **PENTA I**<br>ex Ava I-91<br>**P.T. Penta Marina Samudera**<br>Jakarta Indonesia | **114**<br>7<br>79 | KI (AB) | **1981** Siong Huat Shipyard (Pte.) Ltd.—Singapore (SH15)<br>22,70 2,274<br>21,00 7,50 3,20<br>1 dk<br>rf 348 | **TM Tug** | Caterpillar D353SCAC<br>2 Oil 4SA each 6Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 35kW<br>10kn |
| 123693<br>*EFZ6*<br>7934-88<br>f Esd Gc<br>d Rdr Rt | **PENTA MARINE No. 75**<br>ex Eikyu Maru No. 11-88<br>ex Kotoshiro Maru No. 11<br>**Penta Marine (Cayman) Ltd.**<br>O Yang Fisheries Co. Ltd.<br>Panama Panama | **499**<br>229<br>645 | KR | **1971** Nishii Dock Co. Ltd.—Ise (226)<br>61,02 9,86 3,966<br>54,62 9,81 6,30<br>F 16,8 1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 400 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW 225V a.c.<br>13kn |
| 920892<br>*HP5577*<br>19706-PEXT1<br>Rt | **PENTA MARINE No. 371**<br>**Grande Estrella International S.A.**<br>O Yang Fisheries Co. Ltd.<br>Panama Panama | *379*<br>*231*<br>424 | KR | **1990** Dae Dong SB. Co. Ltd.—Busan (371)<br>53,30 (BB) 3,700<br>46,90 8,70 3,75 | **M Fishing**<br>Side-fishing Tuna Long-line<br>G.644 | Akasaka K28FD<br>Oil 4SA 6Cy. 280 × 480 sr reverse geared to sc. shaft<br>883kW (1 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 608kW 225V a.c.<br>12,2kn |
| 920907<br>*EDH6*<br>19224-90<br>Rt | **PENTA MARINE No. 372**<br>**Grande Estrella International S.A.**<br>O Yang Fisheries Co. Ltd.<br>Panama Panama | *379*<br>*231*<br>432 | KR (Class cont.) | **1990** Dae Dong SB. Co. Ltd.—Busan (372)<br>53,30 (BB) 3,655<br>46,90 8,70 3,75 | **M Fishing**<br>Side-fishing Tuna Long-line<br>In.499 | Akasaka K28FD<br>Oil 4SA 6Cy. 280 × 480 sr reverse geared to sc. shaft<br>883kW (1 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 920919<br>*EDM6*<br>19851-HK<br>Rt | **PENTA MARINE No. 373**<br>**Grande Estrella International S.A.**<br>O Yang Fisheries Co. Ltd.<br>Panama Panama | *379*<br>*231*<br>428 | KR (Class cont.) | **1990** Dae Dong SB. Co. Ltd.—Busan (373)<br>53,30 (BB) 3,655<br>46,90 8,70 3,75 | **M Fishing**<br>Side-fishing Tuna Long-line<br>B.499 | Akasaka K28FD<br>Oil 4SA 6Cy. 280 × 420 sr reverse geared to sc. shaft<br>883kW (1 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7352438<br>*HPCY*<br>013-PEXT4<br>f Esd Gc<br>Pfd Rdr Rt | **PENTAS FORTUNE**<br>ex Sun Kung No. 2-89<br>ex Transpacific Trader-85<br>ex Tropical Hibiscus-74<br>**Penta Maritime Inc.**<br>Panama Panama | **5 792**<br>4 336<br>9 909 | NK | **1973** Imabari Zosen—Imabari (309)<br>119,88 20,55 7,542<br>112,00 20,50 9,55<br>P 23,5 F 12,8 1 dk | **M General Cargo**<br>G.12 960 B.12 130<br>2 Ha (31,8 31,2 × 10,4) ER<br>Der 4(20) | Mitsubishi 6UEC52/105D<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 224kW a.c.<br>Fuel 873,0t-21,5pd 13,25kn |

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| **5353828**<br>*SV7255*<br>8360<br>Df Esd Rdr<br>Rt | **PENTE**<br>ex Taucher O. Wulf III-72<br>**Alkyonides S.A.**<br>Maritime & Commercial Co. Argonaftis S.A.<br>Piraeus Greece | **139**<br>51<br>— | GL | **1941** J. J. Sietas Schiffs.—Hamburg (338)<br>7,29<br>26,01 7,26 3,10<br>1 dk<br>conv Salvage Ship 72 | **M Tug** | MWM<br>Oil 4SA 8Cy. 320 × 480<br>NE 55<br>Motorenw. Mannheim A.G. (MWM) |
| **7126920**<br>*SVRN*<br>532<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PENTELI**<br>ex Aegean Island-80<br>**Aegean Seaways Co. S.A.**<br>Andros Greece<br>SatCom: 1130644/PENT | **54 000**<br>42 446<br>114 014<br>T/cm<br>91,4 | **✠100A1** SS 7/87<br>strengthened for ore cargoes—holds Nos. 2,4, 6 & 8 may be empty or, oil cargoes<br>**✠LMC** **UMS**<br>**IGS**<br>EL vt $4\frac{1}{8}$"U2<br>FN 15396 | **1972**-2 Mitsubishi Heavy Industries Ltd.<br>—Hiroshima (218)<br>261,02 (BB) 40,67 15,850<br>247,00 40,61 21,72<br>F 20,2 1 dk<br>rf 25 Bow/CM 142 Diam. 0,410 | **M Ore/Bulk/Oil Carrier**<br>IGS (LR) SBT pt higher tensile steel<br>DB DSS<br>9 Ho/Ta 21,9 19,5 21,9 19,5 21,9 19,5 21,9 19,5 21,9 ER<br>G.123 192 L.(oil) 123 192 HeCls. BC<br>9 Ha (stl) (11,3 × 13,5) (11,3 13,7 11,3 13,7 11,3 13,7 11,3 13,7 × 18,6) ER<br>2 Cargo pumps total 8 000T/hr | Sulzer<br>Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB 18kgf/cm$^2$ (17,7bar)<br>e(ex.g) 22kgf/cm$^2$ (21,6bar)<br>Gen 3 × 770kW 450V 60Hz a.c.<br>Fuel 5 948,0t (hvf)-81,5pd |
| **6727105**<br>*OVRT*<br>D1508<br>Esd Pfd Rdr<br>RTm | **PENTLAND**<br>ex Ambrosia-79<br>**Peter Cornelius Jensen**<br>Hirtshals Denmark | **149**<br>72<br>— | BV | **1967** VEB Rosslauer Schiffswerft—Rosslau (3229)<br>33,58 6,61 2,699<br>29,55 6,58 3,31<br>F 6,1 1 dk<br>rf 610 BK 152 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,7 6,7 ER<br>2 Ha (stl) (each 1,7 × 1,2) ER<br>Der 1(3) 1(0,5) | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW) NE 72<br>Alpha-Diesel A/S<br>Gen 1 × 28kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.) |
| **8834122**<br>Df Esd Gc<br>Rdr Rt | **PENTLAND VENTURE**<br>**I. Thomas**<br>Aberdeen United Kingdom | **186**<br>78<br>— | | **1986** Hepworth Shipyard Ltd.—Paull<br>29,60 -<br>- - -<br>1dk<br>len 90 | **TM Ferry**<br>250dk P | General Motors<br>2 Oil 4SA each 8Cy. 108 × 127<br>824kW (1 120bhp) E reconditioned &<br>General Motors Corp., Detroit Diesel Allison Div. |
| **7422271**<br>*J8DW*<br>2075<br>Df Esd Gc<br>Pfd Rdr Rt | **PENTOW SKUA**<br>ex Oil Harrier-86<br>**Rampart Maritime Ltd.**<br>Pentow Marine (Pty.) Ltd.<br>Kingstown St. Vincent and the Grenadines | **1 082**<br>390<br>1 037 | **✠100A1** SS 9/90<br>Ice Class 3<br>**✠LMC**<br>EL N $1\frac{7}{16}$"U2<br>FN 1049 | **1976**-7 Schpsw. en Mach. Ysselwerf B.V.<br>—Capelle a/d Ijssel (165)<br>61,45 13,06 4,890<br>54,01 13,01 6,41<br>F 22,3 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Mirrlees<br>2 Oil 4SA each 8Cy. 381 × 457 sr geared shafts<br>Mirrlees Blackstone (Stockport) Ltd.<br>Gen 3 × 200kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 589,5t-20,0pd |
| **5274280**<br>153253 | **PENTOWNA**<br>**Earl Drummond Hyde**<br>Vancouver, B.C. Canada | **145**<br>61<br>— | ✠Classed BC until 7/34 | **1926** Prince Rupert D.D. Co.—Prince Rupert, B.C. (10)<br>*37,07* 6,71 2,134<br>... ...<br>2 dks<br>R | **TM Ferry** | Gardner<br>2 Oil 2SA each 12Cy. 290 × 315<br>574bhp (422kW)<br>L. Gardner & Sons Ltd.<br>Gen 1 × 24kW 1 × 7kW 1 × 3,5kW 110/115V d.c.<br>Fuel (d.o.) |
| **7517636**<br>*9MOA*<br>376163<br>Df Esd Rdr<br>Rt | **PENYU**<br>ex Salvigilant-80<br>**Government of Malaysia (Royal Malaysian Navy)**<br>Malaysia | **398**<br>117<br>362 | ✠Classed LR until 6/6/80 | **1976**-8 Selco Shipyard Pte. Ltd.—Singapore (223)<br>39,04 10,04 4,293<br>34,40 9,50 5,01<br>RAD 1,0 F 16,8 1 dk<br>rf 1397 BK 25 | **TM Tug**<br>Fire-fighting Salvage | MWM<br>2 Oil 4SA each 6Cy. 230 × 270 reverse geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 160kW 2 × 64kW 400V 50Hz |
| **7741249**<br>*UYAB*<br>M-12651 | **PENZHINO**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1979** ..............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **8521828**<br>*UBOW*<br>M-41482<br>Df Esd Gc<br>Pfd Rdr RTv | **PENZHINSKIY ZALIV**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | *12 383*<br>*3 776*<br>9 360 | RS | **1985** VEB Mathias-Thesen-Werft—Wismar (232)<br>152,94 22,25 7,980<br>142,00 - 13,60<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.13 306<br>4 Ha (stl) ER<br>Der 2(10) 7(5) | MAN<br>Oil 2SA 5Cy. 700 × 1250<br>10 330bhp (7 598kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 4 × 588kW 390V 50Hz a.c.<br>Fuel 633,0t (d.o.) 3 902,0t (hvf)-41,5pd |
| **8101941**<br>*ELBF3*<br>7046<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PEONIA**<br>**Cargoship Maritime Corp.**<br>Seaarland Shipping Management G.m.b.H.<br>Monrovia Liberia | **17 185**<br>11 875<br>27 995 | **✠100A1** SS 3/88<br>bulk carrier strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>certified container securing arrangements<br>**✠LMC**<br>EL H† 605,0/70,0U2<br>FN 6827 | **1983**-3 Jiangnan Shipyard—Shanghai (2138)<br>197,42 (BB) 23,12 10,202<br>183,01 23,00 14,30<br>P 30,8 F 18,9 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 30,1 31,5 21,5 31,5 28,2 ER<br>G.39 750<br>TEU 510<br>5 Ha (stl) (18,2 21,5 13,2 21,5 19,0 × 11,0) ER<br>Cr 4(25) | B&W<br>Oil 2SA 8Cy. 550 × 1380<br>10 700bhp (7 870kW)<br>Hitachi Zosen Hiroshima Works,<br>AuxB (o.f.) 7,9kgf/cm$^2$ (7,8bar)<br>e(ex.g) 11,6kgf/cm$^2$ (11,4bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 175,0t (d.o.) 1 399,5t (hvf)-34,0pd |
| **8202032**<br>*VRSN*<br>HK0037<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PEONIA**<br>ex Sun Pacific II-91 ex Sun Pacific-85<br>**Green Fern Ltd.**<br>Hong Kong Hong Kong (British) | **13 623**<br>9 842<br>25 438 | NK | **1982** Imabari Zosen—Imabari (411)<br>160,81 (BB) 25,23 10,230<br>150,02 25,21 14,03<br>P 26,9 F 12,8 1 dk | **M Bulk Carrier**<br>4 Ho 28,8 28,8 28,8 29,5 ER<br>G.32 730 B.31 086<br>4 Ha (stl) (18,4 21,6 21,6 21,6 × 12,8) ER<br>Cr 3(25) Der 1(25) | Sulzer<br>Oil 2SA 7Cy. 560 × 1150<br>6 951kW (9 450bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 139,5t (d.o.) 1 352,5t (hvf)-29,5pd |
| **7430151**<br>*3ETN3*<br>14916-85<br>Gc Rdr Rt | **PEONIA ACE**<br>ex Seiho-90 ex Seiho Maru-85<br>**N. T. Shipping S.A.**<br>Panama Panama | **681**<br>471<br>2 263 | NK | **1974** K.K. Namikata Zosensho—Namikata (85)<br>75,21 13,01 4,753<br>69,98 12,98 6,94<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.3 200 B.2 890<br>1 Ha (stl) (39,6 × 9,0) ER<br>Der 2(10) | Makita<br>Oil 4SA 6Cy. 330 × 530<br>2 000bhp (1 471kW)<br>Makita Tekkosho<br>Gen 2 × 80kW<br>Fuel 180,0t (d.o.)-4,5pd |
| **5350400**<br>*3EKV3*<br>15220-85B<br>Df Esd Gc<br>Pfd Rdr Rt | **PEONIA No. 1**<br>ex Taiyo Maru No. 67-84<br>**Peonia S.A.**<br>Sam Won Fisheries Co. Ltd.<br>Panama Panama | **1 597**<br>763<br>1 029 | KR | **1961** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (960)<br>75,52 11,84 5,538<br>68,99 11,80 5,72<br>2 dks | **M Fishing**<br>Stern Trawler<br>3 Ho<br>In.1 558<br>2 Ha (each 2,9 × 2,6)<br>4W Der 4(1,5) | Mitsubishi<br>Oil 2SA 6Cy. 390 × 650<br>2 000bhp (1 471kW)<br>Hayashikane Zosen<br>Gen 3 × 160kW 445V 60Hz a.c.<br>Fuel 406,5t (d.o.)-6,5pd |
| **5350436**<br>*3EKW3*<br>15194-85B<br>Df Esd Gc<br>Rdr Rt | **PEONIA No. 7**<br>ex Taiyo Maru No. 72-84<br>**Peonia S.A.**<br>Sam Won Fisheries Co. Ltd.<br>Panama Panama | **1 597**<br>631<br>934 | KR | **1962** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (981)<br>75,52 11,82 5,527<br>68,00 11,80 5,69<br>2 dks | **M Fishing**<br>Stern Trawler<br>3 Ho<br>In.1 558<br>2 Ha (each 2,9 × 2,6)<br>2W Der 4(1,5) | Mitsubishi<br>Oil 2SA 6Cy. 390 × 650<br>2 000bhp (1 471kW)<br>Hayashikane Zosen<br>Gen 3 × 192kW 445V 60Hz a.c.<br>Fuel 432,0t-6,5pd |
| **5426778**<br>*3EGZ7*<br>19153-PEXT1<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **PEONIA No. 9**<br>ex Daishin Maru No. 12-89<br>**Kaioh (Panama) S.A.**<br>Sam Won Fisheries Co. Ltd.<br>Panama Panama | **2 780**<br>1 408<br>3 313 | KR (NK) | **1963** Mitsubishi Nippon Heavy Ind.—Yokohama (862)<br>94,52 14,94 6,014<br>87,84 14,90 7,17<br>P 6,8 B 34,6 F 42,0 2 dks<br>RW | **M Fishing**<br>Stern Trawler Ref<br>3 Ho ER<br>In.3 457<br>2 Ha (each 2,9 × 2,5) ER<br>6W Der 1(5) 3(3) 2(2) | Niigata<br>Oil 2SA 8Cy. 540 × 900<br>3 500bhp (2 574kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 340kW 445V 60Hz a.c.<br>Fuel 1 278,0t-13,0pd |

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| 414418<br>EXZ6<br>8829-HK<br>Esd Gc<br>dr Rt | **PEONY**<br>ex Salix-88<br>**Orkin Shipping Corp.**<br>Panama Panama | **6 732**<br>4 852<br>11 599 | BV (NK) | **1975** Imabari Zosen—Imabari (347)<br>123,32 20,55 8,111<br>115,00 20,50 10,60<br>P 24,1 F 12,2 1 dk | **M General Cargo**<br>G.15 369 B.14 305<br>2 Ha (32,6 32,3 × 11,2) ER<br>Der 4(15) | Mitsubishi 6UEC52/105E<br>Oil 2SA 6Cy. 520 × 1050<br>4 560kW (6 199bhp)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 360kW 440V 60Hz a.c.<br>Fuel 78,5t (d.o.) 761,5t (hvf)-21,0pd 12,5kn |
| 529477<br>EKE2<br>3453-83<br>d Gc Rdr | **PEONY ACE**<br>ex Manado-83<br>ex Kakuryo Maru No. 15-82<br>**Peony Marine S.A.**<br>Nippon Marine Co. Ltd. (Nippon Marine K.K.)<br>Panama Panama | *1 233*<br>*369*<br>2 000<br>T/cm<br>6,4 | (NK) | **1971** Murakami Hide Zosen K.K.—Hakata (82)<br>72,85 11,43 5,152<br>67,01 11,41 5,85<br>P 17,7 F 12,2 1 dk<br>Bow/CM 30 Diam. 0,203 | **M Tanker**<br>SBT<br>8 Ta ER<br>L.(oil) 2 733 HeCls. C<br>2 Cargo pumps total 1 000T/hr | Hanshin<br>Oil<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Japan<br>Gen 2 × 48kW 225V a.c.<br>Fuel 10,0t (d.o.) 60,0t (hvf)-5,0pd 10,5kn |
| 114883<br>EPH7<br>3468-YJ<br>d Gc Rdr<br>Tm/v | **PEONY ACE 2**<br>ex Shoyo Maru-89<br>**Peony Marine S.A.**<br>Nippon Marine Co. Ltd. (Nippon Marine K.K.)<br>Panama Panama | **1 583**<br>1 098<br>3 245 | NV (NK) | **1981** Sasaki Zosen K.K.—Kinoe (352)<br>88,80 (BB) 12,63 5,897<br>82,50 12,60 6,40<br>P 21,7 F 11,3 1 dk<br>Bow/CM 48 Diam. 0,254 | **M Tanker**<br>Oil Chemical<br>8 Ta ER<br>L.3 250 HeCls. ptB<br>2 Cargo pumps total 1 600T/hr | Akasaka A37<br>Oil 4SA 6Cy. 370 × 720<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 150kW 1 × 32kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 30,0t (d.o.) 125,0t (hvf)-8,0pd 13kn |
| 125650<br>3LO<br>9682-PEXT2<br>Esd Gc<br>dr Rt | **PEONY BEAUTY**<br>ex Golden Falcon-91<br>**N.N.M. Shipping S.A.**<br>Panama Panama | **2 493**<br>1 724<br>5 151 | NK | **1982** Kochi Jyuko K.K.—Kochi (2248)<br>96,04 16,24 5,968<br>89,52 16,21 7,19<br>P 18,3 F 8,0 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 159 B.5 457<br>2 Ha (stl) (20,3 32,2 × 8,4) ER<br>Der 3(15) | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>12,5kn |
| 916052<br>EOH6<br>3543-PEXT3<br>Esd Gc<br>d Rdr<br>Tm/h/v | **PEONY GOLD**<br>ex Kashiwahana Maru No. 1-88<br>**North Fortune Shipping S.A.**<br>Panama Panama | **2 678**<br>1 671<br>4 426 | NK | **1979** Higaki Zosen K.K.—Imabari (228)<br>92,18 6,351<br>86,01 14,51 7,65<br>P 18,0 F 9,8 1 dk | **M Fish Carrier**<br>In.3 537<br>2 Ha (stl) (14,9 32,4 × 8,3) ER<br>Der 1(15) 2(10) | Hanshin 6LUS40<br>Oil 4SA 6Cy. 400 × 640<br>3 000bhp (2 207kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 63,5t (d.o.) 333,0t (hvf)-10,5pd 12,5kn |
| 918924<br>BXH<br>7540<br>Esd Gc<br>d Rdr Rt | **PEONY ISLANDS**<br>ex Sea Peony-85<br>ex Carrianna Peony-84<br>**Peony Shipping Co. Ltd.**<br>Nordstrand Maritime & Trading Co. Ltd.<br>Limassol Cyprus | **15 864**<br>10 794<br>26 400<br>T/cm<br>34,6 | ✠**100A1** SS 4/90<br>bulk carrier<br>strengthened for heavy<br>cargoes No. 3 hold may<br>be empty<br>✠**LMC**<br>EL F† 577,5/66,0U2<br>FN 6330 | **1982**-4 Austin & Pickersgill Ltd.—Southwick, Sunderland (1413)<br>181,29 22,86 10,381<br>170,80 22,70 14,36<br>F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 22,5 28,8 15,2 29,6 29,6 ER<br>G.34 630 B.32 583<br>5 Ha (stl) (13,3 20,0 8,8 20,0 20,0 × 12,6) ER<br>Cr 4(25) | Sulzer 6RND68M<br>Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW)<br>Clark Hawthorn Ltd. Wallsend<br>AuxB (Comp) 6,9kgf/cm$^2$ (6,8bar)<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 261,5t (d.o.) 589,0t (hvf) |
| 103561<br>ETA2<br>1808-PEXT2<br>Esd Gc<br>d Rdr<br>Tm/v | **PEONY YUNFU**<br>ex Hermosa-89 ex Honeyhold-87<br>ex Venusia-83<br>**T.K.F. Shipping S.A.**<br>Panama Panama | **2 568**<br>1 772<br>5 130 | NK | **1981** Hakata Zosen K.K.—Hakata (253)<br>96,20 16,03 6,217<br>89,50 16,00 7,50<br>P 21,1 F 9,5 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 208 B.5 616<br>2 Ha (stl) (18,9 29,8 × 8,3) ER<br>3W Der 2(22) 1(15) | Akasaka DM46<br>Oil 4SA 6Cy. 460 × 720<br>2 354kW (3 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 132kW a.c.<br>Fuel 75,0t (d.o.) 407,0t (hvf)-9,5pd 12kn |
| 385863<br>ZQD<br>R 244151<br>Esd Gc<br>d Rdr Rt | **PEORIA**<br>**Societe Anonyme Rochelaise de Mareyage et d'Armement (S.A.R.M.A.)**<br>La Rochelle France | **290**<br>198<br>221 | ✠**100A1** SS 9/89<br>stern trawler<br>✠**LMC**<br>EL G $\frac{13}{16}$"U2<br>FN 456 | **1974**-12 Ast. Luzuriaga S.A.—Pasajes (174)<br>38,82 8,69 3,931<br>30,99 8,60 6,10<br>B 5,8 2 dks<br>rf 1041 BK 127 | **M Fishing**<br>Stern Trawler Ref<br>In.200 | Crepelle 8SN<br>Oil 4SA 8Cy. 250 × 280 reverse reduction geared to sc. shaft<br>809kW (1 100bhp)<br>Crepelle et Cie. Lille<br>Gen 2 × 64kW 380V 50Hz a.c. |
| 506343<br>-150-C<br>sd Rdr Rt | **PEPE CUMBRERA**<br>**Comercial e Fabril de Conservas (COFACO)**<br>Horta Portugal | **138**<br>47<br>— | RP | **1986** CONAFI, Const. Nav. de Fibras Lda.—Vila Real de Sto. Antonio<br>29,25 7,15<br>23,55 - 3,45<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern-fishing Long-line | Cummins<br>Oil<br>620bhp (456kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 714750<br>HPZ | **PEPE GARBERI**<br>**Hermanos Garberi S.A.**<br>Alicante Spain | *139*<br>—<br>92 | BV | **1989** Ast. de Huelva S.A.—Huelva (420)<br>30,30 7,21 3,152<br>25,50 7,20 3,20<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.153 | Deutz SBA6M528<br>Oil 4SA 6Cy. 220 × 280 with flexible couplings & sr reverse geared to sc. shaft<br>640kW (870bhp)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 168kW 380V a.c.<br>10kn |
| 332220<br>GJX<br>469<br>dr Rt | **PEPE REVUELTA**<br>**Pepe Revuelta**<br>Santander Spain | **143**<br>67<br>— | | **1974** Ast. de Santander S.A.—Santander (88)<br>28,40<br>24,41 6,29 3,36<br>1 dk | **M Fishing**<br>Side Trawler | Baudouin 12P15.2SR<br>Vee Oil 4SA 12Cy. 150 × 150<br>640bhp (471kW)<br>Internacional Diesel S.A. Zumaya<br>11kn |
| 005331<br>ECZ<br>Esd Gc<br>d Rdr Rt | **PEPEPEZ**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Ciudad del Carmen Mexico | **270**<br>82<br>337 | (NK) | **1980** Niigata Eng. Co. Ltd.—Niigata (1676)<br>37,65 8,62 3,615<br>33,48 8,60 3,71<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Niigata 6MG25BX<br>Oil 4SA 6Cy. 250 × 320 sr geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Ota<br>Gen 2 × 80kW 445V 60Hz a.c.<br>10,5kn |
| 274369<br>UIU<br>86532<br>Rt | **PEPITA**<br>**Sheridan Grange Ltd.**<br>Rochester United Kingdom | **137**<br>89<br>224 | | **1955** J. W. Cook & Co. (Wivenhoe) Ltd.—Wivenhoe (1095)<br>*26,37* 6,43<br>6,38<br>1 dk | **M General Cargo**<br>1 Ho 17,6 ER<br>B.297<br>1 Ha (14,9 × 4,2) ER | Kelvin<br>Oil 4SA 4Cy. 150 × 230<br>88bhp (65kW)<br>Bergius Co. Ltd. Glasgow<br>Fuel 2,5t (d.o.) 6,5kn |
| 358690<br>MZY<br>1563<br>Df Esd Gc<br>Rdr Rt | **PEPITO**<br>ex Mogens S-85<br>**Sagittario S.a.S. di Maria Colandrea e C.**<br>Napoli Italy | *1 507*<br>*874*<br>1 260 | RI (BV) | **1975** Frederikshavn Vaerft A/S—Frederikshavn (358)<br>76,59 12,30 3,417<br>68,00 12,22 6,51<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 51,0 ER<br>G.3 172 B.2 888<br>2 Ha (stl) (18,9 19,2 × 8,0) ER<br>4W Der 4(5) | MaK 8M451AK<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Atlas-MaK Maschinenbau Kiel<br>Controllable pitch propeller<br>Fuel (hvf) 12kn |
| 704256<br>SV9021<br>3658<br>Df Esd Rdr<br>RTh | **PEPPY**<br>ex Pelias-88 ex Disarfell-84<br>ex Lena Nielsen-73<br>**Silan Maritime Co.**<br>Piraeus Greece | T.Mk<br>**500**<br>352<br>—<br>**997**<br>769<br>2 200 | ✠**100A1** SS 5/90<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL o 1$\frac{3}{8}$"U2<br>FN 1163 | **1967**-5 Aarhus Flydedok og Maskinkp. A/S—Aarhus (131)<br>70,44 11,54 3,772/5,309<br>65,26 11,51 6,30<br>Ba 11,3 F 11,0 2 dks<br>rf 51 | **M General Cargo**<br>2 Ho 26,6 24,8 ER<br>G.2 843 B.2 489<br>2 Ha (stl) (16,7T × 5,3) (17,3 × 8,5) ER<br>4W Der 1(10) 3(5) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 80kW 380V 50Hz a.c.<br>Fuel 142,0t (d.o.) 12,5kn |
| 7218084<br>SDWR<br>Esd Pfd Rdr<br>RTv | **PER**<br>**Roda Bolaget AB**<br>Goteborg Sweden | **311**<br>—<br>— | ✠**100A1** SS 4/88<br>tug<br>Ice Class 1<br>✠**LMC**<br>EL (e) 275,0/22,0U2<br>FN 433 | **1972**-9 A/B Asi-Verken—Amal (99)<br>33,18 10,06 4,801<br>29,21 9,50 5,31<br>RFD 17,7 1 dk<br>rf nil BK 165 | **M Tug/ Icebreaker** | Ruston<br>Vee Oil 4SA 12Cy. 318 × 368<br>Ruston Paxman Diesels Ltd. Lincoln<br>Gen 2 × 99kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |

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| **6928113**<br>*P2AE*<br>Esd Rdr RTh | **PERA**<br>**Curtain Bros. (PNG) Pty. Ltd.**<br>Port Moresby Papua New Guinea | **310**<br>95<br>345 | ✠**100A1** M 7/90-12mos<br>non perishable cargoes,<br>DTsm—oil FP above<br>65.5°C<br>Queensland & Northern<br>Territory coasting service<br>& to Papua New Guinea,<br>West Irian & Solomon<br>Islands<br>**LMC** **UMS**<br>EL (H) $\frac{7}{8}$"U2<br>FN 456 | **1969**-10 Dillingham Shipyards (W.A.) Pty. Ltd.<br>—Fremantle, W.A. (191)<br>41,38 10,60 2,001<br>35,31 10,37 2,52<br>1 dk<br>rf nil | **TM Landing Craft**<br>Bow door<br>4 Ta ER<br>L.372 | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165<br>550bhp (405kW) NE 1/76<br>Caterpillar Tractor Co.<br>Gen 2 × 48kW 415V 50Hz a.c.<br>Fuel 34,5t (d.o.) |
| **5274462**<br>*ZMV4230*<br>196216<br>EsdRTm | **PERAKI**<br>**Lyttelton Port Co. Ltd.**<br>Lyttelton New Zealand | **1 896**<br>753<br>2 108 | ✠**100A1** CS 2/88<br>New Zealand coasting<br>service<br>✠**LMC**<br>EL r 1$\frac{13}{16}$"SQ<br>FN 1593 | **1960**-11 Simons-Lobnitz Ltd.—Renfrew (1157)<br>81,69 15,12 5,144<br>76,21 14,66 6,40<br>1 dk<br>rf nil | **TS Hopper/Dredger**<br>Suction Bottom doors<br>7 Ha (stl) (7,0 7,0 × 7,0) (8,8 × 8,8) (7,0 7,0 7,0 7,0 × 7,0)<br>Der 1(8) | T 6Cy. (2) 356 (2) 584 & (2) 965 x 686<br>1 700ihp (1 250kW)<br>Simons-Lobnitz Ltd.<br>2 WTB 220lbf/in² (15,2bar) hs512,9<br>Gen 2 × 100kW 220V d.c.<br>Fuel 254,0t (o.f.) |
| **5274474**<br>Esd Rdr<br>RTh/v | **PERAMERI**<br>ex A 4-47 ex ST 742-46<br>**Ligustia Leasing AB**<br>Sweden | **172**<br>50<br>— | (AB) | **1944** Tampa Marine Corp.—Tampa, Fl (26)<br>31,55 7,01 3,004<br>6,99 3,15<br>1 dk<br>RW BK 64 len 49 | **M Research**<br>Survey | Sulzer<br>Oil 4SA 6Cy. 330 × 430<br>700bhp (515kW)<br>Busch-Sulzer Diesel Engine Co.<br>Gen 2 × 25kW 125V d.c.<br>Fuel 11,0t (d.o.)-2,0pd |
| **6603311**<br>*4QWR*<br>Rdr Rt | **PERANI**<br>ex Mado Th-88 ex Christos Th-85<br>ex Myofuku Maru-77<br>**Moonstone Shipping Co. S.A.**<br>Colombo Sri Lanka | **500**<br>288<br>130 | HR | **1965** Asakawa Zosen—Imabari (81)<br>60,48 9,53 4,190<br>55,00 9,50 4,70<br>P 11,9 F 9,2 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>1 Ha (28,0 × 5,6) ER<br>2W Der 2(-) | Makita<br>Oil 4SA 6Cy. 380 × 540<br>1 100bhp (809kW)<br>Makita Tekkosho |
| **5274498**<br>*YTKR*<br>Rt | **PERAST**<br>**JADROLINIJA P.O.**<br>Rijeka Croatia | **335**<br>136<br>30 | JR | **1963** Brodogradiliste "Losinj"—Mali Losinj<br>44,51 8,16 2,998<br>39,65 8,11 4,02<br>2 dks<br>RW | **TM Ferry/General Cargo**<br>450dk P<br>1 Ho<br>1 Ha (2,2 × 1,8)<br>1W Der 2(1,5) | Alpha<br>2 Oil 2SA each 5Cy. 290 × 490<br>1 200bhp (883kW)<br>Titovi Zavodi "Litostroj"<br>Gen 2 × 56kW 440V a.c. |
| **8133891**<br>2T-5 | **PERAST**<br>ex P-70-70 ex PDS-711-70<br>**Komunalno Poduzece**<br>Kotor Yugoslavia | **131**<br>81<br>60 | | **1954** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula<br>Rebuilt**1977** "Inkobrod"—Korcula<br>27,51 13,70 1,312<br>24,21 13,62 2,11<br>1 dk | **M RoRo Cargo/Ferry** | Cummins<br>2 Oil 4SA each 6Cy. 159 × 159<br>624kW (848bhp) NE 87<br>Cummins Engine Co. Inc.<br>Gen 1 × 20kW 24V d.c. |
| **7310765**<br>*EAEC*<br>9340<br>Esd Gc Rdr<br>Rt | **PERCA**<br>**Pesqueras Cies S.A.**<br>Vigo Spain | **416**<br>126<br>— | BV | **1973** Construcciones Navales P. Freire S.A.—Vigo (76)<br>45,42 4,350<br>39,22 9,50 6,63<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Atlas-MaK Maschinenbau<br>Fuel 201,0t (d.o.) |
| **7103306**<br>*YCKX*<br>Rt | **PERCAYA**<br>ex Fukuju Maru No. 8-78<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **276**<br>163<br>500 | KI | **1969** Shinwa Sangyo K.K.—Higashino (205)<br>41,97 7,24 3,010<br>36,99 7,22 3,31<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 240 × 400<br>450bhp (331kW)<br>Hanshin Nainenki Kogyo |
| **5274503**<br>*EDOG*<br>1555<br>Df Esd Rt | **PERCEBE**<br>**Francisco Marquez Veiga**<br>Cadiz Spain | **194**<br>72<br>135 | (BV) | **1962** Maritima del Musel S.A.—Gijon (34)<br>33,20 6,53 3,353<br>29,01 6,43 3,76<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0)<br>Der 1(-) | Krupps<br>Oil 4SA 6Cy. 295 × 420<br>550bhp (405kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 47,5t (d.o.) |
| **5274515**<br>180<br>Df EsdRTm | **PERCEVAL**<br>**Societe Africaine de Peche Industrielle (S.A.P.I.)**<br>Douala Cameroon | **156**<br>61<br>— | (BV) | **1959** Ch. Nav. de la Pallice—La Rochelle-Pallice<br>29,01 6,79 3,963<br>25,91<br>1 dk<br>R | **M Fishing**<br>Side-fishing Ref<br>6 Ha (each 1,2 × 1,2)<br>Cr 2(2) | Sulzer<br>Oil 4SA 6Cy. 220 × 320<br>440bhp (324kW)<br>Cie. de Const. Mec., CCM<br>Gen 2 × 45kW 220V d.c.<br>Fuel 28,5t (d.o.) |
| **6420068**<br>Df Esd Pfd<br>RdrRTm | **PERCEVAL I**<br>ex Leila K-90 ex Iholm-90<br>ex Ann Louise-83 ex Jentrader-79<br>ex Samtrans-75 ex Balka-70<br>ex Nettelil-68<br>**Garcia Denis Pierre de Perceval & Besnier Carine**<br>Kingstown St. Vincent and the Grenadines | **399**<br>234<br>625 | BV | **1964** A/S Nordsovaerftet—Ringkobing (19)<br>50,02 8,23 3,201<br>44,20 8,21 3,51<br>P 11,9 F 7,1 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 30,7 ER<br>G.866 B.790<br>2 Ha (w) (each 11,8 × 5,0) ER | Alpha<br>Oil 2SA 5Cy. 240 × 400<br>221kW (300bhp)<br>Alpha-Diesel A/S<br>Gen 1 × 9kW 1 × 5kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 20,5t (d.o.)-1,5pd |
| **7018484**<br>*LLWH3*<br>N-00060<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **PERCO LIFTER**<br>ex Stensig-91 ex Torridge-83 ex Mia-76<br>ex Dynacontainer I-72<br>Launched as Mia Bos<br>**A/S Perco**<br>Rederiet Stenersen A/S<br>Kristiansand Norway (NIS) | T.Mk<br>**493**<br>332<br>1 433 | BV (GL) | **1970** N.V. Bodewes Schps.—Martenshoek (507)<br>76,40 11,92 3,850<br>69,00 11,80 6,05<br>P 11,9 B 8,6 F 5,5 1 dk | **M General Cargo** OSD<br>1 Ho 53,9 ER<br>G.3 086 B.2 718<br>TEU 72<br>1 Ha (stl) (43,8 × 7,7) ER<br>6W Der 2(30) | MWM<br>Oil 4SA 8Cy. 230 × 408<br>1 400bhp (1 030kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 85kW 1 × 25kW 1 × 19kW 220/380V 50Hz a.c.<br>Fuel 58,0t (d.o.) |
| **7017179**<br>*3ESC8*<br>20624-HK<br>Df Esd Gc<br>Rdr RTm/h/v | **PERDANA PUTERA**<br>ex Cape Blanche-91 ex Ganvie-90<br>ex Faros-78<br>Launched as Westerfehn<br>**Perdana Putera Shipping S.A.**<br>Panama Panama | T.Mk<br>**1 599**<br>808<br>2 800<br>**2 999**<br>1 894<br>4 400 | BV GL | **1970** Schpsbw. & Rep. Gebr. Sander N.V.<br>—Delfzijl (254)<br>103,51 14,64 5,157/6,592<br>92,79 14,50 8,31<br>P 14,7 F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho each 30,4 ER<br>G.6 977 B.6 567<br>TEU 170 C. 170/20' incl. 10 ref C.<br>2 Ha (stl) (each 25,2 × 10,3) ER<br>4W Der 2(25) 2(15) | MaK<br>Oil 4SA 8Cy. 450 × 550 reduction geared shaft<br>2 942kW (4 000bhp)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 220kW 380V 50Hz a.c.<br>Fuel 31,5t (d.o.) 320,0t (hvf)-13,0pd |
| **7046479**<br>Rdr Rt | **PERDANIA**<br>ex Pine Ace-81 ex Eiko Maru No. 2-81<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **990**<br>679<br>2 200 | KI | **1970** Asakawa Zosen—Imabari (167)<br>73,34 11,51 5,210<br>68,33 11,49 5,74<br>1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 311 | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320 geared<br>1 860bhp (1 368kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 64kW 220V a.c.<br>Fuel 113,0t-7,0pd |
| **7371044**<br>*YDHP*<br>Rdr Rt | **PERDATA**<br>ex Eizan Maru No. 36-83<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **999**<br>685<br>2 544 | KI | **1974** Sasaki Zosen K.K.—Kinoe (187)<br>74,00 12,04 5,182<br>71,00 12,02 5,49<br>1 dk | **M Tanker**<br>4 Ta ER | Hanshin<br>Oil<br>2 100bhp (1 545kW)<br>The Hanshin Diesel Works Ltd.<br>Fuel 93,5t |
| **7363035**<br>*FZIE*<br>CC 243864<br>Df Esd Gc<br>Rdr Rt | **PERE BRIANT**<br>**Armement Saupiquet**<br>Concarneau France | **1 117**<br>639<br>1 839 | BV | **1974** Maritima de Axpe S.A.—Bilbao (76)<br>64,67 13,01 6,116<br>58,65 12,81 6,20<br>2 dks | **M Fishing**<br>Stern-fishing Tuna Seiner Refrigerated Cargo<br>Mchy.aft<br>In.1 500 | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A.<br>Fuel 388,5t (d.o.) |

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|---|---|---|---|---|---|---|
| 7514000<br>*HQHR6*<br>-1923719<br>Df Esd Gc<br>Pfd Rdr Rt | **PERE No. 1**<br>ex Kazu Maru-91<br>ex Yusho Maru No. 8-90<br>ex Fukuyo Maru No. 28-84<br>**Kist Engineering Pte. Ltd.**<br>San Lorenzo Honduras | **254**<br>118<br>310 | KR | **1975** Niigata Eng. Co. Ltd.—Niigata (1373)<br>46,02 8,03 3,228<br>40,20 8,00 3,47<br>P 22,0 F 5,1 1 dk<br>RW | **M Fishing**<br>Mchy.aft | Niigata 6M28KGHS<br>Oil 4SA 6Cy. 280 × 440<br>540bhp (397kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 127854<br>*FPYD*<br>CH 518423<br>Rt | **PERE YVON**<br>**Daniel Lejuez**<br>Cherbourg France | **107**<br>34<br>45 | (BV) | **1983** Con. Mec. de Normandie—Cherbourg (23/04)<br>23,02 7,55 3,401<br>20,50 6,10 3,97<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>In.76<br>1 Ha (stl) ER | Baudouin 12P15.2SR<br>Vee Oil 4SA 12Cy. 150 × 150 with clutches, flexible couplings & sr geared to sc. shaft<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Controllable pitch propeller |
| 200772<br>Df Esd Rdr<br>Rt | **PERE-NO**<br>ex Christelle Marina-82<br>ex La Joconde-78<br>**Claude Neau**<br>Dakar Senegal | **118**<br>44<br>— | (BV) | **1961** Ch. "Union & Travail"—Les Sables d'Olonne<br>25,00 6,58<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>In.90 | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>435bhp (320kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 9,5kn |
| 806937<br>*JIMY*<br>M-29759<br>Df Esd Gc<br>Pfd Rdr Rt | **PEREDOVIK**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 152 | RS | **1968** VEB Volkswerft Stralsund—Stralsund (229)<br>81,97 13,64 5,296<br>73,00 13,61 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.163 In.1 076<br>4 Ha (2,7 2,7 2,7 × 2,4) (1,5 × 1,9)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 507359<br>*EELQ*<br>1100<br>Df Esd Pfd<br>Rt | **PEREGRINO**<br>**Vincente Garcia Rodriguez**<br>Huelva Spain | **158**<br>66<br>— | (BV) | **1965** Ast. Luzuriaga S.A.—Pasajes (85)<br>28,20 6,84 3,201<br>25,00 6,80 3,41<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>3 Ha (1,3 × 1,3) (0,7 0,7 × 0,7) | Baudouin<br>2 Oil 4SA each 6Cy. 185 × 200 geared to sc. shaft<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) 10,75kn |
| 7332282<br>*EGEC*<br>Df Esd Gc<br>Rdr Rt | **PEREGRINO SEGUNDO**<br>**Vincente Garcia Rodriguez**<br>Huelva Spain | **234**<br>103<br>314 | (BV) | **1974** Ast. Luzuriaga S.A.—Pasajes (164)<br>33,48 6,96 3,277<br>28,50 6,94 3,76<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Poyaud A12V85M<br>Vee Oil 4SA 12Cy. 150 × 180<br>1 000bhp (736kW)<br>Soc. Surgerienne de Const. Mec. Surgeres<br>Fuel 83,0t (d.o.) 11kn |
| 422901<br>*EEHN*<br>536<br>Esd Rt | **PEREIRA MOLARES**<br>**Manuel Nores Gonzalez**<br>Vigo Spain | **125**<br>58<br>— | | **1964** Ast. Santodomingo—Vigo (325)<br>*21,58* 6,25<br>21,59 6,20 3,36 | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>290bhp (213kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 24,5t (d.o.) 10,25kn |
| 521173<br>*UTLC*<br>M-28049<br>Df Esd Gc<br>Rdr Rt | **PEREKAT**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 433**<br>872<br>1 460 | RS | **1965** .............U.S.S.R.<br>84,69 14,20 5,811<br>78,06 13,97 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.170 In.1 455<br>5 Ha (1,9 1,9 × 1,9) (1,5 1,5 × 1,5) (1,5 × 1,6)<br>4W Der 2(5) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| 510831<br>*UGWY*<br>M-43020<br>Df Esd Gc<br>Rdr RTv | **PEREKOPSKIY**<br>**Cherazmorput**<br>(Ilyichyovsk) (U.S.S.R.) | *2 671*<br>*801*<br>2 024 | RS | **1988** Brodogradiliste "Split"—Split (350)<br>80,52 4,201<br>75,42 15,10 5,62<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Ice strengthened Twin side arms<br>Dredging depth 20,0<br>1 Ho ER<br>Hopper 1 300<br>1 Ha ER | Sulzer 8ASL25/30<br>2 Oil 4SA each 8Cy. 250 × 300 sr geared to sc. shafts<br>2 200kW (2 991bhp)<br>Sour "Jugoturbina" Karlovac<br>Gen 2 × 800kW 2 × 232kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>11kn |
| 7711402<br>*C6BY7*<br>386923<br>Df Esd Pfd<br>Rdr Rt | **PERELLE**<br>**James Fisher and Sons Public Limited Company**<br>Nassau Bahamas | **985**<br>641<br>1 559 | ✠**100A1** SS 6/88<br>✠**LMC**<br>EL L 385,0/30,0U2<br>FN 973 | **1979**-1 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1458)<br>66,91 10,75 4,112<br>62,49 10,53 5,03<br>P 11,6 F 5,2 1 dk<br>rf 152 | **M General Cargo**<br>1 Ho 45,1 ER<br>G.2 180 B.2 040<br>TEU 58 C.Ho 38/20' C.Dk 20/20'<br>1 Ha (stl) (37,8 × 7,3) ER | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>1 100bhp (809kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 60kW 1 × 24kW 415/240V 50Hz a.c.<br>11kn |
| 6607331<br>*UPMF*<br>M-10187<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PEREMYSHLJ**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **3 794**<br>1 553<br>2 570 | RS<br>✠Classed LR until 9/68 | **1966**-11 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (809)<br>102,70 16,03 5,671<br>91,01 16,01 11,10<br>RFD 10,1 2 dks, 3rd dk in Nos. 1, 2 & 3 holds, 4th dk in Nos. 1 & 2 holds<br>rf 178 DK fwd | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.304 In.3 395 L.84<br>5 Ha (1,9 1,9 × 1,9) (2,8 2,8 × 3,0) (2,6 × 2,5)<br>6W Der 2(7) 2(3) | B&W 6-50VBF-90<br>Oil 2SA 6Cy. 500 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 340kW 1 × 168kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>14kn |
| 6619152<br>Esd Rt | **PERENE 3**<br>ex Imasu 2-76<br>**Ilo SCR Ltda.**<br>Supe Peru | **120**<br>—<br>— | ✠Classed LR until 28/7/82 | **1966**-9 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (329)<br>25,20 7,14 2,693<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>BK | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| 7337397<br>*UEHK*<br>M-31698 | **PERESLAVSK**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **180**<br>50<br>69 | RS | **1973** .............U.S.S.R.<br>31,60 7,32 2,840<br>3,51<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (1,5 × 1,2)<br>Der 1(1,5) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 8815944<br>*DSLL*<br>BSR-900820<br>Df Esd Gc<br>Rdr Rt | **PERESTROIKA**<br>**Semo Co. Ltd.**<br>Busan South Korea | **279**<br>—<br>37 | KR NV | **1990** Eikefjord Marine A/S—Eikefjord (11/213)<br>36,35 —<br>32,55 11,50 3,56 | **Reinforced Plastic TM Air Cushion Ferry**<br>Twin Hull 48dk P | MWM<br>2 Oil 4SA each 16Cy. 170 × 195 geared to sc. shafts<br>3 198kW (4 348bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 48kW 1 × 36kW 230V 50Hz a.c.<br>2 Water jet propulsion units |
| 8723438<br>M-43226<br>Rt | **PERESVET**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | *182*<br>*54*<br>57 | RS | **1988** .............U.S.S.R.<br>29,30 3,400<br>27,00 8,60 4,30<br>1 dk | **TM Tug**<br>Ice strengthened | Russkiy 8CHNP25/34<br>2 Oil 4SA each 8Cy. 250 × 340<br>U.S.S.R.<br>2 Controllable pitch propellers |
| 7362861<br>Esd Rdr Rt | **PERET**<br>**Hermanos Perez Alum**<br>Tarragona Spain | **160**<br>—<br>— | | **1975** Ast. de Tarragona—Tarragona (162)<br>32,72 6,91 2,502<br>27,82 6,89 3,43<br>1 dk | **M Fishing**<br>Stern Trawler | Daihatsu 6DSM-26<br>Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 8711849<br>M-41710<br>Esd Rdr RTv | **PERETINO**<br>**Primorrybprom**<br>(Vladivostok) (U.S.S.R.) | *1 896*<br>*1 014*<br>3 389 | RS | **1989** "Ivan Dimitrov" Shipyard—Rousse (468)<br>77,53 14,34 5,401<br>73,20 14,00 6,50<br>1 dk | **M Tanker**<br>Bunkering<br>SBT<br>12 Ta ER<br>L.(oil) 3 513 | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>885kW (1 203bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Thw. thrust Contr. pitch propeller fwd |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7640706<br>*UQLI*<br>M-12500<br>Df Esd Rdr<br>Rt | **PEREVALSK**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1976** ..............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| 7646724<br>*UUDC*<br>M-12520 | **PEREVOZNYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1977** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| 7615270<br>*EHID*<br>Df Esd Gc<br>Pfd Rt | **PEREZ VACAS**<br>**Andres Tojal Rouco y Enrique Diaz Vil**<br>Ribadeo Spain | **180**<br>—<br>133 | | **1977** S.L. Ardeag—Bilbao (106)<br>31,12 7,04<br>26,01 7,01 3,71<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Alpha<br>Oil 2SA 7Cy. 260 × 400 sr geared to sc.<br>770bhp (566kW)<br>Cons. Echevarria |
| 8405799<br>*3EEO4*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>SatCom<br>AMVER | **PERFECT EAGLE**<br>ex Dakila Uno-92 ex Pacific Banner-88<br>**Perfect Eagle Shipping S.A.**<br>OMS Project Development Ltd.<br>Panama Panama | *13 737*<br>*8 096*<br>23 509<br>T/cm<br>32,4 | NK | **1985** K.K. Uwajima Zosensho—Uwajima (2381)<br>155,84 (BB) 9,968<br>148,01 24,60 13,62<br>P 24,8 F 10,4 1 dk | **M Bulk Carrier**<br>4 Ho 26,4 30,4 30,4 29,6 ER<br>G.29 308 B.28 567<br>4 Ha (stl) (15,2 × 11,2) (19,2 19,2 19,2 × 12,8) ER<br>Cr 2(25) Der 2(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600<br>6 090bhp (4 480kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 400kW 1 × 300kW 450V 60Hz<br>Fuel 135,0t (d.o.) 1 014,5t (hvf)-19,0pd |
| 6707985<br>*GWSH*<br>334609<br>Rdr Rt | **PERFECTO**<br>ex Shell Driver-89 ex Perfecto-79<br>**C. Crawley Ltd.**<br>London United Kingdom | **652**<br>310<br>1 008 | ✠Classed LR until 8/12/89 | **1967**-8 Cochrane & Sons Ltd.—Selby (1509)<br>59,21 10,70<br>56,24 10,37 3,51<br>Trunk 29,6 1 dk<br>rf nil len 69 | **M Tank Barge**<br>Mchy.aft | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>427kW (581bhp) NE 9/75<br>Alpha-Diesel A/S<br>Gen 2 × 60kW 1 × 38kW 220V d.c.<br>Controllable pitch propeller |
| 7828695<br>*UYRU*<br>M-12652<br>Rt | **PERFILOVO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1979** ..............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| 8825858<br>*YDSH*<br>Rt | **PERGAM**<br>ex Cumberland<br>**P.T. Baruna Raya Logistics Inc.**<br>Jakarta Indonesia | **127**<br>79<br>— | KI | **1971** Camcraft Inc.—Crown Point, La (55)<br>30,48 7,01 1,930<br>29,90 3,05<br>1 dk | **TM Crewboat** | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>2 354kW (3 200bhp)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 1 × 48kW 220V a.c. |
| 7701160<br>*P3IR4*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PERGAMOS**<br>ex Kabite-91 ex Seian-88<br>**Bacton Shipping Co.**<br>Marmaras Navigation Ltd.<br>Limassol Cyprus | *11 431*<br>*6 584*<br>18 787<br>T/cm<br>29,0 | NK | **1978** Koyo Dockyard Co. Ltd.—Mihara (767)<br>147,70 22,84 9,320<br>140,00 22,80 12,60<br>P 26,3 F 11,8 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.24 135 B.22 927 HeCls. B<br>4 Ha (stl) (15,4 × 9,0) (19,5 19,5 19,5 × 10,5) ER<br>Der 4(25) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 geared to s<br>5 737kW (7 799bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 320kW 450V a.c.<br>Fuel 186,0t (d.o.) 1 133,5t (hvf)-30,0pd |
| 7334577<br>*3FUO*<br>12635-82A<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PERGAMOS**<br>ex Sagitario-90 ex Coral Volans-87<br>**Pergamos Maritime Co. S.A. Panama**<br>Panama Panama | **4 551**<br>2 881<br>8 303 | BV | **1973** Watanabe Zosen K.K.—Hakata (155)<br>117,90 18,04 7,214<br>109,17 18,00 9,00<br>P 25,3 B 5,5 F 12,8 1 dk<br>rf 102 | **M General Cargo**<br>3 Ho 17,4 29,9 30,7 ER<br>G.10 139 B.9 870<br>3 Ha (stl) (13,1 23,0 23,0 × 9,7) ER<br>15W Der 2(20) 3(15) | Mitsubishi<br>Oil 2SA 7Cy. 450 × 800<br>3 678kW (5 000bhp)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Fuel 103,5t (d.o.) 706,5t (hvf)-18,5pd |
| 7351757<br>*YDPK*<br>Rdr Rt | **PERGANDA**<br>ex Yasuri Maru-85 ex Yasuwa Maru-84<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **2 738**<br>1 646<br>5 197<br>T/cm<br>11,5 | KI | **1974** Geibi Zosen Kogyo—Kure (255)<br>96,47 14,86 6,554<br>90,00 14,81 7,40<br>1 dk<br>Bow/CM 45 Diam. 0,350 | **M Tanker**<br>CBT<br>8 Ta ER<br>L.(oil) 5 515 HeCls. CptB<br>2 Cargo pumps total 2 000T/hr | Hanshin<br>Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 128kW 445V 60Hz a.c.<br>Fuel 31,0t (d.o.) 116,5t (hvf)-9,5pd |
| 7374216<br>*9HRD3*<br>3024<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PERIANDROS**<br>ex Perast-92 ex S. A. Skukuza-83<br>ex Skukuza-75<br>**Periandros Maritime Ltd.**<br>Seastar Navigation Co. Ltd.<br>Valletta Malta | **16 249**<br>10 741<br>26 784<br>T/cm<br>34,8 | AB | **1974** Mitsui SB. & Eng. Co. Ltd.—Osaka (1009)<br>176,74 (BB) 22,89 10,570<br>168,00 22,86 14,10<br>P 33,3 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,8 20,5 21,1 21,1 21,1 21,7 ER<br>G.36 204 B.31 082 HeCls. B<br>6 Ha (stl) (10,2 12,7 12,7 12,7 12,7 12,7 × 9,9) ER<br>Cr 6(10) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 400kW<br>Fuel 231,0t (d.o.) 1 496,0t (hvf)-35,0pd |
| 7616303<br>*C4WI*<br>708161<br>Df Esd Gc<br>Pfd Rdr Rt | **PERICLES**<br>ex Leonis Halcoussis-86<br>**Iris Marine Co. Ltd.**<br>Anpo Shipping Co. Ltd.<br>Limassol Cyprus | **9 288**<br>5 878<br>15 210 | **100A1** SS 5/91<br>strengthened for heavy cargoes<br>**LMC**<br>EL A† 522,5/56,0U2<br>FN 4311<br>AB | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2593)<br>143,41 (BB) 19,84 9,052<br>134,12 19,82 12,32<br>2 dks, 2nd dk perforated in holds<br>rf 152 DK | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 161 B.19 008<br>5 Ha (stl) (9,1 19,8 9,1 9,1 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick<br>Vee Oil 4SA 14Cy. 400 × 460 with clutch flexible couplings & sr reverse geared shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (Comp) 7kgf/$cm^2$ (6,9bar)<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz |
| 5226506<br>*SV4253*<br>3501<br>RTv | **PERICLES**<br>ex Marseillais 4-77<br>**Maritime Commercial Enterprises Ltd.**<br>Piraeus Greece | **123**<br>28<br>— | (BV) | **1949** Beliard, Crighton & Cie. S.A.—Oostende (121)<br>26,55 6,81 3,937<br>6,76<br>B 8,6 1 dk<br>R | **M Tug**<br>1 Ha (2,5 × 1,5) | Sulzer<br>Oil 2SA 6Cy. 360 × 600<br>Sulzer Bros. Ltd.<br>Gen 2 × 22kW 110V d.c.<br>Fuel 34,5t (d.o.) |
| 7333690<br>*C4SP*<br>707867<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PERICLES G. C.**<br>ex Zeebrugge-86<br>**Trade Banner Line Inc.**<br>Marine Management Services M.C.<br>Limassol Cyprus<br>SatCom: 1100403/PEGC | **37 726**<br>25 881<br>65 085<br>T/cm<br>64,2 | AB<br>✠Classed LR until 13/3/87 | **1974**-1 N.V. Cockerill Yards Hoboken—Hoboken (866)<br>224,01 (BB) 32,26 13,088<br>214,00 32,21 18,70<br>1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>Str. ore cargoes<br>6 Ho 21,9 31,9 31,9 15,9 31,9 31,9 ER<br>G.76 847<br>10 Ha (stl) (9,5 × 11,2) (9,1 9,1 9,1 9,1 9,1 9,1 9,1 9,1 9,1 × 12,8) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>S.A. Cockerill-Ougree-Providence<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 259,5t (d.o.) 2 337,0t (hvf) |
| 7424401<br>*EVBC*<br>M-31152<br>Df Esd Gc<br>Pfd Rdr Rt | **PERIGEY**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | T.Mk<br>**3 931**<br>1 810<br>2 063 | RS | **1975** VEB Volkswerft Stralsund—Stralsund (426)<br>101,83 (BB) 15,22 5,601<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>Der 2(5) 4(2) | MWM<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller |
| 8329581<br>*YDAN* | **PERIKANI I**<br>**Perum Perikani Maluku**<br>Ambon Indonesia | **153**<br>65<br>— | KI | **1981** P.T. Dok Dan Perkapalan "Surabaya" —Surabaya<br>34,45 2,301<br>27,51 5,71 2,65<br>1 dk | **M Fishing** | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. |

| Name, former names, owner, port | Tonnage | Build, builder, dimensions | Type | Machinery |
|---|---|---|---|---|
| **PERIKANI II**<br>**Perum Perikani Maluku**<br>Ambon Indonesia | **153**<br>65<br>— | **1981** P.T. Dok Dan Perkapalan "Surabaya"<br>—Surabaya<br>KI 34,45 2,301<br>27,51 5,71 2,65<br>1 dk | **M Fishing** | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>9kn |
| **PERIKANI IV**<br>ex Seishin Maru No. 3-82<br>**Perum Perikani Maluku**<br>Ambon Indonesia | **299**<br>141<br>— | **1972** K.K. Ichikawa Zosensho—Ise (1300)<br>50,80 7,73 3,607<br>KI (NK) 43,00 7,70 3,66<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **PERIKANI V**<br>ex Jyi Ching No. 3<br>**Perum Perikani Maluku**<br>Ambon Indonesia | **190**<br>88<br>— | **1967** .............China, Taiwan<br>36,60 6,50 —<br>KI 31,50 - 2,45<br>1 dk | **M Fishing**<br>Side-fishing | Makita<br>Oil<br>441kW (600bhp)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 1 × 128kW 230V a.c. |
| **PERIKLES**<br>ex Westertor-90<br>**VTG Supply Boat Liberia Inc.**<br>OSA Marine Ltd.<br>Monrovia Liberia | **760**<br>246<br>1 055 | **1976** Vosper Thornycroft (Pte.) Ltd—Singapore (B.967)<br>GL 56,70 13,42 4,192<br>51,52 13,11 4,81<br>F 18,3 1 dk | **TM Supply Ship**<br>Deck Cargo | Deutz SBA12M528<br>2 Vee Oil 4SA each 12Cy. 220 × 280 reduction geared to sc. shafts<br>1 750bhp (1 287kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 Controllable pitch propellers<br>13,5kn |
| **PERILOJA**<br>**Francisco Jaldon Diaz y otros**<br>Huelva Spain | **217**<br>73<br>112 | **1970** Ast. Zamacona S.A.—Bilbao (53)<br>31,04 3,480<br>BV 26,50 7,19 3,89 | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| **PERIM**<br>ex Mercantas-74<br>**The Yemen Navigation Line**<br>Aden Yemeni Republic | **300**<br>198<br>620 | **1966** H. C. Christensens Staalskibsv. af 1949<br>—Marstal (88)<br>BV 48,01 9,17 3,334<br>43,21 9,10 3,46<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.968 B.831<br>2 Ha (each 10,5 × 4,9) ER<br>2W Der 2(3) | Alpha<br>Oil 2SA 5Cy. 240 × 400<br>425bhp (313kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 30,5t (d.o.)-2,0pd 11,75kn |
| **PERINA**<br>ex Triane-79 ex Trippe-71<br>ex Karsten Wernerfelt-71<br>**Kaj Christensen**<br>Hirtshals Denmark | **145**<br>72<br>— | **1966** VEB Rosslauer Schiffswerft—Rosslau (3180)<br>BV 33,58 6,63 2,761<br>29,55 6,61 3,31<br>F 6,1 1 dk<br>BK 69 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,6 6,7 ER<br>In.210<br>3 Ha (1,2 1,2 × 0,9) (1,3 × 1,3) ER<br>1W Der 1(0,5) | Polar<br>Oil 4SA 6Cy. 250 × 300<br>800bhp (588kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 16kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 28,5t (d.o.) 11kn |
| **PERINDAH**<br>ex Florida-86 ex Perindah-81<br>ex Yoko Maru No. 7-81<br>ex Kiyo Maru No. 11-78<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **1 013**<br>678<br>2 568 | **1971** Geibi Zosen Kogyo—Kure (233)<br>75,72 12,55 4,760<br>KI 70,01 12,50 5,49<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe<br>9kn |
| **PERINTIS**<br>**P.T. Penaka**<br>Belawan Indonesia | **263**<br>114<br>— | **1945** Ford Mfg. Co. of Australia Pty. Ltd.<br>—Geelong, Victoria<br>*31,25* 8,23<br>... ... ...<br>1 dk | **TM Landing Craft** | 6 Oil 4SA each 4Cy. 125 × 145 geared to sc. shafts<br>300bhp (221kW)<br>Ronaldson & Tippit Australia |
| **PERIS**<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **3 909**<br>603<br>—<br>**8 160**<br>3 682<br>3 974 | **1985** Santierul Naval Galatz—Galatz (734)<br>128,40 —/6,560<br>RNR 111,38 20,53<br>2 dks | **TM RoRo Cargo**<br>Lane Length 888 | MAN<br>2 Oil 4SA each 6Cy. 520 × 550 geared to sc. shafts<br>6 000bhp (4 413kW)<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 4 × 460kW 400V 50Hz a.c.<br>20kn |
| **PERITA JAYA**<br>ex Kinyu Maru-88<br>**Perita Shipping & Trading S.A.**<br>Honduras | **999**<br>550<br>2 584 | **1970** Kishimoto Zosen—Kinoe (380)<br>73,16 11,54 5,703<br>68,03 11,51 5,80<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.3 524 B.3 309<br>1 Ha (35,9 × 8,0) ER | Makita<br>Oil 4SA 6Cy. 400 × 640<br>2 000bhp (1 471kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 64kW 445V a.c.<br>Fuel 7,0t 11,5kn |
| **PERIYAR**<br>**Cochin Port Trust**<br>Cochin India | **772**<br>400<br>— | **1965**-10 Dok- en Werf Mij. Wilton-Fijenoord N.V.<br>—Schiedam (789)<br>✠Classed LR until 5/67 45,12 18,72<br>43,52 18,62 3,05<br>1 dk<br>rf nil | **TD-E Crane Pontoon**<br>Mchy.aft | MAN<br>2 Oil 4SA each 8Cy. 175 × 220 total 520bhp (382kW) driving 2 gen. each 139kW 185V d.c. connected to 2 elec. motors each of 175shp (129kW) (WL) & sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 70kW 2 × 40kW 230V d.c. |
| **PERKASA**<br>ex Neptune Agate-87 ex Cygnus-70<br>**Neptune Orient Lines Ltd.**<br>Neptune Shipmanagement Services (Pte.) Ltd.<br>Singapore Singapore | **6 718**<br>3 804<br>9 364 | **1962** A/S Bergens M/V—Bergen (425)<br>126,45 20,12 8,316<br>NV 122,21 20,08 10,67<br>1 dk<br>rf 152 widened 81<br>conv Ref General Cargo 81 | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>6 Cell. Ho 8,2 14,4 13,6 13,6 ER 13,6 13,6<br>TEU 369<br>C.Ho 9/20' 174/20' (40') C.Dk 6/20' 180/20' (40')<br>6 Ha (stl) ER 3 Ha (stl) | B&W 8-50VTBF-110/40<br>Oil 2SA 8Cy. 500 × 1100 exhaust 400<br>5 540bhp (4 075kW)<br>A/S Akers M/V Oslo<br>Gen 3 × 272kW 440V 60Hz a.c.<br>Fuel 76,0t (d.o.) 405,0t (hvf) 14,5kn |
| **PERKASA**<br>ex Nihon Maru No. 15-81<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **994**<br>668<br>2 700 | **1971** Hakata Zosen K.K.—Hakata (110)<br>76,82 12,02 5,004<br>KI 71,51 11,99 5,49<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Japan<br>Gen 2 × 64kW 225V a.c.<br>11,75kn |
| **PERKASA 3**<br>ex Soten Maru<br>**P.T. Tytyan Samodra Shipping Co.**<br>Jakarta Indonesia | **200**<br>62<br>61 | **1969** Sanyo Zosen K.K.—Mukaishima (513)<br>30,48 8,82 2,794<br>KI (NV) 26,50 8,79 3,79<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 500<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 16kW 225V a.c.<br>Fuel 48,0t-9,5pd 12kn |
| **PERKASA 4**<br>ex Victory I ex Batam<br>ex Sanyo Maru-79 ex Asama Maru-79<br>**P.T. Tytyan Samodra Shipping Co.**<br>Jakarta Indonesia | **265**<br>97<br>85 | **1968** Osaka Zosensho—Osaka (285)<br>34,07 9,83 3,150<br>KI (NK) 32,87 9,81 4,40<br>P 11,0 1 dk<br>RW | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 1 × 48kW 1 × 36kW 225V a.c.<br>Fuel 62,0t 13,5kn |
| **PERKASA 5**<br>ex Victory II ex Bangka-85<br>ex Kiyomi Maru-79<br>ex Kirishima Maru-79<br>**P.T. Tytyan Samodra Shipping Co.**<br>Jakarta Indonesia | **265**<br>97<br>85 | **1969** Osaka Zosensho—Osaka (305)<br>34,85 9,83 3,150<br>KI (NK) 32,87 9,81 4,40<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 1 × 48kW 1 × 36kW 225V a.c.<br>Fuel 62,0t 13,5kn |
| **PERKASA 52**<br>**P.T. Sarunta Waya Raya Line**<br>Jakarta Indonesia | **657**<br>339<br>1 200 | **1975** Robin Shipyard (Pte.) Ltd.—Singapore<br>9,61<br>KI (BV) 60,00 9,58 4,20<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.1 230 B.1 056<br>2 Ha ER | Niigata 6L25BX<br>Oil 4SA 6Cy 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 80kW 110/415V a.c.<br>11kn |

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| **7235018**<br><br>2673<br>Df Esd Gc<br>Rdr Rt | **PERKO**<br>ex Selma-90 ex Pointe de Lervily-74<br>ex Bras-74<br>**Perko Shipping Co. Ltd.**<br>Valletta Malta | **1 597**<br>1 204<br>3 460<br>T/cm<br>8,4 | BV (NV) | **1972** Vaagen Verft A/S—Kyrksaeterora (37)<br>82,71 13,03 6,370<br>75,70 13,00 6,91<br>1 dk<br>Bow/CM 52 Diam. 0,203 | **M Tanker**<br>Chemical Vegetable oil<br>CBT SBT<br>10 Ta ER<br>L.3 850 HeCls. C<br>3 Cargo pumps total 1 050T/hr | MaK<br>Oil 4SA 9Cy. 320 × 450 reduction geared<br>shaft<br>1 692kW (2 300bhp)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 166kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 143,5t (d.o.)-6,5pd |
| **5407746**<br>*SPSG*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **PERKUN**<br><br>**Polish Ship Salvage Co. (Polskie Ratownictwo Okretowe)**<br>Szczecin Poland | **1 152**<br>272<br>— | PR<br>✠Classed LR until 9/64 | **1963**-1 P. K. Harris & Sons Ltd.—Appledore (157)<br>55,07 14,03 4,982<br>48,77 13,97 7,32<br>2 dks<br>rf 610 | **TD-E Icebreaker**<br>Der 1(5) | Ruston<br>4 Oil 4SA each 7Cy. 260 × 368 total 3 000<br>(2 207kW) driving 4 gen. each 610kW<br>d.c. connected to 4 elec. motors each<br>750shp (552kW) (WL) & sc. shafts<br>Ruston & Hornsby Ltd.<br>Gen 4 × 610kW 500V d.c. 2 × 230kW<br>1 × 35kW 220V d.c. |
| **7222487**<br>*P3LH3*<br>708868<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER | **PERLA**<br>ex Avlis-89<br>**Larino Shipping Co. Ltd.**<br>Limassol Cyprus | **15 581**<br>11 575<br>29 020<br>T/cm<br>36,3 | AB | **1972** Hakodate Dock Co. Ltd.—Hakodate (522)<br>180,80 (BB) 23,14 10,681<br>170,01 23,11 14,51<br>P 31,4 F 11,9 1 dk<br>rf 51 | **M Bulk Carrier**<br>7 Ho 15,0 18,2 22,4 13,5 17,6 20,8 19,2 ER<br>G.37 319 B.32 936 HeCls. B<br>7 Ha (stl) (6,8 12,8 12,8 9,6 11,2 12,8 11,2 × 9,6) ER<br>Cr 6(10) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 158,5t (d.o.) 1 871,5t (hvf)-37,5pd |
| **6607965**<br>*3ECS5*<br>18934-90<br>Df Esd Gc<br>Pfd Rdr Rt | **PERLA**<br>ex Daishin Maru No. 23-86<br>ex Yutaka Maru-71<br>**International Kopo Co. Ltd. Inc.**<br>Daerim Fishery Co. Ltd.<br>Panama Panama | **2 482**<br>1 089<br>2 453 | KR (NK) | **1966** K.K. Usuki Tekkosho—Saiki (1603)<br>87,43 13,64 5,512<br>79,30 13,62 6,68<br>2 dks | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>In.2 714<br>3 Ha (2,5 × 3,1) (2,5 × 4,7) (2,5 × 2,9) ER<br>Der 4(2) | MAN<br>2 Oil 4SA each 8Cy. 220 × 300<br>3 400bhp (2 501kW)<br>Kawasaki Dockyard Co. Ltd.<br>Gen 2 × 300kW 445V a.c. |
| **6423137**<br>*TFFV*<br>1402<br>Df Esd Rdr<br>RTh | **PERLA**<br>ex Grjotjotunn-76 ex Jorpeland-74<br>ex Anne Sobye-71 ex Susan-67<br>**Bjorgun H/f**<br>Reykjavik Iceland | **300**<br>194<br>569 | (BV) | **1964** Husumer Schiffsw.—Husum (1221)<br>47,99 8,67 3,112<br>42,19 8,62 3,59<br>1 dk | **M Dredger/Sand Carrier**<br>Suction<br>Ice strengthened<br>G.708<br>2 Ha (each 10,8 × 5,0) ER<br>2W Der 2(3) | Alpha<br>Oil 2SA 5Cy. 240 × 400 sr geared to sc.<br>221kW (300bhp)<br>Alpha-Diesel A/S<br>Gen 2 × 10kW 1 × 6kW 220V d.c.<br>Fuel 18,5t (d.o.) |
| **5106067**<br><br>1488<br>Rt | **PERLA**<br>ex Satanella-72<br>ex Seitsemantououlen Liva<br>**G. Platanias**<br>Piraeus Greece | **147**<br>58<br>— | | **1954** .............Perama<br>30,99 6,38<br>28,00<br>1 dk | **M General Cargo** | Alpha<br>Oil 2SA 5Cy.<br>230bhp (169kW)<br>Alpha-Diesel A/S<br>Fuel (d.o.) |
| **5407758**<br>*EDVM*<br>8429<br>Esd Rt | **PERLA MARINA**<br><br>**Felipe Pagay Torrealday**<br>Vigo Spain | **123**<br>62<br>— | | **1963** Ast. Santodomingo—Vigo (321)<br>26,80 6,46<br>22,99 6,41 3,31<br>RW | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 8Cy. 137 × 152<br>380bhp (280kW) E made fitted63<br>Caterpillar Tractor Co.<br>Fuel 23,5t (d.o.) |
| **8720266**<br><br><br>Esd Rdr Rt | **PERLA NERA**<br><br>**Th. H. J. Ludewigs**<br>Antwerpen Belgium | **1 140**<br>400<br>3 611 | **A1** SS 3/90<br>inland waterways oil and chemical tanker type III LS'O' in association with a list of defined cargoes<br>**LMC**<br>EL 160,0/36,0<br>FN 1757 | **1974** (Aft section) B.V. Schps. & Mfbk. "De Biesbosch-Dordrecht"—Dordrecht<br>**1984** (Fwd & cargo sections) N.V. Nieuwe Scheepswerven t. Barbara—Maasmechelen<br>110,01 11,41 4,001<br>109,40 11,36 4,70<br>1 dk<br>new forepart 84<br>conv General Cargo 84 | **TM Tanker**<br>Oil Chemical<br>DB<br>24 Wing Ta ER | General Motors<br>2 Vee Oil 4SA each 12Cy. 123 × 127 sr<br>geared to sc. shafts<br>992kW (1 349bhp)<br>General Motors Corp.<br>Gen 1 × 56kW 380V a.c. 1 × 28kW 24V<br>Fuel (d.o.) |
| **7625110**<br>*P3ZE3*<br>709200<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PERLA ONE**<br>ex Perla-90 ex Spire-90<br>ex Lux Harrier-89 ex Emporda-88<br>**Fuogo Maritime Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**6 962**<br>3 971<br>11 786<br>**10 964**<br>6 599<br>16 318 | BV (GL) | **1979** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (212)<br>147,43 (BB) 22,84 8,154/10,140<br>134,02 22,81 13,52<br>P 26,0 F 10,4 2 dks | **M General Cargo**<br>Ref<br>Str. heavy cargoes<br>4 Ho 14,9 28,3 28,3 ER -DT 20,1 6 TwD<br>G.21 370 B.19 651 In.570 L.558<br>HeCls. B<br>TEU 298 C.Ho 186/20' (40') C.Dk 112/20' (40')<br>4 Ha (stl) (12,7 × 8,0) (19,4 19,4 × 12,6) ER (12,4 × 8,0)<br>10W Cr 1(5) Der 1(75) 10(5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A.<br>Gen 3 × 750kW 380V 50Hz a.c.<br>Fuel 257,0t (d.o.) 1 106,5t (hvf)-29,0pd |
| **6824525**<br>*UFXE*<br>M-29111<br>Df Esd Gc<br>Rdr Rt | **PERLAMUTR**<br><br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 344**<br>1 299<br>1 338 | RS | **1968** Stocznia Gdanska im. Lenina—Gdansk (B26/20)<br>83,11 13,85 5,500<br>75,01 13,77 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.284 In.1 566<br>5 Ha (4,8 × 2,1) (1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>H. Cegielski<br>Controllable pitch propeller |
| **8204157**<br>*3FTI*<br>11663-82B<br>Df Esd Gc<br>Rdr Rt | **PERLAS 1**<br>ex Este Gloria-86<br>Launched as Celtic Fujiyama<br>**Million Shipping S.A.**<br>Panama Panama | **5 027**<br>3 554<br>8 702 | NK | **1982** Taihei Kogyo K.K.—Hashihama, Imabari (1480)<br>114,23 (BB) 18,62 7,619<br>104,91 18,61 8,67<br>P 21,1 F 12,8 1 dk | **M General Cargo**<br>3 Ho ER<br>G.11 829 B.10 861<br>3 Ha (stl) (12,8 21,7 22,5 × 9,3) ER<br>Der 4(25) | Mitsubishi<br>Oil 2SA 7Cy. 370 × 880<br>4 550bhp (3 347kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8500654**<br>*UZUM*<br>0295<br>Df Esd Gc<br>Pfd Rdr RTv | **PERLE**<br>ex Yan Kalnberzin-91<br>**Latvian Shipping Company**<br>Riga Latvia<br>SatCom: 1401113/UZUM | *8 960*<br>*3 339*<br>7 521<br>T/cm<br>22,3 | RS | **1986** Stocznia Gdanska im. Lenina—Gdansk (B365/07)<br>146,62 21,76 8,151<br>134,02 21,42 12,43<br>3 dks, 4th dk in Nos. 2 & 3 holds | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 4(p) 4(s)<br>3 Ho ER 1 Ho 10 TwD<br>In.9 373<br>TEU 104 C.Ho 59/20' (40') C.Dk 45/20' (40')<br>4 Ha (stl) (9,5 12,4 12,4 × 8,2) ER (12,4 × 8,2)<br>Cr 4(5) | B&W<br>Oil 2SA 9Cy. 670 × 1400<br>16 800bhp (12 357kW)<br>Stocznia Gdanska im. Lenina<br>Gen 4 × 760kW 400V 50Hz a.c.<br>Fuel (d.o.) 1 636,25t (hvf)-41,5pd |
| **7335959**<br>*UHTU*<br>M-32617<br>Df Esd Gc<br>Rdr Rt | **PERLE**<br><br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **649**<br>211<br>395 | RS | **1973** .............U.S.S.R.<br>54,82 9,96 4,109<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl Processing Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **5274888** | **PERLE**<br>ex Emma Johanna-56 ex Amanda<br>**I. M. Tann**<br>United Kingdom | **150**<br>98<br>229 | (BV) | **1913** D. Ropers—Stade<br>35,18 6,56<br>6,53 2,42<br>1 dk<br>R len 52<br>conv sailing vessel — | **M General Cargo Barge** | Oil 4SA 3Cy. 210 × 410<br>190bhp (140kW) NE 62<br>A/S Motorfabriken Gamma<br>Fuel (d.o.) |

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| 274890<br>AK 721<br>Esd Rt | **PERLE DE L'OCEAN**<br>Dakar Senegal | **116**<br>46<br>— | (BV) | **1958** S.I.C.C.Na. (Anc. Ch. Mougin)—St. Malo<br>23,19 6,81<br>21,19 2,62<br>1 dk | **M Fishing**<br>Side Trawler<br>In.72<br>2 Ha (each 0,9 × 0,9)<br>Der 1(3) | Baudouin<br>Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW) NE 67<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 29,5t (d.o.) 12kn |
| 04970<br>3676<br>9260 | **PERLE DE MER**<br>**Kobe Kanko Kisen K.K.**<br>Kobe, Hyogo Pref. Japan | **668**<br>—<br>100 | | **1990** Kanagawa Zosen—Kobe (343)<br>-<br>43,50 10,20 3,80<br>3 dks | **TM Ferry**<br>546dk P<br>Mchy.aft | Yanmar M200-UN<br>2 Oil 4SA each 6Cy. 200 × 260<br>882kW (1 199bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 74917<br>BW<br>40<br>Esd Rt | **PERLON**<br>**Jose Lorenzo S.L.**<br>Vigo Spain | **172**<br>95<br>127 | (BV) | **1957** Enrique Lorenzo y Cia. S.A.—Vigo (217)<br>30,46 6,41 3,296<br>26,37 6,30 3,87<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Kromhout<br>Oil 2SA 6Cy. 190 × 350<br>300bhp (221kW)<br>Kromhout Motorenfabrik Amsterdam<br>Fuel 71,0t (d.o.) 10,5kn |
| 20102<br>JP<br>29308<br>Esd Gc<br>r Rt<br>VER | **PERM**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 562**<br>2 151<br>6 575 | RS | **1969** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,138<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W 9-50VTBF-110<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 139,0t (d.o.) 330,0t (hvf) 15,75kn |
| 26483<br>JW<br>14680<br>Esd Rdr | **PERM**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **600**<br>220<br>313 | RS | **1972** .............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(3) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| 48734<br>UK<br>r Rt | **PERMADANI**<br>ex Nichiyo Maru No. 11-81<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **499**<br>338<br>1 140 | KI | **1970** Oka Zosen K.K.—Ushimado (196)<br>56,80 4,271<br>52,00 9,52<br>1dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 236 | Hanshin<br>Oil<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11kn |
| 29359<br>PT | **PERMAI**<br>**SDR Karsiman Arifin**<br>Jakarta Indonesia | **657**<br>460<br>— | (KI) | **1953** .............Japan<br>55,28 —<br>8,81 4,09<br>1 dk | **M Tanker** | Hanshin<br>Oil 4SA 6Cy. 370 × 520<br>650bhp (478kW)<br>Hanshin Diesel Works Ltd. Himeji |
| 55416<br>FP<br>49+BA<br>Esd Gc<br>Rdr RTv | **PERMAI-I**<br>ex Uni-Promoter-89<br>ex Ever Promoter-85<br>**P.T. Jayakusuma Perdana Lines**<br>Jakarta Indonesia<br>SatCom: 1525110/YEFP | **7 807**<br>4 637<br>11 874 | KI NK | **1973** Tohoku Zosen—Shiogama (795)<br>145,24 19,56 8,814<br>135,01 19,50 11,82<br>B 25,3 F 10,1 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Ho ER<br>G.18 097 B.16 441<br>TEU 522 C. 522/20' (40')<br>6 Ha (stl) ER<br>Cr 1(38) 1(20) | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>6 105kW (8 300bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 420kW a.c.<br>Fuel 1 282,0t 16kn |
| 11135<br>IK | **PERMAISURI**<br>ex Kinrei Maru-83 ex Eiyu Maru No. 7<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **997**<br>619<br>2 523 | KI | **1971** Okayama Zosen K.K.—Hinase (217)<br>76,92 12,53 4,801<br>70,62 12,50 5,21<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| 22380<br>GQ<br>r Rt | **PERMANA**<br>ex Seiwa Maru No. 1-82<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **976**<br>579<br>862 | KI NK | **1973** Higaki Zosen K.K.—Imabari (138)<br>62,41 10,52 4,217<br>56,09 10,49 4,81<br>P 13,8 F 8,6 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 249 | Hanshin 6LU38<br>Oil 4SA 6Cy. 380 × 580<br>2 100bhp (1 545kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 96kW<br>Fuel 74,0t-9,0pd 12,5kn |
| 10032<br>ZC<br>d Gc Rdr | **PERMANEN**<br>ex Wakatsuru Maru No. 16-81<br>ex Kakuryo Maru No. 23<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **998**<br>663<br>2 439 | KI | **1972** Kishimoto Zosen—Kinoe (426)<br>77,60 12,02 5,100<br>72,52 11,99 5,52<br>1 dk | **M Tanker**<br>Mchy.aft | Usuki<br>2 Oil 4SA each 8Cy. 260 × 320 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Usuki Tekkosho Usuki |
| 03481<br>WB<br>r Rt | **PERMASAN**<br>ex Munakata Maru No. 12-87<br>ex Munakata Maru No. 10-86<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **999**<br>595<br>2 281 | KI | **1971** Kyokuyo Zosen Tekko K.K.—Chofu (236)<br>74,55 11,66 5,004<br>68,81 11,61 5,54<br>1 dk | **M Tanker**<br>10 Ta ER | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 140kW 445V a.c.<br>Fuel 139,0t-7,0pd 11,5kn |
| 74943<br>BH<br>d | **PERMATA**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **665**<br>439<br>508 | ✠Classed LR until 9/58 | **1953**-8 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (727)<br>58,53 9,73 2,934<br>52,41 9,71 2,98<br>P 12,8 RQD 12,8 B 24,4 RFD 16,8 F 6,8 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.561<br>4W | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>500bhp (368kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 51,0t |
| 02149<br>AP4<br>5978<br>d Gc Rt | **PERMATA**<br>**Lembaga Cakai Api Malaysia**<br>Port Kelang Malaysia | **278**<br>83<br>— | **✠100A1** SS 8/89<br>Malaysian coastal service<br>**✠LMC**<br>EL 330,0/20,5U2<br>FN 433 | **1985**-8 Limbongan Timor Sdn. Bhd.—Kuala Trengganu (10783)<br>35,06 10,37 2,171<br>33,69 10,08 2,77<br>F 4,9 1 dk<br>rf nil | **TM Buoy Tender**<br>Mchy.aft | Caterpillar 3408PCTA<br>2 Vee Oil 4SA each 8Cy. 137 × 152 with clutches & sr geared to sc. shafts<br>804bhp (591kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 80kW 416V 50Hz a.c.<br>10kn |
| 910151<br>AC<br>Esd Gc<br>d Rdr RTv<br>MVER | **PERMEKE**<br>**Bocimar Luxembourg S.A.**<br>Aemas Luxembourg S.A.<br>Luxembourg Luxembourg<br>SatCom: 1253116/LXAC | *70 184*<br>*39 219*<br>135 169<br>T/cm<br>100,4 | **✠100A1** CS 4/87<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty or oil cargoes<br>SPM<br>**✠LMC** **UMS**<br>**IGS**<br>EL X† 742,5/97,0U3(a)<br>FN 16326 | **1982**-5 N.V. Boelwerf S.A.—Tamise/Temse (1504)<br>249,11 45,04 16,863<br>240,01 45,00 23,02<br>F 15,3 1 dk<br>rf nil Bow/CM 120 Diam. 0,510 | **M Ore/Bulk/Oil Carrier**<br>COW IGS(LR) PL SBT DB DSS<br>7 Ho/Ta each 24,0 ER<br>G.123 158 L.(oil) 131 039 Ore 71 650<br>7 Ha (stl) (each 13,1 × 20,3) ER<br>4 Cargo pumps total 10 000T/hr | MAN K7SZ90/160<br>Oil 2SA 7Cy. 900 × 1600<br>16 100bhp (11 843kW)<br>A.C.E.C. Gent/Gand<br>2 AuxB (o.f.) 18,3kgf/cm² (18,0bar)<br>AuxB (o.f.) 8,2kgf/cm² (8,1bar)<br>e(ex.g) 8,2kgf/cm² (8,1bar)<br>Gen 3 × 760kW 440V 60Hz a.c.<br>Fuel 722,5t (d.o.) 5 585,5t (hvf)-65,0pd 15kn |
| 329385<br>SD | **PERMIKA**<br>ex Gilian B<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **244**<br>128<br>— | KI | **1967** Uchida Zosen—Ise<br>... ... ...<br>34,02 7,21 3,10<br>1 dk | **M Tanker** | Kanegafuchi<br>Oil 4SA 5Cy. 260 × 400<br>270bhp (199kW)<br>Kanegafuchi Japan |
| 815404<br>DYG<br>r Rt | **PERMILI**<br>ex Taiyo Maru No. 3-87<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **1 669**<br>960<br>3 428 | KI (NK) | **1978** Murakami Hide Zosen K.K.—Hakata (165)<br>81,51 6,131<br>75,01 13,50 6,71<br>P 21,7 F 9,8 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 3 348 | Akasaka DM46<br>Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 120kW 445V 60Hz a.c.<br>Fuel 45,5t (d.o.) 240,5t (hvf)-10,0pd 12,5kn |

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|---|---|---|---|---|---|---|---|---|---|---|
| **5274993**<br>Esd Rt | **PERMINA No. 12**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Belawan Indonesia | **226**<br>121<br>159 | (KI) | **1962**<br>*31,34*<br>31,50<br>1 dk<br>RW | 10,42<br>10,39 | 1,302<br>1,68 | Hitachi Zosen—Mukaishima (3952) | **TM RoRo Cargo**<br>Mchy.aft | | Mitsubishi<br>2 Oil 4SA each 12Cy. 135 × 160<br>880bhp (647kW)<br>Mitsubishi Nippon Heavy Ind.<br>Gen 1 × 20kW 115V<br>Fuel 32,5t |
| **5275002**<br>*YBLE*<br>Esd Rt | **PERMINA No. 13**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Belawan Indonesia | **226**<br>121<br>159 | (KI) | **1962**<br>*31,34*<br>31,50<br>1 dk<br>RW | 10,42<br>10,39 | 1,302<br>1,68 | Hitachi Zosen—Mukaishima (3953) | **TM RoRo Cargo**<br>Bow door<br>Mchy.aft | | Mitsubishi<br>2 Oil 4SA each 12Cy. 135 × 160<br>880bhp (647kW)<br>Mitsubishi Nippon Heavy Ind.<br>Gen 1 × 20kW 110V<br>Fuel 32,5t (d.o.) |
| **7237171**<br>*YBYJ*<br>4814+BA<br>Df Esd Gc<br>Rdr Rt | **PERMINA SUPPLY No. 1**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | **542**<br>181<br>800 | AB KI | **1973**<br>49,51<br>45,73<br>F 17,1 1 dk | 11,64<br>11,59 | 3,890<br>4,88 | Mangone SB. Corp.—Houston, Tx (104) | **TM Supply Ship**<br>Deck Cargo | | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reve<br>reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. La Grang<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd<br>Fuel 374,0t |
| **7353432**<br>*YBYQ*<br>3336/L<br>Df Esd Gc<br>Rdr Rt | **PERMINA SUPPLY No. 2**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | **704**<br>214<br>921 | AB KI | **1973**<br>49,99<br>45,47<br>F 15,6 1 dk | 11,66<br>11,59 | 4,201<br>4,88 | Shikoku Dockyard Co. Ltd.—Takamatsu (766) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 12bth P | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320 reverse re<br>geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 341,5t |
| **7353444**<br>*YBYR*<br>4933+Ba<br>Df Esd Gc<br>Rdr Rt | **PERMINA SUPPLY No. 3**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | **704**<br>214<br>921 | AB KI | **1974**<br>49,99<br>45,47<br>F 15,6 1 dk | 11,66<br>11,59 | 4,201<br>4,88 | Shikoku Dockyard Co. Ltd.—Takamatsu (767) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 12bth P | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320 reverse re<br>geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 340,5t |
| **7375741**<br>*YBYS*<br>4922+Ba<br>Df Esd Gc<br>Rdr Rt | **PERMINA SUPPLY No. 4**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | **704**<br>214<br>921 | AB KI | **1974**<br>49,99<br>45,50<br>F 15,6 1 dk | 11,66<br>11,59 | 4,201<br>4,88 | Shikoku Dockyard Co. Ltd.—Takamatsu (768) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 12bth P | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320 reverse re<br>geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 341,5t |
| **7375753**<br>*YBYT*<br>4993+BA<br>Df Esd Gc<br>Rdr Rt | **PERMINA SUPPLY No. 5**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | **704**<br>214<br>921 | AB KI | **1974**<br>49,99<br>45,50<br>F 15,6 1 dk | 11,66<br>11,59 | 4,201<br>4,88 | Shikoku Dockyard Co. Ltd.—Takamatsu (769) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 12bth P | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320 reverse re<br>geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 340,5t |
| **7373016**<br>*YBYU*<br>4994+BA<br>Df Esd Gc<br>Pfd Rdr Rt | **PERMINA SUPPLY No. 6**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | **704**<br>214<br>921 | AB KI | **1974**<br>49,99<br>45,50<br>F 15,6 1 dk | 11,66<br>11,59 | 4,201<br>4,88 | Kanrei Zosen K.K.—Tokushima (184) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 12bth P | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320 reverse re<br>geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 340,5t |
| **7376551**<br>*YBYV*<br>3340/L<br>Df Esd Gc<br>Rdr Rt | **PERMINA SUPPLY No. 7**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | **704**<br>214<br>921 | AB KI | **1974**<br>49,99<br>45,50<br>F 15,6 1 dk | 11,66<br>11,59 | 4,201<br>4,88 | Kagoshima Dock & I.W. Co. Ltd. —Kagoshima (67) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 12bth P | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320 reverse re<br>geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 403,5t |
| **7375765**<br>*YBYW*<br>5060+Ba<br>Df Esd Gc<br>Rdr Rt | **PERMINA SUPPLY No. 8**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | **704**<br>214<br>921 | AB KI | **1974**<br>49,99<br>45,50<br>F 15,6 1 dk | 11,66<br>11,59 | 4,214<br>4,88 | Shikoku Dockyard Co. Ltd.—Takamatsu (770) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 12bth P | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320 reverse re<br>geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 341,5t |
| **7376563**<br>*YBYX*<br>3342/L<br>Df Esd Gc<br>Rdr Rt | **PERMINA SUPPLY No. 9**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | **696**<br>245<br>921 | AB KI | **1974**<br>49,99<br>45,50<br>F 15,6 1 dk | 11,66<br>11,59 | 4,201<br>4,88 | Kagoshima Dock & I.W. Co. Ltd. —Kagoshima (68) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 12bth P | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320 reverse re<br>geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 403,5t |
| **7375777**<br>*YBYY*<br>5189+BY<br>Df Esd Gc<br>Rdr Rt | **PERMINA SUPPLY No. 10**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | **704**<br>214<br>921 | AB KI | **1974**<br>49,99<br>45,47<br>F 15,6 1 dk | 11,66<br>11,59 | 4,201<br>4,88 | Shikoku Dockyard Co. Ltd.—Takamatsu (771) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 12bth P | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320 reverse re<br>geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 341,5t |
| **7373028**<br>*YBYZ*<br>5061+BA<br>Df Esd Gc<br>Pfd Rdr Rt | **PERMINA SUPPLY No. 11**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | **704**<br>214<br>921 | AB KI | **1974**<br>49,99<br>45,47<br>F 15,6 1 dk | 11,66<br>11,59 | 4,201<br>4,88 | Kanrei Zosen K.K.—Tokushima (185) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 12bth P | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320 reverse re<br>geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 341,5t |
| **7375789**<br>*YCBA*<br>5107+BA<br>Df Esd Gc<br>Rdr Rt | **PERMINA SUPPLY No. 12**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | **696**<br>245<br>921 | AB KI | **1974**<br>50,02<br>45,47<br>F 15,6 1 dk | 11,66<br>11,59 | 4,201<br>4,88 | Shikoku Dockyard Co. Ltd.—Takamatsu (772) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 12bth P | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320 reverse re<br>geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 341,5t |
| **7376575**<br>*YCBC*<br>5200+BA<br>Df Esd Gc<br>Pfd Rdr Rt | **PERMINA SUPPLY No. 14**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | **696**<br>245<br>921 | AB KI | **1974**<br>49,99<br>45,47<br>F 15,6 1 dk | 11,66<br>11,59 | 4,201<br>4,88 | Kagoshima Dock & I.W. Co. Ltd. —Kagoshima (69) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 12bth P | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320 reverse re<br>geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 403,5t |
| **7373042**<br>*YCBD*<br>5108+BA<br>Df Esd Gc<br>Pfd Rdr Rt | **PERMINA SUPPLY No. 15**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | **704**<br>215<br>921 | AB KI | **1974**<br>49,99<br>45,47<br>F 15,6 1 dk | 11,66<br>11,59 | 4,201<br>4,88 | Kanrei Zosen K.K.—Tokushima (187) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 12bth P | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320 reverse<br>geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 341,5t |

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| 375791<br>CBE<br>170<br>Esd Gc<br>dr Rt | **PERMINA SUPPLY No. 16**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | 704<br>215<br>921 | **1974** Shikoku Dockyard Co. Ltd.—Takamatsu (773) | AB KI 49,99 11,66 4,201<br>45,47 11,59 4,88<br>F 15,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P | Niigata 8L25BX<br>2 Oil 4SA each 8Cy. 250 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 341,5t 13kn |
| 373054<br>CBG<br>50+BA<br>Esd Gc<br>d Rdr Rt | **PERMINA SUPPLY No. 18**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | 697<br>245<br>921 | **1974** Kanrei Zosen K.K.—Tokushima (188) | 49,99 11,66 4,201<br>AB KI 45,47 11,59 4,88<br>F 15,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P | Niigata 8L25BX<br>2 Oil 4SA each 8Cy. 250 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 340,5t 13kn |
| 25118<br>CBH<br>27+BA<br>Esd Gc<br>r Rt | **PERMINA SUPPLY No. 19**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | 697<br>245<br>921 | **1974** Kanrei Zosen K.K.—Tokushima (200) | 49,99 11,66 4,201<br>AB KI 45,50 11,60 4,88<br>F 15,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P | Niigata 8L25BX<br>2 Oil 4SA each 8Cy. 250 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 341,5t 13kn |
| 76587<br>CBI<br>23+BA<br>Esd Gc<br>r Rt | **PERMINA SUPPLY No. 20**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | 696<br>245<br>921 | **1974** Kagoshima Dock & I.W. Co. Ltd. —Kagoshima (70) | AB KI 49,99 11,66 4,201<br>45,50 11,60 4,88<br>F 15,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P | Niigata 8MG25BX<br>2 Oil 4SA each 8Cy. 250 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 355,5t 13kn |
| 75818<br>CBJ<br>24+BA<br>Esd Gc<br>r Rt | **PERMINA SUPPLY No. 21**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | 704<br>207<br>921 | **1974** Shikoku Dockyard Co. Ltd.—Takamatsu (775) | AB KI 49,99 11,66 4,201<br>45,47 11,59 4,88<br>F 15,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P | Niigata 8L25BX<br>2 Oil 4SA each 8Cy. 250 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 341,5t 13kn |
| 10800<br>YM<br>30+BA<br>d Gc Rdr | **PERMINA SUPPLY No. 22**<br>ex Explorer 1-73<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | 695<br>372<br>738 | **1972** Taguma Zosen—Innoshima (99) | 51,52 11,59 3,880<br>KI (AB) 47,71 4,42<br>F 16,2 1 dk | **TM Supply Ship**<br>Deck Cargo | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320 reverse reduction geared to sc. shafts<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>Gen 2 × 170kW<br>Thw. thrust propeller fwd<br>Fuel 46,5t (d.o.) 12kn |
| 27891<br>YN<br>63/L<br>d Gc Rdr | **PERMINA SUPPLY No. 23**<br>ex Explorer 2-73<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | 705<br>349<br>508 | **1972** Robin Shipyard (Pte.) Ltd.—Singapore (72) | 51,82 12,07 3,861<br>KI (AB) 47,50 11,59 4,42<br>F 15,3 1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 200kW<br>Thw. thrust propeller fwd<br>Fuel 54,0t |
| 25675<br>EL<br>05+BA<br>Esd Gc<br>d Rdr Rt | **PERMINA SUPPLY No. 24**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | 1 199<br>435<br>1 242 | **1975** Shikoku Dockyard Co. Ltd.—Takamatsu (787) | AB KI 61,91 4,901<br>56,27 12,50 5,25<br>F 19,6 1 dk<br>rf 305 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Niigata 12MGV28BX<br>2 Vee Oil 4SA each 12Cy. 280 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 599,5t (d.o.) 13,5kn |
| 25687<br>EM<br>66+BA<br>Esd Gc<br>r Rt | **PERMINA SUPPLY No. 25**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | 1 176<br>434<br>1 242 | **1976** Shikoku Dockyard Co. Ltd.—Takamatsu (788) | AB KI 61,91 4,901<br>55,00 12,51 6,41<br>F 20,2 1 dk<br>rf 305 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Niigata 12MGV28BX<br>2 Vee Oil 4SA each 12Cy. 280 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 599,5t (d.o.) 13,5kn |
| 25728<br>EN<br>88+BA<br>Esd Gc<br>r Rt | **PERMINA SUPPLY No. 26**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | 1 176<br>434<br>1 242 | **1976** Kanrei Zosen K.K.—Tokushima (208) | 61,91 4,909<br>AB KI 55,00 12,51 6,41<br>F 20,2 1 dk<br>rf 297 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Niigata 12MGV28BX<br>2 Vee Oil 4SA each 12Cy. 280 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 599,5t (d.o.) 13,5kn |
| 35565<br>EO<br>72+BA<br>Esd Gc<br>d Rdr Rt | **PERMINA SUPPLY No. 27**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | 1 176<br>438<br>1 242 | **1976** Nipponkai Heavy Ind. Co. Ltd.—Toyama (185) | AB KI 61,91 4,901<br>55,02 12,51 6,41<br>F 20,5 1 dk<br>rf 297 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Niigata 12MGV28BX<br>2 Vee Oil 4SA each 12Cy. 280 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 3 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 599,5t (d.o.) 13,5kn |
| 25716<br>EP<br>08+BA<br>Esd Gc<br>dr Rt | **PERMINA SUPPLY No. 28**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | 1 176<br>438<br>1 242 | **1976** Kanrei Zosen K.K.—Tokushima (209) | 62,01 4,909<br>AB KI 55,02 12,51 6,41<br>F 20,2 1 dk<br>rf 297 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Niigata 12MGV28BX<br>2 Vee Oil 4SA each 12Cy. 280 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 599,5t (d.o.) 13,5kn |
| 435577<br>CEQ<br>34+BA<br>Esd Gc<br>d Rdr Rt | **PERMINA SUPPLY No. 29**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | 1 176<br>438<br>1 242 | **1976** Nipponkai Heavy Ind. Co. Ltd.—Toyama (186) | AB KI 62,01 4,901<br>55,02 12,51 6,41<br>F 20,5 1 dk<br>rf 297 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Niigata 12MGV28BX<br>2 Vee Oil 4SA each 12Cy. 280 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 3 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 599,5t (d.o.) 13kn |
| 425730<br>CER<br>665+BA<br>Esd Gc<br>d Rdr Rt | **PERMINA SUPPLY No. 30**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | 1 163<br>307<br>1 242 | **1975** Yokohama Zosen—Chiba (1365) | 61,27 4,979<br>AB KI 55,00 12,78 6,20<br>F 20,2 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Niigata 12MGV28BX<br>2 Vee Oil 4SA each 12Cy. 280 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 599,5t (d.o.) 13,5kn |
| 425742<br>CES<br>789+BA<br>Esd Gc<br>d Rdr Rt | **PERMINA SUPPLY No. 31**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | 1 161<br>283<br>1 242 | **1976** Yokohama Zosen—Chiba (1366) | 61,27 13,06 5,001<br>AB KI 55,00 12,81 6,23<br>F 20,2 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Niigata 12MGV28BX<br>2 Vee Oil 4SA each 12Cy. 280 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 3 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 599,5t (d.o.) 13,5kn |

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| 7425754 | **PERMINA SUPPLY No. 32** | **1 161** | | **1976** Yokohama Zosen—Chiba (1367) | **TM Tug/Supply Ship** | Niigata |
| *YCET* | | 270 | | 61,27 5,001 | Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 12Cy. 280 × 320 r |
| 5873+BA | **P.T. Pertamina Tongkang** | 1 242 | AB KI | 55,02 12,81 6,23 | | reduction geared to sc. shafts |
| Df Esd Gc | Jakarta Indonesia | | | F 20,2 1 dk | | Niigata Eng. Co. Ltd. |
| Rdr Rt | | | | | | Gen 3 × 160kW |
| | | | | | | Thw. thrust propeller fwd |
| | | | | | | Fuel 599,5t (d.o.) |

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| 7373030 | **PERMINA SUPPLY SENTOSA** | **704** | | **1974** Kanrei Zosen K.K.—Tokushima (186) | **TM Supply Ship** | Niigata |
| *YCBB* | | 215 | | 49,99 11,66 4,201 | Deck Cargo | 2 Oil 4SA each 8Cy. 250 × 320 revers |
| 3346/L | **P.T. Pertamina Tongkang** | 921 | AB KI | 45,47 11,59 4,88 | | geared to sc. shafts |
| Df Esd Gc | Jakarta Indonesia | | | F 15,6 1 dk | | 3 000bhp (2 207kW) |
| Pfd Rdr Rt | | | | | | Niigata Eng. Co. Ltd. |
| | | | | | | Gen 2 × 160kW |
| | | | | | | Thw. thrust propeller fwd |
| | | | | | | Fuel 341,5t |

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| 7345100 | **PERMINA VI** | **2 340** | | **1974** Robin Shipyard (Pte.) Ltd.—Singapore (92) | **TM Tanker** | Matsui |
| *YCBM* | ex Marianne-7-74 | 1 263 | | 90,99 3,404 | Mchy.aft | 2 Oil 4SA each 6Cy. 330 × 500 |
| | **Direktorat Perkapalan Dan** | 3 210 | KI (BV) | 86,01 19,41 5,01 | 12 Ta | 2 600bhp (1 912kW) |
| Df Esd Gc | **Telekomunikasi (PERTAMINA)** | | | 1 dk | L.(oil) 4 457 | Matsui Iron Works Co. Ltd. |
| Rdr Rt | Dumai Indonesia | | | | 4 Cargo pumps total 800T/hr | Fuel 236,5t (d.o.) |

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| 6900422 | **PERMINA XI** | **3 285** | | **1968** Fr. Luerssen Werft G.m.b.H. & Co. | **M Tanker** | MAN |
| *YCIH* | ex Bruce Windrati-79 ex Tautra-73 | 1 295 | | —Bremen-Vegesack (389) | | Oil 4SA 9Cy. 300 × 450 |
| 6711+Ba | **Direktorat Perkapalan Dan** | 3 285 | KI (NV) | 89,18 12,93 5,614 | 10 Ta ER | 1 910bhp (1 405kW) |
| Df Esd Gc | **Telekomunikasi (PERTAMINA)** | T/cm | | 82,00 12,91 6,51 | L.(oil) 4 470 | Masch. Augsburg-Nuernberg (MAN) |
| Rdr RTm/h/v | Jakarta Indonesia | 9,1 | | P 23,5 F 13,2 1 dk | 10 Cargo pumps total 1 000T/hr | Gen 3 × 150kW 1 × 30kW 440V 60 |
| | | | | rf 51 Bow/CM 46 | | Fuel 269,5t-9,5pd |

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| 7030767 | **PERMINA XII** | **1 944** | | **1970** Kleven M/V A/S—Ulsteinvik (21) | **M Tanker** | B&W |
| *YCIO* | ex Bruce Gitty-79 | 1 164 | | 88,60 13,21 5,366 | | Oil 2SA 6Cy. 350 × 620 |
| 6550+Ba | **Direktorat Perkapalan Dan** | 3 180 | KI (NV) | 81,16 13,19 6,20 | 8 Ta ER | 1 980bhp (1 456kW) |
| Df Esd Gc | **Telekomunikasi (PERTAMINA)** | T/cm | | 1 dk | L.(oil) 3 832 | Hitachi Zosen Hiroshima Work |
| Rdr RTm/h/v | Jakarta Indonesia | 8,9 | | rf 102 Diam. 0,203 | 2 Cargo pumps total 600T/hr | Gen 3 × 176kW 440V 60Hz a.c. |
| | | | | | | Fuel 190,0t (d.o.)-8,0pd |

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| 7113636 | **PERMINA XIII** | **1 946** | | **1971** Kleven M/V A/S—Ulsteinvik (22) | **M Tanker** | B&W |
| *YCIR* | ex Bruce Ingrid-79 | 1 263 | | 88,60 13,21 5,373 | | Oil 2SA 6Cy. 350 × 620 |
| 6611+Ba | **Direktorat Perkapalan Dan** | 3 180 | KI (NV) | 81,16 13,19 6,20 | 8 Ta ER | 1 980bhp (1 456kW) |
| Df Esd Gc | **Telekomunikasi (PERTAMINA)** | T/cm | | 1 dk | L.(oil) 3 835 | Hitachi Zosen Hiroshima Work |
| Rdr Rt | Jakarta Indonesia | 3,6 | | rf 51 Diam. 0,203 | 4 Cargo pumps total 1 200T/hr | Gen 3 × 176kW 440V 60Hz a.c. |
| | | | | | | Fuel 146,5t (d.o.)-8,0pd |

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| 7043477 | **PERMINA XIV** | **2 880** | | **1971** Fr. Luerssen Werft G.m.b.H. & Co. | **M Tanker** | B&W |
| *YCIK* | ex Bruce Torunn-79 | 1 775 | | —Bremen-Vegesack (13411) | | Oil 2SA 6Cy. 420 × 750 |
| 6537+Ba | **Direktorat Perkapalan Dan** | 5 236 | KI (NV) | 100,44 14,23 6,693 | 1 Ho 10 Ta ER | 2 760bhp (2 030kW) |
| Df Esd Gc | **Telekomunikasi (PERTAMINA)** | T/cm | | 94,21 14,22 8,01 | G.65 L.(oil) 6 199 | Hitachi Zosen |
| Rdr Rt | Jakarta Indonesia | 11,8 | | 1 dk | | Gen 3 × 160kW 440V 60Hz a.c. |
| | | | | rf 25 Bow/CM 52 Diam. 0,203 | 1 Ha (stl) (2,5 × 3,5) | Fuel 354,5t (d.o.)-9,0pd |
| | | | | | 1W Der 1(3) 2(1,5) | |
| | | | | | 2 Cargo pumps total 600T/hr | |

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| 7120407 | **PERMINA XIX** | **3 138** | | **1971** Fr. Luerssen Werft G.m.b.H. & Co. | **M Tanker** | B&W |
| *YCRC* | ex Bruce Sally-80 | 1 849 | | —Bremen-Vegesack (13416) | | Oil 2SA 6Cy. 420 × 750 |
| | **Direktorat Perkapalan Dan** | 5 236 | KI (NV) | 100,44 14,23 6,693 | 1 Ho 10 Ta ER | 2 760bhp (2 030kW) |
| Df Esd Gc | **Telekomunikasi (PERTAMINA)** | T/cm | | 94,16 14,22 8,01 | G.65 L.(oil) 6 199 | Hitachi Zosen |
| Rdr Rt | Jakarta Indonesia | 11,5 | | 1 dk | | Gen 3 × 160kW 440V 60Hz a.c. |
| | | | | rf 25 Bow/CM 52 Diam. 0,203 | 1 Ha (stl) (2,5 × 3,5) | Fuel 152,5t (d.o.) 231,5t (hvf) |
| | | | | | 2 Cargo pumps total 600T/hr | |

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| 7038850 | **PERMINA XV** | **2 881** | | **1971** Fr. Luerssen Werft G.m.b.H. & Co. | **M Tanker** | B&W |
| *YCII* | ex Bruce Ruthi-79 | 1 775 | | —Bremen-Vegesack (13412) | | Oil 2SA 6Cy. 420 × 750 |
| 6631+Ba | **Direktorat Perkapalan Dan** | 5 236 | KI (NV) | 100,44 14,23 6,693 | 1 Ho 10 Ta ER | 2 760bhp (2 030kW) |
| Df Esd Gc | **Telekomunikasi (PERTAMINA)** | T/cm | | 94,21 14,22 8,01 | G.76 L.(oil) 6 199 | Hitachi Zosen |
| Rdr RTm/h/v | Jakarta Indonesia | 11,8 | | 1 dk | | Gen 3 × 160kW 440V 60Hz a.c. |
| | | | | rf 25 Bow/CM 52 Diam. 0,203 | 1 Ha (stl) (2,5 × 3,5) | Fuel 49,0t (d.o.) 480,0t (hvf)-9,0pd |
| | | | | | 2 Cargo pumps total 600T/hr | |

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| 7105902 | **PERMINA XVI** | **2 880** | | **1971** Rickmers Rhederei G.m.b.H. Rickmers Werft | **M Tanker** | B&W |
| *YCIP* | ex Bruce Margot-79 | 1 780 | | —Bremerhaven (364) | | Oil 2SA 6Cy. 420 × 750 |
| 6551+Ba | **Direktorat Perkapalan Dan** | 5 236 | KI (NV) | 100,44 14,23 6,693 | 1 Ho 10 Ta ER | 2 760bhp (2 030kW) |
| Df Esd Gc | **Telekomunikasi (PERTAMINA)** | T/cm | | 94,21 14,22 8,01 | G.76 L.(oil) 6 199 | Hitachi Zosen |
| Rdr RTm/h/v | Jakarta Indonesia | 11,8 | | 1 dk | | Gen 3 × 160kW 440V 60Hz a.c. |
| | | | | rf 25 Bow/CM 52 Diam. 0,203 | 1 Ha (stl) (2,5 × 3,5) | Fuel 49,0t (d.o.) 480,0t (hvf)-9,0pd |
| | | | | | 1W Der 1(3) 2(1,5) | |
| | | | | | 2 Cargo pumps total 600T/hr | |

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| 7104740 | **PERMINA XVII** | **2 880** | | **1971** Fr. Luerssen Werft G.m.b.H. & Co. | **M Tanker** | B&W |
| *YCIN* | ex Bruce Handara-79 | 1 780 | | —Bremen-Vegesack (13414) | | Oil 2SA 6Cy. 420 × 750 |
| 6539+Ba | **Direktorat Perkapalan Dan** | 5 236 | KI (NV) | 100,44 14,23 6,693 | 1 Ho 10 Ta ER | 2 760bhp (2 030kW) |
| Df Esd Gc | **Telekomunikasi (PERTAMINA)** | T/cm | | 94,21 14,22 8,01 | G.76 L.(oil) 6 199 | Hitachi Zosen |
| Rdr RTm/h/v | Jakarta Indonesia | 11,8 | | 1 dk | | Gen 3 × 160kW 440V 60Hz a.c. |
| | | | | rf 25 Bow/CM 52 Diam. 0,203 | 1 Ha (stl) (2,5 × 3,5) | Fuel 354,5t (d.o.) |
| | | | | | 1W Der 1(3) 2(1,5) | |
| | | | | | 2 Cargo pumps total 600T/hr | |

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| 7118038 | **PERMINA XX** | **3 138** | | **1971** Rickmers Rhederei G.m.b.H. Rickmers Werft | **M Tanker** | B&W |
| *YCIU* | ex Bruce Celine-80 | 1 849 | | —Bremerhaven (365) | | Oil 2SA 6Cy. 420 × 750 |
| 6698+Ba | **Direktorat Perkapalan Dan** | 5 153 | KI (NV) | 100,44 14,23 6,693 | 1 Ho 10 Ta ER | 2 760bhp (2 030kW) |
| Df Esd Gc | **Telekomunikasi (PERTAMINA)** | T/cm | | 94,21 14,20 8,01 | G.76 L.(oil) 6 199 | Hitachi Zosen |
| Rdr Rt | Jakarta Indonesia | 11,5 | | 1 dk | | Gen 3 × 160kW 440V 60Hz a.c. |
| | | | **BROKEN UP** | rf 25 Bow/CM 52 Diam. 0,203 | 1 Ha (stl) (2,5 × 3,5) | Fuel 349,0t (d.o.)-8,0pd |

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| 7105562 | **PERMINA XXVII** | **9 227** | **✠100A1** CS 3/89 | **1971**-7 Hitachi Zosen—Mukaishima (4392) | **M Tanker** | B&W |
| *YCRT* | ex Bruce Bawgan-81 | 5 502 | oil tanker | 141,26 20,73 8,999 | | Oil 2SA 6Cy. 620 × 1400 |
| | ex Golar Bawgan-78 | 15 792 | **✠LMC** | 133,03 20,71 11,51 | 17 Ta ER | 6 105kW (8 300bhp) |
| Df Esd Gc | **Direktorat Perkapalan Dan** | | EL A† $2\frac{3}{16}$"U2 | P 29,9 F 15,3 1 dk | L.(oil) 19 349 | Maizuru Jukogyo |
| Pfd Rdr Rt | **Telekomunikasi (PERTAMINA)** | | FN 4287 | rf 102 Bow/CM 67 Diam. 0,310 | 4 Cargo pumps total 1 964T/hr | WTAuxB 18kgf/cm$^2$ (17,7bar) Spt 210°C |
| | Jakarta Indonesia | | KI | | | 15,9kgf/cm$^2$ (15,6bar) hs315,9 |
| | | | | | | e(ex.g) 22kgf/cm$^2$ (21,6bar) |
| | | | | | | Gen 3 × 360kW 450V 60Hz a.c. |
| | | | | | | Fuel 111,0t (d.o.) 1 121,0t (hvf) |

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| 7112682 | **PERMINA XXVIII** | **9 227** | **✠100A1** SS 3/87 | **1971**-8 Setoda Zosensho Co. Ltd.—Setoda (242) | **M Tanker** | B&W |
| *YCRA* | ex Bruce Sabang-80 | 5 502 | oil tanker | 141,26 20,73 8,840 | | Oil 2SA 6Cy. 620 × 1400 |
| | ex Golar Sabang-78 | 15 818 | **✠LMC** | 133,03 20,71 11,51 | 18 Ta ER | 6 105kW (8 300bhp) |
| Df Esd Gc | **Direktorat Perkapalan Dan** | | EL A† $2\frac{3}{16}$"U2 | P 29,9 F 15,3 1 dk | L.(oil) 19 800 HeCls. C | Hitachi Zosen Sakurajima W |
| Pfd Rdr RTh | **Telekomunikasi (PERTAMINA)** | | FN 4287 | rf 102 Bow/CM 67 Diam. 0,310 | 4 Cargo pumps total 1 964T/hr | WTAuxB 18kgf/cm$^2$ (17,7bar) Spt 210°C |
| | Jakarta Indonesia | | KI | | | 15,9kgf/cm$^2$ (15,6bar) |
| | | | | | | e(ex.g) 22kgf/cm$^2$ (21,6bar) hs315,9 |
| | | | | | | Gen 3 × 360kW 450V 60Hz a.c. |
| | | | | | | Fuel 111,0t (d.o.) 1 121,0t (hvf) |

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| 7118674 | **PERMINA XXX** | **9 227** | **✠100A1** SS 5/91 | **1971**-11 Setoda Zosensho Co. Ltd.—Setoda | **M Tanker** | B&W |
| *YCIV* | ex Bruce Sigli-80 ex Golar Sigli-78 | 5 503 | oil tanker | (239) | | Oil 2SA 6Cy. 620 × 1400 |
| 6711+Ba | **Direktorat Perkapalan Dan** | 15 818 | **✠LMC** | 141,26 20,73 8,849 | 18 Ta ER | 8 300bhp (6 105kW) |
| Df Esd Gc | **Telekomunikasi (PERTAMINA)** | | EL A† $2\frac{3}{16}$"U2 | 133,03 20,71 11,51 | L.(oil) 19 800 HeCls. BC | Hitachi Zosen Maizuru Wo |
| Rdr RTv | Jakarta Indonesia | | FN 4287 | P 29,9 F 15,3 1 dk | 4 Cargo pumps total 1 964T/hr | WTAuxB 18kgf/cm$^2$ (17,7bar) Spt 210°C |
| | | | KI | rf 102 Bow/CM 67 Diam. 0,310 | | e(ex.g) 22kgf/cm$^2$ (21,6bar) hs315,9 |
| | | | | | | Gen 3 × 360kW 450V 60Hz a.c. |
| | | | | | | Fuel 1 290,5t (hvf)-30,5pd |

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| 121384<br>CIX<br>023/S+Ba<br>Esd Gc<br>dr RTm/v | **PERMINA XXXI**<br>ex Bruce Padang-80 ex Indotank-78<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **9 228**<br>5 502<br>15 789<br>T/cm<br>25,2 | **✠100A1** CS 12/86<br>oil tanker<br>**✠LMC**<br>EL At 2$\tfrac{3}{16}$"U2<br>FN 4287<br>KI | **1971**-12 Hitachi Zosen—Mukaishima (4293)<br>141,26 20,73 8,992<br>133,03 20,71 11,51<br>P 29,9 F 15,3 1 dk<br>rf 102 | **M Tanker**<br>6 Ta ER<br>L.(oil) 19 744 HeCls. BC<br>4 Cargo pumps total 2 000T/hr | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>WTAuxB 18kgf/cm$^2$ (17,7bar) Spt 210°C hs315,9<br>e(ex.g) 22kgf/cm$^2$ (21,6bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 1 232,5t (hvf)-30,0pd 14,5kn |
| 329555 | **PERMINA 12**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Belawan Indonesia | **226**<br>121<br>— | KI | **1962** Hitachi Zosen—Japan<br>... ... ...<br>31,50 10,41 1,85<br>1 dk | **TM General Cargo** | Mitsubishi<br>2 Oil 4SA each 12Cy. 135 × 160<br>880bhp (647kW)<br>Mitsubishi Heavy Industries Ltd. Japan |
| 329567 | **PERMINA 13**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Belawan Indonesia | **226**<br>121<br>— | (KI) | **1962** Hitachi Zosen—Japan<br>... ... ...<br>31,50 10,41 1,68<br>1 dk | **TM General Cargo** | Mitsubishi<br>2 Vee Oil 4SA each 12Cy. 135 × 160<br>880bhp (647kW)<br>Mitsubishi Heavy Industries Ltd. Japan |
| 515922<br>MAP6<br>25979<br>Esd Rdr | **PERMINT BAYU**<br>**Bonnier & Bonnier Finans Leasing AB**<br>Port Kelang Malaysia | *1 109*<br>*332*<br>1 200 | AB | **1986** Malaysia Shipyard & Eng. Sdn.—Johore Bahru (29)<br>13,62 4,520<br>57,00 13,59 5,49<br>F 18,6 1 dk<br>rf 399 | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shafts<br>3 018bhp (2 220kW)<br>Kloeckner Humboldt Deutz Ulm<br>Gen 3 × 155kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>12kn |
| 419104<br>MAQ5<br>25983<br>Esd Gc<br>dr Rt | **PERMINT PERMAI**<br>**Jasa Merin (Malaysia) Sendirian Berhad**<br>Port Kelang Malaysia | *469*<br>*140*<br>1 200 | AB | **1986** Sabah Shipyard Sdn. Bhd.—Labuan (137)<br>39,81 10,04 3,863<br>37,27 10,01 4,20<br>F 17,7 1 dk<br>rf 343 | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting Pollution Control | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 200kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>12kn |
| 01056<br>MAP8<br>5981<br>Esd Gc<br>dr Rt | **PERMINT PURNAMA**<br>**Bonnier & Bonnier Finans Leasing AB**<br>Port Kelang Malaysia | **780**<br>234<br>787 | AB | **1985** Penang SB. Corp. Sdn. Bhd.—Penang (11091)<br>49,36 12,04 4,401<br>42,63 12,01 5,03<br>F 17,7 1 dk<br>rf 399 | **TM Fire-fighting Vessel** | Deutz SBV6M628<br>2 Oil 4SA each 6Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shafts<br>3 020bhp (2 221kW)<br>Kloeckner Humboldt Deutz West Germany<br>Gen 3 × 155kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>12kn |
| 11966<br>MAD5<br>5923<br>d Gc Rdr | **PERMINT SAMUDERA**<br>**Bonnier & Bonnier Finans Leasing AB**<br>Port Kelang Malaysia | **639**<br>191<br>— | AB | **1983** Maroil Engineers & Shipbuilders (Pte.) Ltd. —Singapore (015)<br>47,55 11,61 3,887<br>45,75 10,98 4,27<br>F 20,5 1 dk<br>rf 508 | **TM Research**<br>Survey | Caterpillar D398SCAC<br>2 Vee Oil 4SA each 12Cy. 159 × 203 sr geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW<br>2 Controllable pitch propellers<br>13kn |
| 15910<br>MAP7<br>5980<br>Esd Rdr | **PERMINT SEPOI**<br>**Jasa Merin (Malaysia) Sendirian Berhad**<br>Port Kelang Malaysia | *1 109*<br>*332*<br>1 104 | AB | **1986** Malaysia Shipyard & Eng. Sdn.—Johore Bahru (30)<br>13,62 4,520<br>57,00 13,61 5,54<br>F 18,6 1 dk<br>rf 399 | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | Deutz SBV6M628<br>2 Oil 4SA each 6Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shafts<br>3 018bhp (2 220kW)<br>Kloeckner Humboldt Deutz Ulm<br>Gen 3 × 155kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>12kn |
| 07658<br>MBG7<br>6127<br>Esd Gc<br>d Rdr<br>Tm/h/v<br>atNav<br>atCom<br>MVER | **PERMINT SURIA**<br>ex Baltimar Venus-91<br>ex Jon Sanders-91<br>ex Baltimar Venus-88<br>**Kemaman Feeder Service Sendirian Berhad**<br>Port Kelang Malaysia | *2 854*<br>*941*<br>3 168 | ✠CLASS WITHDRAWN at Owners' request 31/7/91 | **1988** Zhonghua Shipyard—Shanghai (8602)<br>91,27 (BB) 15,50 4,971<br>85,21 14,70 7,60<br>B 9,8 F 8,3 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,1 ER<br>G.4 755<br>TEU 256<br>C.Ho 96/20' (40') C.Dk 160/20' (40')<br>1 Ha (stl) (53,0 × 10,4) ER<br>Cr 2(50) | B&W 4L35MC<br>Oil 2SA 4Cy. 350 × 1050<br>1 692kW (2 300bhp)<br>Hudong Shipyard Shanghai<br>Gen 3 × 212kW 390V 50Hz a.c.<br>Fuel 51,86t (d.o.) 225,69t (hvf)-7,3pd 12,5kn |
| 19099<br>MAQ6<br>5984<br>Esd Gc<br>dr Rt | **PERMINT TENANG**<br>**Jasa Merin (Malaysia) Sendirian Berhad**<br>Port Kelang Malaysia | *469*<br>*140*<br>449 | AB | **1986** Sabah Shipyard Sdn. Bhd.—Labuan (136)<br>39,81 3,861<br>37,27 10,01 4,22<br>1 dk<br>rf 343 | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting Pollution Control | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 200kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>12kn |
| 32692<br>CEE<br>Esd Gc<br>dr Rt | **PERMINTONG TUNDA I**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **341**<br>91<br>183 | (KI) (NK) | **1975** Shikoku Dockyard Co. Ltd.—Takamatsu (786)<br>32,49 9,33 2,896<br>30,38 9,30 3,89<br>RQD 1,9 F 15,6 1 dk | **TM Tug**<br>Articulated Pusher<br>linked with oil container barge PERMINTONG I | Daihatsu 8DSM-26<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>Gen 1 × 47kW<br>Fuel 112,0t-11,0pd 11kn |
| 529697<br>DHQ<br>dr Rt | **PERMORIN**<br>ex Wakatsuru Maru-83<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **998**<br>650<br>2 200 | KI | **1971** Murakami Hide Zosen K.K.—Hakata<br>77,50 12,02 5,131<br>72,01 11,99 5,49<br>1 dk | **M Tanker**<br>5 Ta ER<br>L.(oil) 2 310 | Hanshin<br>Oil<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11kn |
| 723828<br>LHD<br>41228<br>d Rdr Rt | **PERMSKOYE**<br>**Dalryba**<br>(U.S.S.R.) | *721*<br>*216*<br>387 | RS | **1986** .............U.S.S.R.<br>54,82 9,95 4,140<br>50,30 - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| 275014<br>P2928 | **PERNAMBUCO**<br>ex FNP Pernambuco-54 ex Salte 52-53<br>**Frota de Petroleiros do Sul Ltda. (PETROSUL)**<br>Porto Alegre Brazil | **1 764**<br>1 190<br>2 002 | (GL)<br>✠Classed LR until 28/3/71 | **1951**-1 Kawasaki Dockyard Co. Ltd.—Kobe (906)<br>85,22 12,50 4,268<br>79,25 5,31<br>P 22,6 Trunk 39,1 F 8,9 1 dk<br>RW rf 69 | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 823 HeCls. BC<br>Der 1(10) 3(3) 2(0,5) | Oil 4SA 6Cy. 450 × 600 geared to sc. shaft<br>850bhp (625kW)<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 30kW 115V d.c.<br>Fuel 110,5t (d.o.)-4,0pd 10kn |
| 316596<br>MAS2<br>26006<br>Esd Gc<br>dr RTm/h/v<br>atNav<br>MVER | **PERNAS AMANG**<br>**Perbadanan Nasional Shipping Line Berhad (PNSL)**<br>Port Kelang Malaysia<br>SatCom: 1710302/MASW | *36 569*<br>*22 706*<br>64 944<br>T/cm<br>62,1 | NV | **1987** Daewoo SB. & Heavy Machinery Ltd. —Okpo (1028)<br>225,03 (BB) 32,67 13,123<br>214,03 32,21 18,01<br>P 9,8 F 19,6 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.79 850 B.75 568<br>7 Ha (stl) (12,0T 16,8 16,8 16,8 16,8 16,8 16,8 × 15,3) ER | B&W 5L70MCE<br>Oil 2SA 5Cy. 700 × 2268<br>10 410bhp (7 657kW)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 247,0t (d.o.) 2 879,5t (hvf) 14kn |

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| 8124840<br>*9MVZ*<br>325338<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PERNAS ARANG**<br><br>**Perbadanan Nasional Shipping Line**<br>**Berhad (PNSL)**<br>Penang Malaysia | **35 132**<br>25 053<br>64 871<br>T/cm<br>63,8 | NV<br><br>✠Classed LR until<br>13/5/83 | **1982**-11 Nippon Kokan K.K.—Tsu (79)<br>224,52 (BB) 32,26 12,859<br>214,03 32,21 17,71<br>F 17,4 1 dk<br>rf 51 DK in way of Nos. 2, 3, 4, 5, 6 & 7 holds | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 24,2 24,6 24,6 24,6 24,6 24,6<br>24,6 ER<br>G.74 828<br>7 Ha (stl) (14,2 × 10,4) (14,7 14,7 14,7<br>14,7 14,7 14,7 × 14,4) ER | Pielstick 10PC<br>Vee Oil 4SA 10Cy. 570 × 620 dr geared t<br>shaft<br>12 000bhp (8 827kW)<br>Nippon Kokan K.K. Tsurumi Works, Y<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 222,0t (d.o.) 3 023,0t (hvf) |
| 8014667<br>*9MZH*<br>325350<br>Df Esd Gc<br>Pfd Rdr Rt | **PERNAS DUYONG**<br>ex Sawako-82<br>Launched as George Anson<br>**Perbadanan Nasional Shipping Line**<br>**Berhad (PNSL)**<br>Penang Malaysia | **52 883**<br>32 849<br>82 253<br>T/cm<br>86,8 | **✠100A1** SS 3/87<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL (T†) 715,0/87,0U3<br>FN 13961 | **1982**-3 Nippon Kokan K.K.—Tsu (73)<br>241,00 (BB) 42,04 12,212<br>230,00 42,00 18,70<br>F 15,0 1 dk<br>rf 178 Bow/CM 122 Diam. 0,460 MH 1,5 | **M Tanker**<br>COW IGS (LR) SBT<br>pt higher tensile steel<br>10 Ta ER<br>L.(oil) 96 664 HeCls. C<br>3 Cargo pumps total 7 500T/hr | Sulzer<br>Oil 2SA 5Cy. 900 × 1900<br>17 000bhp (12 505kW)<br>Sumitomo Heavy Ind. Ltd.<br>2 WTAuxB 17,5kgf/cm$^2$ (17,2bar) hs963,4<br>e(ex.g) 21kgf/cm$^2$ (20,6bar)<br>Gen 3 × 580kW 450V 60Hz a.c.<br>Fuel 211,5t (d.o.) 2 634,5t (hvf) |
| 8600624<br>*9MAV2*<br>326013<br>Df Esd Gc<br>Rdr RTv | **PERNAS GELANG**<br><br>**Perbadanan Nasional Shipping Line**<br>**Berhad (PNSL)**<br>Port Kelang Malaysia | *3 484*<br>*1 192*<br>5 836<br>T/cm<br>999,9 | NV | **1987** Sabah Shipyard Sdn. Bhd.—Labuan (141)<br>101,33 16,51 5,301<br>95,31 16,49 7,52<br>1 dk | **TM Cement Carrier**<br><br>2 Ho ER<br>G.5 271 | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292 with clutc<br>flexible couplings & sr geared to sc. sha<br>2 020bhp (1 486kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 3 × 75kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 57,5t (d.o.) 266,0t (hvf)-9,5pd |
| 8401705<br>*9MAE9*<br>325943<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **PERNAS PROPANE**<br><br>**Perbadanan Nasional Shipping Line**<br>**Berhad (PNSL)**<br>Port Kelang Malaysia | *1 965*<br>*589*<br>1 598<br>T/cm<br>8,4 | AB | **1984** Fukuoka Zosen K.K.—Fukuoka (1112)<br>79,30 (BB) 13,54 4,201<br>72,52 13,50 6,02<br>P 17,7 F 10,7 1 dk<br>rf 102 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (stl) ind cyl horizontal ER<br>L.(gas) 1 969<br>2 Cargo pumps total 300T/hr | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 360bhp (1 000kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 160kW 445V 60Hz a.c.<br>Fuel 40,0t (d.o.) 187,0t (hvf)-5,0pd |
| 8519447<br>*9MAY6*<br>326037<br>AMVER | **PERNAS PROTON**<br><br>**Perbadanan Nasional Shipping Line**<br>**Berhad (PNSL)**<br>Port Kelang Malaysia | *5 548*<br>*2 307*<br>7 056 | NK | **1987** Taihei Kogyo K.K.—Hashihama, Imabari (1870)<br>98,18 (BB) 7,430<br>91,70 18,81 12,91<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.13 560 B.12 554<br>2 Ha (stl) (each 20,3 × 12,7) ER<br>Der 2(30) 2(25) | B&W<br>Oil 2SA 5Cy. 350 × 1050<br>2 243kW (3 049bhp)<br>Hitachi Zosen Hiroshima Works, |
| 6727193<br>*9MAH9*<br>325957<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PERNAS SAFARI**<br>ex Christian IV-85<br>**Perbadanan Nasional Shipping Line**<br>**Berhad (PNSL)**<br>Port Kelang Malaysia | T.Mk<br>**2 745**<br>1 576<br>750 | NV | **1968** Aalborg Vaerft A/S—Aalborg (173)<br>87,28 15,68 4,064<br>81,51 15,65 5,47<br>3 dks<br>rf 203 BK 203 | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 150bth 625dk P<br>Ice strengthened Stern & side doors | B&W 12-26M<br>4 Vee Oil 4SA each 12Cy. 260 × 400 dr g<br>sc. shafts<br>8 720bhp (6 414kW)<br>Holeby Dieselmotor Fabrik A/S<br>Gen 2 × 560kW 1 × 332kW 380V 50Hz<br>Thw. thrust propeller fwd<br>Fuel 145,0t (d.o.)-24,0pd |
| 7420792<br>*9MAC5*<br>325905<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PERNAS SEKOI**<br>ex Canis Minor-83<br>**Perbadanan Nasional Shipping Line**<br>**Berhad (PNSL)**<br>Port Kelang Malaysia | **7 685**<br>4 283<br>11 668<br>T/cm<br>22,9 | BV (NK) | **1975** Kanda Zosensho K.K.—Japan (198)<br>135,24 20,02 7,849<br>125,00 19,99 10,24<br>P 24,4 F 10,7 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.14 815 B.14 267 HeCls. B<br>4 Ha (stl) (16,0 15,0 18,7 14,5 × 8,9) ER<br>Cr 4(15) | B&W<br>Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW)<br>Hitachi Zosen Hiroshima Works,<br>Gen 3 × 280kW 445V 60Hz a.c.<br>Fuel 108,5t (d.o.) 772,5t (hvf)-18,5pd |
| 7394319<br>*9MAS7*<br>326010<br>Df Esd Gc<br>Pfd Rdr Rt | **PERNAS SUASA**<br>ex Bright Melbourne-86<br>**Perbadanan Nasional Shipping Line**<br>**Berhad (PNSL)**<br>Port Kelang Malaysia | **6 252**<br>3 821<br>10 178 | NK | **1975** Kochiken Zosen—Kochi (578)<br>127,97 18,32 7,757<br>119,00 18,31 9,91<br>P 23,8 F 10,1 1 dk | **M General Cargo**<br>G.13 332 B.12 894<br>3 Ha (stl) (16,0 30,7 19,5 × 8,9) ER<br>Der 4(20) | Mitsubishi 6UE<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K. |
| 8420816<br>*9MAO7*<br>325973<br>Esd Gc Rdr<br>RTm/v | **PERNAS TELOK EWA**<br><br>**Perbadanan Nasional Shipping Line**<br>**Berhad (PNSL)**<br>Port Kelang Malaysia | *4 258*<br>*1 278*<br>5 000<br>T/cm<br>23,3 | NV | **1985** Sabah Shipyard Sdn. Bhd.—Labuan (138)<br>102,01 3,501<br>99,52 23,41 6,02<br>1 dk | **TM Cement Carrier**<br>Self-unloader<br>2 Ho ER<br>G.5 272 | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292 with clutc<br>flexible couplings & sr geared to sc. sh<br>1 824bhp (1 342kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 155kW 415V 50Hz a.c.<br>Fuel-6,5pd |
| 5233688<br>*YTBQ*<br>2T-346<br>Esd RdrRTm | **PERNAT**<br>ex Silver Trader-74<br>ex Brookbank Trader-73 ex Meuse-71<br>**Brodogradiliste "Cres" Zanatsko**<br>**Proizvodno i Usluzno Poduzece**<br>Rijeka Croatia | **400**<br>203<br>630 | JR<br><br>✠Classed LR until<br>13/9/74 | **1953**-3 N.V. Sch. Delfzijl v/h Sander—Delfzijl (193)<br>49,15 7,60 3,471<br>46,51 7,50 4,60<br>P 12,8 RQD 12,5 F 4,3 1 dk<br>RW rf nil | **M General Cargo**<br>1 Ho 30,0 ER<br>G.816 B.780<br>2 Ha (8,3 8,9 × 4,0) ER<br>2W Der 2(2) | Polar<br>Oil 2SA 6Cy. 250 × 420<br>492bhp (362kW) ✠ NE made49 fitted53<br>Atlas-Diesel A/B<br>Gen 2 × 18kW 1 × 10kW 220V d.c.<br>Fuel 25,5t (d.o.) |
| 8322765<br>*OWDZ*<br>H889<br>L 337<br>Df Esd Pfd<br>Rdr RTm/h/v | **PERNILLE**<br><br>**Poul B. Petersen**<br>Thyboron Denmark | *457*<br>*218*<br>— | | **1984** Johs. Kristensen Skibsbyggeri A/S—Hvide Sand (169)<br>37,83 9,71<br>32,47 9,61 6,71<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.619 | Alpha<br>Oil 4SA 6Cy. 225 × 300 with clutches, fle<br>couplings & sr geared to sc. shaft<br>1 100bhp (809kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S<br>Fred<br>Gen 2 × 64kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 7423897<br>*OUMH3*<br>D-23362<br>Df Esd Gc<br>Rdr RTm/v | **PERNILLE KOSAN**<br>ex Pernille Tholstrup-90<br>**Kosan Tankers (Singapore) Pte. Ltd.**<br>Lauritzen Kosan Tankers A/S<br>Kobenhavn Denmark (DIS) | **1 113**<br>686<br>1 707 | BV (GL) | **1976** Singapore SB. & Eng. Ltd.—Singapore (101)<br>77,42 12,70 4,811<br>70,39 12,68 6,99<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Ammonia Pressurised<br>Ice strengthened<br>2 Ta double-cyl horizontal ER<br>L.(gas) 1 626 | MAN G6V<br>Oil 4SA 6Cy. 300 × 450 reduction geared<br>shaft<br>1 470bhp (1 081kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 184kW 440V 60Hz a.c.<br>Fuel 108,5t (hvf)-5,5pd |
| 8215730<br>*OWBN6*<br>D-33300<br>Df Esd Gc<br>Rdr RTm/h | **PERNILLE W**<br>ex Pionier-89<br>**K/S Saimaa**<br>H. H. Danship A/S<br>Svendborg Denmark (DIS) | T.Mk<br>**499**<br>306<br>1 721 | GL | **1982** Schiffsw. Hugo Peters—Wewelsfleth (593)<br>82,45 11,38 3,493<br>76,82 11,31 5,41<br>P 12,5 F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,4 ER<br>G.2 916 B.2 911<br>TEU 48 C. 48/20' (40')<br>1 Ha (stl) (49,7 × 9,0) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 reverse reductio<br>to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 168kW 1 × 60kW 1 × 45k<br>220/380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| 8424070<br>*OWCA*<br>H917<br>Rdr Rt | **PERNILLE-MICHAEL**<br>ex Grethe Mars-91<br>**Poul Ole Ejlhorn**<br>Thyboron Denmark | *113*<br>*33*<br>— | | **1984** Elling & Ejsing A/S—Hirtshals (1)<br>21,06 6,30 —<br>5,16<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 8Cy.<br>408bhp (300kW)<br>Caterpillar Tractor Co. |
| 7431571<br>*OUIG*<br>H638<br>Rt<br>AMVER | **PERNILLE-VIBEKE**<br>ex Skagerak-83<br>**Villy Bulow Rossen**<br>Esbjerg Denmark | *231*<br>*118*<br>— | | **1974** Bogense Skibsvaerft & Badebyggeri —Bogense (216)<br>37,90 7,19<br>34,50 7,17 3,46<br>1 dk | **M Fishing** | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S<br>Controllable pitch propeller<br>Fuel (d.o.) |

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| **PERNIS**<br>ex Papaya<br>**P.T. Stannia Darmabakti Engineering**<br>Jakarta Indonesia | **145**<br>100<br>— | KI | **1981** Mickon Marine Industries (Pte.) Ltd.<br>—Singapore<br>22,00 8,50 1,100<br>- - 1,80<br>1 dk | **M Barge** | General Motors 6V-71-N<br>Vee Oil 2SA 6Cy. 108 × 127<br>136kW (185bhp)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| **PERO**<br>m.s. "Pero" Peter Jurgens Schiffahrts K.G.<br>Deutsche Conti Schiffahrtsgesellschaft m.b.H.<br>Rendsburg Federal Republic of Germany | *1 521*<br>*593*<br>1 740 | GL | **1985** Schiffsw. Hugo Peters—Wewelsfleth (609)<br>82,45 11,31 3,509<br>76,82 11,28 5,41<br>P 12,5 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho 50,4 ER<br>G.2 915 B.2 910<br>TEU 80 C. 80/20' (40')<br>1 Ha (stl) (49,8 × 8,9) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 with flexible couplings & sr reverse geared to sc. shaft<br>815bhp (599kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd<br>10,5kn |
| **PERO**<br>ex Ny-Pero-83 ex Arab-83<br>ex Ranger Cadmus-73<br>**P/R Pero ANS**<br>Aalesund Norway | *1 499*<br>*458*<br>793 | NV<br>✠Classed LR until 2/83 | **1971**-9 Brooke Marine Ltd.—Lowestoft (372)<br>66,07 12,25 5,855<br>58,70 12,20 7,78<br>F 27,8 2 dks<br>rf 1067 conv Stern Trawler Refrigerated Cargo Fishing 82 | **M Diving Support Depot Ship**<br>for submersibles<br>Ice strengthened<br>Mchy.aft | Wartsila 8R32<br>Oil 4SA 8Cy. 320 × 350<br>4 076bhp (2 998kW) NE 87<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 480kW 1 × 300kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **PEROLA**<br>**Sociedade de Navegacao e Comercio Ltda.**<br>Macao Macao (Portuguese) | **150**<br>97<br>— | ✱Classed BC until 3/44 | **1935** Kwong Fook Cheong—Hong Kong<br>*24,39* 6,23<br>... ... ...<br>1 dk<br>R | **M General Cargo**<br>Mchy.aft | Deutz<br>Oil 2SA 4Cy. 200 × 300<br>Humboldt-Deutzmotoren Koeln-Deutz |
| **PEROLA DO MAR**<br>ex Donibane ex Casamance-64<br>**Cooperativa dos Armadores da Pesca da Sardinha S.a.r.l.**<br>Portimao Portugal | **479**<br>239<br>300 | (BV) | **1959** At. & Ch. de la Manche—Dieppe (C1146)<br>*48,16* 7,42 3,252<br>7,37 3,92<br>1 dk<br>RW len 62 | **M Fishing**<br>Side-fishing<br>In.393 | Poyaud<br>2 Vee Oil 4SA each 12Cy. 150 × 180 geared to sc. shaft<br>700bhp (515kW) NE 72<br>Soc. Surgerienne de Const. Mec. Surgeres<br>Fuel 96,5t (d.o.) 11kn |
| **PEROTO**<br>**Cornish Shipping (C.I.) Ltd.**<br>Sanders Stevens & Co. Ltd.<br>Gibraltar Gibraltar (British) | **487**<br>346<br>805 | GL<br>✠Classed LR until 24/10/80 | **1979**-3 Bideford Shipyard (1973) Ltd.—Bideford (Y.78)<br>48,75 9,10 3,601<br>44,76 9,01 4,50<br>P 9,8 F 5,5 1 dk<br>rf nil DK in way of hold | **M General Cargo**<br>1 Ho 27,0 ER<br>G.930<br>1 Ha (stl) (24,1 × 6,4) ER | Blackstone ESL8<br>Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>1 100bhp (809kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 40kW 1 × 19kW 1 × 12kW 415V 50Hz a.c.<br>10,5kn |
| **PEROVO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **163**<br>39<br>87 | RS | **1980** .............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8VD36/24-1<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| **PEROZAN**<br>ex Caspian Sea-84 ex Lorfri-78<br>ex Doberg-75 ex Rolwi-74<br>**Zanperozan Shipping Co. S.A.**<br>Perosea Shipping Co. S.A.<br>Panama Panama | **19 212**<br>13 608<br>36 273<br>T/cm<br>44,8 | BV (NV) | **1968** Haugesund M/V A/S—Haugesund (32)<br>216,14 (BB) 22,92 10,992<br>206,15 22,86 14,97<br>P 42,1 B 21,1 F 19,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>8 Ho 20,7 19,3 19,3 19,4 19,3 19,4 19,3 18,5 ER<br>G.44 686 B.42 999<br>8 Ha (stl) (12,8 12,5 12,8 12,8 12,8 12,8 12,8 12,8 × 10,9) ER<br>Cr 4(8) | MAN<br>Oil 2SA 8Cy. 780 × 1550<br>12 800bhp (9 415kW)<br>Kockums M/V A/B Malmo<br>Gen 3 × 395kW 440V 60Hz a.c.<br>17kn |
| **PERPETUA**<br>**Vin Tin Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **180**<br>122<br>— | | **1978** Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A.<br>21,82 3,052<br>20,45 7,33 3,69<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,5kn |
| **PERPETUO SOCORRO**<br>**Francisco Senabre Verdu**<br>Vigo Spain | **204**<br>100<br>— | | **1961** Hijos de J. Barreras S.A.—Vigo (1123)<br>33,66 6,61 3,398<br>29,01 6,51 3,76<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel (d.o.) 10,5kn |
| **PERQUK**<br>ex Nagto-90 ex Nagtoralik-90<br>**Maniitsoq Trawl ApS**<br>Jacobshavn/ Ilulissat Greenland (Danish) | *390*<br>*124*<br>— | | **1978** Esmadan Skibsvaerft ApS—Esbjerg (114)<br>37,95 7,73<br>35,06 6,20<br>2 dks<br>rf 648 BK 203 len 84 | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>1 Ha ER | Grenaa 6FR24TK<br>Oil 4SA 6Cy. 240 × 300<br>810bhp (596kW)<br>Grenaa Motorfabrik, A/S Grenaa |
| **PERSADA UTAMA**<br>ex Persada Trader-88<br>ex Green Hiro No. 1-87<br>ex Green Hiro-84 ex Seiyo Maru-79<br>**New Arrow Pacific S.A.**<br>Petamgas Maritime Services Pte. Ltd.<br>San Lorenzo Honduras | **1 527**<br>1 000<br>2 976 | NK | **1971** Geibi Zosen Kogyo—Kure (232)<br>82,71 12,43 5,452<br>76,43 12,40 6,30<br>P 17,1 F 6,8 1 dk | **M Tanker**<br>5 Ta ER<br>L.3 715 | Akasaka AH40<br>Oil 4SA 6Cy. 400 × 600<br>1 912kW (2 599bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 225kW 220V a.c.<br>11,5kn |
| **PERSEQUOR**<br>**Karibib Visserye Beperk**<br>Walvis Bay South Africa | **219**<br>154<br>— | | **1976** Viviers—South Africa<br>28,05 8,39<br>26,04 8,01 3,97<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **PERSEUS**<br>**Sidermar di Navigazione S.p.A.**<br>Napoli Italy | *46 178*<br>*26 039*<br>81 796<br>T/cm<br>76,2 | AB RI | **1977** Italcantieri S.p.A.—Monfalcone (4336)<br>259,01 (BB) 32,31 14,045<br>248,01 32,26 19,21<br>F 18,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.90 513 HeCls. B<br>9 Ha (stl) (11,7 15,6 11,7 15,6 11,7 15,6 11,7 15,6 11,7 × 14,0) ER | GMT B900.7L<br>Oil 2SA 7Cy. 900 × 1600<br>20 300bhp (14 932kW)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 810kW<br>Fuel 533,0t (d.o.) 4 900,0t (hvf)-63,0pd 14kn |
| **PERSEUS**<br>ex Carmania-86 ex Orange-76<br>**Garton Shipping Corp.**<br>Wallem Shipmanagement (Isle of Man) Ltd.<br>Nassau Bahamas | T.Mk<br>**6 925**<br>3 981<br>9 561<br>**9 635**<br>5 743<br>10 974 | **✠100A1** SS 11/89<br>**✠LMC** **(UMS)**<br>**✠Lloyd's RMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4886 | **1972**-3 Nylands Verksted—Oslo (652)<br>155,81 (BB) 21,37 —/9,170<br>143,69 21,30 12,70<br>F 15,3 3 dks, 4th dk fwd of mchy. space<br>rf nil | **M Refrigerated Cargo**<br>8bth P<br>Side doors 5(p) 5(s)<br>5 Ho 20,5 23,8 20,2 19,5 ER 17,8 14 TwD<br>In.13 634<br>5 Ha (stl) (7,5 10,4 10,4 10,4 × 7,0) ER (9,7 × 7,0)<br>18W Der 2(15) 12(5-10) | B&W 9K74EF<br>Oil 2SA 9Cy. 740 × 1600<br>17 400bhp (12 799kW)<br>Nylands M/V Oslo<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 664kW 1 × 496kW 1 × 240kW 440V 60Hz a.c.<br>Fuel 480,5t (d.o.) 1 823,0t (hvf) 22kn |
| **PERSEUS**<br>ex Emanuel Vidovic-91 ex Radal-87<br>ex Richard S-82<br>**Perseus Shipping Ltd.**<br>Palmyra Tsiris Lines S.A.<br>Valletta Malta | T.Mk<br>**6 664**<br>4 248<br>—<br>**9 577**<br>6 364<br>15 491 | GL JR<br>✠CLASS WITHDRAWN at Owners' request 22/3/91 | **1979**-6 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (318)<br>144,53 22,46 —/9,209<br>134,02 21,40 12,22<br>P 7,4 F 35,1 2 dks<br>rf nil DK in way of Nos. 1, 2, 3 & 4 holds | **M General Cargo**<br>Ref<br>Ice strengthened Str. heavy cargoes<br>4 Ho 24,7 29,2 12,7 29,2 ER 5 TwD<br>G.21 147 B.20 290 In.1 762<br>4 Ha (stl) (8,9 × 6,7) (20,2 7,4 20,2 × 12,6) ER<br>Der 1(100) 8(10) | B&W 7K45GF<br>Oil 2SA 7Cy. 450 × 900<br>4 529kW (6 157bhp)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW 450V 60Hz a.c.<br>14kn |

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| **7325617**<br>*SVOX*<br>5048<br>Df Esd Gc<br>Rdr Rt | **PERSEUS**<br>ex Cement Queen-73<br>**Heracles General Cement Co. S.A.**<br>Heracles Shipping Co. S.A.<br>Piraeus Greece | **2 725**<br>1 302<br>4 830 | HR (BV) (NV) | **1973** Ankerlokken Verft Glommen A/S<br>—Fredrikstad (184)<br>98,66 17,10 6,200<br>90,00 16,95 7,45<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Polar<br>2 Vee Oil 4SA each 12Cy. 250 × 300 sr<br>sc. shaft<br>4 200bhp (3 089kW)<br>Nydqvist & Holm A/B<br>Controllable pitch propeller |
| **5275193** | **PERSEUS**<br>ex Georgios P.-54 ex Mont Liban-47<br>ex Elli-37 ex Ville de Lattaquie-37<br>ex Ville de Nice-34 ex Christiana<br>ex Melford ex Kilmelford<br>**Compania Naviera Perseus S.A.**<br>Puerto Limon Costa Rica | **640**<br>292<br>— | ✠Classed LR until 8/26 | **1919** Smith's Dock Ltd.—South Bank,<br>Middlesbrough (751)<br>*51,97* 9,15<br>9,10<br>B 11,9 F 6,8 1 dk<br>R conv Sloop 20 | **S General Cargo** | T 3Cy. 406 660 & 1118 x 660<br>Smith's Dock Co. Ltd. Midd<br>Fuel (o.f.) |
| **7820239**<br>Df Esd Gc<br>Rdr Rt | **PERSEUS**<br>**Saveiros, Camuyrano Servicos Maritimos S.A.**<br>Rio Grande Brazil | **180**<br>—<br>— | ✠**100A1**<br>tug<br>✠**LMC**<br>EL G 302,5/20,5U2(a)<br>FN 366<br>**CLASS SUSPENDED 2/10/87** | **1982**-6 MacLaren BA Est. e Servicos Maritimos<br>—Niteroi (252)<br>30,99 9,07 4,201<br>27,64 8,54 4,68<br>F 8,3 1 dk<br>rf - | **M Tug** | Alpha<br>Vee Oil 4SA 14Cy. 225 × 300 with clutche<br>flexible couplings & dr reverse geared<br>shaft<br>Equipamentos Villares S.A.<br>Gen 2 × 77kW 440V 60Hz a.c. |
| **7945259**<br>*IMPE*<br>1902<br>Df Esd Gc<br>Rdr Rt | **PERSEUS 660**<br>**Dragomar S.p.A.**<br>Civitavecchia Italy | **645**<br>604<br>1 320 | RI (BV) | **1974** Plocka Stocznia Rzeczna—Plock<br>59,09 9,53 2,526<br>57,99 9,50 3,36<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull | Deutz<br>2 Vee Oil 4SA each 12Cy. 120 × 140<br>520bhp (382kW)<br>Kloeckner Humboldt Deutz<br>2 Directional propellers |
| **8805470**<br>*9VII*<br>384591<br>RTv<br>AMVER | **PERSEVERANCE**<br>Completed as Mosor Sky<br>**Maritime Tankers Pte. Ltd.**<br>Transpetrol Services N.V.<br>Singapore Singapore<br>SatCom: 1715562/PERV | *22 607*<br>*13 117*<br>40 392<br>T/cm<br>49,3 | ✠**100A1**<br>oil and chemical tanker<br>(caustic soda only), SG<br>1.5 with max. filling of 68<br>percent (depth)<br>✠**LMC** **UMS**<br>**IGS**<br>EL Kt 632,5/68,0U3<br>FN 7946 | **1990**-11 Brodogradiliste "Jozo Lozovina-Mosor"<br>—Trogir (199)<br>175,79 (BB) 32,02 11,200<br>168,77 32,00 15,08<br>F 14,0 1 dk<br>rf nil Bow/CM 88 Diam. 0,406 | **M Tanker**<br>Oil Chemical<br>COW IGS(LR) PL(LR) SBT(LR) DB<br>6 Ta 10 Wing Ta ER<br>L.44 469<br>4 Cargo pumps total 4 800T/hr | B&W<br>Oil 2SA 5Cy. 600 × 1944<br>7 651kW (10 402bhp)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>AuxB (o.f.) 16,8kgf/cm² (16,5bar)<br>AuxB (o.f.) 16,8kgf/cm² (16,5bar)<br>e(ex.g) (ex.g) 8,2kgf/cm² (8,1bar)<br>Gen 3 × 584kW 450V 60Hz a.c.<br>Fuel (d.o.)(i.f.o.) |
| **7807598**<br>*WYB7075*<br>602654<br>Df Esd Pfd<br>Rdr Rt | **PERSEVERANCE**<br>ex Bonnie Chance II-88<br>**Green Fisheries Inc.**<br>New Orleans, La United States of America | **196**<br>133<br>1 000 | (AB) | **1979** Halter Marine Inc.—Lockport, La (741)<br>3,377<br>49,33 11,60 3,97<br>F 14,7 1 dk<br>conv Deck Cargo Supply Ship 88 | **TM Fishing**<br>Crab Processing Ref | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146 rever<br>reduction geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison<br>Div.<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd |
| **7230800**<br>536873 | **PERSEVERANCE**<br>ex Gerry D<br>**Marcon Fisheries Inc.**<br>Juneau, Ak United States of America | **157**<br>124<br>— | | **1971** Bender Welding & Machine Co. Inc.—Mobile,<br>Al<br>*20,94* 6,71<br>3,38 | **M Fishing** | Oil<br>340bhp (250kW)<br>.............<br>Fuel (d.o.) |
| **8605973**<br>693499<br>Rdr Rt | **PERSEVERANCE**<br>**K & T Fishing Inc.**<br>Fairhaven, Ma United States of America | **137**<br>101<br>— | | **1985** Eastern Marine Inc.—Panama City, Fl (94)<br>29,27<br>7,62 4,20<br>1 dk | **M Fishing**<br>Stern Trawler Shellfish | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 geared to sc<br>Caterpillar Tractor Co. Peor |
| **7050987**<br>*WY5346*<br>517631 | **PERSEVERANCE**<br>ex Hillbilly<br>**Tarasevich Industries Inc.**<br>Providence, RI United States of America | **132**<br>90<br>— | | **1968** Bender Welding & Machine Co. Inc.—Mobile,<br>Al<br>*22,16* 6,84<br>3,54<br>1 dk | **M Fishing** | Oil<br>325bhp (239kW)<br>.............<br>Fuel (d.o.) |
| **7832115**<br>595390 | **PERSEVERANCE I**<br>**Erickson Jensen Seafood Packers**<br>Los Angeles, Ca United States of America | **126**<br>85<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,97* 6,74<br>3,79<br>1dk | **M Fishing** | Caterpillar<br>Oil<br>364bhp (268kW)<br>Caterpillar Tractor Co. Peor |
| **5275234**<br>128<br>Df Esd Rt | **PERSEVERANT**<br>**Alfred Miot**<br>Pecheries Camerounaises S.A. (PECAM)<br>Douala Cameroon | **105**<br>36<br>— | (BV) | **1958** At. & Ch. de l'Adour—Anglet<br>*23,11* 6,56<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9)<br>Der 1(2,5) | Baudouin<br>2 Oil 4SA each 6Cy. 140 × 180 geared to<br>300bhp (221kW)<br>Soc. des Moteurs Baudouin<br>Fuel 27,5t (d.o.) |
| **7307859**<br>*WA8216*<br>217750 | **PERSEVERE**<br>ex Minnahaha<br>**Transmotive Pacific Marine Inc.**<br>San Francisco, Ca United States of America | **154**<br>86<br>— | | **1919** Pacific American Fisheries Co.—Bellingham,<br>Wa<br>*30,55* 6,71<br>3,03 | **Wood M Fishing** | Oil<br>270bhp (199kW)<br>Washington Iron Works<br>Fuel (d.o.) |
| **8802947**<br>*ZMA3559*<br>875471<br>Esd Gc Pfd<br>Rdr Rt | **PERSEVERENCE**<br>**Equal Enterprise Ltd.**<br>Wellington New Zealand | *180*<br>*53*<br>— | ✠LR class withdrawn-<br>Owners' request 9/90 | **1988**-9 Chungmu Shipyard Co. Ltd.—Chungmu<br>(190)<br>27,65 (BB) 8,13 3,147<br>24,52 7,91 3,70<br>F 11,6 1 dk<br>rf 348 Box K 246 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.95 | Yanmar<br>Oil 4SA 6Cy. 200 × 260 with clutches,<br>couplings & dr reverse geared to sc.<br>588kW (799bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 52kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **8227185**<br>M-40143<br>Rdr RTv | **PERSEY**<br>ex Zhdanovets<br>(U.S.S.R.) | *183*<br>*55*<br>69 | RS | **1984** ..........U.S.S.R.<br>29,30 8,30 3,400<br>- - 4,30<br>1 dk | **TM Tug**<br>Ice strengthened | Russkiy<br>2 Oil 4SA each 8Cy. 250 × 340<br>Russkiy-Diesel Works<br>Gen 2 × 590kW a.c.<br>2 Controllable pitch propellers<br>Fuel 47,0t (d.o.) |
| **8036134**<br>M-36888<br>RTh | **PERSEY**<br>**Sevastopol Port Authority**<br>(Sevastopol) (U.S.S.R.) | **149**<br>101<br>20 | RS | **1982** ..........U.S.S.R.<br>28,70 6,35 1,480<br>2,50<br>1 dk | **M Ferry** 250dk P | Oil<br>............. |
| **6909569**<br>*ESGU*<br>M-29928<br>MB-1202<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PERSEY III**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 289**<br>556<br>1 272 | RS | **1968** Kherson Shipyard—Kherson<br>84,65 14,02 5,830<br>78,06 13,97 10,03<br>2 dks | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.173 In.550<br>4 Ha (1,5 × 1,3) (1,3 1,3 1,2 × 1,2)<br>4W Der 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 400V a.c.<br>Controllable pitch propeller |
| **7043805**<br>*JXQS*<br>17562<br>Df Esd Gc<br>Pfd Rdr Rt | **PERSFJORD**<br>**A/S Gronlandstral**<br>Brodrene Aarsaether A/S<br>Aalesund Norway | T.Mk<br>**299**<br>90<br>549 | NV | **1971** Storviks M/V A/S—Kristiansund N. (44)<br>46,54 9,02 4,534<br>40,04 9,00 6,51<br>2 dks<br>rf 1600 BK 178 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,5 × 1,9) ER | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 92kW 220V 50Hz a.c.<br>Fuel 134,0t (d.o.) |

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|---|---|---|---|---|---|---|
| 7371771<br>*YDTK*<br>Df Esd Gc<br>Pfd Rdr Rt | **PERSHING**<br>ex Tenjo Maru-85 ex Wakaryu Maru-85<br>ex Maruta Maru No. 2-75<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **2 554**<br>1 541<br>4 942<br>T/cm<br>11,6 | KI (NK) | **1974** Higaki Zosen K.K.—Imabari (152)<br>94,49 14,51 6,554<br>87,99 14,48 7,62<br>P 21,1 F 11,9 1 dk<br>Bow/CM 58 Diam. 0,250 | **TM Tanker**<br>10 Ta ER<br>L.(oil) 5 390 HeCls. CptB<br>2 Cargo pumps total 2 000T/hr | Daihatsu 8DSM-26<br>2 Oil 4SA each 8Cy. 260 × 320<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 112kW 445V 60Hz a.c.<br>Fuel 57,0t (d.o.) 172,5t (hvf)-13,5pd 12,5kn |
| 5291068<br>*DFTV*<br>Df Esd Rdr<br>RTm/v | **PERSIA**<br>ex Grete-Gunda-85 ex Rebena-67<br>**Henri Hinsch**<br>Wilhelm Tietjen Befrachtungsges. m.b.H.<br>Stade Federal Republic of Germany | **423**<br>235<br>745 | (GL) | **1957** Stader Schiffsw. G.m.b.H.—Stade (183)<br>51,01 8,92 3,720<br>47,20 8,81 3,89<br>P 10,4 RQD 20,5 F 6,1 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>G.1 184 B.1 125<br>2 Ha ER<br>3W Der 3(2) | MaK MAU423<br>Oil 4SA 8Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>9,25kn |
| 5029697<br>*J8DD*<br>2056<br>Df Esd | **PERSIA II**<br>ex Atlantik-64<br>**Wolfgang Erich Anton Olszewski**<br>Kingstown St. Vincent and the Grenadines | **247**<br>145<br>410 | | **1939** Heinrich Brand—Oldenburg (70)<br>41,18 6,51 2,642<br>41,03 6,46 2,93<br>P 9,5 F 6,1 1 dk<br>R len 50 | **M General Cargo**<br>G.467 B.425<br>2 Ha | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>280bhp (206kW) E made57 refitted71<br>Kloeckner Humboldt Deutz Koeln |
| 8516421<br>694706<br>Rdr Rt | **PERSISTENCE**<br>**Huntress Inc.**<br>Boston, Ma United States of America | **121**<br>82<br>— | | **1986** Washburn & Doughty Associates Inc.—East Boothbay, Me (26)<br>35,67 -<br>31,85 9,44 3,62 | **M Fishing**<br>Stern Trawler Ref | Deutz<br>Oil geared to sc. shaft<br>Kloeckner Humboldt Deutz West Germany |
| 7030614<br>*GJCV*<br>M 48<br>Esd Rt | **PERSORA UNO**<br>ex Playa de Recati-87<br>**Three Greys Ltd.**<br>Milford United Kingdom | **144**<br>68<br>— | BV | **1970** Hijos de J. Barreras S.A.—Vigo (1384)<br>29,37 3,226<br>24,52 7,00 3,56<br>1 dk | **M Fishing**<br>Side Trawler Ref | Alpha<br>Oil 2SA 4Cy. 260 × 400 sr geared to sc. shaft<br>400bhp (294kW)<br>Cons. Echevarria Bermeo<br>Fuel 37,0t (d.o.) 9kn |
| 8601020<br>*YDXJ*<br>8087BA<br>Df Esd Gc<br>Rdr Rt | **PERTAMINA SUPPLY No. 33**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **1 052**<br>286<br>2 000 | AB KI | **1986** P.T. Kodja i—Tanjung Priok (284/1)<br>60,40 - 3,998<br>55,02 13,01 5,31<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Pielstick 6PA5L255<br>2 Oil 4SA each 6Cy. 255 × 270 with flexible couplings & sr geared to sc. shafts<br>3 540bhp (2 604kW)<br>Niigata Eng. Co. Ltd. Japan<br>Gen 3 × 255kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>13,5kn |
| 8502729<br>*YDXL*<br>5695/S+KA<br>Df Esd Gc<br>Rdr Rt | **PERTAMINA SUPPLY 34**<br>**P.T. Pertamina Tongkang**<br>Jakarta Indonesia | **981**<br>372<br>1 044 | ✠**100A1**<br>offshore supply ship<br>✠**LMC**<br>EL (L) 660,0/32,0U2<br>FN 1011<br>KI | **1988**-9 P.T. Dok Dan Perkapalan "Surabaya" —Surabaya (535)<br>60,03 13,42 4,011<br>56,82 13,01 4,29<br>F 20,7 1 dk<br>rf 200 | **TM Supply Ship**<br>Deck Cargo Cement 2cbn 6bth P | Pielstick 6PA5L255<br>2 Oil 4SA each 6Cy. 255 × 270 with clutches & sr geared to sc. shafts<br>2 604kW (3 540bhp)<br>Niigata Eng. Co. Ltd. Ota<br>Gen 3 × 255kW 450V 50Hz a.c.<br>Controllable pitch propeller<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 445,5t (d.o.)-10,5pd 13,5kn |
| 7900168<br>*H8KF*<br>10063-80B<br>Df Esd Gc<br>Rdr Rt | **PERTAMINA 1019**<br>**Graciela Shipping Inc.**<br>P.N. Pertambangan Minyak Dan Gas Bumi Negara (PERTAMINA)<br>Panama Panama | **10 620**<br>6 218<br>15 521 | ✠**100A1** SS 11/88<br>oil tanker<br>✠**LMC**<br>EL E† 557,5/56,0U3<br>FN 5095 | **1979**-11 Kanasashi Co. Ltd.—Toyohashi (1291)<br>149,23 (BB) 24,64 7,014<br>140,01 24,60 11,79<br>P 5,5 F 15,0 1 dk<br>rf nil | **M Tanker**<br>10 Ta ER<br>L.(oil) 19 650 | B&W 7L45GF<br>Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 23kgf/cm² (22,6bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 141,0t (d.o.) 919,0t (hvf) |
| 7825746<br>*D5VI*<br>6676<br>Df Esd Gc<br>Pfd Rdr Rt | **PERTAMINA 1020**<br>**Scorpa Pranedya Navigation Inc.**<br>Monrovia Liberia | **10 881**<br>6 490<br>18 007 | ✠**100A1** SS 5/88<br>oil tanker<br>✠**LMC**<br>EL E† 557,5/56,0U3<br>FN 5492 | **1979**-11 Hitachi Zosen—Innoshima Works, Innoshima (4626)<br>157,99 (BB) 25,84 7,017<br>149,99 25,81 10,80<br>P 30,8 F 14,4 1 dk<br>rf nil | **M Tanker**<br>16 Ta ER<br>L.(oil) 21 621 | B&W 7L45GF<br>Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW)<br>Hitachi Zosen Hiroshima<br>AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 127,0t (d.o.) 719,0t (hvf) 14,25kn |
| 7825758<br>*D5WI*<br>6702<br>Df Esd Gc<br>Pfd Rdr Rt | **PERTAMINA 1021**<br>**Scorpa Pranedya Navigation Inc.**<br>Monrovia Liberia | **10 881**<br>6 490<br>17 990 | ✠**100A1** SS 5/89<br>oil tanker<br>✠**LMC**<br>EL E† 577,5/56,0U3<br>FN 5490 | **1979**-12 Hitachi Zosen—Innoshima Works, Innoshima (4627)<br>157,99 (BB) 25,84 7,017<br>149,99 25,80 10,80<br>P 30,8 F 14,4 1 dk<br>rf nil | **M Tanker**<br>16 Ta ER<br>L.(oil) 21 621 | B&W 7L45GF<br>Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 400kW 450V 60Hz a.c. |
| 7900170<br>*H8LZ*<br>10030-80B<br>Df Esd Gc<br>Rdr Rt | **PERTAMINA 1022**<br>**Graciela Shipping Inc.**<br>P.N. Pertambangan Minyak Dan Gas Bumi Negara (PERTAMINA)<br>Panama Panama | **10 620**<br>6 218<br>15 514 | ✠**100A1** SS 9/89<br>oil tanker<br>✠**LMC**<br>EL E† 557,5/56,0U3<br>FN 5095 | **1979**-12 Kanasashi Co. Ltd.—Toyohashi (1292)<br>149,23 (BB) 24,64 7,014<br>140,01 24,60 11,79<br>P 5,5 F 15,0 1 dk<br>rf nil | **M Tanker**<br>10 Ta ER<br>L.(oil) 20 072 | B&W 7L45GF<br>Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 23kgf/cm² (22,6bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 141,0t (d.o.) 919,5t (hvf) 13kn |
| 8001426<br>*YDXF*<br>Df Esd Gc<br>Pfd Rdr Rt | **PERTAMINA 1023**<br>Launched as Pranedya Tritya<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **10 881**<br>6 771<br>18 065 | ✠**100A1** SS 6/91<br>oil tanker<br>✠**LMC**<br>EL E† 577,5/56,0U3<br>FN 5497<br>KI | **1981**-3 Hitachi Zosen—Maizuru Works, Maizuru (4675)<br>157,99 (BB) 25,84 7,019<br>150,02 25,81 10,83<br>P 30,8 F 14,4 1 dk<br>rf nil | **M Tanker**<br>16 Ta ER<br>L.(oil) 21 621 | B&W 7L45GFCA<br>Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>13,25kn |
| 7734375<br>*WYC7278*<br>586804 | **PERTINACIOUS**<br>ex Marblehead<br>**Pertinacious Inc.**<br>New York, NY United States of America | **177**<br>120<br>— | | **1977** James K. Walker Marine Inc.—Pascagoula, Ms.<br>*24,48*<br>7,32 3,99<br>1 dk | **M Fishing** | Oil<br>650bhp (478kW)<br>U.S.A. |
| 6921232<br>*YCOY*<br>Rt | **PERTIWI**<br>ex Percaya III-81<br>ex Yusan Maru No. 2-80<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **497**<br>310<br>1 120 | KI | **1969** Shinwa Sangyo K.K.—Higashino (125)<br>54,30 9,02 4,242<br>49,51 9,00 4,50<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 295 | Hanshin<br>Oil 4SA 6Cy. 270 × 420<br>100bhp (74kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 8kW 225V a.c.<br>11kn |
| 7651030<br>*HP5565*<br>19671-YJ<br>Esd Gc Pfd<br>Rdr Rt | **PERTIWI**<br>ex Wakamiyo Maru No. 3-89<br>ex Kaiko Maru No. 3-89<br>ex Hokko Maru No. 37<br>**Salvindo Towage & Salvage Pte. Ltd.**<br>Panama Panama | **497**<br>190<br>487 | NK | **1969** Sanuki Zosen Tekkosho K.K.—Takuma<br>49,97 3,580<br>46,31 9,01 3,81<br>F 23,5 1 dk | **M Tug**<br>Salvage<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 380 × 570<br>Hanshin Nainenki Kogyo Kobe<br>12kn |

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|---|---|---|---|---|---|---|
| **7022320**<br>*YDCD*<br>Rdr Rt | **PERTOKA**<br>ex Hoei Maru-85<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **698**<br>362<br>1 099 | KI | **1969** Kyokuyo Zosen Tekko K.K.—Chofu (210)<br>62,01 9,83 4,623<br>58,17 9,81 4,86<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 3 671 | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 48kW 225V a.c.<br>Fuel 62,0t |
| **6912748**<br>*UWFN*<br>M-29303<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PERTOMINSK**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 562**<br>2 151<br>6 540 | RS | **1968** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,119<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 870 B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W 9-50V<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works<br>Fuel 139,0t (d.o.) 330,0t (hvf) |
| **8326981**<br>*FUNJ* | **PERTUIS**<br>**Societe Cooperative de Draguage d'Armement & des Travaux Publics et Compagnie**<br>La Rochelle France | **1 188**<br>688<br>1 669 | BV | **1983** IMC—Tonnay-Charente (300)<br>62,11 3,920<br>58,50 13,01 5,11<br>1 dk | **TM Hopper/Dredger**<br>Suction Bottom doors<br>Mchy.aft<br>Hopper 720 | Poyaud A1215<br>2 Vee Oil 4SA each 12Cy. 150 × 180<br>1 320bhp (971kW)<br>Soc. Surgerienne de Const. Mec. |
| **8011988**<br>*FGDR* | **PERTUIS II**<br>ex Pegasus-90<br>**Dragages Transports & Travaux Maritimes**<br>La Rochelle France | **1 925**<br>1 348<br>3 400 | BV | **1981** Van Goor's Schps. & Mach. B.V. —Monnickendam (674)<br>78,82 4,501<br>75,01 14,51 5,52<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors | MWM<br>2 Oil geared to sc. shafts<br>2 400bhp (1 765kW)<br>Motorenw. Mannheim A.G. (MWM) West G |
| **7424920**<br>*YDJO*<br>0679<br>Df Esd Gc<br>Pfd Rdr Rt | **PERTUNI-1**<br>ex Clover No. 107-83<br>**P.T. Perikanan Tuna**<br>Ujung Pandang Indonesia | **342**<br>165<br>373 | KI (KR) | **1975** Minami-Nippon Zosen K.K.—Kushikino (223)<br>48,29 8,13 3,210<br>41,81 8,09 3,51<br>P 23,8 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.337<br>3 Ha (1,3 × 1,0) (1,6 × 1,6) (1,3 × 0,9)<br>Der 1(1) | Hanshin 6L<br>Oil 4SA 6Cy. 240 × 405<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 176kW 225V a.c. |
| **7426461**<br>*YDJP*<br>0688<br>Df Esd Gc<br>Pfd Rdr Rt | **PERTUNI-2**<br>ex Clover No. 108-83<br>**P.T. Perikanan Tuna**<br>Ujung Pandang Indonesia | **342**<br>165<br>373 | KI (KR) | **1975** Minami-Nippon Zosen K.K.—Kushikino (225)<br>48,29 8,13 3,210<br>41,81 8,09 3,51<br>P 23,8 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.337<br>3 Ha (1,3 × 1,0) (1,6 × 1,6) (1,3 × 0,9)<br>Der 1(1) | Hanshin 6L<br>Oil 4SA 6Cy. 240 × 405<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 176kW 225V a.c. |
| **7354357**<br>*YDKR*<br>Df Esd Gc<br>Pfd Rdr Rt | **PERTUNI-3**<br>ex Daito Maru No. 8<br>**P.T. Perikanan Tuna**<br>Ujung Pandang Indonesia | **284**<br>150<br>375 | KI | **1973** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (720)<br>49,05 8,13 3,200<br>43,01 8,11 3,59<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>809kW (1 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7331472**<br>*YDRB*<br>Df Rdr | **PERTUNI-5**<br>ex Jutoku Maru No. 25<br>ex Shigetoku Maru No. 25-84<br>**P.T. Perikanan Tuna**<br>Ujung Pandang Indonesia | **247**<br>126<br>— | KI | **1973** Sanuki Zosen Tekkosho K.K.—Takuma (718)<br>41,01 7,83 2,750<br>40,70 7,80 3,05<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **7323035**<br>*YDRC*<br>Df Esd Gc<br>Rdr | **PERTUNI-6**<br>ex Shinko Maru No. 28<br>**P.T. Perikanan Tuna**<br>Ujung Pandang Indonesia | **224**<br>107<br>— | KI | **1973** Kochi Jyuko K.K.—Kochi (1193)<br>44,58 7,65 3,000<br>38,56 7,62 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. |
| **7393418**<br>*IBBH*<br>924<br>Df Esd Gc<br>Pfd Rdr RTv | **PERTUSOLA**<br>**Carbocoke Armamento S.p.A.**<br>Palermo Italy<br>SatCom: 1150447/IBBH | **3 988**<br>2 247<br>7 154<br>T/cm<br>14,6 | RI | **1975** Cant. Nav. M. & B. Benetti—Viareggio (107)<br>116,64 (BB) 16,44 7,316<br>103,66 16,41 8,92<br>P -F - 1 dk<br>Bow/CM 64 | **M Tanker**<br>Chemical<br>CBT<br>7 Ta (s.stl) 10 Wing Ta ER<br>L.8 250 HeCls. ptB ptC<br>5 Cargo pumps total 750T/hr | GMT<br>2 Oil 4SA each 6Cy. 420 × 500 reduction to sc. shaft<br>7 200bhp (5 296kW)<br>Grandi Motori Trieste<br>Gen 2 × 1000kW<br>Controllable pitch propeller<br>Fuel 52,0t (d.o.) 495,0t (hvf)-19,0pd |
| **8921042**<br>*ISWR*<br>275<br>Rdr RTv | **PERU**<br>**Rimorchiatori Riuniti Porto di Genova S.r.l.**<br>Bari Italy | **195**<br>27<br>115<br>T/cm<br>2,1 | RI | **1991** Cant. Navale "Ferrari" S.p.A.—La Spezia (99)<br>27,00 —<br>26,04 9,11 3,92<br>1 dk | **TM Tug**<br>Tractor | Deutz SB<br>2 Oil 4SA each 6Cy. 240 × 280 reduction to sc. shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 48kW 380V 50Hz a.c.<br>Fuel 31,0t (d.o.) |
| **5275404** | **PERULITE**<br>ex T. J. Conway-41<br>**Compania de Navegacion Penguin S.A.**<br>Talara Peru | **584**<br>326<br>793 | | **1930** Federal SB. & D.D. Co.—Kearny, NJ (117)<br>79,36 8,56<br>8,51<br>1 dk<br>R | **M General Cargo**<br>Mchy.aft<br>G.970 B.850<br>2W | Fairbanks, Morse<br>Oil 6Cy.<br>Fairbanks Morse & Co.<br>Fuel 36,5t |
| **7730056**<br>*LZGK*<br>Df Esd Gc<br>Rdr Rt | **PERUN**<br>**Government of The People's Republic of Bulgaria (Upravlenie Podarjane Morskite Kanali i Akvatoriata na Pristanishtata)**<br>Varna Bulgaria | **1 074**<br>232<br>440 | BR | **1977** .............Yaroslavl<br>58,55 12,68 —/4,671<br>51,62 11,99 5,90<br>1 dk | **D-E Tug**<br>Salvage<br>Ice strengthened<br>1 Ho<br>G.96<br>1 Ha (stl) (1,8 × 2,9)<br>Cr 1(5) 1(1) | 2 Oil 4SA each 6Cy. 300 × 380 driving 2 connected to elec. motor & geared to s<br>Gen 2 × 1000kW 2 × 300kW 2 × 16<br>Thw. thrust propeller fwd |
| **6923060**<br>*LZHZ*<br>1<br>Df Esd Gc<br>Rdr Rt | **PERUSTICA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **1 326**<br>487<br>1 536<br>**1 812**<br>969<br>2 127 | BR | **1968** "Ivan Dimitrov" Shipyard—Rousse (5)<br>80,65 11,92 4,350/5,290<br>74,58 11,89 6,66<br>P 25,0 2 dks | **M General Cargo** OSD/CSD<br>2 Ho ER<br>B.3 111<br>2 Ha (11,9 × 6,0) (23,2 × 7,0) ER<br>Cr 2(3) | Sulzer<br>Oil 2SA 6Cy. 360 × 600<br>1 320bhp (971kW)<br>Sour "Jugoturbina"<br>Gen 3 × 80kW 400V a.c. |
| **7020578**<br>*C6CJ*<br>372974<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **PERUVIAN REEFER**<br>ex Persian Reefer-81<br>**S.K. Reefer Ltd.**<br>Mermaid Marine Management Ltd.<br>Nassau Bahamas<br>SatCom: 1104370/PERR | T.Mk<br>**6 009**<br>3 205<br>8 941 | ✠**100A1**<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Z 2½"U3<br>FN 4499<br>(NK) | **1970**-5 Aalborg Vaerft A/S—Aalborg (182)<br>145,47 (BB) 21,06 8,795<br>133,03 21,01 12,81<br>F 14,7 3 dks, 4th dk fwd of mchy. space<br>rf 152 | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>4 Ho 26,9 21,4 19,0 ER 19,0<br>In.11 948<br>4 Ha (stl) (8,6 9,1 9,1 × 8,0) ER (9,1 × 8,0)<br>12W Der 4(5) | B&W<br>Oil 2SA 8Cy. 740 × 1600<br>11 033kW (14 999bhp)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 8,1kgf/cm² (8,0bar)<br>Gen 3 × 692kW 450V 60Hz a.c.<br>Fuel 2 641,5t (hvf) |
| **5275428**<br>315844 | **PERVENTURE**<br>**Toolsie Persaud Ltd.**<br>Georgetown, Guyana<br>Demerara | **169**<br>111<br>— | | **1961** Toolsie Persaud Ltd.—Georgetown, Demerara<br>*32,16* 7,37 2,591<br>32,16 7,32 2,90<br>1 dk | **M General Cargo**<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 178 × 267<br>E made60 fitted62<br>Motorenw. Mannheim A.G. (MWM) |
| **8730223**<br>M-38528<br>Esd Rdr Rt | **PERVOMAYETS**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Kerch) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1989** ............U.S.S.R.<br>26,52 6,60 2,361<br>22,92 3,08<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 60<br>Oil 4SA 6Cy. 180 × 220<br>224bhp (165kW)<br>Russkiy-Diesel Works |

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| **PERVOMAYSK**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**7 189**<br>3 592<br>—<br>**10 954**<br>5 871<br>12 007 | | **1973** VEB Warnowwerft Warnemuende<br>—Warnemuende (336)<br>RS 150,37 (BB) 21,87 8,840<br>140,01 21,80 12,12<br>F 15,3 2 dks, 3rd dk in Nos. 2 - 4 holds | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER 13,6 8 TwD<br>G.17 878 B.17 031 In.587 L.403<br>TEU 368<br>C.Ho 244/20'(40') C.Dk 124/20'(40')<br>9 Ha (stl) (12,9 12,9p&s 25,1p&s 12,9p&s × 8,1) ER (3,5p&s × 2,6)<br>4W Cr 4(8) Der 1(60) 4(12) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 301,0t (d.o.) 1 198,0t (hvf)-41,5pd 18,5kn |
| **PERVOMAYSKOYE**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **607**<br>192<br>304 | | **1977** ............U.S.S.R.<br>54,84 9,38 3,810<br>RS 49,99 4,73<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **PERVORECHENSK**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **607**<br>192<br>304 | | **1976** ............U.S.S.R.<br>54,84 9,38 3,810<br>RS 49,99 4,73<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **PERVORECHENSKIY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>88 | | **1977** ............U.S.S.R.<br>33,96 7,09 2,899<br>RS 30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| **PERVOURALSK**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **2 723**<br>1 302<br>3 796 | | **1966** Hollming Oy—Rauma/Raumo (170)<br>101,99 14,03 6,001<br>RS 93,02 14,00 6,86<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>B.5 171<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 30,5t (d.o.) 254,0t (hvf) 13,5kn |
| **PERVOURALSK**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>88 | | **1978** ............U.S.S.R.<br>33,96 7,09 2,901<br>(RS) 30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,5kn |
| **PERWIRA**<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **746**<br>522<br>1 000 | | **1970** Honda Zosen—Saiki<br>59,97 4,250<br>KI 9,30 4,60<br>F 12,8 1 dk | **M Tanker** | Makita<br>Oil 4SA 6Cy. 330 × 500<br>1 250bhp (919kW)<br>Makita Tekkosho Takamatsu<br>10kn |
| **PERWIRA**<br>ex Kaiko Maru No. 25-89<br>ex Narihara Maru No. 18-82<br>**Salvindo Towage & Salvage Pte. Ltd.**<br>Panama Panama | **463**<br>117<br>512 | | **1972** Mie Shipyard Co. Ltd.—Yokkaichi (76)<br>54,51 8,64 3,550<br>NK 50,40 8,62 3,89<br>F 24,4 1 dk<br>RW conv Side-fishing Fishing 82 | **M Tug**<br>Salvage | Matsui<br>Oil 4SA 6Cy. 380 × 560<br>Matsui Iron Works Co. Ltd. Ise<br>Gen 2 × 200kW<br>13kn |
| **PESCA ATLANTICO**<br>ex Incognito-76 ex Benya-72<br>**Societe Pesca Conservas del Norte**<br>Tangier Morocco | **736**<br>496<br>— | | **1963** Leninskaya Kuznitsa—Kiyev (Kiev)<br>54,21 9,30<br>49,99 9,28 4,70 | **M Fishing**<br>Side Trawler | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **PESCA MAR No. 5**<br>ex Chokyu Maru No. 5-83<br>**DFC Marine S.A.**<br>Dae Wang Fisheries Co. Ltd.<br>Panama Panama | **299**<br>150<br>416 | | **1973** Miho Zosensho K.K.—Shimizu (912)<br>50,40 8,23 3,379<br>KR 44,00 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>G.419 B.364 | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 150bhp (846kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 200kW 225V a.c.<br>11kn |
| **PESCA MAR No. 7**<br>ex Tsukasa Maru No. 21-83<br>**DFC Marine S.A.**<br>Dae Wang Fisheries Co. Ltd.<br>Panama Panama | **299**<br>156<br>385 | | **1973** Kochiken Zosen—Kochi (451)<br>50,70 8,26 3,241<br>KR 44,35 8,21 3,61<br>P 28,4 F 7,7 1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>In.242<br>2 Ha (1,1 × 1,2) (1,4 × 1,5) | Akasaka AH28<br>Oil 4SA 6Cy. 280 × 440<br>883kW (1 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c.<br>11kn |
| **PESCA MAR No. 9**<br>ex Ebisu Maru No. 28-83<br>**DFC Marine S.A.**<br>Dae Wang Fisheries Co. Ltd.<br>Panama Panama | **299**<br>150<br>354 | | **1971** Kochiken Zosen—Kochi (408)<br>*44,51*<br>KR 8,21 3,61<br>P 28,4 F 8,3 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>In.513 | Daihatsu<br>Oil 4SA 8Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>Gen 2 × 216kW 220V a.c.<br>11,5kn |
| **PESCA MAR No. 11**<br>ex Seiko Maru No. 16-88<br>ex Nadayoshi Maru No. 12-79<br>**DFC Marine S.A.**<br>Dae Wang Fisheries Co. Ltd.<br>Panama Panama | **344**<br>180<br>568 | | **1973** Miho Zosensho K.K.—Shimizu (924)<br>53,60 8,51 3,501<br>KR 47,02 8,49 3,76<br>P 26,0 F 8,6 1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe |
| **PESCA MAR No. 12**<br>ex Tomi Maru No. 25-88<br>ex Naka Maru No. 38-79<br>**DFC Marine S.A.**<br>Dae Wang Fisheries Co. Ltd.<br>Panama Panama | **299**<br>154<br>383 | | **1974** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1162)<br>KR 49,20 8,34 3,450<br>43,54 8,31 3,66<br>P 13,2 F 6,1 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **PESCA VAQUEIRO**<br>**Armadores Pesqueros de Aldan S.A.**<br>Vigo Spain | *1 819*<br>*636*<br>1 886 | | **1988** Enrique Lorenzo y Cia. S.A.—Vigo (416)<br>75,50 (BB) 5,300<br>GL 65,00 12,50 7,70 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>In.2 300 | Deutz SBV6M358<br>Oil 4SA 6Cy. 400 × 580 with flexible couplings & sr geared to sc. shaft<br>1 434kW (1 950bhp)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 480kW 3 × 300kW 220/380V a.c.<br>Controllable pitch propeller<br>13,6kn |
| **PESCABERBES DOS**<br>**Pescaberbes S.A.**<br>Vigo Spain<br>SatCom: 1351240/PBBD | *1 638*<br>*491*<br>1 263 | **✠100A1**<br>stern trawler<br>Ice Class 1C<br>**✠LMC**<br>**Lloyd's RMC** | **1988**-7 Const. Nav. Santodomingo—Vigo (579)<br>72,22 (BB) 12,15 4,757<br>65,51 12,01 7,35<br>F 26,9 2 dks<br>rf 749 Box K 411<br>FN 1269 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Deutz RBV6M358<br>Oil 4SA 6Cy. 400 × 580 with flexible couplings & sr geared to sc. shaft<br>1 618kW (2 200bhp)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 500kW 3 × 288kW 380V 50Hz a.c.<br>Controllable pitch propeller |

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| **5133395**<br>*EDSG*<br>8405<br>Esd Rt | **PESCADOIRA**<br>ex Gondomar<br>**Pereira Alvarez S.A.**<br>Vigo Spain | **160**<br>57<br>— | | **1962** Enrique Lorenzo y Cia. S.A.—Vigo (289)<br>28,71 6,20<br>24,52 6,15 3,74<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 4Cy. 250 × 375<br>300bhp (221kW)<br>Juaristi<br>Fuel 63,0t (d.o.) |
| **8120260** | **PESCADOR**<br>Mexico | **114**<br>—<br>— | | **1980** Quality Marine Inc.—Fowl River, Al (140)<br>24,39 —<br>6,72 3,38<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peori |
| **8118009**<br>Df Esd Rdr<br>Rt | **PESCADOR I**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Mazatlan Mexico | **277**<br>188<br>341 | (GL) | **1981** Marine Construction & Design Co. (MARCO), Ballard Yard—Seattle (424)<br>32,95 8,84 3,914<br>29,27 8,59 4,53<br>F - 1 dk | **M Fishing**<br>Side Trawler Beam-trawl Seiner Ref<br>6 Ho<br>In.240<br>6 Ha | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 dr reverse sc. shaft<br>560kW (761bhp)<br>Caterpillar Tractor Co. Peori<br>Gen 1 × 75kW 1 × 40kW 110/220V a.c. |
| **8729327** | **PESCADOR I**<br>**INPESCA- Instituto Nicaraguense de la Pesca**<br>El Bluff Nicaragua | *117*<br>*35*<br>30 | RS | **1989** ..............U.S.S.R.<br>25,51 2,391<br>22,03 7,01 3,31 | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>In.64 | S.K.L. 6N<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Ma<br>Gen 2 × 14kW a.c. |
| **8120076**<br>Df Esd Rdr<br>Rt | **PESCADOR II**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Mazatlan Mexico | **276**<br>—<br>— | (GL) | **1981** Marine Construction & Design Co. (MARCO), Ballard Yard—Seattle<br>32,95 8,84 3,914<br>29,27 8,59 4,53<br>F - 1 dk | **M Fishing**<br>Side Trawler Beam-trawl Seiner Ref<br>6 Ho<br>In.240<br>6 Ha | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 dr reverse sc. shaft<br>750bhp (552kW)<br>Caterpillar Tractor Co. Peori |
| **8729339** | **PESCADOR II**<br>**INPESCA- Instituto Nicaraguense de la Pesca**<br>El Bluff Nicaragua | *117*<br>*35*<br>30 | RS | **1989** ..............U.S.S.R.<br>25,51 2,391<br>22,03 7,01 3,31 | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>In.64 | S.K.L. 6N<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Ma<br>Gen 2 × 14kW a.c. |
| **8120088**<br>Df Esd Rdr<br>Rt | **PESCADOR III**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Mazatlan Mexico | **276**<br>—<br>— | | **1981** Marine Construction & Design Co. (MARCO), Ballard Yard—Seattle<br>32,95 8,84 3,914<br>29,27 8,59 4,53<br>F - 1 dk | **M Fishing**<br>Side Trawler Beam-trawl Seiner Ref<br>6 Ho<br>In.240<br>6 Ha | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 dr reverse sc. shaft<br>750bhp (552kW)<br>Caterpillar Tractor Co. Peor |
| **8729341** | **PESCADOR III**<br>**INPESCA- Instituto Nicaraguense de la Pesca**<br>El Bluff Nicaragua | *117*<br>*35*<br>30 | RS | **1989** ..............U.S.S.R.<br>25,51 2,391<br>22,03 7,01 3,31 | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>In.64 | S.K.L. 6N<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Ma<br>Gen 2 × 14kW a.c. |
| **8120090** | **PESCADOR IV**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Mazatlan Mexico | **276**<br>188<br>341 | (GL) | **1981** Marine Construction & Design Co. (MARCO), Ballard Yard—Seattle<br>32,95 8,84 3,914<br>29,27 8,59 4,53<br>F - 1 dk | **M Fishing**<br>Side Trawler Beam-trawl Seiner Ref<br>6 Ho<br>In.240<br>6 Ha | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 dr reverse sc. shaft<br>560kW (761bhp)<br>Caterpillar Tractor Co. Peor<br>Gen 1 × 75kW 1 × 40kW 110/220V a.c. |
| **8729353** | **PESCADOR IV**<br>**INPESCA- Instituto Nicaraguense de la Pesca**<br>El Bluff Nicaragua | *117*<br>*35*<br>30 | RS | **1989** ..............U.S.S.R.<br>25,51 2,391<br>22,03 7,01 3,31 | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>In.64 | S.K.L. 6N<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Ma<br>Gen 2 × 14kW a.c. |
| **8120105** | **PESCADOR V**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Mexico | **276**<br>—<br>— | | **1981** Marine Construction & Design Co. (MARCO), Ballard Yard—Seattle<br>32,95 8,84 3,914<br>29,27 8,59 4,53<br>F - 1 dk | **M Fishing**<br>Side Trawler Beam-trawl Seiner Ref<br>6 Ho<br>In.240<br>6 Ha | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 dr reverse sc. shaft<br>750bhp (552kW)<br>Caterpillar Tractor Co. Peor |
| **8212403** | **PESCADOR VI**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Mazatlan Mexico | **276**<br>188<br>341 | | **1982** Marine Construction & Design Co. (MARCO) —Seattle, Wa<br>32,92 8,82 3,914<br>29,27 8,59 4,53<br>1 dk | **M Fishing**<br>Seiner Ref<br>6 Ho<br>In.240<br>6 Ha (stl) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 dr reverse sc. shaft<br>750bhp (552kW)<br>Caterpillar Tractor Co. Peor |
| **8212415** | **PESCADOR VII**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Mazatlan Mexico | **276**<br>188<br>341 | (GL) | **1982** Marine Construction & Design Co. (MARCO) —Seattle, Wa (431)<br>31,53 3,914<br>29,27 8,59 4,53<br>1 dk | **M Fishing**<br>Seiner Ref<br>6 Ho<br>In.250<br>6 Ha (stl) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 dr reverse sc. shaft<br>560kW (761bhp)<br>Caterpillar Tractor Co. Peor<br>Gen 1 × 75kW 1 × 40kW 110/220V a.c. |
| **7320203**<br>*GTIF*<br>359072<br>A 734<br>Esd Pfd Rdr<br>Rt | **PESCAFISH III**<br>ex Grampian Craig-87<br>ex Strathclova-82<br>**Pesca Fisheries Ltd.**<br>Danbrit (Fish Salesmen) Ltd.<br>Aberdeen United Kingdom | **127**<br>44<br>— | ✠Classed LR until 25/8/82 | **1973**-7 J. Lewis & Sons Ltd.—Aberdeen (380)<br>*24,33* 6,79 2,794<br>23,50 6,71 3,36<br>F 3,7 1 dk<br>rf 1067 BK 152 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Blackstone<br>Oil 4SA 6Cy. 222 × 292 sr geared to sc.<br>636bhp (468kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 35kW 415V 50Hz a.c. |
| **6712954**<br>*EFLM*<br>1869<br>Df Esd Gc<br>Rdr Rt | **PESCAFRIA SEGUNDO**<br>**Pescafria S.A.**<br>Gijon Spain | **423**<br>207<br>— | BV | **1967** Maritima del Musel S.A.—Gijon (75)<br>46,26 8,36 3,911<br>41,00 8,35 4,40<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.500<br>3 Ha (each 2,2 × 1,7) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz<br>Fuel 162,5t (d.o.) |
| **6704335**<br>*EFLN*<br>7870<br>Df Esd Rdr | **PESCAFRIA TERCERO**<br>**Pescafria S.A.**<br>Gijon Spain | **423**<br>207<br>— | BV | **1967** Maritima del Musel S.A.—Gijon (78)<br>46,26 8,36 3,911<br>41,00 8,35 4,40<br>1 dk.<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.500<br>3 Ha (each 2,2 × 1,7) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz<br>Fuel 162,5t (d.o.) |
| **7002332**<br>*YVAX*<br>APNN-3631<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **PESCAGEL**<br>**Eveba S.A.**<br>Puerto Sucre Venezuela | **557**<br>266<br>397 | (BV) | **1970** Maritima de Axpe S.A.—Bilbao (47)<br>*49,99* 10,06 4,750<br>44,00 10,01 4,81<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 240bhp (912kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 1 × 190kW 2 × 75kW 380/440V<br>Fuel 223,0t (d.o.) |

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| **PESCAHELVA PRIMERO**<br>ex Arrirosa-87<br>**Pescaven Dos S.A.**<br>Huelva Spain | **268**<br>122<br>191 | <br><br>BV | **1974** Ast. de Huelva S.A.—Huelva (14)<br>37,39 7,35 3,239<br>31,53 7,32 3,92<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | MWM TD484-6<br>Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 131,0t (d.o.) 12,75kn |
| **PESCAHUELVA QUARTO**<br>ex Pego-89<br>**Pescaven Dos S.A.**<br>Huelva Spain | **483**<br>233<br>395 | <br><br>(BV) | **1961** Ast. Construcciones S.A.—Vigo (20)<br>45,60 8,28 3,969<br>8,21 4,50<br>2 dks<br>RW len 66 | **M Fishing**<br>Side Trawler | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>820bhp (603kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 173,5t (d.o.) 11,25kn |
| **PESCAHUELVA SEGUNDO**<br>ex Wilma Rosal-87<br>**Pescaven Dos S.A.**<br>Huelva Spain | **286**<br>135<br>155 | <br><br>BV | **1976** Ast. de Huelva S.A.—Huelva (18)<br>38,66 7,27 3,450<br>33,30 7,24 3,92<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel 126,0t (d.o.) 11kn |
| **PESCAHUELVA TERCERO**<br>ex Galgofer-87<br>**Pescaven Dos S.A.**<br>Huelva Spain | **269**<br>124<br>— | <br><br>BV | **1974** Ast. Neptuno—Valencia (55)<br>37,39 7,32 2,998<br>31,50 7,29 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | A.B.C. 8MDXC<br>Oil 4SA 8Cy. 242 × 320<br>1 080bhp (794kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 133,5t (d.o.) 12,75kn |
| **PESCAL I**<br>ex Medan-56<br>**Brasilmar Industria e Pesca S.A.**<br>Rio de Janeiro Brazil | **227**<br>92<br>— | | **1954** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (478)<br>38,26 7,04 3,576<br>6,99<br>RW | **M Fishing**<br>Side Trawler<br>1W | Brons<br>Oil 4SA 8Cy. 290 × 450<br>Appingedammer Brons Appingedam<br>Fuel 53,0t |
| **PESCAL II**<br>ex Caroline-56 ex Batavia-56<br>**Brasilmar Industria e Pesca S.A.**<br>Rio de Janeiro Brazil | **233**<br>98<br>— | | **1954** D. & J. Boot Schpsw. "De Industrie" —Alphen a/d Rijn (1238)<br>38,46 7,01<br>... ...<br>RW | **M Fishing**<br>Side Trawler | De Industrie<br>Oil 4SA 8Cy. 305 × 460<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| **PESCALAMAR I**<br>ex Lugariz-83<br>**Pescalmar S.A. de C.V.**<br>La Paz Mexico | **269**<br>118<br>— | <br><br>(BV) | **1975** Ast. de Santander S.A.—Santander (98)<br>37,29 3,350<br>32,59 7,50 3,89<br>1 dk | **M Fishing**<br>Mchy.aft | Baudouin 12P15.2S<br>2 Vee Oil 4SA each 12Cy. 150 × 150 geared to sc. shaft<br>1 200bhp (883kW)<br>Internacional Diesel S.A. Zumaya<br>Fuel 87,0t (d.o.) 11kn |
| **PESCALAMAR II**<br>ex Tierra De Fuego-83<br>**Pescalmar S.A. de C.V.**<br>La Paz Mexico | **268**<br>117<br>— | <br><br>(BV) | **1975** Ast. de Santander S.A.—Santander (99)<br>37,32 3,350<br>32,59 7,50 3,89<br>1 dk | **M Fishing** | Baudouin 12P15.2S<br>2 Vee Oil 4SA each 12Cy. 150 × 150 geared to sc. shaft<br>1 200bhp (883kW)<br>Internacional Diesel S.A. Zumaya<br>11kn |
| **PESCALAMAR III**<br>ex Austral-83<br>**Pescalmar S.A. de C.V.**<br>La Paz Mexico | **268**<br>117<br>230 | <br><br>(BV) | **1975** Ast. de Santander S.A.—Santander (100)<br>32,01 7,50 3,350<br>31,98 3,89<br>1 dk | **M Fishing** | Baudouin 12P15.2S<br>2 Vee Oil 4SA each 12Cy. 150 × 150 geared to sc. shaft<br>1 200bhp (883kW)<br>Internacional Diesel S.A. Zumaya<br>11kn |
| **PESCALANZA PRIMERO**<br><br>**Cooperativa Mar de Pescalanza**<br>Vigo Spain | **182**<br>66<br>— | | **1968** Const. Nav. Santodomingo—Vigo (364)<br>32,01 2,998<br>27,51 7,12 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>490bhp (360kW)<br>Kloeckner Humboldt Deutz Koeln<br>9kn |
| **PESCALONSO**<br><br>**Pesquerias Alonso S.A.**<br>Gijon Spain<br>SatCom: 1351243/PCAL | *1 316*<br>*475*<br>1 080 | ✠**100A1**<br>stern trawler<br>Ice Class 1D<br>✠**LMC**<br>**Lloyd's RMC**<br>EL 385,0/30,0U2<br>FN 1043 | **1988**-7 Naval Gijon S.A.—Gijon (434)<br>67,80 (BB) 4,656<br>57,82 11,02 7,01<br>2 dks<br>rf 526 Box K 203 | **M Fishing**<br>Stern Trawler Refrigerated Cargo<br>Mchy.aft | MaK 6M453AK<br>Oil 4SA 6Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>1 800kW (2 447bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 400kW 2 × 320kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **PESCALTEA CINCO**<br>ex Sol Naciente-88<br>**ALGARPESCA S.A.**<br>San Sebastian Spain | *312*<br>—<br>210 | <br><br>(BV) | **1987** Ast. Luzuriaga S.A.—Pasajes (188)<br>48,77 (BB) 3,801<br>32,00 8,50 5,90<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Alpha<br>Vee Oil 4SA 12Cy. 225 × 300 with clutches & sr reverse geared to sc. shaft.<br>1 250bhp (919kW)<br>Cons. Echevarria Bermeo<br>Gen 2 × 128kW 380V 50Hz a.c. |
| **PESCALTEA CUARTO**<br>ex Mar de Altea Cuarto-86<br>**ALGARPESCA S.A.**<br>Alicante Spain | **284**<br>77<br>201 | <br><br>BV | **1977** Construcciones Navales P. Freire S.A.—Vigo (113)<br>34,37 8,67 3,952<br>30,05 8,51 6,23<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Volund DMTK630<br>Oil 4SA 6Cy. 300 × 410 geared to sc. shaft<br>870bhp (640kW)<br>Larsconti Olsen e Hijos Alicante<br>Controllable pitch propeller<br>Fuel 191,5t (d.o.) 10kn |
| **PESCALTEA DOS**<br>ex Mar de Altea Dos-86<br>**Jaime Cortes Llinares**<br>ALGARPESCA S.A.<br>Vigo Spain | **284**<br>77<br>201 | <br><br>(BV) | **1977** Construcciones Navales P. Freire S.A.—Vigo (111)<br>34,37 8,67 3,952<br>30,05 8,51 6,23<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Volund DMTK630<br>Oil 4SA 6Cy. 300 × 410 geared to sc. shaft<br>870bhp (640kW)<br>Larsconti Olsen e Hijos Alicante<br>Controllable pitch propeller<br>Fuel 191,5t (d.o.) 10,5kn |
| **PESCALTEA TRES**<br><br>**ALGARPESCA S.A.**<br>Las Palmas Spain<br>SatCom: 1351115/PBAL | *1 468*<br>*440*<br>1 460 | <br><br>BV | **1987** Construcciones Navales P. Freire S.A.—Vigo (292)<br>72,42 (BB) 12,27 4,552<br>63,02 11,51 4,73<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br><br>In.1 600 | MaK<br>Oil 4SA 6Cy. 320 × 420 sr geared to sc. shaft<br>2 020bhp (1 486kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Controllable pitch propeller |
| **PESCALTEA UNO**<br>ex Mar de Altea-87<br>**ALGARPESCA S.A.**<br>Vigo Spain | **276**<br>89<br>201 | <br><br>BV | **1976** Construcciones Navales P. Freire S.A.—Vigo (97)<br>38,44 7,42 3,701<br>34,35 7,26 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Volund DMT630<br>Oil 4SA 6Cy. 300 × 410<br>875bhp (644kW)<br>A/S Volund Kobenhavn<br>Controllable pitch propeller<br>Fuel 129,5t (d.o.) 11kn |
| **PESCAMAR**<br><br>**Pesquera Intxorta S.A.**<br>La Coruna Spain | **254**<br>97<br>203 | <br><br>BV | **1969** Maritima del Musel S.A.—Gijon (101)<br>38,31 7,37 3,277<br>33,76 7,19 3,97<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.250 | MWM<br>Oil 4SA 6Cy. 320 × 480<br>950bhp (699kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 83,0t (d.o.) 14,5kn |
| **PESCAMAR CUATRO**<br><br>**Pescanova de Canarias**<br>Vigo Spain | *213*<br>*64*<br>106 | <br><br>BV | **1990** Polyships S.A.—Vigo (90004)<br>28,02 8,30 2,050<br>23,70 8,01 4,22 | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl Ref<br><br>In.140 | Baudouin 12P15.2SR<br>Vee Oil 4SA 12Cy. 150 × 150 with clutches & sr geared to sc. shaft<br>419kW (570bhp)<br>Soc. des Moteurs Baudouin France<br>10kn |
| **PESCAMAR I**<br><br>**Sociedad Pesquera Pescamar Ltda.**<br>Iquique Chile | **106**<br>—<br>— | | **1964** SOCONNUE, Soc. de Constr. Nav. S.A. —Valdivia (12)<br>*22,01* 6,30<br>... ... ... | **M Fishing**<br>Side Trawler | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>Lister Blackstone Ltd. Stamford |

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| **8612433**<br>*EHAC* | **PESCAMAR TRES**<br>**Pescanova de Canarias**<br>Vigo Spain | *213*<br>*64*<br>106 | **1990** Polyships S.A.—Vigo (90003)<br>28,02 8,30 2,861<br>BV 23,70 8,01 4,22 | **Reinforced Plastic TM Fishing**<br>Trawler Shrimp-trawl Ref<br>In.138 | Baudouin<br>2 Vee Oil 4SA each 12Cy. 150 × 150 wit<br>& sr geared to sc. shafts<br>414kW (563bhp)<br>Soc. des Moteurs Baudouin<br>2 Controllable pitch propellers |
| **8133786** | **PESCAMAR 1**<br>**Pescamar S.A.C.**<br>Mar del Plata Argentina | **103**<br>58<br>106 | **1982** A.N. Federico Contessi y Cia S.A.—Mar del Plata (26)<br>BV 25,15 2,801<br>22,92 6,20 3,31<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. |
| **7388384**<br>*EGUU*<br>9540<br>Esd Gc Pfd<br>Rdr Rt | **PESCAMARO UNO**<br>**Chymar S.A.**<br>Vigo Spain | **310**<br>132<br>— | **1975** Const. Nav. Santodomingo—Vigo (431)<br>8,51 3,520<br>BV 41,43 8,50 6,15<br>2 dks<br>len 82 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW) NE made75 fitted—<br>Krupp MaK. Maschinebau G.m.b.H.<br>Controllable pitch propeller<br>Fuel 193,5t (d.o.) |
| **6903826**<br>*HO5762*<br>1567-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **PESCAMEX I**<br>ex Martin Sarmiento-71<br>**Pesquerias Espanolas de Bacalao S.A. (PEBSA)**<br>Panama Panama | **666**<br>338<br>— | **1969** Maritima del Musel S.A.—Gijon (109)<br>54,49 10,42 4,750<br>BV 47,68 10,39 7,17<br>2 dks | **M Fishing**<br>Side Trawler<br>3 Ha (2,9 2,9 × 1,9) (4,2 × 1,2) ER | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 550bhp (1 140kW)<br>Naval-Stork-Werkspoor S.A.<br>Fuel 284,0t (d.o.) |
| **6903577**<br>*HO5761*<br>1568-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **PESCAMEX II**<br>ex Benito J. Feijoo-71<br>**Pesquerias Espanolas de Bacalao S.A. (PEBSA)**<br>Panama Panama | **666**<br>338<br>— | **1969** Maritima del Musel S.A.—Gijon (110)<br>54,49 10,42 4,750<br>BV 47,83 10,39 7,17<br>2 dks | **M Fishing**<br>Side Trawler<br>3 Ha (2,9 2,9 × 1,9) (4,2 × 1,2) ER | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 550bhp (1 140kW)<br>Naval-Stork-Werkspoor S.A.<br>Fuel 284,0t (d.o.) |
| **6818930**<br>*HP5562*<br>19668-LCE<br>Df Esd Gc<br>Pfd RdrRTm | **PESCAMEX III**<br>ex Arosa Cuarto-89<br>**Compania Internacional de Pesca S.A. (CIPESCA)**<br>Panama Panama | **665**<br>323<br>800 | **1968** Maritima del Musel S.A.—Gijon (87)<br>50,70 9,50 5,481<br>BV 46,00 7,12<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>3 Ha (1,9 2,9 × 1,9) (0,9 × 4,8) ER | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 030kW (1 400bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 65,3kW 220V a.c.<br>Fuel 249,5t (d.o.) |
| **6818942**<br>*HP5563*<br>19669-LCE<br>Df Esd Gc<br>Pfd RdrRTm | **PESCAMEX IV**<br>ex Arosa Quinto-89<br>**Compania Internacional de Pesca S.A. (CIPESCA)**<br>Panama Panama | **665**<br>323<br>800 | **1968** Maritima del Musel S.A.—Gijon (88)<br>53,01 9,50 5,481<br>BV 47,78 7,12<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>3 Ha (1,9 2,9 × 1,9) (1,0 × 4,8) ER | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 030kW (1 400bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 65,3kW 220V a.c.<br>Fuel 249,5t (d.o.) |
| **7511319**<br>Pfd Rt | **PESCANICA 21**<br>**Pescanica S.A.**<br>Bluefields Nicaragua | **124**<br>—<br>— | **1971** Ast. Magdalena Ltda.—Barranquilla (571)<br>... ... ...<br>(GL) 6,08 3,51<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW)<br>Caterpillar Tractor Co. |
| **7511321**<br>Pfd Rt | **PESCANICA 22**<br>**Pescanica S.A.**<br>Bluefields Nicaragua | **124**<br>—<br>— | **1971** Ast. Magdalena Ltda.—Barranquilla (572)<br>... ... ...<br>(GL) 6,08 2,95<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW)<br>Caterpillar Tractor Co. |
| **7511345**<br>Pfd Rt | **PESCANICA 24**<br>**Pescanica S.A.**<br>Bluefields Nicaragua | **124**<br>—<br>— | **1971** Ast. Magdalena Ltda.—Barranquilla (574)<br>... ... ...<br>(GL) 6,08 2,95<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW)<br>Caterpillar Tractor Co. |
| **7511357**<br>Pfd Rt | **PESCANICA 25**<br>**Pescanica S.A.**<br>Bluefields Nicaragua | **124**<br>—<br>— | **1971** Ast. Magdalena Ltda.—Barranquilla (575)<br>... ... ...<br>(GL) 6,08 2,95<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW)<br>Caterpillar Tractor Co. |
| **7511369**<br>Pfd Rt | **PESCANICA 26**<br>**Pescanica S.A.**<br>Bluefields Nicaragua | **124**<br>—<br>— | **1971** Ast. Magdalena Ltda.—Barranquilla (576)<br>... ... ...<br>(GL) 6,08 2,95<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW)<br>Caterpillar Tractor Co. |
| **7511371**<br>Pfd Rt | **PESCANICA 27**<br>**Pescanica S.A.**<br>Bluefields Nicaragua | **124**<br>—<br>— | **1971** Ast. Magdalena Ltda.—Barranquilla (577)<br>... ... ...<br>(GL) 6,08 2,95<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW)<br>Caterpillar Tractor Co. |
| **7511383**<br>Pfd Rt | **PESCANICA 28**<br>**Pescanica S.A.**<br>Bluefields Nicaragua | **124**<br>—<br>— | **1971** Ast. Magdalena Ltda.—Barranquilla (578)<br>... ... ...<br>(GL) 6,08 2,95<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW)<br>Caterpillar Tractor Co. |
| **7511395**<br>Pfd Rt | **PESCANICA 29**<br>**Pescanica S.A.**<br>Bluefields Nicaragua | **124**<br>—<br>— | **1971** Ast. Magdalena Ltda.—Barranquilla (579)<br>... ... ...<br>(GL) 6,08 2,95<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW)<br>Caterpillar Tractor Co. |
| **7511400**<br>Pfd Rt | **PESCANICA 30**<br>**Pescanica S.A.**<br>Bluefields Nicaragua | **124**<br>—<br>— | **1971** Ast. Magdalena Ltda.—Barranquilla (580)<br>... ... ...<br>(GL) 6,08 2,95<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW)<br>Caterpillar Tractor Co. |
| **5366605**<br>*DYPP*<br>222711<br>Df Esd Rdr<br>Rt | **PESCANO PACIFIC**<br>ex Toyo Maru No. 3-74<br>**Hijos de F. Escano Inc.**<br>Manila Philippines | **2 323**<br>1 609<br>3 500 | **1960** Osaka Zosensho—Osaka (164)<br>90,71 13,44 5,741<br>(NK) 84,00 13,39 6,96<br>P 21,1 F 9,2 1 dk<br>rf 127 | **M Passenger/General Cargo**<br>2 Ho 19,2 32,0 ER<br>G.4 384 B.4 188<br>2 Ha (stl) (16,4 26,6 × 6,1) ER | B&W<br>Oil 2SA 6Cy. 420 × 900<br>2 550bhp (1 876kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 96kW 445V 60Hz a.c.<br>Fuel 431,0t (hvf) |
| **8129371**<br>*EDBN*<br>Df Esd Gc<br>Rdr RTv | **PESCAPUERTA CUARTO**<br>**Pescapuerta S.A.**<br>Vigo Spain<br>SatCom: 1351304/CRAM | **726**<br>257<br>1 038 | **1983** Const. Nav. Santodomingo—Vigo (478)<br>65,03 5,146<br>BV 55,81 12,01 7,32<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>2 Ho ER<br>In.1 375<br>2 Ha (stl) ER | Deutz<br>Oil 4SA 6Cy. 400 × 580 with flexible<br>sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Hijos de J. Barreras S.A.<br>Controllable pitch propeller |
| **7319876**<br>*EATB*<br>9387<br>Df Esd Gc<br>Rdr RTv | **PESCAPUERTA SEGUNDO**<br>**Pescapuerta S.A.**<br>Vigo Spain<br>SatCom: 1351311/PPSE | **539**<br>254<br>497 | **1973** Const. Nav. Santodomingo—Vigo (407)<br>*52,16* 9,58 3,798<br>BV 45,78 9,50 6,63<br>2 dks<br>len 00 | **M Fishing**<br>Side Trawler Ref<br>2 Ho ER<br>In.720<br>3 Ha (2,9 × 2,3) (1,1 × 3,5) (0,9 × 0,9) ER | Deutz<br>Vee Oil 4SA 12Cy. 220 × 280<br>1 200bhp (883kW)<br>Hijos de J. Barreras S.A.<br>Fuel 252,0t (d.o.) |
| **7388308**<br>*EGAS*<br>9488<br>Df Esd Gc<br>Pfd Rdr RTv | **PESCAPUERTA TERCERO**<br>**Pescapuerta S.A.**<br>Vigo Spain<br>SatCom: 1351312/PPTE | **471**<br>235<br>505 | **1974** Const. Nav. Santodomingo—Vigo (422)<br>52,15 9,58 4,211<br>(BV) 45,78 9,50 4,30<br>2 dks<br>len 80 | **M Fishing**<br>Side Trawler Ref<br>2 Ho ER<br>In.720 | Deutz<br>Vee Oil 4SA 12Cy. 220 × 280<br>1 440bhp (1 059kW)<br>Kloeckner Humboldt Deutz<br>Fuel 271,0t (d.o.) |

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| 6423<br>WG | **PESCAVENSA CATORCE**<br>**Pesca y Venduria S.A. (PESCAVEN)**<br>Huelva Spain | *334*<br>*100*<br>150 | BV | **1988** Ast. de Huelva S.A.—Huelva (401)<br>34,60<br>29,52 7,71 3,355<br>7,70 3,40 | **M Fishing**<br>Stern Trawler Ref<br>In.212 | Caterpillar 3512TA<br>Vee Oil 4SA 12Cy. 170 × 190 with flexible couplings & sr reverse geared to sc. shaft<br>625kW (850bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 168kW 380V a.c.<br>11kn |
| 6447 | **PESCAVENSA DIECISEIS**<br>**Empesur S.A.**<br>Argentina | *174*<br>*100*<br>150 | BV | **1989** Ast. de Huelva S.A.—Huelva (403)<br>34,60 7,71 3,355<br>29,50 7,70 3,40<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.212 | Caterpillar 3512TA<br>Vee Oil 4SA 12Cy. 170 × 190 with flexible couplings & sr reverse geared to sc. shaft<br>625kW (850bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 168kW 380V a.c.<br>11kn |
| 6459<br>VF | **PESCAVENSA DIECISIETE**<br>**Pesca y Venduria S.A. (PESCAVEN)**<br>Huelva Spain | *174*<br>*100*<br>150 | BV | **1989** Ast. de Huelva S.A.—Huelva (404)<br>34,60 7,71 3,355<br>29,50 7,70 3,40<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.212 | Caterpillar 3512TA<br>Vee Oil 4SA 12Cy. 170 × 190 with flexible couplings & sr reverse geared to sc. shaft<br>625kW (850bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 168kW 380V a.c.<br>11kn |
| 3016<br>sd Rdr | **PESCAVENSA QUINTO**<br>**Pesca y Venduria S.A. (PESCAVEN)**<br>Huelva Spain | **270**<br>122<br>— | BV | **1975** Ast. Neptuno—Valencia (57)<br>37,39 7,32 3,550<br>31,50 7,29 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Volund DMTK630<br>Oil 4SA 6Cy. 300 × 410<br>870bhp (640kW)<br>A/S Volund Kobenhavn<br>Controllable pitch propeller<br>Fuel 134,0t (d.o.)<br>11kn |
| 1572<br>V<br>3<br>c Rdr | **PESCAVENSA SEGUNDO**<br>**Pesca y Venduria S.A. (PESCAVEN)**<br>Huelva Spain | **176**<br>71<br>— | (BV) | **1970** S.A. Balenciaga—Zumaya (184)<br>27,46<br>25,15 6,41 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 240 × 280<br>600bhp (441kW)<br>Atlas-MaK Maschinenbau Kiel<br>11kn |
| 5738<br>N<br>sd Gc<br>Rdr Rt | **PESCAVENSA SEXTO**<br>**Pesca y Venduria S.A. (PESCAVEN)**<br>Huelva Spain | **270**<br>122<br>167 | (BV) | **1975** Ast. de Huelva S.A.—Huelva (37)<br>37,39 7,32<br>31,50 7,29 3,89<br>1 dk | **M Fishing**<br>1 Ha (1,4 × 1,4) ER | Volund DMTK630<br>Oil 4SA 6Cy. 300 × 410<br>870bhp (640kW)<br>A/S Volund Kobenhavn<br>Fuel 137,0t (d.o.)<br>11kn |
| 9125<br>Y<br>sd Gc<br>RTv | **PESCAVIGO DOS**<br>**Pescavigo S.A.**<br>Vigo Spain<br>SatCom: 1351177/PVDO | **1 632**<br>490<br>1 359 | BV | **1985** Const. Nav. Santodomingo—Vigo (432)<br>73,82 4,752<br>66,60 12,01 5,14 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | Deutz RBV6M358<br>Oil 4SA 6Cy. 400 × 580 with flexible couplings & sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>13,25kn |
| 3499<br>G<br>sd Gc<br>Rdr RTv | **PESCAVIGO UNO**<br>Launched as Cieisa I<br>**Pescavigo S.A.**<br>Vigo Spain<br>SatCom: 1351137/PVUN | **1 860**<br>1 001<br>— | BV | **1977** Const. Nav. Santodomingo—Vigo (444)<br>95,43 13,01 4,901<br>86,80 12,74 8,41<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>len 84 | Deutz RBV6M358<br>2 Oil 4SA each 6Cy. 400 × 580 geared to sc. shaft<br>4 400bhp (3 236kW)<br>Hijos de J. Barreras S.A. Vigo<br>Controllable pitch propeller<br>Fuel 867,0t (d.o.)<br>17,5kn |
| 644<br>Z<br>595 | **PESCHANYY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>87 | RS | **1978** ............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9kn |
| 684<br>3<br>Rt | **PESCONUBA**<br>**Pesconuba S.A.**<br>Huelva Spain | *287*<br>*86*<br>185 | BV | **1987** Ast. de Huelva S.A.—Huelva (283)<br>34,04 3,352<br>29,52 7,71 5,41<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.163 | Alpha<br>Oil 4SA 5Cy. 225 × 300 with flexible couplings & sr geared to sc. shaft<br>850bhp (625kW)<br>Cons. Echevarria Bermeo<br>Controllable pitch propeller<br>11,25kn |
| 304<br>535<br>sd Gc<br>Rt | **PESHA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **635**<br>199<br>395 | RS | **1977** ............U.S.S.R.<br>54,82 9,96 4,114<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 757<br>sd Rt | **PESMAR**<br>**Pesquera Proamar**<br>La Coruna Spain | **244**<br>93<br>— | BV | **1967** Maritima del Musel S.A.—Gijon (91)<br>36,78 7,24 3,480<br>33,00 7,22 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.250<br>2 Ha (each 1,1 × 1,1) ER<br>Der 1(-) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>699kW (950bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 130kW<br>Fuel 29,0t (d.o.)<br>13,4kn |
| 187 | **PESMAR I**<br>ex Don Miguel II-72<br>**Pesmarsul Pesca Maritima S.A.**<br>Rio Grande Brazil | **430**<br>135<br>— | (BV) | **1968** Ast. Mestrina S.A.—Tigre (10)<br>*33,44* 6,71<br>3,81<br>1 dk<br>len 71 | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>3 Ha (each 1,0 × 0,9) ER | MAN<br>Oil 4SA 6Cy. 250 × 530<br>530bhp (390kW) E made65 fitted68<br>Koerting Empresa Ind. y Com. Buenos Aires<br>Fuel (d.o.)<br>11kn |
| 291<br>sd Gc<br>Rdr Rt | **PESMAR I**<br>**Permasur-Pesca Maritima S.A.**<br>Porto Alegre Brazil | **130**<br>—<br>— | | **1972** Ast. Mestrina S.A.—Tigre (29)<br>33,46 8,23<br>29,93<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | MAN<br>Oil 4SA 6Cy. 250 × 300<br>530bhp (390kW)<br>Koerting Empresa Ind. y Com. Buenos Aires |
| 031<br>sd Gc<br>Rt | **PESMAR UNO**<br>ex Ana Maria Barreras-80<br>**Pesca y Servicios del Mar S.A. (PESMAR)**<br>Gijon Spain | **1 598**<br>1 014<br>1 902 | ✠Classed LR until 15/1/86 | **1969-7** Maritima del Musel S.A.—Gijon (106)<br>83,60 12,53 5,017<br>74,35 12,11 6,66<br>F 8,9 2 dks<br>rf 102 | **M Refrigerated Cargo**<br>3 Ho 16,9 16,9 15,7 ER<br>In.2 406<br>3 Ha (stl) (each 6,0 × 4,5) ER<br>1W Cr 2(2,5) Der 1(1,5) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 240kW 1 × 88kW 220V 50Hz a.c.<br>Fuel 428,0t (d.o.)<br>15,75kn |
| 557<br>S<br>sd Rt | **PESQUERA ARCADE**<br>**Pesquera Arcade S.L.**<br>Vigo Spain | **204**<br>103<br>— | (BV) | **1960** Enrique Lorenzo y Cia. S.A.—Vigo (259)<br>32,52 6,38 3,709<br>28,40 6,30 3,87<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha | Krupps<br>Oil 4SA 6Cy. 295 × 420<br>100bhp (74kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel (d.o.)<br>10kn |
| 208<br>sd Rdr | **PESQUERA GAUDIANA PRIMERO**<br>**Pesqueras del Guadiana S.A.**<br>Huelva Spain | **286**<br>135<br>190 | (BV) | **1976** Ast. de Huelva S.A.—Huelva (69)<br>38,66 7,27 3,582<br>33,30 7,26 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel 126,0t (d.o.)<br>11kn |

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| **5275569** | **PESQUERA HERNAN CORTES**<br>**Fernando Montenegro Costas**<br>Vigo Spain | **145**<br>54<br>— | | **1953** Victor Montenegro—Domayo<br>*26,49* 6,00<br>... ... ... | **Wood S Fishing**<br>Side Trawler | T 3Cy. 179 276 & 451 x 356<br>132ihp (97kW)<br>..........<br>Fuel (o.f.) |
| **7023635**<br>*LW3961*<br>Df Esd Rdr Rt | **PESQUERA I**<br>ex Cutter XI-73<br>**Industrial Pesquera del Sud S.A.**<br>Buenos Aires Argentina | **410**<br>207<br>236 | (BV) | **1970** Elbewerften Boizenburg/Rosslau—Rosslau<br>37,70 8,21 3,468<br>33,00 8,18 5,49<br>1 dk<br>rf 191 BK 102 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 8,5 ER<br>In.332<br>1 Ha ER | S.K.L.<br>Oil 4SA 8Cy. 240 × 360 reduction geared to shaft<br>520bhp (382kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 89kW 380V 50Hz a.c.<br>Fuel 162,5t (d.o.) |
| **7023661**<br>*LW3964*<br>Df Esd Rdr Rt | **PESQUERA IV**<br>ex Cutter XIV-73<br>**Industrial Pesquera del Sud S.A.**<br>Buenos Aires Argentina | **410**<br>207<br>236 | (BV) | **1970** Elbewerften Boizenburg/Rosslau—Rosslau (3299)<br>37,70 8,21 3,468<br>33,00 8,18 5,49<br>1 dk<br>rf 191 BK 102 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 8,5 ER<br>In.332<br>1 Ha ER | S.K.L.<br>Oil 4SA 8Cy. 240 × 360 reduction geared to shaft<br>520bhp (382kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 89kW 380V 50Hz a.c.<br>Fuel 162,5t (d.o.) |
| **5275571**<br>Esd | **PESQUERA MAGALLANES**<br>**Manuel Pujales Mera**<br>Vigo Spain | **145**<br>54<br>— | | **1952** Victor Montenegro—Domayo<br>*26,49* 6,00<br>... ... ... | **Wood S Fishing**<br>Side Trawler | T 3Cy. 179 276 & 451 x 356<br>132ihp (97kW)<br>..........<br>Fuel 61,0t (o.f.) |
| **7363451**<br>*EGKP*<br>1320<br>Df Esd Gc<br>Rdr Rt | **PESQUERA ONUBENSE SEGUNDO**<br>**Pesqueras Loyala Zubeldia y Compania S.A.**<br>Huelva Spain | **282**<br>136<br>52 | BV | **1974** Ast. de Huelva S.A.—Huelva (11)<br>38,49 7,27 3,595<br>33,28 7,24 3,89<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 125,0t (d.o.) |
| **6930752**<br>*EEXC*<br>1246<br>Df Esd Gc<br>Rt | **PESQUERA ONUBENSE SEXTO**<br>ex Hermanos Bocanegra-74<br>**Pesquera Onubense S.A.**<br>Huelva Spain | **154**<br>79<br>97 | (BV) | **1969** Construcciones Navales P. Freire S.A.—Vigo (57)<br>29,06 6,38<br>24,52 6,30 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Baudouin<br>Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin |
| **5275624**<br>*EAMI*<br>1213<br>Df Esd Rdr | **PESQUERO OQUENDO**<br>ex Oquendo ex Tolosa<br>**Angel Gonzalez Amado**<br>Huelva Spain | **126**<br>81<br>— | (BV)<br>✠Classed LR until 12/32 | **1930**-5 Hall, Russell & Co. Ltd.—Aberdeen (709)<br>*25,39* 5,82<br>5,77<br>1 dk<br>R | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,6) | Deutz<br>Oil 4SA 4Cy. 280 × 450<br>240bhp (177kW)<br>Motorenfabrik Deutz<br>Fuel 30,5t (d.o.) |
| **7523441**<br>*EHNJ*<br>Esd Gc Rdr | **PESTOMISA**<br>Launched as Tovi<br>**Silverio Tovio Nin**<br>Alicante Spain | **276**<br>132<br>210 | (BV) | **1977** Const. Nav. del Sureste S.A.—Alicante (22)<br>37,70 7,50 4,020<br>32,19 7,47 6,13<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>1 218bhp (896kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 1 × 208kW 220/380V 50Hz a.c.<br>Fuel 159,0t (d.o.) |
| **7311331**<br>*UIVD*<br>M-31082<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PESTOVO**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400323/UIVD | T.Mk<br>**7 307**<br>3 543<br>—<br>**10 977**<br>6 093<br>12 007 | RS | **1973** VEB Warnowwerft Warnemuende —Warnemuende (333)<br>150,37 (BB) 21,87 —/8,840<br>140,01 21,80 13,59<br>F 15,3 2 dks, 3rd dk in Nos. 2 - 4 holds | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER 13,6 8 TwD<br>G.17 878 B.17 031 In.587 L.403<br>TEU 368<br>C.Ho 244/20'(40') C.Dk 124/20'(40')<br>9 Ha (stl) (12,9 12,9p&s 25,1p&s 12,9p&s × 8,1) ER (3,5p&s × 2,6)<br>4W Cr 4(8) Der 1(60) 4(12) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Fuel 301,0t (d.o.) 1 198,0t (hvf)-41,5pd |
| **7227592**<br>*LW4579*<br>Df Esd Gc<br>Rdr RTv | **PESUARSA II**<br>ex Tuy-80<br>**Pesuarsa S.A.**<br>Buenos Aires Argentina | **1 534**<br>747<br>— | (BV) | **1973** Enrique Lorenzo y Cia. S.A.—Vigo (371)<br>72,04 12,55 4,750<br>63,00 12,50 7,35<br>2 dks | **M Fishing**<br>Side Trawler<br>1 Ho 17,8 ER<br>1 Ha (stl) (7,1 × 3,0) ER<br>2W Der 2(3) | MAN<br>2 Vee Oil 4SA each 16Cy. 160 × 180 geared to sc. shaft<br>2 400bhp (1 765kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 605,0t (d.o.) |
| **8329490** | **PESUT I**<br>**P.T. Sudjaca Palembang**<br>Palembang Indonesia | **189**<br>47<br>— | KI | **1981** P. T. Galangan Kapal & Industrial Sujaca —Palembang<br>28,76 2,750<br>25,00 7,51 3,51<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. |
| **8519617**<br>80471BA<br>Df Esd Gc<br>Rdr Rt | **PESUT II**<br>**Seroja Marine Pte. Ltd.**<br>Palembang Indonesia | *399*<br>*119*<br>477 | AB | **1986** Singmarine Shipyard (Pte.) Ltd.—Singapore (050)<br>36,50 —<br>32,85 10,49 3,99<br>B 9,2 F 17,4 1 dk<br>rf 538 | **TM Supply Ship**<br>Deck Cargo | Niigata<br>2 Oil 4SA each 6Cy. 200 × 260 sr reverse geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 100kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 189,0t (d.o.)-6,5pd |
| **8519629**<br>*9V3261*<br>383442<br>Df Esd Gc<br>Rdr Rt | **PESUT III**<br>**Seroja Marine Pte. Ltd.**<br>Singapore Singapore | *399*<br>*119*<br>1 200 | AB | **1986** Singmarine Shipyard (Pte.) Ltd.—Singapore (051)<br>36,50 3,857<br>32,85 10,49 3,99<br>B 9,2 F 17,4 1 dk<br>rf 538 | **TM Supply Ship**<br>Deck Cargo | Niigata<br>2 Oil 4SA each 6Cy. 200 × 260 sr reverse geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 100kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 189,0t (d.o.)-6,5pd |
| **7123538**<br>*SWHV*<br>9811<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatCom | **PETALOUDA**<br>ex Rosaleen M-91 ex Rosebud-89<br>ex Bougainville-86 ex Tacoma City-85<br>**Hellenic Lines S.A.**<br>Sea Justice S.A.<br>Piraeus Greece | **16 704**<br>11 375<br>26 257<br>T/cm<br>36,8 | ✠**100A1** SS 7/86<br>strengthened for ore cargoes, Nos. 1 & 4 holds may be empty ((cc))<br>✠**LMC**<br>EL G† $2\frac{11}{16}$"U2<br>FN 6452 | **1972**-3 Upper Clyde Shipbuilders Ltd. (Govan Division)—Govan (116)<br>174,10 (BB) 25,51 9,957<br>163,38 25,46 14,03<br>F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 19,2 28,3 20,1 28,3 28,1 ER<br>G.38 295 B.31 965<br>5 Ha (stl) (10,2 19,2 10,9 19,2 19,2 × 12,1) ER<br>Cr 5(15) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Harland and Wolff Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 161,5t (d.o.) 1 640,0t (hvf) |
| **8905024**<br>*V8V2003*<br>0113<br>Esd Rdr Rt | **PETANI MISTRAL-5801**<br>**Subtec Laut**<br>Bandar Seri Begawan Brunei | *832*<br>*249*<br>720 | | **1989** Promet Private Ltd.—Singapore (1111)<br>58,00<br>12,00 4,00<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 170 × 190 with clutches, flexible couplings & reverse geared to sc. shafts<br>Caterpillar Inc.<br>Thw. thrust propeller fwd |
| **8905036**<br>*V8V2004*<br>0114<br>Esd Rdr Rt | **PETANI SHARMA-5802**<br>**Subtec Laut**<br>Bandar Seri Begawan Brunei | *832*<br>*249*<br>720 | | **1989** Promet Private Ltd.—Singapore (1112)<br>58,00<br>12,00 4,00<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 170 × 190 with clutches, flexible couplings & reverse geared to sc. shafts<br>Caterpillar Inc.<br>Thw. thrust propeller fwd |

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| 5264118<br>Df Esd Rdr<br>RTm/h | **PETCH ARAT**<br>ex Patcharin ex Coral Venture-86<br>ex Frisian-85 ex Oranjeborg-74<br>**Y. K. Express Line Co. Ltd.**<br>Thailand | **912**<br>499<br>1 346 | (BV) | **1955** C. Amels & Zoon Scheepswerf—Makkum (195)<br>64,60 9,81 4,420<br>57,00 9,71 5,74<br>2 dks<br>RW rf 51 | **M General Cargo**<br>1 Ho 38,4 ER 1 TwD<br>G.1 871 B.1 587<br>4W Der 4(3) | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>750bhp (552kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 25kW 1 × 10kW 110V d.c.<br>Fuel 82,0t (d.o.)-7,5pd 11,5kn |
| 6719251<br>*HSB2018*<br>Rdr Rt | **PETCH DEE**<br>ex Seiho Maru No. 18-80<br>**T.J.T. Services Co. Ltd.**<br>Bangkok Thailand | **631**<br>337<br>1 072 | | **1967** Shikoku Dockyard Co. Ltd.—Takamatsu (699)<br>60,41 8,82 4,014<br>55,48 8,79 4,32<br>1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 293 | Fuji<br>Oil 4SA 6Cy. 275 × 320<br>820bhp (603kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 1 × 28kW 230V<br>Fuel 38,5t 10,5kn |
| 7727736<br>*9V3277*<br>383555<br>Esd Gc Pfd<br>Rdr Rt | **PETCHEM**<br>ex Koei-87 ex Koei Maru-85<br>**Sykhn Shipping Pte. Ltd.**<br>Chitose Petro-Marine Pte. Ltd.<br>Singapore Singapore | **2 151**<br>1 294<br>3 984 | NK | **1978** Kurinoura Dock K.K.—Yawatahama (130)<br>90,76 6,027<br>84,03 13,81 7,01<br>P 23,8 F 12,8 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 4 322 | Akasaka DM46<br>Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 320kW 1 × 128kW 1 × 44kW 445V 60Hz a.c.<br>Fuel 90,0t (d.o.) 192,0t (hvf)-10,0pd 12kn |
| 6906945<br>*HSJF*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PETCHOMPHOO**<br>ex Kallipolis-88 ex Tiara-84<br>ex Captain Lemos-83<br>ex Union Friendship-76<br>**Coastal Shipping Co. Ltd.**<br>Ship-Control Services (Pte.) Ltd.<br>Bangkok Thailand | **9 730**<br>6 108<br>17 214 | BV (AB) | **1969** Namura SB. Co. Ltd.—Osaka (378)<br>145,50 21,65 9,281<br>136,00 21,61 12,20<br>P 27,2 F 10,4 1 dk<br>RW rf 102 | **M Bulk Carrier**<br>4 Ho 21,6 25,7 25,7 26,5 ER<br>G.20 813 B.20 360<br>4 Ha (stl) (13,2 × 8,9) (19,5 19,5 19,5 × 9,9) ER<br>Der 4(20) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 250kW 450V 60Hz a.c.<br>Fuel 1 549,5t (hvf) 14,75kn |
| 7326324<br>*YJWT4*<br>248<br>Esd Rdr Rt | **PETE TIDE II**<br>**Tidewater Resources Inc.**<br>Tidewater Marine Service Inc.<br>Port Vila Vanuatu | **198**<br>135<br>— | (AB) | **1973** Halter Marine Services, Inc.—Lockport, La (383)<br>3,645<br>50,45 11,59 4,27<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>Fuel 152,5t (d.o.) 12kn |
| 7934028 | **PETE'S PRIDE**<br>**Peter Hulsebosch**<br>United States of America | **120**<br>—<br>— | | **1979** Master Marine Inc.—Bayou la Batre, Al<br>... ... ...<br>24,39<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Cummins KTA-1150-M<br>Oil 4SA 6Cy. 159 × 159<br>Cummins Engine Co. Inc. U.S.A. |
| 8209731<br>*DINP*<br>14330<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **PETENA**<br>**Peter Nagel & Sohne Schiffahrtsgesellschaft**<br>Pohl Shipping Schiffahrtsgesellschaft m.b.H.<br>Hamburg Federal Republic of Germany | **999**<br>693<br>2 348 | GL | **1984** Schiffswerft u. Mfbk. Cassens G.m.b.H. —Emden (160)<br>80,07 12,70 3,450/4,171<br>75,21 12,62 5,31<br>P 13,8 RQD 28,4 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 51,3 ER<br>G.3 172<br>TEU 102 C. 102/20' (40')<br>1 Ha (stl) (51,3 × 10,1) ER | MaK 6M332AK<br>Oil 4SA 6Cy. 240 × 330 with flexible couplings & sr reverse geared to sc. shaft<br>1 360bhp (1 000kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 95kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 114,0t (d.o.)-3,5pd 11kn |
| 8801979<br>*EHHH*<br>3GI-4-2133<br>Df Esd Gc<br>Rdr RTv | **PETENERO**<br>**Pesca de Altura Alteanas S.A.**<br>Gijon Spain<br>SatCom: 1351467/PEAL | *630*<br>*248*<br>931 | BV | **1990** Ast. Gondan—Puerto de Figueras (292)<br>57,82 (BB) 4,601<br>49,03 11,20 4,96<br>2 dks | **M Fishing**<br>Stern Trawler Processing Ref<br>In.1 180 | Wartsila 4R32<br>Oil 4SA 4Cy. 320 × 350 with clutches, hydraulic couplings & sr geared to sc. shaft<br>1 618kW (2 200bhp)<br>Cons. Echevarria Bermeo<br>Directional propeller<br>13kn |
| 7832426<br>Df Esd Gc<br>Pfd Rdr Rt | **PETENERO**<br>ex Fatima-91 ex Sam Won No. 57-88<br>ex Oyang No. 16-84<br>ex Dong Won No. 16<br>ex Choyo Maru No. 55-74<br>**Infitco Ltd.**<br>Sierra Leone | **349**<br>197<br>507 | (KR) | **1966** Narasaki Zosen K.K.—Muroran (580)<br>51,87 3,993<br>46,16 8,21 3,76<br>F 4,6 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.424<br>4 Ha (2,0 2,0 × 2,3) (2,2 × 1,7) (0,9 × 1,8) | Akasaka AH38<br>Oil 4SA 6Cy. 380 × 560<br>1 700bhp (1 250kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 152kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>11kn |
| 6927494<br>*V2HD*<br>2161<br>Df Esd Gc<br>Rdr RTm/h/v | **PETER**<br>ex Don-91 ex Donau-88<br>**Leo Krings**<br>Hamburg Antigua & Barbuda | T.Mk<br>**499**<br>339<br>1 271<br>**999**<br>717<br>1 989 | GL | **1969** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (666)<br>74,07 10,83 3,953/5,071<br>68,28 10,80 6,05<br>P 12,2 F 10,1 2 dks | **M General Cargo**<br>Ice strengthened<br>G.2 432 B.2 169<br>TEU 63 C. 63/20'<br>1 Ha (stl) (40,2 × 7,6) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>12,5kn |
| 7907594<br>*PGSC*<br>19381<br>UK 152<br>Esd Pfd Rdr<br>Rt | **PETER**<br>ex Grietje Hendrikje-89<br>**K. Pasterkamp & Zn.**<br>Urk Netherlands | **300**<br>133<br>— | | **1980** Tille Scheepsbouw B.V.—Kootstertille (213)<br>39,86<br>35,62 8,01 4,58<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref | Deutz<br>Oil 4SA 8Cy. 240 × 280 reverse reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd |
| 5275715<br>*SFCZ*<br>Rdr Rt | **PETER**<br>**Frans Drivstedt**<br>Lidkoping Sweden | **132**<br>70<br>198 | | **1949** Ake Groth—Sjotorp<br>*26,07* 6,91 2,953<br>6,89<br>1 dk | **Composite M General Cargo**<br>2 Ha (0,9 × 0,9) (8,0 × 3,6)<br>1W Der 1(1,5) | Jonkopings<br>Oil 2SA 2Cy. 310 × 380<br>120bhp (88kW)<br>A/B Jonkopings Motfb. Jonkoping<br>Fuel 3,0t (d.o.) 7kn |
| 5208310<br>*WA3142*<br>239970<br>Rt | **PETER B. McALLISTER**<br>ex Lillian ex B. T. De Bardeleben-51<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | **138**<br>66<br>— | (AB) | **1940** Equitable Equipment Co.—Madisonville, La (108)<br>23,14 7,17 2,439<br>22,86 7,01 2,90<br>1 dk<br>BK 64 | **M Tug** | General Motors<br>Oil 2SA 16Cy. 216 × 254<br>NE —<br>General Motors Corp. La Grange, Illinois<br>Fuel 70,0t 8kn |
| 5065794<br>*GRLF*<br>182562<br>Esd RTm/v | **PETER C**<br>ex Castlecraig-86 ex Walcheren-53<br>ex Walcheren VIII-52<br>**Clipper Cargoes Co. Ltd.**<br>Londonderry United Kingdom | **139**<br>—<br>— | ✠Classed LR until 2/7/85 | Lch.**1944** Cmpl.**1951** Gutehoffnungshuette Sterkrade A.G.—Walsum<br>28,00 7,32 3,290<br>25,25 7,29 3,64<br>1 dk<br>RW | **M Tug** | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 23kW 1 × 11kW 110V d.c.<br>Fuel 56,0t (d.o.) 10kn |
| 5275753 | **PETER C. GALLAGHER**<br>**M. Rempoulis & M. Scorda**<br>Egypt | **284**<br>193<br>— | | **1917** ..............Norfolk, Va<br>*35,06* 7,65<br>... ... ...<br>R | **S Tug** | T 3Cy. - - & - x -<br>............. |

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| **8027781**<br>*OZPK*<br>D2741<br>RTv | **PETER FABER**<br>**Government of The Kingdom of Denmark (Statens Teletjeneste, Telenetomradet & Kabelafdelingen)**<br>Korsor Denmark<br>SatCom: 1610255/OZPK | T.Mk<br>**1 391**<br>355<br>761<br>**2 263**<br>742<br>1 845 | NV | **1982** Dannebrog Vaerft A/S—Aarhus (180)<br>78,36 13,64 3,815/5,011<br>69,25 13,42 6,81<br>2 dks | **M Cable-layer Repair Ship**<br>Ice strengthened<br>2 Ho ER<br>2 Ha (stl) ER | Alpha 6L<br>2 Oil 4SA each 6Cy. 280 × 320 with flexible couplings & dr geared to sc. shaft<br>3 180bhp (2 339kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederi<br>Gen 2 × 1040kW 2 × 232kW 380V 50Hz a<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd , 1 aft |
| **7717626**<br>*WYE7521*<br>589067<br>Df Esd Gc<br>Pfd Rdr Rt | **PETER FOSS**<br>**Foss Maritime Co.**<br>Seattle, Wa United States of America | **125**<br>85<br>570 | AB | **1978** Main Iron Works Inc.—Houma, La (323)<br>29,85 9,78 3,880<br>28,86 9,76 4,55<br>1 dk | **TM Tug** | Caterpillar D399<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, I<br>Gen 2 × 75kW<br>Fuel 217,0t (d.o.) |
| **7029902**<br>*WZU3406*<br>523823<br>Df Pfd Rdr Rt | **PETER G. TURECAMO**<br>ex W. T. Coppedge Sr.-78<br>**Whitestack Towing & Transportation Co. Inc.**<br>Charleston, SC United States of America | **191**<br>129<br>— | | **1970** Sampit Towing Co. Inc.—Georgetown, SC (101)<br>9,15 4,522<br>32,26 9,14 5,34<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, I |
| **6718439**<br>*VC6053*<br>328023<br>Df Esd Pfd<br>RdrRTm | **PETER J. USEN**<br>ex Usen I-71<br>**James Anthony Doyle**<br>Charlottetown, P.E.I. Canada | **171**<br>55<br>— | | **1967** Ferguson Industries Ltd.—Pictou, N.S. (164)<br>28,40 6,53<br>24,46 6,48 3,84<br>1 dk<br>BK 178 | **M Fishing**<br>Side Trawler<br>1 Ho 6,7<br>2 Ha (stl) (each 1,3 × 1,2) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>765bhp (563kW)<br>Caterpillar Tractor Co. Peoria, I<br>Gen 1 × 37kW 1 × 25kW 220V a.c.<br>Fuel 21,5t (d.o.) |
| **6513750**<br>*Y4BM*<br>Df Esd Gc<br>Pfd Rdr Rt | **PETER KAST**<br>**Rostocker Fischfang Reederei G.m.b.H.**<br>Rostock Federal Republic of Germany | T.Mk<br>**2 425**<br>917<br>1 320 | DSRK GL | **1964** VEB Mathias-Thesen-Werft—Wismar (279)<br>85,25 13,52 5,300<br>- 8,89<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.1 040<br>Der 2(1,5) | S.K.L. 8N<br>Oil 2SA 8Cy. 480 × 720<br>1 693kW (2 302bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magd<br>Gen 5 × 200kW 1 × 50,4kW 220/380V a.c.<br>Controllable pitch propeller |
| **7633466**<br>*DGPK*<br>Df Esd Gc<br>Rdr RTm/h/v | **PETER KNUPPEL**<br>ex Maersk Tempo-91<br>ex Peter Knuppel-87<br>ex City of Salerno-86<br>ex Peter Knuppel-84<br>ex Katherine Borchard-83<br>ex Peter Knuppel-82<br>ex Eurobridge Link-80<br>ex Peter Knuppel-78<br>**Hans-Hermann Knuppel Schiffahrtskontor K.G.**<br>Johs. Thode G.m.b.H. & Co.<br>Hamburg Federal Republic of Germany | **1 599**<br>1 174<br>4 341 | GL | **1977** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (822)<br>98,74 16,06 5,730<br>91,06 16,01 8,21<br>P 15,3 F 9,2 2 dks | **M General Cargo**<br>Quarter stern ramp (s) Ice strengthened<br>Mchy.aft<br>G.6 938 B.6 598<br>TEU 306 C. 306/20' | MaK 6M5<br>Oil 4SA 6Cy. 450 × 520 reduction geared to shaft<br>3 000bhp (2 207kW)<br>MaK. Maschinenbau G.m.b.H. |
| **8102000**<br>*SWVW*<br>9403<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PETER L**<br>ex Fort Frontenac-88<br>**La Fontana Clara Ltd.**<br>Piraeus Greece | *35 808*<br>*22 199*<br>63 880<br>T/cm<br>63,6 | AB<br>✠Classed LR until 9/88 | **1984**-1 B & W Skibsvaerft A/S—Kobenhaven (899)<br>224,87 (BB) 32,31 13,085<br>213,77 32,25 18,01<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 26,2 22,7 22,7 22,7 22,7 22,7 25,3 ER<br>G.78 790 B.75 490 HeCls. B<br>7 Ha (stl) (each 14,4 × 15,0) ER | B&W 4L9<br>Oil 2SA 4Cy. 900 × 2180<br>12 340bhp (9 077kW)<br>B&W Maskinfabrik Div. of B&W Diesel A/S Kobe<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 322,0t (d.o.) 2 386,0t (hvf)-36,0pd |
| **5203970**<br>*J8QQ*<br>2303<br>Df Esd Rdr<br>RTm/h/v | **PETER M**<br>ex Conti Beirut-85 ex Cierzo-83<br>ex Laura-80<br>**Libanfracht SARL**<br>M.C. Lines Shipmanagement Ltd.<br>Kingstown St. Vincent and the Grenadines | **587**<br>355<br>1 262 | **✠100A1**<br>**✠LMC**<br>EL k<br>FN 998 | **1959**-3 Terneuzensche Scheepsbouw Mij. N.V. —Terneuzen (77)<br>71,91 9,94 3,671<br>65,74 9,91 5,26<br>1 dk & S dk<br>rf nil len 70 | **M General Cargo** OSD<br>2 Ho 18,2 28,3 ER<br>G.2 411 B.2 247<br>2 Ha (12,8 22,7 × 5,0) ER<br>Der 1(10) 4(6) | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 050bhp (772kW)<br>Motorenw. Mannheim A.G. (MWM) Man<br>Gen 3 × 20kW 110V d.c.<br>Fuel 865,5t (d.o.) |
| **6825581**<br>*OZDI*<br>H436<br>Esd Gc Rdr Rt | **PETER MADSEN**<br>**P/R Peter Madsen**<br>A/S Peter Madsen Rederi<br>Aarhus Denmark | **118**<br>44<br>183 | | **1968** Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen (286)<br>25,86 7,52 2,147<br>23,98 7,50 2,44<br>1 dk | **M Dredger/Sand Carrier**<br>Suction<br>1 Ho 8,9 ER<br>1W Der 1(15) | Scania<br>Oil 4SA 6Cy. 127 × 145<br>230bhp (169kW)<br>A/B Scania Vabis Sod<br>Fuel (d.o.) |
| **7924463**<br>*OWXQ2*<br>D-12728<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PETER MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Svendborg Denmark (DIS) | *27 771*<br>*14 512*<br>47 803<br>T/cm<br>50,0 | **✠100A1** SS 3/86<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>**IGS**<br>EL L 632,5/70,0U3(a)<br>FN 8719 | **1981**-7 Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2709)<br>182,58 (BB) 32,24 12,701<br>175,01 32,21 17,61<br>F 14,1 1 dk<br>rf 254 Bow/CM 94 Diam. 0,410 MH 1,8 | **M Tanker**<br>IGS (LR) pt higher tensile steel<br>15 Ta ER<br>4 Cargo pumps total 4 800T/hr | B&W 6L67<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Ta<br>2 WTAuxB (o.f.) primary 66kgf/cm² (64,8bar) secondary 24,5kgf/cm² (24,1bar) Spt 270 24,5kgf/cm² (24,1bar) hs146,8<br>WTAuxB (ex.g) 9,7kgf/cm² (9,6bar)<br>Gen 3 × 800kW 450V 60Hz a.c. |
| **7361025**<br>*OWKJ*<br>H674<br>Esd Pfd Rdr Rt | **PETER MARLENE**<br>**P/R Peter Marlene**<br>Gunnar Andreasen<br>Esbjerg Denmark | **228**<br>134<br>— | | **1975** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (123)<br>39,02 7,24 3,175<br>28,10 7,21 3,46<br>len 77 | **M Fishing**<br>Side Trawler | Callesen 6-427<br>Oil 4SA 6Cy. 270 × 400<br>800bhp (588kW)<br>Aabenraa Motorfabrik<br>Fuel (d.o.) |
| **7824625**<br>*J8BD6*<br>2523<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PETER METZ**<br>ex M. C. Cedar-90<br>ex Joanna Borchard-88 ex Genius-88<br>ex Emcol Courier-87<br>ex Peter Oltmann-86<br>ex Zim Canberra-83<br>ex Peter Oltmann-80<br>**Safi Ltd.**<br>Kingstown St. Vincent and the Grenadines | *3 651*<br>*2 631*<br>7 285 | GL | **1979** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (845)<br>126,27 18,06 6,505<br>115,55 18,01 7,47<br>P 17,7 F 11,9 2 dks | **M Container Ship**<br>Portable-guides<br>Ice strengthened<br>2 Ho ER<br>G.10 215 B.9 640<br>TEU 462 C.Ho 172/20'(40') C.Dk 290/20'(40')<br>2 Ha (stl) ER | MaK 8M<br>Oil 4SA 8Cy. 450 × 520 reduction geared to shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 1 × 552kW 3 × 280kW 380V 50Hz a<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 129,5t (d.o.) 619,5t (hvf)-22,5pd |
| **5328445**<br>*OVUU*<br>D1729<br>Df Esd Pfd<br>RdrRTm | **PETER MICHAEL**<br>ex Silvervag-82<br>**Henrik Christensen**<br>Hirtshals Denmark | **161**<br>76<br>— | (NV) | **1962** Flekkefjord Slipp & Mask. A/S—Flekkefjord (64)<br>34,17 6,74<br>6,71 3,56<br>1 dk<br>rf 1300 BK 114 len 70 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>1 Ho ER<br>3 Ha (0,9 1,5 0,9 × 1,2) ER<br>1W Der 1(1,5) | Alpha<br>Oil 2SA 8Cy. 240 × 400<br>640bhp (471kW)<br>Alpha-Diesel A/S Frede<br>Gen 1 × 10kW 1 × 4kW 24V d.c.<br>Fuel (d.o.) |
| **6903852**<br>*VCPT*<br>329351<br>Df Esd Gc<br>Rdr RTm/v | **PETER MISENER**<br>ex Ottercliffe Hall-88 ex Royalton-85<br>ex Ottercliffe Hall-83<br>**Misener Holdings Ltd.**<br>Great Lakes Bulk Carriers Inc. (GLBC)<br>St. Catharines, Ont. Canada | **17 908**<br>13 506<br>28 246<br>T/cm<br>45,4 | **✠100A1** Lake SS 8/90<br>Great Lakes & River St. Lawrence service<br>**✠LMC**<br>EL (Ft) 2⅜"U2<br>FN 7559 | **1969**-5 Davie SB. Ltd.—Lauzon, P.Q. (667)<br>222,51 (BB) 22,97 8,230 FW<br>216,19 22,86 12,10<br>P 28,1 F 17,7 1 dk<br>RW rf nil | **M Bulk Carrier** 6P<br>pt higher tensile steel<br>6 Ho 27,1 29,2 29,2 29,2 29,2 34,7 ER<br>G.36 653<br>17 Ha (stl) (each 6,1 × 14,3) ER | Mirrlees<br>2 Oil 4SA each 6Cy. 381 × 457 sr geared to shaft<br>8 310bhp (6 113kW)<br>Mirrlees National Ltd. St<br>2 NAuxB 4/82 160lbf/in² (11,1bar)<br>Gen 3 × 408kW 575V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 396,5t (hvf) |

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| 5113539<br>*MEXP*<br>166786<br>Esd Rt | **PETER P.**<br>ex Fence-64 ex X 57<br>**J. J. Prior (Transport) Ltd.**<br>London United Kingdom | **186**<br>64<br>279 | **1915** Sunderland S.B. Co. Ltd.—Sunderland<br>33,53 6,51 2,439<br>... ... ...<br>1 dk | **M General Cargo Barge**<br>Sand<br>1 Ho ER<br>rebuilt 64<br>1 Ha ER | Skandiaverken<br>Oil 2SA 2Cy. 320 × 370<br>NE 38<br>Skandiaverken A/B Lysekil |
| 8502391<br>*DPPH*<br>31381<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PETER PAN**<br>**Partenreederei m.s. "Peter Pan"**<br>OHG TT-Line G.m.b.H. & Co.<br>Hamburg Federal Republic of Germany | *31 356*<br>*14 129*<br>4 110<br>T/cm<br>16,5 | **1986** Seebeckwerft A.G.—Bremerhaven (1058)<br>161,53 (BB) 28,20 6,217<br>GL 144,00 15,80 18,52<br>4 dks | **TM Passenger/RoRo Cargo/Ferry**<br>489cbn 1320bth 425dk P<br>Ice strengthened<br>Bow door & ramp<br>L 12,00 W 6,00<br>2 Stern door/ramps 1(p) 1(s)<br>L 8,00 W 6,30<br>Lane Length 1410 Clear height 4,50<br>Cars 550 | MaK 8M552AK<br>4 Oil 4SA each 8Cy. 450 × 520 with clutches & dr geared to sc. shafts<br>26 648bhp (19 601kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 4 × 1795kW 660V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>20kn |
| 5275959<br>*GNDJ*<br>131236 | **PETER ROBIN**<br>ex Mardy-51<br>**Raymond Alfred Sully & L. G. Stevens**<br>King's Lynn United Kingdom | **156**<br>108<br>203 | **1916** Wm. Beardmore & Co. Ltd.—Glasgow<br>*32,22* 6,43<br>... ... ...<br>1 dk<br>R | **M General Cargo**<br>1 Ho 22,8 ER<br>2 Ha (4,8 11,5 × 4,5) ER | Gardner<br>Oil 4SA 8Cy. 140 × 197<br>150bhp (110kW) NE 59<br>L. Gardner & Sons Ltd. Manchester<br>Fuel (d.o.) |
| 5424598<br>*OYMK*<br>D1012<br>Df Esd Pfd<br>Rdr RTm/v | **PETER ROHDE**<br>ex Brovig ex Marlene-86 ex Greva-84<br>ex Sarborg-79 ex Dorca-78<br>ex Lone Krogh-73<br>**Rederiet Susholm ApS**<br>Kobenhavn Denmark | **299**<br>187<br>564 | **1963** Orskovs Staalskibsvaerft I/S—Frederikshavn (24)<br>BV (NV) 48,14 8,67 3,004<br>43,21 8,64 3,56<br>1 dk<br>**IN PORT DAMAGED 1/87** | **M General Cargo**<br>Ice strengthened<br>1 Ho 10,8 ER<br>G.7 078 B.595<br>2 Ha (each 10,7 × 4,9) ER<br>2W Der 2(2) | Alpha 405-24VO<br>Oil 2SA 5Cy. 240 × 400<br>221kW (300bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 8kW 2 × 6kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 32,5t (d.o.)-1,5pd<br>10kn |
| 8420103<br>*DPMS*<br>31379<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PETER S**<br>**Bernd Bruggemann**<br>Hamburg Federal Republic of Germany | *1 838*<br>*963*<br>2 285<br>T/cm<br>9,2 | **1985** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (787)<br>GL 80,60 12,70 4,171<br>75,21 12,62 4,65<br>P 13,8 RQD 28,4 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 51,3 ER<br>G.3 228 B.3 146<br>TEU 96<br>C.Ho 62/20' (40') C.Dk 34/20' (40')<br>1 Ha (stl) (51,3 × 10,1) ER<br>Cr 2(6) | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 with flexible couplings & sr reverse geared to sc. shaft<br>1 385bhp (1 019kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 86kW 1 × 72kW 1 × 60kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 7,5t (d.o.) 148,5t (hvf)<br>11kn |
| 8010300<br>*OWYG2*<br>D-12755<br>Df Esd Gc<br>Pfd Rdr Rt | **PETER SIF**<br>ex Melaka Bay-91 ex Peter Sif-91<br>ex Global Express No. 2-88<br>ex Peter Sif-87<br>**R/I Sif XXVII**<br>Knud I. Larsen<br>Kobenhavn Denmark (DIS) | **1 599**<br>1 176<br>4 508 | **1982** Orskovs Staalskibsvaerft I/S—Frederikshavn (121)<br>NV 102,49 (BB) 17,05 5,411<br>92,61 17,01 9,02<br>F - 2 dks<br>rf 196 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.9 466 B.8 614<br>TEU 326<br>C.Ho 140/20' (40') C.Dk 186/20' (40')<br>2 Ha (stl) (25,9 38,9 × 12,7) ER<br>Cr 2(40-80) | MaK 9M453AK<br>Oil 4SA 9Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>2 700kW (3 671bhp)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 304kW 3 × 264kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 445,0t (i.f.o.)-13,5pd<br>13,5kn |
| 7826790<br>*LMYM*<br>19941<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PETER WESSEL**<br>ex Wasa Star-84<br>**Vard A/S**<br>Larvik Line A/S<br>Larvik Norway | *29 706*<br>*16 558*<br>3 630 | **1981** Oresundsvarvet AB—Landskrona (279)<br>168,48 (BB) 24,52 5,711<br>NV 155,07 24,01 16,57<br>5 dks<br>len 88 | **TM Passenger/RoRo Cargo/Ferry**<br>486cbn 1816bth 448dk P<br>Ice strengthened<br>Bow door & ramp<br>L 18,30 W 8,00<br>2 Stern door/ramps 1(p) 1(s)<br>L 14,40 W 3,50<br>Stern door/ramp (c)<br>L 15,80 W 10,50<br>Cargo Width 2,50 Clear height 4,60<br>Cars 650 Trailers 42<br>Mchy.aft | B&W 8K45GF<br>4 Oil 2SA each 8Cy. 450 × 900 sr geared to sc. shafts<br>21 480kW (29 202bhp)<br>A/B Gotaverken Goteborg<br>Gen 2 × 1700kW 3 × 1660kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 89,0t (d.o.) 789,0t (hvf)-77,0pd<br>19kn |
| 7434054<br>*DEAH*<br>Esd Gc Rdr<br>RTv | **PETER WESSELS**<br>ex Wilhelmshaven-90<br>**Emder Bugsier-und Bergungsgeschaft P.W. Wessels Wwe.**<br>Emden Federal Republic of Germany | **132**<br>—<br>— | **1975** Jadewerft (Wilhelmshaven) G.m.b.H. —Wilhelmshaven (135)<br>GL 26,01 7,62 2,850<br>23,02 7,61 3,66<br>1 dk | **M Tug**<br>Ice strengthened | Deutz SBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>12kn |
| 8723921<br>*USLD*<br>0540<br>Esd Rdr Rt | **PETERIS PLESUMS**<br>**"Carnikava"**<br>Riga Latvia | *738*<br>*221*<br>332 | **1988** .............U.S.S.R.<br>53,74 10,71 4,360<br>RS 47,92 - 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>971kW (1 320bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 300kW a.c. 3 × 160kW a.c.<br>Controllable pitch propeller |
| 8320353<br>*HLII*<br>KN6669-A564<br>Df Esd Gc<br>Pfd Rdr Rt | **PETERO No. 301**<br>ex Tae Woong No. 701-89<br>**Tae Woong Deep Sea Fisheries Co. Ltd.**<br>Pohang South Korea | **485**<br>317<br>510 | **1984** Chungmu Shipyard Co. Ltd.—Chungmu (126)<br>KR 59,52 (BB) 9,53 3,770<br>49,51 9,50 4,14<br>1 dk | **M Fishing**<br>Side-fishing Cuttle | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches & sr geared to sc. shaft<br>1 300bhp (956kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| 8404379<br>*HLIK*<br>KN6669-A564<br>Df Esd Gc<br>Pfd Rdr Rt | **PETERO No. 302**<br>ex Tae Woong No. 703-89<br>**Tae Woong Deep Sea Fisheries Co. Ltd.**<br>Pohang South Korea | **485**<br>317<br>510 | **1984** Chungmu Shipyard Co. Ltd.—Chungmu (129)<br>KR 59,52 (BB) 9,53 3,770<br>49,51 9,50 4,14<br>1 dk | **M Fishing**<br>Side-fishing Cuttle | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches & sr geared to sc. shaft<br>1 300bhp (956kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| 8409941<br>*HLIJ*<br>KN6669-A552<br>Df Esd Gc<br>Pfd Rdr Rt | **PETERO No. 303**<br>ex Tae Woong No. 702-89<br>**Tae Woong Deep Sea Fisheries Co. Ltd.,**<br>Pohang South Korea | **485**<br>317<br>510 | **1984** Sung Kwang SB. Co. Ltd.—Chungmu (702)<br>59,52 (BB) 9,53 3,670<br>KR 49,51 9,50 4,14<br>1 dk | **M Fishing**<br>Side-fishing Cuttle | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches & reverse reduction geared to sc. shaft<br>1 300bhp (956kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Thw. thrust propeller fwd |
| 7410113<br>*6MHH*<br>KN6669-A573<br>Df Esd Gc<br>Pfd Rdr Rt | **PETERO No. 601**<br>ex Tae Woong No. 601-91<br>ex Tae Chang No. 88-86<br>ex Cinco Oceanos No. 152-80<br>**Tae Woong Deep Sea Fisheries Co. Ltd.**<br>Pohang South Korea | **491**<br>180<br>756 | **1974** K.K. Usuki Tekkosho—Usuki (906)<br>60,30 4,079<br>KR 53,80 9,99 6,20<br>F 18,0 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.578<br>2 Ha (2,2 × 1,9) (2,2 × 2,5) ER<br>Der 4(2) | Akasaka AH38<br>Oil 4SA 6Cy. 380 × 560<br>1 870bhp (1 375kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 216kW 225V a.c.<br>13kn |
| 7913593<br>*DTVI*<br>KN66.69-A774<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **PETERO No. 605**<br>ex Tae Woong No. 605-90<br>ex Koshin Maru No. 18-88<br>ex Hoken Maru No. 8<br>**Tae Woong Deep Sea Fisheries Co. Ltd.**<br>Pohang South Korea | **282**<br>133<br>556 | **1979** Narasaki Senpaku Kogyo K.K.—Muroran (160)<br>KR 55,89 4,178<br>50,60 9,26 5,57<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>In.351 | Akasaka AH41<br>Oil 4SA 6Cy. 410 × 640<br>850bhp (625kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 400kW 445V a.c.<br>Controllable pitch propeller<br>12,5kn |
| 7381398<br>*6NNO*<br>KN6669-A770<br>Df Esd Gc<br>Pfd Rdr Rt | **PETERO No. 607**<br>ex Tae Woong No. 607-91<br>ex O Yang No. 7-89<br>ex Kohoku Maru No. 16-86<br>**Tae Woong Deep Sea Fisheries Co. Ltd.**<br>Pohang South Korea | **356**<br>144<br>402 | **1974** Yamanishi Zosen K.K.—Ishinomaki (776)<br>56,62 9,12 3,480<br>KR 49,71 9,10 5,62<br>F 16,2 1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Akasaka AH40<br>Oil 4SA 6Cy. 400 × 600<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 168kW 225V a.c.<br>12,25kn |

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| **8616087**<br>*DJST*<br>2500<br>Esd Gc Pfd<br>Rdr RTm/v | **PETERSBERG**<br>ex Echo Elke-91 ex Petersberg-89<br>**Partenreederei m.s. "Petersberg"**<br>**Gunter Grossjahn & Co. K.G.**<br>Reederei Hermann Buss<br>Eckernfoerde Federal Republic of Germany | *1 392*<br>*570*<br>1 570 | GL | **1986** Schiffsw. Hugo Peters—Wewelsfleth (624)<br>71,96 3,276<br>68,41 11,51 5,41<br>F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 47,9 ER 1 TwD<br>G.2 699 B.2 695<br>TEU 69 C. 69/20' (40')<br>1 Ha (stl) (43,8 × 9,0) ER | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 with flexib<br>couplings & sr reverse geared to sc.<br>816bhp (600kW)<br>Caterpillar Inc. Pe<br>Gen 2 × 56kW a.c. |
| **6329044**<br>*WJDC*<br>291990<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PETERSBURG**<br>ex Sinclair Texas-81<br>**Government of The United States of America (Department of Transportation)**<br>Wilmington, De United States of America | **27 469**<br>18 685<br>50 702 | AB | **1963** Bethlehem Steel Co. Inc. SB. Div.<br>—Sparrows Point, Md (4601)<br>224,44 31,22 12,129<br>214,89 31,09 15,24<br>P 42,7 F 41,8 1 dk<br>RW rf nil | **S Tanker**<br>IGS<br>25 Ta ER<br>L.(oil) 61 730 HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co.<br>Gen 2 × 600kW<br>Fuel 1 419,0t (o.f.)-80,5pd |
| **7810193**<br>*ZMRG*<br><br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PETERSEN**<br>ex Staltor-87<br>**Simunovich Fisheries Ltd.**<br>Auckland New Zealand<br>SatCom: 1663323/SIMU | *650*<br>*195*<br>— | NV | **1979** Sterkoder M/V A/S—Kristiansund N. (78)<br>43,90 9,00 4,328<br>39,93 6,53<br>2 dks<br>rf 1300 BK 152 len 83 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Wichmann<br>Oil 2SA 5Cy. 300 × 450<br>1 500bhp (1 103kW)<br>A/S Wichmann Rubl<br>Gen 2 × 152kW 380V 50Hz a.c.<br>Fuel 110,0t (d.o.)-4,0pd |
| **5330711**<br>*LLOK*<br>11852<br>Df Rdr Rt | **PETERSEN**<br>ex Sjoroyk-84<br>**Anne-Marie Petersen**<br>Stavanger Norway | **145**<br>70<br>229 | | **1946** Kittelsens Batbyggeri—Risor (22)<br>25,10 7,35 3,912<br>7,32<br>1 dk | **Wood M General Cargo**<br>1 Ho ER<br>G.227<br>2 Ha (each 3,7 × 3,2) ER<br>1W Der 1(1,75) | Alpha<br>Oil 2SA 3Cy. 230 × 400<br>177kW (241bhp) E made62 fitted78<br>Alpha-Diesel A/S Fr<br>Fuel 8,0t (d.o.)-1,0pd |
| **8309713**<br>*C6JE4*<br>708312<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PETERSFIELD**<br>**Chantal Shipping Corp.**<br>Kristian Gerhard Jebsen Skipsrederi A/S<br>Nassau Bahamas<br>SatCom: 1103310/PTER | *27 818*<br>*12 649*<br>41 649<br>T/cm<br>48,6 | **100A1** CS 3/90<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2, 4 & 6, or<br>1, 3, 5 & 7 holds, or No. 4<br>hold may be empty<br>**LMC** **UMS**<br>EL M† 637,0/73,0U3<br>FN 8217<br>(BV) | **1985** Hyundai Heavy Industries Co. Ltd.—Ulsan (318)<br>187,51 (BB) 29,47 11,600<br>178,90 29,01 16,92<br>P 31,4 F 9,7 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 13,5 25,7 13,5 25,7 13,5 25,7 12,4 ER<br>G.47 671 B.46 280<br>TEU 1584<br>C.Ho 1044/20' (40') C.Dk 540/20' (40')<br>7 Ha (stl) (12,4 × 17,0) (24,6 12,4 24,6 12,4 24,6 12,4 × 23,0) ER<br>Cr 2(35) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>5 973kW (8 120bhp)<br>Hyundai SB. & Heavy Industries<br>AuxB (Comp) 8,1kgf/cm² (8,0bar)<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 101,0t (d.o.) 2 009,5t (hvf)-23,5pd |
| **7388487**<br><br><br>Df Esd Gc<br>Pfd Rdr | **PETIFOQUE**<br>ex La Caravelle-86 ex Cieisa Nueve-80<br>**Bahia de la Estrella S.A.**<br>Vigo Spain | **280**<br>125<br>150 | BV | **1978** Const. Nav. Santodomingo—Vigo (441)<br>29,21 3,501<br>26,73 7,51 5,41<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>750bhp (552kW)<br>Hijos de J. Barreras S.A.<br>Fuel 115,0t (d.o.) |
| **7813016**<br>*LZGG*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PETIMATA OT RMS**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria<br>SatCom: 1435210/REMS | **23 103**<br>14 102<br>38 400<br>T/cm<br>45,8 | BR | **1978** "Georgi Dimitrov" Shipyard—Varna (058)<br>201,58 (BB) 27,87 11,191<br>186,01 27,81 15,60<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 22,7 20,3 19,5 19,5 19,5 19,5 18,7 ER<br>G.50 566 HeCls. B<br>7 Ha (stl) (13,0 × 11,2) (13,0 13,0 13,0 13,0 13,0 13,0 × 12,7) ER | B&W<br>Oil 2SA 8Cy. 740 × 1600<br>13 700bhp (10 077kW)<br>Bryansk Eng. Works<br>Gen 3 × 504kW 1 × 100kW<br>Fuel 541,5t (d.o.) 1 964,0t (hvf)-43,5pd |
| **5428582**<br>*TMNK*<br><br>Df Rt | **PETIT CANCALAIS**<br>**Societe Provencale d'Armement**<br>St. Nazaire France | **158**<br>35<br>— | | **1948** Ch. A. Craipeau—St. Malo<br>*27,10* 6,71<br>6,66<br>1 dk | **Wood M Pilot Tender**<br>1 Ha (1,2 × 1,2)<br>Der 1(1) | MAN<br>Oil 4SA 6Cy. 285 × 420<br>375bhp (276kW)<br>Soc. Gen. de Const. Mec. (S.G.C.M.) La |
| **5340948**<br>*OXUX2*<br>D-10498<br>Df Esd Pfd<br>Rt | **PETIT FOLMER**<br>ex Heidi-81 ex Merethe Juncher-79<br>ex Else Stevns-76 ex Stevns-72<br>**P/R Petit Folmer**<br>H. Folmer & Co.<br>Marstal Denmark (DIS) | **358**<br>191<br>570 | BV | **1956** Husumer Schiffsw.—Husum (1092)<br>50,81 8,26 3,010<br>8,23 3,43<br>1 dk<br>RW len 59 | **M General Cargo**<br>2 Ha (w) (each 12,1 × 5,0) ER | MaK<br>Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G.<br>Fuel 19,5t (d.o.) |
| **6826119**<br>*CFG3677*<br>359165<br>Df Esd Gc<br>Pfd Rdr Rt | **PETITE FORTE**<br>ex Al Battal-86 ex Scotsman-81<br>ex Jaramac 42-73<br>ex E. Bronson Ingram-72<br>**Great Lakes & International Towing & Salvage Co. Inc.**<br>Hamilton, Ont. Canada | **369**<br>16<br>287 | **✠100A1** SS 7/91<br>tug<br>winters in the Great Lakes<br>**✠LMC**<br>EL (f) 1⅛"U1<br>FN 485 | **1969**-1 Cochrane & Sons Ltd.—Selby (1520)<br>38,92 10,01 4,388<br>34,14 9,45 4,73<br>B & F 20,2 1 dk<br>rf 762 | **TM Tug**<br>Anchor-handling | Ruston<br>2 Oil 4SA each 8Cy. 318 × 368 sr rever<br>to sc. shafts<br>Ruston & Hornsby Ltd.<br>Gen 1 × 240kW 2 × 130kW 440V 60 |
| **7947635**<br>*WQZ4180*<br>608668<br>Df Esd Gc<br>Rdr Rt | **PETITE ONE**<br>**CKM Inc.**<br>Honolulu, Hi United States of America | **141**<br>98<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>*20,85* 6,74<br>3,74<br>1 dk | **Reinforced Plastic M Fishing**<br>Tuna | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>470bhp (346kW)<br>Cummins Engine Co. Inc. |
| **8504882**<br>*9HNQ3*<br>2908<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PETKA**<br>**Petka Shipping Co. Ltd.**<br>Atlantska Plovidba<br>Valletta Malta | *23 271*<br>*10 473*<br>34 685<br>T/cm<br>49,9 | **✠100A1** M 12/90-10mos<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>Ice Class 1D<br>**✠LMC** **UMS**<br>EL J† 605,0/66,0U3<br>FN 8196<br>JR | **1986**-10 R.O. Brodogradiliste "3 Maj"—Rijeka (634)<br>222,13 (BB) 23,14 9,702<br>216,52 23,09 14,76<br>F 17,7 1 dk<br>rf nil DK | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 22,5 20,8 27,2 20,8 27,2 20,8 27,2 ER<br>G.45 633<br>7 Ha (stl) (14,6 14,3 19,1 14,3 19,1 14,3 19,1 × 13,2) ER<br>Cr 3(25) 1(12) | Sulzer<br>Oil 2SA 6Cy. 620 × 2150<br>8 300kW (11 284bhp)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>2 AuxB (1 o.f. 1 ex.g) 7,1kgf/cm² (7,0ba<br>Gen 1 × 1080kW 3 × 592kW 450V 6<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 167,0t (d.o.) 2 046,5t (hvf) |
| **6813459**<br>*LZHO*<br>111210<br>Df Esd Gc<br>Rdr Rt | **PETKO R. SLAVEJKOV**<br>Launched as Atria<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **9 069**<br>5 828<br>13 270 | BR<br>✠Classed LR until 10/70 | **1968**-9 Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (281)<br>143,64 19,66 8,911<br>132,16 19,56 11,99<br>P 24,7 F 11,0 2 dks<br>rf 152 | **M General Cargo**<br>5 Ho 12,5 5,6DTp&s 16,4 21,0 21,0 17,2 ER<br>G.18 140 B.18 128 L.640<br>5 Ha (stl) (7,0 13,4 12,0 12,0 8,9 × 7,0) ER<br>16W Der 1(50) 16(5-10) | B&W 6-62<br>Oil 2SA 6Cy. 620 × 1400<br>6 550bhp (4 818kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 3 × 300kW 400V 50Hz a.c.<br>Fuel 112,0t (d.o.) 765,0t (hvf)-26,5pd |
| **7311898**<br>*HAAW*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **PETOFI**<br>**Hungarian Shipping Co. Ltd. (Magyar Hajozasi R.T.) (MAHART)**<br>Budapest Hungary | **9 858**<br>4 957<br>13 635 | RS | **1973** Kherson Shipyard—Kherson (1340)<br>155,71 20,65 9,500<br>140,01 20,60 12,30<br>2 dks | **M General Cargo**<br>Ref<br>5 Ho 15,8 17,2 17,9 28,6 17,2 ER 7 TwD<br>G.18 430 B.17 495 In.515<br>10 Ha (stl) (8,6 13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,2) ER (2,9 × 3,8)<br>2W Cr 4(8) 7(5) Der 1(60) | B&W 6-74<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Gen 3 × 300kW 400V 50Hz a.c.<br>Fuel 1 468,5t (hvf)-37,5pd |
| **7929243**<br>*SXBL*<br>9556<br>Df Esd Gc<br>Pfd Rdr RTv | **PETRA**<br>ex Antonis S. Lemos-89 ex Yasmine-87<br>ex Sparto-87 ex Jaraconda-83<br>**Angrian Enterprises Ltd.**<br>Piraeus Greece<br>SatCom: 1130272/PTRA | **29 895**<br>23 883<br>64 848 | **100A1** SS 1/91<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>**LMC** **UMS**<br>EL P† 660,0/78,0U3<br>FN 10750<br>(NV) | **1981** Hitachi Zosen—Innoshima Works, Innoshima (4668)<br>224,50 (BB) 32,24 12,445<br>215,00 32,20 17,80<br>F 17,6 1 dk<br>rf 70 | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho ER<br>G.74 778<br>7 Ha (stl) (each 16,0 × 13,1) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>10 592kW (14 400bhp)<br>Hitachi Zosen Sakurajima Wo<br>e(ex.g) (ex.g) 12kgf/cm² (11,8bar)<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>Gen 3 × 780kW 440V 60Hz a.c.<br>Fuel 2 986,0t (d.o.)-48,0pd |

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|---|---|---|---|---|---|---|
| 9001849<br>*DCGL*<br>Df Esd Gc<br>Rdr RTm/h/v | **PETRA**<br>**m.s. "Petra" Dames Schiffahrts KG**<br>Emden Federal Republic of Germany | *1 960*<br>*864*<br>2 859 | GL | **1990** Scheeps. Damen B.V.—Bergum (8256)<br>89,03 4,360<br>85,30 12,50 6,50<br>1 dk | **M General Cargo**<br>1 Ho 63,3 ER<br>G.3 950 B.3 907<br>TEU 158 C.Ho 78/20' C.Dk 80/20'<br>1 Ha (stl) (63,3 × 10,1) ER | Caterpillar 3516TA<br>Vee Oil 4SA 16Cy. 170 × 190 sr reverse geared to sc. shaft<br>600kW (816bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 80kW 1 × 50,4kW 220/380V a.c.<br>11,5kn |
| 8209705<br>*V2FR*<br>2123<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PETRA**<br>**Partenreederei m.s. "Petra"**<br>Reederei Hermann Buss<br>Hamburg Antigua & Barbuda | T.Mk<br>**999**<br>467<br>3 550 | GL | **1983** Werft Nobiskrug G.m.b.H.—Rendsburg (717)<br>92,39 (BB) 18,14 4,561<br>80,02 18,01 8,62<br>F 13,2 2 dks | **TM RoRo Cargo/General Cargo**<br>Ice strengthened<br>Stern door/ramp<br>L 10,00 W 8,74<br>Lane Length 344 Clear height 5,50<br>1 Ho 67,6 ER<br>G.6 174 B.5 847<br>TEU 278<br>C.Ho 132/20' (40') C.Dk 146/20' (40') incl. 20 ref C.<br>1 Ha (stl) (68,3 × 15,0) ER<br>Cr 2(38) | Deutz SBV8M628<br>2 Oil 4SA each 8Cy. 240 × 280 with clutches, flexible couplings & reverse reduction geared to sc. shafts<br>2 990bhp (2 199kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 184kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>12,5kn |
| 5174026<br>*IUEU*<br>797<br>Df Esd Rdr<br>RTm | **PETRA**<br>ex S. Biagio-69 ex John-M-65<br>**Societa Armatoriale Lugari e Filippi S.r.l.**<br>Livorno Italy | **703**<br>311<br>1 073 | (BV) (RI) | **1954** Ch. Navals de Caen—Blaineville (226)<br>59,82 9,05 4,833<br>54,08 9,00 5,41<br>P 7,7 B 6,1 F 8,9 1 dk<br>R | **M Tanker**<br>12 Ta ER<br>L.(oil) 864 HeCls. BC | Sulzer<br>Oil 2SA 7Cy. 290 × 500<br>700bhp (515kW) E made44 fitted55<br>Cie. de Const. Mec., CCM St. Denis<br>Gen 2 × 40kW 1 × 13kW 220V d.c.<br>Fuel 51,0t (d.o.) 11kn |
| 5162619<br>*ODJP*<br>Df Esd Rdr<br>Rt | **PETRA**<br>ex Bernisse-82 ex Ipswich Progress-71<br>ex Fink-61<br>**Radwan M. Sahyoun**<br>Beirut Lebanon | T.Mk<br>**360**<br>147<br>530 | GL | **1955** Fr. Luerssen Werft G.m.b.H. & Co.—Bremen-Vegesack (13233)<br>56,01 9,02 2,741<br>51,08 9,00 4,91<br>F 7,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 29,9 ER<br>G.1 359 B.1 274<br>1 Ha (26,6 × 5,1) ER<br>4W Der 2(3-5) 2(3) | Deutz RBV6M545<br>Oil 4SA 6Cy. 320 × 450<br>590bhp (434kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 55kW 1 × 33kW 220/230V d.c.<br>Fuel 41,5t (d.o.) 10,5kn |
| 7365801<br>*PGSG*<br>UK 4<br>Rt | **PETRA**<br>ex Deo Volente-88<br>**Kroon B.V.**<br>Urk Netherlands | *302*<br>*90*<br>— | | **1974** Scheepswerf "Vooruit" C.V.—Zaandam<br>40,24 7,52<br>37,11 7,50 4,09<br>1 dk | **M Fishing**<br>Side-fishing | Deutz<br>Oil<br>NE 84<br>Kloeckner Humboldt Deutz West Germany<br>12kn |
| 8500408<br>*DPFF*<br>SSR14920<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **PETRA F.**<br>**m.s. "Petra F" Uwe Fischer KG**<br>Hamburg Federal Republic of Germany | *1 567*<br>*564*<br>1 748 | GL | **1985** Arminiuswerft G.m.b.H.—Bodenwerder (10491)<br>81,21 11,51 3,437<br>77,42 11,31 5,41<br>F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 51,6 ER<br>G.2 823 B.2 777<br>TEU 72<br>C.Ho 48/20' (40') C.Dk 24/20' (40') incl. 12 ref C.<br>1 Ha (stl) (50,4 × 9,0) ER | Wartsila 6R22<br>Oil 4SA 6Cy. 220 × 240 with flexible couplings & sr reverse geared to sc. shaft<br>810bhp (596kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 240kW 1 × 60kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 108,5t (d.o.)-3,5pd 9,75kn |
| 8520458<br>*DPPG*<br>14960<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PETRA GUNDA**<br>**m.s. "Petra Gunda" Hans Heinrich KG**<br>Hamburg Federal Republic of Germany | *2 120*<br>*900*<br>3 028 | GL | **1986** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (989)<br>92,11 (BB) 11,54 4,698<br>89,21 11,31 6,91<br>P 18,3 F 6,8 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho 64,3 ER<br>G.4 060 B.4 039<br>TEU 100 C. 100/20' (40')<br>1 Ha (stl) (61,7 × 9,3) ER | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 with flexible couplings & sr reverse geared to sc. shaft<br>815bhp (599kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 94kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 190,0t (d.o.)-3,0pd 10kn |
| 7371707<br>*C4AX*<br>707624<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PETRAKI**<br>ex Brothers Faith-88<br>ex Ocean Wealth-86<br>ex Consuelo Star-84 ex Ho Lung-79<br>**Harvard Marine Co. Ltd.**<br>Limassol Cyprus | **8 596**<br>6 123<br>15 107 | BV (NK)<br>Classed LR until 9/89 | **1974** Hashihama Zosen—Imabari (547)<br>138,44 21,44 9,013<br>128,00 21,40 12,02<br>P 23,5 F 11,3 1 dk | **M General Cargo**<br>4 Ho ER<br>G.19 193 B.18 597<br>4 Ha (stl) (19,8 13,4 20,9 24,0 × 10,4) ER<br>4W Der 4(25) | Mitsubishi 8UEC52/105C<br>Oil 2SA 8Cy. 520 × 1050<br>5 884kW (7 999bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 320kW 440V 60Hz a.c.<br>Fuel 1 413,5t (hvf)-29,0pd 14kn |
| 8209638<br>*SXUM*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>SatCom<br>AMVER | **PETRALIA**<br>ex Black Falcon-91 ex Tabora-90<br>ex Black Falcon-88<br>ex Norasia Karsten-86<br>ex Karsten Wesch-83<br>**Lighthouse Shipping Corp.**<br>Piraeus Greece | *18 775*<br>*8 617*<br>25 855<br>T/cm<br>36,9 | GL | **1983** Howaldtswerke-Deutsche Werft A.G. —Kiel (190)<br>169,15 (BB) 25,94 10,200<br>160,03 25,40 15,52<br>F 13,5 1 dk | **M Bulk Carrier**<br>Employed in container service only<br>Ice strengthened Str. heavy cargoes<br>6 Ho 17,0 30,4comb. 16,0 16,0 30,4comb. 17,0 ER<br>G.37 182 B.36 492<br>TEU 1378<br>C.Ho 712/20' (40') C.Dk 666/20' (40') incl. 32 ref C.<br>8 Ha (stl) (12,7 × 10,3) (12,9 12,7 12,7 12,7 12,7 12,7 12,9 × 20,1) ER<br>Cr 4(36) | Sulzer 6RLB66<br>Oil 2SA 6Cy. 660 × 1400<br>6 804kW (9 250bhp)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel 197,0t (d.o.) 1 746,0t (hvf)-37,0pd 15,75kn |
| 6614932<br>*D3X2511*<br>C471<br>Esd Gc Rdr<br>Rt | **PETRANGOL**<br>**Sociedad Nacional de Combustiveis de Angola (SONANGOLA)**<br>Luanda Angola | **1 572**<br>894<br>2 286 | **✠100A1** SS 7/88<br>oil tanker<br>Sierra Leone — Walvis Bay coastal service with occasional voyages to Lisbon<br>**✠LMC**<br>EL p $1\frac{7}{16}$"SQ<br>FN 1187 | **1966**-8 Est. Sao Jacinto S.a.r.L.—Aveiro (68)<br>75,62 11,92 5,131<br>69,02 11,50 5,69<br>P 17,4 Trunk 35,7 RFD 13,2 1 dk<br>RW rf nil | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 555 | MAN<br>Oil 4SA 7Cy. 400 × 600<br>1 760bhp (1 295kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 63kW 400V 50Hz a.c.<br>Fuel 132,0t (d.o.)-8,0pd 11kn |
| | **SURVEYS OVERDUE — CLASS SUSPENDED 1/4/91** | | | | | |
| 7041651<br>*ICBX*<br>828<br>Df Esd Gc<br>Rdr RTh/v | **PETRARCA**<br>**"Tirrenia" di Navigazione S.p.A.**<br>Palermo Italy | **7 094**<br>3 659<br>1 875 | RI | **1971** Cant. Nav. del Tirreno e Riuniti—Palermo (250)<br>130,97 20,02 5,576<br>118,01 19,99 7,22<br>2 dks<br>rf 152 | **TM Passenger/RoRo Cargo/Ferry**<br>485bth 515dk P<br>Stern door/ramp | Fiat 600.9S<br>2 Oil 2SA each 9Cy. 600 × 800<br>16 560bhp (12 181kW)<br>Cant. Nav. del Tirreno e Riuniti Ancona<br>Gen 4 × 600kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 694,0t (hvf) 22kn |
| 7409401<br>*ONPC*<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **PETREL**<br>ex Oil Driller-90 ex Petrel-89<br>**Offshore Europe N.V.**<br>Fina Marine S.A.<br>Antwerpen Belgium<br>See Register of Offshore Units | **10 345**<br>5 308<br>7 500 | NV | **1976** IHC Gusto B.V. Offshore Div.—Schiedam (947)<br>152,84 21,42 7,518<br>139,20 21,37 12,50<br>2 dks | **TD-E Drilling Ship**<br>Ice strengthened<br>Mchy.aft<br>Cr 1(39) 1(24) | AGO G16VS240<br>5 Vee Oil 4SA each 16Cy. 240 × 220/230 total 17 000bhp (12 505kW) driving 5 gen. each 2 400kW 6 000V a.c. connected to 4 elec. motors each of 1 750shp (1 287kW) & sr geared to sc. shafts<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.) Mulhouse<br>Gen 1 × 600kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>3 Thw. thrust Contr. pitch propellers fwd , 2 aft<br>Fuel 3 529,5t (hvf)-26,0pd 14kn |
| 7618272<br>*J8BL6*<br>2587<br>Df Esd Rdr<br>Rt | **PETREL**<br>ex Union Pearl-89<br>**Seahorse Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines | **699**<br>398<br>1 010 | GL | **1977** Scheepswerf "Grave" B.V.—Grave (66)<br>60,03 9,56 3,241<br>57,64 9,52 3,81<br>P 12,8 1 dk | **M General Cargo**<br>1 Ho 38,0 ER<br>G.1 559 B.1 441<br>1 Ha (stl) (34,5 × 7,4) ER | Cummins KTA-50-M<br>Vee Oil 4SA 16Cy. 159 × 159 reverse reduction geared to sc. shaft<br>736kW (1 001bhp) NE 89<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 38kW 1 × 13kW 380V a.c.<br>10kn |

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| **7643409**<br>*CB2512*<br><br>Esd Pfd Rdr<br>Rt | **PETREL**<br>ex Nego King-77<br>ex Kyofuku Maru No. 8-74<br>**Sudamericana Agencias Aereas y Maritimas S.A. (SAAM)**<br>Valparaiso Chile | **181**<br>57<br>— | BV | **1970** Murakami Hide Zosen K.K.—Hakata<br>27,84 3,071<br>25,00 8,28 3,56<br>1 dk | **TM Tug** | Otsuka<br>2 Oil 4SA each 6Cy. 300 × 460 reverse re<br>geared to sc. shafts<br>K.K. Otsuka Tekkosho |
| **6714756**<br>*FO9635*<br>917<br>RTv | **PETREL**<br>**Service Maritime des Ports de Nantes et Saint Nazaire**<br>Nantes France | **112**<br>3<br>— | | **1967** At. & Ch. C. Auroux—Arcachon (281)<br>27,01 6,51 2,801<br>24,52 3,41<br>1 dk | **M Tug** | Duvant<br>Oil 4SA 6Cy. 315 × 480<br>Moteurs Duvant<br>Gen 2 × 40kW 380V 50Hz a.c.<br>Directional propeller<br>Fuel 20,5t (d.o.) |
| **8308161**<br>*C6JE3*<br>716255<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PETREL ARROW**<br>ex Alain L. D.-90<br>**Addison Maritime Corp.**<br>Kristian Gerhard Jebsen Skipsrederi A/S<br>Nassau Bahamas<br>SatCom: 1103314/PTRL | *27 824*<br>*12 649*<br>41 600<br>T/cm<br>48,6 | NV (BV) | **1985** Hyundai Heavy Industries Co. Ltd.—Ulsan (317)<br>187,51 (BB) 29,47 12,050<br>177,04 29,01 16,92<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 13,5 25,7 13,5 25,7 13,5 25,7 12,4 ER<br>G.47 671 B.46 280<br>TEU 1584<br>C.Ho 1044/20' (40') C.Dk 540/20' (40')<br>7 Ha (stl) (12,4 × 17,0) (24,6 12,4 24,6 12,4 24,6 12,4 × 23,0) ER<br>Cr 2(35) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>5 973kW (8 120bhp)<br>Hyundai SB. & Heavy Industries<br>Gen 3 × 600kW 1 × 180kW 450V 60Hz a<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 101,0t (d.o.) 2 009,5t (hvf)-23,5pd |
| **5007508**<br>*VYPK*<br>370565<br>Df Esd Gc<br>Pfd RdrRTm | **PETREL V**<br>ex Petrel-76 ex Akeroy-68 ex Akurey-67<br>**Techno-Navigation Limitee**<br>Quebec, P.Q. Canada | **955**<br>611<br>— | (NV)<br>✠Classed LR until 6/67 | **1947**-7 Cook, Welton & Gemmell Ltd.—Beverley (779)<br>59,44 9,17 4,604<br>53,19 9,15 4,88<br>RQD 28,1 F 10,4 2 dks<br>R rf 610 BK 203 conv Side Trawler Fishing 77 | **M Research**<br>Survey<br>3 Ho ER<br>3 Ha (stl) (each 3,2 × 2,2) ER<br>2W Der 2(2) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW) NE 76<br>Kloeckner Humboldt Deutz<br>Gen 1 × 200kW 1 × 152kW 1 × 140kW<br>220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **7918268**<br>*SWZC*<br>9017<br>Df Esd Gc<br>Pfd Rdr RTv | **PETRIANA**<br>ex Ikan Kerapu-86<br>**Dryad Investment Corp.**<br>Piraeus Greece<br>SatCom: 1130273/PRAN | **30 965**<br>23 221<br>64 911<br>T/cm<br>62,0 | **✠100A1** SS 4/90<br>bulk carrier<br>strengthened for heavy cargoes, hold Nos. 2, 4 & 6 may be empty<br>**✠LMC** **UMS**<br>EL N† 660,0/76,0U3(a)<br>FN 10603 | **1981**-1 Mitsubishi Heavy Industries Ltd.—Kobe (1112)<br>224,01 (BB) 31,86 13,328<br>211,28 31,81 18,37<br>F 17,7 1 dk<br>rf 51 | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 19,2 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.73 793<br>7 Ha (stl) (11,9 × 10,2) (14,4 14,4 14,4 14,4 14,4 14,4 × 13,5) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 550kW 450V 60Hz a.c. |
| **8723919**<br>*UYMU*<br>M-42877<br>Esd Rdr Rt | **PETRISHCHEVO**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *738*<br>*221*<br>329 | RS | **1988** ............U.S.S.R.<br>53,74 10,71 4,400<br>47,92 - 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 300kW a.c. 3 × 150kW a.c.<br>Controllable pitch propeller |
| **7506649**<br>*9V3310*<br>383674<br>Rdr Rt | **PETRO ALPHA**<br>ex Nickel Maru No. 3-88<br>**Poder Shipping Pte. Ltd.**<br>Petroships Pte. Ltd.<br>Singapore Singapore | **372**<br>184<br>571 | NK | **1975** Shin Nikko Zosen—Setoda (108)<br>47,00 8,01 3,506<br>43,11 7,98 3,84<br>P 14,2 B 4,1 F 8,4 1 dk | **M Tanker**<br>Chemical<br>3 Ta ER<br>L.584 | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>552kW (750bhp)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 32kW a.c. |
| **7302328**<br>*9VFS*<br>384392<br>Df Esd Gc<br>Pfd Rdr Rt | **PETRO ASPAC**<br>ex Petro Moga-90 ex Lijiang-86<br>ex Kashihara Maru No. 5-76<br>**Eumer Shipping Pte. Ltd.**<br>Petroships Pte. Ltd.<br>Singapore Singapore | *6 372*<br>*4 283*<br>12 567<br>T/cm<br>21,5 | NK | **1973** Imabari Zosen—Imabari (294)<br>**1990** (Additional cargo section) Pan United Shipping Pte. Ltd.—Singapore (79)<br>125,00 (BB) - 7,985<br>118,80 20,16 10,20<br>P 28,0 B 5,0 F 15,0 1 dk<br>RW Bow/CM 68 Diam. 0,250 len & widened & rebuilt 90 | **M Tanker**<br>Oil Molasses<br>SBT<br>12 Wing Ta ER<br>L.14 016<br>3 Cargo pumps total 1 650T/hr | Mitsubishi<br>Oil 2SA 8Cy. 450 × 800<br>5 800bhp (4 266kW)<br>Kobe Hatsudoki K.K.<br>Fuel 998,0t-23,5pd |
| **7614264**<br>*WYL3301*<br>569743<br>Rdr Rt | **PETRO CHALLENGER**<br>ex Marine Challenger-91<br>ex Polar Explorer ex LT 789<br>**Forty Niner Transportation Inc.**<br>Juneau, Ak United States of America | **275**<br>187<br>— | | **1944** Marietta Mfg. Co.—Point Pleasant, WV (525)<br>10,06 4,979<br>42,98 10,01 5,74<br>1 dk | **M Tug** | Fairbanks, Morse<br>2 Oil each 10Cy. 206 × 254 geared to sc. s<br>Fairbanks, Morse & Co.<br>Fuel (d.o.) |
| **7203596**<br>*J8CK7*<br>2788<br>Rdr Rt | **PETRO CHEMICARRY**<br>ex Kokusho Maru No. 2-80<br>**Kingstate Marine Co.**<br>Kingstown St. Vincent and the Grenadines | **1 105**<br>646<br>1 933<br>T/cm<br>6,3 | KR | **1970** Towa Zosen K.K.—Shimonoseki (405)<br>71,86 11,05 4,841<br>65,00 11,00 5,49<br>P 18,9 F 10,7 1 dk<br>Bow/CM 40 Diam. 0,203 | **TM Tanker**<br>Chemical<br>8 Ta ER<br>L.2 412<br>2 Cargo pumps total 140T/hr | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320 geared to s<br>shafts<br>1 500bhp (1 103kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 48kW 225V a.c.<br>Fuel 72,0t-5,0pd |
| **7002007**<br>*9VIM*<br>384609<br>Df Rdr Rt | **PETRO LINTAS**<br>ex Primrose I-82<br>ex Azuma Maru No. 13-79<br>**Lintas Shipping Pte. Ltd.**<br>Petroships Pte. Ltd.<br>Singapore Singapore | **1 901**<br>1 212<br>3 836 | NK | **1969** Kurushima Dockyard Co. Ltd.—Imabari (488)<br>86,72 14,03 6,160<br>80,04 14,00 7,19<br>P 19,2 F 9,2 1 dk<br>RW Bow/CM 33 Diam. 0,254 | **M Tanker**<br>CBT IGS<br>8 Ta ER<br>L.(oil) 4 675 HeCls. C<br>1 Cargo pumps total 1 000T/hr | Akasaka<br>Oil 4SA 6Cy. 470 × 670<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 100kW<br>Fuel 18,5t (d.o.) 206,0t (hvf)-7,0pd |
| **7124128**<br>*9VIN*<br>384709<br>Esd Rdr Rt | **PETRO MARGO**<br>ex Wakamatsu Maru-91<br>**Margo Shipping Pte. Ltd.**<br>Petroships Pte. Ltd.<br>Singapore Singapore | **1 603**<br>849<br>3 012 | NK | **1971** Shikoku Dockyard Co. Ltd.—Takamatsu (754)<br>83,60 12,32 5,425<br>78,01 12,30 6,30<br>P 20,8 F 8,3 1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.3 473 | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 120kW 1 × 50kW 450V 60Hz a<br>Fuel 136,0t-7,5pd |
| **7829364**<br>*WYE7986*<br>591400 | **PETRO MARINER**<br>ex Gale Wind-91<br>**Forty Niner Transportation Inc.**<br>Juneau, Ak United States of America | **138**<br>93<br>— | | **1978** ............Seattle, Wa<br>*21,10*<br>7,35 3,48<br>1 dk | **M Tug** | Oil |
| **7001534**<br>*9MXQ*<br>324240<br>Rdr Rt | **PETRO MEWAH**<br>ex Hikari Maru No. 2-81<br>**Minasli Sendirian Berhad**<br>Penang Malaysia | **1 996**<br>1 187<br>3 590 | NK | **1969** Hashihama Zosen—Imabari (259)<br>89,69 13,01 5,860<br>82,99 12,98 6,74<br>P 19,6 F 8,9 1 dk<br>RW | **M Tanker**<br>8 Ta ER | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>2 400bhp (1 765kW)<br>Daihatsu Kogyo<br>Gen 2 × 144kW 225V a.c. |
| **5428972**<br>*9V2928*<br>381950<br>Df Rdr Rt | **PETRO MULIA**<br>ex Komaya No. 1-80<br>ex Shinsei Maru-78<br>**Hiap Joo Marine Pte. Ltd.**<br>Singapore Singapore | **1 599**<br>800<br>2 651 | NK | **1963** Hitachi Zosen—Mukaishima (4008)<br>88,91 11,66 5,015<br>83,83 11,61 5,90<br>P 20,5 F 7,4 1 dk<br>RW len 74 | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.3 485 | B&W<br>Oil 2SA 9Cy. 280 × 500<br>1 720bhp (1 265kW)<br>Hitachi Zosen Hiroshima Works,<br>Gen 2 × 48kW 220V a.c.<br>Fuel 134,0t-7,0pd |
| **7126190**<br>*9V3258*<br>383428<br>Df Esd Gc<br>Rdr Rt | **PETRO NIAGA**<br>ex Shinsui Maru No. 2-84<br>**Petrans Marine Pte. Ltd.**<br>Petroships Pte. Ltd.<br>Singapore Singapore | **1 591**<br>909<br>3 001 | NK | **1971** K.K. Taihei Kogyo—Akitsu (270)<br>83,52 12,55 5,536<br>78,31 12,50 6,30<br>P 21,1 F 7,4 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 3 289 | Hanshin<br>Oil 4SA 6Cy. 460 × 680<br>2 600bhp (1 912kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 120kW 445V 60Hz a.c.<br>Fuel 23,0t (d.o.) 133,0t (hvf)-14,0pd |

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| 6504242<br>J8OH6<br>2971<br>Df Gc Pfd<br>Rdr RTv | **PETRO PYLA**<br>ex Svengulf Maersk-82<br>**Petromarine S.A.**<br>Kingstown St. Vincent and the Grenadines | **3 636**<br>2 119<br>5 200 | BV<br>✠Classed LR until 4/2/83 | **1965**-6 Odense Staalskibsvaerft A/S—Odense (173)<br>112,68 16,21 6,097<br>105,21 16,16 7,40<br>P 28,4 F 11,9 1 dk<br>rf 51 | **M Tanker**<br>Ice strengthened<br>21 Ta ER<br>L.(oil) 7 490 | B&W 5-50VT2BF-110<br>Oil 2SA 5Cy. 500 × 1100<br>3 850bhp (2 832kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 312kW 440V 60Hz a.c.<br>Fuel 277,5t (hvf) 13,75kn |
| 8108274<br>202079<br>RTv | **PETRO QUEEN**<br>**Las Vivas Transport Inc.**<br>Manila Philippines | **485**<br>425<br>726<br>T/cm<br>5,1 | | **1981** Sandoval Shipyards Inc.—Navotas (7908)<br>50,32 2,974<br>48,80 10,98 3,43<br>1 dk<br>Diam. 0,152 | **TM Tank Barge**<br>2 Cargo pumps total 2 000T/hr | Yanmar 6KDAL-T<br>2 Oil 4SA each 6Cy. 145 × 170<br>480bhp (353kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| 7207877<br>HO5691<br>2169-71A | **PETRO SERVICE**<br>**Doch Mini Tanker Ltd.**<br>Panama Panama | *573*<br>*171*<br>508 | | **1968** Burton Construction & SB. Corp.—Port Arthur, Tx (432)<br>51,82 3,566<br>48,27 12,21 4,27<br>1 dk | **M Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 216 × 254<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Fuel (d.o.) 12kn |
| 5413422<br>H9PC<br>11041-81A<br>Df Esd Gc<br>Rdr RTm/h/v | **PETRO SOULAC**<br>ex Sulfo-75 ex Selje-73<br>**Amarillys Shipping Ltd.**<br>Petromarine S.A.<br>Panama Panama<br>SatCom: 1332754/PSOU | **5 732**<br>3 143<br>8 469<br>T/cm<br>19,3 | BV (NV) | **1963** A/B Ekensbergs Varv—Stockholm (230)<br>134,73 17,53 6,973<br>124,29 17,51 8,51<br>1 dk<br>rf 51 Bow/CM 69 Diam. 0,203 | **M Tanker/Liquefied Gas Carrier**<br>Oil LPG<br>4 Ta on deck<br>20 Ta ER<br>L.8 469 L.(gas) 2 518 HeCls. C<br>9 Cargo pumps total 3 050T/hr | B&W 6-50VT2BF-110<br>Oil 2SA 6Cy. 500 × 1100<br>4 200bhp (3 089kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 1 × 272kW 2 × 200kW 440V 60Hz a.c.<br>Fuel 349,5t (d.o.) 944,0t (hvf)-11,0pd 14kn |
| 7353494<br>9MAV9<br>326022<br>Esd Gc Rdr<br>Rt | **PETRO STELLA**<br>ex Sudi-86 ex Bintang-86<br>ex Nikko Maru-83<br>**Minasli Sendirian Berhad**<br>Port Kelang Malaysia | *2 492*<br>*1 239*<br>4 956 | NK | **1974** Teraoka Shipyard Co. Ltd.—Nandan (137)<br>93,30 14,03 6,452<br>85,58 14,00 7,22<br>P 22,9 F 15,6 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 6 112 | Daihatsu 8DSM-26<br>2 Oil 4SA each 8Cy. 260 × 320 sr geared to sc. shaft<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 168kW 1 × 48kW 445V 60Hz a.c.<br>Fuel 28,5t (d.o.) 206,5t (hvf)-11,0pd 12,5kn |
| 7394357<br>9MAO8<br>325974<br>Df Esd Gc<br>Rdr Rt | **PETRO TULIN**<br>ex Bitung-85 ex Peninsula-84<br>ex Seiho Maru No. 3-84<br>**Minasli Sendirian Berhad**<br>Port Kelang Malaysia | **2 998**<br>1 781<br>5 561<br>T/cm<br>15,8 | NK | **1974** Higaki Zosen K.K.—Imabari (162)<br>96,25 15,52 6,633<br>90,00 15,50 7,80<br>P 24,7 F 12,8 1 dk<br>RW Bow/CM 70 Diam. 0,350 rebuilt 87 | **M Tanker**<br>DB<br>16 Wing Ta ER<br>L.(oil) 8 148<br>2 Cargo pumps total 2 000T/hr | Hanshin 6LU50A<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 180kW 440V 60Hz a.c.<br>Fuel 42,0t (d.o.) 286,0t (i.f.o.)-12,0pd 13kn |
| 7900895<br>J8CY4<br>2897<br>Esd Rdr Rt | **PETRO ULSAN**<br>ex Shirayuri Maru-90<br>**King State Tanker**<br>Kingstown St. Vincent and the Grenadines | **999**<br>669<br>2 391 | KR (NK) | **1979** Setouchi Zosen K.K.—Kinoe (477)<br>78,44 12,32 5,063<br>72,52 12,01 5,57<br>P 20,8 F 12,8 1 dk | **M Tanker**<br>Mchy.aft<br>L.2 354 | Hanshin 6LU40<br>Oil 4SA 6Cy. 400 × 640<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 240kW<br>12kn |
| 7372323<br>S6FC<br>83675<br>Df Esd Gc<br>Pfd Rdr Rt | **PETRO VANTAGE**<br>ex Asma-87 ex Sanei Maru-86<br>**Vantage Shipping Pte. Ltd.**<br>Petroships Pte. Ltd.<br>Singapore Singapore | **2 267**<br>1 280<br>3 595<br>T/cm<br>9,5 | NK | **1974** K.K. Ichikawa Zosensho—Ise (1316)<br>94,01 13,52 6,046<br>87,00 13,49 6,99<br>P 21,1 F 15,0 1 dk<br>RW Bow/CM 47 Diam. 0,152 | **M Tanker**<br>12 Ta ER<br>L.(oil) 3 725 HeCls. C<br>2 Cargo pumps total 706T/hr | Hanshin 6LU46A<br>Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 176kW 220V 50Hz a.c.<br>Fuel 409,5t-12,0pd 12,5kn |
| 623080<br>HO6996<br>10309-PEXT<br>Gc Rdr Rt | **PETRO VENTURE**<br>ex YOG 87<br>**Jorge Emilio Palacio**<br>Panama Panama | **1 390**<br>440<br>— | (AB) | **1945** R.T.C. SB. Corp—Camden, NJ (162)<br>*50,57* 9,76<br>9,73 4,58<br>P 15,0 F 7,4 1 dk<br>rf 76 | **M Tanker** | General Motors<br>Oil 2SA 8Cy. 222 × 267 with clutches, flexible couplings & sr geared to sc. shaft<br>640bhp (471kW)<br>General Motors Corp. Electro-Motive Div. U.S.A. |
| 510951<br>MBB4<br>426071<br>Esd Rdr Rt | **PETRO VISTA**<br>ex Nissei Maru No. 1-88<br>**Minasli Sendirian Berhad**<br>Port Kelang Malaysia | **3 454**<br>1 955<br>5 820<br>T/cm<br>13,6 | NK | **1976** Tokushima Zosen Sangyo K.K. —Komatsujima (511)<br>113,30 - 6,833<br>105,75 14,75 7,50<br>P 25,0 F 14,5 1 dk<br>Bow/CM 63 Diam. 0,400 len 89 | **M Tanker**<br>CBT DB<br>14 Wing Ta ER<br>L.(oil) 6 908<br>2 Cargo pumps total 2 000T/hr | Hanshin 6LU50A<br>Oil 4SA 6Cy. 500 × 800<br>2 207kW (3 000bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 38,0t (i.f.o.) 191,28t (hvf)-11,0pd 13kn |
| 609527<br>XPD<br>6733<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PETROBULK COUGAR**<br>**Exmar Lux S.A.**<br>Exmar N.V.<br>Luxembourg Luxembourg<br>SatCom: 1253140/LXPD | *26 113*<br>*14 177*<br>46 100<br>T/cm<br>48,0 | **✠100A1**<br>oil & chemical tanker, in association with a list of defined Type B chemical cargoes or bulk carrier, SG up to 1.03 in tanks (holds), Nos. 3, 5 & 7, SG up to 1.53 in tanks (holds) Nos. 1, 2, 4, 6, 8, 9p, 9c, 9s & slop tank<br>**✠LMC UMS**<br>**IGS**<br>EL Mt 632,5/73,0U3<br>FN 8226 | **1988**-12 N.V. Boelwerf S.A.—Tamise/Temse (1526)<br>171,81 (BB) 32,27 13,397<br>164,01 32,24 17,91<br>F 13,8 1 dk<br>rf 100 Bow/CM 91 Diam. 0,300 MH 1,5 | **M Tanker**<br>Oil Chemical<br>COW IGS(LR) SBT pt higher tensile steel<br>DB DSS<br>11 Ta ER<br>L.47 790<br>8 Cargo pumps total 4 600T/hr | Sulzer 4RTA76<br>Oil 2SA 4Cy. 760 × 2200 with clutches, flexible couplings & sr geared to sc. shaft<br>8 199kW (11 147bhp)<br>Cockerill-Sambre S.A. Seraing<br>AuxB (o.f.) 9,2kgf/$cm^2$ (9,1bar)<br>AuxB (o.f.) fitted12/88 9,2kgf/$cm^2$ (9,1bar)<br>e(ex.g) fitted12/88 9,2kgf/$cm^2$ (9,1bar)<br>Gen 1 × 912kW 1 × 736kW 1 × 600kW 450V 60Hz a.c.<br>Fuel 184,64t (d.o.) 1 720,58t (hvf)-28,0pd 14kn |
| 609515<br>XPJ<br>Df Esd Gc<br>Rdr RTm/h/v<br>CollRdr<br>SatCom<br>AMVER | **PETROBULK JAGUAR**<br>**Exmar Lux S.A.**<br>Exmar N.V.<br>Luxembourg Luxembourg | *26 113*<br>*14 177*<br>46 100<br>T/cm<br>48,0 | **✠100A1**<br>oil and chemical tanker in association with a list of defined type B chemical cargoes or bulk carrier, SG up to 1.03 in tanks (holds) Nos. 3, 5 and 7 SG up to 1.53 in tanks (holds) Nos. 1, 2, 4, 6, 8, 9 port, 9 centre, 9 starboard, and slop tank<br>**✠LMC UMS**<br>**IGS**<br>EL Mt 632,5/73,0U3<br>FN 8227 | **1988**-6 N.V. Boelwerf S.A.—Tamise/Temse (1525)<br>171,81 (BB) 32,29 13,382<br>164,01 32,25 17,91<br>F 13,8 1 dk<br>rf 100 Bow/CM 82 Diam. 0,300 MH 2,1 | **M Tanker**<br>Oil Chemical<br>COW IGS(LR) SBT pt higher tensile steel<br>DB DSS<br>11 Ta ER<br>G.44 819 L.47 790<br>12 Cargo pumps total 4 600T/hr | Sulzer 4RTA76<br>Oil 2SA 4Cy. 760 × 2200 with clutches, flexible couplings & sr feared to sc. shaft<br>8 199kW (11 147bhp)<br>Cockerill-Sambre S.A. Seraing<br>AuxB (o.f.) 9,2kgf/$cm^2$ (9,1bar)<br>AuxB (o.f.) 9,2kgf/$cm^2$ (9,1bar)<br>e(ex.g) 9,2kgf/$cm^2$ (9,1bar)<br>Gen 1 × 910kW 1 × 800kW 1 × 600kW 450V 60Hz a.c.<br>Fuel 184,64t (d.o.) 1 720,58t (hvf)-28,0pd 14,5kn |
| 715510<br>ELIW6<br>440<br>Df Esd Gc<br>Pfd Rdr RTv | **PETROBULK JUPITER**<br>**K/S Eriksholm**<br>Naess Shipping (Holland) B.V.<br>Monrovia Liberia<br>SatCom: 1243635/ELIW | *43 414*<br>*19 867*<br>69 500<br>T/cm<br>66,2 | NV | **1989** B & W Skibsvaerft A/S—Kobenhaven (926)<br>228,61 (BB) 32,28 13,898<br>218,73 32,25 21,62<br>1 dk<br>Bow/CM 119 Diam. 0,356 | **M Tanker**<br>Oil Chemical<br>COW IGS SBT DB DSS<br>12 Ta ER<br>L.88 631<br>12 Cargo pumps total 10 320T/hr | B&W 5L70MCE<br>Oil 2SA 5Cy. 700 × 2268<br>7 250kW (9 856bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>Gen 1 × 1200kW 2 × 600kW 440V 60Hz a.c.<br>Fuel 359,8t (d.o.) 2 623,5t (i.f.o.)-30,0pd 12,9kn |

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|---|---|---|---|---|---|---|
| **8310657**<br>*LXCC*<br>23<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **PETROBULK LEOPARD**<br>ex Naess Leopard-86<br>**Exmar Lux S.A.**<br>Exmar N.V.<br>Luxembourg Luxembourg | *26 113*<br>*14 177*<br>46 100<br>T/cm<br>48,8 | **✠100A1** SS 3/90<br>oil & chemical tanker, in association with a list of defined Type B chemical cargoes or bulk carrier, SG up to 1.03 in tanks (holds), Nos. 3, 5 & 7, SG up to 1.53 in tanks (holds) Nos. 1, 2, 4, 6, 8, 9p, 9c, 9s & slop tank<br>**✠LMC** **UMS**<br>**IGS**<br>EL M† 632,5/73,0U3(a)<br>FN 8227 | **1985**-6 N.V. Boelwerf S.A.—Hoboken (1516)<br>171,81 (BB) 32,26 13,398<br>164,01 32,25 17,91<br>F 8,6 1 dk<br>rf 94 Bow/CM 91 Diam. 0,310 MH 2,1 | **M Tanker**<br>Oil Chemical<br>COW IGS (LR) SBT<br>pt higher tensile steel DB DSS<br>8 Ho/Ta 3 Ta ER<br>G.44 819 L.46 835<br>12 Cargo pumps total 5 200T/hr | Sulzer<br>Oil 2SA 4Cy. 760 × 2200<br>11 150bhp (8 201kW)<br>Cockerill-Sambre S.A.<br>2 AuxB (o.f.) 9,1kgf/cm² (9,0bar)<br>e(ex.g) 9,1kgf/cm² (9,0bar)<br>Gen 1 × 890kW 1 × 800kW 1 × 600k<br>450V 60Hz a.c.<br>Fuel 178,5t (d.o.) 1 856,5t (hvf) |
| **8308630**<br>*LXCF*<br>16506<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **PETROBULK LION**<br>ex Jahre Lion-86<br>**Exmar Lux S.A.**<br>Exmar N.V.<br>Luxembourg Luxembourg | *26 113*<br>*14 117*<br>46 100<br>T/cm<br>48,8 | **✠100A1** SS 3/90<br>oil & chemical tanker, in association with a list of defined Type B chemical cargoes or bulk carrier, SG up to 1.03 in tanks (holds), Nos. 3, 5 & 7, SG up to 1.53 in tanks (holds) Nos. 1, 2, 4, 6, 8, 9p, 9c, 9s & slop tank<br>**✠LMC** **UMS**<br>**IGS**<br>EL M† 632,5/73,0U3(a)<br>FN 8227 | **1985**-5 N.V. Boelwerf S.A.—Tamise/Temse (1515)<br>171,81 (BB) 32,26 13,398<br>164,01 32,25 17,91<br>F 8,6 1 dk<br>rf 94 Bow/CM 91 Diam. 0,310 MH 2,1 | **M Tanker**<br>Oil Chemical<br>COW IGS (LR) SBT<br>pt higher tensile steel DB DSS Stern disch.<br>8 Ho/Ta 3 Ta ER<br>G.44 819 L.46 835<br>12 Cargo pumps total 5 200T/hr | Sulzer<br>Oil 2SA 4Cy. 760 × 2200<br>11 150bhp (8 201kW)<br>Cockerill-Sambre S.A.<br>2 AuxB (o.f.) 9,1kgf/cm² (9,0bar)<br>e(ex.g) 9,1kgf/cm² (9,0bar)<br>Gen 1 × 890kW 1 × 800kW 1 × 600k<br>450V 60Hz a.c.<br>Fuel 184,5t (d.o.) 1 914,0t (hvf) |
| **8715508**<br>*YJXL7*<br>388<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PETROBULK MARS**<br>**Sonderjysk Erhvervsinvestering K/S-16**<br>Naess Shipping (Holland) B.V.<br>Port Vila Vanuatu<br>SatCom: 1576132/YJXL | *43 414*<br>*20 078*<br>84 040<br>T/cm<br>66,2 | NV | **1988** B & W Skibsvaerft A/S—Kobenhaven (922)<br>228,60 (BB) 32,28 16,087<br>218,70 32,24 21,60<br>1 dk<br>Bow/CM 119 Diam. 0,356 | **M Tanker**<br>Oil Chemical<br>COW IGS SBT DB DSS<br>12 Ta ER<br>L.90 439<br>12 Cargo pumps total 10 320T/hr | B&W<br>Oil 2SA 5Cy. 700 × 2268<br>7 250kW (9 856bhp)<br>Hyundai Engine & Machinery Co. Ltd.<br>Gen 1 × 1200kW 2 × 600kW 440V 60Hz<br>Fuel 359,8t (d.o.) 2 623,5t (i.f.o.)-30,0pd |
| **8310669**<br>*LXCP*<br>16508<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **PETROBULK PANTHER**<br>ex Naess Panther-86<br>**Exmar Lux S.A.**<br>Exmar N.V.<br>Luxembourg Luxembourg | *26 113*<br>*14 177*<br>46 100<br>T/cm<br>48,8 | **✠100A1** SS 6/90<br>oil & chemical tanker, in association with a list of defined Type B chemical cargoes or bulk carrier, SG up to 1.03 in tanks (holds), Nos. 3, 5 & 7, SG up to 1.53 in tanks (holds) Nos. 1, 2, 4, 6, 8, 9p, 9c, 9s & slop tank<br>**✠LMC** **UMS**<br>**IGS**<br>EL M† 632,5/73,0U3(a)<br>FN 8227 | **1985**-6 N.V. Boelwerf S.A.—Tamise/Temse (1517)<br>171,81 (BB) 32,26 13,301<br>164,01 32,25 17,91<br>F 8,6 1 dk<br>rf 94 Bow/CM 91 Diam. 0,310 MH 2,1 | **M Tanker**<br>Oil Chemical<br>COW IGS (LR) SBT<br>pt higher tensile steel DB DSS<br>8 Ho/Ta 3 Ta ER<br>G.44 819 L.46 835<br>12 Cargo pumps total 5 200T/hr | Sulzer<br>Oil,2SA 4Cy. 760 × 2200<br>11 150bhp (8 201kW)<br>Cockerill-Sambre S.A.<br>2 AuxB (o.f.) 9,1kgf/cm² (9,0bar)<br>e(ex.g) 9,1kgf/cm² (9,0bar)<br>Gen 1 × 890kW 1 × 800kW 1 × 600k<br>450V 60Hz a.c.<br>Fuel 184,5t (d.o.) 1 914,0t (hvf) |
| **8419013**<br>*ELET2*<br>7784<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PETROBULK PILOT**<br>**S. Y. Marine Co. Ltd.**<br>Naess Shipping (Holland) B.V.<br>Monrovia Liberia<br>SatCom: 1242775/PPNS | *25 425*<br>*10 147*<br>39 008<br>T/cm<br>49,0 | AB | **1985** Onomichi Zosen K.K.—Onomichi (320)<br>182,30 (BB) 31,42 10,970<br>172,02 31,40 17,23<br>1 dk<br>rf nil Bow/CM 84 Diam. 0,310 MH 2,1 | **M Tanker**<br>COW IGS SBT Bow loading<br>7 Ta ER<br>L.(oil) 47 679<br>3 Cargo pumps total 3 900T/hr | Sulzer<br>Oil 2SA 5Cy. 580 × 1700<br>9 200bhp (6 767kW)<br>Hitachi Zosen Sakurajima Works<br>Gen 3 × 520kW a.c. |
| **8711095**<br>*C6JI6*<br>716282<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PETROBULK POWER**<br>ex Torm Helene-90<br>**Alphen Carriers A.G.**<br>Jardine Ship Management Ltd.<br>Nassau Bahamas<br>SatCom: 1103376/POWR | *22 838*<br>*12 818*<br>40 000<br>T/cm<br>18,9 | NV | **1989** Hyundai Heavy Industries Co. Ltd.—Ulsan (616)<br>185,90 (BB) - 12,217<br>177,00 27,43 17,00<br>1 dk<br>Bow/CM 95 Diam. 0,410 MH 2,1 | **M Tanker**<br>Oil Chemical Molasses<br>COW IGS SBT<br>9 Ta ER<br>L.47 371<br>4 Cargo pumps total 4 000T/hr | B&W<br>Oil 2SA 6Cy. 500 × 1910<br>7 860kW (10 686bhp)<br>Hyundai Engine & Machinery Co. Ltd.<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 163,0t (d.o.) 1 410,0t (hvf) |
| **8607842**<br>*C6JK6*<br>383718<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PETROBULK PROGRESS**<br>ex Perseverance-90<br>**Progress Carriers Ltd.**<br>Transocean Shipmanagement G.m.b.H.<br>Nassau Bahamas<br>SatCom: 1103435/PEPR | *22 847*<br>*13 071*<br>39 988<br>T/cm<br>44,8 | NV | **1988** Hyundai Heavy Industries Co. Ltd.—Ulsan (466)<br>182,30 12,140<br>177,02 27,43 17,02<br>1 dk<br>Bow/CM 93 Diam. 0,410 MH 2,1 | **M Tanker**<br>COW IGS SBT Stern disch.<br>8 Ta ER<br>L.(oil) 47 308<br>4 Cargo pumps total 4 000T/hr | B&W<br>Oil 2SA 5Cy. 500 × 1910<br>6 396kW (8 695bhp)<br>Hyundai SB. & Heavy Industries<br>Gen 3 × 500kW 440V 60Hz a.c. |
| **8819184**<br>*ELKZ4*<br>8875<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PETROBULK RACER**<br>**Nakata Maritime Corp.**<br>Naess Shipping (Holland) B.V.<br>Monrovia Liberia<br>SatCom: 1245102/PBRA | *18 033*<br>*10 084*<br>29 998<br>T/cm<br>38,1 | NV (NK) | **1989** Minami-Nippon Zosen K.K.—Usuki (607)<br>167,00 (BB) 10,259<br>158,00 27,40 15,55<br>1 dk<br>Bow/CM 85 Diam. 0,250 MH 2,1 | **M Tanker**<br>IGS SBT<br>5 Ta 10 Wing Ta ER<br>L.(oil) 44 405<br>4 Cargo pumps total 3 000T/hr | B&W<br>Oil 2SA 6Cy. 500 × 1910<br>6 664kW (9 060bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 450kW 450V 60Hz a.c.<br>Fuel 153,6t (d.o.) 1 637,0t (hvf)-24,4pd |
| **8910718**<br>*ELNO3*<br>9402<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **PETROBULK RADIANCE**<br>**Petrobulk Radiance II Inc.**<br>Naess Shipping (Holland) B.V.<br>Monrovia Liberia<br>SatCom: 1243770/PBRD | *18 033*<br>*10 098*<br>29 998<br>T/cm<br>38,1 | NV (NK) | **1990** Minami-Nippon Zosen K.K.—Usuki (611)<br>167,00 (BB) 27,42 10,265<br>158,00 27,40 15,55<br>1 dk<br>Bow/CM 86 Diam. 0,250 | **M Tanker**<br>Oil Chemical<br>IGS<br>5 Ta 10 Wing Ta ER<br>L.(oil) 44 405<br>4 Cargo pumps total 3 000T/hr | B&W<br>Oil 2SA 6Cy. 500 × 1910<br>5 664kW (7 700bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 153,6t (d.o.) 1 637,0t (hvf)-25,8pd |
| **8819196**<br>*ELKZ3*<br>8874<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PETROBULK RAINBOW**<br>**Nakata Maritime Corp.**<br>Naess Shipping (Holland) B.V.<br>Monrovia Liberia<br>SatCom: 1242365/PBRB | *18 033*<br>*10 084*<br>29 998<br>T/cm<br>38,0 | NV (NK) | **1990** Minami-Nippon Zosen K.K.—Usuki (608)<br>167,00 (BB) 27,42 10,259<br>158,00 27,40 15,50<br>1 dk<br>Bow/CM 84 Diam. 0,250 | **M Tanker**<br>IGS<br>5 Ta 10 Wing Ta ER<br>L.(oil) 44 405<br>4 Cargo pumps total 3 000T/hr | B&W<br>Oil 2SA 6Cy. 500 × 1910<br>6 664kW (9 060bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 153,6t (d.o.) 1 637,0t (hvf)-24,4pd |
| **8028589**<br>*LAWK2*<br>N-00688<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PETROBULK RASCAL**<br>ex Eulota-89 ex Liana-84<br>ex Balder Carrara-84<br>**K/S Petrobulk Rascal**<br>Naess Shipping (Holland) B.V.<br>Oslo Norway (NIS)<br>SatCom: 1310162/LAWK | **17 491**<br>12 437<br>29 951<br>T/cm<br>38,0 | NV<br>Classed LR until 11/89 | **1983** Nuovi Cantieri Apuania S.p.A.—Marina di Carrara (2122)<br>170,82 10,671<br>162,00 26,00 14,40<br>1 dk<br>rf nil | **M Tanker**<br>IGS<br>21 Ta ER<br>L.(oil) 41 032<br>23 Cargo pumps total 4 126T/hr | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 1 × 717kW 3 × 640kW 440V 60Hz |
| **7916480**<br>*ELIA5*<br>8260<br>Df Esd Gc<br>Pfd Rdr RTv | **PETROBULK ROVER**<br>ex Regal Voyager-90<br>ex Northern Ocelot-88 ex Randina-87<br>**Parpan Shipping Inc.**<br>Naess Shipping (Holland) B.V.<br>Monrovia Liberia<br>SatCom: 1243252/ELIA | *16 899*<br>*11 248*<br>29 990<br>T/cm<br>38,0 | NV (NK) | **1980** Minami-Nippon Zosen K.K.—Usuki (533)<br>174,00 25,43 10,602<br>162,01 25,40 14,30<br>P 6,1 F 14,1 1 dk<br>Bow/CM 100 Diam. 0,310 MH 0,9 | **M Tanker**<br>Oil Chemical<br>Mchy aft<br>L.39 425<br>5 Cargo pumps total 3 000T/hr | Mitsubishi<br>Oil 2SA 6Cy. 600 × 1500<br>10 800bhp (7 944kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 600kW 1 × 20kW 440V 60Hz<br>Fuel 232,0t (d.o.) 1 665,0t (hvf)-34,5pd |
| **8028577**<br>*LADT4*<br>N-00826<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PETROBULK RULER**<br>ex Eulima-89 ex Martita-84<br>ex Balder Apuania-84<br>**Ruler Invest ANS**<br>Naess Shipping (Holland) B.V.<br>Sandefjord Norway (NIS)<br>SatCom: 1311522/LADT | **17 491**<br>12 437<br>29 951<br>T/cm<br>38,0 | NV | **1983** Nuovi Cantieri Apuania S.p.A.—Marina di Carrara (2121)<br>170,82 (BB) 26,04 10,651<br>162,01 26,00 14,41<br>1 dk | **M Tanker**<br>IGS<br>21 Ta ER<br>L.(oil) 41 000<br>23 Cargo pumps total 4 126T/hr | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 800kW 440V 60Hz a.c. |

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|---|---|---|---|---|---|---|
| 8716148<br>ELMW8<br>9263<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **PETROBULK RUNNER**<br><br>**Nakata Maritime Corp.**<br>Naess Shipping (Holland) B.V.<br>Monrovia Liberia<br>SatCom: 1245101/PBRU | *18 028*<br>*10 098*<br>29 998<br>T/cm<br>38,0 | <br><br>NV (NK) | **1988** Minami-Nippon Zosen K.K.—Usuki (M602)<br>167,00 (BB) 27,42 10,267<br>158,00 27,40 15,55<br>1 dk<br>Bow/CM 85 Diam. 0,250 MH 2,1 | **M Tanker**<br>IGS<br>5 Ta 10 Wing Ta ER<br>L.(oil) 44 405<br>4 Cargo pumps total 3 000T/hr | B&W 6S50MC<br>Oil 2SA 6Cy. 500 × 1910<br>6 664kW (9 060bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 343kW 450V 60Hz a.c.<br>Fuel 153,6t (d.o.) 1 637,0t (hvf)-24,4pd 14,3kn |
| 7416882<br>LAMP2<br>N-00438<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PETROBULK SILVERA**<br>ex Sinagua-89 ex Paranagua-88<br>**K/S Silvera**<br>Tschudi & Eitzen A/S<br>Oslo Norway (NIS)<br>SatCom: 1313530/LAMP | **19 718**<br>14 035<br>33 401<br>T/cm<br>39,4 | NV<br><br>✠Classed LR until 1/89 | **1977**-6 A/S Nakskov Skibsvaerft—Nakskov<br>(214)<br>170,69 (BB) 25,96 11,589<br>163,38 25,91 15,30<br>P 33,0 F 16,5 1 dk<br>rf nil Bow/CM 87 Diam. 0,410 MH 1,8 | **M Tanker**<br>Oil Chemical<br>Stern disch.<br>22 Ta ER<br>L.43 585 HeCls. BC<br>4 Cargo pumps total 3 600T/hr | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>9 195kW (12 501bhp)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>Gen 4 × 792kW 450V 60Hz a.c.<br>15,25kn |
| 7416870<br>LANG2<br>N-00404<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PETROBULK STERLING**<br>ex Capri Alfa-90 ex Fort Kingston-90<br>ex Capri Alfa-89 ex Panama-88<br>**Petrobulk Sterling K/S**<br>Thome Ship Management Pte. Ltd.<br>Oslo Norway (NIS)<br>SatCom: 1312221/LANG | **19 462**<br>12 876<br>33 401<br>T/cm<br>39,4 | **✠100A1** SS 7/89<br>oil tanker<br>Type C chemicals in cargo tanks SG up to 1.025 in association with a list of approved cargoes<br>**✠LMC UMS**<br>EL It $2\frac{7}{8}$"U2<br>FN 6737 | **1977**-3 A/S Nakskov Skibsvaerft—Nakskov<br>(213)<br>170,69 25,94 11,593<br>163,38 25,91 15,32<br>P 33,0 F 16,5 1 dk<br>rf nil Bow/CM 87 Diam. 0,410 MH 1,8 | **M Tanker**<br>Oil Chemical<br>Stern disch.<br>22 Ta ER<br>L.43 488 HeCls. BC<br>4 Cargo pumps total 3 600T/hr | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>12 500bhp (9 195kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971<br>WTAuxB primary 45kgf/cm² (44,2bar) secondary 15kgf/cm² (14,8bar) hs596,5<br>AuxB (Comp) 8,5kgf/cm² (8,4bar)<br>Gen 4 × 792kW 450V 60Hz a.c.<br>13kn |
| 8310671<br>LXCE<br>16509<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **PETROBULK TIGER**<br>ex Jahre Tiger-86<br>**Exmar Lux S.A.**<br>Exmar N.V.<br>Luxembourg Luxembourg | *26 113*<br>*14 177*<br>46 100<br>T/cm<br>48,8 | **✠100A1** SS 7/90<br>oil & chemical tanker, in association with a list of defined Type B chemical cargoes or bulk carrier, SG up to 1.03 in tanks (holds), Nos. 3, 5 & 7, SG up to 1.53 in tanks (holds) Nos. 1, 2, 4, 6, 8, 9p, 9c, 9s & slop tank<br>**✠LMC UMS**<br>**IGS**<br>EL M† 632,5/73,0U3(a)<br>FN 8227 | **1985**-10 N.V. Boelwerf S.A.—Hoboken (1518)<br>171,81 (BB) 32,26 13,166<br>164,01 32,25 17,91<br>F 8,6 1 dk<br>rf 94 Bow/CM 91 Diam. 0,310 MH 2,1 | **M Tanker**<br>Oil Chemical<br>COW IGS (LR) SBT<br>pt higher tensile steel DB DSS<br>8 Ho/Ta 3 Ta ER<br>G.44 819 L.46 835<br>12 Cargo pumps total 5 200T/hr | Sulzer 4RTA76<br>Oil 2SA 4Cy. 760 × 2200<br>11 150bhp (8 201kW)<br>Cockerill-Sambre S.A. Seraing<br>2 AuxB (o.f.) 9,1kgf/cm² (9,0bar)<br>e(ex.g) 9,1kgf/cm² (9,0bar)<br>Gen 1 × 890kW 1 × 800kW 1 × 600kW 450V 60Hz a.c.<br>Fuel 184,5t (d.o.) 1 914,0t (hvf) 14kn |
| 7507007<br>USFK<br>M-31174<br>Df Esd Gc<br>Pfd Rdr Rt | **PETRODVORETS**<br><br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**7 299**<br>3 659<br>11 341 | <br><br>RS | **1975** VEB Warnowwerft Warnemuende —Warnemuende (345)<br>150,37 (BB) 21,87 8,921<br>140,01 21,80 13,59<br>F 15,3 2 dks, 3rd dk in Nos. 2 - 4 holds | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER 13,6 8 TwD<br>G.17 878 B.17 037 In.587 L.403<br>TEU 368<br>C.Ho 244/20'(40') C.Dk 124/20'(40')<br>9 Ha (stl) (12,9 12,9p&s 25,1p&s 12,9p&s × 8,1) ER (3,5p&s × 2,6)<br>4W Cr 1(16) 3(8) 1(3,25) Der 1(60) 4(12) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 301,0t (d.o.) 1 198,0t (hvf)-41,5pd 18,5kn |
| 6521290<br>USEP<br>M-28045<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PETRODVORETS**<br><br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**2 433**<br>872<br>1 460 | <br><br>RS | **1965** .............U.S.S.R.<br>84,71 14,03 5,709<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.170 In.1 455<br>5 Ha (1,5 1,5 1,2 1,2 × 1,3) (1,6 × 1,6)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,25kn |
| 7507746<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **PETROFLOTA 7**<br>ex Peres-85<br>**Lewis E. White**<br>Coatzacoalcos Mexico | **597**<br>213<br>820 | <br><br>AB | **1977** Astilleros del Atlantico S.A.—Santander (189)<br>41,20 5,492<br>39,10 11,59 6,05<br>F 10,7 1 dk<br>BK 64 | **TM Tug/Supply Ship**<br>Deck Cargo | Sulzer 16ASL25/30<br>2 Vee Oil 4SA each 16Cy. 250 × 300 reduction geared to sc. shafts<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 2 × 152kW a.c.<br>13kn |
| 7404308<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **PETROFLOTA 8**<br>ex Saja-85<br>**Petroflota S.A. de C.V.**<br>Coatzacoalcos Mexico | **599**<br>209<br>824 | <br><br>AB | **1975** Astilleros del Atlantico S.A.—Santander (174)<br>41,18 5,487<br>39,10 11,59 6,05<br>F 10,7 1 dk<br>BK 56 | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | Polar F216V-D<br>2 Vee Oil 4SA each 16Cy. 250 × 300 reverse reduction geared to sc. shafts<br>A/B Bofors Nohab Goteborg<br>Gen 2 × 152kW a.c.<br>13kn |
| 7507758<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **PETROFLOTA 9**<br>ex Benasque-85<br>**Petroflota S.A. de C.V.**<br>Coatzacoalcos Mexico | **597**<br>213<br>820 | <br><br>AB | **1977** Astilleros del Atlantico S.A.—Santander (190)<br>41,18 5,492<br>39,10 11,59 6,05<br>F 10,7 1 dk<br>BK 64 | **TM Tug**<br>Anchor-handling | Sulzer 16ASL25/30<br>2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 2 × 150kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 667,0t (d.o.) 15,5kn |
| 7404310<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **PETROFLOTA 10**<br>ex Cazorla-85<br>**Petroflota S.A. de C.V.**<br>Coatzacoalcos Mexico | **599**<br>209<br>824 | <br><br>AB | **1975** Astilleros del Atlantico S.A.—Santander (175)<br>41,18 5,506<br>39,10 11,59 6,05<br>F 10,7 1 dk<br>BK 56 | **TM Tug/Supply Ship**<br>Deck Cargo | Polar F216V-D<br>2 Vee Oil 4SA each 16Cy. 250 × 300 reverse reduction geared to sc. shafts<br>A/B Bofors Nohab Goteborg<br>Gen 2 × 152kW<br>13,5kn |
| 6525571<br>SV3141<br>18<br>Rdr | **PETROGAZ**<br>ex Ogi Maru No. 2-75<br>**Petronaus Shipping Co. S.A.**<br>Samos Greece | **321**<br>172<br>218 | <br><br>NK | **1965** Hashihama Zosen—Imabari (191)<br>43,90 7,75 2,591<br>38,99 7,73 3,48<br>P 10,1 F 4,9 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta cyl horizontal ER<br>L.(gas) 353 | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>550bhp (405kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 60kW 220V a.c.<br>Fuel 16,5t-1,5pd 10kn |
| 6512615<br>SV3142<br>7224<br>Gc Rdr Rt | **PETROGAZ II**<br>ex Nippo Maru No. 70-79<br>**Petronaus Shipping Co. S.A.**<br>Piraeus Greece | **496**<br>248<br>440 | <br><br>NK | **1965** Fujinagata Zosensho—Osaka (117)<br>54,01 9,25 3,379<br>49,20 9,20 4,45<br>P 15,9 F 7,4 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta cyl horizontal ER<br>L.(gas) 678 | Hanshin<br>Oil 4SA 6Cy. 260 × 330<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 40kW 445V 60Hz a.c.<br>Fuel 28,5t-2,5pd 10kn |
| 7638210<br>UKIC<br>M-31255<br>Df Esd Gc<br>Pfd Rdr Rt | **PETROGRADSKAYA STORONA**<br><br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**3 102**<br>1 175<br>2 118 | <br><br>RS | **1977** VEB Volkswerft Stralsund—Stralsund (466)<br>101,48 (BB) 15,22 5,600<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha (each 2,2 × 2,2)<br>6W Der 2(5) 4(3) | MAN 8ZD72/48AL-1<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>14,75kn |
| 8723347<br>UOBB<br>M-42284<br>Esd Rdr Rt | **PETROGRADSKIY**<br><br>**Sevzapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | *2 416*<br>*724*<br>911 | <br><br>RS | **1988** Baltiya Shipyard—Klaypeda<br>85,10 13,04 3,900<br>76,80 - 6,50<br>1 dk | **M Fishing**<br>Suction Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 320kW a.c. 1 × 150kW a.c. |

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| **6700690**<br>*CB3074*<br>Df Esd Rdr<br>Rt | **PETROHUE I**<br>ex Havskjer-85 ex Havskjer Senior-81<br>ex Kings Bay-81<br>**Pesquera Itata Ltda.**<br>Valparaiso Chile | **424**<br>218<br>— | NV | **1966** A/S Hommelvik M/V—Hommelvik (104)<br>46,96 8,26 4,249<br>41,76 8,23 4,25<br>1 dk<br>rf 1097 BK 119 deepened 74len 71 | **M Fishing**<br>Side-fishing<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau<br>Gen 1 × 360kW 1 × 204kW 1 × 128<br>220V 50Hz a.c.<br>Fuel (d.o.) |
| **8014966**<br>*3ERZ6*<br>18626-PEXT3<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PETROJAM NAVIGATOR**<br>ex Pacific Swallow-90<br>**Hamilton Panshipping S.A.**<br>Wallem Shipmanagement Ltd.<br>Panama Panama | **4 773**<br>3 168<br>8 018 | NK | **1980** Shin Yamamoto Zosensho—Kochi (253)<br>110,72 (BB) 7,802<br>103,03 16,36 9,43<br>P 23,8 F 9,2 1 dk | **M Tanker**<br>Oil Molasses<br>Mchy.aft<br>L.10 291 | Hanshin<br>Oil 4SA 6Cy. 540 × 850<br>5 000bhp (3 678kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 280kW 450V 60Hz a.c.<br>Fuel 928,0t (d.o.)-15,0pd |
| **7725051**<br>Esd Gc Rdr<br>Rt | **PETROJAM TRADER**<br>ex Eastern Navigator-88<br>ex Kakumei Maru-86<br>**Petrojam Ltd.**<br>Kingston Jamaica | **1 887**<br>970<br>3 292 | BV NK | **1978** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (537)<br>88,80 5,852<br>82,02 12,51 6,35<br>P 24,4 F 11,0 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 3 496 | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 144kW 225V a.c.<br>Fuel 61,0t (d.o.) 125,0t (hvf)-8,5pd |
| **8410720**<br>*JXCE*<br>20220<br>Df Esd Gc<br>Rdr RTv | **PETROJARL 1**<br>**K/S Petrojarl 1 A/S**<br>Golar-Nor Offshore A/S<br>Trondheim Norway<br>SatCom: 1310702/JXCE | *30 742*<br>*9 222*<br>31 473 | NV | **1986** Nippon Kokan K.K.—Tsurumi Shipyard,<br>Yokohama (1028)<br>215,25 32,03 12,018<br>194,22 32,01 18,01<br>1 dk<br>Box K | **TT-E Processing Tanker**<br>Storage Vessel for offshore installations<br>COW IGS<br>6 Ta ER<br>L.(oil) 30 413 | 4 S Turb<br>11 200shp (8 238kW) driving gen. connecte<br>elec. motor & geared to sc. shafts<br>A/S Norsk Electrisk & Brown Boveri<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd |
| **8028280**<br>Esd Rdr Rt | **PETROJET 1**<br>**Petroleum Projects & Technical Consultation Co. "Petrojet"**<br>Alexandria Egypt | **198**<br>0<br>169 | GL<br>✠Classed LR until 1/84 | **1982**-2 Scheepswerf Ton Bodewes B.V.—Franeker (F81)<br>30,21 7,83 3,301<br>26,95 7,80 4,04<br>RFD 12,2 1 dk<br>rf 1168 Box K 51 | **TM Tug** | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280 with clutch<br>flexible couplings & sr reverse geared t<br>shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 60kW 380/220V 50Hz a.c. |
| **8306424**<br>*SUCM*<br>21220<br>Rt | **PETROJET 3**<br>**Petroleum Projects & Technical Consultation Co. "Petrojet"**<br>Alexandria Egypt | **391**<br>117<br>374 | GL (BV) | **1983** Tille Scheepsbouw B.V.—Kootstertille (239)<br>32,52 9,81 4,401<br>29,01 9,50 4,91<br>1 dk | **TM Tug** | Deutz<br>2 Oil 4SA each 9Cy. 240 × 280 with clutch<br>flexible couplings & sr reverse geared t<br>shafts<br>Kloeckner Humboldt Deutz |
| **8515130**<br>*SSAL*<br>Rt | **PETROJET 31**<br>**Petroleum Projects & Technical Consultation Co. "Petrojet"**<br>Alexandria Egypt | **840**<br>301<br>1 003 | GL | **1985** Alblas Scheepswerf—Krimpen a/d Ijssel (8502)<br>55,00 12,25 3,658<br>51,03 12,21 4,60<br>B & F 18,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Deutz<br>2 Oil 4SA each 9Cy. 240 × 280 with clutch<br>flexible couplings & sr reverse geared t<br>shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 220kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 430,0t (d.o.) |
| **7102089**<br>*URZP*<br>M-29446<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PETROKREPOST**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 540**<br>2 171<br>6 630 | RS | **1970** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,151<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5)<br>ER (13,2 × 9,5)<br>Cr 4(5) | B&W 7-50VT<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works<br>Fuel 139,0t (d.o.) 330,0t (hvf) |
| **7032789**<br>*ESRO*<br>M-27408<br>Df Esd Gc<br>Rdr Rt | **PETROKREPOST**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**2 351**<br>783<br>1 316 | RS | **1969** ..............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.157 In.1 296<br>5 Ha (1,2 1,2 × 1,3) (1,9 1,9 × 1,9) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 200V a.c.<br>Controllable pitch propeller |
| **5276410**<br>*TC3388*<br>2765<br>RTv | **PETROL 3**<br>ex Mil 51-50<br>**Petrol Ofisi Gemi Isletme Mudurlugu**<br>Istanbul Turkey | **494**<br>228<br>565 | | **1944** ..............United Kingdom<br>56,55 11,61 3,001<br>51,80 3,74<br>1 dk | **TM Tank Barge**<br>Mchy.aft<br>L.(oil) 597 HeCls. C | Paxman<br>2 Oil 4SA each 6Cy. 180 × 195<br>E made44 refitted47<br>Davey, Paxman & Co. Ltd.<br>Fuel 36,5t-5,0pd |
| **7533317**<br>*SV5653*<br>2703<br>Esd Rt | **PETROLA EXI**<br>ex Jorc VI-81 ex Dekapende-79<br>**Maritime & Commercial Co. Argonaftis S.A.**<br>Piraeus Greece | **114**<br>26<br>139 | **✠100A1** SS 4/89<br>tug<br>for service within 15 miles of Jeddah or Rabigh and occasional passage between these two ports<br>**LMC**<br>EL (c) $\frac{1}{16}$"U2<br>FN 194 | **1976**-3 Rilaco B.V.—Krimpen a/d Ijssel ((794))<br>22,76 6,89 2,661<br>19,28 6,61 3,43<br>1 dk<br>rf 1118 BK 51 | **TM Tug**<br>Fire-fighting | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146 reve<br>reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Alliso<br>Div.<br>Gen 2 × 25kW 380/220V 50Hz a.c. |
| **7533290**<br>*SV5652*<br>Esd Rt | **PETROLA PENTE**<br>ex Jorc V-81 ex Dekatessera-79<br>**Maritime & Commercial Co. Argonaftis S.A.**<br>Piraeus Greece | **114**<br>26<br>139 | **✠100A1** SS 3/89<br>tug<br>for service within 15 miles of Jeddah or Rabigh and occasional passage between these two ports<br>**LMC**<br>EL (c) $\frac{1}{16}$"U2<br>FN 194 | **1976**-3 Staalin B.V.—'s-Gravenhage ((784))<br>22,76 6,89 2,661<br>19,28 6,61 3,43<br>1 dk<br>rf 1118 BK 51 | **TM Tug**<br>Fire-fighting | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146 reve<br>reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Alliso<br>Div.<br>Gen 2 × 25kW 380/220V 50Hz a.c. |
| **5278729**<br>*SZJH*<br>4860<br>Df Esd Pfd<br>Rdr Rt | **PETROLA 15**<br>ex Petrola XV-76 ex Pinja-73<br>**Arrianos Shipping & Trading Corp. S.A.**<br>Bilinder Marine Corp. S.A.<br>Piraeus Greece | **1 908**<br>918<br>2 721 | NV | **1962** Valmet Oy Pansion Tehdas—Turku/Abo (280)<br>85,86 12,86 5,284<br>78,31 12,81 5,97<br>P 27,2 B 8,0 F 13,5 1 dk<br>rf nil | **M Tanker**<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 3 341 HeCls. C | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 65kW 220V d.c.<br>Fuel 134,0t (d.o.) |
| **8332461**<br>*SYRV*<br>4980<br>Df Esd Gc<br>Rdr Rt | **PETROLA 18**<br>ex Endymion ex ARL-9 ex LST 513<br>**Petrola Hellas S.A.**<br>Bilinder Marine Corp. S.A.<br>Piraeus Greece | **2 293**<br>1 524<br>— | AB | **1943** Chicago Bridge & Iron Co.—Seneca, Illinois<br>100,06 3,810<br>95,26 15,26 7,62<br>3 dks | **TM Repair Ship** | General Motors<br>2 Oil 2SA each 12Cy. 216 × 254 reverse<br>geared to sc. shafts<br>1 600bhp (1 177kW)<br>General Motors Corp. Electro-Motive Div.<br>Gen 3 × 100kW |
| **5244455**<br>*SVBZ*<br>5508<br>Df Esd Gc<br>Rdr RTm/h/v | **PETROLA 30**<br>ex Petrola XXX-76 ex Yellow Star I-75<br>ex Arras-74 ex Julius Hugo Stinnes-71<br>ex Mylady-66<br>**Yellow Star Shipping & Trading Corp.**<br>Bilinder Marine Corp. S.A.<br>Piraeus Greece | **2 779**<br>1 511<br>4 210 | GL<br>✠Classed LR until 8/66 | **1956**-7 Atlas-werke A.G.—Bremen (391)<br>101,00 14,46 6,252<br>92,51 14,41 6,71<br>P 25,3 RQD 35,4 F 10,4 1 dk<br>rf 102 DK | **M General Cargo**<br>2 Ho 27,1 32,9 ER<br>G.5 874 B.5 503<br>5 Ha (stl) (8,9 8,9 7,7 7,7 7,7 × 7,1) ER<br>10W Der 2(10-15) 10(2-5) | MaK<br>2 Oil 4SA each 6Cy. 385 × 580 with sr<br>hydraulic couplings to sc. shaft<br>2 300bhp (1 692kW)<br>Maschinenbau Kiel A.G.<br>Gen 1 × 150kW 2 × 100kW 230V a.c<br>Fuel 203,0t (d.o.) |

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| 6612300<br>SVMS<br>2876<br>Df Esd Gc<br>Pfd Rdr RTv | **PETROLA 31**<br>ex Petrola XXXI-76 ex Hellas-75<br>ex Henrietta Latsi-73<br>**Tranquillity Shipping & Trading Corp. S.A.**<br>Bilinder Marine Corp. S.A.<br>Piraeus Greece | **43 399**<br>29 384<br>78 903<br>T/cm<br>78,4 | AB | **1966** Ishikawajima Harima Heavy Ind. (I.H.I.) —Yokohama (919)<br>246,49 36,76 13,825<br>233,00 36,71 17,99<br>P 29,9 F 18,3 1 dk<br>rf nil | **M Tanker**<br>4P<br>IGS Stern disch.<br>13 Ta ER<br>L.(oil) 94 900 HeCls. BC<br>4 Cargo pumps total 8 000T/hr | Sulzer 10RND90<br>Oil 2SA 10Cy. 900 × 1550<br>23 000bhp (16 918kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 620kW a.c. 3 × 350kW a.c.<br>Fuel 4 818,0t (hvf)-79,5pd 16kn |
| 5146249<br>SV4488<br>6514<br>Df Esd Rdr<br>RTh | **PETROLA 38**<br>ex Alexis-77 ex Modus-74 ex Helen-70<br>**Maritime & Commercial Co. Argonaftis S.A.**<br>Piraeus Greece | **487**<br>212<br>880 | NV | **1962** Seutelvens Verksted—Fredrikstad (78)<br>59,01 8,64 3,683<br>54,01 8,60 3,92<br>P 19,2 F 10,1 1 dk | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 1 147 HeCls. C | MWM<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 104kW 1 × 36kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 73,0t (d.o.)-5,0pd 10,5kn |
| 5376820<br>SXUY<br>5611<br>Df Esd Gc<br>Rdr RTh | **PETROLA 40**<br>ex Petrola XL-76 ex Varodd-75<br>ex Estremadurian-70 ex Varodd-68<br>**Adonis Shipping & Trading Corp. S.A.**<br>Bilinder Marine Corp. S.A.<br>Piraeus Greece | **1 860**<br>927<br>3 007 | NV | **1958** Travewerft G.m.b.H.—Luebeck (228)<br>82,00 12,43 5,728<br>74,68 12,40 6,66<br>1 dk<br>RW rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho 25,6 24,0 ER<br>G.3 776 B.3 567<br>4 Ha (stl) (9,6 8,9 8,9 8,9 × 6,0) ER<br>8W Der 2(10) 6(5) | Deutz<br>Oil 4SA 8Cy. 420 × 660<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 90kW 1 × 32kW 220V d.c.<br>Fuel 284,5t (d.o.)-6,0pd 12kn |
| 7511838<br>HP3564<br>9547-79<br>Rt | **PETROLA 60**<br>ex Petrola LX-77<br>**Clio Shipping & Trading S.A.**<br>Bilinder Marine Corp. S.A.<br>Panama Panama | **3 377**<br>3 211<br>10 127 | **✠100A1** SS 9/81<br>pontoon<br>EL (P) 1½"FSWR<br>FN 3068 | **1976**-3 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (926)<br>91,67 27,84 4,809<br>91,45 27,44 6,10<br>1 dk<br>rf nil | **Deck Cargo Pontoon** | |
| 7111107<br>SYKH<br>6041<br>Df Esd Gc<br>Rdr Rt | **PETROLA 80**<br>ex Betty Nielsen-76<br>**Icarus Shipping & Trading Corp. S.A.**<br>Bilinder Marine Corp. S.A.<br>Piraeus Greece | **1 599**<br>1 020<br>3 046 | NV | **1971** Bolsones Verft—Molde (228)<br>90,33 (BB) 15,04 5,150<br>82,00 14,99 6,13<br>1 dk<br>rf nil | **M General Cargo**<br>Str. heavy cargoes Ice strengthened<br>2 Ho ER<br>G.4 417 B.3 936<br>2 Ha (12,5 × 8,0) (37,8 × 10,2) ER<br>Cr 1(10) | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550<br>1 999bhp (1 470kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 160kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 259,0t (d.o.)-6,0pd 13,5kn |
| 7629881<br>SV5047<br>6934<br>Df Esd Rdr<br>Rt | **PETROLA 142**<br>ex LST 2-79<br>ex Hampshire County (LST 819)-76<br>ex LST 819-55<br>**Maritime & Commercial Co. Argonaftis S.A.**<br>Piraeus Greece | **1 594**<br>687<br>2 844 | NV | **1944** Missouri Valley Bridge & Iron Works —Evansville, In<br>99,98 4,268<br>15,26<br>1 dk<br>conv RoRo Cargo/ Tank Landing Ship 76 | **TM RoRo Cargo/ Landing Ship**<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 254<br>1 800bhp (1 324kW)<br>Electro-Motive Div. Gen. Motors La Grange, Illinois<br>Gen 3 × 100kW 240V d.c.<br>11kn |
| 7629893<br>SV5057<br>6935<br>Df Esd Rdr<br>Rt | **PETROLA 143**<br>ex LST 3-79<br>ex Meeker County (LST 980)-76<br>ex LST 980-55<br>**Maritime & Commercial Co. Argonaftis S.A.**<br>Piraeus Greece | **1 594**<br>687<br>2 844 | NV | **1944** U.S. Naval Shipyard—Boston, Ma<br>99,98 4,268<br>15,26<br>1 dk<br>conv RoRo Cargo/ Tank Landing Ship 76 | **TM RoRo Cargo/ Landing Ship**<br>Mchy.aft | General Motors<br>2 Oil 2SA each 12Cy. 216 × 305<br>1 800bhp (1 324kW)<br>Electro-Motive Div. Gen. Motors La Grange, Illinois<br>11kn |
| 6717019<br>3FYS<br>7832-77B<br>Df Esd Gc<br>Rdr RTm/h/v | **PETROLA'S OCEAN MASTER 24**<br>ex Petrola's Oceanmaster XXIV-77<br>ex Euroman-76 ex Bremen-72<br>**Amphitrite Shipping & Trading Corp. S.A.**<br>Bilinder Marine Corp. S.A.<br>Panama Panama | **1 182**<br>111<br>— | **100A1** SS 12/91<br>tug<br>**LMC**<br>EL J 357,5/26,0U2<br>FN 872<br>(GL) | **1967** A.G. "Weser" Werk Seebeck—Bremerhaven (923)<br>54,62 12,52 5,852<br>47,88 12,00 6,20<br>B & F 29,9 1 dk<br>rf - Box K 432 | **M Tug**<br>Salvage<br>Ice strengthened | Deutz RBV8M358<br>2 Oil 4SA each 8Cy. 400 × 580 reverse reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 228kW 3 × 144kW 390V 50Hz a.c.<br>Directional propeller<br>Fuel 719,5t (d.o.) 15kn |
| 5106691<br>802334<br>Df Esd Rdr<br>RTm | **PETROLAB**<br>ex Haugtank-83 ex Esso 6-80<br>**Labseaco Ltd.**<br>Halifax, N.S. Canada | T.Mk<br>**472**<br>284<br>410 | (NV) | **1962** Brattvag Skipsinnredning & J. Johansens Sveiseverks.—Brattvag (13)<br>43,46 7,62 3,474<br>39,35 7,50 5,52<br>1 dk<br>len 68 | **M Tanker**<br>Ice strengthened<br>12 Ta ER | Normo<br>Oil 4SA 7Cy. 250 × 360<br>430bhp (316kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 24kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 30,0t (d.o.)-2,0pd 10kn |
| 7384493<br>SZRJ<br>3261<br>Df Esd Gc<br>Pfd Rdr RTv | **PETROLAGAS 2**<br>ex Hoegh Swift-82<br>**Margarita Shipping & Trading Corp. S.A.**<br>Bilinder Marine Corp. S.A.<br>Piraeus Greece<br>SatCom: 1133160/PGAS | **45 755**<br>30 214<br>49 880<br>T/cm<br>62,2 | NV | **1977** Stocznia im. "Komuny Paryskiej"—Gdynia (B550/02)<br>229,29 32,24 12,923<br>219,82 32,21 22,51<br>1 dk<br>DK Bow/CM 118 Diam. 0,356 | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>Ice strengthened<br>4 Ta (C.mn.stl) ind rectangular horizontal ER<br>L.(gas) 75 691 HeCls. ptB<br>8 Cargo pumps total 4 200T/hr | Sulzer 8RND90<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>H. Cegielski Poznan<br>Gen 4 × 720kW 440V 60Hz a.c.<br>Fuel 482,0t (d.o.) 4 750,0t (hvf)-80,0pd 17kn |
| 6512574<br>BK2465<br>Gc Rdr Rt | **PETROLANE No. 1**<br>ex L. P. Maru No. 5-80<br>**Petrolane LP-Gas Co. Ltd.**<br>Bangkok Thailand | **999**<br>459<br>1 444<br>T/cm<br>4,7 | (NK) | **1965** K.K. Ichikawa Zosensho—Ise (1237)<br>65,72 10,85 3,480<br>57,99 10,80 5,01<br>P 15,3 F 5,8 1 dk<br>RW Diam. 0,152 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>3 Ta (C.mn.stl) ind spherical horizontal ER<br>L.(gas) 953 | Nippon Hatsudoki<br>Oil 4SA 6Cy. 325 × 460<br>850bhp (625kW)<br>Nippon Hatsudoki Kobe<br>Gen 3 × 72kW 225V a.c.<br>Fuel 60,0t (d.o.)-3,0pd 10,75kn |
| 8207484<br>WRB5401<br>551167<br>Df Esd Gc<br>Pfd Rdr Rt | **PETROLANE SEAHORSE**<br>**Zapata Gulf Marine Operators Inc.**<br>Zapata Gulf Marine Corporation<br>New Orleans, La United States of America | **275**<br>187<br>1 200 | AB | **1982** Eastern Marine Inc.—Panama City, Fl (55)<br>3,909<br>58,53 12,20 4,58<br>F 16,2 1 dk<br>rf 457 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | General Motors 16-645-E3<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>E made70 reconditioned & fitted82<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>13kn |
| 5276434<br>OHDM<br>20<br>PfdRTm | **PETROLEA**<br>ex Aleks. Pelander<br>**Rederl Petrolea**<br>Osmo Santasaari<br>Naantali/ Nadendal Finland | **198**<br>100<br>254 | | **1913** Joh. Berg—Delfzijl<br>36,56 6,15 2,744<br>6,13<br>1 dk<br>R len 48 | **M Tanker**<br>L.(oil) 337 | Oil 4SA 4Cy.<br>144bhp (106kW) E made48 fitted62<br>Lister Blackstone Mar. Ltd. Dursley<br>Fuel (d.o.) 7kn |
| 7914339 | **PETROLEUM II**<br>**Petroleum River Fleet**<br>Panama Panama | **105**<br>—<br>— | | **1987** Astilleros Astisur S.A.—Avellaneda (18)<br>23,91<br>20,63 8,51 2,62<br>1 dk | **TM Tug** | Cummins VTA-1710-M2<br>2 Vee Oil 4SA each 12Cy. 140 × 152 with clutches & reverse reduction geared to sc. shafts<br>Cummins Engine Co. Inc. U.S.A. |
| 7914341 | **PETROLEUM III**<br>**Petroleum River Fleet**<br>Panama Panama | **110**<br>—<br>— | | **1987** Astilleros Astisur S.A.—Avellaneda (19)<br>27,87<br>25,02 8,01 2,82<br>1 dk | **TM Tug** | Cummins VTA-1710-M2<br>Vee Oil 4SA 12Cy. 140 × 152 with clutches & reverse reduction geared to sc. shafts<br>Cummins Engine Co. Inc. U.S.A. |
| 8023802<br>WUS6351<br>635159<br>Df Esd Gc<br>Pfd Rdr Rt | **PETROMAR ATLAS**<br>**Petromar Marine Ltd.**<br>Corpus Christi, Tx United States of America | **263**<br>178<br>1 200 | AB | **1981** Halter Marine Inc.—Moss Point, Ms (952)<br>3,928<br>58,70 12,20 4,58<br>F 17,1 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | General Motors 12-645-E7B<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd<br>12kn |

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|---|---|---|---|---|---|---|
| **8016304**<br>*KUS6383*<br>638342<br>Df Esd Gc<br>Pfd Rdr Rt | **PETROMAR BRAVO**<br>**Petromar Marine Ltd.**<br>Corpus Christi, Tx United States of America | **264**<br>180<br>1 200 | AB | **1981** Halter Marine Inc.—Chickasaw, Al (948)<br>3,928<br>58,70 12,20 4,58<br>F 17,1 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reversible reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd |
| **8024715**<br>*WUS6359*<br>635984<br>Df Esd Gc<br>Pfd Rdr Rt | **PETROMAR CHIEF**<br>**Petromar Marine Ltd.**<br>Corpus Christi, Tx United States of America | **263**<br>178<br>1 200 | AB | **1981** Halter Marine Inc.—Moss Point, Ms (953)<br>3,928<br>58,70 12,20 4,58<br>F 17,1 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reversible reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd |
| **8016316**<br>*KUS6396*<br>639679<br>Df Esd Gc<br>Pfd Rdr Rt | **PETROMAR DORADO**<br>**Petromar Marine Ltd.**<br>Corpus Christi, Tx United States of America | **264**<br>180<br>1 200 | AB | **1981** Halter Marine Inc.—Chickasaw, Al (949)<br>3,928<br>58,70 12,20 4,58<br>F 17,1 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reversible reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd |
| **8016328**<br>*WRX2797*<br>641454<br>Df Esd Gc<br>Pfd Rdr Rt | **PETROMAR EXPLORER**<br>**Petromar Marine Ltd.**<br>Corpus Christi, Tx United States of America | **264**<br>180<br>1 200 | AB | **1981** Halter Marine Inc.—Chickasaw, Al (950)<br>3,928<br>58,70 12,20 4,58<br>F 17,1 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reversible reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd |
| **8115863**<br>642915<br>Esd Gc Rdr Rt | **PETROMAR GENERAL**<br>**Petromar Offshore Ltd.**<br>Corpus Christi, Tx United States of America | **294**<br>199<br>1 200 | AB | **1981** Halter Marine Inc.—New Orleans, La (1042)<br>3,664<br>56,39 12,20 4,27<br>F 17,1 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reversible reduction geared to sc. shafts<br>E made reconditioned & fitted81<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd |
| **8404214**<br>Esd Rdr Rt | **PETROMIN 1**<br>**Yanbu Petromin Refinery**<br>Jeddah Saudi Arabia | *35*<br>*10*<br>— | ✠**100A1** SS 6/89<br>Red Sea coastal service<br>**LMC**<br>EL 9,0/11,0U2<br>FN 107 | **1984**-6 Swets—Hardinxveld-Giessendam<br>17,10 4,60 1,350<br>14,64 4,50 2,75<br>1 dk<br>rf - BK 30 | **TM Launch** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 152 with clutches, flexible couplings & sr reverse reduction geared to sc. shafts<br>1 268bhp (933kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 19kW 220/380V 50Hz a.c.<br>Fuel 2,5t (d.o.) |
| **7371159**<br>*DVIZ*<br>222259<br>Df Esd Gc<br>Pfd Rdr Rt | **PETRON I**<br>Launched as Fujiaki Maru<br>**PNOC Shipping & Transport Corp.**<br>Manila Philippines | **3 845**<br>2 780<br>6 489 | (NK) | **1974** K.K. Taihei Kogyo—Akitsu (311)<br>103,28 15,02 7,290<br>96,98 14,99 8,34<br>P 20,5 F 11,0 1 dk<br>Bow/CM 43 Diam. 0,250 MH 1,2 | **M Tanker**<br>Mchy.aft<br>L.(oil) 8 054<br>2 Cargo pumps total 500T/hr | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Fuel 442,0t-12,5pd |
| **6915001**<br>*DUCN*<br>224353<br>Df Esd Gc<br>Pfd Rdr Rt | **PETRON II**<br>ex Wen Kon-79 ex Hirasan Maru<br>**PNOC Shipping & Transport Corp.**<br>Manila Philippines | **3 021**<br>2 194<br>4 784 | (NK) | **1968** K.K. Taihei Kogyo—Akitsu (225)<br>98,74 14,03 5,995<br>91,65 14,00 6,99<br>P 19,9 F 9,8 1 dk | **M Tanker**<br>5 Ta ER<br>L.(oil) 6 142 | Mitsubishi<br>Oil 4SA 6Cy. 390 × 650<br>3 000bhp (2 207kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 132kW<br>Fuel 589,5t-11,5pd |
| **7237925**<br>*DULA*<br>225298<br>Df Esd Gc<br>Pfd Rdr | **PETRON III**<br>ex Tosho Maru-80<br>ex Keiten Maru No. 3-75<br>**PNOC Shipping & Transport Corp.**<br>Manila Philippines | **2 319**<br>1 794<br>3 864 | (NK) | **1972** Miyoshi Zosen K.K.—Uwajima (205)<br>92,89 13,24 6,109<br>86,01 13,21 7,01<br>P 19,9 F 15,0 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 4 805 | Makita<br>Oil 4SA 6Cy. 470 × 740<br>3 300bhp (2 427kW)<br>Makita Tekkosho<br>Fuel 265,0t-12,5pd |
| **8304622**<br>*PGRZ*<br>UK 368<br>Df Esd Gc<br>Pfd Rdr Rt | **PETRONELLA**<br>ex Nicolaas Senior-91<br>**Rederij J. Korf B.V.**<br>Urk Netherlands | *502*<br>*157*<br>— | | **1983** Scheepswerf Metz—Urk (65)<br>43,29 9,00 —<br>5,11<br>1 dk | **M Fishing**<br>Side-fishing Cutter | Stork-Werkspoor<br>Oil 4SA 8Cy. 280 × 300 sr geared to sc. shaft<br>2 880bhp (2 118kW)<br>Stork-Werkspoor Diesel B.V. |
| **7823322**<br>*MKTV3*<br>H 171<br>Df Esd Gc<br>Pfd Rdr Rt | **PETRONELLA**<br>ex My Joy-90 ex Eben Haezer-88<br>ex Petronella-88<br>**Hull Fishing Co. Ltd.**<br>Marr Fishing Vessel Management Ltd.<br>Hull United Kingdom | **224**<br>117<br>— | | **1980** Holland Launch B.V.—Zaandam (584)<br>36,10 7,60 3,401<br>31,86 7,51 4,02<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl<br>Mchy.aft | Bolnes<br>Oil 2SA 10Cy. 190 × 350<br>1 200bhp (883kW)<br>"Bolnes" Motorenfabriek B.V. |
| **5281362**<br>*PGSK*<br>Df Esd Pfd<br>Rdr Rt | **PETRONELLA MARGARETHA**<br>ex Pollux-73<br>**Visserij Mij. Pollux B.V.** | **269**<br>123<br>— | | **1960** Schps. "De Hoop" v/h Gebr. Boot—Leiden (1443)<br>41,43 7,12 3,004<br>37,24 7,10 3,64<br>conv Side Trawler Fishing 75 | **M General Cargo** | Brons<br>Oil 2SA 12Cy. 220 × 380<br>Appingedammer Brons |
| **6717497**<br>*HP5330*<br>19191-PEXT<br>Rdr RTv | **PETROPAN I**<br>ex Bayshell-89<br>**Pilot Oceanways Corp.**<br>Panama Panama | **1 072**<br>987<br>1 838 | ✠**A1** Lake SS 12/82<br>oil tanker<br>FP above 60°C<br>St. Lawrence River, Lake Ontario, Lake Erie and the St. Clair River between Quebec City and Sarnia<br>✠**LMC**<br>EL K 1"SQ<br>FN 1006 | **1967**-7 Collingwood Shipyards—Collingwood, Ont. (190)<br>60,97 12,25 3,556<br>60,66 12,20 4,37<br>1 dk<br>rf 102 | **TM Tank Barge**<br>1 Ho 4,8 ER 5 Ta<br>L.(oil) 2 190 HeCls. C | Paxman<br>2 Vee Oil 4SA each 12Cy. 178 × 197 reversible reduction geared to sc. shafts<br>1 000bhp (736kW)<br>Davey, Paxman & Co. Ltd.<br>db 300lbf/in² (20,7bar)<br>Gen 1 × 80kW 575V 60Hz a.c.<br>2 Directional propellers<br>Fuel 14,0t (d.o.)-3,0pd |
| | | | **LAID UP — SURVEYS OVERDUE 12/87** | | | |
| **5276563**<br>*UYYD*<br>M-26823<br>Df Esd Gc<br>Rdr RTv | **PETROPAVLOVSK**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.)<br>SatCom: 1401601/UYYD | **4 871**<br>2 061<br>1 357 | RS | **1961** VEB Mathias-Thesen-Werft—Wismar<br>122,15 16,06 5,169<br>110,01 15,96 10,32<br>3 dks<br>RW | **TM Passenger Ship** 95cbn 333bth P<br>Ice strengthened<br>2 Ho<br>B.761 In.79<br>2 Ha (5,5 × 3,9) (2,9 × 2,5)<br>Cr 1(3) 1(1) | MAN<br>2 Oil 2SA each 6Cy. 570 × 800<br>8 300bhp (6 105kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 4 × 264kW 380V |
| **8700151**<br>*UEWF*<br>M-17618<br>Df Esd Gc<br>Pfd Rdr RTv | **PETROPAVLOVSK-KAMCHATSKIY**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *2 968*<br>*920*<br>2 853 | RS | **1989** Rauma-Repola Oy—Mantyluoto (RR06)<br>97,40 14,23 4,501<br>90,44 - 6,51<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 3 200 | Pielstick<br>Oil 4SA 6Cy. 400 × 460 with clutches, flexible couplings & sr geared to sc. shaft<br>2 900kW (3 943bhp)<br>Russkiy-Diesel Works<br>Gen 1 × 400kW a.c. 2 × 300kW a.c.<br>Controllable pitch propeller |

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|---|---|---|---|---|---|---|
| 8225577<br>*LYET*<br>M-31407<br>Df Esd Gc<br>Rdr RTm/h/v | **PETROPAVLOVSKAYA KREPOST**<br><br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**3 147**<br>1 383<br>2 118 | <br><br>RS | **1982** VEB Volkswerft Stralsund—Stralsund (557)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L. 8ND272<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>16,25kn |
| 7621970<br>*SWYR*<br>9158<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PETROPOLIS**<br>ex Temple Bay-87 ex South Sky-83<br>ex English Wasa-78<br>**Queensbridge Shipping Corp.**<br>Piraeus Greece | **30 121**<br>23 790<br>60 970 | ✠**100A1** SS 2/87<br>strengthened for heavy<br>cargoes Nos. 2, 4 & 6<br>holds may be empty<br>✠**LMC** **UMS**<br>EL Pt 660,0/78,0U3<br>FN 10754 | **1978**-2 Hitachi Zosen—Innoshima Works,<br>Innoshima (4565)<br>224,55 (BB) 32,25 12,952<br>214,99 32,20 16,74<br>F 17,4 1 dk<br>rf 51 | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0<br>24,0 ER<br>G.74 262<br>7 Ha (stl) (each 16,0 × 13,1) ER | Sulzer 8RND76<br>Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 540kW 450V 60Hz a.c.<br>Fuel 273,5t (d.o.) 3 141,5t (hvf) 15,25kn |
| 8001270<br>*ELDL6*<br>7515<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PETROS**<br>ex Owl Petros-84 ex Atlas Petros-84<br>**Mobil Shipping & Transportation Co.**<br>Atlas Maritime Co. S.A.<br>Monrovia Liberia<br>SatCom: 1243772/PETR | *22 589*<br>*13 743*<br>39 724<br>T/cm<br>19,5 | <br><br>NV | **1984** R.O. Brodogradiliste "3 Maj"—Rijeka (614)<br>173,31 (BB) 32,29 11,210<br>169,02 32,01 15,12<br>1 dk<br>Bow/CM 76 Diam. 0,200 MH 1,8 | **M Tanker**<br>Oil Chemical<br>IGS DB Stern disch.<br>Mchy.aft<br>L.44 230<br>28 Cargo pumps total 3 000T/hr | Sulzer 5RND76M<br>Oil 2SA 5Cy. 760 × 1550<br>11 400bhp (8 385kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 848kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>14,5kn |
| 5209417<br>*9H3191*<br>2386<br>Df Esd Rdr<br>Rt | **PETROS H**<br>ex Magdalena-90 ex Don Juan V-89<br>ex Hanoover-85 ex Regina Express-82<br>ex Windle Sky-75 ex Cap Falcon-73<br>ex Lis Frellsen-67<br>**Apollon Shipping**<br>Sea Balkan Lines Ltd.<br>Valletta Malta | **1 510**<br>719<br>2 200 | <br><br>GL HR (BV) | **1962** Zaanlandsche Schps. Maats.—Zaandam<br>(495)<br>79,15 12,02 4,896<br>71,30 11,82 5,72<br>P 25,0 F 11,0 1 dk<br>RW | **M General Cargo**<br><br>2 Ho 21,7 23,0 ER<br>G.2 826 B.2 621<br><br>2 Ha (each 15,9 × 6,0) ER<br>6W Der 1(15) 6(3) | Werkspoor TMABS397<br>Oil 4SA 7Cy. 390 × 680<br>1 199kW (1 630bhp)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 30kW 120/240V d.c.<br>Fuel 141,0t (d.o.) 12kn |
| 6703264<br>*YQAO*<br>1009<br>Df Esd Gc<br>Rdr Rt | **PETROSENI**<br><br>**Compania de Navigatie Maritime**<br>**PETROMIN**<br>Galatz Romania | **9 557**<br>2 971<br>12 500<br>T/cm<br>23,9 | <br><br>RNR (BV) | **1968** Santierul Naval Galatz—Galatz<br>148,72 19,77 7,930<br>140,75 19,72 10,72<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>5 Ho each 15,1 ER<br>G.7 773<br><br>5 Ha (stl) (each 15,0 × 9,9) ER | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 1 814,5t (hvf) 12,5kn |
| 7391329<br>*HZOR*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PETROSHIP A.**<br><br>**Petromin Tankers & Mineral**<br>**Shipping Co. (PETROSHIP)**<br>Jeddah Saudi Arabia<br>SatCom: 1743166/PETA | **25 614**<br>16 286<br>39 115<br>T/cm<br>48,4 | ✠**100A1** SS 3/90<br>oil tanker<br>✠**LMC**<br>EL Jt 3"U2<br>FN 8189 | **1974**-12 R.O. Brodogradiliste "3 Maj"—Rijeka<br>(557)<br>197,64 (BB) 28,05 11,708<br>187,00 28,01 15,78<br>F 17,4 1 dk<br>rf nil Diam. 0,310 | **M Tanker**<br>Stern disch.<br>19 Ta ER<br>L.(oil) 56 114 HeCls. BC<br>3 Cargo pumps total 2 700T/hr | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>WTAuxB (o.f.) 10,3kgf/cm² (10,1bar)<br>AuxB (Comp) 6kgf/cm² (5,9bar)<br>Gen 3 × 744kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 205,0t (d.o.) 2 621,5t (hvf)-49,0pd 16,5kn |
| 7391331<br>*HZOS*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PETROSHIP B.**<br><br>**Petromin Tankers & Mineral**<br>**Shipping Co. (PETROSHIP)**<br>Jeddah Saudi Arabia<br>SatCom: 1743167/PETB | **25 614**<br>16 286<br>39 115<br>T/cm<br>48,4 | ✠**100A1** SS 11/85<br>oil tanker<br>✠**LMC**<br>EL Jt 3"U2<br>FN 8193 | **1975**-5 R.O. Brodogradiliste "3 Maj"—Rijeka<br>(558)<br>197,64 (BB) 28,05 11,708<br>187,00 28,01 15,80<br>F 17,4 1 dk<br>rf nil Diam. 0,310 | **M Tanker**<br>Stern disch.<br>19 Ta ER<br>L.(oil) 56 114 HeCls. BC<br>Der 2(5) 2(3)<br>3 Cargo pumps total 2 700T/hr | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>WTAuxB (o.f.) 10,3kgf/cm² (10,1bar) hs524,8<br>AuxB 6kgf/cm² (5,9bar)<br>Gen 3 × 745kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 205,0t (d.o.) 2 621,5t (hvf)-49,0pd 17kn |
| 7915826<br>*ELJA2*<br>8465<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PETROSKALD**<br>ex Oktella-86<br>**Petroskald Shipping Corp.**<br>Det Nordenfjeldske D/S AS<br>Monrovia Liberia<br>SatCom: 1243645/ELJA | **19 593**<br>13 867<br>39 750<br>T/cm<br>49,8 | <br><br>NV | **1982** Uddevallavarvet AB—Uddevalla (313)<br>173,69 32,26 10,221<br>168,03 32,21 14,91<br>P 11,9 F 15,3 1 dk<br>Bow/CM 84 Diam. 0,400 MH 2,1 conv Tanker<br>86 | **M Tanker**<br>for offshore installations<br>COW IGS SBT Ice strengthened DB<br>16 Ta ER<br>L.(oil) 42 160 HeCls. BC<br>18 Cargo pumps total 7 355T/hr | B&W 4L80GFCA<br>Oil 2SA 4Cy. 800 × 1950<br>8 900kW (12 100bhp)<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Thw. thrust propeller<br>Fuel (d.o.)-33,0pd 14kn |
| 5392537<br>*HZAF*<br>36/73<br>Df Esd Rdr<br>Rt | **PETROSTAR I**<br>ex Wollin-74<br>**Petrostar Co. Ltd.**<br>Jeddah Saudi Arabia | **492**<br>276<br>673 | <br><br>(GL) | **1960** Jadewerft G.m.b.H.—Wilhelmshaven (70)<br>56,01 8,54 2,750<br>51,26 8,50 3,10<br>P 13,2 F 7,1 1 dk | **M Tanker**<br>Ice strengthened<br>6 Ta ER<br>L.(oil) 862 | Deutz RBV6M536<br>Oil 4SA 6Cy. 270 × 360<br>420bhp (309kW)<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| 6411196<br>*HZAK*<br>40/74<br>Esd Pfd Rdr<br>RTm/h | **PETROSTAR II**<br>ex Makumba-75 ex Karen Terkol-72<br>ex Sirona-65<br>**Petrostar Co. Ltd.**<br>Jeddah Saudi Arabia | **496**<br>314<br>1 072 | NV (Class cont.)<br><br>✠Classed LR until<br>6/10/78 | **1964**-5 Kroegerwerft G.m.b.H.—Rendsburg<br>(1197)<br>63,06 9,66 3,510<br>56,82 9,45 4,10<br>P 16,5 F 11,0 1 dk<br>rf 51 | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 699 HeCls. C | MWM<br>Oil 4SA 6Cy. 320 × 480<br>662kW (900bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 40kW 1 × 17kW 380V 50Hz a.c.<br>Fuel 21,0t (d.o.)-3,0pd 11,5kn |
| 6807474<br>*HZAH*<br>42/94<br>Df Esd Gc<br>Rdr RTv | **PETROSTAR III**<br>ex Nette Theresa-74 ex Preciosa-72<br>**Petrostar Co. Ltd.**<br>Jeddah Saudi Arabia | **1 938**<br>927<br>3 146 | <br><br>NV (GL) | **1968** Smith's Dock Ltd.—South Bank,<br>Middlesbrough (1292)<br>86,21 12,96 5,665<br>79,25 12,91 6,48<br>P 21,4 F 12,5 1 dk<br>rf 76 | **M Tanker**<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 3 812 HeCls. BC | Smit-Bolnes<br>Oil 2SA 10Cy. 300 × 550<br>2 000bhp (1 471kW)<br>N.V. Smit & Bolnes Zierikzee<br>Gen 3 × 170kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 244,0t (hvf)-7,5pd 12kn |
| 6825919<br>*HZCJ*<br>87/96<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PETROSTAR V**<br>ex Solheim-76<br>**Petrostar Co. Ltd.**<br>Jeddah Saudi Arabia | **1 985**<br>1 052<br>3 500 | <br><br>(NV) | **1969** Schiffs. u. Masch. Paul Lindenau GmbH &<br>Co. KG—Kiel (139)<br>93,91 13,47 5,677<br>84,31 13,45 6,76<br>P 22,0 F 9,2 1 dk<br>rf nil | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 4 463 HeCls. B | MAN<br>Oil 4SA 8Cy. 400 × 600<br>2 050bhp (1 508kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 195kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 239,0t (hvf)-8,0pd 12,5kn |
| 6828911<br>*HZCK*<br>88/96<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PETROSTAR VI**<br>ex Solstreif-76<br>**Petrostar Co. Ltd.**<br>Jeddah Saudi Arabia | **1 984**<br>1 052<br>3 501 | <br><br>NV (GL) | **1969** Schiffs. u. Masch. Paul Lindenau GmbH &<br>Co. KG—Kiel (140)<br>93,90 13,47 5,689<br>84,30 13,45 6,75<br>P 22,0 B 19,6 F 9,2 1 dk<br>rf nil | **M Tanker**<br>Bunkering<br>Ice strengthened<br>10 Wing Ta ER<br>L.(oil) 4 463 HeCls. B | MAN<br>Oil 4SA 8Cy. 400 × 600<br>1 508kW (2 050bhp)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 236kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 245,0t (hvf)-8,0pd 12,5kn |
| 7730800<br>*HZCH*<br><br>Gc Rt | **PETROSTAR VII**<br>ex YOG 92<br>**Petrostar Co. Ltd.**<br>Jeddah Saudi Arabia | **479**<br>325<br>— | <br><br>AB | **1946** R.T.C. SB. Corp—Camden, NJ (167)<br>53,04 9,78 4,055<br>50,65 9,76 4,58<br>P 14,4 F 7,4 1 dk<br>rf 76 | **M Tanker**<br><br>8 Ta ER | General Motors<br>Vee Oil 2SA 8Cy. 222 × 267 reverse reduction<br>geared to sc. shaft<br>640bhp (471kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 40kW |
| 7730812<br>*HZCF*<br><br>Rt | **PETROSTAR VIII**<br>ex YO 204<br>**Petrostar Co. Ltd.**<br>Jeddah Saudi Arabia | **479**<br>325<br>— | <br><br>(AB) | **1945** Manitowoc SB. Co.—Manitowoc, Wi (410)<br>53,04 9,78 4,055<br>50,65 9,76 4,58<br>P 14,4 F 7,4 1 dk<br>rf 76 | **M Tanker**<br><br>8 Ta ER | General Motors<br>Vee Oil 2SA 8Cy. 222 × 267 reverse reduction<br>geared to sc. shaft<br>640bhp (471kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 40kW |

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|---|---|---|---|---|---|---|
| 7730836<br>*HZCE*<br>Rt | **PETROSTAR X**<br>ex YW 106<br>**Petrostar Co. Ltd.**<br>Jeddah Saudi Arabia | **479**<br>325<br>— | AB | **1945** U.S. Naval Shipyard—Portland, Or (106)<br>53,04 9,78 4,055<br>50,65 9,76 4,58<br>P 14,4 F 7,4 1 dk<br>rf 76 conv Water Tanker — | **M Tanker**<br>8 Ta ER | General Motors<br>Vee Oil 2SA 8Cy. 222 × 267 reverse reductio<br>geared to sc. shaft<br>640bhp (471kW)<br>General Motors Corp. Det<br>Gen 2 × 40kW a.c. |
| 5282990<br>*HZCQ*<br>Df Rt | **PETROSTAR XII**<br>ex Maria-79 ex Portolo 15-73<br>ex Maria Nomicos-58 ex Metsovon-48<br>ex Reugen-48<br>**Petrostar Co. Ltd.**<br>Jeddah Saudi Arabia | **487**<br>256<br>864 | (HR) | **1933** Deutsche Werke A.G.—Kiel<br>46,21 8,59 4,420<br>... ... ...<br>1 dk<br>R | **M Tanker**<br>8 Ta ER<br>L.(oil) 204 HeCls. BC | MAN<br>Oil 4SA 8Cy. 290 × 450<br>450bhp (331kW) E made54 fitted—<br>Masch. Augsburg-Nuernberg (MAN) Aug<br>Fuel 20,5t-2,0pd |
| 5130173<br>*HZJB*<br>Df Esd Gc<br>Rdr Rt | **PETROSTAR XIV**<br>ex Maria II-79 ex Gertrude Wiener-77<br>**Petrostar Co. Ltd.**<br>Jeddah Saudi Arabia | **1 594**<br>948<br>2 750 | GL | **1961** Bayerische Schiffbau G.m.b.H.<br>—Erlenbach/Main (918)<br>88,27 (BB) 11,82 5,258<br>84,00 11,75 6,10<br>P 21,7 F 9,5 1 dk | **M Tanker**<br>Chemical<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 2 460 HeCls. C | MAN<br>2 Oil 4SA each 8Cy. 235 × 330 reduction ge<br>to sc. shaft<br>1 920bhp (1 412kW) NE 69<br>Masch. Augsburg-Nuernberg (MAN) Aug |
| 6903929<br>L-11935<br>Df Gc Pfd<br>Rdr Rt | **PETROUS No. 1**<br>ex Simon No. 51-89<br>ex Kyoshin No. 35-88<br>ex Shoichi Maru No. 27-83<br>Freetown Sierra Leone | **299**<br>140<br>— | | **1968** Yamanishi Zosen K.K.—Ishinomaki (582)<br>49,92 8,11 3,252<br>43,52 8,08 3,71<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.) |
| 7044160<br>*UQKW*<br>M-29443<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PETROVSKIY**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 540**<br>2 171<br>6 630 | RS | **1970** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,151<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5)<br>ER (13,2 × 9,5)<br>Cr 4(5) | B&W 7-50VT2B<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works Br<br>Fuel 139,0t (d.o.) 330,0t (hvf) |
| 6923072<br>*UWEL*<br>M-29302<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PETROZAVODSK**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 562**<br>2 151<br>6 540 | RS | **1968** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,119<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 870 B.7 470<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5)<br>ER (13,2 × 9,5)<br>Cr 4(5) | B&W 9-50VTB<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works Br<br>Fuel 139,0t (d.o.) 330,0t (hvf) |
| 7205647<br>*EWZF*<br>M-31513<br>Df Esd Gc<br>Rdr Rt | **PETROZAVODSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 571**<br>888<br>1 268 | RS | **1971** "Chernomorskiy" Shipyard—Nikolayev<br>83,90 14,03 5,703<br>78,06 13,95 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| 6858667<br>*ULLA*<br>M-19808 | **PETROZAVODSK**<br>**Amur River Shipping Co.**<br>(Nikolayevsk-na-<br>Amure) (U.S.S.R.) | **487**<br>106<br>157 | RS | **1956** ............People's Republic of China<br>44,46 9,48 3,360<br>4,42<br>1 dk | **TM Tug**<br>Ice strengthened | Russkiy<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Len<br>Fuel (d.o.) |
| 5126691<br>*OUVO*<br>H710<br>Df Rt | **PETRUSKA**<br>ex Inge Jytte-88 ex Rimo-75<br>ex Gauensiek-71 ex Ems-61<br>**P/R Petruska**<br>Susanne Andersen<br>Frederikssund Denmark | **207**<br>97<br>— | | **1934** Gutehoffnungshuette, Abt. Rheinwerft<br>Walsum—Walsum<br>38,08 6,84 2,299<br>6,79 2,49<br>P 9,5 F 5,5 1 dk<br>R conv General Cargo — | **M Dredger**<br>Grab-dredger<br>1 Ho 22,0 ER<br>G.411 B.388<br>2 Ha ER<br>1W Cr 1(-) | MAN<br>Oil 4SA 4Cy. 285 × 420<br>250bhp (184kW) NE 54<br>Masch. Augsburg-Nuernberg (MAN) Aug<br>Fuel 9,0t |
| 8623286<br>Rdr Rt | **PETRUSSE**<br>ex Jackeline G.-88<br>**International Oil Transport**<br>Luxembourg Luxembourg | —<br>—<br>1 225 | **A1** SS 10/88<br>inland waterways oil &<br>chemical tanker type III<br>with an approved list of<br>defined cargoes — L.S.O.<br>**LMC**<br>EL 120,0/27,0U1<br>FN 831 | **1959** Rheinwerft G.m.b.H. & Co.—Mainz-Mombach (106)<br>80,02 8,31 2,601<br>76,87 8,11 2,70<br>1 dk<br>rf nil | **M Tank Barge**<br>Oil Chemical<br>12 Ta ER | Deutz SBA<br>Vee Oil 4SA 16Cy. 142 × 160 with clutches,<br>flexible couplings & sr reverse geared to s<br>shaft<br>1 125bhp (828kW) E made80<br>Kloeckner Humboldt Deutz West G<br>Gen 1 × 20kW 1 × 16kW 380V 50Hz a.c.<br>Bow jet pump |
| 8204042<br>*YEEA*<br>Esd Gc Pfd<br>Rdr | **PETTA**<br>ex Koharuzan Maru-88<br>**P.T. Perusahaan Pelayaran Pedjaka**<br>Jakarta Indonesia | *2 662*<br>*1 517*<br>4 109 | KI NK | **1982** Kinoura Zosen K.K.—Hakata (85)<br>86,34 14,03 6,128<br>80,02 14,01 6,40<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 143 B.5 618<br>2 Ha (stl) (14,0 25,9 × 8,4) ER<br>Der 3(15) | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>1 618kW (2 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.)<br>Gen 2 × 96kW 445V 60Hz a.c.<br>Fuel 28,0t (d.o.) 240,0t (hvf)-6,0pd |
| 8609606<br>*DGPA*<br>15260<br>Df Esd Rdr<br>RTm/h/v<br>SatNav | **PETUJA**<br>**m.s. "Petuja" Von Allworden KG**<br>Hamburg Federal Republic<br>of Germany | *2 673*<br>*1 009*<br>3 004 | GL | **1987** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (984)<br>87,99 (BB) 13,03 4,680<br>86,59 12,81 7,45<br>P 19,6 F 8,6 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 58,5 ER<br>G.4 870 B.4 842<br>TEU 198 C. 198/20' (40')<br>1 Ha (stl) (56,0 × 10,4) ER | Wartsila<br>Oil 4SA 6Cy. 320 × 350 with flexible coupli<br>sr geared to sc. shaft<br>1 305bhp (960kW)<br>Oy Wartsila Ab Vaasa<br>Controllable pitch propeller |
| 7817581<br>*VM4867*<br>374777<br>Esd Rdr Rt | **PETUNA ENDEAVOUR**<br>**P. G. & U. M. Rockliffe**<br>*Launceston, Tas.* Australia | **183**<br>117<br>— | | **1979** Tamar SB. Pty. Ltd.—Launceston, Tas. (28)<br>24,01 7,17<br>22,71 7,12 2,80<br>1 dk | **M Fishing**<br>Stern Trawler | Kelvin<br>Oil 4SA 8Cy. 165 × 184 reverse reduction<br>to sc. shaft<br>375bhp (276kW)<br>Kelvin Diesels Ltd. |
| 8810061<br>*VJT3607*<br>853357<br>Rt | **PETUNA EXPLORER**<br>**N. P. & H. M. Rockliff**<br>*Launceston, Tas.* Australia | **296**<br>89<br>303 | | **1989** Port Lincoln Ship Construction Pty. Ltd.<br>—Port Lincoln, S.A. (V17)<br>30,80 9,16 4,182<br>25,50 9,00 4,34 | **M Fishing**<br>Stern Trawler Ref | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 with flexible<br>couplings & sr geared to sc. shaft<br>625kW (850bhp)<br>Caterpillar Inc. Peoria<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 8616142<br>*TFXL*<br>1809<br>Df Esd Gc<br>Rdr Rt | **PETUR JONSSON**<br>**Petur Stefansson**<br>Reykjavik Iceland | **820**<br>298<br>1 356 | NV | **1987** Ulstein Hatlo A/S—Ulsteinvik (204)<br>56,62<br>49,03 12,51 5,26<br>2 dks | **M Fishing**<br>Stern Trawler Seiner Processing Ref<br>Ice strengthened<br>G.960 In.400 | Normo<br>Oil 4SA 6Cy. 320 × 360 geared to sc. shaf<br>2 997bhp (2 204kW)<br>BMV Bergen Diesel A/S<br>Gen 2 × 320kW 1 × 64kW 380V 50Hz a<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd , 1 af |
| 6816621<br>*CB2067*<br>Df Esd Pfd<br>Rdr Rt | **PETUR JONSSON**<br>ex Haforn-80 ex Loftur Baldvinsson-80<br>**Sociedad El Golfo S.A.**<br>Valparaiso Chile | **400**<br>209<br>— | NV | **1968** A/S Hommelvik M/V—Hommelvik (110)<br>49,92 8,34 3,506<br>44,81 8,22 4,50<br>1 dk<br>rf 1097 BK 140 len 73 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>4 Ha (2,5 2,5 2,9 2,9 × 1,6) ER<br>1W Der 1(4,5) | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 400bhp (1 030kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 75kW 1 × 60kW 1 × 28kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 7620287<br>*UIKP*<br>M-25683<br>Df Esd Gc<br>Rdr Rt | **PETYA KOVALYENKO**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | T.Mk<br>**1 222**<br>427<br>1 283<br>**2 079**<br>918<br>2 180 | RS | **1976** Int. Con. Nav. si Rel. la Cald Turnu-Severin<br>—Turnu-Severin<br>88,75 12,83 4,150/5,201<br>80,40 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 16,6 16,9 ER<br>G.3 615 B.3 240<br>TEU 57 C.Ho 38/20' C.Dk 19/20'<br>3 Ha (stl) (8,6 × 7,7) (12,8 12,8 × 10,0)<br>ER<br>Der 1(20) 2(5-10) | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>H. Cegielski Poznan<br>Fuel 44,5t (d.o.) 133,0t (hvf)-7,0pd 12,75kn |
| 7630373<br>*UIUJ*<br>M-25697<br>Df Esd Gc<br>Rdr Rt | **PETYA SHITIKOV**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | T.Mk<br>**1 222**<br>427<br>1 283<br>**2 079**<br>918<br>2 180 | RS | **1976** Int. Con. Nav. si Rel. la Cald Turnu-Severin<br>—Turnu-Severin<br>88,75 12,83 4,150/5,201<br>80,40 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 16,6 16,9 ER<br>G.3 615 B.3 240<br>TEU 57 C.Ho 38/20' C.Dk 19/20'<br>3 Ha (stl) (8,7 × 7,7) (12,8 12,8 × 10,1)<br>ER<br>Der 1(20) 2(5-10) | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>H. Cegielski Poznan<br>Fuel 44,5t (d.o.) 133,0t (hvf)-7,0pd 12,75kn |
| 7115232<br>*YBMT* | **PEUSANGAN**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **130**<br>3<br>121 | KI (BV) | **1971** Robin Shipyard (Pte.) Ltd.—Singapore (59)<br>29,11 7,47 2,320<br>27,79 7,42 3,36<br>1 dk<br>BK 102 | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 24kW 1 × 10kW<br>Fuel 78,0t (d.o.) 11kn |
| 8714499<br>*EHVX*<br>Rdr Rt | **PEVEGASA QUINTO**<br>**Pevega S.A.**<br>Vigo Spain | *437*<br>*131*<br>303 | BV | **1988** Enrique Lorenzo y Cia. S.A.—Vigo (413)<br>39,60 3,950<br>33,02 9,01 6,18<br>2 dks | **M Fishing**<br>Stern Trawler Ref | Deutz SBV6M358<br>Oil 4SA 6Cy. 240 × 280 with flexible couplings & sr geared to sc. shaft<br>927kW (1 260bhp)<br>Hijos de J. Barreras S.A. Spain<br>Gen 2 × 320kW 380V a.c.<br>11,7kn |
| 7388607<br>*EEVD*<br>Esd Gc Rdr Rt | **PEVEGASA TERCERO**<br>**Pevega S.A.**<br>Vigo Spain | **163**<br>90<br>171 | BV | **1975** Const. Nav. Santodomingo—Vigo (509)<br>35,74 6,81 3,379<br>33,28 6,79 5,41<br>1 dk<br>len 81 | **M Fishing**<br>Stern Trawler | MAN R6V16/18TL<br>Vee Oil 4SA 6Cy. 160 × 180<br>625bhp (460kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Fuel 114,0t (d.o.) 10kn |
| 7102003<br>*EWCS*<br>M-30462<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PEVEK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 273**<br>1 145<br>2 555 | RS | **1970** .............U.S.S.R.<br>107,50 14,43 6,224<br>10,42 | **D-E Factory Ship**<br>Fish-factory Refrigerated Cargo<br>Ice strengthened<br>5 Ho<br>In.3 039<br>5 Ha (3,1 3,1 × 3,6) (2,1 × 2,1) (1,3 1,3 × 1,3)<br>6W Der 6(3) | 5 Oil 4SA each 6Cy. 318 × 330 total 5 000bhp (3 678kW) driving gen. connected to elec. motor & sc. shaft<br>U.S.S.R.<br>Controllable pitch propeller<br>13kn |
| 7105029<br>*GUQN*<br>362507<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PEVERIL**<br>ex N. F. Jaguar-82 ex Penda-80<br>ex ASD Meteor-75 ex Holmia-73<br>**James Fisher and Sons Public Limited Company**<br>The Isle of Man Steam Packet Co. Ltd.<br>Douglas Isle of Man (British) | **1 975**<br>715<br>1 685 | NV | **1971** Kristiansands M/V A/S—Kristiansand S. (216)<br>106,28 16,03 4,966<br>94,85 16,01 6,00<br>2 dks<br>rf 51 | **TM RoRo Cargo**<br>Ice strengthened<br>Bow door & ramp<br>L 9,10 W 3,90 SWL 24<br>Stern door/ramp<br>L 8,30 W 7,62 SWL 49<br>Lane Length 528 Cargo Width 5,30<br>Clear height 5,30<br>Cars 38 Trailers 45<br>Mchy.aft<br>1 TwD 94,4 | Pielstick 8PC2L-400<br>2 Oil 4SA each 8Cy. 400 × 460<br>8 000bhp (5 884kW)<br>Lindholmen Motor AB. Goteborg<br>Gen 3 × 500kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 49,5t (d.o.) 369,0t (hvf)-20,0pd 14kn |
| 8325937<br>*LZGQ*<br>111767<br>Df Esd Gc<br>Pfd Rdr RTv | **PEYO YAVOROV**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria<br>SatCom: 1435103/PEYO | **12 194**<br>5 819<br>14 313 | BR | **1984** "Georgi Dimitrov" Shipyard—Varna (301)<br>158,56 (BB) 9,011<br>145,01 22,79 13,42<br>2 dks | **M General Cargo**<br>5 Ho 15,4 18,5 22,5 22,5 18,7 ER<br>5 TwD<br>G.24 559<br>TEU 330<br>C.Ho 268/20' (40') C.Dk 62/20' (40')<br>9 Ha (stl) (9,6 12,9p&s 18,9p&s 18,9p&s 13,0p&s × 7,9) ER<br>Cr 7(12) | B&W 6DKRN67/170<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 266,5t (d.o.) 1 670,5t (hvf) |
| 7330557<br>*UVJV*<br>M-31099<br>Df Esd Gc<br>Pfd Rdr Rt | **PEYPSI**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | **3 019**<br>1 241<br>2 063 | RS | **1973** VEB Volkswerft Stralsund—Stralsund (407)<br>101,86 (BB) 15,24 5,600<br>91,83 15,22 7,24<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>6W Der 2(5) 4(3) | MAN 8ZD72/48AL-1<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15kn |
| 7425912<br>*EQQF*<br>Esd Gc Rdr Rt | **PEYVAND**<br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Bandar Abbas Iran | **167**<br>48<br>71 | ✠**100A1**<br>tug<br>Persian Gulf service<br>✠**LMC**<br>EL D ¾"U2<br>FN 264<br>**CLASS SUSPENDED 31/7/87** | **1976**-4 Towa Zosen K.K.—Shimonoseki (489)<br>27,92 7,35 2,760<br>25,10 7,00 3,48<br>RAD 2,5 1 dk<br>rf 584 | **M Tug**<br>Fire-fighting | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292 reduction geared to sc. shaft<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 52kW 225V 50Hz a.c.<br>Fuel 24,5t (d.o.) |
| 7316733<br>AMMT-1069 | **PEZ DORADO**<br>**Armadores Unidos S.A.**<br>Venezuela | **180**<br>81<br>— | | **1972** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan<br>25,00 7,14 2,439<br>23,53 7,01 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>770bhp (566kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 7316745<br>AMMT-1068 | **PEZ GALLO**<br>**Armadores Unidos S.A.**<br>Venezuela | **180**<br>81<br>— | | **1972** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan<br>25,00 7,14 2,439<br>23,53 7,01 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>770bhp (566kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 8324969<br>*EERA*<br>Df Esd Gc<br>Rdr Rt | **PEZ VOLADOR**<br>ex Alijumbo Eolie-88<br>**Naviera Mallorquina S.A.**<br>Ibiza Spain | *175*<br>*68*<br>24 | RI | **1986** Cant. Nav. Rodriquez S.p.A.—Messina (218)<br>31,22 1,505<br>26,42 6,70 3,71<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>Mchy.aft | M.T.U. 16V396TB83<br>2 Vee Oil 4SA each 16Cy. 165 × 185 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>3 060kW (4 160bhp)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |
| 8219396<br>*WJKJ*<br>678107<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PFC. DEWAYNE T. WILLIAMS**<br>**Wilmington Trust Co., as Trustee & PMBT Leasing Ventures**<br>American Overseas Marine Corp.<br>Boston, Ma United States of America | **32 903**<br>25 384<br>22 454 | AB | **1985** General Dynamics Corp.—Quincy, Ma (62)<br>205,19 32,16 9,770<br>187,33 32,14 25,00<br>3 dks<br>rf nil | **M RoRo Cargo/General Cargo**<br>4 Ho ER<br>TEU 530<br>C.Ho 457/20' (40') C.Dk 73/20' (40')<br>5 Ha (stl) ER<br>Cr 5(40) | Werkspoor 18TM410<br>2 Vee Oil 4SA each 18Cy. 410 × 470 sr reverse geared to sc. shaft<br>26 400bhp (19 419kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 3 × 2500kW 480V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 3 080,5t (d.o.) 18kn |
| 7823463<br>*WHAQ*<br>641084<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PFC. EUGENE A. OBREGON**<br>ex Thomas Heyward-83<br>**Wilmington Trust Co., as Trustee**<br>Waterman Steamship Corp.<br>New York, NY United States of America<br>SatCom: 1502412/WHAQ | **29 091**<br>18 895<br>25 073 | AB | **1982** Pennsylvania Shipbuilding Co.—Chester, Pa (680)<br>250,27 (BB) 32,21 10,210<br>233,48 32,16 20,73<br>F 20,2 1 dk<br>rf nil<br>len 85 | **S RoRo Cargo/General Cargo**<br>Logistics Ship<br>Stern ramp<br>7 Ho ER<br>TEU 1512<br>C.Ho 938/20' (40') C.Dk 574/20' (40') incl. 60 ref C.<br>5 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>General Electric Co. Lynn, Ma<br>Gen 3 × 2000kW a.c.<br>Thw. thrust propeller fwd<br>21kn |

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| **7702035**<br>*WJXG*<br>679513<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PFC. JAMES ANDERSON, JR.**<br>ex Emma Maersk-84<br>**Wilmington Trust Co., as Trustee**<br>Maersk Line Ltd.<br>New York, NY United States of America<br>SatCom: 1500571/WJXG | T.Mk<br>**38 412**<br>31 888<br>21 050 | AB<br>✠Classed LR until 10/83 | **1979**-7 Odense Staalskibsvaerft A/S—Lindo (74)<br>230,26 (BB) 27,49 10,019<br>214,99 27,44 21,32<br>RAD 40,6 F 13,8 3 dks<br>rf nil conv RoRo Cargo/General Cargo 85 | **M RoRo Cargo/General Cargo**<br>Logistics Ship<br>Quarter stern door/ramp (s)<br>Mchy.aft<br>HeCls. B<br>TEU 850<br>Cr 2(36) 4(30) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>15 960bhp (11 740kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 525,0t (d.o.) 2 708,0t (hvf) |
| **7702023**<br>*KRPW*<br>674269<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PFC. WILLIAM B. BAUGH**<br>ex Eleo Maersk-84<br>**Wilmington Trust Co., as Trustee**<br>Maersk Line Ltd.<br>New York, NY United States of America<br>SatCom: 1501240/KRPW | T.Mk<br>**38 412**<br>31 888<br>21 050 | AB<br>✠Classed LR until 18/3/83 | **1979**-4 Odense Staalskibsvaerft A/S—Lindo (73)<br>230,26 (BB) 27,49 10,019<br>214,99 27,44 21,32<br>RAD 40,6 F 13,8 3 dks<br>rf - conv RoRo Cargo/General Cargo 84 | **M RoRo Cargo/General Cargo**<br>Logistics Ship<br>Quarter Stern door/ramp (s)<br>Mchy.aft<br>HeCls. B<br>TEU 850<br>Cr 2(36) 4(30) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>15 960bhp (11 740kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 525,0t (d.o.) 2 708,0t (hvf) |
| **5293119**<br>*XVMQ*<br>Df Esd Gc<br>Rdr Rt | **PHA LAI**<br>ex Reni<br>**Vietnam Ocean Shipping Co. (VOSCO)**<br>Haiphong Vietnam | **3 251**<br>1 630<br>4 375 | (RS) | **1962** VEB Schiffswerft "Neptun"—Rostock (293)<br>104,15 14,43 6,590<br>95,71 14,38 7,93<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 16,7 21,3 ER 15,5 14,7<br>G.5 916 B.5 745<br>4 Ha (stl) (8,9 × 5,8) (10,9 × 7,2) ER (7,7 7,7 × 6,9)<br>8W Der 1(40) 1(15) 8(5) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>2 391kW (3 251bhp)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 161kW a.c. |
| **5426390**<br>*XYMR*<br>1353<br>Df Esd Gc<br>Pfd Rdr Rt | **PHA SHWE GYAW YWA**<br>ex Bergenhus-68<br>**Myanma Five Star Line**<br>Yangon Union of Myanmar | **780**<br>289<br>998<br>**1 262**<br>696<br>1 575 | (BV) | **1964** Aarhus Flydedok og Maskinkp. A/S—Aarhus (120)<br>77,35 11,03 3,501/5,001<br>70,01 11,00 6,20<br>F 15,6 1 dk & S dk<br>RW rf 76 | **M General Cargo** OSD/CSD<br>1 Ho 44,9 ER<br>G.2 270 B.2 028<br>1 Ha (40,2 × 5,6) ER<br>Cr 3(3) | B&W<br>Oil 2SA 6Cy. 350 × 620<br>1 680bhp (1 236kW)<br>Helsingor Skibsv. og Maskinbyg.<br>Gen 2 × 100kW 220V d.c.<br>Fuel 161,5t |
| **5407679**<br>*SV3806*<br>3185<br>Df Esd Rdr Rt | **PHAEDRA**<br>ex Eftychia-70 ex Boom-68<br>ex Overbeck-67 ex Monkedamm-63<br>ex Estonia-54 ex Kong Gudrod-36<br>**G. Tzortzis, K. Sykias & P. Bouldournis**<br>Piraeus Greece | **795**<br>348<br>1 047<br>**1 174**<br>644<br>1 714 | | **1910** Trondhjems M/V A/S—Trondheim (143)<br>72,29 9,48 4,903/6,135<br>9,43 7,07<br>1 dk & S dk<br>R | **M General Cargo** OSD/CSD<br>1 Ho ER<br>G.2 263 B.2 075<br>2 Ha ER<br>Der 4(5) 4(3) | Sulzer<br>Oil 2SA 8Cy. 320 × 380<br>1 200bhp (883kW) NE 56<br>Sulzer Bros. Ltd.<br>Fuel (d.o.) |
| **7620718**<br>Df Esd Gc<br>Pfd Rdr RTv | **PHAEDRA**<br>**Nekton Inc.**<br>New Orleans, La United States of America<br>SatCom: 1501573/WPSH | **477**<br>324<br>— | (AB) | **1966** Jeffboat Inc.—Jeffersonville, In (1423)<br>53,35 9,76 3,455<br>51,47 9,71 3,89<br>F 15,3 1 dk | **TM Research**<br>Survey | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 254 reverse reduction geared to sc. shafts<br>2 460bhp (1 809kW)<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 180kW a.c. 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 179,0t (d.o.) |
| **7433127**<br>*P3EI3*<br>708657<br>Df Esd Gc<br>RTm<br>AMVER | **PHAETHON**<br>ex Lloyd Genova-89<br>**Sea-Key Shipping Co. Ltd.**<br>Anpo Shipping Co. Ltd.<br>Limassol Cyprus | T.Mk<br>**5 812**<br>2 926<br>—<br>**9 112**<br>6 226<br>14 806 | BV | **1977** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (121)<br>140,98 20,48 —/8,860<br>134,02 20,44 11,74<br>F 13,2 2 dks, 3rd dk in No. 4 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 19,0 18,2 6,8DTp 6,8DTs 19,8 21,3 6 TwD<br>G.21 360 B.18 098 L.1 212<br>5 Ha (stl) (11,7 × 6,7) (12,1 13,7 13,0 × 8,5) ER (11,5 × 6,7)<br>10W Der 1(50) 2(10) 8(5) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Mecanica Pesada S.A.<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 287,5t (hvf)-28,0pd |
| **8835188**<br>Rdr Rt | **PHANTOM**<br>**A. Wouters**<br>Antwerpen Belgium | —<br>—<br>893 | **A1** SS 7/89<br>inland waterways oil tanker<br>L.S.T. ADNR Type IV<br>**LMC**<br>FN 745 | **1939** J. Boel et Fils S.A.—Tamise/Temse<br>82,10 7,85 2,700<br>70,80 7,71 2,80<br>P 14,2 F 9,3 1 dk<br>rf nil BK len 90 | **M Tanker**<br>Mchy.aft<br>12 Ta | Werkspoor<br>Oil 4SA 6Cy. 210 × 300<br>441kW (600bhp)<br>Stork-Werkspoor Diesel B.V.<br>Thw. thrust propeller fwd |
| **8105557**<br>*HQFL4*<br>L-1923133<br>Df Esd Gc<br>Pfd Rdr Rt | **PHANTOM**<br>ex Matsufuku Maru No. 28-90<br>**Pioneer Fishery Inc.**<br>Dong Hae Fisheries Co. Ltd.<br>Honduras | **194**<br>100<br>226 | KR | **1981** Fujishin SB. Co.—Kamo (367)<br>45,06 - 2,750<br>37,97 7,51 3,06<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 260 × 440<br>515kW (700bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 240kW 225V a.c. |
| **8120882**<br>*DDQS*<br>4392<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PHAROS**<br>**Martini Schiffahrtsges. m.b.H. & Co. K.G.**<br>F. Laeisz Schiffahrts. G.m.b.H. & Co.<br>Bremen Federal Republic of Germany<br>SatCom: 1120714/DDQS | *45 051*<br>*23 414*<br>75 466<br>T/cm<br>71,7 | GL | **1983** Bremer Vulkan A.G.—Bremen-Vegesack (37)<br>244,08 (BB) 32,26 14,353<br>235,01 32,22 20,53<br>F 13,8 1 dk<br>Bow/CM 116 Diam. 0,250 MH 2,1 | **M Ore/Bulk/Oil Carrier**<br>IGS SBT Str. heavy cargoes DB<br>9 Ho/Ta 22,0 18,9 18,9 18,9 18,9 18,9 18,9 18,9 21,0 ER<br>G.88 226 L.(oil) 86 462<br>HeCls. CptB<br>9 Ha (stl) (each 12,5 × 14,3) ER<br>2 Cargo pumps total 5 000T/hr | MAN<br>Oil 2SA 8Cy. 700 × 1500<br>14 860bhp (10 930kW)<br>Bremer Vulkan A.G. Bremen-Ve<br>Gen 2 × 810kW 1 × 700kW 1 × 350kW 440V 60Hz a.c.<br>Fuel 236,0t (d.o.) 3 135,5t (hvf)-51,0pd |
| **7601243**<br>*J8EU9*<br>3286<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PHAROS**<br>ex Pharos 1-91 ex Pharos-90<br>ex Adria 1-80 ex Naxos 1-79<br>ex Renate Wunsche-78 ex Nordwelle-77<br>**Mid Adriatic Shipping & Trading Inc.**<br>Jadranska Slobodna Plovidba (JADROSLOBODNA)<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**3 302**<br>2 201<br>6 304<br>**6 001**<br>4 162<br>8 512 | GL JR | **1977** Yamanishi Zosen K.K.—Ishinomaki (813)<br>129,32 (BB) 19,26 6,859/7,836<br>119,31 19,21 10,27<br>P 21,7 F 8,6 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 3 TwD<br>G.12 875 B.11 627<br>TEU 312<br>C.Ho 180/20' (40') C.Dk 132/20' (40')<br>3 Ha (stl) (12,3 × 10,3) (25,3 25,3 × 12,9) ER<br>5W Der 2(50) 3(30) | B&W<br>Oil 2SA 7Cy. 450 × 900<br>5 600bhp (4 119kW)<br>Hitachi Zosen Hiroshima Works,<br>Gen 2 × 500kW 1 × 350kW 450V 60Hz<br>Fuel 146,0t (d.o.) 904,0t (hvf) |
| **5172846**<br>*J8TC*<br>2367<br>Df Esd Rdr<br>RTm/v | **PHAROS-CH**<br>ex Terense 1-89 ex Andrews<br>ex St. Andrews-88 ex Johanne-72<br>**Nousa Al Amir & Saeed Mohd. Al Kanda**<br>Viking Dubai<br>Kingstown St. Vincent and the Grenadines | **436**<br>244<br>732 | GL | **1961** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (441)<br>52,53 8,92 3,501<br>46,18 8,87 3,92<br>P 9,2 F 5,5 1 dk<br>rf 152 | **M General Cargo**<br>1 Ho 31,3 ER<br>G.791 B.711<br>2 Ha (w) (15,9 8,2 × 5,8) ER | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>268kW (364bhp)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 24,6kW 115V a.c.<br>Fuel 32,5t (d.o.) |
| **7947647**<br>610249 | **PHASE II**<br>**Phase II of Fort Myers Beach Inc.**<br>Tampa, Fl United States of America | **114**<br>77<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,61* 6,18<br>3,36<br>1 dk | **Reinforced Plastic M Fishing**<br>Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| **7929592**<br>*XWAL*<br>Esd Gc Rdr Rt | **PHATHANA 188**<br>ex Phathana-89 ex White Hakuyo-89<br>ex Hakuyo Maru-83<br>**Lao Shipping Co.**<br>Vientiane Laos | **483**<br>328<br>1 469 | NK | **1980** Matsuura Tekko Zosen—Higashino (279)<br>70,19 11,74 4,363<br>65,03 11,51 4,42<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 790 B.2 504<br>1 Ha (stl) (33,6 × 7,4) ER<br>Der 2(10) | Fuji<br>Oil 4SA 6Cy. 300 × 450<br>956kW (1 300bhp)<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 152kW a.c. |

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| 6915843<br>*5BLT*<br>707437<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PHEASANT**<br>ex Michelle C-85 ex Ariadne-81<br>**Gisela Shipping Co. Ltd.**<br>Sea Justice S.A.<br>Limassol Cyprus | **8 904**<br>6 575<br>15 291 | ✠Classed LR until 11/3/83<br>AB | **1969**-5 Austin & Pickersgill Ltd.—Southwick, Sunderland (860)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No.5 hold<br>RW rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 341 B.19 570<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(25-30) 8(10) 2(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>G. Clark & N.E.M. Ltd. Wallsend<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel 1 148,0t 14kn |
| 9017343<br>Df Esd Gc<br>Rdr Rt | **PHECDA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **321**<br>—<br>— | BV (Class cont.) | **1991** Promet Private Ltd.—Singapore (1122)<br>28,00 - 3,000<br>26,40 8,20 4,00<br>1 dk | **TM Tug**<br>Fire-fighting | General Motors 16V-149-T<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Thw. thrust propeller fwd<br>11kn |
| 6514730<br>*HO6334*<br>10703-PEXT1<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PHEINTAL**<br>ex Weser P-84 ex Weser-82<br>**Sociedad Naviera Lanaxa S.A.**<br>Panama Panama | **2 176**<br>954<br>1 321 | (GL) | **1965** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (325)<br>79,25 13,62 5,792<br>70,21 8,54<br>F 36,6 2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler<br>Ice strengthened<br>3 Ha (stl) (3,5 × 2,0) (2,3 2,3 × 2,2) | Deutz SBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 reverse geared to sc. shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 500kW 400V a.c. 2 × 400kW 450V d.c. 1 × 300kW 400V a.c.<br>Fuel (hvf) 15kn |
| 7205611<br>2810<br>Df Esd Gc<br>Rdr Rt | **PHEMIUS**<br>ex Kalamaki-91<br>ex Nadezhda Kurchyenko-89<br>**Anta Marine Ltd.**<br>Valletta Malta | **999**<br>600<br>1 666 | RS | **1971** ..............Kerch<br>83,55 12,04 4,652<br>74,00 11,97 5,34<br>1 dk | **M Tanker**<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 2 034 HeCls. BC | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Fuel 126,0t (d.o.)-7,5pd 13,5kn |
| 7019323<br>Rdr | **PHETHAI**<br>ex Daito Maru-87<br>**Navee Associates Co. Ltd.**<br>Navee Chartering Co. Ltd.<br>Thailand | **646**<br>365<br>1 702 | | **1968** Nishi Zosen K.K.—Imabari (99)<br>67,95 9,73 4,801<br>62,01 9,71 5,11<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 515 B.1 355<br>1 Ha (28,5 × 6,1) ER | Oil<br>1 100bhp (809kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 20kW 225V a.c.<br>Fuel 56,0t-3,5pd 11kn |
| 8036964<br>622833 | **PHI LONG**<br>ex Mean Machine<br>**Steve Nguyen**<br>New Orleans, La United States of America | **142**<br>96<br>— | | **1980** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,81<br>3,41<br>1 dk | **M Fishing**<br>Shrimp-trawl | General Motors<br>Vee Oil 2SA 12Cy. 123 × 127<br>600bhp (441kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| 8001191<br>*KSYP*<br>654192<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PHILADELPHIA**<br>**Fourth Tug Barge Corp.**<br>Apex Marine Corp.<br>New York, NY United States of America | **1 443**<br>981<br>— | AB | **1983** Halter Marine Inc.—Chickasaw, Al (926)<br>40,75 9,924<br>38,41 27,54 11,89<br>1 dk<br>rf nil | **TM Tug**<br>Twin Hull Articulated Pusher<br>(linked with 22331 gross tons barge of same name) | Enterprise DMRV-16-4<br>2 Vee Oil 4SA each 16Cy. 432 × 533 sr geared to sc. shafts<br>Delaval Turbine Inc. (Enterprise Div.) Oakland, Ca<br>Gen 2 × 600kW a.c.<br>15,5kn |
| 7728704<br>*WSKH*<br>638073<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PHILADELPHIA SUN**<br>**Philadelphia Sun Shipping Co.**<br>Sun Transport Inc.<br>Wilmington, De United States of America<br>SatCom: 1501674/WSKH | **17 491**<br>11 271<br>34 000<br>T/cm<br>44,0 | AB | **1981** Sun Ship Inc.—Chester, Pa (677)<br>186,54 (BB) 27,49 11,199<br>176,79 27,44 15,09<br>F 17,7 1 dk<br>rf nil Bow/CM 94 Diam. 0,310 MH 1,5 | **M Tanker**<br>Replenishment<br>SBT<br>14 Ta ER<br>6 Cargo pumps total 2 785T/hr | Sulzer 6RND76M<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 1 × 1000kW a.c. 2 × 700kW a.c.<br>15,5kn |
| 8137873<br>*IRNA*<br>7713 | **PHILAE**<br>**Societa Italiana per Condotte d'Acqua S.p.A.**<br>Servizio Gestione e Armamento Mezzi Marittimi<br>Roma Italy | **584**<br>558<br>— | RI | **1977** C. N. Metalcost S.p.A.—Bradiola di Sarzana (23)<br>59,01 9,53 2,536<br>59,01 9,50 3,36<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull | Deutz<br>2 Vee Oil 4SA each 12Cy. 120 × 160<br>520bhp (382kW)<br>Kloeckner Humboldt Deutz Koeln |
| 8322325<br>851556 | **PHILANDERER III**<br>**Philanderer Ferries**<br>*Port Adelaide, S.A.* Australia | **341**<br>110<br>100 | | **1984** Eglo Engineering Pty. Ltd.—Port Adelaide, S.A. (EG01)<br>35,01 13,21 1,866<br>33,86 13,01 3,81<br>1 dk | **TM RoRo Cargo/Ferry**<br>Twin Hull | Kelvin<br>2 Oil 4SA each 8Cy. 165 × 184 with clutches & sr reverse geared to sc. shafts<br>840bhp (618kW)<br>Kelvin Diesels Ltd., GEC Diesels Glasgow |
| 7232418<br>*P3EF3*<br>708704<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PHILIA**<br>ex Talisman-89 ex Loucas N-85<br>**Duckling Shipping Co. Ltd.**<br>Adelfia Shipping Enterprises S.A.<br>Limassol Cyprus | **13 228**<br>9 594<br>22 544 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2253)<br>164,34 (BB) 22,92 9,872<br>155,45 22,86 13,57<br>1 dk<br>rf 13 DK | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 23,7 25,6 18,3 25,6 26,3 ER<br>G.30 801 B.29 843<br>5 Ha (stl) (16,0 16,0 9,6 16,0 16,0 × 12,6) ER<br>5W Der 5(10) | Pielstick 16PC2V-400<br>Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW<br>Fuel 1 329,0t (hvf) 15kn |
| 8834342<br>*SW2204*<br>8969<br>Rt | **PHILIA**<br>**Institouto Thalassias Viologias Kritis**<br>Piraeus Greece | **127**<br>68<br>— | HR | **1986** Eleftherios Xavitakis—Greece<br>23,40 6,25 2,390<br>22,55 - 3,20 | **M Fishing**<br>Side-fishing | MAN D2540MTE<br>Vee Oil 4SA 12Cy. 125 × 142<br>241kW (328bhp)<br>MAN Nutzfahrzeuge A.G. Nuernberg<br>Gen 3 × 73kW 380V a.c.<br>14,5kn |
| 8717491<br>GY 40 | **PHILIP BORUM**<br>**J. Borum**<br>Grimsby United Kingdom | *242*<br>*151*<br>89 | | **1988** James N. Miller & Sons Ltd.—St. Monance (1036)<br>23,91 7,42 3,731<br>21,21 7,36 4,02<br>2 dks | **M Fishing**<br>Stern Trawler & Side Trawler Ref<br>In.170 | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches, flexible couplings & sr geared to sc. shaft<br>624bhp (459kW)<br>Caterpillar Inc. U.S.A.<br>Controllable pitch propeller |
| 7118002<br>*PGSM*<br>Df Esd Gc<br>Pfd Rdr Rt | **PHILIP BROERE**<br>**Gebr. Broere B.V.**<br>Dordrecht Netherlands | **1 283**<br>727<br>2 164 | ✠**100A1** SS 5/89<br>oil & chemical tanker<br>chemicals in (cr) cargo tanks, SG up to 1.8<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL N 1$\frac{5}{16}$"U2<br>FN 1299 | **1971**-11 N.V. Schbwf. v/h De Groot & Van Vliet —Slikkerveer (380)<br>81,11 11,64 4,973<br>74,99 11,51 5,80<br>P 20,8 F 9,2 1 dk<br>rf 51 | **M Tanker**<br>Oil Chemical<br>DB<br>10 Ta ER<br>L.2 545 HeCls. C | De Industrie 8D8HD<br>Oil 4SA 8Cy. 400 × 600<br>2 080bhp (1 530kW)<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn<br>2 db 10kgf/cm² (9,9bar)<br>Gen 2 × 116kW 380V 50Hz a.c.<br>Fuel 164,5t (d.o.)-9,0pd 13kn |
| 5277000<br>*VOTN*<br>178555<br>Df Esd Rdr<br>Rt | **PHILIP E. LAKE**<br>**Arnot E. Butchart** | **142**<br>87<br>229 | | **1948** Newfoundland Shpyds—Clarenville, Nfl.<br>*33,59* 7,95 4,573<br>7,90<br>1 dk | **Wood Aux TM General Cargo**<br>1 Ho 18,2<br>1W Der 1(-) | Buda<br>2 Oil each 6Cy. 170 × 220<br>Buda Co. Harvey, La<br>Fuel 14,0t 10kn |
| 5118371<br>*WX6604*<br>503057<br>Df Esd Rdr<br>Rt | **PHILIP J**<br>ex Fortis<br>**Boat Nora Jeanne Inc.**<br>New Bedford, Ma United States of America | **446**<br>263<br>— | | **1947** Bath Iron Works Corp.—Bath, Me (286)<br>*42,25* 8,26<br>8,21 4,02 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 430 × 610<br>750bhp (552kW)<br>Baldwin Locomotive Co. Philadelphia, Pa |
| 7502344<br>*WYG6823*<br>578557<br>Esd Gc Rdr<br>Rt | **PHILIP K**<br>**Mark E. Kuebler**<br>Galveston, Tx United States of America | **197**<br>134<br>— | (AB) | **1976** Todd Shipyards Corp.—Galveston, Tx (45)<br>29,27 9,76 5,007<br>28,10 9,71 4,27<br>1 dk<br>BK 102 | **TM Tug** | Polar F28V-D<br>2 Vee Oil 4SA each 8Cy. 250 × 300 reverse reduction geared to sc. shafts<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 100kW<br>Fuel (d.o.) 15kn |

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| **7855727**<br><br><br>Rdr Rt | **PHILIP MARK**<br>ex Manei Maru No. 8-89<br>**Pherwin Shipping Corp.**<br>Manila Philippines | **246**<br>160<br>750 | | **1971** Taisei Zosen K.K.—Higashino<br>50,02 3,201<br>48,21 8,60 5,31<br>1 dk | **M General Cargo**<br>Mchy.aft | Sumiyoshi<br>Oil<br>750bhp (552kW)<br>Sumiyoshi Tekkosho |
| **5100532**<br>*HO5648*<br>11095-PEXT<br>Df Esd Rdr<br>RTm/v | **PHILIP P**<br>ex Marga B-85 ex Margret Oltmann-81<br>ex Ruth-77 ex Nadir-69 ex Elbstrom-65<br>**Manuel Alberto Harding**<br>Panama Panama | **423**<br>196<br>680 | GL | **1956** Schiffsw. H. Rancke—Hamburg (172)<br>51,85 8,41 3,461<br>46,18 8,39 3,87<br>P 10,4 F 6,4 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 28,8 ER<br>G.851 B.753<br>2 Ha (14,4 8,5 × 5,1) ER<br>3W Der 3(2) | MaK<br>Oil 4SA 8Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G.<br>Fuel 20,5t |
| **5277062**<br>*WE3592*<br>263699<br>Df Esd Gc<br>Rdr Rt | **PHILIP R. CLARKE**<br>**USS Great Lakes Fleet Inc.**<br>Duluth, Mn United States of America | **12 341**<br>9 372<br>27 128 | AB | **1952** American SB. Co.—Lorain, Oh (867)<br>21,37 8,027<br>228,38 21,34 10,98<br>P 27,8 F 16,8 1 dk<br>rf 76 len 74 | **S Bulk Carrier**<br>Self-unloader<br>3 Ho ER<br>G.13 917<br>24 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>7 700shp (5 664kW)<br>Westinghouse Elec. & Mfg. Co. Philad<br>Gen 2 × 800kW<br>Thw. thrust propeller fwd<br>Fuel 266,0t (o.f.) |
| **5134715**<br>*WG8213*<br>271039<br>Esd Gc Rdr<br>RTm/v | **PHILIP TURECAMO**<br>ex Oxnard-90 ex Grampus<br>**Turecamo of Savannah Inc.**<br>Galveston, Tx United States of America | **129**<br>88<br>— | (AB) | **1956** Gulfport SB. Co.—Port Arthur, Tx (486)<br>32,01 8,28 3,871<br>30,56 8,26 4,27<br>1 dk<br>BK 64 | **M Tug** | General Motors<br>Vee Oil 2SA 16Cy. 222 × 267 sr reverse<br>sc. shaft<br>E made43 reconditioned & fitted56<br>General Motors Corp. Cleve<br>Gen 2 × 60kW 1 × 20kW 120/220V d<br>Fuel 84,5t (d.o.) |
| **8332473**<br><br>634172<br>Rdr Rt | **PHILIP W**<br>**Wilmington Transportation Co.**<br>Los Angeles, Ca United States of America | **198**<br>135<br>102 | | **1981** Dakota Creek Industries Inc.—Anacortes, Wa (11)<br>3,633<br>28,96 10,37 4,63<br>1 dk<br>rf 43 | **M Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 sr g<br>sc. shafts<br>General Motors Corp. |
| **7013111**<br>*Y6KX*<br><br>Rt | **PHILIPP MULLER**<br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **290**<br>156<br>— | DSRK | **1952** VEB Schiffswerft "Edgar Andre" —Magdeburg<br>46,00 8,06 2,699<br>45,06 3,00<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>200bhp (147kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 9,5kW 230V 60Hz a.c. |
| **5200629**<br><br><br>Df Esd Rdr<br>Rt | **PHILIPPE ESTELLE**<br>ex Maria Matilde-76 ex La Fayette-66<br>**Societe Ivoirienne de Peche et d'Armement (S.I.P.A.R.)**<br>Abidjan Cote d'Ivoire | **569**<br>291<br>— | (BV) (RI) | **1957** Beliard, Crighton & Cie. S.A.—Oostende (163)<br>*55,39* 9,58<br>52,08 9,38 5,34<br>F 15,0<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho | Werkspoor<br>Oil 4SA 8Cy. 330 × 600<br>1 250bhp (919kW)<br>N.V. Werkspoor<br>Fuel 165,5t |
| **7433933**<br>*9V3414*<br>384214<br>Df Esd Gc<br>Pfd Rdr Rt | **PHILIPPINE EAGLE**<br>ex Pacific Worker-89<br>**Maritime (Pte.) Ltd.**<br>Singapore Singapore | **316**<br>215<br>— | AB | **1976** Quality Shipbuilders Inc.—Moss Point, Ms (105)<br>54,87 3,985<br>49,05 11,89 4,58<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Polar<br>2 Oil 4SA each 8Cy. 250 × 300 reverse<br>geared to sc. shafts<br>A/B Bofors Nohab<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd |
| **7036931**<br>*DZOV*<br>228343<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PHILIPPINE EXPRESS**<br>ex Tozui Maru-85<br>**Maunlad Navigation Inc.**<br>Dalex Shipping Co. S.A.<br>Manila Philippines | **15 534**<br>10 576<br>25 513 | BV NK | **1970** Namura SB. Co. Ltd.—Osaka (391)<br>174,58 22,86 10,389<br>164,52 22,81 14,33<br>P 29,9 F 14,4 2 dks | **M General Cargo**<br>5 Ho ER<br>G.33 135 B.30 675<br>5 Ha (stl) (12,0 18,4 10,4 18,4 18,4 × 10,4) ER<br>Der 3(15) 2(10) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>8 496kW (11 550bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 180,0t (d.o.) 1 219,0t (hvf)-38,0pd |
| **7127314**<br>*DYSA*<br>226453<br>Esd Gc Rdr<br>Rt | **PHILIPPINE PRINCESS**<br>ex Naha Maru-81<br>**Sulpicio Lines Inc.**<br>Cebu City Philippines | **4 731**<br>2 599<br>2 924 | | **1972** Onomichi Zosen K.K.—Onomichi (233)<br>130,87 16,84 5,601<br>120,02 16,79 9,10<br>2 dks, pt 3rd dk<br>RW | **M Ferry/General Cargo**<br>1367P<br>B.2 505<br>2 Ha (stl) (11,0 10,2 × 6,0)<br>Der 2(10) | B&W 12-50V<br>Oil 2SA 12Cy. 500 × 1100<br>9 200bhp (6 767kW)<br>Hitachi Zosen Sakurajima Wor<br>Fuel 291,5t |
| **5219541**<br>*DUZE*<br>222384<br>RTv | **PHILIPPINE SEA**<br>ex China Sea-78 ex Maria Aurora II-76<br>**United Salvage & Towage (Phils.) Inc.**<br>Manila Philippines | **327**<br>—<br>— | ✠**100A1** CS 11/88<br>tug<br>✠**LMC**<br>EL (f)<br>FN 503 | **1938**-8 Scott & Sons—Bowling (348)<br>39,17 9,89 3,861<br>36,66 9,45 4,27<br>B 12,2<br>R BK 152 | **M Tug**<br>1W | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 sr reverse geare<br>shaft<br>NE 5/62<br>Mirrlees, Bickerton & Day<br>Gen 2 × 20kW 1 × 13,5kW 220V d.c.<br>Fuel (d.o.) |
| **5277256**<br><br>208136 | **PHILIPPINE TRADER**<br>ex James Cook-54 ex Belfri-34<br>**Madrigal Shipping Co. Inc.**<br>Manila Philippines | **2 181**<br>1 289<br>3 389 | Classed LR until 5/53 | **1921** Moss Vaerft Akties—Moss (39)<br>*84,04* 13,31<br>... ... ...<br>1 dk<br>R | **S General Cargo** | T 3Cy. 521 838 & 1422 x 914<br>Moss Vaerft A/S |
| **5232309**<br>*HQAH9*<br><br>Df Esd Gc<br>RTm | **PHILIPPOS**<br>ex Gerasimos K-81 ex Maria Froso-75<br>ex Iddan-74 ex Mercator-65<br>**Stamata Marine Co. Ltd.**<br>San Lorenzo Honduras | T.Mk<br>**1 191**<br>527<br>1 980<br>**1 598**<br>872<br>2 885 | GL | **1954** Gutehoffnungshuette Sterkrade A.G. —Walsum (926)<br>84,10 12,04 4,598/5,703<br>78,42 12,02 6,71<br>B 15,0 F 11,0 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho each 26,2 ER<br>G.3 837 B.3 469<br>2 Ha (19,2 19,5 × 6,0) ER<br>8W Der 8(3-5) | MAN<br>Oil 4SA 6Cy. 400 × 600 reduction geared<br>shaft<br>1 260bhp (927kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 61kW 220V d.c.<br>Fuel 136,0t (d.o.) |
| **8710766**<br><br><br>YE 101 | **PHILIPPUS**<br>**Kokhanenbedrijf D. J. Sinke B.V.**<br>Yerseke Netherlands | **195**<br>58<br>— | | **1987** Scheepswerf Reimerswaal—Hansweert (4)<br>39,55 1,131<br>37,01 10,01 1,53<br>1 dk | **TM Fishing**<br>Shellfish | Cummins<br>2 Oil 4SA each 6Cy. 140 × 152 with clut<br>flexible couplings & sr reverse geared<br>shafts<br>Cummins Engine Co. Ltd. Unite |
| **7047708**<br>*WY7065*<br>521494<br>Df Esd Gc<br>Pfd Rdr Rt | **PHILLIPS FOSS**<br>**Foss Maritime Co.**<br>Seattle, Wa United States of America | **177**<br>120<br>— | AB | **1969** McDermott Shipyard—Morgan City, La (159)<br>9,45 3,836<br>34,88 9,40 4,55<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 rev<br>reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 90kW<br>Fuel 305,0t (d.o.) |
| **7015456**<br><br>FD 98<br>Esd Rdr RTv | **PHILOMENA**<br>ex Op Hoop van Zegen-89<br>**Bruce Cooke**<br>United Kingdom | *165*<br>*49*<br>— | | **1970** W. Visser & Zoon N.V. Werf "De Lastdrager"—Den Helder (64)<br>30,48 7,19<br>28,02 6,99 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref | Kromhout<br>Oil 4SA 8Cy. 240 × 260<br>900bhp (662kW)<br>Stork-Werkspoor Diesel B.V. |
| **7303231**<br>*OXIG6*<br>D-33332<br>Df Esd Gc<br>RTm/h/v<br>SatNav<br>AMVER | **PHILOMENA PURCELL**<br>ex Esteflut-82<br>**K/S Philomena**<br>Soenderborg Rederiaktieselskab (Sonderborg Steamship Co. Ltd.)<br>Egernsund Denmark (DIS) | T.Mk<br>**1 236**<br>960<br>2 650 | BV (GL) (NV) | **1973** L. H. Saltnammer Batbyggeri A/S—Vestnes (107)<br>88,30 (BB) 13,03 5,030<br>83,80 13,01 6,76<br>P 19,6 B 11,3 F 11,0 2 dks<br>len 82<br>conv General Cargo 82 | **M Livestock Carrier**<br>Ice strengthened<br>Mchy.aft<br>4W | MaK<br>Oil 4SA 6Cy. 450 × 550<br>1 471kW (2 000bhp)<br>Atlas-MaK Maschinenbau<br>Gen 1 × 98kW 2 × 98kW 220V 50Hz<br>Controllable pitch propeller<br>Fuel 97,5t (d.o.) 224,5t (i.f.o.) |

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| 7396434<br>FR 228<br>Df Esd Gc<br>Rdr Rt | **PHILORTH**<br>ex Radek-86 ex Borgoygutt-84<br>**A. Tait & Partners**<br>Fraserburgh United Kingdom | **760**<br>328<br>— | (NV) | **1975** Mandals Slip & Mek. Verk. A/S—Mandal (48)<br>55,12 10,04 5,884<br>51,95 9,96 7,52<br>2 dks<br>rf 800 | **M Fishing**<br>Trawler Seiner<br>Ice strengthened<br>1 Ho 6 Ta ER<br>3 Ha (2,9 × 2,9) (2,5 2,5 × 7,0) ER | Wichmann 9AXA<br>Oil 2SA 9Cy. 300 × 450<br>2 500bhp (1 839kW)<br>A/S Wichmann Rubbestadneset<br>Gen 3 × 216kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 136,0t (d.o.)-8,0pd 13,5kn |
| 8204248<br>*DUAY*<br>M.O-000015<br>Df Esd Gc<br>Rdr Rt | **PHILPORTS D-I**<br>**Philippine Ports Authority (Pangasiwaan ng Daungan ng Pilipinas)**<br>Manila Philippines | *1 450*<br>*435*<br>1 453 | NK | **1982** Mitsubishi Heavy Industries Ltd.—Hiroshima (329)<br>68,00 4,114<br>63,02 13,01 4,91<br>P 18,3 F 9,2 1 dk | **TM Hopper/Dredger**<br>Bottom doors<br>1 Ho ER<br>Hopper 700<br>1 Ha (stl) (20,0 × 4,5) ER<br>Der 1(3) | Niigata 6M26GX<br>2 Oil 4SA each 6Cy. 260 × 440 with clutches, flexible couplings & reverse reduction geared to sc. shafts<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 280kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 152,0t (d.o.)-12,0pd 9kn |
| 8209016<br>M.O-000016<br>Gc Rdr<br>RTm/h | **PHILPORTS D-II**<br>**Philippine Ports Authority (Pangasiwaan ng Daungan ng Pilipinas)**<br>Manila Philippines | *1 450*<br>*435*<br>1 457 | NK | **1982** Mitsubishi Heavy Industries Ltd.—Hiroshima (330)<br>68,00 19,99 4,114<br>63,02 13,01 4,91<br>P 23,5 B 14,7 F 11,3 1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>1 Ho ER<br>Hopper 707<br>1 Ha (20,0 × 4,5) ER<br>Der 1(3) | Niigata 6M26GX<br>2 Oil 4SA each 6Cy. 260 × 440 with clutches, flexible couplings & reverse reduction geared to sc. shafts<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 280kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 152,0t (d.o.)-12,0pd 9kn |
| 8109993<br>*DUDS*<br>M.O-000013<br>Esd Rdr Rt | **PHILPORTS D-III**<br>**Philippine Ports Authority (Pangasiwaan ng Daungan ng Pilipinas)**<br>Manila Philippines | *896*<br>*268*<br>903 | NK | **1981** Kegoya Dock K.K.—Kure (829)<br>46,82 13,62 3,487<br>44,02 13,61 4,32<br>P 3,7 1 dk | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>2 Ho ER<br>Hopper 465<br>2 Ha (stl) (each 11,9 × 4,1) ER<br>Cr 1(30) | Niigata 6M22EGT<br>2 Oil 4SA each 6Cy. 220 × 380 with clutches & reverse reduction geared to sc. shafts<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Ota<br>Gen 3 × 68kW<br>8kn |
| 8110007<br>*DUDT*<br>M.O-000014<br>Esd Rdr Rt | **PHILPORTS D-IV**<br>**Philippine Ports Authority (Pangasiwaan ng Daungan ng Pilipinas)**<br>Manila Philippines | *896*<br>*268*<br>899 | NK | **1981** Kegoya Dock K.K.—Kure (830)<br>46,82 13,62 3,487<br>44,02 13,61 4,32<br>P 3,7 1 dk | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>2 Ho ER<br>Hopper 467<br>2 Ha (stl) (each 11,9 × 4,1) ER<br>Cr 1(30) | Niigata 6M22EGT<br>2 Oil 4SA each 6Cy. 220 × 380 with clutches & reverse reduction geared to sc. shafts<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Ota<br>Gen 3 × 68kW<br>8kn |
| 8201727<br>*DUFT*<br>Esd Gc Rdr<br>RTm/h/v | **PHILPORTS D-VI**<br>**Philippine Ports Authority (Pangasiwaan ng Daungan ng Pilipinas)**<br>Manila Philippines | *1 849*<br>*554*<br>2 160 | (GL) | **1983** Deggendorfer Werft u. Eisenbau Ges. m.b.H. —Deggendorf (721)<br>75,16 13,03 4,401<br>71,91 13,01 5,52<br>RQD 20,5 F 8,6 1 dk | **TM Dredger**<br>Suction<br>Mchy.aft | MAN 8L20/27<br>2 Oil 4SA each 8Cy. 200 × 270 reduction geared to sc. shafts<br>2 000bhp (1 471kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 Directional propellers<br>10kn |
| 8201739<br>*DUEB*<br>Esd Gc Rdr<br>RTm/h/v | **PHILPORTS D-VII**<br>**Philippine Ports Authority (Pangasiwaan ng Daungan ng Pilipinas)**<br>Manila Philippines | *1 849*<br>*554*<br>2 160 | (GL) | **1983** Deggendorfer Werft u. Eisenbau Ges. m.b.H. —Deggendorf (722)<br>75,14 13,03 4,401<br>71,91 13,01 5,52<br>RQD 20,5 F 8,6 1 dk | **TM Dredger**<br>Suction<br>Mchy.aft | MAN 8L20/27<br>2 Oil 4SA each 8Cy. 200 × 270 reduction geared to sc. shafts<br>2 000bhp (1 471kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 Directional propellers<br>10kn |
| 7620990<br>*ELNG4*<br>9339<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PHISIKA**<br>ex Nortank Fighter-90 ex Turid Cob-87<br>ex Tofuku Maru-87<br>**Phisika Shipping Group Ltd.**<br>Enea Management Inc.<br>Monrovia Liberia<br>SatCom: 1243453/SIKA | **6 895**<br>4 201<br>11 969 | NV (NK) | **1977** Kyokuyo Zosen Tekko K.K.—Chofu (291)<br>135,52 (BB) 19,44 8,321<br>125,02 19,41 10,11<br>P 14,7 F 27,2 1 dk<br>Diam. 0,230 MH 1,2 | **M Tanker**<br>Mchy.aft<br>L.(oil) 14 154<br>4 Cargo pumps total 1 277T/hr | Mitsubishi 6UET52/90D<br>Oil 2SA 6Cy. 520 × 900<br>5 100bhp (3 751kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 4 × 320kW 450V 60Hz a.c.<br>13kn |
| 6603440<br>*HSB2020*<br>Rdr Rt | **PHITCHUDA**<br>ex Lakana-85 ex Alisara 1-76<br>ex Taishin Maru No. 3-65<br>**Patrauth Shipping L.P.**<br>Bangkok Thailand | **681**<br>413<br>1 333 | | **1965** Imabari Zosen—Imabari (146)<br>60,71 9,61 4,496<br>55,00 9,58 4,81<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>1 Ha (29,7 × 5,6) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 500<br>1 150bhp (846kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 7,5kW<br>11kn |
| 5277335<br>*GYPE*<br>146700 | **PHOENICIAN**<br>**Adrian John Amos**<br>London United Kingdom | **104**<br>60<br>157 | | **1922** Wills & Packham Ltd.—Sittingbourne<br>*25,64* 6,35 1,982<br>6,30<br>1 dk<br>conv Spritsail General Cargo Barge 48 | **Wood TM General Cargo Barge**<br>1 Ho 21,3 ER<br>2 Ha (10,0 4,5 × 4,2) ER | Kelvin<br>2 Oil<br>130bhp (96kW)<br>(i) Oil 4SA 2Cy. 152 × 229 NE 51<br>Bergius Kelvin Co. Ltd. Glasgow<br>(ii) Oil 4SA 3Cy. 152 × 229 NE 53<br>Bergius Kelvin Co. Ltd. Glasgow<br>Fuel (d.o.) 6kn |
| 5421637<br>*SWHH*<br>9112<br>Df Esd Rdr Rt | **PHOENICIAN FLAG**<br>ex Nicolaos K. Hadjikyriakos-83<br>ex Aristee-63<br>**Grovemar Transports S.A.**<br>Golden Union Shipping Co. S.A.<br>Piraeus Greece | **2 174**<br>1 041<br>3 009 | BV | **1953** At. & Ch. de Bretagne—Nantes<br>81,23 13,29 5,963<br>74,86 13,21 6,89<br>1 dk | **M Cement Carrier**<br>Mchy.aft<br>Der 1(1,75) | MAN<br>Oil 4SA 6Cy. 460 × 660<br>1 500bhp (1 103kW)<br>At. & Ch. de Bretagne Nantes<br>11kn |
| 7621748<br>*C6CJ4*<br>382424<br>Df Esd Gc<br>Pfd Rdr Rt<br>SatNav | **PHOENIX**<br>ex Germa Tara-86<br>**Shore Shipping Pte. Ltd.**<br>Nassau Bahamas | T.Mk<br>**1 590**<br>1 116<br>3 675<br>**5 118**<br>4 448<br>7 900 | BV (NV) | **1978** Singapore Slpwy & Eng. Co. (Pte.) Ltd. —Singapore (109)<br>106,80 (BB) 16,54 5,809/7,310<br>100,80 16,51 9,02<br>F - 2 dks<br>rf 102 len 88 | **M General Cargo**<br>Newsprint<br>Ice strengthened Str. heavy cargoes<br>2 Ho ER<br>G.10 540 B.10 385<br>TEU 303 C. 303/20'<br>2 Ha (stl) (25,2 46,2 × 13,2) ER<br>Cr 2(14-40) | MaK 9M453AK<br>Oil 4SA 9Cy. 320 × 420 geared to sc. shaft<br>3 400bhp (2 501kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 144kW 2 × 100kW 1 × 72kW 380V 50Hz a.c.<br>propeller fwd<br>Fuel 38,0t (d.o.) 460,0t (hvf)-11,0pd 11kn |
| 8415433<br>*3FSR2*<br>14143-84<br>Df Esd Gc<br>Rdr Rt | **PHOENIX**<br>**Smart Shipping Inc.**<br>Panama Panama | *3 029*<br>*1 737*<br>4 536 | NK | **1984** Yamanaka Zosen K.K.—Namikata (278)<br>91,42 6,190<br>84,92 15,02 6,51<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil<br>2 000bhp (1 471kW)<br>Makita Diesel Co. Ltd. Japan |
| 8415665<br>*DDHC*<br>15530<br>Df Esd Gc<br>Pfd RdrRTm | **PHOENIX**<br>ex Osterberg-87<br>**m.s. "Phoenix" Interscan Bereederung G.m.b.H. & Co.**<br>Deutsche Conti Schiffahrtsgesellschaft m.b.H.<br>Hamburg Federal Republic of Germany | *1 521*<br>*597*<br>1 762 | GL | **1984** Schiffsw. Hugo Peters—Wewelsfleth (602)<br>82,45 11,38 3,520<br>76,82 11,31 5,41<br>P 12,5 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,4 ER<br>G.2 914 B.2 909<br>TEU 80 C. 80/20' (40')<br>1 Ha (stl) (49,8 × 9,0) ER | MWM TBD440-6K<br>Oil 4SA 6Cy. 230 × 270 with flexible couplings & sr reverse geared to sc. shaft<br>600bhp (441kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 92kW 1 × 60kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10,5kn |
| 6825701<br>2828<br>Pfd RdrRTm | **PHOENIX**<br>ex Phoenix I-91 ex Antares-91<br>ex Hawk-90 ex Audacity-90<br>**Kassandra Shipping Co. Ltd.**<br>Valletta Malta | **699**<br>460 | ✠CLASS WITHDRAWN at Owners' request 7/91 | **1968**-11 Goole SB. & Repairing Co. Ltd.—Goole (564)<br>72,60 11,10 4,401<br>67,09 10,98 4,81<br>P 22,3 RFD 15,6 F 16,2 1 dk<br>rf 102 | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 081 HeCls. C | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 380bhp (1 015kW) NE 8/72<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 1 × 30kW 220V d.c. |

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| **5357769**<br>Df Esd RTv | **PHOENIX**<br>ex Meteor-Star-82 ex Thalia<br>Port of Spain Trinidad & Tobago | **333**<br>125<br>450<br>**582**<br>356<br>730 | (GL) | **1955** Rolandwerft G.m.b.h.—Bremen (848)<br>51,74 8,59 3,001/3,871<br>45,55 8,56 5,06<br>P 9,2 F 5,2 1 dk & S dk H3,7m<br>RW rf 81 | **M General Cargo** OSD/CSD<br>1 Ho 20,8 ER<br>G.1 181 B.1 084<br>1 Ha (stl) (20,8 × 5,0) ER<br>2W Der 2(2,5) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>450bhp (331kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 2kW 24/32V d.c.<br>Fuel (d.o.) |
| **7010080**<br>*DXWN*<br>227559<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PHOENIX**<br>ex Ile De Sein-83<br>**Mar Fishing Co. Inc.**<br>Zamboanga Philippines | **489**<br>202<br>1 241 | BV | **1970** S.I.C.C.Na.—St. Malo (107)<br>47,50 10,80 4,725<br>42,68 10,49 5,01<br>B 22,6 2 dks | **M Fishing**<br>Stern-fishing Tuna Seiner Refrigerated Cargo<br>In.500<br>2W Der 2(2,5) | MaK<br>Oil 4SA 8Cy. 320 × 450 reverse reduction to sc. shaft<br>1 324kW (1 800bhp)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 216kW 1 × 72kW 380V 50Hz<br>Fuel 184,0t (d.o.) |
| **7114381**<br>*HQDB3*<br>L-1922163<br>Df Esd Gc<br>Pfd Rdr Rt | **PHOENIX**<br>ex Pine No. 65-88<br>ex Yuko Maru No. 18-80<br>**Sinotime Services Ltd.**<br>San Lorenzo Honduras | **344**<br>172<br>— | KR | **1971** Niigata Eng. Co. Ltd.—Niigata (1033)<br>54,26 8,51 3,353<br>47,66 8,49 3,76<br>P 17,4 F 5,8 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.446<br>4 Ha (1,3 × 0,9) (1,6 × 1,6) (1,4 1,4 × 0,9) ER | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 200kW 225V a.c. |
| **5213808**<br>250687<br>Esd Pfd Rdr<br>RTh | **PHOENIX**<br>ex Anna Maria & Elena ex Luckimee<br>**Phoenix Fishing Corp. Inc.**<br>United States of America | **198**<br>134<br>189 | | **1946** Wheeler SB. Corp.—Whitestone, NY<br>*31,77* 7,17<br>3,05<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho 8,5<br>2 Ha (each 1,2 × 0,9)<br>Cr 1(1,5) | Enterprise<br>Oil 8Cy. 305 × 381<br>625bhp (460kW)<br>Enterprise Engine & Foundry Co. San Franc<br>Gen 2 × 10kW 115V d.c.<br>Fuel (d.o.) |
| **6602252**<br>*WV6154*<br>299124<br>Esd Gc Pfd<br>Rdr RTv | **PHOENIX**<br>ex Paul Langevin III-90<br>ex Vast Explorer I-75<br>ex Mobil Explorer-69<br>**Kace Trading Inc.**<br>Los Angeles-Long Beach, Ca United States of America<br>SatCom: 1500232 | **194**<br>132<br>421 | | **1965** American Marine Corp.—New Orleans, La (909)<br>42,07 8,89 3,931<br>38,87 8,84 2,75 | **TM Research**<br>Survey | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. |
| **7812660**<br>Df Esd Gc<br>Rdr Rt | **PHOENIX**<br>**Saveiros, Camuyrano Servicos Maritimos S.A.**<br>Rio de Janeiro Brazil | **180**<br>—<br>155 | ✠100A1 SS 1/91<br>tug<br>harbour service<br>✠LMC<br>EL G 302,5/20,5U2(a)<br>FN 366 | **1981**-8 MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (246)<br>30,99 9,07 4,201<br>27,64 8,54 4,68<br>F 8,3 1 dk | **M Tug**<br>Fire-fighting | Alpha<br>Vee Oil 4SA 14Cy. 225 × 300 with clutches flexible couplings & dr reverse geared shaft<br>Equipamentos Villares S.A.<br>Gen 2 × 77kW 440V 60Hz a.c. |
| **8610772**<br>*CUTE*<br>AH-766-C<br>Esd Pfd Rdr<br>Rt | **PHOENIX**<br>**INDEPE Industria de Pesca Ltda.**<br>Angra do Heroismo Portugal | *166*<br>*54*<br>147 | (RP) | **1987** Est. Nav. do Mondego—Figueira da Foz (201)<br>27,21 7,35 3,101<br>22,03 7,31 3,81<br>1 dk | **M Fishing**<br>Tuna Ref<br>In.120 | Poyaud<br>Vee Oil 4SA 12Cy. 150 × 180 with clutches geared to sc. shaft<br>600bhp (441kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.) |
| **8123535** | **PHOENIX**<br>**Ocean Fisheries (Nig) Ltd.**<br>Lagos Nigeria | **148**<br>—<br>— | | **1982** Quality Marine Inc.—Bayou la Batre, Al (149)<br>27,16 2,744<br>24,69 7,01 3,69<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| **7603980**<br>*WZK9507*<br>554528 | **PHOENIX**<br>**Jerry A. Purschell**<br>Los Angeles-Long Beach, Ca United States of America | **115**<br>81<br>— | | **1974** Reynolds Inc.—Long Beach, Ca<br>*19,94*<br>6,41 2,90 | **M Fishing**<br>Sport-fishing | Oil<br>460bhp (338kW) |
| **8223593**<br>*3EXY2*<br>11917-PEXT2<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **PHOENIX ACE**<br>**New Auto Carrier S.A.**<br>Panama Panama | *29 933*<br>*8 980*<br>11 548 | NK | **1983** Kurushima Dockyard Co. Ltd.—Onishi (2253)<br>164,01 (BB) 8,421<br>155,00 28,01 10,98 | **M Vehicles Carrier**<br>Cars 3070<br>Mchy.aft | Mitsubishi<br>Oil 2SA 6Cy. 600 × 1500 reverse reductio to sc. shaft<br>10 800bhp (7 944kW)<br>Ube Industries Ltd.<br>Gen 3 × 680kW<br>Thw. thrust Contr. pitch propeller fwd |
| **8708907**<br>*3EGS6*<br>17742-88A<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **PHOENIX DIAMOND**<br>**Diamond Maritime S.A.**<br>NYK Ship Management Co. Ltd.<br>Panama Panama<br>SatCom: 1332644/PHDM | *47 068*<br>*14 121*<br>13 162 | NK | **1988** Mitsubishi Heavy Industries Ltd.—Nagasaki (2012)<br>180,02 (BB) 32,24 9,025<br>170,01 32,21 32,42 | **M RoRo Cargo/ Vehicles Carrier**<br>Mchy.aft | Mitsubishi<br>Oil 2SA 8Cy. 600 × 1900 sr geared to sc<br>14 500bhp (10 666kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 4 × 535kW a.c.<br>Thw. thrust propeller fwd |
| **7323102**<br>*3BFD*<br>708406<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **PHOENIX I**<br>ex Zoubeda-88 ex Toei Maru No. 8<br>**Sea Products Ltd.**<br>Port Louis Mauritius | **299**<br>146<br>394 | NK | **1973** Miho Zosensho K.K.—Shimizu (892)<br>50,42 8,23 3,385<br>44,02 8,21 3,61<br>P 26,9 F 6,4 1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>In.364 | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 200kW a.c. |
| **7740087**<br>*HO6796*<br>12784-83C<br>Gc Rdr Rt | **PHOENIX No. 2**<br>ex Koun Maru No. 11-82<br>**Glory Co. Ltd. S.A.**<br>Panama Panama | **435**<br>270<br>1 072 | NK | **1978** K.K. Yoshida Zosen Kogyo—Arida (278)<br>60,30 3,723<br>55,00 10,41 5,62<br>1 dk | **M General Cargo**<br>G.2 048 B.1 612<br>1 Ha (stl) (30,8 × 8,0) ER | Makita<br>Oil 4SA 6Cy. 300 × 480<br>1 300bhp (956kW)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 48kW |
| **7103801**<br>*HP5097*<br>14312-PEXT<br>Rdr Rt | **PHOENIX OF TORTOLA**<br>ex Phoenix-88 ex San Jacinto-76<br>**Williams & Williams Enterprises Ltd.**<br>Panama Panama | **299**<br>203<br>— | | **1970** Burton Construction & SB. Corp.—Port Arthur, Tx (473)<br>11,59 3,379<br>50,27 11,54 3,97<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **8518754**<br>*3ENC4*<br>15420-86A<br>Df Esd Gc<br>Rdr Rt | **PHOENIX SEVEN**<br>**Miike Line S.A.**<br>Panama Panama | *3 131*<br>*1 533*<br>4 345 | NK | **1985** Kishimoto Zosen K.K.—Kinoe (553)<br>89,01 6,271<br>81,51 15,02 6,58<br>2 dks | **M General Cargo**<br>G.7 183 B.6 833<br>2 Ha (stl) (14,0 26,6 × 10,2) ER | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 180kW a.c. |
| **7408158**<br>*3ETL3*<br>14921-85A<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PHOENIX TRADER**<br>ex Bacca-85<br>**Phoenix International Shipping S.A.**<br>Panama Panama<br>SatCom: 1330641/PHTR | **121 167**<br>102 952<br>258 082<br>T/cm<br>164,7 | NK | **1976** Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1001)<br>332,01 (BB) 56,06 20,551<br>318,02 56,00 26,40<br>1 dk<br>Bow/CM 166 Diam. 0,508 | **M Tanker**<br>COW IGS<br>19 Ta ER<br>L.(oil) 326 901 HeCls. ptB ptC<br>4 Cargo pumps total 18 000T/hr | B&W<br>Oil 2SA 12Cy. 900 × 1800<br>40 900bhp (30 084kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Fuel 392,0t (d.o.) 9 630,0t (hvf)-137,0pd |
| **8632160**<br>*HQDA5*<br>L-1922152<br>Df Esd Gc<br>Rdr RTv<br>SatCom | **PHOENIX 35**<br>ex Hiro Maru No. 18<br>**Naviera Develop S. de R.L.**<br>Honduras | **194**<br>68<br>202 | KR | **1974** Niigata Eng. Co. Ltd.—Niigata<br>- -<br>37,40 7,20 3,15<br>P 18,9 F 5,0 1 dk | **M Fishing**<br>Side-fishing Stern-fishing | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>552kW (750bhp)<br>Niigata Eng. Co. Ltd. |

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|---|---|---|---|---|---|---|
| 7945247<br>INOG<br>1936 | **PHOENIX 1000**<br>**Dragomar S.p.A.**<br>Civitavecchia Italy | **992**<br>943<br>1 577 | RI | **1976** Hilgers A.G.—Rheinbrohl<br>65,05 12,04 4,001<br>65,00 12,01 4,02<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull | Deutz<br>2 Vee Oil 4SA each 12Cy. 135 × 160<br>1 128bhp (830kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers |
| 5101718<br>GXFL<br>187784<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **PHOLAS**<br>ex Wimpey Sealab-80<br>ex Elizabeth Bowater-72<br>**Coe Metcalf Shipping Ltd.**<br>Liverpool United Kingdom<br>SatCom: 1440322/GXFL<br>See Register of Offshore Units | **3 774**<br>1 627<br>3 997 | **✠100A1** SS 3/90<br>Ice Class 3<br>**✠LMC**<br>EL v 1$\frac{13}{16}$"SQ<br>FN 2311 | **1958**-6 Caledon SB. & Eng. Co. Ltd.—Dundee (512)<br>99,12 15,32 6,998<br>94,75 15,24 9,15<br>P 10,4 F 11,3 1 dk<br>RW rf 152 DK fwd conv General Cargo 74 | **M Research/ Soils-Sampling Ship**<br>Moonpool<br>Der 4(6) 1(4) | Sulzer 6RD60<br>Oil 2SA 6Cy. 600 × 1040<br>1 986kW (2 700bhp)<br>Wm. Denny & Bros. Ltd. Dumbarton<br>db 100lbf/in² (6,9bar)<br>Gen 3 × 180kW 220V d.c.<br>2 propellers 4 retractable thruster units 2 fwd, 2 aft<br>Fuel 620,0t 10kn |
| 7033898<br>9VOH<br>383328<br>Df Esd Gc<br>Pfd Rdr Rt | **PHOR ANN**<br>ex Indus Maru-85<br>**Samta Transportation Pte. Ltd.**<br>Singapore Singapore | **9 604**<br>6 430<br>15 094 | NK | **1970** Sanoyasu Dockyard Co. Ltd.—Osaka (298)<br>144,58 22,05 9,024<br>136,02 22,00 12,12<br>P 27,2 F 10,4 2 dks | **M General Cargo**<br>3 Ho ER 3 TwD<br>G.21 462 B.19 879<br>3 Ha (stl) ER 3 Ha (stl)<br>17W Der 1(80) 8(20) 2(6) | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 380kW 450V 60Hz a.c.<br>Fuel 106,0t (d.o.) 968,0t (hvf)-23,5pd 14,75kn |
| 7708223<br>Esd Gc Rdr<br>Rt | **PHU KHANH 401-G**<br>**Government of The Socialist Republic of Vietnam**<br>Nha Trang Vietnam | **143**<br>50<br>104 | (NK) | **1977** Misaki Senpaku Kogyo K.K.—Miura (51)<br>26,80 6,53 2,860<br>24,24 6,51 3,03<br>F 11,0 1 dk | **M Fishing**<br>Side Trawler Ref<br>In.103<br>1 Ha (stl) (1,5 × 1,5) ER | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 1 × 80kW<br>9kn |
| 7708235<br>Esd Gc Rdr<br>Rt | **PHU KHANH 402-G**<br>**Government of The Socialist Republic of Vietnam**<br>Nha Trang Vietnam | **142**<br>50<br>101 | (NK) | **1977** Misaki Senpaku Kogyo K.K.—Miura (52)<br>26,80 6,53 2,860<br>24,24 6,51 3,03<br>F 11,0 1 dk | **M Fishing**<br>Side Trawler Ref<br>In.103<br>1 Ha (stl) (1,5 × 1,5) ER | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 1 × 80kW<br>9kn |
| 7708247<br>Esd Gc Rdr<br>Rt | **PHU KHANH 403-G**<br>**Government of The Socialist Republic of Vietnam**<br>Nha Trang Vietnam | **143**<br>50<br>101 | (NK) | **1977** Misaki Senpaku Kogyo K.K.—Miura (53)<br>26,80 6,53 2,860<br>24,24 6,51 3,03<br>F 11,0 1 dk | **M Fishing**<br>Side Trawler Ref<br>In.103<br>1 Ha (stl) (1,5 × 1,5) ER | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 112kW<br>9kn |
| 8838960<br>XVHE<br>Df Esd Gc<br>Rdr Rt | **PHU NINH**<br>**DAMASCO**<br>Da Nang Vietnam | *389*<br>*169*<br>400 | | **1983** Bachdang Shipyard—Haiphong<br>48,50 - 3,200<br>- 8,20 4,10<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.698<br>2 Ha (stl) (each 7,9 × 4,5) ER | S.K.L. 8NVD26A-2<br>Oil 4SA 8Cy. 180 × 260 reduction geared to sc. shaft<br>294kW (400bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) East Germany<br>Gen 1 × 50kW a.c. 1 × 30kW a.c.<br>9kn |
| 7101009<br>WY8288<br>523995 | **PHU YEN**<br>ex Manuel M<br>**Kim Chinh Thi Nguyen**<br>Galveston, Tx United States of America | **110**<br>75<br>— | | **1969** .............Freeport, Tx<br>*20,64* 6,89<br>3,56 | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| 7920807<br>XVAL<br>Esd Gc Pfd<br>Rdr Rt | **PHU YEN 1**<br>ex Nha Trang II-89 ex Toho Maru-85<br>**Phu Yen Ocean Shipping Co.**<br>Saigon Vietnam | **698**<br>502<br>2 249 | (NK) | **1980** K.K. Miura Zosensho—Saiki (578)<br>72,50 5,036<br>68,03 12,01 7,22<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.3 312 B.3 023<br>1 Ha (stl) (37,1 × 8,4) ER<br>Der 1(10) 1(7) | Makita KSLH633<br>Oil 4SA 6Cy. 330 × 530<br>1 471kW (2 000bhp)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 3 × 53kW a.c.<br>11kn |
| 6702129<br>XVZF<br>Df Esd Gc<br>Rdr RTv | **PHU YEN 2**<br>ex Hai Phong-89 ex Milos-75<br>**Phu Yen Ocean Shipping Co.**<br>Saigon Vietnam | T.Mk<br>**7 176**<br>3 892<br>9 632 | ✠Classed LR until 30/5/82 | **1967**-5 Lindholmens Varv. A/B—Goteborg (1099)<br>134,17 18,62 8,992<br>120,07 18,51 11,36<br>P 29,9 F 29,6 2 dks, 3rd dk in No. 5 hold<br>rf 102 | **M General Cargo**<br>Ref 12P<br>5 Ho 12,2 16,7 15,2 15,2 12,8 ER<br>G.12 397 B.11 877 In.1 539<br>9 Ha (stl) (8,1 × 7,4) (11,2 11,2 × 5,4) (11,9 11,9 11,9 11,9 × 6,1) (3,6 3,6 × 4,6) ER<br>Cr 3(10) 3(5) | Pielstick 12PC2V-400<br>2 Vee Oil 4SA each 12Cy. 400 × 460 with hydraulic couplings sr geared to sc. shaft<br>7 238kW (9 840bhp)<br>Lindholmens Varv. A/B Goteborg<br>Gen 3 × 310kW 450V 60Hz a.c.<br>Fuel 1 337,0t (d.o.)(hvf)-30,5pd 14kn |
| 8105973<br>3FRN2<br>12423-PEXT4<br>Df Esd Gc<br>Pfd Rdr RTv | **PHUKET BRIDGE**<br>ex Iris Wave-91 ex Eagle Wave-90<br>ex Iris Ace-88 ex Paget-84<br>**Diamond Arrow S.A.**<br>Shinko Maritime Co. Ltd.<br>Panama Panama<br>SatCom: 1330461/PAGE | T.Mk<br>**3 444**<br>1 860<br>—<br>**6 700**<br>3 859<br>9 834<br>T/cm<br>21,7 | **✠100A1** SS 3/88<br>container ship<br>**✠LMC** **UMS**<br>EL Z 522,5/54,0U2<br>FN 3476 | **1984**-4 Mie Shipyard Co. Ltd.—Yokkaichi (205)<br>120,81 (BB) 20,86 —/7,903<br>110,93 20,81 10,52<br>F 18,6 2 dks<br>rf 602 | **M Container Ship**<br>Fixed-guides Deck-guides<br>5 Cell. Ho 14,3 13,6 13,6 13,6 13,6 ER<br>TEU 576<br>C.Ho 228/20' (40') C.Dk 348/20' (40')<br>10 Ha (stl) ER | Mitsubishi<br>Oil 2SA 7Cy. 450 × 1150<br>7 000bhp (5 149kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>WTAuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 9,9kgf/cm² (9,8bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 147,5t (d.o.) 569,5t (hvf) |
| 7944865<br>WQZ3958<br>608631<br>Df Esd Gc<br>Rdr Rt | **PHYLLIS P**<br>ex D. E. C. O. XXII-90<br>**Phyllis P. Corp.**<br>Norfolk, Va United States of America | **124**<br>84<br>— | | **1979** RYSCO Shipyard, Inc.—Blountstown, Fl<br>*22,16* 6,81<br>3,28<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7646176<br>CY9998<br>345141<br>Rdr Rt | **PHYLLIS YORKE**<br>**Canadian National Railway Co.**<br>Sarnia, Ont. Canada | **272**<br>203<br>— | | **1970** Hike Metal Products Ltd.—Wheatley, Ont. (19)<br>30,41 13,70 1,829<br>27,59 10,67 3,20<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW 460V 60Hz a.c.<br>2 Directional propellers |
| 8710998<br>DIWW<br>1878<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **PIA**<br>**m.s. "Pia" Interscan Reederei G.m.b.H. & Co.**<br>Deutsche Conti Schiffahrtsgesellschaft m.b.H.<br>Wewelsfleth Federal Republic of Germany | *2 236*<br>*956*<br>2 850 | GL | **1987** Schiffsw. Hugo Peters—Wewelsfleth (630)<br>82,30 12,58 4,884<br>78,90 12,50 7,19<br>P 19,2 B 6,2 F 7,7 1 dk | **M General Cargo**<br>1 Ho 53,4 ER<br>G.4 345 B.4 343<br>TEU 153 C.Ho 94/20' C.Dk 59/20'<br>1 Ha (stl) (52,2 × 10,2) ER | Wichmann 4L28A<br>Oil 2SA 4Cy. 280 × 360 with flexible couplings & sr geared to sc. shaft<br>1 200kW (1 631bhp)<br>Wartsila-Wichmann A/S Rubbestadneset<br>Gen 1 × 600kW 1 × 100kW 220/440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 110,5t (d.o.) 11,5kn |
| 5006994<br>DZOW<br>223643<br>Df Esd Gc<br>Pfd Rdr Rt | **PIA ANGELA**<br>ex Akebono Maru No. 51-77<br>**R. J. L. Martinez Fishing Corporation**<br>Manila Philippines | **1 628**<br>810<br>1 749 | (NK) | **1961** Hakodate Dock Co. Ltd.—Hakodate (277)<br>79,46 12,12 5,614<br>72,01 11,99 5,69<br>P 31,7 F 39,1 2 dks<br>RW | **M Fishing**<br>Stern Trawler Ref<br>3 Ho<br>In.1 556<br>3 Ha (stl) (2,3 × 2,5) (2,4 × 3,7) (2,0 × 2,1)<br>Der 4(3) | Mitsubishi 6UET39/65<br>Oil 2SA 6Cy. 390 × 650<br>2 000bhp (1 471kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 3 × 200kW 445V a.c.<br>Fuel 544,5t (d.o.)-9,5pd 12,5kn |

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| **7711115**<br>*PJEW*<br>Df Esd Gc<br>Pfd Rdr Rt | **PIA ARRE**<br>**Seatown Shipping N.V.**<br>J. Poulsen Shipping A/S<br>Willemstad Netherlands Antilles & Aruba | T.Mk<br>**399**<br>276<br>1 110 | BV | **1977** Soby Motorfabrik og Staalskibsvaerft—Soby (57)<br>62,18 11,26 3,556<br>57,00 11,21 6,23<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.2 442 B.2 250<br>1 Ha (34,2 × 7,7) ER<br>Der 2(5) | Alpha<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Alpha-Diesel A/S Frede<br>Controllable pitch propeller |
| **6915116**<br>*OYRP*<br>H431<br>Df Esd Pfd<br>Rdr Rt | **PIA PEDERSEN**<br>ex Dover-80 ex Solveig-79 ex Dover-77<br>ex Ambition-75 ex Inge Vemb-74<br>ex John Nymann-73<br>**P/R Pia Pedersen**<br>Viktor Lind Pedersen<br>Esbjerg Denmark | **137**<br>66<br>— | | **1969** A/S Nordsovaerftet—Ringkobing (33)<br>31,73 6,43<br>29,01 6,41 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Aabenra<br>Oil 4SA 6Cy. 270 × 400<br>330bhp (243kW)<br>Aabenraa Motorfabrik<br>Fuel (d.o.) |
| **7423990**<br>*OVRS2*<br>D-12546<br>Df Esd Gc<br>Pfd Rdr Rt | **PIA THERESA**<br>ex Limfjord-84 ex Arroi-82<br>**I/S Pia Theresa**<br>Tankskibsrederiet Herning A/S (Herning Shipping A/S)<br>Aarhus Denmark (DIS) | *563*<br>*169*<br>795 | BV | **1976** A/S Nordsovaerftet—Ringkobing (111)<br>49,69 8,31 3,455<br>44,43 8,28 5,52<br>2 dks<br>conv General Cargo 85 | **M Tanker**<br>Chemical Vegetable oil<br>Ice strengthened<br>1 Ho ER<br>1 Ha (stl) (24,0 × 4,9) ER | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frede<br>Controllable pitch propeller<br>Fuel 50,0t (d.o.)-3,0pd |
| **8616099**<br>*DIYG*<br>1872<br>Esd Gc Pfd<br>Rdr RTm/v | **PIANO**<br>ex Sullberg-88<br>**m.s. "Sullberg" Flugel Schiffahrts KG**<br>Rohden Schiffsbetriebs G.m.b.H. & Co. K.G.<br>Wewelsfleth Federal Republic of Germany | *1 392*<br>*569*<br>1 570 | GL | **1987** Schiffsw. Hugo Peters—Wewelsfleth (605)<br>71,96 3,584<br>68,41 11,51 5,41<br>F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 47,9 ER 1 TwD<br>G.2 700 B.2 695<br>TEU 69 C. 69/20' (40')<br>1 Ha (stl) (43,8 × 9,0) ER | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 with flexible couplings & sr reverse geared to sc. sha<br>816bhp (600kW)<br>Caterpillar Inc. Peoria<br>Gen 2 × 63kW 380V 50Hz a.c.<br>Fuel 62,5t (d.o.)-3,0pd |
| **5277622**<br>*YVBV*<br>ABXI-1313<br>Rt | **PIAR**<br>ex Doris Moran-57<br>**CVG Ferrominera Orinoco C.A.**<br>Ciudad Bolivar Venezuela | **272**<br>68<br>— | (AB) | **1949** Levingston SB. Co.—Orange, Tx (442)<br>32,31 8,26 4,026<br>30,48 8,23 4,47<br>1 dk<br>BK 64 | **D-E Tug** | General Motors<br>Vee Oil 2SA 16Cy. 222 × 267 driving gen. connected to elec. motor<br>E made42 fitted49<br>General Motors Corp. Clevel<br>Fuel 122,0t |
| **8501713**<br>*YQRU*<br>Df Esd Gc<br>Pfd Rdr Rt | **PIATRA OLT**<br>**Compania de Navigatie ROMLINE**<br>Romania | **7 580**<br>3 458<br>8 435 | | **1988** Santierul Naval Galatz—Galatz (781)<br>134,00 8,000<br>19,60 | **M Container Ship**<br>Fixed-guides<br>TEU 860 C. 860/20' | MAN<br>Oil 2SA 6Cy. 520 × 1050<br>Intreprinderea de Const. de Masini Resita |
| **7606229** | **PIAUI**<br>**Empresa de Portos do Brasil S.A. (PORTOBRAS)**<br>Rio de Janeiro Brazil | **1 112**<br>552<br>800 | (GL) | **1976** Gutehoffnungshuette Sterkrade A.G. —Walsum (1125)<br>49,71 21,75 2,501<br>21,71 4,12<br>1 dk<br>conv Crane Barge 83 | **TD-E Pontoon** | M.T.U.<br>3 Vee Oil 4SA each 6Cy. 165 × 185 total 1 (1 081kW) driving gen. connected to 2 e motors<br>M.T.U. Friedrichshafen GmbH Friedric<br>Fuel (d.o.) |
| **5141122**<br>*LCSM*<br>13086<br>Esd Rdr Rt | **PIBERVIGEN**<br>ex Hamaroy-82<br>**Intermeal A/S**<br>Oslo Norway | **457**<br>245<br>— | (NV) | **1951** Trosvik Verksted A/S—Brevik (66)<br>46,59 7,01 3,658<br>6,96 5,52<br>2 dks<br>BK 152 len 61<br>conv Ferry/General Cargo — | **M Ferry/General Cargo**<br>Restaurant Ship 288dk P<br>1 Ho 10,7 ER<br>G.200<br>1 Ha (2,2 × 1,7) ER<br>1W Der 1(4) | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>600bhp (441kW) NE 72<br>A/S Wichmann Rubbesta<br>Fuel 36,5t (d.o.) |
| **5277672**<br>300178<br>Esd RdrRTm | **PIBROCH**<br>**John Alexander Hawco**<br>Glasgow United Kingdom | **157**<br>70<br>153 | | **1957** Scott & Sons—Bowling (415)<br>26,65 6,23 2,909<br>25,30 6,18 2,98<br>1 dk<br>R | **M General Cargo**<br>1 Ho 13,4 ER<br>1 Ha (stl) (9,6 × 3,8) ER<br>Der 1(1,5) | Kelvin<br>Oil 4SA 8Cy. 165 × 184<br>320bhp (235kW) NE made71 fitted76<br>GEC Diesels Ltd. Kelvin Marine Div.<br>Fuel (d.o.) |
| **7361398**<br>*FZRF*<br>Df Esd Gc<br>Rdr Rt | **PIC SAINT LOUP**<br>**Navale Transports Vinicoles LEDUC S.A.**<br>Sete France | **1 599**<br>1 035<br>1 934 | BV | **1974** Schiffswerft Ernst Menzer O.H.G. —Geesthacht (500)<br>89,24 13,59 5,258<br>83,01 13,52 6,10<br>1 dk | **M Tanker**<br>Wine<br>26 Ta ER | MaK<br>Oil 4SA 9Cy. 320 × 420 reverse reduction g to sc. shaft<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau |
| **7045724**<br>*3EKS2*<br>13487-83<br>Df Esd Gc<br>Rdr Rt | **PICAPORTE**<br>ex Jun Bright-83 ex Akashia Maru-83<br>**Picaporte Shipping S.A.**<br>Tanaka Industries Ltd.<br>Panama Panama | *4 256*<br>*2 022*<br>2 594 | (NK) | **1971** Fukuoka Zosen K.K.—Fukuoka (985)<br>96,50 15,55 5,917<br>90,00 15,51 8,01<br>P 4,0 B 77,5 F 8,9 1 dk<br>conv Fixed-guides Container Ship 83 | **TM RoRo Cargo/ Vehicles Carrier**<br>Quarter stern door/ramp (p)<br>Mchy.aft | Hanshin<br>2 Oil 4SA each 6Cy. 500 × 800<br>7 000bhp (5 149kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Fuel 338,5t-20,5pd |
| **7416038**<br>*ISOP*<br>Esd Rdr Rt | **PICCHIO**<br>ex Afon Alaw-91<br>**Gesmar - Gestioni Marittime S.r.l.**<br>Napoli Italy | **164**<br>51<br>189 | RI<br>✠CLASS WITHDRAWN at Owners' request 13/1/92 | **1975-6** Scheepsw. "De Hoop" B.V.—Hardinxveld (734)<br>26,85 7,47 2,985<br>22,71 7,21 3,51<br>RFD 12,2 1 dk<br>rf 305 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria<br>Gen 2 × 50kW 440V 60Hz a.c. |
| **5277749**<br>*ISAB*<br>125<br>Rdr Rt | **PICENO**<br>**Ottavio Novella S.p.A.**<br>Portoferraio Italy | **600**<br>292<br>911 | (RI) | **1955** Cant. Nav. A. Cecchetti—Civitanova (370)<br>56,14 9,17 3,969<br>51,19 9,15 4,32<br>P 15,3 F 4,6 1 dk<br>RW | **M Tanker**<br>11 Ta ER | Ansaldo<br>Oil 4SA 6Cy. 370 × 560<br>600bhp (441kW) E made53 fitted55<br>S.A. Ansaldo Stab. Mecc. |
| **6612881**<br>*HSPK*<br>BK1975<br>Df Esd Gc<br>Pfd Rdr Rt | **PICHAI SAMUT**<br>ex Sweden Maru<br>**Thai Mercantile Marine Ltd.**<br>Bangkok Thailand | **8 856**<br>5 015<br>10 804 | AB (NK) | **1966** Kawasaki Dockyard Co. Ltd.—Kobe (1069)<br>151,42 (BB) 21,06 8,865<br>140,01 21,01 12,50<br>F 26,9 2 dks, pt 3rd dk<br>RW rf 246 | **M General Cargo**<br>Ref<br>5 Ho<br>G.16 084 B.15 036 In.2 038<br>5 Ha (8,2 × 5,3) (11,9 11,9 11,9 12,8 × 7,5)<br>18W Cr 2(16) Der 2(25) 4(10) 2(5) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>10 000bhp (7 356kW)<br>Kawasaki Dockyard Co. Ltd.<br>Gen 3 × 300kW 445V 60Hz a.c.<br>Fuel 1 393,0t-32,5pd |
| **6924715**<br>*HSCE*<br>301000129<br>Df Esd Gc<br>Rdr | **PICHIT SAMUT**<br>ex Nippo Maru-87<br>**Thai Mercantile Marine Ltd.**<br>Bangkok Thailand | **2 500**<br>1 513<br>4 233 | NK | **1969** Kochi Jyuko K.K.—Kochi (465)<br>89,59 14,43 6,046<br>83,01 14,41 7,09<br>P 20,2 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 346 B.5 100<br>2 Ha (stl) (17,6 27,2 × 7,0) ER<br>Der 1(15) 2(10) | Akasaka<br>Oil 4SA 6Cy. 470 × 670<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 125kW 445V 60Hz a.c.<br>Fuel 249,0t-9,0pd |
| **8109577**<br>*9WNE*<br>325162<br>Esd Rdr Rt | **PICHO**<br>**Sim Chek Siang Shipping Sendirian Berhad**<br>Kuching Malaysia | **180**<br>76<br>— | AB | **1982** Asiaweld Shipbuilding (Pte.) Ltd.—Singapore (43)<br>30,00 2,210<br>27,97 7,61 3,31<br>F 6,1 1 dk<br>rf 648 | **TM Stand-by Safety Vessel**<br>for offshore installations | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 152 rev reduction geared to sc. shafts<br>1 040bhp (765kW)<br>Caterpillar Tractor Co. Peor<br>Gen 2 × 42kW<br>Thw. thrust propeller fwd |
| **6503858**<br>320408<br>Esd Pfd Rdr<br>Rt | **PICK O'SEA**<br>**Laurence Sweeney Fisheries Ltd.**<br>Walter L. Sweeney<br>Yarmouth, N.S. Canada | **186**<br>89<br>— | | **1964** A. F. Theriault & Son—Meteghan, N.S.<br>*28,99* 7,37<br>7,32<br>1 dk | **Wood M Fishing**<br>Side-fishing | Fairbanks, Morse<br>Oil 8Cy. 133 × 184<br>Fairbanks Morse & Co. |

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|---|---|---|---|---|---|---|
| 7521182<br>CSEK<br>Df Esd Gc<br>Rdr RTm/v | **PICO**<br>ex Diana-C-88 ex Carmen Tercero-85<br>**VINAVE - Empresa de Navegacao Maritima Ltda.**<br>Ponta Delgada Portugal | **2 373**<br>1 486<br>3 717 | NV RP (GL) | **1977** Maritima del Musel S.A.—Gijon (191)<br>90,51 13,54 5,901<br>82,50 13,50 7,20<br>P 14,4 F 9,5 1 dk | **M General Cargo**<br>Str. heavy cargoes<br>G.4 734 B.4 123<br>2 Ha (stl) ER<br>Cr 2(10) | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580<br>2 940bhp (2 163kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 160kW 1 × 60kW 380V 50Hz a.c.<br>14,5kn |
| 7737391<br>ZCKO<br>373528<br>Esd Gc Rdr<br>Rt | **PICO**<br>ex Kuhio-78<br>**STF Pico Ltd.**<br>Shun Tak Ship Management Ltd.<br>Hong Kong Hong Kong (British) | **332**<br>248<br>— | AB | **1975** Boeing Marine Systems—Seattle, Wa (0004)<br>30,10 9,50 1,505/5,301<br>23,93 8,54 2,60<br>2 dks | **Aluminium Alloy TGT Hydrofoil Ferry**<br>260dk P<br>Mchy.aft | 2 Gas Turb dr geared to sc. shafts 7 400shp (5 443kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 2 × 50kW 440V 60Hz a.c.<br>2 Water jet propulsion units<br>Thw. thrust propeller fwd<br>43kn |
| 7809106<br>CSAE<br>J-010-LX<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PICO FRIO**<br>ex Tama Rex-90 ex Tama Rex I-89<br>ex Tama Rex-88<br>**Funchal Frio Transportes Maritimos Ltda.**<br>S & C Shipmanagement & Crewing Ltd.<br>Lisboa Portugal<br>SatCom: 1706207/CSAE | **3 093**<br>1 738<br>5 215 | GL (NK) | **1978** Nipponkai Heavy Ind. Co. Ltd.—Toyama (203)<br>122,76 (BB) 6,601<br>114,92 16,01 7,29<br>2 dks | **M Refrigerated Cargo**<br>In.6 700<br>3 Ha (each 8,3 × 6,7) ER<br>Der 6(5) | Pielstick 12PC2-5V-400<br>Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>5 737kW (7 799bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 460kW 450V 60Hz a.c.<br>Fuel 204,0t (d.o.) 1 090,5t (hvf)-25,5pd 17,25kn |
| 7528506<br>CSEI<br>J-401<br>Df Esd Gc<br>Rdr RTm/h/v | **PICO GRANDE**<br>ex Gotland-87 ex Jacob Becker-86<br>**Empresa de Navegacao Madeirense Ltda.**<br>S & C Shipmanagement & Crewing Ltd.<br>Lisboa Portugal | **999**<br>682<br>2 560 | GL | **1976** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (787)<br>81,36 (BB) 13,44 5,030<br>74,17 13,42 7,52<br>P. 13,2 F 59,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,8 ER<br>G.4 730 B.4 415<br>TEU 150 C. 150/20'<br>1 Ha (50,4 × 10,2) ER<br>Cr 2(10) | Alpha 16V23LU<br>Vee Oil 4SA 16Cy. 225 × 300<br>2 000bhp (1 471kW)<br>Alpha-Diesel A/S Frederikshavn<br>13,75kn |
| 7633478<br>C4OQ<br>P060<br>Df Esd Gc<br>Rdr RTm/h/v | **PICO RUIVO**<br>ex Nordlicht II-83<br>**Partenreederei m.s. "Nordlicht II"**<br>Helmut Rolf<br>Limassol Cyprus | **898**<br>594<br>2 060 | GL | **1977** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (823)<br>71,96 (BB) 12,81 4,450<br>65,51 12,70 6,84<br>P 10,7 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,0 ER<br>G.3 200 B.3 143<br>TEU 127 C. 127/20' | Alpha 12V23L-VO<br>Vee Oil 4SA 12Cy. 225 × 300 reduction geared to sc. shaft<br>1 740bhp (1 280kW)<br>Alpha-Diesel A/S Frederikshavn<br>Thw. thrust propeller fwd<br>12kn |
| 8614431<br>EEAI<br>Rt | **PICO SACRO**<br>Launched as Carlitos<br>**Arrastreros de Barbanza S.A.**<br>Santa Eugenia de Ribeira Spain | *121*<br>*41*<br>94 | BV | **1987** "ASTAFERSA", Ast. y Tall. Ferrolanos S.A. —La Grana (239)<br>26,52 3,061<br>22,51 6,71 3,61<br>1 dk | **M Fishing**<br>Stern-fishing | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>499bhp (367kW)<br>Caterpillar Inc. Peoria, Illinois<br>9,75kn |
| 5277828<br>EDHZ<br>3246<br>Df Esd Pfd<br>Rt | **PICON**<br>**Pescamarin S.A.**<br>Vigo Spain | **304**<br>141<br>— | (BV) | **1961** Enrique Lorenzo y Cia. S.A.—Vigo (239)<br>38,41 6,89 3,595<br>6,81 4,02<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha | Krupps<br>Oil 4SA 8Cy. 295 × 420<br>700bhp (515kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel (d.o.) 12,5kn |
| 7233785<br>359184<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **PICT**<br>**Pict Holding Ltd.**<br>Georgetown Cayman Islands (British) | *1 822*<br>*644*<br>920 | ✠100A1 SS 12/90<br>stern trawler<br>Ice Class 2<br>✠LMC<br>EL O $1\frac{5}{16}$"U2<br>FN 1383 | **1973**-7 Brooke Marine Ltd.—Lowestoft (385)<br>*70,11* 12,88<br>65,23 12,81 8,39<br>F 35,7 2 dks<br>rf 1372 DK fwd conv Stern Trawler Ref Fishing 82<br>conv Minesweeper Support 82 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Mirrlees KMR7<br>Oil 4SA 7Cy. 381 × 457 reduction geared to sc. shaft<br>3 246bhp (2 388kW)<br>Mirrlees Blackstone (Stockport) Ltd. Stockport<br>Gen 1 × 600kW 2 × 184kW 420V 50Hz a.c.<br>Controllable pitch propeller<br>13,5kn |
| 6925989<br>3ECA7<br>18959-PEXT<br>Df Esd Gc<br>Rdr RTm/h/v | **PICTON**<br>ex Agapi-89<br>**Picton Shipping Corp.**<br>Sunscot Technical Services (1991) Ltd.<br>Panama Panama | **9 877**<br>6 949<br>15 151 | BV (AB) | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2045)<br>142,27 (BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 122 B.18 969<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 104,5t (d.o.) 1 107,5t (hvf) 14,5kn |
| 7211440<br>DHDG<br>Esd Gc Rdr<br>RTm/v | **PIDDER LYNG**<br>ex Heimatland 1-82 ex Stadt Kiel 11-79<br>ex Westerland-77<br>**Wyker Dampfschiffs-Reederei Amrum G.m.b.H.**<br>Wyk-auf-Fohr Federal Republic of Germany | **999**<br>491<br>157 | GL | **1972** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (186)<br>68,56 10,42 2,350<br>62,01 10,01 3,41<br>B & F 59,2 1 dk | **TM Ferry**<br>800P<br>Ice strengthened<br>Mchy.aft | MWM TBD441V16<br>2 Vee Oil 4SA each 16Cy. 230 × 270<br>3 800bhp (2 795kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>2 Directional propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 18,5kn |
| 5098595<br>Df Esd Gc<br>Pfd Rdr Rt | **PIEDA I**<br>ex Eiho Maru-89<br>**Korvin Fisheries Co.**<br>Marven Fisheries<br>Kingstown St. Vincent and the Grenadines | **1 153**<br>590<br>1 480 | RI (NK) | **1960** Nippon Kokan K.K.—Shimizu (181)<br>74,43 11,56 4,700<br>66,71 11,51 5,31<br>P 27,8 F 8,6 1 dk<br>conv Fish Carrier 62 | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>In.1 562 | Niigata M8F43AHS<br>Oil 4SA 8Cy. 430 × 540<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 184kW 1 × 100kW 445V 60Hz a.c.<br>Fuel 383,0t (d.o.)-5,5pd 13,25kn |
| 5405176<br>H9JU<br>10979-81<br>Df Esd Gc<br>Pfd Rdr Rt | **PIEDAD**<br>ex Hoko Maru No. 55<br>ex Fuji Maru No. 5-62<br>**International Ocean Fisheries S.A.**<br>Puk Yang Fisheries Co. Ltd.<br>Panama Panama | **478**<br>270<br>527 | (KR) | **1960** Niigata Eng. Co. Ltd.—Niigata (302)<br>52,91 8,56 3,912<br>47,40 8,51 4,25<br>P 11,6 F 6,1 1 dk<br>rf 254 | **M Fish Carrier**<br>Ref<br>4 Ho 6,4 6,6 7,0 8,7 ER<br>In.526<br>2 Ha (each 2,6 × 2,5) ER<br>Der 1(2) 3(1,5) | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW 225V 60Hz a.c.<br>Fuel 235,5t-4,5pd 12kn |
| 8133114<br>OIPR<br>74<br>Rdr Rt | **PIELINEN**<br>ex Holger Stjern-83<br>**Nurmeksen Pikapalvelu Ky & Nurmes-Marina**<br>Joensuu Finland | **371**<br>125<br>50 | (NV) | **1958** Orens M/V—Trondheim (21)<br>39,37 2,701<br>37,01 9,00 4,12<br>2 dks<br>rf 686 | **M Ferry**<br>300dk P | MWM<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 7427556<br>IRDT<br>372<br>Df Esd Rdr<br>Rt | **PIEMONTE**<br>**Societa Carmelo Noli fu Giovanni S.r.l.**<br>Savona Italy | **197**<br>26<br>292 | RI | **1976** Campanella Cantieri Navali S.p.A.—Savona (80)<br>31,02 8,82 3,947<br>26,50 8,41 4,40<br>1 dk | **M Tug**<br>Salvage | Polar F212V<br>Vee Oil 4SA 12Cy. 250 × 300<br>A/B Bofors Nohab Trollhattan<br>Controllable pitch propeller |
| 7717327<br>IOTO<br>988<br>Df Esd Gc<br>Rdr Rt | **PIERO DELLA FRANCESCA**<br>**Sicilia Regionale Marittima S.p.A. (SI.RE.MAR.)**<br>Palermo Italy | **2 336**<br>1 193<br>850 | RI | **1980** Cantieri Navali Riuniti S.p.A.—Palermo (883)<br>91,01 16,03 4,001<br>83,52 16,01 5,31<br>4 dks | **TM Passenger/RoRo Cargo/Ferry**<br>686P | GMT B230.18V<br>2 Vee Oil 4SA each 18Cy. 230 × 270 reduction geared to sc. shafts<br>7 560bhp (5 561kW)<br>Grandi Motori Trieste Trieste<br>2 Controllable pitch propellers<br>Thw. thrust propeller |
| 5277971<br>LW3993<br>Df Esd Pfd<br>Rdr RTm/h | **PIERRE**<br>**ESDIPA S.A.I.C.**<br>Mar del Plata Argentina | **617**<br>268<br>497 | (BV) | **1958** Beliard, Crighton & Cie. S.A.—Oostende (169)<br>58,81 9,43<br>52,13 9,40 5,34<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>In.325 | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 60kW 1 × 40kW 220V d.c.<br>Fuel 178,0t (d.o.) 14kn |

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| **5292476**<br><br>319919<br>Esd Pfd Rdr Rt | **PIERRE HELENE**<br>ex Reine du Golfe-69<br>**Matthews Bros. Ltd.**<br>Bathurst, N.B. Canada | **149**<br>75<br>— | | **1962** Bathurst Marine Ltd.—Bathurst, N.B. (1)<br>25,61 6,79 3,353<br>21,95 6,71 3,66 | **M Fishing**<br>Stern Trawler | Normo<br>Oil 4SA 7Cy. 250 × 360<br>A/S Bergens M/V |
| **7901277**<br>*FNVG*<br><br>Esd Rdr RTv | **PIERRE LAFFITTE**<br>ex Sara Belle-91<br>**Societe Services et Transports**<br>Port aux Francais, Kerguelen Antarctic Terr. (French) | **2 103**<br>1 385<br>3 630 | BV | **1980** Ateliers et Chantiers du Sud-Ouest —Bordeaux (1182)<br>94,54 12,53 5,592<br>88,83 12,34 6,35<br>1 dk | **M Tanker/Liquefied Gas Carrier**<br>Oil LPG Pressurised Ref<br>16 Ta ER<br>L.(gas) 2 750 | Crepelle<br>Oil 4SA 6Cy. 260 × 280 reduction geared shaft<br>1 787kW (2 429bhp)<br>Crepelle et Cie.<br>Gen 2 × 80kW 220/380V a.c. |
| **8404915**<br>*FHAW*<br>667899 | **PIERRE LEFORT**<br><br>**G.I.E. Dragages Ports**<br>Port Autonome de Bordeaux<br>Le Verdon France | *3 415*<br>*1 621*<br>3 200 | BV | **1986** Chantiers Dubigeon S.A.—Prairie-au-Duc, Nantes (169)<br>90,40 18,04 4,252<br>87,81 18,00 7,01 | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Mchy.aft<br>Hopper 3 200 | Pielstick<br>2 Oil 4SA each 9Cy. 280 × 290 with clutch flexible couplings & sr geared to sc. sha<br>7 204bhp (5 299kW)<br>Alsthom-Atlantique<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **7510834**<br>*CGSB*<br>383326<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PIERRE RADISSON**<br><br>**Government of Canada (Transport Canada)**<br>Ottawa Canada<br>SatCom: 1560107/CGSB | **5 910**<br>1 678<br>2 865 | ✠Classed LR until 16/11/79 | **1978**-5 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (221)<br>98,33 19,84 7,184<br>87,64 19,51 10,83<br>2 dks<br>rf 610 DK fwd | **TD-E Icebreaker**<br>Mchy.aft | Alco<br>6 Vee Oil 4SA each 16Cy. 229 × 267 tota 17 700bhp (13 019kW) driving 6 gen. e 1 824kW 665V a.c. connected to 2 elec each of 6 800shp (5 002kW) & sc. shaft<br>MLW Industries<br>Gen 3 × 750kW 440V 60Hz a.c.<br>Bow jet pump<br>Fuel-2 215,0pd |
| **5278107**<br><br><br>Esd Rt | **PIERRE VALENTIN LETZER**<br><br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **110**<br>15<br>— | | **1961** Scheepswerf de Toekomst—Boom<br>27,67 6,84 3,188<br>... ... ...<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>E made57 fitted61<br>Kloeckner Humboldt Deutz<br>Fuel 10,0t (d.o.) |
| **8317679**<br>*ZS2121*<br>351192<br>Df Esd Gc<br>Rdr Rt | **PIET AUCAMP**<br><br>**South African Transport Services**<br>Durban South Africa | **315**<br>94<br>629 | ✠Classed LR until 31/1/86 | **1984**-10 Dorbyl Marine Pty. Ltd.—Durban (8300)<br>33,15 (BB) 10,11 3,490<br>30,99 9,50 4,09<br>F 4,6 1 dk<br>rf - | **TM Tug**<br>Fire-fighting Tractor | MaK<br>2 Oil 4SA each 6Cy. 240 × 330 with clutch flexible couplings & sr geared to sc. sha<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 3 × 128kW 380/400V 50Hz a.c.<br>2 Directional propellers<br>Fuel 56,0t (d.o.)-11,5pd |
| **8706466**<br><br><br>YE 172 | **PIET HEIN**<br><br>**Mieras Beheer B.V.**<br>Yerseke Netherlands | **158**<br>—<br>— | | **1987** Peters-Ysselmeer B.V.—Kampen a/d Ijssel (416)<br>40,01 1,501<br>10,00 1,76 | **TM Fishing**<br>Shellfish | Scania<br>2 Oil 4SA each 6Cy. 127 × 145 reverse re geared to sc. shafts<br>592bhp (435kW)<br>Saab-Scania AB |
| **8326527**<br>*PGSU*<br>17017<br>Df Rdr Rt | **PIETER**<br><br>**ACZ Marine Contractors B.V.**<br>Gorinchem Netherlands<br>See Register Of Offshore Units | **658**<br>252<br>802 | BV | **1965** Verolme Dok & Schpsb.—Rozenburg (733)<br>55,86 11,82 2,650<br>53,35 3,84<br>1 dk | **M Stone Carrier**<br>Side-discharge | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165<br>550bhp (405kW)<br>Caterpillar Tractor Co. |
| **8136130**<br><br><br>YE 56<br>Esd Rdr | **PIETER**<br><br>**Hollestelle Schepen B.V.**<br>Yerseke Netherlands | **147**<br>—<br>— | | **1978** Scheepswerf "Vooruit" C.V.—Zaandam (358)<br>34,03<br>- 6,52 2,54<br>1 dk<br>len 91 | **M Fishing**<br>Side-fishing | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>235kW (319bhp) NE 86<br>Cummins Engine Co. Inc. |
| **7000633**<br><br><br>Esd Pfd Rdr Rt | **PIETER**<br>ex Harmtje Pieter-73<br>**R. B. Viney & M. G. de Bourcier**<br>Jersey Channel Islands (British) | **116**<br>40<br>— | | **1968** W. Visser & Zoon N.V. Werf "De Lastdrager"—Den Helder (60)<br>27,49 6,58<br>24,31 6,51 3,28<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Stork<br>Oil 4SA 8Cy.<br>Kon. Mach. Stork & Co. N.V. |
| **5023796**<br>*PGSR*<br><br>KW 191<br>Df Esd Rt | **PIETER AGATHA**<br>ex Marry Martin-87 ex Arie Jacob-70<br>**Rederij D. & P. Hoek**<br>Katwijk aan Zee Netherlands | **192**<br>82<br>— | | **1961** D. & J. Boot Schpsw. "De Industrie" —Alphen a/d Rijn (1293)<br>33,61<br>28,91 6,30 3,38<br>RW | **M Fishing**<br>Side Trawler | Blackstone<br>Oil<br>820bhp (603kW) NE 79<br>Mirrlees Blackstone (Stamford) Ltd. |
| **7907817**<br>*PGSZ*<br><br>TX 37 | **PIETER ANTHONIE**<br>ex Vertrouwen-88<br>**P. A. van der Vis & Zonen**<br>Oudeschild, Texel Netherlands | **344**<br>181<br>— | | **1980** Stocznia Remontowa "Nauta"—Gdynia (392)<br>40,01 —<br>36,50 8,03 4,09<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Bolnes<br>Vee Oil 2SA 12Cy. 190 × 350 geared to sc<br>1 800bhp (1 324kW)<br>"Bolnes" Motorenfabriek B.V. |
| **6416653**<br><br><br>Df Esd Pfd<br>RdrRTm | **PIETER SENIOR**<br>ex Koningin Wilhelmina-72 | **318**<br>134<br>— | | **1964** N.V. Scheepswerf Haak—Zaandam<br>43,36 7,29<br>38,74 7,21 3,99 | **M Fishing**<br>Side Trawler | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 300bhp (956kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel (d.o.) |
| **7394137**<br>*PGSQ*<br><br>TX 21<br>Df Esd Gc<br>Pfd Rdr Rt | **PIETER VAN ARIS**<br>ex Jacoba Alyda-86<br>**P. Van der Vis**<br>Texel Netherlands | **263**<br>100<br>— | | **1975** Scheepswerf Metz—Urk (38)<br>36,76 7,80<br>7,71 4,32<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau |
| **7346207**<br>*OPBO*<br><br>Z 41<br>Esd Pfd Rdr RTv | **PIETERJAN**<br>ex Ter Streep-84<br>**B.V.B.A. Rederij Tornado**<br>Zeebrugge Belgium | **103**<br>34<br>— | | **1974** Beliard-Murdoch S.A.—Oostende (C.220)<br>25,58 6,48 2,490<br>22,80 6,38 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | A.B.C.<br>Oil 4SA 6Cy. 242 × 320 geared to sc. shaf<br>375bhp (276kW)<br>Anglo-Belgian Co. N.V.<br>Gen 1 × 12kW 1 × 6kW 110V a.c.<br>Fuel 23,5t |
| **8516940**<br>*PGTD* | **PIETERNELLA**<br><br>**A. Mol**<br>Colijnsplaat Netherlands | *100*<br>*30*<br>— | | **1985** Scheepswerf de Schroef—Sluiskil (9)<br>23,02 1,971<br>20,05 6,41 2,65<br>1 dk | **M Fishing**<br>Stern Trawler Side Trawler Beam-trawl Ref | Cummins<br>Oil 4SA 6Cy. 159 × 159 with clutches & s geared to sc. shaft<br>300bhp (221kW)<br>Cummins Engine Co. Inc.<br>Fuel-9,5pd |
| **8411516**<br>*PGSY*<br><br>TH 25 | **PIETERNELLA JOHANNA**<br><br>**Zeevisbedrijf I. Duerloo**<br>Tholen Netherlands | *103*<br>*31*<br>— | | **1984** Schpsb. Joh. van Duyvendijk B.V.—Krimpen a/d Ijssel (144)<br>24,31 2,031<br>21,82 6,00 2,70<br>1 dk | **M Fishing**<br>Side-fishing | Mitsubishi<br>Oil 4SA 6Cy. 160 × 180 with clutches, fle couplings & sr reverse geared to sc. sh<br>225bhp (166kW)<br>Mitsubishi Heavy Industries Ltd. |

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| 17841<br>TG<br>VER | **PIETERSGRACHT**<br>**C.V. Scheepvaartonderneming "Kuipersgracht" Waarvan Beherend Vennote**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands<br>SatCom: 1300270/PGTG | *5 998*<br>*3 607*<br>9 340<br>T/cm<br>19,1 | ✠**100A1** SS 4/91<br>strengthened for heavy cargoes<br>timber deck cargoes<br>container cargoes in holds and on upper deck hatch covers<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL X 495,0/50,0U2(a)<br>FN 3206 | **1986**-8 Miho Zosensho K.K.—Shimizu (1274)<br>113,01 (BB) 19,03 8,532<br>106,03 18,92 11,31<br>F 11,0 2 dks<br>rf nil BK | **M General Cargo**<br>Str. heavy cargoes DSS<br>1 Ho 73,5 ER 1 TwD<br>G.12 816 B.12 110<br>TEU 487<br>C.Ho 234/20' (40') C.Dk 253/20' (40')<br>2 Ha (stl) (33,6 35,7 × 15,7) ER<br>Cr 2(40-50) | Hanshin 6LF58<br>Oil 4SA 6Cy. 580 × 1050<br>6 000bhp (4 413kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 1 × 400kW 3 × 200kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 65,5t (d.o.) 635,5t (hvf) 14kn |
| 5966 | **PIETERTJE**<br>**Maurice de Bourcier**<br>Jersey Channel Islands (British) | **116**<br>41<br>— | | **1971** Jacht-en Scheepswerf M. Veldthuis —Groningen (231)<br>26,22<br>23,53 6,63 2,93<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>830bhp (611kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam |
| 21537<br>TA<br>62<br>Esd Gc<br>Rdr Rt | **PIETERTJE ELIZABETH**<br>ex Grietje Geertruida-89 ex Grietje-85<br>**Zeevisserijbedrijf "Pietertje Elizabeth" B.V.**<br>J. Toering & Zn. B.V.<br>Lemmer Netherlands | **405**<br>156<br>— | | **1982** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B276/02)<br>40,21<br>9,03 4,35<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl<br>1 Ho ER<br>1 Ha (stl) ER | Deutz<br>Vee Oil 4SA 12Cy. 240 × 280 sr geared to sc. shaft<br>2 700bhp (1 986kW)<br>Kloeckner Humboldt Deutz West Germany<br>Controllable pitch propeller |
| 9912<br>O<br>Esd Gc<br>RTm/h/v | **PIETRO**<br>ex Altnes-77<br>**Compagnia Siciliana Trasporti Mare S.p.A. (CO.SI.MAR.)**<br>Palermo Italy | **2 487**<br>1 275<br>3 505 | RI (NV) | **1965** Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (13366)<br>95,81 13,92 5,500<br>87,10 13,90 6,51<br>1 dk<br>rf nil | **M General Cargo**<br>Ice Strengthened<br>2 Ho each 30,7 ER<br>G.5 134 B.4 970<br>2 Ha (stl) (each 22,7 × 8,9) ER<br>4W Der 4(5) | Normo<br>2 Oil 4SA each 8Cy. 250 × 300 geared to sc. shaft<br>2 080bhp (1 530kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 204,0t (d.o.)-7,0pd 11,5kn |
| 1440<br>A<br>Gc Rdr | **PIETRO ASARO**<br>ex S. Giovanni<br>**Giovanni Asaro**<br>Trapani Italy | **139**<br>67<br>224 | | **1969** Cant. Nav. Latini Nicola—San Benedetto del Tronto (7)<br>30,00 6,84<br>6,76 3,89<br>2 dks | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | MAN<br>Oil 4SA 8Cy. 250 × 350<br>400bhp (294kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 1292<br>N | **PIETRO GANCITANO**<br>**G. Battista Gancitano**<br>Mazara del Vallo Italy | **165**<br>62<br>— | | **1969** Cant. Nav. Coop. "Il Carpentiere"—Mazara del Vallo<br>31,02 7,24<br>24,80 7,09 3,84<br>1 dk | **Wood M Fishing**<br>Side-fishing | MaK<br>Oil 4SA 6Cy. 320 × 450<br>450bhp (331kW)<br>Atlas-MaK Maschinenbau Kiel |
| 8248<br>H<br>Rt | **PIETRO MICCA**<br>ex Dilwara<br>**Societa Armamento Gestione Navi Agenzia Marittima S.r.l. (S.AR.GE.NAVI)**<br>Napoli Italy | **134**<br>26<br>— | RI<br>✠Classed LR until 9/28 | **1895**-10 J. P. Rennoldson & Sons—South Shields (166)<br>29,11 6,46 3,420<br>... ... ...<br>1 dk<br>R | **S Tug** | T 3Cy. 343 559 & 914 x 610<br>J. P. Rennoldson & Sons South Shields<br>Fuel (o.f.) |
| 7339<br>Q<br>Esd Gc<br>Rt | **PIETRO NOVELLI**<br>**Sicilia Regionale Marittima S.p.A. (SI.RE.MAR.)**<br>Palermo Italy | **1 955**<br>938<br>900 | RI | **1979** Cantieri Navali Riuniti S.p.A.—Palermo (884)<br>91,01 16,03 4,014<br>83,44 16,01 5,31<br>4 dks | **TM RoRo Cargo/Ferry** | GMT B230.18V<br>2 Vee Oil 4SA each 18Cy. 230 × 270 reduction geared to sc. shafts<br>7 560bhp (5 561kW)<br>Grandi Motori Trieste Trieste<br>2 Controllable pitch propellers |
| 2596<br>Esd Rdr | **PIETROSUL**<br>**Intreprinderea de Exploatare a Floti Maritime NAVROM**<br>Constantza Romania | **694**<br>179<br>— | RNR | **1966** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin<br>55,81 9,99 3,599<br>4,30<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | S.K.L.<br>2 Oil 4SA each 8Cy. 240 × 360<br>610bhp (449kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 69kW 220V 50Hz a.c.<br>Fuel 70,0t (d.o.) 8kn |
| 28058<br>P<br>31<br>Esd Gc<br>RTv | **PIGAFETTA**<br>**Impresa Gagliardi-Chiodoni-Bianchi S.p.A.**<br>Ancona Italy | **307**<br>127<br>400 | RI | **1981** Cant. Navalmeccanico di Senigallia S.p.A. —Senigallia (60)<br>35,56 10,55 2,590<br>33,02 10,00 3,20<br>1 dk | **TM Deck Cargo Pontoon** | Fiat 8280M<br>2 Vee Oil 4SA each 8Cy. 145 × 130 sr reverse geared to sc. shafts<br>2 100bhp (1 545kW)<br>AIFO, Appl. Ind. FIAT-OM S.p.A Milano<br>Gen 2 × 22,4kW 220V 50Hz a.c. |
| 20399<br>2785<br>18 | **PIGI**<br>**Stavros Aronis & Nik. Matzouneas**<br>Piraeus Greece | **142**<br>96<br>— | | **1960** ............Perama<br>31,15 6,02<br>2,62<br>1 dk | **M Tanker** | Oil 4SA 5Cy.<br>120bhp (88kW)<br>England<br>Fuel (d.o.) |
| 34704<br>UC<br>Esd Gc<br>r Rt | **PIHTLA**<br>ex Vera Lebedyeva-92<br>**Estonian Shipping Co.**<br>Tallinn Estonia | T.Mk<br>**4 226**<br>1 941<br>5 800<br>**6 555**<br>3 316<br>7 400 | RS | **1975** Stocznia Szczecinska im. A. Warskiego —Szczecin (B46/15)<br>135,41 (BB) 18,04 6,630/7,462<br>122,48 18,01 10,22<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER 11,2 6 TwD<br>G.11 491 B.10 746 In.267 L.417<br>TEU 112<br>C.Ho 88/20' (40') C.Dk 24/20' (40')<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s 13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd 15,5kn |
| 02470<br>GWY<br>Esd Gc<br>d Rdr RTv<br>MVER | **PIJLGRACHT**<br>**C.V. Scheepv. Onderneming "Pijlgracht"**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands<br>SatCom: 1300142/PGWY | *5 974*<br>*3 662*<br>9 650<br>T/cm<br>19,1 | ✠**100A1** SS 7/90<br>strengthened for heavy cargoes<br>timber deck cargoes<br>container cargoes in hold and on Upper deck hatch covers<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL X 495,0/50,0U2(a)<br>FN 3184 | **1985**-12 Miho Zosensho K.K.—Shimizu (1257)<br>113,01 (BB) 19,03 8,402<br>106,03 18,92 11,10<br>F 11,0 2 dks<br>rf nil | **M General Cargo**<br>DSS<br>1 Ho 73,5 ER 1 TwD<br>G.12 745 B.12 039<br>TEU 474<br>C.Ho 226/20' (40') C.Dk 248/20' (40')<br>2 Ha (stl) (33,6 35,7 × 15,7) ER<br>Cr 2(40-50) | Hanshin 6LF58<br>Oil 4SA 6Cy. 580 × 1050<br>4 413kW (6 000bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 1 × 400kW 3 × 200kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 66,5t (d.o.) 548,0t (hvf) 14kn |
| 16368<br>EH4<br>77<br>d Gc Rdr | **PIKE**<br>ex Petromar Norseman-91<br>**Compagnie Nationale de Navigation (C.N.N.)**<br>Kingstown St. Vincent and the Grenadines | **294**<br>199<br>1 200 | AB | **1982** Halter Marine Inc.—New Orleans, La (1053)<br>3,671<br>56,39 12,20 4,27<br>F 16,8 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>E made55 reconditioned & fitted82<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>12kn |
| 207011<br>X6815<br>04783<br>sd Rdr Rt | **PIKE III**<br>**Harmco Inc.**<br>Port Arthur, Tx United States of America | **181**<br>123<br>— | | **1966** Halter Marine Services, Inc.—New Orleans, La (145)<br>10,37 2,921<br>42,73 10,36 3,51<br>1 dk<br>conv Deck Cargo Supply Ship 77 | **TM General Cargo** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 900bhp (1 398kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |

| | | | | | | |
|---|---|---|---|---|---|---|
| **8118188**<br>*3EOY6*<br>17930-88<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **PIKI MONA**<br>ex Ryusho Maru-88<br>**Sea Space Service S.A.**<br>Panama Panama | **4 605**<br>2 600<br>5 555 | <br><br>NK | **1982** Fukuoka Zosen K.K.—Fukuoka (1093)<br>108,57 (BB) 17,23 7,816<br>99,01 17,21 10,01<br>P 21,7 F 26,0 2 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.6 275<br>4 Ha (stl) (each 6,8 × 6,1) ER<br>8W Der 8(5) | Mitsubishi 7UEC45<br>Oil 2SA 7Cy. 450 × 1150<br>7 000bhp (5 149kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 128,5t (d.o.) 1 069,5t (hvf)-24,5pd |
| **7368126**<br>*PJUG*<br>C607<br>Esd Rdr Rt | **PIKU**<br>**Smit International (Antilles) N.V.**<br>Willemstad Netherlands<br>Antilles & Aruba | **340**<br>0<br>304 | ✠**100A1** SS 7/89<br>tug<br>Curacao coasting service<br>within 5 miles offshore<br>✠**LMC**<br>EL (I)G 1¼"U2<br>FN 478 | **1974**-4 B.V. Scheepswerven v/h H. H. Bodewes<br>—Millingen a/d Rijn (712)<br>35,90 10,62 4,141<br>32,14 10,01 4,86<br>RFD 13,8 1 dk<br>rf nil | **TM Tug**<br>Fire-fighting | Allen<br>2 Oil 4SA each 9Cy. 325 × 370 sr geared to<br>shafts<br>W. H. Allen, Sons & Co. Ltd.<br>Gen 2 × 104kW 380V 50Hz a.c.<br>2 Controllable pitch propellers |
| **5278303**<br><br>1241 | **PILAR**<br>ex Risoy ex London Queen<br>**Martinez Pereira y Companhia S.A. Naviera**<br>Valparaiso Chile | **660**<br>348<br>— | ✠Classed LR until 1/34 | **1910**-12 Van Vliet & Co.—Hardinxveld (82)<br>*51,67* 8,56<br>... ... ...<br>1 dk<br>R | **S General Cargo** | T 3Cy. 356 584 & 991 x 686<br>Richardsons, Westgarth & Co. Ltd. Middlesbr |
| **8427656**<br><br>223270<br>Rt | **PILAR**<br>ex Pamela I<br>**Lourdes Dy**<br>Manila Philippines | **199**<br>113<br>350 | | **1976** ..............Luzon Island<br>6,74<br>39,55 6,71 2,49<br>1 dk | **M General Cargo** | Oil<br>675bhp (497kW) |
| **5361631**<br>*EDPV*<br>2342<br>Df Esd Pfd<br>Rt | **PILAR BLANCO**<br>ex Timotea<br>**Evaristo J. Montero Sanjurjo**<br>Bermeo Spain | **152**<br>73<br>— | | **1962** Ast. de Murueta S.A.—Guernica (50)<br>31,81 6,23 3,150<br>26,01 6,20 3,46<br>RW | **M Fishing**<br>Side Trawler | Oil 2SA 6Cy. 240 × 410<br>Cons. Echevarria |
| **7007760**<br>*EEXQ*<br>796<br>Df Esd Gc<br>Rdr Rt | **PILAR DEL MAR**<br>**Naviera Avilesina S.A.**<br>Bilbao Spain | **766**<br>476<br>1 083 | <br><br>GL | **1970** Ast. Celaya—Bilbao (115)<br>61,65 10,44 3,893<br>54,01 10,42 4,40<br>P 12,2 F 6,4 1 dk | **M General Cargo**<br>Ref<br>Str. heavy cargoes<br>1 Ho 37,6 ER<br>G.1 648 B.1 473<br>1 Ha (stl) (33,0 × 7,6) ER | Werkspoor TMABS<br>Oil 4SA 8Cy. 270 × 500<br>1 100bhp (809kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 2 × 72kW 1 × 32kW 380V 50Hz a.c.<br>Fuel 58,0t (d.o.) |
| **7414767**<br><br><br>Esd Rt | **PILAR MUNDELI**<br>**Hermanos Brull Vila**<br>Tarragona Spain | **114**<br>41<br>— | | **1975** Ast. de Tarragona—Tarragona (170)<br>28,78 6,81 2,198<br>23,02 6,58 3,41<br>1 dk | **M Fishing**<br>Stern Trawler | Volund<br>Oil 4SA 5Cy. 300 × 410<br>725bhp (533kW)<br>A/S Volund Kobenh |
| **7385502**<br>*EGBT*<br>2828<br>Df Esd Rdr<br>Rt | **PILAR ROCA**<br>**Jose Roca Dopico**<br>Vivero Spain | **192**<br>93<br>— | <br><br>(GL) | **1975** Ast. y Talleres Celaya S.A.—Bilbao (147)<br>33,79 3,442<br>29,49 7,50 3,81<br>1 dk | **M Fishing**<br>Mchy.aft | Daihatsu 6DSM<br>Oil 4SA 6Cy. 220 × 280<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **5407837**<br>*EAZJ*<br>2610<br>Esd | **PILAR SOTO**<br>ex Florencio-63<br>**Andres Soto Carnero**<br>La Coruna Spain | **179**<br>92<br>— | <br><br>(BV) | **1957** Enrique Lorenzo y Cia. S.A.—Vigo (209)<br>32,21 6,61 3,404<br>28,00 6,51 3,76<br>1 dk<br>RW | **S Fishing**<br>Side Trawler<br>2 Ha | T 3Cy. 216 343 & 584 x 430<br>220ihp (162kW)<br>Ponte y Cia<br>Fuel (o.f.) |
| **5278341**<br>*EAXG*<br>370 | **PILARUCA**<br>**Antonio Perez Lafuente**<br>Villagarcia de Arosa Spain | **282**<br>129<br>— | | **1956** M. Suarez—Rianjo<br>*29,69* 7,60<br>... ... ...<br>1 dk | **Wood S General Cargo**<br>Mchy.aft | T 3Cy. 205 330 & 543 x 368<br>Hijos de A. Ojeda<br>Fuel (o.f.) |
| **8134819** | **PILARY I**<br>**Pilary Marine Services Ltd.**<br>Khorramshahr Iran | **120**<br>—<br>— | <br><br>BV | **1976** Deltawerf B.V.—Sliedrecht (127)<br>... ... ...<br>14,41 4,17 2,01<br>1 dk | **TM Launch** | Caterpillar<br>2 Oil 4SA each 6Cy. 121 × 152<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Ill |
| **8134807** | **PILARY II**<br>**Pilary Marine Services Ltd.**<br>Khorramshahr Iran | **244**<br>—<br>— | <br><br>BV | **1976** Deltawerf B.V.—Sliedrecht (128)<br>... ... ...<br>17,76 5,50 2,49<br>1 dk | **TM Tug** | Caterpillar<br>2 Oil 4SA each 6Cy. 121 × 152<br>Caterpillar Tractor Co. Peoria, Ill |
| **8134792** | **PILARY III**<br>**Pilary Marine Services Ltd.**<br>Khorramshahr Iran | **244**<br>—<br>— | <br><br>BV | **1976** Deltawerf B.V.—Sliedrecht (129)<br>... ... ...<br>17,76 5,50 2,49<br>1 dk | **TM Tug** | Caterpillar<br>2 Oil 4SA each 6Cy. 121 × 152<br>Caterpillar Tractor Co. Peoria, Ill |
| **8134780** | **PILARY IV**<br>**Pilary Marine Services Ltd.**<br>Khorramshahr Iran | **244**<br>—<br>— | <br><br>BV | **1976** Deltawerf B.V.—Sliedrecht (130)<br>... ... ...<br>17,76 5,50 2,49<br>1 dk | **TM Tug** | Caterpillar<br>2 Oil 4SA each 6Cy. 121 × 152<br>Caterpillar Tractor Co. Peoria, Ill |
| **8134728** | **PILARY V**<br>**Pilary Marine Services Ltd.**<br>Khorramshahr Iran | **345** | <br><br>BV | **1976** N.V. "De Greuns" Scheepsbouw &<br>Machinefabriek—Leeuwarden (131)<br>... ... ...<br>19,61 6,41 2,75<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152<br>Caterpillar Tractor Co. Peoria, Ill |
| **7519854**<br><br>355959<br>Esd Gc Rdr<br>Rt | **PILBARA JUPITER**<br>**Pilbara Harbour Services Pty. Ltd.**<br>*Dampier, W.A.* Australia | **280**<br>94<br>— | ✠**100A1** CS 5/86<br>tug for service within 30<br>miles of Port Dampier W.A.<br>✠**LMC**<br>EL (H)F ¾"U2<br>FN 376 | **1976**-8 Albin Eng. Services Pty. Ltd.—Fremantle,<br>W.A. (115)<br>29,01 10,01 4,922<br>25,28 9,61 5,26<br>1 dk<br>rf 1397 | **TM Tug** | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 reverse reductio<br>geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamf<br>Gen 2 × 64kW 415V 50Hz a.c. |
| **7127584**<br>*VJ4086*<br>332086<br>Esd RTm/v | **PILBARA NEPTUNE**<br>ex Hamersley Neptune-76<br>**Pilbara Harbour Services Pty. Ltd.**<br>*Dampier, W.A.* Australia | **320**<br>43<br>76 | ✠**100A1** CS 9/91<br>tug<br>Dampier harbour service<br>✠**LMC**<br>EL (c) 15/16"U2<br>FN 329 | **1972**-3 Ballina Slipway & Eng. Co.—Ballina,<br>N.S.W. (314)<br>29,27 9,86 3,068<br>24,54 9,25 4,12<br>RAD 3,4 RFD 11,3 1 dk<br>rf 406 BK 25 | **TM Tug**<br>3 Ha (stl) (0,9 × 1,3) (0,6 0,6 × 0,6) | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 90kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 55,0t (d.o.) |
| **8317722**<br><br>851460<br>Esd Rt | **PILBARA SATURN**<br>**Pilbara Harbour Services Pty. Ltd.**<br>*Dampier, W.A.* Australia | **372**<br>112<br>224 | ✠**100A1** SS 3/90<br>tug<br>within the limits of the port<br>of Dampier W.A.<br>✠**LMC**<br>EL F 275,0/19,0U2<br>FN 444 | **1985**-3 Ocean Shipyards, W.A. Pty Ltd.<br>—Fremantle, W.A. (151)<br>32,75 10,75 4,103<br>27,89 10,16 5,74<br>1 dk<br>rf - | **TM Tug**<br>Fire-fighting | Daihatsu 8DSM<br>2 Oil 4SA each 8Cy. 280 × 340 with clutches,<br>flexible couplings & dr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriy<br>Gen 2 × 168kW 415V 50Hz a.c.<br>2 Directional propellers |
| **8317710**<br><br>851461<br>Esd Rt | **PILBARA STAR**<br>**Pilbara Harbour Services Pty. Ltd.**<br>*Dampier, W.A.* Australia | **372**<br>112<br>223 | ✠**100A1** CS 3/90<br>tug<br>within the limits of the port<br>of Dampier W.A.<br>✠**LMC**<br>EL F 275,0/19,0U2<br>FN 444 | **1985**-3 Ocean Shipyards, W.A. Pty Ltd.<br>—Fremantle, W.A. (150)<br>32,75 10,75 4,098<br>27,89 10,16 5,74<br>1 dk<br>rf - | **TM Tug**<br>Fire-fighting | Daihatsu 8DSM<br>2 Oil 4SA each 8Cy. 280 × 340 with clutches,<br>flexible couplings & dr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriy<br>Gen 2 × 168kW 415V 50Hz a.c.<br>2 Directional propellers |

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|---|---|---|---|---|---|---|
| **7224095**<br>*P3NF2*<br>708299<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PILEFS**<br>ex Evryalos-91 ex Belvedere-87<br>ex Panamax World-85<br>**Tulipsea Shipping Ltd.**<br>Limassol Cyprus | **30 929**<br>22 168<br>60 136<br>T/cm<br>61,6 | BV | **1972** Taiwan SB. Corp.—Keelung (N-034)<br>223,02 (BB) 32,29 12,443<br>213,01 32,20 17,81<br>P 26,9 F 18,9 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 22,1 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.73 558 B.71 057 HeCls. B<br>7 Ha (stl) (9,7 × 13,1) (13,4 13,4 13,4 13,4 13,4 13,4 × 14,5) ER<br>14W Der 14(5) | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>10 298kW (14 000bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 460kW 450V 60Hz a.c.<br>Fuel 200,5t (d.o.) 2 981,5t (hvf)-49,0pd 16,9kn |
| **8708402**<br>*OUSC*<br>A440<br>Df Esd Gc<br>Pfd Rdr Rt | **PILEN 3**<br>ex Vindile-90<br>**Bornholmspilen A/S**<br>Ronne Denmark | *332*<br>*121*<br>50 | NV | **1988** AB Nya Oskarshamns Varv—Oskarshamn (510)<br>37,01 9,81 1,701<br>31,09 9,50 3,69<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 332dk P | M.T.U. 16V396TB84<br>2 Vee Oil 4SA each 16Cy. 165 × 185 with flexible couplings & sr geared to sc. shaft<br>2 770bhp (2 038kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 56kW 220V 50Hz a.c.<br>2 Water jet propulsion units<br>40,5kn |
| **5250179**<br>*WA7399*<br>248987<br>Df Esd | **PILGRIM I**<br>ex New Star-73 ex Lucky Star-55<br>**F. V. Pilgrim I Corp.**<br>New Bedford, Ma United States of America | **119**<br>49<br>— | | **1945** Sturgeon Bay SB. & D.D. Co.—Sturgeon Bay, Wi (206)<br>*25,85* 6,71<br>25,23 6,68 3,36<br>RQD 12,2 F 3,1 | **M Fishing**<br>Side Trawler | Enterprise<br>Oil 4SA 6Cy. 305 × 380<br>400bhp (294kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 23,5t |
| **7205556**<br>*EKRX*<br>S-27080<br>Df Rdr | **PILIGRIM**<br>ex Baltiyskiy-33-90<br>**"Kontinent" Industrial Production & Transportation**<br>(Riga) (U.S.S.R.) | **1 865**<br>927<br>2 121 | RS | **1965** "Krasnoye Sormovo" Shipyard—Gorkiy<br>95,61 13,21 3,260<br>13,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10kn |
| **7641932**<br>*SV2879*<br>528<br>Rt | **PILION**<br>**Government of The Republic of Greece**<br>Volos Greece | **143**<br>13<br>— | (AB) | **1971** E. Goumas & Son—Salamis (101)<br>... ... ...<br>22,99 6,99 3,89<br>1 dk | **M Tug** | MWM<br>Oil 4SA 8Cy. 230 × 270 reverse reduction geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) West Germany<br>Gen 2 × 30kW |
| **8427503**<br>*VTDS*<br>2109<br>Df Rdr Rt | **PILOO**<br>**Arya Fisheries Ltd.**<br>Bombay India | **129**<br>50<br>— | AB | **1985** "A. Fai" Engineers & Shiprepairers—Hong Kong (112)<br>— —<br>23,17 6,89 3,54<br>F 2,5 1 dk<br>rf 965 | **M Fishing**<br>Stern Trawler | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>503bhp (370kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 80kW a.c. 1 × 60kW a.c.<br>9kn |
| **7726512**<br>*WYK5167*<br>580326<br>Df Esd Gc<br>Pfd Rdr Rt | **PILOT**<br>**Trailer Marine Transport Corp.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **199**<br>135<br>— | AB | **1977** McDermott Shipyard—Morgan City, La (226)<br>41,46 5,161<br>39,22 11,14 5,80<br>1 dk | **TM Tug** | General Motors 20-645-E7B<br>2 Vee Oil 2SA each 20Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 90kW<br>14,25kn |
| **7434810**<br>4734<br>Rdr RTv | **PILOT C. CUBUKCU**<br>**T.D.I. Liman Isletmesi**<br>Istanbul Turkey | **289**<br>87<br>— | | **1979** Denizcilik Bankasi T.A.O., Alaybey Tersanesi —Izmir (18)<br>36,25 9,30 3,652<br>32,82 8,91 5,11<br>1 dk | **M Tug** | Polar F212V-D<br>Vee Oil 4SA 12Cy. 250 × 300<br>A/B Bofors Nohab Sweden |
| **9015864**<br>Df Esd Gc<br>Rdr Rt | **PILOT I**<br>**Penang Port Commission**<br>Penang Malaysia | **35**<br>—<br>— | **✠100A1**<br>SC extended protected waters service<br>**LMC**<br>EL 86,0/11,1<br>FN 97 | **1991**-3 Hong Leong-Lurssen—Penang (1218)<br>16,25 4,45<br>14,50 4,20 2,45<br>1 dk<br>rf - BK 15 | **TM Pilot Launch** | Cummins KTA-19-M<br>2 Oil 4SA each 6Cy. 159 × 159 with flexible couplings & sr reverse geared to sc. shafts<br>734kW (998bhp)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 1 × 5,2kW 220V 50Hz a.c. |
| **9015876** | **PILOT II**<br>**Penang Port Commission**<br>Penang Malaysia | **35**<br>—<br>— | **✠100A1**<br>SC extended protected waters service<br>**LMC**<br>EL 86,0/11,1<br>FN 97 | **1991**-3 Hong Leong-Lurssen—Penang (1219)<br>16,25 4,45<br>14,50 4,20 2,45<br>1 dk<br>rf - BK 15 | **TM Pilot Launch** | Cummins KTA-19-M<br>2 Oil 4SA each 6Cy. 159 × 159 with flexible couplings & sr reverse geared to sc. shafts<br>734kW (998bhp)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 1 × 5,2kW 220V 50Hz a.c. |
| **6904076**<br>RTv | **PILOT III**<br>**Government of The Republic of Turkey (Turkiye Cumhuriyeti Devlet Demiryollari Genel Mudurlugu -Turkish State Railways)**<br>Turkey | **108**<br>30<br>— | | **1965** Denizcilik Bankasi T.A.O.—Istinye, Istanbul (26)<br>26,17 6,71 3,099<br>24,03 3,43 | **M Tug** | Skoda<br>Oil 4SA 6Cy. 350 × 500<br>CKD Praha Praha |
| **9015888** | **PILOT III**<br>**Penang Port Commission**<br>Penang Malaysia | **35**<br>—<br>— | **✠100A1**<br>SC extended protected waters service<br>**LMC**<br>EL 86,0/11,1<br>FN 97 | **1991**-5 Hong Leong-Lurssen—Penang (1220)<br>16,25 4,45<br>14,50 4,20 2,45<br>1 dk<br>rf - BK 15 | **TM Pilot Launch** | Cummins KTA-19-M<br>2 Oil 4SA each 6Cy. 159 × 159 with flexible couplings & sr reverse geared to sc. shafts<br>734kW (998bhp)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 1 × 5,2kW 220V 50Hz a.c. |
| **7434822**<br>4733<br>Rdr RTv | **PILOT V. IGNECI**<br>**T.D.I. Liman Isletmesi**<br>Istanbul Turkey | **289**<br>87<br>— | | **1979** Denizcilik Bankasi T.A.O., Alaybey Tersanesi —Izmir (19)<br>36,25 9,30 3,652<br>32,82 8,91 5,11<br>1 dk | **M Tug** | Polar F212V-D<br>Vee Oil 4SA 12Cy. 250 × 300<br>A/B Bofors Nohab Sweden |
| **8332526**<br>3458<br>Df Rt | **PILOT 1**<br>ex Pvt. G. Estrada ex St 884<br>**Government of The Republic of Turkey (Turkiye Cumhuriyeti Devlet Demiryollari Genel Mudurlugu -Turkish State Railways)**<br>Istanbul Turkey | **124**<br>54<br>— | (AB) | **1945** Sturgeon Bay SB. & D.D. Co.—Sturgeon Bay, Wi (189)<br>... ... ...<br>24,67 7,01 3,15<br>1 dk<br>BK 76 | **M Tug** | Sulzer<br>Oil 4SA 6Cy. 330 × 434<br>Busch-Sulzer Bros. Diesel Engine Co. U.S.A.<br>Gen 2 × 30kW |
| **6411029**<br>*TCZE*<br>149<br>Df RTv | **PILOT 2**<br>ex Bingol III ex LT 1946<br>**Government of The Republic of Turkey (Turkiye Cumhuriyeti Devlet Demiryollari Genel Mudurlugu -Turkish State Railways)**<br>Iskenderun Turkey | **219**<br>77<br>— | (AB) | **1953** Avondale Marine Ways Inc.—Avondale, La (405)<br>4,052<br>30,56 8,08 4,53<br>1 dk<br>rf nil | **M Tug** | Fairbanks, Morse<br>Oil 2SA 6Cy. 406 × 508<br>Fairbanks Morse & Co. Chicago, Illinois<br>Gen 2 × 40kW<br>Fuel 65,0t 12kn |
| **7820796**<br>*SUNO*<br>Rt | **PILOT 4**<br>**Government of The Arab Republic of Egypt (Ministry of War - Port of Alexandria General Organisation)**<br>Alexandria Egypt | **43**<br>12<br>— | **✠A1**<br>pilot launch<br>Alexandria harbour service<br>**✠LMC**<br>EL 18,0/11,2<br>FN 116 | **1979**-9 I.H.I. Craft Co. Ltd.—Yokohama (1721)<br>18,24 5,06<br>16,13 4,81 2,32<br>1 dk<br>rf - | **Reinforced Plastic TM Pilot Launch** | Yanmar 6KEL-DT<br>2 Oil 4SA each 6Cy. 135 × 160 reverse reduction geared to sc. shafts<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. Nagahama<br>Gen 3 × 1kW 24V a.c. |

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|---|---|---|---|---|---|---|
| **5380091**<br>*FSGP*<br>2834<br>Df Esd Rdr<br>RTm/h | **PILOTE EMILE RIVIERE**<br>ex Vierge Marie-72<br>**Syndicat des Pilotes de la Gironde**<br>Bordeaux France | **451**<br>174<br>— | BV | **1959** Beliard, Crighton & Cie. S.A.—Oostende (174)<br>50,02 8,69<br>45,01 8,62 4,65<br>1 dk<br>RW conv Side Trawler Fishing 71 | **M Pilot Ship** | Deutz<br>Oil 4SA 8Cy. 320 × 450 sr geared to sc. sha<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz<br>Gen 4 × 40kW 220V d.c.<br>Fuel 112,0t (d.o.) |
| **5278420** | **PILOTE NIVIERE**<br>ex Scarabee ex Carmen<br>**Groupement des Entreprises de Travaux Maritimes en Afrique du Nord**<br>Marseille France | **106**<br>15<br>— | | **1910** A/S Akers M/V—Oslo<br>*28,08* 5,67<br>... ... ...<br>1 dk<br>R | **S Tug** | T 3Cy. 279 457 & 737 x 457<br>A/S Akers M/V<br>Fuel (o.f.) |
| **7039141**<br>*EPNJ*<br>Esd Rdr RTv | **PILTAN**<br>ex Tahamtan-74<br>**NIOC Tug Boat Services**<br>Khorramshahr Iran | **377**<br>—<br>— | ✠**100A1** SS 8/89<br>tug<br>✠**LMC**<br>EL (f) 1¼"U2<br>FN 505 | **1971**-7 Charles D. Holmes & Co. Ltd.—Beverley (1030)<br>38,64 10,32 5,233<br>37,19 9,76 3,81<br>RFD 9,2 1 dk<br>rf 305 | **TM Tug**<br>Fire-fighting | Wartsila<br>2 Oil 4SA each 8Cy. 220 × 240 dr geared to shafts<br>NE 6/89made88<br>Oy Wartsila Ab Vaasa<br>Gen 2 × 100kW 415V 50Hz a.c.<br>2 Directional propellers |
| | | | | **SURVEYS OVERDUE — CLASS SUSPENDED 7/2/92** | | |
| **8729597**<br>*UBGH*<br>M-42918<br>Df Esd Gc<br>Pfd Rdr Rt | **PILTUN**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1989** ..............U.S.S.R.<br>54,84 4,141<br>50,32 10,16 5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref | S.K.L. 8NVD48<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magd |
| **7620299**<br>*UWJH*<br>M-12471 | **PILVO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1976** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,64<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magd |
| **8220163**<br>*VRST*<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>SatCom<br>AMVER | **PIMA**<br>ex Bel Air-91 ex Ryozan Maru-89<br>**Chong De Shipping**<br>Orient Ship Management Ltd.<br>Hong Kong Hong Kong (British) | *36 526*<br>*19 945*<br>63 261 | NK | **1983** Mitsubishi Heavy Industries Ltd.—Nagasaki (1913)<br>224,99 (BB) 32,26 12,227<br>216,00 32,20 17,70<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.77 776<br>7 Ha (stl) (16,0 × 11,6) (16,0 16,0 16,0 16,0 16,0 16,0 × 13,2) ER | MAN 10V5<br>Vee Oil 4SA 10Cy. 520 × 550<br>7 760kW (10 550bhp)<br>Mitsubishi Heavy Industries Ltd. Yoko<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 154,0t (d.o.) 2 073,0t (hvf)-28,5pd |
| **6806183**<br>Df Esd Gc<br>Pfd Rdr RTv | **PIMENTEL**<br>**Eastern Overseas Inc.**<br>Kingstown St. Vincent and the Grenadines | **7 121**<br>5 280<br>10 237<br>T/cm<br>20,7 | ✠Classed LR until 12/10/89 | **1969**-7 SIMA Serv. Ind. de la Marina Callao (SIMAC) —Callao (6)<br>134,19 18,98 7,265<br>125,20 18,93 9,38<br>P 26,9 F 15,3 1 dk<br>rf nil Bow/CM 59 Diam. 0,200 | **M Tanker**<br>Stern disch.<br>24 Ta ER<br>L.(oil) 13 851<br>Der 2(12) 2(5)<br>2 Cargo pumps total 600T/hr | B&W 7-50VT2BF<br>Oil 2SA 7Cy. 500 × 1100<br>3 604kW (4 900bhp)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobe<br>Gen 2 × 168kW 1 × 128kW 450V 60Hz a.c.<br>Fuel 609,5t |
| **7127716**<br>Esd Rt | **PIMENTEL 1**<br>ex Calepa VII-76<br>**Pesquera Pimental SCR Ltda.**<br>Huacho Peru | **200**<br>—<br>249 | ✠Classed LR until 23/7/82 | **1971**-12 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (428)<br>31,22 7,80 3,315<br>26,70 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 Box K | **M Fishing**<br>Side-fishing<br>Mchy.fwd | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 sr reverse geared sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Il<br>Gen 2 × 1,5kW 24V d.c.<br>Fuel 11,0t (d.o.) |
| **7110036**<br>Esd Rt | **PIMENTEL 3**<br>ex Santa Elena XXIV-76<br>**Pesquera Humay SCR Ltda.**<br>Huacho Peru | **213**<br>99<br>274 | (GL)<br>✠Classed LR until 28/7/82 | **1971**-5 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (421)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 Box K | **M Fishing**<br>Side-fishing<br>Mchy.fwd<br>1 Ho 12,8<br>1 Ha (3,5 × 2,6) | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 sr reverse geared sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Il<br>Gen 2 × 1,5kW 24V d.c.<br>Fuel 11,0t (d.o.) |
| **7005293**<br>Esd Rt | **PIMENTEL 4**<br>ex Helland VI-76<br>**Pesquera Meylan SCR Ltda.**<br>Tambo de Mora Peru | **200**<br>—<br>— | ✠Classed LR until 28/7/82 | **1969**-12 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (395)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 Box K | **M Fishing**<br>Side-fishing<br>Mchy.fwd | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 sr reverse geared sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Il<br>Gen 1 × 1,5kW 24V d.c.<br>Fuel 11,0t (d.o.) |
| **7017935**<br>Esd Rt | **PIMENTEL 5**<br>ex Alcatraz 1-76<br>**Pesquera Mar Bello S.R. Ltda.**<br>Chancay Peru | **213**<br>99<br>274 | ✠Classed LR until 30/7/82 | **1970**-5 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (401)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 Box K | **M Fishing**<br>Side-fishing<br>Mchy.fwd<br>1 Ho 12,8<br>1 Ha (3,5 × 2,5) | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 sr reverse geared sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Il<br>Gen 1 × 1,5kW 24V d.c.<br>Fuel 11,0t (d.o.) |
| **8424733**<br>*IJBZ*<br>512<br>Rdr Rt | **PINA ONORATO**<br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italy | **322**<br>88<br>— | RI | **1985** Cant. Nav. Ferbex S.R.L.—Napoli (31)<br>33,20 9,07 3,950<br>29,37 9,06 4,55<br>1 dk | **M Tug** | Polar<br>Vee Oil 4SA 12Cy. 250 × 300<br>Nohab Diesel A/B Troll |
| **8304256**<br>*IBWR*<br>1582<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PINA PRIMA**<br>ex Pina-86<br>**Augustea Imprese Marittime e di Salvataggi S.p.A.**<br>Scinicariello Augustea Ship Management S.p.A.<br>Napoli Italy | *36 009*<br>*21 604*<br>68 405 | RI (AB) | **1984** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1118)<br>222,00 (BB) 32,24 13,201<br>216,01 32,21 18,22<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.76 173 HeCls. B<br>7 Ha (stl) (12,4 × 10,9) (16,3 16,3 16,3 16,3 16,3 16,3 × 14,0) ER | Sulzer<br>Oil 2SA 5Cy. 680 × 2000<br>11 200bhp (8 238kW)<br>Sumitomo Heavy Ind. Ltd. Tama<br>Gen 3 × 600kW |
| **8718380**<br>*3ENP6*<br>18525-YJ<br>Rt | **PINA VENTO**<br>**Kojika Shipping S.A.**<br>Panama Panama<br>SatCom: 1332761/PINA | *4 969*<br>*2 572*<br>7 870 | NK | **1988** Higaki Zosen K.K.—Imabari (355)<br>113,77 (BB) 6,764<br>106,00 18,20 8,10<br>1 dk | **M Tanker**<br>Oil Chemical Molasses<br>Mchy.aft<br>12 Ta<br>L.8 842 | Mitsubishi 6UEC<br>Oil 2SA 6Cy. 370 × 880<br>3 089kW (4 200bhp)<br>Kobe Hatsudoki K.K. |
| **8038118**<br>*LYFO*<br>M-39728<br>Df Esd Rdr<br>RTv | **PINAGOR**<br>ex RS-300 No. 153<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1982** ..............U.S.S.R.<br>34,01 7,10 2,900<br>- - 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8NVD<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magd<br>Controllable pitch propeller |
| **7015664**<br>*EVPT*<br>M-30576<br>Df Esd Gc<br>Rdr Rt | **PINAGORIY**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **2 333**<br>945<br>1 306 | RS | **1970** Stocznia Gdanska im. Lenina—Gdansk (B26/42)<br>83,11 13,82 5,601<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.284 In.1 566<br>5 Ha (4,8 × 2,2) (1,9 × 1,9) (1,2 1,2 × 1,2) (1,9 × 1,9)<br>4W Der 2(2) 2(1,5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>H. Cegielski<br>Controllable pitch propeller |

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| 8037877<br>*CLYY*<br>Df Esd Gc<br>Rdr Rt | **PINAR DEL RIO**<br>**Empresa de Navegacion Caribe**<br>La Habana Cuba | **1 969**<br>859<br>2 400 | (RNR) (RS) | **1981** Int. Con. Nav. si Rel. la Cald Turnu-Severin<br>—Turnu-Severin<br>88,75 5,301<br>80,27 12,81 6,71<br>2 dks | **M General Cargo** | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Swietochlowice<br>Gen 2 × 150kW 400V 50Hz a.c. 1 × 70kW<br>Fuel 172,5t (d.o.) 13,75kn |
| 8520898<br>*TCAV*<br>*5522* | **PINAR KAPTANOGLU**<br>ex Sarabar I-90 ex Hasan B-89<br>**Kuzguncuk Denizcilik ve Ticaret A.S.**<br>Kaptanoglu Denizcilik ve Ticaret Ltd.<br>Istanbul Turkey | *3 417*<br>*2 336*<br>5 250 | BV | **1986** Gelibolu Gemi Insa. Kizaklari Koll. Sti.<br>—Gelibolu (105)<br>102,01 6,200<br>16,01<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 808 B.7 404<br>2 Ha (stl) (each 26,1 × 10,2) ER | Akasaka<br>Oil 4SA 6Cy. 370 × 720<br>1 912kW (2 599bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>Gen 3 × 123kW 380V a.c.<br>12kn |
| 7900261<br>*EHSY*<br>Df Esd Gc<br>Pld Rdr RTv<br>AMVER | **PINAZO**<br>ex Guridi-89<br>**Compania Valenciana de Navegacion S.A.**<br>Cadiz Spain<br>SatCom: 1351424/PINA | **20 618**<br>14 001<br>38 305<br>T/cm<br>44,8 | ✠100A1 CS 9/90<br>bulk carrier<br>strengthened for heavy cargoes<br>holds 1, 4 & 6 or holds 2 & 4 may be empty<br>✠LMC<br>EL J† 611,7/66,0U3<br>FN 7879 | **1980**-11 Astilleros Espanoles S.A.—Factoria de Puerto Real, Cadiz (18)<br>186,67 (BB) 29,06 11,380<br>175,01 29,01 16,01<br>F 15,9 1 dk<br>rf nil DK in way of holds | **M Bulk Carrier**<br>Cement<br>6 Ho 18,9 21,4 22,4 14,1 22,4 14,1 ER<br>G.44 073<br>6 Ha (stl) (9,9 12,4 12,4 9,9 12,4 9,9 × 14,0) ER | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>10 037bhp (7 383kW)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>2 AuxB (1 o.f. 1 ex.g) 6,5kgf/$cm^2$ (6,4bar)<br>Gen 3 × 376kW 440V 60Hz a.c.<br>15kn |
| 7362770<br>Esd Rdr Rt | **PINDA**<br>**Direccao dos Servicos de Marinha da Provincia de Mocambique**<br>Maputo Mozambique | **149**<br>—<br>247 | ✠Classed LR until 23/4/76 | **1974**-5 Argibay, Soc. de Const. Nav. e Mec. S.A.R.L.—Alverca (131)<br>27,59 7,70 2,794<br>24,52 7,40 3,76<br>1 dk<br>rf 508 BK 127 | **M Tug** | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280 sr geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 40kW 1 × 24kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 8309414<br>*3EAT3*<br>14361-84A<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PINE BEAUTY**<br>ex Sanko Beauty-87<br>**The Aseman Lines Co. S.A.**<br>Panama Panama<br>SatCom: 1331441/TRSB | *23 594*<br>*13 370*<br>40 709 | NK | **1984** Sanoyas Corp.—Mizushima (1067)<br>182,76 (BB) 11,188<br>174,00 30,01 15,83<br>F 12,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,2 26,4 27,2 27,2 26,4 ER<br>G.49 674 B.48 566 HeCls. B<br>5 Ha (stl) (16,0 × 15,0) (19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>8 640bhp (6 355kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 94,0t (d.o.) 1 274,0t (hvf)-22,0pd 14kn |
| 5278511<br>*KQNW*<br>248333<br>Df Esd Gc | **PINE BLUFF VICTORY**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **7 640**<br>4 594<br>10 891 | AB | **1945** California SB. Corp.—Los Angeles, Ca (V86)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Allis Chalmers Mfg. Co. Milwaukee, Wi<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 004073<br>*ERK8*<br>20610-YJ1<br>f Esd Gc<br>ld Rdr Rt | **PINE BRIGHT**<br>**Eastern Ibis Maritime S.A.**<br>Biggin Shipping Corp.<br>Panama Panama | *5 519*<br>*2 277*<br>6 843 | NK | **1991** Nishi Zosen K.K.—Imabari (363)<br>97,13 (BB) 7,493<br>89,95 18,00 7,95 | **M General Cargo**<br>3 Ho ER<br>G.12 839 B.11 915<br>2 Ha (stl) ER<br>Der 4(25) | B&W 6L35MCE<br>Oil 2SA 6Cy. 350 × 1050<br>2 582kW (3 510bhp)<br>Makita Corporation Takamatsu<br>Gen 3 × 363kW a.c.<br>12,5kn |
| 812631<br>*YJXL4*<br>85<br>f Esd Gc<br>dr RTm/h/v<br>SatNav<br>CollRdr<br>AMVER | **PINE FOREST**<br>**Delica Shipping S.A.**<br>Inui Steamship Co. Ltd. (Inui Kisen K.K.)<br>Port Vila Vanuatu<br>SatCom: 1576141/PINE | *17 126*<br>*9 499*<br>26 970 | NK | **1989** Minami-Nippon Zosen K.K.—Usuki (606)<br>174,00 (BB) 27,55 9,217<br>164,00 27,50 13,15<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.37 324 B.35 695<br>5 Ha (stl) ER | Mitsubishi 6UEC52LA<br>Oil 2SA 6Cy. 520 × 1600<br>4 483kW (6 095bhp) E made88<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 91,48t (d.o.) 1 048,55t (hvf)-18,64pd 13,5kn |
| 948330<br>*F5986*<br>33973 | **PINE ISLAND II**<br>ex R. L. Pitman ex Berkley-79<br>**Frank M. Flower & Sons Inc.**<br>New York, NY United States of America | **158**<br>—<br>— | | **1935** ............Norfolk, Va<br>*23,32* 10,39<br>3,20<br>1 dk<br>conv Ferry 79 | **M Fishing** | Oil<br>330bhp (243kW)<br>U.S.A. |
| 908137<br>*3LJ*<br>957-78B<br>f Gc Pfd<br>dr Rt | **PINE No. 61**<br>ex Myojin Maru No. 2-78<br>**Trio Pines Panama S.A.**<br>Sam Song Industrial Co. Ltd.<br>Panama Panama | **284**<br>141<br>330 | (KR) | **1968** Yamanishi Zosen K.K.—Ishinomaki (593)<br>49,31 8,03 3,175<br>42,98 8,01 3,61<br>P 23,5 F 7,1 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.336<br>2 Ha (1,0 × 0,9) (1,6 × 1,6) ER | Akasaka UHS27<br>Oil 4SA 6Cy. 270 × 420<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW 225V a.c.<br>10,75kn |
| 003362<br>f Esd Gc<br>d Rdr Rt | **PINE No. 62**<br>ex Isomae Maru No. 1-78<br>**Trio Pines Panama S.A.**<br>Sam Song Industrial Co. Ltd.<br>Macao (Portuguese) | **314**<br>161<br>— | (KR) | **1969** Kanasashi Co. Ltd.—Shimizu (947)<br>49,84 8,13 3,353<br>44,05 8,11 3,71<br>P 10,4 B 2,8 F 7,1 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.408<br>3 Ha (1,0 × 0,8) (1,4 × 1,4) (1,0 × 1,0) ER | Niigata<br>Oil 4SA 6Cy. 330 × 520<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 176kW 225V a.c.<br>11,25kn |
| 354840<br>*8FY*<br>914<br>f Esd Gc<br>d Rdr RTv | **PINE QUEEN**<br>**Pine Maritime Corp.**<br>Monrovia Liberia<br>SatCom: 1241563/TREV | **41 535**<br>12 461<br>49 617<br>T/cm<br>62,6 | NK | **1974** Mitsubishi Heavy Industries Ltd.—Yokohama (944)<br>223,96 34,65 11,929<br>212,99 34,60 21,39<br>1 dk<br>Bow/CM 108 Diam. 0,406 | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta (C.mn.stl) ind rectangular horizontal ER<br>L.(gas) 70 139 HeCls. ptB<br>8 Cargo pumps total 4 000T/hr | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 700kW<br>Fuel 398,0t (d.o.) 3 255,0t (hvf)-55,0pd 15,5kn |
| 511146<br>*BPM*<br>07469<br>f Esd Gc<br>d Rdr Rt | **PINE TREE**<br>**Paulownia Shipping Co. Ltd.**<br>Daishin Senpaku K.K. (Daishin Shipping Co. Ltd.)<br>Limassol Cyprus | **4 285**<br>1 782<br>5 099 | NK | **1985** Hakata Zosen K.K.—Hakata (322)<br>97,24 (BB) 5,433<br>89,52 18,20 5,52<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.9 806 B.8 679<br>2 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 380 × 760<br>2 800bhp (2 060kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 908938<br>*PAM*<br>2143-82B<br>f Esd Gc<br>d Rdr RTv<br>MVER | **PINE TRUST**<br>ex Olympia-82<br>**World Trust Maritime Corp.**<br>Panama Panama<br>SatCom: 1331423/TRYM | **11 901**<br>8 351<br>22 526 | NK | **1979** K.K. Uwajima Zosensho—Uwajima (2112)<br>151,03 10,021<br>140,01 26,01 13,52<br>P 25,6 F 12,2 1 dk | **M General Cargo**<br>G.28 041 B.27 157<br>4 Ha (stl) (17,6 × 11,4) (20,8 20,8 20,8 × 13,0) ER<br>Der 4(25,5) | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1250<br>8 200bhp (6 032kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 400kW 450V a.c.<br>14kn |
| 916803<br>*EXK7*<br>9755-PEXT<br>f Esd Gc<br>dr Rt | **PINE 701**<br>**Trio Pines Panama S.A.**<br>Sam Song Industrial Co. Ltd.<br>Panama Panama | *417*<br>*256*<br>461 | KR | **1990** Dae Dong SB. Co. Ltd.—Busan (357)<br>56,07 (BB) 3,750<br>49,60 8,80 3,84 | **M Fishing**<br>Side-fishing Tuna Long-line<br>In.608 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 sr reverse geared to sc. shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 304kW 225V a.c.<br>12,1kn |

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|---|---|---|---|---|---|---|
| **8916798**<br>*3EXL7*<br>19756-PEXT<br>Df Esd Gc<br>Rdr Rt | **PINE 702**<br>**Trio Pines Panama S.A.**<br>Sam Song Industrial Co. Ltd.<br>Panama Panama | *417*<br>*256*<br>460 | KR | **1990** Dae Dong SB. Co. Ltd.—Busan (358)<br>56,70 (BB) 3,750<br>49,60 8,80 3,84 | **M Fishing**<br>Side-fishing Tuna Long-line | Niigata<br>Oil 4SA 6Cy. 280 × 480 sr reverse geared shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd.<br>Gen 2 × 608kW 225V a.c. |
| **7365992**<br>*P3QH3*<br>709119<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **PINECONE**<br>ex Grete-90 ex Grete Sif-84<br>**Pinecone Shipping Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**753**<br>487<br>1 941 | GL (BV) | **1974** E. J. Smit & Zoon's Schpsw. B.V. —Westerbroek (805)<br>76,00 13,09 3,431<br>69,02 13,01 6,86<br>F 9,8, 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,0 ER<br>G.3 608 B.3 321<br>2 Ha (stl) (21,6 12,5 × 9,5) ER<br>3W Der 1(15) 2(3) | MaK<br>Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau<br>Gen 4 × 60kW 380V 50Hz a.c.<br>Fuel 180,0t (d.o.)-5,5pd |
| **7830935**<br>*UYVV*<br>M-12654<br>Rt | **PINEGA**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1979** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (stl) (1,6 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **6604250**<br>*EEVY*<br>1780<br>Df Esd Gc<br>Rdr Rt | **PINELA**<br>ex Ategorrieta-90<br>**Pesquerias Alza S.L.**<br>San Sebastian Spain | **188**<br>109<br>— | (BV) | **1966** S.A. Balenciaga—Zumaya (89)<br>34,12 5,87 3,280<br>28,61 5,82 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.384<br>2 Ha (each 0,9 × 0,9) ER | Duvant<br>Oil 4SA 6Cy. 315 × 480<br>600bhp (441kW)<br>Carmelo Unanue<br>Fuel 73,5t (d.o.) |
| **7119147**<br>2680<br>Df Esd Gc<br>Pfd Rdr RTv | **PINELOPI**<br>ex Nigeka-91 ex Ada-89<br>ex New Genlord-88 ex Kanika-88<br>ex Nazie Beauty-86 ex Nazie-81<br>ex Hanseat-80<br>**Pinelopi Maritime Ltd.**<br>Valletta Malta | **1 598**<br>797<br>4 345 | (NV) | **1971** VEB Schiffswerft "Neptun"—Rostock (463)<br>104,15 14,66 5,782<br>95,74 14,61 7,32<br>P 23,2 F 11,6 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 29,4 33,6 ER<br>G.6 127 B.5 972<br>2 Ha (stl) (each 26,2 × 10,5) ER<br>Cr 4(12,5) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 200bhp (2 354kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 208kW 380V 50Hz a.c.<br>Fuel 340,5t (d.o.)-12,5pd |
| **7224162**<br>*IQPN*<br>452<br>Df Rdr Rt | **PINETO**<br>ex Trinacria Quarto-84 ex Pineto-80<br>ex Rhonda Martin<br>**Micoperi S.p.A.**<br>Pescara Italy | **194**<br>46<br>— | RI (AB) | **1969** Equitable Equipment Co.—Madisonville, La (1539)<br>28,99 8,84 3,504<br>26,55 8,62 4,02<br>1 dk | **TM Tug** | Caterpillar<br>2·Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co.<br>Gen 2 × 40kW 210V 60Hz a.c. |
| **7930084**<br>*3EKB4*<br>15486-86B<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **PINEWELL SPIRIT**<br>ex Merida-89 ex Methoni-85<br>**Pinewell Spirit Inc.**<br>Teekay Shipping (Canada) Ltd.<br>Panama Panama<br>SatCom: 1331610/MERI | **37 314**<br>18 793<br>63 798<br>T/cm<br>65,5 | NK (AB) | **1981** Oshima Shipbuilding co. Ltd.—Nagasaki (10050)<br>228,60 (BB) 32,29 12,788<br>219,60 32,20 18,40<br>1 dk<br>rf nil Bow/CM 113 Diam. 0,410 MH 1,8 | **M Tanker**<br>SBT<br>9 Ta ER<br>L.(oil) 73 174<br>6 Cargo pumps total 6 000T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 930kW (13 500bhp)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 4 × 572kW 450V 60Hz a.c. |
| **5046542**<br>363567<br>Rt | **PINEWOOD S**<br>ex Bloomvaag-75<br>**Rex Plant & Equipment Ltd.**<br>London United Kingdom | **166**<br>126<br>— | | **1940** Skaalurens Skibsbyggeri A/S—Rosendal<br>*28,96* 6,58<br>... ... ...<br>1 dk | **Wood M Ferry/General Cargo**<br>1W Der 1(-) | —P<br>Forenede<br>Oil 2SA 4Cy. 250 × 400<br>250bhp (184kW)<br>De Forenede Motorfbr.<br>Fuel (d.o.) |
| **6906725**<br>*BOZW*<br>Df Esd Gc<br>Pfd Rdr RTh | **PING AN CHENG**<br>ex Passat-77<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**6 542**<br>4 238<br>13 290<br>**9 296**<br>6 392<br>14 953 | ZC (GL) | **1969** Flensburger Schiffsbau-Ges.—Flensburg (617)<br>139,52 21,06 8,211/9,000<br>132,00 21,00 12,30<br>P 26,6 F 13,8 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 29,2 10,3 18,8 19,5 ER<br>G.21 580 B.19 260<br>TEU 317 C. 317/20'<br>5 Ha (stl) (10,5 × 7,9) (12,8 12,8 12,8 12,8 × 10,5) ER<br>12W Der 1(50) 4(5-10) 2(5) 6(3-5) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>7 800bhp (5 737kW)<br>Bremer Vulkan A.G. Bremen-Rt<br>Gen 2 × 320kW 1 × 128kW 450V 60Hz<br>Controllable pitch propeller<br>Fuel 2 420,0t (hvf) |
| **7213199**<br>*BOSY*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PING DING SHAN**<br>ex Klaus Schoke-81 ex Nyanga-79<br>ex Klaus Schoke-77<br>ex Verena Wiards-72<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **7 089**<br>4 746<br>—<br>**9 503**<br>7 084<br>14 445 | ZC (GL) | **1972** Flensburger Schiffsbau-Ges.—Flensburg (632)<br>139,51 (BB) —/8,100<br>132,08 21,00 12,30<br>B 31,4 F 12,2 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho ER<br>G.21 653 B.19 260<br>TEU 366 C. 366/20'<br>Der 2(80) 10(5-10) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>7 800bhp (5 737kW)<br>Bremer Vulkan A.G. Bremen<br>Gen 3 × 410kW 450V 60Hz a.c. |
| **7519701**<br>*BOYW*<br>Df Esd Gc<br>Rdr RTm/h/v | **PING GU**<br>ex Cape Rion-84 ex Hildesheim-83<br>**Chinese-Tanzanian Joint Shipping Co.**<br>Guangzhou/Canton China<br>SatCom: 1570522/PIGU | **9 862**<br>6 566<br>15 820 | ZC (GL) (NV) | **1977** A.G. "Weser"—Bremen (1402)<br>149,89 (BB) 21,04 9,235<br>139,81 21,00 12,25<br>F 10,1 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 18,7 17,9 17,2 24,7 18,7 ER<br>5 TwD<br>G.22 305 B.20 406<br>TEU 228<br>C.Ho 180/20'(40') C.Dk 48/20'(40')<br>5 Ha (stl) (12,5 × 7,7) (12,6 12,6 17,2 12,6 × 10,2) ER<br>10W Der 1(75) 10(10) | MAN<br>Oil 2SA 6Cy. 700 × 1250<br>8 690bhp (6 392kW)<br>A.G. "Weser"<br>Gen 3 × 464kW 440V 60Hz a.c.<br>Fuel 139,5t (d.o.) 1 329,0t (hvf)-32,5pd |
| **6719990**<br>*BOQW*<br>Df Esd Gc<br>Pfd Rdr Rt | **PING HAI**<br>ex Ioannis N. Pateras-74<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **20 568**<br>15 730<br>40 453 | ✠Classed LR until 26/9/75<br>ZC | **1967**-11 J. Boel et Fils S.A.—Tamise/Temse (1435)<br>203,75 (BB) 27,28 11,470<br>190,44 27,20 15,50<br>P 32,4 F 16,2 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>Str. ore cargoes<br>7 Ho 19,8 20,8 22,4 19,0 22,4 23,2 18,2 ER<br>G.46 657 B.45 024<br>7 Ha (stl) (11,6T × 9,6) (13,4 13,2 12,5 13,2 13,2 12,5 × 11,8) ER<br>14W Der 14(5) | MAN<br>Oil 4SA 6Cy. 860 × 1600<br>12 600bhp (9 268kW)<br>A.C.E.C.<br>Gen 3 × 360kW 440V 60Hz a.c.<br>Fuel 231,5t (d.o.) 2 285,0t (hvf) |
| **7607481**<br>*BOUI*<br>Df Esd Gc<br>Pfd Rdr Rt | **PING JIANG**<br>ex Funing-82<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **9 296**<br>6 034<br>15 300 | ✠Classed LR until 1/82<br>ZC | **1978**-8 Austin & Pickersgill Ltd.—Southwick, Sunderland (1381)<br>144,00 20,55 8,872<br>137,50 20,42 11,75<br>B 22,0 F 14,7 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 22,8 ER 21,3<br>G.21 379 B.19 636<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(60) 10(10) | Sulzer<br>Oil 2SA 4Cy. 680 × 1250<br>7 600bhp (5 590kW)<br>Scotts' Engineering Co. Ltd.<br>Gen 3 × 350kW 440V 60Hz a.c. |
| **8307260**<br>*BOLI*<br>Df Rdr | **PING QUAN**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **8 848**<br>4 966<br>11 184 | ZC | **1984** Kyokuyo Zosen Tekko K.K.—Chofu (321)<br>138,00 (BB) - 9,300<br>129,00 20,66 12,40<br>1 dk | **M Refrigerated Cargo**<br>3 Ho ER 1 Ho<br>In.5 971<br>TEU 35 C. 35/20' (40') ref C.<br>3 Ha (stl) ER 1 Ha (stl)<br>Cr 3(6) | B&W<br>Oil 2SA 5Cy. 600 × 1944<br>7 500bhp (5 517kW)<br>Mitsui Eng. & SB. Co. Ltd. |
| **7641607** | **PING SHAN**<br>**Chinese Petroleum Corporation**<br>Kaohsiung China* | **177**<br>90<br>241 | | **1969** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>29,14 7,52 2,502<br>28,00 7,50 3,00<br>1 dk<br>Diam. 0,152 | **M Tanker**<br>4 Ta ER<br>L.(oil) 263<br>4 Cargo pumps total 220T/hr | General Motors<br>Oil 2SA 8Cy. 108 × 127<br>255bhp (188kW)<br>General Motors Corp.<br>Gen 1 × 60kW |

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| 00889<br>ME<br>Esd Gc<br>Rdr<br>m/h/v | **PING XIANG CHENG**<br>ex Britta Kruger-77<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**3 368**<br>1 398<br>5 132<br>**5 376**<br>2 777<br>7 047 | ZC (GL) | **1969** Elsflether Werft A.G.—Elsfleth/Weser (367)<br>117,61 (BB) 18,14 6,681/7,910<br>104,80 18,00 10,00<br>P 21,7 F 8,0 2 dks | **M General Cargo**<br>3 Ho 14,4 21,0 21,0 ER<br>G.9 481 B.8 778<br>TEU 202<br>C.Ho 136/20'(40') C.Dk 66/20'(40')<br>3 Ha (stl) (13,2 × 8,0) (19,8 19,8 × 12,8) ER<br>5W Der 2(45) 3(22,5) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460<br>5 950bhp (4 377kW)<br>Blohm + Voss A.G. Hamburg<br>Gen 2 × 260kW 450V 60Hz a.c.<br>Fuel 609,5t (hvf)-19,0pd 17kn |
| 20007<br>EF<br>Esd Gc<br>Rdr Rt | **PING XING GUAN**<br>ex Yu Cai-82 ex You Yai 1-80<br>**Dalian Ocean Shipping Company (COSCO DALIAN)**<br>Dalian/Dairen China | **3 679**<br>1 696<br>4 797 | ZC | **1980** R.O. Brodogradiliste "3 Maj"—Rijeka (595)<br>107,00 15,22 6,410<br>98,00 15,20 8,00<br>P 19,9 F 26,0 1 dk | **M General Cargo**<br>4 Ho ER<br>G.6 293<br>4 Ha (stl) (each 9,6 × 8,6) ER<br>8W Der 8(5-10) | Sulzer 6RD44<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina" Karlovac<br>Gen 3 × 232kW 400V 50Hz a.c.<br>12,5kn |
| 57611<br>ZO<br>Esd Gc<br>Rdr<br>h/v | **PING YIN**<br>ex Pacific Ocean-74 ex Transvaal-72<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**6 329**<br>3 530<br>10 170<br>**9 659**<br>5 719<br>13 460 | ✠Classed LR until 27/9/74<br>ZC | **1962**-9 Deutsche Werft A.G.—Hamburg (787)<br>155,85 - 7,741/9,120<br>143,25 20,55 11,94<br>RAD 9,8 F 33,3 2 dks, 3rd dk in No.3 hold<br>rf nil | **M General Cargo**<br>Ref 12P<br>Ice strengthened<br>5 Ho 18,9 24,5 22,4 ER 23,3 22,6<br>G.19 949 B.17 834 In.365 L.521<br>5 Ha (stl) (9,0 14,9 11,9 × 6,0) ER (11,9 11,9 × 6,0)<br>18W Der 6(5-10) 4(3-5) 6(5) 2(2) | MAN K6Z78/155D<br>Oil 2SA 6Cy. 780 × 1550<br>8 400bhp (6 179kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 240kW 400V 50Hz a.c.<br>Fuel 1 689,5t (hvf) 16,5kn |
| 03571<br>FC<br>91<br>Esd Gc<br>RTm/h/v | **PINGUIN**<br>ex Hansa-89<br>**Seetransporte Henry Horstmann K.G.**<br>Deutsche Conti Schiffahrtsgesellschaft m.b.H.<br>Rendsburg Federal Republic of Germany | *1 522*<br>*581*<br>1 720 | GL | **1984** Schiffsw. Hugo Peters—Wewelsfleth (581)<br>82,48 11,38 3,501<br>76,82 11,31 5,41<br>P 12,5 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,4 ER<br>G.2 915 B.2 910<br>TEU 48 C. 48/20'<br>1 Ha (stl) (49,7 × 9,0) ER | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280 reverse reduction geared to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 92kW 1 × 60kW 1 × 45kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10,5kn |
| 12280<br>EA<br>30<br>Esd Gc<br>RTm/v | **PINGUIN**<br>ex Barbara-Chris-90<br>**Partenreederei m.s. "Pinguin"**<br>Reederei Martin Spaleck KG<br>Hamburg Antigua & Barbuda | **942**<br>633<br>2 340 | (GL) | **1977** Schiffsw. Hugo Peters—Wewelsfleth (562)<br>81,62 (BB) 12,83 4,865<br>75,24 12,81 4,96<br>P 12,5 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 55,8 ER<br>G.4 028 B.3 713<br>len 82 TEU 144<br>C.Ho 58/20' C.Dk 86/20' incl. 21 ref C.<br>2 Ha (stl) (6,6 × 7,6) (43,8 × 10,2) ER | MaK 6M453AK<br>Oil 4SA 6Cy. 320 × 420 reduction geared to sc. shaft<br>1 464kW (1 990bhp)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 120kW 1 × 80kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 172,5t (d.o.) 13,25kn |
| 17002<br>CE | **PINGUIN**<br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **302**<br>105<br>— | DSRK | **1957** VEB Elbewerft—Boizenburg<br>47,96 8,03 2,699<br>46,64 3,00<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>216bhp (159kW)<br>Halberstadt Halberstadt<br>Gen 1 × 12,75kW 1 × 3,5kW 230V 50Hz a.c.<br>8kn |
| 24079<br>R 66<br>d Pfd Rdr | **PINGUIN**<br>ex Sara Magdalena-89<br>ex Leendert Jan-81 ex Sola Gratia-80<br>ex Concordia-73<br>**Pesquera Santa Lucia S.A.**<br>Valparaiso Chile | **158**<br>55<br>— | | **1971** W. Visser & Zoon N.V. Werf "De Lastdrager"—Den Helder (65)<br>30,71 7,04 3,061<br>27,01 7,00 3,51<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref<br>Mchy.aft | De Industrie<br>Oil 4SA 6Cy. 305 × 460<br>930bhp (684kW)<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn |
| 27371<br>RL<br>Esd Gc<br>Rt | **PINGVIN**<br>**Okeansky Ribolov (Bulgarian Ocean Fishing)**<br>Bourgas Bulgaria | **2 652**<br>1 130<br>1 152 | BR | **1968** VEB Volkswerft Stralsund—Stralsund (243)<br>82,02 13,64 5,201<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 211<br>4 Ha (2,2 2,2 2,2 × 2,2) (1,8 × 1,2)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 594bhp (1 908kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 300kW 5 × 204kW<br>Controllable pitch propeller<br>13,5kn |
| 25895<br>4L7<br>91<br>Esd Gc<br>Rdr Rt<br>VER | **PINGWO VENTURE**<br>**Campion Shipping Ltd.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **15 543**<br>10 279<br>27 922<br>T/cm<br>37,9 | AB | **1981** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1239)<br>176,99 (BB) 25,05 10,335<br>165,00 25,01 14,23<br>P 30,5 F 12,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho ER<br>G.36 095 B.35 175 HeCls. B<br>5 Ha (stl) (12,5 × 10,9) (17,3 17,6 17,6 17,6 × 14,0) ER<br>Cr 4(22) | Sulzer 6RND68M<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 450kW<br>Fuel 204,0t (d.o.) 1 580,0t (hvf)-36,0pd 14,75kn |
| 17187 | **PINHEIRO III**<br>**Light-Servico de Electricidade S.A.**<br>Brazil | **150**<br>—<br>200 | | **1978** MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (239)<br>... ... ...<br>... ... ...<br>1 dk | **M Sand Barge** | Oil<br>............. |
| 7199 | **PINHEIRO IV**<br>**Light-Servico de Electricidade S.A.**<br>Brazil | **150**<br>—<br>200 | | **1978** MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (240)<br>... ... ...<br>... ... ...<br>1 dk | **M Sand Barge** | Oil<br>............. |
| 7204 | **PINHEIRO V**<br>**Light-Servico de Electricidade S.A.**<br>Brazil | **150**<br>—<br>200 | | **1978** MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (241)<br>... ... ...<br>... ... ...<br>1 dk | **M Sand Barge** | Oil<br>............. |
| 7216 | **PINHEIRO VI**<br>**Light-Servico de Electricidade S.A.**<br>Brazil | **150**<br>—<br>200 | | **1978** MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (242)<br>... ... ...<br>... ... ...<br>1 dk | **M Sand Barge** | Oil<br>............. |
| 12063<br>Gc Rdr | **PINK PANTHER**<br>**Southern Ocean Services Pte. Ltd.** | **121**<br>35<br>105 | AB | **1983** Southern Ocean SB. Co. (Pte.) Ltd. —Singapore (139)<br>23,02 7,19 3,252<br>22,03 7,01 3,56<br>1 dk | **TM Tug** | Yanmar 6LAAL-DT<br>2 Oil 4SA each 6Cy. 148 × 165 sr reverse geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 2 × 24kW a.c.<br>11kn |
| 1604<br>B<br>Esd Gc<br>Rdr RTv | **PINK STAR**<br>ex Anna Schulte-89<br>**Stargas S.p.A.**<br>Venezia Italy | *1 922*<br>*654*<br>2 554<br>T/cm<br>7,5 | GL RI (BV) | **1973** Heinrich Brand Schiffswerft G.m.b.H. & Co. K.G.—Oldenburg (191)<br>78,49 (BB) 12,86 6,198<br>70,39 12,70 7,01<br>F 7,1 1 dk<br>Bow/CM 45 Diam. 0,300 | **M Liquefied Gas Carrier**<br>LNG LPG Pressurised Ref<br>Ice strengthened<br>2 Ta (alu) ind horizontal ER<br>L.(gas) 2 420<br>4 Cargo pumps total 1 000T/hr | MWM TBD500-8<br>Oil 4SA 8Cy. 360 × 450<br>2 400bhp (1 765kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Fuel 190,0t (d.o.)-9,0pd 13kn |
| 5462<br>0847 | **PINKTADA**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *268*<br>*80*<br>97 | RS | **1985** ............U.S.S.R.<br>34,30 7,85 2,850<br>30,05 - 3,70<br>1 dk | **M Fishing**<br>Tuna Ref<br>Ice strengthened | S.K.L. 8VD36/24A-1U<br>Oil 4SA 8Cy. 240 × 360<br>425kW (578bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 150kW a.c. 1 × 100kW a.c.<br>Controllable pitch propeller |

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| **8919427**<br>*ELKE3*<br>8706<br>Df Esd Gc<br>Rdr Rt | **PINNA**<br><br>**Pythagoras Shipping Corp.**<br>Monrovia Liberia | *1 541*<br>*674*<br>1 650 | BV (Class cont.) | **1991** Ast. de Huelva S.A.—Huelva (463)<br>79,80 6,500<br>69,20 13,50 8,90<br>2 dks | **M Fishing**<br>Side-fishing Tuna Purse Seiner Ref<br>In.1 935 | Wartsila<br>Oil 4SA 9Cy. 320 × 350 with flexible cou<br>sr geared to sc. shaft<br>3 646kW (4 957bhp)<br>Cons. Echevarria<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller |
| **8715388**<br><br>383723 | **PINNACLE**<br><br>**Bian Yew Shipping Pte. Ltd.**<br>Singapore Singapore | *149*<br>*73*<br>174 | AB | **1988** Singmarine Shipyard (Pte.) Ltd.—Singapore (56)<br>32,72 6,84 1,801<br>31,50 6,80 2,42<br>1 dk | **TM Tanker**<br>Bunkering<br>10 Ta ER<br>L.(oil) 180 | Cummins<br>2 Oil 4SA each 6Cy. 140 × 152 reverse<br>geared to sc. shafts<br>480bhp (353kW)<br>Cummins Brasil S.A.<br>Gen 2 × 40kW a.c. |
| **5428831**<br>*V2EN*<br>2093<br>Esd Pfd Rdr<br>RTm/v | **PINNAU**<br>ex Truso-83 ex Rugia-75<br>**Heinrich Jentsch**<br>Luebeck Antigua & Barbuda | **497**<br>328<br>923 | GL | **1963** Buesumer Schiffswerft W. u. E. Sielaff<br>—Buesum (214)<br>54,16 9,30 3,750<br>48,62 9,25<br>P 11,0 RQD 22,6 F 4,9 1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 34,0 ER<br>G.1 229 B.1 054 | MaK<br>Oil 4SA 6Cy. 320 × 450<br>495bhp (364kW)<br>MaK. Maschinenbau Kiel G.m.b.H<br>Gen 3 × 5kW 230V d.c.<br>Controllable pitch propeller<br>Fuel 35,0t (d.o.) |
| **7950632**<br>*9GDN*<br>316762<br>Df Esd Gc<br>Pfd Rt | **PINO**<br>ex Choei Maru-90<br>ex Suzu Maru No. 3-85<br>**Central Fisheries Co. Ltd.**<br>Takoradi Ghana | **344**<br>176<br>464 | KR | **1974** K.K. Murakami Zosensho—Ishinomaki (953)<br>57,08<br>48,49 8,31 3,76<br>F 25,3 1 dk | **M Fishing**<br>Side-fishing Long-line Tuna Rod-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.)<br>Gen 2 × 480kW 440V a.c. |
| **7703663**<br>*EHMK*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **PINO MONTERO**<br><br>**Juan Bautista Pino Sanchez**<br>Vivero Spain | **185**<br>—<br>126 | | **1978** S.L. Ardeag—Bilbao (108)<br>30,13 3,201<br>25,51 7,31 3,71<br>1 dk | **M Fishing**<br>Side Trawler Ref | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Cons. Echevarria |
| **7430632**<br>*EHAV*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **PINO MORENO**<br><br>**Juan Lopez Pena**<br>Vivero Spain | **172**<br>—<br>130 | | **1976** S.L. Ardeag—Bilbao (102)<br>29,62<br>25,02 7,31 3,71<br>1 dk | **M Fishing**<br>Side-fishing | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Cons. Echevarria |
| **7016321**<br>*5LSS*<br>3490<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PINOAK**<br>ex Universe Patriot-88<br>**Valeswood Co. Inc.**<br>Monrovia Liberia<br>SatCom: 1240216/PNOK | **83 881**<br>70 172<br>160 130<br>T/cm<br>117,6 | AB | **1970** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Kure (2117)<br>302,01 (BB) 43,36 17,457<br>290,00 43,31 24,69<br>F 17,1 1 dk<br>rf nil | **S Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes<br>7 Ho 8 Ta ER<br>G.171 939 L.(oil) 186 890<br><br>11 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>27 500shp (20 228kW)<br>General Electric Co.<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 8 770,5t (o.f.) |
| **6512550**<br>*HO7029*<br>6780-PEXT4<br>Rdr Rt | **PINOLA**<br>ex Kinsei Maru-76<br>**Golden Yke Shipping Co. S.A.**<br>Panama Panama | **693**<br>352<br>1 099 | | **1965** Setoda Zosensho Co. Ltd.—Setoda (178)<br>58,12 9,25 4,052<br>52,99 9,20 4,50<br>1 dk<br>RW | **M Tanker**<br>4 Ta | Daihatsu<br>Oil 4SA 8Cy. 260 × 320<br>850bhp (625kW)<br>Daihatsu Kogyo<br>Gen 1 × 15kW 1 × 10kW 115V d.c.<br>Fuel 53,0t-3,0pd |
| **5426950**<br>*DVPS*<br><br>Rdr RTh | **PINOY**<br>ex Elton Griffin-79<br>**Pacific Offshore S.A.**<br>Manila Philippines | **291**<br>—<br>— | ✠Classed LR until 6/5/83 | **1963**-8 Adelaide Ship Cons. Pty. Ltd.—Adelaide,<br>S.A. (17)<br>35,74 9,43 3,766<br>32,54 8,96 4,40<br><br>rf 610 BK 38 | **M Tug** | Ruston<br>Oil 4SA 8Cy. 318 × 368 with fluid coupl<br>reverse geared to sc. shaft<br>Ruston & Hornsby Ltd.<br>Gen 2 × 55kW 220V d.c.<br>Fuel (d.o.) |
| **8607103**<br>*UYSC*<br>M-41562<br>Df Esd Gc<br>Pfd Rdr RTv | **PINRO**<br><br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *2 062*<br>*618*<br>617 | RS | **1987** VEB Volkswerft Stralsund—Stralsund (782)<br>62,22 13,80 5,130<br>55,00 - 9,20<br>2 dks | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>B.28 In.45 L.4 | S.K.L.<br>2 Oil 4SA each 8Cy. 200 × 260 geared<br>1 764kW (2 398bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 1 × 640kW 2 × 568kW 1 ×<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **7321269**<br>*EGFD*<br><br>Df Esd Gc<br>Rdr Rt | **PINTA**<br><br>**Mariscos Rodriguez S.A.**<br>Huelva Spain | **283**<br>130<br>— | BV | **1973** Ast. de Huelva S.A.—Huelva<br>37,39 7,35 3,302<br>31,50 7,32 3,89<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co.<br>Fuel 133,0t (d.o.) |
| **8101800**<br>*CXMW*<br><br>Df Esd Rdr<br>Rt | **PINTAMAR**<br><br>**Pintamar S.A.**<br>Montevideo Uruguay | **285**<br>—<br>— | (AB) | **1983** Astilleros del Litoral Ltda.—Montevideo<br>(73)<br>... ... ...<br>30,15 8,21 4,20<br>1 dk<br>rf 800 BK 196 | **M Fishing**<br>Stern Trawler | Deutz<br>Oil 4SA 6Cy. 220 × 280 reverse reduct<br>to sc. shaft<br>858bhp (631kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 64kW |
| **7117943**<br>*EARG*<br>9164<br>Df Esd Gc<br>Rdr Rt | **PINTENS**<br><br>**Antonio Vaqueiro Gandon**<br>Vigo Spain | **171**<br>63<br>132 | (BV) | **1971** Const. Nav. Santodomingo—Vigo (386)<br>29,95 6,84<br>25,51 6,81 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.175 | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz<br>Fuel 59,5t (d.o.) |
| **7637307**<br>*9H2512*<br>1676<br>Df Esd Gc<br>Pfd Rdr Rt | **PINTO**<br>ex Mercandian Transporter II-87<br>ex Transporter II-86<br>ex Mercandian Transporter II-84<br>**Sea Malta Co. Ltd.**<br>Valletta Malta | T.Mk<br>**1 599**<br>863<br>3 708 | BV (NV) | **1978** Frederikshavn Vaerft A/S—Frederikshavn (376)<br>105,62 (BB) 19,23 4,971<br>96,02 18,81 10,57<br>2 dks<br>rf 648 | **M RoRo Cargo**<br>Side door (s) Stern door/ramp<br>Lane Length 870<br>Cars 71<br>Mchy.aft<br>B.10 188<br>TEU 200 C.RoRo Dk 58/20' C.Dk 142/20' | MaK<br>Vee Oil 4SA 12Cy. 320 × 420 sr geare<br>shaft<br>3 310kW (4 500bhp)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 482,0t (d.o.)-13,0pd |
| **7813298**<br><br><br>Esd Rdr Rt | **PINTOMAR**<br><br>**Sociedade de Pesca a Motor Ltda.**<br>Leixoes Portugal | **199**<br>67<br>425 | (RP) | **1979** FOZNAVE, Est. Nav. da Figueira da Foz<br>Lda.—Figueira da Foz (022)<br>33,79 3,101<br>28,58 7,80 3,92<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Alpha<br>Vee Oil 4SA 10Cy. 225 × 300<br>1 200bhp (883kW)<br>B&W Alpha-Diesel A/S<br>Gen 1 × 72kW 220/380V 50Hz a.c.<br>Fuel 103,5t (d.o.) |
| **8329608** | **PINUS**<br><br>**P.T. Gema Tirta Line**<br>Balikpapan Indonesia | **165**<br>95<br>— | KI | **1981** P.T. Gema Cipta Bahtera—Balikpapan<br>30,92 1,301<br>30,26 9,01 1,76<br>1 dk | **TM Landing Craft**<br>Deck Cargo | Hudong<br>2 Vee Oil 4SA each 12Cy. 1350 ×<br>362bhp (266kW)<br>Shanghai Diesel Engine Works |

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| **5425140**<br>*XYMM*<br>1191<br>Df Esd Gc<br>Rdr RTm/h/v | **PINYA**<br>**Myanma Five Star Line**<br>Yangon Union of Myanmar | **5 158**<br>2 845<br>7 746<br>**7 423**<br>4 585<br>10 011 | ✠**100A1** CS 10/87<br>✠**LMC**<br>EL bt 2$\frac{1}{8}$"SQ<br>FN 3760 | **1963**-5 Hitachi Zosen—Sakurajima Works, Osaka (3964)<br>137,90 18,72 7,252/8,427<br>127,01 18,70 10,90<br>P 8,9 F 12,2 1 dk & S dk, 3rd dk in Nos. 1 & 2 holds<br>rf 76 | **M General Cargo** OSD/CSD<br>3cbn 6bth P<br>5 Ho 15,0 19,9 24,0 ER 21,0 17,8<br>8 TwD<br>G.15 114 B.13 904<br>6 Ha (stl) (6,7 × 5,6) (12,0 15,0 × 7,0) ER (12,5 × 7,0) (7,5 × 5,6) (1,5 × 5,5)<br>16W Der 1(120) 6(10) 10(5) | B&W 5-62VT2BF-140<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB 114lbf/in$^2$ (7,9bar)<br>e(ex.g) 185lbf/in$^2$ (12,8bar)<br>Fuel 144,5t (d.o.) 946,5t (hvf)-18,5pd 15,5kn |
| **7614458**<br>*EHHG*<br>Df Esd Rdr<br>Rt | **PINZON PRIMERO**<br>**Navijo S.A.**<br>Huelva Spain | **414**<br>184<br>180 | BV | **1977** Ast. de Huelva S.A.—Huelva (17)<br>38,94 4,131<br>35,01 9,01 6,25<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | MWM TBD484-6<br>Oil 4SA 6Cy. 320 × 480<br>883kW (1 200bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 216kW 220/380V 50Hz a.c.<br>Fuel 154,5t (d.o.) 11,7kn |
| **7222190** | **PIO**<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Peru | **102**<br>—<br>— | (BV) | **1972** Intermar S.A.—Callao<br>27,74 6,41<br>3,36<br>1 dk | **M Fishing** | General Motors<br>Vee Oil 2SA 12Cy. 127 × 142 geared to sc. shaft<br>340bhp (250kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) 10kn |
| **6822175**<br>*EAAD*<br>1829<br>Df Esd Pfd<br>Rdr Rt | **PIO BAROJA**<br>**Pesquera Pio Baroja S.A.**<br>Pasajes Spain | **203**<br>86<br>— | BV | **1967** S.A. Balenciaga—Zumaya (131)<br>31,40 6,35 3,277<br>28,81 6,30 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 1,0) ER | MaK<br>Oil 4SA 6Cy.<br>850bhp (625kW)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Fuel (d.o.) 11,25kn |
| **8427773**<br>221338<br>Rt | **PIO SERAFIN**<br>ex Julia ex Prime White<br>**Jose L. Robles Jr.**<br>Cebu City Philippines | **246**<br>127<br>400 | | **1972** Industrial Supply & Eng. Corp.—Cebu<br>7,52 1,001<br>38,31 7,51 2,29<br>1 dk | **M General Cargo** | Oil<br>350bhp (257kW) |
| **5278810**<br>*EDIH*<br>1623<br>Df Esd Rt | **PIO X**<br>**Campillo Fernandez y Romero Gonzalez**<br>Las Palmas Spain | **180**<br>113<br>270 | BV | **1961** Ast. Luzuriaga S.A.—Pasajes (48)<br>*28,60* 6,23 3,277<br>6,18 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 0,9) | Oil 2SA 6Cy. 240 × 370<br>450bhp (331kW)<br>Babcock & Wilcox Espanola S.A. Bilbao<br>Fuel (d.o.) 10,5kn |
| **7437977**<br>*OWMX*<br>H645<br>Rdr Rt | **PION**<br>ex Tanito-91 ex Yoko-Tani-86<br>ex Nordstjernen-81<br>**Jorgen Kjaersgaard**<br>Hirtshals Denmark | **152**<br>77<br>— | | **1974** Johs. Kristensen Skibsbyggeri A/S—Hvide Sand (121)<br>31,09 6,79<br>6,76<br>1 dk | **M Fishing**<br>Trawler | Callesen 6-427-FOT<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik Abenra<br>Fuel (d.o.) |
| **6929052**<br>*5BFC*<br>707147<br>Df Esd Gc<br>Rdr Rt | **PIONAR**<br>ex Plona-86 ex Elona-84 ex Salute-75<br>ex Mokusei Maru-74<br>**Sifnos Marine Co. Ltd.**<br>Eftrans Marine S.A.<br>Limassol Cyprus | **6 162**<br>3 919<br>10 125 | NK | **1969** Tohoku Zosen—Shiogama (111)<br>127,59 19,03 7,519<br>118,01 19,00 9,73<br>P 25,0 F 9,8 1 dk | **M General Cargo**<br>4 Ho ER<br>G.12 594 B.12 070<br>4 Ha (stl) (14,3 16,5 16,5 15,0 × 8,9) ER<br>12W Der 1(20) 3(15) | B&W 8K42EF<br>Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 172kW 445V 60Hz a.c.<br>Fuel 984,5t 13kn |
| **7925613**<br>*YJWY6*<br>285<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PIONEER**<br>ex Canadian Pioneer-87<br>**Upper Lakes Shipping Ltd.**<br>Barber Ship Management Ltd.<br>Port Vila Vanuatu<br>SatCom: 1576122/PINR | **18 919**<br>13 280<br>37 448<br>T/cm<br>48,0 | ✠**100A1** SS 7/86<br>bulk carrier (cc)<br>✠**LMC**<br>EL It 605,0/66,0U3<br>FN 8354 | **1981**-10 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (67)<br>222,44 (BB) 23,17 10,518<br>217,71 23,13 15,24<br>P 29,0 F 16,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Self-unloader<br>pt higher tensile steel<br>5 Ho 38,4 29,3 36,6 33,0 24,7 ER<br>G.36 542 HeCls. B<br>18 Ha (stl) (each 6,0 × 16,3) ER | Doxford 76J4C<br>Oil 2SA 4Cy. 760 × 2184<br>6 620kW (9 000bhp)<br>Doxford Engines Ltd. Sunderland<br>2 AuxB (1 o.f. 1 Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 1240kW 1 × 664kW 575V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 116,5t (d.o.) 1 512,0t (hvf) |
| **7341178**<br>*GULB*<br>361628<br>Esd Rdr Rt | **PIONEER**<br>**Caledonian MacBrayne Ltd.**<br>Glasgow United Kingdom | **1 071**<br>359<br>252 | ✠**100A1** SS 4/90<br>west coast of Scotland and Western Isles service and voyages to U.K. ports for surveys in reasonable weather<br>✠**LMC**<br>EL L 1$\frac{3}{16}$"U2<br>FN 1066 | **1974**-8 Robb Caledon Shipbuilders Ltd.—Leith (515)<br>67,47 13,75 2,413<br>61,04 13,43 4,02<br>F 31,7 1 dk<br>rf nil | **TM RoRo Cargo/Ferry**<br>Deck Cargo 356dk P<br>Stern door/ramp<br>L 7,10 W 3,49<br>Lane Length 159 Cargo Width 3,49<br>Cars 28 Lorries 3 Trailers 4 | Blackstone ESL16MK2<br>2 Oil 4SA each 16Cy. 222 × 292 sr geared to sc. shafts<br>3 400bhp (2 501kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 4 × 150kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>16kn |
| **7390882**<br>*WYP6150*<br>566933<br>Df Esd Gc<br>Pfd Rdr Rt | **PIONEER**<br>**San Diego Transportation Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **199**<br>135<br>— | AB | **1975** McDermott Shipyard—Morgan City, La (204)<br>11,13 5,157<br>39,22 11,08 5,85<br>1 dk<br>BK 305 | **TM Tug** | General Motors 20-645-E7B<br>2 Vee Oil 2SA each 20Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 90kW<br>Fuel 782,5t (d.o.) 14kn |
| **7901904**<br>*WXL9219*<br>611135<br>Esd Pfd Rdr<br>Rt | **PIONEER**<br>**Atcorp.-1 Inc.**<br>Portsmouth, NH United States of America | **193**<br>136<br>— | (AB) | **1979** Bruno & Stillman Inc.—Newington, NH (901)<br>28,45 7,73<br>25,43 7,62 4,02<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler<br>2 Ho<br>2 Ha (alu) | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW<br>11kn |
| **7202918**<br>*WA7131*<br>246212<br>Rt | **PIONEER**<br>ex Liberator-74<br>**Bernard J. Mattera**<br>Los Angeles-Long Beach, Ca United States of America | **163**<br>85<br>— | | **1944** Pacific Boat Building Co.—Tacoma, Wa<br>*23,72* 7,42<br>3,41<br>1 dk | **Wood M Fishing** | Oil<br>625bhp (460kW)<br>U.S.A. |
| **8717257**<br>*9V3311*<br>383698<br>Rdr Rt | **PIONEER**<br>**Hong Lam Marine Pte. Ltd.**<br>Singapore Singapore | **148**<br>61<br>200 | AB | **1987** Yuta Engineering Pte. Ltd.—Singapore<br>32,72 1,920<br>32,01 6,81 2,42<br>2 dks | **TM Tank Barge**<br>Bunkering Vessel<br>Mchy.aft<br>L.168 | Cummins<br>2 Oil 4SA each 6Cy. 140 × 152 with clutches, flexible couplings & sr geared to sc. shafts<br>480bhp (353kW)<br>Cummins Brasil S.A. Guarulhos |
| **7915852**<br>*WSX3035*<br>603897<br>Esd Rdr Rt | **PIONEER**<br>**Lawrence R. Schock**<br>Coos Bay, Or United States of America | **141**<br>98<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>*20,85* 6,76 3,231<br>6,71 3,74<br>F - 1 dk | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl<br>In.84<br>5 Ha (each 0,3 × 0,3) | Cummins KTA-1150-M<br>Oil 4SA 6Cy. 159 × 159<br>500bhp (368kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **6608581**<br>*HO6429*<br>9855-YJ<br>Gc Rdr RTh | **PIONEER ACE**<br>ex Kure Maru No. 3-82<br>**Arasian Enterprise S.A.**<br>Panama Panama | **388**<br>213<br>593 | | **1966** Shin Yamamoto Zosensho—Kochi (70)<br>46,89 7,42 3,607<br>42,02 7,40 3,92<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 830<br>Der 1(0,5) | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>600bhp (441kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 12kW 225V 60Hz a.c.<br>Fuel (hvf)-2,0pd 10kn |
| **5014305**<br>*WJNB*<br>290905<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PIONEER COMMANDER**<br>ex American Commander-67<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | T.Mk<br>**8 151**<br>4 769<br>—<br>**11 105**<br>6 616<br>13 752 | AB | **1963** Bethlehem SB. Corp.—Quincy, Ma (1685)<br>170,85 22,92 —/9,627<br>161,55 22,86 13,03<br>F 28,4 3 dks<br>RW rf nil | **S General Cargo**<br>Ref<br>6 Ho 18,9 18,2 22,8 22,8 ER 18,2 20,5<br>G.20 389 B.18 205 In.1 337<br>10 Ha (stl) (8,2 × 4,8) (12,9 × 7,0) (12,9p,c,s 12,9p,c,s × 4,8) ER (10,6 10,6 × 7,0)<br>22W Der 1(70) 8(15) 12(10) | 2 S Turb dr geared to sc. shaft<br>22 500shp (16 550kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 1250kW 450V 60Hz a.c.<br>Fuel 2 590,0t (o.f.) 22kn |

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|---|---|---|---|---|---|---|
| **7116822**<br>*BLCW*<br>8254<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONEER CONTAINER**<br>ex Lyndaret-81 ex Marecloud-80<br>ex Scantrain-79<br>Launched as Ino J<br>**Chieng Heng Shipping Co. Ltd.**<br>Keelung China* | T.Mk<br>**1 565**<br>971<br>3 230<br>**2 812**<br>1 611<br>4 105 | (GL) | **1972** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (97)<br>94,01 (BB) 15,17 5,709/6,420<br>86,01 15,02 8,01<br>F 11,9 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 33,0 26,3 ER<br>G.5 697 B.5 192<br>TEU 174<br>C.Ho 2/20' 42/40' C.Dk 8/20' 40/40'<br>2 Ha (stl) (25,2 25,0 × 10,8) ER | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared to s<br>shaft<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 140kW 220/380V 50Hz a.c.<br>Fuel (hvf) |
| **5400530**<br>*KBJB*<br>291968<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PIONEER CONTRACTOR**<br>ex American Contractor-66<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | T.Mk<br>**8 237**<br>4 827<br>—<br>**11 164**<br>6 683<br>13 752 | AB | **1963** Bethlehem SB. Corp.—Quincy, Ma (1687)<br>170,69 22,92 —/9,627<br>161,55 22,86 13,03<br>F 28,4 3 dks<br>RW rf nil | **S General Cargo**<br>Ref<br>6 Ho 18,9 18,2 22,8 22,8 ER 18,2 20,5<br>G.20 389 B.18 205 In.1 337<br>10 Ha (stl) (8,2 × 4,8) (12,9 × 7,0) (12,9p,c,s 12,9p,c,s × 4,8) ER (10,6 10,6 × 7,0)<br>22W Der 1(70) 8(15) 12(5) | 2 S Turb dr geared to sc. shaft<br>22 500shp (16 550kW)<br>Bethlehem Steel Co.<br>Gen 2 × 1250kW 450V 60Hz a.c.<br>Fuel 2 826,5t (o.f.) |
| **6404997**<br>*WHAO*<br>292930<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PIONEER CRUSADER**<br>ex American Crusader-67<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | T.Mk<br>**8 237**<br>4 827<br>—<br>**11 164**<br>6 683<br>13 757 | AB | **1963** Bethlehem SB. Corp.—Quincy, Ma (1689)<br>170,85 22,92 —/9,627<br>161,55 22,86 13,03<br>F 28,4 3 dks<br>RW rf nil | **S General Cargo**<br>Ref<br>6 Ho 18,9 18,2 22,8 22,8 ER 18,2 20,5<br>G.20 389 B.18 205 In.1 337<br>10 Ha (stl) (8,2 × 4,8) (12,9 × 7,0) (12,9p,c,s 12,9p,c,s × 4,8) ER (10,6 10,6 × 7,0)<br>22W Der 1(70) 8(15) 12(5) | 2 S Turb dr geared to sc. shaft<br>22 500shp (16 550kW)<br>Bethlehem Steel Co.<br>Gen 2 × 1250kW 450V 60Hz a.c.<br>Fuel 2 826,5t (o.f.) |
| **7024720**<br>*8QME*<br>177/10-T<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PIONEER ELEGANT**<br>ex Zygos-86 ex Avra-81<br>ex Pitria Sea-80 ex Ardas-73<br>**Pioneer Shipping Co. Ltd.**<br>Maldives National Ship Management Ltd.<br>Male Maldives | **3 449**<br>1 951<br>4 450 | BV | **1969** Santierul Naval Galatz—Galatz (587)<br>105,54 15,12 7,062<br>97,44 15,08 8,51<br>P 28,1 F 12,8 2 dks | **M General Cargo** CSD<br>4P<br>3 Ho 19,4 21,3 22,1<br>G.6 371 B.5 847<br>3 Ha (stl) (13,4 × 8,0) (14,7 14,7 × 9,9) ER<br>10W Der 1(15) 10(3-5) | B&W<br>Oil 2SA 6Cy. 420 × 900<br>3 000bhp (2 207kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 2 × 160kW 1 × 100kW 400V 50Hz a<br>Fuel 56,0t (d.o.) 481,5t (hvf) |
| **8010867**<br>*3EFH7*<br>19083-YJ<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PIONEER LEADER**<br>**Almirante Shipping S.A.**<br>Eisho Sangyo K.K.<br>Panama Panama<br>SatCom: 1335236/PILE | **18 382**<br>10 385<br>17 859 | NK | **1980** Imabari Zosen—Marugame (1074)<br>199,40 30,03 9,319<br>186,01 30,01 13,85<br>2 dks | **M Vehicles Carrier**<br>Cars 4900<br>Mchy.aft | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 680kW 450V 60Hz a.c.<br>Fuel 555,0t (d.o.) 2 925,5t (hvf)-50,0pd |
| **7379773**<br>*5MKJ*<br>5690<br>Df Esd Gc<br>Pfd Rdr RTv | **PIONEER LOUISE**<br>**Gas Pioneer Shipping Inc.**<br>Monrovia Liberia<br>SatCom: 1241555/TRII | *47 008*<br>*14 103*<br>52 224<br>T/cm<br>67,4 | NK | **1976** (Aft section) Mitsubishi Heavy Industries Ltd.—Yokohama (955)<br>**1981** (Fwd & cargo sections) Mitsubishi Heavy Industries Ltd.—Yokohama<br>228,02 (BB) 36,66 12,604<br>215,81 36,61 21,47<br>1 dk<br>Bow/CM 101 Diam. 0,300 | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>5 Ta (C.mn.stl) prismatic horizontal ER<br>L.(gas) 77 862 HeCls. B<br>10 Cargo pumps total 5 500T/hr | MAN<br>2 Vee Oil sr geared to sc. shaft<br>19 125kW (26 001bhp)<br>(p) Oil 4SA 12Cy. 520 × 550<br>Mitsubishi Heavy Industries Ltd.<br>(s) Oil 4SA 14Cy. 520 × 550<br>Mitsubishi Heavy Industries Ltd.<br>Gen 1 × 1800kW 2 × 1000kW 450V 60Hz<br>Controllable pitch propeller<br>Fuel 249,0t (d.o.) 3 698,5t (hvf)-82,0pd |
| **6919710**<br>*6LGU*<br>BF21734<br>Df Esd Gc<br>Rdr Rt | **PIONEER No. 5**<br>**Dae Suh Yang Fisheries Co. Ltd.**<br>Sin Nam Industrial Co. Ltd.<br>Busan South Korea | **238**<br>109<br>— | (KR) | **1968** Korea SB. & Eng. Corp.—Pusan<br>40,42 6,94 2,896<br>35,74 6,91 3,20<br>P 4,3 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.222<br>3 Ha (each 1,2 × 1,2)<br>Der 1(1) | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 64kW 230V a.c. |
| **6919722**<br>*6LCV*<br>BF21375<br>Df Esd Gc<br>Rdr Rt | **PIONEER No. 6**<br>**Dae Suh Yang Fisheries Co. Ltd.**<br>Sin Nam Industrial Co. Ltd.<br>Busan South Korea | **238**<br>109<br>— | (KR) | **1968** Korea SB. & Eng. Corp.—Pusan<br>40,42 6,94 2,896<br>35,74 6,91 3,20<br>P 4,3 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.222<br>3 Ha (each 1,2 × 1,2)<br>Der 1(1) | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 64kW 230V a.c. |
| **5323445**<br>*6KCR*<br>BS-A-1939<br>Df Esd Gc<br>Pfd Rdr Rt | **PIONEER No. 7**<br>ex Sam Won No. 28-83<br>ex Genryo Maru No 18-73<br>ex Shinko Maru No 2<br>**Sin Nam Industrial Co. Ltd.**<br>Busan South Korea | **223**<br>115<br>— | (KR) | **1962** Kanasashi Co. Ltd.—Shimizu (461)<br>41,81 7,35 2,998<br>36,58 7,31 3,41<br>P 10,7 F 4,6 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.357<br>5 Ha (8,0 8,0 1,2 1,2 1,2 × 1,2) ER | Akasaka<br>Oil 4SA 6Cy. 300 × 420<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 60kW 230V a.c. |
| **8129852**<br>*3EFQ2*<br>12799-83D<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PIONEER REEFER**<br>ex Rehmannia-88 ex Raffia Universal-86<br>**Pioneer Reefer Maritima S.A.**<br>Wallem Shipmanagement Ltd.<br>Panama Panama<br>SatCom: 1331362/PREF | *7 823*<br>*4 620*<br>8 676 | NK | **1982** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1257)<br>142,40 (BB) 19,84 8,516<br>134,00 19,80 12,50<br>4 dks | **M Refrigerated Cargo**<br>Side doors 4(p)<br>4 Ho ER 11 TwD<br>In.11 612<br>4 Ha (stl) (each 9,0 × 7,0) ER<br>8W Der 8(7) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 geared to sc<br>6 620kW (9 000bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 550kW a.c.<br>Fuel 205,0t (d.o.) 1 042,0t (hvf)-31,0pd |
| **7930242**<br>*3EVD5*<br>17242-87<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PIONEER RUNNER**<br>**Sungust Shipping S.A.**<br>Panama Panama<br>SatCom: 1333550/RUNN | **7 949**<br>5 510<br>13 023 | NK | **1980** Shin Yamamoto Zosensho—Kochi (251)<br>174,99 (BB) 8,519<br>164,01 26,81 9,68<br>2 dks | **M Vehicles Carrier**<br>Cars 3160<br>Mchy.aft | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460<br>13 600bhp (10 004kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 314,0t (d.o.) 2 228,0t (hvf) |
| **7528843**<br>*WUS4905*<br>597409<br>Df Esd Gc<br>Pfd Rdr Rt | **PIONEER SERVICE**<br>**Zapata Marine U.S. Inc.**<br>Zapata Gulf Marine Corporation<br>Houston, Tx United States of America | **299**<br>203<br>960 | AB | **1978** Campbell Industries—San Diego, Ca (121)<br>63,23 12,25 4,541<br>55,35 12,20 5,21<br>F 19,2 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 sr ge<br>sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 150kW a.c. 1 × 100kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **8613736**<br>*ELHP2*<br>8169<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PIONEER SPIRIT**<br>**VSSI Star Inc.**<br>Teekay Shipping (Canada) Ltd.<br>Monrovia Liberia<br>SatCom: 1240474/PISP | *59 289*<br>*35 989*<br>104 984<br>T/cm<br>91,8 | ✠100A1<br>oil tanker<br>✠LMC UMS<br>**IGS**<br>EL S† 687,5/87,0U3<br>FN 15025 | **1988**-2 Hyundai Heavy Industries Co. Ltd.—Ulsan (474)<br>244,08 (BB) 14,663<br>234,02 42,68 21,52<br>1 dk<br>rf nil Bow/CM 121 Diam. 0,410 | **M Tanker**<br>COW (LR) IGS (LR) PL(LR) SBT (LR)<br>pt higher tensile steel Bow loading<br>5 Ta 4 Wing Ta ER<br>L.(oil) 126 762<br>3 Cargo pumps total 9 000T/hr | B&W<br>Oil 2SA 6Cy. 600 × 2292<br>10 160kW (13 813bhp)<br>Hyundai SB. & Heavy Industries<br>2 AuxB (o.f.) 19,3kgf/cm$^2$ (19,0bar)<br>AuxB (Comp) 9,1kgf/cm$^2$ (9,0bar)<br>Gen 3 × 680kW 440V 60Hz a.c. |
| **7032650**<br>*8QLH*<br>161/10-T<br>Df Esd Pfd<br>Rdr Rt | **PIONEER SUPREME**<br>ex Provincial Chief-84 ex Lomur-77<br>**Pioneer Shipping Co. Ltd.**<br>Maldives National Ship Management Ltd.<br>Male Maldives | T.Mk<br>**500**<br>341<br>**1 085**<br>705<br>1 147 | **✠100A1** SS 9/88<br>Ice Class 3<br>**LMC**<br>EL L 1$\frac{5}{16}$"U1<br>FN 1022 | **1970**-9 P/f Skala Skipasmidja—Skala (16)<br>65,97 10,93 —/4,276<br>60,20 10,62 6,35<br>F 5,8 2 dks<br>rf 102 | **M General Cargo**<br>Ref<br>2 Ho 9,6 36,0 ER<br>G.2 405 B.2 287 In.246<br>TEU 20 C. 20/20' incl. 5 ref C.<br>2 Ha (stl) (4,9 × 5,1) (28,8 × 7,4) ER<br>9W Cr 1(20) 1(10) 1(3) | Wichmann<br>Oil 2SA 6Cy. 300 × 450<br>1 500bhp (1 103kW) NE 7/74<br>A/S Wichmann<br>Gen 2 × 165kW 1 × 20kW 380V 50Hz<br>Controllable pitch propeller |

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| 7724667<br>ELOG9<br>9552<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PIONEER TWEEN**<br>ex Antiopi-89<br>**Pacific Basin Tween Decker (No. 2) Corp.**<br>Pacific Basin Agencies Ltd.<br>Monrovia Liberia | **10 320**<br>6 110<br>17 199 | AB | **1978** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2610)<br>145,52 (BB) 21,04 9,451<br>137,01 21,01 13,11<br>F 10,4 1 dk, 2nd dk portable<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 21,0 21,0 17,9 21,0 21,0 5 TwD<br>G.21 775 B.21 180<br>TEU 367<br>C.Ho 311/20' (40') C.Dk 56/20' (40')<br>5 Ha (stl) (15,0 × 9,9) (15,0 12,7 15,0 15,0 × 15,6) ER<br>Cr 2(25) 2(22) 1(10) | Pielstick 12PC2-2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 with clutches, flexible couplings & sr geared to sc. shaft<br>6 000bhp (4 413kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 500kW 1 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 144,0t (d.o.) 1 033,0t (hvf)-22,5pd 14,5kn |
| 7905144<br>9GZK<br>316661<br>Rt | **PIONEER TWO**<br>**Mankoadze Fisheries Ltd.**<br>Takoradi Ghana | **299**<br>124<br>— | (NV) | **1981** Haugesunds Slip A/S—Haugesund (26)<br>28,94 4,401<br>27,41 8,25 6,71<br>2 dks<br>rf nil | **M Fishing**<br>Stern-fishing Tuna Seiner Ref<br>5 Ho ER<br>L.285<br>5 Ha (stl) ER | Wichmann 4AXA<br>Oil 2SA 4Cy. 300 × 450<br>1 350bhp (993kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 152kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>12kn |
| 7411222<br>HP5006<br>18503-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv | **PIONEER V**<br>ex Ruca Pioneer-88 ex Argo Pioneer-86<br>**Isottamar S.A.**<br>Panama Panama | **1 588**<br>1 176<br>3 050 | ✠Classed LR until 24/8/88<br>RI | **1976**-1 Argo SB. & Repairing Co.—Perama (7311)<br>79,99 (BB) 13,95 5,335<br>74,58 13,75 6,51<br>P 14,7 F 7,4 1 dk<br>rf nil | **M General Cargo**<br>Ice strenghtened<br>2 Ho 27,1 26,2 ER<br>G.3 947 B.3 621<br>2 Ha (stl) (each 20,7 × 10,1) ER<br>4W Der 2(10) 2(5) | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300 sr geared to sc. shaft<br>2 480bhp (1 824kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 136kW 1 × 51kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf) 13,5kn |
| 7729253<br>3EVH5<br>17517-88<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PIONEER WAVE**<br>ex Wakanami Maru-87<br>**Libra Maritime Development S.A.**<br>Panama Panama<br>SatCom: 1332552/WAVE | **14 478**<br>7 232<br>22 107 | NK | **1978** Mitsubishi Heavy Industries Ltd.—Nagasaki (1842)<br>162,52 (BB) 24,44 10,527<br>152,03 24,40 14,20<br>P 23,5 F 25,6 2 dks | **M General Cargo**<br>Heavy-load<br>4 Ho 14,4 36,9 36,9 22,5 ER 5 TwD<br>G.27 626 B.26 242<br>TEU 458<br>C.Ho 260/20' (40') C.Dk 198/20' (40')<br>4 Ha (stl) (8,0 × 8,0) (16,2 27,1 27,1 × 13,0) ER<br>4W Cr 2(16) 2(13) Der 1(150) 4(16) | MAN 12V52/55A<br>Vee Oil 4SA 12Cy. 520 × 550<br>12 000bhp (8 827kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 1 × 500kW 3 × 450kW 450V 60Hz a.c.<br>Fuel 276,5t (d.o.) 1 861,5t (hvf)-37,0pd 16,5kn |
| 6416017<br>350365<br>Df Esd Rdr<br>RTh | **PIONEER 1**<br>**Irvin & Johnson Ltd.**<br>Cape Town/ Kaapstad South Africa | **576**<br>235<br>— | | **1964** N.V. IJsselwerf—Rotterdam (124)<br>46,23 8,89 3,506<br>40,06 8,79 4,25<br>2 dks<br>rf 500 | **M Fishing**<br>Stern Trawler<br>1 Ho 16,7<br>2 Ha (stl) (each 1,9 × 1,3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 48kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 12kn |
| 6500258<br>ZTLU<br>350366<br>Df Esd Rdr<br>RTh | **PIONEER 2**<br>**Irvin & Johnson Ltd.**<br>Cape Town/ Kaapstad South Africa | **576**<br>235<br>— | | **1964** N.V. IJsselwerf—Rotterdam (126)<br>46,23 8,89 3,506<br>40,06 8,79 4,25<br>2 dks<br>rf 500 | **M Fishing**<br>Stern Trawler<br>1 Ho 16,7<br>2 Ha (stl) (each 1,9 × 1,3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 48kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.) 14kn |
| 6513360<br>ZSQB<br>350419<br>Df Rdr RTh | **PIONEER 3**<br>**Irvin & Johnson Ltd.**<br>Cape Town/ Kaapstad South Africa | **575**<br>227<br>203 | | **1965** N.V. IJsselwerf—Rotterdam (127)<br>46,16 8,89 3,506<br>40,09 8,81 4,25<br>2 dks<br>rf 500 | **M Fishing**<br>Stern Trawler<br>1 Ho 16,7<br>2 Ha (stl) (each 1,9 × 1,3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 48kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 6522610<br>ZSQE<br>350420<br>Df Esd Rdr<br>RTh | **PIONEER 4**<br>**Irvin & Johnson Ltd.**<br>Cape Town/ Kaapstad South Africa | **574**<br>237<br>— | | **1965** N.V. IJsselwerf—Rotterdam (128)<br>46,16 8,89 3,506<br>40,06 8,81 4,25<br>2 dks<br>rf 500 | **M Fishing**<br>Stern Trawler<br>1 Ho 16,7<br>2 Ha (stl) (each 1,9 × 1,3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 160kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 73,0t (d.o.) 14kn |
| 7713292<br>PPLK<br>8660<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONEIRO**<br>**Transroll Navegacao S.A.**<br>Rio de Janeiro Brazil | *16 833*<br>*13 832*<br>5 147 | BV | **1979** Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (222)<br>133,31 22,03 6,600<br>119,82 22,01 14,36<br>2 dks | **M RoRo Cargo** 1cbn 2bth P<br>Quarter stern door/ramp (s)<br>L 23,00 W 6,80 SWL 150<br>Lane Length 9700 Cargo Width 9,00<br>Clear height 5,85<br>Cars 2146<br>Mchy.aft<br>TEU 544 C. 544/20' | Pielstick 12PC2-5V-400<br>Vee Oil 4SA 12Cy. 400 × 460 reverse reduction geared to sc. shaft<br>7 800bhp (5 737kW)<br>Ast. Espanoles S.A. Sestao<br>Fuel 100,5t (d.o.) 648,0t (hvf)-20,0pd 14kn |
| 5279034<br>CSLD<br>H491 | **PIONEIRO**<br>ex Oceania-60 ex Raymond Lane-38<br>ex Remorqueur No. 6<br>**Navegacao Fluvial e Costeira de Julio da Cruz e Rui da Cruz Ltda.**<br>Lisboa Portugal | **173**<br>21<br>— | | **1920** S.A. de Trav. Dyle et Bacalan—Bordeaux<br>32,47 7,09 4,560<br>7,04 2,62<br>R | **M Tug** | Mirrlees<br>Oil 4SA 8Cy. 381 × 457 NE 60<br>Mirrlees, Bickerton & Day Stockport<br>13kn |
| 8903727<br>ELMX7<br>9270<br>Df Esd Gc<br>Pfd Rdr RTv | **PIONER**<br>**Foo Yuen Shipping Ltd.**<br>Monrovia Liberia<br>SatCom: 1243455/PION | *9 715*<br>*4 131*<br>10 442 | ✠**100A1**<br>container ship<br>✠**LMC** **UMS**<br>EL C† 500,0/60,0U2<br>FN 4372 | **1990**-1 "Georgi Dimitrov" Shipyard—Varna (215)<br>148,65 (BB) 21,03 8,400<br>136,90 21,00 10,93<br>P 85,0 B 31,0 F 18,0 1 dk<br>rf 150 DK | **M Container Ship**<br>Fixed-guides<br>Ice strengthened pt higher tensile steel<br>6 Cell. Ho ER<br>TEU 564<br>C.Ho 246/20'(40') C.Dk 318/20' incl. 64 ref C.<br>11 Ha (stl) ER | B&W 6K67GF<br>Oil 2SA 6Cy. 670 × 1400<br>7 501kW (10 198bhp)<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 504kW 440V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 304,0t (d.o.) 1 071,0t (hvf)-43,0pd 15kn |
| 6727014<br>UTSE<br>M-29760<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **PIONER**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **3 601**<br>1 760<br>4 638 | RS | **1968** VEB Schiffswerft "Neptun"—Rostock (301)<br>105,70 15,63 6,763<br>96,60 15,60 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3<br>G.6 608 B.6 510<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER (9,9 × 7,0)<br>8W Der 1(40) 1(20) 8(5) 1(1) | MAN K6Z57/80-A3<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 78,0t (d.o.) 313,0t (hvf) 14,5kn |
| 7045358<br>EWDZ<br>M-30555<br>Df Esd Rdr<br>Rt | **PIONER**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **642**<br>220<br>373 | RS | **1970** U.S.S.R.<br>54,23 9,38 3,899<br>48,72 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.418<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| 7028441<br>LKIZ<br>19647<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **PIONER**<br>ex Melton Pioneer-81 ex Windle Surf-79<br>**K/S A/S Timber Line**<br>Per Storesletten<br>Kopervik Norway | T.Mk<br>**499**<br>332<br>1 397 | BV (GL) | **1970** Schiffswerft Korneuburg A.G.—Korneuburg (694)<br>76,21 11,89 3,696<br>69,02 11,80 6,05<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,9 ER<br>G.3 102 B.2 722<br>1 Ha (stl) (43,8 × 7,7) ER | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 400bhp (1 030kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 75kW 220/380V 50Hz a.c.<br>Fuel 101,5t (d.o.) 12kn |

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| **6862632**<br>*UQHH*<br>M-3106 | **PIONER**<br>ex S-214<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | **230**<br>88<br>214 | RS | **1961** ............U.S.S.R.<br>41,10 6,51 1,931<br>3,00<br>1 dk | **M General Cargo**<br>2 Ho ER<br>B.380<br>2 Ha (each 6,4 × 2,8) ER<br>Cr 1(3) | Vee Oil 4SA 12Cy. 150 × 180<br>Fuel (d.o.) |
| **7418452**<br>*UUQU*<br>M-29584<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER ARKHANGELSKA**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 780 | RS | **1974** Vyborg Shipyard—Vyborg<br>130,31 17,33 7,341<br>119,00 17,01 8,54<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd |
| **7645328**<br>*UPJD*<br>M-33671<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER BURYATII**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 763 | RS | **1977** Vyborg Shipyard—Vyborg<br>130,31 17,33 7,335<br>119,00 17,00 8,51<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd |
| **7733656**<br>*UIJP*<br>M-33678<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER BYELORUSSII**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.)<br>SatCom: 1400577/UIJP | **4 814**<br>2 065<br>6 780 | RS | **1978** Vyborg Shipyard—Vyborg<br>130,31 17,35 7,340<br>119,00 17,00 8,49<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd |
| **7611157**<br>*UHLA*<br>M-32505<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER CHUKOTKI**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **4 814**<br>2 065<br>6 763 | RS | **1975** Vyborg Shipyard—Vyborg<br>130,31 17,33 7,341<br>119,00 17,00 8,51<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd |
| **7640720**<br>*UVAK*<br>M-33560<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER ESTONII**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 780 | RS | **1976** Vyborg Shipyard—Vyborg<br>130,31 17,33 7,330<br>119,00 17,00 8,51<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd |
| **7620304**<br>*UJQG*<br>M-33558<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER KAMCHATKI**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 763 | RS | **1976** Vyborg Shipyard—Vyborg<br>130,31 17,33 7,341<br>119,00 17,00 8,51<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd |
| **7733668**<br>*UEIS*<br>M-33676<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER KARELII**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 780 | RS | **1978** Vyborg Shipyard—Vyborg<br>130,31 17,35 7,340<br>119,00 17,00 8,49<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd |
| **7741251**<br>*UJDG*<br>M-33679<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER KAZAKHSTANA**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 780 | RS | **1979** Vyborg Shipyard—Vyborg<br>130,31 17,35 7,341<br>119,00 17,00 8,54<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd |
| **7507112**<br>*UURV*<br>M-31774<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER KHOLMSKA**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 763 | RS | **1975** Vyborg Shipyard—Vyborg<br>130,31 17,35 7,341<br>119,00 17,01 8,54<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd |
| **7731969**<br>*ENVZ*<br>M-33675<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER KIRGIZII**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **4 814**<br>2 065<br>6 780 | RS | **1978** Vyborg Shipyard—Vyborg<br>130,31 17,35 7,340<br>119,00 17,00 8,49<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd |
| **8033194**<br>*UHSJ*<br>M-35366<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PIONER KOLY**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1400607/UHSJ | **4 814**<br>2 065<br>6 780 | RS | **1981** Vyborg Shipyard—Vyborg<br>130,33 17,35 7,320<br>119,00 17,01 8,54<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.8 255<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>Der 1(40) 3(20) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd |
| **7045360**<br>*ESUV*<br>M-30432<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PIONER LATVII**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 581**<br>888<br>1 268 | RS | **1970** "Chernomorskiy" Shipyard—Nikolayev<br>83,90 14,03 5,811<br>78,03 13,97 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **7644013**<br>*USRS*<br>M-33669<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER LITVY**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 763 | RS | **1977** Vyborg Shipyard—Vyborg<br>130,31 17,35 7,341<br>119,00 17,00 8,51<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd |

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| **7741263**<br>*UKDC*<br>M-33677<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER MOLDAVII**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 780 | **1979** Vyborg Shipyard—Vyborg<br>130,31 17,35 7,341<br>RS 119,00 17,00 8,51<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W 5DKRN62/140<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd 15,5kn |
| **7334785**<br>*UUQG*<br>M-29583<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER MOSKVY**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 780 | **1973** Vyborg Shipyard—Vyborg<br>130,31 17,33 7,340<br>RS 119,00 17,00 8,54<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W 5K62EF<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd 15,75kn |
| **7030274**<br>*UFPS*<br>M-29856<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PIONER MURMANA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **5 077**<br>2 405<br>5 170 | **1968** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,220<br>RS 120,96 16,79 9,53<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.7 350<br>4 Ha (each 5,1 × 4,8) ER<br>8W Der 8(3) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving gen. connected to elec. motor & geared to sc. shaft<br>U.S.S.R.<br>16,5kn |
| **7304077**<br>*UYNV*<br>M-29576<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER NAKHODKI**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **4 787**<br>1 966<br>6 270 | **1972** Vyborg Shipyard—Vyborg<br>130,31 17,35 6,932<br>RS 119,00 17,00 8,54<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>4 Cell. Ho ER<br>B.8 500<br>TEU 218 C.Ho 138/20' C.Dk 80/20'<br>4 Ha (stl) ER | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>H. Cegielski Poznan<br>15,25kn |
| **7942180**<br>*UTQM*<br>M-37576<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER NIKOLAYEVA**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**3 385**<br>1 435<br>1 815 | **1981** ..............Nikolayev<br>103,71 16,01 5,801<br>RS 94,01 10,24<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (stl) (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>6 900bhp (5 075kW)<br>CKD Praha Praha |
| **7304089**<br>*UBZJ*<br>M-29577<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER ODESSY**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | **4 787**<br>1 965<br>6 270 | **1973** Vyborg Shipyard—Vyborg<br>130,31 17,35 6,932<br>RS 119,00 17,00 8,54<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>4 Cell. Ho ER<br>B.8 600<br>TEU 218 C.Ho 138/20' C.Dk 80/20'<br>4 Ha (stl) ER | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>H. Cegielski Poznan<br>15kn |
| **7943201**<br>*UFJC*<br>M-35365<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER OKHI**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(Kholmsk) (U.S.S.R.)<br>SatCom: 1401526/UFJC | **4 814**<br>2 065<br>6 780 | **1981** Vyborg Shipyard—Vyborg<br>130,31 17,35 7,341<br>RS 119,00 17,01 8,51<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W 5DKRN62/140<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd 15,5kn |
| **7524354**<br>*UPPB*<br>M-32502<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER ONEGI**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 780 | **1975** Vyborg Shipyard—Vyborg<br>130,31 17,35 7,340<br>RS 119,00 17,00 8,54<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W 5K62EF<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd 15,75kn |
| **7321609**<br>*UBYJ*<br>M-29581<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER PRIMORYA**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **4 787**<br>1 966<br>6 270 | **1973** Vyborg Shipyard—Vyborg<br>130,31 17,35 6,932<br>RS 119,00 17,00 8,54<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>4 Cell. Ho ER<br>B.8 500<br>TEU 218 C.Ho 138/20' C.Dk 80/20'<br>4 Ha (stl) ER | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>H. Cegielski Poznan<br>15kn |
| **7620316**<br>*UGTV*<br>M-33557<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER ROSSII**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 763 | **1976** Vyborg Shipyard—Vyborg<br>130,31 17,33 7,340<br>RS 119,00 17,00 8,51<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W 5K62EF<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd 15,75kn |
| **7420572**<br>*UURD*<br>M-31768<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER SAKHALINA**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 763 | **1974** Vyborg Shipyard—Vyborg<br>130,31 17,33 7,340<br>RS 119,00 17,00 8,54<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W 5K62EF<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd 15,75kn |
| **7518240**<br>*UHCO*<br>M-31776<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER SEVERODVINSKA**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 780 | **1975** Vyborg Shipyard—Vyborg<br>130,31 17,33 7,340<br>RS 119,00 17,00 8,54<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W 5K62EF<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd 15,75kn |
| **7529691**<br>*UJVL*<br>M-32503<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER SLAVYANKI**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **4 814**<br>2 065<br>6 763 | **1975** Vyborg Shipyard—Vyborg<br>130,31 17,33 7,340<br>RS 119,00 17,00 8,51<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W 5K62EF<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd 15,75kn |
| **7831886**<br>*UMSU*<br>M-33686<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER UZBEKISTANA**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 780 | **1980** Vyborg Shipyard—Vyborg<br>130,31 17,35 7,320<br>RS 119,00 17,00 8,51<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W 5DKRN62/140<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd 15,5kn |

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| **7227607**<br>*UYNM*<br>M-29575<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER VLADIVOSTOKA**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **4 787**<br>1 966<br>6 270 | RS | **1972**<br>130,31<br>119,00<br>1 dk | Vyborg Shipyard—Vyborg<br>17,35<br>17,00 | <br>6,932<br>8,54 | | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>4 Cell. Ho ER<br>B.8 500<br>TEU 218 C.Ho 138/20' C.Dk 80/20'<br>4 Ha (stl) ER | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>H. Cegielski |
| **7038721**<br>*UFKT*<br>M-29920<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PIONER VOLKOV**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | **5 418**<br>2 301<br>5 170 | RS | **1968**<br>130,00<br>120,96<br>2 dks | "61 Kommunar" Shipyard—Nikolayev<br>16,84<br>16,79 | <br>7,220<br>9,53 | | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.7 350<br>4 Ha (each 4,8 × 5,1) ER<br>8W Der 8(3) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total 7 200b<br>(5 296kW) driving gen. connected to elec<br>motor & geared to sc. shaft |
| **7320708**<br>*UBAV*<br>M-29579<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER VYBORGA**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **4 787**<br>1 966<br>6 270 | RS | **1973**<br>130,31<br>119,00<br>1 dk | Vyborg Shipyard—Vyborg<br>17,35<br>17,00 | <br>6,932<br>8,54 | | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>4 Cell. Ho ER<br>B.8 500<br>TEU 218 C.Ho 138/20' C.Dk 80/20'<br>4 Ha (stl) ER | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>H. Cegielski |
| **7646750**<br>*UUNU*<br>M-33673<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER YAKUTII**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 780 | RS | **1977**<br>130,31<br>119,00<br>1 dk | Vyborg Shipyard—Vyborg<br>17,33<br>17,00 | <br>7,340<br>8,49 | | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd |
| **7436569**<br>*UURR*<br>M-31771<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER YUZHNO-SAKHALINSKA**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 814**<br>2 065<br>6 763 | RS | **1974**<br>130,31<br>119,00<br>1 dk | Vyborg Shipyard—Vyborg<br>17,33<br>17,00 | <br>7,340<br>8,54 | | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 16,8 23,0 23,0 ER<br>G.8 435 B.8 250<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 106,5t (d.o.) 650,5t (hvf)-22,5pd |
| **6500844**<br>*USUP*<br>M-22563<br>Df Esd Gc<br>Rdr RTm/h/v | **PIONER ZAPOLYARYA**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**2 433**<br>871<br>1 268 | (RS) | **1961**<br>84,66<br>78,16<br>2 dks | ..............U.S.S.R.<br>14,03<br>13,97 | <br>5,541<br>10,01 | | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.170 In.1 455<br>5 Ha (1,5 1,5 × 1,3) (1,6 × 1,6) (1,3 1,3 × 1,2)<br>4W Der 2(5) 2(1,5) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **8318958**<br>*DUDH*<br>231641<br>Df Esd Gc<br>Rdr RTv | **PIONERO**<br>ex Sawako-88<br>**Central Shipping Co. Inc.**<br>Manila Philippines<br>SatCom: 1700553/DUDH | *19 882*<br>*11 551*<br>33 264 | NK | **1984**<br>179,50<br>170,00<br>P 18,0 F 12,2 | Kanda Zosensho K.K.—Kawajiri<br>(BB) 27,64<br>27,60<br>1 dk | <br>10,767<br>15,00 | (285) | **M Bulk Carrier**<br>5 Ho ER<br>G.42 820 B.41 185<br>5 Ha (stl) (16,8 × 12,0) (19,2 19,2 19,2 19,2 × 14,4) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 5Cy. 580 × 1700<br>5 686kW (7 730bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 400kW |
| **5279084**<br>*UIZC*<br>M-27852<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PIONERSK**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**10 035**<br>5 796<br>—<br>**13 639**<br>6 824<br>9 892 | RS | **1963**<br>165,51<br>149,00<br>3 dks | Stocznia Gdanska im. Lenina—Gdansk<br>21,34<br>21,24 | <br>—/8,102<br>12,65 | (B64/01) | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.10 060<br>5 Ha (4,5 4,5 4,5 4,5 3,2 × 3,9) ER<br>18W Der 1(15) 1(10) 16(5) | B&W 5-74VTB<br>Oil 2SA 5Cy. 740 × 1600<br>7 200bhp (5 296kW) E made57 fitted63<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobe<br>Gen 6 × 320kW 380V 1 × 80kW 220V |
| **6929064**<br>*UYEX*<br>M-30325<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PIONERSKAYA PRAVDA**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**2 138**<br>869<br>—<br>**3 601**<br>1 757<br>4 618 | RS | **1969**<br>105,64<br>96,02<br>2 dks | VEB Schiffswerft "Neptun"—Rostock<br>15,63<br>15,60 | <br>5,271/6,757<br>8,01 | (312) | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3<br>B.6 510<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER (9,9 × 7,0)<br>8W Der 1(40) 1(20) 1(10) 8(5) | MAN K6Z57<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt Halbe<br>Fuel 78,0t (d.o.) 313,0t (hvf) |
| **7221304**<br>*UEZU*<br>M-31054<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PIONERSKAYA ZORKA**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**2 137**<br>868<br>—<br>**3 608**<br>1 775<br>4 687 | RS | **1972**<br>105,62<br>96,02<br>2 dks | VEB Schiffswerft "Neptun"—Rostock<br>15,60<br>15,59 | <br>—/6,770<br>7,29 | (332) | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3<br>B.6 510<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER (9,9 × 7,0)<br>8W Der 1(40) 1(20) 2(10) 8(5) | MAN K6Z57<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt Halbe |
| **8724145**<br><br>M-41818<br>Rt | **PIONERY ASTRAKHANI**<br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1987**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08<br>- | <br>2,100<br>3,15 | | **M Fish Carrier**<br>Ref | Russkiy 6CHNSP<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp) |
| **9000833**<br>*DAPW*<br><br>Df Esd Rdr<br>RTm/h/v | **PIONIER**<br>**Pionier Wolter Schiffahrtsgesellschaft m.b.H. & Co.**<br>Deutsche Conti Schiffahrtsgesellschaft m.b.H.<br>Hamburg Federal Republic of Germany | *2 270*<br>*973*<br>2 801 | GL | **1989**<br>82,30<br>78,90<br>1 dk | Schiffsw. Hugo Peters—Wewelsfleth<br>-<br>12,50 | <br>4,880<br>7,20 | (631) | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho ER<br>G.4 419 B.4 416<br>TEU 137 C. 137/20'<br>1 Ha (stl) ER | Wichmann<br>Oil 2SA 6Cy. 280 × 360 with flexible couplin<br>sr geared to sc. shaft<br>1 200kW (1 631bhp)<br>Wartsila-Wichmann A/S Rubbesta<br>Gen 1 × 600kW 1 × 200kW 440V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8414788**<br>*PGTU*<br>21945<br>Esd Gc Rdr<br>RTm/v<br>SatNav | **PIONIER**<br>**Scheepvaartbedrijf Gebr. Waker C.V.**<br>Wagenborg Shipping B.V.<br>Delfzijl Netherlands | *1 486*<br>*843*<br>2 261<br>T/cm<br>8,2 | BV | **1985**<br>79,79<br>74,99<br>1 dk | B.V. Scheepswerf "Ferus Smit"—Foxhol<br>11,10<br>11,02 | <br>4,122<br>5,21 | (240) | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho ER<br>G.3 143 B.3 126<br>TEU 88 C. 88/20' (40')<br>1 Ha (stl) (55,4 × 8,5) ER | Deutz SBV<br>Oil 4SA 6Cy. 240 × 280 with clutches, flexib<br>couplings & sr geared to sc. shaft<br>1 285bhp (945kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 75kW 1 × 33kW 220/380V 50H<br>Thw. thrust propeller fwd<br>Fuel 85,0t (d.o.)-3,0pd |
| **8137380**<br>*DCPZ*<br><br>Rdr Rt | **PIONIER**<br>ex L 534<br>**Schiffahrt der Inselgemeinde Langeoog**<br>Langeoog Federal Republic of Germany | *129*<br>*38*<br>147 | | **1954**<br>32,42<br>31,25<br>1 dk | Schiffs. & Maschb. A.G.—Muelheim<br>7,04<br>7,01 | <br>1,529<br>2,21 | (73) | **M RoRo Cargo/Ferry**<br>—dk P<br>conv RoRo Cargo Landing Craft — | MWM<br>2 Oil reverse geared to sc. shaft<br>(p) 4SA 8Cy. 140 × 180<br>E fitted—<br>Motorenw. Mannheim A.G.<br>(s) 4SA 8Cy. 140 × 180<br>E made52 fitted—<br>Motorenw. Mannheim A.G.<br>Gen 1 × 3kW 24V |

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| 8003826<br>*DCFI*<br>RTv | **PIONIER XI**<br>**Neumann Norden**<br>Emden Federal Republic of Germany | **229**<br>110<br>390 | GL | **1980** Hermann Suerken GmbH & Co. KG.<br>—Papenburg (303)<br>36,20 9,15 1,070<br>35,01 9,01 2,52<br>1 dk | **TM Pontoon**<br>Mchy.aft | Deutz F12L714<br>2 Vee Oil 4SA each 12Cy. 120 × 140 reduction geared to sc. shafts<br>440bhp (324kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers<br>8kn |
| 7642065<br>*YQGP*<br>5357<br>Df Esd Gc<br>Rdr Rt | **PIONIERUL**<br>**Compania de Navigatie Maritime PETROMIN**<br>Constantza Romania | **10 304**<br>5 616<br>17 999 | RNR | **1976** Santierul Naval Galatz—Galatz<br>145,12 (BB) 20,99 10,140<br>132,80 13,19<br>1 dk | **M Bulk Carrier**<br>4 Ho 22,4 24,6 24,6 24,6 ER<br>G.20 497 B.19 635<br>4 Ha (stl) (15,3 16,9 16,9 16,9 × 9,9) ER | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 2 141,0t (hvf) 15kn |
| 7305617<br>*J8FA2*<br>3327<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PIONIR**<br>ex Maritime Champ-74<br>**Cross Seas Shipping Corp.**<br>Croatia Line<br>Kingstown St. Vincent and the Grenadines | **4 058**<br>2 646<br>6 096 | **✠100A1** SS 9/89<br>Ice Class 2<br>**✠LMC** **UMS**<br>EL U 1$\frac{9}{16}$"U3<br>FN 2678<br>JR | **1973**-5 Gebr. Schuerenstedt KG.<br>—Bardenfleth/Weser (1360)<br>118,88 (BB) 16,24 6,420<br>110,09 16,01 8,31<br>P 19,6 F 9,5 2 dks<br>rf nil | **M Container Ship**<br>Fixed-guides<br>3 Cell. Ho 12,8 38,1 25,4 ER<br>TEU 304<br>C.Ho 162/20' (40') C.Dk 142/20' (40')<br>6 Ha (stl) ER | MAN R7V40/54<br>Oil 4SA 7Cy. 400 × 540 sr geared to sc. shaft<br>2 869kW (3 900bhp)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 288kW 1 × 152kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 527,5t 15kn |
| 8120961 | **PIONNER II**<br>**Bensalem & Byddiguen**<br>Morocco | **100**<br>—<br>— | | **1988** Siegholdwerft Bremerhaven GmbH & Co.<br>—Bremerhaven (188)<br>24,01<br>... ... ...<br>1 dk | **M Fishing**<br>Stern-fishing | Cummins KTA-19-M<br>Oil 4SA 6Cy. 159 × 159 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>Cummins Engine Co. Inc. U.S.A.<br>10kn |
| 8120973 | **PIONNER III**<br>**Bensalem & Byddiguen**<br>Morocco | **100**<br>—<br>— | | **1989** Siegholdwerft Bremerhaven GmbH & Co.<br>—Bremerhaven (189)<br>24,01<br>... ... ...<br>1 dk | **M Fishing**<br>Stern-fishing | Cummins KTA-19-M<br>Oil 4SA 6Cy. 159 × 159 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>Cummins Engine Co. Inc. U.S.A.<br>10kn |
| 6423292<br>Df Esd Rdr | **PIONNIER**<br>**Senegel**<br>Dakar Senegal | **147**<br>49<br>— | (BV) | **1965** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne (536)<br>30,00 6,91<br>25,00 6,86 3,66<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>In.98<br>2 Ha (each 1,2 × 1,0)<br>Der 1(-) | Baudouin<br>Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 36,0t (d.o.) 11,25kn |
| 6613237<br>*SPVK*<br>Df Esd Rdr<br>Rt<br>AMVER | **PIOTR DUNIN**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdansk Poland | **5 703**<br>3 360<br>9 524<br>**8 650**<br>5 217<br>11 849 | PR | **1966** Ast. de Cadiz—Sevilla (107)<br>152,41 19,41 7,697/8,751<br>141,10 19,38 11,66<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho ER 2 Ho<br>G.18 063 B.16 790<br>5 Ha (8,5 × 7,0) (13,5 13,8 × 8,9) ER (12,1 12,1 × 8,9)<br>16W Der 1(50) 1(30) 6(10) 10(5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>Gen 2 × 320kW 1 × 200kW 400V a.c.<br>Fuel 1 549,5t (hvf)-25,0pd 15,5kn |
| 6912683<br>*SPYJ*<br>Df Esd Gc<br>Rdr RTm/h/v | **PIOTRKOW TRYBUNALSKI**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **2 423**<br>1 112<br>3 615 | PR | **1969** "Georgi Dimitrov" Shipyard—Varna (260)<br>95,94 13,75 5,662<br>89,01 13,72 6,76<br>1 dk | **M General Cargo**<br>Ice strengthened Str. ore cargoes<br>3 Ho ER<br>G.4 818 B.4 146<br>3 Ha (stl) (11,8 × 6,4) (16,5 16,5 × 8,5) ER | Sulzer 6TAD48<br>Oil 2SA 6Cy. 480 × 700<br>1 655kW (2 250bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 200kW 2 × 120kW 400V 50Hz a.c.<br>Fuel 135,0t (d.o.)-8,0pd 11,75kn |
| 5194272<br>*OXYV*<br>B266<br>Df Esd Rt | **PIP**<br>ex Kosangas-69 ex Morlid-51<br>ex Amstel XVIII-48<br>**John O. Glistrup**<br>Kobenhavn Denmark | **141**<br>64<br>162 | | **1947** Schps. "De Gideon" v/h J. Koster Hzn.<br>—Groningen<br>32,11 5,39 2,134<br>5,34 2,32<br>1 dk<br>conv Liquefied Gas Carrier 80 | **M Liquefied Gas Carrier**<br>LPG<br>1 Ta (stl) cyl horizontal ER<br>L.(gas) 127 | Scania<br>Oil 4SA 6Cy. 115 × 125<br>134bhp (99kW) NE 73<br>Saab-Scania Sodertalje<br>Fuel (d.o.) |
| 6701838<br>*HSPJ*<br>BK1974<br>Df Esd Gc<br>Pfd Rdr Rt | **PIPAT SAMUT**<br>ex Belgium Maru<br>**Thai Mercantile Marine Ltd.**<br>Bangkok Thailand | **8 858**<br>4 961<br>10 844 | AB (NK) | **1966** Kawasaki Dockyard Co. Ltd.—Kobe (1078)<br>151,42 (BB) 21,06 8,865<br>142,45 20,96 12,50<br>F 26,9 2 dks, pt 3rd dk<br>rf 246 | **M General Cargo**<br>Ref<br>6 Ho ER 2 Ho<br>G.14 065 B.12 996 In.2 039<br>5 Ha (8,2 × 5,3) (12,0 12,0 12,0 × 7,4) ER (12,8 × 7,4)<br>20W Der 2(25) 10(10) 6(5) | MAN K8Z70/120C<br>Oil 2SA 8Cy. 700 × 1200<br>10 000bhp (7 356kW)<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 3 × 300kW 445V 60Hz a.c.<br>Fuel 1 393,0t-32,5pd 18,75kn |
| 7210757<br>*WV9247*<br>500400<br>Esd Gc Rdr<br>Rt | **PIPELINE SURVEYOR**<br>ex Western Reef-85<br>ex Western Geophysical V<br>**S & H Diving Corp.**<br>Biloxi, Ms United States of America | **197**<br>134<br>— | | **1965** Halter Marine Services, Inc.—New Orleans, La (103)<br>7,37 2,804<br>29,65 7,35 2,19<br>1 dk | **TM Research**<br>Seismographic<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127<br>1 050bhp (772kW)<br>Detroit Diesel Detroit, Mi<br>Fuel (d.o.) |
| 8217697<br>*P3RX3*<br>708945<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **PIPITSA PETRAKIS**<br>ex Hakusan-90<br>**Intercolour Shipping Ltd.**<br>Iolcos Hellenic Maritime Enterprises Co. Ltd.<br>Limassol Cyprus | *20 866*<br>*13 293*<br>35 501<br>T/cm<br>41,1 | NK | **1984** Tohoku Zosen—Shiogama (204)<br>176,00 (BB) 28,25 11,378<br>165,00 28,21 15,60<br>P 27,2 F 11,6 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.47 055 B.40 425<br>5 Ha (stl) (11,3 × 11,2) (16,0 16,0 16,0 16,0 × 14,4) ER<br>Cr 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 600 × 1500<br>10 200bhp (7 503kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 420kW<br>14kn |
| 7036929<br>*HSBU*<br>281037946<br>Df Esd Gc<br>Pfd Rdr RTv | **PIPOB SAMUT**<br>ex Wakaume Maru-85<br>**Thai Mercantile Marine Ltd.**<br>Bangkok Thailand | **9 916**<br>5 635<br>13 859 | NK | **1970** Namura SB. Co. Ltd.—Osaka (385)<br>156,55 21,54 9,024<br>147,30 21,49 12,12<br>P 31,1 F 33,9 1 dk | **M General Cargo**<br>3 Ho ER<br>G.19 596 B.18 579<br>3 Ha (stl) (16,0 × 7,4) (24,8 35,2 × 8,9) ER<br>Cr 2(10) Der 1(300) 4(20) 2(7,5) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 195,0t (d.o.) 1 556,0t (hvf)-42,0pd 17kn |
| 5105465<br>*DPLK*<br>Df Esd Rdr<br>Rt | **PIPPILOTTA**<br>ex Erika-92<br>Hamburg Federal Republic of Germany | **199**<br>85<br>254 | (GL) | **1933** Eisflether Werft A.G.—Elsfleth (186)<br>32,90 7,07 2,501<br>30,26 7,04 3,33<br>RQD 4,0 1 dk<br>R | **M General Cargo**<br>1 Ho ER<br>G.340<br>1 Ha (7,4 × 2,9) ER<br>1W Der 1(3) | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>240bhp (177kW) E made49 fitted63<br>A/S Wichmann Rubbestadneset<br>Fuel (d.o.) 9kn |
| 7818119<br>*GYOY*<br>378959<br>Esd Gc Rdr<br>Rt | **PIQUENCE**<br>**Crescent Shipping Ltd.**<br>Rochester United Kingdom | **945**<br>594<br>1 452 | **✠100A1** SS 9/89<br>**✠LMC** **UMS**<br>EL J 357,5/30,0U2<br>FN 1053 | **1979**-9 A/S Nordsovaerftet—Ringkobing (135)<br>72,52 11,31 3,334<br>68,66 11,21 4,12<br>P 16,8 F 8,3 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 21,3 21,4 ER<br>G.1 874 B.1 802<br>2 Ha (stl) (19,5 17,5 × 7,9) ER | Alpha 8V23L-VO<br>Vee Oil 4SA 8Cy. 225 × 300 reverse reduction geared to sc. shaft<br>1 014bhp (746kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 90kW 1 × 88kW 1 × 32kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 135,0t (hvf) 10kn |
| 6523987<br>*HCVZ*<br>Df Esd Pfd<br>Rdr RTm/h/v | **PIQUERO**<br>ex Lae Chief-82 ex Joseph Banks-78<br>ex Birthe Andreasen-68<br>**Transportes Maritimos y Fluviales S.A. (TRAMFSA)**<br>Guayaquil Ecuador | T.Mk<br>**460**<br>294<br>991 | ✠Classed LR until 12/11/82 | **1965** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (566)<br>61,93 10,11 4,122<br>55,00 10,01 6,20<br>F 7,1 2 dks<br>rf 102 | **M General Cargo**<br>1 Ho 38,4 ER<br>G.1 957 B.1 792<br>3W Der 3(3) | Alpha<br>Oil 2SA 8Cy. 240 × 400<br>680bhp (500kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 60kW 1 × 20kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 61,0t (d.o.) 11kn |

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| 5279151<br><br><br>Df Rt | **PIQUERO**<br>ex Bertrand-58<br>**Companhia Administradora del Guano del Peru**<br>Lima Peru | **310**<br>141<br>— | Classed LR until 1/53 | **1944** ..........<br>49,51 6,74 3,112<br>6,68<br>P 1,9 B 6,8 F 4,9 1 dk<br>conv RoRo Cargo/ Tank Landing Craft — | **TM General Cargo** | Paxman<br>2 Oil 4SA each 6Cy. 180 × 195<br>Davey, Paxman & Co. Ltd. |
| 8617067<br>*PPRM*<br>1149<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PIQUETE**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro Brazil<br>SatCom: 1550131/PETR | *39 716*<br>*19 758*<br>66 876<br>T/cm<br>62,4 | AB | **1989** Ishikawajima do Brasil—Rio de Janeiro<br>223,80 (BB) 32,29 13,520<br>213,00 32,26 18,30<br>1 dk<br>Bow/CM 109 Diam. 0,410 MH 2,1 | (149) **M Tanker**<br>COW IGS SBT DB Bow loading<br>6 Ta ER<br>L.(oil) 68 800<br>4 Cargo pumps total 4 500T/hr | Sulzer<br>Oil 2SA 6Cy. 520 × 1800<br>6 833kW (9 290bhp)<br>Ishikawajima do Brasil<br>Gen 3 × 800kW a.c. |
| 5279163<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **PIRABEBE**<br>**Government of The Republic of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguay | **1 087**<br>602<br>1 023 | ✠Classed LR until 30/1/76 | **1960**-8 Ast. de T. Ruiz de Velasco—Bilbao<br>72,55 12,04 2,490<br>68,00 12,01 3,92<br>1 dk<br>RW rf nil | (65) **M General Cargo Barge**<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 320 × 480<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) |
| 7734583<br>*PP3012*<br><br>Df Esd Gc<br>Rdr Rt | **PIRACICABA**<br>**Empresa de Portos do Brasil S.A. (PORTOBRAS)**<br>Samarco Mineracao S.A.<br>Santos Brazil | **244**<br>139<br>— | GL | **1978** INCONAV Industria e Comercio Naval S.A. —Rio de Janeiro<br>28,02 8,31 2,952<br>24,72 8,01 3,97<br>1 dk | (89) **TM Tug** | MAN<br>2 Oil 4SA each 7Cy. 235 × 330 reverse red<br>geared to sc. shafts<br>Mecanica Pesada S.A.<br>Gen 1 × 115kW 220V a.c. |
| 7002772<br><br><br>Gc Rdr Rt | **PIRADA**<br>ex Filtank No. 8-90 ex Borneo 8-88<br>ex Quince-Marriann I-86<br>ex Quince-Marriann-81<br>ex Okutomi Maru No. 28-80<br>**Donsakdi Co. Ltd.**<br>Bangkok Thailand | **994**<br>602<br>1 983 | NK | **1969** Imamura Zosen—Kure<br>71,51 11,03 4,863<br>65,00 11,00 5,49<br>P 14,1 F 6,4 1 dk | (156) **M Tanker**<br>4 Ta ER<br>L.(oil) 2 532 | Hanshin<br>Oil 4SA 6Cy. 380 × 570<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 48kW 220V a.c. |
| 6606222<br>*SV5191*<br>7093<br>Df Esd Rdr<br>RTm | **PIRAEUS**<br>ex Hektor-79<br>**Ionian Co. of Maritime Transportation Ltd.**<br>Piraeus Greece | **944**<br>486<br>1 616 | HR (BV) (NV) | **1966** Seutelvens Verksted—Fredrikstad<br>74,02 9,02 4,331<br>69,50 9,01 6,10<br>1 dk<br>rf 208 len 70 | (89) **M Tanker**<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 1 668 HeCls. C | MWM<br>Oil 4SA 6Cy. 320 × 480<br>975bhp (717kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 38kW 220V 50Hz a.c.<br>Fuel 71,0t (hvf)-4,0pd |
| 6729309<br>*SV9145*<br>8648<br>Df Esd Rdr<br>RTm | **PIRAEUS II**<br>ex Piraeus-82 ex Hebris-79<br>**Plover Hellas Shipping Co.**<br>Piraeus Greece | **884**<br>497<br>1 629 | HR (BV) (NV) | **1967** Seutelvens Verksted—Fredrikstad<br>66,58 9,02 4,865<br>62,49 9,00 6,05<br>P 18,9 1 dk<br>rf 208 | (93) **M Tanker**<br>12 Ta ER<br>L.(oil) 1 461 HeCls. C | MWM<br>Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 38kW 1 × 3kW 220V 50Hz a.c.<br>Fuel 66,5t (d.o.)-4,0pd |
| 8617081<br>*PPRT*<br><br>Df Esd Gc<br>Rdr RTh/v<br>AMVER | **PIRAI**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro Brazil<br>SatCom: 1550246/PETR | *36 716*<br>*19 758*<br>66 672 | AB (Class cont.) | **1990**-7 Ishikawajima do Brasil—Rio de Janeiro<br>223,80 (BB) 32,29 13,520<br>213,01 32,28 18,32<br>1 dk | (151) **M Tanker**<br>COW IGS SBT<br>6 Ta ER<br>L.(oil) 68 800 | Sulzer<br>Oil 2SA 6Cy. 520 × 1800<br>6 833kW (9 290bhp)<br>Ishikawajima do Brasil |
| 8617079<br>*PPRS*<br>NN01-150<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PIRAJUI**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro Brazil<br>SatCom: 1550230/PETR | *39 716*<br>*19 758*<br>66 721<br>T/cm<br>62,4 | AB | **1990** Ishikawajima do Brasil—Rio de Janeiro<br>223,80 13,520<br>213,01 32,28 18,32<br>1 dk | (150) **M Tanker**<br>COW IGS SBT DB Bow loading<br>6 Ta ER<br>L.(oil) 68 800 | Sulzer<br>Oil 2SA 6Cy. 520 × 1800<br>6 833kW (9 290bhp)<br>Ishikawajima do Brasil<br>Gen 3 × 800kW a.c. |
| 8511524<br>*J8EL4*<br>3209<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **PIRAN**<br>**Genshipping Corp.**<br>Splosna Plovba<br>Kingstown St. Vincent and the Grenadines | *12 533*<br>*6 570*<br>18 242<br>T/cm<br>28,6 | ✠**100A1**<br>bulk carrier<br>✠**LMC** **UMS**<br>EL Ft 577,5/58,0U3(a)<br>FN 5062<br>JR | **1987**-3 R.O. Brodogradiliste "Uljanik"—Pula<br>151,01 (BB) 23,14 9,016<br>142,02 23,11 12,53<br>P 28,7 F 12,5 1 dk<br>rf nil | (368) **M Bulk Carrier**<br>4 Ho 26,4 27,2 26,4 25,6 ER<br>G.23 923 B.23 387<br>TEU 621<br>C.Ho 354/20' (40') C.Dk 267/20' (40') incl. 10 ref C.<br>4 Ha (stl) (17,6 20,0 20,0 20,0 × 12,8) ER<br>Cr 4(25) | B&W<br>Oil 2SA 4Cy. 600 × 1944<br>7 178bhp (5 280kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>AuxB (Comp) 8,6kgf/cm² (8,5bar)<br>Gen 3 × 560kW 450V 50Hz a.c.<br>Fuel 162,0t (d.o.) 935,5t (hvf) |
| 5087986<br>*J8CR7*<br>2844<br>Df Esd Rdr<br>RTm | **PIRANA**<br>ex Misty-91 ex Maya-90<br>ex Freetrade-90 ex Ank-81<br>ex Calvijn-77 ex Manta-75<br>ex Delfborg-72<br>**Maya Shipping & Trading**<br>Kingstown St. Vincent and the Grenadines | **392**<br>229<br>520 | BV HR | **1961** Firma C. Amels & Zoon Schpswf. & Mfbk. "Welgelegen"—Makkum<br>48,49 7,95 2,979<br>44,00 7,90 3,23<br>1 dk<br>RW rf 51 | (255) **M General Cargo**<br>1 Ho 30,0 ER<br>G.779 B.722<br>2 Ha (w) (each 11,5 × 4,6) ER | Brons<br>Oil 4SA 4Cy. 290 × 450<br>220bhp (162kW)<br>Appingedammer Brons<br>Gen 2 × 5kW 110V d.c.<br>Fuel 28,5t (d.o.) |
| 8313752<br>*9WQN*<br>324964<br>Esd Rdr<br>RTm/h/v | **PIRANA**<br>**Sanergy Berjaya Sendirian Berhad**<br>Labuan Malaysia | *251*<br>*75*<br>174<br>T/cm<br>2,1 | ✠**100A1** SS 3/89<br>tug<br>Sabah home trade limits<br>✠**LMC**<br>EL (F) 302,5/20,5U2<br>FN 344 | **1984**-9 Saban Shipyard Sdn. Bhd.—Labuan<br>28,76 9,15 3,101<br>26,90 9,11 3,66<br>RFD 8,3 1 dk<br>rf 457 BK | (125) **TM Tug**<br>Fire-fighting Tractor | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280 with clutche<br>flexible couplings & sr geared to sc. sha<br>Kloeckner Humboldt Deutz<br>Gen 2 × 54kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 91,5t (d.o.)-21,5pd |
| 5279199<br>*PVER* | **PIRANHA**<br>**Navegacao e Comercio Sergipe Parana S.A.**<br>Rio de Janeiro Brazil | **362**<br>252<br>— | ✠Classed LR until 4/60 | **1947**-2 C.R.D. Adriatico—Monfalcone<br>48,34 8,23 2,890<br>44,00 3,26<br>P 15,3 F 7,7 1 dk<br>RW | (1725) **M General Cargo**<br>Mchy.aft | Crossley<br>Oil 2SA 5Cy. 265 × 345<br>NE 51<br>Crossley Bros. Ltd. |
| 6819776<br>*CSJD*<br>601<br>Esd Rdr Rt | **PIRATA AZUL**<br>ex Blauer Pirat-72<br>**Government of Madeira (Governo Regional de Madeira)**<br>Funchal Portugal | **221**<br>98<br>35 | NV (GL)<br>Classed LR until 23/7/76 | **1968** Norderwerft J. R. Koser—Hamburg<br>37,70 7,17 1,569<br>34,02 6,51 4,09<br>1 dk<br>rf 203 | (865) **TrM Ferry**<br>Mchy.aft | Deutz<br>180P 3 Vee Oil 4SA each 16Cy. 135 × 160 sr ge<br>sc. shafts<br>2 250bhp (1 655kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 20kW 380V 50Hz a.c.<br>Fuel 10,0t (d.o.) |
| 5279204<br>*PP3430*<br>2794 | **PIRATINI**<br>ex Esso Rio Grande-57 ex Oconee-47<br>**Brasilmar Navegacao S.A.**<br>Rio de Janeiro Brazil | **1 134**<br>581<br>1 473 | (AB) | **1944** East Coast Shipyards Inc.—Bayonne, NJ<br>67,34 11,33 3,982<br>65,08 11,28 4,42<br>P 13,8 F 8,9 1 dk<br>rf 152 | (16) **M Tanker**<br>12 Ta ER<br>L.(oil) 2 022 | Fairbanks, Morse<br>Oil 2SA 5Cy. 405 × 510<br>860bhp (633kW)<br>Fairbanks Morse & Co.<br>Fuel 61,0t-5,5pd |
| 8834263<br>*SV4069*<br>5726<br>Rt | **PIREAS III**<br>ex Ilias-89<br>**E. Giakos & N. Moraitis**<br>Piraeus Greece | **167**<br>85 | HR | **1976** Porfyroglu Katsikas Tsortanidis Bros. Co. Ltd.—Piraeus<br>30,40 6,00 —<br>28,50 - 3,20<br>1 dk | **M Tank Barge**<br>Water | Penta<br>Oil 4SA 6Cy. 130 × 150<br>213kW (290bhp)<br>A/B Volvo-Penta |

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|---|---|---|---|---|---|---|
| **8834201**<br>*SV4116*<br>5812<br>Rt | **PIREAS IV**<br>ex Evaggelos-89<br>**E. Giakos & N. Moraitis**<br>Piraeus Greece | **196**<br>134<br>372 | HR | **1977** Porfyroglu Katsikas Tsortanidis Bros. Co. Ltd.—Piraeus<br>33,00 7,00 2,580<br>31,60 - 3,20<br>1 dk | **TM Tank Barge**<br>Water | Penta<br>2 Oil 4SA each 6Cy. 121 × 140<br>320kW (435bhp)<br>A/B Volvo-Penta Sweden |
| **7126310**<br>*JWYP3*<br>N-00338<br>Df Esd Gc<br>Pld Rdr Rt | **PIRHOLM**<br>ex Nina-88 ex Dream Two-86<br>ex Frendo Freighter-79<br>ex Eger Freighter-76<br>ex Nenny Freighter-74<br>**Simon Mokster**<br>Stavanger Norway (NIS) | T.Mk<br>**299**<br>212<br>1 097 | NV | **1972** Langsten Slip & Batbyggeri A/S—Tomra i Romsdal (61)<br>59,31 (BB) 10,75 4,630<br>54,49 10,72 6,76<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 038 B.1 879<br>1 Ha (stl) (31,2 × 8,5) ER<br>2W Der 1(5) 1(3) | Wichmann<br>Oil 2SA 5Cy. 300 × 450<br>1 250bhp (919kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 66kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.)-5,0pd 10,5kn |
| **5279230**<br>*TC3780*<br>3420<br>Rt | **PIRI REIS**<br>**Petrol Ofisi Gemi Isletme Mudurlugu**<br>Istanbul Turkey | **498**<br>294<br>884 | ✠LR class withdrawn-Owners' request 3/91 | **1963**-2 Deniz Insaat Kizaklari—Buyukdere (4)<br>60,84 8,95 3,683<br>55,02 8,91 3,99<br>P 11,0 F 8,3 1 dk<br>len 66 | **M Tanker**<br>8 Ta ER<br>L.(oil) 977 HeCls. C | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 28,5t-3,5pd 10kn |
| **7116236**<br>157806 | **PIRIMAI**<br>ex Macuata<br>**Patricia Ann Thompson**<br>Auckland New Zealand | **119**<br>37<br>— | | **1946** C. Wippy—Suva<br>- 6,71 2,413<br>- 6,70<br>1 dk<br>rebuilt 70 & 61 | **Wood M Fishing**<br>Side Trawler | Oil<br>397bhp (292kW)<br>............. |
| **6521927**<br>*LZEX*<br>80<br>Df Esd Gc<br>Rdr Rt | **PIRIN**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **6 119**<br>3 237<br>9 383 | BR<br>✠Classed LR until 2/71 | **1965**-10 Hakodate Dock Co. Ltd.—Hakodate (367)<br>126,02 17,66 7,601<br>118,01 17,61 10,22<br>F 12,2 1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>4 Ho 19,7 21,0 17,9 21,0 ER<br>G.11 876 B.10 274<br>4 Ha (stl) (11,2 × 7,6) (13,4 13,4 13,4 × 9,1) ER<br>Cr 3(8) | B&W 5-50VT2BF-110<br>Oil 2SA 5Cy. 500 × 1100<br>3 850bhp (2 832kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 170kW 390V 50Hz a.c.<br>Fuel 505,0t (hvf) |
| **7119111**<br>*HCPR*<br>Esd Rt | **PIRINA**<br>ex Pizarro 1-80 ex Electra-75<br>**Heart Land Investments I.N.S.**<br>Industrial Pesquera Monteverde C.A.<br>Guayaquil Ecuador | **213**<br>99<br>249 | GL<br>✠Classed LR until 15/2/80 | **1971**-8 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (362)<br>30,18 7,80 3,696<br>26,45 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 BK | **M Fishing**<br>Side-fishing | Caterpillar D379SCAC<br>Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>421kW (572bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 1,5kW 24V d.c.<br>11kn |
| **7348580**<br>*UIXE*<br>M-31233<br>Df Esd Gc<br>Pld Rdr Rt | **PIRIT**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **2 100**<br>859<br>1 212 | RS | **1976** VEB Mathias-Thesen-Werft—Wismar (369)<br>82,05 13,62 5,201<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>B.163 In.1 055 L.9<br>3 Ha (1,5 × 1,9) (2,3 × 3,2) (2,6 × 2,3)<br>Der 2(5) 2(3) | S.K.L. 8NVD48A-2<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **8723880**<br>*LYAQ*<br>M-42910<br>Esd Rdr Rt | **PIRITA**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Tallinn) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1988** .............U.S.S.R.<br>54,82 10,15 4,140<br>50,30 - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| **7741275**<br>*UZMF*<br>M-12592<br>Rt | **PIRITOVYY**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **651**<br>216<br>495 | RS | **1979** .............U.S.S.R.<br>55,00 9,53 4,341<br>5,19<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>2 Ho ER<br>In.632<br>2 Ha (stl) (each 2,9 × 2,9)<br>4W Der 4(3,25) | S.K.L. 6NVD48-2U<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>11,25kn |
| **5167231**<br>*9H2134*<br>1079<br>Df Esd Rdr<br>RTm/v | **PIRLANT**<br>ex Balmoral-89 ex Ina-84 ex Klazina-83<br>ex Jacob Becker-74<br>**Huseyin Pirlant**<br>Valletta Malta | **427**<br>279<br>1 046 | GL | **1961** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (500)<br>61,27 10,06 3,918<br>56,16 10,01 6,00<br>2 dks | **M General Cargo** CSD<br>Ice strengthened<br>1 Ho 39,6 ER<br>G.1 960 B.1 756<br>2 Ha (18,1 9,9 × 6,0) ER<br>Der 4(3) | Deutz RBV6M545<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 10kn |
| **7741287**<br>*UWZT*<br>M-12649 | **PIROGOVO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1979** .............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8VD36/24A-1<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| **5279278**<br>*UEJI*<br>M-17066<br>Df Esd Gc<br>Rdr | **PIRYATIN**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **3 300**<br>1 573<br>4 314 | RS | **1960** Rauma-Repola Oy—Rauma/Raumo (100)<br>105,11 14,79 6,122<br>96,93 14,69 6,84<br>1 dk | **M Tanker**<br>Replenishment<br>1 Ho ER 12 Ta<br>G.190 L.(oil) 4 970 HeCls. C<br>1 Ha (3,1 × 2,3)<br>4W Der 1(3) 3(1) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 261,0t (d.o.)-11,0pd 13,5kn |
| **7402386**<br>*3ELI8*<br>20358-PEXT<br>Df Esd Gc<br>Pld Rdr RTv<br>AMVER | **PISA**<br>ex Primrose-90<br>**Mylan Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1333725/PISA | **133 822**<br>104 748<br>267 762<br>T/cm<br>160,0 | AB | Cmpl.**1976** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1025)<br>Cmd.**1978**<br>340,83 (BB) 21,300<br>323,99 54,41 26,93<br>1 dk<br>rf 102 Bow/CM 172 Diam. 0,650 MH 1,8 | **S Tanker**<br>COW IGS SBT<br>20 Ta ER<br>L.(oil) 335 047 HeCls. BptC<br>4 Cargo pumps total 18 000T/hr | 2 S Turb tr & dr geared to sc. shaft<br>38 000shp (27 951kW) Stal-Laval<br>Sumitomo Heavy Ind. Ltd. Yokosuka<br>Gen 1 × 1650kW a.c. 2 × 880kW a.c.<br>Fuel 10 323,5t (o.f.) 285,5t (d.o.)-147,5pd 16,5kn |
| **8025472**<br>*CBPA7*<br>19021<br>Df Esd Gc<br>Rdr RTv<br>SatCom<br>AMVER | **PISAGUA**<br>ex Rich Arrow-89<br>**Sociedad Nacional de Oleoductos "Sonacol" Ltda.**<br>Valparaiso Chile | **9 544**<br>5 979<br>18 277 | **100A1** SS 8/89<br>oil tanker<br>**LMC**<br>EL D† 550,0/62,0U2(a)<br>FN 4706<br>(NK) | **1981** K.K. Usuki Tekkosho—Saiki (1302)<br>148,60 (BB) 9,345<br>138,03 22,41 11,71<br>P 38,9 F 15,6 1 dk<br>rf 100 | **M Tanker**<br>Oil Chemical<br>pt higher tensile steel<br>21 Ta ER<br>L.20 129 | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>6 105kW (8 300bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>e(ex.g)(c) (ex.g) 13kgf/cm² (12,8bar)<br>AuxB(c) (o.f.) 10kgf/cm² (9,9bar)<br>Gen 2 × 440kW 445V 60Hz a.c.<br>Fuel 149,0t (d.o.) 2 036,0t (hvf)-21,0pd 13,5kn |
| **6930556**<br>*IPGI*<br>608<br>Rdr RTm/v | **PISANELLO**<br>ex Vihor-67<br>**Sicilia Regionale Marittima S.p.A. (SI.RE.MAR.)**<br>Palermo Italy | **131**<br>76<br>14 | RI | **1961**-6 Cant. Navali L. Rodriquez—Messina (66)<br>29,01 10,22 3,541<br>24,29 5,85 3,97<br>1 dk<br>R | **Aluminium Alloy TM Hydrofoil Ferry**<br>125dk P | Daimler<br>2 Vee Oil 4SA each 12Cy. 175 × 205<br>2 700bhp (1 986kW)<br>Daimler-Benz A.G. Stuttgart<br>Gen 1 × 24kW 220V 50Hz a.c.<br>Fuel (d.o.) 34kn |
| **5412947**<br>*YBXX*<br>Esd Gc Pld<br>RdrRTm | **PISANG PERAK**<br>ex Bonaport-72 ex Pelayo-71<br>**P.T. Pepalba Raya, Medan**<br>Belawan Indonesia | **1 196**<br>444<br>1 498<br>**1 845**<br>888<br>— | KI<br>✠Classed LR until 2/74 | **1963**-4 Grangemouth Dockyard Co. Ltd.—Grangemouth (530)<br>74,71 12,93 —/4,312<br>69,65 12,81 6,63<br>P 18,6 F 7,7 2 dks<br>RW rf 152 | **M General Cargo** OSD/CSD<br>2 Ho 17,0 23,7 ER<br>2 Ha (stl) (13,4 × 6,4) (17,9 × 6,7) ER<br>Der 1(15) 8(5) | Mirrlees<br>Oil 4SA 8Cy. 432 × 546 with flexible couplings<br>2 000bhp (1 471kW)<br>Mirrlees National Ltd. Ashton-under-Lyne<br>Gen 3 × 90kW 220/440V 60Hz a.c.<br>Fuel (d.o.) 10kn |

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|---|---|---|---|---|---|---|
| **7111597**<br>*EWWH*<br>M-31021<br>Df Esd Gc<br>Pfd Rdr Rt | **PISATEL**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**2 154**<br>762<br>1 134 | RS | **1971** VEB Volkswerft Stralsund—Stralsund (325)<br>81,97 13,59 5,201<br>73,00 13,58 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 g<br>VEB Schwermasch. "Karl Liebknec<br>(SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **8801163**<br>2171<br>3GI-4-2171<br>Gc Rdr Rt | **PISCATOR**<br>**Pesquera Piscis S.L.**<br>Gijon Spain | *673*<br>*337*<br>884 | BV | **1988** Ast. Gondan—Puerto de Figueras (289)<br>57,82 (BB) 11,21 4,601<br>49,03 11,21 4,96 | **M Fishing**<br>Stern Trawler Processing Ref<br>3 Ta ER<br>In.1 206 | Wartsila<br>Oil 4SA 4Cy. 320 × 350 with flexi<br>sr geared to sc. shaft<br>1 434kW (1 950bhp)<br>Cons. Echevarria<br>Gen 3 × 220kW 380V a.c.<br>Controllable pitch propeller |
| **5231343**<br>*DVSO*<br>220049<br>Rdr RTm/h | **PISCES**<br>ex Constellation-81 ex Stargazer-80<br>ex Constellation-78 ex Meiwa Maru-73<br>**Far East Chemco Leasing & Financing Corp.**<br>Manila Philippines | **1 540**<br>828<br>2 582 | (NK) | **1959** Sanoyasu Dockyard Co. Ltd.—Osaka (168)<br>82,99 12,04 5,157<br>77,50 11,99 6,00<br>P 19,9 F 8,0 1 dk<br>RW rf 81 | **M General Cargo**<br>2 Ho 20,1 30,7 ER<br>G.3 256 B.3 004<br>2 Ha (13,4 25,9 × 6,1) ER<br>Der 1(14,5) 5(10) | Niigata<br>Oil 4SA 6Cy. 430 × 620<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 25kW 115V d.c.<br>Fuel 156,5t (d.o.) |
| **7011632**<br>*WY9779*<br>524862<br>Df Esd Gc<br>Rdr Rt | **PISCES**<br>ex John F. Kennedy-77<br>**Pisces Fishing Co. Inc.**<br>San Diego, Ca United States of America | **597**<br>288<br>— | | **1970** J. M. Martinac SB. Corp.—Tacoma, Wa (180)<br>*45,79* 10,67 4,674<br>10,37 5,19<br>2 dks<br>shortened 80 | **M Fishing**<br>Side-fishing Tuna Seiner | General Motors<br>Oil 2SA 12Cy. 230 × 254<br>2 800bhp (2 060kW)<br>General Motors Corp. |
| **7515779**<br>*WYT5970*<br>550980<br>Rt | **PISCES**<br>**B. & B. Shell Fishing Inc.**<br>Tampa, Fl United States of America | **100**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler Shrimp-trawl | Oil<br>365bhp (268kW) |
| **8117055**<br>*ZEOD*<br>706815<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PISCES PIONEER**<br>**Crossfish Ltd.**<br>Denholm Ship Management (Overseas) Ltd.<br>Hong Kong Hong Kong (British)<br>SatCom: 1477244/ZEOD | *21 309*<br>*13 027*<br>35 310<br>T/cm<br>44,8 | **✠100A1** SS 1/89<br>bulk carrier<br>strengthened for heavy cargoes, holds Nos. 2 & 4 may be empty<br>**✠LMC** **UMS**<br>EL I† 605,0/66,0U3(a)<br>FN 7402 | **1984**-2 Nippon Kokan K.K.—Shimizu (406)<br>177,50 (BB) 29,55 10,648<br>167,01 29,51 14,81<br>P 28,1 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 20,5 26,5 26,3 26,3 27,2 ER<br>G.47 019 B.41 877 HeCls. ptB<br>TEU 268 C.Dk 268/20' (40')<br>5 Ha (stl) (13,0 × 10,3) (19,5 19,5 19,5 19,5 × 15,1) ER<br>Cr 4(16) | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>8 716kW (11 849bhp)<br>Sumitomo Heavy Ind. Ltd.<br>AuxB (ex.g) & htr 10kgf/cm$^2$ (9,9b<br>rcv 7kgf/cm$^2$(6,86bar)<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 236,0t (d.o.) 1 517,0t (hvf)-37 |
| **8117067**<br>*ZEOE*<br>706816<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PISCES PLANTER**<br>**Crossfish Ltd.**<br>Denholm Ship Management (Overseas) Ltd.<br>Hong Kong Hong Kong (British)<br>SatCom: 1477245/ZEOE | *21 309*<br>*13 027*<br>35 310<br>T/cm<br>44,8 | **✠100A1** SS 12/88<br>bulk carrier<br>strengthened for heavy cargoes, holds Nos. 2 & 4 may be empty<br>**✠LMC** **UMS**<br>EL I† 605,0/66,0U3(a)<br>FN 7402 | **1984**-3 Nippon Kokan K.K.—Shimizu (407)<br>177,50 (BB) 29,55 10,665<br>167,01 29,51 14,81<br>P 34,2 F 16,5 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 20,5 26,5 26,3 26,3 27,2 ER<br>G.47 019 B.41 877 HeCls. ptB<br>TEU 268 C.Dk 268/20' (40')<br>5 Ha (stl) (13,0 × 10,3) (19,5 19,5 19,5 19,5 × 15,1) ER<br>Cr 4(16) | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>8 716kW (11 849bhp)<br>Sumitomo Heavy Ind. Ltd.<br>AuxB (ex.g) & htr 10kgf/cm$^2$ (9,9b<br>rcv 7kgf/cm'(6,86bar)<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 236,0t (d.o.) 1 517,0t (hvf)-37, |
| **7235630**<br>*EEZS*<br>2574<br>Df Esd Rdr<br>Rt | **PISCIS UNO**<br>Tarragona Spain | **121**<br>46<br>— | | **1972** Ast. de Tarragona—Tarragona<br>26,01 6,41 2,299<br>20,99 6,30 3,20<br>1 dk | **M Fishing**<br>Side Trawler | Volund<br>Oil 4SA 3Cy. 300 × 410<br>475bhp (349kW)<br>A/S Volund |
| **7529160**<br>*C4EX*<br>707765<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PISCO**<br>ex Pro Asia-91 ex Argolikos II-88<br>ex Argolikos-86<br>**Galaxy Wind Maritime Co. Ltd.**<br>KG Reederei Roth G.m.b.H. & Co.<br>Limassol Cyprus | **9 859**<br>6 911<br>16 120 | **✠100A1** SS 7/89<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL B† 550,0/58,0U2<br>FN 4633 | **1977**-10 A.G. "Weser" Seebeckwerft —Bremerhaven (1010)<br>149,82 (BB) 21,11 9,259<br>139,27 21,01 12,25<br>F 12,8 2 dks<br>rf nil DK | **M General Cargo**<br>5 Ho 18,9 18,6 18,7 25,5 19,5 ER<br>G.22 304 B.20 406<br>TEU 305<br>C.Ho 185/20' (40') C.Dk 120/20' (40) incl. 12 ref C.<br>5 Ha (stl) (12,5 × 7,7) (12,7 12,7 17,2 12,7 × 10,2) ER<br>13W Der 1(150) 2(20) 10(5-10) | MAN<br>Oil 4SA 9Cy. 520 × 550 sr geared<br>8 900bhp (6 546kW)<br>Masch. Augsburg-Nuernberg (MAN<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 464kW 450V 60Hz a.c.<br>Fuel 124,0t (d.o.) 1 130,0t (hvf)-30, |
| **8714516**<br>*EFSP* | **PISCO**<br>**Pisco Dos S.A.**<br>Vigo Spain | *511*<br>*153*<br>328 | BV | **1989** Enrique Lorenzo y Cia. S.A.—Vigo (434)<br>40,00 (BB) 9,51 4,370<br>35,23 9,50 6,15<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.410 | Deutz<br>Oil 4SA 6Cy. 240 × 280 with flexib<br>sr geared to sc. shaft<br>927kW (1 260bhp)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 160kW 380V a.c.<br>Controllable pitch propeller |
| **7608837**<br>*UNRZ*<br>M-33498<br>Df Esd Gc<br>Pfd Rdr RTv | **PISHCHEVAYA INDUSTRIYA**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**16 420**<br>6 892<br>10 886 | RS | **1981** Stocznia Gdanska im. Lenina—Gdansk (B670/06)<br>178,31 7,201<br>177,02 24,60 14,51<br>2 dks | **M Factory Ship**<br>Fish-factory<br>Ice strengthened | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>8 900bhp (6 546kW)<br>Stocznia Gdanska im. Lenina<br>Gen 5 × 500kW 1 × 100kW<br>Fuel 7 015,0t (d.o. & hvf) |
| **5279357**<br>*XPZJ*<br>D818<br>Df Esd Rdr<br>Rt | **PISON**<br>**P/f Joensen & Olsen**<br>Klakksvik Faeroes (Danish) | **272**<br>99<br>— | NV | **1961** Soviknes Verft A/S—Sovik (50)<br>38,41 7,50 3,626<br>33,84 7,45 3,84<br>1 dk<br>rf 1257 BK 132 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>3 Ha (1,0 × 1,2) (1,6 × 1,3) (1,9 × 1,6) ER<br>1W Der 1(1,5) | Callesen<br>Oil 4SA 5Cy. 270 × 400<br>575bhp (423kW) NE made86<br>Aabenraa Motorfabrik, Heinrich Cal<br>A/S |
| **6725183**<br>*3EXE*<br>12017-82A<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **PISPIS**<br>ex Mar Baltico-84 ex Hammersborg-81<br>ex Jojo-70<br>**Maritima Agual S.A.**<br>Panama Panama | T.Mk<br>**468**<br>324<br>778 | (GL) (NV) | **1967** Schiffsw. H. Rancke—Hamburg (211)<br>79,00 10,11 3,322<br>71,53 10,10 5,01<br>F 8,3 2 dks<br>rf nil len 81 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 748 B.1 528<br>1 Ha (stl) (28,0 × 6,0) ER<br>Der 2(3) | Wichmann<br>Oil 2SA 6Cy. 300 × 450<br>1 500bhp (1 103kW) NE 73<br>A/S Wichmann<br>Gen 2 × 47kW 220/380V 50Hz a.<br>Fuel 56,0t (d.o.)-4,5pd |
| **7301805**<br>*SYSU*<br>4743<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **PISTIS**<br>**Pistis Compania Naviera S.A.**<br>Piraeus Greece | **12 941**<br>9 273<br>22 627<br>T/cm<br>32,0 | AB | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2302)<br>164,34 (BB) 22,92 9,872<br>155,45 22,86 13,57<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 23,7 25,6 18,3 25,6 26,3 ER<br>G.30 801 B.29 843 HeCls. ptB<br>5 Ha (stl) (14,4 16,0 9,6 16,0 16,0 × 12,5) ER<br>Cr 5(10) | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460 sr g<br>shaft<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H<br>Gen 2 × 310kW a.c. 1 × 200kW<br>Fuel 177,0t (d.o.) 1 110,5t (hvf)-32, |
| **5093650**<br>*SXBY*<br>5211<br>Df Esd Gc<br>Rdr RTm/h/v | **PISTIS**<br>ex Drammensfjord-74<br>**Santa Filothei Compania Naviera S.A.**<br>Piraeus Greece | **3 656**<br>1 767<br>6 503 | (NV) | **1955** Lindholmens Varv. A/B—Goteborg (1032)<br>129,06 16,49 7,119<br>120,48 16,46 7,62<br>P 15,3 B 25,6 F 31,1 1 dk & S dk, 3rd dk in Nos. 2 & 3 holds<br>RW rf 152 | **M General Cargo** OSD 12P<br>5 Ho 16,4 18,2 18,7 18,7 15,7<br>G.11 797 B.10 573<br>5 Ha (stl) (8,9 9,7 9,7 9,7 9,7 × 5,4)<br>16W Der 1(40) 2(12) 14(5) | Gotaverken<br>Oil 2SA 7Cy. 630 × 1300<br>4 200bhp (3 089kW)<br>Lindholmens Varv. A/B<br>Gen 3 × 140kW 220V d.c.<br>Fuel 1 259,0t (hvf) |

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|---|---|---|---|---|---|---|
| 5032319<br>*SW5306*<br>9519<br>Df Esd Rdr<br>RTm/v | **PISTIS**<br>ex Golden Faith-89 ex Sylvia I-87<br>ex Aztek-76<br>**Kalba Naftiki Eteria**<br>Piraeus Greece | **499**<br>291<br>804 | HR (GL) | **1962** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1094)<br>58,78 8,79 3,571<br>54,36 8,74 3,74<br>P 16,5 F 8,6 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 934 | MaK MSU424AK<br>Oil 4SA 6Cy. 290 × 420<br>675bhp (497kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 24kW 115V d.c.<br>Fuel (d.o.) 15kn |
| 7203546<br>*HP6329*<br>D451-17<br>89-PEXT<br>Df Esd Gc<br>Rdr Rt | **PISTONS**<br>ex Fukujin-91 ex Hirata Maru-84<br>ex Iyo Maru No. 3<br>**Super Charter Ltd.**<br>Panama Panama | **198**<br>120<br>529 | | **1971** K.K. Matsuura Zosensho—Kinoe (181)<br>44,71 10,06 3,302<br>41,00 10,01 3,41<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (14,3 × 7,4) ER | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 8kW 225V a.c.<br>Fuel 18,0t-4,0pd 9,5kn |
| 7628083<br>*HSLW*<br>341000046<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PITAK SAMUT**<br>ex Vanil-91<br>**Thai Mercantile Marine Ltd.**<br>Bangkok Thailand | **9 925**<br>6 541<br>15 600 | ✠**100A1** CS 4/88<br>strengthened for heavy<br>cargoes<br>✠**LMC**<br>EL C† 560,0/60,0U2<br>FN 4677 | **1978**-8 Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (787)<br>151,24 21,24 9,451<br>139,02 21,21 12,43<br>P 28,4 RQD 18,0 B 7,7 F 11,9 2 dks<br>rf 102 | **M General Cargo**<br>pt higher tensile steel<br>4 Ho 19,9 27,3 27,3 27,3 ER 4 TwD<br>G.22 666 B.20 448 HeCls. B<br>TEU 80 C.Ho 60/20' C.Dk 20/20' (40')<br>7 Ha (stl) (13,0 × 8,5) (19,5p&s 19,5p&s 17,0p&s × 6,1) ER<br>4W Cr 3(15) Der 1(60) 4(10) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 140,0t (d.o.) 1 410,0t (hvf)-23,0pd 14,5kn |
| 6702686<br>Rt | **PITAN**<br>**Brunei Shell Petroleum Co. Sendirian Berhad**<br>Miri Malaysia | **156**<br>—<br>— | | **1966** Cheoy Lee Shipyards Ltd.—Hong Kong (1616)<br>24,39 6,94 1,829<br>21,95 6,71 2,90 | **TM Tug** | Rolls Royce<br>2 Oil 4SA each 8Cy. 130 × 152<br>Rolls-Royce Ltd. Shrewsbury |
| 8332538<br>*WXW4689*<br>581531<br>Rt | **PITI**<br>ex YTM 408<br>**Cabras Marine Corp.**<br>Guam Guam (U.S.A.) | **145**<br>99<br>— | | **1945** Ira S. Bushey & Sons Inc.—New York, NY (503)<br>*30,79* 7,62 3,099<br>28,71 7,60 3,38<br>1 dk | **M Tug** | Oil<br>U.S.A. |
| 7014086<br>*J8EB4*<br>3129<br>Df Esd Gc<br>Pfd Rdr Rt | **PITI METZ**<br>ex Neubrandenburg-91<br>**Seagod Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**5 392**<br>2 956<br>8 720<br>**8 529**<br>5 051<br>10 080 | DSRK GL | **1970** VEB Warnowwerft Warnemuende<br>—Warnemuende (216)<br>150,25 (BB) 20,24 7,262/8,202<br>138,00 20,20 11,69<br>F 13,5 2 dks | **M General Cargo**<br>Ref 6bth P<br>Ice strengthened<br>5 Ho 17,3 18,9 18,0 21,1 ER 15,8<br>G.15 532 B.14 093 In.330 L.511<br>5 Ha (stl) (10,5 × 7,0) (12,1 12,1 11,8 × 10,9) ER (9,9 × 8,0)<br>12W Cr 1(5) Der 1(60) 2(8-14) 4(5-8) 6(3-5) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 272kW 1 × 192kW 390V 50Hz a.c.<br>Fuel 858,5t (d.o.) 866,5t (hvf) 18,5kn |
| 7363669<br>*EAJN*<br>1928<br>Df Esd Gc<br>Rdr Rt | **PITILAN**<br>**Juan Fernandez Estevez**<br>La Coruna Spain | **324**<br>213<br>350 | (BV) | **1974** Maritima del Musel S.A.—Gijon (162)<br>41,69 8,34 3,709<br>36,02 8,26 4,12<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.342 | MWM TD500-6<br>Oil 4SA 6Cy. 360 × 450<br>1 400bhp (1 030kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 147,5t (d.o.) 12kn |
| 7335961<br>*UMBB*<br>M-32045<br>Df Esd Gc<br>Rdr Rt | **PITKYARANTA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **649**<br>211<br>395 | RS | **1973** ..............U.S.S.R.<br>54,82 9,96 4,109<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 5085861<br>*SJCA*<br>Df Rdr Rt | **PITSUND**<br>ex Risselo-81 ex Trelleborg S. J.-72<br>ex Dan-66 ex Mjorn-37<br>**Scandholl i Malmo AB**<br>Malmo Sweden | **182**<br>—<br>— | ✠Classed LR until 11/72 | **1920**-4 Kockums M/V A/B—Malmo<br>29,06 6,96 3,480<br>27,28 6,94 3,61<br>F 8,9 1 dk<br>R BK 157 | **S Tug** | T 3Cy. 310 502 & 845 x 540<br>Kockums M/V A/B Malmo<br>Gen 1 × 10kW 110V d.c.<br>Fuel 36,5t (o.f.) 10kn |
| 6727026<br>*UZHO*<br>M-29747<br>Df Esd Gc<br>Pfd Rdr Rt | **PITSUNDA**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 152 | RS | **1967** VEB Volkswerft Stralsund—Stralsund (224)<br>81,97 13,64 5,301<br>73,00 13,61 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 077 L.10<br>4 Ha (2,3 2,3 2,3 1,5 × 1,9)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 7028075<br>*UBFR*<br>M-20949 | **PITSUNDA**<br>**Government of The Republic of Russia (Ministry of Geology)**<br>(Ilyichyovsk) (U.S.S.R.) | **1 002**<br>392<br>164 | (RS) | **1963** "Georgi Dimitrov" Shipyard—Varna<br>63,81 9,33 3,001<br>5,87<br>conv Passenger/Ferry — | **M Research**<br>Geological —P<br>1 Ho ER<br>B.170<br>1 Ha (3,0 × 1,9) ER<br>Cr 1(1) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>13kn |
| 8821644<br>*3EWI7*<br>19717-YJ<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PITTSBURG**<br>**Coltrane Shipping S.A.**<br>Hyundai Merchant Marine Co. Ltd.<br>Panama Panama<br>SatCom: 1333234/HJPZ | *24 790*<br>*9 936*<br>38 393 | KR | **1990** Hyundai Heavy Industries Co. Ltd.—Ulsan (665)<br>186,13 (BB) 11,018<br>178,00 28,40 17,20<br>1 dk | **M Bulk Carrier**<br>G.44 388 B.42 169<br>6 Ha (stl) (12,0 × 17,8) (8,0 × 15,0) (20,0 20,0 20,0 20,0 × 17,0) ER | B&W 6S50MC<br>Oil 2SA 6Cy. 500 × 1910<br>7 856kW (10 680bhp)<br>Hyundai Heavy Industry Co. Ltd. Industrial Plant Div. Ulsan<br>Gen 3 × 569,6kW 450V a.c.<br>15,1kn |
| 5270533<br>*GFGE*<br>301575<br>Df Esd Pfd<br>Rdr Rt | **PITUFO**<br>ex Putford Eagle-86 ex Paramount-84<br>**Tarkis Fisheries Ltd.**<br>Cmaine (Shipping) Ltd.<br>Lowestoft United Kingdom | **250**<br>80<br>— | ✠**100A1** SS 5/90<br>trawler<br>✠**LMC**<br>EL (d)i<br>FN 395 | **1959**-10 T. Mitchison Ltd.—Gateshead (94)<br>*35,18* 7,73 3,353<br>34,50 7,62 3,81<br>F 4,9<br>rf 914 BK 102 conv Side Trawler Fishing 76<br>conv Stand-by Safety Vessel 86 | **M Fishing**<br>Side Trawler | Mirrlees<br>Oil 4SA 6Cy. 381 × 457<br>760bhp (559kW)<br>Mirrlees, Bickerton & Day Stockport<br>(db 50lbf/in² (3,5bar) ) |
| 7024366<br>CE8975<br>Esd Rdr Rt | **PIURA 1**<br>ex PM 17-76<br>**Pesquera Las Focas Uno SCR Ltda.**<br>Chimbote Peru | **310**<br>140<br>— | (GL) | **1970** Ast. Picsa S.A.—Callao (312)<br>*35,09* 8,03<br>8,01<br>1 dk | **M Fishing**<br>Side-fishing | MAN<br>Oil 4SA 6Cy. 235 × 330 reverse reduction geared to sc. shaft<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>12kn |
| 7024378<br>CE8976<br>Esd Rdr Rt | **PIURA 2**<br>ex PM 18-76<br>**Pesquera Las Morsas SCR Ltda.**<br>Chimbote Peru | **310**<br>140<br>— | (GL) | **1970** Ast. Picsa S.A.—Callao (313)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | MAN<br>Oil 4SA 6Cy. 235 × 330 reverse reduction geared to sc. shaft<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>12kn |
| 7024380<br>Esd Rdr Rt | **PIURA 3**<br>ex PM 19-76<br>**Pesquera Santa Maria S.r.l.**<br>Ernesto Monteverde<br>Chimbote Peru | **310**<br>140<br>— | GL | **1970** Ast. Picsa S.A.—Callao (314)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203<br>625kW (850bhp) NE 90<br>Caterpillar Inc. Peoria, Illinois<br>12kn |
| 7031890<br>CE8978<br>Esd Rdr Rt | **PIURA 4**<br>ex PM 20-76<br>**Pesquera Los Cachalotes SCR Ltda.**<br>Chimbote Peru | **310**<br>140<br>— | (GL) | **1970** Ast. Picsa S.A.—Callao (315)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | MAN<br>Oil 4SA 6Cy. 235 × 330 reverse reduction geared to sc. shaft<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>12kn |

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|---|---|---|---|---|---|---|
| **7031905**<br>CE8979<br>Esd Rdr Rt | **PIURA 5**<br>ex PM 21-76<br>**Pesquera Los Lobos Uno SCR Ltda.**<br>Chimbote Peru | **310**<br>140<br>— | (GL) | **1970** Ast. Picsa S.A.—Callao (316)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | MAN<br>Oil 4SA 6Cy. 235 × 330 reverse reduction to sc. shaft<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **7008130**<br>PS8608<br>Esd Rdr Rt | **PIURA 6**<br>ex Anpesa II-76<br>**Pesquera Chan Chan SCR Ltda.**<br>Pisco Peru | **310**<br>140<br>— | (GL) | **1969** Ast. Picsa S.A.—Callao (267)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side Trawler | MAN<br>Oil 4SA 6Cy. 235 × 330 reverse reduction to sc. shaft<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **7015573**<br>PS8952<br>Esd Rdr Rt | **PIURA 8**<br>ex Anpesa IV-76<br>**Pesquera Los Congrios SCR Ltda.**<br>Pisco Peru | **310**<br>140<br>— | (GL) | **1970** Ast. Picsa S.A.—Callao (308)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side Trawler | MAN<br>Oil 4SA 6Cy. 235 × 330 reverse reduction to sc. shaft<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **7008192**<br>PS8846<br>Esd Rdr Rt | **PIURA 10**<br>ex PA 14-76<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Pisco Peru | **310**<br>140<br>— | (GL) | **1969** Ast. Picsa S.A.—Callao (275)<br>*35,09* 8,03<br>8,01<br>1 dk | **M Fishing**<br>Side-fishing | MAN<br>Oil 4SA 6Cy. 235 × 330<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **7322328**<br>*9V3217*<br>383179<br>Gc Rdr Rt | **PIUTE**<br>ex Kiyu Maru No. 5-76<br>**Faith Shipping Pte. Ltd.** | **293**<br>87<br>— | (BV) | **1973** Daiko Dkyd Co. Ltd.—Osaka (78)<br>30,99 3,010<br>28,50 9,00 3,92<br>1 dk<br>RW | **TM Tug** | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7614771**<br>*YTME*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PIVA**<br>ex Belloc-81<br>**Montenegro Overseas Navigation Ltd. Inc.**<br>Prekookeanska Plovidba<br>Bar Yugoslavia | **9 324**<br>6 150<br>15 200 | ✠**100A1** CS 1/90<br>✠**LMC**<br>EL Z 522,5/54,0U2<br>FN 4426<br>JR | **1980**-2 Austin & Pickersgill Ltd.—Southwick, Sunderland (1391)<br>144,00 20,45 8,868<br>137,47 20,43 11,76<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 6,8DTp&s 4,5DTp&s 22,8 ER 21,3 3 TwD 21,0 42,6 11,4<br>G.20 315 B.18 670 L.1 060<br>TEU 110 C.Ho 90/20' C.Dk 20/20'<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>14W Der 1(26) 3(22) 2(5) | Sulzer<br>Oil 2SA 4Cy. 680 × 1250<br>7 600bhp (5 590kW)<br>G. Clark & N.E.M. Ltd.<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 370,0t (d.o.) 1 159,0t (hvf)-26,5pd |
| **7226471**<br>*UWJA*<br>M-14681<br>Df Esd Rdr Rt | **PIVAN**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | **600**<br>220<br>313 | RS | **1972** ..............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **7363413**<br>*C4CM*<br>707721<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **PIVOT**<br>ex Gallant-87 ex Amoco Europa-86<br>**Tovip Shipping Ltd.**<br>Limassol Cyprus<br>SatCom: 1100135/GALL | **109 700**<br>91 988<br>232 164<br>T/cm<br>147,1 | AB | **1975** Astilleros Espanoles S.A.—Factoria de Cadiz, Cadiz (96)<br>334,02 (BB) 51,06 19,943<br>312,99 51,01 26,19<br>1 dk<br>rf nil Bow/CM 177 Diam. 0,610 MH 2,4 | **M Tanker**<br>COW IGS SBT<br>13 Ta ER<br>L.(oil) 309 338 HeCls. ptB<br>3 Cargo pumps total 12 000T/hr | B&W<br>Oil 2SA 8Cy. 980 × 2000<br>30 400bhp (22 361kW)<br>Ast. Espanoles S.A. Manises Works<br>Gen 1 × 1000kW 3 × 544kW 450V 60Hz<br>Fuel 528,5t (d.o.) 4 572,0t (hvf)-109,5pd |
| **9017111**<br>*3ETI8*<br>20670-YJ<br>Df Esd Gc<br>Pfd Rdr Rt | **PIXY MARZO**<br>**Naviera de Enero S.A.**<br>Panama Panama | *2 824*<br>*1 760*<br>5 145 | NK | **1991** Sanyo Zosen K.K.—Mukaishima (1028)<br>92,20 (BB) 6,258<br>84,90 16,60 7,70 | **M General Cargo**<br>2 Ho ER<br>G.5 786 B.5 281<br>2 Ha (stl) (15,6 26,0 × 8,4) ER<br>Der 3(15) | Akasaka<br>Oil 4SA 6Cy. 380 × 760<br>1 912kW (2 599bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 180kW a.c. |
| **8607751**<br>*3EQZ4*<br>17322-PEXT3<br>Df Esd Gc<br>Rdr Rt | **PIXY MAY**<br>ex Pioneer Lapan-90<br>**RL Gemini S.A.**<br>Wealth Ocean Services Ltd.<br>Panama Panama | *2 820*<br>*1 786*<br>5 158 | NK | **1986** K.K. Imai Seisakusho—Iwagi (251)<br>6,135<br>87,03 16,01 7,62<br>P 23,8 F 7,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 253 B.5 573<br>2 Ha (stl) (17,4 31,8 × 8,5) ER<br>Der 1(30) 2(15) | Hanshin<br>Oil 4SA 6Cy. 380 × 760<br>2 799bhp (2 059kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 160kW a.c. |
| **8406975**<br>*HSJS*<br>341000088<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **PIYA BHUM**<br>**Regional Container Lines Co. Ltd.**<br>Ship-Control Services (Pte.) Ltd.<br>Bangkok Thailand | *11 762*<br>*5 393*<br>16 356 | GL | **1985** Korea SB. & Eng. Corp.—Busan (1026)<br>147,02 (BB) 22,89 9,651<br>135,01 22,86 13,16<br>F 14,4 2 dks | **M Container Ship**<br>Fixed-guides<br>2 Cell. Ho ER<br>TEU 1008<br>C.Ho 7/20' 198/40' C.Dk 61/20' 272/40' incl. 120 ref C.<br>6 Ha (stl) ER<br>Cr 2(40) | Mitsubishi<br>Oil 2SA 6Cy. 600 × 1900<br>9 200bhp (6 767kW)<br>Hyundai SB. & Heavy Industries<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 152,0t (d.o.) 791,0t (hvf)-23,5pd |
| **5425877**<br>*HOJZ*<br>8483-PEXT3<br>Df Esd Gc<br>Rdr RTv | **PIYA 1**<br>ex Ratan-87 ex Khoobchand-81<br>ex Andriana II-78 ex Woensdrecht-77<br>**Philaine Ocean Lines S.A.**<br>Thai Shipping & Chartering Co. Ltd.<br>Panama Panama | T.Mk<br>**6 789**<br>3 920<br>—<br>**10 106**<br>6 016<br>15 709 | ✠**100A1** CS 10/90<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL et 2¼"SQ<br>FN 4651 | **1964**-1 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (305)<br>157,41 20,07 —/9,589<br>143,06 20,01 12,50<br>F 15,0 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 19,7 18,0 14,1 10,2DTp&s ER 26,1 23,5 5 TwD<br>G.22 532 B.20 188<br>8 Ha (10,6 12,9 12,9 × 7,5) (6,2p&s × 3,0) ER (12,9 10,6 1,5 × 7,5)<br>10W Der 10(5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>4 413kW (6 000bhp)<br>N.V. Koninklijke Maats. "De Schelde"<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 128lbf/in² (8,9bar)<br>Fuel 762,0t |
| **7026467**<br>Esd Rdr Rt | **PIZARRO 4**<br>ex Mirjana-79<br>**Pesquera Zlarin S.A.**<br>Ilo Peru | **200**<br>—<br>249 | ✠Classed LR until 4/72 | **1970**-8 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (404)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 Box K | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 sr reverse sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 1,5kW 24V d.c.<br>Fuel 11,0t (d.o.) |
| **7019830**<br>Esd Rt | **PIZARRO 5**<br>ex Nancy B-79<br>**Compania Pesquera Adriana SCR Ltda.**<br>Ilo Peru | **200**<br>—<br>249 | ✠Classed LR until 4/72 | **1970**-5 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (402)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4<br>rf 686 Box K | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 sr reverse sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 1,5kW 24V d.c.<br>Fuel 11,0t (d.o.) |
| **6916823**<br>Esd Rt | **PIZARRO 8**<br>ex Rafael-75<br>**Pesquera El Gramadal SCR Ltda.**<br>Chimbote Peru | **225**<br>106<br>— | (GL) | **1969** Ast. Picsa S.A.—Callao (256)<br>*30,70* 7,37<br>7,35 3,46<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 8Cy. 159 × 203 sr reverse shaft<br>510bhp (375kW)<br>Caterpillar Tractor Co. |
| **6916770**<br>Esd Rdr Rt | **PIZARRO 9**<br>ex Greco-75<br>**Pesquera Sagitario S.A.**<br>Chimbote Peru | **225**<br>105<br>— | (GL) | **1969** Ast. Picsa S.A.—Callao (257)<br>7,37<br>27,77 7,35 3,46<br>F 10,1 1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 8Cy. 159 × 203 sr reverse shaft<br>510bhp (375kW)<br>Caterpillar Tractor Co. |

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| 6912906<br>Esd Rdr Rt | **PIZARRO 10**<br>ex Leonardo-75<br>**Pesquera Sagitario S.A.**<br>Chimbote Peru | **225**<br>106<br>— | (GL) | **1968** Ast. Picsa S.A.—Callao (250)<br>7,37 3,450<br>27,77 7,35<br>F 10,1 1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 8Cy. 159 × 203 sr reverse geared to sc. shaft<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,75kn |
| 6814354<br>*LUSB*<br>M-42788<br>Df Esd Gc<br>Rdr RTv | **PIZHMA**<br>**ASPOL Shipping Co. Ltd.**<br>(Murmansk) (U.S.S.R.) | *3 466*<br>*1 365*<br>3 600 | RS | **1990** Jurong Shipyard Ltd.—Singapore (1036)<br>95,00 15,80 6,000<br>87,00 - 7,80 | **TM General Cargo**<br>1 Ho ER<br>G.4 572<br>1 Ha (stl) (50,7 × 10,4) ER | Yanmar 8Z280-ET<br>2 Oil 4SA each 8Cy. 280 × 360<br>3 530kW (4 799bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 3 × 300kW a.c.<br>15kn |
| 7909396<br>Esd Rt | **PIZPIZICARA**<br>**Ataraya S.A.**<br>El Salvador | **110**<br>—<br>— | | **1978** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai<br>22,03 2,501<br>6,01 3,36<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.76 | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8128169<br>*UBUI*<br>0304<br>Df Esd Gc<br>Pfd Rdr Rt | **PJERS PUJADS**<br>ex Pyer Puyyad-92<br>**Latvian Shipping Company**<br>Riga Latvia | **9 548**<br>3 586<br>9 141<br>T/cm<br>23,5 | RS | **1982** "Georgi Dimitrov" Shipyard—Varna (202)<br>148,67 21,01 7,651<br>136,00 10,90<br>P -F - 1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>6 Cell. Ho 14,7 15,3 14,6 14,6 14,6 14,6 ER<br>TEU 490<br>C.Ho 246/20'(40') C.Dk 244/20'(40')<br>11 Ha (stl) ER | B&W 6DKRN67/140<br>Oil 2SA 6Cy. 670 × 1400<br>9 048bhp (6 655kW)<br>Bryansk Eng. Works U.S.S.R.<br>Gen 3 × 504kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (d.o.) 1 077,89t (hvf)-30,1pd 17,8kn |
| 8730235<br>M-42748<br>Esd Rdr Rt | **PK-128035**<br>**Government of The Republic of Russia (Ministry of Shipbuilding)**<br>(Sevastopol) (U.S.S.R.) | *606*<br>*181*<br>211 | RS | **1989** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest<br>36,53 18,72 2,112<br>36,33 - 3,20<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo | S.K.L. 6VD26/20AL-1<br>Oil 4SA 6Cy. 200 × 260 total 530kW (721bhp) driving gen. of 100kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>3,7kn |
| 8843020<br>M-38570 | **PK-21500**<br>(Baltiisk) (U.S.S.R.) | *2 624*<br>*787*<br>1 370 | RS | **1991** ............U.S.S.R.<br>65,42 26,05 3,400<br>60,48 - 5,40 | **D-E Crane Pontoon**<br>Deck Cargo | Russkiy 8CHN25/34<br>6CHN1A30/38<br>2 Oil total 2 499kW (3 397bhp) driving gen. connected to elec. motor<br>(p) Oil 4SA 8Cy. 250 × 340<br>Russkiy-Diesel Works Leningrad<br>(s) Oil 4SA 6Cy. 300 × 380<br>Russkiy-Diesel Works Leningrad<br>8kn |
| 8228531<br>M-39645<br>RTv | **PK-27016**<br>**Government of The Republic of Russia (Ministry of Shipbuilding)**<br>(Baku) (U.S.S.R.) | *486*<br>*145*<br>262 | RS | **1984** ............U.S.S.R.<br>34,32 15,83 2,001<br>3,10<br>1 dk | **D-E Crane Pontoon** | 2 Oil driving gen. connected to elec. motor<br>............ |
| 5279400 | **PKHEN HOA**<br>**Government of The Democratic People's Republic of North Korea**<br>North Korea | **1 935**<br>889<br>3 251 | | **1960** "Georgi Dimitrov" Shipyard—Varna<br>92,36 13,80 4,725<br>85,37 13,75 5,64<br>2 dks | **M General Cargo** CSD<br>3 Ho 13,3 22,0 ER 23,0<br>G.5 143 B.4 737<br>3 Ha (7,1 13,8 × 6,7) ER (13,8 × 6,7)<br>10W Der 1(30) 1(10) 10(5) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 000bhp (1 471kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>13kn |
| 7534579<br>*HSB2899*<br>BK2899<br>Rdr | **PLA INCEE**<br>ex Tokuyo Maru No. 11-82<br>**Petrolane LP-Gas Co. Ltd.**<br>Bangkok Thailand | **685**<br>327<br>639 | | **1966** Hashihama Zosen—Imabari (209)<br>49,56 9,22 3,658<br>46,00 9,20 4,40<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 790 | Oil<br>1 100bhp (809kW)<br>Nippon Hatsudoki Japan<br>Gen 2 × 28kW 220V a.c.<br>12kn |
| 6813875<br>*HSB2049*<br>BK2894<br>Rdr Rt | **PLA NUANCHAN**<br>ex Tokuyo Maru No. 25-82<br>**Petrolane LP-Gas Co. Ltd.**<br>Bangkok Thailand | **695**<br>342<br>555 | (NK) | **1968** Uchida Zosen—Ise (655)<br>55,40 9,20 3,633<br>49,99 9,17 4,40<br>P 15,3 F 6,4 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 766 | Nippon Hatsudoki<br>Oil 4SA 6Cy. 325 × 520<br>1 200bhp (883kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 28kW 220V a.c.<br>Fuel 91,5t-4,0pd 11,5kn |
| 8611415 | **PLABNIK**<br>**Pesquera Quintera S.A.**<br>Valparaiso Chile | **502**<br>176<br>769 | | **1987** Marco Chilena S.A.—Iquique (176)<br>44,81 (BB) 10,32 5,101<br>39,30 10,10 5,01<br>1 dk | **M Fishing**<br>Side-fishing Seiner<br>Mchy.aft | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 with clutches & sr geared to sc. shaft<br>1 468bhp (1 080kW)<br>Kloeckner Humboldt Deutz West Germany<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| 7004172<br>Rdr Rt | **PLADJU**<br>**Government of The Republic of Indonesia (Departemen Angkatan Laut)**<br>Jakarta Indonesia | **118**<br>63<br>— | (GL) | **1969** Schiffsw. Scheel & Johnk—Hamburg (456)<br>30,10 6,20 2,001<br>28,40 5,80 2,42<br>1 dk | **M Tanker**<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 180 × 260<br>370bhp (272kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 7213606<br>*EGBD*<br>131<br>Df Esd Pfd<br>Rdr Rt | **PLAI EDERRA**<br>**Plai Ederra S.A.**<br>Ondarroa Spain | **228**<br>90<br>— | BV | **1972** S.A. Balenciaga—Zumaya (217)<br>*32,16*<br>27,51 6,51 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Cons. Echevarria Bermeo<br>Fuel 76,0t (d.o.) 11,5kn |
| 8033091<br>*LYDW*<br>M-36691<br>Esd Rdr RTv | **PLAMENNYY**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1981** ............U.S.S.R.<br>34,01 7,10 2,901<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,5kn |
| 7630385<br>*UVGX*<br>2054 | **PLAMJA**<br>ex Plamya-91<br>**"Intershelf"**<br>Latvia | **180**<br>32<br>85 | RS | **1976** ............U.S.S.R.<br>31,63 7,35 2,901<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,5kn |
| 6819829<br>*XCPG*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PLAN DE AYALA**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **12 753**<br>7 550<br>21 686<br>T/cm<br>31,6 | **✠100A1** SS 5/89<br>oil tanker<br>**✠LMC**<br>EL it $2\frac{1}{16}$"SQ<br>FN 5566 | **1968**-9 Ishikawajima Harima Heavy Ind. (I.H.I.) —Nagoya (1953)<br>170,75 (BB) 22,08 9,449<br>163,07 22,03 12,10<br>P 39,7 F 24,4 1 dk<br>rf nil Bow/CM 78 Diam. 0,200 | **M Tanker**<br>Stern disch.<br>24 Ta ER<br>L.(oil) 25 472 HeCls. BC<br>4 Cargo pumps total 2 800T/hr | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>5 884kW (7 999bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 WTAuxB 270lbf/in² (18,7bar) Spt 230°C 233lbf/in² (16,1bar) hs558,0<br>Gen 2 × 390kW 445V 60Hz a.c.<br>Fuel 2 007,5t-26,5pd 15,5kn |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **6727038**<br>*XCPM*<br><br>Df Esd Gc<br>Rdr RTm/h | **PLAN DE GUADALUPE**<br><br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Salina Cruz Mexico | **12 763**<br>7 561<br>21 760<br>T/cm<br>32,0 | ✠LR class withdrawn 10/12/90 | **1967**-9 Kure Zosensho—Kure (134)<br>170,75 (BB) 22,08 9,462<br>163,07 22,03 12,10<br>P 39,7 F 24,4 1 dk<br>rf nil Bow/CM 75 Diam. 0,200 | **M Tanker**<br>Stern disch.<br>24 Ta ER<br>L.(oil) 25 472<br>Der 1(5) 2(3) 2(2)<br>4 Cargo pumps total 2 800T/hr | 5P<br>HeCls. BC | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>5 884kW (7 999bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 390kW 440V 60Hz a.c.<br>Fuel 1 980,5t (hvf)-26,5pd |
| **6715073**<br>*XCPX*<br><br>Df Esd Gc<br>Rdr | **PLAN DE SAN LUIS**<br><br>**Opera Maritima S.A. de C.V.**<br>Minatitlan Mexico | **10 086**<br>5 725<br>17 467<br>T/cm<br>25,8 | ✠Classed LR until 8/12/87 | **1967**-6 Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (1956)<br>144,79 (BB) 21,34 9,322<br>137,47 21,30 11,82<br>P 37,2 F 20,8 1 dk<br>rf nil Bow/CM 64 Diam. 0,200 | **M Tanker**<br>Stern disch.<br>24 Ta ER<br>L.(oil) 19 675<br>4 Cargo pumps total 2 000T/hr | | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 370kW 440V 60Hz a.c.<br>Fuel 1 708,0t-26,5pd |
| **7327770**<br>*LANZ4*<br>N-01165<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **PLAN KRISTINE**<br>ex Magic Sky-92 ex Gogo Rahn-88<br>ex Afran Galaxy-81 ex Globe Galaxy-81<br>ex Korea Galaxy-78<br>**Plan Magic Inc.**<br>Univan Ship Management Ltd.<br>Bergen Norway (NIS) | **13 660**<br>9 392<br>21 214<br>T/cm<br>32,3 | NV (AB) | **1974** Korea SB. & Eng. Corp.—Busan (156)<br>170,85 (BB) 22,46 9,991<br>161,53 22,41 12,96<br>P 39,4 F 14,7 1 dk<br>rf nil Bow/CM 79 Diam. 0,254 | **M Tanker**<br>SBT<br>22 Ta ER<br>L.(oil) 26 587<br>4 Cargo pumps total 2 000T/hr | HeCls. BC | GMT<br>Oil 2SA 7Cy. 750 × 1320<br>7 723kW (10 499bhp)<br>Grandi Motori Trieste<br>Gen 2 × 680kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 165,0t (d.o.) 1 775,0t (hvf)-33,5pd |
| **9004176**<br>*LZGJ*<br>347T5<br>Df Esd Gc<br>Rdr Rt | **PLANA**<br><br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | *13 834*<br>*6 380*<br>19 985 | BR (Class cont.) | **1991** Varna Shipyard—Varna (451)<br>168,56 25,05 8,000<br>159,00 25,00 11,50<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho ER<br>G.25 970<br>5 Ha (stl) ER | | B&W<br>Oil 2SA 6Cy. 420 × 1360<br>5 100kW (6 933bhp)<br>Bryansk Eng. Works |
| **7717286**<br>*IQKW*<br>805<br>Esd Rdr Rt | **PLANASIA**<br><br>**Toscana Regionale Marittima S.p.A. (TOREMAR)**<br>Livorno Italy | **984**<br>392<br>550 | RI | **1980** Cant. Nav. "Luigi Orlando"—Livorno (153)<br>71,13 14,03 3,610<br>64,24 14,00 4,81<br>4 dks | **TM RoRo Cargo/Ferry** | 1000P | GMT<br>2 Vee Oil 4SA each 12Cy. 230 × 310 reverse reduction geared to sc. shafts<br>5 040bhp (3 707kW)<br>Grandi Motori Trieste<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7102285**<br>*EWVZ*<br>M-31010<br>Df Esd Gc<br>Pfd Rdr Rt | **PLANERIST**<br><br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**2 154**<br>762<br>1 134 | RS | **1971** VEB Volkswerft Stralsund—Stralsund (318)<br>81,95 13,59 5,201<br>73,00 13,58 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **7236218**<br>*DEEE*<br><br>Esd Gc Pfd<br>Rdr RTv | **PLANET**<br><br>**Partenreederei m.s. "Planet"**<br>Hapag-Lloyd Transport & Service G.m.b.H.<br>Bremen Federal Republic of Germany | **211**<br>—<br>— | GL | **1973** Handel & Schpsb. Mij. Kramer & Booy N.V. —Kootstertille (175)<br>30,99 8,64 4,020<br>27,01 8,62 4,50<br>1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | | Deutz<br>Oil 4SA 6Cy. 370 × 400 sr geared to sc. sha<br>Kloeckner Humboldt Deutz<br>Gen 2 × 186kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 70,0t (d.o.)-8,5pd |
| **7811111**<br>*P3MB3*<br>708841<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PLANETA**<br>ex Incotrans Progress-85 ex Planeta-84<br>ex Seaway Dispatch-80<br>**Seavoyager Marine Ltd.**<br>Ambra Shipmanagement Ltd.<br>Limassol Cyprus | **8 142**<br>5 522<br>13 140 | GL | **1979** Gebr. Schuerenstedt KG. —Bardenfleth/Weser (1372)<br>145,12 (BB) 22,08 8,442<br>134,83 22,01 11,10<br>P 24,4 F 22,6 1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>4 Cell. Ho ER<br>G.16 314 B.15 253<br>TEU 602 C.Ho 314/20'(40') C.Dk 288/20'(40') incl. 35 ref C.<br>13 Ha ER | | MaK<br>2 Oil 4SA each 9Cy. 450 × 520 reduction ge to sc. shaft<br>10 004kW (13 601bhp)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 480kW 1 × 350kW 380V 50Hz a<br>Controllable pitch propeller<br>Fuel-46,5pd |
| **8121513**<br>*SQMG*<br><br>Df Esd Gc<br>Rdr Rt | **PLANETA**<br><br>**Szczecinie Urzad Morski**<br>Swinoujscie Poland | **751**<br>215<br>— | PR | **1982** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B91/02)<br>61,32 3,190<br>57,64 11,82 4,53<br>1 dk | **TM Buoy Tender** | | Sulzer<br>2 Oil 4SA each 6Cy. 250 × 300 geared to sc shafts<br>H. Cegielski |
| **7738876**<br><br>13415 | **PLANETE**<br><br>**Mme. H. Imfeld-Van Habost**<br>Belgium | —<br>—<br>424 | **A1** SS 6/88<br>inland waterways chemical tanker<br>Sulphuric acid in independent tanks, SG up to 1.8<br>**LMC**<br>EL /22,0U1<br>FN 397 | **1933** J. Boel et Fils S.A.—Tamise/Temse<br>52,30 5,08<br>52,28 5,06 2,52<br>Trunk 27,5 1 dk<br>rf nil conv Tank Barge — | **M Tank Barge**<br>Chemical<br>4 Ta ER | | General Motors<br>Oil 2SA 6Cy. 98 × 114<br>165bhp (121kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 2 × 1kW 24V d.c. |
| **8214906**<br>*J8EL5*<br>3210<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **PLANICA**<br>ex Pacific Auk-85<br>**Genshipping Corp.**<br>Splosna Plovba<br>Kingstown St. Vincent and the Grenadines | *12 859*<br>*7 880*<br>21 339 | NK | **1984** Watanabe Zosen K.K.—Hakata (221)<br>152,66 (BB) 9,602<br>142,02 24,01 13,21<br>P 23,8 F 11,6 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.28 331 B.27 093<br>4 Ha (stl) (17,6 20,0 20,0 20,0 × 12,7) ER<br>Cr 3(25) Der 1(25) | | B&W<br>Oil 2SA 6Cy. 550 × 1380<br>8 100bhp (5 958kW)<br>Hitachi Zosen Hiroshima Works,<br>Gen 3 × 360kW |
| **8908222**<br>*LAJG4*<br>N-01042<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PLANIER**<br><br>**ANS Planier**<br>V. Ships Norway A/S<br>Oslo Norway (NIS)<br>SatCom: 1312474/LAJG | *52 664*<br>*28 137*<br>97 002 | NV (Class cont.) (NK) | **1991** Koyo Dockyard Co. Ltd.—Mihara (2020)<br>246,80 (BB) 13,419<br>235,00 42,00 19,50<br>1 dk | **M Tanker**<br>COW IGS SBT DB DSS<br>8 Ta ER<br>L.(oil) 110 815<br>3 Cargo pumps total 7 500T/hr | HeCls. C | Sulzer<br>Oil 2SA 6Cy. 720 × 2500<br>9 003kW (12 240bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 680kW 440V 60Hz a.c.<br>Fuel 189,9t (d.o.) 2 847,9t (i.f.o.) |
| **6619798**<br>*YTPP*<br>5T-276<br>Rt | **PLANIK**<br>ex S2 ex PT-89-64<br>**Ljubo & Mate Jakas**<br>Split Croatia | **128**<br>55<br>137 | JR | **1954** Brodogradiliste "Split"—Split<br>30,00 5,52 2,388<br>27,84 5,49 2,52<br>1 dk | **M General Cargo**<br>2 Ho each 7,5 ER<br>G.181<br>2 Ha (each 4,0 × 2,5) ER<br>1W Cr 1(-) | | Alpha<br>Oil 2SA 3Cy. 200 × 340<br>135bhp (99kW) E made48 fitted54<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 1 × 2,5kW 24V d.c. |
| **7411894**<br>*P3KE4*<br><br>Df Esd Gc<br>Rdr Rt | **PLANITIS**<br>ex Dr. Atilio Malvagni-91<br>**Obtain Shipping Co. Ltd.**<br>Limassol Cyprus | **9 236**<br>6 577<br>14 930 | AB | **1980** A.F.N.E., Ast. y Fab. Nav. del Estado S.A. —Ensenada (50)<br>140,98 8,841<br>134,17 20,43 11,76<br>F 11,6 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>4 Ho 21,5 28,1 7,6DTp,c,s 25,9 ER 19,0 4 TwD<br>G.17 940 B.16 648 In.1 256 L.1 233<br>TEU 138 C.Ho 92/20' C.dk 46/20'<br>5 Ha (stl) (10,9 × 6,4) (12,8 12,8 12,8 × 8,3) ER (11,2 × 6,4)<br>Der 4(22) 2(5) | | Doxford<br>Oil 2SA 4Cy. 670 × 2140 exhaust 1 640<br>8 000bhp (5 884kW)<br>Doxford Engines Ltd.<br>Gen 3 × 425kW 380V 50Hz a.c.<br>Fuel 363,0t (d.o.) 959,0t (hvf)-23,0pd |
| **8330475**<br>*UUXI*<br>M-12793<br>Df Esd Gc<br>Rdr RTm/h/v | **PLANKTON**<br><br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *674*<br>*202*<br>561 | RS | **1984** .............U.S.S.R.<br>54,89 9,53 4,471<br>5,19<br>1 dk | **M Pollution & Surface Clearance Vessel** | | Oil<br>............ |

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|---|---|---|---|---|---|---|
| 7044897<br>*ESNK*<br>M-6247<br>Df Esd Rdr<br>Rt | **PLANKTON**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **630**<br>223<br>318 | RS | **1969** Volgograd Shipyard—Volgograd<br>54,23 9,38 3,810<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,5kn |
| 7117034<br>*HKCJ*<br>Df Esd Gc<br>Rdr RTh | **PLANTA DE BETANIA**<br>**Instituto de Fomento Industrial de Colombia**<br>Cartagena de Indias Colombia | **2 426**<br>1 214<br>2 300 | (AB) | **1972** Ast. de T. Ruiz de Velasco—Bilbao (118)<br>96,60 3,861<br>88,02 14,41 6,30<br>F 8,6 1 dk<br>rf nil | **TM General Cargo**<br>4 Ho 6,7 16,3 16,3 15,3 ER<br>G.2 747<br>4 Ha (stl) (2,9 × 2,9) (10,3 10,3 10,3 × 8,3) ER<br>2W Cr 2(5) Der 2(1) | MAN<br>2 Oil 4SA each 6Cy. 300 × 450<br>2 550bhp (1 876kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 2 × 180kW 460V 60Hz a.c.<br>Fuel 201,0t (d.o.) 12kn |
| 7112503<br>*HKCI*<br>Df Esd Gc<br>Rdr RTh | **PLANTA DE MAMONAL**<br>**Instituto de Fomento Industrial de Colombia**<br>Cartagena de Indias Colombia | **2 426**<br>1 214<br>2 300 | (AB) | **1971** Ast. de T. Ruiz de Velasco—Bilbao (117)<br>96,60 3,861<br>88,02 14,41 6,30<br>F 8,6 1 dk<br>rf nil | **TM General Cargo**<br>4 Ho 6,7 16,3 16,3 15,3 ER<br>G.2 747<br>4 Ha (stl) (2,9 × 2,9) (10,3 10,3 10,3 × 8,3) ER<br>2W Cr 2(5) Der 2(1) | MAN<br>2 Oil 4SA each 6Cy. 300 × 450 reverse reduction geared to sc. shafts<br>2 550bhp (1 876kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 2 × 180kW 460V 60Hz a.c.<br>Fuel 201,0t (d.o.) 12kn |
| 8328745<br>*UHVB*<br>M-12784<br>Df Esd Gc<br>Rdr RTm/h/v | **PLASTUN**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | *448*<br>*134*<br>207 | RS | **1984** ..............U.S.S.R.<br>44,89 9,48 3,771<br>5,11<br>1 dk | **M Fishing**<br>Seiner | Oil<br>.............. |
| 6619906<br>*CXQP*<br>Df Esd Rdr<br>Rt | **PLATA FEEDER**<br>ex Hybur Traveller-89<br>ex Goodwill Traveller-80<br>**Igorel S.A.**<br>Montevideo Uruguay | **499**<br>285<br>1 143 | ✠Classed LR until 18/9/81<br>GL | **1966**-11 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (349)<br>66,38 10,70 3,918<br>61,14 10,51 6,15<br>F 7,4 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>1 Ho 44,4 ER<br>G.2 506 B.2 424<br>TEU 55 C. 55/20'<br>1 Ha (37,8 × 7,8) ER | MAN G8V30/45<br>Oil 4SA 8Cy. 300 × 450<br>1 200bhp (883kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 24kW 2 × 18kW 1 × 15kW 110V d.c.<br>Fuel 114,0t 11,5kn |
| 8845248<br>316787 | **PLATANAS**<br>**Central Fisheries Co. Ltd.**<br>Takoradi Ghana | **254**<br>122<br>— | | **1979** Shin Kochi Jyuko K.K.—Kochi<br>- - 3,150<br>46,00 7,80 3,40<br>rf nil | **M Fish Carrier** | Akasaka<br>Oil 4SA 6Cy. 310 × 590<br>625kW (850bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>11kn |
| 5223126<br>*EAKK*<br>140 | **PLATANERO**<br>ex Maria Noriega-63<br>**Antonio Brito Placeres**<br>Las Palmas Spain | **585**<br>407<br>599 | | **1945** Juan Cruz Celaya e Hijos—Bilbao (3)<br>*46,40* 8,51 3,404<br>8,46<br>2 dks | **S General Cargo**<br>Mchy.aft<br>G.1 189 B.1 104<br>2 Ha | T 3Cy. 241 381 & 635 x 457<br>250ihp (184kW)<br>A. G. Mumford Ltd. Colchester<br>Fuel 40,5t (o.f.) 10kn |
| 8503852<br>*YQRF*<br>Df Gc Rdr<br>RTh | **PLATARESTI**<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **5 934**<br>3 529<br>8 750 | RNR | **1986** Santierul Naval Braila—Braila (7522)<br>130,89 8,102<br>121,21 17,72 10,24<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 19,7 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (6,0 × 11,8) (9,9 9,9 9,9 × 13,6) ER | Sulzer<br>Oil<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan |
| 7942025 | **PLATERAS**<br>ex Almeja-88 ex Sea Splitter 1-81<br>**Jose Maria Acha S.A.**<br>Bilbao Spain | **599**<br>567<br>1 320 | BV | **1980** A. Vuyk & Zonen's Scheepswerven B.V.—Capelle a/d Ijssel (885)<br>58,35 11,00 3,401<br>54,34 3,76<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>1 Ho ER<br>Hopper 750 | General Motors<br>2 Vee Oil 2SA each 8Cy. 123 × 127<br>1 120bhp (824kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>2 Directional propellers<br>8,75kn |
| 8808795<br>*EHTU*<br>3BI-4-219<br>Df Esd Gc<br>Pfd Rdr Rt | **PLATI**<br>**Chemaypa S.A.**<br>Ondarroa Spain | *247*<br>*74*<br>110 | BV | **1989** Ast. de Murueta S.A—Guernica (171)<br>32,00 7,22 3,352<br>26,01 7,21 3,41<br>2 dks | **M Fishing**<br>Stern Trawler | Wartsila 4R22<br>Oil 4SA 4Cy. 220 × 240 with clutches, flexible couplings & sr geared to sc. shaft<br>291kW (396bhp)<br>Cons. Echevarria Bermeo<br>Gen 2 × 240kW 380V a.c.<br>Controllable pitch propeller<br>10,5kn |
| 7381489<br>*P3LB2*<br>708281<br>Df Esd Gc<br>Pfd Rdr RTv | **PLATINUM**<br>ex Fairfield Sunrise-87<br>**Numplat Seatransport Ltd.**<br>Limassol Cyprus<br>SatCom: 1100610/PLAT | **105 553**<br>87 777<br>233 362<br>T/cm<br>148,7 | **100A1** SS 7/89<br>oil tanker<br>**LMC** **UMS**<br>**IGS**<br>EL B* 742,5/107,0U3<br>FN 23852<br>(NK) | **1976** Hyundai SB. & Heavy Industry—Ulsan (7306)<br>319,79 (BB) 53,07 19,656<br>305,01 53,00 25,20<br>1 dk<br>rf 152 Bow/CM 159 Diam. 0,410 | **S Tanker**<br>19 Ta ER<br>L.(oil) 287 860<br>3 Cargo pumps total 12 380T/hr | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>2 WTB 74,9kgf/cm² (73,5bar) Spt 515°C 64,9kgf/cm² (63,7bar) hs2172,0<br>Gen 2 × 1600kW 1 × 760kW 450V 60Hz a.c.<br>Fuel (o.f.) 16,25kn |
| 8822636<br>*9HEY3*<br>2579<br>Rdr Rt | **PLATO**<br>**Plato Navigation Ltd.**<br>Paal Wilson Management A/S<br>Valletta Malta | *1 990*<br>*1 217*<br>3 677<br>T/cm<br>10,4 | **✠100A1**<br>strengthened for heavy cargoes , bottom strengthened for loading and unloading aground<br>Ice Class 1D<br>**✠LMC** **UMS**<br>EL 412,5/34,0U2<br>FN 1694 | **1989**-9 Scheepswerf "Waterhuizen" B.V. J. Pattje—Waterhuizen (375)<br>88,15 (BB) 14,18 5,274<br>83,20 14,00 6,35<br>RAD 12,6 F 7,0 1 dk<br>rf nil. | **M General Cargo**<br>1 Ho<br>G.4 474 B.4 459<br>2 Ha (stl) (each 26,0 × 10,2) ER | MaK 6MU452AK<br>Oil 4SA 6Cy. 320 × 450 with flexible couplings & sr geared to sc. shaft<br>1 176kW (1 599bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 3 × 52kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 173,6t-5,5pd 12kn |
| 7701873<br>*SXJN*<br>9559<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PLATON**<br>ex Pacific Confidence-84<br>ex Orient Star I-83 ex Louise Helm-81<br>ex Tetsuzan Maru-80<br>**Platon Shipping Inc.**<br>Seastar Navigation Co. Ltd.<br>Piraeus Greece | **9 654**<br>6 559<br>17 715 | NV (NK) | **1977** Tsuneishi Zosen K.K.—Numakuma (403)<br>146,01 (BB) 9,281<br>138,03 22,31 12,48<br>P 28,4 F 11,6 1 dk | **M Bulk Carrier**<br>G.22 074 B.21 394<br>4 Ha (stl) (13,5 × 9,6) (19,4 19,4 19,4 × 11,2) ER<br>Der 4(25) | Pielstick 12PC2-5V-400<br>Vee Oil 4SA 12Cy. 400 × 460 reduction geared to sc. shaft<br>3 810kW (5 180bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 115/450V a.c.<br>16,2kn |
| 7525994<br>*P3HL4*<br>Df Esd Gc<br>Pfd Rdr Rt | **PLATON**<br>ex Pluto-91 ex Marabou-86<br>**Green Leaf Shipping Co. Ltd.**<br>Limassol Cyprus | *9 188*<br>*5 499*<br>14 874 | BV | **1978** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2535)<br>143,41 (BB) 19,84 9,035<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 161 B.19 008<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 2(30) 12(10) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>13,5kn |
| 5280203<br>*SV3069*<br>5725<br>Esd Rt | **PLATON**<br>ex Russel Drake D-88<br>ex Mr Russel Drake-78 ex Poel-77<br>ex Rebecka E.-55 ex Reda<br>**Avgerinos Naftiki Eteria**<br>Piraeus Greece | **197**<br>99<br>351 | (GL) | **1942** Ernst Menzer, Schiffswerft—Hamburg<br>*41,12* 6,53 2,401<br>2,65<br>B 9,2 F 6,4 1 dk<br>len 51<br>conv Tanker 76 | **M Tanker**<br>Storage<br>Ice strengthened<br>12 Ta<br>L.(oil) 590 HeCls. C | MWM<br>Oil 4SA 6Cy. 215 × 300<br>330bhp (243kW) NE 60<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 12,0t-1,0pd 9,5kn |

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|---|---|---|---|---|---|---|---|
| **7518226**<br>*UWJX*<br>M-32203<br>Df Esd Gc<br>Rdr Rt | **PLATON OYUNSKIY**<br>**North Eastern Department of Shipping**<br>(U.S.S.R.) | **3 590**<br>1 804<br>4 000 | RS | **1975** Navashinskiy Shipyard—Navashino<br>123,50 15,04 4,501<br>115,83 6,51<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.5 800<br>4 Ha (11,9 11,9 13,7 13,7 × 8,3) ER<br>Cr 2(8) | | Russkiy<br>Oil 2SA 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works |
| **5254254**<br>*HQCF*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **PLATON REEFER**<br>ex Maracana-86 ex Good Hope-83<br>ex Noe-81<br>**Selina Navigation S.A.**<br>San Lorenzo Honduras | **2 603**<br>1 316<br>2 800 | HR (BV) | **1963** S.A. des Ancien Chantiers Dubigeon —Nantes-Chantenay (791)<br>90,51 13,31 6,458<br>84,51 13,29 8,16<br>1 dk | **M General Cargo**<br>Wine Ref<br>2 Ha (16,4 14,4 × 5,2) ER<br>Der 4(5) | | MAN<br>Oil 4SA 9Cy. 520 × 740<br>3 470bhp (2 552kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Fuel 249,0t |
| **7320124**<br>*IMKX*<br>57<br>Esd Rdr Rt | **PLATONE**<br>**Gaspare Asaro**<br>Mazara del Vallo Italy | **199**<br>90<br>— | | **1973** Cant. Nav. M. Morini & C.—Ancona<br>32,72 7,19<br>25,71 3,81<br>1 dk | **Wood M Fishing**<br>Side-fishing Ref | | MAN<br>Oil 4SA 8Cy. 235 × 330<br>600bhp (441kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **8327571**<br>*SV6674*<br>7219<br>Rt | **PLATYTERA**<br>**Kerkiraika Porthmia Maritime Co.**<br>Piraeus Greece | **997**<br>367<br>— | (HR) | **1981** Panagiotakis Bros.—Salamis<br>72,22 16,41 —<br>65,00 14,30 4,40<br>1 dk | **M Ferry** | —dk P | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 940bhp (1 427kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **6406244**<br>*YTRA*<br>6T-32<br>Rt | **PLAVI JADRAN**<br>ex Mrcara-56<br>**Ivan Urlic**<br>Dubrovnik Croatia | **128**<br>55<br>137 | JR | **1952** Brodogradiliste "Vicko Krstulovic" —Split (75)<br>30,00 5,49 2,388<br>27,84 5,44 2,49<br>1 dk | **M General Cargo**<br>2 Ho each 7,5 ER<br>G.181<br>2 Ha (each 4,0 × 2,5) ER<br>2W Der 2(1) | | Alpha<br>Oil 2SA 3Cy. 200 × 340<br>135bhp (99kW)<br>Alpha-Diesel A/S<br>Gen 1 × 2,5kW 24V d.c. |
| **6910362**<br>*ERSP*<br>0520<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PLAVNIEKI**<br>ex Robert Eykhe-91<br>**Riga Trawling & Refrigeration Fleet**<br>Riga Latvia | T.Mk<br>**13 572**<br>6 895<br>10 118 | RS | **1968** Stocznia Gdanska im. Lenina—Gdansk (B69/06)<br>164,01 21,34 8,081<br>149,00 21,21 12,65<br>2 dks & S dk | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.10 010<br>5 Ha (stl) (each 4,5 × 3,9) ER<br>16W Der 2(10) 14(5) | OSD | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>H. Cegielski |
| **7642637**<br>*UQMV*<br>M-12501<br>Df Esd Rdr<br>Rt | **PLAVSK**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1976** .............U.S.S.R.<br>54,84 9,38 3,809<br>49,99 4,73<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **6929129**<br>*COMX*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **PLAYA COLORADA**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>La Habana Cuba | **2 653**<br>1 139<br>1 170 | | **1969** VEB Volkswerft Stralsund—Stralsund (278)<br>82,17 13,64 5,004<br>73,00 13,59 9,50<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>4 Ho<br>G.163 In.1 094<br>4 Ha (2,3 2,3 2,3 1,5 × 1,9)<br>4W Der 2(5) 2(3) | | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to s<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **7432800**<br>*EGWO*<br><br>Esd Rdr Rt | **PLAYA DA BRELA**<br>**Antonio Ragal Galdo**<br>Vivero Spain | **172**<br>78<br>— | | **1975** Jose Beltran—Foz (172)<br>31,55 7,32 3,201<br>27,18 7,19 3,71<br>1 dk | **Wood M Fishing** | | Alpha<br>Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW)<br>Cons. Echevarria |
| **6609767**<br>*EEYL*<br>1701<br>Df Esd Rt | **PLAYA DE AGUETE**<br>**Pesquerias Marinenses S.A.**<br>Gijon Spain | **183**<br>63<br>— | (BV) | **1966** Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijon (R.60)<br>31,02 3,449<br>27,61 6,51 3,81<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>2 Ho<br>G.154 | | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz<br>Fuel 60,5t (d.o.) |
| **7615294**<br>*EHIC*<br><br>Df Esd Gc<br>Rdr Rt | **PLAYA DE ALCUDIA**<br>ex Sota Sir Ramon-88<br>**Transportes Maritimos De Alcudia S.A.**<br>Bilbao Spain | **1 585**<br>1 098<br>2 730 | BV | **1977** S.A. Balenciaga—Zumaya (278)<br>83,62 5,101<br>75,01 13,21 6,23<br>1 dk | **M General Cargo**<br>Str. heavy cargoes<br>Mchy.aft | | Deutz<br>Oil 4SA 6Cy. 400 × 580 reverse reduction to sc. shaft<br>2 000bhp (1 471kW)<br>Hijos de J. Barreras S.A. |
| **7010937**<br>*EDFX*<br>9055<br>Df Esd Rt | **PLAYA DE ALDAN**<br>**Juan Oya Perez**<br>Vigo Spain | **165**<br>73<br>— | | **1970** Const. Nav. Santodomingo—Vigo (376)<br>7,17 3,499<br>25,51 6,81 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | | Deutz<br>Oil 4SA 6Cy. 220 × 280 reverse reduction to sc. shaft<br>490bhp (360kW)<br>Kloeckner Humboldt Deutz |
| **5177042**<br>*EBVC*<br>7079<br>Esd | **PLAYA DE AREA**<br>ex Julio Vieira<br>**Jose Breca Brion y otros**<br>Vigo Spain | **165**<br>54<br>— | | **1950** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol<br>*30,06* 6,15<br>... ... ... | **Wood M Fishing**<br>Side-fishing | | Polar<br>Oil 5Cy. 250 × 420<br>450bhp (331kW)<br>Atlas-Diesel A/B<br>Fuel 51,0t (d.o.) |
| **7410577**<br>*EHKG*<br><br>Df Esd Rdr<br>Rt | **PLAYA DE AREAMILLA**<br>**Rodeiramilla S.L.**<br>Gijon Spain | **158**<br>64<br>106 | BV | **1977** Ast. Gondan—Puerto de Figueras (145)<br>27,77 3,441<br>24,21 7,01 3,56<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | | A.B.C.<br>Oil 4SA 6Cy. 242 × 320<br>900bhp (662kW)<br>Anglo-Belgian Co. N.V.<br>Fuel 79,5t (d.o.) |
| **7403744**<br>*EGWA*<br><br>Df Esd Gc<br>Pfd Rdr RTv | **PLAYA DE ARITZATXU**<br>**Pesquera Vasco-Montanesa S.A. (PEVASA)**<br>Bermeo Spain<br>SatCom: 1351530/ARIT | **984**<br>368<br>1 100 | BV | **1975** Ast. del Cadagua W. E. Gonzalez S.A. —Bilbao (94)<br>61,24 11,64 5,487<br>52,25 11,59 8,08<br>2 dks | **M Fishing**<br>Tuna Ref | | Cockerill<br>Vee Oil 4SA 12Cy. 241 × 305<br>3 000bhp (2 207kW)<br>S.A. Cockerill-Ougree-Providence |
| **7032363**<br>*EEYB*<br>1845<br>Df Gc Rt | **PLAYA DE BENQUERENCIA**<br>**Cooperativa Playa de Benquerencia**<br>Gijon Spain | **234**<br>110<br>— | BV | **1971** Ast. Neptuno—Valencia (33)<br>31,20 1,931<br>27,01 7,01 3,81<br>1 dk | **M Fishing**<br>Side Trawler | | Krupps<br>Oil 4SA 6Cy. 295 × 420<br>750bhp (552kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 73,5t (d.o.) |
| **6917190**<br>*EAXJ*<br>9014<br>Df Esd Rt | **PLAYA DE BERMEO**<br>**Harinas Del Mar S.A.**<br>Bilbao Spain | **489**<br>249<br>— | (BV) | **1969** Hijos de J. Barreras S.A.—Vigo (1374)<br>42,75 9,76 4,271<br>38,51 9,73 4,91<br>2 dks<br>RW | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>809kW (1 100bhp)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 500kW 220V a.c.<br>Fuel 159,0t (d.o.) |
| **5425994**<br>*EEAD*<br><br>Df Esd Rt | **PLAYA DE BON**<br>ex Activo Segundo-86<br>**Abelardo Travieso Iglesias**<br>La Coruna Spain | **182**<br>75<br>— | (BV) | **1964** Maritima del Musel S.A.—Gijon (44)<br>33,20 6,51 3,480<br>29,01 6,43 3,76<br>RW | **M Fishing**<br>Side Trawler | | M.T.M.<br>Oil 4SA 6Cy. 295 × 420<br>550bhp (405kW)<br>La Maquinista Terrestre y Mar (MTM) |

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| 6930879<br>*EEGV*<br>Df Esd Gc<br>Rdr Rt | **PLAYA DE CADIZ**<br>**Pesquerias Cadiz S.A.**<br>Cadiz Spain | **659**<br>260<br>— | | **1970** Hijos de J. Barreras S.A.—Vigo (1375)<br>53,52 10,39<br>BV 46,00 10,34 7,12<br>2 dks | **M Fishing**<br>Stern Trawler<br>2 Ho ER<br>G.648 | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 600bhp (1 177kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 268,5t (d.o.) 13kn |
| 6727569<br>*EFSA*<br>8746<br>Df Esd Gc<br>Pfd Rdr Rt | **PLAYA DE CARNAVAL**<br>ex Teodoro Pirez-87<br>**Borneirina S.L.**<br>Vigo Spain | **685**<br>270<br>457 | ✠Classed LR until 21/9/85 | BV **1968**-2 Hijos de J. Barreras S.A.—Vigo (1364)<br>53,85 10,55 4,801<br>48,49 10,41 7,12<br>B 6,8 2 dks<br>rf 711 Box K 406 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.528 | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 550bhp (1 140kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 240kW 1 × 100kW 380V 50Hz a.c.<br>11kn |
| 7502241<br>Df Esd Rt | **PLAYA DE CEDEIRA**<br>**Jose Brocos Villar**<br>Gijon Spain | **169**<br>80<br>— | | **1977** Armon de Navia—Navia (8)<br>29,01 7,14 3,099<br>25,02 7,12 3,69<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | Baudouin DVX12SRJM<br>Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Internacional Diesel S.A. Zumaya<br>13kn |
| 7432824<br>*EGOE*<br>Esd Rdr Rt | **PLAYA DE CEE**<br>**Compania Maritima Sicar S.A. Sicar Line**<br>Corcubion Spain | **1 552**<br>959<br>2 064 | | **1974** Ast. Sicar—Corcubion (118)<br>71,56 11,00 5,252<br>BV 64,24 10,80 6,56<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.3 247<br>1 Ha (37,0 × 7,7) ER | CSD MaK 6M452AK<br>Oil 4SA 6Cy. 320 × 450<br>1 250bhp (919kW)<br>Atlas-MaK Maschinenbau Kiel<br>12,5kn |
| 5279711<br>*GCLM*<br>FH 565<br>Df Esd Rt | **PLAYA DE COROSO**<br>**Playa De Coroso Fishing Ltd.**<br>Falmouth United Kingdom | **219**<br>108<br>227 | | **1961** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (138)<br>(BV) 35,67 6,91 3,404<br>30,00 6,86 3,89<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9)<br>Der 1(-) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW) E made74 fitted—<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel 43,0t (d.o.) 11kn |
| 5279723<br>*ECAS*<br>1468<br>Esd | **PLAYA DE COSTARRENCALA**<br>**Ciriza Huarte S.A.**<br>San Sebastian Spain | **239**<br>140<br>— | | **1952** Ast. del Cadagua W. E. Gonzalez S.A. —Bilbao (15)<br>(BV) *34,39* 6,53 3,429<br>6,48 3,71<br>1 dk<br>len 58 | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 0,9)<br>1W | Polar<br>Oil 2SA 5Cy. 250 × 420<br>450bhp (331kW)<br>Atlas-Diesel A/B Stockholm<br>Fuel 77,0t (d.o.) 9kn |
| 7030626<br>*EFGU*<br>9111<br>Esd Rt | **PLAYA DE EREAGA**<br>**Pesquera Vasco-Montanesa S.A. (PEVASA)**<br>Vigo Spain | **144**<br>68<br>— | | **1970** Hijos de J. Barreras S.A.—Vigo (1385)<br>29,37 3,226<br>(BV) 24,52 7,00 3,56<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>6 Ho<br>In.157 | Alpha<br>Oil 2SA 4Cy. 260 × 400<br>400bhp (294kW)<br>Cons. Echevarria Bermeo<br>Fuel 37,0t (d.o.) 9kn |
| 5414244<br>*EAFH*<br>Df Esd Pfd<br>Rdr RTm/h/v | **PLAYA DE EZARO**<br>ex Cedar Glory-80 ex Vega-78<br>**Compania Maritima Sicar S.A. Sicar Line**<br>La Coruna Spain | **1 208**<br>918<br>2 098 | ✠Classed LR until 31/7/80 | BV **1963**-4 Arnhemsche Schps. Maats.—Arnhem (410)<br>81,03 10,42 5,101<br>74,66 10,38 6,18<br>F 6,4 2 dks<br>rf 102<br>len 69 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 798 B.2 557<br>3 Ha (stl) (11,9 × 5,0) (6,6 × 8,2) (15,6 × 6,0) ER<br>Cr 2(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 65kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 372,0t (d.o.) 12kn |
| 5220526<br>*EFFZ*<br>7464<br>Df Esd Rt | **PLAYA DE FRANCON**<br>ex Mar Melville-85<br>**Llartos S.A.**<br>Vigo Spain | **224**<br>119<br>— | | **1951** Construcciones S.L.—Vigo (11)<br>33,79 6,81 3,175<br>BV 6,79 3,74<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>650bhp (478kW) NE 64<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>9,5kn |
| 7813107<br>*EAAM*<br>Df Esd Gc<br>Pfd Rdr Rt | **PLAYA DE GALICIA**<br>Launched as Maria Gina<br>**Pesquerias Marinenses S.A.**<br>Vigo Spain | **481**<br>224<br>668 | | **1981** Construcciones Navales P. Freire S.A.—Vigo (122)<br>BV 53,78 4,201<br>45,67 9,52 4,32<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Deutz<br>Vee Oil 4SA 12Cy. 225 × 300 geared to sc. shaft<br>1 740bhp (1 280kW)<br>Hijos de J. Barreras S.A. Spain |
| 6925563<br>*EAJG*<br>31<br>Df Esd Pfd<br>Rdr Rt | **PLAYA DE GURES**<br>**Compania Maritima Sicar S.A. Sicar Line**<br>Corcubion Spain | T.Mk<br>**410**<br>277<br>—<br>**782**<br>612<br>1 053 | | **1969** Ast. Sicar—Corcubion (114)<br>59,67 —/4,211<br>BV 53,83 8,51 5,34<br>2 dks<br>len 75 | **M General Cargo**<br>Mchy.aft<br>2 Ha (each 12,8 × 5,2)<br>Der 2(1,5) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>850bhp (625kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel (d.o.) 12,25kn |
| 6909882<br>*EFGF*<br>1227<br>Df Esd Rt | **PLAYA DE LA ANTILLA**<br>**Pesca y Congelacion S.A.**<br>Huelva Spain | **347**<br>173<br>325 | | **1970** Ast. de Cadiz—Sevilla (118)<br>41,38 3,722<br>BV 36,43 7,75 4,12<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>G.300<br>Der 1(1,5) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 070bhp (787kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 103,5t (d.o.) 12kn |
| 7363384<br>*EGFX*<br>2671<br>Df Esd Gc<br>Rdr Rt | **PLAYA DE LAGA**<br>**Alvarez e Hijos S.A.**<br>Salvador Alvarez San Pedro<br>Santander Spain | **197**<br>38<br>— | | **1974** Ast. Zamacona S.A.—Bilbao (96)<br>32,49<br>(BV) 27,49 7,35 3,76<br>1 dk | **M Fishing**<br>Side-fishing<br>4 Ho ER<br>G.72 | Alpha 6L23/30<br>Oil 4SA 6Cy. 225 × 300<br>750bhp (552kW)<br>Cons. Echevarria Bermeo<br>Fuel 58,5t (d.o.) 12kn |
| 7327885<br>*HP5391*<br>19301-PEXT<br>Df Esd Gc<br>Rdr Rt | **PLAYA DE LAIDA**<br>Panama Panama | **709**<br>345<br>709 | | **1974** Ast. Celaya—Bilbao (140)<br>49,51 4,903<br>BV 45,50 10,70 7,40<br>2 dks. | **M Fishing**<br>Tuna Ref | Alpha 14V23L-VO<br>Vee Oil 4SA 14Cy. 225 × 300 reverse reduction geared to sc. shaft<br>1 750bhp (1 287kW)<br>Cons. Echevarria Bermeo<br>12kn |
| 7105378<br>*EBTU*<br>Df Esd Gc<br>Pfd Rdr Rt | **PLAYA DE LEKEITIO**<br>**Harinas Del Mar S.A.**<br>Bermeo Spain | **682**<br>359<br>775 | | **1972** Ast. Celaya—Bilbao (125)<br>49,51 4,903<br>BV 45,17 10,70 7,40<br>2 dks | **M Fishing**<br>Side Trawler Ref | Alpha 8T23L-VO<br>2 Oil 4SA each 8Cy. 225 × 300 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Cons. Echevarria Bermeo<br>12kn |
| 6616186<br>*EEZP*<br>1704<br>Df Esd | **PLAYA DE LOIRA**<br>**Pesquerias Marinenses S.A.**<br>Gijon Spain | **183**<br>63<br>— | | **1966** Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijon (R.61)<br>(BV) 31,09 6,53 3,455<br>27,74 6,51 3,81<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>G.154 | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 60,5t (d.o.) 13kn |
| 7387603<br>*EGRR*<br>1967<br>Df Esd Gc<br>Rdr Rt | **PLAYA DE LOURIDO**<br>**Pesca y Venduria S.A. (PESCAVEN)**<br>Gijon Spain | **195**<br>85<br>— | | **1975** Ast. Ojeda y Aniceto S.A.—Aviles (12)<br>33,38 7,93 3,277<br>BV 28,33 7,85 5,52<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Deutz RSBA6M528<br>Oil 4SA 6Cy. 220 × 280<br>750bhp (552kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 80,5t (d.o.) 10,5kn |
| 7024483<br>*EFYF*<br>2433<br>Esd Pfd Rt | **PLAYA DE MATALENAS**<br>**Emilio y Jose Martin**<br>Santander Spain | **150**<br>35<br>— | | **1971** Ast. Zamacona S.A.—Bilbao (55)<br>... ...<br>(BV) 26,01 7,01 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 56,0t (d.o.) 11,5kn |

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| **7363932**<br>*EEKN*<br>Esd Gc Rdr<br>Rt | **PLAYA DE MENDUINA**<br>**Moradina S.A.**<br>Vigo Spain | **338**<br>107<br>— | **1974**<br>38,54<br>BV 34,83<br>2 dks | 8,06<br>8,01 | 5,90 | Const. Nav. Santodomingo—Vigo (411) | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>len 80 | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz |
| **7512258**<br>*EHQZ*<br>Df Esd Rdr<br>Rt | **PLAYA DE MOANA**<br>**Maria Rua Pineiro**<br>Gijon Spain | **225**<br>84<br>200 | **1980**<br>33,30<br>(BV) 29,01<br>1 dk | 7,09<br>7,00 | 3,752<br>3,92 | Astilleros Armon—Navia (22) | **M Fishing**<br>Side Trawler<br>Mchy.aft | M.T.M.<br>Oil 4SA 6Cy. 295 × 420<br>750bhp (552kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 81,0t (d.o.) |
| **7332359**<br>*EAHQ*<br>1937<br>Df Esd Rdr<br>Rt | **PLAYA DE MOGOR**<br>**Pesquerias Marinenses S.A.**<br>Marin Spain | **493**<br>242<br>— | **1974**<br>44,53<br>(BV) 37,01<br>1 dk | 9,33<br>9,30 | 3,601<br>6,28 | Ast. Gondan—Puerto de Figueras (99) | **M Fishing**<br>Side Trawler Ref<br>In.500 | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 440bhp (1 059kW)<br>Kloeckner Humboldt Deutz |
| **8719358**<br>*EHRH* | **PLAYA DE MONTALVO**<br>**Laureano Santiago Pereira**<br>Vigo Spain | *175*<br>*156*<br>120 | **1989**<br>27,00<br>BV 23,53 | 7,30<br>7,00 | | Const. Nav. Santodomingo—Vigo (558) | **M Fishing**<br>Side-fishing Long-line Ref | Deutz<br>Oil 4SA 6Cy. 220 × 280 with flexible coupling sr geared to sc. shaft<br>232kW (315bhp)<br>Hijos de J. Barreras S.A.<br>Gen 1 × 45,6kW 380V a.c. |
| **6700793**<br>*EFJL*<br>8682<br>Df Esd Rdr<br>Rt | **PLAYA DE MOURISCA**<br>**Gandon Menduina Hermanos**<br>Vigo Spain | **1 493**<br>722<br>2 602 | **1967**<br>74,00<br>BV 67,01<br>2 dks | 13,06<br>13,01 | 4,776<br>7,07 | Hijos de J. Barreras S.A.—Vigo (1336) | **M Fishing**<br>Stern Trawler Ref<br>3 Ho ER<br>In.1 725<br>5 Ha (4,1 1,6 × 1,3) (1,0 1,0 × 1,0) (3,9 × 2,3) ER | CSD<br>Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Hijos de J. Barreras S.A.<br>Fuel 416,0t (d.o.) |
| **7624283**<br>*EHIA*<br>2031<br>Esd Gc Rdr<br>Rt | **PLAYA DE MUCHAVISTA**<br>**Campelo Pesquerias**<br>Alicante Spain | **188**<br>65<br>160 | **1977**<br>31,02<br>(BV) 26,88<br>1 dk | <br>7,12 | 3,390<br>3,61 | Const. Nav. del Sureste S.A.—Alicante (43) | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Skoda<br>2 Oil 4SA each 12Cy. 150 × 150<br>860bhp (633kW)<br>CKD Praha<br>Fuel 88,0t (d.o.) |
| **7721782**<br>Df Esd Gc<br>Pfd Rdr RTv | **PLAYA DE NOJA**<br>**Pesquera Vasco-Montanesa S.A. (PEVASA)**<br>Bermeo Spain<br>SatCom: 1351117/NOJA | **971**<br>517<br>— | **1979**<br>61,27<br>BV 52,28<br>2 dks | 11,82<br>11,61 | 8,051<br>8,06 | S.A. Balenciaga—Zumaya (291) | **M Fishing**<br>Tuna Long-line Ref | Deutz<br>Oil,4SA 6Cy. 370 × 400 reverse reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>Hijos de J. Barreras S.A.<br>Fuel 280,5t (d.o.) |
| **5279747**<br>*EDBB*<br>1589<br>Df Esd Rdr<br>Rt | **PLAYA DE ONDARRETA**<br>**Hijos de Francisco Andonaegui S.A.**<br>San Sebastian Spain | **469**<br>249<br>— | **1959**<br>*39,63*<br>(BV)<br>1 dk | 7,57<br>7,55 | 4,141<br>4,50 | S.A. Balenciaga—Zumaya | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 260bhp (927kW)<br>N.V. Werkspoor<br>Fuel 155,0t (d.o.) |
| **6606507**<br>*EESS*<br>8628<br>Df Esd Rt | **PLAYA DE PEDRENA**<br>**Gonzalez Salvador Toledo**<br>Arrecife Spain | **361**<br>152<br>757 | **1966**<br>38,28<br>(BV) 33,00<br>1 dk<br>RW | 8,84<br>8,79 | 4,039<br>4,40 | Hijos de J. Barreras S.A.—Vigo (1346) | **M Fishing**<br>Side Trawler Ref<br>In.285<br>10 Ha (each 1,5 × 1,5) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz<br>Fuel 85,5t (d.o.) |
| **7408457**<br>*EHGV*<br>2003<br>Df Esd Rdr<br>Rt | **PLAYA DE PEXMAR**<br>**Pesquerias Marinenses S.A.**<br>Gijon Spain | **492**<br>251<br>— | **1976**<br>44,51<br>(BV) 37,01<br>2 dks | 9,33<br>9,30 | 3,601<br>6,30 | Ast. Gondan—Puerto de Figueras (118) | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Vee Oil 4SA 12Cy. 220 × 280 geared to sc. shaft<br>1 500bhp (1 103kW)<br>Hijos de J. Barreras S.A. |
| **7624219**<br>Df Esd Rdr<br>Rt | **PLAYA DE PINDO**<br>**Compania Maritima Sicar S.A. Sicar Line**<br>Corcubion Spain | **1 514**<br>1 178<br>2 885 | **1977**<br>81,51<br>BV 75,70<br>1 dk | <br>10,81 | 4,152<br>6,58 | Ast. Sicar—Corcubion (119) | **M General Cargo**<br>Mchy.aft<br>len 84 | Duvant<br>Oil 4SA 8Cy.<br>1 250bhp (919kW)<br>Carmelo Unanue |
| **6930453**<br>*EDII*<br>1807<br>Df Esd Rdr | **PLAYA DE PORTOCELO**<br>**Angel Preciado Rodriguez**<br>Gijon Spain | **267**<br>117<br>212 | **1969**<br>(BV) 38,71<br>1 dk | 7,42<br>7,40 | 3,69 | Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijon (R.87) | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 350 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz |
| **7423691**<br>Esd Rdr Rt | **PLAYA DE PUERTO RICO**<br>ex Labbaik-86<br>**Windward Marine S.A.**<br>Casablanca Morocco | **233**<br>94<br>— | **1977**<br>BV (RI) 34,88<br>28,76<br>2 dks | 6,81<br>6,80 | —<br>3,76 | Cant. Nav. Catasta—San Benedetto del Tronto (12) | **M Fishing**<br>Stern Trawler Ref | MAN<br>Oil 4SA 6Cy. 300 × 450<br>780bhp (574kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **7310844**<br>*EDNO*<br>Df Esd Pfd<br>Rdr Rt | **PLAYA DE QUENJE**<br>**Compania Maritima Sicar S.A. Sicar Line**<br>Corcubion Spain | T.Mk<br>**568**<br>323<br>1 254<br>**1 544**<br>909<br>2 642 | **1972**<br>83,35<br>(BV) 75,70<br>2 dks | 10,80 | 6,33 | Ast. Sicar—Corcubion (117) | **M General Cargo**<br>1 Ho ER<br>G.3 022<br>1 Ha (stl) (37,0 × 7,7) ER | MaK<br>Oil 4SA 6Cy. 320 × 450<br>919kW (1 249bhp)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 81kW 220V a.c. |
| **8802363**<br>*EHQQ* | **PLAYA DE RODAS**<br>**Comunidad de Bienes del Mar Salgueira**<br>Gijon Spain | *465*<br>*231*<br>704 | **1989**<br>55,81<br>BV 47,02 | 9,52 | 4,201<br>4,58 | Ast. Gondan—Puerto de Figueras (290) | **M Fishing**<br>Stern Trawler Processing Ref<br>In.983 | Deutz<br>Oil 4SA 8Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>1 067kW (1 451bhp)<br>Hijos de J. Barreras S.A.<br>Directional propeller |
| **7332397**<br>*EEHQ*<br>1908<br>Df Esd Rdr<br>Rt | **PLAYA DE RODEIRA**<br>**Rodeiramilla S.L.**<br>Vigo Spain | **218**<br>84<br>— | **1973**<br>33,30<br>BV 30,76<br>1 dk | 7,01<br>6,99 | 3,480<br>3,89 | Ast. Gondan—Puerto de Figueras (86) | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz<br>Fuel 91,5t (d.o.) |
| **7396953**<br>*EGSD*<br>2693<br>Df Esd Rdr<br>Rt | **PLAYA DE SAMIL**<br>**Antonio Otero Meitin**<br>Bermeo Spain | **197**<br>67<br>— | **1975**<br>32,21<br>(BV) 27,51<br>1 dk | 7,40<br>7,37 | 3,76 | Ast. Zamacona S.A.—Bilbao (102) | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co.<br>Fuel 58,5t (d.o.) |
| **7328310**<br>*EFCV*<br>1895 | **PLAYA DE SAN LORENZO**<br>**Francisco Berdiales Fombona**<br>Gijon Spain | **120**<br>70<br>— | **1973**<br>25,02<br>23,22<br>1 dk | 6,29 | 2,020<br>3,28 | Astilleros La Parilla—San Estaban de Pravia | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | Poyaud<br>Oil<br>414bhp (305kW)<br>Soc. Surgerienne de Const. Mec. |
| **8010635**<br>*EAXC*<br>Df Esd Gc<br>Pfd Rdr Rt | **PLAYA DE SARDINEIRO**<br>ex Illa de Ons-88<br>**Marcelo Castro Rial**<br>Vigo Spain | **1 459**<br>975<br>2 149 | **1981**<br>69,91<br>BV 65,61<br>1 dk | 13,62<br>13,61 | 3,601<br>5,41 | Ast. y Talleres Celaya S.A.—Bilbao (180) | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 735<br>1 Ha (stl) ER | CSD<br>Waukesha<br>Vee Oil 2SA 12Cy. 216 × 216 geared to sc. shaft<br>1 776bhp (1 306kW)<br>Waukesha Engine Div. Dresser Industries Inc. |

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| 8512645<br>*EHKC*<br>Df Esd Gc<br>Rdr RTv | **PLAYA DE SARTAXENS**<br>**Moradina S.A.**<br>Vigo Spain<br>SatCom: 1351216/PLXA | *1 604*<br>*542*<br>1 400 | BV | **1987** Construcciones Navales P. Freire S.A.—Vigo (290)<br>74,00 (BB) 12,58 4,155<br>64,83 12,51 7,68<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.2 000 | Deutz<br>Oil 4SA 6Cy. 400 × 580 with flexible couplings & sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Hijos de J. Barreras S.A. Vigo<br>Controllable pitch propeller |
| 7396941<br>*EGNK*<br>Df Esd Rdr<br>Rt | **PLAYA DE SOMO**<br>**Pesquera Vasco-Montanesa S.A. (PEVASA)**<br>Bermeo Spain | **197**<br>67<br>— | (BV) | **1975** Ast. Zamacona S.A.—Bilbao (101)<br>32,21 7,45<br>27,51 7,40 3,76<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 58,5t (d.o.) 12kn |
| 7363267<br>*EGNQ*<br>Df Esd Rdr<br>Rt | **PLAYA DE YERBABUENA**<br>**Diego Grimaldi S.A.**<br>Barbate Spain | **251**<br>123<br>— | (BV) | **1974** Ast. de Santander S.A.—Santander (85)<br>37,34<br>31,98 7,80 3,89<br>2 dks | **M Fishing**<br>Side Trawler | Alpha 8L23/30<br>Oil 4SA 8Cy. 225 × 300<br>1 000bhp (736kW)<br>Cons. Echevarria Bermeo<br>12,5kn |
| 5279761<br>*EDED*<br>1705<br>Df Esd Rt | **PLAYA DE ZUMAYA**<br>**Hijos de Francisco Andonaegui S.A.**<br>San Sebastian Spain | **499**<br>318<br>— | (BV) | **1963** S.A. Balenciaga—Zumaya<br>*42,34* 7,60<br>7,55 4,50<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,3 × 0,9) | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 250bhp (919kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel (d.o.) 12kn |
| 7024471<br>*EDDW*<br>1834<br>Df Esd Rdr<br>Rt | **PLAYA DEL CON**<br>**Candido Pena Freire**<br>Moana Spain | **186**<br>64<br>166 | (BV) | **1970** Ast. Gondan—Puerto de Figueras (59)<br>29,75 7,01 2,985<br>26,01 7,00 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.175 | Stork<br>Oil 4SA 8Cy. 210 × 300 sr geared to sc. shaft<br>660bhp (485kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Fuel 68,5t (d.o.) 11kn |
| 6909894<br>*EFFP*<br>2936<br>Df Esd Rt | **PLAYA DEL PORTIL**<br>**Pesca y Congelacion S.A.**<br>Huelva Spain | **347**<br>173<br>325 | BV | **1968** Ast. de Cadiz—Sevilla (119)<br>41,38 7,90 3,722<br>36,40 7,75 4,12<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>Der 1(1,5) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 070bhp (787kW)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Fuel 103,5t (d.o.) 11,5kn |
| 7102780<br>*COMY*<br>317<br>Df Esd Gc<br>Pfd Rdr Rt | **PLAYA DUABA**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>La Habana Cuba | **2 657**<br>1 139<br>1 170 | | **1971** VEB Volkswerft Stralsund—Stralsund (313)<br>82,20 13,64 5,004<br>73,00 13,62 5,19<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>4 Ho<br>G.163 In.1 094<br>4 Ha (2,3 2,3 2,3 1,5 × 1,9)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13kn |
| 5261257<br>*CLRI*<br>Df Esd Gc<br>Rt | **PLAYA DUABA**<br>ex Ogre-74<br>**Empresa de Navegacion Caribe**<br>La Habana Cuba | **1 236**<br>445<br>1 344 | (RS) | **1962** Stocznia im. "Komuny Paryskiej"—Gdynia (B74/01)<br>75,29 11,56 4,446<br>70,13 11,51 4,96<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 8 Ta ER<br>G.85 L.(oil) 3 302 HeCls. BC<br>1 Ha (3,2 × 2,3) ER<br>1W Der 1(1,5) | Sulzer<br>Oil 2SA 5Cy. 480 × 700<br>1 500bhp (1 103kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Fuel 94,0t (d.o.)-6,0pd 12,5kn |
| 6905800<br>*COME*<br>Df Esd Gc<br>Pfd Rdr Rt | **PLAYA GIRON**<br>Launched as Poltava<br>**Empresa de Navegacion Caribe**<br>Cuba | **2 652**<br>1 139<br>1 170 | | **1968** VEB Volkswerft Stralsund—Stralsund (250)<br>82,17 13,62 5,004<br>73,00 13,59 9,50<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>4 Ho<br>G.163 In.1 075<br>4 Ha (2,3 2,3 2,3 1,5 × 1,9)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 6926268<br>*CLHU*<br>Df Esd Gc<br>Rdr Rt | **PLAYA LARGA**<br>**Empresa de Navegacion Mambisa**<br>La Habana Cuba | **10 972**<br>6 158<br>15 799 | **✠100A1** CS 8/89<br>Ice Class 2<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 5021<br>RCB | **1969**-11 Uddevallavarvet A/B—Uddevalla (233)<br>161,88 20,55 9,792<br>150,40 20,50 12,88<br>F 15,9 2 dks, 3rd dk in Nos. 1 & 4 holds, 4th dk in No. 4 hold<br>rf 51 | **M General Cargo**<br>Ref<br>7 Ho 16,4 21,1 11,7 8,6 ER 7,8DTp&s 12,5 18,7 14,8 10 TwD<br>G.19 606 B.17 909 In.1 741 L.1 367<br>7 Ha (stl) (8,1 × 5,7) (12,2 7,7 3,0 × 7,3) ER (12,5 12,5 10,1 × 7,3)<br>20W Der 1(60) 1(30) 18(10) 2(3) | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>11 900bhp (8 753kW)<br>Uddevallavarvet A/B Uddevalla<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 364kW 450V 60Hz a.c.<br>18kn |
| 5109162<br>*CLRP* | **PLAYA LARGA**<br>ex Ethel B. ex Irene W. Allen-49<br>**Government of The Republic of Cuba (Empresa Consolidada de Petroleo)**<br>La Habana Cuba | **946**<br>592<br>1 321 | | **1930** Bethlehem SB. Corp.—Sparrows Point, Md<br>*60,87* 11,59<br>11,54<br>F 5,8 1 dk<br>R | **TM Tanker**<br>Mchy.aft<br>L.(oil) 1 623 HeCls. BC | Winton<br>2 Oil 4SA each 6Cy. 320 × 405<br>Winton Eng. Corp. Cleveland, Oh<br>Fuel 40,5t-2,5pd 8kn |
| 6707088<br>*EFCS*<br>11<br>Df Rt | **PLAYA REAL**<br>Launched as Cala Real<br>**Navicol Lines**<br>Menor Spain | **308**<br>172<br>370 | | **1967** Union Naval de Levante S.A.—Barcelona (15)<br>37,19 7,32 2,648<br>32,97 7,29 2,90<br>RQD 7,1 B 3,1 1 dk | **M General Cargo**<br>Ref<br>2 Ho 15,9 4,9 ER<br>G.400 B.375 In.50<br>1 Ha (w) (12,9 × 4,7) 2 Ha (stl) (each 1,9 × 1,9) ER<br>Der 2(1,5) | Baudouin<br>Vee Oil 4SA 12Cy. 140 × 180<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 2 × 60kW 1 × 30kW 220/380V 50Hz a.c.<br>Fuel (d.o.) 12kn |
| 6616198<br>*EEYZ*<br>1703<br>Df Esd | **PLAYA SANTO DO MAR**<br>**Pesquerias Marinenses S.A.**<br>Gijon Spain | **177**<br>57<br>— | (BV) | **1966** Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijon (R.59)<br>31,09 6,53 3,455<br>27,74 6,51 3,81<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.154<br>2 Ha (each 1,0 × 1,0) ER | Deutz<br>Oil SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 12,5kn |
| 7102297<br>*COMW*<br>321<br>Df Esd Gc<br>Pfd Rdr Rt | **PLAYA VARADERO**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>La Habana Cuba | **2 173**<br>1 139<br>1 170 | | **1971** VEB Volkswerft Stralsund—Stralsund (317)<br>82,20 13,64 5,004<br>73,00 13,62 5,19<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>4 Ho<br>G.163 In.1 094<br>4 Ha (2,3 2,3 2,3 1,5 × 1,9)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13kn |
| 7042394<br>*COMV*<br>315<br>Df Esd Gc<br>Pfd Rdr Rt | **PLAYITAS**<br>ex Playa Larga<br>**Empresa de Navegacion Caribe**<br>La Habana Cuba | **2 657**<br>1 139<br>1 170 | | **1971** VEB Volkswerft Stralsund—Stralsund (311)<br>82,17 13,62 5,004<br>73,00 13,59 9,50<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 067<br>4 Ha (2,3 2,3 2,3 1,5 × 1,9)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>2 594bhp (1 908kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 5279802<br>*EBTV*<br>7765<br>Df Esd Rt | **PLEAMAR**<br>**Agustin Barciela Villar**<br>Vigo Spain | **207**<br>101<br>— | | **1958** Hijos de J. Barreras S.A.—Vigo (1073)<br>33,51 6,05 3,328<br>28,96 6,01 3,66<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha | Werkspoor<br>Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel (d.o.) 10,5kn |

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| **7110464**<br>*ICSC*<br>1412<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PLEIADES**<br>ex Peppino d'Amato-88<br>ex Sardinia Sulcis-79<br>**Sidermar di Navigazione S.p.A.**<br>Napoli Italy | **50 332**<br>27 838<br>92 806<br>T/cm<br>78,0 | RI (AB) | **1971** Cant. Nav. del Tirreno e Riuniti—Ancona (272 A)<br>250,02 35,34 15,088<br>238,01 35,30 21,49<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 21,0 21,5 21,1 17,3· 21,1 21,1<br>21,1 21,1 21,1 ER<br>G.106 650 HeCls. B<br>9 Ha (stl) (14,0 × 14,4) (14,4 15,3 11,5<br>15,3 15,3 15,3 15,3 13,4 × 16,0) ER | B&W<br>Oil 2SA 9Cy. 840 × 1800<br>23 000bhp (16 918kW)<br>Cant. Nav. del Tirreno e Riuniti<br>Gen 2 × 640kW 1 × 540kW 440V 60Hz a<br>Fuel 116,5t (d.o.) 3 801,0t (hvf)-75,0pd |
| **8419518**<br>*C6BI3*<br>399864 | **PLEIADES**<br>**Melanesia Lines S.A.**<br>Nassau Bahamas | *3 791*<br>*1 717*<br>5 058 | NK | **1985** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1796)<br>98,35 (BB) 5,152<br>89,97 17,21 7,88<br>2 dks. | **M General Cargo**<br>2 Ho ER<br>G.7 019 B.6 538<br>TEU 300 C. 300/20' (40')<br>2 Ha (stl) (each 25,9 × 12,7) ER<br>Cr 2(25) | Akasaka<br>Oil 4SA 6Cy. 410 × 800<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 240kW a.c.<br>Controllable pitch propeller |
| **7229502**<br>*SMWY*<br>Df Esd Rdr<br>RTm/v | **PLEIJEL**<br>ex Kristine Sobye-89 ex Ulla Bech-80<br>**Anticimex Capital**<br>Stockholm Sweden | T.Mk<br>**498**<br>354<br>1 379 | BV | **1972** Sonderborg Skibsvaerft A/S—Sonderborg (67)<br>71,00 13,03 3,658<br>65,99 13,01 6,30<br>F 13,8 2 dks<br>rf nil conv General Cargo 89 | **M Cable-layer Repair Ship**<br>1 Ho 49,0 ER<br>1 Ha (stl) (38,4 × 8,5) ER<br>Cr 2(5) | Alpha<br>Vee Oil 4SA 10Cy. 225 × 300<br>919kW (1 249bhp)<br>Alpha-Diesel A/S<br>Gen 2 × 60kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 116,0t (d.o.)-4,5pd |
| **6516817**<br>*TKUW*<br>3959<br>SM 318183<br>Df Esd Pfd<br>Rdr Rt | **PLEIN CIEL**<br>**Societe D' Armement Bretagne Normandie**<br>St. Malo France | **178**<br>60<br>— | BV | **1965** S.I.C.C.Na.—St. Malo (71)<br>31,83 7,27 3,607<br>27,36 7,19<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.145<br>2 Ha (each 1,0 × 1,0) ER<br>Der 1(2) | Duvant<br>Oil 4SA 6Cy. 255 × 300<br>575bhp (423kW)<br>Moteurs Duvant<br>Fuel 51,0t (d.o.) |
| **7115749**<br>*EWTY*<br>M-28229 | **PLENITELNYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **169**<br>40<br>94 | RS | **1971** ............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **8723775**<br>*UUZH*<br>M-40450<br>Esd Rdr Rt | **PLES**<br>**Sevryba**<br>(U.S.S.R.) | *721*<br>*216*<br>387 | RS | **1986** ............U.S.S.R.<br>54,82 9,95 4,140<br>50,30 - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| **6912750**<br>*UWGB*<br>M-29304<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PLESETSK**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 562**<br>2 151<br>6 505 | RS | **1968** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,120<br>112,78 16,69 8,28<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 870 B.7 470<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works<br>Fuel 139,0t (d.o.) 330,0t (hvf) |
| **6505820**<br>*SNVV*<br>Df Esd Gc<br>Rdr Rt | **PLETWAL**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich "Odra"**<br>Swinoujscie Poland | T.Mk<br>**2 495**<br>1 041<br>1 293 | PR | **1965** Stocznia im. "Komuny Paryskiej"—Gdynia (B18/03)<br>87,28 14,18 5,360<br>80,02 14,10 9,76<br>3 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 717 | Sulzer<br>Oil 2SA 6Cy. 480 × 700<br>1 655kW (2 250bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietoch<br>Gen 2 × 320kW 2 × 250kW 230V d.c. 1 × 33kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **5004570**<br>*PGTT*<br>24308<br>IJM 17<br>Esd Rdr Rt | **PLEUN**<br>ex Karin-91 ex Agatha-65<br>**Bozagro Marine Services B.V.**<br>Ijmuiden Netherlands | *112*<br>*33*<br>— | | **1960** N.V. Stami Schpsb.—Dordrecht (109)<br>26,81 2,330<br>23,16 6,00 3,10 | **M Fishing** | Brons<br>Oil 2SA 5Cy. 220 × 280<br>Brons Industrie N.V. |
| **6927133**<br>*LZNC*<br>151<br>Df Esd Gc<br>Pfd Rdr Rt | **PLISKA**<br>ex Jolly Marrone-90 ex Tor Scandia-75<br>**So Mejdunaroden Automobilen Transport (S.M.A.T.)**<br>Bourgas Bulgaria | **2 643**<br>1 174<br>2 501 | RI (BV)<br>✠Classed LR until 16/1/76 | **1970**-1 Ankerlokken Verft Floro A/S—Floro (82)<br>130,10 19,64 6,182<br>121,60 19,21 13,01<br>2 dks<br>rf 584 len 77 | **TM RoRo Cargo**<br>Stern door<br>Lane Length 1272<br>Mchy.aft | Pielstick<br>2 Oil 4SA each 8Cy. 400 × 460 sr geared t shafts<br>5 884kW (7 999bhp)<br>Lindholmens Varv. A/B<br>Gen 2 × 492kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **7811719**<br>*9H3571*<br>2909<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PLITVICE**<br>ex Elger-85<br>**Plitvice Shipping Co. Ltd.**<br>Atlantska Plovidba<br>Valletta Malta | **1 590**<br>1 190<br>2 720 | ✠**100A1** SS 3/88<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL R 440,0/40,0U2<br>FN 1591<br>JR | **1979**-8 Scheepswerf "De Waal" B.V.—Zaltbommel (715)<br>81,21 (BB) 14,86 4,934<br>74,61 14,71 6,61<br>P 7,4 F 7,1 2 dks<br>rf nil | **M Heavy-load Carrier**<br>1 Ho 50,9 ER<br>B.3 216<br>1 Ha (stl) (50,3 × 10,3) ER<br>4W Cr 1(4-100) Der 1(10-150) | Bolnes 16VDNL<br>Vee Oil 2SA 16Cy. 190 × 350 with flexible couplings & sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen<br>Gen 3 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 294,0t |
| **7422142**<br>*J8EY2*<br>3311<br>RTm/h/v | **PLOCE**<br>ex Drid-84 ex Eldrid-83<br>**Mediteranska Plovidba**<br>Kingstown St. Vincent and the Grenadines | **1 988**<br>1 437<br>3 699 | (NV) | **1975** Stocznia Gdanska im. Lenina—Gdansk (B431/603)<br>93,73 13,62 5,258<br>86,70 13,59 6,96<br>P 21,4 F 11,9 1 dk<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho 32,0 32,6 ER<br>G.4 910 B.4 494<br>2 Ha (stl) (each 25,9 × 8,0) ER<br>4W Der 4(5) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 110kW 2 × 88kW 1 × 36kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 31,5t (d.o.) 335,5t (hvf)-10,5pd |
| **5279905**<br>*TOHR*<br>Df Esd Rt | **PLOMARC'H**<br>**France-Langouste S.A.**<br>Douarnenez France | **196**<br>99<br>— | | **1959** Ch. Bureau—Le Croisic<br>*27,65* 7,83<br>3,00<br>1 dk | **Wood M Fishing**<br>Side-fishing | MGO<br>Vee Oil 4SA 12Cy. 175 × 180/192<br>500bhp (368kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.) |
| **6406256**<br>*YTUD*<br>3T-192 | **PLOMIN**<br>**Poljoprivredno Poduzece "Vinogradar"**<br>Split Croatia | **132**<br>93<br>235 | | **1947** ............Koper<br>26,12 6,99 3,607<br>23,25 6,94 3,79<br>1 dk<br>conv General Cargo 86 | **Wood Aux M Passenger Ship**<br>—cbn —bth P<br>1 Ho<br>1 Ha (3,8 × 2,4)<br>1W Der 1(1,5) | Deutz<br>Oil 4SA 8Cy. 200 × 235<br>220bhp (162kW)<br>Humboldt-Deutzmotoren<br>Fuel 4,0t (d.o.) |
| **7519775**<br>*YQEA*<br>343<br>Df Esd Gc<br>Rdr Rt | **PLOPENI**<br>**Navrom Shipping Company**<br>Constantza Romania | **2 473**<br>1 039<br>3 134<br>**3 531**<br>1 748<br>4 795 | RNR | **1975** Santierul Naval Braila—Braila<br>106,03 14,81 5,630/7,060<br>93,50 14,79 8,54<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(5) | Sulzer<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina"<br>Gen 3 × 420kW 380V 50Hz a.c.<br>Fuel 327,0t |

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| 5361605<br>*FQ8167*<br>Df | **PLOUGASNOU**<br>ex Timour-76 ex Timo-70 ex Strijd-50<br>**Societe Armoricaine d'Enterprise Maritime**<br>La Rochelle France | **196**<br>109<br>275 | | **1939** N.V. Sch. Delfzijl v/h Sander—Delfzijl (156)<br>*35,48* 6,53 2,471<br>... ... ...<br>1 dk<br>R conv General Cargo 70 | **M Sand Carrier**<br>2 Ha (8,9 7,0 × 3,9) ER | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>190bhp (140kW) NE 56<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 9,0t (d.o.) 9,5kn |
| 5311973<br>*TMXH*<br>4042 | **PLOUVORN**<br>ex Santa Cruz-68<br>ex Gaston Boulneau-58<br>**Societe Armoricaine d'Enterprise Maritime**<br>Morlaix France | **244**<br>141<br>246 | | **1933** At. & Forg. de l'Ouest—St. Nazaire<br>39,86 6,05 2,591<br>... ...<br>1 dk<br>R len 49<br>conv General Cargo 68 | **M Sand Carrier**<br>2 Ha | Duvant<br>Oil 4SA 7Cy. 230 × 330<br>330bhp (243kW) NE 51<br>Moteurs Duvant Valenciennes<br>Fuel (d.o.) |
| 5112860<br>*LZFH*<br>125<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PLOVDIV**<br>ex Faust-66<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **4 856**<br>2 906<br>6 545 | BR<br>✠Classed LR until 7/71 | **1960**-9 A/B Norrkoping Varv & Verk.—Norrkoping (162)<br>106,81 15,55 7,541<br>97,74 15,50 9,45<br>P 21,4 F 41,8 2 dks<br>rf 76 | **M General Cargo**<br>Ice strengthened<br>3 Ho 22,9 18,8 17,3 ER<br>G.9 543 B.8 807<br>3 Ha (stl) (12,2 14,4 14,4 × 6,7) ER<br>6W Der 6(3-5) | MaK<br>2 Oil 4SA each 8Cy. 385 × 580 through hydraulic couplings sr geared to sc. shaft<br>3 060bhp (2 251kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 3 × 150kW 230V d.c.<br>Fuel 355,5t (d.o.) 14,5kn |
| 8202551<br>*3EEV9*<br>21169-KJ<br>Df Esd Gc<br>Pfd Rdr RTv | **PLOVER**<br>ex Cosmos-91<br>**Goodhill Navigation S.A.**<br>Panama Panama | **12 365**<br>8 591<br>21 259 | NK | **1982** Shin Yamamoto Zosensho—Kochi (264)<br>152,61 (BB) 24,03 9,707<br>142,02 24,01 13,21<br>P 23,9 F 11,7 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.28 331 B.27 093<br>4 Ha (stl) (17,5 19,9 19,9 19,9 × 12,6) ER<br>Cr 3(25) Der 1(25) | Sulzer 6RLB56<br>Oil 2SA 6Cy. 560 × 1150<br>8 040bhp (5 914kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 360kW 450V 60Hz a.c.<br>Fuel 142,0t (d.o.) 944,0t (hvf)-27,5pd 13,5kn |
| 6811918<br>*9HEO3*<br>2559<br>Df Esd Gc<br>Pfd Rdr Rt | **PLOVER**<br>ex Agios Nikolaos II-91 ex Zoe H.-90<br>ex Agia Markella-88 ex Anaximenis-84<br>ex Yongjin-80 ex Nittyu Maru-72<br>**Frigomar Shipping Co. Ltd.**<br>Valletta Malta | **9 380**<br>6 468<br>17 337<br>T/cm<br>25,9 | RI (AB) (NK) | **1968** Mitsubishi Heavy Industries Ltd. —Shimonoseki (649)<br>148,04 21,62 9,373<br>136,02 21,59 12,20<br>P 26,0 F 9,8 1 dk | **M General Cargo**<br>4 Ho ER<br>G.21 106 B.20 669<br>4 Ha (stl) (12,9 × 8,9) (19,5 19,5 18,7 × 9,9) ER<br>Der 4(20) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 1 × 300kW 450V a.c.<br>Fuel 2 389,5t 14,5kn |
| 7630684<br>*HSB2021*<br>Rdr Rt | **PLOY DEE**<br>ex Kinei Maru-81<br>**T.J.T. Services Co. Ltd.**<br>Bangkok Thailand | **986**<br>607<br>1 859 | | **1969** Asakawa Zosen—Imabari<br>68,51 10,52 5,106<br>65,00 10,49 5,49<br>1 dk | **TM Tanker**<br>4 Ta ER<br>L.(oil) 2 466 | Daihatsu<br>2 Oil<br>1 860bhp (1 368kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 45kW 1 × 30kW 220V a.c.<br>Fuel 48,0t-7,0pd 12kn |
| 7610414<br>*USXE*<br>M-33435<br>Rt | **PLUNGE**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**4 742**<br>2 052<br>3 541 | RS | **1979** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B400/02)<br>117,51 6,641<br>107,45 17,52 11,03<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.3 800 | Sulzer 6ZL40/48<br>Oil 4SA 6Cy. 400 × 480 geared to sc. shaft<br>7 200bhp (5 296kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>15kn |
| 6906622<br>*UUKI*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PLUNGE**<br>ex Krasnaya Gorka-92<br>**Lithuanian Shipping Company (LISCO)**<br>Klaipeda Lithuania | **4 482**<br>2 010<br>6 459 | RS | **1968** "A. Zhdanov" SB. Yard—Leningrad<br>121,95 16,74 7,090<br>113,01 16,69 8,34<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 870 B.7 300<br>4 Ha (stl) (10,9 × 8,0) (13,1 13,1 × 9,5) ER (13,1 × 9,5)<br>Cr 4(5) | B&W 9-50VTBF-110<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 330,0t (hvf) |
| 7386817<br>*EGOM*<br>1350<br>Df Esd Gc<br>Rdr Rt | **PLUS ULTRA I**<br>ex Veredos Segundo-85<br>ex Marvasa Cuarto-76<br>Launched as Peregrino Tercero<br>**Mariscos Rodriguez S.A.**<br>Huelva Spain | **218**<br>89<br>— | BV | **1975** Ast. de Huelva S.A.—Huelva (46)<br>33,15 6,99 3,271<br>28,45 6,96 3,74<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | A.B.C. 6MDXC<br>Oil 4SA 6Cy. 242 × 320<br>900bhp (662kW)<br>Anglo-Belgian Corporation N.V. Gent/Gand<br>11,25kn |
| 5279993<br>*PP3074*<br>Rt | **PLUTAO**<br>**Wilson, Sons Servicos Maritimos S.A.**<br>Santos Brazil | **147**<br>—<br>— | ✠Classed LR until 12/68 | **1961**-11 Schulte & Bruns—Emden (217)<br>28,22 7,57 3,449<br>25,00 6,90 3,92<br>RAD 1,0<br>rf 1499 BK 152 | **M Tug**<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln |
| 6818540<br>*XCPE*<br>Df Esd Gc<br>Rdr RTm/h | **PLUTARCO ELIAS CALLES**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **10 086**<br>5 725<br>17 474<br>T/cm<br>25,8 | **✠100A1** SS 10/87<br>oil tanker<br>**✠LMC**<br>EL e† 2¼"SQ<br>FN 4554 | **1968**-5 Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (1958)<br>144,79 (BB) 21,34 9,322<br>137,47 21,30 11,82<br>P 36,9 F 20,2 1 dk<br>rf nil Bow/CM 60 Diam. 0,200 | **M Tanker**<br>Stern disch.<br>24 Ta ER<br>L.(oil) 19 675 HeCls. BC<br>Der 1(5) 2(3) 2(2)<br>4 Cargo pumps total 2 000T/hr | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>5 296kW (7 200bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 WTAuxB 270lbf/in² (18,7bar) Spt 230°C 234lbf/in² (16,2bar) hs483,5<br>Gen 2 × 370kW 445V 60Hz a.c.<br>Fuel 1 602,5t (hvf)-24,5pd 15kn |
| 7910967<br>*ELAT4*<br>6952<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PLUTO**<br>**Pluto Tankers Inc.**<br>Monrovia Liberia<br>SatCom: 1241316/ELAT | **18 402**<br>13 079<br>31 302<br>T/cm<br>38,5 | AB | **1981** Hyundai Heavy Industries Co. Ltd.—Ulsan (140)<br>170,69 (BB) 26,04 11,259<br>163,33 26,01 14,76<br>P 34,5 F 15,6 1 dk<br>rf nil Bow/CM 85 Diam. 0,400 | **M Tanker**<br>21 Ta ER<br>L.(oil) 40 243 HeCls. C<br>4 Cargo pumps total 3 600T/hr | Sulzer 6RND76M<br>Oil 2SA 6Cy. 760 × 1550<br>10 800bhp (7 944kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 480kW 440V 60Hz a.c.<br>Fuel 245,0t (d.o.) 1 756,5t (hvf)-35,0pd 15kn |
| 8618853<br>*HZGV*<br>SA1602<br>Df Esd Gc<br>Pfd RTv<br>AMVER | **PLUTO**<br>**Abdullah Abbar & Ahmed Zainy Cold Stores**<br>CI Shipping Ltd.<br>Jeddah Saudi Arabia<br>SatCom: 1743172/HZGV | *7 212*<br>*3 636*<br>6 536<br>T/cm<br>19,3 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL A† 522,5/50,0U3<br>FN 3900 | **1988**-5 Dong Hae SB. Co. Ltd.—Ulsan (8649)<br>137,01 (BB) 19,63 7,416<br>129,01 19,60 10,60<br>P 34,4 F 36,1 1 dk<br>rf nil | **M Refrigerated Cargo**<br>pt higher tensile steel<br>4 Ho 19,6 20,4 20,4 20,4 ER 8 TwD<br>In.9 704<br>TEU 6 C.Dk 6/20'<br>4 Ha (stl) (each 6,6 × 7,4) ER<br>Der 8(35) | B&W 5L50MC<br>Oil 2SA 5Cy. 500 × 1620<br>5 660kW (7 695bhp)<br>Hyundai Engine & Machinery Co.Ltd. Ulsan<br>AuxB (o.f.) 7,9kgf/cm² (7,8bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 650kW 440V 60Hz a.c.<br>Fuel 97,0t (d.o.) 1 113,0t (hvf)-23,0pd 18,5kn |
| 8518340<br>*PGTZ*<br>22516<br>Esd Pfd Rdr<br>Rt | **PLUTO**<br>**Rederij C.V. m.s. Procyon**<br>Paal Wilson Management A/S<br>Rotterdam Netherlands | *1 998*<br>*1 217*<br>3 697<br>T/cm<br>10,4 | **✠100A1** SS 9/91<br>strengthened for heavy cargoes<br>bottom strengthened for loading and unloading aground<br>Ice Class 1D<br>**✠LMC**<br>EL O 412,5/34,0U2(a)<br>FN 1681 | **1986**-9 E. J. Smit & Zoon's Schpsw. B.V. —Westerbroek (832)<br>88,14 (BB) 14,03 5,001<br>82,56 14,01 6,35<br>RAD 12,5 F 7,1 1 dk<br>rf nil | **M General Cargo**<br>2 Ho ER<br>G.4 474 B.4 460<br>2 Ha (stl) (each 26,0 × 10,2) ER | MaK 6M452AK<br>Oil 4SA 6Cy. 320 × 450 with flexible couplings & sr geared to sc. shaft<br>1 598bhp (1 175kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 3 × 52kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>10,5kn |
| 8424941<br>*PGTY*<br>Rdr RTv | **PLUTO**<br>**Baggermaatschappij Holland B.V.**<br>Hardinxveld -Giessendam Netherlands | *522*<br>*159*<br>1 307 | BV (GL) | **1976** Stocznia "Wisla"—Gdansk (873)<br>*55,69* 9,53 2,431<br>9,50 3,36<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Hopper 660 | Deutz<br>2 Oil 4SA each 8Cy. 135 × 160 sr geared to sc. shafts<br>720bhp (530kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers |
| 7711189<br>*IMKF*<br>1331<br>Esd Rdr Rt | **PLUTO**<br>**Rimorchiatori Riuniti Spezzini Imprese Marittime e Salvataggi S.p.A.**<br>Napoli Italy | **199**<br>59<br>— | RI | **1978** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona (33)<br>32,11 9,50 3,701<br>28,02 9,19 8,51<br>1 dk | **M Tug**<br>Fire-fighting | Polar F212V-D<br>Vee Oil 4SA 12Cy. 250 × 300 reverse reduction geared to sc. shaft<br>A/B Bofors Nohab Trollhattan<br>Gen 1 × 118kW 220/380V 50Hz a.c. |

| | | | | | | |
|---|---|---|---|---|---|---|
| **6707650**<br>*UMVH*<br>M-29710<br>Df Esd Gc<br>Pfd Rdr Rt | **PLUTON**<br><br>**Yugryba**<br>(Kerch) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 152 | RS | **1967** VEB Volkswerft Stralsund—Stralsund (203)<br>81,95 13,64 5,160<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (2,3 2,3 2,3 1,5 × 1,9)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Mag<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **8027121**<br><br><br>Df Esd Gc<br>Rdr RTh/v | **PLUTON**<br><br>**The Sea Commercial Port of St. Petersburg**<br>(Sankt-Peterburg) (U.S.S.R.) | *691*<br>*67*<br>245 | RS | **1982** Hollming Oy—Rauma/Raumo (240)<br>40,21 12,50 4,901<br>38,21 12,01 7,01<br>1 dk | **TM Tug**<br>Fire-fighting<br>Ice strengthened | Wartsila<br>2 Oil 4SA each 6Cy. 320 × 350 dr geared to<br>shafts<br>Oy Wartsila Ab Vaasa<br>2 Controllable pitch propellers |
| **6814556**<br>*YTUU*<br>2T-174<br>Rdr Rt | **PLUTON**<br><br>**Jadranski Pomorski Servis Drustveno Poduzece**<br>Rijeka Croatia | **224**<br>30 | JR (BV) | **1968** Cant. Nav. Off. Mecc. di Venezia—Venezia (184)<br>30,28 8,26 3,461<br>27,51 8,21 4,20<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz<br>Gen 3 × 90kW 380V d.c.<br>Fuel (d.o.) |
| **7730068**<br>*UGYJ*<br>M-12544 | **PLUTON**<br><br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **166**<br>18<br>36 | RS | **1977** ..............U.S.S.R.<br>33,96 7,09 2,591<br>3,69<br>1 dk | **M Research**<br>Ice strengthened<br><br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Mag |
| **8034916**<br><br>M-36886<br>RTh | **PLUTON**<br><br>**Sevastopol Port Authority**<br>(Sevastopol) (U.S.S.R.) | **149**<br>101<br>20 | RS | **1982** ..............U.S.S.R.<br>28,70 6,35 1,480<br>2,50<br>1 dk | **M Ferry**<br>250dk P | Oil<br>.............. |
| **7334632**<br>*LZPA*<br>116<br>Rdr Rt | **PLUTON**<br><br>**Bourgas Port Authority**<br>Bourgas Bulgaria | **132**<br>22<br>19 | BR | **1966** VEB Schiffswerft "Edgar Andre" —Magdeburg<br>26,40 8,03 2,780<br>7,60 3,51<br>1 dk | **M Tug** | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Mag<br>Gen 2 × 64kW 380V a.c.<br>Controllable pitch propeller |
| **7329950**<br>*YTYK*<br>7T-294<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PLUTON I**<br>ex Kraigher B-88<br>**Royal Odyssey S.A.**<br>RO Dalmatinska Plovidba<br>Dubrovnik Croatia | **14 670**<br>10 287<br>25 199<br>T/cm<br>34,8 | **✠100A1** CS 6/88<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>**✠LMC**<br>EL G† $2\frac{11}{16}$"U2<br>FN 6234<br>JR | **1973**-9 Cant. Nav. del Tirreno e Riuniti—Riva Trigoso (293)<br>178,44 (BB) 22,97 10,189<br>169,86 22,90 13,80<br>P 18,6 F 14,1 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 18,5 20,1 20,2 11,0 20,2 20,2 18,4 ER<br>G.34 529 B.30 168<br>7 Ha (stl) (10,9 12,8 12,8 7,3 12,8 12,8 11,0 × 10,9) ER<br>14W Der 14(10) | GMT<br>Oil 2SA 5Cy. 780 × 1600<br>10 000bhp (7 356kW)<br>Cant. Nav. del Tirreno e Riuniti<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 1 891,0t (hvf) |
| **7012222**<br>*LYAC*<br><br>Df Esd Gc<br>Rdr Rt | **PLUTONAS**<br>ex Obukhovskaya Oborona-92<br><br>Klaipeda Lithuania | **5 942**<br>2 844<br>5 170 | RS | **1969** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,227<br>120,96 16,79 9,53<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.7 350<br>4 Ha (each 4,8 × 5,1) ER<br>8W Der 8(3) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total 7 200b<br>(5 296kW) driving gen. connected to elec.<br>motor & geared to sc. shaft |
| **6719574**<br>*UZXA*<br>M-27933<br>Df Esd Gc<br>Rdr Rt | **PLUTONIY**<br><br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **2 344**<br>944<br>1 334 | RS | **1967** Stocznia Gdanska im. Lenina—Gdansk (B26/18)<br>83,11 13,85 5,601<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.284 In.1 566<br>5 Ha (4,8 × 2,1) (1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>2W Der 2(2) 2(1,5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietoch<br>Controllable pitch propeller |
| **5280057**<br>*WB5657*<br>233498<br>Df Esd Pfd<br>Rdr Rt | **PLYMOUTH**<br><br>**Southeastern Leasing Corp.**<br>Boston, Ma United States of America | **163**<br>84<br>— | | **1934** Bethlehem SB. Corp.—Quincy, Ma (1457)<br>*31,25* 6,74<br>31,09 6,71 3,51<br>1 dk<br>R | **M Fishing**<br>Side Trawler<br>1 Ho 9,1<br><br>2 Ha | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>257kW (349bhp) NE 61<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobe<br>Fuel 18,5t |
| **7942697**<br><br>603985 | **PMS II**<br>ex C. Jack III<br>**Platform Marine Service II Inc.**<br>Corpus Christi, Tx United States of America | **267**<br>181<br>— | | **1979** ..............Port Lavaca, Tx<br>*22,99* 14,64<br>2,34<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>1 200bhp (883kW) |
| **8841888**<br><br>628741<br>Df Esd Gc<br>Rdr | **PMS III**<br><br>**Platform Marine Service V Inc.**<br>Houston, Tx United States of America | **406**<br>289<br>— | | **1980** ..............Port Lavaca, Tx<br>- - —<br>29,13 14,63 2,04<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>1 177kW (1 600bhp) |
| **7942013**<br><br>600431 | **PMS V**<br>ex Myrle Chapman<br>**Platform Marine Service Inc.**<br>Houston, Tx United States of America | **221**<br>168<br>— | | **1978** ..............Harvey, La<br>*21,77* 9,76<br>2,04<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>680bhp (500kW) |
| **6712851**<br>*HQHQ2*<br>L-0323644<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **PNI TRADER**<br>ex Laureen Elise-91 ex San-L<br>ex Don K-84 ex Mar Artico-84<br>ex Jomsborg-81 ex Jotinka-68<br>**Lek Ltd.**<br>San Lorenzo Honduras | **478**<br>304<br>1 242 | GL | **1967** Schiffsw. H. Rancke—Hamburg (210)<br>79,00 10,11 3,322<br>71,43 10,09 5,92<br>F 6,4 2 dks<br>rf nil len 80 | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,7 ER<br>G.2 800 B.2 466<br>1 Ha (stl) (47,6 × 6,0) ER<br>2W Der 2(3) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>1 063bhp (782kW)<br>Motorenw. Mannheim A.G. (MWM) Man<br>Gen 2 × 47kW 220/380V 50Hz a.c.<br>Fuel 57,0t (d.o.)-4,0pd |
| **5415183**<br>*DXMP*<br>212778<br>Df Esd Gc<br>Rdr Rt | **PNOC CAMRANH**<br>ex LSCO Camranh<br>ex Mobil Micronesia-69 ex Capella-67<br>ex Stanvac Sumba-63<br>ex Tankhaven III-59 ex Zenith-48<br>Launched as Tannaqull<br>**Via Marine Corp.**<br>Manila Philippines | **3 452**<br>1 656<br>4 176 | (AB)<br>Classed LR until 9/50 | **1945** J. A. Jones Const. Co.—Panama City, Fl (96)<br>99,68 14,74 5,893<br>94,19 14,69 6,66<br>P 25,6 B 10,7 F 14,7 1 dk<br>rf nil | **M Tanker**<br><br>1 Ho 8,2 12 Ta ER<br>L.(oil) 5 838<br><br>1 Ha (stl) (2,4 × 2,4) | Nordberg<br>Oil 2SA 6Cy. 255 × 330<br>1 400bhp (1 030kW)<br>Nordberg Manufacturing Co. St. Lo<br>Fuel 145,5t-7,0pd |
| **5238121**<br>*DZSB*<br>210155<br>Df Esd Gc | **PNOC CANTHO**<br>ex LSCO Cantho-82 ex Mobil Bataan-69<br>ex Stanvac Bataan-62<br>ex Stanvac Alor-61 ex Tankhaven 1-59<br>ex Tannadice-48<br>**Green Pine Trading**<br>Manila Philippines | **3 497**<br>1 734<br>3 799 | (AB)<br>Classed LR until 9/50 | **1945** J. A. Jones Const. Co.—Panama City, Fl (93)<br>99,68 14,74 5,893<br>94,19 14,69 6,66<br>P 25,6 B 10,7 F 14,7 1 dk<br>rf nil | **M Tanker**<br><br>1 Ho 8,2 12 Ta ER<br>L.(oil) 5 838<br><br>1 Ha (stl) (2,4 × 2,4) | Nordberg<br>Oil 2SA 6Cy. 255 × 330<br>1 400bhp (1 030kW)<br>Nordberg Manufacturing Co. St. Lo<br>Fuel 145,5t-6,0pd |

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|---|---|---|---|---|---|---|
| 16454<br>*NP*<br>354<br>Esd Gc<br>RTv | **PNOC PETROPARCEL**<br>ex LSCO Petroparcel-82<br>ex Sea Transport-71<br>ex Sea Transporter-59 ex Transea-56<br>ex Tellico-51<br>**PNOC Shipping & Transport Corp.**<br>Manila Philippines | 3 236<br>1 986<br>3 883 | (AB)<br>Classed LR until 29/12/72 | Lch.1945 St. John's River SB. Co.—Jacksonville, Fl (93)<br>Cmpl.1951 Todd Shipyards Corp.—Brooklyn, NY<br>99,12 14,74 5,893<br>94,19 14,69 6,66<br>P 26,6 F 15,3 1 dk<br>rf nil | **M Tanker**<br>12 Ta ER<br>L.(oil) 5 029 | Enterprise<br>Oil 4SA 8Cy. 405 × 510 with flexible coupling & sr geared to sc. shaft<br>1 400bhp (1 030kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Gen 2 × 250kW 240V d.c.<br>Fuel 660,5t (d.o.)-5,5pd 10kn |
| 17895<br>*BQ*<br>131 | **PNOC SOVIMAR**<br>ex LSCO Sovimar-82<br>**PNOC Shipping & Transport Corp.**<br>Iloilo Philippines | 611<br>356<br>345 | | 1970 Iloilo Dock & Eng. Co.—Iloilo<br>51,03 10,11 3,301<br>10,06 3,97<br>1 dk | **TM Liquefied Gas Carrier**<br>LPG<br>4 Ta (stl) membrane horizontal<br>L.(gas) 800 | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127 sr reverse geared to sc. shafts<br>1 050bhp (772kW)<br>Detroit Diesel Detroit, Mi<br>10kn |
| 0241<br>*TT*<br>463<br>Rdr | **PNOC TABANGAO**<br>ex LSCO Tabangao-80<br>**Philippine National Oil Co. (PNOC)**<br>PNOC Shipping & Transport Corp.<br>Batangas Philippines | 2 912<br>1 647<br>4 769 | (AB)<br>**REPORTED LOST 3/91** | 1962 Osaka Zosensho—Osaka (181)<br>100,59 14,25 6,303<br>94,01 14,20 7,65<br>P 28,7 F 8,3 1 dk<br>rf nil | **M Tanker**<br>10 Ta ER<br>L.(oil) 5 528 HeCls. C | B&W 7-35VBF-62<br>Oil 2SA 7Cy. 350 × 620<br>1 960bhp (1 442kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Fuel 274,5t-7,0pd 11,25kn |
| 0253<br>*TK*<br>465<br>Rdr Rt | **PNOC TACLOBO**<br>ex LSCO Taclobo-82<br>**PNOC Shipping & Transport Corp.**<br>Batangas Philippines | 1 544<br>799<br>1 812 | (AB) | 1962 Osaka Zosensho—Osaka (183)<br>78,59 11,66 5,501<br>73,00 11,60 6,10<br>1 dk<br>RW rf 25 | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 516 HeCls. C | B&W 8-28VBF-50<br>Oil 2SA 8Cy. 280 × 500<br>1 380bhp (1 015kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Fuel 146,5t-5,0pd 17kn |
| 9831<br>*XF*<br>048<br>Esd Gc<br>Rt | **PNOC TRANSASIA**<br>ex LSCO Transasia-82 ex Chevron-70<br>ex Brea Olinda-46 ex Taverton-45<br>Manila Philippines | 3 236<br>1 986<br>3 883 | (AB) | 1945 Todd-Houston SB. Corp.—Houston, Tx (219)<br>99,12 14,74 5,896<br>94,19 14,69 6,66<br>P 25,6 B 10,7 F 14,7 1 dk<br>rf nil | **M Tanker**<br>1 Ho 8,2 12 Ta ER<br>L.(oil) 5 505 HeCls. B<br>1 Ha (stl) (2,4 × 2,4) | Nordberg<br>Oil 2SA 6Cy. 455 × 635<br>1 400bhp (1 030kW)<br>Nordberg Manufacturing Co. St. Louis, Mo<br>Fuel 125,0t-6,5pd 10,5kn |
| 1616<br>*R*<br>Esd Gc<br>Rt | **PO**<br>**Grimaldi Compagnia di Navigazione S.p.A. (GRINAVI)**<br>Palermo Italy | 4 308<br>2 302<br>4 960 | RI | 1974 Nuovi Cantieri Apuania S.p.A.—Marina di Carrara (100)<br>159,85 19,49 6,200<br>144,79 19,38 7,73<br>2 dks<br>len 83 | **TM RoRo Cargo**<br>Side door/ramps 2(p) 3(s) Stern door/ramp<br>Cars 2060<br>Mchy.aft | GMT C420.9L<br>2 Oil 4SA each 9Cy. 420 × 500<br>8 100bhp (5 958kW)<br>Fiat S.G.M. Torino<br>2 Controllable pitch propellers<br>18,5kn |
| 9119<br>*OG8*<br>11-90<br>Esd Gc<br>RTv<br>Nav<br>VER | **PO SIU**<br>ex Liquid Bulk Explorer-90<br>**Strategic Tankers Inc.**<br>M.T.M. Ship Management Pte. Ltd.<br>Panama Panama<br>SatCom: 1335152/PSIU | 7 060<br>4 446<br>12 964<br>T/cm<br>19,5 | NK | 1982 K.K. Taihei Kogyo—Akitsu (1530)<br>127,01 (BB) 20,05 8,854<br>118,01 20,01 11,21<br>P 30,8 F 11,0 1 dk | **M Tanker**<br>Oil Chemical<br>15 Ta ER<br>L.13 544<br>6 Cargo pumps total 393T/hr | Mitsubishi 6UEC45/115H<br>Oil 2SA 6Cy. 450 × 1150<br>6 000bhp (4 413kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 360kW<br>14kn |
| 1785<br>*F*<br>318<br>Esd Gc<br>RTm/h/v<br>Nav<br>VER | **PO TOI**<br>**Condor Shipping Ltd.**<br>Anglo-Eastern Ship Management Ltd.<br>Hong Kong Hong Kong (British) | *36 120*<br>*23 035*<br>68 676<br>T/cm<br>64,7 | NV | 1989 Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (372)<br>224,00 (BB) 32,23 13,201<br>215,02 32,21 18,22<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.81 337<br>7 Ha (stl) ER | Sulzer 5RTA62<br>Oil 2SA 5Cy. 620 × 2150<br>7 205kW (9 795bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 450kW 1 × 80kW 440V 60Hz a.c.<br>Fuel 84,0t (d.o.) 1 868,0t (i.f.o.)-29,0pd 14kn |
| 1002<br>*DM* | **PO'IGAR**<br>ex Gorango-74<br>**P.T. Porodisa Raya Shipping Lines**<br>Sabang, Sumatra Indonesia | 697<br>267<br>— | (KI) | 1965 Leninskaya Kuznitsa—Kiyev (Kiev)<br>... ... ...<br>49,92 9,30 4,88<br>1 dk | **M Fishing**<br>Side Trawler | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW) E made63<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW 225V d.c. |
| 2601<br>*DA*<br>Esd | **POARTA ALBA**<br>ex R-5<br>**Intreprinderea de Exploatare a Floti Maritime NAVROM**<br>Constantza Romania | 238<br>9<br>— | RNR | 1951 Baltic SB. & Eng. Works—Leningrad<br>30,48 7,62 3,699<br>3,79<br>1 dk | **S Tug** | T 3Cy. - - & - x -<br>U.S.S.R.<br>Gen 1 × 10kW 110V d.c.<br>Fuel 30,5t (o.f.) 10kn |
| 49617<br>*7485*<br>16-PEx12<br>Esd Rdr<br>m/v | **POAS**<br>ex Warden-79 ex Ancylus-71<br>ex Herro-68 ex Kalheim-59<br>**Cargonaut International S.A.**<br>Panama Panama | 499<br>238<br>953<br>**934**<br>551<br>1 468 | (NV) | 1955 Ottensener Eisenwerk A.G.—Hamburg (482)<br>65,99 9,94 3,671/4,668<br>58,86 9,91 5,57<br>1 dk & S dk<br>rf 51 | **M General Cargo** OSD/CSD<br>Ice strengthened<br>1 Ho 35,9 ER<br>G.2 012 B.1 817<br>2 Ha (14,0 13,4 × 5,6) ER<br>4W Der 1(5) 3(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 30kW 1 × 12kW 230V d.c.<br>Fuel 87,5t (d.o.) 11,5kn |
| 03616<br>*GL*<br>Esd Gc<br>r RTv | **POBLE DE CAMPELLO**<br>**Benjamin Palomares**<br>Las Palmas Spain | *163*<br>*45*<br>210 | BV | 1989 Ast. de Santander S.A.—Santander (174)<br>3,152<br>26,78 8,01 5,52 | **M Fishing**<br>Stern Trawler Ref | Alpha 6L23/30<br>Oil 4SA 6Cy. 225 × 300 geared to sc. shaft<br>809kW (1 100bhp)<br>MAN-B&W Diesel A/S Holeby<br>10,5kn |
| 52859<br>*OF*<br>Esd Rdr | **POBLET**<br>**Remolques y Navegacion S.A.**<br>Tarragona Spain | 313<br>225<br>207 | AB<br>✠Classed LR until 12/3/86 | 1974-12 Ast. de Tarragona—Tarragona (161)<br>34,42 9,12 3,830<br>29,49 8,92 4,63<br>RAD 1,3 1 dk<br>rf 749 BK 102 | **M Tug**<br>Fire-fighting & Pollution Patrol | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580 sr geared to sc. shaft<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 132kW 1 × 24kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 217,5t 12kn |
| 33314<br>*CJ*<br>34145<br>Esd Gc<br>d Rdr RTv | **POBYEDA**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.)<br>SatCom: 1400420/UICJ | 37 409<br>21 432<br>67 980 | RS | 1981 Zaliv Shipyard—Kerch (901)<br>242,81 (BB) 13,601<br>228,02 32,21 18,01<br>F - 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 71 000 | B&W 7DKRN80/160<br>Oil 2SA 7Cy. 800 × 1600<br>16 568bhp (12 187kW)<br>Bryansk Eng. Works Bryansk<br>Gen 1 × 800kW 3 × 500kW 440V 60Hz a.c.<br>15,75kn |
| 25436<br>-40203<br>dr Rt | **POBYEDA**<br>**Government of The Republic of Russia (Ministry of Shipbuilding)**<br>(Sankt-Peterburg) (U.S.S.R.) | *182*<br>*54*<br>69 | RS | 1985 .............U.S.S.R.<br>29,30 8,58 3,400<br>27,00 - 4,30<br>1 dk | **TM Tug**<br>Ice strengthened | Russkiy 8CHNP25/34<br>2 Oil 4SA each 8Cy. 250 × 340<br>Russkiy-Diesel Works Leningrad<br>2 Controllable pitch propellers<br>11,3kn |
| 728123<br>*EO*<br>-27931<br>f Esd Gc<br>dr Rt<br>MVER | **POBYEDINO**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | 4 531<br>2 383<br>6 436 | RS | 1967 Stocznia Gdanska im. Lenina—Gdansk (B45/59)<br>123,83 16,97 7,241<br>114,99 16,69 8,41<br>1 dk | **M General Cargo**<br>Ice Strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 444 B.7 860<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(50) 1(15) 8(5) | B&W 5-62VT2BF-140<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 17kn |
| 710927<br>*AJU4*<br>-01019<br>f Esd Gc<br>d Rdr<br>Tm/h/v<br>MVER | **POCAHONTAS**<br>ex Isla Plaza-86 ex Pocahontas-84<br>**KS Swan Sea**<br>Swan Shipping A/S<br>Oslo Norway (NIS) | T.Mk<br>7 037<br>3 559<br>9 852 | GL | 1980 N.V. Boelwerf S.A.—Tamise/Temse (1499)<br>151,26 (BB) 21,62 8,705<br>141,01 21,61 13,21<br>F 31,7 3 dks, 4th dk in No. 2 & 3 holds | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>4 Ho 24,5 23,7 23,7 ER 25,3 10 TwD<br>In.13 450<br>TEU 114 C.Dk 114/20' (40') incl. 57 ref C.<br>4 Ha (stl) (7,3 7,3 7,3 × 5,6) ER (7,3 × 5,6)<br>Cr 4(5) | MAN K8SZ70/125B<br>Oil 2SA 8Cy. 700 × 1250<br>16 520bhp (12 151kW)<br>A.C.E.C. Gent/Gand<br>Fuel 323,0t (d.o.) 1 779,5t (hvf)-51,0pd 22kn |

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| **5280136**<br>*WB9485*<br>117220<br>RTm | **POCAHONTAS**<br>ex Maurice Tracey-39<br>**Russell D. Stone**<br>Wilmington, NC United States of America | **164**<br>111<br>— | | **1903** Neafie & Levy Ship & Engine Building Co.<br>—Philadelphia, Pa<br>*27,74* 6,84<br>6,79<br>1 dk<br>RW | **M Tug**<br>1W | General Motors<br>Oil 2SA 12Cy. 216 × 254<br>E made43 fitted59<br>General Motors Corp. La Grange<br>Gen 1 × 100kW 1 × 20kW 115V d.c.<br>Fuel (d.o.) |
| **7710903**<br>*LAJK4*<br>N-01022<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **POCANTICO**<br>ex Isla Pongal-86 ex Pocantico-84<br>**KS Swan Sea**<br>Swan Shipping A/S<br>Oslo Norway (NIS) | *7 037*<br>*3 559*<br>9 852 | GL | **1979** N.V. Boelwerf S.A.—Tamise/Temse (1497)<br>151,26 (BB) 21,65 8,727<br>140,01 21,61 13,21<br>F 31,7 3 dks, 4th dk in Nos. 2 & 3 holds | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>4 Ho 24,5 23,7 23,7 ER 25,3 10 TwD<br>In.13 450<br>TEU 114 C.Dk 114/20'(40') incl. 57 ref C.<br>4 Ha (stl) (7,3 7,3 7,3 × 5,6) ER (7,3 × 5,6)<br>Cr 4(5) | MAN K8SZ<br>Oil 2SA 8Cy. 700 × 1250<br>16 520bhp (12 151kW)<br>A.C.E.C.<br>Fuel 323,0t (d.o.) 1 779,5t (hvf)-51,0pd |
| **7201483**<br>*WYZ3240*<br>530820 | **POCO LOCO**<br>ex Eileen<br>**NDDD Inc.**<br>Corpus Christi, Tx United States of America | **118**<br>80<br>— | | **1971** Marine Mart Inc.—Port Isabel, Tx<br>*20,73* 6,20<br>3,66<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>............<br>Fuel (d.o.) |
| **7642649**<br>*UQOQ*<br>M-12503<br>Df Esd Rdr<br>Rt | **PODBELSK**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1977** .............U.S.S.R.<br>54,84 9,38 3,809<br>49,99 4,73<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **5117781**<br>*IVFP*<br>41<br>RTv | **PODEROSO**<br>ex Formby-69<br>**Impresa Fratelli Barretta Domenico e Giovanni S.n.C.**<br>Brindisi Italy | **266**<br>52<br>— | RI<br>✠Classed LR until 1/71 | **1951**-7 Cochrane & Sons Ltd.—Selby (1369)<br>33,18 8,11 3,722<br>30,18 8,08 3,97<br>1 dk<br>R rf 457 BK 191 | **S Tug**<br>Salvage | T 3Cy. 394 660 & 1067 x 762<br>Charles D. Holmes & Co. Ltd.<br>Gen 2 × 5kW 110V d.c.<br>Fuel 73,0t (o.f.) |
| **7646762**<br>*UGPI*<br>M-12527<br>Df Esd Rdr<br>Rt | **PODGORNOYE**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **601**<br>192<br>304 | RS | **1977** .............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L. 8NVD<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **8509545**<br>*ELNK8*<br>9375<br>Df Esd Gc<br>Rdr RTv<br>SatCom | **PODLASIE**<br>**Transocean Freezer Corp.**<br>Przedsiebiorstwo Przemyslowo-Uslugowe Rybolowstwa Morskiego "Transocean" (Deep Sea Services & Fish Handling Co.)<br>Monrovia Liberia | *8 886*<br>*2 665*<br>6 333 | PR | **1988** Stocznia Gdanska im. Lenina—Gdansk (B364/04)<br>139,81 - 7,400<br>130,00 20,01 12,60<br>P 37,0 B 18,0 1 dk | **D-E Refrigerated Cargo Fish Carrier**<br>In.8 372 | B&W<br>Oil 2SA 10Cy. 450 × 1200 total 6 550kW (8 905bhp) driving 4 gen. each 190kW a.c. connected to 4 elec. motors each of 810shp (596kW)<br>E made88<br>H. Cegielski<br>Gen 1 × 100kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd Tunnel thruster<br>Fuel 1 237,0t (d.o.) 1 286,0t (hvf)-31,0pd |
| **7045372**<br>*ESUT*<br>M-30448<br>Df Esd Gc<br>Rdr Rt | **PODMOSKOVYE**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 106**<br>1 183<br>2 490 | RS | **1970** Okean Shipyard—Nikolayev<br>107,50 14,43 6,230<br>10,42 | **D-E Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho<br>In.3 039<br>5 Ha (3,1 3,1 × 3,7) (1,9 × 1,9) (1,3 1,3 × 1,3)<br>6W Der 6(3) | 5 Oil 4SA each 6Cy. 318 × 330 total 5 000 (3 678kW) driving gen. connected to elec. motor & sc. shaft<br>Controllable pitch propeller |
| **7932599**<br>*UGYW*<br>M-38430<br>Df Esd Gc<br>Pfd Rdr RTv | **PODOLSK**<br>ex Pyotr Vasev-87 ex Sea Orchid-85<br>ex Carrianna Orchid-84<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400247/UGYW | **18 604**<br>12 244<br>32 961<br>T/cm<br>41,2 | RS<br>✠Classed LR until 31/8/86 | **1981**-11 Minami-Nippon Zosen K.K.—Usuki (538)<br>183,50 (BB) 26,65 10,775<br>172,00 26,60 15,00<br>P 29,9 F 15,0 1 dk<br>rf nil DK in way of Nos. 2, 3, 4 & 5 holds | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 27,2 27,2 20,8 27,2 27,2 ER<br>G.41 892 B.40 096<br>5 Ha (stl) (16,7 × 12,8) (16,7 12,8 16,7 16,7 × 15,0) ER<br>Cr 5(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>8 385kW (11 399bhp)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 520kW 445V 60Hz a.c.<br>Fuel 182,5t (d.o.) 1 987,5t (hvf) |
| **6620450**<br>*YTRH*<br>3T-47<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PODUNAVLJE**<br>**Tankerska Plovidba**<br>Zadar Croatia | **2 758**<br>1 348<br>3 556 | JR (BV) | **1967** Brodogradiliste "Jozo Lozovina-Mosor"<br>—Trogir (146)<br>98,48 14,23 6,198<br>89,74 14,20 7,14<br>1 dk | **M Tanker**<br>1 Ho 12 Ta ER<br>L.(oil) 4 584 HeCls. BC<br>1 Ha (2,5 × 2,5)<br>Der 1(3) 2(1,5) | B&W 5-42V<br>Oil 2SA 5Cy. 420 × 900<br>2 750bhp (2 023kW)<br>Hitachi Zosen Sakurajima Works<br>Gen 2 × 160kW 440V 60Hz a.c.<br>Fuel 440,0t (hvf)-11,0pd |
| **6905795**<br>*ERIS*<br>M-29789<br>Df Esd Gc<br>Pfd Rdr Rt | **PODVODNIK**<br>ex MB-7009<br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Sochi) (U.S.S.R.) | **233**<br>—<br>72 | RS | **1968** VEB Schiffswerft "Edgar Andre"<br>—Magdeburg (7009)<br>34,78 8,51 2,750<br>30,41 8,21 3,71<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8829414**<br>*SRNW*<br>Esd Gc Rdr<br>Rt | **PODWODNIK**<br>**Przedsiebiorstwo Robot Podwodnych Ligi Morskiej**<br>Gdynia Poland | **165**<br>50<br>309 | PR | **1955** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk<br>32,47 - 3,200<br>29,06 6,73 3,37<br>1 dk | **M Diving Depot Ship** | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>228kW (310bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 44kW 1 × 40kW 220V a.c. |
| **8729482**<br>*UEAF*<br>M-41881<br>Esd Rdr Rt | **PODYAPOLSK**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Nakhodka) (U.S.S.R.) | *738*<br>*221*<br>332 | RS | **1989** .............U.S.S.R.<br>53,75 4,041<br>47,93 10,72 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref<br>In.218 | S.K.L. 8NVD<br>Oil 4SA 8Cy. 320 × 480<br>1 319bhp (970kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 300kW a.c. 3 × 160kW a.c.<br>Controllable pitch propeller |
| **8311974**<br>*3ETQ4*<br>15588-86B<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **POEMI GALAXY**<br>ex Southern Breeze-90<br>**Nikko Maritime S.A.**<br>Panama Panama | *3 848*<br>*1 978*<br>6 227 | NK | **1983** Fukuoka Zosen K.K.—Fukuoka (1106)<br>106,10 (BB) 16,54 6,764<br>98,61 16,51 8,21<br>P 23,2 F 11,9 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>SBT<br>17 Ta ER<br>L.7 092 | Akasaka<br>Oil 4SA 6Cy. 410 × 800<br>2 427kW (3 300bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 320kW 445V 60Hz a.c.<br>Fuel 135,0t (d.o.) 600,0t (hvf)-11,0pd |
| **8319380**<br>*YJYA6*<br>497<br>Df Esd Gc<br>Pfd Rdr Rt | **POEMI SPRINGER**<br>ex Silver Fox-89 ex Maruta Maru-86<br>**Premier Marine Ltd.**<br>Port Vila Vanuatu | *2 466*<br>*1 253*<br>3 980 | NK | **1984** Murakami Hide Zosen K.K.—Hakata (221)<br>96,02 5,912<br>89,01 14,51 6,81<br>P 21,7 F 10,7 1 dk | **M Tanker**<br>Oil Chemical<br>10 Ta ER<br>L.4 298 | Akasaka<br>Oil 4SA 6Cy. 370 × 720<br>1 912kW (2 599bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 160kW 1 × 96kW 445V 60Hz<br>Fuel 54,0t (d.o.) 255,0t (hvf)-7,0pd |

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| **8403624**<br>*3EDZ3*<br>14483-84B<br>Df Esd Gc<br>Rdr Rt | **POEMI SYMPHONY**<br>ex Southern Princess-91<br>**Mirage Marine S.A.**<br>Panama Panama | *2 972*<br>*1 413*<br>4 901 | NK | **1984** Fukuoka Zosen K.K.—Fukuoka (1110)<br>95,80 (BB) 15,04 6,449<br>89,00 15,00 7,73<br>P 20,8 F 8,9 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>18 Ta ER<br>L.5 113 | Hanshin 6EL38<br>Oil 4SA 6Cy. 380 × 760<br>2 060kW (2 801bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 280kW a.c.<br>12,1kn |
| **7111547**<br>*EWWB*<br>M-31012<br>Df Esd Gc<br>Pfd Rdr Rt | **POET**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**2 154**<br>762<br>1 134 | RS | **1971** VEB Volkswerft Stralsund—Stralsund (320)<br>81,97 13,62 5,201<br>73,00 13,61 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **7943213**<br>M-36830 | **POET ANDRUKHAYEV**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | **149**<br>101<br>20 | RS | **1981** ..............U.S.S.R.<br>28,70 6,35 1,480<br>2,50<br>1 dk | **M Ferry**<br>250dk P | Oil<br>.............. |
| **7611169**<br>*UIED*<br>S-32845<br>Df Esd Gc<br>Rdr Rt | **POET SABIR**<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1975** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,649<br>108,01 12,98 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 287<br>4 Ha (stl) (17,6 18,0 18,0 18,0 × 9,3) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn |
| **7640732**<br>*EKKM*<br>S-33846<br>Df Esd Gc<br>Rdr Rt | **POET VIDADI**<br>**Caspian Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1976** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,649<br>108,01 12,98 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,0 18,0 18,0 × 9,3) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn |
| **5320895**<br>*IRDJ*<br>320<br>Df Rdr<br>RTm/v | **POETTO**<br>ex Serviceman-69 ex Empire Stella-46<br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italy | **316**<br>100<br>169 | (RI)<br>✠Classed LR until 19/12/69 | **1945**-10 Cochrane & Sons Ltd.—Selby (1298)<br>37,65 8,41 3,580<br>35,06 8,39 4,12<br>1 dk<br>R rf 610 BK 178 | **M Tug** | Polar<br>Oil 2SA 6Cy. 340 × 570 NE 61<br>British Polar Engines Ltd. Glasgow<br>Gen 1 × 50kW 1 × 35kW 220V d.c. |
| **6722492**<br>*URGE*<br>M-12233<br>Df Esd Rdr<br>Rt | **POGRANICHNIK BUYNEVICH**<br>ex SRTM-8401<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **699**<br>262<br>283 | (RS) | **1963** ..............U.S.S.R.<br>54,01 9,30 3,690<br>49,99 9,22 4,70<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.361<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **6824587**<br>*UTSC*<br>M-12247<br>Df Esd Rdr<br>Rt | **POGRANICHNIK DERGACH**<br>ex SRTM-8414<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **699**<br>262<br>344 | RS | **1965** ..............U.S.S.R.<br>54,21 9,38 3,703<br>49,99 9,25 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,6 × 1,5)<br>4W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12,25kn |
| **6722571**<br>*USHP*<br>M-12242<br>Df Esd Rdr<br>Rt | **POGRANICHNIK KOZHUKHOV**<br>ex SRTM-8409<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **699**<br>262<br>329 | (RS) | **1964** ..............U.S.S.R.<br>54,23 9,38 3,690<br>49,99 9,22 4,88<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>4W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **7237327**<br>*UWFT*<br>M-30603<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **POGRANICHNIK LEONOV**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **13 087**<br>5 997<br>10 094 | RS | **1972** Stocznia Gdanska im. Lenina—Gdansk (B69/22)<br>164,01 21,34 8,090<br>149,00 21,29 12,65<br>2 dks & S dk | **M Factory Ship** OSD<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 896<br>5 Ha (stl) (each 4,5 × 3,9) ER<br>16W Der 2(10) 14(5) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>14,5kn |
| **8723854**<br>*UBJS*<br>M-40467<br>Esd Rdr Rt | **POGRANICHNIK PETROV**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1987** ..............U.S.S.R.<br>54,82 10,15 4,140<br>50,30 - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| **6722507**<br>*UTKR*<br>M-12234<br>Df Esd Rdr<br>Rt<br>AMVER | **POGRANICHNIK PETROV**<br>ex SRTM-8402<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **699**<br>262<br>344 | (RS) | **1964** ..............U.S.S.R.<br>54,21 9,38 3,690<br>49,99 9,22 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW) E made71 fitted—<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12,25kn |
| **7032777**<br>*ESKV*<br>M-30425<br>Df Esd Gc<br>Rdr Rt | **POGRANICHNIK STRELNIKOV**<br>ex Perm-73<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**2 690**<br>926<br>1 496 | RS | **1969** "Chernomorskiy" Shipyard—Nikolayev<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **6722583**<br>*UTHH*<br>M-12243<br>Df Esd Rdr<br>Rt | **POGRANICHNIK YERMOLYUK**<br>ex SRTM-8410<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **699**<br>262<br>344 | (RS) | **1964** ..............U.S.S.R.<br>54,21 9,38 3,690<br>49,99 9,22 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>4W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12,25kn |
| **6722569**<br>*UTHF*<br>M-12240<br>Df Esd Rdr<br>Rt | **POGRANICHNIK YURIN**<br>ex SRTM-8408<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **699**<br>262<br>284 | (RS) | **1964** ..............U.S.S.R.<br>54,01 9,40 3,690<br>49,99 9,22 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.361<br>2 Ha (each 1,5 × 1,6)<br>4W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12,25kn |

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| **8834677**<br>*UJMF*<br>M-37088<br>Df Esd Gc<br>Rdr Rt | **POGRANICHNIK ZMEYEV**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *726*<br>*217*<br>414 | RS | **1990** .............U.S.S.R.<br>54,84 10,16 4,141<br>50,30 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.412 | S.K.L. 8NVD48<br>Oil 4SA 8Cy. 320 × 480<br>1 158bhp (852kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magd<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| **7642651**<br>*UQMT*<br>M-12502<br>Df Esd Rdr Rt | **POGRANICHNYY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1976** .............U.S.S.R.<br>54,84 9,38 3,809<br>49,99 4,73<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magd<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **7519658**<br>*9WRW*<br>324991 | **POGUN KIMANIS**<br>ex Shap Tide-86<br>**Pogun Shipping Sendirian Berhad**<br>Labuan Malaysia | **586**<br>176<br>951 | | **1969** American Marine Corp.—New Orleans, La (1022)<br>*48,01* 11,59 3,404<br>50,60 11,56 3,97<br>1 dk | **TM Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 geared t<br>sc. shafts<br>2 180bhp (1 604kW)<br>Caterpillar Tractor Co. Peoria, Il<br>Fuel (d.o.) |
| **7029847**<br>*9WRV*<br>324990<br>Esd Rdr Rt | **POGUN LABUK**<br>ex Queen Tide-86<br>**Pogun Shipping Sendirian Berhad**<br>Labuan Malaysia | **586**<br>176<br>951 | | **1969** American Marine Corp.—New Orleans, La (1023)<br>50,60 11,59 3,404<br>11,54 3,97<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 180bhp (1 604kW)<br>Caterpillar Tractor Co. Peoria, Il<br>Fuel (d.o.) |
| **7029885**<br>*9WRT*<br>324988<br>Rt | **POGUN PADAS**<br>ex Vic Tide-86<br>**Pogun Shipping Sendirian Berhad**<br>Labuan Malaysia | **586**<br>176<br>— | | **1969** American Marine Corp.—New Orleans, La (1046)<br>50,60 3,404<br>47,66 11,59 3,97<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 geared t<br>sc. shafts<br>2 180bhp (1 604kW)<br>Caterpillar Tractor Co. Peoria, Il<br>Fuel (d.o.) |
| **7029897**<br>*9WRT*<br>324988 | **POGUN RANAU**<br>ex Prince Tide-86<br>**Pogun Shipping Sendirian Berhad**<br>Labuan Malaysia | **197**<br>134<br>— | | **1969** American Marine Corp.—New Orleans, La (1047)<br>50,70 3,404<br>47,66 11,59 3,97<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 geared t<br>sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Il<br>Fuel (d.o.) |
| **6929002**<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **POGUN SIPITANG**<br>ex Florence Tide-86<br>ex Lady Florence-75<br>**Pogun Shipping Sendirian Berhad**<br>Labuan Malaysia | **462**<br>133<br>— | (BV) | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5177)<br>46,00 3,531<br>45,83 10,01 4,09<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW) NE 78<br>Caterpillar Tractor Co. Peoria, Il<br>Gen 3 × 160kW 380V 60Hz a.c.<br>Fuel 81,5t |
| **7735082**<br>Gc Rdr Rt | **POGWIZD**<br>**Zegluga Gdanska**<br>Gdansk Poland | **142**<br>93<br>— | (PR) | **1977** S. Ordzhonikidze Works—Poti (S-681)<br>35,21 9,56 1,401<br>31,35 6,00 1,81<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry** 100P | 2 Vee Oil 4SA each 12Cy. 180 × 200 geared t<br>sc. shafts<br>2 000bhp (1 471kW)<br>Zvyezda Works Lenin<br>Gen 1 × 6,5kW 1 × 5,5kW 28V d.c. |
| **7855064**<br>382820 | **POH SUAN**<br>ex Kotobuki Maru-82<br>**Eximpet Enterprise Pte. Ltd.**<br>Singapore Singapore | **286**<br>172<br>690 | | **1971** K.K. Hatayama Zosensho—Yura<br>45,95 3,401<br>40,01 7,80 3,61<br>1 dk | **M Tanker**<br>Mchy.aft | Mitsubishi<br>Oil<br>660bhp (485kW)<br>Mitsubishi Heavy Industries Ltd. |
| **8714944**<br>*3ETV6*<br>18687-SC<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>SatCom | **POHAH**<br>**Mabah Enterprise S.A.**<br>Khana Enterprise Ltd.<br>Panama Panama | *4 261*<br>*2 034*<br>4 641 | NK | **1988** Iwagi Zosen K.K.—Iwagi (120)<br>115,83 6,816<br>108,01 16,62 10,01<br>F 11,6 | **M Refrigerated Cargo**<br>In.5 663<br>3 Ha (stl) (each 7,1 × 6,4) ER<br>Der 6(5) | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>4 050bhp (2 979kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 440kW a.c. |
| **8911619**<br>*3EZE7*<br>18912-90<br>Df Esd Gc<br>Pfd Rdr RTv | **POHAH No. 2**<br>**RL Baron Shipping S.A.**<br>Panama Panama<br>SatCom: 1333276/NOPO | *4 412*<br>*2 223*<br>5 281 | KR | **1990** Kyokuyo Zosen K.K.—Chofu (2647)<br>120,00 (BB) 6,914<br>112,90 16,60 10,00<br>1 dk, 2nd & 3rd dk in holds only | **M Refrigerated Cargo**<br>3 Ho ER 6 TwD<br>In.6 757<br>3 Ha (stl) (7,1 × 5,4) (7,1 7,1 × 6,4) ER<br>Der 6(5) | Mitsubishi 6UEC<br>Oil 2SA 6Cy. 370 × 880<br>3 089kW (4 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 1360kW 450V a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **7215226**<br>*D9KP*<br>PHR-728641<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **POHANG**<br>ex Lake Almanor-83<br>ex Severn Bridge-76<br>**Posco Steel Scholarship Foundation**<br>Keoyang Shipping Co. Ltd.<br>Pohang South Korea | **65 361**<br>41 880<br>120 063<br>T/cm<br>90,4 | KR<br>✠Classed LR until 11/4/86 | **1972**-8 Mitsubishi Heavy Industries Ltd. —Hiroshima (225)<br>261,02 (BB) 40,64 16,536<br>247,00 40,61 22,51<br>F 19,9 1 dk<br>rf 76 DK fwd | **M Bulk Carrier**<br>Str. ore cargoes<br>9 Ho 20,5 21,5 21,5 21,5 20,4 22,4 21,5 21,5 21,5 ER<br>G.131 478<br>9 Ha (stl) (11,2 × 13,5) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 18,6) ER | Sulzer 9R<br>Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 620,0t (d.o.) 6 147,0t (hvf) |
| **8031639**<br>*D8XS*<br>BSR-806190<br>Esd Rdr Rt | **POHANG PIONEER**<br>ex Il Shin No. 1-88 ex Young Il-86<br>**Korea Asset Management Corp.**<br>Heung-A Shipping Co. Ltd.<br>Busan South Korea | **1 133**<br>663<br>1 849 | KR | **1980** Shin-A Shipbuilding Co. Ltd.—Chungmu<br>69,40 4,771<br>63,00 10,51 5,26<br>P 15,3 F 7,1 1 dk | **M Tanker**<br>Chemical<br>L.(oil) 2 270 | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 177kW (1 600bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Chan<br>Gen 2 × 60kW 445V a.c. |
| **8028864**<br>*J8EL6*<br>3211<br>Df Esd Gc<br>Pfd Rdr RTv | **POHORJE**<br>ex Golden Trader-88 ex Lakes Star-86<br>**Genshipping Corp.**<br>Splosna Plovba<br>Kingstown St. Vincent and the Grenadines<br>SatCom: 1376222/POHO | *19 012*<br>*11 904*<br>32 442<br>T/cm<br>42,1 | ✠**100A1** SS 12/87<br>bulk carrier<br>strengthened for heavy cargoes, holds Nos. 2 & 4 may be empty<br>timber deck cargoes<br>✠**LMC** **UMS**<br>EL J 605,0/66,0U3(a)<br>FN 7263<br>JR | **1983**-1 Kanda Zosensho K.K.—Kawajiri (266)<br>182,86 (BB) 27,69 10,878<br>170,01 27,60 15,12<br>P 19,6 F 16,2 1 dk<br>rf nil | **M Bulk Carrier**<br>DSS<br>5 Ho 24,0 27,2 22,4 27,2 28,0 ER<br>G.40 694 B.39 176 HeCls. B<br>TEU 1302<br>C.Ho 577/20' (40') C.Dk 725/20' (40')<br>5 Ha (stl) (16,0 × 13,0) (19,2 15,2 19,2 20,0 × 20,4) ER<br>Cr 5(25) | Sulzer 6R<br>Oil 2SA 6Cy. 660 × 1400<br>8 716kW (11 849bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (o.f.) 7,9kgf/cm$^2$ (7,8bar)<br>e(ex.g) 10,9kgf/cm$^2$ (10,7bar)<br>Gen 3 × 510kW 440V 60Hz a.c.<br>Fuel 178,5t (d.o.) 2 217,5t (hvf) |
| **7428859**<br>*YQCZ*<br>318<br>Df Esd Gc<br>Rdr Rt | **POIANA**<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **1 635**<br>705<br>1 950 | RNR | **1974** Intreprinderea Constr. Navale Constantza —Constantza (369)<br>80,32 11,92 4,880<br>71,53 11,89 5,64<br>1 dk | **M General Cargo**<br>3 Ho each 14,7 ER<br>G.2 642 B.2 450<br>3 Ha (stl) (5,9 8,0 8,0 × 8,3) ER<br>Cr 2(5) | Sulzer<br>Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW)<br>Sour "Jugoturbina" Kar<br>Gen 2 × 132kW 1 × 88kW 390V 50Hz a.c.<br>Fuel 107,5t (d.o.) |
| **7227786**<br>*VCMZ*<br>358840<br>Esd Rdr Rt | **POINT CARROLL**<br>**Eastern Canada Towing Ltd.**<br>Halifax, N.S. Canada | **366**<br>0<br>— | ✠**100A1** SS 3/89<br>tug<br>Bele Isle to New York coasting service, winters in Great Lakes<br>Ice Class 2<br>✠**LMC**<br>EL f $\frac{15}{16}$"U2<br>FN 483 | **1973**-3 R. Dunston (Hessle) Ltd.—Hessle (S889)<br>39,40 9,61 3,877<br>35,51 9,16 4,42<br>F 15,0 1 dk<br>rf 584 BK 178 | **M Tug** | English Electric 12R<br>Vee Oil 4SA 12Cy. 254 × 305 sr geared to sc<br>shaft<br>Ruston Paxman Diesels Ltd. Newton-le-W<br>Gen 3 × 84kW 440V 60Hz a.c.<br>Controllable pitch propeller |

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| 7125641<br>*SWXE*<br>9789<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **POINT CLEAR**<br>**Primula Compania Naviera S.A.**<br>Palmyra Management S.A.<br>Piraeus Greece<br>SatCom: 1131125/SWXE | **56 718**<br>45 479<br>113 826<br>T/cm<br>87,6 | **✠100A1** CS 12/91<br>bulk carrier<br>strengthened for heavy<br>cargoes<br>**✠LMC** **UMS**<br>EL Tt $3\frac{7}{16}$"U3<br>FN 15232 | **1972**-1 Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (881)<br>264,35 (BB) 38,08 14,631<br>252,13 38,00 22,41<br>F 18,9 1 dk<br>rf 152 | **M Ore/Bulk/Oil Carrier**<br>Adapted for Dry cargoes only<br>pt higher tensile steel<br>1 Ho 17,6 8 Ho/Ta each 21,5 ER<br>G.116 651 HeCls. BC<br>9 Ha (stl) (11,2 × 12,8) (11,9 11,9 11,9 11,9 11,9 11,9 11,9 11,9 × 16,0) ER | Sulzer 8RND90<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>2 WTAuxB ,17kgf/cm² (16,7bar)<br>e(ex.g) 21kgf/cm² (20,6bar)<br>Gen 3 × 570kW 450V 60Hz a.c.<br>Fuel 4 237,0t (hvf)-71,0pd 16kn |
| 5280344<br>*VLQB*<br>140210 | **POINT CLOATES**<br>**Wardmee Constructions Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **118**<br>80<br>— | | **1943** Greenpoints SB. & Eng. Co.—Concord, N.S.W.<br>34,14 5,44 1,829<br>5,39<br>1 dk | **Wood TM Fishing**<br>Side-fishing<br>1W | Paxman<br>2 Oil each 12Cy. 180 × 195<br>NE —<br>Davey, Paxman & Co. Ltd. Colchester<br>Fuel 9,5t 14kn |
| 8126264<br>386165<br>Esd Rdr | **POINT CLOATS K**<br>**M. G. Kailis Gulf Fisheries Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **112**<br>92<br>42 | | **1981** "K" Shipyard Construction Co.—Fremantle, W.A. (62)<br>22,51 6,10 2,661<br>20,91 6,00 3,13<br>1 dk | **M Fishing**<br>Stern Trawler | Daimler OM404<br>Vee Oil 4SA 12Cy. 125 × 142 sr geared to sc. shaft<br>345bhp (254kW)<br>Daimler-Benz A.G. Mannheim<br>Gen 1 × 1,5kW 24V 50Hz a.c.<br>Fuel 32,5t (d.o.)-1,0pd 10kn |
| 6504838<br>*WQ4518*<br>295836<br>Esd RdrRTm | **POINT COMFORT**<br>**Aluminum Co. of America**<br>Corpus Christi, Tx United States of America | **186**<br>126<br>— | (AB) | **1964** Main Iron Works Inc.—Houma, La (130)<br>9,05 3,836<br>28,10 9,00 4,27<br>1 dk<br>BK 38 | **TM Tug** | Fairbanks, Morse<br>2 Oil 2SA each 10Cy. 133 × 184 sr reverse geared to sc. shafts<br>Fairbanks, Morse & Co. U.S.A.<br>Gen 2 × 60kW 220V 60Hz a.c.<br>Fuel 84,5t (d.o.) |
| 7531838<br>*WYL5139*<br>576035<br>Rdr Rt | **POINT FERMIN**<br>**Wilmington Transportation Co.**<br>San Pedro, Ca United States of America | **150**<br>102<br>260 | | **1976** J. M. Martinac SB. Corp.—Tacoma, Wa (207)<br>10,98 4,111<br>30,13 10,37 4,96<br>2 dks<br>rf 305 | **TM Tug** | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Fuel 200,0t (d.o.) |
| 7210824<br>*GRAZ*<br>358597<br>Esd Rdr RTv | **POINT GILBERT**<br>**Cory Towage Ltd.**<br>London United Kingdom | **334**<br>0<br>171 | **✠100A1** SS 6/91<br>tug<br>near Continental area<br>**✠LMC**<br>EL (f) $\frac{15}{16}$"U2<br>FN 483 | **1972**-9 R. Dunston (Hessle) Ltd.—Hessle (S886)<br>39,40 9,61 3,652<br>35,51 9,16 4,42<br>1 dk<br>rf 584 BK 178 | **M Tug**<br>Fire-fighting | English Electric 12RK3CM<br>Vee Oil 4SA 12Cy. 254 × 305 sr geared to sc. shaft<br>English Electric Diesels Ltd. Ruston Eng. Div. N.-le-Willows<br>Gen 2 × 90kW 1 × 84kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Directional thrust propellers fwd Retractable<br>13kn |
| 8519215<br>*VOJM*<br>805158<br>Df Esd Gc<br>Pfd Rdr Rt | **POINT HALIFAX**<br>**Eastern Canada Towing Ltd.**<br>Halifax, N.S. Canada | **417**<br>—<br>296 | **✠100A1**<br>tug<br>Ice Class 1D<br>**✠LMC**<br>EL H 332,0/24,0U2(a)<br>FN 524 | **1986**-11 McTay Marine Ltd.—Bromborough (68)<br>34,29 11,51 4,771<br>31,02 11,02 5,87<br>RFD 10,1 1 dk<br>rf - BK 170 | **TM Tug**<br>Anchor-handling | Ruston<br>2 Oil 4SA each 6Cy. 270 × 368 with clutches, flexible couplings & dr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 3 × 80kW 575V 60Hz a.c.<br>2 Directional propellers |
| 8023838<br>*WYR6018*<br>634179<br>Esd Gc Pfd<br>Rdr Rt | **POINT HOPE**<br>**Point Marine Inc.**<br>Morgan City, La United States of America | **293**<br>199<br>— | AB | **1981** Halter Marine Inc.—Moss Point, Ms (956)<br>3,664<br>52,51 12,20 4,27<br>F 16,2 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Pollution Control | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>E made reconditioned & fitted81<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>12kn |
| 7218656<br>*GREA*<br>358700<br>Esd Rdr Rt | **POINT JAMES**<br>**Smit & Cory International Port Towage Ltd.**<br>London United Kingdom | **334**<br>—<br>171 | **✠100A1** SS 11/86<br>tug<br>U.K. home trade<br>Ice Class 2<br>**✠LMC**<br>EL (f) $\frac{15}{16}$"U2<br>FN 483 | **1972**-11 R. Dunston (Hessle) Ltd.—Hessle (S887)<br>39,40 9,61 3,652<br>35,51 9,16 4,42<br>1 dk<br>rf 584 BK 178 | **M Tug** | English Electric 12RK3CM<br>Vee Oil 4SA 12Cy. 254 × 305 sr geared to sc. shaft<br>English Electric Diesels Ltd. Ruston Eng. Div. N.-le-Willows<br>Gen 2 × 90kW 1 × 84kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>13kn |
| 8502377<br>*DNHL*<br>14880<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **POINT LISAS**<br>ex Lys Carrier-91 ex Holsatia-89<br>**Danz & Tietjens Schiffahrts KG m.s. "Holsatia"**<br>Johs. Thode G.m.b.H. & Co.<br>Hamburg Federal Republic of Germany | *2 472*<br>*953*<br>3 050 | GL | **1985** Seebeckwerft A.G.—Bremerhaven (1054)<br>90,02 (BB) 13,70 4,431<br>86,52 13,62 6,76<br>P 34,2 F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 58,5 ER<br>G.4 445 B.4 419<br>TEU 134 C.Ho 72/20' (40') C.Dk 62/20' (40')<br>1 Ha (stl) (55,9 × 11,0) ER<br>Cr 2(25) | Deutz SBV9M628<br>Oil 4SA 9Cy. 240 × 280 with flexible couplings & sr geared to sc. shaft<br>1 900bhp (1 398kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 248kW 450V 1 × 240kW 1 × 73kW 220/440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 56,0t (d.o.) 172,5t (i.f.o.)-6,5pd 11,5kn |
| 7049354<br>*WYP9222*<br>515298 | **POINT LOMA**<br>ex Adeline Marie<br>**Aaron Kemp**<br>San Francisco, Ca United States of America | **126**<br>86<br>— | | **1968** Siracusa Shipyard Inc.—Siracusaville, La<br>*21,58* 6,56<br>3,56 | **M Fishing** | Oil<br>585bhp (430kW)<br>.............<br>Fuel (d.o.) |
| 7114733<br>*PJDW*<br>Esd Pfd Rdr Rt | **POINT MELFORD**<br>**Smit & Cory (Antilles) N.V.**<br>Smit International (Antilles) N.V.<br>Willemstad Netherlands Antilles & Aruba | **300**<br>—<br>190 | **✠100A1** SS 8/90<br>tug<br>Caribbean Sea service<br>**✠LMC**<br>EL (e) $\frac{7}{8}$"U2<br>FN 461 | **1971**-12 Richards (Shipbuilders) Ltd.—Lowestoft (507)<br>38,94 9,12 3,791<br>35,51 8,69 4,27<br>1 dk<br>rf 533 BK 152 | **M Tug**<br>Fire-fighting | Ruston 16CSVM<br>Vee Oil 4SA 16Cy. 254 × 305<br>English Electric Diesels Ltd. Ruston Eng. Div. N.-le-Willows<br>Gen 2 × 90kW 1 × 85kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>13kn |
| 8003785<br>385815<br>Esd Rdr Rt | **POINT MOORE**<br>**K.F.V. Fisheries (Qld) Pty. Ltd.**<br>*Townsville, Queensland* Australia | **138**<br>84<br>— | | **1980** Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A. (182)<br>22,59 6,25 2,945<br>21,37 6,21 3,79<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,5kn |
| 5280394<br>*VGBG*<br>174906<br>Df Esd Pfd<br>Rdr Rt | **POINT PLEASANT II**<br>ex Point Pleasant-49<br>ex Sea Nymph 1-48<br>**John Winters Stephens**<br>Halifax, N.S. Canada | **134**<br>64<br>— | | **1943** Le Blanc SB. Co. Ltd.—Weymouth, N.S.<br>*29,05* 6,86<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Enterprise<br>Oil 6Cy. 305 × 381<br>NE —<br>Enterprise Engine Co. San Francisco, Ca |
| 8120040<br>*YJZB3*<br>691<br>Df Esd Gc<br>Pfd Rdr Rt | **POINT SERVICE**<br>**Offshore Marine International Ltd.**<br>Zapata Gulf Marine Corporation<br>Port Vila Vanuatu | **455**<br>309<br>1 200 | AB | **1982** Hudship (Hudson Shipbuilders Inc.) —Pascagoula, Ms (91)<br>61,88 3,701<br>59,47 12,20 4,58<br>F 17,4 1 dk<br>rf 457 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>E made reconditioned & fitted82<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 175kW<br>Thw. thrust propeller fwd<br>12kn |

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| **7224899**<br>*GREB*<br>358785<br>Esd Rdr Rt | **POINT SPENCER**<br>**Cory Towage Ltd.**<br>London United Kingdom | **366**<br>0<br>186 | **✠100A1** SS 8/90<br>tug<br>**✠LMC** **UMS**<br>EL f 15/16"U2<br>FN 483 | **1973**-2 R. Dunston (Hessle) Ltd.—Hessle (S888)<br>39,40 9,61 3,855<br>35,51 9,16 4,42<br>F 15,0 1 dk<br>rf 584 BK 178 | **M Tug** | English Electric<br>Vee Oil 4SA 12Cy. 254 × 305 sr geared to shaft<br>Ruston Paxman Diesels Ltd. Newton-le-W<br>Gen 3 × 84kW 440V 60Hz a.c.<br>Controllable pitch propeller |
| **8023539**<br>*WSC2276*<br>CF-1872-XF<br>Df Esd Gc<br>Pfd Rdr RTv | **POINT SUR**<br>ex Cape Florida-86<br>**National Science Foundation (Division of Ocean Science Oceanographic Facilities & Centers Science)**<br>Moss Landing Marine Laborities<br>Moss Landing, Ca United States of America<br>SatCom: 1503612/WSCB | **296**<br>201<br>— | AB | **1981** Atlantic Marine Inc.—Fort George Island, Fl (185)<br>41,15 2,753<br>37,83 9,77 4,12<br>F 27,2 1 dk | **TM Research** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 159 × 203 sr geared sc. shafts<br>1 130bhp (831kW)<br>Caterpillar Tractor Co. Peoria<br>Gen 2 × 175kW<br>2 Controllable pitch propellers |
| **7106906**<br>*PJDX*<br>Esd Pfd Rdr Rt | **POINT TUPPER**<br>**Smit & Cory (Antilles) N.V.**<br>Smit International (Antilles) N.V.<br>Bonaire Netherlands Antilles & Aruba | **300**<br>—<br>181 | **✠100A1** SS 8/90<br>tug<br>Caribbean Sea service<br>**✠LMC**<br>EL (e) 7/8"U2<br>FN 461 | **1971**-8 Richards (Shipbuilders) Ltd.—Lowestoft (506)<br>39,25 9,15 3,791<br>35,51 8,69 4,27<br>1 dk<br>rf 533 BK 152 | **M Tug**<br>Fire-fighting | Ruston<br>Vee Oil 4SA 16Cy. 254 × 305<br>Ruston Paxman Diesels Ltd. Newton-le-W<br>Gen 2 × 90kW 1 × 85kW 440V 60Hz a.c.<br>Controllable pitch propeller |
| **5404172**<br>*VCMM*<br>318301<br>Df Esd Pfd<br>Rdr RTm/v | **POINT VALIANT**<br>ex Foundation Valiant-73<br>**Eastern Canada Towing Ltd.**<br>Halifax, N.S. Canada | **317**<br>3<br>197 | | **1963** Davie SB. Ltd.—Lauzon, P.Q. (637)<br>38,41 8,74 3,810<br>35,06 8,69 4,73 | **TM Tug**<br>1 Ho 4,8<br>1 Ha (stl) (1,5 × 2,4)<br>Der 1(3) | Fairbanks, Morse<br>2 Oil 2DA each 5Cy. 216 × 254<br>Canadian Fairbanks-Morse Kingston<br>Gen 2 × 40kW 550V 60Hz a.c.<br>Fuel (d.o.) |
| **5118759**<br>*VC3237*<br>310208<br>Df Esd Rdr<br>RTm/v | **POINT VALOUR**<br>ex Foundation Valour-73<br>**Eastern Canada Towing Ltd.**<br>Halifax, N.S. Canada | **247**<br>88<br>86 | | **1958** Davie SB. Ltd.—Lauzon, P.Q. (621)<br>29,77 8,95 3,207<br>27,44 8,58 4,22 | **M Tug**<br>1 Ho 2,4<br>1 Ha (1,5 × 2,4) | Fairbanks, Morse<br>Oil 2SA 8Cy. 216 × 254<br>Fairbanks Morse & Co.<br>Gen 2 × 60kW 550V 60Hz a.c.<br>Fuel (d.o.) |
| **5118797**<br>*VC3962*<br>314082<br>Esd Rdr<br>RTm/v | **POINT VIBERT**<br>ex Foundation Vibert-73<br>**Eastern Canada Towing Ltd.**<br>Halifax, N.S. Canada | **236**<br>42<br>— | | **1961** P. K. Harris & Sons Ltd.—Appledore (132)<br>29,34 8,92 3,982<br>26,83 8,54 4,42<br>1 dk<br>BK 51 | **TM Tug**<br>1 Ho 3,3<br>1 Ha (1,5 × 2,4) | Fairbanks, Morse<br>2 Oil 2SA each 4Cy. 206 × 254<br>Fairbanks, Morse & Co.<br>Gen 2 × 50kW 550V 60Hz a.c.<br>Fuel 68,0t (d.o.) |
| **7531840**<br>*WYL5402*<br>577702<br>Df Esd Gc<br>Rdr Rt | **POINT VICENTE**<br>**Wilmington Transportation Co.**<br>San Pedro, Ca United States of America | **150**<br>102<br>260 | | **1976** J. M. Martinac SB. Corp.—Tacoma, Wa (208)<br>32,03 10,98 4,111<br>29,49 10,37 4,96<br>1 dk<br>rf 305 | **TM Tug**<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div.<br>Fuel 200,0t (d.o.) |
| **5118838**<br>*CYKB*<br>318284<br>RTm/v | **POINT VIGOUR**<br>ex Foundation Vigour-74<br>**Eastern Canada Towing Ltd.**<br>Halifax, N.S. Canada | **207**<br>15<br>100 | | **1962** Davie SB. Ltd.—Lauzon, P.Q. (633)<br>30,00 8,49 3,201<br>27,03 8,18 4,09 | **M Tug**<br>1 Ho 2,2<br>1 Ha (stl) (0,9 × 1,2) | Fairbanks, Morse<br>Oil 2SA 6Cy. 206 × 254<br>Fairbanks Morse & Co.<br>Gen 2 × 30kW 550V 60Hz a.c.<br>Fuel (d.o.) |
| **5118840**<br>*VGCL*<br>318285<br>RTm/v | **POINT VIKING**<br>ex Foundation Viking-75<br>**Eastern Canada Towing Ltd.**<br>Halifax, N.S. Canada | **207**<br>15<br>100 | | **1962** Davie SB. Ltd.—Lauzon, P.Q. (634)<br>30,00 8,49 3,201<br>27,03 8,18 4,09<br>1 dk | **M Tug**<br>1 Ho 2,2<br>1 Ha (stl) (0,9 × 1,2) | Fairbanks, Morse<br>Oil 2SA 6Cy. 216 × 254<br>Fairbanks Morse & Co.<br>Gen 2 × 30kW 550V 60Hz a.c.<br>Fuel (d.o.) |
| **5118852**<br>*VGCT*<br>318282<br>Rdr RTm/v | **POINT VIM**<br>ex Foundation Vim-74<br>**Eastern Canada Towing Ltd.**<br>Halifax, N.S. Canada | **207**<br>15<br>100 | | **1962** Davie SB. Ltd.—Lauzon, P.Q. (632)<br>30,00 8,49 3,201<br>27,03 8,18 4,09 | **M Tug**<br>1 Ho 2,2<br>1 Ha (stl) (0,9 × 1,2) | Fairbanks, Morse<br>Oil 2SA 6Cy. 206 × 254<br>Fairbanks Morse & Co.<br>Gen 2 × 30kW 550V 60Hz a.c.<br>Fuel (d.o.) |
| **7520322**<br>369017<br>Esd Gc Rdr<br>Rt | **POINTE COMEAU**<br>**Cargill Grain Co. Ltd.**<br>Eastern Canada Towing Ltd.<br>Halifax, N.S. Canada | **391**<br>63<br>213 | **✠100A1** SS 3/90<br>tug<br>east coast of Canada and Hudson Bay<br>Ice Class 3<br>**✠LMC**<br>EL I 1⅛"U2<br>FN 446 | **1976**-12 Marystown Shipyard Ltd.—Marystown, Nfl. (19)<br>31,68 12,27 3,661<br>28,96 10,98 4,42<br>1 dk<br>rf 305 | **TM Tug** | Alco<br>2 Vee Oil 4SA each 12Cy. 229 × 267 geared sc. shafts<br>MLW Industries Montreal<br>Gen 2 × 100kW 440V 60Hz a.c.<br>2 Directional propellers |
| **7403055**<br>*HO2364*<br>12090-PEXT1<br>Df Esd Gc<br>Rdr RTm/h/v | **POINTE DE LESVEN**<br>**Societe Finisterienne de Cabotage (S.F.C.) & Compania Naviera Independencia S.A.**<br>K.G. Jebsen Hamburg G.m.b.H.<br>Panama Panama | **1 577**<br>891<br>3 130 | BV | **1975** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (1218)<br>90,99 (BB) 13,49 5,398<br>84,00 13,26 6,30<br>P 15,0 RQD 13,2 1 dk | **M Tanker**<br>Wine<br>Mchy.aft<br>15 Ta<br>L.3 208 HeCls. C | 16P Pielstick<br>Vee Oil 4SA 12Cy. 280 × 290 sr geared to shaft<br>3 089kW (4 200bhp)<br>Ch. de l'Atlantique<br>Gen 3 × 240kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 238,0t (d.o.)-11,0pd |
| **7360227**<br>*HP5762*<br>19993-PEXT1<br>Df Esd Gc<br>Rdr RTv | **POINTE DE MORGAT**<br>ex Commandant Henry-90<br>**Societe Finisterienne de Cabotage (S.F.C.) & Compania Naviera Independencia S.A.**<br>K.G. Jebsen Hamburg G.m.b.H.<br>Panama Panama | **1 599**<br>885<br>3 200<br>T/cm<br>9,0 | BV | **1975** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (1216)<br>90,99 13,52 5,471<br>84,00 13,34 6,30<br>1 dk<br>Bow/CM 50 Diam. 0,100 | **M Tanker**<br>Chemical Wine<br>22 Ta ER<br>L.3 164 HeCls. ptB ptC<br>16 Cargo pumps total 800T/hr | MaK<br>Vee Oil 4SA 12Cy. 320 × 420<br>3 600bhp (2 648kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 260kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 735,0t (d.o.) 186,0t (hvf)-10,0pd |
| **7389716**<br>*FZYP*<br>Df Esd Gc<br>Rdr Rt | **POINTE DU ROC'H**<br>**Societe Finisterienne de Cabotage (S.F.C.)**<br>Brest France | **1 599**<br>950<br>2 999 | BV | **1975** Kalmar Varv A/B—Kalmar (438)<br>85,76 12,07 5,468<br>79,48 11,99 6,58<br>1 dk | **M Tanker**<br>Oil Chemical<br>12 Ta ER<br>L.(oil) 3 176 | Alpha<br>Vee Oil 4SA 18Cy. 225 × 300<br>2 610bhp (1 920kW)<br>Alpha-Diesel A/S Frederikshavn |
| **7389704**<br>*FZSL*<br>Df Esd Gc<br>Rdr RTm/v | **POINTE DU VAN**<br>ex Pointe de Penharn-76<br>**Societe Finisterienne de Cabotage (S.F.C.)**<br>Douarnenez France | **1 599**<br>950<br>3 002 | BV | **1974** Kalmar Varv A/B—Kalmar (437)<br>85,86 12,10 5,460<br>79,48 11,99 6,61<br>1 dk<br>rf nil | **M Tanker**<br>Chemical<br>12 Ta ER<br>L.3 336 HeCls. B | Alpha<br>Vee Oil 4SA 18Cy. 225 × 300<br>2 610bhp (1 920kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 130kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf) |
| **7046352**<br>*6VJE*<br>279<br>Df Esd Rt | **POINTE SANGOMAR**<br>**Societe Senegalaise d'Armement a la Peche (SOSAP)**<br>Dakar Senegal | **288**<br>86<br>363 | (BV) | **1971** Schiffswerft u. Masch. Max Sieghold—Bremerhaven (151)<br>36,81 8,64 3,760<br>31,81 8,50 4,30<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.fwd<br>8 Ta<br>8 Ha (each 1,2 × 1,2)<br>Der 2(4) 2(2) | Baudouin<br>Vee Oil 4SA 12Cy. 185 × 200<br>950bhp (699kW)<br>Soc. des Moteurs Baudouin<br>Fuel 81,0t (d.o.) |

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| 7901162<br>VCMF<br>392670<br>Df Esd Gc<br>Pfd Rdr Rt | **POINTE SEPT-ILES**<br>**Eastern Canada Towing Ltd.**<br>Halifax, N.S. Canada | **424**<br>42<br>218 | ✠**100A1** SS 4/90<br>tug<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL G 302,5/24,0U2<br>FN 485 | **1980**-4 Collingwood Shipyards—Collingwood, Ont. (220)<br>33,00 11,13 4,782<br>29,82 10,22 6,02<br>RAD 1,3 RFD 7,1 1 dk<br>rf 102 BK 25 | **TM Tug**<br>Hull - Ice Class 1 Machinery - Ice Class 3 | General Motors 12-645-E7A<br>2 Vee Oil 2SA each 12Cy. 230 × 254 sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 90kW 575V 60Hz a.c. |
| 7438098<br>UVME<br>M-14774<br>Esd Rdr Rt | **POISK**<br>**Government of The Republic of Russia (Ministry of Geology)**<br>(Korsakov) (U.S.S.R.) | **731**<br>92<br>362 | RS | **1974** ..............U.S.S.R.<br>54,79 9,33 4,180<br>5,19<br>1 dk | **M Research**<br>Ice strengthened<br>1 Ho<br>B.57<br>1 Ha (1,3 × 0,9)<br>Der 2(1,5) | S.K.L. 6NVD48-2U<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW) E made72 fitted—<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 11,75kn |
| 7115799<br>EWEL<br>M-6324<br>Df Esd Rdr Rt | **POISK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **600**<br>234<br>292 | RS | **1971** ..............U.S.S.R.<br>54,23 9,38 3,671<br>49,99 9,30 4,75<br>1 dk | **M Research/Fishing**<br>Side Trawler<br>Ice strengthened<br>1 Ho<br>B.80<br>1 Ha (1,5 × 1,6)<br>Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,5kn |
| 8228713<br>USRR<br>M-41040<br>Df Esd Rdr<br>RTm/h/v | **POISK**<br>ex RS-300 No. 175<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **171**<br>51<br>88 | RS | **1984** ..............U.S.S.R.<br>34,01 7,10 2,900<br>- - 3,66<br>1 dk | **M Fishing**<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| 8033106<br>UYNG<br>M-38875<br>Df Esd Gc<br>Rdr RTv | **POISKOVIK**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1981** ..............U.S.S.R.<br>54,84 9,96 4,111<br>5,06<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>Der 2(1,25) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12kn |
| 8711980<br>VB9206<br>808193 | **POISSON D'OR**<br>**Pecheries Richard Desbois Inc.**<br>Paspebiac, P.Q. Canada | **100**<br>44<br>137 | | **1987** Chantier Maritime de Paspebiac Ltee. —Paspebiac, P.Q.<br>19,74 6,71<br>18,14 6,55 3,15<br>1 dk | **M Fishing**<br>In.79 | Cummins KTA-1150-M<br>Oil 4SA 6Cy. 159 × 159 with clutches & sr geared to sc. shaft<br>500bhp (368kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| 7044005<br>Df Esd Gc<br>Rdr Rt | **POISSON I**<br>ex Maria Antonia Gomez-87<br>**Gulf Stream Fisheries S.A.**<br>Morocco | **160**<br>77<br>— | BV | **1971** Construcciones Navales P. Freire S.A.—Vigo (63)<br>28,10 6,33<br>24,01 6,30 3,41<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar D379SCAC<br>Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 64,0t (d.o.) 10,5kn |
| 7622467 | **POISSON II**<br>ex Vazquez Pelayo-87<br>**Gulf Stream Fisheries S.A.**<br>Morocco | **149**<br>79<br>— | BV | **1971** Construcciones Navales P. Freire S.A.—Vigo<br>27,59<br>24,52 6,32 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190<br>705bhp (519kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 65,5t (d.o.) 11,5kn |
| 6930893<br>Df Esd Gc<br>Rt | **POISSON III**<br>ex Ribarosa-89<br>**Mobydick Fisheries Ltd.**<br>Morocco | **137**<br>75<br>— | (BV) | **1970** Construcciones Navales P. Freire S.A.—Vigo (56)<br>28,55 6,38 3,001<br>24,01 6,30 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.155 | Baudouin<br>Oil 4SA 8Cy. 185 × 200<br>294kW (400bhp)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 2 × 64kW 380V a.c.<br>Fuel 31,0t (d.o.) 9,9kn |
| 7396939<br>Df Esd Rdr<br>Rt | **POISSON IV**<br>ex Peix Del Mar Segundo-90<br>**Gulf Stream Fisheries S.A.**<br>Agadir Morocco | **238**<br>78<br>— | BV | **1975** Ast. Zamacona S.A.—Bilbao (99)<br>36,78 3,401<br>32,01 7,50 3,79<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Volund DMTK630<br>Oil 4SA 6Cy. 300 × 410<br>870bhp (640kW)<br>A/S Volund Kobenhavn<br>Controllable pitch propeller<br>Fuel 133,5t (d.o.) 11,75kn |
| 7388803<br>C6BG6<br>399852<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **POITOU**<br>ex Point Breeze-89 ex Poitou-86<br>**European Navigation Co. Ltd. (EURONAV)**<br>Euronav (UK) Agencies Ltd.<br>Nassau Bahamas<br>SatCom: 1104227/POIT | **68 498**<br>50 992<br>135 500<br>T/cm<br>102,8 | BV | **1976** (Aft section) Eriksbergs M/V A/B—Goteborg (689)<br>**1976** (Fwd section) LISNAVE, Est. Nav. de Lisboa S.A.R.L.—Lisboa<br>280,68 (BB) 16,701<br>266,71 41,17 21,95<br>P 50,3 B 33,6 F 24,7 1 dk<br>Bow/CM 140 Diam. 0,500 | **M Tanker**<br>COW IGS<br>4 Ta ER 8 Wing Ta<br>L.(oil) 167 696 HeCls. BC<br>4 Cargo pumps total 12 000T/hr | B&W 10K84EF<br>Oil 2SA 10Cy. 840 × 1800<br>18 389kW (25 000bhp)<br>Eriksbergs M/V A/B Goteborg<br>Gen 2 × 900kW 1 × 850kW 450V 60Hz a.c.<br>Fuel 489,0t (d.o.) 5 635,0t (hvf)-31,5pd 15,5kn |
| 7636080<br>ISWS<br>Df Esd Gc<br>Rdr RTm/h/v | **POKER**<br>ex Beaverdale-91 ex Wuppertal-87<br>ex Canaima-79 ex Wuppertal-78<br>**Sea Containers Italia S.p.A.**<br>Marinzulich Capitano Claudio Armatore & C. S.r.l.<br>Cagliari Italy | T.Mk<br>**1 599**<br>738<br>2 670 | (GL) | **1977** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (375)<br>115,12 (BB) 17,45 5,301<br>103,41 17,42 10,83<br>B 38,5 2 dks | **TM RoRo Cargo** 12bth D<br>Ice strengthened<br>Stern door/ramp<br>L 9,72 W 7,40<br>Lane Length 796 Clear height 4,37<br>Cars 60 Trailers 65<br>Mchy.aft<br>B.9 758<br>TEU 130 C.130/20' | MaK 8M551AK<br>2 Oil 4SA each 8Cy. 450 × 550<br>5 002kW (6 800bhp)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 380kW 220/440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 406,5t (d.o.)-25,5pd 17kn |
| 7124556<br>EVOV<br>M-6490 | **POKHVALNYY**<br>(Nakhodka) (U.S.S.R.) | **167**<br>40<br>100 | RS | **1971** ..............U.S.S.R.<br>34,02 7,09 2,890<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (1,6 × 1,3)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 6712538<br>Esd | **POKIRISSA**<br>**Ceylon Fishery Harbours Corp.**<br>Colombo Sri Lanka | **318**<br>139<br>305 | ✠Classed LR until 1/7/77 | **1967**-5 Ando Tekkosho—Tokyo (189)<br>40,31 9,43 2,045<br>37,98 9,00 2,77<br>1 dk<br>rf nil | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 sr reverse geared to sc. shafts<br>490bhp (360kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 115V d.c. |
| 7410826<br>C6CO4<br>710603<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **POKKINEN**<br>**Oulu Shipping Ltd.**<br>FG-Shipping Oy Ab<br>Nassau Bahamas | T.Mk<br>**6 763**<br>3 495<br>8 722<br>**12 385**<br>6 430<br>14 883 | ✠**100A1** SS 7/89<br>strengthened for ore cargoes, TwD hatch covers light cargoes only<br>Ice Class 1A Super<br>✠**LMC** **UMS**<br>EL E† 577,5/56,0U3<br>FN 5009 | **1980**-1 S.A. Juliana Const. Gijonesa—Gijon (257)<br>159,16 21,42 6,865/9,152<br>149,03 21,01 12,60<br>P 24,4 F 18,3 2 dks<br>rf nil | **M General Cargo**<br>Paper-carrying<br>3 Ho 23,4 39,0 32,0 3 TwD<br>G.17 799 B.17 772<br>TEU 370 C.Ho 295/20'(40') C.Dk 75/20'(40')<br>3 Ha (stl) (18,6 × 12,8) (31,8 31,8 × 16,0) ER<br>Cr 4(16) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 282kW (9 900bhp)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (Comp) 8,5kgf/$cm^2$ (8,4bar)<br>Gen 2 × 640kW 1 × 480kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 231,0t (d.o.) 1 109,0t (hvf)-38,0pd 16kn |

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| **7515315**<br>*SQOO*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **POKOJ**<br>ex Terrier-86 ex Hoegh Carrier-86<br>ex Terrier-85 ex Barber Terrier-84<br>ex Terrier-81<br>**Chinese-Polish Joint Stock Shipping Co. (Chinsko-Polskie Towarzystwo Okretowe S.A.)**<br>Gdynia Poland | **12 750**<br>6 837<br>22 536<br>T/cm<br>36,5 | ✠**100A1** SS 11/86<br>DTf — latex<br>✠**LMC** **UMS**<br>EL It 2$\frac{7}{8}$"U2<br>FN 6983 | **1977**-5 Nippon Kokan K.K.—Tsu (48)<br>171,02 (BB) 26,37 9,991<br>165,00 26,31 16,01<br>F 12,5 2 dks, 3rd dk except in No. 1 hold<br>rf 152 | **M General Cargo**<br>Heavy-load<br>5 Ho 11,2 27,0 27,7 27,7 26,0 ER<br>9 TwD<br>G.38 234 B.34 663 HeCls. B<br>TEU 726<br>C.Ho 390/20' (40') C.Dk 336/20' (40') incl. 20 ref C.<br>9 Ha (stl) (6,3 × 10,5) (19,5p&s 19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>12W Cr 4(16) Der 1(150) 10(10) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10,5kgf/cm² (10,3bar)<br>Gen 3 × 740kW 450V 60Hz a.c.<br>Fuel 160,5t (d.o.) 1 885,5t (hvf)-46,0pd |
| **7640744**<br>*UQLR*<br>M-12499<br>Df Esd Rdr Rt | **POKROVSK**<br><br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **607**<br>192<br>304 | <br><br>RS | **1976** ..............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **7020542**<br>*9VPL*<br>385021<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **POL BALTIC**<br>ex Leverkusen Express-90<br>ex CGM Lorraine-86<br>ex Leverkusen Express-85<br>(Aft & pt cargo sections)<br>ex Leverkusen-78<br>**Pol Baltic International Pte. Ltd.**<br>Hapag-Lloyd (Asia) Pte. Ltd.<br>Singapore Singapore | *16 670*<br>*8 504*<br>21 305 | <br><br>GL | **1970** (Aft & pt cargo sections) Howaldtswerke-Deutsche Werft—Hamburg (10)<br>**1970** (Fwd & pt cargo sections) Howaldtswerke-Deutsche Werft—Hamburg (10)<br>**1978** (Main Cargo section) Bremer Vulkan A.G.—Bremen-Vegesack<br>181,44 (BB) 27,87 10,591<br>171,15 27,82 14,36<br>F 23,2 2 dks<br>len & widened 78<br>conv Ref General Cargo 78 | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>2 Cell. Ho 24,3 ER 15,2<br>TEU 951<br>C.Ho 162/20' 150/40' C.Dk 489/20' (40') incl. 35 ref C.<br>14 Ha (stl) ER 1 Ha (stl) | MAN<br>Oil 2SA 9Cy. 860 × 1600<br>22 500bhp (16 550kW)<br>Howaldtswerke-Deutsche Werft<br>Gen 3 × 900kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 170,0t (d.o.) 2 670,0t (hvf)-78,0pd |
| **6930403**<br>*9VPB*<br>385022<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **POL GULF**<br>ex Ludwigshafen-90<br>ex Ludwigshafen Express-90<br>(Aft & pt cargo sections)<br>ex Ludwigshafen-79 | *16 670*<br>*8 504*<br>21 185 | <br><br>GL | **1970** (Aft & pt cargo sections) Howaldtswerke-Deutsche Werft—Hamburg (8)<br>**1970** (Fwd & pt cargo sections) Howaldtswerke-Deutsche Werft—Hamburg<br>**1979** (Main Cargo section) Bremer Vulkan A.G.—Bremen-Vegesack<br>181,44 (BB) 27,84 10,591<br>171,15 27,81 14,36<br>F 23,2 1 dk<br>len & widened 79<br>conv Ref General Cargo 79 | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>2 Cell. Ho 24,3 ER 15,2<br>TEU 951<br>C.Ho 162/20' 150/40' C.Dk 489/20' (40') incl. 35 ref C.<br>14 Ha (stl) ER 1 Ha (stl) | MAN<br>Oil 2SA 9Cy. 860 × 1600<br>22 500bhp (16 550kW)<br>Howaldtswerke-Deutsche Werft<br>Gen 1 × 800kW 3 × 390kW 440V 60Hz<br>Thw. thrust propeller fwd<br>Fuel 187,5t (d.o.) 2 866,5t (hvf)-78,0pd |
| **8704183**<br>*DEDD*<br>4601<br>Df Esd Gc<br>Pfd Rdr RTv | **POL JOS**<br>ex Berlin Express-91<br>**Hapag-Lloyd A.G.**<br>Bremen Federal Republic of Germany<br>SatCom: 1120164 | *35 303*<br>*16 029*<br>43 721 | <br><br>GL | **1990** Hudong Shipyard—Shanghai (1178)<br>233,92 (BB) 32,30 12,521<br>220,42 32,20 18,80 | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>6 Cell. Ho ER 1 Cell. Ho<br>TEU 2716<br>C.Ho 1264/20'(40') C.Dk 1452/20' incl 694 ref C.<br>11 Ha (stl) ER 2 Ha (stl)<br>22 Wing Ha (stl) | Sulzer<br>Oil 2SA 7Cy. 840 × 2400<br>21 300kW (28 958bhp)<br>Hudong Shipyard<br>Gen 2 × 2200kW 2 × 1300kW 440V 60<br>Thw. thrust propeller fwd<br>Fuel 172,6t (d.o.) 3 883,5t (hvf)-103,0pd |
| **6612104**<br>*SW6061*<br>198<br>Df Esd Rdr<br>RTm | **POLA**<br>ex Rosa-89 ex Knud Sif-87<br>**Margotrans Naftiki Eteria**<br>Thessaloniki Greece | **499**<br>297<br>1 067 | <br><br>BV | **1966** N.V. Bodewes Schps.—Martenshoek (487)<br>58,58 10,29 3,722<br>55,99 10,19 6,10<br>RQD 38,1 F 11,0 1 dk | **M General Cargo**<br><br>1 Ho 39,0 ER<br>G.1 711 B.1 552<br><br>2 Ha (9,9 × 4,8) (14,7 × 6,0) ER<br>3W Der 3(3) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Atlas-MaK Maschinenbau<br>Gen 1 × 15kW 1 × 10kW 220V d.c.<br>Fuel 89,5t (d.o.) |
| **5280564**<br>*ISDS*<br>989<br>Rdr Rt | **POLA**<br><br>**Navigazione Libera del Golfo S.p.A.**<br>Napoli Italy | **397**<br>195<br>186 | <br><br>RI | **1941** C.R.D. Adriatico—Trieste<br>63,00 8,13 2,561<br>56,09 8,08 3,71<br>1 dk<br>conv General Cargo — | **TM RoRo Cargo/Ferry**<br>641dk P<br>Stern door<br>Cars 15<br>3 Ho<br>B.216 | 2 Oil 2SA each 5Cy. 360 × 600<br>950bhp (699kW)<br>C.R.D. Adriatico |
| **6525167**<br><br><br>Esd | **POLA**<br><br>**Yam Pacifico S.A.**<br>Tambo de Mora Peru | **105**<br>—<br>— | <br><br>✠Classed LR until 5/74 | **1965**-10 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (299)<br>22,36 6,76<br>19,13 6,63 3,18<br>RAD 4,3<br>BK | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 reverse re geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. |
| **6718960**<br>*C9KO*<br>34<br>Df Esd Gc<br>RdrRTm | **POLANA**<br>ex Unitas-71<br>**Navique E.E. Empresa Mocambicana de Navegacao**<br>Maputo Mozambique | **1 395**<br>1 023<br>2 624 | **100A1** SS 9/88<br><br>**LMC**<br>EL M 1$\frac{5}{16}$"U2.<br>FN 1294<br>(GL) | **1967** Dok & Schpsb. Maats. "Makkum"—Makkum (12)<br>80,32 11,92 5,563<br>70,62 11,70 6,61<br>F 12,2 2 dks<br>rf 51 | **M General Cargo** CSD<br><br>1 Ho 48,6 1 TwD 50,6<br>G.3 418 B.3 029<br><br>2 Ha (stl) (17,0 16,4 × 5,5) ER<br>2W Cr 2(3) Der 1(20) 1(3) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 600bhp (1 177kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 128kW 1 × 56kW 400V 50Hz<br>Fuel 215,5t |
| **6803258**<br>*HSB2208*<br>347400113<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **POLAR**<br>ex Polar Scan-74<br>**Thaiwijaya Co. Ltd.**<br>Bangkok Thailand | T.Mk<br>**499**<br>307<br>914<br>**1 162**<br>719<br>1 575 | ✠**100A1** SS 8/91<br><br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL L 1$\frac{3}{16}$"U2<br>FN 1123 | **1968**-3 Nystads Varv Ab—Uusikaupunki/Nystad (256)<br>73,82 10,70 4,700<br>66,55 10,51 6,35<br>F 6,4 2 dks<br>rf 51 | **M Refrigerated Cargo**<br><br>2 Ho 21,0 22,0 2 TwD 22,7 23,3<br>In.2 009<br><br>4 Ha (stl) (4,0 × 3,5) (5,3 5,2 5,2 × 4,3) ER<br>8W Der 8(3) | MaK<br>Oil 2SA 8Cy. 320 × 450<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 116kW 450V 60Hz a.c.<br>Fuel 223,5t (d.o.)-7,5pd |
| **8820274**<br>*SAYE*<br><br>GG 505<br>Df Esd Gc<br>Pfd Rdr Rt | **POLAR**<br><br>**Thomas Bryngeld**<br>Fiskeback Sweden | *690*<br>*207*<br>— | <br><br>NV | **1990** Johs. Kristensen Skibsbyggeri A/S—Hvide Sand (190)<br>42,30<br>35,75 9,60 6,80<br>2 dks | **M Fishing**<br>Stern Trawler Purse Seiner Ref<br>Ice strengthened<br>In.460 | Wartsila<br>Vee Oil 4SA 12Cy. 250 × 300 with flexib couplings & sr geared to sc. shaft<br>2 250kW (3 059bhp)<br>Wartsila Diesel AB<br>Gen 1 × 480kW 1 × 400kW 380V 50H<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Thw. thrust propeller |
| **6409791**<br>*CUYS*<br><br>Df Esd Rdr<br>RTm/h | **POLAR**<br>ex Frigo Prince-70<br>Launched as Arctic Prince<br>**Cooperativa dos Armadores da Pesca da Sardinha S.a.r.l.**<br>Setubal Portugal | **491**<br>143<br>495 | <br><br>(BV) | **1964** At. Duchesne & Bossiere S.A.—Le Havre (167)<br>57,61 9,30 3,264<br>51,49 9,20 5,62<br>2 dks | **M Refrigerated Cargo** OSD<br><br>2 Ho ER<br>In.765<br><br>2 Ha (each 6,1 × 3,4) ER<br>4W Der 4(2) | MGO<br>Vee Oil 4SA 12Cy. 175 × 180/192<br>945bhp (695kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M<br>Gen 2 × 150kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7939145**<br>*HQEE2*<br><br>Esd Rdr Rt | **POLAR**<br>ex Orca-89 ex Bellatrix-89<br>ex Billfish Explorer-83 ex Bellatrix-80<br><br>San Lorenzo Honduras | **432**<br>155<br>— | <br><br>BV | **1951** Boele's Schps. & Mchf. N.V.—Bolnes (925)<br>45,95 3,691<br>42,02 8,40 5,87<br>2 dks<br>conv Pilot Tender 81 | **M Research** | Bolnes<br>Oil 4SA 6Cy. 190 × 350<br>650bhp (478kW)<br>N.V. Smit-Bolnes |

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| 940<br>/ | **POLAR**<br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **385**<br>201<br>474 | DSRK | 49,20 8,31 2,912<br>45,50 3,41<br>1 dk | **M Salvage Ship**<br>Mchy.aft | Buckau<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW) NE 49<br>Buckau Wolf Magdeburg<br>Gen 2 × 64kW 380V a.c.<br>9kn |
| 392<br>d Gc<br>dr RTv<br>R | **POLAR ALASKA**<br>**Polar LNG Shipping Corp.**<br>Monrovia Liberia<br>SatCom: 1240722/POLA | **44 088**<br>31 923<br>32 878 | AB | **1969** Kockums M/V A/B—Malmo (516)<br>243,34 34,04 10,037<br>230,00 33,99 21,21<br>1 dk<br>rf nil | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>Ice strengthened<br>6 Ta (36% Ni.stl) membrane prismatic ER<br>L.(gas) 71 500 HeCls. B | 2 S Turb dr geared to sc. shaft<br>20 000shp (14 711kW) Stal-Laval<br>Kockums M/V A/B Malmo<br>Gen 1 × 1200kW 2 × 1000kW 440V 60Hz a.c.<br>Fuel 2 491,5t (o.f.)-91,5pd 18,3kn |
| 904 | **POLAR AV GRYT**<br>ex Polar Av Pitea-90 ex Polar-81<br>ex Thor II-63<br>**Osterstroms Rederi AB**<br>Gryt Sweden | **244**<br>—<br>— | (NV) | **1918** Bergsunds M/V A/B—Stockholm (390)<br>31,73 9,33 4,420<br>9,28<br>1 dk<br>R | **M Icebreaker** | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW) NE 67<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 51,0t (d.o.)-5,0pd 13kn |
| 902<br>76<br>01 | **POLAR BEAR**<br>ex YNG 30<br>**North Coast Seafood Processors Inc.**<br>Juneau, Ak United States of America | **382**<br>318<br>— | | **1943** Dravo Corp.—Pittsburgh, Pa<br>*31,12* 10,37<br>3,41<br>1 dk | **M Fishing** | Oil<br>660bhp (485kW)<br>.............<br>Fuel (d.o.) |
| 94<br>7<br>d Gc<br>m | **POLAR BEAR**<br>ex Agdleq-71<br>**Swanage Brick & Tile Co. Ltd.**<br>Barnstaple United Kingdom | **167**<br>87<br>172 | ✠Classed LR until 22/6/88 | **1960** H. C. Christensens Staalskibsv. af 1949 —Marstal (79)<br>34,42 6,79 2,617<br>31,20 6,76 2,72<br>P 11,0 RFD 6,8 1 dk<br>RW rf 102 BK 127 len 65 | **M General Cargo** 12P<br>2 Ho 13,1 2,2 ER<br>G.158 B.151 In.28<br>2 Ha (6,3 × 3,9) (1,9 × 1,8) ER<br>1W Der 1(5) 1(3) | Alpha 403-VO<br>Oil 2SA 3Cy. 230 × 400<br>154kW (209bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 23kW 1 × 8kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 42,0t (d.o.) 7,5kn |
| 97<br>014<br>0<br>d Gc<br>Tm/v | **POLAR CARIBE**<br>ex Rita VII-87 ex Eleonora H-84<br>ex Zeta-75 ex Worthsee-65<br>**P & L Shipping Ltd.**<br>Road Bay Anguilla (British) | T.Mk<br>**299**<br>180<br>780 | GL | **1965** Jadewerft G.m.b.H.—Wilhelmshaven (99)<br>53,62 9,33 3,310<br>49,10 9,30 5,67<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 34,1 ER<br>G.158 B.149<br>1 Ha (26,2 × 5,4) ER<br>Der 2(2) | MWM TRHS435SU<br>Oil 4SA 6Cy. 250 × 350<br>550bhp (405kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 20kW 2 × 10kW 220V d.c.<br>Fuel (d.o.) 9,5kn |
| 61<br>25<br>d Gc<br>dr<br>h/v<br>v<br>dr<br>R | **POLAR CIRCLE**<br>**Polar Circle AS**<br>Rieber Shipping A/S<br>Bergen Norway (NIS)<br>SatCom: 1311746/LAJA | *5 129*<br>*1 538*<br>2 200 | NV | **1990** Ulstein Hatlo A/S—Ulsteinvik (215)<br>91,00 6,500<br>82,50 17,90 9,30 | **M Passenger/General Cargo/ Icebreaker Research** 43cbn 95bth P<br>1 Ho ER<br>G.2 505<br>TEU 24 C. 24/20'<br>1 Ha (stl) (19,5 × 8,0) ER<br>Cr 1(27) | Normo BRG-8<br>2 Oil 4SA each 8Cy. 320 × 360 with clutches, & sr geared to sc. shafts<br>3 000kW (4 079bhp)<br>BMV Bergen Diesel A/S Bergen<br>Gen 2 × 1584kW 2 × 570kW 1 × 126kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd Tunnel thruster unit<br>Thw. thrust propeller Tunnel thruster unit<br>Fuel 600,8t (d.o.)-10,2pd 12kn |
| 720<br>501<br>37<br>r Rt | **POLAR COMMAND**<br>ex Thomas Drayton-79<br>ex Baroid Rocket-75<br>**Deep Sea Fisheries Inc.**<br>Morgan City, La United States of America | **199**<br>124<br>— | | **1964** American Marine Corp.—New Orleans, La<br>*37,22* 9,76 3,125<br>3,51<br>1 dk<br>conv Deck Cargo Supply Ship 79 | **TM Fishing**<br>Crab<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 16Cy. 108 × 127<br>1 400bhp (1 030kW)<br>General Motors Corp. Detroit, Mi<br>12kn |
| 167<br>7<br>9-89<br>d Gc<br>dr Rt<br>ER | **POLAR CRYSTAL**<br>ex Puma-89<br>**Crystal Lines S.A.**<br>Panama Panama | *7 194*<br>*3 526*<br>7 764 | NK | **1978** K.K. Uwajima Zosensho—Uwajima (2014)<br>143,52 8,516<br>134,02 19,21 12,32<br>F 10,7 4 dks | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>4 Ho<br>In.9 488<br>4 Ha (each 12,5 × 8,2) ER<br>Cr 4(5) | Pielstick 18PC2-5V-400<br>Vee Oil 4SA 18Cy. 400 × 460 sr geared to sc. shaft<br>8 606kW (11 700bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 354,5t (d.o.) 1 252,5t (hvf)-36,5pd 18kn |
| 838<br>C4<br>804<br>d Gc<br>ldr RTv<br>ER | **POLAR DUKE**<br>**Polar Duke A/S**<br>Rieber Shipping A/S<br>Bergen Norway (NIS)<br>SatCom: 1312305/LACS | **1 594**<br>508<br>1 400 | NV | **1983** Vaagen Verft A/S—Kyrksaeterora (55)<br>65,11 5,812<br>58,02 13,01 9,50<br>2 dks<br>rf 1097 | **TM Research**<br>Seismographic<br>1 Ho ER<br>G.1 430<br>1 Ha (stl) ER<br>Cr 1(12,5) | MaK 6M453AK<br>2 Oil 4SA each 6Cy. 320 × 420 sr geared to sc. shafts<br>4 500bhp (3 310kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 1320kW 2 × 304kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft<br>14kn |
| 737<br>W<br>33<br>sd Gc<br>Rt | **POLAR EXPLORER**<br>ex Theron-80<br>**Puddister Trading Co. Ltd.**<br>St. John's, Nfl. Canada | **849**<br>392<br>833 | Classed LR until 18/7/83 | **1950** James Lamont & Co. Ltd.—Port Glasgow (373)<br>60,58 10,09 4,954<br>54,87 10,06 5,19<br>P 18,9 F 12,2 1 dk<br>RW rf 1219 BK 203 DK fwd of mchy. space | **M General Cargo**<br>Ref<br>Ice strengthened<br>Mchy.aft<br>In.733<br>2W Der 1(4) 1(2) 1(1,5) 1(1) | Polar<br>Oil 2SA 8Cy. 340 × 570<br>1 310bhp (964kW)<br>British Polar Engines Ltd. Glasgow<br>Fuel 232,5t 12kn |
| 631<br>20<br>Pfd Rdr | **POLAR FISH**<br>**Produits Belle Baie Ltd.**<br>Caraquet, N.B. Canada | **150**<br>75<br>— | | **1962** Bathurst Marine Ltd.—Bathurst, N.B. (2)<br>25,61 6,79<br>21,95 6,71 3,66 | **M Fishing**<br>Stern Trawler | Normo<br>Oil 4SA 7Cy. 250 × 360<br>A/S Bergens M/V Bergen |
| 391<br>D<br>56<br>Rt | **POLAR HARVESTER**<br>**K/S Polar Harvesting A/S**<br>Namsos Norway | *506*<br>*151*<br>— | | **1987** Moen Slip & Mek. Verksted A/S—Kolvereid (30)<br>34,12 9,20<br>29,60 6,61<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | Grenaa 6FR24TK<br>Oil 4SA 6Cy. 240 × 300 with clutches & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>Controllable pitch propeller |
| 7803<br>MA<br>Esd Gc<br>RTm/h/v | **POLAR I**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **5 120**<br>2 387<br>5 170 | RNR | **1972** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,214<br>118,32 16,79 9,50<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho 16,9 16,9 17,3 17,3 ER<br>In.7 296<br>4 Ha (stl) (each 4,9 × 4,9) ER<br>8W Der 8(3) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total 7 240bhp (5 325kW) driving 4 gen. each 1 375kW 500V d.c. connected to 4 elec. motors each of 1 810shp (1 331kW) (WL) & geared to sc. shaft<br>Zavod Malyshyev U.S.S.R.<br>Gen 3 × 300kW 1 × 100kW 400V 50Hz a.c.<br>Fuel 1 109,5t (d.o.) 16,5kn |
| 18324 | **POLAR I**<br>**Empresa Pesquera Polar S.A.**<br>Guayaquil Ecuador | **353**<br>122<br>— | GL | **1989** Andina de Desarrollo S.A.—Callao (089)<br>- - 3,660<br>33,50 8,18 4,84 | **M Fishing**<br>Stern-fishing Ref<br>In.70 | Caterpillar D398TA<br>Vee Oil 4SA 12Cy. 159 × 203 with clutches & sr reverse geared to sc. shaft<br>607kW (825bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 1 × 84kW 1 × 30kW 220V a.c.<br>12kn |
| 27815<br>MB<br>Esd Gc<br>RTm/h/v | **POLAR II**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **5 120**<br>2 387<br>5 170 | RNR | **1972** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,214<br>118,32 16,79 9,50<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho 16,9 16,9 17,3 17,3 ER<br>In.7 296<br>4 Ha (stl) (each 4,9 × 4,9) ER<br>8W Der 8(3) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total 7 240bhp (5 325kW) driving 4 gen. each 1 375kW 500V connected to 4 elec. motors each of 1 810shp (1 331kW) (WL) & geared to sc. shaft<br>Zavod Malyshyev U.S.S.R.<br>Gen 3 × 300kW 1 × 100kW 400V 50Hz a.c.<br>Fuel 1 109,5t (d.o.) 16,5kn |

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| **8818336** | **POLAR II**<br>**Empresa Pesquera Polar S.A.**<br>Guayaquil Ecuador | **353**<br>122<br>— | GL | **1989** Andina de Desarrollo S.A.—Callao (090)<br>(BB) - 3,500<br>33,50 8,18 4,84 | **M Fishing**<br>Stern-fishing Ref<br>In.70 | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 with clutc<br>reverse geared to sc. shaft<br>607kW (825bhp)<br>Caterpillar Inc.<br>Gen 1 × 84kW 1 × 30kW 220V a.c. |
| **7221366**<br>*YQMC*<br>842<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **POLAR III**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **11 899**<br>7 158<br>9 288 | RNR | **1972** VEB Mathias-Thesen-Werft—Wismar (295)<br>151,87 22,26 7,792<br>145,37 22,20 13,59<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho 21,3 18,5 19,9 19,6 ER<br>In.12 947<br>4 Ha (stl) (each 3,8 × 5,9) ER<br>9W Der 2(10) 7(5) | MAN<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>Halberstadt<br>Gen 4 × 760kW 390V 50Hz a.c.<br>Fuel 4 653,5t |
| **7117216**<br>*HCQC*<br>Esd Rdr RTv | **POLAR III**<br>ex Eten 7-82 ex Punta Salinas-76<br>**Empresa Pesquera Polar S.A.**<br>Guayaquil Ecuador | **213**<br>99<br>249 | GL<br>✠Classed LR until 28/7/82 | **1971**-8 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (357)<br>30,10 7,80 3,696<br>26,37 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 BK | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 reduction<br>sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 1,5kW 24V d.c. |
| **7300904**<br>*YQMD*<br>843<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **POLAR IV**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **11 899**<br>7 158<br>9 288 | RNR | **1973** VEB Mathias-Thesen-Werft—Wismar (297)<br>151,87 22,26 7,792<br>145,37 22,20 13,59<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho 21,3 18,5 19,9 19,6 ER<br>In.12 947<br>4 Ha (stl) (each 3,8 × 5,9) ER<br>9W Der 2(10) 7(5) | MAN<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>Halberstadt<br>Gen 4 × 760kW 390V 50Hz a.c.<br>Fuel 4 653,5t |
| **7117010**<br>*HCQB*<br>Esd Rt | **POLAR IV**<br>ex Eten 5 ex Punta Colorado-76<br>**Empresa Pesquera Polar S.A.**<br>Guayaquil Ecuador | **213**<br>99<br>249 | GL<br>✠Classed LR until 28/7/82 | **1971**-8 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (290)<br>30,10 7,80 3,696<br>26,37 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 BK | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 sr reverse<br>sc. shaft<br>421kW (572bhp)<br>Caterpillar Tractor Co.<br>Gen 1 × 1,5kW 24V d.c. |
| **8037827**<br>*YQJE*<br>1128<br>Df Esd Gc<br>Rdr Rt | **POLAR IX**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **6 140**<br>3 093<br>7 040 | RNR | **1981** Santierul Naval Galatz—Galatz<br>129,60 7,500<br>121,32 17,71 10,22<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>4 Ho ER<br>In.8 256<br>4 Ha (stl) (each 6,1 × 4,7) ER<br>8W Der 3(5) | MAN<br>Oil 4SA 6Cy. 520 × 550<br>6 000bhp (4 413kW)<br>Intreprinderea de Const. de Masini Resita<br>Gen 3 × 504kW 1 × 112kW 400V 50H<br>Fuel 1 159,5t |
| **7947659**<br>*WQZ4208*<br>609940 | **POLAR LADY**<br>**MGF Fisheries Inc.**<br>Seattle, Wa United States of America | **162**<br>110<br>— | | **1979** .............Biloxi, Ms<br>*25,33* 8,08<br>2,37<br>1 dk | **M Fishing** | Oil<br>760bhp (559kW) |
| **6408620**<br>*OWFX3*<br>D-23298<br>Df Esd Gc<br>Pfd Rdr Rt | **POLAR LUX**<br>ex Benskov Junior-90<br>ex Betty Theresa-88 ex Irla Lupe-83<br>ex Irland-79<br>**Polar Tank Ltd.**<br>Jens Jakobsen A/S<br>Fakse Denmark (DIS) | **1 372**<br>746<br>2 022 | ✠**100A1** SS 5/87<br>oil tanker<br>((cc)) all cargo tanks except No. 1 tank (p&s), Nos. 1, 2, 3 & 4 (cr) tanks & Nos. 2 & 3 side tanks (p&s) SG up to 1.2, No. 4 side tanks (p&s) SG up to 1.4<br>Ice Class 1<br>✠**LMC**<br>EL p 1⅞"SQ<br>FN 1293 | **1964**-7 Helsingborgs Varfs A/B—Helsingborg (94)<br>79,66 12,55 4,622<br>73,00 12,50 5,21<br>P 22,0 F 16,2 1 dk<br>rf 102 | **M Tanker**<br>Oil Chemical<br>12 Ta ER<br>L.2 629 | MAN<br>Oil 4SA 7Cy. 400 × 600 with flexible cou<br>1 870bhp (1 375kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>2 wtdb 200lbf/in² (13,8bar)<br>Controllable pitch propeller<br>Fuel 211,5t-7,0pd |
| **5361150**<br>*WC2090*<br>257391<br>Df Esd Gc<br>Pfd RdrRTm | **POLAR MERCHANT**<br>ex Cherokee-76 ex Tiger-68<br>**Vessel Engineering & Development Corp.**<br>Juneau, Ak United States of America | **198**<br>135<br>— | | **1927** American Brown Boveri Corp.—Camden, NJ (346)<br>*35,64* 7,37 2,880<br>35,21 7,32 3,74<br>RW | **TM Tug** | Cooper Bessemer<br>2 Oil 4SA each 8Cy. 267 × 343<br>Cooper-Bessemer Corp.<br>Gen 1 × 30kW 1 × 20kW 115V d.c.<br>Fuel (d.o.) |
| **8836261**<br>*WSY8048*<br>604676<br>Df Esd Gc<br>Rdr Rt | **POLAR MIST**<br>**Polar Mist Fisheries Inc.**<br>Seattle, Wa United States of America | **608**<br>414<br>— | | **1945** .............Camden, NJ<br>- - —<br>50,74 9,75 4,51 | **M Fishing**<br>Side-fishing | Oil |
| **7946289**<br>*CB2976*<br>Df Esd Rdr<br>Rt | **POLAR MIST**<br>**Bank of America National Trustee S.A.**<br>Punta Arenas Chile | **131**<br>51<br>— | (AB) | **1980** "Martec", Compania Maritima Y Tecnica Ltda.—Coquimbo (5)<br>... ... ...<br>21,90 6,71 3,36<br>1 dk<br>BK 165 | **M Fishing**<br>Trawler<br>4 Ho<br>1 Ha (stl) (3,2 × 1,9) | Stork<br>Oil 4SA 8Cy. 150 × 225<br>345bhp (254kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 2kW |
| **6912360**<br>*LDVP*<br>17195<br>Df Esd Rdr<br>Rt | **POLAR PRAWNS**<br>ex Longliner-89 ex Dagny Kristin-88<br>**Polar Prawns A/S**<br>Kurt F. Loseth<br>Aalesund Norway | *616*<br>*198*<br>— | NV | **1969** Vaagen Verft A/S—Kyrksaeterora (39)<br>47,96 8,56<br>41,33 8,53 6,71<br>1 dk<br>rf 991 BK 152 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>3 Ho ER<br>2 Ha (1,4 × 1,9) (3,9 × 3,2) ER<br>1W Der 1(5) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 180kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7321568**<br>*LAUM2*<br>N-00617<br>Df Esd Gc<br>Pfd Rdr RTv | **POLAR PRINCE**<br>ex Princess Anne-81<br>**Polar Prince A/S**<br>Rieber Shipping A/S<br>Bergen Norway (NIS)<br>SatCom: 1312574/LAUM | **1 582**<br>570<br>1 050 | ✠**100A1** SS 7/87<br>seismagraphic survey ship<br>Ice Class 1 at draught not exceeding 5.182 metres<br>✠**LMC**<br>EL N 1⅞"U2<br>FN 1417 | **1974**-9 Gregson & Co. Ltd.—Blyth (D10)<br>*72,79* 12,86 5,182<br>67,82 12,81 8,08<br>B 16,5 RFD 7,7 2 dks<br>rf 838 BK 178 conv Stern Trawler Fishing 82 | **M Research**<br>Seismographic Survey<br>Mchy.fwd | Mirrlees<br>2 Oil 4SA each 6Cy. 381 × 508 with c<br>flexible couplings & sr geared to sc<br>3 600bhp (2 648kW)<br>Mirrlees Blackstone (Stockport) Ltd.<br>Gen 2 × 275kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8501074**<br>*JXBV*<br>20191<br>Df Esd Gc<br>Pfd Rdr RTv | **POLAR PRINCESS**<br>**Polar Princess A/S**<br>Rieber Shipping A/S<br>Bergen Norway<br>SatCom: 1311261/JXBV | *2 508*<br>*752*<br>— | NV | **1986** Kleven Loland A/S—Leirvik (95)<br>5,530<br>69,45 14,01 7,90<br>2 dks<br>rf 1600 BK 305 | **D-E Research**<br>Hydrographic Seismographic<br>Ice strengthened<br>Mchy.aft | Normo<br>3 Oil total 5 757bhp (4 235kW) driving<br>1 210kW a.c. gen. of 1 610kW conn<br>elec. motors each of 2 039shp (1 5<br>(i) Vee Oil 4SA 12Cy. 250 × 300<br>BMV Maskin A/S<br>(ii) 2 Oil 4SA each 9Cy. 250 × 300<br>BMV Maskin A/S<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |

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| 8604034<br>*OUKV*<br>Df Esd Gc<br>Rdr Rt | **POLAR PRINCESS**<br>ex Ocean Princess-87<br>**Polar Scallop A/S**<br>Egede & Brons A/S<br>Godthab/Nuk Greenland (Danish) | *2 490*<br>*967*<br>1 145 | **1986** Tangen Verft Kragero A/S—Kragero<br>67,32 (BB) 5,750<br>NV 59,21 14,51 10,77 | **M Factory Fishing**<br>Fish-factory Stern Trawler Shrimp-trawl Ref<br>Ice strengthened<br>In.1 900 | Wichmann WX28V10<br>Vee Oil 2SA 10Cy. 280 × 360 geared to sc. shaft<br>2 998kW (4 076bhp)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 1456kW 2 × 460kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>16kn |
| 7922142<br>*LJJD*<br>19521<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **POLAR QUEEN**<br>**Polar Queen A/S**<br>Rieber Shipping A/S<br>Bergen Norway<br>SatCom: 1311245/LJJD | *1 982*<br>*594*<br>— | **1981** G. Eides Sonner A/S—Hoylandsbygd<br>(111)<br>NV 75,32 13,06 5,190/5,330<br>13,01 7,70<br>F - 2 dks<br>rf 1097 len 86 | **M Research/ Sealer Survey Ship**<br>Side door<br>2 Ho ER<br>L.52 693<br>2 Ha (stl) (each 18,7 × 5,0)<br>1W Cr 1(6) Der 1(25) | MaK 6M453AK<br>2 Oil 4SA each 6Cy. 320 × 420 reduction geared to sc. shaft<br>4 500bhp (3 310kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 1320kW 2 × 200kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust propellers fwd , 1 aft<br>Fuel 790,0t (d.o. & hvf)-14,0pd 14,5kn |
| 7005279<br>*WY7929*<br>523613<br>Df Esd Gc<br>Pfd Rdr RTv | **POLAR QUEEN**<br>ex Aleutian Queen ex Santina C.<br>ex Kathleen-79<br>**North Coast Seafood Processors Inc.**<br>Juneau, Ak United States of America<br>SatCom: 1500224/POQN | *1 018*<br>*305*<br>1 207 | **1969** Pacific Coast Eng. Co.—Alameda, Ca<br>(245)<br>46,26 10,70 5,058<br>43,29 10,37 7,80<br>2 dks | **TM Fishing**<br>Side-fishing Ref<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7327392<br>Df Esd Gc<br>Pfd Rdr Rt | **POLAR REEFER**<br>ex Taiko Maru No. 68-85<br>**Sinfa Fishery Co. Ltd.**<br>Mauritius | **373**<br>197<br>451 | **1973** Miho Zosensho K.K.—Shimizu (909)<br>54,79 8,72 3,455<br>48,49 8,69 3,87<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata 6L37X<br>Oil 4SA 6Cy. 370 × 540<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7391252<br>*NRUO*<br>WAGB-11<br>Df Esd Gc<br>Rdr RTv | **POLAR SEA**<br>**Government of The United States of America (U.S. Coast Guard)**<br>Seattle, Wa United States of America<br>SatCom: 1505271 | **13 190**<br>10 863<br>7 000 | **1977** Lockheed SB. & Construction Co.—Seattle, Wa<br>(143)<br>121,93 9,141<br>102,80 25,46 13,19 | **TrGT or D-E Icebreaker**<br>Ice strengthened | Alco 16V251F<br>6 Vee Oil 4SA each 16Cy. 229 × 267<br>18 000bhp (13 240kW)<br>& 3 Gas Turb dr geared to sc. shafts Pratt & Whitney driving gen. connected to 3 elec. motors each of 6 000shp (4 413kW)<br>(Diesel) Alco Engine Div. of White Industrial Power Inc. Auburn<br>(Turbine) Turbo Power & Marine Systems Farmington, Ct<br>Gen 3 × 750kW 450V 60Hz a.c.<br>3 Controllable pitch propellers<br>17kn |
| 5370345<br>*WG4865*<br>269629<br>Df Pfd Rdr<br>Rt<br>AMVER | **POLAR SEA**<br>ex Richard-74 ex LT 464<br>**David S. Updike**<br>Seattle, Wa United States of America | **268**<br>119<br>— | **1944** Northeast SB. Co.—Quincy, Ma (3)<br>8,59 4,126<br>(AB) 35,97 8,54 4,47<br>1 dk<br>BK 368 | **Wood M Tug** | Oil 4SA 8Cy. 368 × 508<br>National Supply Co. Philadelphia, Pa<br>Fuel 114,0t |
| 7719181<br>*WYE7524*<br>589317<br>Df Esd Pfd<br>Rdr Rt | **POLAR SEA**<br>**Warness Fisheries Inc.**<br>Seattle, Wa United States of America | **198**<br>139<br>— | **1978** Marine Construction & Design Co. (MARCO) —Seattle, Wa<br>(343)<br>29,57 8,08<br>7,98 3,81<br>F - 1 dk | **M Fishing**<br>Crab<br>2 Ho<br>In.170<br>Cr 1(5) | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 95kW<br>11,5kn |
| 8208165<br>*DVSU*<br>229072<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **POLAR STAR**<br>ex Kinushima Maru-87<br>**Northwind Shipping Corp.**<br>Kochi-ken Kisen Co. Ltd.<br>Manila Philippines<br>SatCom: 1700242/DVSU | *37 401*<br>*19 736*<br>65 132 | **1983** Hashihama Zosen—Tadotsu (823)<br>227,67 (BB) 12,769<br>NK 218,02 32,21 18,32<br>F 18,0 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 21,7 24,5 25,3 18,7 25,3 25,3 25,6 ER<br>G.75 662 HeCls. B<br>7 Ha (stl) (16,0 18,0 18,0 11,8 18,6 18,6 18,6 × 12,8) ER | Pielstick 8PC4-2L-570<br>Oil 4SA 8Cy. 570 × 620 sr geared to sc. shaft<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 360,0t (d.o.) 3 600,0t (hvf)-38,5pd 14kn |
| 7367471<br>*NBTM*<br>WAGB-10<br>Df Esd Gc<br>Rdr RTv<br>SatCom | **POLAR STAR**<br>**Government of The United States of America (U.S. Coast Guard)**<br>Seattle, Wa United States of America | **13 190**<br>10 863<br>7 000 | **1976** Lockheed SB. & Construction Co.—Seattle, Wa<br>(141)<br>121,62 9,141<br>102,77 25,46 13,19 | **TrGT or D-E Icebreaker**<br>Ice strengthened | Alco 16V251F<br>6 Vee Oil 4SA each 16Cy. 229 × 267 driving 6 gen each 2532kW connected to 3 elec. motors each of 6000shp (4413kW) & dr geared to sc. shafts<br>18 000bhp (13 240kW) 3 Gas Turb dr geared to sc. shafts<br>(Diesel) Alco Engine Div. of White Industrial Power Inc. Auburn<br>(Turbine) Turbo Power & Marine Systems Farmington, Ct<br>Pratt & Whitney 60000 shp<br>Gen 3 × 750kW 450V 60Hz a.c.<br>3 Controllable pitch propellers<br>17kn |
| 5280655<br>*LNMJ*<br>12171<br>Df Esd Gc<br>Pfd Rdr Rt | **POLAR STAR**<br>ex Polarfart-49<br>**Martin Karlsen A/S**<br>Aalesund Norway | **424**<br>149<br>— | **1948** James Lamont & Co. Ltd.—Port Glasgow<br>(368)<br>NV 46,03 7,95<br>43,72 4,27<br>1 dk<br>rf 1067 BK 127 | **M General Cargo/ Sealer**<br>Ref<br>Ice strengthened<br>2 Ho ER<br>In.320<br>2 Ha (each 2,8 × 2,7) ER<br>1W Der 1(5) 1(4) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW) NE 67<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 75kW 1 × 40kW 1 × 30kW 220V d.c.<br>Fuel (d.o.) |
| 8841890<br>*WR7612*<br>281729<br>Df Esd Gc<br>Rdr Rt | **POLAR STAR**<br>ex Bonham<br>**Yarnelle Inc.**<br>Seattle, Wa United States of America | **198**<br>135<br>— | **1926** American Brown Boveri Corp.—Camden, NJ<br>(342)<br>- - 2,879<br>35,20 7,32 3,73<br>1 dk | **TM Tug** | General Motors<br>2 Oil 2SA each 8Cy. 165 × 178<br>General Motors Corp. U.S.A. |
| 7612008<br>*WYX3803*<br>559907 | **POLAR STAR**<br>**Polar Star Fisheries Inc.**<br>Seattle, Wa United States of America | **158**<br>107<br>— | **1974** Marine Power & Equipment Co. Inc.—Seattle, Wa<br>*22,35* 7,45<br>3,66<br>1 dk | **M Fishing** | Oil<br>680bhp (500kW)<br>U.S.A.<br>Fuel (d.o.) |
| 8608224<br>*VOMS*<br>Df Esd Gc<br>Rdr Rt | **POLAR STORM**<br>ex Polarfarid-89 ex Radhamar-88<br>**Newfound Harvesting Ltd.**<br>St. John's, Nfl. Canada | *2 028*<br>*608*<br>— | **1987** Soviknes Verft A/S—Sovik (100)<br>... ... ...<br>NV 51,62 14,01 8,01<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler<br>Ice strengthened<br>In.1 000 | MWM TBD510-8<br>Oil 4SA 8Cy. 330 × 360<br>4 200bhp (3 089kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 1280kW 2 × 416kW 1 × 46kW 440V 60Hz a.c. |
| 8401420<br>*LNMZ*<br>20066<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **POLAR TITAN**<br>**K/S A/S Offshore Titan**<br>TFDS Offshore A/S<br>Tromso Norway | *2 535*<br>*760*<br>1 719 | **1985** Sterkoder M/V A/S—Kristiansund N. (99)<br>72,50 6,868<br>NV 61,02 16,31 8,01<br>B 11,9 F 15,3 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Pollution Control Search & Rescue 4cbn<br>Ice strengthened | Wartsila 12V32<br>2 Vee Oil 4SA each 12Cy. 320 × 350 with clutches, flexible couplings & sr geared to sc. shafts<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 1616kW 3 × 280kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 1 aft<br>Fuel 844,0t (d.o.)-24,0pd 16,25kn |

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| **5146873**<br>*ZGL2001*<br>399563<br>Rdr Rt | **POLAR TRANS**<br>ex Helgoy-73<br>**Polar Shipping Ltd.**<br>Road Bay Anguilla (British) | **199**<br>86<br>— | (NV) | **1951** Seutelvens Verksted—Fredrikstad (52)<br>37,95 7,09 3,658<br>7,04<br>1 dk<br>BK 114 conv Ferry/General Cargo 73 | **M General Cargo**<br>1 Ho 2 Ta ER<br>3 Ha (3,2 × 2,2) (2,9 2,9 × 1,9) ER<br>1W Der 1(5) 1(2) | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW) NE 73<br>Caterpillar Tractor Co.<br>Gen 2 × 80kW 220V 50Hz a.c.<br>Fuel 12,0t (d.o.) |
| **5136529**<br>*OWZX*<br>D2684<br>Df Esd Gc<br>Pfd Rdr | **POLAR TRAWL**<br>ex Trawl-90 ex Nanoq Trawl-89<br>ex Nanok Trawl-86<br>ex Frede Sorensen-83<br>ex Le Wimereux-78 ex Gronland-72<br>**Polar Trawl A/S**<br>North Atlantic Prawns Ltd.<br>Holsteinsborg/ Sisimiut Greenland (Danish)<br>SatCom: 1610236/NANO | T.Mk<br>**934**<br>432<br>— | BV (GL) | **1961** A.G. "Weser" Werk Seebeck—Bremerhaven (877)<br>79,51 11,21 4,801<br>70,01 11,16 7,32<br>F 15,9 2 dks<br>len 64 | **M Factory Fishing**<br>Fish-factory Stern Trawler<br>Ice strengthened | MAN<br>Oil 4SA 6Cy. 520 × 740<br>1 589kW (2 160bhp)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 1 × 372kW 2 × 249,2kW 380V a.c<br>Controllable pitch propeller<br>Fuel 299,5t |
| **7813420**<br>*YQMY*<br>1076<br>Df Esd Gc<br>Pfd Rdr Rt | **POLAR V**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **11 736**<br>6 486<br>9 535 | RNR | **1978** VEB Mathias-Thesen-Werft—Wismar (261)<br>152,71 22,26 8,002<br>141,99 22,20 13,59<br>3 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>6 Ho ER<br>G.1 876 In.13 000<br>6 Ha (stl) (2,5 2,5 6,0 6,0 6,0 6,0 × 4,0) ER<br>9W Der 2(10) 7(5) | MAN<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>VEB Maschinenbau Halberstadt<br>Gen 4 × 610kW 1 × 124kW 390V 50Hz<br>Fuel 4 369,0t |
| **7122649**<br>*HCHE*<br>Esd Rdr RTv | **POLAR V**<br>ex Eten 8-82 ex Punta Aguja-76<br>**Empresa Pesquera Polar S.A.**<br>Guayaquil Ecuador | **213**<br>99<br>249 | GL<br>✠Classed LR until 28/7/82 | **1971**-10 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (426)<br>30,10 7,80 3,696<br>26,37 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 BK | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 reduction gea<br>sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 1,5kW 24V d.c. |
| **7818418**<br>*YQMZ*<br>1082<br>Df Esd Gc<br>Pfd Rdr Rt | **POLAR VI**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **11 736**<br>6 486<br>9 500 | RNR | **1979** VEB Mathias-Thesen-Werft—Wismar (262)<br>152,71 22,26 8,002<br>141,99 22,20 13,59<br>3 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.13 023<br>9W Der 7(5) | MAN<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>VEB Maschinenbau Halberstadt<br>Gen 4 × 610kW 390V 50Hz a.c.<br>Fuel 5 038,5t |
| **7118258**<br>*HCHK*<br>Esd Rdr RTv | **POLAR VI**<br>ex Eten 9-82 ex Punta Caballas-76<br>**Empresa Pesquera Polar S.A.**<br>Guayaquil Ecuador | **213**<br>99<br>249 | GL<br>✠Classed LR until 28/7/82 | **1971**-9 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (361)<br>30,10 7,80 3,696<br>26,37 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 BK | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 reverse redu<br>geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 1,5kW 24V d.c. |
| **7906344**<br>*YQJC*<br>1105<br>Df Esd Gc<br>Rdr Rt | **POLAR VII**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **6 140**<br>3 093<br>7 040 | RNR | **1980** Santierul Naval Galatz—Galatz (695)<br>129,60 17,71 7,500<br>121,16 10,22<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>4 Ho 14,5 23,0 22,0 22,4 ER<br>In.8 256<br>4 Ha (stl) (each 6,1 × 4,7) ER<br>8W Der 3(5) | MAN<br>Oil 4SA 5Cy. 520 × 550<br>6 000bhp (4 413kW)<br>Intreprinderea de Const. de Masini Resita<br>Gen 3 × 504kW 1 × 112kW 400V 50Hz<br>Fuel 1 159,5t |
| **6923917**<br>*HCAC*<br>Esd Rt | **POLAR VII**<br>ex Ignacio Mar X-89 ex Pimentel 7-82<br>ex Calepa V-76<br>**Empresa Pesquera Polar S.A.**<br>Guayaquil Ecuador | **213**<br>99<br>249 | GL<br>✠Classed LR until 28/7/82 | **1969**-9 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (311)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>1 dk<br>rf 686 Box K | **M Fishing**<br>Side-fishing<br>Mchy.fwd<br>1 Ho 12,8<br>1 Ha (3,6 × 2,7) | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 sr reverse ge<br>sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 1,5kW 24V d.c.<br>Fuel 11,0t (d.o.) |
| **7906356**<br>*YQJD*<br>1116<br>Df Esd Gc<br>Rdr Rt | **POLAR VIII**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **6 140**<br>3 093<br>7 040 | RNR | **1980** Santierul Naval Galatz—Galatz (696)<br>129,60 17,71 7,500<br>121,16 10,22<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>4 Ho 14,5 23,0 22,0 22,4 ER<br>In.8 256<br>4 Ha (stl) (6,1 6,2 6,2 6,2 × 4,7) ER<br>8W Der 3(5) | MAN<br>Oil 4SA 5Cy. 520 × 550<br>6 000bhp (4 413kW)<br>Intreprinderea de Const. de Masini Resita<br>Gen 3 × 504kW 1 × 112kW 400V 50Hz<br>Fuel 1 159,5t |
| **7315301**<br>*LKTG*<br>18033<br>Df Esd Pfd<br>Rdr Rt | **POLAR VIKING**<br>ex Polarfisk-84 ex Helgoyfjord-81<br>**A/S Polar Viking**<br>Tromso Norway | **278**<br>105<br>— | NV | **1973** A/S Tromso Skibs. & M/V—Tromso (41)<br>35,49 8,67 4,153<br>30,99 8,62 6,25<br>2 dks<br>rf 1499 BK 140 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft | Wichmann<br>Oil 2SA 4Cy. 300 × 450<br>1 000bhp (736kW)<br>A/S Wichmann<br>Gen 2 × 112kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **8128999**<br>*YQJG*<br>1140<br>Df Esd Gc<br>Rdr Rt | **POLAR X**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **6 140**<br>3 093<br>7 040 | RNR | **1981** Santierul Naval Galatz—Galatz<br>129,60 7,501<br>121,34 17,71 10,22<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho 14,5 23,0 22,0 22,4 ER<br>In.8 256<br>4 Ha (stl) (6,1 6,2 6,2 6,2 × 4,7) ER<br>8W Der 4(3-5) | MAN<br>Oil 4SA 6Cy. 520 × 550<br>6 000bhp (4 413kW)<br>Intreprinderea de Const. de Masini Resita<br>Gen 3 × 504kW 1 × 112kW 400V 50H<br>Fuel 1 159,5t |
| **8134821**<br>*YQJH*<br>1195<br>Df Esd Gc<br>Rdr Rt | **POLAR XI**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **6 140**<br>3 093<br>7 040 | RNR | **1982** Santierul Naval Galatz—Galatz<br>129,60 7,500<br>121,32 17,72 10,22<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>In.8 256 | MAN<br>Oil 4SA 6Cy. 520 × 550<br>6 000bhp (4 413kW)<br>Intreprinderea de Const. de Masini Resita<br>Fuel 1 159,5t |
| **8611336**<br>*YQJI*<br>1225<br>Df Esd Gc<br>Pfd Rdr Rt | **POLAR XII**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **6 140**<br>3 093<br>7 040 | RNR | **1985** Santierul Naval Galatz—Galatz<br>129,52 7,501<br>121,19 17,71 10,22 | **M Fish Carrier**<br>Refrigerated Cargo<br>In.8 256 | MAN<br>Oil<br>6 000bhp (4 413kW)<br>Intreprinderea de Const. de Masini Resita |
| **7382902**<br>*JXJS*<br>18432<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **POLARBJORN**<br>**Polarbjorn A/S**<br>Rieber Shipping A/S<br>Aalesund Norway<br>SatCom: 1311246/JXJS | *949*<br>*353*<br>599 | NV | **1975** Vaagen Verft A/S—Kyrksaeterora (39)<br>49,48 11,51 4,788<br>43,06 11,49 8,64<br>RAD -F - 2 dks<br>rf 902 | **M Research/ Icebreaker Sealer**<br>Side door Ice strengthened<br>1 Ho<br>G.1 510 B.1 460<br>1 Ha (stl) (15,9 × 5,0)<br>1W Der 1(25) | MaK<br>Oil 4SA 9Cy. 320 × 450<br>2 200bhp (1 618kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 140kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 508,0t (d.o.)-9,5pd |
| **8019318**<br>*PGTW*<br>Rt | **POLARBORG**<br>**Butraco B.V.**<br>Wagenborg Shipping B.V.<br>Delfzijl Netherlands | **1 599**<br>1 230<br>3 760 | BV | **1982** Nieuwe Noord Nederlandse Scheepswerven B.V.—Groningen (402)<br>82,38 (BB) 15,83 6,011<br>74,53 15,41 8,72<br>P 15,3 F 11,9 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 51,4 ER 1 TwD<br>G.5 889<br>TEU 146 C. 146/20'(40')<br>1 Ha (stl) (49,2 × 12,7) ER<br>Cr 2(16) | Nohab<br>Vee Oil 4SA 12Cy. 250 × 300 sr geared<br>shaft<br>1 839kW (2 500bhp)<br>Nohab Diesel A/B<br>Gen 2 × 268kW 1 × 205kW 380V 50H<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 101,5t (d.o.) 235,0t (hvf) |

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|---|---|---|---|---|---|---|
| 8704975<br>OW2436<br><br>Df Esd Gc<br>Rdr Rt | **POLARBORG I**<br><br>**Borgaknappur h/f**<br>Jacob Joensen<br>Vag Faeroes (Danish) | 1 521<br>456<br>— | <br><br>NV | **1988** Sterkoder M/V A/S—Kristiansund N. (113)<br>54,05 -<br>46,21 12,81 8,01 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.880 | Wichmann 10V28A<br>Vee Oil 2SA 10Cy. 280 × 360 with flexible couplings & sr geared to sc. shaft<br>4 068bhp (2 992kW)<br>Wartsila-Wichmann A/S Rubbestadneset<br>Gen 1 × 1392kW 2 × 324kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>15kn |
| 7424657<br>CXPT<br>7684<br>Df Esd Gc<br>Pfd Rdr Rt | **POLARBORG I**<br><br>**Frigorifico Pesquero del Uruguay S.A. (FRIPUR)**<br>Montevideo Uruguay | **351**<br>151<br>— | <br><br>BV NV | **1975** Sterkoder M/V A/S—Kristiansund N. (48)<br>47,10 9,30 4,268<br>40,16 9,00 6,43<br>F - 2 dks<br>rf 1651 BK 152 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Wichmann 6AXA<br>Oil 2SA 6Cy. 300 × 450<br>1 500bhp (1 103kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 100kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 8704987<br>OW2438<br><br>Df Esd Gc<br>Rdr Rt | **POLARBORG II**<br><br>**P/f Polarfrost**<br>Jacob Joensen<br>Vag Faeroes (Danish) | 1 521<br>456<br>— | <br><br>NV | **1988** Sterkoder M/V A/S—Kristiansund N. (114)<br>... ... ...<br>46,21 12,81 5,41<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.880 | Wichmann WX28V10<br>Vee Oil 2SA 10Cy. 280 × 360 geared to sc. shaft<br>2 998kW (4 076bhp)<br>Wartsila-Wichmann A/S Rubbestadneset<br>Gen 1 × 1392kW 2 × 324kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>15kn |
| 7424669<br>CXPS<br><br>Df Esd Gc<br>Pfd Rdr Rt | **POLARBORG II**<br><br>**Frigorifico Pesquero del Uruguay S.A. (FRIPUR)**<br>Montevideo Uruguay | **351**<br>151<br>— | <br><br>BV NV | **1975** Sterkoder M/V A/S—Kristiansund N. (49)<br>47,10 9,30 4,268<br>40,16 9,00 6,43<br>F - 2 dks<br>rf 1651 BK 152 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Wichmann 6AXA<br>Oil 2SA 6Cy. 300 × 450<br>1 500bhp (1 103kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 100kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7224409<br>ICRP<br><br><br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **POLARE**<br>ex Ascot-91 ex Aquarius-88<br>ex Newburn-80 ex Afghanistan-79<br>ex Joseph R. Smallwood-76<br>**Franconia S.r.l.**<br>Palermo Italy<br>SatCom: 1150772/ICRP | **19 083**<br>12 531<br>32 531<br>T/cm<br>44,8 | **✠100A1** SS 6/90<br>oil tanker<br>Ice Class 1<br>**✠LMC**<br>EL H† 2¾"U2<br>FN 7415<br>RI | **1972**-12 Swan Hunter Shipbuilders Ltd.—Hebburn Shipyard, Hebburn (46)<br>192,01 26,95 10,389<br>182,89 26,90 13,64<br>P 15,9 F 22,9 1 dk<br>rf 152 Bow/CM 97 Diam. 0,360 MH 1,2 | **M Tanker**<br>Stern disch.<br>18 Ta ER<br>L.(oil) 41 059<br>4 Cargo pumps total 2 400T/hr | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>10 298kW (14 000bhp)<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>WTAuxB primary 50kgf/cm² (49,1bar)<br>secondary 17kgf/cm² (16,7bar) ()<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 9kgf/cm² (8,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>16kn |
| 5169617<br>LGPZ<br>16655<br>Df Esd Pfd<br>Rdr RTh | **POLARFANGST**<br>ex Heimen I-81 ex Jan Mayen-69<br>**Paul Stark**<br>Tromso Norway | 408<br>122<br>457 | <br><br>NV | **1958** A. M. Liaaen Skibs. & M/V.—Alesund (97)<br>42,09 7,52 3,734<br>39,37 7,50 6,56<br>1 dk<br>rf 800 BK 140 | **M General Cargo/ Sealer**<br><br>2 Ho 14,6 6,1 ER<br>G.368<br><br>2 Ha (stl) (3,5 × 2,2) (1,2 × 0,9) ER<br>Der 2(5) | Wichmann<br>Oil 2SA 6Cy. 300 × 450<br>736kW (1 001bhp) NE 88made83<br>Wartsila-Wichmann A/S Rubbestadneset<br>Gen 1 × 179kW 1 × 220kW 220V 50Hz a.c. |
| 7431583<br>GBKB<br><br>CY 226<br>Rt | **POLARFISK**<br><br>**W. J. Macleod (Fishing) Ltd.**<br>Castlebay United Kingdom | **213**<br>78<br>— | <br><br>(BV) | **1974** ES-Vaerftet A/S—Esbjerg (3)<br>33,99 7,60<br>30,92 7,55 3,84<br>1 dk | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Wichmann 4AXA<br>Oil 2SA 4Cy. 300 × 450<br>1 000bhp (736kW)<br>A/S Wichmann Rubbestadneset<br>Controllable pitch propeller<br>Fuel 51,0t (d.o.) 11,25kn |
| 7608708<br>LDWR<br>18884<br>Df Esd Gc<br>Pfd Rdr Rt | **POLARFRONT**<br><br>**A/S Ami**<br>Misje Offshore Marine A/S<br>Bergen Norway | **935**<br>203<br>— | <br><br>NV | **1976** Mandals Slip & Mek. Verk. A/S—Mandal (57)<br>54,28 4,368<br>47,53 10,01 7,73<br>2 dks<br>rf 1499 BK 127 | **M Research**<br>Weather<br>Ice strengthened | Wichmann 5AXA<br>Oil 2SA 5Cy. 300 × 450<br>1 500bhp (1 103kW)<br>A/S Wichmann Rubbestadneset<br>Gen 3 × 116kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 5280784<br>LNEU<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **POLARFRONT II**<br>ex Bryony-47<br>**Government of The Kingdom of Norway (Den Norske Stat - Vaerskiputvalget)**<br>Oslo Norway | **906**<br>229<br>— | (NV)<br><br>✠ | **1942**-6 Harland & Wolff Ltd.—Belfast (1102)<br>62,54 10,11 5,138<br>57,92 10,06 5,34<br>2 dks<br>R rf 610 conv Corvette 47 | **S Research**<br>Weather<br><br><br>Der 3(0,5) | T 4Cy. 470 787 & (2) 978 x 762<br>2 800ihp (2 060kW)<br>Harland and Wolff Ltd. Belfast<br>Gen 1 × 60kW 1 × 50kW 220V<br>Fuel (o.f.) |
| 5327477<br>CB2277<br><br>Df Esd Gc<br>Rdr Rt | **POLARGAS II**<br>ex Polargas-84 ex Signe Tholstrup-81<br>**Sociedad Naviera Ultragas Ltda.**<br>Valparaiso Chile | **361**<br>71<br>455 | <br><br>BV | **1957** Svendborg Skibsvaerft A/S—Svendborg (81)<br>59,92 8,72 3,015<br>55,17 8,69 4,78<br>1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG<br>5 Ta (stl) spherical ER<br>L.(gas) 525 | Alpha<br>Oil 2SA 8Cy. 240 × 400<br>680bhp (500kW) NE 66<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 83,5t (d.o.)-2,5pd 11,5kn |
| 5351894<br>LNVY<br>15637<br>Df Esd Rdr<br>RTm/h | **POLARGIRL**<br>ex Tanahorn-84<br>**Polargirl A/S**<br>Tromso Norway | **286**<br>57<br>— | <br><br>(NV) | **1962** Kaarbos M/V A/S—Harstad (34)<br>38,87 7,65<br>34,19 7,62 3,81<br>1 dk<br>R rf 1499 BK 81 | **M Ferry** 250P<br><br>1 Ho ER<br><br><br>1 Ha (2,8 × 1,6) ER<br>2W Der 1(4) 2(1,5) | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>700bhp (515kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 42kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 16,5t (d.o.)-3,0pd |
| 8714451 | **POLARHAV**<br><br>**P/f Polarhav**<br>P/f Trolfisk<br>Leirvik Faeroes (Danish) | 419<br>125<br>139 | <br><br>NV | **1990** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B288/02)<br>(BB) 3,701<br>36,43 8,50 6,30 | **M Fishing**<br>Stern Trawler Processing Ref<br>Ice strengthened | Alpha<br>Oil 4SA 6Cy. 225 × 300<br>884kW (1 202bhp)<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 1 × 216kW 1 × 113kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| 7408550<br><br><br>Esd Rdr Rt | **POLARHAV**<br>ex Anita Trosca-79<br>Launched as Carlsvik I | **216**<br>101<br>— | <br><br>(NV) | **1973** A/B Marstrandsverken—Marstrand<br>38,16 7,35<br>33,58 7,32 4,02<br>1 dk<br>rf 1402 BK 254 len 75 | **M Fishing**<br>Side Trawler<br>Ice strenthened<br>3 Ho ER<br><br>4 Ha (each 1,4 × 1,4) ER | Wichmann 4AXA<br>Oil 2SA 4Cy. 300 × 450<br>1 000bhp (736kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| 5280813<br>LEPW<br>6675<br>Df Esd Pfd<br>Rdr Rt | **POLARIC**<br><br>**Agnar Karlsen**<br>Aalesund Norway | **182**<br>60<br>— | <br><br>(NV) | **1918** N. K. Bolsonaes—Kirksaeteroren<br>35,97 7,14<br>7,12 3,51<br>1 dk<br>rebuilt 52 & 49 | **Wood M General Cargo/ Sealer**<br><br>1 Ho ER<br><br><br>3 Ha (2,9 × 2,2) (1,1 × 0,7) (0,9 × 0,9) ER | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>600bhp (441kW) NE 64<br>A/S Wichmann Rubbestadneset<br>Fuel (d.o.)-2,5pd 10kn |
| 7358731<br>P3NJ4<br><br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **POLARIS**<br>ex Skane Link-92 ex Dana Futura-89<br>ex Drosselfels-77<br>ex Dammam Express-76<br>ex Dana Futura-76<br>**Thatsea Shipping Co. Ltd.**<br>Ventouris Group Enterprises S.A.<br>Limassol Cyprus | 20 326<br>6 210<br>9 000 | <br><br>NV (BV) | **1975** Helsingor Vaerft A/S—Helsingor (407)<br>**1985** (Additional cargo section) Frederikshavn Vaerft A/S—Frederikshavn<br>176,56 (BB) 23,02 6,220<br>162,52 22,99 12,60<br>2 dks<br>len 85<br>conv RoRo Cargo 89 | **TM Passenger/RoRo Cargo**<br>42cbn 130bth P<br>Bow door/ramp 2 Stern door/ramps<br>Ice strengthened 2 Side ramps<br>Mchy.aft<br>TEU 562 C. 562/20'<br>Cr 1(25) | B&W 18U50LU<br>2 Vee Oil 4SA each 18Cy. 500 × 540 sr geared to sc. shafts<br>27 540bhp (20 257kW)<br>Helsingor Vaerft A/S Helsingor<br>Gen 1 × 1056kW 3 × 880kW 1 × 208kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (hvf) 22,5kn |

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| **8716100**<br>*DGPF*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav | **POLARIS**<br>Launched as Odin<br>**Schiffahrtsgesellschaft m.s. "Polaris" Heinz Corleis KG**<br>Pohl Shipping Schiffahrtsgesellschaft m.b.H.<br>Hamburg Federal Republic of Germany | *7 944*<br>*2 728*<br>6 494 | GL | **1988** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (993)<br>123,87 20,44 6,163<br>114,23 20,20 9,40<br>2 dks | **M RoRo Cargo/General Cargo**<br>Ice strengthened Str. heavy cargoes<br>Stern door/ramp<br>L 12,00 W 8,50<br>Clear height 6,70<br>1 Ho ER<br>G.11 235 B.11 210<br>TEU 520 C.520/20'<br>1 Ha (stl) (77,0 × 17,1) ER | Wartsila<br>Oil 4SA 6Cy. 460 × 580 with flexible cou<br>sr geared to sc. shaft<br>5 100kW (6 933bhp)<br>Oy Wartsila Ab<br>Gen 1 × 560kW 1 × 320kW 220/380V<br>Controllable pitch propeller |
| **5264704**<br>*C6CB8*<br>710716<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **POLARIS**<br>ex Lindblad Polaris-87 ex Oresund-81<br>**Dry Cargo Shipping Ltd.**<br>Master Mariner AB<br>Nassau Bahamas<br>SatCom: 1104424/POLA | **2 214**<br>1 049<br>295 | BV | **1960** Solvesborgs Varv A/B—Solvesborg (55)<br>72,12 13,03 4,250<br>63,99 13,01 8,51<br>2 dks<br>conv Vehicles RoRo Cargo/Ferry 82 | **TM Passenger Ship**<br>39cbn 78bth P | Polar<br>2 Oil 2SA each 6Cy. 340 × 570<br>3 200bhp (2 354kW)<br>Nydqvist & Holm A/B<br>Gen 4 × 200kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Directional thrust propellers fwd<br>Fuel 85,0t (d.o.)-7,0pd |
| **6523729**<br>*CBDA*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **POLARIS**<br>ex Darmstadt-84 ex Teutonia-75<br>**Sociedad El Golfo S.A.**<br>Talcahuano Chile | **981**<br>395<br>640 | GL | **1965** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (339)<br>66,50 10,42 4,801<br>61,30 7,17<br>2 dks | **M Fishing**<br>Stern Trawler<br>Ice strengthened | MaK<br>Oil 4SA 8Cy. 385 × 580 sr geared to sc.<br>1 700bhp (1 250kW)<br>MaK. Maschinenbau Kiel G.m.b.H<br>also 1 Oil 650bhp driving gen. connected<br>motor for secondary propulsion<br>Controllable pitch propeller |
| **6518413**<br>*OZCO2*<br>D-11146<br>Esd Pfd Rdr<br>RTm | **POLARIS**<br>ex Skirner-92 ex Kongsaa-85<br>ex Skirner-85 ex Susanne Jors-78<br>ex Eske-73 ex Dori Bres-72<br>**Partrederi Skirner**<br>Knud Erik Thomsen<br>Aalborg Denmark (DIS) | **299**<br>171<br>833 | BV | **1965** Batservice Verft A/S—Mandal (508)<br>55,00 9,33 3,506<br>49,99 9,30 3,56<br>1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 35,9 ER<br>G.1 566 B.1 344<br>2 Ha (stl) (each 13,3 × 6,0) ER<br>2W Der 2(3) | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>510bhp (375kW)<br>Alpha-Diesel A/S Fred<br>Gen 2 × 15kW 1 × 8,5kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.)-2,5pd |
| **7401071**<br>Df Esd Rt | **POLARIS**<br>**Companhia de Saveiros Caymurano S.A.**<br>Rio de Janeiro Brazil | **185**<br>76<br>— | ✠**100A1** SS 6/90<br>tug<br>Brazilian coastal service<br>✠**LMC**<br>EL (B) ⅝"U2<br>FN 237 | **1976**-6 MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (215)<br>24,34 7,04 3,379<br>21,49 7,00 3,99<br>1 dk<br>rf 826 BK 152 | **M Tug** | MAN G7V23<br>2 Oil 4SA each 7Cy. 235 × 330 reverse r<br>geared to sc. shaft<br>Mecanica Pesada S.A.<br>Gen 2 × 41kW 450V 60Hz a.c. |
| **5203683**<br>*LLRV*<br>11599<br>Esd RdrRTm | **POLARIS**<br>ex Lars Hagerup-83<br>**P/R Viking Cruise A/S**<br>Svolvaer Norway | **168**<br>63<br>— | (NV) | **1946** Em. Moen & Son—Risor (142)<br>30,23 6,61<br>27,34 6,58 3,31<br>1 dk<br>len 63 | **Wood M General Cargo**<br>1 Ho 14,0 ER<br>1 Ha (7,3 × 3,8) ER<br>Der 1(1,5) | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>300bhp (221kW) NE 61<br>A/S Wichmann Rubbe<br>Gen 1 × 8kW 1 × 4kW 1 × 1kW 220<br>Fuel 8,0t (d.o.)-1,0pd |
| **7703704**<br>Df Esd Gc<br>Rdr Rt | **POLARIS**<br>**Boat Services S.A.**<br>Algeciras Spain | **162**<br>11<br>92 | AB | **1977** S.A. Balenciaga—Zumaya (288)<br>26,83<br>24,01 7,90 3,97<br>1 dk<br>rf 450 | **M Tug** | Alpha<br>Vee Oil 4SA 14Cy. 225 × 300 reverse red<br>geared to sc. shaft<br>Cons. Echevarria<br>Gen 2 × 32,75kW |
| **8612017**<br>*MYTS*<br>FR 153<br>Rdr RTv | **POLARIS**<br>**George Jack**<br>Fraserburgh United Kingdom | **150**<br>—<br>— | | **1987** Scheepswerf Bijlholt B.V.—Foxhol (643)<br>24,36 3,801<br>20,76 7,21 4,02<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | Cummins<br>Vee Oil 4SA 12Cy. 159 × 159 with clutche<br>flexible couplings & sr reverse geared<br>shaft<br>700bhp (515kW)<br>Cummins Engine Co. Inc.<br>Controllable pitch propeller |
| **5135006**<br>*YTRP*<br>5T-344<br>RdrRTm | **POLARIS**<br>ex Grangetown-70 ex ST 764<br>ex DPC 95<br>**"Brodospas" Poduzece za Offshore, Teglenje i Spasavanje**<br>Split Croatia | **132**<br>—<br>— | JR<br>Classed LR until 3/73 | **1943** American SB. Co.—Buffalo, NY (918)<br>26,85 7,37 2,980<br>24,90 7,32 3,20<br>1 dk<br>BK 152 | **M Tug** | General Motors<br>Vee Oil 2SA 8Cy. 216 × 254 sr geared to<br>General Motors Corp. La Grang<br>Gen 2 × 30kW 110V d.c.<br>Fuel (d.o.) |
| **8219932**<br>*3EZF2*<br>11948-PEXT1<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **POLARIS GAS**<br>ex Gas Crest-91<br>**Viking Carriers Inc.**<br>Panama Panama | *4 568*<br>*1 397*<br>4 563 | NK | **1983** Fukuoka Zosen K.K.—Fukuoka (1097)<br>105,62 (BB) 17,66 5,914<br>96,81 17,61 7,70<br>P 28,7 F 11,3 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>4 Ta<br>4 Ta ER<br>L.(gas) 3 536<br>4 Cargo pumps total 600T/hr | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 360kW |
| **8134039**<br>*PJIR*<br>9418<br>Df Esd Gc<br>Rdr Rt | **POLARIS I**<br>ex Polaris-82 ex Terneuzen-81<br>**Curpolaris Shipping Co. N.V.**<br>Willemstad Netherlands Antilles & Aruba | **226**<br>104<br>— | BV | **1954** Haarlemsche Schps. Maats.—Haarlem<br>39,20 2,850<br>36,73 7,51 3,71<br>1 dk | **M Research**<br>Survey | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>316kW (430bhp)<br>Werkspoor-Amsterdam N.V.<br>Gen 3 × 170kW 220V a.c. |
| **8327715**<br>*YJXU6*<br>451<br>Df Esd Gc<br>Pfd Rdr Rt | **POLARIS II**<br>ex Woo Jin No. 9-87 ex Puertorico-84<br>**Sam Duk Oyang Co. Ltd.**<br>Port Vila Vanuatu | **919**<br>503<br>894 | (KR) | **1975** Tacoma Boatbuilding Co. Inc.—Tacoma, Wa<br>57,16 5,800<br>53,73 10,98 6,33<br>B 17,4 1 dk | **M Fishing**<br>Purse Seiner<br>In.1 106<br>5 Ha (stl) (1,8 1,8 1,8 1,8 × 1,8) (1,2 × 1,7)<br>Der 1(20) 2(7) | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div.<br>Gen 3 × 173kW 450V a.c. |
| **7304390**<br>*GRHY*<br>360752<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **POLARISMAN**<br>**Rowbotham Tankships Ltd.**<br>Douglas Isle of Man (British) | **1 597**<br>1 079<br>3 202 | ✠**100A1** SS 11/90<br>chemical tanker (cc)<br>Type A cargoes in Nos. 1 — 5 (cr) tanks, Type B in Nos. 1 — 4 wing tanks, in association with an approved list of chemical cargoes, SG up to 1.4<br>✠**LMC** **UMS**<br>EL P $1\frac{7}{16}$"U2<br>FN 1627 | **1973**-8 Cochrane & Sons Ltd.—Selby (1544)<br>87,41 13,75 5,481<br>82,12 13,71 6,10<br>P 18,3 RAD 16,2 Trunk 34,5 RFD 4,9 F 9,2 1 dk<br>rf nil | **M Tanker**<br>Chemical<br>IGS DB<br>13 Ta ER<br>L.3 503 HeCls. C | English Electric<br>2 Vee Oil 4SA each 8Cy. 254 × 305 sr g<br>sc. shaft<br>3 520bhp (2 589kW)<br>Ruston Paxman Diesels Ltd. Newton<br>db 7kgf/cm² (6,9bar)<br>Gen 3 × 96kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 227,5t (d.o.) |
| **5280930**<br>*LAMO*<br>13417<br>Df Esd Gc<br>RdrRTm | **POLARLYS**<br>**Troms Fylkes Dampskibsselskap A/S**<br>Tromso Norway | **2 163**<br>1 113<br>626 | NV | **1952** Aalborg Vaerft A/S—Aalborg (98)<br>80,02 12,22 4,509<br>74,68 12,17 7,17<br>F 27,5 2 dks<br>RW rf 272 | **M Passenger/General Cargo/Ferry**<br>Ref —cbn 172bth 278dk P<br>2 Ho 10,2 9,6<br>In.688<br>2 Ha (stl) (4,4 3,4 × 3,0)<br>Cr 1(3) 2(1) | MaK<br>Oil 4SA 9Cy. 320 × 420<br>3 670bhp (2 700kW) NE 82<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 3 × 130kW 220V d.c. |
| **8402503**<br>*3ELD3*<br>14762-85<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **POLARQUEEN**<br>**I.M.A. Lines Co. S.A.**<br>Imabari Senpaku Y.K.<br>Panama Panama | *13 019*<br>*8 641*<br>21 978 | NK | **1984** Tohoku Zosen—Shiogama (210)<br>155,20 (BB) 22,89 9,959<br>145,70 22,86 13,62<br>P 25,0 F 10,4 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.30 730 B.26 685<br>4 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>7 900bhp (5 811kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 400kW a.c. |

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| 5280978<br>LNBY<br>14268<br>Esd Rt | **POLARSILD**<br>**Torgeir Antonsen**<br>Sortland Norway | **144**<br>34<br>203 | | **1955** E. & A. Helland Skibs. & Batbyggeri —Vestnes (54)<br>28,78 6,81 3,048<br>26,80 6,74 3,51<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>240bhp (177kW)<br>A/S Wichmann Rubbestadneset<br>Fuel (d.o.) |
| 7930486<br>JMIU<br>123938<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **POLARSTAR**<br>**Kurogane Kisen Y.K.**<br>Imabari Senpaku Y.K.<br>Imabari, Japan<br>Ehime Pref. | **14 195**<br>9 397<br>23 981 | NK | **1980** Watanabe Zosen K.K.—Hakata (207)<br>160,38 24,97 9,951<br>149,99 24,60 13,62<br>P 26,9 F 12,8 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.31 233 B.29 841<br>4 Ha (stl) (18,3 19,9 19,9 19,9 × 12,8) ER<br>Cr 3(25) Der 1(25) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 320kW 450V 60Hz a.c.<br>Fuel 156,0t (d.o.) 1 266,0t (hvf)-33,5pd 14,5kn |
| 8013132<br>DBLK<br>16829<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **POLARSTERN**<br>**Government of The Federal Republic of Germany (Bundesminister fur Forschung und Technologie)**<br>Hapag-Lloyd A.G.<br>Bremerhaven Federal Republic of Germany<br>SatCom: 1120372/DBLK | **10 878**<br>3 532<br>4 374 | GL | **1982** Howaldtswerke-Deutsche Werft A.G. —Kiel (707)<br>117,56 25,71 10,700<br>102,22 25,01 13,62<br>B & F 62,8 3 dks | **TM Research/ Icebreaker Supply Ship**<br>Oceanographic Weather | Deutz RSBV8M540<br>4 Oil 4SA each 8Cy. 370 × 400 with clutches, flexible couplings & dr reverse geared to sc. shafts<br>20 000bhp (14 711kW)<br>Kloeckner Humboldt Deutz Voerde<br>Gen 2 × 2160kW 2 × 1290kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>12kn |
| 5217191<br>XPYS<br>D770<br>Df Esd Rdr<br>RTh | **POLARSTJORNAN**<br>ex Magnus A. Gordunum-72<br>**P/f J. F. Kjolbro A/S**<br>Klakksvik Faeroes (Danish) | **217**<br>85<br>— | NV | **1961** Hatlo Verksted A/S—Ulsteinvik (11)<br>36,38 6,91<br>6,86 3,54<br>1 dk<br>rf 1448 BK 119 len 64 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>3 Ha (0,9 × 0,9) (1,6 1,6 × 1,3) ER<br>1W Der 1(1,5) | Grenaa<br>Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW) NE 87<br>Grenaa Motorfabrik, A/S Grenaa<br>Gen 1 × 64kW 1 × 36kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| 6700731<br>CB2850<br>Df Esd Rdr<br>Rt | **POLARSTROM**<br>**Sociedad Pesquera Interpolar Caldera Ltda.**<br>Valparaiso Chile | **436**<br>169<br>— | NV | **1966** Ulstein M/V A/S—Ulsteinvik (41)<br>42,07 8,64 4,788<br>37,34 8,59 6,46<br>2 dks<br>rf 1003 BK 119 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho 3 Ta ER<br>4 Ha (2,9 × 3,9) (2,5 2,5 2,5 × 1,5) ER<br>1W Der 1(5) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 116kW 1 × 112kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| 7414119<br>JXBT<br>20198<br>Df Esd Gc<br>Pfd Rdr Rt | **POLARSYSSEL**<br>ex Polar Circle-88 ex Polarsirkel-81<br>**Rieber Shipping Svalbard A/S**<br>Rieber Shipping A/S<br>Tromso Norway | **495**<br>148<br>— | NV | **1976** P. Hoivolds M/V A/S—Kristiansand S. (52)<br>49,48 11,51 4,788<br>42,35 11,49 8,64<br>RAD -F - 2 dks<br>rf 902 | **M Research/ Icebreaker Sealer**<br>Seismographic<br>Side doors<br>1 Ho<br>G.1 510 B.1 460<br>1 Ha (stl) (15,8 × 5,0)<br>1W Der 1(25) | MaK<br>Oil 4SA 9Cy. 320 × 450<br>2 200bhp (1 618kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 140kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 524,5t (d.o.)-9,5pd 13kn |
| 5408283<br>LAGB<br>16036<br>Df Esd Pfd<br>Rdr Rt | **POLARTRAL**<br>ex Holmoy-89 ex Batsfjordtral-77<br>ex Batsfjord I-75 ex Ronstad-66<br>**A/S Havreke**<br>Vardo Norway | *362*<br>*108*<br>— | NV (BV) | **1963** A. M. Liaaen Skibs. & M/V.—Alesund (103)<br>37,52 8,03 3,580<br>33,53 8,01 6,13<br>2 dks<br>rf 1448 BK 127 | **M Fishing**<br>Stern Trawler Ref | Alpha<br>Oil 4SA 6Cy. 225 × 300 geared to sc. shaft<br>684kW (930bhp) NE 81<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 200kW 220V 50Hz a.c.<br>Fuel (d.o.) 12,25kn |
| 5293183<br>JWUR<br>14871<br>Esd Rdr RTh | **POLARVAKT**<br>ex Queen Bank-84 ex Renoy-76<br>**Per Pettersen**<br>Vardo Norway | **148**<br>61<br>— | (NV) | **1958** Lindstols Skips & Batbyg. A/S—Risor (253)<br>27,59 6,15 2,452<br>24,39 6,13 3,26<br>1 dk<br>RW rf 800 BK 89 | **M Ferry/General Cargo** 100P<br>1 Ho 3,6 ER<br>1 Ha (2,2 × 1,5) ER<br>1W Der 1(2) | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW) NE 71<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 15kW 220V 50Hz a.c.<br>Fuel 10,0t (d.o.)-1,5pd |
| 7029031<br>SPYW<br>Df Esd Gc<br>Rdr RTm/h/v | **POLCZYN ZDROJ**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Szczecin Poland | *1 968*<br>*979*<br>2 116 | PR | **1970** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin (3927)<br>85,88 12,40 5,401<br>79,18 12,35 7,07<br>1 dk & S dk | **M General Cargo**<br>Ref 3cbn 6bth P<br>Ice strengthened<br>3 Ho 15,3 18,9 14,5 ER<br>G.3 275 B.3 069 In.390<br>3 Ha (stl) (11,5 14,1 10,2 × 5,0) ER<br>8W Der 8(2,5-5) | Sulzer 6TAD48<br>Oil 2SA 6Cy. 480 × 700<br>1 655kW (2 250bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 120kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 120,0t (d.o.)-7,0pd 14,25kn |
| 7019531<br>DVCL<br>227350<br>Df Esd Gc<br>Rdr Rt | **POLE STAR**<br>ex Dona Terry-77 ex Nissho Maru-75<br>ex Eidai Maru No. 3-74<br>**Solid Shipping Lines Corp.**<br>Manila Philippines | **2 671**<br>1 170<br>4 436 | NK (BV) | **1970** Kurushima Dockyard Co. Ltd.—Imabari (611)<br>93,22 15,04 6,046<br>86,01 15,02 7,22<br>P 19,6 F 11,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 818 B.5 503<br>2 Ha (stl) (24,0 24,5 × 7,4) ER<br>Der 1(15) 3(10) | Hanshin<br>Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 42,5t (d.o.) 153,5t (hvf)-7,0pd 11,5kn |
| 5281075<br>GHSV<br>303103<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **POLE STAR**<br>**Commissioners of Northern Lighthouses**<br>Leith United Kingdom | **1 328**<br>396<br>619 | ✠Classed LR until 7/62 | **1961-7** Caledon SB. & Eng. Co. Ltd.—Dundee (531)<br>72,04 12,30 3,887<br>65,54 12,20 5,64<br>B 38,1 F 9,2 1 dk, 2nd dk except in mchy. space<br>rf 152 | **TM Lighthouse Tender**<br>2 Ho 13,7 10,0<br>G.850<br>2 Ha (3,6 × 3,6) (3,5 × 2,4)<br>5W Der 1(12) 1(6) 4(3) | Polar<br>2 Oil 2SA each 6Cy. 340 × 570<br>2 400bhp (1 765kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 90kW 220V d.c.<br>Fuel 185,0t (d.o.) 14kn |
| 5281099<br>EDMU<br>144 | **POLENSA**<br>**Antonio Leniz Bengoechea**<br>San Sebastian Spain | **284**<br>185<br>— | | **1961** S.A. Balenciaga—Zumaya<br>*35,00* 7,07<br>35,01 7,01 3,51<br>1 dk | **S General Cargo**<br>Mchy.aft | T 3Cy. - - & - x -<br>S.A. Balenciaga Zumaya<br>Fuel (o.f.) 9kn |
| 7415565<br>UGMX<br>M-31143<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **POLESSK**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**7 192**<br>3 682<br>11 350 | RS | **1974** VEB Warnowwerft Warnemuende —Warnemuende (342)<br>150,37 (BB) 21,87 8,562<br>140,01 21,80 13,59<br>F 15,3 2 dks, 3rd dk in Nos. 2 - 4 holds | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER 13,6 8 TwD<br>G.17 878 B.17 037 In.587 L.403<br>TEU 368<br>C.Ho 244/20'(40') C.Dk 124/20'(40')<br>9 Ha (stl) (12,9 12,9p&s 25,1p&s 12,9p&s × 8,1) ER (3,5p&s × 2,6)<br>4W Cr 3(8) 1(3,25) Der 1(60) 4(12) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 301,0t (d.o.) 1 198,0t (hvf)-41,5pd 18,5kn |
| 8914221<br>3EWP7<br>19724-YJ<br>Df Esd Gc<br>Pfd Rdr RTv | **POLESTAR**<br>**Sun Panama Shipping S.A.**<br>Panama Panama<br>SatCom: 1333230/STAR | *4 574*<br>*2 474*<br>5 470 | NK | **1990** Fukuoka Zosen K.K.—Fukuoka (1154)<br>120,20 (BB) 7,164<br>109,80 16,40 9,95<br>1 dk | **M Refrigerated Cargo**<br>9 Ho ER<br>In.6 610<br>9 Ha (stl) ER | Mitsubishi 8UEC37LA<br>Oil 2SA 8Cy. 370 × 880<br>4 119kW (5 600bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>16kn |
| 7304041<br>UUJO<br>M-31536<br>Df Esd Gc<br>Rdr Rt | **POLESYE**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 094**<br>1 085<br>2 625 | RS | **1972** ............U.S.S.R.<br>107,50 14,43 6,224<br>10,42 | **D-E Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>6 Ho<br>In.3 062<br>5 Ha (3,6 3,6 × 3,0) (2,1 × 2,1) (1,3 1,3 × 1,3)<br>6W Der 6(3) | 5 Oil 4SA each 6Cy. 318 × 330 total 5 000bhp (3 678kW) driving gen. connected to elec. motor & sc. shaft U.S.S.R.<br>Controllable pitch propeller 13kn |

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|---|---|---|---|---|---|---|
| **7945716**<br>*USKA*<br>M-12703<br>Df Esd Gc<br>Rdr RTv | **POLESYE**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>87 | RS | **1981** ..........U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknec<br>(SKL)<br>Controllable pitch propeller |
| **7111535**<br>*EWWA*<br>M-31011<br>Df Esd Gc<br>Pfd Rdr Rt | **POLEVOD**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**2 154**<br>755<br>1 134 | RS | **1971** VEB Volkswerft Stralsund—Stralsund (319)<br>81,95 13,59 5,201<br>73,00 13,58 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 g<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknec<br>(SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **7730070**<br>*UVGZ*<br>M-12528<br>Df Esd Rdr<br>Rt | **POLEVOY**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1977** ..........U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknec<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **6717887**<br>*SIEJ*<br>Df Esd Pfd<br>Rdr RTm/h | **POLFORS**<br>ex Mercandan-79<br>**Stockholms Skolforvaltning**<br>Stockholm Sweden | T.Mk<br>**299**<br>196<br>789<br>**443**<br>323<br>— | (BV) | **1967** Aarhus Flydedok og Maskinkp. A/S—Aarhus (133)<br>54,51 9,78 —/3,302<br>49,69 9,66 3,36<br>P 12,5 B 3,1 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 33,9comb. ER<br>G.1 615 B.1 491<br>2 Ha (stl) (15,7 10,8 × 6,2) ER<br>3W Der 3(3) | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>510bhp (375kW)<br>Alpha-Diesel A/S<br>Gen 2 × 35kW 1 × 10kW 220/<br>Controllable pitch propeller<br>Fuel 62,0t (d.o.) |
| **7402130**<br>*HOKM*<br>10808-PEXT2<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **POLI II**<br>ex Polihymnia-86<br>ex Transocean Transport II-85<br>ex Tradewind West-77<br>**Poli Navigation Corp.**<br>Pacific Carriers Pte. Ltd.<br>Panama Panama | **13 193**<br>9 464<br>22 312<br>T/cm<br>32,0 | AB | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Tokyo (2480)<br>164,34 (BB) 22,92 9,861<br>155,45 22,86 13,57<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.30 894 B.29 931 HeCls. ptB<br>5 Ha (stl) (14,4 16,0 9,6 16,0 16,0 × 12,5) ER<br>Cr 5(5-10) | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460 sr<br>shaft<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.<br>Gen 2 × 310kW a.c. 1 × 200kW<br>Fuel 177,0t (d.o.) 1 110,5t (hvf)-27 |
| **7229760**<br>*SVIT*<br>9321<br>Df Esd Gc<br>Rdr RTh | **POLICOS**<br>ex Klea-88 ex Tammo-85 ex Falknes-79<br>**Policos Maritime Co.**<br>Naftitan Maritime & Transportation Enterprises S.A.<br>Piraeus Greece | **4 692**<br>3 564<br>7 773 | NV | **1973** Fr. Luerssen Werft G.m.b.H. & Co.<br>—Bremen-Vegesack (13425)<br>123,27 (BB) 17,07 6,852<br>115,88 17,00 9,02<br>P 20,2 F 8,3 1 dk<br>rf nil conv General Cargo 88 | **M Cement Carrier**<br>Ice strengthened<br>3 Ho 24,4 38,4 24,4 ER<br>G.11 103 B.10 738<br>3 Ha (stl) (13,3 23,0 13,3 × 10,5) ER<br>12W Der 4(7,5) | Normo<br>2 Vee Oil 4SA each 12Cy. 250 ×<br>sc. shaft<br>3 800bhp (2 795kW)<br>A/S Bergens M/V<br>Gen 1 × 284kW 1 × 168kW 38<br>Controllable pitch propeller<br>Fuel 203,0t (hvf) |
| **8228672**<br>*UQXJ*<br>M-39501<br>Df Esd Gc<br>Rdr RTm/h/v | **POLIGON**<br>**Government of The Republic of Russia (Ministry of Geology)**<br>(Novorossiysk) (U.S.S.R.) | **775**<br>232<br>287 | RS | **1984** ..........U.S.S.R.<br>53,75 10,49 4,480<br>6,00<br>1 dk | **M Research** | S.K.L.<br>Oil<br>VEB Schwermasch. "Karl Liebknec<br>(SKL) |
| **5082883**<br>*SV2652*<br>278<br>Rdr Rt | **POLIKOS**<br>ex Pullwell-85 ex Cultra-83<br>**Portolos Hellenic Tugboats S.A. & Hellenic Tugboats Ltd.**<br>Chalkis Greece | **198**<br>23<br>— | ✠Classed LR until 2/85 | **1962**-8 T. Mitchison Ltd.—Gateshead (526)<br>32,54 8,44<br>29,24 8,08 4,09<br>1 dk<br>rf 483 BK 51 | **M Tug** | Polar<br>Oil 2SA 6Cy. 340 × 570<br>Nydqvist & Holm A/B<br>Controllable pitch propeller |
| **8309139**<br>*DUUD*<br>230492<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **POLILLO SAMPAGUITA**<br>ex Diamond Cyclamen-89<br>ex Sanko Cyclamen-87<br>**Jupiter Maritime Corp.**<br>Manila Philippines<br>SatCom: 1700413/DUUD | *14 147*<br>*8 373*<br>23 907<br>T/cm<br>32,1 | NK | **1984** Minami-Nippon Zosen K.K.—Usuki (567)<br>160,00 (BB) 24,44 9,891<br>149,99 24,41 13,62<br>P 31,1 F 14,7 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho 28,2 31,0 30,4 28,0 ER<br>G.30 503 B.29 176 HeCls. B<br>4 Ha (stl) (18,6 × 11,2) (19,2 19,2 19,2 × 12,8) ER<br>Cr 3(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600<br>4 759kW (6 470bhp)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 360kW 445V 60Hz a.c.<br>Fuel 89,0t (d.o.) 898,0t (hvf)-19,0p |
| **6518358**<br>*SV9815*<br>175<br>Df Esd Rdr<br>RTm | **POLINA**<br>ex Montegrillo-85 ex Spraycrest-77<br>ex Windle Spray-76 ex Beate-75<br>**Polina Shipping Co.**<br>Pamar Shipping Co.<br>Thessaloniki Greece | **468**<br>240<br>1 100 | HR (GL) (RI) | **1965** Buesumer Werft G.m.b.H.—Buesum (218)<br>61,55 10,75 3,823<br>55,71 10,62 6,00<br>1 dk & S dk | **M General Cargo** OSD<br>2 Ho 19,2 10,3 ER<br>G.2 248 B.1 971<br>2 Ha (stl) (19,2 10,3 × 6,0) ER<br>Der 3(3) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>MaK. Maschinenbau Kiel G.m.b.H<br>Gen 3 × 25kW 220V a.c.<br>Thw. thrust propeller<br>Fuel (d.o.) |
| **7017105**<br>*UWZK*<br>M-30615<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **POLINA OSIPENKO**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**2 984**<br>951<br>—<br>**5 215**<br>2 457<br>4 428 | RS | **1970** Stocznia Gdanska im. Lenina—Gdansk (B443/03)<br>119,77 (BB) 17,02 —/7,300<br>110,01 16,95 11,23<br>2 dks | **M Refrigerated Cargo** 8P<br>Ice strengthened<br>2 Ho ER 2 Ho<br>In.5 357<br>4 Ha (stl) (5,6 × 4,2) (6,3 × 5,7) ER (6,3 6,3 × 5,7)<br>8W Der 8(5) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW)<br>Stocznia Gdanska im. Lenina<br>Gen 3 × 320kW 380V 50Hz a.c. |
| **5281192**<br>*WD9401*<br>223670<br>Df Gc Rdr<br>Rt | **POLING BROS. No. 7**<br>ex Evelyn Anne-52<br>ex Burlington Socony-52<br>**m.v. Poling Bros. No. 7 Inc.**<br>New York, NY United States of America | **1 235**<br>744<br>1 626 | (AB) | **1924** (Fwd & aft sections) Sun SB. & Dry Dock Co.—Chester, Pa (72)<br>**1937** (Cargo section) Bethlehem SB. Corp. —Sparrows Point, Md<br>79,25 12,50 3,525<br>77,02 12,20 4,27<br>P 11,9 1 dk<br>R rf 152 | **TM Tanker**<br>6 Ta ER<br>L.(oil) 2 565<br>2 Cargo pumps total 1 362T/hr | Enterprise<br>2 Oil 4SA each 8Cy. 305 × 381<br>1 600bhp (1 177kW) E fitted—<br>Enterprise Engine & Foundry Co. S<br>Fuel 53,0t |
| **5281207**<br>*WD2608*<br>223669<br>Df Rdr Rt | **POLING BROS. No. 8**<br>ex Jo Anne Reinauer-56<br>ex Amsterdam Socony-50<br>**m.v. Poling Bros. No. 8 Inc.**<br>New York, NY United States of America | **1 235**<br>744<br>1 824 | (AB) | **1924** (Fwd & aft sections) Sun SB. & Dry Dock Co.—Chester, Pa (74)<br>**1937** (Cargo section) Bethlehem SB. Corp. —Sparrows Point, Md<br>79,25 12,50 3,525<br>77,02 12,20 4,27<br>P 11,9 1 dk<br>R rf 152 | **TM Tanker**<br>6 Ta ER<br>2 Cargo pumps total 1 362T/hr | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 ×<br>1 800bhp (1 324kW) E made44 fit<br>General Motors Corp.<br>Fuel 53,0t |
| **7368968**<br>*TCRF*<br>5065<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **POLISAN I**<br>ex Stainless Patriot-82<br>**Polisan Kimya Sanayii A.S.**<br>Istanbul Turkey | **1 599**<br>1 157<br>3 488 | **✠100A1** SS 7/89<br>chemical tanker<br>Type A in centre tanks<br>S.G. up to 1,9, Type B in<br>wing tanks S.G. up to 1,2,<br>in association with an<br>approved list of cargoes<br>Ice Class 3<br>**✠LMC**<br>EL R 1$\frac{9}{16}$"U2<br>FN 1718 | **1974**-8 Batservice Verft A/S—Mandal (610)<br>96,02 (BB) 14,08 5,495<br>85,02 14,00 6,20<br>P 26,9 F 18,0 1 dk<br>rf 254 | **M Tanker**<br>Chemical<br>DB<br>3 Ta (s.stl) 10 Wing Ta ER<br>L.3 283 | Allen<br>Vee Oil 4SA 16Cy. 242 × 305 sr<br>shaft<br>2 800bhp (2 060kW)<br>W. H. Allen, Sons & Co. Ltd.<br>Gen 2 × 125kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 420,5t (d.o.)-9,0pd |

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| 7432795<br>TC4791<br>Df Esd Gc<br>Pfd Rdr Rt | **POLISAN 2**<br>ex Polisan-88 ex Chemidue-87<br>ex Corina-83<br>**Polisan Kimya Sanayii A.S.**<br>Istanbul Turkey | **1 590**<br>936<br>3 400 | RI (BV) (NV) | **1976** Kalmar Varv A/B—Kalmar (441)<br>96,02 14,05 5,487<br>85,02 14,00 6,23<br>1 dk | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>5 Ta (s.stl) 16 Wing Ta ER<br>L.3 570 HeCls. C | Alpha 12U28L-VO<br>Vee Oil 4SA 12Cy. 280 × 320<br>2 880bhp (2 118kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 297kW 1 × 120kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf) 13,5kn |
| 7534517<br>YCSV<br>Rdr Rt | **POLIYAMA**<br>ex Crux-80 ex Ryuei Maru-80<br>**P.T. Pelayaran Nusantara Gapsu**<br>Jakarta Indonesia | **826**<br>458<br>1 687 | KI | **1969** Watanabe Zosen K.K.—Hakata (99)<br>67,01 10,04 4,674<br>61,40 10,01 5,11<br>1 dk | **M General Cargo**<br>1 Ho<br>G.1 878 B.1 529<br>1 Ha (34,2 × 5,5)<br>6W Der 2(7) | Oil<br>1 300bhp (956kW)<br>Nippon Hatsudoki Japan<br>11,75kn |
| 7043415<br>UUPT<br>M-17293<br>Df Esd Gc<br>Pfd Rdr Rt | **POLLUKS**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | **3 115**<br>1 123<br>3 320 | RS | **1971** Rauma-Repola Oy—Rauma/Raumo (192)<br>93,88 15,42 6,500<br>84,99 15,37 8,54<br>1 dk | **M Tanker**<br>Wine<br>Ice strengthened<br>22 Ta ER<br>L.2 447 | B&W 5K42EF<br>Oil 2SA 5Cy. 420 × 900<br>2 820bhp (2 074kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>14kn |
| 8413215<br>3EHM3<br>14901-85<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **POLLUX**<br>**Vela Venus Co. S.A.**<br>Hokushin Senpaku Kaisha Ltd.<br>Panama Panama | *8 359*<br>*5 091*<br>13 451 | NK | **1984** Kyokuyo Zosen K.K.—Chofu (329)<br>133,00 (BB) 8,640<br>123,37 20,62 11,51<br>P 21,4 F 11,6 1 dk | **M Bulk Carrier**<br>2 Ho ER<br>G.17 360 B.16 206<br>2 Ha (stl) (each 39,0 × 11,2) ER<br>Cr 2(25) Der 2(25) | Mitsubishi 6UEC45HA<br>Oil 2SA 6Cy. 450 × 1150<br>5 000bhp (3 678kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 300kW a.c.<br>13,5kn |
| 7511553<br>SQGL<br>Df Esd Gc<br>Rdr Rt | **POLLUX**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich "Dalmor"**<br>Gdynia Poland | T.Mk<br>**2 584**<br>1 069<br>1 550 | PR | **1976** Stocznia Gdanska im. Lenina—Gdansk (B414/02)<br>89,01 15,02 5,600<br>83,52 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.440 In.1 270 | Sulzer 6ZL40/48<br>Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 560kW 2 × 504kW 400V a.c.<br>Controllable pitch propeller<br>17,75kn |
| 8813142<br>LZGZ<br>337<br>Df Esd Gc<br>Rdr Rt | **POLLUX**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | *2 041*<br>*934*<br>3 224<br>T/cm<br>3,8 | ✠**100A1**<br>chemical tanker ship type 2, CR(s.stl) SG 1.5 in centre tanks, SG 1.2 in wing tanks in association with a list of defined cargoes<br>✠**LMC** **UMS**<br>EL P 440,0/36,0U2<br>FN 1649 | **1989**-8 Fukuoka Zosen K.K.—Fukuoka (1151)<br>88,60 (BB) 13,62 5,450<br>82,00 13,60 6,50<br>P 21,1 F 10,6 1 dk<br>rf 200 Bow/CM 41 Diam. 0,152 | **M Tanker**<br>Chemical<br>SBT DB<br>4 Ta 8 Wing Ta ER<br>L.3 351<br>9 Cargo pumps total 1 550T/hr | B&W 4S26MC<br>Oil 2SA 4Cy. 260 × 980<br>1 309kW (1 780bhp)<br>Makita Diesel Co. Ltd. Takamatsu<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11,5kgf/cm² (11,3bar)<br>Gen 3 × 190kW 385V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 34,0t (d.o.) 111,0t (hvf)-7,5pd 11,5kn |
| 6711211<br>ISDM<br>667<br>Esd Rdr Rt | **POLLUX**<br>**Societa Rimorchi Salvataggi - Trieste a.r.l. (SO.RI.SA.)**<br>Trieste Italy | **252**<br>78<br>— | RI | **1967** Cant. Nav. Off. Mecc. di Venezia—Venezia (178)<br>31,70 8,92 4,201<br>27,72 8,89 4,70<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>Kloeckner Humboldt Deutz Koeln |
| 8121898<br>YTOP<br>2T-452<br>Esd Rdr RTv | **POLLUX**<br>**R.O. "Luka" Rijeka OOUR Plovni Objekti**<br>Rijeka Croatia | **198**<br>58<br>124 | JR | **1984** "Titovo Brodogradiliste"—Kraljevica (436)<br>29,85 8,51 3,001<br>25,66 8,01 4,09<br>P 14,4 F 6,8 1 dk | **M Tug**<br>Fire-fighting Salvage | Sulzer 12ASV25/30<br>Vee Oil 4SA 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>Sour "Jugoturbina" Karlovac<br>Gen 2 × 80kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 74,0t (d.o.)-11,0pd 13,25kn |
| 5281386<br>PUWW<br>Esd Rdr Rt | **POLLUX**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Rio de Janeiro Brazil | **181**<br>—<br>— | ✠**100A1** SS 10/87<br>tug<br>✠**LMC**<br>EL (b)<br>FN 312 | **1961**-9 A/B Asi-Verken—Amal (58)<br>28,02 8,31 3,207<br>25,53 8,11 4,09<br>rf nil | **TM Tug** | MAN G6V30/45ATL<br>2 Oil 4SA each 6Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 Controllable pitch propellers<br>Fuel 39,5t 8kn |
| 5422112<br>DDTD<br>Rdr RTv | **POLLUX**<br>**Hapag-Lloyd A.G.**<br>Hapag-Lloyd Transport & Service G.m.b.H.<br>Bremen Federal Republic of Germany | **170**<br>114<br>— | GL | **1963** F. Schichau G.m.b.H.—Bremerhaven (1722)<br>28,00 8,36 2,250<br>26,40 8,03 3,48<br>1 dk | **TM Tug**<br>Tractor | Deutz SBV6M536<br>2 Oil 4SA each 6Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 10kW 110V d.c.<br>2 Directional propellers<br>Fuel 14,0t (d.o.) 12,25kn |
| 7418983<br>3EZE5<br>18159-PEXT<br>Df Esd Gc<br>Rdr RTm/h/v | **POLLUX I**<br>ex Pollux-87 ex Boujniba-86<br>**Marine Spectrum S.A.**<br>Good Faith Shipping Co. S.A.<br>Panama Panama | **14 741**<br>9 669<br>24 750<br>T/cm<br>38,4 | BV | **1975** "Georgi Dimitrov" Shipyard—Varna (112)<br>185,17 (BB) 10,230<br>171,69 22,79 14,15<br>P 36,3 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 13,2 10,5 13,1 10,5 13,1 10,5 13,1 ER<br>G.32 478<br>7 Ha (stl) (13,1 × 9,9) (10,5 13,1 10,5 13,1 10,2 10,5 × 11,4) ER<br>Cr 8(12,5) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 312,0t (d.o.) 1 544,0t (hvf)-29,0pd 14,5kn |
| 7945235<br>1901 | **POLLUX 660**<br>**Aretusa S.p.A.**<br>Civitavecchia Italy | **645**<br>604<br>— | (BV) (RI) | **1974** Plocka Stocznia Rzeczna—Plock<br>59,09 9,53 2,526<br>57,99 9,50 3,36<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull | Deutz BF12L714<br>2 Vee Oil 4SA each 12Cy. 120 × 140<br>520bhp (382kW)<br>Kloeckner Humboldt Deutz Ulm<br>2 Directional propellers |
| 5034915<br>9H2998<br>2167<br>Esd Pfd Rdr<br>RTm | **POLLY ANNA**<br>ex Polly C-89 ex Stina Star-87<br>ex Otterburn-86 ex Ballyrush-85 | **1 574**<br>751<br>1 961 | HR<br>✠Classed LR until 22/11/86 | **1962**-11 Hall, Russell & Co. Ltd.—Aberdeen (902)<br>78,03 12,02 4,623<br>73,16 11,89 4,81<br>B 4,9 F 10,1 1 dk<br>RW rf nil | **M General Cargo**<br>3 Ho 15,2 14,6 14,6 ER<br>G.2 809 B.2 466<br>3 Ha (stl) (9,7 10,0 10,6 × 7,3) ER | Polar<br>Oil 2SA 8Cy. 340 × 570<br>1 520bhp (1 118kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 60kW 220V d.c.<br>Fuel 46,5t (d.o.) 11,5kn |
| 6702715<br>C6DC3<br>711141<br>Esd Gc Rdr<br>Rt | **POLLY PEARL**<br>ex Pan Reefer-87<br>ex Baia de Sao Bras-84<br>ex Rio Nansa-71<br>**Golden Pearl Maritime Corp.**<br>P.P.I. Lines Ltd.<br>Nassau Bahamas | T.Mk<br>**967**<br>418<br>—<br>**1 740**<br>917<br>1 996 | ✠**100A1** SS 12/89<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL q $1\frac{7}{16}$"U2<br>FN 1460 | **1967**-8 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (206)<br>86,24 12,15 —/5,017<br>77,40 12,10 6,76<br>Ba 17,4 F 9,8 2 dks<br>rf nil | **M Refrigerated Cargo**<br>3 Ho 14,0 23,1 12,1 ER<br>In.2 563<br>3 Ha (stl) (6,1 9,7 6,1 × 4,5) ER<br>Cr 8(-) | B&W 5-42VT2BF-90<br>Oil 2SA 5Cy. 420 × 900<br>2 500bhp (1 839kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 62,5t (d.o.) 205,5t (hvf) 13,5kn |
| 7514323<br>C6DE8<br>711172<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **POLLY PIONEER**<br>ex Midia-88 ex Gulf Empress-85<br>ex Mercandian Star-82<br>**Golden Pioneer Shipping Corp.**<br>P.P.I. Lines Ltd.<br>Nassau Bahamas | **1 599**<br>1 070<br>4 150 | BV (NV) | **1977** Buesumer Werft G.m.b.H.—Buesum (263)<br>93,30 13,80 6,041<br>85,71 13,75 8,51<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho ER<br>G.6 262 B.5 723<br>TEU 122 C.Ho 90/20' (40') C.Dk 32/20' (40')<br>2 Ha (stl) (each 25,1 × 10,1) ER<br>Cr 4(5) | Alpha 18V23L-VO<br>Vee Oil 4SA 18Cy. 225 × 300 sr geared to sc. shaft<br>2 250bhp (1 655kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 104kW 1 × 72kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 314,0t (d.o.)-10,5pd 12,5kn |

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| **7006376**<br>*C6BB6*<br>399824<br>Df Esd Gc<br>Pfd RdrRTm | **POLLY POLARIS**<br>ex Diamond Despina-88<br>ex Leo Polaris-84<br>**Golden Polaris Shipping Corp.**<br>P.P.I. Lines Ltd.<br>Nassau Bahamas | T.Mk<br>**701**<br>388<br>1 463<br>**1 528**<br>865<br>1 835 | **✠100A1** SS 7/91<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL M 1¼"U2<br>FN 1397 | **1970**-1 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (355)<br>82,83 12,02 4,376/4,915<br>74,25 11,80 7,01<br>P 16,5 F 8,0 2 dks<br>rf 279 | **M Refrigerated Cargo**<br>3 Ho 15,5 16,9 16,0 ER<br>In.2 568<br>3 Ha (stl) (each 10,0 × 4,8) ER<br>3W Der 3(1,5-3) | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500<br>2 500bhp (1 839kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 144kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **7361714**<br>*C6BH3*<br>399857<br>Df Esd Gc<br>Rdr Rt | **POLLY PREMIER**<br>ex Agnes Dania-85<br>**Golden Premier Shipping Corp.**<br>P.P.I. Lines Ltd.<br>Nassau Bahamas | T.Mk<br>**1 599**<br>1 085<br>4 215 | BV | **1975** Buesumer Werft G.m.b.H.—Buesum (252)<br>89,74 (BB) 13,62 6,039<br>83,17 13,59 8,51<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 33,1 28,3 ER 2 TwD<br>G.6 304 B.5 723<br>TEU 122<br>C. Ho 90/20' (40') C. Dk 32/20' (40')<br>2 Ha (stl) (24,9 25,2 × 10,2) ER<br>Cr 4(5) | Alpha<br>Vee Oil 4SA 18Cy. 225 × 300 sr geared shaft<br>2 610bhp (1 920kW)<br>Alpha-Diesel A/S<br>Gen 3 × 105kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 264,5t (d.o.) |
| **7514311**<br>*C6DR5*<br>715233<br>Df Esd Gc<br>Rdr RTh/v | **POLLY PRESTIGE**<br>ex Antigoni-88 ex Gulf Duchess-85<br>ex Mercandian Moon-82<br>**Golden Prestige Shipping Corp.**<br>P.P.I. Lines Ltd.<br>Nassau Bahamas | T.Mk<br>**1 599**<br>1 070<br>4 135 | BV (NV) | **1977** Buesumer Werft G.m.b.H.—Buesum (264)<br>93,30 13,80 —/5,930<br>85,71 13,75 8,51<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho ER<br>G.6 262 B.5 723<br>TEU 122<br>C.Ho 90/20' (40') C.Dk 32/20' (40')<br>2 Ha (stl) (each 25,1 × 10,1) ER<br>Cr 4(5) | Alpha<br>Vee Oil 4SA 18Cy. 225 × 300 sr geared shaft<br>2 250bhp (1 655kW)<br>Alpha-Diesel A/S<br>Gen 2 × 104kW 1 × 72kW 380V 50Hz<br>Controllable pitch propeller<br>Fuel 314,0t (d.o.)-10,5pd |
| **7038771**<br>*C6CD8*<br>710722<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **POLLY PROGRESS**<br>ex Skafta-86 ex Borre-81<br>**Golden Progress Shipping Corp.**<br>P.P.I. Lines Ltd.<br>Nassau Bahamas | T.Mk<br>**1 506**<br>784<br>2 873 | BV (NV) | **1970** Trondhjems M/V, Aker Trondelag A/S —Trondheim (643)<br>87,00 (BB) 15,04 6,147<br>77,17 14,99 10,85<br>3 dks<br>rf 51 | **M RoRo Cargo/General Cargo**<br>Pallets<br>Side doors (s) Stern door/ ramp<br>Ice strengthened<br>1 Ho 73,5 ER<br>B.637<br>4 Ha (stl) (18,4 18,4 24,5 24,5 × 5,3) ER<br>3W Cr 1(5) Der 1(20) 1(6,5) | Werkspoor<br>Oil 4SA 8Cy. 410 × 470<br>4 400bhp (3 236kW)<br>N.V. Werkspoor<br>Gen 3 × 130kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 254,0t (hvf)-19,5pd |
| **7361726**<br>*C6DQ7*<br>715226<br>Df Esd Gc<br>Rdr Rt | **POLLY PROSPER**<br>ex Flamal-88 ex Rosa Dania-83<br>**Golden Prosper Shipping Corp.**<br>P.P.I. Lines Ltd.<br>Nassau Bahamas | T.Mk<br>**1 599**<br>1 299<br>4 150 | BV | **1975** Buesumer Werft G.m.b.H.—Buesum (253)<br>89,74 (BB) 13,62 6,039<br>83,17 13,59 8,51<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 33,1 28,3 ER<br>G.6 304 B.5 723<br>2 Ha (stl) (each 25,2 × 10,1) ER<br>Cr 4(5) | Alpha<br>Vee Oil 4SA 18Cy. 225 × 300<br>2 700bhp (1 986kW)<br>Alpha-Diesel A/S<br>Gen 3 × 105kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **6922327**<br>*C6DS6*<br>715242<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **POLLY PRUDENT**<br>ex Astor-88 ex Tegelersand-81<br>**Golden Prudent Shipping Corp.**<br>P.P.I. Lines Ltd.<br>Nassau Bahamas | T.Mk<br>**999**<br>612<br>2 015<br>**1 986**<br>1 285<br>3 326 | BV (GL) | **1969** Heinrich Brand Schiffswerft G.m.b.H. & Co. K.G.—Oldenburg (183)<br>92,33 (BB) 13,75 4,649/6,097<br>82,00 13,49 7,19<br>P 14,1 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 36,3 29,0 ER 2 TwD<br>G.4 717 B.4 246<br>2 Ha (stl) (19,2 25,3 × 8,3) ER<br>8W Der 2(20) 8(5) | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 126kW 360V 50Hz a.c.<br>Fuel 244,0t (d.o.) |
| **7203376**<br>*3EKM5*<br>17782-PEXT<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **POLO**<br>ex Apollon-86<br>**Polo Shipping Corp.**<br>Pacific Carriers Pte. Ltd.<br>Panama Panama | *13 121*<br>*9 392*<br>22 240<br>T/cm<br>32,0 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2201)<br>164,34 (BB) 22,92 9,872<br>155,45 22,86 13,57<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 23,9 25,6 18,4 25,6 26,3 ER<br>G.30 684 B.29 560<br>5 Ha (stl) (14,4 16,0 9,6 16,0 16,0 × 12,5) ER<br>Der 5(10) | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 310kW 1 × 200kW 440V 60Hz<br>Fuel 1 474,5t (hvf) |
| **8033807**<br>*ONAZ*<br><br>Gc Rdr Rt | **POLO**<br>ex Charlotte F-91 ex Ricy VI-85<br>**D.N.R.**<br>Antwerpen Belgium | **1 648**<br>1 109<br>2 560 | **100A1** SS 4/87<br>oil tanker<br>service in English channel in the area Fawley/River Seine to River Thames/Flushing also coasting service River Thames to Immingham and Flushing to Rostock via the Kiel Canal, not more than 30 miles offshore, but limited to a maximum bending moment of 2000TM<br>**LMC**<br>EL 200,0/36,0U2<br>FN 1723 | **1973** Schpsw. en Mfbk. "Vahali" B.V.—Gendt (446)<br>110,01 11,38 3,401<br>106,48 11,35 4,83<br>RQD 17,4 F 10,4 1 dk<br>rf nil len 85shortened 80 | **TM Tanker**<br>10 Ta ER | MaK<br>2 Oil 4SA each 6Cy. 320 × 450<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 57kW 1 × 14kW 380V 50Hz<br>3 × 1kW 24V d.c.<br>Thw. thrust propeller fwd |
| **8325456**<br>*CUZI*<br>A-3196-A<br>Esd Rdr<br>RTm/h/v | **POLO NORTE**<br>**Sociedade de Pesca do Miradouro Ltda.**<br>Aveiro Portugal | **266**<br>102<br>175 | **✠100A1** M 9/90-5mos<br>stern trawler<br>**✠LMC**<br>EL 330,0/19,0U2<br>FN 373 | **1985**-7 Est. Nav. do Mondego—Figueira da Foz (205)<br>35,01 8,62 3,776<br>30,03 8,40 4,02<br>F 15,3 1 dk<br>rf 1148 BK 119 | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref<br>In.200 | MaK<br>Oil 4SA 6Cy. 320 × 450 with flexible<br>sr geared to sc. shaft<br>1 100bhp (809kW) E made67 recondition<br>fitted7/85<br>Atlas-MaK Maschinenbau<br>Gen 1 × 100kW 1 × 72kW 400V 50Hz<br>Controllable pitch propeller<br>Fuel 100,0t (d.o.)-4,0pd |
| **5167475**<br>*LW4061*<br><br>Df Esd Pfd<br>Rdr RTm/h | **POLO SUR**<br>ex Jacques Jean-73<br>**Ventura Mar del Plata**<br>Mar del Plata Argentina | **492**<br>158<br>455 | (BV) | **1958** A.G. "Weser" Werk Seebeck—Bremerhaven (864)<br>54,34 8,95 3,798<br>47,99 8,92 4,65<br>F 12,8 1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho 15,0 ER<br>In.427<br>5 Ha (1,3 1,3 × 1,3) (1,0 1,0 × 1,0) (1,0 × 1,6)<br>3W Der 1(3) 1(2) | Deutz<br>2 Oil with hydraulic coupling & geared<br>1 360bhp (1 000kW)<br>(i) Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz<br>(ii) Oil 4SA 6Cy. 240 × 360<br>Kloeckner Humboldt Deutz<br>Gen 1 × 150kW 2 × 40kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 151,5t (d.o.)-6,0pd |
| **8302246**<br>*SPBU*<br><br>Df Esd Gc<br>Rdr RTv<br>AMVER | **POLONIA**<br><br>**Polish Ocean Lines (Polskie Linie Oceaniczne)**<br>Gdynia Poland<br>SatCom: 1703123/SPBU | *11 573*<br>*6 179*<br>13 864<br>T/cm<br>27,1 | PR | **1988** Stocznia im. "Komuny Paryskiej"—Gdynia (B354/06)<br>149,00 (BB) 9,141<br>140,77 22,01 12,02<br>P 7,1 F 32,0 3 dks, 3rd dk in No.5 hold | **M General Cargo**<br>Ref 12bth P<br>3 Ho 18,2 18,9 26,4 1 Cell. Ho 20,0<br>1 Ho 16,8 ER 7 TwD<br>G.15 373 B.14 596 In.2 660 L.608<br>TEU 302<br>C.Ho 170/20' C.Dk 132/20' incl. 20 ref C.<br>9 Ha (stl) (12,6 12,8p&s 19,2p&s 12,8p&s × 7,8) (10,1p&s × 7,5) ER<br>Cr 3(25) 3(12,5) Der 2(5) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>7 080kW (9 625bhp)<br>H. Cegielski<br>Gen 1 × 1000kW 3 × 800kW 400V<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 261,0t (d.o.) 1 459,0t (hvf)-30,5pd |
| **7009029**<br>*EVPS*<br>M-29176<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **POLOTSK**<br><br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **2 948**<br>1 330<br>1 332 | RS | **1970** Stocznia Gdanska im. Lenina—Gdansk (B26/41)<br>83,11 13,82 5,500<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.284 In.1 566<br>5 Ha (4,8 × 2,2) (1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>H. Cegielski<br>Controllable pitch propeller |

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| 7605835<br>UKVO<br>0221<br>Df Esd Gc<br>Pfd Rdr Rt | **POLS ROBSONS**<br>ex Paul Robeson-91<br>**Latvian Shipping Company**<br>Ventspils Latvia | **27 706**<br>12 442<br>39 810<br>T/cm<br>46,8 | RS | **1978** R.O. Brodogradiliste "3 Maj"—Rijeka (585)<br>195,00 28,05 12,201<br>182,99 28,01 17,81<br>1 dk | **M Tanker**<br>Ice strengthened<br>4 Ta 4 Wing Ta ER<br>L.(oil) 46 361<br>2 Cargo pumps total 4 000T/hr | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 600kW 1 × 100kW 400V 50Hz a.c.<br>Fuel (d.o.) 2 989,4t (hvf)-53,9pd 16kn |
| 8827545<br>Rt | **POLSA CINCO**<br>ex Shige Maru No. 11-89<br>**Premier Shipping Lines Inc.**<br>Cebu City Philippines | **199**<br>110<br>442 | | **1970** Wakayama Zosen—Kainan<br>38,20 3,400<br>34,00 7,80 3,50<br>1 dk | **M General Cargo** | Akasaka<br>Oil<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| 8824608<br>Rt | **POLSA CUATRO**<br>ex Daifuku Maru-89<br>**Paramount Ocean Lines S.A.**<br>Cebu City Philippines | **486**<br>290<br>1 140 | | **1972** Murakami S.B. Co. Ltd.—Naruto<br>47,00 4,500<br>44,10 10,00 5,20<br>1 dk | **M Sand Carrier** | Oil<br>Japan |
| 7228637<br>230360<br>Df Esd Gc<br>Pfd Rdr | **POLSA DOS**<br>ex OMS Pioneer-88 ex Pisco I-87<br>ex Anita I-85 ex Golden Swan-84<br>ex Gloria Carp-82 ex Blue Opal-81<br>ex Mighty Rex-80 ex Kinabalu Enam-76<br>**Premier Shipping Lines Inc.**<br>Cebu City Philippines | **4 531**<br>3 069<br>7 693 | NK (AB) (BV) | **1972** Kurushima Dockyard Co. Ltd.—Imabari (727)<br>112,16 17,66 7,248<br>101,90 17,61 9,00<br>P 19,4 F 11,0 1 dk | **M General Cargo**<br>2 Ho ER<br>G.10 218 B.9 743<br>2 Ha (30,1 32,9 × 8,7) ER<br>Cr 4(15) | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>3 310kW (4 500bhp)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 160kW 440V 60Hz a.c.<br>12,5kn |
| 7651925<br>EZP7<br>19831-KJ<br>Rdr Rt | **POLSA SEIS**<br>ex Hoei Maru No. 35-90<br>**Paramount Ocean Lines S.A.**<br>Panama Panama | **495**<br>—<br>600 | | **1972** Sasaki Zosen K.K.—Kinoe<br>52,00 3,201<br>48,01 10,00 5,52<br>1 dk | **M Sand Carrier**<br>G.516 | Hanshin<br>Oil<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11,5kn |
| 150693<br>Rdr Rt | **POLSA TRES**<br>ex Core No. 11-89<br>ex Sanyo Maru No. 11-88<br>ex Ikutama Maru-87<br>**Paramount Ocean Lines S.A.**<br>Cebu City Philippines | **199**<br>112<br>680 | BV | **1971** K.K. Uno Zosensho—Namikata<br>53,19 3,201<br>48,01 9,01 5,31<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>515kW (700bhp)<br>The Hanshin Diesel Works Ltd. Japan<br>11,5kn |
| 7209186<br>EBM6<br>14100-KJ<br>Gc Rdr Rt | **POLSA UNO**<br>ex Dainichi Maru-87 ex Dainichi-79<br>ex Ryoto Maru-79<br>**Paramount Ocean Lines S.A.**<br>Panama Panama | **299**<br>183<br>1 138 | | **1971** Kishimoto Zosen—Kinoe (415)<br>56,90 9,53 3,499<br>52,00 9,50 3,61<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (29,1 × 7,4) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 050bhp (772kW)<br>Hanshin Nainenki Kogyo Kobe<br>10kn |
| 626346<br>SFYE<br>Df Esd Gc<br>Pfd Rdr Rt | **POLSTJARNAN IV**<br>ex Faros-83<br>**Vanerns Seglationsstyrelse**<br>Amal Sweden | **307**<br>84<br>100 | (NV) | **1978** A/B Asi-Verken—Amal (120)<br>33,08 8,89 3,301<br>30,03 8,51 4,32<br>1 dk<br>rf 546 | **M Buoy & Lighthouse Tender**<br>Mchy.aft | Scania<br>2 Oil 4SA each 8Cy. 127 × 140<br>628bhp (462kW)<br>Saab-Scania Sodertalje<br>10kn |
| 281441<br>LGQT<br>2349<br>Df Esd Pfd<br>Rdr Rt | **POLSTJERNA**<br>**Arktisk Forening**<br>Olaf Jacobsen<br>Tromso Norway | **129**<br>45<br>— | | **1949** K. Christensen & Co.—Risor (187)<br>*27,62* 6,86<br>6,81 | **Wood M General Cargo/ Sealer**<br>1 Ho ER<br>1 Ha (3,9 × 2,5) ER | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>400bhp (294kW) NE 63<br>A/S Wichmann Rubbestadneset<br>Fuel (d.o.)<br>9,5kn |
| 7006596<br>ESEG<br>M-30321<br>Df Esd Gc<br>Pfd Rdr Rt | **POLTAVA**<br>Launched as Kondor<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 139 | RS | **1969** VEB Volkswerft Stralsund—Stralsund (279)<br>82,05 13,62 5,190<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,25kn |
| 8223062<br>DALZ<br>13930<br>Df Esd Gc<br>Rdr RTm/h/v | **POLTERBERG**<br>**Uwe Brugge**<br>Vega-Reederei Friedrich Dauber<br>Hamburg Federal Republic of Germany | **999**<br>680<br>2 904 | BV GL | **1983** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (908)<br>87,97 (BB) 11,54 4,680<br>85,37 11,31 6,76<br>P 15,0 F 6,8 2 dks | **M General Cargo**<br>1 Ho 60,4 ER<br>G.3 777 B.3 752<br>TEU 90<br>C.Ho 54/20'(40') C.Dk 36/20'(40')<br>1 Ha (stl) (55,9 × 9,3) ER | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 152kW 1 × 60kW 1 × 32kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 44,0t (d.o.) 153,0t (hvf)-5,5pd 11kn |
| 826694<br>M-43233 | **POLYAKOVO**<br>**Dalryba**<br>(Kholmsk) (U.S.S.R.) | *182*<br>*54*<br>57 | RS | **1990** ............U.S.S.R.<br>29,30 8,60 3,400<br>27,00 - 4,30<br>1 dk | **TM Tug**<br>Fire-fighting | Russkiy 8CHNP25/34<br>2 Oil 4SA each 8Cy. 250 × 340<br>Russkiy-Diesel Works Leningrad<br>2 Controllable pitch propellers<br>11,5kn |
| 7227671<br>SXNK<br>9829<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom | **POLYANTHUS**<br>ex Chevron Brussels-86<br>**Anthupol Seacarriers Ltd.**<br>Piraeus Greece | **122 811**<br>107 747<br>259 355<br>T/cm<br>158,4 | BV<br>✠Classed LR until 23/8/86 | **1972**-11 Kockums M/V A/B—Malmo (535)<br>340,52 51,87 20,073<br>330,08 51,82 25,61<br>F 25,0 1 dk<br>rf nil Bow/CM 165 Diam. 0,406 MH 1,5 | **S Tanker**<br>COW IGS SBT<br>17 Ta ER<br>L.(oil) 331 761 HeCls. BC<br>4 Cargo pumps total 16 000T/hr | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) Stal-Laval<br>Kockums M/V A/B Malmo<br>Gen 1 × 1200kW 2 × 760kW 450V 60Hz a.c.<br>Fuel 14 047,0t (o.f.) 249,0t (d.o.)-162,5pd 16kn |
| 6514596<br>UZZ<br>M-27865<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **POLYARNAYA ZVEZDA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **10 012**<br>3 832<br>9 796 | RS | **1965** Stocznia Gdanska im. Lenina—Gdansk (B64/07)<br>165,36 21,37 8,421<br>149,00 12,60<br>3 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.10 333<br>5 Ha (4,5 4,5 4,5 4,5 3,2 × 4,0) ER<br>18W Der 2(10) 14(5) 2(3) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>Gen 6 × 320kW 380V 1 × 80kW 220V<br>14,5kn |
| 7646774<br>UGPR<br>M-33095<br>Df Esd Gc<br>Rdr Rt | **POLYARNIK**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **744**<br>213<br>350 | RS | **1977** ............U.S.S.R.<br>53,73 (BB) 10,72 4,287<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>12,75kn |
| 7045944<br>EVGS<br>M-30373<br>Df Esd Gc<br>Rdr Rt | **POLYARNIK**<br>ex MB-7027<br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Nakhodka) (U.S.S.R.) | **233**<br>4<br>91 | RS | **1970** VEB Schiffswerft "Edgar Andre"—Magdeburg (7027)<br>34,73 8,51 2,969<br>30,41 8,21 3,87<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>11,25kn |
| 6700066<br>URVX<br>M-27899<br>Df Esd Gc<br>Rdr Rt | **POLYARNOYE SIYANIE**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **2 344**<br>944<br>1 334 | RS | **1966** Stocznia Gdanska im. Lenina—Gdansk (B26/15)<br>83,11 13,85 5,601<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.269 In.1 496<br>5 Ha (1,2 1,2 × 1,2) (1,9 1,9 3,9 × 1,9)<br>4W Der 2(2) 2(1,5) | Sulzer 8TD48<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>Sour "Jugoturbina" Karlovac<br>Controllable pitch propeller<br>12,5kn |

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|---|---|---|---|---|---|---|
| **7045384**<br>*EWAJ*<br>M-30452<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **POLYARNYE ZORI**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **5 098**<br>2 398<br>5 170 | RS | **1970** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,220<br>120,96 16,79 9,56<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.7 350<br>4 Ha (each 4,8 × 5,1) ER<br>8W Der 8(3) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total<br>(5 296kW) driving gen. connected<br>motor & geared to sc. shaft |
| **6404595**<br>*UEBN*<br>M-26558<br>Df Esd Gc<br>Rdr Rt | **POLYARNYY**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 317**<br>941<br>1 320 | (RS) | **1963** Stocznia Gdanska im. Lenina—Gdansk (B26/05)<br>83,11 13,85 5,501<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.269 In.1 420<br>5 Ha (4,8 × 1,9) (1,0 1,0 × 1,0) (1,9 1,9 × 1,9)<br>2W Der 2(5) 2(1,5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>Sour "Jugoturbina"<br>Controllable pitch propeller |
| **7102027**<br>*EWAK*<br>M-30454<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **POLYARNYY KRUG**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **5 098**<br>2 387<br>5 170 | RS | **1970** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,220<br>120,96 16,79 9,56<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.7 350<br>4 Ha (each 4,8 × 5,1) ER<br>8W Der 8(3) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total<br>(5 296kW) driving gen. connected<br>motor & geared to sc. shaft |
| **8902802**<br>*LAYD2*<br>N-00952<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>CollRdr<br>AMVER | **POLYCARP**<br>**K/S Rasmussen Bulkcarriers**<br>Rasmussen Management A/S<br>Kristiansand Norway (NIS)<br>SatCom: 1311654/LAYD | *77 655*<br>*49 663*<br>152 065<br>T/cm<br>105,9 | ✠100A1<br>bulk carrier<br>strengthened for heavy<br>cargoes Nos. 2, 4, 6 & 8<br>holds may be empty<br>✠LMC UMS<br>EL Y† 742,5/97,0U3<br>FN 17446 | **1990**-5 Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1368)<br>270,00 (BB) 43,10 17,601<br>260,00 43,00 24,10<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>pt higher tensile steel<br>9 Ho ER<br>G.169 176<br>9 Ha (stl) (14,4T × 14,5) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 21,0) (14,4T × 14,5) ER | B&W<br>Oil 2SA 6Cy. 700 × 2674<br>10 254kW (13 940bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (Comp) 8,1kgf/cm² (8,0bar)<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 173,8t (d.o.) 3 641,8t (hvf)-42,8pd |
| **5181562**<br><br>28<br>Rt | **POLYCHRONIS**<br>ex Kapetan Stratis-63 ex Itea<br>**A. & M. Diamantis**<br>Thessaloniki Greece | **247**<br>146<br>457 | (HR) | **1913** Hepple & Co. Ltd.—South Shields<br>46,39 7,57<br>7,52<br>1 dk<br>R | **M General Cargo**<br>3 Ho<br>3 Ha | MWM<br>Oil 2DA 6Cy. 285 × 427<br>300bhp (221kW) E made fitted54<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 18,5t (d.o.) |
| **8612172**<br>*SW2765*<br>8923<br>Rdr Rt | **POLYCHRONIS T**<br>**John P. Psarakis, Emmanuel P. & John P. Tourtakis**<br>Piraeus Greece | **104**<br>48<br>98 | | **1986** Homatas Brothers Shipyard—Thessaloniki (15)<br>28,00 6,91 2,933<br>24,01 3,26<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.110 | Kelvin<br>Oil 4SA 8Cy. 165 × 184 reverse reductio<br>to sc. shaft<br>500bhp (368kW)<br>Kelvin Diesels Ltd., GEC Diesels |
| **7374307**<br>*LARI3*<br>N-00127<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **POLYCREST**<br>**P/R Polycrest**<br>Rasmussen Management A/S<br>Kristiansand Norway (NIS)<br>SatCom: 1311624/LARI | **63 887**<br>45 775<br>118 054<br>T/cm<br>91,9 | ✠100A1 SS 2/91<br>strengthened for ore<br>cargoes Nos. 2, 4, 6 & 8<br>holds may be empty<br>✠LMC UMS<br>EL U† 4"U2<br>FN 15441 | **1975**-12 Mitsui SB. & Eng. Co. Ltd.—Tamano (1020)<br>260,03 (BB) 39,65 16,460<br>249,00 39,60 22,41<br>1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 21,0 20,5 21,1 21,1 21,1 21,1 21,1 21,1 21,1 ER<br>G.138 793<br>9 Ha (stl) (12,1 × 15,4) (13,4 13,4 13,4 13,4 13,4 13,4 13,4 13,4 × 17,1) ER | B&W<br>Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 15kgf/cm² (14,8bar)<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 6 248,5t (hvf)-79,5pd |
| **7389340**<br>*LFEV3*<br>N-00011<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **POLYCRUSADER**<br>**K/S Rasmussen Teamship A/S**<br>Rasmussen Management A/S<br>Kristiansand Norway (NIS)<br>SatCom: 1311711/LFEV | **63 137**<br>49 865<br>116 630<br>T/cm<br>98,3 | NV | **1977** Uddevallavarvet A/B—Uddevalla (297)<br>253,65 (BB) 40,85 15,907<br>252,10 40,80 21,65<br>F - 1 dk<br>rf 119 | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 23,3 22,4 22,4 22,4 22,4 22,4 22,4 22,4 22,4 ER<br>G.148 473 B.143 801 HeCls. B<br>9 Ha (17,0T × 11,5) (17,9 17,9 17,9 17,9 17,9 17,9 17,9 17,9 × 19,7) ER | B&W<br>Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW)<br>Uddevallavarvet A/B<br>Gen 3 × 672kW 440V 60Hz a.c.<br>Fuel 299,0t (d.o.) 4 971,0t (hvf)-73,0pd |
| **8122608**<br>*SYBK*<br>9844<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **POLYDEFKIS P**<br>ex Jovian Luzon-91 ex Sea Astrea-85<br>**Ares Shipping & Navigation Co. S.A.**<br>Piraeus Greece<br>SatCom: 1131212/POLY | **12 824**<br>7 970<br>22 713 | NK | **1982** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (848)<br>161,02 23,04 9,856<br>152,00 23,00 13,90<br>P 27,2 F 9,5 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.28 052 B.27 325<br>4 Ha (stl) (each 19,2 × 10,8) ER<br>Cr 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1250<br>5 884kW (7 999bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 400kW |
| **7650335**<br>*ZGWD*<br>399997<br>Df Esd Gc<br>Rdr Rt | **POLYMASTER No. 1**<br>ex Tae Chang No. 53-82<br>ex Partera No. 53<br>ex Eiyo Maru No. 38-78<br>**Polymaster Ltd.**<br>Georgetown Cayman Islands (British) | **284**<br>143<br>— | (KR) | **1966** Nishii Dock Co. Ltd.—Ise<br>43,54<br>38,71 7,60 3,41<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.347<br>3 Ha (each 1,6 × 1,6) | Akasaka<br>Oil 4SA 6Cy. 300 × 440<br>850bhp (625kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Gen 2 × 120kW 220V a.c. |
| **7805837**<br>*D5NZ*<br>6486<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **POLYNESIA**<br>**China Navigation Co. Ltd. & Marine Containerships Ltd.**<br>The China Navigation Co. Ltd.<br>Monrovia Liberia<br>SatCom: 1243224/DTNZ | *10 774*<br>*6 134*<br>14 646 | ✠100A1 CS 2/88<br>container ship<br>✠LMC<br>EL C† 550,0/50,0U3<br>FN 5116 | **1979**-3 Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2684)<br>162,08 (BB) 22,48 7,665<br>154,86 22,41 10,62<br>P 24,4 F 10,7 1 dk<br>rf nil len 88 | **M Container Ship**<br>Fixed-guides Portable-guides<br>5 Cell. Ho ER<br>TEU 1091 C. 1091/20'<br>Cr 4(25) | Sulzer<br>Oil 2SA 7Cy. 560 × 1150<br>8 855bhp (6 513kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 610kW 450V 60Hz a.c.<br>Fuel 166,5t (d.o.) 1 252,0t (hvf)-28,0pd |
| **5023564**<br>*ZBJL*<br>389457<br>Esd Rdr Rt | **POLYNESIA**<br>ex Oiseau de Polynesia-85<br>ex Polynesia 1-84 ex Argus-76<br>**Bimba Ltd.**<br>Road Harbour British Virgin Islands | **606**<br>430<br>— | ✠Classed LR until 1/40 | **1939**-4 De Haan & Oerlemans—Heusden (206)<br>63,76 9,91<br>9,86<br>RQD 26,0<br>R BK 191 conv Side-fishing Schooner Fishing 76 | **Aux M Passenger Ship**<br>Schooner —cbn 126bth P<br>1 Ho 19,8 ER<br>2 Ha (stl) (2,6 × 1,8) (2,6 × 2,6) ER | Sulzer<br>Oil 2SA 4Cy. 290 × 500<br>390bhp (287kW)<br>Sulzer Bros. Ltd.<br>Gen 2 × 125kW 1 × 75kW 230V<br>Fuel 73,0t (d.o.) |
| **8019631**<br><br>630311<br>Df Esd Gc<br>Pfd Rdr Rt | **POLYNESIAN COMMAND**<br>**Gulf Pacific Partnership**<br>New Orleans, La United States of America | **237**<br>161<br>1 200 | AB | **1981** Halter Marine Inc.—New Orleans, La (920)<br>3,493<br>50,70 12,20 4,27<br>F 15,6 1 dk<br>rf 51 | **TM Supply Ship**<br>Deck Cargo | Wichmann<br>2 Oil 2SA each 4Cy. 300 × 450 reverse<br>geared to sc. shafts<br>2 700bhp (1 986kW)<br>A/S Wichmann<br>Gen 2 × 150kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7438036**<br>*USSR*<br>M-32786<br>Df Esd Rdr<br>Rt | **POLYOT**<br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.) | **648**<br>211<br>404 | RS | **1974** ............U.S.S.R.<br>54,82 9,96 4,111<br>49,99 5,03<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>Der 2(1,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **8914740**<br>*LALI4*<br>N-01157<br>Df Esd Gc<br>Pfd Rdr Rt | **POLYSAGA**<br>**K/S Rasmussen Tankers A/S II**<br>Rasmussen Management A/S<br>Kristiansand Norway (NIS) | *79 918*<br>*45 123*<br>150 152 | NV (Class cont.) | **1991** Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1374)<br>269,00 (BB) 46,03 16,840<br>258,00 46,00 23,90<br>1 dk | **M Tanker**<br>COW IGS SBT DB DSS<br>12 Wing Ta ER | B&W<br>Oil 2SA 6Cy. 700 × 2674<br>15 403kW (20 941bhp)<br>Mitsui Eng. & SB. Co. Ltd. |

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|---|---|---|---|---|---|---|
| 7431832<br>LGST<br>19150<br>Of Esd Gc<br>Pfd Rdr Rt<br>AMVER | **POLYTRADER**<br>**K/S Rasmussen Teamship A/S II**<br>Rasmussen Management A/S<br>Kristiansand Norway | **65 163**<br>42 475<br>125 690<br>T/cm<br>95,9 | NV | **1978** Uddevallavarvet AB—Uddevalla (302)<br>263,71 (BB) 40,85 16,768<br>252,36 40,80 22,23<br>F - 1 dk<br>rf 119 Bow/CM 133 Diam. 0,450 | **M Tanker**<br>for offshore installations<br>Bow loading<br>16 Ta ER<br>L.(oil) 127 456 HeCls. BC<br>3 Cargo pumps total 8 000T/hr | B&W 7K90GF<br>Oil 2SA 7Cy. 900 × 1800<br>17 580kW (23 900bhp)<br>Uddevallavarvet A/B Uddevalla<br>Gen 4 × 800kW 1 × 696kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust Contr. pitch propellers fwd<br>Thw. thrust Contr. pitch propeller<br>Fuel 336,0t (d.o.) 5 038,0t (hvf)-76,0pd 16kn |
| 7707932<br>LHRM<br>19258<br>Of Esd Gc<br>Pfd Rdr RTv<br>AMVER | **POLYTRAVELLER**<br>**K/S Rasmussen Teamship A/S III**<br>Rasmussen Management A/S<br>Kristiansand Norway<br>SatCom: 1312704/LHRM | **65 143**<br>42 434<br>125 690<br>T/cm<br>95,9 | NV | **1978** Uddevallavarvet AB—Uddevalla (299)<br>263,71 (BB) 40,85 16,768<br>251,24 40,81 22,23<br>F - 1 dk<br>rf 119 Bow/CM 133 Diam. 0,450 | **M Tanker**<br>for offshore installations<br>Bow loading<br>16 Ta ER<br>L.(oil) 127 456 HeCls. BC<br>2 Cargo pumps total 5 450T/hr | B&W 7K90GF<br>Oil 2SA 7Cy. 900 × 1800<br>17 580kW (23 900bhp)<br>Uddevallavarvet A/B Uddevalla<br>Gen 4 × 800kW 1 × 696kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust Contr. pitch propellers fwd<br>Thw. thrust Contr. pitch propeller<br>Fuel 336,0t (d.o.) 5 038,0t (hvf)-76,0pd 15,25kn |
| 8111130<br>LMEJ<br>19877<br>Of Esd Gc<br>Pfd Rdr Rt | **POLYVIKING**<br>**K/S Rasmussen Teamships A/S IV**<br>Rasmussen Management A/S<br>Kristiansand Norway | *73 935*<br>*39 221*<br>130 700<br>T/cm<br>113,3 | NV | **1983** Uddevallavarvet AB—Uddevalla (325)<br>264,50 (BB) 14,501<br>254,85 48,01 21,52<br>1 dk<br>Bow/CM 132 Diam. 0,410 MH 2,1 | **TM Tanker**<br>for offshore installations<br>COW IGS Bow loading<br>11 Ta ER<br>L.(oil) 147 852<br>4 Cargo pumps total 12 800T/hr | B&W 6L55GFCA<br>2 Oil 2SA each 6Cy. 550 × 1380 with clutches, flexible couplings & sr geared to sc. shafts<br>13 196kW (17 940bhp)<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 2200kW 1 × 960kW 1 × 800kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd , 2 aft<br>Fuel 186,5t (d.o.) 2 892,0t (hvf)-49,0pd 14,5kn |
| 7370935<br>ELIT<br>5465<br>Of Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **POLYXENE C.**<br>**Marmadura Compania Naviera S.A.**<br>Monrovia Liberia<br>SatCom: 1240743/POLC | **60 937**<br>45 876<br>123 507 | ✠**100A1** SS 8/86<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL U† 3⅜"U3<br>FN 15542 | **1976**-4 Mitsubishi Heavy Industries Ltd. —Hiroshima (257)<br>260,64 (BB) 40,67 15,088<br>247,00 40,61 22,31<br>F 21,7 1 dk<br>rf nil | **M Tanker**<br>CBT(LR) COW(LR) IGS(LR)<br>pt higher tensile steel<br>4 Ta 8 Wing Ta ER<br>L.(oil) 140 526 HeCls. BC | Sulzer 9RND90<br>Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>WTAuxB (o.f.) 18kgf/cm² (17,7bar) hs674,5 e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 450,0t (d.o.) 6 083,0t (hvf) 16,5kn |
| 7227621<br>9HCM2<br>924<br>Of Esd Gc<br>Rdr Rt | **POLYXENI**<br>ex Al Farwaniah-84<br>**Four Cities Steamship Co Ltd.**<br>Valletta Malta | **9 481**<br>5 353<br>13 635 | GL<br>Classed LR until 2/2/84 | **1972** Kherson Shipyard—Kherson (1337)<br>155,76 20,65 9,513<br>141,61 20,60 12,30<br>B 33,3 F 27,5 2 dks<br>RW rf 152 | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 15,8 17,0 17,9 28,5 17,4 ER 7 TwD<br>G.18 030 B.17 495 In.150<br>10 Ha (stl) (8,3 × 6,0) (13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,1) ER (2,9 × 3,8)<br>Cr 4(8) 7(5) Der 1(60) | B&W 6DKRN74/160<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 300kW 400V 50Hz a.c.<br>Fuel 504,0t (d.o.) 1 609,0t (hvf)-32,0pd 16kn |
| 7000815<br>SLWM<br>Of Esd Gc<br>Pfd Rdr Rt | **POM BALTICA**<br>ex Vinga Baltica-89 ex Tebonia-87<br>**P/R for m/t Pom Baltica**<br>Sinbad Shipping A/B<br>Danderyd Sweden | *2 621*<br>*1 444*<br>4 168<br>T/cm<br>10,9 | **100A1** SS 5/88<br>oil tanker<br>Ice Class 1<br>**LMC** **(UMS)**<br>EL Q 440,0/38,0U2<br>FN 1888<br>(RS) | **1970** Valmet Oy Helsingin Telakka —Helsinki/Helsingfors (260)<br>98,35 14,03 6,046<br>90,25 14,00 6,91<br>P 23,2 F 11,6 1 dk<br>Bow/CM 47 Diam. 0,254 | **M Tanker**<br>15 Ta ER<br>L.(oil) 5 206 HeCls. BC<br>2 Cargo pumps total 800T/hr | B&W<br>Oil 4SA 6Cy. 450 × 540 with flexible couplings & sr geared to sc. shaft<br>3 300bhp (2 427kW)<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>AuxB (o.f.) 12kgf/cm² (11,8bar)<br>Gen 1 × 256kW 2 × 184kW 400V 50Hz a.c.<br>Fuel 214,5t (d.o.)-9,0pd 14,25kn |
| 7003403<br>SFIL<br>Of Esd Gc<br>Pfd Rdr Rt | **POM KARIN**<br>ex Thuntank 3-90 ex Rubi Scantic-76<br>ex Scantic-71<br>**Pom Shipping AB**<br>Sinbad Shipping A/B<br>Djursholm Sweden | **2 531**<br>1 703<br>4 409 | ✠**100A1** SS 5/88<br>oil tanker<br>Ice Class 2<br>✠**LMC** **UMS**<br>EL P /34,0U2(a)<br>FN 1982 | **1970**-4 Falkenbergs Varv AB—Falkenberg (154)<br>103,00 12,32 6,312<br>96,22 12,10 8,49<br>P & B 38,8 Trunk 25,0 F 8,3 1 dk<br>rf 102 len & deepened 77 | **M Tanker**<br>Oil Chemical<br>14 Wing Ta ER<br>L.5 548<br>2 Cargo pumps total 1 210T/hr | MAN<br>2 Oil 4SA each 6Cy. 300 × 450 sr geared to sc. shaft<br>2 550bhp (1 876kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 WTAuxB 10kgf/cm² (9,9bar)<br>Gen 1 × 480kW 1 × 440kW 1 × 160kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 355,5t (hvf)-9,0pd 14kn |
| 7516761<br>SQJF<br>Of Esd Gc<br>Rdr Rt | **POMERANIA**<br>**Polish Baltic Shipping Co. (Polska Zegluga Baltycka)**<br>Kolobrzeg Poland | T.Mk<br>**7 414**<br>3 819<br>1 146<br>—<br>—<br>1 856<br>T/cm<br>50,5 | PR | **1978** Stocznia Szczecinska im. A. Warskiego —Szczecin (B490/01)<br>127,44 (BB) 19,46 5,060/5,423<br>120,02 19,41 11,23<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>123cbn 460bth 523dk P<br>Bow ramp Stern ramp Ice strengthened<br>Cars 277 | Sulzer 6ZL40/48<br>4 Oil 4SA each 6Cy. 400 × 480 sr geared to sc. shafts<br>16 800bhp (12 357kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 5 × 664kW 1 × 152kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel (hvf) 20,25kn |
| 5029116<br>KALC<br>276911<br>Of Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **POMEROL**<br>ex Dina-85 ex Oasis Hawaii-81<br>ex Arco Enterprise-80<br>ex Atlantic Enterprise-75<br>**Crest Tankers Inc.**<br>St. Louis, Mo United States of America<br>SatCom: 1501113/KALC | **18 347**<br>11 995<br>31 857<br>T/cm<br>42,1 | AB | **1958** Sun SB. & Dry Dock Co.—Chester, Pa (604)<br>195,38 25,66 10,808<br>187,46 25,61 13,72<br>P 39,7 B 11,9 F 24,4 1 dk<br>RW rf 76 Bow/CM 102 Diam. 0,254 MH 0,9 | **S Tanker**<br>30 Ta ER<br>L.(oil) 39 875 HeCls. B<br>4 Cargo pumps total 3 496T/hr | 2 S Turb dr geared to sc. shaft<br>14 850shp (10 923kW)<br>Westinghouse Elec. Corp. Philadelphia, Pa<br>Gen 2 × 600kW<br>Fuel 3 423,0t (o.f.)-81,5pd 16,5kn |
| 7432305<br>LCMN3<br>N-01085<br>Esd Gc Pfd<br>Rdr Rt | **POMOR MURMAN**<br>ex Tananger-90<br>**Murman K/S**<br>Tromso Norway (NIS) | T.Mk<br>**611**<br>344<br>1 640 | NV | **1976** Tronderverftet A/S—Hommelvik (28)<br>77,32 12,53 4,471<br>71,61 12,50 4,47<br>3 dks<br>rf 1097 len 82 | **M General Cargo**<br>Pallets<br>Side doors 2(s) Ice strengthened<br>1 Ho ER<br>G.4 668 B.4 400<br>TEU 53 C. 53/20'<br>1 Ha (stl) (19,1 × 8,8) ER<br>2W Cr 1(12) Der 1(23) | Normo KVMB-12<br>Vee Oil 4SA 12Cy. 250 × 300<br>2 250bhp (1 655kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 99kW 1 × 48kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 128,0t (hvf)-7,0pd 12kn |
| 8115215<br>3EIE4<br>17082-LI<br>Of Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **POMORAC**<br>**Oceanic Bulk Shipping S.A.**<br>Jugoslavenska Oceanska Plovidba (JUGOOCEANIJA)<br>Panama Panama | *20 904*<br>*13 093*<br>34 800<br>T/cm<br>44,0 | ✠**100A1** CS 9/90<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 and 4 holds may be empty or No. 3 hold may be empty<br>✠**LMC** **UMS**<br>EL I† 605,0/73,0U2(a)<br>FN 7581 | **1985**-9 Austin & Pickersgill Ltd.—Southwick, Sunderland (1420)<br>182,71 (BB) 28,45 10,692<br>175,04 28,40 14,91<br>P 30,2 F 16,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 24,0 27,2 27,2 27,2 27,2 ER<br>G.44 835<br>5 Ha (stl) (15,2 19,2 19,2 19,2 19,2 × 15,7) ER<br>Cr 4(25) | Sulzer 4RLB76<br>Oil 2SA 4Cy. 760 × 1600<br>10 400bhp (7 650kW)<br>Clark Hawthorn Ltd. Sunderland<br>AuxB (Comp) 7,6kgf/cm² (7,5bar)<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 193,5t (d.o.) 1 833,5t (hvf)-26,0pd 14kn |
| 8301852<br>LZGC<br>111687<br>Of Esd Gc<br>Rdr Rt | **POMORIE**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **2 400**<br>1 375<br>3 134 | BR | **1983** "Ivan Dimitrov" Shipyard—Rousse (379)<br>113,98 13,21 3,680<br>111,84 13,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,1) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn |

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|---|---|---|---|---|---|---|
| **7010054**<br>*UZFE*<br>M-29309<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **POMORYE**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 562**<br>2 151<br>6 540 | RS | **1969** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,151<br>112,78 16,69 8,34<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works<br>Fuel 139,0t (d.o.) 330,0t (hvf) |
| **8730247**<br>*UHYX*<br>M-22598 | **POMORYE**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Murmansk) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1989** .............U.S.S.R.<br>54,84 10,15 4,141<br>50,32 5,01 | **M Fishing**<br>Stern Trawler Seiner Ref<br>In.412 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 158bhp (852kW)<br>VEB Schwermasch. "Karl Liebkne (SKL)<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| **6819659**<br>*SPVR*<br>Df Esd Gc<br>Rdr RTv | **POMORZE**<br>**Przedsiebiorstwo Przemyslowo-Uslugowe Rybolowstwa Morskiego "Transocean" (Deep Sea Services & Fish Handling Co.)**<br>Szczecin Poland<br>SatCom: 1703215/SPVR | **13 875**<br>6 444<br>9 754 | PR | **1968** Stocznia Gdanska im. Lenina—Gdansk (B67/02)<br>163,96 21,32 7,798<br>149,00 21,26 9,45<br>2 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>Mchy.aft<br>5 Ho 5 TwD<br>In.9 944<br>18W | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>H. Cegielski<br>Gen 6 × 320kW 1 × 48kW 400 |
| **8207783**<br>*SQNC*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **POMORZE ZACHODNIE**<br>Launched as Ziemia Tarnowska<br>**Polish Steamship Co. (Polska Zegluga Morska)**<br>Szczecin Poland | *16 697*<br>*9 015*<br>26 696<br>T/cm<br>36,8 | PR (NV) | **1985** Ast. Alianza S.A.—Avellaneda (48)<br>180,25 (BB) 23,14 9,848<br>172,02 23,11 13,92<br>B 35,7 F 15,0 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 28,0 28,0 20,0 28,0 28,0 ER<br>G.34 850 B.33 563<br>5 Ha (stl) (16,8 × 11,4) (19,2 12,8 19,2 19,2 × 13,1) ER | B&W<br>Oil 2SA 4Cy. 670 × 1700<br>7 840bhp (5 767kW)<br>H. Cegielski<br>Gen 3 × 488kW 440V 60Hz a.c.<br>Fuel 146,0t (d.o.) 1 070,0t (hvf)-28 |
| **8706583**<br>*ORWC*<br>Rdr Rt | **POMPEI**<br>**Herbosch-Kiere N.V., Decloedt N.V., Jan de Nul N.V. & Dredging International N.V.**<br>Herbosch-Kiere N.V.<br>Brugge Belgium | *1 482*<br>*444*<br>1 760 | BV | **1988** Schps. van Langerbrugge—Gent/Gand (2675)<br>65,50 16,03 3,730<br>59,15 16,00 3,85<br>1 dk | **TD-E Stone Carrier**<br>Side-discharge | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 170 ×<br>1 714kW (2 330bhp) driving 2 connected to elec. motor<br>Caterpillar Inc.<br>Thw. thrust propeller fwd |
| **7610830**<br>Df Esd Rdr Rt | **POMPEU FABRA**<br>ex Joaquin Mir-88<br>**Sociedad Anonima de Remolcadores**<br>Barcelona Spain | **129**<br>—<br>60 | BV | **1978** Union Naval de Levante S.A.—Barcelona (59)<br>26,45 2,401<br>23,02 7,51 3,13<br>1 dk | **M Tug**<br>Fire-fighting | GUASCOR<br>2 Vee Oil 4SA each 12Cy. 150 ×<br>Gutierrez Ascunce Corp. S.A. (GU<br>Controllable pitch propeller |
| **8037906** | **POMPIER 3**<br>**Compania de Navigatie Fluviala Romana (NAVROM) S.A.**<br>Galatz Romania | **295**<br>225<br>— | RNR | **1980** Santierul Naval Giurgiu—Giurgiu<br>37,44 2,480<br>34,02 11,69 4,60<br>1 dk | **TM Fire-fighting Vessel** | M.T.U.<br>2 Oil 4SA each 12Cy. 175 × 205<br>1 930bhp (1 420kW)<br>Intreprinderea "23 August"<br>Gen 2 × 100kW 1 × 56kW 400 |
| **8037918**<br>595 | **POMPIER 8**<br>**I.E.P. Constantza (Intreprinderea de Exploatare Portuara Constanza)**<br>Constantza Romania | **295**<br>225<br>— | RNR | **1980** Santierul Naval Giurgiu—Giurgiu<br>37,44 2,480<br>34,02 11,69 4,60<br>1 dk | **TM Fire-fighting Vessel** | M.T.U.<br>2 Oil 4SA each 12Cy. 175 × 205<br>1 930bhp (1 420kW)<br>Intreprinderea "23 August"<br>Gen 2 × 100kW 1 × 56kW 400 |
| **8037956**<br>633 | **POMPIER 9**<br>**I.E.P. Constantza (Intreprinderea de Exploatare Portuara Constanza)**<br>Constantza Romania | **295**<br>225<br>— | RNR | **1981** Santierul Naval Giurgiu—Giurgiu<br>37,44 2,480<br>34,02 11,66 4,65<br>1 dk | **TM Fire-fighting Vessel**<br>Ice strengthened | 2 Oil 4SA each 12Cy. 175 × 205<br>1 930bhp (1 420kW)<br>Intreprinderea "23 August"<br>Gen 2 × 56kW 380V 50Hz a.c. |
| **7930216**<br>RTv | **POMPOLI**<br>**Government of The Republic of Sierra Leone (Port Authority)**<br>Freetown Sierra Leone | **494**<br>199<br>111 | **✠100A1** SS 10/90<br>ferry<br>protected waters service<br>**✠LMC**<br>EL (I)H 302,5/22,0U2<br>FN 726 | **1980**-5 Shikoku Dockyard Co. Ltd.—Takamatsu (809)<br>57,99 11,92 1,501<br>50,02 11,60 2,90<br>1 dk<br>rf nil | **TM RoRo Cargo/Ferry**<br>Deck Cargo 262dk P<br>Bow ramp Stern ramp<br>Bow ramp<br>L 12,00 W 7,00 SWL 15<br>2 Stern ramp<br>L 12,00 W 7,00 SWL 15<br>Cars 29 Lorries 2 | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240 r geared to sc. shafts<br>1 500bhp (1 103kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 75kW 1 × 15kW 225V<br>Fuel 29,5t-5,5pd |
| **8829452**<br>*CUXK*<br>Df Esd Pfd<br>Rdr RTv | **POMPOSO RECREIO**<br>**TUNAPESCA Uniao dos Armadores Acoreanos de Pesca do Atum S.A.**<br>Horta Portugal | **168**<br>68<br>— | RP | **1989** .............Portugal (21)<br>30,60 7,20 2,400<br>25,60 3,30<br>1 dk | **M Fishing**<br>Ref | Cummins<br>Vee Oil 4SA 12Cy. 159 × 159<br>497kW (676bhp)<br>Cummins Engine Co. Inc.<br>Gen 2 × 60kW 380V 50Hz a.c. |
| **6804434**<br>*WPJR*<br>512975<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PONCE**<br>ex Ponce de Leon-77<br>**Sun Leasing Co.**<br>Puerto Rico Marine Management Inc.<br>Wilmington, De United States of America<br>SatCom: 1506453/WPJR | **17 594**<br>12 535<br>18 725 | AB | **1968** Sun SB. & Dry Dock Co.—Chester, Pa (647)<br>241,03 (BB) 28,10 9,019<br>223,65 28,05 12,86<br>2 dks & S dk<br>rf 432 len 81 | **S RoRo Cargo/Container Ship** OSD<br>Deck-guides<br>Lane Length 5330<br>4 Ho 34,2 34,2 31,3 25,9 ER<br>TEU 776 776/20' incl. 240 ref C. | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>General Electric Co.<br>Gen 2 × 1250kW 450V 60Hz a.c.<br>Fuel 3 841,5t (o.f.) |
| **7010925**<br>*EFGE*<br>9064<br>Df Esd Rdr Rt | **PONDAL**<br>**Pesquera Atlantica S.A.**<br>Vigo Spain | **229**<br>99<br>— | (BV) | **1970** Construcciones Navales P. Freire S.A.—Vigo (60)<br>35,31 6,68 3,299<br>30,03 6,65 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.200 | MWM<br>Oil 4SA 6Cy. 320 × 480<br>870bhp (640kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 79,5t (d.o.) |
| **5383861**<br>*IMGU*<br>27<br>Df EsdRTm | **PONENTE**<br>ex Guappo-76 ex Vouri-75<br>**Itas S.r.l.**<br>Crotone Italy | **149**<br>38<br>— | RI (BV) | **1957** Schulte & Bruns—Emden (193)<br>28,12 6,91 3,302<br>25,81 6,51 3,89<br>1 dk<br>rf 1499 BK 152 | **M Tug**<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 320 × 480<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 16kW 220V d.c.<br>Fuel 46,5t (d.o.) |
| **7730458**<br>*HO7079*<br>8121-PEXT2<br>Df Rt | **PONGALE I**<br>ex Kapiolani ex YOG 69<br>**Lemor Corp.**<br>Panama Panama | **716**<br>546<br>— | (AB) | **1945** George Lawley & Son Corp.—Neponset, Ma (1419)<br>50,55 9,76 4,573<br>... ... ...<br>P 14,7 F 7,4 1 dk<br>rf 76 | **M Tanker**<br>9 Ta ER | Hercules<br>Oil 4SA 6Cy. 222 × 267<br>675bhp (497kW) NE —<br>Hercules Diesel Co. |
| **6925757**<br>*UZQS*<br>M-29307<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PONOY**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 562**<br>2 151<br>6 540 | RS | **1969** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,151<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works<br>Fuel 139,0t (d.o.) 330,0t (hvf) |

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|---|---|---|---|---|---|---|
| 5281829<br>101797<br>RTv | **PONRABBEL II**<br>**Port of Launceston Authority**<br>*Launceston, Tas.* Australia | **457**<br>176<br>56 | | **1916**-9 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (218)<br>*47,34* 10,42<br>... ... ...<br>RW | **TS Dredger**<br>Bucket<br>Der 1(2,5) | C 4Cy. (2) 381 & (2) 762 × 533<br>600ihp (441kW)<br>Ferguson Bros. (Port Glasgow) Ltd. Port Glasgow<br>Gen 2 × 45kW 110V d.c. |
| 7633583<br>*CSCF*<br>J380<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PONTA DE SAGRES**<br>ex Ampuria-88 ex Sunny Bettina-83<br>**Portline - Transportes Maritimos Internacionais S.A.**<br>STEER Shipmanagement Services Ltd.<br>Lisboa Portugal | T.Mk<br>**1 610**<br>1 098<br>3 750<br>**3 059**<br>2 142<br>4 950 | GL | **1979** Dong Hae SB. Co. Ltd.—Ulsan (7707)<br>96,37 (BB) 16,06 5,747/6,579<br>87,41 16,02 8,41<br>F 8,9 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>2 Ho 2 TwD<br>G.6 644 B.6 235<br>TEU 218<br>C.Ho 110/20' (40') C.Dk 108/20' (40') incl. 18 ref C.<br>2 Ha (stl) (25,3T × 10,5) (25,3 × 12,7) ER<br>Cr 1(40) Der 2(20) | MWM TBD510-8<br>Oil 4SA 8Cy. 330 × 360 reduction geared to sc. shaft<br>4 000bhp (2 942kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>15,75kn |
| 5281881<br>*CSHL*<br>I-463<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PONTA DELGADA**<br>**COMTRAMAR - Companhia de Transportes Maritimos S.A.**<br>Lisboa Portugal | **1 054**<br>476<br>430 | RP (BV)<br>✠Classed LR until 10/70 | **1962**-1 Navalis—Lisboa (191)<br>67,20 10,24 3,512<br>60,00 10,20 6,20<br>2 dks<br>RW rf 229 | **M Passenger/General Cargo/Ferry**<br>138bth 200dk P<br>1 Ho 15,2 ER<br>G.339 B.324<br>1 Ha (stl) (5,1 × 3,3) ER<br>Der 2(3) | Sulzer<br>Oil 2SA 7Cy. 360 × 600<br>1 400bhp (1 030kW)<br>Sulzer Bros. Ltd. Winterthur<br>Fuel 58,0t (d.o.)-5,0pd 13kn |
| 7932903<br>*VRFJ*<br>385188<br>Esd Gc Rdr<br>Rt | **PONTA DELGADA**<br>ex Flying Princess II-81<br>**STF Ponta Delgada Ltd.**<br>Shun Tak Ship Management Ltd.<br>Hong Kong Hong Kong (British) | **332**<br>249<br>— | AB | **1978** Boeing Marine Systems—Seattle, Wa (0010)<br>30,10 9,50 1,505/5,301<br>23,93 8,54 2,60<br>2 dks | **Aluminium Alloy TGT Hydrofoil Ferry**<br>250dk P<br>Mchy.aft | 2 Gas Turb dr geared to sc. shafts 7 400shp (5 443kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 2 × 50kW 440V a.c.<br>2 Water jet propulsion units<br>Thw. thrust propeller fwd<br>43kn |
| 8719255<br>*CUXF*<br>Esd Rdr Rt | **PONTA DO ESPARTEL**<br>**Compico**<br>Horta Portugal | **142**<br>50<br>— | RP | **1989** CONAFI, Const. Nav. de Fibras Lda.—Vila Real de Sto. Antonio (50)<br>28,10 6,60<br>23,55 3,45<br>1 dk. | **Reinforced Plastic M Fishing**<br>Tuna | Oil<br>............. |
| 5428702<br>*CSBN*<br>A-552<br>Df Esd Rdr | **PONTA DO GARAJAU**<br>**Government of Madeira (Direccao Regional dos Portos da Madeira)**<br>Funchal Portugal | **183**<br>21<br>— | **✠100A1** SS 12/90<br>tug<br>**✠LMC**<br>EL (b)<br>FN 314 | **1963**-6 Est. Nav. do Mondego—Figueira da Foz (71)<br>29,57 8,11 3,353<br>26,83 7,78 3,89<br>RAD 1,6<br>BK 51 | **M Tug** | MWM<br>2 Oil 4SA each 6Cy. 250 × 350 with flexible couplings & sr gears to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Controllable pitch propeller |
| 7388188<br>Esd Gc Rdr<br>Rt | **PONTE CORUXO**<br>**Frigorificos Berbes S.A. (FRIBESA)**<br>Vigo Spain | **481**<br>230<br>— | (BV) | **1978** Construcciones Navales P. Freire S.A.—Vigo (100)<br>53,14 9,66 4,268<br>46,33 9,52 6,53<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 249,5t (d.o.) 12,25kn |
| 7388360<br>*EGVB*<br>9597<br>Esd Gc Pfd<br>Rdr RTv | **PONTE DE RANDE**<br>**Pesquerias Molares S.A.**<br>Jose Molares Alonso S.A.<br>Vigo Spain<br>SatCom: 1351162/EGVB | **1 525**<br>732<br>1 885 | GL (BV) | **1976** Const. Nav. Santodomingo—Vigo (427)<br>82,61 13,19 6,050<br>73,03 13,01 8,41<br>B 32,0 2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580<br>3 000bhp (2 207kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 867,0t (d.o.) 16kn |
| 5281922<br>*EA9869*<br>1673<br>DfRTm | **PONTE NAYA**<br>**Empresa de Remolques Maritimos S.A. EMPREMAR**<br>La Coruna Spain | **85**<br>20<br>— | **✠100A1** SS 9/87<br>tug<br>Corunna Bay service<br>**LMC**<br>EL (a)<br>FN 178 | **1963**-7 Enrique Lorenzo y Cia. S.A.—Vigo (295)<br>23,19 6,38<br>19,99 6,00 2,90<br>rf 381 BK 102 | **M Tug** | MWM<br>Oil 4SA 6Cy. 320 × 480<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 5kW 220V d.c.<br>Fuel (d.o.) |
| 6718805<br>*HQIO8*<br>L-0333954<br>Df Esd Gc<br>Pfd Rdr Rt | **PONTE REEFER**<br>ex Suma Reefer-91 ex Satem Reefer-90<br>ex Atlantico Sur-89 ex Shuyo Maru-86<br>**Satem S.A.**<br>San Lorenzo Honduras | **2 320**<br>1 229<br>2 723<br>T/cm<br>9,5 | BV NK | **1967** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1088)<br>99,17 13,03 5,314<br>90,76 13,01 6,91<br>P 43,6 F 11,0 2 dks<br>len 77 | **M Refrigerated Cargo Fish Carrier**<br>4 Ho ER<br>In.3 261 HeCls. ptB<br>4 Ha (stl) (4,2 4,2 5,2 5,2 × 4,1) ER<br>4W Der 4(8) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>2 427kW (3 300bhp)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 280kW 220/440V a.c.<br>Fuel 413,0t (d.o.) 638,0t (hvf)-11,5pd 16,4kn |
| 7805978<br>*YJZH3*<br>738<br>Df Esd Gc<br>Pfd Rdr Rt | **PONTESA PRIMERO**<br>ex Albacora Once-91<br>**Secopa Leasing Ltd.**<br>Port Vila Vanuatu | **1 498**<br>556<br>2 000 | BV | **1980** Hijos de J. Barreras S.A.—Vigo (1458)<br>77,30 6,351<br>66,02 13,61 9,07<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Mchy.fwd | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>4 400bhp (3 236kW)<br>Hijos de J. Barreras S.A. Vigo<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 584,0t (d.o.) 15kn |
| 7211581<br>*H2VI*<br>702053<br>Df Esd Gc<br>Pfd Rdr Rt | **PONTIAKI DOXA**<br>ex Agano Maru-83<br>**Lembaga Shipping Co. Ltd.**<br>Marmaras Navigation Ltd.<br>Limassol Cyprus | **10 825**<br>6 385<br>27 040 | BV (NK) | **1972** Tsuneishi Zosen K.K.—Numakuma (256)<br>170,82 (BB) 24,54 10,420<br>160,00 24,49 14,20<br>P 29,9 F 11,9 1 dk<br>RW | **M Ore Carrier**<br>5 Ho ER<br>G.22 004 B.21 243<br>5 Ha (stl) (13,5 18,3 18,3 18,3 15,1 × 9,9) ER<br>Cr 4(8) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 400kW 445V 60Hz a.c.<br>Fuel 162,0t (d.o.) 1 998,0t (hvf)-39,5pd 14,75kn |
| 7825887<br>*HO3185*<br>Esd Rt | **PONTO**<br>**Banco Nacional de Panama**<br>Balboa Panama | **119**<br>41<br>110 | | **1979** Ast. Picsa S.A.—Callao (429)<br>21,70 6,94<br>19,61 6,71 2,75<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>275bhp (202kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8000252<br>*P3VM2*<br>708531<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PONTOKRATIS**<br>**Folkstone Maritime Ltd.**<br>Metron Shipping & Agencies S.A.<br>Limassol Cyprus | **14 330**<br>9 832<br>28 738<br>T/cm<br>34,3 | AB | **1981** Hakodate Dock Co. Ltd.—Muroran (703)<br>179,89 (BB) 23,14 10,651<br>170,01 23,11 14,51<br>P 29,3 F 12,2 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 16,3 19,5 24,0 24,6 24,0 19,8 ER<br>G.37 356 B.33 612 HeCls. B<br>6 Ha (stl) (8,2 13,0 15,1 15,1 15,1 15,1 × 9,6) ER<br>Cr 5(25) Der 2(9) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 500kW a.c.<br>Fuel 133,0t (d.o.) 1 681,0t (hvf)-27,0pd 14,5kn |
| 8220101<br>*P3MT4*<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>SatCom<br>AMVER | **PONTOMEDON**<br>ex Azur-91 ex Violet Islands-88<br>Limassol Cyprus | **19 416**<br>14 839<br>37 092 | NK | **1983** Kurushima Dockyard Co. Ltd.—Onishi (2252)<br>189,52 (BB) 28,05 10,791<br>180,02 28,01 15,19<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargo<br>5 Ho ER<br>G.46 915 B.45 154<br>5 Ha (stl) (12,0 20,8 20,8 20,8 20,8 × 14,1) ER<br>Cr 5(25,5) | Mitsubishi 6UEC52HA<br>Oil 2SA 6Cy. 520 × 1250 with flexible couplings & sr reverse geared to sc. shaft<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 516,75kW a.c.<br>Controllable pitch propeller |
| 7605665 | **PONTON V. P. 700**<br>ex Ponton 1309-83<br>**Soc. Francaise de Travaux Publics Terrestres, Maritimes et Fluviaux "Frabeltra"**<br>Le Havre France | **380**<br>380<br>708 | **✠100AN** SS 6/88<br>pontoon<br>EL (C)<br>FN 618 | **1978**-8 B.V. Stami Schpsb.—Dordrecht (1309)<br>45,01 11,28 1,880<br>45,01 11,23 2,49<br>1 dk<br>rf nil | **Deck Cargo Pontoon** | |

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|---|---|---|---|---|---|---|---|
| 7715501 | **PONTOON A**<br>**Libexim S.A.**<br>Panama Panama<br>Side pontoon for service with No. 7711141 SEAMENT I | **50**<br>—<br>60 | ✠**A**<br>pontoon<br>harbour service | SS 4/86<br>EL (A)<br>FN 220 | **1977**-10 A.G. "Weser" Seebeckwerft<br>—Bremerhaven (1014 A)<br>16,08 11,76 1,901<br>16,01 11,51 2,21<br>1 dk<br>rf nil | **Cement Pontoon** | |
| 7715513 | **PONTOON B**<br>**Libexim S.A.**<br>Panama Panama<br>Side pontoon for service with No. 7711141 SEAMENT I | **50**<br>—<br>60 | ✠**A**<br>pontoon<br>harbour service | SS 4/86<br>EL (A)<br>FN 220 | **1977**-10 A.G. "Weser" Seebeckwerft<br>—Bremerhaven (1014 B)<br>16,08 11,76 1,901<br>16,01 11,51 2,21<br>1 dk<br>rf nil | **Cement Pontoon** | |
| 7234856<br>*J8CJ5*<br>2778<br>Rt | **PONTOON 102**<br>ex H. 102-90<br>(Lower part)<br>ex Vibex-72<br>**Skua Shipping Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **6 380**<br>6 380<br>— | ✠**100A**<br>pontoon | SS 11/90<br>EL (u)<br>FN 3448 | **1955**-10 (Lower part) Harland & Wolff Ltd.—Belfast (1484)<br>**1972**-9 (Upper part) Boele's Schps. & Mchf. N.V.<br>—Bolnes<br>100,89 25,76 6,573<br>100,89 25,68 8,49<br>1 dk<br>rf 102<br>shortened 80 & 72<br>conv Tanker 72 | **Pontoon** | |
| 7365083<br>*J8CN5*<br>2810<br>Rt | **PONTOON 151**<br>ex U. R. 151-90 ex N. S. 11-80<br>**Skua Shipping Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **6 910**<br>2 073<br>15 244 | ✠**100A**<br>pontoon | SS 9/88<br>EL (T)<br>FN 4247 | **1974**-4 Verolme Cork Dockyards Ltd.—Cork (881)<br>131,32 24,72 5,938<br>131,02 24,40 8,01<br>1 dk<br>rf nil | **Submersible Pontoon** | |
| 7516058 | **PONTOON 1201**<br>ex Abeille 1201-90 ex Federal 400-4-80<br>**Norwegian Contractors A/S** | **7 783**<br>6 352<br>14 882 | ✠**100A1**<br>pontoon | SS 2/86<br>EL Y 2$\frac{1}{16}$"U2<br>FN 4551 | **1975**-12 Hyundai SB. & Heavy Industry—Ulsan (504)<br>121,93 30,54 5,960<br>119,44 30,48 7,62<br>F 8,3 1 dk<br>rf 305 | **Semi-submersible Deck Cargo Pontoon**<br>Heavy-load | |
| 7502760 | **PONTOON 400-1**<br>ex Federal 400-1-88 ex Federal 401-80<br>**Norwegian Contractors A/S** | **4 377**<br>4 244<br>14 762 | ✠**100A1**<br>pontoon | SS 12/84<br>EL Y 2$\frac{1}{16}$"U2<br>FN 4551 | **1975**-6 Hyundai SB. & Heavy Industry—Ulsan (501)<br>121,93 30,54 5,954<br>119,44 30,48 7,62<br>F 8,3 1 dk<br>rf 381 | **Semi-submersible Deck Cargo Pontoon**<br>Heavy-load | |
| 8318609<br>*P3VL2*<br>708530<br>Df Esd Gc<br>Pfd Rdr Rt | **PONTOPOROS**<br>**Seastone Maritime Ltd.**<br>Metron Shipping & Agencies S.A.<br>Limassol Cyprus | *16 912*<br>*10 946*<br>29 155<br>T/cm<br>36,5 | | AB | **1984** Hakodate Dock Co. Ltd.—Muroran (725)<br>179,89 (BB) 23,14 10,667<br>170,01 23,11 14,51<br>P 29,3 F 12,2 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.38 594 B.33 624<br>6 Ha (stl) ER<br>Cr 5(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>9 600bhp (7 061kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 480kW |
| 7374577<br>*SVCM*<br>5060<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PONTOPOROS**<br>ex Odyssey-10-85<br>**Pontoporos Shipping Co.**<br>Heracles Shipping Co. S.A.<br>Piraeus Greece | **15 976**<br>10 952<br>26 523 | | AB | **1974** Namura SB. Co. Ltd.—Osaka (418)<br>177,02 (BB) 22,92 10,415<br>167,01 22,90 14,48<br>P 29,3 F 13,8 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.35 233 B.33 834<br>5 Ha (stl) ER<br>Cr 5(10) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 380kW |
| 7832048<br>*WSX7827*<br>596232 | **PONTOS**<br>ex Rattler-89 ex Virginia Mistress<br>**Pontos Fisheries Inc.**<br>Norfolk, Va United States of America | **167**<br>114<br>— | | | **1978** Quality Marine Inc.—Theodore, Al<br>*24,88* 7,32<br>3,66<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 165<br>725bhp (533kW)<br>Caterpillar Tractor Co. |
| 7205788<br>*ELHS2*<br>8193<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PONTUS**<br>ex Gesalina-88 ex Takasago-85<br>ex Tambo River-79 ex Takasago-75<br>**Pontus Shipping Co. Ltd.**<br>Baltic Shipping Co. Ltd.<br>Monrovia Liberia | **32 507**<br>24 065<br>64 497<br>T/cm<br>62,0 | | NV | **1972** Mitsubishi Heavy Industries Ltd.—Kobe (1034)<br>223,96 (BB) 31,83 13,348<br>212,66 31,79 18,34<br>F 14,1 1 dk<br>rf 64 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 18,3 23,9 23,9 24,0 23,8 24,0 22,3 ER<br>G.76 315 Ore 40 607 HeCls. B<br>7 Ha (stl) (11,9 × 10,2) (14,4 14,4 14,4 14,4 14,4 14,4 × 13,5) ER | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 230,5t (d.o.) 3 131,5t (hvf)-40,0pd |
| 7229150<br>*ESWS*<br>M-12348 | **PONYATLIVYY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **169**<br>39<br>112 | | RS | **1970** ............U.S.S.R.<br>33,91 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,7 × 1,3)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| 7392660<br>*9HCT3*<br>2464<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **POOLA**<br>ex Stella-90 ex Transoceanica Paola-83<br>**Poola Maritime Co. Ltd.**<br>Monaco Seatrade S.A.M.<br>Valletta Malta | **14 426**<br>11 236<br>24 232<br>T/cm<br>34,4 | | AB (RI) | **1975** Cantieri Navali Riuniti S.p.A.—Riva Trigoso (299)<br>178,49 22,97 9,890<br>169,83 22,90 13,80<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.31 589<br>5 Ha (stl) (each 20,2 × 11,0) ER<br>Cr 3(15) | Fiat<br>Oil 2SA 5Cy. 780 × 1600<br>10 000bhp (7 356kW)<br>Cantieri Navali Riuniti<br>Gen 3 × 450kW a.c. |
| 7425895<br>*EPPY*<br>Esd Rdr Rt | **POOLAD**<br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Bandar Khomeini Iran | **167**<br>48<br>71 | ✠**100A1**<br>tug<br>Persian Gulf service<br>✠**LMC** | SS 6/87<br>EL (D)B $\frac{3}{4}$"U2<br>FN 264 | **1976**-3 Towa Zosen K.K.—Shimonoseki (487)<br>27,92 7,35 2,758<br>25,10 7,00 3,51<br>RAD 2,5 1 dk<br>rf 584 | **M Tug**<br>Fire-fighting | Blackstone<br>Oil 4SA 8Cy. 222 × 292 reverse reductio<br>to sc. shaft<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 52kW 225V 50Hz a.c. |
| | | | **SURVEYS OVERDUE — CLASS SUSPENDED 13/1/88** | | | | |
| 8520202<br>*PGUP*<br>Esd Gc Pfd<br>Rdr RTv<br>AMVER | **POOLGRACHT**<br>**C.V. Scheepv. Onderneming "Poolgracht"**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands<br>SatCom: 1300271/PGUP | *5 998*<br>*3 600*<br>9 672<br>T/cm<br>19,1 | ✠**100A1**<br>strengthened for heavy cargoes<br>timber deck cargoes<br>container cargoes in holds and on upper deck hatch covers<br>Ice Class 1A<br>✠**LMC** **UMS** | EL X 495,0/50,0U2(a)<br>FN 3206 | **1986**-10 Miho Zosensho K.K.—Shimizu (1284)<br>113,14 (BB) 18,98 8,532<br>106,03 18,92 11,31<br>F 11,0 2 dks<br>BK | **M General Cargo**<br>Str. heavy cargoes DSS<br>1 Ho 73,5 ER 1 TwD<br>G.12 738 B.12 006<br>TEU 487<br>C.Ho 234/20' (40') C.Dk 253/20' (40')<br>2 Ha (stl) (33,6 35,7 × 15,7) ER<br>Cr 2(40-50) | Hanshin<br>Oil 4SA 6Cy. 580 × 1050<br>6 000bhp (4 413kW)<br>The Hanshin Diesel Works Ltd.<br>TOH (o.f.) 10,2kgf/cm$^2$ (10,0bar)<br>TOH (ex.g) 10,2kgf/cm$^2$ (10,0bar)<br>Gen 1 × 400kW 3 × 200kW 445V 60<br>Controllable pitch propeller<br>Fuel 125,0t (d.o.) 629,0t (hvf) |
| 7325239<br>*PGTO*<br>GO 24<br>Esd Pfd Rdr<br>Rt | **POOLSTER**<br>ex Pieter Senior-91<br>**J. Grinwis & Zn.**<br>Goedereede Netherlands | *287*<br>*86*<br>— | | | **1973** Schps. "De Dageraad" B.V.—Woubrugge (532)<br>39,20<br>35,41 8,06 3,59<br>1 dk<br>len 87 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Kromhout<br>Oil 4SA 9Cy. 240 × 260<br>1 235bhp (908kW)<br>Stork-Werkspoor Diesel B.V. |
| 7930890<br>*PGUV*<br>IJM 11<br>Df Esd Gc<br>Pfd Rdr Rt | **POOLSTER**<br>ex Rose Marie-87<br>**C. Drijver en Zn.**<br>Ijmuiden Netherlands | **284**<br>108<br>— | | | **1980** Schps. "De Dageraad" B.V.—Woubrugge (549)<br>38,92 3,152<br>34,50 8,01 4,32<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl<br>Mchy.aft | Kromhout<br>Oil 4SA 9Cy. 240 × 260 reverse reductio<br>to sc. shaft<br>1 700bhp (1 250kW)<br>Stork-Werkspoor Diesel B.V. |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7505047<br>PGUS<br>GO 24<br>Df Esd Rdr<br>Rt | **POOLSTER**<br>**J. Grinwis & Zn.**<br>Goedereede Netherlands | **204**<br>73<br>— | | **1975** Havenbedrijf Vlaardingen-Oost N.V.<br>—Vlaardingen (790023)<br>32,01<br>7,54 3,41<br>1 dk | **M Fishing**<br>Side Trawler | De Industrie 6D7HD<br>Oil 4SA 6Cy. 305 × 460<br>1 000bhp (736kW)<br>B.V. Motorenfabriek "De Industrie" Alphen a/d Rijn |
| 7023063<br>GHXZ<br>706145<br>LT 91<br>Df Esd Pfd<br>Rdr Rt | **POOLSTER**<br>**Ian Lace & Gordon Thomas Beamish**<br>Lowestoft United Kingdom | **143**<br>72<br>— | | **1970** N.V. Scheepswerf Haak—Zaandam (915)<br>30,03 6,91 3,201<br>6,84 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref | De Industrie<br>Oil 4SA 8Cy. 250 × 350<br>800bhp (588kW)<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn<br>11kn |
| 7018654<br>C4HE<br>708040<br>Esd Pfd Rdr<br>Rt | **POOLSTER**<br>ex Orca-86 ex Cornelis Dirkje-86<br>**Waterlock Marine Ltd.**<br>Limassol Cyprus | **129**<br>46<br>— | | **1970** Schiffsw. Julius Diedrich GmbH & Co. K.G.<br>—Oldersum (107)<br>26,19<br>6,63 3,28<br>1 dk | **M Fishing**<br>Side-fishing | A.B.C.<br>Oil 4SA 6Cy. 242 × 320<br>765bhp (563kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>9kn |
| 7114604<br>EPCM<br>146<br>RdrRTm | **POONEH**<br>ex Grant<br>**Iran Pan American Oil Co.**<br>Kharg Island Iran | **185**<br>125<br>— | | **1965** Greenville SB. Corp.—Greenville, Ms<br>*43,35* 3,506<br>43,24 10,67 | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW 120/240V 60Hz a.c.<br>Fuel 122,0t (d.o.) 11kn |
| 5203310<br>Df Esd Gc<br>Pfd Rdr Rt | **POONG DE SAN**<br>ex Mag I-67 ex Langjokull-67<br>**Government of The Democratic People's Republic of North Korea**<br>North Korea | **1 987**<br>1 072<br>— | ✠Classed LR until 12/68 | **1959**-9 Aarhus Flydedok og Maskinkp. A/S<br>—Aarhus (106)<br>87,91 12,58 4,915<br>79,00 12,25 6,81<br>Ba 15,9 F 9,5 2 dks<br>rf 51 | **M Refrigerated Cargo**<br>3 Ho ER<br>In.2 446<br>Der 8(-) | Deutz<br>Oil 4SA 8Cy. 420 × 660<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln |
| 7524275<br>Df Esd Gc<br>Rdr Rt | **POONG HWA SAN**<br>**Korean Fishing Owners Industry**<br>North Korea | **2 500**<br>—<br>5 000 | | **1971** August 15 Shipyard—North Korea<br>76,21<br>12,17 | **M Fish Carrier** | Oil<br>............. |
| 6817974<br>6MUI<br>BS02-A771<br>Df Esd Gc<br>Pfd Rdr Rt | **POONG LIM No. 11**<br>ex Han Sung No. 11-90<br>ex Han Sung No. 5-88<br>ex Eikyu Maru No. 25<br>**Lim Lee-Kun**<br>Busan South Korea | **353**<br>179<br>— | KR | **1968** Yamanishi Zosen K.K.—Ishinomaki (565)<br>50,60 8,82 3,653<br>45,01 8,79 3,79<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.442<br>4 Ha (each 1,8 × 1,9) | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 100kW 230V a.c.<br>11,5kn |
| 7510145<br>HMJN<br>BS02-A1554<br>Df Esd Gc<br>Pfd Rdr Rt | **POONG SAN No. 1**<br>ex Soo Gong No. 92-83<br>ex Kormex No. 2-81<br>ex Carnation No. 52-79<br>**Poong San Fisheries Co. Ltd.**<br>Busan South Korea | **929**<br>489<br>— | KR | **1975** Uchida Zosen—Ise (762)<br>56,90 4,357<br>50,50 9,99 6,84<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.140<br>3 Ha (2,7 × 2,9) (1,3 1,9 × 1,9) | Hanshin 6LU38<br>Oil 4SA 6Cy. 380 × 580<br>2 200bhp (1 618kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 176kW 445V a.c.<br>13,75kn |
| 7236983<br>6KXY<br>BS02-A2090<br>Df Esd Gc<br>Pfd Rdr Rt | **POONG SAN No. 8**<br>ex Dae Wang No. 209-88<br>ex Koyo Maru No. 8-82<br>ex Kohoku Maru No. 12<br>**Poong San Fisheries Co. Ltd.**<br>Busan South Korea | **393**<br>217<br>— | KR | **1972** Yamanishi Zosen K.K.—Ishinomaki (701)<br>55,50 9,02 3,550<br>49,87 9,00 5,74<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>In.399<br>3 Ha (stl) (2,6 2,2 2,2 × 2,0) | Akasaka<br>Oil 4SA 6Cy. 400 × 600<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c.<br>13,5kn |
| 5411711<br>6MLG<br>BS02-A1305<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **POONG SAN No. 11**<br>ex Kum Bong No. 27-84<br>ex Kaisei Maru No. 18-73<br>ex Iijima Maru No. 18<br>**Poong San Fisheries Co. Ltd.**<br>Busan South Korea | **351**<br>156<br>421 | KR | **1963** Miho Zosensho K.K.—Shimizu (359)<br>51,26 8,01 3,520<br>46,11 7,98 3,79<br>P 18,6 F 6,4 1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.508<br>3 Ha (1,3 1,3 × 1,3) (1,6 × 1,6) | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 120kW 220V a.c.<br>Fuel 228,5t 11kn |
| 7231397<br>6MBR<br>BS02-A538<br>Df Esd Gc<br>Rdr Rt | **POONG SAN No. 12**<br>ex Mindulle No. 105<br>ex Kwang Myung No. 78-82<br>**Poong San Fisheries Co. Ltd.**<br>Busan South Korea | **312**<br>152<br>345 | KR | **1972** Dae Sun SB. & Eng. Co. Ltd.—Pusan<br>47,00 3,252<br>42,80 7,78 3,54<br>P 20,5 F 4,9 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>4 Ha (1,4 1,4 × 1,4) (1,3 1,3 × 0,9) | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 140kW 225V a.c.<br>12,75kn |
| 7126580<br>6LLO<br>BS02-A1885<br>Df Esd Gc<br>Rdr Rt | **POONG SAN No. 15**<br>ex Indian No. 2 ex Yuko Maru No. 8-80<br>ex Koei Maru No. 18<br>**Poong San Fisheries Co. Ltd.**<br>Busan South Korea | **347**<br>173<br>— | KR | **1970** Mie Shipyard Co. Ltd.—Yokkaichi (9)<br>53,80 3,520<br>47,66 8,40 3,71<br>P 8,3 F 7,7 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>3 Ha (1,3 × 0,9) (1,7 × 1,6) (1,1 × 0,9) | Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 206kW 445V a.c.<br>Fuel (d.o.) 11kn |
| 8827741<br>6LHL<br>BS02-A2757<br>Df Esd Gc<br>Pfd Rdr Rt | **POONG SAN No. 27**<br>**Poong San Fisheries Co. Ltd.**<br>Busan South Korea | **414**<br>—<br>458 | KR | **1989** Dae Sun SB. & Eng. Co. Ltd.—Busan<br>56,07 - 3,733<br>49,60 8,80 3,84<br>1 dk | **M Ferry** | Oil 4SA 6Cy. 280 × 480<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 608kW 225V a.c.<br>11,3kn |
| 7327811<br>6MMF<br>BS02-A2126<br>Df Esd Gc<br>Rdr Rt | **POONG SAN No. 88**<br>ex Ssangyong No. 33-89<br>ex Han Dok No. 1-84<br>**Poong San Fisheries Co. Ltd.**<br>Busan South Korea | **422**<br>219<br>517 | KR | **1973** Dae Sun SB. & Eng. Co. Ltd.—Busan<br>54,79 3,277<br>49,00 8,62 3,97<br>P 26,3 F 15,0 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.663<br>2 Ha (1,3 × 1,0) (1,7 × 1,7) | Niigata 6M28X<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 176kW 225V a.c.<br>12,5kn |
| 9042051<br>6LRR<br>BS02-A2874<br>Df Esd Gc<br>Rdr RTv | **POONG SAN No. 103**<br>**Poong San Fisheries Co. Ltd.**<br>Busan South Korea<br>SatCom: 1660341/PSLR | **539**<br>352<br>670 | KR | **1991** Dae Sun SB. & Eng. Co. Ltd.—Busan<br>61,72 9,52 4,131<br>53,20 9,50 4,15 | **M Fishing**<br>Side-fishing Cuttle Ref<br>In.650 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 sr geared to sc. shaft<br>1 030kW (1 400bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>12,5kn |
| 7829417<br>6MKS<br>BS0202<br>-A1575<br>Df Esd Rdr<br>Rt | **POONG WON No. 1**<br>ex Dae Heung No. 1-91<br>**Park Jae-Sung**<br>Busan South Korea | **125**<br>56<br>112 | KR | **1979** Shin Ah SB. Co.—Chungmu<br>39,12 2,687<br>33,33 6,30 2,80<br>F 10,7 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.127<br>4 Ha (1,1 × 0,9) (1,3 1,3 1,3 × 1,3) | Akasaka 6MH25SSR<br>Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 225V a.c.<br>11kn |
| 7829429<br>6MXO<br>BS0202<br>-A1577<br>Df Esd Rdr<br>Rt | **POONG WON No. 2**<br>ex Dae Heung No. 2-91<br>**Park Jae-Sung**<br>Busan South Korea | **124**<br>56<br>112 | KR | **1979** Shin Ah SB. Co.—Chungmu<br>39,12 2,687<br>33,33 6,30 2,80<br>F 10,7 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.127<br>4 Ha (1,1 × 1,1) (1,3 1,3 1,3 × 1,3) | Akasaka 6MH25SSR<br>Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 225V a.c.<br>11kn |
| 7638870<br>DUEN<br>224531<br>Rdr Rt | **POPEYE**<br>ex Mohawk ex Yamaki Maru No. 8-79<br>**Piso Bank**<br>Manila Philippines | **231**<br>75<br>185 | (NK) | **1977** Asahi Zosen K.K.—Sumoto (172)<br>34,50 3,245<br>30,00 8,01 3,48<br>F 10,7 1 dk | **TM Tug** | Niigata 6L20AX<br>2 Oil 4SA each 6Cy. 200 × 260 sr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 40kW<br>10,5kn |

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| **5428714**<br><br>Df Esd Pfd<br>Rt | **POPEYE**<br>**Flota Industrial Pesca Atunera Caribe S.r.l.**<br>Puerto Sucre Venezuela | **208**<br>79<br>226 | (BV) | **1963** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5084)<br>30,00 7,52<br>25,00 7,50 3,99<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br><br>Der 2(2) | Baudouin<br>Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin<br>Fuel 46,5t (d.o.) |
| **7235082**<br>*SZVH*<br>9405<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **POPI**<br>ex Kolle D-88<br>**Springfield Trading S.A.**<br>Byzantine Maritime Corp.<br>Piraeus Greece | **19 520**<br>14 636<br>32 466 | **✠100A1** CS 3/87<br>**✠LMC**<br>EL H† 2¾"U2<br>FN 7071 | **1973**-3 Namura SB. Co. Ltd.—Osaka (405)<br>184,00 (BB) 25,07 10,865<br>175,01 25,00 15,40<br>F 15,3 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho 23,3 28,8 22,4 28,8 28,8 ER<br>G.37 471<br>5 Ha (stl) (14,0 18,3 12,8 18,3 18,3 × 11,5) ER<br>Cr 4(10) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 2 × 730kW 450V 50Hz a.c.<br>Fuel 1 629,5t (hvf) |
| **5279876**<br>*SV5068*<br>136<br>Df Esd Rdr<br>Rt | **POPI F**<br>ex Pleven-79 ex Gondar-68<br>ex Pleven-64 ex Kolastind-61<br>**A. Farmarkis & D. Ftikias**<br>Thessaloniki Greece | **564**<br>248<br>685 | (BR) (NV) | **1949** A/B Marstrands M/V—Marstrand (19)<br>58,70 9,05 3,901<br>9,00 6,15<br>2 dks<br>RW conv General Cargo — | **M Training Ship**<br>2 Ho ER<br>In.940<br>8 Ha (stl) (each 2,9 × 1,9) ER<br>Cr 2(1) Der 8(3) | Nohab<br>Oil 2SA 6Cy. 345 × 580<br>950bhp (699kW)<br>Nydqvist & Holm A/B<br>Gen 3 × 65kW 240V d.c. |
| **5391947**<br>*4QVH*<br><br>Pfd Rdr Rt | **POPI H.**<br>ex Mike I-87 ex Kriti-85 ex Crete-85<br>ex Mahi-78 ex Wallona-71<br>ex Windsor Queen-69 ex Mortlake-66<br>ex Lockwood-65 ex Nordgas-64<br>ex Windsorbrook-63<br>Sri Lanka | **1 006**<br>580<br>1 428 | ✠Classed LR until 14/9/88 | **1956**-11 N.V. Bodewes Schps.—Martenshoek (423)<br>66,45 10,22 4,420<br>60,91 10,15 4,60<br>P 15,0 RQD 24,1 F 8,0 1 dk<br>RW rf 102 | **M General Cargo**<br>2 Ho 15,6 24,3 ER<br>G.2 019<br>2 Ha (stl) (12,3 × 5,7) (19,2 × 6,1) ER<br>2W Der 2(3) | Deutz<br>Oil 4SA 6Cy. 420 × 660<br>850bhp (625kW)<br>Kloeckner Humboldt Deutz<br>Fuel 71,0t (d.o.) |
| **7622807**<br>*SZJF*<br>6520<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **POPI P**<br>**Nimipet Corp.**<br>Piraeus Greece | T.Mk<br>**6 424**<br>4 466<br>12 135<br>**10 558**<br>7 396<br>16 261 | **✠100A1** SS 1/87<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL D† 550,0/54,0U3<br>FN 4727 | **1977**-11 Hashihama Zosen—Tadotsu (644)<br>148,72 (BB) 21,85 7,576/9,151<br>138,03 21,81 12,43<br>P 24,4 F 11,3 2 dks<br>rf nil | **M General Cargo**<br>4 Ho 25,9 26,2 26,2 26,9 ER 4 TwD<br>G.24 230 B.21 034<br>4 Ha (stl) (15,3 16,4 16,4 16,4 × 10,5) ER<br>9W Cr 2(25) Der 1(80) 8(12) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>8 250bhp (6 068kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 109,0t (d.o.) 979,0t (hvf)-27,5pd |
| **7207231**<br>*XCOP*<br>345410<br>Esd Gc Rdr<br>RTh/v | **POPOCATEPETL**<br>ex Irving Marigold-78<br>**Naviera Armamex S.A de C.V.**<br>Coatzacoalcos Mexico | **2 426**<br>2 179<br>4 849 | GL (AB) | **1972** Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1104)<br>85,96 17,73 4,649<br>84,71 17,68 5,85<br>P 13,5 B 6,9 F 7,1 1 dk<br>rf 305 | **TM Tanker**<br>6 Ta ER<br>L.(oil) 4 975 HeCls. C | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 sr geared to sc. shafts<br>1 456kW (1 979bhp) E made72 fitted74<br>Caterpillar Tractor Co.<br>Gen 2 × 80kW 220/440V 60Hz a.c.<br>2 Directional propellers<br>Fuel (d.o.) |
| **6501343**<br>*ISEE*<br>60<br>Esd Rdr Rt | **POPPEA**<br>**Oceanpesca S.r.l. di Giuseppe Quinci**<br>Mazara del Vallo Italy | **238**<br>115<br>— | RI | **1964** "Navalmeccanica" Cant. Nav.—Senigallia (21)<br>35,87 6,77 3,201<br>31,50 6,75 3,61<br>1 dk | **M Fishing**<br>Stern Trawler | MaK<br>Oil 4SA 6Cy. 320 × 450<br>450bhp (331kW)<br>MaK. Maschinenbau Kiel G.m.b.H |
| **5406118**<br>*9WTD*<br>325626<br>Df Esd Gc<br>Rdr RTm/h<br>AMVER | **POPULAR No. 2**<br>ex Kofu Maru-88<br>**Popular Equities Sendirian Berhad**<br>Labuan Malaysia | **345**<br>101<br>217 | | **1963** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (849)<br>47,02 2,850<br>42,50 7,70 3,81<br>1 dk | **M Research**<br>Weather | Fuji<br>Oil 4SA 6Cy. 300 × 430<br>650bhp (478kW)<br>Fuji Diesel Co. Ltd. |
| **7127792**<br>*EWUE*<br>M-28234 | **POPULYARNYY**<br>(Nakhodka) (U.S.S.R.) | **169**<br>40<br>94 | RS | **1971** ............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,7)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **7215238**<br>*DUZB*<br>228566<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **POQUITA MAMI**<br>ex Papyrus Maru-86<br>**Safeway Shipping Inc.**<br>Manila Philippines | **18 605**<br>8 382<br>26 060<br>T/cm<br>35,1 | NK | **1972** Nippon Kokan K.K.—Shimizu (313)<br>176,03 23,75 10,229<br>166,02 23,70 17,51<br>1 dk | **M Wood-chip Carrier**<br>5 Ho ER<br>G.46 547<br>5 Ha (stl) (17,8 17,9 12,0 12,0 12,0 × 11,7) ER | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460<br>8 000bhp (5 884kW)<br>Nippon Kokan K.K. Tsurumi Works<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 110,5t (d.o.) 1 028,5t (hvf)-26,0pd |
| **7630878**<br>*HSLH* | **POR. SITHICHAI 4**<br>ex Summit 22-82 ex Koyu Maru<br>**Porn Sitdhichai Panich Ltd. Partnership**<br>Bangkok Thailand | **983**<br>640<br>2 500 | | **1968** Asakawa Zosen—Imabari<br>69,02 11,00 5,258<br>65,00 10,98 5,59<br>1 dk<br>Diam. 0,152 | **M Tanker**<br>SBT<br>8 Ta ER<br>L.(oil) 2 538 HeCls. C<br>2 Cargo pumps total 600T/hr | Oil<br>1 500bhp (1 103kW)<br>............<br>Fuel 40,5t (d.o.)-4,0pd |
| **5382996**<br><br>2T-6<br>Rt | **POREC**<br>ex Vladimir Nazor-86<br>**Kvarner Express Poduzece za Saobracaj Putnika i Turista**<br>Rijeka Croatia | **430**<br>189<br>— | JR | **1952** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (138)<br>54,21 8,56 2,915<br>50,65 8,51 3,51<br>1 dk | **TM Ferry** | Sulzer<br>2 Oil 2SA each 5Cy. 290 × 500<br>1 050bhp (772kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 27kW 220V a.c. |
| **7808047**<br>*YTRR*<br>02/04-1 202/86<br>Esd Pfd Rdr<br>Rt | **POREC 1**<br>ex Gimle Bay-86<br>**Genshipping Corp.**<br>Splosna Plovba<br>Koper Slovenia | **321**<br>217<br>30 | JR (NV) | **1981** Westamarin A/S—Mandal (77)<br>31,53 -<br>28,80 9,73 3,60<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 238dk P<br>Mchy.aft | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 185<br>2 940kW (3 997bhp) NE 83<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 55kW 220V 50Hz a.c.<br>2 Directional propellers |
| **8607373**<br>*LYNH*<br>M-43102<br>Df Esd Gc<br>Pfd Rdr RTv | **PORECHYE**<br>**Kaliningradrybprom**<br>(Kaliningrad) (U.S.S.R.) | *7 765*<br>*2 329*<br>3 372 | RS | **1990** Volkswerft GmbH.—Stralsund (828)<br>120,47 19,03 6,630<br>108,12 - 12,22<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.3 454 | S.K.L.<br>2 Vee Oil 4SA each 6Cy. 420 × 480 with flexible couplings & sr geared to sc. shaft<br>10 590kW (14 397bhp)<br>VEB Maschinenbau Halberstadt<br>Controllable pitch propeller |
| **8030867**<br>*C6KL3*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PORER**<br>**United Shipping Services Three Inc.**<br>V. Ships (UK) Ltd.<br>Nassau Bahamas | **8 869**<br>5 145<br>—<br>**13 328**<br>7 534<br>16 648 | BV JR | **1983** R.O. Brodogradiliste "Uljanik"—Pula (353)<br>160,03 (BB) —/9,521<br>148,01 23,51 14,03<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>5 Ho 12,8 17,6 17,6 27,2 17,6 ER 5 TwD<br>G.25 681 B.23 438<br>TEU 478<br>C.Ho 290/20' (40') C.Dk 188/20' (40') incl. 36 ref C.<br>9 Ha (stl) (12,8 × 8,0) (12,8p&s × 5,6) (12,8p&s 25,2p&s 12,8p&s × 8,0) ER<br>Cr 5(20) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>8 238kW (11 200bhp)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 3 × 662kW 400V 50Hz a.c.<br>Fuel 213,0t (d.o.) 1 273,0t (hvf)-35,0pd |

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|---|---|---|---|---|---|---|---|
| 6511817<br>*GOVE*<br>306584<br>LT 509<br>Df Esd Pfd<br>RTm | **PORFESA I**<br>ex Heritage-86 ex Boston Viscount-82<br>**Factortame Ltd.**<br>Cmaine (Shipping) Ltd.<br>Lowestoft United Kingdom | **174**<br>62<br>— | ✠**100A1**<br>trawler<br>✠**LMC** | SS 11/87<br><br><br>EL (b)g<br>FN 281 | **1965**-6 R. Dunston (Hessle) Ltd.—Hessle (S820)<br>*28,69* 7,12 2,744<br>27,08 7,01 3,36<br>F 5,2<br>rf 508 BK 152<br>**SURVEYS OVERDUE — CLASS SUSPENDED 28/2/90** | **M Fishing**<br>Side Trawler | Blackstone<br>Oil 4SA 8Cy. 222 × 292 with flexible coupling & sr reverse geared to sc. shaft<br>388kW (527bhp)<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 20kW 220V<br>Fuel (d.o.) |
| 5128572<br>*MYBP*<br>300352<br>PD 75<br>Df Esd Pfd<br>RTh | **PORFESA II**<br>ex Viking Deeps-86 ex George Craig-73<br>Launched as John Watterston<br>**Factortame Ltd.**<br>Cmaine (Shipping) Ltd.<br>Peterhead United Kingdom | **197**<br>67<br>— | ✠**100A1**<br>trawler<br>**LMC** | <br><br><br>EL (c) $\frac{15}{16}$"<br>FN 336 | **1957**-11 Livingstone & Co. Ltd.—Peterhead (3)<br>*32,74* 7,07 3,048<br>31,40 7,01 3,66<br>RQD 17,7 F 6,1<br>RW rf 1143 BK 191 conv Side Trawler Fishing 76<br>conv Stand-by Safety Vessel 87 | **M Fishing**<br>Side Trawler | Blackstone<br>Oil 4SA 8Cy. 222 × 292 reduction geared to sc. shaft<br>660bhp (485kW) E made72 fitted73<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 15kW 1 × 10kW 1 × 9kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 122,0t (d.o.) 10kn |
| 5178400<br>*HP5497*<br>19528-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **PORFESA III**<br>ex Kaiyo-89 ex Kagoshima Maru-82<br>**Valmar Marine Inc.**<br>Panama Panama | **1 006**<br>396<br>— | | <br><br>NK | **1960** Hitachi Zosen—Mukaishima (3896)<br>66,07 10,85 4,299<br>59,62 10,80 5,41<br>P 4,0 F 12,2 2 dks<br>RW | **M Fishing**<br>Training | Hanshin T6TS<br>Oil 4SA 6Cy. 490 × 700<br>1 700bhp (1 250kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 160kW 440V 60Hz a.c.<br>Fuel 313,0t-7,0pd 12,5kn |
| 7102223<br>*SV7229*<br><br>Df Esd Gc<br>Rdr RTm/v | **PORFIRIOS**<br>ex Satow-91<br>**Hydra III Marine Co.**<br>Greece | T.Mk<br>**299**<br>142<br>718 | | <br><br>DSRK GL | **1971** Elbewerften Boizenburg/Rosslau —Boizenburg (287)<br>57,87 (BB) 10,32 3,680<br>51,80 10,09 5,80<br>2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho 15,9 17,8 ER<br>G.1 532 B.1 400<br>TEU 25 C. 25/20'<br>2 Ha (stl) (8,9 12,5 × 7,7) ER<br>Cr 2(3) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>853kW (1 160bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 128kW 1 × 116kW 1 × 77kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 65,0t (d.o.) 12kn |
| 8228684<br>*LYHG*<br>M-37044<br>Df Esd Gc<br>Rdr RTm/h/v | **PORFIRIY CHANCHIBADZE**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *4 407*<br>*1 322*<br>1 810 | | <br><br>RS | **1984** ..............U.S.S.R.<br>104,50 16,03 5,900<br>94,01 10,24<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3,25) | Skoda<br>2 Oil 4SA each 6Cy. 525 × 720<br>6 000bhp (4 413kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>14kn |
| 7379254<br>*P3QK2*<br>708340<br>Df Esd Gc<br>Pfd Rdr RTv | **PORFYRION**<br>ex Hercules-91 ex Hydrohos-87<br>**Watereign Shipping Ltd.**<br>Limassol Cyprus | **19 166**<br>13 515<br>33 653<br>T/cm<br>41,4 | | <br><br>AB | **1975** Kanasashi Co. Ltd.—Tsukama Works, Shimizu (1095)<br>182,20 (BB) 27,03 10,948<br>169,98 26,98 15,19<br>P 27,5 F 12,8 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,3 27,3 21,7 26,6 27,2 ER<br>G.46 225 B.39 141<br>5 Ha (stl) (12,5 16,8 12,8 16,8 16,8 × 11,9) ER<br>Der 5(15) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 1 996,5t (hvf) 16,25kn |
| 7422386<br>*OIHF*<br>501<br>Df Esd Gc<br>Pfd Rdr Rt | **PORIN KARHU**<br>**Porin Kaupunki**<br>Pori/ Bjorneborg Finland | *289*<br>*87*<br>— | ✠**100A1**<br>tug<br>Northern Baltic service<br>Ice Class 1A Super<br>✠**LMC** | SS 12/88<br><br><br><br><br>EL H $\frac{7}{8}$"U2<br>FN 432 | **1976**-1 Falkenbergs Varv AB—Falkenberg (170)<br>32,01 9,91 4,401<br>28,50 9,52 5,62<br>RFD 6,4 1 dk<br>rf - | **M Tug/ Icebreaker** | Polar F216V-D<br>Vee Oil 4SA 16Cy. 250 × 300 with pneumatic coupling & sr geared to sc. shaft<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 136kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 101,5t (hvf)-12,0pd 13,5kn |
| 6722179<br>*EPQW*<br>637<br>Df Esd Gc<br>Rdr RTv | **PORKAR**<br>ex Hadi-92 ex Al Gaffay-86<br>**Iran Marine Services Co.**<br>Bandar Abbas Iran | **367**<br>91<br>— | ✠**100A1**<br>tug<br>✠**LMC** | SS 3/91<br><br><br>EL (f) $1\frac{1}{4}$"SQ<br>FN 511 | **1968**-2 Charles D. Holmes & Co. Ltd.—Beverley (1007)<br>40,67 10,11 3,772<br>36,58 9,61 4,35<br>B 13,2 1 dk<br>rf 457 BK 38 | **M Tug** | Ruston<br>Oil 4SA 9Cy. 318 × 368 reverse reduction geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 75kW 1 × 15kW 220V d.c.<br>Fuel 87,5t (d.o.) 11,5kn |
| 7410632<br>*EHFE*<br><br>Df Esd Rdr<br>Rt | **PORLAMAR**<br>**Pesquera Porlamar S.A.**<br>La Coruna Spain | **282**<br>—<br>220 | | <br><br>GL | **1976** Maritima del Musel S.A.—Gijon (178)<br>39,02 8,64 3,701<br>32,01 8,25 6,02<br>P 8,6 1 dk | **M Fishing**<br>Side Trawler | A.B.C. 8MDXC<br>Oil 4SA 8Cy. 242 × 320 reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>12,5kn |
| 6504620<br>*J8ES*<br>2097<br>Df Esd Rdr<br>RTm/v | **PORLAN**<br>ex Susanne-77<br>**Partenreederei m.s. "Porlan"**<br>Hans Otto Gadermann<br>Hamburg St. Vincent and the Grenadines | **888**<br>648<br>1 748 | | <br><br>(GL) | **1965** Schlichting-Werft G.m.b.H.—Travemuende (1344)<br>61,55 10,75 4,979<br>56,32 10,60 6,00<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.2 265 B.2 038<br>2 Ha (stl) (18,3 10,2 × 6,0) ER | MaK 6MU451A<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Gen 3 × 16,5kW 380V a.c.<br>Fuel 63,0t 10kn |
| 7404970<br>*FZWI*<br><br>Esd Rdr Rt | **PORNIC**<br>**Union des Remorqueurs de l'Ocean (U.R.O.)**<br>Societe Nazairienne de Remorquage<br>St. Nazaire France | **275**<br>0<br>217 | | <br><br>BV | **1975** Soc. des At. Francais de l'Ouest—St. Nazaire (RO20)<br>33,69 9,15 4,547<br>29,88 8,79 4,73<br>1 dk | **M Tug** | Crepelle 12PSN2<br>Vee Oil 4SA 12Cy. 260 × 280<br>Crepelle et Cie. Lille |
| 7218606<br>*UYML*<br>M-29574<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PORONAYSK**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 540**<br>2 171<br>6 200 | | <br><br>RS | **1972** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,241<br>112,78 16,69 8,03<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (10,9 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W 7-50VT2BF-110<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 139,0t (d.o.) 330,0t (hvf) 14,5kn |
| 7641475<br>*SQHS*<br><br>Df Esd Rdr<br>Rt | **PORONIEC**<br>**Gdanskie Przedsiebiorstwo Obrotu Produktami Naftowymi "CPN"**<br>Gdansk Poland | **688**<br>328<br>1 000<br>T/cm<br>5,0 | | <br><br>PR | **1976** Wroclawska Stocznia Rzeczna—Wroclaw (ZB1000/3)<br>60,81 9,56 3,650<br>58,43 9,33 4,09<br>1 dk<br>Diam. 0,200 | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 187 HeCls. C<br>3 Cargo pumps total 292T/hr | Sulzer 6ASL25/30<br>Oil 4SA 6Cy. 250 × 300<br>940bhp (691kW)<br>H. Cegielski Poznan<br>Gen 2 × 160kW 1 × 48kW 400V d.c.<br>Fuel 33,5t (d.o.) 11kn |
| 6805244<br>*UZCU*<br>M-27937<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PORONIN**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 531**<br>2 383<br>6 609 | | <br><br>RS | **1967** Stocznia Gdanska im. Lenina—Gdansk (B45/60)<br>123,83 16,74 7,241<br>114,99 16,69 8,44<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 417 B.7 860<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(50) 1(15) 8(5) | B&W 5-62VT2BF-140<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 16,5kn |
| 7116755<br>*ELKT*<br>5476<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **POROS**<br>ex Tramountana-91 ex Gerlena-75<br>**Poros Shipping Co.**<br>Monrovia Liberia | **20 670**<br>15 095<br>38 203<br>T/cm<br>46,4 | | <br><br>NV | **1971** Baltic SB. & Eng. Works—Leningrad (629)<br>201,33 (BB) 27,84 11,227<br>185,35 27,81 15,63<br>P 37,2 F 17,1 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>7 Ho 21,9 26,8 15,2 15,2 15,2 28,0 16,7 ER<br>G.43 480<br>9 Ha (stl) (each 12,9 × 9,3) ER<br>Cr 6(10) | B&W 8-74VT2BF-160<br>Oil 2SA 8Cy. 740 × 1600<br>13 200bhp (9 709kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel 2 540,0t (hvf)-45,5pd 15,5kn |

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| **5270636**<br>*SV3022*<br>5446<br>Df Esd Rdr<br>Rt | **POROS**<br>ex Takis-90 ex Kimolos-86<br>ex Hektor-78 ex Pargasport-75<br>**Nini Shipping Co.**<br>Piraeus Greece | **1 524**<br>736<br>2 266 | HR<br>✠Classed LR until<br>17/5/86 | **1955**-12 N.V. Schps. & Mfbk "De Merwede" v/h<br>Van Vliet & Co.—Hardinxveld (534)<br>85,37 12,07 4,915<br>78,01 11,99 5,69<br>P 17,7 F 11,0 1 dk<br>RW rf nil | **M Cement Carrier**<br>Self-unloader<br>Ice strengthened<br>2 Ho ER<br>G.2 888 B.2 605<br>3 Ha (14,3 12,8 13,4 × 7,0) ER<br>6W Der 6(3) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>960bhp (706kW)<br>N.V. Werkspoor<br>Fuel 95,5t (d.o.) |
| **5282213**<br>*ECAU*<br>1859<br>Df Esd | **PORRINO**<br>**Segundo Elosegui Zubizarreta**<br>Vigo Spain | **239**<br>114<br>139 | (BV) | **1952** Hijos de J. Barreras S.A.—Vigo (1019)<br>34,70 6,74 3,125<br>30,00 6,71 3,97<br>F 6,1 1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 10,9<br>2 Ha (each 0,9 × 0,9) | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor<br>Fuel 48,5t (d.o.) |
| **8324529**<br>*FVDX*<br>DZ 639524 | **PORS AR VAG**<br>Launched as Castel Meur 2<br>**Armement des Pecheries Ouest-Bretagne**<br>Douarnenez France | **297**<br>—<br>216 | BV | **1984** At. & Ch. de la Manche—Dieppe (1324)<br>37,70 4,101<br>33,36 9,01 4,27<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.280 | Crepelle<br>Oil 4SA 8Cy. 260 × 280<br>1 600bhp (1 177kW)<br>Societe Moteurs Duvant Crepelle |
| **7360394**<br>*FZTV*<br>DZ 184927<br>Df Esd Pfd<br>Rdr Rt | **PORS MELEN**<br>**Armement Cooperatif Finisterien (A.C.F.)**<br>Douarnenez France | **268**<br>89<br>379 | BV | **1975** Ch. Normands Reunis—Courseulles-sur-Mer (38)<br>38,00 8,11 3,350<br>33,81 8,09 6,05<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | MaK<br>Oil 4SA 8Cy. 240 × 280<br>1 400bhp (1 030kW)<br>Atlas-MaK Maschinenbau<br>Fuel 80,0t (d.o.) |
| **7360409**<br>*FZTU*<br>DZ 184928<br>Df Esd Pfd<br>Rdr Rt | **PORS PIRON**<br>**Armement Pors Piron**<br>Douarnenez France | **268**<br>89<br>379 | BV | **1976** Ch. Normands Reunis—Courseulles-sur-Mer (39)<br>38,00 8,11 3,350<br>33,79 8,09 6,05<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | MaK<br>Oil 4SA 8Cy. 240 × 280 reduction geared shaft<br>1 030kW (1 400bhp)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 275kW 110V d.c.<br>Fuel 79,5t (d.o.) |
| **8601927**<br>*FHIQ*<br>DZ 639645<br>Esd Rdr Rt | **PORS POULHAN**<br>**Armement des Pecheries Ouest-Bretagne**<br>Douarnenez France | *552*<br>*165*<br>— | BV | **1987** At. & Ch. de la Manche—St. Malo (1339)<br>38,71 4,201<br>33,00 9,81 4,63 | **M Fishing**<br>Stern-fishing | MaK<br>Oil 4SA 8Cy. 240 × 330 sr geared to sc. s<br>2 270bhp (1 670kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Controllable pitch propeller |
| **8609541**<br>*FHIR*<br>DZ 639646<br>Rt | **PORS TARZ**<br>**Armement des Pecheries Ouest-Bretagne**<br>Douarnenez France | *335*<br>*124*<br>— | BV | **1987** At. & Ch. de la Manche—St. Malo (1340)<br>38,71 4,201<br>32,97 9,81 4,63<br>2 dks | **M Fishing**<br>Stern Trawler<br>In.320 | MaK<br>Oil 4SA 8Cy. 240 × 330 geared to sc. sha<br>2 173bhp (1 598kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Controllable pitch propeller |
| **7360411**<br>*FZTT*<br>DZ 184929<br>Df Esd Pfd<br>Rdr Rt | **PORS THEOLEN**<br>**Armement des Pecheries Ouest-Bretagne**<br>Douarnenez France | **268**<br>89<br>379 | BV | **1976** Ch. Normands Reunis—Courseulles-sur-Mer (40)<br>38,00 8,11 3,350<br>33,79 8,09 6,05<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | MaK<br>Oil 4SA 8Cy. 240 × 280<br>1 400bhp (1 030kW)<br>MaK. Maschinenbau G.m.b.H.<br>Fuel 79,5t (d.o.) |
| **7321714**<br>*LLWD*<br>18091<br>Rdr RTh | **PORSANGERFJORD**<br>ex Stavanger-82<br>**Finnmark Fylkesrederi og Ruteselskap**<br>Hammerfest Norway | **763**<br>295<br>— | (NV) | **1973** Eid Verft A/S—Nordfjordeid (2/39)<br>61,65 11,03<br>54,01 11,00 4,12<br>1 dk<br>rf 76 BK 170 | **TM RoRo Cargo/Ferry**<br>399dk P<br>Ice strengthened Bow & side doors<br>Mchy.aft | Wichmann<br>2 Oil 2SA each 4Cy. 300 × 450<br>2 000bhp (1 471kW)<br>A/S Wichmann Rubbe<br>Gen 2 × 72kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 34,5t (d.o.) |
| **6826145**<br>*LCJQ*<br>17216<br>Esd Rdr Rt | **PORSANGERGUTT**<br>ex Bondoyskjer-86<br>ex Barmnes Junior-83 ex Haroysund-75<br>**Gasland Fiskebatrederi A/S**<br>Trondheim Norway | **176**<br>70<br>— | | **1969** Vaagland Batbyggeri A/S—Vaagland (77)<br>31,12 7,04<br>6,94 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>550bhp (405kW)<br>Alpha-Diesel A/S Frede<br>Fuel (d.o.) |
| **7521936**<br>*LFLB*<br>19007<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PORSOY**<br>**Simon Mokster**<br>Trondheim Norway | **497**<br>246<br>1 259 | NV | **1977** Fosen M.V.—Fevag (19)<br>69,60 14,53 4,501<br>63,02 14,51 9,40<br>2 dks, pt 3rd dk<br>rf nil | **M Pallets Carrier** OSD<br>Ref<br>Side door (s) Ice strengthened<br>1 Ho 60,8 ER<br>B.3 727 In.425<br>TEU 40 C. 40/20'<br>1 Ha (13,1 × 6,1) ER<br>1W Cr 1(8) Der 1(40) | Normo<br>Vee Oil 4SA 16Cy. 250 × 300<br>3 000bhp (2 207kW)<br>A/S Bergens M/V<br>Gen 2 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 168,5t (d.o.)-10,0pd |
| **7111377**<br>*FNEZ*<br>4245<br>Df Esd Gc<br>Rdr RTm/v | **PORT ANNA**<br>**Soflumar van Ommeren France S.A.**<br>Dunkerque France | **6 450**<br>3 482<br>10 856<br>T/cm<br>19,6 | BV | **1971** Robb Caledon Shipbuilders Ltd.—Dundee (556)<br>131,40 19,08 8,351<br>120,02 19,00 10,52<br>P 31,4 F 17,4 1 dk<br>Bow/CM 64 Diam. 0,300 MH 0,9 | **M Tanker**<br>Oil Chemical<br>15 Ta ER<br>L.(oil) 12 640 HeCls. B<br>Der 1(2) 1(1)<br>3 Cargo pumps total 2 400T/hr | English Electric<br>Vee Oil 2SA 12Cy. 362 × 470<br>6 000bhp (4 413kW)<br>Ruston Paxman Diesels Ltd. Newton-<br>Gen 2 × 502kW 1 × 350kW 440V 60Hz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 57,0t (d.o.)-17,0pd |
| **7819395**<br>*6YSC*<br>12315<br>Esd | **PORT ANTONIO**<br>**Government of Jamaica (Kingston Harbour Authority)**<br>Kingston Jamaica | **187**<br>—<br>— | NV | **1980** P. Hoivolds M/V A/S—Kristiansand S. (68)<br>27,16 3,201<br>26,73 8,01 3,87<br>1 dk<br>rf 597 | **M Tug**<br>Mchy.aft | General Motors<br>Vee Oil 2SA 16Cy. 230 × 254<br>General Motors Corp. La Gran<br>Gen 2 × 105kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **7916129**<br>*FNHU*<br>8842<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **PORT AU PRINCE**<br>ex White Prince-89 ex Axios-89<br>ex Gemma Tokyo-85<br>**G.I.E. Port au Prince**<br>Soflumar van Ommeren France S.A.<br>Port aux Francais, Kerguelen Antarctic Terr. (French) | **19 463**<br>13 049<br>38 549<br>T/cm<br>47,2 | **100A1** SS 5/89<br>oil tanker<br>**LMC** **UMS**<br>EL (J†)† 660,0/68,0U3<br>FN 7879<br>NK | **1979** Imabari Zosen—Marugame (1072)<br>184,16 (BB) 30,05 9,722<br>172,02 30,00 15,80<br>F 11,6 1 dk<br>rf nil | **M Tanker**<br>12 Ta ER<br>L.(oil) 43 200<br>2 Cargo pumps total 3 000T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Mitsubishi Heavy Industries Ltd.<br>WTAuxB (o.f.) 17,9kgf/cm$^2$ (17,6bar)<br>e(ex.g) 22,4kgf/cm$^2$ (22,0bar)<br>Gen 2 × 560kW 450V 60Hz a.c. |
| **8021842**<br>*FNBU*<br>12324<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **PORT BARA**<br>**Soflumar van Ommeren France S.A.**<br>Le Havre France | **18 999**<br>10 797<br>29 992<br>T/cm<br>41,6 | BV | **1982** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Kure (2782)<br>172,80 (BB) 28,45 9,910<br>164,17 28,41 13,72<br>P 27,2 F 15,9 1 dk<br>Bow/CM 88 Diam. 0,400 MH 2,1 | **M Tanker**<br>IGS SBT Stern disch.<br>12 Ta ER<br>L.(oil) 33 054 HeCls. BC<br>2 Cargo pumps total 4 000T/hr | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>11 100bhp (8 165kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 1200kW 1 × 800kW 440V 60<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 350,0t (d.o.) 1 775,0t (hvf)-35,0pd |
| **7383396**<br>*FNWI*<br>12915<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER | **PORT BLANC**<br>ex Finnanger-84<br>**Soflumar van Ommeren France S.A.**<br>Le Havre France | **21 267**<br>14 471<br>37 797<br>T/cm<br>42,4 | BV (NV) | **1975** Kaldnes M/V A/S—Tonsberg (202)<br>185,81 (BB) 26,19 11,329<br>178,92 26,15 15,68<br>P 40,0 F 19,9 1 dk<br>rf 76 Bow/CM 92 Diam. 0,300 MH 1,5 | **M Tanker**<br>Stern disch.<br>24 Ta ER<br>L.(oil) 48 380 HeCls. BC<br>4 Cargo pumps total 3 600T/hr | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Nylands M/V<br>Gen 3 × 424kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 287,5t (d.o.) 2 093,0t (hvf)-38,5pd |
| **7382952**<br>*FNRH*<br>584477<br>Esd Gc Pfd<br>Rdr RTm/h/v | **PORT BRETON**<br>ex Thelma-86 ex Joalaska-78<br>**Soflumar van Ommeren France S.A.**<br>Le Havre France<br>SatCom: 1110213/FNRH | **4 521**<br>2 694<br>7 284<br>T/cm<br>11,9 | BV (NV) | **1974** Ankerlokken Verft Glommen A/S<br>—Fredrikstad (186)<br>108,84 17,25 8,190<br>102,01 17,20 10,01<br>RAD 26,9 F 13,2 1 dk<br>Bow/CM 59 Diam. 0,254 MH 1,2 | **M Tanker**<br>Oil Asphalt<br>CBT SBT Ice strengthened DB DSS<br>12 Wing Ta ER<br>L.7 468 HeCls. BC<br>3 Cargo pumps total 1 275T/hr | B&W<br>Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW)<br>Hitachi Zosen Hiroshima Works<br>Gen 3 × 264kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 82,0t (d.o.) 453,0t (hvf)-17,0pd |

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| 5282304 | **PORT COSTA**<br>**Jorje Cerda**<br>Chile | **351**<br>212<br>— | | **1924** Moore SB. Co.—Oakland, Ca<br>*42,56* 9,17<br>44,86 9,15 2,90<br>1 dk<br>R | **M Tanker**<br>Mchy.aft<br>L.(oil) 587 | Oil 4SA 6Cy. 260 × 370<br>Pacific Diesel Engine Co. Oakland, Ca<br>Fuel 3,5t |
| 7424542<br>*P3ER3*<br>Df Esd Gc<br>Rdr Rt | **PORT DE LYON**<br>ex Marina-90 ex Terschelling-89<br>ex Cargo-Liner VI-81<br>**S.a.r.l. Cabomar**<br>Limassol Cyprus | **806**<br>529<br>1 470 | GL | **1975** Schiffsw. Schloemer GmbH & Co. K.G.<br>—Oldersum (234)<br>80,02 9,00 3,188<br>77,70 8,95 4,40<br>P 12,8 F 5,8 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,4 ER<br>G.1 597<br>1 Ha (stl) (47,4 × 6,9) ER | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>732kW (995bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 2 × 44kW 1 × 13,84kW 220/380V a.c.<br>10kn |
| 8818075<br>*3ETF6*<br>18665-LP<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav | **PORT FARO**<br>**Portline European S.A.**<br>STEER Shipmanagement Services Ltd.<br>Panama Panama | *2 351*<br>*904*<br>2 800<br>T/cm<br>9,8 | NV RP | **1990** Est. Nav. de Viana do Castelo—Viana do Castelo (153)<br>87,00 (BB) 13,00 4,500<br>82,00 12,76 7,10<br>P 19,0 F 10,5 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.4 630<br>TEU 202 C.Ho 104/20' C.Dk 98/20'<br>1 Ha (stl) (57,4 × 10,2) ER | Alpha 8L23/30<br>Oil 4SA 8Cy. 225 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>1 080kW (1 468bhp)<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 2 × 216kW 2 × 110kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 123,3t (d.o.)-4,5pd 11,5kn |
| 8817409<br>*CSDA*<br>J-402<br>Df Esd Gc<br>Pfd Rdr Rt | **PORT FOZ**<br>**Portline - Transportes Maritimos Internacionais S.A.**<br>STEER Shipmanagement Services Ltd.<br>Lisboa Portugal | *2 351*<br>*904*<br>2 800<br>T/cm<br>2,9 | NV RP | **1990** Est. Nav. do Mondego—Figueira da Foz (220)<br>87,00 (BB) 13,24 4,500<br>82,00 13,00 7,10<br>1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.4 398<br>TEU 138 C. 138/20' | Alpha 8L23/30KV<br>Oil 4SA 8Cy. 225 × 300 sr geared to sc. shaft<br>1 079kW (1 467bhp)<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 1 × 216kW 2 × 110kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd Tunnel thruster unit<br>Fuel 144,0t (d.o.)-4,2pd 11,5kn |
| 8118774<br>Df Esd Rdr<br>Rt | **PORT GREY**<br>**Gavranich Fishing Co. Pty. Ltd.**<br>*Darwin, N.T.* Australia | **138**<br>—<br>— | | **1981** Australian SB. Industries (W.A.) Pty. Ltd<br>—Fremantle, W.A. (195)<br>22,59 6,25 2,941<br>21,37 6,21 3,79 | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>Mchy.aft | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8516691<br>*JPUO*<br>126002<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **PORT HEDLAND MARU**<br>**Katori Shosen K.K.**<br>Chiba, Japan<br>Chiba Pref.<br>SatCom: 1200722/JPUO | *123 958*<br>*47 584*<br>251 191 | NK | **1986** Nippon Kokan K.K.—Tsu (98)<br>325,00 (BB) 19,843<br>315,02 52,01 26,52<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.154 234<br>8 Ha (stl) ER | Sulzer 7RTA84M<br>Oil 2SA 7Cy. 840 × 2900<br>20 780bhp (15 285kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 680kW 1 × 120kW 450V a.c.<br>13,75kn |
| 8011304<br>*FNHY*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom | **PORT ISABELLE**<br>ex Chios-90<br>**Soflumar van Ommeren France S.A.**<br>Port aux Francais, Antarctic Terr.<br>Kerguelen (French) | **26 181**<br>15 288<br>40 632<br>T/cm<br>47,0 | BV (AB) | **1982** Mitsubishi Heavy Industries Ltd.—Nagasaki (1873)<br>178,00 (BB) 30,05 11,860<br>168,00 30,00 17,10<br>F 8,6 1 dk<br>rf nil Bow/CM 89 Diam. 0,300 | **M Tanker**<br>CBT IGS SBT<br>11 Ta ER<br>L.(oil) 48 418 HeCls. BC<br>4 Cargo pumps total 3 600T/hr | Sulzer 6RND68M<br>Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 272,0t (d.o.) 1 718,0t (hvf)-34,5pd 14kn |
| 8332124<br>*WJ2691*<br>274512<br>Gc Pfd Rdr<br>Rt | **PORT JEFFERSON**<br>**Red Star Towing & Transportation Co. Inc.**<br>New York, NY United States of America | **198**<br>134<br>— | AB | **1957** Ira S. Bushey & Sons Inc.—New York, NY (612)<br>3,406<br>29,11 8,23 3,71<br>1 dk<br>BK 51 | **M Tug** | General Motors<br>Oil 2SA 12Cy. 230 × 254 sr geared to sc. shaft<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW d.c. |
| 7302770<br>*FNKB*<br>Df Esd Gc<br>Rdr Rt | **PORT LAZO**<br>**Soflumar van Ommeren France S.A.**<br>Port aux Francais, Antarctic Terr.<br>Kerguelen (French) | **3 372**<br>1 661<br>5 270<br>T/cm<br>12,6 | BV | **1973** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P.<br>104,04 15,85 6,541<br>95,99 15,80 7,85<br>1 dk<br>Bow/CM 50 Diam. 0,250 MH 0,6 | **M Tanker**<br>Oil Asphalt<br>DB Stern disch.<br>4 Ta 4 Wing Ta ER<br>L.(oil) 5 469 Asphalt - HeCls. C<br>2 Cargo pumps total 800T/hr | Ruston 6ATCM<br>2 Oil 4SA each 6Cy. 317 × 368 geared to sc. shaft<br>3 400bhp (2 501kW)<br>Ruston Paxman Diesels Ltd. Lincoln<br>Fuel 30,0t (d.o.)-10,0pd 13kn |
| 7648760<br>*HQBG7*<br>Gc Rdr | **PORT LIGHT**<br>ex Bukit Cantik-86 ex Eagle No. 2-85<br>ex Hirogane Maru-81<br>Honduras | **499**<br>267<br>1 140 | | **1969** Okayama Zosen K.K.—Hinase (190)<br>59,01 3,901<br>54,01 9,50 6,00<br>2dks | **M General Cargo**<br>G.1 650 B.1 450<br>1 Ha (30,7 × 7,0) ER | Akasaka<br>Oil<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>10,75kn |
| 8801113<br>*CSLE*<br>J-386<br>Df Esd Gc<br>Pfd Rdr Rt | **PORT LIMA**<br>**Portline - Transportes Maritimos Internacionais S.A.**<br>STEER Shipmanagement Services Ltd.<br>Lisboa Portugal | *2 351*<br>*904*<br>2 800<br>T/cm<br>4,5 | NV RP | **1989** Est. Nav. de Viana do Castelo—Viana do Castelo (150)<br>87,00 (BB) 13,00 4,500<br>82,00 12,98 7,10<br>1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.4 630<br>TEU 202 C.Ho 104/20' C.Dk 98/20'<br>1 Ha (stl) (57,4 × 10,2) ER | Alpha 8L23/30<br>Oil 4SA 8Cy. 225 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>1 080kW (1 468bhp)<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 1 × 216kW 2 × 110kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd Tunnel thruster unit<br>Fuel 123,3t (d.o.)-4,5pd 11,5kn |
| 7307926<br>*WC6803*<br>237665 | **PORT MONMOUTH**<br>**Fish Meal Co.**<br>Biloxi, Ms United States of America | **119**<br>36<br>— | | **1938** Harvey W. Smith—Fernandina, Fl<br>*27,07* 6,10<br>2,09 | **Wood M Fishing** | Fairbanks, Morse<br>Oil<br>400bhp (294kW)<br>Fairbanks, Morse & Co. U.S.A.<br>Fuel (d.o.) |
| 8332605<br>*WC6780*<br>259375<br>Rdr Rt | **PORT OF HOUSTON**<br>ex Choctaw-72<br>**Gulf-Canal Lines Inc.**<br>Houston, Tx United States of America | **358**<br>63<br>— | | **1950** American Bridge Corp.—Ambridge, Pa (2287)<br>—<br>38,41 7,62 3,10<br>1 dk | **TM Tug** | General Motors<br>2 Oil 2SA each 12Cy. 216 × 254<br>General Motors Corp. U.S.A. |
| 7718979<br>*JH2718*<br>119948<br>Gc Rt | **PORT OF NAGOYA**<br>**Nagoyako Kanri Kumiai (Nagoya Port Authority)**<br>Nagoya, Japan<br>Aichi Pref. | **111**<br>—<br>— | | **1978** Yokohama Yacht Co. Ltd.—Yokohama (742)<br>24,50 1,042<br>23,50 5,80 2,60<br>1 dk | **Aluminium Alloy TM Launch** | General Motors<br>2 Vee Oil 4SA each 12Cy. 108 × 127<br>1 050bhp (772kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 7802407<br>384275<br>Esd Gc Rdr<br>Rt | **PORT OF SPAIN II**<br>**Port Authority of Trinidad & Tobago**<br>Port of Spain Trinidad & Tobago | **1 181**<br>542<br>1 386 | ✠**100A1** SS 9/88<br>hopper dredger<br>✠**LMC**<br>EL (N) 412,5/34,0U2<br>FN 1094 | **1978**-12 IHC Verschure B.V.—Amsterdam (CO-1109)<br>66,71 13,21 4,025<br>62,06 12,81 4,81<br>RQD 22,6 F 8,9 1 dk<br>rf nil | **TD-E Hopper/Dredger**<br>Grab-dredger Trailing Suction Bottom doors<br>Twin side arms Dredging depth 17,0<br>Mchy.aft<br>Hopper 750 | MaK 8M332AK<br>2 Oil 4SA each 8Cy. 240 × 330 total 3 740bhp (2 751kW) driving 2 gen. each 1 280kW 440V a.c. connected to 2 elec. motors each of 920shp (677kW) & sr geared to sc. shafts<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 168kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 8134405<br>34T264 | **PORT QASIM**<br>ex W D Port Qasim-82<br>**Boskalis Westminster Middle East Ltd.**<br>Antwerpen Belgium | **272**<br>—<br>— | (BV) | **1977** Scheeps. Damen B.V.—Gorinchem (3002)<br>8,01 1,501<br>17,00 2,01<br>1 dk | **TM Launch** | Caterpillar 3306SCAC<br>2 Oil 4SA each 6Cy. 121 × 152<br>480bhp (353kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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|---|---|---|---|---|---|---|
| **8006866**<br>*FNUZ*<br>FK739503H<br>Df Esd Gc<br>Pfd Rdr Rt | **PORT ROYAL**<br>ex Parita-88<br>**G.I.E. Port Royal**<br>Soflumar van Ommeren France S.A.<br>Port aux Francais, Antarctic Terr.<br>Kerguelen (French) | **25 472**<br>17 670<br>44 993<br>T/cm<br>49,2 | ✠**100A1** SS 2/87<br>oil tanker<br>Caustic Soda or molasses<br>SG 1.53 in centre tanks<br>Nos. 3 to 6<br>✠**LMC** **UMS**<br>**IGS**<br>EL N† 660,0/76,0U3<br>FN 8594 | **1982**-1 Oy Wartsila Ab—Turku/Abo (1254)<br>187,64 (BB) 32,24 11,618<br>179,41 32,20 15,70<br>P 20,5 F 15,9 1 dk<br>rf nil Bow/CM 91 Diam. 0,410 MH 2,1 | **M Tanker**<br>Oil Molasses<br>IGS (LR) DB DSS<br>9 Ta 16 Wing Ta ER 2 Ta ER<br>L.(oil) 49 662<br>4 Cargo pumps total 4 800T/hr | Sulzer<br>Oil 2SA 4Cy. 900 × 1900<br>13 596bhp (10 001kW)<br>Oy Wartsila Ab<br>2 AuxB (o.f.) 11,7kgf/cm² (11,5bar)<br>e(ex.g) 12,7kgf/cm² (12,5bar)<br>Gen 1 × 960kW 2 × 720kW 450V<br>Fuel 227,0t (d.o.) 2 384,5t (hvf) |
| **7510597**<br>*HQHR5*<br>L-0633716<br>Df Esd Gc<br>Rdr Rt | **PORT ROYAL**<br>ex Port Royal C. I.-90 ex Port Royal-88<br>ex Caricom Enterprise-86<br>**Port Royal Shipping Ltd.**<br>San Lorenzo Honduras | **2 087**<br>1 206<br>1 400 | ✠**100A1** SS 12/89<br>✠**LMC** **(UMS)**<br>EL P 1$\frac{7}{16}$"U2<br>FN 1423 | **1976**-7 China Pacific SB. & Marine Contractors Ltd.—Hong Kong (030)<br>76,51 (BB) 12,93 3,728<br>68,00 12,91 8,01<br>RFD 11,0 2 dks<br>rf 76 | **M General Cargo**<br>Ref<br>1 Ho 39,9 ER 1 TwD<br>G.4 406 B.4 332 In.119<br>TEU 100 C. 100/20'<br>1 Ha (stl) (36,8 × 9,7) ER<br>Der 2(22,5) | Niigata<br>Oil 4SA 6Cy. 310 × 380 reverse reduc<br>to sc. shaft<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 86kW 440V 60Hz a.c.<br>Fuel 184,0t (hvf) |
| **8804323** | **PORT ROYAL**<br>**Port Authority of Jamaica**<br>Kingston Jamaica | **50**<br>—<br>— | ✠**A1**<br>protected waters service<br>from the port of Kingston<br>**LMC**<br>EL 80,0/9,0U2<br>FN 102 | **1988**-6 Scheepswerf Bijlholt B.V.—Foxhol (654)<br>16,31 5,16 0,851<br>15,04 5,01 1,76<br>1 dk<br>rf nil | **TM Launch** | General Motors<br>2 Vee Oil 2SA each 6Cy. 98 × 114 wi<br>flexible couplings & sr reverse geare<br>shafts<br>236kW (321bhp)<br>General Motors Corp., Detroit Diesel Al<br>Div.<br>Gen 2 12V d.c. |
| **5404328**<br>*VC4429*<br>318561<br>Esd Pfd Rdr<br>Rt | **PORT ROYAL III**<br>ex Judith G.-91 ex Fundy Bay-64<br>**Government of Canada (Ministry of Fisheries for The Province of New Brunswick)**<br>Caraquet, N.B. Canada | **350**<br>178<br>— | ✠Classed LR until 7/65 | **1963**-1 Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1050)<br>35,51 8,03<br>30,18 8,01 4,32<br>B & F 24,7<br>rf 813 Box K 203 | **M Fishing**<br>Stern Trawler | Blackstone<br>Oil 4SA 8Cy. 222 × 292 with clutch &<br>geared to sc. shaft<br>660bhp (485kW)<br>Lister Blackstone Ltd. |
| **8801137**<br>*3ETG6*<br>18666-LP<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav | **PORT SADO**<br>**Portline Star S.A.**<br>STEER Shipmanagement Services Ltd.<br>Panama Panama | *2 351*<br>*904*<br>2 800<br>T/cm<br>9,8 | NV RP | **1989** Est. Nav. de Viana do Castelo—Viana do Castelo (152)<br>87,00 (BB) 13,00 4,500<br>82,00 12,76 7,10<br>P 19,0 F 10,5 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.4 630<br>TEU 202 C.Ho 104/20' C.Dk 98/20'<br>1 Ha (stl) (57,4 × 10,2) ER | Alpha<br>Oil 4SA 8Cy. 225 × 300 with clutches,<br>couplings & sr geared to sc. shaft<br>1 080kW (1 468bhp)<br>MAN-B&W Diesel A/S<br>Gen 2 × 216kW 2 × 110kW 380V<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 123,3t (d.o.)-4,5pd |
| **6616693**<br>*SIPG*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **PORT SAID**<br><br>**P/R Port Said**<br>Bertil Hansson<br>Hono Sweden | **190**<br>65<br>— | | **1966** A/B Broderna Olsson & Co.—Skredsvik<br>30,08 6,96 4,001<br>29,88 6,94<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Lister Blackstone Ltd.<br>Fuel 21,5t (d.o.) |
| **7123497**<br>*GPHA*<br>342979<br>Df RTm/v | **PORT SOIF**<br>ex Delce-90 ex Catrina Weston-84<br>**D. J. Goubert Shipping Ltd.**<br>Marine Services Ltd.<br>London United Kingdom | **429**<br>262<br>645 | BV<br>✠Classed LR until 20/9/85 | **1971**-12 Schpsw. Gebr. Coops N.V.—Hoogezand (257)<br>47,76 (BB) 8,82 3,125<br>43,95 8,70 3,46<br>P 9,5 F 6,4 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 31,0 ER<br>G.928 B.876<br>1 Ha (stl) (24,1 × 5,4) ER | Kelvin<br>Oil 4SA 8Cy. 165 × 184 sr geared to s<br>328kW (446bhp) NE 8/91<br>English Electric Diesels Ltd. Kelvin Mar.<br>Gen 2 × 3kW 240V d.c.<br>Fuel 25,5t (d.o.) |
| **8914738**<br>*3EON8*<br>19316-91<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav | **PORT STAR**<br>**May Star Lines Corp.**<br>Panama Panama<br>SatCom: 1333772/PSTR | *17 066*<br>*9 904*<br>27 881 | NK | **1990** Kanasashi Co. Ltd.—Toyohashi (3235)<br>176,60 (BB) 9,414<br>169,40 26,00 13,30<br>F 11,4 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.38 239 B.37 313<br>5 Ha (stl) (17,9 × 12,8) (19,5 19,5 19,5 19,5 × 17,8) ER<br>Cr 4(30,5) | Mitsubishi<br>Oil 2SA 5Cy. 520 × 1600<br>4 634kW (6 300bhp)<br>Kobe Hatsudoki K.K.<br>Gen 1 × 64kW 34 × 360kW 450V a |
| **7019086**<br>*H3AT*<br>12816-83A<br>Df Esd Gc<br>Pfd Rdr Rt | **PORT TALBOT**<br>ex Sitia Glory-86 ex Kakogawa Maru-82<br>**Halda Shipping Corp.**<br>Tony Travel & Agency Ltd.<br>Panama Panama | **24 926**<br>11 842<br>81 612<br>T/cm<br>78,8 | BV (HR) (NK) | **1970** Hitachi Zosen—Innoshima (4271)<br>250,02 (BB) 36,83 13,310<br>240,01 36,78 17,61<br>F 20,2 1 dk | **M Ore Carrier**<br>2 Ho ER<br>G.44 820<br>4 Ha (stl) (32,6 32,6 40,8 40,8 × 9,2) ER | B&W<br>Oil 2SA 7Cy. 840 × 1800<br>17 500bhp (12 872kW)<br>Hitachi Zosen Sakurajima W<br>Gen 2 × 660kW 450V a.c.<br>Fuel 4 840,5t-56,5pd |
| **6927731**<br>*FNBO*<br>4151<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **PORT TUDY**<br>**Soflumar van Ommeren France S.A.**<br>Dunkerque France | **3 072**<br>1 552<br>5 112<br>T/cm<br>12,5 | BV | **1969** Robb Caledon Shipbuilders Ltd.—Leith (506)<br>101,73 15,70 6,566<br>94,01 15,60 7,93<br>1 dk<br>rf 76 Bow/CM 48 Diam. 0,250 MH 0,9 | **M Tanker**<br>4 Ta 8 Wing Ta ER<br>L.(oil) 5 937 HeCls. C<br>3 Cargo pumps total 1 200T/hr | Ruston<br>2 Oil 4SA each 6Cy. 318 × 368 geared<br>3 380bhp (2 486kW)<br>English Electric Diesels Ltd. Ruston Eng<br>Div.<br>Gen 2 × 750kW 1 × 225kW 440V 6<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 351,5t (hvf)-19,5pd |
| **7219894**<br>*FNXT*<br><br>Df Esd Gc<br>Rdr Rt | **PORT VENDRES**<br>ex Mont-Agel-81 ex Wiiri-78<br>**Soflumar van Ommeren France S.A.**<br>Le Havre France | **15 280**<br>9 098<br>25 253<br>T/cm<br>36,4 | BV<br>✠Classed LR until 29/8/86 | **1973**-3 Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (298)<br>175,11 (BB) 25,05 9,684<br>163,20 25,00 12,60<br>P 35,1 F 19,2 1 dk<br>rf 102 Bow/CM 88 Diam. 0,310 MH 1,5 | **M Tanker**<br>Ice strengthened Stern disch.<br>27 Ta ER<br>L.(oil) 32 324 HeCls. C<br>4 Cargo pumps total 3 000T/hr | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 2 × 544kW 1 × 500kW 450V 6<br>Fuel (hvf) |
| **8801125**<br>*3ETH6*<br>18667-LP<br>Df Esd Gc<br>Pfd Rdr Rt | **PORT VOUGA**<br>**Portline Atlantic S.A.**<br>STEER Shipmanagement Services Ltd.<br>Panama Panama | *2 351*<br>*904*<br>2 800 | NV RP | **1989** Est. Nav. de Viana do Castelo—Viana do Castelo (151)<br>87,00 (BB) 13,00 4,500<br>82,00 12,98 7,10<br>1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.4 630<br>TEU 202 C.Ho 104/20' C.Dk 98/20'<br>1 Ha (stl) (57,4 × 10,2) ER | Alpha<br>Oil 4SA 8Cy. 225 × 300 with clutches,<br>couplings & sr geared to sc. shaft<br>1 080kW (1 468bhp)<br>MAN-B&W Diesel A/S<br>Gen 1 × 216kW 2 × 110kW 380V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd Tunnel thruster<br>Fuel 123,3t (d.o.)-4,5pd |
| **6929480**<br>*UUEC*<br>M-21476<br>Df Esd Gc<br>Rdr Rt | **PORT-ILYICH**<br>**Caspian Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **3 860**<br>2 041<br>4 663 | RS | **1967** "Georgi Dimitrov" Shipyard—Varna<br>123,50 16,01 4,401<br>115,02 15,96 5,52<br>1 dk | **TM Tanker**<br>Ice strengthened<br>15 Ta ER<br>L.(oil) 6 170 HeCls. C | Russkiy<br>2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW)<br>Russkiy-Diesel Works<br>Fuel 93,5t (d.o.)-7,5pd |
| **7347079**<br>*UNDJ*<br>M-32635<br>Df Esd Gc<br>Pfd Rdr Rt | **PORT-SAID**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | **5 770**<br>2 863<br>—<br>**9 056**<br>4 667<br>13 740 | RS | **1975** Alexandria Shipyard—Alexandria (134)<br>152,79 20,65 7,481/9,391<br>139,99 20,50 12,04<br>2 dks | **M General Cargo** CSD<br>8bth P<br>Ice strengthened<br>5 Ho 17,5 21,7 21,5 21,5 16,7 ER<br>G.19 157 B.17 420<br>5 Ha (stl) (9,7 × 9,4) (14,4 14,4 14,4 × 10,9) (9,7 × 9,4) ER<br>2W Cr 6(8) Der 1(60) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Gen 3 × 300kW 400V 50Hz a.c.<br>Fuel 1 612,5t (hvf) |
| **7632400**<br>*9HVT2*<br>2099<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PORTAITISSA**<br>ex Duteous-89<br>**Alphecca Shipping Co. Ltd.**<br>Valletta Malta | **9 482**<br>6 392<br>14 956 | AB | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2578)<br>143,41 (BB) 19,84 9,048<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 141 B.18 989<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 sr geare<br>shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 310kW 1 × 200kW 440V<br>Fuel 127,5t (d.o.) 1 175,0t (hvf)-18,0pd |

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|---|---|---|---|---|---|---|
| 8325169<br>Df Esd Gc<br>Rdr Rt | **PORTCENTER**<br>ex Goliat 16-91<br>ex Morland Barge No. 8-91<br>**Portcenter Einkaufszentrum G.m.b.H.**<br>Stavanger Norway | **4 166**<br>1 249<br>10 262 | ✠**AT** SS 8/90<br>inland waterways moored<br>pontoon<br>EL 900,0/38,0<br>FN 3061 | **1984**-6 Boele's Schps. & Mchf. B.V.—Bolnes (1077)<br>91,67 27,79 4,822<br>91,24 27,44 6,10<br>1 dk<br>rf nil conv Deck Cargo Pontoon Heavy-load 91 | **Pontoon**<br>Shopping Complex | |
| 8134560 | **PORTE DE TUNIS**<br>**Government of The Republic of Tunisia (Ministry of Public Works)**<br>Bizerta Tunisia | **304**<br>207<br>150 | (BV) | **1970** Fr. Schweers Schiffs & Bootswft. G.m.b.H. —Bardenfleth/Weser<br>49,00 1,601<br>32,01 15,00 2,42<br>1 dk | **QM Ferry**<br>—dk P | Daimler<br>4 Oil 4SA each 6Cy. 128 × 140<br>600bhp (441kW)<br>Daimler-Benz A.G. Mannheim<br>7,5kn |
| 7707803<br>LX-52-RL<br>Df Esd Gc<br>Rdr Rt | **PORTEL**<br>**Sociedade Portuguesa de Navios Tanques S.A. (SOPONATA)**<br>Setubal Portugal | **256**<br>56<br>385 | (RP) | **1978** Est. Nav. Lda. H. Parry & Son—Cacilhas (79)<br>33,00 8,97 3,301<br>30,00 8,50 4,30<br>1 dk | **M Tug**<br>Fire-fighting | MWM TBD500-8<br>Oil 4SA 8Cy. 360 × 450 reverse reduction geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) West Germany<br>12,5kn |
| 8305339 | **PORTETE**<br>**Compania Pesquera Vikingos de Colombia S.A.**<br>Cartagena de Indias Colombia | **127**<br>87<br>— | | **1982** Desco Marine—St. Augustine, Fl<br>22,00 6,71 4,271<br>20,86 6,51 4,09<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Beam-trawl Ref<br>Mchy.fwd<br>1 Ho<br>In.67<br>1 Ha (stl) | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches & sr geared to sc. shaft<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5045897<br>*GYVS*<br>301040<br>RTv | **PORTFIELD**<br>ex Black Knight-81<br>**Peter Hancock & Sons Ltd.**<br>Dennis James Jones<br>Milford Haven United Kingdom | **481**<br>255<br>711 | ✠Classed LR until 10/70 | **1960**-3 Bayerische Schiffbau G.m.b.H. —Erlenbach/Main (919)<br>51,64 10,42 2,744<br>49,64 10,06 3,38<br>Trunk 26,9 1 dk<br>rf nil | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 925<br>HeCls. C | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 15kW 1 × 6kW 110V d.c.<br>Fuel 11,0t (d.o.) 10kn |
| 5136490<br>*HO5631*<br>11089-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **PORTIA**<br>ex G. O. R. Fleet No. 8-86<br>ex Groningen-80<br>**G.O.R. Fleet No. 8 Ltd.**<br>Panama Panama | **497**<br>109<br>— | (AB) | **1963** Handel & Schpsb. Mij. Kramer & Booy N.V. —Kootstertille (130)<br>48,39 10,09 4,744<br>43,46 10,06 5,49<br>F 19,9 1 dk | **M Tug** | Alpha<br>2 Oil 4SA each 6Cy. 280 × 320 sr geared to sc. shaft<br>NE 82<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 4 × 80kW<br>Controllable pitch propeller |
| 6416536<br>*HP4540*<br>13071-PEXT<br>Df Esd Pfd<br>Rdr Rt | **PORTIA I**<br>ex Portia-86 ex Lance D-83<br>ex Elizabeth-80<br>**Black Eagle Shipping Inc.**<br>Panama Panama | **325**<br>147<br>— | | **1964** Sleephelling Mij. "Scheveningen" N.V. —Scheveningen (187)<br>43,26 7,29 3,296<br>38,71 7,22 3,99 | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln |
| 7419298<br>2511<br>Df Esd Rdr<br>Rt | **PORTILLO LASIA**<br>**Jesus Portales**<br>Santander Spain | **175**<br>70<br>166 | | **1975** Ast. de Santander S.A.—Santander (120)<br>30,69 3,277<br>25,99 6,58 3,59<br>1 dk | **M Fishing**<br>Side Trawler | Alpha 407-26VO<br>Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW)<br>Cons. Echevarria Bermeo |
| 7419274<br>*EGVQ*<br>2508<br>Df Esd Rdr<br>Rt | **PORTILLO LUNADA**<br>**G. Fernandez Gomez**<br>Santander Spain | **175**<br>70<br>163 | | **1975** Ast. de Santander S.A.—Santander<br>30,69<br>25,99 6,58 3,59<br>1 dk | **M Fishing**<br>Side Trawler | Alpha 407-26VO<br>Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW)<br>Cons. Echevarria Bermeo<br>12,25kn |
| 8509117<br>*VNAH*<br>852721<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **PORTLAND**<br>**Portland Smelter Services Pty.**<br>Howard Smith Industries Pty. Ltd.<br>*Portland, Victoria* Australia | **23 262**<br>10 409<br>36 634 | AB | **1988** Hyundai Heavy Industries Co. Ltd.—Ulsan (425)<br>184,00 (BB) 11,115<br>175,01 28,01 16,11<br>1 dk | **M Bulk Carrier**<br>Alumina<br>5 Ho ER<br>G.37 500<br>TEU 444 C. 444/20'<br>5 Ha (stl) ER | B&W 5L60MC<br>Oil 2SA 5Cy. 600 × 1944<br>9 600bhp (7 061kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Fuel 133,5t (d.o.) 1 416,0t (hvf) |
| 7392270<br>*OUKA*<br>D2318<br>Df Esd Gc<br>Pfd Rdr Rt | **PORTLAND**<br>**A/S Aalborg Portland-Cement-Fabrik**<br>Aalborg Denmark | **2 861**<br>1 264<br>4 477 | ✠**100A1** SS 4/91<br>Ice Class 2<br>✠**LMC**<br>EL T 1¾"U2<br>FN 2097 | **1976**-5 Aarhus Flydedock A/S—Aarhus (164)<br>98,28 15,85 6,331<br>90,00 15,80 7,50<br>P 29,6 F 16,5 1 dk<br>rf 127 | **M Cement Carrier**<br>4 Ho ER<br>G.3 242 | B&W 6S50HU<br>Oil 4SA 6Cy. 500 × 540 sr geared to sc. shaft<br>3 310kW (4 500bhp)<br>Helsingor Vaerft A/S Helsingor<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 235,5t (hvf)-15,0pd 15kn |
| 8118035<br>635630<br>Df Rdr Rt | **PORTLAND**<br>**Shaver Transportation Co.**<br>Portland, Or United States of America | **271**<br>184<br>— | | **1981** Nichols Bros. Boat Builders Inc.—Freeland, Wa<br>32,82 10,42 3,961<br>30,51 9,92 4,60<br>1 dk | **TM Tug** | Fairbanks, Morse 8-38D8-1/8<br>2 Oil 2SA each 8Cy. 207 × 254 geared to sc. shafts<br>Colt Industries Fairbanks Morse Engine Division Beloit, Wi<br>Gen 2 × 60kW<br>2 Directional propellers |
| 5229704<br>*WI7522*<br>290484<br>Df Esd Pfd<br>Rdr Rt | **PORTLAND**<br>ex Alapul-80 ex Mauna Loa-68<br>**Marine Equipment Leasing Co.**<br>Knappton Corp.<br>Seattle, Wa United States of America | **199**<br>75<br>— | | **1963** San Diego Mar. Co.—San Diego, Ca (136)<br>36,02 8,13 4,058<br>33,13 8,08 4,65 | **M Tug** | General Motors<br>Oil 2SA 16Cy. 216 × 254<br>General Motors Corp. La Grange, Illinois |
| 6816906<br>803734<br>Df Esd Gc<br>Rdr RTm/h/v | **PORTLAND CARRIER**<br>ex Fraguador-85<br>**Fitzennis Cement Carriers Ltd.**<br>St. John's, Nfl. Canada | **2 011**<br>1 065<br>3 001 | ✠**100A1** SS 5/90<br>✠**LMC**<br>EL (P) 1$\frac{7}{16}$"U2<br>FN 1485 | **1969**-8 Empresa Nacional "Bazan" de C.N.M. S.A. —San Fernando (153)<br>84,56 12,73 5,817<br>76,71 12,69 6,66<br>P 19,2 F 10,7 1 dk<br>rf 102 | **D-E Cement Carrier**<br>Mchy.aft<br>G.2 547<br>Der 1(5) | Maybach<br>2 Vee Oil 4SA each 16Cy. 185 × 200 total 2 900bhp (2 133kW) driving 2 gen. each 984kW connected to 2 elec. motors each of 1 330shp (978kW) & sr geared to sc. shaft<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen<br>Gen 2 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>14,5kn |
| 8805418<br>Rdr Rt | **PORTMANY**<br>**Cruceros Portmany S.A.**<br>Tarragona Spain | *114*<br>*54*<br>50 | | **1988** Ast. y Varaderos de Tarragona, S.A. —Tarragona (262)<br>20,81 6,51<br>17,30 2,52<br>1 dk | **TM Ferry** | GUASCOR<br>2 Oil 4SA each 6Cy. 152 × 165 sr geared to sc. shafts<br>760bhp (559kW)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR) Zumaya |
| 7734557 | **PORTO ALEGRE**<br>**Empresa de Portos do Brasil S.A. (PORTOBRAS)**<br>Manaus Brazil | **244**<br>139<br>— | (GL) | **1976** INCONAV Industria e Comercio Naval S.A. —Rio de Janeiro (86)<br>28,02 8,28<br>24,69 8,26 3,94<br>1 dk | **M Tug** | MAN<br>2 Oil 4SA each 7Cy. 235 × 300 reduction geared to sc. shaft<br>Mecanica Pesada S.A. Taubate<br>Gen 1 × 115kW 220V<br>12kn |
| 8119871<br>A-0002013<br>Df Esd Gc<br>Rdr Rt | **PORTO AMBOIM**<br>Launched as Dande<br>**Government of The People's Republic of Angola (Direccao Nacional da Industria das Pescas)**<br>Inter-Burgo Co. Ltd.<br>Luanda Angola | **309**<br>170<br>237 | BV KR RI | **1984** Const. Nav. Santodomingo—Vigo (474)<br>36,43 8,50 3,650<br>30,58 8,30 3,70<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.325 | Caterpillar<br>Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>828kW (1 126bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 104kW 380V 50Hz a.c.<br>12,5kn |

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|---|---|---|---|---|---|---|
| **7427996**<br>Df Esd Rdr | **PORTO AMBOIN**<br>ex Dande-84<br>**Empresa Nacional de Abastecimiento Tecnico Material a Industria de Pesca (E.N.A.T.I.P.)**<br>Luanda Angola | **272**<br>113<br>157 | BV<br>✠Classed LR until 16/12/83 | **1982**-3 MacLaren IC Est. e Servicos—Rio de Janeiro (126)<br>30,51 8,03 3,452<br>25,00 7,66 3,81<br>B & F 20,8 2 dks<br>rf 1016 BK 102 | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref | Kromhout<br>Oil 4SA 6Cy. 240 × 260 with clutches, fle couplings & sr geared to sc. shaft<br>928bhp (683kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 104kW 1 × 40kW 380V 50Hz a<br>Controllable pitch propeller |
| **7902726**<br>*FNVR*<br>Df Esd Gc<br>Rdr Rt | **PORTO CARDO**<br>**Marseillaise Maritime et Financiere Co.**<br>Marseille France | **4 681**<br>1 565<br>3 314 | BV | **1980** Soc. Nouvelle des At. & Ch. du Havre—Le Havre (253)<br>126,17 5,850<br>115,80 21,01 7,52<br>2 dks | **TM RoRo Cargo**<br>12bth D<br>Stern ramp<br>Lane Length 1200<br>B.15 300<br>1 Ha (stl) (15,0 × 3,0) ER | Pielstick 12PC<br>2 Vee Oil 4SA each 12Cy. 400 × 460 gea sc. shafts<br>15 000bhp (11 033kW)<br>Alsthom-Atlantique Montoir, S<br>Gen 2 × 780kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **7012715**<br>*HP6042*<br>20460-LP<br>Df Esd Gc<br>Rdr Rt | **PORTO DE AVEIRO**<br>ex Lutjan-90<br>**Roundstar Shipping Co. S.A.**<br>Panama Panama | T.Mk<br>**1 482**<br>467<br>908 | (PR) | **1970** Stocznia im. "Komuny Paryskiej"—Gdynia (B29/08)<br>75,42 12,70 5,001<br>71,53 12,65 5,69<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.891 | Fiat<br>Vee Oil 4SA 12Cy. 300 × 450<br>2 500bhp (1 839kW)<br>H. Cegielski<br>Gen 1 × 640kW 1 × 320kW 400V a.c.<br>Controllable pitch propeller |
| **5282938**<br>*IPTQ*<br>513<br>Rt | **PORTO DI LIVORNO**<br>**Fratelli Neri S.a.S.**<br>Livorno Italy | **165**<br>19<br>— | RI | **1961** Cant. Nav. M. & B. Benetti—Viareggio (47)<br>28,20 7,19 4,141<br>25,58 7,12 4,47<br>1 dk<br>RW | **M Tug** | MAN<br>Oil 4SA 8Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) |
| **8109541**<br>Rdr Rt | **PORTO DINHEIRO**<br>**Francisco Rato Herofilo**<br>Portugal | **174**<br>53<br>80 | | **1984** FOZNAVE, Est. Nav. da Figueira da Foz Lda.—Figueira da Foz (056)<br>29,01 3,401<br>24,01 7,41 3,61<br>1 dk | **M Fishing**<br>Side-fishing | Alpha<br>Oil 4SA 8Cy. 225 × 300 with clutches, fle couplings & sr geared to sc. shaft<br>800bhp (588kW)<br>Cons. Echevarria<br>Gen 2 × 40kW 380V 50Hz a.c. |
| **8020185**<br>*P3FD4*<br>P196<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PORTO ERCOLE**<br>ex Cetra Vega-89 ex Manga-87<br>ex Robert L. D.-84<br>Launched as Purple Planet<br>**Porto Ercole S.p.A.**<br>Limassol Cyprus | *46 565*<br>*27 567*<br>81 659<br>T/cm<br>76,2 | RI<br>✠LR class withdrawn-Owners' request 24/4/90 | **1982**-11 Italcantieri S.p.A.—Monfalcone (4383)<br>259,01 (BB) 32,31 14,052<br>248,19 32,25 19,21<br>P 32,0 B 15,0 F 18,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 19,5 23,4 19,5 46,8 19,5 23,4 19,5 23,4 17,6 ER<br>G.93 638 HeCls. B<br>9 Ha (stl) (11,7 15,6 11,7 31,2 11,7 15,6 11,7 15,6 11,7 × 14,0) ER | GMT<br>Oil 2SA 7Cy. 780 × 1600<br>12 872kW (17 500bhp)<br>Grandi Motori Trieste<br>Gen 2 × 790kW 1 × 750kW 450V 60Hz<br>Fuel 539,5t (d.o.) 4 501,5t (hvf)-45,0pd |
| **6901555**<br>139<br>Rt | **PORTO GRANDE**<br>ex Freshwater<br>**Ferro & Companhia Ltda.**<br>Sao Vicente Cape Verde Republic | **264**<br>101<br>220 | ✠Classed LR until 7/73 | **1940**-3 Lytham S.B. & Eng. Co. Ltd.—Lytham<br>38,10 7,73<br>36,58 7,47 3,81<br>F 5,5 1 dk<br>rf 76<br>conv Water Carrier — | **S General Cargo** | T 3Cy. 279 457 & 762 x 533<br>Lytham S.B. & Eng. Co. Ltd.<br>Gen 1 × 10kW 110V d.c.<br>Fuel (o.f.) |
| **7920417**<br>*D4BT*<br>Esd Rdr Rt | **PORTO NOVO**<br>**Companhia Nacional de Navegacao "Arca Verde"**<br>Sao Vicente Cape Verde Republic | **300**<br>126<br>177 | BV | **1980** J. Oelkers—Hamburg (579)<br>33,61 2,501<br>30,03 8,51 3,61<br>1 dk | **M RoRo Cargo/Ferry**<br>Deck Cargo 150dk P<br>Stern ramp<br>Cargo Width 1,70<br>1 Ho ER<br>G.100<br>Cr 2(3) | Deutz<br>2 Oil 4SA each 6Cy. 142 × 160 reduction to sc. shaft<br>610bhp (449kW)<br>Kloeckner Humboldt Deutz West<br>Gen 2 × 38kW 231/400V 50Hz a.c.<br>Fuel 21,0t (d.o.)-2,5pd |
| **5077242**<br>*HO9036*<br>9402-LP<br>Df Esd Gc<br>Pfd Rdr Rt | **PORTO SANTO**<br>ex Colonel Pleven II-80<br>**Idalthomas S.A.**<br>Panama Panama | **1 340**<br>589<br>1 320 | (BV) | **1962** At. & Ch. de Nantes (Bretagne-Loire) —Nantes (14100)<br>77,91 12,02 5,665<br>68,00 11,99 8,23<br>F 29,9 2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>2 Ho 11,9 16,0 ER<br>In.1 305<br>2 Ha (2,9 × 1,8) (2,1 × 2,1) ER<br>4W Cr 1(2) Der 2(25) | Pielstick<br>Oil 4SA 6Cy. 400 × 460<br>2 130bhp (1 567kW)<br>At. & Ch. de Nantes (Bretagne-Loire)<br>Controllable pitch propeller<br>Fuel 426,5t (d.o.) |
| **5282952**<br>*PUYE* | **PORTO-SEGURO**<br>**Companhia de Navegacao Bahiana S.A.**<br>Salvador Brazil | **395**<br>205<br>— | ✠ | **1910**-9 Murdoch & Murray—Port Glasgow (235)<br>*45,82* 8,39<br>... ... ...<br>1 dk & Prom dk<br>R | **TS General Cargo** | T 6Cy. (2) 254 (2) 419 & (2) 699 x 533<br>Muir & Houston |
| **7302964**<br>*IMRV*<br>438<br>Esd Rdr Rt | **PORTOFERRAIO**<br>Launched as Antonios K<br>**Navigazione Arcipelago Maddalenino S.p.A. (NAV.AR.MA)**<br>Cagliari Italy | **497**<br>273<br>— | RI (AB) | Lch.**1972** D. Kamitsis & Co.—Perama<br>Cmpl.**1974** Cant. Nav. Ferbo S.p.A—Napoli<br>67,34 11,43 2,769<br>61,80 11,41 3,89<br>2 dks<br>rf 305 | **TM RoRo Cargo/Ferry** —dk P<br>Mchy.aft | Mirrlees<br>2 Oil 4SA each 6Cy. 250 × 300<br>2 500bhp (1 839kW) E made54 refitted74<br>Mirrlees, Bickerton & Day<br>Gen 2 × 135kW<br>Fuel 70,0t |
| **6858942**<br>M-7620<br>Esd RTv | **PORTOFLOTETS**<br>**Ilyichyovsk Port Authority**<br>(Ilyichyovsk) (U.S.S.R.) | **154**<br>0<br>81 | RS | **1962** ............U.S.S.R.<br>28,20 7,26 2,650<br>3,50<br>1 dk | **M Tug** | Oil<br>............. |
| **8921028** | **PORTOGALLO**<br>**Rimorchiatori Riuniti Porto di Genova S.r.l.**<br>Bari Italy | **195**<br>27<br>145 | RI (Class cont.) | **1990** Cant. Navale "Ferrari" S.p.A.—La Spezia (97)<br>26,85<br>26,04 9,11 3,92<br>1 dk | **TM Tug**<br>Tractor | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280 geared shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 38,4kW 380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 31,0t (d.o.) |
| **5264039**<br>*SVMZ*<br>2842<br>Df Esd Rdr | **PORTOKALIS ILIOS**<br>ex Orange Sun-67<br>**Aegean Shipping & Tourist Enterprises S.A.**<br>Piraeus Greece | **910**<br>549<br>147 | GL HR | **1959** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (448)<br>61,80 9,53 3,201<br>54,03 9,50 5,26<br>B & F 46,7 2 dks | **TM Ferry** —P<br>Ice strengthened<br>Mchy.aft | MWM<br>2 Oil 4SA each 8Cy. 230 × 270<br>1 060kW (1 441bhp) NE 73<br>Motorenw. Mannheim A.G. (MWM) |
| **7943110**<br>*SV6245*<br>4167<br>Rt | **PORTOLOS DEKA**<br>ex Salvor II-88 ex M. S. C. Talisman-81<br>**Portolos Piraeus Tug Boats S.A.**<br>United Tugboats Ltd. & Portolos Salvage S.A.<br>Piraeus Greece | **113**<br>16<br>— | ✠Classed LR until 7/63 | **1961**-12 P. K. Harris & Sons Ltd.—Appledore (149)<br>28,50 7,78 2,744<br>... ... ...<br>1 dk | **TM Tug** | 2 Oil each 6Cy. 260 × 368 with flexible co sr reverse geared to sc. shafts<br>Ruston & Hornsby Ltd. |
| **8619742**<br>*EFIG*<br>Rdr Rt | **PORTOMAYOR**<br>**Pesquera Estevez Lino S.A.**<br>Marin Spain | **383**<br>115<br>261 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL 151,0/22,0U2<br>FN 451 | **1988**-8 Factoria Naval de Marin S.A.—Marin (21)<br>(BB) 3,901<br>30,51 8,62 6,13<br>2 dks<br>rf 800 Box K 300 | **M Fishing**<br>Stern Trawler Ref<br>In.280 | Deutz<br>Oil 4SA 6Cy. 240 × 280 with clutches, fle couplings & sr geared to sc. shaft<br>925kW (1 258bhp)<br>Kloeckner Humboldt Deutz<br>also 2 Oil 355bhp secondary<br>Gen 2 × 160kW 1 × 80kW 380V 50Hz<br>Controllable pitch propeller |
| **6917803**<br>*IBFM*<br>263<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PORTORIA**<br>ex Fidelity-90 ex British Fidelity-86<br>**Tankersud S.p.A**<br>Morfini S.r.l.<br>Bari Italy | **14 920**<br>8 980<br>24 775<br>T/cm<br>36,1 | RI<br>✠Classed LR until 1/12/86 | **1969**-12 Brodogradiliste "Split"—Split (240)<br>170,34 (BB) 24,87 9,627<br>161,53 24,82 12,60<br>P 29,6 F 15,3 1 dk<br>rf 51 Bow/CM 83 Diam. 0,310 | **M Tanker**<br>Stern disch.<br>33 Ta ER<br>L.(oil) 33 928 HeCls. B<br>4 Cargo pumps total 3 000T/hr | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>8 245bhp (6 065kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 1 262,0t (hvf)-29,5pd |

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| 8207226<br>*J8EM6*<br>3219<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **PORTOROZ**<br>**Splosna Plovba**<br>Kingstown St. Vincent and the Grenadines | *12 541*<br>*6 570*<br>18 375 | ✠**100A1** SS 6/91<br>bulk carrier<br>✠**LMC** **UMS**<br>EL F† 577,5/58,0U3(a)<br>FN 5058<br>JR | **1986**-6 Brodogradiliste "Split"—Split (368)<br>151,75 (BB) 23,14 9,002<br>142,02 23,11 12,50<br>P 28,7 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 26,4 27,2 26,4 25,6 ER<br>G.23 923 B.23 387<br>TEU 423<br>C.Ho 273/20' (40') C.Dk 150/20' (40')<br>4 Ha (stl) (17,6 20,0 20,0 20,0 × 12,8) ER<br>4W Der 4(36) | B&W 4L67GFCA<br>Oil 2SA 4Cy. 670 × 1700<br>8 700bhp (6 399kW)<br>R.O. Tvornica Dizel Motora "Uljanik" Yugoslavia<br>AuxB (Comp) 8,6kgf/cm$^2$ (8,5bar)<br>Gen 2 × 560kW 1 × 503kW 450V 60Hz a.c.<br>Fuel 161,5t (d.o.) 1 028,0t (hvf) |
| 8003967<br>*ICYD*<br>1676<br>Df Esd Gc<br>Pfd Rdr Rt | **PORTOSALVO**<br>ex Wimpey Seahorse-87<br>**Rimorchiatori Napoletani S.M.**<br>Napoli Italy | T.Mk<br>**1 275**<br>528<br>831<br>**1 596**<br>652<br>2 085 | ✠**100A1** SS 3/90<br>offshore tug/supply ship<br>firefighting ship 2 (7200 cubic metres/hour) with water spray<br>Ice Class 2<br>✠**LMC** **UMS**<br>EL Q /38,0U3(a)<br>FN 1399<br>RI | **1982**-1 Appledore Shipbuilders Ltd.—Appledore (132)<br>69,30 15,96 4,909/6,358<br>61,52 15,51 7,22<br>F 27,8 2 dks<br>rf 254 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting 12bth P | Alpha 12U28L-VO<br>4 Vee Oil 4SA each 12Cy. 280 × 320 with clutches, flexible couplings & sr geared to sc. shafts<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 1200kW 2 × 210kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 1 aft<br>Fuel 880,0t (d.o.)-40,0pd 15,5kn |
| 7731402<br>*IPFM*<br>1635<br>Rdr Rt | **PORTOVENERE**<br>**Rimorchiatori Riuniti Spezzini Imprese Marittime e Salvataggi S.p.A.**<br>Napoli Italy | **199**<br>48<br>— | RI | **1977** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona (27)<br>32,11 8,49 3,701<br>28,02 8,44 4,27<br>1 dk | **M Tug**<br>Fire-fighting | MAN G7V30/45ATL<br>Oil 4SA 7Cy. 300 × 450 reverse reduction geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 8728957<br>M-43027 | **PORTOVIK**<br>**Mariupol Port Authority**<br>(Mariupol) (U.S.S.R.) | *270*<br>*81*<br>89 | RS | **1989** ..............Yugoslavia<br>35,78 9,49 3,280<br>30,23 - 4,50<br>1 dk | **M Tug**<br>Fire-fighting | Sulzer 6ASL25D<br>2 Oil 4SA each 6Cy. 250 × 300<br>Yugoslavia<br>Gen 1 × 150kW a.c.<br>Controllable pitch propeller<br>13,5kn |
| 6905812<br>*ERSS*<br>M-30253<br>Df Esd Gc<br>Pfd Rdr Rt | **PORTOVIK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **233**<br>4<br>71 | RS | **1968** VEB Schiffswerft "Edgar Andre"—Magdeburg (7011)<br>34,78 8,51 2,899<br>30,41 8,21 3,71<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>11,25kn |
| 8723555<br>M-36945<br>Rt | **PORTOVIK**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Skadovsk) (U.S.S.R.) | *106*<br>*31*<br>14 | RS | **1987** ..............U.S.S.R.<br>23,15 6,24 1,850<br>20,00 - 2,80<br>1 dk | **M Ferry**<br>70dk P<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>U.S.S.R. |
| 8723969<br>M-35086<br>Esd Rdr Rt | **PORTOVIK-4**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **205**<br>77<br>326 | RS | **1981** ..............U.S.S.R.<br>29,17 8,01 3,120<br>28,50 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 1 × 50kW a.c. |
| 8730259<br>M-42459 | **PORTOVIK-5**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Nakhodka) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1989** ..............U.S.S.R.<br>35,18 8,01 3,122<br>33,28 - 3,61<br>1 dk | **M Pollution & Surface Clearance Vessel** | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>225bhp (166kW)<br>Russkiy-Diesel Works Leningrad<br>8kn |
| 8226375<br>M-37623<br>Esd Rdr RTv | **PORTOVYY-3**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | *145*<br>*43*<br>45 | RS | **1983** ..............Yugoslavia<br>20,40 9,00 2,500<br>20,00 - 3,50<br>1 dk | **TM Tug**<br>Ice strengthened | Deutz SBA6M816<br>2 Oil 4SA each 6Cy. 142 × 160<br>Kloeckner Humboldt Deutz West Germany<br>5,4kn |
| 8227006<br>M-37626<br>Esd Rdr RTv | **PORTOVYY-4**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | *145*<br>*43*<br>45 | RS | **1983** ..............Yugoslavia<br>20,40 9,00 2,500<br>20,00 - 3,50<br>1 dk | **TM Tug**<br>Ice strengthened | Deutz SBA6M816<br>2 Oil 4SA each 6Cy. 142 × 160<br>Kloeckner Humboldt Deutz West Germany<br>5,4kn |
| 8227018<br>M-37627<br>Esd Rdr RTv | **PORTOVYY-5**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | *145*<br>*43*<br>45 | RS | **1983** ..............Yugoslavia<br>20,40 9,00 2,500<br>20,00 - 3,50<br>1 dk | **TM Tug**<br>Ice strengthened | Deutz SBA6M816<br>2 Oil 4SA each 6Cy. 142 × 160<br>Kloeckner Humboldt Deutz West Germany<br>5,4kn |
| 8228062<br>M-41573<br>Esd Rdr RTv | **PORTOVYY-7**<br>**Soviet Danube Shipping Co.**<br>(Reni) (U.S.S.R.) | *145*<br>*43*<br>45 | RS | **1984** ..............Yugoslavia<br>20,40 9,00 2,300<br>20,00 - 3,50<br>1 dk | **TM Tug**<br>Ice strengthened | Deutz SBA6M816<br>2 Oil 4SA each 6Cy. 142 × 160<br>Kloeckner Humboldt Deutz West Germany<br>5,4kn |
| 8724937<br>M-41580 | **PORTOVYY-8**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | *145*<br>*43*<br>45 | RS | **1984** ..............Yugoslavia<br>20,40 9,00 2,500<br>20,00 - 3,50<br>1dk | **TM Tug**<br>Ice strengthened | Deutz SBA6M816<br>2 Oil 4SA each 6Cy. 142 × 160<br>Kloeckner Humboldt Deutz West Germany<br>5,4kn |
| 5373830<br>*HPYG*<br>4792-HK5<br>Df Esd Rdr Rt | **PORTSUN 3**<br>ex City Kinabalu-74 ex Holy-74<br>ex Ming Ren-72 ex Uraga Maru-70<br>**United Asia Shipping S.A.**<br>Panama Panama | **1 987**<br>1 128<br>3 070 | | **1949** Uraga Dock Co. Ltd.—Uraga Shipyard, Yokosuka (595)<br>90,38 13,06 5,817<br>84,99 13,01 6,51<br>P 46,7 F 9,5 1 dk<br>RW | **M General Cargo**<br>2 Ho 16,6 41,3 ER<br>G.4 339 B.4 055<br>2 Ha (9,3 × 5,1) (31,4 × 6,4) ER<br>8W Der 2(8) 1(5) | Hanshin<br>Oil 4SA 6Cy. 460 × 660<br>2 000bhp (1 471kW) NE 63<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 30kW 115V d.c.<br>Fuel 220,5t 12kn |
| 7806037<br>*EHVY*<br>Df Esd Gc<br>Pfd Rdr Rt | **PORTUBIDE**<br>**Naviera Murueta S.A.**<br>Bilbao Spain | **1 325**<br>728<br>3 750 | ✠**100A1** SS 11/87<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL R 440,0/40,0U2<br>FN 1810 | **1979**-12 Ast. de Murueta S.A.—Guernica (139)<br>94,65 13,77 5,639<br>84,51 13,61 7,80<br>P 11,6 F 9,5 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 60,9 1 TwD<br>G.4 826<br>1 Ha (stl) (51,2 × 10,5) ER | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580 reverse reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 140kW 380V 50Hz a.c.<br>Fuel 356,0t (hvf) |
| 7944956<br>*WQZ3101*<br>608405 | **PORTUGAL**<br>**Antonio P. Dos Santos**<br>New Bedford, Ma United States of America | **145**<br>99<br>— | | **1979** ..............Coden, Al<br>*22,44* 6,76<br>3,38<br>1 dk | **M Fishing** | Oil<br>520bhp (382kW)<br>U.S.A. |
| 9008641<br>*C6KJ9*<br>720467<br>Df Esd Gc<br>Rdr Rt | **PORTUNUS**<br>ex John af Goteborg-91<br>**Roda Bolaget AB**<br>Nassau Bahamas | *342*<br>*102*<br>118 | ✠**100A1**<br>tug<br>Skagerrak, Kattegat, Baltic Sea, Gulfs of Finland and Bothnia coastal service, also North Sea coastal service between Esbjerg and lighthouse Blankenberge<br>Ice Class 1C<br>✠**LMC**<br>EL (E) 275,0/17,5U2<br>FN 383 | **1991**-2 Matsuura Tekko Zosen—Higashino (363)<br>33,40 11,01 3,400<br>26,40 10,00 4,49<br>RFD 5,4 1 dk<br>rf - DK | **TM Tug**<br>Fire-fighting Tractor | Yanmar 6Z280-EN<br>2 Oil 4SA each 6Cy. 280 × 360 with clutches, flexible couplings & dr geared to sc. shafts per each Rexpeller Unit<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 128kW 380V 50Hz a.c.<br>2 Controllable pitch propellers Directional Rexpeller Unit<br>Thw. thrust Contr. pitch propeller fwd<br>12,5kn |
| 7717834<br>*EHTF*<br>Df Esd Gc<br>Pfd Rdr Rt | **PORTUONDO**<br>**Naviera Murueta S.A.**<br>Bilbao Spain | **1 325**<br>728<br>3 750 | ✠**100A1** SS 6/87<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL R 440,0/40,0U2<br>FN 1812 | **1979**-5 Ast. de Murueta S.A.—Guernica (138)<br>94,67 13,77 5,641<br>84,51 13,61 7,83<br>P 11,6 F 9,5 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 60,9 1 TwD<br>G.4 826<br>1 Ha (stl) (51,2 × 10,5) ER | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580 reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 140kW 380V 50Hz a.c.<br>Fuel 356,0t (hvf) |

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|---|---|---|---|---|---|---|
| **6514936**<br>*LJIE*<br>19476<br>Df Esd Pfd<br>Rdr Rt | **PORTVIK**<br>ex Peggy-85 ex Elkon-81<br>ex Ditte Holmo-80<br>**Partrederi Portvik**<br>Jakob Einarsen<br>Oslo Norway | **299**<br>191<br>550 | BV | **1965** Orskovs Staalskibsvaerft I/S—Frederikshavn (33)<br>48,14 8,67 3,099<br>43,21 8,64 3,46<br>1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.707 B.623<br>1 Ha (stl) (22,0 × 5,0) ER<br>2W Der 2(2) | Alpha<br>Oil 2SA 5Cy. 240 × 400<br>221kW (300bhp)<br>Alpha-Diesel A/S<br>Fuel (d.o.) |
| **6523779**<br>*TKKZ*<br>CM 231653<br>Df Esd Rdr<br>Rt | **PORTZIC**<br>**Armement Portzic**<br>Camaret France | **164**<br>100<br>— | | **1965** Chantier A. Peron—Camaret<br>26,98 7,12<br>23,75 7,09 3,87<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>4 Ha (1,0 × 0,8) (0,9 × 0,7) (1,6 × 1,3) (1,0 × 0,8) | Baudouin<br>Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin<br>Fuel 30,5t (d.o.) |
| **8501139**<br>*YQOO*<br>736<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **POSADA**<br>**Navrom Shipping Company**<br>Constantza Romania | **11 025**<br>5 868<br>15 555<br>T/cm<br>92,0 | RNR | **1986** Santierul Naval Galatz—Galatz (709)<br>145,52 9,202<br>132,57 20,81 13,21<br>P 2,5 B 10,1 F 12,8 | **M General Cargo**<br>4 Ho 21,0 27,6 27,7 20,0 ER<br>G.21 192 B.18 860<br>TEU 396 C. 396/20' (40')<br>7 Ha (stl) (13,3 × 10,2) (19,2p&s 19,2p&s 19,2p&s × 7,7) ER<br>Der 4(22) | MAN<br>Oil 4SA 8Cy. 520 × 550 with flexible coup sr geared to sc. shaft<br>8 000bhp (5 884kW)<br>Intreprinderea de Const. de Masini Resita<br>Controllable pitch propeller<br>Fuel 124,0t (d.o.) 1 432,0t (hvf)-19,0pd |
| **7330064**<br>*PGVN*<br>Df Esd Gc<br>Pfd Rdr Rt | **POSEIDON**<br>**Broekhoven B.V.**<br>Zeist Netherlands | **4 830**<br>2 426<br>7 316 | BV | **1973** Verolme Scheepswerf Heusden B.V. —Heusden (870)<br>103,10 18,04 6,154<br>95,00 18,01 8,67<br>2 dks | **TM Hopper/Dredger** CSD<br>Trailing Suction Bottom doors (Shore-delivery)<br>Twin side arms Dredging depth 32,0<br>Hopper 6982T<br>Mchy.aft<br>Hopper 4 700<br>2 sandpumps each 1055kW (1434bhp) | Caterpillar<br>4 Vee Oil 4SA each 16Cy. 159 × 203 gea sc. shafts<br>4 560bhp (3 354kW)<br>Caterpillar Tractor Co.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **5418977**<br>*SXTM*<br>9460<br>Df Esd Gc<br>Rdr RTh/v | **POSEIDON**<br>ex Bamburi-88<br>**Poseidon II Shipping Co.**<br>Heracles Shipping Co. S.A.<br>Piraeus Greece | **3 276**<br>1 716<br>5 175 | **✠100A1** SS 12/88<br>**✠LMC**<br>EL w $1\frac{13}{16}$"SQ<br>FN 2426<br>**SURVEYS OVERDUE — CLASS SUSPENDED 9/88** | **1963**-11 Howaldtswerke Hamburg A.G.—Hamburg (960)<br>106,69 16,54 6,446<br>100,01 16,50 7,75<br>P 31,4 F 13,8 1 dk<br>RW rf nil | **M Cement Carrier**<br>4 Ho 14,3 12,9 12,9 12,9 ER<br>G.4 102 | Deutz<br>2 Oil 4SA each 8Cy. 400 × 580 geared to<br>2 942kW (4 000bhp)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 200kW 400V 50Hz a.c.<br>Fuel 233,5t (d.o.) 451,0t (hvf) |
| **8324672**<br>*DIJK*<br>14160<br>Df Esd Gc<br>Rdr RTm/h/v | **POSEIDON**<br>**m.s. "Poseidon" Interscan Reederei G.m.b.H. & Co.**<br>Deutsche Conti Schiffahrtsgesellschaft m.b.H.<br>Hamburg Federal Republic of Germany | *1 547*<br>*581*<br>1 717 | GL | **1984** Schiffsw. Hugo Peters—Wewelsfleth (600)<br>82,48 11,38 3,495<br>76,82 11,31 5,41<br>P 12,5 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,4 ER<br>G.2 916 B.2 911<br>TEU 48 C. 48/20' (40')<br>1 Ha (stl) (49,8 × 9,0) ER | MWM<br>Oil 4SA 6Cy. 230 × 270 reverse reduction to sc. shaft<br>600bhp (441kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 92kW 1 × 45kW 220/380V 50<br>Thw. thrust propeller fwd |
| **6503975**<br>L032-3257<br>Esd Rdr Rt | **POSEIDON**<br>ex Tresco-90 ex Blackthorn-85<br>ex Eden Fisher-79<br>**Dolichi Maritime Co. S.A.**<br>San Lorenzo Honduras | **1 173**<br>684<br>1 623 | **✠100A1** SS 12/89<br>**✠LMC**<br>EL n<br>FN 1005 | **1965**-4 N.V. Schpsw. "Foxhol"—Foxhol (120)<br>72,27 10,60 4,534<br>66,02 10,46 4,75<br>P 17,1 F 8,3 1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho 44,0 ER<br>G.2 457 B.2 298<br>2 Ha (stl) (13,3 20,5 × 7,2) ER | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz<br>Fuel 162,5t (d.o.) |
| **6412920**<br>*DCSG*<br>Df Esd Rdr<br>Rt | **POSEIDON**<br>**Seetouristik G.m.b.H. & Co. K.G.**<br>Burgstaaken Federal Republic of Germany | **1 117**<br>560<br>152 | **✠100A1** SS 1/91<br>protected waters service<br>Ice Class 2<br>**✠LMC**<br>EL n $1\frac{5}{16}$"SQ<br>FN 987<br>(BV) | **1964**-6 Ulstein M/V A/S—Ulsteinvik (26)<br>65,51 11,84 2,915<br>56,01 11,41 6,20<br>B 34,8 2 dks<br>rf 457 | **TM Ferry** 805dk P | Deutz<br>2 Oil 4SA each 8Cy. 320 × 450<br>1 942kW (2 640bhp)<br>Kloeckner Humboldt Deutz |
| **7427518**<br>*DBKV*<br>Df Esd Gc<br>Rdr RTm/h/v | **POSEIDON**<br>**Land Schleswig-Holstein**<br>RF Reedereigemeinschaft Forschungsschiffahrt G.m.b.H.<br>Kiel Federal Republic of Germany<br>SatCom: 1120101 | **1 049**<br>305<br>287 | GL | **1976** Schichau-Unterweser A.G.—Bremerhaven (2266)<br>60,81 11,43 4,103<br>55,00 11,41 5,67<br>B & F 26,9 2 dks | **D-E Research**<br>Ice strengthened<br>Mchy.aft<br>1W Der 1(6) 1(5) | MWM<br>3 Vee Oil 4SA each 16Cy. 160 × 165 total 2 199bhp (1617kW) driving 3 gen. each 660V a.c. connected to elec. motor of (930kW) & sc. shaft<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 80kW 220/380V 50Hz a.c.<br>Bow jet pump |
| **6923096**<br>*PGVL*<br>Df Esd Gc<br>Rdr RTm/h/v | **POSEIDON**<br>**Dok en Werf-Maatschappij Wilton-Fijenoord B.V.**<br>Schiedam Netherlands | *846*<br>*254*<br>— | GL | **1957** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (149)<br>61,68 10,24 4,496<br>54,59 10,19 5,08<br>B & F 34,8 1 dk | **M Research/ Mother Ship**<br>Weather<br>Ice strengthened | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 030kW (1 400bhp) E fitted—<br>MaK. Maschinenbau Kiel G.m.b.H |
| **7350569**<br>*SV3713*<br>4465<br>Rt | **POSEIDON**<br>ex NEPTUNE<br>**George Veliotis**<br>Piraeus Greece | **628**<br>121<br>— | | **1974** Salamis Shipyards S.A.—Salamis (108)<br>60,00 12,40 1,677<br>55,00 10,90 2,29<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo<br>Mchy.aft —dk P | S.K.L.<br>2 Oil 4SA 8Cy.<br>1 160bhp (853kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7042069**<br>*OXIM*<br>Df Esd Gc<br>Rdr Rt | **POSEIDON**<br>ex Santoni-87 ex Ida Bres-79<br>ex Nore-74 ex Ida Bres-72<br>**P/R Poseidon V**<br>Hadsund Denmark | T.Mk<br>**399**<br>263<br>1 042 | BV | **1970** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (296)<br>65,13 11,03 3,658<br>56,98 9,16 6,20<br>F 9,2 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 41,6 ER<br>G.2 597 B.2 328<br>2 Ha (stl) (18,5 12,3 × 7,6) ER<br>3W | MaK<br>Oil 4SA 6Cy. 240 × 330<br>1 005bhp (739kW) NE 83<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 2 × 45kW 1 × 25kW 380V 50Hz<br>Controllable pitch propeller |
| **5201934**<br>*SKGV*<br>Df Esd Rdr<br>Rt | **POSEIDON**<br>ex Queen Ada-89 ex White Queen-88<br>ex Anholtfaergen-82 ex Laeso-67<br>**Rederi AB Gota Lejon**<br>Rederi AB Bohus Line<br>Goteborg Sweden | **264**<br>134<br>120 | (BV) | **1961** Frederikshavn Vaerft & Flydedok A/S —Frederikshavn (234)<br>40,49 8,82 2,299<br>35,51 8,51 3,10<br>1 dk<br>conv Ferry/General Cargo 82 | **M Ferry** 136dk P | Alpha<br>Oil 2SA 5Cy. 310 × 490<br>630bhp (463kW)<br>Alpha-Diesel A/S<br>Fuel 16,5t (d.o.) |
| **7942245**<br>*SV7368*<br>8330 | **POSEIDON**<br>ex Steady Poseidon-83 ex Steady-81<br>ex ETV VII-60 ex Miner VII-59<br>**Proodos Greek Shipping Co.**<br>Piraeus Greece | **264**<br>104<br>— | ✠Classed LR until 5/89 | **1944**-3 Philip & Son Ltd.—Dartmouth (1072)<br>36,43 8,08 3,658<br>34,60 8,07 3,05<br>conv Coastal Minelayer 59<br>conv Trials Ship 81 | **TM Research**<br>Oceanographic Pollution Control | Ruston<br>2 Oil 4SA each 6Cy. 203 × 273 reverse geared to sc. shafts<br>264kW (359bhp)<br>Ruston Diesels Ltd.<br>Gen 2 × 50kW 230V d.c. |
| **8814641**<br>*PGTX*<br>23212<br>HA 73<br>Df Esd Rdr<br>Rt | **POSEIDON**<br>**Lenger Seafoods B.V.**<br>Harlingen Netherlands | **196**<br>—<br>— | | **1988** Schpsw. "Friesland" B.V.—Lemmer (2)<br>39,98<br>37,75 10,01 1,53<br>1 dk | **M Fishing**<br>Side-fishing Dredge Shellfish | Scania<br>Oil<br>767bhp (564kW)<br>Saab-Scania |
| **7636951**<br>*SLMX*<br>Esd Rdr RTv | **POSEIDON**<br>ex Palucca-88<br>**Karlsborgs Marina A/B**<br>Karlsborg Sweden | **191**<br>125<br>40 | (GL) | **1977** Husumer Schiffsw.—Husum (1420)<br>31,78 6,56 1,661<br>27,46 6,51 2,82<br>1 dk | **M Ferry** 275P<br>Ice strengthened | Deutz<br>Vee Oil 4SA 12Cy. 142 × 160 reduction sc. shaft<br>520bhp (382kW)<br>Kloeckner Humboldt Deutz<br>Thw. thrust propeller fwd |

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| 7915888<br>WQZ4226<br>610436<br>Df Esd Gc<br>Pfd Rdr Rt | **POSEIDON**<br>ex Silver Sea-90<br>**Johannessen Enterprises Inc.**<br>Seattle, Wa United States of America | **191**<br>130<br>— | | **1979** Nichols Bros. Boat Builders Inc.—Freeland, Wa (46)<br>*31,00* 9,28<br>3,33<br>1 dk | **M Fishing**<br>Crab | Caterpillar D399SCAC<br>Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6416782<br>TPNI<br>LO 275795<br>Esd Pfd Rdr Rt | **POSEIDON**<br>**Armement Limantour S.A.**<br>Lorient France | **185**<br>59<br>— | (BV) | **1964** S.I.C.C.Na.—St. Malo (65)<br>31,83 7,22 2,871<br>27,36 7,21 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.160<br>2 Ha (each 0,9 × 0,9) ER<br>Der 1(2) 1(1) | Duvant<br>Oil 4SA 6Cy. 255 × 300<br>575bhp (423kW)<br>Moteurs Duvant Valenciennes<br>Gen 2 × 23kW 110V d.c.<br>Fuel 44,0t (d.o.) 11,75kn |
| 7723883<br>OIIQ<br>1596<br>Df Esd Gc<br>Rdr Rt | **POSEIDON**<br>**Neptun-Maritime (Finland) Co. Ltd.**<br>Helsinki/ Helsingfors Finland | **175**<br>51<br>55 | ✠Classed LR until 6/1/84 | **1978**-7 Rauma-Repola Oy—Savonlinna (418)<br>25,61 8,23 3,620<br>22,46 8,21 4,60<br>1 dk<br>rf - | **M Tug**<br>Ice strengthened | Wartsila 12V22<br>Vee Oil 4SA 12Cy. 220 × 240 sr geared to sc. shaft<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 64kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>11kn |
| 6520155<br>WN5258<br>292043 | **POSEIDON**<br>ex Cultivator-91 ex Poseidon<br>**Cultivator I Fishing Corp. Inc.**<br>New Bedford, Ma United States of America | **152**<br>80<br>— | | **1963** Stoneington-Deer Isle Yacht Basin Corp. —Stonington, Me<br>*25,76* 6,76<br>22,69 6,71 4,04 | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar<br>Oil 4SA 12Cy. 159 × 203<br>600bhp (441kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7622613<br>YQAT<br>545<br>Rdr Rt | **POSEIDON**<br>**Intreprinderea de Exploatare a Floti Maritime NAVROM**<br>Galatz Romania | **127**<br>100<br>— | RNR | **1970** S. Ordzhonikidze Works—Poti<br>33,46 9,56 3,607<br>30,00 6,00 1,81<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>116dk P | 2 Vee Oil 4SA each 12Cy. 180 × 200/210 geared to sc. shafts<br>2 000bhp (1 471kW)<br>Zvyezda Works Leningrad<br>Gen 1 × 5,5kW 2 × 1kW 28V d.c.<br>Fuel 3,0t (d.o.) 28,5kn |
| 8000484<br>9VLA<br>383167<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **POSEIDON BREEZE**<br>ex Miyajima Maru-85<br>**Poseidon Marine Transport Pte. Ltd.**<br>Hachiuma Steamship Co. Ltd.<br>Singapore Singapore | **33 985**<br>21 831<br>61 769<br>T/cm<br>61,7 | NK | **1982** Koyo Dockyard Co. Ltd.—Mihara (1016)<br>222,13 (BB) 35,72 13,020<br>213,01 32,21 17,91<br>F 16,8 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.70 216 B.68 703 HeCls. B<br>7 Ha (stl) (14,0 16,9 17,1 13,8 17,1 17,1 15,4 × 12,8) ER | B&W 7L67GFCA<br>Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 230,0t (d.o.) 3 370,0t (hvf)-45,0pd 14,75kn |
| 7227073<br>SVJJ<br>9543<br>Df Esd Gc<br>Rdr RTh/v | **POSEIDON EXPRESS**<br>ex Provence-89<br>**Laurel Sea Transport N.E.**<br>Arkadia Lines S.A.<br>Piraeus Greece | **7 824**<br>3 547<br>1 866 | BV HR | **1974** Cant. Nav. di Pietra Ligure—Pietra Ligure (13)<br>135,31 (BB) 20,73 5,785<br>121,01 20,71 7,90<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>190cbn 556bth 732dk P<br>Bow door/ramp Side door/ramps 2(p) 2(s)<br>Stern door/ramp<br>Lane Length 220 Cargo Width 2,50<br>Clear height 4,00<br>Mchy.aft | Pielstick 16PC3V-480<br>2 Vee Oil 4SA each 16Cy. 480 × 520<br>17 654kW (24 001bhp)<br>Ch. de l'Atlantique St Nazaire<br>Gen 4 × 800kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 101,5t (d.o.) 467,5t (hvf)-88,0pd 21,5kn |
| 8828044<br>810424 | **POSEIDON PRINCESS**<br>**Clearwater Atlantic Seafoods Inc.**<br>Yarmouth, N.S. Canada | **123**<br>63<br>— | | **1988** ............Shelburne, N.S.<br>18,90 6,70 —<br>- - 2,90 | **M Fishing**<br>Stern Trawler | Oil<br>691kW (939bhp)<br>Canada<br>15kn |
| 5393385<br>SVHE<br>7750<br>Df Esd Gc<br>Rdr Rt | **POSEIDON 8**<br>ex Forum Plessot-82 ex Jihard-81<br>ex Tommy II-80 ex Argo Leader-76<br>ex World Seafarer-72<br>**Middle East Cement Shipping & Handling Co. S.A.**<br>Piraeus Greece | **11 048**<br>6 373<br>20 335<br>T/cm<br>29,9 | BV<br>✠Classed LR until 8/72 | **1958**-12 Kockums M/V A/B—Malmo (426)<br>163,33 21,57 9,684<br>152,71 21,49 13,49<br>P 27,8 F 16,8 1 dk<br>rf 25 | **M Ore Carrier**<br>3 Ho each 36,6 ER<br>Ore 21 799<br>6 Ha (stl) (10,9 14,6 10,9 14,6 14,6 14,6 × 12,1) ER<br>Cr 1(50) | MAN<br>Oil 2SA 8Cy. 780 × 1400<br>7 200bhp (5 296kW)<br>Kockums M/V A/B Malmo<br>14,5kn |
| 6703317<br>H2HK<br>701946<br>Df Esd Pfd<br>Rdr RTv | **POSEIDONIA**<br>ex Ala-Eddin-88 ex Al Kahera-87<br>ex Med Sea-86 ex Ulster Queen-82<br>**Sinbad navigation Co. Ltd.**<br>Limassol Cyprus | **4 269**<br>2 114<br>1 389 | (GL)<br>✠Classed LR until 14/10/83 | **1967**-6 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1323).<br>115,22 16,46 4,110<br>108,51 16,16 9,07<br>2 dks<br>rf 152 | **TM Passenger/RoRo/Cargo/Ferry**<br>428bth 594dk P<br>Stern door<br>2 Ho each 10,3<br>TEU 55 C. 55/20'<br>1 Ha (stl) (12,1 × 6,4) | Pielstick 12PC2V-400<br>2 Vee Oil 4SA each 12Cy. 400 × 460<br>5 296kW (7 200bhp)<br>Crossley Premier Engines Ltd. Manchester<br>Gen 4 × 420kW 415V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 231,5t (hvf) 17kn |
| 7741861<br>SQIR<br>Df Esd Gc<br>Rdr Rt | **POSEJDON**<br>ex Tornado-79<br>**Polish Ship Salvage Co. (Polskie Ratownictwo Okretowe)**<br>Gdynia Poland | **1 074**<br>237<br>— | PR | **1978** Yaroslavskiy Shipyard—Yaroslavl (209)<br>58,25 4,690<br>54,11 12,68 5,01<br>1 dk | **TM Tug**<br>Fire-fighting Pollution Control Diving Support | 2 Oil 4SA each 6Cy. 300 × 750<br>U.S.S.R.<br>Gen 2 × 1000kW 900V d.c. 2 × 240kW 2 × 120kW 380V a.c.<br>13,5kn |
| 8100624<br>DIFP<br>68<br>Df Esd Gc<br>Rdr RTm/v | **POSELDORF**<br>**m.s. "Poseldorf" Interscan Reederei G.m.b.H. & Co.**<br>Deutsche Conti Schiffahrtsgesellschaft m.b.H.<br>Hamburg Federal Republic of Germany | **498**<br>317<br>1 550 | GL | **1981** Schiffsw. Hugo Peters—Wewelsfleth (582)<br>82,48 11,38 3,545<br>76,82 11,31 5,41<br>P 12,5 F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,4 ER<br>G.2 902 B.2 898<br>TEU 48 C. 48/20'<br>1 Ha (stl) (49,8 × 9,0) ER | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280 reverse reduction geared to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 168kW 1 × 60kW 1 × 45kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10,75kn |
| 7107675<br>EWGF<br>M-30494<br>Df Esd Gc<br>Rdr Rt | **POSEYDON**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **2 851**<br>758<br>1 420 | RS | **1971** ............U.S.S.R.<br>84,66 14,03 5,801<br>78,06 13,95 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.173 In.550<br>3 Ha (1,2 × 1,3) (1,2 × 1,2) (1,5 × 1,3)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12,5kn |
| 7002722<br>UEBB<br>M-27039<br>Df Esd Gc<br>Rdr Rt | **POSEYDON**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | **828**<br>—<br>405 | RS | **1961** ............U.S.S.R.<br>52,30 11,51 4,499<br>47,60 5,82<br>1 dk | **D-E Tug**<br>Salvage<br>Ice strengthened | 2 Oil 4SA each 6Cy. 318 × 330 driving gen. connected to elec. motor & geared to sc. shaft<br>Kharkov<br>14kn |
| 7942922<br>M-37258<br>Df Esd Gc<br>Rdr RTv | **POSEYDON**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **307**<br>47<br>44 | RS | **1981** ............U.S.S.R.<br>41,00 8,16 2,001<br>3,56<br>1 dk | **M Diving Tender**<br>Ice strengthened<br>Der 2(2,5) | 2 Vee Oil 2SA each 12Cy. 150 × 180<br>............<br>12,25kn |
| 7729710<br>SV4484<br>6385<br>Esd Gc Rdr Rt | **POSIDON**<br>**Hellenic Shipyards Co. Ltd.**<br>Piraeus Greece | **317**<br>92<br>— | HR<br>✠Classed LR until 9/85 | **1980**-11 Hellenic Shipyards—Skaramanga (2898)<br>35,74 9,73 3,820<br>32,85 9,21 4,73<br>1 dk<br>rf - | **M Tug**<br>Fire-fighting | Alpha 12U28L-VO<br>Vee Oil 4SA 12Cy. 280 × 320 geared to sc. shaft<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 128kW 1 × 28kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 7029134<br>IMDF<br>88<br>Esd Rdr Rt | **POSIDONE PRIMO**<br>**Rosario Asaro e Baldassare Giacalone**<br>Mazara del Vallo Italy | **173**<br>62<br>— | | **1970** Cant. Nav. M. Morini & C.—Ancona (117)<br>31,20 7,40 3,296<br>24,49 7,19 3,69<br>1 dk | **Wood M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn |

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| **7209411**<br>*IRIH*<br>1415<br>Df Esd Gc<br>Pfd Rdr RTh | **POSITANO**<br>ex West Reef-82 ex Germa Star-79<br>**Altair S.n.c.**<br>Napoli Italy | **1 598**<br>945<br>2 987 | RI (NV) | **1972** Stocznia Gdanska im. Lenina—Gdansk<br>(B431/203)<br>84,16 13,62 5,309<br>77,55 13,59 6,41<br>P 21,1 F 8,6 1 dk<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho 27,8 27,7 ER<br>G.3 862 B.3 559<br>2 Ha (stl) (each 21,9 × 8,0) ER<br>4W Der 4(5) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 84kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 156,5t (d.o.)-7,0pd |
| **7044902**<br>*EOTY*<br>M-6297 | **POSLUSHNYY**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **169**<br>40<br>100 | RS | **1969** .............U.S.S.R.<br>34,02 7,09 2,890<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (1,6 × 1,3)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **5031119**<br>*IKNQ*<br>1418<br>Df Esd Rdr<br>RTm/h/v | **POSSENTE**<br>ex Austerus-83 ex Marius Chambon-61<br>**San Cataldo S.p.A.**<br>Napoli Italy | **269**<br>54<br>— | RI (BV) | **1954** Ch. & At. de Provence—Port de Bouc<br>(278)<br>33,28 8,03 3,803<br>30,74 7,98 4,50<br>1 dk<br>RW | **M Tug**<br>Salvage<br>Der 1(2) | 2 Oil 4SA each 8Cy. 310 × 460 geared to s<br>Swiss Locomotive & Mch. Works<br>Gen 2 × 50kW 220V d.c.<br>Fuel 74,0t (d.o.) |
| **5279266**<br>*SV2789*<br>1235 | **POSSIDON**<br>ex Pirin-65<br>**A. Fikioris**<br>Piraeus Greece | **144**<br>80<br>— | | **1941** Ch. Nav. de l'Etat Bulgare—Varna<br>*25,33* 7,07<br>... ... ...<br>1 dk | **M General Cargo** | Bolinders<br>Oil 2SA 2Cy. 380 × 400<br>120bhp (88kW)<br>Bolinder A/B<br>Fuel (d.o.) |
| **6283202**<br>*YTKQ*<br>2T-22<br>Rt | **POSTIRA**<br>**JADROLINIJA P.O.**<br>Rijeka Croatia | **335**<br>136<br>29 | JR | **1963** Brodogradiliste "Crvena Zvezda"—Pula<br>(37)<br>44,61 8,46 2,998<br>39,65 8,11 3,20<br>1 dk, pt 2nd dk<br>RW | **TM Ferry/General Cargo**<br>450dk P<br>1 Ho<br>1 Ha (2,2 × 1,8)<br>1W Der 2(1,5) | Alpha<br>2 Oil 2SA each 5Cy. 290 × 490<br>1 200bhp (883kW)<br>Titovi Zavodi "Litostroj"<br>Gen 2 × 56kW 440V a.c. |
| **8516615**<br>*UGWB*<br>M-42992<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav | **POSYET**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400374/UGWB | *4 295*<br>*1 305*<br>3 642 | RS | **1988** Hellenic Shipyards—Skaramanga (1161)<br>103,00 (BB) - 7,201<br>93,40 17,00 9,65<br>1 dk | **M Refrigerated Cargo**<br>Ice strengthened<br>3 Ho ER 2 TwD<br>In.4 879<br>TEU 62<br>C.Ho 42/20' C.Dk 20/20' incl. 20 ref C.<br>3 Ha (stl) | B&W<br>Oil 4SA 5Cy. 500 × 1620<br>5 701kW (7 751bhp)<br>H. Cegielski<br>Gen 4 × 500kW 380V 50Hz a.c. |
| **8724717**<br>*UTZZ*<br>M-27747<br>Rt | **POSYETSKAYA**<br>**Dalmorgidrostroy**<br>(Nakhodka) (U.S.S.R.) | *745*<br>*223*<br>1 068 | RS | **1987** .............Romania<br>56,19 11,21 3,700<br>53,20 - 4,44<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Ice strengthened | S.K.L.<br>2 Oil 4SA each 6Cy. 180 × 260<br>574kW (780bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 100kW a.c. |
| **8725022**<br>*UQXM*<br>M-12829 | **POTANINO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *193*<br>*58*<br>35 | RS | **1985** .............U.S.S.R.<br>33,97 7,09 2,820<br>30,00 - 3,67<br>1 dk | **M Research**<br>Biological<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>224kW (305bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8723763**<br>*USYK*<br>M-12812<br>Rt | **POTAPOVO**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Nakhodka) (U.S.S.R.) | *448*<br>*134*<br>207 | RS | **1985** .............U.S.S.R.<br>44,88 - 3,770<br>39,37 9,47 5,15<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>588kW (799bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 150kW a.c. |
| **7023960**<br>*YJYY3*<br>667<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **POTENCIAL**<br>ex Alexander-91 ex Ag Georgios-87<br>ex Georg Kurz-85 ex Eastern Lake-77<br>ex Hamburger Fleet-75<br>**Santa Clara Shipping Ltd.**<br>Cormoran S.A. de Navegacion<br>Port Vila Vanuatu | T.Mk<br>**2 723**<br>1 862<br>5 883<br>**4 732**<br>3 372<br>7 435 | BV (GL) | **1970** Orenstein & Koppel A.G.—Luebeck (672)<br>116,70 (BB) 17,30 6,522/7,510<br>107,95 17,20 9,90<br>F 9,2 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 21,3 28,5 26,6 ER 3 TwD<br>G.10 645 B.10 000<br>TEU 179<br>C.Ho 87/20' (40') C.Dk 92/20' (40')<br>3 Ha (stl) (12,9 × 7,7) (19,5 19,5 × 10,5) ER<br>10W Der 2(60) 10(10) | MaK<br>Oil 4SA 8Cy. 450 × 550 sr geared to sc. sh<br>2 942kW (4 000bhp)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 256kW 1 × 136kW 220/380V 50Hz a.c.<br>Fuel 65,0t (d.o.) 430,0t (hvf)-15,5pd |
| **8421169**<br>*PPRX*<br>Df Esd Gc<br>Rdr RTv | **POTENGI**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro Brazil | *35 845*<br>*15 908*<br>55 067 | 100A1<br>Class contemplated<br>FN 10442 | **1991** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (187)<br>218,00 32,23 12,120<br>208,00 32,20 18,00<br>1 dk | **M Tanker**<br>COW IGS SBT DB DSS<br>7 Ta ER<br>L.(oil) 66 471 | Sulzer<br>Oil 2SA 7Cy. 480 × 1400<br>7 208kW (9 799bhp)<br>Ishikawajima do Brasil |
| **7922049**<br>*LW5434*<br>5455<br>Esd RdrRTm | **POTENZA**<br>**Silos Areneros S.A.**<br>Buenos Aires Argentina | **876**<br>653<br>2 557 | ✠Classed LR until 11/2/83 | **1980**-12 Ast. Alianza S.A.—Avellaneda (39)<br>80,02 15,40 3,601<br>77,40 15,02 3,66<br>P 19,2 RAD 20,2 RFD 9,5 1 dk<br>rf nil | **TM Hopper/Dredger/Sand Carrier**<br>Trailing Suction Sand-pump discharge<br>Mchy.aft | MAN<br>2 Oil 4SA each 8Cy. 235 × 330 reverse re<br>geared to sc. shafts<br>2 080bhp (1 530kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 48kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **8010805**<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **POTI**<br>ex Northern Tiger-87 ex Iver Taurus-82<br>**Poti Shipping Co. Ltd.**<br>Anglo-Georgian Shipping<br>Valletta Malta | **13 539**<br>7 523<br>22 259 | NV<br>✠Classed LR until 20/1/84 | **1981**-10 Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1245)<br>154,01 (BB) 22,74 10,551<br>145,12 22,70 13,82<br>P 32,7 F 9,5 1 dk<br>rf nil | **M Tanker**<br>Oil Chemical<br>DB<br>18 Ta ER<br>L.26 578 HeCls. BC | B&W<br>Oil 2SA 6Cy. 550 × 1380<br>8 040bhp (5 914kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 570kW 450V 60Hz a.c.<br>Fuel 140,5t (d.o.) 1 256,0t (hvf)-26,0pd |
| **6504694**<br>*NBLM*<br>297163<br>Df Esd Gc<br>Pfd RdrRTm<br>AMVER | **POTOMAC**<br>ex Shenandoah-76 ex Potomac-64<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **15 739**<br>9 556<br>27 908<br>T/cm<br>37,4 | AB | **1957** (Aft section) Sun SB. & Dry Dock Co. —Chester, Pa (599)<br>**1964** (Fwd & cargo sections) Newport News SB. & D.D. Co.—Newport News, Va<br>188,98 25,51 10,240<br>180,22 25,46 12,81<br>P 41,5 F 25,0 1 dk<br>RW rf nil | **S Tanker**<br>Mchy.aft<br>22 Ta<br>L.(oil) 31 856<br>4 Cargo pumps total 3 800T/hr | 2 S Turb dr geared to sc. shaft<br>20 460shp (15 050kW)<br>Westinghouse Elec. Corp.<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 4 431,0t (o.f.) |
| **7710915**<br>*LAJL4*<br>N-01024<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **POTOMAC**<br>ex Isla Payana-86 ex Potomac-84<br>**KS Swan Sea**<br>Swan Shipping A/S<br>Oslo Norway (NIS) | *7 037*<br>*3 559*<br>9 852 | GL | **1980** N.V. Boelwerf S.A.—Tamise/Temse (1498)<br>151,26 (BB) 21,65 8,727<br>140,01 21,61 13,21<br>F 31,7 3 dks, 4th dk in Nos. 2 & 3 holds | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>4 Ho 24,5 23,7 23,7 ER 25,3 10 TwD<br>In.13 450<br>TEU 114 C.Dk 114/20'(40') incl. 57 ref C.<br>4 Ha (stl) (7,3 7,3 7,3 × 5,6) ER (7,3 × 5,6)<br>Cr 4(5) | MAN<br>Oil 2SA 8Cy. 700 × 1250<br>16 520bhp (12 151kW)<br>A.C.E.C.<br>Fuel 323,0t (d.o.) 1 779,5t (hvf)-51,0pd |
| **5108247**<br>*HCUP*<br>Df Rdr Rt | **POTOMAC**<br>ex Esso Potomac-63<br>ex Esso Delivery No. 12-55<br>ex Colonial Beacon-48<br>**Navipac S.A.**<br>Guayaquil Ecuador | **1 228**<br>804<br>1 956<br>T/cm<br>21,0 | (AB) | **1927** Sun SB. & Dry Dock Co.—Chester, Pa (105)<br>77,27 12,22 3,658<br>75,04 12,20 4,58<br>1 dk<br>R ⟍ Bow/CM 20 Diam. 0,152 | **TM Tanker**<br>16 Ta ER<br>L.(oil) 2 498<br>2 Cargo pumps total 458T/hr | Nordberg<br>2 Oil 4SA each 6Cy. 230 × 290 sr geared t<br>shafts<br>1 230bhp (905kW) NE 54<br>Nordberg Manufacturing Co.<br>Fuel 48,0t (d.o.) 228,0t (hvf)-5,0pd |

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| 08931<br>BZ<br>5201<br>Esd Gc<br>Rdr RTv<br>VER | **POTOMAC TRADER**<br>**Third Attransco Tanker Corp.**<br>American Trading Transportation Co. Inc.<br>Baltimore, Md United States of America<br>SatCom: 1501264/WXBZ | **24 669**<br>18 136<br>50 860<br>T/cm<br>57,2 | AB | **1983** National Steel & SB. Co.—San Diego, Ca (426)<br>200,72 (BB) 32,31 12,101<br>192,01 32,24 16,31<br>F 12,5 1 dk<br>rf nil Bow/CM 97 Diam. 0,410 MH 1,8 | **M Tanker**<br>IGS DB<br>16 Ta ER<br>L.(oil) 56 616<br>6 Cargo pumps total 3 000T/hr | Sulzer 5RND76M<br>Oil 2SA 5Cy. 760 × 1550<br>11 400bhp (8 385kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Japan<br>Gen 3 × 1000kW<br>14,5kn |
| 3944<br>BB<br>Esd Gc<br>Rdr<br>n/h/v<br>VER | **POTSDAM**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | T.Mk<br>**6 694**<br>3 357<br>9 260<br>**10 224**<br>5 633<br>13 600 | DSRK GL | **1978** VEB Warnowwerft Warnemuende —Warnemuende (441)<br>156,85 (BB) 21,85 —/9,000<br>146,77 21,81 11,94<br>P 47,3 F 29,0 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 18,9 21,4 21,4 27,8 ER 16,6<br>G.17 443 B.16 537 In.746 L.637<br>TEU 283<br>C.Ho 177/20'(40') C.Dk 106/20'(40')<br>8 Ha (stl) (10,2 × 8,9) (15,9p&s 15,9p&s 20,5p&s × 7,7) ER (5,3 × 3,5)<br>12W Cr 1(5) Der 1(80) 3(22) 8(10) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 440kW 380V 50Hz a.c.<br>Fuel 293,0t (d.o.) 1 453,0t (hvf) 17kn |
| 0286 | **POTTRE KONENG**<br>**P.T. Dharma Lautan Utama**<br>Surabaya Indonesia | **342**<br>164<br>200 | KI | **1982** P.T. Dok Dan Perkapalan "Surabaya" —Surabaya (517)<br>34,42 1,800<br>31,02 13,61 3,03<br>1 dk | **TM RoRo Cargo/Ferry** | 2 Oil<br>860bhp (633kW)<br>Soc. des Moteurs Baudouin France |
| 3293<br>SP<br>Esd Rdr | **POTTWAL**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **133**<br>47<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,71 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt Halberstadt<br>Gen 2 × 21kW 110V d.c.<br>9kn |
| 0216<br>1727<br>35 | **POUL**<br>**I/S ELSAM**<br>Aarhus Denmark | *4 744*<br>*2 741*<br>7 910 | ✠**100A1** SS 5/87<br>barge<br>non—perishable cargo<br>Kattegat and Baltic Sea<br>service including Hamburg<br>via the Kiel canal<br>(Holtenau — Brunsbuttel)<br>also to Tallinn whilst<br>unmanned<br>Ice Class 3<br>EL 175,0/38,0FSWR<br>FN 2459 | **1983**-8 Odense Staalskibsvaerft A/S—Lindo (569)<br>101,10 19,03 6,685<br>97,06 19,00 10,01<br>1 dk<br>rf nil len 87 | **General Cargo Barge**<br>1 Ho 62,2<br>G.10 717<br>1 Ha (58,7 × 15,0) ER | Gen 1 × 346kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| 7724<br>PL4<br>3376<br>Esd Gc<br>Rdr<br>n/h/v | **POUL KOSAN**<br>ex Poul Tholstrup-91<br>ex Chemtrans Capella-85<br>**Kosan Tankers (Singapore) Pte. Ltd.**<br>Lauritzen Kosan Tankers A/S<br>Kobenhavn Denmark (DIS) | **3 091**<br>1 783<br>3 886<br>T/cm<br>10,6 | BV (GL) | **1978** Kroegerwerft G.m.b.H.—Rendsburg (1394)<br>92,72 (BB) 14,03 6,501<br>84,03 14,01 9,10<br>F 10,7 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>4 Ta (C.mn.stl) free standing cyl horizontal ER<br>L.(gas) 3 449<br>6 Cargo pumps total 360T/hr | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420<br>2 650bhp (1 949kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 245,0t (d.o.)-11,0pd 13,25kn |
| 2411<br>5444<br>73<br>Esd Rdr | **POUNENTES**<br>ex Star A-90 ex Ronja-89 ex Soltank-82<br>ex Scantank-79 ex Hebe-63<br>**Pounentes Naftiki Eteria**<br>Piraeus Greece | **472**<br>274<br>790 | (NV)<br>✠Classed LR until<br>17/8/88 | **1956** Seutelvens Verksted—Fredrikstad (61)<br>56,01 8,64 3,683<br>51,01 8,60 3,92<br>P 17,4 Trunk 24,1 F 9,5 1 dk<br>rf 196 | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 1 019 | MWM<br>Oil 4SA 6Cy. 320 × 480<br>750bhp (552kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 25kW 110V d.c.<br>Fuel 45,5t (d.o.) 11kn |
| 23392<br>Z7788<br>9718<br>Esd Gc<br>Rdr Rt | **POURCIAU TIDE**<br>**Tidewater Vessels Inc.**<br>Tidewater Marine Service Inc.<br>New Orleans, La United States of America | **289**<br>196<br>1 000 | AB | **1980** McDermott Shipyard—New Iberia, La (125)<br>54,87 12,22 3,750<br>50,37 12,20 4,27<br>F 16,5 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW<br>12kn |
| 33334<br>35<br>Esd Rt | **POUSA**<br>**Jose Irastorza y Compania S.A.**<br>Vigo Spain | **241**<br>98<br>142 | BV | **1957** Hijos de J. Barreras S.A.—Vigo (1040)<br>35,13 6,89 3,550<br>29,75 6,80 3,97<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel (d.o.) 10,25kn |
| 05123<br>QP<br>24878<br>Esd Gc<br>r Rt | **POVENETS**<br>**Estonian Shipping Co.**<br>(Tallinn) (U.S.S.R.) | **3 236**<br>1 539<br>4 415<br>T/cm<br>10,6 | RS | **1963** VEB Schiffswerft "Neptun"—Rostock (201)<br>105,85 14,64 6,770<br>95,71 14,53 8,03<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7 4 TwD<br>G.6 248 B.5 767<br>4 Ha (stl) (10,0 × 7,0) (10,4 10,4 × 9,0) ER (10,0 × 7,0)<br>8W Der 1(25) 4(5) 4(3) | MAN K6Z57/80-A<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 416,83t (d.o.)-12,2pd 14,3kn |
| 27871<br>VSC<br>30925<br>Esd Rdr | **POVENETS**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **601**<br>234<br>373 | RS | **1971** ............U.S.S.R.<br>54,23 9,38 3,899<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.418<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2,5) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| 33143<br>YRA<br>49<br>Esd Gc<br>d Rdr Rt | **POVL ANKER**<br>**Bornholmstrafikken A/S**<br>Ronne Denmark | **8 203**<br>3 661<br>2 361 | BV | **1978** Aalborg Vaerft A/S—Aalborg (221)<br>121,19 (BB) 21,98 5,250<br>109,02 21,51 12,40<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>163cbn 354bth 1146dk P<br>Bow door & ramp 2 Stern door/ramps<br>Ice strengthened<br>Cars 270 Trailers 30<br>Mchy.aft | Alpha 16U28L-VO<br>4 Vee Oil 4SA each 16Cy. 280 × 320 sr geared to sc. shafts<br>16 960bhp (12 475kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 817kW 3 × 700kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 67,0t (d.o.) 449,0t (hvf)-45,0pd 17kn |
| 44914<br>SUS<br>-29950<br>Esd Gc<br>dr Rt | **POVOLZHYE**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **3 106**<br>1 126<br>2 490 | RS | **1969** Okean Shipyard—Nikolayev<br>107,50 14,43 6,230<br>10,42 | **D-E Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho<br>In.3 039<br>5 Ha (3,1 3,1 × 3,7) (2,1 × 2,1) (1,3 1,3 × 1,3)<br>6W Der 6(3) | 5 Oil 4SA each 6Cy. 318 × 330 total 5 000bhp (3 678kW) driving 5 gen. connected to elec. motor & sc. shaft<br>U.S.S.R.<br>Controllable pitch propeller<br>13kn |
| 127742<br>WUB<br>-28232 | **POVOROTLIVYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **169**<br>40<br>94 | RS | **1971** ............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |

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|---|---|---|---|---|---|---|
| **8123420**<br>*WRA7950*<br>644766<br>Esd Pfd Rdr<br>Rt | **POWDER RIVER**<br>ex Offshore Mud-201-90<br>**Marine Asset Management Corp.**<br>Trico Marine Inc.<br>New Orleans, La United States of America | **283**<br>192<br>1 200 | (AB) | **1982** Moss Point Marine Inc.—Escatawpa, Ms (015)<br>54,87 3,680<br>47,40 12,20 4,27<br>F 15,0 1 dk<br>rf 533 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146 with clutches, flexible couplings & reverse red geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 2 × 99kW |
| **5283358**<br>198105 | **POWELL CARRIER**<br>ex Powell No. 2-61<br>**RivTow Industries Ltd.**<br>RivTow Straits Ltd.<br>Vancouver, B.C. Canada | **3 740**<br>3 731<br>— | ✠**100A** SS 3/89<br>pontoon<br>EL (w)<br>FN 2582 | **1955**-1 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (279)<br>*104,46* 19,23<br>102,62 19,21 5,95<br>F 8,9 1 dk<br>RW | **Log-tipping Pontoon**<br>Deck Cargo | Gen 1 × 2kW 110V a.c. |
| **6515796**<br>*VDPJ*<br>323841<br>Gc Rdr<br>RTm/v | **POWELL RIVER QUEEN**<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **1 486**<br>972<br>460 | ✠**A1** SS 10/86<br>Jervis Inlet services<br>✠**LMC**<br>EL (L) 467,5/25,5U2<br>FN 1817 | **1965**-8 Victoria Mchy. Depot Co. Ltd.—Victoria, B.C. (129)<br>84,99 18,62 2,439<br>79,41 18,60 4,27<br>1 dk<br>rf 610 len 79 | **QM RoRo Cargo/Ferry**<br>Deck Cargo 400dk P<br>Lane Length 370 Cargo Width 2,75<br>Clear height 5,74<br>Cars 5 | Cooper Bessemer<br>4 Oil 4SA each 8Cy. 232 × 267 dr geared t shafts<br>3 560bhp (2 619kW) NE 6/79<br>Cooper Energy Services Inc. (Superior Div.) Spring<br>Gen 2 × 75kW 450V 60Hz a.c.<br>4 Directional propellers<br>Fuel 42,0t (d.o.)-5,0pd |
| **8911920** | **POWER BARGE 1**<br>**National Power Corp.**<br>Manila Philippines | **684**<br>632<br>— | ✠**100AT**<br>pontoon<br>EL 216,0/56,0FSWR<br>FN 884 | **1990**-12 Philippine Developement & Eng. Corp. (P.D.E.C.) —Philippines (010)<br>46,02 13,70<br>46,00 12,00 7,20<br>1 dk<br>rf nil | **Electricity Generating Pontoon** | Gen 1 × 74,8kW 480V 60Hz a.c. |
| **8911932** | **POWER BARGE 2**<br>**National Power Corp.**<br>Manila Philippines | **684**<br>632<br>— | **100A1**<br>Class contemplated<br>FN 714 | **1991** Philippine Developement & Eng. Corp. (P.D.E.C.) —Philippines (012)<br>46,00 12,00 3,50<br>1 dk | **Electricity Generating Pontoon** | Gen 1 × 46,4kW 380V 50Hz a.c. |
| **8911944** | **POWER BARGE 3**<br>**National Power Corp.**<br>Manila Philippines | **684**<br>632<br>— | **100A1**<br>Class contemplated<br>FN 714 | **1991** Philippine Developement & Eng. Corp. (P.D.E.C.) —Philippines (014)<br>... ... ...<br>46,00 12,00 3,50<br>1 dk | **Electricity Generating Pontoon** | Gen 1 × 46,4kW 380V 50Hz a.c. |
| **8911956** | **POWER BARGE 4**<br>**National Power Corp.**<br>Manila Philippines | **684**<br>632<br>— | **100A1**<br>Class contemplated<br>FN 714 | **1991** Philippine Developement & Eng. Corp. (P.D.E.C.) —Philippines (016)<br>... ... ...<br>46,00 12,00 3,50<br>1 dk | **Electricity Generating Pontoon** | Gen 1 × 46,4kW 380V 50Hz a.c. |
| **8911968** | **POWER BARGE 5**<br>**National Power Corp.**<br>Manila Philippines | **684**<br>631<br>— | ✠**100AT**<br>pontoon<br>EL 216,0/56,0FSWR<br>FN 713 | **1991**-8 Philippine Developement & Eng. Corp. (P.D.E.C.) —Philippines (018)<br>46,02 13,70<br>46,00 12,00 3,50<br>1 dk<br>rf nil | **Electricity Generating Pontoon** | Gen 2 × 74,8kW 480V 60Hz a.c. |
| **5283384** | **POWER CHIEF**<br>**Caltex Ceylon Ltd.**<br>Colombo Sri Lanka | **444**<br>288<br>589 | ✠Classed LR until 5/62 | **1937**-10 Henry Robb Ltd.—Leith (238)<br>41,13 7,95 3,531<br>39,63 7,93 4,04<br>1 dk<br>R | **M Tanker**<br>8 Ta ER<br>L.(oil) 680 | National Gas<br>Oil 4SA 6Cy. 205 × 305<br>250bhp (184kW)<br>National Gas & Oil Eng. Co. Ashton-und<br>Fuel 7,0t (d.o.)-1,0pd |
| **7303138**<br>*PGVI*<br>8282Z<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **POWER EXPRESS**<br>ex Muhammad Ali-80<br>ex Smit-Lloyd 47-79<br>**Motorschip Power Express B.V.**<br>Vroon B.V.<br>Breskens Netherlands | **786**<br>329<br>892 | AB | **1973** B.V. Scheepswerven v/h H. H. Bodewes —Millingen a/d Rijn (708)<br>54,82 12,30 4,439<br>50,86 12,02 4,96<br>F 4,6 1 dk<br>rf 229 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | De Industrie<br>2 Oil 4SA each 8Cy. 305 × 460 reverse red geared to sc. shafts<br>N.V. Motorenfabriek "De Industrie" Alphen<br>Gen 2 × 13,5kW 220V d.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 228,5t (d.o.) |
| **7216311**<br>*WV9686*<br>501903<br>Rdr Rt | **POWER TIDE**<br>**Mariner Times Inc.**<br>New Orleans, La United States of America | **191**<br>130<br>— | | **1965** Burton Construction & SB. Corp.—Port Arthur, Tx (394)<br>10,98 2,998<br>45,29 10,96 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria<br>Fuel (d.o.) |
| **8705400**<br>*ZCAA9*<br>710490<br>Df Esd Gc<br>Pfd Rdr Rt | **POWERFUL**<br>**Bermuda Marine & Port Authority**<br>Hamilton Bermuda (British) | *308*<br>*94*<br>258 | ✠**100A1**<br>tug<br>Bermuda service not more than 200 miles seaward<br>✠**LMC**<br>EL E 302,5/17,5U2<br>FN 386 | **1988**-5 Cochrane Shipbuilders Ltd.—Selby (150)<br>31,02 9,73 4,176<br>27,11 9,31 4,91<br>F 14,1 1 dk<br>rf 749 | **TM Tug**<br>Fire-fighting Pollution Control<br>LR Cert SBP 40.8 Tonnes | Ruston<br>2 Oil 4SA each 6Cy. 270 × 305 with clutches flexible couplings & sr reverse geared t shafts<br>Ruston Diesels Ltd. Newton-le-<br>Gen 2 × 80kW 230V 60Hz a.c. |
| **8420490**<br>*SXZX*<br>9395<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **POWERVENTURE L**<br>**La Fontana Sirena Ltd.**<br>Piraeus Greece<br>SatCom: 1130635/SXZX | *27 333*<br>*11 363*<br>39 571<br>T/cm<br>50,1 | NV | **1987** Hyundai Heavy Industries Co. Ltd.—Ulsan (429)<br>176,84 (BB) 11,473<br>169,02 32,21 17,45<br>1 dk<br>Bow/CM 86 Diam. 0,400 | **M Tanker**<br>Oil Chemical<br>COW IGS SBT Ice strengthened<br>14 Ta ER<br>L.50 011<br>16 Cargo pumps total 8 670T/hr | Sulzer<br>Oil 2SA 5Cy. 620 × 2150<br>6 767kW (9 200bhp)<br>Hyundai SB. & Heavy Industries<br>Gen 3 × 800kW 1 × 700kW 1 × 150k 440V 60Hz a.c.<br>Fuel 226,0t (d.o.) 1 786,0t (hvf)-28,0pd |
| **7641384**<br>*WYN6087*<br>566282<br>Rdr Rt | **POWHATAN**<br>ex Robbyn J<br>**Sause Bros. Ocean Towing Co. Inc.**<br>Corpus Christi, Tx United States of America | **180**<br>155<br>— | | **1974** Halter Marine Services, Inc.—New Orleans, La (467)<br>9,15 3,531<br>30,21 9,10 4,20<br>1 dk | **M Tug** | Oil |
| **8509521**<br>*SQOA*<br>Esd Gc Rdr<br>RTv | **POWISLE**<br>**Maritime Reefer Transport Ltd.**<br>Szczecin Poland<br>SatCom: 1703233/SQOA | *8 864*<br>*2 659*<br>6 333 | PR | **1987** Stocznia Gdanska im. Lenina—Gdansk (B364/02)<br>139,81 7,401<br>131,93 20,01 12,60<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>In.8 800 | B&W<br>Oil 2SA 10Cy. 450 × 1200<br>9 900bhp (7 282kW)<br>H. Cegielski |
| **8219346**<br>*SQNL*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **POWSTANIEC LISTOPADOWY**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland<br>SatCom: 1703221/SQNL | *21 531*<br>*12 325*<br>33 767<br>T/cm<br>107,2 | PR<br>✠Classed LR until 3/7/87 | **1986**-1 Stocznia Szczecinska im. A. Warskiego —Szczecin (B542/04)<br>195,33 (BB) 25,35 10,688<br>185,68 25,33 15,12<br>P 18,3 F 15,0 1 dk<br>rf nil | **M Bulk Carrier** 30cbn<br>Ice strengthened Str. heavy cargoes<br>5 Ho 26,8 32,8 25,6 32,0 27,2 ER<br>G.46 265 B.41 724<br>5 Ha (stl) (19,7 26,0 19,7 26,0 19,7 × 12,7) ER | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>11 094bhp (8 160kW)<br>H. Cegielski<br>Gen 1 × 640kW 3 × 400kW 400V 50Hz<br>Fuel 332,0t (d.o.) 1 207,0t (hvf)-30,5pd |
| **7016450**<br>*SPZL*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **POWSTANIEC SLASKI**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **19 677**<br>11 831<br>32 193<br>T/cm<br>39,7 | PR<br>✠ | **1970**-10 Stocznia Szczecinska im. A. Warskiego —Szczecin (B447/01)<br>202,19 (BB) 24,46 10,713<br>185,02 24,41 15,12<br>P 42,1 F 20,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 16,4 26,2 16,2 16,2 16,2 27,8 17,0 ER<br>G.44 319<br>9 Ha (stl) (each 10,7 × 11,9) ER | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>H. Cegielski<br>Gen 2 × 320kW 2 × 200kW 400V 50Hz<br>Fuel 459,0t (d.o.) 1 854,5t (hvf)-43,0pd |

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|---|---|---|---|---|---|---|
| 8313960<br>SONN<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **POWSTANIEC STYCZNIOWY**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | *21 531*<br>*12 316*<br>33 780<br>T/cm<br>42,8 | PR<br>✠Classed LR until 7/8/87 | **1986**-7 Stocznia Szczecinska im. A. Warskiego —Szczecin (B542/06)<br>195,36 (BB) 25,35 10,672<br>185,53 25,32 15,12<br>P 18,3 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>30cbn<br>Ice strengthened Str. heavy cargoes<br>5 Ho 26,8 32,8 25,6 32,0 27,2 ER<br>G.46 265 B.41 724<br>5 Ha (stl) (19,7 26,0 19,7 26,0 19,7 × 12,7) ER | Sulzer 6RLB66<br>Oil 2SA 6Cy. 660 × 1400 dr geared to sc. shaft<br>11 094bhp (8 160kW)<br>H. Cegielski Poznan<br>Gen 1 × 640kW 3 × 400kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller<br>Fuel 332,0t (d.o.) 1 207,0t (hvf)-30,5pd 14,5kn |
| 7637864<br>SOME<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **POWSTANIEC WARSZAWSKI**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **20 232**<br>13 046<br>33 460<br>T/cm<br>41,2 | PR | **1982** Stocznia Szczecinska im. A. Warskiego —Szczecin (B517/04)<br>198,33 (BB) 24,44 10,891<br>189,87 24,41 15,09<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho ER<br>G.43 581<br>9 Ha (stl) (10,8 8,9 8,9 10,8 10,8 10,8 10,8 10,8 10,8 × 9,9) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 3 × 640kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf)-45,5pd 16kn |
| 7384780<br>SQEF<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **POWSTANIEC WIELKOPOLSKI**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **20 593**<br>12 728<br>33 450<br>T/cm<br>40,6 | PR | **1974** Stocznia Szczecinska im. A. Warskiego —Szczecin (B447/20)<br>199,14 (BB) 24,44 10,621<br>184,94 24,41 15,12<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 16,4 26,2 16,2 16,2 16,2 27,8 17,0 ER<br>G.43 892<br>9 Ha (stl) (each 10,8 × 12,0) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 3 × 540kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 963,0t (hvf)-41,5pd 16,75kn |
| 8136312<br>EVAR<br>M-40335<br>Df Esd Gc<br>Rdr RTm/h/v | **POYARKOVO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **722**<br>217<br>405 | RS | **1983** ............U.S.S.R.<br>54,82 9,96 4,114<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 7029964<br>UMOQ<br>M-29901<br>Df Esd Gc<br>Rdr Rt | **POYMA**<br>ex Adimi-73<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**2 690**<br>926<br>1 496 | RS | **1968** ............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>13kn |
| 8723842<br>UBBC<br>M-42913<br>Rdr Rt | **POZITRON**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1989** ............U.S.S.R.<br>54,84 10,15 4,141<br>50,32 - 5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 158bhp (852kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller<br>12kn |
| 8102335<br>EPBE<br>52<br>Rdr Rt | **POZM**<br>ex Dona Celia-90 ex Atun XII-88<br>**Industrial Fishing Co.**<br>Bandar Abbas Iran | *936*<br>*331*<br>899 | AB | **1988** "AUGUSA", Ast. Unidos de Guaymas S.A. de C.V.—Guaymas (814)<br>55,81 5,331<br>50,73 10,98 7,93<br>1 dk | **M Fishing**<br>Seiner | General Motors 16-645-E7B<br>Vee Oil 2SA 16Cy. 230 × 254 geared to sc. shaft<br>2 875bhp (2 115kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW a.c.<br>15kn |
| 8411401<br>VTRG<br>2357<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PRABHU DAS**<br>ex Moon Over Kyushu-88<br>**Tolani Ltd.**<br>Bombay India | *18 869*<br>*11 280*<br>31 253<br>T/cm<br>38,0 | **✠100A1** SS 6/90<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty or No. 3 hold may be empty<br>**✠LMC**<br>EL I† 605,0/64,0U3(a)<br>FN 6910<br>IRS (Class cont.) | **1985**-7 Minami-Nippon Zosen K.K.—Usuki (574)<br>176,50 (BB) 27,06 10,530<br>166,00 27,00 14,60<br>P 29,0 F 13,8 1 dk<br>rf nil DK in way of Nos. 2, 3, 4 & 5 cargo holds | **M Bulk Carrier**<br>5 Ho 27,2 27,2 20,8 27,2 28,0 ER<br>G.40 483 B.38 834<br>5 Ha (stl) (16,8 × 12,8) (16,8 12,8 16,8 16,8 × 15,0) ER<br>Cr 4(30)<br>- | Sulzer 5RTA58<br>Oil 2SA 5Cy. 580 × 1700<br>7 145bhp (5 256kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 10,5kgf/cm$^2$ (10,3bar)<br>Gen 3 × 520kW 445V 60Hz a.c.<br>Fuel 74,0t (d.o.) 1 625,0t (hvf)-26,5pd 14,25kn |
| 8022418<br>VWSD<br>2049<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRABHU DAYA**<br>**Tolani Bulk Carriers Ltd.**<br>Bombay India | *16 817*<br>*9 293*<br>26 716<br>T/cm<br>36,9 | **✠100A1**<br>strengthened for heavy cargoes, Nos. 2 & 5 holds or No. 3 hold may be empty<br>**✠LMC**<br>EL G† 577,5/60,0U3<br>FN 6486<br>IRS | **1987**-3 Hindustan Shipyard Ltd.—Visakhapatnam (1120)<br>185,60 (BB) 22,97 10,467<br>173,74 22,92 14,41<br>RAD 32,0 F 15,9 1 dk<br>rf nil DK in way of Nos. 2, 3, 4, 5 & 6 holds | **M Bulk Carrier**<br>6 Ho 21,7 23,7 20,0 20,0 23,2 20,0 ER<br>G.33 586 B.30 899<br>6 Ha (stl) (each 12,8 × 12,8) ER<br>Cr 5(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 576kW (10 300bhp)<br>H. Cegielski Poznan<br>AuxB (o.f.) 6,9kgf/cm$^2$ (6,8bar)<br>e(ex.g) 6,9kgf/cm$^2$ (6,8bar)<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 297,0t (d.o.) 1 367,5t (hvf) 15kn |
| 911251<br>TOS<br>1686<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PRABHU GOPAL**<br>ex Erato-76<br>**Tolani Ltd.**<br>Bombay India | **12 802**<br>7 789<br>19 933<br>T/cm<br>30,4 | AB | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2095)<br>153,50 9,306<br>144,00 23,80 12,50<br>P 29,3 F 10,1 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 22,8 22,2 16,1 23,0 23,0 ER<br>G.24 126 B.22 993<br>5 Ha (stl) (13,8 13,8 7,7 13,8 13,8 × 10,5) ER ER<br>6W Cr 6(8) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>8 700bhp (6 399kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 360kW 450V a.c.<br>Fuel 2 220,0t 15,5kn |
| 307076<br>TYP<br>1482<br>Df Esd Gc<br>Rdr RTv<br>SatCom<br>AMVER | **PRABHU JIVESH**<br>ex Spring Eagle-91 ex Sanko Eagle-86<br>**Tolani Shipping Co. Ltd.**<br>Bombay India | *22 009*<br>*12 589*<br>37 651 | NK | **1983** Kanasashi Co. Ltd.—Toyohashi (3010)<br>188,02 (BB) 28,05 10,842<br>180,02 28,01 15,02<br>F 12,8 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho each 28,8 ER<br>G.47 588 B.45 961 HeCls. B<br>5 Ha (stl) (each 19,2 × 14,0) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>6 002kW (8 160bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 122,5t (d.o.) 1 435,5t (hvf)-22,5pd 14kn |
| 8204016<br>VTJQ<br>1972<br>Df Esd Gc<br>Pfd Rdr Rt | **PRABHU PARVATI**<br>**Tolani Shipping Co. Ltd.**<br>Bombay India | **25 742**<br>13 937<br>41 427<br>T/cm<br>48,0 | **✠100A1** CS 5/88<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC**<br>EL K† 632,5/68,0U3(a)<br>FN 8323<br>IRS | **1983**-6 Kasado Dock Co. Ltd.—Kudamatsu (337)<br>197,16 (BB) 28,38 11,681<br>185,27 28,30 16,62<br>F 15,0 1 dk<br>rf nil Box K | **M Bulk Carrier**<br>5 Ho 21,6 17,3 25,6 33,6 27,9 ER<br>G.53 891 B.52 491<br>5 Ha (stl) (13,6 × 12,8) (24,8 19,2 24,8 19,2 × 16,0) ER<br>Cr 4(25) | Sulzer 6RLB66<br>Oil 2SA 6Cy. 660 × 1400<br>11 100bhp (8 165kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 244,0t (d.o.) 2 000,0t (hvf) 14,75kn |
| 5711649<br>ATLH<br>1579<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PRABHU PUNI**<br>ex Increscent Moon-74<br>**Tolani Shipping Co. Ltd.**<br>Bombay India | **9 284**<br>5 693<br>13 535<br>T/cm<br>21,8 | (BV) (GL) | **1967** Onomichi Zosen K.K.—Onomichi (178)<br>140,47 21,47 7,646<br>138,03 21,40 10,67<br>P 14,4 F 15,6 1 dk | **M Bulk Carrier**<br>4 Ho 23,7 26,3 26,3 26,3 ER<br>G.18 105 B.17 858<br>4 Ha (stl) (15,7 × 10,9) (19,2 19,2 10,1 × 11,4) ER<br>12W Der 4(15) | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1250<br>5 294kW (7 197bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 220kW 450V 60Hz a.c.<br>Fuel 1 382,0t (hvf) 16,5kn |
| 912566<br>ATTA<br>1789<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PRABHU SATRAM**<br>ex Erisort-77 ex World President-74<br>**Tolani Shipping Co. Ltd.**<br>Bombay India | **12 341**<br>6 615<br>19 478<br>T/cm<br>29,0 | **✠100A1** CS 6/89<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC**<br>EL D† 2$\tfrac{7}{16}$"U2<br>FN 5112 | **1969**-6 Scotts' SB. & Eng. Co. Ltd.—Greenock (715)<br>158,50 (BB) 21,98 9,259<br>149,36 21,72 12,50<br>P 29,0 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 20,5 22,6 22,6 22,6 22,6 ER<br>G.24 060 B.23 087<br>5 Ha (stl) (14,4 × 9,1) (16,7 16,7 16,7 16,7 × 10,6) ER<br>Der 10(7,5) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>6 399kW (8 699bhp)<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 350kW 445V 60Hz a.c.<br>Fuel 1 269,0t (hvf) 14,75kn |

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| 7374498<br>*YCIY*<br>Df Esd Gc<br>Rdr Rt | **PRABUMULIH/PERMINA 1011**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **8 793**<br>5 128<br>13 712<br>T/cm<br>26,3 | ✠**100A1** SS 5/90<br>oil tanker<br>✠**LMC**<br>EL A† 2 3/16"U2<br>FN 4201<br>KI | **1974**-8 Naikai SB. & Eng. Co. Ltd.—Setoda (375)<br>135,67 22,84 7,335<br>128,02 22,80 10,01<br>P 29,9 F 15,6 1 dk<br>rf 102 | **M Tanker**<br>18 Ta ER<br>4 Cargo pumps total 2 000T/hr | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Hitachi Zosen Maizuru Work<br>WTAuxB (o.f.) 18kgf/cm$^2$ (17,7bar) Spt 2<br>15,5kgf/cm$^2$ (15,2bar) hs294,5<br>e(ex.g) 22kgf/cm$^2$ (21,6bar)<br>Gen 3 × 370kW 450V 50Hz a.c. |
| 7515327<br>*SQNR*<br>Df Esd Gc<br>Pfd Rdr Rt | **PRACA**<br>ex Tennessee-85<br>ex Barber Tennessee-85<br>ex Tennessee-81<br>**Chinese-Polish Joint Stock Shipping Co. (Chinsko-Polskie Towarzystwo Okretowe S.A.)**<br>Gdynia Poland | T.Mk<br>**12 755**<br>6 841<br>22 050<br>**18 998**<br>11 153<br>27 807 | ✠**100A1** SS 5/91<br>DTf — latex<br>✠**LMC** **UMS**<br>EL I† 2⅞"U2<br>FN 6983 | **1977**-6 Nippon Kokan K.K.—Tsu (49)<br>171,02 (BB) 26,37 10,000/11,500<br>165,00 26,31 16,01<br>F 12,5 2 dks, 3rd dk except in No. 1 hold<br>rf 152 | **M General Cargo**<br>Heavy-load<br>5 Ho 11,2 27,0 27,7 27,7 26,0 ER<br>9 TwD<br>G.38 234 B.34 663 HeCls. B<br>TEU 726<br>C.Ho 390/20' (40') C.Dk 336/20' (40') incl. 20 ref C.<br>9 Ha (stl) (6,3 × 10,5) (19,5p&s 19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>12W Cr 4(16) Der 1(150) 10(10) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 10,5kgf/cm$^2$ (10,3bar)<br>Gen 3 × 740kW 450V 60Hz a.c.<br>Fuel 160,5t (d.o.) 1 885,5t (hvf)-46,0pd |
| 6811463<br>*HSB2019*<br>Rdr Rt | **PRACHAK PAKDI 1**<br>ex Seiko Maru No. 5-80<br>**Prachak Pakdi Co. Ltd.**<br>Thailand | **493**<br>289<br>1 200 | | **1967** Sokooshi Zosensho K.K.—Higashino<br>54,11 8,82 3,861<br>48,98 8,79 4,17<br>1 dk | **M Tanker**<br>4 Ta ER | Hanshin<br>Oil 4SA 6Cy. 350 × 500<br>1 150bhp (846kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 50kW a.c. 1 × 10kW a.c.<br>Fuel 35,5t-4,0pd |
| 7119628<br>*VRNE*<br>337374<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRACTICIAN**<br>ex Letchworth-78<br>**Peninsular Shipping Co. Ltd.**<br>Ocean Tramping Co. Ltd.<br>Hong Kong Hong Kong (British) | **20 059**<br>11 691<br>34 424<br>T/cm<br>40,4 | ✠**100A1** SS 2/87<br>strengthened for ore cargoes Nos. 2 & 6 holds may be empty (cc)<br>✠**LMC**<br>EL H† 2½"U3<br>FN 7043 | **1972**-2 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1352)<br>180,96 (BB) 25,81 11,234<br>172,40 25,66 15,19<br>P 29,0 F 16,2 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>7 Ho 18,5 17,9 17,9 17,9 17,9 17,9 17,9 ER<br>G.40 081 B.39 224<br>7 Ha (stl) (each 11,5 × 11,9) ER<br>Cr 4(10) | Doxford<br>Oil 2SA 6Cy. 760 × 2180<br>15 000bhp (11 033kW)<br>Doxford & Sunderland Ltd.<br>2 AuxB (1 o.f. 1 Comp) 100lbf/in$^2$ (6,9ba<br>Gen 3 × 625kW 440V 60Hz a.c.<br>Fuel 2 040,0t (hvf) |
| 5283451<br>*EDRL*<br>2828<br>Df Esd Rt | **PRADA**<br>**Jose Docampo Prada**<br>La Coruna Spain | **499**<br>199<br>470 | (BV) | **1963** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (109)<br>50,75 8,28 4,280<br>45,01 8,25 4,70<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,2 × 1,0) | Polar<br>Oil 2SA 8Cy. 340 × 570<br>1 280bhp (942kW)<br>Soc. Espanola de Const. Nav.<br>Fuel 185,5t (d.o.) |
| 7927336<br>*PKCV*<br>Df Esd Gc<br>Rdr Rt | **PRADAWANA**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **762**<br>206<br>639 | KI (NK) | **1980** Niigata Eng. Co. Ltd.—Niigata (1663)<br>52,51 3,712<br>45,57 10,61 4,50<br>P 23,5 F 7,4 1 dk | **M Buoy Tender** | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 100kW |
| 7344546<br>*VTGW*<br>1964<br>Esd Gc Rdr Rt | **PRADEEP**<br>**Government of The Republic of India (Director General of Lighthouses & Lightships)**<br>The Shipping Corporation of India Ltd.<br>Calcutta India | **610**<br>185<br>165 | IRS<br>✠Classed LR until 25/10/85 | **1984**-1 Central Inland Water Transport Corp. Ltd., Rajabagan—Calcutta (344)<br>49,48 (BB) 9,56 2,712<br>46,00 9,53 4,02<br>B 5,5 1 dk<br>rf 894 | **TM Lighthouse Tender**<br>1 Ho ER<br>B.42<br>1 Ha (stl) ER | MAN<br>2 Oil 4SA each 8Cy. 160 × 180 with clu<br>flexible couplings & sr reverse geared shafts<br>980bhp (721kW)<br>Garden Reach Shipbuilders & Engineers Ltd.<br>Gen 3 × 128kW 415V 50Hz a.c. |
| 7206316<br>*OLGN*<br>22<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRAHA**<br>Launched as Cedynia<br>**Czechoslovak Ocean Shipping International Joint Stock Co. (Ceskoslovenska Namorni Plavba)**<br>Praha Czechoslovakia<br>SatCom: 1436115/OLGN | **20 318**<br>13 029<br>32 357<br>T/cm<br>40,9 | ✠**100A1** SS 9/90<br>strengthened for ore cargoes Nos. 1, 3, 5, & 7 or 2, 4, & 6 or 2 & 6 or 4, hold may be empty<br>Ice Class 3<br>✠**LMC**<br>EL L† 2⅞"U2<br>FN 7318<br>(PR) | **1972**-6 Stocznia Szczecinska im. A. Warskiego—Szczecin (B447/10)<br>198,53 (BB) 24,46 10,707<br>185,10 24,41 15,12<br>P 7,4 F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 16,4 26,2 16,2 16,2 16,2 27,8 17,0 ER<br>G.44 135 B.37 716<br>9 Ha (stl) (each 10,7 × 11,9) ER | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>H. Cegielski<br>AuxB (o.f.) 5kgf/cm$^2$ (4,9bar)<br>AuxB (ex.g) & rcv 5kgf/cm$^2$ (4,9bar)<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 2 304,5t (hvf) |
| 8513625<br>*YQRN*<br>5545<br>Df Esd Gc<br>Rdr Rt | **PRAHOVA**<br>**Compania de Navigatie Maritime PETROMIN**<br>Constantza Romania | **50 570**<br>26 202<br>84 766 | RNR | **1987** Intreprinderea Constr. Navale Constantza—Constantza (453)<br>219,89 13,501<br>42,99 19,03<br>1 dk | **M Tanker**<br>Mchy.aft | MAN<br>Oil 2SA 8Cy. 700 × 1500<br>15 200bhp (11 181kW)<br>I.C.M. Resita |
| 7407075<br>*CUFZ*<br>LX-72-N<br>Df Esd Gc<br>Rdr Rt | **PRAIA DA COMENDA**<br>**Empresa de Pesca de Viana S.a.r.l.**<br>Lisboa Portugal | **2 382**<br>1 281<br>2 174 | ✠**100A1** SS 8/89<br>stern trawler<br>Str. nav. Ice<br>✠**LMC**<br>EL P 1⅝"U2<br>FN 1720 | **1976**-8 Est. Nav. de Viana do Castelo—Viana do Castelo (100)<br>84,79 (BB) 14,03 5,817<br>75,01 14,00 8,92<br>B 8,6 2 dks<br>RW rf 381 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref | MaK<br>2 Oil 4SA each 6Cy. 320 × 450 sr gea<br>shaft<br>3 600bhp (2 648kW) E made74 fitted7<br>Atlas-MaK Maschinenbau<br>2 db (1 o.f. 1 ex.g) 6kgf/cm$^2$ (5,9bar)<br>Gen 3 × 300kW 400V 50Hz a.c.<br>Controllable pitch propeller |
| 7734416<br>*WYC4597*<br>586976 | **PRAIA DA FIGUEIRA**<br>**M & J Fishing Corp.**<br>New Bedford, Ma United States of America | **146**<br>102<br>— | | **1977** .............Mobile, Al<br>*22,96* 6,71 3,38<br>1 dk | **M Fishing** | Oil<br>565bhp (416kW) |
| 6411134<br>*HO5179*<br>11039-RH<br>Df Esd Pfd<br>Rt | **PRAIA DA ROCHA**<br>ex Willy Cornelia-85<br>ex Gerdientje Jannie-73<br>**Sanimex B.V.**<br>Panama Panama | **121**<br>45<br>— | | **1964** Scheepswerf "Vooruit" C.V.—Zaandam (300)<br>31,86 6,51<br>6,30 3,15<br>len 67 | **M Fishing**<br>Side-fishing | Stork<br>Oil 4SA 6Cy. 210 × 300<br>600bhp (441kW) NE 78<br>Stork-Werkspoor Diesel B.V. |
| 7051527<br>*WY2283*<br>511303 | **PRAIA DA TORREIRA**<br>ex Andrea Maria ex Bay King-79<br>**North & South Fishing Corp.**<br>United States of America | **130**<br>94<br>— | | **1967** Marine Builders Inc.—Mobile, Al<br>*22,86* 6,84<br>3,41 | **M Fishing** | Oil<br>330bhp (243kW)<br>.............<br>Fuel (d.o.) |
| 5283528<br>*CUIC*<br>LX-91-A<br>Df Esd Gc<br>Rdr Rt | **PRAIA DE ANCORA**<br>**Sociedade Nacional dos Armadores da Pesca do Arrasto S.a.r.l. (SNAPA)**<br>Lisboa Portugal | **754**<br>418<br>485 | (RP)<br>✠Classed LR until 7/9/73 | **1958**-5 Est. Nav. de Viana do Castelo—Viana do Castelo (32)<br>61,91 9,25 4,103<br>55,61 9,15 4,50<br>P 1,9 F 15,3 1 dk<br>RW rf 813 BK 178 len 70 | **M Fishing**<br>Side Trawler<br>2 Ho<br>2 Ha (stl) (each 2,2 × 1,3) | MAN<br>Oil 4SA 9Cy. 400 × 600<br>1 180bhp (868kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 100kW 230V d.c. |
| 5283530<br>*CUYD*<br>LX-87-A<br>Df Esd Gc<br>Rdr Rt | **PRAIA DE BUARCOS**<br>**Pescabrava Sociedade Armadora Pesca Ltda.**<br>Lisboa Portugal | **754**<br>398<br>518 | (RP)<br>✠Classed LR until 4/73 | **1958**-8 Est. Nav. de Viana do Castelo—Viana do Castelo (33)<br>61,91 9,25 4,103<br>55,61 9,15 4,50<br>P 1,9 F 15,3<br>RW rf 813 BK 178 len 69 | **M Fishing**<br>Side Trawler<br>2 Ho<br>2 Ha (stl) (each 2,2 × 1,3) | MAN<br>Oil 4SA 9Cy. 400 × 600<br>1 180bhp (868kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 100kW 230V d.c. |

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|---|---|---|---|---|---|---|
| 6613249<br>CUYL<br>LX-54-N<br>Df Esd Gc<br>Rdr Rt | **PRAIA DE ERICEIRA**<br>**Sociedade Nacional dos Armadores da Pesca do Arrasto S.a.r.l. (SNAPA)**<br>Lisboa Portugal | **1 138**<br>595<br>969 | (RP)<br>✠Classed LR until 6/73 | **1967**-1 Est. Nav. de Viana do Castelo—Viana do Castelo (59)<br>62,45 10,57 4,850<br>54,70 10,51 7,30<br>2 dks<br>RW rf 1219 BK 152 | **M Fishing**<br>Stern Trawler | MaK<br>Oil 4SA 6Cy. 385 × 580<br>1 795bhp (1 320kW)<br>Maschinenbau Kiel A.G. Kiel<br>Emy. propulsion by motoring M.E. driven generator<br>Gen 2 × 240kW 1 × 200kW 1 × 75kW 230V d.c.<br>Controllable pitch propeller |
| 7385203<br>CUFW<br>Df Esd Gc<br>Rdr Rt | **PRAIA DE SANTA CRUZ**<br>ex Marcarlos-89<br>ex Praia de Santa Cruz-84<br>**Empresa de Pesca de Viana S.a.r.l.**<br>Viana do Castelo Portugal | **2 382**<br>1 130<br>2 140 | **✠100A1** SS 5/89<br>stern trawler<br>Str. nav. Ice<br>**✠LMC**<br>EL P $1\frac{5}{8}$"U2<br>FN 1720 | **1974**-12 Est. Nav. de Viana do Castelo—Viana do Castelo (99)<br>84,79 (BB) 14,03 5,817<br>75,01 14,00 8,92<br>B 8,6 2 dks<br>RW rf 381 | **M Fishing**<br>Side Trawler Ref | MaK 6M452AK<br>2 Oil 4SA each 6Cy. 320 × 450 sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>Atlas-MaK Maschinenbau Kiel<br>db 6kgf/cm$^2$ (5,9bar)<br>Gen 3 × 300kW 400V 50Hz a.c.<br>Controllable pitch propeller |
| 7809065<br>PKCL<br>Df Esd Gc<br>Pfd Rdr Rt | **PRAJAPATI**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **684**<br>198<br>607 | KI NK | **1979** Niigata Eng. Co. Ltd.—Niigata (1586)<br>52,91 10,62 3,701<br>47,58 10,61 4,50<br>P 21,7 F 5,2 1 dk | **M Buoy Tender**<br>G.634 B.544<br>1 Ha (stl) (5,0 × 2,0) ER<br>Der 1(18) | Niigata 6M28KGHS<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 100kW<br>11kn |
| 6900587<br>USDL<br>M-27390<br>Df Esd Gc<br>Rdr Rt | **PRANAS EYDUKYAVICHUS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **2 407**<br>866<br>1 518 | RS | **1966** Baltiya Shipyard—Klaypeda<br>84,71 14,03 5,701<br>78,06 13,95 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.157 In.1 296<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12kn |
| 6419631<br>UUCP<br>M-28025<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PRANAS ZIBERTAS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **3 556**<br>1 577<br>2 485 | RS | **1964** Nikolayev Shipyard "Nosenko"—Nikolayev<br>99,35 14,03 5,520<br>92,33 13,97 7,24<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>3 Ho<br>In.3 230<br>3 Ha (each 3,8 × 3,1)<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total 4 000bhp (2 942kW) driving 4 gen. connected to elec. motor & geared to sc. shaft<br>Kharkov<br>Gen 1 × 600kW 2 × 200kW 380V 50Hz a.c.<br>13,5kn |
| 7913464<br>D5ZY<br>6796<br>Df Esd Gc<br>Pfd Rdr Rt | **PRANEDYA DWITYA**<br>**Scorpa Pranedya Maritime Inc.**<br>Monrovia Liberia | **10 881**<br>6 490<br>17 987<br>T/cm<br>35,4 | **✠100A1** SS 6/88<br>oil tanker<br>**✠LMC**<br>EL E† 577,5/56,0U3<br>FN 5491 | **1980**-6 Naikai SB. & Eng. Co. Ltd.—Setoda (453)<br>157,99 (BB) 25,84 7,019<br>150,02 25,80 10,80<br>P 30,8 F 14,4 1 dk<br>rf nil Bow/CM 77 Diam. 0,250 MH 1,2 | **M Tanker**<br>4 Ta ER 6 Wing Ta<br>L.(oil) 22 451<br>3 Cargo pumps total 1 500T/hr | B&W 7L45GFC<br>Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (o.f.) 18kgf/cm$^2$ (17,7bar)<br>e(ex.g) 22kgf/cm$^2$ (21,6bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 127,0t (d.o.) 719,0t (hvf) 14kn |
| 7908457<br>D5XC<br>6722<br>Df Esd Gc<br>Rdr Rt | **PRANEDYA PRATAMA**<br>**Scorpa Pranedya Tanker Inc.**<br>Monrovia Liberia | **10 881**<br>6 490<br>17 987<br>T/cm<br>35,4 | **✠100A1** SS 12/87<br>oil tanker<br>**✠LMC**<br>EL E† 577,5/56,0U3<br>FN 5496 | **1980**-1 Naikai SB. & Eng. Co. Ltd.—Setoda (452)<br>157,99 (BB) 25,84 7,017<br>150,02 25,80 10,83<br>P 30,8 F 14,4 1 dk<br>rf nil Bow/CM 77 Diam. 0,250 MH 1,2 | **M Tanker**<br>4 Ta ER 6 Wing Ta<br>L.(oil) 22 451<br>3 Cargo pumps total 1 500T/hr | B&W 7L45GFC<br>Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (o.f.) 18kgf/cm$^2$ (17,7bar)<br>e(ex.g) 22kgf/cm$^2$ (21,6bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 127,0t (d.o.) 719,0t (hvf) 14kn |
| 8106795<br>3EDE2<br>12683-82<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PRANEDYA QUARTYA**<br>**Scorpa Pranedya Transoil Inc.**<br>Panama Panama | **10 727**<br>6 656<br>18 127<br>T/cm<br>35,4 | **✠100A1** SS 12/86<br>oil tanker<br>**✠LMC**<br>EL E† 577,5/56,0U3<br>FN 5492 | **1982**-11 Naikai SB. & Eng. Co. Ltd.—Setoda (472)<br>157,99 (BB) 25,84 7,001<br>149,99 25,81 10,80<br>P 30,8 F 14,4 1 dk<br>rf nil Bow/CM 78 Diam. 0,300 MH 1,5 | **M Tanker**<br>8 Ta ER<br>L.(oil) 22 469 HeCls. BptC<br>3 Cargo pumps total 1 500T/hr | B&W 6L45GFCA<br>Oil 2SA 6Cy. 450 × 1200<br>5 914bhp (4 350kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (o.f.) 17,9kgf/cm$^2$ (17,6bar)<br>e(ex.g) 21,9kgf/cm$^2$ (21,5bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 130,0t (d.o.) 390,0t (hvf)-20,0pd 13kn |
| 8106783<br>HPOV<br>12523-82<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PRANEDYA TRITYA**<br>**Scorpa Pranedya Transoil Inc.**<br>Panama Panama | **10 727**<br>6 656<br>18 120<br>T/cm<br>35,4 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>EL E† 577,5/56,0U3<br>FN 5493 | **1982**-9 Hitachi Zosen—Maizuru Works, Maizuru (4703)<br>157,99 (BB) 25,84 7,019<br>150,02 25,81 10,80<br>P 30,8 F 14,4 1 dk<br>rf nil Bow/CM 78 Diam. 0,300 MH 1,5 | **M Tanker**<br>8 Ta ER<br>L.(oil) 22 469 HeCls. BptC<br>3 Cargo pumps total 1 500T/hr | B&W 6L45GFCA<br>Oil 2SA 6Cy. 450 × 1200<br>5 914bhp (4 350kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (o.f.) 17,9kgf/cm$^2$ (17,6bar)<br>e(ex.g) 21,9kgf/cm$^2$ (21,5bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 130,0t (d.o.) 390,0t (hvf)-20,0pd 13kn |
| 8227135<br>M-37628<br>RTv | **PRANGLI**<br>**Tallinn Port Authority**<br>(Tallinn) (U.S.S.R.) | **228**<br>0<br>86 | RS | **1983** ...............Yugoslavia<br>35,83 9,10 3,150<br>30,00 9,01 4,50<br>1 dk | **TM Tug** | Sulzer 6ASL25/30<br>2 Oil 4SA each 6Cy. 250 × 300 geared to sc. shafts<br>Sour "Jugoturbina" Karlovac<br>11,5kn |
| 7349998<br>YCWO<br>Df Esd Gc<br>Rdr RTm/h/v | **PRASETIA**<br>ex Nautilus-81 ex Lindinger Gold-78<br>**P.T. Perintis Lines**<br>Jakarta Indonesia | **1 599**<br>1 081<br>2 906 | KI (BV) (GL) | **1973** Husumer Schiffsw.—Husum (1412)<br>81,01 (BB) 13,26 5,481<br>73,51 13,21 6,63<br>P 14,1 F 7,7 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 966 B.3 598<br>TEU 72 C. 72/20'<br>2 Ha (stl) (12,5 18,5 × 10,2) ER<br>11W Der 2(20) 2(5) | Alpha 18V23HU<br>Vee Oil 4SA 18Cy. 225 × 300 reduction geared to sc. shaft<br>2 250bhp (1 655kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel (d.o.) 14kn |
| 8011196<br>ATVN<br>1883<br>Df Esd Rdr | **PRASHIKSHANI**<br>**Government of The Republic of India**<br>Cochin India | **221**<br>54<br>145 | (NK) | **1980** Minami-Kyushu Zosen K.K.—Kushikino (351)<br>34,19 2,801<br>30,21 7,61 3,31<br>F 13,2 1 dk | **M Fishing**<br>Training<br>In.49 | Yanmar 6UA-UT<br>Oil 4SA 6Cy. 200 × 240<br>750bhp (552kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 80kW<br>9,5kn |
| 7020164<br>3ENN7<br>19410-PEXT1<br>Df Esd Gc<br>Pfd Rdr Rt | **PRASLIN REEFER**<br>ex Windfrost-89 ex Gan Quan-88<br>ex Sirara-80<br>**Merchant Reefer Shipping S.A.**<br>Panama Panama | T.Mk<br>**1 946**<br>1 040<br>3 651 | GL (BV) (ZC) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (5187)<br>100,41 (BB) 14,41 6,200<br>89,41 14,33 8,89<br>F 11,6 2 dks<br>rf 102 | **M Refrigerated Cargo**<br>Side doors 2(p) 1(s)<br>3 Ho 21,1 20,5 16,9 ER 3 TwD 24,9 20,5 21,4<br>In.4 477<br>3 Ha (stl) (6,4 9,0 6,4 × 4,8) ER<br>6W Der 2(5) 4(3) | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 reduction geared to sc. shaft<br>3 280kW (4 459bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 280kW 220/380V 50Hz a.c.<br>15kn |
| 5178383<br>Df RTv | **PRATAMA**<br>ex Kagawa Maru-74<br>**P.T. Perusahaan Pelayaran Kalimantan (Kalimantan Shipping Co. Ltd.)**<br>Banjarmasin Indonesia | **182**<br>62<br>— | KI | **1959** Shikoku Dockyard Co. Ltd.—Takamatsu (450)<br>33,51 6,71<br>32,59 6,61 3,31<br>1 dk<br>rf nil | **M Fishing**<br>Training | Niigata<br>Oil 4SA 6Cy. 280 × 450<br>700bhp (515kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 36kW 110/220V a.c.<br>Fuel (hvf) 9,5kn |
| 7627479<br>VTVF<br>2423<br>Df Esd Gc<br>Pfd Rdr Rt | **PRATAPGAD**<br>ex Nadine G-89 ex Don Roberto 1-84<br>ex Don Roberto-80<br>Launched as Bob<br>**Garware Shipping Corporation Ltd.**<br>Bombay India | **3 860**<br>2 599<br>6 564 | **100A1** CS 2/87<br>**LMC**<br>EL U $1\frac{13}{16}$"U2<br>FN 2500<br>IRS (NK) | **1977** Shimoda Dockyard Co. Ltd.—Shimoda (264)<br>106,71 17,02 6,911<br>98,00 17,00 8,51<br>P 21,7 F 11,9 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho 35,5 34,2 ER<br>G.8 700 B.8 200<br>2 Ha (stl) (28,5 28,6 × 8,3) ER<br>4W Der 4(25) | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>AuxB 10kgf/cm$^2$ (9,9bar)<br>e(ex.g) 15kgf/cm$^2$ (14,8bar)<br>Gen 2 × 224kW 445V 60Hz a.c.<br>Fuel 550,0t (d.o.) 12,5kn |

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| **7013745**<br>*VRJH*<br>332503<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRATINCOLE**<br>ex W. C. Van Horne-85<br>**Peninsular Shipping Co. Ltd.**<br>Ocean Tramping Co. Ltd.<br>Hong Kong Hong Kong (British) | **33 328**<br>24 041<br>57 117<br>T/cm<br>60,4 | **✠100A1** SS 9/89<br>strengthened for ore<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>**✠LMC**<br>EL Mt 3$\frac{5}{16}$"U2<br>FN 10523 | **1970**-6 Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (861)<br>226,88 (BB) 31,17 12,301<br>216,42 31,09 17,53<br>F 19,2 1 dk<br>rf 102 DK fwd | **M Bulk Carrier**<br>7 Ho 21,0 27,0 27,0 15,7 27,0 22,5 27,7 ER<br>G.75 996<br>12 Ha (stl) (10,5 × 9,6) (9,0 9,0 9,0 9,0 9,0 9,0 9,0 9,0 9,0 9,0 9,0 × 12,8) ER | B&W<br>Oil 2SA 7Cy. 840 × 1800<br>17 500bhp (12 872kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 10,5kgf/cm$^2$ (10,3bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 248,5t (d.o.) 3 000,5t (hvf) |
| **7528336**<br><br>16 | **PRATIWI**<br><br>**P.T. Perus Pelayaran Lokal "Dwi Jaya Makmur Raya"**<br>Samarinda Indonesia | **176**<br>—<br>200 | KI | **1969** P.N. Dok "Surabaya"—Surabaya<br>... ... ...<br>38,00 6,89 2,75<br>1 dk | **M General Cargo**<br>Mchy.aft | MAN<br>Oil 4SA 6Cy. 235 × 330<br>275bhp (202kW) E made60 fitted69<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 1 × 9kW 1 × 6,5kW 115/230V |
| **7397488**<br>*UHCQ*<br>M-31116<br>Df Esd Gc<br>Pfd Rdr Rt | **PRAVDINSK**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**7 189**<br>3 592<br>—<br>**10 954**<br>5 871<br>12 007 | RS | **1974** VEB Warnowwerft Warnemuende —Warnemuende (339)<br>150,37 (BB) 21,87 —/8,840<br>140,01 21,80 13,59<br>F 15,3 2 dks, 3rd dk in Nos. 2 - 4 holds | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER 13,6 8 TwD<br>G.17 878 B.17 037 In.587 L.403<br>TEU 368<br>C.Ho 244/20'(40') C.Dk 124/20'(40')<br>9 Ha (stl) (12,9 12,9p&s 25,1p&s 12,9p&s × 8,1) ER (3,5p&s × 2,6)<br>4W Cr 4(8) Der 1(60) 4(12) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Fuel 301,0t (d.o.) 1 198,0t (hvf)-41,5pd |
| **7052789**<br>*ESMA*<br>M-6352 | **PRAVDIVYY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **167**<br>40<br>100 | RS | **1970** ..............U.S.S.R.<br>34,02 7,09 2,890<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (1,6 × 1,3)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **7111559**<br>*EWWC*<br>M-31013<br>Df Esd Gc<br>Pfd Rdr Rt | **PRAVOVYED**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**2 154**<br>775<br>1 134 | RS | **1971** VEB Volkswerft Stralsund—Stralsund (321)<br>81,95 13,59 5,201<br>73,00 13,58 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **7934420**<br><br>607229 | **PRAWNBROKER**<br>ex Singleton Fleets 39<br>**Prawnbroker II Inc.**<br>Galveston, Tx United States of America | **102**<br>69<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 geared to s<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel 316,0t |
| **7742786**<br><br>592276 | **PRAYER WARRIOR**<br>ex Capt. Johnny<br>**Trawler Prayer Warrior Inc.**<br>United States of America | **121**<br>82<br>— | | **1978** ..............Coden, Al<br>*21,98* 6,76<br>3,38<br>1 dk | **M Fishing** | Oil<br>565bhp (416kW) |
| **7831898**<br>*EOEW* | **PREDANNYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **1 085**<br>228<br>404 | RS | **1980** ..............U.S.S.R.<br>58,58 4,671<br>51,62 5,92<br>1 dk | **D-E Tug**<br>Salvage<br>Ice strengthened | 2 Oil driving gen. connected to elec. mo |
| **7330208**<br>*9HDX3*<br>2529<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PREDATOR**<br>ex Seaduty-89 ex Reynolds-87<br>**Moira Shipping Co. Ltd.**<br>Balimar Shipping S.A.<br>Valletta Malta | **15 963**<br>11 374<br>29 812<br>T/cm<br>38,0 | **✠100A1** SS 9/88<br>strengthened for heavy<br>cargoes, Nos. 2 & 5 holds<br>may be empty<br>**✠LMC** **UMS**<br>EL Gt 2$\frac{3}{8}$"U3<br>FN 6778 | **1973**-12 N.V. Boelwerf S.A.—Tamise/Temse (1475)<br>190,02 (BB) 22,99 10,811<br>181,03 22,93 14,51<br>P 33,3 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho 19,5 20,4 26,9 20,9 26,9 23,2 ER<br>G.36 964 B.35 236<br>6 Ha (stl) (11,2T × 8,0) (14,0 18,2 14,2 18,2 14,2 × 9,9) ER<br>18W Der 6(20) | MAN<br>Oil 2SA 8Cy 700 × 1200<br>11 200bhp (8 238kW)<br>A.C.E.C.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 273,5t (d.o.) 1 934,5t (hvf) |
| **7437381**<br>*WYU8292*<br>549497<br>Df Esd Gc<br>Rdr Rt | **PREDATOR**<br>ex Carole & Michael-90 ex Gladys T<br>**3 B's Fishing Corp.**<br>New York, NY United States of America | **119**<br>81<br>— | | **1973** Nueces Shipyard Inc.—Corpus Christi, Tx<br>*22,10* 6,89<br>3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>350bhp (257kW) |
| **7308750**<br>*WY8426*<br>524592<br>Df Esd Gc<br>Rdr Rt | **PREDATOR**<br>ex Flor-Bela-90 ex Our Queen<br>ex Shanty Queen-77<br>**Antonio M. Pacheco**<br>Boston, Ma United States of America | **108**<br>73<br>— | | **1970** Atlantic Marine Inc.—Fort George Island, Fl<br>*21,43* 6,71<br>3,64 | **M Fishing** | Oil<br>565bhp (416kW)<br>..............<br>Fuel (d.o.) |
| **6616203**<br>*YQAB*<br>212<br>Df Esd Gc<br>Rdr Rt | **PREDEAL**<br>**Navrom Shipping Company**<br>Constantza Romania | **10 425**<br>7 367<br>14 830 | RNR<br>✠Classed LR until 11/69 | **1966**-12 Doxford & Sunderland SB. & Eng. Co. Ltd.—Sir J. Laing, Sld (839)<br>162,46 20,78 9,380<br>150,30 20,73 12,50<br>P 31,4 F 14,1 2 dks<br>rf 152 DK | **M General Cargo** CSD<br>Ice strengthened<br>6 Ho 18,4 20,1 9,0 20,5 20,5 20,5 6 TwD<br>G.23 138 B.20 728<br>11 Ha (stl) (10,5 × 6,0) (11,4p&s 5,3p&s 11,4p&s 11,4p&s 11,4p&s × 6,4) ER<br>4W Cr 4(5) Der 1(60) 4(10) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>10 800bhp (7 944kW)<br>Harland and Wolff Ltd.<br>Gen 3 × 300kW 380/220V 50Hz a.c.<br>Fuel 1 509,0t (d.o.) |
| **7231995**<br>*EXEJ*<br>M-12368 | **PREDPRIIMCHIVYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **163**<br>39<br>94 | RS | **1972** ..............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **8834689**<br>*UIVX*<br>M-12961<br>Df Esd Gc<br>Rdr Rt | **PREDSEDATEL GANSLEP**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Nakhodka) (U.S.S.R.) | *683*<br>*233*<br>529 | RS | **1990** ..............U.S.S.R.<br>55,00 9,50 4,461<br>50,07 - 5,19<br>1 dk | **M Fish Carrier**<br>Ref<br>In.632 | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 160kW a.c. |
| **8724341**<br>*UWAX*<br>M-12824<br>Rt | **PREGOLSKIY**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *677*<br>*233*<br>495 | RS | **1985** ..............U.S.S.R.<br>55,01 9,52 4,340<br>50,04 - 5,16<br>1 dk | **M Fish Carrier**<br>Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>589kW (801bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 150kW a.c. |
| **8226387**<br>*USLO*<br>M-40350<br>Df Esd Gc<br>Rdr RTm/h/v | **PREGOLYA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *722*<br>*217*<br>414 | RS | **1983** ..............U.S.S.R.<br>54,84 9,96 4,111<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |

| | | | | | | |
|---|---|---|---|---|---|---|
| 8828575<br>Esd Rdr Rt | **PREKO**<br>ex Zadar-54<br>**Petar Arkovic** | **100**<br>53<br>— | JR | **1954** ..............Yugoslavia<br>28,00 - 2,700<br>24,80 5,90 3,10<br>1 dk | **M Fishing** | Crepelle<br>Oil 4SA 5Cy. 230 × 300<br>427kW (581bhp)<br>Moteurs Crepelle Lille<br>8kn |
| 8505123<br>3EVV3<br>14964-85<br>Df Esd Gc<br>Pld Rdr Rt | **PRELUDE**<br>ex ScanDutch Asia-87 ex Prelude-86<br>**Continent Maritime S.A.**<br>Panama Panama | *2 864*<br>*1 508*<br>3 910 | BV | **1985** Hakata Zosen K.K.—Hakata (315)<br>91,39 (BB) 5,750<br>84,00 15,21 7,01<br>1 dk | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho ER<br>G.5 465 B.5 368<br>TEU 240 C. 240/20' (40')<br>2 Ha (stl) (25,3 31,8 × 10,2) ER<br>Cr 2(25) | MaK 6M453AK<br>Oil 4SA 6Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>2 450bhp (1 802kW)<br>Ube Industries Ltd. Ube<br>Controllable pitch propeller<br>14,75kn |
| 7202554<br>WYP2306<br>527411 | **PRELUDE**<br>ex Karen June ex Karen Wood<br>**Prelude Partnership**<br>Juneau, Ak United States of America | **166**<br>129<br>— | | **1970** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*24,36* 7,37<br>3,46<br>1 dk | **M Fishing** | Oil<br>565bhp (416kW)<br>..............<br>Fuel (d.o.) |
| 7052040<br>S2VL<br>399675<br>Rdr Rt | **PREMA**<br>ex Tokuho Maru No. 18-82<br>**River Trade Ltd.**<br>Chittagong Bangladesh | **498**<br>283<br>1 100 | NK | **1970** Shimoda Dockyard Co. Ltd.—Shimoda (185)<br>53,40 9,43 3,909<br>49,51 9,40 4,37<br>P 15,9 F 7,4 1 dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 186 | Daihatsu<br>Oil 4SA 8Cy. 260 × 320 geared to sc. shaft<br>930bhp (684kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 1 × 28kW a.c. 1 × 20kW a.c.<br>Fuel 51,0t 9kn |
| 8813609<br>DUWZ<br>230502<br>Df Esd Gc<br>Pld Rdr RTv | **PREMIER**<br>**Pinewood Marine (Philippines) Inc.**<br>Tokei Kaiun K.K.<br>Manila Philippines<br>SatCom: 1700417/PRME | *9 949*<br>*5 492*<br>14 867 | NK | **1989** Shin Kurushima Dockyard Co. Ltd.—Onishi (2618)<br>150,43 8,235<br>142,00 22,60 11,10 | **M Container Ship**<br>Fixed-guides<br>TEU 750 C. 750/20' | Mitsubishi 6UEC52LA<br>Oil 2SA 6Cy. 520 × 1600<br>7 061kW (9 599bhp)<br>Kobe Hatsudoki K.K. Japan<br>18,5kn |
| 9012537<br>9V3521<br>384570<br>Rdr RTv | **PREMIER**<br>**Coastal Bunkering Services Pte. Ltd.**<br>Singapore Singapore | *169*<br>*58*<br>232 | **✠100A1**<br>oil tanker<br>FP exceeding 60°C<br>Singapore Harbour service<br>and 30 miles seawards<br>**✠LMC**<br>EL (e) 247,5/17,5U2<br>FN 283 | **1991**-1 Siong Huat Shipyard (Pte.) Ltd.—Singapore (257)<br>30,24 7,62 2,313<br>28,40 7,20 2,75<br>RQD 8,2 RFD 6,0 1 dk<br>rf 116 Diam. 0,070 | **TM Tanker**<br>Bunkering<br>CBT SBT<br>Mchy.aft<br>6 Cargo pumps total 270T/hr | Cummins NT-855-M<br>2 Oil 4SA each 6Cy. 140 × 152 with clutches & sr reverse geared to sc. shafts<br>346kW (470bhp)<br>Cummins Brasil S.A. Guarulhos<br>Gen 2 × 48kW 415V 50Hz a.c.<br>8kn |
| 8504208<br>DPCD<br>31264<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v | **PREMIERE**<br>**m.s. "Premiere" Interscan Reederei G.m.b.H. & Co.**<br>Deutsche Conti Schiffahrtsgesellschaft m.b.H.<br>Hamburg Federal Republic of Germany | *1 649*<br>*612*<br>1 631 | GL | **1985** Schiffsw. Hugo Peters—Wewelsfleth (607)<br>82,45 11,33 3,509<br>76,82 11,31 5,41<br>P 12,5 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 54,6 ER<br>G.3 105 B.3 096<br>TEU 42 C. 42/20' (40')<br>1 Ha (stl) (48,6 × 9,0) ER | MWM TBD440-6K<br>Oil 4SA 6Cy. 230 × 270 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>815bhp (599kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 190kW 2 × 82kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 96,0t (d.o.)-3,0pd 10,5kn |
| 8610942 | **PREMIUM**<br>**Marellen Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **141**<br>35<br>— | | **1986** E.M.S. Holdings Pty. Ltd.—Munster, W.A. (16)<br>22,76 2,801<br>20,40 6,21 3,13<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.68 | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>369bhp (271kW)<br>Caterpillar Inc. Peoria, Illinois |
| 7945417<br>Y5DR<br>2961<br>Df Esd Gc<br>Pld RdrRTm<br>AMVER | **PREMNITZ**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | **23 060**<br>13 712<br>38 250<br>T/cm<br>45,0 | DSRK GL | **1981** Baltic SB. & Eng. Works—Leningrad (645)<br>199,80 (BB) 27,84 11,212<br>- 27,83 15,60<br>P 15,0 F 12,2 1 dk | **M Bulk Carrier**<br>Strengthened for heavy cargoes Ice strengthened<br>7 Ho 21,9 26,8 15,2 15,2 15,2 28,0 15,8 ER<br>G.47 120 HeCls. ptB<br>9 Ha (stl) (each 12,9 × 9,3) ER | B&W 8DKPH74/160-3<br>Oil 2SA 8Cy. 740 × 1600<br>10 083kW (13 708bhp)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 538,5t (d.o.) 1 833,0t (hvf)-43,5pd 14,5kn |
| 5386150<br>DUEZ<br>212613<br>Df Esd Rdr<br>Rt | **PREMSHIP I**<br>ex Luzon Transport-84 ex Adecor I-78<br>ex Chiricano-68 ex Warendorp-66<br>ex Wallschiff-54<br>**Premier Shipping Lines Inc.**<br>Cebu City Philippines | **930**<br>586<br>1 116 | (AB)<br>Classed LR until 3/85 | **1953** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (550)<br>64,90 9,73 4,763<br>58,02 9,71 5,82<br>F 6,1 2 dks<br>RW rf 51 | **M General Cargo**<br>2 Ho 11,7 25,1 2 TwD<br>G.1 899 B.1 707<br>2 Ha (9,6 × 5,7) (9,0 × 6,0) ER<br>Der 1(15) 6(3,5) | MaK<br>Oil 4SA 6Cy. 385 × 580<br>1 000bhp (736kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 65kW 1 × 25kW 230V d.c.<br>Fuel 82,0t (d.o.) |
| 5277763<br>DUHZ<br>212225<br>Df Esd Rdr<br>RTm | **PREMSHIP II**<br>ex Bislig Transport-84<br>ex San Miguel Maltster-73<br>ex Pickhuben-67<br>**Premier Shipping Lines Inc.**<br>Cebu City Philippines | **692**<br>498<br>1 330 | (GL) | **1953** D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1011)<br>66,15 10,32 4,268<br>10,27 6,41<br>F 6,1 1 dk & S dk H12,2m<br>RW | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 41,1 ER<br>G.2 511 B.2 358<br>2 Ha (8,3 21,6 × 5,4) ER<br>Der 7(10) 6(3-5) | MaK<br>Oil 4SA 6Cy. 385 × 580<br>1 050bhp (772kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 60kW 1 × 18kW 230V d.c.<br>Fuel 71,0t (d.o.) 12kn |
| 7025968<br>228218<br>Df Esd Gc<br>Pld Rdr Rt | **PREMSHIP III**<br>ex Taishin Maru-85<br>**Premier Shipping Lines Inc.**<br>Cebu City Philippines | **2 783**<br>1 723<br>4 709 | **100A1** SS 10/88<br>Philippines coastal service<br>**LMC**<br>EL R 440,0/40,0U2(a)<br>FN 1958<br>(NK) | **1970** Shin Yamamoto Zosensho—Kochi (137)<br>95,23 15,04 6,040<br>88,02 15,02 7,22<br>P 23,8 F 13,8 1 dk<br>RW rf 100 | **M General Cargo**<br>2 Ho ER<br>G.6 104 B.5 585<br>2 Ha (stl) (24,8 25,9 × 7,4) ER<br>Der 2(15) 2(10) | Nippon Hatsudoki HS6NV47F<br>Oil 4SA 6Cy. 470 × 740<br>2 207kW (3 000bhp)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 132kW 445V a.c.<br>Fuel 418,5t-9,5pd 11,5kn |
| 7012351<br>Df Esd Gc<br>Pld Rdr Rt | **PREMSHIP IV**<br>ex Tokuyo Maru-86 ex Miko Maru-81<br>**Premier Shipping Lines Inc.**<br>Manila Philippines | **2 623**<br>1 570<br>4 427 | (NK) | **1969** Tsuneishi Zosen K.K.—Numakuma (222)<br>94,60 15,04 5,909<br>87,48 15,02 6,99<br>P 20,2 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 416 B.5 169<br>2 Ha (stl) (16,6 30,3 × 8,0) ER<br>Der 1(15) 2(10) | Hanshin 6L46SH<br>Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 120kW 445V 60Hz a.c.<br>Fuel 298,0t (d.o.)-9,0pd 12,25kn |
| 7101463<br>Df Gc Rdr<br>Rt | **PREMSHIP V**<br>ex Takayama Maru No. 2-87<br>**Paramount Ocean Lines S.A.**<br>Cebu City Philippines | **740**<br>448<br>1 882 | | **1970** Imamura Zosen—Kure (165)<br>74,07 11,26 4,700<br>68,15 11,23 4,81<br>1 dk | **M General Cargo**<br>Mchy.aft | Nippon Hatsudoki<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Nippon Hatsudoki Kobe |
| 6927121<br>Rdr Rt | **PREMSHIP VI**<br>ex Tokumine Maru No. 5-87<br>**Premier Shipping Lines Inc.**<br>Cebu City Philippines | **1 522**<br>825<br>2 875 | | **1969** Yoshiura Zosen—Kure (208)<br>75,70 12,02 5,843<br>70,01 11,99 6,51<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.1 088 B.1 027<br>2 Ha (13,8 15,3 × 8,3) ER | Nippon Hatsudoki HS6NV238<br>Oil 4SA 6Cy. 380 × 580<br>1 800bhp (1 324kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 60kW<br>Fuel 110,5t-6,0pd 10kn |
| 8828214<br>3EVE7<br>19672-KJ<br>Rdr Rt | **PREMSHIP VII**<br>ex Goyo Maru-89<br>**Paramount Ocean Lines S.A.**<br>Panama Panama | **390**<br>215<br>611 | | **1970** Hashimoto Zosen—Japan<br>41,00 3,800<br>37,00 8,86 4,48<br>1 dk | **M Sand Carrier**<br>1 Ha (stl) ER | Matsue<br>Oil<br>Matsue Diesel K.K. Matsue |
| 7212793<br>DZSF<br>226427<br>Df Esd Gc<br>Pld Rdr Rt | **PREMSHIP VIII**<br>ex Balatoc-88 ex BMC Marine 1-83<br>ex Gardenia-81 ex Koun Maru-78<br>**Premier Shipping Lines Inc.**<br>Manila Philippines | **3 067**<br>2 121<br>5 950 | NK | **1972** Kochiken Zosen—Kochi (420)<br>101,05 16,24 6,587<br>95,00 16,21 8,21<br>P 19,6 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 454 B.6 931<br>2 Ha (stl) (27,9 29,4 × 8,0) ER<br>4W Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 120kW 445V 60Hz a.c.<br>Fuel 561,0t-11,0pd 12,75kn |

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| **8724705**<br>*UNJI*<br>M-27749<br>Rt | **PREOBRAZHENSKAYA**<br>**Dalmorgidrostroy**<br>(Nakhodka) (U.S.S.R.) | *745*<br>*223*<br>1 068 | RS | **1988** .............U.S.S.R.<br>56,19 11,21 3,700<br>53,20 - 4,44<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Ice strengthened | S.K.L.<br>2 Oil 4SA each 6Cy. 180 × 260<br>574kW (780bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 100kW a.c. |
| **5283712**<br>155297 | **PRESCOTONT**<br>**Windsor-Detroit Barge Line Ltd.**<br>Windsor, Ont. Canada | **302**<br>105<br>— | ✠Classed LR until 2/33<br>**DAMAGED BY FIRE 9/86** | **1930**-10 Davie SB. & Repairing Co. Ltd.—Lauzon, P.Q. (508)<br>35,82 8,67 3,658<br>8,62<br>R | **D-E Tug**<br>Mchy.aft | Winton<br>Oil 4SA 12Cy. 380 × 560 driving 2 gen. ea<br>330kW 110V d.c. 2 gen. each 330kW 2<br>connected to elec. motor (CC)<br>Winton Eng. Corp. Cleve<br>Gen 1 × 10kW 110V d.c.<br>Fuel 45,5t (d.o.) |
| **7307938**<br>*WO8903*<br>292555 | **PRESCOTT**<br>ex PCS 1423<br>**f/v Prescott Inc.**<br>Cape Charles, Va United States of America | **197**<br>134<br>— | | **1943** Burger Boat Co.—Manitowoc, Wi<br>*38,35* 7,47<br>3,15 | **Wood M Fishing** | Oil<br>1 000bhp (736kW)<br>.............<br>Fuel (d.o.) |
| **8024260**<br>*ELKE5*<br>8708<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PRESENCE**<br>ex Eastern Present-88<br>ex United Faith-87<br>**Earnsworth Co. Ltd.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **29 786**<br>21 418<br>61 569<br>T/cm<br>61,6 | **✠100A1** SS 11/87<br>bulk carrier<br>strengthened for heavy<br>cargoes, holds Nos. 2, 4 &<br>6 may be empty<br>**✠LMC** **UMS**<br>EL Mt 632,5/73,0U3(a)<br>FN 10674 | **1982**-12 Koyo Dockyard Co. Ltd.—Mihara (1030)<br>223,15 (BB) 32,26 9,141<br>213,01 32,20 17,91<br>F 19,2 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 23,1 23,0 23,7 20,4 23,7 23,7<br>23,7 ER<br>G.70 215 B.68 703<br>7 Ha (stl) (14,0 17,0 17,1 13,8 17,1 17,1<br>15,4 × 12,8) ER<br>Cr 6(15) | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 7,9kgf/$cm^2$ (7,8bar)<br>e(ex.g) 11,5kgf/$cm^2$ (11,3bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 226,0t (d.o.) 3 185,0t (hvf)-42,5pd |
| **8406872**<br>*3EHY8*<br>19197-90<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav | **PRESIDENT**<br>ex Sweetbrier-90<br>**Nacol Maritime Inc.**<br>Panama Panama<br>SatCom: 1333633/PSDT | *37 898*<br>*16 802*<br>60 960<br>T/cm<br>62,7 | NK | **1986** Mitsubishi Heavy Industries Ltd.—Nagasaki (1970)<br>216,83 (BB) 32,24 12,705<br>208,00 32,20 20,00<br>1 dk<br>Bow/CM 112 Diam. 0,410 MH 1,8 | **M Tanker**<br>COW IGS SBT<br>7 Ta ER<br>L.(oil) 78 338 HeCls. BC<br>4 Cargo pumps total 6 000T/hr | Sulzer<br>Oil 2SA 4Cy. 760 × 2200<br>7 687kW (10 451bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel 220,0t (d.o.) 2 121,0t (hvf)-26,0pd |
| **5284091**<br>*WGNF*<br>286232<br>Df Esd Gc<br>Pfd Rdr Rt | **PRESIDENT**<br>ex President Tyler-80<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **13 265**<br>8 018<br>14 473 | AB | **1961** Bethlehem Steel Co. Inc.—San Francisco, Ca (5489)<br>171,81 23,25 9,630<br>161,09 23,17 13,57<br>B 27,5 F 27,5 2 dks, 3rd dk fwd & aft<br>RW rf nil | **S General Cargo/Container Ship**<br>Fixed-guides Ref<br>7 Ho<br>TEU 378 C.Ho 244/20' C.Dk 134/20'<br>20 Ha (stl)<br>24W Cr 1(25) 1(5) Der 1(30) 24(10) | 2 S Turb dr geared to sc. shaft<br>19 250shp (14 160kW)<br>Bethlehem Steel Co.<br>Gen 2 × 675kW<br>Fuel 4 934,0t (o.f.) |
| **6507880**<br>*9MYF*<br>324242<br>Rdr Rt | **PRESIDENT**<br>ex Masindo-81 ex Fu Feng No. 2-78<br>ex Koan Maru No. 2-78<br>**Perkapalan President Sendirian Berhad**<br>Penang Malaysia | **1 008**<br>561<br>1 699 | BV | **1964** Koyo Dockyard Co. Ltd.—Mihara (325)<br>67,90 11,33 4,700<br>62,01 11,31 5,21<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 961 B.1 903<br>1 Ha (28,7 × 6,0) ER | Oil 4SA 6Cy. 380 × 520<br>1 200bhp (883kW)<br>Nippon Hatsudoki<br>Gen 1 × 20kW 1 × 15kW 115V d.c. |
| **8616934**<br>*WRYW*<br>936100<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRESIDENT ADAMS**<br>**American President Lines Ltd.**<br>Oakland, Ca United States of America<br>SatCom: 1504330/WRYW | *61 926*<br>*19 373*<br>54 655 | AB | **1988** Bremer Vulkan A.G.—Bremen-Vegesack (44)<br>275,22 12,500<br>275,14 39,41 23,63<br>1 dk | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho ER 2 Cell. Ho<br>TEU 4340<br>C.Ho 288/20' 836/40' C.Dk 1190/40' incl. 250 ref C.<br>11 Ha (stl) ER 4 Ha (stl)<br>22 Wing Ha (stl) ER 8 Wing Ha (stl) | Sulzer<br>Vee Oil 2SA 12Cy. 840 × 2400<br>41 897kW (56 959bhp) E made87<br>Korea Heavy Industries & Construction Co. Ltd.<br>Gen 3 × 2500kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 332,0t (d.o.)(hvf)-152,5pd |
| **8413277**<br>*WGLA*<br>695901<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PRESIDENT ARTHUR**<br>Launched as Doctor Lykes<br>**Meridian Trust Co., as Trustee**<br>Lykes Bros. Steamship Co. Inc.<br>New Orleans, La United States of America<br>SatCom: 1502354/WGLA | *39 132*<br>*15 633*<br>44 966<br>T/cm<br>69,3 | AB | **1987** Mitsui Eng. & SB. Co. Ltd.—Tamano (1323)<br>259,01 (BB) 32,29 11,920<br>245,02 32,21 18,80<br>B 14,6 F 29,6 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides Deck-guides 12bth P<br>Ice strengthened<br>6 Cell. Ho<br>TEU 3026<br>C.Ho 1256/20'(40', 45') C.Dk 1770/20'(40') incl. 372 ref C.<br>24 Ha (stl) | B&W<br>Oil 2SA 9Cy. 800 × 2592<br>25 500bhp (18 757kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 1 × 2000kW 4 × 800kW 480V 60H<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 210,0t (d.o.) 3 304,0t (hvf)-78,0pd |
| **5223877**<br>*TUN2002*<br>Df Esd Pfd<br>RTm/h | **PRESIDENT AUGUSTE DENISE**<br>ex Mi-Cabo-Verde-77 ex Marie-69<br>**David Sidibe**<br>Abidjan Cote d'Ivoire | **425**<br>139<br>370 | (BV) | **1953** A.G. "Weser" Werk Seebeck—Bremerhaven (775)<br>48,32 8,56 4,122<br>45,29 8,49 4,73<br>P 22,6 B 8,6 F 11,6 1 dk<br>RW conv Side Trawler Fishing 69 | **M General Cargo**<br>1 Ha (3,2 × 2,9)<br>Der 2(1,5) | Deutz<br>2 Oil geared to sc. shaft<br>1 050bhp (772kW)<br>(i) Oil 4SA 8Cy. 320 × 452<br>Kloeckner Humboldt Deutz<br>(ii) Oil 4SA 6Cy. 220 × 360<br>Kloeckner Humboldt Deutz<br>Gen 1 × 40kW 110V d.c.<br>Fuel 155,5t (d.o.) |
| **8413289**<br>*WGMJ*<br>697633<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PRESIDENT BUCHANAN**<br>Launched as Almeria Lykes<br>**Meridian Trust Co., as Trustee**<br>Lykes Bros. Steamship Co. Inc.<br>New Orleans, La United States of America<br>SatCom: 1502360/WGMJ | *39 132*<br>*15 633*<br>44 966<br>T/cm<br>69,3 | AB | **1987** Mitsui Eng. & SB. Co. Ltd.—Tamano (1324)<br>259,01 (BB) 32,29 11,920<br>245,02 32,21 18,80<br>B 14,6 F 29,6 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides Deck-guides 12bth P<br>6 Ho<br>TEU 3026<br>C.Ho 1256/20'(40', 45') C.Dk 1770/20'(40') incl. 372 ref C.<br>24 Ha (stl) | B&W<br>Oil 2SA 9Cy. 800 × 2592<br>25 500bhp (18 757kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 1 × 2000kW a.c. 4 × 800kW 480V<br>Thw. thrust Contr. pitch propeller fwd |
| **7228546**<br>*FSMT*<br>4238<br>DZ 185093<br>Df Esd Pfd<br>Rdr Rt | **PRESIDENT CALVEZ**<br>**Armement Cooperatif Finisterien (A.C.F.)**<br>Douarnenez France | **260**<br>98<br>386 | (BV) | **1972** Ch. Normands Reunis—Courseulles-sur-Mer (29)<br>37,98 8,11 3,450<br>33,81 8,09 6,05<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>1 Ho<br>In.220 | MaK<br>Oil 4SA 8Cy. 240 × 280<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau<br>Fuel 82,0t (d.o.) |
| **7819369**<br>*KRJG*<br>673003<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRESIDENT EISENHOWER**<br>ex Neptune Jade-84<br>**American President Lines Ltd.**<br>San Francisco, Ca United States of America<br>SatCom: 1504307/KRJG | **36 859**<br>24 430<br>47 841 | AB<br>✠Classed LR until 21/9/84 | **1980**-5 Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2689)<br>**1981** (Additional cargo section) Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama<br>260,26 (BB) 32,26 12,526<br>245,24 32,21 19,00<br>F 29,9 1 dk<br>rf 102 len 81 | **M Container Ship**<br>Fixed-guides<br>DSS<br>7 Cell. Ho 27,7 28,2 28,7 28,7 29,2<br>29,4 ER 27,2<br>TEU 2522<br>C.Ho 652/20' 340/40' C.Dk 1190/20' (40') incl. 150 ref C.<br>12 Ha (stl) ER 2 Ha (stl)<br>20 Wing Ha (stl) ER 4 Wing Ha (stl) | Sulzer<br>Oil 2SA 12Cy. 900 × 1550<br>40 200bhp (29 570kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 1600kW 1 × 1200kW 450V 6<br>Thw. thrust Contr. pitch propeller fwd , 1<br>Fuel 583,0t (d.o.) 6 653,0t (hvf) |
| **7819371**<br>*KRJF*<br>674310<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRESIDENT F. D. ROOSEVELT**<br>ex Neptune Garnet-84<br>**American President Lines Ltd.**<br>Oakland, Ca United States of America<br>SatCom: 1504310/KRJF | **36 195**<br>23 992<br>47 841 | AB<br>✠Classed LR until 17/8/84 | **1980**-7 Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2690)<br>**1981** (Additional cargo section) Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama<br>260,00 (BB) 32,26 12,524<br>245,24 32,21 19,00<br>F 29,9 1 dk<br>rf 102 len 81 | **M Container Ship**<br>Fixed-guides<br>DSS<br>7 Cell. Ho 27,7 28,2 28,7 28,7 29,2<br>29,2 ER 27,2<br>TEU 2522<br>C.Ho 652/20' 340/40' C.Dk 1190/20' (40') incl. 150 ref C.<br>12 Ha (stl) ER 2 Ha (stl)<br>20 Wing Ha (stl) ER 4 Wing Ha (stl) | Sulzer<br>Oil 2SA 12Cy. 900 × 1550<br>36 200bhp (26 627kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 1600kW 1 × 1200kW 450V 6<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 583,0t (d.o.) 6 653,0t (hvf) |

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| 8415952<br>WGXN<br>905624<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PRESIDENT GARFIELD**<br>Launched as Tillie Lykes<br>**Meridian Trust Co., as Trustee**<br>Lykes Bros. Steamship Co. Inc.<br>New Orleans, La United States of America<br>SatCom: 1502361/WGXN | *39 132*<br>*15 633*<br>44 966 | AB | **1987** Mitsui Eng. & SB. Co. Ltd.—Tamano (1325)<br>259,01 (BB) 32,29 11,920<br>245,02 32,20 18,80<br>B 14,6 F 29,6 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides Deck-guides 12bth P<br>Ice strengthened<br>6 Cell. Ho<br>TEU 3026<br>C.Ho 1256/20'(40', 45') C.Dk 1770/20'(40') incl. 372 ref C.<br>24 Ha (stl) | B&W 9L80MCE<br>Oil 2SA 9Cy. 800 × 2592<br>25 500bhp (18 757kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 1 × 2000kW 4 × 800kW 480V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 210,0t (d.o.) 3 304,0t (hvf)-78,0pd 21kn |
| 6924832<br>ORDE<br>Df Esd Rdr<br>RTv | **PRESIDENT GERLING**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **175**<br>30<br>— | BV<br>✠Classed LR until 1/52 | **1948**-10 J. Boel et Fils S.A.—Tamise/Temse (1092)<br>30,51 7,22 3,201<br>28,00 3,81<br>1 dk | **M Tug** | MAN<br>Vee Oil 4SA 16Cy. 160 × 180<br>NE 67<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 86,5t (d.o.) 12kn |
| 7114185<br>WEZD<br>530138<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRESIDENT GRANT**<br>ex Golden Bear-79<br>**American President Lines Ltd.**<br>San Francisco, Ca United States of America<br>SatCom: 1504312/WEZD | **26 746**<br>18 996<br>37 346 | AB | **1971** Avondale Shipyards Inc.—Avondale, La (1188)<br>240,09 (BB) 30,54 10,700<br>220,68 30,48 18,29<br>F 44,9 1 dk<br>rf nil conv Barge Carrier 77 | **S Container Ship**<br>Fixed-guides<br>6 Cell. Ho 33,5 33,5 33,5 ER 11,0 23,0 23,0<br>TEU 2128<br>C.Ho 210/20' 325/40' C.Dk 196/20' 536/40' incl. 180 ref C.<br>14 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Delaval Turbine Inc. Trenton, NJ<br>Gen 1 × 2500kW 1 × 2000kW 450V 60Hz a.c.<br>Fuel 9 272,5t (o.f.) 113,0t (d.o.)-138,0pd 21,25kn |
| 8413239<br>WGXO<br>909326<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PRESIDENT HARDING**<br>Launched as James Lykes<br>**Meridian Trust Co., as Trustee**<br>Lykes Bros. Steamship Co. Inc.<br>New Orleans, La United States of America<br>SatCom: 1502364/WGXO | *39 132*<br>*15 633*<br>44 966<br>T/cm<br>69,3 | AB | **1987** Mitsubishi Heavy Industries Ltd.—Kobe (1158)<br>259,01 (BB) 32,24 11,920<br>245,02 32,20 18,80<br>B 14,6 F 29,6 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides Deck-guides 12bth P<br>Ice strengthened<br>6 Cell. Ho<br>TEU 3026<br>C.Ho 1256/20'(40', 45') C.Dk 1770/20'(40') incl. 372 ref C.<br>24 Ha (stl) ER | B&W 9L80MCE<br>Oil 2SA 9Cy. 800 × 2592<br>25 500bhp (18 757kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 1 × 2000kW 4 × 800kW 480V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 210,0t (d.o.) 3 304,0t (hvf)-78,0pd 21kn |
| 7117670<br>WEZH<br>530139<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRESIDENT HARRISON**<br>ex American Trader-86<br>ex Pacific Bear-79<br>**Weston Shipping Inc.**<br>American President Lines Ltd.<br>Oakland, Ca United States of America<br>SatCom: 1504323/WEZH | **28 162**<br>20 413<br>30 226 | AB | **1971** Avondale Shipyards Inc.—Avondale, La (1189)<br>249,94 (BB) 30,54 11,445<br>220,68 30,48 18,29<br>F 44,9 1 dk<br>rf nil conv Barge Carrier 77 | **S Container Ship**<br>Fixed-guides<br>Mchy.aft<br>6 Cell. Ho 33,5 33,5 33,5 11,1 22,3 22,3<br>TEU 1068<br>C.Ho 528/20' (40') C.Dk 540/20' (40')<br>15 Ha (stl)<br>Cr 1(30) 2(20) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Delaval Turbine Inc. Trenton, NJ<br>Gen 1 × 2500kW 1 × 2000kW 450V 60Hz a.c.<br>Fuel 5 616,5t (o.f.)-112,0pd 18kn |
| 7105471<br>WTST<br>530137<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRESIDENT HOOVER**<br>ex Thomas E. Cuffe-79<br>**American President Lines Ltd.**<br>San Francisco, Ca United States of America<br>SatCom: 1504311/WTST | **26 746**<br>18 996<br>38 656 | AB | **1971** Avondale Shipyards Inc.—Avondale, La (1187)<br>240,09 (BB) 30,54 10,700<br>220,68 30,48 18,29<br>F 44,9 1 dk<br>rf nil conv Barge Carrier 78 | **S Container Ship**<br>Fixed-guides<br>6 Cell. Ho 33,5 33,5 33,5 ER 11,0 23,0 23,0<br>TEU 2128<br>C.Ho 210/20' 325/40' C.Dk 196/20' 536/40' incl. 180 ref C.<br>14 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Delaval Turbine Inc. U.S.A.<br>Gen 1 × 2500kW 1 × 2000kW 450V 60Hz a.c.<br>Fuel 9 272,5t (o.f.) 113,0t (d.o.)-138,0pd 21,25kn |
| 8117471<br>ORLD<br>Esd Gc Pfd<br>Rdr Rt | **PRESIDENT HUBERT**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **1 599**<br>216<br>1 745 | **✠100A1** SS 12/87<br>tug<br>Ice Class 3<br>**✠LMC UMS**<br>EL (O) 673,5/44,0U2<br>FN 1183 | **1982**-11 Niestern-Sander B.V.—Delfzijl (509)<br>60,46 15,35 6,252<br>53,60 15,02 7,04<br>F 31,4 1 dk<br>rf 406 | **TM Tug**<br>Anchor-handling | MaK 16M453AK<br>2 Vee Oil 4SA each 16Cy. 320 × 420 with clutches, flexible couplings & sr geared to sc. shafts<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 350kW 3 × 322kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 1 aft 16kn |
| 8616300<br>WRYC<br>934737<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRESIDENT JACKSON**<br>**American President Lines Ltd.**<br>Oakland, Ca United States of America<br>SatCom: 1504327/WRYC | *61 926*<br>*19 373*<br>54 665 | AB | **1988** Howaldtswerke-Deutsche Werft A.G. —Kiel (232)<br>275,14 (BB) 12,734<br>260,81 39,41 23,63<br>1 dk | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho ER 2 Cell. Ho<br>TEU 4340<br>C.Ho 288/20' 836/40' C.Dk 1190/40' incl. 250 ref C.<br>11 Ha (stl) ER 4 Ha (stl)<br>22 Wing Ha (stl) ER 8 Wing Ha (stl) | Sulzer 12RTA84<br>Vee Oil 2SA 12Cy. 840 × 2400<br>41 897kW (56 959bhp)<br>Korea Heavy Industries & Construction Co. Ltd. Changwon<br>Gen 3 × 2500kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 332,0t (d.o.)(hvf)-152,5pd 24,3kn |
| 7224904<br>WPGE<br>544900<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRESIDENT JEFFERSON**<br>**American President Lines Ltd.**<br>San Francisco, Ca United States of America<br>SatCom: 1504316/WPGE | **21 467**<br>15 360<br>20 718 | AB | **1973** Ingalls SB. Div. of Litton Systems Inc. —Pascagoula, Ms (1184)<br>203,69 (BB) 27,49 11,134<br>192,03 27,44 13,42<br>F 37,8 2 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>9 Cell. Ho 14,6 14,6 14,6 14,6 14,6 14,6 14,6 14,6 ER 25,9<br>TEU 1570<br>C.Ho 106/20 286/40 C.Dk 104/20' 394/40' incl. 64 ref C.<br>26 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>28 500shp (20 963kW)<br>Westinghouse Elec. Corp. Sunnyvale, Ca<br>Gen 2 × 1500kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 4 411,5t (o.f.) 175,5t (d.o.)-137,0pd 23kn |
| 7328621<br>WVHS<br>552109<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRESIDENT JOHNSON**<br>**First Interstate Bank of California**<br>American President Lines Ltd.<br>San Francisco, Ca United States of America<br>SatCom: 1504317/WVHS | *21 475*<br>*15 381*<br>18 832 | AB | **1974** Ingalls SB. Div. of Litton Systems Inc. —Pascagoula, Ms (1187)<br>203,69 (BB) 27,49 11,134<br>192,03 27,44 13,42<br>F 37,8 2 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>9 Cell. Ho 14,6 14,6 14,6 14,6 14,6 14,6 14,6 14,6 ER 25,9<br>TEU 1570<br>C.Ho 106/20' 286/40' C.Dk 104/20' 394/40' incl. 64 ref C.<br>20 Ha (stl) ER 4 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>28 500shp (20 963kW)<br>Westinghouse Elec. Corp. Sunnyvale, Ca<br>Gen 2 × 1500kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 4 411,5t (o.f.) 175,5t (d.o.)-137,0pd 23kn |
| 8616295<br>WRYE<br>931613<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PRESIDENT KENNEDY**<br>**American President Lines Ltd.**<br>Oakland, Ca United States of America<br>SatCom: 1504326/WRYE | *61 926*<br>*19 373*<br>54 665 | AB | **1988** Howaldtswerke-Deutsche Werft A.G. —Kiel (231)<br>275,14 (BB) 12,734<br>260,81 39,41 23,63<br>1 dk | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho ER 2 Cell. Ho<br>TEU 4340<br>C.Ho 288/20' 836/40' C.Dk 1190/40' incl. 250 ref C.<br>11 Ha (stl) ER 4 Ha (stl)<br>22 Wing Ha (stl) ER 8 Wing Ha (stl) | Sulzer 12RTA84<br>Vee Oil 2SA 12Cy. 840 × 2400<br>56 960bhp (41 897kW)<br>Korea Heavy Industries & Construction Co. Ltd. Changwon<br>Gen 3 × 2500kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 332,0t (d.o.)(hvf)-152,5pd 24,3kn |
| 7907984<br>KDBG<br>651627<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRESIDENT LINCOLN**<br>**Bank of America National Trust & Savings Association**<br>American President Lines Ltd.<br>San Francisco, Ca United States of America<br>SatCom: 1504305/KDBG | **40 627**<br>31 126<br>30 825 | AB | **1982** Avondale Shipyards Inc.—Avondale, La (2329)<br>262,14 (BB) 32,44 10,680<br>246,90 32,24 20,15<br>F 42,7 2 dks<br>rf nil | **M Container Ship**<br>Fixed-guides Ref<br>8 Cell. Ho 26,8 26,8 40,2 26,8 ER 33,5p&s 26,8 12,8<br>TEU 2500<br>C.Ho 670/40' C.Dk 580/40' incl. 400 ref C.<br>18 Ha (stl) ER 10 Ha (stl) | Sulzer 12RND90M<br>Oil 2SA 12Cy. 900 × 1550<br>43 200bhp (31 776kW)<br>Allis Chalmers Mfg. Co. Milwaukee, Wi<br>Gen 3 × 2500kW a.c. 1 × 1500kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 295,0t (d.o.) 5 296,0t (hvf) 23,25kn |
| 7232420<br>WCIP<br>546725<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRESIDENT MADISON**<br>**American President Lines Ltd.**<br>San Francisco, Ca United States of America<br>SatCom: 1504314/WCIP | *21 467*<br>*15 360*<br>18 832 | AB | **1973** Ingalls SB. Div. of Litton Systems Inc. —Pascagoula, Ms (1185)<br>203,69 (BB) 27,49 10,080<br>192,03 27,44 13,42<br>F 37,8 2 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>9 Cell. Ho 14,6 14,6 14,6 14,6 14,6 14,6 14,6 14,6 ER 25,9<br>TEU 1570<br>C.Ho 106/20' 286/40' C.Dk 104/20' 394/40' incl. 64 ref C.<br>20 Ha (stl) ER 4 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>28 500shp (20 963kW)<br>Westinghouse Elec. Corp. Sunnyvale, Ca<br>Gen 2 × 1500kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 4 411,5t (o.f.) 175,5t (d.o.)-137,0pd 23kn |

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| **7908005**<br>*WNRD*<br>655397<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRESIDENT MONROE**<br>**Bank of America National Trust & Savings Association**<br>American President Lines Ltd.<br>San Francisco, Ca United States of America<br>SatCom: 1504306/WNRD | **40 627**<br>31 126<br>30 825 | AB | **1983** Avondale Shipyards Inc.—Avondale, La (2331)<br>262,14 (BB) 32,44 10,681<br>246,90 32,24 20,15<br>F 43,3 2 dks<br>rf nil | **M Container Ship**<br>Fixed-guides Ref<br>8 Cell. Ho 26,8 26,8 40,2 26,8 ER 33,5p&s 26,8 12,8<br>TEU 2500<br>C.Ho 670/40' C.Dk 580/40' incl. 400 ref C.<br>18 Ha (stl) ER 10 Ha (stl) | Sulzer<br>Oil 2SA 12Cy. 900 × 1550<br>43 200bhp (31 776kW)<br>Allis Chalmers Mfg. Co. Milwa<br>Gen 3 × 2500kW a.c. 2 × 1640kW a.c.<br>1 × 1500kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 295,0t (d.o.) 5 296,0t (hvf) |
| **7320409**<br>*WUBV*<br>552108<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRESIDENT PIERCE**<br>**First Interstate Bank of California**<br>American President Lines Ltd.<br>San Francisco, Ca United States of America<br>SatCom: 1504315/WUBV | *21 475*<br>*15 381*<br>18 832 | AB | **1973** Ingalls SB. Div. of Litton Systems Inc. —Pascagoula, Ms (1186)<br>203,69 (BB) 27,49 10,081<br>192,03 27,44 13,42<br>F 37,8 2 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>9 Cell. Ho 14,6 14,6 14,6 14,6 14,6 14,6 14,6 14,6 ER 25,9<br>TEU 1570<br>C.Ho 106/20' 286/40' C.Dk 104/20' 394/40' incl. 64 ref C.<br>20 Ha (stl) ER 4 Ha (stl) | 2 S Turb dr geared to sc shaft<br>28 500shp (20 963kW)<br>Westinghouse Elec. Corp. Sunny<br>Gen 2 × 1500kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 4 411,5t (o.f.) 175,5t (d.o.)-137,0pd |
| **8616922**<br>*WRYD*<br>931612<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PRESIDENT POLK**<br>**American President Lines Ltd.**<br>Oakland, Ca United States of America | *61 785*<br>*19 373*<br>54 700 | AB | **1988** Bremer Vulkan A.G.—Bremen-Vegesack (43)<br>275,14 (BB) 12,501<br>260,81 39,41 23,63<br>1 dk | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho ER 2 Cell. Ho<br>TEU 4340<br>C.Ho 288/20' 836/40' C.Dk 1190/40' incl. 250 ref C.<br>11 Ha (stl) ER 4 Ha (stl)<br>22 Wing Ha (stl) ER 8 Wing Ha (stl) | Sulzer<br>Vee Oil 2SA 12Cy. 840 × 2400<br>56 960bhp (41 897kW)<br>Korea Heavy Industries & Construction Co. Ltd. Ch<br>Gen 3 × 2500kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 332,0t (d.o.)(hvf)-152,5pd |
| **6718518**<br>*WLDT*<br>511653<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRESIDENT TAFT**<br>**American President Lines Ltd.**<br>Oakland, Ca United States of America<br>SatCom: 1504321/WLDT | **17 803**<br>11 510<br>17 793 | AB | **1967** Ingalls SB. Div. of Litton Systems Inc. —Pascagoula, Ms (491)<br>202,37 (BB) 25,05 10,657<br>193,40 25,00 13,85<br>P 60,7 F 46,7 2 dks<br>rf nil len 72<br>conv General Cargo 72 | **S Container Ship**<br>Fixed-guides 12bth P<br>5 Cell. Ho ER 2 Cell. Ho<br>TEU 611<br>C.Ho 409/20' (40') C.Dk 202/20' (40')<br>26 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>General Electric Co.<br>Gen 1 × 1000kW 1 × 800kW 1 × 350<br>450V 60Hz a.c.<br>Fuel 3 655,5t (o.f.) |
| **8616283**<br>*WNDP*<br>928562<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PRESIDENT TRUMAN**<br>**American President Lines Ltd.**<br>Oakland, Ca United States of America<br>SatCom: 1504324/WNDP | *61 785*<br>*19 373*<br>54 700 | AB | **1988** Howaldtswerke-Deutsche Werft A.G. —Kiel (230)<br>275,22 (BB) 12,732<br>260,81 39,41 23,63<br>1 dk | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho ER 2 Cell. Ho<br>TEU 4340<br>C.Ho 288/20' 836/40' C.Dk 1190/40' incl. 250 ref C.<br>11 Ha (stl) ER 4 Ha (stl)<br>22 Wing Ha (stl) ER 8 Wing Ha (stl) | Sulzer<br>Vee Oil 2SA 12Cy. 840 × 2400<br>56 960bhp (41 897kW)<br>Korea Heavy Industries & Construction Co. Ltd. Ch<br>Gen 3 × 2500kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 332,0t (d.o.)(hvf)-152,5pd |
| **7125316**<br>*WEZM*<br>530140<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRESIDENT TYLER**<br>ex Japan Bear-79<br>**American President Lines Ltd.**<br>San Francisco, Ca United States of America<br>SatCom: 1504313/WEZM | **26 746**<br>18 996<br>38 656 | AB | **1972** Avondale Shipyards Inc.—Avondale, La (1190)<br>240,09 (BB) 30,54 12,447<br>220,68 30,48 18,29<br>F 44,9 1 dk<br>rf nil conv Barge Carrier 78 | **S Container Ship**<br>Fixed-guides<br>6 Cell. Ho 33,5 33,5 33,5 ER 11,0 23,0 23,0<br>TEU 2128<br>C.Ho 210/20' 325/40' C.Dk 196/20' 536/40' incl. 180 ref C.<br>14 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Delaval Turbine Inc. Tre<br>Gen 1 × 2500kW 1 × 2000kW 450V 60H<br>Fuel 9 272,5t (o.f.) 113,0t (d.o.)-138,0pd |
| **7907996**<br>*WHRN*<br>653424<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRESIDENT WASHINGTON**<br>**Bank of America National Trust & Savings Association**<br>American President Lines Ltd.<br>San Francisco, Ca United States of America<br>SatCom: 1504304/WHRN | **40 627**<br>31 126<br>30 825 | AB | **1983** Avondale Shipyards Inc.—Avondale, La (2330)<br>262,14 (BB) 10,681<br>246,90 32,24 20,15<br>F 43,3 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides Ref<br>8 Cell. Ho 26,8 26,8 40,2 26,8 ER 33,5p&s 26,8 12,8<br>TEU 2500<br>C.Ho 670/40' C.Dk 580/40' incl. 400 ref C.<br>18 Ha (stl) ER 10 Ha (stl) | Sulzer<br>Oil 2SA 12Cy. 900 × 1550<br>43 200bhp (31 776kW)<br>Allis Chalmers Mfg. Co. Milwa<br>Gen 3 × 2500kW a.c. 1 × 1500kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 295,0t (d.o.) 5 296,0t (hvf) |
| **7026326**<br>*3EQI8*<br>20564-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **PRESIDENT WASHINGTON**<br>ex Virginia Maru-91 ex Sae Byel-91<br>ex Sun Winnie-88 ex Dona Laurel-88<br>ex World Alicia-82 ex Blanca-81<br>ex Hsin Mei-79<br>ex Asahi Maru No. 35-71<br>**Washington Shipping S.A.**<br>Panama Panama | **3 955**<br>2 661<br>6 504 | NK | **1970** Tsuneishi Zosen K.K.—Numakuma (228)<br>109,05 16,44 6,752<br>101,42 16,40 8,25<br>P 22,9 F 10,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 413 B.8 072<br>2 Ha (stl) (28,9 29,9 × 8,4) ER<br>Der 2(15) 2(10) | Mitsubishi<br>Oil 2SA 6Cy. 500 × 800<br>3 384kW (4 601bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 200kW a.c.<br>Fuel 690,0t-14,5pd |
| **7807794**<br>*C6HY8*<br>715565<br>Esd Gc Rdr<br>Rt<br>AMVER | **PRESIDENTE AGUIRRE CERDA**<br>ex Mc Diamond-91 ex Artus-89<br>ex Lanka Ajitha-84 ex Macol King-82<br>ex Bellatrix-81<br>**MC Diamond Shipping Inc.**<br>V. Ships (Cyprus) Ltd.<br>Nassau Bahamas | T.Mk<br>**6 837**<br>4 329<br>13 322<br>**11 052**<br>7 586<br>16 486 | **✠100A1** SS 7/87<br>container ship<br>**✠LMC**<br>EL E† 582,0/64,0U2<br>FN 5005 | **1979**-3 Fukuoka Zosen K.K.—Fukuoka (1071)<br>152,33 (BB) 23,14 —/9,538<br>139,91 22,86 12,91<br>P 23,8 F 12,5 2 dks<br>rf nil | **M General Cargo**<br>3 Ho 20,8 51,2 32,7 3 TwD 20,8 51,2 35,2<br>G.23 031 B.21 830<br>TEU 668 C. 668/20' (40') incl. 50 ref C.<br>3 Ha (stl) (12,5 × 13,0) (38,4 25,6 × 15,6) ER<br>Der 2(85) 2(30) 3(25) | Mitsubishi 6UEC<br>Oil 2SA 6Cy. 600 × 1250<br>11 400bhp (8 385kW)<br>Kobe Hatsudoki K.K.<br>AuxB (o.f.) 8kgf/$\text{cm}^2$ (7,9bar)<br>e(ex.g) 10kgf/$\text{cm}^2$ (9,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 221,0t (d.o.) 1 537,0t (hvf) |
| **5284132**<br>Gc | **PRESIDENTE ALEMAN**<br>**Sociedad Cooperativa Del Transporte Maritimo y Unica Del Transporte Fluvial de la Industria Platanera**<br>Villa Hermosa Mexico | **3 867**<br>2 023<br>— | (AB) | **1944** Dravo Corp.—Pittsburgh, Pa<br>*94,19* 15,24<br>94,19 7,62<br>2 dks<br>conv RoRo Cargo/ Tank Landing Ship — | **TM General Cargo**<br>Mchy.aft | General Motors<br>2 Oil 2SA each 12Cy. 216 × 254<br>General Motors Corp. La Grang |
| **8100014**<br>*LPAF*<br>Df Esd Rdr<br>Rt | **PRESIDENTE ARTURO UMBERTO ILLIA**<br>ex Capitan Constante-84<br>**Government of The Argentine Republic (Yacimientos Petroliferos Fiscales) (YPF)**<br>Government of The Argentine Republic (Gerencia Transporte Maritimo y Fluvial)<br>Buenos Aires Argentina | **35 995**<br>20 908<br>58 570 | (AB) | **1983** A.F.N.E., Ast. y Fab. Nav. del Estado S.A. —Ensenada (58)<br>215,09 (BB) 13,701<br>204,63 30,01 18,42<br>F 13,8 1 dk<br>rf nil | **M Tanker**<br>SBT<br>7 Ta ER<br>L.(oil) 59 249 | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A.<br>Gen 3 × 1700kW |
| **5284144** | **PRESIDENTE BERRETA**<br>**"Transmar"-Comercio y Transportes Maritimos S.A.**<br>Montevideo Uruguay | **406**<br>357<br>— | | **1948** Metalurgica y Diques Flotantes—Carmelo<br>60,97 9,48 2,693<br>... ... ...<br>RW | **M General Cargo**<br>Mchy.aft | Imperial<br>Oil 6Cy. 330 × 405<br>E made43 fitted48<br>Atlas Imperial D.E. Co. Oa |
| **7601401**<br>Df Esd Rdr<br>Rt | **PRESIDENTE CARDENAS**<br>**Government of Mexico (Secretaria de Communicaciones y Transportes - Direccion General de Dragado)**<br>Salina Cruz Mexico | **1 079**<br>339<br>900 | (BV)<br>Classed LR until 14/8/85 | **1976** Dubigeon-Normandie S.A.—Grand Quevilly (25-2534A)<br>59,80 13,26 3,401<br>55,30 13,01 4,25<br>Trunk 10,7 F 18,0 1 dk<br>rf nil DK | **TM Hopper/Dredger/Sand Carrier**<br>Trailing Suction Bottom doors Sand-pump discharge<br>Single side arm Dredging depth 10,0<br>Hopper 810T<br>Mchy.aft<br>Hopper 500<br>1 sandpump 597kW (800bhp) | Poyaud<br>2 Vee Oil 4SA each 12Cy. 150 × 180 wi<br>clutches, flexible couplings & sr gear<br>shafts<br>1 700bhp (1 250kW)<br>Soc. Surgerienne de Const. Mec.<br>Gen 2 × 165kW 1 × 50kW 450V 50H<br>Thw. thrust propeller fwd<br>Fuel 91,5t (d.o.) |
| **6710310**<br>*ZPKZ*<br>Df Esd Rt | **PRESIDENTE CARLOS ANTONIO LOPEZ**<br>**Government of The Republic of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguay | **1 174**<br>745<br>183 | | **1967** Ast. de T. Ruiz de Velasco—Bilbao (91)<br>77,86 10,04 1,372<br>71,61 10,01 3,10<br>F 10,1 1 dk | **TM Passenger/Ferry** | MWM<br>2 Oil 4SA each 12Cy. 180 × 220<br>1 840bhp (1 353kW)<br>Motorenw. Mannheim A.G. (MWM) |

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| 5284168<br>PPFY<br>4998<br>Df Esd Gc<br>RdrRTm | **PRESIDENTE DEODORO**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro Brazil | **30 729**<br>19 855<br>52 989<br>T/cm<br>58,0 | BV<br>✠Classed LR until 12/1/79 | **1960**-4 (Fwd & aft sections) Nippon Kokan K.K. —Tsurumi Shipyard, Yokohama (750)<br>**1967**-12 (Cargo section) Mitsubishi Heavy Industries Ltd.—Yokohama<br>241,05 27,56 12,202<br>231,48 27,44 16,62<br>F 23,8 1 dk<br>RW rf 102 Bow/CM 136 Diam. 0,254 MH 1,5 len & deepened 67 | **S Tanker**<br>13 Ta ER<br>L.(oil) 63 754 HeCls. BC<br>4 Cargo pumps total 4 000T/hr | 2 S Turb dr geared to sc. shaft<br>15 200shp (11 181kW)<br>Ishikawajima Jukogyo Tokyo<br>Gen 2 × 640kW 450V 60Hz a.c.<br>Fuel 3 938,5t (o.f.) 40,5t (d.o.)-86,0pd 14,25kn |
| 7622754<br>Df Esd Rdr<br>Rt | **PRESIDENTE ELIAS CALLES**<br>**Government of Mexico (Secretaria de Communicaciones y Transportes - Direccion General de Dragado)**<br>Mexico | **1 079**<br>338<br>900 | (BV)<br>Classed LR until 16/11/83 | **1975** Dubigeon-Normandie S.A.—Grand Quevilly<br>59,80 13,26 3,401<br>55,30 13,01 4,25<br>Trunk 10,7 F 18,0 1 dk<br>rf nil DK | **TM Hopper/Dredger/Sand Carrier**<br>Trailing Suction Bottom doors Sand-pump discharge<br>Single side arm Dredging depth 10,0<br>Hopper 810T<br>Mchy.aft<br>Hopper 500<br>1 sandpump 597kW (800bhp) | Poyaud 150V12B/85<br>2 Vee Oil 4SA each 12Cy. 150 × 180 reverse reduction geared to sc. shafts<br>1 700bhp (1 250kW) NE made fitted10/81<br>Soc. Surgerienne de Const. Mec. Surgeres<br>Gen 2 × 165kW 1 × 50kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 91,5t (d.o.) 9kn |
| 5284194<br>PPFV<br>4997<br>Df Esd Gc<br>RdrRTm | **PRESIDENTE FLORIANO**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro Brazil | **29 904**<br>19 027<br>53 079<br>T/cm<br>58,0 | BV<br>✠Classed LR until 12/8/77 | **1960**-1 (Fwd & aft sections) Nippon Kokan K.K. —Tsurumi Shipyard, Yokohama (749)<br>**1968**-4 (Cargo section) Mitsubishi Heavy Industries Ltd.—Kobe<br>241,10 27,56 12,202<br>231,48 27,44 16,62<br>F 26,6 1 dk<br>rf 102 Bow/CM 136 Diam. 0,254 MH 1,5 len 68 | **S Tanker**<br>13 Ta ER<br>L.(oil) 63 754 HeCls. BC<br>4 Cargo pumps total 4 000T/hr | 2 S Turb dr geared to sc. shaft<br>15 200shp (11 181kW)<br>Ishikawajima Jukogyo Tokyo<br>Gen 2 × 640kW 450V 60Hz a.c.<br>Fuel 3 938,5t (o.f.) 40,5t (d.o.)-86,0pd 14,25kn |
| 7021455<br>3FDP<br>11811-82C<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PRESIDENTE FREI**<br>ex Valeria-91 ex Lone Star-81<br>ex Steinfels-80<br>**Compania Naviera Valeria S.A.**<br>Mediterranean Shipping Co. S.A.<br>Panama Panama | T.Mk<br>**7 384**<br>4 645<br>11 816<br>**10 618**<br>7 022<br>14 436 | GL | **1970** Luebecker Flender-Werke AG.—Luebeck (583)<br>153,27 (BB) 22,92 9,062/10,064<br>144,00 22,81 13,52<br>F 22,6 3 dks<br>rf nil | **M General Cargo**<br>5 Ho 12,5 19,8 22,7 23,0 19,9 ER 10 TwD<br>G.22 536 B.20 340 L.1 920<br>TEU 528<br>C.Ho 270/20' (40') C.Dk 258/20' (40')<br>8 Ha (stl) (7,0 × 6,4) (12,5 × 9,6) (19,2p&s 19,2p&s 19,2p&s × 8,0) ER<br>10W Cr 1(10) 1(5) Der 2(75) 8(10) | MAN K7Z78/155F<br>Oil 2SA 7Cy. 780 × 1550<br>12 250bhp (9 011kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 500kW 2 × 450kW 440V 60Hz a.c.<br>Fuel 253,0t (d.o.) 1 278,0t (hvf)-40,0pd 17kn |
| 8225448<br>3EIX2<br>13521-83<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PRESIDENTE IBANEZ**<br>ex Wangoni-83<br>**Birkdale Shipping Corp. S.A.**<br>Government of The Republic of Chile (Empresa Maritima del Estado) (EMPREMAR)<br>Panama Panama | T.Mk<br>**7 766**<br>4 824<br>12 127<br>**12 103**<br>7 325<br>17 330 | AB (BV) | **1982** VEB Warnowwerft Warnemuende —Warnemuende (245)<br>158,02 (BB) 23,09 8,060/10,181<br>146,01 23,06 13,42<br>P 24,7 F 34,2 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 4 TwD<br>G.25 665 B.23 556<br>TEU 642<br>C.Ho 342/20' (40') C.Dk 300/20' (40') incl. 30 ref C.<br>7 Ha (stl) (18,6 × 13,0) (19,2p&s 19,2p&s 19,2p&s × 7,8) ER<br>9W Der 1(125) 4(35) 4(5-10) | MAN K7Z70/120E<br>Oil 2SA 7Cy. 700 × 1200<br>9 095bhp (6 690kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 2 × 640kW 1 × 452kW 380V 50Hz a.c.<br>Fuel 291,0t (d.o.) 1 260,0t (hvf)-37,5pd 17,5kn |
| 7392725<br>Esd Gc Rdr<br>RTm/h/v | **PRESIDENTE JUAREZ**<br>**Government of Mexico (Secretaria de Communicaciones y Transportes - Direccion General de Dragado)**<br>Mexico | **2 202**<br>1 055<br>2 459 | (BV)<br>Classed LR until 4/9/85 | **1973** Dubigeon-Normandie S.A.—Grand Quevilly (2522)<br>79,81 14,79 4,865<br>73,11 14,25 5,80<br>Trunk 24,1 1 dk<br>rf nil DK | **TM Hopper/Dredger/Sand Carrier**<br>Trailing Suction Bottom doors Sand-pump discharge<br>Twin side arms Dredging depth 18,0<br>Hopper 2300T<br>Mchy.aft<br>Hopper 1 400<br>2 sandpumps each 947kW (1270bhp) | MAN G7V30/45ATL<br>2 Oil 4SA each 7Cy. 300 × 450 with flexible couplings & sr reverse geared to sc. shafts<br>2 970bhp (2 185kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 260kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 12kn |
| 6424105<br>PPAV<br>5788<br>Df Esd Gc<br>Rdr Rt | **PRESIDENTE KENNEDY**<br>**Transnave Navegacao S.A.**<br>Rio de Janeiro Brazil | T.Mk<br>**6 855**<br>4 776<br>11 466<br>**9 091**<br>7 011<br>13 330 | AB<br>✠Classed LR until 24/2/84 | **1965**-6 Ishikawajima do Brasil—Rio de Janeiro (14)<br>145,50 19,54 7,938/8,751<br>135,01 19,51 12,20<br>F 11,6 2 dks<br>RW rf nil | **M General Cargo**<br>Ref<br>4 Ho 22,3 24,0 24,0 24,0 ER 4 TwD<br>G.17 959 B.16 673 In.450<br>4 Ha (stl) (13,1 15,2 15,2 15,2 × 7,3) ER<br>Der 1(40) 1(25) 16(5) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>7 700bhp (5 664kW)<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 3 × 200kW 450V 60Hz a.c.<br>Fuel (d.o.) 15,5kn |
| 7398456<br>Esd Gc Rdr<br>RTm/h/v | **PRESIDENTE MADERO**<br>**Government of Mexico (Secretaria de Communicaciones y Transportes - Direccion General de Dragado)**<br>Mexico | **2 202**<br>1 055<br>2 459 | (BV) | **1974** Dubigeon-Normandie S.A.—Grand Quevilly<br>79,81 14,56 4,865<br>73,11 14,25 5,80<br>1 dk | **TM Hopper/Dredger/Sand Carrier**<br>Trailing Suction Bottom doors Sand-pump discharge<br>Twin side arms Dredging depth 18.0<br>Hopper 2300T<br>Hopper 1 400<br>2 sandpumps each 947kW (1270bhp) | MAN G7V30/45ATL<br>2 Oil 4SA each 7Cy. 300 × 450<br>2 970bhp (2 185kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 260kW 440V 60Hz a.c.<br>Fuel (d.o.) 12kn |
| 6609195<br>CXKU<br>Df Esd Pfd<br>Rdr RTm/h/v | **PRESIDENTE ORIBE**<br>ex Cathrina-81 ex Gulf Princess-72<br>ex Cathrina-71<br>**Government of The Oriental Republic of Uruguay (Armada Nacional del Uruguay - Servicio de Buques Auxiliares) (SEBAX)**<br>Montevideo Uruguay | **299**<br>182<br>759 | BV | **1966** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (257)<br>54,26 9,61 3,350<br>48,39 9,50<br>B 9,2 1 dk & S dk | **M General Cargo** OSD<br>1 Ho 42,5 1 TwD 35,1<br>G.1 573 B.1 437<br>1 Ha (stl) (25,2 × 6,2) ER<br>2W Der 2(5) | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>510bhp (375kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 30kW 380V 50Hz a.c.<br>Fuel 74,0t (d.o.) 10kn |
| 5284211<br>PPER<br>Df Esd Gc<br>RdrRTm | **PRESIDENTE PRUDENTE DE MORAES**<br>ex Presidente Juscelino-68<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro Brazil | **29 586**<br>19 716<br>50 791 | **✠100A1** SS 8/87<br>moored crude oil processing & storage tanker<br>**✠LMC**<br>EL Jt $2\frac{13}{16}$"U3<br>FN 9908 | **1959**-1 (Fwd & aft sections) Verolme Schpsw. —Alblasserdam (607)<br>**1972**-10 (Cargo section) Mitsubishi Heavy Industries Ltd.—Yokohama<br>240,32 26,09 12,847<br>231,10 26,00 16,87<br>F 28,4 1 dk<br>RW rf nil conv Tanker 79 | **S Processing Tanker**<br>Storage Vessel for offshore installations<br>13 Ta ER<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>14 900shp (10 960kW) Parsons<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>2 WTB 710lbf/in² (49,0bar) Spt 454,5°C 680lbf/in² (46,9bar) hs2830,9 sg 120lbf/in² (8,3bar)<br>Gen 2 × 425kW 450V 60Hz a.c.<br>Fuel 2 286,0t (o.f.)-91,5pd 16kn |
| 7411909<br>LRUP<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PRESIDENTE RAMON S. CASTILLO**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | **9 236**<br>6 577<br>14 930 | AB | **1980** A.F.N.E., Ast. y Fab. Nav. del Estado S.A. —Ensenada (51)<br>141,00 20,40 8,841<br>134,17 20,38 11,76<br>F 11,6 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>4 Ho 21,5 28,1 7,6DTp,c,s 25,9 ER 19,0 4 TwD<br>G.17 940 B.16 648 In.1 256 L.1 233<br>HeCls. C<br>TEU 138 C.Ho 92/20' C.Dk 46/20'<br>5 Ha (stl) (10,9 × 6,5) (12,8 12,8 12,8 × 8,3) ER (11,2 × 6,5)<br>Der 4(22) 2(5) | Doxford 67J4<br>Oil 2SA 4Cy. 670 × 2140 exhaust 1 640<br>8 000bhp (5 884kW)<br>Doxford Engines Ltd. Sunderland<br>Gen 3 × 425kW 380V 50Hz a.c.<br>Fuel 363,0t (d.o.) 959,0t (hvf)-23,0pd 15,5kn |
| 7826831<br>CXFN<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PRESIDENTE RIVERA**<br>ex Viking Harrier-88<br>**Government of The Oriental Republic of Uruguay (Armada Nacional del Uruguay - Servicio de Buques Auxiliares) (SEBAX)**<br>Montevideo Uruguay | **42 235**<br>33 522<br>87 325<br>T/cm<br>85,9 | AB | **1981** Uddevallavarvet AB—Uddevalla (316)<br>228,61 42,35 13,518<br>220,00 42,31 19,41<br>F 14,7 1 dk<br>rf nil Bow/CM 116 Diam. 0,410 MH 1,8 | **M Tanker**<br>COW IGS SBT<br>13 Ta ER<br>L.(oil) 98 505 HeCls. C<br>4 Cargo pumps total 8 800T/hr | B&W 6L80GF<br>Oil 2SA 6Cy. 800 × 1950<br>15 800bhp (11 622kW)<br>Uddevallavarvet A/B Uddevalla<br>Gen 2 × 800kW 1 × 700kW 440V 60Hz a.c.<br>Fuel 249,5t (d.o.) 3 660,5t (hvf) 15kn |
| 8119716<br>3ETR4<br>17387-P<br>EXT-F1<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **PRESIDENTE SARMIENTO**<br>ex Lanka Abhaya-87 ex Andalusia-85<br>ex Euro Star-84<br>**"Andalusia" Beteiligungsgesellschaft Navi-Fonds Nr. 23 m.b.H. & Co. KG**<br>Christian F. Ahrenkiel G.m.b.H. & Co.<br>Hamburg Panama<br>SatCom: 1330253/PRSA | T.Mk<br>**10 308**<br>6 841<br>15 240<br>**15 321**<br>10 482<br>20 221 | GL | **1984** Stocznia Szczecinska im. A. Warskiego —Szczecin (B181/10)<br>184,23 (BB) 25,38 9,929/10,151<br>171,05 25,32 13,42<br>B 22,9 F 30,5 2 dks | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,8 33,9 34,0 16,1 ER 4 TwD<br>G.28 039 B.26 957<br>TEU 892<br>C.Ho 478/20' (40') C.Dk 414/20' (40')<br>7 Ha (stl) (12,6 × 13,2) (32,3p&s 32,3p&s 12,8p&s × 10,4) ER<br>6W Der 6(36) | Sulzer 8RND68M<br>Oil 2SA 8Cy. 680 × 1250<br>15 200bhp (11 181kW)<br>H. Cegielski Poznan<br>Gen 1 × 984kW 2 × 800kW 1 × 320kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 236,0t (d.o.) 1 652,0t (hvf)-46,0pd 18kn |

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|---|---|---|---|---|---|---|
| **5284273**<br>*PP2052*<br>Df Esd | **PRESIDENTE VARGAS**<br>ex Helmi Sohle-52<br>**Guanapesca Industria Comercio de Pescado Ltda.**<br>Rio de Janeiro Brazil | **326**<br>107<br>— | | **1944** Rotterdamsche D.D. Maats. N.V.—Rotterdam<br>*41,09* 8,06<br>... ... | **M Fishing**<br>Side Trawler | Sulzer<br>Oil 2SA 6Cy. 290 × 500<br>Sulzer Bros. Ltd. |
| **5284285**<br>*PPFU*<br>4884<br>Df Esd Gc<br>RdrRTm | **PRESIDENTE WASHINGTON LUIS**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro Brazil | **30 379**<br>20 485<br>53 586<br>T/cm<br>56,0 | BV<br>✠Classed LR until 21/12/78 | **1960**-3 Verolme Dok & Schpsb.—Rozenburg (629)<br>239,71 26,09 12,785<br>231,12 26,00 16,69<br>P 39,7 F 28,7 1 dk<br>RW rf nil Bow/CM 135 Diam. 0,254 MH 1,5<br>len & deepened 72 | **S Tanker**<br>15 Ta ER<br>L.(oil) 64 346 HeCls. BptC<br>2 Cargo pumps total 2 000T/hr | 2 S Turb dr geared to sc. shaft<br>15 100shp (11 107kW)<br>N.V. Koninklijke Maats. "De Schelde"<br>Gen 2 × 425kW 450V 60Hz a.c.<br>Fuel 4 876,5t (o.f.) 43,0t (d.o.)-91,5pd |
| **7632618**<br>*C6JC5*<br>716246<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PRESIDIO**<br>ex Eldorado-90 ex Global Maritime-88<br>**Presidio Vessel Ltd. Partnership**<br>Societe Anonyme Monegasque d'Administration Maritime et Aerienne (S.A.M.A.M.A.)<br>Nassau Bahamas | **15 106**<br>10 954<br>26 891<br>T/cm<br>36,1 | NK | **1977** Kurushima Dockyard Co. Ltd.—Onishi (941)<br>168,90 (BB) 24,85 10,324<br>159,00 24,80 14,30<br>P 27,3 F 11,2 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho 14,8 31,3 15,7 31,3 29,7 ER<br>G.34 329 B.33 425 HeCls. B<br>5 Ha (stl) (9,4 25,1 9,4 25,1 × 12,8) (25,1 × 12,5) ER<br>3W Cr 4(15) Der 1(15) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>6 841kW (9 300bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 380kW 450V 60Hz a.c.<br>Fuel 205,0t (d.o.) 1 705,0t (hvf)-36,0pd |
| **7024110**<br>*LZNB*<br>149<br>Esd Gc Pfd<br>Rdr RTm/v | **PRESLAV**<br>ex Jolly Celeste-90 ex Jolly Azzurro-82<br>ex Destro-78<br>**So Mejdunaroden Automobilen Transport (S.M.A.T.)**<br>Bourgas Bulgaria | **2 681**<br>1 232<br>5 864 | RI (BV) (NV)<br>Classed LR until 10/8/79 | **1970** Ankerlokken Verft Floro A/S—Floro (87)<br>130,21 (BB) 19,64 6,182<br>121,62 19,21 13,01<br>2 dks<br>rf 635 len 78 | **TM RoRo Cargo**<br>Stern door<br>Lane Length 1392<br>1 Ho ER<br>B.8 860<br>TEU 186 C. 186/20'<br>1 Ha ER<br>Der 1(0,75) | Pielstick<br>2 Oil 4SA each 8Cy. 400 × 460 sr geared<br>shafts<br>5 884kW (7 999bhp)<br>Lindholmens Varv. A/B<br>Gen 2 × 420kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 693,0t (hvf) |
| **7303877**<br>*WZE4928*<br>553416<br>Esd Gc Pfd<br>Rdr Rt | **PRESQUE ISLE**<br>**First Interstate Bank of California**<br>Matson Navigation Co.<br>Los Angeles-Long Beach, Ca United States of America | **1 578**<br>1 073<br>— | AB | **1973** Halter Marine Services, Inc.—New Orleans, La (322)<br>44,00 8,827<br>42,78 16,46 9,56<br>F 2,8 1 dk | **TM Tug**<br>Articulated Pusher<br>(linked with 22621 gross ton self-unloading barge of same name) | Mirrlees<br>2 Vee Oil 4SA each 16Cy. 381 × 457 sr<br>sc. shafts<br>Mirrlees Blackstone (Stockport) Ltd.<br>Gen 3 × 300kW<br>2 Controllable pitch propellers<br>Fuel 467,5t (d.o.) |
| **8612756**<br>*JXNA*<br>20323<br>Df Esd Gc<br>Pfd Rdr Rt | **PRESTFJORD**<br>**Partrederi Prestfjord**<br>Sortland Norway | *1 659*<br>*497*<br>— | NV | **1987** Kleven M/V A/S—Ulsteinvik (97)<br>56,93 5,238<br>13,01 5,82<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.1 000 | Normo<br>Vee Oil 4SA 12Cy. 250 × 300 reduction<br>sc. shaft<br>2 997bhp (2 204kW)<br>BMV Maskin A/S<br>Gen 1 × 1200kW 1 × 370kW 440V 60H<br>Thw. thrust propeller fwd |
| **7372141**<br>*SYAK*<br>9488<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRESTIGE**<br>ex Gladys-88<br>**Lancer Corp.**<br>Piraeus Greece<br>SatCom: 1130256/PRES | **39 920**<br>30 641<br>81 564<br>T/cm<br>73,8 | AB | **1976** Hitachi Zosen—Maizuru Works, Maizuru (4437)<br>243,49 (BB) 34,55 14,072<br>232,01 34,41 18,70<br>F 16,8 1 dk<br>rf 69 Bow/CM 119 Diam. 0,410 MH 2,1 | **M Tanker**<br>CBT COW IGS<br>Mchy.aft<br>3 Cargo pumps total 7 487T/hr | B&W<br>Oil 2SA 8Cy. 840 × 1800<br>20 000bhp (14 711kW)<br>Hitachi Zosen Sakurajima Work<br>Gen 1 × 900kW a.c. 2 × 480kW a.c. |
| **8807454**<br>*3EKZ7*<br>18590-89<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>CollRdr<br>AMVER | **PRESTIGE**<br>**Pepperwood International Corp. S.A.**<br>Panama Panama<br>SatCom: 1332273/PSTG | *39 415*<br>*20 226*<br>68 337<br>T/cm<br>66,2 | NV | **1989** Namura SB. Co. Ltd.—Imari (898)<br>228,66 (BB) 32,48 13,321<br>219,60 32,20 19,60<br>1 dk<br>Bow/CM 114 Diam. 0,400 MH 1,8 | **M Tanker**<br>COW IGS SBT<br>7 Ta ER<br>L.(oil) 80 998<br>4 Cargo pumps total 6 000T/hr | B&W<br>Oil 2SA 6Cy. 600 × 2292<br>6 988kW (9 500bhp)<br>Hitachi Zosen Sakurajima Work<br>Gen 3 × 610kW 450V 60Hz a.c.<br>Fuel 113,92t (d.o.) 2 063,43t (hvf)-31,7pd |
| **8716681**<br>*VTSK*<br>2379<br>Esd Rt | **PRESTIGE**<br>**Madras Port Trust**<br>Calcutta India | *225*<br>*68*<br>157 | IRS (Class cont.)<br>✠Classed LR until 7/89 | **1989**-1 Hooghly Dock & Port Engineers Ltd.—Calcutta (461)<br>28,25 (BB) 10,02 2,300<br>26,65 9,52 3,51<br>RFD 4,5 1 dk<br>rf 800 | **TM Tug/ Buoy Tender**<br>Mchy.aft | Daf<br>2 Oil 4SA each 6Cy. 130 × 146 with clut<br>flexible couplings & reduction geared t<br>shafts<br>DAF Nederland Bedrijfswagen B.V.<br>Gen 2 × 51kW 415V 50Hz a.c.<br>2 Directional propellers |
| **5284338**<br>*MWDT*<br>186840<br>RTm | **PRESTWICK**<br>**Medway Port Services Ltd.**<br>Newcastle - upon - Tyne United Kingdom | **119**<br>0<br>— | ✠Classed LR until 22/3/85 | **1955**-3 P. K. Harris & Sons Ltd.—Appledore (56)<br>28,45 7,73 2,540<br>25,61 7,09 3,20<br>1 dk | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 216 × 254 sr geared t<br>shaft<br>NE made44 refitted55<br>General Motors Corp. La Gran<br>Gen 2 × 30kW 110V d.c.<br>Fuel 36,5t (d.o.) |
| **7208704**<br>*ELOM4*<br>9595<br>Df Esd Gc<br>Rdr RTv | **PRETORIANO**<br>ex Frotabeira-83<br>**Maruba S.C.A. Empresa de Navegacion Maritima**<br>Monrovia Liberia | T.Mk<br>**6 981**<br>3 785<br>9 856<br>**10 187**<br>5 784<br>12 442 | ✠**100A1** CS 8/86<br>DTsf—veg. oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL Ct 2⅜"U2<br>FN 5434 | **1972**-8 Stocznia Gdanska im. Lenina—Gdansk (B444/07)<br>161,02 (BB) 22,99 8,713/9,722<br>150,02 22,93 13,29<br>P 53,1 F 34,2 1 dk, 2nd dk except in No. 1 hold, 3rd dk in Nos. 2, 3 & 4 holds<br>rf nil | **M General Cargo**<br>Ref<br>Side doors 4(p) 4(s) pt higher tensile steel<br>4 Ho 10,1DT 9,5DTp&s 22,1 23,0 23,0 ER 22,3 10 TwD<br>G.18 199 B.16 854 In.1 676 L.884<br>TEU 152 C. 152/20'<br>5 Ha (stl) (8,8 × 5,3) (13,4 × 8,0) (13,4 13,4 × 6,0) ER (7,0 × 6,7)<br>4 Wing Ha (stl) (each 13,4p&s × 5,3)<br>16W Der 1(60) 1(30) 16(5) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 175,5t (d.o.) 2 072,5t (hvf) |
| **8917118**<br>*SW6688*<br>9561<br>Rdr Rt | **PREVEZA**<br>**Municipality of Preveza**<br>Piraeus Greece | **493**<br>317<br>304 | HR (Class cont.) | **1990** Savvas Shipyard S.A.—Eleusis (112)<br>57,50 13,60 2,150<br>51,00 11,70 3,20 | **TM RoRo Cargo/Ferry**<br>Deck Cargo<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152 wit<br>couplings & reverse reduction geared t<br>shafts<br>652kW (886bhp)<br>Caterpillar Inc. |
| **7129441**<br>*TCFQ*<br>4207<br>Df Esd Gc<br>Pfd Rdr Rt | **PREVEZE**<br>**D.B. Deniz Nakliyati T.A.S. Genel Mudurlugu (Turkish Cargo Lines)**<br>Istanbul Turkey | **1 431**<br>1 017<br>2 658 | (AB) | **1973** Denizcilik Bankasi T.A.O.—Camialti (193)<br>80,29 11,71 5,512<br>70,39 11,70 6,61<br>F 7,1 2 dks<br>rf 102 | **M General Cargo**<br>1 Ho 52,4 ER<br>G.3 511 B.3 115<br>2 Ha (stl) (each 17,3 × 7,0) ER<br>Der 4(2) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 650bhp (1 214kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 96kW a.c. 1 × 14kW a.c.<br>Fuel 258,0t |
| **7532791**<br>*UWGG*<br>M-31218<br>Df Esd Gc<br>Pfd Rdr Rt | **PREZIDENT PIECK**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | **3 102**<br>1 175<br>2 118 | RS | **1976** VEB Volkswerft Stralsund—Stralsund (450)<br>101,86 (BB) 15,22 5,711<br>91,90 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha (each 2,2 × 2,2)<br>6W Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller |
| **8108171**<br>*IKEE*<br>393<br>Df Esd Gc<br>Rdr Rt | **PRIAMAR**<br>**Societa Carmelo Noli fu Giovanni S.r.l.**<br>Savona Italy | **173**<br>47<br>109 | RI | **1983** Campanella Cantieri Navali S.p.A.—Savona (98)<br>28,53 8,06 3,280<br>24,36 7,62 4,14<br>1 dk | **M Tug** | Polar<br>Vee Oil 4SA 8Cy. 250 × 300 with clut<br>couplings & sr geared to sc. shaft<br>Nohab Diesel A/B<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |

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| 7027095<br>*P3QS2*<br>708393<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRIAMOS**<br>ex Showa Venture-75<br>**Lambia Maritime Co. Ltd.**<br>Archipelago Shipping S.A.<br>Limassol Cyprus | **30 861**<br>24 170<br>60 548<br>T/cm<br>64,0 | BV | **1970** Maizuru Jukogyo K.K.—Maizuru (140)<br>225,00 (BB) 32,24 12,461<br>215,02 32,19 17,81<br>P 13,2 F 21,7 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.74 200<br>7 Ha (stl) (16,0 × 12,8) (16,0 16,0 16,0 16,0 16,0 16,0 × 13,1) ER | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Maizuru Jukogyo Maizuru<br>Gen 3 × 370kW 450V 60Hz a.c.<br>Fuel 3 348,0t 14kn |
| 5386019<br>*5B2141*<br>367121<br>Df Esd Gc<br>Rdr RTv | **PRIAMOS**<br>ex Amphitrite-72 ex Wangaratta-67<br>**Priamos Shipping Co. Ltd.**<br>A. Bacolitsas Compania Naviera S.A.<br>Limassol Cyprus | **5 848**<br>3 331<br>9 419 | ✠Classed LR until 1/8/84 | **1945**-8 A/B Gotaverken—Goteborg (585)<br>144,61 17,89 7,830<br>137,17 17,86 11,59<br>F 29,9 1 dk & S dk, 3rd dk in No. 1 hold<br>R DK fwd | **M General Cargo** OSD 4P<br>Ice strengthened<br>5 Ho 19,3 19,9 18,7 22,5 19,5<br>G.16 694 B.15 525<br>5 Ha (stl) (9,7 9,9 9,9 9,9 9,9 × 5,6)<br>10W Der 2(15) 4(5) | B&W 7-62VF-140<br>Oil 2DA 7Cy. 620 × 1400<br>8 050bhp (5 921kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 140kW 220V d.c.<br>Fuel 1 945,5t (d.o.) 16,75kn |
| 6705389<br>*ESUN*<br>M-28095<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PRIAMURYE**<br>ex Glafki-69<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | T.Mk<br>**2 433**<br>872<br>1 490 | RS | **1966** Nikolayev Shipyard "Nosenko"—Nikolayev<br>84,69 14,03 5,811<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.244 In.1 878<br>4 Ha (2,5 × 2,5) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| 7362471<br>*UUUQ*<br>M-30665<br>Df Esd Gc<br>Pfd Rdr Rt | **PRIBALTIKA**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **13 087**<br>5 997<br>10 136 | RS | **1974** Stocznia Gdanska im. Lenina—Gdansk (B69/29)<br>164,01 21,34 8,081<br>148,98 21,21 12,65<br>2 dks & S dk | **M Factory Ship** OSD<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 896<br>5 Ha (stl) (each 4,5 × 3,9) ER<br>16W Der 2(10) 14(5) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>Thw. thrust propeller fwd<br>14,5kn |
| 7742023<br>*WRQF*<br>293151<br>Df Esd Gc<br>Pfd Rdr Rt | **PRIBILOF**<br>ex Aleut Provider-80 ex Pribilof-78<br>ex FSR 791<br>**Pribilof Ltd. Partnership**<br>Juneau, Ak United States of America | **1 254**<br>1 035<br>1 666 | (AB) | **1954** Higgins Industries Inc.—New Orleans, La (11659)<br>*62,34* 11,89 4,839<br>62,18 11,59 5,80<br>P 20,8 F 9,2 1 dk<br>rf 102 | **TM Refrigerated Cargo**<br>3 Ho ER<br>In.1 132<br>3 Ha ER | White Superior<br>2 Oil 4SA each 8Cy. 216 × 267 sr geared to sc. shafts<br>1 400bhp (1 030kW)<br>National Supply Co. U.S.A.<br>Gen 3 × 120kW |
| 6407444<br>*UJKE*<br>M-27082<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PRIBOY**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**7 956**<br>3 962<br>—<br>**10 872**<br>5 905<br>8 900 | RS<br>✠Classed LR until 6/68 | **1964**-9 A/B Gotaverken—Goteborg (794)<br>157,00 21,26 —/7,392<br>145,07 21,14 13,19<br>P 37,5 F 15,0 2 dks, 3rd dk except in mchy. space<br>rf 152 | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>5 Ho ER<br>In.12 649<br>5 Ha (each 5,0 × 4,1) ER<br>12W Der 10(5) 2(1,5) | Gotaverken<br>Oil 2SA 7Cy. 760 × 1500<br>8 750bhp (6 436kW)<br>A/B Gotaverken Goteborg<br>18kn |
| 6916586<br>*EREH*<br>M-29116<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PRIBOY**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Vladivostok) (U.S.S.R.) | **3 269**<br>980<br>1 140 | RS | **1969** Stocznia Szczecinska im. A. Warskiego —Szczecin (B88/05)<br>96,35 13,82 5,300<br>88,42 13,80 8,77<br>2 dks | **TM Research**<br>Survey<br>Ice strengthened<br>1 Ho<br>B.150<br>1 Ha (4,1 × 2,3)<br>2W Cr 1(3) | Sulzer 8TD48<br>2 Oil 2SA each 8Cy. 480 × 700<br>3 530kW (4 799bhp)<br>H. Cegielski Poznan<br>16kn |
| 8723971<br>M-40247<br>Esd Rdr Rt | **PRIBOY**<br>**Kaspryba**<br>(Krasnovodsk) (U.S.S.R.) | *191*<br>*85*<br>314 | RS | **1987** .............U.S.S.R.<br>29,45 8,15 3,120<br>28,50 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad<br>7,5kn |
| 8729779<br>M-42028<br>Esd Rdr RTv | **PRIBOY**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Vanino) (U.S.S.R.) | *127*<br>*38*<br>25 | RS | **1988** ........ .....Poland<br>27,50 6,27 2,100<br>24,59 - 2,70<br>1 dk | **M Tug**<br>Ice strengthened | Sulzer 6AL20D<br>Oil 4SA 6Cy. 200 × 240<br>Poland<br>Controllable pitch propeller |
| 7645330<br>*UKKA*<br>M-12515 | **PRIBREZHNYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1977** .............U.S.S.R.<br>33,96 7,09 2,902<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,5kn |
| 7943225<br>M-33936<br>Rdr RTv | **PRIBREZHNYY**<br>**Kaliningrad Port Authority**<br>(Kaliningrad) (U.S.S.R.) | **145**<br>56<br>165 | RS | **1981** .............U.S.S.R.<br>35,75 7,40 1,710<br>- 2,40<br>1 dk | **M General Cargo**<br>Ice strengthened | Oil<br>............. |
| 7922087<br>*ELDM3*<br>7520<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **PRIDE**<br>ex Cys Pride-85 ex Mototama Maru-84<br>**Fortran (No. 6) Tankers Corp.**<br>Monrovia Liberia<br>SatCom: 1242475/PRID | *23 290*<br>*10 185*<br>36 834<br>T/cm<br>44,4 | NK | **1980** Kasado Dock Co. Ltd.—Kudamatsu (319)<br>175,34 11,018<br>166,00 30,01 16,79<br>1 dk<br>Bow/CM 87 Diam. 0,400 MH 1,5 | **M Tanker**<br>COW IGS SBT DB<br>14 Ta ER<br>L.(oil) 45 288 HeCls. BC<br>4 Cargo pumps total 3 600T/hr | Mitsubishi 7UEC60/150H<br>Oil 2SA 7Cy. 600 × 1500<br>12 600bhp (9 268kW)<br>Ube Industries Ltd. Ube<br>Gen 2 × 660kW 450V 60Hz a.c.<br>Fuel 151,0t (d.o.) 1 741,0t (hvf)-34,0pd 15,5kn |
| 5241960<br>*WMDV*<br>282295<br>Df Esd Gc<br>Pfd RdrRTm<br>AMVER | **PRIDE**<br>ex Mormacpride-77<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | T.Mk<br>**6 590**<br>3 801<br>—<br>**9 252**<br>5 527<br>12 601 | AB | **1960** Sun SB. & Dry Dock Co.—Chester, Pa (617)<br>147,30 20,78 —/9,576<br>139,60 20,73 12,65<br>F 11,9 2 dks, 3rd dk fwd<br>RW rf nil | **S General Cargo**<br>Ref 12P<br>Ice strengthened<br>5 Ho 17,8 20,5 22,1 ER 23,6 20,5<br>G.16 329 B.14 841 In.1 112<br>5 Ha (stl) (7,5 × 4,8) (11,4 12,1 × 6,7) ER (12,1 10,6 × 6,7)<br>18W Der 1(75) 1(20) 8(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>12 100shp (8 900kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 5 461,0t (o.f.) 19kn |
| 8701765<br>*VTQB*<br>2333<br>Esd Rt | **PRIDE**<br>**Madras Port Trust**<br>Madras India | *819*<br>*246*<br>1 160 | IRS | **1989** Chowgule & Co. Pvt. Ltd.—Goa (95)<br>55,00 12,14 3,703<br>54,00 12,00 4,75<br>1 dk | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Hopper 450 | Cummins KTA-2300-M<br>2 Vee Oil 4SA each 12Cy. 159 × 159 geared to sc. shafts<br>1 198kW (1 629bhp)<br>Kirloskar Cummins Ltd. Pune<br>Thw. thrust propeller fwd<br>10,5kn |
| 5284429<br>*XPZO*<br>A241<br>Df Esd Rdr Rt | **PRIDE**<br>**Foroyar Landsstyri**<br>Strandfaraskip Landsins<br>Klakksvik Faeroes (Danish) | **209**<br>124<br>— | NV | **1961** Loland Motorverstad A/S—Leirvik i Sogn (15)<br>31,96 7,01 3,353<br>28,17 7,00 3,61<br>1 dk<br>rf 800 BK 114 | **M Ferry/General Cargo**<br>160dk P<br>1 Ho ER<br>1 Ha (3,9 × 1,9) ER<br>1W Der 1(3) | Volund<br>Oil 4SA 5Cy. 300 × 410<br>550bhp (405kW)<br>A/S Volund Kobenhavn<br>Gen 2 × 24kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| 5137858<br>*WJHK*<br>279769<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PRIDE II**<br>ex Gulfpride-85<br>**Government of The United States of America (Department of Transportation)**<br>Wilmington, De United States of America | **16 913**<br>10 430<br>30 845<br>T/cm<br>42,3 | AB | **1959** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4570)<br>196,55 25,73 10,556<br>187,46 25,61 13,42<br>P 37,8 B 10,7 F 23,5 1 dk<br>RW rf nil Bow/CM 97 | **S Tanker**<br>SBT<br>30 Ta ER<br>L.(oil) 39 757<br>6 Cargo pumps total 5 080T/hr | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 750kW<br>Fuel 1 029,5t (o.f.)-12,0pd 16,75kn |

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| **7820497**<br>*GBSL*<br>379269<br>Df Esd Gc<br>Pfd Rdr Rt | **PRIDE OF BRUGES**<br>ex Pride of Free Enterprise-88<br>**Howill Shipping Ltd.**<br>P&O European Ferries (Dover) Ltd.<br>Dover United Kingdom | **7 951**<br>3 439<br>2 492 | ✠**100A1** CS 2/91<br>ferry<br>✠**LMC**<br>EL C† 550,0/60,0U2<br>FN 4467 | **1980**-11 Schichau-Unterweser A.G.—Bremerhaven<br>(2281)<br>131,91 23,19 5,719<br>126,52 22,70 12,60<br>3 dks<br>rf 305 | **TrM Passenger/RoRo Cargo/Ferry**<br>25cbn 50bth 1300dk P<br>Bow door Stern door<br>Bow ramp<br>Stern ramp<br>Clear height 4,50<br>Cars 200 Lorries 50 | Sulzer<br>3 Vee Oil 4SA each 12Cy. 400 × 480 sr<br>sc. shafts<br>17 652kW (23 998bhp)<br>Cie. de Const. Mec. Sulzer, CCM<br>Gen 2 × 1600kW 3 × 850kW 400V 50<br>2 Controllable pitch propellers<br>Controllable pitch propeller ,1 fwd<br>2 Thw. thrust propellers fwd<br>Fuel 336,0t (d.o.) |
| **8517748**<br>*GJLY*<br>709074<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PRIDE OF CALAIS**<br>**P&O Steam Navigation Co.**<br>P&O European Ferries (Dover) Ltd.<br>Dover United Kingdom | *26 433*<br>*11 399*<br>4 478 | ✠**100A1**<br>ferry<br>for service from ports in U.K. south of Oban and Newcastle, Eire (excluding west coast), also between River Elbe and Brest<br>✠**LMC** **CCS**<br>EL (G†) 577,5/60,0U3(a)<br>FN 6721 | **1987**-11 Schichau-Unterweser A.G.—Bremen-Vegesack<br>(94)<br>169,60 28,30 6,120<br>161,50 27,80 13,80<br>B 81,1 2 dks<br>rf 348 | **TrM Passenger/RoRo Cargo/Ferry**<br>45cbn 90bth 2260dk P<br>Bow door Stern door<br>pt higher tensile steel<br>Clear height 4,50<br>Cars 650 Lorries 104 | Sulzer<br>3 Vee Oil 4SA each 14Cy. 400 × 560 wi<br>clutches, flexible couplings & sr geared<br>shafts<br>31 404bhp (23 100kW)<br>Cie. de Const. Mec. Sulzer, CCM<br>Gen 6 × 1400kW 400V 50Hz a.c.<br>3 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 110,0t (d.o.) 437,0t (hvf) |
| **7644324**<br><br>575255 | **PRIDE OF CANAVERAL**<br>ex Cheramie Bo-Truc No. 24<br>**Captain Ed's Fleet Inc.**<br>New Orleans, La United States of America | **184**<br>125<br>— | | **1976** Bollinger Machine Shop & Shpyd Inc.—Lockport, La<br>(99)<br>50,32 10,98 3,174<br>48,04 10,96 3,64<br>1 dk | **M Supply Ship**<br>Deck Cargo | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 geared to s<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7368499**<br>*GUEN*<br>362864<br>Df Esd Gc<br>Rdr Rt | **PRIDE OF CANTERBURY**<br>ex Free Enterprise VIII-87<br>**Abbey National March Leasing (1) Ltd.**<br>P&O European Ferries (Dover) Ltd.<br>Dover United Kingdom | **5 169**<br>1 834<br>1 268 | ✠**100A-** CS 11/88<br>service from ports in the U.K. south of Oban & Newcastle, Eire excluding west coast, also between River Elbe & Brest<br>✠**LMC**<br>EL X 1$\frac{15}{16}$"U2<br>FN 3505 | **1974**-7 Verolme Shipyard Alblasserdam B.V.—Alblasserdam<br>(862)<br>123,60 19,49 4,388<br>116,13 19,05 11,13<br>B 43,9 2 dks, 3rd dk except in mchy. space<br>rf 203 | **TrM Passenger/RoRo Cargo/Ferry**<br>99bth 1101dk P<br>Bow door/ramp Stern door/ramp<br>Cars 350 Trailers 22 | Werkspoor<br>3 Oil 4SA each 8Cy. 410 × 470 dr geared<br>shafts<br>12 600bhp (9 268kW)<br>Stork-Werkspoor Diesel N.V.<br>Gen 3 × 480kW 415V 50Hz a.c.<br>3 Controllable pitch propellers<br>2 Thw. thrust propellers fwd |
| **7358303**<br>*GUYP*<br>362870<br>Df Esd Gc<br>Pfd Rdr RTv | **PRIDE OF CHERBOURG**<br>ex Viking Voyager-89<br>**Howill Shipping Ltd.**<br>P&O European Ferries (Portsmouth) Ltd.<br>Portsmouth United Kingdom | **6 386**<br>2 918<br>1 616 | ✠**100A-** CS 1/91<br>ferry<br>service from ports in U.K. south of Oban & Newcastle, Eire (excluding west coast) also between Brest, River Elbe, Kiel Canal & Baltic<br>Ice Class 3<br>✠**LMC**<br>EL (Z)X 1$\frac{13}{16}$"U3<br>FN 3768 | **1976**-1 Aalborg Vaerft A/S—Aalborg (205)<br>128,81 20,22 4,538<br>119,87 19,82 11,61<br>B 47,0 2 dks, 3rd dk fwd & aft of mchy. space<br>rf 203 | **TrM Passenger/RoRo Cargo/Ferry**<br>86cbn 282bth 918dk P<br>Bow & stern doors<br>Bow door & ramp<br>L 14,50 W 6,50 SWL 18<br>Stern door/ramp<br>L 14,50 W 6,50 SWL 18<br>Lane Length 370 Cargo Width 3,60<br>Clear height 4,38<br>Cars 50 Lorries 24 | Werkspoor<br>3 Oil dr geared to sc. shafts<br>(centre) Oil 4SA 9Cy. 410 × 470<br>4 650bhp (3 420kW)<br>Stork-Werkspoor Diesel B.V.<br>(wing) 2 Oil 4SA each 8Cy. 410 × 470<br>8 800bhp (6 473kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 636kW 415V 50Hz a.c.<br>3 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 61,0t (d.o.) 229,5t (hvf) |
| **8517736**<br>*GJCR*<br>709069<br>Df Esd Gc<br>Pfd Rdr Rt | **PRIDE OF DOVER**<br>**P&O Steam Navigation Co.**<br>P&O European Ferries (Dover) Ltd.<br>Dover United Kingdom | *26 433*<br>*11 399*<br>4 621<br>T/cm<br>35,1 | ✠**100A1**<br>ferry<br>for service from ports in U.K. south of Oban and Newcastle, Eire (excluding west coast), also between River Elbe and Brest<br>✠**LMC** **CCS**<br>EL (G†) 577,5/60,0U3(a)<br>FN 6719 | **1987**-5 Schichau-Unterweser A.G.—Bremen-Vegesack<br>(93)<br>169,60 28,27 6,100<br>161,50 27,80 13,80<br>B 81,1 2 dks<br>rf 356 | **TrM Passenger/RoRo Cargo/Ferry**<br>45cbn 90bth 2260dk P<br>Bow door Stern door<br>pt higher tensile steel<br>Clear height 4,50<br>Cars 650 Lorries 104 | Sulzer<br>3 Vee Oil 4SA each 14Cy. 400 × 560 wi<br>clutches, flexible couplings & sr geare<br>shafts<br>23 094kW (31 396bhp)<br>Cie. de Const. Mec. Sulzer, CCM<br>Gen 6 × 1400kW 400V 50Hz a.c.<br>3 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 109,5t (d.o.) 496,0t (hvf) |
| **7332048**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **PRIDE OF EDEN**<br>ex American Moon-87<br>**Willobark Fishing Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **356**<br>243<br>— | AB | **1973** Halter Marine Fabricators, Inc.—Moss Point, Ms<br>(387)<br>3,671<br>50,40 11,59 4,27<br>F 15,3 1 dk<br>conv Deck Cargo Supply Ship 87 | **TM Fishing**<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW<br>Fuel 294,5t (d.o.) |
| **5302776**<br>*C6HI5*<br>715418<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRIDE OF GALVESTON**<br>ex Pride of Mississippi-91 ex Atlas-88<br>ex Ryndam-72 ex Waterman-68<br>ex Ryndam-68<br>**Pride Cruise Lines Ltd.**<br>Nassau Bahamas<br>SatCom: 1104613/PRID | T.Mk<br>**9 114**<br>4 590<br>7 068 | ✠**100A1** SS 11/87<br>✠**LMC**<br>EL (k†) 2$\frac{5}{16}$"SQ<br>FN 4684 | **1951**-7 Dok- en Werf Mij. Wilton-Fijenoord N.V.—Schiedam<br>(732)<br>153,42 21,09 8,764<br>145,01 19,49 12,81<br>B & F 133,5 2 dks, 3rd dk clear of mchy. space, 4th dk in Nos. 1 & 2 holds<br>RW rf 152 conv Passenger/General Cargo 73 | **S Passenger Ship**<br>289cbn 730bth P | 2 S Turb dr geared to sc. shaft<br>8 500shp (6 252kW) ✠ NE made45 fitted<br>General Electric Co.<br>WTB 525lbf/in$^2$ (36,2bar) Spt 470lbf/in<br>✠ WTB 525lbf/in$^2$ (36,2bar) Spt 470lbf/in$^2$ (32,5bar) hs1431,4<br>Gen 3 × 300kW 220V d.c.<br>Fuel 1 775,0t (o.f.) |
| **7358286**<br>*GUPM*<br>365082<br>Df Esd Gc<br>Pfd Rdr RTv | **PRIDE OF HAMPSHIRE**<br>ex Viking Venturer-89<br>**BMBF (No. 15) Ltd.**<br>P&O European Ferries (Portsmouth) Ltd.<br>Portsmouth United Kingdom | *14 760*<br>*7 014*<br>1 616 | ✠**100A1** CS 2/91<br>ferry<br>service from ports in the U.K. south of Oban and Newcastle Eire (excluding west coast) also between River Elbe, Brest, Kiel Canal and Baltic<br>✠**LMC**<br>EL D† 550,0/62,0U2<br>FN 4628 | **1975**-1 (Aft section) Aalborg Vaerft A/S—Aalborg<br>(203)<br>**1986**-5 (Fwd section) Schichau-Unterweser A.G.—Bremerhaven<br>143,66 23,47<br>137,67 22,00 11,61<br>2 dks, 3rd dk fwd & aft of Mchy. space<br>rf 203 len & widened & new forepart 86 | **TrM Passenger/RoRo Cargo/Ferry**<br>282bth 918dk P<br>Bow door & ramp<br>L 8,42 W 4,93<br>Stern door & ramp<br>L 4,70 W 4,54<br>Lane Length 1100 Cargo Width 5,14<br>Clear height 4,56<br>Cars 192 Lorries 16 Trailers 24 | Werkspoor<br>3 Oil dr geared to sc. shafts<br>(centre) Oil 4SA 9Cy. 410 × 470<br>4 650bhp (3 420kW)<br>Stork-Werkspoor Diesel B.V.<br>(wing) 2 Oil 4SA each 8Cy. 410 × 470<br>8 800bhp (6 473kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 636kW 415V 50Hz a.c.<br>3 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 61,0t (d.o.) 229,5t (hvf) |
| **7010509**<br>*GNOE*<br>334049<br>Df Esd Gc<br>Rdr Rt | **PRIDE OF HYTHE**<br>ex Free Enterprise V-88<br>**Abbey National March Leasing (1) Ltd.**<br>P&O European Ferries (Dover) Ltd.<br>Dover United Kingdom | **5 044**<br>1 846<br>1 355 | ✠**100A-** CS 12/88<br>U.K. service south of Oban and Newcastle, Eire (excluding west coast) also between River Elbe and Brest<br>✠**LMC**<br>EL (A†) 1$\frac{15}{16}$"U2<br>FN 3311 | **1970**-5 N.V. Werf "Gusto"—Schiedam (755)<br>117,81 19,44 4,388<br>110,06 19,05 11,03<br>B 43,9 2 dks, 3rd dk except in mchy. space<br>rf 203 | **TrM Passenger/RoRo Cargo/Ferry**<br>68bth 1132dk P<br>Bow & stern doors<br>Cars 250 Trailers 22 | MAN<br>3 Vee Oil 4SA each 12Cy. 450 × 660<br>12 240bhp (9 003kW)<br>Smit Kinderdijk V.O.F.<br>Gen 1 × 848kW 3 × 480kW 415V 50<br>3 Controllable pitch propellers<br>Thw. thrust propeller double ended aft, |
| **7820473**<br>*GBGR*<br>379259<br>Df Esd Gc<br>Pfd Rdr Rt | **PRIDE OF KENT**<br>ex Spirit of Free Enterprise-87<br>**Howill Shipping Ltd.**<br>P&O European Ferries (Dover) Ltd.<br>Dover United Kingdom | **7 951**<br>3 439<br>2 492 | ✠**100A1** CS 10/89<br>ferry<br>✠**LMC**<br>EL C† 550,0/60,0U2<br>FN 4468 | **1980**-1 Schichau-Unterweser A.G.—Bremerhaven<br>(2279)<br>131,96 23,17 5,719<br>126,52 22,71 12,60<br>3 dks<br>rf 305 | **TrM Passenger/RoRo Cargo/Ferry**<br>25cbn 50bth 1300dk P<br>Bow door Stern door Ice strengthened<br>Clear height 4,50<br>Cars 475 | Sulzer<br>3 Vee Oil 4SA each 12Cy. 400 × 480<br>sc. shafts<br>17 652kW (23 998bhp)<br>Cie. de Const. Mec. Sulzer, CCM<br>Gen 2 × 1600kW 3 × 850kW 400V<br>2 Controllable pitch propellers<br>Controllable pitch propeller ,1 fwd<br>2 Thw. thrust propellers fwd<br>Fuel 336,0t (d.o.) |

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|---|---|---|---|---|---|---|
| 7358298<br>*GURE*<br>365160<br>Df Esd Gc<br>Pfd Rdr RTv | **PRIDE OF LE HAVRE**<br>ex Viking Valiant-89<br>**BMBF (No. 15) Ltd.**<br>P&O European Ferries (Portsmouth) Ltd.<br>Portsmouth United Kingdom | *14 760*<br>*4 782*<br>1 544 | **✠100A1** CS 2/91<br>ferry<br>service from ports in the U.K. south of Oban and Newcastle Eire (excluding west coast) also between River Elbe, Brest, Kiel Canal and Baltic<br>**✠LMC**<br>EL D† 550,0/62,0U2<br>FN 4765 | **1975**-5 (Aft section) Aalborg Vaerft A/S—Aalborg (204)<br>**1986**-6 (Fwd section) Schichau-Unterweser A.G. —Bremerhaven<br>143,67 23,47<br>137,67 23,00 11,61<br>2 dks, 3rd dk fwd & aft of Mchy. space<br>rf 203 len & widened & new forepart 86 | **TrM Passenger/RoRo Cargo/Ferry**<br>282bth 1045dk P<br>Stern door & ramp<br>W 4,55<br>Lane Length 1100 Cargo Width 5,14<br>Clear height 4,56<br>Cars 375 Lorries 58 Trailers 68 | Werkspoor 9TM410<br>9TM410<br>3 Oil dr geared to sc. shafts<br>(centre) Oil 4SA 9Cy. 410 × 470<br>4 650bhp (3 420kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>(wing) 2 Oil 4SA each 8Cy. 410 × 470<br>8 800bhp (6 473kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 3 × 636kW 415V 50Hz a.c.<br>3 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 61,0t (d.o.) 229,5t (hvf) 18kn |
| 7350442<br>*C6DP8*<br>715221<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PRIDE OF SAN DIEGO**<br>ex Scandinavian Saga-91<br>ex Castalia-88<br>**SeaEscape Ltd.**<br>Nassau Bahamas | **7 764**<br>2 752<br>1 361 | BV | **1974** Kynossoura Dock Yard Co. Ltd.—Kynosoura<br>131,98 19,84 5,284<br>114,00 19,79 7,29<br>2 dks<br>rf 25 conv Passenger/RoRo Cargo/Ferry 88 | **TM Passenger/Ferry**<br>132cbn 550bth —dk P<br>Stern doors<br>TEU 66 C. 66/20' | MaK 8M551AK<br>2 Oil 4SA each 8Cy. 450 × 550<br>8 000bhp (5 884kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 500kW 220/380V 50Hz a.c.<br>Fuel 355,5t 17kn |
| 7204291<br>*GOAL*<br>357533<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **PRIDE OF SANDWICH**<br>ex Free Enterprise VI-87<br>**BMBF (No. 15) Ltd.**<br>P&O European Ferries (Dover) Ltd.<br>Dover United Kingdom | *12 503*<br>*3 750*<br>— | **✠100A1** CS 10/90<br>ferry<br>for service from ports in the U.K. south of Oban and Newcastle Eire (excluding west coast), also between River Elbe and Brest<br>**✠LMC**<br>EL C† 550,0/60,0U2<br>FN 4401 | **1972**-6 (Aft section) IHC Gusto N.V.—Schiedam (881)<br>**1985**-10 (Fwd section) Schichau-Unterweser A.G. —Bremerhaven<br>139,40 22,48 4,750<br>132,04 22,00 11,33<br>2 dks, 3rd dk except in mchy. space<br>rf 203 len & widened & new forepart 85 | **TrM Passenger/RoRo Cargo/Ferry**<br>68bth 1132dk P<br>Bow & stern doors<br>Cars 370 Trailers 50 | Werkspoor 8TM410<br>3 Oil 4SA each 8Cy. 410 × 470<br>12 600bhp (9 268kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 1 × 848kW 3 × 480kW 415V 50Hz a.c.<br>3 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 193,0t (d.o.)(hvf) 19kn |
| 7528661<br>*GZOM*<br>379708<br>Df Esd Gc<br>Pfd Rdr Rt | **PRIDE OF SUFFOLK**<br>ex Baltic Ferry-92<br>ex Stena Transporter-80 ex Finnrose-80<br>ex Stena Transporter-79<br>**BMBF (No. 15) Ltd.**<br>P&O European Ferries (Felixstowe) Ltd.<br>London United Kingdom | *18 732*<br>*5 744*<br>8 704 | **✠100A1** CS 1/89<br>Ice Class 1A when each main engine output restricted to 6,500bhp<br>**✠LMC** **UMS**<br>EL E† 577,5/56,0U3<br>FN 4737 | **1978**-9 Hyundai Heavy Industries Co. Ltd.—Ulsan (652)<br>151,01 (BB) 21,67 7,319<br>137,01 19,91 14,66<br>Ba 28,4 2 dks, 2nd dk light cargoes only 3rd dk moveable in holds<br>rf nil DK conv RoRo Cargo 82<br>conv Passenger/RoRo Cargo 86 | **TM Passenger/RoRo Cargo/Ferry**<br>111cbn 258bth 424dk P<br>Stern door/ramp (lwr)<br>Stern door/ramp (upr)<br>Lane Length 1167 Cargo Width 6,00<br>Clear height 5,80<br>Cars 207<br>Mchy.aft<br>TEU 562 C.562/20' | Pielstick 12PC2-5V-400<br>2 Vee Oil 4SA each 12Cy. 400 × 460 with flexible couplings & sr geared to sc. shafts<br>15 600bhp (11 475kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>2 e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 2 × 760kW 3 × 520kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 175,5t (d.o.) 1 672,5t (hvf) 17kn |
| 7821154<br>*KSDF*<br>634621<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRIDE OF TEXAS**<br>**Hull 751-IRFC I Partnership**<br>Seahawk Management Inc.<br>Wilmington, De United States of America<br>SatCom: 1502614/KSDF | **24 384**<br>19 513<br>36 414<br>T/cm<br>45,9 | AB | **1981** Levingston SB. Co.—Orange, Tx (751)<br>186,49 (BB) 28,45 10,751<br>178,01 28,35 15,32<br>F 12,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.37 236<br>6 Ha (stl) ER | Enterprise DMRV-12-4<br>2 Vee Oil 4SA each 12Cy. 432 × 533 sr geared to sc. shafts<br>15 600bhp (11 475kW)<br>Delaval Turbine Inc. (Enterprise Div.) Oakland, Ca<br>Gen 3 × 625kW<br>16,75kn |
| 7230616<br>*GOHM*<br>357539<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **PRIDE OF WALMER**<br>ex Free Enterprise VII-88<br>**Howill Shipping Ltd.**<br>P&O European Ferries (Dover) Ltd.<br>Dover United Kingdom | *12 503*<br>*3 750*<br>2 136 | **✠100A1** SS 11/90<br>ferry<br>for service from ports in the U.K., south of Oban and Newcastle, Eire (excluding west coast) also between River Elbe and Brest<br>**✠LMC**<br>EL C† 550,0/60,0U2<br>FN 4401 | **1973**-2 (Aft section) IHC Gusto B.V. Offshore Div. —Schiedam (C0882)<br>**1986**-3 Schichau-Unterweser A.G.—Bremerhaven<br>139,40 22,48 4,750<br>132,04 22,00 11,33<br>2 dks, 3rd dk except in mchy. space<br>rf 203 len & widened & new forepart 86 | **TrM Passenger/RoRo Cargo/Ferry**<br>68bth 1132dk P<br>Bow door/ramp Stern door/ramp<br>Cars 370 Trailers 50 | Werkspoor 8TM410<br>3 Oil 4SA each 8Cy. 410 × 470 dr geared to sc. shafts<br>12 600bhp (9 268kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 1 × 592kW 415V 50Hz a.c.<br>3 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>19kn |
| 7358327<br>*GVES*<br>362871<br>Df Esd Gc<br>Pfd Rdr Rt | **PRIDE OF WINCHESTER**<br>ex Viking Viscount-89<br>**Howill Shipping Ltd.**<br>P&O European Ferries (Portsmouth) Ltd.<br>Portsmouth United Kingdom | **6 387**<br>2 918<br>1 590 | **✠100A-** CS 3/91<br>ferry<br>service from ports in U.K. south of Oban & Newcastle, Eire (excluding west coast) also between Brest, River Elbe, Kiel Canal & Baltic<br>Ice Class 3<br>**✠LMC**<br>EL (Z)X $1\frac{13}{16}$"U3<br>FN 3768 | **1976**-5 Aalborg Vaerft A/S—Aalborg (208)<br>128,81 20,22 4,534<br>119,87 19,82 11,61<br>B 47,0 2 dks, 3rd dk fwd & aft of mchy. space<br>rf 203 | **TrM Passenger/RoRo Cargo/Ferry**<br>86cbn 282bth 918dk P<br>Bow & stern doors<br>Bow door & ramp<br>L 14,50 W 6,50 SWL 18<br>Stern door/ramp<br>L 14,50 W 6,50 SWL 18<br>Lane Length 370 Cargo Width 3,60<br>Clear height 4,38 | Werkspoor 8TM410<br>8TM410<br>3 Oil dr geared to sc. shafts<br>(centre) 4SA 8Cy. 410 × 470<br>3 420kW (4 650bhp)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>(wing) 2 4SA each 8Cy. 410 × 470<br>6 472kW (8 799bhp)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 3 × 636kW 415V 50Hz a.c.<br>3 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 61,0t (d.o.) 229,5t (hvf) 19kn |
| 7114680<br>*P3PQ2*<br>708338<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRIDE STAR**<br>ex Desil Star-87<br>**Ora Shipping Co. Ltd.**<br>Baru Seri Inc.<br>Limassol Cyprus | **14 675**<br>11 476<br>27 480<br>T/cm<br>36,2 | **✠100A1** SS 10/87<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty (cc in topside tanks)<br>**✠LMC** **UMS**<br>EL F† $2\frac{5}{16}$"U3<br>FN 6367<br>(KR)<br>**SURVEYS OVERDUE — REPAIRS REQUIRED — CLASS SUSPENDED DATE OF** | **1971**-11 Upper Clyde Shipbuilders Ltd. (Scotstoun Div.)—Scotstoun (518)<br>176,99 22,92 10,621<br>171,20 22,86 14,33<br>P 30,8 F 14,7 1 dk<br>rf 102 | **M Bulk Carrier**<br>7 Ho 17,8 18,0 18,2 12,9 18,2 18,2 18,2 ER<br>G.36 313 B.30 313<br>7 Ha (stl) (11,5 11,4 12,1 8,9 12,1 12,1 12,1 × 10,5) ER<br>Cr 5(8) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 1 906,0t (hvf) 15,25kn |
| 8420488<br>*SXNG*<br>9396<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRIDEVENTURE L**<br>**La Fontana Rica Ltd.**<br>Piraeus Greece<br>SatCom: 1130642/SXNG | *28 001*<br>*14 842*<br>39 569<br>T/cm<br>50,1 | NV | **1987** Hyundai Heavy Industries Co. Ltd.—Ulsan (428)<br>176,84 (BB) 11,473<br>169,02 32,21 17,45<br>1 dk<br>Bow/CM 86 Diam. 0,400 | **M Tanker**<br>Oil Chemical<br>COW IGS SBT Ice strengthened<br>14 Ta ER<br>L.50 011<br>16 Cargo pumps total 8 670T/hr | Sulzer 5RTA62<br>Oil 2SA 5Cy. 620 × 2150<br>9 200bhp (6 767kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 800kW 1 × 700kW 1 × 150kW 440V 60Hz a.c.<br>Fuel 226,0t (d.o.) 1 786,0t (hvf)-28,0pd 14,5kn |
| 7028752<br>*ESNY*<br>M-12316 | **PRIDIRCHIVYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **168**<br>39<br>112 | RS | **1969** ............U.S.S.R.<br>33,91 7,09 2,896<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.114<br>1 Ha (1,3 × 1,6)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 6421517<br>*USLR*<br>M-28023<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PRIDNEPROVSK**<br>**Joint Venture VIETSOVLIGHTER**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**7 617**<br>2 949<br>—<br>**9 813**<br>4 872<br>13 722 | RS | **1964** Nikolayev Shipyard "Nosenko"—Nikolayev<br>155,61 20,65 7,941/9,460<br>140,01 20,60 12,35<br>2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 16,0 17,3 18,4 28,8 17,6 ER 7 TwD<br>G.18 429 B.16 440 In.350<br>10 Ha (stl) (8,6 13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,2) ER (2,9 × 3,8)<br>2W Cr 13(5) Der 1(60) | B&W 7-74VTBF-160<br>Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 300kW 400V<br>Fuel 563,0t (d.o.) 1 348,5t (hvf) 17,75kn |

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| **6871140**<br>*UJFF*<br>M-24304 | **PRIEKULE**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | **264**<br>94<br>142 | RS | **1958** ...............East Germany<br>39,15 7,37 2,950<br>3,36<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>B.210<br>2 Ha (each 1,8 × 1,9)<br>Der 1(1,5) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>E made72 fitted—<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Fuel (d.o.) |
| **5284431**<br>*VOFQ*<br>129087<br>Rt | **PRIESTMAN**<br>**V. J. Harriss**<br>St. John's, Nfl. Canada | **291**<br>138<br>— | ✠ | **1910**-4 Smith's Dock Ltd.—South Bank, Middlesbrough (417)<br>39,76 8,08 3,201<br>... ... ...<br>1 dk | **S Hopper Barge**<br>Grab-dredger Bottom doors | C 2Cy. 406 & 864 x 584<br>Shields Eng. Co. Ltd. |
| **7701134**<br>*5BSD*<br>707462<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PRIGIPOS**<br>ex Grand Spruce-85<br>**Magnality Shipping Co. Ltd.**<br>Marmaras Navigation Ltd.<br>Limassol Cyprus | **14 983**<br>10 364<br>27 507<br>T/cm<br>37,2 | BV | **1977** Koyo Dockyard Co. Ltd.—Mihara (756)<br>174,86 24,87 9,802<br>164,42 24,81 14,03<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.34 965 B.33 633<br>5 Ha (11,8 × 12,3) (19,9 19,9 19,9 19,2 × 13,9)<br>Cr 5(25) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>9 600bhp (7 061kW)<br>Mitsui Eng. & SB. Co. Ltd. |
| **7335985**<br>*ULVT*<br>M-32535<br>Df Esd Gc<br>Rdr Rt | **PRIKARPATYE**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 273**<br>1 085<br>2 625 | RS | **1973** ..............U.S.S.R.<br>107,50 14,43 6,224<br>10,42 | **D-E Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>6 Ho<br>In.3 062<br>5 Ha (3,6 3,6 × 3,0) (2,1 × 2,1) (1,3 1,3 × 1,3)<br>6W Der 6(3) | 5 Oil 4SA each 6Cy. 318 × 330 total 5<br>(3 678kW) driving gen. connected to<br>motor & sc. shaft<br>Controllable pitch propeller |
| **6916574**<br>*EREC*<br>M-29166<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PRILIV**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400324/EREC | **3 283**<br>969<br>1 050 | RS | **1969** Stocznia Szczecinska im. A. Warskiego —Szczecin (B88/04)<br>97,11 13,82 5,201<br>88,42 13,80 8,77<br>2 dks | **TM Research**<br>Survey<br>Ice strengthened<br>1 Ho<br>B.150<br>1 Ha (4,1 × 2,3)<br>2W Cr 1(3) | Sulzer<br>2 Oil 2SA each 8Cy. 480 × 700<br>3 530kW (4 799bhp)<br>H. Cegielski |
| **7006546**<br>*EVWJ*<br>M-30363<br>Df Esd Gc<br>Pfd Rdr Rt | **PRILIV**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 139 | RS | **1970** VEB Volkswerft Stralsund—Stralsund (284)<br>82,05 13,64 5,201<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **6518243**<br>*UBYR*<br>M-10178<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PRILUKI**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **3 794**<br>1 553<br>2 570 | RS<br>✠Classed LR until 6/68 | **1966**-3 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (808)<br>102,70 16,03 5,557<br>91,01 16,01 11,13<br>RFD 10,1 2 dks, 3rd dk in Nos. 1, 2 & 3 holds, 4th dk in Nos. 1 & 2 holds<br>rf 203 DK fwd | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 4 Ta<br>B.304 In.3 395 L.134<br>5 Ha (1,9 1,9 1,9 1,9 × 1,9) (2,1 × 4,8)<br>2W Der 2(7) 4(3) | B&W<br>Oil 2SA 6Cy. 500 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 3 × 340kW 1 × 168kW 400V 50<br>Controllable pitch propeller |
| **5196567**<br>*OIXC*<br>Df Esd Rdr<br>RTm/h/v | **PRIMA**<br>ex Krautsand-88 ex Gaa-88<br>ex Krautsand-75<br>**Gronqvist & Gronqvist Kb**<br>Porvoo/Borga Finland | **384**<br>236<br>618 | (GL) | **1950** Stader Schiffsw. G.m.b.H.—Stade (158)<br>50,02 7,52 3,220<br>45,52 7,47 3,71<br>P 9,2 F 5,5 1 dk<br>RW len & deepened 57 | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,7 ER<br>G.940 B.891<br>2 Ha (13,0 13,4 × 5,0) ER | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>300bhp (221kW) NE 63<br>Kloeckner Humboldt Deutz<br>Fuel 13,0t (d.o.) |
| **5251563**<br>*HO6616*<br>11080-PEXT1<br>Df Esd Gc<br>RdrRTm | **PRIMA DONNA**<br>ex Prima King-82 ex Nidar-68<br>ex Estello-62<br>**Tristar Holdings S.A.**<br>Panama Panama | **8 663**<br>5 163<br>12 701<br>T/cm<br>22,8 | (NV) | **1955** Nordseewerke Emden—Emden (281)<br>144,66 18,95 8,433<br>134,12 18,90 11,08<br>P 37,2 B 6,1 F 14,1 1 dk | **M General Cargo**<br>5 Ho 17,8 17,0 17,0 17,0 17,0 ER<br>G.16 674 B.15 143<br>5 Ha (stl) (13,0 12,1 12,1 12,1 12,1 × 9,1) ER<br>10W Der 2(10) 8(5) | MAN<br>4P Oil 2SA 6Cy. 700 × 1200<br>4 000bhp (2 942kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 270kW 220V d.c.<br>Fuel 971,5t (hvf) |
| **5104538**<br>*3ETC*<br>8725-PEXT4<br>Df Esd Gc<br>RdrRTm | **PRIMA DONNA No. 2**<br>ex Sahar-85 ex Sealogs-83<br>ex Lucky Willing-82 ex Krung Siam-79<br>ex Enoura Maru-70<br>**Tristar Holdings S.A.**<br>Panama Panama | **4 358**<br>2 528<br>7 091 | (AB) (NK) | **1957** Mitsubishi Zosen K.K.—Shimonoseki (516)<br>113,85 15,83 7,508<br>105,01 15,80 9,20<br>P 11,9 B 21,7 F 11,6 1 dk<br>RW rf 178 | **M General Cargo**<br>4 Ho 16,3 22,4 21,7 19,0<br>G.9 324 B.8 506<br>1 Ha (stl) (9,0 × 6,0) 3 Ha (w) (12,2 12,9 10,9 × 6,0)<br>8W Der 2(10) 6(5) | Mitsubishi<br>2P Oil SA 7Cy. 520 × 900<br>3 000bhp (2 207kW)<br>Mitsubishi Nippon Heavy Ind.<br>Gen 3 × 100kW 225V a.c.<br>Fuel 456,0t (hvf) |
| **8005745**<br>*9MAS3*<br>326004<br>Df Esd Gc<br>Pfd Rdr Rt | **PRIMA DUA**<br>ex Pacific Nyatoh-86<br>**Prima Kambara Kisen Sendirian Berhad**<br>Prima Shipping Sendirian Berhad<br>Port Kelang Malaysia | **4 041**<br>2 463<br>6 504 | NK | **1980** Shinhama Dock K.K.—Anan (723)<br>106,13 16,44 6,878<br>98,61 16,41 8,41<br>P 21,1 F 11,9 1 dk | **M General Cargo**<br>G.8 505 B.8 002<br>2 Ha (stl) (27,8 27,2 × 8,6) ER<br>Der 2(25) 2(15) | Akasaka<br>Oil 4SA 6Cy. 470 × 760<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **7924475**<br>*OXVO2*<br>D-12729<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRIMA MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Dragor Denmark (DIS)<br>SatCom: 1610142/OXVO | *27 771*<br>*14 512*<br>47 803<br>T/cm<br>50,6 | **✠100A1** SS 8/86<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>**IGS**<br>EL Lt 632,5/70,0U3(a)<br>FN 8719 | **1982**-1 Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2710)<br>182,58 (BB) 32,24 12,718<br>175,01 32,21 17,61<br>F 14,1 1 dk<br>rf 18 Bow/CM 94 Diam. 0,400 MH 1,8 | **M Tanker**<br>IGS (LR) pt higher tensile steel<br>15 Ta ER<br>L.(oil) 52 169 HeCls. BC<br>4 Cargo pumps total 4 800T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>2 WTAuxB (o.f.) primary 66,3kgf/cm$^2$<br>secondary 24,5kgf/cm$^2$ (24,1bar)<br>24,5kgf/cm$^2$ (24,1bar) hs790,0<br>WTAuxB (ex.g) 9,7kgf/cm$^2$ (9,6bar)<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 352,0t (d.o.) 2 110,0t (hvf) |
| **7344857**<br>367640<br>Df Esd Pfd<br>Rdr Rt | **PRIMA MARINER**<br>**Maritime (Pte.) Ltd.**<br>Singapore Singapore | **136**<br>58<br>305 | (AB) | **1973** Asia Pacific Shpyd (Pte) Ltd.—Singapore (107)<br>*34,14* 10,67 1,194<br>34,12 10,65 1,68<br>RQD 7,4 1 dk<br>rf nil | **TM Landing Barge**<br>Mchy.aft | Cummins<br>2 Oil 4SA each 6Cy. 140 × 152 revers<br>geared to sc. shafts<br>760bhp (559kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 28kW a.c. 1 × 10kW a.c.<br>Fuel 53,0t (d.o.) |
| **8814108**<br>Esd Rdr Rt | **PRIMA VI**<br>**P.T. Aceh Prima Plywood Industry**<br>Cahaya Indah Pte. Ltd.<br>Jakarta Indonesia | *150*<br>*53*<br>60 | KI (AB) | **1988** Pan United Shipping Pte. Ltd.—Singapore (68)<br>25,00 - 2,001<br>23,52 8,00 3,00<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 170 × 190<br>flexible couplings & reverse reduc<br>sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 40kW a.c. |
| **8825951** | **PRIMA 4**<br>**P.T. Tytyan Samodra Shipping Co.**<br>Jakarta Indonesia | **137**<br>68<br>— | KI | **1983** Chuan Hup Welding Pte. Ltd.—Singapore (58)<br>24,38 8,23 1,910<br>- - -<br>1 dk | **TM Landing Craft**<br>Deck Cargo | Rolls Royce<br>2 Oil 4SA each 6Cy. 130 × 152<br>494kW (672bhp)<br>Rolls-Royce Ltd.<br>Gen 1 × 200kW a.c. |

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| 8825963 | **PRIMADONA 99**<br>**P.T. Perusahaan Pelayaran Pedjaka**<br>Samarinda Indonesia | **481**<br>280<br>— | KI | **1983** P.T. Kaltim Shipyard—Samarinda<br>44,00 10,00 —<br>40,00 4,50<br>1 dk | **TM General Cargo**<br>1 Ho ER<br>2 Ha (stl) (10,0 8,0 × 5,0) ER | Yanmar 6LAAL-DT<br>2 Oil 4SA each 6Cy. 148 × 165<br>1 176kW (1 599bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 1 × 80kW 400V a.c. |
| 5284522<br>*TQZN*<br>4824<br>BA 316140<br>Df Esd Rt | **PRIMAUGUET**<br>**Armement Laurent & Pilugine**<br>Bayonne France | **111**<br>35<br>— | BV | **1959** Ch. Nav. de la Pallice—La Rochelle-Pallice (558/5)<br>26,52 6,38<br>22,51 6,32 3,71<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>In.85<br>1 Ha (1,2 × 1,0) | Poyaud<br>Vee Oil 4SA 12Cy. 150 × 180<br>550bhp (405kW) NE 77<br>Soc. Surgerienne de Const. Mec. Surgeres<br>Fuel 21,5t (d.o.) 11,5kn |
| 8420505<br>*SWQX*<br>9093<br>Df Esd Gc<br>Pfd Rdr RTv | **PRIMAVENTURE L**<br>**La Fontana Prima Ltd.**<br>Piraeus Greece<br>SatCom: 1130637/SWQX | *27 333*<br>*11 363*<br>39 587<br>T/cm<br>50,1 | NV | **1987** Hyundai Heavy Industries Co. Ltd.—Ulsan (430)<br>176,84 (BB) 11,491<br>169,02 32,21 17,45<br>1 dk<br>Bow/CM 86 Diam. 0,400 | **M Tanker**<br>Oil Chemical<br>COW IGS SBT Ice strengthened<br>14 Ta ER<br>L.50 011<br>16 Cargo pumps total 8 670T/hr | Sulzer 5RTA62<br>Oil 2SA 5Cy. 620 × 2150<br>9 200bhp (6 767kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 800kW 1 × 700kW 1 × 150kW 440V 60Hz a.c.<br>Fuel 226,0t (d.o.) 1 786,0t (hvf)-28,0pd 14,5kn |
| 6716871<br>*9HWY2*<br>2168<br>Df Esd Gc<br>Pfd Rdr Rt | **PRIMAVERA**<br>ex Primavera II-89 ex Diamond-87<br>ex Esso Forth-86 ex Esso Antwerp-83<br>**Primav Maritime Co. Ltd.**<br>Valletta Malta | **35 591**<br>27 024<br>77 428<br>T/cm<br>80,5 | **100A1** SS 7/87<br>oil tanker<br>**LMC**<br>**IGS**<br>EL 660,0/84,0U2<br>FN 12727<br>(AB) | **1967** A/S Akers M/V—Oslo (604)<br>246,84 (BB) 38,18 12,701<br>232,57 38,10 16,62<br>P 13,2 F 22,0 1 dk<br>rf nil Bow/CM 120 Diam. 0,508 MH 0,9 | **M Tanker**<br>CBT(LR) COW(LR) IGS(LR)<br>10 Ta ER<br>L.(oil) 99 212 HeCls. B<br>3 Cargo pumps total 6 060T/hr | B&W 9-84VT2BF-180<br>Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW)<br>A/S Akers M/V Oslo<br>WTAuxB (o.f.) 22kgf/$cm^2$ (21,6bar)<br>WTAuxB (ex.g) rcv & htr 22kgf/$cm^2$ (21,6bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 275,5t (d.o.) 3 778,5t (hvf)-67,0pd 15,5kn |
| 7105201<br>*DVWW*<br>231280<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PRIMAVERA**<br>ex Banta-90<br>**Venus Shipping Corp.**<br>Primera Maritime (Hellas) Ltd.<br>Manila Philippines | *18 028*<br>*10 741*<br>26 828<br>T/cm<br>36,6 | NK NV | **1971** Stocznia im. "Komuny Paryskiej"—Gdynia (B523/03)<br>163,20 25,94 10,999<br>156,65 25,90 15,19<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.34 652 B.33 460 HeCls. B<br>5 Ha (stl) (14,5 16,7 14,5 19,2 16,7 × 13,1) ER<br>Cr 2(16) | Sulzer 6RD76<br>Oil 2SA 6Cy. 760 × 1550<br>10 200bhp (7 503kW)<br>H. Cegielski Poznan<br>Gen 3 × 496kW 440V 60Hz a.c.<br>Fuel 272,0t (d.o.) 2 094,0t (hvf)-33,0pd 15kn |
| 8109943<br>*YJYE2*<br>525<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **PRIMAVERA**<br>ex Jinto Maru-89<br>**Karlamar Shipping S.A.**<br>Port Vila Vanuatu<br>SatCom: 1576156/PRIM | **15 321**<br>9 872<br>17 344 | NK | **1981** Imabari Zosen—Marugame (1086)<br>199,42 (BB) 9,319<br>186,01 30,01 13,85<br>1 dk | **M Vehicles Carrier**<br>Cars 4900<br>Mchy.aft | Sulzer 7RND76M<br>Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 353,5t (d.o.) 3 112,0t (hvf)-55,0pd 17,25kn |
| 6903735<br>Df Esd Gc<br>Rdr Rt | **PRIMAVERA**<br>ex Dong Won No. 63-79<br>ex Koyo Maru No. 18-77<br>**Lejano Oriente Panama S.A.**<br>Dongwon Industries Co. Ltd.<br>Indonesia | **349**<br>176<br>— | KR | **1968** Miho Zosensho K.K.—Shimizu (680)<br>52,84 8,23 3,175<br>47,60 8,21 3,76<br>P 24,7 F 14,4 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.430<br>3 Ha (1,3 × 0,9) (1,3 1,5 × 1,5) | Akasaka UHS27<br>Oil 4SA 6Cy. 270 × 420<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 176kW 225V a.c.<br>11kn |
| 7021338<br>*P3QB2*<br>708385<br>Df Esd Gc<br>Rdr RTv | **PRIME**<br>ex Ag. Kyprianos-87 ex Angeindian-86<br>ex Caryatis-83<br>**Patek Shipping Co. Ltd.**<br>Limassol Cyprus | **9 342**<br>6 058<br>17 351<br>T/cm<br>26,7 | AB | **1970** Sanoyasu Dockyard Co. Ltd.—Osaka (291)<br>147,50 (BB) 20,53 9,246<br>140,01 20,48 12,60<br>P 29,0 F 10,1 1 dk<br>rf 25 | **M Bulk Carrier** 12P<br>5 Ho 17,0 21,5 21,5 21,5 21,5 ER<br>G.23 416 B.19 878<br>5 Ha (stl) (8,9 12,8 12,8 12,8 12,8 × 8,9) ER<br>4W Cr 3(10) Der 2(10) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250 sr geared to sc. shaft<br>9 040bhp (6 649kW)<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 260kW 440V 60Hz a.c.<br>Fuel 81,5t (d.o.) 1 270,0t (hvf) 15kn |
| 7377854<br>*9HEZ3*<br>2580<br>Df Esd Gc<br>Pfd Rdr<br>AMVER | **PRIME NOBLE**<br>ex Jahre Energy-90 ex South Energy-85<br>ex Intermar Prosperity-84<br>ex Glory Ocean-77 ex Shinsei Maru-75<br>**Desert Peace Shipping Co. Ltd.**<br>Valletta Malta<br>SatCom: 1256227/PRIM | *19 666*<br>*13 730*<br>37 283 | AB (NK) | **1975** Kasado Dock Co. Ltd.—Kudamatsu (284)<br>184,03 28,05 10,999<br>174,00 28,00 14,99<br>F 12,5 1 dk<br>rf nil | **M Tanker**<br>IGS SBT<br>Mchy.aft<br>L.(oil) 48 598 HeCls. C | Sulzer 8RND68<br>Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 500kW<br>Fuel 2 747,5t-46,0pd 15,25kn |
| 7515585<br>*WYT9660*<br>551849<br>Df Esd Gc<br>Rdr RTv | **PRIME RATE**<br>ex Gulf Prowler<br>**John A. Williams**<br>Houma, La United States of America<br>SatCom: 1500246/SRPP | **152**<br>103<br>— | | **1973** Master Marine Inc.—Bayou la Batre, Al<br>*23,57* 7,37<br>3,56<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | General Motors<br>Vee Oil 2SA 16Cy. 146 × 146<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 7600809<br>*HP5552*<br>19633-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PRIME VICTORY**<br>ex Depa Seconda-89<br>ex Lincolnbrook-86<br>**Prime Shipping Inc. Two**<br>Hellenic Seaways Overseas Corp.<br>Panama Panama | T.Mk<br>**1 599**<br>1 067<br>3 700 | GL (RI)<br>✠Classed LR until<br>20/3/87 | **1976**-9 Tille Scheepsbouw B.V.—Kootstertille (201)<br>93,60 13,67 5,639<br>84,51 13,61 7,80<br>P 11,6 F 8,3 1 dk & S dk<br>rf 76 | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho 60,5 ER 1 TwD<br>G.4 864 B.4 833<br>TEU 172 C. 172/20'<br>1 Ha (stl) (51,8 × 10,3) ER<br>Cr 2(12,5) | Alpha 18V23L-VO<br>Vee Oil 4SA 18Cy. 225 × 300 sr geared to sc. shaft<br>2 052kW (2 790bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 116kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 313,0t (d.o.) 12,5kn |
| 7406746<br>*HP5821*<br>20064-PEXT1<br>Df Esd Gc<br>Pfd Rdr Rt | **PRIME VISION**<br>ex Lancasterbrook-90<br>ex Chelseastream-79<br>ex Lancasterbrook-77<br>**Prime Shipping Inc. Three**<br>Hellenic Seaways Overseas Corp.<br>Panama Panama | **1 599**<br>1 088<br>3 700 | ✠**100A1** SS 7/89<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL Q 1½"U2<br>FN 1810 | **1975**-11 Handel & Schpsb. Mij. Kramer & Booy B.V.—Kootstertille (190)<br>93,60 13,67 5,639<br>84,51 13,61 7,80<br>P 11,6 F 8,3 1 dk & S dk<br>rf 76 | **M General Cargo** OSD<br>1 Ho 60,5 ER<br>G.4 864 B.4 833<br>TEU 172 C. 172/20'<br>1 Ha (stl) (51,8 × 10,3) ER<br>Cr 2(12,5) | Smit-Bolnes 307HDK<br>Oil 2SA 7Cy. 300 × 550 sr geared to sc. shaft<br>3 150bhp (2 317kW)<br>N.V. Smit & Bolnes Zierikzee<br>Gen 2 × 150kW 380/440V 50Hz a.c.<br>Fuel 313,0t (d.o.) 13kn |
| 7514634<br>*HPKW*<br>8037-77B<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRIMERA PEAK**<br>**Primera Maritime Enterprises S.A.**<br>M.O. Ship Management Co. Ltd.<br>Panama Panama | **12 816**<br>7 666<br>20 327 | NK | **1977** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (944)<br>161,02 23,75 10,372<br>153,35 23,70 13,87<br>P 38,8 F 15,9 2 dks | **M General Cargo**<br>4 Ho ER 4 TwD<br>G.26 944 B.25 327<br>TEU 382<br>C.Ho 274/20' C.Dk 108/20' incl. 62 ref C.<br>7 Ha (stl) (14,0 20,2p&s 20,2p&s 20,2p&s × 8,0) ER<br>Cr 2(22) 2(16) 2(10) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 560kW<br>Fuel 181,0t (d.o.) 1 402,0t (hvf)-37,5pd 17kn |
| 7611171<br>*UUJV*<br>M-31940<br>Df Rdr | **PRIMERNYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **1 074**<br>232<br>447 | RS | **1976** ............U.S.S.R.<br>58,55 12,96 4,671<br>51,62 5,90<br>1 dk | **D-E Tug**<br>Salvage<br>Ice strengthened | 2 Oil 4SA each 6Cy. 300 × 380 driving 2 gen. connected to elec. motor & geared to sc. shaft<br>U.S.S.R.<br>13,5kn |
| 5240289<br>*XCPJ*<br>Df Esd Gc<br>Rdr | **PRIMERO DE JUNIO**<br>ex Monte Anaga-74<br>**Government of Mexico (Fideicomiso de Formacion y Capacitacion para Personal de la Marina Mercante Nacional, Escuelas Nauticas Mercantes)**<br>Veracruz Mexico | **6 813**<br>3 853<br>5 545 | ✠Classed LR until<br>9/12/87 | **1959**-10 Cia. Euskalduna—Bilbao (137)<br>130,82 18,06 6,852<br>117,51 18,00 10,27<br>F 37,5 2 dks, 3rd dk except in mchy space<br>RW rf 152 DK fwd conv Passenger/General Cargo 74 | **M Passenger/ Training Ship**<br>Ref 100bth P | Sulzer<br>Oil 2SA 10Cy. 720 × 1250<br>7 300bhp (5 370kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>17kn |

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| **7413000**<br>*CLBQ*<br>Df Esd Gc<br>Pfd Rdr Rt | **PRIMERO DE MAYO**<br>**Empresa de Navegacion Caribe**<br>La Habana Cuba | **6 640**<br>4 307<br>10 618 | RCB<br>✠Classed LR until 3/86 | **1977**-7 Marine Industrie Ltee.—Sorel, P.Q. (436)<br>143,39 18,65 6,954<br>132,92 18,31 8,87<br>P 28,1 F 13,2 1 dk<br>rf nil Bow/CM 41 Diam. 0,250 MH 0,9 | **M Tanker**<br>Bow loading Stern disch.<br>15 Ta ER<br>L.(oil) 14 219<br>4 Cargo pumps total 1 375T/hr | MAN<br>Oil 4SA 8Cy. 400 × 540 sr geared to sc<br>5 000bhp (3 678kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 350kW 550V 60Hz a.c.<br>Fuel 84,0t (d.o.) 581,5t (hvf) |
| **7801271**<br>231396<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRIMICIA**<br>ex C. R. Genes-90 ex Frio Santos-87<br>ex Freezer King I-87<br>ex Freezer King-85<br>**Maple Shipping Corp.**<br>Manila Philippines<br>SatCom: 1700507/PRIM | **7 511**<br>4 481<br>7 649 | BV NK | **1978** Kochi Jyuko K.K.—Kochi (2028)<br>140,67 (BB) 8,319<br>130,03 20,01 12,32<br>F 10,0 4 dks | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 4(p) 4(s)<br>3 Ho ER 1 Ho<br>In.9 694<br>4 Ha (stl) (8,7 8,7 8,7 × 7,1) ER (8,7 × 7,1)<br>8W Der 8(7) | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460 sr geared<br>shaft<br>13 600bhp (10 004kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 311,0t (d.o.) 1 735,5t (hvf)-41,5pd |
| **8005082**<br>*ELBP9*<br>7133<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRIMO**<br>ex Coal Star-89 ex Coal Venture-83<br>**Primo Bulk Carriers Inc.**<br>Monrovia Liberia<br>SatCom: 1243646/ELBP | **59 396**<br>46 805<br>129 023<br>T/cm<br>97,4 | ✠**100A1** SS 3/86<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2, 4, 6 & 8<br>holds may be empty<br>✠**LMC** **UMS**<br>EL V† 715,0/92,0U3(a)<br>FN 16404 | **1982**-3 Mitsui Eng. & SB. Co. Ltd.—Tamano (1237)<br>263,00 (BB) 42,07 16,480<br>253,02 42,02 22,81<br>B 25,3 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 21,8 22,0 21,8 22,0 22,1 21,8 22,4 22,4 21,5 ER<br>G.141 604 B.136 376 HeCls. B<br>9 Ha (stl) (13,6 × 15,7) (13,6 13,6 13,6 13,6 13,6 13,6 13,6 13,6 × 18,9) ER | B&W<br>Oil 2SA 6Cy. 800 × 1950<br>16 700bhp (12 284kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 13kgf/cm$^2$ (12,8bar)<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 265,0t (d.o.) 4 068,0t (hvf)-58,0pd |
| **8407101**<br>*SBHK*<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PRIMO**<br>ex Osco Beduin-89<br>**P/R for m.t. "Primo"**<br>OT Shipping AB<br>Karlshamn Sweden<br>SatCom: 1370214/PRIM | *45 104*<br>*26 849*<br>81 350<br>T/cm<br>66,0 | NV | **1987** Dalian Shipyard—Dalian/Dairen (PT690/2)<br>228,61 15,750<br>223,02 32,25 19,51<br>1 dk<br>Bow/CM 108 Diam. 0,410 MH 1,5 | **M Tanker**<br>Oil Chemical<br>COW IGS SBT DB<br>17 Ta ER<br>L.93 000<br>14 Cargo pumps total 10 440T/hr | B&W<br>Oil 2SA 5Cy. 800 × 2592<br>9 454kW (12 853bhp)<br>Dalian Marine Diesel Engine Works<br>Gen 1 × 1024kW 1 × 960kW<br>440V 60Hz a.c.<br>Controllable pitch propeller |
| **6402743**<br>313971<br>Esd Pfd Rdr<br>Rt | **PRIMO**<br>**Fishery Products International Ltd.**<br>Halifax, N.S. Canada | **312**<br>103<br>— | Classed LR until 22/10/76 | **1964**-2 G. T. Davie & Sons Ltd.—Lauzon, P.Q. (88)<br>39,32 8,03<br>35,06 7,93 5,87<br>P 2,5 F 6,1<br>rf 1067 BK 229 | **M Fishing**<br>Side Trawler<br>Ice strengthened | Alpha<br>Oil 2SA 6Cy. 310 × 490 with hydraulic<br>720bhp (530kW)<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| **7856185**<br>*DUBP*<br>Rdr Rt | **PRIMO**<br>ex Tensha Maru No. 2-82<br>ex Masuei Maru No. 23<br>**Pacific Offshore S.A.**<br>Manila Philippines | **182**<br>1<br>— | | **1966** Kanagawa Zosen—Kobe (71)<br>33,00 2,801<br>26,50 8,60 3,81<br>1 dk | **TM Tug** | Hanshin<br>2 Oil<br>The Hanshin Diesel Works Ltd. |
| **7733266**<br>U192-00182 | **PRIMO**<br>**Mandel R. Borden**<br>Roatan Honduras | **114**<br>77<br>— | | **1977** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*21,98*<br>6,79 3,38<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) |
| **6929557**<br>*YJXT6*<br>443<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRIMO C**<br>ex Rjecina-89 ex Arcturus-83<br>**Orient Primo Transport Corp.**<br>Seascot Shiptrading Ltd.<br>Port Vila Vanuatu | *9 418*<br>*6 079*<br>15 124 | ✠**100A1** SS 9/87<br>strengthened for heavy<br>cargoes<br>✠**LMC**<br>EL A† $2\frac{3}{16}$"U2<br>FN 4469<br>(JR) | **1969**-12 R.O. Brodogradiliste "3 Maj"—Rijeka (530)<br>145,01 (BB) 20,65 9,099<br>135,01 20,60 12,50<br>F 12,8 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 19,0 23,4 14,0 9,4DT 18,7 ER 18,7 5 TwD<br>G.22 168 B.19 904<br>5 Ha (stl) (9,7 × 8,3) (14,0 14,0 12,5 × 9,9) ER (10,1 × 8,3)<br>16W Der 4(10) 12(5) | Sulzer<br>Oil 2SA 5Cy. 760 × 1550<br>5 664kW (7 700bhp)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 139,0t (d.o.) 1 087,0t (hvf)-27,0pd |
| **7220221**<br>*ITPG*<br>218<br>Df Esd Rdr<br>Rt | **PRIMO GIOVANNI**<br>**Lissa Francesco ed Altri**<br>Trapani Italy | **194**<br>91<br>— | (RI) | **1971** Cant. Nav. M. Morini & C.—Ancona (123)<br>32,21 6,84 3,099<br>24,41 6,81 3,61<br>1 dk | **M Fishing**<br>Side Trawler | MAN<br>Oil 4SA 6Cy. 300 × 450<br>525bhp (386kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **7328401**<br>*ESLW*<br>M-29880<br>Df Esd Rdr<br>Rt | **PRIMORETS**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | **775**<br>277<br>399 | RS | **1969** ............U.S.S.R.<br>54,28 9,96 4,052<br>49,41 5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>4W Der 2(5) 2(1) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **7645342**<br>*UBTS*<br>M-12512 | **PRIMORETS**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1977** ............U.S.S.R.<br>33,96 7,09 2,901<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8724286**<br>M-38463<br>Rdr Rt | **PRIMORETS**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Taganrog) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1988** ............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works |
| **7602182**<br>*9HOH3*<br>2929<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **PRIMORJE**<br>ex Mixteco-85 ex Samoa-84<br>**Malta Cross Shipping Co. Ltd.**<br>Croatia Line<br>Valletta Malta | **16 150**<br>8 725<br>23 720 | ✠**100A1** SS 6/88<br>strengthened for heavy<br>cargoes, hold Nos. 1, 3 &<br>5 may be empty, or hold<br>Nos. 2 & 4 may be empty<br>✠**LMC** **UMS**<br>EL H† 666,0/62,0U3<br>FN 5821<br>JR | **1978**-6 A/S Nakskov Skibsvaerft—Nakskov (217)<br>159,42 (BB) 24,85 10,171<br>150,02 24,77 14,03<br>P 29,6 F 11,6 1 dk, 2 dk in Nos. 2 & 4 holds<br>rf nil | **M General Cargo**<br>strengthened for grab discharge<br>5 Ho 18,2 27,1 19,8 27,1 18,2 ER<br>G.30 562 B.29 382<br>TEU 752<br>C.Ho 306/20' 30/40' C.Dk 386/20' (40') incl. 48 ref C.<br>9 Ha (stl) (13,5 × 10,6) (20,7p&s 13,4p&s 20,7p&s 13,5p&s × 9,0) ER<br>Cr 6(16) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>7 282kW (9 900bhp)<br>A/S Burmeister & Wain's Motor-og<br>1971<br>2 AuxB (1 o.f. 1 ex.g) 8,5kgf/cm$^2$<br>Gen 4 × 560kW 450V 60Hz a.c.<br>Fuel 310,0t (d.o.) 1 277,0t (hvf)-35,0pd |
| **7435864**<br>*URSB*<br>M-31168<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRIMORSK**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400705/URSB | T.Mk<br>**7 299**<br>3 659<br>12 347 | RS | **1975** VEB Warnowwerft Warnemuende—Warnemuende (344)<br>150,37 (BB) 21,87 8,979<br>140,01 21,80 13,59<br>F 15,3 2 dks, 3rd dk in Nos. 2 - 4 holds | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER 13,6 8 TwD<br>G.17 878 B.17 037 In.587 L.403<br>TEU 368<br>C.Ho 244/20'(40') C.Dk 124/20'(40')<br>9 Ha (stl) (12,9 12,9p&s 25,1p&s 12,9p&s × 8,1) ER (3,5p&s × 2,6)<br>4W Cr 3(8) 1(3,25) Der 1(60) 4(12) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR<br>Fuel 301,0t (d.o.) 1 198,0t (hvf)-41,5pd |
| **7932654**<br>*UOUG*<br>M-31307<br>KT-0305<br>Df Esd Rdr<br>Rt | **PRIMORSKIY BEREG**<br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**7 856**<br>4 314<br>9 606 | RS | **1979** VEB Mathias-Thesen-Werft—Wismar (211)<br>152,69 22,26 8,000<br>142,02 22,22 13,62<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>6 Ho ER<br>G.1 876 In.13 000<br>6 Ha (stl) (2,5 2,5 6,0 6,0 6,0 6,0 × 4,0) ER<br>11W Der 2(10) 7(5) | MAN<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>VEB Maschinenbau Halberstadt |

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| 7945560<br>USYO<br>M-38870<br>Df Esd Gc<br>Rdr RTv | **PRIMORSKO-AKHTARSK**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1981** ..............U.S.S.R.<br>54,82 9,96 4,111<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 7130103<br>UIHN<br>M-29570<br>Df Esd Gc<br>Rdr Rt | **PRIMORYE**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 540**<br>2 171<br>6 200 | RS | **1971** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,148<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W 7-50VT2BF-110<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 139,0t (d.o.) 330,0t (hvf) 14,5kn |
| 7905778<br>URDH<br>M-37614<br>Df Esd Gc<br>Rdr Rt | **PRIMORYE**<br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Nakhodka) (U.S.S.R.) | **2 484**<br>864<br>1 964 | RS | **1981** Brodogradiliste "Split"—Split (305)<br>80,00 15,14 4,060<br>75,42 15,10 5,60<br>1 dk | **TM Dredger**<br>Suction<br>Hopper 1 000 | Sulzer 8ASL25/30<br>2 Oil 4SA each 8Cy. 250 × 300 geared to sc. shafts<br>1 470bhp (1 081kW)<br>Sour "Jugoturbina" Karlovac |
| 7111494<br>EWDG<br>M-30413 | **PRIMORYE**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **179**<br>49<br>76 | RS | **1971** ..............Bulgaria<br>31,70 7,42 2,810<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.102<br>1 Ha (1,5 × 1,3) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>E made72 fitted—<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9,25kn |
| 7627974<br>9VCQ<br>384095<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **PRIMORYE MARU**<br>**Seaspirit (S) Pte. Ltd.**<br>Iino Kaiun Kaisha Ltd. (IINO LINES)<br>Singapore Singapore<br>SatCom: 1715166/PRIM | **5 496**<br>3 064<br>8 002 | NK | **1977** Kagoshima Dock & I.W. Co. Ltd. —Kagoshima (98)<br>128,00 6,624<br>118,01 21,01 8,41<br>P 22,0 F 24,1 1 dk | **M Container Ship**<br>Fixed-guides 2cbn 4bth P<br>4 Cell. Ho ER<br>TEU 423 C.423/20' (40')<br>6 Ha (stl) ER | Mitsubishi 6UEC52/105D<br>Oil 2SA 6Cy. 520 × 1050<br>7 200bhp (5 296kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 114,0t (d.o.) 583,0t (hvf)-27,5pd 14,75kn |
| 5284601<br>143 | **PRIMOS**<br>**Transmovex-Sociedade de Pescas e Transportes Maritimos**<br>Sao Vicente Cape Verde Republic | **107**<br>60<br>205 | | **1946** Antonio Geraldo—Faro<br>27,67 7,14 3,353<br>7,09<br>1 dk | **Wood Aux M General Cargo**<br>1 Ho 10,9<br>Der 1(-) | Alpha<br>Oil 2SA 4Cy. 200 × 340<br>180bhp (132kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 6,0t 7kn |
| 7211347<br>J8FI8<br>3397<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER | **PRIMOSTEN**<br>ex General Luna-84 ex Fjordnes-81<br>**All Arab American Navigation N.V.**<br>Slobodna Plovidba<br>Kingstown St. Vincent and the Grenadines | **4 821**<br>3 107<br>7 580<br>T/cm<br>16,7 | JR NV | **1972** Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (13420)<br>123,27 (BB) 17,07 6,849<br>115,88 17,00 9,02<br>P 20,2 F 8,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened<br>3 Ho 24,4 38,4 24,4 ER<br>G.11 103 B.10 738<br>3 Ha (stl) (15,4 28,7 15,4 × 10,5) ER<br>4W Der 4(8) | Normo KVM-12<br>2 Vee Oil 4SA each 12Cy. 250 × 300 geared to sc. shaft<br>2 500kW (3 399bhp)<br>A/S Bergens M/V Bergen<br>Gen 2 × 268kW 1 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 23,0t (d.o.) 408,0t (hvf)-13,0pd 13kn |
| 7377476<br>3EIY7<br>19247-PEXT1<br>Df Esd Gc<br>Pfd Rdr RTv | **PRIMROSE**<br>ex Dona Angela-89<br>**Birchwood Overseas S.A.**<br>Panama Panama | **7 020**<br>4 654<br>11 694<br>T/cm<br>21,7 | BV | **1974** Fukuoka Zosen K.K.—Fukuoka (1032)<br>127,82 20,55 8,046<br>119,00 20,50 10,32<br>1 dk | **M Bulk Carrier**<br>3 Ho 24,6 39,7 25,0 ER<br>G.14 722 B.13 911<br>3 Ha (stl) (19,8 × 8,7) (34,2 20,9 × 10,7) ER<br>4W Der 4(21) | Mitsubishi 6UEC52/105D<br>Oil 2SA 6Cy. 520 × 1050<br>4 560kW (6 199bhp)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 250kW 440V 60Hz a.c.<br>Fuel 1 466,0t (hvf) 16,8kn |
| 7101774<br>Df Esd Gc<br>Pfd Rdr Rt | **PRIMROSE**<br>ex Seishin Maru No. 28<br>**Frabelle Fishing Corp.**<br>Manila Philippines | **284**<br>125<br>— | | **1971** K.K. Ichikawa Zosensho—Ise (1288)<br>7,62 3,201<br>42,30 7,60 3,56<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7423354 | **PRIMROSE**<br>**Bahrain Fishing Co. (BAFCO)**<br>Bahrain | **105**<br>—<br>— | | **1976** Ast. IMESA—Salina Cruz (127)<br>21,04<br>5,66 2,75 | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,5kn |
| 8108705<br>5BXG<br>707541<br>Df Esd Gc<br>Pfd Rdr Rt | **PRIMROSE ISLANDS**<br>ex Sea Primrose-85<br>ex Carrianna Primrose-84<br>**Piranha Navigation Co. Ltd.**<br>Nordstrand Maritime & Trading Co. Ltd.<br>Limassol Cyprus | **15 864**<br>10 794<br>26 400<br>T/cm<br>34,8 | **✠100A1** SS 10/86<br>bulk carrier<br>strengthened for heavy cargoes No. 3 hold may be empty<br>**✠LMC**<br>EL Ft 577,5/66,0U2<br>FN 6330 | **1982**-11 Austin & Pickersgill Ltd.—Southwick, Sunderland (1421)<br>181,29 22,86 10,402<br>170,80 22,70 14,36<br>F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 22,5 28,8 15,2 29,6 29,6 ER<br>G.34 630 B.32 583<br>5 Ha (stl) (13,3 20,0 8,8 20,0 20,0 × 12,6) ER<br>Cr 4(25) | Sulzer 6RND68M<br>Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW)<br>Clark Hawthorn Ltd. Wallsend<br>AuxB (Comp) 6,9kgf/cm² (6,8bar)<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 261,5t (d.o.) 589,0t (hvf) |
| 5284637<br>ISGO<br>184 | **PRIMULA**<br>**Giuseppe Bigione**<br>Cagliari Italy | **149**<br>69<br>— | | **1960** Dante Castracani—Ancona (40)<br>32,57 7,01 3,801<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side Trawler | MaK<br>Oil 4SA 6Cy. 260 × 290<br>380bhp (280kW)<br>Maschinenbau Kiel A.G. Kiel |
| 6524709<br>OGQM<br>1344<br>Df Esd Rdr<br>RTv | **PRIMUS**<br>**O/Y Hangon Hinaus A/B**<br>Helsinki/ Helsingfors Finland | **121**<br>0<br>36 | (NV) | **1965** Oy Laivateollisuus Ab—Turku/Abo (235)<br>24,21 7,35 3,601<br>21,32 7,31 4,22<br>1 dk<br>rf 1499 | **M Tug**<br>Ice strengthened | Wartsila<br>Oil 4SA 8Cy. 240 × 310 sr geared to sc. shaft<br>Wartsila Kon. Mek. Verks. Vaasa/Vasa<br>Gen 2 × 50kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 22,5t (d.o.) 10kn |
| 6822266<br>H2RB<br>702050<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **PRINARITIS**<br>ex Union-87 ex San George-87<br>ex Brembo-83 ex Lugano-82<br>ex Tamworth-78<br>**Prino Shipping Co. Ltd.**<br>Limassol Cyprus | **10 339**<br>6 264<br>16 689<br>T/cm<br>26,6 | **✠100A1** SS 4/87<br>(cc)<br>**✠LMC**<br>EL ct 2⅜"U2<br>FN 4845 | **1968**-9 Austin & Pickersgill Ltd.—Southwick, Sunderland (851)<br>154,67 20,88 9,013<br>144,79 20,73 12,73<br>P 30,2 F 12,2 1 dk<br>RW rf nil | **M Bulk Carrier**<br>5 Ho 23,7 23,6 9,1 23,6 23,6 ER<br>G.23 387 B.21 691<br>5 Ha (stl) (14,4 15,2 5,3 15,2 14,4 × 10,6) ER<br>10W Der 10(5) | Doxford<br>Oil 2SA 4Cy. 670 × 2100<br>6 640bhp (4 884kW)<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 250kW 220V d.c.<br>Fuel 819,0t (hvf) 14kn |
| 8118243<br>H9SO<br>11119-81B<br>Df Esd Gc<br>Pfd Rdr Rt | **PRINCE**<br>**Prince Arrow S.A.**<br>Panama Panama | **2 651**<br>1 793<br>4 747 | NK | **1981** K.K. Imai Seisakusho—Iwagi (213)<br>90,30 6,412<br>83,32 15,21 7,60<br>P 19,2 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 553 B.5 015<br>2 Ha (stl) (15,2 26,0 × 8,5) ER<br>Der 3(15) | Akasaka DM38AK<br>Oil 4SA 6Cy. 380 × 600<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>11kn |
| 6609078<br>Df Esd Rdr<br>RTm/h/v | **PRINCE**<br>ex Ben Ain-91 ex Gretchen Weston-76<br>ex Deben-71<br>Honduras | **499**<br>288<br>756 | ✠CLASS WITHDRAWN at Owners' request 8/91 | **1966**-3 Boele's Schps. & Mchf. N.V.—Bolnes (1023)<br>55,94 8,72 3,341<br>50,42 - 8,69 3,97<br>P 12,2 F 7,4 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 34,9 ER<br>G.1 048 B.1 006<br>1 Ha (stl) (23,7 × 5,5) ER | Blackstone<br>Oil 4SA 6Cy. 222 × 292 with flexible coupling & sr geared to sc. shaft<br>530bhp (390kW)<br>Lister Blackstone Ltd. Stamford<br>Gen 3 × 10kW 1 × 5kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 31,5t (d.o.) 10,5kn |

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| **6400721**<br>Rdr | **PRINCE**<br>**George & Peter Lines Inc.**<br>Philippines | **177**<br>89<br>— | | **1963** Hashihama Zosen—Imabari (149)<br>33,13 6,25 1,982<br>29,52 6,20 2,80<br>1 dk<br>RW | **M Ferry**<br>264P | Oil 4SA 6Cy. 270 × 400<br>500bhp (368kW)<br>Nippon Hatsudoki<br>Gen 2 × 32kW 225V a.c.<br>Fuel 6,0t-2,0pd |
| **7380904**<br>*D9DO*<br>ICR-730303<br>Rdr Rt | **PRINCE**<br>ex Asagiri Maru-81<br>**Sun Hwa Shipping Co. Ltd.**<br>Inchon South Korea | **171**<br>56<br>— | KR | **1974** Sagami Zosen Tekko K.K.—Yokosuka (168)<br>28,50 8,01 2,490<br>26,40 7,98 3,48<br>B 10,4 1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 48kW 225V a.c. |
| **8132586**<br>*D7KO*<br>YSR-813224<br>Rdr Rt | **PRINCE**<br>ex Express New Star-87<br>**Kum San Heung Eup Co. Ltd.**<br>Yosu South Korea | **125**<br>82<br>26 | KR | **1981** Sung Jin Shipyard Co. Ltd.—Jinhae<br>33,46 1,558<br>31,25 4,81 2,11<br>P 7,7 1 dk | **M Ferry**<br>1 Ha (stl) (1,9 × 2,5) | General Motors<br>Vee Oil 2SA 16Cy. 146 × 146<br>1 060bhp (780kW)<br>General Motors Corp.<br>Gen 1 × 8kW 225V a.c. |
| **5242627**<br>*GIFY*<br>712971 | **PRINCE ALBERT**<br>ex Apollon I-87 ex Apollo I-87<br>ex Meltemi II-83 ex Mostar-66<br>**ALI Finance Ltd.**<br>London United Kingdom | **878**<br>567<br>25 | BV | **1955** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (165)<br>57,71 8,74 2,693<br>8,69 4,04<br>F 17,1 1 dk<br>RW BK 140 | **TM Passenger/General Cargo/Ferry**<br>230P<br>1 Ha (2,7 × 2,2)<br>Der 2(1,5) | MAN<br>2 Oil 4SA each 6Cy. 400 × 460<br>1 104kW (1 501bhp)<br>Masch. Augsburg-Nuernberg (MAN)<br>Fuel 35,5t (d.o.) |
| **5284663**<br>311869<br>Esd Rdr Rt | **PRINCE ANDREW**<br>**Prime Explosives Ltd.**<br>Vancouver, B.C. Canada | **349**<br>206<br>— | | **1960** W. Hopkins—Wesleyville, Nfl.<br>41,76 8,95 4,198<br>39,17 8,54<br>1 dk | **Wood M General Cargo** | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>309kW (420bhp)<br>Alpha-Diesel A/S |
| **7360291**<br>*FZUH*<br>CC 291655<br>Df Esd Gc<br>Pfd Rdr Rt | **PRINCE DE JOINVILLE**<br>**Societe Peche et Froid**<br>Concarneau France | **851**<br>376<br>— | BV | **1978** At. & Ch. de la Manche—St. Malo (145)<br>62,77 11,54 5,801<br>56,80 11,51 7,83<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254 reverse geared to sc. shaft<br>3 650bhp (2 685kW) E made74 fitted7<br>General Motors Corp. Electro-Motive Di<br>Fuel 244,0t (d.o.) |
| **7236270**<br>*VC8060*<br>331725<br>Esd Gc Rdr<br>RTh/v | **PRINCE EDWARD**<br>**Government of Canada (Transport Canada)**<br>Northumberland Ferries Ltd.<br>Ottawa Canada | *1 772*<br>*927*<br>610 | ✠100A1 CS 4/87<br>Northumberland Strait service<br>✠LMC<br>EL P $1\frac{7}{16}$"U2<br>FN 1522 | **1972**-9 Ferguson Industries Ltd.—Pictou, N.S. (193)<br>75,90 16,79 3,734<br>69,80 16,31 5,49<br>1 dk<br>rf 127 | **TM RoRo Cargo/Ferry**<br>300dk P<br>Lane Length 300 Cargo Width 3,81<br>Clear height 4,22 | General Motors<br>2 Vee Oil 2SA each 16Cy. 216 × 254 s<br>sc. shafts<br>3 200bhp (2 354kW) NE 6/86<br>General Motors Corp. Electro-Motive Di<br>2 Controllable pitch propellers |
| **5284704**<br>*VGJP*<br>179563<br>Df Esd Gc<br>RdrRTm<br>AMVER | **PRINCE GEORGE**<br>**Limbourg Investments Ltd.**<br>Victoria, B.C. Canada | **5 825**<br>3 239<br>587 | ✱Classed BC until 10/54 | **1948**-6 Yarrows Ltd.—Victoria, B.C. (105)<br>106,69 15,88 5,360<br>15,83<br>B 26,6 3 dks<br>RW rf 305 | **TS Passenger/General Cargo**<br>Accommodation Ship Ref 368bth P<br>2 Ho 15,2 18,9<br>G.10 845 B.9 345 In.96<br>1 Ha (6,1 × 3,6)<br>2W Der 2(3) | U 12Cy. (12) 584 x 660<br>7 000ihp (5 149kW)<br>Canadian Vickers Ltd.<br>Gen 3 × 125kW 1 × 83kW 1 × 5<br>220V 60Hz a.c.<br>Fuel 484,5t (o.f.) |
| **8917170**<br>*LXPH*<br>RMLX-1/01<br>Df Esd Gc<br>Rdr RTv | **PRINCE HENRI**<br>**Eurolease Factor S.A.**<br>Luxembourg Luxembourg<br>SatCom: 1253101/PRHE | **2 522**<br>1 716<br>4 686 | BV | **1991** B.V. Scheepswerf Lanser—Sliedrecht (703)<br>110,00 (BB) 5,450<br>105,00 12,50 7,00<br>1dk | **M Tanker**<br>Oil Chemical<br>6 Ta 12 Wing Ta ER<br>L.6 125<br>8 Cargo pumps total 1 500T/hr | MAN-Sulzer<br>Vee Oil 4SA 12Cy. 250 × 300<br>2 936bhp (2 160kW) E made79 recond<br>fitted91<br>MAN B&W Diesel Aktiengesellschaft<br>× 320kW<br>2 Thw. thrust propellers fwd |
| **7346221**<br>*ORAH*<br>Df Esd Gc<br>Pfd Rdr RTv | **PRINCE LAURENT**<br>**Regie voor Maritiem Transport**<br>Oostende Belgium | **5 052**<br>2 407<br>1 029 | ✠100A1 SS 7/89<br>ferry<br>Channel service from U.K. ports south of Oban and Harwich/Hook of Holland and to River Elbe & Brest<br>✠LMC<br>EL (X) 2"U2<br>FN 3435 | **1974**-7 N.V. Boelwerf S.A.—Tamise/Temse (1477)<br>118,01 19,82<br>111,61 19,21 11,56<br>B 68,0 2 dks 3rd dk clear of mchy. space (2nd dk light cargoes only)<br>rf 178 | **TM Passenger/RoRo Cargo/Ferry**<br>148bth 1154dk P<br>Bow & stern doors<br>Trailers 30 | Pielstick<br>2 Vee Oil 4SA each 18Cy. 400 × 460<br>18 000bhp (13 240kW)<br>Ch. de l'Atlantique<br>NAuxB (o.f.) 10/77 7kgf/cm² (6,9bar)<br>NAuxB (o.f.) 12/86 7kgf/cm² (6,9bar)<br>Gen 3 × 504kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 1 294,5t (d.o.) |
| **5208267** | **PRINCE LOUIS**<br>ex Lillebaelt-70 ex Fano-45 ex Astraea<br>**Arreola & Klakorich**<br>Los Angeles-Long Beach, Ca United States of America | **149**<br>111<br>234 | (BV) | **1921** Chr. L. Johansens Traeskibsbyggeri—Marstal<br>30,13 7,37 3,353<br>... ...<br>1 dk | **Wood Aux M General Cargo**<br>Schooner<br>Mchy.aft | Alpha<br>Oil 2SA 3Cy. 200 × 340<br>150bhp (110kW) NE 57<br>Alpha-Diesel A/S |
| **6615467**<br>*GTQU*<br>333568<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **PRINCE MADOG**<br>**University College of North Wales (Marine Science Laboratories)**<br>Beaumaris United Kingdom | **182**<br>44<br>— | ✠100A1 SS 2/88<br>stern trawler<br>✠LMC<br>EL g $\frac{7}{8}$"U1<br>FN 266 | **1968**-2 Ramsey SB. & Eng. Co. Ltd.—Ramsey (Rs9)<br>*26,25* 7,19 2,744<br>24,74 7,01 3,74<br>F 10,7 1 dk<br>rf 686 | **M Research/Fishing**<br>Stern Trawler<br>1 Ho 3,6<br>1 Ha (1,2 × 1,2) | Blackstone<br>Oil 4SA 6Cy. 222 × 292 sr geared to sc<br>600bhp (441kW)<br>Lister Blackstone Ltd.<br>Gen 1 × 50kW 1 × 30kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 23,5t |
| **7927465**<br>*JJ3244*<br>121202<br>Esd Gc Rdr Rt | **PRINCE MARU No. 11**<br>**Nissan Prince Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **3 719**<br>2 787<br>2 467 | NK | **1980** K.K. Taihei Kogyo—Akitsu (1376)<br>111,03 5,101<br>103,51 19,02 5,69<br>2 dks | **M Vehicles Carrier**<br>Mchy.aft | B&W<br>Oil 2SA 6Cy. 450 × 900<br>5 280bhp (3 884kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 360kW 450V 60Hz a.c.<br>Fuel 38,0t (d.o.) 273,0t (hvf)-16,5pd |
| **7714973**<br>*JJ3081*<br>118842<br>Esd Rdr Rt | **PRINCE MARU No. 303**<br>ex Bridgestone Maru No. 303-86<br>**Nissan Prince Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **695**<br>—<br>730<br>T/cm<br>3,8 | NK | **1978** K.K. Taihei Kogyo—Akitsu (328)<br>57,97 3,891<br>53,50 10,51 4,30<br>P 12,5 F 6,8 1 dk<br>Bow/CM 23 Diam. 0,203 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 1 093<br>2 Cargo pumps total 400T/hr | Hanshin<br>Oil 4SA 6Cy. 280 × 480 reduction geare<br>shaft<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo<br>Gen 3 × 100kW a.c.<br>Fuel 18,5t (hvf)-4,0pd |
| **8321905**<br>*3EHL3*<br>14496-84A<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PRINCE No. 1**<br>**Fenix Maritima S.A.**<br>Panama Panama<br>SatCom: 1330431/NPKK | *47 747*<br>*15 589*<br>15 940<br>T/cm<br>46,1 | NK | **1984** Mitsubishi Heavy Industries Ltd.—Kobe (1152)<br>190,02 (BB) 9,021<br>180,02 32,21 30,84<br>P 39,1 F 116,2 | **M RoRo Cargo/ Vehicles Carrier**<br>Quarter stern door/ramp (s)<br>L 27,40 W 6,00 SWL 30<br>2 Side door/ramps 1(p) 1(s)<br>L 17,00 W 4,10 SWL 10<br>Lane Length 20804 Cargo Width 6,00<br>Clear height 6,00<br>Cars 4930<br>TEU 344 C. 344/20' (40') | Sulzer<br>Oil 2SA 9Cy. 580 × 1700<br>14 280bhp (10 504kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 925kW 440V 60Hz a.c.<br>Fuel 262,5t (d.o.) 2 524,5t (hvf)-41,5pd |
| **7822134**<br>*3EZO4*<br>15760-86<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PRINCE No. 10**<br>ex Prince Maru No. 10-86<br>**Fenix Maritima S.A.**<br>Panama Panama<br>SatCom: 1332704/PTEN | **12 608**<br>8 154<br>13 910 | NK | **1979** Kanasashi Co. Ltd.—Toyohashi (1288)<br>189,77 8,651<br>180,02 32,21 12,32<br>1 dk | **M Vehicles Carrier**<br>Cars 5527<br>Mchy.aft | Pielstick<br>Vee Oil 4SA 12Cy. 570 × 620 sr geare<br>shaft<br>18 000bhp (13 240kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 660kW 450V 60Hz a.c. |

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| 6402236<br>VCJN<br>320804<br>Gc Rdr<br>RTm/v | **PRINCE NOVA**<br>**Government of Canada (Transport Canada)**<br>Northumberland Ferries Ltd.<br>Pictou, N.S. Canada | **1 765**<br>763<br>711 | ✠**100A1** SS 4/88<br>Northumberland Strait<br>service<br>✠**LMC**<br>EL r 1½"SQ<br>FN 1526 | **1964**-5 Ferguson Industries Ltd.—Pictou, N.S. (148)<br>75,82 16,79 3,753<br>69,96 16,31 5,49<br>1 dk<br>rf 381 | **TM RoRo Cargo/Ferry**<br>300dk P<br>Lane Length 296 Cargo Width 3,81<br>Clear height 4,26 | Fairbanks, Morse<br>2 Oil 2SA each 10Cy. 206 × 508<br>3 200bhp (2 354kW)<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>✠ ndb 4/80 50lbf/in² (3,5bar)<br>Gen 3 × 165kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 59,0t (d.o.) 12,5kn |
| 9008720<br>3EOO9<br>21085-YJ<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PRINCE OF OCEAN**<br>**Neptune Perseus Shipping Corp.**<br>Tokai Shipping Co. Ltd. (Tokai Shosen K.K.)<br>Panama Panama | *36 686*<br>*16 797*<br>41 639 | NK | **1991** Sanoyas Corp.—Mizushima (1108)<br>10,117<br>188,00 32,20 17,30<br>1 dk | **M Wood-chip Carrier**<br>G.91 102<br>6 Ha (stl) (14,2 × 12,3) (13,8 13,8 13,8 14,2 12,6 × 17,2) ER<br>Cr 3(12,5) | Mitsubishi 7UEC52LS<br>Oil 2SA 7Cy. 520 × 1850<br>12 600bhp (9 268kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>15,5kn |
| 8508046<br>Rdr Rt | **PRINCE OF PEACE**<br>**Our Mother Inc.**<br>United States of America | **120**<br>—<br>— | | **1985** Patti SB. Inc.—Pensacola, Fl (120)<br>... ... ...<br>27,44<br>1 dk | **M Fishing**<br>Stern Trawler | General Motors 6-71-TI<br>Oil 2SA 6Cy. 108 × 127 geared to sc. shaft<br>250bhp (184kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| 7050303<br>WY7437<br>516595<br>Rt | **PRINCE OF PEACE II**<br>ex Slugger-77 ex Bea Owen-74<br>**Prince of Poquoson Inc.**<br>Norfolk, Va United States of America | **148**<br>101<br>— | | **1969** Allied Shipyard Inc.—Larose, La<br>*22,74*<br>6,71 4,25<br>1 dk | **M Fishing** | Oil<br>425bhp (313kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7361312<br>OVRY2<br>A-10389<br>Df Esd Gc<br>Pfd Rdr RTh | **PRINCE OF SCANDINAVIA**<br>ex Tor Britannia-91<br>ex Scandinavian Star-82<br>ex Tor Britannia-81<br>**DFDS A/S**<br>Kobenhavn Denmark (DIS) | T.Mk<br>**15 729**<br>8 119<br>3 335 | ✠**100A1** CS 3/90<br>U.K., Gothenburg &<br>Antwerp service<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL Ft 2⅝"U3<br>FN 6465 | **1975**-5 Flender Werft A.G.—Luebeck (607)<br>182,35 (BB) 23,63 6,303<br>163,00 23,60 16,06<br>B 138,7 4 dks<br>rf 203 | **TM Passenger/RoRo Cargo/Ferry**<br>428cbn 1529bth 163dk P<br>Side door(s)<br>2 Stern door/ramps 1(p) 1(s)<br>L 12,00 W 9,00<br>Clear height 4,50<br>Cars 375 Trailers 70 | Pielstick 12PC3V-480<br>4 Vee Oil 4SA each 12Cy. 480 × 520 sr geared to sc. shafts<br>33 540kW (45 598bhp)<br>Lindholmen Motor AB. Goteborg<br>2 AuxB (o.f.) 8,5kgf/cm² (8,4bar)<br>2 e(ex.g) 8,5kgf/cm² (8,4bar)<br>Gen 6 × 856kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 1 445,0t (hvf)-162,5pd 24,5kn |
| 7373743<br>A8GJ<br>4925<br>Df Esd Gc<br>Pfd RdrRTm<br>AMVER | **PRINCE OF TOKYO**<br>**Atlantic Glory Shipping Co. S.A.**<br>Monrovia Liberia | **34 611**<br>12 144<br>41 515<br>T/cm<br>51,7 | NK | **1974** Kurushima Dockyard Co. Ltd.—Onishi (815)<br>194,72 (BB) 30,46 11,026<br>182,51 30,41 21,32<br>1 dk<br>rf 5 BK 424 | **M Wood-chip Carrier**<br>6 Ho 28,2 21,9 21,9 21,9 21,9 26,9 ER<br>G.83 546 HeCls. B<br>6 Ha (stl) (each 13,5 × 16,1)<br>Cr 3(10,5) | MAN K8Z70/120<br>Oil 2SA 8Cy. 700 × 1200<br>12 400bhp (9 121kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Fuel 246,5t (d.o.) 1 569,0t (hvf)-40,0pd 14kn |
| 8707367<br>3EUU6<br>18722-YJ<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>CollRdr<br>AMVER | **PRINCE OF TOKYO II**<br>**Neptune Lynx Shipping Co.**<br>Panama Panama<br>SatCom: 1331270/POTS | *38 852*<br>*18 046*<br>42 981<br>T/cm<br>9,7 | NK | **1988** Sanoyas Corp.—Mizushima (1089)<br>202,40 (BB) 10,315<br>194,00 32,20 17,80<br>P 30,6 1 dk | **Aux M Wood-chip Carrier**<br>6 Ho ER<br>G.99 437<br>6 Ha (stl) ER | Mitsubishi 6UEC52LS<br>Oil 2SA 6Cy. 520 × 1250<br>4 965kW (6 750bhp)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Secondary propulsion<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 104,0t (d.o.) 1 271,06t (hvf)-22,5pd 14,3kn |
| 8801266<br>YTUY<br>02/04-1<br>315/89<br>Df Esd Gc<br>Pfd Rdr Rt | **PRINCE OF VENICE**<br>**Kompas Touristik International**<br>Koper Slovenia | *369*<br>*131*<br>146 | NV | **1989** North Queensland Engineers & Agents Pty. Ltd.—Cairns (160)<br>39,60 - 2,008<br>32,50 15,61 4,50 | **Aluminium Alloy TM Ferry**<br>Twin Hull | General Motors 16V-149-TI<br>2 Vee Oil 2SA each 16Cy. 146 × 146 with clutches, flexible couplings & reduction geared to sc. shafts<br>2 390kW (3 249bhp)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 92kW 415V 50Hz a.c.<br>2 Water jet propulsion units<br>25kn |
| 7108796<br>HOFZ<br>12996-83<br>Df Esd Gc<br>Pfd Rdr Rt | **PRINCE SHAUL**<br>ex Pacprince-82<br>**Vega Shipping Co.**<br>Panama Panama | **8 965**<br>6 312<br>15 178 | (AB) (BV) | **1971** Ishikawajima Harima Heavy Ind. (I.H.I.) —Nagoya (2187)<br>142,27 (BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 133 B.19 001<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 297,5t 12,5kn |
| 7395349<br>WSDX<br>570108<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRINCE WILLIAM SOUND**<br>**Shipco 667 Inc.**<br>Keystone Shipping Co.<br>Philadelphia, Pa United States of America<br>SatCom: 1506426/WSDX | **60 084**<br>50 727<br>122 941<br>T/cm<br>97,6 | AB | **1975** Sun SB. & Dry Dock Co.—Chester, Pa (667)<br>267,93 (BB) 41,46 16,758<br>251,47 41,38 21,85<br>1 dk<br>rf nil Bow/CM 127 Diam. 0,410 | **S Tanker**<br>IGS DB DSS<br>18 Ta ER<br>3 Cargo pumps total 11 800T/hr | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>General Electric Co. U.S.A.<br>Gen 2 × 1500kW<br>Fuel 5 677,5t (o.f.) 17kn |
| 7029823<br>WTV7486<br>526342<br>Esd Gc Rdr<br>RTm/h/v | **PRINCE WILLIAM SOUND**<br>ex State Victory<br>**Trident Seafoods Corp.**<br>Wilmington, De United States of America | **497**<br>338<br>— | AB | **1970** American Marine Corp.—New Orleans, La (1050)<br>56,70 12,25 3,947<br>53,50 12,20 4,58<br>F 18,0 1 dk<br>rf 51 | **TM Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar<br>2 Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 208V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 139,0t 15kn |
| 7375284<br>C6HY5<br>708280<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRINCEFIELD**<br>ex Jean L. D.-84<br>**AIP/Princefield Ltd. Partnership**<br>Kristian Gerhard Jebsen Skipsrederi A/S<br>Nassau Bahamas<br>SatCom: 1104337/PRFD | *24 787*<br>*12 385*<br>38 325<br>T/cm<br>46,0 | NV (BV) | **1974** Osaka Zosensho—Osaka (348)<br>182,00 (BB) 29,04 11,602<br>174,00 29,01 16,08<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 22,1 26,8 26,8 26,8 19,2 ER<br>G.42 223 B.41 133 HeCls. ptB<br>TEU 1584<br>5 Ha (stl) (21,0 × 16,4) (25,6 25,6 25,6 19,2 × 23,0) ER<br>Cr 2(25) | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 245,0t (d.o.) 2 050,0t (hvf)-48,0pd 14,5kn |
| 8513194<br>3ERU8<br>19562-91<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **PRINCES HIGHWAY**<br>**Salud Shipping Co. Ltd.**<br>Panama Panama<br>SatCom: 1335217/PRHY | *51 233*<br>*15 369*<br>16 191 | NK | **1986** Oshima Shipbuilding co. Ltd.—Nagasaki (10094)<br>199,80 (BB) 32,24 9,118<br>188,02 32,21 15,35 | **M RoRo Cargo/ Vehicles Carrier**<br>TEU 184 C. 184/20' | Sulzer 7RTA58<br>Oil 2SA 7Cy. 580 × 1700<br>12 850bhp (9 452kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 1150kW 1 × 600kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 202,0t (d.o.) 1 835,5t (hvf)-41,0pd 18,25kn |
| 7818066<br>DZFF<br>231544<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRINCESA**<br>ex Crown Cooler-91 ex Khalij Cooler-90<br>**Saturn Shipping Corp.**<br>Primera Ship Services (Hong Kong) Ltd.<br>Manila Philippines<br>SatCom: 1700534/PRIN | **7 629**<br>3 381<br>7 639 | NK | **1979** Kochi Jyuko K.K.—Kochi (2085)<br>140,66 8,326<br>130,00 20,00 12,30<br>F 10,0 4 dks | **M Refrigerated Cargo**<br>Vehicles<br>4 Side doors<br>4 Ho ER<br>In.9 867<br>4 Ha (stl) (each 8,6 × 7,1) ER<br>Der 8(7) | Pielstick 16PC2-5V-400<br>Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>10 004kW (13 601bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 650,4kW 450V 60Hz a.c.<br>Fuel 260,0t (d.o.) 1 566,0t (hvf)-48,0pd 20kn |

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| **5315814**<br>*P3NE3*<br>708859<br>Df Esd Pfd<br>Rdr Rt | **PRINCESA AMOROSA**<br>ex Galaxias-89 ex Scottish Coast-69<br>**Almarco Maritime Co. Ltd.**<br>Interorient Navigation Co. Ltd.<br>Limassol Cyprus | **4 858**<br>2 837<br>838 | ✠**100A1** SS 6/90<br>excluding transatlantic voyages North of 36°N., but including the Azores<br>✠**LMC**<br>EL w $1\frac{13}{16}$"SQ<br>FN 2146 | **1957**-3 Harland & Wolff Ltd.—Belfast (1547)<br>104,32 16,06 4,814<br>98,76 15,70 6,02<br>P 21,1 B 49,4 F 24,4 1 dk, 2nd dk clear of mchy. space<br>RW rf 152 conv Passenger/General Cargo/Ferry 69<br>conv Passenger Ship 86 conv Stationary Accommodation Passenger Ship 87 | **TM Passenger Ship**<br>143cbn 400bth P | Harland & Wolff<br>2 Oil 2SA each 10Cy. 500 × 900<br>4 782kW (6 501bhp)<br>Harland and Wolff Ltd.<br>db 100lbf/in² (6,9bar) |
| **6829135**<br>*P3CQ3*<br>708761<br>Df Esd Gc<br>Pfd Rdr Rt | **PRINCESA CYPRIA**<br>ex Asia Angel-88 ex Lu Jiang-88<br>ex Prinsesse Margrethe-85<br>**Princesa Cypria Co. Ltd.**<br>Interorient Navigation Co. Ltd.<br>Limassol Cyprus | T.Mk<br>**7 896**<br>3 904<br>1 051 | BV NV ZC | **1968** Cant. Nav. del Tirreno e Riuniti—Riva Trigoso (279)<br>124,95 19,31 5,619<br>108,51 19,25 7,19<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>542bth 408dk P<br>Side doors fwd & aft (p)<br>Lane Length 428<br>Cars 80 Lorries 6<br>1 Ho<br>1 Ha (3,8 × 5,9)<br>1W Der 1(5) | B&W<br>2 Oil 2SA each 12Cy. 420 × 900<br>12 000bhp (8 827kW)<br>Cant. Nav. del Tirreno e Riuniti<br>Gen 4 × 464kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **8908208**<br>*EGYE* | **PRINCESA DACIL**<br>**Compania Trasmediterranea S.A.**<br>Las Palmas Spain | **210**<br>169<br>34 | AB | **1990** Kawasaki Heavy Ind. Ltd.—Kobe (F004)<br>27,36 1,534<br>24,00 8,53 2,59<br>1 dk | **Aluminium Alloy TGT Hydrofoil Ferry**<br>286dk P | 2 Gas Turb geared to sc. shafts 7 600shp (5 590kW)<br>General Motors Corp., Detroit Diesel Allis Div.<br>Gen 2 × 50kW 450V 60Hz a.c.<br>2 Water jet propulsion units |
| **8127701**<br>Esd Gc Rdr Rt | **PRINCESA GUACIMARA**<br>**Compania Trasmediterranea S.A.**<br>Santa Cruz de Tenerife Spain | **210**<br>168<br>50 | AB | **1981** Boeing Marine Systems—Seattle, Wa (0021)<br>27,44 9,15 1,521<br>23,93 8,55 2,62<br>1 dk | **Aluminium Alloy TGT Hydrofoil Ferry**<br>250dk P<br>Mchy.aft | 2 Gas Turb dr geared to sc. shafts 7 400 (5 443kW)<br>General Motors-Detroit Diesel Allison Div. India<br>Gen 2 × 50kW 440V 60Hz a.c.<br>2 Water jet propulsion units<br>Thw. thrust propeller fwd |
| **8019564**<br>Esd Gc Pfd<br>Rdr Rt | **PRINCESA GUAYARMINA**<br>**Compania Trasmediterranea S.A.**<br>Las Palmas Spain | **210**<br>168<br>50 | AB | **1981** Boeing Marine Systems—Seattle, Wa (0018)<br>27,44 9,15 1,521<br>23,93 8,54 2,60<br>1 dk | **Aluminium Alloy TGT Hydrofoil Ferry**<br>250dk P<br>Mchy.aft | 2 Gas Turb dr geared to sc. shafts 7 400 (5 443kW)<br>General Motors-Detroit Diesel Allison Div. India<br>Gen 2 × 50kW 440V 60Hz a.c.<br>2 Water jet propulsion units<br>Thw. thrust propeller fwd |
| **6509371**<br>*P3HO2*<br>708110<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PRINCESA MARISSA**<br>ex Prinsessan-87 ex Finnhansa-77<br>**Princesa Marissa Co. Ltd.**<br>Interorient Navigation Co. Ltd.<br>Limassol Cyprus | T.Mk<br>**9 491**<br>4 928<br>2 002 | NV | **1966** Oy Wartsila Ab—Helsinki/Helsingfors (377)<br>134,42 20,10 5,735<br>118,93 19,92 11,21<br>3 dks<br>rf nil | **TM Passenger/RoRo Cargo/Ferry**<br>875bth 182dk P<br>Bow door/ramp Side door/ramps 2(p) 2(s)<br>Stern door/ramp Ice strengthened<br>Lane Length 450 Cargo Width 4,50<br>4 Ha (each 6,7 × 2,8) | Sulzer<br>2 Oil 2SA each 8Cy. 560 × 1000<br>14 000bhp (10 298kW)<br>Oy Wartsila Ab<br>Gen 2 × 588kW 2 × 440kW 380V 50H<br>Thw. thrust propeller fwd<br>Fuel 117,0t (d.o.) 299,5t (hvf)-38,5pd |
| **7325198**<br>*HCHP*<br>Df Esd Rt | **PRINCESA PACHA**<br>**Ecuatoriana de Atun S.A.**<br>Salinas Ecuador | **385**<br>—<br>159 | | **1973** Ast. de Veracruz S.A.—Veracruz (97)<br>31,48 8,79 3,963<br>28,76 8,62 4,68<br>2 dks | **M Fishing**<br>Side Trawler | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>Caterpillar Tractor Co. |
| **9015113**<br>*EACN*<br>Df Esd Gc<br>Rdr RTv | **PRINCESA TEGUISE**<br>**Compania Trasmediterranea S.A.**<br>Santa Cruz de Tenerife Spain | **210**<br>—<br>100 | AB (Class cont.) | **1991** Kawasaki Heavy Ind. Ltd.—Kobe (F011)<br>28,70 1,530<br>23,98 8,53 2,59 | **Aluminium Alloy TGT Hydrofoil Ferry**<br>286dk P | 2 Gas Turb geared to sc. shafts 7 600shp (5 590kW)<br>General Motors Corp.<br>2 Water jet propulsion units |
| **8909563**<br>*3EKD7*<br>19289-PEXT1<br>Df Esd Gc<br>Pfd Rdr Rt | **PRINCESS**<br>**Princess Line S.A.**<br>Panama Panama | *5 513*<br>*2 277*<br>6 755 | NK | **1989** Iwagi Zosen K.K.—Iwagi (127)<br>7,493<br>89,95 18,00 7,95 | **M General Cargo**<br>G.12 821 B.11 896<br>2 Ha (stl) (19,8 26,0 × 10,1) ER<br>Der 4(20) | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>2 427kW (3 300bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 200kW a.c. |
| **7049110**<br>*WS3402*<br>510348 | **PRINCESS ARLINE**<br>ex Americana-79 ex YF 882<br>**Aleution Trading Corp.**<br>Juneau, Ak United States of America | **432**<br>303 | | **1945** Defoe SB. Co.—Bay City, Mi<br>*38,10* 9,25<br>3,71 | **M Fishing** | Oil<br>760bhp (559kW)<br>..............<br>Fuel (d.o.) |
| **7930319**<br>*3EHQ8*<br>19200-90<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **PRINCESS ARROW**<br>ex European Venture-90<br>Launched as Automobile Venture<br>**Amber Shipping (Panama) S.A.**<br>Panama Panama<br>SatCom: 1335126/PARW | **15 576**<br>9 166<br>17 637 | NK | **1981** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1083)<br>190,00 (BB) 32,24 8,916<br>180,00 32,00 13,05 | **M Vehicles Carrier**<br>2 Side door/ramps (s)<br>Cars 6200<br>Mchy.aft | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>12 357kW (16 799bhp)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 680kW a.c. |
| **7234002**<br>*3DSD*<br>Rdr Rt | **PRINCESS ASHIKA**<br>ex Olive Maru No. 1-85<br>**Northwest Shipping Lines & Agencies**<br>Fiji | **677**<br>301<br>223 | | **1972** Shikoku Dockyard Co. Ltd.—Takamatsu (757)<br>50,50 13,21 2,515<br>47,02 10,98 3,79<br>1 dk<br>RW | **TM Ferry**<br>—P | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>2 400bhp (1 765kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **6725066**<br>Df Esd Pfd<br>Rdr RTm/h | **PRINCESS BARBARA**<br>ex Hancock Clipper-91 ex Thor Alba-81<br>ex Thor Staerke-77<br>**Valo Decan Ltd.**<br>Kingstown St. Vincent and the Grenadines | **399**<br>216<br>1 026 | BV | **1967** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (276)<br>59,31 10,62 3,658<br>53,01 10,60 6,00<br>1 dk & S dk | **M General Cargo** OSD<br>3 Ho ER<br>G.2 003 B.1 915<br>2 Ha (16,1 9,1 × 6,4) ER<br>3W Der 3(3-5) | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Alpha-Diesel A/S<br>Gen 1 × 75kW 2 × 40kW 220V 50Hz<br>Controllable pitch propeller<br>Fuel 65,0t (d.o.)-3,5pd |
| **7307940**<br>*WC8051*<br>259594<br>Rt | **PRINCESS BAY**<br>**Oswald Wilson Jr.**<br>Washington, DC United States of America | **281**<br>227<br>— | | **1950** Fish Meal Co.—Beaufort, NC<br>*40,91* 7,22<br>3,36<br>1 dk | **Wood M Fishing** | Imperial<br>Oil<br>550bhp (405kW)<br>Atlas Imperial Engine Co. |
| **7713838**<br>*XYEH*<br>BT-10027<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRINCESS BETTY**<br>ex Countess Sky-88 ex Box Hill-83<br>ex Young Sky-81<br>**Burma Navigation Corporation**<br>Yangon Union of Myanmar | **13 323**<br>9 716<br>23 565<br>T/cm<br>31,9 | NK | **1978** Imabari Zosen—Marugame (1051)<br>159,82 (BB) 24,64 9,953<br>149,99 24,60 13,59<br>P 26,9 F 12,7 1 dk | **M Bulk Carrier**<br>4 Ho 28,8 28,8 28,8 29,5 ER<br>G.31 000 B.29 689<br>4 Ha (stl) (17,5 × 11,1) (19,2 19,2 19,2 × 12,8) ER<br>Cr 3(25) Der 1(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 282kW (9 900bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 320kW a.c.<br>Fuel 137,0t (d.o.) 1 184,0t (hvf)-34,5pd |
| **9004619**<br>*JJ3751*<br>131869<br>Rt | **PRINCESS BOZE**<br>**Boze Kisen K.K.**<br>Ieshima, Hyogo Pref. Japan | **176**<br>—<br>38 | | **1990** Sanuki Zosen Tekkosho K.K.—Takuma (111(A))<br>33,50 1,140<br>27,30 9,30 2,90<br>1 dk | **Aluminium Alloy TM Ferry**<br>400dk P | Yanmar<br>2 Oil 4SA each 16Cy. 150 × 165<br>2 206kW (2 999bhp)<br>Yanmar Diesel Engine Co. Ltd. |

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| 8301668<br>ELAJ2<br>8625<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **PRINCESS CASTLE**<br>**Ally Shipping S.A.**<br>Monrovia Liberia | *12 872*<br>*7 880*<br>21 387 | NK | **1984** Shin Yamamoto Zosensho—Kochi (272)<br>152,63 (BB) 9,710<br>142,02 24,01 13,21<br>P 23,8 F 11,6 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.28 350 B.27 022<br>4 Ha (stl) (17,6 20,0 20,0 20,0 × 12,7) ER<br>Cr 3(25) Der 1(25) | Sulzer 6RTA48<br>Oil 2SA 6Cy. 480 × 1400<br>7 650bhp (5 627kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 360kW a.c.<br>13,5kn |
| 8417974<br>ELJT9<br>8624<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PRINCESS DIAN**<br>**Ally Shipping S.A.**<br>Monrovia Liberia | *12 368*<br>*7 621*<br>21 520 | NK | **1985** Watanabe Zosen K.K.—Hakata (232)<br>151,95 (BB) 9,689<br>142,32 24,01 13,21<br>P 23,8 F 11,6 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.28 300 B.27 000<br>4 Ha (stl) ER | B&W 5L50MC<br>Oil 2SA 5Cy. 500 × 1620<br>6 350bhp (4 671kW)<br>Kawasaki Heavy Ind. Ltd. Kobe |
| 5233975<br>YKCD<br>Df RdrRTm | **PRINCESS FATIMAH**<br>ex Khalil I-87 ex Lucky Wish-80<br>ex Imad-79 ex Sliema-75 ex Michael M.<br>**Golden Khalil Shipping Co. Ltd.**<br>L. Papaphilippou & Co.<br>Tartous Syria | **498**<br>234<br>975 | (BV)<br>✠Classed LR until 21/4/78 | **1955**-2 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (734)<br>59,44 9,48 3,918<br>55,48 9,45 4,37<br>P 15,9 F 9,2 1 dk<br>R rf 102 | **M General Cargo**<br>2 Ho 15,6 17,9 ER<br>G.1 246 B.1 203<br>2 Ha (stl) (each 13,7 × 5,4) ER<br>2W Der 2(2) | Werkspoor<br>Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 16kW 110V d.c.<br>Thw. thrust propeller<br>Fuel 45,5t (d.o.) 11kn |
| 6400824<br>Df Esd Gc<br>Rdr RTv | **PRINCESS I**<br>ex Carola-91<br>**Tamul S.A.**<br>Buenos Aires Argentina | **1 626**<br>743<br>— | ✠**100A1** SS 1/90<br>Kattegat and Baltic service<br>Ice Class 3<br>✠**LMC**<br>EL q 1$\frac{7}{16}$"SQ<br>FN 1231 | **1964**-4 Oresundsvarvet A/B—Landskrona (194)<br>65,31 16,46 3,214<br>59,42 16,01 4,70<br>B 36,9 F 7,4 1 dk<br>rf 102 | **TM RoRo Cargo/Ferry**<br>700dk P<br>Bow door & ramp<br>Stern door/ramp<br>Cars 65 | Deutz<br>2 Oil 4SA each 8Cy. 320 × 450<br>2 640bhp (1 942kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 200kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.)-3,5pd 14,75kn |
| 7652747<br>HP5705<br>19921-PEXT<br>Rdr Rt | **PRINCESS IDA**<br>ex Shoken Maru No. 8-90<br>ex Eishin Maru No. 25<br>ex Shoken Maru No. 8<br>**Princess Ida S.A.**<br>Panama Panama | **496**<br>—<br>1 650 | | **1975** Shinwa Sangyo K.K.—Higashino<br>66,81 4,250<br>64,50 11,51 6,35<br>1 dk | **M General Cargo**<br>G.1 750 B.1 700<br>1 Ha (39,4 × 8,6) ER | Hanshin<br>Oil<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Japan<br>13kn |
| 5086396<br>HO9146<br>7725-77A<br>Df Esd Rdr<br>RTm/v | **PRINCESS II**<br>ex Princess I-82 ex Mayflower VII-80<br>ex Danzig-74<br>**Sea Dragon Maritime Ltd. S.A.**<br>Panama Panama | **228**<br>65<br>— | (GL) | **1938** F. Schichau G.m.b.H.—Elbing (1420)<br>37,04 7,55 3,387<br>7,47<br>1 dk, pt 2nd dk<br>R | **TM Tug**<br>Salvage | 2 Oil 2SA each 6Cy. 290 × 500<br>F. Schichau G.m.b.H. Elbing<br>Gen 1 × 50kW 1 × 18kW 1 × 6kW 230V d.c.<br>Fuel 91,5t (d.o.) 13kn |
| 5425554<br>695<br>Esd Rdr Rt | **PRINCESS II**<br>ex Kris-85 ex Kunashiri-80<br>ex Tenpa Maru<br>**Solomon Islands Navigation Services**<br>Honiara Solomon Islands | **133**<br>71<br>30 | (AB) | **1963** Shimoda Dockyard Co. Ltd.—Shimoda (133)<br>31,15 6,02 1,969<br>27,49 5,95 2,44<br>RQD 9,2 F 3,1 1 dk<br>rf 279 | **M Passenger/Ferry**<br>Mchy.aft | Fuji<br>Oil 4SA 6Cy. 270 × 400 reverse reduction geared to sc. shaft<br>450bhp (331kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 1 × 10kW d.c. 1 × 7,5kW d.c. 1 × 5kW a.c.<br>10,5kn |
| 5414141<br>HQET3<br>L-0322909<br>Df Esd Rdr<br>Rt | **PRINCESS IMMELA**<br>ex Rose I ex Mark II-89 ex Marc I-88<br>ex Junior Grant II-88 ex Trader III-86<br>ex Margrid II-86 ex Trader-84<br>ex Nialed Trader-82<br>ex Lerwick Trader-82<br>ex Shetland Trader-79 ex Tromp-72<br>**Princess Immela S.de R.L.**<br>San Lorenzo Honduras | **499**<br>316<br>843 | ✠Classed LR until 14/7/89 | **1963**-4 N.V. Schbwf. v/h De Groot & Van Vliet —Slikkerveer (353)<br>56,37 9,12 3,582<br>51,82 9,01 4,09<br>RAD 11,9 F 9,2 1 dk<br>RW rf 76 | **M General Cargo**<br>1 Ho 35,1 ER<br>G.1 097 B.1 045<br>2 Ha (stl) (each 12,6 × 5,7) ER<br>Cr 1(-) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>552kW (750bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 60,0t 10,5kn |
| 7525918<br>OIZA<br>Esd Pfd Rdr<br>RTv | **PRINCESS ISABELLA**<br>ex Stadt Borkum-88 ex Hannover-79<br>**St-Line OY**<br>Rauma/Raumo Finland | **290**<br>151<br>65 | GL | **1976** Schiffsw. Schloemer GmbH & Co. K.G. —Oldersum (259)<br>42,83 7,83 1,061<br>38,82 7,22 2,95<br>1 dk | **TM Ferry**<br>450dk P<br>Mchy.aft | Penta TAMD120AK<br>2 Oil 4SA each 6Cy. 130 × 150 reverse reduction geared to sc. shafts<br>600bhp (441kW)<br>A/B Volvo-Penta Goteborg<br>12kn |
| 7126176<br>230286<br>Rdr Rt | **PRINCESS JOAN**<br>ex Tachibana-87<br>**Georgia Shipping Corp.**<br>Cebu City Philippines | **197**<br>109<br>27 | NK | **1971** Izumi Zosensho—Moji (124)<br>31,98 6,23 2,328<br>29,01 6,20 2,67<br>B 22,6 F 6,8 1 dk | **M Ferry**<br>160P<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 200 × 260<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 20kW a.c.<br>12kn |
| 8428076<br>Rt | **PRINCESS LINA**<br>ex Tanglaw 3<br>**Lina Fernandez**<br>Manila Philippines | **224**<br>162<br>316 | | **1976** .............Navotas<br>7,35<br>34,60 7,32 2,80<br>1 dk | **M General Cargo** | Oil<br>675bhp (497kW) |
| 7832244<br>596822 | **PRINCESS LINDA**<br>ex Gulf King 57<br>**Mai Kim Hoang**<br>Corpus Christi, Tx United States of America | **103**<br>70<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5284900<br>C6KR6<br>190660<br>Df Esd Gc<br>Rdr RTv | **PRINCESS MARGUERITE**<br>**Vessel Holdings Ltd.**<br>Nassau Bahamas | **5 911**<br>2 379<br>— | ✠**100A1** CS 4/86<br>with freeboard<br>Puget Sound and Strait of Georgia service<br>✠**LMC**<br>EL y | **1949**-3 Fairfield SB. & Eng. Co. Ltd.—Govan, Glasgow (729)<br>113,92 17,07 4,769<br>108,44 8,77<br>B & F 100,0 2 dks, 3rd dk clear of mchy. space<br>RW rf 610 | **TT-E RoRo Cargo/Ferry**<br>28cbn 1814dk P<br>Side doors 2(p) 2(s) | 2 S Turb<br>15 500shp (11 401kW) driving 2 gen. each 4 800kW 3200V a.c. connected to 2 elec. motors each of 7 750shp (5 701kW) (Sy)<br>B.T.H. Co. Ltd. Rugby<br>4 WTB 320lbf/in$^2$ (22,1bar) hs1904,5<br>AuxB 125lbf/in$^2$ (8,7bar)<br>Gen 2 × 400kW 225V d.c.<br>Fuel 141,0t (o.f.)-33,0pd 19kn |
| 7701938<br>H9ZX<br>10332-PEXT6<br>Df Esd Gc<br>Rdr Rt | **PRINCESS MEIWA**<br>ex B. Mabuhay-91 ex B. Cheers-90<br>ex J. Emma-88 ex Lirio-88<br>ex Tey Kaiser-82<br>**Meiwa Maritime Co. S.A.**<br>Panama Panama | **6 207**<br>4 604<br>10 212 | NK | **1977** Watanabe Zosen K.K.—Hakata (191)<br>127,30 (BB) 18,06 7,525<br>125,45 18,00 10,00<br>P 20,9 F 10,6 2 dks | **M General Cargo**<br>4 Ho ER<br>G.15 082 B.14 002<br>4 Ha (15,9 16,0 18,2 18,2 × 9,8) ER<br>Der 2(50) 2(20) | B&W 7K45GF<br>Oil 2SA 7Cy. 450 × 900<br>4 524kW (6 150bhp)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 240kW<br>14kn |
| 9003782<br>JK5006<br>131811<br>Rdr Rt | **PRINCESS NOMI**<br>**Nomi-cho, Saiki-gun, Hiroshima Prefecture**<br>Nomi, Hiroshima Pref. Japan | **366**<br>—<br>90 | | **1990** Matsuura Tekko Zosen—Higashino (358)<br>45,30 9,81 2,700<br>42,00 9,60 3,70<br>1 dk | **TM Ferry**<br>Mchy.aft | Yanmar T260-ST<br>Oil 4SA 6Cy. 260 × 330 sr reverse geared to sc. shafts<br>1 030kW (1 400bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Thw. thrust propeller fwd |
| 7039567<br>VGDT<br>331571<br>Df Esd Gc<br>Rdr RTh/v | **PRINCESS OF ACADIA**<br>Launched as Princess of Nova<br>**Marine Atlantic Inc.**<br>Saint John, N.B. Canada | **10 051**<br>7 012<br>2 447 | ✠**100A1** CS 12/91<br>Bay of Fundy service<br>✠**LMC**<br>EL (X) 2$\frac{1}{16}$"U2<br>FN 4336 | **1971**-5 Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1098)<br>146,31 20,53 4,649<br>134,14 20,12 12,20<br>2 dks<br>rf 381 | **TM RoRo Cargo/Ferry**<br>7cbn 9bth 641dk P<br>Bow door & ramp<br>L 78,20 W 3,04 SWL 6<br>Stern door/ramp<br>L 78,20 W 3,04 SWL 6<br>Lane Length 637 Cargo Width 5,79<br>Clear height 4,72<br>Cars 155 Lorries 43 Trailers 36 | General Motors 16-645-E5<br>4 Vee Oil 2SA each 16Cy. 230 × 254 geared to sc. shafts<br>11 480bhp (8 444kW)<br>General Motors Corp. La Grange, Illinois<br>2 db 300lbf/in$^2$ (20,7bar)<br>Gen 3 × 650kW 460V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 325,0t (d.o.)-24,5pd 18,75kn |

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|---|---|---|---|---|---|---|
| **6518554**<br>228446<br>Rdr Rt | **PRINCESS OF ANTIQUE**<br>ex Izumi Maru-85<br>**Beato Shipping Corp. S.A.**<br>Manila Philippines | **958**<br>385<br>395 | | **1965** Hashihama Zosen—Imabari (182)<br>68,71 12,65 3,150<br>63,02 12,60 4,40<br>1 dk<br>RW | **TM RoRo Cargo/Ferry**<br>595dk P | Niigata<br>2 Oil 4SA each 8Cy. 310 × 380<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 180kW 225V 50Hz a.c.<br>Fuel 59,0t-14,0pd |
| **5284974**<br>*DYPV*<br>210644 | **PRINCESS OF NEGROS**<br>**Negros Navigation Co. Inc.**<br>Iloilo Philippines | **543**<br>193<br>188 | ✠Classed LR until<br>23/2/73 | **1962**-5 Hong Kong & Whampoa Dock Co. Ltd.<br>—Kowloon, Hong Kong (1013)<br>61,73 9,71 3,226<br>55,10 9,45 3,97<br>F 8,0 1 dk<br>RW rf 610 | **TM Ferry/General Cargo**<br>1007P<br>1 Ho ER 1 Ho<br>1 Ha ER 1 Ha | Alpha<br>2 Oil 2SA each 8Cy. 310 × 490<br>1 920bhp (1 412kW)<br>Alpha-Diesel A/S |
| **8717374**<br>*SV9277*<br>28 | **PRINCESS OF RHODES**<br>**Rodiaki Shipping Co.**<br>Rodos Greece | ***499***<br>*188*<br>54 | NV | **1989** Precision Marine Holding Pty. Ltd.<br>—Fremantle, W.A. (861)<br>35,76 13,32<br>33,14 13,02 3,73 | **Aluminium Alloy TM Ferry**<br>Twin Hull<br>500dk P | MWM<br>2 Vee Oil 4SA each 16Cy. 170 × 195 with<br>clutches, flexible couplings & reverse re<br>geared to sc. shafts<br>1 680kW (2 284bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 72kW 380V 50Hz a.c. |
| **7361324**<br>*OWEN2*<br>A-10386<br>Df Esd Gc<br>Pfd Rdr RTh | **PRINCESS OF SCANDINAVIA**<br>ex Tor Scandinavia-91<br>ex World Wide Expo-83<br>ex Tor Scandinavia-82<br>**DFDS A/S**<br>Kobenhavn Denmark (DIS) | **14 893**<br>7 964<br>3 335 | **✠100A1** SS 12/90<br>UK — Gothenburg —<br>Antwerp service<br>Ice Class 3<br>**✠LMC UMS**<br>EL F† 2⅝"U2<br>FN 6465 | **1976**-4 Flender Werft A.G.—Luebeck (608)<br>182,35 (BB) 23,63 6,303<br>163,00 23,60 16,06<br>B 138,7 4 dks<br>rf 203 conv Passenger/RoRo Cargo/Ferry 82<br>conv Exhibition Ship Passenger/RoRo Cargo/Ferry 83 | **TM Passenger/RoRo Cargo/Ferry**<br>428cbn 1529bth 175dk P<br>Side door(s)<br>2 Stern door/ramps 1(p) 1(s)<br>L 12,00 W 9,00<br>Clear height 4,50<br>Cars 375 Trailers 70 | Pielstick<br>4 Vee Oil 4SA each 12Cy. 480 × 520<br>33 540kW (45 598bhp)<br>Lindholmen Motor AB.<br>2 AuxB (o.f.) 8,5kgf/cm² (8,4bar)<br>2 e(ex.g) 8,5kgf/cm² (8,4bar)<br>Gen 6 × 856kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 1 445,0t (hvf)-162,5pd |
| **7103576**<br>*HO5144*<br>10176-80A<br>Rdr Rt | **PRINCESS OF THE WAVES**<br>ex Princess of the Lakes-84<br>ex Princess of the Waves-79<br>**Crown Cruise Line S.A.**<br>Grundstad Maritime Overseas Inc.<br>Panama Panama | **299**<br>174<br>23 | NV | **1971** Westermoen Hydrofoil A/S—Mandal (20)<br>37,55 16,01<br>34,12 7,42<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>250dk P | M.T.U.<br>2 Vee Oil 4SA each 20Cy. 185 × 200 sr g<br>sc. shafts<br>6 880bhp (5 061kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 3 × 52kW 380V 50Hz a.c.<br>Fuel 9,0t (d.o.) |
| **7806623**<br>*7MFH*<br>120774<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PRINCESS OKINAWA**<br>**Ryukyu Kaiun Kaisha ("The Ryukyu Line")**<br>Naha, Okinawa Pref. Japan | **4 931**<br>1 939<br>2 350 | | **1978** Onomichi Zosen K.K.—Onomichi (285)<br>130,31 7,802<br>120,53 20,01 13,72<br>2 dks | **TM RoRo Cargo/Ferry**<br>500dk P<br>Side door/ramps 2(s)<br>Lane Length 660 Cargo Width 5,80<br>Clear height 4,60<br>Mchy.aft<br>B.12 193<br>TEU 300 C. 300/20' | MAN<br>2 Vee Oil 4SA each 12Cy. 400 × 540<br>13 400bhp (9 857kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 800kW 450V 60Hz a.c.<br>2 Thw. thrust propellers fwd<br>Fuel 127,0t (d.o.) 346,0t (hvf)-42,5pd |
| **7337177**<br>*WYC8215*<br>542547 | **PRINCESS PATRICIA**<br>**Bodden Shrimp Co. Inc.**<br>Brownsville, Tx United States of America | **134**<br>91<br>— | | **1972** Marine Mart Inc.—Port Isabel, Tx<br>*21,92* 6,43<br>3,71<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>............<br>Fuel (d.o.) |
| **5201271**<br>*MLDW6*<br>717438<br>Rdr Rt | **PRINCESS POCAHONTAS**<br>ex Freya II-89 ex Laboe I-85<br>ex Laboe-84<br>**Lower Thames & Medway Passenger Boat Co. Ltd.**<br>London United Kingdom | ***180***<br>*54*<br>24 | (GL) | **1962** Kroegerwerft G.m.b.H.—Rendsburg (1184)<br>33,43 6,81 1,370<br>29,27 6,61 2,21<br>1 dk<br>RW | **M Ferry**<br>210P<br>Ice strengthened | MWM<br>Oil 4SA 8Cy. 140 × 180 geared to sc. sha<br>200bhp (147kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 3,0t (d.o.) |
| **7201732**<br>*WYZ2899*<br>528796 | **PRINCESS ROSITA**<br>ex Misty Lark-76 ex Gulf Camaron II<br>**Alfred Trawlers Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1970** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,46<br>1 dk | **M Fishing** | Oil<br>370bhp (272kW)<br>............<br>Fuel (d.o.) |
| **7307952**<br>*WB3894*<br>230941 | **PRINCESS ROXANE**<br>ex Tourist No. 3<br>**Amfac Foods Inc.**<br>Juneau, Ak United States of America | **594**<br>504<br>— | | **1931** Astoria Marine Const. Co.—Astoria, Or<br>*33,11* 11,43<br>3,15 | **Wood M Fishing** | Oil<br>485bhp (357kW)<br>............<br>Fuel (d.o.) |
| **6506393**<br>196939 | **PRINCESS ROYAL II**<br>ex Rottnest Islander-84 ex Islander V-71<br>ex ML 826-64<br>**West Coast Ferries Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **186**<br>83<br>— | | **1944** N. Wright & Sons—Brisbane, Queensland<br>*33,08* 5,69<br>... ... ...<br>1 dk | **Wood TM Ferry**<br>—P | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>460bhp (338kW) NE 68<br>Caterpillar Tractor Co. |
| **6608036**<br>*5BKA*<br>707454<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PRINCESS S**<br>ex Renee R. E.-85 ex Kreta-71<br>**Daffodil Marine Co. Ltd.**<br>Limassol Cyprus | **499**<br>285<br>1 440 | (BV) | **1966** Rolandwerft G.m.b.h.—Bremen (933)<br>66,02 11,03 3,810<br>63,00 11,00 6,56<br>P 11,3 F 6,8 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho 16,6 27,5 ER<br>G.2 803 B.2 567<br>3 Ha (stl) (each 10,3 × 5,1) ER<br>4W Der 1(10) 3(5) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 199bhp (882kW)<br>MaK. Maschinenbau Kiel G.m.b.H<br>Gen 3 × 55kW 220V d.c.<br>Fuel 97,5t (d.o.) |
| **8213067**<br>*KUS6513*<br>651370<br>Esd Gc Pfd<br>Rdr Rt | **PRINCESS TIDE**<br>ex Petromar Princess-88<br>**First Security Bank of Utah N.A. (Corporate Trust Division)**<br>Tidewater Marine Service Inc.<br>New Orleans, La United States of America | **264**<br>180<br>1 200 | AB | **1982** Halter Marine Inc.—Chickasaw, Al (1066)<br>3,885<br>58,68 12,20 4,58<br>F 17,1 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 re<br>reduction geared to sc. shafts<br>4 610bhp (3 391kW)<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 125kW a.c.<br>Thw. thrust propeller fwd |
| **8834366**<br>*SW5388*<br>4890<br>Rt | **PRINCESS VANESSA**<br>ex Kchirama<br>**Vanesa Maritime Ltd.**<br>Piraeus Greece | **147**<br>52<br>— | HR | **1967** Cant. Nav. Gecan Benetti—Viareggio<br>28,66 6,20 —<br>- - 3,47<br>1 dk | **M Ferry** | General Motors<br>2 Oil 4SA 16Cy.<br>2 206kW (2 999bhp)<br>General Motors Corp.<br>Gen 1 200V a.c. 1 24V d.c. |
| **7351317**<br>*HO2071*<br>13113-NY<br>Rdr Rt | **PRINCESS ZOE**<br>ex Alijumbo Ustica-86 ex Lilau-83<br>**Nautical Trading (St. Kitts) Ltd.**<br>Panama Panama | **170**<br>110<br>86 | RI<br>✠Classed LR until<br>22/4/88 | **1974**-7 Cant. Navali L. Rodriquez—Messina (181 N)<br>30,97 12,60 —<br>25,56 6,20 3,69<br>B 14,1 1 dk<br>R rf - | **Aluminium Alloy TM Hydrofoil Ferry**<br>—dk P | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 190 × 230 re<br>reduction geared to sc. shafts<br>3 300bhp (2 427kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 28kW 220V 60Hz a.c. 2 ×<br>24V d.c. |
| **5382829**<br>*J8EE8*<br>3157<br>Df Esd Pfd<br>Rdr Rt | **PRINCESSE BERNADETTE**<br>ex Sylvia G-91 ex Barlovento-90<br>ex Mitchell M-89 ex Key-82 ex Vivat-77<br>ex Menje-62<br>**Cousin Shipping Lines Inc.**<br>Kingstown St. Vincent and the Grenadines | **399**<br>200<br>518 | BV | **1956** N.V. Schpsw. Janssen—Druten (J.142)<br>50,96 8,06 3,048<br>45,60 8,01 3,15<br>1 dk<br>RW | **M General Cargo**<br>Ref<br>1 Ho<br>G.763 B.736 In.16<br>2 Ha (each 11,5 × 4,8)<br>2W Der 2(2) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>360bhp (265kW)<br>Maschinenbau Kiel A.G.<br>Fuel 22,5t (d.o.)-1,5pd |

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| 7932068<br>*ORAR*<br>05209<br>Esd Gc Pfd<br>Rdr Rt | **PRINCESSE CLEMENTINE**<br>**Regie voor Maritiem Transport**<br>Oostende Belgium | **289**<br>257<br>50 | AB | **1981** Boeing Marine Systems—Seattle, Wa (0019)<br>27,44 9,15 —<br>23,93 8,54 2,65<br>1 dk | **Aluminium Alloy TGT Hydrofoil Ferry**<br>316dk P<br>Mchy.aft | 2 Gas Turb dr geared to sc. shafts 7 400shp (5 443kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 2 × 50kW 440V 60Hz a.c.<br>2 Water jet propulsion units<br>Thw. thrust propeller fwd<br>43kn |
| 7357567<br>*ORAP*<br>15571<br>Df Esd Gc<br>Pfd Rdr Rt | **PRINCESSE MARIE CHRISTINE**<br>**COBELFRET S.A., CONIM S.A. & UBEM S.A.**<br>Regie voor Maritiem Transport<br>Oostende Belgium | **6 276**<br>3 959<br>1 474 | BV | **1975** N.V. Cockerill Yards Hoboken—Hoboken (878)<br>118,40 23,02 4,522<br>110,75 19,99 16,62<br>5 dks<br>widened 85 | **TM Passenger/RoRo Cargo/Ferry**<br>80bth 1120dk P<br>Bow door/ramp Stern door/ramp | Pielstick 18PC2-2V-400<br>2 Vee Oil 4SA each 18Cy. 400 × 460<br>18 000bhp (13 240kW)<br>Cockerill-Sambre S.A. Seraing<br>2 Controllable pitch propellers<br>22kn |
| 6606519<br>*EEXI*<br>2644<br>Df Esd Gc<br>Rdr Rt | **PRINCIPADO DE ASTURIAS**<br>**Copemar S.A.**<br>Las Palmas Spain | **1 314**<br>633<br>1 067 | **✠100A1** SS 9/86<br>stern trawler<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL lt<br>FN 1219 | **1966**-8 Ast. Construcciones S.A.—Vigo (61)<br>71,81 11,94 5,160<br>62,82 11,80 7,60<br>F 12,2 2 dks<br>RW 'rf 330 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>3 Ho 16,2 19,8 12,5<br>In.1 535<br>5 Ha (0,7 × 0,7) (3,3 × 1,9) (4,1 × 2,9) (1,4 × 1,0) (3,8 × 1,3)<br>Der 2(1,5) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 288kW 2 × 108kW 380V 50Hz a.c.<br>Fuel (d.o.) 12,5kn |
| 9033828<br>*3EEQ9*<br>21161-PEXT<br>Df Esd Gc<br>Rdr Rt | **PRINCIPAL POS**<br>**Sun Ocean Navigation S.A.**<br>Panama Panama | *2 415*<br>*863*<br>3 500 | KR (Class cont.) | **1991** Shin-A Shipbuilding Co. Ltd.—Chungmu (352)<br>... ... ...<br>... ... ... | **M General Cargo** | Hanshin 6EL38<br>Oil 4SA 6Cy. 380 × 760<br>The Hanshin Diesel Works Ltd. Akashi |
| 7422972<br><br>Df Esd Rdr<br>Rt | **PRINCIPE DO VOUGA**<br>**Alves e Anastacios Santos**<br>Sociedade de Pesca Rio Novo do Principe<br>Aveiro Portugal | **198**<br>—<br>105 | | **1976** Est. Nav. do Mondego—Figueira da Foz (175)<br>34,52 7,83 3,001<br>29,32 7,61 3,61<br>1 dk | **M Fishing**<br>Stern Trawler | MaK<br>Oil 4SA 8Cy. 240 × 280<br>900bhp (662kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Controllable pitch propeller<br>12,5kn |
| 7807251<br>*YEJU*<br>1003-PS<br>Df Esd Gc<br>Pfd Rdr Rt | **PRINGGODANI**<br>ex Trans East One-90<br>ex Shinken Ace-90 ex Tama Nikkai-88<br>ex Aqua Princess-85<br>**P.T. Perusahaan Pelayaran Tri Manggada Nusantara Lines**<br>Jakarta Indonesia | **3 876**<br>2 299<br>6 262 | KI (NK) | **1978** Nipponkai Heavy Ind. Co. Ltd.—Toyama (202)<br>107,27 16,03 6,651<br>101,53 16,01 8,11<br>P 22,3 F 9,8 1 dk | **M General Cargo**<br>G.8 130 B.7 785<br>3 Ha (14,3 × 8,5) (14,4 × 7,0) (22,4 × 8,5) ER<br>Der 2(20) 2(15) | Akasaka AH40<br>Oil 4SA 6Cy. 400 × 600<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 132kW<br>12,5kn |
| 8730261<br><br>M-43321 | **PRINGI**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Tallinn) (U.S.S.R.) | *117*<br>*35*<br>30 | RS | **1989** ..............U.S.S.R.<br>25,51 7,00 2,391<br>22,03 - 3,31<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,5kn |
| 7613882<br>*ORAQ*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **PRINS ALBERT**<br>**Regie voor Maritiem Transport**<br>Oostende Belgium | **6 112**<br>3 683<br>1 325 | BV | **1978** N.V. Cockerill Yards Hoboken—Hoboken (887)<br>118,42 4,523<br>110,78 20,69 6,41<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>80bth 1120dk P<br>Bow door/ramp Stern door/ramp<br>Cars 250 Trailers 55 | Pielstick 18PC2-5V-400<br>2 Vee Oil 4SA each 18Cy. 400 × 460 geared to sc. shafts<br>17 212kW (23 400bhp)<br>S.A. Cockerill-Ougree-Providence Seraing<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>22kn |
| 8411700<br>*PGVZ*<br>17272Z<br>Df Esd Gc<br>Rdr RTh/v | **PRINS ALEXANDER**<br>**Rederij Prins Alexander**<br>Anthony Veder & Co. B.V.<br>Rotterdam Netherlands | *1 552*<br>*465*<br>1 643<br>T/cm<br>6,8 | BV | **1985** Schpsw. en Mach. Ysselwerf B.V.—Capelle a/d Ijssel (218)<br>64,24 13,70 4,852<br>59,44 13,61 7,01<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Ammonia Pressurised Ref<br>Ice strengthened<br>1 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 1 633 | Deutz<br>Oil 4SA 8Cy. 240 × 280 reverse reduction geared to sc. shaft<br>1 650bhp (1 214kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 246kW 440V 60Hz a.c.<br>Fuel 161,5t (d.o.)-4,5pd 11,5kn |
| 8224406<br>*PGVQ*<br><br>SCH 72<br>Df Esd Gc<br>Pfd Rdr RTv | **PRINS BERNHARD**<br>**Diepzee Visserij Maatschappij Cornelis Vrolijk II B.V.**<br>Cornelis Vrolijk's Visserij Maats. B.V.<br>Scheveningen Netherlands<br>SatCom: 1300277/PGVQ | *2 610*<br>*1 148*<br>2 817 | **✠100A1** SS 10/87<br>stern trawler<br>IP<br>**✠LMC** **UMS**<br>EL 440,0/38,0U2<br>FN 1907 | **1983**-10 Schpsw. en Mach. Ysselwerf B.V.—Capelle a/d Ijssel (208)<br>88,14 (BB) 14,25 6,109<br>82,78 14,01 9,02<br>B 19,2 2 dks<br>rf nil BK 310 | **M Fishing**<br>Stern Trawler Processing Ref<br>3 Ho ER<br>In.3 430<br>3 Ha (stl) (3,9 3,9 3,2 × 3,6) ER | Deutz RSBV8M540<br>Oil 4SA 8Cy. 370 × 400 with clutches, flexible couplings & sr geared to sc. shaft<br>4 402bhp (3 238kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 1153kW 1 × 1116kW 380V 50Hz a.c. 2 × 600kW 500V d.c. 1 × 156kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 137,0t (d.o.) 493,0t (hvf) |
| 5154222<br>*SDHU*<br><br>Rdr Rt | **PRINS CARL PHILIP**<br>ex Bayard-81 ex Hono-68 ex Bayard-47<br>ex Hya Hillesjo<br>**Rederi A/B Diana**<br>Rederi A/B Svenska Kusten<br>Stockholm Sweden | *194*<br>*92*<br>76 | | **1901** Bergsunds M/V A/B—Stockholm (291)<br>*31,55* 5,90 2,901<br>5,87<br>1 dk<br>R | **M Ferry**<br>—P | Skandiaverken<br>Oil 2SA 4Cy. 380 × 400<br>420bhp (309kW) NE 52<br>Skandiaverken A/B Lysekil<br>Fuel (d.o.) 12kn |
| 8615239<br>*PGVX*<br>17698<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **PRINS CASIMIR**<br>**Rederij "Prins Casimir"**<br>Anthony Veder & Co. B.V.<br>Rotterdam Netherlands | *5 966*<br>*2 845*<br>6 959 | BV | **1988** Schpsw. en Mach. Ysselwerf B.V.—Capelle a/d Ijssel (231)<br>118,37 (BB) 18,75 7,301<br>110,24 18,51 12,58<br>2 dks | **M Refrigerated Cargo**<br>Side doors 4(s) Ice strengthened<br>4 Ho ER<br>In.9 970<br>TEU 48 C.Dk 48/20' incl. 20 ref C.<br>4 Ha (stl) ER<br>Cr 4(7) | MAN<br>Oil 4SA 7Cy. 520 × 550 with flexible couplings & sr geared to sc. shaft<br>8 157bhp (6 000kW)<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 122,5t (d.o.) 948,0t (i.f.o.)-25,5pd 18kn |
| 6805660<br>*PGVR*<br>18192ZR<br>Df Esd Gc<br>Rdr RTm/v | **PRINS DER NEDERLANDEN**<br>ex Efficace-91<br>ex Prins der Nederlanden-80<br>**Baggermaatschappij Boskalis B.V.**<br>Papendrecht Netherlands | **10 238**<br>7 021<br>12 000 | BV<br>✠Classed LR until 18/9/81 | **1968**-5 N.V. Werf "Gusto"—Schiedam (CO573)<br>142,78 22,05 8,713<br>130,99 22,00 11,99<br>F 28,1 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 35,0<br>Hopper 14219T<br>1 Ho 54,5 ER<br>Hopper 8 960<br>2 sandpumps each 2354kW (3200bhp)<br>2 Ha (stl) (4,8 × 6,6) (4,8 × 2,5) ER<br>Cr 1(20) Der 2(3) | MAN<br>2 Vee Oil 4SA each 16Cy. 400 × 540 sr geared to sc. shafts<br>12 416kW (16 880bhp)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 520kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Bow jet pumps<br>Fuel 960,0t (hvf) 16kn |
| 8818972<br>*PGWJ*<br>23871<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **PRINS FREDERIK WILLEM**<br>**Rederij "Prins Frederik Willem"**<br>Anthony Veder & Co. B.V.<br>Rotterdam Netherlands<br>SatCom: 1300525 | *5 966*<br>*2 845*<br>6 686<br>T/cm<br>23,5 | BV | **1990** Yssel—Vliet Combinatie B.V.—Capelle a/d Ijssel (244)<br>118,35 (BB) 18,75 8,249<br>110,22 18,50 12,57<br>1 dk | **M Refrigerated Cargo**<br>Ice strengthened<br>Mchy.aft<br>In.10 050 | MAN 7L52/55B<br>Oil 4SA 7Cy. 520 × 550 sr geared to sc. shaft<br>5 995kW (8 150bhp)<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 1 × 1500kW 2 × 885kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 93,4t (d.o.) 1 047,8t (hvf)-28,0pd 18,25kn |
| 7346960<br>*OWMW*<br>A330<br>Esd Gc Rdr<br>RTm/v | **PRINS HENRIK**<br>**Government of The Kingdom of Denmark (Danske Statsbaner)**<br>Rodbyhavn Denmark | T.Mk<br>**6 211**<br>2 856<br>3 320 | BV | **1974** A/S Nakskov Skibsvaerft—Nakskov (203)<br>144,66 17,71 4,801<br>139,50 17,23 7,04<br>len 81 | **TM RoRo Cargo/Ferry**<br>Rail Vehicles 1500dk P<br>Ice strengthened<br>Cars 260 | B&W 12U28HU<br>4 Vee Oil 4SA each 12Cy. 280 × 320 geared to sc. shafts<br>9 560bhp (7 032kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>Gen 3 × 460kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 137,0t (d.o.) 18,5kn |

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| **7803190**<br>*OYDE*<br>A370<br>Esd Gc Pfd<br>Rdr Rt | **PRINS JOACHIM**<br>**Government of The Kingdom of Denmark (Danske Statsbaner)**<br>Korsor Denmark | **10 607**<br>5 088<br>5 345 | | **1980** A/S Nakskov Skibsvaerft—Nakskov (223)<br>152,00 23,12 5,641<br>BV 143,21 22,81 7,75<br>2 dks | **TM RoRo Cargo/Ferry**<br>Rail Vehicles 2000dk P<br>Lane Length 500<br>Cars 420 Rail Wagons 18 | Alpha<br>6 Vee Oil 4SA each 16Cy. 280 × 320<br>sc. shafts<br>23 040bhp (16 947kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S<br>2 Thw. thrust propellers fwd |
| **8801046**<br>*PGWD*<br>Df Esd Gc<br>Rdr RTv | **PRINS JOHAN WILLEM FRISO**<br>**Rederij Prins Johan Willem Friso**<br>Anthony Veder Gas Carriers B.V.<br>Rotterdam Netherlands<br>SatCom: 1300507 | *3 862*<br>*1 158*<br>4 905<br>T/cm<br>12,9 | | **1989** Schps. Barkmeijer Stroobos B.V.—Stroobos ((247))<br>BV 97,39 15,90 6,015<br>91,40 15,80 9,00<br>B 2,5 F 13,5 1 dk<br>Bow/CM 40 Diam. 0,203 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>CBT IGS<br>L.(gas) 4 202<br>5 Cargo pumps total 860T/hr | Sulzer<br>Oil 4SA 6Cy. 400 × 560 with flexible<br>sr geared to sc. shaft<br>2 999kW (4 077bhp)<br>Sulzer Bros. Ltd.<br>Gen 1 × 1200kW 2 × 366kW 440V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 139,0t (d.o.) 380,0t (i.f.o.)-16,3pd |
| **9018608**<br>*PGVW*<br>24127<br>UK 225<br>Df Esd Gc<br>Rdr Rt | **PRINS MAURITS**<br>**Zeevisserij Bedrijf A. van Slooten en Co. V.o.f.**<br>Urk Netherlands | *446*<br>*133*<br>— | | **1991** Scheepswerf Metz—Urk (89)<br>41,90 8,60 3,530<br>37,67 8,50 4,70<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref<br>In.228 | Stork-Werkspoor<br>Oil 4SA 6Cy. 280 × 300 with flexible<br>sr geared to sc. shaft<br>1 471kW (2 000bhp)<br>Stork-Wartsila Diesel B.V.<br>Thw. thrust propeller fwd |
| **8400165**<br>*PGVY*<br>17212Z<br>Df Esd Gc<br>Rdr RTh/v | **PRINS PHILIPS WILLEM**<br>**Rederij "Prins Philips Willem"**<br>Anthony Veder & Co. B.V.<br>Rotterdam Netherlands | *1 552*<br>*465*<br>1 648<br>T/cm<br>6,8 | | **1985** Schpsw. en Mach. Ysselwerf B.V.—Capelle a/d Ijssel (216)<br>BV 64,24 13,70 4,850<br>59,97 13,61 7,01<br>1 dk<br>Bow/CM 31 Diam. 0,152 | **M Liquefied Gas Carrier**<br>LPG Ammonia Pressurised Ref<br>Ice strengthened<br>1 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 1 633 HeCls. B<br>1 Cargo pumps total 250T/hr | Deutz<br>Oil 4SA 8Cy. 240 × 280 reverse reduction<br>to sc. shaft<br>1 650bhp (1 214kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 246kW 440V 60Hz a.c.<br>Fuel 161,5t (d.o.)-4,5pd |
| **8205412**<br>*PGVV*<br>UK 226 | **PRINS WILLEM**<br>**Zeevisserijbedrijf Prins Willem B.V.**<br>Urk Netherlands | *452*<br>*138*<br>— | | **1983** Scheepswerf Metz—Urk (60)<br>40,82 9,00 —<br>5,11<br>1 dk | **M Fishing**<br>Side-fishing Cutter | Deutz<br>Oil 4SA 9Cy. 240 × 280 geared to sc.<br>2 295bhp (1 688kW)<br>Kloeckner Humboldt Deutz |
| **8400177**<br>*PGWA*<br>17236Z | **PRINS WILLEM II**<br>**Rederij "Prins Willem II"**<br>Anthony Veder & Co. B.V.<br>Rotterdam Netherlands | *1 552*<br>*465*<br>1 648 | | **1985** Schpsw. en Mach. Ysselwerf B.V.—Capelle a/d Ijssel (217)<br>BV 64,24 13,62 4,850<br>59,97 13,61 7,01<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Ammonia Pressurised Ref<br>Ice strengthened<br>1 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 1 633 HeCls. B | Deutz<br>Oil 4SA 8Cy. 240 × 280 reverse reduction<br>to sc. shaft<br>1 650bhp (1 214kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 246kW 440V 60Hz a.c.<br>Fuel 161,5t (d.o.)-4,5pd |
| **8615227**<br>*PGWC*<br>37T668<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>SatCom<br>AMVER | **PRINS WILLEM VAN ORANJE**<br>**Rederij Prins Willem van Oranje**<br>Anthony Veder & Co. B.V.<br>Rotterdam Netherlands | *5 966*<br>*2 845*<br>6 985<br>T/cm<br>16,5 | | **1987** Schpsw. en Mach. Ysselwerf B.V.—Capelle a/d Ijssel (230)<br>BV 118,40 (BB) 18,75 8,092<br>110,22 18,51 12,58<br>2 dks | **M Refrigerated Cargo**<br>Side doors 4(s) Ice strengthened<br>4 Ho ER<br>In.9 970<br>TEU 48 C.Dk 48/20' incl. 20 ref C.<br>4 Ha (stl) ER<br>Cr 4(7) | MAN<br>Oil 4SA 7Cy. 520 × 550 sr geared<br>8 157bhp (6 000kW)<br>MAN-B&W Diesel G.m.b.H.<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 122,5t (d.o.) 1 009,0t (i.f.o.)-25,5pd |
| **8414740**<br>*PGWB*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRINSENGRACHT**<br>**C.V. Scheepv. Onderneming "Prinsengracht"**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands<br>SatCom: 1300254/PGWB | *5 974*<br>*3 644*<br>9 498<br>T/cm<br>19,1 | **✠100A1** SS 8/90<br>strengthened for heavy cargoes<br>Ice Class 1A<br>timber deck cargoes, container cargoes in hold and on upper deck hatch covers<br>**✠LMC** **UMS**<br>EL (X) 495,0/50,0U2<br>FN 3180 | **1985**-6 Miho Zosensho K.K.—Shimizu (1249)<br>113,01 (BB) 19,03 8,402<br>106,00 18,90 11,10<br>F 11,0 2 dks<br>rf nil | **M General Cargo**<br>DSS<br>1 Ho 73,5 ER 1 TwD<br>G.12 745 B.12 039<br>TEU 474<br>C.Ho 226/20' (40') C.Dk 248/20' (40')<br>2 Ha (stl) (33,6 35,7 × 15,7) ER<br>Cr 2(40-50) | Hanshin<br>Oil 4SA 6Cy. 580 × 1050<br>4 413kW (6 000bhp)<br>The Hanshin Diesel Works Ltd.<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 1 × 400kW 3 × 200kW 445V<br>Controllable pitch propeller<br>Fuel 68,0t (d.o.) 626,0t (hvf) |
| **6524759**<br>*PGVW*<br>172-B-MIDD<br>Esd Rdr | **PRINSES BEATRIX**<br>**Provincie Zeeland**<br>Provinciale Stoombootdiensten in Zeeland<br>Vlissingen Netherlands | **4 668**<br>2 882<br>722 | | **1958** J. & K. Smit's Scheeps.—Kinderdijk<br>102,19 18,06 4,849<br>92,77 18,01 5,29<br>1 dk | **D-E RoRo Cargo/Ferry**<br>1500P<br>Bow door Stern door<br>Lane Length 402 Cargo Width 6,00<br>Clear height 4,00<br>Cars 85 | MAN<br>4 Oil 4SA each 9Cy. 300 × 450 total<br>(3 148kW) driving 4 gen. each 675kW<br>d.c. connected to 4 elec. motors<br>1 500shp (1 103kW) (CC) & sc. shafts<br>J. & K. Smit's Scheeps.<br>Gen 3 × 150kW 390V 50Hz a.c.<br>2 propellers aft, 1 fwd<br>Fuel 199,0t (d.o.) |
| **8213940** | **PRINSES JULIANA**<br>**Provincie Zeeland**<br>Provinciale Stoombootdiensten in Zeeland<br>Vlissingen Netherlands | *8 166*<br>*2 801*<br>800 | | **1986** B.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (637)<br>BV 113,62 19,16 4,701<br>108,77 18,70 7,73<br>1 dk | **D-E RoRo Cargo/Ferry**<br>570dk P<br>Bow doors Stern doors<br>Lane Length 778 Cargo Width 6,70<br>Clear height 4,00<br>Cars 106 Lorries 79 | Stork-Werkspoor<br>6 Oil 4SA each 6Cy. 280 × 300 total<br>(7 198kW) driving 3 gen. each 1 200kW<br>gen. each 1 200kW a.c. connected<br>motors fwd each of 1 360shp (1 000kW<br>motors aft each of 1 360shp (1 000kW<br>geared to sc. shaft<br>Stork-Werkspoor Diesel B.V.<br>Directional propeller aft<br>Thw. thrust propeller fwd , 1 aft |
| **6524773**<br>271-B-MIDD<br>Esd Rdr | **PRINSES MARGRIET**<br>**Provincie Zeeland**<br>Provinciale Stoombootdiensten in Zeeland<br>Vlissingen Netherlands | **2 295**<br>891<br>673 | | **1964** Van der Giessen-de Noord N.V.—Krimpen a/d Ijssel (815)<br>101,99 18,06 4,830<br>97,29 18,01 5,29<br>1 dk | **D-E RoRo Cargo/Ferry**<br>1500P<br>Bow & Stern doors<br>Lane Length 402 Cargo Width 6,00<br>Clear height 4,00<br>Cars 85 | MAN<br>4 Oil 4SA each 8Cy. 300 × 450 total<br>(3 428kW) driving 4 gen. each 750kW<br>d.c. connected to 4 elec. motors<br>1 600shp (1 177kW) (CC) & sc. shafts<br>J. & K. Smit's Scheeps.<br>Gen 3 × 150kW 390V 50Hz a.c.<br>2 propellers aft, 1 fwd<br>Fuel 208,5t (d.o.) |
| **6618823**<br>*PGVO*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PRINSES MARGRIET**<br>**Stichting Koninklijke Onderwijsfond's voor de Scheepvaart**<br>Amsterdam Netherlands | **1 647**<br>295<br>— | | **1966** A. Vuyk & Zonen's Scheepswerven N.V. —Capelle a/d Ijssel (800)<br>BV 69,04 12,04 4,496<br>60,00 11,99 5,80<br>3 dks | **M Training Ship**<br>1 Ha (3,0 × 2,5)<br>2W Der 2(3) | Stork<br>Oil 2SA 8Cy. 240 × 360 sr geared<br>1 200bhp (883kW)<br>Kon. Mach. Stork & Co. N.V. |
| **7357555**<br>*ORAO*<br>Df Esd Gc<br>Pfd Rdr Rt | **PRINSES MARIA ESMERALDA**<br>**COBELFRET S.A., CONIM S.A. & UBEM S.A.**<br>Regie voor Maritiem Transport<br>Oostende Belgium | **6 276**<br>3 959<br>1 474 | | **1975** N.V. Cockerill Yards Hoboken—Hoboken (877)<br>BV 118,42 23,02 4,496<br>110,75 19,99 6,38<br>5 dks | **TM Passenger/RoRo Cargo/Ferry**<br>80bth 1200dk P<br>Bow door & stern door/ramp<br>Trailers 55 | Pielstick<br>2 Vee Oil 4SA each 18Cy. 400 × 460<br>sc. shafts<br>18 000bhp (13 240kW)<br>Ch. de l'Atlantique<br>2 Controllable pitch propellers |

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|---|---|---|---|---|---|---|---|---|---|---|
| 7932070<br>ORAS<br>05218<br>Esd Gc Rdr<br>Rt | **PRINSES STEPHANIE**<br>**Regie voor Maritiem Transport**<br>Oostende Belgium | **287**<br>242<br>115 | AB | 27,44<br>23,93<br>1 dk | -<br>8,53 | 1,505/5,301<br>2,65 | **1981** Boeing Marine Systems—Seattle, Wa | (0020) | **Aluminium Alloy TGT Hydrofoil Ferry** 316dk P<br>Mchy.aft | 2 Gas Turb dr geared to sc. shafts 7 400shp (5 443kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 2 × 50kW 440V 60Hz a.c.<br>2 Water jet propulsion units<br>Thw. thrust propeller fwd<br>43kn |
| 6828026<br>4215-B-DORD<br>Esd Rdr Rt | **PRINSES-CHRISTINA**<br>**Provincie Zeeland**<br>Provinciale Stoombootdiensten in Zeeland<br>Vlissingen Netherlands | **3 088**<br>1 358<br>813 | (BV) | 113,59<br>103,38<br>1 dk | 18,55<br>18,09 | 4,598<br>6,00 | **1968** N.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld | (594) | **D-E RoRo Cargo/Ferry** 1300P<br>Bow & stern doors<br>Lane Length 838 Cargo Width 6,50<br>Clear height 4,00<br>Cars 106 Lorries 79 | MAN<br>5 Oil 4SA each 8Cy. 300 × 450 total 8 500bhp (6 252kW) driving 5 gen. each 1 010kW connected to 5 elec. motors & sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 propellers aft, 1 fwd<br>Fuel 1 033,5t (d.o.) 18,5kn |
| 5285447<br>OXYY<br>A239<br>Df Esd Gc<br>Pfd Rdr Rt | **PRINSESSE ANNE-MARIE**<br>**Government of The Kingdom of Denmark (Danske Statsbaner)**<br>Helsingor Denmark | **3 425**<br>1 197<br>1 255 | BV | 103,43<br>95,84<br>2 dks<br>rf 297 | 17,23<br>17,18 | 4,585<br>7,01 | **1960** Aalborg Vaerft A/S—Aalborg | (119) | **TM RoRo Cargo/Ferry** 1500dk P<br>Cars 105 | B&W 9-50VBF-90<br>2 Oil 2SA each 9Cy. 500 × 900<br>11 200bhp (8 238kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 5 × 250kW 220V d.c.<br>Thw. thrust propeller<br>Fuel 81,5t (d.o.) 18kn |
| 6400288<br>OUMI<br>A267<br>Df Esd Gc<br>Pfd Rdr Rt | **PRINSESSE ELISABETH**<br>**Government of The Kingdom of Denmark (Danske Statsbaner)**<br>Helsingor Denmark | **3 505**<br>1 216<br>1 168 | BV | 103,43<br>95,84<br>2 dks<br>rf 297 | 17,23<br>17,18 | 4,598<br>4,58 | **1964** Aalborg Vaerft A/S—Aalborg | (144) | **TM RoRo Cargo/Ferry** 1500dk P<br>Cars 105 | B&W 9-50VBF-90<br>2 Oil 2SA each 9Cy. 500 × 900<br>11 200bhp (8 238kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 5 × 272kW 380V 50Hz a.c.<br>Thw. thrust propeller<br>Fuel 81,5t (d.o.) 18kn |
| 7904891<br>LJOF<br>19530<br>Df Esd Gc<br>Pfd Rdr Rt | **PRINSESSE RAGNHILD**<br>**Color Line AS**<br>S & C Marine AS<br>Sandefjord Norway | **17 375**<br>11 418<br>3 210 | NV | 170,01 (BB)<br>148,01<br>7 dks | 24,36<br>24,01 | 5,801<br>13,01 | **1981** Howaldtswerke-Deutsche Werft A.G.—Kiel | (164) | **TM Passenger/RoRo Cargo** 351cbn 896bth P<br>Ice strengthened<br>Bow door & ramp<br>L 9,10 W 6,15 SWL 52<br>2 Stern door/ramps 1(p) 1(s)<br>L 6,45 W 5,94 SWL 52<br>Lane Length 910 Cargo Width 2,50<br>Clear height 4,85<br>Cars 167 Trailers 51<br>Mchy.aft | Werkspoor 20TM410<br>2 Vee Oil 4SA each 20Cy. 410 × 470<br>23 672bhp (17 412kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 4 × 1166kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>21,75kn |
| 9011557<br>LDJZ<br>20677<br>Df Esd Gc<br>Rdr Rt | **PRINSESSEN**<br>**A/S Nesodden-Bundefjord D/S**<br>Oslo Norway | *223*<br>*78*<br>100 | (NV) | 28,07<br>28,02 | 9,00<br>8,01 | 1,301 | **1990** Harding Verft A/S—Rosendal | (258) | **Aluminium Alloy TM Ferry**<br>Twin Hull 175dk P | General Motors<br>2 Vee Oil 4SA each 16Cy. 123 × 127 geared to sc. shafts<br>1 430kW (1 944bhp)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>32,5kn |
| 7127467<br>IMOS<br>44<br>Esd Pfd Rdr<br>Rt | **PRIOLO**<br>**Augustea Imprese Marittime e di Salvataggi S.p.A.**<br>Scinicariello Augustea Ship Management S.p.A.<br>Augusta Italy | **319**<br>87<br>— | RI | 37,22<br>33,02<br>1 dk | 9,05<br>9,02 | 3,880<br>4,81 | **1972** Cant. Nav. M. & B. Benetti—Viareggio | (95) | **M Tug**<br>Salvage | MaK<br>Oil 4SA 9Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel |
| 7615610<br>J8BR9<br>2638<br>Esd RdrRTm | **PRION**<br>ex Union Jupiter-89<br>**Penguin Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines | **697**<br>396<br>1 018 | GL | 60,03<br>57,61<br>P 12,8 1 dk | 9,50<br>9,45 | 3,239<br>3,61 | **1977** Van Rossum's Scheepsbouw B.V.—Dreumel | (816) | **M General Cargo**<br>1 Ho 38,0 ER<br>G.1 555 B.1 445<br>1 Ha (stl) (34,5 × 7,4) ER | Cummins KTA-50-M<br>Vee Oil 4SA 16Cy. 159 × 159<br>736kW (1 001bhp) NE 90<br>Cummins Engine Co. Inc. Columbus, In<br>10kn |
| 7232004<br>UUGT<br>M-31534<br>Df Esd Gc<br>Rdr Rt | **PRIONEZHYE**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 273**<br>1 085<br>2 625 | RS | 107,50 | 14,43 | 6,230<br>10,42 | **1972** ..............U.S.S.R. | | **D-E Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>6 Ho<br>In.3 062<br>5 Ha (3,6 3,6 × 3,0) (2,1 × 2,1) (1,3 1,3 × 1,3)<br>6W Der 6(3) | Wartsila<br>5 Oil 4SA each 6Cy. 240 × 310 total 5 505bhp (4 049kW) driving gen. connected to elec. motor & sc. shaft<br>NE 84<br>Oy Wartsila Ab Vaasa/Vasa<br>Controllable pitch propeller<br>13kn |
| 7113959<br>EFYQ<br>3271<br>Df Esd Gc<br>Rdr Rt | **PRIOR**<br>**Salvador Neira Perez**<br>La Coruna Spain | **190**<br>66<br>276 | (GL) | ...<br>26,01<br>1 dk | ...<br>7,01 | ...<br>3,61 | **1971** S.A. Balenciaga—Zumaya | (202) | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW) E made66 fitted71<br>Kloeckner Humboldt Deutz Koeln<br>12kn |
| 6603000<br>EEVE<br>Df Esd Rdr<br>Rt | **PRIORINO**<br>**Remolcadores del Noroeste S.A.**<br>La Coruna Spain | **271**<br>22<br>230 | BV | 35,06<br>30,00<br>1 dk | 8,16<br>8,13 | 3,429<br>3,71 | **1966** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol | (107) | **M Tug**<br>G.80<br>1 Ha (1,9 × 1,9)<br>Der 1(7) | Polar<br>Oil 2SA 8Cy. 340 × 570<br>E made58 fitted66<br>Soc. Espanola de Const. Nav. Bilbao<br>12kn |
| 6705004<br>ESUO<br>M-28096<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PRIOZERSK**<br>ex Meliti-69<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **2 311**<br>801<br>1 490 | RS | 84,69<br>78,06<br>2 dks | 14,03<br>13,97 | 5,811<br>10,04 | **1966** Nikolayev Shipyard "Nosenko"—Nikolayev | | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.244 In.1 878<br>4 Ha (2,5 × 2,5) (1,2 1,2 × 1,3) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>Fuel 786,5t 13kn |
| 8724353<br>UWJA<br>M-12822<br>Rt | **PRIOZYORNYY**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | *677*<br>*233*<br>495 | RS | 55,01<br>50,04<br>1 dk | 9,52 | 4,340<br>5,16 | **1985** ..............U.S.S.R. | | **M Fish Carrier**<br>Ref | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>589kW (801bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 150kW a.c. |
| 6710229<br>Esd Rt | **PRISCILLA**<br>ex Coopermartir 6-79<br>ex Mercedes 6-73<br>**La Portuguesa S.A.**<br>Guayaquil Ecuador | **158**<br>72<br>— | GL (AB) | 25,02<br>21,49<br>1 dk<br>BK 102 | 6,71<br>6,70 | 3,81 | **1966** Promecan Ingenieros S.A.—Callao | (73) | **M Fishing**<br>Side-fishing<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127 reduction geared to sc. shaft<br>300bhp (221kW) E made78 fitted—<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Controllable pitch propeller<br>Fuel 12,0t 10kn |
| 7107560<br>WYZ3546<br>532476<br>Df Esd Gc<br>Pfd Rdr Rt | **PRISCILLA M**<br>ex Diana Ysabel-81 ex A. K. Strom<br>**Delta Fishing Co. Inc.**<br>San Juan Puerto Rico (U.S.A.) | **1 092**<br>588<br>— | | 69,19<br>64,32<br>2 dks | 12,50<br>12,20 | 5,563<br>6,41 | **1971** Tacoma Boatbuilding Co. Inc.—Tacoma, Wa | (244) | **M Fishing**<br>Side-fishing | Oil 4SA 16Cy. 229 × 267<br>3 100bhp (2 280kW)<br>General Electric Co. Lynn, Ma |

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| **7939822**<br>*J8EU6*<br>3283<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRISTINA**<br>**Mid Adriatic Shipping & Trading Inc.**<br>Jadranska Slobodna Plovidba (JADROSLOBODNA)<br>Kingstown St. Vincent and the Grenadines | **11 987**<br>6 127<br>14 930 | JR NV (RS)<br>Classed LR until 4/11/81 | **1980** Kherson Shipyard—Kherson (2019)<br>162,34 (BB) 22,26 9,783<br>144,81 22,18 13,39<br>F 12,8 2 dks<br>rf 196 | **M General Cargo**<br>5 Ho 10,3 22,6 15,3 29,6 15,4 ER<br>5 TwD<br>G.21 340 B.19 570<br>TEU 388 C.Ho 320/20' C.Dk 66/20'<br>9 Ha (stl) (6,1 × 5,7) (19,2p&s 12,8p&s 25,3p&s 12,8p&s × 8,2) ER<br>4W Cr 6(12) 1(5) Der 1(63) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works<br>Gen 4 × 325kW 380V 50Hz a.c.<br>Fuel 468,0t (d.o.) 1 050,0t (hvf) |
| **7821623**<br>*DZEO*<br>231543<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PRISTINO**<br>ex Crown Freezer-91<br>ex Khalij Freezer-90<br>**Maple Shipping Corp.**<br>Manila Philippines | **7 629**<br>3 381<br>7 616 | NK | **1979** Kurushima Dockyard Co. Ltd.—Onishi (2077)<br>140,66 (BB) 8,318<br>130,00 20,00 12,30<br>F 11,0 4 dks | **M Refrigerated Cargo**<br>Vehicles<br>4 Side doors<br>4 Ho ER<br>In.9 877<br>4 Ha (stl) (each 9,6 × 8,0) ER<br>Der 8(7) | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460 sr geared shaft<br>10 004kW (13 601bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 260,0t (d.o.) 1 566,0t (hvf)-48,0pd |
| **7651963**<br><br><br><br>Rdr | **PRITHIBI**<br>ex Toyo Maru-86<br>**Sabrina Shipping Ltd.**<br>Chittagong Bangladesh | **516**<br>268<br>1 417 | NK | **1971** Wakayama Zosen—Kainan (470)<br>65,00 3,972<br>60,00 11,00 4,09<br>2dks | **M General Cargo**<br>G.1 931 B.1 464<br>1 Ha (31,9 × 7,7) ER | Niigata<br>Oil 4SA 8Cy. 250 × 320<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. |
| **7818456**<br>*Y5LW*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRITZWALK**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany<br>SatCom: 1630141 | **9 231**<br>5 234<br>12 685 | DSRK GL | **1978** VEB Schiffswerft "Neptun"—Rostock (426)<br>150,17 (BB) 21,06 9,051<br>140,67 21,01 11,33<br>P 36,0 B & F 39,4 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 29,7 34,6 34,6 ER<br>G.18 432 B.17 000 HeCls. B<br>TEU 436<br>C.Ho 232/20' (40') C.Dk 204/20' (40')<br>5 Ha (stl) (22,1 × 11,2) (25,9p&s 25,9p&s × 7,6) ER<br>Der 1(80) 5(22) | MAN<br>Oil 2SA 9Cy. 600 × 1050<br>6 620kW (9 000bhp)<br>VEB Maschinenbau Halberstadt<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel 223,5t (d.o.) 1 181,5t (hvf)-36,0pd |
| **5283566**<br>*HP5203*<br>18900-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PRIVATEER**<br>ex Praia do Restelo-88<br>**Southern Trawlers Inc.**<br>Panama Panama | **767**<br>423<br>509 | (RP)<br>✠Classed LR until 9/72 | **1958**-4 Est. Nav. de Viana do Castelo—Viana do Castelo (31)<br>61,91 9,25 4,103<br>55,61 9,15 4,50<br>P 1,9 F 15,3<br>RW rf 813 BK 178 len 69<br>conv Fishing 69 | **M Fishing**<br>Side Trawler Ref<br>2 Ho<br>In.587<br>2 Ha (stl) (each 2,2 × 1,3) | MAN<br>Oil 4SA 9Cy. 400 × 600<br>1 180bhp (868kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 100kW 230V d.c.<br>Fuel 180,0t (d.o.)-5,5pd |
| **7204095**<br>*WYZ2789*<br>529532 | **PRIVATEER**<br>ex Sharlet Bell-78<br>**Gary Gene Warren**<br>Coos Bay, Or United States of America | **117**<br>79<br>— | | **1970** Patterson Shipyard Inc.—Patterson, La<br>*20,43* 6,71<br>3,56 | **M Fishing** | Oil<br>350bhp (257kW)<br>..............<br>Fuel (d.o.) |
| **8835322**<br><br>3T-220<br>Esd Rdr Rt | **PRIVLAKA**<br>ex PN 12-90<br>**Privatino Poduzece "Saricplov"**<br>Zadar Croatia | **339**<br>147<br>436 | | **1954** Brodogradiliste "Split"—Split<br>44,16 8,16 —<br>4,16<br>1 dk<br>conv Replenishment Tanker 90 | **M General Cargo** | B&W<br>Oil 2SA 5Cy. 230 × 400<br>221kW (300bhp)<br>MAN-B&W Diesel A/S |
| **7127780**<br>*EWHH*<br>M-14580 | **PRIVLEKATELNYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **169**<br>39<br>112 | RS | **1971** .............U.S.S.R.<br>33,91 7,09 2,901<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.114<br>1 Ha (1,3 × 1,6)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **7415553**<br>*UGZO*<br>M-31125<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRIVOLYE**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400312/UGZO | T.Mk<br>**7 192**<br>3 682<br>—<br>**10 954**<br>5 963<br>13 247 | RS | **1974** VEB Warnowwerft Warnemuende—Warnemuende (341)<br>150,37 (BB) 21,80 —/8,960<br>140,01 21,79 13,59<br>F 15,3 2 dks, 3rd dk in Nos. 2 - 4 holds | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER 13,6 8 TwD<br>G.17 878 B.17 037 In.587 L.403<br>TEU 368<br>C.Ho 244/20'(40') C.Dk 124/20'(40')<br>9 Ha (stl) (12,9 12,9p&s 25,1p&s 12,9p&s × 8,1) ER (3,5p&s × 2,6)<br>4W Cr 3(8) 1(3,25) Der 1(60) 4(12) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Fuel 301,0t (d.o.) 1 198,0t (hvf)-41,5pd |
| **8228074**<br>*UIJB*<br>M-35343<br>Df Esd Gc<br>Rdr RTm/h/v | **PRIVOLZHSKIY**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | *2 399*<br>*719*<br>913 | RS | **1984** Baltiya Shipyard—Klaypeda<br>85,10 13,03 3,901<br>6,51<br>1 dk | **M Fishing**<br>Suction Ref | Oil<br>.............. |
| **7733670**<br>*UUEM*<br>M-12611 | **PRIVYETLIVYY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1978** .............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7406095**<br>*ATNX*<br>1666<br>Esd Rdr Rt | **PRIYA RANI**<br>**Union Carbide India Ltd.**<br>Bombay India | **185**<br>90<br>— | AB | **1976** Mazagon Dock Ltd.—Bombay (357)<br>27,34 8,06 2,901<br>25,89 7,92 3,64<br>F 12,5 1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 6,7<br>1 Ha (stl) (1,8 × —) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 reverse red geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 88kW |
| **5267380**<br>*ATFY*<br>1432<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PRIYAMVADA**<br>ex Jagat Swamini-82<br>ex Otto Springorum-71<br>**V. S. Dempo & Co. Pvt. Ltd.**<br>Bombay India | **11 894**<br>6 765<br>7 476 | IRS (GL) | **1959** Rheinstahl Nordseewerke—Emden (325)<br>162,95 (BB) 23,22 5,679<br>152,00 20,21 12,76<br>P 46,4 F 30,2 1 dk<br>rf nil conv Bulk Carrier 82 | **M Ore Trans-shipment Vessel**<br>Ice strengthened<br>9 Ho 13,3 12,5 9,6 12,0 9,6 12,0 9,6 12,0 14,4 ER<br>G.22 395 B.20 749<br>9 Ha (stl) (each 7,0 × 9,7) ER | MAN<br>Oil 2SA 6Cy. 780 × 1400<br>5 400bhp (3 972kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 800kW 3 × 220kW 385V 50Hz<br>Fuel 140,0t (d.o.) 997,0t (hvf)-22,0pd |
| **7124568**<br>*EWUF*<br>M-28235 | **PRIZNATELNYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **169**<br>40<br>94 | RS | **1971** .............U.S.S.R.<br>33,96 7,09 2,901<br>3,69 | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,5)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **8606795**<br>*UIAG*<br>M-41522<br>Df Esd Gc<br>Pfd Rdr RTv | **PRIZYV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *1 895*<br>*568*<br>690 | RS | **1986** VEB Volkswerft Stralsund—Stralsund (711)<br>62,25 13,82 5,220<br>55,00 13,81 9,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>B.55 In.580 L.18 | S.K.L.<br>2 Oil 4SA each 8Cy. 200 × 260 sr geared shaft<br>1 764kW (2 398bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 640kW a.c. 3 × 568kW a.c. 1 × 260kW a.c.<br>Controllable pitch propeller |

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| 7233759<br>*P3OW2*<br>708308<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRO ATLANTICA**<br>ex Meadowbank-87<br>ex Toana Niugini-87<br>ex Meadowbank-86<br>**Pacific Diamonds Maritime Ltd.**<br>KG Reederei Roth G.m.b.H. & Co.<br>Limassol Cyprus | T.Mk<br>**7 848**<br>4 366<br>12 099<br><br>**11 384**<br>6 798<br>15 461 | **✠100A1** M 4/90-6mos<br>certified container securing arrangements on upper deck and upper deck hatch covers<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Dt /54,0U3<br>FN 5379 | **1973**-3 Swan Hunter Shipbuilders Ltd.—Readhead Shipyard, S. Shields (50)<br>161,68 22,59 8,383/9,621<br>151,01 22,51 13,11<br>P 55,5 F 14,1 2 dks, 3rd dk in No. 3 hold<br>rf nil DK fwd | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho 4,2DT 14,0 9,7DTp&s 10,4 27,2 22,4 4,8DTp&s ER 7,2DTp&s 13,6 7 TwD<br>G.22 495 B.20 574 In.152 L.3 211<br>TEU 240<br>C.Ho 201/20' (40') C.Dk 39/20' (40')<br>7 Ha (stl) (9,0 × 5,4) (12,5 × 8,9) (19,2p&s 19,2p&s × 7,7) ER (9,6 × 7,7)<br>10W Cr 2(15) 1(5) Der 1(80) 10(10) | Doxford 76J6C<br>Oil 2SA 6Cy. 760 × 2186<br>15 000bhp (11 033kW)<br>Doxford & Sunderland Ltd. Sunderland<br>2 AuxB (1 o.f. 1 Comp) 8,4kgf/cm² (8,3bar)<br>Gen 3 × 525kW 1 × 270kW 440V 60Hz a.c.<br>Fuel 193,0t (d.o.) 1 982,0t (hvf) 18,75kn |
| 8213237<br><br>653266<br>Rdr Rt | **PRO NAVIGATOR**<br>**Pro-Offshore Vessels II Inc.**<br>Morgan City, La United States of America | **291**<br>197<br>1 200 | (AB) | **1982** Scully Bros. Boat Bldg. Inc.—Stephensville, La (171)<br>3,755<br>52,23 12,20 4,35<br>1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Oil<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>12kn |
| 8213225<br><br>651455<br>Df Esd Pfd<br>Rdr Rt | **PRO SURVEYOR**<br>**Golden Shamrock Inc.**<br>Seattle, Wa United States of America | **495**<br>336<br>1 200 | AB | **1982** Scully Bros. Boat Bldg. Inc.—Stephensville, La (170)<br>3,752<br>52,20 12,20 4,35<br>F 14,7 1 dk<br>rf nil conv Deck Cargo Supply Ship 87 | **TM Fishing** | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>12kn |
| 7530602<br>*3EMO6*<br>18494-YJ<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PROA**<br>ex Providence-88<br>**Azalea Maritima S.A.**<br>Panama Panama | **11 110**<br>6 749<br>18 062 | NK | **1977** Onomichi Zosen K.K.—Onomichi (273)<br>153,85 22,23 9,359<br>142,53 22,20 12,12<br>P 28,7 F 12,2 1 dk | **M General Cargo**<br>4 Ho ER<br>G.22 422 B.21 576<br>4 Ha (stl) (18,6 × 9,6) (18,7 18,7 18,7 × 11,2) ER<br>Der 4(25) | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Hitachi Zosen Osaka<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 1 184,5t-29,5pd 14,5kn |
| 8316912<br>*EFCB*<br><br>Df Esd Gc<br>Rdr Rt | **PROAS DOS**<br>**Compania Productos Asfalticos S.A. (PROAS)**<br>Valencia Spain | **3 931**<br>1 678<br>6 089 | BV | **1985** Union Naval de Levante S.A.—Valencia (151)<br>106,51 (BB) 7,702<br>97,01 17,51 7,73<br>1 dk | **M Tanker**<br>Asphalt<br>4 Ta ER<br>L.6 084 | MAN 7L40/54<br>Oil 4SA 7Cy. 400 × 540 with flexible couplings & sr geared to sc. shaft<br>4 375bhp (3 218kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15,25kn |
| 8023735 | **PROBAL**<br>**Government of The People's Republic of Bangladesh (Ministry of Food)**<br>Bangladesh | **215**<br>—<br>400 | | **1985** Highspeed SB. & Heavy Eng. Co. Ltd.—Dacca (85)<br>... ... ...<br>48,01 7,82 2,52 | **M General Cargo** | Deutz SBA6M816<br>Oil 4SA 6Cy. 142 × 160<br>390bhp (287kW)<br>Kloeckner Humboldt Deutz Ulm |
| 7024811<br><br><br>Df Esd Rdr Rt | **PROBITY-1**<br>ex GDA-13-87 ex GDY-78<br>**Fabirem Ltd.**<br>Lagos Nigeria | **106**<br>39<br>— | PR | **1965** Gdynska Stocznia Remontowa—Gdynia (B25s/293)<br>24,57 6,61 2,591<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 2 × 10kW 220V 2 × 1,5kW 24V d.c.<br>Controllable pitch propeller<br>9kn |
| 7024768<br><br><br>Esd Rdr Rt | **PROBITY-2**<br>ex GDA-8-87 ex GDY-63<br>**Fabirem Ltd.**<br>Lagos Nigeria | **107**<br>40<br>33 | PR | **1959** Gdynska Stocznia Remontowa—Gdynia (B25s/199)<br>24,59 6,61 2,401<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 1,75kW 1 × 1,5kW 1 × 1kW 24V d.c.<br>Controllable pitch propeller<br>10kn |
| 7024782<br><br><br>Df Esd Rt | **PROBITY-3**<br>ex GDA-10-87 ex GDY-69<br>**Fabirem Ltd.**<br>Lagos Nigeria | **108**<br>40<br>33 | PR | **1961** Gdynska Stocznia Remontowa—Gdynia (B25s/224)<br>24,54 6,58 2,420<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 2,5kW 1 × 1,5kW 24V d.c.<br>Controllable pitch propeller<br>9,5kn |
| 8405854<br>*LAMO2*<br>N-00465<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PROBO BANGOR**<br>**KS AS Bangor**<br>Torvald Klaveness & Co. A/S<br>Oslo Norway (NIS)<br>SatCom: 1313525/LAMO | *31 255*<br>*14 257*<br>47 980 | NV | **1987** Korea SB. & Eng. Corp.—Busan (3026)<br>182,91 (BB) 31,98 13,085<br>175,01 31,97 18,01<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>COW IGS PL SBT Ice strengthened<br>Str. heavy cargoes<br>7 Ho/Ta ER<br>G.50 940 L.(oil) 50 945<br>TEU 954 C.Ho 742/20' C.Dk 212/20'<br>7 Ha (stl) (13,5 × 11,9) (13,5 13,5 13,5 13,5 13,5 13,5 × 20,6) ER<br>Cr 2(28) | B&W 4L80MCE<br>Oil 2SA 4Cy. 800 × 2592<br>9 415kW (12 800bhp)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 2 × 1250kW 1 × 750kW 450V 60Hz a.c. |
| 8309804<br>*LAJE2*<br>N-00533<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PROBO BANI**<br>**K/S A/S Bani**<br>Torvald Klaveness & Co. A/S<br>Oslo Norway (NIS)<br>SatCom: 1313524/LAJE | *31 276*<br>*14 257*<br>48 263 | NV | **1986** Korea SB. & Eng. Corp.—Busan (3020)<br>182,80 (BB) 31,98 13,085<br>175,00 31,95 18,00<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>COW IGS PL SBT Ice strengthened<br>Str. heavy cargoes DB DSS<br>7 Ho/Ta ER<br>G.50 940 L.(oil) 50 945<br>TEU 954 C.Ho 742/20' C.Dk 212/20'<br>7 Ha (stl) (13,5T × 11,9) (13,5 13,5 13,5 13,5 13,5 13,5 × 20,6) ER<br>Cr 2(28) | B&W 4L80MCE<br>Oil 2SA 4Cy. 800 × 2592<br>9 415kW (12 800bhp)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 2 × 1000kW 1 × 600kW 450V 60Hz a.c.<br>14,35kn |
| 8309816<br>*LAZG2*<br>N-00752<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PROBO BAONING**<br>**K/S A/S Baoning Inc. & Baoning Shipping Ltd.**<br>Torvald Klaveness & Co. A/S<br>Oslo Norway (NIS)<br>SatCom: 1310662/LAZG | *31 255*<br>*14 257*<br>47 980 | NV | **1986** Korea SB. & Eng. Corp.—Busan (3022)<br>182,91 (BB) 32,01 13,064<br>175,01 31,97 18,00<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>COW IGS SBT<br>Ice strengthened Str. heavy cargoes DB DSS<br>7 Ho ER<br>G.50 940 L.(oil) 50 945<br>TEU 954 C. 954/20'<br>7 Ha (stl) (13,5 × 11,9) (13,5 13,5 13,5 13,5 13,5 13,5 × 20,6) ER<br>Cr 2(28) | B&W 4L80MCE<br>Oil 2SA 4Cy. 800 × 2592<br>9 412kW (12 796bhp)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 2 × 1250kW 1 × 750kW 450V 60Hz a.c.<br>14,5kn |
| 8315396<br>*LAZE2*<br>N-00751<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PROBO BARO**<br>**KS AS Baro**<br>Torvald Klaveness & Co. A/S<br>Oslo Norway (NIS)<br>SatCom: 1310657/LAZE | *31 255*<br>*14 252*<br>48 062 | NV | **1986** Korea SB. & Eng. Corp.—Busan (3023)<br>182,91 (BB) 32,03 13,001<br>175,01 32,01 18,01<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>COW IGS SBT Ice strengthened<br>Str. heavy cargoes DB DSS<br>7 Ho/Ta ER<br>G.50 940 L.(oil) 50 945<br>TEU 954 C.Ho 742/20' C.Dk 212/20'<br>7 Ha (stl) (13,5 × 11,9) (13,5 13,5 13,5 13,5 13,5 13,5 × 20,6) ER<br>Cr 2(28) | B&W 4L80MCE<br>Oil 2SA 4Cy. 800 × 2592<br>9 415kW (12 800bhp)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 2 × 1250kW 1 × 750kW 450V 60Hz a.c. |

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| **8405866**<br>*9VRU*<br>383375<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PROBO GULL**<br>**New Combo Ships Pte. Ltd.**<br>A/S Havtor Management<br>Singapore Singapore<br>SatCom: 1715234/GULL | *31 255*<br>*14 257*<br>47 980<br>T/cm<br>53,0 | NV | **1987** Korea SB. & Eng. Corp.—Busan (3027)<br>182,80 (BB) 31,98 13,085<br>175,01 31,95 18,01<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>COW IGS PL SBT Ice strengthened<br>Str. heavy cargoes<br>7 Ho ER<br>G.50 940 L.(oil) 50 945<br>TEU 954 C.Ho 742/20' C.Dk 212/20'<br>7 Ha (stl) (13,5 × 11,9) (13,5 13,5 13,5 13,5 13,5 13,5 × 20,6) ER<br>Cr 2(28) | B&W<br>Oil 2SA 4Cy. 800 × 2592<br>9 406kW (12 788bhp)<br>Hyundai SB. & Heavy Industries<br>Gen 2 × 1250kW 1 × 750kW 450V 60Hz |
| **8315401**<br>*9VRJ*<br>383374<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PROBO HAWK**<br>**New Combo Ships Pte. Ltd.**<br>A/S Havtor Management<br>Singapore Singapore<br>SatCom: 1715233/HAWK | *31 255*<br>*14 257*<br>48 015<br>T/cm<br>53,0 | NV | **1986** Korea SB. & Eng. Corp.—Busan (3021)<br>182,91 (BB) 31,98 13,001<br>175,01 31,96 18,01<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>COW IGS SBT Ice strengthened<br>Str. heavy cargoes<br>7 Ho/Ta ER<br>G.50 940 L.(oil) 50 945<br>TEU 954 C.Ho 742/20' C.Dk 212/20'<br>7 Ha (stl) (13,5T × 11,9) (13,5 13,5 13,5 13,5 13,5 13,5 × 20,6) ER<br>Cr 2(28) | B&W<br>Oil 2SA 4Cy. 800 × 2592<br>9 415kW (12 800bhp)<br>Hyundai SB. & Heavy Industries<br>Gen 2 × 1250kW 1 × 750kW 450V 60Hz |
| **5166304**<br>*3EEG*<br>7816-PEXT<br>Rdr Rt | **PROBUS**<br>ex Izumi Maru No. 3-77<br>**Golden Bond Navigation S.A.**<br>Panama Panama | **832**<br>506<br>1 296 | | **1961** Tsuneishi Zosen K.K.—Numakuma (63)<br>65,21 9,25 4,319<br>59,82 9,20 4,60<br>1 dk | **M Tanker**<br>5 Ta ER<br>L.(oil) 1 296 | Oil 4SA 6Cy. 370 × 520<br>950bhp (699kW)<br>Nippon Hatsudoki<br>Gen 1 × 30kW 1 × 7,5kW 100V d.c.<br>Fuel 56,0t-3,5pd |
| **7916181**<br>*3EUU4*<br>15624-86<br>Df Esd Gc<br>Pfd Rdr Rt | **PROCEED**<br>ex Horyu Maru-86<br>**Proceed Shipping S.A.**<br>Panama Panama | *2 192*<br>*756*<br>2 367 | NK | **1980** Kanda Zosensho K.K.—Kawajiri (245)<br>89,01 13,54 4,930<br>82,02 13,50 5,97<br>P 19,2 F 9,5 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>3 Ta ER<br>L.(gas) 2 800 | Akasaka<br>Oil 4SA 6Cy. 460 × 720 geared to sc. sha<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Fuel 50,0t (d.o.) 350,0t (hvf)-9,5pd |
| **8837069**<br>Df Esd Gc<br>Rdr Rt | **PROCIDA**<br>**"Aliscafi"-S.N.A.V. S.p.A.**<br>Messina Italy | **262**<br>177<br>— | RI (Class cont.) | **1990** Baglietto S.p.A.—Savona (10136/19)<br>- - -<br>33,87 7,20 3,53<br>1 dk | **TM Ferry** | Isotta Fraschini<br>2 Vee Oil 4SA each 8Cy. 170 × 170<br>1 294kW (1 759bhp)<br>Isotta Fraschini S.p.A.<br>Gen 2 × 46,4kW 380V 50Hz a.c. |
| **7505229**<br>*PP3461*<br>Df Esd Gc<br>Rdr Rt | **PROCION**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Angra dos Reis Brazil | **470**<br>96<br>— | GL | **1977** MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (222)<br>30,71 11,26 3,452<br>29,04 11,21 5,01<br>1 dk | **TM Tug** | Alpha<br>2 Vee Oil 4SA each 12Cy. 225 × 300 redu geared to sc. shafts<br>Equipamentos Villares S.A.<br>2 Directional propellers |
| **7314412**<br>*JI2754*<br>115644<br>Rdr Rt | **PROCYON**<br>**Tsuruhiro Kaiun K.K.**<br>Hojo, Ehime Pref. Japan | **486**<br>—<br>356 | | **1973** Sanyo Zosen K.K.—Mukaishima (663)<br>8,72 3,404<br>46,18 8,69 3,79<br>1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 760 | Makita<br>Oil 4SA 6Cy. 275 × 440<br>1 200bhp (883kW)<br>Makita Tekkosho |
| **9017329**<br>Df Esd Gc<br>Rdr Rt | **PROCYON**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **321**<br>—<br>— | BV (Class cont.) | **1991** Promet Private Ltd.—Singapore (1120)<br>28,00 3,001<br>26,40 8,20 4,00<br>1 dk | **TM Tug**<br>Fire-fighting | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146 redu geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div.<br>Thw. thrust propeller fwd |
| **8126434**<br>*PP9229*<br>Esd Gc Rdr Rt | **PROCYON**<br>**Sobrare Servemar S.A.**<br>Vitoria Brazil | **209**<br>63<br>— | ✠A1<br>tug<br>protected waters service<br>✠LMC<br>EL (A) 165,0/16,0<br>FN 339 | **1984**-7 MacLaren IC Est. e Servicos—Rio de Janeiro (269)<br>28,20 9,35<br>26,50 9,11 3,66<br>1 dk<br>rf 495 | **TM Tug**<br>Tractor | Alpha<br>2 Oil 4SA each 7Cy. 225 × 300 dr geared t shafts<br>Equipamentos Villares S.A.<br>Gen 2 × 66kW 440V 60Hz a.c.<br>2 Directional propellers<br>Fuel 57,5t (d.o.) |
| **7922611**<br>*EHWS*<br>AL-2-206<br>Df Esd Gc<br>Rdr Rt | **PROCYON**<br>**Boat Services S.A.**<br>Cadiz Spain | **199**<br>—<br>92 | (AB) | **1980** S.A. Balenciaga—Zumaya (299)<br>26,83 7,93 3,350<br>24,01 7,90 3,97<br>1 dk<br>rf 450 | **M Tug** | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300 reverse redu geared to sc. shaft<br>Cons. Echevarria<br>Gen 2 × 40kW a.c. |
| **7307964**<br>*WI9209*<br>291119 | **PROCYON**<br>**Texas Menhaden Co.**<br>Port Arthur, Tx United States of America | **148**<br>101<br>— | | **1963** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*22,68* 7,04<br>3,54 | **M Fishing** | Caterpillar<br>Oil<br>390bhp (287kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7939925**<br>*ISHC*<br>96<br>Df Rt | **PRODE**<br>ex Frode<br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italy | **105**<br>27<br>— | RI | **1951** Solvesborgs Varv A/B—Solvesborg<br>26,57 6,13 2,480<br>23,78 6,10 3,13<br>1 dk | **M Tug** | Oil 2SA 4Cy. 340 × 570<br>Nydqvist & Holm A/B<br>Gen 2 × 28kW 220/380V 50Hz a.c. |
| **7907740**<br>*ELCI5*<br>7280<br>Df Esd Gc<br>Pfd Rdr RTv | **PRODICOS**<br>**Northern Seas Transport Ltd.**<br>Monrovia Liberia<br>SatCom: 1241570/PICO | *26 959*<br>*15 449*<br>44 911<br>T/cm<br>52,8 | NV (AB) | **1983** Stocznia Gdanska im. Lenina—Gdansk (B552/01)<br>192,21 30,82 11,850<br>184,03 30,80 15,91<br>P 42,1 F 20,5 1 dk<br>rf nil Bow/CM 94 Diam. 0,410 MH 2,1 | **M Tanker**<br>COW IGS SBT DB<br>6 Ta 12 Wing Ta ER<br>L.51 096<br>20 Cargo pumps total 4 000T/hr | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>H. Cegielski<br>Gen 3 × 1120kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7014971**<br>Esd Rt | **PRODIGA**<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Callao Peru | **150**<br>—<br>— | (AB) | **1970** Metal Empresa S.A.—Callao (L-13)<br>... ... ...<br>25,05 6,71 3,81<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Fuel 5,0t (d.o.) |
| **8609498**<br>*EENL*<br>AL 3A 1823<br>Rdr Rt | **PRODOS**<br>**Prodemar S.A.**<br>Algeciras Spain | **197**<br>59<br>84 | (AB) | **1988** Astilleros del Atlantico S.A.—Santander (240)<br>27,71 2,301<br>24,16 7,21 2,72<br>1 dk | **TM Fishing**<br>Stern Trawler & Side Trawler Ref | Penta<br>2 Oil 4SA each 6Cy. 130 × 150 with flexib couplings & sr reverse geared to sc. s<br>532kW (723bhp)<br>A/B Volvo-Penta<br>Gen 2 × 1,5kW a.c. |
| **7427702**<br>*C4YV*<br>708091<br>Df Esd Gc<br>Rdr RTm/h/v | **PRODROMOS**<br>ex Taufau-86 ex Santa Elena-83<br>**Erigona Marine Co. Ltd.**<br>Limassol Cyprus | **11 782**<br>6 914<br>15 000 | GL HR | **1976** Kherson Shipyard—Kherson (2006)<br>162,31 (BB) 22,26 10,097<br>144,02 22,22 13,39<br>F 12,2 2 dks<br>rf 196 | **M General Cargo**<br>Ice strengthened<br>5 Ho 10,3 22,6 15,3 29,6 15,4 ER 5 TwD<br>G.21 505 B.19 570<br>TEU 320 C. 320/20'<br>8 Ha (stl) (6,2 × 6,0) (19,4p&s 13,0p&s 25,4 13,0p&s × 8,2) ER<br>Der 1(63) 4(12,5) 4(10) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Bryansk Eng. Works |
| **7100029**<br>*WX9886*<br>510262<br>Df Esd Gc<br>Rdr RTv | **PRODUCER**<br>ex Saint Bernadette-77 ex Cacique-74<br>**West Coast Fisheries Inc.**<br>Los Angeles-Long Beach, Ca United States of America | **121**<br>82<br>— | | **1967** Capell Marine Inc.—Freeport, Tx<br>*20,00*<br>6,71 3,48<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW)<br>Fuel (d.o.) |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7921980<br>*VRFF*<br>385182<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PRODUCT ENDEAVOR**<br>**Chuang Li Marine Co. Ltd.**<br>Orient Ship Management Ltd.<br>Hong Kong Hong Kong<br>(British) | **19 489**<br>12 378<br>29 993<br>T/cm<br>38,4 | **✠100A1** SS 11/90<br>chemical tanker<br>cargo Type B, SG up to<br>1.45 in centre tanks & No.<br>4 wing tanks SG up to<br>1.33 in Nos. 1, 2, 3, 5, 6<br>& 7 wing tanks SG up to<br>1.025 in slop tanks in<br>association with a list of<br>defined cargoes<br>**✠LMC UMS**<br>**IGS**<br>EL H† 605,0/62,0U3<br>FN 6669 | **1980**-12 Naikai SB. & Eng. Co. Ltd.—Setoda<br>(459)<br>173,08 (BB) 26,04 10,670<br>163,00 26,00 14,91<br>P 34,2 F 13,8 1 dk<br>rf nil Bow/CM 83 Diam. 0,250 MH 1,8 | **M Tanker**<br>Oil Chemical<br>IGS (LR)<br>21 Ta ER<br>L.40 241<br>4 Cargo pumps total 3 000T/hr | B&W 6L67GFC<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>WTAuxB (o.f.) 18kgf/cm$^2$ (17,7bar) Spt 215°C<br>16,2kgf/cm$^2$ (15,9bar) hs400,8<br>e(ex.g) 22kgf/cm$^2$ (21,6bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 18,0t (d.o.) 1 982,0t (hvf) 15,5kn |
| 7314515<br>*C6DX4*<br>715273<br>Df Esd Gc<br>Pfd Rdr RTv | **PRODUCT KING**<br>ex Kingfisher-88 ex Ryuko Maru-74<br>**Mooridge Maritime Inc.**<br>Tanker Pacific Management Ltd.<br>Nassau Bahamas<br>SatCom: 1104724/PROD | **20 455**<br>12 176<br>36 572<br>T/cm<br>44,0 | NK | **1973** Tsuneishi Zosen K.K.—Numakuma (275)<br>189,00 (BB) 27,04 11,024<br>180,00 27,00 14,95<br>F 13,3 1 dk<br>Bow/CM 89 Diam. 0,310 MH 0,9 | **M Tanker**<br>33 Ta ER<br>L.(oil) 44 606<br>2 Cargo pumps total 3 400T/hr | B&W 6K84EF<br>Oil 2SA 6Cy. 840 × 1800<br>11 401kW (15 500bhp)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 610kW 450V 60Hz a.c.<br>Fuel 225,5t (d.o.) 1 782,0t (hvf)-42,5pd 15,5kn |
| 7920742<br>*VRKE*<br>399411<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PRODUCT SPLENDOR**<br>**Chuang Hui Marine Co. Ltd.**<br>Orient Ship Management Ltd.<br>Hong Kong Hong Kong<br>(British) | **18 251**<br>11 519<br>29 820<br>T/cm<br>38,6 | **✠100A1** SS 5/91<br>chemical tanker<br>cargo Type B<br>SG 1.40 in association<br>with a list of defined<br>cargoes<br>**✠LMC UMS**<br>**IGS**<br>EL H† 605,0/62,0U3(a)<br>FN 6442 | **1981**-6 Minami-Nippon Zosen K.K.—Usuki<br>(M535)<br>174,02 (BB) 25,43 10,684<br>162,01 25,40 14,36<br>P 6,1 F 16,5 1 dk<br>rf nil Bow/CM 89 Diam. 0,310 MH 2,1 | **M Tanker**<br>Oil Chemical<br>IGS (LR)<br>12 Ta ER<br>L.37 271<br>6 Cargo pumps total 3 000T/hr | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 10kgf/cm$^2$ (9,9bar)<br>e(ex.g) 13kgf/cm$^2$ (12,8bar)<br>Gen 3 × 540kW 445V 60Hz a.c.<br>15kn |
| 7392426<br>*ELAX9*<br>6989<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PRODUCT TRADER**<br>ex Fair Anne-89 ex Koyo Trader-86<br>ex Koyo Maru-81<br>Launched as Patriarch<br>**Redona Shipping Ltd.**<br>Thome Ship Management Pte. Ltd.<br>Monrovia Liberia<br>SatCom: 1240354/TROV | **19 487**<br>13 156<br>37 035<br>T/cm<br>43,6 | NK | **1976** Kasado Dock Co. Ltd.—Kudamatsu (289)<br>184,46 28,05 11,091<br>174,02 28,01 15,02<br>F 11,6 1 dk<br>Diam. 0,410 MH 0,9 | **M Tanker**<br>Mchy.aft<br>L.(oil) 46 107<br>4 Cargo pumps total 3 400T/hr | Sulzer 8RND68<br>Oil 2SA 8Cy. 680 × 1250<br>9 709kW (13 199bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 500kW 450V a.c.<br>15,3kn |
| 6705444<br>Gc Rt | **PRODUCTION**<br>**Government of The People's Revolutionary Republic of Guinea**<br>Conakry Guinea | **119**<br>—<br>100 | (GL) | **1966** Yacht u. Bootswerft Abeking & Rasmussen<br>—Lemwerder (6286)<br>26,14 7,12 2,667<br>24,01 6,71 3,46<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln |
| 7014983<br>Esd Rt | **PRODUCTORA**<br>**Empresa Publica de Servicios Pesqueros**<br>Callao Peru | **150**<br>—<br>— | (AB) | **1970** Metal Empresa S.A.—Callao (L-14)<br>... ... ...<br>25,05 6,71 3,81<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7905314<br>Esd Gc Rdr<br>Rt | **PROESA 1**<br>**Productos de Ensenada S.A.**<br>Ensenada, Mexico<br>Baja California | **186**<br>82<br>— | (GL) | **1980** Intermar S.A.—Callao (09)<br>28,20 7,47 3,001<br>24,24 7,32 3,46<br>1 dk | **M Fishing**<br>Side Trawler | General Motors 16V-71-N<br>Vee Oil 2SA 16Cy. 108 × 127 reverse reduction<br>geared to sc. shaft<br>479bhp (352kW)<br>General Motors Corp., Detroit Diesel Allison<br>Div. Detroit,Mi<br>10kn |
| 6715607<br>*PP8417*<br>Df Esd Gc<br>Rdr Rt | **PROF. W. BESNARD**<br>**Instituto Oceanografico Da Universidade De Sao Paulo**<br>Santos Brazil | **703**<br>142<br>— | NV | **1967** Mjellem & Karlsen A/S—Bergen (86)<br>49,28 9,33<br>42,68 9,30 5,01<br>1 dk<br>rf 1097 BK 152 | **M Research**<br>Hydrographic<br>1 Ho ER<br>1 Ha (3,2 × 1,6) ER<br>Der 1(3) | Alpha<br>Oil 2SA 8Cy. 310 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 100kW 230V 60Hz a.c. |
| 7944243<br>*LZTG*<br>51033<br>Df Esd Rdr<br>Rt | **PROFESOR A. VALKANOV**<br>**Government of The People's Republic of Bulgaria (Research Institute of Fisheries)**<br>Varna Bulgaria | **164**<br>25<br>50 | BR | **1979** ............U.S.S.R.<br>33,96 7,01 2,720<br>3,66<br>1 dk | **M Research**<br>Der 2(2) | S.K.L. 8VD36/24-1<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg |
| 7616913<br>*SQIP*<br>Df Esd Gc<br>Rdr | **PROFESOR BOGUCKI**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich "Dalmor"**<br>Gdynia Poland | T.Mk<br>**2 374**<br>968<br>1 290 | PR | **1977** Stocznia im. "Komuny Paryskiej"—Gdynia<br>(B417/10)<br>89,87 5,201<br>85,32 15,02 9,40<br>2 dks | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened | Sulzer 6ZL40/48<br>Oil 4SA 6Cy. 400 × 480 reduction geared to sc.<br>shaft<br>2 600bhp (1 912kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Poland<br>Gen 2 × 560kW 2 × 504kW 1 × 48kW<br>400V a.c.<br>Controllable pitch propeller<br>16kn |
| 7364091<br>*SQFR*<br>Df Esd Gc<br>Pfd Rdr Rt | **PROFESOR K. BOHDANOWICZ**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **6 932**<br>4 939<br>9 694<br>T/cm<br>20,4 | PR (NV) | **1974** Lodose Varv A/B—Lodose (160)<br>146,18 16,03 7,601<br>142,81 16,01 11,00<br>1 dk<br>rf 102 Bow/CM 37 Diam. 0,273 | **M Tanker**<br>Oil Chemical Sulphur<br>Ice strengthened<br>8 Ta<br>4 Ta ind rectangular ER<br>L.(oil) 5 543 HeCls. C<br>Sulphur 5607<br>10 Cargo pumps total 1 560T/hr | MWM TBD501-8<br>2 Oil 4SA each 8Cy. 360 × 450 geared to sc. shaft<br>5 400bhp (3 972kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 196kW 450V 1 × 20kW<br>440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 442,5t (d.o.)-18,0pd 14kn |
| 7529574<br>*SQKI*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PROFESOR MIERZEJEWSKI**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdynia Poland | T.Mk<br>**10 725**<br>4 947<br>13 698<br>**16 359**<br>8 774<br>15 389 | PR | **1979** Brodogradiliste "Split"—Split (282)<br>180,75 (BB) 26,65 9,140/9,651<br>167,01 26,61 14,81<br>3 dks | **M General Cargo/Container Ship**<br>Fixed-guides 12bth P<br>Ice strengthened<br>5 Ho ER 1 Ho<br>G.27 270 B.24 659 In.1 245<br>TEU 519 C. 519/20'<br>10 Ha (stl) (3,5 × 6,4) (12,5 19,2p&s 19,2p&s 19,2p&s × 8,3) ER (—p&s × —)<br>19W Der 1(80) 16(10) 3(5) | Sulzer 8RND90<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>H. Cegielski Poznan<br>Gen 4 × 720kW 1 × 75kW 450V a.c.<br>Fuel (hvf)-66,0pd 21kn |
| 7529586<br>*SQKD*<br>Df Esd Gc<br>Rdr Rt | **PROFESOR RYLKE**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdynia Poland | T.Mk<br>**10 763**<br>5 163<br>13 873<br>**16 396**<br>9 040<br>15 613 | PR | **1978** Brodogradiliste "Split"—Split (283)<br>180,60 (BB) 26,62 —/9,651<br>167,01 26,61 14,81<br>2 dks | **M General Cargo/Container Ship**<br>Fixed-guides 9bth P<br>5 Ho ER 1 Ho<br>G.26 532 B.24 757 In.1 245<br>TEU 366 C.Ho 246/20' C.Dk 120/20'<br>10 Ha (stl) (3,5 × 6,4) (12,5 19,2p&s 19,2p&s 19,2p&s × 8,3) ER (—p&s × —)<br>19W Der 1(80) 16(10) 3(5) | Sulzer 8RND90<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>H. Cegielski Poznan<br>Gen 4 × 720kW 1 × 75kW 450V a.c.<br>Fuel 2 889,5t (hvf)-66,0pd 21kn |

7043518
*SQAC*
Df Esd Gc
Rdr RTv

**PROFESOR SIEDLECKI**
**Morski Instytut Rybacki**
Gdynia Poland
SatCom: 1703237/SQAC

T.Mk
**2 798**
997
1 111

**1971** Stocznia Gdanska im. Lenina—Gdansk (B424/01)
PR 89,34 15,02 5,500
80,02 9,10
2 dks

**D-E Research/Fishing**
Stern Trawler Ref
Ice strengthened
5 Ho
In.275
Der 4(-)

Fiat
3 Oil 4SA each 8Cy. 230 × 270 total 2 295
(1 688kW) driving 3 gen. each 700kW
connected to elec. motor & geared to sc.
Fiat S.G.M.
Gen 4 × 320kW 1 × 48kW 400V a.c.
Controllable pitch propeller
Thw. thrust propeller fwd , 1 aft

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7532052
*SQJD*
Df Esd Gc
Rdr Rt
AMVER

**PROFESOR SZAFER**
**Polskie Towarzystwo Okretowe S.A.**
Gdynia Poland

T.Mk
**10 791**
5 193
13 873
**16 424**
9 070
15 613

**1978** R.O. Brodogradiliste "Uljanik"—Pula (316)
180,42 (BB) 26,65 —/9,651
PR 167,01 26,61 14,81
2 dks

**M General Cargo/Container Ship** 9bth P
Fixed-guides
5 Ho ER 1 Ho
G.26 532 B.24 757 In.1 245
TEU 366 C.Ho 246/20' C.Dk 120/20'
10 Ha (stl) (3,5 × 6,4) (12,5 19,2p&s 19,2p&s 19,2p&s × 8,3) ER (—p&s × —)
19W Der 1(80) 16(10) 3(5)

Sulzer
Oil 2SA 8Cy. 900 × 1550
23 200bhp (17 065kW)
H. Cegielski
Gen 4 × 720kW 1 × 75kW 450V a.c.
Fuel 2 889,5t (hvf)-66,0pd

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7102302
*EWVY*
M-31007
Df Esd Gc
Pfd Rdr Rt
AMVER

**PROFESSOR**
**Dalryba**
(Vladivostok) (U.S.S.R.)

T.Mk
**2 164**
731
1 134

**1971** VEB Volkswerft Stralsund—Stralsund (316)
81,95 13,59 5,201
RS 73,00 13,58 9,56
2 dks

**M Research/Fishing**
Stern Trawler Ref
Ice strengthened
4 Ho 1 Ta
B.163 In.1 075 L.10
4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)
4W Der 2(5) 2(3)

S.K.L.
2 Oil 4SA each 8Cy. 320 × 480
2 320bhp (1 706kW)
VEB Schwermasch. "Karl Liebknecht" (SKL)
Gen 4 × 256kW 380V a.c.
Controllable pitch propeller

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5285667
*Y3CH*
Df Esd Gc
Pfd Rdr Rt

**PROFESSOR ALBRECHT PENCK**
ex Joh L. Krueger
**Institut fur Meereskunde (Institute of Oceanography)**
Rostock Federal Republic of Germany

**305**
72
117

**1951** VEB Rosslauer Schiffswerft—Rosslau (234)
38,59 7,22 3,112
DSRK GL 34,80 7,17 3,41
1 dk
RW

**M Research**
Ice strengthened
Mchy.aft

S.K.L.
Oil 4SA 8Cy. 240 × 360
221kW (300bhp)
VEB Schwermasch. "Karl Liebknecht" (SKL)
Gen 2 × 67kW 220V d.c.

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7053032
*UWZY*
M-30589
Df Esd Gc
Rdr Rt

**PROFESSOR ANICHKOV**
**Odessa Higher Engineering Marine College**
(Odessa) (U.S.S.R.)

T.Mk
**4 340**
1 133
—
**6 031**
2 007
5 511

**1971** Stocznia Szczecinska im. A. Warskiego —Szczecin (B80/04)
RS 122,08 17,02 —/7,360
111,99 17,00 9,94
2 dks

**M General Cargo/ Training Ship**
Ref
Ice strengthened
3 Ho 15,7 15,7 -DTp&s ER 13,7
B.5 136 In.312 L.230
5 Ha (stl) (7,4 × 4,8) (8,8 × 5,9) (1,9p&s × 3,8) ER (8,0 × 8,9)
6W Cr 1(5) Der 1(30) 4(5) 2(2,5)

Sulzer
Oil 2SA 7Cy. 550 × 1200
4 900bhp (3 604kW)
H. Cegielski

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6728630
*UZDW*
M-29136
Df Esd Gc
Pfd Rdr RTv
AMVER

**PROFESSOR BARANOV**
**Sevryba**
(Murmansk) (U.S.S.R.)
SatCom: 1400643/UZDW

**10 155**
3 799
10 118

**1967** Stocznia Gdanska im. Lenina—Gdansk (B69/01)
RS 164,01 21,34 8,251
149,00 21,21 12,65
2 dks & S dk

**M Factory Ship** OSD
Fish-factory Ref
Ice strengthened
5 Ho ER
In.10 010
5 Ha (each 4,5 × 3,9) ER
16W Der 2(10) 14(5)

B&W
Oil 2SA 6Cy. 620 × 1400
7 200bhp (5 296kW)
H. Cegielski

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7406124
*UWJE*
M-17373
Df Esd Gc
Pfd Rdr Rt

**PROFESSOR BOGOROV**
**Academy of Sciences**
(Vladivostok) (U.S.S.R.)

**1 174**
188
561

**1976** Oy Laivateollisuus Ab—Turku/Abo (310)
68,76 12,43 4,211
RS 60,00 11,87 6,02
2 dks

**M Research**
Hydrographic
Ice strengthened
1 Ho ER
B.98
2 Ha (each 2,2 × 1,9) ER
Cr 2(3)

Deutz
Oil 4SA 6Cy. 400 × 580
1 618kW (2 200bhp)
Kloeckner Humboldt Deutz
Controllable pitch propeller
Thw. thrust propeller fwd
Fuel (d.o.)

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8328757
*USFO*
M-40059
Df Esd Gc
Rdr RTm/h/v

**PROFESSOR BUBNOV**
**Sakhalin Shipping Co. (SASCO)**
(Kholmsk) (U.S.S.R.)

*4 643*
*1 798*
5 020

**1984** Navashinskiy Shipyard—Navashino
124,42 16,41 5,501
RS 113,92 15,82 7,52
1 dk

**TM General Cargo**
Mchy.aft

Russkiy
2 Oil
2 990bhp (2 199kW)
Russkiy-Diesel Works

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7320772
*UYUJ*
M-32095
Df Esd Gc
Rdr Rt

**PROFESSOR BUZNIK**
**Black Sea Shipping Co. (BLASCO)**
(Odessa) (U.S.S.R.)

T.Mk
**5 928**
2 903
—
**9 173**
4 995
13 738

**1973** Kherson Shipyard—Kherson
152,81 20,65 7,800/9,370
RS 140,01 20,63 12,04
2 dks

**M General Cargo**
Ice strengthened
5 Ho 16,9 21,0 20,8 20,8 ER 16,5
G.19 170 B.17 420
5 Ha (stl) (9,8 × 8,9) (14,4 14,4 14,4 × 10,9) ER (9,8 × 9,5)
2W Cr 6(8) Der 1(60)

B&W
Oil 2SA 6Cy. 740 × 1600
9 000bhp (6 620kW)
Bryansk Eng. Works

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6919203
*UEGV*
M-29040
Df Rdr
AMVER

**PROFESSOR DERYUGIN**
**Dalryba**
(Vladivostok) (U.S.S.R.)

**3 033**
1 091
1 520

**1968** ............U.S.S.R.
84,64 14,03 5,830
RS 78,06 14,00 10,04
2 dks

**M Research/Factory Fishing**
Fish-factory Stern Trawler Ref
Ice strengthened
1 Ho
In.650
1 Ha (1,5 × 1,3)
2W Der 2(3)

Skoda
Oil 2SA 8Cy. 430 × 610
2 000bhp (1 471kW)
CKD Praha
Gen 4 × 200kW 220V a.c.
Controllable pitch propeller

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8504911
*UEEA*
M-17596
Df Esd Gc
Pfd Rdr RTv

**PROFESSOR FEDYNSKIY**
**Soyuzmorgeo**
(Murmansk) (U.S.S.R.)

*952*
*285*
163

**1989** Rauma-Repola Oy—Savonlinna (474)
49,92 10,60 2,150
RS 46,50 10,50 3,65
1 dk.

**TD-E Research**
Geophysical

S.K.L.
4 Oil 4SA each 6Cy. 150 × 180 total 1 200
(1 631bhp) driving gen. of 50kW connec
elec. motors each of 625shp (460kW) &
to sc. shaft
VEB Schwermasch. "Karl Liebknecht" (SKL)
Directional propeller
Directional propeller
2 Thw. thrust propellers

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8033326
*UEIH*
M-12680
Df Esd Gc
Rdr RTm/h/v

**PROFESSOR FEDYNSKIY**
**Government of The Republic of Russia (Ministry of Gas Industry)**
(Nakhodka) (U.S.S.R.)

**710**
92
362

**1982** ............U.S.S.R.
53,73 (BB) 9,33 4,180
RS 5,19
2 dks

**M Research**

S.K.L.
Oil 4SA 8Cy. 320 × 480
1 320bhp (971kW)
VEB Schwermasch. "Karl Liebknecht" (SKL)
Controllable pitch propeller
Thw. thrust propeller fwd , 1 aft

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8822650
*UKZW*
M-12884

**PROFESSOR GAGARINSKIY**
**Academy of Sciences**
(Vladivostok) (U.S.S.R.)

*747*
*224*
329

**1987** ............U.S.S.R.
55,76 9,49 4,220
RS 49,87 - 5,17
1dk

**M Research**
Geophysical

S.K.L.
Oil 4SA 6Cy. 320 × 480
736kW (1 001bhp)
VEB Schwermasch. "Karl Liebknecht" (SKL)
Gen 3 × 150kW a.c.
Controllable pitch propeller

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8505678
*UOMV*
M-42628
Df Esd Gc
Pfd Rdr RTv

**PROFESSOR GORYUNOV**
**Baltic Shipping Co.**
(Riga) (U.S.S.R.)

*9 096*
*2 728*
6 433

**1986** IHC Smit B.V.—Kinderdijk (CO1176)
110,10 20,43 6,500
RS 101,00 - 9,10
1 dk

**TM Hopper/Dredger/ Pollution Surface Clearance Vessel**
Trailing Suction
Twin side arms Dredging depth 25,0
Hopper 5400T Twin skimming arms
1 Ho ER
L.(oil) 675 Hopper 3 500
2 sandpumps each 810kW (1100bhp)
Cr 1(20)

Werkspoor
2 Oil 4SA each 6Cy. 410 × 470 with flexible
couplings & sr geared to sc. shafts
8 836bhp (6 499kW)
Stork-Werkspoor Diesel B.V.
Gen 2 × 360kW a.c.
2 Controllable pitch propellers
Thw. thrust propeller fwd

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|---|---|---|---|---|---|---|
| 7640756<br>EKRV<br>S-33880<br>Df Esd Gc<br>Rdr Rt | **PROFESSOR I. I. KRAKOVSKIY**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1976** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,652<br>108,01 12,98 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>10,75kn |
| 8607012<br>UTTW<br>Df Esd Gc<br>Pfd Rdr RTv | **PROFESSOR KAGANOVSKIY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *2 062*<br>*618*<br>617 | RS | **1987** VEB Volkswerft Stralsund—Stralsund (773)<br>62,22 13,80 5,130<br>55,00 - 9,20<br>2 dks | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>B.28 In.45 L.4 | S.K.L. 8VD26/20AL-2<br>2 Oil 4SA each 8Cy. 200 × 260 geared to sc. shaft<br>1 764kW (2 398bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 1 × 640kW 2 × 568kW 1 × 325kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>12,9kn |
| 7741299<br>LUHK<br>S-35538<br>Df Esd Gc<br>Rdr Rt | **PROFESSOR KERICHYEV**<br>**Amur River Shipping Co.**<br>(Nikolayevsk-na-Amure) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1979** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,671<br>108,01 12,98 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,0 18,0 18,0 × 9,3) ER | S.K.L. 6NVD48-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>10,75kn |
| 7230288<br>UDXF<br>M-30628<br>Df Esd Gc<br>Rdr RTv | **PROFESSOR KHLYUSTIN**<br>**St. Petersburg Higher Engineering Marine College**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400724/UDXF | **5 993**<br>1 512<br>5 495 | RS | **1973** Stocznia Szczecinska im. A. Warskiego—Szczecin (B80/08)<br>122,10 17,02 7,360<br>111,99 17,00 9,94<br>2 dks | **M General Cargo/ Training Ship**<br>Ref<br>Ice strengthened<br>3 Ho 15,7 15,7 -DTp&s ER 13,7<br>B.5 170 In.312 L.223<br>5 Ha (stl) (7,4 × 4,8) (8,8 × 5,9) (1,9p&s × 3,8) ER (8,0 × 8,9)<br>4W Cr 1(5) Der 1(30) 1(10) 2(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>H. Cegielski Poznan<br>16kn |
| 8010350<br>UWEC<br>M-17490<br>Df Esd Gc<br>Pfd Rdr RTv | **PROFESSOR KHROMOV**<br>**Academy of Sciences**<br>(Vladivostok) (U.S.S.R.) | **1 754**<br>526<br>620 | RS | **1983** Oy Laivateollisuus Ab—Turku/Abo (345)<br>71,60 12,82 4,750<br>64,22 12,79 6,47<br>2 dks | **M Research**<br>Hydrographic Weather<br>Ice strengthened<br>Mchy.aft | Russkiy G74<br>2 Oil 4SA each 6Cy. 360 × 450 with clutches, flexible couplings & sr geared to sc. shaft<br>2 340kW (3 181bhp)<br>"Revolution" Engine Works Gorkiy<br>Gen 1 × 260kW 3 × 160kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 370,0t (d.o.)<br>12kn |
| 8607036<br>UTTM<br>M-41555<br>Df Esd Gc<br>Pfd Rdr RTv | **PROFESSOR KIZEVETTER**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *2 062*<br>*618*<br>630 | RS | **1987** VEB Volkswerft Stralsund—Stralsund (775)<br>62,22 13,80 5,130<br>55,00 - 9,20<br>2 dks | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>B.28 In.45 L.4 | S.K.L. 8VD26/20AL-2<br>2 Oil 4SA each 8Cy. 200 × 260 geared to sc. shaft<br>1 764kW (2 398bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 1 × 640kW 2 × 568kW 1 × 325kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>12,9kn |
| 7818470<br>UUSU<br>M-31291<br>Df Esd Gc<br>Pfd Rdr Rt | **PROFESSOR KLENOVA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 337**<br>886<br>1 427 | RS | **1979** VEB Volkswerft Stralsund—Stralsund (402)<br>101,48 (BB) 15,22 5,341<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Training Ref<br>Ice strengthened<br>3 Ho<br>B.314 In.1 000<br>3 Ha (stl) (1,5 × 2,0) (1,3 × 1,2) (2,2 × 2,2)<br>Der 2(5) 2(3) 1(2) | MAN 8ZD72/48AL-1<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15,5kn |
| 6726084<br>USKQ<br>M-20945<br>Df Rdr | **PROFESSOR KOLESNIKOV**<br>ex Aytodor-83<br>**Academy of Sciences**<br>(Sevastopol) (U.S.S.R.) | **1 002**<br>392<br>176 | RS | **1962** "Georgi Dimitrov" Shipyard—Varna<br>63,78 9,35 2,998<br>5,87 | **M Passenger/Ferry**<br>—P<br>1 Ho ER<br>B.170<br>1 Ha (2,9 × 1,9) ER<br>Cr 1(1) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>13kn |
| 7526663<br>URPI<br>M-36899<br>Df Esd Gc<br>Pfd Rdr RTv | **PROFESSOR KOSTIUKOV**<br>ex Torm Helvig-83<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400702/URPI | **26 712**<br>17 862<br>44 750<br>T/cm<br>49,0 | RS (NV) | **1978** Odense Staalskibsvaerft A/S—Lindo (70)<br>182,82 30,10 12,250<br>175,90 30,01 16,87<br>F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened<br>6 Ho each 20,5 ER<br>G.54 100 HeCls. B<br>6 Ha (11,9 × 13,9) (15,1 15,1 15,1 15,1 15,1 × 16,5) ER<br>Cr 3(25) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 650kW 440V 60Hz a.c.<br>Fuel 235,5t (d.o.) 2 300,0t (hvf)-40,5pd 14kn |
| 7818509<br>EOLV<br>M-31295<br>Df Esd Gc<br>Pfd Rdr Rt | **PROFESSOR KOZHIN**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**3 337**<br>886<br>1 427 | RS | **1979** VEB Volkswerft Stralsund—Stralsund (405)<br>101,45 (BB) 15,22 5,341<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Training Ref<br>Ice strengthened<br>3 Ho<br>B.314 In.1 000<br>3 Ha (stl) (1,5 × 2,0) (1,3 × 1,2) (2,2 × 2,2)<br>Der 2(5) 2(3) 1(2) | MAN 8ZD72/48AL-1<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15kn |
| 7024433<br>UWST<br>M-29151<br>Df Esd Gc<br>Rdr Rt | **PROFESSOR KUDREVICH**<br>**Odessa Higher Engineering Marine College**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**4 352**<br>1 183<br>—<br>**6 036**<br>2 053<br>5 515 | RS | **1970** Stocznia Szczecinska im. A. Warskiego—Szczecin (B80/02)<br>122,08 17,02 —/7,360<br>111,99 17,00 9,94<br>2 dks | **M General Cargo/ Training Ship**<br>Ref<br>Ice strengthened<br>3 Ho 15,7 15,7 -DTp&s ER 13,7<br>B.5 188 In.312 L.230<br>5 Ha (stl) (7,4 × 4,8) (8,8 × 5,9) (1,9p&s × 3,8) ER (8,0 × 8,9)<br>6W Cr 1(5) Der 1(30) 4(5) 2(2,5) | Sulzer<br>Oil 2SA 6Cy. 560 × 1000<br>5 000bhp (3 678kW)<br>Sour "Jugoturbina" Karlovac<br>15,25kn |
| 7406136<br>UQGO<br>M-17378<br>Df Esd Gc<br>Pfd Rdr Rt | **PROFESSOR KURENTSOV**<br>**Government of The Republic of Russia (Ministry of Geology)**<br>(Murmansk) (U.S.S.R.) | **1 173**<br>188<br>561 | RS | **1976** Oy Laivateollisuus Ab—Turku/Abo (311)<br>68,76 12,43 4,211<br>60,00 11,87 6,02<br>2 dks | **M Research**<br>Hydrographic<br>Ice strengthened<br>1 Ho ER<br>B.98<br>1 Ha (stl) (2,2 × 1,9)<br>Cr 2(3) | Deutz RBV6M358<br>Oil 4SA 6Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz West Germany<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13,5kn |
| 8607062<br>UYWE<br>M-41558<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PROFESSOR LEVANIDOV**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *2 062*<br>*618*<br>617 | RS | **1987** VEB Volkswerft Stralsund—Stralsund (778)<br>62,22 13,80 5,130<br>55,00 - 9,20<br>2 dks | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>B.28 In.45 L.4 | S.K.L. 8VD26/20AL-2<br>2 Oil 4SA each 8Cy. 200 × 260 geared to sc. shaft<br>2 398bhp (1 764kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 1 × 640kW 2 × 568kW 1 × 325kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>12,9kn |

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|---|---|---|---|---|---|
| **8834691**<br>*UPJY*<br>M-41382<br>Df Esd Gc<br>Pfd Rdr RTv | **PROFESSOR LOGACHEV**<br>**Sevmorgeologiya**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1402165/UPJY | *4 504*<br>*1 351*<br>1 592 | **1990** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,810<br>RS 96,40 - 10,20<br>2 dks | **M Research**<br>Geophysical Seismographic<br>Ice strengthened | Pielstick<br>2 Oil 4SA each 6Cy. 400 × 460 geared to<br>5 152kW (7 004bhp)<br>Russkiy-Diesel Works<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller |
| **8606991**<br>*UTTO*<br>M-41551<br>Df Esd Gc<br>Pfd Rdr RTv | **PROFESSOR MARTI**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *2 062*<br>*618*<br>617 | **1987** VEB Volkswerft Stralsund—Stralsund (771)<br>62,22 13,80 5,130<br>RS 55,00 - 9,20<br>2 dks | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>B.28 In.45 L.4 | S.K.L.<br>2 Oil 4SA each 8Cy. 200 × 260 geared to<br>2 398bhp (1 764kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 640kW 2 × 568kW 1 × 325<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **7129702**<br>*EWVS*<br>M-31036<br>Df Esd Gc<br>Pfd Rdr Rt | **PROFESSOR MESYATSYEV**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | T.Mk<br>**2 242**<br>728<br>1 025 | **1972** VEB Volkswerft Stralsund—Stralsund (104)<br>81,95 13,62 5,250<br>RS 73,00 13,61 9,56<br>2 dks | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>B.255 In.530 L.9<br>4 Ha (2,4 × 2,4) (1,5 1,5 × 1,5) (1,2 × 1,2)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 260kW 380V a.c.<br>Controllable pitch propeller |
| **7212078**<br>*UFHH*<br>M-30621<br>Df Esd Gc<br>Rdr Rt | **PROFESSOR MINYAYEV**<br>**Odessa Higher Engineering Marine College**<br>(Odessa) (U.S.S.R.) | **5 993**<br>1 512<br>5 495 | **1972** Stocznia Szczecinska im. A. Warskiego —Szczecin (B80/06)<br>RS 122,10 17,02 7,360<br>111,99 17,00 9,94<br>2 dks | **M General Cargo/ Training Ship**<br>Ref<br>Ice strengthened<br>3 Ho 15,7 15,7 -DTp&s ER 13,7<br>B.5 175 In.312 L.223<br>5 Ha (stl) (7,4 × 4,8) (8,8 × 5,9) (1,9p&s × 3,8) ER (8,0 × 8,9)<br>4W Cr 1(5) Der 1(30) 1(10) 2(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>H. Cegielski |
| **8010348**<br>*UUQR*<br>M-17510<br>Df Esd Gc<br>Rdr RTm/h/v | **PROFESSOR MOLCHANOV**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Murmansk) (U.S.S.R.) | **1 754**<br>526<br>620 | **1982** Oy Laivateollisuus Ab—Turku/Abo (344)<br>71,61 12,83 4,501<br>RS 64,22 12,62 6,46<br>2 dks | **M Research**<br>Hydrographic Weather<br>Ice strengthened<br>Mchy.aft | Russkiy<br>2 Oil 4SA each 6Cy. 360 × 450 with clutche<br>flexible couplings & sr geared to sc. sha<br>2 340kW (3 181bhp)<br>"Revolution" Engine Works<br>Gen 1 × 260kW 3 × 160kW 380V 50Hz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 370,0t (d.o.) |
| **8010362**<br>*UJFO*<br>M-17491<br>Df Esd Gc<br>Pfd Rdr Rt | **PROFESSOR MULTANOVSKIY**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Sankt-Peterburg) (U.S.S.R.) | **1 754**<br>526<br>620 | **1983** Oy Laivateollisuus Ab—Turku/Abo (346)<br>71,60 12,82 4,500<br>RS 64,22 12,79 6,47<br>2 dks | **M Research**<br>Oceanographic<br>Ice strengthened<br>Mchy.aft | Russkiy<br>2 Oil 4SA each 6Cy. 360 × 450 with clutche<br>flexible couplings & sr geared to sc. sha<br>2 340kW (3 181bhp)<br>"Revolution" Engine Works<br>Gen 1 × 260kW 3 × 160kW 380V 50Hz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 370,0t (d.o.) |
| **7613507**<br>*UUHK*<br>Df Esd Gc<br>Rdr RTv | **PROFESSOR NEBESNOV**<br>ex Lux Exchanger-88 ex Cantabrico-88<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400141/UUHK | **5 512**<br>3 299<br>10 179 | **1980** Ast. del Cantabrico y de Riera—Factoria Cantabrico, Gijon (129)<br>BV 133,41 7,951<br>123,02 19,02 9,56<br>1 dk<br>Bow/CM 61 Diam. 0,200 | **M Tanker**<br>Chemical<br>CBT SBT DB<br>20 Ta ER<br>L.(oil) 11 209 HeCls. BC<br>15 Cargo pumps total 1 200T/hr | Deutz<br>2 Oil 4SA each 8Cy. 400 × 580 geared to<br>4 800bhp (3 531kW)<br>Hijos de J. Barreras S.A.<br>Controllable pitch propeller<br>Fuel 71,0t (d.o.)-17,0pd |
| **7511747**<br>*UJKY*<br>M-32680<br>Df Esd Gc<br>Rdr Rt | **PROFESSOR NESTOR SMIRNOV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **1 995**<br>604<br>812 | **1976** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B422/202)<br>RS 73,06 13,03 4,852<br>64,98 13,01 7,93<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.119 In.822 L.117<br>2 Ha (each 2,2 × 2,2)<br>6W Der 2(5) 2(1,5) | Sulzer<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 126<br>(2 299kW) driving 3 gen. each 750kW<br>connected to elec. motor of 2 298shp<br>& sc. shaft<br>H. Cegielski<br>Gen 1 × 320kW 1 × 72kW 400V 50Hz<br>Controllable pitch propeller |
| **7006481**<br>*UTUO*<br>M-30353<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PROFESSOR NIKOLAY BARANSKIY**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**5 627**<br>3 092<br>—<br>**9 323**<br>5 378<br>12 898 | **1969** VEB Warnowwerft Warnemuende —Warnemuende (312)<br>RS 151,42 20,35 7,300/8,802<br>140,01 20,27 11,94<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 18,5 20,4 20,4 20,5 ER 18,9<br>G.19 129 B.17 611<br>5 Ha (stl) (10,0 × 9,9) (12,1 12,1 12,1 × 11,7) ER (10,0 × 9,9)<br>8W Cr 8(5) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 368kW<br>Fuel 370,0t (d.o.) 1 183,5t (hvf) |
| **7824053**<br>*EOMP*<br>M-31296<br>Df Esd Gc<br>Rdr Rt | **PROFESSOR NIKOLSKIY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**3 337**<br>886<br>1 427 | **1979** VEB Volkswerft Stralsund—Stralsund (406)<br>101,48 (BB) 15,22 5,341<br>RS 91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Training Ref<br>Ice strengthened<br>3 Ho<br>B.314 In.1 000<br>3 Ha (stl) (1,5 × 2,0) (1,3 × 1,2) (2,2 × 2,2)<br>Der 2(5) 2(3) 1(2) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller |
| **8422929**<br>*UFPL*<br>M-40849<br>Df Esd Gc<br>Pfd Rdr RTv | **PROFESSOR PAPKOVICH**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | *4 643*<br>*1 798*<br>5 020 | **1985** Navashinskiy Shipyard—Navashino<br>124,21 5,501<br>RS 113,92 15,82 7,52<br>1 dk | **TM General Cargo**<br>Mchy.aft | Russkiy<br>2 Oil 4SA each 6Cy. 360 × 450<br>2 206kW (2 999bhp)<br>Russkiy-Diesel Works<br>Gen 3 × 200kW a.c. |
| **7323803**<br>*UJRQ*<br>M-30631<br>Df Esd Gc<br>Rdr Rt | **PROFESSOR PAVLENKO**<br>**Odessa Higher Engineering Marine College**<br>(Odessa) (U.S.S.R.) | **5 993**<br>1 512<br>5 495 | **1973** Stocznia Szczecinska im. A. Warskiego —Szczecin (B80/09)<br>RS 122,10 17,02 7,360<br>111,99 17,00 9,94<br>2 dks | **M General Cargo/ Training Ship**<br>Ref<br>Ice strengthened<br>3 Ho 15,7 15,7 -DTp&s ER 13,7<br>B.5 175 In.312 L.223<br>5 Ha (stl) (7,4 × 4,8) (8,8 × 5,9) (1,9p&s × 3,8) ER (8,0 × 8,9)<br>4W Cr 1(5) Der 1(30) 1(10) 2(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>H. Cegielski |
| **8119015**<br>*UJWO*<br>M-17541<br>Df Esd Gc<br>Rdr RTm/h/v | **PROFESSOR POLSHKOV**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1400632/UJWO | **1 829**<br>548<br>653 | **1984** Valmetin Laivateollisuus Oy—Turku/Abo (350)<br>RS 71,61 12,83 4,750<br>64,22 12,81 4,50<br>1 dk | **M Research**<br>Geophysical<br>2 Ho ER<br>2 Ha (stl) ER | Russkiy<br>2 Oil 4SA each 6Cy. 360 × 450 with clutche<br>flexible couplings & sr geared to sc. sha<br>2 318kW (3 151bhp)<br>"Revolution" Engine Works<br>Controllable pitch propeller |
| **7511606**<br>*UMTC*<br>M-33422<br>Df Esd Gc<br>Pfd Rdr Rt | **PROFESSOR POPOV**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **6 400**<br>3 250<br>5 880 | **1977** Stocznia Gdanska im. Lenina—Gdansk (B437/12)<br>RS 139,60 (BB) 18,04 7,781<br>128,00 18,00 11,51<br>2 dks | **M Refrigerated Cargo** 2bth P<br>Ice strengthened<br>2 Ho ER 2 Ho<br>In.7 430<br>4 Ha (stl) (5,4 6,7 × 6,4) ER (6,7 6,7 × 6,4)<br>8W Der 8(5) | Sulzer<br>Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW)<br>H. Cegielski<br>Gen 3 × 504kW 400V 50Hz a.c. |

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| 8504923<br>USKX<br>M-17597<br>Df Esd Gc<br>Pfd Rdr RTv | **PROFESSOR RYABINKIN**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(Murmansk) (U.S.S.R.) | **952**<br>285<br>163 | **1989** Rauma-Repola Oy—Savonlinna (475)<br>49,92 10,60 2,150<br>RS 46,50 10,50 3,65<br>1 dk | **TD-E Research**<br>Geophysical<br>Ice strengthened | S.K.L. 6VD18/15<br>4 Oil 4SA each 6Cy. 150 × 180 total 1 200kW (1 631bhp) driving gen. connected to elec. motor & geared to sc. shaft<br>VEB Schwermasch. "Karl Liebknecht" (SKL) East Germany<br>Gen 4 × 300kW 380V 50Hz a.c.<br>Directional propeller<br>Directional propeller<br>Thw. thrust propeller fwd<br>6kn |
| 7102431<br>UUUV<br>M-30619<br>Df Esd Gc<br>Rdr Rt | **PROFESSOR RYBALTOVSKIY**<br>**St. Petersburg Higher Engineering Marine College**<br>(Sankt-Peterburg) (U.S.S.R.) | **6 036**<br>1 553<br>5 471 | **1971** Stocznia Szczecinska im. A. Warskiego —Szczecin (B80/05)<br>RS 122,08 17,02 7,360<br>111,99 17,00 9,94<br>2 dks | **M General Cargo/ Training Ship**<br>Ref<br>Ice strengthened<br>3 Ho 15,7 15,7 -DTp&s ER 13,7<br>B.5 175 In.312 L.223<br>5 Ha (stl) (7,4 × 4,8) (8,8 × 5,9) (1,9p&s × 3,8) ER (8,0 × 8,9)<br>4W Cr 1(5) Der 1(30) 1(10) 2(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>H. Cegielski Poznan<br>16kn |
| 7511735<br>UUHX<br>M-33420<br>Df Esd Gc<br>Rdr Rt | **PROFESSOR SERGEY DOROFEYEV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **1 995**<br>604<br>812 | **1976** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B422/201)<br>RS 73,06 13,01 4,852<br>64,98 13,00 7,93<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.822<br>2 Ha (each 2,2 × 2,2)<br>4W Der 2(5) 2(1,5) | Sulzer 6ASL25/30<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 126bhp (2 299kW) driving 3 gen. each 750kW connected to elec. motor of 2 298shp (1 690kW) & sc. shaft<br>H. Cegielski Poznan<br>Gen 1 × 320kW 1 × 72kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| 8521854<br>UFYQ<br>Esd Rdr Rt | **PROFESSOR SHANCHUROV**<br>ex STK-1013-91<br>**United Volga River Shipping Co.**<br>(U.S.S.R.) | **1 408**<br>422<br>1 706 | **1985** Elbewerften Boizenburg/Rosslau—Rosslau (315)<br>82,02 11,61 2,501<br>78,01 - 4,02<br>1 dk | **TM Container Ship**<br>Fixed-guides | S.K.L.<br>2 Oil<br>1 200bhp (883kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| 7024445<br>UWOV<br>M-30612<br>Df Esd Gc<br>Rdr Rt | **PROFESSOR SHCHYOGOLEV**<br>**St. Petersburg Higher Engineering Marine College**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**4 352**<br>1 183<br>—<br>**6 036**<br>2 053<br>5 505 | **1970** Stocznia Szczecinska im. A. Warskiego —Szczecin (B80/01)<br>RS 122,15 17,02 —/7,360<br>111,99 17,00 9,94<br>2 dks | **M General Cargo/ Training Ship**<br>Ref<br>Ice strengthened<br>3 Ho 15,7 15,7 -DTp&s ER 13,7<br>B.4 918 In.312 L.230<br>5 Ha (stl) (7,4 × 4,8) (8,8 × 5,9) (1,9p&s × 3,8) ER (8,0 × 8,9)<br>6W Cr 1(5) Der 1(30) 4(5) 2(2,5) | Sulzer<br>Oil 2SA 6Cy. 560 × 1000<br>5 000bhp (3 678kW)<br>Sour "Jugoturbina" Karlovac<br>15,25kn |
| 7703027<br>UUOM<br>M-17421<br>Df Esd Gc<br>Pfd Rdr Rt | **PROFESSOR SHTOKMAN**<br>**Academy of Sciences**<br>(Kaliningrad) (U.S.S.R.) | **1 177**<br>225<br>561 | **1979** Oy Laivateollisuus Ab—Turku/Abo (332)<br>68,86 12,43 4,211<br>RS 60,23 12,40 6,02<br>2 dks | **M Research**<br>Oceanographic<br>Ice strengthened<br>1 Ho<br>B.98<br>1 Ha (2,3 × 2,3)<br>Cr 1(5) 1(2) | Deutz RBV6M358<br>Oil 4SA 6Cy. 400 × 580<br>1 471kW (2 000bhp)<br>Kloeckner Humboldt Deutz West Germany<br>Controllable pitch propeller<br>13,5kn |
| 8607098<br>UYTA<br>M-41561<br>Df Esd Gc<br>Pfd Rdr RTv | **PROFESSOR SOLDATOV**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *2 062*<br>*618*<br>617 | **1987** VEB Volkswerft Stralsund—Stralsund (781)<br>62,22 13,80 5,130<br>RS 55,00 - 9,20<br>2 dks | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>B.28 In.45 L.4 | S.K.L. 8VD26/20AL-2<br>2 Oil 4SA each 8Cy. 200 × 260 geared to sc. shaft<br>1 764kW (2 398bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 640kW 2 × 568kW 1 × 325kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>12,9kn |
| 6927341<br>EOYR<br>M-29290 | **PROFESSOR TAGIEV**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **617**<br>—<br>262 | **1967** .............U.S.S.R.<br>47,60 10,29 4,220<br>RS 5,52<br>1 dk | **D-E Tug**<br>Ice strengthened<br>1 Ho<br>B.78<br>1 Ha (stl) (2,9 × 1,7)<br>Der 1(5) | 2 Oil 4SA each 6Cy. 318 × 330 driving 2 gen. connected to elec. motor & geared to sc. shaft<br>U.S.S.R.<br>13,25kn |
| 8201703<br>UOJQ<br>M-41480<br>Df Esd Gc<br>Rdr RTv | **PROFESSOR TOVSTYKH**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400756/UOJQ | *21 584*<br>*7 160*<br>21 370 | **1985** VEB Warnowwerft Warnemuende —Warnemuende (479)<br>RS 203,06 (BB) 25,91 9,821<br>192,73 25,40 15,91<br>1 dk | **M Container Ship**<br>Fixed-guides Deck-guides<br>Ice strengthened<br>5 Cell. Ho 15,3 29,9 27,3 27,3 ER 12,6<br>G.33 164<br>TEU 1254 C.Ho 1254/20'<br>14 Ha (stl) ER 2 Ha (stl) | B&W 9KRN80/160-4<br>Oil 2SA 9Cy. 800 × 1600<br>21 290bhp (15 660kW)<br>Bryansk Eng. Works Bryansk<br>Gen 4 × 640kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 459,0t (d.o.) 2 961,0t (hvf)<br>20kn |
| 7226249<br>UKHX<br>M-30601<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PROFESSOR UKHOV**<br>**St. Petersburg Higher Engineering Marine College**<br>(Sankt-Peterburg) (U.S.S.R.) | **5 993**<br>1 512<br>5 495 | **1972** Stocznia Szczecinska im. A. Warskiego —Szczecin (B80/07)<br>RS 122,08 17,02 7,360<br>111,99 17,00 9,94<br>2 dks | **M General Cargo/ Training Ship**<br>Ref<br>Ice strengthened<br>3 Ho 15,7 15,7 -DTp&s ER 13,7<br>B.5 170 In.312 L.223<br>5 Ha (stl) (7,4 × 4,8) (8,8 × 5,9) (1,9p&s × 3,8) ER (8,0 × 8,9)<br>4W Cr 1(5) Der 1(30) 1(10) 2(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>H. Cegielski Poznan<br>16kn |
| 8720993<br>UNUE<br>M-40894<br>Df Esd Gc<br>Rdr RTv | **PROFESSOR VIKTOR VOLOGDIN**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | *4 643*<br>*1 798*<br>5 020 | **1986** Navashinskiy Shipyard—Navashino<br>124,40 16,42 5,500<br>RS 114,44 - 7,50<br>1 dk | **TM General Cargo**<br>Ice Strengthened<br>TEU 165 C.165/20'(40)<br>Cr 4(8) | Russkiy 6CHRPN36/45<br>2 Oil 4SA each 6Cy. 360 × 450<br>2 206kW (2 999bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 3 × 200kW a.c.<br>12,5kn |
| 6707674<br>UPUI<br>M-29705<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PROFESSOR VIZE**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400524/UPUI | **5 497**<br>1 349<br>2 059 | **1967** VEB Mathias-Thesen-Werft—Wismar (182)<br>123,88 17,05 6,062<br>RS 110,01 17,01 8,21<br>3 dks | **TM Research**<br>Ice strengthened<br>1 Ho<br>B.370<br>1 Ha (stl) (4,1 × 2,5) | MAN<br>2 Oil 2SA each 6Cy. 570 × 800<br>8 000bhp (5 884kW)<br>Halberstadt Halberstadt<br>Gen 5 × 368kW 220/380V a.c.<br>2 Thw. thrust propellers fwd<br>18,25kn |
| 8721002<br>UYHL<br>M-42247<br>Df Esd Gc<br>Rdr RTv | **PROFESSOR VLADIMIR POPOV**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | *4 643*<br>*1 798*<br>5 020 | **1987** Navashinskiy Shipyard—Navashino<br>124,40 16,42 5,500<br>RS 114,44 - 7,50<br>1 dk | **TM General Cargo**<br>Ice Strengthened<br>TEU 165 C.165/20'(40)<br>Cr 4(8) | Russkiy 6CHRPN36/45<br>2 Oil 4SA each 6Cy. 360 × 450<br>2 206kW (2 999bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 3 × 200kW a.c.<br>12,5kn |
| 7406148<br>UMQT<br>M-17382<br>Df Esd Gc<br>Pfd Rdr Rt | **PROFESSOR VODYANITSKIY**<br>**Academy of Sciences**<br>(Sevastopol) (U.S.S.R.) | **1 173**<br>230<br>561 | **1976** Oy Laivateollisuus Ab—Turku/Abo (312)<br>68,86 12,43 4,211<br>RS 60,00 11,87 6,02<br>2 dks | **M Research**<br>Hydrographic<br>Ice strengthened<br>1 Ho ER<br>B.98<br>2 Ha (each 2,2 × 1,9) ER<br>Cr 2(3) | Deutz RBV6M358<br>Oil 4SA 6Cy. 400 × 580<br>1 470kW (1 998bhp)<br>Kloeckner Humboldt Deutz West Germany<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.)<br>13,5kn |

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| **8038259**<br>*UJLV*<br>S-32379<br>Df Esd Gc<br>Rdr RTm/h/v | **PROFESSOR VOLSKIY**<br>ex Sormovskiy-3007<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **2 398**<br>1 374<br>3 100 | RS | **1982** .............Bulgaria<br>114,08 13,52 3,660<br>13,02 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 280<br>4 Ha (stl) (17,9 17,5 17,9 18,6 × 9,4) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **8721014**<br>*UGSV*<br>M-42868<br>Df Esd Gc<br>Rdr RTv | **PROFESSOR VOSKRESENSKIY**<br>**Glavflot**<br>(U.S.S.R.) | *4 643*<br>*1 798*<br>5 020 | RS | **1988** Navashinskiy Shipyard—Navashino<br>124,40 16,42 5,500<br>114,44 - 7,50<br>1 dk | **TM General Cargo**<br>Ice Strengthened<br>TEU 165 C.165/20'(40)<br>Cr 4(8) | Russkiy<br>2 Oil 4SA each 6Cy. 360 × 450<br>2 206kW (2 999bhp)<br>Russkiy-Diesel Works<br>Gen 3 × 200kW a.c. |
| **7818482**<br>*UUXA*<br>M-31292<br>Df Esd Gc<br>Pfd Rdr Rt | **PROFESSOR VOYEVODIN**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | T.Mk<br>**3 337**<br>886<br>1 427 | RS | **1979** VEB Volkswerft Stralsund—Stralsund (403)<br>101,48 (BB) 15,22 5,341<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Training Ref<br>Ice strengthened<br>3 Ho<br>B.314 In.1 000<br>3 Ha (stl) (1,5 × 2,0) (1,3 × 1,2) (2,2 × 2,2)<br>Der 2(5) 2(3) 1(2) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR<br>Controllable pitch propeller |
| **7034294**<br>*UWZV*<br>M-30616<br>Df Esd Gc<br>Rdr Rt | **PROFESSOR YUSHCHENKO**<br>**Far-EasternHigher Engineering Marine College**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**4 344**<br>1 134<br>—<br>**6 038**<br>2 006<br>5 545 | RS | **1971** Stocznia Szczecinska im. A. Warskiego<br>—Szczecin (B80/03)<br>122,08 17,02 —/7,360<br>111,99 17,00 9,94<br>2 dks | **M General Cargo/ Training Ship**<br>Ref<br>Ice strengthened<br>3 Ho 15,7 15,7 -DTp&s ER 13,7<br>B.5 188 In.312 L.230<br>5 Ha (stl) (7,4 × 4,8) (8,8 × 5,9) (1,9p&s × 3,8) ER (8,0 × 8,9)<br>6W Cr 1(5) Der 1(30) 4(5) 2(2,5) | Sulzer<br>Oil 2SA 7Cy. 550 × 1200<br>4 900bhp (3 604kW)<br>H. Cegielski |
| **6718764**<br>*UMFW*<br>M-29749<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PROFESSOR ZUBOV**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400505/UMFW | **5 497**<br>1 349<br>2 059 | RS | **1967** VEB Mathias-Thesen-Werft—Wismar (185)<br>123,88 17,07 6,060<br>110,01 17,00 8,21<br>3 dks | **TM Research**<br>Ice strengthened<br>1 Ho<br>B.370<br>1 Ha (4,1 × 2,5) | MAN<br>2 Oil 2SA each 6Cy. 570 × 800<br>8 000bhp (5 884kW)<br>Halberstadt<br>Gen 5 × 368kW 220/380V a.c.<br>2 Thw. thrust propellers fwd |
| **5321576**<br>*GPEQ*<br>186328<br>Df Esd Gc<br>RdrRTm | **PROFILER**<br>ex Geotek Beta-84 ex Shackleton-83<br>ex Arendal-55<br>**Gardline Shipping Ltd.**<br>London United Kingdom | **994**<br>277<br>853 | **100A1** SS 12/87<br>**LMC**<br>EL m<br>FN 932 | **1954** Solvesborgs Varv A/B—Solvesborg (41)<br>61,12 11,03 4,357<br>54,79 10,98 6,02<br>F 10,7 2 dks<br>RW rf 102 | **M Research** CSD<br>Survey<br>1 Ho 23,4 ER<br>2 Ha (stl) (2,8 × 2,9) (7,0 × 5,1) ER<br>Cr 1(5) | MAN<br>Oil 4SA 6Cy. 400 × 600<br>785bhp (577kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 140kW 440V a.c. 2 × 65kW<br>Controllable pitch propeller<br>Fuel 182,0t (d.o.) |
| **7376276**<br>*3FOZ*<br>4751-74A<br>Df Esd Gc<br>Pfd Rdr Rt | **PROFITIS ELIAS**<br>ex Gloria Suerte-83<br>**Seamount Shipping Inc.**<br>Panama Panama | **5 071**<br>3 326<br>8 267 | AB (NK) | **1974** Watanabe Zosen K.K.—Hakata (165)<br>117,91 18,04 7,219<br>110,01 18,00 9,00<br>P 24,1 F 10,7 1 dk<br>rf nil | **M General Cargo**<br>3 Ho ER<br>G.11 185 B.10 569<br>3 Ha (stl) (13,1 23,0 23,0 × 9,7) ER<br>5W Der 5(20) | Mitsubishi<br>Oil 2SA 7Cy. 450 × 800<br>5 000bhp (3 678kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 200kW<br>Fuel 715,5t (hvf)-17,5pd |
| **5378854**<br>*LKRZ*<br>10894<br>Rdr Rt | **PROGAS 3**<br>ex Verpen-69 ex Fraktemann 3-51<br>ex Pors-43 ex Victor-41<br>**Progas A/S**<br>Oslo Norway | **137**<br>73<br>132 | | **1899** O. A. Bruhn Dosebacka—Goteborg<br>27,97 6,41 2,439<br>6,35 2,80<br>1 dk<br>R | **Iron M Chemical Carrier**<br>1 Ta ER<br>L.178<br>2 Ha (stl) (each 0,6 × 0,6) | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW) E made73 fitted75<br>General Motors Corp., Detroit Diesel Al<br>Div.<br>Gen 1 × 1kW 12V d.c.<br>Controllable pitch propeller<br>Fuel 3,0t (d.o.)-1,0pd |
| **8330504**<br>*USDO*<br>M-41041<br>Df Esd Rdr<br>RTv | **PROGNOZ**<br>ex RS-300 No. 176-86<br>**Caspian Institute of Fishery Research**<br>(Astrakhan) (U.S.S.R.) | *171*<br>*51*<br>88 | RS | **1984** ............U.S.S.R.<br>34,01 7,10 2,900<br>29,98 - 3,66<br>1 dk | **M Fishing**<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>224kW (305bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 75kW a.c. |
| **7702372**<br>*HO6485*<br>11969-82<br>Esd Gc Rdr<br>Rt | **PROGRAMMER 2301**<br>ex Programmer-82<br>**Offshore Services Investment S.A.**<br>Panama Panama | *125*<br>*5*<br>— | AB | **1977** Marine Builders (Pte.) Ltd.—Singapore<br>(1006)<br>22,31 7,42 2,267<br>21,54 7,41 2,87<br>1 dk | **TM Tug** | Deutz<br>2 Vee Oil 4SA each 12Cy. 135 × 160<br>reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 28kW a.c. |
| **8115746**<br>Esd Pfd Rdr<br>Rt | **PROGRESO**<br>**Panama Canal Commission**<br>Balboa Panama | **258**<br>176<br>— | (AB) | **1981** Bollinger Machine Shop & Shpyd Inc.<br>—Lockport, La (141)<br>30,48 3,880<br>30,03 9,15 4,58<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>geared to sc. shafts<br>General Motors Corp. Electro-Motive Di<br>Gen 2 × 75kW 230V 60Hz a.c.<br>Fuel 61,0t (d.o.) |
| **7358200**<br>*C4WD*<br>709947<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PROGRESS**<br>ex Leros Progress-91<br>ex Silver Dianna-86 ex Dianna-85<br>ex Anita-81<br>**Lamda Storm Shipping Co. Ltd.**<br>Limassol Cyprus | **15 539**<br>9 510<br>28 327<br>T/cm<br>38,6 | AB | **1974** Taiwan SB. Corp.—Keelung (N-052)<br>181,31 25,05 10,281<br>168,23 25,00 13,80<br>P 31,1 B 8,9 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 17,0 21,1 20,2 21,7 21,7 21,7 ER<br>G.38 124 B.31 885 HeCls. B<br>6 Ha (stl) (10,2 13,0 11,7 13,2 13,2 13,2 × 12,0) ER<br>12W Der 12(5) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>10 080bhp (7 414kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 300kW 450V a.c.<br>Fuel 221,5t (d.o.) 2 056,5t (hvf)-39,0pd |
| **8203842**<br>*3EHM*<br>11022-PEXT1<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **PROGRESS**<br>ex Carrera-87<br>**Carrera Shipping S.A.**<br>Panama Panama | **2 512**<br>1 678<br>5 052 | NK | **1982** Hakata Zosen K.K.—Hakata (267)<br>96,20 (BB) 5,981<br>89,52 16,21 7,19<br>P 20,5 F 10,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 085 B.5 471<br>2 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 410 × 800<br>3 300bhp (2 427kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 2 × 132kW a.c.<br>Fuel 50,5t (d.o.) 404,5t (hvf)-8,5pd |
| **6723331**<br>*URYD*<br>M-27878<br>Df Esd Gc<br>Rdr | **PROGRESS**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 313**<br>904<br>1 370 | RS | **1965** Stocznia Gdanska im. Lenina—Gdansk<br>(B26/12)<br>83,11 13,85 5,500<br>78,19 13,77 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.269 In.1 496<br>5 Ha (1,2 1,2 × 1,2) (1,9 1,9 × 1,9) (2,1 × 4,8)<br>4W Der 2(5) 2(1,5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>"Zgoda" Zaklady Urzadzen Techniczn<br>Controllable pitch propeller |
| **7716816**<br>*WYG7658*<br>590350<br>Df Esd Gc<br>Pfd Rdr RTv | **PROGRESS**<br>ex State Justice-89<br>**The Fishing Co. of Alaska Inc.**<br>Seattle, Wa United States of America<br>SatCom: 1502730/PBIP | **1 578**<br>473<br>500 | AB | **1978** Bourg D.D. & Service Co. Inc.—Bourg, La<br>(46)<br>4,052<br>59,29 12,20 4,91<br>F 15,0 1 dk<br>conv Deck Cargo Anchor-handling Supply Ship 89 | **TM Factory Fishing**<br>Fish-factory Stern Trawler Ref | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive D<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd |

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| **7943031**<br>OWIR<br>D944<br>Rdr Rt | **PROGRESS**<br>**Jens Rohde Nielsen ApS**<br>Aarhus Denmark | **231**<br>70<br>— | GL | **1962** Schiffsw. Hugo Peters—Wewelsfleth (515)<br>35,54 8,18 2,280<br>32,03 8,08 2,60<br>F 4,3 1 dk | **M Hopper/Dredger**<br>Suction Bottom doors<br>Mchy.aft<br>Hopper 155<br>Der 1(-) | Alpha 404-24VO<br>Oil 2SA 4Cy. 240 × 400<br>121kW (165bhp)<br>Alpha-Diesel A/S Frederikshavn<br>9,5kn |
| **7534323**<br>WYX4493<br>565349 | **PROGRESS**<br>**Rondys Inc.**<br>Coos Bay, Or United States of America | **193**<br>137<br>— | | **1975** Harold Hansen Boat Co.—Marysville, Wa<br>*30,61* 7,95<br>4,07<br>1 dk | **M Fishing** | Oil<br>850bhp (625kW)<br>U.S.A.<br>Fuel (d.o.) |
| **6517548**<br>WB2594<br>245549<br>RTh/v | **PROGRESS**<br>ex Seabee-53 ex DPC 35<br>**Progress Marine Ltd.**<br>Baltimore, Md United States of America | **146**<br>99<br>— | (AB) | **1944** George Lawley & Son Corp.—Neponset, Ma (1323)<br>25,61 7,35<br>25,00 7,32 3,20<br>1 dk<br>BK 76 | **M Tug** | General Motors<br>Oil 2SA 8Cy. 216 × 254 sr reverse geared to sc. shaft<br>General Motors Corp. La Grange, Illinois<br>Fuel 71,0t (d.o.) |
| **8129058**<br>9VLC<br>383182<br>Df Esd Gc<br>Rdr Rt | **PROGRESS CARRIER I**<br>**Chuan Hup Holdings Ltd.**<br>Singapore Singapore | **4 334**<br>2 833<br>6 412 | AB KI | **1982** Asia Pacific Shpyd (Pte) Ltd.—Singapore (APS/368)<br>104,25 5,196<br>19,51 7,32<br>1 dk<br>rf 305 | **M Stone Carrier**<br>Mchy.aft | Kromhout 9F/SW240<br>Oil 4SA 9Cy. 240 × 260 reverse reduction geared to sc. shaft<br>1 778bhp (1 308kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 125kW<br>9kn |
| **8129060**<br>9VLS<br>383183<br>Df Esd Gc<br>Rdr Rt | **PROGRESS CARRIER II**<br>**Chuan Hup Holdings Ltd.**<br>Singapore Singapore | **4 334**<br>2 833<br>6 412 | AB KI | **1982** Asia Pacific Shpyd (Pte) Ltd.—Singapore (APS/369)<br>104,25 5,196<br>19,51 7,32<br>1 dk<br>rf 305 | **M Stone Carrier**<br>Mchy.aft | Kromhout 9F/SW240<br>Oil 4SA 9Cy. 240 × 260 reverse reduction geared to sc. shaft<br>1 778bhp (1 308kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 125kW<br>9kn |
| **6501836**<br>8QLM<br>64/10-T<br>Esd Gc Pfd<br>Rdr RTm/v | **PROGRESS LIBERTY**<br>ex Gulf Venture-85<br>ex Melville Venture-81<br>ex Baltic Venture-80<br>**Progress Shipping Co. Ltd.**<br>Maldives National Ship Management Ltd.<br>Male Maldives | **1 766**<br>990<br>3 391 | **✠100A1** SS 11/87<br>Ice Class 1<br>**✠LMC**<br>EL Q<br>FN 2008 | **1965**-1 Wm. Doxford & Sons (Shipbuilders) Ltd —Pallion, Sld (866)<br>97,90 14,15 5,500<br>91,09 14,03 8,01<br>Ba 15,9 F 11,6 2 dks, 3rd dk in holds<br>rf nil len 70 | **M General Cargo** OSD<br>Vehicles Pallets 1P<br>Side doors 2(s)<br>3 Ho 14,4 21,1 25,7 ER<br>G.6 263 B.5 723<br>3 Ha (stl) (7,9 × 5,1) (14,5 14,5 × 10,0) ER<br>Cr 3(5) | MAN<br>Oil 4SA 7Cy. 520 × 740<br>2 710bhp (1 993kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 160kW 450V 60Hz a.c.<br>Fuel 225,5t (d.o.) 14kn |
| **224535**<br>O4343<br>929-85<br>sd Gc Rdr<br>t | **PROGRESS LIGHTER I**<br>**Chuan Hup Holdings Ltd.**<br>Panama Panama | **1 273**<br>382<br>2 500 | (AB) | **1983** Asia Pacific Shpyd (Pte) Ltd.—Singapore (APS/375)<br>62,95 18,70 3,347<br>58,88 18,31 4,42<br>1 dk<br>rf 246 | **TM Stone Carrier**<br>Bow ramp<br>Mchy.aft | General Motors 16V-71-N<br>2 Vee Oil 2SA each 16Cy. 108 × 127 sr geared to sc. shafts<br>1 250bhp (919kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 40kW 250V 50Hz a.c.<br>2 Directional propellers<br>Fuel 240,0t (d.o.)-6,0pd 8kn |
| **224547**<br>P5950<br>375-17<br>89-PEXT<br>Esd Gc<br>dr Rt | **PROGRESS LIGHTER II**<br>**Saint James Navigation S.A.**<br>Panama Panama | *1 321*<br>*396*<br>2 500 | (AB) | **1983** Asia Pacific Shpyd (Pte) Ltd.—Singapore (APS/376)<br>62,95 18,70 3,347<br>58,88 18,31 4,42<br>1 dk<br>rf 246 | **TM Stone Carrier**<br>Bow ramp<br>Mchy.aft | General Motors 16V-71-N<br>2 Vee Oil 2SA each 16Cy. 108 × 127 sr geared to sc. shafts<br>1 250bhp (919kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 40kW 250V 50Hz a.c.<br>2 Directional propellers<br>Fuel 240,0t (d.o.)-6,0pd 8kn |
| **623629**<br>V3221<br>383187<br>Esd Rdr Rt | **PROGRESS VICTORY**<br>**Chuan Hup Holdings Ltd.**<br>Singapore Singapore | **167**<br>3<br>174 | NK | **1974** Pan Asia Shipyard & Eng. (Pte.) Ltd. —Singapore<br>25,91 7,65<br>24,39 7,62 3,81<br>1 dk | **TM Tug** | Yanmar 6MAL-HTS<br>2 Oil 4SA each 6Cy. 200 × 240<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Fuel 80,5t 10kn |
| **207657**<br>PDH<br>37380<br>Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PROGRESSIST**<br>ex Oakworth-78<br>**Peninsular Shipping Co. Ltd.**<br>Ocean Tramping Co. Ltd.<br>Hong Kong Hong Kong (British) | **20 059**<br>11 691<br>33 880<br>T/cm<br>40,4 | **✠100A1** SS 5/90<br>strengthened for ore cargoes Nos. 2 & 6 holds may be empty ((cc))<br>**✠LMC**<br>EL Ht 2½"U3<br>FN 7043 | **1972**-6 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1353)<br>180,96 (BB) 25,81 11,234<br>172,40 25,66 15,19<br>P 29,0 F 16,2 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>7 Ho 18,5 17,9 17,9 17,9 17,9 17,9 17,9 ER<br>G.40 050 B.39 194<br>7 Ha (stl) (each 11,9 × 11,9) ER<br>Cr 4(10) | Doxford 76JS6C<br>Oil 2SA 6Cy. 760 × 2180<br>15 000bhp (11 033kW)<br>Doxford & Sunderland Ltd. Sunderland<br>2 AuxB (1 o.f. 1 Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 625kW 440V 60Hz a.c.<br>Fuel 2 040,0t (hvf) 15,25kn |
| **812900**<br>FEJ2<br>3639-84<br>Esd Gc<br>RdrRTm | **PROGRESSIVE**<br>ex Theodoros Giavridis-83<br>ex Bulk Explorer-75<br>**Sunnaren Seaways Inc.**<br>Panama Panama | **10 714**<br>7 037<br>18 162<br>T/cm<br>28,8 | NV | **1968** A/S Fredriksstad M/V—Fredrikstad (395)<br>165,64 20,60 9,310<br>152,94 20,58 12,20<br>P 39,1 F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>6 Ho 20,2 20,2 19,9 14,7 19,9 20,6 ER<br>G.23 297 B.22 598<br>6 Ha (stl) (11,2 13,8 13,8 9,5 13,8 13,8 × 9,9) ER<br>Cr 6(8) | Gotaverken<br>Oil 2SA 6Cy. 760 × 1500<br>7 500bhp (5 517kW)<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 285kW 440V 60Hz a.c.<br>Fuel 1 382,0t (hvf)-27,5pd 15kn |
| **604001**<br>54279 | **PROGRESSIVE I**<br>**Progressive Trawlers Inc.**<br>Brownsville, Tx United States of America | **110**<br>75<br>— | | **1973** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*20,85*<br>6,71 3,38<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Oil<br>365bhp (268kW)<br>U.S.A. |
| **653210**<br>V2940<br>382053<br>Rdr Rt | **PROGRESSIVE POWER**<br>ex Mikasa Maru ex Shell Maru No. 11<br>**Progressive Petroleum Co. Ltd.**<br>Singapore Singapore | **642**<br>390<br>999 | (NK) | **1967** Oura Dock—Namikata (63)<br>52,81 4,150<br>48,01 9,20 4,40<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 225 | Matsui<br>Oil 4SA 8Cy. 230 × 300<br>720bhp (530kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Gen 2 × 40kW a.c.<br>9,5kn |
| **717655**<br>V2954<br>382162<br>Rdr Rt | **PROGRESSIVE PROGRESS**<br>ex Asterix-81 ex Koyo Maru No. 18-80<br>**Progressive Power Co. Pte. Ltd.**<br>Singapore Singapore | **387**<br>222<br>614 | NK | **1966** Towa Zosen K.K.—Shimonoseki (344)<br>46,18 7,50 3,431<br>41,99 7,47 3,76<br>P 11,9 F 4,9 1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 614 | Matsui<br>Oil 4SA 8Cy. 230 × 300<br>720bhp (530kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Gen 2 × 15kW<br>10kn |
| **644025**<br>ZAZ<br>-12483 | **PROGRESSIVNYY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1977** ............U.S.S.R.<br>33,96 7,09 2,901<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| **285734**<br>15843 | **PROGRESSOR**<br>**Toolsie Persaud Ltd.**<br>Georgetown, Demerara Guyana | **104**<br>77<br>— | | **1961** Toolsie Persaud Ltd.—Georgetown, Demerara<br>*32,16* 7,32<br>... ... ...<br>1 dk | **M General Cargo** | MWM<br>Oil 4SA 6Cy. 178 × 267<br>Motorenw. Mannheim A.G. (MWM) Mannheim |

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| **8038259**<br>*UJLV*<br>S-32379<br>Df Esd Gc<br>Rdr RTm/h/v | **PROFESSOR VOLSKIY**<br>ex Sormovskiy-3007<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **2 398**<br>1 374<br>3 100 | RS | **1982** ............Bulgaria<br>114,08 13,52 3,660<br>13,02 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 280<br>4 Ha (stl) (17,9 17,5 17,9 18,6 × 9,4) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **8721014**<br>*UGSV*<br>M-42868<br>Df Esd Gc<br>Rdr RTv | **PROFESSOR VOSKRESENSKIY**<br>**Glavflot**<br>(U.S.S.R.) | *4 643*<br>*1 798*<br>5 020 | RS | **1988** Navashinskiy Shipyard—Navashino<br>124,40 16,42 5,500<br>114,44 - 7,50<br>1 dk | **TM General Cargo**<br>Ice Strengthened<br>TEU 165 C.165/20'(40)<br>Cr 4(8) | Russkiy<br>2 Oil 4SA each 6Cy. 360 × 450<br>2 206kW (2 999bhp)<br>Russkiy-Diesel Works<br>Gen 3 × 200kW a.c. |
| **7818482**<br>*UUXA*<br>M-31292<br>Df Esd Gc<br>Pfd Rdr Rt | **PROFESSOR VOYEVODIN**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | T.Mk<br>**3 337**<br>886<br>1 427 | RS | **1979** VEB Volkswerft Stralsund—Stralsund (403)<br>101,48 (BB) 15,22 5,341<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Training Ref<br>Ice strengthened<br>3 Ho<br>B.314 In.1 000<br>3 Ha (stl) (1,5 × 2,0) (1,3 × 1,2) (2,2 × 2,2)<br>Der 2(5) 2(3) 1(2) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller |
| **7034294**<br>*UWZV*<br>M-30616<br>Df Esd Gc<br>Rdr Rt | **PROFESSOR YUSHCHENKO**<br>**Far-EasternHigher Engineering Marine College**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**4 344**<br>1 134<br>—<br>**6 038**<br>2 006<br>5 545 | RS | **1971** Stocznia Szczecinska im. A. Warskiego —Szczecin (B80/03)<br>122,08 17,02 —/7,360<br>111,99 17,00 9,94<br>2 dks | **M General Cargo/ Training Ship**<br>Ref<br>Ice strengthened<br>3 Ho 15,7 15,7 -DTp&s ER 13,7<br>B.5 188 In.312 L.230<br>5 Ha (stl) (7,4 × 4,8) (8,8 × 5,9) (1,9p&s × 3,8) ER (8,0 × 8,9)<br>6W Cr 1(5) Der 1(30) 4(5) 2(2,5) | Sulzer<br>Oil 2SA 7Cy. 550 × 1200<br>4 900bhp (3 604kW)<br>H. Cegielski |
| **6718764**<br>*UMFW*<br>M-29749<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PROFESSOR ZUBOV**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400505/UMFW | **5 497**<br>1 349<br>2 059 | RS | **1967** VEB Mathias-Thesen-Werft—Wismar (185)<br>123,88 17,07 6,060<br>110,01 17,00 8,21<br>3 dks | **TM Research**<br>Ice strengthened<br>1 Ho<br>B.370<br>1 Ha (4,1 × 2,5) | MAN<br>2 Oil 2SA each 6Cy. 570 × 800<br>8 000bhp (5 884kW)<br>Halberstadt<br>Gen 5 × 368kW 220/380V a.c.<br>2 Thw. thrust propellers fwd |
| **5321576**<br>*GPEQ*<br>186328<br>Df Esd Gc<br>RdrRTm | **PROFILER**<br>ex Geotek Beta-84 ex Shackleton-83<br>ex Arendal-55<br>**Gardline Shipping Ltd.**<br>London United Kingdom | **994**<br>277<br>853 | **100A1** SS 12/87<br>**LMC**<br>EL m<br>FN 932 | **1954** Solvesborgs Varv A/B—Solvesborg (41)<br>61,12 11,03 4,357<br>54,79 10,98 6,02<br>F 10,7 2 dks<br>RW rf 102 | **M Research** CSD<br>Survey<br>1 Ho 23,4 ER<br>2 Ha (stl) (2,8 × 2,9) (7,0 × 5,1) ER<br>Cr 1(5) | MAN<br>Oil 4SA 6Cy. 400 × 600<br>785bhp (577kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 140kW 440V a.c. 2 × 65kW<br>Controllable pitch propeller<br>Fuel 182,0t (d.o.) |
| **7376276**<br>*3FOZ*<br>4751-74A<br>Df Esd Gc<br>Pfd Rdr Rt | **PROFITIS ELIAS**<br>ex Gloria Suerte-83<br>**Seamount Shipping Inc.**<br>Panama Panama | **5 071**<br>3 326<br>8 267 | AB (NK) | **1974** Watanabe Zosen K.K.—Hakata (165)<br>117,91 18,04 7,219<br>110,01 18,00 9,00<br>P 24,1 F 10,7 1 dk<br>rf nil | **M General Cargo**<br>3 Ho ER<br>G.11 185 B.10 569<br>3 Ha (stl) (13,1 23,0 23,0 × 9,7) ER<br>5W Der 5(20) | Mitsubishi<br>Oil 2SA 7Cy. 450 × 800<br>5 000bhp (3 678kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 200kW<br>Fuel 715,5t (hvf)-17,5pd |
| **5378854**<br>*LKRZ*<br>10894<br>Rdr Rt | **PROGAS 3**<br>ex Verpen-69 ex Fraktemann 3-51<br>ex Pors-43 ex Victor-41<br>**Progas A/S**<br>Oslo Norway | **137**<br>73<br>132 | | **1899** O. A. Bruhn Dosebacka—Goteborg<br>27,97 6,41 2,439<br>6,35 2,80<br>1 dk<br>R | **Iron M Chemical Carrier**<br>1 Ta ER<br>L.178<br>2 Ha (stl) (each 0,6 × 0,6) | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW) E made73 fitted75<br>General Motors Corp., Detroit Diesel Al Div.<br>Gen 1 × 1kW 12V d.c.<br>Controllable pitch propeller<br>Fuel 3,0t (d.o.)-1,0pd |
| **8330504**<br>*USDO*<br>M-41041<br>Df Esd Rdr<br>RTv | **PROGNOZ**<br>ex RS-300 No. 176-86<br>**Caspian Institute of Fishery Research**<br>(Astrakhan) (U.S.S.R.) | *171*<br>*51*<br>88 | RS | **1984** ............U.S.S.R.<br>34,01 7,10 2,900<br>29,98 - 3,66<br>1 dk | **M Fishing**<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>224kW (305bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 75kW a.c. |
| **7702372**<br>*HO6485*<br>11969-82<br>Esd Gc Rdr<br>Rt | **PROGRAMMER 2301**<br>ex Programmer-82<br>**Offshore Services Investment S.A.**<br>Panama Panama | *125*<br>*5*<br>— | AB | **1977** Marine Builders (Pte.) Ltd.—Singapore (1006)<br>22,31 7,42 2,267<br>21,54 7,41 2,87<br>1 dk | **TM Tug** | Deutz<br>2 Vee Oil 4SA each 12Cy. 135 × 160<br>reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 28kW a.c. |
| **8115746**<br><br><br>Esd Pfd Rdr<br>Rt | **PROGRESO**<br>**Panama Canal Commission**<br>Balboa Panama | **258**<br>176<br>— | (AB) | **1981** Bollinger Machine Shop & Shpyd Inc. —Lockport, La (141)<br>30,48 3,880<br>30,03 9,15 4,58<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>geared to sc. shafts<br>General Motors Corp. Electro-Motive D<br>Gen 2 × 75kW 230V 60Hz a.c.<br>Fuel 61,0t (d.o.) |
| **7358200**<br>*C4WD*<br>709947<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PROGRESS**<br>ex Leros Progress-91<br>ex Silver Dianna-86 ex Dianna-85<br>ex Anita-81<br>**Lamda Storm Shipping Co. Ltd.**<br>Limassol Cyprus | **15 539**<br>9 510<br>28 327<br>T/cm<br>38,6 | AB | **1974** Taiwan SB. Corp.—Keelung (N-052)<br>181,31 25,05 10,281<br>168,23 25,00 13,80<br>P 31,1 B 8,9 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 17,0 21,1 20,2 21,7 21,7 21,7 ER<br>G.38 124 B.31 885 HeCls. B<br>6 Ha (stl) (10,2 13,0 11,7 13,2 13,2 13,2 × 12,0) ER<br>12W Der 12(5) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>10 080bhp (7 414kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 300kW 450V a.c.<br>Fuel 221,5t (d.o.) 2 056,5t (hvf)-39,0pd |
| **8203842**<br>*3EHM*<br>11022-PEXT1<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **PROGRESS**<br>ex Carrera-87<br>**Carrera Shipping S.A.**<br>Panama Panama | **2 512**<br>1 678<br>5 052 | NK | **1982** Hakata Zosen K.K.—Hakata (267)<br>96,20 (BB) 5,981<br>89,52 16,21 7,19<br>P 20,5 F 10,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 085 B.5 471<br>2 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 410 × 800<br>3 300bhp (2 427kW)<br>Akasaka Tekkosho K.K., (Akasaka Die Ltd.)<br>Gen 2 × 132kW a.c.<br>Fuel 50,5t (d.o.) 404,5t (hvf)-8,5pd |
| **6723331**<br>*URYD*<br>M-27878<br>Df Esd Gc<br>Rdr | **PROGRESS**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 313**<br>904<br>1 370 | RS | **1965** Stocznia Gdanska im. Lenina—Gdansk (B26/12)<br>83,11 13,85 5,500<br>78,19 13,77 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.269 In.1 496<br>5 Ha (1,2 1,2 × 1,2) (1,9 1,9 × 1,9) (2,1 × 4,8)<br>4W Der 2(5) 2(1,5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>"Zgoda" Zaklady Urzadzen Technic<br>Controllable pitch propeller |
| **7716816**<br>*WYG7658*<br>590350<br>Df Esd Gc<br>Pfd Rdr RTv | **PROGRESS**<br>ex State Justice-89<br>**The Fishing Co. of Alaska Inc.**<br>Seattle, Wa United States of America<br>SatCom: 1502730/PBIP | **1 578**<br>473<br>500 | AB | **1978** Bourg D.D. & Service Co. Inc.—Bourg, La (46)<br>4,052<br>59,29 12,20 4,91<br>F 15,0 1 dk<br>conv Deck Cargo Anchor-handling Supply Ship 89 | **TM Factory Fishing**<br>Fish-factory Stern Trawler Ref | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 25<br>reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd |

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| 7943031<br>OWIR<br>D944<br>Rdr Rt | **PROGRESS**<br>**Jens Rohde Nielsen ApS**<br>Aarhus Denmark | **231**<br>70<br>— | GL | **1962** Schiffsw. Hugo Peters—Wewelsfleth (515)<br>35,54 8,18 2,280<br>32,03 8,08 2,60<br>F 4,3 1 dk | **M Hopper/Dredger**<br>Suction Bottom doors<br>Mchy.aft<br>Hopper 155<br>Der 1(-) | Alpha 404-24VO<br>Oil 2SA 4Cy. 240 × 400<br>121kW (165bhp)<br>Alpha-Diesel A/S Frederikshavn<br>9,5kn |
| 7534323<br>WYX4493<br>565349 | **PROGRESS**<br>**Rondys Inc.**<br>Coos Bay, Or United States of America | **193**<br>137<br>— | | **1975** Harold Hansen Boat Co.—Marysville, Wa<br>*30,61* 7,95<br>4,07<br>1 dk | **M Fishing** | Oil<br>850bhp (625kW)<br>U.S.A.<br>Fuel (d.o.) |
| 6517548<br>WB2594<br>245549<br>RTh/v | **PROGRESS**<br>ex Seabee-53 ex DPC 35<br>**Progress Marine Ltd.**<br>Baltimore, Md United States of America | **146**<br>99<br>— | (AB) | **1944** George Lawley & Son Corp.—Neponset, Ma (1323)<br>25,61 7,35<br>25,00 7,32 3,20<br>1 dk<br>BK 76 | **M Tug** | General Motors<br>Oil 2SA 8Cy. 216 × 254 sr reverse geared to sc. shaft<br>General Motors Corp. La Grange, Illinois<br>Fuel 71,0t (d.o.) |
| 8129058<br>9VLC<br>383182<br>Df Esd Gc<br>Rdr Rt | **PROGRESS CARRIER I**<br>**Chuan Hup Holdings Ltd.**<br>Singapore Singapore | **4 334**<br>2 833<br>6 412 | AB KI | **1982** Asia Pacific Shpyd (Pte) Ltd.—Singapore (APS/368)<br>104,25 5,196<br>19,51 7,32<br>1 dk<br>rf 305 | **M Stone Carrier**<br>Mchy.aft | Kromhout 9F/SW240<br>Oil 4SA 9Cy. 240 × 260 reverse reduction geared to sc. shaft<br>1 778bhp (1 308kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 125kW<br>9kn |
| 8129060<br>9VLS<br>383183<br>Df Esd Gc<br>dr Rt | **PROGRESS CARRIER II**<br>**Chuan Hup Holdings Ltd.**<br>Singapore Singapore | **4 334**<br>2 833<br>6 412 | AB KI | **1982** Asia Pacific Shpyd (Pte) Ltd.—Singapore (APS/369)<br>104,25 5,196<br>19,51 7,32<br>1 dk<br>rf 305 | **M Stone Carrier**<br>Mchy.aft | Kromhout 9F/SW240<br>Oil 4SA 9Cy. 240 × 260 reverse reduction geared to sc. shaft<br>1 778bhp (1 308kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 125kW<br>9kn |
| 501836<br>QLM<br>64/10-T<br>sd Gc Pfd<br>dr RTm/v | **PROGRESS LIBERTY**<br>ex Gulf Venture-85<br>ex Melville Venture-81<br>ex Baltic Venture-80<br>**Progress Shipping Co. Ltd.**<br>Maldives National Ship Management Ltd.<br>Male Maldives | **1 766**<br>990<br>3 391 | **✠100A1** SS 11/87<br>Ice Class 1<br>**✠LMC**<br>EL Q<br>FN 2008 | **1965**-1 Wm. Doxford & Sons (Shipbuilders) Ltd —Pallion, Sld (866)<br>97,90 14,15 5,500<br>91,09 14,03 8,01<br>Ba 15,9 F 11,6 2 dks, 3rd dk in holds<br>rf nil len 70 | **M General Cargo** OSD 1P<br>Vehicles Pallets<br>Side doors 2(s)<br>3 Ho 14,4 21,1 25,7 ER<br>G.6 263 B.5 723<br>3 Ha (stl) (7,9 × 5,1) (14,5 14,5 × 10,0) ER<br>Cr 3(5) | MAN<br>Oil 4SA 7Cy. 520 × 740<br>2 710bhp (1 993kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 160kW 450V 60Hz a.c.<br>Fuel 225,5t (d.o.) 14kn |
| 224535<br>04343<br>4929-85<br>sd Gc Rdr | **PROGRESS LIGHTER I**<br>**Chuan Hup Holdings Ltd.**<br>Panama Panama | **1 273**<br>382<br>2 500 | (AB) | **1983** Asia Pacific Shpyd (Pte) Ltd.—Singapore (APS/375)<br>62,95 18,70 3,347<br>58,88 18,31 4,42<br>1 dk<br>rf 246 | **TM Stone Carrier**<br>Bow ramp<br>Mchy.aft | General Motors 16V-71-N<br>2 Vee Oil 2SA each 16Cy. 108 × 127 sr geared to sc. shafts<br>1 250bhp (919kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 40kW 250V 50Hz a.c.<br>2 Directional propellers<br>Fuel 240,0t (d.o.)-6,0pd 8kn |
| 224547<br>P5950<br>375-17<br>89-PEXT<br>Esd Gc<br>dr Rt | **PROGRESS LIGHTER II**<br>**Saint James Navigation S.A.**<br>Panama Panama | *1 321*<br>*396*<br>2 500 | (AB) | **1983** Asia Pacific Shpyd (Pte) Ltd.—Singapore (APS/376)<br>62,95 18,70 3,347<br>58,88 18,31 4,42<br>1 dk<br>rf 246 | **TM Stone Carrier**<br>Bow ramp<br>Mchy.aft | General Motors 16V-71-N<br>2 Vee Oil 2SA each 16Cy. 108 × 127 sr geared to sc. shafts<br>1 250bhp (919kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 40kW 250V 50Hz a.c.<br>2 Directional propellers<br>Fuel 240,0t (d.o.)-6,0pd 8kn |
| 623629<br>V3221<br>83187<br>sd Rdr Rt | **PROGRESS VICTORY**<br>**Chuan Hup Holdings Ltd.**<br>Singapore Singapore | **167**<br>3<br>174 | NK | **1974** Pan Asia Shipyard & Eng. (Pte.) Ltd. —Singapore<br>25,91 7,65<br>24,39 7,62 3,81<br>1 dk | **TM Tug** | Yanmar 6MAL-HTS<br>2 Oil 4SA each 6Cy. 200 × 240<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Fuel 80,5t 10kn |
| 207657<br>PDH<br>37380<br>Esd Gc<br>d Rdr RTv<br>MVER | **PROGRESSIST**<br>ex Oakworth-78<br>**Peninsular Shipping Co. Ltd.**<br>Ocean Tramping Co. Ltd.<br>Hong Kong Hong Kong (British) | **20 059**<br>11 691<br>33 880<br>T/cm<br>40,4 | **✠100A1** SS 5/90<br>strengthened for ore cargoes Nos. 2 & 6 holds may be empty ((cc))<br>**✠LMC**<br>EL H† 2½"U3<br>FN 7043 | **1972**-6 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1353)<br>180,96 (BB) 25,81 11,234<br>172,40 25,66 15,19<br>P 29,0 F 16,2 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>7 Ho 18,5 17,9 17,9 17,9 17,9 17,9 17,9 ER<br>G.40 050 B.39 194<br>7 Ha (stl) (each 11,9 × 11,9) ER<br>Cr 4(10) | Doxford 76JS6C<br>Oil 2SA 6Cy. 760 × 2180<br>15 000bhp (11 033kW)<br>Doxford & Sunderland Ltd. Sunderland<br>2 AuxB (1 o.f. 1 Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 625kW 440V 60Hz a.c.<br>Fuel 2 040,0t (hvf) 15,25kn |
| 312900<br>EJ2<br>639-84<br>Esd Gc<br>RTm | **PROGRESSIVE**<br>ex Theodoros Giavridis-83<br>ex Bulk Explorer-75<br>**Sunnaren Seaways Inc.**<br>Panama Panama | **10 714**<br>7 037<br>18 162<br>T/cm<br>28,8 | NV | **1968** A/S Fredriksstad M/V—Fredrikstad (395)<br>165,64 20,60 9,310<br>152,94 20,58 12,20<br>P 39,1 F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>6 Ho 20,2 20,2 19,9 14,7 19,9 20,6 ER<br>G.23 297 B.22 598<br>6 Ha (stl) (11,2 13,8 13,8 9,5 13,8 13,8 × 9,9) ER<br>Cr 6(8) | Gotaverken<br>Oil 2SA 6Cy. 760 × 1500<br>7 500bhp (5 517kW)<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 285kW 440V 60Hz a.c.<br>Fuel 1 382,0t (hvf)-27,5pd 15kn |
| 504001<br>54279 | **PROGRESSIVE I**<br>**Progressive Trawlers Inc.**<br>Brownsville, Tx United States of America | **110**<br>75<br>— | | **1973** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*20,85*<br>6,71 3,38<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Oil<br>365bhp (268kW)<br>U.S.A. |
| 553210<br>V2940<br>82053<br>dr Rt | **PROGRESSIVE POWER**<br>ex Mikasa Maru ex Shell Maru No. 11<br>**Progressive Petroleum Co. Ltd.**<br>Singapore Singapore | **642**<br>390<br>999 | (NK) | **1967** Oura Dock—Namikata (63)<br>52,81 4,150<br>48,01 9,20 4,40<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 225 | Matsui<br>Oil 4SA 8Cy. 230 × 300<br>720bhp (530kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Gen 2 × 40kW a.c.<br>9,5kn |
| 717655<br>V2954<br>2162<br>dr Rt | **PROGRESSIVE PROGRESS**<br>ex Asterix-81 ex Koyo Maru No. 18-80<br>**Progressive Power Co. Pte. Ltd.**<br>Singapore Singapore | **387**<br>222<br>614 | NK | **1966** Towa Zosen K.K.—Shimonoseki (344)<br>46,18 7,50 3,431<br>41,99 7,47 3,76<br>P 11,9 F 4,9 1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 614 | Matsui<br>Oil 4SA 8Cy. 230 × 300<br>720bhp (530kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Gen 2 × 15kW<br>10kn |
| 544025<br>ZAZ<br>-12483 | **PROGRESSIVNYY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1977** ............U.S.S.R.<br>33,96 7,09 2,901<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| 85734<br>5643 | **PROGRESSOR**<br>**Toolsie Persaud Ltd.**<br>Georgetown, Demerara Guyana | **104**<br>77<br>— | | **1961** Toolsie Persaud Ltd.—Georgetown, Demerara<br>*32,16* 7,32<br>... ... ...<br>1 dk | **M General Cargo** | MWM<br>Oil 4SA 6Cy. 178 × 267<br>Motorenw. Mannheim A.G. (MWM) Mannheim |

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| **7900106**<br>*PJKN*<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PROJECT AMERICAS**<br>**Mammoet Shipping (Neth. Ant.) B.V.**<br>Mammoet-Hansa Linie A.G.<br>Willemstad Netherlands Antilles & Aruba | T.Mk<br>**4 974**<br>2 804<br>10 434<br>**9 768**<br>5 741<br>12 811 | GL | **1979** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (157)<br>138,94 (BB) 21,54 6,644/8,630<br>128,91 21,51 13,01<br>F 18,3 2 dks | **M RoRo Cargo/General Cargo/ Heavy-load Carrier**<br>Ice strengthened<br>Stern door/ramp<br>L 15,50 W 16,50 SWL 500<br>Lane Length 1220 Cargo Width 8,00<br>Clear height 4,10<br>1 Ho 82,0 ER<br>G.16 714 B.15 711<br>TEU 454 C.Ho 248/20' C.Dk 206/20'<br>2 Ha (stl) (18,9 50,3 × 15,2) ER<br>Der 2(250) 4(35) | MaK<br>Oil 4SA 8Cy. 580 × 600 with flexible co sr geared to sc. shaft<br>9 999bhp (7 355kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 1 × 520kW 4 × 252kW 230/400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 119,0t (d.o.) 1 162,0t (hvf) |
| **8100571**<br>*PJKP*<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PROJECT ARABIA**<br>**Mammoet Shipping (Neth. Ant.) B.V.**<br>Mammoet-Hansa Linie A.G.<br>Willemstad Netherlands Antilles & Aruba | T.Mk<br>**4 959**<br>2 815<br>7 940<br>**9 763**<br>5 750<br>12 800 | GL | **1982** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (164)<br>138,97 (BB) 21,54 6,644/8,640<br>128,91 21,51 13,01<br>F 18,3 2 dks | **M RoRo Cargo/General Cargo/ Heavy-load Carrier**<br>Ice strengthened<br>Stern door/ramp<br>L 15,51 W 16,50 SWL 400<br>Lane Length 1220 Cargo Width 8,00<br>Clear height 4,30<br>1 Ho 82,0 ER<br>G.16 714 B.15 711<br>TEU 454 C.Ho 248/20' C.Dk 206/20'<br>2 Ha (stl) (18,9 50,3 × 15,2) ER<br>Der 2(350) | MaK<br>Oil 4SA 8Cy. 580 × 600 with flexible co sr geared to sc. shaft<br>9 999bhp (7 355kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 520kW 4 × 252kW 230/400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 119,0t (d.o.) 1 162,0t (hvf) |
| **8300250**<br>*PJNA*<br>1922-C-1333<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PROJECT EUROPA**<br>**Mammoet Shipping (Neth. Ant.) B.V.**<br>Mammoet Shipping B.V.<br>Willemstad Netherlands Antilles & Aruba<br>SatCom: 1750305/PJNA | *9 857*<br>*3 693*<br>13 493 | GL | **1983** Schichau-Unterweser A.G.—Bremerhaven (2284)<br>139,05 (BB) 22,92 8,651<br>128,91 22,86 13,01<br>F 13,8 2 dks | **M RoRo Cargo/General Cargo/ Heavy-load Carrier**<br>Ice strengthened<br>Stern door/ramp<br>L 15,50 W 16,50 SWL 500<br>Lane Length 1220 Cargo Width 10,00<br>Clear height 4,30<br>2 Ho ER<br>G.15 587 B.15 114<br>TEU 454 C.Ho 260/20' C.Dk 174/20' incl. 30 ref C.<br>2 Ha (stl) (18,9 50,2 × 15,2) ER<br>Der 2(250) 4(35) | MaK<br>Oil 4SA 8Cy. 580 × 600 with flexible co sr geared to sc. shaft<br>7 355kW (9 999bhp)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 520kW 4 × 252kW 230/400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 119,0t (d.o.) 1 162,0t (hvf) |
| **8012346**<br>*PJAG*<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PROJECT ORIENT**<br>**Mammoet Shipping (Neth. Ant.) B.V.**<br>Mammoet Shipping B.V.<br>Willemstad Netherlands Antilles & Aruba | T.Mk<br>**4 974**<br>2 802<br>10 434 | GL | **1981** Schichau-Unterweser A.G.—Bremerhaven (2282)<br>138,56 (BB) 21,54 8,640<br>128,91 21,51 13,01<br>F 18,3 2 dks | **M RoRo Cargo/General Cargo/ Heavy-load Carrier**<br>Ice strengthened<br>Stern door/ramp<br>L 15,50 W 16,50 SWL 500<br>Lane Length 1220 Cargo Width 8,00<br>Clear height 4,30<br>1 Ho 82,0 ER<br>G.16 714 B.15 711<br>TEU 454 C. Ho 248/20' C. Dk 206/20'<br>2 Ha (stl) (18,9 50,2 × 15,2) ER<br>Der 2(250) 4(35) | MaK<br>Oil 4SA 8Cy. 580 × 600 with flexible co sr geared to sc. shaft<br>9 999bhp (7 355kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 520kW 4 × 252kW 230/400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 119,0t (d.o.) 1 162,0t (hvf) |
| **7226225**<br>*UWRW*<br>M-31600<br>Df Esd Rdr<br>Rt | **PROKOPIY SHANAURIN**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **632**<br>219<br>398 | RS | **1972** ..............U.S.S.R.<br>54,82 9,96 4,109<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **7115660**<br>*UJIA*<br>M-29499<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PROKOPYEVSK**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 540**<br>2 171<br>6 200 | RS | **1971** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,141<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works<br>Fuel 139,0t (d.o.) 330,0t (hvf) |
| **6611306**<br>*UPMJ*<br>M-10190<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PROKOPYEVSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 794**<br>1 553<br>2 570 | RS<br>✠Classed LR until 3/68 | **1966**-12 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (810)<br>102,70 16,03 5,560<br>91,01 16,01 11,13<br>RFD 10,1 2 dks, 3rd dk in Nos. 1, 2 & 3 holds, 4th dk in Nos. 1 & 2 holds<br>rf 178 DK fwd | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>4 Ho 4 Ta<br>B.304 In.3 395 L.134<br>5 Ha (1,9 1,9 × 1,9) (2,8 2,8 × 3,0) (3,4 × 2,4)<br>6W Der 2(7) 4(3) | B&W<br>Oil 2SA 6Cy. 500 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 3 × 340kW 1 × 168kW 400V 5<br>Controllable pitch propeller |
| **7712303**<br>*UJFJ*<br>M-31263<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PROLETARSKAYA REVOLYUTSIYA**<br>**Yugryba**<br>(Novorossiysk) (U.S.S.R.) | T.Mk<br>**3 147**<br>1 386<br>2 117 | RS | **1977** VEB Volkswerft Stralsund—Stralsund (471)<br>101,48 (BB) 15,22 5,700<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 2,1) (2,3 × 2,3) (2,2 × 2,2)<br>6W Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR<br>Controllable pitch propeller |
| **7645354**<br>*UFNW*<br>M-12513 | **PROLETARSKIY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1977** ..............U.S.S.R.<br>33,96 7,09 2,901<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8030843**<br>*YUFL*<br>5T-90<br>Df Esd Gc<br>Rdr RTh/v | **PROLETER**<br>**"Brodospas" Poduzece za Offshore, Teglenje i Spasavanje**<br>Split Croatia | **180**<br>—<br>131 | JR<br>✠Classed LR until 6/1/84 | **1983**-4 Brodogradiliste "Jozo Lozovina-Mosor" —Trogir (184)<br>26,60 9,17 3,510<br>22,43 8,79 4,04<br>1 dk<br>rf - | **TM Tug**<br>Fire-fighting | MAN<br>2 Oil 4SA each 8Cy. 200 × 270 with c flexible couplings & sr geared to sc<br>Tvornica Dizel Motora "Split"<br>Gen 2 × 120kW 400V 50Hz a.c.<br>2 Directional propellers<br>Fuel 75,5t (d.o.)-6,0pd |
| **6827383**<br>*UIIN*<br>M-29798<br>Df Esd Gc<br>Rdr Rt | **PROLIV**<br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 255 | RS | **1968** VEB Volkswerft Stralsund—Stralsund (245)<br>82,02 13,64 5,201<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.163 In.1 075<br>4 Ha (2,4 2,4 2,4 × 2,4) (1,5 × 1,9)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 gea<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **8226739**<br>*URWG*<br>M-37014<br>Df Esd Gc<br>Rdr Rt | **PROLIV DIANY**<br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.) | **13 021**<br>7 043<br>11 560 | RS | **1983** "61 Kommunar" Shipyard—Nikolayev<br>172,12 23,04 8,102<br>160,03 13,75<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.15 807<br>4 Ha (stl) (each 6,4 × 4,5) ER<br>8W Der 8(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works |

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| 7830947<br>LYCO<br>0509<br>Df Esd Gc<br>Rdr Rt | **PROLIV KRUZENSTERNA**<br>ex Proliv Kruzenshterna-92<br>Latvia | **13 021**<br>7 043<br>11 560 | **1980** "61 Kommunar" Shipyard—Nikolayev<br>172,09 (BB) 23,04 8,102<br>RS 160,00 13,75<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.15 807<br>4 Ha (stl) (each 6,4 × 4,5) ER<br>8W Der 8(5) | B&W 6DKRN74/160<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>18,75kn |
| 7507071<br>USED<br>M-32074<br>Df Esd Gc<br>Rdr Rt | **PROLIV LAPERUZA**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | **13 083**<br>7 044<br>11 545 | **1975** "61 Kommunar" Shipyard—Nikolayev<br>172,09 (BB) 23,04 8,100<br>RS 160,00 13,75<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.15 807<br>4 Ha (stl) (each 6,5 × 4,5) ER<br>8W Der 8(5) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>18,75kn |
| 8136740<br>UHXG<br>M-37013<br>Df Esd Gc<br>Rdr RTv | **PROLIV LONGA**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.)<br>SatCom: 1400753/UHXG | **13 021**<br>7 043<br>11 560 | **1983** "61 Kommunar" Shipyard—Nikolayev<br>172,09 (BB) 23,04 8,102<br>RS 160,00 13,75<br>2 dks | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>4 Ho ER<br>In.15 807<br>4 Ha (stl) (each 6,4 × 4,5) ER<br>8W Der 8(5) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>18,75kn |
| 7941887<br>EUHK<br>M-37011<br>Df Esd Gc<br>Rdr RTv | **PROLIV NADEZHDY**<br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**10 108**<br>5 287<br>11 560 | **1981** "61 Kommunar" Shipyard—Nikolayev<br>172,09 (BB) 23,04 8,102<br>RS 160,00 13,75<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.15 807<br>4 Ha (stl) (each 6,4 × 4,5) ER<br>8W Der 8(5) | B&W 6DKRN74/160<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>18,75kn |
| 7534165<br>UOIB<br>M-32075<br>Df Esd Gc<br>Rdr Rt | **PROLIV SANNIKOVA**<br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.) | **10 104**<br>5 287<br>11 614 | **1975** "61 Kommunar" Shipyard—Nikolayev<br>172,09 (BB) 23,04 8,100<br>RS 160,00 13,75<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.15 807<br>4 Ha (stl) (each 6,5 × 4,5) ER<br>8W Der 8(5) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>18,75kn |
| 8038039<br>UUZH<br>M-37012<br>KT-0311<br>Df Esd Gc<br>Rdr RTm/h/v | **PROLIV VIKTORIYA**<br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.)<br>SatCom: 1401263/UJZH | **13 021**<br>7 043<br>11 560 | **1982** "61 Kommunar" Shipyard—Nikolayev<br>172,09 (BB) 23,04 8,102<br>RS 160,03 13,75<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.15 087<br>4 Ha (stl) (each 6,4 × 4,5) ER<br>8W Der 8(5) | B&W 6DKRN74/160<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>18,75kn |
| 7642663<br>EMMD<br>M-32702<br>MT-0288<br>Df Esd Gc<br>Rdr Rt | **PROLIV VILKITSKOGO**<br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.) | **13 051**<br>7 041<br>11 566 | **1977** "61 Kommunar" Shipyard—Nikolayev<br>172,09 (BB) 23,04 8,100<br>RS 160,00 13,75<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.15 807<br>4 Ha (stl) (each 6,4 × 4,5) ER<br>8W Der 8(5) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>18,75kn |
| 8311948<br>UGMS<br>M-31417<br>Df Esd Gc<br>Rdr RTm/h/v | **PROLOG**<br>**Yugryba**<br>(Novorossiysk) (U.S.S.R.) | **3 147**<br>1 383<br>2 118 | **1983** VEB Volkswerft Stralsund—Stralsund (564)<br>101,45 15,22 5,709<br>RS 91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L. 8ND272<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>16,25kn |
| 7000425<br>LW3815<br>Esd Rdr RTh | **PROMAC**<br>**Proteinas Maritimas Argentinas S.A. (PROMASA)**<br>Buenos Aires Argentina | **321**<br>—<br>— | **1969** Ast. Mestrina S.A.—Tigre (16)<br>33,43 7,40 3,252<br>(BV) 29,80 7,37 3,71<br>B 11,0 1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.135<br>2 Ha (each 0,9 × 1,1) ER | Fiat<br>Oil 4SA 6Cy. 230 × 270<br>500bhp (368kW)<br>Grand Motores Diesel, S.A.I.C. (Fiat Concord) Cordoba<br>Gen 2 × 40kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 71,0t 11,5kn |
| 8018338<br>PP6830<br>Rt | **PROMAR III**<br>**Promar**<br>Brazil | **120**<br>—<br>— | **1981** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (098)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing** | Oil<br>............. |
| 8018340<br>PP6831<br>Rt | **PROMAR IV**<br>**Promar**<br>Brazil | **120**<br>—<br>— | **1981** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (099)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing** | Oil<br>............. |
| 8018352<br>PP6832<br>Rt | **PROMAR V**<br>**Promar**<br>Brazil | **120**<br>—<br>— | **1981** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (100)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing** | Oil<br>............. |
| 8614510 | **PROMAR V1**<br>**Promar**<br>Brazil | **100**<br>—<br>— | **1987** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (140)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>............. |
| 8614522 | **PROMAR V11**<br>**Promar**<br>Brazil | **100**<br>—<br>— | **1987** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (141)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>............. |
| 7410486<br>Df Esd Gc<br>Rdr Rt | **PROMARSA I**<br>ex Cieisa Dieciseis-81<br>**Alpesca S.A.**<br>Buenos Aires Argentina | **462**<br>236<br>394 | **1979** Ast. Gondan—Puerto de Figueras (124)<br>44,07 9,38 4,190<br>BV 38,59 6,30 4,22<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Alpha 12V23L-VO<br>Vee Oil 4SA 12Cy. 225 × 300 geared to sc. shaft<br>1 500bhp (1 103kW)<br>Cons. Echevarria Bermeo |
| 7410503 | **PROMARSA II**<br>ex Cieisa Diecisiete-81<br>**Alpesca S.A.**<br>Buenos Aires Argentina | **462**<br>236<br>427 | **1980** Ast. Gondan—Puerto de Figueras (125)<br>44,05 3,801<br>BV 38,59 9,30 6,30<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Alpha 12U32HU<br>Vee Oil 4SA 12Cy. 225 × 300 geared to sc. shaft<br>1 200bhp (883kW)<br>Cons. Echevarria Bermeo<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 219,0t (d.o.) 11,5kn |
| 6829783<br>EHYG<br>1200<br>Esd Gc Rdr Rt | **PROMETEO**<br>**Pesconuba S.A.**<br>Huelva Spain | **194**<br>85<br>— | **1967** Ast. Neptuno—Valencia (23)<br>27,72 7,01<br>BV 24,01 6,99 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>567bhp (417kW) NE 72<br>Caterpillar Tractor Co. Peoria, Ilinois<br>Fuel 74,0t (d.o.) 11kn |

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| **7102261**<br>*UZFR*<br>M-31064<br>Df Esd Gc<br>Pfd Rdr Rt | **PROMETEY**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**3 045**<br>1 210<br>2 068 | RS | **1972** VEB Volkswerft Stralsund—Stralsund (401)<br>102,01 (BB) 15,22 5,600<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,4 × 2,4)<br>6W Der 2(5) 4(2) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller |
| **6859049**<br>*UIBH*<br>M-23869 | **PROMETEY**<br>**Government of The Republic of Russia (Ministry of Geology)**<br>(Yevpatoriya) (U.S.S.R.) | **463**<br>0<br>157 | RS | **1957** ............Romania<br>45,42 9,48 3,341<br>4,42<br>1 dk | **TM Tug**<br>Ice strengthened<br>Der 1(1,5) | Russkiy<br>2 Oil 2SA each 6Cy. 300 × 500<br>E made64 fitted—<br>Russkiy-Diesel Works<br>Fuel (d.o.) |
| **6729593**<br>*3ELD7*<br>19324-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **PROMETHEUS**<br>ex Hanlim Mascot-89 ex Mascot-83<br>ex Senyo Maru-75<br>**DMI Compania Naviera S.A.**<br>Compass Maritime Enterprises Ltd.<br>Panama Panama | **9 628**<br>5 928<br>15 638<br>T/cm<br>25,6 | KR NK | **1967** Namura SB. Co. Ltd.—Osaka (365)<br>144,75 21,75 8,600<br>135,00 21,70 11,70<br>P 26,6 F 11,0 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 253 B.19 773<br>4 Ha (stl) (12,8 × 9,3) (20,5 20,5 20,5 × 10,9) ER<br>Der 4(16) | Mitsubishi<br>Oil 2SA 6Cy. 650 × 1350<br>7 200bhp (5 296kW)<br>Ube Tekkosho<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Fuel 1 398,0t-25,0pd |
| **5019329**<br>*SV7137*<br>8527<br>Esd Pfd Rt | **PROMETHEUS**<br>ex Jet VI-88 ex Blue Eyes-87<br>ex Thita Triena-86 ex Annuity-83<br>**Prometheus N.E.**<br>Piraeus Greece | **1 379**<br>783<br>2 388 | HR<br>✠Classed LR until 16/12/83 | **1961**-2 Goole SB. & Repairing Co. Ltd.—Goole (515)<br>81,16 12,27 4,827<br>76,21 12,20 5,14<br>P 20,8 Trunk 45,5 F 9,2 1 dk<br>rf 102 | **M Tanker**<br>12 Ta ER<br>L.(oil) 3 075 HeCls. C | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 revers<br>geared to sc. shaft<br>2 000bhp (1 471kW) ✠ NE 2/75<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 50kW 2 × 30kW<br>Fuel (d.o.) |
| **5255674**<br>*SVTV*<br>3205<br>DfRTm | **PROMETHEUS**<br>ex Harriet C-68 ex Nordshell-67<br>ex Hato-47<br>**C. Marinos**<br>Piraeus Greece | **149**<br>62<br>177 | (HR) | **1942** A/S Pusnaes M/V—Arendal (58)<br>33,10 5,57 2,413<br>30,15 5,55 2,60<br>P 10,4 F 3,4 1 dk<br>rf 305 BK 140 len 46 | **M Tanker**<br>6 Ta ER<br>L.(oil) 229<br>1W Der 1(-) | Haldorsen & Sonner<br>Oil 2SA 3Cy. 280 × 320<br>150bhp (110kW)<br>M. Haldorsen & Sonner<br>Gen 1 × 10kW 110V d.c.<br>Fuel 9,0t (d.o.)-0,5pd |
| **9046473**<br>*9MAH7*<br>326725<br>Df Esd Gc<br>Rdr Rt | **PROMEX 8**<br>Kuching Malaysia | **105**<br>—<br>90 | NK (Class cont.) | **1991** Fong Syn Contractor Sdn. Bhd—Malaysia (4791)<br>2,150<br>21,86 6,72 2,65<br>1 dk | **M Tug** | Cummins<br>2 Oil<br>Cummins Engine Co. Inc. |
| **8822480**<br>2978<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>CollRdr<br>SatCom | **PROMINA**<br>**Lipo Steamship Corp.**<br>Slobodna Plovidba<br>Valletta Malta | *28 155*<br>*14 909*<br>48 320<br>T/cm<br>54,4 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2 & 4 holds<br>may be empty<br>Ice Class 1D<br>✠**LMC** **UMS**<br>EL Lt 632,5/70,0U3<br>FN 8913<br>JR (Class cont.) | **1990**-6 Brodogradiliste "Split"—Split (366)<br>192,00 (BB) 32,05 11,723<br>183,00 32,00 16,70<br>F 15,6 1 dk<br>rf nil DK | **M Bulk Carrier**<br>5 Ho ER<br>G.57 006<br>5 Ha (stl) (19,1 × 13,3) (19,1 19,1 19,1 19,1 × 16,0) ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>9 180kW (12 480bhp)<br>Tvornica Dizel Motora "Split"<br>AuxB (o.f.) 7,1kgf/cm² (7,0bar)<br>e(ex.g) (ex.g) 7,1kgf/cm² (7,0bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 182,0t (d.o.) 1 596,0t (hvf)-40,5pd |
| **8203854**<br>*3ECO*<br>12333-82B<br>Df Esd Gc<br>Rdr RTm/v | **PROMINENCE**<br>ex Neptunia-89<br>**Carrera Shipping S.A.**<br>Panama Panama | **2 516**<br>1 679<br>5 022 | NK | **1982** Hakata Zosen K.K.—Hakata (268)<br>96,20 (BB) 16,24 5,981<br>89,50 16,20 7,20<br>P 20,5 F 9,8 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 082 B.5 474<br>2 Ha (stl) (19,5 31,8 × 8,4) ER<br>Der 2(22) 1(15) | Akasaka<br>Oil 4SA 6Cy. 410 × 800<br>2 427kW (3 300bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Gen 2 × 144kW a.c.<br>Fuel 50,5t (d.o.) 404,5t (hvf)-8,5pd |
| **7117539**<br>*SXDQ*<br>8800<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PROMITHEAS**<br>ex Sealion-84<br>**Toca Maritime Inc.**<br>Mayamar Marine Enterprises S.A.<br>Piraeus Greece | **60 929**<br>43 523<br>133 725<br>T/cm<br>97,8 | GL<br>✠Classed LR until 8/3/85 | **1971**-11 Sumitomo SB. & Mchy. Co. Ltd.—Uraga Shipyard, Yokosuka (925)<br>265,01 (BB) 42,07 16,993<br>254,01 42,00 22,41<br>F 24,7 1 dk<br>rf 51 Bow/CM 128 Diam. 0,410 | **M Tanker**<br>COW CBT IGS<br>13 Ta ER<br>L.(oil) 150 928 HeCls. BC<br>4 Cargo pumps total 11 000T/hr | Sulzer<br>Oil 2SA 10Cy. 900 × 1550<br>29 400bhp (21 625kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 3 × 880kW 450V 60Hz a.c.<br>Fuel 4 572,0t (hvf)-88,5pd |
| **7303607**<br>*EGDK*<br>2451<br>Df Esd Pfd<br>Rdr Rt | **PROMONTORIO SEGUNDO**<br>**Asolmar S.L.**<br>Santander Spain | **139**<br>61<br>— | | **1973** Ast. de Santander S.A.—Santander (74)<br>27,64 6,30 3,099<br>23,45 6,28 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Cons. Echevarria<br>Controllable pitch propeller |
| **7303621**<br>*EGDL*<br>2456<br>Df Esd Pfd<br>Rdr Rt | **PROMONTORIO TERCERO**<br>**Asolmar S.L.**<br>Santander Spain | **139**<br>61<br>— | | **1973** Ast. de Santander S.A.—Santander (75)<br>27,64 6,30 3,099<br>23,45 6,28 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Cons. Echevarria<br>Controllable pitch propeller |
| **7825485**<br>*CXJX*<br>Df Esd Rdr Rt | **PROMOPES I**<br>**Promopes**<br>Montevideo Uruguay | **229**<br>108<br>— | ✠**100A1** SS 11/89<br>stern trawler<br>✠**LMC**<br>EL (E) 275,0/19,0U2<br>FN 323<br>**REPAIRS REQUIRED — CLASS SUSPENDED 4/10/91** | **1979**-11 Scheepswerf Haak B.V.—Zaandam (952)<br>30,71 7,60 3,571<br>27,54 7,51 4,20<br>F 11,6 1 dk<br>rf 800 BK 127 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 11,8 ER<br>In.270<br>1 Ha (2,0 × 1,5) ER | Kromhout<br>Oil 4SA 6Cy. 240 × 260 reverse reduc<br>to sc. shaft<br>900bhp (662kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 60kW 220/380V 60Hz a.c.<br>Fuel 40,5t (d.o.) |
| **7825497**<br>*CXJY*<br>Df Esd Rdr Rt | **PROMOPES II**<br>**Promopes**<br>Montevideo Uruguay | **229**<br>108<br>— | ✠**100A1** SS 2/89<br>stern trawler<br>✠**LMC**<br>EL (E) 275,0/19,0U2<br>FN 325<br>**REPAIRS REQUIRED — CLASS SUSPENDED 4/10/91** | **1980**-4 Scheepswerf Haak B.V.—Zaandam (953)<br>30,71 7,60 3,571<br>27,77 7,50 4,20<br>F 11,6 1 dk<br>rf 800 Box K 127 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 11,8 ER<br>In.270<br>1 Ha (2,0 × 1,5) ER | Kromhout<br>Oil 4SA 6Cy. 240 × 260 reverse reduc<br>to sc. shaft<br>900bhp (662kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 60kW 220/380V 50Hz a.c.<br>Fuel 40,5t (d.o.) |
| **8010908**<br>*P3HL2*<br>708066<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PROMOTER**<br>ex Poros Island-87 ex Suntairona-85<br>ex Poros Island-82<br>**Promoter Marine Ltd.**<br>Spetsai Shipping Co. Ltd.<br>Limassol Cyprus<br>SatCom: 1100342/PROM | *10 322*<br>*5 657*<br>16 799 | AB | **1981** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2763)<br>145,52 (BB) 21,04 9,484<br>137,01 21,01 13,11<br>F 10,4 1 dk, 2nd dk portable<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,9 20,9 17,9 20,9 20,9 ER<br>5 TwD<br>G.21 173 B.21 073<br>TEU 367<br>C.Ho 311/20'(40') C.Dk 56/20'(40')<br>5 Ha (stl) (15,0 × 9,8) (14,9 12,6 14,9 14,9 × 15,6)<br>Cr 5(25) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 with clu<br>flexible couplings & sr geared to sc.<br>6 000bhp (4 413kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 520kW 1 × 190kW 450V<br>Controllable pitch propeller<br>Fuel 144,0t (d.o.) 1 033,0t (hvf)-22,5pd |
| **7111561**<br>*EWWE*<br>M-31018<br>Df Esd Gc<br>Pfd Rdr Rt | **PROMYSLOVIK**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 154**<br>762<br>1 134 | RS | **1971** VEB Volkswerft Stralsund—Stralsund (322)<br>81,97 13,59 5,201<br>73,00 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geare<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |

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|---|---|---|---|---|---|---|
| 8408650<br>3ENV3<br>14848-85B<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **PRONOBIS**<br>ex Clipper Courage-87<br>**Oriental Laurel Shipping Co. S.A.**<br>Basara Corp. Co. Ltd.<br>Panama Panama | *5 586*<br>*3 160*<br>8 881 | NK | **1985** Kochi Jyuko K.K.—Kochi (2386)<br>115,19 (BB) 18,62 7,621<br>104,02 18,61 9,81<br>P 18,6 F 10,4 1 dk | **M General Cargo**<br>G.10 915 B.10 495<br>3 Ha (stl) (13,7 25,5 18,7 × 10,2) ER<br>Der 4(25) | Mitsubishi 7UEC37L<br>Oil 2SA 7Cy. 370 × 880<br>4 550bhp (3 347kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>13kn |
| 5284481<br>OGEE<br>1298<br>Df Rdr Rt | **PRONTO**<br>ex Pia-84 ex Prima-84<br>**Helmer Lundstrom**<br>Turku/Abo Finland | **277**<br>191<br>300 | | **1907** Helsingborgs Varfs A/B—Helsingborg<br>42,37 6,76 2,496<br>34,50 6,75 2,85<br>1 dk<br>R rf nil len 81 | **M General Cargo**<br>1 Ho ER<br>G.481 B.453<br>2 Ha (each 8,6 × 4,1) ER<br>2W Der 2(1) | Jonkopings<br>Oil 2SA 2Cy. 350 × 410<br>150bhp (110kW) NE 49<br>A/B Jonkopings Motfb. Jonkoping<br>Fuel (d.o.) 6,5kn |
| 7912381<br>D5YO<br>6760<br>Df Esd Gc<br>Pld Rdr Rt<br>AMVER | **PROOF GALLANT**<br>**Marabu Shipping Co. Inc.**<br>Jo Management A/S<br>Monrovia Liberia | **1 598**<br>1 055<br>3 726<br>T/cm<br>9,8 | NV | **1980** Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (402)<br>89,52 6,157<br>80,45 14,01 8,51<br>P -F - 1 dk, 2nd deck in cargo area only<br>Bow/CM 58 Diam. 0,102 | **M Tanker**<br>Chemical<br>CBT SBT 7Ta on dk Ice strengthened<br>16 Ta 2 Topside Ta ER<br>L.3 857 HeCls. BptC<br>11 Cargo pumps total 800T/hr | MaK 6M453AK<br>Oil 4SA 6Cy. 320 × 420 geared to sc. shaft<br>2 400bhp (1 765kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 256kW 2 × 140kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 30,5t (d.o.) 202,0t (hvf)-8,5pd |
| 7412006<br>LAFL4<br>N-00888<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PROOF TRADER**<br>**Partrederiet Loke ANS**<br>Torkel Alendal Shipmanagement A/S<br>Haugesund Norway (NIS) | **1 598**<br>903<br>3 124<br>T/cm<br>9,5 | NV | **1975** Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (389)<br>96,83 6,184<br>88,68 12,03 7,29<br>P 18,9 F 8,0 1 dk, 2nd dk above main cargo tanks<br>Bow/CM 71 Diam. 0,102 len 81 | **M Tanker**<br>Chemical<br>IGS SBT Ice strengthened<br>16 Ta 4 Topside Ta ER<br>L.2 992<br>14 Cargo pumps total 1 045T/hr | Bolnes 12VDNL190/600<br>Vee Oil 2SA 12Cy. 190 × 350 reverse reduction geared to sc. shaft<br>1 800bhp (1 324kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Gen 3 × 145kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 212,5t (d.o.)-7,0pd 11,5kn |
| 7111573<br>EWWF<br>M-31019<br>Df Esd Gc<br>Pld Rdr Rt | **PROPAGANDIST**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**2 154**<br>762<br>1 134 | RS | **1971** VEB Volkswerft Stralsund—Stralsund (323)<br>81,97 13,59 5,201<br>73,00 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,25kn |
| 7921411<br>JL4661<br>124077<br>Rdr Rt | **PROPANE MARU No. 2**<br>**Choei Kaiun Y.K.**<br>Kasaoka, Okayama Pref. Japan | **696**<br>—<br>793 | NK | **1979** Kurinoura Dock K.K.—Yawatahama (148)<br>62,90 3,885<br>57,51 10,00 4,40<br>P 13,2 F 4,0 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 173 | Akasaka DM33<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 368kW<br>Fuel 112,0t (d.o.)-4,0pd 12kn |
| 7037064<br>Esd Pld Rdr<br>Rt | **PROPANE MARU No. 7**<br>**Northeastern Oil Co. Ltd.** | **973**<br>587<br>1 088 | | **1970** Tokushima Zosen Sangyo K.K.—Komatsujima (313)<br>66,17 11,03 4,255<br>60,00 11,00 5,01<br>1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta cyl horizontal ER<br>L.(gas) 1 411 | Nippon Hatsudoki<br>Oil 4SA 6Cy. 325 × 520<br>1 300bhp (956kW)<br>Nippon Hatsudoki Kobe<br>Fuel 66,0t-5,0pd 11,5kn |
| 7916569<br>JI3018<br>119729<br>Esd Gc Rdr<br>Rt | **PROPANE MARU No. 8**<br>**Kyowa Sangyo Kaiun K.K. (Kyowa Marine Transportation Co. Ltd.)**<br>Tokyo Japan | **998**<br>—<br>1 136<br>T/cm<br>5,8 | NK | **1979** Naikai SB. & Eng. Co. Ltd.—Taguma Shipyard, Innoshima (451)<br>65,28 11,43 4,565<br>60,03 11,41 5,16<br>P 15,9 F 7,7 1 dk<br>Bow/CM 25 Diam. 0,200 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 1 556<br>2 Cargo pumps total 1 000T/hr | Akasaka DM38AR<br>Oil 4SA 6Cy. 380 × 600<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 580kW<br>Fuel 17,5t (d.o.) 68,0t (hvf)-7,0pd 12,25kn |
| 8319196<br>JM5371<br>127702<br>Esd Rdr Rt | **PROPANE MARU No. 10**<br>**Daiko Boeki Kisen K.K.**<br>Nagasaki, Nagasaki Pref. Japan | **699**<br>—<br>962 | NK | **1983** Kurinoura Dock K.K.—Yawatahama (190)<br>66,86 4,322<br>61,02 10,81 5,01<br>P 14,1 F 7,7 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 1 423 | Akasaka A31R<br>Oil 4SA 6Cy. 310 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller<br>11,5kn |
| 7722982<br>JM4398<br>122649<br>Rdr | **PROPANE MARU No. 15**<br>**Daiko Boeki Kisen K.K.**<br>Nagasaki, Nagasaki Pref. Japan | **697**<br>471<br>738 | | **1977** Tokushima Zosen Sangyo K.K.—Komatsujima (528)<br>3,901<br>57,51 10,01 4,42<br>1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 172 | Akasaka DM33R<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7903811<br>JG3867<br>121610<br>Gc Rdr Rt | **PROPANE MARU No. 18**<br>**Miharu Unyu K.K.**<br>Yokohama, Kanagawa Pref. Japan | **998**<br>629<br>1 135 | NK | **1979** Naikai SB. & Eng. Co. Ltd.—Taguma Shipyard, Innoshima (446)<br>65,28 11,43 4,565<br>60,03 11,41 5,16<br>P 15,9 F 7,7 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 509 | Akasaka DM38AR<br>Oil 4SA 6Cy. 380 × 600<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 580kW<br>12,25kn |
| 7306415<br>Esd Rt | **PROPEMEX A-34**<br>Launched as Banfoco 92<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas, Sonora Mexico | **110**<br>52<br>— | ✠Classed LR until 30/1/76 | **1972**-12 Cons. Nav e Hidraulicas—Mazatlan (1)<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk<br>rf 838 BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Rolls Royce<br>Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 1 × 5kW 1 × 1kW 32V d.c. |
| 7306427<br>Esd Rt | **PROPEMEX A-35**<br>Launched as Banfoco 93<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas, Sonora Mexico | **110**<br>52<br>— | ✠Classed LR until 30/1/76 | **1972**-12 Cons. Nav e Hidraulicas—Mazatlan (2)<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk<br>rf 838 BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Rolls Royce<br>Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 1 × 5kW 1 × 1kW 32V d.c. |
| 7306439<br>Esd Rt | **PROPEMEX A-36**<br>Launched as Banfoco 94<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mazatlan Mexico | **110**<br>52<br>— | ✠Classed LR until 30/1/76 | **1973**-3 Cons. Nav e Hidraulicas—Mazatlan (3)<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk<br>rf 838 BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Rolls Royce C8TFLM<br>Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 1 × 5kW 1 × 1kW 32V d.c. |
| 7306441<br>Esd Rt | **PROPEMEX A-37**<br>Launched as Banfoco 95<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mazatlan Mexico | **110**<br>52<br>— | ✠Classed LR until 30/1/76 | **1973**-3 Cons. Nav e Hidraulicas—Mazatlan (4)<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk<br>rf 838 BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Rolls Royce C8TFLM<br>Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 1 × 5kW 1 × 1kW 32V d.c. |
| 7306453<br>Esd Rt | **PROPEMEX A-38**<br>Launched as Banfoco 96<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mazatlan Mexico | **110**<br>52<br>— | ✠Classed LR until 30/1/76 | **1973**-3 Cons. Nav e Hidraulicas—Mazatlan (5)<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk<br>rf 838 BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Rolls Royce C8TFLM<br>Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 1 × 5kW 1 × 1kW 32V d.c. |

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| 7315715<br><br><br>Esd Rt | **PROPEMEX A-39**<br>Launched as Banfoco 89<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Mazatlan Mexico | **110**<br>52<br>— | ✠Classed LR until<br>30/1/76 | **1973**-4 Const. y Rep. de Buques S.A.—Mazatlan<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>rf 838 BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 5,4<br><br><br>1 Ha (2,7 × 1,8) | Rolls Royce<br>Oil 4SA 8Cy. 130 × 152 reverse reduc<br>to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd.<br>Gen 1 × 5kW 1 × 1kW 32V d.c. |
| 7520798<br><br><br>Df Esd Rt | **PROPEMEX DP-1S**<br><br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Ensenada, Mexico<br>Baja California | **105**<br>—<br>— | (AB) | **1977** Metal Empresa S.A.—Callao (L-92)<br>25,02 2,502<br>21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br><br><br>4 Ha (w) (each 1,0 × 1,3) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse<br>geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) |
| 7520853<br><br><br>Df Esd Rt | **PROPEMEX DP-2S**<br><br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Ensenada, Mexico<br>Baja California | **105**<br>—<br>— | (AB) | **1977** Metal Empresa S.A.—Callao (L-98)<br>25,02 2,502<br>21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br><br><br>4 Ha (w) (each 1,0 × 1,3) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse<br>geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) |
| 7520891<br><br><br>Df Esd Rt | **PROPEMEX DP-3S**<br><br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Ensenada, Mexico<br>Baja California | **105**<br>—<br>— | (AB) | **1977** Metal Empresa S.A.—Callao (L-102)<br>25,02 2,502<br>21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br><br><br>4 Ha (w) (each 1,0 × 1,3) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse<br>geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) |
| 7520932<br><br><br>Df Esd Rdr<br>Rt | **PROPEMEX DP-4S**<br><br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Ensenada, Mexico<br>Baja California | **105**<br>—<br>— | (AB) | **1977** Metal Empresa S.A.—Callao (L-106)<br>25,02 2,502<br>21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br><br><br>4 Ha (w) (each 1,0 × 1,3) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse<br>geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) |
| 7306477<br><br><br>Esd Rt | **PROPEMEX G-26**<br>Launched as Banfoco 107<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Guaymas, Sonora Mexico | **110**<br>52<br>— | ✠Classed LR until<br>30/1/76 | **1973**-1 Ast. Monarca—Guaymas (16)<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk<br>rf 838 BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 5,4<br><br><br>1 Ha (2,7 × 1,8) | Rolls Royce<br>Oil 4SA 8Cy. 130 × 152 reverse reduc<br>to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd.<br>Gen 1 × 5kW 1 × 1kW 32V d.c. |
| 7306489<br><br><br>Esd Rt | **PROPEMEX G-27**<br>Launched as Banfoco 108<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Guaymas, Sonora Mexico | **110**<br>52<br>— | ✠Classed LR until<br>30/1/76 | **1973**-1 Ast. Monarca—Guaymas (17)<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk<br>rf 838 BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 5,4<br><br><br>1 Ha (2,7 × 1,8) | Rolls Royce<br>Oil 4SA 8Cy. 130 × 152 reverse reduc<br>to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd.<br>Gen 1 × 5kW 1 × 1kW 32V d.c. |
| 7306491<br><br><br>Esd Rt | **PROPEMEX G-28**<br>Launched as Banfoco 109<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Guaymas, Sonora Mexico | **110**<br>52<br>— | ✠Classed LR until<br>30/1/76 | **1973**-5 Ast. Monarca—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk<br>rf 838 BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 5,4<br><br><br>1 Ha (2,7 × 1,8) | Rolls Royce<br>Oil 4SA 8Cy. 130 × 152 reverse reduc<br>to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd.<br>Gen 1 × 5kW 1 × 1kW 32V d.c. |
| 7306506<br><br><br>Esd Rt | **PROPEMEX G-29**<br>Launched as Banfoco 110<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Guaymas, Sonora Mexico | **110**<br>52<br>— | ✠Classed LR until<br>30/1/76 | **1973**-5 Ast. Monarca—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk<br>rf 838 BK 102 | **M Fishing**<br>Side-fishing Ref<br>1 Ho 5,4<br><br><br>1 Ha (2,7 × 1,8) | Rolls Royce<br>Oil 4SA 8Cy. 130 × 152 reverse reducti<br>to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd.<br>Gen 1 × 5kW 1 × 1kW 32V d.c. |
| 7356082<br><br><br>Esd Rt | **PROPEMEX G-30**<br>ex Banfoco 111-75<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Guaymas, Sonora Mexico | **110**<br>52<br>— | ✠Classed LR until<br>28/5/76 | **1975**-4 Ast. Monarca—Guaymas (20)<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk<br>rf 838 Box K 102 | **M Fishing**<br>Side-fishing Ref | Rolls Royce<br>Oil 4SA 8Cy. 130 × 152 reverse reducti<br>to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Motors Ltd.<br>Gen 1 × 5kW 32V d.c. |
| 7521039<br><br><br>Df Esd Rdr<br>Rt | **PROPEMEX G-1S**<br><br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Guaymas, Sonora Mexico | **105**<br>—<br>— | (AB) | **1977** Metal Empresa S.A.—Callao (L-116)<br>25,02 2,502<br>21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br><br><br>4 Ha (w) (each 1,0 × 1,3) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse<br>geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) |
| 7521041<br><br><br>Df Esd Rdr<br>Rt | **PROPEMEX G-2S**<br><br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Guaymas, Sonora Mexico | **105**<br>—<br>— | (AB) | **1977** Metal Empresa S.A.—Callao (L-117)<br>25,02 2,502<br>21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br><br><br>4 Ha (w) (each 1,0 × 1,3) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse<br>geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) |
| 7521053<br><br><br>Df Esd Rdr<br>Rt | **PROPEMEX G-3S**<br><br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Guaymas, Sonora Mexico | **105**<br>—<br>— | (AB) | **1977** Metal Empresa S.A.—Callao (L-118)<br>25,02 2,502<br>21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br><br><br>4 Ha (w) (each 1,0 × 1,3) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse<br>geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) |
| 7521065<br><br><br>Df Esd Rdr<br>Rt | **PROPEMEX G-4S**<br><br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Guaymas, Sonora Mexico | **105**<br>—<br>— | (AB) | **1977** Metal Empresa S.A.—Callao (L-119)<br>25,02 2,502<br>21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br><br><br>4 Ha (w) (each 1,0 × 1,3) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse<br>geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) |
| 7520774<br><br><br>Df Esd Rdr<br>Rt | **PROPEMEX IC-1S**<br><br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Ensenada, Mexico<br>Baja California | **105**<br>—<br>— | (AB) | **1977** Metal Empresa S.A.—Callao (L-90)<br>25,02 2,502<br>21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br><br><br>4 Ha (w) (each 1,0 × 1,3) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse<br>geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) |
| 7520786<br><br><br>Df Esd Rdr<br>Rt | **PROPEMEX IC-2S**<br><br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Ensenada, Mexico<br>Baja California | **105**<br>—<br>— | (AB) | **1977** Metal Empresa S.A.—Callao (L-91)<br>25,02 2,502<br>21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br><br><br>4 Ha (w) (each 1,0 × 1,3) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse<br>geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) |

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| 7520841<br>Df Esd Rdr<br>Rt | **PROPEMEX IC-3S**<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Ensenada,<br>Baja California<br>Mexico | **105**<br>—<br>— | **1977** Metal Empresa S.A.—Callao (L-97)<br>25,02 2,502<br>(AB) 21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins VT-1710-M<br>Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 7520889<br>Df Esd Rdr<br>Rt | **PROPEMEX IC-4S**<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Isla de Cedros<br>Mexico | **105**<br>—<br>— | **1977** Metal Empresa S.A.—Callao (L-101)<br>25,02 2,502<br>(AB) 21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins VT-1710-M<br>Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 7520920<br>Df Esd Rdr<br>Rt | **PROPEMEX IC-5S**<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Isla de Cedros<br>Mexico | **105**<br>—<br>— | **1977** Metal Empresa S.A.—Callao (L-105)<br>25,02 2,502<br>(AB) 21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins VT-1710-M<br>Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 7520918<br>Df Esd Rdr<br>Rt | **PROPEMEX LP-IS**<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>La Paz<br>Mexico | **105**<br>—<br>— | **1977** Metal Empresa S.A.—Callao (L-104)<br>25,02 2,502<br>(AB) 21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins VT-1710-M<br>Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 7520968<br>Df Esd Rdr<br>Rt | **PROPEMEX LP-2S**<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>La Paz<br>Mexico | **105**<br>—<br>— | **1977** Metal Empresa S.A.—Callao (L-109)<br>25,02 2,502<br>(AB) 21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins VT-1710-M<br>Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 7520815<br>Df Esd Rdr<br>Rt | **PROPEMEX M-1S**<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Mazatlan<br>Mexico | **105**<br>—<br>— | **1977** Metal Empresa S.A.—Callao (L-94)<br>25,02 2,502<br>(AB) 21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins VT-1710-M<br>Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 7520956<br>Df Esd Rdr<br>Rt | **PROPEMEX M-2S**<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Ensenada,<br>Baja California<br>Mexico | **105**<br>—<br>— | **1977** Metal Empresa S.A.—Callao (L-108)<br>25,02 2,502<br>(AB) 21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins VT-1710-M<br>Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 7521003<br>Df Esd Rdr<br>Rt | **PROPEMEX M-3S**<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Mazatlan<br>Mexico | **105**<br>—<br>— | **1977** Metal Empresa S.A.—Callao (L-113)<br>25,02 2,502<br>(AB) 21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins VT-1710-M<br>Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 7521015<br>Df Esd Rdr<br>Rt | **PROPEMEX M-4S**<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Mazatlan<br>Mexico | **105**<br>—<br>— | **1977** Metal Empresa S.A.—Callao (L-114)<br>25,02 2,502<br>(AB) 21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins VT-1710-M<br>Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 7520827<br>Df Esd Rdr<br>Rt | **PROPEMEX PM-1S**<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Ensenada,<br>Baja California<br>Mexico | **105**<br>—<br>— | **1977** Metal Empresa S.A.—Callao (L-95)<br>25,02 2,502<br>(AB) 21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins VT-1710-M<br>Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 7520839<br>Df Esd Rdr<br>Rt | **PROPEMEX PM-2S**<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Ensenada,<br>Baja California<br>Mexico | **105**<br>—<br>— | **1977** Metal Empresa S.A.—Callao (L-96)<br>25,02 2,502<br>(AB) 21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins VT-1710-M<br>Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 7520877<br>Df Esd Rdr<br>Rt | **PROPEMEX PM-3S**<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Ensenada,<br>Baja California<br>Mexico | **105**<br>—<br>— | **1977** Metal Empresa S.A.—Callao (L-100)<br>25,02 2,502<br>(AB) 21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins VT-1710-M<br>Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 7520803<br>Df Esd Rdr<br>Rt | **PROPEMEX PP-1S**<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Ensenada,<br>Baja California<br>Mexico | **105**<br>—<br>— | **1977** Metal Empresa S.A.—Callao (L-93)<br>25,02 2,502<br>(AB) 21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins VT-1710-M<br>Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 7520865<br>Df Esd Rdr<br>Rt | **PROPEMEX PP-2S**<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Ensenada,<br>Baja California<br>Mexico | **105**<br>—<br>— | **1977** Metal Empresa S.A.—Callao (L-99)<br>25,02 2,502<br>(AB) 21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins VT-1710-M<br>Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 7520906<br>Df Esd Rdr<br>Rt | **PROPEMEX PP-3S**<br>**Productos Pesqueros Mexicanos**<br>**S.A. de C.V.**<br>Ensenada,<br>Baja California<br>Mexico | **105**<br>—<br>— | **1977** Metal Empresa S.A.—Callao (L-103)<br>25,02 2,502<br>(AB) 21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins VT-1710-M<br>Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) 10kn |

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| **7520944**<br><br>Df Esd Rdr<br>Rt | **PROPEMEX PP-4S**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Ensenada, Baja California Mexico | **105**<br>—<br>— | <br><br>(AB) | **1977** Metal Empresa S.A.—Callao (L-107)<br>25,02 2,502<br>21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse re<br>geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) |
| **7520970**<br><br>Df Esd Rdr<br>Rt | **PROPEMEX T-1S**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Topolobampo Mexico | **105**<br>—<br>— | <br><br>(AB) | **1977** Metal Empresa S.A.—Callao (L-110)<br>25,02 2,502<br>21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse re<br>geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) |
| **7520982**<br><br>Df Esd Rdr<br>Rt | **PROPEMEX T-2S**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Topolobampo Mexico | **105**<br>—<br>— | <br><br>(AB) | **1977** Metal Empresa S.A.—Callao (L-111)<br>25,02 2,502<br>21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse re<br>geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) |
| **7520994**<br><br>Df Esd Rdr<br>Rt | **PROPEMEX T-3S**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Topolobampo Mexico | **105**<br>—<br>— | <br><br>(AB) | **1977** Metal Empresa S.A.—Callao (L-112)<br>25,02 2,502<br>21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>4 Ho each 4,5<br>4 Ha (w) (each 1,0 × 1,3) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse re<br>geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) |
| **7521027**<br><br>Df Esd Rdr<br>Rt | **PROPEMEX T-4S**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Topolobampo Mexico | **105**<br>—<br>— | <br><br>(AB) | **1977** Metal Empresa S.A.—Callao (L-115)<br>25,02 2,502<br>21,72 6,72 3,69<br>1 dk<br>BK 203 | **M Fishing**<br>Stern Trawler Ref | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse re<br>geared to sc. shaft<br>435bhp (320kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 6kW d.c. 1 × 2kW d.c.<br>Fuel 30,5t (d.o.) |
| **7356006** | **PROPEMEX 103**<br>Launched as Sirena Yd 12<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Mexico | **110**<br>—<br>— | | **1978** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan ((12))<br>21,98 2,560<br>19,51 6,05 3,43<br>1 dk | **M Fishing**<br>Side Trawler | Rolls Royce<br>Oil geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Motors Ltd. |
| **7356018** | **PROPEMEX 104**<br>Launched as Sirena Yd 13<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Mexico | **110**<br>—<br>— | | **1978** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan ((13))<br>21,98 2,560<br>19,51 6,05 3,43<br>1 dk | **M Fishing**<br>Side Trawler | Rolls Royce<br>Oil geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Motors Ltd. |
| **7356020** | **PROPEMEX 105**<br>Launched as Sirena Yd 14<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Mexico | **110**<br>—<br>— | | **1979** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan ((14))<br>21,98 2,560<br>19,51 6,05 3,43<br>1 dk | **M Fishing**<br>Side Trawler | Rolls Royce<br>Oil 4SA 8Cy. 130 × 152 geared to sc. sh<br>343bhp (252kW)<br>Rolls-Royce Motors Ltd. |
| **7356032** | **PROPEMEX 106**<br>Launched as Sirena Yd 15<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Mexico | **110**<br>—<br>— | | **1979** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan ((15))<br>21,98 2,560<br>19,51 6,05 3,43<br>1 dk | **M Fishing**<br>Side Trawler | Rolls Royce<br>Oil 4SA 8Cy. 130 × 152 geared to sc. sh<br>343bhp (252kW)<br>Rolls-Royce Motors Ltd. |
| **8510843**<br>*UFHP*<br>M-43036<br>Df Esd Gc<br>Rdr RTv | **PRORVIN**<br>**Soviet Danube Shipping Co.**<br>(Ust Dunaysk) (U.S.S.R.) | *2 669*<br>*801*<br>1 949 | <br><br>RS | **1988** Brodogradiliste "Split"—Split (351)<br>80,52 16,31 4,201<br>75,42 15,10 5,62<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Ice strengthened Twin side arms<br>Dredging depth 20,0<br>1 Ho ER<br>Hopper 1 300<br>1 Ha ER | Sulzer<br>2 Oil 4SA each 8Cy. 250 × 300 sr gear<br>shafts<br>2 990bhp (2 199kW)<br>Sour "Jugoturbina"<br>Gen 2 × 800kW 2 × 232kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7504598**<br>*C6HS4*<br>715523<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PROSO**<br>ex Ville de Dunkerque-92 ex Proso-90<br>ex Kingston-90 ex CGM Columbia-89<br>ex Renoir-88 ex CGM Renoir-88<br>ex Renoir-87<br>**Agora Shipping Corp.**<br>Nassau Bahamas<br>SatCom: 1104662/KING | *26 409*<br>*9 364*<br>26 762 | <br><br>BV | **1978** Chantiers de l'Atlantique—St. Nazaire (O26)<br>204,12 (BB) 26,55 10,735<br>195,10 26,51 16,29<br>P -F- 2 dks<br>len 87 | **M RoRo/Container/General Cargo**<br>Fixed-guides<br>Quarter stern door/ramp (s)<br>L 22,05<br>Lane Length 1400<br>5 Ho ER<br>G.42 975<br>TEU 1050 C.1050/20' incl. 100 ref C.<br>Cr 3(40) 2(25) | Pielstick<br>2 Vee Oil 4SA each 18Cy. 400 × 460<br>geared to sc. shaft<br>17 212kW (23 400bhp)<br>Alsthom-Atlantique<br>Gen 3 × 960kW 1 × 150kW 440V<br>Thw. thrust propeller fwd<br>Fuel 474,5t (d.o.) 3 012,5t (hvf)-35,0pd |
| **7009823**<br>*SWIS*<br>3703<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PROSPATHIA**<br>**Tempest Maritime Corp.**<br>Doil Steamship Ltd.<br>Piraeus Greece | **9 844**<br>6 261<br>15 177 | <br><br>HR (AB) | **1970** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2060)<br>142,27 (BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 105 B.18 944<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared<br>shaft<br>3 773kW (5 129bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 310kW 1 × 170kW 450V<br>Fuel 1 266,0t (hvf) |
| **8813611**<br>*DUIS*<br>230589<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PROSPECT**<br>**Neo Marine Shipping Co.**<br>Manila Philippines<br>SatCom: 1700424/PROS | *9 949*<br>*5 492*<br>14 900 | <br><br>NK | **1989** Shin Kurushima Dockyard Co. Ltd.—Onishi (2620)<br>150,43 (BB) 8,235<br>142,00 22,60 11,10 | **M Container Ship**<br>Fixed-guides<br>TEU 750 C. 750/20'<br>16 Ha (stl) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600<br>7 061kW (9 599bhp)<br>Kobe Hatsudoki K.K.<br>Gen 4 × 432kW a.c. |
| **8127488**<br>*WUS6466*<br>646671<br>Esd Pfd Rdr<br>Rt | **PROSPECT SEAHORSE**<br>ex PBR/371-85<br>**Zapata Gulf Marine Operators Inc.**<br>Zapata Gulf Marine Corporation<br>New Orleans, La United States of America | **290**<br>197<br>1 104 | <br><br>AB | **1982** Hudship (Hudson Shipbuilders Inc.) —Pascagoula, Ms (103)<br>53,35 3,806<br>49,76 12,20 4,45<br>F 15,9 1 dk<br>rf 508 | **TM Supply Ship**<br>Deck Cargo<br>4 Ta<br>G.4 000 | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146<br>geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel<br>Div.<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd |
| **5228798** | **PROSPECTOR**<br>See No. 5228798 R. V. PROSPECTOR in the Register | **297** | | | | |
| **8812291**<br><br>932915<br>Rdr Rt | **PROSPECTOR**<br>**Prospector Fishing Corp.**<br>Boston, Ma United States of America | **197**<br>134<br>— | | **1988** Rodriguez Boat Builders Inc.—Coden, Al<br>29,27 -<br>25,99 7,77 3,99<br>1 dk | **M Fishing**<br>Stern Trawler Shellfish | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190<br>1 280bhp (942kW)<br>Caterpillar Inc. |

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| 5285899<br>308077<br>Esd Rdr Rt | **PROSPECTOR** | **129**<br>39<br>— | ✠Classed LR until 10/69 | **1955**-4 Schpsw. P. de Vries Lentsch—Alphen a/d Rijn (376)<br>26,52 6,20 2,667<br>24,11 6,00 2,90<br>1 dk<br>RW rf 432 | **M Research**<br>Seismographic | Werkspoor<br>Oil 4SA 8Cy. 270 × 500 reverse geared to sc. shaft<br>500bhp (368kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 35,5t 10kn |
| 8133358<br>626724 | **PROSPECTOR I**<br>**Crevette Corp.** | **117**<br>80<br>— | | **1980** ............Coden, Al<br>*21,98* 6,76<br>3,38<br>1 dk | **M Fishing** | Oil<br>525bhp (386kW)<br>U.S.A. |
| 8013601<br>*ELHZ4*<br>8251<br>Df Esd Gc<br>Pld Rdr RTv<br>AMVER | **PROSPECTOR II**<br>Launched as Prospector<br>**Lib-Ore Steamship Co. Inc.**<br>Alcoa Steamship Co. Inc.<br>Monrovia Liberia<br>SatCom: 1241664/PROS | *34 353*<br>*13 078*<br>47 535 | ✠**100A1**<br>caustic soda/heavy bulk carrier with 2 longitudinal bulkheads, strengthened for heavy cargoes Nos. 2 & 4 holds may be empty, & also carriage of caustic soda in Nos. 1, 3 & 5 wing tanks & slop tanks<br>✠**LMC** **UMS**<br>EL N† 660,0/84,0U2(a)<br>FN 10063 | **1982**-2 Hitachi Zosen—Innoshima Works, Innoshima (4686)<br>209,02 32,26 11,000<br>200,01 32,20 18,11<br>F 13,5 1 dk<br>rf nil | **M Bulk Carrier/Tanker**<br>pt higher tensile steel DB DSS<br>5 Ho 30,7 30,7 26,8 30,7 30,7<br>8 Wing Ta ER<br>G.45 875 L.19 706<br>5 Ha (stl) (19,2 23,0 19,2 23,0 19,2 × 14,4) ER | B&W 7L67GFCA<br>Oil 2SA 7Cy. 670 × 1700<br>14 400bhp (10 592kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (o.f.) 21kgf/cm² (20,6bar)<br>e(ex.g) & htr 21kgf/cm² (20,6bar)<br>rcv 17kg/cm²(16,6bar)<br>Gen 3 × 960kW 1 × 120kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 2 273,0t (hvf) 14,75kn |
| 7016981<br>*LAMC4*<br>N-01109<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v<br>SatCom<br>AMVER | **PROSPEKTA**<br>**Seismic Shipping Inc.**<br>Gecoship A/S<br>Oslo Norway (NIS) | *1 417*<br>*425*<br>815 | GL | **1970** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1143)<br>72,50 (BB) 11,82 4,409<br>66,40 11,79 6,56<br>F 7,4 2 dks<br>conv General Cargo — | **M Research**<br>Geophysical Seismographic<br>Ice strengthened<br>Mchy aft<br>1 Ho 16,7<br>B.569<br>2 Ha (stl) (8,3 6,0 × 3,9)<br>Der 1(15) 1(5) | Deutz RBV8M545<br>2 Oil 4SA each 8Cy. 320 × 450 reduction geared to sc. shaft<br>3 520bhp (2 589kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 4 × 172kW 230/400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 528,5t (d.o.) 17kn |
| 8136128<br>YE 27 | **PROSPER JULIEN**<br>**J. Barbe B.V.**<br>Yerseke Netherlands | **135**<br>60<br>— | | **1978** Scheepswerf "Vooruit" C.V.—Zaandam (359)<br>30,08<br>28,00 6,52 2,54<br>1 dk | **M Fishing**<br>Side-fishing | Cummins<br>Oil<br>320bhp (235kW) |
| 7345679<br>*HO5731*<br>15491-86<br>Rdr Rt | **PROSPER 920**<br>ex Prospekta 920-86<br>ex Bhaita Banteng-84 ex Benoi H-76<br>**Pac-Asian Aviation Services Pte. Ltd.**<br>Panama Panama | **120**<br>23<br>— | KI (AB) | **1974** Singapore SB. & Eng. Ltd.—Singapore (B064)<br>24,90 6,51 2,410<br>21,95 6,41 3,00<br>1 dk | **TM Tug** | M.T.U. 12V362TB61<br>2 Vee Oil 4SA each 12Cy. 160 × 180 reverse reduction geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 22kW<br>10,5kn |
| 6609717<br>*UBT*<br>1059<br>Df Esd Gc<br>Rdr Rt | **PROSPERITA**<br>ex Lemnos-86 ex Prosperity-80<br>ex Jumme-76<br>**Francesco Adorno di Adormare**<br>Palermo Italy | **1 347**<br>1 103<br>1 227 | RI (GL) (NV) | **1966** Schulte & Bruns—Emden (229)<br>76,00 11,51 4,793<br>69,98 11,49 5,90<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.3 222 B.2 860<br>2 Ha (stl) (each 16,7 × 8,5) ER<br>Der 2(3-5) 2(3) | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 56kW 380V 50Hz a.c.<br>12,5kn |
| 7713448<br>*BHBF*<br>6154<br>Df Esd Gc<br>Pld Rdr RTv | **PROSPERITY**<br>**Chinese Petroleum Corporation**<br>Kaohsiung China*<br>SatCom: 1350721/BHBF | **50 710**<br>32 311<br>98 671 | AB | **1978** China SB. Corp. (Keelung Division) —Keelung (81)<br>252,99 (BB) 36,86 15,550<br>240,09 36,80 20,60<br>F 20,5 1 dk<br>rf 69 Diam. 0,406 | **M Tanker**<br>CBT COW IGS<br>11 Ta ER<br>L.(oil) 116 963 HeCls. BC<br>3 Cargo pumps total 6 000T/hr | Sulzer 8RND90<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Japan<br>Gen 3 × 780kW 450V 60Hz a.c.<br>Fuel 849,5t (d.o.) 1 461,5t (hvf)-70,0pd 15,25kn |
| 8908090<br>*ELNT9*<br>9448<br>Df Esd Gc<br>Pld Rdr RTv<br>AMVER | **PROSPERITY**<br>**Prosperity Shipping Corp.**<br>Maritime Services Aleuropa G.m.b.H.<br>Monrovia Liberia<br>SatCom: 1244320/PROS | *13 382*<br>*6 809*<br>17 328 | GL | **1991** Schiffswerft "Neptun" GmbH.—Rostock (462)<br>158,91 (BB) 23,94 10,091<br>146,00 23,05 13,40<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.22 300 B.20 871<br>TEU 1033 C. 1033/20'<br>7 Ha (stl) (25,3 25,3p&s 25,3p&s 25,3p&s × 10,1) ER<br>Cr 2(40) 1(60) | Sulzer 5RTA58<br>Oil 2SA 5Cy. 580 × 1700<br>7 950kW (10 808bhp)<br>Dieselmotorenwerk Rostock GmbH Rostock<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>16,2kn |
| 7305954<br>*HPEI*<br>12401-82<br>Df Esd Gc<br>Rdr RTh | **PROSPERITY**<br>ex Marta-82<br>**Serenity Shipping Co. Inc.**<br>Overseas Shipping Co. S.A.<br>Panama Panama<br>SatCom: 1330370/PROS | **10 988**<br>7 310<br>19 052 | GL HR<br>✠Classed LR until 6/89 | **1973**-6 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (262)<br>147,02 (BB) 22,86 9,900<br>136,00 22,80 13,52<br>P 7,4 F 12,2 1 dk, 2nd dk in Nos. 1 & 3 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 16,1 28,3 11,2 26,9 15,0 ER<br>G.25 679 B.24 219<br>5 Ha (stl) (10,9 × 7,7) (19,5 6,2 19,5 9,7 × 12,6) ER<br>Cr 3(10) | MAN K6Z70/120E<br>Oil 2SA 6Cy. 700 × 1200<br>6 179kW (8 400bhp)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 1 × 326,4kW 3 × 280kW 450V 60Hz a.c.<br>Fuel 1 159,5t (hvf) 15,5kn |
| 6502098<br>*J8EP4*<br>3241<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v | **PROSPERITY**<br>ex Takis-91 ex Fair Lady-89<br>ex Recoil Prima-89 ex Nordborg-83<br>ex Caltex Kurnell-76 ex Olau Hog-67<br>**Brooks Corp.**<br>Britannic Maritime Ltd.<br>Kingstown St. Vincent and the Grenadines | *3 865*<br>*1 759*<br>5 240 | BV (RI)<br>✠Classed LR until 9/83 | **1965**-2 Helsingborgs Varfs A/B—Helsingborg (95)<br>111,87 14,53 7,278<br>103,51 14,48 8,21<br>P 45,8 F 17,4 1 dk<br>rf 51 | **M Tanker**<br>Ice strengthened<br>24 Ta ER<br>L.(oil) 6 148 HeCls. B | B&W 6-50VT2BF-110<br>Oil 2SA 6Cy. 500 × 1100<br>3 420kW (4 650bhp)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 168kW 440V 60Hz a.c.<br>Fuel 657,5t (hvf)-18,5pd 14kn |
| 7367299<br>*WYT8619*<br>556069<br>Df Esd Gc<br>Pld Rdr Rt | **PROSPERITY**<br>ex Volunteer-91<br>**The Fishing Co. of Alaska Inc.**<br>Seattle, Wa United States of America | **296**<br>201<br>— | AB | **1974** Southern SB. Corp.—Slidell, La (104)<br>4,954<br>54,41 12,17 5,64<br>F 19,6 1 dk<br>conv Deck Cargo Tug/Supply Ship 91 | **TM Fishing**<br>Stern Trawler Processing Ref | Polar F216V-B<br>2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>6 160bhp (4 531kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 150kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 528,5t (d.o.) 12kn |
| 6820141<br>*3EFW3*<br>12806-PEXT4<br>Df Esd Gc<br>Pld Rdr RTv<br>AMVER | **PROSPERITY RIVER**<br>ex Campbell Island-89<br>ex Pacific Light-87 ex Haruna Maru-84<br>**Rubymonte Maritime Inc.**<br>Panama Panama<br>SatCom: 1333726/PROS | *20 683*<br>*9 702*<br>23 132 | NK ZC | **1968** Mitsubishi Heavy Industries Ltd.—Kobe (983)<br>216,60 26,02 10,523<br>204,60 26,00 15,50<br>P 82,0 F 20,8 1 dk<br>len 84 | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER 1 Cell. Ho<br>TEU 1215<br>C.Ho 619/20'(40') C.Dk 596/20 (40')<br>incl. 121 ref C. | MAN K10Z93/170E<br>Oil 2SA 10Cy. 930 × 1700<br>20 449kW (27 801bhp)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 480kW 440V 60Hz a.c.<br>Fuel 287,5t (d.o.) 2 295,5t (hvf)-90,0pd 22,5kn |
| 7919822<br>*YJYK4*<br>566<br>Df Esd Gc<br>Pld Rdr Rt<br>AMVER | **PROSPERITY SEA**<br>**Prosperity Sea Shipping Ltd.**<br>Port Vila Vanuatu | *23 566*<br>*13 884*<br>38 000<br>T/cm<br>46,0 | ✠**100A1** SS 7/90<br>bulk carrier<br>strengthened for heavy cargoes hold Nos. 1, 3, 5 & 7 hold Nos. 2, 4 & 6 hold Nos. 1, 4 & 7 or hold Nos. 2 & 6 may be empty<br>Ice Class 3<br>✠**LMC**<br>EL J† 605,0/76,0U2<br>FN 8151 | **1980**-10 "Georgi Dimitrov" Shipyard—Varna (064)<br>201,56 (BB) 27,87 11,227<br>187,71 27,82 15,60<br>P 37,8 F 17,1 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 22,7 20,1 18,9 18,9 18,9 18,9 18,9 ER<br>G.46 066<br>7 Ha (stl) (12,9 × 11,2) (12,9 12,9 12,9 12,9 12,9 12,9 × 12,7) ER<br>Cr 4(25) | B&W 8DKRN74/160<br>Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) rcv & htr 7kgf/cm² (6,9bar)<br>Gen 3 × 504kW 400V 50Hz a.c. |

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| **6810287**<br>*P3QR2*<br>708409<br>Df Esd Gc<br>Rdr RTv | **PROSPERITY X**<br>ex Prosperity-87 ex Mount Othrys-86<br>ex Welsh Minstrel-78<br>**St. Philip Marine Co. Ltd.**<br>Limassol Cyprus | **17 559**<br>10 639<br>30 593 | ✠**100A1** SS 11/87<br>strengthened for heavy cargoes, Nos. 3 or 4 or 5 hold may be empty<br>Ice Class 3 at draught not exceeding 9,601m<br>✠**LMC**<br>EL G† $2\frac{11}{16}$"U2<br>FN 6835 | **1968**-6 R.O. Brodogradiliste "3 Maj"—Rijeka (513)<br>196,63 22,99 10,859<br>182,89 22,89 14,48<br>P 34,5 F 21,7 1 dk<br>RW rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 19,4 15,8 19,4 15,8 19,4 15,8 19,4 ER<br>G.35 267<br>7 Ha (stl) (15,2 8,9 15,2 8,9 15,2 8,9 15,2 × 12,4) ER<br>14W Der 14(10) 2(3) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>AuxB 85lbf/in² (5,9bar)<br>e(ex.g) 85lbf/in² (5,9bar)<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 1 893,0t (hvf) |
| **8217544**<br>*3EXS7*<br>18975-90<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PROSPERO**<br>ex Jinkai Maru-90<br>**Norwest Shipping Ltd.**<br>Sembawang Johnson Management Pte. Ltd.<br>Panama Panama<br>SatCom: 1333253/PROS | *47 129*<br>*14 138*<br>16 138 | NK | **1983** Oshima Shipbuilding co. Ltd.—Nagasaki (10075)<br>184,00 (BB) 32,29 9,618<br>171,02 32,25 15,52<br>B 18,9 F 34,8 3 dks | **M RoRo Cargo/ Vehicles Carrier**<br>Heavy-load<br>Slewing stern ramp<br>Cars 4430<br>Mchy.aft<br>TEU 181 C. 181/20' (40') | Pielstick<br>Oil 4SA 9Cy. 570 × 620 with flexible co<br>sr geared to sc. shaft<br>12 616bhp (9 280kW)<br>Nippon Kokan K.K. Tsurumi Works<br>Gen 3 × 900kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 232,5t (d.o.) 2 262,5t (hvf)-43,0pd |
| **8818867**<br>*VROQ*<br>715739<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PROSPEROUS**<br>**Adventurous Navigation (Bermuda) Ltd.**<br>Teh-Hu Cargocean Management Co. Ltd.<br>Hong Kong Hong Kong (British)<br>SatCom: 1477363 | *77 273*<br>*47 299*<br>149 498<br>T/cm<br>106,3 | NV | **1990** China SB. Corp.—Kaohsiung (383)<br>270,00 (BB) 17,325<br>260,00 43,00 23,90<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.164 597<br>9 Ha (stl) (each 14,1 × 18,4) ER | B&W<br>Oil 2SA 5Cy. 800 × 2592<br>8 253kW (11 220bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Thw. thrust propeller<br>Fuel 283,0t (d.o.) 3 535,0t (hvf)-44,0pd |
| **8400531**<br>*DUGC*<br>230410<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **PROSPEROUS OCEAN**<br>ex Panay Sampaguita-90<br>ex Glory Spark-89<br>Launched as Sanko Spark<br>**Leonis Navigation Co. Inc.**<br>MMS Co. Ltd.<br>Manila Philippines<br>SatCom: 1700406/DUGC | *16 582*<br>*9 524*<br>27 652 | NK | **1986** Mitsubishi Heavy Industries Ltd.—Nagasaki (1963)<br>165,50 (BB) 27,02 9,598<br>158,00 27,00 13,30<br>P 26,2 F 11,0 1 dk | **M Bulk Carrier**<br>5 Ho 17,6 27,2 27,2 26,4 26,4 ER<br>G.34 810 B.34 182<br>5 Ha (stl) (8,0 19,2 19,2 19,2 19,2 × 13,5) ER<br>Cr 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600 reverse reduc<br>to sc. shaft<br>5 686kW (7 730bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 450kW a.c. |
| **8110100**<br>*3ESJ2*<br>13530-83A<br>Df Esd Gc<br>Pfd Rdr Rt | **PROSPERUS**<br>**Proteus Navigation (Panama) S.A.**<br>Panama Panama | *22 118*<br>*11 580*<br>35 676 | AB<br>✠Classed LR until 3/88 | **1983**-6 Kurushima Dockyard Co. Ltd.—Onishi (2237)<br>193,00 (BB) 28,05 10,330<br>183,01 28,01 14,81<br>F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,6 29,6 29,6 29,6 25,6 ER<br>G.45 193 B.43 586<br>5 Ha (stl) (17,6 × 12,6) (19,2 19,2 19,2 19,2 × 14,0) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>11 850bhp (8 716kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 126,0t (d.o.) 1 972,5t (hvf) |
| **8420476**<br>*SXYC*<br>9394<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **PROSPERVENTURE L**<br>**La Fontana Pura Ltd.**<br>Piraeus Greece<br>SatCom: 1130641/SXYC | *27 333*<br>*11 363*<br>39 574<br>T/cm<br>50,1 | NV | **1987** Hyundai Heavy Industries Co. Ltd.—Ulsan (427)<br>176,84 (BB) 11,473<br>169,02 32,21 17,45<br>B 7,4 F 16,8 1 dk<br>Bow/CM 86 Diam. 0,400 | **M Tanker**<br>Oil Chemical<br>COW IGS SBT Ice strengthened<br>14 Ta ER<br>L.50 011<br>16 Cargo pumps total 8 670T/hr | Sulzer<br>Oil 2SA 5Cy. 620 × 2150<br>9 200bhp (6 767kW)<br>Hyundai SB. & Heavy Industries<br>Gen 3 × 800kW 1 × 700kW 1 × 1<br>440V 60Hz a.c.<br>Fuel 226,0t (d.o.) 1 786,0t (hvf)-28,0pd |
| **8225632**<br>*LYFD*<br>M-31414<br>Df Esd Gc<br>Rdr RTm/h/v | **PROSTOR**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1982** VEB Volkswerft Stralsund—Stralsund (563)<br>101,45 15,22 5,701<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L.<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) |
| **7740623**<br>*UVCB*<br>M-12615 | **PROSTORNYY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1978** ..............U.S.S.R.<br>33,96 7,09 2,901<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7111585**<br>*EWWG*<br>M-31020<br>Df Esd Gc<br>Pfd Rdr Rt | **PROSVETITEL**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**2 154**<br>762<br>1 134 | RS | **1971** VEB Volkswerft Stralsund—Stralsund (324)<br>81,95 13,59 5,201<br>73,00 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **7913622**<br>*ELOJ7*<br>9574<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PROTANK ORINOCO**<br>ex Dorsetshire-91 ex Freeport Chief-90<br>**Spartan Shipping Inc.**<br>Monrovia Liberia<br>SatCom: 1245276 | **30 875**<br>20 487<br>69 131<br>T/cm<br>65,6 | AB | **1980** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (977)<br>228,61 (BB) 12,901<br>219,01 32,21 19,03<br>F 12,2 1 dk<br>rf 51 Bow/CM 111 Diam. 0,410 MH 2,1 | **M Tanker**<br>IGS<br>5 Ta ER<br>L.(oil) 74 033<br>7 Cargo pumps total 4 754T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 4 × 950kW<br>Controllable pitch propeller |
| **7009859**<br>*ZSUA*<br>350640<br>CTA 67<br>Df Esd Gc<br>Pfd RdrRTm | **PROTEA**<br>**Irvin & Johnson Ltd.**<br>Cape Town/ Kaapstad South Africa | **806**<br>268<br>563 | BV<br>✠Classed LR until 1/72 | **1970**-4 Hall, Russell & Co. Ltd.—Aberdeen (947)<br>60,97 11,87 4,071<br>52,58 11,74 7,40<br>B 6,1 F 7,4 2 dks<br>rf 991 BK 178 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 18,6 ER<br>In.510<br>5 Ha (stl) (2,4 × 1,9) (1,4 × 1,1) (1,5 × 1,5) (1,0 × 1,0) (3,5 × 1,2) ER<br>1W | English Electric<br>Oil 4SA 8Cy. 318 × 368 sr geared to s<br>1 800bhp (1 324kW)<br>English Electric Diesels Ltd. Ruston Eng Div.<br>Gen 3 × 220kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 246,0t (d.o.) |
| **6504228**<br>*OGPT*<br>262<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **PROTECTOR**<br>**Alfons Hakans Oy Ab**<br>Turku/Abo Finland | **375**<br>109<br>178 | (NV) | **1965** Oy Laivateollisuus Ab—Turku/Abo (234)<br>40,44 9,86 4,299<br>36,99 9,81 4,81<br>F 7,1 1 dk<br>rf 800 BK 38 | **M Tug**<br>Salvage<br>Ice strengthened<br>2 Ho 2,8 4,5<br>Der 1(6) 2(1,5) | Deutz<br>Oil 4SA 12Cy. 400 × 500<br>Kloeckner Humboldt Deutz<br>Gen 2 × 86kW 380V 50Hz a.c.<br>Directional propeller<br>Fuel 71,0t (d.o.) |
| **5110185**<br>*WC4759*<br>258662<br>Df Esd Gc<br>Rdr Rt | **PROTECTOR**<br>ex Evening Star<br>**Ferriss Marine Contracting Inc.**<br>Cleveland, Oh United States of America | **149**<br>101<br>— | | **1949** Alexander Shipyards Inc.—New Orleans, La<br>*24,91* 7,62<br>... ... ... | **M Tug** | General Motors<br>Oil 2SA 12Cy.<br>E made42 fitted49<br>General Motors Corp. |
| **6801054**<br>*YJXR4*<br>425<br>Df Esd Gc<br>Pfd Rdr Rt | **PROTECTOR**<br>ex Wouter Johannis-84<br>**Roel Feenstra Scheepvaartbedrijf B.V. (Feenstra Shipping)**<br>Port Vila Vanuatu | **120**<br>39<br>— | | **1967** N.V. Scheepswerf Haak—Zaandam (905)<br>26,19 6,10 —<br>23,58 6,01 3,31<br>1 dk<br>len 70 | **M Fishing**<br>Side Trawler | Brons<br>Oil 2SA 8Cy. 220 × 380<br>680bhp (500kW)<br>Appingedammer Brons |
| **5286001**<br>*VPNJ*<br>166895<br>Esd | **PROTECTOR III**<br>**J. J. Davis**<br>Port Stanley Falkland Islands (British) | **163**<br>62<br>— | ✠Classed LR until 11/48 | **1943**-6 Wagstaff & Hatfield—Port Greville, N.S.<br>36,28 6,81<br>... ... ...<br>1 dk<br>conv Minesweeper — | Wood **M General Cargo** | Fairbanks, Morse<br>Oil 2SA 6Cy. 355 × 430<br>Fairbanks Morse & Co. |

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| 8605454<br>Rdr Rt | **PROTEO**<br>**Veralmar S.A. de C.V.**<br>El Salvador | **106**<br>72<br>— | | **1985** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,86<br>20,12 6,71 3,36 | **M Fishing**<br>Side Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>Cummins Diesel International Ltd. U.S.A. |
| 7907764<br>ELO6<br>7281<br>Df Esd Gc<br>Pfd Rdr RTv | **PROTEUS**<br>**North Pacific Carriers Ltd.**<br>Monrovia Liberia<br>SatCom: 1241572/ROPS | *26 959*<br>*15 449*<br>44 911<br>T/cm<br>52,8 | NV (AB) | **1984** Stocznia Gdanska im. Lenina—Gdansk (B552/03)<br>192,21 30,82 11,850<br>184,03 30,80 15,91<br>P 42,1 F 20,5 1 dk<br>rf nil Bow/CM 94 Diam. 0,410 MH 2,1 | **M Tanker**<br>COW IGS SBT DB<br>20 Ta ER<br>L.51 096<br>18 Cargo pumps total 3 450T/hr | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>H. Cegielski Poznan<br>Gen 3 × 1120kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15,5kn |
| 7206990<br>P3TV2<br>708401<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PROTEUS**<br>ex General Capinpin-88 ex Swiftnes-82<br>**Alpina Navigation Co. Ltd.**<br>Anpo Shipping Co. Ltd.<br>Limassol Cyprus | **11 468**<br>8 009<br>21 916<br>T/cm<br>30,0 | **✠100A1** SS 5/87<br>strengthened for heavy<br>cargoes<br>**✠LMC** **UMS**<br>EL Et† 2½"U2<br>FN 5282 | **1972**-5 Nippon Kokan K.K.—Shimizu (315)<br>155,53 (BB) 22,92 9,837<br>145,70 22,86 13,39<br>P 25,6 F 15,3 1dk<br>rf 102 DK fwd | **M Bulk Carrier**<br>5 Ho 21,0 24,6 16,8 25,0 24,8 ER<br>G.26 892 B.25 852<br>5 Ha (stl) (11,2 × 8,0) (14,2 10,0 14,2 14,2 × 11,2) ER<br>5W Der 5(12) | Pielstick 18PC2V-400<br>Vee Oil 4SA 18Cy. 400 × 460 sr geared to sc. shaft<br>9 000bhp (6 620kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 121,5t (d.o.) 1 161,5t (hvf) 13,75kn |
| 7350416<br>SV2314<br>4007<br>Df Esd Rdr<br>Rt | **PROTEUS**<br>**Dionysios Tyrogalas**<br>Piraeus Greece | **1 160**<br>613<br>666 | AB | **1973** G. Koronaios Bros. Ltd.—Perama (107)<br>87,91 3,810<br>76,51 13,42 4,91<br>2 dks | **TM Ferry**<br>Mchy.aft | MWM<br>2 Oil 4SA 8Cy.<br>6 000bhp (4 413kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 107,5t (d.o.) |
| 5286116<br>SV4255<br>2210<br>Df Esd Pfd<br>Rdr Rt | **PROTEUS**<br>ex Provencal 12-77<br>**Alexander G. Tsavliris & Sons Maritime Co.**<br>Piraeus Greece | **147**<br>21<br>— | (BV) | **1953** Cant. Nav. Ind. Nav. Mecc. Affini SpA I.N.M.A.—La Spezia<br>27,72 6,91 4,192<br>6,86<br>1 dk | **M Tug**<br>1W | Fiat<br>Oil 2SA 6Cy. 360 × 650<br>S.A. Fiat S.G.M. Torino<br>Fuel 42,5t (d.o.) 12kn |
| 7002746<br>UEBC<br>M-27040<br>Df Esd Gc<br>Rdr Rt | **PROTEY**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **828**<br>—<br>405 | RS | **1961** ............U.S.S.R.<br>52,30 11,05 4,499<br>47,20 5,82<br>1 dk | **D-E Tug**<br>Salvage<br>Ice strengthened | 2 Oil 4SA each 6Cy. 318 × 330 driving gen. connected to elec. motor & geared to sc. shaft<br>Kharkov<br>14kn |
| 5286063<br>PGWV<br>UM 154<br>Df Esd Pfd<br>Rt | **PROTINUS**<br>**F. J. F. Erenst**<br>Ijmuiden Netherlands | **165**<br>53<br>— | | **1959** D. & J. Boot Schpsw. "De Industrie" —Alphen a/d Rijn (1269)<br>30,69 6,53 2,801<br>26,01 6,30 3,41<br>RW | **M Fishing**<br>Side Trawler | Crepelle 6SN<br>Oil 4SA 6Cy. 260 × 280<br>750bhp (552kW) NE 73<br>Crepelle et Cie. Lille |
| 7365851<br>PGWI<br>Df Esd Rdr<br>RTm/h/v | **PROTON**<br>ex Swallow-81<br>**Rederij "Proton"**<br>Beck Scheepvaartkantoor B.V.<br>Groningen Netherlands | **1 598**<br>1 093<br>3 192 | BV | **1974** Schps. "Hoogezand" J. Bodewes —Hoogezand (518)<br>80,37 13,62 5,538<br>73,51 13,39 6,71<br>1 dk | **M General Cargo**<br>2 Ho 19,5 32,0 ER<br>G.3 964 B.3 800<br>2 Ha (stl) (13,7 × 8,9) (25,1 × 9,5) ER | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 31kW 220/380V 50Hz a.c.<br>Fuel 120,0t (d.o.) 12kn |
| 8723830<br>LYLC<br>M-42901<br>Esd Rdr Rt | **PROTON**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1988** ............U.S.S.R.<br>54,82 10,15 4,140<br>50,30 - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| 7230044<br>SYDG<br>8899<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PROTOPOROS**<br>ex Cape Evros-87 ex Arnon-85<br>ex Union Trans Tasman-77<br>**Protoporos Shipping Co.**<br>Heracles Shipping Co. S.A.<br>Piraeus Greece | **2 872**<br>1 803<br>5 385 | HR (AB) | **1972** Tohoku Zosen—Shiogama (140)<br>85,83 15,27 7,451<br>79,23 15,24 9,15<br>P 7,1 B 13,5 F 10,7 1 dk<br>rf nil | **M General Cargo**<br>3 Ho 18,2 18,2 17,6 ER<br>G.6 239 B.5 943 HeCls. B<br>3 Ha (stl) (each 12,2 × 7,6) ER<br>3W Der 2(15) 1(10) | Hanshin 6LU46<br>Oil 4SA 6Cy. 460 × 740<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 172kW 450V 60Hz a.c.<br>Fuel 201,0t (hvf)-10,0pd 12,25kn |
| 6605943<br>SW3508<br>9114<br>Df Esd Gc<br>Rdr Rt | **PROTOPOROS**<br>ex Dimitrios A-88<br>ex Severnyy Donets-87<br>**Pertanker Shipping Co.**<br>Perosea Shipping Co. S.A.<br>Piraeus Greece | **985**<br>397<br>1 673 | HR (RS) | **1965** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest<br>74,48 11,33 4,661<br>67,39 11,28 5,31<br>1 dk<br>conv General Cargo — | **M Tanker**<br>Oil Wine Vegetable oil<br>Ice strengthened<br>12 Ta ER<br>L.1 479 | Lang<br>Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar Budapest<br>Fuel 96,5t (d.o.) 11,5kn |
| 8613243<br>EENM<br>AL 3A 1824<br>Rdr Rt | **PROTRES**<br>**Prodemar S.A.**<br>Algeciras Spain | **197**<br>59<br>84 | (AB) | **1988** Astilleros del Atlantico S.A.—Santander (241)<br>27,71 2,301<br>24,16 7,21 2,72<br>1 dk | **TM Fishing**<br>Stern Trawler & Side Trawler Ref | Penta TAMD121<br>2 Oil 4SA each 6Cy. 130 × 150 with flexible couplings & sr reverse geared to sc. shafts<br>532kW (723bhp)<br>A/B Volvo-Penta Goteborg<br>Gen 2 × 1,5kW a.c.<br>12kn |
| 7033745<br>UJOR<br>M-17292<br>Df Esd Gc<br>Pfd Rdr Rt | **PROTSION**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | **3 115**<br>1 123<br>3 320 | RS | **1971** Rauma-Repola Oy—Rauma/Raumo (191)<br>93,88 15,42 6,500<br>84,99 15,37 8,54<br>1 dk | **M Tanker**<br>Wine<br>22 Ta ER<br>L.2 447 | B&W 5K42EF<br>Oil 2SA 5Cy. 420 × 900<br>2 820bhp (2 074kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>14kn |
| 7366726<br>WYV3388<br>552892<br>Df Esd Gc<br>Pfd Rdr Rt | **PROUD HERITAGE**<br>**m/v Sea Quest Inc.**<br>San Diego, Ca United States of America | **972**<br>461<br>2 235 | | **1973** San Diego Mar. Co.—San Diego, Ca (183)<br>67,29 (BB) 12,04 4,954<br>62,18 11,59 5,34<br>2 dks | **M Fishing**<br>Tuna Seiner | General Motors<br>Oil 2SA 4Cy. 230 × 254<br>3 500bhp (2 574kW)<br>General Motors Corp. La Grange, Illinois |
| 7515781<br>WYT8411<br>550867 | **PROUD MARY**<br>**Don van Nguyen**<br>Houma, La United States of America | **103**<br>70<br>— | | **1973** ............Harvey, La<br>*21,95* 6,96<br>3,48<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>700bhp (515kW)<br>U.S.A. |
| 7301099<br>3DOM<br>332625<br>Rt | **PROUD SYDNEY**<br>ex Talei-Anda-90<br>**Proud Mary Cruises**<br>Suva Fiji | **243**<br>141<br>— | | **1972** Fiji Government Shipyard—Suva<br>39,32 7,35 1,829<br>34,85 7,32 2,90<br>1 dk | **TM Passenger Ship** 40bth P<br>Mchy.aft | Rolls Royce<br>2 Oil 4SA each 6Cy. 130 × 152<br>510bhp (375kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel (d.o.) 11kn |
| 8609486<br>EENK<br>AL 3A 1822<br>Rt | **PROUNO**<br>**Prodemar S.A.**<br>Algeciras Spain | **197**<br>59<br>84 | (AB) | **1988** Astilleros del Atlantico S.A.—Santander (239)<br>27,71 2,301<br>24,16 7,21 2,72<br>1 dk | **TM Fishing**<br>Stern Trawler & Side Trawler Ref | Penta TAMD121<br>2 Oil 4SA each 6Cy. 130 × 150 with flexible couplings & sr reverse geared to sc. shafts<br>532kW (723bhp)<br>A/B Volvo-Penta Goteborg<br>Gen 2 × 1,5kW a.c.<br>12kn |

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|---|---|---|---|---|---|---|
| 7913268<br>*P3GK2*<br>708111<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PROUSA**<br>ex Phoenix-87<br>**Bitton Shipping Co. Ltd.**<br>Marmaras Navigation Ltd.<br>Limassol Cyprus | **11 243**<br>7 372<br>18 750 | NK | **1979** Minami-Nippon Zosen K.K.—Usuki (530)<br>153,80 9,167<br>143,21 22,86 12,53<br>P 26,0 F 10,1 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.23 888 B.23 085<br>4 Ha (stl) (19,9 × 9,8) (21,1 21,1 22,0 × 11,2) ER<br>Der 4(25) | B&W<br>Oil 2SA 6Cy. 550 × 1380<br>8 000bhp (5 884kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 360kW 445V 60Hz a.c.<br>Fuel 123,5t (d.o.) 1 380,5t (hvf) |
| 7012258<br>Esd Gc Pfd Rt | **PROV. CANETE 6**<br>ex Santona V-75<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Tambo de Mora Peru | **258**<br>132<br>142 | (BV) | **1969** CONASA—Callao (15)<br>31,70 7,65 3,633<br>7,62 4,02<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>2 Ha (w) (each 1,3 × 2,7) ER | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 4,75kW<br>Fuel 17,5t (d.o.) |
| 7103722<br>Esd Rdr Rt | **PROV. CANETE 7**<br>ex Renzo-75<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Ilo Peru | **258**<br>132<br>142 | (BV) | **1971** Ast. Gumar S.A.—Callao<br>31,70 7,65 3,633<br>7,62 4,02<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho<br>1 Ha (2,9 × 3,8) | General Motors<br>Vee Oil 2SA 12Cy. 146 × 146<br>675bhp (497kW)<br>General Motors Corp.<br>Fuel 17,5t (d.o.) |
| 7031852<br>Esd Rdr Rt | **PROV. CANETE 8**<br>ex Maria Ingrid-75<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Tambo de Mora Peru | **215**<br>127<br>240 | (BV) | **1970** Maestranza y Astillero Delta S.A.—Callao (35)<br>27,82 7,90 3,645<br>7,88 4,02<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>2 Ha (w) (3,1 1,7 × 2,6) ER | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127 sr geared shaft<br>464bhp (341kW)<br>General Motors Corp., Detroit Diesel All Div.<br>Gen 1 × 2,5kW<br>Fuel 11,0t (d.o.) |
| 7302732<br>*FZCH* | **PROVENCAL 1**<br>**G7 Les Abeilles S.A.**<br>Nouvelle Societe Provencale de Remorquage (N.S.P.R.)<br>Marseille France | **290**<br>—<br>110 | BV | **1973** Ch. de la Garonne—Bordeaux<br>33,00 9,71 3,099<br>30,00 9,30 4,14<br>1 dk | **TM Tug** | AGO<br>2 Oil 4SA each 8Cy. 240 × 220<br>Soc. Alsacienne de Const. Mec. de Mulhouse (S.A.C.M.)<br>2 Directional propellers |
| 7503489<br>*FTIF*<br>Df Esd Gc<br>Rdr Rt | **PROVENCAL 2**<br>**G7 Les Abeilles S.A.**<br>Nouvelle Societe Provencale de Remorquage (N.S.P.R.)<br>Marseille France | **287**<br>—<br>— | BV | **1976** Ch. & At. de la Perriere—Lorient (306)<br>31,42 3,652<br>29,01 8,81 4,35<br>1 dk | **TM Tug** | Crepelle<br>2 Oil 4SA each 8Cy. 250 × 280<br>Crepelle et Cie. |
| 7526742<br>*FO8721*<br>Rdr Rt | **PROVENCAL 3**<br>**G7 Les Abeilles S.A.**<br>Nouvelle Societe Provencale de Remorquage (N.S.P.R.)<br>Marseille France | **209**<br>—<br>— | BV | **1977** At. & Ch. de la Manche—Dieppe (1256)<br>29,01 2,401<br>27,01 8,51 3,51 | **M Tug** | Crepelle<br>2 Oil 4SA each 6Cy. 260 × 280<br>Crepelle et Cie. |
| 7315179<br>*FZDR*<br>Df Esd Rdr<br>Rt | **PROVENCAL 4**<br>**G7 Les Abeilles S.A.**<br>Nouvelle Societe Provencale de Remorquage (N.S.P.R.)<br>Marseille France | **290**<br>0<br>110 | BV | **1973** Ch. de la Garonne—Bordeaux (1140)<br>33,00 9,71 3,099<br>30,00 9,30<br>1 dk | **TM Tug** | AGO<br>2 Oil 4SA each 8Cy. 240 × 220<br>Soc. Alsacienne de Const. Mec. (S.A.C. |
| 8615617<br>*FHMQ*<br>Esd Rdr RTv | **PROVENCAL 8**<br>**G7 Les Abeilles S.A.**<br>Nouvelle Societe Provencale de Remorquage (N.S.P.R.)<br>Marseille France | *291*<br>—<br>356 | BV | **1988** C.E.R.N.A.T.—Nantes (43371)<br>30,99 9,81 3,601<br>29,01 9,21 4,53<br>1 dk | **TM Tug** | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280 with cou flexible couplings & reduction geared shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 64kW 380V 60Hz a.c.<br>2 Directional propellers<br>2 Directional thrust propellers fwd<br>Fuel 51,0t (d.o.) |
| 8713744<br>*FHZD*<br>Esd Rdr RTv | **PROVENCAL 10**<br>**G7 Les Abeilles S.A.**<br>Nouvelle Societe Provencale de Remorquage (N.S.P.R.)<br>Marseille France | **291**<br>87<br>356 | BV | **1988** C.E.R.N.A.T.—Nantes (44001)<br>30,99 9,81 3,601<br>30,00 9,21 4,53<br>1 dk | **TM Tug** | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280 with cou flexible couplings & reduction geared shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 64kW 380V 50Hz a.c.<br>2 Directional propellers<br>2 Directional thrust propellers fwd<br>Fuel 51,0t (d.o.) |
| 6507361<br>*FS5428*<br>1978<br>Df Esd Pfd<br>Rdr Rt | **PROVENCAL 15**<br>**G7 Les Abeilles S.A.**<br>Nouvelle Societe Provencale de Remorquage (N.S.P.R.)<br>Marseille France | **198**<br>0<br>— | BV | **1964** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5130)<br>30,51 8,01 3,347<br>27,82 7,51 4,12<br>1 dk | **M Tug**<br>1 Ha (1,5 × 1,0) | Fiat<br>Oil 2SA 6Cy. 360 × 650<br>S.A. Fiat S.G.M.<br>Fuel 63,0t (d.o.) |
| 6524199<br>*FS5622*<br>2002<br>Df Esd | **PROVENCAL 16**<br>**G7 Les Abeilles S.A.**<br>Nouvelle Societe Provencale de Remorquage (N.S.P.R.)<br>Marseille France | **197**<br>0<br>— | BV | **1965** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5143)<br>30,48 7,93 3,506<br>27,74 7,60 4,09<br>1 dk<br>RW | **M Tug**<br>1 Ha (1,5 × 1,5) | Fiat<br>Oil 2SA 6Cy. 360 × 650<br>S.A. Fiat S.G.M.<br>Fuel 63,0t (d.o.) |
| 8837033<br>*FGBM*<br>Df Esd Gc<br>Rdr Rt | **PROVENCE**<br>**Service Maritime des Bouches du Rhone**<br>Marseille France | *302*<br>*72*<br>— | BV | **1990** Constr. Repr. Nav. de Paimboeuf (C.R.N.P.)—Paimboeuf<br>38,00 - —<br>- -<br>1 dk | **TD-E Buoy Ship**<br>Cr 1(10) 1(4) | Caterpillar<br>2 Oil 4SA each 8Cy. 170 × 190 total 1 (1 819bhp) driving 3 gen. each 14 connected to 2 elec. motors each (637kW) geared to sc.shafts<br>Caterpillar Inc.<br>Gen 3 × 448kW 220V a.c.<br>propeller port<br>propeller starboard<br>Fuel 23,3t (d.o.) |
| 6923101<br>*HCVI*<br>Rt | **PROVIDENCE**<br>ex Poling Bros. No. 1 ex YOG 96<br>**Cabibem Investment Co. Ltd.**<br>Guayaquil Ecuador | **757**<br>615<br>1 236 | | **1945** Jeffersonville B. & M. Co.—Jeffersonville, In<br>*63,40* 9,76 3,887<br>63,61 9,71 4,58<br>1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 47<br>len 50 | Enterprise<br>Oil 4SA 6Cy. 305 × 381<br>700bhp (515kW)<br>Enterprise Engine & Foundry Co. San |
| 5286166<br>*WA9771*<br>238312<br>Df Rdr Rt | **PROVIDENCE**<br>ex Chaplain-39<br>**Ross Towboat Co. Inc.**<br>Boston, Ma United States of America | **127**<br>86<br>— | | **1939** Ira S. Bushey & Sons Inc.—New York, NY (472)<br>*25,30* 6,86<br>6,81 2,57<br>1 dk<br>R | **M Tug** | Fairbanks, Morse<br>Oil 2SA 7Cy. 355 × 430<br>Fairbanks Morse & Co. |

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| 8026086<br>GCSW<br>703241<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PROVIDENCE BAY**<br>**B.A.I.I. General Leasing Ltd.**<br>P&O Containers Ltd. (P&OCL)<br>London United Kingdom<br>SatCom: 1441520/GCSW | *33 267*<br>*17 480*<br>34 477 | **✠100A1** SS 10/90<br>container ship<br>**✠LMC** **UMS**<br>EL O† 660,0/78,0U3<br>FN 10510 | **1983**-2 Thyssen Nordseewerke G.m.b.H.—Emden (473)<br>216,08 (BB) 32,31 11,019<br>205,87 32,25 18,80<br>2 dks<br>rf nil | **M Container Ship**<br>Fixed-guides Portable-guides<br>pt higher tensile steel DSS<br>6 Cell. Ho 14,5 29,0 29,0 29,0 30,2 ER 29,2<br>TEU 1944<br>C.Ho 1116/20' (40') C.Dk 828/20' (40') incl. 121 ref C.<br>17 Ha (stl) ER 4 Ha (stl) | B&W 5L90GFC<br>Oil 2SA 5Cy. 900 × 2180<br>19 714bhp (14 501kW)<br>B&W Maskinfabrik Div. of B&W Diesel A/S Kobenhavn<br>2 AuxB (o.f.) 12,2kgf/cm² (12,0bar)<br>e(ex.g) 12,2kgf/cm² (12,0bar) Spt 12,2kgf/cm² (12,0bar)<br>Gen 3 × 960kW 1 × 720kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 75,0t (d.o.) 2 200,0t (hvf)-70,0pd 18kn |
| 8037126<br>5LCJ<br>3248<br>Rdr Rt | **PROVIDENCE ISLAND**<br>ex Lisa Maria<br>**National Port Authority of Monrovia, Liberia** | **196**<br>104<br>— | (AB) | **1967** Equitable Equipment Co.—Madisonville, La (1475)<br>3,598<br>26,52 8,60 4,02<br>1 dk<br>BK 51 | **TM Tug** | Caterpillar D398TA<br>2 Vee Oil 4SA each 12Cy. 159 × 203 geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW |
| 8834706<br>M-33960<br>Df Esd Gc<br>Rdr Rt | **PROVIDENIYA**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(U.S.S.R.) | *375*<br>*112*<br>395 | RS | **1990** ............U.S.S.R.<br>45,42 8,81 2,501<br>40,14 - 3,31<br>1 dk | **M General Cargo**<br>TEU 15 C. 15/20' | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>571bhp (420kW)<br>Russkiy-Diesel Works Leningrad<br>9,5kn |
| 6401244<br>WI7523<br>290638<br>Esd Pfd Rdr<br>Rt | **PROVIDER**<br>ex Francis J. O'Hara<br>ex Sturgeon Bay-73<br>**Provider Inc.**<br>Portland, Me United States of America | **199**<br>86<br>187 | (AB) | **1963** Sturgeon Bay SB. & D.D. Co.—Sturgeon Bay, Wi (258)<br>37,83 7,17<br>34,29 7,09 3,89<br>BK 152 | **M Fishing**<br>Side Trawler<br>1 Ho 10,8<br>2 Ha | General Motors<br>Oil 2SA 8Cy. 216 × 254<br>820bhp (603kW)<br>General Motors Corp. La Grange, Illinois<br>Fuel 43,5t |
| 7437654<br>WYX2529<br>549174 | **PROVIDER**<br>**Provider Inc.**<br>Juneau, Ak United States of America | **195**<br>125<br>— | | **1973** ............Bellingham, Wa<br>*32,98* 9,78<br>3,31<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>1 130bhp (831kW)<br>U.S.A. |
| 7939353<br>WYC8380<br>599943 | **PROVIDER**<br>**Constellation Fishing Corp.**<br>Providence, RI United States of America | **164**<br>127<br>— | | **1978** Washburn & Doughty Associates Inc.—Bath, Me<br>*23,41* 7,14<br>3,36<br>1 dk | **M Fishing** | General Motors 12V-149-TI<br>Vee Oil 2SA 12Cy. 146 × 146<br>675bhp (497kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In |
| 7307976<br>WV8883<br>299419<br>Df Esd Pfd<br>RdrRTm | **PROVIDER**<br>**Frank Alberto Garcia**<br>Corpus Christi, Tx United States of America | **147**<br>100<br>— | | **1965** Rockport Yacht & Supply Co.—Rockport, Tx<br>26,22 7,04<br>22,28 3,76<br>1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 8Cy. 108 × 127<br>360bhp (265kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 20kW 220V 60Hz a.c.<br>Fuel (d.o.) 12kn |
| 6702442<br>HO3146<br>9157-PEXT2<br>Rt | **PROVIDER I**<br>ex Miya ex Miya Maru No. 18-79<br>**Provider Tanker S.A.**<br>Panama Panama | **997**<br>510<br>1 706 | | **1965** Hashihama Zosen—Imabari (199)<br>*64,68* 10,52 5,131<br>57,99 10,49 5,49<br>1 dk<br>RW | **TM Tanker**<br>4 Ta ER<br>L.(oil) 1 872 | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>1 400bhp (1 030kW)<br>Daihatsu Kogyo Osaka<br>Gen 1 × 40kW 1 × 30kW 225V a.c.<br>11kn |
| 6415958<br>HCPT<br>5633<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PROVINCIA DE EL ORO**<br>ex Pacific Ocean-79<br>ex Magleby Maersk-76<br>**Naviera del Pacifico C.A. (NAPACA)**<br>Ecuadorian Line Inc. N.V.<br>Guayaquil Ecuador | T.Mk<br>**6 219**<br>2 548<br>8 154<br>**8 222**<br>4 384<br>— | **✠100A1** SS 4/89<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL d† $2\frac{5}{16}$"SQ<br>FN 4362 | **1964**-11 Odense Staalskibsvaerft A/S—Odense (170)<br>148,14 19,56 —/8,560<br>138,89 19,51 11,89<br>F 13,5 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 254 DK fwd | **M Refrigerated Cargo** 4P<br>4 Ho 25,9 23,3 ER 23,3 26,2<br>In.9 980<br>4 Ha (stl) (7,8 7,8 × 5,1) ER (7,8 7,8 × 5,1)<br>8W Der 8(5) | B&W 8-74VT2BF-160<br>Oil 2SA 8Cy. 740 × 1600<br>13 200bhp (9 709kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 4 × 480kW 450V 60Hz a.c.<br>Fuel 1 836,0t (hvf) 20,5kn |
| 7000190<br>HCOW<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PROVINCIA DE LOS RIOS**<br>ex Indian Ocean-84<br>ex Nippon Reefer-78<br>**Naviera del Pacifico C.A. (NAPACA)**<br>Ecuadorian Line Inc. N.V.<br>Guayaquil Ecuador<br>SatCom: 1530204/HCZW | T.Mk<br>**7 238**<br>4 087<br>11 902 | **✠100A1** SS 12/89<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL A† $2\frac{1}{2}$"U3<br>FN 5176 | **1970**-1 Aalborg Vaerft A/S—Aalborg (178)<br>165,78 (BB) 21,06 8,795<br>153,02 21,01 12,81<br>F 14,7 3 dks 4th dk fwd of mchy. space<br>rf 152 len 91 | **M Refrigerated Cargo**<br>Side doors 5(p) 5(s)<br>5 Ho 18,0 22,8 20,5 20,5 ER 24,5 14 TwD<br>In.16 797<br>5 Ha (stl) (8,8 9,1 9,1p&s × 8,1) ER (9,1 × 8,1)<br>12W Der 4(5) | B&W 8K74EF<br>Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 114lbf/in² (7,9bar)<br>Gen 3 × 692kW 450V 60Hz a.c.<br>Fuel 2 641,5t (hvf)-66,0pd 22,5kn |
| 7305760<br>HCZV<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PROVINCIA DEL GUAYAS**<br>ex Ciudad de Guayaquil-88<br>ex Lucky I-84 ex Lucky-84<br>ex Timur Girl-83 ex Hilco Girl-81<br>ex Golar Girl-77<br>**Naviera del Pacifico C.A. (NAPACA)**<br>Ecuadorian Line Inc. N.V.<br>Guayaquil Ecuador | T.Mk<br>**4 763**<br>2 549<br>7 722<br>**6 599**<br>3 702<br>9 218 | NV | **1973** Drammen Slip & Verk.—Drammen (75)<br>140,62 (BB) 18,04 8,287/9,035<br>131,88 18,01 11,64<br>F 40,9 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102 | **M Refrigerated Cargo**<br>Side doors 5(p) 5(s)<br>4 Ho 22,1 19,7 ER 22,1 19,8 11 TwD<br>G.272 In.10 336<br>4 Ha (stl) (7,1 6,9 × 4,4) ER (6,9 6,9 × 4,4)<br>8W Der 8(5) | Sulzer 8RND68<br>Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW)<br>A/S Horten Verft Horten<br>Gen 4 × 520kW 440V 60Hz a.c.<br>Fuel 195,0t (d.o.) 1 636,0t (hvf)-50,0pd 22kn |
| 5159600<br>VCVS<br>173217<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **PROVMAR TERMINAL II**<br>ex Imperial Sarnia-89<br>**Provmar Fuels Inc.**<br>Sarnia, Ont. Canada | **4 947**<br>3 101<br>6 832<br>T/cm<br>20,4 | ✠Classed LR until 29/4/87 | **1948**-10 Collingwood Shipyards—Collingwood, Ont. (139)<br>124,54 16,21 6,671<br>117,35 16,16 7,93<br>P 27,2 F 15,3 1 dk<br>rf 152 Bow/CM 67 Diam. 0,203 len 54 | **S Tanker**<br>14 Wing Ta ER<br>L.(oil) 8 891 HeCls. BC<br>3 Cargo pumps total 500T/hr | 2 S Turb dr geared to sc. shaft<br>2 900shp (2 133kW) Parsons<br>The John Inglis Co. Ltd. Toronto, Ont.<br>Gen 2 × 150kW 230V d.c.<br>Fuel 421,5t (o.f.)-21,5pd 12,5kn |
| 7006766<br>CGDP<br>328104<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PROVO WALLIS**<br>**Government of Canada (Transport Canada)**<br>Ottawa Canada | **1 313**<br>489<br>515 | ✠Classed LR until 23/6/78 | **1969**-10 Marine Industrie Ltee.—Sorel, P.Q. (387)<br>57,74 13,09 3,823<br>51,72 12,96 5,06<br>P & B 25,3 F 10,7 1 dk<br>rf 152 | **TM Buoy & Supply Ship**<br>Ice strengthened | National Gas<br>2 Oil 4SA each 6Cy. 381 × 508<br>2 100bhp (1 545kW)<br>Mirrlees Blackstone (Stockport) Ltd. Stockport<br>Gen 3 × 180kW 460V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 195,0t (d.o.) 11kn |
| 6859025<br>UHKA<br>M-1148 | **PROVORNYY**<br>**Government of The Republic of Russia (Ministry of Shipbuilding)**<br>(Vladivostok) (U.S.S.R.) | **239**<br>10<br>102 | RS | **1954** ............U.S.S.R.<br>32,59 7,62 2,971<br>4,02<br>1 dk | **S Tug**<br>Ice strengthened | T 3Cy. 320 480 & 790 x 500<br>U.S.S.R.<br>10kn |
| 7645366<br>UPFN<br>M-12517 | **PROVORNYY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1977** ............U.S.S.R.<br>33,96 7,09 2,901<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,5kn |
| 5280758<br>BF 50<br>Df Esd Rdr<br>Rt | **PROWESS**<br>ex Clayton M. Johnson-85<br>ex Polarfart-81<br>**George West**<br>Banffshire Fish Selling Co. Ltd.<br>Banff United Kingdom | T.Mk<br>**560**<br>278<br>— | NV | **1960** Kaarbos M/V A/S—Harstad (30)<br>52,63 7,93 4,712<br>47,91 7,90 6,18<br>1 dk<br>BK 89 len 88 & 67<br>conv General Cargo/ Sealer 84 | **M Fishing**<br>Purse Seiner Ref<br>2 Ho ER<br>2 Ha (1,0 × 1,0) (4,4 × 2,2) ER<br>1W Der 1(5) | Wartsila 12V22<br>Vee Oil 4SA 12Cy. 220 × 240<br>1 980bhp (1 456kW) NE 79<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 60kW 1 × 32kW 220V 50Hz a.c.<br>Fuel 122,0t (d.o.)-5,5pd 12kn |

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| **8016524**<br>*WYR9237*<br>623837<br>Df Esd Rdr<br>Rt | **PROWLER**<br>**John R. Winther**<br>Ketchikan, Ak United States of America | **189**<br>128<br>— | | **1980** Mitchel Duane Phares—Wilmington, Ca<br>*31,55* 3,501<br>9,76 4,17<br>1 dk | **TM Fishing**<br>Crab Ref | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>sc. shafts<br>1 350bhp (993kW)<br>General Motors Corp., Detroit Diesel Al<br>Div.<br>Gen 2 × 150kW |
| **7313511**<br>*WYT5099*<br>544804 | **PROWLER**<br>**Kim Chinh Thi Nguyen**<br>Tampa, Fl United States of America | **125**<br>85<br>— | | **1973** Desco Marine—St. Augustine, Fl (F123)<br>22,86 6,74 2,744<br>3,81 | **Reinforced Plastic M Fishing**<br>Side Trawler Shrimp-trawl | Oil geared to sc. shaft<br>365bhp (268kW)<br>...............<br>Fuel (d.o.) |
| **8501361**<br>668684 | **PROWLER**<br>**New Meadows Trawlers Inc.**<br>Boston, Ma United States of America | **122**<br>97<br>— | | **1984** Washburn & Doughty Associates Inc.—Bath, Me<br>24,39<br>21,33 6,40 2,83<br>1 dk | **M Fishing**<br>Long-line Ref | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127 geared<br>General Motors Corp., Detroit Diesel Al<br>Div. |
| **7414389**<br>*3EWO7*<br>18845-90<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PRUDENCE**<br>ex Holy-90 ex Stork II-86 ex Yanan-86<br>ex Hirao-81<br>**Prudence International Shipping S.A.**<br>Panama Panama | **6 913**<br>4 555<br>9 995 | NK | **1975** Imabari Zosen—Imabari (335)<br>123,32 20,55 8,111<br>114,99 20,50 10,60<br>P 28,1 F 16,2 1 dk | **M General Cargo**<br>2 Ho 43,7 42,4 ER<br>G.15 369 B.14 305<br>2 Ha (stl) (32,6 32,3 × 11,2) ER<br>4W Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 224kW 440V 60Hz a.c.<br>Fuel 78,5t (d.o.) 761,5t (hvf)-21,0pd |
| **6800268**<br>329040 | **PRUDENCE ANN**<br>**Midway Carriers Ltd.**<br>Yarmouth, N.S. Canada | **137**<br>93<br>— | | **1967** C. Cutler—Bonavista Bay, Nfl.<br>*30,48* 6,99<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Kelvin<br>Oil 8Cy. 165 × 184<br>240bhp (177kW)<br>Bergius Kelvin Co. Ltd. |
| **5130006**<br>332915<br>Df Esd Rt | **PRUDENT LADY**<br>ex Gersom-74<br>**Nightingale Ltd.**<br>Kingstown St. Vincent and the Grenadines | **400**<br>222<br>610 | ✠Classed LR until 31/8/78 | **1958**-3 Schps. "Hoogezand" J. Bodewes —Hoogezand (85)<br>50,53 9,25 3,283<br>46,31 8,16 3,61<br>RQD 11,6 F 8,3 1 dk<br>RW rf 102 | **M General Cargo**<br>Mchy.aft<br>G.776 B.745 | Brons<br>Oil 4SA 6Cy. 290 × 450<br>395bhp (291kW)<br>Appingedammer Brons<br>Fuel 55,0t |
| **7205659**<br>*ENFL*<br>M-30939<br>Df Esd Gc<br>Rdr Rt | **PRUT**<br>**Kaspryba**<br>(Bautino) (U.S.S.R.) | **1 361**<br>473<br>527 | RS | **1971** ..............U.S.S.R.<br>72,07 11,03 3,601<br>5,72 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>B.677<br>2 Ha (each 2,5 × 2,5)<br>4W Der 4(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **7610438**<br>*UICU*<br>2064<br>Df Esd Gc<br>Rdr RTv | **PRUZANI**<br>ex Pruzhany-91<br>**Liepaja Ocean Fishing Fleet**<br>Liepaya Latvia | T.Mk<br>**4 742**<br>2 052<br>3 541 | RS | **1980** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B400/04)<br>119,00 6,501<br>107,45 17,49 11,00<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.3 800 | Sulzer<br>Oil 4SA 6Cy. 400 × 480 geared to sc. s<br>7 200bhp (5 296kW)<br>"Zgoda" Zaklady Urzadzen Techniczny |
| **6806781**<br>*YTFP*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PRVI FEBRUAR**<br>**Jugoslavenska Oceanska Plovidba (JUGOOCEANIJA)**<br>Kotor Yugoslavia | **17 233**<br>10 846<br>28 906<br>T/cm<br>37,2 | BV JR | **1968** Brodogradiliste "Split"—Split (208)<br>187,03 22,99 10,732<br>174,53 22,92 14,13<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes<br>6 Ho 22,4 22,1 18,9 21,4 23,0 19,8 ER<br>G.37 809 B.34 028<br>6 Ha (stl) (14,4 14,4 12,8 14,4 15,2 12,8 × 11,3) ER<br>4W Der 2(10) 1(1,5) 1(0,5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 1 844,0t (hvf) |
| **6704036**<br>*J8DX2*<br>3095<br>Df Esd Gc<br>Rdr RTv | **PRVI SPLITSKI ODRED**<br>ex Tropical Veneer-75<br>Kingstown St. Vincent and the Grenadines | **4 038**<br>2 329<br>—<br>**5 808**<br>3 404<br>7 321 | JR (AB) (BV) | **1966** Setoda Zosensho Co. Ltd.—Setoda (210)<br>119,94 17,66 —/7,887<br>110,01 17,61 9,96<br>P 23,8 F 8,3 1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD/CSD<br>4 Ta 19,2 24,3 16,6 18,7 ER 4 TwD 19,2 15,7 16,6 18,7<br>G.12 169 B.11 203<br>5 Ha (stl) (10,1 9,7 8,9 9,7 9,7 × 7,3) ER<br>8W Der 8(10) | B&W<br>Oil 2SA 6Cy. 500 × 1100<br>4 600bhp (3 384kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 224kW 440V 60Hz a.c.<br>Fuel 106,5t (d.o.) 680,5t (hvf) |
| **7225829**<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PRVIC**<br>ex Lindo-80<br>**S.P. Shipping Co. Ltd.**<br>Slobodna Plovidba<br>Valletta Malta | **4 183**<br>2 701<br>6 450 | JR NV | **1973** Brodrene Lothe A/S—Haugesund (32)<br>112,83 16,46 6,890<br>102,49 16,41 8,41<br>P 19,9 F 7,7 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 16,4 26,8 ER<br>G.9 147 B.8 674<br>3 Ha (stl) (11,2 19,7 19,7 × 8,4) ER<br>5W Der 5(7,5) | Werkspoor<br>Oil 4SA 6Cy. 410 × 470<br>3 500bhp (2 574kW)<br>Stork-Werkspoor Diesel N.V.<br>Gen 1 × 269kW 2 × 180kW 380V 5<br>Controllable pitch propeller<br>Fuel 520,0t (hvf)-13,0pd |
| **8724688**<br>M-41864 | **PRYAZHA**<br>Completed as PTR-50 No. 47<br>**Karelrybprom**<br>(Murmansk) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1988** ..............U.S.S.R.<br>31,85 7,08 2,100<br>27,80 - 3,15<br>1 dk | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp) |
| **7305150**<br>*EWSV*<br>M-14593<br>Df Esd Rdr<br>Rt | **PRYEOBRAZHENIYE**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **570**<br>215<br>309 | RS | **1971** ..............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **7014452**<br>*SPZH*<br>Df Esd Gc<br>Rdr Rt | **PRZEMYSL**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **2 415**<br>1 102<br>3 611 | PR | **1970** "Georgi Dimitrov" Shipyard—Varna (264)<br>95,94 13,75 5,662<br>89,01 13,70 6,76<br>1 dk | **M General Cargo**<br>Ice strengthened Str. ore cargoes<br>3 Ho ER<br>G.4 818 B.4 146<br>3 Ha (stl) (11,8 × 6,6) (16,4 16,4 × 8,4) ER | Sulzer<br>Oil 2SA 6Cy. 480 × 700<br>1 655kW (2 250bhp)<br>"Zgoda" Zaklady Urzadzen Techniczny<br>Gen 1 × 200kW 2 × 120kW 400V 5<br>Fuel 135,0t (d.o.)-8,0pd |
| **7115672**<br>*UKBQ*<br>M-29500<br>Df Esd Gc<br>Rdr Rt | **PRZHEVALSK**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 540**<br>2 171<br>6 200 | RS | **1971** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,149<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works<br>Fuel 139,0t (d.o.) 330,0t (hvf) |
| **6876229**<br>*UYFF*<br>M-7639 | **PS-152**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>39<br>45 | RS | **1964** ..............U.S.S.R.<br>35,30 7,00 1,930<br>3,32<br>1 dk | **TM Ferry**<br>50dk P | 2 Oil 4SA each 6Cy. 250 × 340<br>Fuel (d.o.) |
| **6876231**<br>*UYFI*<br>M-7645 | **PS-153**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>39<br>45 | RS | **1964** ..............U.S.S.R.<br>35,30 7,00 1,930<br>3,32<br>1 dk | **TM Ferry**<br>50dk P | 2 Oil 4SA each 6Cy. 250 × 340<br>Fuel (d.o.) |
| **6876243**<br>*UYFK*<br>M-7647 | **PS-154**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>39<br>45 | RS | **1964** ..............U.S.S.R.<br>35,29 6,99 1,931<br>3,33<br>1 dk | **TM Ferry**<br>50dk P | 2 Oil 4SA each 6Cy. 250 × 340<br>Fuel (d.o.) |

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| 6876281<br>UVGW<br>M-7652 | **PS-158**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>39<br>45 | RS | **1965** ..............U.S.S.R.<br>35,29 6,99 1,931<br>3,33<br>1 dk | **TM Ferry**<br>50dk P | 2 Oil 4SA each 6Cy. 250 × 340<br>U.S.S.R.<br>Fuel (d.o.) 12kn |
| 7030200<br>EOUC<br>M-7680 | **PS-163**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>39<br>45 | RS | **1967** ..............U.S.S.R.<br>35,29 6,99 1,931<br>3,33<br>1 dk | **TM Ferry**<br>50dk P | 2 Oil 4SA each 6Cy. 250 × 340<br>U.S.S.R.<br>Fuel (d.o.) 12kn |
| 7037442<br>EOUG<br>M-7681 | **PS-164**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>39<br>45 | RS | **1968** ..............U.S.S.R.<br>35,29 6,99 1,931<br>3,33<br>1 dk | **TM Ferry**<br>50dk P | 2 Oil 4SA each 6Cy. 250 × 340<br>U.S.S.R.<br>Fuel (d.o.) 12kn |
| 7116614<br>EVTT<br>M-7704 | **PS-168**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>39<br>45 | RS | **1969** ..............U.S.S.R.<br>35,29 6,99 1,931<br>3,33<br>1 dk | **TM Ferry**<br>50dk P | 2 Oil 4SA each 6Cy. 250 × 340<br>U.S.S.R.<br>Fuel (d.o.) 12kn |
| 8841216<br>EVTU<br>M-7712<br>Rt | **PS-170**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>39<br>45 | RS | **1969** ..............U.S.S.R.<br>35,30 7,00 1,930<br>- - 3,32<br>1 dk | **TM Ferry** | Russkiy 6CHRP25/34<br>2 Oil 4SA each 6Cy. 250 × 340<br>400kW (544bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 25kW a.c.<br>11,6kn |
| 8841228<br>EWIB<br>M-7721<br>Rt | **PS-171**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **208**<br>39<br>45 | RS | **1970** ..............U.S.S.R.<br>35,30 7,00 1,930<br>- - 3,32<br>1 dk | **TM Ferry** | Russkiy 6CHRP25/34<br>2 Oil 4SA each 6Cy. 250 × 340<br>400kW (544bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 25kW a.c.<br>11,6kn |
| 7052480<br>EWIC<br>M-7723 | **PS-172**<br>(Vladivostok) (U.S.S.R.) | **208**<br>39<br>45 | RS | **1970** ..............U.S.S.R.<br>35,29 6,99 1,931<br>3,33<br>1 dk | **TM Ferry**<br>—P | 2 Oil 4SA each 6Cy. 250 × 340<br>U.S.S.R.<br>Fuel (d.o.) 11,5kn |
| 7052492<br>EVVI<br>M-7728 | **PS-173**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>39<br>45 | RS | **1970** ..............U.S.S.R.<br>35,29 6,99 1,931<br>3,33<br>1 dk | **TM Ferry**<br>50dk P | 2 Oil 4SA each 6Cy. 250 × 340<br>U.S.S.R.<br>Fuel (d.o.) 11,5kn |
| 7107273<br>EVVR<br>M-7731 | **PS-174**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>39<br>45 | RS | **1970** ..............U.S.S.R.<br>35,31 7,01 1,931<br>3,33<br>1 dk | **TM Ferry**<br>50dk P | 2 Oil 4SA each 6Cy. 250 × 340<br>U.S.S.R.<br>Fuel (d.o.) 11,5kn |
| 8723933<br>M-39667<br>Esd Rdr Rt | **PS-351**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Yalta) (U.S.S.R.) | **243**<br>108<br>442 | RS | **1981** ..............U.S.S.R.<br>35,17 8,01 3,120<br>33,25 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works U.S.S.R. |
| 8136752<br>M-39703<br>RTv | **PS-361**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Nikolayev) (U.S.S.R.) | **235**<br>120<br>445 | RS | **1983** ..............U.S.S.R.<br>35,18 8,01 3,120<br>3,61<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Oil<br>............. |
| 8724016<br>M-40914<br>Esd Rdr Rt | **PS-368**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Baku) (U.S.S.R.) | *228*<br>*104*<br>404 | RS | **1984** ..............U.S.S.R.<br>35,17 8,01 3,120<br>33,25 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works U.S.S.R. |
| 8724042<br>M-41759<br>Esd Rdr Rt | **PS-379**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Sevastopol) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1985** ..............U.S.S.R.<br>35,17 8,01 3,120<br>33,25 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel** | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works U.S.S.R. |
| 8725371<br>M-41775<br>Rdr Rt | **PS-386**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Feodosiya) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1986** ..............U.S.S.R.<br>35,17 8,17 3,120<br>33,25 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works U.S.S.R.<br>8,1kn |
| 8725383<br>M-42445<br>Rdr Rt | **PS-399**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1988** ..............U.S.S.R.<br>35,17 8,01 3,120<br>33,25 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works U.S.S.R. |
| 8600404 | **PSA P. 1**<br>**Port of Singapore Authority**<br>Singapore Singapore | **21**<br>7<br>2 | ✠**AN** SS 7/90<br>pontoon<br>FN 79 | **1986**-3 Gul Engineering (Pte.) Ltd.—Singapore (B205)<br>12,60 5,31 —<br>12,22 4,88 1,53<br>1 dk<br>rf nil | **RoRo Cargo/ Pontoon Jetty** | |
| 7333688<br>383090 | **PSA VALIANT**<br>**Port of Singapore Authority**<br>Singapore Singapore | **290**<br>—<br>124 | ✠**100A1** SS 3/88<br>tug<br>Singapore coastal service and 30 miles seaward<br>✠**LMC**<br>EL (D) $\frac{7}{8}$"U2<br>FN 415 | **1974**-5 Jurong Shipyard Ltd.—Singapore (78)<br>32,42 9,78 4,750<br>30,99 9,16 4,20<br>1 dk<br>rf 279 | **TM Tug** | Deutz RSBA12M528<br>2 Vee Oil 4SA each 12Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 440V 50Hz a.c.<br>2 Directional propellers |
| 7324467<br>383228 | **PSA VICTORY**<br>**Port of Singapore Authority**<br>Singapore Singapore | **290**<br>112<br>126 | ✠**100A1** SS 11/88<br>tug<br>Singapore coastal service and 30 miles seaward<br>✠**LMC**<br>EL (D) $\frac{7}{8}$"U2<br>FN 415 | **1973**-12 Jurong Shipyard Ltd.—Singapore (76)<br>32,42 9,78 4,750<br>30,99 9,16 4,20<br>1 dk<br>rf 279 | **TM Tug** | Deutz RSBA12M528<br>2 Vee Oil 4SA each 12Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 400V 50Hz a.c.<br>2 Directional propellers |
| 7324479<br>383138 | **PSA VIGILANT**<br>**Port of Singapore Authority**<br>Singapore Singapore | **290**<br>112<br>120 | ✠**100A1** SS 5/88<br>tug<br>Singapore coastal service and 30 miles seawards<br>✠**LMC**<br>EL (d) $\frac{7}{8}$"U2<br>FN 415 | **1974**-2 Jurong Shipbuilders Pte. Ltd.—Singapore (77)<br>32,42 9,78 4,750<br>30,99 9,16 4,20<br>1 dk | **TM Tug** | Deutz RSBA12M528<br>2 Vee Oil 4SA each 12Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 400V 50Hz a.c.<br>2 Directional propellers |
| 7418971<br>383383<br>Rt | **PSA VULCAN**<br>**Port of Singapore Authority**<br>Singapore Singapore | **844**<br>529<br>795 | ✠**100A1** SS 7/89<br>Singapore harbour and 30 miles seawards<br>✠**LMC**<br>EL I $\frac{15}{16}$"U2<br>FN 933 | **1976**-3 Singapore Slpwy & Eng. Co. (Pte.) Ltd. —Singapore (76)<br>42,19 19,21 2,375<br>42,02 19,00 3,20<br>1 dk<br>rf nil | **D-E Crane Barge**<br>Cr 1(120) | Deutz<br>2 Vee Oil 4SA each 12Cy. 135 × 160 total 600bhp (441kW) driving 2 gen. each 336kW 400V a.c. connected to 2 elec. motors each of 300shp (221kW) & sr geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 20kW 400V 50Hz a.c.<br>2 Directional propellers aft, 1 fwd<br>Fuel 81,5t (d.o.) 6kn |

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| **8618906**<br>*SVTS*<br>9515<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom<br>AMVER | **PSARA**<br>**Psara Shipping Corp.**<br>Eletson Corporation<br>Piraeus Greece | *27 793*<br>*13 451*<br>46 538<br>T/cm<br>51,2 | GL | **1989** Korea SB. & Eng. Corp.—Busan (3036)<br>182,88 (BB) - 12,198<br>174,02 32,21 18,01<br>F 15,8 1 dk<br>Bow/CM 91 Diam. 0,300 MH 2,1 | **M Tanker**<br>COW IGS SBT DB DSS<br>6 Ta 4 Wing Ta ER<br>L.(oil) 55 888<br>4 Cargo pumps total 3 000T/hr | | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>6 583kW (8 950bhp)<br>Korea Heavy Industries & Construc<br>Ltd.<br>Gen 2 × 853kW 2 × 640kW 45<br>Fuel 182,0t (d.o.) 1 244,0t (hvf)-25 |
| **5216381**<br>*SV2261*<br>13<br>Df Esd Gc<br>Rdr RTv | **PSARA**<br>ex Macedonia-71<br>**Miniotis Bros. Ltd.**<br>Chios Greece<br>SatCom: 1130310/PSRA | **250**<br>75<br>— | | **1962** Aris Theodoridis—Thessaloniki<br>31,40 8,54 1,372<br>8,46<br>1 dk | **M Ferry**<br>Mchy.aft | | Mercedes Benz<br>2 Oil 4SA each 6Cy. 140 × 210 g<br>450bhp (331kW)<br>Mercedes-Benz<br>Fuel (d.o.) |
| **5038959**<br>*HOGI*<br>2257-48A<br>Df Esd Gc<br>RdrRTm | **PSARA FLAG**<br>ex Psara-78 ex Eastern Eagle-77<br>ex Beaver Dam-68<br>**Depot & Coordination Co. S.A.**<br>Panama Panama | **14 540**<br>10 215<br>26 591 | (AB) | **1944** (Aft section) Alabama D.D. & SB. Co. —Mobile, Al (276)<br>**1963** (Fwd & cargo sections) S.A. des Chantiers Reunis Loire-Normandie—Grand Quevilly<br>173,13 23,98 10,456<br>166,12 23,93 14,25<br>P 29,9 1 dk<br>rf nil<br>len 63<br>conv Tanker 63<br>conv Bulk Carrier 77 | **T-E Bulk Carrier**<br>Cement Self-unloader<br>4 Ho 20,2 30,0 30,0 30,0 ER<br>G.30 212<br>7 Ha (stl) (10,6 8,9 8,9 8,9 8,9 8,9 8,6 × 11,2) ER | | S Turb<br>7 240shp (5 325kW) driving gen. c<br>a.c. connected to elec. motor c<br>(4 413kW) (Sy)<br>General Electric Co.<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 2 484,0t (o.f.) |
| **7037466**<br>*ULFP*<br>M-7677 | **PSK-20**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>—<br>27 | RS | **1965** ..............Poland<br>28,67 6,51 1,830<br>3,02<br>1 dk | **TM Ferry**<br>1 Ho<br>B.18<br>1 Ha (stl) (1,2 × 1,2) | 70dk P | Wola<br>2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp)<br>Zaklady Mechaniczne im Nowotki<br>Fuel (d.o.) |
| **7037478**<br>*EMIP*<br>M-7678 | **PSK-21**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>—<br>27 | RS | **1965** ..............Poland<br>28,67 6,51 1,830<br>3,02<br>1 dk | **TM Ferry**<br>1 Ho<br>B.18<br>1 Ha (stl) (1,2 × 1,2) | 70dk P | Wola<br>2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp)<br>Zaklady Mechaniczne im Nowotki<br>Fuel (d.o.) |
| **7037492**<br>*ENZY*<br>M-7684 | **PSK-29**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>—<br>27 | RS | **1966** ..............Poland<br>28,67 6,51 1,830<br>3,02<br>1 dk | **TM Ferry**<br>1 Ho<br>B.18<br>1 Ha (stl) (1,2 × 1,2) | 70dk P | Wola<br>2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp)<br>Zaklady Mechaniczne im Nowotki<br>Fuel (d.o.) |
| **7037507**<br>*EOYV*<br>M-7685 | **PSK-31**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>—<br>27 | RS | **1967** ..............Poland<br>28,67 6,51 1,830<br>3,02<br>1 dk | **TM Ferry**<br>1 Ho<br>B.18<br>1 Ha (stl) (1,2 × 1,2) | 70dk P | Wola<br>2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp)<br>Zaklady Mechaniczne im Nowotki<br>Fuel (d.o.) |
| **7037519**<br>*EOUB*<br>M-7686 | **PSK-33**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>—<br>27 | RS | **1967** ..............Poland<br>28,67 6,51 1,830<br>3,02<br>1 dk | **TM Ferry**<br>1 Ho<br>B.18<br>1 Ha (stl) (1,2 × 1,2) | 70dk P | Wola<br>2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp) NE 72<br>Zaklady Mechaniczne im Nowotki<br>Fuel (d.o.) |
| **8841230**<br>*EVTG*<br>M-7692<br>Rt | **PSK-38**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>—<br>27 | RS | **1968** ..............Poland<br>28,67 6,51 1,830<br>- - 3,02<br>1 dk | **TM Ferry** | 70dk P | 2 Oil<br>220kW (299bhp) |
| **7037521**<br>*EVTH*<br>M-7693 | **PSK-39**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>—<br>27 | RS | **1968** ..............Poland<br>28,67 6,51 1,830<br>3,02<br>1 dk | **TM Ferry**<br>1 Ho<br>B.18<br>1 Ha (stl) (1,2 × 1,2) | 70dk P | Wola<br>2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp)<br>Zaklady Mechaniczne im Nowotki<br>Fuel (d.o.) |
| **7037533**<br>*EVTI*<br>M-7694 | **PSK-40**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>—<br>27 | RS | **1968** ..............Poland<br>28,67 6,51 1,830<br>3,02<br>1 dk | **TM Ferry**<br>1 Ho<br>B.18<br>1 Ha (stl) (1,2 × 1,2) | 70dk P | Wola<br>2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp)<br>Zaklady Mechaniczne im Nowotki<br>Fuel (d.o.) |
| **7037545**<br>*EVTJ*<br>M-7696 | **PSK-41**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>—<br>27 | RS | **1968** ..............Poland<br>28,66 6,51 1,880<br>3,00 | **TM Ferry** | —P | Wola<br>2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp)<br>Zaklady Mechaniczne im Nowotki<br>Fuel (d.o.) |
| **7116561**<br>*EVTM*<br>M-7698 | **PSK-42**<br>**Kaspmorneftegazflot**<br>(Krasnovodsk) (U.S.S.R.) | **208**<br>—<br>28 | RS | **1968** ..............Poland<br>28,67 6,51 1,830<br>3,02<br>1 dk | **TM Ferry**<br>1 Ho<br>B.18<br>1 Ha (stl) (1,2 × 1,2) | 70dk P | Wola<br>2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp)<br>Zaklady Mechaniczne im Nowotki<br>Fuel (d.o.) |
| **7116573**<br>*EVTN*<br>M-7701 | **PSK-43**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>—<br>27 | RS | **1968** ..............Poland<br>28,67 6,51 1,830<br>3,02<br>1 dk | **TM Ferry**<br>1 Ho<br>B.18<br>1 Ha (stl) (1,2 × 1,2) | 70dk P | Wola<br>2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp)<br>Zaklady Mechaniczne im Nowotki<br>Fuel (d.o.) |
| **8841242**<br>*EVUL*<br>M-7709<br>Rt | **PSK-45**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>—<br>27 | RS | **1968** ..............Poland<br>28,67 6,51 1,830<br>- - 3,02<br>1 dk | **TM Ferry** | | 2 Oil<br>220kW (299bhp) |
| **8841254**<br>*EVUI*<br>M-7706<br>Rt | **PSK-46**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>—<br>27 | RS | **1969** ..............Poland<br>28,67 6,51 1,830<br>- - 3,02<br>1 dk | **TM Ferry** | | 2 Oil<br>220kW (299bhp) |
| **8841266**<br>*EVUJ*<br>M-7705<br>Rt | **PSK-47**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>—<br>27 | RS | **1969** ..............Poland<br>28,67 6,51 1,830<br>- - 3,02<br>1 dk | **TM Ferry** | | 2 Oil<br>220kW (299bhp) |
| **8841278**<br>*EVUM*<br>M-7711<br>Rt | **PSK-48**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>—<br>27 | RS | **1969** ..............Poland<br>28,67 6,51 1,830<br>- - 3,02<br>1 dk | **TM Ferry** | | 2 Oil<br>220kW (299bhp) |
| **8841280**<br>*EVUG*<br>M-7715<br>Rt | **PSK-49**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>—<br>27 | RS | **1969** ..............Poland<br>28,67 6,51 1,830<br>- - 3,02<br>1 dk | **TM Ferry** | | 2 Oil<br>220kW (299bhp) |

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| 8841292<br>EVUS<br>M-7718<br>Rt | **PSK-51**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>—<br>*27* | RS | **1970** ..............Poland<br>28,67 6,51 1,830<br>- - 3,02<br>1 dk | **TM Ferry** | 2 Oil<br>220kW (299bhp)<br>U.S.S.R.<br>11kn |
| 8841307<br>EVUT<br>M-7716<br>Rt | **PSK-52**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **208**<br>—<br>*27* | RS | **1969** ..............Poland<br>28,67 6,51 1,830<br>- - 3,02<br>1 dk | **TM Ferry** | Wola DM150<br>2 Oil 4SA each 6Cy. 150 × 180 reverse reduction geared to sc. shafts<br>220kW (299bhp)<br>Zaklady Mechaniczne im Nowotki Warszawa<br>11kn |
| 7300863<br>UIGW<br>M-31070<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PSKOV**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400372/UIGW | T.Mk<br>**7 307**<br>3 543<br>—<br>**10 977**<br>6 093<br>12 007 | RS | **1973** VEB Warnowwerft Warnemuende<br>—Warnemuende (332)<br>150,37 (BB) 21,87 —/8,840<br>140,01 21,80 13,59<br>F 15,3 2 dks, 3rd dk in Nos. 2 - 4 holds | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER<br>13,6 8 TwD<br>G.17 878 B.17 037 In.587 L.403<br>TEU 368<br>C.Ho 244/20'(40') C.Dk 124/20'(40')<br>9 Ha (stl) (12,9 12,9p&s 25,1p&s 12,9p&s × 8,1) ER (3,5p&s × 2,6)<br>4W Cr 4(8) Der 1(60) 4(12) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 301,0t (d.o.) 1 198,0t (hvf)-41,5pd 18,5kn |
| 7235056<br>UIBA<br>M-32055<br>Df Esd Gc<br>Rdr Rt | **PSKOV**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**2 323**<br>888<br>1 290 | RS | **1972** "Chernomorskiy" Shipyard—Nikolayev<br>83,90 14,03 5,700<br>78,06 13,95 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,25kn |
| 7630397<br>UWVR<br>M-12476 | **PSKOV**<br>**Dalryba**<br>(Severo-Kurilsk) (U.S.S.R.) | **165**<br>39<br>83 | RS | **1976** ..............U.S.S.R.<br>33,96 7,09 2,902<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,5kn |
| 7030810<br>EVPM<br>M-30981<br>Df Esd Gc<br>Pfd Rdr Rt | **PSKOVITYANKA**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | **1 058**<br>401<br>603 | RS | **1970** VEB Mathias-Thesen-Werft—Wismar (160)<br>65,69 11,13 3,601<br>59,82 11,10 5,36<br>conv Side-fishing Ref Fishing 73 | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 150<br>2 Ha (each 1,9 × 1,9) ER<br>Cr 1(2) 1(1) | Halberstadt<br>Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>Halberstadt Halberstadt<br>Gen 2 × 272kW 1 × 192kW 380V a.c.<br>10,75kn |
| 6862668<br>M-3145 | **PSOU**<br>ex S-218<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **230**<br>88<br>214 | RS | **1962** ..............U.S.S.R.<br>41,10 6,51 1,931<br>3,00<br>1 dk | **M General Cargo**<br>2 Ho ER<br>B.312<br>2 Ha (each 6,4 × 2,8) ER<br>Cr 1(3) | Vee Oil 4SA 12Cy. 150 × 180<br>NE 71<br>U.S.S.R.<br>Fuel (d.o.) 8kn |
| 8725369<br>M-38664<br>Rdr Rt | **PSOU**<br>**Sukhumi Port Authority**<br>(Sukhumi) (U.S.S.R.) | *205*<br>*62*<br>31 | RS | **1988** ..............U.S.S.R.<br>38,10 7,21 1,690<br>32,64 - 2,90<br>1 dk | **M Ferry**<br>250dk P | Russkiy 12CHSN18/20<br>6CHSP15/18<br>3 Oil geared to sc. shaft<br>(centre) Oil 4SA 12Cy. 180 × 200<br>740kW (1 006bhp)<br>Russkiy-Diesel Works U.S.S.R.<br>(wing) 2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp)<br>Russkiy-Diesel Works U.S.S.R. |
| 8623171<br>226687<br>Gc Rdr Rt | **PSTC 1**<br>**Philippine National Oil Co. (PNOC)**<br>PNOC Shipping & Transport Corp.<br>Manila Philippines | **531**<br>285<br>933 | | **1982** ..............Batangas<br>11,00 2,901<br>49,87 10,99 3,71<br>1 dk | **M Tanker** | Oil |
| 8623169<br>226729<br>Gc Rdr Rt | **PSTC 2**<br>**Philippine National Oil Co. (PNOC)**<br>PNOC Shipping & Transport Corp.<br>Manila Philippines | **531**<br>285<br>933 | | **1982** ..............Batangas<br>11,00 2,901<br>49,87 10,99 3,71<br>1 dk | **M Tanker** | Oil |
| 8112108<br>Df Esd Pfd<br>Rdr Rt | **PT. LISAS M.**<br>**National Energy Corp. of Trinidad & Tobago Ltd.**<br>Port of Spain Trinidad & Tobago | **161**<br>0<br>154 | **✠100A1**<br>tug<br>Caribbean Sea service<br>**LMC**<br>EL (D) 275,0/19,0U2<br>FN 272 | **1982**-6 Alblas Scheepswerf—Krimpen a/d Ijssel<br>26,40 8,16 3,261<br>22,92 7,80 4,04<br>RFD 12,2 1 dk<br>rf 1372 BK 51 | **TM Tug** | Caterpillar D399TA<br>2 Vee Oil 4SA each 16Cy. 159 × 203 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 55kW 220V 60Hz a.c.<br>Fuel 30,0t (d.o.) |
| 8227745<br>LYGL<br>M-40346<br>Df Esd Gc<br>Rdr RTm/h/v | **PTERIYA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **944**<br>283<br>529 | RS | **1984** ..............U.S.S.R.<br>55,53 11,10 5,011<br>7,50<br>1 dk | **M Fishing**<br>Tuna | Oil<br>............. |
| 8826711<br>M-41917 | **PTR-300 No. 72**<br>**Kaspryba**<br>(Bautino) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1990** ..............U.S.S.R.<br>31,85 7,08 2,100<br>27,80 - 3,15 | **M Fish Carrier**<br>Ref | Russkiy 6CHSPN2A18/2<br>Oil 4SA 6Cy. 180 × 200<br>315bhp (232kW)<br>Russkiy-Diesel Works Leningrad<br>10,25kn |
| 8826723<br>M-41918 | **PTR-300 No. 73**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Nevelsk) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1990** ..............U.S.S.R.<br>31,85 7,08 2,100<br>27,80 - 3,15 | **M Fish Carrier**<br>Ref | Russkiy 6CHSPN2A18/2<br>Oil 4SA 6Cy. 180 × 200<br>315bhp (232kW)<br>Russkiy-Diesel Works Leningrad<br>10,25kn |
| 8826735<br>M-41921 | **PTR-300 No. 74**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Nevelsk) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1990** ..............U.S.S.R.<br>31,85 7,08 2,100<br>27,80 - 3,15 | **M Fish Carrier**<br>Ref | Russkiy 6CHSPN2A18/2<br>Oil 4SA 6Cy. 180 × 200<br>232kW (315bhp)<br>Russkiy-Diesel Works Leningrad<br>10,25kn |
| 8829282<br>M-41924<br>Esd Rdr Rt | **PTR-300 No. 75**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Ust-Kamchatsk) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1990** ..............U.S.S.R.<br>31,85 - 2,101<br>27,80 7,08 3,15<br>1 dk | **M Fish Carrier**<br>Ref<br>Ice strengthened | Russkiy 6CHSPN2A18/2<br>Oil 4SA 6Cy. 180 × 200<br>315bhp (232kW)<br>Russkiy-Diesel Works Leningrad<br>10,25kn |
| 8832899<br>M-41926<br>Df Esd Gc<br>Rdr Rt | **PTR-300 No. 76**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Ust-Kamchatsk) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1990** ..............U.S.S.R.<br>31,86 7,09 2,101<br>27,82 - 3,18<br>1dk | **M Fish Carrier**<br>Ref | Russkiy 6CHSPN2A18/2<br>Oil 4SA 6Cy. 180 × 200<br>315bhp (232kW)<br>Russkiy-Diesel Works Leningrad<br>10,25kn |

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|---|---|---|---|---|---|---|---|---|
| **8832904**<br>M-41928<br>Df Esd Gc<br>Rdr Rt | **PTR-300 No. 78**<br>(Sankt-Peterburg) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1990**<br>31,86<br>27,80<br>1dk | ..............U.S.S.R.<br>7,09 | 2,101<br>3,18 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 200<br>315bhp (232kW)<br>Russkiy-Diesel Works |
| **8834017**<br>M-41929<br>Df Esd Gc<br>Rdr Rt | **PTR-300 No. 79**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Nevelsk) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1990**<br>31,86<br>27,80<br>1dk | ..............U.S.S.R.<br>7,09 | 2,101<br>3,18 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 200<br>315bhp (232kW)<br>Russkiy-Diesel Works |
| **8725357**<br>M-41059 | **PTR-50 No. 4**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Poti) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1985**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works |
| **8725345**<br>M-41060 | **PTR-50 No. 5**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1985**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works |
| **8725333**<br>M-41076 | **PTR-50 No. 6**<br>**Yugryba**<br>(Temryuk) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1985**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works |
| **8725321**<br>M-41088 | **PTR-50 No. 7**<br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1985**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works |
| **8725319**<br>M-41089<br>Rdr Rt | **PTR-50 No. 8**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1985**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works |
| **8725307**<br>M-41092<br>Rdr Rt | **PTR-50 No. 9**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1985**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works |
| **8725292**<br>M-41097<br>Rdr Rt | **PTR-50 No. 12**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1986**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works |
| **8725280**<br>M-41102<br>Rdr Rt | **PTR-50 No. 17**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1986**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works |
| **8725278**<br>M-41103<br>Rt | **PTR-50 No. 18**<br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1986**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08 | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>220kW (299bhp) |
| **8725266**<br>M-41806<br>Rt | **PTR-50 No. 21**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Kaliningrad) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1986**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08 | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp) |
| **8725254**<br>M-41820<br>Rt | **PTR-50 No. 23**<br>**Yugryba**<br>(Nikolayev) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1987**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08 | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp) |
| **8725242**<br>M-41821<br>Df Esd Rdr<br>RTm/h/v | **PTR-50 No. 24**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Novorossiysk) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1987**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08 | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp) |
| **8725230**<br>M-41823<br>Rt | **PTR-50 No. 26**<br>**Sibrybprom**<br>(Tobolsk) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1987**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08 | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp) |
| **8725228**<br>M-41824<br>Rt | **PTR-50 No. 27**<br>**Sibrybprom**<br>(Tobolsk) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1987**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08 | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp) |
| **8725216**<br>M-41825<br>Rt | **PTR-50 No. 28**<br>ex Anchous-87<br>**Krasnoyarskrybprom**<br>(Krasnoyarsk) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1987**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08 | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp) |
| **8725204**<br>M-41828<br>Rt | **PTR-50 No. 31**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1987**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08 | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp) |
| **8725199**<br>M-41829<br>Rt | **PTR-50 No. 32**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1987**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08 | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp) |
| **8725187**<br>M-41831<br>Rt | **PTR-50 No. 34**<br>**Krasnoyarskrybprom**<br>(Krasnoyarsk) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1987**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08 | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp) |
| **8725175**<br>M-41833<br>Rt | **PTR-50 No. 36**<br>**Sevryba**<br>(Petrozavodsk) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1987**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08 | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp) |
| **8725163**<br>M-41834<br>Rt | **PTR-50 No. 37**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Kaliningrad) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1987**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08 | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp) |
| **8725151**<br>M-41835<br>Rdr Rt | **PTR-50 No. 38**<br>**Yugryba**<br>(Mariupol) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1987**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works |
| **8725149**<br>M-41836<br>Rdr Rt | **PTR-50 No. 39**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1988**<br>31,85<br>27,80<br>1 dk | ..............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works |

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|---|---|---|---|---|---|---|---|---|---|
| 8725137<br>M-41837<br>Rdr Rt | **PTR-50 No. 40**<br>**Yugryba**<br>(Nikolayev) (U.S.S.R.) | *187*<br>*56*<br>*77* | RS | **1988**<br>31,85<br>27,80<br>1 dk | ............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works | 6CHNSP18/22<br>U.S.S.R. |
| 8725125<br>M-41838<br>Rdr Rt | **PTR-50 No. 41**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *187*<br>*56*<br>*77* | RS | **1988**<br>31,85<br>27,30<br>1 dk | ............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works | 6CHNSP18/22<br>U.S.S.R. |
| 8725113<br>M-41839<br>Rdr Rt | **PTR-50 No. 42**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | *187*<br>*56*<br>*77* | RS | **1988**<br>31,85<br>27,80<br>1 dk | ............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier** | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works | 6CHNSP18/22<br>U.S.S.R. |
| 8725101<br>M-41861<br>Rdr Rt | **PTR-50 No. 46**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Temryuk) (U.S.S.R.) | *187*<br>*56*<br>*77* | RS | **1988**<br>31,85<br>27,80<br>1 dk | ............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works | 6CHNSP18/22<br>U.S.S.R. |
| 8725096<br>M-41866<br>Rdr Rt | **PTR-50 No. 49**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1988**<br>31,85<br>27,80<br>1 dk | ............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works | 6CHNSP18/22<br>U.S.S.R. |
| 8725084<br>M-41870<br>Rdr Rt | **PTR-50 No. 50**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1988**<br>31,85<br>27,80<br>1 dk | ............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works | 6CHNSP18/22<br>U.S.S.R. |
| 8725072<br>M-41872<br>Rdr Rt | **PTR-50 No. 52**<br>**Academy of Sciences**<br>(Murmansk) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1988**<br>31,85<br>27,80<br>1 dk | ............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works | 6CHNSP18/22<br>U.S.S.R. |
| 8832887<br>M-41889<br>Df Esd Gc<br>Pfd Rdr Rt | **PTR-50 No. 56**<br>**The RSFSR Fishery Association for North-Western Regions**<br>(Volgograd) (U.S.S.R.) | **190**<br>57<br>70 | RS | **1978**<br>31,85<br>27,80<br>1 dk | ............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works | 6CHNSP18/22<br>U.S.S.R.<br>10,2kn |
| 8729834<br>M-41891<br>Df Esd Rdr<br>RTv | **PTR-50 No. 58**<br>**Azovkholodremflot**<br>(Taganrog) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1989**<br>31,85<br>27,80<br>1 dk | ............U.S.S.R.<br>7,08<br>- | 2,101<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp) | 6CHNSP18/22<br>U.S.S.R.<br>10,25kn |
| 8729121<br>M-41893 | **PTR-50 No. 60**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Nevelsk) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1989**<br>31,85<br>27,80 | ............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works | 6CHNSP18/22<br>U.S.S.R.<br>10,25kn |
| 8729133<br>M-41894<br>Esd Rdr Rt | **PTR-50 No. 61**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1989**<br>31,86<br>27,82<br>1 dk | ............U.S.S.R.<br>7,09 | 2,101<br>3,18 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 200<br>232kW (315bhp)<br>Russkiy-Diesel Works | 6CHSPN2A18/2<br>Leningrad<br>10,25kn |
| 8729145<br>M-41897 | **PTR-50 No. 64**<br>(U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1989**<br>31,85<br>27,80 | ............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>232kW (315bhp)<br>Russkiy-Diesel Works | 6CHNSP18/22<br>U.S.S.R.<br>10,25kn |
| 8729157<br>M-41898 | **PTR-50 No. 65**<br>**Temryuk Fish Cannery**<br>(Temryuk) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1989**<br>31,85<br>27,80 | ............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>232kW (315bhp)<br>Russkiy-Diesel Works | 6CHNSP18/22<br>U.S.S.R.<br>10,25kn |
| 8729169<br>M-41901<br>Df Esd Rdr<br>RTv | **PTR-50 No. 66**<br>**Goskinematografiya**<br>(Yalta) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1989**<br>31,85<br>27,80 | ............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>232kW (315bhp)<br>Russkiy-Diesel Works | 6CHNSP18/22<br>U.S.S.R.<br>10,25kn |
| 8730273<br>M-41914 | **PTR-50 No. 69**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Temryuk) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | Cmpl.**1989**<br>31,86<br>27,82 | ............U.S.S.R.<br>7,08<br>- | 2,101<br>3,18 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>315bhp (232kW)<br>Russkiy-Diesel Works | 6CHNSP18/22<br>Leningrad<br>10,25kn |
| 8730285<br>M-41915 | **PTR-50 No. 70**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Taganrog) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1989**<br>31,86<br>27,82 | ............U.S.S.R.<br>7,08<br>- | 2,101<br>3,18 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>315bhp (232kW)<br>Russkiy-Diesel Works | 6CHNSP18/22<br>Leningrad<br>10,25kn |
| 8826709<br>M-41916 | **PTR-50 No. 71**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1989**<br>31,85<br>27,80 | ............U.S.S.R.<br>7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 200<br>315bhp (232kW)<br>Russkiy-Diesel Works | 6CHSPN2A18/2<br>Leningrad<br>10,25kn |
| 6876683<br>UBLN<br>M-5963 | **PTS-CHAYKA**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | **100**<br>40<br>58 | RS | **1965**<br>27,31<br>1 dk | ............U.S.S.R.<br>5,49 | 2,102<br>2,49 | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.66<br>1 Ha (2,8 × 1,8) | Oil 4SA 6Cy. 175 × 240<br>Fuel (d.o.) | East Germany<br>8,5kn |
| 6876736<br>URMD<br>M-5911 | **PTS-TYUTERS**<br>ex PTS-150B No. 83<br>**Sevryba**<br>(Sankt-Peterburg) (U.S.S.R.) | **100**<br>40<br>58 | | **1964**<br>27,31<br>1 dk | ............U.S.S.R.<br>5,49 | 2,102<br>2,49 | **M Fish Carrier**<br>Ref<br>2 Ho<br>In.66<br>1 Ha (2,8 × 1,8) | Oil 4SA 6Cy. 175 × 240<br>Fuel (d.o.) | East Germany<br>8,5kn |
| 6876700<br>ENBU<br>M-6107 | **PTS-204 KUUNSI**<br>**Government of The Republic of Estonia (Department of Fisheries)**<br>(Pyarnu) (U.S.S.R.) | **100**<br>40<br>58 | RS | **1967**<br>27,11<br>1 dk | ............U.S.S.R.<br>5,64 | 1,905<br>2,49 | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.66<br>1 Ha (2,8 × 1,8) | Oil 4SA 6Cy. 180 × 220<br>Fuel (d.o.) | U.S.S.R.<br>9kn |
| 6876712<br>ENBW<br>M-6110 | **PTS-206 PINGVIN**<br>**Government of The Republic of Estonia (Department of Fisheries)**<br>(Tallinn) (U.S.S.R.) | **100**<br>40<br>58 | RS | **1967**<br>27,11<br>1 dk | ............U.S.S.R.<br>5,64 | 1,905<br>2,49 | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.66<br>1 Ha (2,8 × 1,8) | Oil 4SA 6Cy. 180 × 220<br>Fuel (d.o.) | U.S.S.R.<br>9kn |

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|---|---|---|---|---|---|---|
| **7037583**<br>*ENKP*<br>M-6171 | **PTS-235 SAASTNA**<br>**Government of The Republic of Estonia (Department of Fisheries)**<br>(Tallinn) (U.S.S.R.) | **100**<br>40<br>59 | RS | **1968** ..............U.S.S.R.<br>27,11 5,64 1,905<br>2,49<br>1 dk | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.66<br>1 Ha (2,8 × 1,8) | Oil 4SA 6Cy. 175 × 240<br>Fuel (d.o.) |
| **7037600**<br>*ENLN*<br>M-6183 | **PTS-242 UMALAYD**<br>**Government of The Republic of Estonia (Department of Fisheries)**<br>(Pyarnu) (U.S.S.R.) | **100**<br>40<br>59 | RS | **1968** ..............U.S.S.R.<br>27,11 5,64 1,905<br>2,49<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.66<br>1 Ha (2,8 × 1,8) | Oil 4SA 6Cy. 180 × 220<br>Fuel (d.o.) |
| **7349728**<br>*BODB*<br>Df Esd Gc<br>Rdr RTm/h/v | **PU AN HAI**<br>ex Hermod-85<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570433/PAHA | **79 274**<br>55 977<br>148 200<br>T/cm<br>115,4 | ZC (BV) (GL) | **1973** Blohm + Voss A.G.—Hamburg (876)<br>303,15 (BB) 43,08 16,640<br>287,00 43,00 22,50<br>F 24,1 1 dk | **M Bulk Carrier**<br>Ice strengthened<br>11 Ho 21,0 19,9 16,9 21,0 16,9 16,0 16,9 21,0 17,9 19,9 19,9 ER<br>G.144 935 HeCls. ptB<br>11 Ha (stl) (12,3 12,3 12,3 14,3 12,3 12,3 12,3 14,3 12,3 12,3 12,3 × 17,5) ER | MAN<br>Oil 2SA 8Cy. 1050 × 1800<br>32 000bhp (23 538kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 800kW 380V 50Hz a.c.<br>Fuel 620,0t (d.o.) 5 654,0t (hvf)-110,0pd |
| **7610115**<br>*BOPJ*<br>Df Esd Gc<br>Pfd Rdr Rt | **PU CHENG**<br>ex Yong Xing-87<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**6 777**<br>4 392<br>13 325<br>**9 801**<br>6 843<br>16 070 | ZC (GL) (PR) | **1977** A.G. "Weser" Seebeckwerft—Bremerhaven (1012)<br>149,80 21,04 —/9,260<br>139,25 21,00 12,25<br>P 24,7 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 18,9 19,3 17,9 25,5 19,5 ER<br>5 TwD<br>G.22 209 B.20 401<br>TEU 247 C.Ho 185/20' C.Dk 62/20'<br>5 Ha (stl) (12,5 × 7,7) (12,7 12,7 17,2 13,0 × 10,4) ER<br>10W Der 1(60) 10(5-10) | MAN<br>Vee Oil 4SA 14Cy. 400 × 540 reduction<br>sc. shaft<br>8 750bhp (6 436kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 464kW 390V 50Hz a.c. |
| **8705242**<br>*BOAC*<br>Df Esd Gc<br>Rdr RTv | **PU HE**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570155/PUHE | *35 963*<br>*22 238*<br>46 136 | ZC<br>✠Classed LR until 3/90 | **1990** Kvaerner Govan Ltd.,—Govan, Glasgow (267)<br>236,12 (BB) 32,25 12,000<br>224,00 32,20 15,60<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>6 Cell. Ho ER<br>TEU 2716 C. 2716/20'<br>12 Ha (stl)<br>22 Wing Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 800 × 2592<br>16 749kW (22 770bhp)<br>Clark Kincaid Ltd.<br>Gen 3 × 1000kW 1 × 252kW 450V 60<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 507,4t (d.o.) 3 087,5t (hvf)-68,67pd |
| **7313133**<br>*BIEZ*<br>Df Gc Rdr<br>Rt | **PU LING**<br>ex Kumamoto Maru-85<br>**Government of The People's Republic of China (Shanghai Fisheries University)**<br>Shanghai China | **364**<br>127<br>207 | ZC | **1973** K.K. Usuki Tekkosho—Usuki (857)<br>41,32 7,73 3,140<br>35,55 7,70 3,70<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Usuki<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Usuki Tekkosho |
| **7389663**<br>*BOMA*<br>Df Esd Gc<br>Pfd Rdr RTv | **PU NING HAI**<br>ex World Star-86<br>ex Australian Pioneer-85<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570372/PNHA | **65 051**<br>43 463<br>122 600<br>T/cm<br>96,5 | ZC (KR)<br>✠Classed LR until 23/10/86 | **1976**-8 Gotaverken Oresundsvarvet AB —Landskrona (252)<br>267,58 39,04 16,080<br>259,00 39,00 22,00<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes<br>9 Ho each 23,0<br>G.152 154 B.142 833<br>9 Ha (stl) (each 14,8 × 18,5) ER | B&W<br>Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW)<br>A/B Gotaverken<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 530,5t (d.o.) 5 573,0t (hvf) |
| **8831106**<br>*BROS*<br>Df Esd Gc<br>Pfd Rdr Rt | **PU TUO LING**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **12 863**<br>7 009<br>20 330 | ZC | **1985** Jiangnan Shipyard—Shanghai<br>164,00 - 9,800<br>154,80 22,00 13,40<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.25 486<br>5 Ha (stl) (12,5 × 11,2) (14,0 14,0 14,0 14,0 × 12,8) ER<br>10W Der 10(10) | Sulzer<br>Oil 2SA 6Cy. 560 × 1150<br>6 620kW (9 000bhp)<br>Dalian Marine Diesel Engine Works<br>Gen 3 × 450kW 400V a.c. |
| **8831118** | **PU YOU 1**<br>**China Marine Bunker Supply Co. (Huangpu Branch)**<br>Guangzhou/Canton China | **398**<br>223<br>500 | | **1981** Jie Yang Shipyard—Swatow<br>45,40 - 3,500<br>- 8,80 4,20<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.655 | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>441kW (600bhp)<br>Guangzhou Diesel Engine Factory<br>Guangzh<br>Gen 2 × 64kW 400V a.c. |
| **8831120**<br>*BTPI*<br>Esd Pfd Rdr<br>Rt | **PU YOU 2**<br>**China Marine Bunker Supply Co. (Huangpu Branch)**<br>Guangzhou/Canton China | **819**<br>336<br>1 000 | | **1975** Mawei Shipyard—Mawei<br>67,52 - 4,100<br>60,00 10,00 4,50<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.1 300 | Skoda<br>Oil 4SA 6Cy. 350 × 500<br>721kW (980bhp)<br>Skoda<br>Gen 2 × 90kW 400V a.c. |
| **8831132**<br>*BTPJ*<br>Esd Rdr Rt | **PU YOU 3**<br>**China Marine Bunker Supply Co. (Huangpu Branch)**<br>Guangzhou/Canton China | **789**<br>335<br>1 000 | | **1976** Xinzhongguo Shipyard—Guangzhou/Canton<br>67,38 - 4,100<br>60,00 10,00 4,50<br>1 dk | **M Tanker** | Skoda<br>Oil 4SA 6Cy. 350 × 500<br>721kW (980bhp)<br>Skoda<br>Gen 2 × 90kW 400V a.c. |
| **8832784**<br>*BTPK*<br>Esd Rdr Rt | **PU YOU 4**<br>**China Marine Bunker Supply Co. (Huangpu Branch)**<br>Guangzhou/Canton China | **824**<br>327<br>1 000 | | **1976** Hudong Shipyard—Shanghai<br>67,25 - 4,100<br>60,00 10,00 4,50<br>1 dk | **M Tanker** | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>736kW (1 001bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 90kW 400V a.c. |
| **8832796**<br>*BTCD*<br>Df Esd Gc<br>Rdr Rt | **PU YOU 7**<br>**China Marine Bunker Supply Co. (Huangpu Branch)**<br>Guangzhou/Canton China | **824**<br>327<br>1 000 | | **1973** Hudong Shipyard—Shanghai<br>67,25 - 4,100<br>60,00 10,00 4,50<br>1 dk | **M Tanker** | Skoda<br>Oil 4SA 6Cy. 350 × 500<br>721kW (980bhp)<br>Skoda<br>Gen 2 × 90kW 400V a.c. |
| **8129228**<br>*9V3150*<br>383003<br>Df Esd Gc<br>Rt | **PU 902**<br>ex Admiral Mariner-88<br>**Pan-United Shipping (Pte.) Ltd.**<br>Singapore Singapore | *103*<br>*32*<br>— | AB | **1983** Uni-France Offshore Engineering Pte. Ltd. —Singapore (305 T)<br>21,34<br>19,23 6,25 3,38<br>1 dk | **TM Tug** | Cummins<br>2 Oil 4SA each 6Cy. 159 × 159 reverse geared to sc. shafts<br>Cummins Engine Co. Inc.<br>Gen 2 × 32kW |
| **8129216**<br>*9V3114*<br>382869<br>Rt | **PU 1501**<br>ex Speedy Mariner-88<br>**Pan-United Shipping (Pte.) Ltd.**<br>Singapore Singapore | *154*<br>—<br>110 | ✠**100A1** SS 1/88<br>tug<br>✠**LMC**<br>EL (c) 275,0/22,0U2<br>FN 273 | **1983**-2 Uni-France Offshore Engineering Pte. Ltd. —Singapore (300 T)<br>26,32 7,95<br>23,86 7,62 3,81<br>1 dk<br>rf - BK 25 | **TM Tug** | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292 with cl flexible couplings & sr reverse gear shafts<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 44kW 415V 50Hz a.c.<br>2 Controllable pitch propellers |
| **8129204**<br>*9V3097*<br>382842<br>Esd Rdr Rt | **PU 1502**<br>ex Triumphant Mariner-88<br>**Pan-United Shipping (Pte.) Ltd.**<br>Singapore Singapore | *154*<br>—<br>110 | ✠**100A1** SS 2/88<br>tug<br>✠**LMC**<br>EL (c) 275,0/22,0U2<br>FN 273 | **1983**-1 Uni-France Offshore Engineering Pte. Ltd. —Singapore (299 T)<br>26,32 7,95 3,266<br>23,86 7,62 3,81<br>1 dk<br>rf - BK 25 | **TM Tug** | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292 with cl flexible couplings & sr reverse gear shafts<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 44kW 415V 50Hz a.c.<br>2 Controllable pitch propellers |

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| 7508049<br>9V3556<br>384718<br>Df Esd Rdr Rt | **PU 1503**<br>ex Jaffer III-91<br>**Pan-United Shipping (Pte.) Ltd.**<br>Singapore Singapore | **171**<br>28<br>163 | AB | **1976** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS282)<br>25,91 8,23 3,363<br>23,91 7,62 3,81<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 28kW<br>10kn |
| 7606401<br>9V3013<br>382531<br>Rdr | **PU 1601**<br>ex Marcom Alpha-85<br>ex Maya Maru No. 38-82<br>**Indo Sumatera Trading Co. Pte. Ltd.**<br>Singapore Singapore | **107**<br>28<br>— | NK | **1974** Sakamoto Zosensho—Nandan<br>26,85 6,53 2,820<br>24,01 6,51 3,10<br>1 dk | **M Tug** | Yanmar<br>Oil 4SA 6Cy. 280 × 340<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 24kW<br>11,5kn |
| 8711162<br>9V3276<br>383565<br>Rt | **PU 1602**<br>**Pan-United Shipping (Pte.) Ltd.**<br>Singapore Singapore | *217*<br>*65*<br>— | AB | **1987** Pan United Shipping Pte. Ltd.—Singapore (SC-02-85)<br>26,47 —<br>25,51 8,11 4,02<br>1 dk | **M Tug** | Niigata 8MG25BX<br>Oil 4SA 8Cy. 250 × 320 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>Niigata Eng. Co. Ltd. Japan<br>Gen 2 × 48kW a.c. |
| 7393987<br>9V3333<br>383874<br>Rdr Rt | **PU 1604**<br>ex Tsukushi Maru No. 8-88<br>**Pan-United Shipping (Pte.) Ltd.**<br>Singapore Singapore | *181*<br>*55*<br>135 | NK | **1974** Kanagawa Zosen—Kobe (140)<br>29,61 7,62 2,809<br>27,01 7,60 3,61<br>1 dk<br>RW | **TM Tug** | Niigata 6L20AX<br>2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 24kW a.c.<br>11,3kn |
| 8818544<br>9V3348<br>383939<br>Esd Rdr Rt | **PU 1802-T**<br>**Pan-United Shipping (Pte.) Ltd.**<br>Singapore Singapore | *220*<br>*66*<br>— | AB | **1989** Pan United Shipping Pte. Ltd.—Singapore (66)<br>29,00 - 3,500<br>28,00 8,60 4,11<br>1 dk | **TM Tug** | Caterpillar 3512TA<br>2 Vee Oil 4SA each 12Cy. 170 × 190 sr geared to sc. shafts<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 48kW 415V 50Hz a.c.<br>Fuel 125,0t (d.o.)-4,0pd 4,5kn |
| 8818556<br>9V3349<br>383940<br>Rt | **PU 1803-T**<br>**Pan-United Shipping (Pte.) Ltd.**<br>Singapore Singapore | *220*<br>*66*<br>— | AB | **1989** Pan United Shipping Pte. Ltd.—Singapore (67)<br>29,00 - 3,924<br>28,00 8,60 4,11<br>1 dk | **TM Tug** | Caterpillar 3512TA<br>2 Vee Oil 4SA each 12Cy. 170 × 190 reverse reduction geared to sc. shafts<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 48kW a.c.<br>11kn |
| 7432379<br>9V3367<br>384060<br>Df Gc Pfd<br>Rdr Rt | **PU 2002**<br>ex Murasaki Maru No. 1-89<br>**Pan-United Shipping (Pte.) Ltd.**<br>Singapore Singapore | *273*<br>*82*<br>254 | NK | **1975** Kanbara Zosen K.K.—Onomichi (208)<br>36,27 8,01 3,442<br>31,27 7,98 3,60<br>F 15,9 1 dk<br>RW | **M Tug**<br>Mchy.aft | Hanshin 6LUD35<br>Oil 4SA 6Cy. 350 × 550<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 56kW a.c.<br>12,75kn |
| 8505032<br>YDMD<br>Esd Gc RTv | **PUAH**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **1 006**<br>676<br>1 500 | KI | **1985** P.T. Dok Dan Perkapalan "Surabaya" —Surabaya (530)<br>54,01 14,25 2,950<br>53,12 14,00 3,81<br>1 dk | **TM Tank Barge** | Niigata<br>2 Oil 4SA each 6Cy. 180 × 240 with clutches & sr geared to sc. shafts<br>1 170bhp (861kW)<br>Niigata Eng. Co. Ltd. Ota<br>Gen 2 × 160kW 1 × 48kW<br>Fuel 64,0t (d.o.)-4,5pd 8kn |
| 7119226<br>EWWI<br>M-31022<br>Df Esd Gc<br>Pfd Rdr Rt | **PUBLITSIST**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**2 154**<br>764<br>1 134 | RS | **1971** VEB Volkswerft Stralsund—Stralsund (329)<br>81,97 13,62 5,201<br>73,00 13,61 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 8841345<br>YTWK<br>5T-556<br>Esd Rdr Rt | **PUCISCA**<br>ex PT 62 Alga-91<br>**Brodarska Zadruga "Zora"**<br>Split Croatia | **543**<br>263<br>730 | | **1958** R.O. Brodogradiliste "3 Maj"—Rijeka (424)<br>57,21 8,93 —<br>- - 4,30<br>1 dk<br>conv Replenishment General Cargo 91 | **M General Cargo** | MAN<br>Oil<br>1 102kW (1 498bhp) E made50 fitted58<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>12,5kn |
| 7217975<br>SQNM<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PUCK**<br>ex Grano-85<br>**Polish Ocean Lines (Polskie Linie Oceaniczne)**<br>Szczecin Poland | **2 369**<br>859<br>4 078 | PR (NV) | **1972** Nystads Varv Ab—Uusikaupunki/Nystad (270)<br>118,17 (BB) 16,06 5,982<br>108,64 16,01 12,81<br>2 dks<br>rf 51 | **TM RoRo Cargo**<br>Paper-carrying 12cbn 12bth D<br>Bow door & ramp<br>L 11,00 W 4,00 SWL 25<br>Stern door/ramp<br>L 12,00 W 8,00 SWL 50<br>Lane Length 860 Cargo Width 7,50<br>Clear height 5,80<br>Lorries 12 Trailers 66<br>1 Ho 53,9 ER<br>G.13 892 B.10 380<br>TEU 217<br>C.Ho 23/20' C.RoRo Dk 181/20' C.Dk 13/20' incl. 10 ref C.<br>1 Ha (stl) (7,4 × 2,9) | Pielstick 9PC2L-400<br>2 Oil 4SA each 9Cy. 400 × 460 sr geared to sc. shafts<br>9 000bhp (6 620kW)<br>Oy Wartsila Ab Turku/Abo<br>Gen 2 × 504kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 66,5t (d.o.) 326,5t (hvf)-35,5pd 17,75kn |
| 7120354<br>Df Esd Rdr<br>RTm/h/v | **PUEBLA**<br>**Government of Mexico (Secretaria de Communicaciones y Transportes - Direccion General de Dragado)**<br>Veracruz Mexico | **2 202**<br>1 049<br>2 459 | (BV)<br>✠Classed LR until 16/12/83 | **1971** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (132)<br>79,81 14,56 4,865<br>73,11 14,25 5,80<br>Trunk 24,1 1 dk<br>rf nil DK | **TM Hopper/Dredger/Sand Carrier**<br>Trailing Suction Bottom doors Sand-pump discharge<br>Twin side arms Dredging depth 18,0<br>Hopper 2100T<br>Hopper 1 400<br>2 sandpumps each 947kW (1270bhp) | MAN<br>2 Oil 4SA each 7Cy. 300 × 450 sr geared to sc. shafts<br>2 970bhp (2 185kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 260kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.)<br>12kn |
| 8411839<br>EAAI<br>3GI-4-2107<br>Rdr Rt | **PUENTE BELESAR**<br>**Jose Pereira e Hijos S.A.**<br>Vigo Spain | **495**<br>243<br>801 | (BV) | **1985** Ast. Gondan—Puerto de Figueras (249)<br>53,01 (BB) 4,001<br>46,00 16,02 6,35<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.991 | A.B.C. 6MDZC<br>Oil 4SA 6Cy. 256 × 310 with flexible couplings & sr geared to sc. shaft<br>1 064kW (1 447bhp)<br>Anglo-Belgian Corporation N.V. Gent/Gand<br>Gen 2 × 140kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>12kn |
| 7720130<br>EHRJ<br>Df Esd Gc<br>Pfd Rdr Rt | **PUENTE CANARIO**<br>**Antonio Armas Curbelo S.A.**<br>Palma de Mallorca Spain | **688**<br>406<br>1 275 | BV (GL) | **1979** Ast. de Mallorca S.A.—Palma de Mallorca (223)<br>74,12 14,23 3,352<br>69,12 14,20 8,41<br>2 dks | **M RoRo Cargo**<br>Stern door/ramp<br>L 21,63 W 6,45<br>Lane Length 361 Cargo Width 5,75<br>Clear height 4,55<br>Cars 80 Lorries 42 Trailers 24<br>Mchy.aft<br>B.4 344<br>TEU 52 52/20'(40') | Alpha 12V23HU<br>Vee Oil 4SA 12Cy. 225 × 300 sr geared to sc. shaft<br>1 103kW (1 500bhp)<br>Cons. Echevarria Bermeo<br>Gen 3 × 132kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>12kn |
| 5103285<br>EBUC<br>7779<br>Df EsdRTm | **PUENTE DA BARCA**<br>ex Emilia Vieira-74<br>**Eduardo Rivas Pazos**<br>Vigo Spain | **153**<br>67<br>124 | (BV) | **1958** Maritima del Musel S.A.—Gijon (17)<br>*25,00* 5,85 3,474<br>5,82 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Duvant<br>Oil 4SA 6Cy. 230 × 330<br>300bhp (221kW)<br>Carmelo Unanue Zumaya<br>Fuel 51,0t (d.o.) 10,5kn |
| 7328322<br>EEWS<br>9379<br>Df Esd Gc<br>Pfd Rdr Rt | **PUENTE DE GONDOMAR**<br>**Enrique Molares Perez**<br>Vigo Spain | **347**<br>135<br>430 | BV | **1973** Const. Nav. Santodomingo—Vigo (420)<br>43,62 8,59 4,052<br>39,65 8,50 6,15<br>2 dks<br>len 82 | **M Fishing**<br>Side Trawler Ref<br>1 Ho ER<br>In.390 | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 193,5t (d.o.) 12kn |

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| **5286403**<br>*EBWB*<br>8184<br>Df Esd Rt | **PUENTE DE HERAS**<br>**Raimundo Dominguez Macaya y otros**<br>Vigo Spain | **214**<br>108<br>— | (BV) | **1960** Ast. del Cadagua W. E. Gonzalez S.A.—Bilbao (45) | *31,73* 6,41 3,455<br>26,52 6,38 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha ER | Crossley<br>Oil 2SA 6Cy. 266 × 343<br>510bhp (375kW)<br>Crossley Bros. Ltd.<br>Fuel 74,0t (d.o.) |
| **5222885**<br>*EFID*<br>1284<br>Esd | **PUENTE DE LA BARCA**<br>ex Padre Marchena<br>ex Maria Jesus Dominaga ex Nereo-53<br>**Manuel Rodriguez Camacho**<br>Huelva Spain | **140**<br>69<br>— | | **1950** Ast. Neptuno—Valencia | *27,07* 6,15<br>24,87 6,13 3,23 | **M Fishing**<br>Side Trawler | Kromhout<br>Oil 2SA 4Cy. 300 × 400<br>300bhp (221kW)<br>N.V. Kromhout Motorenfabrik<br>Fuel 8,0t (d.o.) |
| **6606521**<br>*EEOL*<br>8567<br>Df Esd Rt | **PUENTE DE LA RAMALLOSA**<br>**M. & R. Dominguez Macaya S.A.**<br>Vigo Spain | **311**<br>135<br>— | (BV) | **1965** Enrique Lorenzo y Cia. S.A.—Vigo (309) | 40,21 6,84 3,683<br>35,59 6,81 4,02<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,6 × 1,6) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Fuel 85,5t (d.o.) |
| **6412217**<br>*EEEK*<br>8603<br>Df Esd Rdr Rt | **PUENTE DE PANXON**<br>**Pesquera Biyak Bat S.L.**<br>Vigo Spain | **268**<br>133<br>— | (BV) | **1964** Maritima del Musel S.A.—Gijon (57) | 38,97 7,27 3,499<br>33,66 7,21 3,92<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho<br>3 Ha (each 0,9 × 0,9) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **5286415**<br>*EDHB*<br>2464<br>Df Esd Rt | **PUENTE DE TRETO**<br>**Industrias Maritimas S.A.**<br>Vigo Spain | **214**<br>108<br>— | (BV) | **1960** Ast. del Cadagua W. E. Gonzalez S.A.—Bilbao (44) | *31,77* 6,41 3,455<br>26,52 6,38 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha ER | Crossley<br>Oil 2SA 6Cy. 266 × 343<br>510bhp (375kW)<br>Crossley Bros. Ltd.<br>Fuel 74,0t (d.o.) |
| **6727507**<br>*EFRW*<br>1823<br>Esd Gc Pfd Rdr Rt | **PUENTE DE TRIANA**<br>**Congeladores Unidos S.A.**<br>San Sebastian Spain | **456**<br>270<br>641 | BV | **1967** Ast. Luzuriaga S.A.—Pasajes (103) | 48,04 8,59 4,573<br>45,01 8,55 6,71<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.638<br>5 Ha (2,2 2,2 2,2 × 2,2) (1,4 × 1,4) (1,0 × 1,0) ER<br>Der 1(1,5) 1(1) | Stork<br>Oil 4SA 6Cy. 390 × 680<br>1 260bhp (927kW)<br>Naval-Stork-Werkspoor S.A.<br>Fuel 188,0t (d.o.) |
| **6724567**<br>*EFTC*<br>1822<br>Esd Gc Pfd Rdr Rt | **PUENTE DEL CARMEN**<br>**Congeladores Unidos S.A.**<br>Pasajes Spain | **579**<br>270<br>641 | BV | **1967** Ast. Luzuriaga S.A.—Pasajes (102) | 48,04 8,59 4,573<br>45,01 8,56 6,71<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.638<br>5 Ha (2,2 2,2 2,2 × 2,2) (1,4 × 1,4) (1,0 × 1,0) ER<br>Cr 1(1) 1(0,5) Der 1(1) 1(0,5) | Stork<br>Oil 4SA 6Cy. 390 × 680<br>1 260bhp (927kW)<br>Naval-Stork-Werkspoor S.A.<br>Fuel 188,0t (d.o.) |
| **5286441**<br>*EAVG*<br>926<br>Esd | **PUENTE DEL VALLE**<br>**Miguel Llinares Segui**<br>Huelva Spain | **257**<br>103<br>— | | **1952** Corcho Hijos S.A.—Santander (63) | 34,96 7,12 3,696<br>30,99 7,07 | **S Fishing**<br>Side Trawler | T 3Cy. 310 510 & 840 x 560<br>W. C. Abbot<br>Fuel (o.f.) |
| **8502212**<br>*EFZK*<br>2115<br>Rdr Rt | **PUENTE LADEIRA**<br>**Jose Pereira e Hijos S.A.**<br>Gijon Spain | *531*<br>*272*<br>813 | BV | **1985** Ast. Gondan—Puerto de Figueras (236) | 56,37 4,611<br>47,12 10,01 6,35<br>1 dk | **M Fishing**<br>Stern Trawler Ref | A.B.C.<br>Oil 4SA 6Cy. 256 × 310 with flexible cou<br>sr geared to sc. shaft<br>1 067kW (1 451bhp)<br>Anglo-Belgian Corporation N.V.<br>Controllable pitch propeller |
| **7388293**<br>*EFFY*<br>9477<br>Df Esd Gc Pfd Rdr Rt | **PUENTE MINOR**<br>**Pereira Alvarez S.A.**<br>Vigo Spain | **314**<br>151<br>398 | (BV) | **1974** Const. Nav. Santodomingo—Vigo (421) | 38,31 8,59 4,052<br>33,00 8,51 4,09<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Fuel 193,5t (d.o.) |
| **5286453**<br>*EFQL*<br>7671<br>RTm | **PUENTE NANSA**<br>ex Puente Nanza-55<br>**Pesquerias Paulino Freire S.L.**<br>Vigo Spain | **200**<br>58<br>— | | **1949** Astilleros del Talleres—Santander | *32,07* 6,10.<br>... ... ...<br>R | **M Fishing**<br>Side Trawler<br>2 Ho 4,8 5,1<br>2 Ha (stl) (each 0,7 × 0,9) | Polar<br>Oil 2SA 4Cy. 250 × 420<br>370bhp (272kW)<br>Atlas-Diesel A/B<br>Gen 1 × 12kW 2 × 8kW 110V d.c.<br>Fuel (d.o.) |
| **5176476**<br>*EBZB*<br>7867<br>Df Esd Rt | **PUENTE NICOBA**<br>ex Juan Lazo-64<br>**Pesquera del Rompido S.A.**<br>Vigo Spain | **283**<br>129<br>325 | (BV) | **1958** Enrique Lorenzo y Cia. S.A.—Vigo (240) | 38,41 6,89 3,595<br>33,38 6,80 4,02<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha | Krupps<br>Oil 4SA 8Cy. 295 × 420<br>520bhp (382kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 89,0t (d.o.) |
| **8113035**<br>*EAVC*<br>Df Esd Gc Rdr RTv | **PUENTE PEREIRAS**<br>**Pereira Alvarez S.A.**<br>Gijon Spain<br>SatCom: 1351557/PUPE | **494**<br>173<br>630 | BV | **1983** Ast. Gondan—Puerto de Figueras (172) | 54,01 4,201<br>45,01 10,51 4,53<br>1 dk | **M Fishing**<br>Stern Trawler Processing Ref<br>Mchy.aft<br>In.875 | Deutz<br>Oil 4SA 6Cy. 400 × 580 geared to sc. s<br>1 850bhp (1 361kW)<br>Hijos de J. Barreras S.A. |
| **8502224**<br>*EEJC*<br>2120<br>GI-4-2120<br>Df Esd Gc Pfd Rdr RTv | **PUENTE PEREIRAS DOS**<br>**Jose Pereira e Hijos S.A.**<br>Gijon Spain<br>SatCom: 1351224/PERD | *1 396*<br>*438*<br>1 216 | **✠100A1** SS 1/91<br>stern trawler<br>**✠LMC**<br>**Lloyd's RMC**<br>EL 385,0/30,0U2(a)<br>FN 1050 | **1986**-7 Ast. Gondan—Puerto de Figueras (257) | 67,72 (BB) 11,08 4,652<br>58,22 11,02 7,01<br>F 25,0 2 dks<br>rf 399 Box K 411 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.1 700 | A.B.C.<br>Oil 4SA 8Cy. 256 × 310 with flexible co<br>sr geared to sc. shaft<br>1 420kW (1 931bhp)<br>Anglo-Belgian Corporation N.V.<br>Gen 3 × 220kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **8509210**<br>*EEAL*<br>2127<br>Df Esd Gc Rdr Rt | **PUENTE SABARIS**<br>**Jose Pereira e Hijos S.A.**<br>Gijon Spain | *813*<br>*391*<br>1 216 | BV | **1986** Ast. Gondan—Puerto de Figueras (258) | 67,72 (BB) 11,03 4,652<br>58,22 11,00 7,01 | **M Fishing**<br>Stern Trawler Ref<br>In.1 700 | A.B.C.<br>Oil 4SA 8Cy. 256 × 310 with flexible co<br>sr geared to sc. shaft<br>1 930bhp (1 420kW)<br>Anglo-Belgian Corporation N.V.<br>Controllable pitch propeller |
| **5286465**<br>*EAWX*<br>1317<br>RTm | **PUENTE SAMPAYO**<br>**Alvarez Entrena S.A.**<br>Vigo Spain | **241**<br>121<br>— | (BV) | **1957** Ast. del Cadagua W. E. Gonzalez S.A.—Bilbao (11) | 36,96 6,53<br>30,61 6,51 3,71<br>R | **M Fishing**<br>Side Trawler<br>2 Ho each 6,2<br>2 Ha (stl) (each 0,9 × 0,9) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW) E made64 fitted—<br>Kloeckner Humboldt Deutz<br>Gen 1 × 25kW 1 × 20kW 1 × 12<br>110V d.c.<br>Fuel 91,5t (d.o.) |
| **7388009**<br>*EGIP*<br>9497<br>Esd Gc Pfd Rdr Rt | **PUENTE SAN TELMO**<br>**Pesquerias Paulino Freire S.L.**<br>Vigo Spain | **301**<br>118<br>— | BV | **1975** Construcciones Navales P. Freire S.A.—Vigo (70) | 39,78 8,82<br>32,01 8,79 4,02<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A.<br>Fuel 186,5t (d.o.) |
| **7388011**<br>*EGNH*<br>9508<br>Esd Gc Pfd Rdr Rt | **PUENTE TORALLA**<br>**Pesquera Morrazo**<br>Vigo Spain | **287**<br>98<br>52 | BV | **1975** Construcciones Navales P. Freire S.A.—Vigo (83) | 40,72 8,97<br>31,98 8,79 4,02<br>2 dks | **M Fishing**<br>Stern Trawler<br>2 Ho ER<br>G.325 | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A.<br>Fuel 186,5t (d.o.) |

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| 5286489<br>*EFTN*<br>7670<br>RTm | **PUENTE VIESGO**<br>**Pesquerias Paulino Freire S.L.**<br>Vigo Spain | **152**<br>58<br>— | | **1949** Astilleros del Talleres—Santander<br>*27,31* 6,10<br>... ... ...<br>R | **M Fishing**<br>Side Trawler<br>2 Ho 4,8 5,1<br>2 Ha (stl) (each 0,7 × 0,9) | Polar<br>Oil 2SA 4Cy. 250 × 420<br>370bhp (272kW)<br>Atlas-Diesel A/B Stockholm<br>Gen 1 × 12kW 2 × 8kW 110V d.c.<br>Fuel (d.o.) 11kn |
| 6726589<br>*EAAV*<br>8758<br>Df Esd Rdr<br>Rt | **PUENTEAREAS**<br>Launched as Para que Veas<br>**Manuel Gonzalez Parada**<br>Vigo Spain | **246**<br>118<br>183 | BV | **1968** Const. Nav. Santodomingo—Vigo (357)<br>36,20 6,86 3,023<br>31,50 6,81 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.236<br>2 Ha (each 1,1 × 1,1) ER | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 10,25kn |
| 8617495<br>Rt | **PUERTO BALLENA**<br>**Pescachile S.A.**<br>Valparaiso Chile | **753**<br>225<br>572 | BV | **1987** Enrique Lorenzo y Cia. S.A.—Vigo (419)<br>53,40 (BB) 9,53 3,745<br>46,89 9,50 4,20<br>1 dk | **M Fishing**<br>Side-fishing Long-line Ref<br>In.730 | Caterpillar 3508TA<br>2 Vee Oil 4SA each 8Cy. 170 × 190 with flexible couplings & reduction geared to sc. shaft<br>1 410bhp (1 037kW)<br>Caterpillar Inc. Peoria, Illinois<br>Controllable pitch propeller<br>12,5kn |
| 7822548<br>*C6IM2*<br>384828<br>Df Esd Gc<br>Pld Rdr RTv<br>AMVER | **PUERTO CORTES**<br>ex Kota Eagle-89<br>ex Contender Argent-87 ex Cavara-86<br>ex Contender Argent-84<br>**Privatleasing K/S**<br>V. Ships (UK) Ltd.<br>Nassau Bahamas<br>SatCom: 1103113/ARGX | **11 445**<br>3 802<br>17 993 | ✠Classed LR until 18/2/84<br>BV | **1981**-6 Cant. Nav. Breda S.p.A.—Venezia (292)<br>173,01 30,64 8,194<br>160,69 30,41 17,00<br>F 16,8 2 dks<br>rf nil | **TM RoRo Cargo**<br>Quarter bow door/ramp (s) Side door/ramp (s)<br>Lane Length 920 Clear height 5,45<br>1 Ho ER<br>TEU 1108<br>C.Ho 536/20' (40') C.Dk 594/20' (40')<br>Cr 2(38) | Pielstick 18PC2-5V-400<br>2 Vee Oil 4SA each 18Cy. 400 × 460 sr geared to sc. shafts<br>21 100bhp (15 520kW)<br>Lindholmen Motor AB. Goteborg<br>Gen 3 × 1200kW 1 × 250kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 1 350,5t (d.o.) 3 896,5t (hvf) 17kn |
| 6825323<br>*EAHV*<br>766<br>Df Esd Gc<br>Rdr Rt | **PUERTO DE ALCUDIA**<br>ex Teresa del Mar-81<br>**Naviera Avilesina S.A.**<br>Bilbao Spain | **691**<br>460<br>1 055 | ✠Classed LR until 9/11/83 | **1968**-8 Maritima de Axpe S.A.—Bilbao (31)<br>59,01 10,34 3,912<br>53,01 10,32 4,40<br>P 9,5 F 7,4 1 dk<br>rf nil | **M General Cargo**<br>Mchy.aft | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>1 100bhp (809kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 47kW 1 × 30kW 1 × 20kW 230V d.c.<br>11kn |
| 8128389<br>Df Esd Gc<br>Rdr Rt | **PUERTO DE ALTAMIRA**<br>**Government of Mexico (Secretaria de Communicaciones y Transportes - Direccion General de Dragado)**<br>Tampico Mexico | **3 125**<br>1 507<br>3 790 | ✠Classed LR until 27/8/86 | **1982**-10 IHC Smit B.V.—Kinderdijk (CO1154)<br>107,19 16,84 5,158<br>92,00 16,81 6,61<br>RAD 2,2 F 25,3 1 dk<br>rf nil DK | **TM Hopper/Dredger**<br>Trailing Cutter Suction Bottom doors<br>Single side arm Dredging depth 20,0<br>Hopper 4000T<br>1 Ho ER<br>Hopper 3 000<br>1 sandpump 1080kW (1470bhp)<br>1 Ha (stl) ER | MAN G6V30/45ATL<br>2 Oil 4SA each 6Cy. 300 × 450 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>2 936bhp (2 160kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 320kW 1 × 240kW 440V 60Hz a.c.<br>Thw. thrust propeller |
| 6403981<br>*EEMV*<br>8500<br>Df Esd Rt | **PUERTO DE ARRECIFE**<br>**Manuel Freire Veiga**<br>Vigo Spain | **295**<br>112<br>— | (BV) | **1964** Enrique Lorenzo y Cia. S.A.—Vigo (300)<br>40,21 6,84<br>35,59 6,80 4,02<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,1 × 1,1) | Krupps<br>Oil 4SA 8Cy. 295 × 420<br>700bhp (515kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 85,5t 10,5kn |
| 8810877<br>*EGZO*<br>Rt | **PUERTO DE CADIZ**<br>**Galaica Del Mar S.A.**<br>Cadiz Spain | *454*<br>*136*<br>300 | BV | **1990** Ast. de Santander S.A.—Santander (183)<br>3,801<br>32,97 9,01 6,18 | **M Fishing**<br>Stern Trawler Ref<br>In.390 | Wartsila 6R22<br>Oil 4SA 6Cy. 220 × 240 with flexible couplings & sr geared to sc. shaft<br>840kW (1 142bhp)<br>Cons. Echevarria Bermeo<br>Controllable pitch propeller<br>11kn |
| 8704793<br>*EHXN*<br>Rdr Rt | **PUERTO DE LA LUZ**<br>**CIRCOPESCA Carlos Romero Gonzalez**<br>Las Palmas Spain | *250*<br>*76*<br>408 | BV | **1988** Ast. Zamacona S.A.—Bilbao (127)<br>31,50 7,71 3,273<br>25,02 7,71 5,21<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.192 | Caterpillar D398TA<br>Vee Oil 4SA 12Cy. 159 × 203 with flexible couplings & sr geared to sc. shaft<br>625kW (850bhp)<br>Caterpillar Inc. U.S.A.<br>Gen 2 × 240kW 380V a.c.<br>11,4kn |
| 5315412<br>*DJBJ*<br>Esd Rdr RTv | **PUERTO DE MOGAN**<br>ex Puerto Rico-89 ex Puerto Mogan-89<br>ex Puerto Rico-89 ex Moby Dick I-87<br>ex Uthlande-70<br>ex Schleswig-Holstein-68<br>**Transnavio Schiffahrts G.m.b.H. & Co.**<br>Bremen Federal Republic of Germany | **350**<br>177<br>183 | GL | **1958** Husumer Schiffsw.—Husum (1115)<br>46,16 8,36 1,801<br>42,02 8,31 3,00<br>F 4,6 1 dk<br>RW | **TM Ferry**<br>649P<br>Ice strengthened<br>Mchy.aft | MaK MSU36<br>2 Oil 4SA each 6Cy. 215 × 360<br>480bhp (353kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 20kW 1 × 10kW 220/380V a.c.<br>2 Controllable pitch propellers<br>Fuel (d.o.) 11kn |
| 7528996<br>*EGQX*<br>1303<br>Esd Rdr Rt | **PUERTO DE PALOS**<br>**Mariscos Rodriguez S.A.**<br>Huelva Spain | **149**<br>69<br>— | (BV) | **1974** S.A. Balenciaga—Zumaya<br>*27,56*<br>6,18 3,00<br>1 dk | **M Fishing** | Caterpillar D353SCAC<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 61,0t (d.o.) 9,75kn |
| 5286673<br>*EDOZ*<br>8339<br>Df Esd Rt | **PUERTO DE VIGO**<br>**Jose Morales Alonso**<br>Vigo Spain | **235**<br>89<br>— | (BV) | **1962** Enrique Lorenzo y Cia. S.A.—Vigo (292)<br>34,29 6,35 3,531<br>30,00 6,30 3,87<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Oil 2SA 6Cy. 250 × 375<br>450bhp (331kW)<br>Juaristi Bilbao<br>Fuel 73,5t (d.o.) 9,5kn |
| 7128784<br>*CBPE*<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v | **PUERTO EDEN**<br>ex Aetos-91 ex Bore VII-77<br>**Naviera Interoceangas S.A. (NISA)**<br>Valparaiso Chile | *6 709*<br>*2 012*<br>4 700 | ✠**100A1** CS 2/87<br>Ice Class 1<br>✠**LMC** **UMS**<br>EL X 2"U2<br>FN 3341 | **1972**-3 Rauma-Repola Oy—Rauma/Raumo (199)<br>113,52 19,26 6,249<br>105,01 19,21 12,60<br>2 dks<br>rf 279 | **M RoRo Cargo/General Cargo**<br>.15bth D<br>Stern door/ramp<br>L 10,00 W 8,22 SWL 80<br>Lane Length 975 Cargo Width 18,80<br>Clear height 5,80<br>Cars 360 Trailers 64<br>1 Ho 54,0 ER<br>B.11 141<br>TEU 247 C. 247/20' | MaK 6M551AK<br>2 Oil 4SA each 6Cy. 450 × 550 geared to sc. shaft<br>6 000bhp (4 413kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 296kW 2 × 260kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 457,0t (hvf)-24,5pd 16kn |
| 6703927<br>*EFBP*<br>762<br>Df Esd Gc<br>Rdr RTm/v | **PUERTO MADRYN**<br>ex Sierra Lucena-85<br>**Alvarez Entrena S.A.**<br>Santa Cruz de Tenerife Spain<br>SatCom: 1351210/PMAE | **1 592**<br>1 057<br>1 869 | (BV)<br>✠Classed LR until 4/85 | **1967**-4 Basse-Sambre-Corcho S.A.—Santander (95)<br>83,47 12,15 5,017<br>74,94 12,10 6,76<br>F 8,9 2 dks<br>rf 102 | **M General Cargo**<br>Ref 7P<br>3 Ho 12,4 21,5 11,1 ER<br>In.1 951<br>3 Ha (stl) (6,0 9,7 6,0 × 4,5) ER<br>Cr 2(2,5) | Werkspoor<br>Oil 4SA 10Cy. 390 × 680<br>2 440bhp (1 795kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 200kW 380V 50Hz a.c.<br>Fuel 236,5t (d.o.) 16kn |
| 6524462<br>*LW4031*<br>Df Esd Rdr<br>RTm/h | **PUERTO MADRYN**<br>**Galme Pesquera S.A.I.C.**<br>Mar del Plata Argentina | **238**<br>75<br>504 | (BV)<br>✠Classed LR until 16/8/74 | **1966**-7 Ast. del Cantabrico y de Riera—Factoria Cantabrico, Gijon (C.89)<br>35,49 7,55 3,988<br>30,48 7,50 4,12<br>B & F 16,5 1 dk<br>RW rf 483 BK 178 | **M Fishing**<br>Stern Trawler<br>2 Ho 12,7 2,5 | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>675bhp (497kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 61,0t (d.o.) 12kn |
| 7115244<br>*EDHS*<br>9175<br>Df Esd Rt | **PUERTO MARIN**<br>**Eloy Garcia Garcia**<br>Vigo Spain | **217**<br>102<br>— | (BV) | **1971** Const. Nav. Santodomingo—Vigo (393)<br>32,42 7,17<br>29,01 7,10 3,76<br>1 dk | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>11kn |

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| 7001106<br>Df Esd Rt | **PUERTO NATALES II**<br>ex Itxaso-90<br>**Pesquero Puerto Natales S.A.**<br>Valparaiso Chile | **217**<br>74<br>— | BV | **1969** S.L. Ardeag—Bilbao (53)<br>30,89 7,01<br>28,43 6,43 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.170 | CSD A.B.C.<br>Oil 4SA 8Cy. 242 × 320 sr geared to s<br>794kW (1 079bhp)<br>Anglo-Belgian Co. N.V.<br>Gen 2 × 37kW 1 × 25kW 380V a.c.<br>Fuel 81,0t (d.o.) |
| 5034185<br>Df EsdRTm | **PUERTO NATALES 1**<br>ex Bajamar-89<br>**Pesquero Puerto Natales S.A.**<br>Chile | **201**<br>99<br>— | RI (BV) | **1958** Hijos de J. Barreras S.A.—Vigo (1080)<br>33,51 6,05 3,328<br>28,96 6,01 3,66<br>1 dk<br>RW | **M Fishing**<br>Side Trawler | Werkspoor<br>Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW)<br>Hijos de J. Barreras S.A.<br>Fuel 50,0t (d.o.) |
| 6420290<br>*WQ8998*<br>294841<br>Esd Rdr<br>RTm/v | **PUERTO NUEVO**<br>**Crowley Towing & Transportation Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **191**<br>101<br>127 | AB | **1964** Equitable Equipment Co.—Madisonville, La (1314)<br>29,11 8,64 3,598<br>26,52 8,60 4,02<br>1 dk<br>BK 51 | **TM Tug** | Caterpillar<br>2 Oil 4SA each 12Cy. 159 × 203 sr rev<br>geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 4kW 205V 60Hz a.c.<br>Fuel 122,0t (d.o.) |
| 5286697<br>*YVJZ*<br>ABXI-0866<br>Rt | **PUERTO ORDAZ**<br>ex Julia C. Moran-54<br>**CVG Ferrominera Orinoco C.A.**<br>Venezuela | **270**<br>68<br>— | | **1951** Jakobson Shipyard Inc.—Oyster Bay, NY (337)<br>32,01 8,26 3,963<br>... ... ... | **D-E Tug** | General Motors<br>Vee Oil 2SA 16Cy. 222 × 267 driving g<br>connected to elec. motor<br>General Motors Corp. |
| 5286702<br>*EDPI*<br>8350<br>Df Esd Rt | **PUERTO PESQUERO**<br>**Pereira Alvarez S.A.**<br>Vigo Spain | **235**<br>89<br>— | (BV) | **1962** Enrique Lorenzo y Cia. S.A.—Vigo (293)<br>34,29 6,35 3,531<br>30,00 6,30 3,87<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Oil 2SA 6Cy. 250 × 375<br>450bhp (331kW)<br>Juaristi<br>Fuel 73,5t (d.o.) |
| 7503051<br>*EGUR* | **PUERTO REAL SM 1**<br>**Astilleros Espanoles S.A.**<br>Cadiz Spain | **415**<br>—<br>930 | | **1975** Astilleros Espanoles S.A.—Factoria de Matagorda, Cadiz (182)<br>25,02 18,04 5,411<br>25,02 18,01 7,24 | **TM Pontoon**<br>Twin Hull | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 165<br>900bhp (662kW)<br>Caterpillar Tractor Co. |
| 7114161<br>*WYZ2756*<br>529198<br>Df Esd Gc<br>Pfd Rdr Rt | **PUERTO RICO SUN**<br>**Sun Transport Inc.**<br>Wilmington, De United States of America | **194**<br>132<br>— | AB | **1970** Main Iron Works Inc.—Houma, La (238)<br>3,836<br>32,44 9,15 4,42<br>1 dk<br>BK 89 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 r<br>reduction geared to sc. shafts<br>General Motors Corp.<br>Gen 2 × 60kW<br>Fuel 171,5t (d.o.) |
| 7365291<br>*LRDR*<br>2551F<br>Df Esd Gc<br>Pfd Rdr Rt | **PUERTO ROSALES**<br>**Government of The Argentine Republic (Yacimientos Petroliferos Fiscales) (YPF)**<br>Government of The Argentine Republic (Gerencia Transporte Maritimo y Fluvial)<br>Buenos Aires Argentina | **18 012**<br>10 665<br>30 384<br>T/cm<br>38,4 | (AB) (RI)<br>✠Classed LR until 17/12/82 | **1977**-7 Italcantieri S.p.A.—Castellammare di Stabia (4315)<br>170,72 (BB) 25,94 11,024<br>161,50 25,90 14,66<br>P 10,7 F 17,7 1 dk<br>rf nil Bow/CM 85 Diam. 0,360 | **M Tanker**<br>IGS<br>cs 4<br>12 Ta ER<br>L.(oil) 35 527<br>HeCls. BC<br>4 Cargo pumps total 3 400T/hr | GMT<br>2 Oil 4SA each 6Cy. 550 × 590 sr gear<br>shaft<br>14 400bhp (10 592kW)<br>Grandi Motori Trieste<br>Gen 2 × 2800kW 2 × 700kW 440V 6<br>Controllable pitch propeller<br>Fuel 89,5t (d.o.) 1 670,5t (hvf)-46,0pd |
| 7518898<br>*LW6320*<br>5866<br>Df Esd Gc<br>Pfd Rdr Rt | **PUERTO SAN JULIAN**<br>ex Meisho Maru No. 81-85<br>ex Yashima Maru No. 2-80<br>**Harengus S.A.**<br>Buenos Aires Argentina | **349**<br>160<br>495 | NK | **1975** Yamanishi Zosen K.K.—Ishinomaki (803)<br>56,01 9,33 3,507<br>49,79 9,30 5,59<br>2 dks | **M Fishing**<br>Ref | Daihatsu<br>Oil 4SA 8Cy. 320 × 380<br>3 000bhp (2 207kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 320kW a.c. |
| 7412898<br>*EHFD*<br>299<br>Df Esd Gc<br>Rdr RTv | **PUERTO SANTONA**<br>ex Puerto de Santona-85<br>ex Duro Calzada-78<br>**Naviera del Odiel S.A.**<br>Santander Spain | **1 575**<br>955<br>3 817 | **✠100A1** SS 7/89<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL R $1\frac{9}{16}$"U2<br>FN 1718 | **1976**-7 Soc. Met. Duro Felguera—Gijon (134)<br>82,81 (BB) 14,33 6,319<br>74,43 14,30 8,77<br>P 12,5 F 8,6 1 dk, 2nd dk clear of hold<br>rf nil | **M General Cargo**<br>DSS<br>1 Ho 48,6 ER<br>G.4 483<br>1 Ha (stl) (45,1 × 10,9) ER | Deutz<br>Oil 4SA 8Cy. 400 × 580 dr geared to sc<br>2 940bhp (2 163kW)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 120kW 380V 50Hz a.c.<br>Fuel 320,0t (d.o.) |
| 7349596<br>*XCPV*<br>Df Esd Gc<br>Rdr Rt | **PUERTO VALLARTA**<br>**Government of Mexico (Secretaria de Communicaciones y Transportes Servicio de Transbordadores, Direccion General)**<br>Cabo San Lucas Mexico | **7 005**<br>4 434<br>1 170 | **✠100A1** SS 5/90<br>**✠LMC**<br>EL v $1\frac{5}{8}$"U3<br>FN 2727 | **1974**-3 Jos. L. Meyer—Papenburg (571)<br>108,87 (BB) 17,58 4,573<br>96,70 17,20 11,00<br>B 72,0 2 dks 3rd dk clear of mchy. space<br>rf 254 | **TM Passenger/RoRo Cargo/Ferry**<br>182bth 514dk P<br>Bow & stern doors | Deutz<br>2 Vee Oil 4SA each 12Cy. 400 × 500<br>8 000bhp (5 884kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 600kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 424,5t (d.o.) 1 668,0t (hvf) |
| 7396783<br>*EHJJ*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PUERTOLLANO**<br>**Repsol Naviera Vizcaina S.A.**<br>Cartagena Spain<br>SatCom: 1351107/EHJJ | **70 849**<br>54 747<br>149 849 | **✠100A1** SS 12/88<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL Z† 827,3/100,0U3<br>FN 19254 | **1978**-12 Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (158)<br>290,69 (BB) 46,06 18,617<br>275,01 46,00 24,01<br>F 23,8 1 dk<br>rf nil Bow/CM 140 Diam. 0,410 | **S Tanker**<br>IGS (LR)<br>5 Ta 10 Wing Ta ER<br>L.(oil) 198 866<br>3 Cargo pumps total 11 220T/hr | 2 S Turb dr geared to sc. shaft.<br>32 000shp (23 538kW)<br>Empresa Nacional "Bazan" de C.N.M. S<br>2 WTB 75kgf/$cm^2$ (73,6bar) Spt 515°C<br>65kgf/$cm^2$ (63,8bar) hs1573,8<br>Gen 2 × 1500kW 1 × 1000kW 440V<br>Fuel 10 774,0t (o.f.) 355,5t (d.o.)-162,5p |
| 7702695<br>Rdr Rt | **PUFFIN**<br>ex GC 310-86 ex Ras Tannurah III-81<br>**G.I.E. Dragages Ports**<br>Dunkerque France | **641**<br>593<br>1 189 | BV (AB) | **1977** Mitsui Eng. & SB. Co. Ltd.—Tamano (F490)<br>57,31 9,66 1,680<br>53,35 9,61 3,76<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>1 Ho ER<br>Hopper 720 | Deutz<br>2 Vee Oil 4SA each 12Cy. 130 × 165<br>1 040bhp (765kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 40kW<br>2 Directional propellers |
| 7307988<br>*WI5824*<br>290626 | **PUFFIN**<br>ex YMS 2<br>**William S. Bunce**<br>Portland, Or United States of America | **247**<br>168<br>— | | **1942** Henry B. Nevins Inc.—City Island, NY<br>*38,41* 7,62<br>3,46<br>conv Minesweeper — | **Wood M Research/ Drilling Ship** | Oil<br>1 000bhp (736kW)<br>.............<br>Fuel (d.o.) |
| 7909877<br>*C6HQ7*<br>398905<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **PUFFIN ARROW**<br>ex Brierfield-89 ex La Sierra-83<br>**Cella Shipping Corp.**<br>Jardine Ship Management Ltd.<br>Nassau Bahamas<br>SatCom: 1104634/PUFN | *26 942*<br>*11 653*<br>38 719<br>T/cm<br>47,9 | NV (Class cont.) (BV) | **1981** Stocznia im. "Komuny Paryskiej"—Gdynia (B518/04)<br>183,12 29,49 11,756<br>175,24 29,01 16,39<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 20,8 25,6 25,6 25,6 20,8 ER<br>G.43 628 HeCls. B<br>TEU 1500 C. 1500/20'<br>5 Ha (stl) (20,8 × 20,4) (25,6 25,6 25,6 × 23,0) (20,8 × 20,4) ER<br>Cr 2(40,25) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>8 827kW (12 000bhp)<br>H. Cegielski<br>Gen 3 × 720kW 440V 60Hz a.c.<br>Fuel 344,5t (d.o.) 2 435,0t (hvf)-40,0pd |
| 7393406<br>*ICDY*<br>940<br>Df Esd Gc<br>Pfd Rdr RTv | **PUGLIOLA**<br>**Carbocoke Armamento S.p.A.**<br>Palermo Italy<br>SatCom: 1150450/ICDY | **3 949**<br>2 180<br>7 146<br>T/cm<br>14,6 | RI | **1976** Cant. Nav. M. & B. Benetti—Viareggio (108)<br>116,64 (BB) 16,41 7,301<br>103,66 16,39 8,92<br>P -F - 1 dk<br>Bow/CM 64 | **M Tanker**<br>Chemical<br>CBT<br>7 Ta (s.stl) 10 Wing Ta ER<br>L.8 102 HeCls. ptB ptC<br>5 Cargo pumps total 750T/hr | GMT<br>2 Oil 4SA each 6Cy. 420 × 500 reductio<br>to sc. shaft<br>7 200bhp (5 296kW)<br>Grandi Motori Trieste<br>Gen 2 × 1000kW<br>Controllable pitch propeller<br>Fuel 52,0t (d.o.) 495,0t (hvf)-19,0pd |

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|---|---|---|---|---|---|---|
| 7811288<br>Esd Rdr Rt | **PUGNOCHIUSO**<br>**Salvatore Farinato**<br>Molfetta Italy | **149**<br>50<br>— | | **1979** Cant. Nav. M. Morini & C.—Ancona (159)<br>32,80 7,04<br>25,25 7,00 3,66<br>1 dk | **M Fishing**<br>Stern Trawler | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480 reverse reduction geared to sc. shaft<br>660bhp (485kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| 7410802<br>*C6CS7*<br>708661<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PUHOS**<br>**Puhos Shipping Ltd.**<br>FG-Shipping Oy Ab<br>Nassau Bahamas | **16 988**<br>11 558<br>30 242<br>T/cm<br>37,6 | **✠100A1** SS 2/87<br>strengthened for ore cargoes, Nos 2, 4 & 6 holds may be empty<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL Gt 2⅜"U3<br>FN 6662 | **1977**-6 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (195)<br>189,44 22,86 10,688<br>178,01 22,81 14,61<br>P 6,4 F 17,7 1 dk<br>rf nil DK in way of holds | **M Bulk Carrier**<br>7 Ho 21,6 20,0 19,2 19,2 19,2 20,0 20,0 ER<br>G.39 982 B.34 274<br>7 Ha (stl) (each 12,8 × 11,0) ER<br>Cr 4(10) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 163,5t (d.o.) 1 837,0t (hvf) 15kn |
| 7625299<br>*FPDP*<br>Df Esd Gc<br>Pfd Rdr Rt | **PUISSANT**<br>Launched as Vigilant<br>**G7 Les Abeilles S.A.**<br>Societe Dunkerquoise de Remorquage et de Sauvetage<br>Dunkerque France | **292**<br>0<br>188 | BV | **1978** At. & Ch. de la Manche—Dieppe (1260)<br>33,51 9,53 3,101<br>30,76 9,01 3,66<br>1 dk | **TM Tug**<br>Fire-fighting | Niigata 8L25BX<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 116,0t (d.o.) 12kn |
| 6505492<br>*HOFX5*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **PUK**<br>ex Nes Puk-88 ex Johannes-82<br>**Lucky Corp. Ltd.**<br>Volkmar Baume Schiffahrts-und Befrachtungskontor<br>San Lorenzo Honduras | T.Mk<br>**499**<br>317<br>1 277 | GL | **1964** Schulte & Bruns—Emden (240)<br>69,37 11,10 3,556<br>64,70 11,00 5,80<br>F 5,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 45,0 1 TwD<br>G.2 667 B.2 376<br>2 Ha (stl) (each 16,0 × 6,4) ER<br>Der 4(3) | MaK 8MU451AK<br>Oil 4SA 8Cy. 320 × 450<br>500bhp (368kW)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Gen 3 × 35kW 380V 50Hz a.c.<br>Fuel (d.o.) 10,5kn |
| 5385534<br>*HO8312*<br>3246-PEXT<br>Esd Rt | **PUK**<br>ex Wally-74 ex Lily-55<br>**Edel Christiansen**<br>Panama Panama | **210**<br>143<br>321 | (BV) | **1925** Noord Nederlandse Scheepswerven N.V. —Groningen (22)<br>*38,50* 6,25 2,248<br>6,20 2,57<br>1 dk<br>R len 56 | **M General Cargo**<br>G.453 B.430<br>2 Ha (12,8 6,4 × 4,2) ER<br>2W Der 2(1) | Oil 4SA 3Cy. 270 × 420<br>150bhp (110kW) NE 35<br>Deutsche Werke A.G. Kiel<br>Fuel 3,0t (d.o.) 8kn |
| 7410096<br>*HLOB*<br>IC0300-A1543<br>Df Esd Gc<br>Pfd Rdr Rt | **PUK YANG No. 1**<br>ex Sirena No. 1-83<br>**Puk Yang Fisheries Co. Ltd.**<br>Inchon South Korea | **499**<br>183<br>755 | KR | **1974** K.K. Usuki Tekkosho—Usuki (902)<br>60,30 3,887<br>53,80 9,99 6,20<br>F 17,7 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.570<br>2 Ha (2,2 × 1,9) (2,2 × 2,4) ER | Akasaka AH38<br>Oil 4SA 6Cy. 380 × 560<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 216kW 225V a.c.<br>13kn |
| 7410151<br>*HLOA*<br>IC1100-A130<br>Df Esd Gc<br>Pfd Rdr Rt | **PUK YANG No. 2**<br>ex Sirena No. 3<br>**Puk Yang Fisheries Co. Ltd.**<br>Busan South Korea | **497**<br>170<br>744 | KR | **1975** K.K. Usuki Tekkosho—Usuki (911)<br>60,30 3,899<br>53,80 9,99 4,07<br>F 18,0 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.570<br>2 Ha (2,2 × 1,9) (2,2 × 2,4) ER | Akasaka AH38<br>Oil 4SA 6Cy. 380 × 560<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 216kW 225V a.c.<br>13kn |
| 7333482<br>*3EUG*<br>2640-72D<br>Df Esd Gc<br>Rdr Rt | **PUK YANG No. 3**<br>ex Han Kuk No. 3-82 ex Sirena No. 5<br>ex Merced No. 1-76 ex Ebisu Maru-72<br>**International Ocean Fisheries S.A.**<br>Puk Yang Fisheries Co. Ltd.<br>Panama Panama | **314**<br>107<br>236 | (KR) | **1964** K.K. Usuki Tekkosho—Saiki (591)<br>43,69 3,350<br>38,82 8,01 3,61<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.303<br>2 Ha (1,5 1,4 × 1,9) ER | Oil 4SA 6Cy. 350 × 500<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 104kW 230V a.c.<br>Fuel (d.o.) 10kn |
| 6709505<br>*6NDF*<br>IC1100-A112<br>Df Esd Gc<br>Rdr Rt | **PUK YANG No. 6**<br>ex Merced No. 3-83<br>ex Shoshin Maru No. 8-75<br>**Puk Yang Fisheries Co. Ltd.**<br>Inchon South Korea | **283**<br>118<br>235 | KR | **1966** Niigata Eng. Co. Ltd.—Niigata (668)<br>44,79 8,34 3,368<br>39,71 8,31 3,18<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.338<br>3 Ha (each 1,7 × 1,7) ER | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 80kW 225V a.c.<br>10,5kn |
| 6800799<br>*HPAR*<br>12422-82<br>Df Esd Gc<br>Rdr Rt | **PUK YANG No. 7**<br>ex Bihoro Maru-81 ex Nippo Maru-80<br>**International Ocean Fisheries S.A.**<br>Puk Yang Fisheries Co. Ltd.<br>Panama Panama | **599**<br>209<br>1 013 | KR | **1967** Fukuoka Zosen K.K.—Fukuoka (916)<br>68,05 11,00 4,446<br>54,51 10,02 3,48<br>B 9,2 1 dk & S dk<br>RW | **M Fishing** OSD<br>Stern Trawler<br>Mchy.aft<br>In.999 | Akasaka<br>Oil 4SA 6Cy. 470 × 670<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 260kW 450V a.c.<br>Fuel 454,0t-8,0pd 12,75kn |
| 8843460<br>*DTUU*<br>IC1100-A229<br>Df Esd Gc<br>Pfd Rdr RTv | **PUK YANG No. 11**<br>ex Northsea-90<br>**Puk Yang Fisheries Co. Ltd.**<br>Inchon South Korea<br>SatCom: 1660337/PUYA | **2 511**<br>1 441<br>1 747 | KR | **1974** Mitsui Eng. & SB. Co. Ltd.—Tamano<br>84,95 - 5,300<br>77,00 13,50 9,00<br>2 dks | **M Fishing**<br>Stern Trawler | Mitsui<br>Oil 2SA 7Cy. 420 × 750<br>2 023kW (2 750bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 500kW 445V a.c.<br>12,5kn |
| 7611729<br>*P3CR*<br>380874<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PUL BAHAGIA**<br>ex Auriga-88 ex Mare Sarina-85<br>ex Hilda Wesch-83<br>Launched as Blue Sovereign<br>**Chippendale Shipping Co. Ltd.**<br>Columbia Shipmanagement Ltd.<br>Limassol Cyprus | T.Mk<br>**3 679**<br>2 412<br>6 305<br>**6 415**<br>4 213<br>8 515 | GL | **1977** Yamanishi Zosen K.K.—Ishinomaki (814)<br>129,32 (BB) 19,26 6,498/7,187<br>119,31 19,21 10,27<br>P 21,7 F 8,6 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 26,8 26,9 ER<br>G.12 964 B.11 715<br>TEU 392 C. 392/20'<br>3 Ha (stl) (12,3 × 10,3) (25,3 25,3 × 13,0) ER<br>5W Der 5(30) | MAN K6Z52/90N<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 138,0t (d.o.) 857,0t (hvf)-20,5pd 16,5kn |
| 8419465<br>*P3WG3*<br>709070<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **PUL SEJAHTERA**<br>ex Rex Star-90<br>**Pacific Carrier Maritime Ltd.**<br>MarConsult Gesellschaft fur Reedereiberatung m.b.H.<br>Limassol Cyprus | *3 777*<br>*1 710*<br>4 596 | NK | **1984** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1753)<br>97,08 (BB) 5,217<br>89,95 17,20 5,55<br>F 7,3 2 dks | **M General Cargo**<br>2 Ho ER<br>G.7 432 B.6 827<br>TEU 259 C.259/20' (40) incl. 20 ref C.<br>2 Ha (stl) (each 26,6 × 12,7) ER<br>Cr 2(25) | Akasaka A41<br>Oil 4SA 6Cy. 410 × 800<br>2 133kW (2 900bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 240kW a.c.<br>12kn |
| 8718134<br>*3EIR7*<br>19229-YJ<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PULANG LUPA**<br>**I.M. Naviera S.A.**<br>Andreas Ugland Ventures A/S<br>Panama Panama<br>SatCom: 1332127/LUPA | *77 332*<br>*47 534*<br>149 529 | NK | **1989** China SB. Corp.—Kaohsiung (365)<br>270,03 (BB) 17,320<br>260,00 43,00 23,90<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.164 597<br>9 Ha (stl) (each 14,1 × 18,4) ER | B&W 5L80MCE<br>Oil 2SA 5Cy. 800 × 2592<br>8 253kW (11 220bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 460kW 1 × 140kW 440V 60Hz a.c.<br>Thw. thrust propeller<br>Fuel 217,0t (d.o.) 2 853,0t (hvf)-38,0pd 12,6kn |
| 5286831<br>199538 | **PULAU AMAN**<br>**Penang Port Commission**<br>Penang Malaysia | **332**<br>112<br>139 | **✠100A1** CS 10/87<br>for service within 30 miles of Penang<br>**✠LMC**<br>EL (k)<br>FN 642 | **1959**-6 Cheoy Lee Shipyards Ltd.—Hong Kong (729)<br>48,77 10,75 2,210<br>47,25 10,37 3,20<br>2 dks<br>R rf 381 | **M Ferry**<br>594P | Crossley<br>2 Oil 2SA each 4Cy. 267 × 343<br>760bhp (559kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 23kW 110V d.c.<br>2 Directional propellers aft, 1 fwd<br>Fuel 45,5t (d.o.) 10kn |
| 8010491<br>324228<br>RTv | **PULAU ANGSA**<br>**Penang Port Commission**<br>Penang Malaysia | **512**<br>—<br>100 | **100A1** SS 7/88<br>ferry<br>Penang — Butterworth service<br>**✠LMC**<br>EL (E)D 247,5/20,5U1<br>FN 858 | **1981**-1 Malaysia Shipyard & Eng. Sdn.—Johore Bahru (010)<br>56,32 11,92 1,831<br>56,01 11,60 3,71<br>1 dk<br>rf 102 | **M RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Lane Length 47 Cargo Width 2,40<br>Clear height 4,80 | Stork 8DRO210K<br>2 Oil 4SA each 8Cy. 210 × 300 sr geared to sc. shaft<br>1 540bhp (1 133kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 56kW 415V 50Hz a.c.<br>Directional propeller , 1 fwd<br>Fuel 70,0t (d.o.)-4,0pd 13kn |

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| **7426916**<br>*YBUN* | **PULAU BAKALAN**<br>ex Bontosunggu<br>**P.T. Liny Djaya Shipping**<br>Ujung Pandang Indonesia | **327**<br>172<br>— | KI | **1967** P.N. Pakin—Tandjung Priok<br>... ... ...<br>39,96 7,60 3,00<br>1 dk | **M General Cargo** | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>375bhp (276kW) E made62 fitted67<br>Kloeckner Humboldt Deutz<br>Gen 1 × 13,5kW 110V d.c. |
| **8837708**<br>Rdr Rt | **PULAU BATAM**<br>**P.T. Pelita Maju Mulia**<br>Jakarta Indonesia | **508**<br>289<br>— | KI | **1989** P.T. Kodja ii—Sunda Kelapa<br>46,75 - 3,900<br>42,00 9,00 4,50<br>1 dk | **M General Cargo Barge**<br>2 Ho ER<br>2 Ha (stl) (9,0 12,6 × 6,0) ER<br>Der 2(2) | Chinese Std. Type<br>Oil 4SA 6Cy. 200 × 270<br>420kW (571bhp)<br>Weifang Diesel Engine Factory<br>Gen 1 × 40kW 1 × 30kW 220V a.c. |
| **7731086**<br>*YEGT*<br>Gc Rdr Rt | **PULAU BATAM**<br>ex Equatorial Marine ex Pratiwi<br>ex Balantang-86 ex Taiyo Maru<br>**P.T. Pelayaran Nusantara Salam Pacific Indonesia Lines**<br>Jakarta Indonesia | **494**<br>327<br>1 600 | KI NK | **1970** Komasu Zosen—Japan (72)<br>68,38 3,950<br>61,12 11,00 4,04<br>1 dk | **M General Cargo**<br>Mchy.aft | Nippon Hatsudoki<br>Oil 4SA 6Cy. 380 × 580<br>1 471kW (2 000bhp)<br>Nippon Hatsudoki<br>Gen 2 × 68kW 445V a.c. |
| **6702480**<br>*PLUK*<br>0535/PHB/76<br>Rdr Rt | **PULAU BULAN**<br>ex Fuyo Maru-76 ex Taiko Maru-69<br>**P.T. Siantan Kembang**<br>Tanjung Pinang Indonesia | **803**<br>518<br>1 437 | KI (NK) | **1966** Kochiken Zosen—Kochi (307)<br>64,22 9,22 4,153<br>58,98 9,20 4,60<br>P 13,2 F 5,5 1 dk<br>RW len 71 | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 680 | Hanshin<br>Oil 4SA 6Cy. 350 × 500<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 48kW |
| **6918493**<br>*PLWZ*<br>Rdr Rt | **PULAU BURUNG**<br>ex Nikko Maru-78<br>**P.T. Siantan Kembang**<br>Ujung Pandang Indonesia | **999**<br>562<br>1 920 | KI (NK) | **1969** Kurushima Dockyard Co. Ltd.—Imabari (433)<br>70,74 11,03 4,839<br>65,56 11,00 5,34<br>P 17,7 F 9,5 1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 402 | Oil 4SA 6Cy. 380 × 540<br>1 300bhp (956kW)<br>Nippon Hatsudoki<br>Fuel 62,0t-4,5pd |
| **8329414**<br>*YCYD*<br>3034<br>Rt | **PULAU DOI**<br>ex Seri Manis<br>**P.T. Siantan Kembang**<br>Jakarta Indonesia | **518**<br>—<br>— | KI | **1972** Bijker's Aanneming's Bedrijf "Ijssel" Werf —Gorinchem<br>58,91 3,461<br>54,01 8,87 3,76<br>1 dk | **M Tanker** | Werkspoor<br>Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>Stork-Werkspoor Diesel B.V. |
| **7511149**<br>Rdr Rt | **PULAU GEBE**<br>ex Kyoho Maru ex Yamahaku Maru-78<br>**P.T. Siantan Kembang**<br>Ujung Pandang Indonesia | **990**<br>681<br>2 060 | KI | **1975** Shirahama Zosen K.K.—Honai (72)<br>10,83<br>67,49 10,80 5,29<br>1 dk | **M Tanker**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 330 × 530<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. |
| **5323512**<br>Df Esd Gc<br>Rdr | **PULAU INDRA**<br>ex Indra 1 ex Papuan Prince-73<br>ex Shinko Maru No. 30-68<br>**P.T. Selatan Jaya Mutia**<br>Belawan Indonesia | **340**<br>167<br>— | (KI)<br>Classed LR until 11/73 | **1955** Hakodate Dock Co. Ltd.—Hakodate (224)<br>48,01 7,62<br>43,01 7,60 3,99<br>F 6,1<br>rf 584 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Ito<br>Oil 4SA 6Cy. 370 × 520<br>800bhp (588kW)<br>Ito Tekkosho<br>Gen 1 × 60kW 1 × 40kW 225V 60Hz |
| **7534945**<br>Rdr | **PULAU IRIAN**<br>ex Eiho Maru-79<br>**P.T. Siantan Kembang**<br>Jakarta Indonesia | **695**<br>397<br>1 526 | KI | **1968** Asakawa Zosen—Imabari<br>62,57 9,83 4,547<br>57,21 9,81 4,86<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 752 | Daihatsu<br>Oil 4SA 8Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 30kW |
| **7306659**<br>*PLTG*<br>Gc Rdr Rt | **PULAU JAWA**<br>ex Seibun Maru-76<br>**P.T. Pepalba Raya, Medan**<br>Jakarta Indonesia | **1 311**<br>965<br>2 148 | KI (NK) | **1972** Okayama Zosen K.K.—Hinase (220)<br>72,80 11,41 5,081<br>69,51 11,38 6,96<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.3 045 B.2 617<br>1 Ha (stl) (42,2 × 6,5) ER<br>Der 1(7) 1(5) | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 64kW<br>Fuel 80,5t-6,0pd |
| **7526766**<br>*YDOK*<br>6665/L<br>Df Esd Gc<br>Rdr Rt | **PULAU KALIMANTAN**<br>ex Erik Sif-84<br>**P.T. United Shipping Organisation Ltd.**<br>Jakarta Indonesia | T.Mk<br>**916**<br>645<br>2 380 | KI (BV) | **1977** B.V. Bodewes Schps.—Martenshoek (529)<br>91,50 13,06 5,160<br>84,41 13,01 7,50<br>2 dks len 78 | **M General Cargo**<br>Ice strengthened<br>2 Ho 21,4 26,2 2 TwD<br>G.5 385 B.4 859<br>2 Ha (21,5 24,0 × 9,5) ER<br>Der 2(15) 1(10) 4(3) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 800bhp (1 324kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 1 × 104kW 4 × 68kW 380V 50Hz<br>Fuel 217,0t (hvf) |
| **8101082**<br>325270<br>RTv | **PULAU KAPAS**<br>**Penang Port Commission**<br>Penang Malaysia | **489**<br>214<br>280 | ✠**100A1** SS 5/90<br>ferry,<br>Penang — Butterworth service<br>✠**LMC**<br>EL (D) 247,5/20,5U2<br>FN 859 | **1981** Malaysia Shipyard & Eng. Sdn.—Johore Bahru (011)<br>56,32 11,92 1,831<br>56,01 11,61 3,71<br>1 dk<br>rf 102 | **M RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Lane Length 47 Cargo Width 2,40<br>Clear height 4,80<br>Cars 38 Lorries 16 | Stork<br>2 Oil 4SA each 8Cy. 210 × 300 sr geare shafts<br>1 600bhp (1 177kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 58kW 415V 50Hz a.c.<br>2 Directional propellers aft, 1 fwd<br>Fuel 70,0t (d.o.)-4,0pd |
| **7038408**<br>324087<br>RTv | **PULAU LABUAN**<br>**Penang Port Commission**<br>Penang Malaysia | **334**<br>108<br>139 | ✠**100A1** SS 5/91<br>for service within 30 miles of Penang<br>✠**LMC**<br>EL (K) 1⅛"U1 | **1971**-9 Cheoy Lee Shipyards Ltd.—Hong Kong (2244)<br>49,08 10,70 2,210<br>47,48 10,37<br>1 dk<br>RW rf 381 | **M RoRo Cargo/Ferry**<br>Deck Cargo 492dk P<br>Lane Length 37 Cargo Width 2,40<br>Clear height 3,70<br>Cars 32 | Crossley<br>2 Oil 2SA each 4Cy. 267 × 343<br>790bhp (581kW)<br>Crossley Premier Engines Ltd.<br>Gen 2 × 23kW 110V d.c.<br>2 Directional propellers aft, 1 fwd<br>Fuel 45,0t (d.o.)-2,5pd |
| **5286867**<br>199536 | **PULAU LANGKAWI**<br>**Penang Port Commission**<br>Penang Malaysia | **332**<br>112<br>139 | ✠**100A1** CS 1/88<br>for service within 30 miles of Penang<br>✠**LMC**<br>EL (k)<br>FN 642 | **1959**-7 Cheoy Lee Shipyards Ltd.—Hong Kong (730)<br>48,77 10,75 2,210<br>47,25 10,37 3,20<br>2 dks<br>R rf 381 | **M Ferry** 594P | Crossley<br>2 Oil 2SA each 4Cy. 267 × 343<br>760bhp (559kW)<br>Crossley Bros. Ltd.<br>Gen 2 × 23kW 110V d.c.<br>2 Directional propellers aft, 1 fwd<br>Fuel 45,5t (d.o.) |
| **5026152**<br>*PKXD* | **PULAU LAUT**<br>ex Kyoseki Maru-70<br>ex Asaharu Maru No. 1<br>Tanjung Pinang Indonesia | **355**<br>210<br>534 | (KI) | **1960** Usuki Tekkosho—Usuki (536)<br>41,43 7,24 3,401<br>41,00 7,21 3,71<br>1 dk | **M Tanker**<br>6 Ta ER | Usuki<br>Oil 4SA 6Cy. 270 × 400<br>500bhp (368kW)<br>Usuki Tekkosho |
| **8340468**<br>2513 | **PULAU LAUT**<br>**P.T. Pulau Laut Selatan**<br>Balikpapan Indonesia | **288**<br>212<br>— | KI | **1981** P. T. Pulau Laut Selatan—Balikpapan<br>37,22 1,940<br>36,53 9,01 2,44<br>1 dk | **TM Landing Craft**<br>Deck Cargo | Yanmar<br>2 Oil<br>330bhp (243kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **6422913**<br>324008 | **PULAU LUMUT**<br>**Penang Port Commission**<br>Penang Malaysia | **332**<br>111<br>139 | ✠**100A1** CS 8/89<br>for service within 30 miles of Penang<br>✠**LMC**<br>EL (k)<br>FN 645 | **1965**-7 Sharikat Perkapalan Kris Tanah Melayu Ltd.—Penang<br>49,08 10,70<br>47,48 10,37 3,20<br>1 dk<br>R rf 381 | **M Ferry** 594dk P | Crossley<br>2 Oil 2SA each 4Cy. 267 × 343<br>760bhp (559kW)<br>Crossley Bros. Ltd.<br>Gen 2 × 23kW 110V d.c.<br>2 Directional propellers aft, 1 fwd<br>Fuel 44,5t (d.o.) |
| **5161940**<br>*PKHK*<br>235<br>Esd | **PULAU MAS I**<br>ex Intata<br>**P.T. Pelayaran Pulau Mas Abadi**<br>Surabaya Indonesia | **282**<br>131<br>254 | (KI)<br>✠Classed LR until 9/58 | **1953**-8 Cant. Nav. Giuliano—Trieste (33)<br>45,60 7,52 2,528<br>40,01 7,50 3,00<br>Ba 10,1 F 8,9 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.440 B.404<br>2W | Crossley<br>Oil 2SA 4Cy. 265 × 345<br>300bhp (221kW)<br>Crossley Bros. Ltd.<br>Gen 1 × 16kW 115V<br>Fuel 23,5t (d.o.) |

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| 7334905<br>YCON<br>Rdr Rt | **PULAU MUTIARA**<br>ex Tanto Jaya-87 ex Homaru-80<br>ex Asahi Maru No. 13-79<br>**P.T. Pelayaran Nusantara Salam Pacific Indonesia Lines**<br>Jakarta Indonesia | **499**<br>293<br>1 122 | KI | **1968** Higaki Sangyo—Imabari (36)<br>54,20 9,33 4,319<br>49,50 9,30 4,70<br>1 dk | **M General Cargo**<br>1 Ho<br>G.1 193 B.1 046<br>1 Ha (24,6 × 6,1) | Makita<br>Oil 4SA 6Cy. 330 × 470<br>1 000bhp (736kW)<br>Makita Tekkosho Takamatsu<br>Gen 1 × 20kW 1 × 12kW 225V a.c.<br>Fuel 62,0t-4,0pd 11kn |
| 5286893<br>199539 | **PULAU PANGKOR**<br>**Penang Port Commission**<br>Penang Malaysia | **332**<br>112<br>139 | **✠100A1** CS 6/88<br>for service within 30 miles<br>of Penang<br>**✠LMC**<br>EL (k)<br>FN 642 | **1959**-7 Cheoy Lee Shipyards Ltd.—Hong Kong (731)<br>48,77 10,75 2,210<br>47,25 10,37 3,20<br>2 dks<br>R rf 381 | **M Ferry** 594P | Crossley<br>2 Oil 2SA each 4Cy. 267 × 343<br>760bhp (559kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 23kW 110V d.c.<br>2 Directional propellers aft, 1 fwd<br>Fuel 45,5t (d.o.) 10kn |
| 5286922 | **PULAU PINANG**<br>ex Penang-59 | **327**<br>216<br>157 | | **1957** Singapore Harbour Board—Singapore (1521)<br>49,08 10,67 2,210<br>... ... ...<br>2 dks<br>R rf 381 | **M Ferry** 606P | Crossley<br>2 Oil 2SA each 4Cy. 267 × 343<br>760bhp (559kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 23kW 110V d.c.<br>2 Directional propellers aft, 1 fwd<br>Fuel (d.o.) |
| 7343736<br>324148<br>RTv | **PULAU RAWA**<br>**Penang Port Commission**<br>Penang Malaysia | **466**<br>209<br>262 | **✠100A1** CS 3/89<br>Penang service<br>**✠LMC**<br>EL (M) 1⅛"U2<br>FN 775 | **1975**-4 Cheoy Lee Shipyards Ltd.—Hong Kong (2692)<br>52,13 11,92 2,439<br>51,29 11,59 3,51<br>1 dk<br>rf 305 | **M RoRo Cargo/Ferry** —dk P<br>Lane Length 39 Cargo Width 2,35<br>Clear height 4,80<br>Cars 27 Lorries 14 | Stork 6DRO210K<br>2 Oil 4SA each 6Cy. 210 × 300<br>1 100bhp (809kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 3 × 30kW 110V d.c.<br>2 Directional propellers aft, 1 fwd<br>Fuel 80,5t (d.o.)-2,5pd 15kn |
| 7030470<br>324078<br>RTv | **PULAU REDANG**<br>**Penang Port Commission**<br>Penang Malaysia | **334**<br>108<br>139 | **✠100A1** CS 5/86<br>for service within 30 miles<br>of Penang<br>**✠LMC**<br>EL K 1⅛"U1<br>FN 645 | **1971**-5 Cheoy Lee Shipyards Ltd.—Hong Kong (2243)<br>49,08 10,70 2,223<br>47,48 10,37 3,20<br>1 dk<br>RW rf 381 | **M RoRo Cargo/Ferry** 492dk P<br>Deck Cargo<br>Lane Length 37 Cargo Width 2,40<br>Clear height 3,70<br>Cars 32 | Crossley<br>2 Oil 2SA each 4Cy. 267 × 343<br>790bhp (581kW)<br>Crossley Premier Engines Ltd. Manchester<br>Gen 2 × 23kW 1 × 5kW 110V d.c.<br>2 Directional propellers aft, 1 fwd<br>Fuel 45,0t (d.o.)-2,5pd 11kn |
| 7911076<br>324212<br>RTv | **PULAU RIMAU**<br>**Penang Port Commission**<br>Penang Malaysia | **512**<br>—<br>100 | **100A1** CS 1/90<br>ferry<br>Penang — Butterworth<br>service<br>**✠LMC**<br>EL D 247,5/20,5U1<br>FN 858 | **1980**-7 Malaysia Shipyard & Eng. Sdn.—Johore Bahru (009)<br>56,32 11,92 1,831<br>56,01 11,60 3,71<br>1 dk<br>rf 102 | **M RoRo Cargo/Ferry** —dk P<br>Deck Cargo<br>Lane Length 47 Cargo Width 2,40<br>Clear height 4,80 | Stork 8DRO210K<br>2 Oil 4SA each 8Cy. 210 × 300 sr geared to sc. shafts<br>1 540bhp (1 133kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 56kW 415V 50Hz a.c.<br>2 Directional propellers aft, 1 fwd<br>Fuel 70,0t (d.o.)-4,0pd 13kn |
| 5286960<br>YBSQ | **PULAU SANGIANG**<br>Launched as Pulau Sawu<br>**P.T. Perus Pelayaran Lokal Tanjung Bunga**<br>Surabaya Indonesia | **320**<br>113<br>360 | (KI) | **1962** Galangan Kapal "Sumber Bhaita" —Surabaya (128)<br>44,66 7,62 2,642<br>40,01 7,61 2,70<br>1 dk | **M General Cargo**<br>2 Ha (each 6,4 × 4,5) ER<br>2W Der 2(2) | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>340bhp (250kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 16kW 110V d.c.<br>Fuel 25,5t (d.o.) 10,25kn |
| 7622546 | **PULAU SEBATIK**<br>ex Nila Samudra I-90<br>**P.T. Pelayaran Nusantara Salam Pacific Indonesia Lines**<br>Palembang Indonesia | **610**<br>280<br>625 | KI | **1974** P.T. Nila Kandi—Palembang<br>... ... ...<br>49,31 8,49 4,32<br>1 dk | **M General Cargo** | Enterprise<br>Oil 4SA 6Cy.<br>720bhp (530kW) E made41 fitted74<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Gen 1 × 80kW 110/220V a.c. |
| 7609867<br>PKXM<br>1559 | **PULAU SEBUKU**<br>ex Nagah Pelita<br>**P.T. Pelayaran Selamat Shipping Co. Ltd.**<br>Samarinda Indonesia | **176**<br>102<br>275 | KI | **1969** P.N. Pakin—Tandjung Priok<br>7,01<br>36,89 6,99 2,60<br>1 dk | **M General Cargo** | Baudouin<br>Vee Oil 4SA 12Cy. 150 × 150<br>430bhp (316kW) E made76 fitted—<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 3kW 220V d.c. |
| 5286972<br>PKMO<br>Rt | **PULAU SERIBU**<br>**P.T. Pelayaran Lokal Jaya Mas**<br>Jakarta Indonesia | **303**<br>175<br>360 | (KI) | **1959** Vereenigde Prauwen Verer—Tandjung Priok (454)<br>44,89 7,62 2,642<br>42,19 7,61 3,00<br>1 dk | **M General Cargo**<br>G.499 B.389<br>2 Ha (each 6,7 × 4,5) ER<br>2W Der 2(2,5) | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>340bhp (250kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 13kW 110V d.c.<br>Fuel 28,0t (d.o.) 9kn |
| 7622560 | **PULAU SIMEULU**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **325**<br>136<br>— | KI | **1973** P.N. Pakin—Tandjung Priok<br>... ... ...<br>45,24 7,60 3,00<br>1 dk | **M General Cargo** | Kubota M6D20BCS<br>Oil 4SA 6Cy. 200 × 240<br>450bhp (331kW)<br>Kubota Tekkosho Japan<br>Gen 1 × 12kW 220V |
| 5286996<br>PKQO<br>880<br>Rt | **PULAU SINGKEP**<br>**P.T. Pelayaran Hang Tuah**<br>Jakarta Indonesia | **312**<br>177<br>360 | KI | **1962** Carya SB. Co.—Tandjung Priok (331-1)<br>42,65 7,42 2,750<br>40,52 7,32 3,00<br>1 dk | **M General Cargo**<br>2 Ha (each 6,4 × 4,5) ER<br>2W Der 2(2,5) | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>375bhp (276kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 16kW 110V d.c.<br>Fuel 29,5t (d.o.) 10kn |
| 5294101<br>PKQR | **PULAU SONIT**<br>ex Riau II<br>**P.T. Liny Djaya Shipping**<br>Jakarta Indonesia | **335**<br>172<br>360 | (BV) (KI) | **1964** P.N. Pakin—Tandjung Priok (481)<br>... ... ...<br>42,50 7,60 3,00<br>1 dk | **M General Cargo** | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>375bhp (276kW)<br>Kloeckner Humboldt Deutz Koeln<br>7kn |
| 7367902<br>YDLX<br>6734/L<br>Df Esd Pfd<br>Rdr Rt | **PULAU SUMATERA**<br>ex Frellsen Hille-85 ex Hille Frellsen-80<br>**P.T. United Shipping Organisation Ltd.**<br>Jakarta Indonesia | T.Mk<br>**916**<br>645<br>1 971 | KI (BV) | **1973** Schps. "Hoogezand" J. Bodewes —Hoogezand (520)<br>88,02 13,11 4,465<br>81,01 13,01 6,86<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.4 586 B.4 228<br>2 Ha (21,5 22,1 × 9,5) ER<br>Cr 1(15) 3(3) | MaK 8M451AK<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>12,5kn |
| 7343748<br>324149<br>RTv | **PULAU TALANG TALANG**<br>**Penang Port Commission**<br>Penang Malaysia | **466**<br>209<br>262 | **✠100A1** CS 1/89<br>Penang Service<br>**✠LMC**<br>EL (M) 1⅛"U2<br>FN 775 | **1975**-6 Cheoy Lee Shipyards Ltd.—Hong Kong (2693)<br>52,13 11,92 2,439<br>51,29 11,59 3,51<br>2 dks<br>rf 305 | **M RoRo Cargo/Ferry** —dk P<br>Lane Length 39 Cargo Width 2,34<br>Clear height 4,80<br>Cars 27 Trailers 14 | Stork 6DRO210K<br>2 Oil 4SA each 6Cy. 210 × 300<br>1 100bhp (809kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 3 × 30kW 110V d.c.<br>2 Directional propellers aft, 1 fwd<br>Fuel 80,5t (d.o.)-2,5pd 11kn |
| 5287005<br>Rt | **PULAU TEKONG**<br>ex Salong-62 ex Empire Seagrass-47<br>**Ting Chu Ling** | **522**<br>308<br>— | *Classed BC until 8/68 | **1945**-9 Goole SB. & Repairing Co. Ltd.—Goole (444)<br>45,17 8,26 3,055<br>42,78 8,23 5,49<br>2 dks | **M General Cargo**<br>Mchy.aft | Polar<br>Oil 2SA 4Cy. 250 × 420<br>300bhp (221kW)<br>British Polar Engines Ltd. Glasgow |
| 6612776<br>PLYU<br>Rdr Rt | **PULAU TERNATE**<br>ex Seiho Maru No. 37-78<br>**P.T. Siantan Kembang**<br>Jakarta Indonesia | **563**<br>325<br>1 060 | KI (NK) | **1966** Shikoku Dockyard Co. Ltd.—Takamatsu (700)<br>58,91 8,82 3,766<br>54,01 8,79 4,32<br>P 15,3 F 7,1 1 dk<br>RW | **M Tanker**<br>6 Ta ER<br>L.(oil) 1 282 | Fuji<br>Oil 4SA 6Cy. 275 × 320 sr geared to sc. shaft<br>820bhp (603kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 1 × 28kW 230V<br>Fuel 36,5t-2,5pd 10,5kn |

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| 5417909<br>*PKTT*<br><br>RTm | **PULAU TIGA**<br>ex Tanjong Rhu Satu-77 ex Slang-66<br>ex Lang-63<br>**P.T. Siantan Kembang**<br>Tanjung Pinang Indonesia | **331**<br>184<br>346 | (KI)<br><br>✠Classed LR until 5/66 | **1953**-2 Philip & Son Ltd.—Dartmouth (1245)<br>44,18 7,65 2,680<br>40,37 7,47 2,95<br>P 13,2 F 4,3 1 dk<br>rf 127 | **M Tanker**<br><br>8 Ta ER<br><br>Der 1(1) | Crossley<br>Oil 2SA 5Cy. 266 × 575<br>470bhp (346kW)<br>Crossley Bros. Ltd.<br>Gen 2 × 20kW 110V d.c.<br>Fuel 18,5t (d.o.) |
| 5287017<br><br>199537 | **PULAU TIOMAN**<br><br>**Penang Port Commission**<br>Penang Malaysia | **332**<br>112<br>139 | **✠100A1** CS 5/88<br>for service within 30 miles<br>of Penang<br>**✠LMC**<br>EL (k)<br>FN 642 | **1959**-8 Cheoy Lee Shipyards Ltd.—Hong Kong (732)<br>48,77 10,75 2,210<br>47,25 10,37 3,20<br>2 dks<br>R rf 381 | **M Ferry**<br>594P | Stork<br>2 Oil 4SA each 6Cy. 210 × 300 sr geared to shaft<br>1 000bhp (736kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 23kW 110V d.c.<br>2 Directional propellers aft, 1 fwd<br>Fuel 45,5t (d.o.) |
| 7343724<br><br>324147<br>RTv | **PULAU UNDAN**<br><br>**Penang Port Commission**<br>Penang Malaysia | **466**<br>208<br>262 | **✠100A1** SS 2/87<br>Penang service<br>**✠LMC**<br>EL (M) 1⅛"U2<br>FN 773 | **1975**-3 Cheoy Lee Shipyards Ltd.—Hong Kong (2691)<br>52,13 11,92 2,356<br>51,29 11,59 3,48<br>1 dk<br>rf 305 | **M RoRo Cargo/Ferry**<br>—dk P<br>Lane Length 39 Cargo Width 2,35<br>Clear height 4,80<br>Cars 27 Lorries 14 | Stork<br>2 Oil 4SA each 6Cy. 210 × 300<br>1 114bhp (819kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 30kW 110V d.c.<br>2 Directional propellers aft, 1 fwd<br>Fuel 80,5t (d.o.)-2,5pd |
| 7397402<br>*5WCU*<br><br>Rt | **PULEONO**<br>ex H. 25-78<br>**Western Samoa Shipping Corporation Ltd.**<br>Apia Western Samoa<br>Upolu Island | **230**<br>114<br>230 | <br><br>(BV) | **1975** Robin Shipyard (Pte.) Ltd.—Singapore (187)<br>36,58 1,372<br>9,76 1,99<br>1 dk | **TM Landing Craft**<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 6Cy. 121 × 152<br>480bhp (353kW)<br>Caterpillar Tractor Co. |
| 6925769<br>*UZNP*<br>M-29305<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PULKOVO**<br><br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 562**<br>2 151<br>6 575 | <br><br>RS | **1969** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,151<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works<br>Fuel 139,0t (d.o.) 330,0t (hvf) |
| 6900599<br>*USUD*<br>M-28043<br>Df Esd Gc<br>Rdr Rt | **PULKOVO**<br><br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**2 433**<br>1 225<br>6 575 | <br><br>RS | **1965** ............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 13,95 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref.<br>Ice strengthened<br>5 Ho<br>B.170 In.1 455<br>5 Ha (1,9 1,9 × 1,9) (1,5 1,5 × 1,5) (1,5 × 1,6)<br>4W Der 2(5) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 200V a.c.<br>Controllable pitch propeller |
| 7518173<br>*UFUX*<br>M-32081<br>Df Esd Gc<br>Rdr Rt | **PULKOVSKIY MERIDIAN**<br><br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**3 272**<br>1 396<br>2 043 | <br><br>RS | **1974** "Chernomorskiy" Shipyard—Nikolayev<br>103,10 (BB) 16,01 5,900<br>94,01 10,19<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho 3 Ta<br>B.424 In.2 355 L.33<br>7 Ha<br>6W Der 6(3) | Skoda<br>2 Oil 4SA each 6Cy. 525 × 720 geared to sc<br>6 000bhp (4 413kW)<br>CKD Praha<br>Controllable pitch propeller |
| 6926921<br>*SPZR*<br><br>Df Esd Gc<br>Rdr RTv | **PULKOWNIK DABEK**<br><br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdansk Poland | T.Mk<br>**5 797**<br>3 298<br>9 349<br>**8 731**<br>5 167<br>12 259 | PR<br><br>✠Classed LR until 8/71 | **1970**-1 Stocznia im. "Komuny Paryskiej"—Gdynia (B41/201)<br>152,36 19,44 7,720/9,070<br>141,79 19,41 11,66<br>F 30,5 2 dks, 3rd dk in Nos. 2 & 3 holds, U dk in No. 1 hold, also 3rd dk light cargoes only<br>rf 56 | **M General Cargo**<br>8bth P<br>Ice strengthened<br>5 Ho 17,0 21,0 18,9 ER 22,8 19,9<br>G.17 772 B.16 464<br>5 Ha (stl) (8,9 × 7,0) (13,8 13,8 × 8,9) ER (12,1 12,1 × 8,9)<br>20W Der 1(60) 1(30) 6(10) 10(5) 2(1,5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski<br>Gen 2 × 320kW 1 × 200kW 400V 50Hz a<br>Fuel 1 593,0t (hvf)-25,5pd |
| 9014353<br>*CB4630*<br>2729<br>Rt | **PULLI**<br><br>**Sociedad Naviera Ultragas Ltda.**<br>Valparaiso Chile | **238**<br>71<br>165 | **✠100A1**<br>tug<br>**✠LMC**<br>EL (D) 388,0/20,5U2<br>FN 349 | **1991**-6 Astilleros y Servicios Navales (ASENAV) Ltda.—Valdivia (084)<br>30,50 9,44 3,250<br>26,76 9,00 4,02<br>1 dk<br>rf - Box K | **TM Tug**<br><br>LR Cert SBP 32.6 Tonnes | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 170 × 190 with clutches, flexible couplings & sr geared to shafts<br>Caterpillar Inc.<br>Gen 2 × 42,2kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 90,5t (d.o.) |
| 6872699<br>*J8DK8*<br>2997<br>Rt | **PULLMAN**<br>ex Turkmen-90<br>**Seatrans Ltd.**<br>Incom Shipping Ltd.<br>Kingstown St. Vincent and the Grenadines | **353**<br>52 | <br><br>RS | **1955** ............U.S.S.R.<br>44,05 8,01 2,201<br>3,51<br>1 dk | **TM Tug** | 2 Oil 2SA each 6Cy. 300 × 500<br>............<br>Fuel (d.o.) |
| 6415104<br>*HO2625*<br>10526-LI<br>RTv | **PULLMAN**<br>ex Sea Merrimac-83<br>**Atlantic Tugs & Shipping Ltd.**<br>Panama Panama | **143**<br>—<br>— | <br><br>✠Classed LR until 9/4/76 | **1964**-9 Charles Hill & Sons Ltd.—Bristol (447)<br>30,23 7,60 2,934<br>27,13 7,17 3,66<br>RW rf 533 BK 152 | **M Tug** | Ruston<br>Oil 4SA 7Cy. 260 × 368 sr reverse geared to shaft<br>Ruston & Hornsby Ltd.<br>Gen 2 × 35kW 220V d.c.<br>Fuel (d.o.) |
| 5147528<br>*GUVH*<br><br>Rt | **PULLWELL BRAVO**<br>ex Hendrik II-75<br>**Arthur Charles Richard Law** | **126**<br>0<br>41 | | **1955** N.V. Scheepswerf van Rupelmonde —Rupelmonde (299)<br>28,40 6,63 2,921<br>26,12 6,20 3,31<br>F 8,6 1 dk<br>RW | **M Tug**<br>Mchy.aft | MAN<br>Oil 4SA 6Cy. 300 × 450<br>NE 66<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 1 × 18kW 220V d.c.<br>Fuel 29,5t (d.o.) |
| 8419491<br>*3ETO3*<br>14840-85<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **PULSAR**<br><br>**Melanesia Lines S.A.**<br>Panama Panama | *3 843*<br>*1 697*<br>4 546 | <br><br>NK | **1985** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1766)<br>97,06 (BB) 17,23 5,217<br>89,97 17,20 5,57<br>F 7,4 2 dks | **M General Cargo**<br><br>2 Ho ER<br>G.7 398 B.6 827<br>TEU 300 C.300/20'(40')<br>2 Ha (stl) (each 26,6 × 12,7) ER | Akasaka<br>Oil 4SA 6Cy. 410 × 800<br>2 900bhp (2 133kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 240kW a.c. |
| 8329464<br><br><br><br> | **PULUA MIOSNUM**<br>ex Ching Yu Lung No. 1-81<br><br>Biak Indonesia | **176**<br>64<br>— | <br><br>(KI) | **1970** ............China, Taiwan<br>32,21 2,401<br>27,72 6,34 2,80<br>1 dk | **M General Cargo** | Matsui<br>Oil 4SA<br>380bhp (280kW)<br>Matsui Iron Works Co. Ltd. |
| 7851288<br><br><br>Rt | **PULUAUN FERRY**<br>ex Tenpa Maru-89<br>**George & Peter Lines Inc.**<br>Cebu City Philippines | **241**<br>132<br>85 | | **1969** Nakamura Zosen Tekkosho—Matsue (252)<br>43,21 2,110<br>38,00 7,60 3,36<br>1 dk | **TM Passenger/General Cargo**<br>435bth P<br>Mchy.aft<br>G.70 | Niigata<br>2 Oil<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| 7227217<br>*5BTZ*<br>707569<br>Df Esd Gc<br>Pfd Rdr RTv | **PUMA**<br>ex Ocean Ranger-85<br>ex Fourseas Venture-75<br>**Mountain Peak Maritime Ltd.**<br>Limassol Cyprus | **14 257**<br>9 810<br>26 505<br>T/cm<br>34,0 | BV<br><br>✠Classed LR until 6/86 | **1972**-11 K.K. Usuki Tekkosho—Saiki (1137)<br>169,12 (BB) 24,87 10,459<br>156,01 24,81 14,36<br>P 29,6 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>DSS<br>5 Ho 21,0 25,6 19,2 25,6 26,4 ER<br>G.32 794 B.31 827<br>9 Ha (stl) (12,0 × 12,0) (18,4p&s 12,0p&s 18,4p&s 13,6p&s × 9,0) ER<br>Cr 5(15) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 273,0t (hvf) |

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| 7361594<br>GUVW<br>365913<br>Df Esd Gc<br>Rdr RTm/h/v | **PUMA**<br>ex Union Trader-80<br>ex Union Melbourne-80<br>**Pandoro Ltd.**<br>London United Kingdom | **4 377**<br>1 759<br>4 020 | NV | **1975** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (757)<br>141,81 19,41 5,809<br>128,81 19,00 11,97<br>2 dks<br>rf nil len 75<br>conv RoRo Cargo 80 | **TM Passenger/RoRo Cargo** OSD 40bth D<br>Ice strengthened<br>Stern door/ramp<br>L 12,10 W 11,70<br>Lane Length 1203<br>Trailers 93<br>Mchy.aft<br>B.10 633<br>TEU 200 C. 200/20' (40') incl. 39 ref C. | Deutz RSBV12M540<br>2 Vee Oil 4SA each 12Cy. 370 × 400<br>12 000bhp (8 827kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 736kW 2 × 506kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 105,5t (d.o.) 655,5t (hvf)-34,5pd 18kn |
| 8615576<br>OXKO6<br>D-13048<br>Rdr Rt<br>AMVER | **PUMA**<br>ex Faroe Island-88<br>**P/R Puma**<br>Mortensen & Lange<br>Kobenhavn Denmark (DIS) | *1 501*<br>*586*<br>1 680 | BV | **1986** Soby Motorfabrik og Staalskibsvaerft—Soby (68)<br>76,51 4,001<br>11,21<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 420 B.3 097<br>2 Ha (stl) ER | MWM<br>Oil<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>11kn |
| 7937953 | **PUMA**<br>**Gdanska Stocznia Remontowa**<br>Gdansk Poland | **119**<br>29<br>— | PR | **1967** Gdynska Stocznia Remontowa—Gdynia (H800/249)<br>25,40 2,501<br>23,42 6,82 3,41<br>1 dk | **M Tug** | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 12kW 1 × 10kW 230V<br>10,5kn |
| 7303592<br>EAAR<br>2462<br>Df Esd Pfd<br>Rdr Rt | **PUMARESA**<br>ex Aliva-89<br>**Cimiano, Portales y Fernandez**<br>Santander Spain | **139**<br>61<br>— | | **1973** Ast. de Santander S.A.—Santander (76)<br>27,64 6,30 3,099<br>23,45 6,28 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz RSBA6M528<br>Oil 4SA 6Cy. 220 × 280<br>600bhp (441kW)<br>Hijos de J. Barreras S.A. Vigo<br>10,75kn |
| 7125574<br>YDQS<br>Df Esd Gc<br>Rdr Rt | **PUNAI**<br>ex Freedom 2-86 ex Freedom-84<br>ex Le Golif-81 ex Dearborn 46-76<br>**P.T. Baruna Raya Logistics Inc.**<br>Jakarta Indonesia | **605**<br>218<br>— | KI (AB) | **1971** Burton Construction & SB. Corp.—Port Arthur, Tx (469)<br>50,30 11,64 3,372<br>47,15 11,59 3,97<br>F 17,4 1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW<br>Fuel 223,5t |
| 5413056<br>YTPB<br>3T-221<br>Rt | **PUNAT**<br>**JADROLINIJA P.O.**<br>Rijeka Croatia | **335**<br>136<br>29 | JR | **1963** Brodogradiliste "Crvena Zvezda"—Pula (36)<br>44,61 8,46 2,998<br>39,65 8,11 4,02<br>1 dk, pt 2nd dk<br>RW | **TM Ferry/General Cargo** 450dk P<br>1 Ho<br>1 Ha (2,2 × 1,8)<br>1W Der 2(1,5) | Alpha<br>2 Oil 2SA each 5Cy. 290 × 490<br>1 200bhp (883kW)<br>Titovi Zavodi "Litostroj" Ljubljana<br>Gen 2 × 56kW 440V a.c.<br>13,75kn |
| 5287093<br>PP3132 | **PUNCH**<br>**Companhia Nacional de Navegacao Costeira Autarquia Federal**<br>Rio Grande Brazil | **112**<br>—<br>— | ✠Classed LR until 8/40 | **1934**-1 Lage Irmaos—Rio de Janeiro<br>*28,35* 5,64<br>... ... ...<br>R | **S Tug** | T 3Cy. 279 457 & 737 × 533<br>J. I. Thornycroft & Co. Ltd. Southampton |
| 6500600<br>HP5267<br>19061-PEXT<br>Rdr Rt | **PUNCHER**<br>ex Yahata Maru No. 5-88<br>ex Nikko Maru No. 5-66<br>**Primero Naviera Industria S.A.**<br>Panama Panama | **198**<br>98<br>441 | | **1964** K.K. Taihei Kogyo—Akitsu (133)<br>42,07 7,32 3,150<br>37,98 7,31 3,51<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.583 B.528<br>1 Ha (16,4 × 4,5) ER | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>500bhp (368kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 16,5t-2,5pd 10kn |
| 8313295<br>3EJT8<br>19329-91<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>SatCom<br>AMVER | **PUNENTE**<br>**Rising Sun Line S.A.**<br>Shinsei Kaiun Co. Ltd.<br>Panama Panama | *7 736*<br>*3 248*<br>8 556 | NK | **1984** Towa Zosen K.K.—Shimonoseki (551)<br>139,05 (BB) 7,581<br>130,03 21,01 11,36<br>F 11,6 3 dks | **M Refrigerated Cargo**<br>Vehicles<br>4 Ho ER 8 TwD<br>In.10 064<br>TEU 53 C.Dk 53/20' (40') ref C.<br>4 Ha (stl) (6,8 × 6,1) (8,2 8,2 8,2 × 7,0) ER<br>Der 8(7) | Mitsubishi 6UEC52HA<br>Oil 2SA 6Cy. 520 × 1250<br>8 500bhp (6 252kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 3 × 720kW 445V 60Hz a.c.<br>Fuel 280,0t (d.o.) 1 200,0t (hvf) 17kn |
| 5406194<br>6LUQ<br>BS02-A473<br>Df Esd Gc<br>Rdr Rt | **PUNG GUK No. 207**<br>ex Dong Jin No. 1-87<br>ex Koryo Maru No. 2-72<br>**Pung Guk Fisheries Co. Ltd.**<br>Busan South Korea | **290**<br>158<br>314 | KR | **1963** Kanasashi Co. Ltd.—Shimizu (493)<br>46,84 7,75 3,147<br>41,48 7,70 3,46<br>P 9,5 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.485<br>5 Ha (1,0 1,0 × 0,7) (1,4 1,4 1,4 × 1,1) | Ito<br>Oil 4SA 6Cy. 310 × 480<br>650bhp (478kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 160kW 225V a.c.<br>11,75kn |
| 6824991<br>6LDD<br>BS02-A1334<br>Df Esd Gc<br>Pfd Rdr Rt | **PUNG GUK No. 707**<br>ex Dong Young No. 707-91<br>ex Dae Wang No. 207-88<br>ex Dong Won No. 83-83<br>ex Narita Maru No. 3-74<br>**Pung Guk Fisheries Co. Ltd.**<br>Busan South Korea | **348**<br>185<br>427 | KR | **1968** Nichiro Zosen—Ishinomaki<br>50,75 8,62 3,570<br>45,01 8,60 3,81<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.460<br>4 Ha (1,9 1,9 1,9 × 1,8) (0,9 × 1,4) | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 85kW 230V a.c.<br>11,75kn |
| 7227554<br>6MLB<br>BS-A-584<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PUNG YANG**<br>**Korea Wonyang Fisheries Co. Ltd.**<br>Busan South Korea | **3 527**<br>1 784<br>3 719 | KR (NK) | **1972** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (819)<br>95,61 15,09 6,716<br>86,01 15,02 9,81<br>B 18,9 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.3 197<br>2 Ha (2,5 × 2,4) (2,5 × 3,6)<br>Der 2(4) 2(3) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 500kW 445V 60Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 685,5t (d.o.) 387,5t (hvf)-44,5pd 13,5kn |
| 8212221<br>D3R2311<br>Rt | **PUNGO**<br>**Empresa Nacional de Abastecimiento Tecnico Material a Industria de Pesca (E.N.A.T.I.P.)**<br>Luanda Angola | **135**<br>60<br>118 | (BV) | **1983** Ast. y Varaderos Gumersindo Paz—La Grana (231)<br>26,01 2,701<br>22,51 6,51 3,26<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.fwd<br>In.146 | GUASCOR E318T-SP<br>Vee Oil 4SA 12Cy. 150 × 150 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>500bhp (368kW)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR) Zumaya<br>Gen 2 × 32kW 380V 50Hz a.c. |
| 8801292<br>B140R<br>Rdr Rt | **PUNGUE**<br>**Government of The People's Republic of Mozambique (Beira Port Authority)**<br>Danish Shipmanagement Group A/S (Danmarine)<br>Beira Mozambique | **236**<br>70<br>83 | **✠100A1**<br>tug<br>Mozambique coastal service<br>**✠LMC**<br>EL 278,0/17,5U2<br>FN 302 | **1989**-5 Kyeds Maskinfabrik A/S Norresundby ((170))<br>**1989**-5 Morso Vaerft A/S—Nykobing (170)<br>27,65 8,72 3,750<br>23,40 8,40 4,50<br>1 dk<br>rf - | **M Tug** | Alpha 12V23/30<br>Vee Oil 4SA 12Cy. 225 × 300 sr geared to sc. shaft<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 2 × 105kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 51,0t-4,4pd 12kn |
| 8101953<br>ELCV4<br>7385<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PUNICA**<br>**Ocean Wide Shipping Co.**<br>Seaarland Shipping Management G.m.b.H.<br>Monrovia Liberia | **17 185**<br>11 875<br>28 035 | **✠100A1** SS 9/88<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty, certified container securing arrangements<br>**✠LMC**<br>EL Ht 605,0/70,0U2<br>FN 6827 | **1983**-7 Jiangnan Shipyard—Shanghai (2139)<br>197,42 (BB) 23,12 10,237<br>183,01 23,00 14,30<br>P 30,8 F 18,9 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 30,1 31,5 21,5 31,5 28,2 ER<br>G.39 750<br>5 Ha (stl) (18,2 21,5 13,2 21,5 19,0 × 11,0) ER<br>Cr 4(25) | B&W 8L55GB<br>Oil 2SA 8Cy. 550 × 1380<br>10 700bhp (7 870kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (o.f.) 7,9kgf/cm$^2$ (7,8bar)<br>e(ex.g) 13,5kgf/cm$^2$ (13,3bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel-26,0pd 14kn |

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| **6822199**<br>*GDGL*<br>Df Esd Pfd<br>Rdr Rt | **PUNTA**<br>ex Punta Purrustarri-82<br>**Newtown Fisheries Ltd.**<br>Brixham United Kingdom | **256**<br>148<br>181 | BV | **1968** Ast. Luzuriaga S.A.—Pasajes (105)<br>38,59 6,94 3,582<br>33,20 6,89 3,97<br>2 dks | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>G.210<br>3 Ha (each 1,1 × 1,1) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>736kW (1 001bhp)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 25kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 131,0t (d.o.) |
| **6721759**<br>*EFOR*<br>8695<br>Esd | **PUNTA AGUDA**<br>ex Gandon Mendiuina-90<br>**Wenceslao Gandon Casal**<br>Vigo Spain | **188**<br>59<br>134 | (BV) | **1967** Const. Nav. Yarza—Vigo (10)<br>31,32 3,201<br>26,01 6,81 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 270 × 360<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz |
| **6807046**<br>*IWZC*<br>122<br>Df Esd Gc<br>Rdr RTm/h/v | **PUNTA ALA**<br>ex Isebek-88 ex Alchimist Hamburg-79<br>**Elbana di Navigazione S.r.l.**<br>Portoferraio Italy | *1 530*<br>*774*<br>2 254<br>T/cm<br>8,7 | RI (GL) | **1968** Schiffswerft Ernst Menzer O.H.G. —Geesthacht (483)<br>85,43 (BB) 11,23 4,360<br>82,78 11,21 4,96<br>P 20,8 F 8,9 1 dk<br>Bow/CM 22 Diam. 0,203 len 79 | **M Tanker**<br>Chemical<br>SBT Ice strengthened<br>4 Ta 8 Ta (s.stl) ER<br>L.2 805 HeCls. C<br>12 Cargo pumps total 1 080T/hr | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 60kW 220/380V 50Hz a.c.<br>Fuel-4,0pd |
| **8015489**<br>*IOJF*<br>1384 | **PUNTA ALICE**<br>**Rimorchiatori Napoletani S.M.**<br>Napoli Italy | **198**<br>66<br>124 | RI | **1981** Cant. Nav. di Pesaro—Pesaro (50)<br>33,53 9,28 3,720<br>29,01 8,58 4,27<br>1 dk | **M Tug**<br>Fire-fighting | MAN<br>Oil 4SA 8Cy. 300 × 450 geared to sc. sh<br>Masch. Augsburg-Nuernberg (MAN)<br>× 186,4kW 220/380V 50Hz a.c. |
| **8107672**<br>*EAEI*<br>4-55-1-769<br>Df Esd Gc<br>Rdr RTm/h/v | **PUNTA AMER**<br>**Government of Spain (Departamento de la Fuerza Naval)**<br>San Sebastian Spain | **291**<br>5<br>183 | ✠Classed LR until 26/10/87 | **1982**-7 Ast. Luzuriaga S.A.—Pasajes (228)<br>33,00 9,63 4,501<br>29,01 9,11 5,52<br>RFD 11,6 1 dk<br>rf - Box K 368 | **M Tug** | Sulzer<br>Vee Oil 4SA 12Cy. 250 × 300 with clutche<br>flexible couplings & sr geared to sc. sh<br>Ast. Espanoles S.A. Sestao Wo<br>Gen 1 × 100kW 1 × 96kW 1 × 32kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 183,0t (d.o.)-8,0pd |
| **6702179**<br>*LQHP*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PUNTA ANCLA**<br>ex Sea Moon-84 ex Taronga-82<br>**A. Bottacchi S.A. de Navegacion**<br>Argentina | T.Mk<br>**8 552**<br>5 034<br>10 632<br>**12 064**<br>7 273<br>13 372 | **✠100A1** SS 10/88<br>TwDsa — latex<br>**✠LMC (UMS)**<br>**✠Lloyd's RMC**<br>EL E† $2\frac{5}{16}$"U3<br>FN 5632 | **1967**-4 Uddevallavarvet A/B—Uddevalla (277)<br>172,19 20,81 —/9,386<br>165,67 20,73 13,26<br>P 33,6 F 13,2 2 dks, 3rd dk in Nos. 3, 4 & 5 holds<br>rf 305 len 71<br>conv Ref General Cargo 71 | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>Side doors DSS<br>5 Ho 18,9DT 24,7 9,6DTp&s 11,2 22,4 21,6 9,6 ER<br>G.17 059 B.15 192 In.1 202 L.869<br>TEU 126 C.Ho 90/20' (40') C.Dk 36/20' (40')<br>13 Ha (stl) (13,9 16,6p&s 16,7p&s × 6,1) (6,4p&s 13,0p&s × 8,0) (16,7p&s × 6,1) (4,8p&s × 5,4) ER<br>8W Cr 2(25) 5(5) Der 1(200) 1(40) 4(10) 2(5) | B&W<br>Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Uddevallavarvet A/B<br>AuxB 114lbf/in² (7,9bar)<br>e(ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 368kW 450V 60Hz a.c.<br>Fuel 2 680,5t (hvf) |
| **8420347**<br>*IIJZ*<br>52<br>Rt | **PUNTA AZZURRA**<br>**"CIANE-ANAPO" Compagnia di Navigazione e Bunkeraggi S.p.A.**<br>Augusta Italy | **590**<br>353<br>1 463 | RI | **1986** Cant. Ferronavale S. Bartolomeo S.r.L.—La Spezia (548)<br>51,80 (BB) 10,24 4,150<br>48,29 10,20 4,35<br>1 dk | **TM Tanker**<br>11 Ta ER<br>L.1 723 | Deutz<br>2 Oil 4SA each 8Cy. 142 × 160<br>1 026bhp (755kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 100kW 220/380V 50Hz a.c. |
| **7615658**<br>Rt | **PUNTA BAPPO**<br>**Government of The Republic of Peru (Empresa Nacional de Puertos S.A.)**<br>Paita Peru | **265**<br>—<br>— | (AB) | **1977** Ast. Picsa S.A.—Chimbote (412)<br>33,66 3,880<br>30,26 8,91 4,27<br>1 dk<br>BK 132 | **TM Tug** | MAN<br>2 Oil 4SA each 7Cy. 300 × 450 reverse re<br>geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 71kW |
| **5287201** | **PUNTA BENITEZ**<br>**Creole Petroleum Corp.**<br>Maracaibo Venezuela | **163**<br>77<br>— | | **1944** Equitable Equipment Co.—Madisonville, La (403)<br>25,91 7,01 2,591<br>24,67 3,15 | **M Tug**<br>1W | Enterprise<br>Oil 4SA 8Cy. 305 × 380<br>Enterprise Engine & Foundry Co. San Fra<br>Fuel 50,0t |
| **7351604**<br>*IMBH*<br>777<br>Df Esd Gc<br>Rdr RTm/h/v | **PUNTA BIANCA**<br>**Pacific Fruit Co. Italy S.p.A.**<br>Ecuadorian Line Inc. N.V.<br>Roma Italy<br>SatCom: 1150422/IMBH | **9 453**<br>5 113<br>9 744 | NV RI<br>✠Classed LR until 15/4/83 | **1975**-12 Cant. Nav. Muggiano—La Spezia (1654)<br>152,81 (BB) 20,76 9,200<br>140,01 20,71 12,70<br>F 41,5 3 dks, 4th dk in Nos. 2, 3 & 4 holds<br>rf 483 | **M Refrigerated Cargo** CSD<br>4bth P<br>Side doors 4(p) 4(s)<br>4 Ho 26,5 23,3 20,1 ER 24,3 11 TwD<br>In.12 473<br>TEU 64 C.Ho 56/20' C.Dk 8/20'<br>4 Ha (stl) (12,8 12,5 12,5 × 6,4) ER (12,5 × 6,4)<br>Cr 1(20) 2(5) | Sulzer<br>Oil 2SA 9Cy. 580 × 1700<br>14 299kW (19 440bhp) NE 88<br>Fincantieri-Cant. Nav. Italiani S.p.A. (Grand Motori)<br>Gen 1 × 2200kW a.c. 2 × 948kW a.c.<br>1 × 517kW a.c. |
| **7414602**<br>*CLKI*<br>Df Esd Gc<br>Rdr Rt | **PUNTA BRAVA**<br>ex C-28-85<br>**Empresa de Navegacion Caribe**<br>La Habana Cuba | **226**<br>196<br>66 | GL RCB | **1978** Ast. Vicente Forte—Tigre (28)<br>32,03 8,95 3,618<br>28,50 8,50 4,09<br>1 dk | **M Tug**<br>Fire-fighting | GMT<br>Vee Oil 4SA 8Cy. 230 × 270 reverse red<br>geared to sc. shaft<br>Grand Motores Diesel, S.A.I.C. (Fiat Concord) |
| **8808733**<br>*EHQX*<br>Esd Gc Pfd<br>Rdr Rt | **PUNTA COUSA**<br>**Antonio Couso Dominguez**<br>Marin Spain | *185*<br>*55*<br>— | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL 372,0/16,0U2<br>FN 249 | **1989**-8 Factoria Naval de Marin S.A.—Marin (33)<br>27,10 7,37 2,901<br>23,02 7,31 3,51<br>B & F 19,5 1 dk<br>rf 700 Box K 300 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.103 | Deutz<br>Oil 4SA 6Cy. 220 × 280 with clutches, fle<br>couplings & sr reverse geared to sc. s<br>368kW (500bhp)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 60kW 220V 50Hz a.c. |
| **7109790**<br>Esd Rt | **PUNTA DE BOMBOM**<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Callao Peru | **105**<br>—<br>— | (AB) | **1966** Promecan Ingenieros S.A.—Callao (42)<br>6,74<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co.<br>Fuel 12,0t (d.o.) |
| **5287249**<br>*EBTN*<br>7766<br>Df Esd Rt | **PUNTA DE CABIO**<br>**Manuel Freire Pastoriza**<br>Motopesqueros de Altura Reunidos S.A. (M.A.R.)<br>Vigo Spain | **281**<br>134<br>— | (BV) | **1958** Enrique Lorenzo y Cia. S.A.—Vigo (228)<br>38,41 6,89 3,595<br>33,38 6,80 4,02<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha | Krupps<br>Oil 4SA 8Cy. 295 × 420<br>600bhp (441kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 77,5t (d.o.) |
| **7332244**<br>*EGJQ*<br>2477 | **PUNTA DE SAN MARTIN**<br>**Ansolmar S.L.**<br>Santander Spain | **143**<br>67<br>— | | **1974** Ast. de Santander S.A.—Santander (91)<br>28,40<br>24,41 6,29 3,36<br>1 dk | **M Fishing**<br>Side Trawler | Baudouin<br>Vee Oil 4SA 12Cy. 150 × 150<br>640bhp (471kW)<br>Internacional Diesel S.A. |
| **5097412**<br>*EBVB*<br>7125<br>Esd | **PUNTA DEL TOURINO**<br>ex Eduardo Vieira<br>**Maria T. Neira Fernandez**<br>Vigo Spain | **165**<br>54<br>— | | **1949** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (41)<br>*25,91* 6,20<br>... ... ... | **M Fishing**<br>Side Trawler | Polar<br>Oil 2SA 4Cy. 250 × 420<br>450bhp (331kW)<br>Atlas-Diesel A/B<br>Fuel 51,0t (d.o.) |
| **7035456**<br>*LW6455*<br>Df Esd Gc<br>Rdr Rt | **PUNTA DUNGENESS**<br>ex Dungeness-86 ex ASD Astor-80<br>ex Astor-73 ex Libyaville-71<br>**Unitankers Naviera S.A.**<br>Rio Grande, Tierra del Fuego Argentina | *2 008*<br>*1 472*<br>1 392 | (GL) | **1970** T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (Z90)<br>84,00 14,15 3,610<br>74,00 14,11 8,62<br>F 13,2 2 dks | **M RoRo Cargo**<br>Deck Cargo<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 360 × 450<br>3 600bhp (2 648kW)<br>Motorenw. Mannheim A.G. (MWM) |

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|---|---|---|---|---|---|---|
| 7825978<br>*EHMU*<br>*287-3*<br>Df Esd Gc<br>Pld Rdr Rt | **PUNTA EUROPA**<br>**Islena de Navegacion S.A. (ISNASA)**<br>Algeciras Spain | **3 717**<br>1 189<br>1 147 | AB | **1980** Hijos de J. Barreras S.A.—Vigo (1455)<br>99,50 (BB) 5,750<br>90,00 17,01 10,49<br>B 67,7 2 dks<br>rf nil | **TM RoRo Cargo/Ferry** 1300dk P<br>Bow door/ramp Stern door/ramp<br>Cars 168 Lorries 18<br>Mchy.aft | Deutz RBV12M350<br>2 Vee Oil 4SA each 12Cy. 400 × 500<br>8 800bhp (6 473kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>18kn |
| 9002001<br>Rt | **PUNTA FISTERRA**<br>**Xunta de Galicia**<br>Ferrol Spain | *101*<br>*29*<br>60 | BV | **1990** "ASTAFERSA", Ast. y Tall. Ferrolanos S.A.—La Grana (290)<br>20,02 1,500<br>18,50 6,11 2,32 | **TM Oil Pollution Recovery**<br>Mchy.aft | GUASCOR<br>2 Oil 4SA each 6Cy. 120 × 155 with clutches, flexible couplings & sr geared to sc. shafts<br>294kW (400bhp)<br>Pegaso- Empresa Nacional de Autocamiones S.A. Madrid<br>9,5kn |
| 6913015<br>*EAPF*<br>*3937*<br>Rt | **PUNTA GALEA**<br>**Government of Spain (Ministerio de Obras Publicas)**<br>Bilbao Spain | **258**<br>139<br>417 | ✠Classed LR until 2/70 | **1968**-12 Ast. Zamacona S.A.—Bilbao (32)<br>36,81 7,88<br>34,70 7,60 3,20<br>RFD 5,2 1 dk | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | MAN<br>Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>470bhp (346kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 32kW 220V 50Hz a.c.<br>8,5kn |
| 6807117 | **PUNTA GIALLA**<br>**"CIANE-ANAPO" Compagnia di Navigazione e Bunkeraggi S.p.A.**<br>Augusta Italy | **593**<br>354<br>1 500 | RI | **1989** Campanella Cantieri Navali S.p.A.—Savona (101)<br>51,82<br>48,29 10,22 4,86<br>1 dk | **TM Tanker**<br>Bunkering<br>12 Wing Ta ER<br>L.590 | 2 Oil<br>1 026bhp (755kW)<br>.............<br>10kn |
| 5287275 | **PUNTA GORDA**<br>**Creole Petroleum Corp.**<br>Maracaibo Venezuela | **163**<br>77<br>— | | **1944** Equitable Equipment Co.—Madisonville, La (395)<br>25,91 7,01 2,591<br>24,67 3,15<br>BK 64 | **M Tug**<br>1W | Enterprise<br>Oil 4SA 8Cy. 305 × 380<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 50,0t<br>9kn |
| 5320429<br>*LOYT*<br>*4993*<br>Df Esd Rdr<br>Rt | **PUNTA INDIO**<br>ex Rio Turbio ex Senyu Maru-72<br>**Flota Argentina Mineralera S.A. (F.A.M.)**<br>Buenos Aires Argentina | **5 056**<br>2 897<br>7 789 | (NK) | **1962** Sanoyasu Dockyard Co. Ltd.—Osaka (200)<br>121,01 16,64 7,087<br>112,99 16,62 9,10<br>P 23,2 F 8,9 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.10 264<br>3 Ha (22,3 25,4 20,2 × 7,9) ER | B&W 6-50VT2BF-110<br>Oil 2SA 6Cy. 500 × 1100<br>4 200bhp (3 089kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 128kW 445V 60Hz a.c.<br>Fuel 281,5t<br>13,5kn |
| 7411985<br>*IXXB*<br>*736*<br>Df Esd Gc<br>Rdr RTm/h/v | **PUNTA LIBECCIO**<br>ex Spray Fish-88<br>**Somat S.r.l.**<br>Trapani Italy | *243*<br>*72*<br>200 | RI (BV) | **1975** Ch. & At. de la Perriere—Lorient (302)<br>41,15 7,57 3,001<br>38,49 7,50 3,79<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Pollution Control 12bth P | MGO 16V175ASHR<br>2 Vee Oil 4SA each 16Cy. 175 × 180/192<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.) Mulhouse<br>Gen 2 × 102kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 69,0t (d.o.)<br>15kn |
| 6913027<br>*EAMV*<br>*3938*<br>Rt | **PUNTA LUCERO**<br>**Government of Spain (Ministerio de Obras Publicas)**<br>Bilbao Spain | **258**<br>139<br>424 | ✠Classed LR until 2/70 | **1968**-12 Ast. Zamacona S.A.—Bilbao (31)<br>36,81 7,88<br>34,70 7,60 3,20<br>RFD 5,2 1 dk | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | MAN<br>Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>470bhp (346kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 32kW 220V 50Hz a.c.<br>8,5kn |
| 8305066<br>*EGSP*<br>*777*<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v | **PUNTA MAYOR**<br>**Remolques Maritimos S.A.**<br>San Sebastian Spain<br>SatCom: 1351727/PUMA | *1 046*<br>*315*<br>1 218 | BV | **1984** Ast. Luzuriaga S.A.—Pasajes (231)<br>60,00 13,01 4,701<br>56,77 12,81 5,41<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P | Deutz<br>2 Vee Oil 4SA each 16Cy. 240 × 280 sr geared to sc. shafts<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 500kW 1 × 252kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 500,0t (d.o.)-11,0pd<br>13kn |
| 8604228<br>*ILCH*<br>*57*<br>Rt | **PUNTA NERA**<br>**"CIANE-ANAPO" Compagnia di Navigazione e Bunkeraggi S.p.A.**<br>Augusta Italy | **593**<br>354<br>1 470 | RI | **1986** Cant. Ferronavale S. Bartolomeo S.r.L.—La Spezia (553)<br>51,47 (BB) 10,37 4,179<br>48,21 10,20 4,86<br>1 dk | **TM Tanker**<br>11 Ta ER<br>L.1 723 | Deutz SBA8M816<br>2 Oil 4SA each 8Cy. 142 × 160<br>1 026bhp (755kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers |
| 5287328<br>*332885*<br>Df | **PUNTA PALMAS**<br>**Trinidad Marine Services Ltd.**<br>Georgetown, Demerara Guyana | **163**<br>33<br>— | | **1944** Equitable Equipment Co.—Madisonville, La (391)<br>25,91 7,01 2,591<br>24,67 3,15<br>1 dk<br>BK 64 | **M Tug**<br>1W | Enterprise<br>Oil 4SA 8Cy. 305 × 380<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 50,0t<br>9kn |
| 8409056<br>*EGCF*<br>Df Esd Gc<br>Pld Rdr Rt | **PUNTA PEDRERA**<br>**Maritima Formentera S.A.**<br>Valencia Spain | *1 232*<br>*454*<br>182 | BV | **1985** Union Naval de Levante S.A.—Valencia (152)<br>67,62 3,012<br>57,61 10,61 7,27 | **TM RoRo Cargo/Ferry** 250dk P<br>Stern door/ramp<br>L 3,60 W 6,14<br>Clear height 2,70<br>Cars 43 | Alpha 12V23LU<br>2 Vee Oil 4SA each 12Cy. 225 × 300 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>3 720bhp (2 736kW)<br>Cons. Echevarria Bermeo<br>Gen 2 × 216kW a.c.<br>17,5kn |
| 7114159<br>*INRG*<br>*451*<br>Rdr Rt | **PUNTA PENNA**<br>ex Trinacria Undicesimo-83<br>ex Ortona-82 ex Punta Penna-78<br>ex El Jaguar Grande-71<br>**Micoperi S.p.A.**<br>Pescara Italy | **191**<br>78<br>— | RI (AB) | **1971** American Marine Corp.—New Orleans, La<br>27,72 8,77 3,483<br>25,61 8,54 3,81<br>1 dk | **TM Tug** | Caterpillar D398SCAC<br>2 Vee Oil<br>(p) 4SA 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>(s) 4SA 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW 210V 60Hz a.c.<br>10kn |
| 7717858<br>*EHTA*<br>Df Esd Gc<br>Pld Rdr | **PUNTA ROBALEIRA**<br>**Gandon Menduina Hermanos**<br>Vigo Spain | **264**<br>57<br>190 | (BV) | **1979** Construcciones Navales P. Freire S.A.—Vigo (114)<br>35,64 3,941<br>31,20 8,31 6,10<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Werkspoor 8TM270<br>Oil 4SA 8Cy. 270 × 500<br>950bhp (699kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Controllable pitch propeller<br>Fuel 192,5t (d.o.)<br>9,5kn |
| 7321697<br>*EGFF*<br>Df Esd Rdr<br>Rt | **PUNTA ROCA**<br>**Maroil S.A.**<br>Bilbao Spain | **179**<br>0<br>— | (BV) | **1973** Ast. de Murueta S.A.—Guernica (118)<br>28,30 8,49 3,290<br>25,02 7,90 3,97 | **M Tug** | Alpha 14V23L-VO<br>Vee Oil 4SA 14Cy. 225 × 300 reverse reduction geared to sc. shaft<br>Cons. Echevarria Bermeo<br>12kn |
| 8219504<br>*IUBW*<br>*1417*<br>Rt | **PUNTA RONDINELLA**<br>**Rimorchiatori Napoletani S.M.**<br>Napoli Italy | **198**<br>66<br>145 | RI | **1983** Cant. Nav. di Pesaro—Pesaro (52)<br>33,53 9,28 3,720<br>29,01 8,58 4,27<br>1 dk | **M Tug**<br>Fire-fighting | MAN G9V30/45ATL<br>Oil 4SA 8Cy. 300 × 450 sr reverse geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>13kn |
| 8420335<br>*IKFM*<br>*50*<br>Rt | **PUNTA ROSSA**<br>**"CIANE-ANAPO" Compagnia di Navigazione e Bunkeraggi S.p.A.**<br>Augusta Italy | **590**<br>353<br>1 473 | RI | **1985** Cant. Ferronavale S. Bartolomeo S.r.L.—La Spezia (547)<br>51,47 (BB) 10,37 4,179<br>48,21 10,20 4,86<br>1 dk | **TM Tanker**<br>11 Ta ER<br>L.1 723 | Deutz<br>2 Oil 4SA each 8Cy. 142 × 160<br>1 026bhp (755kW)<br>Kloeckner Humboldt Deutz Koeln |

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|---|---|---|---|---|---|---|
| 7931894<br>*EABF*<br><br>Df Esd Gc<br>Rdr RTv | **PUNTA SALINAS**<br>Launched as Remolcanosa Quince<br>**Remolques Maritimos S.A.**<br>Huelva Spain<br>SatCom: 1351707/PUSA | **1 178**<br>389<br>1 188 | BV | **1982** Ast. de Huelva S.A.—Huelva (132)<br>62,84 5,341<br>55,02 13,01 6,02<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting Pollution Control | Deutz<br>2 Oil 4SA each 8Cy. 370 × 400 sr geared shafts<br>Hijos de J. Barreras S.A.<br>2 Controllable pitch propellers |
| 7402489<br>*IXRQ*<br>734<br>Df Esd Gc<br>Pfd Rdr Rt | **PUNTA SCARIO**<br>ex West Pelican-87 ex Atlantic Grip-81<br>ex Edda Grip-76<br>**Somat S.r.l.**<br>Trapani Italy | **909**<br>272<br>793 | RI (NV) | **1976** Storviks M/V A/S—Kristiansund N. (70)<br>59,11 (BB) 12,37 4,439<br>52,02 12,36 5,62<br>F - 1 dk<br>rf 1105 BK 119 | **TM Tug/Supply Ship**<br>Deck Cargo 8bth P<br>Ice strengthened<br>4 Ta horizontal | Polar<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>A/B Bofors Nohab<br>Gen 2 × 200kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (hvf) |
| 7711672<br>*EHWC*<br><br>Df Esd Gc<br>Pfd Rdr RTv | **PUNTA SERVICE**<br>ex Remolcanosa Diez-81<br>**Remolques Maritimos S.A.**<br>Vigo Spain<br>SatCom: 1351705/PUSE | **1 175**<br>385<br>1 243 | BV | **1981** Ast. de Huelva S.A.—Huelva (105)<br>63,10 13,21 5,001<br>55,02 13,01 6,02<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting Pollution Control<br>Mchy.aft | Deutz<br>2 Oil 4SA each 8Cy. 370 × 400 geared shafts<br>Hijos de J. Barreras S.A. |
| 7365370<br>*IBQP*<br>1616<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **PUNTA STELLA**<br><br>**Commissonaria Generale Italiana S.p.A. (COMISAL)**<br>Burke & Novi S.p.A.<br>Napoli Italy | **9 387**<br>5 125<br>9 750 | **✠100A1** CS 4/86<br><br>**✠LMC UMS**<br>**✠Lloyd's RMC**<br>EL At 2 3/16"U2<br>FN 4678<br>RI | **1976**-4 Cant. Nav. Muggiano—La Spezia (1655)<br>152,81 (BB) 20,76 9,200<br>140,01 20,71 12,70<br>F 41,5 3 dks, 4th dk in Nos. 2, 3 & 4 holds<br>rf 483 | **M Refrigerated Cargo** CSD<br>4bth P<br>Side doors 4(p) 4(s)<br>4 Ho 26,5 23,3 20,1 ER 24,3 11 TwD<br>In.12 473<br>TEU 64 C.Ho 56/20' C.Dk 8/20'<br>4 Ha (stl) (12,8 12,5 12,5 × 6,4) ER (12,5 × 6,4)<br>Cr 1(20) 3(5) | GMT<br>2 Oil 4SA each 8Cy. 550 × 590 sr geared shaft<br>19 200bhp (14 123kW)<br>Grandi Motori Trieste<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 2 × 2200kW 2 × 948kW 450V 60Hz<br>Controllable pitch propeller<br>Fuel 364,0t (d.o.) 1 795,0t (hvf)-48,0pd |
| 7321702<br><br><br>Df Esd Rdr<br>Rt | **PUNTA TAMBO**<br><br>**Remolques Maritimos S.A.**<br>Pasajes Spain | **179**<br>—<br>119 | (BV) | **1974** Ast. de Murueta S.A.—Guernica (119)<br>28,30 8,49 3,290<br>25,02 7,90 3,97 | **M Tug** | Alpha<br>Vee Oil 4SA 14Cy. 225 × 300 reverse reduction geared to sc. shaft<br>Cons. Echevarria |
| 8107684<br>*EAEM*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **PUNTA TARIFA**<br><br>**Compania Iberica de Remolcadores del Estrecho S.A. (CIRESA)**<br>San Sebastian Spain | **291**<br>6<br>183 | **✠100A1**<br>tug<br>**✠LMC UMS**<br>EL G 302,5/20,5U2<br>FN 425 | **1982**-7 Ast. Luzuriaga S.A.—Pasajes (229)<br>33,00 9,63 4,671<br>29,01 9,11 5,52<br>RFD 11,6 1 dk<br>rf - Box K 368 | **M Tug**<br>Mchy.aft | Sulzer<br>Vee Oil 4SA 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>Ast. Espanoles S.A. Olaveaga Works<br>Gen 1 × 100kW 1 × 96kW 1 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 183,0t (d.o.)-8,0pd |
| 7320356<br>*EGDU*<br><br>Esd Rdr Rt | **PUNTA TORRE**<br><br>**Maroil S.A.**<br>Pasajes Spain | **179**<br>119<br>— | BV | **1973** Ast. de Murueta S.A.—Guernica (117)<br>28,30 8,51 3,302<br>25,02 7,90 3,94 | **M Tug** | Alpha<br>Vee Oil 4SA 14Cy. 225 × 300<br>Cons. Echevarria |
| 6810615<br>*EADJ*<br>2161<br>Df Esd Pfd<br>Rt | **PUNTA TORREPIA**<br><br>**Talde Lagun S.A.**<br>Ondarroa Spain | **256**<br>148<br>— | BV | **1967** Ast. Luzuriaga S.A.—Pasajes (104)<br>38,61 7,24 3,601<br>33,20 7,22 3,97<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>In.210 | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 25kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 131,0t (d.o.) |
| 7365382<br>*IMCJ*<br>782<br>Df Esd Gc<br>Rdr RTm/h/v | **PUNTA VERDE**<br><br>**Pacific Fruit Co. Italy S.p.A.**<br>Ecuadorian Line Inc. N.V.<br>Roma Italy<br>SatCom: 1150311/PUBE | **7 357**<br>3 823<br>—<br><br>**9 453**<br>5 113<br>9 748 | NV RI<br><br>✠Classed LR until 15/4/83 | **1976**-9 Cant. Nav. Muggiano—La Spezia (1656)<br>152,81 (BB) 20,76 —/9,200<br>140,01 20,71 12,70<br>F 41,8 3 dks, 4th dk in way Nos. 2 & 3 holds<br>rf 483 | **M Refrigerated Cargo** OSD/CSD<br>Side doors 4(p) 4(s)<br>4 Ho 26,5 23,3 20,1 ER 24,3 11 TwD<br>In.12 473<br>TEU 64 C.Ho 56/20' C.Dk 8/20'<br>4 Ha (stl) (12,8 12,5 12,5 × 6,4) ER (12,5 × 6,4)<br>Cr 1(20) 3(5) | Sulzer<br>Oil 2SA 9Cy. 580 × 1700<br>14 299kW (19 440bhp) NE 88<br>Fincantieri-Cant. Nav. Italiani S.p.A. (Grandi Motori)<br>Gen 1 × 2200kW a.c. 2 × 932kW a.c. 1 × 600kW a.c.<br>Controllable pitch propeller |
| 8808745<br>*EHKK*<br><br>Rt | **PUNTABAZAR**<br><br>**Pesquera Guardesa S.A.**<br>Marin Spain | **253**<br>76<br>234 | **✠100A1**<br>fishing vessel<br>**✠LMC**<br>EL 412,0/25,0U2<br>FN 362 | **1989**-8 Factoria Naval de Marin S.A.—Marin (34)<br>32,50 (BB) 7,57 3,101<br>28,00 7,50 5,40<br>2 dks<br>rf 410 Box K 311 | **M Fishing**<br>Stern Trawler Long-line Ref<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with flexible couplings & sr reverse geared to sc. shaft<br>459kW (624bhp)<br>Caterpillar Inc.<br>Gen 2 × 125kW 380V 50Hz a.c. |
| 7634032<br>*EHME*<br>1998<br>Rt | **PUNTAMAR PRIMERO**<br><br>**Jose Jimenez y otros**<br>Almeria Spain | **122**<br>63<br>119 | | **1979** Jose Fernandez Garcia—Foz (25)<br>24,41 6,61<br>21,62 6,41 3,56<br>1 dk | **M Fishing**<br><br>1 Ho<br><br>2 Ha (stl) | Volund<br>Oil<br>430bhp (316kW)<br>Larsconti Olsen e Hijos |
| 8340121 | **PUNTENG II**<br>ex Marisa-90<br>**P.T. Dunia Wisata Bahari**<br>Manado Indonesia | **105**<br>26<br>— | KI | **1976** P.T. Galsia—Tanjung Priok (52)<br>24,39 1,301<br>21,21 6,00 2,49<br>1 dk<br>Bow/CM 158 | **TM Ferry**<br>—dk P | Penta<br>2 Oil 4SA each 6Cy. 130 × 150<br>800bhp (588kW)<br>A/B Volvo-Penta |
| 7944188<br><br><br>Df Rt | **PUNTILLA XI**<br><br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Ciudad del Carmen Mexico | **104**<br>62<br>— | (AB) | **1977** Astilleros Zavala—Ciudad del Carmen (53)<br>... ... ...<br>19,03 5,80 3,36<br>1 dk<br>rf 51 | **M Fishing**<br>Side Trawler<br>1 Ho 7,4<br><br>1 Ha (stl) (4,9 × 4,4) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152<br>365bhp (268kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 1,5kW a.c. 1 × 1kW a.c. |
| 7816082<br>*6OAP*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PUNTLAND II**<br>ex Heinrich Husmann-87<br>**Government of The Democratic Republic of Somalia (Ministry of Marine Transport & Ports)**<br>Mogadiscio Somali Republic | **999**<br>491<br>2 540 | GL | **1979** Howaldtswerke-Deutsche Werft A.G. —Kiel (155)<br>91,93 (BB) 18,14 3,641<br>79,23 18,01 7,93<br>F 10,7 2 dks | **TM RoRo Cargo/General Cargo**<br>Ice strengthened<br>Stern door/ramp<br>L 10,00 W 8,70 SWL 195<br>Lane Length 896 Cargo Width 1,87<br>Clear height 3,55<br>1 Ho 69,0<br>B.5 748<br>TEU 260<br>C.Ho 132/20' C.Dk 128/20' incl. 30 ref C<br>1 Ha (stl) (68,2 × 15,0)<br>Cr 2(25) | MaK<br>2 Oil 4SA each 6Cy. 240 × 330 geared shafts<br>2 600bhp (1 912kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 184kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 360,0t (d.o.)-8,0pd |
| 7210240<br>*P3CQ4*<br><br>Df Esd Gc<br>Rdr Rt | **PUPIDORA**<br>ex Mini Laurel-91<br>ex Supreme Beaver-80<br>**Elmini Laurel Inc.**<br>Limassol Cyprus | **1 567**<br>1 163<br>3 003 | AB | **1972** Geibi Zosen Kogyo—Kure (234)<br>65,49 15,35 4,944<br>62,79 15,31 6,61<br>1 dk<br>rf nil | **TM General Cargo**<br><br>2 Ho each 21,3<br>G.3 653 B.3 540<br><br>4 Ha (stl) ER<br>Cr 2(15) | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320 reverse geared to sc. shafts<br>1 500bhp (1 103kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 106,5t |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7001869<br>9HAN3<br>2354<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PUPPY F**<br>ex Caliope-89 ex Welcomer-87<br>ex Messiniaki Anagennisis-85<br>**Taty One Ltd.**<br>Acomarit Services Maritimes S.A.<br>Valletta Malta<br>SatCom: 1256163/PUPP | **17 852**<br>11 813<br>30 236<br>T/cm<br>38,0 | BV RI<br>✠Classed LR until 20/10/89 | **1970**-1 Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2081)<br>171,13 (BB) 26,04 11,011<br>162,01 25,99 14,36<br>P 39,1 F 13,2 1 dk<br>rf nil Bow/CM 86 Diam. 0,310 | **M Tanker**<br>Stern disch.<br>1 Ho 15,0 24 Ta ER<br>G.1 186 B.1 111 L.(oil) 36 271<br>HeCls. BptC<br>1 Ha (stl) (2,9 × 4,5) ER<br>4 Cargo pumps total 2 800T/hr | Sulzer 7RD76<br>Oil 2SA 7Cy. 760 × 1550<br>8 238kW (11 200bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 1008kW 440V 60Hz a.c.<br>Fuel 2 904,0t (hvf)-37,5pd 16kn |
| 7006247<br>9HWL2<br>2131<br>Df Esd Gc<br>Rdr RTm/h | **PUPPY P**<br>ex Wondrous-89 ex Messiniaki Doxa-85<br>ex Messiniaki Bergen-81<br>Launched as Messiniaki Drys<br>**Albena Shipping Ltd.**<br>Acomarit Services Maritimes S.A.<br>Valletta Malta | **17 485**<br>12 018<br>30 228<br>T/cm<br>38,0 | RI<br>✠Classed LR until 4/89 | **1970**-3 Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2135)<br>170,82 (BB) 26,04 11,011<br>162,01 25,99 14,36<br>P 39,1 F 13,2 1 dk<br>rf nil Bow/CM 85 Diam. 0,310 | **M Tanker**<br>Stern disch.<br>1 Ho 15,0 24 Ta ER<br>G.1 186 B.1 111 L.(oil) 36 271<br>HeCls. BptC<br>1 Ha (stl) (2,9 × 4,5) ER<br>6W Der 4(5) 2(3)<br>4 Cargo pumps total 2 800T/hr | Sulzer 7RD76<br>Oil 2SA 7Cy. 760 × 1550<br>8 238kW (11 200bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 2 904,0t (hvf)-37,5pd 16kn |
| 7039177 | **PURAN**<br>**Government of The Republic of India (Navy Department)**<br>India | **413**<br>252<br>434 | ✠Classed LR until 1/12/78 | **1977**-5 Central Inland Water Transport Corp. Ltd., Rajabagan—Calcutta (302)<br>45,55 7,95 2,972<br>42,32 7,93 3,84<br>Ba 12,2 RAD 1,9 F 4,9 1 dk<br>RW | **M Tanker**<br>4 Ta ER<br>L.(oil) 266<br>Der 1(1) | MAN G5V30/45ATL<br>Oil 4SA 5Cy. 300 × 450 reverse reduction geared to sc. shaft<br>530bhp (390kW)<br>Garden Reach Workshops Ltd. (Mar. Diesel Eng.) Calcutta<br>Gen 2 × 28kW 415V 50Hz a.c.<br>Fuel 12,0t (d.o.) 10kn |
| 8836467<br>Rdr Rt | **PURANIAGA I**<br>ex Bhaita Berkah-90 ex Irk I<br>**P.T. Inecda**<br>Banjarmasin Indonesia | **125**<br>72<br>— | KI | **1984** P.T. Sama Marga—Banjarmasin<br>29,00 - 1,500<br>26,75 6,50 2,00<br>1 dk | **TM Landing Craft**<br>Deck Cargo | Yanmar 6HAL-ET<br>2 Oil 4SA each 6Cy. 130 × 150<br>486kW (661bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>8kn |
| 7827299<br>P24075<br>000231<br>Df Gc Pfd<br>Rdr Rt | **PURARI**<br>ex Umboi-85<br>**Rabia Shipping Pty. Ltd.**<br>Burns Philp (PNG) Ltd.<br>Madang Papua New Guinea | **186**<br>110<br>250 | (AB) | **1978** Singmarine Shipyard (Pte.) Ltd.—Singapore (021)<br>31,30 7,32 2,504<br>28,71 7,31 3,03<br>F 4,6 2 dks<br>rf 483 | **TM Ferry/General Cargo**<br>Ref 100dk P<br>2 Ho ER<br>B.280<br>Der 2(4) | Gardner<br>2 Oil 4SA each 8Cy. 121 × 152 reverse reduction geared to sc. shafts<br>300bhp (221kW)<br>Gardner Engines Ltd. Manchester<br>Fuel 10,0t (d.o.)-1,5pd 10kn |
| 8600155<br>ZMV7861<br>875108<br>Rdr RTv | **PURAU**<br>**Lyttelton Port Co. Ltd.**<br>Lyttelton New Zealand | *247*<br>*74*<br>105<br>T/cm<br>2,3 | **✠100A1** SS 2/91<br>tug<br>service within 80 miles of Lyttelton harbour<br>**✠LMC**<br>EL (E) 247,5/17,5U2(a)<br>FN 375 | **1986**-7 Nagasaki Zosen K.K.—Nagasaki (1007)<br>31,25 10,55 3,269<br>27,51 9,49 4,12<br>1 dk<br>rf - | **TM Tug** | Niigata 6L25CXE<br>2 Oil 4SA each 6Cy. 250 × 320 with clutches, flexible couplings & dr geared to sc. shaft<br>Niigata Eng. Co. Ltd. Ota<br>Gen 2 × 80kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 36,5t (d.o.)-6,0pd 11kn |
| 6920408<br>YCJH<br>Rdr Rt | **PURBAYAN**<br>ex Sumber Mutiara V<br>ex Hishikawa Maru-78<br>**P.T. Istana Mutiara Mas**<br>Jakarta Indonesia | **699**<br>442<br>1 480 | KI NK | **1969** Imamura Zosen—Kure (151)<br>63,91 9,61 4,353<br>57,21 9,58 4,86<br>P 12,2 F 5,2 1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 556 | Makita<br>Oil 4SA 6Cy. 330 × 500<br>1 250bhp (919kW)<br>Makita Tekkosho Takamatsu<br>Gen 1 × 24kW a.c. 1 × 16kW a.c.<br>Fuel 51,0t-4,5pd 10,5kn |
| 7528489<br>FPDK<br>Df Esd Gc<br>Pfd Rdr Rt | **PURBECK**<br>**Truckline Ferries France S.A.**<br>Cherbourg France | **2 736**<br>841<br>1 550 | BV | **1978** Soc. Nouvelle des At. & Ch. du Havre—Le Havre (247)<br>125,53 4,501<br>114,81 17,51 11,46<br>2 dks<br>len 86 | **TM RoRo Cargo**<br>58bth D<br>Bow door & ramp Stern door/ramp<br>Lane Length 800<br>Trailers 171<br>Mchy.aft | MaK 9M453AK<br>2 Oil 4SA each 9Cy. 320 × 420<br>6 000bhp (4 413kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Fuel 378,0t 18kn |
| 5287419<br>KQSB<br>247618<br>Df Esd Gc<br>Rt | **PURDUE VICTORY**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **7 607**<br>4 563<br>10 852 | AB | **1945** Permanente (Shipyard No. 2)—Richmond, Ca (V740)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 8313855<br>URRX<br>0273<br>Df Esd Gc<br>Pfd Rdr RTv | **PURE**<br>ex Arvid Pelshe-91<br>**Latvian Shipping Company**<br>Riga Latvia<br>SatCom: 1401565 | *8 960*<br>*3 339*<br>7 496<br>T/cm<br>22,3 | RS | **1984** Stocznia Gdanska im. Lenina—Gdansk (B365/02)<br>146,62 8,100<br>134,02 21,40 12,40<br>3 dks, 4th dk in Nos. 2 & 3 holds | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>3 Ho ER 1 Ho 10 TwD<br>In.9 250<br>TEU 104<br>C.Ho 59/20' (40') C.Dk 45/20' (40')<br>4 Ha (stl) (9,5 12,4 12,4 × 8,2) ER (12,4 × 8,2)<br>Cr 4(5) | B&W 9K67GFC<br>Oil 2SA 9Cy. 670 × 1400<br>12 356kW (16 798bhp)<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 4 × 380kW 220V 50Hz a.c.<br>Fuel (d.o.) 1 636,25t (hvf)-41,5pd 21,8kn |
| 8725450<br>M-43205<br>Esd Rdr Rt | **PURE**<br>ex MRTK-1116-88<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Riga) (U.S.S.R.) | *117*<br>*35*<br>30 | RS | **1988** ..............U.S.S.R.<br>25,50 7,00 2,390<br>22,00 - 3,30<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>Ice strengthened | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>221kW (300bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| 7515195<br>USYA<br>M-32545<br>Df Rdr | **PURGA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **1 074**<br>232<br>440 | RS | **1974** Okean Shipyard—Nikolayev<br>58,55 12,68 4,671<br>51,62 5,90<br>1 dk | **D-E Tug**<br>Salvage<br>Ice strengthened | 2 Oil 4SA each 6Cy. 300 × 380 driving gen. connected to elec. motor & geared to sc. shaft U.S.S.R.<br>13,25kn |
| 6852417<br>M-26300<br>Rdr RTv | **PURGA**<br>ex BK-1204<br>**The Sea Commercial Port of St. Petersburg**<br>(Sankt-Peterburg) (U.S.S.R.) | **225**<br>0<br>45 | RS | **1964** ..............Leningrad<br>29,30 8,49 3,090<br>- - 4,35<br>1 dk | **M Tug**<br>Ice strengthened | Oil<br>.............<br>Fuel (d.o.) |
| 5408128<br>EAKU<br>8447<br>Df Esd Rt | **PURITA**<br>**Manuel Cotelo Aldao**<br>La Coruna Spain | **197**<br>101<br>— | BV | **1963** Hijos de J. Barreras S.A.—Vigo (1327)<br>33,30 6,56 3,404<br>29,01 6,49 3,76<br>1 dk<br>RW | **M Fishing**<br>Side Trawler | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>Soc. Espanola de Const. Nav. Bilbao<br>Fuel 63,0t (d.o.) 10,5kn |
| 8220046<br>DHOU<br>14090<br>Df Esd Gc<br>Rdr RTm/v<br>AMVER | **PURITAN**<br>**Parteenreederei m.s. "Puritan"**<br>F. Laeisz Schiffahrts. G.m.b.H. & Co.<br>Hamburg Federal Republic of Germany | *13 998*<br>*4 199*<br>9 649 | GL | **1983** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2832)<br>148,01 (BB) 25,63 7,201<br>140,01 25,61 13,42<br>F 12,5 1 dk | **M Container Ship**<br>Fixed-guides<br>3 Cell. Ho<br>TEU 572<br>C.Ho 194/40' C.Dk 92/40' incl. ref C.<br>6 Ha (stl)<br>Cr 2(-) | Sulzer 5RTA58<br>Oil 2SA 5Cy. 580 × 1700<br>7 765bhp (5 712kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 1708kW 2 × 809kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 413,5t (d.o.) 1 079,0t (hvf)-36,0pd 17,5kn |
| 7307990<br>WA9789<br>245599 | **PURITAN**<br>**Ralph C. Suhm, Jr.**<br>Jacksonville, Fl United States of America | **122**<br>83<br>— | | **1944** Gray Boats Inc.—Thomaston, Me<br>*26,92* 6,71<br>3,41 | **Wood M Fishing** | Imperial<br>Oil<br>300bhp (221kW)<br>Atlas Imperial Engine Co. U.S.A.<br>Fuel (d.o.) |
| 5287457<br>AQVG<br>Rt | **PURJOSH**<br>**Karachi Port Trust**<br>Karachi Pakistan | **185**<br>—<br>— | **✠A1** SS 10/86<br>tug<br>Karachi harbour<br>**✠LMC**<br>EL (c) $\frac{11}{16}$"<br>FN 349 | **1962**-10 Karachi Shipyard & Eng. Works Ltd. —Karachi (S45)<br>32,47 8,54 3,175<br>29,01 8,11 3,92<br>rf 914 BK 25 | **TM Tug** | MAN<br>2 Oil 4SA each 6Cy. 300 × 450 with flexible couplings & sr reverse geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |

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|---|---|---|---|---|---|---|
| **5311193**<br>*PKHM* | **PURNAMA**<br>ex Sang Komering ex Wayla-61<br>ex Borobudur-56 ex Island of Luzon-51<br>ex Luzon-51<br>Launched as Ottawa Pangis<br>**P.T. Maskapai Pelayaran "Sang Saka"**<br>Jakarta Indonesia | **1 370**<br>686<br>1 524 | (KI)<br>✠Classed LR until 12/60 | **1946**-5 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (251)<br>68,33 11,18 4,274<br>64,01 11,13 6,00<br>F 9,2 1 dk & S dk<br>RW | **S General Cargo** OSD<br>Mchy.aft | T 3Cy. 343 578 & 965 x 686<br>908ihp (668kW)<br>Canadian Allis-Chalmers Ltd.<br>Gen 1 × 30kW 115V d.c.<br>Fuel (o.f.) |
| **7336240** | **PURNAMA**<br>ex Harapan Kita Utamai ex Peggy K-80<br>**P.T. Saranusa Eramakmur**<br>Pontianak Indonesia | **150**<br>72<br>— | KI (AB) | **1973** Far East-Levingston SB. Ltd.—Singapore (130)<br>26,40<br>25,73 7,65 3,54<br>1 dk | **TM Tug** | General Motors<br>2 Oil 2SA each 6Cy. 222 × 267<br>General Motors Corp. Electro-Motive Div |
| **8725060**<br>*ULWQ*<br>M-42900<br>Esd Rdr Rt | **PURNEMA**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Murmansk) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1988** .............U.S.S.R.<br>54,82 10,15 4,140<br>50,30 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| **5408506**<br>224746<br>Df Gc Rt | **PURPLE ASTER**<br>ex San Juan ex Planter (ACM 2)-63<br>ex Col. George Ricker (MP 16)<br>**Frabelle Fishing Corp.**<br>Manila Philippines | **845**<br>449<br>— | (AB) | **1943** Marietta Mfg. Co.—Point Pleasant, WV (489)<br>*55,05* 11,33<br>51,41 11,28 5,39<br>2 dks<br>conv Inshore Minelayer — | **TM General Cargo** | 2 Oil<br>1 600bhp (1 177kW) NE —<br>............ |
| **7217418**<br>Df Esd Gc<br>Pfd Rdr | **PURPLE ASTER II**<br>ex Kaikata Maru No. 28-86<br>**Frabelle Fishing Corp.**<br>Manila Philippines | **485**<br>398<br>460 | | **1972** Miho Zosensho K.K.—Shimizu (828)<br>55,45 8,54 3,550<br>47,00 8,51 3,94<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd. |
| **8215704**<br>*J8EO8*<br>3237<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PURPLE FISH**<br>ex Red Pollux-90 ex Trans Pollux-88<br>**Eurofish Services Ltd.**<br>Feronia International Shipping (F.I.SH)<br>Kingstown St. Vincent and the Grenadines | *878*<br>*336*<br>1 135 | GL | **1983** Neue Jadewerft G.m.b.H.—Wilhelmshaven (164)<br>60,61 (BB) 13,06 4,252<br>57,10 13,01 4,91<br>B & F 19,2 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Pollution Control | MaK<br>2 Oil 4SA each 6Cy. 320 × 420 with fle couplings & sr geared to sc. shafts<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 350kW 2 × 200kW 380V 50<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **6924167**<br>400683<br>D 483<br>Esd Pfd Rdr Rt | **PURPLE HEATHER**<br>Launched as White Heather<br>**Timothy F. Downey**<br>Dublin Irish Republic | **102**<br>56<br>— | (BV) | **1968** Ch. Herbert & Heraud—Pont Lorois<br>22,86 6,35<br>6,30 3,61<br>1 dk | **Wood Aux M Fishing**<br>Side Trawler<br>2 Ha (1,5 × 1,8) (1,2 × 0,8) ER<br>1W Der 1(1) | Baudouin<br>Vee Oil 4SA 12Cy. 150 × 150<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin<br>Fuel (d.o.) |
| **5287483**<br>315446 | **PURPLEHEART**<br>**Guyana Timbers Ltd.**<br>Georgetown, Demerara Guyana | **100**<br>14<br>— | | **1952** Sprostons Ltd.—Georgetown, Demerara<br>*20,49* 5,34<br>... ... ... | **M Tug** | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>Blackstone & Co. Ltd. |
| **7308011**<br>*WM6342*<br>270988 | **PURSUIT**<br>ex Donal G. McAllister ex Deland<br>**Pursuit Inc.**<br>Philadelphia, Pa United States of America | **189**<br>103<br>— | | **1919** Johnson Iron Works—New Orleans, La<br>*28,63* 7,42<br>3,66<br>1 dk<br>conv Tug — | **M Fishing** | Oil<br>765bhp (563kW)<br>............<br>Fuel (d.o.) |
| **8305755**<br>655222 | **PURSUIT**<br>**New Meadows Trawlers Inc.**<br>Woolwich, Me United States of America | **127**<br>— | | **1982** Washburn & Doughty Associates Inc.—Bath, Me<br>23,78 6,51 3,280<br>21,95 3,36<br>1 dk | **M Fishing**<br>Shellfish<br>Mchy.fwd<br>1 Ho<br>1 Ha (stl) | Cummins<br>Oil 4SA 6Cy. 159 × 159 with clutches geared to sc. shaft<br>470bhp (346kW)<br>Cummins Engine Co. Inc. |
| **7211294**<br>*UFBY*<br>M-30856<br>Df Esd Gc<br>Rdr Rt | **PURTSE**<br>ex Gleb Sedin-91<br>**Estonian Shipping Co.**<br>(Tallinn) (U.S.S.R.) | T.Mk<br>**495**<br>267<br>1 120 | RS | **1972** Elbewerften Boizenburg/Rosslau—Boizenburg (212)<br>71,07 (BB) 10,34 3,680<br>65,16 10,11 5,82<br>P 13,8 F 5,5 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho 20,4 24,4 ER<br>B.2 208<br>2 Ha (stl) (each 19,5 × 7,7) ER | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 160bhp (853kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 128kW 1 × 116kW 390V 50Hz a.c.<br>Controllable pitch propeller |
| **8340547** | **PUSAKA TAMBANGAN**<br>**P.T. Tambangan Jaya**<br>Banjarmasin Indonesia | **130**<br>72<br>— | KI | **1978** P. T. Tambangang Raya—Banjarmasin<br>32,42 2,001<br>29,01 6,00 2,49<br>1 dk | **M General Cargo**<br>Mchy.aft | Baudouin<br>Vee Oil 4SA 8Cy. 150 × 150<br>250bhp (184kW)<br>Soc. des Moteurs Baudouin |
| **7229112**<br>*UWJB*<br>M-14682<br>Df Esd Rdr Rt | **PUSHCHINO**<br>(Vladivostok) (U.S.S.R.) | **570**<br>215<br>313 | RS | **1972** .............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **7344584** | **PUSHKAR**<br>**Government of The Republic of India (Navy Department)**<br>India | **220**<br>134<br>200 | ✠Classed LR until 4/83 | **1982**-4 Central Inland Water Transport Corp. Ltd., Rajabagan—Calcutta (366)<br>36,28 7,65 2,401<br>33,05 7,61 2,62<br>P 11,6 F 6,8 1 dk<br>rf nil | **M Tanker**<br>Water<br>4 Ta ER | Kirloskar<br>Oil 4SA 8Cy. 175 × 220 with clutches couplings & dr reverse geared to s<br>255bhp (188kW)<br>Kirloskar Oil Engines Ltd.<br>Gen 2 × 40kW 415V 50Hz a.c. |
| **8228086**<br>*LYHH*<br>M-40060<br>Df Esd Gc<br>Rdr RTm/h/v | **PUSHKARYOVO**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **738**<br>221<br>322 | RS | **1984** .............U.S.S.R.<br>53,75 10,11 4,331<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref | S.K.L.<br>Oil<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7111418**<br>*USAA*<br>M-29497<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PUSHLAKHTA**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 540**<br>2 171<br>6 630 | RS | **1971** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,151<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works |
| **8612213**<br>Gc Rdr | **PUSHPA**<br>**Government of The Republic of India (Navy Department)**<br>India | **676**<br>208<br>732 | ✠CLASS WITHDRAWN at Owners' request 11/4/91 | **1989**-10 Goa Shipyard Ltd.—Goa (1144)<br>60,12 10,30 2,988<br>56,10 9,80 3,90<br>P 21,4 F 8,6 1 dk<br>rf 100 | **TM Tanker**<br>8 Ta ER | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 18 clutches, flexible couplings & sr to sc. shafts<br>1 368kW (1 860bhp)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 80kW 415V 50Hz a.c. |

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| 5287536<br>PKBK<br>Esd | **PUSPARAGAM**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **669**<br>430<br>508 | ✠Classed LR until 9/58 | **1953**-11 Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen (217)<br>58,53 9,73 2,934<br>52,41 9,71 2,98<br>P 12,8 P on RQD 12,8 B 24,4 RFD 16,8 F 6,8<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.561<br>4W | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>500bhp (368kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 51,0t (d.o.) 9kn |
| 7700269<br>PLZR<br>Df Esd Gc<br>Rdr RTm/h/v | **PUSRI INDONESIA**<br>**P.T. Pusri Palembang**<br>Jakarta Indonesia | **7 344**<br>4 349<br>11 196<br>T/cm<br>20,8 | GL KI | **1978** Mitsubishi Heavy Industries Ltd.—Yokohama (976)<br>114,51 20,05 7,779<br>111,31 20,01 10,01<br>P 20,5 F 8,6 1 dk | **TM Bulk Carrier**<br>Self-unloader<br>1 Ho 74,1 ER<br>G.12 751<br>10 Ha (stl) (4,5 6,3 6,3 6,3 6,3 6,3 6,3 6,3 6,3 6,3 × 3,5) ER | Daihatsu 8DSM-32<br>2 Oil 4SA each 8Cy. 320 × 380 reverse reduction geared to sc. shafts<br>5 000bhp (3 678kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 450kW 1 × 100kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 510,0t (d.o.)-20,0pd 12kn |
| 6925771<br>UZPQ<br>M-29306<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PUSTOZERSK**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 562**<br>2 151<br>6 575 | RS | **1969** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,151<br>112,78 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 470<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W 9-50VTBF-110<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 139,0t (d.o.) 330,0t (hvf) 15,75kn |
| 8035348<br>HO6486<br>9875-PEXT1<br>Rt | **PUT RIVER**<br>ex Solano ex LMC 3<br>**Crowley International Inc.**<br>Panama Panama | **102**<br>55<br>— | | **1944** ..............Ironton, Oh<br>**1944** ..............Leavenworth, Ks<br>17,61 7,50<br>2,49<br>1 dk | **M Tug** | Oil<br>U.S.A. |
| 5287550<br>HQTK<br>L002-00466<br>Df Esd Gc<br>Rdr RTv | **PUTBUS**<br>ex Archon-84 ex Shark-81 ex Aurora-80<br>ex Putbus-79<br>**Compania Naviera Kentavros S. de R. L.**<br>Compania Naviera Stavros Lines S. de R. L.<br>San Lorenzo Honduras | T.Mk<br>**536**<br>214<br>840 | (DSRK) (HR) | **1961** VEB Peene-Werft—Wolgast (76)<br>59,14 9,83 3,658<br>53,01 9,78 5,80<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,8 ER<br>G.1 550 B.1 456<br>2 Ha (stl) (each 11,1 × 4,9) ER<br>Cr 2(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>550bhp (405kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 40kW 2 × 28kW 390V 50Hz a.c.<br>Fuel (d.o.) 10kn |
| 7506364<br>3EHO7<br>19180-PEXT1<br>Esd Gc Pfd<br>Rdr Rt | **PUTERI**<br>ex Sunshine-89<br>ex Hachiko Maru No. 2-85<br>**Rose Navigation S.A.**<br>Panama Panama | **394**<br>136<br>236 | NK | **1975** Kochi Jyuko K.K.—Kochi (886)<br>33,00 9,71 3,950<br>30,71 9,68 4,35<br>F 11,9 1 dk<br>RW | **TM Tug**<br>Pusher | Hanshin 6LUS38<br>2 Oil 4SA each 6Cy. 380 × 580<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 120kW a.c.<br>Fuel 173,5t-17,0pd 13kn |
| 7901617<br>9MYC<br>324868<br>Esd Rt | **PUTERI TIOMAN**<br>**Merlin-Samudra Tioman Sendirian Berhad**<br>Labuan Malaysia | **170**<br>90<br>176 | ✠LR class withdrawn 4/7/90 | **1980**-4 Columbia Shipyard (Pte.) Ltd.—Singapore (C 26)<br>24,31 7,24 2,021<br>22,61 7,01 2,93<br>RFD 9,2 1 dk<br>rf 635 | **TM Ferry**<br>50dk P | Deutz SBA8M816<br>2 Oil 4SA each 8Cy. 142 × 160 reverse reduction geared to sc. shafts<br>414kW (563bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 26kW 440V 60Hz a.c.<br>Fuel 3,5t (d.o.) 12,5kn |
| 7230214<br>720162<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **PUTFORD ACASTA**<br>ex Cumbrae-91 ex Ellerntor-89<br>**Putford Enterprises Ltd.**<br>Lowestoft United Kingdom | *878*<br>*263*<br>993 | GL | **1972** Batservice Verft A/S—Arendal (605)<br>56,42 11,94 4,561<br>50,63 11,89 5,11<br>F 18,9 1 dk<br>rf 305 | **TM Tug/Supply Ship**<br>Deck Cargo 12P<br>Ice strengthened<br>Der 1(5) | MWM TBD441V12<br>2 Vee Oil 4SA each 12Cy. 230 × 270<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 236kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 13,5kn |
| 7501895<br>714610<br>Df Esd Gc<br>Rdr Rt | **PUTFORD ACHATES**<br>ex Maersk Tanis-89 ex Bin Jabr 1-87<br>ex Maersk Leader-83<br>**Putford Enterprises Ltd.**<br>Lowestoft United Kingdom | **497**<br>180<br>931 | **✠100A1** SS 4/90<br>offshore supply ship<br>**✠LMC**<br>EL N 1¼"U3<br>FN 825 | Cmpl.**1976**-6 Dannebrog Vaerft A/S—Aarhus (165)<br>53,60 11,79 3,836<br>47,99 11,59 5,59<br>1 dk<br>rf 279 conv Deck Cargo Pipe-carrier Fire-fighting Supply Ship 89 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations | MaK 6M332AK<br>2 Oil 4SA each 6Cy. 240 × 330 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 140kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 390,0t (d.o.)-9,0pd 11,5kn |
| 7330404<br>720130<br>Df Esd Gc<br>Rdr RTm/h/v | **PUTFORD ACHILLES**<br>ex Auriga Tide-90 ex Vivien Tide-84<br>ex Lady Vivien-74<br>**Putford Enterprises Ltd.**<br>Lowestoft United Kingdom | **1 052**<br>374<br>1 196 | **✠100A1** SS 10/90<br>tug<br>Ice Class 3<br>**✠LMC**<br>EL M 1⅜"U2<br>FN 972<br>(RI) | **1973**-11 Allied Shipbuilders Ltd.—North Vancouver, B.C. (183)<br>58,27 13,14 5,106<br>51,74 12,78 6,00<br>F 18,6 1 dk<br>rf nil conv Deck Cargo Tug/Supply Ship 90 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations | Polar SF16RS-F<br>4 Oil 4SA each 6Cy. 250 × 300 sr geared to sc. shafts<br>4 200bhp (3 089kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 230kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Bow jet pump<br>Fuel 315,0t 14kn |
| 7501900<br>714611<br>Df Esd Gc<br>Rdr Rt | **PUTFORD AJAX**<br>ex Maersk Tanta-89 ex Bin Jabr 2-87<br>ex Maersk Logger-83<br>**Putford Enterprises Ltd.**<br>Lowestoft United Kingdom | **497**<br>180<br>931 | **✠100A1** CS 9/91<br>offshore supply ship<br>**✠LMC**<br>EL N 1¼"U3<br>FN 825 | **1976**-9 Dannebrog Vaerft A/S—Aarhus (166)<br>53,60 11,79 3,836<br>47,99 11,59 5,59<br>F 20,5 1 dk<br>rf 279 conv Deck Cargo Pipe-carrier Fire-fighting Supply Ship 89 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations | MaK 6M332AK<br>2 Oil 4SA each 6Cy. 240 × 330 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 140kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 390,0t (d.o.)-9,0pd 11,5kn |
| 7393626<br>714609<br>Df Esd Gc<br>Pfd Rdr Rt | **PUTFORD APOLLO**<br>ex Mansal 23-89 ex Mohamed-87<br>ex Rig Mate-79<br>**Putford Enterprises Ltd.**<br>Lowestoft United Kingdom | **499**<br>201<br>965 | **100A1** SS 9/89<br>offshore tug/supply ship<br>EL K 357,5/28,0U2(a)<br>FN 807<br>(NV) | **1975** Gerh. Voldnes A/S Skips.—Fosnavaag (14)<br>56,40 11,02 4,541<br>51,30 11,00 4,80<br>F 16,3 1 dk<br>rf 1008 BK 85 | **M Tug/Supply Ship**<br>Deck Cargo | Polar F26R-D<br>2 Oil 4SA each 6Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>Nydqvist & Holm A/B Trollhattan<br>Gen 1 × 200kW 1 × 180kW 1 × 60kW 230V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 251,0t (d.o.)-9,0pd 13kn |
| 7404217<br>Df Esd Gc<br>Pfd Rdr Rt | **PUTFORD ATHENA**<br>ex Severn Mariner-92<br>ex Siddis Mariner-90<br>**Putford Enterprises Ltd.**<br>Lowestoft United Kingdom | T.Mk<br>**496**<br>229<br>745 | NV | **1975** Nieuwe Noord Nederlandse Scheepswerven B.V.—Groningen (385)<br>58,93 12,32 4,141<br>53,19 11,99 6,00<br>F - 2 dks<br>rf 953 | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft | Polar SF116VS-F<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 170kW 1 × 56kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 12kn |
| 5343184<br>MXKS<br>187015<br>Df Esd Gc<br>Pfd RdrRTm | **PUTFORD FALCON**<br>ex Anna Christina-84<br>ex Suffolk Maid-70<br>Kirkcaldy United Kingdom | **130**<br>54<br>55 | **100A1**<br>trawler<br>for service within the sea area enclosed between the parallels of latitude 62°N and 48°N, the meridian of longitude 15°W and the coast of Europe<br>**LMC**<br>EL 110,0/22,0U2(a)<br>FN 269 | **1957** Richards Iron Works Ltd.—Lowestoft (435)<br>30,38 6,74 2,736<br>27,08 6,71 3,20<br>F 4,9 1 dk<br>RW rf 1118 Box K conv Side Trawler Fishing — | **M Stand-by Safety Vessel**<br>for offshore installations | Ruston<br>Oil 4SA 6Cy. 260 × 368<br>360bhp (265kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 20kW 1 × 9kW 220V d.c.<br>Fuel (d.o.) |

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| **6800012**<br>*GXVR*<br>333533<br>Df Esd Pfd<br>Rdr RTm/v | **PUTFORD GUARDIAN**<br>ex Essex Service-84 ex Essex Shore-80<br>**Putford Enterprises Ltd.**<br>Rochester United Kingdom | **499**<br>184<br>807 | **✠100A1** SS 2/90<br>**✠LMC**<br>EL J $1\frac{1}{8}$"U2<br>FN 696 | **1967**-12 N.V. IJsselwerf—Rotterdam (133)<br>50,81 11,26 3,785<br>45,57 11,00 4,27<br>F 16,5 1 dk<br>rf 127 conv Deck Cargo Supply Ship 85 | **TM Stand-by Safety Vessel**<br>for offshore installations<br>Mchy.aft<br>Der 1(5) | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 sr revers<br>to sc. shafts<br>2 000bhp (1 471kW)<br>Lister Blackstone Ltd.<br>Gen 2 × 125kW 1 × 60kW 220V d.c.<br>Bow jet pump<br>Fuel 213,5t (d.o.) |
| **5093715**<br>*GGWH*<br>301590<br>Df Esd Pfd | **PUTFORD HARRIER**<br>ex Dreadnought-84<br>**Putford Enterprises Ltd.**<br>Aberdeen United Kingdom | **163**<br>54<br>— | **✠100A1** SS 11/88<br>for service in the North Sea south of Parallel 59°N and east of a direct line from Ushant to the western extremity of the Scilly Isles, thence due north to Hook Head Lighthouse south of a line from Butt of Lewis to Cape Wrath with a westward limit of a line from Inishtrahull Island to Barra Head<br>**✠LMC**<br>EL (b) $\frac{7}{8}$"SQ<br>FN 282 | **1960**-2 Herd & Mackenzie Ltd.—Buckie (174)<br>28,55 6,81 3,048<br>27,94 6,71 3,36<br>F 4,6<br>RW rf 1067 BK 178 conv Side Trawler Fishing 75 | **M Stand-by Safety Vessel**<br>for offshore installations | Ruston<br>Oil 4SA 6Cy. 260 × 368 sr reverse geare<br>shaft<br>486bhp (357kW)<br>Ruston & Hornsby Ltd. |
| **5135109**<br>*GFPH*<br>300603<br>Df Esd Pfd<br>Rdr Rt | **PUTFORD OSPREY**<br>ex Granton Osprey-84<br>**Putford Enterprises Ltd.**<br>Granton United Kingdom | **230**<br>78<br>— | **✠100A1** SS 11/89<br>For service 1st November — 31st March in the North Sea south of Parallel 59°N in the English Channel east of a line between Ushant and the western extremity of the Scilly Isles and on the west coast of the U.K. south of a line from Butt of Lewis to Cape Wrath, east of Outer Hebrides, east of a line between Inishtrahull Island and Barra western extremity of the Scilly Isles 1st April — 31st October on voyages within the sea area enclosed between Parallel 62°N and 48°N and between the Meridian of 15°W and the coast of Europe<br>**✠LMC**<br>EL (c) $\frac{15}{16}$"<br>FN 353 | **1960**-5 Henry Scarr Ltd.—Hessle (769)<br>*33,14* 7,35 3,150<br>32,31 7,24 3,66<br>RQD 17,7 F 5,5<br>RW rf 305 BK 152 conv Side Trawler Fishing 77 | **M Stand-by Safety Vessel**<br>for offshore installations | Ruston<br>Oil 4SA 6Cy. 257 × 368 reverse reductio<br>to sc. shaft<br>500bhp (368kW) ✠ NE made71 fitted9/8<br>Ruston & Hornsby Ltd.<br>Gen 2 × 15kW 220V d.c. |
| **5076119**<br>*GHJY*<br>302394<br>Df Esd Rdr<br>RTm/h | **PUTFORD PETREL**<br>ex Clione-88<br>**Putford Enterprises Ltd.**<br>Lowestoft United Kingdom | **495**<br>129<br>215 | **✠100A1** SS 11/90<br>trawler<br>**✠LMC**<br>EL (g)q<br>FN 543 | **1961**-3 Cochrane & Sons Ltd.—Selby (1458)<br>*42,56* 8,97 3,941<br>41,15 8,84 4,35<br>F 7,1<br>RW rf 610 BK 203 | **M Research/Fishing**<br>1 Ha (1,8 × 1,2)<br>Der 3(3) | Ruston<br>Oil 4SA 6Cy. 318 × 368 with flexible coup<br>reverse geared to sc. shaft<br>1 060bhp (780kW)<br>Ruston & Hornsby Ltd.<br>Fuel 104,5t (d.o.) |
| **5049336**<br>*GCKH*<br>301514<br>Df Esd Pfd<br>RTm | **PUTFORD SCIMITAR**<br>ex Ocean Scimitar-84<br>ex Boston Scimitar-73<br>Lowestoft United Kingdom | **135**<br>45<br>— | **✠100A1** SS 12/89<br>For service 1st November — 31st March in the North Sea south of Parallel 59°N in the English Channel east of a line between Ushant and the western extremity of the Scilly Isles and on the west coast of the U.K. south of a line from Butt of Lewis to Cape Wrath, east of Outer Hebrides, east of a line between Inishtrahull Island and Barra Head in the Irish Sea and east of a line from Hook Head Lighthouse to the western extremity of the Scilly Isles 1st April — 31st October on voyages within the sea area enclosed between Parallel 62°N and 48°N and between the Meridian of 15°W and the coast of Europe<br>**✠LMC**<br>EL (b) $\frac{13}{16}$"<br>FN 270 | **1959**-4 Richards Iron Works Ltd.—Lowestoft (446)<br>*28,11* 6,81 2,744<br>27,23 6,71 3,20<br>F 4,9<br>RW rf 457 BK 152 conv Side Trawler Fishing 77 | **M Stand-by Safety Vessel**<br>for offshore installations | Ruston<br>Oil 4SA 6Cy. 260 × 368 sr reverse geare<br>shaft<br>360bhp (265kW)<br>Ruston & Hornsby Ltd.<br>Gen 2 × 15kW 220V d.c.<br>Fuel 23,0t (d.o.) |
| **6714847**<br>*GWGE*<br>333527<br>Df Esd Gc<br>Rdr RTm/v | **PUTFORD SKUA**<br>ex Suffolk Service-84<br>ex Suffolk Shore-80<br>**Putford Enterprises Ltd.**<br>Rochester United Kingdom<br>See Register of Offshore Units | *797*<br>*239*<br>986 | **✠100A1** SS 4/86<br>for service within the sea area enclosed between the Parallels of Latitude 62°N and 48°N, the Meridian of Longitude 15°W and the coast of Europe<br>**✠LMC**<br>EL j $1\frac{3}{16}$"SQ<br>FN 749 | **1967**-6 Cochrane & Sons Ltd.—Selby (1512)<br>52,35 11,69 4,185<br>46,33 11,43 4,73<br>F 17,4 1 dk<br>rf 533 conv Deck Cargo Tug/Supply Ship 85<br>conv Diving Support Ship Stand-by Safety 91 | **TM Stand-by Safety Vessel**<br>for offshore installations | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 sr revers<br>to sc. shafts<br>1 600bhp (1 177kW)<br>Lister Blackstone Ltd.<br>Gen 2 × 125kW 1 × 60kW 220V d.c.<br>2 Directional propellers<br>Thw. thrust propeller fwd<br>Fuel 43,5t (d.o.) |
| **6928735**<br><br>332997<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **PUTFORD SNIPE**<br>ex Cornishman-91 ex Eurosalve II-90<br>ex Suffolk Kinsman-86<br>ex Cook Shore-78<br>**Putford Enterprises Ltd.**<br>Lowestoft United Kingdom | **708**<br>322<br>920 | ✠Classed LR until 9/6/89 | **1969**-12 Adelaide Ship Cons. (a Div. of Adelaide SS Ind. Pty Ltd)—Adl (61)<br>54,01 11,69 4,185<br>47,93 11,43 4,73<br>F 17,7 1 dk<br>rf 533 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Der 1(2) | Blackstone<br>2 Oil 4SA each 12Cy. 222 × 292 revers<br>geared to sc. shafts<br>Lister Blackstone Mirrlees Marine<br>Gen 1 × 125kW 2 × 60kW 220V d.c.<br>Bow jet pump<br>Fuel 44,5t (d.o.) |
| **6900666**<br>*GYVA*<br>337058<br>Df Esd Pfd<br>Rdr RTv | **PUTFORD TEAL**<br>ex Grampian Kestrel-91 ex Kinnaird-88<br>ex Pacific Service-85<br>ex Pacific Shore-80<br>**Putford Enterprises Ltd.**<br>Aberdeen United Kingdom | **678**<br>249<br>920 | **✠100A1** SS 5/91<br>**✠LMC**<br>EL K $1\frac{3}{16}$"U2<br>FN 778 | **1969**-3 Cochrane & Sons Ltd.—Selby (1523)<br>54,03 11,69 4,185<br>48,09 11,43 4,73<br>F 18,3 1 dk<br>rf 533 conv Deck Cargo Tug/Supply Ship 87 | **TM Stand-by Safety Vessel**<br>for offshore installations<br>Der 1(2) | Blackstone<br>12P 2 Oil 4SA each 12Cy. 222 × 292 revers<br>geared to sc. shafts<br>2 400bhp (1 765kW)<br>Lister Blackstone Ltd.<br>Gen 2 × 125kW 1 × 60kW 220V d.c.<br>Bow jet pump<br>Fuel 61,0t (d.o.) |

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| 6709880<br>GMOU<br>333523<br>Df Esd Gc<br>Rdr RTm/v | **PUTFORD TERN**<br>ex Victoria Kent-85 ex Kent Service-84<br>ex Kent Shore-80<br>**Putford Enterprises Ltd.**<br>Aberdeen United Kingdom | **664**<br>241<br>986 | **✠100A1** SS 5/90<br>**✠LMC**<br>EL j $1\frac{3}{16}$"SQ<br>FN 749<br>(BV) | **1967**-5 Cochrane & Sons Ltd.—Selby (1511)<br>52,35 11,69 4,185<br>46,33 11,43 4,73<br>F 17,4 1 dk<br>rf 533 | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft<br>3 Ta cyl horizontal | Blackstone<br>12P 2 Oil 4SA each 8Cy. 222 × 292 sr reverse geared to sc. shafts<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 125kW 1 × 60kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 43,5t (d.o.) 12kn |
| 7348803<br>UWK<br>M-31103<br>Df Esd Gc<br>Pld Rdr Rt | **PUTIVL**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**7 192**<br>3 682<br>—<br>**10 954**<br>5 871<br>12 007 | RS | **1973** VEB Warnowwerft Warnemuende —Warnemuende (337)<br>150,37 (BB) 21,87 —/8,840<br>140,01 21,80 13,59<br>F 15,3 2 dks, 3rd dk in Nos. 2 - 4 holds | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER 13,6 8 TwD<br>G.17 878 B.17 037 In.587 L.403<br>TEU 368<br>C.Ho 244/20'(40') C.Dk 124/20'(40')<br>9 Ha (stl) (12,9 12,9p&s 25,1p&s 12,9p&s × 8,1) ER (3,5p&s × 2,6)<br>4W Cr 4(8) Der 1(60) 4(12) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 301,0t (d.o.) 1 198,0t (hvf)-41,5pd 18,5kn |
| 6616502<br>ESUF<br>M-28058<br>Df Esd Gc<br>Rdr Rt | **PUTIVL**<br>ex Thetis-69<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**2 433**<br>872<br>1 460 | RS | **1965** Nikolayev Shipyard "Nosenko"—Nikolayev<br>84,69 14,03 5,703<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.244 In.1 878<br>4 Ha (2,5 × 2,5) (1,2 1,2 × 1,3) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| 7608679<br>YOML<br>1020<br>Df Esd Gc<br>Pld Rdr Rt | **PUTNA**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **3 971**<br>1 864<br>2 063 | RNR | **1976** VEB Volkswerft Stralsund—Stralsund (223)<br>101,86 (BB) 15,22 5,600<br>91,65 15,19 9,68<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 2 × 560kW 2 × 480kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 238,5t (hvf) 14kn |
| 8825987 | **PUTRA HARAPAN**<br>ex Kapuas Kita<br>**P.T. Putra Kalbar Maju**<br>Pontianak Indonesia | **164**<br>111<br>300 | KI | **1981** P.T. Karya Teknik Kapuas—Pontianak<br>41,92 7,53 1,950<br>41,10 - 2,10<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) (12,0 × 4,5) ER | MWM TBD232V12<br>Vee Oil 4SA 12Cy. 120 × 130<br>206kW (280bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 5kW 230V a.c. |
| 5151414<br>PLNE<br>179//L<br>Rt | **PUTRA INDAH**<br>ex Delima 106-74 ex Tegoh-73<br>ex Hiromine Maru-70<br>**Tuan Hasjim**<br>Jakarta Indonesia | **397**<br>269<br>508 | (KI) | **1960** Koyo Dockyard Co. Ltd.—Mihara (153)<br>49,69 7,55 3,226<br>44,99 7,50 3,61<br>1 dk | **M General Cargo**<br>1 Ha (22,7 × 4,5) | Kinoshita<br>Oil 4SA 6Cy. 300 × 420<br>600bhp (441kW)<br>Kinoshita Tekkosho Akashi<br>Gen 1 × 5kW 105V<br>7kn |
| 5325326<br>PLSK<br>Rdr Rt | **PUTRA INDAH I**<br>ex Putra Sakti-81 ex Vira II-75<br>ex Shojun Maru-74<br>**CV My Bros. Co.**<br>Jakarta Indonesia | **364**<br>213<br>— | (KI) | **1960** Kishigami Zosen K.K.—Akitsu (191)<br>44,96 7,55 3,328<br>41,92 7,50 3,71<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Sumiyoshi<br>Oil 4SA 6Cy. 330 × 470<br>500bhp (368kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>12kn |
| 8325975<br>PLUM<br>1771 | **PUTRA INDAH II**<br>ex Sinar Sakti<br>ex Shinsei Maru No. 2-76<br>**CV My Bros. Co.**<br>Jakarta Indonesia | **587**<br>330<br>— | KI | **1965** Kyokuyo Zosen Tekko K.K.—Japan<br>50,91 3,801<br>46,00 8,81 4,20<br>1 dk | **M Tanker** | Hanshin<br>Oil 4SA 6Cy. 235 × 300<br>600bhp (441kW)<br>The Hanshin Diesel Works Ltd. Japan |
| 6510306<br>PKYI<br>2005/L | **PUTRA JAYA**<br>ex Selayar-82<br>**P.T. Susinma Lines**<br>Jakarta Indonesia | **1 248**<br>613<br>1 321 | (KI) | **1965** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (2037)<br>74,48 11,33<br>67,39 11,28 5,31<br>1 dk | **M General Cargo**<br>3 Hō 15,2 13,4 14,0 ER<br>3 Ha (each 8,5 × 5,4) ER | Lang 8LD315RF<br>Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar Budapest<br>Gen 1 × 183kW 220V d.c.<br>10kn |
| 7528312 | **PUTRA JAYA**<br>ex Delima IV ex R. I. Djempia<br>**Hasyim**<br>Belawan Indonesia | **169**<br>78<br>— | (KI) | **1963** ..............Indonesia<br>... ... ...<br>33,74 5,82 2,60<br>1 dk | **M General Cargo** | Enterprise<br>Oil 4SA 6Cy. 305 × 375<br>400bhp (294kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Gen 1 × 18,5kW 110V<br>10kn |
| 7648100<br>9WDJ<br>324876<br>Rdr Rt | **PUTRA KETIGA**<br>ex Bumi Tunas-81 ex Kashima Maru-80<br>**Ethid (Malaysia) Sendirian Berhad**<br>Labuan Malaysia | **499**<br>275<br>920 | | **1961** Ehime Zosensho—Imabari<br>53,35 4,001<br>48,01 8,50 4,30<br>1dk | **M General Cargo**<br>B.1 010<br>1 Ha (22,0 × 5,1) ER | Makita<br>Oil 4SA 6Cy. 350 × 500<br>800bhp (588kW)<br>Makita Diesel Co. Ltd. Japan<br>10kn |
| 7119599<br>YBNV<br>Rt | **PUTRA LUWU**<br>ex Memberamo-89<br>**P.T. Nelly Dwi Putri**<br>Jakarta Indonesia | **138**<br>9<br>121 | KI (BV) | **1971** Robin Shipyard (Pte.) Ltd.—Singapore (60)<br>29,11 7,57 2,848<br>26,83 7,42 3,36<br>1 dk<br>BK 102 | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 1 × 24kW 1 × 10kW<br>Fuel 78,0t (d.o.) 11kn |
| 8340535<br>2125 | **PUTRA PALOPO**<br>ex Sumber II<br>**P.T. Nelly Dwi Putri**<br>Palembang Indonesia | **101**<br>5<br>— | KI | **1979** P. T. Sumber Sumatera Raya—Palembang<br>23,02<br>21,70 6,51 2,85<br>1 dk | **M Tug** | Caterpillar 3412PCTA<br>Vee Oil 4SA 12Cy. 137 × 152<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8837370 | **PUTRA PERKASA**<br>ex Tk. Deka V<br>**P.T. Putra Kalbar Maju**<br>Pontianak Indonesia | **264**<br>185<br>— | KI | **1981** P.T. Kapuas Cahaya Bahari—Pontianak<br>36,65 - 2,000<br>35,00 7,88 2,50<br>1 dk | **M General Cargo Barge**<br>2 Ho ER<br>2 Ha (stl) (each 7,5 × 4,0) ER | Isuzu 8MA1<br>Oil 4SA 8Cy. 145 × 125<br>257kW (349bhp)<br>Isuzu Eng. Works Japan<br>× 10kW 230V a.c.<br>6,4kn |
| 7425429<br>YEEK<br>Df Esd Gc<br>Pld Rdr Rt | **PUTRA PERMAI**<br>ex Rosario-90 ex Mayaguez-88<br>ex Del Santiago-88 ex Santa Rita I-82<br>**P.T. Perusahaan Pelayaran Nusantara Nagah Berlian**<br>Jakarta Indonesia | **3 876**<br>2 740<br>6 734 | KI (NK) | **1975** Nishi Zosen K.K.—Imabari (165)<br>107,32 16,54 6,920<br>99,01 16,49 8,49<br>P 22,4 F 9,9 1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 028 B.8 491<br>2 Ha (stl) (26,9 28,6 × 8,3) ER<br>Der 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 144kW<br>Fuel 512,0t (d.o.)-13,0pd 12,5kn |
| 8328343 | **PUTRA PERSADA**<br>**P.T. Putra Kalbar Maju**<br>Pontianak Indonesia | **170**<br>103<br>250 | (KI) | **1982** ..............Indonesia<br>40,06<br>36,00 7,03 2,49<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) (12,0 × 3,9) ER | Yanmar<br>Oil 4SA 6Cy.<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| 8329440 | **PUTRA SAMUDERA**<br>ex Samudera 6 ex Bni I<br>**P.T. Putra Segara Abadi**<br>Semarang Indonesia | **158**<br>103<br>— | KI | **1981** CV. PU. Nusantara—Palembang<br>32,52 —<br>31,58 6,06 2,32<br>1 dk | **M General Cargo** | Oil 4SA 6Cy. 120 × 140<br>180bhp (132kW)<br>.............. |

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|---|---|---|---|---|---|---|
| **8328355** | **PUTRA SGA**<br>**P.T. Putra Kalbar Maju**<br>Pontianak Indonesia | **170**<br>103<br>250 | KI | **1982** ..............Indonesia<br>40,06<br>36,00 7,03 2,49<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) (12,0 × 3,9) ER | Yanmar<br>Oil 4SA 6Cy.<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8208505**<br>*YDOQ*<br>Esd Rdr Rt | **PUTRA WIJAYA**<br>ex Wijaya Mariner-84<br>**P.T. Nelly Dwi Putri**<br>Jakarta Indonesia | **108**<br>0<br>— | KI (AB) | **1981** Marcom Marine Services (Pte.) Ltd.<br>—Singapore (1002)<br>21,00 2,255<br>18,01 6,71 3,03<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152 re<br>reduction geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 20kW |
| **8904056**<br>*3ENI7*<br>19404-YJ<br>Df Esd Gc<br>Pfd Rdr Rt | **PUTRI AYU**<br>**Shokuyu Navigation Co. S.A.**<br>Panama Panama | *3 478*<br>*1 044*<br>3 765 | NK | **1989** Kitanihon Zosen K.K.—Hachinohe (238)<br>102,02 (BB) - 5,313<br>94,00 16,40 7,10<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>IGS<br>Mchy.aft<br>L.(gas) 3 596 | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 795kW (3 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 2 × 240kW a.c. |
| **8340482** | **PUTRI NAGA I**<br>ex Lita Satu<br>**P.T. Putri Naga Sakti**<br>Belawan Indonesia | **361**<br>204<br>— | KI | **1973** San Yang SB. Co. Ltd.—Kaohsiung<br>... ... ...<br>35,51 7,48 3,46<br>1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. |
| **8340494** | **PUTRI NAGA II**<br>**P.T. Putri Naga Sakti**<br>Belawan Indonesia | **361**<br>204<br>— | KI | **1973** San Yang SB. Co. Ltd.—Kaohsiung<br>... ... ...<br>35,51 7,48 3,46<br>1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. |
| **6613067**<br>*UQUX*<br>M-27889<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PUTYATIN**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **4 531**<br>2 380<br>6 637 | RS | **1966** Stocznia Gdanska im. Lenina—Gdansk<br>(B45/42)<br>123,88 16,74 7,241<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>B.7 137<br>4 Ha (stl) (12,6 × 8,0) (12,6 × 8,9) ER<br>(14,0 14,0 × 8,9)<br>8W Der 1(60) 1(15) 8(5) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>Stocznia Gdanska im. Lenina<br>Gen 2 × 200kW 1 × 80kW 400V 50H<br>Fuel 85,5t (d.o.) 477,5t (hvf) |
| **7227774**<br>*EASG*<br>9339<br>Df Esd Rdr Rt | **PUXEIROS**<br>**Armando Gordejuela Aguilar**<br>Vigo Spain | **297**<br>143<br>— | BV | **1973** Ast. Gondan—Puerto de Figueras (72)<br>39,25 7,52 3,499<br>36,50 7,50 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Fuel 101,0t (d.o.) |
| **8704688**<br>*CB2220* | **PUYUGUAPI**<br>**Pescachile S.A.**<br>Valparaiso Chile | **292**<br>87<br>170 | BV | **1988** Polyships S.A.—Vigo (10002)<br>30,00 8,31 2,821<br>26,01 8,01 4,22<br>1 dk | **Reinforced Plastic M Fishing**<br>Long-line Ref<br>In.196 | Caterpillar<br>Oil 4SA 8Cy. 170 × 190 with clutches,<br>couplings & sr reverse geared to sc.<br>705bhp (519kW)<br>Caterpillar Inc. |
| **7411791**<br>*DYPZ* | **PUZON III**<br>**Cagayan Shipping Corp.**<br>Manila Philippines | **697**<br>388<br>1 400 | | **1976** Sandoval Shipyards Inc.—Consolacion (2)<br>53,01 10,44 4,201<br>50,02 10,41 5,01<br>1 dk | **TM General Cargo**<br>Mchy.aft | Yanmar<br>2 Oil 4SA each 6Cy. 145 × 170 reverse<br>geared to sc. shafts<br>660bhp (485kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7717169**<br>*WMFW*<br>684591<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PVT. HARRY FISHER**<br>ex Evelyn Maersk-84<br>**Wilmington Trust Co., as Trustee**<br>Maersk Line Ltd.<br>New York, NY United States of America<br>SatCom: 1501642/WMFW | T.Mk<br>**38 412**<br>31 888<br>29 750 | AB<br>✠Classed LR until 13/4/84 | **1980**-2 Odense Staalskibsvaerft A/S—Lindo (77)<br>230,26 (BB) 27,49 —/10,019<br>214,99 27,44 21,32<br>RAD 40,6 F 13,8 3 dks<br>rf nil conv RoRo Cargo/General Cargo 85 | **M RoRo Cargo/General Cargo**<br>Logistics Ship<br>Quarter stern door/ramp (s)<br>4 Ho 34,6 33,6 33,6 18,3 ER<br>G.37 860 B.32 446 HeCls. B<br>TEU 566<br>C.Ho 404/20'(40') C.Dk 162/20'(40')<br>8 Ha (stl) (20,1p&s × 7,7) (25,6p&s<br>25,6p&s 12,8p&s × 10,1) ER<br>Cr 2(36) 4(30) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>15 960bhp (11 740kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 533,5t (d.o.) 2 751,5t (hvf) |
| **7641267** | **PWB I**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **224**<br>—<br>— | KI | **1972** PT. Adiguna Sb & Eng.—Tanjung Priok<br>... ... ...<br>28,00 8,01 3,00<br>1 dk | **M Tank Barge**<br>Water | Deutz<br>Vee Oil 4SA 12Cy. 120 × 140<br>220bhp (162kW)<br>Kloeckner Humboldt Deutz |
| **7035365**<br>*EOTO*<br>M-28847<br>Df Esd Rdr Rt | **PYARNURAND**<br>**The RSFSR Fishery Association for North-Western Regions**<br>(Sankt-Peterburg) (U.S.S.R.) | **863**<br>218<br>353 | RS | **1968** ..............U.S.S.R.<br>55,12 9,53 3,112<br>4,50<br>1 dk | **D-E Fish Carrier**<br>Ref<br>Ice strengthened<br>Mchy.aft<br>1 Ho<br>In.360<br>1 Ha (2,4 × 2,4)<br>1W Cr 1(2,5) | 3 Oil driving gen. connected to elec. mot<br>geared to sc. shaft<br>(i) 2 4SA each 6Cy. 250 × 340<br>(ii) 4SA 6Cy. 180 × 220 |
| **6910817**<br>*UZFV*<br>M-29458<br>Df Esd Gc<br>Rdr Rt | **PYATIDYESYATILYETIYE KOMSOMOLA**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.)<br>Also known as 50 LETIYE KOMSOMOLA | T.Mk<br>**3 591**<br>1 563<br>—<br>**5 950**<br>3 080<br>8 260 | RS | **1968** "A. Zhdanov" SB. Yard—Leningrad<br>129,95 (BB) 17,84 6,395/7,840<br>121,01 17,81 9,83<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 16,9 16,9 16,9 ER -<br>5 TwD<br>G.11 155 B.10 120<br>5 Ha (stl) (8,3 × 7,0) (11,2 11,2 11,2 ×<br>9,9) ER (8,3 × 7,0)<br>Cr 5(3-8) | B&W<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works<br>Gen 2 × 300kW 1 × 200kW 1 ×<br>Fuel 841,5t (d.o.) 625,0t (hvf) |
| **7033305**<br>*UJRO*<br>M-29822<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **PYATIDYESYATILYETIYE SOVIETSKOY GRUZII**<br>**Georgian Shipping Co.**<br>(Batumi) (U.S.S.R.)<br>Also known as 50 LETIYE SOVIETSKOY GRUZII | **15 034**<br>8 205<br>22 610<br>T/cm<br>34,6 | RS | **1970** Brodogradiliste i Tvornica Dizel Motora "Split" (229)<br>186,29 23,45 9,703<br>174,02 23,41 12,55<br>1 dk<br>Bow/CM 91 MH 0,9 | **M Tanker**<br>Ice strengthened Stern disch.<br>16 Ta ER<br>L.(oil) 30 175<br>3 Cargo pumps total 2 358T/hr | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>10 500bhp (7 723kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 202,5t (d.o.) 1 867,5t (hvf) |
| **7206897**<br>*URIB*<br>M-31695<br>Df Esd Gc<br>Rdr RTv | **PYATIDYESYATILYETIYE SSSR**<br>Launched as Posyet<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400521/URIB<br>Also known as 50 LET SSSR | T.Mk<br>**18 455**<br>5 797<br>13 250 | RS | **1973** Admiralteiskiy Shipyard—St. Petersburg<br>197,31 26,42 8,100<br>182,00 14,53<br>4 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>B.8 327 In.6 098<br>5 Ha (each 4,1 × 4,1) ER<br>16W Der 4(10) 12(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works |
| **6827395**<br>*UHXM*<br>M-29784<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PYATIGORSK**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | T.Mk<br>**2 177**<br>745<br>1 152 | RS | **1968** VEB Volkswerft Stralsund—Stralsund (239)<br>82,00 13,64 5,300<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (2,7 2,7 2,7 × 2,3) (1,5 × 1,9)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **8912780**<br>Esd Gc Rdr RTv | **PYATIRECHYE**<br>(Kholmsk) (U.S.S.R.) | *3 936*<br>*1 612*<br>4 168 | RS (Class cont.) | **1991** Sedef Gemi Endustrisi A.S.—Gebze (83)<br>97,80 5,620<br>90,22 17,30 7,00 | **M General Cargo**<br>2 Ho ER<br>G.4 493<br>TEU 224 C. 224/20' incl. 6 ref C.<br>2 Ha (stl) (each 25,7 × 12,5) ER<br>Cr 2(25) | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>4 567bhp (3 359kW)<br>H. Cegielski |

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| 5236513<br>HMB4<br>Df Esd Gc<br>Rdr Rt | **PYENG HOA**<br>ex Pyong Hwa-79 ex Mir-78<br>**Government of The Democratic People's Republic of North Korea**<br>North Korea | **1 935**<br>889<br>3 081 | | **1959** "Georgi Dimitrov" Shipyard—Varna (401)<br>92,36 13,80 5,639<br>85,37 13,75<br>2 dks | **M General Cargo** CSD<br>3 Ho 13,3 22,0 ER 23,0<br>G.5 143 B.4 737<br>3 Ha (7,1 13,8 × 6,7) ER (13,8 × 6,8)<br>10W Der 1(30) 1(10) 12(3) | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480 geared to sc. shaft<br>2 000bhp (1 471kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel 274,5t 12kn |
| 7922544<br>XYNO<br>1735<br>Df Esd Gc<br>Rdr Rt | **PYI**<br>**Myanma Five Star Line**<br>Yangon Union of Myanmar | **998**<br>427<br>1 426 | **✠100A1** SS 8/90<br>oil tanker<br>Burma home trade service not exceeding 75 miles offshore<br>FP 60°C and above<br>**✠LMC**<br>EL K 357,5/28,0U2<br>FN 930 | **1980**-12 Stocznia "Wisla"—Gdansk (ZB1300/5)<br>65,31 10,77 4,701<br>59,59 10,41 5,19<br>P 17,7 F 10,1 1 dk<br>rf nil conv Oil Tanker 83 | **M Tanker**<br>Vegetable oil<br>8 Ta ER<br>L.(oil) 1 531 | Sulzer 8ASL25/30<br>Oil 4SA 8Cy. 250 × 300 sr geared to sc. shaft<br>1 470bhp (1 081kW)<br>H. Cegielski Poznan<br>✠ 2 ndb (ex.g) 6/84 6kgf/cm² (5,9bar)<br>Gen 2 × 160kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller |
| 7931583<br>Esd Gc Rdr<br>RTv | **PYINGYI**<br>**Government of The Union of Myanmar (Ministry of Mines)**<br>Yangon Union of Myanmar | **120**<br>—<br>40 | ✠Classed LR until 7/8/81 | **1980**-5 Selco Shipyard Pte. Ltd.—Singapore (289)<br>23,30 7,19 1,801<br>21,01 7,00 2,49<br>RAD 1,6 RFD 10,7 1 dk<br>rf nil BK 25 | **M Tug** | Yanmar T220AL-ET<br>Oil 4SA 6Cy. 220 × 280 reverse reduction geared to sc. shaft<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 20kW 415V 50Hz a.c. |
| 7204382<br>SXSU<br>9807<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PYLOS**<br>ex Vrahos-91 ex Kalisti-89<br>ex Andromeda-88 ex Alpha III-86<br>ex Alpha-83 ex Petradi-83 ex Pitria-80<br>**Hydromuse Maritime Ltd.**<br>Piraeus Greece | T.Mk<br>**6 596**<br>3 945<br>—<br>**9 350**<br>6 359<br>15 551 | **✠100A1** SS 8/90<br>**✠LMC**<br>EL Bt 2"U3<br>FN 4423 | **1972**-4 Flensburger Schiffsbau-Ges.—Flensburg (630)<br>139,76 21,06 —/9,195<br>132,70 21,01 12,32<br>F 12,2 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 16,1 19,5 20,2 18,9 19,5 ER<br>G.21 705 B.19 142<br>5 Ha (stl) (10,5 × 8,0) (12,7 12,7 12,7 12,7 × 10,5) ER<br>10W Der 1(30) 10(10) | MAN K6Z70/120E<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 328kW 440V 60Hz a.c.<br>Fuel 900,0t (d.o.)-27,5pd 15kn |
| 8606680<br>LYJG<br>M-41508<br>Df Esd Gc<br>Pfd Rdr RTv | **PYLVA**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Tallinn) (U.S.S.R.) | *1 895*<br>*568*<br>690 | RS | **1986** VEB Volkswerft Stralsund—Stralsund (700)<br>62,21 4,801<br>55,02 13,81 9,22<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>B.55 In.580 L.18 | S.K.L. 8VD26/20AL-2<br>2 Oil 4SA each 8Cy. 200 × 260 sr geared to sc. shaft<br>1 766kW (2 401bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 640kW a.c. 3 × 568kW a.c. 1 × 260kW a.c.<br>Controllable pitch propeller<br>12,9kn |
| 7032014<br>UFMA<br>M-22690<br>Df Rdr Rt | **PYMTA**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **669**<br>329<br>277 | (RS) | **1954** VEB Elbewerft—Boizenburg<br>57,26 9,10 2,601<br>53,37 9,02 4,12<br>1 dk | **TD-E Fishing**<br>Side-fishing Ref<br>2 Ho ER<br>In.602<br>2 Ha (each 1,9 × 1,5) ER<br>Cr 2(1) | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360 total 600bhp (441kW) driving 2 gen. each 200kW connected to 2 elec. motors & sc. shafts<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,25kn |
| 7831551<br>D8RH<br>BSR-798635<br>Rt | **PYONG RYAK**<br>**Kim Jong-Lim**<br>Busan South Korea | **345**<br>—<br>803 | KR | **1979** Shin Ah SB. Co.—Chungmu<br>52,41 3,210<br>47,00 9,01 3,71<br>P 11,0 B 2,8 F 5,5 1 dk | **M General Cargo**<br>1 Ho ER<br>G.731 B.728<br>1 Ha (25,3 × 5,9) | Makita<br>Oil 4SA 6Cy. 240 × 410<br>750bhp (552kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 20kW 225V a.c.<br>11,25kn |
| 5287665<br>HLMV<br>9908 | **PYONG TEK**<br>**Government of The Republic of South Korea**<br>Hanjin Shipping Co. Ltd.<br>Busan South Korea | **548**<br>270<br>528 | | **1944** Higgins Industries Inc.—New Orleans, La<br>54,72 9,78 3,226<br>9,73 4,35<br>1 dk | **TM General Cargo**<br>Mchy.aft<br>G.759 B.691<br>4W Der 4(5) | General Motors<br>2 Oil 2SA 6Cy.<br>General Motors Corp. Cleveland, Oh<br>Fuel 64,0t 10kn |
| 6605814<br>HMZT<br>Df Esd Gc<br>Rdr Rt | **PYONG WON**<br>ex Taygonos-91<br>**Korean Soviet Shipping Co. Ltd. (Chosoship)**<br>Nampo North Korea | **4 531**<br>2 383<br>5 993 | RS | **1965** Stocznia Gdanska im. Lenina—Gdansk (B45/41)<br>123,81 16,74 7,241<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>B.7 137<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | B&W 5-62VT2BF-140<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 2 × 200kW 1 × 80kW 440V 50Hz a.c.<br>Fuel-15,5pd 16,5kn |
| 7706847<br>UVMV<br>M-38511<br>Df Esd Gc<br>Pfd Rdr RTv | **PYOTR ALEYNIKOV**<br>ex Filon-86<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400251/UVMV | T.Mk<br>**7 170**<br>4 436<br>—<br>**11 730**<br>7 293<br>17 310 | RS (AB) (NV) | **1980** VEB Warnowwerft Warnemuende —Warnemuende (242)<br>158,05 (BB) 23,09 10,199/11,900<br>146,01 23,06 13,39<br>P 25,3 F 35,7 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 4 TwD<br>G.25 665 B.23 556<br>TEU 642 C.Ho 342/20' (40') C.Dk 300/20' (40') incl. 30 ref C.<br>7 Ha (stl) (18,6 × 13,0) (19,2p&s 19,2p&s 19,2p&s × 7,8) ER<br>9W Der 1(125) 4(35) 4(5-10) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>10 500bhp (7 723kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 2 × 640kW 1 × 480kW 380V 50Hz a.c.<br>17kn |
| 8702264<br>UZZK<br>S-44083<br>Df Esd Gc<br>Pfd Rdr RTv | **PYOTR ANOKHIN**<br>Launched as Sormovskiy-3065<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *3 048*<br>*1 112*<br>3 135 | RS | **1989** Est. Nav. de Viana do Castelo—Viana do Castelo (146)<br>119,20 13,40 3,752<br>112,50 13,20 6,00<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20' (40')<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 280kW (1 740bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10,5kn |
| 8723866<br>UNET<br>M-40458<br>Esd Rdr Rt | **PYOTR ANOKHIN**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1987** ..............U.S.S.R.<br>54,82 9,95 4,140<br>50,30 - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| 7235068<br>UEXB<br>S-32109<br>Df Esd Gc<br>Rdr Rt | **PYOTR BOGDANOV**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1972** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,652<br>108,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn |
| 8522171<br>UULF<br>M-41484<br>Df Esd Gc<br>Pfd Rdr RTv | **PYOTR BUYKO**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | *1 898*<br>*569*<br>690 | RS | **1985** VEB Volkswerft Stralsund—Stralsund (683)<br>62,26 5,131<br>55,02 13,81 9,22<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Seiner Ref<br>B.55 In.580 L.18 | S.K.L. 8VD26/20AL-2<br>2 Oil 4SA each 8Cy. 200 × 260 sr geared to sc. shaft<br>1 766kW (2 401bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 640kW a.c. 3 × 568kW a.c. 1 × 260kW d.c.<br>Controllable pitch propeller<br>12,9kn |

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| 7107663<br>*EWEG*<br>M-30485<br>Df Esd Rdr<br>Rt | **PYOTR DERNOV**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **629**<br>221<br>393 | RS | **1971** ..............U.S.S.R.<br>54,82 9,96 4,080<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebkne<br>(SKL)<br>Controllable pitch propeller |
| 7830959<br>*UMWD*<br>M-35138<br>Df Esd Gc<br>Rdr RTv | **PYOTR DUTOV**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400262/UMWD | T.Mk<br>**11 750**<br>5 949<br>13 512 | RS | **1979** Kherson Shipyard—Kherson<br>162,39 (BB) 22,26 9,229<br>144,66 22,19 13,47<br>F 12,8 2 dks<br>rf 196 | **M General Cargo**<br>Ice strengthened<br>5 Ho 10,3 22,6 15,3 29,6 15,4 ER<br>5 TwD<br>G.21 340 B.19 230<br>TEU 388 C.Ho 320/20' C. Dk 68/20'<br>9 Ha (stl) (1,8 × 1,7) (5,8p&s 3,8p&s 7,7p&s 3,8p&s × 2,4) ER<br>4W Cr 3(12) Der 1(63) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 468,0t (d.o.) 1 050,0t (hvf) |
| 7008635<br>*UPWV*<br>M-30137<br>Df Esd Gc<br>Rdr Rt | **PYOTR GUTCHENKO**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | *3 629*<br>*1 470*<br>4 150 | RS | **1969** Navashinskiy Shipyard—Navashino<br>123,50 15,02 4,496<br>117,00 14,99 6,53<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 17,9 17,9 18,5 17,9 ER<br>B.5 800<br><br>4 Ha (stl) (each 14,0 × 8,0) ER<br>Cr 3(5) | Russkiy<br>2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works<br>Fuel 217,5t (hvf) |
| 6722363<br>*UEKX*<br>M-29051<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PYOTR ILYICHYOV**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **2 827**<br>1 019<br>1 496 | RS | **1967** ..............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| 6919942<br>*UOVQ*<br>M-30167<br>Df Esd Gc<br>Rdr Rt | **PYOTR KAKHOVSKIY**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **1 440**<br>623<br>1 746 | RS | **1969** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest<br>77,81 11,54 4,960<br>69,83 11,46 5,64<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,4 14,6 14,1 ER<br>G.2 453 B.2 289<br><br>3 Ha (stl) (7,6 × 6,7) (9,2 9,2 × 8,6) ER<br>6W Der 1(12) 6(3-5) | Sulzer<br>Oil 2SA 6Cy. 360 × 600<br>1 500bhp (1 103kW)<br>Sour "Jugoturbina"<br>Fuel 152,5t (hvf) |
| 8909343<br>*UOTE*<br>M-17621<br>Df Esd Gc<br>Rdr RTv<br>SatCom | **PYOTR KOTTSOV**<br>**Government of The Republic of Russia (Hydrographical Department of Ministry of Merchant Marine)**<br>(Arkhangelsk) (U.S.S.R.) | *1 698*<br>*509*<br>557 | RS | **1991** Hollming Oy—Rauma/Raumo (289)<br>64,90 12,92 3,600<br>60,00 12,70 6,30 | **M Research**<br>Hydrographic Survey<br>Ice strengthened | Wartsila<br>2 Oil 4SA each 8Cy. 220 × 240<br>2 600kW (3 535bhp)<br>Wartsila Diesel Oy<br>Gen 3 × 300kW a.c.<br>Controllable pitch propeller |
| 5276159<br>*J8ET4*<br>3273<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PYOTR LEBEDEV**<br>ex Chapayev-60<br>**Trimax Marketing (U.K.) Ltd.**<br>Kingstown St. Vincent and the Grenadines | **3 642**<br>1 164<br>1 675 | RS | **1957** Wartsila Kon. Crichton-Vulcan—Turku/Abo (1002)<br>92,39 14,03 5,660<br>86,67 14,00 8,21<br>2 dks<br>conv General Cargo 60 | **M Research**<br>Ice strengthened | Sulzer<br>Oil 2SA 6Cy. 560 × 1000<br>2 400bhp (1 765kW)<br>Sulzer Bros. Ltd. |
| 7337684<br>*UVKO*<br>S-32170<br>Df Esd Gc<br>Rdr Rt | **PYOTR LIDOV**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1973** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,650<br>108,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br><br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebkne<br>(SKL) |
| 6718752<br>*UZJS*<br>M-29737<br>Df Esd Gc<br>Pfd Rdr Rt | **PYOTR LIZYUKOV**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 152 | (RS) | **1967** VEB Volkswerft Stralsund—Stralsund (217)<br>81,97 13,64 5,160<br>73,00 13,61 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (2,4 × 2,4) (2,5 × 2,8) (1,6 × 2,1) (1,5 × 0,9)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 g<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebkne<br>(SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| 8030893<br>*UFJQ*<br>M-37654<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PYOTR MASHEROV**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1401344 | T.Mk<br>**12 843**<br>5 705<br>17 773 | RS | **1982** Stocznia Gdanska im. Lenina—Gdansk (B481/07)<br>171,61 (BB) 28,25 9,641<br>165,00 28,21 18,01<br>F - 2 dks | **M RoRo Cargo** 10bth P<br>Ice strengthened<br>Quarter stern door/ramp (p)<br>L 36,00 W 7,00 SWL 60<br>Cars 1020<br>1 Ho -DTp&s 85,6 ER<br>B.32 846 L.594<br>TEU 634<br>C.Ho 53/20' C.RoRo Dk 375/20' C.Dk 206/20' incl. 80 ref C.<br>1 Ha (stl) (13,1s × 7,3) ER | Sulzer<br>2 Vee Oil 4SA each 16Cy. 400 ×<br>geared to sc. shaft<br>20 800bhp (15 300kW)<br>"Zgoda" Zaklady Urzadzen Techn<br><br>Gen 3 × 760kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller f<br>Fuel 375,5t (d.o.) 3 333,5t (hvf)-71 |
| 6701307<br>*UYDF*<br>M-28092<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **PYOTR OVCHINNIKOV**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **2 433**<br>872<br>1 460 | RS | **1966** ..............U.S.S.R.<br>84,71 14,03 5,820<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.170 In.1 455<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| 6614358<br>*UUGK*<br>M-28578<br>Df Esd Gc<br>Rdr Rt | **PYOTR PAKHTUSOV**<br>ex Mendeleyev-75<br>ex Pyotr Pakhtusov-71<br>ex Ledokol 10-66<br>**Government of The Republic of Russia (Hydrographical Department of Ministry of Merchant Marine)**<br>(Arkhangelsk) (U.S.S.R.) | **2 378**<br>—<br>873 | RS | **1966** Admiralteiskiy Shipyard—St. Petersburg<br>67,70 18,06 6,071<br>62,01 17,51 8,31<br>2 dks | **TD-E Icebreaker**<br>Ice strengthened<br>1 Ho<br>G.244<br><br>1 Ha (1,8 × 2,5)<br>3W Der 1(12) 2(1,5) | 3 Oil driving gen. connected to ele<br><br><br>4 propellers aft, 1 fwd |
| 7625823<br>*UHLH*<br>M-37656<br>Df Esd Gc<br>Rdr RTh/v | **PYOTR PERVYY**<br>ex Mikhail Suslov-89<br>Launched as Vasiliy Solovyev Sedoy<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1401229 | **9 885**<br>4 108<br>1 647 | RS | **1982** Stocznia Szczecinska im. A. Warskiego —Szczecin (B492/04)<br>136,61 5,601<br>120,02 21,01 12,60<br>3 dks<br>conv Passenger/RoRo Cargo/Ferry 89 | **TM Passenger/ Hospital Ship** 120cbn 376bth P<br>Ice strengthened | Sulzer<br>4 Oil 4SA each 6Cy. 400 × 480 g<br>shafts<br>17 400bhp (12 799kW)<br>"Zgoda" Zaklady Urzadzen Techni<br><br>Gen 4 × 1250kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |

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| 8606848<br>UYYR<br>M-41530<br>Df Esd Gc<br>Pld Rdr RTv | **PYOTR PYOTROV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *1 895*<br>*568*<br>690 | **1986** VEB Volkswerft Stralsund—Stralsund (716)<br>62,25 13,82 5,220<br>RS 55,00 13,81 9,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>B.55 In.580 L.18 | S.K.L. 8VD26/20AL-2<br>2 Oil 4SA each 8Cy. 200 × 260 sr geared to sc. shaft<br>1 764kW (2 398bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 640kW a.c. 3 × 568kW a.c. 1 × 260kW a.c.<br>Controllable pitch propeller<br>12,9kn |
| 8729676<br>UWUY<br>M-41373<br>Df Esd Gc<br>Pld Rdr RTv | **PYOTR RUBAN**<br>**Yugryba**<br>(Novorossiysk) (U.S.S.R.)<br>SatCom: 1400470/UWUY | *4 407*<br>*1 322*<br>1 810 | **1989** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,900<br>RS 96,40 - 10,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>G.870 In.2 219 L.35 | Russkiy 6CHN40/46<br>2 Oil 4SA each 6Cy. 400 × 460 geared to sc. shaft<br>5 152kW (7 004bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller<br>16,1kn |
| 7645316<br>UPRR<br>M-33798<br>Df Esd Gc<br>Rdr RTm/h/v | **PYOTR SGIBNEV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**4 537**<br>1 942<br>3 154 | **1977** Okean Shipyard—Nikolayev<br>111,41 (BB) 17,33 6,522<br>RS 100,01 11,00<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>In.3 846<br>4 Ha (stl) (3,5 3,5 3,5 × 2,9) (2,2 × 1,9)<br>6W Der 6(3) | Skoda 6L525IIPV<br>2 Oil 4SA each 6Cy. 525 × 720 geared to sc. shaft<br>7 000bhp (5 149kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>15kn |
| 8228543<br>LYHF<br>M-37043<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v | **PYOTR SHAFRANOV**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *4 407*<br>*1 322*<br>1 810 | **1984** ..............U.S.S.R.<br>104,50 16,03 5,900<br>RS 94,01 10,22<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3,25) | CKD<br>2 Oil 4SA each 6Cy. 525 × 720<br>6 000bhp (4 413kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>14kn |
| 8627749<br>UERJ<br>Df Esd Gc<br>Pld Rdr Rt | **PYOTR SHMIDT**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | *18 526*<br>*8 894*<br>28 610 | **1987** Kherson Shipyard—Kherson<br>178,98 (BB) 25,33 11,000<br>RS 25,30 15,02<br>1 dk | **M Tanker**<br>Ice strengthened<br>Mchy.aft | B&W 6DKPH67/170<br>Oil 2SA 6Cy. 670 × 1700<br>8 700kW (11 828bhp)<br>Bryansk Eng. Works Bryansk<br>Gen 1 × 600kW a.c. 3 × 500kW a.c.<br>14,8kn |
| 7415046<br>URCB<br>M-32694<br>Df Esd Gc<br>Rdr RTv | **PYOTR SMIDOVICH**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.)<br>SatCom: 1400642/URCB | **10 179**<br>5 780<br>14 204<br>T/cm<br>25,7 | **1975** Stocznia Gdanska im. Lenina—Gdansk (B540/08)<br>RS 151,75 21,06 8,691<br>140,01 21,04 11,59<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho ER<br>G.17 070 B.16 441<br>9 Ha (stl) (12,8T × 9,1) (15,4p&s 15,4p&s 15,4p&s 15,4p&s × 7,7) ER<br>18W Der 9(10) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 380V 50Hz a.c.<br>15,75kn |
| 7426241<br>EOGO<br>M-36907<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v | **PYOTR SMORODIN**<br>ex Becknes-83<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1401143/EOGO | **20 164**<br>12 514<br>35 164<br>T/cm<br>42,6 | **1977** Nippon Kokan K.K.—Shimizu (354)<br>177,02 27,84 11,131<br>RS (GL) 167,01 27,81 15,02<br>P 31,7 F 12,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,5 20,3 21,5 16,7 21,5 21,5 ER<br>G.40 389 B.38 774<br>6 Ha (stl) (9,8 × 11,2) (11,2 12,8 9,6 12,8 12,8 × 14,4) ER<br>Cr 5(15) | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 188,5t (d.o.) 2 342,5t (hvf)-45,0pd<br>15,5kn |
| 7730082<br>EKVU<br>M-33670<br>Df Esd Gc<br>Rdr RTv | **PYOTR STAROSTIN**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400276/EKVU | **6 401**<br>3 187<br>7 700 | **1977** Vyborg Shipyard—Vyborg<br>136,81 (BB) 17,84 7,501<br>RS 124,97 17,73 10,39<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 13,1 22,8 21,5 -DT 21,2 ER 4 TwD<br>G.11 350 B.10 650 L.300<br>4 Ha (stl) (9,8 × 8,0) (18,9 18,9 18,9 × 12,8) ER<br>16W Der 2(40) 2(20) | B&W 5K62EF<br>Oil 2SA 5Cy. 620 × 1400<br>6 700bhp (4 928kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 240kW 400V 50Hz a.c.<br>Fuel 160,0t (d.o.) 880,0t (hvf)<br>16,25kn |
| 7625706<br>UIUR<br>M-33423<br>Df Esd Gc<br>Rdr RTv | **PYOTR STRYELKOV**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.)<br>SatCom: 1401521/UIUR | **10 179**<br>5 373<br>14 220<br>T/cm<br>25,7 | **1977** Stocznia Gdanska im. Lenina—Gdansk (B540/18)<br>RS 151,75 21,06 8,691<br>140,01 21,04 11,59<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho ER<br>G.17 070 B.16 353<br>9 Ha (stl) (12,8T × 8,9) (15,0p&s 15,0p&s 15,0p&s 15,0p&s × 7,7) ER<br>18W Der 9(10) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 380V 50Hz a.c.<br>15,75kn |
| 6926426<br>UDVI<br>M-27395<br>Df Esd Gc<br>Rdr Rt | **PYOTR STUCHKA**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | T.Mk<br>**3 162**<br>1 307<br>1 451 | **1967** ..............U.S.S.R.<br>84,71 14,03 5,700<br>RS 78,06 14,00 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.157 In.1 296<br>5 Ha (1,3 1,3 × 1,2) (1,9 1,9 × 1,9) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,25kn |
| 8110332<br>UIEU<br>M-38425<br>Df Esd Gc<br>Pld Rdr RTv<br>AMVER | **PYOTR TOMASEVICH**<br>ex Maritime Queen-85<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400224/UIEU | **21 500**<br>15 196<br>38 685<br>T/cm<br>45,4 | **1983** Osaka Zosensho—Osaka (409)<br>188,58 (BB) 11,642<br>RS (AB) 180,02 28,41 16,41<br>P 18,9 F 12,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 28,0 27,2 28,0 28,0 27,2 ER<br>G.50 805 B.49 882 HeCls. B<br>5 Ha (stl) (20,0 × 12,5) (20,0 20,0 20,0 20,0 × 15,0) ER<br>Cr 4(25) | Sulzer 7RLB66<br>Oil 2SA 7Cy. 660 × 1400<br>13 825bhp (10 169kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 570kW 450V 60Hz a.c.<br>Fuel 211,5t (d.o.) 2 055,5t (hvf)-43,5pd<br>15,75kn |
| 7721225<br>UITJ<br>M-31283<br>Df Esd Gc<br>Pld Rdr RTv | **PYOTR VELIKIY**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1400562/UITJ | **13 572**<br>6 927<br>19 590 | **1978** VEB Warnowwerft Warnemuende—Warnemuende (104)<br>RS 162,11 22,92 9,880<br>154,87 22,86 13,54<br>P 37,5 F 16,8 1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>6 Ho 21,2 16,9 17,5 17,0 17,5 17,5 ER<br>G.26 395 B.22 422<br>TEU 442 C.Ho 282/20' C.Dk 160/20'<br>6 Ha (stl) (12,8 × 10,8) (12,8 12,8 12,8 12,8 12,8 × 13,4) ER | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel 441,0t (d.o.) 1 257,0t (hvf)<br>15,25kn |
| 7516228<br>UOGS<br>M-32562<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PYOTR YEMTSOV**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400226/UOGS | T.Mk<br>**7 649**<br>3 777<br>—<br>**11 750**<br>5 949<br>13 541 | **1975** Kherson Shipyard—Kherson<br>162,31 (BB) 22,23 8,770/9,230<br>RS 144,61 22,18 13,39<br>F 12,8 2 dks<br>rf 196 | **M General Cargo**<br>Ice strengthened<br>5 Ho 10,3 22,6 15,3 29,6 15,4 ER 5 TwD<br>G.21 340 B.19 230<br>TEU 388 C.Ho 320/20' C.Dk 68/20'<br>9 Ha (stl) (6,3 × 6,0) (19,4p&s 13,0p&s 25,5p&s 13,0p&s × 8,2) ER<br>4W Cr 7(12) Der 1(63) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 1 033,5t (d.o.) 460,5t (hvf)<br>18,25kn |
| 7035391<br>EURC<br>S-30561<br>Df Esd Gc<br>Rdr Rt | **PYOTR ZALOMOV**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>2 925 | **1970** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,20 13,21 3,420<br>RS 108,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn |

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| **7335909**<br>*UZPJ*<br>S-32158<br>Df Esd Gc<br>Rdr Rt | **PYOTR ZAPOROZHETS**<br><br>**Ukraine River Fleet Administration**<br>(Kherson) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | <br><br>RS | **1973** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,652<br>108,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br><br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **8610265**<br>*UDYO*<br>M-17611<br>Df Esd Gc<br>Pfd Rdr RTv | **PYOTR ZHITNIKOV**<br><br>**Dalryba**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1401410/UDYO | *32 096*<br>*10 490*<br>10 070 | <br><br>RS | **1989** Rauma-Repola Oy—Rauma/Raumo (302)<br>179,03 (BB) 28,00 7,902<br>165,97 - 11,65<br>2 dks | **M Factory Ship**<br>Fish-factory Crab Cannery Ref<br><br>In.9 023 | Wartsila<br>2 Oil 4SA each 8Cy. 320 × 350 with clu<br>flexible couplings & dr geared to sc.<br>6 472kW (8 799bhp)<br>Oy Wartsila Ab<br>Gen 2 × 1920kW a.c. 3 × 1920kW a<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 1 009,0t (d.o.) 3 675,0t (hvf) |
| **7718357**<br>*SSDT*<br>3351<br>Df Esd Gc<br>Pfd Rdr Rt | **PYRAMIDS**<br>ex Atlantic Queen-89<br>ex Byakudan Maru-87<br>**Egyptian International Shipping Corp.**<br>Alexandria Egypt | **9 359**<br>5 983<br>15 807<br>T/cm<br>27,0 | <br><br>NK | **1978** Kochi Jyuko K.K.—Kochi (2024)<br>149,82 21,87 9,025<br>140,01 21,81 12,20<br>P 28,1 F 10,4 2 dks | **M General Cargo**<br><br>3 Ho ER<br>G.15 806 B.15 556<br><br>3 Ha (stl) (12,8 × 8,5) (27,2 27,2 × 10,6) ER<br>Cr 5(25) | Sulzer<br>Oil 2SA 6Cy. 560 × 1150<br>8 040bhp (5 914kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 460kW 450V 60Hz a.c.<br>Fuel 211,0t (d.o.) 1 277,5t (hvf)-30,0pd |
| **7203895**<br>*P3PW*<br>394477<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **PYRGOS**<br>ex Villiers-86 ex Elisabeth Fisser-79<br>**Pyrgos Marine Co. Ltd.**<br>Limassol Cyprus | *4 255*<br>*2 215*<br>6 329 | <br><br>GL | **1972** Est. Nav. de Viana do Castelo—Viana do Castelo (89)<br>101,48 16,01 7,217<br>95,00 15,96 9,20<br>F 8,3 1 dk<br>len 91 | **M Bulk Carrier**<br>Ice strengthened<br>Mchy.aft<br>G.8 426<br>TEU 230 C.Ho 140/20' C.Dk 90/20' | MaK<br>Oil 4SA 6Cy. 450 × 550 reduction geare<br>shaft<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau |
| **7633181**<br>*SV5659*<br>9264<br>Df Esd Gc<br>Pfd Rdr Rt | **PYRGOS**<br>ex Markinch-87<br>**Pyrgos Shipping Co.**<br>Piraeus Greece | **1 591**<br>1 240<br>3 256 | **✠100A1** SS 1/88<br>strengthened for heavy<br>cargoes Ice Class 3<br>**✠LMC** **UMS**<br>EL P 440,0/36,0U2<br>FN 1663 | **1978**-1 Appledore Shipbuilders Ltd.—Appledore (A.S.119)<br>91,52 (BB) 13,31 5,157<br>84,92 13,25 6,33<br>P 9,2 RAD 10,4 F 9,8 1 dk<br>rf 254 | **M General Cargo**<br>1 Ho 59,9 ER<br>G.4 029 B.3 659<br>TEU 60 C.Ho 36/20' C.Dk 24/20'<br>2 Ha (stl) (each 22,8 × 9,3) ER | Blackstone<br>Oil 4SA 16Cy. 222 × 292 reverse reduc<br>to sc. shaft<br>2 440bhp (1 795kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 3 × 88kW 415V 50Hz a.c.<br>Fuel 34,0t (d.o.) 172,0t (hvf) |
| **7397426**<br>*SV3371*<br>2077<br>Rt | **PYRROS**<br><br>**Seka S.A.**<br>Piraeus Greece | **77**<br>12<br>70 | **✠100A1** SS 3/87<br>tug<br>Greek inter—island service<br>**LMC**<br>EL (B) ⅝"U1<br>FN 133 | **1974**-11 Swets—Hardinxveld-Giessendam (770)<br>18,37 5,82 2,617<br>16,21 5,58 2,62<br>1 dk<br>rf 711 BK 25 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127 re<br>reduction geared to sc. shafts<br>General Motors Corp. |
| **5016195**<br>*SXEW*<br>6218<br>Df Esd Gc<br>Pfd Rdr Rt | **PYRROS V**<br>ex Palaemon-77 ex Charles P.-70<br>ex Anders Maersk-65<br>**Pyrros Naftiki Eteria**<br>Varnima Corp. International S.A.<br>Piraeus Greece | **12 881**<br>7 851<br>19 990<br>T/cm<br>31,6 | AB<br><br>✠Classed LR until 4/71 | **1957**-9 Mitsui SB. & Eng. Co. Ltd.—Tamano (615)<br>170,67 21,98 9,525<br>164,07 21,90 12,04<br>P 35,1 B 9,8 F 21,7 1 dk<br>rf 51 Bow/CM 80 Diam. 0,250 MH 0,9 | **M Tanker**<br>Stern disch.<br>21 Ta ER<br>L.(oil) 26 335<br>3 Cargo pumps total 1 875T/hr | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>8 250bhp (6 068kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 85kW 1 × 60kW 110V d.c<br>Fuel (hvf) |
| **7624207**<br>*ZBWE*<br>708785<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **PYTCHLEY**<br>ex Northern Gale-86<br>**Cuvier Trading Ltd.**<br>P&O Ship Management (Hong Kong) Ltd.<br>Hong Kong Hong Kong (British)<br>SatCom: 1477151 | **60 551**<br>45 775<br>107 739<br>T/cm<br>94,8 | **✠100A1** SS 5/90<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2, 4, 6 & 8<br>holds may be empty<br>**✠LMC** **UMS**<br>EL V† 715,0/92,0U3(a)<br>FN 14991 | **1980**-11 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (249)<br>264,98 (BB) 40,06 14,450<br>249,84 40,01 19,99<br>F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 20,4 22,9 22,9 22,9 22,9 22,9 22,9 22,9 21,2 ER<br>G.124 168<br>9 Ha (stl) (12,7 × 15,0) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 18,6) ER | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) ✠ NE made74<br>Ast. Espanoles S.A. Manises Work<br>AuxB (o.f.) 11,5kgf/cm² (11,3bar)<br>e(ex.g) 11,5kgf/cm² (11,3bar) Spt<br>11,5kgf/cm² (11,3bar)<br>Gen 2 × 960kW 1 × 680kW 450V 60<br>Fuel 484,0t (d.o.) 4 790,0t (hvf) |
| **5003734**<br>*SV3255*<br>3546<br>Rdr | **PYTHAGORAS**<br>ex Aegina Express-84 ex Aegina-77<br>ex Marstrandsfjorden-53<br><br>Piraeus Greece | **148**<br>59<br>— | | **1951** Schiffsw. A. Pahl—Hamburg<br>*34,66* 6,51<br>32,39 6,48 3,20<br>P 7,4 B -F 7,7 | **TrM Ferry** | Mercedes Benz<br>3 Vee Oil 4SA each 12Cy. 175 × 205<br>1 800bhp (1 324kW)<br>Mercedes-Benz |
| **5287691**<br>*ZBCQ*<br>175809 | **PYTHAGORAS**<br><br>**Tarik Shipping & Fishing Co. Ltd.**<br>Gibraltar Gibraltar (British) | **129**<br>70<br>— | | ..........<br>*34,14* 5,59<br>... ... ...<br>1 dk | **TM General Cargo** | 2 Oil each 4Cy. 125 × 125<br><br>Central Marine Eng. Wks |
| **7120469**<br><br><br>Df Esd Gc<br>Rdr Rt | **PYTHEAS**<br><br>**Societe Fouquet-Sacop Maritime**<br>Fos-sur-Mer France | **3 268**<br>2 028<br>4 959 | <br><br>BV | **1972** Cant. Nav. Ind. Nav. Mecc. Affini SpA I.N.M.A.—La Spezia<br>107,12 4,700<br>100,01 16,01 5,80<br>1 dk | **TM Tanker**<br><br>12 Ta ER<br>L.(oil) 6 446 | Deutz<br>2 Vee Oil 4SA each 12Cy. 220 × 280<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 383,0t (d.o.) |
| **7235343**<br>*P3PL3*<br>708924<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER | **PYTHIA**<br>ex Tomar-90 ex Thalatta-86<br>ex Yu Sing-83 ex Erskine Bridge-83<br>**Coastalglory Shipping Ltd.**<br>Limassol Cyprus | *64 355*<br>*38 723*<br>120 143<br>T/cm<br>90,4 | NK<br><br>✠CLASS WITHDRAWN - REPORTED DEFECTS 10/5/91 | **1973**-3 Mitsubishi Heavy Industries Ltd. —Hiroshima (226)<br>261,02 (BB) 40,67 16,533<br>247,00 40,61 22,51<br>F 19,9 1 dk<br>rf 76 DK fwd | **M Bulk Carrier**<br>Str. ore cargoes<br>9 Ho 20,5 21,4 21,4 21,4 21,4 21,4 21,4 21,4 21,4 ER<br>G.131 478<br>9 Ha (stl) (11,2 × 13,5) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 18,6) ER<br>Der 2(5) 2(2) | Sulzer<br>Oil 2SA 9Cy. 900 × 1550<br>19 198kW (26 100bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 770kW 450V 60Hz a.c.<br>Fuel 696,0t (d.o.) 6 112,5t (hvf) |
| **8327052**<br><br><br>Rt | **PYTHON**<br>ex Ardea-85<br>**G. Landuyt**<br>Antwerpen Belgium | **—**<br>—<br>1 260 | **A1** SS 1/90<br>inland waterways oil and chemical tanker Type·III, in association with an approved list of defined chemical cargoes<br>**LMC**<br>EL 160,0/30,0<br>FN 855 | **1955** Ewald Berninghaus—Koeln-Deutz<br>80,02 8,23<br>77,60 8,21 2,80<br>Trunk 55,5 1 dk<br>rf nil | **M Tank Barge**<br>Oil Chemical<br>Mchy.aft<br>15 Ta | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz<br>Thw. thrust propeller fwd |
| **7004691**<br>*6NJB*<br>BS-A-1025<br>Df Esd Pfd<br>Rdr Rt | **PYUNG A No. 255**<br>ex Haeng Bok No. 51-84<br>ex Kyowa Maru No. 23-76<br>**Jeong Yeun Shik**<br>Busan South Korea | **109**<br>34<br>— | <br><br>(KR) | **1969** K.K. Izutsu Zosensho—Nagasaki (522)<br>35,23 6,63 2,699<br>29,60 6,61 2,85<br>F 3,1 1 dk | **M Fishing**<br>Seiner<br><br><br><br>2 Ha (each 1,0 × 1,0)<br>Der 1(1) 2(0,5) | Fuji<br>Oil 4SA 6Cy. 275 × 410<br>900bhp (662kW)<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 36kW |
| **8510556**<br><br><br>Rdr Rt | **PYUNG A No. 275**<br><br>**Pyung-A Fisheries Co. Ltd.**<br>Busan South Korea | **118**<br>—<br>129 | | **1985** Dae Dong SB. Co. Ltd.—Busan (276)<br>38,69 (BB) 7,01 2,420<br>31,65 2,80<br>1 dk | **M Fishing**<br>Purse Seiner | Yanmar<br>Oil 4SA 6Cy. 240 × 290 with clutches<br>couplings & sr reverse geared to s<br>850bhp (625kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8717958**<br>*D9OG*<br>PHR-886042 | **PYUNG JIN**<br><br>**Hanjin Transportation Co. Ltd.**<br>Pohang South Korea | **286**<br>—<br>251 | <br><br>KR | **1988** Shin-A Shipbuilding Co. Ltd.—Chungmu (325)<br>35,51 9,28 3,701<br>33,41 9,25 4,50<br>1 dk | **TM Tug**<br>Pusher | Hanshin<br>2 Oil 4SA each 6Cy. 280 × 480 reve<br>geared to sc. shafts<br>Ssang Yong Heavy Industries Co. Ltd<br>2 Controllable pitch propellers |

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| 8601458 | **PYUNG-A No. 202**<br>**Pyung-A Fisheries Co. Ltd.**<br>Busan South Korea | **180**<br>—<br>235 | | **1986** Dae Dong SB. Co. Ltd.—Busan (285)<br>43,01 —<br>37,55 7,00 3,41<br>1 dk | **M Fish Carrier** | Daihatsu<br>Oil 4SA 6Cy. 220 × 280 geared to sc. shaft<br>850bhp (625kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| 5298614<br>Q002-00635<br>Df Esd Rt | **Q BOYS**<br>ex Odca-84 ex Bittern-81<br>ex Roerdomp-79<br>**Quinto Shipping Co. Ltd.**<br>Puerto Cortes Honduras | **350**<br>174<br>420 | (BV) | **1957** Hanseatische Werft G.m.b.H.—Hamburg (3)<br>45,42 7,65 2,750<br>41,13 7,60 3,05<br>1 dk | **M General Cargo**<br>G.644 B.604<br>2 Ha (each 10,0 × 5,0) ER<br>2W Der 2(2) | MaK<br>Oil 4SA 4Cy. 290 × 420<br>225bhp (166kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 33,5t (d.o.) 9,25kn |
| 7308023<br>WX9279<br>503167 | **Q. O. DUNN**<br>**Zapata Haynie Corp.**<br>Lake Charles, La United States of America | **539**<br>367<br>— | | **1966** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*49,57* 10,09<br>3,56 | **M Fishing** | Oil<br>1 530bhp (1 125kW)<br>..............<br>Fuel (d.o.) |
| 8616207<br>OUTM<br>3101<br>Df Esd Gc<br>Rdr Rt | **QAASIUT II**<br>**Nuuk Trawl ApS**<br>Godthab/Nuk Greenland (Danish) | *716*<br>*238*<br>— | NV | **1987** Danyard A/S—Aalborg ((183))<br>42,09<br>10,41 4,63<br>rf 348 BK 851 | **M Fishing**<br>Stern Trawler Shrimp-trawl Processing Ref<br>Ice strengthened<br>In.300 | Wartsila<br>Oil 4SA 8Cy. 220 × 240<br>1 684bhp (1 239kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 740kW 1 × 384kW 380V 50Hz a.c. |
| 7405998<br>LRQJ<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **QAMAR**<br>ex Jujuy II-91<br>**Paisley Maritime Inc.**<br>Buenos Aires Argentina | **9 214**<br>6 554<br>14 930 | AB | **1977** Robb Caledon Shipbuilders Ltd.—Dundee (569)<br>140,98 20,48 8,860<br>134,17 20,43 11,74<br>F 11,6 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>4 Ho 21,5 28,1 7,6DTp,c,s 25,9 ER 19,0 4 TwD 21,5 36,5 27,4 19,0<br>G.17 940 B.16 648 In.1 256 L.1 233<br>HeCls. C<br>TEU 138 C.Ho 92/20' C.Dk 46/20'<br>5 Ha (stl) (10,9 × 6,5) (13,1 13,1 13,1 × 8,3) ER (11,2 × 6,5)<br>Der 4(22) 2(5) | Doxford 67J4<br>Oil 2SA 4Cy. 670 × 2140 exhaust 1 640<br>8 000bhp (5 884kW)<br>Doxford Engines Ltd. Sunderland<br>Gen 3 × 425kW 380V 50Hz a.c.<br>Fuel 363,0t (d.o.) 959,0t (hvf)-23,0pd 15,5kn |
| 7309285<br>WV9209<br>500202 | **QANIRTUUQ PRINCESS**<br>ex Teddy ex Kestrel ex MHC 26<br>**Inlet Fisheries Inc.**<br>Juneau, Ak United States of America | **276**<br>188<br>— | | **1944** New Jersey Shipyard Corp.—Barber, NJ<br>*46,46* 7,12<br>3,46 | **M Fishing** | Oil<br>680bhp (500kW)<br>.............<br>Fuel (d.o.) |
| 8718897<br>OWUJ<br>D-3207<br>Df Esd Gc<br>Pfd Rdr RTv | **QAQQALIAQ**<br>**Godhavn Tral Rederi**<br>Qeqertarsuaq/Godhavn Greenland (Danish)<br>SatCom: 1610353/OWUJ | *735*<br>*220*<br>— | NV | **1988** Hjorungavaag Verksted A/S—Hjorungavaag (46)<br>40,65 6,832<br>9,61 -<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref<br>Ice strengthened<br>In.300 | Wartsila<br>Oil 4SA 6Cy. 220 × 240 geared to sc. shaft<br>975kW (1 326bhp)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 306kW 1 × 131kW 380V 50Hz a.c. |
| 7631004<br>Df Esd Gc<br>Rdr Rt | **QAROON**<br>ex Tanker No. 13-82<br>**Government of The Arab Republic of Egypt (Naval Forces)**<br>Alexandria Egypt | **350**<br>—<br>500 | ✠ | **1979**-2 Alexandria Shipyard—Alexandria (10113)<br>53,83 9,71 3,101<br>49,41 9,42 4,22<br>1 dk | **M Tanker**<br>Water<br>4 Ta ER | Russkiy 6DR30/35-3<br>Oil 4SA 6Cy. 300 × 500<br>600bhp (441kW)<br>Russkiy-Diesel Works Leningrad<br>10kn |
| 5287720 | **QASEEMUL-BAHR**<br>**Bangladesh Wapda**<br>Narayanganj Bangladesh | **190**<br>104<br>— | ✠Classed LR until 1/58 | **1953**-7 N.V. Schps. & Mach. "De Klop" —Sliedrecht (527)<br>40,77 7,65<br>39,02 7,62 2,32<br>1 dk<br>RW | **M Tank Barge**<br>Mchy.aft | Bolnes<br>Oil 2SA 3Cy. 190 × 350<br>"Bolnes" Motorenfabriek Krimpen a/d Lek |
| 7393731<br>OXFM<br>D2306<br>Df Esd Gc<br>Pfd Rdr RTv | **QASIGIAQ**<br>ex Abel Egede-87 ex Hvitanes-81<br>**Qasigiaq Trawl ApS**<br>Christianshaab/Qasigiannguit Greenland (Danish)<br>SatCom: 1610314/OXFM | T.Mk<br>**456**<br>206<br>— | NV | **1975** Langsten Slip & Batbyggeri A/S—Tomra i Romsdal (72)<br>44,63 9,50 5,195<br>39,20 7,17<br>F - 2 dks<br>rf 13 BK 208 | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref<br>Ice strengthened<br>Mchy.aft<br>In.476 | MaK 8M451AK<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 150kW 380V 50Hz a.c.<br>Fuel 114,0t (d.o.)-4,5pd |
| 8117299<br>A7EQ<br>064/83<br>Df Esd Gc<br>Pfd Rdr RTv | **QATARI IBN AL FUJA'A**<br>**United Arab Shipping Co. (S.A.G.)**<br>Doha Qatar<br>SatCom: 1774103/ASEQ | *32 534*<br>*12 692*<br>35 615 | ✠**100A1** SS 8/87<br>container ship<br>certified container securing arrangements<br>✠**LMC** **UMS**<br>EL O† 660,0/78,0U3<br>FN 10095 | **1983**-9 Hyundai Heavy Industries Co. Ltd.—Ulsan (215)<br>211,46 (BB) 32,26 11,251<br>198,71 32,20 18,60<br>F 18,9 2 dks<br>rf 483 | **M Container Ship**<br>Fixed-guides Portable-guides<br>pt higher tensile steel DSS<br>6 Cell. Ho 24,8 29,6 29,6 29,6 29,6 ER 15,5<br>TEU 1846 C.Ho 614/20' 252/40' C.Dk 728/20' (40') incl. 150 ref C.<br>10 Ha (stl) ER 1 Ha (stl)<br>18 Wing Ha (stl) ER 2 Wing Ha (stl) | B&W 6L80GFCA<br>Oil 2SA 6Cy. 800 × 1950<br>18 400bhp (13 534kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>AuxB (ex.g) 11,5kgf/cm² (11,3bar) Spt 10,4°C rcv (9.81 bar) 10.0kg<br>Gen 3 × 1000kW 1 × 900kW 1 × 800kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 335,5t (d.o.) 3 102,5t (hvf)-57,0pd 17,75kn |
| 5324372<br>317485<br>Rdr Rt | **QAUMI 2**<br>ex Shinyo Maru-69<br>ex Shinwa Maru No. 1-67<br>**Alco Shipping Lines Ltd.**<br>Chittagong Bangladesh | **783**<br>369<br>1 190 | NK | **1962** K.K. Usuki Tekkosho—Saiki (1027)<br>60,08 9,22 4,382<br>55,00 9,20 4,70<br>P 15,9 F 6,8 1 dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 398 | Nippon Hatsudoki<br>Oil 4SA 6Cy. 380 × 520<br>1 000bhp (736kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 18kW 115V d.c.<br>Fuel 73,0t-3,5pd 10,75kn |
| 8820028<br>OVOI<br>H1000<br>Rdr Rt | **QAVAK**<br>**Disko Line & Trawl ApS**<br>Qeqertarsuaq/Godhavn Greenland (Danish) | **188**<br>56<br>— | | **1988** EOS A/S—Esbjerg (54)<br>—<br>22,23 7,21 5,80<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 8Cy. geared to sc. shaft<br>867bhp (638kW)<br>Caterpillar Inc. Peoria, Illinois |
| 8203402<br>SSAP<br>2692<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **QENA**<br>**The Egyptian Navigation Co. (ENC)**<br>Alexandria Egypt<br>SatCom: 1622410/SSAP | **24 105**<br>14 820<br>38 500<br>T/cm<br>48,7 | ✠**100A1** SS 12/90<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty or No. 3 hold only may be empty<br>Ice Class 3<br>✠**LMC**<br>EL J† 605,0/66,0U3(a)<br>FN 8045 | **1986**-6 Alexandria Shipyard—Alexandria (10030)<br>200,01 (BB) 26,57 11,088<br>190,00 26,51 15,83<br>F 17,1 1 dk<br>rf nil DK in way of Nos. 1, 2, 3, 4 & 5 holds | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 32,3 28,0 29,7 29,7 29,7 ER<br>G.49 637 B.47 369<br>5 Ha (stl) (each 18,7 × 13,6) ER<br>Cr 5(12,5) | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>10 000bhp (7 356kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8,6kgf/cm² (8,5bar)<br>e(ex.g) 8,6kgf/cm² (8,5bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 296,0t (d.o.) 1 390,0t (hvf) |
| 7815686<br>4XGZ<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **QESHET**<br>ex Berkah-91 ex Ocean Pioneer-91<br>ex Bo Supplier-90 ex Eagle Dawn-90<br>ex Tackler Dosinia-89 ex Makalu-87<br>ex Tackler Dosinia-86 ex Totara-83<br>ex Tackler Dosinia-81<br>**Oak Ships Ltd.**<br>Haifa Israel | **2 800**<br>1 161<br>4 634 | ✠**100A1** CS 8/84<br>container & roll on—roll off cargo ship<br>✠**LMC**<br>EL X 495,0/50,0U2<br>FN 3079<br>(BV) | **1979**-8 Kasado Dock Co. Ltd.—Kudamatsu (316)<br>114,92 (BB) 19,77 5,281<br>102,01 19,51 10,67<br>RAD 26,0 F 15,6 2 dks<br>rf 13 BK 18 | **M RoRo Cargo/General Cargo**<br>Side door/ramp (s. a.)<br>L 5,50 W 8,00<br>TEU 294 C.Ho 126/20' (40') C.Dk 168/20' (40') incl. 30 ref C.<br>9 Ha (stl) (12,7p&s 12,7p&s 12,7p&s 12,7p&s × 7,5) ER (12,7s × 7,5)<br>Cr 1(38) | MaK 9M552AK<br>Oil 4SA 9Cy. 450 × 520 sr geared to sc. shaft<br>5 002kW (6 800bhp)<br>Ube Industries Ltd. Ube<br>e(ex.g) (ex.g) 11kgf/cm² (10,8bar)<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 153,0t (d.o.) 1 310,0t (hvf)-20,0pd 16kn |
| 7632369<br>BORT<br>Df Esd Gc<br>Pfd Rdr Rt | **QI LIAN SHAN**<br>ex Canadian Express-80<br>Launched as Duck Yang Rose<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **10 108**<br>7 248<br>16 476 | ZC (GL) (NK) | **1977** Imai Zosen—Kochi (355)<br>143,38 21,95 9,400<br>135,00 21,80 12,20<br>P 26,0 F 10,1 2 dks | **M General Cargo**<br>4 Ho 1 TwD<br>G.21 916 B.19 957<br>4 Ha (stl) (13,6 × 8,9) (21,1 21,1 21,1 × 11,4) ER<br>4W Der 4(25) | Mitsubishi 8UEC52/105D<br>Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 360kW 445V 60Hz a.c.<br>Fuel 120,0t (d.o.) 482,5t (hvf)-30,0pd 14,25kn |

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| **8520630** | **QI MAO 18**<br>**Government of The People's Republic of China (Ministry of Communications, Tianjin Waterway Bureau)**<br>Qingdao/Tsingtao China | *149*<br>*44*<br>73 | | **1986**<br>25,02 8,03 1,501<br>22,31 8,01 2,62<br>1 dk | Odo Zosen Tekko K.K.—Shimonoseki | (322) | **TM Anchor Hoy** | Niigata<br>2 Oil 4SA each 6Cy. 132 × 160<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. |
| **8520642** | **QI MAO 19**<br>**Government of The People's Republic of China (Ministry of Communications, Tianjin Waterway Bureau)**<br>Qingdao/Tsingtao China | *149*<br>*44*<br>73 | | **1986**<br>25,02 8,03 1,501<br>22,31 8,01 2,62<br>1 dk | Odo Zosen Tekko K.K.—Shimonoseki | (323) | **TM Anchor Hoy** | Niigata<br>2 Oil 4SA each 6Cy. 132 × 160<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. |
| **7311343**<br>*BOCR*<br>Df Esd Gc<br>Pfd Rdr Rt | **QI MEN**<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**5 936**<br>2 929<br>—<br>**9 651**<br>5 250<br>13 884 | ZC (BV) | **1973**<br>152,75 (BB) 20,35 —/9,330<br>140,73 20,30 11,90<br>P 54,0 RQD 29,3 F 29,9 2 dks | VEB Warnowwerft Warnemuende —Warnemuende | (368) | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 19,5 18,2 26,5 ER 18,9<br>G.18 792 B.17 379<br>5 Ha (stl) (9,1 × 6,0) (10,6 10,6 18,9 × 10,9) ER (10,4 × 9,9)<br>16W Der 1(70) 16(5-10) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 400kW 390V 50Hz a.c.<br>Fuel 329,0t (d.o.) 1 049,5t (hvf) |
| **7019684**<br>*BBCZ*<br>Df Esd Gc<br>Pfd Rdr Rt | **QI SHAN**<br>ex Senkai Maru-85<br>**Yantai Ocean Shipping Company (COSCO YANTAI)**<br>Yantai China | **1 988**<br>1 093<br>2 848 | ZC (NK) | **1970**<br>89,10 - 5,800<br>83,82 13,60 6,80<br>P 20,5 F 9,8 1 dk | Kanda Zosensho K.K.—Kure | (145) | **M General Cargo**<br>2 Ho ER<br>G.4 213 B.4 005<br>2 Ha (stl) (12,5 29,9 × 6,8) ER<br>9W Der 3(15) | Akasaka<br>Oil 4SA 6Cy. 460 × 720<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 120kW<br>Fuel 52,0t (d.o.) 331,0t (hvf)-8,0pd |
| **7525396**<br>*BORP*<br>Df Esd Gc<br>Pfd Rdr Rt | **QI XIA SHAN**<br>Launched as Aegis Seaman<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**6 781**<br>3 835<br>—<br>**9 515**<br>6 330<br>15 985 | ZC (AB) | **1978**<br>144,00 21,47 —/8,902<br>134,00 21,40 12,20<br>P 12,2 F 9,8 2 dks | Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao | (303) | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 24,7 30,0 13,5 30,0 ER<br>G.22 011 B.20 614<br>4 Ha (stl) (13,5 × 8,0) (20,2 7,4 20,2 × 12,6) ER<br>5W Cr 3(12,5) Der 4(10) 1(2,5) | B&W<br>Oil 2SA 7Cy. 450 × 900<br>6 150bhp (4 524kW)<br>Ast. Espanoles S.A. Sestao<br>Gen 3 × 252kW 450V a.c. |
| **7801051**<br>Esd | **QI ZHONG 21 HAO**<br>**Government of The People's Republic of China**<br>Qingdao/Tsingtao China<br>See Register of Offshore Units | **1 100**<br>—<br>— | (NK) | **1978**<br>47,91 18,01<br>46,00 18,00 3,51<br>1 dk | Awazu Zosen—Naruto | (269) | **TM Crane Ship**<br>Mchy.aft | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240 sr gear shafts<br>740bhp (544kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 48kW |
| **7801063**<br>Esd | **QI ZHONG 22 HAO**<br>**Government of The People's Republic of China**<br>Qingdao/Tsingtao China<br>See Register of Offshore Units | **1 100**<br>—<br>— | (NK) | **1978**<br>47,91 18,01<br>46,00 18,00 3,51<br>1 dk | Awazu Zosen—Naruto | (270) | **TM Crane Ship**<br>Mchy.aft | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240 sr gear shafts<br>740bhp (544kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 48kW |
| **7328346**<br>*BOSO*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **QIAN SHAN**<br>ex Charlotte Kogel-82<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Qinhuangdao China | T.Mk<br>**6 735**<br>4 413<br>13 520<br>**9 771**<br>6 785<br>16 014 | ZC (GL) | **1973**<br>149,80 (BB) 21,06 8,173/9,240<br>139,25 21,00 12,25<br>F 12,8 2 dks<br>rf nil | A.G. "Weser" Werk Seebeck—Bremerhaven | (966) | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 18,9 18,9 17,6 24,9 18,9 ER<br>4 TwD<br>G.22 305 B.20 407<br>TEU 268<br>C.Ho 148/20' (40') C.Dk 120/20' (40')<br>5 Ha (stl) (12,6 × 7,8) (12,7 12,7 17,2 12,7 × 10,4) ER<br>8W Der 1(60) 10(5-10) | MAN<br>Vee Oil 4SA 16Cy. 400 × 540<br>8 690bhp (6 392kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 490kW 1 × 198kW 450V 50<br>Fuel 120,0t (d.o.) 1 090,0t (hvf)-29,5pd |
| **6930415**<br>*BOOH*<br>Df Esd Gc<br>Pfd Rdr Rt | **QIAN TANG JIANG**<br>ex Madeleine-77<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | T.Mk<br>**2 896**<br>1 458<br>4 985<br>**4 797**<br>3 044<br>6 775 | ZC (NV) | **1969**<br>119,88 (BB) 17,30 6,452/7,650<br>109,00 17,22 9,40<br>2 dks<br>rf 102 | Jos. L. Meyer—Papenburg | (553) | **M General Cargo**<br>Ref<br>5 Ho 8,9 21,7 17,2 17,6 12,9 ER<br>G.8 652 B.7 950 In.852<br>TEU 148 C. 148/20'<br>7 Ha (stl) (5,0 × 6,4) (15,3 × 8,7) (15,3p&s 15,3p&s × 6,3) (5,1 × 7,0) ER<br>3W Cr 1(10) 2(5) Der 1(35) 1(21) 2(3) | Deutz<br>2 Oil 4SA each 8Cy. 370 × 400 geared<br>7 000bhp (5 149kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 550kW 3 × 264kW 400V a.c. |
| **8714308**<br>*OWUD*<br>D3196<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **QILALUGAQ**<br>**Upernavik Trawl ApS**<br>Upernavik Greenland (Danish)<br>SatCom: 1610352/OWUD | *631*<br>*189*<br>— | NV | **1988**<br>38,46<br>32,11 9,61 6,91<br>2 dks<br>rf 749 BK 399 | Hjorungavaag Verksted A/S—Hjorungavaag | (45) | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref<br>Ice strengthened<br>In.300 | Wartsila<br>Oil 4SA 6Cy. 220 × 240 geared to sc.<br>974kW (1 324bhp)<br>Oy Wartsila Ab<br>Gen 2 × 306kW 380V 50Hz a.c. |
| **8614857**<br>*BTFA* | **QIN GANG 4**<br>**Government of The People's Republic of China (Qinhuangdao Harbour Administration)**<br>Qinhuangdao China | **270**<br>81<br>88 | | **1987**<br>31,87 8,64 2,830<br>27,00 8,60 3,80<br>1 dk | Ishikawajima Ship & Chemical Plant Co. —Tokyo | (580) | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 220 × 300 with cl flexible couplings & dr geared to sc.<br>Daihatsu Diesel Mfg. Co. Ltd.<br>2 Directional propellers |
| **8404070**<br>*BTEG* | **QIN GANG 5**<br>**Government of The People's Republic of China (Qinhuangdao Harbour Administration)**<br>Qinhuangdao China | *374*<br>*112*<br>215 | (ZC) | **1985**<br>35,00 9,83 3,820<br>29,90 9,80 4,50<br>1 dk | Tokushima Zosen K.K.—Fukuoka | (1518) | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340 geared shafts<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8614869**<br>*BTFB* | **QIN GANG 6**<br>**Government of The People's Republic of China (Qinhuangdao Harbour Administration)**<br>Qinhuangdao China | **337**<br>101<br>123 | | **1987**<br>34,12 9,83 3,301<br>29,00 9,80 4,30 | Ishikawajima Ship & Chemical Plant Co. —Tokyo | (581) | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 220 × 340 with cl flexible couplings & dr geared to sc.<br>Daihatsu Diesel Mfg. Co. Ltd.<br>2 Directional propellers |
| **8844024**<br>*BTEF*<br>Df Esd Gc<br>Rdr RTv | **QIN GANG 9**<br>**Government of The People's Republic of China (Qinhuangdao Harbour Administration)**<br>Qinhuangdao China | **419**<br>125<br>— | ZC | **1990**<br>38,00 - 3,800<br>36,00 10,00 4,80<br>1 dk | Zhenjiang Shipyard—Zhenjiang | | **TM Tug** | Caterpillar<br>2 Oil 4SA each 6Cy. 280 × 300<br>Caterpillar Inc.<br>Gen 3 × 64kW 400V a.c. |
| **8844048**<br>*BTEW*<br>Df Esd Gc<br>Rdr RTv | **QIN GANG 11**<br>**Government of The People's Republic of China (Qinhuangdao Harbour Administration)**<br>Qinhuangdao China | **400**<br>120<br>— | ZC | **1990**<br>38,00 - 3,800<br>36,00 10,00 4,80<br>1 dk | Zhenjiang Shipyard—Zhenjiang | | **M Tug** | Caterpillar<br>Oil 4SA 6Cy. 280 × 300<br>Caterpillar Inc.<br>Gen 2 × 64kW 400V a.c. |

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|---|---|---|---|---|---|---|
| 7313767<br>Rdr Rt | **QIN GANG 11**<br>ex Hokuto Maru<br>**Government of The People's Republic of China (Qinhuangdao Harbour Administration)**<br>Qinhuangdao China | **279**<br>104<br>109 | | **1973** Ishikawajima Ship & Chemical Plant Co. —Tokyo (437)<br>32,82 9,53 3,371<br>29,55 9,50 4,32<br>1 dk | **TM Tug** | Daihatsu 8DSM-26<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 100kW 440V 60Hz a.c.<br>13kn |
| 8217001<br>BTEJ<br>Esd Rdr Rt | **QIN GANG 12**<br>**Government of The People's Republic of China (Qinhuangdao Harbour Administration)**<br>Qinhuangdao China | **332**<br>96<br>119 | | **1983** Ishikawajima Ship & Chemical Plant Co. —Tokyo (551)<br>32,83 3,301<br>26,50 9,50 4,42<br>1 dk | **TM Tug** | Daihatsu 8DSM-26<br>2 Oil 4SA each 8Cy. 260 × 320 with flexible couplings & dr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| 8404068<br>BTEW | **QIN GANG 13**<br>**Government of The People's Republic of China (Qinhuangdao Harbour Administration)**<br>Qinhuangdao China | *374*<br>*112*<br>215 | (ZC) | **1985** Tokushima Zosen K.K.—Fukuoka (1517)<br>35,00 9,83 3,820<br>29,00 9,80 4,50<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340 geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| 8830279 | **QIN GONG SHUI 1**<br>**China Marine Bunker Supply Co. (Qinhuangdao Branch)**<br>Qinhuangdao China | **330**<br>132<br>400 | | **1978** Yingkou Shipyard—Yingkou<br>40,60 - 3,500<br>38,50 8,00 3,90<br>1 dk | **M Tug/Supply Ship**<br>Deck Cargo | S.K.L. 6NVD36A-1U<br>Oil 4SA 6Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 26kW 230V a.c.<br>9kn |
| 8830281 | **QIN GONG SHUI 2**<br>**China Marine Bunker Supply Co. (Qinhuangdao Branch)**<br>Qinhuangdao China | **531**<br>297<br>668 | | **1988** Wuchang Shipyard—Wuhan<br>49,80 - 3,400<br>46,50 9,00 4,30<br>1 dk | **M Supply Ship**<br>Deck Cargo<br>3 Ta ER | Oil<br>People's Republic of China<br>Gen 2 × 80kW 385V a.c.<br>9,6kn |
| 8830645<br>Rdr | **QIN GONG 1**<br>**Qinhuangdao Foreign Ships Supply Co.**<br>Qinhuangdao China | **165**<br>—<br>— | | **1978** Dongsheng Machinery Plant—Chongqing, Sichuan<br>34,60 - 2,100<br>32,00 6,60 2,98 | **M Factory Fishing**<br>Fish-factory Side-fishing | Chinese Std. Type 6200<br>Oil 4SA 6Cy. 200 × 270<br>397kW (540bhp)<br>Harbin Shipyard Harbin<br>Gen 2 × 40kW 400V a.c.<br>12kn |
| 5254668<br>BHIN<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **QIN HUAI**<br>ex Pateverett-82 ex Nopal Express-77<br>**Jiangsu Ocean Shipping Company (COSCO JIANGSU)**<br>Nanjing/Nanking China | T.Mk<br>**4 998**<br>2 826<br>7 280 | (NV) (ZC) | **1960** Kieler Howaldtswerke A.G.—Kiel (1149)<br>143,31 18,45 7,111<br>131,43 18,41 10,85<br>P 32,0 B 26,9 F 32,0 2 dks, 3rd dk in No. 4 hold<br>rf 102 | **M General Cargo**<br>Ref 12P<br>Ice strengthened<br>5 Ho 14,4 22,6 13,8 22,7 16,0<br>G.14 587 B.13 351 In.2 267<br>5 Ha (6,8 × 3,9) (13,1 13,1 12,4 × 6,1) (8,3 × 5,4)<br>18W Der 1(50) 2(10) 14(5) 1(3) | MAN<br>Oil 2SA 7Cy. 780 × 1400<br>7 860bhp (5 782kW)<br>Kieler Howaldtswerke A.G. Kiel<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel 1 503,5t (hvf)-30,5pd 17kn |
| 7238046<br>BOWP<br>Df Esd Gc<br>Pfd Rdr Rt | **QIN LING**<br>ex Myoken Maru-75<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **6 181**<br>3 656<br>10 491 | ZC (NK) | **1972** Ujina Zosensho—Hiroshima (429)<br>126,83 19,23 7,760<br>118,00 19,20 9,80<br>P 23,5 F 10,7 1 dk | **M General Cargo**<br>3 Ho ER<br>G.12 516 B.12 241<br>3 Ha (stl) (16,3 29,4 18,2 × 9,8) ER<br>4W Der 1(20) 3(15) | Mitsubishi 6UET52/90D<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 1 177,5t-19,0pd 12kn |
| 8007169<br>BEPZ<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **QIN TAI**<br>ex Algeria-89<br>Launched as Haldem<br>**Government of The People's Republic of China (China National Foreign Trade Transportation Corp.)**<br>Wuhan China | **999**<br>716<br>3 220 | GL ZC | **1980** Werft Nobiskrug G.m.b.H.—Rendsburg (704)<br>89,39 15,73 4,941<br>81,80 15,70 8,00<br>F 7,1 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.5 281 B.5 030<br>TEU 218<br>C.Ho 98/20'(40') C.Dk 120/20'(40')<br>2 Ha (stl) (25,1 24,6 × 12,5) ER<br>Cr 1(30) | Deutz<br>Oil 4SA 6Cy. 370 × 400 reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 176kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13,25kn |
| | | **DAMAGED BY STRANDING 8/87** | | | | |
| 9034341<br>Df Esd Gc<br>Rdr RTv | **QIN TAI No. 2**<br>**Qin Tai Shipping Company**<br>China | **1 500**<br>—<br>2 300 | ZC (Class cont.) | **1991** Jiang Zhou Shipyard—Rui Chang (A416)<br>... ... ...<br>... ... ... | **M General Cargo** | Chinese Std. Type 6350<br>Oil 4SA 6Cy. 300 × 380<br>Shaanxi Diesel Engine Factory Xinping |
| 8830293<br>BTEA<br>Df Esd Pfd<br>Rdr Rt | **QIN YOU 1**<br>**China Marine Bunker Supply Co. (Qinhuangdao Branch)**<br>Qinhuangdao China | **819**<br>335<br>1 000 | | **1972** Hudong Shipyard—Shanghai<br>67,52 - 4,100<br>60,03 10,02 4,50<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 1 369 | Skoda 6L350IIPN<br>Oil 4SA 6Cy. 350 × 500<br>721kW (980bhp)<br>Skoda Praha<br>Gen 2 × 60kW 400V a.c.<br>10kn |
| 8705498<br>BTEB<br>Df Esd Gc<br>Rdr Rt | **QIN YOU 2**<br>**China Marine Bunker Supply Co. (Qinhuangdao Branch)**<br>Qinhuangdao China | *1 235*<br>*458*<br>1 541 | ZC | **1988** Kyokuyo Zosen K.K.—Chofu (347)<br>4,452<br>68,03 11,41 5,21<br>1 dk | **M Tanker**<br>Bunkering<br>8 Ta ER<br>L.(oil) 1 755 | Daihatsu 6DLM-26<br>Oil 4SA 6Cy. 260 × 340 sr geared to sc. shaft<br>1 500bhp (1 103kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| 8319483<br>BTER<br>Esd Gc Pfd<br>Rdr Rt | **QIN YOU 3**<br>**China Marine Bunker Supply Co. (Qinhuangdao Branch)**<br>Qinhuangdao China | *852*<br>*355*<br>1 000 | (ZC) | **1984** Odo Zosen Tekko K.K.—Shimonoseki (303)<br>62,50 10,04 4,020<br>57,50 10,00 4,60<br>P 19,6 F 9,2 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 332 | Niigata<br>Oil 4SA 6Cy. 250 × 320 with clutches, flexible couplings & sr geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Ota |
| 8830657<br>BTEC<br>Df Esd Pfd<br>Rdr Rt | **QIN YOU 4**<br>**China Marine Bunker Supply Co. (Qinhuangdao Branch)**<br>Qinhuangdao China | **824**<br>327<br>1 000 | | **1973** Hudong Shipyard—Shanghai<br>67,32 - 4,100<br>61,50 10,02 4,50<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.1 369 | Skoda 6L350IIPN<br>Oil 4SA 6Cy. 350 × 500<br>721kW (980bhp)<br>Skoda Praha<br>Gen 2 × 75kW 400V a.c.<br>10kn |
| 7425479<br>9VRO<br>383381<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **QING ANN**<br>ex Sanko Scorpio-85<br>ex Regent Scorpio-80<br>**Samta Private Ltd.**<br>Singapore Singapore | **6 051**<br>4 118<br>9 930 | NK | **1976** Hashihama Zosen—Imabari (590)<br>128,99 18,37 7,951<br>120,91 18,34 9,91<br>P 23,8 F 9,8 1 dk | **M General Cargo**<br>4 Ho 22,1 21,7 21,7 21,7 ER<br>G.13 036 B.12 440<br>4 Ha (stl) (16,0 16,4 15,7 15,7 × 6,5) ER<br>4W Der 2(20) 2(15) | Mitsubishi 6UEC52/105D<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW a.c.<br>Fuel 815,0t (hvf) 13,5kn |
| 7649922<br>X6MF<br>Rdr Rt | **QING CHUAN TANKER 1**<br>ex Sai Kong-84<br>ex Hakuryo Maru No. 2-79<br>**Qing Chuan Shipping Co. Ltd.**<br>Wuhan China | **391**<br>254<br>1 000 | BV | **1969** Murakami Hide Zosen K.K.—Hakata (69)<br>54,01 3,401<br>49,20 8,21 4,02<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 078 | Oil 4SA 6Cy. 270 × 420<br>800bhp (588kW)<br>Kobe Hatsudoki K.K. Japan<br>10kn |
| 6928955<br>X6MG<br>Pfd Rdr Rt | **QING CHUAN TANKER 2**<br>ex Tung Kong-84 ex Hakuju Maru-79<br>ex Kygnus Maru No. 1<br>**Qing Chuan Shipping Co. Ltd.**<br>Wuhan China | **499**<br>322<br>1 118 | (BV) | **1969** Nichiro Zosen—Hakodate (283)<br>57,59 8,82 4,090<br>52,58 8,79 4,55<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 354 | Fuji<br>Oil 4SA 6Cy. 320 × 500<br>1 200bhp (883kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 40kW<br>11kn |

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|---|---|---|---|---|---|---|
| **7819967**<br>*BEQH*<br>Df Esd Gc<br>Pfd Rdr Rt | **QING CHUAN 2**<br>Launched as You Yi 4<br>**Qing Chuan Shipping Co. Ltd.**<br>Wuhan China | **3 679**<br>1 696<br>4 377 | ZC | **1982** R.O. Brodogradiliste "Uljanik"—Pula (338)<br>107,00 6,420<br>98,90 15,20 8,00<br>P 25,3 F 22,6 1 dk | **M General Cargo**<br>4 Ho ER<br>G.6 295<br>4 Ha (stl) ER<br>Der 8(5-10) | Sulzer<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina" |
| **7819979**<br>*BEQJ*<br>Df Esd Gc<br>Pfd Rdr Rt | **QING CHUAN 3**<br>Launched as You Yi 6<br>**Qing Chuan Shipping Co. Ltd.**<br>Wuhan China | **3 679**<br>1 696<br>4 801 | ZC | **1982** R.O. Brodogradiliste "Uljanik"—Pula (339)<br>107,00 15,22 6,420<br>98,90 15,20 8,00<br>P 25,3 F 22,6 1 dk | **M General Cargo**<br>4 Ho ER<br>G.6 295<br>4 Ha (stl) ER<br>Der 8(5-10) | Sulzer<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina"<br>Gen 3 × 232kW 400V 50Hz a.c. |
| **7819981**<br>*BEQK*<br>Df Esd Gc<br>Pfd Rdr Rt | **QING CHUAN 4**<br>Launched as You Yi 8<br>**Qing Chuan Shipping Co. Ltd.**<br>Wuhan China | **3 679**<br>1 696<br>4 801 | ZC | **1982** R.O. Brodogradiliste "Uljanik"—Pula (340)<br>107,00 15,22 6,420<br>98,90 15,20 8,00<br>P 25,3 F 22,6 1 dk | **M General Cargo**<br>4 Ho ER<br>G.6 295<br>4 Ha (stl) ER<br>Der 8(5-10) | Sulzer<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina"<br>Gen 2 × 232kW 400V 50Hz a.c. |
| **7819993**<br>*BEQL*<br>Df Esd Gc<br>Pfd Rdr Rt | **QING CHUAN 5**<br>Launched as You Yi 10<br>**Qing Chuan Shipping Co. Ltd.**<br>Wuhan China | **3 679**<br>1 696<br>4 801 | ZC | **1982** R.O. Brodogradiliste "Uljanik"—Pula (341)<br>107,00 - 6,420<br>98,90 15,20 8,00<br>P 25,3 F 22,6 1 dk | **M General Cargo**<br>4 Ho ER<br>G.6 295<br>4 Ha (stl) ER<br>Der 8(5-10) | Sulzer<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina"<br>Gen 2 × 232kW 400V 50Hz a.c. |
| **8130825**<br>*BEQN*<br>Df Esd Gc<br>Rdr Rt | **QING CHUAN 7**<br>ex Enyo-87 ex Enyo Maru-84<br>**Qing Chuan Shipping Co. Ltd.**<br>Wuhan China | **1 454**<br>962<br>3 600 | ZC (NK) | **1982** Sanyo Zosen K.K.—Mukaishima (837)<br>84,00 5,680<br>78,00 14,50 8,50<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 466 B.5 063<br>2 Ha (stl) (16,9 24,7 × 9,0) ER<br>Der 2(20) 1(15) | Akasaka<br>Oil 4SA 6Cy. 380 × 600 reverse reductio<br>to sc. shaft<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| **8025513**<br>*7KJS*<br>124016<br>Df Esd Gc<br>Pfd Rdr Rt | **QING DAO**<br>**Morino Kisen Y.K.**<br>Namikata, Japan<br>Ehime Pref. | **1 088**<br>747<br>3 043 | NK | **1981** Yamanaka Zosen K.K.—Namikata (236)<br>80,80 5,519<br>75,01 13,50 5,67<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.3 042 B.2 994<br>2 Ha (stl) (11,2 26,0 × 9,5) ER<br>3W Der 1(15) 2(10) | Makita<br>Oil 4SA 6Cy. 370 × 590<br>2 300bhp (1 692kW)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 120kW 445V 60Hz a.c.<br>Fuel 46,5t (d.o.) 119,5t (hvf)-8,0pd |
| **8844036**<br>Df Esd Gc<br>Rdr | **QING DAO 801**<br>**Qingdao Ocean Fishing Corp.**<br>Qingdao/Tsingtao China | **274**<br>82<br>— | ZC | **1989** Qingdao Fishery Shipyard—Qingdao,<br>Shandong.<br>43,50 - 2,800<br>37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Zibo Fishing Vessel Diesel Engine Works<br>Gen 2 × 64kW 400V a.c. |
| **8844050**<br>Df Esd Gc<br>Pfd Rdr | **QING DAO 802**<br>**Qingdao Ocean Fishing Corp.**<br>Qingdao/Tsingtao China | **274**<br>82<br>— | ZC | **1989** Qingdao Fishery Shipyard—Qingdao,<br>Shandong.<br>43,50 - 2,800<br>37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Zibo Fishing Vessel Diesel Engine Works<br>Gen 2 × 64kW 400V a.c. |
| **5138723**<br>*BRWO*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **QING FENG ER HAO**<br>ex Asia-Afrika-83 ex Gyda-67<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **8 970**<br>4 996<br>12 675 | ZC | **1960** AB Oskarshamns Varv—Oskarshamn (351)<br>147,88 18,80 9,121<br>124,64 18,75 12,04<br>2 dks | **M General Cargo** OSD/CSD 2bth P<br>Ice strengthened<br>5 Ho 17,9 18,9 19,9 ER 14,0 21,0<br>1 TwD 7,6<br>G.18 470 B.16 895<br>5 Ha (stl) (10,2 12,1 11,4 × 8,0) ER (16,6<br>11,4 × 8,0)<br>16W Der 2(20) 2(10) 12(5) | Gotaverken<br>Oil 2SA 6Cy. 630 × 1300<br>5 600bhp (4 119kW)<br>A/B Gotaverken<br>Gen 3 × 200kW 230V d.c.<br>Fuel 1 874,5t (hvf) |
| **5075567**<br>*BRWP*<br>Df Esd Gc<br>Pfd Rdr RTv | **QING FENG SAN HAO**<br>ex Yu Chun-84 ex Norwegian Sea-76<br>ex Salimiah-73 ex Clarkforth-65<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | T.Mk<br>**7 454**<br>3 945<br>—<br>**9 733**<br>5 359<br>13 774 | ZC<br>✠Classed LR until 26/11/76 | **1962**-10 Lithgows Ltd.—Port Glasgow (1136)<br>153,92 20,12 8,414/9,321<br>141,73 20,04 12,42<br>P 14,1 F 13,8 2 dks<br>RW rf 152 | **M General Cargo**<br>5 Ho 16,4 20,5 11,7 8,3DTp&s ER 24,3<br>22,5 6 TwD<br>G.19 578 B.18 055<br>5 Ha (stl) (8,9 11,7 12,5 × 7,9) ER (12,5<br>10,0 × 7,9)<br>16W Der 1(60) 12(10) 4(5) | B&W<br>Oil 2SA 8Cy. 620 × 1400<br>8 570bhp (6 304kW)<br>J. G. Kincaid & Co. Ltd.<br>Gen 3 × 270kW 220V d.c.<br>Fuel 1 568,0t |
| **8703414**<br>*BTCW1* | **QING GANG TUO 14**<br>**Government of The People's Republic of China (Qingdao Port Affairs Administration)**<br>Qingdao/Tsingtao China | **355**<br>106<br>— | | **1987** Kanagawa Zosen—Kobe (291)<br>34,50 3,050<br>30,30 9,60 4,20<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 255 × 270<br>Niigata Eng. Co. Ltd. |
| **8703426**<br>*BCTW2* | **QING GANG TUO 15**<br>**Government of The People's Republic of China (Qingdao Port Affairs Administration)**<br>Qingdao/Tsingtao China | **355**<br>106<br>— | | **1987** Kanagawa Zosen—Kobe (292)<br>34,50 3,110<br>30,30 9,60 4,20<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 255 × 270<br>Niigata Eng. Co. Ltd. |
| **8515831**<br>*BTDZ* | **QING GANG XIAO 2**<br>**Government of The People's Republic of China (Qingdao Port Affairs Administration)**<br>Qingdao/Tsingtao China | *292*<br>*87*<br>— | | **1985** Odo Zosen Tekko K.K.—Shimonoseki (316)<br>34,70 8,44 2,550<br>30,50 8,20 3,80<br>1 dk | **TM Fire-fighting Vessel** | Pielstick<br>2 Oil 4SA each 6Cy. 255 × 270 with cl<br>flexible couplings & sr geared to sc.<br>3 200bhp (2 354kW)<br>Niigata Eng. Co. Ltd.<br>2 Directional propellers |
| **8830695**<br>Rdr | **QING GONG SHUI 1**<br>**China Marine Bunker Supply Co. (Qingdao Branch)**<br>Qingdao/Tsingtao China | **330**<br>131<br>419 | | **1975** Yingkou Shipyard—Yingkou<br>40,30 - 3,500<br>38,00 8,00 4,20<br>1 dk | **M Supply Ship**<br>Deck Cargo | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>315kW (428bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 20kW 110V a.c. |
| **8830671** | **QING GONG SHUI 2**<br>**China Marine Bunker Supply Co. (Qingdao Branch)**<br>Qingdao/Tsingtao China | **330**<br>131<br>419 | | **1977** Yingkou Shipyard—Yingkou<br>40,30 - 3,500<br>38,00 8,00 4,20<br>1 dk | **M Supply Ship**<br>Deck Cargo | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>315kW (428bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 26kW 230V a.c. |
| **5068148**<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **QING HAI**<br>ex Ipanema-73 ex Corcovado-73<br>ex Chapel River-70<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China | **16 177**<br>8 282<br>24 482<br>T/cm<br>36,8 | (ZC)<br>Classed LR until 6/73 | **1962**-9 Blyth Dry Docks & SB. Co. Ltd.—Blyth (381)<br>188,63 22,94 9,780<br>179,84 22,86 12,96<br>P 34,8 F 18,3 1 dk<br>rf 76 | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>5 Ho 25,6 25,9 25,9 25,9 25,9 ER<br>G.31 451 B.30 337<br>5 Ha (stl) (each 15,5 × 12,1) ER<br>Cr 6(5) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW)<br>G. Clark (Sunderland) Ltd.<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 257,0t (d.o.) 1 438,0t (hvf)-33,5pd |

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| 8100521<br>BOLQ<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **QING HE**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | *16 100*<br>*7 595*<br>20 829 | (GL) | **1982** Flensburger Schiffsbau-Ges.—Flensburg (661)<br>170,21 (BB) 28,45 9,681<br>157,03 28,41 14,00<br>Ba 17,4 F 16,2 2 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>4 Cell. Ho 24,5 30,6 30,3 30,3 ER<br>TEU 1152<br>C.Ho 490/20' (40') C.Dk 662/20' (40') incl. 50 ref C.<br>15 Ha (stl) ER<br>Cr 2(36) | MAN K6SZ70/150C<br>Oil 2SA 6Cy. 700 × 1500<br>14 460bhp (10 636kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 784kW 3 × 720kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>18,75kn |
| 5404550<br>BOZX<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **QING HE CHENG**<br>ex Glenfalloch-77<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**9 647**<br>4 511<br>10 519<br>**11 544**<br>6 549<br>11 443 | ZC<br>✠Classed LR until 3/2/78 | **1963**-1 Fairfield SB. & Eng. Co. Ltd.—Govan, Glasgow (813)<br>165,74 22,76 9,056/9,480<br>152,68 22,71 13,26<br>P 9,2 F 18,3 3 dks, 4th dk in no. 4 hold<br>rf 152 DK fwd | **M General Cargo**<br>Ref 12P<br>7 Ho 18,5 16,4 21,7 18,4 ER 20,9 14,7 6,7<br>G.14 815 B.13 523 In.2 339<br>7 Ha (stl) (8,0 × 4,8) (8,3 10,9 7,9 × 7,3) ER (10,9 8,3 × 7,3) (2,9 × 8,1)<br>Der 1(40) 4(15) 4(10) 16(5) | Sulzer 9RND90<br>Oil 2SA 9Cy. 900 × 1550<br>16 600bhp (12 210kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 500kW 220V d.c.<br>Fuel (hvf) 15kn |
| 7230551<br>BBMV<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **QING HUA**<br>ex Caroline Schulte-88 ex Achill-84<br>ex Lohengrin-74<br>**Qingdao Huaqing Shipping Co. Ltd.**<br>Qingdao/Tsingtao China | T.Mk<br>**3 041**<br>1 612<br>5 860<br>**4 815**<br>3 315<br>7 410 | ZC (GL) | **1973** Schlichting-Werft G.m.b.H.—Travemuende (1376)<br>116,78 (BB) 17,28 6,503/7,520<br>107,95 17,20 9,90<br>F 9,2 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 21,4 28,5 26,6 ER<br>G.10 674 B.10 028<br>TEU 244 C. 244/20'<br>3 Ha (stl) (12,9 × 7,7) (19,5 19,5 × 10,5) ER<br>12W Der 1(60) 10(5-10) | MaK 8M551AK<br>Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 232kW 1 × 124kW 380V 50Hz a.c.<br>Fuel 68,0t (d.o.) 432,0t (hvf) 15kn |
| 7814785<br>Rt | **QING JIAN QING 3**<br>**Government of The People's Republic of China (Qingdao Maritime Safety Administration of The Ministry of Communications)**<br>Qingdao/Tsingtao China | **188**<br>50<br>110 | | **1979** "A. Fai" Engineers & Shiprepairers—Hong Kong (069)<br>30,00 10,01 2,601<br>27,00 9,80 3,80<br>1 dk | **TM Pollution & Surface Clearance Vessel**<br>Fire-fighting Twin Hull<br>Mchy.aft | Caterpillar 3304T<br>2 Oil 4SA each 4Cy. 121 × 152 reduction geared to sc. shafts<br>240bhp (177kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 80kW 385V 50Hz a.c.<br>6kn |
| 7611559<br>BOUL<br>Df Esd Gc<br>Pfd Rdr Rt | **QING JIANG**<br>ex Cluden-82<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **9 326**<br>6 005<br>15 290 | ZC<br>✠Classed LR until 8/82 | **1978**-9 Austin & Pickersgill Ltd.—Southwick, Sunderland (1378)<br>144,00 20,48 8,860<br>137,50 20,42 11,75<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 22,8 ER 21,3<br>3 TwD<br>G.21 379 B.19 636<br>5 Ha (stl) (11,6 × 6,7) (13,1 13,7 19,9 × 8,5) ER (11,4 × 6,7)<br>Der 1(50) 8(10) | Sulzer 4RND68M<br>Oil 2SA 4Cy. 680 × 1250<br>7 600bhp (5 590kW)<br>G. Clark & N.E.M. Ltd. Wallsend<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 129,0t (d.o.) 1 127,0t (hvf) 15kn |
| 7018458<br>BIHD<br>Df Esd Gc<br>Rdr RTh/v<br>AMVER | **QING RONG**<br>ex Nordstrand-88<br>**Qingfeng Marine Shipping Co.**<br>Shanghai China | T.Mk<br>**2 831**<br>1 937<br>5 885<br>**4 800**<br>3 310<br>7 435 | ZC (GL) | **1970** Schlichting-Werft G.m.b.H.—Travemuende (1367)<br>116,70 (BB) 17,25 6,516/7,520<br>112,41 17,23 9,90<br>F 9,2 2 dks | **M General Cargo**<br>3 Ho 21,9 28,5 32,0 ER<br>G.10 660 B.10 012<br>3 Ha (stl) (12,9 × 7,7) (19,5 19,5 × 10,5) ER<br>10W Der 2(60) 10(10) 1(1) | MaK<br>Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 232kW 1 × 124kW 380V 50Hz a.c.<br>Fuel 68,0t (d.o.) 432,0t (hvf) 15kn |
| 8830188<br>BPGR<br>Df Esd Gc<br>Pfd Rdr Rt | **QING XIN**<br>ex Gong Nong Bing 18-85<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **3 839**<br>1 585<br>868 | | **1960** Hudong Shipyard—Shanghai<br>105,62 - 5,190<br>97,00 15,00 7,70<br>2 dks | **M Passenger/General Cargo** | Chinese Std. Type 6ESDZ43/82B<br>Oil 4SA 6Cy. 430 × 820<br>1 471kW (2 000bhp)<br>Hudong Shipyard Shanghai<br>Gen 3 × 250kW 400V a.c.<br>12kn |
| 7734088<br>BODU<br>Df Esd Gc<br>Pfd Rdr Rt | **QING YANG**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**7 618**<br>3 498<br>—<br>**10 267**<br>5 388<br>14 145 | ZC | **1973** Kiangnan Dockyard & Eng. Works —Shanghai<br>161,50 (BB) —/9,230<br>148,00 21,20 12,50<br>F 14,7 2 dks | **M General Cargo**<br>5 Ho<br>B.19 512<br>5 Ha (stl) (9,1 × 6,0) (15,0 15,0 9,7 12,7 × 8,0)<br>15W Der 1(60) 4(10) 10(5) | Hudong<br>Oil 2SA 6Cy. 760 × 1600<br>9 000bhp (6 620kW)<br>Shanghai Diesel Engine Works Shanghai<br>Gen 4 × 250kW 380V 50Hz a.c.<br>Fuel (d.o.) 17,5kn |
| 8830748<br>BTCA<br>Esd Rdr Rt | **QING YOU 1**<br>**China Marine Bunker Supply Co. (Qingdao Branch)**<br>Qingdao/Tsingtao China | **825**<br>327<br>1 192 | | **1972** Hudong Shipyard—Shanghai<br>67,52 - 4,100<br>60,00 10,00 4,50<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.1 349 | Skoda 6L350IIPN<br>Oil 4SA 6Cy. 350 × 500<br>721kW (980bhp)<br>Skoda Praha<br>Gen 2 × 64kW 400V a.c.<br>10kn |
| 8830750<br>BTCB<br>Esd Rdr Rt | **QING YOU 2**<br>**China Marine Bunker Supply Co. (Qingdao Branch)**<br>Qingdao/Tsingtao China | **825**<br>327<br>1 192 | | **1973** Hudong Shipyard—Shanghai<br>67,52 - 4,100<br>60,00 10,00 4,50<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.1 349 | Skoda 6L350IIPN<br>Oil 4SA 6Cy. 350 × 500<br>721kW (980bhp)<br>Skoda Praha<br>Gen 2 × 90kW 400V a.c.<br>10kn |
| 8830762<br>BTCC<br>Esd Rdr Rt | **QING YOU 3**<br>**China Marine Bunker Supply Co. (Qingdao Branch)**<br>Qingdao/Tsingtao China | **825**<br>327<br>1 192 | | **1973** Hudong Shipyard—Shanghai<br>67,52 - 4,100<br>60,00 10,00 4,50<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.1 349 | Skoda 6L350IIPN<br>Oil 4SA 6Cy. 350 × 500<br>721kW (980bhp)<br>Skoda Praha<br>Gen 2 × 90kW 400V a.c.<br>10kn |
| 8830774 | **QING YOU 6**<br>**China Marine Bunker Supply Co. (Qingdao Branch)**<br>Qingdao/Tsingtao China | **363**<br>114<br>550 | | **1977** Xingang Shipyard—Tianjin/Tientsin<br>45,40 - 3,500<br>42,00 8,80 4,20<br>1 dk | **M Tanker** | S.K.L. 6NVD36A-1U<br>Oil 4SA 6Cy. 240 × 360<br>315kW (428bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 64kW 400V a.c.<br>9kn |
| 8830786<br>Rdr | **QING YOU 7**<br>**China Marine Bunker Supply Co. (Qingdao Branch)**<br>Qingdao/Tsingtao China | **154**<br>86<br>155 | | **1982** Beihai Shipyard—Qingdao/Tsingtao<br>34,13 — —<br>32,00 6,20 2,80<br>1 dk | **M Tug/Supply Ship**<br>Deck Cargo | Chinese Std. Type 6EL150<br>Oil 4SA 6Cy. 150 × 225<br>Chang Sha Boatyard Chang Sha<br>Gen 2 × 24kW 400V a.c.<br>9kn |
| 8403856<br>BTCF<br>Df Esd Gc<br>Pfd Rdr Rt | **QING YOU 8**<br>**China Marine Bunker Supply Co. (Qingdao Branch)**<br>Qingdao/Tsingtao China | *2 699*<br>*1 060*<br>3 000 | ZC | **1984** Murakami Hide Zosen K.K.—Hakata (222)<br>95,60 5,710<br>88,60 14,00 7,00<br>1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 3 720 | Hanshin 6EL38<br>Oil 4SA 6Cy. 380 × 760<br>2 060kW (2 801bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 275kW 1 × 80kW 390V a.c.<br>Thw. thrust propeller fwd |
| 8814249<br>BTCG<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **QING YOU 9**<br>**China Marine Bunker Supply Co. (Qingdao Branch)**<br>Qingdao/Tsingtao China | *1 788*<br>*747*<br>2 519 | ZC | **1989** Kyokuyo Zosen K.K.—Chofu (2627)<br>87,00 12,51 5,060<br>81,00 12,50 6,00<br>1 dk | **M Tanker**<br>Bunkering<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 2 602 | Daihatsu 6DLM-28S<br>Oil 4SA 6Cy. 280 × 360 with clutches, flexible couplings & sr reverse geared to shaft<br>1 471kW (2 000bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Thw. thrust Contr. pitch propeller fwd<br>13,5kn |

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| 8830944<br>*BBJX4*<br>Rt | **QING YU 805**<br>**Qingdao Marine Fishery Corp.**<br>Qingdao/Tsingtao China | 286<br>85<br>439 | ZC | **1989** Qingdao Fishery Shipyard—Qingdao, Shandong.<br>43,50 - 2,800<br>40,00 7,60 3,80 | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>324kW (440bhp)<br>Zibo Fishing Vessel Diesel Engine Works<br>Gen 2 × 50kW 400V a.c. |
| 8830968 | **QING YU 806**<br>**Qingdao Marine Fishery Corp.**<br>Qingdao/Tsingtao China | 286<br>85<br>439 | ZC | **1989** Qingdao Fishery Shipyard—Qingdao, Shandong.<br>43,50 - 2,800<br>40,00 7,60 3,80 | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>324kW (440bhp)<br>Zibo Fishing Vessel Diesel Engine Works<br>Gen 2 × 64kW 400V a.c. |
| 7501522<br>*BWCL*<br>Df Esd Gc<br>Pfd Rdr RTv | **QING YUAN**<br>ex Seitoku Maru-89<br>**Xiamen Luhang Oil & Gas Co. Ltd.**<br>Xiamen/Amoy China | 998<br>607<br>1 130 | ZC (NK) | **1975** Uchida Zosen—Ise (763)<br>66,70 11,03 4,496<br>61,00 11,00 5,00<br>P 16,5 F 7,7 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 1 506 | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 1 × 400kW 1 × 80kW 440V a.c.<br>Fuel 146,5t-7,5pd |
| 8830956<br>Rdr | **QING YUAN HANG XIU 1**<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China | 689<br>535<br>— | | **1978** Yau Wing Co. Ltd.—Kowloon, Hong Kong<br>40,00 - 2,900<br>37,00 14,00 4,00<br>1 dk | **M Work Ship** | A.B.C.<br>2 Oil 4SA each 6Cy. 242 × 320<br>1 324kW (1 800bhp)<br>Anglo-Belgian Corporation N.V.<br>Gen 2 × 375kW 1 × 75kW 380V a.c. |
| 8830827<br>*BCUM*<br>Df Gc Pfd<br>Rdr Rt | **QING YUAN HANG XIU 2**<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China | 216<br>74<br>142 | | **1966** Qiuxin Shipyard—Shanghai<br>36,48 - 2,900<br>31,00 6,62 3,90<br>1 dk | **M Research** | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Qiuxin Shipyard<br>Gen 2 × 19kW 115V a.c. |
| 8715821<br>*BROW*<br>Df Esd Gc<br>Rdr RTv | **QING YUN LING**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Shanghai China | *12 844*<br>*7 008*<br>20 029 | ZC | **1990** Shanghai Shipyard—Shanghai (133)<br>164,01 9,802<br>154,01 22,01 13,42<br>1 dk | **M Bulk Carrier** | MAN<br>Vee Oil 4SA 8Cy. 400 × 540<br>8 690bhp (6 392kW)<br>Shanghai Diesel Engine Works |
| 9012654<br>*OWMZ*<br>D3309 | **QINGAAQ**<br>**Marraq Trawl ApS**<br>Hans Lars Jorgensen<br>Frederikshaab/Paamiut Greenland (Danish) | 209<br>62<br>— | | **1989** Skaarup & Salskov ApS—Thyboron (1)<br>23,90 7,17<br>21,40 3,78 | **M Fishing**<br>Stern Trawler | Alpha<br>Oil 4SA 5Cy. 225 × 300 sr geared to sc. shaft<br>624kW (848bhp)<br>MAN-B&W Diesel A/S<br>Gen 2 × 116kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 5023710<br>*BOII*<br>Df Esd Gc<br>Pfd Rdr RTh | **QIONG HAI**<br>ex Arica-74<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China | **20 618**<br>12 053<br>33 905<br>T/cm<br>41,6 | (NV) (ZC) | **1963** Bremer Vulkan A.G.—Bremen-Vegesack (907)<br>196,60 25,35 11,031<br>184,41 25,30 14,66<br>P 39,1 F 16,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str heavy cargoes<br>7 Ho 15,2 22,2 15,2 22,2 15,2 22,2 15,2 ER<br>G.41 640 B.39 015<br>7 Ha (stl) (7,1 16,1 7,1 16,1 7,1 16,1 7,1 × 11,9) ER<br>2W Cr 3(6) Der 2(7) | MAN<br>Oil 2SA 9Cy. 700 × 1200<br>9 550bhp (7 025kW)<br>Bremer Vulkan A.G. Bremen<br>Gen 3 × 346kW 450V 60Hz a.c.<br>Fuel 265,0t (d.o.) 1 406,0t (hvf)-32,0pd |
| 7004354<br>*BJLT*<br>Df Esd Gc<br>Pfd Rdr Rt | **QIONG XI**<br>ex Calandria-90 ex Fiskela-89<br>ex Ouadan-86 ex Calandria-79<br>**Qiong Xi Shipping Co. Ltd.**<br>Haikou China | T.Mk<br>**1 483**<br>926<br>2 640 | ✠LR class withdrawn-Owners' request 6/90 | **1970**-3 N.V. Bodewes Schps.—Martenshoek (506)<br>77,55 11,94 4,369/5,741<br>70,16 11,82 6,86<br>P 15,0 F 11,3 2 dks<br>rf 127 | **M General Cargo**<br>Ice strengthened<br>1 Ho 46,7 ER<br>G.3 117 B.2 817<br>2 Ha (stl) (each 16,7 × 6,1) ER<br>4W Der 2(5) 2(3) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 103kW (1 500bhp)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 84kW 400V 50Hz a.c.<br>Fuel 128,0t (d.o.) |
| 8322648 | **QIONG ZHOU YI HAO**<br>**Chu Kong Shipping Co. Ltd.**<br>Haikou China | 300<br>112<br>100 | | **1984** A/S Fjellstrand Aluminium Yachts —Omastrand (1564)<br>31,53<br>29,16 9,42 3,51<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 289dk P | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 185 geared to sc. shafts<br>4 000bhp (2 942kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 20kW 230V 50Hz a.c. |
| 8411035<br>*OYKK*<br>2960<br>Df Esd Gc<br>Rdr RTv | **QIPOQQAQ**<br>**Kingupak Trawl ApS**<br>Egede & Brons A/S<br>Sukkertoppen/Manitsoq Greenland (Danish)<br>SatCom: 1610247 | *1 704*<br>*526*<br>— | NV | **1985** A/S Tangen Verft—Kragero ((110))<br>60,00 11,99<br>51,74 7,80<br>1 dk<br>rf 749 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Alpha<br>Oil 4SA 9Cy. 280 × 320 geared to sc. shaft<br>2 690bhp (1 979kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S<br>Gen 1 × 1200kW 2 × 368kW 400V 50Hz |
| 5287732<br>*SUGI*<br>Rt | **QIRSH**<br>**Suez Canal Authority**<br>Egypt | 166<br>—<br>— | | **1952** Schps. L. Smit & Zoon—Kinderdijk (Co184)<br>27,11 7,27 3,658<br>... ... ... | **M Tug** | Oil 2SA 9Cy. 350 × 550<br>Waggon u. Maschb. A.G. WUMAG |
| 8318001<br>*BOPD*<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **QIU HE**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570354/QUHE | *19 732*<br>*8 377*<br>25 808 | ZC (AB) | **1984** Flensburger Schiffsbau-Ges.—Flensburg (2018)<br>171,00 (BB) 28,68 10,902<br>160,00 28,40 15,60<br>P 21,7 F 25,3 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER<br>TEU 1318<br>C.Ho 642/20' (40') C.Dk 676/20' (40') incl. 54 ref C.<br>15 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 700 × 2268<br>13 670bhp (10 055kW)<br>B&W Maskinfabrik Div. of B&W Diesel A/S<br>Gen 1 × 1072kW a.c. 2 × 800kW a.c. 1 × 352kW a.c.<br>Thw. thrust propeller fwd |
| 8728323 | **QN 118**<br>**Qatar National Navigation & Transport Co. Ltd. SAQ**<br>Doha Qatar | 671<br>—<br>— | 100A pontoon SS 10/89<br>FN 845 (AB) | **1976** Sea Services (Pte.) Ltd.—Singapore (133)<br>46,04 15,56 2,405<br>45,72 15,42 3,05<br>1 dk<br>rf nil | **Pontoon** | |
| 7725908<br>*OUON*<br>3174<br>Df Esd Gc<br>Pfd Rdr RTv | **QOORNGOQ**<br>ex Ingar Iversen-87<br>**Royal Greenland Fisheries & Supplies Gronlands Hjemmestyres (Trawlervirkomhed)**<br>Godthab/Nuk Greenland (Danish)<br>SatCom: 1610316/OUON | 496<br>190<br>463 | NV | **1979** Sterkoder M/V A/S—Kristiansund N. (70)<br>49,43 10,65 4,919<br>43,01 10,61 7,07<br>2 dks<br>rf 996 BK 157 | **M Fishing**<br>Stern Trawler Ref Shrimp-trawl<br>Ice strengthened<br>Mchy.aft | Alpha<br>Vee Oil 4SA 12Cy. 225 × 300<br>1 800bhp (1 324kW)<br>Alpha-Diesel A/S<br>Gen 1 × 304kW 2 × 140kW 380V 50Hz<br>Controllable pitch propeller |
| 7639965<br>*BOUC*<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **QU JIANG**<br>ex Sea Swan-80<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **9 370**<br>6 116<br>15 200 | ZC<br>✠Classed LR until 23/1/81 | **1977**-10 Ishikawajima Harima Heavy Ind. (I.H.I.) —Yokohama (2639)<br>143,40 (BB) 19,84 9,060<br>134,11 19,81 12,34<br>2 dks<br>rf 152 DK fwd | **M General Cargo** CSD<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 141 B.18 989<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz<br>Fuel 120,0t (d.o.) 1 138,0t (hvf)-24,5pd |

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| 7027734<br>*BLTE*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **QU JIANG**<br>ex Blue Marlin-83<br>ex Hartford Express-82<br>ex Conti Holanda-82<br>ex Hartford Express-81<br>Launched as Peter Wehr<br>**Zhejiang Ocean Shipping Company (COSCO ZHEJIANG)**<br>Wenzhou China | T.Mk<br>**3 258**<br>2 232<br>5 080 | ZC (GL) | **1970** Jos. L. Meyer—Papenburg (557)<br>103,32 15,50 6,220<br>96,00 15,40 8,00<br>B 12,8 F 9,8 3 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 38,7 33,0 ER<br>G.7 647 B.7 035<br>2 Ha (stl) (each 25,3 × 10,5) ER<br>5W Der 1(25) 4(3-5) | Deutz<br>Oil 4SA 8Cy. 370 × 400<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 4 × 160kW 230/380V 50Hz a.c.<br>Fuel 448,0t (d.o.) 14,5kn |
| 8218574<br>*BOPU*<br>Df Esd Gc<br>Pfd Rdr Rt | **QU YUAN**<br>**Chinese-Polish Joint Stock Shipping Co. (Chinsko-Polskie Towarzystwo Okretowe S.A.)**<br>Shanghai China | *14 239*<br>*6 808*<br>15 753 | ZC | **1983** Shanghai Shipyard—Shanghai (117)<br>155,15 9,351<br>145,28 23,00 14,00<br>P 31,7 F 26,9 3 dks | **M General Cargo**<br>Ref<br>Str. heavy cargoes<br>5 Ho ER<br>B.22 720 In.2 364<br>TEU 320<br>C.Ho 204/20' (40') C.Dk 116/20' (40')<br>9 Ha (stl) (8,4 17,6p&s 17,6p&s 14,4p&s 17,6p&s × 8,0) ER<br>Cr 2(25) 4(12,5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW)<br>Shanghai Diesel Engine Works<br>People's Republic of China<br>16,5kn |
| 6615479<br>328071<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **QUADRA**<br>**McIntosh Steamship Ltd.**<br>Georgetown Cayman Islands (British) | **5 535**<br>1 928<br>1 415 | ✠Classed LR until 23/6/78 | **1967**-4 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (327)<br>123,22 15,30 5,487<br>109,76 15,24 9,30<br>3 dks<br>RW rf 203 | **TT-E Research**<br>Weather Oceanographic 14P<br>Cr 3(1) | 2 S Turb<br>8 250shp (6 068kW) driving 2 gen. each 2 900kW 2480V a.c. connected to 2 elec. motors each of 4 125shp (3 034kW) (Sy)<br>Canadian Westinghouse Co. Hamilton, Ont.<br>Gen 3 × 650kW 1 × 180kW 460V 60Hz a.c.<br>Bow jet pump<br>Fuel 1 415,5t (o.f.) 14kn |
| 7003439<br>*VGTT*<br>330610<br>Rdr RTh/v | **QUADRA QUEEN II**<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **771**<br>515<br>152 | | **1969** Allied Shipbuilders Ltd.—North Vancouver, B.C. (165)<br>48,62 13,21 2,363<br>45,88 13,11 4,42<br>1 dk | **TM RoRo Cargo/Ferry**<br>200dk P<br>Lane Length 162 Cargo Width 2,75<br>Clear height 4,57<br>Cars 15 Trailers 3 | Ruston<br>2 Oil 4SA each 6Cy. 203 × 273<br>1 200bhp (883kW)<br>English Electric Diesels Ltd. Ruston Eng. Div. Lincoln<br>Gen 2 × 60kW 440V 60Hz a.c.<br>Fuel 30,5t (d.o.)-25,5pd 12kn |
| 8332758<br>259322<br>Rdr Rt | **QUAKER CITY**<br>ex LCI (L) 269<br>**George S. Harrington**<br>Philadelphia, Pa United States of America | **292**<br>199<br>— | | **1943** New Jersey D.D. & Trans. Co.—Elizabeth, NJ<br>—<br>47,86 7,07 3,59<br>1 dk<br>conv Landing Craft — | **TM Tug** | 8 Oil 2SA each 6Cy. 108 × 127 dr geared to sc. shafts<br>General Motors Corp. U.S.A. |
| 8316326<br>*3EFO3*<br>14563-85B<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **QUALITY OF LIFE**<br>ex Gulf Ideal-89<br>**Universal (Ocean) Shipping Co. S.A.**<br>Panama Panama | *17 214*<br>*10 317*<br>29 111 | NK | **1984** Kanasashi Co. Ltd.—Toyohashi (3022)<br>171,94 (BB) 10,009<br>164,00 27,00 13,90<br>P 16,5 F 11,6 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.37 119 B.35 121<br>4 Ha (stl) (19,2 × 12,0) (26,4 26,4 26,4 × 14,0) ER<br>Cr 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 600 × 1500<br>5 840kW (7 940bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 367kW a.c.<br>13,75kn |
| 7707516<br>*BBFA*<br>Df Esd Gc<br>Rdr Rt | **QUAN ZHOU**<br>ex Olesi-89 ex Maersk Credo-89<br>ex Olesi-88 ex Ole Sif-86<br>ex Eastmed King-81 ex Ole Sif-80<br>ex Seatrain Orinoco-79 ex Ole Sif-79<br>**Quanzhou Ocean Shipping Company (COSCO QUANZHOU)**<br>Yantai China | **1 576**<br>1 258<br>4 487 | ZC (BV) | **1978** Sonderborg Skibsvaerft A/S—Sonderborg (83)<br>100,00 5,500<br>91,30 17,00 9,00<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho ER<br>G.9 176<br>2 Ha (stl) (each 25,9 × 12,8) ER<br>Der 2(45) 2(22) | MaK 9M453AK<br>Oil 4SA 9Cy. 320 × 420<br>2 501kW (3 400bhp)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 222kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 410,5t 13,5kn |
| 8023955<br>*BOXR*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **QUAN ZHOU HAI**<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China<br>SatCom: 1570666/QZHA | **36 319**<br>25 510<br>64 170 | ZC (NV) | **1982** B & W Skibsvaerft A/S—Kobenhaven (906)<br>225,00 (BB) 32,29 13,100<br>213,70 32,24 18,00<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 26,2 22,7 22,7 22,7 22,7 22,7 25,3 ER<br>G.79 110 B.75 490 HeCls. B<br>7 Ha (stl) (each 14,4 × 15,0) ER<br>Cr 1(35) 3(25) | B&W 5L80GFCA<br>Oil 2SA 5Cy. 800 × 1950<br>12 600bhp (9 268kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 330,0t (d.o.) 2 810,0t (hvf)-40,5pd 15,5kn |
| 6906933<br>Df Esd Pfd<br>Rdr Rt | **QUAN ZHOU No. 1**<br>ex Jenlil-85 ex Emma-77<br>ex Emma Strandvold-75<br>ex Rille Trigon-74<br>**Quanzhou Marine Transport Co.**<br>Fuzhou/Foochow China | T.Mk<br>**299**<br>164<br>714 | ZC (BV) | **1969** A/S Nordsovaerftet—Ringkobing (44)<br>49,70 8,34 3,470<br>44,45 8,30 5,50<br>2 dks | **M General Cargo**<br>2 Ho 14,9 14,0 ER<br>G.1 312 B.1 159<br>2 Ha (each 12,5 × 5,0) ER<br>2W Der 2(3) | Aabenra 5-427-EOT<br>Oil 4SA 5Cy. 270 × 400<br>575bhp (423kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Controllable pitch propeller<br>Fuel 45,5t (d.o.)-2,0pd 10,5kn |
| 7222035<br>Df Esd Rdr Rt | **QUAN ZHOU No. 2**<br>ex Janne Coast-85 ex Else Junior-77<br>**Quanzhou Marine Transport Co.**<br>Fuzhou/Foochow China | T.Mk<br>**299**<br>164<br>714 | ZC (BV) | **1972** A/S Nordsovaerftet—Ringkobing (68)<br>49,70 8,34 3,470<br>44,45 8,30 5,50<br>F 8,0 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 26,2 ER<br>G.1 312 B.1 159<br>1 Ha (stl) (24,5 × 5,0) ER<br>2W Der 2(3-5) | Alpha 406-26VO<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 35kW 1 × 25kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 45,5t (d.o.)-2,0pd 11kn |
| 8838972<br>*XVEP*<br>Df Esd Gc<br>Rdr Rt | **QUANG BINH**<br>**Quang Binh Shipping Co.**<br>Haiphong Vietnam | *375*<br>*169*<br>400 | | **1989** Benkien Eng. Factory—Haiphong<br>48,50 - 3,200<br>- 8,20 4,10<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.698<br>2 Ha (stl) (each 7,9 × 4,5) ER | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>294kW (400bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) East Germany<br>Gen 2 × 50kW a.c.<br>10kn |
| 7825605<br>*GBFD*<br>379245<br>N 334<br>Df Esd Gc<br>Pfd Rdr Rt | **QUANTUS**<br>**Cricklewood Enterprises Ltd.**<br>Newry United Kingdom | *580*<br>*174*<br>600 | **✠100A1** SS 8/88<br>fishing vessel<br>**✠LMC**<br>EL 330,0/24,0U2<br>FN 602 | **1979**-8 Voldnes Skipsverft A/S—Fosnavaag (24)<br>43,52 9,02 1,374<br>38,00 9,01 6,81<br>2 dks<br>rf 762 BK 102 | **M Fishing**<br>Side-fishing Seiner Side Trawler Ref<br>Mchy.aft | Alpha 12V23L-VO<br>Vee Oil 4SA 12Cy. 225 × 300 with flexible couplings, clutches & sr geared to sc. shaft<br>1 860bhp (1 368kW)<br>B&W Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 208kW 1 × 44kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>12,75kn |
| 7022916<br>*LW3958* | **QUARRACINO**<br>**Sopeal S.r.l.**<br>Argentina | **105**<br>—<br>— | | **1969** Ast. Vicente Forte—Tigre<br>24,39 2,540<br>21,24 5,80 3,51<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7314890<br>*9HGK3*<br>2625<br>Df Esd Gc<br>Rdr RTv | **QUARTZ**<br>ex Welsh Endeavour-78<br>**Quartz Maritime Ltd.**<br>Valletta Malta | **8 840**<br>6 410<br>15 179 | **✠100A1** SS 2/88<br>**✠LMC**<br>EL Z 2⅛"U2<br>FN 4317 | **1973**-7 Austin & Pickersgill Ltd.—Southwick, Sunderland (886)<br>141,00 20,48 8,860<br>134,16 20,42 11,73<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 425 B.19 649<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 8(10) 2(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>AuxB (Comp) 100lbf/in² (6,9bar)<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 1 134,0t (hvf) 15kn |
| 5287811<br>*VXLJ*<br>179614<br>EsdRTm | **QUATSINO**<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **134**<br>87<br>112 | | **1943** Rice Brothers Corp.—East Boothbay, Me<br>*33,01* 5,59<br>... ... ...<br>1 dk | **Wood TM Fishing**<br>Side-fishing<br>2 Ho 7,3 6,4<br>Der 2(1,5) | General Motors<br>2 Oil<br>730bhp (537kW) NE 67<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 20kW 120V d.c.<br>Fuel (d.o.) |

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| **7400572**<br>*C6HL4*<br>715436<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **QUEBEC**<br>ex Dagrun-89 ex Dakila-88<br>ex Lucerna-86 ex Baraka-83 ex Alrai-82<br>ex Athelmonarch-80<br>**Laguna Shipping Corp.**<br>Shipping Management S.A.M. (V. SHIPS)<br>Nassau Bahamas | *22 138*<br>*13 283*<br>39 728<br>T/cm<br>48,4 | NV<br>✠Classed LR until 13/1/88 | **1977**-5 Davie SB. Ltd.—Lauzon, P.Q. (689)<br>182,89 32,31 11,419<br>173,74 32,28 15,16<br>F 19,2 1 dk<br>rf nil Bow/CM 92 Diam. 0,310 MH 2,1 | **M Tanker**<br>Ice strengthened<br>24 Ta ER<br>L.(oil) 52 411<br>4 Cargo pumps total 4 000T/hr | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>10 298kW (14 000bhp)<br>G. Clark & N.E.M. Ltd.<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 313,0t (d.o.) 2 244,0t (hvf) |
| **5287847**<br>*CYGR*<br>319265<br>Df Esd Gc<br>Rdr RTm/h | **QUEBECOIS**<br>**Upper Lakes Shipping Ltd.**<br>ULS Corporation<br>Toronto, Ont. Canada | **17 646**<br>12 741<br>27 633<br>T/cm<br>45,6 | ✠**100A1** Lake SS 8/88<br>Great Lakes & River St.<br>Lawrence service<br>✠**LMC**<br>EL (o†) 2⅜"SQ<br>FN 7501 | **1963**-4 Canadian Vickers Ltd.—Montreal, P.Q. (280)<br>222,51 23,02 8,230 FW<br>215,65 22,86 11,92<br>P 32,0 F 17,7 1 dk<br>RW rf 76 | **S Bulk Carrier**<br>5 Ho 35,3 32,9 32,9 32,9 34,7 ER<br>G.32 909<br>20 Ha (stl) (each 5,1 × 16,1) ER | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>Canadian General Electric Co. Ltd.<br>2 WTB 520lbf/in$^2$ (35,9bar) Spt 415,6°C<br>487lbf/in$^2$ (33,6bar) hs1101,8<br>wtdb 300lbf/in$^2$ (20,7bar)<br>Gen 2 × 500kW 575V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 835,0t (o.f.) |
| **6522426**<br>*VGKB*<br>323008<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **QUEDOC**<br>ex Beavercliffe Hall-88<br>**N. M. Paterson & Sons Ltd.**<br>Thunder Bay, Ont. Canada | **17 895**<br>13 061<br>26 615<br>T/cm<br>45,2 | ✠**100A1** Lake SS 6/88<br>Great Lakes & River St.<br>Lawrence service<br>✠**LMC**<br>EL (o†) 2⅜"SQ<br>FN 7524 | **1965**-10 Davie SB. Ltd.—Lauzon, P.Q. (655)<br>222,59 22,94 8,160 FW<br>216,19 22,86 11,94<br>Ba 32,7 F 17,4 1 dk<br>RW rf 76 | **M Bulk Carrier**<br>6 Ho 27,1 29,2 29,2 29,2 29,2 34,7 ER<br>G.36 653<br>17 Ha (stl) (each 6,1 × 14,3) ER | Fairbanks, Morse<br>Caterpillar<br>6 Oil sr geared to sc. shaft<br>9 400bhp (6 914kW)<br>(i) 4 2SA each 12Cy. 206 × 254<br>Canadian Locomotive Co. Ltd.<br>(ii) 2 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co.<br>Controllable pitch propeller<br>Fuel 457,0t (d.o.) |
| **5287885**<br>*CFAV*<br>134285<br>RTm | **QUEEN**<br>**Tug-Away Enterprises Ltd.**<br>Vancouver, B.C. Canada | **106**<br>24<br>— | | **1914** Westminster Marine Railway Co.—New Westminster, B.C.<br>35,06 6,28 3,658<br>6,23 | **Wood M Tug**<br>2W | Cooper Bessemer<br>Oil 4SA 6Cy. 330 × 405<br>NE 55<br>Cooper-Bessemer Corp.<br>Gen 1 × 30kW<br>Fuel (d.o.) |
| **8712324**<br>*ELJV4*<br>8635<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **QUEEN ACE**<br>**Fenix Maritima S.A.**<br>Monrovia Liberia<br>SatCom: 1242367/QACE | *55 423*<br>*17 225*<br>18 777 | NK | **1988** Kanasashi Co. Ltd.—Toyohashi (3150)<br>199,50 (BB) 9,724<br>190,02 32,25 12,17<br>2 dks | **M RoRo Cargo/ Vehicles Carrier** | Mitsubishi<br>Oil 2SA 7Cy. 600 × 2200<br>15 900bhp (11 695kW)<br>Kobe Hatsudoki K.K.<br>Gen 4 × 627kW a.c. |
| **5183053**<br>Df Gc Rdr<br>Rt | **QUEEN ALMA**<br>ex Dona Alma 2-89 ex Asuka I-87<br>ex Andromeda-84<br>ex Kashiwahana Maru-79<br>**Alma Shipping Lines**<br>Manila Philippines | **1 976**<br>1 089<br>3 015 | (NK) | **1961** Hitachi Zosen—Mukaishima (3934)<br>86,95 12,45 5,496<br>80,02 12,40 6,41<br>P 21,1 F 8,9 1 dk | **M General Cargo**<br>2 Ho ER<br>G.3 975 B.3 727<br>2 Ha (11,8 27,9 × 6,0) ER<br>6W Der 2(10) 1(5) | Hanshin<br>Oil 4SA 7Cy. 430 × 620<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 45kW 450V 60Hz a.c.<br>Fuel 140,0t (hvf)-6,5pd |
| **8427802**<br>226829<br>Rt | **QUEEN AMIE III**<br>**Rustico Fetalvero**<br>Manila Philippines | **248**<br>209<br>— | | **1982** ............Batangas<br>7,24<br>34,02 7,23 3,71<br>1 dk | **M General Cargo** | Oil<br>260bhp (191kW) |
| **7204021**<br>*WYZ2463*<br>528844 | **QUEEN ANITRA**<br>ex Mr. Wayne<br>**Varnam Marine Inc.**<br>Houma, La United States of America | **139**<br>104<br>— | | **1970** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,84<br>3,38 | **M Fishing** | Oil<br>500bhp (368kW)<br>.............<br>Fuel (d.o.) |
| **8350334**<br>*8LCK*<br>92862<br>Rdr Rt | **QUEEN AWAJI**<br>ex Noumi Maru No. 2-83<br>**Fuke Kaiun K.K.**<br>Sumoto, Hyogo Pref. Japan | **152**<br>—<br>— | | **1963** Matsuura Tekko Zosen—Higashino<br>*27,71*<br>6,00 2,60<br>1 dk | **M Passenger/Ferry** | Nippon Hatsudoki<br>Oil 4SA 270 × 400<br>Nippon Hatsudoki |
| **6813148**<br>317994 | **QUEEN B**<br>ex Clarence Town ex New Day-75<br>ex Ellie Mae-68<br>**R. Lockhart & E. Wallace** | **133**<br>67<br>— | | **1965** Stewart & Stevenson Services, Inc.—Freeport, Bahamas<br>**1975** B. W. Stevenson—Nassau, Bahamas<br>*23,96* 7,85<br>... ... ...<br>1 dk | **TM General Cargo/ Salvage Ship** | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127<br>1 050bhp (772kW)<br>General Motors Corp. |
| **5325766**<br>Df | **QUEEN BEE**<br>ex White Master<br>ex Kiku Maru No. 25-71<br>ex Shoten Maru No. 8<br>**Dolores Bernal**<br>Manila Philippines | **309**<br>172<br>— | | **1952** Miho Zosensho K.K.—Shimizu (166)<br>*39,23* 7,19<br>... ...<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 375 × 550<br>Hanshin Nainenki Kogyo |
| **7225441**<br>*DXQE*<br>228722<br>Df Gc Pfd<br>Rdr Rt | **QUEEN BEE-II**<br>ex Yoshi Maru-86<br>ex Kaei Maru No. 22-81<br>**Irma Fishing & Trading Inc.**<br>Manila Philippines | **231**<br>116<br>— | | **1972** Uchida Zosen—Ise (712)<br>7,62<br>38,94 7,60 3,36<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 280 × 440<br>900bhp (662kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8623107**<br>*DXQF*<br>Gc Rdr Rt | **QUEEN BEE-III**<br>ex Dainichi Maru No. 55-86<br>**Irma Fishing & Trading Inc.**<br>Manila Philippines | **250**<br>121<br>— | | **1971** Kochiken Zosen—Kochi<br>7,73 2,801<br>40,42 7,70 3,41<br>1 dk | **M Fishing**<br>Side Trawler | Oil |
| **5374092**<br>*DYVU*<br>Rdr RTv | **QUEEN BELINDA**<br>ex Asia China ex Sekishu Maru-75<br>ex Urara Maru-71<br>**Roble Shipping Inc.**<br>Cebu City Philippines | **467**<br>219<br>135 | | **1961** Sanoyasu Dockyard Co. Ltd.—Osaka (197)<br>47,02 8,44 2,515<br>42,98 8,39 3,48<br>P 22,3 F 6,1 1 dk | **M Ferry/General Cargo** 420P<br>1 Ho ER<br>G.170 B.153<br>1 Ha (4,4 × 3,5) ER<br>1W Der 1(2) | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 50kW 225V a.c.<br>Fuel 24,5t-3,0pd |
| **8505135**<br>*3ELY4*<br>15337-86A<br>Df Esd Gc<br>RTv | **QUEEN CHIE**<br>**Salter Shipping S.A.**<br>Panama Panama<br>SatCom: 1333307/CHIE | *4 952*<br>*2 996*<br>8 667 | NK | **1985** Kurinoura Dock K.K.—Yawatahama (210)<br>121,72 (BB) 17,23 7,922<br>112,40 17,20 9,71<br>P 22,9 F 10,7 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>21 Ta ER<br>L.10 660 | B&W<br>Oil 2SA 7Cy. 350 × 1050<br>4 760bhp (3 501kW)<br>Makita Diesel Co. Ltd.<br>Gen 3 × 320kW a.c.<br>Controllable pitch propeller |
| **8602036**<br>*JHFS*<br>129358 | **QUEEN CORAL No. 7**<br>**Marix Line K.K.**<br>Kagoshima, Kagoshima Pref. Japan | **4 973**<br>—<br>2 700 | | **1986** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1295)<br>5,901<br>126,02 20,41 14,18 | **TM RoRo Cargo/Ferry** | Pielstick<br>2 Oil 4SA each 8Cy. 400 × 460 geared<br>shafts<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I) |
| **8322856**<br>*3FTS2*<br>12479-PEXT4<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **QUEEN DENIS**<br>ex Vela II-87 ex Cristina C-87<br>**Alpine Rose Shipping Corp.**<br>Panama Panama | *5 479*<br>*2 824*<br>6 498 | NK (AB) | **1984** Fukuoka Zosen K.K.—Fukuoka (1108)<br>96,81 (BB) 18,04 7,314<br>89,52 18,00 12,70<br>2 dks<br>rf 152 | **M General Cargo**<br>2 Ho ER<br>G.12 507 B.11 856<br>TEU 132 C. 132/20'<br>2 Ha (stl) ER<br>Der 2(25) 2(20) | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 315bhp (2 438kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 200kW |

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| 8604345<br>JM5574<br>129396 | **QUEEN DIAMOND**<br>**K.K. Diamond Ferry**<br>Oita, Japan<br>Oita Pref. | **9 022**<br>—<br>4 000 | | **1986** Kurushima Dockyard Co. Ltd.—Onishi (2473)<br>150,88 (BB) 5,450<br>140,01 25,01 13,31 | **TM RoRo Cargo/Ferry**<br>Bow door & ramp<br>L 16,30 W 7,00 SWL 40<br>Stern door/ramp<br>L 9,20 W 7,10<br>Cars 50 Lorries 105 | MAN 8L58/64<br>2 Oil 4SA each 8Cy. 580 × 640<br>24 000bhp (17 653kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd , 1 aft |
| 6925628<br>Df Esd Rdr<br>Rt | **QUEEN ELIZABETH II**<br>ex San Rafael-90<br>**Queen Shipping Ltd.**<br>Valletta Malta | **172**<br>36<br>— | BV | **1969** Maritima del Musel S.A.—Gijon (96)<br>33,20 6,53<br>29,09 6,51 3,76<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ha (each 1,2 × 1,2) ER | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>710bhp (522kW) E made62 fitted69<br>N.V. Werkspoor Amsterdam<br>Fuel 47,5t (d.o.) 13kn |
| 6725418<br>GBTT<br>336703<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v<br>AMVER | **QUEEN ELIZABETH 2**<br>**Cunard Line Ltd.**<br>Southampton United Kingdom<br>SatCom: 1440301/GBTT | *69 053*<br>*36 038*<br>15 521 | **✠100A1** CS 12/91<br>**✠LMC**<br>EL i* $3\frac{15}{16}$"U2<br>FN 13271 | **1969**-4 Upper Clyde Shipbuilders Ltd. (Clydebank Div.)—Clydebank (736)<br>293,53 (BB) 32,09 9,945<br>270,39 32,01 17,07<br>B 218,3 B & F 278,9 Upr. B & F 260,0 4 dks, 5th dk clear of mchy. space<br>RW rf 305 conv Passenger Ship 82<br>conv Passenger/ Troopship 82 | **TD-E Passenger Ship** 927cbn 1877bth P<br>Side doors<br>6 Ho 20,8 16,0 18,2 ER 12,1 15,3 9,9<br>1 Ha (stl) (7,3 × 4,5)<br>Cr 2(5) | MAN 9L58/64<br>9 Oil 4SA each 9Cy. 580 × 640 total 95 625kW (130 003bhp) driving 9 gen. each 10 500kW 10 000V a.c. connected to 2 elec. motors each of 58 981shp (43 384kW) (Sy)<br>NE 4/87<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>✠ 2 NAuxB (o.f.) 4/87 12,2kgf/$cm^2$ (12,0bar)<br>✠ 9 ne(ex.g) 4/87 13,3kgf/$cm^2$ (13,1bar)<br>2 Controllable pitch propellers Vane Wheel<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 4 714,5t 28,5kn |
| 7722188<br>HPWB<br>9036-78C<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **QUEEN EMERALD**<br>**Treasure Shipping Inc.**<br>Panama Panama | **9 928**<br>6 640<br>11 737 | NK | **1978** Kanasashi Co. Ltd.—Tsukama Works, Shimizu (1275)<br>178,67 25,63 7,320<br>169,40 25,61 8,49<br>B 135,1 1 dk<br>len 81 | **M Vehicles Carrier**<br>Quarter Stern door/ramp (s)<br>Cars 3100<br>Mchy.aft | Pielstick 14PC2-5V-400<br>Vee Oil 4SA 14Cy. 400 × 460 geared to sc. shaft<br>9 100bhp (6 694kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 1080kW<br>Fuel-27,5pd 17,25kn |
| 7119159<br>P3CQ2<br>708160<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v<br>AMVER | **QUEEN EVI**<br>ex Obo Queen-87<br>**Glorywave Shipping Ltd.**<br>Styga Compania Naviera S.A.<br>Limassol Cyprus<br>SatCom: 1100177/QEVI | **52 519**<br>41 410<br>103 230<br>T/cm<br>87,6 | NV | **1971** Oresundsvarvet A/B—Landskrona (229)<br>256,52 (BB) 39,02 15,114<br>244,25 38,99 20,60<br>F 18,6 1 dk<br>rf 64 Bow/CM 126 Diam. 0,410 | **M Ore/Bulk/Oil Carrier**<br>COW IGS Str. heavy cargoes DB<br>9 Ho/Ta 22,4 19,6 19,8 19,8 17,6 20,7 19,8 19,8 18,9 ER<br>G.114 470 B.107 709 L.(oil) 123 195<br>HeCls. BC<br>9 Ha (stl) (14,3 × 13,0) (14,3 14,3 14,3 14,3 14,3 14,3 14,3 14,3 × 18,5) ER<br>3 Cargo pumps total 9 000T/hr | Gotaverken 850/1700VGS9U<br>Oil 2SA 9Cy. 850 × 1700<br>21 600bhp (15 888kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 3 515,5t (hvf)-76,0pd 16kn |
| 8408260<br>7KCO<br>132518<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **QUEEN FLOWER**<br>**Yamamoto Kisen Y.K.**<br>Ondo, Japan<br>Hiroshima Pref. | *3 261*<br>*1 641*<br>4 550 | NK | **1984** K.K. Taihei Kogyo—Akitsu (1702)<br>89,67 (BB) 6,460<br>81,51 15,02 6,81<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.7 151 B.6 781<br>TEU 107 C. 107/20' incl. 102 ref C<br>2 Ha (stl) (14,0 26,6 × 10,2) ER<br>Der 1(25) 2(20) | Akasaka A37<br>Oil 4SA 6Cy. 370 × 720<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 180kW a.c.<br>12kn |
| 7401966<br>JRHI<br>117107<br>Df Esd Gc<br>Rdr | **QUEEN FLOWER No. 2**<br>ex Queen Coral No. 2-83<br>**Kansai Kisen Kaisha**<br>Osaka, Japan<br>Osaka Pref. | **6 823**<br>—<br>1 969 | | **1975** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (846)<br>140,06 18,52 5,589<br>122,00 18,50 7,01<br>2 dks | **TM RoRo Cargo/Ferry** | MAN V12V52/55<br>2 Vee Oil 4SA each 12Cy. 520 × 550<br>24 000bhp (17 653kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 750kW 445V 60Hz a.c.<br>Fuel 92,0t (d.o.) 402,0t (hvf)-72,5pd 21kn |
| 5205837<br>LFYL<br>17824<br>Df Esd Rdr<br>RTm/h | **QUEEN FROST**<br>ex Lely-72<br>**A/S Fellesfrost**<br>Norway Foods Ltd. A/S<br>Stavanger Norway | *1 045*<br>*378*<br>1 104 | **✠100A1** SS 6/88<br>Ice Class 3<br>**✠LMC**<br>EL m $1\frac{1}{4}$"SQ<br>FN 1020 | **1962**-11 N.V. Schps. Gebr. van Diepen —Waterhuizen (972)<br>68,64 10,34 3,969<br>62,26 10,22 6,15<br>F 7,7 2 dks<br>RW rf nil conv General Cargo 72 | **M Factory Ship**<br>Fish-factory Pallets Refrigerated Cargo<br>Side doors 1(p) 1(s)<br>1 Ho 42,9 1 TwD 24,3<br>G.2 093 B.1 884<br>1 Ha (2,7 × 2,1) ER<br>Der 2(5) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 176kW 230V 50Hz a.c.<br>Fuel 102,5t (d.o.) 12kn |
| 8411451<br>Esd Rdr Rt | **QUEEN HATSHEPSUT**<br>**Pyramids-Nile Cruise Co.**<br>Cairo Egypt | **1 000**<br>—<br>139 | **✠A1** SS 8/90<br>inland waterways<br>passenger vessel<br>**LMC**<br>EL 150,0/19,0U2<br>FN 820 | **1984**-12 Alblas Scheepswerf—Krimpen a/d Ijssel<br>60,13 11,13 1,301<br>57,26 11,00 3,31<br>RFD 4,6 1 dk<br>rf nil DK | **TM Passenger Ship** 44cbn 83bth P<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 16Cy. 108 × 127 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>660kW (897bhp)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 3 × 200kW 380V 50Hz a.c. |
| 7515793<br>WYH6486<br>552640<br>Df Esd Gc<br>Rdr RTv | **QUEEN JEAN**<br>**Owen O. Bodden** | **105**<br>71<br>— | | **1973** .............Harvey, La<br>*21,95* 6,96<br>3,48<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>525bhp (386kW)<br>U.S.A. |
| 8332576<br>225218<br>Rt | **QUEEN LEONORA**<br>ex Pontevedra-87<br>**Development Bank of The Philippines**<br>Cebu City Philippines | **191**<br>115<br>— | (AB) | **1980** Philippine Iron Cons. & Marine Works Inc. —Jasa-an, Mindanao (46)<br>... ... ...<br>35,51 11,21 3,71<br>1 dk | **TM RoRo Cargo/Ferry** 120dk P<br>Twin Hull | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152 reverse reduction geared to sc. shafts<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 24kW a.c.<br>Fuel 10,0t 11,5kn |
| 6921452<br>HP5792<br>20023-PEXT1<br>Df Esd Gc<br>Pld Rdr Rt | **QUEEN MARY**<br>Panama Panama | **509**<br>242<br>1 105 | | **1968** Pacific Coast Eng. Co.—Alameda, Ca (232)<br>46,26 10,55 5,068<br>43,29 10,52 3,92<br>2 dks | **TM Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>14kn |
| 7363700<br>2689<br>Esd Gc Rdr<br>Rt | **QUEEN MARY THREE**<br>ex Rio Algar-91<br>**Queen Mary Shipping Ltd.**<br>Valletta Malta | **174**<br>86<br>— | RI (BV) | **1974** Ast. Ojeda y Aniceto S.A.—Aviles (3)<br>27,77 7,01<br>24,16 6,99 3,71<br>1 dk | **M Fishing**<br>Side Trawler | Alpha 406-26VO<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Cons. Echevarria Bermeo<br>Gen 2 × 80kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 60,5t (d.o.) 10kn |
| 7912238 | **QUEEN NEFERTITI**<br>**Pyramids-Nile Cruise Co.**<br>Cairo Egypt<br>DELETE ENTRY — INLAND WATERWAYS SERVICE ONLY AND NO LONGER CLASSED WITH LLOYD'S REGISTER | **200**<br>—<br>45 | **✠A1** SS 12/89<br>inland waterways<br>**✠LMC**<br>EL 87,0/16,0U2<br>FN 298 | **1979**-12 Scheepsw. "De Hoop" B.V.—Lobith<br>33,91 7,47 1,301<br>31,70 6,80 2,60<br>1 dk<br>rf nil | **TM Passenger Ship** 22cbn 45bth P<br>Mchy.aft | General Motors 6-71-N<br>2 Oil 2SA each 6Cy. 108 × 127 reverse reduction geared to sc. shafts<br>302kW (411bhp)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 92kW 220/380V 50Hz a.c. |
| 7414080<br>CZ8100<br>370066<br>Esd Gc Rdr<br>Rt | **QUEEN OF ALBERNI**<br>**Central & Eastern Trust Co.**<br>British Columbia Ferry Corp.<br>Victoria, B.C. Canada | **5 863**<br>3 935<br>1 981 | **✠100A1** CS 2/90<br>Straits of Georgia service<br>**✠LMC**<br>EL (B1) $1\frac{7}{8}$"U3<br>FN 4555 | **1976**-6 Vancouver Shipyards Co. Ltd. —Vancouver, B.C. (62)<br>139,35 27,13 5,496<br>130,10 27,08 7,93<br>1 dk | **M RoRo Cargo/Ferry** 1415dk P<br>Bow door Stern door<br>Lane Length 1600 Cargo Width 4,30<br>Clear height 4,75 | MaK 12M551AK<br>2 Vee Oil 4SA each 12Cy. 450 × 550 with clutches, flexible couplings & sr geared to sc. shaft<br>8 606kW (11 700bhp)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>db 3,4kgf/$cm^2$ (3,4bar)<br>Gen 4 × 400kW 480V 60Hz a.c.<br>Controllable pitch propeller , 1 fwd<br>Fuel 345,0t (d.o.)-21,0pd 19kn |

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| **7527928**<br>402435<br>Esd Rdr Rt | **QUEEN OF ARAN**<br>ex Shonag of Kishorn-85<br>**Aran Ferries Teoranta Arus Failte**<br>Dublin Irish Republic | **113**<br>58<br>12 | ✠Classed LR until 3/8/88 | **1976**-9 McTay Marine Ltd.—Bromborough (20)<br>19,97 6,43 1,524<br>18,39 6,10 2,60<br>B 10,1 1 dk<br>rf 508 BK 18 | **TM Crewboat**<br>67dk P | General Motors<br>2 Vee Oil 2SA each 8Cy. 108 × 127 re<br>reduction geared to sc. shafts<br>700bhp (515kW)<br>General Motors Ltd.<br>Gen 1 × 2,5kW 2 × 1,25kW 24V d.c |
| **6510148**<br>*VDMG*<br>322978<br>Gc Rdr Rt | **QUEEN OF BURNABY**<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **4 903**<br>3 346<br>1 176 | **✠100A1** CS 11/87<br>Strait of Georgia service<br>**✠LMC**<br>EL (v) $1\frac{13}{16}$"SQ<br>FN 3578 | **1965**-5 Victoria Mchy. Depot Co. Ltd.—Victoria, B.C. (125)<br>129,98 23,93 3,963<br>121,60 23,17 6,25<br>B & F 114,0 1 dk<br>rf 2032 len 73 | **TM RoRo Cargo/Ferry**<br>987dk P<br>Bow & stern doors<br>Lane Length 1037 Cargo Width 2,75<br>Clear height 4,47<br>Cars 152 Trailers 8 | Mirrlees<br>2 Vee Oil 4SA each 16Cy. 381 × 457<br>6 000bhp (4 413kW)<br>Mirrlees National Ltd.<br>Gen 3 × 400kW 1 × 150kW 450V 60<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **9008354**<br>*VY9513*<br>812656<br>Df Esd Gc<br>Rdr RTv | **QUEEN OF CAPILANO**<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **2 855**<br>1 876<br>153 | AB (Class cont.) | **1991** Vancouver Shipyards Co. Ltd.—Vancouver, B.C. (126)<br>96,00 21,23 3,650<br>91,20 21,20 4,26<br>1 dk | **TD-E RoRo Cargo/Ferry**<br>336dk P<br>Cars 85 | Normo<br>3 Oil 4SA each 9Cy. 250 × 300 total 5<br>(7 305bhp) driving 3 gen. each 170<br>a.c. connected to 4 elec. motors each<br>1 014shp (746kW)<br>BMV Bergen Diesel A/S<br>2 Controllable pitch propellers |
| **7700415**<br>812639<br>Gc Rdr Rt<br>AMVER | **QUEEN OF CHILLIWACK**<br>ex Basto I-91<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **2 476**<br>938<br>1 129 | (NV) | **1978** A/S Framnaes M/V—Sandefjord (190)<br>99,85 17,84 4,601<br>92,31 5,36<br>2 dks<br>rf 1397 | **TM RoRo Cargo/Ferry**<br>CSD<br>700dk P<br>Ice strengthened<br>Bow door/ramp<br>Stern door/ramp<br>Lane Length 360 Clear height 4,40<br>Cars 115 | Normo<br>4 Oil 4SA each 6Cy. 250 × 300<br>3 384kW (4 601bhp)<br>A/S Bergens M/V<br>Gen 3 × 172kW 230V 50Hz a.c.<br>2 Directional propellers<br>2 Directional thrust propellers fwd<br>2 Directional thrust propellers<br>Fuel 450,0t (d.o.)-6,5pd |
| **7411155**<br>*CZ8058*<br>370060<br>Esd Gc Rdr<br>Rt | **QUEEN OF COQUITLAM**<br>**The Royal Trust Co.**<br>British Columbia Ferry Corp.<br>Victoria, B.C. Canada | **6 551**<br>4 208<br>1 496 | **✠100A1** CS 11/90<br>Straits of Georgia service<br>**✠LMC**<br>EL (B†) $1\frac{7}{8}$"U3<br>FN 4555 | **1976**-6 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (219)<br>139,35 27,13 5,331<br>130,10 27,08 7,93<br>1 dk & S dk | **M RoRo Cargo/Ferry**<br>OSD<br>1466dk P<br>Bow & stern doors<br>Lane Length 1898 Cargo Width 4,30<br>Clear height 4,42<br>Cars 264 Trailers 14 | MaK<br>2 Vee Oil 4SA each 12Cy. 450 × 550 w<br>clutches, flexible couplings & sr gear<br>shaft<br>8 606kW (11 700bhp)<br>MaK. Maschinenbau G.m.b.H.<br>db 3,4kgf/cm² (3,4bar)<br>Gen 4 × 400kW 480V 60Hz a.c.<br>Controllable pitch propeller , 1 fwd<br>Fuel 345,0t (d.o.)-21,0pd |
| **7411143**<br>*CZ4990*<br>370065<br>Esd Gc Pfd<br>Rdr Rt | **QUEEN OF COWICHAN**<br>**Canada Trustco Mortgage Co. &**<br>**Montreal Trust Co.**<br>British Columbia Ferry Corp.<br>Victoria, B.C. Canada | **6 551**<br>4 208<br>1 496 | **✠100A1** CS 10/90<br>Straits of Georgia service<br>**✠LMC**<br>EL (B†) $1\frac{7}{8}$"U3<br>FN 4555 | **1976**-7 Yarrows Ltd.—Victoria, B.C. (371)<br>139,35 27,13 5,335<br>130,10 27,08 7,93<br>1 dk | **M RoRo Cargo/Ferry**<br>1466dk P<br>Bow & stern doors<br>Lane Length 1898 Cargo Width 4,30<br>Clear height 4,42<br>Cars 362 | MaK<br>2 Vee Oil 4SA each 12Cy. 450 × 550/5<br>clutches, flexible couplings & sr gear<br>shaft<br>8 606kW (11 700bhp)<br>MaK. Maschinenbau G.m.b.H.<br>db 3,4kgf/cm² (3,4bar)<br>Gen 4 × 400kW 480V 60Hz a.c.<br>Controllable pitch propeller , 1 fwd<br>Fuel 345,0t (d.o.)-21,0pd |
| **7015391**<br>*S2XR*<br>146<br>Df Esd Gc<br>Rdr RTm/h/v | **QUEEN OF DIAMOND**<br>ex Dalia II-86 ex Mini Lake-79<br>ex American Muse-71 ex Mini Lake-70<br>**South Asia Shipping Ltd.**<br>Chittagong Bangladesh | **1 500**<br>1 224<br>3 067 | NK (AB) | **1970** Hakodate Dock Co. Ltd.—Muroran (475)<br>65,47 15,32 4,947<br>63,18 15,30 6,60<br>1 dk<br>rf nil | **TM General Cargo**<br>2 Ho 21,3 21,9 ER<br>G.3 789 B.3 672<br>4 Ha (stl) (each 19,5p&s × 5,1) ER<br>Cr 2(15) | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320 reverse<br>geared to sc. shafts<br>1 104kW (1 501bhp)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 97,5t (d.o.)-3,5pd |
| **5413068**<br>*CYJC*<br>318673<br>Gc Rdr RTv | **QUEEN OF ESQUIMALT**<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **9 304**<br>7 778<br>— | AB<br>✠Classed LR until 2/69 | **1963**-3 Victoria Mchy. Depot Co. Ltd.—Victoria, B.C. (100)<br>129,98 (BB) 23,93 3,982<br>119,49 23,17 6,25<br>B & F 75,6 1 dk<br>rf 2032 len 69 | **TM RoRo Cargo/Ferry**<br>1394dk P<br>Bow & stern doors<br>Lane Length 2030 Cargo Width 2,75<br>Clear height 4,16<br>Cars 240 Trailers 12 | MaK<br>2 Oil 4SA each 8Cy. 450 × 550 with fle<br>couplings & dr geared to sc. shafts<br>6 620kW (9 000bhp) NE 82<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 3 × 400kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 255,5t (d.o.) |
| **7017260**<br>*S2XO*<br>145<br>Df Esd Gc<br>Rdr RTm/h/v | **QUEEN OF HEART**<br>ex Dalia I-86 ex Mini Leo-79<br>ex American Mark-71 ex Mini Leo-70<br>**South Asia Shipping Ltd.**<br>Chittagong Bangladesh | **1 500**<br>1 224<br>3 067 | NK (AB) | **1970** Hakodate Dock Co. Ltd.—Muroran (474)<br>65,47 15,32 4,936<br>63,18 15,30 6,60<br>1 dk<br>rf nil | **TM General Cargo**<br>2 Ho 21,3 21,9 ER<br>G.3 789 B.3 672<br>4 Ha (stl) (each 19,5p&s × 5,1) ER<br>Cr 2(15) | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320 reverse<br>geared to sc. shafts<br>1 104kW (1 501bhp)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 97,5t (d.o.)-3,5pd |
| **6404375**<br>*VCNX*<br>320068<br>Gc Rdr Rt | **QUEEN OF NANAIMO**<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **4 939**<br>3 365<br>1 141 | **✠100A1** CS 3/91<br>Strait of Georgia service<br>**✠LMC**<br>EL (v) $1\frac{13}{16}$"SQ<br>FN 3516 | **1964**-6 Victoria Mchy. Depot Co. Ltd.—Victoria, B.C. (104)<br>129,98 23,93 3,976<br>119,49 23,17 6,25<br>B & F 114,0 2 dks<br>rf 2032 len 74 | **TM RoRo Cargo/Ferry**<br>987dk P<br>Bow & stern doors<br>Lane Length 1037 Cargo Width 2,75<br>Clear height 4,47<br>Cars 152 Trailers 8 | Mirrlees<br>2 Vee Oil 4SA each 16Cy. 381 × 457<br>6 000bhp (4 413kW)<br>Mirrlees National Ltd.<br>2 AuxB 501bf/in² (3,5bar)<br>2 Controllable pitch propellers |
| **6413663**<br>*VDQQ*<br>322953<br>Gc Rdr Rt | **QUEEN OF NEW WESTMINSTER**<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **8 785**<br>6 954<br>1 765 | **✠100A1** CS 5/90<br>Strait of Georgia service<br>**✠LMC**<br>EL (v) $1\frac{13}{16}$"SQ<br>FN 3516 | **1964**-7 Victoria Mchy. Depot Co. Ltd.—Victoria, B.C. (105)<br>129,98 23,93 3,616<br>119,49 23,17 6,25<br>B & F 114,0 3 dks<br>rf 2032 len 73 | **TM RoRo Cargo/Ferry**<br>1341dk P<br>Bow & stern doors<br>Bow door<br>L 4,50 W 6,10<br>Stern door<br>L 4,50 W 6,10<br>Lane Length 1676 Clear height 4,57<br>Cars 144 Lorries 17 Trailers 25 | Wartsila<br>sr geared to sc. shafts<br>31 440bhp (23 126kW)<br>(i) 2<br>E<br>(ii) 4 Oil 4SA each 9Cy. 320 × 350<br>NE 91<br>Wartsila Diesel Oy<br>2 AuxB 501bf/in² (3,5bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Thruster Unit<br>Fuel 50,0t (d.o.)-35,0pd |
| **7902283**<br>*VG8234*<br>396065<br>Esd Gc Rdr<br>Rt | **QUEEN OF OAK BAY**<br>**Royal Trust Co. & Royal Trust Corp.**<br>British Columbia Ferry Corp.<br>Victoria, B.C. Canada | **6 969**<br>4 473<br>1 099 | **✠100A1** CS 3/89<br>Straits of Georgia service<br>**✠LMC**<br>EL (B†) 165,0/48,0U3<br>FN 4513 | **1981**-6 Burrard Yarrows Corp. Victoria Division —Victoria, B.C. (550)<br>139,35 27,59 5,512<br>127,21 27,54 7,93<br>1 dk | **M RoRo Cargo/Ferry**<br>1466dk P<br>Bow door Stern door<br>Lane Length 1898 Cargo Width 4,30<br>Clear height 4,42<br>Cars 264 Trailers 14 | MaK<br>2 Vee Oil 4SA each 12Cy. 450 × 550<br>clutches, flexible couplings & sr<br>shaft<br>11 860bhp (8 724kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>2 db 3,4kgf/cm² (3,4bar)<br>Gen 4 × 400kW 480V 60Hz a.c.<br>Controllable pitch propeller , 1 fwd<br>Fuel 345,0t (d.o.)-21,0pd |

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| 6525179<br>VGPZ<br>323870<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **QUEEN OF PRINCE RUPERT**<br>ex Victoria Princess-80<br>ex Queen of Prince Rupert-80<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **5 864**<br>4 282<br>529 | **✠100A1** SS 2/91<br>Port Hardy—Prince Rupert<br>service<br>**✠LMC**<br>EL x $1\frac{13}{16}$"SQ<br>FN 2562 | **1966**-3 Victoria Mchy. Depot Co. Ltd.—Victoria, B.C. (124)<br>101,12 18,65 4,649<br>90,00 17,71 10,75<br>B 67,1 2 dks, intermediate dk at side, 3rd dk clear of mchy. space<br>rf 152 | **TM RoRo Cargo/Ferry** 458dk P<br>Bow & stern doors<br>Lane Length 432 Cargo Width 2,75<br>Clear height 4,42<br>Cars 40 Trailers 8 | National Gas<br>2 Oil 4SA each 8Cy. 381 × 508 with hydraulic couplings & sr geared to sc. shafts<br>5 650kW (7 681bhp)<br>Mirrlees National Ltd. Stockport<br>2 AuxB 50lbf/in$^2$ (3,5bar)<br>Gen 4 × 400kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>18kn |
| 5408142<br>VYKX<br>318669<br>Gc Rdr Rt | **QUEEN OF SAANICH**<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **9 302**<br>7 781<br>— | **✠100A1** SS 11/88<br>Strait of Georgia service<br>**✠LMC**<br>EL (v) $1\frac{13}{16}$"SQ<br>FN 3498 | **1963**-2 Victoria Mchy. Depot Co. Ltd.—Victoria, B.C. (99)<br>129,98 23,93 3,810<br>118,88 23,17 6,25<br>B & F 114,0 2 dks<br>rf 2032 len 72 | **TM RoRo Cargo/Ferry** 1394dk P<br>Bow & stern doors<br>Lane Length 1825 Cargo Width 2,75<br>Clear height 4,17<br>Cars 226 Trailers 12 | MaK 8M551AK<br>2 Oil 4SA each 8Cy. 450 × 550 with flexible couplings & dr geared to sc. shafts<br>6 620kW (9 000bhp) NE 5/82<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 3 × 400kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 255,5t (d.o.) 18kn |
| 7911533<br>OUSE6<br>A-30439<br>Df Esd Gc<br>Pfd Rdr Rt | **QUEEN OF SCANDINAVIA**<br>ex Finlandia-90<br>**DFDS A/S**<br>Kobenhavn Denmark (DIS) | T.Mk<br>**25 940**<br>15 791<br>3 898 | **✠100A1** SS 3/90<br>ferry<br>Ice Class 1A Super<br>**✠LMC** **UMS**<br>EL L† 632,5/70,0U3<br>FN 5625 | **1981**-3 Oy Wartsila Ab—Turku/Abo (1251)<br>166,10 (BB) 29,04 6,719<br>149,99 28,40 9,10<br>B 132,9 3 dks, 1 movable dk (hoistable) in No. 3 (vehicle) tween dk<br>rf nil | **TM Passenger/RoRo Cargo/Ferry** 640cbn 1594bth 416dk P<br>Bow door & ramp<br>L 11,70 W 6,40 SWL 45<br>2 Stern door/ramps 1(p) 1(s)<br>L 9,20 W 7,10 SWL 45<br>Lane Length 1050 Cargo Width 7,10<br>Clear height 4,60<br>Cars 450 | Pielstick 12PC2-5V-400<br>4 Vee Oil 4SA each 12Cy. 400 × 460 with clutches, flexible couplings & sr geared to sc. shafts<br>22 948kW (31 198bhp)<br>Oy Wartsila Ab Turku/Abo<br>2 AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>2 e(ex.g) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 1776kW 2 × 1300kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 195,5t (d.o.) 1 377,0t (hvf)-90,0pd 20kn |
| 5080419<br>GONM<br>145669<br>RTm | **QUEEN OF SCOTS**<br>ex Rochester Queen-85<br>ex Queen of Scots-83<br>ex Bournemouth Queen-75<br>ex Coronia-68<br>**Dannis Y. M. Cheung**<br>Straker Promotions Ltd.<br>Scarborough United Kingdom | **227**<br>126<br>— | Classed LR until 5/52 | **1935** Warren's New Holland Shipyard—New Holland<br>39,53 7,95 1,829<br>7,90<br>2 dks<br>R conv Ferry 83 | **TM Ferry**<br>Stationary Restaurant Ship 452P<br>1W | National Gas<br>2 Oil 4SA each 6Cy. 205 × 305<br>480bhp (353kW)<br>National Gas & Oil Eng. Co. Ashton-under-Lyne<br>Gen 2 × 3kW 110V d.c.<br>Fuel 4,0t (d.o.) 10kn |
| 6524345<br>ETBC<br>Df Esd Gc<br>Rdr RTv | **QUEEN OF SHEEBA**<br>**The Ethiopian Shipping Lines**<br>Assab Ethiopia | **5 182**<br>2 812<br>6 655 | **✠100A1** M 5/90-24mos<br>DTf & tunnel tanks—<br>vegetable oil<br>**✠LMC**<br>EL y $1\frac{7}{8}$"SQ<br>FN 2933 | **1966**-4 Verolme Dok & Schpsb.—Rozenburg (721)<br>121,01 16,97 7,913<br>110,34 16,92 9,66<br>P 42,1 F 13,2 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>4 Ho 3,4DT 7,6 11,2 8,8 ER 7,6<br>5 TwD<br>G.8 369 B.7 202 In.514 L.(oil) 230<br>5 Ha (stl) (11,0 × 5,0) (13,2 10,4 × 7,6) (11,1 × 6,0) ER (8,3 × 5,0)<br>Der 1(40) 2(5-10) 10(3-5) | MAN<br>Oil 2SA 6Cy. 600 × 1050<br>5 400bhp (3 972kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 240kW 450V 60Hz a.c.<br>Fuel 688,0t (d.o.) |
| 5288011<br>VCNR<br>312273<br>Rdr | **QUEEN OF SIDNEY**<br>ex Sidney-63<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **3 128**<br>1 954<br>702 | **✠100A1** CS 10/90<br>Strait of Georgia service<br>**✠LMC**<br>EL (z) $1\frac{13}{16}$"SQ<br>FN 2702 | **1960**-5 Victoria Mchy. Depot Co. Ltd.—Victoria, B.C. (85)<br>102,44 22,61 3,823<br>93,78 22,56 6,25<br>B & F 75,6 1 dk<br>rf 1956 | **TM RoRo Cargo/Ferry** 989dk P<br>Bow door Stern door<br>Lane Length 735 Cargo Width 2,75<br>Clear height 4,65<br>Cars 82 Trailers 8 | Mirrlees<br>2 Oil 4SA each 16Cy. 381 × 457<br>6 000bhp (4 413kW)<br>Mirrlees, Bickerton & Day Stockport<br>Gen 1 × 400kW 2 × 300kW 1 × 150kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 232,5t 18kn |
| 7902221<br>VG8177<br>396048<br>Esd Gc Rdr<br>Rt | **QUEEN OF SURREY**<br>**Royal Trust Co. & Royal Trust Corp.**<br>British Columbia Ferry Corp.<br>Victoria, B.C. Canada | **6 969**<br>4 473<br>1 099 | **✠100A1** CS 2/90<br>Straits of Georgia service<br>**✠LMC**<br>EL (B†) 165,0/48,0U3<br>FN 4513 | **1981**-5 Burrard Yarrows Corp. Vancouver Division —North Vancouver, B.C. (100)<br>139,35 27,59 5,512<br>127,21 27,54 7,93<br>1 dk | **M RoRo Cargo/Ferry** 1466dk P<br>Bow door Stern door<br>Lane Length 1898 Cargo Width 4,30<br>Clear height 4,57<br>Cars 264 Trailers 14 | MaK 12M551AK<br>2 Vee Oil 4SA each 12Cy. 450 × 550 with clutches, flexible couplings & sr geared to sc. shaft<br>11 860bhp (8 724kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>2 db 3,4kgf/cm$^2$ (3,4bar)<br>Gen 4 × 400kW 480V 60Hz a.c.<br>Controllable pitch propeller , 1 fwd<br>Fuel 345,0t (d.o.)-21,0pd 19kn |
| 5425255<br>VCGX<br>320045<br>Gc Rdr Rt | **QUEEN OF THE ISLANDS**<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **1 717**<br>831<br>443 | ✠LR class withdrawn<br>30/1/91 | **1963**-6 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (320)<br>71,91 15,91<br>65,49 15,85 6,10<br>1 dk<br>rf 457 | **TM RoRo Cargo/Ferry** 483dk P<br>Lane Length 216 Cargo Width 2,75<br>Clear height 4,19<br>Cars 20 Trailers 4 | Fairbanks, Morse<br>2 Oil 4SA each 10Cy. 206 × 508 with fluid couplings & sr geared to sc. shafts<br>3 600bhp (2 648kW)<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>16kn |
| 6501783<br>VNQB<br>300021<br>Rdr Rt | **QUEEN OF THE ISLES**<br>ex Gulf Explorer-87 ex Olovaha-82<br>ex Queen of the Isles-71<br>**Tobias Webb Pty. Ltd.**<br>*Cairns, Queensland* Australia | **529**<br>212<br>— | **✠100A1** SS 12/88<br>Queensland coastal<br>services<br>DB tank fuel oil fd above<br>65.5°C<br>**✠LMC**<br>EL h $1\frac{1}{8}$" ptSQ<br>FN 557 | **1965**-4 Charles Hill & Sons Ltd.—Bristol (448)<br>47,78 9,17 2,890<br>43,44 8,84 3,97<br>P & B 27,5 F 5,5 1 dk<br>rf 229 BK 76 | **TM Passenger/General Cargo/Ferry** 300P<br>1 Ho 13,0<br>B.252<br>1 Ha (5,4 × 3,6)<br>1W Der 1(3) | Ruston<br>2 Oil 4SA each 6Cy. 203 × 273 sr reverse geared to sc. shafts<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 45kW 220V d.c. 2 × 32kW 230V 50Hz a.c.<br>Fuel 16,5t 13kn |
| 6917267<br>VCQD<br>368854<br>Df Esd Gc<br>Pfd Rdr Rt | **QUEEN OF THE NORTH**<br>ex Queen Of Surrey-80<br>ex Stena Danica-74<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | T.Mk<br>**8 889**<br>7 098<br>1 205 | **100A1** CS 3/88<br>Strait of Georgia service<br>and to Prince Rupert<br>Ice Class 3<br>**LMC**<br>EL W $1\frac{3}{4}$"U3<br>FN 3228<br>(NV) | **1969** A.G. "Weser" Werk Seebeck—Bremerhaven (934)<br>125,00 (BB) 19,74 5,236<br>107,02 18,80 11,36<br>B 89,0 2 dks<br>rf 305 | **TM Passenger/RoRo Cargo/Ferry** 750P<br>Bow & stern doors<br>Lane Length 848 Cargo Width 2,75<br>Clear height 3,96<br>Cars 132 Trailers 5<br>Mchy.aft | MAN<br>2 Vee Oil 4SA each 16Cy. 400 × 541<br>15 600bhp (11 475kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 720kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller<br>Fuel 432,0t (d.o.)-56,0pd 22kn |
| 5223530<br>HQLA8<br>L-0332537<br>Df Esd Gc<br>Rdr Rt | **QUEEN OF THE SEA**<br>ex Long Island Express II-88<br>ex Marian P. Billups-83<br>**Naviera Queen of the Sea S. de R.L.**<br>San Lorenzo Honduras | **1 593**<br>912<br>1 334 | (AB) | **1956** Bijker's Aanneming's Bedrijf "Ijssel" Werf —Gorinchem (139)<br>87,10 12,04 4,611<br>80,14 11,99 6,76<br>1 dk<br>RW rf 127 conv LPG Pressurised Liquefied Gas Carrier — | **M General Cargo**<br>19 Ta (stl) cyl vert ER<br>L.(gas) 2 006 | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 700bhp (1 250kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 120kW 1 × 44kW<br>Fuel (d.o.) 13kn |
| 8508010<br>918779<br>Rdr Rt | **QUEEN OF THE UNIVERSE**<br>**Queen of the Universe Inc.**<br>New Orleans, La United States of America | **148**<br>101<br>— | | **1985** Patti SB. Inc.—Pensacola, Fl (121)<br>27,44 -<br>22,34 7,92 3,07<br>1 dk | **M Fishing**<br>Stern Trawler | General Motors 6-71-TI<br>Oil 2SA 6Cy. 108 × 127 geared to sc. shaft<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 5288023<br>VCMC<br>312277<br>Rdr | **QUEEN OF TSAWWASSEN**<br>ex Tsawwassen-62<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **3 127**<br>1 954<br>616 | **✠100A1** CS 11/87<br>Strait of Georgia service<br>**✠LMC**<br>EL (z) $1\frac{13}{16}$"SQ<br>FN 2704 | **1960**-5 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (309)<br>102,39 22,61 3,823<br>93,83 22,56 6,25<br>B & F 75,6 1 dk<br>rf 1956 | **TM RoRo Cargo/Ferry** 989dk P<br>Bow & stern doors<br>Lane Length 735 Cargo Width 2,75<br>Clear height 4,10<br>Cars 82 Trailers 8 | Mirrlees<br>2 Vee Oil 4SA each 16Cy. 381 × 457<br>6 000bhp (4 413kW)<br>Mirrlees, Bickerton & Day Stockport<br>Gen 1 × 400kW 2 × 300kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>18kn |

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| 5288035<br>*CYMV*<br>318636<br>Gc Rdr | **QUEEN OF VANCOUVER**<br>ex City of Vancouver-63<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **9 357**<br>7 830<br>— | ✠**100A1** CS 6/88<br>Strait of Georgia service<br>✠**LMC**<br>EL (v) $1\frac{13}{16}$"SQ<br>FN 3516 | **1962**-4 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (311)<br>129,95 23,96 3,810<br>119,49 23,17 6,25<br>B & F 114,0 2 dks<br>rf 2032 deepened 81 len 72 | **TM RoRo Cargo/Ferry** 1360dk P<br>Bow & stern doors<br>Lane Length 1825 Cargo Width 2,75<br>Clear height 4,17<br>Cars 225 Trailers 12 | MaK<br>2 Oil 4SA each 9Cy. 450 × 550 dr gea<br>shafts<br>6 210kW (8 443bhp) NE 6/78<br>Atlas-MaK Maschinenbau<br>Gen 3 × 400kW 1 × 150kW 450V 6<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 5288047<br>*VCVV*<br>314040<br>Rdr | **QUEEN OF VICTORIA**<br>ex City of Victoria-63<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **9 369**<br>7 846<br>— | ✠**100A1** CS 2/90<br>Strait of Georgia service<br>✠**LMC**<br>ÈL X /46,0U2<br>FN 3514 | **1962**-2 Victoria Mchy. Depot Co. Ltd.—Victoria, B.C. (94)<br>129,95 (BB) 23,93 3,823<br>119,49 23,17 6,23<br>B & F 114,0 2 dks<br>rf 2032 deepened 81 len 70 | **TM RoRo Cargo/Ferry** 1360dk P<br>Bow & stern doors<br>Lane Length 1544 Cargo Width 2,75<br>Clear height 4,42<br>Cars 226 Trailers 12 | MaK<br>2 Oil 4SA each 9Cy. 450 × 550<br>6 210kW (8 443bhp) NE 6/78<br>Atlas-MaK Maschinenbau<br>Gen 3 × 400kW 1 × 150kW 450V 6<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 5287976<br>*MKRJ*<br>145195 | **QUEEN PHILIPPA**<br>**C. Burley Ltd.**<br>London United Kingdom | **160**<br>92 | | **1921** Kentish SB. & Eng. Co. Ltd.—Whitstable<br>30,48 7,04 2,591<br>... ...<br>1 dk | **Wood TM General Cargo** | Gardner<br>2 Oil 6Cy.<br>NE —<br>L. Gardner & Sons Ltd. |
| 7630854<br>*D7RG*<br>BSR-686366<br>Gc Rdr Rt | **QUEEN PUSAN**<br>ex Han Sung No. 2-86<br>ex Kiku Maru No. 2-79<br>ex Naikai Maru No. 11-76<br>**Pusan Shipping Co. Ltd.**<br>Busan South Korea | **991**<br>624<br>1 962 | KR | **1968** Watanabe Zosen K.K.—Hakata (97)<br>71,18 11,00 4,923<br>65,00 10,98 5,59<br>P 16,8 F 10,4 1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 433 B.2 176<br>1 Ha (35,3 × 5,9) ER<br>2W Der 2(5) | Makita<br>Oil 4SA 6Cy. 380 × 540<br>1 400bhp (1 030kW)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 80kW 445V a.c. |
| 8720371<br>*JJ3534*<br>129202<br>Rdr Rt | **QUEEN ROKKO**<br>**Awaji Ferryboat Co. Ltd.**<br>Kobe, Japan<br>Hyogo Pref. | **217**<br>—<br>— | | **1988** Mitsui Eng. & SB. Co. Ltd.—Tamano<br>*30,80* 9,02<br>9,00 3,00<br>1 dk | **Aluminium Alloy M Ferry** —dk P | MWM<br>2 Vee Oil 4SA each 12Cy. 170 × 195<br>2 522kW (3 429bhp)<br>Motorenw. Mannheim A.G. (MWM) |
| 7601762<br><br><br>Df Esd Gc<br>Rdr Rt | **QUEEN SALAMASINA**<br>**West Samoan Shipping Corp.**<br>Apia Western Samoa<br>Upolu Island | **714**<br>584<br>60 | ✠**100A1** SS 11/90<br>ferry<br>Western Samoan Islands of Upoln & Savaii service and to Pago Pago — oil cargoes flash point above 60°C<br>✠**LMC**<br>EL I $\frac{15}{16}$"U2<br>FN 527 | **1977**-10 Dillingham Shipyards (W.A.) Pty. Ltd. —Fremantle, W.A. (234)<br>42,40 10,70 2,263<br>38,41 10,36 3,36<br>B 18,9 1 dk<br>rf 305 | **TM RoRo Cargo/Ferry** 156dk P<br>Stern door & ramp<br>Mchy.aft | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292 reverse<br>geared to sc. shafts<br>780bhp (574kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 72kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 72,0t (d.o.) |
| 6821030<br><br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **QUEEN SEA 1**<br>ex Queen Sea-91 ex Fayza Express-90<br>ex Fayza-90 ex Shoukrallah-89<br>ex Acrux-88 ex Syria-86<br>ex Merzario Syria-85 ex Scandic-76<br>**Samara Compania Naviera S.A.**<br>Honduras | **1 138**<br>523<br>1 625 | BV (RI)<br>✠Classed LR until 21/12/78 | **1968**-12 Kalmar Varv A/B—Kalmar (422)<br>89,34 14,03 4,147<br>80,35 14,00 10,39<br>2 dks<br>rf 152 len 69 | **M RoRo Cargo**<br>Stern door Ice strengthened<br>Mchy.aft<br>1 Ho 78,0<br>B.7 060<br>3 Ha (each 3,6 × 7,0) | Polar<br>2 Oil 4SA each 16Cy. 250 × 300 sr gea<br>shaft<br>4 800bhp (3 531kW)<br>Nydqvist & Holm A/B<br>Gen 2 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 216,5t (d.o.) |
| 8500197<br>*3EWR7*<br>18989-90<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **QUEEN SEIKO**<br>ex Timber Express-90 ex Taufiq-90<br>**Bonanza Seiko Shipping S.A.**<br>Panama Panama | *5 757*<br>*2 334*<br>6 844<br>T/cm<br>87,9 | NK (KI) | **1985** Murakami Hide Zosen K.K.—Hakata (241)<br>99,90 (BB) 7,521<br>89,52 18,01 13,01<br>1 dk | **M General Cargo**<br>2 Ho 26,6 28,0 ER 2 TwD<br>G.13 285 B.12 611<br>2 Ha (stl) (21,7 24,5 × 9,8) ER<br>Der 4(20) | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>2 750bhp (2 023kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 260kW 445V 60Hz a.c.<br>Fuel 66,0t (d.o.) 499,5t (hvf)-9,0pd |
| 8016615<br><br>385823<br>Esd Rdr Rt | **QUEEN STAR**<br>**Jose Antonia & Lucillia Belo & Sousa Nominees Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **112**<br>92<br>— | | **1980** "K" Shipyard Construction Co.—Fremantle, W.A.<br>22,51 6,38 2,794<br>20,91 6,00 3,13<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| 6611057<br>*P3HB4*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **QUEEN VERGINA**<br>ex Ambrose-91 ex Ambrose Shea-90<br>**Murano Shipping Co. Ltd.**<br>Ayios Efthimios Navigation Co. Ltd.<br>Limassol Cyprus | **9 934**<br>5 775<br>1 681 | ✠CLASS WITHDRAWN 1/7/91 | **1967**-12 Marine Industrie Ltee.—Sorel, P.Q. (324)<br>120,61 21,72 6,268<br>108,51 21,04 12,96<br>B & F 85,1 2 dks<br>rf 152 | **TD-E Passenger/RoRo Cargo/Ferry** 93cbn 260bth 265dk P<br>Side doors 2(p) 2(s) Ice strengthened<br>Stern door/ramp<br>W 9,00<br>Cars 135 Lorries 25 Trailers 16 | Cooper Bessemer<br>5 Vee Oil 4SA each 16Cy. 343 × 419<br>24 200bhp (17 801kW) driving 4 ge<br>2 640kW connected to 2 elec. motors<br>6 500shp (4 781kW) & dr geared to s<br>Cooper-Bessemer of Canada<br>Gen 4 × 485kW 460V 60Hz a.c.<br>Bow jet pump<br>Fuel 366,0t (d.o.)(hvf)-56,0pd |
| 7398406<br>*WYT8222*<br>547390 | **QUEEN VICTORIA**<br>**G & L Fisheries Inc.**<br>Coos Bay, Or United States of America | **162**<br>110<br>— | | **1973** ............Ocean Springs, Ms<br>*24,27*<br>24,26 7,47 3,74<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>550bhp (405kW)<br>............ |
| 5331868<br>*H8KC*<br>8251-PEXT1<br>Rdr RTv | **QUEENFOIL**<br>ex Sleipner-74<br>**Shotley Mercantile Co. Ltd.**<br>Panama Panama | **130**<br>71<br>14 | (NV) | **1961** Cant. Navali L. Rodriquez—Messina (76)<br>27,92 5,82<br>24,41<br>1 dk<br>R | **Aluminium Alloy TM Hydrofoil Ferry** 125dk P | Daimler<br>2 Vee Oil 4SA each 12Cy. 175 × 205<br>2 700bhp (1 986kW)<br>Daimler-Benz A.G.<br>Gen 1 × 24kW 220V 50Hz a.c.<br>Fuel 3,0t (d.o.) |
| 5056066<br>*IKCU*<br>241<br>Esd Rt | **QUEENIE**<br>ex Arzilla-84 ex Torreglia-75<br>ex Buxtehude-72<br>**Supermarina Navigazione Societa Cooperative a.r.l.**<br>Catania Italy | *487*<br>*146*<br>380 | RI (GL) | **1960** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (466)<br>45,52 8,69 2,318<br>42,02 8,64 2,70<br>P 8,6 F 5,2 1 dk<br>len 67 | **M General Cargo Barge**<br>1 Ho ER<br>G.578 B.530<br>1 Ha (16,9 × 4,8) ER<br>Der 2(2) | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>198bhp (146kW)<br>Kloeckner Humboldt Deutz |
| 5288085<br>*KQSJ*<br>247952<br>Df Esd Gc<br>Rt | **QUEENS VICTORY**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **7 607**<br>4 561<br>10 897 | AB | **1945** California SB. Corp.—Los Angeles, Ca (V73)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Allis Chalmers Mfg. Co.<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) |
| 8104058<br><br><br>Rdr RTv | **QUEENSCLIFF**<br>**Government of State of New South Wales (Urban Transit Authority-Ferries Division)**<br>*Sydney, N.S.W.* Australia | **1 184**<br>—<br>200 | ✠**100A1**<br>ferry for service at Port Jackson and between Broken Bay and Wollongong<br>✠**LMC**<br>EL (K) 385,0/32,0U2<br>FN 1176 | **1983**-7 N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (106)<br>70,03 13,06 3,352<br>65,26 12,50 5,52<br>P 6,8 F 6,8 1 dk<br>rf - | **M Ferry** 1100dk P | Daihatsu<br>2 Oil 4SA each 8Cy. 320 × 380 with<br>flexible couplings & sr geared to s<br>6 000bhp (4 413kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 220kW 415V 50Hz a.c.<br>2 Controllable pitch propellers aft, 1<br>Fuel 125,0t (d.o.)-4,0pd |

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|---|---|---|---|---|---|---|
| 9044932<br>DMYC<br>Esd Gc Rdr<br>RTv | **QUEENSEE**<br>**m.s. "Queensee" Schiffahrtsges. m.b.H. & Co. Reederei KG**<br>Haren/Ems Federal Republic of Germany | *2 443*<br>*1 112*<br>2 900 | GL | **1991** Est. Nav. de Viana do Castelo—Viana do Castelo (159)<br>87,47 (BB) 13,02 4,700<br>82,25 13,00 7,10 | **M General Cargo**<br>G.4 649<br>TEU 153 C.Ho 104/20' C.Dk 49/20'<br>1 Ha (stl) (57,4 × 10,2) ER | Alpha 6L28/32A<br>Oil 4SA 6Cy. 280 × 320 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>1 320kW (1 795bhp)<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 1 × 216kW 2 × 135,2kW 220/380V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>12kn |
| 7226275<br>C6JZ3<br>358737<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **QUEENSLAND STAR**<br>ex Act 6-92<br>**Blue Star PACE Ltd.**<br>Blue Star Ship Management Ltd.<br>Nassau Bahamas<br>SatCom: 1103712/ACTA | *25 031*<br>*10 707*<br>28 104 | **✠100A1** CS 5/87<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL K† 3$\frac{1}{16}$"U2<br>FN 9237 | **1972**-12 Bremer Vulkan A.G.—Bremen-Vegesack (960)<br>217,25 (BB) 29,04 10,827<br>205,75 28,96 15,93<br>P 33,0 F 36,9 1 dk<br>rf 152 | **M Container Ship**<br>Fixed-guides Ref 12bth P<br>DSS<br>9 Cell. Ho 24,7 14,1 14,1 15,7 15,7 15,7 15,7 15,7 15,7 ER<br>In.32 718<br>TEU 1316<br>C.Ho 668/20'(40') C.Dk 648/20'(40') incl. 556 ref C.<br>17 Ha (stl) ER | Sulzer 8RTA62<br>Oil 2SA 8Cy. 620 × 2150<br>12 578kW (17 100bhp) ✠ NE 5/87<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Yokohama<br>✠ NAuxB (o.f.) 5/87 8kgf/cm$^2$ (7,9bar)<br>✠ ne(ex.g) (ex.g) 5/87 10,5kgf/cm$^2$ (10,3bar) rcv 8kgf/cm$^2$ (7,85bar)<br>Gen 2 × 1600kW 2 × 1200kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 7629635<br>P3CP4<br>Rdr Rt | **QUEENY MARGRETH**<br>ex Shogen Maru-91<br>**Santona Shipping Co. Ltd.**<br>Thorks B.V.<br>Limassol Cyprus | **997**<br>682<br>1 087 | NK | **1974** Shirahama Zosen K.K.—Honai<br>67,90 11,22 4,498<br>62,00 11,20 5,10<br>P 13,3 F 8,6 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 600 | Hanshin<br>Oil<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Japan<br>12kn |
| 9007714<br>CB4126<br>2617<br>Rt | **QUEILEN**<br>**Sociedad El Golfo S.A.**<br>Valparaiso Chile | **464**<br>233<br>748 | | **1990** Astilleros y Servicios Navales (ASENAV) Ltda.—Valdivia (076)<br>43,40 8,80 4,752<br>40,20 8,60 6,80 | **M Fishing**<br>Purse Seiner Ref<br>In.650 | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>1 185kW (1 611bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Thw. thrust propeller aft |
| 5288140<br>CB2453<br>Df Esd Rdr | **QUELLON**<br>**Government of The Republic of Chile (Empresa Maritima del Estado) (EMPREMAR)**<br>Valparaiso Chile | **370**<br>215<br>353 | BV | **1959** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne (458-1)<br>46,49 7,50 2,896<br>7,47 3,41<br>2 dks | **M General Cargo**<br>G.395<br>2 Ha (each 4,5 × 2,9) ER<br>2W Der 2(2,5) | MAN<br>Oil 4SA 7Cy. 235 × 330<br>600bhp (441kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 45,5t (d.o.)<br>11kn |
| 7522112<br>VRER<br>366481<br>Df Esd Gc<br>Pfd Rdr Rt | **QUENTIN**<br>ex Pentland Moor-79<br>**Anchor Line Ltd.**<br>George Gibson & Co. Ltd.<br>Hong Kong Hong Kong (British) | **1 596**<br>1 165<br>2 088 | BV | **1977** B.V. Schpsw. Janson—Aalst (37)<br>75,67 12,43 5,201<br>69,63 11,82 5,95<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 2 234<br>4 Cargo pumps total 480T/hr | Alpha 12V23/30<br>Vee Oil 4SA 12Cy. 225 × 300<br>1 740bhp (1 280kW)<br>Alpha-Diesel A/S Frederikshavn<br>12,5kn |
| 8133918<br>HO5280<br>11635-82<br>Rt | **QUERUBE II**<br>ex DC 3-81 ex Dory B ex Bronx 3<br>**Rowkell Maritime Inc.**<br>Panama Panama | **146**<br>73<br>— | | **1961** Equitable Equipment Co.—Madisonville, La (1200)<br>*23,02* 7,32<br>2,60<br>1 dk | **TM Tug** | Caterpillar<br>2 Oil<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6823117<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **QUEST**<br>**Government of Canada (Defence Research Board)**<br>Ottawa Canada | **1 812**<br>722<br>345 | ✠Classed LR until 4/71 | **1969**-8 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (335)<br>77,12 12,86 4,725<br>69,63 12,81 6,41<br>B 35,7 F 9,5 2 dks<br>rf 1067 | **TD-E Research** 54P<br>1 Ho 6,1<br>3 Ha (stl) (2,4 × 2,4) (0,7 × 0,7) (0,9 × 0,9)<br>Cr 1(5) 1(2) | Fairbanks, Morse<br>2 Oil 2SA each 10Cy. 207 × 508 total 3 550bhp (2 611kW) driving 2 gen. each 1 200kW 750V d.c. connected to 2 elec. motors each of 1 450shp (1 067kW) & sc. shafts<br>Fairbanks, Morse (Canada) Ltd. Kingston, Ont.<br>Gen 1 × 500kW 2 × 300kW 1 × 150kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 286,5t (d.o.)<br>15kn |
| 7644219<br>WTK2282<br>578315<br>Df Esd Gc<br>Rdr RTv | **QUEST**<br>ex Tortuga-89 ex Salem-87<br>**Quest Inc.**<br>Miami, Fl United States of America<br>SatCom: 1504707/QEST | **193**<br>131<br>— | (AB) | **1976** Quality Shipbuilders Inc.—Moss Point, Ms (106)<br>11,97 3,985<br>49,03 11,89 4,58<br>F 16,2 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Polar<br>2 Oil 4SA each 8Cy. 250 × 300 reverse reduction geared to sc. shafts<br>A/B Bofors Nohab Sweden<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>13kn |
| 5255399<br>Df | **QUETALMAHUE**<br>ex Nordic Maid<br>**Corporacion de Fomento de la Produccion**<br>Martinez Pereira y Companhia S.A. Naviera<br>Chile | **532**<br>310<br>508 | | **1945** Martinolich SB. Corp.—San Francisco, Ca<br>45,12 10,04 4,344<br>42,30 9,99 5,41<br>1 dk | **Wood M General Cargo**<br>Ref<br>B.396 In.340<br>2W Der 1(12) | Fairbanks, Morse<br>Oil 2SA 5Cy. 405 × 510<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 55,0t<br>11kn |
| 7730575<br>Df Esd Gc<br>Rdr Rt | **QUETZACOATL**<br>**Government of Mexico (Fideicomiso Para Equipo Maritima y Portuario)**<br>Coatzacoalcos Mexico | **313**<br>147<br>— | | **1975** Bollinger Machine Shop & Shpyd Inc.—Lockport, La (95)<br>29,06 8,54 3,785<br>27,13<br>1 dk | **TM Tug** | Caterpillar D399TA<br>2 Vee Oil 4SA each 16Cy. 159 × 203 geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7531321<br>XCQT<br>Df Esd Gc<br>Pfd Rdr Rt | **QUETZALCOATL**<br>**Natioleasing Overseas Corp.**<br>Petroleos Mexicanos S.A. (PEMEX)<br>Mazatlan Mexico | **27 759**<br>17 975<br>44 653 | **✠100A1** SS 11/88<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL L† 632,5/70,0U3<br>FN 8279<br>(RI) | **1979**-11 Italcantieri S.p.A.—Monfalcone (4344)<br>196,02 (BB) 28,43 12,440<br>184,00 28,40 16,59<br>P 15,0 F 17,1 1 dk<br>rf nil | **M Tanker**<br>IGS (LR)<br>18 Ta ER<br>L.(oil) 57 330 | GMT B780.7L<br>Oil 2SA 7Cy. 780 × 1600<br>14 000bhp (10 298kW)<br>Grandi Motori Trieste Trieste<br>2 WTAuxB primary 30kgf/cm$^2$ (29,5bar) secondary 16kgf/cm$^2$ (15,7bar)<br>Gen 3 × 848kW 440V 60Hz a.c.<br>Fuel 604,0t (d.o.) 2 918,0t (hvf)<br>15,75kn |
| 8838996<br>XVGD<br>Df Esd Gc<br>Rdr Rt | **QUI NHON II**<br>**Binh Dinh Import Export Shipping Co. (BIMEXSCO)**<br>Da Nang Vietnam | *385*<br>*169*<br>400 | | **1987** Benkien Eng. Factory—Haiphong<br>48,50 - 3,200<br>- 8,20 4,10<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.698<br>2 Ha (stl) (each 7,9 × 4,5) ER | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>300kW (408bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) East Germany<br>Gen 2 × 50kW a.c.<br>10kn |
| 7362110<br>FNQI<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **QUIBERON**<br>ex Nils Dacke-82<br>**B. A. I. S.A. Brittany Ferries (Bretagne-Angleterre-Irlande)**<br>Morlaix France | **8 314**<br>4 499<br>1 700 | BV<br>✠Classed LR until 3/5/85 | **1975**-6 Werft Nobiskrug G.m.b.H.—Rendsburg (684)<br>129,01 (BB) 21,06 4,941<br>117,00 20,81 12,50<br>B 99,7 2 dks, 3rd dk clear of mchy. space<br>rf 203 | **TM Passenger/RoRo Cargo/Ferry**<br>684bth 451dk P<br>Ice strengthened<br>Bow door & ramp<br>L 6,40 W 4,70<br>Stern door/ramp<br>L 6,30 W 5,80<br>Lane Length 540 Clear height 4,46<br>Cars 250 Lorries 30 | Werkspoor 6TM410<br>4 Oil 4SA each 6Cy. 410 × 470 with clutches, flexible couplings & sr geared to sc. shafts<br>16 000bhp (11 769kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 3 × 800kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft<br>22kn |

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| 8403454 | **QUICK CAT**<br>**Avago Holdings Pty. Ltd.**<br>*Mackay, Queensland* Australia | 180<br>—<br>50 | | 1984 North Queensland Engineers & Agents Pty. Ltd.—Cairns (115)<br>25,18 9,20 1,501<br>21,49 8,70 2,75<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | General Motors<br>2 Vee Oil 2SA each 16Cy. 123 × 127<br>clutches, flexible couplings & sr rev<br>to sc. shafts<br>1 540bhp (1 133kW)<br>General Motors Corp., Detroit Diesel Al<br>Div. |
| 8415471<br>*VL8956*<br>852784 | **QUICK CAT 2**<br>**Hamilton Island Cruises**<br>*Hamilton Island, Queensland* Australia | 180<br>—<br>50 | | 1985 North Queensland Engineers & Agents Pty. Ltd.—Cairns (123)<br>25,15 9,20 2,001<br>21,49 8,70 2,75<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | General Motors<br>2 Vee Oil 4SA each 16Cy. 123 × 127<br>clutches, flexible couplings & sr gea<br>shafts<br>1 540bhp (1 133kW)<br>General Motors Corp. |
| 8521385<br><br>875201<br>Rdr Rt | **QUICKCAT**<br><br>**Waiheke Shipping Co. Ltd.**<br>Auckland New Zealand | 445<br>176<br>20 | NV | 1986 S.B.F. Eng.—Fremantle, W.A. (NZ34)<br>33,38 13,37 —<br>32,59 13,26 1,70<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | MWM<br>2 Vee Oil 4SA each 12Cy. 170 × 195<br>clutches, flexible couplings & sr rev<br>to sc. shafts<br>3 154bhp (2 320kW) E 87<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 30kW 415V 50Hz a.c. |
| 5132717<br>*WX7521*<br>503058<br>Df Esd Rt | **QUICKSILVER**<br>ex Peter M ex Godefroy de Bouillon<br>**Quicksilver Enterprises Inc.**<br>New Bedford, Ma United States of America | 446<br>263<br>— | | 1947 Bath Iron Works Corp.—Bath, Me (288)<br>*42,25* 8,26<br>8,21 4,02<br>F 7,7<br>conv Side Trawler Fishing 78 | **M General Cargo** | Hamilton<br>Oil 4SA 6Cy. 430 × 610<br>750bhp (552kW)<br>Baldwin Locomotive Co. |
| 8626795<br>*VL5114*<br>850928<br>Rt | **QUICKSILVER II**<br>ex Low Isles Reef Express-88<br>ex Quicksilver-88<br>**Sable Lake Pty. Ltd.**<br>*Cairns, Queensland* Australia | 109<br>45<br>— | | 1982 International Catamarans Pty. Ltd.—Hobart, Tas.<br>19,94 8,21<br>8,18 2,42<br>2 dks | **TM Ferry**<br>Twin Hull —dk P | Baudouin<br>2 Vee Oil 4SA each 12Cy. 150 × 150<br>clutches, flexible couplings & sr reve<br>to sc. shafts<br>1 000kW (1 360bhp)<br>Soc. des Moteurs Baudouin |
| 8801242<br>*VZQ2857*<br>851566<br>Rt | **QUICKSILVER V**<br>**Quicksilver Connections Ltd.**<br>Port Douglas Queensland Australia | 371<br>138<br>110 | NV | 1988 North Queensland Engineers & Agents Pty. Ltd.—Cairns (158)<br>38,60<br>37,01 15,60 4,50 | **Aluminium Alloy TM Ferry**<br>Twin Hull | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146<br>clutches, flexible couplings & reduct<br>to sc. shafts<br>2 390kW (3 249bhp)<br>General Motors Corp., Detroit Diesel All<br>Div.<br>Gen 2 × 75kW 415V 50Hz a.c. |
| 8801254<br>*VZQ3526*<br>851567<br>Rt | **QUICKSILVER VI**<br>**Quicksilver Connections Ltd.**<br>*Port Douglas Queensland* Australia | 371<br>138<br>108 | NV | 1989 North Queensland Engineers & Agents Pty. Ltd.—Cairns (159)<br>38,60<br>37,00 15,60 | **TM Ferry**<br>Twin Hull | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146<br>clutches, flexible couplings & reduct<br>to sc. shafts<br>2 390kW (3 249bhp)<br>General Motors Corp., Detroit Diesel All<br>Div.<br>Gen 2 × 75kW 415V 50Hz a.c.<br>2 Water jet propulsion units |
| 8801278<br>*VZQ5509*<br>853433<br>Rt | **QUICKSILVER VII**<br>**Quicksilver Connections Ltd.**<br>*Port Douglas Queensland* Australia | *376*<br>*138*<br>108 | NV (Class cont.) | 1989 North Queensland Engineers & Agents Pty. Ltd.—Cairns (161)<br>38,61 15,60<br>37,01 11,21 4,50 | **TM Ferry**<br>Twin Hull | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146<br>clutches, flexible couplings & reduct<br>to sc. shafts<br>2 390kW (3 249bhp)<br>General Motors Corp., Detroit Diesel All<br>Div.<br>Gen 2 × 75kW 415V 50Hz a.c.<br>2 Water jet propulsion units |
| 7513123<br>*WYU9568*<br>549864<br>Df Esd Gc<br>Rdr Rt | **QUIEN SABE**<br>ex Continental Clipper<br>**Don Rafael Inc.**<br>Houston, Tx United States of America | 103<br>70<br>— | | 1973 Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| 7818121<br>*GYOZ*<br>378962<br>Esd Gc Pfd<br>Rdr Rt | **QUIESCENCE**<br>**Crescent Shipping Ltd.**<br>Rochester United Kingdom | 945<br>594<br>1 452 | ✠Classed LR until 25/10/84<br>BV | 1979-10 A/S Nordsovaerftet—Ringkobing (137)<br>72,29 11,31 3,322<br>68,66 11,21 4,12<br>P 16,8 F 8,3 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 21,3 21,4 ER<br>G.1 874 B.1 802<br>2 Ha (stl) (19,5 17,5 × 7,9) ER | Alpha<br>Vee Oil 4SA 8Cy. 225 × 300 reverse re<br>geared to sc. shaft<br>1 240bhp (912kW)<br>Alpha-Diesel A/S<br>Gen 1 × 90kW 1 × 88kW 1 × 32<br>415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 135,0t (hvf) |
| 5409380<br>*CXFT*<br><br>Df Esd Rdr<br>Rt | **QUIJOTE**<br>ex Murell-73 ex Terrier-72 ex Stege-63<br>ex Ebba Robbert-59<br>**Nobleza Naviera S.A.**<br>Montevideo Uruguay | 1 110<br>602<br>1 507 | ✠Classed LR until 86 | 1957-7 N.V. Scheeps. v.d. Werf—Deest (269)<br>67,06 10,65 4,471<br>61,78 10,60 5,72<br>RQD 44,9 F 8,6 1 dk<br>R rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 41,1 ER<br>G.2 086 B.1 948<br>2 Ha (7,7 17,0 × 6,1) ER<br>6W Der 1(15) 5(3-5) | MaK<br>Oil 4SA 6Cy. 385 × 580<br>1 150bhp (846kW)<br>Maschinenbau Kiel A.G.<br>Gen 1 × 70kW 1 × 35kW 1 × 15<br>1 × 13kW 220V d.c.<br>Fuel 132,0t (d.o.) |
| 5067895<br><br>Df Esd Pfd<br>RdrRTm | **QUIJOTE**<br>ex Champlain-73<br>**Ariel Pesquera S.A.M.I.C.**<br>Mar del Plata Argentina | 578<br>220<br>472 | | 1956 Beliard, Crighton & Cie. S.A.—Oostende (161)<br>55,43 9,61<br>52,10 9,40 5,31<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>5 Ha (each 1,1 × 1,0)<br>3W Der 1(4) 2(2) | Oil 4SA 8Cy. 340 × 525<br>1 250bhp (919kW)<br>Soc. d'Electricite & de Mec., S.E.M.<br>Fuel (d.o.) |
| 6422925<br>*EEID*<br>8561<br>Df Esd Rt | **QUIMAR**<br>**Enrique Vieira Andres & Josefa Andre Alonso**<br>Vigo Spain | 190<br>97<br>— | (BV) | 1964 Construcciones Navales P. Freire S.A.—Vigo (25)<br>31,68 7,07 3,252<br>27,59 7,00 3,56<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>6 Ha (1,6 1,6 × 1,3) (1,0 1,0 × 1,2) (0,9 0,9 × 0,7) | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>460bhp (338kW)<br>Kloeckner Humboldt Deutz<br>Fuel 77,5t (d.o.) |
| 8836156<br>*WA9820*<br>226738<br>Df Esd Gc<br>Rdr Rt | **QUINAULT**<br>ex Redwood Empire<br>**State of Washington (Department of Transportation)**<br>Seattle, Wa United States of America | 1 490<br>1 013<br>— | | 1927 .............Oakland, Ca<br>- - —<br>73,91 22,34 5,27<br>1 dk | **M Ferry** | Oil<br>1 324kW (1 800bhp) |
| 8102048<br>*PPWK*<br><br>Df Esd Gc<br>Rdr RTv<br>AMVER | **QUINCA**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro Brazil<br>SatCom: 1550227/PETR | *15 163*<br>*8 803*<br>23 169<br>T/cm<br>35,2 | BV | 1983 Ch. du Nord et de la Mediterranee —Dunkerque (317)<br>170,92 (BB) 24,13 10,021<br>160,81 24,11 13,01<br>1 dk<br>Bow/CM 76 Diam. 0,250 MH 1,5 | **M Tanker**<br>Oil Chemical<br>IGS 12 Ta(s.stl) on dk DB<br>34 Ta ER<br>L.29 815<br>36 Cargo pumps total 6 270T/hr | Sulzer<br>Oil 2SA 8Cy. 560 × 1150<br>7 444kW (10 120bhp)<br>Cie. de Const. Mec. Sulzer, CCM<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 187,0t (d.o.) 978,0t (hvf)-35,0pd |

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|---|---|---|---|---|---|---|
| 7363748<br>EGPC<br>Df Esd Gc<br>Rdr RTv | **QUINCE DE MAYO**<br>**Jose Porto Garrido**<br>La Coruna Spain | **249**<br>95<br>— | BV (GL) | **1975** Ast. Ojeda y Aniceto S.A.—Aviles (7)<br>36,78 7,83 3,671<br>31,98 7,80 3,89<br>P 15,0 F 16,8 1 dk | **M Fishing**<br>Side Trawler | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12kn |
| 8214889<br>3EHQ2<br>11487-PEXT4<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **QUINCY**<br>ex Monte Rosa-88<br>**Leyte Navigation S.A.**<br>Panama Panama | **7 037**<br>5 057<br>13 286 | NK | **1983** K.K. Taihei Kogyo—Akitsu (1543)<br>130,00 (BB) 8,398<br>122,00 20,01 11,00<br>P 23,2 F 11,6 1 dk | **M Bulk Carrier**<br>3 Ho ER<br>G.16 231 B.15 455<br>3 Ha (stl) ER<br>Der 4(25) | Mitsubishi 7UEC37L<br>Oil 2SA 7Cy. 370 × 880<br>4 550bhp (3 347kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 240kW a.c. |
| 7944059<br>Esd Rt | **QUINIENTOS I**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas, Sonora Mexico | **122**<br>78<br>— | (AB) | **1976** Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (152)<br>... ... ...<br>20,43 6,16 3,10<br>1 dk<br>BK 38 | **M Fishing**<br>Side Trawler<br>1 Ho 6,1<br>1 Ha (stl) (9,3 × 5,8) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 1 × 30kW a.c. 1 × 20kW a.c.<br>9,25kn |
| 7710965<br>383249<br>Rdr Rt | **QUINITSA**<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **1 107**<br>1 061<br>40 | | **1977** Vancouver Shipyards Co. Ltd.—Vancouver, B.C. (70)<br>75,01 19,51 1,501<br>74,02 18,01 3,03<br>1 dk | **TM RoRo Cargo/Ferry**<br>300dk P<br>Lane Length 270 Cargo Width 2,75<br>Cars 25 Trailers 5 | Caterpillar D343SCAC<br>4 Oil 4SA each 6Cy. 137 × 165 geared to sc. shafts<br>1 060kW (1 441bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>2 Directional propellers ,2 fwd<br>12kn |
| 8111386<br>801691 | **QUINSAM**<br>**The Canada Trust Co.**<br>British Columbia Ferry Corp.<br>Victoria, B.C. Canada | **1 458**<br>1 392<br>461 | | **1982** Vancouver Shipyards Co. Ltd.—Vancouver, B.C. (102)<br>86,87 21,34<br>3,66<br>1 dk | **TM RoRo Cargo/Ferry**<br>400dk P<br>Lane Length 370 Cargo Width 2,75<br>Cars 35 Trailers 5 | Caterpillar 3412TA<br>4 Vee Oil 4SA each 12Cy. 137 × 152 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>2 080bhp (1 530kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>4 Directional propellers aft, 2 fwd<br>12kn |
| 8303874<br>3EWB2<br>11878-PEXT2<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **QUINT STAR**<br>ex Sumbawa-91 ex Excelsior-84<br>**Quint Shipping S.A.**<br>Panama Panama | *5 615*<br>*2 310*<br>6 682 | NK | **1983** Kochi Jyuko K.K.—Kochi (2275)<br>100,18 (BB) 18,83 7,576<br>89,79 18,80 8,01<br>1 dk | **M General Cargo**<br>Mchy.aft | B&W 5L35MC<br>Oil 2SA 5Cy. 350 × 1050<br>2 795kW (3 800bhp)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 240kW<br>13kn |
| 6920068<br>XC2046<br>Esd Rdr RTv | **QUINTANA ROO**<br>ex Sound of Jura-76<br>**Maritima de Quintana Roo S.A. de C.V.**<br>Cozumel Island Mexico | **553**<br>235<br>219 | **100A1** SS 8/89<br>ferry<br>Yucatan Peninsular coasting service<br>**LMC**<br>EL K $1\frac{1}{8}$"U2<br>FN 671 | **1969** Hatlo Verksted A/S—Ulsteinvik (39)<br>49,36 11,33 2,452<br>44,66 11,00 4,02<br>1 dk<br>rf 305 | **TM RoRo Cargo/Ferry**<br>184dk P<br>Bow door & stern ramp<br>Mchy.aft | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 sr geared to sc. shafts<br>2 000bhp (1 471kW)<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 69kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 40,5t (d.o.) 14kn |
| 5358062<br>198141 | **QUINTE LOYALIST**<br>**Government of Canada (Ministry of Transportation & Communications for The Province of Ontario)**<br>Kingston, Ont. Canada | **140**<br>95<br>— | ✠Classed LR until 11/58 | **1954**-7 Erieau SB. & D.D. Co. Ltd.—Erieau, Ont. (68)<br>28,05 9,78<br>22,61 9,61 3,00<br>1 dk | **M Ferry**<br>—P | Allis Chalmers<br>2 Oil 4SA each 6Cy. 113 × 141 sr geared to sc. shaft<br>300bhp (221kW) NE 68<br>Allis Chalmers Mfg. Co. Milwaukee, Wi<br>Controllable pitch propeller , 1 fwd |
| 8102050<br>PPWL<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **QUINTINO**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro Brazil<br>SatCom: 1550141/PETR | *15 163*<br>*8 803*<br>23 169<br>T/cm<br>35,2 | BV | **1983** Ch. du Nord et de la Mediterranee—Dunkerque (318)<br>170,92 (BB) 24,13 10,021<br>160,81 24,11 13,01<br>P 40,0 B 14,4 F 18,6 1 dk<br>Bow/CM 76 Diam. 0,250 MH 1,5 | **M Tanker**<br>Oil Chemical<br>IGS 12 Ta(s.stl) on dk DB<br>34 Ta ER<br>L.29 815 HeCls. BC<br>36 Cargo pumps total 6 270T/hr | Sulzer 8RLA56<br>Oil 2SA 8Cy. 560 × 1150<br>7 444kW (10 120bhp)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 187,0t (d.o.) 978,0t (hvf)-35,0pd 15,5kn |
| 7717262<br>ITHD<br>1330<br>Df Esd Gc<br>Rdr RTm/v | **QUIRINO**<br>**Societa Campania Regionale Marittima S.p.A. (CAREMAR)**<br>Napoli Italy | **985**<br>393<br>609 | RI | **1979** Cant. Nav. "Luigi Orlando"—Livorno (148)<br>69,98 (BB) 14,03 3,610<br>64,29 14,00 4,81<br>2 dks | **TM RoRo Cargo/Ferry**<br>1000dk P<br>Bow door/ramp Stern door/ramp | GMT B230.12V<br>2 Vee Oil 4SA each 12Cy. 230 × 270 reverse reduction geared to sc. shaft<br>5 040bhp (3 707kW)<br>Grandi Motori Trieste Trieste<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 95,5t (d.o.)-15,0pd 16,5kn |
| 7357531<br>PPHQ<br>7513<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **QUITAUNA**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro Brazil<br>SatCom: 1550142/PETR | **14 944**<br>8 176<br>23 470<br>T/cm<br>35,2 | ✠**100A1** M 4/90-14mos<br>chemical tanker<br>Type A Nos. 1—9 centre tanks, SG up to 1,525 in No. 4 centre tanks, Type B Nos. 2—10 wing tanks, Type C Nos. 1 & 11 wing tanks, Type A in the 4 independent s.stl tanks on deck, in association with an approved list of cargoes<br>(cc) in DB tanks & wing tanks<br>✠**LMC** **UMS**<br>**IGS**<br>EL F† $2\frac{5}{16}$"U3<br>FN 5975 | **1975**-10 N.V. Boelwerf S.A.—Tamise/Temse (1488)<br>170,72 (BB) 24,13 10,211<br>160,94 24,11 13,01<br>P 37,2 F 17,7 1 dk<br>rf nil Bow/CM 75 Diam. 0,200 MH 1,5 | **M Tanker**<br>Chemical<br>IGS(LR) 4 Ta (s.stl) horizontal ind. on deck DB<br>36 Ta ER<br>L.30 413<br>34 Cargo pumps total 6 600T/hr | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>A.C.E.C. Gent/Gand<br>2 WTAuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 198,0t (d.o.) 1 768,0t (hvf) 16kn |
| 6507402<br>D3V2503 | **QUITEXE**<br>**Government of The People's Republic of Angola (Direccao dos Servicos de Portos de Angola)**<br>Luanda Angola | **297**<br>123<br>— | | **1965** Sorefame—Lobito (31)<br>35,06 9,12<br>32,01 8,95 4,32 | **TM Tug** | Ruston<br>2 Oil 4SA 6Cy.<br>Ruston & Hornsby Ltd. Lincoln |
| 5288293<br>HCKQ<br>Esd Rt | **QUITO**<br>**Fluidos Navieros S.A. (FLUVIASA)**<br>Ecuador | **1 356**<br>540<br>2 344 | ✠Classed LR until 21/3/75 | **1953**-10 Charles Hill & Sons Ltd.—Bristol (387)<br>77,27 11,61 4,122<br>71,76 11,59 4,42<br>P 22,9 Trunk 29,3 F 8,0 1 dk<br>RW | **TM Tanker**<br>10 Ta ER | Polar<br>2 Oil 2SA each 4Cy. 250 × 420<br>764bhp (562kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 64kW 2 × 20kW 110/220V d.c.<br>Fuel 78,0t (d.o.) 9,5kn |

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| **7357543**<br>*PPHT*<br>7510<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **QUIXADA**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro Brazil<br>SatCom: 1550143/PETR | **14 212**<br>8 137<br>23 470<br>T/cm<br>35,2 | ✠**100A1** SS 2/91<br>chemical tanker<br>Type A Nos. 1—9 centre tanks, SG up to 1,525 in No. 4 centre tanks, Type B Nos. 2—10 wing tanks, Type C Nos. 1 & 11 wing tanks, Type A in the 4 independent s.stl tanks on deck, in association with an approved list of cargoes (cc) in DB tanks & wing tanks<br>✠**LMC** **UMS**<br>**IGS**<br>EL Ft 2$\frac{5}{16}$"U3<br>FN 5975 | **1976**-5 N.V. Boelwerf S.A.—Tamise/Temse (1489)<br>170,72 (BB) 24,13 10,211<br>160,94 24,11 13,01<br>P 37,2 F 17,7 1 dk<br>rf nil Bow/CM 75 Diam. 0,200 MH 1,5 | **M Tanker**<br>Chemical<br>IGS(LR) 4 Ta (s.stl) horizontal ind. on deck<br>DB<br>36 Ta ER<br>L.30 413<br>34 Cargo pumps total 6 600T/hr | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>A.C.E.C.<br>2 AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 198,0t (d.o.) 1 768,0t (hvf) |
| **8623303** | **QUO VADIS**<br>**Hubertus Keizer**<br>Netherlands | —<br>—<br>622 | **A1**<br>inland waterways barge<br>**LMC**<br>EL 120,0/28,0U1<br>FN 494 | **1939** N.V. Schpsw. "De Vooruitgang" v/h D. Boot —Alphen a/d Rijn<br>55,00 6,63 2,601<br>53,50 6,61 2,62<br>1 dk | **M General Cargo Barge**<br>Mchy.aft | De Industrie<br>Oil 4SA 4Cy. 280 × 400 reverse geared<br>shaft<br>200bhp (147kW)<br>N.V. Motorenfabriek "De Industrie"<br>Gen 1 × 8kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **8314287**<br>*PGXL*<br>Rt | **QUO VADIS**<br>**Temmo K. Kroezen**<br>Wagenborg Shipping B.V.<br>Harderwijk Netherlands | *1 130*<br>*638*<br>1 564 | BV | **1983** (Aft section) Constructie & Scheepsbouw van Santen B.V.—Sliedrecht (240)<br>**1983** (Fwd section) Jh. van Eijk & Zn.—Sliedrecht (355)<br>79,02 9,96 3,452<br>74,91 4,53<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 342<br>1 Ha (stl) (54,0 × 7,6) ER | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 with clu<br>reverse geared to sc. shaft<br>1 060bhp (780kW)<br>Caterpillar Tractor Co. |
| **7120237** | **QUO VADIS** | **886**<br>478<br>— | | **1970** San Diego Mar. Co.—San Diego, Ca (166)<br>*55,91* 11,00<br>4,37<br>1 dk | **M Fishing** | Alco<br>Oil<br>3 100bhp (2 280kW)<br>Alco Engine Inc.<br>Fuel (d.o.) |
| **8906327**<br>*PGXN*<br>GO 44<br>Esd Rdr Rt | **QUO VADIS**<br>**J. Grinwis & Zn.**<br>Goedereede Netherlands | **367**<br>—<br>— | | **1990** Bodewes Schpsw. "Volharding" Foxhol B.V. —Foxhol (305)<br>39,02 -<br>37,44 8,25 4,40 | **M Fishing**<br>Side Trawler Beam-trawl Ref | Stork-Werkspoor<br>Oil 4SA 6Cy. 280 × 300 geared to sc. s<br>1 470kW (1 998bhp)<br>Stork-Wartsila Diesel B.V. |
| **7336537**<br>*PGXJ*<br>GO 60<br>Df Esd Pfd<br>Rdr Rt | **QUO VADIS**<br>ex Cornelis Maria-83<br>**J. & M. Padmos**<br>Goedereede Netherlands | **202**<br>77<br>— | | **1973** Van Goor's Schps. & Mach.—Monnickendam (654)<br>34,70 7,29<br>7,19 3,84<br>1 dk | **M Fishing**<br>Side Trawler | De Industrie<br>Oil<br>1 240bhp (912kW)<br>N.V. Motorenfabriek "De Industrie" |
| **6823193**<br>*J8DN7*<br>3020<br>Esd Pfd Rdr<br>Rt | **QUO VADIS**<br>**Roel Feenstra Scheepvaartbedrijf B.V. (Feenstra Shipping)**<br>Kingstown St. Vincent and the Grenadines | **161**<br>66<br>— | | **1968** Schpsw. Ton Bodewes N.V.—Franeker (F31)<br>32,75 6,66 2,667<br>29,27 6,58 3,15<br>1 dk<br>len 73 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Stork<br>Oil<br>1 050bhp (772kW) NE 81<br>Stork-Werkspoor Diesel B.V. |
| **7810260**<br>*GYHX*<br>379243<br>N 778<br>Df Esd Gc<br>Pfd Rdr Rt | **QUO VADIS MC**<br>**Donal McAlinden**<br>Newry United Kingdom | *415*<br>*134*<br>— | (NV) | **1979** Vaagland Batbyggeri A/S—Vaagland (95)<br>34,35 8,01<br>29,49 6,41<br>2 dks<br>rf 889 BK 107<br>len 80 | **M Fishing**<br>Side Trawler Seiner Ref<br>4 Ho ER<br>4 Ha (stl) ER | Deutz<br>Oil 4SA 8Cy. 240 × 280<br>1 975bhp (1 453kW) NE 86<br>Kloeckner Humboldt Deutz<br>Gen 2 × 116kW 230V 50Hz a.c.<br>2 Thw. thrust propellers fwd , 1 aft |
| **7009330**<br>332034<br>Esd RTv | **QUOBBA**<br>**Dampier Salt Ltd.**<br>P&O Towage Services<br>Australia | **103**<br>47<br>— | | **1969** Stannard Bros. Slipway & Eng. Pty. Ltd. —Sydney, N.S.W.<br>20,96 6,56<br>19,54 6,10 3,66<br>B 6,8 1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127<br>General Motors Corp.<br>Fuel 12,0t (d.o.) |
| **8222094**<br>Esd Rdr | **QUOKKA**<br>**Government of The Commonwealth of Australia (Department of Defence)**<br>Australia | **75**<br>18<br>— | ✠**100A1**<br>tug<br>Fremantle/Garden Island service and not more than 30 miles offshore<br>✠**LMC**<br>EL 190,0/12,5U2<br>FN 148 | **1984**-1 Shoreline Eng. Pty. Ltd.—Portland, Victoria (025)<br>18,17 6,18 2,553<br>16,51 5,91 3,05<br>1 dk<br>rf - BK 25 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 8Cy. 123 × 127 wi<br>flexible couplings & sr reverse geare<br>shafts<br>General Motors Corp., Detroit Diesel Alli<br>Div.<br>Gen 2 × 24kW 240V 50Hz a.c. |
| **5288346**<br>*WJ2479*<br>213279<br>RdrRTm | **QUONSET**<br>ex Bojangles<br>ex Elizabeth Monroe Smith<br>**The Interstate Navigation Co.**<br>New London, Ct United States of America | **315**<br>214<br>— | | **1915** New Jersey D.D. & Trans. Co.—Elizabeth, NJ<br>*41,31* 8,84<br>... ...<br>1 dk<br>RW rf 610 | **M Ferry** | 565P 2 Oil 4SA each 12Cy. 130 × 152 geare<br>shaft<br>1 000bhp (736kW) NE 57<br>Cummins Engine Co. Inc.<br>Gen 2 × 20kW 120V d.c.<br>Fuel (d.o.) |
| **7640976**<br>*7OMY*<br>030<br>Df Esd Rdr<br>Rt | **QUSAYER**<br>ex SRTM 1425-76<br>**Yemen Fishing Corp.**<br>Aden Yemeni Republic | **648**<br>211<br>404 | (RS) | **1976** .............U.S.S.R.<br>54,82 9,96 4,109<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **8838984**<br>*XVAO*<br>Df Esd Gc<br>Rdr Rt | **QUY NHON**<br>**Binh Dinh Import Export Shipping Co. (BIMEXSCO)**<br>Haiphong Vietnam | *385*<br>*169*<br>400 | | **1985** Benkien Eng. Factory—Haiphong<br>48,50 - 3,200<br>- 8,20 4,10<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.698<br>2 Ha (stl) (each 7,9 × 4,5) ER<br>Cr 1 | S.K.L.<br>Oil 4SA 8Cy. 180 × 260 reduction ge<br>shaft<br>294kW (400bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 50kW a.c. |
| **8624682**<br>*VX3352*<br>391523<br>Rdr Rt | **R & L No. 1**<br>**Wareham & Son**<br>Hamilton, Ont. Canada | **143**<br>58<br>— | | **1979** Hike Metal Products Ltd.—Wheatley, Ont.<br>27,74 7,93<br>7,90 2,60<br>1 dk | **TM Tug** | General Motors<br>2 Oil<br>General Motors of Canada Ltd.<br>2 Controllable pitch propellers |
| **8803288**<br>811822 | **R. B. YOUNG**<br>**Government of Canada (Department of Fisheries & Oceans)**<br>Ottawa Canada | **305**<br>76<br>108 | AB (Class cont.) | **1990** Allied Shipbuilders Ltd.—North Vancouver, B.C. (250)<br>32,20 2,300<br>29,70 7,92 3,04 | **TM Research**<br>Hydrographic Survey | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 with<br>flexible couplings & sr geared to<br>552kW (750bhp)<br>Caterpillar Inc.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |

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|---|---|---|---|---|---|---|
| 7502588<br>ZTRJ<br>351173<br>Df Esd Gc<br>Rdr Rt | **R. E. JONES**<br>**South African Transport Services**<br>Durban South Africa | **4 614**<br>2 195<br>5 191 | Classed LR until 9/2/79 | **1977**-11 Orenstein & Koppel A.G.—Luebeck (722)<br>111,66 18,06 6,022<br>107,50 18,00 8,01<br>F 11,6 1 dk<br>rf nil | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery Boom-discharge)<br>Twin side arms Dredging depth 30,0<br>Hopper 4000T<br>Mchy.aft<br>Hopper 2 830<br>2 sandpumps | MaK 12M282AK<br>4 Vee Oil 4SA each 12Cy. 240 × 280 total 7 908bhp (5 817kW) driving 4 gen. each 1 120kW 600V d.c. connected to 2 elec. motors each of 1 600shp (1 177kW) (CC) & sc. shafts<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 4 × 312kW 2 × 124kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10kn |
| 7122106<br>HP6228<br>D437-17<br>89-PEXT<br>Df Gc Pfd<br>Rdr Rt | **R. EXPRESS**<br>ex Seishu Maru No. 8-91<br>ex Kaisei Maru No. 8<br>**J.K. Marine & Enterprise Pte. Ltd.**<br>Panama Panama | **374**<br>195<br>— | | **1970** Kanasashi Co. Ltd.—Shimizu (556)<br>56,47 8,82 3,550<br>49,71 8,79 6,00<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe |
| 8128200<br>PPWR<br>RTv<br>AMVER | **R. F. CARIOCA**<br>ex Mercantil Cabo Frio-92 ex Jutahy-88<br>**Merchem - Mercantil Chemical e Navegacao S.A.**<br>Rio de Janeiro Brazil<br>SatCom: 1550124/PPWR | *15 163*<br>*8 811*<br>23 793 | BV | **1984** Ch. du Nord et de la Mediterranee —Dunkerque (320)<br>190,91 (BB) 24,13 10,021<br>160,81 24,11 13,01<br>1 dk | **M Tanker**<br>Oil Chemical<br>IGS 12 Ta (s.stl) on dk<br>34 Ta ER<br>L.30 423 HeCls. BC<br>36 Cargo pumps total 5 940T/hr | Sulzer 8RLA56<br>Oil 2SA 8Cy. 560 × 1150<br>7 444kW (10 120bhp)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 187,0t (d.o.) 978,0t (hvf)-35,0pd 15,5kn |
| 8128195<br>PPWM<br>RTv<br>AMVER | **R. F. POTOMAC**<br>ex Mercantil Parati-91 ex Jacuhy-88<br>**Merchem - Mercantil Chemical e Navegacao S.A.**<br>Rio de Janeiro Brazil<br>SatCom: 1550123/PPWM | *15 163*<br>*8 811*<br>23 793 | BV | **1984** Ch. du Nord et de la Mediterranee —Dunkerque (319)<br>190,91 (BB) 24,13 10,021<br>160,81 24,11 13,01<br>1 dk<br>Bow/CM 80 Diam. 0,100 MH 0,9 | **M Tanker**<br>Oil Chemical<br>IGS 12 Ta(s.stl) on dk DB<br>34 Ta ER<br>L.30 423 HeCls. BC<br>36 Cargo pumps total 5 940T/hr | Sulzer 8RLA56<br>Oil 2SA 8Cy. 560 × 1150<br>7 444kW (10 120bhp)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 187,0t (d.o.) 978,0t (hvf)-35,0pd 15,5kn |
| 7513496<br>350789<br>Esd Rdr Rt | **R. G. KINNELL**<br>**S.A. Iron & Steel Industrial Corp.**<br>Cape Town/ Kaapstad South Africa | **107**<br>24<br>15 | ✠Classed LR until 12/5/78 | **1977**-4 Dorman Long Swan Hunter (Pty.) Ltd. —Kaapstad/Cape Town (NSC4020)<br>24,31 5,64 1,701<br>21,80 5,30 2,75<br>RFD 4,0 1 dk<br>rf 864 | **TM Pilot Cutter** | Caterpillar 3406PCTA<br>Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shafts<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 32kW 380V 50Hz a.c.<br>12kn |
| 7370014<br>351131<br>Esd Rt | **R. H. TARPEY**<br>**South African Transport Services**<br>Durban South Africa | **374**<br>—<br>— | ✠Classed LR until 21/11/75 | **1974**-5 James Brown & Hamer Ltd.—Durban (Y23)<br>35,97 11,59<br>33,51 11,00 4,14<br>1 dk<br>rf 356 | **TM Tug**<br>Fire-fighting | Blackstone ESL16MK2<br>2 Oil 4SA each 16Cy. 222 × 292<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 110kW 380/220V 50Hz a.c.<br>2 Directional propellers |
| 8612287<br>C6JN<br>702296<br>Df Esd Gc<br>Rdr RTh/v<br>SatNav<br>AMVER | **R. HAL DEAN**<br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Nassau Bahamas<br>SatCom: 1104250/DEAN | *44 840*<br>*21 979*<br>78 656<br>T/cm<br>81,8 | AB | **1988** Mitsubishi Heavy Industries Ltd.—Nagasaki (1997)<br>239,20 (BB) 12,213<br>231,53 37,19 17,81<br>1 dk<br>Bow/CM 123 Diam. 0,410 MH 1,8 | **M Tanker**<br>COW IGS SBT<br>9 Ta ER<br>L.(oil) 86 008<br>11 Cargo pumps total 10 330T/hr | MAN 6L52/55B<br>2 Oil 4SA each 6Cy. 520 × 550 with clutches, flexible couplings & sr geared to sc. shaft<br>8 870kW (12 059bhp)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 3 × 940kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 176,0t (d.o.) 625,0t (hvf)-38,0pd 14,2kn |
| 6606064<br>Df Esd Gc<br>Rdr Rt | **R. I. BURUDJULASAD**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **1 700**<br>—<br>— | | **1966** Schlichting-Werft G.m.b.H.—Travemuende (1340)<br>82,15 11,43 3,988<br>78,01 11,41 5,59<br>2 dks | **TM Research**<br>Survey | MAN<br>4 Oil 4SA each 12Cy. 220 × 300 geared to sc. shafts<br>1 560bhp (1 147kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel (d.o.) 19kn |
| 6418649<br>PKOI<br>911<br>Df Esd Gc<br>Rdr Rt | **R. I. SORONG**<br>**Government of The Republic of Indonesia**<br>Indonesia | **4 156**<br>2 387<br>— | ✠Classed LR until 11/66 | **1965**-4 Brodogradiliste "Jozo Lozovina-Mosor" —Trogir (137)<br>112,10 15,45 6,617<br>102,98 15,42 8,16<br>P 26,6 F 26,0 1 dk<br>rf 203 | **M Tanker/ Supply Ship**<br>Ref<br>2 Ho 15 Ta ER<br>In.644 | B&W 5-50VT2BF-110<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>R.O. Tvornica Dizel Motora "Uljanik" Pula |
| 7030731<br>WTG2195<br>522170<br>Esd Rdr Rt | **R. J. MUNZER**<br>**F. W. G. Corp.**<br>Morgan City, La United States of America | **172**<br>117<br>— | | **1969** American Marine Corp.—New Orleans, La (1032)<br>11,59 3,429<br>47,73 11,57 3,79<br>1 dk | **TM Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 sr geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7729538<br>WYC6231<br>592156<br>Rdr Rt | **R. L. PERKINS**<br>**Edison Chouest Offshore Inc.**<br>Galliano, La United States of America | **196**<br>133<br>700 | | **1978** North American SB. Inc.—Galliano, La (109)<br>11,61 3,649<br>54,87 11,59 4,27<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7219882<br>EAIB<br>560<br>Esd Rdr Rt | **R. MAZAGON**<br>**Auxiliar Maritima del Sur S.A.**<br>Tarragona Spain | **206**<br>84<br>195 | (BV) | **1972** Ast. de Tarragona—Tarragona<br>30,26 8,31 3,506<br>26,22 8,01 4,02<br>1 dk | **M Tug** | MWM<br>Oil 4SA 8Cy. 360 × 450<br>NE 85<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>12,5kn |
| 7114836<br>351116<br>Esd Rdr RTv | **R. P. JACKSON**<br>**South African Transport Services**<br>Durban South Africa | **104**<br>47<br>— | ✠Classed LR until 4/73 | **1971**-12 Globe Engineering Works —Kaapstad/Cape Town (156)<br>26,98 5,77 1,626<br>23,88 5,40 3,56<br>1 dk<br>rf 889 BK 102 | **TM Pilot Launch**<br>Mchy.aft | MAN<br>2 Oil 4SA each 8Cy. 160 × 180 reverse reduction geared to sc. shafts<br>1 350bhp (993kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 24kW 400V 50Hz a.c.<br>Fuel 6,5t (d.o.) 14kn |
| 7631755<br>EBWJ<br>1008 | **R. PENON**<br>ex Cepsa Segundo<br>**Compania Iberica de Remolcadores del Estrecho S.A. (CIRESA)**<br>Sevilla Spain | **164**<br>12<br>62 | | **1958** Empresa Nacional "Elcano"—Sevilla<br>26,95<br>25,00 7,70 3,71 | **M Tug** | Oil<br>............. |
| 5288607<br>WB2234<br>253251<br>Df | **R. R. STONE**<br>**R.D. Stone**<br>Wilmington, NC United States of America | **143**<br>49<br>— | (AB) | **1944** Platzer Boat Works—Houston, Tx (133)<br>26,34 7,07<br>24,67 7,01 3,15<br>1 dk<br>BK 76 | **M Tug** | Oil 2SA 6Cy. 318 × 406<br>Clark Bros. Co.<br>Gen 2 × 30kW 115V d.c.<br>Fuel 56,0t |
| 5288621<br>ZSLP<br>350120<br>Df Esd Gc<br>Rdr RTh | **R. S. A.**<br>**Government of The Republic of South Africa (Department of Coloured Affairs)**<br>Cape Town/ Kaapstad South Africa | **1 573**<br>734<br>1 527 | ✠Classed LR until 25/7/80 | **1961**-11 Fujinagata Zosensho—Osaka (83)<br>68,86 12,86<br>62,01 12,81 6,51<br>P 9,2 F 11,0 2 dks<br>rf 584 | **M Research**<br>Survey Ref 25bth P<br>Ice strengthened<br>2 Ho 10,8 11,9 ER<br>G.1 500 B.1 356 In.39<br>2 Ha (stl) (7,1 8,3 × 4,8) ER<br>4W Der 2(10) 2(5) | Sulzer<br>Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 150kW 445V 60Hz a.c.<br>Fuel 565,0t (d.o.) 11,5kn |
| 7334113<br>LNXR<br>18641<br>Df Esd Rdr Rt | **R. S. PLATOU**<br>**Norsk Selskab til Skibbrudnes Redning**<br>Oslo Norway | **136**<br>29<br>— | NV | **1974** Volda M/V A/S—Volda (9)<br>24,52 6,63<br>20,96 6,61 3,51<br>1 dk<br>rf 1402 BK 170 | **TM Search & Rescue Ship**<br>Ice strengthened<br>Mchy.aft | General Motors 12V-71-N<br>2 Vee Oil 2SA each 12Cy. 108 × 127<br>730bhp (537kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 20kW 220V 50Hz a.c.<br>Fuel (d.o.) |

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| **5288633**<br>*VVBB*<br>315762<br>EsdRTm | **R. S. V. PATHFINDER**<br>ex Hooghly-38<br>**Calcutta Port Trust**<br>Calcutta India | **495**<br>143<br>261 | (IRS)<br>✠Classed LR until 12/5/78 | **1938**-5 Taikoo Dockyard & Eng. Co.—Quarry Bay, Hong Kong (280)<br>52,43 9,68 2,741<br>48,77 9,63 3,66<br>F 8,0 1 dk<br>R rf 76 | **TS Research**<br>Survey<br>1 Ho 4,8<br>1 Ha (1,8 × 1,5)<br>1W | T 6Cy. (2) 279 (2) 483 & (2) 800 x 508<br>1 100ihp (809kW)<br>Taikoo Dock & Eng. Co.<br>Gen 1 × 12,5kW 220V d.c.<br>Fuel 101,5t (c) |
| **7217092**<br>*WTP5807*<br>Esd Gc Pfd<br>Rdr RTv | **R. V. COLUMBUS ISELIN**<br>**University of Miami (Rosenstiel School of Marine & Atmospheric Science)**<br>Miami, Fl United States of America<br>SatCom: 1504126/MARD | **280**<br>191<br>372 | AB | **1972** Bellinger Shipyards Inc.—Jacksonville, Fl (105)<br>51,52 11,03 3,226<br>47,12 10,98 4,58<br>F 4,3 1 dk | **TM Research**<br>Oceanographic | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 150kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **5023825**<br>*HO2776*<br>8276-RH<br>Df Esd Rdr<br>RTm/v | **R. V. EXPLORER**<br>ex Vier Gebroeders-79<br>ex Arie van der Zwan-73<br>**Environmental Research Associates Inc.**<br>Panama Panama | **351**<br>167<br>— | | **1961** Fa. S. Seymonsbergen Werf "Concordia" —Amsterdam (636)<br>48,47 7,55<br>42,50 7,47 3,97<br>conv Side Trawler Fishing 75 | **M General Cargo**<br>1 Ho 18,5 | De Industrie<br>Oil 4SA 8Cy. 305 × 460<br>915bhp (673kW)<br>D. & J. Boot "De Industrie" Alphen<br>Gen 2 × 22kW 110V<br>Fuel 60,0t (d.o.) |
| **5228798**<br>Esd Gc Rdr<br>Rt<br>AMVER | **R. V. PROSPECTOR**<br>ex Matane-64 ex Matane 1-46<br>**Deepsea Ventures Inc.**<br>Newport News, Va United States of America<br>Also known as PROSPECTOR | **297**<br>103<br>— | ✠Classed LR until 2/64 | **1938**-7 Marine Industrie Ltee.—Sorel, P.Q. (53)<br>46,49 9,94 2,604<br>43,44 9,76 3,81<br>P & B 25,6 F 6,4 1 dk (raised fwd)<br>conv General Cargo 64 | **M Research**<br>Oceanographic<br>1 Ho 14,3<br>B.310<br>1 Ha (3,2 × 5,1)<br>1W Der 1(3) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 NE 69<br>Caterpillar Tractor Co. |
| **7723819**<br>*WQZ4220*<br>610267<br>Df Esd Gc<br>Pfd Rdr Rt | **R. W. SESLER**<br>**U.S.L. Inc.**<br>New York, NY United States of America | **180**<br>122<br>686 | AB | **1979** Atlantic Marine Inc.—Fort George Island, Fl (171)<br>30,48 10,67 6,038<br>28,99 10,62 6,86<br>F 20,2 1 dk<br>rf nil | **TM Tug**<br>Pusher | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 100kW |
| **8837758**<br>*LZTL*<br>Df Esd Gc<br>Rdr Rt | **R/KI**<br>**Chernomorski Ribolov**<br>Bourgas Bulgaria | *726*<br>*217*<br>414 | RS | **1990** .............U.S.S.R.<br>54,84 10,16 4,141<br>50,32 - 5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 158bhp (852kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 150kW a.c. |
| **5362269**<br>*OZCW*<br>D2021<br>Df Esd Pfd<br>Rdr Rt | **RAABJERG**<br>ex Titania-72<br>**P/R Raabjerg**<br>Carl Schmidt-Olsen<br>Frederikshavn Denmark | **143**<br>52<br>— | NV | **1961** A/B Marstrands M/V—Marstrand (39)<br>32,11 6,74 3,252<br>6,71 3,61<br>1 dk<br>rf 1847 BK 196 len 67 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>4 Ha (0,9 × 1,3) (1,5 × 1,5) (0,9 0,9 × 1,3) ER<br>1W Der 1(-) | Alpha<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW) NE 68<br>Alpha-Diesel A/S<br>Gen 1 × 11kW 1 × 3kW 110V d.c.<br>Fuel (d.o.) |
| **7114616**<br>*EPCL*<br>145<br>RdrRTm | **RAANA**<br>ex Webster<br>**Iran Pan American Oil Co.**<br>Kharg Island Iran | **185**<br>125<br>— | | **1966** Greenville SB. Corp.—Greenville, Ms<br>*43,35* 3,506<br>43,24 10,67 | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 60kW 120/240V 60Hz a.c.<br>Fuel 122,0t (d.o.) |
| **7520293**<br>*5AMJ*<br>TP563<br>Df Esd Gc<br>Rdr Rt | **RAAS AL-HELAL**<br>**Government of Libya (Socialist Ports Company)**<br>Tripoli Libya | **302**<br>—<br>— | ✠Classed LR until 27/6/80 | **1977**-5 Est. Nav. do Mondego—Figueira da Foz (180)<br>35,01 9,22 3,531<br>32,01 9,01 4,68<br>RAD 1,3 1 dk<br>rf 787 BK 51 | **TM Tug**<br>Fire-fighting | MaK<br>2 Oil 4SA each 6Cy. 240 × 330 reverse geared to sc. shafts<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 80kW 1 × 48kW 380V 50Hz |
| **7340435**<br>*2IUC*<br>365005<br>Rdr Rt | **RAASAY**<br>**Caledonian MacBrayne Ltd.**<br>Glasgow United Kingdom | **69**<br>34<br>33 | **✠100A-** SS 3/89<br>non—perishable cargoes<br>West coast of Scotland service, inside the Outer Islands<br>**✠LMC**<br>EL (C) $\frac{5}{8}$"WI ptFSWR<br>FN 177 | **1976**-4 James Lamont & Co. Ltd.—Port Glasgow (425)<br>25,23 6,66 1,334<br>20,73 6,41 2,11<br>Ba 5,2 1 dk<br>rf 76 | **TM RoRo Cargo/Ferry**<br>Deck Cargo Landing Craft<br>Bow door<br>Mchy.aft | Kelvin<br>2 Oil 4SA each 6Cy. 127 × 143 reverse geared to sc. shafts<br>300bhp (221kW)<br>English Electric Diesels Ltd., Kelvin Marine Div.<br>Gen 1 × 6kW 24/32V d.c. |
| **7117890**<br>*J8FA3*<br>3328<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **RAB**<br>**Cross Seas Shipping Corp.**<br>Croatia Line<br>Kingstown St. Vincent and the Grenadines | **9 688**<br>5 940<br>14 818 | **✠100A1** SS 9/88<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4568<br>JR | **1972**-1 R.O. Brodogradiliste "3 Maj"—Rijeka (544)<br>147,17 (BB) 20,65 9,094<br>138,00 20,60 12,50<br>F 12,8 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 18,9 23,0 9,6DTp&s 13,5 23,1 ER 19,2 5 TwD<br>G.21 914 B.19 673<br>5 Ha (stl) (9,8 × 8,3) (13,5 13,5 13,5 × 9,9) ER (10,3 × 8,3)<br>16W Der 4(12) 2(10) 10(5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>AuxB (Comp) 6kgf/cm² (5,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c. |
| **7422049**<br>*V2EI*<br>2088<br>Df Esd Gc<br>Rdr RTm/h/v | **RABAT**<br>ex Diana II-88 ex Diana-83<br>**Pacific Maritime Co. Ltd.**<br>Oldenburg-Portugiesische Dampfschiffs-Rhederei G.m.b.H<br>Hamburg Antigua & Barbuda | T.Mk<br>**1 599**<br>1 058<br>4 106 | GL | **1975** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (694)<br>93,50 (BB) 14,51 6,262<br>84,13 14,48 8,59<br>F 7,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 56,5 ER<br>G.6 258 B.5 663<br>TEU 210<br>C.Ho 94/20'(40') C.Dk 116/20'(40') incl. 25 ref C.<br>1 Ha (51,3 × 10,3) ER | Deutz<br>Oil 4SA 8Cy. 370 × 400<br>3 600bhp (2 648kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 368kW 2 × 172kW 1 × 25kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7730886**<br>*CNRG*<br>3-214 | **RABAT**<br>**The Anglo Maroccan State Co. S.A.**<br>Tangier Morocco | **251**<br>78<br>— | (BV) | **1977** Const. Nav. del Sureste S.A.—Alicante<br>38,10 8,01 3,880<br>32,39 6,00<br>2 dks | **TM Fishing**<br>Stern Trawler<br>Mchy.aft | Baudouin<br>2 Vee Oil 4SA each 12Cy. 150 × 150<br>860bhp (633kW)<br>Soc. des Moteurs Baudouin<br>Gen 2 × 320kW 220V 50Hz a.c.<br>Fuel 160,0t (d.o.) |
| **6615663**<br>316657<br>Df Esd Gc<br>Rdr Rt | **RABBI**<br>ex Obaatan-85<br>ex Dong Won No. 808-81<br>ex Kyowa Maru No. 1-76<br>**Texaco Ghana Ltd.**<br>Takoradi Ghana | **252**<br>92<br>— | (KR) | **1966** Miho Zosensho K.K.—Shimizu (586)<br>45,70 7,24<br>38,00 7,22 3,48<br>B 3,7 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing Ref<br>In.221<br>5 Ha (each 1,1 × 1,1) ER | Niigata<br>Oil 4SA 6Cy. 310 × 460<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 230V a.c. |
| **8902101**<br>*FHQI*<br>CC 683453<br>Rdr Rt | **RABELAIS**<br>**Chevannes-Merceron-Ballery S.A.**<br>Concarneau France | *226*<br>—<br>320 | BV | **1988** Chantier Piriou Freres—Concarneau (80 4)<br>32,80 -<br>29,18 8,21 6,35 | **M Fishing**<br>Stern Trawler Ref<br>In.170 | Wartsila<br>Oil 4SA 6Cy. 220 × 240 with clutches to sc. shaft<br>736kW (1 001bhp)<br>Oy Wartsila Ab<br>Gen 2 × 136kW 380V a.c.<br>Controllable pitch propeller |

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| 7942350<br>Y5RB<br>Df Esd Gc<br>Rdr Rt | **RABENAU**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | **4 841**<br>2 436<br>6 780 | DSRK GL | **1979** Vyborg Shipyard—Vyborg (530)<br>130,00 17,35 6,930<br>119,00 8,50<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.8 450 B.8 280<br>4 Ha (stl) (12,5 × 8,4) (12,5 18,9 18,9 × 12,8) ER<br>16W Der 1(40) 3(20) | B&W 5DKRN62/140<br>Oil 2SA 5Cy. 620 × 1400<br>4 487kW (6 100bhp)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 960kW 390V a.c.<br>16,5kn |
| 5101990<br>CNA2075<br>Df Esd Rdr<br>RTm/h | **RABHA**<br>ex Le Guilez-86 ex Elle-76<br>**Keesport Maritime Steamship**<br>Agadir Morocco | **490**<br>215<br>944 | BV | **1962** S.A. des Ancien Chantiers Dubigeon —Nantes-Chantenay (789)<br>66,55 9,53 3,969<br>57,99 9,50 4,09<br>1 dk & S dk | **M Refrigerated Cargo** OSD<br>2 Ho 17,6 16,7 2 TwD 17,3 19,2<br>B.70 In.1 340<br>3 Ha (stl) (5,1 4,2 4,2 × 2,9) ER<br>4W Der 4(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>883kW (1 200bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 230kW 380V 50Hz a.c.<br>Fuel 188,0t (d.o.) 10,5kn |
| 6930881<br>A7DB<br>Esd Rdr Rt | **RABHA**<br>**Government of The State of Qatar (Ministry of Communications & Transport)**<br>Doha Qatar | **199**<br>99<br>178 | | **1969** Arnhemsche Schps. Maats.—Arnhem (453)<br>47,45 9,28 1,499<br>44,23 8,39 3,36<br>1 dk | **TM RoRo Cargo/ Landing Craft**<br>Bow door<br>Mchy.aft<br>Der 2(-) | Paxman<br>2 Oil 4SA each 6Cy. 178 × 197<br>674bhp (496kW)<br>English Electric Diesels Ltd. Paxman Eng. Div. Colchester<br>9kn |
| 7389780<br>SVNY<br>7549<br>Df Esd Gc<br>Pld Rdr RTv | **RABIGH BAY 1**<br>ex Susanne-79<br>**Phryny Shipping & Trading Corp. S.A.**<br>Bilinder Marine Corp. S.A.<br>Piraeus Greece<br>SatCom: 1133163/RBAY | **18 325**<br>10 404<br>31 190<br>T/cm<br>38,9 | NV | **1977** AB Oskarshamns Varv—Oskarshamn (412)<br>170,72 25,94 11,094<br>161,73 25,91 14,51<br>P -F - 1 dk<br>Bow/CM 85 Diam. 0,410 | **M Tanker**<br>14 Ta ER<br>L.(oil) 39 596<br>4 Cargo pumps total 3 600T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 3 × 660kW 440V 60Hz a.c.<br>Fuel 2 641,5t (hvf)-45,5pd 15,25kn |
| 7610725<br>SYEO<br>7879<br>Df Esd Gc<br>Pld Rdr RTv | **RABIGH BAY 2**<br>ex Sibofir-80<br>**Aroania Shipping & Trading Corp. S.A.**<br>Bilinder Marine Corp. S.A.<br>Piraeus Greece<br>SatCom: 1130250/RATW | **29 400**<br>23 014<br>54 600<br>T/cm<br>59,8 | NV | **1979** Uddevallavarvet AB—Uddevalla (303)<br>206,86 32,26 12,650<br>200,44 32,24 17,33<br>F - 1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>IGS SBT DB<br>8 Ho/Ta 18,9 19,8 19,8 19,8 19,8 14,4 19,8 20,7 ER<br>G.65 897 L.(oil) 66 824<br>8 Ha (stl) (12,5T × 10,3) (12,5 12,5 12,5 12,5 10,7 12,5 12,5 × 16,0) ER | B&W 6K80GFCA<br>Oil 2SA 6Cy. 800 × 1600<br>15 840bhp (11 651kW)<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 710kW 440V 60Hz a.c.<br>16,75kn |
| 7388827<br>SZHA<br>7744<br>Df Esd Gc<br>Pld Rdr RTv | **RABIGH BAY 3**<br>ex Erika-80<br>**White Angel Shipping & Trading Corp. S.A.**<br>Bilinder Marine Corp. S.A.<br>Piraeus Greece<br>SatCom: 1130251/RBTR | **64 568**<br>50 992<br>135 500<br>T/cm<br>102,8 | **100A1**<br>oil tanker<br>**LMC** **UMS**<br>**IGS**<br>EL Vt 715,0/92,0U3<br>FN 17807<br>(BV) | **1977** Eriksbergs M/V A/B—Goteborg (691)<br>280,68 (BB) 16,701<br>266,73 41,15 25,61<br>P 36,9 B 14,1 F 23,5 1 dk<br>Bow/CM 139 Diam. 0,510 MH 0,9 | **M Tanker**<br>IGS(LR) pt higher tensile steel<br>12 Ta ER<br>L.(oil) 167 693 HeCls. B<br>4 Cargo pumps total 12 000T/hr | B&W<br>Oil 2SA 10Cy. 840 × 1800<br>25 000bhp (18 389kW)<br>Eriksbergs M/V A/B Goteborg<br>2 WTAuxB (o.f.) primary 35,7kgf/cm$^2$ (35,1bar) secondary 14,3kgf/cm$^2$ (14,1bar)<br>e(ex.g) 14,3kgf/cm$^2$ (14,1bar)<br>Gen 2 × 900kW 1 × 850kW 450V 60Hz a.c.<br>Fuel 481,5t (d.o.) 6 176,5t (hvf)-96,5pd 16kn |
| 7710032<br>HO3257<br>12315-82<br>Df Esd Rdr<br>RTm/h/v | **RABIGH BAY 4**<br>ex Farazan-80 ex Rubat Trust-80<br>**Alcestis Shipping & Trading Corp. S.A.**<br>Maritime & Commercial Co. Argonaftis S.A.<br>Panama Panama | **541**<br>290<br>750 | ✠**100A1** SS 3/87<br>DTsm oil F.P. 60° & above for Eastern Mediterranean & Red Sea service<br>✠**LMC**<br>EL (I) 302,5/22,0U2<br>FN 800 | **1978**-1 Alsa Shipyard—Piraeus (1016)<br>59,90 12,68 1,591<br>53,50 12,50 2,44<br>RAD 8,3 1 dk<br>rf nil | **TM RoRo Cargo/ Landing Craft**<br>Oil Water<br>Bow ramp<br>6 Ta ER | Kelvin TASC8<br>2 Oil 4SA each 8Cy. 165 × 184 reverse reduction geared to sc. shafts<br>830bhp (611kW)<br>Kelvin Diesels Ltd. Glasgow<br>Gen 2 × 40kW 380V 50Hz a.c.<br>Fuel 32,5t (d.o.)-4,0pd 7kn |
| 8600088<br>HZ2334<br>SA1646<br>Df Esd Gc<br>Rdr Rt | **RABIGH 1**<br>ex Alexander 1-89 ex Rabigh 1-87<br>**Petromin Rabigh Infrastructure**<br>Petromin Petrola Rabigh Refinery Co.<br>Jeddah Saudi Arabia | *545*<br>*163*<br>50 | ✠**100A1**<br>tug<br>extended protected waters service on the Saudi Arabian coast between 20°N and 25°N<br>✠**LMC**<br>EL (I) 330,0/20,5U2(a)<br>FN 564 | **1987**-2 Neue Jadewerft G.m.b.H.—Wilhelmshaven (167)<br>38,99 11,64 3,741<br>36,50 11,02 4,42<br>F 13,8 1 dk<br>rf 356 | **TM Tug**<br>Fire-fighting Tractor | MAN 8L25/30<br>2 Oil 4SA each 8Cy. 250 × 300 with flexible couplings & dr geared to sc. shafts<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 2 × 127kW 440V 60Hz a.c.<br>2 Directional propellers |
| 8600090<br>HZ2335<br>SA1648<br>Df Esd Gc<br>Rdr Rt | **RABIGH 2**<br>ex Alexander 2-89 ex Rabigh 2-87<br>**Petromin Rabigh Infrastructure**<br>Petromin Petrola Rabigh Refinery Co.<br>Jeddah Saudi Arabia | *545*<br>*163*<br>50 | ✠**100A1**<br>tug<br>extended protected waters service on the Saudi Arabian Red Sea coast between 20°N and 25°N<br>✠**LMC**<br>EL (I) 330,0/20,5U2(a)<br>FN 564 | **1987**-2 Neue Jadewerft G.m.b.H.—Wilhelmshaven (168)<br>38,99 11,64 3,741<br>36,50 11,02 4,42<br>F 13,8 1 dk<br>rf 356 | **TM Tug**<br>Fire-fighting Tractor | MAN 8L25/30<br>2 Oil 4SA each 8Cy. 250 × 300 with flexible couplings & dr geared to sc. shafts<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 2 × 127kW 440V 60Hz a.c.<br>2 Directional propellers |
| 8600105<br>HZ2336<br>SA1650<br>Df Esd Gc<br>Rdr Rt | **RABIGH 3**<br>**Petromin Rabigh Infrastructure**<br>Petromin Petrola Rabigh Refinery Co.<br>Jeddah Saudi Arabia | *545*<br>*163*<br>375 | ✠**100A1** SS 5/91<br>tug<br>extended protected waters service on the Saudi Arabian coast between 20°N and 25°N<br>✠**LMC**<br>EL (I) 330,0/20,5U2(a)<br>FN 564 | **1987**-6 Neue Jadewerft G.m.b.H.—Wilhelmshaven (169)<br>38,99 11,64 3,741<br>36,50 11,02 4,42<br>F 13,8 1 dk<br>rf 356 | **TM Tug**<br>Fire-fighting Tractor | MAN 8L25/30<br>2 Oil 4SA each 8Cy. 250 × 300 with flexible couplings & dr geared to sc. shafts<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 2 × 127kW 440V 60Hz a.c.<br>2 Directional propellers |
| 8600117<br>HZ2337<br>SA1652<br>Df Esd Gc<br>Rdr Rt | **RABIGH 4**<br>**Petromin Rabigh Infrastructure**<br>Petromin Petrola Rabigh Refinery Co.<br>Jeddah Saudi Arabia | *545*<br>*163*<br>375 | ✠**100A1** SS 5/91<br>tug<br>extended protected waters service on the Saudi Arabian coast between 20°N and 25°N<br>✠**LMC**<br>EL (I) 330,0/20,5U2(a)<br>FN 564 | **1987**-6 Neue Jadewerft G.m.b.H.—Wilhelmshaven (170)<br>38,99 11,64 3,741<br>36,50 11,02 4,42<br>F 13,8 1 dk<br>rf 356 | **TM Tug**<br>Fire-fighting Tractor | MAN 8L25/30<br>2 Oil 4SA each 8Cy. 250 × 300 with flexible couplings & dr geared to sc. shafts<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 2 × 127kW 440V 60Hz a.c.<br>2 Directional propellers |
| 8903193<br>Df Esd Gc<br>Rdr Rt | **RABIGH 5**<br>ex Alexander 4-91<br>**Petromin Rabigh Infrastructure**<br>Petromin Petrola Rabigh Refinery Co.<br>Saudi Arabia | *545*<br>*163*<br>375 | ✠**100A1**<br>tug<br>Mediterranean and Red Sea service<br>✠**LMC**<br>EL G 330,0/20,5U2<br>FN 563 | **1990**-11 Neue Jadewerft G.m.b.H. —Wilhelmshaven (179)<br>38,85 11,63 3,841<br>36,50 11,00 4,40<br>F 14,2 1 dk<br>rf 350 | **TM Tug**<br>Tractor | MAN 8L25/30<br>2 Oil 4SA each 8Cy. 250 × 300 with flexible couplings & dr geared to sc. shafts<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 2 × 127kW 440V 60Hz a.c.<br>Fuel (d.o.)(hvf) 13kn |
| 8008254<br>SW7225<br>9808<br>Esd Rdr Rt | **RABIGH 5**<br>ex Rabigh 1-86<br>**Maritime & Commercial Co. Argonaftis S.A.**<br>Piraeus Greece | **190**<br>62<br>— | ✠**100A1** SS 3/89<br>tug<br>**LMC**<br>EL F 275,0/19,0U2<br>FN 319 | **1980**-10 Scheeps. Damen B.V.—Bergum (210)<br>30,18 8,06 3,444<br>26,93 7,80 4,04<br>RFD 12,2 1 dk<br>rf 1168 BK 51 | **TM Tug** | Deutz RSBA8M528<br>2 Oil 4SA each 8Cy. 220 × 280 reverse reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 220/380V 50Hz a.c. |
| 8008266<br>SV3905<br>8882<br>Esd Rdr Rt | **RABIGH 6**<br>ex Rabigh 2-87<br>**Maritime & Commercial Co. Argonaftis S.A.**<br>Piraeus Greece | **190**<br>53<br>— | ✠**100A1** SS 11/88<br>tug<br>**LMC**<br>EL F 275,0/19,0U2<br>FN 319 | **1980**-10 Alblas Scheepswerf—Krimpen a/d Ijssel<br>30,18 8,06 3,444<br>26,93 7,80 4,04<br>RFD 12,2 1 dk<br>rf 1168 BK 51 | **TM Tug** | Deutz RSBA8M528<br>2 Oil 4SA each 8Cy. 220 × 280 reverse reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 220/380V 50Hz a.c. |
| 8505783 | **RABIH I**<br>**Overseas Fish Traders Corp.**<br>Nouadhibou Mauritania | *187*<br>*56*<br>160 | BV | **1985** Astilleros Armon—Navia (110)<br>28,20 7,85 3,080<br>25,56 7,76 3,76<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.160 | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>775bhp (570kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| 8505795 | **RABIH II**<br><br>**Overseas Fish Traders Corp.**<br>Nouadhibou Mauritania | **182**<br>54<br>127 | <br><br>BV | **1985** Astilleros Armon—Navia (111)<br>28,20 3,101<br>25,56 7,76 3,76<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br><br>In.160 | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with clutch couplings & sr reverse geared to sc.<br>775bhp (570kW)<br>Caterpillar Tractor Co. |
| 8905701 | **RABIH WESSALEM**<br><br>**Theca Co. Ltd.**<br>Nouadhibou Mauritania | **220**<br>140<br>138 | <br><br>BV | **1989** Astilleros Armon—Navia (220)<br>- - 3,410<br>25,55 7,75 4,20 | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref<br><br>In.170 | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with flexible & reverse geared to sc. shaft<br>775kW (1 054bhp)<br>Caterpillar Inc. |
| 6803741<br>*6VLG*<br>348<br>Df Esd Pfd<br>Rdr Rt | **RABIHA SIGA SOW**<br>ex Akashi Maru No. 56-74<br>**Societe Senegalaise pour l'Expansion de la Peche, Surgelation et Conditionnement des Aliments**<br>Dakar Senegal | **175**<br>60<br>— | <br><br>BV | **1967** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1103)<br>31,78 6,91 2,896<br>30,08 6,89 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo<br>Fuel 74,0t (d.o.) |
| 8035013<br><br>2T-26 | **RABLJANKA**<br>ex DSM-513-66<br>**Our Rapska Plovidba**<br>Rijeka Croatia | **216**<br>139<br>117 | <br><br>JR | **1955** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula<br>30,23 14,10 1,350<br>26,29 2,11<br>1 dk | **TM RoRo Cargo/Ferry** | Cummins<br>2 Oil 4SA each 6Cy. 159 × 159<br>734kW (998bhp) NE 87<br>Cummins Engine Co. Inc.<br>Gen 1 × 36kW 380V 50Hz a.c. |
| 7114886<br>*UIZV*<br>M-29634<br>Df Esd Gc<br>Rdr Rt | **RABOCHAYA SMENA**<br><br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**4 054**<br>1 677<br>—<br><br>**5 923**<br>2 948<br>8 230 | <br><br>RS | **1971** "A. Zhdanov" SB. Yard—Leningrad<br>129,95 (BB) 17,84 —/7,840<br>121,01 17,81 9,83<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,3 17,9 3,1DTp&s 17,9 19,5 ER 13,2 5 TwD<br>G.10 775 B.9 780 L.320<br>5 Ha (stl) (8,3 × 7,0) (11,2 11,2 11,2 × 9,9) ER (8,3 × 7,0)<br>4W Cr 3(3-8) Der 1(40) 4(5) | B&W<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works<br>Gen 2 × 300kW 1 × 200kW<br>Fuel 239,5t (d.o.) 363,5t (hvf)-17,5pd |
| 8728490<br>*HAAY*<br>77/308/89 | **RABROS**<br><br>**Intership Freight Services Inc.**<br>Seascot Shiptrading Ltd.<br>Budapest Hungary | *4 966*<br>*1 673*<br>5 984 | <br><br>RS | **1989** "Krasnoye Sormovo" Shipyard—Gorkiy<br>139,83 16,56 4,541<br>134,02 - 6,71<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.6 843<br>TEU 140 C. 140/20'<br>4 Ha (stl) (each 18,7 × 11,8) ER | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 938kW (2 635bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 150kW a.c. |
| 6403254<br>*ODCN*<br>B4022<br>Df Esd Rdr<br>Rt | **RABUNION IX**<br>ex Jodine-77 ex Celbi-74<br>ex Linetrader-73 ex Eerbeek-73<br>**Zeido Hassan Zeido**<br>Beirut Lebanon | **398**<br>259<br>1 104 | **✠100A1** SS 8/87<br>Ice Class 2<br>**✠LMC**<br>EL m 1¼"SQ<br>FN 1035 | **1964**-3 N.V. Schps. Gebr. van Diepen<br>—Waterhuizen (976)<br>68,92 10,49 3,969<br>62,57 10,39 6,15<br>Ba 11,0 F 8,9 1 dk & S dk<br>rf nil conv Ref General Cargo 82 | **M Livestock Carrier** OSD<br><br>1 Ho 43,9 ER<br>G.2 305 B.2 127<br>4W Der 4(3-5) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>940bhp (691kW)<br>N.V. Werkspoor |
| 5207615<br>*ODBX*<br>B2795<br>Df Esd Rdr<br>RTm/h | **RABUNION V**<br>ex Croesus-75 ex Berta-73<br>ex Libertas-72<br>**Zeido Hassan Zeido**<br>Beirut Lebanon | **396**<br>220<br>1 315 | **✠100A1** SS 4/87<br>Str. nav. ice<br>**✠LMC**<br>EL I<br>FN 933 | **1958**-9 E. J. Smit & Zoon's Schpsw. N.V.<br>—Westerbroek (746)<br>64,85 9,91 4,560<br>59,75 9,81 5,80<br>Ba 11,3 2 dks<br>RW rf nil conv Ref General Cargo 82 | **M Livestock Carrier** CSD<br><br>2 Ho 14,9 22,6 ER<br>B.1 744<br><br>2 Ha (8,0 12,1 × 4,0) ER<br>6W Der 2(6) 4(3) | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>750bhp (552kW)<br>N.V. Werkspoor<br>Gen 3 × 25kW 110V d.c.<br>Fuel (d.o.) |
| 5206570<br>*ODCB*<br>B2800<br>Df Esd Rdr<br>RTm/h | **RABUNION VI**<br>ex Phoebus-75 ex Leonidas-74<br>**Farouk Moukahal**<br>Beirut Lebanon | **396**<br>220<br>1 315 | **✠100A1** CS 4/87<br>Str. nav. ice<br>**✠LMC**<br>EL I<br>FN 933 | **1958**-6 E. J. Smit & Zoon's Schpsw. N.V.<br>—Westerbroek (745)<br>64,85 9,91 4,560<br>59,75 9,81 5,80<br>Ba 11,3 2 dks<br>RW rf nil conv Ref General Cargo 82 | **M Livestock Carrier**<br><br>2 Ho 14,9 22,6 ER<br>G.1 887 B.1 752<br><br>2 Ha (8,0 12,1 × 4,0) ER<br>6W Der 2(6) 4(3) | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>750bhp (552kW)<br>N.V. Werkspoor<br>Gen 3 × 35kW 110V d.c.<br>Fuel (d.o.) |
| 5122176<br>*ODDD*<br>B4026<br>Esd Pfd Rdr<br>RTm/v | **RABUNION VII**<br>ex Stormont-76 ex Fruin-63<br>ex Fife Coast-58<br>**Zeido Hassan Zeido**<br>Beirut Lebanon | **398**<br>267<br>1 040 | **✠100A1** SS 10/88<br><br>**✠LMC**<br>EL n<br>FN 1099 | **1954**-12 George Brown & Co. (Marine) Ltd.<br>—Greenock (260)<br>69,02 10,85 3,982<br>64,01 10,83 6,33<br>Ba 13,5 F 8,6 1 dk & S dk<br>R rf 102 conv Ref General Cargo 82 | **M Livestock Carrier** OSD<br>Mchy.aft | Sulzer<br>Oil 2SA 8Cy. 360 × 600<br>1 440bhp (1 059kW)<br>G. Clark (1938) Ltd.<br>Gen 2 × 55kW 1 × 22kW 220V d.c.<br>Fuel 45,0t (d.o.) |
| 5403207<br>*ODCM*<br>B4021<br>Df Esd Gc<br>Rdr RTh/v | **RABUNION VIII**<br>ex Maria Danica-77 ex Pep Marine-74<br>ex Duel-73 ex Italian-70<br>ex Willem Smits-68 ex Dita Smits II-65<br>**Ahmed Zeido**<br>Beirut Lebanon | **399**<br>217<br>742 | BV<br><br>✠Classed LR until 8/8/75 | **1963**-2 N.V. Schbwf. v/h De Groot & Van Vliet<br>—Slikkerveer (350)<br>59,72 9,30 3,322<br>54,01 9,20 5,41<br>RFD 7,1 1 dk & S dk<br>RW rf 76 | **M General Cargo** OSD<br><br>1 Ho 35,9 1 TwD 37,1<br>G.1 606 B.1 504<br><br>2 Ha (stl) (each 11,5 × 5,4) ER<br>4W Der 4(3) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>750bhp (552kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 15kW 1 × 5kW 220V d.c.<br>Fuel 99,5t (d.o.)-3,0pd |
| 6421581<br>*ODQB*<br>B4030<br>Df Esd Rdr<br>RTm/v | **RABUNION X**<br>ex Polaris-77 ex Conger-73<br>ex Ellen Mahler-65<br>**Farouk Moukahal**<br>Beirut Lebanon | T.Mk<br>**498**<br>255<br>1 200 | **100A1** SS 10/91<br><br>**LMC**<br>EL (K) 375,0/32,0U1<br>FN 979<br>(GL) | **1964** Jadewerft G.m.b.H.—Wilhelmshaven (96)<br>66,30 10,55 3,807<br>60,00 10,51 5,80<br>F 7,1 2 dks<br>rf 102 conv General Cargo 85 | **M Livestock Carrier**<br>Ice strengthened<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>MaK. Maschinenbau Kiel G.m.b.H<br>Gen 1 × 100kW 2 × 20kW 1 × 17kW 220V 50Hz a.c.<br>Fuel 51,0t (d.o.) |
| 5388574<br>*ODHC*<br>B2759<br>Df Esd Rdr<br>RTm | **RABUNION XI**<br>ex Jan-77 ex Westropa-74<br>**Ahmed Zeido**<br>Beirut Lebanon | **397**<br>252<br>1 044 | **✠100A1** SS 3/88<br><br>**✠LMC**<br>EL M SQ<br>FN 1005 | **1961**-3 E. J. Smit & Zoon's Schpsw. N.V.<br>—Westerbroek (759)<br>69,91 10,14 3,772<br>63,00 10,00 5,95<br>F 9,8 1 dk & S dk<br>RW rf nil conv Ref General Cargo 82 | **M Livestock Carrier** OSD<br>Mchy.aft | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>750bhp (552kW)<br>N.V. Werkspoor<br>Gen 1 × 30kW 1 × 26kW 1 × 10kW 110V d.c.<br>Fuel 90,5t (d.o.) |
| 5115020<br>*ODDS*<br>B4041<br>Df Esd Gc<br>Rdr RTm/v | **RABUNION XII**<br>ex Finkenau-78<br>**Ahmed Zeido**<br>Beirut Lebanon | **1 196**<br>512<br>874 | <br><br>GL | **1961** F. Schichau G.m.b.H.—Bremerhaven (1707)<br>83,29 12,04 4,360<br>75,93 12,01 6,89<br>F 7,4 2 dks<br>conv General Cargo 78 | **M Livestock Carrier**<br>Ice strengthened | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 125kW 1 × 75kW 231/400V<br>Thw. thrust propeller<br>Fuel (d.o.) |
| 5022089<br>*ODDT*<br>B4046<br>Df Esd Rdr<br>RTm/h | **RABUNION XIII**<br>ex Arcas-78<br>**Ahmed Zeido**<br>Beirut Lebanon | T.Mk<br>**396**<br>220<br>920 | **✠100A1** SS 10/87<br>Ice Class 3<br>**✠LMC**<br>EL I<br>FN 933 | **1959**-11 E. J. Smit & Zoon's Schpsw. N.V.<br>—Westerbroek (754)<br>64,85 9,91 3,703<br>59,75 9,81 5,80<br>Ba 11,6 2 dks<br>RW rf nil conv Ref General Cargo 82 | **M Livestock Carrier**<br><br>2 Ho 14,9 22,6 ER<br>G.1 826 B.1 708 In.38<br><br>2 Ha (8,0 × 3,9) (13,9 × 4,9) ER<br>6W Der 2(6) 4(3) | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>750bhp (552kW)<br>N.V. Werkspoor<br>Gen 3 × 25kW 110V d.c.<br>Fuel 226,5t (d.o.) |
| | | | | **SURVEYS OVERDUE — CLASS SUSPENDED 29/11/91** | | |
| 5057694<br>*ODDU*<br>B4047<br>Df Esd Rdr<br>RTm/h | **RABUNION XIV**<br>ex Calchas-78<br>**Farouk Moukahal**<br>Beirut Lebanon | T.Mk<br>**396**<br>220<br>925 | **✠100A1** CS 2/88<br>Ice Class 3<br>**✠LMC**<br>EL I<br>FN 933 | **1960**-3 E. J. Smit & Zoon's Schpsw. N.V.<br>—Westerbroek (755)<br>64,85 9,91 3,703<br>59,75 9,81 5,80<br>Ba 11,6 2 dks<br>RW rf nil conv Ref General Cargo 82 | **M Livestock Carrier**<br><br>2 Ho 14,9 22,6 ER<br>G.1 826 B.1 670 In.36<br><br>2 Ha (8,0 × 4,0) (13,9 × 5,0) ER<br>6W Der 2(6) 4(3) | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>750bhp (552kW)<br>N.V. Werkspoor<br>Gen 3 × 25kW 110V d.c.<br>Fuel (d.o.) |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7021821<br>ODKY<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RABUNION XIX**<br>ex Beckumersand-83<br>**Union Commercial Co.**<br>Beirut Lebanon | T.Mk<br>**1 599**<br>889<br>2 007 | GL | **1970** C. Luehring Schiffswerft GmbH & Co. KG<br>—Brake/Unterweser (6902)<br>92,21 (BB) 13,59 6,087<br>82,00 13,52 7,19<br>P 16,5 F 9,2 2 dks<br>conv General Cargo 83 | **M Livestock Carrier**<br>Ice strengthened<br>Mchy.aft | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 reverse reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>15kn |
| 5352692<br>ODDW<br>B4050<br>Df Esd Rdr<br>RTm/h | **RABUNION XV**<br>ex Taras-78<br>**Zeido Hassan Zeido**<br>Beirut Lebanon | T.Mk<br>**396**<br>220<br>905 | ✠**100A1** CS 5/90<br>Ice Class 3<br>✠**LMC**<br>EL I SQ<br>FN 939 | **1960**-8 E. J. Smit & Zoon's Schpsw. N.V.<br>—Westerbroek (757)<br>64,85 9,96 3,703<br>59,75 9,91 5,80<br>Ba 11,6 2 dks<br>RW rf nil conv Ref General Cargo 82 | **M Livestock Carrier**<br>Mchy.aft | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>750bhp (552kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 25kW 110V d.c.<br>Fuel 80,5t (d.o.) 10,75kn |
| 6409557<br>ODEC<br>B4051<br>Df Esd Rdr<br>RTm/h | **RABUNION XVI**<br>ex Boreas-78<br>**Farouk Moukahal**<br>Beirut Lebanon | T.Mk<br>**398**<br>215<br>992 | ✠**100A1** CS 9/89<br>Ice Class 3<br>✠**LMC**<br>EL m<br>FN 1045 | **1964**-6 E. J. Smit & Zoon's Schpsw. N.V.<br>—Westerbroek (773)<br>70,90 10,47 3,779<br>63,71 10,37 6,02<br>Ba 11,9 2 dks<br>RW rf 102 conv Ref General Cargo 82 | **M Livestock Carrier**<br>2 Ho 12,6 23,0 ER<br>G.1 812 B.1 681 In.45<br>2 Ha (7,7 × 4,5) (15,3 × 5,4) ER<br>6W Der 2(6) 4(3) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 130bhp (831kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 40kW 230V d.c.<br>Controllable pitch propeller<br>Fuel 75,0t (d.o.) 12,25kn |
| 7052179<br>ODES<br>B4067<br>Df Esd Gc<br>Rdr RTm/h/v | **RABUNION XVII**<br>ex Meteoor-79<br>**Union Commercial Co.**<br>Beirut Lebanon | T.Mk<br>**1 125**<br>531<br>1 628 | BV (GL) | **1971** N.V. Schbwf. v/h De Groot & Van Vliet<br>—Slikkerveer (379)<br>95,15 14,41 4,776<br>73,87 14,30 8,41<br>P 19,2 2 dks<br>conv General Cargo 79 | **M Livestock Carrier**<br>Mchy.aft | Werkspoor 6TM410<br>Oil 4SA 6Cy. 410 × 470 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 210kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.)(hvf) 14kn |
| 6816798<br>DZIM<br>227282<br>Df Esd Gc<br>Pfd Rdr Rt | **RACCOON**<br>ex Wahansa Tiga-83 ex Asa No. 1-77<br>ex Laut Seri-76 ex Mobile Azalea<br>ex Tenho Maru-73<br>**Loadstar International Shipping Inc.**<br>Manila Philippines | **2 863**<br>1 793<br>5 212 | NK | **1968** Kurushima Dockyard Co. Ltd.—Imabari (441)<br>97,21 15,63 6,487<br>90,00 15,60 7,80<br>P 21,7 F 11,0 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.6 526 B.6 314<br>2 Ha (stl) (25,4 25,9 × 7,1) ER<br>12W Der 4(15) 4(10) | Akasaka<br>Oil 4SA 6Cy. 510 × 840<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 132kW 450V 60Hz a.c.<br>Fuel 445,0t-9,5pd 12kn |
| 7223950<br>WYZ3965<br>532143 | **RACCOON POINT**<br>**Zapata Haynie Corp.**<br>Houma, La United States of America | **538**<br>366<br>— | | **1971** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*49,57* 10,09<br>3,56<br>1 dk | **M Fishing** | Oil<br>1 530bhp (1 125kW)<br>.............<br>Fuel (d.o.) |
| 7002916<br>J8FR<br>2122<br>Df Esd Gc<br>Pfd Rdr | **RACER**<br>ex Unistar-88 ex Parco Trader-86<br>ex Monterosa-79 ex Biko Maru-74<br>**Unisun Shipping Inc.**<br>Samsun Corporation<br>Kingstown St. Vincent and the Grenadines | **3 009**<br>1 989<br>5 857 | KR NK | **1969** Imabari Zosen—Imabari (214)<br>101,99 16,34 6,536<br>95,99 16,31 8,16<br>P 19,9 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 490 B.7 213<br>2 Ha (stl) (27,1 27,8 × 8,3) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 128kW 450V 60Hz a.c.<br>Fuel (d.o.)-16,5pd 12,75kn |
| 5146029<br>5B2462<br>373911<br>Rt | **RACHA**<br>ex Elsie-78 ex Karol-74 ex Mutci-73<br>ex Tjibon-72 ex Suurhusen-71<br>ex Heinz Wilhelm-70 ex Dija-59<br>ex Margriet-L-56 ex Jans-54<br>**Racha Marine Co. Ltd.**<br>Limassol Cyprus | **299**<br>173<br>417 | (BV) (HR)<br>*Classed BC until 1/60 | **1940**-10 G. J. van der Werff's Scheepsbw. C.V.<br>—Westerbroek<br>46,72 7,12 2,674<br>43,16 7,09 2,90<br>P 11,0 F 5,8 1 dk | **M General Cargo**<br>1 Ho 23,4 ER<br>G.490 B.462<br>2 Ha ER<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW) NE —<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9kn |
| 8603729<br>ELOE2<br>9529<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>AMVER | **RACHEL B**<br>**Suffolk Tankers Ltd.**<br>Thome Ship Management Pte. Ltd.<br>Monrovia Liberia<br>SatCom: 1244730/RCHL | *7 955*<br>*4 711*<br>13 749 | AB | **1987** Kyokuyo Zosen K.K.—Chofu (2485)<br>132,00 (BB) 20,43 8,821<br>124,00 20,40 11,20<br>P 26,9 F 10,4 1 dk<br>rf 102 | **M Tanker**<br>Chemical<br>SBT<br>24 Ta ER<br>L.16 458 | Mitsubishi 5UEC45LA<br>Oil 2SA 5Cy. 450 × 1350<br>2 574kW (3 499bhp)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 360kW 1 × 280kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Thw. thrust propeller<br>Fuel 125,0t (d.o.) 690,0t (i.f.o.)-12,5pd 14kn |
| 8303331<br>DNBR<br>13990<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RACHEL BORCHARD**<br>ex Birte Ritscher-91<br>ex Independent Concept-89<br>ex Kartagena-87 ex Concorde Tide-84<br>Launched as Birte Ritscher<br>**m.s. "Birte Ritscher" K.G. Gerd Ritscher G.m.b.H. & Co.**<br>Transeste Schiffahrt G.m.b.H.<br>Hamburg Federal Republic of Germany | **3 999**<br>2 558<br>8 340 | GL | **1983** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (898)<br>117,51 (BB) 20,22 7,492<br>105,82 20,21 8,28<br>F 11,9 2 dks | **M Container Ship**<br>Portable-guides<br>Ice strengthened Str. heavy cargoes<br>2 Ho ER 2 TwD<br>TEU 541<br>C.Ho 230/20' (40') C.Dk 311/20' (40') incl. 30 ref C.<br>2 Ha (stl) ER<br>Cr 2(35) | MAN 9L40/45<br>Oil 4SA 9Cy. 400 × 450 sr geared to sc. shaft<br>3 306bhp (2 432kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 310kW 2 × 233kW 440/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 157,0t (d.o.) 796,0t (hvf)-15,0pd 15kn |
| 7308061<br>WX9277<br>296819 | **RACHEL BURTON**<br>**Zapata Haynie Corp.**<br>Houma, La United States of America | **520**<br>353<br>— | | **1965** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*49,93* 10,11<br>3,56<br>1 dk | **M Fishing** | Oil<br>1 530bhp (1 125kW)<br>.............<br>Fuel (d.o.) |
| 7201689<br>WV8871<br>298089 | **RACHEL MICHELLE**<br>ex Mr. Peter ex Gravy Train<br>**Michael D. Younker**<br>Houma, La United States of America | **106**<br>72<br>— | | **1965** St. Charles Steel Works—Thibodaux, La<br>*20,76* 6,71<br>3,33 | **M Fishing** | Oil<br>504bhp (371kW)<br>.............<br>Fuel (d.o.) |
| 7736139<br>588061 | **RACHEL R**<br>ex Dee Jay<br>**F/V Rachel R. Inc.**<br>United States of America | **115**<br>79<br>— | | **1977** Steiner Shipyard Inc.—Bayou la Batre, Al<br>*20,12*<br>6,71 3,23<br>1 dk | **M Fishing** | Caterpillar 3406TA<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7208546<br>ELIC3<br>8274<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RACHEL V**<br>ex Christine I-88 ex Aegis Wisdom-85<br>**Rachel V Shipping L.P.**<br>Monrovia Liberia | T.Mk<br>**7 847**<br>4 611<br>—<br>**11 069**<br>7 006<br>19 017 | AB<br>✠Classed LR until 23/12/76 | **1972**-5 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (249)<br>147,02 (BB) 22,86 —/9,900<br>136,00 22,81 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 16,0 28,2 11,2 26,9 15,0 5 TwD<br>G.24 163<br>5 Ha (stl) (10,9 × 7,7) (18,7 6,2 18,7 8,2 × 12,6) ER<br>8W Cr 2(5) Der 8(10) | MAN K6Z70/120E<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 153,5t (d.o.) 1 533,0t (hvf) 15,5kn |
| 7007629<br>4XFA<br>MS328<br>Rdr RTv | **RACHELLA**<br>ex Abulon-88 ex W. D. Test-81<br>Launched as Foremost Test<br>**Taalmarin Off-Shore Operations Ltd.**<br>Haifa Israel | **1 126**<br>550<br>1 727 | ✠**100A1** CS 2/91<br>hopper barge<br>✠**LMC**<br>EL (L) 1¼"U2<br>FN 1158 | **1970**-4 Boele's Schps. & Mchf. N.V.—Bolnes (1038)<br>70,31 13,09 4,001<br>65,38 13,01 4,70<br>RAD 17,4 RFD 16,2 1 dk<br>rf nil | **TM Hopper Barge**<br>Bottom doors<br>1 Ho 32,6 ER<br>Hopper 1 000<br>1 Ha (32,6open × 8,5) ER | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292 reverse reduction geared to sc. shafts<br>990bhp (728kW)<br>Lister Blackstone Mirrlees Marine Stamford<br>Gen 2 × 48kW 415V 50Hz a.c.<br>Fuel 58,5t (d.o.) 9,25kn |
| 7312517<br>YCNI<br>Df Esd Gc<br>Rdr Rt | **RACHMANUEL 2**<br>ex Niaga XXII-91 ex Merc Aequator-79<br>**P.T. (Persero) Pann Multi Finance**<br>Jakarta Indonesia | T.Mk<br>**499**<br>326<br>1 299 | KI (BV) (NV) | **1973** Frederikshavn Vaerft & Tordok A/S<br>—Frederikshavn (332)<br>76,61 (BB) 12,30 3,474<br>68,00 12,21 6,51<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 180 B.2 884<br>2 Ha (stl) (19,2 18,9 × 8,0) ER<br>4W Cr 2(5) Der 4(5) | Alpha 10V23L-VO<br>Vee Oil 4SA 10Cy. 225 × 300<br>1 250bhp (919kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 72kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 147,5t (d.o.)-4,5pd 12,5kn |

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| **7814711**<br>*J8EX5*<br>3306<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RACISCE**<br>**Mediteranska Plovidba**<br>Kingstown St. Vincent and the Grenadines | **7 068**<br>3 546<br>9 835 | ✠**100A1** CS 7/86<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL C† 550,0/52,0U3<br>FN 4883<br>JR | **1981**-8 Brodogradiliste "Split"—Split (303)<br>151,26 (BB) 21,65 8,716<br>140,21 21,61 13,21<br>F 35,1 3 dks, 4th dk in way of Nos. 2 & 3 holds<br>rf nil | **M Refrigerated Cargo**<br>uniform distributed cargo loading in the tween decks limited to 1.7T/sq.m Side doors 4(p) 4(s)<br>3 Ho 24,7 24,0 24,0 11 TwD<br>In.12 452<br>TEU 114<br>C.Dk 72/20' (40') 21/40' incl. 57 ref C. (40')<br>4 Ha (stl) (7,5 7,5 7,5 × 5,6) ER (7,5 × 5,6)<br>Cr 4(5) | MAN<br>Oil 2SA 8Cy. 700 × 1250<br>16 533bhp (12 161kW)<br>Tvornica Dizel Motora "Split"<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) & htr 7kgf/cm² (6,9bar)<br>Gen 4 × 712kW 450V 60Hz a.c.<br>Fuel 368,5t (d.o.) 2 099,0t (hvf) |
| **7434717**<br>*LAZW*<br>18765<br>Df Esd Rdr<br>Rt | **RACON**<br>ex Hidrabuen-86 ex Gamle Tonny-80<br>ex Tonny-79<br>**P/R Harald Nodenes ANS**<br>Kristiansand Norway | **137**<br>52<br>— | | **1976** Sigbjorn Iversen M/V. Skips.—Flekkefjord (37)<br>25,84 7,07 3,048<br>24,26 7,01 3,46 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Oil 4SA 8Cy. 159 × 203 geared to sc.<br>565bhp (416kW)<br>Caterpillar Tractor Co. |
| **7428861**<br>*YQDL*<br>320<br>Df Esd Gc<br>Rdr Rt | **RADAUTI**<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **4 399**<br>1 929<br>6 136<br>**6 253**<br>4 024<br>8 750 | RNR | **1974** Santierul Naval Galatz—Galatz<br>130,77 (BB) 17,71 6,601/8,100<br>121,21 10,19<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.12 130 B.11 150<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski<br>Gen 3 × 200kW 400V 50Hz a.c.<br>Fuel 457,0t (hvf) |
| **7229552**<br>*Y5CY*<br>Df Esd Gc<br>Pfd RdrRTm | **RADEBERG**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | **3 089**<br>1 904<br>4 631 | DSRK GL | **1972** VEB Schiffswerft "Neptun"—Rostock (449)<br>104,90 14,64 5,787<br>95,74 14,60 7,19<br>P 22,6 F 9,2 1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho 32,4 33,1 ER<br>G.6 267 B.6 121<br>TEU 184<br>C.Ho 94/20' (40') C.Dk 90/20' (40')<br>2 Ha (stl) (each 25,9 × 10,5) ER | S.K.L.<br>Oil 2SA 8Cy. 480 × 720<br>2 354kW (3 200bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 216kW 390V 50Hz a.c.<br>Fuel 542,5t (d.o.) |
| **8422905**<br>*Y5BK*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **RADEBEUL**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | *13 557*<br>*7 678*<br>17 330 | DSRK GL | **1984** VEB Warnowwerft Warnemuende —Warnemuende (256)<br>158,27 (BB) 10,181<br>146,01 23,06 13,42<br>P 23,8 F 15,0 2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho ER 4 TwD<br>G.25 665 B.23 556<br>TEU 642<br>C.Ho 342/20' (40') C.Dk 300/20' (40') incl. 30 ref C.<br>7 Ha (stl) (18,6 × 13,0) (19,2p&s 19,2p&s 19,2p&s × 7,8) ER<br>9W Der 1(125) 4(35) 4(5-10) | MAN<br>Oil 2SA 7Cy. 700 × 1200<br>6 690kW (9 095bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 2 × 706kW 1 × 498kW 380V 50<br>Fuel 292,5t (d.o.) 1 287,5t (hvf)-38,0pd |
| **7324340**<br>*UMUP*<br>M-14689<br>Df Esd Gc<br>Rdr Rt | **RADEKHOV**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1973** .............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **7406071**<br>*ATNV*<br>1664<br>Esd Rdr Rt | **RADHA RANI**<br>**Union Carbide India Ltd.**<br>Bombay India | **185**<br>90<br>— | AB | **1976** Mazagon Dock Ltd.—Bombay (355)<br>27,36 8,06 2,901<br>25,89 7,92 3,66<br>F 12,5 1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 6,7<br>1 Ha (stl) (1,8 × —) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 reverse<br>geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 88kW |
| **8017190**<br>*HZPC*<br>SA946<br>Df Esd Gc<br>Pfd Rdr Rt | **RADHWA 1**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Jeddah Saudi Arabia | **740**<br>210<br>680 | (AB) | **1981** Hitachi Zosen Robin Dockyard (Pte.) Ltd. —Singapore (004)<br>43,52 13,72 5,563<br>39,53 13,71 7,01<br>1 dk<br>rf 246 | **TM Tug**<br>Mchy.aft | Fuji<br>2 Oil 4SA each 8Cy. 320 × 380 with<br>flexible couplings & sr reverse gear<br>shafts<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 320kW 1 × 60kW 460V 60H<br>Fuel 352,0t (d.o.)-13,0pd |
| **8017205**<br>*HZPD*<br>SA962<br>Df Esd Gc<br>Pfd Rdr Rt | **RADHWA 2**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Jeddah Saudi Arabia | **740**<br>210<br>680 | AB | **1981** Hitachi Zosen Robin Dockyard (Pte.) Ltd. —Singapore (005)<br>43,52 14,03 5,560<br>39,53 13,71 7,01<br>1 dk<br>rf 246 | **TM Tug** | Fuji<br>2 Oil 4SA each 8Cy. 320 × 380 with<br>flexible couplings & sr reverse gear<br>shafts<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 320kW 1 × 60kW 460V 60H<br>Fuel 352,0t (d.o.)-13,0pd |
| **8017217**<br>*HZPE*<br>SA1050<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **RADHWA 3**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Jeddah Saudi Arabia | **740**<br>210<br>680 | AB | **1981** Hitachi Zosen Robin Dockyard (Pte.) Ltd. —Singapore (006)<br>43,52 13,72 5,560<br>39,50 13,71 7,01<br>1 dk<br>rf 246 | **TM Tug**<br>Fire-fighting Pollution Control | Fuji<br>2 Oil 4SA each 8Cy. 320 × 380 with<br>flexible couplings & sr reverse gear<br>shafts<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 320kW 1 × 60kW 460V 60H<br>Fuel 352,0t (d.o.)-13,0pd |
| **8022779**<br>*HZTJ*<br>SA1028<br>Esd Gc Rdr<br>Rt | **RADHWA 4**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Jeddah Saudi Arabia | **566**<br>0<br>— | AB | **1981** B.V. Schps. & Ghbw. v/h Jonker & Stans —Hendrik-Ido-Ambacht (357)<br>36,78 12,83 4,812<br>34,50 12,81 5,62<br>1 dk | **TM Tug**<br>Fire-fighting Tractor | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>sc. shafts<br>General Motors Corp. Electro-Motive<br>Gen 2 × 135kW 440V 60Hz a.c.<br>2 Directional propellers<br>Fuel 142,0t (d.o.)-17,5pd |
| **8022781**<br>*HZTR*<br>SA1044<br>Esd Gc Rdr<br>RTm/h/v | **RADHWA 5**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Jeddah Saudi Arabia | **566**<br>0<br>— | AB | **1981** B.V. Schps. & Ghbw. v/h Jonker & Stans —Hendrik-Ido-Ambacht (358)<br>36,02 12,83 4,812<br>34,52 12,81 5,62<br>1 dk | **TM Tug**<br>Fire-fighting Tractor | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>sc. shafts<br>General Motors Corp. Electro-Motive<br>Gen 2 × 135kW 2 × 55kW 440V<br>2 Directional propellers<br>Fuel 142,0t (d.o.)-17,5pd |
| **8022793**<br>*HZUM*<br>SA1066<br>Esd Gc Rdr<br>RTm/h/v | **RADHWA 6**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Jeddah Saudi Arabia | **566**<br>0<br>764 | AB | **1982** B.V. Schps. & Ghbw. v/h Jonker & Stans —Hendrik-Ido-Ambacht (359)<br>36,02 12,83 4,812<br>34,52 12,81 5,62<br>1 dk | **TM Tug**<br>Fire-fighting Tractor | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>sc. shafts<br>General Motors Corp. Electro-Motive<br>Gen 2 × 135kW 2 × 55kW 440V<br>2 Directional propellers<br>Fuel 142,0t (d.o.)-17,5pd |
| **8013508**<br>*HZPZ*<br>SA982<br>Df Esd Gc<br>Rdr Rt | **RADHWA 7**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Jeddah Saudi Arabia | **268**<br>0<br>159 | AB | **1981** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (762)<br>31,50 9,33 3,001<br>30,51 9,30 3,81<br>1 dk<br>rf 297 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 8Cy. 230 × 254<br>sc. shafts<br>General Motors Corp. Electro-Motive<br>Gen 2 × 200kW a.c. |

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| 8013510<br>HZTF<br>SA968<br>Df Esd Gc<br>Rdr Rt | **RADHWA 8**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Jeddah Saudi Arabia | **268**<br>0<br>157 | | **1981** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (763)<br>AB 31,50 9,33 3,001<br>30,48 9,30 3,81<br>1 dk<br>rf 297 | **TM Tug** | General Motors 8-645-E6<br>2 Vee Oil 2SA each 8Cy. 230 × 254 sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 200kW a.c.<br>12kn |
| 8210003<br>HZYB<br>SA1268<br>Esd Gc Rdr<br>Rt | **RADHWA 9**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Jeddah Saudi Arabia | **270**<br>—<br>143 | | **1983** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (770)<br>AB 31,50 2,993<br>30,51 9,31 3,81<br>1 dk<br>rf 297 | **TM Tug**<br>Tractor | General Motors 8-645-E6<br>2 Vee Oil 2SA each 8Cy. 230 × 254 sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 200kW a.c.<br>12kn |
| 8205967<br>HZWO<br>SA1290<br>Esd Gc Rdr<br>Rt | **RADHWA 11**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Jeddah Saudi Arabia | **740**<br>210<br>700 | | **1983** Hitachi Zosen Robin Dockyard (Pte.) Ltd. —Singapore (007)<br>AB 43,50 13,75 5,562<br>39,50 13,70 7,00<br>1 dk<br>rf 1097 | **TM Tug** | Fuji 8L32X<br>2 Oil 4SA each 8Cy. 320 × 380 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Fuji Diesel Co. Ltd. Tokyo<br>Gen 2 × 320kW 1 × 60kW 460V 60Hz a.c.<br>Fuel 352,0t (d.o.)-13,0pd 12kn |
| 8205979<br>HZWP<br>SA1292<br>Esd Gc Rdr<br>Rt | **RADHWA 12**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Jeddah Saudi Arabia | **740**<br>210<br>700 | | **1983** Hitachi Zosen Robin Dockyard (Pte.) Ltd. —Singapore (008)<br>AB 43,50 13,75 5,562<br>39,50 13,70 7,00<br>1 dk<br>rf 1097 | **TM Tug** | Fuji 8L32X<br>2 Oil 4SA each 8Cy. 320 × 380 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Fuji Diesel Co. Ltd. Tokyo<br>Gen 2 × 320kW 1 × 60kW 460V 60Hz a.c.<br>Fuel 352,0t (d.o.)-13,0pd 12kn |
| 8211667<br>HZYI<br>Esd Gc Rdr<br>Rt | **RADHWA 14**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>King Fahd Industrial Port in Yanbu<br>Jeddah Saudi Arabia | *647*<br>*194*<br>— | | **1983** B.V. Scheepswerf K. Damen—Hardinxveld-Giessendam (630)<br>AB 36,71 12,83 3,939<br>34,52 12,81 5,62<br>1 dk<br>rf 335 | **TM Tug** | Deutz SBV9M628<br>2 Oil 4SA each 9Cy. 240 × 280 sr geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 135kW a.c.<br>2 Directional propellers<br>11,5kn |
| 8211679<br>HZYJ<br>Esd Gc Rdr<br>Rt | **RADHWA 15**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>King Fahd Industrial Port in Yanbu<br>Jeddah Saudi Arabia | *647*<br>*194*<br>— | | **1983** B.V. Scheepswerf K. Damen—Hardinxveld-Giessendam (631)<br>AB 36,71 12,83 3,939<br>34,52 12,81 5,52<br>1 dk<br>rf 335 | **TM Tug**<br>Fire-fighting Tractor | Deutz SBV9M628<br>2 Oil 4SA each 9Cy. 240 × 280 sr geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 135kW a.c.<br>2 Directional propellers<br>11,5kn |
| 8211681<br>HZYK<br>SA1298<br>Esd Gc Rdr<br>Rt | **RADHWA 16**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Jeddah Saudi Arabia | *647*<br>*194*<br>— | | **1983** B.V. Scheepswerf K. Damen—Hardinxveld-Giessendam (632)<br>AB 36,78 12,83 3,931<br>34,50 12,81 5,59<br>1 dk<br>rf 335 | **TM Tug**<br>Fire-fighting Tractor | Deutz SBV9M628<br>2 Oil 4SA each 9Cy. 240 × 280 sr geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 135kW<br>2 Directional propellers<br>11,5kn |
| 8211693<br>HZYL<br>SA1300<br>Esd Gc Rdr<br>Rt | **RADHWA 17**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Jeddah Saudi Arabia | *647*<br>*194*<br>— | | **1983** B.V. Scheepswerf K. Damen—Hardinxveld-Giessendam (633)<br>AB 36,81 12,83 3,931<br>34,50 12,81 5,62<br>1 dk<br>rf 335 | **TM Tug**<br>Tractor | Deutz SBV9M628<br>2 Oil 4SA each 9Cy. 240 × 280 sr geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 135kW<br>2 Directional propellers<br>11,5kn |
| 8900658 | **RADHWA 18**<br>**Government of The Republic of Iraq (Ministry of Oil) (State Company for Oil Projects - SCOP)**<br>Basrah Iraq | *496*<br>*148*<br>— | **100A1**<br>Class contemplated<br>FN 532 | **1990** Scheeps. Damen B.V.—Gorinchem (3929)<br>37,01 1,561<br>33,69 11,51 4,27 | **TM Tug** | MAN 18V20/27<br>2 Vee Oil 4SA each 18Cy. 200 × 270 geared to sc. shafts<br>MAN B&W Diesel Aktiengesellschaft Augsburg |
| 8900660 | **RADHWA 19**<br>**Government of The Republic of Iraq (Ministry of Oil) (State Company for Oil Projects - SCOP)**<br>Basrah Iraq | *496*<br>*148*<br>— | **100A1**<br>Class contemplated<br>FN 537 | **1990** Scheeps. Damen B.V.—Gorinchem (3930)<br>37,01 1,561<br>34,02 11,51 4,27 | **TM Tug** | MAN 18V20/27<br>2 Vee Oil 4SA each 18Cy. 200 × 270 geared to sc. shafts<br>MAN B&W Diesel Aktiengesellschaft Augsburg |
| 8900672 | **RADHWA 20**<br>**Government of The Republic of Iraq (Ministry of Oil) (State Company for Oil Projects - SCOP)**<br>Saudi Arabia | *496*<br>*148*<br>— | **100A1**<br>Class contemplated<br>FN 532 | **1990** Scheeps. Damen B.V.—Gorinchem (3931)<br>37,01 1,561<br>33,69 11,51 4,27 | **TM Tug** | MAN 18V20/27<br>2 Vee Oil 4SA each 18Cy. 200 × 270 geared to sc. shafts<br>MAN B&W Diesel Aktiengesellschaft Augsburg |
| 7825538<br>GBMD<br>BF 77<br>Esd Gc Pfd<br>Rdr Rt | **RADIANT STAR**<br>ex Research-87<br>**William, Alex & Mrs. M. Wiseman & Colin Smith**<br>Banff United Kingdom | **223**<br>—<br>250 | **✠100A1** SS 6/89<br>fishing vessel<br>**✠LMC**<br>EL (H) 302,5/22,0U2(a)<br>FN 522 | **1980**-10 Eidsvik Skipsbyggeri A/S—Uskedal (39)<br>40,67 (BB) 9,00 3,652<br>33,51 8,91 6,66<br>2 dks<br>rf - | **M Fishing**<br>Side-fishing Seiner | Blackstone<br>Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>1 450bhp (1 067kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 152kW 230V 50Hz a.c.<br>Controllable pitch propeller |
| 7616327<br>ELHJ<br>5918<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RADIANT VENTURE**<br>**Radiance Carriers Inc.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **19 441**<br>13 496<br>37 871<br>T/cm<br>45,5 | **✠100A1** SS 7/91<br>strengthened for heavy cargoes, hold Nos. 2 & 4 may be empty<br>**✠LMC**<br>EL J† 2⅝"SQ<br>FN 7783 | **1977**-4 Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2598)<br>187,74 (BB) 28,43 10,764<br>178,01 28,40 15,32<br>F 14,7 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 27,2 27,2 27,2 27,2 28,8 ER<br>G.45 830 B.44 357<br>5 Ha (stl) (16,0 × 12,5) (17,6 17,6 17,6 17,6 × 14,4) ER<br>Cr 4(15) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 42kW<br>Fuel 179,0t (d.o.) 2 866,5t (hvf) 15,5kn |
| 5288841<br>MXRB<br>183858<br>A 115<br>Df Esd Pfd<br>Rt | **RADIATION**<br>**R. C. M. Patrick & others**<br>Aberdeen United Kingdom | **139**<br>59<br>— | | **1957** Smith & Hutton Ltd.—Anstruther<br>*28,17* 6,99 3,455<br>6,84 4,58<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Mirrlees<br>Oil 4SA 6Cy. 216 × 330<br>366bhp (269kW)<br>Mirrlees, Bickerton & Day Stockport |
| 5391791<br>Esd Pfd Rdr<br>RTm/v | **RADIOSA**<br>ex Exeter-72 ex Winchester-71<br>**Radiosa S.A.**<br>Dominion International Services Inc.<br>Panama Panama | **1 545**<br>877<br>2 032 | CLASS DELETED | **1947** Wm. Denny & Bros. Ltd.—Dumbarton (1403)<br>76,66 11,51 3,722<br>70,11 10,98 4,88<br>B & F 65,6 1 dk, 2nd dk fwd of mchy. space<br>RW rf 102 conv Livestock General Cargo 72 | **TM RoRo Cargo/Ferry**<br>650dk P | Sulzer<br>2 Oil 2SA each 5Cy. 480 × 700<br>3 000bhp (2 207kW)<br>Wm. Denny & Bros. Ltd. Dumbarton<br>Gen 3 × 75kW 225V d.c.<br>Fuel 87,5t (d.o.) 12kn |
| 6718776<br>IKNT<br>427<br>Esd Rdr Rt | **RADIOSA AURORA PRIMA**<br>**Vittorio Micucci**<br>Ancona Italy | **109**<br>32<br>— | | **1967** Cant. Nav. Mario Morini—Ancona (96)<br>27,89 6,71<br>26,09 6,49 3,20<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 240 × 350<br>313bhp (230kW)<br>Atlas-MaK Maschinenbau Kiel |

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|---|---|---|---|---|---|---|
| **7044471**<br>*ERUO*<br>M-29878<br>Df Esd Rdr<br>Rt<br>AMVER | **RADIST**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **657**<br>244<br>325 | RS | **1968** ..............U.S.S.R.<br>54,23 9,38 3,722<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **5288865**<br>*VXSL*<br>179097<br>Df Rdr RTh | **RADIUM CHARLES**<br>**Northern Transportation Co. Ltd.**<br>Vancouver, B.C. Canada | **230**<br>156<br>— | | **1946** Yarrows Ltd.—Victoria, B.C.<br>*33,93* 8,54<br>8,49 | **TM Tug**<br>1 Ha (stl) (0,9 × 1,2) | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 NE 63<br>Caterpillar Tractor Co.<br>Gen 2 × 30kW 220/440V 60Hz a.c.<br>Fuel 65,0t (d.o.) |
| **5288877**<br>*CYCB*<br>198913<br>Esd Gc Rdr<br>RTh | **RADIUM DEW**<br>**Northern Transportation Co. Ltd.**<br>Vancouver, B.C. Canada | **288**<br>144<br>— | | **1955** Allied Shipbuilders Ltd.—North Vancouver, B.C. (34)<br>36,58 9,53 1,220<br>9,15 1,99<br>1 dk | **TM Tug**<br>1 Ha (stl) (0,6 × 0,7) | Enterprise<br>2 Oil 4SA each 8Cy. 305 × 381<br>Enterprise Engine & Foundry Co. San F<br>Gen 2 × 28kW 110/220V 60Hz a.c.<br>Fuel (d.o.) |
| **5288889**<br>194887<br>RTh | **RADIUM FRANKLIN**<br>**Northern Transportation Co. Ltd.**<br>Vancouver, B.C. Canada | **103**<br>70<br>— | | **1951** Western Bridge & Steel Fabricators Ltd. —Vancouver,B.C. (220)<br>*21,04* 7,50<br>7,45 | **TM Tug** | General Motors<br>2 Oil 2SA each 4Cy. 165 × 178<br>General Motors Corp.<br>Gen 2 × 3kW 36V d.c.<br>Fuel 5,0t (d.o.) |
| **5288918**<br>188351<br>Rdr RTh | **RADIUM MINER**<br>**Northern Transportation Co. Ltd.**<br>Vancouver, B.C. Canada | **200**<br>59<br>— | | **1956** Yarrows Ltd.—Victoria, B.C. (153)<br>30,71 8,56<br>28,71 8,54 2,75 | **TM Tug** | Enterprise<br>2 Oil 4SA each 6Cy. 203 × 254<br>Enterprise Engine & Foundry Co. San F<br>Gen 2 × 19kW 110/220V 60Hz a.c.<br>Fuel (d.o.) |
| **5288920**<br>188350<br>Rdr RTh | **RADIUM PROSPECTOR**<br>**Northern Transportation Co. Ltd.**<br>Vancouver, B.C. Canada | **199**<br>60<br>— | | **1956** Yarrows Ltd.—Victoria, B.C. (152)<br>30,71 8,56<br>28,71 8,54 2,75 | **TM Tug** | Enterprise<br>2 Oil 4SA each 6Cy. 203 × 254<br>Enterprise Engine & Foundry Co. San F<br>Gen 2 × 19kW 110/220V 60Hz a.c.<br>Fuel (d.o.) |
| **5288944**<br>188352<br>Rdr RTh | **RADIUM TRADER**<br>**Northern Transportation Co. Ltd.**<br>Vancouver, B.C. Canada | **200**<br>59<br>— | | **1956** Yarrows Ltd.—Victoria, B.C. (154)<br>30,71 8,56<br>28,71 8,54 2,75 | **TM Tug** | General Motors<br>2 Oil 2SA each 16Cy. 108 × 127 NE 71<br>General Motors Corp.<br>Gen 2 × 19kW 110/220V 60Hz a.c.<br>Fuel (d.o.) |
| **5288956**<br>190334<br>Df Rdr RTh | **RADIUM YELLOWKNIFE**<br>**Northern Transportation Co. Ltd.**<br>Vancouver, B.C. Canada | **235**<br>158<br>— | | **1948** Yarrows Ltd.—Victoria, B.C.<br>*36,58* 8,54<br>8,49 | **TM Tug**<br>2 Ha (stl) (0,4 × 0,6) (0,9 × 1,2) | Caterpillar<br>2 Oil 4SA each 10Cy. 159 × 203 NE 65<br>Caterpillar Tractor Co.<br>Gen 2 × 7,5kW 120V 60Hz a.c.<br>Fuel 65,0t (d.o.) |
| **7419200**<br>*3EROT*<br>19545-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RADNES**<br>ex Lugano-89 ex Radnes-84<br>**Radnes Shipping Inc.**<br>Jebsen Ship Management (Bergen) A/S<br>Panama Panama | **3 843**<br>2 416<br>6 258<br>T/cm<br>13,4 | NV | **1976** G. Eides Sonner A/S—Hoylandsbygd (102)<br>103,56 16,01 6,965<br>96,93 15,51 8,82<br>P -F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>2 Ho 30,2 6,7DT 30,2 ER<br>G.7 697 B.6 831<br>4 Ha (stl) (24,1 × 10,0) (2,8p&s × 2,9) (24,1 × 10,0) ER | Normo<br>2 Vee Oil 4SA each 12Cy. 250 × 300 g sc. shaft<br>3 800bhp (2 795kW)<br>A/S Bergens M/V<br>Gen 2 × 300kW 1 × 160kW 440V 60<br>Controllable pitch propeller<br>Fuel 53,5t (d.o.) 599,5t (hvf)-15,0pd |
| **8203476**<br>*3ELK3*<br>13062-LI1<br>Df Esd Gc<br>Pfd Rdr Rt | **RADNIK**<br>**Oceanic Bulk Shipping S.A.**<br>Jugoslavenska Oceanska Plovidba (JUGOOCEANIJA)<br>Panama Panama | *17 882*<br>*10 510*<br>30 960 | **✠100A1** SS 9/89<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty (cc)<br>**✠LMC** **UMS**<br>EL H† 605,0/70,0U2<br>FN 6821 | **1984**-11 Sunderland Shipbuilders Ltd.—Pallion, Sunderland (23)<br>188,17 23,14 10,634<br>181,31 23,11 14,51<br>P 27,2 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>6 Ho 19,8 23,4 23,4 23,4 23,4 22,5 ER<br>G.36 833 B.34 827<br>TEU 542 C. 542/20' (40')<br>6 Ha (stl) (11,4 14,4 14,4 14,4 14,4 14,4 × 12,8) ER<br>Cr 5(16) | B&W<br>Oil 2SA 5Cy. 670 × 1700<br>10 393bhp (7 645kW)<br>Harland and Wolff Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar<br>Gen 3 × 525kW 440V 60Hz a.c.<br>Fuel 246,0t (d.o.) 1 634,0t (hvf) |
| **7509342**<br>*HAAR*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RADNOTI**<br>**Hungarian Shipping Co. Ltd. (Magyar Hajozasi R.T.) (MAHART)**<br>Budapest Hungary | **5 345**<br>2 700<br>8 465<br>**8 149**<br>4 458<br>11 775 | PR | **1978** Stocznia Szczecinska im. A. Warskiego —Szczecin (B474/02)<br>145,37 18,85 —/9,081<br>135,79 11,71<br>B 44,5 F 14,7 1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref<br>Ice strengthened<br>6 Ho 17,8 19,3 20,2 8,3 10,5 ER 23,3 7 TwD<br>G.14 021 B.12 609 In.1 366<br>TEU 54 C. 54/20'<br>6 Ha (stl) (9,5 × 7,0) (11,2 12,0 3,7 × 9,4) (4,5 × 7,0) ER (11,2 × 9,0)<br>18W Der 1(60) 4(10) 12(5) 2(3) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>H. Cegielski<br>Gen 2 × 320kW 2 × 200kW 220/380V 50Hz a.c.<br>Fuel 241,5t (d.o.) 1 254,5t (hvf)-30,5pd |
| **8719023**<br>*EHOI* | **RADOCHE PRIMERO**<br>**Pesquera F. Pino S.A.**<br>La Coruna Spain | *646*<br>*194*<br>514 | BV | **1989** Jose Valina Lavandeira—La Coruna (41)<br>47,50 3,903<br>41,03 9,42 6,23 | **M Fishing**<br>Stern Trawler Long-line Ref<br>In.511 | Stork<br>Oil 4SA 8Cy. 210 × 300 geared to sc.<br>587kW (798bhp)<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 192kW 380V a.c. |
| **8302260**<br>*SQRN*<br>Esd Gc Rdr<br>Rt | **RADOM**<br>**Polish Ocean Lines (Polskie Linie Oceaniczne)**<br>Gdynia Poland | *11 572*<br>*6 179*<br>13 864<br>T/cm<br>27,1 | PR | **1990** Stocznia im. "Komuny Paryskiej"—Gdynia (B354/08)<br>148,99 (BB) - 9,140<br>140,75 22,00 12,00<br>P 7,1 F 32,0 3 dks, 3rd dk in No.5 hold | **M General Cargo**<br>Ref —cbn 12bth P<br>Ice strengthened<br>3 Ho 18,2 18,9 26,4 1 Cell. Ho 20,0 1 Ho 16,8 ER 7 TwD<br>G.15 373 B.14 596 In.2 660 L.608<br>TEU 302 C.Ho 170/20' C.Dk 132/20' incl. 20 ref C.<br>9 Ha (stl) (12,6 12,8p&s 19,2p&s 12,8p&s × 7,8) (10,1p&s × 7,5) ER<br>Cr 3(25) 3(12,5) Der 2(5) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>7 076kW (9 620bhp)<br>H. Cegielski<br>Gen 1 × 1040kW 3 × 800kW 1 × 1 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 261,0t (d.o.) 1 459,0t (hvf)-30,5pd |
| **7415527**<br>*UFIY*<br>M-31138<br>Df Esd Gc<br>Pfd Rdr Rt | **RADOMYSHL**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **4 497**<br>2 264<br>5 657 | RS | **1974** VEB Schiffswerft "Neptun"—Rostock (351)<br>117,79 (BB) 16,64 6,922<br>109,07 16,62 8,62<br>2 dks | **M General Cargo** CSD<br>Ice strengthened<br>4 Ho 17,0 17,6 17,6 17,0 4 TwD<br>G.7 249 B.6 904<br>4 Ha (stl) (12,5 × 8,0) (12,5 12,5 12,5 × 12,9) ER<br>4W Der 1(40) 3(20) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW)<br>Halberstadt<br>Gen 2 × 400kW a.c. 1 × 300kW a |
| **8418447**<br>*UTJY*<br>M-42003<br>Df Gc Pfd<br>Rdr RTv | **RADON**<br>Completed as Neftegaz-54<br>**Sakhalin Shipping Co. (SASCO)**<br>(Korsakov) (U.S.S.R.)<br>SatCom: 1401613/UTJY | *2 723*<br>*817*<br>1 397 | RS | **1987** Stocznia Szczecinska im. A. Warskiego —Szczecin (B92/204)<br>81,37 16,30 4,900<br>71,45 15,97 7,20<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | Sulzer<br>2 Oil 4SA each 6Cy. 400 × 480 st g shafts<br>H. Cegielski<br>Gen 3 × 420kW<br>2 Controllable pitch propellers<br>Fuel 552,0t (d.o.) |

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|---|---|---|---|---|---|
| 7348499<br>UYKN<br>2072<br>Df Esd Gc<br>Pld Rdr Rt | **RADONITS**<br>ex Rodonit-91<br>**Liepaja Ocean Fishing Fleet**<br>Liepaya Latvia | T.Mk<br>**2 100**<br>859<br>1 212 | **1975** VEB Mathias-Thesen-Werft—Wismar (360)<br>82,02 13,62 5,200<br>RS 72,98 13,61 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.163 In.1 129<br>3 Ha (1,6 × 1,9) (2,3 × 2,9) (2,8 × 2,5)<br>4W Der 2(5) 2(3) | S.K.L. 8NVD48A-2<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 7324338<br>UMUS<br>M-14690<br>Df Esd Gc<br>Rdr Rt | **RADOVITSY**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **607**<br>192<br>304 | **1973** .............U.S.S.R.<br>54,84 9,38 3,810<br>RS 49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| 6519132<br>LFCC<br>16278<br>Rdr Rt | **RADOY**<br>ex Ottersoy 4-91<br>**A.S Bergen Nordhordland Rutelag**<br>Bergen Norway | **123**<br>48<br>— | **1965** Molde Verft A/S—Hjelset (31)<br>26,01 7,52 2,204<br>(NV) 24,97 7,51 3,20<br>1 dk<br>rf 800 BK 114 | **M RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | Daimler<br>Oil 4SA 6Cy. 150 × 190<br>240bhp (177kW)<br>Daimler-Benz A.G. West Berlin<br>Fuel (d.o.) |
| 7741304<br>UNTY<br>M-33188 | **RADUGA**<br>**Yugryba**<br>(Temryuk) (U.S.S.R.) | **163**<br>39<br>88 | **1978** .............U.S.S.R.<br>34,02 7,09 2,901<br>RS 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.78<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Controllable pitch propeller<br>9kn |
| 7324326<br>UMUT<br>M-14691<br>Df Esd Gc<br>Rdr Rt | **RADUL**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **607**<br>192<br>304 | **1973** .............U.S.S.R.<br>54,84 9,38 3,810<br>RS 49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| 8721753<br>LYLB<br>M-42899 | **RADUN**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | *723*<br>*216*<br>414 | **1988** .............U.S.S.R.<br>54,82 4,140<br>RS 50,30 10,15 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| 7305162<br>UWHJ<br>M-14688<br>Df Esd Rdr Rt | **RADUZHNYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **634**<br>224<br>468 | **1972** .............U.S.S.R.<br>55,00 9,53 4,182<br>RS 5,19<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>2 Ho<br>In.648<br>2 Ha (each 3,0 × 3,0)<br>4W Der 2(3,25) 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>11,75kn |
| 7030822<br>EWGH<br>M-30985<br>Df Esd Gc<br>Pld Rdr Rt | **RADVILISKIS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **1 058**<br>401<br>603 | **1970** VEB Mathias-Thesen-Werft—Wismar (161)<br>65,69 11,10 3,630<br>RS 59,82 11,09 5,36<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 150<br>2 Ha (each 1,9 × 1,9) ER<br>Cr 1(2) 1(1) | Halberstadt<br>Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>Halberstadt Halberstadt<br>Gen 2 × 272kW 1 × 192kW 380V a.c.<br>10,75kn |
| 7223120<br>SQDF<br>Df Esd Gc<br>Pld Rdr RTv | **RADZIONKOW**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdansk Poland | T.Mk<br>**3 539**<br>1 685 ✠Classed LR until<br>5 180 18/4/75<br>**5 543**<br>2 931<br>6 380 | PR **1973**-1 Stocznia Szczecinska im. A. Warskiego<br>—Szczecin (B432/01)<br>123,86 (BB) 17,02 6,601/7,320<br>114,00 17,00 9,81<br>P 38,5 F 14,4 2 dks<br>rf 152 DK fwd | **M General Cargo**<br>Ref 8bth P<br>Ice strengthened<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>G.8 372 B.7 623 In.961<br>TEU 50<br>C.Ho 36/20' (40') C.Dk 14/20' (40')<br>6 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER<br>(3,0 3,0p&s × 4,0)<br>6W Cr 3(5) Der 1(40) 6(5) | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd 15,5kn |
| 6924973<br>LGDA<br>17302<br>Rdr Rt | **RAEKA**<br>ex Norsk Havkultur-91 ex Lokta-88<br>ex Maursund-79<br>**Nils H. Lauritzen**<br>Sortland Norway | **121**<br>47<br>— | **1969** Bolsones Verft—Molde (221)<br>26,62 7,52<br>(NV) 24,29 7,50 3,20<br>1 dk<br>rf 800 BK 127 | **TM RoRo Cargo/Ferry**<br>100P<br>Mchy.aft<br>Cr 1(1) | Deutz<br>2 Vee Oil 4SA each 10Cy. 120 × 140<br>320bhp (235kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 16kW 220V 50Hz a.c.<br>2 Directional propellers<br>Fuel (d.o.) |
| 7328853<br>ELOD8<br>9257<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v<br>AMVER | **RAFAEL**<br>ex Montana-91 ex Federal Hudson-79<br>Monrovia Liberia | **19 818**<br>13 925<br>34 186<br>T/cm<br>41,2 | **1973** Osaka Zosensho—Osaka (337)<br>185,50 (BB) 26,04 11,151<br>AB 175,01 26,00 15,50<br>P 30,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 24,8 32,7 15,2 32,7 25,6 ER<br>G.42 589 B.41 281 HeCls. B<br>5 Ha (stl) (14,4 20,8 × 12,7) (9,6 × 10,9)<br>(20,8 15,2 × 12,7) ER<br>Cr 2(22) 3(15) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 205,0t (d.o.) 2 127,0t (hvf)-40,0pd 13kn |
| 9011791<br>3ST-4-2594<br>Rdr Rt | **RAFAEL**<br>**Alberto Renteria Bilbao**<br>Santander Spain | **114**<br>—<br>— | **1990** Astilleros Armon—Navia (239)<br>26,00<br>21,00 7,00 3,50 | **M Fishing**<br>Stern Trawler | GUASCOR<br>Oil<br>410bhp (302kW)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR) Zumaya |
| 7362938<br>EHER<br>Df Esd Pld<br>Rdr Rt | **RAFAEL CHIRALT**<br>ex Pinar-91<br>**Compania Mediterranea de Remolcadores**<br>Remolques del Mediterraneo S.A.<br>Valencia Spain | **118**<br>13<br>— | **1975** Union Naval de Levante S.A.—Barcelona<br>(50)<br>(BV) 26,34 7,70 2,388<br>22,99 7,50 3,33<br>1 dk | **M Tug** | Cockerill<br>Oil 4SA 6Cy. 241 × 305<br>S.A. Cockerill-Ougree-Providence Seraing<br>12kn |
| 8709547<br>EEAK | **RAFAEL GARBERI**<br>**Hermanos Garberi S.A.**<br>Alicante Spain | *305*<br>*92*<br>150 | **1988** Ast. de Huelva S.A.—Huelva (396)<br>33,43 3,352<br>BV 28,02 7,71 5,41<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.203 | Deutz SBA6M528<br>Oil 4SA 6Cy. 220 × 280 with flexible couplings &<br>sr reverse geared to sc. shafts<br>640kW (870bhp)<br>Hijos de J. Barreras S.A. Spain<br>Gen 2 × 336kW 380V a.c.<br>10,9kn |

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| **7320253**<br>*3EMZ6*<br>18504-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom<br>AMVER | **RAFAELA S**<br>ex Seagull-88 ex Tavara-86<br>ex Tamara-84<br>**Compania Naviera Rafaela S.A.**<br>Mediterranean Shipping Co. S.A.<br>Panama Panama | **21 538**<br>13 035<br>20 760 | GL<br>✠Classed LR until 6/88 | **1974**-2 Oy Wartsila Ab—Turku/Abo (1208)<br>209,23 (BB) 26,83 9,875<br>192,62 26,75 16,41<br>F 18,6 1 dk, 2nd dk in Nos. 1, 2, 3, 8 & 9 holds,<br>3rd dk in Nos. 2 & 3 holds<br>rf 229 | **TM General Cargo/Container Ship**<br>Fixed-guides<br>9 Ho 18,2 16,8 16,8 15,2 15,2 16,0<br>16,0 ER 17,6 17,6 7 TwD<br>B.31 497<br>TEU 1093<br>C.Ho 590/20' (40') C.Dk 503/20' (40')<br>incl. 220 ref C.<br>17 Ha (stl) (12,7 × 10,8) (12,7p&s × 8,2)<br>(12,7p&s 12,7p&s 12,7p&s 12,7p&s<br>12,7p&s × 10,7) ER (12,7p&s 12,7p&s<br>× 8,2)<br>Cr 1(40) 2(20) 4(12,5) | Sulzer<br>2 Oil 2SA each 6Cy. 900 × 1550<br>25 598kW (34 801bhp)<br>Oy Wartsila Ab<br>Gen 4 × 792kW 220/440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 4 528,5t (hvf) |
| **6824202**<br>*SYJE*<br>9446<br>Esd Rdr Rt | **RAFAELLO**<br>ex Ierapetra-90 ex Ariane I-88<br>ex Sunboat-87 ex Ferry Hankyu-85<br>**Mediterranean Lines Ltd.**<br>Ayios Efthimios Navigation Co. Ltd.<br>Piraeus Greece | **3 726**<br>2 174<br>1 964 | HR<br>Classed LR until 12/88 | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1111)<br>127,72 23,04 4,560<br>120,02 22,38 6,38<br>2 dks<br>rf 699 | **TM RoRo Cargo/Ferry** 903dk P<br>Bow door/ramp Stern door/ramp<br>Mchy.aft | MAN<br>2 Vee Oil 4SA each 16Cy. 300 × 420<br>sc. shafts<br>5 400kW (7 341bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 600kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 143,0t-34,0pd |
| **7032648**<br>*SUNK*<br>Df Esd Gc<br>Rdr Rt | **RAFAH**<br>Launched as Sidi Bishr<br>**The Egyptian Navigation Co. (ENC)**<br>Alexandria Egypt | **4 860**<br>2 675<br>6 772 | AB | Lch.**1970** Alexandria Shipyard—Alexandria (126)<br>Cmpl.**1977** Suez Canal Authority—Port Fuad<br>117,96 17,00 7,570<br>108,62 16,01 9,50<br>P 11,3 B 17,7 F 10,7 2 dks<br>rf 102 | **M General Cargo**<br>Ref<br>Ice strengthened<br>4 Ho<br>G.9 174 B.8 353 In.283<br>4 Ha (stl) (21,0 21,0 10,5 10,5 × 6,4)<br>Der 2(10) 8(5) | Sulzer<br>Oil 2SA 6Cy. 560 × 1000<br>5 000bhp (3 678kW)<br>Cie. de Const. Mec. Sulzer, CCM<br>Gen 3 × 192kW |
| **7646085**<br>*9KFY*<br>RTm | **RAFEDAIN**<br>ex G. L. Wendemuth<br>**Al-Nahrain Trading Co. W.L.L.**<br>Kuwait Kuwait | **826**<br>195<br>— | (GL) | **1960** Norderwerft Koser & Meyer—Hamburg (841)<br>*44,02* 4,131<br>15,83 6,56<br>1 dk | **TM RoRo Cargo/Ferry** | MWM<br>2 Oil 4SA each 8Cy. 250 × 350<br>1 000bhp (736kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **7212377**<br>*WYZ7718*<br>539046<br>Df Esd Gc<br>Pfd Rdr Rt | **RAFFAELLO**<br>**Raffaello Fishing Co. Inc.**<br>San Diego, Ca United States of America | **863**<br>432<br>— | | **1972** J. M. Martinac SB. Corp.—Tacoma, Wa (189)<br>58,22 12,65<br>50,91 12,20 5,59<br>2 dks | **M Fishing**<br>Side-fishing Ref | General Motors<br>Oil 2SA 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp. |
| **7516175**<br>*HCRP*<br>Esd Gc Rdr Rt | **RAFFIKA**<br>**Pesquera Santa Elisa S.A.**<br>Pozorja Ecuador | **136**<br>57<br>— | (BV) | **1978** (Ast.) Tradeco S.A.—Callao (10)<br>25,00 3,380<br>22,20 7,12 3,61<br>1 dk | **M Fishing**<br>Ref | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127 geared to<br>455bhp (335kW)<br>General Motors-Detroit Diesel Allison Div.<br>Fuel 34,5t (d.o.) |
| **7646097**<br>*9KFZ*<br>RTm | **RAFFOUDAH**<br>ex J. F. Bubendey<br>**Al-Nahrain Trading Co. W.L.L.**<br>Kuwait Kuwait | **798**<br>220<br>— | (GL) | **1956** Norderwerft Koser & Meyer—Hamburg (817)<br>*40,73* 3,671<br>15,83 5,74<br>1 dk | **TM RoRo Cargo/Ferry** | MWM<br>2 Oil 4SA each 6Cy. 250 × 350<br>620bhp (456kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **7367548**<br>*ATKD*<br>1551<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RAFI AHMED KIDWAI**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **15 035**<br>8 022<br>24 440<br>T/cm<br>31,0 | **✠100A1** SS 10/90<br>oil tanker<br>**✠LMC** **(UMS)**<br>**(IGS)**<br>EL G† 2⅜"U3<br>FN 5674<br>IRS | **1975**-6 Brodogradiliste "Jozo Lozovina-Mosor"<br>—Trogir (167)<br>159,98 (BB) 23,04 10,777<br>153,37 22,99 14,00<br>P 37,5 F 18,3 1 dk<br>rf nil Bow/CM 75 Diam. 0,410 | **M Tanker**<br>IGS (LR) Stern disch.<br>24 Ta ER<br>L.(oil) 26 730<br>4 Cargo pumps total 3 200T/hr | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>2 WTAuxB primary 50kgf/cm$^2$ (49,1bar)<br>secondary 14kgf/cm$^2$ (13,8bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 1 290,5t (hvf)-30,5pd |
| **6721163**<br>*YKEQ*<br>119/LA<br>Df Esd Gc<br>Pfd Rdr Rt | **RAFIK-J**<br>ex Jaouhar-90 ex Anglo-82 ex Janja-74<br>ex Recto-71<br>**Mustafa M. Jaouhar & Co.**<br>Jaouhar Maritime Transport Co. Ltd.<br>Lattakia Syria | **1 194**<br>849<br>2 296 | NV | **1967** VEB Schiffswerft "Neptun"—Rostock (417)<br>78,62 11,54 5,061<br>71,46 11,49 5,92<br>P 16,8 F 13,5 1 dk<br>rf 152 | **M General Cargo**<br>Ice strengthened<br>2 Ho 24,9 25,5 ER<br>G.2 846 B.2 643<br>2 Ha (stl) (18,5 19,2 × 6,3) ER<br>4W Der 1(15) 1(5) 2(3) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 84kW 380V 50Hz a.c.<br>Fuel 162,5t (d.o.)-5,0pd |
| **7382213**<br>*ELDX4*<br>7609<br>Df Esd Gc<br>Rdr RTv | **RAFIO**<br>ex Mirafiori-85 ex Ocean Trader-84<br>ex Vespasian-82<br>**Rafio Shipping Corp.**<br>Monrovia Liberia<br>SatCom: 1240562/RAFI | **137 902**<br>121 680<br>290 271<br>T/cm<br>157,0 | GL (NV) | **1974** Stord Verft A/S—Stord (678)<br>347,84 (BB) 51,85 22,143<br>330,72 51,82 28,40<br>P -F - 1 dk<br>rf 152 Bow/CM 178 Diam. 0,600 | **S Tanker**<br>IGS<br>15 Ta ER<br>L.(oil) 373 976 HeCls. B<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Kuaerner Brug A/S<br>Gen 1 × 1400kW 1 × 1200kW<br>440V 60Hz a.c.<br>Fuel 11 832,0t (o.f.) 430,0t (d.o.)-162,5pd |
| **7414183**<br>*MLGA5*<br>717390<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RAFNES**<br>ex General Garcia-89 ex Rafnes-86<br>**Altnacraig Shipping plc**<br>Chelston Ship Management Ltd.<br>London United Kingdom | *3 885*<br>*2 133*<br>6 351<br>T/cm<br>13,4 | NV | **1976** Kleven M/V A/S—Ulsteinvik (28)<br>103,56 16,01 6,859<br>96,83 15,98 8,82<br>P -F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>2 Ho 30,2 6,7DT 30,2 ER<br>G.7 697 B.6 831<br>4 Ha (stl) (24,1 × 10,0) (2,8p&s × 2,9)<br>(24,1 × 10,0) ER | Normo<br>2 Vee Oil 4SA each 12Cy. 250 × 300<br>sc. shaft<br>3 800bhp (2 795kW)<br>A/S Bergens M/V<br>Gen 2 × 300kW 1 × 160kW 440V<br>Controllable pitch propeller<br>Fuel 53,5t (d.o.) 599,5t (hvf)-15,0pd |
| **8408923**<br>*3VWC* | **RAFRAF**<br>**Tunisian Port Authority**<br>Bizerta Tunisia | **393**<br>—<br>— | BV | **1985** B.V. Scheepswerven v/h H. H. Bodewes<br>—Millingen a/d Rijn (778)<br>35,84 9,73 4,452<br>32,01 9,43 5,36<br>1 dk | **M Tug**<br>Fire-fighting Pollution Control | MaK<br>Oil 4SA 8Cy. 320 × 420 sr reverse<br>shaft<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 250kW 380/220V 50Hz a.c. |
| **6914459**<br>*9H3508*<br>2683<br>Esd Gc Pfd<br>Rdr RTm/v | **RAFTO**<br>**Rafto Shipping Ltd.**<br>Paal Wilson Management A/S<br>Valletta Malta | T.Mk<br>**410**<br>290<br>1 147 | NV | **1969** Orens M/V—Trondheim (46)<br>71,18 9,33 3,480<br>51,31 9,30 5,52<br>P 11,6 F 8,6 2 dks<br>rf nil len 76 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 253 B.2 047<br>2 Ha (stl) (13,3 25,9 × 5,9) ER<br>3W Der 1(5) 2(2) | MaK<br>Oil 4SA 6Cy. 240 × 280<br>900bhp (662kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 40kW 1 × 8kW 220V 50Hz<br>Controllable pitch propeller<br>Fuel 48,0t (d.o.)-3,0pd |
| **7610866**<br>*PKHY*<br>Rt | **RAGAPADMI**<br>**Government of The Republic of Indonesia (Perusahaan Jawatan Kereta Api - Indonesian State Railways)**<br>Jakarta Indonesia | **175**<br>70<br>51 | (KI) | **1960** Carya SB. Co.—Tandjung Priok<br>9,02<br>35,01 9,00 2,49 | **M Ferry** | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>390bhp (287kW) E made62<br>Kloeckner Humboldt Deutz<br>Gen 1 × 60kW 110V d.c. |
| **7939327**<br>*WYC9773*<br>600117 | **RAGIN CAJUN**<br>**Lam Thanh Dang**<br>New Orleans, La United States of America | **142**<br>97<br>— | | **1978** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,81<br>3,41<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127<br>600bhp (441kW)<br>General Motors-Detroit Diesel Allison Div. |

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| 7724514<br>SGEX<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RAGNA GORTHON**<br>**Velox AB**<br>Gorthon Lines AB<br>Helsingborg Sweden | T.Mk<br>**4 116**<br>1 786<br>6 422 | ✠**100A1** SS 8/87<br>roll on—roll off cargo ship<br>Ice Class 1A Super<br>✠**LMC** **UMS**<br>EL Z 522,5/48,0U3<br>FN 3604 | **1979**-1 (Aft section) Gotaverken Finnboda AB —Stockholm (404)<br>**1979**-1 (Fwd section) FEAB Marstrandsverken —Marstrand (138)<br>119,89 21,06 5,965<br>110,80 21,01 11,51<br>RAD 6,4 2 dks<br>rf nil | **M RoRo Cargo/General Cargo**<br>Stern door/ramp<br>L 13,70 W 10,70 SWL 70<br>Lane Length 714<br>Cars 400 Trailers 53<br>1 Ho ER<br>B.13 500<br>TEU 355<br>C.RoRo Dk 214/20' (40') C.Dk 141/20' (40')<br>4 Ha (stl) (each 20,2 × 16,8) ER<br>Cr 2(25) | MaK<br>2 Oil 4SA each 8Cy. 320 × 420 geared to sc. shaft<br>4 414kW (6 001bhp)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>2 e(ex.g) 12,2kgf/cm² (12,0bar)<br>HWH (o.f.) 8,2kgf/cm² (8,1bar)<br>Gen 1 × 480kW 4 × 232kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 117,5t (d.o.) 905,5t (hvf)-17,0pd 13kn |
| 7393834<br>LAYC2<br>N-00732<br>Df Esd Gc<br>Rdr Rt | **RAGNA VIKING**<br>ex Gruno Ragna-76<br>**DnB Corporate**<br>Viking Management A/S<br>Kristiansand Norway (NIS) | *498*<br>*183*<br>1 039 | NV | **1976** Aukra Bruk A/S—Aukra (57)<br>63,58 13,01 4,700<br>56,42 11,89 6,66<br>F - 2 dks<br>rf 1003 | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>Mchy.aft | MaK 12M453AK<br>2 Vee Oil 4SA each 12Cy. 320 × 420<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 140kW 1 × 135kW 1 × 104kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 538,5t (hvf)-26,5pd 16kn |
| 8500616<br>JXID<br>20293<br>Df Esd Gc<br>Pfd Rdr RTv | **RAGNHILD KNUTSEN**<br>**K/S Knutsen Skyttelank A/S**<br>Knutsen O.A.S. Shipping A/S<br>Haugesund Norway<br>SatCom: 1311117/JXID | *69 321*<br>*39 456*<br>118 215<br>T/cm<br>41,3 | NV | **1987** Dalian Shipyard—Dalian/Dairen (ST1150-1)<br>260,03 (BB) 16,022<br>256,01 46,00 22,23<br>1 dk<br>Bow/CM 123 Diam. 0,410 MH 2,4 | **M Tanker**<br>for offshore installations<br>COW IGS DB Bow loading<br>Mchy.aft<br>L.(oil) 140 282<br>4 Cargo pumps total 11 500T/hr | B&W 4L70MCE<br>2 Oil 2SA each 4Cy. 700 × 2268<br>22 640bhp (16 653kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 6500kW 1 × 1500kW 1 × 1210kW 220V 60Hz a.c.<br>2 Thw. thrust Contr. pitch propellers fwd |
| 5289247<br>LAVN<br>14396<br>Df Esd Gc<br>RdrRTm | **RAGNVALD JARL**<br>**Troms Fylkes Dampskibsselskap A/S**<br>Tromso Norway | **2 196**<br>1 097<br>579 | NV | **1956** Blohm & Voss A.G.—Hamburg (789)<br>81,26 12,65 4,509<br>74,99 12,60 7,17<br>2 dks, pt 3rd dk<br>RW rf 424 | **M Passenger/General Cargo/Ferry** CSD<br>Ref —cbn 144bth 281dk P<br>Ice strengthened<br>2 Ho 10,1 9,0 ER<br>In.680<br>2 Ha (stl) (4,2 3,6 × 3,0) ER<br>Cr 1(3) 2(1,5) | MAN<br>Vee Oil 4SA 10Cy. 520 × 740<br>2 960bhp (2 177kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 156kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 127,0t (hvf)-12,0pd 16kn |
| 9010773<br>FGQR<br>SM735320<br>Df Esd Gc<br>Rdr Rt | **RAGUENES II**<br>**Armement Nord Bretagne**<br>St. Malo France | **128**<br>40<br>— | BV (Class cont.) | **1991** Chantiers Navals Vergoz—Concarneau<br>24,90 7,20<br>21,60 7,16 3,76 | **M Fishing**<br>Stern-fishing Ref<br>In.100 | Caterpillar 3508TA<br>Vee Oil 4SA 8Cy. 170 × 190 with flexible couplings & sr reverse geared to sc. shaft<br>526kW (715bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Controllable pitch propeller |
| 5289273<br>YBCS<br>Esd | **RAGUNG**<br>**Government of The Republic of Indonesia (Perusahaan Negara Garam - Salt Administration)**<br>Kalianget Indonesia | **369**<br>31<br>183 | | **1958** Scheepswerf "De Waal" N.V.—Zaltbommel (668)<br>40,72 8,74 3,302<br>36,99 8,70 4,35<br>1 dk<br>RW | **M Tug** | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>N.V. Werkspoor Amsterdam<br>Fuel (d.o.) 11kn |
| 7370844<br>DUOS<br>222926<br>Df Esd Gc<br>Pfd Rdr Rt | **RAHA SULAYMAN**<br>ex Artemis-75<br>**Petrophil Tankers Corp.**<br>PNOC Shipping & Transport Corp.<br>Manila Philippines | **60 662**<br>45 548<br>123 749<br>T/cm<br>92,8 | AB | **1975** Mitsubishi Heavy Industries Ltd.—Hiroshima (248)<br>260,61 (BB) 16,828<br>247,00 40,61 22,28<br>F 18,0 1 dk<br>rf nil Bow/CM 129 Diam. 0,500 | **M Tanker**<br>CBT IGS SBT Bow loading<br>4 Ta 8 Wing Ta ER<br>L.(oil) 140 526 HeCls. C<br>3 Cargo pumps total 9 000T/hr | Sulzer 9RND90<br>Oil 2SA 9Cy. 900 × 1550 hydraulic coupling<br>26 100bhp (19 198kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 750kW<br>Fuel 412,5t (d.o.) 5 290,0t (hvf)-65,0pd 15,75kn |
| 7804091<br>Df Esd Gc<br>Pfd Rdr Rt | **RAHARJA I**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **729**<br>379<br>900 | KI | **1979** P.T. Intan Sengkunyit—Palembang (057)<br>64,17 3,301<br>59,21 9,01 4,02<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 142 | Niigata 6MG25BX<br>Oil 4SA 6Cy. 250 × 320<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 96kW 440V a.c. |
| 7804106<br>YCIT<br>Df Esd Gc<br>Pfd Rdr Rt | **RAHARJA II**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **729**<br>379<br>900 | KI | **1979** P.T. Intan Sengkunyit—Palembang (058)<br>64,17 3,301<br>59,21 9,01 4,02<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 142 | Niigata 6MG25BX<br>Oil 4SA 6Cy. 250 × 320<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 48kW |
| 7804118<br>YCIE<br>Df Esd Gc<br>Pfd Rdr Rt | **RAHARJA III**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **729**<br>379<br>900<br>T/cm<br>4,8 | KI | **1978** P.T. Intan Sengkunyit—Palembang (059)<br>64,17 3,301<br>59,21 9,01 4,02<br>1 dk<br>Bow/CM 38 Diam. 0,102 | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 142<br>3 Cargo pumps total 450T/hr | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 53,0t (d.o.) 12kn |
| 7638260 | **RAHARJA IV**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **622**<br>—<br>900 | KI | **1981** PT. Adiguna Sb & Eng.—Tanjung Priok (60)<br>64,17 3,101<br>52,02 9,01 4,02<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 142 | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 96kW 440V a.c. |
| 7638272<br>Df Esd Gc<br>Pfd Rdr Rt | **RAHARJA V**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **694**<br>316<br>900 | KI | **1984** PT. Adiguna Sb & Eng.—Tanjung Priok (61)<br>64,17 3,301<br>59,21 9,01 4,02<br>1 dk | **M Tanker**<br>Mchy.aft | Niigata 8MG25BX<br>Oil 4SA 8Cy. 250 × 320<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Japan |
| 7804120<br>YCIZ<br>Df Esd Gc<br>Rdr Rt | **RAHARJA VI**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **729**<br>379<br>900 | KI | **1980** P.T. Intan Sengkunyit—Palembang (062)<br>64,17 3,301<br>59,21 9,01 4,02<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 142 | Niigata 6MG25BX<br>Oil 4SA 6Cy. 250 × 320<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 96kW 440V a.c. |
| 8000020<br>HP6404<br>D467-17<br>89-PEXT<br>Esd Rdr Rt | **RAHMAH**<br>ex Karumba Pearl-91<br>**Ahmad Al-Harbi Establishment**<br>Panama Panama | **140**<br>78<br>198 | NV | **1979** North Queensland Engineers & Agents Pty. Ltd.—Cairns (68)<br>21,80 7,40 3,048<br>21,11 3,97<br>1 dk<br>rf 1389 BK 165 | **M Fishing**<br>Ref<br>Mchy.aft | General Motors 12V-149<br>2 Vee Oil 2SA each 12Cy. 146 × 146 reverse reduction geared to sc. shaft<br>498bhp (366kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 1 × 144kW 415V 50Hz a.c. 10kn |
| 8807868<br>V8XU<br>0066<br>Rdr Rt | **RAHMAN 201**<br>**Syarikat Kejuruteraan Bumiputra Belait Sendiran Berhad**<br>Bandar Seri Begawan Brunei | *134*<br>*40*<br>20 | BV | **1987** Green Bay Marine (Pty.) Ltd.—Singapore (59)<br>26,01 1,851<br>24,03 6,01 3,03<br>1 dk | **TM Launch** | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 geared to sc. shafts<br>1 288bhp (947kW)<br>Caterpillar Inc. Peoria, Illinois 11,5kn |
| 8807870<br>V8XV<br>0067<br>Rdr Rt | **RAHMAN 202**<br>**Syarikat Kejuruteraan Bumiputra Belait Sendiran Berhad**<br>Bandar Seri Begawan Brunei | *134*<br>*40*<br>20 | BV | **1987** Green Bay Marine (Pty.) Ltd.—Singapore (60)<br>26,01 1,851<br>24,03 6,01 3,03<br>1 dk | **TM Launch** | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 geared to sc. shafts<br>1 288bhp (947kW)<br>Caterpillar Inc. Peoria, Illinois 11,5kn |
| 8807882<br>V8XW<br>0073<br>Rdr Rt | **RAHMAN 203**<br>**Syarikat Kejuruteraan Bumiputra Belait Sendiran Berhad**<br>Bandar Seri Begawan Brunei | *134*<br>*40*<br>20 | BV | **1987** Green Bay Marine (Pty.) Ltd.—Singapore (61)<br>26,01 1,851<br>24,03 6,01 3,03<br>1 dk | **TM Launch** | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 geared to sc. shafts<br>1 288bhp (947kW)<br>Caterpillar Inc. Peoria, Illinois 11,5kn |

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|---|---|---|---|---|---|---|
| 8807894<br>*V8XX*<br>0074<br>Rdr Rt | **RAHMAN 204**<br>**Syarikat Kejuruteraan Bumiputra**<br>**Belait Sendiran Berhad**<br>Bandar Seri Begawan Brunei | *134*<br>*40*<br>20 | BV | **1987** Green Bay Marine (Pty.) Ltd.—Singapore (62)<br>26,01 1,851<br>24,03 6,01 3,03<br>1 dk | **TM Launch** | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 geared<br>shafts<br>1 288bhp (947kW)<br>Caterpillar Inc. |
| 5088447<br>*TC3821*<br>447<br>RTm/v | **RAHMI KAPTAN**<br>ex Demirhisar ex Cihat-38 ex Aydin-33<br>ex Aidin ex Ihsanie ex Fauvette<br>ex Chrysalis ex Honfleur<br>**Rahmi Yagci**<br>Istanbul Turkey | **489**<br>296<br>650 | ✠Classed LR until 1879 | **1873**-11 Aitken & Mansell—Glasgow (68)<br>*53,77* 7,35 3,510<br>3,84<br>Well dk<br>R rebuilt 36 | **Iron M General Cargo**<br>1 Ho ER<br>G.850 B.481<br>1 Ha ER<br>Der 3(2,5) | Mirrlees<br>Oil 2SA 4Cy. 340 × 540<br>545bhp (401kW) NE 56<br>Mirrlees Blackstone Ltd.<br>Gen 2 × 10kW 110V d.c. 1 × 1,5kW<br>220V 50Hz a.c.<br>Fuel (d.o.) |
| 7000724<br>*EDEV*<br>3932<br>Df Esd Rdr<br>RTm | **RAICES**<br>ex Inigo Lopez Tapia-78<br>**Remolcadores de Vizcaya S.A.**<br>Bilbao Spain | **233**<br>67<br>175 | (GL) | **1970** S.L. Ardeag—Bilbao (49)<br>31,15 8,34 3,506<br>28,00 8,31 4,40<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 240 × 280<br>NE 84<br>Hijos de J. Barreras S.A. |
| 7527629<br>*5LKH*<br>5596<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RAICHO**<br>ex Forest Baron-86<br>ex Pacific Venture-86<br>**Rio Shipping Co. Ltd.**<br>Overseas Maritime Agency Ltd.<br>Monrovia Liberia | *34 363*<br>*11 782*<br>41 097<br>T/cm<br>51,6 | AB | **1976** Nippon Kokan K.K.—Tsu (46)<br>196,02 (BB) 11,026<br>184,51 30,48 21,52<br>1 dk<br>rf nil | **M Wood-chip Carrier**<br>6 Ho ER<br>G.82 300 HeCls. B<br>6 Ha (stl) (13,7 13,5 13,5 11,8 13,5 11,8 × 11,4) ER<br>Cr 3(11) | B&W<br>Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 580kW<br>Fuel 213,0t (d.o.) 1 932,5t (hvf)-42,0pd |
| 8404135<br>*JH3014*<br>127631 | **RAICHO**<br>**Toyama Prefecture**<br>Shimminato, Toyama Pref. Japan | **165**<br>— | | **1984** Yokohama Yacht Co. Ltd.—Yokohama (829)<br>31,17 8,84 2,701<br>27,51 8,62 3,41<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 260 × 330 with<br>flexible couplings & dr reverse geared<br>shafts<br>Yanmar Diesel Engine Co. Ltd. |
| 9002532<br>*ELMH6*<br>9141<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RAICHO II**<br>**Dryad Maritime Corp.**<br>Nippon Kisen Kaisha Ltd. (Nippon Kisen K.K.)<br>Monrovia Liberia<br>SatCom: 1244245/ELMH | *38 716*<br>*19 368*<br>46 864 | NK | **1990** Shin Kurushima Dockyard Co. Ltd.—Onishi (2695)<br>199,98 (BB) 11,027<br>191,50 32,20 22,35<br>1 dk | **M Wood-chip Carrier**<br>G.99 839<br>6 Ha (stl) (14,4 14,4 14,4 14,4 14,4 12,8 × 17,6) ER<br>Cr 3(14,5) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1850<br>6 252kW (8 500bhp)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 680kW a.c. |
| 8410897<br>*7KNI*<br>126620 | **RAICHO MARU**<br>**Kita Nippon Kaiun K.K.**<br>Ishinomaki, Miyagi Pref. Japan | **993**<br>—<br>2 154 | | **1984** Yamanishi Zosen K.K.—Ishinomaki (903)<br>98,00 (BB) 4,471<br>90,00 13,81 8,16<br>1 dk | **M General Cargo**<br>2 Ho ER<br>B.4 280<br>2 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>2 300bhp (1 692kW)<br>The Hanshin Diesel Works Ltd. |
| 6523901<br>*J8HD*<br>2160<br>Df Esd Gc<br>Rdr Rt | **RAID**<br>ex Mount Parnassos-88 ex Herend-87<br>Launched as Saganes<br>**Kriti Maritime Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **1 198**<br>567<br>1 721 | HR (RS) | **1965** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (2043)<br>74,50 11,33 4,598<br>67,37 11,28 5,31<br>P 17,4 F 7,7 1 dk<br>**DAMAGED BY FIRE 3/89** | **M General Cargo**<br>3 Ho 15,4 13,6 14,2 ER<br>3 Ha (stl) (each 8,6 × 5,5) ER<br>6W Der 1(10) 6(2,5) | Lang<br>Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar |
| 6609133<br>*J8CX5*<br>2890<br>RdrRTm | **RAIDER**<br>ex Anglian Trader-90 ex Lee James-82<br>ex Target Venture-78 ex Sheena K-78<br>ex Lady Sheena-76<br>**Seatrade Ltd.**<br>Kingstown St. Vincent and the Grenadines | **200**<br>136<br>378 | | **1966** Schps. "Hoogezand" J. Bodewes—Bergum (132)<br>41,58 7,73 2,261<br>39,60 7,62 2,65<br>P 9,5 F 8,0 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 28,0 ER<br>G.494 B.458<br>1 Ha (24,2 × 4,2) ER | Dorman<br>Oil 4SA 6Cy. 159 × 165<br>450bhp (331kW) E made68 fitted74<br>W. H. Dorman & Co. Ltd.<br>Gen 1 × 1,5kW 24V d.c.<br>Fuel 6,5t (d.o.) |
| 7829792<br>559932 | **RAIDER**<br>ex Hazen Bay-90 ex Harold W.<br>**American Navigation Co.**<br>San Francisco, Ca United States of America | **133**<br>91<br>— | | **1944** ..............Morris Heights, NY<br>*28,50* 7,62<br>3,48<br>1 dk | **M Tug** | Oil |
| 7728651<br>*WYC7682*<br>597690<br>Df Esd Pfd<br>Rdr Rt | **RAIDERS**<br>**Raiders Corp.**<br>New Bedford, Ma United States of America | **175**<br>119<br>— | | **1978** Atlantic Marine Inc.—Fort George Island, Fl (173)<br>30,03 7,65 3,353<br>26,22 7,62 4,14<br>1 dk | **M Fishing**<br>Stern Trawler<br>In.492 | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 geared<br>850bhp (625kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 50kW |
| 7808932<br>*VTVD*<br>2422<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RAIGAD**<br>ex Kavas VI-89<br>**Garware Shipping Corporation Ltd.**<br>Bombay India | **3 742**<br>2 524<br>6 280 | IRS NK | **1978** Kurushima Dockyard Co. Ltd.—Onishi (2061)<br>106,43 16,43 6,702<br>97,95 16,40 8,15<br>P 21,1 F 11,3 1 dk | **M General Cargo**<br>G.8 346 B.7 653<br>2 Ha (stl) (28,4 28,5 × 8,3) ER<br>Cr 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>2 795kW (3 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 160kW a.c.<br>Fuel 112,0t (d.o.) 475,5t (hvf)-12,0pd |
| 8014289<br>*JM4814*<br>123363<br>Df Pfd | **RAIHO MARU No. 8**<br>**Y.K. Tanaka Kaiun**<br>Shimonoseki, Yamaguchi Pref. Japan | **332**<br>—<br>670 | | **1980** Maeno Zosen K.K.—Onoda (60)<br>49,99 8,08 3,425<br>46,00 8,01 3,51<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>The Hanshin Diesel Works Ltd. |
| 8515740<br>*JAZB*<br>129787<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **RAIJIN MARU**<br>**Kitanihon Oi-Steamship Co. Ltd.**<br>**(Kitanihon-Oi Kaiun K.K.)**<br>Tokyo Japan<br>SatCom: 1203640/JAZB | *36 591*<br>*22 908*<br>70 653 | NK | **1986** Kurushima Dockyard Co. Ltd.—Onishi (2458)<br>225,00 (BB) 13,282<br>216,01 32,21 18,22<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.80 355 B.77 935<br>7 Ha (stl) (14,0 14,0 17,9 17,9 17,9 17,9 17,9 × 14,0) ER | B&W<br>Oil 2SA 6Cy. 600 × 2292 reverse<br>to sc. shaft<br>10 000bhp (7 356kW)<br>Hitachi Zosen Sakurajima |
| 8608494<br>*JI3283*<br>128666 | **RAIKEI MARU**<br>**Seibu Rikuso K.K.**<br>Osaka, Osaka Pref. Japan | **199**<br>—<br>700 | | **1986** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1908)<br>55,66 (BB) 3,068<br>51,01 9,52 5,21<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 456 B.1 417<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>800bhp (588kW)<br>The Hanshin Diesel Works Ltd. |
| 7411040<br>*JMPY*<br>118904<br>Df Esd Gc<br>Rdr RTm/h/v | **RAIKO MARU**<br>ex Sanko Trust-79<br>Launched as Hellespont Argosy<br>**The Sanko Steamship Co. Ltd.**<br>**(Sanko Kisen K.K.)**<br>Tokyo Japan<br>SatCom: 1200655/TROY | **33 032**<br>22 415<br>56 085<br>T/cm<br>59,0 | NK<br>✠Classed LR until 12/4/79 | **1977**-3 Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel (906)<br>210,32 (BB) 32,31 12,415<br>201,00 32,24 16,26<br>P 40,3 F 19,2 1 dk<br>rf nil Diam. 0,410 MH 0,9 | **M Tanker**<br>CBT COW IGS<br>21 Ta ER<br>L.(oil) 73 717<br>4 Cargo pumps total 4 800T/hr | B&W<br>Oil 2SA 7Cy. 800 × 1600<br>18 480bhp (13 593kW)<br>A/S Burmeister & Wain's Motor-og<br>1971<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 263,0t (d.o.) 2 771,5t (hvf)-70,0pd |
| 7704617<br>*LATJ2*<br>N-00588<br>Df Esd Gc<br>Pfd Rdr Rt | **RAILRO**<br>ex Panama City-89 ex Railro-87<br>ex Costa Rica-84<br>**K/S Ro Ro Invest 1**<br>Goliat Shipping A/S<br>Oslo Norway (NIS) | **1 469**<br>472<br>3 506 | NV | **1978** Ankerlokken Verft Glommen A/S—Fredrikstad (193)<br>113,39 19,51 5,511<br>100,01 19,21 6,20<br>1 dk & S dk<br>rf 597 | **TM RoRo Cargo** OSD<br>Stern ramp<br>Trailers 75<br>Mchy.aft | Normo<br>2 Vee Oil 4SA each 12Cy. 250 × 300<br>4 000bhp (2 942kW)<br>Normo Gruppen A/S<br>Gen 4 × 325kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |

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| 7360590<br>DJWV<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RAILSHIP I**<br>**Partenreederei m.s. "Railship I"**<br>H. & M. Gehrckens G.m.b.H. & Co.<br>Luebeck Federal Republic of Germany | T.Mk<br>**6 522**<br>3 150<br>7 963 | GL | **1975** Rickmers Rhederei G.m.b.H. Rickmers Werft<br>—Bremerhaven (378)<br>**1979** (Additional cargo section) A.G. "Weser"<br>—West Germany<br>177,20 (BB) 21,65 6,320<br>166,38 21,59 13,11<br>3 dks<br>len 79 | **TM RoRo Cargo**<br>Rail Vehicles 10bth P<br>Stern door Ice strengthened<br>Lane Length 1708<br>Cars 105 Rail Wagons 75<br>Mchy.aft | MaK 8M551AK<br>4 Oil 4SA each 8Cy. 450 × 550 reduction geared to sc. shafts<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>2 Thw. thrust propellers fwd<br>20,5kn |
| 8318130<br>DKTF<br>2082<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RAILSHIP II**<br>**Partenreederei m.s. "Railship II"**<br>H. & M. Gehrckens G.m.b.H. & Co.<br>Luebeck Federal Republic of Germany | *20 077*<br>*6 214*<br>9 887 | GL | **1984** Seebeckwerft A.G.—Bremerhaven (1043)<br>186,52 (BB) 21,65 6,501<br>174,43 21,61 7,75<br>3 dks | **TM RoRo Cargo**<br>Rail Vehicles 12bth P<br>Stern door Ice strengthened<br>Lane Length 1885 Clear height 4,80<br>Rail Wagons 95 | MaK 8M601AK<br>2 Oil 4SA each 8Cy. 580 × 600 with flexible couplings & sr geared to sc. shafts<br>21 752bhp (16 000kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 1000kW 2 × 952kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 147,0t (d.o.) 888,0t (hvf) 18,5kn |
| 8807416<br>DMGD<br>32457<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **RAILSHIP III**<br>**Partenreederei m.s. "Railship III"**<br>H. & M. Gehrckens G.m.b.H. & Co.<br>Luebeck Federal Republic of Germany | *20 729*<br>*6 378*<br>10 140<br>T/cm<br>34,6 | GL | **1990** Schichau Seebeckwerft A.G.<br>—Fischereihafen, Bremerhaven. (1069)<br>189,70 (BB) 22,00 6,500<br>177,60 21,60 18,95<br>3 dks | **TM RoRo Cargo**<br>Rail Vehicles 6cbn 12bth P<br>Ice strengthened<br>Stern door/ramp<br>L 5,15 W 12,60<br>Lane Length 1974 Clear height 4,80<br>Rail Wagons 95 | Wartsila 9R46<br>2 Oil 4SA each 9Cy. 460 × 580 with flexible couplings & sr geared to sc. shafts<br>16 290kW (22 146bhp)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 1539kW 2 × 1000kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 151,0t (d.o.) 814,0t (hvf) 18,9kn |
| 7227712<br><br>355117 | **RAIMA JOANNE**<br>ex Kendall-77 ex N. R. Kendall-75<br>**Sousa Nominees Pty. Ltd. & Jose Martinho & Maria Isabel Garces**<br>*Darwin, N.T.* Australia | **202**<br>136<br>— | | **1972** Australian SB. Industries (W.A.) Pty. Ltd<br>—Fremantle, W.A. (123)<br>*23,32* 6,84<br>23,32 3,92<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar D353SCAC<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 11kn |
| 7009586<br>D8VZ<br>BSR-695940<br>Df Esd Gc<br>Rdr Rt | **RAINBOW**<br>ex Horyu Maru-75<br>**Heung-A Shipping Co. Ltd.**<br>Busan South Korea | **3 023**<br>1 905<br>5 666 | KR (NK) | **1969** Hashihama Zosen—Imabari (256)<br>100,64 15,83 6,528<br>94,01 15,80 8,01<br>P 20,2 F 10,7 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 132 B.6 441<br>2 Ha (stl) (24,6 28,0 × 8,0) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 128kW<br>Fuel 465,5t-13,0pd 12,75kn |
| 6508846<br>9HXQ2<br>2212<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **RAINBOW**<br>ex Teshio Maru-89 ex Erin Fisher-80<br>ex Teshio Maru-75<br>**Rainbow Fishing Co. Ltd.**<br>Valletta Malta | **1 991**<br>1 059<br>2 263 | NK | **1965** Mitsui SB. & Eng. Co. Ltd.—Tamano (725)<br>84,13 13,52 5,314<br>77,65 13,20 6,51<br>2 dks<br>RW rf 102 | **M Fishing**<br>Stern Trawler Ref<br>3 Ho 5,7 21,8 15,7 ER<br>In.2 379<br>3 Ha (1,2 × 0,8) (2,3 2,3 × 2,3) ER<br>Cr 2(5) 4(1,5) Der 2(3) 4(1,5) | B&W 7-42VBF-75<br>Oil 2SA 7Cy. 420 × 750<br>2 023kW (2 750bhp)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 300kW 445V 60Hz a.c.<br>Fuel 682,0t (hvf)-11,0pd 12,5kn |
| 8920048<br>JG4952<br>131995<br>Rdr Rt | **RAINBOW**<br>**Sea-Com Corporation**<br>Tokyo Japan | **697**<br>—<br>164 | | **1990** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (1046)<br>45,04 (BB) 16,01 2,910<br>41,00 16,00 5,10<br>1 dk | **TM RoRo Cargo/Ferry**<br>Mchy.aft | Daihatsu 6DLM-22<br>2 Oil 4SA each 6Cy. 220 × 300 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 500kW (2 039bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 150kW 205V 50Hz a.c.<br>13,65kn |
| 8034760<br><br>618325 | **RAINBOW**<br>**Pengall Fisheries Inc.**<br>New Bedford, Ma United States of America | **199**<br>135<br>— | | **1980** Carteret Manufacturing Corp.—Morehead City, NC<br>*27,04* 7,68<br>3,69<br>1 dk | **M Fishing** | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7016838<br>OUQB<br>H463<br>Esd Pfd Rdr<br>Rt | **RAINBOW**<br>ex Rockall-91<br>**P/R Rockall**<br>Regnhardt Jensen Munk<br>Esbjerg Denmark | **149**<br>62<br>— | | **1970** Aabenraa Maskinfabrik & Flydedok<br>—Aabenraa (11)<br>33,58 6,74<br>6,68 2,98 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn |
| 8221715<br>3EDA9<br>20985-YJ<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>SatCom<br>AMVER | **RAINBOW ACE**<br>**Polar Express S.A.**<br>Panama Panama | *33 521*<br>*10 056*<br>16 461 | NK | **1983** Mitsubishi Heavy Industries Ltd.—Kobe (1138)<br>190,00 (BB) 9,202<br>178,01 32,21 12,32<br>P 65,9 B 35,4 F 71,4 | **M RoRo Cargo/ Vehicles Carrier**<br>Side door/ramps 1(p) 1(s) Quarter stern door & ramp (s)<br>Mchy.aft<br>TEU 400 C. 400/20' (40') | Sulzer 7RTA58<br>Oil 2SA 7Cy. 580 × 1700<br>12 900bhp (9 489kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 344,0t (d.o.) 1 919,0t (hvf)-39,0pd 18,5kn |
| 8512401<br>JAON<br>128889<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **RAINBOW BRIDGE**<br>**Umeda Shinko K.K.**<br>Kobe, Hyogo Pref. Japan<br>SatCom: 1203433/JAON | *42 260*<br>*22 749*<br>45 743<br>T/cm<br>65,4 | NK | **1986** Tsuneishi Zosen K.K.—Numakuma (596)<br>241,00 (BB) 32,26 12,536<br>228,51 32,20 18,22<br>F 166,2 1 dk | **M Container Ship**<br>Fixed-guides<br>7 Cell. Ho 8,1 29,2 28,7 28,7 28,7 28,7 ER 27,1<br>TEU 2875<br>C.Ho 1516/20' (40') C.Dk 1359/20' (40') incl. 220 ref C.<br>13 Ha (stl) ER 2 Ha (stl)<br>18 Wing Ha (stl) ER 4 Wing Ha (stl) | Sulzer 9RTA76<br>Oil 2SA 9Cy. 760 × 2200<br>28 620bhp (21 052kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 1200kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller<br>Fuel 231,5t (d.o.) 4 780,0t (hvf)-89,5pd 22,5kn |
| 7394280<br>H3RD<br>6578-PEXT7<br>Df Esd Gc<br>Pfd Rdr Rt | **RAINBOW COURAGE**<br>ex Yue Man-90<br>**Powell Shipping Ltd.**<br>Hang Woo Ship Management Ltd.<br>Panama Panama | **6 131**<br>4 301<br>10 187 | NK | **1975** Kochiken Zosen—Kochi (575)<br>127,97 18,34 7,754<br>119,00 18,29 9,89<br>P 23,8 F 9,8 1 dk | **M General Cargo**<br>G.13 332 B.12 894<br>3 Ha (stl) (16,0 30,7 19,5 × 8,9) ER<br>4W | Mitsubishi 6UET52/90D<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K. Kobe<br>Fuel 1 333,0t (d.o.)-22,5pd 13,25kn |
| 7506584<br>3EKA7<br>18947-90<br>Df Esd Gc<br>Pfd Rdr Rt | **RAINBOW ENDEAVOUR**<br>ex Dona Paula-89 ex Pliplo-87<br>ex Cimarron-82 ex Dasmarinas-78<br>ex Ledesco Cinco-77<br>**Jubilee Shipping Ltd.**<br>Hang Woo Ship Management Ltd.<br>Panama Panama | **3 976**<br>2 760<br>6 721 | NK | **1976** Nishi Zosen K.K.—Imabari (175)<br>107,35 16,54 6,944<br>99,01 16,50 8,51<br>P 22,3 F 9,8 1 dk<br>RW | **M General Cargo**<br>2 Ho 10,9 11,4 ER<br>G.9 028 B.8 491<br>2 Ha (stl) (26,9 28,6 × 8,3) ER<br>Der 1(50) 4(15) | Makita KSLH647<br>Oil 4SA 6Cy. 470 × 760<br>3 016kW (4 100bhp)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 184kW a.c.<br>Fuel-13,5pd 12,5kn |
| 7801506<br>3EAZ9<br>21021-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **RAINBOW HARMONY**<br>ex Pakarti Tiga-91<br>**Burwood Shipping Ltd.**<br>Panama Panama | **5 438**<br>3 792<br>8 818 | NK | **1978** Tohoku Zosen—Shiogama (182)<br>119,77 18,65 7,392<br>112,02 18,61 9,50<br>P 26,3 F 12,5 1 dk | **M General Cargo**<br>2 Ho 40,8 39,9 ER<br>G.12 337 B.11 344<br>2 Ha (stl) (each 30,7 × 9,9) ER<br>4W Der 4(22) | Pielstick 12PC2-2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>5 000bhp (3 678kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 2 × 352kW 450V a.c.<br>13kn |
| 7710733<br>KNDB<br>622178<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RAINBOW HOPE**<br>ex Amazonia-84<br>**Rainbow Navigation Inc.**<br>Philadelphia, Pa United States of America | **983**<br>734<br>2 000 | AB | **1980** Equitable Shipyards, Inc.—Madisonville, La (1716)<br>90,07 (BB) 4,531<br>83,52 13,72 6,71<br>RQD 17,7 F 7,4 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>3 Ho 16,7 21,6 11,9 ER<br>G.3 341 B.2 945 In.736<br>TEU 99<br>C.Ho 49/20' (40') C.Dk 50/20' (40') incl. 16 ref C.<br>3 Ha (stl) (12,2 × —) (18,5 9,0 × 10,2) ER<br>Cr 2(20) Der 1(8) 2(5) | Fairbanks, Morse 12-38TD-1/8<br>Vee Oil 2SA 12Cy. 206 × 254 reverse reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>Colt Industries Fairbanks Morse Engine Division Beloit, Wi<br>Gen 2 × 400kW a.c.<br>Thw. thrust propeller fwd<br>13,75kn |

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|---|---|---|---|---|---|---|
| **7334436**<br>*YDNQ*<br><br>Df Esd Gc<br>Rdr Rt | **RAINBOW I**<br>ex Cosaritha-88<br>ex Eishin Maru No. 22-83<br>**P.T. Petrisidharma Internusa Line**<br>Jakarta Indonesia | **2 824**<br>1 598<br>5 170 | KI (NK) | **1973** K.K. Uwajima Zosensho—Uwajima (757)<br>95,65 15,04 6,998<br>91,20 15,02 7,10<br>P 25,3 F 13,5 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 5 566 | Akasaka<br>Oil 4SA 6Cy. 510 × 840<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 2 × 200kW 445V a.c.<br>Fuel 164,5t-12,0pd |
| **7713412**<br>*3FEZ*<br>9523-79D<br>Df Esd Gc<br>Pfd Rdr Rt | **RAINBOW MELODY**<br>ex Sea Royal-88<br>**Ellan Shipping Corp.**<br>Hang Woo Ship Management Ltd.<br>Panama Panama | **3 856**<br>2 542<br>6 331 | NK | **1979** China SB. Corp.—Kaohsiung (27)<br>108,50 16,24 6,656<br>100,00 16,20 8,10<br>P 22,3 F 13,0 1 dk | **M General Cargo**<br><br><br>G.8 496 B.7 996<br><br>2 Ha (stl) (27,2 28,1 × 8,3) ER<br>Der 2(20) 2(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>2 795kW (3 800bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 320kW a.c. |
| **7950553**<br>*HP4638*<br>17380-87<br>Df Esd Gc<br>Pfd Rdr Rt<br>SatNav | **RAINBOW No. 1**<br>ex Goei Maru No. 8-87<br>**K. & K. Panama S.A.**<br>Sung Woo Marine Co. Ltd.<br>Panama Panama | *358*<br>*189*<br>347 | NK (KR) | **1970** Kochiken Zosen—Kochi (388)<br>53,37<br>47,95 8,10 3,50<br>P 28,1 F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br><br>In.559 | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>699kW (950bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 176kW 225V a.c. |
| **7121621**<br>*LADD2*<br>N-00115<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RAINBOW OMEGA**<br>ex Hvassafell-87<br>**Bravo Shipping A/S**<br>Leif I. Standal<br>Mandal Norway (NIS) | T.Mk<br>**862**<br>495<br>1 242<br><br>**1 735**<br>1 070<br>2 613 | **✠100A1** SS 8/86<br>Ice Class 3<br>**✠LMC**<br>EL O 1½"U2<br>FN 1468<br><br>**REPAIRS REQUIRED — CLASS SUSPENDED 12/9/91** | **1971**-12 Buesumer Werft G.m.b.H.—Buesum<br>(240)<br>79,96 (BB) 13,42 4,074/5,868<br>72,90 13,01 7,12<br>P 18,9 F 7,4 2 dks<br>rf 203 | **M General Cargo**<br><br>2 Ho 25,9 24,1 ER<br>G.3 704 B.3 421<br><br>2 Ha (stl) (18,5 18,7 × 8,0) ER<br>Der 4(3) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 86kW 380V 50Hz a.c.<br>Fuel 40,5t (d.o.) 191,0t (hvf)-9,0pd |
| **7112395**<br>*3EHI3*<br>14681-85<br>Df Esd Gc<br>Rdr RTm/h/v | **RAINBOW PRIDE**<br>ex Golden Antwerp-87<br>ex Thomas Roth-84<br>ex Santa Katerina-75<br>**Pleasant Shipping Co. Ltd.**<br>Hang Woo Ship Management Ltd.<br>Panama Panama | **8 786**<br>6 478<br>14 900 | **100A1** M 4/90-6mos<br><br>**LMC**<br>EL Z 522,5/54,0U2<br>FN 4317<br>(AB) (GL) | **1971** Austin & Pickersgill Ltd.—South Dock,<br>Sunderland (429)<br>140,98 20,55 8,821<br>134,17 20,43 11,74<br>1 dk, 2nd dk except in No. 5 hold<br>RW rf nil | **M General Cargo**<br><br>5 Ho 21,5 29,7 11,4 22,8 ER 24,3<br>G.21 728 B.19 902<br><br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(30) 10(10) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>G. Clark & N.E.M. Ltd.<br>AuxB (Comp) 6,9kgf/cm² (6,8bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 100,0t (d.o.) 1 000,0t (hvf)-29,0pd |
| **6815990**<br>*ELAL9*<br>6893<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RAINBOW REEFER**<br>ex Flamar Pride-82 ex Fort La Reine-80<br>**Flamar Interocean Ltd.**<br>Columbia Shipmanagement Ltd.<br>Monrovia Liberia<br>SatCom: 1243607/ELAL | **9 716**<br>5 752<br>8 712 | BV | **1969** Cons. Nav. & Ind. de la Mediterranee (CNIM)<br>—La Seyne (1379)<br>146,44 (BB) 20,45 8,522<br>135,11 20,40 13,01<br>P 55,5 F 20,2 4 dks | **M Refrigerated Cargo**<br>5bth P<br>Ice strengthened Side doors<br>5 Ho 23,3 19,6 18,2 ER 20,5 5,0<br>In.11 962<br>5 Ha (stl) (9,7 9,4 9,4 × 6,1) ER (10,9 3,6 × 6,3)<br>14W Der 1(20) 9(5) 2(3) | Pielstick<br>2 Vee Oil 4SA each 18Cy. 400 × 460<br>sc. shaft<br>16 740bhp (12 313kW)<br>Ch. de l'Atlantique<br>Gen 4 × 670kW 1 × 60kW 440V 60Hz<br>Fuel (hvf) |
| **7510080**<br>*H8US*<br>10349-80E<br>Df Esd Gc<br>Pfd Rdr Rt | **RAINBOW SPLENDOUR**<br>ex Malvina-89 ex Capira-86<br>ex Koyo Maru-80<br>ex Happusan Maru-79<br>**Milton Shipping Ltd.**<br>Hang Woo Ship Management Ltd.<br>Panama Panama | **5 052**<br>3 295<br>8 940 | NK | **1976** Shimoda Dockyard Co. Ltd.—Shimoda (248)<br>116,06 18,65 7,632<br>106,99 18,61 9,50<br>P 22,3 F 8,0 1 dk | **M General Cargo**<br><br><br>G.11 330 B.10 763<br><br>3 Ha (stl) (11,4 22,4 21,7 × 9,8) ER<br>Der 4(20) 1(15) | Ito<br>Oil 4SA 6Cy. 550 × 900<br>5 200bhp (3 825kW)<br>Ito Tekkosho<br>Gen 2 × 400kW |
| **6826004**<br>*ELAM2*<br>6894<br>Df Esd Gc<br>Pfd Rdr<br>AMVER | **RAINBOW STAR**<br>ex Rainbow Freezer-87<br>ex Flamar Progress-82<br>ex Fort Pontchartrain-80<br>**Ibrox Shipping Corp.**<br>Monrovia Liberia | **9 716**<br>5 752<br>8 640 | BV | **1969** Cons. Nav. & Ind. de la Mediterranee (CNIM)<br>—La Seyne (1380)<br>146,44 (BB) 20,45 8,522<br>135,11 20,40 13,01<br>P 55,5 F 20,2 4 dks | **M Refrigerated Cargo**<br>5bth P<br>Ice strengthened Side doors<br>5 Ho 23,3 19,6 18,2 ER 20,5 5,0<br>In.11 200<br>5 Ha (stl) (9,7 9,4 9,4 × 6,1) ER (10,9 3,6 × 6,3)<br>14W Der 1(20) 9(5) 2(3) | Pielstick<br>2 Vee Oil 4SA each 18Cy. 400 × 460<br>sc. shaft<br>16 740bhp (12 313kW)<br>Ch. de l'Atlantique<br>Gen 4 × 670kW 1 × 60kW 440V 60Hz<br>Fuel (hvf) |
| **7374943**<br>*H3UU*<br>5180-75C<br>Df Esd Gc<br>Pfd Rdr Rt | **RAINBOW STAR**<br>ex Sun Crocus-79<br>**Pacific Link Co. Inc.**<br>Hang Woo Ship Management Ltd.<br>Panama Panama | **4 396**<br>2 952<br>7 220 | NK | **1975** Nishi Zosen K.K.—Imabari (164)<br>109,99 17,28 6,914<br>101,89 17,20 8,49<br>P 23,1 F 11,8 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.9 467 B.8 979<br><br>2 Ha (26,6 30,7 × 8,7) ER | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 160kW<br>Fuel 583,0t-14,0pd |
| **5300481**<br>*PC2804*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **RAINBOW WARRIOR**<br>ex Grampian Fame-89<br>ex Ross Kashmir-82 ex Kashmir-62<br>**Stichting Phoenix**<br>Amsterdam Netherlands | *542*<br>*162*<br>— | GL<br><br>✠Classed LR until<br>23/8/85 | **1957**-9 Cochrane & Sons Ltd.—Selby (1422)<br>- 8,67 3,408<br>48,80 8,54 4,35<br>RQD 23,8 F 7,1<br>RW rf 762 BK 203 len 67<br>conv Side Trawler Fishing 81<br>conv Stand-by Safety Vessel Pollution Control 89 | **Aux M Research**<br>Biological Schooner | MWM<br>2 Oil 4SA each 6Cy. 170 × 195 reduct<br>to sc. shaft<br>1 000kW (1 360bhp) NE 88<br>Ruston & Hornsby Ltd.<br>Gen 1 × 128kW 2 × 80kW 220/380V<br>Controllable pitch propeller |
| **7832103**<br><br>596455 | **RAINDEAR**<br><br>**Edward C. Kiesel**<br>Galveston, Tx United States of America | **126**<br>85<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,85* 6,74<br>3,74<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **7525475**<br>*D9BW*<br>ICR-770480<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RAINIER**<br>ex Elise-80<br>**Pan Ocean Shipping Co. Ltd.**<br>Inchon South Korea | **17 297**<br>12 485<br>29 128<br>T/cm<br>97,0 | KR (BV) (NK) | **1977** Kanda Zosensho K.K.—Japan (204)<br>179,00 26,04 10,326<br>168,03 26,01 14,51<br>P 25,3 F 11,9 1 dk | **M Bulk Carrier**<br><br>5 Ho 16,6 27,8 27,7 27,7 27,7 ER<br>G.41 304 B.36 337<br><br>5 Ha (stl) (12,5 × 9,9) (16,1 18,5 18,5 18,5 × 12,5) ER<br>5W Der 5(25) | B&W<br>Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW)<br>Hitachi Zosen Sakurajima<br>Gen 3 × 530kW 450V 60Hz a.c.<br>Fuel 333,5t (d.o.) 1 723,0t (hvf)-37,0pd |
| **6711003**<br>*WTEF*<br><br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RAINIER**<br><br>**Government of The United States of America (Department of Commerce)**<br>*Seattle, Wa* United States of America<br>SatCom: 1504414/WTEF | **1 591**<br>578<br>528 | (AB) | **1968** Jacksonville Shipyards—Jacksonville, Fl<br>(645)<br>70,41 13,06 4,890<br>61,96 12,81 6,10<br>F 28,4 2 dks<br>rf 305 | **TM Research**<br>Hydrographic | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 254<br>sc. shafts<br>2 460bhp (1 809kW)<br>General Motors Corp.<br>Gen 2 × 300kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 437,0t |
| **7228455**<br>*WYZ6979*<br>538431<br>Df Esd Pfd<br>Rdr Rt | **RAINIER**<br><br>**Rainier Investments Inc.**<br>Seattle, Wa United States of America | **198**<br>135<br>— | | **1972** Martinolich SB. Corp.—Tacoma, Wa (402)<br>33,53 8,95<br>28,50 8,84 2,75<br>1 dk | **M Fishing**<br>Side-fishing Ref | Caterpillar<br>Oil 4SA 12Cy. 159 × 203 sr reverse<br>shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. |
| **7948574**<br><br>614542 | **RAINSTORM**<br><br>**Rainstorm Shrimp Inc.** | **103**<br>70<br>— | | **1979** ............Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) |

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|---|---|---|---|---|---|---|
| 5289376<br>PKMU<br>1281<br>Rt | **RAINY**<br>**P.T. Perus Pelayaran Lokal Tanjung Bunga**<br>Jakarta Indonesia | **408**<br>249<br>630 | (KI) | **1957** Vereenigde Prauwen Verer—Tandjung Priok (423)<br>55,38 9,22<br>51,69 9,20 4,91<br>1 dk & S dk | **M General Cargo** OSD<br>Ref<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 9,5kW 110V d.c.<br>9,5kn |
| 7010523<br>LLAX<br>17388<br>Df Esd Gc<br>Pld Rdr Rt | **RAIRO**<br>**Hammerfest Industrifiske A/S**<br>Hammerfest Norway | T.Mk<br>**298**<br>100<br>520 | NV | **1970** Sterkoder M/V A/S—Kristiansund N. (14)<br>46,69 9,02 4,458<br>40,21 9,00 6,46<br>2 dks<br>rf 1600 BK 152 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho ER<br>2 Ha (2,1 × 1,9) (2,2 × 1,6) ER | Wichmann<br>Oil 2SA 8Cy. 280 × 420<br>1 200bhp (883kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 100kW 220V 50Hz a.c.<br>Fuel 51,0t (d.o.)-5,0pd 12,25kn |
| 8908571<br>3EPE7<br>18640-89<br>Df Esd Gc<br>Pld Rdr Rt<br>SatNav<br>SatCom | **RAISHU**<br>**Alba Line S.A.**<br>Iino Marine Service Co. Ltd.<br>Panama Panama | *11 097*<br>*5 187*<br>12 913 | NK | **1989** Imabari Zosen—Imabari (480)<br>139,36 (BB) 7,065<br>133,00 22,40 11,70<br>1 dk | **M Wood-chip Carrier**<br>G.27 546<br>4 Ha (stl) (each 12,0 × 10,5) ER<br>Cr 2(12) | Mitsubishi 6UEC37LA<br>Oil 2SA 6Cy. 370 × 880<br>2 825kW (3 841bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 215kW a.c.<br>12,5kn |
| 8108664<br>3DRH<br>Rt | **RAIYAWA**<br>**Government of Fiji (Marine Department)**<br>Suva Fiji | **221**<br>66<br>159 | | **1982** Fiji Government Shipyard—Suva (68)<br>30,00 8,01 2,501<br>27,21 3,31<br>1 dk | **TM Buoy & Lighthouse Tender** | General Motors 8V-71-N<br>2 Vee Oil 2SA each 8Cy. 108 × 127 sr reverse geared to sc. shafts<br>500bhp (368kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| 7534385<br>VTDO<br>1926<br>Rdr Rt | **RAJ SEVAK**<br>ex Daiyu I-82 ex Daiyu Maru-80<br>ex Eiyu Maru No. 10<br>**Seatrans Shipping Co.**<br>Bombay India | **750**<br>449<br>1 187 | NK | **1966** Mukaishima Zoki Co. Ltd.—Mukaishima (68)<br>60,71 9,43 4,226<br>56,01 9,40 4,70<br>P 13,8 F 6,1 1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 595 | Oil 4SA 6Cy. 380 × 540<br>1 300bhp (956kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 36kW a.c.<br>11kn |
| 8019485<br>Esd Rdr Rt | **RAJA**<br>**Gulf Maritime & Trading Co. Ltd.**<br>Sharjah United Arab Emirates | **285**<br>30<br>— | AB | **1980** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS541)<br>3,212<br>32,52 9,01 3,61<br>F 19,9 1 dk<br>rf 551 | **TM Utility Vessel** | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 reverse reduction geared to sc. shafts<br>1 252bhp (921kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 56kW a.c.<br>11kn |
| 8807076<br>YEDC<br>Df Esd Gc<br>Rdr Rt | **RAJA BASA I**<br>**P.T. Gunung Makmun Permai**<br>Jakarta Indonesia | **2 689**<br>1 373<br>1 823 | KI (AB) | **1987** President Marine Pte. Ltd.—Jurong, Singapore<br>91,01 - 3,752<br>81,80 17,51 5,01<br>1 dk | **TM Passenger/RoRo Cargo/Ferry** 668dk P<br>Bow door/ramp Stern door/ramp | Mirrlees ESL8MK2<br>2 Oil 4SA each 8Cy. 222 × 292<br>2 312kW (3 143bhp)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 3 × 300kW 1 × 99kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 303,0t (d.o.) 10kn |
| 7301506<br>S6FT<br>383651<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v | **RAJA BHUM**<br>ex Jira Bhum-91 ex Vira Bhum-90<br>ex Pirkkola-87 ex Savonia-80<br>ex Hetland Ranger-78 ex Hansa-74<br>**Regional Container Lines (S) Pte. Ltd.**<br>Ship-Control Services (Pte.) Ltd.<br>Singapore Singapore | *6 121*<br>*2 898*<br>8 129 | **100A1** SS 6/91<br>Ice Class 1C<br>**LMC**<br>EL (W) 495,0/53,0<br>FN 3117<br>(NV) | **1973** VEB Schiffswerft "Neptun"—Rostock (472)<br>121,75 (BB) 17,61 7,735<br>113,44 17,56 9,91<br>P 22,9 F 14,4 1 dk<br>rf nil | **M General Cargo**<br>pt higher tensile steel<br>2 Ho 32,0 38,8 ER<br>G.10 413 B.10 355<br>TEU 213<br>C.Ho 168/20' (40') C.Dk 45/20' (40')<br>2 Ha (stl) (26,2 33,5 × 12,8) ER<br>4W Der 2(30) 2(15) | MAN K6Z57/80F<br>Oil 2SA 6Cy. 570 × 800<br>5 476bhp (4 028kW)<br>Halberstadt Halberstadt<br>AuxB (Comp) 6,9kgf/cm² (6,8bar)<br>Gen 3 × 300kW 1 × 72kW 380V 50Hz a.c.<br>Fuel 112,5t (d.o.) 590,0t (hvf)-20,5pd 15kn |
| 8803551 | **RAJA 1**<br>ex Derraman 2-90<br>**Inter-Arika S.A.**<br>Dakhla Morocco | *250*<br>*90*<br>221 | BV RI | **1988** Astilleros Armon—Navia (181)<br>34,50 3,540<br>30,46 8,50 4,60<br>1 dk | **M Fishing**<br>Stern Trawler Side Trawler Shrimp-trawl Ref<br>In.277 | Caterpillar 3512TA<br>Vee Oil 4SA 12Cy. 170 × 190 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>780kW (1 060bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 1 × 250kW 380V 50Hz a.c. |
| 8714736 | **RAJAGOPALACHARI**<br>**Government of The Republic of India (Central Inland Water Transport Corp. Ltd.)**<br>Calcutta India | **774**<br>456<br>640 | ✠**A1**<br>inland waterways roll on — roll off ship, zone 2<br>✠**LMC**<br>EL 180,0/26,0U2<br>FN 763 | **1988**-7 Scheeps. Damen B.V.—Bergum (8605)<br>62,82 10,63 1,801<br>60,00 10,61 2,11<br>1 dk<br>rf nil | **TM RoRo Cargo**<br>Bow door Side doors<br>Mchy.aft | MWM<br>2 Vee Oil 4SA each 8Cy. 128 × 140<br>560kW (761bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 29kW 1 × 5,5kW 415V 50Hz a.c.<br>2 Directional propellers Johan Dane MRP type |
| 7043984<br>S6BG<br>381775<br>Df Esd Gc<br>Rdr Rt | **RAJAH BROOKE**<br>ex Nahoon-80 ex Amasis-74<br>**Straits Shipping Pte. Ltd.**<br>Kapal Management (Pte.) Ltd.<br>Singapore Singapore | **2 993**<br>1 866<br>4 400 | GL | **1971** Ast. del Cadagua W. E. Gonzalez S.A. —Bilbao (81)<br>103,51 14,56 6,528<br>92,82 14,51 8,31<br>P 14,4 F 9,2 2 dks<br>rf nil | **M General Cargo**<br>2 Ho 34,8 36,0 ER<br>G.6 511 B.5 996<br>TEU 120<br>C.Ho 84/20' C.Dk 36/20' incl. 12 ref C.<br>2 Ha (stl) (each 25,0 × 10,3) ER<br>12W Der 2(25) 2(15) | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 165kW<br>Fuel 382,0t (d.o.)-12,0pd 14kn |
| 5292593<br>9WXA<br>315349 | **RAJAH MAS**<br>ex Rejang-69<br>**South East Asia Shipping Sendirian Berhad**<br>Kuching Malaysia | **545**<br>214<br>— | ✠LR class withdrawn 28/3/90 | **1955**-4 Straits Steamship Co. Ltd.—Penang<br>51,11 9,78 2,560<br>45,73 9,76 3,36<br>B 13,5 F 10,1 1 dk<br>RW rf 76 | **M Passenger/General Cargo**<br>Mchy.aft | Ruston<br>Oil 4SA 6Cy. 260 × 370<br>397kW (540bhp) ✠ NE made52 fitted55<br>Ruston & Hornsby Ltd. Lincoln<br>10kn |
| 5289455<br>9WXF<br>315346 | **RAJAH RAMIN**<br>**Interhill Shipping Sendirian Berhad**<br>Kuching Malaysia | **376**<br>194<br>— | ✠Classed LR until 14/11/75 | **1960**-5 Cheoy Lee Shipyards Ltd.—Hong Kong (761)<br>41,28 8,77 2,604<br>38,71 8,54 3,20<br>1 dk<br>RW rf 152 | **M General Cargo**<br>Mchy.aft | Blackstone<br>Oil 4SA 6Cy. 222 × 292 sr reverse geared to sc. shaft<br>337bhp (248kW)<br>Lister Blackstone Ltd. Stamford<br>8kn |
| 7811226<br>VTCK<br>1910<br>Rt | **RAJAJI**<br>**Tuticorin Port Trust**<br>Madras India | **314**<br>95<br>116 | IRS | **1982** Garden Reach Shipbuilders & Engineers Ltd. —Calcutta (2010)<br>30,51 9,81 3,220<br>28,00 9,50 4,50<br>1 dk<br>rf nil | **TM Tug** | MAN G5V30/45ATL<br>2 Oil 4SA each 5Cy. 300 × 450 sr geared to sc. shafts<br>Garden Reach Shipbuilders & Engineers Ltd. Ranchi<br>Gen 3 × 56kW 415V 50Hz a.c.<br>Fuel 74,0t (d.o.) 10kn |
| 8328290 | **RAJAWALI I**<br>ex Loka Ayu-I-90<br>**P.T. Trisarana Armada Segara**<br>Jakarta Indonesia | **106**<br>—<br>— | KI | **1981** ............Indonesia<br>22,51 2,450<br>20,91 7,26 2,65<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA 12Cy.<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7367562<br>ATJS<br>1540<br>Df Esd Gc<br>Pld Rdr Rt<br>AMVER | **RAJENDRA PRASAD**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **63 459**<br>45 960<br>115 723<br>T/cm<br>89,7 | AB IRS | **1975** Brodogradiliste "Split"—Split (265)<br>248,39 39,48 16,595<br>240,90 39,40 22,20<br>1 dk<br>rf nil Bow/CM 120 Diam. 0,500 | **M Tanker**<br>COW IGS SBT<br>13 Ta ER<br>L.(oil) 141 619 HeCls. BC<br>4 Cargo pumps total 9 200T/hr | MAN K7SZ90/160<br>Oil 2SA 7Cy. 900 × 1600<br>20 300bhp (14 932kW)<br>Tvornica Dizel Motora "Split" Split<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 558,0t (d.o.) 3 083,5t (hvf)-70,0pd 15kn |
| 8814809<br>Df Esd Gc<br>Rdr Rt | **RAJESH**<br>**Bombay Port Trust**<br>India | **130**<br>—<br>— | IRS (Class cont.) | **1991** Bharati Shipyard Pvt. Ltd. Ratnagiri (223)<br>-<br>- - -<br>1 dk | **TM Tug** | MAN W8VCSLM<br>2 Oil 4SA each 8Cy. 175 × 220<br>Kirloskar Oil Engines Ltd. India |

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| 6423773 | **RAJHANS**<br>**Karachi Port Trust**<br>*Karachi* Pakistan | **677**<br>447<br>— | **✠100A1** SS 8/87<br>hopper barge<br>Karachi harbour service<br>and within 5 miles<br>seaward<br>**✠LMC**<br>EL I<br>FN 913 | **1965**-8 Karachi Shipyard & Eng. Works Ltd.<br>—Karachi (S75)<br>60,79 12,02<br>56,42 11,59 4,58<br>1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | MAN<br>Oil 4SA 6Cy. 300 × 450 with flexible<br>reverse geared to sc. shaft<br>745bhp (548kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| 7711701 | **RAJHANSHI**<br>**Government of The People's Republic of Bangladesh (Magna Petroleum Marketing Co. Ltd.)**<br>Bangladesh | **150**<br>—<br>300 | | **1979** Highspeed SB. & Heavy Eng. Co. Ltd.<br>—Dacca (46)<br>1,220<br>41,33 10,67 1,86<br>1 dk | **TM Tanker**<br>Mchy.aft | Yanmar<br>2 Oil 6Cy. geared to sc. shafts<br>480bhp (353kW)<br>Yanmar Diesel Engine Co. Ltd. |
| 6713051<br>*HMAV*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RAJIN**<br>ex Votkinsk-90<br>**Korean Soviet Shipping Co. Ltd. (Chosoship)**<br>Nampo North Korea | **9 455**<br>5 476<br>12 400 | RS | **1967** VEB Warnowwerft Warnemuende<br>—Warnemuende (451)<br>150,65 20,05 8,911<br>140,01 19,99 11,61<br>P 28,7 F 29,0 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,9 17,2 26,3 16,0 ER 20,4<br>7 TwD<br>G.18 269 B.16 593<br>5 Ha (stl) (9,0 × 6,0) (10,6 18,8 9,0 × 11,0) ER (12,8 × 11,0)<br>12W Der 1(60) 12(5) | MAN<br>Oil 2SA 9Cy. 700 × 1200<br>8 150bhp (5 995kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 264kW 1 × 200kW<br>Fuel 265,0t (d.o.) 949,0t (hvf)-31,0pd |
| 7905211<br>*LKER*<br>19621<br>Df Esd Gc<br>Pfd Rdr Rt | **RAJOMA**<br>ex Senjatral-89 ex Notbas-84<br>ex Sundari-82<br>**Langholmen Fiskebatrederi A/S**<br>Werner Hansen<br>Bergen Norway | **265**<br>108<br>270 | **✠100A1**<br>fishing vessel<br>**✠LMC**<br>EL G 302,5/25,5U2<br>FN 384 | **1980**-2 Kystvagens Slip & Batbyggeri—Frei (41)<br>32,85 (BB) 8,08<br>26,80 8,01 6,30<br>RAD 3,4 2 dks<br>rf 889 BK 127 | **M Fishing**<br>Side Trawler Seiner<br>Mchy.aft | Alpha<br>Vee Oil 4SA 8Cy. 225 × 300 sr geared<br>1 160bhp (853kW)<br>B&W Alpha Diesel Div. of B&W Diesel<br>Gen 2 × 104kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| 7431909<br>Esd Rdr Rt | **RAK**<br>**Polish Ship Salvage Co. (Polskie Ratownictwo Okretowe)**<br>Gdynia Poland | **872**<br>157<br>242 | PR | **1973** Krasnoye Barrikadiy Yard—Astrakhan<br>46,51 17,61 2,150<br>46,51 3,89<br>1 dk | **D-E Crane Pontoon**<br>Cr 1(60) | Russkiy<br>2 Oil 4SA each 6Cy. 250 × 340 total<br>(662kW) driving 2 gen. connected<br>motors<br>Pervomayskiy Works<br>Gen 2 × 240kW 400V<br>2 Directional propellers aft, 1 fwd |
| 6928424<br>*ENKV*<br>M-12282<br>Df Esd Rdr Rt | **RAKETA**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **699**<br>262<br>329 | RS | **1967** .............U.S.S.R.<br>54,23 9,38 3,690<br>49,99 9,22 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.361<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| 7506405<br>*YEIC*<br>923+PST<br>Rdr Rt | **RAKHMAT**<br>ex Kaiko Maru-84<br>**P.T. Tanker Indonesia Perdana**<br>Jakarta Indonesia | **478**<br>329<br>1 150 | KI NK | **1976** Kyoei Zosen K.K.—Mihara (67)<br>60,13 10,04 4,001<br>55,00 10,01 4,22<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| 7506986<br>*UECZ*<br>M-31191<br>Df Esd Gc<br>Pfd Rdr Rt | **RAKHOV**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **4 497**<br>2 264<br>5 657 | RS | **1975** VEB Schiffswerft "Neptun"—Rostock (357)<br>117,84 (BB) 16,64 6,820<br>109,07 16,62 8,59<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,0 17,6 17,6 17,0 4 TwD<br>G.7 249 B.6 854<br>4 Ha (stl) (12,5 × 8,0) (12,5 12,5 12,5 × 12,9) ER<br>4W Der 1(40) 3(20) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW)<br>Halberstadt<br>Gen 2 × 400kW a.c. 1 × 300kW a.c. |
| 7524469<br>*UMYT*<br>M-12453<br>Df Esd Rdr Rt | **RAKITINO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1975** .............U.S.S.R.<br>54,84 9,38 3,861<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (stl) (each 1,4 × 1,6)<br>Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| 7329883<br>*UMVG*<br>M-14694<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **RAKITNOYE**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1973** .............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| 7333303<br>*UMVM*<br>M-12379<br>Df Esd Gc<br>Rdr Rt | **RAKSHA**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1973** .............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| 7623722<br>Rdr Rt | **RAKUSHIN MARU No. 2**<br>ex Fujiyama Maru No. 2-78<br>**Navakun Transport Co. Ltd.**<br>Thailand | **497**<br>—<br>511 | | **1970** Shirahama Zosen K.K.—Honai<br>54,16 8,82 3,582<br>48,24 8,79 3,99<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 760 | Hanshin<br>Oil<br>950bhp (699kW)<br>The Hanshin Diesel Works Ltd.<br>Fuel 59,0t-3,0pd |
| 7730939<br>Rt | **RAKUWA MARU**<br>**Chaikul Import/Export Co.** | **492**<br>317<br>1 098 | | **1967** Shimoda Dockyard Co. Ltd.—Shimoda<br>(152)<br>47,20 3,201<br>45,01 9,40 4,20<br>1 dk | **M Tanker** | Daihatsu<br>Oil<br>600bhp (441kW)<br>Daihatsu Kogyo |
| 5289625<br>*USLX*<br>M-26891<br>Df Esd Gc<br>Rdr Rt | **RAKVERE**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **3 251**<br>1 630<br>4 375 | RS | **1962** VEB Schiffswerft "Neptun"—Rostock (295)<br>104,20 14,43 6,581<br>95,71 14,38 7,95<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 16,7 21,3 ER 15,5 14,7<br>G.5 916 B.5 635<br>4 Ha (stl) (8,9 × 5,9) (10,9 × 7,0) ER (7,7 7,7 × 7,0)<br>8W Der 1(40) 1(15) 8(5) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| 5092682<br>*OYWY*<br>D1587<br>Df Pfd Rt | **RAL**<br>ex Sarah Rousing-89 ex Dora-86<br>**I/S Remmerstrand Fjordal**<br>Herluf Dueholm<br>Lemvig Denmark | **189**<br>98<br>249 | (BV) | **1954** H. C. Christensens Staalskibsv. af 1949<br>—Marstal (58)<br>36,83 6,51 2,896<br>6,46 3,00<br>P 8,3 F 4,6 1 dk<br>BK 119 len 57<br>conv General Cargo 89 | **M Dredger**<br>Suction<br>1 Ho 16,4 ER<br>1 Ha (12,8 × 4,0) ER<br>2W Der 2(2,5) | Alpha<br>Oil 2SA 4Cy. 240 × 400<br>177kW (241bhp)<br>Alpha-Diesel A/S<br>Fuel 9,0t (d.o.) |

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|---|---|---|---|---|---|---|
| 7417422<br>575737<br>Esd Gc Pfd<br>Rdr Rt | **RALEIGH ANN**<br>**Jackson Marine Corp.**<br>Zapata Gulf Marine Corporation<br>Corpus Christi, Tx United States of America | **170**<br>115<br>— | AB | **1976** Halter Marine Services, Inc.—New Orleans, La (493)<br>10,42 4,928<br>34,83 10,37 5,69<br>F 19,6 1 dk | **TM Tug** | Alco 12V251F<br>2 Vee Oil 4SA each 12Cy. 229 × 267 reverse reduction geared to sc. shafts<br>Alco Engine Div. of White Industrial Power Inc. Auburn<br>Gen 2 × 150kW<br>Fuel 400,5t (d.o.) 13kn |
| 8212623<br>KRHG<br>665223<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RALEIGH BAY**<br>ex Elizabeth L-88<br>ex American New Jersey-87<br>**Sea-Land Service Inc.**<br>New York, NY United States of America<br>SatCom: 1503651/NWKB | *57 075*<br>*18 995*<br>58 943 | AB (KR) | **1984** Daewoo SB. & Heavy Machinery Ltd.—Okpo (4002)<br>289,52 (BB) 32,31 12,675<br>279,00 32,22 21,49<br>F 21,4 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>11 Cell. Ho 12,4 26,0 26,0 12,2 26,0 12,2 26,0 27,5 24,4 25,8 ER 13,2<br>TEU 4258<br>C.Ho 1232/40' (20') C.Dk 897/40' (20') incl. 146 ref C.<br>17 Ha (stl) ER 1 Ha (stl)<br>34 Wing Ha (stl) ER 2 Wing Ha (stl) | Sulzer 7RLB90<br>Oil 2SA 7Cy. 900 × 1900<br>28 000bhp (20 596kW)<br>Hyundai Engine Manufacturing Co. Ltd. Ulsan<br>Gen 3 × 1000kW 480V 60Hz a.c.<br>Fuel 950,0t (d.o.) 6 370,5t (hvf)-73,5pd 19,1kn |
| 7645524<br>368328<br>Rt | **RALI II**<br>**Madelipeche Inc.**<br>Cap-aux-Meules, P.Q. Canada | **489**<br>243<br>— | (BV) | **1976** Verreault Naviere Inc.—Les Mechins, P.Q. (349)<br>40,01 9,76<br>35,72 9,72 7,40<br>1 dk | **M Fishing** | Polar<br>Oil 4SA 8Cy. 250 × 300<br>1 400bhp (1 030kW)<br>A/B Bofors Nohab Trollhattan<br>Fuel 52,5t (d.o.) 12kn |
| 7042186<br>LZSD<br>77<br>Df Esd Gc<br>Pfd Rdr Rt | **RALIDA**<br>**Okeansky Ribolov (Bulgarian Ocean Fishing)**<br>Bourgas Bulgaria | **2 654**<br>740<br>1 139 | BR | **1970** VEB Volkswerft Stralsund—Stralsund (307)<br>81,90 13,64 5,201<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.1 056<br>2 Ha (2,9 × 2,3) (2,9 × 1,9)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 336kW 1 × 300kW 3 × 256kW 380V a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7325667<br>LLVE<br>18142<br>Esd Rdr Rt | **RALLAREN**<br>**A/S Bukserbater**<br>Narvik Norway | **435**<br>0<br>— | **100A1** SS 3/87<br>tug<br>Ice Class 3<br>**LMC** **UMS**<br>EL J 1"U2<br>FN 519<br>(NV) | **1973** Kaarbos M/V A/S—Harstad (75)<br>36,23 11,41 5,200<br>34,19 11,00 4,17<br>F 18,6 1 dk<br>rf 381 | **TM Tug**<br>Fire-fighting | Normo KVM-12<br>2 Vee Oil 4SA each 12Cy. 250 × 300<br>Normo Gruppen A/S Bergen<br>Gen 2 × 96kW 230V 50Hz a.c.<br>2 Directional propellers<br>Fuel (d.o.) 12,5kn |
| 7219064<br>IMZJ<br>1290<br>Df Esd Gc<br>Rdr RTv | **RALLO**<br>ex Storedal-78<br>**Alftra S.n.c. di Antonio Pugliese & C.**<br>Andolfi<br>Napoli Italy | **1 598**<br>895<br>— | RI (GL) | **1972** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (99)<br>79,56 (BB) 13,57 5,476<br>71,00 13,52 6,66<br>P 15,0 F 10,1 1 dk | **M General Cargo**<br>2 Ho 26,9 23,3 ER<br>G.3 641 B.3 351<br>2 Ha (stl) (each 18,5 × 10,2) ER<br>12W Der 1(20) 1(15) 2(5) | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580<br>1 980bhp (1 456kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 175kW 380V 50Hz a.c.<br>Fuel 272,5t (d.o.)-8,0pd 12,5kn |
| 8809983<br>WTF3974<br>923248<br>Df Esd Gc<br>Pfd Rdr Rt | **RALPH E. BOUCHARD**<br>**Tug Ralph E. Bouchard Inc.**<br>Bouchard Transportation Co. Inc.<br>New York, NY United States of America | **199**<br>135<br>— | AB | **1988** Moss Point Marine Inc.—Escatawpa, Ms (1139)<br>... ... ...<br>38,70 11,28 6,41<br>1 dk<br>rf 760 | **M Tug**<br>Pusher | General Motors 16-645-E6<br>Vee Oil 2SA 16Cy. 230 × 254<br>General Motors Corp. U.S.A.<br>Gen 2 × 99kW a.c.<br>11kn |
| 6815237<br>VCKM<br>328542<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **RALPH MISENER**<br>**Misener Holdings Ltd.**<br>Great Lakes Bulk Carriers Inc. (GLBC)<br>St. Catharines, Ont. Canada | **19 160**<br>14 156<br>28 824<br>T/cm<br>45,6 | ✠**100A1** Lake SS 4/88<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty<br>Great Lakes & River St. Lawrence service<br>✠**LMC**<br>EL (pt) 2⅜"U2<br>FN 7751 | **1968**-6 Canadian Vickers Shipyards Ltd.—Montreal, P.Q. (293)<br>222,51 (BB) 22,97 8,343 FW<br>217,28 22,86 12,81<br>P 31,7 F 15,6 1 dk<br>rf nil | **M Bulk Carrier**<br>Self-unloader<br>5 Ho 35,6 33,5 33,5 33,5 35,6 ER<br>G.37 520<br>5 Ha (alu) (each 28,3 × 12,8) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>7 061kW (9 599bhp)<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 75lbf/in$^2$ (5,2bar)<br>Gen 1 × 2000kW 2 × 550kW 1 × 300kW 575V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller double ended aft, 1 fwd<br>Fuel 559,0t (hvf) 15kn |
| 7722891<br>IBYM<br>1679<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RALU**<br>ex World Star-88<br>**Rimorchiatori Riuniti Spezzini S.r.l.**<br>Napoli Italy | *14 024*<br>*8 385*<br>22 066<br>T/cm<br>33,4 | AB RI (NK) | **1979** Shin Yamamoto Zosensho—Kochi (208)<br>168,03 (BB) 9,502<br>158,02 23,00 13,21<br>P 26,6 F 11,3 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho ER<br>5 Ha (stl) ER<br>Der 5(25) | Ito 14MV55HUS<br>Vee Oil 4SA 14Cy. 550 × 980<br>10 000bhp (7 356kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 350kW 17kn |
| 7719739<br>JYDY<br>Esd Rdr Rt | **RAM**<br>**Government of The Hashemite Kingdom of Jordan (Ports Corporation Aqaba)**<br>Aqaba Jordan | **176**<br>—<br>— | (GL) | **1978** Bayerische Schiffbau G.m.b.H.—Erlenbach/Main (1054)<br>28,45 8,67 2,501<br>24,52 8,26 3,56<br>1 dk | **TM Tug** | MWM TBD440-6<br>2 Oil 4SA each 6Cy. 230 × 270<br>Motorenw. Mannheim A.G. (MWM) West Germany<br>Gen 2 × 80kW 230/400V 50Hz a.c.<br>12kn |
| 7612292<br>Rdr | **RAM 2**<br>ex Paclog Willy-79<br>**Moda Ras Al Hish Ab-Port**<br>Saudi Arabia | **104**<br>24<br>— | NK | **1975** Noguchi Zosen K.K.—Hiketa<br>26,75<br>24,01 7,50 3,00<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 240 × 290<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 8311663<br>VWXC<br>Df Esd Gc<br>Pfd Rdr Rt | **RAMA DEVI**<br>**Government of The Republic of India (Coast Guard)**<br>India | *273*<br>*82*<br>43 | (AB) | **1985** Garden Reach Shipbuilders & Engineers Ltd.—Calcutta (2021)<br>44,00 1,901<br>42,02 7,41 3,51<br>1 dk | **TM Search & Rescue Ship** | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 185 × 200 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>4 024bhp (2 960kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |
| 7728845<br>Rt | **RAMADAN**<br>**Alexandria Port Authority**<br>Alexandria Egypt | **199**<br>0<br>128 | ✠Classed LR until 6/3/81 | **1978**-11 Towa Zosen K.K.—Shimonoseki (511)<br>30,00 8,77 2,915<br>27,01 8,40 3,61<br>RAD 2,2 1 dk<br>rf 305 | **TM Tug**<br>Fire-fighting | Yanmar 6GL-DT<br>2 Oil 4SA each 6Cy. 240 × 290 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 52kW 380/220V 50Hz a.c.<br>12kn |
| 7228118<br>TCFG<br>4184<br>Df Esd Gc<br>Pfd Rdr Rt | **RAMAN**<br>**D.B. Deniz Nakliyati T.A.S. Genel Mudurlugu (Turkish Cargo Lines)**<br>Istanbul Turkey | **3 651**<br>2 097<br>5 935 | (NK)<br>Classed LR until 13/5/88 | **1972** K.K. Taihei Kogyo—Akitsu (280)<br>101,40 15,04 6,966<br>95,00 15,00 7,90<br>P 21,1 Trunk 59,5 F 11,3 1 dk<br>rf 152 Bow/CM 47 Diam. 0,254 | **M Tanker**<br>Stern disch.<br>10 Wing Ta ER<br>2 Cargo pumps total 400T/hr | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 144kW 445V 60Hz a.c.<br>12kn |
| 6706993<br>J8EG4<br>3169<br>Df Rdr Rt | **RAMANDA**<br>ex Ranger ex Baroid Ranger<br>**Naviera Ramanda S.A.**<br>Kingstown St. Vincent and the Grenadines | **194**<br>132<br>— | | **1966** American Marine Corp.—New Orleans, La (934)<br>40,54 3,115<br>37,75 9,76 3,59<br>1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 108 × 127<br>926bhp (681kW)<br>General Motors Corp. Detroit, Mi |
| 7217846<br>VTFX<br>Esd Gc Rdr<br>RTv | **RAMANUJAM**<br>ex Schleswig-Holstein-87<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **822**<br>461<br>163 | GL | **1972** Husumer Schiffsw.—Husum (1418)<br>55,48 12,86 1,610<br>51,69 12,82 2,90<br>1dk & S dk<br>rf nil | **TM RoRo Cargo/Ferry** OSD/CSD 900dk P<br>Ice strengthened<br>Mchy.aft | M.T.U. 12V362TB60<br>2 Vee Oil 4SA each 12Cy. 160 × 180 sr geared to sc. shafts<br>1 520bhp (1 118kW)<br>M.T.U. Friedrichshafen West Germany<br>Gen 2 × 92,8kW 400V 50Hz a.c.<br>Fuel (d.o.) 10,5kn |

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|---|---|---|---|---|---|---|
| 8800705<br>*XYUZ*<br>Esd Rdr<br>RTm/h/v | **RAMANYA**<br>**Government of The Union of Myanmar (Myanmar Ports Corporation)**<br>Yangon Union of Myanmar | *1 532*<br>*459*<br>1 152 | GL | **1989** Deggendorfer Werft u. Eisenbau Ges. m.b.H. —Deggendorf (797)<br>68,75 14,22 3,509<br>65,32 14,00 4,75<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Hopper 850 | MWM<br>2 Oil 4SA each 6Cy. 230 × 270 reduc<br>to sc. shaft<br>1 620kW (2 202bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 150kW 1 × 117kW 220/38<br>2 Controllable pitch propellers |
| 8106886<br>*EQIL*<br>Esd Rdr Rt | **RAMAZAN**<br>**Government of The Islamic Republic of Iran (Ports & Shipping Organization)**<br>Bandar Abbas Iran | **208**<br>62<br>157 | ✠**100A1** SS 3/91<br>tug<br>**LMC**<br>EL E 275,0/23,0U2<br>FN 320 | **1983**-3 Scheepswerf Ton Bodewes B.V.—Franeker (F83)<br>30,21 8,06 3,301<br>26,95 7,80 4,04<br>RFD 12,2 1 dk<br>rf 1168 BK 51<br>**SURVEYS OVERDUE — CLASS SUSPENDED 25/10/91** | **TM Tug** | MWM<br>2 Oil 4SA each 6Cy. 230 × 270 with c<br>flexible couplings & sr reverse gear<br>shafts<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 64kW 220/380V 50Hz a.c.<br>Fuel 78,0t (d.o.) |
| 5173046<br>*HO3963*<br>Df Esd Rdr<br>RTm/v<br>SatNav | **RAMBLER**<br>ex Kobru-90 ex Jirina-88<br>ex Andreas L-84 ex Stefan E-82<br>ex Luise K.-80 ex Sven H-78<br>ex Johannes Voss-77<br>**Rederij Rambler**<br>Panama Panama | **284**<br>159<br>474 | GL | **1963** Buesumer Schiffswerft W. u. E. Sielaff —Buesum (198)<br>46,89 8,18 2,671<br>42,14 8,11 3,00<br>P 10,1 F 5,2 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 27,4 ER<br>G.608 B.552<br>1 Ha (21,5 × 5,2) ER<br>2W Der 2(2) | Cummins<br>Oil 4SA 6Cy. 140 × 152<br>237kW (322bhp) NE 89<br>Cummins Engine Co. Inc.<br>Gen 1 × 6kW 220V a.c. 1 × 4,5kW<br>Fuel 23,5t |
| 7325473<br>*IKFX*<br>1541<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **RAMBO**<br>ex Lillita-86 ex Rosita-85<br>ex Rig Master-80<br>**Fincob S.p.A.**<br>Napoli Italy<br>See Register of Offshore Units | *797*<br>*239*<br>705 | RI (NV) | **1973** Bolsones Verft—Molde (235)<br>57,61 11,03 4,420<br>50,98 10,99 5,31<br>1 dk<br>rf 996 BK 94 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>Ice strengthened<br>Mchy.aft | Polar<br>2 Vee Oil 4SA each 12Cy. 250 × 300<br>Nydqvist & Holm A/B<br>Gen 1 × 208kW 2 × 170kW 380V<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 5289730<br>*PKNA*<br>Df Esd Rt | **RAMBUTAN**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **677**<br>280<br>993 | ✠Classed LR until 29/11/68 | **1960**-5 Stocznia im. "Komuny Paryskiej"—Gdynia (B471/01)<br>65,82 10,55 3,741<br>59,01 10,51 5,95<br>F 8,0 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>2 Ho 16,8 19,2 ER<br>G.1 971 B.1 786<br>2 Ha (w) (each 12,0 × 5,5) ER<br>4W Der 4(3-5) | Alpha<br>Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S<br>Fuel 88,0t |
| 7411961<br>*7THG*<br>Df Esd Gc<br>Pfd Rdr | **RAMDANE ABANE**<br>**Societe Nationale de Transport Maritime des Hydrocarbures et des Produits Chimiques (S.N.T.M./Hyproc)**<br>Alger Algeria | **74 741**<br>49 554<br>83 228 | BV | **1981** Chantiers de l'Atlantique—St. Nazaire (L26)<br>274,43 (BB) 42,04 13,301<br>262,01 41,99 26,14<br>1 dk | **S Liquefied Gas Tanker**<br>LNG LPG Atmospheric<br>5 Ta ER<br>L.(gas) 126 190 | 2 S Turb geared to sc. shaft<br>34 000shp (25 009kW)<br>Alsthom-Atlantique |
| 7729617<br>*ATUK*<br>1824<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RAMDAS**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **12 913**<br>7 078<br>16 209 | IRS NV | **1980** Stocznia Gdanska im. Lenina—Gdansk (B343/04)<br>161,55 (BB) 22,84 9,370<br>154,01 22,78 13,31<br>P 37,5 F 29,6 2 dks<br>rf nil | **M General Cargo**<br>4 Ho ER<br>G.25 545 B.24 001<br>TEU 400<br>7 Ha (stl) (10,3 × 8,0) (20,0p&s × 5,7) (20,0p&s 20,0p&s × 8,0) ER<br>Cr 2(20) 3(16) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>H. Cegielski<br>Gen 3 × 760kW 380V 50Hz a.c. |
| 7819577<br>*YJWQ2*<br>200<br>Df Esd Gc<br>Pfd Rdr Rt | **RAMEY TIDE**<br>**Tidewater Marine Pacific Inc.**<br>Tidewater Marine Service Inc.<br>Port Vila Vanuatu | **297**<br>202<br>1 000 | AB | **1979** Avondale Shipyards Inc.—Westwego, La (2312)<br>57,92 12,48 4,204<br>53,04 12,20 4,88<br>F 17,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive<br>Gen 2 × 150kW<br>Thw. thrust propeller fwd |
| 8729822<br>*LYKY*<br>M-42261<br>Esd Gc Rt | **RAMIGALA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *359*<br>*107*<br>129 | RS | **1989** .............U.S.S.R.<br>35,74 3,491<br>31,02 8,93 6,08<br>2 dk | **M Fishing**<br>Stern Trawler Ref | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>589kW (801bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| 8725979<br>M-42173<br>Rt | **RAMIGALA**<br>Completed as MRTK-1107<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Klaypeda) (U.S.S.R.) | *117*<br>*35*<br>30 | RS | **1986** .............U.S.S.R.<br>25,50 7,00 2,390<br>22,00 3,30<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>221kW (300bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| 7352828<br>*ELDX*<br>4648<br>Df Esd Gc<br>Rdr Rt | **RAMIN**<br>**Ramin Shipping Inc.**<br>Monrovia Liberia | **4 632**<br>3 165<br>7 829 | BV | **1973** Kurushima Dockyard Co. Ltd.—Imabari (791)<br>114,31 17,66 7,198<br>103,99 17,61 9,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K. |
| 7382706<br>*3EQN5*<br>17937-PEXT1<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **RAMNES**<br>ex General Peralta-90<br>ex Saint James-87 ex Ramnes-83<br>**K/S Phoenixen**<br>Jebsen Ship Management (Bergen) A/S<br>Panama Panama | *3 839*<br>*2 137*<br>6 258<br>T/cm<br>13,4 | BV (NV) | **1975** Brodrene Lothe A/S—Haugesund (34)<br>103,60 (BB) 16,03 6,951<br>96,60 16,00 8,81<br>P 24,4 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>2 Ho 30,2 6,7DT 30,2 ER<br>G.7 697 B.6 831<br>4 Ha (stl) (24,1 × 10,0) (2,8p&s × 2,9) (24,1 × 10,0) ER | Normo<br>2 Vee Oil 4SA each 12Cy. 250 × 300<br>sc. shaft<br>3 800bhp (2 795kW)<br>A/S Bergens M/V<br>Gen 2 × 300kW 1 × 160kW 440V<br>Controllable pitch propeller<br>Fuel 541,0t (d.o.)-12,0pd |
| 8714827<br>*LEQB*<br>20715<br>Rt | **RAMOEN**<br>ex Ramoen K-91 ex Ramoen-89<br>**A/S Ramoen**<br>Vartdal Fiskeriselskap A.S.<br>Aalesund Norway | *2 487*<br>*799*<br>1 275 | NV | **1989** Orskov Christensens Staalskibs. A/S —Frederikshaven (166)<br>67,40 (BB) 14,50 6,732<br>59,00 14,00 9,00 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>G.410 In.990 | Wartsila<br>Oil 4SA 9Cy. 320 × 350 with clutches<br>couplings & sr geared to sc. shaft<br>2 574kW (3 499bhp)<br>Oy Wartsila Ab<br>Gen 1 × 1480kW 1 × 640kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 6929076<br>*EEQI*<br>1815<br>Df Esd Rdr<br>Rt | **RAMON**<br>**Telleria y Garcia S.A.**<br>San Sebastian Spain | **245**<br>86<br>— | BV | **1969** Maritima del Musel S.A.—Gijon (115)<br>38,61 7,22 3,420<br>33,76 7,19 3,92<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 250bhp (919kW)<br>Atlas-MaK Maschinenbau<br>Fuel 81,0t (d.o.) |
| 5384944<br>*DVMY*<br>1862<br>Df Esd Rdr<br>Rt | **RAMON M**<br>ex Wakaba Maru-73<br>**Aqua Marine Resources Corp.**<br>Manila Philippines | **108**<br>48<br>— | | **1956** Kukinoumi Zosen K.K.—Wakamatsu (102)<br>33,20 5,41<br>29,01 5,39 2,70<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>Niigata Eng. Co. Ltd. |
| 8400440<br>*DZKA*<br>229165<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **RAMONA**<br>ex Yamato-87<br>**Saturn Shipping Corp.**<br>Nippon Kisen Kaisha Ltd. (Nippon Kisen K.K.)<br>Manila Philippines<br>SatCom: 1700404/DZKA | *38 155*<br>*22 887*<br>69 841 | NK | **1984** Imabari Zosen—Marugame (1120)<br>236,76 (BB) 13,226<br>225,23 32,21 18,22<br>F 15,6 1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.80 736<br>7 Ha (stl) (13,6 × 12,8) (17,6 17,6 17,6 17,6 17,6 15,2 × 14,4) ER | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>11 000bhp (8 091kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 300,5t (d.o.) 2 955,5t (hvf)-30,0 |

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|---|---|---|---|---|---|---|
| 7032296<br>P3HM3<br>708834<br>Df Esd Gc<br>Rdr RTm/h | **RAMONA**<br>ex Trasona-89<br>**Seamerit Shipping Co. Ltd.**<br>Limassol Cyprus | **11 011**<br>7 108<br>21 491<br>T/cm<br>36,1 | **✠100A1** SS 8/87<br>in association with a<br>maximum cargo load on<br>tank top of 11 tons per<br>square metre<br>**✠LMC**<br>EL E† 2½"U2<br>FN 5156 | **1971**-6 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (126)<br>148,72 (BB) 22,94 10,342<br>138,51 22,92 14,30<br>1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>5 Ho 20,2 20,2 19,9 19,9 19,9 ER<br>G.25 202<br>5 Ha (stl) (each 12,0 × 10,9) ER | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (Comp) 7kgf/$cm^2$ (6,9bar)<br>Gen 3 × 316kW 1 × 80kW 380V 50Hz a.c.<br>Fuel (hvf) 15kn |
| 7425572<br>A8VB<br>5310<br>Df Esd Gc<br>Pfd Rdr RTv | **RAMONA**<br>**Eno Co. Ltd.**<br>Monrovia Liberia | **6 333**<br>4 112<br>8 144 | AB | **1975** Kagoshima Dock & I.W. Co. Ltd. —Kagoshima (78)<br>105,70 48,49 7,494<br>98,00 18,01 12,98<br>1 dk<br>rf 196 | **M General Cargo**<br>2 Ho each 35,7 ER<br>G.14 529 B.13 480<br>2 Ha (27,3 29,4 × 8,8) ER<br>4W Der 4(20) | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Tokyo<br>Gen 2 × 445kW 270V 60Hz a.c.<br>12,5kn |
| 5311313<br>HO7011<br>9358-79A<br>Esd Pfd Rt | **RAMONA**<br>ex Sanguity-78<br>**Lotus Shipping Ltd.**<br>Colon Panama | **1 377**<br>703<br>2 540 | ✠Classed LR until 9/3/88 | **1956**-10 Grangemouth Dockyard Co. Ltd. —Grangemouth (511)<br>73,44 11,64 4,785<br>68,59 11,54 4,88<br>P 17,7 RQD 33,0 F 6,4 1 dk<br>RW rf 102 | **M General Cargo**<br>Mchy.aft | Newbury<br>Oil 2SA 4Cy. 407 × 648<br>1 100bhp (809kW)<br>Newbury Diesel Co. Ltd. Newbury |
| 5270686<br>9HBA2<br>0844<br>RTm | **RAMONA**<br>ex Angeliki-83 ex Parisi-75 ex Paris-74<br>**Seawave Shipping Co. Ltd.**<br>Valletta Malta | **346**<br>203<br>620 | (BV) (HR) | **1954** Noord Nederlandse Scheepswerven N.V. —Groningen (274)<br>54,51 7,93 3,201<br>49,99 7,90<br>1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>1 Ho 32,0 ER<br>G.1 191 B.1 134<br>2 Ha (13,0 8,6 × 4,2) ER<br>2W Der 2(3) | Brons<br>Oil 4SA 6Cy. 290 × 450<br>395bhp (291kW)<br>Appingedammer Brons Appingedam<br>Fuel (d.o.) 10kn |
| 5373696<br>OIWP<br>620<br>Df Esd Rdr<br>RTv | **RAMONA**<br>ex Unterelbe-88 ex Frieda Jonas-59<br>ex Danzig-51<br>**Ging Erland Liljeberg**<br>Porvoo/Borga Finland | **281**<br>148<br>420 | (GL) | **1939** Schiffsw. W. Holst—Cranz (154)<br>46,72 6,81 2,671<br>42,50 6,75 3,05<br>P 8,0 F 5,2 1 dk<br>R len 61 | **M General Cargo**<br>1 Ho<br>G.595 B.538<br>1 Ha | Oil 4SA 6Cy. 215 × 360<br>200bhp (147kW)<br>Deutsche Werke A.G. Kiel<br>8kn |
| 6727466<br>OVRK<br>D1507<br>Esd Pfd Rdr<br>RTm | **RAMONA**<br>ex Jeanette Vang-89 ex Anne-L-85<br>ex Parthenon-84<br>**P/R Ramona**<br>Karl Borge Jensen<br>Hanstholm Denmark | **149**<br>70<br>168 | (BV) | **1967** VEB Rosslauer Schiffswerft—Rosslau (3228)<br>33,58 6,81 2,699<br>29,55 6,58 3,31<br>F 6,1 1 dk<br>rf 610 BK 152 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,7 6,7 ER<br>In.180<br>2 Ha (stl) (each 1,7 × 1,2) ER<br>Der 1(0,5) | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>750bhp (552kW) NE 70<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 28kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.) 12kn |
| 8207630<br>WRB9505<br>656083<br>Df Esd Pfd<br>Rdr Rt | **RAMONA GRAHAM**<br>**John E. Graham & Sons**<br>New Orleans, La United States of America | **275**<br>187<br>1 200 | AB | **1984** Offshore Trawlers Inc.—Bayou la Batre, Al (164)<br>54,87 12,22 3,687<br>52,43 12,20 4,35<br>F 16,8 1 dk<br>rf 508 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. U.S.A.<br>Thw. thrust propeller fwd<br>12kn |
| 8802349<br>EHTR<br>3-GI4-2179<br>Df Esd Gc<br>Rdr RTv | **RAMPA**<br>**Pesquera Rampa S.A.**<br>Vigo Spain<br>SatCom: 1351433/RAMP | *497*<br>*244*<br>704 | BV | **1989** Ast. Gondan—Puerto de Figueras (288)<br>55,80 (BB) 4,201<br>47,00 9,50 4,55 | **M Fishing**<br>Stern Trawler Processing Ref<br>In.927 | Deutz SBV8M628<br>Oil 4SA 8Cy. 240 × 280 with flexible couplings & sr geared to sc. shaft<br>1 269kW (1 725bhp)<br>Hijos de J. Barreras S.A. Spain<br>Gen 2 × 200kW 380V a.c.<br>Directional propeller<br>12kn |
| 8128913<br>J8FL3<br>Df Esd Gc<br>Rdr RTm/h/v | **RAMPART**<br>ex Anax Lion-91 ex Sun Carrier-91<br>ex Vulcanus II-91<br>**Stabilo Shipping Inc.**<br>Kingstown St. Vincent and the Grenadines | *3 356*<br>*1 048*<br>4 429 | GL | **1982** Hermann Suerken GmbH & Co. KG. —Papenburg (314)<br>93,55 (BB) 16,03 6,106<br>89,11 16,01 7,42<br>P 18,3 F 15,3 1 dk<br>conv Chemical Waste-incinerator Ship 91 | **M Tanker**<br>Bitumen<br>IGS<br>8 Ta (s.stl) ER<br>L.3 900 | Deutz RSBV6M540<br>Oil 4SA 6Cy. 370 × 400 with clutches, flexible couplings & sr geared to sc. shaft<br>2 610kW (3 548bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>12,5kn |
| 7741847<br>SUFI<br>Df Esd | **RAMSES**<br>ex Paul Solente-58<br>**Suez Canal Authority**<br>Port Said Egypt | **4 038**<br>3 846<br>— | (BV) | **1949** At. & Ch. de Bretagne—Nantes<br>104,50 16,51<br>8,50<br>1 dk | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 16,0<br>Hopper 3900T<br>Mchy.aft<br>Hopper 2 600<br>2 sandpumps each 686kW (920bhp) | General Motors<br>4 Oil total 6 000bhp (4 413kW) driving 4 gen. connected to 2 elec. motors each of 2 720shp (2 001kW) & sc. shafts<br>NE 59<br>Electro-Motive Div. Gen. Motors La Grange, Illinois<br>12kn |
| 6422937<br>EEKR<br>8549<br>Df Esd | **RAMSES**<br>**Agapito Prado Lopez**<br>Vigo Spain | **148**<br>68<br>— | | **1964** Ast. Santodomingo—Vigo (315)<br>*23,99* 6,46<br>24,01 6,41 3,41<br>RW | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>460bhp (338kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 43,5t (d.o.) 9,5kn |
| 8213990 | **RAMSES**<br>**Government of The Arab Republic of Egypt**<br>Egypt | **103**<br>0<br>— | BV | **1982** Scheeps. Damen B.V.—Gorinchem (2715)<br>22,46 2,501<br>20,22 6,63 3,03<br>1 dk | **TM Tug** | Deutz SBA12M816<br>2 Vee Oil 4SA each 12Cy. 142 × 160 sr reverse geared to sc. shafts<br>Kloeckner Humboldt Deutz West Germany |
| 7347160<br>SUHR<br>1287<br>Df Esd Gc<br>Pfd Rdr RTv | **RAMSES II**<br>**The Egyptian Navigation Co. (ENC)**<br>Alexandria Egypt<br>SatCom: 1622307/SUHR | **5 891**<br>2 801<br>8 230 | AB | **1976** Alexandria Shipyard—Alexandria (10011)<br>130,00 (BB) 17,84 7,830<br>121,01 17,80 9,81<br>P 14,9 F 10,1 2 dks<br>rf nil | **M General Cargo** OSD/CSD<br>5 Ho 15,5 15,5 15,5 16,9 ER 12,5<br>G.10 775 B.9 780<br>5 Ha (stl) (9,7 × 6,2) (15,2 15,2 15,2 × 10,5) ER (8,3 × 6,2)<br>6W Cr 3(8) Der 1(40) | B&W 7-50VT2BF-110<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works Bryansk<br>Gen 2 × 300kW 1 × 200kW 400V 50Hz a.c.<br>Fuel 239,5t (d.o.) 363,5t (hvf)-17,5pd 16kn |
| 5289883<br>183881 | **RAMSGATE**<br>**District Council of Thanet**<br>Ramsgate United Kingdom | **168**<br>64<br>— | **✠100A1** SS 9/91<br>Whitstable to Dover<br>coasting service<br>**✠LMC**<br>EL b<br>FN 295 | **1962**-3 W. J. Yarwood & Sons Ltd.—Northwich (935)<br>31,09 8,11<br>29,27 7,62 2,44<br>1 dk<br>RW rf nil | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Hopper 163T<br>1 Ho 8,0 ER<br>Hopper 91<br>Cr 1(4) | Gardner<br>Oil 4SA 8Cy. 140 × 197 sr reverse geared to sc. shaft<br>200bhp (147kW)<br>L. Gardner & Sons Ltd. Manchester<br>Fuel (d.o.) 8kn |
| 8725967<br>M-40872<br>Rt | **RAMSI**<br>Completed as MRTK-0689<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Pyarnu) (U.S.S.R.) | *117*<br>*35*<br>30 | RS | **1985** .............U.S.S.R.<br>25,50 7,00 2,390<br>22,00 3,30<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>Ice strengthened | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>221kW (300bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| 5221506<br>C4RX<br>380879<br>Df Esd Pfd<br>RTm | **RAMSIS**<br>ex Marga Kiepe-76<br>**Daniella Marine Co. Ltd.** | **290**<br>138<br>428 | (GL) | **1951** Rolandwerft G.m.b.h.—Bremen (794)<br>38,44 7,52 2,931<br>3,26<br>P 9,5 F 4,9 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>1 Ha (17,5 × 5,0) ER | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>9kn |

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| **5222407**<br>*LLDG*<br>16804<br>Df Esd Gc<br>RdrRTm | **RAMSLI**<br>ex Austvik-80 ex Maria Althoff-67<br>**P/R Ramsli**<br>Kaspar Nilsen<br>Stavanger Norway | **999**<br>607<br>1 645 | (GL) | **1957** Alfred Hagelstein—Luebeck (589)<br>71,38 10,88 4,680<br>65,72 10,83 5,36<br>RQD 17,4 B 20,2 F 10,4 1 dk<br>RW rf 76 | **M General Cargo**<br>Ice strengthened<br>1 Ho 42,5 ER<br>G.2 108 B.2 002<br>2 Ha (stl) (each 15,1 × 6,0) ER<br>Der 1(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450 geared to sc.<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 28kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 126,0t (d.o.)-3,0pd |
| **6417528**<br>*SKUE*<br>Esd Rdr RTv | **RAMSO**<br>**Waxholms Angfartygs A/B**<br>Vaxholm Sweden | **165**<br>59<br>— | | **1964** A/B Broderna Larssons Varv—Kristinehamn (411)<br>28,91 6,84 2,648<br>25,48 6,81 2,90<br>1 dk | **M Ferry**<br>233P | Alpha<br>Oil 2SA 7Cy. 240 × 400<br>560bhp (412kW)<br>Alpha-Diesel A/S<br>Gen 2 × 20kW 220V d.c.<br>Fuel 4,0t (d.o.) |
| **7901552**<br>*LHTP*<br>19396<br>Df Esd Gc<br>Pfd Rdr Rt | **RAMSOYSUND**<br>**P/R Skorstad**<br>Rolf Skorstad<br>Trondheim Norway | *280*<br>*144*<br>— | (NV) | **1979** Statland Mek. Verksted—Nord-Statland (6)<br>33,51 7,04 3,825<br>7,01 5,90<br>2 dks<br>rf 1339 BK 119 | **M Fishing**<br>Seiner Ref<br>Ice strengthened<br>2 Ho ER<br>In.125<br>2 Ha (each 1,9 × 1,5) ER | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 50kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 30,0t (d.o.)-2,5pd |
| **7725910**<br>*LITK*<br>19413<br>Rdr Rt | **RAMTIND**<br>**A/S Torghatten Trafikkselskap**<br>Bronnoysund Norway | **475**<br>237<br>100 | (NV) | **1979** Maritime Sveiseindustri A/S—Gjerdsvika (10)<br>46,66 11,26<br>41,00 9,52 4,20<br>1 dk<br>rf 1397 BK 183 | **M RoRo Cargo/Ferry**<br>250dk P<br>Bow door<br>Mchy.aft | Normo<br>Oil 4SA 8Cy. 250 × 300 reduction<br>shaft<br>1 250bhp (919kW)<br>A/S Bergens M/V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8123808**<br>*S2WV*<br>399365<br>Rt | **RAMU**<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **1 150**<br>802<br>1 726 | ✠**100A1** SS 12/89<br>Bangladesh coastal service<br>✠**LMC**<br>EL M 292,0/32,0U2<br>FN 1005 | **1982**-10 Carl B. Hoffmanns Maskinfabrik—Esbjerg (45)<br>63,45 12,30 3,669<br>59,42 12,21 4,70<br>F 5,8 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 23,4 21,6 ER<br>G.2 432 B.2 357<br>2 Ha (stl) (15,6 × 8,2) (15,6 × 8,9) ER<br>Cr 1(-) | Alpha<br>Oil 4SA 7Cy. 225 × 300 with clutches,<br>couplings & sr geared to sc. shaft<br>1 087bhp (800kW)<br>B&W Alpha Diesel Div. of B&W Diesel<br>Gen 3 × 48kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 68,5t (d.o.) |
| **5241611**<br>*YKBA*<br>Df Esd Rdr | **RAMZAH 1**<br>ex Jayda-83 ex Boltentor-77<br>ex Grete Deters-72<br>ex Morgan Wedlin-65<br>**J. Ghandoura & Co.**<br>Lattakia Syria | *359*<br>*243*<br>960 | (BV) | **1956** Heinrich Brand Schiffswerft G.m.b.H. & Co. K.G.—Oldenburg (137)<br>50,48 10,00 3,810<br>- 9,99 5,04<br>1 dk & S dk<br>RW | **M General Cargo**<br>Ice strengthened<br>G.1 841 B.1 699<br>2 Ha (9,6 × 5,4) (13,1 × 7,0) ER<br>4W Der 4(3) | MaK<br>Oil 4SA 8Cy. 290 × 420<br>760bhp (559kW)<br>Maschinenbau Kiel A.G.<br>Fuel 38,5t (d.o.) |
| **7337490**<br>*UMVY*<br>M-12383<br>Df Esd Gc<br>Rdr Rt | **RAMZAY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1973** ............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **7333779**<br>*TFDE*<br>1507<br>Df Esd Gc<br>Pfd Rdr Rt | **RAN**<br>ex Sigurey-90 ex Bournazel-78<br>**Stalskip H/f**<br>Hafnarfjordur Iceland | **491**<br>161<br>396 | BV | **1973** At. & Ch. de la Manche—Dieppe (1236)<br>53,01 11,03 4,827<br>45,98 10,80 6,15<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Crepelle<br>Vee Oil 4SA 12Cy. 260 × 280<br>2 000bhp (1 471kW)<br>Crepelle et Cie.<br>Fuel 197,5t (d.o.) |
| **5302051**<br>*DCNC*<br>Df | **RAN**<br>ex Rula-70 ex Mutterliebe-61<br>**Ernst Bruckhandler**<br>Heiligenhafen Federal Republic of Germany | **152**<br>86<br>200 | (BV) | **1928** Gebr. Sander—Delfzijl<br>*31,98* 6,05 1,880<br>6,00 2,11<br>RQD 8,3 1 dk | **M General Cargo**<br>2 Ha (11,7 4,7 × 4,4) | Oil 4SA 4Cy. 215 × 360<br>120bhp (88kW) E made38 fitted—<br>Deutsche Werke Kiel A.G.<br>Fuel (d.o.) |
| **8415756**<br>*JJ3390*<br>125333<br>Rt | **RAN MARU**<br>ex Suzuran Maru-90<br>**Nipponkai Eisen K.K.**<br>Niigata, Japan<br>Niigata Pref. | **149**<br>—<br>87 | | **1984** Hikari Kogyo K.K.—Yokosuka (337)<br>30,99 8,82 2,540<br>27,01 8,81 3,51<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 260 × 330<br>Yanmar Diesel Engine Co. Ltd. |
| **8216978**<br>*JH2992*<br>125733 | **RAN MARU No. 12**<br>**Ranmaru Shosen K.K.**<br>Toba, Japan<br>Mie Pref. | **421**<br>—<br>1 228 | | **1982** Imamura Zosen—Kure (293)<br>67,01 4,120<br>62,01 11,02 6,13<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 863 B.1 582<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **8808109**<br>*JH3149*<br>130035<br>Rt | **RAN MARU No. 15**<br>**Ranmaru Shosen K.K.**<br>Toba, Japan<br>Mie Pref. | **367**<br>—<br>1 067 | | **1988** Imamura Zosen—Kure (336)<br>63,34 (BB) 4,110<br>58,40 11,00 6,00 | **M General Cargo**<br>G.1 480 B.1 335 | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. |
| **7638533**<br>*LFGS*<br>10929<br>Gc Rdr Rt | **RANA**<br>**Helgeland Trafikkselskap A/S**<br>Sandnessjoen Norway | **421**<br>205<br>150 | (NV) | **1977** Tronderverftet A/S—Hommelvik (37)<br>41,56<br>37,93 9,71 4,22<br>1 dk & S dk<br>rf 1003 BK 170 | **M RoRo Cargo/Ferry**<br>OSD<br>200P<br>Bow door Stern door<br>Mchy.aft | Normo<br>Oil 4SA 8Cy. 250 × 300<br>1 375bhp (1 011kW)<br>A/S Bergens M/V<br>Thw. thrust propeller fwd |
| **5159179**<br>*YKAP*<br>1229<br>Df EsdRTm | **RANA**<br>ex Mando-77 ex Ilse-74<br>ex Ilse Feldtmann-73<br>**Salim Obeid & Mohamad Tartoussi**<br>Lattakia Syria | **337**<br>198<br>685 | (GL) (HR) | **1957** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (412)<br>51,06 8,95 3,404<br>45,01 8,91 3,81<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 30,9 ER<br>G.934 B.878<br>2 Ha (15,3 7,7 × 5,8) ER<br>Der 3(2) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 17,5kW 1 × 15kW<br>110V d.c.<br>Fuel (d.o.) |
| **6621129**<br>Df Esd Rdr<br>RTm/h | **RANA**<br>ex Lady Rana-75 ex Master Marc-72<br>**A. Hamzah & A. Abushal**<br>Jeddah Saudi Arabia | **107**<br>44<br>— | BV | **1965** Holland Launch N.V.—Zaandam (364)<br>25,56 5,47<br>24,41 5,39 2,90<br>1 dk | **TM Supply Launch**<br>30P | Poyaud<br>2 Oil 4SA each 6Cy. 150 × 180 sr<br>shafts<br>800bhp (588kW)<br>Soc. Surgerienne de Const. Mec.<br>Gen 2 × 7kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **7421978**<br>*C6HY3*<br>715562<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RANA M**<br>ex Carrylog-89 ex Aigianis-89<br>ex Thamesfield-86<br>**Rana M Ltd. Partnership**<br>Ugland Brothers Ltd.<br>Nassau Bahamas | **27 138**<br>21 936<br>50 300 | NV<br>✠Classed LR until 9/8/89 | **1977**-11 Flensburger Schiffsbau-Ges.—Flensburg (646)<br>213,37 (BB) 30,48 12,161<br>205,01 30,41 17,30<br>F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Pulp Newsprint<br>Ice strengthened Str. heavy cargoes<br>6 Ho 25,9 25,2 25,2 25,2 25,2 25,2 ER<br>G.66 212 B.64 060<br>TEU 240 C.Dk 240/20'<br>6 Ha (stl) (20,2 × 18,9) (19,5 19,5 19,5 19,5 19,5 × 25,8) ER<br>Cr 6(20) | MAN<br>Vee Oil 4SA 16Cy. 520 × 550 sr<br>shaft<br>11 769kW (16 000bhp)<br>MAN-B&W Diesel G.m.b.H.<br>Gen 3 × 740kW 1 × 60kW 450V<br>Controllable pitch propeller<br>Fuel 3 527,5t (hvf) |

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| 5289948<br>VWZ8<br>191973 | **RANA PRATAP**<br>ex Rana Partap-52<br>**Government of The Republic of India**<br>Calcutta India | **248**<br>—<br>— | ✠Classed LR until 8/56 | **1951**-4 Charles Hill & Sons Ltd.—Bristol (372)<br>27,74 9,17 3,830<br>25,30 *9,15 4,58<br>RW | **TS Tug** | T 6Cy. (2) 298 (2) 495 & (2) 851 x 559<br>Plenty & Son Ltd. Newbury<br>Fuel 61,0t (o.f.) 10kn |
| 5210222<br>HOR4<br>Q002-00630<br>Df Esd Rdr<br>RTm | **RANADA**<br>ex Santa Maria-87 ex Eleni-86<br>ex Giorgis K-79 ex Loch Carron-77<br>**West Forum S.A.**<br>Puerto Cortes Honduras | **683**<br>233<br>710 | (HR)<br>✠Classed LR until 2/4/80 | **1951**-4 Ardrossan Dockyard Ltd.—Ardrossan<br>(413)<br>61,88 10,37 3,080<br>57,92 10,34 3,74<br>P & B 35,1 F 21,1 1 dk<br>RW rf 152 | **M General Cargo**<br>4P<br>2 Ho 12,0 17,3 ER<br>G.1 587 B.1 461<br>2 Ha (4,8 × 3,8) (6,7 × 4,2) ER<br>2W Der 2(7) 2(5) | Polar<br>Oil 2SA 6Cy. 340 × 570<br>850bhp (625kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 40kW 220V d.c.<br>Fuel 53,0t (d.o.) 11kn |
| 6800880<br>9WJH<br>324775<br>Rt | **RANAU**<br>**Coastal Transport (Sandakan) Sendirian Berhad**<br>Labuan Malaysia | **256**<br>152<br>369 | ✠Classed LR until 8/73 | **1967**-10 Sharikat Perkapalan Kris Tanah Melayu Ltd.—Penang<br>42,60 9,00 1,842<br>41,84 8,72 2,60<br>1 dk<br>rf nil | **M Tank Barge**<br>Mchy.aft | Rolls Royce<br>2 Oil 4SA each 6Cy. 130 × 152 reverse reduction geared to sc. shaft<br>300bhp (221kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 1 × 5kW 110V 50Hz a.c. |
| 8026256<br>Esd Rdr RTv | **RANCHA-RANCHA**<br>**Government of Malaysia (Director of Marine - Sabah)**<br>Labuan Malaysia | **486**<br>312<br>282 | ✠**A1**<br>ferry<br>protected waters service,<br>Labuan to all ports within<br>Brunei Bay<br>✠**LMC**<br>EL C 137,5/16,0U2<br>FN 739 | **1983**-2 Sabah SB., Repairing & Eng. Sdn. Bhd. —Labuan (120)<br>56,01 13,70 1,701<br>45,01 13,40 3,00<br>1 dk<br>rf nil | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Bow door/ramp<br>L 5,20 W 5,23<br>2 Stern door/ramp<br>L 5,20 W 5,23<br>Lane Length 49 Cargo Width 4,50<br>Clear height 6,05<br>Cars 20 Lorries 4<br>Mchy.aft | Deutz SBA8M816<br>2 Oil 4SA each 8Cy. 142 × 160 with clutches, flexible couplings & dr geared to sc. shafts<br>964bhp (709kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 59,0t (d.o.)-2,5pd 9,25kn |
| 7006625<br>EVPG<br>M-30386<br>Df Esd Gc<br>Pfd Rdr Rt | **RAND-1**<br>**Zapryba**<br>(Pyarnu) (U.S.S.R.) | **1 058**<br>401<br>603 | RS | **1970** VEB Mathias-Thesen-Werft—Wismar (154)<br>65,69 11,10 3,631<br>59,82 11,09 5,36<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 150<br>2 Ha (each 1,9 × 1,9) ER<br>Cr 2(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 272kW 1 × 192kW 380V a.c.<br>10,75kn |
| 7014139<br>EVPH<br>M-30392<br>Df Esd Gc<br>Pfd Rdr Rt | **RAND-2**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | **1 058**<br>401<br>603 | RS | **1970** VEB Mathias-Thesen-Werft—Wismar (155)<br>65,69 11,10 3,631<br>59,82 11,09 5,36<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 150<br>2 Ha (each 1,9 × 1,9) ER<br>Cr 2(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 272kW 1 × 192kW 380V a.c.<br>11,25kn |
| 7023685<br>EVPI<br>M-30396<br>Df Esd Gc<br>Pfd Rdr Rt | **RAND-3**<br>**Zapryba**<br>(Pyarnu) (U.S.S.R.) | **1 058**<br>401<br>603 | RS | **1970** VEB Mathias-Thesen-Werft—Wismar (156)<br>65,69 11,10 3,631<br>59,82 11,09 5,36<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 150<br>2 Ha (each 1,9 × 1,9) ER<br>Cr 1(2) 1(1) | Halberstadt<br>Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>Halberstadt Halberstadt<br>Gen 2 × 272kW 1 × 192kW 380V a.c.<br>11,25kn |
| 7023702<br>EVPK<br>M-30976<br>Df Esd Gc<br>Pfd Rdr Rt | **RAND-4**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | **1 058**<br>401<br>603 | RS | **1970** VEB Mathias-Thesen-Werft—Wismar (158)<br>65,69 11,10 3,631<br>59,82 11,09 5,36<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 150<br>2 Ha (each 1,9 × 1,9) ER<br>Cr 1(2) 1(1) | Halberstadt<br>Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>Halberstadt Halberstadt<br>Gen 2 × 272kW 1 × 192kW 380V a.c.<br>10,75kn |
| 8327351<br>J8GK<br>2141<br>Rt | **RANDA**<br>ex Biturik I-87<br>**Randa Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines | **344**<br>129<br>450 | BV | **1982** ..............France<br>49,20 2,001<br>48,67 10,00 2,75<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Baudouin 12P15.2SR<br>2 Vee Oil 4SA each 12Cy. 150 × 150<br>860bhp (633kW)<br>Soc. des Moteurs Baudouin Marseille<br>8,75kn |
| 5289974<br>EAVY<br>7003<br>Df Esd Gc<br>Rt | **RANDE**<br>**Jose Sibon Pantoja**<br>Cadiz Spain | **187**<br>76<br>— | (BV)<br>Classed LR until 1/54 | **1948** Hijos de J. Barreras S.A.—Vigo (617)<br>33,66 6,05 3,195<br>6,00 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 0,9) | Werkspoor<br>Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel (d.o.) 11kn |
| 8309933<br>LNEN<br>19986<br>Df Esd Gc<br>Pfd RdrRTm | **RANDFONN**<br>**A/S Ra IV**<br>Sigval Bergesen<br>Stavanger Norway | *2 019*<br>*618*<br>2 250 | NV | **1984** Batservice Verft A/S—Mandal (667)<br>67,85 6,401<br>61,30 15,61 7,47<br>1 dk | **TD-E Tug/Supply Ship**<br>Deck Cargo Anchor-handling Pollution Control 5cbn 12bth P<br>Ice strengthened | Alpha<br>4 Vee Oil 4SA each 12Cy. 280 × 320 driving 2 gen. each 2 180kW 440V a.c. connected to 2 elec. motors & dr geared to sc. shafts<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 280kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 1 aft<br>Fuel 889,0t (d.o.) |
| 8707393 | **RANDHI 19**<br>**State Trading Organization**<br>Male Maldives | **91**<br>27<br>61 | ✠**100A1**<br>Maldive Islands coastal service<br>**LMC**<br>**Lloyd's RMC**<br>EL 225,0/14,0U2(a)<br>FN 175 | **1988**-4 Colombo Dockyard (Pte) Ltd.—Colombo (78)<br>22,59 1,918<br>20,20 6,32 2,32<br>F 2,5 1 dk<br>rf - | **M Fish Carrier**<br>Refrigerated Cargo<br>Mchy.aft | Yanmar 6HAL-HTE<br>Oil 4SA 6Cy. 130 × 150 with clutches & sr reverse geared to sc. shaft<br>240bhp (177kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 1 × 69kW 1 × 32kW 400V 50Hz a.c. |
| 8707408 | **RANDHI 20**<br>**State Trading Organization**<br>Male Maldives | **91**<br>27<br>61 | ✠**100A1**<br>Maldive Islands coastal service<br>**LMC**<br>**Lloyd's RMC**<br>EL 225,0/14,0U2(a)<br>FN 178 | **1988**-4 Colombo Dockyard (Pte) Ltd.—Colombo (79)<br>22,59 1,918<br>20,17 6,48 2,32<br>F 2,5 1 dk<br>rf - | **M Fish Carrier**<br>Refrigerated Cargo<br>Mchy.aft | Yanmar 6HAL-HTE<br>Oil 4SA 6Cy. 130 × 150 with clutches & sr reverse geared to sc. shaft<br>240bhp (177kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 1 × 69kW 1 × 32kW 400V 50Hz a.c. |
| 8707410 | **RANDHI 21**<br>**State Trading Organization**<br>Male Maldives | **91**<br>27<br>61 | ✠**100A1**<br>Maldive Islands coastal service<br>**LMC**<br>**Lloyd's RMC**<br>EL 225,0/14,0U2(a)<br>FN 178 | **1988**-4 Colombo Dockyard (Pte) Ltd.—Colombo (80)<br>22,59 1,918<br>20,15 6,49 2,32<br>F 2,5 1 dk | **M Fish Carrier**<br>Refrigerated Cargo<br>Mchy.aft | Yanmar 6HAL-HTE<br>Oil 4SA 6Cy. 130 × 150 with clutches & sr reverse geared to sc. shaft<br>240bhp (177kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 1 × 69kW 1 × 32kW 400V 50Hz a.c. |
| 8707422 | **RANDHI 22**<br>**State Trading Organization**<br>Male Maldives | **91**<br>27<br>61 | ✠**100A1**<br>Maldive Islands coastal service<br>**LMC**<br>**Lloyd's RMC**<br>EL 225,0/14,0U2(a)<br>FN 178 | **1988**-4 Colombo Dockyard (Pte) Ltd.—Colombo (81)<br>22,59 1,918<br>20,15 6,48 2,32<br>F 2,5 1 dk | **M Fish Carrier**<br>Refrigerated Cargo<br>Mchy.aft | Yanmar 6HAL-HTE<br>Oil 4SA 6Cy. 130 × 150 with clutches & sr reverse geared to sc. shaft<br>240bhp (177kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 1 × 69kW 1 × 32kW 400V 50Hz a.c. |
| 8911437<br>SBWN<br>Gc Pfd Rdr<br>Rt | **RANDI**<br>**Foto Einsten**<br>Foto Sweden | *211*<br>*63*<br>— | | **1990** Smogens Plat & Svetsindustri AB—Smogen (45)<br>23,77 7,67<br>... ... ... | **M Fishing**<br>Stern-fishing | Caterpillar 3512TA<br>Vee Oil 4SA 12Cy. 170 × 190 geared to sc. shaft<br>Caterpillar Inc. Peoria, Illinois |

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| **7922609**<br>6<br>Esd Rdr Rt | **RANG**<br>**Government of The Kingdom of Thailand (The Royal Thai Navy)**<br>Bangkok Thailand | **275**<br>70<br>119 | ✠Classed LR until 18/6/82 | **1981**-3 Singmarine Shipyard (Pte.) Ltd.—Singapore (026)<br>33,02 9,33 3,911<br>29,95 9,01 4,60<br>F 13,5 1 dk<br>rf - | **M Tug** | MWM<br>Vee Oil 4SA 12Cy. 230 × 270 reverse<br>geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 99kW 1 × 35kW 440V 60Hz |
| **8012700**<br>*S2YC*<br>384891<br>Rt | **RANGABALI**<br>**Bangladesh Parjatan Corp.**<br>Chittagong Bangladesh | **446**<br>195<br>188 | ✠**100A1** SS 8/90<br>Bangladesh coasting service<br>✠**LMC**<br>EL (H) 302,5/22,0U2<br>FN 458<br>**STRANDED 4/91 — CLASS SUSPENDED** | **1981**-10 Carl B. Hoffmanns Maskinfabrik—Esbjerg (39)<br>41,23 9,68 1,609<br>37,22 9,40 2,90<br>F 10,7 1 dk<br>rf nil | **TM Ferry/General Cargo**<br>200dk P<br>1 Ho ER<br>G.298<br>1 Ha (stl) ER | Deutz<br>2 Oil 4SA each 8Cy. 142 × 160 with clu<br>flexible couplings & sr reverse geare<br>shafts<br>892bhp (656kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 48kW 220V 50Hz a.c.<br>Fuel 34,5t (d.o.) |
| **8118023**<br>*WRB4619*<br>651195<br>Df Esd Gc<br>Pfd Rdr RTv | **RANGE ROVER**<br>ex Louise Pelham-89<br>**Government of The United States of America (Department of Transportation - Maritime Administration) (MarAd)**<br>Norfolk, Va United States of America<br>SatCom: 1507611/ROWE | **298**<br>202<br>1 200 | AB | **1982** McDermott Shipyard—New Iberia, La (148)<br>3,728<br>50,32 12,20 4,27<br>F 16,8 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>reduction geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 135kW<br>Thw. thrust propeller fwd |
| **7390571**<br>*KCBG*<br>573810<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RANGER**<br>ex Zapata Ranger-81<br>**Omi Rover Transport Inc.**<br>Ocean Carriers Inc.<br>Wilmington, De United States of America<br>SatCom: 1501620/RNGR | **21 572**<br>16 498<br>35 663<br>T/cm<br>47,3 | AB | **1976** Todd Shipyards Corp.—San Pedro, Ca (105)<br>216,80 25,61 10,002<br>208,67 25,60 13,87<br>F 19,6 1 dk<br>rf nil Bow/CM 109 Diam. 0,254 MH 1,2 | **TM Tanker**<br>27 Ta ER<br>L.(oil) 48 987 HeCls. BC<br>4 Cargo pumps total 4 000T/hr | Pielstick<br>2 Vee Oil 4SA each 14Cy. 400 × 460<br>geared to sc. shafts<br>14 000bhp (10 298kW)<br>Colt Industries Fairbanks Morse Engine Division<br>Gen 2 × 670kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 345,5t (d.o.) 2 794,0t (hvf)-40,5pd |
| **7341972**<br>*P3OZ3*<br>709062<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **RANGER**<br>ex Natalia-91 ex Puggi-90<br>ex Lily Village-87 ex Upwey Grange-82<br>**Observer Shipping Co. Ltd.**<br>Target Marine S.A.<br>Limassol Cyprus | **14 733**<br>11 062<br>26 600<br>T/cm<br>34,8 | NK (HR)<br>✠Classed LR until 13/8/82 | **1976**-5 Austin & Pickersgill Ltd.—Southwick, Sunderland (902)<br>183,00 22,84 10,470<br>170,81 22,70 14,35<br>F 14,7 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 13,4 21,1 22,4 9,6 23,0 11,2 21,5 ER<br>G.35 304 B.32 728<br>7 Ha (stl) (7,0 13,5 13,5 7,1 13,5 7,1 13,5 × 12,0) ER<br>Der 14(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 282kW (9 900bhp)<br>G. Clark & N.E.M. Ltd.<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 235,5t (d.o.) 1 491,5t (hvf) |
| **7348310**<br>*LAQM2*<br>N-00514<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RANGER**<br>ex Star Ranger-91 ex Marinos K-91<br>ex Theofano-88 ex Tasmania-85<br>ex Delphic Wasa-79<br>**Ranger K/S**<br>Univan Ship Management Ltd.<br>Bergen Norway (NIS) | **14 083**<br>9 173<br>23 151<br>T/cm<br>35,2 | NV (GL) | **1977** VEB Mathias-Thesen-Werft—Wismar (108)<br>176,61 22,92 10,110<br>167,42 22,86 14,03<br>P 30,5 F 12,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.29 750 B.29 400<br>10 Ha (stl) (8,2p&s × 6,7) (21,7p&s 21,7p&s 21,7p&s 21,7p&s × 8,8) ER<br>Cr 4(25) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 640kW 1 × 136kW 450V 60Hz<br>Thw. thrust propeller fwd<br>Fuel 1 392,0t-35,5pd |
| **5316258**<br>281297<br>Esd Rt | **RANGER**<br>ex Sea Ranger<br>**Gulf Protein Inc.**<br>New Orleans, La United States of America | **229**<br>176<br>— | | **1960** Gibbs Corp.—Jacksonville, Fl<br>45,73 8,54 2,439<br>... ... ...<br>1 dk | **TM Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 550bhp (1 140kW)<br>Caterpillar Tractor Co. |
| **7505994**<br>*WYP7786*<br>571909<br>Df Esd Gc<br>Pfd Rdr Rt | **RANGER**<br>**San Diego Transportation Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **199**<br>135<br>— | AB | **1976** McDermott Shipyard—Morgan City, La (216)<br>41,46 11,16 5,163<br>39,22 11,13 5,80<br>1 dk<br>BK 51 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 20Cy. 230 × 254<br>reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div<br>Gen 2 × 90kW a.c.<br>Fuel 782,5t (d.o.) |
| **8320274**<br>646676 | **RANGER**<br>**R & R Fishing Corp.**<br>New York, NY United States of America | **198**<br>134<br>— | | **1982** Goudy & Stevens,—East Boothbay, Me (8)<br>36,43<br>34,14 8,54 4,73<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd<br>1 Ho<br>In.241<br>2 Ha (stl) | Caterpillar<br>Vee Oil 4SA 16Cy. 159 × 203 with clutch<br>reverse geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. |
| **7042813**<br>*WX8700*<br>508340<br>Esd Gc Pfd<br>Rdr RTv | **RANGER**<br>**Maritrans Operating Partners L.P.**<br>Wilmington, De United States of America | **195**<br>132<br>— | | **1967** Main Iron Works Inc.—Houma, La (183)<br>30,64 8,16 3,791<br>27,89 7,32 4,22<br>1 dk<br>rf 102 | **TM Tug** | Caterpillar<br>2 Oil 4SA each 12Cy. 159 × 203 sr ge<br>shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 40kW 440V 60Hz a.c. |
| **7051606**<br>*WTY8618*<br>249514<br>Df Esd Gc<br>Rdr Rt | **RANGER**<br>ex Beluga ex BSP 1930<br>**Ranger Inc.**<br>Juneau, Ak United States of America | **164**<br>132<br>— | | **1944** Maritime Shipyards—Seattle, Wa<br>*25,03* 8,11<br>2,65 | **Wood M Fishing** | Oil<br>230bhp (169kW)<br>.............<br>Fuel (d.o.) |
| **7603992**<br>*WYU8589*<br>556540 | **RANGER**<br>ex Plata Cruz<br>**Barrera Garza Shrimp Trawlers Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1974** Marine Mart Inc.—Port Isabel, Tx<br>*19,69*<br>6,13 3,46<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **7738864**<br>*WA4963*<br>251090 | **RANGER**<br>ex Ranger Of Wladmor ex Ranger<br>ex Fireball II<br>**Camp & Cruise Inc.**<br>Tampa, Fl United States of America | **100**<br>68<br>— | | **1944** .............St. Joseph, Mi<br>*24,79* 6,18<br>2,95<br>1 dk | **Wood M Fishing** | Oil |
| **7125627**<br>*HP5409*<br>19326-HK<br>Rdr RTv | **RANGER I**<br>ex Heung Kong-89 ex Taikoo King-72<br>**Pacific Offshore S.A.**<br>Panama Panama | **220**<br>0<br>— | BV | **1969** Matsuura Tekko Zosen—Higashino<br>32,03 9,05 3,001<br>28,50 9,00 3,92<br>1 dk<br>rf 229 | **TM Tug**<br>1 Ha (1,5 × 1,2) | Niigata<br>2 Oil 4SA each 6Cy. 310 × 380<br>Niigata Eng. Co. Ltd.<br>2 Controllable pitch propellers<br>Fuel 64,0t (d.o.) |
| **7009342**<br>*H3XA*<br>5558-PEXT | **RANGER II**<br>ex Ranger-75 ex Eastern Isle-73<br>ex Ranger-69<br>**Mil-Mar International S.A.**<br>Panama Panama | **185**<br>125<br>— | | **1955** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*32,19* 6,76<br>... ... ...<br>1 dk | **TM General Cargo** | General Motors<br>2 Oil 2SA each 6Cy. 127 × 142<br>600bhp (441kW)<br>General Motors Corp. |
| **7618234**<br>277361<br>Df Esd Gc<br>Rdr Rt | **RANGER III**<br>**National Park Service**<br>Norfolk, Va United States of America | **648**<br>319<br>169 | AB | **1958** Christy Corp.—Sturgeon Bay, Wi (385)<br>10,37 3,201<br>45,78 10,32 4,63<br>F 15,9 1 dk<br>rf 610 | **TM General Cargo**<br>1 Ho 12,1<br>1 Ha (stl) (6,1 × 3,0)<br>Cr 1(4,5) | 2 Oil 2SA each 6Cy. 267 × 406<br>1 228bhp (903kW)<br>Kahlenberg Bros. Co.<br>Gen 1 × 60kW a.c. 1 × 55kW a.c.<br>2 Controllable pitch propellers<br>Fuel 34,5t (d.o.) |

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|---|---|---|---|---|---|---|
| 7344821<br>191860<br>Esd Rdr Rt | **RANGI**<br>**Port Otago Ltd.**<br>Dunedin New Zealand | **205**<br>—<br>— | AB | **1974** Otago Harbour Board—Dunedin (6)<br>28,73 9,73 3,569<br>26,95 9,38 4,04<br>1 dk | **TM Tug** | Blackstone ESL8MK2<br>2 Oil 4SA each 8Cy. 222 × 292<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 72kW a.c.<br>2 Directional propellers<br>Fuel 26,5t (d.o.) 12kn |
| 5290155<br>Rt | **RANGINUI** | **158**<br>53<br>— | ✱Classed BC until 6/38 | **1936** Scott & Sons—Bowling (335)<br>*32,53* 6,89<br>... ...<br>1 dk<br>R conv General Cargo 77 | **TM Salvage Ship**<br>Mchy.aft | General Motors<br>Vee Oil 2SA 6Cy. 108 × 127<br>405bhp (298kW) NE 62<br>General Motors Corp. Detroit, Mi |
| 7922257<br>LNH<br>19445<br>Esd Gc Pfd<br>Rdr Rt | **RANGOY**<br>**Tromvik Havfiskeselskap Rangoy A/S**<br>Tromso Norway | **245**<br>98<br>— | | **1979** Solstrand Slip & Batbyggeri A/S —Tomrefjord (28)<br>27,28 7,62 3,899<br>23,96 7,61 6,25<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar D379SCAC<br>Oil 4SA 8Cy. 159 × 203 reduction geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Controllable pitch propeller |
| 6727363<br>LMMR<br>16891<br>Df Esd Rdr<br>RTm | **RANI**<br>ex Martin Ronning-76 ex Kjonno-76<br>Bergen Norway | **182**<br>111<br>330 | (NV) | **1967** Scheeps. "Voorwaarts"—Martenshoek (195)<br>32,62 7,01 2,826<br>29,52 7,00 3,10<br>1 dk<br>rf 246 | **M General Cargo**<br>1 Ho 19,2 ER<br>G.374 B.354<br>1 Ha (stl) (13,1 × 4,2) ER<br>1W Der 1(3) | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>325bhp (239kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 3kW 24V d.c.<br>Fuel 12,0t (d.o.)-1,5pd 9,5kn |
| 8217661<br>VWZY<br>C-67<br>Df Esd Gc<br>Pfd Rdr Rt | **RANI JINDAN**<br>**Government of The Republic of India (Coast Guard)**<br>Delhi India | *273*<br>*82*<br>— | (AB) | **1983** Sumidagawa Zosen K.K.—Tokyo (N57-15)<br>44,00 7,42 1,501<br>40,80 7,41 3,51<br>1 dk<br>rf 1499 | **TM Search & Rescue Ship** | M.T.U. 12V538TB82<br>2 Vee Oil 4SA each 12Cy. 185 × 200 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>4 030bhp (2 964kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 104kW<br>25kn |
| 7521687<br>ATSR<br>1782<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RANI PADMINI**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **42 010**<br>31 181<br>76 384<br>T/cm<br>70,8 | **✠100A1** SS 10/90<br>strengthened for ore cargoes<br>Nos. 2, 4, 6 & 8 holds may be empty (cc)<br>**✠LMC**<br>EL O† 660,0/78,0U3<br>FN 12063<br>IRS | **1981**-7 Cochin Shipyard Ltd.—Cochin (001)<br>245,37 32,26 13,820<br>236,71 32,21 18,75<br>F 18,6 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 19,1 21,4 18,8 22,4 18,8 22,4 18,8 22,4 18,8 ER<br>G.87 654 B.84 993<br>9 Ha (stl) (12,3 14,3 11,2 15,0 11,2 15,0 11,2 15,0 11,2 × 15,1) ER | B&W 6K90GF<br>Oil 2SA 6Cy. 900 × 1800<br>20 500bhp (15 079kW)<br>Harland and Wolff Ltd. Belfast<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 712kW 440V 60Hz a.c.<br>Fuel 324,0t (d.o.) 3 808,5t (hvf) |
| 6813203<br>9H3154<br>2283<br>Df Esd Gc<br>Rdr Rt | **RANIA**<br>ex Kythira-89 ex Lilymare-86<br>ex Maria Zakelina S.-83 ex Benimar-77<br>**Southwind Shipping Ltd.**<br>Valletta Malta | T.Mk<br>**1 599**<br>944<br>2 898 | HR (BV)<br>✠Classed LR until 10/6/86 | **1968**-8 S.A. Juliana Const. Gijonesa—Gijon (171)<br>80,75 (BB) 12,63 5,779<br>73,51 12,59 6,86<br>P 14,4 F 10,1 2 dks<br>RW rf nil | **M General Cargo**<br>2 Ho each 26,2 ER 2 TwD<br>G.3 570 B.3 379<br>2 Ha (stl) (16,7 18,6 × 6,0) ER<br>Cr 4(3) | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 152kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>16kn |
| 6609585<br>SJKD<br>Df Esd Gc<br>Pfd Rdr Rt | **RANIA**<br>ex Bergon-82 ex Palmon-80<br>ex Bergon-79 ex Barken-75<br>**Rederi Ab Lema**<br>Erik Thun A/B<br>Kalmar Sweden | T.Mk<br>**709**<br>349<br>1 424<br>**1 493**<br>974<br>1 860 | GL | **1966** Kroegerwerft G.m.b.H.—Rendsburg (1329)<br>74,68 11,33 3,950/5,004<br>68,41 11,31 6,61<br>F 5,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 353 B.3 049<br>3 Ha (stl) (each 13,1 × 8,3) ER<br>Der 3(5) | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>12,5kn |
| 5150147<br>HOFD6<br>Df Esd Rdr<br>RTm/h | **RANIA K**<br>ex Minia-89 ex Virginia-83<br>ex Evgenia K-80 ex Hibiscus-78<br>**Marinos Anthousis**<br>Puerto Cortes Honduras | **1 152**<br>724 | **✠100A1**<br>**✠LMC**<br>EL L $1\frac{7}{16}$"<br>FN 1215 | **1959**-6 Noord Nederlandse Scheepswerven N.V. —Groningen (294)<br>80,32 11,46 4,066<br>74,30 10,25 6,10<br>F 10,4 1 dk, 2nd dk at side<br>rf 127 DK fwd len 70<br>conv General Cargo 70 | **M Container Ship**<br>Fixed-guides<br>Mchy.aft<br>TEU 76 C.Ho 40/20' C.Dk 36/20' | Werkspoor<br>Oil 4SA 6Cy. 330 × 600<br>1 060bhp (780kW)<br>N.V. Werkspoor Amsterdam<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 2 × 75kW 1 × 35kW 220V d.c.<br>Fuel 133,0t (d.o.) 12kn |
| 7010377<br>XPTQ<br>D1691<br>Df Esd Pfd<br>Rdr Rt | **RANIN**<br>ex Hvilvtenni-85 ex Hvitanes-75<br>**P/F Ranin**<br>Ove Berg<br>Torshavn Faeroes (Danish) | T.Mk<br>**248**<br>112<br>— | (NV) | **1969** P/f Torshavnar Skipasmidja—Torshavn (14)<br>38,21 7,50 3,633<br>32,47 6,25 5,39<br>1 dk<br>rf 914 BK 152 | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>1 Ho ER<br>In.279<br>1 Ha (stl) (3,5 × 2,4) ER<br>1W Der 1(2) | MaK<br>Oil 4SA 6Cy. 240 × 410<br>1 000bhp (736kW) NE 78<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 72kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| 8218586<br>OW2312<br>D2808<br>Rdr Rt | **RANKIN**<br>**P/F Vordan**<br>Tvoroyri Faeroes (Danish) | **440**<br>197<br>— | NV | **1981** P/f Skala Skipasmidja—Skala (36)<br>46,00 (BB)<br>40,34 9,33 6,86<br>2 dks<br>rf 991 | **M Fishing**<br>Stern Trawler<br>Ice strengthened | Nohab F30.12V<br>Vee Oil 4SA 12Cy. 250 × 300 geared to sc. shaft<br>2 400bhp (1 765kW)<br>Nohab Diesel A/B Trollhattan<br>Gen 1 × 666kW 1 × 140kW 380V 50Hz a.c. |
| 8027200<br>SMTW<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **RANKKI**<br>ex Polar Scan-83<br>**Neste Sverige AB**<br>Neste Oy<br>Stockholm Sweden | *8 773*<br>*3 315*<br>11 538 | **✠100A1** CS 7/87<br>oil tanker<br>Ice Class 1A<br>**✠LMC** **UMS**<br>EL C† 550,0/52,0U3<br>FN 4127 | **1982**-7 Valmet Oy Helsingin Telakka—Vuosaari, Helsinki/Helsingfors (309)<br>140,80 21,24 7,301<br>132,82 21,21 9,86<br>P 29,0 F 17,1 1 dk<br>rf nil | **M Tanker**<br>Ice strengthened DB<br>8 Ta ER<br>L.(oil) 13 103 | MaK 6M601AK<br>Oil 4SA 6Cy. 580 × 600 with clutches, flexible couplings & sr geared to sc. shaft<br>6 001kW (8 158bhp)<br>Krupp MaK. Maschinenbau G.m.b.H. Kiel<br>2 AuxB (o.f.) 8,6kgf/cm² (8,5bar)<br>e(ex.g) 8,6kgf/cm² (8,5bar)<br>Gen 1 × 1900kW 3 × 400kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>Fuel 113,5t (d.o.) 542,0t (hvf) 15kn |
| 9034418<br>5ROV<br>Df Esd Gc<br>Rdr Rt | **RANTABE**<br>**Refrige Peche Establishment**<br>Tamatave Madagascar | **121**<br>55<br>— | | **1990** Chantiers Navals Vergoz—Concarneau<br>24,21 2,901<br>7,05 | **M Fishing**<br>Trawler Shrimp-trawl Ref<br>In.140 | Uniflow UD25L6M4<br>Oil 4SA 6Cy. 150 × 180 sr reverse geared to sc. shaft<br>294kW (400bhp)<br>S.A.C.M. Diesel Mulhouse |
| 7377610<br>YCRD<br>Df Esd Gc<br>Rdr Rt | **RANTAU/PERMINA 1007**<br>**Greenock Shipping Corp.**<br>P.N. Pertambangan Minyak Dan Gas Bumi Negara (PERTAMINA)<br>Jakarta Indonesia | **9 491**<br>5 886<br>13 068<br>T/cm<br>26,0 | **✠100A1** CS 6/89<br>oil tanker<br>**✠LMC**<br>EL A† $2\frac{3}{16}$"U2<br>FN 4283<br>KI | **1974**-7 Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1182)<br>144,51 (BB) 21,44 7,322<br>135,01 21,40 10,32<br>P 29,6 F 16,2 1 dk<br>rf nil Diam. 0,310 | **M Tanker**<br>20 Ta ER<br>4 Cargo pumps total 1 965T/hr | B&W 8K42EF<br>Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>WTAuxB (o.f.) 18kgf/cm² (17,7bar) hs219,3<br>e(ex.g) 21kgf/cm² (20,6bar)<br>Gen 2 × 492kW 450V 50Hz a.c. |
| 7335947<br>UMSA<br>M-12384<br>Df Esd Gc<br>Rdr Rt | **RANTSYEVO**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1973** .............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |

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|---|---|---|---|---|---|---|
| **7729019**<br>*C4QH*<br>P027<br>Df Esd Gc<br>Rdr RTm/h/v | **RANTUM**<br>ex Eider-88<br>**m.s. "Eider" Schiffahrts. G.m.b.H. & Co. K.G.**<br>Thien & Heyenga Bereederungs- und Befrachtungsgesellschaft m.b.H.<br>Limassol Cyprus | *3 370*<br>*1 581*<br>4 866 | GL | **1978** Husumer Schiffsw.—Husum (1440)<br>105,47 (BB) 14,25 6,152<br>97,47 14,22 8,62<br>F 7,7 1 dk<br>conv General Cargo 88 | **M Tanker**<br>Chemical<br>Ice strengthened<br>Mchy.aft<br>L.6 250<br>3 Cargo pumps total 900T/hr | Deutz<br>Oil 4SA 8Cy. 370 × 400 with flexible cou<br>sr geared to sc. shaft<br>2 207kW (3 000bhp)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 160kW 380/220V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **7936337**<br>*EGIS*<br>1420<br>Rdr Rt | **RAOS**<br>**Junta del Puerto de Santander**<br>Santander Spain | **490**<br>197<br>569 | ✠Classed LR until 1/34 | **1930**-12 N.V. Schps. & Mach. "De Klop"<br>—Sliedrecht<br>35,97 6,81 —<br>3,87 | **S Hopper Barge**<br>Bottom doors<br>Mchy.aft | T 3Cy. 356 560 & 921 x 600<br>N.V. Schps. & Mach. "De Klop" |
| **5290325**<br>*ZMGK*<br>132425 | **RAPAKI**<br>**Lyttelton Port Co. Ltd.**<br>Lyttelton New Zealand<br>See Register of Offshore Units | **762**<br>357<br>— | ✠ | **1926**-4 Fleming & Ferguson Ltd.—Paisley (485)<br>51,82 15,96 11,351<br>- 15,91<br>1 dk<br>R | **TS Crane Ship**<br>Mchy.aft<br>Cr 1(80) | C 4Cy. (2) 330 & (2) 660 x 381<br>300ihp (221kW)<br>Fleming & Ferguson Ltd.<br>Gen 1 × 4kW 110V a.c.<br>Fuel 146,5t (c) |
| **6706747**<br>*9HZR2*<br>2322<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **RAPAN**<br>ex Krapanj-89 ex Lyminge-75<br>**Rapan Maritime Co. Ltd.**<br>Mini Bulk Management<br>Valletta Malta | **4 419**<br>2 629<br>7 290 | **✠100A1** SS 8/88<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL U $1\frac{13}{16}$"U2<br>FN 2890<br>(JR) | **1967**-4 Caledon SB. & Eng. Co. Ltd.—Dundee (547)<br>123,81 16,59 7,100<br>114,53 16,46 8,77<br>P 29,3 F 14,7 1 dk<br>rf 152 | **M General Cargo**<br>4 Ho 21,2 19,2 19,2 19,2 ER<br>G.9 429 B.9 000<br>4 Ha (stl) (10,9 11,6 11,6 10,9 × 7,9) ER<br>8W Der 8(5) 2(1) | Polar<br>Oil 2SA 10Cy. 500 × 700<br>4 000bhp (2 942kW)<br>British Polar Engines Ltd.<br>db (o.f.) 100lbf/in² (6,9bar)<br>Gen 3 × 225kW 220V d.c.<br>Fuel 597,5t (d.o.) |
| **8038247**<br>M-37267<br>Df Esd Rdr<br>RTh | **RAPANA**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | **265**<br>70<br>74 | RS | **1982** .............U.S.S.R.<br>34,32 2,850<br>7,82 3,71<br>1 dk | **M Fishing**<br>Tuna | Oil<br>............. |
| **6605333**<br>*SW7486*<br>205<br>Esd Pfd Rdr<br>Rt | **RAPHAEL**<br>ex Durum-91 ex Arlil-76 ex Hude-72<br>**Raphael Naftiki Eteria**<br>Thessaloniki Greece | **497**<br>261<br>1 246 | RI (BV) (GL) | **1965** Elsflether Werft A.G.—Elsfleth/Weser (349)<br>69,42 11,13 3,722<br>62,41 11,00 6,00<br>B 10,7 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 44,9 ER<br>G.2 687 B.2 312<br>2 Ha (stl) (each 16,0 × 7,0) ER<br>4W Der 4(3) | MAN<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 35kW 220/380V a.c.<br>Fuel 70,0t (d.o.) |
| **7400651**<br>*ELFM4*<br>7939<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RAPIDE**<br>ex ScanDutch Italia-90<br>ex C. R. Kobe-87<br>ex Chevalier Valbelle-86<br>**Erna Navigation Ltd.**<br>Monrovia Liberia | **24 320**<br>14 958<br>25 377 | BV | **1977** Cons. Nav. & Ind. de la Mediterranee (CNIM)<br>—La Seyne (1413)<br>208,13 (BB) 10,391<br>192,01 30,51 18,22<br>B 25,3 F 36,3 1 dk | **S Container Ship**<br>Fixed-guides<br>5 Cell. Ho 14,7 29,1 29,1 29,1 29,1 ER<br>HeCls. B<br>TEU 1482<br>C.Ho 492/20' 207/40' C.Dk 576/20'(40') incl. 108 ref C.<br>9 Ha (stl) ER | 2 S Turb sr geared to sc. shaft<br>38 000shp (27 951kW)<br>Cons. Nav. & Ind. de la Mediterranee (C.N.I.M)<br>Gen 2 × 1300kW 1 × 750kW 440V 60<br>Fuel 6 184,5t (o.f.) 57,0t (d.o.)-198,0pd |
| **7124350** | **RAPIDE I**<br>ex Blakeley-90<br>**B.V.B.A. Scheepvaart Rapide en Machinebureel**<br>Antwerpen Belgium | **728**<br>363<br>1 229 | ✠LR class withdrawn-<br>Owners' request 10/90 | **1971**-11 Appledore Shipbuilders Ltd.—Appledore (A.S.85)<br>64,32 9,25 3,747<br>61,57 9,15 4,42<br>Ba 11,6 RFD 9,8 1 dk<br>rf 51 | **M Tanker**<br>10 Ta ER<br>HeCls. C | Blackstone<br>Oil 4SA 8Cy. 222 × 292 reverse reductio<br>to sc. shaft<br>800bhp (588kW)<br>Lister Blackstone Mirrlees Marine<br>Gen 2 × 23kW 380V 50Hz a.c. |
| Rdr Rt | | | | | | |
| **8615253**<br>*EHCR*<br>Rt | **RAPIDO DE ALGECIRAS**<br>ex Bahamian Princess-90<br>**Islena de Navegacion S.A. (ISNASA)**<br>Cadiz Spain | **399**<br>139<br>125 | (NV) | **1987** A/S Fjellstrand—Omastrand (1575)<br>1,550<br>36,50 9,45 3,99<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull<br>310dk P | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 185 ge<br>sc. shafts<br>3 892bhp (2 863kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 55kW 220V 50Hz a.c. |
| **7396381**<br>*EHFT*<br>Rdr Rt | **RAPIDO DE FORMENTERA**<br>ex Tranen-89 ex Sleipner-87<br>**Fletamentos de Baleares S.A.**<br>Algeciras Spain | **251**<br>149<br>— | NV | **1974** Westermoen Hydrofoil A/S—Mandal (37)<br>29,11 9,02<br>27,82 9,00 4,37<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull<br>180dk P | AGO<br>2 Vee Oil 4SA each 12Cy. 195 × 180<br>2 648kW (3 600bhp)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M<br>Gen 2 × 20kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **8107907**<br>*WRA5394*<br>642788<br>Df Esd Gc<br>Pfd Rdr Rt | **RAPIER SERVICE**<br>ex K Marine No. III-90<br>**Zapata Gulf Marine Operators Inc.**<br>Zapata Gulf Marine Corporation<br>New Orleans, La United States of America | **298**<br>202<br>1 200 | AB | **1981** McDermott Shipyard—New Iberia, La (142)<br>58,53 3,601<br>53,95 12,20 4,27<br>F 15,6 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 red<br>reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd |
| **7421124**<br>*UWRD*<br>M-30216<br>Df Esd Gc<br>Rdr Rt | **RAPLA**<br>**Estonian Shipping Co.**<br>(Tallinn) (U.S.S.R.) | **1 350**<br>611<br>2 039 | RS | **1974** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (2203)<br>77,91 11,54 5,211<br>69,83 11,46 5,64<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,4 14,6 14,1 ER<br>G.2 453 B.2 289<br>3 Ha (stl) (7,6 × 6,7) (9,2 9,2 × 8,6) ER<br>6W Der 1(12) 6(3-5) | Sulzer<br>Oil 2SA 6Cy. 360 × 600<br>1 500bhp (1 103kW)<br>"Zgoda" Zaklady Urzadzen Techniczn |
| **7388231**<br>*ELLF8*<br>8927<br>Df Esd Gc<br>Pfd RdrRTm | **RAPOCA**<br>ex Antonio Suardiaz-87<br>**Steel Hull Co. Ltd.**<br>Losinjska Plovidba OOUR Brodarstvo<br>Monrovia Liberia | *4 605*<br>*1 550*<br>4 243 | **100A1** CS 8/91<br>roll on — roll off cargo ship<br>**LMC**<br>EL U 467,5/52,0U1<br>FN 2292<br>(BV) (JR) | **1976** Enrique Lorenzo y Cia. S.A.—Vigo (378)<br>106,30 (BB) 18,00 6,200<br>96,50 17,50 6,25<br>P 11,6 B 11,9 2 dks<br>rf 593 DK | **M RoRo Cargo**<br>Stern door/ramp<br>1 Ho ER 1 TwD<br>B.9 450<br>1 Ha (stl) (11,5 × 12,9) ER | Werkspoor<br>Oil 4SA 6Cy. 410 × 470 dr geared to sc<br>4 413kW (6 000bhp)<br>Fabrica de San Carlos S.A.<br>Gen 3 × 200kW 1 × 20kW 380V 50H<br>Thw. thrust propeller fwd<br>Fuel 360,5t (d.o.)-27,5pd |
| **8519849**<br>*FHKR*<br>CC 683097<br>Rdr Rt | **RAPSODIE**<br>**Societe Anonyme Armement Nicot**<br>Concarneau France | *232*<br>*81*<br>171 | BV | **1987** Con. Mec. de Normandie—Cherbourg (1438/2)<br>34,55 8,11 3,980<br>31,40 7,90 6,51<br>1 dk | **Aluminium Alloy M Fishing**<br>Stern Trawler Ref<br>In.190 | MWM<br>Oil 4SA 6Cy. 230 × 320 with clutches<br>couplings & sr geared to sc. shaft<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Controllable pitch propeller |
| **7629207**<br>*VM2682*<br>355639<br>Rt | **RAPTIS PEARL**<br>**N.P.F. Trading Corp. Pty. Ltd.**<br>*Cairns, Queensland* Australia | **209**<br>175<br>— | (NV) | **1974** Adelaide Ship Cons. (a Div. of Adelaide SS Ind. Pty Ltd)—Adl<br>26,52<br>7,01 3,33<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 72kW 415V 50Hz a.c. |

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| 6407573<br>ZMOR<br>675087<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RAPUHIA**<br>ex Meteor-85<br>**Government of New Zealand (Department of Scientific & Industrial Research)**<br>Union Shipping New Zealand Ltd.<br>Wellington New Zealand | **2 615**<br>1 081<br>2 740 | GL | **1964** A.G. "Weser" Werk Seebeck—Bremerhaven (889)<br>82,12 13,42 5,147<br>76,15 6,32<br>B & F 66,2 2 dks | **D-E Research/Fishing**<br>Stern Trawler 26P<br>Cr 1(3) Der 1(12) | M.T.U. 8V396TC61<br>4 Vee Oil 4SA each 8Cy. 165 × 185 total 2 400bhp (1 765kW) driving 4 gen. each 420kW d.c. connected to 2 elec. motors each of 1 000shp (736kW) (CC) & sr geared to sc. shaft<br>NE 77<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen<br>Gen 1 × 112kW 1 × 30kW 220/380V 50Hz a.c.<br>2 Thw. thrust propellers fwd<br>Fuel (d.o.) 14kn |
| 7510341<br>4XLO<br>MS238<br>Df Esd Gc<br>Rdr RTv | **RAQEFET**<br>**Zim Israel Navigation Company Ltd.**<br>Haifa Israel<br>SatCom: 1653107/ZXLO | *7 723*<br>*4 684*<br>9 404 | **✠100A1** SS 5/88<br>container ship<br>Ice Class 2 at a draught not exceeding 6.79 metres<br>**✠LMC**<br>EL (B†) 605,0/56,0U2<br>FN 3913 | **1979**-6 Israel Shipyards Ltd.—Haifa (1041)<br>144,81 (BB) 19,56 7,829<br>131,78 19,50 10,19<br>P 26,3 F 23,2 2 dks<br>len 85 | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho ER<br>TEU 578 C. 578/20' incl. 37 ref C.<br>13 Ha (stl) ER | Sulzer 12ZV40/48<br>Vee Oil 4SA 12Cy. 400 × 480 sr geared to sc. shaft<br>8 700bhp (6 399kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 3 × 288kW 450V 60Hz a.c. |
| 8802727<br>YQPN<br>Df Esd Gc<br>Pfd Rdr Rt | **RARAU**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **3 466**<br>1 415<br>2 118 | RNR | **1987** Santierul Naval Braila—Braila<br>101,84 5,600<br>91,75 15,20 9,70<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref | S.K.L. 8ZD72/48AL-1<br>Oil 4SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 1 × 960kW 2 × 560kW 2 × 480kW 1 × 120kW 390V 50Hz a.c. |
| 7315612<br>FWVS<br>Df Esd Gc<br>Rdr RTm/v | **RAROMATAI-FERRY**<br>ex Nordlicht-85<br>**Mai Compagnie Maritime Raromatai Nui**<br>Papeete French Polynesia | T.Mk<br>**999**<br>426<br>511 | BV (GL) | **1973** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (663)<br>68,51 (BB) 12,04 3,102<br>60,03 12,02 7,09<br>2 dks | **TM RoRo Cargo/Ferry** 650dk P<br>Side door (s) Stern door/ramp Ice strengthened | Alpha 12V23HU<br>2 Vee Oil 4SA each 12Cy. 225 × 300 reduction geared to sc. shafts<br>2 206kW (2 999bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 220kW 1 × 136kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 119,5t (d.o.)-12,0pd 16,5kn |
| 8002444<br>9KKG<br>KT1518<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RAS AL ZOUR**<br>ex Neston-88 ex Ras al Zour-87<br>**Kuwait Oil Tanker Co. S.A.K.**<br>Kuwait Kuwait<br>SatCom: 1730141/ZOUR | *16 595*<br>*11 053*<br>27 401<br>T/cm<br>35,5 | NV<br>✠Classed LR until 8/3/89 | **1982**-5 China SB. Corp. (Keelung Division) —Keelung (196)<br>170,69 (BB) 11,097<br>160,00 24,81 14,51<br>P 35,1 F 17,1 1 dk<br>rf nil Bow/CM 80 Diam. 0,310 MH 2,1 | **M Tanker**<br>COW IGS SBT<br>7 Ta 14 Wing Ta ER 2 Ta<br>L.(oil) 35 585 HeCls. C<br>4 Cargo pumps total 4 000T/hr | B&W 7L67GFCA<br>Oil 2SA 7Cy. 670 × 1700<br>9 930kW (13 500bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 720kW 1 × 672kW 440V 60Hz a.c.<br>Fuel 174,5t (d.o.) 1 974,0t (hvf)-34,0pd 15,5kn |
| 7023958<br>SURW<br>Df Esd Gc<br>Rdr RTm/v | **RAS EL KHAIMA**<br>ex King Khaled-78 ex Cotignac-77<br>ex Cassis-73 ex Cotignac-71<br>**Alexandria Shipping & Navigation Co.**<br>Alexandria Egypt | T.Mk<br>**499**<br>272<br>1 046 | (BV)<br>Classed LR until 70 | **1970** Buesumer Werft G.m.b.H.—Buesum (234)<br>76,41 13,42 4,172<br>68,00 13,20 9,89<br>F 8,0 2 dks, pt 3rd dk<br>rf 889 | **M RoRo Cargo/General Cargo**<br>Stern door/ramp 2 side doors/ramps (s)<br>1 Ho 45,4 ER 1 TwD<br>G.4 938 B.4 511<br>2 Ha (stl) (9,3 13,9 × 5,4) ER | MAN<br>Vee Oil 4SA 16Cy. 220 × 300 reduction geared to sc. shaft<br>2 300bhp (1 692kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 130kW 1 × 110kW 1 × 96kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Bow jet pump<br>Fuel 149,5t (d.o.) 14,5kn |
| 7820552<br>Df Esd Rdr Rt | **RAS HELAL**<br>**National Fishing & Marketing Co.**<br>Tripoli Libya | **129**<br>33<br>— | ✠Classed LR until 10/6/87 | **1980**-10 Khalkis Shipyard S.A.—Khalkis (922)<br>24,52 (BB) 7,01 2,501<br>19,56 7,00 3,51<br>F 11,3 1 dk<br>rf 495 | **M Fishing**<br>Stern Trawler Ref | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 21,5t (d.o.) |
| 7332581<br>Esd Rdr Rt | **RAS JEDIR**<br>**Societe Libyo-Tunisienne de Peche**<br>Tripoli Libya | **114**<br>47<br>71 | (BV) | **1973** Cant. Navalmeccanico di Senigallia S.p.A. —Senigallia (28)<br>26,95 6,00 2,591<br>5,80 3,00<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>350bhp (257kW)<br>Kloeckner Humboldt Deutz Koeln<br>11,5kn |
| 7380605<br>5ALD<br>153<br>Df Esd Gc<br>Pfd Rdr RTv | **RAS LANUF**<br>**General National Maritime Transport Co.**<br>Tripoli Libya | **47 892**<br>32 367<br>88 331<br>T/cm<br>77,2 | **✠100A1** SS 8/88<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL R† 3¾"U2<br>FN 12654 | **1974**-6 Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (913)<br>230,03 (BB) 38,05 14,618<br>220,02 38,00 19,51<br>F 17,7 1 dk<br>rf 25 Bow/CM 113 Diam. 0,460 MH 1,5 | **M Tanker**<br>CBT COW(LR) IGS(LR)<br>4 Ta 8 Wing Ta ER<br>L.(oil) 104 837<br>3 Cargo pumps total 7 641T/hr | Sulzer 7RND90<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>2 WTAuxB (o.f.) 16,5kgf/cm² (16,2bar) hs524,9 e(ex.g) 20kgf/cm² (19,7bar)<br>Gen 3 × 580kW 450V 60Hz a.c.<br>Fuel 209,5t (d.o.) 2 547,0t (hvf) 15kn |
| 8500317 | **RAS LANUF I**<br>**Ras Lanuf Gas & Oil Processing Co.**<br>Ras Lanuf Libya | **34**<br>10<br>4 | **✠100A1**<br>tug<br>extended protected waters service from the port of Ras Lanuf<br>**LMC**<br>EL 200,0/13,0U2<br>FN 105 | **1988**-10 Constructie & Scheepsbouw van Santen B.V.—Sliedrecht ((3446))<br>16,55 5,10 1,956<br>14,20 4,81 2,32<br>1 dk<br>rf - | **TM Tug**<br>Mchy.aft | General Motors 12V-71-N<br>2 Vee Oil 2SA each 12Cy. 108 × 127 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 1 × 12kW 380V 50Hz a.c. |
| 8500329 | **RAS LANUF II**<br>**Ras Lanuf Gas & Oil Processing Co.**<br>Ras Lanuf Libya | **34**<br>10<br>5 | **✠100A1**<br>tug<br>extended protected waters service from the port of Ras Lanuf<br>**LMC**<br>EL 200,0/13,0U2<br>FN 105 | **1988**-10 Constructie & Scheepsbouw van Santen B.V.—Sliedrecht ((3447))<br>16,55 5,10 1,956<br>14,40 4,81 2,32<br>1 dk<br>rf - | **TM Tug**<br>Mchy.aft | General Motors 12V-71-N<br>2 Vee Oil 2SA each 12Cy. 108 × 127 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 1 × 12kW 380V 50Hz a.c. |
| 8815750 | **RAS LANUF III**<br>**Ras Lanuf Gas & Oil Processing Co.**<br>Ras Lanuf Libya | *11*<br>*3*<br>17 | **✠100A1**<br>tug<br>extended protected waters service from the port of Ras Lanuf<br>**LMC**<br>EL 9,0/10,0U2<br>FN 59 | **1988**-10 Scheeps. Damen B.V.—Gorinchem (2224)<br>11,20 3,88 1,700<br>10,68 3,51 2,00<br>1 dk | **M Tug** | General Motors 6-71-N<br>Oil 2SA 6Cy. 108 × 127 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 1 × 1,5kW 24V d.c. |
| 8815762 | **RAS LANUF IV**<br>**Ras Lanuf Gas & Oil Processing Co.**<br>Ras Lanuf Libya | *11*<br>*3*<br>18 | **✠100A1**<br>tug<br>extended protected waters service from the port of Ras Lanuf<br>**LMC**<br>EL 9,0/10,0U2<br>FN 59 | **1988**-10 Scheeps. Damen B.V.—Gorinchem (2225)<br>11,20 3,58 1,700<br>10,68 3,47 2,00<br>1 dk<br>rf 420 | **M Tug** | General Motors 6-71-N<br>Oil 2SA 6Cy. 108 × 127 with clutches, flexible couplings & sr reverse geared to sc shaft<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 1 × 1,5kW 24V d.c. |
| 8815774 | **RAS LANUF V**<br>**Ras Lanuf Gas & Oil Processing Co.**<br>Ras Lanuf Libya | *11*<br>*3*<br>17 | **✠100A1**<br>tug<br>extended protected waters service from the port of Ras Lanuf<br>**LMC**<br>EL 9,0/10,0U2<br>FN 59 | **1988**-10 Scheeps. Damen B.V.—Gorinchem (2226)<br>11,20 3,88 1,700<br>10,68 3,51 2,00<br>1 dk<br>rf 420 | **M Tug** | General Motors 6-71-N<br>Oil 2SA 6Cy. 108 × 127 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 1 × 1,5kW 24V d.c. |

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| **8406339**<br>*OWRU2*<br>D-12982<br>Df Esd Gc<br>Pfd Rdr RTv | **RAS MAERSK**<br>**K/S Difko XLIII/Kodif XLIII ApS**<br>A. P. Moller<br>Kobenhavn Denmark (DIS)<br>SatCom: 1610602/OWRU | *16 282*<br>*8 880*<br>27 350<br>T/cm<br>36,9 | **✠100A1** SS 10/91<br>oil tanker (cc)<br>in association with a list of<br>defined Type A, B & C<br>cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>**IGS**<br>EL G† 577,5/60,0U3<br>FN 6312 | **1986**-10 Odense Staalskibsvaerft A/S—Lindo (114)<br>170,01 (BB) 23,14 11,410<br>164,01 23,11 15,37<br>F 12,8 1 dk<br>rf nil Bow/CM 85 Diam. 0,310 MH 2,1 | **M Tanker**<br>Oil Chemical<br>pt higher tensile steel DB DSS Stern disch.<br>14 Ta ER<br>L.29 421<br>14 Cargo pumps total 31 500T/hr | B&W<br>Oil 2SA 4Cy. 600 × 1944<br>7 200bhp (5 296kW)<br>MAN-B&W Diesel A/S<br>3 AuxB (2 o.f. 1 ex.g) 13,2kgf/cm² (13<br>Gen 2 × 986kW 2 × 740kW 450V 6<br>Thw. thrust Contr. pitch propeller fwd, 1<br>Fuel 136,0t (d.o.) 1 082,0t (hvf) |
| **8317588**<br>*SSBG*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RAS MOHAMED**<br>**The Egyptian Navigation Co. (ENC)**<br>Alexandria Egypt | T.Mk<br>**2 039**<br>876<br>3 078 | GL | **1986** Suez Canal Authority—Port Fuad (172)<br>112,71 17,91 5,222<br>101,12 17,51 12,02<br>2 dks | **TM RoRo Cargo**<br>Ice strengthened<br>Stern door & ramp<br>L 15,00 W 8,00<br>Cargo Width 13,00 Clear height 6,00<br>Cars 359<br>Mchy.aft<br>B.11 430<br>TEU 236 C. 236/20' (40') | MaK<br>2 Oil 4SA each 9Cy. 320 × 420 with fle<br>couplings & sr geared to sc. shafts<br>7 340bhp (5 399kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 3 × 600kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 131,5t (d.o.) 535,5t (hvf)-28,0pd |
| **7702671**<br>L-00200485<br>Rdr Rt | **RAS TANNURAH I**<br>**Archirodon Construction Overseas Co. S.A.**<br>San Lorenzo Honduras | **641**<br>593<br>1 189 | HR (AB) | **1977** Mitsui Eng. & SB. Co. Ltd.—Tamano (F488)<br>55,99 9,66 3,501<br>55,00 9,61 3,76<br>1 dk | **TM Sludge Carrier**<br>Mchy.aft | Deutz<br>2 Vee Oil 4SA each 12Cy. 135 × 160<br>1 040bhp (765kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 40kW<br>2 Directional propellers |
| **7702712**<br>*HO3546*<br>7681-PEXT1<br>Rdr Rt | **RAS TANNURAH V**<br>**Archirodon Construction Overseas Co. S.A.**<br>Panama Panama | **641**<br>593<br>1 189 | HR (AB) | **1977** Mitsui Eng. & SB. Co. Ltd.—Tamano (F492)<br>9,66 3,501<br>55,99 9,61 4,30<br>1 dk | **TM Sludge Carrier**<br>Mchy.aft | Deutz<br>2 Vee Oil 4SA each 12Cy. 135 × 160<br>1 040bhp (765kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 40kW<br>2 Directional propellers |
| **5306734**<br>*HP6105*<br>20572-BE<br>Esd Rdr<br>RTm/v | **RAS-HALAGUE**<br>ex Radia 10-91 ex Washington-90<br>ex Winston-86 ex St. Rognvald-78<br>Panama Panama | **941**<br>355<br>1 052 | ✠Classed LR until 9/3/88 | **1955**-3 A. Hall & Co. Ltd.—Aberdeen (745)<br>74,38 11,94 4,287<br>67,24 11,89 6,56<br>Ba 19,6 1 dk & S dk<br>R rf 152 BK 25 | **M General Cargo/ Livestock Carrier** OSD 12P<br>2 Ha (stl) (7,9 11,9 × 4,8) ER | Sulzer<br>Oil 2SA 7Cy. 480 × 700<br>2 100bhp (1 545kW)<br>Wm. Denny & Bros. Ltd.<br>Gen 2 × 100kW 220V d.c.<br>Fuel 115,0t (d.o.) |
| **7371496**<br>*J8ET9*<br>3278<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RASA**<br>ex Nada-89 ex Minarosa-84<br>**Cool Wind Navigation Corp.**<br>Losinjska Plovidba OOUR Brodarstvo<br>Kingstown St. Vincent and the Grenadines | **4 837**<br>2 785<br>5 973 | JR NK | **1975** Asakawa Zosen—Imabari (240)<br>100,50 18,65 5,880<br>93,00 18,60 9,60<br>1 dk | **TM General Cargo**<br>2 Ho ER<br>G.10 269 B.9 613<br>2 Ha (stl) (17,3 34,2 × 8,6) ER<br>3W Cr 3(15) | Akasaka<br>2 Oil 4SA each 6Cy. 400 × 600<br>3 678kW (5 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 200kW 445V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 58,0t (d.o.) 434,5t (hvf)-13,0pd |
| **6604432**<br>Rdr Rt | **RASAMI**<br>ex Kikugawa Maru-78<br>ex Nissho Maru No. 2-71<br>**Nipa Transport Ltd.**<br>Thailand | **474**<br>260<br>1 016 | | **1965** Fukae Zosen K.K.—Ogaki (102)<br>53,73 8,84 4,001<br>48,52 8,81 4,30<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 030 | Mitsubishi<br>Oil 4SA 12Cy. 200 × 260<br>600bhp (441kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 1 × 5kW 105V d.c. |
| **7349821**<br>*DIDR*<br>Esd Gc Rdr<br>RTv | **RASANT**<br>**Lutgens & Reimers G.m.b.H.**<br>Hamburg Federal Republic of Germany | **225**<br>—<br>— | GL | **1973** Norderwerft G.m.b.H.—Hamburg (875)<br>29,42 8,82 2,699<br>28,50 8,79 3,59<br>1 dk | **TM Tug**<br>Tractor<br>Ice strengthened | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280 reductio<br>to sc. shafts<br>Kloeckner Humboldt Deutz |
| **8322844**<br>*3FPB2*<br>13925-84H<br>Df Esd Gc<br>Rdr Rt | **RASBORA**<br>ex Mamie Reef-91 ex Oriental Ivy-91<br>ex Vela I-87 ex Ofelia-87<br>**Mount Base Shipping Corp.**<br>Navix Ship Management Co. Ltd.<br>Panama Panama | *5 479*<br>*2 824*<br>6 522 | NK (AB) | **1984** Fukuoka Zosen K.K.—Fukuoka (1107)<br>96,81 (BB) 18,04 7,314<br>89,52 18,00 12,70<br>2 dks<br>rf 152 | **M General Cargo**<br>2 Ho ER 2 TwD<br>G.12 507 B.11 857<br>TEU 132 C. 132/20' (40')<br>2 Ha (stl) (each 20,1 × 10,2) ER<br>4W Der 2(25) 2(20) | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 315bhp (2 438kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 200kW 445V 60Hz a.c. |
| **6524606**<br>*COLA*<br>Df Esd Gc<br>Pfd Rdr Rt | **RASCASIO**<br>**Government of The Republic of Cuba (Flota Atunera de Cuba)**<br>La Habana Cuba | **705**<br>378<br>670 | RCB (BV) | **1966** S.A. Juliana Const. Gijonesa—Gijon (148)<br>52,02 9,02 3,747<br>49,61 9,01 4,27<br>2 dks<br>RW | **M Fishing**<br>Side Trawler Ref<br>3 Ho ER<br>In.500<br>3 Ha (each 1,7 × 1,6) ER<br>Der 4(1) | MAN<br>Oil 4SA 9Cy. 300 × 450<br>1 300bhp (956kW)<br>Cia. Euskalduna S.A.<br>Fuel 298,5t (d.o.) |
| **7507588**<br>*SUTL*<br>1297<br>Df Esd Gc<br>Pfd Rdr RTv | **RASELTIN**<br>**The Egyptian Navigation Co. (ENC)**<br>Alexandria Egypt | **5 768**<br>3 417<br>8 259 | **✠100A1** CS 3/91<br>**✠LMC**<br>EL X 2"U2<br>FN 3029 | **1976**-5 Setouchi Zosen K.K.—Kinoe (455)<br>119,06 18,04 7,452<br>110,14 18,00 9,50<br>P 22,6 F 11,6 2 dks<br>rf 152 | **M General Cargo** CSD<br>4 Ho 16,9 20,2 22,4 20,2 ER 4 TwD<br>G.11 955 B.11 098<br>4 Ha (stl) (7,1 × 7,2) (10,5 12,5 10,5 × 10,0) ER<br>Cr 2(25) 2(10) | B&W<br>Oil 2SA 7Cy. 450 × 900<br>6 150bhp (4 524kW)<br>Hitachi Zosen<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 240kW 445V 60Hz a.c.<br>Fuel 107,5t (d.o.) 690,0t (hvf) |
| **7530690**<br>Rt | **RASHDAAN**<br>**Government of The State of Kuwait (Ministry of Interior)**<br>Kuwait Kuwait | **229**<br>93<br>327 | ✠Classed LR until 9/7/83 | **1976**-10 Sanyo Zosen K.K.—Mukaishima (733)<br>42,58 8,06 2,179<br>38,77 7,80 2,49<br>RAD 9,2 F 5,2 1 dk<br>rf 51 | **M Tank Barge**<br>Oil Water<br>6 Ta ER | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 reverse re<br>geared to sc. shaft<br>556bhp (409kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 52kW 420V 50Hz a.c. |
| **5179791**<br>Df Esd Rt | **RASHED 20**<br>ex Kakum-66<br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **335**<br>114<br>— | ✠Classed LR until 8/10/70 | **1962**-7 T. Mitchison Ltd.—Gateshead (155)<br>38,94 9,25<br>34,75 9,00 4,42<br>F 12,2<br>rf 787 BK 51 | **M Fishing**<br>Stern Trawler | National Gas<br>Oil 4SA 8Cy. 229 × 305 with flexible co<br>reverse geared to sc. shaft<br>830bhp (611kW)<br>National Gas & Oil Eng. Co. Ashto |
| **7018331**<br>*A7D4006*<br>020/78<br>Df Esd Gc<br>Pfd Rdr RTv | **RASHIDAH**<br>ex Qatar 1-79 ex Cheviot Prince-79<br>ex Mendip Prince-74<br>**Qatar National Navigation & Transport Co. Ltd. SAQ**<br>Doha Qatar | T.Mk<br>**1 459**<br>689<br>2 596 | **✠100A1** M 4/90-21mos<br>**✠LMC** **(UMS)**<br>EL P $1\frac{7}{16}$"U2<br>FN 1786 | **1970**-10 Clelands SB. Co. Ltd.—Wallsend (315)<br>86,87 14,43 5,074<br>80,98 14,30 7,75<br>F 12,2 2 dks<br>rf 76 | **M General Cargo**<br>2 Ho 22,5 27,4 ER<br>G.490 B.458<br>2 Ha (stl) (19,2 × 7,6) (19,2 × 10,5) ER<br>4W Der 2(10) 2(5) | Ruston<br>Oil 4SA 9Cy. 318 × 368 sr reverse ge<br>shaft<br>2 460bhp (1 809kW)<br>English Electric Diesels Ltd. Ruston Eng Div.<br>Gen 3 × 96kW 440V 60Hz a.c.<br>Fuel 320,0t (d.o.) |
| **5290492**<br>*GJDA*<br>304346<br>Esd Rdr<br>RTm/h/v | **RASHIDAH**<br>**The Scrap Co.**<br>London United Kingdom | **351**<br>105<br>— | ✠Classed LR until 31/12/75 | **1962**-9 J. Bolson & Son Ltd.—Poole (540)<br>38,41 10,09 2,909<br>32,01 9,76 3,36<br>RAD 1,3 RFD 4,9 1 dk<br>rf 76 | **TM Buoy Ship**<br>1 Ho<br>1 Ha<br>Der 1(3-8) | Paxman<br>2 Vee Oil 4SA each 6Cy. 178 × 197 s<br>geared to sc. shafts<br>674bhp (496kW)<br>Davey, Paxman & Co. Ltd.<br>Gen 2 × 70kW 220V d.c.<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 7507095<br>EVYN<br>M-14767<br>Df Esd Rdr<br>Rt | **RASHKOV**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1975** ..............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 9,35 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (stl) (each 1,4 × 1,6)<br>Der 1(3) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>11,75kn |
| 7438206<br>EVXD<br>M-14765<br>Df Esd Rdr<br>Rt | **RASLOVO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1974** ..............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 9,35 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (stl) (each 1,4 × 1,6)<br>Der 1(3) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>11,75kn |
| 8410134<br>OYDY2<br>D-12986<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **RASMINE MAERSK**<br>**K/S Difko XLIII/Kodif XLIII ApS**<br>A. P. Moller<br>Kerteminde Denmark (DIS)<br>SatCom: 1610113/OYDY | *16 282*<br>*8 880*<br>27 350<br>T/cm<br>36,9 | **✠100A1**<br>oil tanker (cc)<br>in association with a list of<br>defined Type A, B & C<br>cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>**IGS**<br>EL G† 577,5/60,0U3<br>FN 6312 | **1986**-12 Odense Staalskibsvaerft A/S—Lindo (119)<br>170,01 (BB) 23,14 11,410<br>164,01 23,11 15,37<br>F 12,8 1 dk<br>rf nil Bow/CM 85 Diam. 0,310 MH 2,1 | **M Tanker**<br>Oil Chemical<br>pt higher tensile steel DB DSS Stern disch.<br>14 Ta ER<br>L.29 375<br>14 Cargo pumps total 5 880T/hr | B&W 4L60MCE<br>Oil 2SA 4Cy. 600 × 1944<br>7 200bhp (5 296kW)<br>MAN-B&W Diesel A/S Kobenhavn<br>3 AuxB (2 o.f. 1 ex.g) 13,2kgf/cm² (13,0bar)<br>Gen 2 × 986kW 2 × 740kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>15kn |
| 6403424<br>XPPC<br>D1055<br>Df Esd Gc<br>Rdr Rt | **RASMUS EFFERSOE**<br>ex Stella Karina-68<br>**N. J. Mortensen A/S**<br>Tvoroyri Faeroes (Danish) | **421**<br>188<br>— | NV | **1963** Soviknes Verft A/S—Sovik (57)<br>46,03 7,95 3,988<br>40,80 7,93 4,27<br>1 dk<br>rf 1003 BK 114 | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>1 Ho ER<br>In.425<br>3 Ha (1,0 1,0 × 1,1) (4,9 × 2,2) ER<br>1W Der 1(5) 1(1) | Alpha<br>Oil 4SA 6Cy. 280 × 320<br>2 120bhp (1 559kW) NE 85<br>MAN-B&W Diesel A/S Frederikshavn |
| 5300895<br>Df Esd Pfd<br>Rdr RTm/v | **RASOULA N**<br>ex Nikolaos K-91 ex Georgia-90<br>ex Michalis N. II-85 ex Siwa-84<br>ex Rote-67<br>Honduras | **495**<br>282<br>1 077 | (RI)<br>✠Classed LR until<br>16/5/75 | **1958**-8 A/B Hammarbyverken—Stockholm (42)<br>66,22 10,04 3,772<br>59,26 10,01 5,97<br>F 6,8 1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 41,3 ER<br>G.2 067 B.1 784<br>2 Ha (stl) (9,6 15,0 × 6,1) ER<br>Cr 3(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 38kW 220/440V 60Hz a.c.<br>Fuel 86,5t (d.o.)-3,0pd 12kn |
| 7332012<br>PP3781 | **RASPUTIN**<br>**Industria de Pesca do Ceara S.A.**<br>**(IPECEA)**<br>Brazil | **142**<br>—<br>— | | **1973** Diesel SB. Co.—Jacksonville, Fl (193)<br>25,30<br>... ... ...<br>1 dk | **M Fishing** | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 6867187<br>EUXU<br>M-24195 | **RASSEYNYAY**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **334**<br>88<br>162 | RS | **1959** ..............U.S.S.R.<br>43,59 7,65 2,991<br>39,32 3,81<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.219<br>2 Ha (each 2,2 × 2,2) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Fuel (d.o.) 10,5kn |
| 8721741<br>LYAP<br>M-42908 | **RASSONI**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1988** ..............U.S.S.R.<br>54,82 - 4,140<br>50,30 10,15 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| 6928448<br>Df Esd Rdr<br>Rt | **RASSVET**<br>**Bangladesh Fisheries Development Corp.** | **699**<br>262<br>289 | (RS) | **1967** ..............U.S.S.R.<br>54,21 9,40 3,683<br>49,99 9,33 4,86<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.361<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7741316<br>UNMC<br>M-33187 | **RASSVYET**<br>**Yugryba**<br>(Novorossiysk) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1978** ..............U.S.S.R.<br>34,02 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.78<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Controllable pitch propeller<br>9kn |
| 7228675<br>HO5323<br>9337-PEXT<br>Df Esd Gc<br>Rdr Rt | **RASTRELLIGER**<br>**The Food & Agriculture Organisation of the United Nations**<br>Panama Panama | *424*<br>*90*<br>— | NV | **1972** Storviks M/V A/S—Kristiansund N. (51)<br>46,49 9,02 4,268<br>40,01 9,00 6,51<br>2 dks<br>rf 1600 BK 178 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Mchy.aft | Wichmann<br>Oil 2SA 8Cy. 280 × 420<br>1 320bhp (971kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 119kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>Fuel 136,0t (d.o.)-5,0pd 12kn |
| 7430852<br>EVXB<br>M-12392<br>Df Esd Gc<br>Rdr Rt | **RASTSVET**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1974** ..............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 9,35 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| 8614182 | **RASWA 12**<br>**Suez Canal Authority**<br>Port Said Egypt | **150**<br>—<br>50 | **✠A1**<br>inland waterways ferry<br>**✠LMC**<br>EL 110,0/16,0U1<br>FN 499 | **1988**-12 Suez Canal Authority—Port Tewfik (2006)<br>30,30 15,35<br>28,40 15,02 2,52<br>1 dk<br>rf 900 | **TM RoRo Cargo/Ferry** —dk P | Deutz SBA6M816<br>2 Oil 4SA each 6Cy. 142 × 160 sr geared to sc. shafts<br>442kW (601bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 36,8kW 380V 50Hz a.c.<br>propeller port<br>propeller starboard |
| 7726914<br>HSJK<br>Df Esd Gc<br>Rdr RTm/h/v | **RATANA VALAI**<br>ex Plata-91 ex TFL Plata-81<br>ex Seaway Express-80<br>**Siam Paetra International Co. Ltd.**<br>Ship-Control Services (Pte.) Ltd.<br>Bangkok Thailand | **9 162**<br>5 614<br>13 140 | GL | **1978** Gebr. Schuerenstedt KG. —Bardenfleth/Weser (1371)<br>145,12 (BB) 22,08 8,443<br>134,83 22,01 11,10<br>P 24,4 F 22,6 3 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>4 Cell. Ho ER<br>TEU 602<br>C.Ho 314/20' (40') C.Dk 288/20' (40') incl. 35 ref C.<br>13 Ha ER | MaK 9M552AK<br>2 Oil 4SA each 9Cy. 450 × 520 reverse reduction geared to sc. shaft<br>10 004kW (13 601bhp)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 480kW 1 × 350kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel-46,5pd 18,25kn |
| 6517251<br>EIBW<br>400932<br>Df Esd Gc<br>Rdr RTm/v | **RATHDOWN**<br>ex Thorheide-71 ex Mikhal-67<br>**Down Shipping Ltd.**<br>Dublin Shipping Ltd.<br>Dublin Irish Republic | **1 409**<br>855<br>2 210<br>T/cm<br>7,5 | GL | **1965** Werft Nobiskrug G.m.b.H.—Rendsburg (636)<br>77,09 12,04 4,730<br>71,10 12,01 5,62<br>P 18,9 F 10,4 1 dk<br>Bow/CM 44 Diam. 0,203 | **M Tanker**<br>CBT Ice strengthened<br>12 Ta ER<br>L.(oil) 2 697 HeCls. C<br>3 Cargo pumps total 450T/hr | MAN G7V40/60<br>Oil 4SA 7Cy. 400 × 600<br>1 870bhp (1 375kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>12,75kn |

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|---|---|---|---|---|---|---|
| **8025111**<br>*EINR*<br>402493<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RATHKYLE**<br>ex Rich Star-87<br>**Kyle Shipping Ltd.**<br>Dublin Shipping Ltd.<br>Dublin Irish Republic | **8 185**<br>4 774<br>14 037 | NV (NK) | **1981** Kyokuyo Zosen Tekko K.K.—Chofu (311)<br>135,01 (BB) 19,44 9,248<br>125,02 19,41 11,41<br>P 33,9 F 17,4 1 dk | **M Tanker**<br>Oil Chemical<br>18 Ta ER<br>L.15 654 | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1150<br>4 413kW (6 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 2 × 320kW 440V 60Hz a.c.<br>Fuel 105,5t (d.o.) 1 380,5t (hvf)-17,0pd |
| **7818004**<br>*EIPW*<br>402037<br>Df Esd Gc<br>Pfd Rdr Rt | **RATHLYNN**<br>ex Rich Crane-81<br>**Lynn Shipping Ltd.**<br>Dublin Shipping Ltd.<br>Dublin Irish Republic | **3 978**<br>2 317<br>6 902 | NV (NK) | **1978** Higaki Zosen K.K.—Imabari (215)<br>105,57 7,065<br>98,61 16,34 8,41<br>P 23,2 F 11,9 1 dk<br>RW | **M Tanker**<br>Oil Chemical<br>Mchy.aft<br>L.7 836 | Werkspoor<br>Oil 4SA 6Cy. 410 × 470<br>4 500bhp (3 310kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 235kW |
| **8203804**<br>*EIPL*<br>402313<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **RATHMOY**<br>ex Tomoe 63-83<br>**Moy Shipping Ltd.**<br>Dublin Shipping Ltd.<br>Dublin Irish Republic | **3 875**<br>2 094<br>6 049 | NV (NK) | **1982** Asakawa Zosen—Imabari (312)<br>95,89 7,400<br>89,52 17,51 8,51<br>P 26,3 F 13,2 1 dk | **M Tanker**<br>Vegetable oil<br>CBT<br>10 Ta ER<br>L.(oil) 7 432 HeCls. BC<br>5 Cargo pumps total 2 000T/hr | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 150bhp (2 317kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 3 × 220kW 445V 60Hz a.c.<br>Fuel 94,0t (d.o.) 458,0t (hvf)-11,5pd |
| **7727619**<br>*EILZ*<br>401857<br>Df Esd Gc<br>Pfd Rdr Rt | **RATHNEW**<br>**New Shipping Ltd.**<br>Dublin Shipping Ltd.<br>Dublin Irish Republic | **1 591**<br>1 129<br>3 165 | **✠100A1** SS 6/88<br>oil or bitumen carrier<br>cargo FP in excess of<br>60°C<br>**✠LMC**<br>EL R 440,0/40,0U2<br>FN 1699 | **1978**-10 Kagoshima Dock & I.W. Co. Ltd.<br>—Kagoshima (127)<br>93,22 (BB) 13,80 5,268<br>86,01 13,42 6,33<br>P 19,9 F 11,3 1 dk<br>rf 152 | **M Tanker**<br>Oil Bitumen<br>9 Ta ER<br>L.(oil) 3 873 | MaK<br>Oil 4SA 8Cy. 320 × 420 reverse reduc<br>to sc. shaft<br>3 000bhp (2 207kW)<br>Ube Industries Ltd.<br>Gen 3 × 210kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 146,0t (hvf) |
| **9004815**<br>*EIWF*<br>402835<br>Df Esd Gc<br>Rdr Rt | **RATHROWAN**<br>**Dublin Shipping Ltd.**<br>Dublin Irish Republic | **2 920**<br>983<br>4 059<br>T/cm<br>11,3 | BV 'Class cont.) | **1991** Schps. Barkmeijer Stroobos B.V.—Stroobos (258)<br>96,00 - 5,910<br>90,70 14,50 8,30<br>P 8,4 B 10,1 F 11,2 1 dk<br>Bow/CM 43 Diam. 0,250 | **M Tanker**<br>Oil Chemical Bitumen<br>IGS SBT<br>8 Wing Ta ER<br>L.3 823<br>2 Cargo pumps total 600T/hr | Stork-Werkspoor<br>Oil 4SA 8Cy. 280 × 300 with clutches,<br>couplings & sr geared to sc. shaft<br>1 750kW (2 379bhp)<br>Stork-Wartsila Diesel B.V.<br>Gen 3 × 225kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd Tunnel Thruster<br>Fuel 31,5t (d.o.) 147,32t (i.f.o.)-7,41pd |
| **7337816**<br>*UMSL*<br>M-12385<br>Df Esd Gc<br>Rdr Rt | **RATKOVO**<br>**Dalryba**<br>(Petropavlovsk - (U.S.S.R.)<br>Kamchatskiy) | **607**<br>192<br>304 | RS | **1973** .............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 9,30 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **7415369**<br>*J8EP7*<br>3244<br>Df Esd Gc<br>Rdr RTv | **RATLER**<br>ex Max Star-91 ex Fukujin Maru-91<br>**Prominent Shipping Inc.**<br>Samsun Corporation<br>Kingstown St. Vincent and<br>the Grenadines | **199**<br>53<br>— | | **1974** Kanagawa Zosen—Kobe (146)<br>7,83 2,794<br>25,00 7,80 3,61<br>1 dk<br>RW | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 240 × 290<br>Yanmar Diesel Engine Co. Ltd. |
| **8103327**<br>*VTDT*<br>1936<br>Df Esd Gc<br>Pfd Rdr Rt | **RATNA ABHA**<br>**India Steamship Co. Ltd.**<br>Bombay India | **40 613**<br>25 973<br>60 725 | **✠100A1** SS 11/87<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL O† 660,0/78,0U3(a)<br>FN 11192<br>IRS | **1982**-10 Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2783)<br>228,56 (BB) 32,24 12,208<br>219,01 32,20 18,90<br>1 dk<br>rf 18 | **M Tanker**<br>IGS (LR) SBT<br>9 Ta ER<br>L.(oil) 71 616 | Sulzer<br>Oil 2SA 6Cy. 760 × 1600<br>14 700bhp (10 813kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>2 WTAuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 22kgf/cm² (21,6bar) Spt<br>18,1kgf/cm² (17,8bar)<br>Gen 3 × 900kW 450V 60Hz a.c. |
| **7532650**<br>*VTCJ*<br>1896<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RATNA DEEP**<br>**India Steamship Co. Ltd.**<br>Calcutta India | *41 300*<br>*28 444*<br>76 440<br>T/cm<br>70,8 | **✠100A1** SS 12/87<br>strengthened for ore<br>cargoes<br>Nos. 2, 4, 6 & 8 holds<br>may be empty (cc)<br>**✠LMC**<br>EL O† 660,0/78,0U3<br>FN 12062 | **1983**-10 Cochin Shipyard Ltd.—Cochin (002)<br>245,37 32,26 13,817<br>236,68 32,21 18,75<br>F 18,6 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 19,1 21,4 18,8 22,4 18,8 22,4<br>18,8 22,4 18,8 ER<br>G.87 654 B.84 993<br>9 Ha (stl) (12,3 14,3 11,2 15,0 11,2 15,0<br>11,2 15,0 11,2 × 15,1) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>20 100bhp (14 785kW)<br>H. Cegielski<br>AuxB (Comp) 8,6kgf/cm² (8,5bar)<br>Gen 3 × 712kW 440V 60Hz a.c.<br>Fuel 381,5t (d.o.) 4 485,0t (hvf) |
| **7385837**<br>*ATMW*<br>1634<br>Df Esd Gc<br>Pfd Rdr Rt | **RATNA NANDINI**<br>**India Steamship Co. Ltd.**<br>Calcutta India | **12 734**<br>8 947<br>20 883 | **✠100A1** SS 1/89<br>strengthened for heavy<br>cargoes<br>**✠LMC**<br>EL E† 2$\frac{3}{16}$"U3<br>FN 5372<br>IRS | **1975**-6 Astilleros Espanoles S.A.—Factoria de<br>Olaveaga, Bilbao (282)<br>159,01 (BB) 22,92 9,767<br>148,01 22,80 13,49<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4<br>& 5 holds<br>rf nil DK fwd | **M General Cargo**<br>5 Ho 21,1 28,5 15,7 28,5 16,5 ER<br>G.29 231 B.27 529<br>5 Ha (12,5 × 7,7) (20,2 8,2 20,2 9,7 ×<br>12,6) ER<br>Cr 5(10) Der 2(5-10) 1(2,5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A. Sestao<br>AuxB (Comp) 6,5kgf/cm² (6,4bar)<br>Gen 3 × 408kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 497,0t (hvf)-30,5pd |
| **7385849**<br>*ATMX*<br>1633<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RATNA SHOBHANA**<br>**India Steamship Co. Ltd.**<br>Calcutta India | **12 734**<br>8 947<br>20 876 | **✠100A1** SS 10/84<br>strengthened for heavy<br>cargoes<br>**✠LMC**<br>EL E† 2$\frac{3}{16}$"U3<br>FN 5372<br>IRS<br>**LAID UP — SURVEYS OVERDUE 10/88** | **1975**-7 Astilleros Espanoles S.A.—Factoria de<br>Olaveaga, Bilbao (283)<br>159,01 (BB) 22,92 9,767<br>148,01 22,80 13,49<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4<br>& 5 holds<br>rf nil DK fwd | **M General Cargo**<br>5 Ho 21,1 28,5 15,7 28,5 16,5 ER<br>G.29 231 B.27 529<br>5 Ha (12,5 × 7,7) (20,2 8,2 20,2 9,7 ×<br>12,6) ER<br>Cr 5(10) Der 2(5-10) 1(2,5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A. Sestao<br>AuxB 6,5kgf/cm² (6,4bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 497,0t (hvf)-30,5pd |
| **7311977**<br>*ATSZ*<br>1786<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **RATNA VANDANA**<br>ex Star Lily-77<br>**India Steamship Co. Ltd.**<br>Calcutta India | **14 667**<br>9 125<br>26 976<br>T/cm<br>34,6 | **✠100A1** SS 9/87<br>strengthened for ore<br>cargoes, Nos. 2 & 4 holds<br>may be empty<br>**✠LMC** **UMS**<br>EL F† 2$\frac{5}{8}$"U2<br>FN 6305 | **1973**-6 Hakodate Dock Co. Ltd.—Hakodate (549)<br>177,96 22,92 10,688<br>167,80 22,86 14,71<br>P 33,0 F 14,1 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho 23,0 25,6 25,6 25,6 24,7 ER<br>G.32 639 B.32 284<br>5 Ha (stl) (13,9 × 9,5) (16,0 16,0 16,0 16,0<br>× 11,9) ER<br>Cr 4(15) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 220,0t (d.o.) 1 719,5t (hvf) |
| **7506833**<br>*UDZQ*<br>M-31177<br>Df Esd Gc<br>Pfd Rdr Rt | **RATNO**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | T.Mk<br>**2 888**<br>1 288<br>—<br>**4 497**<br>2 264<br>5 657 | RS | **1975** VEB Schiffswerft "Neptun"—Rostock (356)<br>117,86 (BB) 16,64 5,450/6,820<br>109,07 16,62 8,59<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,0 17,6 17,6 17,0 4 TwD<br>G.7 249 B.6 885<br>4 Ha (stl) (12,5 × 8,0) (12,5 12,5 12,5 ×<br>12,9) ER<br>4W Der 1(40) 3(20) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW)<br>Halberstadt<br>Gen 2 × 400kW a.c. 1 × 300kW a.c. |
| **7802160**<br>KT276B<br>Esd Rdr Rt | **RATQA I**<br>**Kuwait Oil Co. KSC**<br>Kuwait Kuwait | **24**<br>6<br>— | **✠100A1**<br>Kuwait coastal service<br>**✠LMC**<br>EL 80,0/13,0U1<br>FN 101 | **1982**-1 Nava Shipyard—Perama (56)<br>15,30 5,01 1,350<br>13,26 4,86 2,70<br>RFD 8,6 1 dk<br>rf 838 | **TM Mooring Utility Boat** | General Motors<br>2 Vee Oil 2SA each 6Cy. 108 × 127<br>& sr reverse geared to sc. shafts<br>348bhp (256kW)<br>General Motors Corp., Detroit Diesel<br>Div.<br>Gen 2 × 11kW 240/415V 50Hz a.c. |

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| 7802172<br>KT277B<br>Esd Rdr Rt | **RATQA II**<br>**Kuwait Oil Co. KSC**<br>Kuwait Kuwait | 24<br>6<br>— | ✠100A1<br>Kuwait coastal service<br>✠LMC<br>EL 80,0/13,0U1<br>FN 101 | **1982**-1 Nava Shipyard—Perama (57)<br>15,30 5,01 1,350<br>13,26 4,86 2,70<br>RFD 8,6 1 dk<br>rf 838 | **TM Mooring Utility Boat** | General Motors 6V-71-N<br>2 Vee Oil 2SA each 6Cy. 108 × 127 with clutches & sr reverse geared to sc. shafts<br>348bhp (256kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 11kW 240/415V 50Hz a.c. |
| 7802184<br>KT278B<br>Esd Rdr Rt | **RATQA III**<br>**Kuwait Oil Co. KSC**<br>Kuwait Kuwait | 24<br>6<br>— | ✠100A1 SS 5/86<br>Kuwait coastal service<br>✠LMC<br>EL 80,0/13,0U1<br>FN 101 | **1982**-1 Nava Shipyard—Perama (58)<br>15,30 5,01 1,350<br>13,26 4,86 2,70<br>RFD 8,6 1 dk<br>rf 838 | **TM Mooring Utility Boat** | General Motors 6V-71-N<br>2 Vee Oil 2SA each 6Cy. 108 × 127 with clutches & sr reverse geared to sc. shafts<br>348bhp (256kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 11kW 240/415V 50Hz a.c. |
| 7802196<br>KT279B<br>Esd Rt | **RATQA IV**<br>**Kuwait Oil Co. KSC**<br>Kuwait Kuwait | 24<br>6<br>— | ✠100A1 SS 11/86<br>Kuwait coastal service<br>✠LMC<br>EL 80,0/13,0U1<br>FN 101 | **1982**-1 Nava Shipyard—Perama (59)<br>15,30 5,01 1,351<br>13,26 4,86 2,70<br>RFD 8,6 1 dk<br>rf 838 | **TM Mooring Utility Boat** | General Motors 6V-71-N<br>2 Vee Oil 2SA each 6Cy. 108 × 127 with clutches & sr reverse geared to sc. shafts<br>348bhp (256kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 11kW 240/415V 50Hz a.c. |
| 7621906<br>3EEE9<br>21147-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RATTANA NAREE**<br>ex Sangkulirang VII-91<br>ex Constantino-81<br>**Precious Stones Inc.**<br>Precious Shipping Ltd.<br>Panama Panama | **9 600**<br>6 531<br>15 249 | ✠100A1 SS 8/86<br>strengthened for heavy cargoes<br>No. 3 hold may be empty<br>✠LMC UMS<br>EL C† 2$\frac{1}{16}$"U3<br>FN 4532 | **1977**-6 Hashihama Zosen—Tadotsu (619)<br>145,85 21,54 8,850<br>135,52 21,42 12,02<br>P 24,7 F 11,6 2 dks<br>rf nil | **M General Cargo**<br>4 Ho 23,2 26,2 26,2 26,2 ER<br>G.23 096 B.20 431<br>TEU 218 c.218/20'<br>4 Ha (stl) (each 15,0 × 10,5) ER<br>Der 1(90) 8(12) 6(6) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>6 068kW (8 249bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 99,5t (d.o.) 936,0t (hvf)-27,0pd 12kn |
| 6416811<br>YBSF<br>239<br>Df Esd Rdr<br>Rt | **RATU ROSARI**<br>**Dioses Agung Endeh**<br>Surabaya Indonesia | **426**<br>184<br>431 | KI | **1964** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (534)<br>49,20 8,64 2,693<br>43,13 8,62 3,61<br>1 dk | **M General Cargo**<br>2 Ha (each 7,7 × 5,0) ER<br>Der 2(3-5) | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>420bhp (309kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 12kW 115V<br>Fuel 69,0t 10,25kn |
| 8919087<br>V8XZ<br>0070<br>Esd Rdr Rt | **RATU SAMUDRA**<br>**Perkhidmatan Feri Dan Pengankutan Dato Noordin**<br>New Island Shipping Co.<br>Bandar Seri Begawan Brunei | *115*<br>*47*<br>23 | NK | **1989** Chiong Brothers :Brunei (5288)<br>37,50 - 1,221<br>32,82 5,05 2,06<br>1 dk | **TM Ferry** | General Motors<br>2 Oil 4SA each 16Cy. 123 × 127 geared to sc. shafts<br>1 618kW (2 200bhp)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 24kW a.c. |
| 7040102<br>UBKG<br>M-24730 | **RAUDA**<br>**Zapryba**<br>(Liepaya) (U.S.S.R.) | **508**<br>174<br>278 | RS | **1959** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,601<br>44,35 8,79 4,32<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 1,6 × 1,7)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW) NE 72<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 10,5kn |
| 7302380<br>TFSJ<br>1280<br>Df Esd Gc<br>Pfd Rdr Rt | **RAUDINUPUR**<br>**Jokull H/f**<br>Raufarhofn Iceland | **461**<br>145<br>372 | ✠100A1 SS 2/90<br>stern trawler<br>Ice Class 3<br>✠LMC<br>EL I 1"U2<br>FN 657 | **1973**-2 Niigata Eng. Co. Ltd.—Niigata (1163)<br>47,05 9,66 4,566<br>41,00 9,50 6,51<br>F 18,6 2 dks<br>rf 787 Box K 305 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Niigata 6L31EZ<br>Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW 385V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 8725955<br>M-40866<br>Rt | **RAUDOYA**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Tallinn) (U.S.S.R.) | *117*<br>*35*<br>30 | RS | **1985** ............U.S.S.R.<br>25,50 7,00 2,390<br>22,00 3,30<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>Ice strengthened | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>221kW (300bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| 6704892<br>TFPK<br>1030<br>Df Esd Pfd<br>Rdr Rt | **RAUDSEY**<br>ex Orfirisey-73<br>**Haraldur Bodvarsson h/f**<br>Akranes Iceland | **316**<br>161<br>— | (NV) | **1967** N.V. Scheeps. v.d. Werf—Deest (323)<br>42,12 7,62 3,776<br>33,71 7,60 5,85<br>2 dks<br>rf 1199 BK 89 len 74 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>3 Ho ER<br>2 Ha (each 2,5 × 1,6) ER<br>1W Der 1(3) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Lister Blackstone Ltd. Stamford<br>Gen 1 × 77kW 1 × 32kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| 7334357<br>TCGS<br>4242<br>Df Esd Gc<br>Pfd Rdr Rt | **RAUF BEY**<br>**D.B. Deniz Nakliyati T.A.S. Genel Mudurlugu (Turkish Cargo Lines)**<br>Istanbul Turkey | *44 907*<br>*32 369*<br>86 480<br>T/cm<br>81,8 | AB | **1973** Kawasaki Heavy Ind. Ltd.—Kobe (1201)<br>245,98 (BB) 13,869<br>235,41 38,31 18,29<br>F 19,2 1 dk<br>rf nil Bow/CM 121 Diam. 0,450 | **M Tanker**<br>IGS Stern disch.<br>5 Ta 10 Wing Ta ER<br>L.(oil) 107 668<br>3 Cargo pumps total 7 500T/hr | MAN K7SZ90/160<br>Oil 2SA 7Cy. 900 × 1600<br>20 300bhp (14 932kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 1152kW a.c.<br>Fuel 321,0t (d.o.) 4 950,0t (hvf)-69,5pd 15,75kn |
| 7311484<br>URWX<br>Df Esd Gc<br>Rdr Rt | **RAUGI**<br>ex Semyon Roshal-92<br>**Estonian Shipping Co.**<br>Tallinn Estonia | **1 350**<br>611<br>2 033 | RS | **1973** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (2176)<br>77,91 11,54 5,211<br>69,83 11,46 5,64<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,4 14,6 14,1 ER<br>G.2 453 B.2 289<br>3 Ha (stl) (7,6 × 6,7) (9,2 9,2 × 8,6) ER<br>6W Der 1(12) 6(3-5) | Sulzer 6TAD36<br>Oil 2SA 6Cy. 360 × 600<br>1 500bhp (1 103kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>12,5kn |
| 5184021<br>DVMR<br>1860<br>Rt | **RAUL M**<br>ex Katsuki Maru-73<br>**Aqua Marine Resources Corp.**<br>Manila Philippines | **107**<br>48<br>— | | **1956** Kukinoumi Zosen K.K.—Wakamatsu (103)<br>33,10 5,47<br>29,09 5,41 2,87 | **M Fishing**<br>Side Trawler | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>340bhp (250kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 26,5t |
| 7103617<br>CB2148<br>TM7979<br>Esd Rdr Rt | **RAULI**<br>ex Cusco 5-81 ex Golden Rose XVI-76<br>**Sociedad Pesquera Coloso S.A.**<br>Valparaiso Chile | **310**<br>140<br>— | (GL) | **1971** Ast. Picsa S.A.—Callao (352)<br>35,08 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>625kW (850bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 14,4kW 220V a.c.<br>11kn |
| 6804044<br>UWOM<br>M-17220<br>Df Esd Gc<br>Pfd Rdr Rt | **RAUMA**<br>**Primorsk Shipping Co.**<br>(Nakhodka) (U.S.S.R.) | **3 468**<br>1 606<br>5 042<br>T/cm<br>12,1 | RS | **1967** Rauma-Repola Oy—Rauma/Raumo (166)<br>106,15 15,45 6,741<br>97,01 15,41 7,93<br>1 dk<br>Bow/CM 51 Diam. 0,250 | **M Tanker**<br>Ice strengthened Stern disch.<br>1 Ho 10 Wing Ta ER<br>B.187 L.(oil) 5 804 HeCls. BC<br>1 Ha (stl) (3,2 × 2,4)<br>Cr 1(2)<br>2 Cargo pumps total 500T/hr | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 40,5t (d.o.) 258,5t (hvf)-12,0pd 14kn |
| 8704054<br>JXVE<br>20412<br>Df Esd Gc<br>Rdr Rt | **RAUMA**<br>**More og Romsdal Fylkesbatar**<br>Molde Norway | *1 393*<br>*417*<br>500 | NV | **1988** Tronderverftet A/S—Hommelvik (61)<br>84,10<br>73,79 14,20 4,50<br>1 dk<br>rf 1999 BK 183 | **TD-E RoRo Cargo/Ferry** | Deutz<br>Oil 4SA 9Cy. 240 × 280 total 1 091bhp (802kW) driving gen. connected to elec. motor<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd |

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| 5428776<br>*ZKWM*<br>CI0007/88<br>Esd Rdr<br>RTm/v<br>AMVER | **RAUMANGA**<br>**Ocean Towage & Salvage Cook Islands Ltd.**<br>Avatiu New Zealand | **375**<br>0<br>— | ✠**100A1** SS 3/87<br>tug<br>✠**LMC**<br>EL (f) 1⅛"SQ<br>FN 501 | **1963**-7 Brooke Marine Ltd.—Lowestoft (300)<br>40,14 9,89 4,096<br>35,67 9,45 4,58<br>1 dk<br>rf 610 BK 203 | **D-E Tug**<br>Fire-fighting | Mirrlees<br>2 Oil 4SA each 8Cy. 248 × 318 driving<br>each 600kW 400V d.c. connected to<br>(CC) & sc. shaft<br>Mirrlees National Ltd.<br>Gen 2 × 65kW 1 × 50kW 220V d.c.<br>Fuel 97,5t (d.o.) |
| 7128033<br>*UFAN*<br>0202<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **RAUNA**<br>ex Karlis Ziedinsh-91<br>**Latvian Shipping Company**<br>Riga Latvia | T.Mk<br>**2 948**<br>942<br>—<br>**5 194**<br>2 432<br>4 252<br>T/cm<br>14,0 | RS | **1972** Stocznia Gdanska im. Lenina—Gdansk (B443/09)<br>119,82 (BB) 17,02 7,318<br>110,01 16,95 11,21<br>2 dks | **M Refrigerated Cargo**<br>8P<br>Ice strengthened<br>4 Ho 14,0 14,2 ER 15,7 13,5 10 TwD<br>In.5 357<br>4 Ha (stl) (5,3 × 4,0) (6,0 × 5,5) ER (6,0 6,0 × 5,5)<br>8W Der 8(3) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW)<br>Stocznia Gdanska im. Lenina<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel (d.o.) 1 099,46t (hvf)-26,1pd |
| 8418174<br>*SBMC*<br>Df Esd Gc<br>Rdr RTv | **RAUTARUUKKI**<br>**P/R for M/S Rautaruukki**<br>FG-Shipping Oy Ab<br>Stockholm Sweden<br>SatCom: 1370225/SBMC | *1 554*<br>*466*<br>150 | NV | **1986** Hollming Oy—Rauma/Raumo (262)<br>41,70 7,000<br>40,20 15,50 9,96<br>3 dks<br>rf 450 | **M Tug**<br>Pusher<br>Ice strengthened | Sulzer<br>2 Oil 4SA each 6Cy. 400 × 480 with flex<br>couplings & sr geared to sc. shaft<br>Oy Wartsila Ab<br>Gen 2 × 590kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 36,5t (d.o.) 85,5t (hvf)-30,0pd |
| 7391953<br>*OEMR*<br>Df Esd Gc<br>Pfd Rdr Rt | **RAUTZ**<br>ex Eildon-82<br>**m.s. "Stuben" Osterreichischer Lloyd Ges. m.b.H. & Co. K.G.**<br>Osterreichischer Lloyd Ship Management G.m.b.H.<br>Wien Austria | *1 935*<br>*1 074*<br>3 205 | ✠Classed LR until 13/11/86<br>GL | **1976**-5 Clelands SB. Co. Ltd.—Wallsend (334)<br>91,24 13,34 5,144<br>85,43 13,25 6,33<br>RQD 17,4 RFD 7,7 F 8,3 1 dk<br>rf 229 | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho 30,4 30,0 ER<br>G.3 973 B.3 654<br>2 Ha (stl) (each 23,0 × 8,9) ER | Blackstone<br>Oil 4SA 16Cy. 222 × 292 reverse reduc<br>to sc. shaft<br>2 450bhp (1 802kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 3 × 70kW 415V 50Hz a.c.<br>Fuel 192,0t (d.o.) |
| 8612794<br>*JXML*<br>20375<br>Df Esd Gc<br>Rdr Rt | **RAV**<br>**Peter Hepso Rederi A/S**<br>Peter Hepso<br>Trondheim Norway | *992*<br>*381*<br>1 181 | NV | **1987** Vaagland Batbyggeri A/S—Vaagland (112)<br>53,01<br>46,00 11,21 7,52 | **M Fishing**<br>Side-fishing<br>Ice strengthened | Wichmann<br>Vee Oil 2SA 8Cy. 280 × 360 geared to s<br>2 399kW (3 261bhp)<br>Wartsila-Wichmann A/S<br>Gen 2 × 461kW 1 × 1456kW 440V 60<br>Thw. thrust Contr. pitch propeller fwd, 1 a |
| 8520989<br>*ELHO4*<br>8163<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RAVA**<br>**Corisles Shipping Corp. Ltd.**<br>Tankerska Plovidba<br>Monrovia Liberia<br>SatCom: 1243612/RAVA | *6 506*<br>*3 559*<br>9 939<br>T/cm<br>19,3 | BV | **1988** R.O. Brodogradiliste "Uljanik"—Pula (380)<br>119,82 8,014<br>110,01 19,02 10,42<br>1 dk<br>Bow/CM 47 Diam. 0,200 | **M Tanker**<br>Oil Chemical<br>DB Stern disch.<br>5 Ta 10 Wing Ta ER<br>L.12 520<br>5 Cargo pumps total 1 350T/hr | B&W<br>Oil 2SA 5Cy. 350 × 1050<br>2 795kW (3 800bhp)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 3 × 720kW 450V 60Hz a.c. |
| 5204601<br>*6VQE*<br>Df Esd Rdr<br>RTm | **RAVANNE II**<br>ex Le Chacal-80<br>**Societe Senegalaise de Peche Industrielle et d'Armement**<br>Dakar Senegal | **151**<br>53<br>— | (BV) | **1958** S.I.C.C.Na. (Anc. Ch. Mougin)—St. Malo (30)<br>30,00 6,86<br>26,17 6,76 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>In.125<br>2 Ha (each 0,9 × 0,9)<br>Der 1(3) | Duvant<br>Oil 4SA 6Cy. 255 × 300<br>580bhp (427kW) NE 71<br>Moteurs Duvant<br>Fuel 28,5t (d.o.) |
| 7606645<br>*C6JO3*<br>716366<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RAVEL**<br>ex C. R. Casablanca-90 ex Le Mans-85<br>**Sword Sea Shipping Inc.**<br>Alberta Shipbrokers Ltd.<br>Nassau Bahamas | **4 156**<br>1 403<br>3 884 | BV | **1978** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (159)<br>120,33 20,50 5,901<br>108,49 14,23<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp Side doors<br>Lane Length 924<br>Cars 265<br>Mchy.aft<br>TEU 140 C.Dk 44/20' C.RoRo Dk 96/20' | MaK<br>2 Vee Oil 4SA each 12Cy. 320 × 420<br>geared to sc. shafts<br>5 884kW (7 999bhp)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 700kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 724,5t |
| 7346192<br>*OPBN*<br>N 40<br>Df Esd Pfd<br>Rdr RTv | **RAVELINGEN**<br>**Ravelingen P.V.B.A.**<br>Nieuwpoort Belgium | **103**<br>34<br>54 | | **1973** Beliard-Murdoch S.A.—Oostende (C.219)<br>25,58 6,48 2,490<br>22,81 6,41 3,20<br>1 dk<br>BK | **M Fishing**<br>Side Trawler<br>Mchy.aft | A.B.C.<br>Oil 4SA 6Cy. 242 × 320<br>375bhp (276kW)<br>Anglo-Belgian Co. N.V.<br>Fuel 23,5t (d.o.) |
| 6716895<br>*INVD*<br>1740<br>Df Esd Gc<br>Rdr RTm/v | **RAVELLO**<br>ex Subsea Buccaneer-90<br>ex Star Pisces-80 ex Gadus-76<br>**Armare S.r.l.**<br>Napoli Italy<br>SatCom: 1150151/INVD<br>See Register of Offshore Units | T.Mk<br>**1 581**<br>848<br>1 626 | RI (NV) | **1967** Trondhjems M/V, Aker Trondelag A/S —Trondheim (623)<br>80,29 13,37 —/5,601<br>70,62 13,34 8,26<br>F 64,7 2 dks<br>rf 152 BK 152 conv Fish-factory Stern Trawler Factory Fishing 76 | **M Diving Support Mother Ship** for submersibles<br>Moonpool<br>1 Ho 32,3 ER<br>In.1 807<br>1 Ha (stl) (2,9 × 4,1) ER<br>3W Cr 1(30) Der 2(12) | Wartsila<br>6 Oil geared to sc. shaft<br>3 600bhp (2 648kW)<br>(i) 4 Oil 4SA each 8Cy. 240 × 310<br>Oy Wartsila Ab<br>(ii) 2 Oil 4SA each 6Cy. 240 × 310<br>Oy Wartsila Ab<br>Gen 2 × 575kW 1 × 525kW 380V 50<br>Thw. thrust propeller fwd, 1 aft<br>Fuel 600,0t (d.o.)-6,0pd |
| 7118686<br>*C4ZL*<br>707973<br>Df Esd Gc<br>Pfd Rdr Rt | **RAVEN**<br>ex Naviglory-91 ex River Tyne-89<br>ex Dimitris P. Lemos-87<br>ex Tokusei Maru-76<br>**Seacontinent Shipping Co. Ltd.**<br>Limassol Cyprus | **9 646**<br>6 623<br>16 817 | **100A1** SS 1/87<br>**LMC**<br>EL C† 2⅜"U2<br>FN 4724<br>(NK) | **1971** Shin Yamamoto Zosensho—Kochi (145)<br>146,41 (BB) 22,66 8,948<br>136,02 22,61 12,12<br>P 21,1 F 12,2 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 25,0 26,2 26,2 25,5 ER<br>G.20 826 B.19 484<br>TEU 359 c.359/20'<br>4 Ha (stl) (16,4 18,7 17,9 18,7 × 10,9) ER<br>Der 4(21) | Mitsubishi<br>Oil 2SA 8Cy. 520 × 1050<br>5 296kW (7 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>AuxB (Comp) 6,5kgf/cm$^2$ (6,4bar)<br>Gen 3 × 240kW 445V 60Hz a.c.<br>Fuel 1 354,5t-22,5pd |
| 6617702<br>*3EJH8*<br>20286-LI<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RAVEN**<br>ex Theodor Fontane-90<br>**Full Moon Shipping Ltd.**<br>Cool Ship Management<br>Panama Panama | T.Mk<br>**4 797**<br>2 616<br>4 875 | DSRK GL | **1966** J. Boel et Fils S.A.—Tamise/Temse (1434)<br>135,01 (BB) 17,84 6,820<br>124,01 17,81 11,41<br>F 9,5 4 dks | **M Refrigerated Cargo**<br>11P<br>Ice strengthened<br>4 Ho 20,8 19,5 ER 21,0 15,7<br>In.8 600<br>4 Ha (stl) (7,8 7,8 × 5,1) ER (7,8 7,8 × 5,1)<br>8W Der 8(5) | MAN<br>Oil 2SA 9Cy. 720 × 1200<br>7 650kW (10 400bhp)<br>A.C.E.C.<br>Gen 4 × 460kW 390V 50Hz a.c.<br>Fuel 1 419,5t (d.o.) |
| 7306788<br>*WYZ9136*<br>546376<br>Df Esd Gc<br>Pfd Rdr Rt | **RAVEN**<br>ex Phyllis A. Guidry-82<br>**Alaska Aggregate Corp.**<br>Seattle, Wa United States of America | **142**<br>96<br>— | (AB) | **1973** Main Iron Works Inc.—Houma, La (274)<br>4,014<br>32,19 9,76 4,37<br>1 dk | **TM Tug** | Kromhout<br>2 Oil 4SA each 9Cy. 240 × 260<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 75kW |
| 8213304<br>629499<br>Rdr Rt | **RAVEN**<br>**Yaquina Trawlers Inc.**<br>Coos Bay, Or United States of America | **141**<br>113<br>— | | **1980** Troyer Inc.—Toledo, Or<br>... ...<br>22,86 6,72 3,05<br>1 dk | **M Fishing**<br>Stern Trawler | Cummins<br>Vee Oil 4SA 12Cy. 159 × 159<br>840bhp (618kW)<br>Cummins Engine Co. Inc. |
| 7423574<br>U192-00759 | **RAVEN**<br>ex North Star II-84<br>**Joseph R. Jackson & Linam J. F. Williams**<br>Roatan Honduras | **127**<br>85<br>— | | **1974** Desco Marine—St. Augustine, Fl (F179)<br>22,86 2,744<br>6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |

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| 8011328<br>C6JG8<br>399426<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RAVEN ARROW**<br>**Mosaic Shipping Corp.**<br>Jardine Ship Management Ltd.<br>Nassau Bahamas<br>SatCom: 1103334/RAVN | *24 855*<br>*14 038*<br>38 771<br>T/cm<br>45,2 | NV | **1981** Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1228)<br>182,00 (BB) 29,06 11,610<br>170,01 29,00 16,13<br>P 30,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 18,7 27,4 27,4 27,4 18,3 ER<br>G.41 847 B.40 679 HeCls. B<br>TEU 1392<br>5 Ha (stl) (17,5 × 18,0) (26,2 26,2 26,2 18,3 × 22,9) ER<br>Cr 2(35) | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>11 900bhp (8 753kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 233,0t (d.o.) 2 120,0t (hvf)-43,5pd 14,5kn |
| 7527162<br>ELDK4<br>7505<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RAVENNA**<br>ex Salvatore D'Amico-83<br>ex Pacific Crown-80 ex Pearl Crown-78<br>**Ravenna Bulk Carriers Inc.**<br>Monrovia Liberia<br>SatCom: 1241374/ELDK | **31 328**<br>23 539<br>60 866 | ✠**100A1** SS 6/91<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC** **UMS**<br>EL Pt $3\frac{1}{16}$"U3<br>FN 10756<br>(RI) | **1977**-5 Hitachi Zosen—Innoshima (4546)<br>224,52 (BB) 32,24 12,447<br>215,02 32,21 17,81<br>F 17,4 1 dk<br>rf 51 | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.74 262<br>7 Ha (stl) (each 16,0 × 13,1) ER | Sulzer 8RND76<br>Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>e(ex.g) (ex.g) 11,9kgf/cm² (11,7bar)<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>Gen 3 × 540kW 450V 60Hz a.c.<br>Fuel 273,5t (d.o.) 3 162,0t (hvf) 14kn |
| 6421373<br>ISLP<br>60<br>Esd Rdr Rt | **RAVENNA**<br>**Comifer S.r.l.**<br>Brindisi Italy | **614**<br>303<br>1 010<br>T/cm<br>3,5 | RI | **1964** Cant. Nav. di Pesaro—Pesaro (9)<br>63,96 9,20 3,607<br>58,22 9,02 3,89<br>1 dk<br>RW Diam. 0,203 | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 418<br>2 Cargo pumps total 500T/hr | MWM<br>Oil 4SA 8Cy. 250 × 350<br>540bhp (397kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 38,5t (d.o.) |
| 6407456<br>Df EsdRTm | **RAVENNE**<br>**Celsa Peralta & Vicente Yulee**<br>Manta Ecuador | **232**<br>98<br>461 | (BV) | **1964** Con. Mec. de Normandie—Cherbourg<br>28,78 7,83 3,680<br>26,98 7,78 4,02<br>1 dk<br>R rf 102 | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>L.142<br>Cr 2(2) | Sulzer<br>Oil 4SA 6Cy. 220 × 320<br>600bhp (441kW)<br>Cie. de Const. Mec. Sulzer (CCM Sulzer) Mantes<br>Gen 2 × 85kW 220V d.c.<br>Fuel 54,5t (d.o.) 9,75kn |
| 7362809<br>9H2485<br>1621<br>Esd Gc Rdr<br>RTv | **RAVENS**<br>ex Corvo-86<br>**Atamallo Shipping Co. Ltd.**<br>Nordstrand Maritime & Trading Co. Ltd.<br>Valletta Malta | **1 586**<br>783<br>2 468 | GL<br>✠Classed LR until 13/2/87 | **1974**-6 Est. Nav. do Mondego—Figueira da Foz (167)<br>79,66 12,78 5,474<br>72,60 12,76 6,51<br>P 18,0 F 9,2 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>4 Ho 21,3 4,8p&s 19,5 ER<br>G.2 674 In.214<br>2 Ha (stl) (15,2 14,6 × 7,5) ER<br>Cr 1(5) Der 2(3) | Polar SF112VS<br>Vee Oil 4SA 12Cy. 250 × 300 reverse reduction geared to sc. shaft<br>2 100bhp (1 545kW)<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 222kW 380V 50Hz a.c.<br>Fuel 131,0t (d.o.) 12,5kn |
| 7342586<br>C6IZ3<br>387819<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RAVENSCRAIG**<br>**Orion Leasing Ltd.**<br>Ropner Shipping Services Ltd.<br>Nassau Bahamas | *64 124*<br>*38 704*<br>119 500<br>T/cm<br>94,0 | ✠**100A1** SS 2/89<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2, 4, 6 & 8 holds may be empty<br>✠**LMC** **UMS**<br>EL U 715,0/90,0U3<br>FN 15724 | **1979**-12 Harland & Wolff Ltd.—Belfast (1714)<br>261,50 (BB) 40,75 16,201<br>250,73 40,71 22,00<br>F 20,5 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 22,4 21,9 21,7 21,7 21,7 21,7 21,7 21,7 20,8 ER<br>G.131 875<br>9 Ha (stl) (13,2 13,6 13,6 13,6 13,6 13,6 13,6 13,6 13,6 × 20,1) ER | B&W 9K84EF<br>Oil 2SA 9Cy. 840 × 1800<br>24 800bhp (18 242kW)<br>Harland and Wolff Ltd. Belfast<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>AuxB(lwr) 7kgf/cm² (6,9bar)<br>AuxB(upr) 7kgf/cm² (6,9bar)<br>Gen 3 × 650kW 440V 60Hz a.c. |
| 7510183<br>ELET9<br>7791<br>Df Esd Gc<br>Rdr RTm/v | **RAVENSTURM**<br>**VTG Supply Boat Liberia Inc.**<br>OSA Marine Ltd.<br>Monrovia Liberia | **1 181**<br>442<br>1 241 | GL | **1977** St. Pieter Scheepsw.—Hemixem (271)<br>60,03 13,03 5,573<br>52,51 13,01 6,41<br>B & F 18,0 2 dks | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>Mchy.aft | MaK 9M453AK<br>2 Oil 4SA each 9Cy. 320 × 420 reverse reduction geared to sc. shafts<br>5 370kW (7 301bhp)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>14kn |
| 8603585<br>VTRN<br>2362<br>Df Esd Pfd<br>Rdr Rt | **RAVI KIRAN III**<br>**Akama Marines Ltd.**<br>Bombay India | *180*<br>*57*<br>138 | IRS (AB) | **1988** Bharati Shipyard Pvt. Ltd. Ratnagiri (194)<br>27,00 (BB) 7,83 2,700<br>23,50 7,50 3,50<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.100 | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>550bhp (405kW)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 50kW a.c.<br>10kn |
| 8603597<br>VTRP<br>2363<br>Df Esd Gc<br>Pfd Rdr Rt | **RAVI KIRAN IV**<br>**Akama Marines Ltd.**<br>Bombay India | *180*<br>*57*<br>138 | IRS (AB) | **1989** Bharati Shipyard Pvt. Ltd. Ratnagiri (195)<br>27,00 (BB) 7,83 2,700<br>23,50 7,50 3,50<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.100 | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 reverse reuduction geared to sc. shaft<br>405kW (551bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 50kW a.c.<br>10kn |
| 7729588<br>ATUH<br>1829<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RAVIDAS**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **12 913**<br>7 078<br>16 386 | IRS NV | **1979** Stocznia Gdanska im. Lenina—Gdansk (B343/01)<br>161,58 (BB) 22,86 9,370<br>154,01 22,81 13,31<br>P 37,5 F 30,8 2 dks<br>rf nil | **M General Cargo**<br>4 Ho ER<br>G.25 545 B.24 001<br>TEU 350<br>7 Ha (stl) (10,3 × 8,0) (19,9 19,9 × 5,7) (19,9 19,9 19,9 19,9 × 8,0) ER<br>Cr 2(20) 3(16) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>H. Cegielski Poznan<br>Gen 3 × 760kW 380V 50Hz a.c.<br>Fuel 1 270,0t-31,0pd 15,5kn |
| 8409850<br>VVLQ<br>2195<br>Rt | **RAVIKIRAN I**<br>**Akama Marines Ltd.**<br>Visakhapatnam India | *136*<br>*41*<br>92 | IRS<br>✠Classed LR until 4/10/89 | **1987**-1 Kirim SB. Co. Ltd.—Koje (215)<br>26,17 6,84 2,640<br>22,71 6,81 3,13<br>F 13,5 1 dk<br>rf 978 BK 152 | **M Fishing**<br>Stern Trawler Side Trawler Shrimp-trawl Ref<br>In.95 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches & reverse reduction geared to sc. shaft<br>459kW (624bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 50kW 440V 60Hz a.c. |
| 8409862<br>VVLR<br>2196<br>Rt<br>AMVER | **RAVIKIRAN II**<br>**Akama Marines Ltd.**<br>Visakhapatnam India | *136*<br>*41*<br>92 | IRS<br>✠Classed LR until 4/10/89 | **1987**-1 Kirim SB. Co. Ltd.—Koje (216)<br>26,17 6,84 2,640<br>22,71 6,81 3,13<br>F 13,5 1 dk<br>rf 876 BK 152 | **M Fishing**<br>Stern Trawler Side Trawler Shrimp-trawl Ref<br>In.95 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches & reverse reduction geared to sc. shaft<br>459kW (624bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 50kW 440V 60Hz a.c. |
| 8813116<br>LANU4<br>N-01142<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>CollRdr<br>AMVER | **RAVNANGER**<br>ex Salacgriva-91<br>**Westfal-Larsen & Co. A/S**<br>Bergen Norway (NIS)<br>SatCom: 1313263/LANU | *11 822*<br>*3 792*<br>16 524<br>T/cm<br>28,2 | NV (Class cont.) (GL) | **1991** Thyssen Nordseewerke G.m.b.H.—Emden ((626))<br>158,00 9,800<br>149,80 21,30 13,90<br>1 dk<br>Bow/CM 77 Diam. 0,254 | **M Liquefied Gas Carrier**<br>LPG Ammonia Pressurised Ref<br>IGS SBT<br>Ice strengthened Fitted with 1 deck tank<br>3 Ta (C.mn.stl) ind double-cyl horizontal ER<br>L.(gas) 15 098<br>6 Cargo pumps total 1 500T/hr | B&W 6L50MCE<br>Oil 2SA 6Cy. 500 × 1620<br>5 826kW (7 920bhp)<br>H. Cegielski Poland<br>Gen 2 × 1080kW 1 × 810kW 400V 50Hz a.c.<br>Fuel 110,0t (d.o.) 1 378,0t (hvf) 15kn |
| 7352579<br>J8FD5<br>3354<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RAVNI KOTARI**<br>**Corisles Shipping Corp. Ltd.**<br>Tankerska Plovidba<br>Kingstown St. Vincent and the Grenadines | *13 656*<br>*8 571*<br>22 614 | BV JR | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.) —Nagoya (2315)<br>164,34 (BB) 22,92 9,873<br>155,45 22,86 13,57<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 24,6 25,6 18,4 25,6 25,6 ER<br>G.30 801 B.29 843 HeCls. B<br>5 Ha (stl) (14,4 16,0 9,6 16,0 16,0 × 12,5)<br>5W Der 5(10) | Pielstick 16PC2V-400<br>Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>5 884kW (7 999bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 248kW 2 × 104kW 450V 60Hz a.c.<br>Fuel 176,0t (d.o.) 1 008,0t (hvf)-28,0pd 14,5kn |
| 6406593<br>YTMB<br>7T-223<br>Rt | **RAVNICE**<br>ex MA-86-63 ex PS-82-62<br>**Brodarska Zadruga "Labud"**<br>Dubrovnik Croatia | **215**<br>111<br>360 | JR | **1954** R.O. Brodogradiliste "3 Maj"—Rijeka<br>34,50 6,81 2,839<br>32,21 6,76 3,10<br>1 dk | **M General Cargo**<br>2 Ho 11,7 8,2<br>G.380<br>2 Ha (8,2 6,1 × 4,4)<br>2W Der 2(1,5) | Alpha<br>Oil 2SA 4Cy. 200 × 340<br>200bhp (147kW)<br>Titovi Zavodi "Litostroj" Ljubljana<br>Gen 2 × 5kW 24V d.c.<br>Fuel (d.o.) 8kn |

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| **5016030**<br>*PKYG*<br>2000/L<br>Esd Rt | **RAWAS**<br>ex Ancon-65 ex Barumun-59<br>**P.T. Pelayaran "Sri Wijaya Raya Lines"**<br>Jakarta Indonesia | **2 077**<br>1 309<br>1 833 | (KI) | **1950** Rotterdamsche D.D. Maats. N.V.—Rotterdam (270)<br>69,30 12,10 4,903<br>64,70 12,04 5,47<br>P & B 28,7 F 17,7 2 dks | **M General Cargo**<br>Mchy.aft<br>G.2 555 B.2 461<br>6W Der 1(10) | CSD | Polar<br>Oil 2SA 7Cy. 340 × 570<br>850bhp (625kW)<br>Nydqvist & Holm A/B<br>Gen 1 × 90kW 220V<br>Fuel 69,0t (d.o.) |
| **8710405**<br>*CNZA*<br>Esd Rdr Rt | **RAWNAK**<br>**Al Amine Securities Co.**<br>Tan-Tan Morocco | *336*<br>*114*<br>318 | BV | **1989** S.A. Juliana Const. Gijonesa—Gijon (330)<br>39,40 (BB) 4,101<br>33,02 9,01 6,15 | **M Fishing**<br>Stern Trawler Ref<br>In.365 | | Yanmar<br>Oil 4SA 6Cy. 220 × 300 with clutches<br>couplings & reverse reduction geared<br>shaft<br>883kW (1 200bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 180kW 380V a.c. |
| **7050004**<br>*WY4239*<br>515270 | **RAY & HARRY**<br>ex Raymond-76<br>**Long Shrimp Co. Inc.**<br>Brownsville, Tx United States of America | **111**<br>75<br>— | | **1968** Allied Shipyard Inc.—Larose, La<br>*21,13* 6,56<br>3,23<br>1 dk | **M Fishing** | | Oil<br>330bhp (243kW)<br>..............<br>Fuel (d.o.) |
| **7941007**<br>600990<br>Rdr Rt | **RAY F. HEBERT**<br>**Petchem Inc.**<br>Houma, La United States of America | **131**<br>89<br>— | | **1979** ..............Houma, La<br>*22,10* 7,37<br>3,15<br>1 dk | **M Tug** | | Oil |
| **7623198**<br>332257 | **RAY LARSSON**<br>**Consolidated Projects Pty. Ltd.**<br>*Launceston, Tas.* Australia | **186**<br>154<br>— | | **1970** Tamar SB. Pty. Ltd.—Launceston, Tas.<br>19,00 6,13<br>2,44<br>1 dk<br>conv Fishing 75 | **TM Launch** | | Scania<br>2 Oil 4SA each 6Cy. 127 × 145<br>310bhp (228kW)<br>A/B Scania Vabis<br>Fuel (d.o.) |
| **8332629**<br>*WX8149*<br>507262<br>Rdr Rt | **RAY PATER**<br>ex Poseidon<br>**International Barge Inc.**<br>Baltimore, Md United States of America | **143**<br>97<br>— | | **1967** Main Iron Works Inc.—Houma, La (186)<br>*21,71*<br>7,38 3,10<br>1 dk | **TM Tug** | | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 170 × 190<br>NE 86<br>Caterpillar Inc. |
| **8427838**<br>*DUOW*<br>Rt | **RAY PATRICK G-III**<br>**D. C. Gaerlan Oil Products**<br>Manila Philippines | **335**<br>239<br>— | | **1978** Sandoval Shipyards Inc.—Navotas<br>8,72<br>37,80 8,70 2,60<br>1 dk | **M General Cargo** | | Oil<br>230bhp (169kW) |
| **8427826**<br>*DUBU*<br>223781<br>Rt | **RAY PATRICK G-IV**<br>**D. C. Gaerlan Oil Products**<br>Manila Philippines | **317**<br>251<br>— | | **1979** Sandoval Shipyards Inc.—Navotas<br>9,17<br>39,63 9,16 2,21<br>1 dk | **M Tanker** | | Oil<br>230bhp (169kW) |
| **8427840**<br>*DVRF*<br>224901<br>Rt | **RAY PATRICK G-V**<br>**D. C. Gaerlan Oil Products**<br>Manila Philippines | **367**<br>297<br>383 | | **1979** ..............Manila<br>10,62<br>42,35 10,61 2,87<br>1 dk | **M Tanker** | | Oil<br>140bhp (103kW) |
| **5290868**<br>145058<br>Rt | **RAYBEL**<br>**Ian M. Houston**<br>London United Kingdom | **102**<br>79<br>157 | | **1920** Wills & Packham Ltd.—Sittingbourne<br>*26,43* 6,53 1,982<br>6,48 | **Wood Aux M General Cargo Barge**<br>Spritsail<br>1 Ho 23,1<br>2 Ha (4,5 10,6 × 4,2)<br>Der 1(0,25) | | Gardner<br>Oil 4SA 6Cy. 108 × 152<br>85bhp (63kW) NE 62<br>L. Gardner & Sons Ltd.<br>Fuel 2,0t (d.o.) |
| **6719720**<br>*UZGQ*<br>M-27932<br>Df Esd Gc<br>Rdr Rt | **RAYCHIKHINSK**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 531**<br>2 383<br>6 609 | RS | **1967** Stocznia Gdanska im. Lenina—Gdansk (B45/57)<br>123,83 16,74 7,246<br>114,99 16,69 8,44<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 444 B.7 523<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER<br>(14,0 14,0 × 8,9)<br>8W Der 1(50) 1(15) 8(5) | | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>H. Cegielski<br>Gen 2 × 200kW 1 × 80kW 400V 50<br>Fuel 85,5t (d.o.) 478,0t (hvf) |
| **7942752**<br>*WYC9481*<br>603433 | **RAYDA CHERAMIE**<br>ex Susan Cheramie<br>**Rayda Cheramie Inc.**<br>Houma, La United States of America | **165**<br>112<br>— | | **1979** ..............Biloxi, Ms<br>*25,09* 7,32<br>3,59<br>1 dk | **M Fishing** | | Oil<br>700bhp (515kW) |
| **8225761**<br>186682 | **RAYDALE H**<br>**Kenneth John Wills**<br>Hull United Kingdom | **321**<br>168 | | **1955** John Harker Ltd.—Knottingley (269)<br>... ... ...<br>... ... ...<br>1 dk | **M Tanker**<br>Mchy.aft | | Ruston<br>Oil<br>Ruston & Hornsby Ltd. |
| **7328487**<br>*UMVI*<br>M-14693<br>Df Esd Gc<br>Rdr Rt | **RAYGOROD**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1973** ..............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **5290882**<br>162597 | **RAYJOHN**<br>**Earnbank Sand & Gravel Co. Ltd.**<br>D. Taylor<br>London United Kingdom | **155**<br>85<br>254 | | **1931** S. Richards & Co. Ltd.—Lowestoft<br>32,01 6,81 2,286<br>6,76<br>1 dk<br>R | **TM General Cargo**<br>1 Ho ER<br>1 Ha ER<br>1W | | Cummins<br>2 Oil 4SA each 6Cy. 124 × 152<br>NE 63<br>Cummins Engine Co. Ltd. |
| **5298482**<br>*LERW*<br>13048<br>Rdr Rt | **RAYMOND**<br>ex Rodoy-82<br>**Jan Angel**<br>Bodo Norway | **109**<br>42<br>— | | **1951** A/S Pusnaes M/V—Arendal (75)<br>27,11 5,82 2,134<br>5,77 2,75<br>len 55 | **M Ferry**<br>1 Ho 5,4<br>1 Ha (2,1 × 1,4)<br>1W Der 1(2) | 100P | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>450bhp (331kW) NE 63<br>A/S Wichmann<br>Fuel 9,0t (d.o.)-1,0pd |
| **8104199**<br>*FNWX*<br>RTm/h/v | **RAYMOND CROZE**<br>**Compagnie Francaise Cables Sous-Marins & Radio Paris**<br>Toulon France<br>SatCom: 1110221/FNWX | T.Mk<br>**3 988**<br>978<br>2 500<br>**4 844**<br>1 264<br>3 300 | BV | **1983** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (1235)<br>107,02 —/6,268<br>94,27 17,81 9,02<br>2 dks | **TD-E Cable-layer**<br>Mchy.aft | | Crepelle<br>3 Oil 4SA each 8Cy. 260 × 320 total<br>(3 809kW) driving 3 gen. each<br>connected to 2 elec. motors each<br>(1 420kW) & sc. shafts<br>Soc. Nouvelle des Moteurs Crepelle<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 538,5t (d.o.) |
| **8623119**<br>Gc Rdr Rt | **RAYMOND IX**<br>ex Mashima Maru No. 3-86<br>**Nautilus Maritime Venture**<br>Manila Philippines | **181**<br>121<br>— | | **1972** ..............Japan<br>25,51 6,84 2,601<br>23,02 6,80 2,90<br>1 dk | **M Fishing**<br>Side Trawler | | Oil |

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| 5290935<br>ORPA<br>373 | **RAYMOND LETZER**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **116**<br>3<br>— | | **1947** N.V. Scheepswerf van Rupelmonde —Rupelmonde<br>26,73 7,01 —<br>3,20<br>1 dk | **S Tug** | T 3Cy. 270 460 & 749 x 560<br>Amsterdamsche Droogdok Mij. N.V. Amsterdam<br>Fuel (o.f.) |
| 6620785<br>LW2610<br>Df Esd Rt | **RAYO DE MAR**<br>**Quilla Pesquera S.A.**<br>Mar del Plata Argentina | **110**<br>—<br>— | ✠Classed LR until 1/11/74 | **1967**-12 Ast. "Anibal Vanoli" y Cia.—Puerto Quequen (20)<br>25,02 6,13<br>21,62 6,10 3,10<br>F 4,6<br>rf 889 BK 178 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Stork<br>Oil 4SA 8Cy. 150 × 225 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Motores Stork Buenos Aires<br>Gen 1 × 9,25kW 1 × 3,5kW 380V 50Hz a.c. |
| 7528776<br>A9D2438<br>A1425<br>Rdr Rt | **RAYYA**<br>ex Delmon-79<br>**Arab Shipbuilding & Repair Yard Co. (ASRY)**<br>Bahrain Bahrain | **204**<br>0<br>136 | **✠100A1** SS 12/89<br>tug<br>Arabian Gulf service<br>**✠LMC**<br>EL (F)D ¾"U2<br>FN 384 | **1977**-8 Est. Nav. Lda. H. Parry & Son—Cacilhas (77)<br>33,36 9,00 3,825<br>30,00 8,50 4,30<br>RAD 1,0 1 dk<br>rf 1041 BK 152 | **M Tug**<br>Fire-fighting Pollution Control | MWM TBD501-8<br>Oil 4SA 8Cy. 360 × 450 reverse reduction geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 48kW 1 × 32kW 220/380V 50Hz a.c. |
| 6816384<br>YTER<br>3T-135<br>Df Esd Gc<br>Pld Rdr Rt | **RAZANAC**<br>ex Bia-72<br>Launched as Fenix<br>**Tankerska Plovidba**<br>Zadar Croatia | **499**<br>354<br>1 375 | JR | **1968** Falkenbergs Varv AB—Falkenberg (150)<br>72,01 11,54 3,571<br>66,60 11,51 3,61<br>1 dk<br>rf 51 | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 540 | Brons 12GV<br>Vee Oil 2SA 12Cy. 220 × 380<br>883kW (1 200bhp)<br>Appingedammer Brons Appingedam<br>Gen 2 × 88kW 380V 50Hz a.c.<br>11kn |
| 8220591<br>YOKQ<br>622<br>Df Esd Gc<br>Pld Rdr Rt | **RAZBOIENI**<br>**Navrom Shipping Company**<br>Constantza Romania | **7 092**<br>3 831<br>—<br>**11 359**<br>5 846<br>15 555 | RNR | **1982** Santierul Naval Galatz—Galatz<br>158,71 —/9,600<br>146,89 22,80 13,21<br>2 dks | **M General Cargo** OSD/CSD<br>4 Ho 21,0 27,6 27,7 20,0 ER<br>G.21 192 B.18 860<br>TEU 396 C. 396/20'<br>7 Ha (stl) (13,3 × 10,2) (19,2p&s 19,2p&s 19,2p&s × 7,7) ER<br>Der 4(22) | MAN 6L52/55A<br>2 Oil 4SA each 6Cy. 520 × 550 sr geared to sc. shaft<br>6 000bhp (4 413kW)<br>Intreprinderea de Const. de Masini Resita Resita |
| 7328499<br>UMVC<br>M-14692<br>Df Esd Gc<br>Rdr Rt | **RAZDAN**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1973** .............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>11,75kn |
| 8138554<br>M-38036<br>Df Esd Rdr<br>RTm | **RAZDAN**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **268**<br>80<br>74 | RS | **1983** .............U.S.S.R.<br>34,32 2,850<br>7,82 3,71<br>1 dk | **M Fishing**<br>Tuna | Oil<br>............. |
| 7418696<br>EVXA<br>M-12391<br>Df Esd Rdr<br>Rt | **RAZDOLYE**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1974** .............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,6 × 1,4)<br>1W Der 1(3) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| 6921995<br>YQPW<br>919<br>Df Esd Gc<br>Rdr Rt | **RAZELM**<br>Launched as Lepus<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **2 690**<br>1 071<br>1 500 | RNR (PR) | **1969** Stocznia Gdanska im. Lenina—Gdansk (B22/07)<br>87,97 (BB) 14,53 5,601<br>83,65 14,51 7,45<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 590<br>3 Ha (each 1,9 × 1,9)<br>4W Der 4(1,5) | Fiat B300.6L<br>Vee Oil 4SA 6Cy. 300 × 450 geared to sc. shaft<br>2 500bhp (1 839kW)<br>H. Cegielski Poznan<br>Gen 1 × 640kW 2 × 252kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 894,0t (d.o.)<br>13,5kn |
| 7622649<br>199<br>Df Esd Rdr<br>Rt | **RAZELM**<br>**Intreprinderea de Exploatare a Floti Maritime NAVROM**<br>Constantza Romania | **694**<br>179<br>— | RNR | **1965** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin<br>55,81 9,99 3,599<br>4,30<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | S.K.L.<br>2 Oil 4SA each 8Cy. 240 × 360<br>610bhp (449kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 69kW 220V 50Hz a.c.<br>Fuel 70,0t (d.o.)<br>8kn |
| 7418684<br>EVWZ<br>M-12389<br>Df Esd Rdr<br>Rt | **RAZINO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1974** .............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,6 × 1,4)<br>1W Der 1(3) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| 6905836<br>ERSM<br>M-30281<br>Df Esd Gc<br>Pld Rdr Rt | **RAZLIV**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **1 113**<br>427<br>565 | RS | **1969** VEB Mathias-Thesen-Werft—Wismar (133)<br>65,74 11,33 3,620<br>59,95 11,10 5,36<br>2 dks | **M Fishing**<br>Side-fishing Suction Ref<br>Ice strengthened<br>2 Ho ER<br>In.795<br>2 Ha (each 1,9 × 1,9) ER<br>Cr 2(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 272kW 1 × 192kW 380V a.c.<br>11kn |
| 8129632<br>UPHE<br>0214<br>Df Esd Gc<br>Rdr RTm/h/v | **RAZNA**<br>ex Razdolnoye-91<br>**Latvian Shipping Company**<br>Latvia | *5 154*<br>*1 741*<br>6 269<br>T/cm<br>16,4 | RS | **1984** Rauma-Repola Oy—Rauma/Raumo (283)<br>113,01 7,201<br>104,53 18,31 8,51<br>1 dk | **M Tanker/ Icebreaker**<br>3 Ta 8 Wing Ta ER<br>L.(oil) 5 943<br>11 Cargo pumps total 1 730T/hr | B&W 6L45GFCA<br>Oil 2SA 6Cy. 450 × 1200<br>5 914bhp (4 350kW)<br>Bryansk Eng. Works Bryansk<br>Gen 4 × 220kW 380V 50Hz a.c.<br>Fuel 457,39t (d.o.)-17,3pd<br>15,2kn |
| 7438191<br>EVXC<br>M-12393<br>Df Esd Rdr<br>Rt | **RAZUMNOYE**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1974** .............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 9,35 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (stl) (each 1,5 × 1,6)<br>Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| 8033871<br>LYFT<br>M-39724<br>Df Esd Gc<br>Rdr RTv | **RAZVEDCHIKI**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1982** .............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| 8729042<br>UIIU<br>M-43159<br>Rt | **RB-22**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | *368*<br>*110*<br>125 | RS | **1989** .............Yugoslavia<br>36,31 9,95 3,570<br>32,95 - 4,70<br>1 dk | **M Tug**<br>Fire-fighting Salvage | Sulzer 6ASL25D<br>2 Oil 4SA each 6Cy. 250 × 300 geared to sc. shaft<br>Yugoslavia<br>Gen 2 × 100kW a.c.<br>Controllable pitch propeller<br>13kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| **8729030**<br>*UILU*<br>M-43160<br>Rt | **RB-29**<br><br><br>(Murmansk) (U.S.S.R.) | *368*<br>*110*<br>125 | <br><br>RS | **1989** ............Yugoslavia<br>36,31 9,95 3,570<br>32,95 - 4,70<br>1 dk | **M Tug**<br>Fire-fighting Salvage | Sulzer<br>Oil 4SA 6Cy. 250 × 300 geared to sc. sha |
| **8729028**<br>*UFCE*<br>M-43043<br>Esd Rdr Rt | **RB-40**<br><br><br>(Murmansk) (U.S.S.R.) | *368*<br>*110*<br>125 | <br><br>RS | **1988** ............Yugoslavia<br>36,31 9,95 3,570<br>32,95 - 4,70<br>1 dk | **M Tug**<br>Fire-fighting Salvage<br>Ice strengthened | Sulzer<br>2 Oil 4SA each 6Cy. 250 × 300<br><br>Controllable pitch propeller |
| **8725761**<br><br>M-41623<br>Rt | **RB-167**<br><br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *387*<br>*116*<br>124 | <br><br>RS | **1985** ............U.S.S.R.<br>36,32 9,78 3,500<br>32,77 4,70<br>1 dk | **M Tug**<br>Ice strengthened | Sulzer<br>2 Oil 4SA each 6Cy. 250 × 300<br><br>Gen 2 × 125kW a.c.<br>Controllable pitch propeller |
| **8729016**<br><br>M-43044 | **RB-280**<br><br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | *368*<br>*110*<br>125 | <br><br>RS | **1988** ............Yugoslavia<br>36,31 9,95 3,570<br>32,95 - 4,70<br>1 dk | **M Tug**<br>Fire-fighting Salvage<br>Ice strengthened | Sulzer<br>2 Oil 4SA each 6Cy. 250 × 300<br><br>Gen 2 × 100kW a.c.<br>Controllable pitch propeller |
| **8729004**<br><br>M-43045 | **RB-293**<br><br><br>(Murmansk) (U.S.S.R.) | *368*<br>*110*<br>125 | <br><br>RS | **1989** ............Yugoslavia<br>36,31 9,95 3,570<br>32,95 - 4,70<br>1 dk | **M Tug**<br>Fire-fighting Salvage | Sulzer<br>Oil 4SA 6Cy. 250 × 300 geared to sc. sha |
| **8825999**<br>*YDTP*<br><br>Rt | **RD. E. SOERIAATMADJA**<br><br>**Lembaga Oseanologi Nasionallipi**<br>Jakarta Indonesia | **118**<br>16<br>— | <br><br>KI | **1984** P. T. Union Yard—Tanjung Priok (16)<br>27,90 6,20 2,100<br>23,00 - 2,80<br>1 dk | **M Landing Craft**<br>Deck Cargo | Yanmar<br>Oil 4SA 6Cy. 148 × 165<br>294kW (400bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 80kW 380V a.c. |
| **8000422**<br><br><br>Rdr Rt | **RD-26**<br><br>**Government of Mexico (Secretaria de Communicaciones y Transportes - Direccion General de Dragado)**<br>Mazatlan Mexico | **154**<br>—<br>— | <br><br>✠Classed LR until 14/8/85 | **1981**-2 Hikari Kogyo K.K.—Yokosuka (308)<br>26,70 7,37 2,299<br>23,02 7,21 3,20<br>1 dk<br>rf 381 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reve reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peor<br>Gen 2 × 55kW 220V 60Hz a.c. |
| **7308102**<br>*WX9212*<br>226843 | **RDREAM**<br><br>**Rondal K. Tillett**<br>Elizabeth City, NC United States of America | **128**<br>81<br>— | | **1927** Great Lakes Boat Building Corp.—Chicago, Il<br>*29,57* 5,64<br>3,00 | **Wood M Fishing** | Oil<br>300bhp (221kW)<br>.............<br>Fuel (d.o.) |
| **7306037**<br>*P3JB2*<br>708140<br>Df Esd Gc<br>Pfd Rdr RTv | **REA**<br>ex Miss Dina-91 ex West Bridge-87<br>ex Panamax Venus-85<br>**Alona Shipping Co. Ltd.**<br>Navipower Compania Naviera S.A.<br>Limassol Cyprus<br>SatCom: 1100741/REAX | **30 919**<br>22 266<br>60 104<br>T/cm<br>61,6 | <br><br>BV | **1973** Taiwan SB. Corp.—Keelung (N-035)<br>223,02 (BB) 32,24 11,583<br>212,76 32,21 17,81<br>P 26,9 F 18,9 1 dk<br>rf nil | **M Bulk Carrier**<br><br>7 Ho 21,5 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.73 558 B.71 057 HeCls. B<br>7 Ha (stl) (9,7 × 13,1) (13,4 13,4 13,4 13,4 13,4 13,4 × 14,5) ER<br>14W Der 14(5) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 460kW 450V 60Hz a.c.<br>Fuel 200,5t (d.o.) 2 981,5t (hvf)-49,0pd |
| **7104714**<br>*3EKY5*<br>17796-AG<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **REA**<br>ex Brea-91 ex Rea-88<br>**Cardinal Maritime Co. S.A.**<br>Panama Panama | **8 918**<br>6 314<br>15 320 | <br><br>BV (AB) | **1971** Hellenic Shipyards—Skaramanga (1106)<br>141,05 20,48 8,849<br>134,12 20,42 11,73<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br><br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 720 B.19 870<br><br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 8(10) 2(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>4 046kW (5 501bhp)<br>H. Cegielski<br>Gen 3 × 218kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 984,5t (hvf) |
| **6700119**<br>*SZTS*<br>9222<br>Df Esd Gc<br>Rdr Rt | **REA**<br>ex Aegeon-90 ex Aries-87<br>**Rea Naftiki Eteria**<br>Piraeus Greece | T.Mk<br>**1 585**<br>996<br>1 486 | <br><br>HR NV (PR) | **1966** Stocznia Gdanska im. Lenina—Gdansk (B15/24)<br>83,09 13,82 5,500<br>75,01 13,77 9,73<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 400 | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietoc<br>Gen 4 × 250kW 220V d.c.<br>Controllable pitch propeller |
| **7024627**<br>*OGWP*<br>553<br>Rt | **REA**<br>ex Billerud I<br>**Laivanisannistoyhtio Messina I**<br>Kemio/Kimito Finland | **244**<br>162<br>366 | | **1955** ............Karlstad<br>37,80 6,81 3,250<br>36,12 3,08<br>1 dk<br>len 83 | **M General Cargo**<br>Mchy.aft | Scania<br>Oil 6Cy.<br>A/B Scania Vabis<br>Fuel 4,0t (d.o.)-0,5pd |
| **7010286**<br>*9HEU3*<br>2572<br>Df Esd Gc<br>Pfd Rdr | **REA SEA**<br>ex Yushin Maru-80<br>**Clementine Shipping Ltd.**<br>Valletta Malta | **2 995**<br>1 910<br>5 857 | <br><br>HR (NK) | **1969** Imabari Zosen—Imabari (218)<br>101,96 16,31 6,681<br>95,99 16,29 8,16<br>P 19,9 F 10,1 1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.7 490 B.7 213<br><br>2 Ha (stl) (27,1 27,8 × 8,3) ER<br>Der 4(15) | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>3 500bhp (2 574kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 132kW 440V 60Hz a.c.<br>Fuel 543,5t-15,0pd |
| **6616851**<br>*SV3902*<br>8881<br>Df Esd Pfd<br>Rdr Rt | **REA SKY**<br>ex Rozenn-85 ex Miniland-79<br>ex Heike Bos-72<br>**Thiraiki Shipping Co.**<br>Piraeus Greece | **894**<br>647<br>1 330 | <br><br>BV HR (GL) | **1966** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (76)<br>65,05 9,83 4,020<br>65,00 9,81 6,15<br>P 11,0 F 6,1 1 dk<br>len 69 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 332 B.2 146<br><br>1 Ha (28,0 × 5,0) ER<br>Der 2(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **7534505**<br>*SV4275*<br>6123<br>Rdr | **REA SPIRIT**<br>ex Pronos-81 ex Sea Thand X-76<br>ex Rakusui Maru-76<br>**Akrotiri Shipping Ltd.**<br>Piraeus Greece | **923**<br>617<br>1 588 | <br><br>HR | **1965** Kurushima Dock Co. Ltd.—Japan (325)<br>64,85 10,04 4,217<br>60,00 10,01 5,31<br>P 15,0 F 9,2 1 dk | **M General Cargo**<br><br>1 Ho 12.7<br>G.2 192 B.2 097<br><br>1 Ha (34,0 × 6,4) | Oil 4SA 6Cy. 350 × 1000<br>1 000bhp (736kW)<br>Kinoshita Tekkosho<br>Gen 2 × 25kW 225V a.c. |
| **7397995**<br>*SW3413*<br>9099<br>Esd Gc Rdr<br>RTv | **REA STAR**<br>ex Triena-87 ex Agios Spyridonas-86<br>ex Agios Spyridon-82<br>ex Frendo Venture-77<br>**Santino Shipping Co.**<br>Piraeus Greece | **700**<br>—<br>1 450<br><br>**1 573**<br>1 050<br>2 800 | <br><br>HR (BV) | **1977** United Shipping Yard Co.—Perama (67)<br>63,61 4,452/6,551<br>55,15 13,30 7,73 | **M General Cargo** OSD/CSD<br><br>1 Ho 40,0 ER<br>TEU 75 C.Ho 51/20' C.Dk 24/20'<br><br>1 Ha (stl) (34,6 × 10,4) ER<br>Cr 1(5-10) | Normo<br>Oil 4SA 9Cy. 250 × 300<br>1 575bhp (1 159kW)<br>Normo Gruppen A/S<br>Gen 2 × 150kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 37,5t (d.o.) 160,5t (hvf)-5,0pd |
| **6920214**<br>*ELKH5*<br>8732<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **REAL PROGRESS**<br>ex Enerchem Fusion-91<br>ex Chemical Transport-86<br>**Tatton Inc.**<br>Real Shipping Co. Ltd.<br>Monrovia Liberia | **4 981**<br>3 629<br>8 260<br>T/cm<br>17,2 | **✠100A1** SS 5/86<br>oil tanker<br>Ice Class 3<br>**✠LMC**<br>EL U 1$\frac{13}{16}$"U2<br>FN 2838 | **1969**-7 Davie SB. Ltd.—Lauzon, P.Q. (668)<br>119,18 16,84 6,649<br>112,78 16,77 8,39<br>P 21,4 F 14,1 1 dk<br>rf 76 | **TM Tanker**<br><br>12 Ta ER<br>L.(oil) 11 019 HeCls. C<br>3 Cargo pumps total 1 290T/hr | Fairbanks, Morse<br>2 Oil 2SA each 10Cy. 206 × 508 reverse geared to sc. shafts<br>3 332bhp (2 451kW)<br>Fairbanks, Morse (Canada) Ltd. Kingst<br>2 AuxB 160lbf/in² (11,1bar)<br>Gen 3 × 300kW 575V 60Hz a.c.<br>Fuel 309,0t (d.o.)-25,5pd |

**CLASS SUSPENDED FOR VOYAGE UNDER TOW MONTREAL — QUEBEC 1/91**

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|---|---|---|---|---|---|---|
| 7231048<br>ZGXZ<br>702477<br>Rt | **REAL THING**<br>ex Spindletop-83<br>**Island Shipping & Trading Ltd.**<br>Georgetown — Cayman Islands (British) | **148**<br>115<br>— | | **1954** Burton Construction & SB. Corp.—Port Arthur, Tx (202)<br>*30,61* 6,76<br>2,70<br>1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 8Cy. 108 × 127 geared to sc. shafts<br>700bhp (515kW)<br>General Motors Corp., Detroit Diesel Allison Div. — Detroit,Mi<br>Fuel (d.o.) — 10kn |
| 7944463<br>605963 | **REBECCA**<br>ex Classy Lady-89<br>**Trawler Rebecca Inc.**<br>New Orleans, La — United States of America | **162**<br>110<br>— | | **1979** ............Biloxi, Ms<br>*25,09* 7,32<br>3,59<br>1 dk | **M Fishing** | Oil<br>680bhp (500kW)<br>U.S.A. |
| 7742944<br>WYC6432<br>592319 | **REBECCA**<br>ex Miss Teresa W<br>**Rebecca Shrimp Co. Inc.**<br>Corpus Christi, Tx — United States of America | **118**<br>80<br>— | | **1978** Marine Mart Inc.—Port Isabel, Tx<br>*20,73* 6,18<br>3,66<br>1 dk | **M Fishing** | Cummins<br>Oil<br>365bhp (268kW)<br>Cummins Engine Co. Inc. — U.S.A. |
| 8507066<br>677263 | **REBECCA B**<br>**Seabank Industries Ltd. & Rockland Fleet Corp.**<br>United States of America | **146**<br>117<br>— | | **1985** Goudy & Stevens,—East Boothbay, Me (15)<br>3,352<br>23,32 7,01<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref | MAN<br>Vee Oil 4SA 12Cy. 128 × 142<br>330bhp (243kW)<br>MAN Masch. Augsburg-Nuernberg A.G. — Nuernberg |
| 8519679<br>697637<br>Df Esd Gc<br>Rdr RTv | **REBECCA IRENE**<br>**Simonson Enterprises Inc.**<br>Seattle, Wa — United States of America<br>SatCom: 1502163/RIRE | **191**<br>130<br>— | NV | **1985** Eastern Marine Inc.—Panama City, Fl (92)<br>42,68<br>10,98 4,88 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>In.453 | Alpha — 6L28/32<br>Oil 4SA 6Cy. 280 × 320 reduction geared to sc. shaft<br>1 324kW (1 800bhp)<br>MAN-B&W Diesel A/S — Frederikshavn<br>Gen 1 × 450kW 1 × 425kW 1 × 250kW 440V 60Hz a.c. |
| 5351337<br>WB3557<br>237005<br>Rt | **REBECCA K**<br>ex Tallmans Island-75<br>**Sludge Tank Cleaning Corp.**<br>New York, NY — United States of America | **1 429**<br>813<br>1 543 | AB | **1938** United Shipyards, Inc.—Mariner's Harbor, NY (851)<br>78,69 13,31 3,937<br>76,21 13,26 4,88<br>F 12,2 2 dks<br>R rf 76 | **TM Sludge Carrier**<br>Self-unloader<br>Mchy.aft | Rathbun-Jones<br>2 Oil 4SA each 6Cy. 405 × 610<br>1 300bhp (956kW)<br>Ingersoll-Rand Co. — U.S.A.<br>Gen 1 × 50kW d.c. 2 × 15kW d.c.<br>Fuel 88,5t — 11,5kn |
| 7529457<br>J8DY8<br>3109<br>Df Esd Gc<br>Rdr RTv | **REBECCA P**<br>ex Najerilla-90 ex Antxon Mari-86<br>**Goldarrow Shipping Ltd.**<br>Kingstown — St. Vincent and the Grenadines | **697**<br>363<br>1 195 | BV | **1976** Ast. Luzuriaga S.A.—Pasajes (194)<br>63,91 10,62 3,963<br>55,68 10,60 4,47<br>1 dk | **M General Cargo**<br>1 Ho 37,1 ER<br>G.1 650 B.1 370<br>1 Ha (stl) (25,0 × 7,6) ER | Duvant — 8VNRS<br>Oil 4SA 8Cy. 315 × 480<br>883kW (1 200bhp)<br>Carmelo Unanue — Zumaya<br>Gen 3 × 69,3kW 1 × 52kW 380V a.c.<br>Fuel 114,0t (d.o.) — 12,7kn |
| 7914573<br>618394<br>Df Esd Gc<br>Rdr Rt | **REBECCA P.**<br>**Poling Transportation Corp.**<br>New York, NY — United States of America | **149**<br>101<br>— | AB | **1980** McDermott Shipyard—Morgan City, La (255)<br>9,78<br>32,01 9,76 4,83<br>1 dk<br>rf 737 | **TM Tug** | General Motors — 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. — La Grange<br>Gen 2 × 75kW<br>12kn |
| 5103077<br>OZDU<br>D975<br>Df Esd Pfd<br>Rt | **REBECCA ROUSING**<br>ex Embla-89 ex Poseidon-87<br>ex Sine Boye-76 ex Embla-70<br>**Carsten Rousing**<br>Frederiksvaerk — Denmark | **299**<br>188<br>564 | BV | **1962** Orskovs Staalskibsvaerft I/S—Frederikshavn (18)<br>45,37 8,67 3,050<br>43,21 8,64 3,41<br>P 11,0 F 8,0 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 30,4 ER<br>G.708 B.616<br>2 Ha (each 10,8 × 4,9) ER | Alpha — 405-24VO<br>Oil 2SA 5Cy. 240 × 400<br>221kW (300bhp)<br>Alpha-Diesel A/S — Frederikshavn<br>Gen 2 × 12kW 1 × 7kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 31,5t (d.o.) — 9,5kn |
| 6416483<br>HQWA5<br>L-0322674<br>Df Esd Rdr<br>Rt | **REBEKA**<br>ex Lang-88 ex Lane-88<br>ex Albert Cornelis-83 ex Carebeka III-81<br>**Naviera Yara Grupo S. de R.L.**<br>San Lorenzo — Honduras | **962**<br>585<br>1 624 | ✠Classed LR until 4/89 | **1964**-10 Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen (269)<br>71,02 9,58 4,503<br>65,89 9,40 5,90<br>1 dk<br>rf 51 len & deepened 70 | **M General Cargo**<br>1 Ho 48,3 ER<br>G.2 132 B.1 896<br>2 Ha (18,4 17,9 × 5,0) ER<br>3W Der 3(3) | De Industrie<br>Oil 4SA 8Cy. 305 × 460<br>548kW (745bhp)<br>D. & J. Boot "De Industrie" — Alphen a/d Rijn<br>Fuel 71,0t — 11kn |
| 5215131<br>HQAB4<br>Df Rdr Rt | **REBEL**<br>ex Menje-88 ex Lydia-74 ex Lydia W-70<br>ex Lydia-62<br>San Lorenzo — Honduras | **364**<br>202<br>505 | BV | **1950** N.V. Sch. Delfzijl v/h Sander—Delfzijl (186)<br>50,22 7,55 2,750<br>47,78 7,50 3,05<br>P 8,3 F 5,2 1 dk<br>len 62 | **M General Cargo**<br>1 Ho 31,4 ER<br>G.742 B.687<br>2 Ha (w) (each 11,9 × 4,5) ER | MAN<br>Oil 4SA 4Cy. 285 × 420<br>195bhp (143kW)<br>Masch. Augsburg-Nuernberg (MAN) — Augsburg<br>Fuel 5,0t — 8,5kn |
| 6903113<br>Esd Pfd Rdr<br>RTm/h/v | **REBELO XIV**<br>ex Steady Tide-86 ex Tide Hal I-70<br>**Rebelo Industria Comercio e Navegacao Ltda. (REICON)**<br>Belem — Brazil | **712**<br>361<br>1 006 | AB | **1969** Verolme Scheepswerf Heusden N.V.—Heusden (802)<br>50,50 11,87 3,798<br>46,61 11,56 4,42<br>F 18,3 2 dks<br>rf 762 | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft<br>12P | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. — Peoria, Illinois<br>Gen 2 × 100kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 132,0t (d.o.) — 11kn |
| 7639630<br>V2CE<br>2032<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **REBENA**<br>**Partenreederei m.s. "Kirana"**<br>Hamburg — Antigua & Barbuda | **998**<br>682<br>2 384 | GL | **1977** Nitchitsu Industries Co. Ltd.—Matsuura (015)<br>86,52 13,03 4,909<br>77,02 13,01 7,62<br>P 13,2 F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,2 ER<br>G.4 372 B.4 263<br>TEU 140 C. 140/20' incl. 15 ref. C.<br>1 Ha (50,4 × 10,9) ER | MaK — 6M453AK<br>Oil 4SA 6Cy. 320 × 420 reduction geared to sc. shaft<br>2 100bhp (1 545kW)<br>MaK. Maschinenbau G.m.b.H. — Kiel<br>12,25kn |
| 8501799<br>PPRI<br>Df Esd Gc<br>Pfd Rdr Rt<br>SatNav<br>AMVER | **REBOUCAS**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro — Brazil | *20 180*<br>*8 444*<br>30 651<br>T/cm<br>43,0 | AB | **1989** Industrias Reunidas Caneco S.A.—Rio de Janeiro (247)<br>175,46 (BB) 28,03 10,300<br>167,00 28,00 14,90<br>1 dk<br>Bow/CM 90 Diam. 0,360 MH 2,1 | **M Tanker**<br>COW IGS SBT<br>5 Ta ER<br>L.(oil) 34 312<br>3 Cargo pumps total 3 300T/hr | B&W — 5L50MC<br>Oil 2SA 5Cy. 500 × 1620<br>5 701kW (7 751bhp)<br>Equipamentos Villares S.A. — Brazil<br>Gen 3 × 714kW a.c.<br>13,8kn |
| 7900766<br>JCFM<br>123518<br>Df Esd Gc<br>Pfd Rdr Rt | **REBUN**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo — Japan | **961**<br>261<br>— | | **1979** Narasaki Zosen K.K.—Muroran (924)<br>77,83 9,63 3,201<br>70,21 9,61 5,31<br>2 dks | **TM Patrol Ship** | Fuji — 8S40B<br>2 Oil 4SA each 8Cy. 400 × 580<br>4 708kW (6 401bhp)<br>Fuji Diesel Co. Ltd. — Tateyama<br>2 Controllable pitch propellers |
| 8004789<br>JD2485<br>124427<br>Esd Rdr Rt | **REBUN MARU No. 18**<br>**Yoshinoya Kaiun K.K.**<br>Hakodate, Hokkaido Pref. — Japan | **680**<br>—<br>1 403 | | **1980** Matsuura Tekko Zosen—Higashino (281)<br>63,71 9,83 4,601<br>59,01 9,81 4,81<br>1 dk | **M Tanker**<br>Mchy.aft | Fuji<br>Oil 4SA 6Cy. 320 × 500 geared to sc. shaft<br>1 600bhp (1 177kW)<br>Fuji Diesel Co. Ltd. — Tokyo |
| 8502860<br>JD2543<br>125557 | **REBUN MARU No. 21**<br>**Yoshinoya Kaiun K.K.**<br>Hakodate, Hokkaido Pref. — Japan | **699**<br>—<br>1 929 | | **1985** Matsuura Tekko Zosen—Higashino (313)<br>73,00 (BB) 11,43 4,733<br>68,03 11,41 5,29<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 148 | Akasaka — A31<br>Oil 4SA 6Cy. 310 × 600 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) — Yaizu |

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|---|---|---|---|---|---|---|
| **9001150**<br>*TCRU*<br>Df Esd Gc<br>Rdr Rt | **RECAI BURSALIOGLU**<br>**Birlik Denizcilik Isletmesi A.S.**<br>Istanbul Maritime Ltd.<br>Istanbul Turkey | *5 368*<br>*3 171*<br>7 500 | BV | **1991** Gelibolu Gemi Insa. Kizaklari Koll. Sti.<br>—Gelibolu (107)<br>115,95 17,20 7,580<br>106,80 - 9,80<br>1 dk | **M General Cargo**<br>3 Ho ER<br>G.10 859 B.10 436<br>3 Ha (stl) (12,3 × 7,8) (23,5 18,8 × 12,7) ER<br>Cr 1(20) | Wartsila<br>Oil 4SA 9Cy. 320 × 350 reduction gear<br>shaft<br>3 373kW (4 586bhp)<br>Wartsila Diesel Oy<br>Gen 4 × 217kW 220/380V 50Hz a.c. |
| **7038458**<br>*EFWO*<br>9129<br>Esd Rt | **RECARE**<br>**Suemar S.L.**<br>Vigo Spain | **171**<br>63<br>132 | BV | **1971** Const. Nav. Santodomingo—Vigo (369)<br>29,95 6,81<br>25,38 6,79 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 220 × 288<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz<br>Fuel 59,5t (d.o.) |
| **5066671**<br>*ILID*<br>429<br>Rt | **RECCO**<br>ex Ceccotto-81 ex Citta di Bari-51<br>ex Galata-47<br>**Compagnia Navigazione Santa Teresa S.r.l.**<br>Cagliari Italy | **498**<br>297<br>801 | (RI) | **1946** Offic. Mec. Nav. Campanella—Genova (3)<br>55,00 8,97 3,861<br>50,30 8,92 4,32<br>P 17,4 F 7,1 1 dk | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>B.992 | Ansaldo<br>Oil 4SA 7Cy. 265 × 410<br>350bhp (257kW)<br>S.A. Ansaldo |
| **7827354**<br>*TC3611*<br>5343<br>Df Esd Gc<br>Rdr RTv | **RECEP REIS I**<br>**Osman Ozkandemir**<br>Istanbul Turkey | **698**<br>293<br>1 000 | | **1982** Erdem Gemi Tersanesi Ltd. Sti.—Karadeniz Eregli (5)<br>62,01<br>49,03 9,01 4,22<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>660bhp (485kW)<br>............ |
| **7427130**<br>*EVWV*<br>M-14771 | **RECHITSA**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **633**<br>223<br>470 | RS | **1974** ............U.S.S.R.<br>55,02 9,53 4,180<br>5,19<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho<br>In.648<br>2 Ha (stl) (each 2,9 × 2,9)<br>Der 4(1,5) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7229667**<br>*Y5OT*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **RECHLIN**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | T.Mk<br>**494**<br>267<br>1 111 | DSRK GL | **1972** Elbewerften Boizenburg/Rosslau<br>—Boizenburg (217)<br>70,90 10,37 3,680<br>65,16 10,10 5,80<br>P 13,8 F 5,5 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho 20,4 24,4 ER<br>G.2 207 B.1 993<br>2 Ha (stl) (19,3 19,2 × 7,7) ER | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>853kW (1 160bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 128kW 1 × 116kW 1 × 76<br>390V 50Hz a.c.<br>Controllable pitch propeller |
| **8122828**<br>*3EGR6*<br>18347-NY<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RECIFE**<br>ex Tellus-88<br>**Argonaut Shipping Inc.**<br>South African Marine Corp. Ltd. (SAFMARINE)<br>Panama Panama | *24 921*<br>*11 816*<br>37 425 | AB (NV) | **1984** Nippon Kokan K.K.—Tsu (85)<br>182,51 (BB) 11,532<br>172,02 29,51 16,01<br>P 38,8 F 4,9 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 26,6 25,5 25,5 26,3 26,3 ER<br>5 TwD<br>G.42 012 B.40 276<br>TEU 1104 C. 1104/20' (40') incl. 3 ref C.<br>9 Ha (stl) (19,6 × 20,5) (19,5p&s 19,5p&s 19,5p&s 19,5p&s × 10,4) ER<br>Cr 1(35) 4(25) | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>9 430kW (12 820bhp)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 1 × 1080kW 2 × 1000kW 450V 6<br>Controllable pitch propeller<br>Fuel-35,5pd |
| **7118129**<br>*PP3876*<br>Esd Rdr Rt | **RECIFE**<br>**Government of The Federative Republic of Brazil (Companhia Brasileira de Dragagem (CBD) Portobras)**<br>Rio de Janeiro Brazil | **787**<br>386<br>1 829 | ✠Classed LR until 16/5/75 | **1971**-10 Appledore Shipbuilders Ltd.—Appledore (A.S.78)<br>57,76 11,92 3,887<br>53,35 11,59 4,50<br>P 13,5 F 5,8 1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | English Electric<br>Oil 4SA 6Cy. 254 × 305 sr geared to sc.<br>1 320bhp (971kW)<br>Ruston Paxman Diesels Ltd. Newton-<br>Gen 2 × 120kW 1 × 60kW 440V 60Hz<br>Controllable pitch propeller |
| **6700999**<br>326902<br>RTm | **RECIPROCITY**<br>**Laurence Sweeney Fisheries Ltd.**<br>Walter L. Sweeney<br>Yarmouth, N.S. Canada | **198**<br>91<br>— | | **1966** A. F. Theriault & Son—Meteghan, N.S.<br>*28,90* 7,45<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Fairbanks, Morse<br>Oil 10Cy. 133 × 184<br>800bhp (588kW)<br>Fairbanks Morse & Co. |
| **7739478**<br>*WYA2196*<br>591028 | **RECKLESS**<br>**Pete Shrimp Co. Inc.**<br>Brownsville, Tx United States of America | **102**<br>69<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1 dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **5291123**<br>*Y5RR*<br>Df RTm/v | **RECKNITZ**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | **138**<br>—<br>— | DSRK | **1953** VEB Rosslauer Schiffswerft—Rosslau<br>28,30 6,89 3,290<br>3,81<br>1 dk<br>RW | **M Tug** 12P<br>Ice strengthened | Oil 4SA 6Cy. 325 × 440<br>Goerlitzer Masch.<br>Gen 1 × 28kW 230V d.c.<br>Fuel (d.o.) |
| **5338086**<br>Rdr Rt | **RECOVERER**<br>ex Standard Oiler-73 ex YW 94<br>**Compania de Navegacion Albatros S.A. de C.V.** | **711**<br>414<br>1 264 | (AB) | **1944** Western Pipe & Steel Co.—San Francisco, Ca (120)<br>61,68 9,78 4,052<br>59,19 9,76 4,58<br>P 15,0 F 7,4 1 dk<br>rf 76 len 52 | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 768 | Oil 4SA 6Cy. 355 × 485<br>560bhp (412kW)<br>Union Diesel Engine Co.<br>Gen 2 × 40kW<br>Fuel 25,5t (d.o.)-3,0pd |
| **7308114**<br>*WU4765*<br>296310 | **RECOVERER**<br>ex LS 85 ex Relief ex WAL 510<br>**Bomain Co.**<br>Chicago, Il United States of America | **296**<br>196<br>— | | **1907** New York SB. Corp.—Camden, NJ<br>*35,06* 8,87<br>4,30<br>1 dk | **M Fishing** | Oil<br>500bhp (368kW)<br>............<br>Fuel (d.o.) |
| **6619360**<br>*HO7097*<br>6993-PEXT1<br>Esd Rdr Rt | **RECOVERY**<br>ex Metric Vulture-82 ex Scene 1-78<br>ex Topmast 20-77 ex LCT(4) 1120<br>**Smiths Marine Salvage (Jersey) Ltd.**<br>Panama Panama | **422**<br>142<br>198 | Classed LR until 2/82 | **1942** Sir Wm. Arrol & Co. Ltd.—Glasgow<br>62,24 9,50 2,115<br>54,18 9,15 2,70<br>Trunk 27,2 F 10,7<br>rf nil DK fwd conv RoRo Cargo/ Tank Landing Craft 46<br>conv General Cargo 59 | **TM Salvage Ship**<br>1 Ho ER<br>1 Ha (stl) (9,7 × 4,4) ER<br>Der 1(20) 1(5) | Paxman<br>2 Vee Oil 4SA each 12Cy. 178 × 197 s<br>geared to sc. shafts<br>800bhp (588kW) E made44 fitted67<br>Davey, Paxman & Co. Ltd.<br>Gen 1 × 50kW 1 × 40kW 1 × 15kW<br>220V d.c.<br>Bow jet pump |
| **7828956**<br>*WYA2525*<br>594502 | **RECOVERY**<br>**Jimguy Trawling & Shrimp Co.**<br>Brownsville, Tx United States of America | **100**<br>68<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,27* 6,23<br>2,75<br>1 dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **7629790**<br>349149<br>Esd Gc Pfd<br>Rdr Rt | **RECOVERY II**<br>ex Recovery-89<br>**Donker Marine (1988) Ltd.**<br>Auckland New Zealand | **128**<br>57<br>— | | **1975** Matsumoto Shipyards Ltd.—Dollarton, Vancouver, B.C.<br>- 6,86 3,226<br>21,34 6,85 3,26<br>1 dk | **Aluminium Alloy M Fishing**<br>Stern Trawler Seiner Ref | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 reverse re<br>geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. |
| **7101205**<br>*WV2211*<br>298254<br>Rdr RTv | **RECOVERY ONE**<br>ex War Cloud-89 ex Caldwell<br>**Coast Enterprises**<br>Morgan City, La United States of America | **195**<br>132<br>— | | **1965** Greenville SB. Corp.—Greenville, Ms (11)<br>10,67 3,074<br>46,03 3,66<br>F 12,2 1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>2 340bhp (1 721kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW 120/240V 60Hz a.c.<br>Fuel (d.o.) |

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| 7382646<br>DEBP<br><br>Df Esd Gc<br>Rdr RTm/v | **RECOVERY VESSEL 1**<br>ex Hopfentor-91<br>**Liquid Gas Investitions A.G.**<br>Bremen Federal Republic of Germany | **471**<br>175<br>815 | GL | **1975** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (747)<br>52,71 11,69 4,052<br>47,02 11,59 4,60<br>B & F 20,8 1 dk<br>conv Deck Cargo Tug/Supply Ship 91 | **TM Gas Processing Ship**<br>for offshore installations | MWM TBD441V12<br>2 Vee Oil 4SA each 12Cy. 230 × 270<br>2 900bhp (2 133kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 125kW 231/400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 218,5t (d.o.) 12,5kn |
| 7047590<br>HP4857<br>14124-PEXT | **RECOVERY VI**<br>ex Mister Chip-87<br>**Swiss Salvage S.A.**<br>Panama Panama | **198**<br>135<br>— | | **1970** Halter Marine Services, Inc.—New Orleans, La (221)<br>9,50 4,293<br>31,88 5,01<br>1 dk | **M Tug**<br>Anchor-handling | Caterpillar D399SCAC<br>Vee Oil 4SA 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 5298212<br>3ENJ8<br>20434-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **RECOVERY VIII**<br>ex Enerchem Laker-90<br>ex Island Transport-86<br>ex Rockcliffe Hall-72<br>**Environmental Protection Service Inc.**<br>Panama Panama | **3 542**<br>2 478<br>5 809<br>T/cm<br>13,8 | ✠LR class withdrawn-<br>Owners' request 6/12/90 | **1958**-5 Davie SB. Ltd.—Lauzon, P.Q. (615)<br>107,45 13,39 6,001<br>104,55 13,37 8,06<br>P 12,8 Trunk 79,3 F 9,5 1 dk<br>rf nil len 60deepened 59<br>conv General Cargo 72<br>conv Tanker 91 | **TM Tanker**<br>Bunkering<br>8 Ta ER<br>L.(oil) 6 615 HeCls. C<br>2 Cargo pumps total 840T/hr | Fairbanks, Morse<br>2 Oil 2SA each 4Cy. 210 × 508 sr reverse geared to sc. shafts<br>1 280bhp (942kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 95,0t (d.o.) 10kn |
| 7125043<br><br>720302<br>Esd Pfd Rdr<br>RTm | **RECOVERY 2**<br>ex Unimarfish-91<br>**Malcolm Firth, Stephen Pickering, Herbert Robinson & Gary Goodyear**<br>Grimsby United Kingdom | **471**<br>207<br>234 | ✠Classed LR until 11/73 | **1972**-2 Prince Edward Is. Ind. Corp.—Georgetown, P.E.I. (22)<br>39,93 8,56<br>33,23 8,54 6,56<br>F 12,2 2 dks<br>rf 610 BK 152 conv Stern Trawler Fishing — | **M Salvage Ship**<br><br>1 Ho 14,9 ER<br><br>2 Ha (stl) (each 1,6 × 1,2) ER | English Electric 8RK3AC<br>Oil 4SA 8Cy. 254 × 305<br>1 460bhp (1 074kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 2 × 40kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 66,0t (d.o.) 11,5kn |
| 7308126<br>WA9926<br>244217 | **RECRUIT**<br><br>**George Bold**<br>Aberdeen, Wa United States of America | **112**<br>76<br>— | | **1943** Petersen Boatbuilding Co.—Tacoma, Wa<br>*22,83* 6,46<br>3,03<br>1 dk | **Wood M Fishing** | Oil<br>300bhp (221kW)<br>Union Diesel Engine Co. U.S.A.<br>Fuel (d.o.) |
| 7224382<br>ORXA<br><br>Df Esd Rdr<br>RTv | **RECTEUR DUBUISSON**<br><br>**Universite de Liege**<br>Liege Belgium | **117**<br>82<br>— | | **1972** Porthleven Shipyard Ltd.—Porthleven (1)<br>21,29 7,32<br>20,73 7,22 1,93<br>1 dk | **TM Research**<br>Oceanographic Twin Hull<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 6Cy. 121 × 152<br>480bhp (353kW) E made69 fitted72<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 22kW 400/230V 50Hz a.c.<br>Fuel (d.o.) 12kn |
| 7520140<br>SLTT<br>6015<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RED ARROW**<br><br>**Paddington Marine Corp.**<br>Monrovia Liberia<br>SatCom: 1240323/TRAJ | **15 355**<br>10 707<br>25 890<br>T/cm<br>37,1 | AB | **1977** Kanasashi Co. Ltd.—Tsukama Works, Shimizu (1180)<br>175,85 (BB) 25,43 9,634<br>165,00 25,40 13,39<br>P 32,4 F 11,6 1 dk<br>rf 102 | **M Bulk Carrier**<br><br>5 Ho 16,7 27,0 27,0 27,0 27,0 ER<br>G.35 946 HeCls. ptB<br><br>5 Ha (stl) (12,6 × 10,0) (19,0 18,7 18,7 18,7 × 12,6) ER<br>Der 5(25) | MAN K6Z70/120E<br>Oil 2SA 6Cy. 700 × 1200<br>9 400bhp (6 914kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Fuel 152,0t (d.o.) 1 684,0t (hvf)-34,0pd 14,5kn |
| 8036433<br><br>620056 | **RED BARON**<br><br>**Newby's Plastering Inc.**<br>Juneau, Ak United States of America | **148**<br>127<br>— | | **1980** .............La Conner, Wa<br>*23,38* 7,24<br>2,24<br>1 dk | **M Fishing** | Oil<br>470bhp (346kW)<br>U.S.A. |
| 8037372<br><br>355974<br>Esd Rdr<br>RTh/v | **RED BLUFF**<br><br>**Simunovich Fisheries Ltd.**<br>Auckland New Zealand | **149**<br>93<br>— | | **1977** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A.<br>23,40<br>- 6,76 3,85<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar 3406PCTA<br>Oil 4SA 6Cy. 137 × 165 sr geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 72kW 440V 50Hz a.c.<br>Fuel 51,0t (d.o.) 9kn |
| 7400792<br>J8BC7<br>2516<br>Df Esd Gc<br>Pfd Rdr Rt | **RED CONDOR**<br>ex Far Scotsman-88<br>ex Stad Scotsman-86<br>**Hughes Navigation Corp.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**453**<br>128<br>1 200 | NV | **1975** Ulstein Hatlo A/S—Ulsteinvik (132)<br>64,52 13,85 4,719<br>58,07 13,80 6,91<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting Oil Recovery<br>Mchy.aft<br><br>Cr 2(5) | Polar F216V-D<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 132kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 705,0t (d.o.)-25,0pd 16kn |
| 7216335<br>WF4411<br>267130 | **RED CREEK**<br><br>**Exploration Boat Co. Inc.**<br>Biloxi, Ms United States of America | **159**<br>125<br>— | | **1954** Arnold V. Walker Shipyard—Pascagoula, Ms<br>*25,15* 6,74<br>3,03 | **M Supply Ship**<br>Deck Cargo | Oil<br>400bhp (294kW)<br>.............<br>Fuel (d.o.) |
| 6901543<br>HPSY<br>12661-82<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **RED DEER**<br>ex Anadria-89 ex Eriboll-77<br>ex World Hong Kong-73<br><br>Panama Panama | **10 841**<br>6 990<br>19 457<br>T/cm<br>29,0 | ✠**100A1** SS 5/86<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>✠**LMC**<br>EL Dt $2\frac{7}{16}$"U2<br>FN 5112 | **1969**-3 Scotts' SB. & Eng. Co. Ltd.—Greenock (713)<br>158,50 (BB) 21,98 9,262<br>149,36 21,72 12,50<br>P 29,0 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br><br>5 Ho 20,5 22,6 22,6 22,6 22,6 ER<br>G.24 060 B.23 087<br><br>5 Ha (stl) (14,4 × 9,1) (16,7 16,7 16,7 16,7 × 10,6) ER<br>Der 10(7,5) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>6 399kW (8 699bhp)<br>Scotts' SB. & Eng. Co. (1969) Ltd. Greenock<br>AuxB (ex.g) 4kgf/cm² (4,0bar)<br>Gen 3 × 350kW 445V 60Hz a.c.<br>Fuel 1 269,0t (hvf) 14,75kn |
| | | | **SURVEYS OVERDUE — CLASS SUSPENDED 5/7/91** | | | |
| 8822143<br>ICPR<br>595<br>Df Esd Gc<br>Rdr RTv | **RED DRAGON**<br><br>**Medimar S.p.A.**<br>Pescara Italy<br>SatCom: 1150647/ICPR | *3 485*<br>*1 045*<br>3 953 | NK RI<br>LR class withdrawn-<br>Owners' request 11/90 | **1989** Kyokuyo Zosen K.K.—Chofu (2640)<br>103,55 (BB) 16,03 5,663<br>94,50 16,00 7,10<br>1 dk<br>rf - | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>Mchy.aft<br>2 Ta (C.mn.stl) cyl<br>L.(gas) 3 514 | Mitsubishi 6UEC37LA<br>Oil 2SA 6Cy. 370 × 880<br>2 499kW (3 397bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 360kW 1 × 240kW 1 × 144kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>12,75kn |
| 7227956<br>J8BC8<br>2517<br>Esd Gc Rdr<br>Rt | **RED EAGLE**<br>ex Osa Eagle-79<br>**Compania Naviera Eagle S.A.**<br>Care Offshore S.A.<br>Kingstown St. Vincent and the Grenadines | **311**<br>161<br>423 | NV<br>✠Classed LR until 1/74 | **1973**-1 Singapore Slpwy & Eng. Co. (Pte.) Ltd. —Singapore (18)<br>49,08 12,37 2,306<br>41,13 12,20 2,90<br>P 3,4 RAD 7,1 1 dk<br>rf nil | **TM RoRo Cargo/ Landing Craft**<br>Bow door<br>Mchy.aft<br><br>2W Der 2(5) | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 165 reverse reduction geared to sc. shafts<br>890bhp (655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 95kW 440V 60Hz a.c.<br>Fuel 80,0t (d.o.)-3,0pd 10kn |
| 7400780<br>J8IV<br>2204<br>Df Esd Gc<br>Pfd Rdr Rt | **RED FALCON**<br>ex Far Sea-87 ex Stad Sea-86<br>**Falcon Shipping Corp.**<br>Care Offshore S.A.<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**496**<br>193<br>1 200<br><br>**999**<br>336<br>— | NV | **1975** Ulstein Hatlo A/S—Ulsteinvik (131)<br>64,52 13,85 4,719<br>58,07 13,80 6,91<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting Oil Recovery<br>12bth P<br>Mchy.aft | Polar F216V-D<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 132kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 705,0t (d.o.)-25,0pd 16kn |
| 8132897<br>WYR4357<br>631867<br>Rdr Rt | **RED FLANDERS**<br><br>**Twenty Grand Marine Service Inc.**<br>Tidewater Marine Service Inc.<br>Morgan City, La United States of America | **133**<br>90<br>— | | **1981** Henry's Boatbuilding Inc.—Morgan City, La (24)<br>19,82 7,93<br>2,60<br>1 dk | **M Tug** | General Motors 8V-71-TI<br>Vee Oil 2SA 8Cy. 108 × 127<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |

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|---|---|---|---|---|---|---|
| **8101496**<br>*9V3029*<br>382586<br>Df Esd Rdr<br>Rt | **RED GOLD**<br>**Carolus Investments Pte. Ltd.**<br>Singapore Singapore | **1 269**<br>689<br>2 000 | AB | **1982** Santan Slipway & Eng. Co. (Pte.) Ltd.<br>—Singapore (026)<br>4,463<br>60,81 13,61 5,21<br>F 20,8 1 dk<br>rf 373 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146<br>reduction geared to sc. shafts<br>1 800bhp (1 324kW)<br>General Motors-Detroit Diesel Allison<br>Gen 2 × 200kW a.c.<br>Thw. thrust propeller fwd |
| **7529952**<br>*J8BU5*<br>2658<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RED HARRIER**<br>ex Svitzer Jarl-89<br>**Red Harrier Shipping Corp.**<br>Kingstown St. Vincent and<br>the Grenadines | T.Mk<br>**499**<br>44<br>—<br>**747**<br>80<br>937 | NV | **1977** P. Hoivolds M/V A/S—Kristiansand S. (55)<br>49,03 4,812<br>40,98 12,01 6,41<br>F - 2 dks<br>rf 1003 BK 119 | **TM Tug**<br>Fire-fighting Pollution Control Anchor-handling<br>Ice strengthened | Alpha<br>2 Vee Oil 4SA each 16Cy. 280 × 320<br>Alpha-Diesel A/S<br>Gen 2 × 480kW 1 × 120kW 380V<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 510,0t (d.o.)-24,5pd |
| **8522884**<br>*J8CX7*<br>2892<br>Df Esd Gc<br>Pfd Rdr Rt | **RED HERON**<br>ex Airone Rosso-90<br>**Red Heron Shipping Corp.**<br>Kingstown St. Vincent and<br>the Grenadines | **116**<br>48<br>— | RI | **1981** Camcraft Inc.—Crown Point, La (239)<br>32,72 7,01 —<br>32,36 6,61 4,04<br>1 dk | **M Utility Vessel** | Oil<br>............. |
| **7341348**<br>*3EBT9*<br>21055-PEXT<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER | **RED HUNTER**<br>ex Naiad-91<br>**Windfall Shipping S.A.**<br>Ravenscroft Shipping Inc.<br>Panama Panama | *38 376*<br>*24 830*<br>72 059<br>T/cm<br>64,5 | **✠100A1** SS 3/90<br>strengthened for ore<br>cargoes, Nos. 1, 3, 5 & 7<br>holds may be empty (cc)<br>**✠LMC**<br>EL Nt 3"U3<br>FN 11203 | **1975**-2 Sunderland Shipbuilders Ltd.—Deptford,<br>Sunderland (852)<br>228,05 (BB) 32,26 14,028<br>217,99 32,21 19,18<br>1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>8 Ho 13,2 20,1 20,8 25,6 20,8 23,7<br>20,8 21,5 ER<br>G.87 506<br>8 Ha (stl) (9,1 × 10,0) (12,5 12,5 14,4 12,5<br>14,4 12,5 12,5 × 15,0) ER | Doxford<br>Oil 2SA 8Cy. 760 × 2180<br>20 000bhp (14 711kW)<br>Doxford Engines Ltd.<br>AuxB (o.f.) 11,2kgf/cm² (11,0bar)<br>e(ex.g) 11,2kgf/cm² (11,0bar) Spt<br>11,2kgf/cm² (11,0bar)<br>Gen 1 × 520kW 2 × 480kW 450V<br>Fuel 250,0t (d.o.) 3 646,5t (hvf) |
| **6926270**<br>*C6DH3*<br>711173<br>Df Esd Gc<br>Rdr RTv | **RED IBIS**<br>ex Storna-82 ex Seatern-75<br>Nassau Bahamas<br>SatCom: 1104312/IBIS | **2 061**<br>1 370<br>4 522<br>**3 008**<br>1 766<br>4 595 | NV | **1969** Smith's Dock Ltd.—South Bank,<br>Middlesbrough (1299)<br>109,56 15,55 5,752/6,406<br>99,42 15,50 8,11<br>2 dks<br>rf 51 | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>12 Ta ER<br>L.5 273 HeCls. C<br>1 Ha (stl) (6,1 × 3,5) | Smit-Bolnes<br>Vee Oil 2SA 16Cy. 300 × 550<br>3 200bhp (2 354kW)<br>N.V. Smit & Bolnes<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 412,5t-11,0pd |
| **5291305**<br>*WA9932*<br>236675<br>Esd Pfd Rdr<br>Rt | **RED JACKET**<br>ex Jeanne d'Arc-45<br>**Trawler Red Jacket Inc.**<br>Irving Usen Trawling Co.<br>Boston, Ma United States<br>of America | **294**<br>142<br>— | | **1937** Bath Iron Works Corp.—Bath, Me (175)<br>*37,92* 7,37<br>37,19 7,32 4,12<br>RQD 16,5 F 5,2 1 dk<br>R | **M Fishing**<br>Side Trawler<br>3 Ha | Fairbanks, Morse<br>Oil 2SA 7Cy. 355 × 430<br>700bhp (515kW)<br>Fairbanks Morse & Co.<br>Fuel 54,0t |
| **7100732**<br>*WX6245*<br>504022<br>Rdr Rt | **RED JACKET**<br>ex Bay Meadows<br>**J R Repair Service Inc.**<br>Juneau, Ak United States<br>of America | **282**<br>192<br>— | | **1966** Burton Construction & SB. Corp.—Port<br>Arthur, Tx (400)<br>11,59 2,998<br>47,12 11,57 3,66<br>1 dk | **M Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. |
| **9001679**<br>719584<br>Df Esd Gc<br>Rdr Rt | **RED JET 1**<br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Public Limited Company (Red Funnel Group)**<br>Southampton United Kingdom | *168*<br>*57*<br>14 | NV (Class cont.) | **1991** FBM Marine Limited—Cowes (1289)<br>31,53 8,41 1,024<br>27,92 8,34 3,02 | **Aluminium Alloy TM Ferry**<br>Twin Hull 120dk P | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 185<br>sc. shafts<br>2 718kW (3 695bhp)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 12,5kW 220V 50Hz a.c.<br>Water jet propulsion units port<br>Water jet propulsion units starboard<br>Fuel (d.o.) |
| **9001681**<br>721064<br>Df Esd Gc<br>Rdr Rt | **RED JET 2**<br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Public Limited Company (Red Funnel Group)**<br>Southampton United Kingdom | *168*<br>*57*<br>14 | NV | **1991** FBM Marine Limited—Cowes (1290)<br>31,53 8,41 1,030<br>27,92 8,34 3,02<br>P 7,0 B 3,5 F 5,0 1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 120dk P | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 185<br>sc. shafts<br>2 718kW (3 695bhp)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 12,5kW 220V 50Hz a.c.<br>2 Water jet propulsion units |
| **8210429**<br>*J8C0*<br>2041<br>Esd Gc Rdr<br>Rt | **RED KESTREL**<br>ex Salim-85<br>**Bartley Shipping Corp.**<br>Care Offshore S.A.<br>Kingstown St. Vincent and<br>the Grenadines | **708**<br>254<br>784 | AB | **1982** Matsuura Tekko Zosen—Higashino (292)<br>56,60 11,64 3,552<br>52,02 11,60 4,04<br>F 19,9 1 dk<br>rf 152 | **TM Supply Ship**<br>Deck Cargo | Daihatsu<br>2 Oil 4SA each 6Cy. 320 × 380<br>to sc. shafts<br>4 200bhp (3 089kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 3 × 144kW<br>Thw. thrust propeller fwd |
| **7312086**<br>*J8CX8*<br>2893<br>Df Esd Gc<br>Pfd Rdr<br>SatCom | **RED LARK**<br>ex Gabbiano Rosso-90 ex Red Lark-86<br>ex Rig Tugger-81<br>**Red Lark Shipping Corp.**<br>Kingstown St. Vincent and<br>the Grenadines | *797*<br>*239*<br>818 | RI (BV) (NV) | **1973** Bolsones Verft—Molde (234)<br>57,61 11,03 4,522<br>50,98 10,99 5,31<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>Mchy.aft | Polar<br>2 Vee Oil 4SA each 12Cy. 250 × 300<br>Nydqvist & Holm A/B<br>Gen 2 × 172kW 1 × 55kW 380V<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **8210431**<br>*J8CR*<br>2044 | **RED MERLIN**<br>ex Saif-85<br>**Bartley Shipping Corp.**<br>Care Offshore S.A.<br>Kingstown St. Vincent and<br>the Grenadines | **708**<br>254<br>780 | AB | **1982** Matsuura Tekko Zosen—Higashino (293)<br>56,60 11,64 3,560<br>52,00 11,60 4,04<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Daihatsu<br>2 Oil 4SA each 6Cy. 320 × 380<br>reverse geared to sc. shafts<br>4 200bhp (3 089kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **5291331**<br>*KYVM*<br>249410<br>Df Esd Gc<br>Rdr Rt | **RED OAK VICTORY**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States<br>of America | **7 640**<br>4 602<br>10 852 | AB | **1944** Permanente (Shipyard No. 1)—Richmond,<br>Ca (544)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co.<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) |
| **8214920**<br>*J8CQ*<br>2043<br>Esd Gc Rdr<br>Rt | **RED OSPREY**<br>ex Arif-85<br>**Bartley Shipping Corp.**<br>Care Offshore S.A.<br>Kingstown St. Vincent and<br>the Grenadines | **709**<br>255<br>720 | AB | **1983** K.K. Usuki Tekkosho—Usuki (1529)<br>56,60 3,552<br>53,52 11,61 4,07<br>F 19,9 1 dk<br>rf 152 | **TM Supply Ship**<br>Deck Cargo | Daihatsu<br>2 Oil 4SA each 6Cy. 320 × 380<br>geared to sc. shafts<br>4 200bhp (3 089kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 3 × 144kW a.c.<br>Thw. thrust propeller fwd |
| **8223634**<br>*J8CX9*<br>2894<br>Df Esd Gc<br>Rdr Rt<br>SatCom | **RED PELICAN**<br>ex Pellicano Rosso-90<br>ex Red Pelican-86 ex Aziz-85<br>**Red Pelican Shipping Corp.**<br>Kingstown St. Vincent and<br>the Grenadines | *686*<br>*206*<br>784 | RI (AB) | **1983** Matsuura Tekko Zosen—Higashino (295)<br>56,60 11,64 3,560<br>52,00 11,60 4,04<br>F 19,9 1 dk<br>rf 152 | **TM Supply Ship**<br>Deck Cargo Anchor-handling<br>6 Ta ER<br>G.92 | Daihatsu<br>2 Oil 4SA each 6Cy. 320 × 380<br>geared to sc. shafts<br>4 200bhp (3 089kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 3 × 144kW<br>Thw. thrust propeller fwd |

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|---|---|---|---|---|---|---|
| 7407063<br>J8CV2<br>2871<br>Df Esd Gc<br>Pfd Rdr Rt | **RED PENGUIN**<br>ex Tor Viking-89<br>**Red Penguin Shipping Corp.**<br>Kingstown St. Vincent and the Grenadines | **932**<br>305<br>745 | NV | **1975** Kroegerwerft G.m.b.H.—Rendsburg (1387)<br>61,17 13,34 4,496<br>54,41 13,01 6,35<br>F - 1 dk & S dk<br>rf 1148 | **TM Tug/Supply Ship** OSD<br>Deck Cargo Anchor-handling<br>Ice strengthened<br>Cr 1(10) | MaK 12M453AK<br>2 Vee Oil 4SA each 12Cy. 320 × 420<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 232kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 56,0t (d.o.)-2,5pd 14,5kn |
| 7401318<br>J8SD<br>2342<br>Df Esd Gc<br>Pfd Rdr Rt | **RED PETREL**<br>ex Ben Viking-88<br>**Red Petrel Shipping Corp.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**501**<br>174<br>758<br>**932**<br>307<br>— | NV | **1975** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1162)<br>61,17 13,03 4,522<br>52,81 12,98 6,35<br>F - 2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened<br>Cr 1(8) | MaK 12M453AK<br>2 Vee Oil 4SA each 12Cy. 320 × 420<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 232kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 604,5t (d.o.)-26,5pd 14kn |
| 7401332<br>J8SE<br>2343<br>Df Esd Gc<br>Pfd Rdr Rt | **RED PLOVER**<br>ex Leiv Viking-88<br>**Red Plover Shipping Corp.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**499**<br>173<br>759<br>**932**<br>305<br>— | NV | **1975** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1164)<br>61,22 13,31 4,522<br>54,46 13,01 6,35<br>F - 2 dks<br>rf 1148 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened | MaK 12M453AK<br>2 Vee Oil 4SA each 12Cy. 320 × 420<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 186kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 518,0t-25,0pd 14,5kn |
| 7407051<br>J8CU9<br>2870<br>Df Esd Gc<br>Pfd Rdr Rt | **RED PUFFIN**<br>ex Edith Viking-89<br>**Red Puffin Shipping Corp.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**932**<br>305<br>722 | NV | **1975** Kroegerwerft G.m.b.H.—Rendsburg (1386)<br>61,17 13,34 4,496<br>52,81 13,01 6,35<br>F - 2 dks<br>rf 1148 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened<br>Cr 1(8) | MaK 12M453AK<br>2 Vee Oil 4SA each 12Cy. 320 × 420 sr geared to sc. shafts<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 232kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 523,5t (d.o.)-25,0pd 14kn |
| 7401291<br>J8SM<br>2351<br>Df Esd Gc<br>Pfd Rdr Rt | **RED ROBIN**<br>ex Far South-88 ex Tender Senior-87<br>ex Maersk Senior-85<br>ex Tender Senior-85<br>**Wilsenior Inc.**<br>Care Offshore S.A.<br>Kingstown St. Vincent and the Grenadines | **499**<br>124<br>1 072 | NV | **1975** Hermann Suerken GmbH & Co. KG.<br>—Papenburg (282)<br>64,39 13,85 4,717<br>58,09 13,82 6,91<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.aft | MaK 12M453AK<br>2 Vee Oil 4SA each 12Cy. 320 × 420<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 240kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 599,5t (hvf)-18,0pd 15,75kn |
| 7404877<br>P3DM3<br>708644<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RED ROSE**<br>ex Bogey-88 ex Eeklo-88<br>**Rose Daphne Navigation Co. Ltd.**<br>Bulkitalia S.p.A.<br>Limassol Cyprus | *40 315*<br>*25 024*<br>75 724<br>T/cm<br>68,7 | ✠**100A1** SS 11/86<br>strengthened for heavy<br>cargoes Nos. 2, 4 & 6<br>holds may be empty<br>✠**LMC** **UMS**<br>EL P† 660,0/78,0U3<br>FN 11898 | **1978**-4 N.V. Boelwerf S.A.—Tamise/Temse<br>(1492)<br>242,02 (BB) 32,31 13,831<br>232,01 32,25 19,03<br>P & B 42,7 F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 22,7 25,3 25,3 22,7 25,3 25,3 25,3 ER<br>G.85 592 HeCls. B<br>7 Ha (stl) (12,6 × 12,2) (15,2 15,2 12,6 15,2 15,2 15,2 × 14,0) ER | MAN K6SZ90/160A<br>Oil 2SA 6Cy. 900 × 1600<br>19 260bhp (14 167kW)<br>A.C.E.C. Gent/Gand<br>AuxB (o.f.) 10kgf/cm$^2$ (9,9bar)<br>NAuxB (ex.g) 9/86 9,1kgf/cm$^2$ (9,0bar) Spt 280°C 9kgf/cm$^2$ (8,9bar)<br>Gen 1 × 650kW 2 × 505kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>16kn |
| 6704050<br>J8BY3<br>2688<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **RED SEA**<br>ex Al Faris 1-89 ex Alster-83<br>**Abushal Shipping & Trading Establishment**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**499**<br>268<br>1 140 | BV (GL) | **1966** Schulte & Bruns—Emden (230)<br>67,04 12,04 3,760<br>61,19 11,99 7,52<br>F 8,0 2 dks<br>rf 196 | **M RoRo Cargo/General Cargo**<br>Stern door/ramp Ice strengthened<br>1 Ho 38,4 1 TwD 59,5<br>G.3 541 B.3 265<br>TEU 67 C. 67/20'<br>2 Ha (stl) (2,9 × 3,8) (30,6 × 7,4) ER<br>1W Der 1(2) | Deutz<br>Oil 4SA 8Cy. 320 × 450 reduction geared to sc. shaft<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 112kW 1 × 32kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 81,5t (d.o.) 12,5kn |
| 5346576<br>HZ2074<br>545<br>Esd Rdr RTh | **RED SEA ARAB**<br>ex Red Sea-76 ex Svend-69<br>**Hitta Establishment**<br>Jeddah Saudi Arabia | **410**<br>201<br>605 | GL | **1962** Bayerische Schiffbau G.m.b.H.<br>—Erlenbach/Main (959)<br>52,46 8,39 2,620<br>3,26<br>1 dk | **M Tanker**<br>6 Ta<br>L.(oil) 737 | MaK MSU424<br>Oil 4SA 6Cy. 290 × 420<br>400bhp (294kW)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>10kn |
| 8310944<br>DIAC<br>14400<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **RED SEA ENCOUNTER**<br>ex Candia-91 ex Hanjin Candia-90<br>ex Candia-90 ex Red Sea Encounter-90<br>ex Lyme Bay-89 ex Candia-88<br>**Partenreederei m.s. "Candia"**<br>Christian F. Ahrenkiel G.m.b.H. & Co.<br>Hamburg Federal Republic of Germany | *18 723*<br>*8 596*<br>26 140 | GL | **1984** Howaldtswerke-Deutsche Werft A.G. —Kiel<br>(200)<br>169,40 (BB) 25,51 10,183<br>160,00 25,40 15,50<br>F 12,2 1 dk | **M Bulk Carrier**<br>Employed in container service only<br>Ice strengthened Str. heavy cargoes<br>6 Ho 17,0 30,4comb. 16,0 16,0 30,4comb. 17,0 ER<br>G.37 228<br>TEU 1328<br>C.Ho 714/20' (40') C.Dk 614/20'(40') incl. 70 ref C.<br>8 Ha (stl) (12,7 × 10,3) (12,7 12,7 12,7 12,7 12,7 12,5 12,9 × 20,1) ER<br>Cr 4(40) | Sulzer 6RLB66<br>Oil 2SA 6Cy. 660 × 1400<br>9 250bhp (6 804kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel 197,0t (d.o.) 1 746,0t (hvf)-37,0pd 16,5kn |
| 8513807<br>DFBP<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **RED SEA ENDURANCE**<br>ex Ville de Pluton-91<br>**Reederei Unterelbe G.m.b.H. & Co. Schiffharts KG**<br>NSB Niederelbe Schiffahrtsges. m.b.H. & Co. KG<br>Hamburg Federal Republic of Germany<br>SatCom: 1120247/DDRN | *16 250*<br>*9 493*<br>23 465 | GL | **1986** Bremer Vulkan A.G.—Bremen-Vegesack<br>(74)<br>163,30 (BB) 10,646<br>153,73 27,51 14,30<br>P 15,3 F 24,4 1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>3 Cell. Ho ER<br>TEU 1597<br>C.Ho 616/20' (40') C.Dk 981/20' (40') incl. 70 ref C.<br>9 Ha (stl) ER<br>Cr 3(40) | B&W 6L60MC<br>Oil 2SA 6Cy. 600 × 1944<br>8 158bhp (6 001kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 164,0t (d.o.) 1 920,5t (hvf)-31,0pd 18kn |
| 8513819<br>DPPL<br>15270<br>Esd Gc Pfd<br>Rdr RTv<br>AMVER | **RED SEA ENTERPRISE**<br>ex Ville de Saturne-91<br>**Merkur River Shipping Corp.**<br>F. A. Vinnen & Co. (G.m.b.H. & Co.)<br>Bremen Federal Republic of Germany<br>SatCom: 1121772 | *16 250*<br>*9 493*<br>23 465 | GL | **1987** Bremer Vulkan A.G.—Bremen-Vegesack<br>(75)<br>163,30 (BB) 27,72 10,551<br>153,73 27,51 14,30<br>P 15,3 F 24,4 1 dk | **M Container Ship** 2cbn 4bth P<br>Fixed-guides<br>Ice strengthened<br>3 Cell. Ho ER<br>TEU 1597<br>C.Ho 616/20' (40') C.Dk 981/20' (40') incl. 70 ref C.<br>9 Ha (stl) ER<br>Cr 3(40) | B&W 6L60MC<br>Oil 2SA 6Cy. 600 × 1944<br>8 158bhp (6 001kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 164,0t (d.o.) 1 920,5t (hvf)-31,0pd 18kn |
| 7016125<br>VRDS<br>332661<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RED SEA PIONEER**<br>ex Porthmeus-86<br>ex Port Hawkesbury-86<br>**Popham Shipping Ltd.**<br>Barber Ship Management Ltd.<br>Hong Kong Hong Kong (British) | **133 699**<br>98 669<br>257 028<br>T/cm<br>154,1 | ✠**100A1** CS 3/85<br>oil tanker<br>✠**LMC**<br>**IGS**<br>EL C* 4$\frac{3}{8}$"U3<br>FN 25124 | **1970**-7 Nippon Kokan K.K.—Tsu (2)<br>338,11 (BB) 51,87 20,575<br>320,00 51,81 26,70<br>F 23,5 1 dk<br>rf 51 Bow/CM 161 Diam. 0,410 | **M Tanker**<br>IGS (LR) pt higher tensile steel<br>4 Ta 8 Wing Ta ER<br>L.(oil) 298 265 HeCls. BC<br>4 Cargo pumps total 14 000T/hr | B&W 9K98FF<br>Oil 2SA 9Cy. 980 × 2000<br>34 200bhp (25 156kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>2 WTAuxB primary 65kgf/cm$^2$ (63,8bar) secondary 24kgf/cm$^2$ (23,6bar) hs1808,8<br>e(ex.g) 28kgf/cm$^2$ (27,5bar)<br>Gen 1 × 1040kW 2 × 880kW 450V 60Hz a.c.<br>Fuel 8 677,0t (hvf)-124,0pd 15,5kn |
| 7432082<br>C6DC6<br>366135<br>Df Esd Gc<br>Pfd Rdr Rt | **RED SEA TRADER**<br>ex Maersk Pacer-87<br>**Trident Trade Ltd.**<br>Nassau Bahamas | T.Mk<br>**631**<br>217<br>1 600<br>**1 084**<br>393<br>— | NV | **1976** Scheepswerf "Waterhuizen" N.V. J. Pattje<br>—Waterhuizen (324)<br>65,54 14,03 —/4,985<br>60,81 13,11 5,92<br>F - 2 dks<br>rf 648 | **TM Supply Ship**<br>Deck Cargo Pipe-carrier<br>Ice strengthened<br>TEU 84 C.84/20' | MaK<br>2 Oil 4SA each 6Cy. 320 × 450<br>3 200bhp (2 354kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 160kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 558,0t (hvf)-13,0pd 13kn |

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| **7220233**<br>*HP6478*<br>D488-17<br>89-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **RED SEA 123**<br>ex Shoei Maru No. 58-91<br>ex Genei Maru No. 23-86<br>ex Shoei Maru No. 58-86<br>**Euro Fishery Trading S.A.**<br>Panama Panama | **124**<br>—<br>— | | **1971** Niigata Eng. Co. Ltd.—Niigata (1033)<br>35,03 7,22 2,401<br>31,15 7,19 2,65<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 030bhp (758kW)<br>Niigata Eng. Co. Ltd. |
| **7376484**<br>*ZDAD9*<br>708595<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RED SEAGULL**<br>ex Esso Tokyo-85<br>**Gracesea Ltd.**<br>Acomarit Services Maritimes S.A.<br>Gibraltar Gibraltar (British)<br>SatCom: 1760105/ZDAD | **209 207**<br>158 441<br>406 258 | NV (AB) | **1976** Hitachi Zosen—Ariake Works, Nagasu (4441)<br>362,01 70,06 22,224<br>350,02 70,01 28,12<br>F 22,6 1 dk<br>rf nil Bow/CM 178 Diam. 0,610 | **S Tanker**<br>IGS<br>32 Ta ER<br>L.(oil) 499 062 HeCls. B<br>4 Cargo pumps total 19 600T/hr | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW)<br>Hitachi Zosen<br>Gen 2 × 2200kW 450V 60Hz a.c.<br>Fuel 17 549,0t (o.f.)-226,5pd |
| **7802689**<br>*WYA2362*<br>594643<br>Df Esd Gc<br>Pfd Rdr RTv | **RED SEAL**<br>ex Tiger Seal-83 ex Red Seal-79<br>**SST Inc.**<br>New Orleans, La United States of America<br>SatCom: 1501566/SDTS | **233**<br>158<br>664 | (AB) | **1978** RYSCO Shipyard, Inc.—Blountstown, Fl (33)<br>56,88 11,76 3,633<br>54,36 11,59 4,27<br>F 17,1 1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 210kW<br>Thw. thrust propeller fwd |
| **6815249**<br>*ATDH*<br>1321<br>Df Esd Rdr<br>Rt | **RED SNAPPER**<br>**Government of The Republic of India (Central Institute of Fisheries - Madras Unit)**<br>Cochin India | **182**<br>48<br>— | | **1968** Solvesborgs Varv A/B—Solvesborg (72)<br>28,35 7,32 3,639<br>25,81 7,31 3,66<br>1 dk<br>rf 1080 BK 107 | **M Fishing**<br>Side Trawler<br>1 Ho<br>1 Ha (1,8 × 1,6)<br>1W Der 2(-) | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S<br>Gen 2 × 35kW 220V a.c.<br>Controllable pitch propeller |
| **8306113**<br>385140<br>Df Esd Gc<br>RTm/v | **RED SNAPPER**<br>**Guyana Fisheries Ltd.**<br>Georgetown, Demerara Guyana | **108**<br>48<br>98 | | **1983** Bender SB. & Repair Co. Inc.—Mobile, Al (184)<br>2,590<br>21,95 6,11 3,28<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 sr geare<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 3,25kW 32V d.c.<br>Fuel 43,5t (d.o.)-1,0pd |
| **8111740**<br>*PGZB*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom | **RED SNIPE**<br>**Care Offshore B.V.**<br>Rotterdam Netherlands | **958**<br>287<br>1 148 | BV (GL) | **1982** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (772)<br>60,00 13,34 4,250<br>54,36 13,01 4,91<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Cement Fire-fighting Anchor-handling<br>4 Ta (stl)<br>G.170 B.145 | MaK<br>2 Oil 4SA each 6Cy. 320 × 420 sr gea shafts<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 200kW 1 × 100kW 230/400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 563,5t (d.o.) |
| **7368231**<br>*ICVO*<br>Df Esd Gc<br>Rdr RTv | **RED STAR**<br>ex Gas Tarraco-89 ex Sant Jordi-88<br>**Stargas S.p.A.**<br>Venezia Italy<br>SatCom: 1150512/ICVO | *5 706*<br>*1 711*<br>4 768 | RI (BV) | Lch.**1973** Cmpl.**1976** Ast. de T. Ruiz de Velasco —Bilbao (133)<br>109,86 (BB) 18,55 5,747<br>102,01 18,50 9,91<br>P -Ba - 1 dk | **M Liquefied Gas Carrier**<br>LNG LPG Pressurised Ref<br>4 Ta (9% Ni.stl) CR ind spherical ER<br>L.(gas) 4 842<br>9 Cargo pumps total 1 125T/hr | B&W<br>Oil 2SA 7Cy. 500 × 1100<br>3 384kW (4 601bhp)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 665,5t (hvf) |
| **8110796**<br>*P3FP3*<br>708813<br>Df Esd Gc<br>Pfd Rdr Rt | **RED TERN**<br>ex Far Tarpon-89 ex Tender Tarpon-86<br>**Anapis Shipping Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**1 443**<br>392<br>1 400 | NV | **1982** Amels B.V.—Makkum (378)<br>72,01 4,909<br>63,02 15,02 7,01<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>Ice strengthened<br>Mchy.aft | Normo<br>4 Vee Oil 4SA each 12Cy. 250 × 30<br>sc. shafts<br>Normo Gruppen A/S<br>Gen 2 × 1176kW 2 × 250kW 440<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 517,5t (d.o.) |
| **7217420**<br>Df Esd Gc<br>Pfd Rdr | **RED TULIP II**<br>ex Seisho Maru No. 18-80<br>**Frabelle Fishing Corp.**<br>Manila Philippines | **392**<br>181<br>934 | | **1972** Miho Zosensho K.K.—Shimizu (829)<br>55,48 8,54 3,696<br>47,00 8,51 3,94<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo |
| **8842301**<br>*WS6683*<br>275731<br>Df Esd Gc<br>Rdr Rt | **RED WING**<br>ex Harbor King<br>**Eklof Marine Corp.**<br>New York, NY United States of America | **134**<br>57<br>— | | **1957** ............Sturgeon Bay, Wi<br>- - —<br>23,86 7,31 3,04<br>1 dk | **M Tug** | Oil |
| **7310741**<br>8-579<br>Df Esd Rdr<br>Rt | **REDA I**<br>ex Monte Farino-83<br>**Novadera Maroc**<br>Casablanca Morocco | **248**<br>120<br>— | BV | **1974** Ast. Gondan—Puerto de Figueras (94)<br>37,01 7,52 3,353<br>32,01 7,48 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.268 | Krupps<br>Oil 4SA 8Cy. 295 × 420<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 109,5t (d.o.) |
| **7392335**<br>8-581 | **REDA II**<br>ex Caybu-82<br>**Societe Pescaibo**<br>Agadir Morocco | **274**<br>110<br>— | BV | **1975** Soc. Met. Duro Felguera—Gijon (107)<br>37,34 7,42 3,690<br>32,64 7,40 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Fuel 128,5t (d.o.) |
| **7504392**<br>Df Esd Gc<br>Rdr Rt | **REDA III**<br>ex Tarpon-82<br>**Societe Marocaine de Peche Tarpon**<br>Morocco | **208**<br>125<br>170 | (BV) | **1976** Const. Nav. Santodomingo—Vigo (515)<br>29,21 7,55 3,701<br>26,24 7,51 5,41<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | MAN<br>Oil 4SA 12Cy. 160 × 180 geared to<br>800bhp (588kW)<br>Empresa Nacional "Bazan" de C.N.<br>Fuel 115,0t (d.o.) |
| **7306570**<br>*CNXW*<br>8-580<br>Df Esd Rdr<br>RTm/v | **REDA IV**<br>ex Atalaya Del Sur-83<br>**Pescarif S.A.**<br>Agadir Morocco | **205**<br>84<br>129 | GL | **1973** Soc. Met. Duro Felguera—Gijon (97)<br>31,25 7,07 3,555<br>27,01 7,01 3,76<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>Caterpillar Tractor Co. |
| **6401024**<br>*J8SN*<br>2352<br>Esd Rt | **REDCLIFFE SAND**<br>**Seasearch Offshore Ltd.**<br>Euroship Ltd.<br>Kingstown St. Vincent and the Grenadines | **1 424**<br>612<br>1 889 | HR<br>✠Classed LR until 10/66 | **1964**-2 Charles Hill & Sons Ltd.—Bristol (444)<br>65,28 13,82 4,750<br>60,97 13,42 5,49<br>RQD 19,9 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft<br>Cr 3(6,25) | Brons<br>2 Vee Oil 2SA each 12Cy. 220 × 3<br>1 580bhp (1 162kW)<br>Drypool Eng. & D.D. Co. Ltd.<br>Gen 2 × 75kW 220V d.c.<br>Fuel (d.o.) |
| **7363188**<br>*ELKA2*<br>8673<br>Df Esd Gc<br>Rdr RTm/v<br>AMVER | **REDEEMER**<br>ex Ocean Servant-91<br>ex Pablo Garnica-91<br>ex Carmen Maria-81<br>**Mowbray Shipping Corp.**<br>Columbia Shipmanagement Ltd.<br>Monrovia Liberia | **57 319**<br>45 108<br>117 189 | NV (GL) | **1974** Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (184)<br>275,24 39,04 16,390<br>260,03 39,01 22,00<br>P 34,2 F 20,5 1 dk<br>Bow/CM 135 Diam. 0,410 MH 1,8 | **M Ore/Bulk/Oil Carrier**<br>COW IGS Str. heavy cargoes DB<br>9 Ho/Ta 19,9 21,0 21,0 21,0 21,0 21,0 21,0 21,0 19,9 ER<br>G.136 034 L.(oil) 133 287 HeCls. BC<br>9 Ha (stl) (14,8 × 14,8) (16,0 16,0 16,0 16,0 16,0 16,0 16,0 16,0 × 18,9) ER<br>Der 2(10)<br>2 Cargo pumps total 8 000T/hr | Sulzer<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Ast. Espanoles S.A. Manises<br>Gen 3 × 800kW 440V 60Hz a.c.<br>Fuel (hvf)-81,5pd |
| **8633114**<br>*J8WQ*<br>2459<br>Rt | **REDEEMER**<br>ex Castor-88<br>**Seacare Ltd.**<br>Kingstown St. Vincent and the Grenadines | **439**<br>119<br>— | BV | **1950** N.V. Schps. Gebr. Pot—Bolnes<br>45,95 8,42 3,510<br>42,00 8,40 5,86<br>2 dks<br>conv Pilot Vessel 88 | **M Research**<br>Survey | MAN<br>Oil 4SA 6Cy. 365 × 550<br>478kW (650bhp)<br>J. & K. Smit's Scheeps. |

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|---|---|---|---|---|---|---|
| 5291410<br>PP2040<br>Df Esd Pfd | **REDENTOR I**<br>ex Colombo-55<br>**Brasilmar Industria e Pesca S.A.**<br>Rio de Janeiro Brazil | **227**<br>88<br>— | | **1954** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (477)<br>38,28 7,04<br>6,99 3,81<br>RW | **M Fishing**<br>Side Trawler<br>G.225<br>1W | Brons<br>Oil 4SA 8Cy. 290 × 450<br>Appingedammer Brons Appingedam<br>Fuel 61,0t 11kn |
| 5291422<br>PP2127<br>Df Esd | **REDENTOR II**<br>ex Toronto-55<br>**Brasilmar Industria e Pesca S.A.**<br>Rio de Janeiro Brazil | **227**<br>89<br>— | | **1954** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (479)<br>*35,30* 7,04<br>6,99 3,81<br>RW | **M Fishing**<br>Side Trawler | Brons<br>Oil 4SA 8Cy. 290 × 450<br>Appingedammer Brons Appingedam |
| 5291434<br>PP2031<br>Df Esd | **REDENTOR III**<br>**Fundacao Abrigo do Cristo Redentor**<br>Rio de Janeiro Brazil | **259**<br>148<br>224 | ✠Classed LR until 3/58 | **1957**-1 Hijos de J. Barreras S.A.—Vigo (1055)<br>37,34 6,99 3,595<br>31,91 6,91 4,02<br>F 5,5<br>RW BK 178 | **M Fishing**<br>Side Trawler<br>1 Ho<br>In.239<br>2 Ha (stl) (each 1,5 × 1,5)<br>Cr 1(5) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 10kW 2 × 8kW 110V d.c.<br>Fuel 81,5t (d.o.) 10kn |
| 5291446<br>Df Esd | **REDENTOR IV**<br>**Manoel Leocadio da Nova**<br>Rio de Janeiro Brazil | **259**<br>116<br>193 | ✠Classed LR until 3/58 | **1957**-1 Hijos de J. Barreras S.A.—Vigo (1056)<br>37,34 6,99 3,595<br>31,91 6,91 4,02<br>F 5,5<br>RW BK 178 | **M Fishing**<br>Side Trawler<br>1 Ho<br>In.239<br>2 Ha (stl) (each 1,5 × 1,5) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 10kW 2 × 8kW 110V d.c.<br>Fuel 81,5t (d.o.) 10kn |
| 5291458<br>Df Esd | **REDENTOR V**<br>**Rinaldo Campello Villela**<br>Rio de Janeiro Brazil | **259**<br>116<br>193 | ✠Classed LR until 3/58 | **1957**-1 Hijos de J. Barreras S.A.—Vigo (1057)<br>37,34 6,99 3,595<br>31,91 6,91 4,02<br>F 5,5<br>RW rf 178 | **M Fishing**<br>Side Trawler<br>1 Ho<br>In.239<br>2 Ha (stl) (each 1,5 × 1,5) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 10kW 2 × 8kW 100V d.c.<br>Fuel 81,5t (d.o.) 10kn |
| 6504773<br>IVDB<br>Df Esd Gc<br>Rdr Rt | **REDENTORE PRIMO**<br>ex Solidor-89 ex Langeland-77<br>**Societa Hotel San Vito S.r.l.**<br>Napoli Italy | **970**<br>550<br>407 | BV RI (NV) | **1965** Jos. L. Meyer—Papenburg (530)<br>63,61 12,45 3,480<br>57,00 12,40 4,91<br>2 dks<br>rf 246 | **TM RoRo Cargo/Ferry**<br>500dk P<br>Bow door Ice strengthened<br>Mchy.aft | MaK 8M451AK<br>2 Oil 4SA each 8Cy. 320 × 450<br>2 206kW (2 999bhp)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Gen 3 × 240kW 1 × 48kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 122,0t (d.o.)-9,0pd 15,3kn |
| 7701354<br>C6DG2<br>711168<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **REDESTOS**<br>ex Tri Hexagon-87 ex Asia Viking-78<br>**Success Maritime Inc.**<br>Marmaras Navigation Ltd.<br>Nassau Bahamas | **11 875**<br>8 436<br>19 556<br>T/cm<br>32,2 | NK | **1977** Kyokuyo Zosen Tekko K.K.—Chofu (293)<br>158,50 22,41 9,521<br>148,01 22,22 13,11<br>P 29,0 F 10,4 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.26 039 B.24 450 HeCls. B<br>4 Ha (18,1 × 11,2) (20,9 20,9 20,9 × 12,8) ER<br>Der 4(25) | Mitsubishi 9UEC52/105C<br>Oil 2SA 9Cy. 520 × 1050<br>9 300bhp (6 841kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 360kW<br>Fuel 180,0t (d.o.) 1 339,0t (hvf)-27,0pd 14kn |
| 7341714<br>H2SA<br>702042<br>Df Esd Gc<br>Rdr RTm/h/v | **REDESTOS**<br>ex Nedlloyd Waterland-83<br>ex Waterland-82<br>**Redestos Shipping Co. Ltd.**<br>Limassol Cyprus | **8 953**<br>6 460<br>15 180 | BV (AB) | **1974** Austin & Pickersgill Ltd.—South Dock, Sunderland (443)<br>141,00 20,45 8,859<br>134,17 20,43 11,74<br>2 dks<br>rf nil | **M General Cargo** CSD<br>4 Ho 21,6 41,1comb. 22,8 ER 24,3<br>G.21 425 B.19 854<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>12W Der 1(30) 10(10) 2(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>Gen 3 × 370kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 971,5t (hvf) 15kn |
| 8213249<br>656674<br>Df Esd Pfd<br>Rdr Rt | **REDFIN**<br>ex PBR/358-87<br>**Amigo Soriano**<br>Seattle, Wa United States of America | **482**<br>327<br>1 200 | (AB) | **1983** Fred Settoon Inc.—Morgan City, La (287)<br>58,53 3,590<br>53,65 12,20 4,27<br>F 17,4 1 dk<br>rf nil | **TM Supply Ship**<br>Deck Cargo | General Motors 12-645-E7A<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>2 930bhp (2 155kW) E made reconditioned & fitted83<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd<br>12kn |
| 5424990<br>SFUZ<br>Df Esd Pfd<br>Rdr | **REDO**<br>ex Nynas-76<br>**P/R for m.s. "Redo"**<br>Knut Holger Hermansson<br>Skarhamn Sweden | **1 368**<br>756<br>1 656 | **✠100A1** SS 12/90<br>bitumen or oil carrier<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL o 1⅜"SQ<br>FN 1096 | **1963**-6 D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1099)<br>72,95 11,28 4,636<br>66,50 11,21 5,26<br>P 18,6 Trunk 40,0 F 8,0 1 dk<br>rf 102 | **M Bitumen Oil Carrier**<br>Separate tanks in holds<br>6 Ta ER<br>L.1 472 | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 40,5t (d.o.) 11kn |
| 5291513<br>VG8640<br>192462<br>Rdr Rt | **REDONDA**<br>ex Y.T.C. No. 501-52<br>**Seaforth Sea Services Ltd.**<br>Seaforth Towing & Salvage Ltd.<br>Vancouver, B.C. Canada | **185**<br>147<br>— | | **1944** Commercial Iron Works—Portland, Or<br>*35,54* 7,12<br>7,07<br>1 dk | **TM Tanker**<br>CBT SBT<br>8 Ta ER<br>L.(oil) 212 | General Motors<br>2 Vee Oil 2SA each 6Cy. 108 × 127<br>500bhp (368kW) NE 52<br>General Motors Corp. Detroit, Mi |
| 5291525<br>ECAX<br>7345<br>Df Esd | **REDONDELA**<br>**Hijos de J. Barreras S.A.**<br>Vigo Spain | **239**<br>114<br>142 | BV | **1952** Hijos de J. Barreras S.A.—Vigo (1018)<br>34,70 6,71 3,150<br>30,00 6,68 3,97<br>B 11,9 F 6,4 1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 10,9<br>2 Ha (each 0,9 × 0,9) | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 66,0t (d.o.) 10kn |
| 7931131<br>SBOC<br>Df Esd Gc<br>Pfd Rdr Rt | **REDONIA**<br>ex Sletfjord-90<br>**P/R for M/T Redonia**<br>Knut Holger Hermansson<br>Skarhamn Sweden | **1 577**<br>935<br>2 950 | NV | **1981** Aukra Bruk A/S—Aukra (73)<br>76,92 12,70 5,762<br>71,61 12,63 6,81<br>1 dk | **M Tanker**<br>Asphalt Chemical<br>Ice strengthened<br>Mchy.aft<br>L.2 941 | MWM TBD510-6<br>Oil 4SA 6Cy. 330 × 360 reduction geared to sc. shaft<br>2 700bhp (1 986kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 256kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>12,5kn |
| 7851317<br>C.152<br>Gc Rdr Rt | **REDROSE**<br>ex Jamuna-89 ex Eifuku Maru No. 2-80<br>**Jamuna Shipping Lines Ltd.**<br>Chittagong Bangladesh | **435**<br>249<br>860 | NK | **1968** Kansai Zosen—Kobe<br>53,48 - 3,701<br>49,00 8,01 4,02<br>P 10,4 F 5,0 1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 129 B.1 014<br>1 Ha (29,1 × 5,5) ER | Matsui<br>Oil 4SA 6Cy. 270 × 420<br>515kW (700bhp)<br>Matsui Iron Works Co. Ltd. Ise<br>Gen 1 × 40kW a.c.<br>9,5kn |
| 7636925<br>GXZC<br>366431<br>Esd Rdr Rt | **REDTHORN**<br>ex Pinewood-90<br>**Coe Metcalf Shipping Ltd.**<br>Liverpool United Kingdom | **1 599**<br>1 224<br>3 070 | **✠100A1** CS 2/87<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL P 440,0/36,0U2<br>FN 1570 | **1978**-3 Scott & Sons (Bowling) Ltd.—Bowling (454)<br>85,32 13,75 4,987<br>80,02 13,42 6,20<br>P 16,2 F 7,1 1 dk<br>rf 51 | **M General Cargo**<br>Mchy.aft<br>G.4 020 | Blackstone ESL16MK2<br>Oil 4SA 16Cy. 222 × 292 reverse reduction geared to sc. shaft<br>2 440bhp (1 795kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 3 × 80kW 440V 50Hz a.c.<br>Fuel 166,0t (d.o.) 12kn |
| 7436533<br>EVWX<br>M-14773 | **REDUT**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | **633**<br>223<br>518 | RS | **1974** ............U.S.S.R.<br>55,02 9,53 4,301<br>5,19<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho<br>In.648<br>2 Ha (stl) (each 2,9 × 2,9)<br>Der 4(1,5) | S.K.L. 6NVD48-2U<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>11,75kn |

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| **7515004**<br>*SQIM*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **REDUTA ORDONA**<br>ex Feliks Dzierzynski-89<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **20 309**<br>13 145<br>33 490<br>T/cm<br>41,5 | PR<br>✠ | **1978**-2 Stocznia Szczecinska im. A. Warskiego —Szczecin (B517/01)<br>198,25 (BB) 24,44 10,992<br>184,84 24,40 15,09<br>P 12,5 F 15,6 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho ER<br>G.43 581<br>9 Ha (stl) (10,8 8,9 8,9 10,8 10,8 10,8 10,8 10,8 10,8 × 9,9) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski<br>Gen 3 × 640kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf)-45,5pd |
| **6622288**<br>*SVEE*<br>9012<br>Df Esd Gc<br>Pfd Rdr Rt | **REDWOOD**<br>ex Red Stone-87 ex Arctic-84<br>ex Margit Gorthon-76<br>**Hartford Shipping Inc.**<br>Oceanbulk Maritime S.A.<br>Piraeus Greece | **4 074**<br>2 197<br>5 749 | BV<br>✠Classed LR until 15/9/88 | **1967**-1 Oy Wartsila Ab—Turku/Abo (1139)<br>102,11 15,85 7,563<br>96,98 15,80 9,30<br>F 12,2 1 dk, 2nd dk in No. 2 hold, removable dks in Nos. 1, 3 & 4 holds<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>5 Ho 19,0 16,7p&s 16,7 16,7 ER 1 TwD<br>G.8 217 B.7 635<br>4 Ha (stl) (8,3 × 6,3) (12,1 12,1 12,1 × 11,6) ER<br>Cr 4(5) | Sulzer<br>Oil 2SA 5Cy. 560 × 1000<br>4 000bhp (2 942kW)<br>Oy Wartsila Ab<br>Gen 3 × 256kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 82,0t (d.o.) 490,0t (hvf)-14,0pd |
| **6926828**<br>*HP5666*<br>19860-PEXT<br>Df Rt | **REDWOOD I**<br>ex Max 2-90 ex Meiho Maru-90<br>**Syabas Tankers Pte. Ltd.**<br>Panama Panama | **510**<br>301<br>1 000 | GL | **1969** Shimoda Dockyard Co. Ltd.—Shimoda (168)<br>48,11 9,43 4,014<br>45,01 9,40 4,20<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 140 | Daihatsu<br>Oil 4SA 6Cy. 260 × 320 sr geared to<br>552kW (750bhp)<br>Daihatsu Kogyo<br>Gen 1 × 16kW 220V a.c.<br>Fuel 20,5t |
| **7721988**<br>588434<br>Esd Gc Pfd<br>Rdr Rt | **REED DANOS**<br>**Reed Danos Inc.**<br>Galliano Tugs Inc.<br>Houma, La United States of America | **179**<br>122<br>— | AB | **1977** Bollinger Machine Shop & Shpyd Inc. —Lockport, La (105)<br>3,874<br>30,61 9,15 4,47<br>1 dk<br>BK 51 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 170 × 190 NE 86<br>Caterpillar Inc. |
| **6820842**<br>*GHLF*<br>712255<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **REEDNESS**<br>ex Kyndill II-86 ex Kyndill-85<br>ex Gerda Brodsgaard-73<br>**Dean & Dyball Shipping Ltd.**<br>Poole United Kingdom | **500**<br>293<br>1 221<br>T/cm<br>4,6 | BV | **1968** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (281)<br>60,64 10,29 4,217<br>55,28 10,19 5,74<br>P 22,0 F 10,4 2 dks<br>rf 51 Bow/CM 25 Diam. 0,203 | **M Tanker**<br>12 Ta ER<br>L.(oil) 1 605 HeCls. C<br>4 Cargo pumps total 660T/hr | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 137kW 1 × 39kW 380V 50<br>Controllable pitch propeller<br>Fuel 59,0t (d.o.)-3,5pd |
| **7641671**<br>*WYQ2585*<br>569161 | **REEDVILLE**<br>ex Range Recoverer (T-AGM 2)<br>ex T-AG 161 ex FS 278<br>**Zapata Haynie Corp.**<br>Reedville, Va United States of America | **542**<br>368<br>— | | **1944** Wheeler SB. Corp.—Whitestone, NY (92)<br>*50,69* 9,76<br>3,61<br>1 dk<br>conv General Cargo —<br>conv Research — | **M Fishing** | Oil<br>1 800bhp (1 324kW)<br>Fuel (d.o.) |
| **5291604**<br>*WJ8560*<br>276333<br>RdrRTm | **REEDY POINT**<br>**Sykesville Curtis Bay Co.**<br>Moran Towing of Pennsylvania Inc.<br>Wilmington, De United States of America | **222**<br>109<br>356 | | **1958** Norfolk SB. & D.D. Corp.—Norfolk, Va (157)<br>29,77 7,98 4,131<br>28,05 7,93 4,42<br>1 dk | **M Tug** | Alco<br>Vee Oil 4SA 16Cy. 229 × 267<br>American Locomotive Co.<br>Gen 2 × 40kW 120/230V d.c.<br>Fuel (d.o.) |
| **7706263**<br>*C6HT9*<br>715534<br>Gc Rdr Rt | **REEF**<br>ex Bos Coral-91 ex Kobe J-89<br>ex Fukuryu Maru-89<br>**Great Reef Bear Corp.**<br>Nassau Bahamas | **964**<br>643<br>2 040 | (NV) | **1977** Oura Dock—Namikata (110)<br>77,65 4,827<br>72,01 12,01 5,50<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 380 × 600<br>1 545kW (2 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese Ltd.)<br>Gen 2 × 96kW 445V 60Hz a.c. |
| **8704145**<br>*VNQ7796*<br>852804<br>Esd Gc Pfd<br>Rdr Rt | **REEF ADVENTURER II**<br>**P&O Resorts Pty. Ltd.**<br>*Gladstone, Queensland* Australia | *192*<br>*64*<br>31 | ✠**100A1**<br>ferry<br>for service between Gladstone and Heron Island<br>✠**LMC**<br>EL 275,0/16,0U2<br>FN 399 | **1988**-4 Precision Marine Holding Pty. Ltd. —Fremantle, W.A. (819)<br>33,25 (BB) 10,42 1,701<br>30,76 10,01 2,95<br>B 12,8 RFD 10,7 1 dk<br>rf - | **Aluminium Alloy TM Ferry**<br>Twin Hull 130dk P | MWM<br>2 Vee Oil 4SA each 8Cy. 170 × 195 wi flexible couplings & sr reverse gear shafts<br>2 284bhp (1 680kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 48kW 415V 50Hz a.c. |
| **8516110**<br>852444 | **REEF CAT**<br>**Reef Management Pty. Ltd.**<br>*Cairns, Queensland* Australia | **312**<br>117<br>60 | | **1986** North Queensland Engineers & Agents Pty. Ltd.—Cairns (126)<br>29,21 11,51 1,751<br>25,51 11,21 2,85<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull<br>Mchy.aft | General Motors<br>2 Vee Oil 4SA each 16Cy. 123 × 127 w & sr geared to sc. shafts<br>2 400bhp (1 765kW)<br>General Motors Corp. |
| **8512475**<br>*VKN3198*<br>852134<br>Esd RTh/v | **REEF ESCAPE**<br>ex Lady Hawkesbury-91<br>**Captain Cook Cruises Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **1 815**<br>657<br>2 500 | ✠**A1**<br>inland waterways passenger ship zone 1, Hawkesbury River, Broken Bay and Pittwater service, seaward limits between Barranjoey Head and Box Head<br>✠**LMC**<br>EL 120,0/24,0U2<br>FN 1069 | **1987**-2 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (182)<br>69,73 14,15 1,451<br>63,61 13,49 3,31<br>F 7,7 1 dk<br>rf nil | **TM Passenger Ship** 60cbn 138bth P | Yanmar<br>2 Oil 4SA each 6Cy. 165 × 210 with cl flexible couplings & sr reverse gear shafts<br>1 100bhp (809kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 240kW 415V 50Hz a.c.<br>Bow jet pump |
| **5401170**<br>*J8CH*<br>2034<br>Df Esd Rdr Rt | **REEF ISLAND**<br>ex Palm Beach-85 ex Asta-83<br>**Island Marine Services Ltd.**<br>Rederi AB Teamtrader<br>Kingstown St. Vincent and the Grenadines | **1 599**<br>843<br>2 540 | ✠**100A1** SS 2/87<br>Ice Class 1<br>✠**LMC**<br>EL t 1⅝"SQ<br>FN 1829 | **1963**-2 A/B Finnboda Varf—Stockholm (377)<br>93,81 13,80 5,073<br>84,71 13,76 7,83<br>P 23,2 F 12,5 1 dk & S dk<br>rf 51 | **M General Cargo** OSD<br>2 Ho 26,0 28,6 ER 1 TwD<br>G.5 209 B.4 954<br>TEU 10 C.10/20'<br>2 Ha (each 18,1 × 7,2) ER<br>Cr 1(30) 2(5) | Werkspoor<br>Oil 2SA 6Cy. 450 × 700<br>2 400bhp (1 765kW)<br>N.V. Werkspoor<br>Fuel 266,5t (d.o.) |
| **8705589**<br>*VKQ9760*<br>852953 | **REEF KING**<br>**Reef Management Pty. Ltd.**<br>*Cairns, Queensland* Australia | **318**<br>130<br>44 | | **1987** North Queensland Engineers & Agents Pty. Ltd.—Cairns (152)<br>30,92 11,46 2,171<br>25,51 11,21 3,36<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | MWM<br>2 Vee Oil 4SA each 12Cy. 170 × 196 clutches, flexible couplings & sr rev to sc. shafts<br>3 534bhp (2 599kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **8310621** | **REEF LINK**<br>**Reef Link Pty. Ltd.**<br>*Townsville, Queensland* Australia | **140**<br>40<br>40 | | **1983** North Queensland Engineers & Agents Pty. Ltd.—Cairns (109)<br>22,81 9,20 1,601<br>19,51 8,70 2,75<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 400dk P | M.T.U.<br>2 Vee Oil 4SA each 8Cy. 165 × 185<br>900bhp (662kW)<br>M.T.U. Friedrichshafen |
| **8223452**<br>*3EIG5*<br>15891-86<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **REEFER BADGER**<br>**S.K. Reefers S.A.**<br>Panama Panama<br>SatCom: 1332163/ZREF | *4 128*<br>*1 719*<br>5 018 | NK | **1983** Kishimoto Zosen K.K.—Kinoe (528)<br>107,17 6,573<br>99,83 17,11 6,91<br>3 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.5 468<br>3 Ha (stl) (each 6,6 × 5,5) ER<br>Der 6(5) | Mitsubishi<br>Oil 2SA 7Cy. 450 × 1150<br>7 980bhp (5 870kW)<br>Akasaka Tekkosho K.K., (Akasaka Die Ltd.)<br>Gen 2 × 680kW 445V 60Hz a.c.<br>Fuel 67,5t (d.o.) 1 129,5t (hvf)-27,0pd |
| **8028424**<br>*P3KJ3*<br>708866<br>Esd Gc Rdr<br>RTm/v | **REEFER BAY**<br>ex Klipper-89<br>**CSM Reefer Shipping Co. Ltd.**<br>Columbia Shipmanagement (Netherlands) B.V.<br>Limassol Cyprus | **1 569**<br>1 054<br>3 423 | ✠**100A1** SS 8/90<br>Ice Class 3<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL R 440,0/40,0U2<br>FN 1712 | **1982**-1 Schpsw. en Mach. Ysselwerf B.V. —Capelle a/d Ijssel (202)<br>80,75 (BB) 15,09 5,950<br>74,96 15,03 7,80<br>F 11,9 2 dks<br>rf nil | **M Refrigerated Cargo**<br>3 Ho 18,5 15,9 17,1 3 TwD<br>In.4 972<br>3 Ha (stl) (each 9,2 × 9,3) ER<br>Cr 2(3) | MaK<br>Oil 4SA 8Cy. 320 × 420 sr geared t<br>3 000bhp (2 207kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>TOH (o.f.) 10kgf/$cm^2$ (9,9bar)<br>TOH (ex.g) 10kgf/$cm^2$ (9,9bar)<br>Gen 1 × 416kW 2 × 224kW 380V<br>Controllable pitch propeller<br>Fuel 83,0t (d.o.) 282,5t (hvf)-11,0pd |

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| 7811513<br>5BEZ<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v | **REEFER CAPE**<br>ex Emmely-84<br>**Reefer Cape Shipping Co. Ltd.**<br>Columbia Shipmanagement Ltd.<br>Limassol Cyprus | *2 243*<br>*984*<br>2 769 | GL<br>✠Classed LR until 4/85 | **1979**-9 B.V. Schps. & Ghbw. v/h Jonker & Stans —Hendrik-Ido-Ambacht (346)<br>91,12 13,09 4,865<br>84,92 13,01 7,57<br>F 9,5 2 dks<br>rf nil len 85 | **M Refrigerated Cargo**<br>Ice strengthened<br>4 Ho ER<br>In.3 866<br>TEU 18 C.Dk 18/20' (40')<br>4 Ha (stl) ER<br>Der 8(3) | MaK 6M452AK<br>Oil 4SA 6Cy. 320 × 450 sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 176kW 440V 60Hz a.c.<br>12,5kn |
| 8211837<br>P3UP3<br>708849<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v | **REEFER CLIFF**<br>ex Klipper 3-89<br>**CSM Reefer Shipping Co. Ltd.**<br>Columbia Shipmanagement (Netherlands) B.V.<br>Limassol Cyprus | **1 569**<br>1 054<br>3 357 | ✠**100A1** SS 11/87<br>Ice Class 3<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL R 440,0/40,0U2<br>FN 1771 | **1983**-2 Schpsw. en Mach. Ysselwerf B.V. —Capelle a/d Ijssel (207)<br>80,75 (BB) 15,09 6,101<br>73,77 15,00 9,00<br>F 11,9 2 dks<br>rf nil | **M Refrigerated Cargo**<br>3 Ho 18,5 15,9 17,1 3 TwD<br>In.4 914<br>3 Ha (stl) (each 9,2 × 9,3) ER<br>Cr 2(3) | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>TOH (o.f.) 10kgf/cm² (9,9bar)<br>TOH (ex.g) 10kgf/cm² (9,9bar)<br>Gen 1 × 416kW 2 × 224kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 83,0t (d.o.) 282,5t (hvf)-11,0pd 14kn |
| 7727152<br>P3KJ2<br>708397<br>Df Esd Gc<br>Pld Rdr Rt | **REEFER COUNTESS**<br>ex Pacific Countess-90<br>ex Gomba Reefer I-80<br>**Columbia (Pacific Countess) Ltd.**<br>Columbia Shipmanagement (Netherlands) B.V.<br>Limassol Cyprus | **1 570**<br>1 066<br>2 225 | ✠**100A1** SS 10/87<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL P 440,0/32,0U3<br>FN 1375 | **1978**-10 Frederikshavn Vaerft A/S—Frederikshavn (379)<br>75,21 (BB) 13,29 5,014<br>67,09 13,21 7,27<br>F 7,1 2 dks<br>rf 297 | **M Refrigerated Cargo**<br>3 Ho 17,6 15,0 15,7 ER<br>In.2 570<br>TEU 12 C.Dk 12/20'<br>3 Ha (8,8 7,0 7,0 × 4,7) ER<br>Der 3(5) | Alpha 12V23L-VO<br>Vee Oil 4SA 12Cy. 225 × 300 sr geared to sc. shaft<br>1 860bhp (1 368kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 280kW 1 × 44kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>11,5kn |
| 6819570<br>C4UT<br>707855<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v<br>AMVER | **REEFER CREOLE**<br>ex Marybeth-86 ex Fribourg-79<br>**Recourse Shipping Co. Ltd.**<br>International Reefer Services S.A.<br>Limassol Cyprus | T.Mk<br>**4 436**<br>1 556<br>5 100<br>**8 333**<br>4 062<br>6 625 | BV | **1969** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (260)<br>144,08 (BB) 20,07 6,781/7,494<br>133,99 19,99 11,99<br>2 dks | **M Refrigerated Cargo**<br>4 Ho 29,4 20,2 ER 21,1 25,4<br>In.10 153<br>4 Ha (stl) (8,5 8,5 × 7,0) ER (8,5 7,7 × 7,0)<br>Cr 4(5) | B&W 6-84VT2BF-180<br>Oil 2SA 6Cy. 840 × 1800<br>13 860bhp (10 195kW)<br>Soc. des Forges & At. du Creusot Le Creusot<br>Fuel 222,0t (d.o.) 1 350,0t (hvf)-50,5pd 20,5kn |
| 8217104<br>JAXV<br>126247<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **REEFER DOLPHIN**<br>**Shinun Kisen K.K.**<br>Onishi, Ehime Pref. Japan | *5 070*<br>*2 997*<br>6 465 | NK | **1983** Kochi Jyuko K.K.—Kochi (2276)<br>125,38 (BB) 7,316<br>117,00 17,81 9,81<br>P 25,3 F 10,4 1 dk, multiple dks fwd of machinery space | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 3(p)<br>3 Ho ER<br>In.7 366<br>4 Ha (stl) (6,1 6,1p&s 6,1 × 6,1) ER<br>8W Der 8(5) | Mitsubishi 7UEC45HA<br>Oil 2SA 7Cy. 450 × 1150<br>7 000bhp (5 149kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 220,0t (d.o.) 1 000,0t (hvf)-25,0pd 16,75kn |
| 8317423<br>3ESI4<br>15621-86A<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **REEFER DRAGON**<br>**Dragon Shipping S.A.**<br>Panama Panama | *5 321*<br>*2 658*<br>6 376 | NK | **1984** K.K. Taihei Kogyo—Akitsu (1638)<br>125,69 (BB) 17,81 7,316<br>117,02 17,80 10,22<br>P 25,3 F 10,4 3 dks | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 3(p)<br>3 Ho ER<br>In.7 365<br>4 Ha (stl) (6,1 6,1p&s 6,1 × 6,1) ER<br>8W Der 8(5) | Mitsubishi<br>Oil 2SA 7Cy. 450 × 1150<br>7 000bhp (5 149kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 319,0t (d.o.) 787,0t (hvf)-21,0pd 17kn |
| 7905039<br>P3KK2<br>708396<br>Df Esd Gc<br>Pld Rdr Rt<br>AMVER | **REEFER DUCHESS**<br>ex Pacific Duchess-90<br>**Marinorama Shipping Co. Ltd.**<br>Columbia Shipmanagement (Netherlands) B.V.<br>Limassol Cyprus | **1 545**<br>1 038<br>2 144 | ✠**100A1** SS 2/89<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL P 440,0/32,0U3<br>FN 1375 | **1980**-3 Frederikshavn Vaerft A/S—Frederikshavn (386)<br>75,39 (BB) 13,29 5,011<br>67,09 13,21 7,27<br>F 24,7 2 dks<br>rf 297 | **M Refrigerated Cargo**<br>3 Ho 17,6 15,0 15,7 ER<br>In.2 960<br>TEU 8 C.Dk 8/20'<br>3 Ha (8,6 7,0 7,0 × 4,7) ER<br>3W Der 3(5) | Alpha 12V23L-VO<br>Vee Oil 4SA 12Cy. 225 × 300 sr geared to sc. shaft<br>1 860bhp (1 368kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 3 × 280kW 1 × 44kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>11,5kn |
| 8210297<br>3ECK6<br>18241-YJ<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **REEFER EMMY**<br>ex Harushio Maru-87<br>**Y.K. Reefers S.A.**<br>Panama Panama | *1 804*<br>*663*<br>1 825 | NK | **1983** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1570)<br>82,05 4,573<br>76,00 13,20 4,60<br>2 dks | **M Refrigerated Cargo**<br>2 Ho ER<br>In.2 372<br>2 Ha (stl) (each 5,6 × 4,8) ER<br>4W Der 2(5) 2(3) | Hanshin 6ELS32<br>Oil 4SA 6Cy. 320 × 640<br>2 200bhp (1 618kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 320kW<br>13,4kn |
| 7819759<br>P3KL2<br>708414<br>Df Esd Gc<br>Pld Rdr Rt | **REEFER EMPRESS**<br>ex Pacific Empress-90<br>Launched as Gomba Reefer II<br>**Allartos Shipping Co. Ltd.**<br>Columbia Shipmanagement (Netherlands) B.V.<br>Limassol Cyprus | **1 566**<br>1 063<br>2 225 | ✠**100A1** SS 8/88<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL P 440,0/32,0U3<br>FN 1375 | **1979**-4 Frederikshavn Vaerft A/S—Frederikshavn (383)<br>75,21 (BB) 13,29 5,011<br>67,09 13,21 7,27<br>F 7,1 1 dk<br>rf 297 | **M Refrigerated Cargo**<br>3 Ho 17,6 15,0 15,7 ER<br>In.2 570<br>TEU 12 C.Dk 12/20'<br>3 Ha (8,7 7,0 7,0 × 4,7) ER<br>Der 3(5) | Alpha 12V23L-VO<br>Vee Oil 4SA 12Cy. 225 × 300 sr geared to sc. shaft<br>1 860bhp (1 368kW)<br>B&W Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 280kW 1 × 44kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>11,5kn |
| 6813966<br>H2IL<br>701751<br>Df Esd Gc<br>Rdr Rt | **REEFER FREIGHTER**<br>ex Paula Lee-84 ex Dana Frio-82<br>ex Zalagh-76 ex Ahmos-72<br>**R. F. Reefer Freighter Shipping Co. Ltd.**<br>Columbia Shipmanagement Ltd.<br>Limassol Cyprus | T.Mk<br>**500**<br>310<br>913<br>**1 239**<br>867<br>1 679 | BV<br>✠Classed LR until 12/72 | **1968**-4 Buesumer Werft G.m.b.H.—Buesum (226)<br>75,49 (BB) 11,89 3,810/5,004<br>68,26 11,80 6,74<br>Ba 14,7 F 8,6 2 dks<br>rf 178 | **M Refrigerated Cargo**<br>3 Ho ER<br>In.1 990<br>3 Ha (each 6,7 × 3,9) ER<br>Der 6(3) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 471kW (2 000bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 124kW 400V 50Hz a.c.<br>12kn |
| 8612304<br>JIYK<br>130172<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **REEFER FRESH**<br>**Showa Leasing Co. Ltd.**<br>Taiko Shipping Co. Ltd. (Taiko Kaiun K.K.)<br>Tokyo Japan<br>SatCom: 1201464/JIYK | *4 961*<br>*2 543*<br>5 691<br>T/cm<br>7,4 | NK | **1987** Shikoku Dockyard Co. Ltd.—Takamatsu (843)<br>127,51 (BB) 7,401<br>120,02 16,51 10,01<br>P 29,6 F 10,7 3 dks | **M Refrigerated Cargo**<br>Vehicles<br>4 Ho ER 7 TwD<br>In.6 261<br>4 Ha (stl) (each 6,3 × 6,0) ER<br>Der 8(5) | Mitsubishi 6UEC45LA<br>Oil 4SA 6Cy. 450 × 1350<br>3 244kW (4 410bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 122,0t (d.o.) 691,0t (i.f.o.) 16kn |
| 7920314<br>P3UE2<br>708452<br>Df Esd Gc<br>Pld Rdr Rt<br>AMVER | **REEFER GOVERNESS**<br>ex Pacific Governess-90<br>**Mare Pacifico Marine Co. Ltd.**<br>Columbia Shipmanagement (Netherlands) B.V.<br>Limassol Cyprus | **1 558**<br>1 018<br>2 225 | ✠**100A1** SS 4/90<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL P 440,0/32,0U3<br>FN 1375 | **1980**-12 Frederikshavn Vaerft A/S—Frederikshavn (392)<br>75,39 (BB) 13,29 5,014<br>67,09 13,21 7,27<br>F 24,7 2 dks<br>rf 279 | **M Refrigerated Cargo**<br>3 Ho 17,6 15,0 15,7 ER<br>In.2 960<br>TEU 12 C. 12/20'<br>3 Ha (8,5 7,0 7,0 × 4,6) ER<br>3W Der 3(5) | Alpha 12V23L-VO<br>Vee Oil 4SA 12Cy. 225 × 300 sr geared to sc. shaft<br>1 860bhp (1 368kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 3 × 280kW 1 × 44kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>11,5kn |
| 8311106<br>9VBO<br>383982<br>Df Esd Gc<br>Pld Rdr Rt<br>AMVER | **REEFER JAMBU**<br>**Sembawang Shipping Co. Pte. Ltd.**<br>Sembawang Johnson Management Pte. Ltd.<br>Singapore Singapore | *12 408*<br>*7 459*<br>14 566<br>T/cm<br>28,6 | ✠**100A1** SS 9/89<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL (D†) 550,0/56,0U3<br>FN 5330 | **1985**-2 Hyundai Heavy Industries Co. Ltd.—Ulsan (287)<br>144,63 (BB) 23,65 10,002<br>136,66 23,60 15,40<br>4 dks, 5th dk in Nos. 2, 3 & 4 holds<br>rf nil | **M Refrigerated Cargo**<br>Side doors 4(s)<br>4 Ho 25,6 18,8 18,8 18,8 ER 15 TwD<br>In.18 922<br>TEU 148 C.Dk 148/20' (40')<br>4 Ha (stl) (each 9,1 × 7,7) ER<br>Cr 4(8) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>9 600bhp (7 061kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>AuxB (o.f.) 9,1kgf/cm² (9,0bar)<br>e(ex.g) 11,8kgf/cm² (11,6bar)<br>Gen 3 × 1000kW 1 × 100kW 450V 60Hz a.c.<br>Fuel 9,0t (d.o.) 1 360,0t (hvf) 18kn |
| 7905027<br>P3OF2<br>708398<br>Df Esd Gc<br>Pld Rdr Rt | **REEFER LAKE**<br>ex Reefer Baroness-91<br>ex Pacific Baroness-90<br>**Tringate Marine Ltd.**<br>Columbia Shipmanagement (Netherlands) B.V.<br>Limassol Cyprus | **1 545**<br>1 039<br>2 144 | ✠**100A1** SS 2/90<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL P 440,0/32,0U3<br>FN 1375 | **1980**-1 Frederikshavn Vaerft A/S—Frederikshavn (385)<br>75,37 (BB) 13,29 5,011<br>67,09 13,21 7,27<br>F 24,7 2 dks<br>rf 297 | **M Refrigerated Cargo**<br>3 Ho 17,6 15,0 15,7 ER<br>In.2 960<br>TEU 8 C.Dk 8/20'<br>3 Ha (8,6 7,0 7,0 × 4,7) ER<br>3W Der 3(5) | Alpha 12V23L-VO<br>Vee Oil 4SA 12Cy. 225 × 300 sr geared to sc. shaft<br>1 860bhp (1 368kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 3 × 280kW 1 × 44kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>11,5kn |

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|---|---|---|---|---|---|---|
| **7920326**<br>*P3TU2*<br>708453<br>Df Esd Gc<br>Pfd Rdr Rt | **REEFER MAJESTY**<br>ex Pacific Majesty-90<br>**Waterspite Shipping Co. Ltd.**<br>Columbia Shipmanagement (Netherlands) B.V.<br>Limassol Cyprus | **1 558**<br>1 020<br>2 225 | ✠**100A1** SS 9/90<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL P 440,0/32,0U3<br>FN 1375 | **1980**-7 Frederikshavn Vaerft A/S—Frederikshavn (389)<br>75,37 (BB) 13,29 5,011<br>67,09 13,21 7,27<br>F 24,7 2 dks<br>rf 297 | **M Refrigerated Cargo**<br>3 Ho 17,6 15,0 15,7 ER<br>In.2 960<br>TEU 8 C.Dk 8/20'<br>3 Ha (8,6 7,0 7,0 × 4,7) ER<br>3W Der 3(5) | Alpha<br>Vee Oil 4SA 12Cy. 225 × 300 sr geared shaft<br>1 860bhp (1 368kW)<br>B&W Alpha Diesel Div. of B&W Diesel<br>Gen 3 × 280kW 1 × 44kW 440V<br>Controllable pitch propeller |
| **6824977**<br>*3EWL7*<br>18337-PEXT<br>Df Esd Gc<br>Rdr RTm/h/v | **REEFER MARINA**<br>ex Tropicana-87 ex Horus-81<br>**Marina Reefer Shipping Corp. S.A.**<br>Coast Pacific International Co. Ltd.<br>Panama Panama | T.Mk<br>**876**<br>409<br>—<br>**1 638**<br>1 051<br>1 931 | GL<br>✠Classed LR until 1/85 | **1969**-1 Ast. del Cadagua W. E. Gonzalez S.A.—Bilbao (71)<br>84,00 12,45 —/4,149<br>76,00 12,40 6,81<br>Ba 18,6 F 10,7 2 dks<br>rf 152 | **M Refrigerated Cargo**<br>3 Ho 16,8 14,4 15,0 ER 3 TwD<br>In.2 606<br>3 Ha (stl) (8,3 6,6 6,6 × 4,4) ER<br>Der 6(3-5) | Werkspoor<br>Vee Oil 4SA 10Cy. 390 × 680<br>2 440bhp (1 795kW)<br>Naval-Stork-Werkspoor S.A.<br>Fuel-8,0pd |
| **7375882**<br>*D7RL*<br>BSR-755635<br>Df Esd Gc<br>Pfd Rdr Rt | **REEFER No. 1**<br>ex Ocean Sky-86 ex Summer Birdie-79<br>ex Rose Daphne-78<br>**Korea Special Shipping Co. Ltd.**<br>Busan South Korea | **3 858**<br>2 192<br>6 049 | KR (NK) | **1975** Shikoku Dockyard Co. Ltd.—Takamatsu (783)<br>131,48 18,01 6,987<br>122,99 17,99 10,60<br>3 dks | **M Refrigerated Cargo**<br>In.7 951<br>4 Ha (stl) (each 5,1 × 5,1) ER<br>Der 8(5) | Mitsubishi<br>Oil 2SA 9Cy. 520 × 1050<br>9 300bhp (6 841kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 3 × 520kW 445V 60Hz a.c. |
| **7405479**<br>*D7QU*<br>BSR-746012<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **REEFER No. 2**<br>ex Ocean Dynamic-85<br>**Korea Special Shipping Co. Ltd.**<br>Busan South Korea | **3 566**<br>1 812<br>5 688 | KR (NK) | **1975** Kishimoto Zosen—Kinoe (445)<br>124,11 17,45 6,922<br>114,99 17,40 7,50<br>F 11,6 2 dks | **M Refrigerated Cargo**<br>In.6 676<br>4 Ha (5,3 5,6 5,6 5,6 × 5,9) ER<br>Der 8(10) | B&W<br>Vee Oil 4SA 12Cy. 500 × 540 sr geared shaft<br>9 000bhp (6 620kW)<br>Hitachi Zosen Maizuru<br>Gen 3 × 360kW 445V 60Hz a.c.<br>Fuel 242,0t (d.o.) 744,5t (hvf)-27,5pd |
| **7405467**<br>*D7OO*<br>BSR-745578<br>Df Esd Gc<br>Rdr RTv | **REEFER No. 3**<br>ex Ocean Fresh-85<br>**Korea Special Shipping Co. Ltd.**<br>Busan South Korea<br>SatCom: 1660241/RFER | **3 319**<br>1 598<br>5 726 | KR (NK) | **1974** Kishimoto Zosen—Kinoe (443)<br>124,08 17,45 6,922<br>114,99 17,40 7,50<br>F 11,6 2 dks | **M Refrigerated Cargo**<br>In.6 766<br>4 Ha (5,3 5,6 5,6 5,6 × 6,0) ER<br>Der 8(5) | B&W<br>Vee Oil 4SA 12Cy. 500 × 540 sr geared shaft<br>9 000bhp (6 620kW)<br>Hitachi Zosen Maizuru<br>Gen 3 × 360kW 445V 60Hz a.c.<br>Fuel 1 078,0t-35,5pd |
| **7313846**<br>*D7RY*<br>BSR-735921<br>Df Esd Gc<br>Pfd Rdr RTm/h/v | **REEFER No. 5**<br>ex Ocean Violet-86 ex Fukutoku-78<br>ex Itohamu Maru No. 3<br>**Korea Special Shipping Co. Ltd.**<br>Busan South Korea | **3 008**<br>1 563<br>3 864 | KR (NK) | **1973** Kanda Zosensho K.K.—Kure (177)<br>118,00 (BB) 16,03 6,325<br>110,01 15,98 10,29<br>2 dks | **M Refrigerated Cargo**<br>3 Ho 21,8 22,4 22,4 ER 3 TwD<br>In.6 279<br>3 Ha (stl) (each 9,9 × 5,0) ER<br>Der 3(5) | Pielstick<br>Vee Oil 4SA 14Cy. 400 × 460<br>7 000bhp (5 149kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 280kW 450V a.c.<br>Fuel 253,0t (d.o.) 658,0t (hvf)-25,0pd |
| **7237963**<br>*D7RX*<br>BSR-725566<br>Df Esd Gc<br>Pfd Rdr Rt | **REEFER No. 6**<br>ex Ocean Cobalt-86<br>ex Wakatoku Maru-79<br>ex Yukizono Maru-77<br>**Korea Special Shipping Co. Ltd.**<br>Busan South Korea | **3 098**<br>1 731<br>4 204 | KR (NK) | **1972** Kanda Zosensho K.K.—Kure (172)<br>118,01 15,04 6,516<br>110,01 15,02 8,11<br>B 8,3 F 42,4 1 dk | **M Refrigerated Cargo**<br>In.5 055<br>3 Ha (stl) (10,4 10,5 10,5 × 5,6) ER<br>Der 3(5) | Pielstick<br>Vee Oil 4SA 14Cy. 400 × 460<br>7 000bhp (5 149kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 840kW<br>Fuel 1 429,5t-26,5pd |
| **6706814**<br>*9HQJ3*<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **REEFER PALOMA**<br>ex Reefer Merchant-91 ex Cygnus-90<br>ex Reefer Merchant-89<br>ex Fahrmannsand-74<br>**Rally Shipping Co. Ltd.**<br>Valletta Malta | T.Mk<br>**908**<br>404<br>1 082<br>**1 670**<br>909<br>1 947 | GL | **1967** Schlichting-Werft G.m.b.H.—Travemuende (1350)<br>88,70 12,53 4,150/5,211<br>81,41 12,45 6,81<br>B 19,6 F 10,7 2 dks | **M Refrigerated Cargo**<br>Ice strenghtened<br>3 Ho ER<br>In.2 286<br>3 Ha (stl) (each 8,6 × 4,0) ER<br>Der 6(3) | MaK<br>Oil 4SA 8Cy. 450 × 550<br>2 750bhp (2 023kW)<br>Atlas-MaK Maschinenbau |
| **9000376**<br>*3EMO8*<br>20409-YJ1<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **REEFER PEGASUS**<br>**Bluesky Navigation S.A.**<br>Panama Panama<br>SatCom: 1333733/PEGA | *4 444*<br>*2 287*<br>5 287 | NK | **1990** Kyokuyo Zosen K.K.—Chofu (363)<br>120,70 (BB) 6,914<br>112,90 16,60 10,00<br>F 12,0 1dk, 2nd & 3rd dk in holds only | **M Refrigerated Cargo**<br>3 Ho ER 6 TwD<br>In.6 575<br>3 Ha (stl) (7,1 × 5,4) (7,1 7,1 × 6,4) ER<br>Der 6(5) | Mitsubishi<br>Oil 2SA 8Cy. 370 × 880<br>4 120kW (5 601bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 4 × 306kW a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **8209078**<br>*JJTV*<br>126711<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **REEFER PENGUIN**<br>**Taiko Shipping Co. Ltd. (Taiko Kaiun K.K.)**<br>Tokyo Japan<br>SatCom: 1200252/JJTV | *6 127*<br>*2 699*<br>6 325 | NK | **1983** Shikoku Dockyard Co. Ltd.—Takamatsu (821)<br>145,57 (BB) 6,751<br>138,03 17,81 10,52<br>3 dks | **M Refrigerated Cargo**<br>Side doors 4(p)<br>4 Ho ER 8 TwD<br>In.8 866<br>4 Ha (stl) (each 7,0 × 5,3) ER<br>8W Der 8(5) | B&W<br>Oil 2SA 8Cy. 450 × 1200<br>7 890bhp (5 804kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 675kW 450V 60Hz a.c.<br>Fuel 373,5t (d.o.) 1 084,0t (hvf)-29,0pd |
| **9009695**<br>*3ETB8*<br>20661-YJ1<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **REEFER PIONEER**<br>**United Noble Corp.**<br>Tohshin Kisen Co. Ltd.<br>Panama Panama<br>SatCom: 1335250/PNER | *4 444*<br>*2 287*<br>5 226 | NK | **1991** Kyokuyo Zosen K.K.—Chofu (368)<br>120,70 (BB) 6,914<br>112,90 16,60 10,00<br>1 dk, 2nd & 3rd dk in holds only | **M Refrigerated Cargo**<br>3 Ho ER 6 TwD<br>In.6 719<br>3 Ha (stl) (7,1 × 5,4) (7,1 7,1 × 6,4) ER<br>Der 6(5) | Mitsubishi<br>Oil 2SA 8Cy. 370 × 880<br>4 121kW (5 603bhp)<br>Kobe Hatsudoki K.K.<br>Gen 4 × 366kW a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **9015838**<br>*3EFN9*<br>21195-YJ<br>Df Esd Gc<br>Rdr Rt | **REEFER QUEEN**<br>**Atago Line S.A.**<br>Panama Panama | *4 446*<br>—<br>5 248 | NK (Class cont.) | **1991** Kyokuyo Zosen K.K.—Chofu (365)<br>120,70 - 6,914<br>112,90 16,60 10,00<br>1 dk | **M Refrigerated Cargo**<br>3 Ho ER 6 TwD<br>In.6 719<br>3 Ha (stl) (7,1 × 5,4) (7,1 7,1 × 6,4) ER<br>Der 6(5) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1350<br>5 295kW (7 199bhp)<br>Kobe Hatsudoki K.K. |
| **8317409**<br>*C6IT7*<br>716196<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **REEFER SACHI**<br>ex Sachishio Maru-90<br>**Y.T. Transport Inc.**<br>Nassau Bahamas | *2 340*<br>*772*<br>2 326 | NK | **1983** K.K. Taihei Kogyo—Akitsu (1630)<br>86,34 (BB) 4,952<br>80,02 14,51 5,01<br>2 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.4 404<br>3 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 400kW |
| **8210247**<br>*3EYD8*<br>19783-91<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **REEFER SAKURA**<br>ex Ebisu Fontaine-91<br>Launched as Ebisu Fountaine<br>**S.T.J. Panama S.A.**<br>Panama Panama | *3 252*<br>*1 586*<br>3 930 | NK | **1982** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1551)<br>92,23 (BB) 16,24 6,568<br>85,02 16,21 6,86<br>3 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.4 324<br>3 Ha (stl) (each 5,8 × 6,0) ER<br>Der 6(4) | Hanshin<br>Oil 4SA 6Cy. 440 × 880<br>4 500bhp (3 310kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 560kW 450V 60Hz a.c.<br>Fuel 116,0t (d.o.) 577,5t (hvf)-12,5pd |
| **7811501**<br>*5BEQ*<br>707173<br>Esd Gc Pfd<br>Rdr RTm/h/v<br>AMVER | **REEFER SEA**<br>ex Marleen-84<br>**Reefer Sea Shipping Co. Ltd.**<br>Columbia Shipmanagement Ltd.<br>Limassol Cyprus | T.Mk<br>**1 221**<br>853<br>2 769 | GL<br>✠Classed LR until 22/5/85 | **1979**-5 B.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (345)<br>91,12 13,09 4,868<br>84,92 13,01 7,57<br>F 9,5 2 dks<br>rf nil len 85 | **M Refrigerated Cargo**<br>Ice strenghtened<br>4 Ho ER<br>In.3 866<br>TEU 18 C.Dk 18/20' (40')<br>4 Ha (stl) ER<br>6W Der 8(3) | MaK<br>Oil 4SA 6Cy. 320 × 450 sr geared<br>1 800bhp (1 324kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 176kW 440V 60Hz a.c. |

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| 7742700<br>3FKJ<br>10549-80<br>Gc Rdr Rt | **REEFER STAR**<br>ex Kerstin-78<br>**Star of the Pacific S.A.**<br>Panama Panama | **3 759**<br>2 135<br>4 325 | (AB) | **1945** Pennsylvania Shipyards Inc.—Beaumont, Tx (321)<br>6,401<br>97,92 15,27 8,84<br>P 27,2 2 dks<br>conv Refrigerated Cargo 78 | **M Refrigerated Cargo Fish Carrier**<br>4 Ho ER<br>B.156<br>4 Ha (stl) ER | Nordberg<br>Oil 2SA 6Cy. 546 × 736<br>1 700bhp (1 250kW)<br>Nordberg Manufacturing Co. U.S.A.<br>Gen 1 × 15kW |
| 6723977<br>5B2109<br>367166<br>Df Esd Gc<br>Rdr Rt | **REEFER STAR**<br>ex Luehesand-84 ex Luhesand-73<br>**Emotion Marine Co. Ltd.**<br>Limassol Cyprus | **1 741**<br>926<br>1 962 | (GL) | **1967** Schlichting-Werft G.m.b.H.—Travemuende (1355)<br>88,80 (BB) 12,53 5,220<br>81,41 12,50 6,81<br>B 19,6 F 10,7 2 dks | **M Refrigerated Cargo**<br>Ice strengthened<br>3 Ho<br>In.2 285<br>3 Ha (stl) (each 8,1 × 3,9) ER<br>6W Der 6(3) | MaK 8MU551AK<br>Oil 4SA 8Cy. 450 × 550<br>2 750bhp (2 023kW)<br>Atlas-MaK Maschinenbau Kiel<br>16kn |
| 6503535<br>9HUG3<br>2746<br>Df Esd Gc<br>Rdr RTm/h/v | **REEFER TURBO**<br>ex Ionian Reefer-85 ex Australic-78<br>**International Reefer Services S.A.**<br>Valletta Malta | T.Mk<br>**5 972**<br>3 108<br>7 938<br>**7 948**<br>4 363<br>8 528 | **✠100A1** SS 11/88<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL dt 2$\frac{3}{16}$"SQ<br>FN 4224 | **1965**-3 Eriksbergs M/V A/B—Goteborg (594)<br>149,23 18,98 8,249/8,535<br>137,17 18,90 11,89<br>P 13,8 F 16,2 2 dks, 3rd dk except in mchy, space<br>rf 483 DK fwd | **M Refrigerated Cargo**<br>4 Ho 28,8 21,0 ER 24,3 27,5 10 TwD<br>In.10 662<br>4 Ha (stl) (10,0 10,0 × 5,6) ER (10,0 10,0 × 5,6)<br>Cr 4(5) | B&W 8-74VTBF-160<br>Oil 2SA 8Cy. 740 × 1600<br>10 000bhp (7 356kW)<br>Uddevallavarvet A/B Uddevalla<br>AuxB 71lbf/in$^2$ (4,9bar)<br>e(ex.g) 71lbf/in$^2$ (4,9bar)<br>Gen 4 × 600kW 440V 60Hz a.c.<br>Fuel 1 727,5t (hvf) 19kn |
| 8213574<br>3EES6<br>18301-YJ<br>Df Esd Gc<br>Rdr Rt | **REEM I**<br>ex Reem-88<br>**Sherwood Overseas S.A.**<br>Panama Panama | *4 536*<br>*2 696*<br>8 185 | NK | **1982** Fukuoka Zosen K.K.—Fukuoka (1101)<br>109,02 17,02 7,365<br>102,49 17,01 9,40<br>P 5,5 F 11,3 1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 9 539 | Daihatsu 6DSM-28<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches, flexible couplings & sr geared to sc. shaft<br>3 300bhp (2 427kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 300kW<br>Thw. thrust Contr. pitch propeller fwd<br>12,5kn |
| 5051327<br>YKDJ<br>Df Esd Gc<br>Rdr Rt | **REEMA**<br>ex Salma-87 ex Tordis-75 ex Christa-74<br>ex Bremer Stauer-72<br>**Najah Abdallah Guendi & Abdallah Ahmad Amon**<br>Lattakia Syria | *336*<br>*164*<br>700 | (GL) | **1957** Schiffbau-Ges. Unterweser A.G.—Bremerhaven (394)<br>52,96 8,51 3,509<br>48,01 8,50 5,11<br>F 7,7 2 dks<br>RW | **M General Cargo**<br>1 Ho ER<br>G.1 247 B.1 164<br>1 Ha (24,4 × 4,6) ER<br>2W Der 2(2) | Deutz RBV6M545<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 30,5t (d.o.) 11kn |
| 7502526<br>WYH7214<br>579463<br>Df Esd Rdr<br>Rt | **REEVES TIDE**<br>**Tidewater Marine Pacific Inc.**<br>Tidewater Marine Service Inc.<br>New Orleans, La United States of America | **297**<br>202<br>1 000 | AB | **1977** Halter Marine Services, Inc.—Lockport, La (533)<br>59,16 4,452<br>53,40 12,20 5,21<br>F 17,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors 16-645-E7<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW<br>Thw. thrust propeller fwd<br>Fuel 604,5t (d.o.) 14kn |
| 7907403<br>IRLT<br>1381<br>Df Esd Gc<br>Rdr Rt | **REFOLA**<br>**Rimorchiatori Laziali S.p.A.**<br>Napoli Italy | **149**<br>48<br>— | RI | **1981** Cant. Nav. A. Giorgetti—Viareggio (30)<br>27,61 7,32 3,371<br>25,00 7,31 3,71<br>1 dk | **M Tug** | Nohab F20.6L<br>Oil 4SA 6Cy. 250 × 300<br>A/B Bofors Nohab Sweden |
| 8807703<br>LAHA4<br>N-00950<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **REFORM**<br>**K/S A/S Norbulk**<br>A/S Borgestad<br>Porsgrunn Norway (NIS)<br>SatCom: 1311664/LAHA | *23 473*<br>*12 722*<br>38 461 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes Nos. 1, 3, 5 & 7, or 2, 4 & 6, or 1, 4, 7, or 2 & 6 holds may be empty<br>Ice Class 1D<br>**✠LMC** **UMS**<br>EL K† 632,5/78,0U2<br>FN 8114 | **1990**-5 "Georgi Dimitrov" Shipyard—Varna (085)<br>198,56 (BB) 27,86 11,181<br>186,95 27,80 15,60<br>P 29,4 F 17,4 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho ER<br>G.46 603<br>7 Ha (stl) ER | Sulzer 6RND68M<br>Oil 2SA 6Cy. 680 × 1250 sr geared to sc. shaft<br>7 944kW (10 800bhp)<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 504kW 400V 50Hz a.c.<br>14,5kn |
| 7368279<br>XCRF<br>Df Esd Gc<br>Rdr Rt | **REFORMA**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tuxpan Mexico | **14 743**<br>8 896<br>21 705<br>T/cm<br>32,4 | **✠100A1** SS 9/89<br>oil tanker<br>**✠LMC**<br>EL E† 2$\frac{3}{16}$"U3<br>FN 5742 | **1974**-9 Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel (897)<br>170,69 22,10 9,475<br>164,01 22,05 12,96<br>P 38,1 F 23,8 1 dk<br>rf nil Bow/CM 87 Diam. 0,250 | **M Tanker**<br>Stern disch.<br>Mchy.aft<br>26 Ta<br>L.(oil) 28 897<br>3 Cargo pumps total 2 700T/hr | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW)<br>Sulzer Bros. Ltd. Winterthur<br>2 WTAuxB primary 50kgf/cm$^2$ (49,1bar) secondary 18kgf/cm$^2$ (17,7bar) Spt 230°C 17,5kgf/cm$^2$ (17,2bar) hs842,0<br>Gen 3 × 450kW 440V 60Hz a.c.<br>15,5kn |
| 7398585<br>Df Esd Rt | **REFORMA PORTUARIA**<br>**National Financiera S.A.**<br>Manzanillo Mexico | **149**<br>70<br>— | (AB) | **1973** Equitable Equipment Co.—Madisonville, La (1655)<br>... ... ...<br>23,75 7,32 3,15<br>1 dk<br>BK 38 | **TM Tug** | Caterpillar D398SCAC<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW a.c.<br>Fuel 63,0t |
| 5287392 | **REFRY**<br>ex Kim Hook ex Punyu<br>**P.T. T.O.B. Shipping Co.**<br>Jakarta Indonesia | **299**<br>118<br>323 | (BV) (KI)<br>✠Classed LR until 9/61 | **1952**-8 Henry Scarr Ltd.—Hessle (681)<br>41,89 7,80 2,661<br>38,10 7,47 2,93<br>P 13,2 F 4,3 1 dk<br>RW | **M General Cargo**<br>1 Ho 19,7 ER<br>2W Der 1(1,5) | Crossley<br>Oil 2SA 5Cy. 265 × 345<br>425bhp (313kW)<br>Crossley Bros. Ltd. Manchester<br>Fuel 12,0t 9,5kn |
| 6616772<br>SPS2039<br>Df Esd Rdr<br>RTm/h/v | **REGA**<br>ex Dana-89 ex Euro Skipper-88<br>ex Sundern-84 ex Adda-77<br>**Baltic Uniservice**<br>Szczecin Poland | **641**<br>469<br>1 533 | BV (GL) | **1966** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (584)<br>80,85 10,55 3,960<br>74,55 10,51 6,25<br>F 6,8 2 dks<br>len 79 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 199 B.2 942<br>2 Ha (stl) (11,9 × 6,4) (21,5 × 7,6) ER | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>662kW (900bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 48kW 380V a.c.<br>11kn |
| 7111743<br>5BUS<br>707603<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **REGAL CRUSADER**<br>ex Forum Craftsman-88<br>ex Craftsman-81<br>**Tepee Navigation Co. Ltd.**<br>Veritas Marine Consultants Ltd.<br>Limassol Cyprus | T.Mk<br>**6 713**<br>3 111<br>9 634<br>**10 219**<br>5 168<br>12 550 | BV<br>✠Classed LR until 24/1/88 | **1972**-2 Doxford & Sunderland Ltd.—Deptford Shpyd, Sunderland (900)<br>162,01 22,46 8,016/9,365<br>150,88 22,41 12,50<br>P 30,8 F 12,5 2 dks, 3rd dk in way of Nos. 1 & 2 holds<br>rf 152 | **M General Cargo**<br>Heavy-load Ref<br>Ice strengthened<br>5 Ho 14,3 15,5 32,0 26,8 ER 16,7 8 TwD<br>G.16 965 B.15 827 In.593<br>5 Ha (stl) (9,4 9,0 × 7,0) (20,5 18,4 × 10,6) ER (14,4 × 7,0)<br>Cr 1(10) 2(5) Der 2(250) 3(10) 6(5) | Sulzer 8RND76<br>Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 600kW 2 × 450kW 440V 60Hz a.c.<br>17kn |
| 7112735<br>5BZG<br>707701<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **REGAL EXPLORER**<br>ex Kappa King-89 ex Atlantic King-88<br>ex Japan Erica-86<br>**Medsilver Shipping Ltd.**<br>Veritas Marine Consultants Ltd.<br>Limassol Cyprus | **16 371**<br>10 388<br>24 593<br>T/cm<br>34,0 | BV NK | **1971** Tsuneishi Zosen K.K.—Numakuma (247)<br>175,22 25,05 9,824<br>163,15 25,00 14,00<br>P 27,5 F 13,2 1 dk<br>RW | **M Bulk Carrier**<br>5 Ho ER<br>G.35 085 B.34 390<br>5 Ha (stl) (12,9 × 11,4) (20,2 20,2 20,2 20,2 × 13,1) ER<br>Cr 4(20) Der 1(20) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 282kW (9 900bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 350kW 445V 60Hz a.c.<br>Fuel 193,5t (d.o.) 1 265,0t (hvf)-35,0pd 14,75kn |

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| 8521232<br>*ICGP*<br>1166<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **REGAL PRINCESS**<br>**Astramar S.p.A.**<br>P&O Lines Ltd.<br>Palermo Italy<br>SatCom: 1150756/ICGP | *69 845*<br>*34 907*<br>6 896 | **100A1**<br>Class contemplated<br>FN 10684<br>RI | **1991** Fincantieri-Cant. Nav. Italiani S.p.A.<br>—Monfalcone (5840)<br>244,96 32,28 8,100<br>204,00 32,25 11,40 | **TD-E Passenger Ship**<br>798cbn 1900bth P | MAN<br>4 Oil 4SA each 8Cy. 580 × 640 total<br>(52 858bhp) driving 4 gen. each<br>6 600V a.c. connected to 2 elec.<br>16 314shp (12 000kW)<br>MAN B&W Diesel Aktiengesellschaft<br>2 Thw. thrust Contr. pitch propellers fwd<br>thruster unit<br>Thw. thrust Contr. pitch propeller Tunnel<br>unit<br>Fuel 191,0t (d.o.) 2 700,0t (hvf)-150,0pd |
| 7427532<br>*GWIP*<br>377175<br>Df Esd Gc<br>Pfd Rdr Rt | **REGAL SERVICE**<br>**Zapata Gulf Marine Ltd.**<br>London United Kingdom | T.Mk<br>**1 488**<br>733<br>2 652 | **✠100A1** SS 12/90<br>supply ship<br>**✠LMC** **(UMS)**<br>EL (R) 1¾"U2<br>FN 1833 | **1976**-12 Hermann Suerken GmbH & Co. KG.<br>—Papenburg (290)<br>77,07 18,32 4,601<br>72,65 18,01 7,22<br>F 21,1 2 dks<br>rf nil | **TM Supply Ship**<br>Deck Cargo Pipe-carrier<br>8 Ta | Deutz<br>2 Vee Oil 4SA each 16Cy. 220 × 280<br>sc. shafts<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 320kW 1 × 160kW 440V<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller |
| 7357593<br>*LAVS2*<br>N-00652<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **REGAL TRADER**<br>ex Yaffa-89<br>**Regal Trader K/S**<br>Wind Management AS<br>Oslo Norway (NIS) | **35 354**<br>27 950<br>64 173<br>T/cm<br>63,4 | **✠100A1** CS 6/90<br>strengthened for ore<br>cargoes Nos. 2 & 5 holds,<br>or Nos. 2 & 4 holds, or<br>No. 4 hold may be empty<br>**✠LMC** **UMS**<br>EL Nt 3"U3<br>FN 10895 | **1975**-11 N.V. Cockerill Yards Hoboken—Hoboken<br>(875)<br>224,01 (BB) 32,24 13,094<br>214,00 32,21 18,70<br>1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>pt higher tensile steel<br>6 Ho 21,9 31,9 31,9 15,9 31,9 31,9<br>ER<br>G.76 847<br>10 Ha (stl) (9,5 × 11,2) (9,1 9,1 9,1 9,1 9,1<br>9,1 9,1 9,1 9,1 × 12,8) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>S.A. Cockerill-Ougree-Providence<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 448kW 450V 60Hz a.c.<br>Fuel 259,5t (d.o.) 2 337,0t (hvf) |
| 7308138<br>*WE6962*<br>258852 | **REGANAUT**<br>ex Tanager ex Air Tanager ex C 1347<br>**Robert F. Cloes**<br>Seattle, Wa United States of America | **129**<br>88<br>— | | **1943** Fisher Boatworks—Detroit, Mi<br>*32,68* 5,47<br>2,85<br>conv — | **Wood TM Fishing** | General Motors<br>2 Oil<br>2 400bhp (1 765kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| 6712112<br>*GRMH*<br>305574<br>Df Esd Gc<br>Pfd Rdr Rt | **REGENT**<br>**Government of The United Kingdom (Director General of Supplies & Transport (Naval) Ministry of Defence (Navy))**<br>Belfast United Kingdom | **18 029**<br>8 040<br>— | **✠100A1** CS 3/90<br>Ice Class 3<br>**✠LMC**<br>EL nt 2¾"SQ<br>FN 7045 | **1967**-5 Harland & Wolff Ltd.—Belfast (1658)<br>195,08 23,55 7,957<br>182,68 23,47 15,09<br>Ba 28,7 F 22,6 2 dks, 3rd & 4th dks fwd of mchy. space, 5th dk in Nos. 3-7 holds (perforated)<br>rf 305 | **S Supply Ship**<br>Replenishment Ref<br>Mchy.aft<br>In.1 072 | 2 S Turb dr geared to sc. shaft<br>20 000shp (14 711kW)<br>Associated Electrical Industries Ltd., AE<br>2 WTB 714lbf/in² (49,3bar) Spt 454,5<br>695lbf/in² (48,0bar) hs2191,7<br>Gen 4 × 1250kW 450V 60Hz a.c.<br>Fuel (o.f.) |
| 7433177<br>*C6JY5*<br>716434<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **REGENT**<br>ex Monte Alto-91<br>**Palm Compania Naviera S.A.**<br>Target Marine S.A.<br>Nassau Bahamas | T.Mk<br>**6 467**<br>3 721<br>—<br>**9 199**<br>5 871<br>14 328 | GL | **1979** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (130)<br>140,95 20,45 —/8,916<br>134,14 20,43 11,74<br>F 11,6 2 dks | **M General Cargo**<br>4 Ho ER 1 Ho 4 TwD<br>G.21 726 B.19 484 L.833<br>TEU 182 C. 182/20'<br>5 Ha (stl) (11,5 × 6,6) (12,1 13,6 12,8 × 8,3) ER (11,2 × 6,5)<br>Cr 4(16) Der 2(10) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Mecanica Pesada S.A.<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 287,5t (hvf)-28,0pd |
| 7371355<br>*D9LW*<br>ICR-740562<br>Df Esd Gc<br>Pfd RdrRTm | **REGENT**<br>**Cho Yang Shipping Co. Ltd.**<br>Inchon South Korea | **6 611**<br>4 389<br>11 996<br>T/cm<br>21,1 | KR (NK) | **1974** Ujina Zosensho—Hiroshima (539)<br>128,78 19,66 8,246<br>120,00 19,60 10,49<br>P 23,8 F 11,0 1 dk | **M General Cargo**<br>3 Ho 24,3 41,9 24,4 ER<br>G.14 072 B.13 747<br>3 Ha (stl) (17,6 30,1 18,2 × 9,7) ER<br>12W Der 2(20) 2(15) | MAN<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 1 072,0t (hvf) |
| 7394307<br>*5BPI*<br>707458<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **REGENT**<br>ex Marathon-87 ex Maria Marios H-85<br>ex Sunny Sydney-79<br>**Hydroways Maritime Ltd.**<br>Seacoral Maritime Services Inc.<br>Limassol Cyprus | **6 016**<br>4 201<br>10 182 | NK | **1975** Kochiken Zosen—Kochi (577)<br>127,97 18,34 7,757<br>119,00 18,31 9,91<br>P 23,8 F 9,8 1 dk | **M General Cargo**<br>G.13 332 B.12 894<br>3 Ha (stl) (16,0 30,7 19,4 × 8,9) ER<br>Der 4(20) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 240kW |
| 7727085<br>*C6CP3*<br>710777<br>Df Esd Gc<br>Rdr Rt | **REGENT PARK**<br>ex Madeline Danielsen-87<br>**K/S Bidana Maritime**<br>Rederiet Otto Danielsen<br>Nassau Bahamas | **1 173**<br>625<br>2 475 | **✠100A1** SS 8/89<br>Ice Class 3<br>**✠LMC**<br>EL P 440,0/36,0U2<br>FN 1489 | **1979**-6 E. J. Smit & Zoon's Schpsw. B.V.<br>—Westerbroek (814)<br>80,02 13,11 5,181<br>72,50 13,01 7,52<br>F 9,2 2 dks<br>rf 157 | **M General Cargo** OSD<br>1 Ho 50,9 ER 1 TwD<br>G.4 288 B.3 994<br>2 Ha (stl) (each 17,9 × 9,4) ER<br>Der 2(25) 2(5) | MaK<br>Oil 4SA 8Cy. 320 × 450 sr geared to<br>2 000bhp (1 471kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 100kW 380/220V 50Hz a.c.<br>Fuel 282,0t |
| 5136361<br>*C6II7*<br>715971<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **REGENT SEA**<br>ex Samantha-84 ex Navarino-83<br>ex Gripsholm-75<br>**Lujo Cruise S.A.**<br>Tony Travel & Agency Ltd.<br>Nassau Bahamas<br>SatCom: 1103126/REGE | T.Mk<br>**15 294**<br>7 087<br>3 885 | **✠100A1** SS 9/90<br>Str. nav. ice<br>**✠LMC**<br>EL ot 2¾"SQ<br>FN 6760 | **1957**-4 Ansaldo S.p.A.—Genova (1500)<br>192,41 24,95 8,497<br>167,85 24,90 15,37<br>B & F 166,8 5 dks, 6th dk fwd of ER<br>RW rf 610 conv Ref Passenger/General Cargo 75 | **TM Passenger Ship**<br>342cbn 650bth P | Gotaverken<br>2 Oil 2SA each 9Cy. 760 × 1500<br>16 200bhp (11 916kW)<br>A/B Gotaverken<br>2 AuxB 114lbf/in² (7,9bar)<br>2 e(ex.g) 142lbf/in² (9,8bar)<br>Gen 4 × 750kW 1 × 650kW 450V<br>Fuel 1 827,0t (hvf)-66,0pd |
| 8207551<br>*WRB6616*<br>654968<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **REGENT SEAHORSE**<br>**Zapata Gulf Marine Operators Inc.**<br>Zapata Gulf Marine Corporation<br>Morgan City, La United States of America | **275**<br>187<br>1 133 | AB | **1983** Eastern Marine Inc.—Panama City, Fl (63)<br>60,36 12,27 3,909<br>58,53 12,20 4,58<br>F 16,2 1 dk<br>rf 457 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>reduction geared to sc. shafts<br>E (p) made76 reconditioned &<br>General Motors Corp. Electro-Motive<br>E (s) made75 reconditioned &<br>General Motors Corp. Electro-Motive<br>Gen 2 × 99kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 229,0t (d.o.)-13,0pd |
| 5339212<br>*C6DY*<br>372998<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **REGENT STAR**<br>ex Rhapsody-86 ex Statendam-82<br>**Shining Cruises S.A.**<br>Tony Travel & Agency Ltd.<br>Nassau Bahamas<br>SatCom: 1104137/RHAP | **24 413**<br>13 881<br>6 385 | **✠100A1** CS 4/87<br>**✠LMC**<br>EL pt 2⅞"SQ<br>FN 7023 | **1957**-2 Dok- en Werf Mij. Wilton-Fijenoord N.V.<br>—Schiedam (753)<br>195,84 24,69 7,951<br>176,26 24,01 15,83<br>B & F 173,2 4 dks, 5th dk clear of mchy. space<br>rf nil | **TM Passenger/General Cargo**<br>457cbn 850bth P<br>2 Ho 21,3 15,3<br>G.2 955 B.2 450<br>2 Ha (stl) (6,7 7,0 × 5,3) | Pielstick<br>4 Vee Oil with flexible couplings & sr<br>shafts<br>16 176kW (21 991bhp)<br>(centre) 2 Oil 4SA each 16Cy. 400 ×<br>E made69 fitted7/87<br>Oy Wartsila Ab<br>(wing) 2 Oil 4SA each 12Cy. 400 ×<br>E made69 fitted7/87<br>Oy Wartsila Ab<br>Gen 2 × 840kW 4 × 800kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |

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| 5321679<br>C6H63<br>715370<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **REGENT SUN**<br>ex Royal Odyssey-88 ex Doric-81<br>ex Hanseatic-73 ex Shalom-67<br>**Regsun Holding Ltd.**<br>Tony Travel & Agency Ltd.<br>Nassau Bahamas<br>SatCom: 1103762/RSUN | **17 891**<br>8 470<br>7 394 | AB (GL)<br>✠Classed LR until 9/70 | **1964**-3 Ch. de l'Atlantique—St. Nazaire (Z21)<br>191,35 (BB) 24,85 8,330<br>169,02 24,81 10,77<br>B & F 164,3 3 dks, 4th dk except in mchy. space, 5th dk amidships<br>rf 991 | **TS Passenger Ship**<br>128cbn 816bth P<br>1 Ho 18,2<br>1 Ha (stl) (6,6 × 4,5)<br>Der 2(5) | 4 S Turb dr geared to sc. shafts<br>25 000shp (18 389kW) Parsons<br>Ch. de l'Atlantique St Nazaire<br>Gen 4 × 1100kW 60Hz a.c. 1 × 720kW 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 3 779,5t (o.f.) 20kn |
| 5291991<br>185663 | **REGENT SWIFT**<br>**Joseph A. Coleman**<br>Bristol United Kingdom | **105**<br>43<br>— | ✠Classed LR until 20/11/70 | **1952**-11 Charles Hill & Sons Ltd.—Bristol (383)<br>28,05 6,00 2,210<br>26,70 5,80<br>RQD 6,8 Trunk 11,0 1 dk<br>RW | **M Tank Barge**<br>Mchy.aft | Ruston<br>Oil 4SA 3Cy. 205 × 275<br>102bhp (75kW)<br>Ruston & Hornsby Ltd. Lincoln |
| 5292024<br>IBXR<br>108<br>Rdr RTv | **REGGIO**<br>**Government of the Republic of Italy (Ente Ferrovie dello Stato - Direzione Generale - Settore Autonomo Navigazione)**<br>Messina Italy | **3 713**<br>1 013<br>1 433 | (RI) | **1960** Cant. del Tirreno—Genova (247 A)<br>126,83 17,38 4,268<br>117,25 17,35 6,66<br>2 dks<br>RW rf 196 | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 38bth 1762dk P<br>Bow & Stern doors<br>Lane Length 325 Clear height 4,40<br>Cars 40 Rail Wagons 30 | B&W 6-50VBF-90<br>2 Oil 2SA each 6Cy. 500 × 900<br>6 400bhp (4 708kW) E made58 fitted60<br>Cant. Nav. Riuniti Ancona<br>Gen 3 × 275kW 220V d.c.<br>2 Controllable pitch propellers<br>Fuel (d.o.) 15kn |
| 9039286<br>YQUB<br>7526<br>Df Esd Gc<br>Rdr Rt | **REGHIN**<br>**Navrom Shipping Company**<br>Constantza Romania | **6 093**<br>3 522<br>8 750 | RNR (Class cont.) | **1991** Santierul Naval Braila—Braila (1298)<br>130,38 - 8,100<br>121,19 17,07 10,22<br>1 dk | **M General Cargo** | Sulzer<br>Oil<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan |
| 8716186<br>LXLG<br>Rdr Rt | **REGINA**<br>**Navimer S.A.**<br>Mertert Luxembourg | **1 731**<br>560<br>2 500 | BV | **1987** B.V. Scheepswerf Lanser—Sliedrecht (697)<br>109,99 11,38 2,201<br>106,63 11,35 5,11<br>1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 4 500 | Bolnes<br>Oil 2SA 10Cy. 190 × 350 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 900bhp (1 398kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Directional thrust propellers fwd<br>11kn |
| 7128057<br>IUJB<br>1410<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **REGINA**<br>ex Eva-81<br>**Maria Mare S.A.S. di Diego Attanasio & C.**<br>Napoli Italy | **1 598**<br>936<br>2 946 | RI (NV) | **1972** Stocznia Gdanska im. Lenina—Gdansk (B431/302)<br>84,18 13,62 5,309<br>77,55 13,59 6,38<br>P 21,1 F 8,6 1 dk<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho 28,8 27,5 ER<br>G.3 862 B.3 559<br>2 Ha (stl) (each 21,9 × 8,0) ER<br>4W Der 2(10) 2(5) | Fiat B300.12V<br>Vee Oil 4SA 12Cy. 300 × 450<br>2 500bhp (1 839kW)<br>H. Cegielski Poznan<br>Gen 1 × 128kW 2 × 104kW 1 × 36kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 424,5t (d.o.)-9,0pd 13,75kn |
| 5340247<br>SWSL<br>3357<br>Rt | **REGINA**<br>ex Regina Madre-73 ex Formaria-65<br>ex Stella del Mare-64<br>**Rhodika Shipping Co.**<br>Piraeus Greece | **417**<br>215<br>614 | (HR) (RI) | **1953** Off. Mecc. Nav. "Giovanni Toffolo"—Venezia<br>49,54 7,98 3,582<br>44,63 7,95 3,99<br>RQD 15,3 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>2 Ha (each 8,0 × 4,0) ER<br>2W Der 2(-) | Fiat<br>Oil 2SA 6Cy. 260 × 450<br>480bhp (353kW)<br>S.A. Fiat S.G.M. Torino<br>11kn |
| 7109063<br>YXID<br>Gc Rt | **REGINA**<br>Launched as Nora<br>**Terminales Maracaibo C.A.**<br>Maracaibo Venezuela | **309**<br>77<br>— | AB | **1959** Burton Construction & SB. Corp.—Port Arthur, Tx (284)<br>4,112<br>29,27 8,03 4,42<br>1 dk<br>BK 64 | **M Tug** | General Motors<br>Vee Oil 2SA 16Cy. 222 × 267 sr reverse geared to sc. shaft<br>E made44 refitted59<br>General Motors Corp. U.S.A.<br>Gen 2 × 40kW |
| 6829123<br>GYMG<br>336030<br>LT 350<br>Esd Pfd Rdr<br>RTm/v | **REGINA**<br>ex Suffolk Crusader-91<br>**Votereach Ltd.**<br>London Shipping Enterprises Ltd.<br>Lowestoft United Kingdom | **255**<br>91<br>— | **✠100A1** SS 1/87<br>**✠LMC**<br>EL (I) 1"U1<br>FN 394<br>**LAID UP — SURVEYS OVERDUE 11/91** | **1968**-12 Appledore Shipbuilders Ltd.—Appledore (A.S.57)<br>38,31 7,88<br>33,53 7,78 3,97<br>F 5,8<br>rf 457 BK 152 conv Side Trawler Fishing 81<br>conv Stand-by Safety Vessel 87 | **M Fishing**<br>Side Trawler | Ruston<br>Oil 4SA 6Cy. 260 × 368 reverse reduction geared to sc. shaft<br>1 100bhp (809kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 30kW 220V d.c.<br>Fuel 56,0t (d.o.) 12,25kn |
| 9036129 | **REGINA**<br>**Societe Maritime Marco-Polonaise S.A.**<br>Agadir Morocco | **171**<br>51<br>330 | BV | **1990** Stocznia "Wisla"—Gdansk (1104)<br>25,71 3,682<br>22,46 7,41 4,02 | **M Fishing**<br>Stern Trawler | MAN<br>Oil<br>570bhp (419kW)<br>MAN Nutzfahrzeuge A.G. Nuernberg<br>9kn |
| 8714619<br>OXBZ<br>D-3187<br>GR-6-403<br>Df Esd Gc<br>Pfd Rdr RTv | **REGINA C**<br>**Sikuvaq Trawl ApS**<br>Godthab/Nuk Greenland (Danish)<br>SatCom: 1610376/OYBZ | *1 775*<br>*532*<br>788 | NV | **1988** Orskov Christensens Staalskibs. A/S —Frederikshaven (175)<br>55,22 (BB) 13,06 5,680<br>47,60 13,01 8,20<br>2 dks<br>rf 597 BK 495 | **M Fishing**<br>Stern Trawler Shrimp-trawl Processing Ref<br>Ice strengthened | Wartsila 8R32BC<br>Oil 4SA 8Cy. 320 × 350 with clutches, flexible couplings & sr geared to sc. shaft<br>2 722kW (3 701bhp)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 1440kW 2 × 495kW 440V 60Hz a.c.<br>Controllable pitch propeller |
| 7120342<br>3ETJ3<br>15012-85<br>Df Esd Gc<br>Pfd Rdr Rt | **REGINA D.**<br>ex Antonia Johnson-85<br>**Agapanto Holdings & Investments S.A.**<br>Mediterranean Shipping Co. S.A.<br>Panama Panama | *15 769*<br>*7 392*<br>15 945 | GL (AB) | **1971** Oy Wartsila Ab—Turku/Abo (1173)<br>174,20 (BB) 25,81 10,388<br>157,21 25,75 15,85<br>F 9,5 4 dks<br>rf 102 | **TM Container Ship**<br>Fixed-guides Ref —cbn 12bth P<br>Ice strengthened<br>6 Ho ER 1 Ho<br>TEU 768<br>C.Ho 304/20' 94/40' C.Dk 212/20' 32/40'<br>25 Ha (stl)<br>Cr 1(35) 2(25) 1(10) | Pielstick 16PC2V-400<br>12PC2V-400<br>4 Vee Oil sr geared to sc. shafts<br>26 040bhp (19 154kW)<br>(centre) 2 Oil 4SA each 16Cy. 400 × 460<br>Oy Wartsila Ab Turku/Abo<br>(wing) 2 Oil 4SA each 12Cy. 400 × 460<br>Oy Wartsila Ab Turku/Abo<br>Gen 2 × 840kW a.c. 2 × 800kW a.c. 1 × 528kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 4 459,5t (hvf) 23kn |
| 7336575<br>EFVT<br>284<br>Df Esd Gc<br>Rdr RTm/h/v | **REGINA DEL MAR**<br>Launched as Luanco<br>**Contenemar S.A.**<br>Gijon Spain | **1 295**<br>929<br>1 605 | GL<br>✠Classed LR until 16/1/80 | **1974**-5 Maritima del Musel S.A.—Gijon (133)<br>77,83 (BB) 12,43 4,811<br>70,01 12,39 5,74<br>P 12,8 F 7,7 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides Ref<br>3 Cell. Ho 20,4 13,0 12,3 ER<br>TEU 85 C.Ho 48/20' C.Dk 37/20'<br>3 Ha (stl) ER | Deutz RBV6M358<br>Oil 4SA 6Cy. 400 × 500 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 144kW 2 × 72kW 380V 50Hz a.c.<br>Fuel 121,0t (d.o.) 13,5kn |
| 8300119<br>OXGR2<br>D-2866<br>Df Esd Gc<br>Pfd Rdr<br>AMVER | **REGINA MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Kobenhavn Denmark (DIS) | *43 332*<br>*18 638*<br>53 310<br>T/cm<br>72,2 | **✠100A1** SS 9/88<br>container ship<br>**✠LMC** **UMS**<br>EL (P†) 705,0/81,0U3<br>FN 13591 | **1983**-9 Odense Staalskibsvaerft A/S—Lindo (99)<br>Cmpl. **1987**-6 (Additional cargo section) Hitachi Zosen—Japan<br>269,98 (BB) 32,29 13,031<br>261,25 32,20 19,82<br>F 15,3 2 dks<br>rf nil len 87 | **M Container Ship**<br>Fixed-guides<br>DSS<br>15 Cell. Ho 16,1 14,7 14,3 14,3 14,3 14,3 14,3 14,3 14,3 14,3 16,8 ER 15,9 14,3 12,6 15,5<br>TEU 3016<br>C.Ho 224/20' 644/40' C.Dk 1504/20' (40') incl. 202 ref C.<br>11 Ha (stl) ER 4 Ha (stl)<br>28 Wing Ha (stl) | B&W 12L90GF<br>Oil 2SA 12Cy. 900 × 2180<br>47 520bhp (34 954kW)<br>B&W Maskinfabrik Div. of B&W Diesel A/S Kobenhavn<br>AuxB (o.f.) 11,7kgf/cm$^2$ (11,5bar)<br>AuxB (ex.g) & htr 12,2kgf/cm$^2$ (12,0bar) Spt 11kgf/cm$^2$ (10,8bar) rcv 10,1kg/cm$^2$ (10bar)<br>Gen 1 × 1948kW 1 × 1640kW 2 × 1344kW 1 × 1176kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 689,5t (d.o.) 5 235,5t (hvf) |
| 8120703<br>VPGB<br>708752<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **REGINA OLDENDORFF**<br>Launched as St. Croix<br>**Egon Oldendorff (Hong Kong) Ltd.**<br>Hong Kong Hong Kong (British)<br>SatCom: 1477346 | *18 121*<br>*10 713*<br>28 031<br>T/cm<br>38,6 | **✠100A1** SS 4/91<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC**<br>EL H† 605,0/70,0U2<br>FN 6827 | **1986**-5 Dalian Shipyard—Dalian/Dairen (B270/8)<br>195,00 (BB) 23,12 10,238<br>183,01 23,00 14,30<br>P 32,0 F 17,1 1 dk | **M Bulk Carrier**<br>5 Ho 30,9 30,7 21,5 31,5 28,2 ER<br>G.39 399 B.33 137<br>5 Ha (stl) (17,5 21,5 13,2 21,5 17,4 × 11,0) ER<br>Cr 4(25) | B&W 8L55GFCA<br>Oil 2SA 8Cy. 550 × 1380<br>10 700bhp (7 870kW)<br>Dalian Marine Diesel Engine Works Dalian/Dairen<br>AuxB (o.f.) 7,9kgf/cm$^2$ (7,8bar)<br>e(ex.g) 9,1kgf/cm$^2$ (9,0bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 644,0t (hvf) 16,25kn |

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| **8802882**<br>*ICPG*<br><br>Df Esd Gc<br>Rdr RTv | **REGINA RENAISSANCE**<br>ex Renaissance Seven-92<br>**Nuova Armamento Sud (NUOVARMA SUD) S.r.l.**<br>Renaissance Cruises Inc.<br>Palermo Italy | **4 280**<br>1 284<br>450 | NV (Class cont.) | **1991** Nuovi Cantieri Apuania S.p.A.—Marina di Carrara (1146)<br>RI 90,60 3,950<br>78,80 15,30 8,55 | **TM Passenger Ship**<br>57cbn 114bth P | Alpha<br>2 Oil 4SA each 8Cy. 280 × 320 with<br>flexible couplings & sr geared to sc.<br>3 530kW (4 799bhp)<br>MAN-B&W Diesel A/S<br>Gen 5 × 768kW 220/440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **5249833**<br>*HP3437*<br>8526-78B<br>Df Esd Rdr<br>RTm/v | **REGINA VALERIA**<br>ex Azuero Uno-79 ex Taifun-76<br>ex Neuwied-67<br>**Naviera Camana S.A.**<br>Consorcio de Lineas Navieras Panamenas S.A.<br>Panama Panama | **870**<br>574<br>1 415 | | **1953** Yacht u. Bootswerft Abeking & Rasmussen —Lemwerder (4732)<br>(GL) 62,01 9,30 4,850<br>56,55 9,25 5,59<br>RQD 15,6 F 7,1 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 763 B.1 630<br><br>2 Ha (stl) (12,1 14,3 × 5,6) ER | Deutz<br>Oil 4SA 6Cy. 320 × 450 reduction gea<br>shaft<br>800bhp (588kW) NE 67<br>Kloeckner Humboldt Deutz<br>Fuel 66,0t |
| **8614223**<br>*DPRH*<br>15320<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **REGINE**<br><br>**Partenreederei m.s. "Regine"**<br>Klaus Heinrich<br>Hamburg Federal Republic of Germany | *5 476*<br>*3 088*<br>7 765 | | **1987** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (959)<br>GL 107,45 (BB) 19,26 7,868<br>98,61 19,02 10,60<br>P 12,5 F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 64,4 ER 1 TwD<br>G.9 628 B.9 430<br>TEU 458 C. 458/20' (40')<br>1 Ha (stl) (64,0 × 15,2) ER<br>Cr 2(100) | Deutz<br>Oil 4SA 8Cy. 370 × 400 with flexible<br>sr geared to sc. shaft<br>2 576bhp (1 895kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller |
| **6923204**<br>*OPTX*<br><br>Z 502<br>Esd Pfd Rdr<br>RTv | **REGINE**<br><br>**Botterman-Lyke P.V.B.A.**<br>Zeebrugge Belgium | **124**<br>45<br>— | | **1967** Schps. van Langerbrugge—Gent/Gand (9030)<br>28,12 6,74 3,506 (aft)<br>24,01 6,70 3,40<br>1 dk<br>BK 127 | **M Fishing**<br>Side Trawler Ref | A.B.C.<br>Oil 4SA 6Cy. 242 × 320<br>221kW (300bhp)<br>Anglo-Belgian Co. N.V.<br>Gen 2 × 10kW 110V d.c.<br>Fuel (d.o.) |
| **6816839**<br>*HQEA9*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **REGLA**<br>ex Hancock Mariner-89<br>ex Kristen Staerke-80 ex Mor-Leixos-73<br>ex Ilse Klint-72<br>**Jacobi Shipping**<br>Puerto Cortes Honduras | T.Mk<br>**399**<br>214<br>998 | | **1968** Aarhus Flydedok og Maskinkp. A/S—Aarhus (136)<br>BV 59,34 10,62 3,658<br>52,99 10,60 6,00<br>P 11,6 F 6,1 2 dks | **M General Cargo**<br><br>1 Ho 37,9 ER<br>G.2 025 B.1 862<br><br>2 Ha (stl) (15,0 9,8 × 6,4) ER<br>3W Der 3(5) | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>588kW (799bhp)<br>Alpha-Diesel A/S<br>Gen 1 × 50kW 1 × 40kW 380V 50Hz<br>Controllable pitch propeller<br>Fuel 65,0t (d.o.)-3,5pd |
| **8915249**<br>*3EGZ8*<br>20174-PEXT1<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **REGNO MARINUS**<br><br>**Crestview Shipping S.A.**<br>NYK Ship Management Co. Ltd.<br>Panama Panama<br>SatCom: 1333573/REGN | *40 169*<br>*13 245*<br>48 821 | | **1990** Oshima Shipbuilding co. Ltd.—Nagasaki (10128)<br>NK 209,01 (BB) 10,825<br>200,00 32,20 22,10 | **M Wood-chip Carrier**<br><br>6 Ho ER<br>G.102 155 B.100 325<br><br>6 Ha (stl) ER<br>Cr 3(14,5) | Sulzer<br>Oil 2SA 6Cy. 520 × 1800<br>6 326kW (8 600bhp)<br>Diesel United Ltd.<br>Gen 4 × 598,6kW a.c. |
| **7051058**<br>*SDKU*<br><br>Df Esd Gc<br>Rdr RTh | **REGULA**<br><br>**SweFerry AB**<br>Helsingborg Sweden | **2 474**<br>1 234<br>880 | **✠100A1** SS 3/88<br>Kattegat & Baltic service<br>Ice Class 1<br>**✠LMC**<br>EL R 1$\frac{9}{16}$"U2<br>FN 1394 | **1971**-4 Jos. L. Meyer—Papenburg (563)<br>71,30 16,74 4,014<br>64,17 16,31 5,41<br>B & F 60,7 1 dk, 2nd dk clear of mchy. spaces<br>rf 152 | **TM RoRo Cargo/Ferry**<br>24bth 776dk P<br>Bow & stern doors | Deutz<br>4 Oil 4SA each 8Cy. 220 × 280 sr gea<br>shafts<br>4 400bhp (3 236kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 400kW 4 × 112kW 400V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 112,0t (d.o.)-8,0pd |
| **8133633**<br>*LYFL*<br>2069<br>Df Esd Gc<br>Rdr RTm/h/v | **REGULS**<br>ex Ivan Burmakov-91<br>**Liepaja Ocean Fishing Fleet**<br>Liepaya Latvia | **3 385**<br>1 435<br>1 810 | | **1983** Okean Shipyard—Nikolayev<br>103,71 16,03 5,900<br>RS 94,01 10,19<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (stl) (1,9 × 1,6) (2,5 × 2,7) (2,7 × 2,9)<br>Der 6(3) | CKD<br>2 Oil 4SA each 6Cy. 525 × 720<br>6 000bhp (4 413kW)<br>CKD Praha<br>Controllable pitch propeller |
| **7511565**<br>*SQGU*<br><br>Df Esd Gc<br>Rdr Rt | **REGULUS**<br><br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich "Dalmor"**<br>Gdynia Poland | T.Mk<br>**2 584**<br>1 069<br>1 550 | | **1976** Stocznia Gdanska im. Lenina—Gdansk (B414/03)<br>PR 89,06 15,02 5,600<br>83,52 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.440 In.1 270 | Sulzer<br>Oil 4SA 6Cy. 400 × 480 reduction gea<br>shaft<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Techniczny<br><br>Gen 2 × 560kW 2 × 504kW 400V a.c.<br>Controllable pitch propeller |
| **6514845**<br>*HQHF8*<br>L-0323605<br>Df Esd Rdr<br>Rt | **REGULUS**<br>ex Mereghan V-82<br>ex Atlantic Intrepid-77<br>**Naviera Davyton S. de R.L.**<br>San Lorenzo Honduras | **499**<br>260<br>1 040 | | **1965** Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (339)<br>(BV) 69,35 10,44 3,715<br>63,35 10,24 6,10<br>1 dk & S dk | **M General Cargo** OSD<br><br>2 Ho ER<br>G.1 359 B.1 269<br><br>2 Ha (10,2 × 4,1) (16,2 × 5,1) ER<br>Der 1(15) 4(5) 2(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz |
| **5330187**<br>*YTQR*<br>5T-303<br>Rdr RTv | **REGULUS**<br>ex Sirius-68 ex ST 781-51<br>ex DPC 59-44<br>**"Brodospas" Poduzece za Offshore, Teglenje i Spasavanje**<br>Split Croatia | **134**<br>12<br>— | | **1944** Ira S. Bushey & Sons Inc.—New York, NY (544)<br>JR 26,85 7,35 2,982<br>24,74 7,29 3,26<br>1 dk | **M Tug** | General Motors<br>Vee Oil 2SA 8Cy. 216 × 254<br>General Motors Corp.<br>Gen 1 × 60kW 120V<br>Fuel 24,0t (d.o.) |
| **5292294**<br>*ISNK*<br>627<br>RTm | **REGULUS**<br><br>**Societa Rimorchi Salvataggi - Trieste a.r.l. (SO.RI.SA.)**<br>Trieste Italy | **121**<br>30<br>— | | **1961** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (161)<br>29,49 6,84 2,845<br>RI (GL) 25,71 6,81 3,41<br>1 dk<br>RW | **M Tug** | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz |
| **7394527**<br>*9KLZ*<br>KT1519<br>Df Esd Gc<br>Rdr RTv | **REHAB**<br>ex Eastham-88 ex Rehab-87<br>ex Mighty-78<br>**Kuwait Oil Tanker Co. S.A.K.**<br>Kuwait Kuwait<br>SatCom: 1730147/RHAB | *10 439*<br>*7 398*<br>18 522<br>T/cm<br>20,8 | NV (NK)<br>✠Classed LR until 2/89 | **1975** Imai Zosen—Kochi (341)<br>146,03 (BB) 21,95 10,059<br>134,98 21,90 12,20<br>P 37,8 Trunk 27,5 F 13,5 1 dk<br>rf 165 Bow/CM 67 Diam. 0,310 MH 1,2 | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 25 264<br>4 Cargo pumps total 3 000T/hr | Mitsubishi<br>Oil 2SA 8Cy. 520 × 1050<br>5 884kW (7 999bhp)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 360kW 445V 60Hz a.c.<br>Fuel 1 291,5t-28,5pd |
| **7855076**<br>*8QJN*<br>189/10-T<br>Rt | **REHENDI**<br>ex Wayo Maru No. 3-87<br>**State Trading Organization**<br>Male Maldives | **293**<br>172<br>600 | | **1971** Segami Tekko—Japan<br>*41,40* 3,501<br>8,31 3,87<br>1 dk<br>len 00 | **M Tanker**<br>Mchy.aft | Sumiyoshi<br>Oil<br>450bhp (331kW)<br>Sumiyoshi Tekkosho |
| **5292311**<br>*WD8121*<br>261897<br>Rdr Rt | **REHOBOTH**<br><br>**Gifford Marine Inc.**<br>Cape Charles, Va United States of America | **198**<br>119<br>— | | **1951** R.T.C. SB. Corp—Camden, NJ (204)<br>41,38 6,89<br>6,84<br>P 16,2 B 9,2 | **M Fishing**<br>Side-fishing<br>1 Ho 14,1 ER<br><br>1 Ha (3,3 × 5,1) ER<br>1W | Enterprise<br>Oil 4SA 8Cy. 305 × 381<br>800bhp (588kW)<br>General Motors Corp.<br>Fuel 14,0t |

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| 9031870<br>JMHX<br>132702<br>Rdr Rt | **REI MARU**<br>**Eiwa Unyu K.K.**<br>Shimonoseki, Yamaguchi Pref. Japan | **2 991**<br>—<br>5 487 | NK | **1991** Murakami Hide Zosen K.K.—Hakata (328)<br>- - 6,749<br>97,00 15,50 8,00<br>1 dk | **M Tanker** | Hanshin 6EL44<br>Oil 4SA 6Cy. 440 × 880<br>2 942kW (4 000bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| 5225693<br>WB4117<br>224065<br>Rt | **REID McALLISTER**<br>ex Marjorie McAllister-72<br>ex Van Dyke 3-53<br>**C-B Towing Inc.**<br>New York, NY United States of America | **138**<br>94<br>— | | **1924** Staten Island SB. Co.—Port Richmond, NY (752)<br>*28,17* 6,43 2,72<br>1 dk<br>R | **M Tug**<br>2 Ho 12,1 7,6<br>2 Ha (3,6 1,2 × 3,0)<br>Der 1(5) 2(2,5) 1(1,5) | General Motors<br>Oil 2SA 12Cy. 216 × 254<br>NE —<br>General Motors Corp. La Grange, Illinois<br>Gen 1 × 10kW 1 × 2kW 110V 60Hz a.c.<br>Fuel (d.o.) |
| 7606449<br>265739<br>Rdr Rt | **REID MCALLISTER**<br>ex Neptune-83 ex Binghampton-73<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | **215**<br>146<br>— | (AB) | **1953** Bethlehem Steel Co. Inc. SB. Div.—Staten Island, NY (8336)<br>7,83<br>29,09 7,78 4,09<br>1 dk<br>rf nil | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 222 × 267 sr geared to sc. shaft<br>General Motors Corp. U.S.A.<br>Fuel 100,5t (d.o.) |
| 7127974<br>IFAB<br>1615<br>Df Esd Gc<br>Pld Rdr Rt | **REIDA**<br>ex Anastassia Ena-86 ex Anastassia-86<br>ex Giannis-84 ex Cairnrover-78<br>**Angelamar S.a.S. di Tommaso Coppola & C.**<br>Napoli Italy | **1 595**<br>906<br>2 812 | RI<br>✠Classed LR until 31/10/86 | **1972**-3 N.V. Bodewes Schps.—Martenshoek (512)<br>87,46 12,02 5,360<br>79,18 11,89 6,51<br>P 19,2 RAD 15,6 F 16,2 1 dk<br>rf 102 | **M General Cargo**<br>Ice strenghtened<br>1 Ho 54,2 ER<br>G.3 475 B.3 242<br>2 Ha (stl) (each 18,5 × 8,5) ER<br>4W Der 4(3) | MaK 8M451AK<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 84kW 380V 50Hz a.c.<br>12,5kn |
| 7514191<br>5BIM<br>707287<br>Df Esd Gc<br>Pld Rdr Rt | **REIFENS**<br>ex Atlantic Breeze-88<br>ex Nielse Danielsen-84<br>ex Amigo Defender-78<br>**Reifens Navigation Co. Ltd.**<br>Limassol Cyprus | **1 282**<br>625<br>2 578 | BV | **1977** B.V. Scheepswerven Gebr. van Diepen —Waterhuizen (1011)<br>79,81 13,09 5,173<br>72,60 13,01 7,52<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho ER<br>G.4 235 B.3 844<br>2 Ha (21,5 14,3 × 9,4) ER<br>3W Der 1(15) 2(3) | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450<br>1 775bhp (1 306kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Fuel 218,5t (hvf)-6,0pd 12,25kn |
| 5115123<br>HO9813<br>6019-75<br>Df Esd Rdr<br>RTm | **REIMA**<br>ex Unni-74 ex Fraktiv-69<br>ex Finn Germa-68<br>**Reima Navigation Co. A.G.**<br>Panama Panama | T.Mk<br>**494**<br>237<br>945<br>**932**<br>541<br>1 448 | (NV) | **1956** Ottensener Eisenwerk A.G.—Hamburg (498)<br>65,99 9,94 3,671/4,668<br>58,86 9,91 5,87<br>P 17,1 F 8,0 2 dks<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>1 Ho 34,9 ER<br>G.1 926 B.1 756<br>2 Ha (stl) (each 15,2 × 6,4) ER<br>4W Der 1(10) 4(5) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 30kW 1 × 20kW 1 × 13kW 1 × 6kW 220V d.c.<br>Fuel 77,0t (d.o.) 11,5kn |
| 7911002<br>PGZK | **REIMERSWAAL**<br>**Zand Exploitatie Maatschappij Reimerswaal B.V.**<br>Yerseke Netherlands | **756**<br>551<br>1 384 | BV | **1980** Van Goor's Schps. & Mach. B.V. —Monnickendam (670)<br>67,10 3,852<br>64,93 9,52 3,87<br>1 dk | **M Hopper/Dredger**<br>Suction Bottom doors | Mitsubishi S12N-TK<br>Oil 4SA 12Cy. 160 × 180<br>1 040bhp (765kW)<br>Mitsubishi Heavy Industries Ltd. Japan |
| 8025434<br>3FQC2<br>12384-PEXT1<br>Df Esd Gc<br>Pld Rdr Rt<br>AMVER | **REINA**<br>ex Botany Transcendent-91<br>**La Tres Flota S.A.**<br>Botany Bay Management Services Pty. Ltd.<br>Panama Panama | **4 718**<br>2 512<br>7 781<br>T/cm<br>15,5 | NK | **1981** K.K. Taihei Kogyo—Akitsu (1438)<br>107,02 8,024<br>100,01 17,21 9,81<br>P 23,8 F 9,0 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>DB<br>Mchy.aft<br>L.8 901<br>5 Cargo pumps total 1 600T/hr | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 300kW 450V 60Hz a.c.<br>Fuel 159,5t (d.o.) 907,5t (hvf)-15,0pd 13kn |
| 6819178<br>EHZS<br>Df Esd Rt | **REINA CRISTINA**<br>**Antonio Sardi Perez**<br>Huelva Spain | **193**<br>106<br>140 | (BV) | **1968** Soc. Met. Duro Felguera—Gijon (44)<br>33,00 6,53 3,360<br>29,01 6,51 3,81<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>2 Ha (1,9 0,9 × 0,9) | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 10kn |
| 7209605<br>3EQT5<br>17942-PEXT1<br>Df Esd Gc<br>Pld Rdr Rt | **REINA No. 101**<br>ex Masumi Maru-87 ex Nippon Maru-86<br>**Oceano Empresa De Pesca S.A.**<br>Woo Yang Fisheries Co. Ltd.<br>Panama Panama | **969**<br>551<br>1 062 | KR | **1971** Miho Zosensho K.K.—Shimizu (771)<br>63,18 11,84 4,877<br>57,00 11,82 5,36<br>B 23,5 2 dks | **M Fishing**<br>Stern Trawler | General Motors<br>Oil 2SA 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp. U.S.A.<br>Gen 3 × 334kW 445V a.c.<br>Fuel 340,5t-15,0pd 15kn |
| 5292438 | **REINAKU** | **170**<br>—<br>— | | **1960** Astilleros dei Talleres—Santander<br>*29,63* 6,18<br>... ... ... | **M Fishing**<br>Side Trawler | Krupps<br>Oil 8Cy. 295 × 420<br>La Maquinista Terrestre y Mar (MTM) Barcelona |
| 8128779<br>DGAR<br>13580<br>Df Esd Gc<br>Rdr RTm/h<br>SatNav | **REINBEK**<br>**Vierte Schiffahrtsgesellschaft CCT Chemical Cargo Transport G.m.b.H. & Co. K.G. tms "Reinbek"**<br>Knohr & Burchard Nfl. (G.m.b.H. & Co.)<br>Hamburg Federal Republic of Germany | **1 599**<br>1 218<br>3 920 | GL | **1982** Buesumer Werft G.m.b.H.—Buesum (1442)<br>91,67 (BB) 13,90 6,251<br>83,80 13,61 6,46<br>P 27,5 B & F 48,5 1 dk<br>Bow/CM 45 Diam. 0,152 | **M Tanker**<br>Chemical<br>IGS<br>8 Ta (s.stl) 12 Wing Ta ER<br>L.3 805 HeCls. BC<br>14 Cargo pumps total 1 180T/hr | MaK 6M453AK<br>Oil 4SA 6Cy. 320 × 420 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 240kW 1 × 196kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 62,0t (d.o.) 184,0t (hvf)-7,5pd 12,5kn |
| 5292440<br>LGUW<br>12590<br>Rdr Rt | **REINE**<br>**Erling Andreassen**<br>Stokmarknes Norway | **149**<br>66<br>— | (NV) | **1949** Em. Moen & Son—Risor (156)<br>*28,47* 6,81 2,871<br>6,76<br>conv General Cargo 63 | **Wood M Ferry/General Cargo** —P<br>1 Ho 9,9 ER<br>G.125<br>1 Ha (2,5 × 4,0) ER<br>1W Der 1(2,5) | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>465bhp (342kW) NE 77<br>Cummins Engine Co. Inc. Columbus, In<br>Fuel (d.o.) 9,5kn |
| 7360629<br>ORAT<br>382<br>Df Esd Gc<br>Pld Rdr Rt | **REINE ASTRID**<br>ex Stena Nautica-83<br>ex Stena Nordica-81 ex Hellas-80<br>ex Stena Nordica-80 ex Hellas-79<br>ex Stena Nordica-78<br>**Regie voor Maritiem Transport**<br>Oostende Belgium | **5 781**<br>3 702<br>2 793 | NV | **1975** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (382)<br>120,88 (BB) 21,47 5,765<br>108,87 19,00 12,35<br>3 dks<br>rf nil | **TM Passenger/RoRo Cargo/Ferry**<br>116bth 1084dk P<br>Bow & stern doors Ice strengthened<br>Cars 450 Trailers 60<br>Mchy.aft | MaK 12M551AK<br>2 Vee Oil 4SA each 12Cy. 450 × 550<br>14 080bhp (10 357kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 4 × 520kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 132,0t (d.o.) 457,0t (hvf)-54,0pd 17,5kn |
| 5417375<br>320742<br>Esd Pld Rdr<br>RTm | **REINE DE LA MER**<br>**Yvon Savage**<br>Gaspe, P.Q. Canada | **129**<br>65<br>— | ✠Classed LR until 11/70 | **1963**-7 Les Ch. Mar. Paspebiac Inc.—Paspebiac, P.Q. (8)<br>24,95 6,89<br>22,48 6,56 3,61<br>F 4,0<br>rf 1270 Box K | **M Fishing**<br>Side Trawler<br>1 Ho 7,5<br>1 Ha (1,5 × 1,5) | Alpha 404-24VO<br>Oil 2SA 4Cy. 240 × 400 with hydraulic coupling<br>206kW (280bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 12kW 110V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 6700743<br>TKOO<br>7559 | **REINE DES ABERS**<br>**Jean & Yves Quemeneur**<br>Brest France | **141**<br>94<br>244 | | **1966** Soc. de Const. & d'Entretien Nav. —Concarneau<br>... ...<br>19,74 7,09 3,26<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.170<br>1 Ha (6,8 × 4,5) ER<br>Der 1(2) | Caterpillar<br>Oil 4SA 6Cy. 114 × 140<br>215bhp (158kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 8kn |

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|---|---|---|---|---|---|---|
| **5292488**<br>*TUN2039*<br>323<br>Df Esd Rdr<br>RTm | **REINE POKOU**<br>ex N'zi-Comoe-62 ex Otello-58<br>**Daniel Gilbert**<br>Abidjan Cote d'Ivoire | **113**<br>42<br>111 | | **1931** N.V. Schps. & Mfbk. "De Biesbosch"<br>—Dordrecht (108)<br>27,01 6,08 3,506<br>... ... ...<br>1 dk<br>RW | **M Research/Fishing**<br>In.30<br>Der 1(3) | Sulzer<br>Oil 2SA 4Cy. 250 × 330<br>300bhp (221kW)<br>Sulzer Bros. Ltd.<br>Gen 1 × 60kW 220V 50Hz a.c. 1 ×<br>110V d.c.<br>Fuel (d.o.) |
| **5272115**<br>*OVRM*<br>D1835<br>Df Esd Pfd<br>RTm/h/v | **REINETT**<br>ex Paul Rosenberg-78 ex Hornsnaes-77<br>ex Paul Rosenberg-75<br>**Joen Jacob Toftum Hammer**<br>Skagen Denmark | **292**<br>125<br>— | BV (GL) | **1957** Schulte & Bruns—Emden (187)<br>42,55 7,75 2,490<br>38,87 7,70 3,51<br>P 6,8 F 3,7 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>6 Ha ER | General Motors<br>Vee Oil 2SA 16Cy. 146 × 146<br>900bhp (662kW) NE 74<br>General Motors Corp., Detroit Diesel Al<br>Div.<br>Gen 2 × 58kW 380V 50Hz a.c.<br>Fuel 44,0t (d.o.) |
| **8618932**<br>*ZMWH*<br>875491<br>Esd Rdr RTv<br>SatNav | **REINGA**<br>**Northland Port Corporation (NZ) Ltd.**<br>Whangarei New Zealand | **351**<br>105<br>—<br>T/cm<br>2,5 | ✠**100A1**<br>tug<br>New Zealand home trade<br>service in loadline summer<br>zone<br>✠**LMC**<br>EL (D) 275,0/17,5U2(a)<br>FN 436 | **1988**-4 Whangarei Eng. & Cons. Co. Ltd.<br>—Whangarei (184)<br>30,48 11,03 5,360<br>28,58 11,00 -<br>1 dk<br>rf nil | **TM Tug**<br>Fire-fighting Tractor | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 dr gea<br>shafts<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 80kW 440V 50Hz a.c.<br>2 Directional propellers<br>Fuel 119,0t (d.o.)-5,0pd |
| **6614944**<br>*EFAU*<br>738<br>Gc Rdr Rt | **REINOSA**<br>**Junta del Puerto y Ria de Aviles**<br>Cadiz Spain | **1 005**<br>516<br>1 623 | ✠Classed LR until<br>16/1/76 | **1966**-10 Soc. Espanola de Const. Nav.—Cadiz (125)<br>61,02 11,74 4,058<br>57,99 11,50 4,81<br>RFD 14,1 1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>1 100bhp (809kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 2 × 80kW 380V 50Hz a.c. |
| **8803006**<br>*LAPF*<br>20525<br>Rdr Rt | **REINOY**<br>**Troms Fylkes Dampskibsselskap A/S**<br>Tromso Norway | *828*<br>*327*<br>100 | | **1989** Hjorungavaag Verksted A/S—Hjorungavaag (47)<br>... ... ...<br>46,60 11,60 4,20<br>rf 1150 BK 185 | **M RoRo Cargo/Ferry**<br>160dk P<br>Cars 35 | Alpha<br>Oil 4SA 6Cy. 225 × 300 geared to sc. s<br>736kW (1 001bhp)<br>MAN-B&W Diesel A/S<br>Gen 1 × 324kW 1 × 104kW 220V 50<br>Thw. thrust propeller fwd |
| **5262043**<br>*LCLW*<br>16319<br>Df Esd Rdr<br>Rt | **REINOYFISK**<br>ex Rita-Eline-91 ex May-Tove-79<br>ex B. M. Evensen-73 ex Olavur Hviti-65<br>**A/S Namnor**<br>Maloy Norway | **369**<br>170<br>— | NV | **1960** Hatlo Verksted A/S—Ulsteinvik (8)<br>42,68 7,55 4,401<br>38,31 7,47<br>2 dks<br>rf 1199 BK 119<br>len 68 | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>4 Ha (0,9 × 0,9) (2,5 2,9 2,5 × 2,5) ER<br>1W Der 1(2) | Alpha<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW) NE 70<br>Alpha-Diesel A/S<br>Gen 1 × 60kW 1 × 36kW 220V 50Hz<br>Fuel (d.o.) |
| **6610261**<br>*J8CT7*<br>2860<br>Esd RdrRTm | **REINS**<br>ex Reina-79 ex Claudia-76<br>**Tara Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines | **447**<br>260<br>801 | ✠**100A1** SS 8/91<br>✠**LMC**<br>EL i 1 1/16"SQ<br>FN 665 | **1966**-5 Scheeps. "Voorwaarts"—Martenshoek (192)<br>57,76 9,07 3,480<br>51,82 8,96 3,87<br>P 14,4 F 8,3 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 35,9 ER<br>G.1 082 B.1 033<br>2 Ha (w) (each 13,0 × 5,4) ER<br>1W Der 1(3) | Brons<br>Vee Oil 2SA 8Cy. 220 × 380<br>600bhp (441kW)<br>Appingedammer Brons<br>Gen 2 × 8kW 110V d.c.<br>Fuel 56,0t (d.o.) |
| **6620943**<br>*DCTV*<br>Df Esd Pfd<br>Rdr RTm/h/v | **REINT**<br>**Wilhelm Litmeyer m.s. "Reint"**<br>Haren/Ems Federal Republic of Germany | T.Mk<br>**272**<br>159<br>738 | GL | **1966** Deutsche Industrie-Werke A.G.—West Berlin (6143)<br>57,46 9,05 2,850<br>52,86 9,00 5,08<br>P 9,8 2 dks<br>len 73 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 189 B.1 020<br>1 Ha (32,3 × 5,0) ER<br>Der 2(2) | Deutz<br>Oil 4SA 6Cy. 220 × 280 reduction gea<br>shaft<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz |
| **7728625**<br>*WXU9128*<br>591064<br>Df Esd Gc<br>Rdr Rt | **REISS MARINE**<br>**Reiss Marine Transport Inc.**<br>Milwaukee, Wi United States of America | **569**<br>419<br>1 190 | AB | **1978** Blount Marine Corp.—Warren, RI (213)<br>45,62 11,94 3,896<br>44,23 11,89 4,45<br>F 4,0 1 dk<br>rf 152 | **TM Tank Barge**<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>reduction geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Al<br>Div.<br>Gen 2 × 60kW |
| **8405309**<br>*3FNK2*<br>12387-PEXT2<br>Esd Gc Rdr<br>Rt | **REIYOH**<br>ex Shinyo-86<br>**Reiyoh Shipping S.A.**<br>Panama Panama | *2 644*<br>*1 499*<br>4 217 | NK | **1984** Sanyo Zosen K.K.—Mukaishima (875)<br>84,66 6,327<br>78,01 14,51 8,72<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.5 841 B.5 402<br>2 Ha (stl) (16,9 24,7 × 9,0) ER<br>Der 2(20) 1(15) | Akasaka<br>Oil 4SA 6Cy. 380 × 600 reverse reduc<br>to sc. shaft<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 2 × 176kW |
| **7511711**<br>*SQFA*<br>Df Esd Gc<br>Rdr Rt | **REKIN**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich "Gryf"**<br>Szczecin Poland | T.Mk<br>**2 448**<br>1 016<br>1 564 | PR | **1976** Stocznia Polnocna im. Bohaterow<br>Westerplatte—Gdansk (B418/302)<br>88,88 15,24 5,185<br>85,37 15,03 9,40<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 768 | Sulzer<br>Oil 4SA 6Cy. 400 × 480 reduction gea<br>shaft<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Techniczny<br>Gen 2 × 560kW 2 × 504kW 1 ×<br>400V a.c.<br>Controllable pitch propeller |
| **7205661**<br>*EWYO*<br>M-30907 | **REKIVA**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **179**<br>49<br>85 | RS | **1971** ..............Bulgaria<br>31,70 7,42 2,901<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.102<br>1 Ha (stl) (1,5 × 1,3) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Fuel (d.o.) |
| **8033730**<br>*UHMH*<br>M-38885<br>Df Esd Gc<br>Rdr RTm/h/v | **REKORD**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1982** ..............U.S.S.R.<br>54,84 4,111<br>9,96 5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>Der 2(1,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **6874350**<br>M-26321<br>Rdr RTv | **REKORD**<br>**Odessa Port Authority**<br>(Odessa) (U.S.S.R.) | **225**<br>0<br>46 | RS | **1964** ..............U.S.S.R.<br>29,50 8,50 3,200<br>- - 4,35 | **M Tug** | Oil<br>..............<br>Fuel (d.o.) |
| **7619290**<br>*DEET*<br>Esd Gc Rdr<br>RTm/h/v | **REKUM**<br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic of Germany | **203**<br>—<br>60 | GL | **1978** Jadewerft (Wilhelmshaven) G.m.b.H.<br>—Wilhelmshaven (142)<br>28,20 8,44 2,893<br>26,50 8,41 3,43<br>1 dk | **TM Tug**<br>Tractor<br>Ice strengthened | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280 reduc<br>to sc. shafts<br>Kloeckner Humboldt Deutz<br>2 Directional propellers |
| **8800949**<br>*CB3849* | **RELAMPAGO**<br>**Sociedad Pesquera Coloso S.A.**<br>Valparaiso Chile | **512**<br>154<br>— | BV | **1989** Marco Chilena S.A.—Iquique (185)<br>... ... ...<br>45,01 10,01 5,01 | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Vee Oil 4SA 16Cy. 170 × 190 geared<br>1 410bhp (1 037kW)<br>Caterpillar Inc. |

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| 7735769<br>BR21607<br>Rdr Rt | **RELAX**<br>ex Mater Dei 3-87 ex GT 3-85<br>**J. C. Walbrecq**<br>Charleroi Belgium | —<br>—<br>1 232 | **A1** SS 6/87<br>inland waterways oil tanker<br>**LMC**<br>EL /24,0U1<br>FN 902 | **1962** J. Boel et Fils S.A.—Tamise/Temse (1408)<br>83,01 8,18<br>83,01 8,16 2,70<br>Trunk 56,4 1 dk | **M Tank Barge**<br>12 Ta ER | Deutz<br>Oil 4SA 6Cy. 320 × 375<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 1,5kW 1 × 1kW 24V d.c. |
| 8704092<br>918031 | **RELENTLESS**<br>**Relentless Inc.**<br>Boston, Ma United States of America | **188**<br>127<br>— | | **1987** Washburn & Doughty Associates Inc.—Bath, Me (31)<br>-<br>34,96 9,47 3,62<br>1 dk | **M Fishing**<br>Stern Trawler Processing Ref | Caterpillar 3306T<br>Oil 4SA 6Cy. 121 × 152 geared to sc. shaft<br>Caterpillar Inc. Peoria, Illinois |
| 9014963<br>Df Esd Gc<br>Rdr Rt | **RELGAS ISHETA**<br>**Reliance Industries Ltd.**<br>Larsen & Toubro Ltd.<br>Bombay India | *3 035*<br>*910*<br>1 225 | | **1991** Bodewes Schpsw. "Volharding" Foxhol B.V.—Foxhol (315)<br>90,07 3,500<br>87,19 15,10 6,75<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>L.(gas) 1 999 | MAN 6L28/32<br>Oil 4SA 6Cy. 280 × 320 geared to sc. shaft<br>1 794bhp (1 320kW)<br>MAN B&W Diesel Aktiengesellschaft Augsburg<br>11kn |
| 9014951<br>VTYL<br>Df Esd Gc<br>Rdr Rt | **RELGAS NAYANTARA**<br>**Reliance Industries Ltd.**<br>Larsen & Toubro Ltd.<br>Bombay India | *3 035*<br>*910*<br>1 225 | **100A1**<br>Class contemplated<br>FN 1883 | **1991** Bodewes Schpsw. "Volharding" Foxhol B.V.—Foxhol (312)<br>90,00 (BB) - 3,500<br>86,13 15,10 6,75<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>L.(gas) 1 999 | MAN 6L28/32<br>Oil 4SA 6Cy. 280 × 320 geared to sc. shaft<br>1 320kW (1 795bhp)<br>MAN B&W Diesel Aktiengesellschaft Augsburg<br>11kn |
| 7521273<br>VTYJ<br>Df Esd Gc<br>Rdr Rt | **RELGAS VIKRAM**<br>ex Jehu-91 ex Atlas-80<br>**Reliance Industries Ltd.**<br>Larsen & Toubro Ltd.<br>Bombay India | *2 577*<br>*774*<br>1 060 | GL<br>✠LR class withdrawn-Owners' request 11/90 | **1976**-1 Oy Pontoon Ab—Kristiinakaupunki/Kristinestad (2)<br>2,500<br>66,20 17,97 5,30<br>1 dk<br>len 91<br>conv Deck Cargo Pontoon 91 | **TM Liquefied Gas Carrier**<br>LPG<br>Ice strengthened<br>L.(gas) 1 996 | Caterpillar 3412TA<br>2 Vee Oil 4SA each 12Cy. 137 × 152 dr geared to sc. shafts<br>930kW (1 264bhp) NE 91<br>Caterpillar Inc. Peoria, Illinois<br>Gen 3 × 216kW 1 × 80kW 220/380V a.c.<br>2 Directional propellers<br>8kn |
| 7734428<br>586778 | **RELIABLE**<br>**Miley's Seafood Inc.**<br>Galveston, Tx United States of America | **101**<br>68<br>— | | **1977** ..............St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A. |
| 8801280<br>ELMV3<br>9250<br>Df Esd Gc<br>Pld Rdr RTv<br>SatNav<br>AMVER | **RELIABLE ENERGY**<br>ex Cabo de Hornos-91<br>**Energy Shipping Co. Ltd.**<br>Monrovia Liberia<br>SatCom: 1244171/RELA | *38 812*<br>*17 598*<br>62 482 | **✠100A1**<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL P† 660,0/78,0U3<br>FN 11241 | **1990**-11 Hudong Shipyard—Shanghai (1182)<br>224,64 (BB) 32,24 12,751<br>217,00 32,20 19,60<br>F 18,5 1 dk<br>rf nil | **M Tanker**<br>COW IGS(LR) PL(LR) SBT(LR)<br>9 Ta ER<br>L.(oil) 78 106 | B&W 6L60MC<br>Oil 2SA 6Cy. 600 × 1944<br>9 195kW (12 501bhp)<br>Hudong Shipyard Shanghai<br>AuxB (o.f.) 16,3kgf/cm² (16,0bar)<br>AuxB (Comp) 11,7kgf/cm² (11,5bar)<br>Gen 3 × 600kW 440V 60Hz a.c.<br>14kn |
| 5129174<br>WNBJ<br>241390<br>Df Gc Rdr<br>Rt | **RELIABLE II**<br>ex Geo. Whitlock II-85<br>**Eklof Marine Corp.**<br>New York, NY United States of America | **1 173**<br>898<br>1 422 | | **1942** (Fwd & aft sections) R.T.C. SB. Corp—Camden, NJ (138)<br>**1968** R.T.C. SB. Corp—Camden, NJ<br>76,05 11,31 3,790<br>73,92 11,28 4,42<br>P 15,9 B 4,9 F 6,1 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 470 | Fairbanks, Morse<br>Oil 2SA 7Cy. 335 × 430<br>805bhp (592kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 2 × 20kW 115V d.c.<br>Fuel 41,5t-3,5pd 9kn |
| 8215986<br>S6AY<br>383524<br>Df Esd Gc<br>Pld Rdr<br>RTm/v<br>AMVER | **RELIANCE**<br>ex Torino-87 ex Taurus-86<br>ex Taurus Horten-85<br>**Reliance Maritime Pte. Ltd.**<br>Denholm Ship Management (Singapore) Pte. Ltd.<br>Singapore Singapore<br>SatCom: 1715271/RELI | *29 919*<br>*17 788*<br>55 289 | NV | **1984** A/S Horten Verft—Horten (206)<br>207,45 12,601<br>198,03 32,30 16,77<br>1 dk | **M Tanker**<br>COW IGS SBT<br>19 Ta ER<br>L.(oil) 57 796 HeCls. CptB | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>13 687bhp (10 068kW)<br>A/S Horten Verft Horten<br>Gen 2 × 976kW 2 × 636kW 450V 60Hz a.c.<br>Fuel 257,0t (d.o.) 1 990,0t (hvf)-46,0pd 14,5kn |
| 7367407<br>WYS3281<br>556877<br>Gc Rdr Rt | **RELIANCE**<br>**Providence Steamboat Co.**<br>Providence, RI United States of America | **231**<br>157<br>— | (AB) | **1974** Jakobson Shipyard Inc.—Oyster Bay, NY (453)<br>3,658<br>29,19 8,51 4,42<br>1 dk<br>BK 76 | **TM Tug** | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 60kW d.c.<br>Fuel 100,5t (d.o.) 12kn |
| 6921270<br>WY4822<br>516256<br>Esd Rdr RTv | **RELIANCE**<br>ex Blue Fin-91<br>**Reliance Inc.**<br>Los Angeles, Ca United States of America<br>SatCom: 1500654 | **195**<br>135<br>— | | **1968** American Marine Corp.—New Orleans, La (1005)<br>50,60 11,21 3,144<br>47,96 10,98 3,81<br>1 dk | **M Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 geared to sc. shaft<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7806489<br>WYB7383<br>603884<br>Df Esd Gc<br>Pld Rdr Rt | **RELIANCE**<br>**Dixie Fuels Ltd.**<br>Wilmington, De United States of America | **161**<br>109<br>— | AB | **1979** Main Iron Works Inc.—Houma, La (340)<br>41,64 12,22 5,582<br>38,71 12,20 5,95<br>F 15,3 1 dk<br>rf 229 | **TM Tug**<br>Pusher | General Motors 16-645-E7<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 98kW<br>13kn |
| 7909279<br>Esd Rdr Rt | **RELIANCE**<br>**Marta Fishing Co. Pty. Ltd.**<br>Australia | **127**<br>—<br>— | | **1978** Australian SB. Industries (W.A.) Pty. Ltd—Fremantle, W.A.<br>21,80 7,32 3,052<br>20,45 7,22 3,69<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8120571<br>DVBO<br>MC-000306<br>Df Esd Gc<br>Pld Rdr RTv | **RELIANCE I**<br>ex El Conqueror-85<br>**Eshley Compania Naviera S.A.**<br>Manila Philippines<br>SatCom: 1700501/DVBO | **19 244**<br>13 263<br>34 913 | **✠100A1** CS 2/89<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty or No. 3 hold may be empty<br>**✠LMC**<br>EL I† 605,0/73,0U2<br>FN 7582 | **1983**-3 Govan Shipbuilders Ltd.—Govan, Glasgow (259)<br>182,71 (BB) 28,45 10,737<br>175,01 28,41 14,91<br>P 30,2 F 16,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 24,0 27,2 27,2 27,2 27,2 ER<br>G.44 835 B.42 687<br>5 Ha (stl) (15,2 19,2 19,2 19,2 19,2 × 15,7) ER<br>Cr 4(15) | Sulzer 4RLB76<br>Oil 2SA 4Cy. 760 × 1600<br>7 650kW (10 400bhp)<br>Clark Hawthorn Ltd. Wallsend<br>AuxB (Comp) 7,2kgf/cm² (7,1bar)<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 186,5t (d.o.) 1 835,0t (hvf) |
| 7647170<br>WYH6604<br>572625<br>Esd Pld Rdr<br>Rt | **RELIANCE I**<br>ex Cheramie Bo-Truc No. 23-90<br>**Reliance Offshore Contractors Inc.**<br>New Orleans, La United States of America | **184**<br>125<br>500 | AB | **1976** Bollinger Machine Shop & Shpyd Inc.—Lockport, La (98)<br>50,32 10,98 3,174<br>48,04 10,96 3,66<br>1 dk | **M Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 geared to sc. shaft<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8521763 | **RELIANCE I**<br>**Reliance Sea Foods Ltd.**<br>Visakhapatnam India | **115**<br>—<br>151 | IRS<br>✠Classed LR until 12/87 | **1986**-9 V.S.R. B.V.—Made ((4138))<br>24,01 6,61 2,848<br>21,70 6,51 3,36<br>1 dk<br>rf 602 BK | **M Fishing**<br>Stern Trawler Long-line Ref<br>In.70 | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 with clutches & sr reverse geared to sc. shaft<br>440bhp (324kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 14kW 220V 50Hz a.c. 1 × 2,5kW 24V d.c. |
| 8316297<br>ELJX3<br>8650<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **RELIANCE TRADER**<br>ex Sanko Reliance-86<br>**Reliance Maritime Inc.**<br>Monrovia Liberia<br>SatCom: 1242344/TRSD | *22 009*<br>*12 589*<br>37 692<br>T/cm<br>45,8 | NK | **1984** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (339)<br>188,02 (BB) 28,05 10,862<br>180,02 28,01 15,42<br>F 13,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho each 28,8 ER<br>G.47 588 B.45 961 HeCls. B<br>5 Ha (stl) (each 19,2 × 14,9) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>6 936bhp (5 102kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 122,5t (d.o.) 1 435,5t (hvf)-22,5pd 14kn |

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|---|---|---|---|---|---|---|
| **7627900**<br>*SVIX*<br>6367<br>Df Esd Gc<br>Pfd Rdr RTv | **RELIANT**<br>**Reliance Shipping Corp.**<br>Piraeus Greece | **9 774**<br>5 980<br>15 080 | AB | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Tokyo (2624)<br>143,41 (BB) 19,84 9,002<br>134,14 19,82 12,32<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 160 B.19 008<br>5 Ha (stl) (9,1 19,8 9,1 9,1 9,1 × 9,9) ER<br>14W Der 1(60) 12(10) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 sr geare<br>shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 310kW 1 × 200kW 440V<br>Fuel 115,0t (d.o.) 1 140,0t (hvf)-16,5pd |
| **7812725**<br>*V2GK*<br>2142<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RELIANT**<br>ex Johanna-91<br>**Reliant Shipping Co. Ltd.**<br>Reederei Martin Spaleck KG<br>St. John's Antigua & Barbuda | **999**<br>678<br>2 604 | (GL) | **1979** Husumer Schiffsw.—Husum (1454)<br>84,26 (BB) 13,54 4,922<br>75,09 13,50 5,03<br>P 13,8 F 15,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,7 ER<br>G.4 347 B.4 175<br>TEU 172<br>C.Ho 84/20' (40') C.Dk 88/20' (40') incl. 10 ref C<br>1 Ha (stl) (49,7 × 10,2) | Deutz<br>Oil 4SA 6Cy. 370 × 400 reduction gea<br>shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 480kW 1 × 182kW 1 × 13<br>220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 343,5t (d.o.)-9,5pd |
| **8127490**<br>*WTX4330*<br>649587<br>Esd Pfd Rdr<br>Rt | **RELIANT SEAHORSE**<br>ex Mar 24-85 ex PBR/372-84<br>**Zapata Gulf Marine Operators Inc.**<br>Zapata Gulf Marine Corporation<br>New Orleans, La United States of America | **290**<br>197<br>1 104 | AB | **1982** Hudship (Hudson Shipbuilders Inc.)<br>—Pascagoula, Ms (104)<br>53,35 3,806<br>49,76 12,20 4,45<br>F 15,6 1 dk<br>rf 508 | **TM Supply Ship**<br>Deck Cargo<br>4 Ta<br>G.4 000 | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146<br>geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Al<br>Div.<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd |
| **8101276**<br>*PGZR* | **RELINQUENDA**<br>**Gebroeder R. & L. Zijlstra**<br>Den Helder Netherlands | **265**<br>115<br>— | | **1980** Scheepswerf Haak B.V.—Zaandam (956)<br>37,17<br>8,01 4,42<br>1 dk | **M Fishing**<br>Side-fishing | Kromhout<br>Oil 4SA 9Cy. 240 × 260<br>1 500bhp (1 103kW)<br>Stork-Werkspoor Diesel B.V. |
| **8836429**<br>*WG3351*<br>250603<br>Df Esd Gc<br>Rdr Rt | **RELLA MAE**<br>ex George Washington ex Hudson Belle<br>ex Delaware Belle<br>**Windjammer Cruises Inc.**<br>Honolulu, Hi United States of America | **808**<br>549<br>— | | **1946** .............Wilmington, De<br>- - —<br>67,78 16,00 4,17 | **Aux M Passenger Ship** | Oil<br>1 471kW (2 000bhp) |
| **5292696** | **RELONCAVI**<br>ex Samuel<br>**Compania Chilena de Navegacion Interoceanica S.A. (CCNI)**<br>Valparaiso Chile | **137**<br>34<br>— | | **1914** Jonker & Stans—Hendrik-Ido-Ambacht<br>*25,46* 6,23<br>... ... ...<br>1 dk<br>R | **S Tug** | T 3Cy. 305 445 & 749 x 381<br>"Bolnes" Motorenfabriek |
| **7711086**<br>*GXON*<br>379815<br>Df Esd Gc<br>Pfd Rdr RTv | **RELUME**<br>**Middle East Navigation Aids Service**<br>London United Kingdom<br>SatCom: 1440423 | **1 576**<br>376<br>883 | **✠100A1** SS 11/88<br>**✠LMC**<br>EL N 412,5/38,0U2<br>FN 1233 | **1979**-5 Ailsa SB. Co. Ltd.—Troon (553)<br>75,95 12,63 3,763<br>70,01 12,25 5,36<br>P 35,7 F 8,6 2 dks<br>rf 203 | **TM Buoy Tender**<br>Mchy.aft<br>Cr 1(20) | Allen<br>2 Oil 4SA each 6Cy. 241 × 305 sr gea<br>shafts<br>1 720bhp (1 265kW)<br>A.P.E.-Allen Ltd.<br>db (o.f.) 4,7kgf/cm² (4,7bar)<br>Gen 4 × 362kW 390V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller |
| **7380473**<br>*ELIX2*<br>8441<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **REMA**<br>ex Delrem-89 ex Chuen On-84<br>**Rema Shipping Corp.**<br>D.S. Marine Ltd.<br>Monrovia Liberia | **12 692**<br>8 388<br>22 069<br>T/cm<br>30,0 | AB | **1974** Nippon Kokan K.K.—Shimizu (333)<br>155,71 (BB) 22,89 9,910<br>145,70 22,85 13,59<br>F 17,4 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 21,6 21,4 21,7 21,7 23,4 ER<br>G.29 098 B.25 067 HeCls. ptB<br>5 Ha (stl) (11,2 × 8,0) (13,4 13,4 13,4 13,4 × 9,6) ER<br>2W Cr 4(10) Der 2(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 2 × 310kW 1 × 170kW 450V<br>Fuel 118,0t (d.o.) 1 172,0t (hvf)-33,0pd |
| **5332783**<br>*LNMD*<br>16174<br>Df Gc Rdr<br>Rt | **REMBAS**<br>ex Hugo Trygvason-84 ex Sobkra-65<br>**Partrederi Rembas**<br>Reidar Blankholm<br>Aalesund Norway | **767**<br>395<br>— | ✱Classed BC until 7/62 | **1937**-11 Smith's Dock Ltd.—South Bank, Middlesbrough (1044)<br>56,77 8,41 4,280<br>8,39 4,73<br>1 dk<br>R BK 191 len 76<br>conv Whaler 69 | **M Fishing**<br>Purse Seiner Ref<br>Mchy.aft<br>In.300 | Wichmann<br>Oil 2SA 8Cy. 280 × 420<br>1 200bhp (883kW) NE 65<br>A/S Wichmann<br>Fuel (d.o.) |
| **7392074**<br>*P3ZA2*<br>708635<br>Df Esd Gc<br>RdrRTm<br>AMVER | **REMBRANDT**<br>ex Pola de Lena-88<br>**Olympicspirit Shipping Ltd.**<br>Star Marine Management Inc.<br>Limassol Cyprus | **8 686**<br>6 460<br>15 253<br>T/cm<br>23,9 | **✠100A1** SS 11/88<br>strengthened for ore cargoes, No. 3 hold may be empty<br>Ice Class 3<br>**✠LMC** **UMS**<br>FN 4383<br>(GL) | **1977**-1 Empresa Nacional "Bazan" de C.N.M. S.A.<br>—San Fernando (188)<br>143,87 (BB) 20,83 9,380<br>133,00 20,50 12,45<br>P 23,5 F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 23,6 24,6 24,6 23,6 ER<br>G.20 855 B.19 992<br>TEU 104 C. 104/20' (40')<br>4 Ha (stl) (16,3 17,0 17,0 16,3 × 11,5) ER<br>4W Der 4(25) | MAN<br>Vee Oil 4SA 14Cy. 400 × 540 sr gear<br>shaft<br>5 818kW (7 910bhp)<br>Empresa Nacional "Bazan" de C.N.M.<br>AuxB(c) (Comp) 7,4kgf/cm² (7,3bar)<br>Gen 3 × 304kW 380V 50Hz a.c.<br>Fuel 101,5t (d.o.) 599,5t (hvf)-23,5pd |
| **6501733**<br>*UISX*<br>M-10171<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **REMBRANDT**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **5 019**<br>2 156<br>2 511 | RS<br>✠Classed LR until 7/67 | **1965**-6 N.V. Koninklijke Maats. "De Schelde"<br>—Vlissingen (323)<br>103,59 16,64 5,511<br>91,01 16,62 11,33<br>2 dks, 3rd dk sparred in Nos. 1, 2 & 3 holds 4th dk sparred in Nos. 1 & 2 holds<br>rf 102 DK fwd | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.242 In.3 427 L.114<br>10 Ha (2,9 2,9 × 3,0) (1,9 × 1,9) (0,9 0,9 0,9 0,9 × 0,9) (0,9 0,9 × 1,6) (1,9 × 3,2)<br>6W Der 2(10) 4(3) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>2 207kW (3 000bhp)<br>N.V. Koninklijke Maats. "De Schelde"<br>Controllable pitch propeller |
| **6610455**<br>*OPEX*<br>Z 128<br>Esd Pfd Rt | **REMBRANDT**<br>ex Rachel-87<br>**B.V.B.A. Rembrandt**<br>Zeebrugge Belgium | **130**<br>41<br>61 | | **1966** Beliard-Murdoch S.A.—Oostende (C.197)<br>28,75 6,86 2,693<br>25,99 6,79 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ha (0,9 × 0,9) ER<br>Der 1(0,5) | De Industrie<br>Oil 4SA 6Cy. 250 × 350<br>330bhp (243kW)<br>D. & J. Boot "De Industrie"<br>Fuel (d.o.) |
| **6915245**<br>*9HOI3*<br>2930<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **REMICH**<br>ex Lake Superior-91 ex Mosa Pijade-88<br>**Remich Shipping Ltd.**<br>Alco Shipping Co.<br>Valletta Malta | T.Mk<br>**6 032**<br>4 040<br>—<br>**9 196**<br>6 600<br>16 030 | **✠100A1** SS 10/88<br>strengthened for heavy cargoes<br>DTsm — veg. oil<br>**✠LMC**<br>EL B† $2\frac{5}{16}$"U2<br>FN 4376<br>(JR) | **1969**-6 N.V. Cockerill Yards Hoboken—Hoboken (843)<br>140,52 20,53 —/9,272<br>132,19 20,50 12,60<br>2 dks<br>rf nil | **M General Cargo**<br>Ref<br>3 Ho 26,4 25,1 12,1DTp&s 12,9DTp&s ER 29,1 5 TwD<br>G.20 648 B.18 940 In.1 843<br>4 Ha (stl) (15,3 15,2 15,3 × 7,7) ER (15,3 × 7,7)<br>16W Der 16(3-5) | Stork<br>Oil 2SA 5Cy. 630 × 1350<br>5 500bhp (4 046kW)<br>Gebr. Stork & Co. N.V.<br>NAuxB (o.f.) 6/91 6kgf/cm² (5,9bar)<br>AuxB (ex.g) 6kgf/cm² (5,9bar)<br>Gen 3 × 176kW 450V 60Hz a.c.<br>Fuel 150,5t (d.o.) 1 152,0t (hvf) |
| **7825590**<br>*LIPD*<br>19371<br>Df Esd Gc<br>Pfd Rdr Rt | **REMIFISK**<br>**A/S Remifisk**<br>Tromso Norway | **204**<br>85<br>— | NV | **1979** Vaagland Batbyggeri A/S—Vaagland (96)<br>32,52 7,52 3,807<br>27,51 5,87<br>2 dks<br>rf 996 BK 89 | **M Fishing**<br>Stern Trawler Long-line<br>1 Ha (stl) (2,5 × 1,9) ER | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>660bhp (485kW)<br>B&W Alpha-Diesel A/S<br>Gen 2 × 80kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **5292763**<br>*MQMR*<br>161033 | **REMINDER**<br>**John Malcolm Crossman**<br>Harwich United Kingdom | **108**<br>77<br>— | | **1929** Mistley S.B. Co.—Mistley<br>28,35 5,92 2,058<br>... ... ...<br>1 dk<br>R conv Spritsail Barge 48 | **Aux M General Cargo Barge**<br>Spritsail<br>Mchy.aft | Gleniffer<br>Oil 4Cy. 121 × 152<br>NE 62<br>Gleniffer Engines Ltd. |

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|---|---|---|---|---|---|---|
| 5292775<br>LAXH<br>14581<br>Df Esd Gc<br>Pfd RTm | **REMMAN**<br>ex Weissenburg-56<br>ex Birte Lattmann-52<br>**P/R Remman**<br>Anders Neerland<br>Kristiansund Norway | **470**<br>215<br>— | | **1948** Deutsche Werft Reiherstiegwerft—Hamburg<br>48,21 8,06 4,141<br>8,01 4,78<br>F 8,0 1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW) NE 64<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Gen 2 × 50kW 220V<br>Controllable pitch propeller<br>Fuel (hvf) 11,5kn |
| 8917869<br>P3BW4<br>P190<br>Esd Gc Rdr<br>Rt SatNav | **REMMER**<br>**Briese Schiffahrts G.m.b.H. & Co. KG m.s. "Remmer"**<br>Briese-Schiffahrts G.m.b.H. & Co. KG<br>Limassol Cyprus | *1 552*<br>*926*<br>2 412 | GL | **1990** Mach. Fab. Vervako B.V.—Heusden (3011)<br>79,62 4,420<br>- 11,30 5,60<br>1 dk | **M General Cargo**<br>1 Ho 54,8 ER<br>G.3 256 B.3 249<br>TEU 78 C. 78/20'<br>1 Ha (stl) (49,6 × 9,1) ER | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 sr reverse geared to sc. shaft<br>600kW (816bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 84kW 1 × 32kW 220/380V a.c.<br>10kn |
| 7625122<br>EHOV<br>Df Esd Gc<br>Pfd Rdr Rt | **REMOLCANOSA CINCO**<br>**Remolcandores Nosa Terra S.A. (Remolcanosa S.A.)**<br>Vigo Spain | **587**<br>86<br>456 | ✠**100A1** SS 1/91<br>tug<br>✠**LMC**<br>EL J 357,5/26,0U2<br>FN 582 | **1978**-9 Ast. de Huelva S.A.—Huelva (101)<br>42,91 10,52 5,001<br>37,01 10,51 5,21<br>RAD 3,7 F 18,9 1 dk<br>rf 1219 | **M Tug**<br>Fire-fighting Salvage | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 140kW 1 × 64kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>18kn |
| 5429457<br>EEEU<br>215<br>Df Rt | **REMOLCANOSA CUATRO**<br>ex Vulcano-81<br>**Remolcandores Nosa Terra S.A. (Remolcanosa S.A.)**<br>Vigo Spain | **186**<br>—<br>— | ✠**100A1** SS 5/90<br>tug<br>✠**LMC**<br>EL (b)<br>FN 308 | **1964**-12 Enrique Lorenzo y Cia. S.A.—Vigo (290)<br>*25,00* 7,01<br>28,55 7,00 3,76<br>1 dk<br>rf 457 BK 178 | **M Tug** | MWM<br>Oil 4SA 8Cy. 320 × 480<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 30kW 220V d.c.<br>Controllable pitch propeller<br>11kn |
| 5100049<br>EBRQ<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **REMOLCANOSA OCHENTA**<br>ex Ordal-90 ex El Guanche-80<br>**Remolques Nosa Terra S.A.**<br>Vigo Spain | *277*<br>*85*<br>— | GL<br>✠Classed LR until 11/4/84 | **1957**-9 Hijos de J. Barreras S.A.—Vigo (1036)<br>35,51 8,84 3,798<br>30,51 8,50 4,02<br>F 9,8<br>RW rf 533 BK 178 | **M Tug** | Pielstick 12PA6V280<br>Vee Oil 4SA 12Cy. 280 × 290 sr geared to sc. shaft<br>NE 74<br>Alsthom-Atlantique St. Denis<br>Gen 2 × 144kW 1 × 48kW 220/380V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>9,5kn |
| 5225174<br>EBSN<br>2004<br>Df Esd Rt | **REMOLCAVISA 1**<br>ex Marinero-82<br>Launched as Pescatun<br>**Pescanova S.A.**<br>Ferrol Spain | **493**<br>162<br>406 | ✠Classed LR until 12/9/80 | **1957**-12 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (81)<br>41,94 9,76 4,179<br>37,50 9,35 4,50<br>F 18,0 1 dk<br>RW rf 635 Box K 305 conv Side-fishing Fishing 82 | **TrM Stand-by Safety Pollution Vessel**<br>for offshore installations<br>Mchy.fwd | White Superior<br>General Motors<br>3 Oil (c) engine direct drive - wing engines reduction geared to sc. shafts<br>2 022bhp (1 487kW)<br>(centre) Oil 4SA 6Cy. 368 × 508<br>NE added82<br>White Motor Co. Cleveland, Oh<br>(wing) 2 Vee Oil 2SA each 12Cy. 108 × 127<br>NE added82<br>General Motors Corp. U.S.A.<br>Gen 2 × 168kW<br>Thw. thrust propeller fwd |
| 5411644<br>8QGG<br>58/10-T<br>Df Esd Gc<br>Rt | **REMORAA 1**<br>ex Coral Star No. 1-90<br>ex Hoko Maru No. 56-75<br>**State Trading Organization**<br>Male Maldives | **998**<br>537<br>1 236 | (KR) | **1963** Kanasashi Co. Ltd.—Shimizu (522)<br>66,22 11,46 4,700<br>59,39 11,41 5,21<br>P 17,1 RQD 15,0 B 15,0 F 7,7 1 dk<br>rf 203 | **M Fishing**<br>Side-fishing<br>2 Ho 15,0 21,3 ER<br>2 Ha (each 2,2 × 1,9) ER<br>Der 4(5) | Akasaka<br>Oil 4SA 6Cy. 440 × 650<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 160kW 450V 60Hz a.c.<br>Fuel 522,0t-6,5pd 12kn |
| 6920422<br>8QGH<br>59/10-T<br>Df Gc Pfd<br>Rdr Rt | **REMORAA 2**<br>ex Coral Star No. 2-90<br>ex Hoko Maru No. 23-75<br>**State Trading Organization**<br>Male Maldives | **314**<br>154<br>— | | **1969** K.K. Usuki Tekkosho—Usuki (726)<br>50,50 8,11 3,252<br>45,88 8,08 3,71<br>1 dk | **M Fishing**<br>Side-fishing | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 6401842<br>8QLC<br>142/10-T<br>Df Esd Gc<br>Rdr Rt | **REMORAA 3**<br>ex Hoko Maru No. 58-90<br>**State Trading Organization**<br>Male Maldives | **955**<br>514<br>1 138 | (KR) | **1963** Kanasashi Co. Ltd.—Shimizu (547)<br>66,35 11,21 4,592<br>59,39 11,16 5,11<br>P 3,7 B 11,6 F 10,4 1 dk<br>rf 203 | **M Factory Ship**<br>Fish-factory<br>1 Ho ER<br>G.1 383 B.1 267 In.1 475<br>1 Ha (2,2 × 1,9) ER<br>4W Der 4(15) | Akasaka<br>Oil 4SA 6Cy. 440 × 650<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 160kW 450V 60Hz a.c.<br>Fuel 145,5t 13,5kn |
| 8505472<br>JWYW<br>20226<br>Df Esd Gc<br>Pfd Rdr RTv | **REMOY**<br>**Remoy Havfiske A/S**<br>Remoy Shipping A/S<br>Aalesund Norway<br>SatCom: 1312677/JWYW | *1 330*<br>*399*<br>600 | NV | **1986** Liaaen Nordfjord A/S—Nordfjordeid (143)<br>56,01<br>48,70 12,41 5,21<br>2 dks<br>rf 749 | **M Factory Fishing**<br>Fish-factory Stern Trawler Shrimp-trawl Ref<br>Ice strengthened<br>In.750 | Wartsila 6R32<br>Oil 4SA 6Cy. 320 × 350 geared to sc. shaft<br>3 060bhp (2 251kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 1128kW 1 × 969kW 2 × 320kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15,5kn |
| 7713022<br>CB3942<br>Df Esd Gc<br>Pfd Rdr RTv | **REMOY VIKING**<br>**Pesquera Coronel S.A.**<br>Valparaiso Chile | *705*<br>*250*<br>540 | NV | **1979** Voldnes Skipsverft A/S—Fosnavaag (18)<br>50,50 5,103<br>38,03 9,01 6,81<br>2 dks<br>rf 838 BK 127 | **M Fishing**<br>Side-fishing Seiner Side Trawler Ref<br>Ice strengthened<br>3 Ta ER | Alpha 12V23L-VO<br>Vee Oil 4SA 12Cy. 225 × 300 geared to sc. shaft<br>1 860bhp (1 368kW)<br>B&W Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 151kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 120,0t (d.o.)-7,0pd 11kn |
| 7303255<br>VC8372<br>392829<br>Df Esd Pfd<br>Rdr Rt | **REMTOFT**<br>ex Skrolsvik-74<br>**Mersey Seafoods Ltd.**<br>Liverpool, N.S. Canada | **552**<br>378<br>— | (NV) | **1972** Tronderverftet A/S—Hommelvik<br>44,20 8,01 3,880<br>39,35 7,98 6,00<br>1 dk<br>BK 178 len 76 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>2 Ha (each 1,9 × 1,5) ER | Alpha 409-26VO<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 72kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7218383<br>GDHC<br>360840<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **REMUERA BAY**<br>ex Remuera-77<br>**Abbey National March Leasing (1) Ltd.**<br>P&O Containers Ltd. (P&OCL)<br>London United Kingdom<br>SatCom: 1440222 | *41 814*<br>*12 544*<br>32 753 | ✠**100A1** CS 12/88<br>✠**LMC** **UMS**<br>EL O† $3\frac{1}{16}$"U3<br>FN 12460 | **1973**-12 Swan Hunter Shipbuilders Ltd.—Walker Shipyard, Newcastle (40)<br>252,03 (BB) 32,14 11,031<br>236,02 32,06 20,73<br>F 36,6 1 dk<br>rf 152 | **M Container Ship**<br>Fixed-guides Ref<br>TEU 1655 C.Ho 115/20' ref C. C.Dk 504/20' | Sulzer 9RTA76<br>Oil 2SA 9Cy. 760 × 2200<br>29 610bhp (21 780kW) NE 12/83<br>Mitsubishi Heavy Industries Ltd. Kobe<br>✠ NAuxB(p & s) (o.f.) 12/83 8kgf/cm² (7,9bar)<br>✠ ne(ex.g) 12/83 12,5kgf/cm² (12,3bar) Spt 8kgf/cm² (7,9bar)<br>Gen 2 × 1500kW 3 × 1000kW 450V 60Hz a.c.<br>21kn |
| 8011665<br>VM6015<br>385577<br>Df Esd Rdr<br>Rt | **REMUS**<br>**Bo Ramskou Jensen**<br>*Darwin, N.T.* Australia | **112**<br>92<br>— | | **1980** "K" Shipyard Construction Co.—Fremantle, W.A. (53)<br>22,51 6,13 2,793<br>20,91 6,00 3,97<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>364bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |

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| **5315723**<br>*SV7149*<br>9009<br>Rdr Rt | **REMVI**<br>ex Syllingar-86 ex Devoniun-84<br>ex Devonia-82 ex Scillonian-77<br>**Hellenic Cruising Holidays**<br>Piraeus Greece | **1 315**<br>692<br>204 | HR<br>✠Classed LR until 29/5/86 | **1956**-3 J. I. Thornycroft & Co. Ltd.—Southampton (4130)<br>63,89 10,01 2,915<br>58,76 9,38 4,20<br>2 dks<br>RW rf 305 | **TM Ferry/General Cargo**<br>Vehicles 300dk P<br>2W Der 1(6) 1(3) | Ruston<br>2 Oil 4SA each 6Cy. 324 × 381 reverse<br>geared to sc. shafts<br>1 440bhp (1 059kW)<br>Ruston & Hornsby Ltd.<br>Gen 3 × 35kW 220V d.c.<br>Fuel 30,5t |
| **8139338**<br>*TC3021*<br>4774<br>Rdr RTv | **REMZI ATASOY**<br>**Mumcuoglu Gemicilik Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **494**<br>297<br>1 050 | | **1976** ............Istanbul<br>61,40 3,490<br>58,96 8,53 3,54<br>1 dk | **M General Cargo** | Oil<br>660bhp (485kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8139259**<br>4422 | **REMZI ATASOY**<br>**Remzi Atasoy**<br>Trabzon Turkey | **398**<br>187<br>650 | | **1966** ..............Istanbul<br>49,51 2,801<br>44,51 8,50 3,71<br>1 dk | **M General Cargo** | Oil<br>495bhp (364kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **6525600**<br>*BEVE*<br>Df Esd Gc<br>Rdr Rt | **REN AY**<br>**Kuo-Kuang Fisheries Co. Ltd.**<br>Kaohsiung China* | **356**<br>177<br>— | | **1965** Miho Zosensho K.K.—Shimizu (540)<br>47,81 7,73 3,099<br>42,02 7,70 3,46<br>P 23,5 B 9,2 F 7,4 1 dk<br>RW | **M Fishing**<br>Side-fishing<br>3 Ho 3,8 5,4 15,0 ER<br>5 Ha (1,5 1,5 × 1,5) (1,3 1,3 1,0 × 0,9) ER<br>1W Der 4(1) | Akasaka<br>Oil 4SA 6Cy. 300 × 440<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Gen 2 × 80kW 230V 60Hz a.c.<br>Fuel 185,0t |
| **8607608**<br>*BVVW*<br>Df Esd Gc<br>Rdr RTv | **REN MIN 57**<br>**Shanghai Changjiang Shipping Corp.**<br>Shanghai China | **3 995**<br>1 918<br>5 060 | ZC | **1991** Santierul Naval Braila—Braila (1305)<br>101,50 6,970<br>94,13 16,40 8,60 | **M General Cargo** | MAN<br>Oil 4SA 6Cy. 400 × 540<br>2 758kW (3 750bhp)<br>I.C.M. Resita<br>Gen 3 × 264kW 1 × 120kW 390V a.c. |
| **8123860** | **RENA S2**<br>**Evangelos Sarris**<br>Greece | **480**<br>—<br>350 | | **1982** Vassiliadis Yard—Salamis (41)<br>... ... ...<br>... ... ... | **TM Ferry**<br>—dk P | MAN<br>2 Oil 4SA each 8Cy. 220 × 300 reverse<br>geared to sc. shafts<br>1 920bhp (1 412kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **8708646**<br>*ICEA*<br>842<br>Df Esd Gc<br>Rdr RTh/v<br>SatNav<br>AMVER | **RENAISSANCE**<br>**Nuova Armamento Sud (NUOVARMA SUD) S.r.l.**<br>Renaissance Cruises Inc.<br>Roma Italy<br>SatCom: 1150510/ICEA | *4 077*<br>*1 223*<br>433 | NV RI | **1989** Cant. Navale "Ferrari" S.p.A.—La Spezia (43)<br>88,16 (BB) 15,60 3,812<br>74,66 15,30 5,70<br>3 dks | **TM Passenger Ship**<br>50cbn 100bth P | Alpha<br>2 Vee Oil 4SA each 12Cy. 280 × 320 sr<br>sc. shafts<br>4 774kW (6 490bhp)<br>MAN-B&W Diesel A/S<br>Gen 2 × 1600kW 1 × 1000kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 21,0t (d.o.) 314,0t (hvf)-21,0pd |
| **8708672**<br>*ICOR*<br>1153<br>Df Esd Gc<br>Rdr RTv | **RENAISSANCE FOUR**<br>**Nuova Armamento Sud (NUOVARMA SUD) S.r.l.**<br>Renaissance Cruises Inc.<br>Palermo Italy<br>SatCom: 1150676/ICDR | *4 077*<br>*1 223*<br>2 420 | NV RI | **1990** Cant. Navale "Ferrari" S.p.A.—La Spezia (46)<br>88,32 (BB) 3,350<br>74,66 15,31 8,41 | **TM Passenger Ship**<br>50cbn 100bth P | Alpha<br>2 Vee Oil 4SA each 12Cy. 280 × 320 sr<br>sc. shafts<br>5 038kW (6 849bhp)<br>MAN-B&W Diesel A/S<br>Gen 2 × 1600kW 1 × 1000kW 440V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8802870**<br>*ICSR*<br>Df Esd Gc<br>Rdr RTv | **RENAISSANCE SIX**<br>**Nuova Armamento Sud (NUOVARMA SUD) S.r.l.**<br>Renaissance Cruises Inc.<br>Palermo Italy<br>SatCom: 1151132/ICSR | **4 280**<br>1 284<br>450 | NV RI | **1991** Nuovi Cantieri Apuania S.p.A.—Marina di Carrara (1145)<br>90,60 3,850<br>78,82 15,31 8,56 | **TM Passenger Ship**<br>57cbn 114bth P | Alpha<br>2 Oil 4SA each 8Cy. 280 × 320 with clu<br>flexible couplings & sr geared to sc.<br>3 530kW (4 799bhp)<br>MAN-B&W Diesel A/S<br>Gen 5 × 768kW 220/440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **8708660**<br>*ICTR*<br>1140<br>Df Esd Gc<br>Rdr RTh/v<br>SatNav | **RENAISSANCE THREE**<br>**Nuova Armamento Sud (NUOVARMA SUD) S.r.l.**<br>Renaissance Cruises Inc.<br>Palermo Italy<br>SatCom: 1150630/ICTR | *4 077*<br>*1 223*<br>2 420 | NV RI | **1990** Cant. Navale "Ferrari" S.p.A.—La Spezia (45)<br>88,30 (BB) 15,60 3,350<br>74,66 15,30 5,70<br>3 dks | **TM Passenger Ship**<br>50cbn 100bth P | Alpha<br>2 Vee Oil 4SA each 12Cy. 280 × 320 w<br>clutches, flexible couplings & sr geared<br>shafts<br>5 038kW (6 849bhp)<br>MAN-B&W Diesel A/S<br>Gen 2 × 1600kW 1 × 1000kW 440V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 21,0t (d.o.) 314,0t (hvf)-21,0pd |
| **8708658**<br>*ICGR*<br>1136<br>Df Esd Gc<br>Pfd Rdr RTv | **RENAISSANCE TWO**<br>**Nuova Armamento Sud (NUOVARMA SUD) S.r.l.**<br>Renaissance Cruises Inc.<br>Palermo Italy<br>SatCom: 1150576/ICGR | *4 077*<br>*1 223*<br>524 | NV RI | **1990** Cant. Navale "Ferrari" S.p.A.—La Spezia (44)<br>88,32 (BB) 15,60 3,652<br>74,66 15,31 8,41 | **TM Passenger Ship**<br>50cbn 100bth P | Alpha<br>2 Vee Oil 4SA each 12Cy. 280 × 320 w<br>clutches, flexible couplings & sr geared<br>shafts<br>5 040kW (6 852bhp)<br>MAN-B&W Diesel A/S<br>Gen 2 × 1600kW 1 × 1000kW 440V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 21,0t (d.o.) 314,0t (hvf)-21,0pd |
| **7433309**<br>*PPWY*<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **RENATA**<br>**Empresa de Navegacao Alianca S.A.**<br>Rio de Janeiro Brazil<br>SatCom: 1550242/PPWY | **8 680**<br>5 812<br>14 279 | GL | **1983** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (159)<br>140,98 20,45 8,867<br>134,17 20,43 11,74<br>F 11,6 2 dks | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho ER 1 Ho 6 TwD<br>G.21 144 B.19 082 L.766<br>TEU 182 C.182/20'<br>5 Ha (stl) (11,6 × 6,7) (12,1 12,9 12,9 × 8,5) ER (11,4 × 6,7)<br>Cr 4(16) 2(10) Der 1(50) 4(10) 2(5) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Mecanica Pesada S.A.<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 287,5t (hvf)-28,0pd |
| **5232660**<br>*YVBR*<br>AGSI-0819<br>Df Esd Gc<br>RdrRTm | **RENATA B.**<br>ex Merida-77<br>**Naviera Mercante C.A. (NAVIMERCA)**<br>La Guaira Venezuela | **3 127**<br>1 683<br>5 184 | (BV) | **1955** N.V. Werf "Gusto"—Schiedam (CO272)<br>116,67 16,01 6,198<br>108,21 15,91 9,45<br>P 12,5 B 22,0 F 10,4 1 dk & S dk<br>RW rf 127 | **TM General Cargo** OSD<br>Ref 12bth P<br>5 Ho 7,6 14,6 21,7 ER 16,9 19,6<br>G.8 658 B.7 978 In.428<br>5 Ha (stl) (2,7 8,9 9,9 × 6,0) ER (9,9 9,3 × 6,0)<br>12W Der 1(40) 1(25) 8(5) 4(3) | Nordberg<br>2 Oil 2SA each 5Cy. 546 × 787<br>4 200bhp (3 089kW)<br>Nordberg Manufacturing Co.<br>Gen 2 × 265kW 220V d.c.<br>Fuel 426,5t (d.o.) |
| **5171828**<br>*HO3397*<br>9109-PEXT<br>RTm | **RENATE A.**<br>ex Rosnaes-75 ex Hervig-71<br>ex Jesanna-66 ex Karla-Ras-59<br>ex Axel-51 ex Mandji-34 ex De Ruyter<br>ex Vaderland<br>**Panarco Shipping & Transportation Co.**<br>Panama Panama | **274**<br>157<br>250 | (BV) | **1916** W. Rubertus—Groningen<br>41,10 6,84 2,845<br>6,81 3,51<br>1 dk<br>R len 60 | **M General Cargo**<br>1 Ho 26,5 ER<br>G.538 B.481<br>2 Ha (11,9 8,0 × 3,9) ER<br>2W Der 2(1,5) | Volund<br>Oil 4SA 4Cy. 300 × 410<br>237bhp (174kW) NE 55<br>A/S Volund<br>Controllable pitch propeller<br>Fuel 9,0t (d.o.) |

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|---|---|---|---|---|---|---|
| 6702698<br>V2EX<br>2103<br>Df Esd Gc<br>Ptd Rdr<br>RTm/h/v | **RENATE G**<br>ex Potenitz-88<br>**Hans-Christoph Gassan**<br>Hamburg Antigua & Barbuda | **1 460**<br>998<br>1 922 | GL | **1966** Elsflether Werft A.G.—Elsfleth/Weser (353)<br>82,20 11,69 5,322<br>75,67 11,61 6,41<br>P 14,7 F 7,7 1 dk<br>len & deepened 70 | **M General Cargo**<br>Ice strengthened<br>2 Ho 23,0 33,3 ER<br>G.3 550 B.3 364<br>2 Ha (stl) (15,0 25,7 × 7,3) ER<br>4W Der 4(3) | MaK 8MU452AK<br>Oil 4SA 8Cy. 320 × 450<br>1 800bhp (1 324kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 129,0t (d.o.) 13,5kn |
| 6524644<br>DLRO<br>Df Esd | **RENATE II**<br>ex Capio-83 ex Marina-71<br>**Tiks Werner**<br>Heiligenhafen Federal Republic of Germany | *184*<br>*55*<br>180 | BV | **1965** VEB Rosslauer Schiffswerft—Rosslau<br>31,17 6,66 2,693<br>27,54 6,61 3,31<br>F 6,1 1 dk<br>BK 64 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,7 6,7 ER<br>In.146<br>2 Ha (stl) (each 1,3 × 1,2) ER<br>1W Der 1(3) 1(0,5) | Polar F26R<br>Oil 4SA 6Cy. 250 × 300 geared to sc. shaft<br>800bhp (588kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 1 × 18kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 19,0t (d.o.) 10,75kn |
| 7045712<br>JXEZ3<br>N-00008<br>Df Esd Gc<br>Rdr RTm/h/v | **RENATE OMEGA**<br>ex Renate-87 ex Annette-86<br>ex Osteriff-82<br>**Activ Shipping A/S**<br>Mandal Norway (NIS) | T.Mk<br>**499**<br>339<br>1 256<br>**999**<br>704<br>2 019 | GL | **1971** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (678)<br>74,02 10,85 3,950/5,068<br>68,33 10,80 6,02<br>P 12,2 F 10,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,4 ER<br>G.2 490 B.2 227<br>TEU 63 C. 63/20'<br>1 Ha (stl) (40,2 × 7,6) ER | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 1 × 30kW 220/380V 50Hz a.c.<br>Fuel 112,0t (d.o.) 11kn |
| 7619070<br>H2RA<br>702016<br>Df Esd Gc<br>Ptd Rdr<br>RTm/h/v<br>AMVER | **RENATE SCHULTE**<br>ex Trinidad-87 ex Renate Schulte-86<br>ex Ville de Saint Pierre-81<br>ex Renate Schulte-80<br>**St. Dominic Marine Co. Ltd.**<br>Eurasia Shipping & Management Co. Ltd.<br>Limassol Cyprus | T.Mk<br>**4 458**<br>2 865<br>8 321<br>**7 755**<br>5 264<br>11 121 | GL | **1978** Fukuoka Zosen K.K.—Fukuoka (1065)<br>136,38 20,55 7,087/8,311<br>125,51 20,52 11,03<br>P 22,3 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 18,2 41,9 34,2 ER<br>G.15 991 B.15 063<br>TEU 437<br>C.Ho 200/20' (40') C.Dk 237/20' (40') incl. 51 ref C.<br>3 Ha (stl) (12,6 × 10,9) (31,4 25,3 × 12,5) ER<br>Cr 2(85) Der 3(23) | Mitsubishi 8UEC52/105D<br>Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K. Japan<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 162,5t-25,0pd 17,25kn |
| 7333133<br>WYZ8323<br>543020 | **RENDEZVOUS**<br>**Dos Caballeros Inc.**<br>Brownsville, Tx United States of America | **109**<br>74<br>— | | **1972** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*20,85* 6,71<br>3,38 | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| 7368061<br>OEMW<br>Df Esd Gc<br>Ptd Rdr<br>RTm/h/v | **RENDL**<br>ex Barbara M.-83<br>ex Barbara Weston-83<br>ex Frendo Pride-76<br>**m.s. "Rendl" Schiffahrtsges. m.b.H. & Co. K.G.**<br>Osterreichischer Lloyd Ship Management G.m.b.H.<br>Wien Austria | *2 197*<br>*1 359*<br>4 043 | GL (NV) | **1974** N.V. Schps. Ferus Smit—Foxhol (211)<br>82,23 12,53 6,487<br>75,37 7,70<br>P 3,1 F 6,1 1 dk<br>rf nil len 83 | **M General Cargo**<br>Ice strengthened<br>1 Ho 58,5 ER<br>G.4 833 B.4 827<br>1 Ha (stl) (53,2 × 10,5) ER | Normo LDMB-9<br>Oil 4SA 9Cy. 250 × 300 sr geared to sc. shaft<br>1 434bhp (1 055kW)<br>Normo Gruppen A/S Bergen<br>Gen 2 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 162,5t (d.o.)-4,5pd 9,25kn |
| 7004213<br>PHAA<br>Rdr RTm/h/v | **RENDSBURG**<br>ex B 42-73<br>**Zanen Verstoep N.V.**<br>Baggermaatschappij Boskalis B.V.<br>'s Gravenhage Netherlands | **839**<br>641<br>1 829 | BV | **1969** Schiffsw. Scheel & Johnk—Hamburg (455)<br>65,03 11,31 3,031<br>63,28 10,80 3,51<br>P 11,0 F 7,1 1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 20,0<br>Hopper 1238T<br>1 Ho 48,0 ER<br>Hopper 1 040<br>1 sandpump 223kW (304bhp)<br>1 Ha (48,0 × 8,0) ER | Dorman<br>2 Oil 4SA each 8Cy. 158 × 165<br>750kW (1 020bhp)<br>English Electric Diesels Ltd. Dorman Eng. Div. Stafford<br>Gen 2 × 33,5kW 380V 50Hz a.c.<br>Directional thrust propellers fwd<br>8,5kn |
| 8522705<br>U192-00078 | **RENE B**<br>**Mariscos Hybur S.A.**<br>Roatan Honduras | **127**<br>87<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>22,86<br>6,71 2,75<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl | Caterpillar 3406TA<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7016606<br>CLEB<br>Rdr | **RENE BEDIA MORALES**<br>ex Catherine II-75<br>**Government of The Republic of Cuba (Empresa de Servicios Especializados Obras Maritime)**<br>La Habana Cuba | **252**<br>119<br>— | RCB (BV) | **1969** SOCARENAM—Calais<br>38,28 7,55 2,896<br>35,01 7,50 3,26<br>1 dk | **M Dredger/Sand Carrier**<br>1 Ho ER<br>G.230<br>1 Ha (10,5 × 5,6) ER<br>Der 1(3) | Baudouin<br>Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) |
| 8213316<br>FIMY | **RENE GIBERT**<br>**G.I.E. Dragages Ports**<br>Nantes France | **3 416**<br>1 622<br>3 720 | BV | **1984** Chantiers Dubigeon S.A.—Prairie-au-Duc, Nantes (166)<br>90,40 4,260<br>87,81 18,01 7,01<br>1 dk | **M Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Mchy.aft<br>Hopper 2 200 | Pielstick 9PA6L280<br>2 Oil 4SA each 9Cy. 280 × 290 with clutches, flexible couplings & sr geared to sc. shaft<br>7 200bhp (5 296kW)<br>Alsthom-Atlantique St. Nazaire<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| 7390870<br>560012<br>Df Esd Gc<br>Ptd Rdr Rt | **RENE J. CHERAMIE**<br>**Rene J. Cheramie & Sons Inc.**<br>New Orleans, La United States of America | **158**<br>107<br>— | AB | **1974** Houma Welders Inc.—Houma, La (45)<br>8,84 3,760<br>30,26 8,82 4,40<br>1 dk<br>BK 51 | **TM Tug** | General Motors 8-645-E6<br>2 Oil 2SA each 8Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>Fuel 207,5t (d.o.) 12kn |
| 5293042<br>TVMJ<br>1867 | **RENE LE BESNERAIS**<br>**Government of The Republic of France (Ministere des Transports - Marine Marchande)**<br>Rouen France | **214**<br>—<br>— | | **1931** F. Schichau G.m.b.H.—Elbing<br>*30,61* 7,62<br>... ... ...<br>1 dk<br>R | **S Tug** | T 3Cy. - - & - x -<br>F. Schichau G.m.b.H. Elbing<br>Fuel (o.f.) |
| 5020574<br>DVMX<br>1861<br>Df Esd Ptd<br>Rt | **RENE M**<br>ex Aoba Maru-73<br>**Aqua Marine Resources Corp.**<br>Manila Philippines | **108**<br>73<br>— | | **1956** Kukinoumi Zosen K.K.—Wakamatsu (101)<br>33,18 5,41<br>29,01 5,39 2,70<br>1 dk | **M Fishing**<br>Side Trawler | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>270bhp (199kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 8108949<br>CLCB<br>Df Esd Gc<br>Rdr Rt | **RENE MARTINEZ TAMAYO (ARTURO)**<br>**Empresa Maritima del Canal S.A.**<br>La Habana Cuba | **1 979**<br>957<br>2 346 | RCB (BV) (GL) | **1982** Iwagi Zosen K.K.—Iwagi (26)<br>90,56 13,54 4,501<br>84,99 13,50 6,00<br>1 dk | **M Tanker/Liquefied Gas Carrier**<br>Oil LPG Pressurised<br>9 Ta ER<br>L.2 218 L.(gas) 650 | Pielstick 6PC2-2L-400<br>Oil 4SA 6Cy. 400 × 460 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>13,75kn |
| 5293054<br>THRV<br>792<br>Df Esd Rdr<br>RTm | **RENE SIEGFRIED**<br>**Government of The Republic of France (Ponts et Chaussees de la Loire-Atlantique)**<br>Nantes France | **2 306**<br>1 002<br>2 157 | | **1962** At. & Ch. de Bretagne—Nantes (12700)<br>94,65 15,04 4,090<br>87,99 15,02 5,62<br>1 dk | **M Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Twin side arms Dredging depth 15,0<br>Hopper 2180T<br>Mchy.aft<br>Hopper 1 250<br>2 sandpumps each 1454kW (1950bhp)<br>Cr 1(2) | Pielstick 9PC2L-400<br>Oil 4SA 9Cy. 400 × 460<br>3 040bhp (2 236kW)<br>At. & Ch. de Bretagne Nantes<br>Gen 3 × 120kW 115/380V 50Hz a.c.<br>12,75kn |

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| **7939781** | **RENE X**<br>**De Ridder & Co. S.A.**<br>Belgium | —<br>—<br>471 | **A1** M 8/89-12mos<br>inland waterways sulphuric<br>acid tanker<br>**LMC**<br>EL /18,0U1<br>FN 427 | Approx.**1950**<br>Rebuilt**1965** N.V. Cockerill Yards Hoboken<br>—Hoboken<br>52,10 5,90 —<br>50,35 5,81 2,67<br>1 dk<br>rf nil<br>len & deepened 65 | **TM Tanker**<br>Chemical<br>5 Ta (s.stl) ER | Baudouin<br>2 Oil 4SA each 6Cy. 140 × 180<br>300bhp (221kW) E made reconditioned<br>refitted65<br>Soc. des Moteurs Baudouin<br>Gen 2 × 1kW 24V d.c. |
| **7731787**<br>*ONRH* | **RENE 17**<br>**Derca S.A.**<br>Antwerpen Belgium | **835**<br>645<br>620 | (BV) | **1947** T. Van Duijvendijk's Schpsw. N.V.<br>—Lekkerkerk<br>79,96 8,49 2,261<br>73,59 4,50<br>1 dk | **M Liquefied Gas Carrier**<br>4 Ta ER<br>L.(gas) 942 | Baudouin<br>2 Oil 4SA each 6Cy. 150 × 150<br>NE 71<br>Soc. des Moteurs Baudouin |
| **5151921**<br>*HO9792*<br>5126-PEXT6<br>Df Esd Rdr<br>Rt | **RENEE**<br>ex Carla II-87 ex Junhouriya-81<br>ex Erika Hendrik Fisser-75<br>ex Concordia-72 ex I. C. Ertel-71<br>ex Hochmeister-70<br>ex Erika Hendrik Fisser-58<br>**Topor Ship Co.**<br>Panama Panama | **999**<br>539<br>1 531 | (GL) | **1952** Gutehoffnungshuette Sterkrade A.G.<br>—Walsum (922)<br>67,01 10,22 4,827<br>60,30 10,16 6,00<br>B 10,7 F 5,5 2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>G.1 979 B.1 817<br>2 Ha ER<br>6W | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>925bhp (680kW)<br>Kloeckner Humboldt Deutz<br>Fuel 85,5t |
| **6613184**<br>Df Esd Rdr<br>Rt | **RENEE**<br>ex Hydrus-87 ex Neutron-81<br>Road Bay Anguilla (British) | **397**<br>220<br>650 | BV | **1966** Schpsw. Bodewes Gruno—Foxhol (219)<br>48,85 8,41 3,226<br>46,56 8,36 3,54<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.704 B.663<br>1 Ha (w) (13,6 × 4,8) ER | Brons<br>Oil 2SA 6Cy. 220 × 380<br>375bhp (276kW)<br>Appingedammer Brons<br>Gen 3 × 10kW 110V d.c.<br>Fuel 44,5t (d.o.) |
| **7006285**<br>*SYUF*<br>9242<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RENESSI**<br>ex Palmyna-87 ex Ramea-86<br>ex Edelweiss-84<br>**Dornoch Shipping Inc.**<br>Tritea Maritime Ltd. Liberia<br>Piraeus Greece<br>SatCom: 1130255/RENE | **10 346**<br>6 398<br>18 985<br>T/cm<br>30,0 | EV (AB) | **1970** Osaka Zosensho—Osaka (290)<br>154,34 (BB) 22,86 9,175<br>146,01 22,81 12,50<br>P 27,8 F 11,9 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 25,7 26,9 26,9 26,9 ER<br>G.24 132<br>4 Ha (stl) (each 18,7 × 11,1) ER<br>12W Der 2(20) 6(15) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 272kW 440V 60Hz a.c.<br>Fuel 149,5t (d.o.) 1 268,0t (hvf) |
| **5293107**<br>*PKTB*<br>1292<br>Rt | **RENGAT**<br>ex Beraoer-60 ex Rom-48<br>**Suara Ketebusan**<br>Jakarta Indonesia | **195**<br>115<br>230 | (KI)<br>Classed LR until 7/59 | **1946** Tullochs Pty. Ltd.—Sydney, N.S.W.<br>37,65 7,32 2,407<br>36,58 2,75 | **TM General Cargo Barge**<br>Mchy.aft | General Motors<br>2 Oil 180 × 300<br>340bhp (250kW) NE —<br>General Motors Corp. |
| **8824505**<br>*JH3166*<br>130080<br>Df Gc Rdr<br>Rt | **RENGE**<br>**Y.K. Renge**<br>Owase, Japan<br>Mie Pref. | **493**<br>—<br>1 217 | | **1989** Takao Zosen Kogyo K.K.—Tateyama<br>64,25 4,060<br>59,29 10,00 4,60<br>1 dk | **M Tanker**<br>Chemical | Matsui<br>Oil 4SA 6Cy. 250 × 470<br>956kW (1 300bhp)<br>Matsui Iron Works Co. Ltd. |
| **8350774**<br>*7LWZ*<br>93016<br>Rt | **RENGE No. 18**<br>ex Isogo Maru<br>**Y.K. Renge**<br>Owase, Japan<br>Mie Pref. | **118**<br>—<br>226 | | **1963** Ishikawajima Ship & Chemical Plant Co.<br>—Tokyo<br>30,00 2,100<br>26,00 6,40 2,60<br>1 dk | **M General Cargo** | Yanmar<br>Oil 4SA 6Cy. 140 × 200<br>88kW (120bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| **5088966**<br>*TC4323*<br>2736<br>RTv | **RENKTAS**<br>ex Derya<br>**Arif Guclu**<br>Istanbul Turkey | **209**<br>119<br>400 | (BV) | **1951** Gutehoffnungshuette Sterkrade A.G.<br>—Walsum<br>36,76 6,46 2,388<br>32,85 6,41 3,00<br>1 dk<br>len 73<br>conv Fish Carrier 73 | **M General Cargo**<br>1 Ha (1,9 × 1,9) ER<br>1W Der 1(1) | MAN<br>Oil 4SA 6Cy. 285 × 420<br>250bhp (184kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Fuel 18,5t (d.o.) |
| **6616708**<br>*SIRG*<br>Df Esd Pfd<br>Rdr Rt | **RENLAND**<br>**P/R Renland**<br>Gunnar Utbult<br>Ockero Sweden | *284*<br>*85*<br>— | (NV) | **1966** A/B Marstrandsverken—Marstrand (5)<br>38,10 6,84 3,506<br>28,10 6,71 3,61<br>1 dk<br>rf 1847 BK 259 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>3 Ha (0,9 × 1,3) (1,5 × 1,5) (1,5 × 1,2)<br>ER<br>1W Der 1(2) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>MaK. Maschinenbau Kiel G.m.b.H<br>Gen 1 × 16kW 1 × 14kW 110V d.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **6924997**<br>*LHCY*<br>17269<br>Rdr Rt | **RENNESOY**<br>**Rogaland Trafikkselskap A/S**<br>Stavanger Norway | **497**<br>200<br>— | (NV) | **1969** Sterkoder M/V A/S—Kristiansund N. (11)<br>44,38 10,65 2,744<br>40,52 10,60 4,20<br>1 dk<br>rf 622 BK 152 | **M RoRo Cargo/Ferry**<br>399dk P<br>Bow & stern doors<br>Mchy.aft | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>900bhp (662kW)<br>A/S Wichmann<br>Gen 2 × 55kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 30,0t (d.o.) |
| **5153711**<br>*SHLF*<br>Df Esd Pfd<br>RdrRTm | **RENO**<br>ex Erik-79 ex Obbola-78<br>ex Holmsund-68<br>**AB Trenator**<br>Pitea Sweden | *199*<br>*59*<br>— | NV<br>✠Classed LR until<br>31/10/80 | **1958**-9 A/B Asi-Verken—Amal (42)<br>29,01 8,31 3,809<br>25,91 8,11 4,70<br>1 dk | **M Tug**<br>Ice strengthened | Wartsila<br>Vee Oil 4SA 12Cy. 220 × 240<br>NE 80<br>Oy Wartsila Ab<br>Gen 1 × 76kW 1 × 60kW 1 × 36<br>380V 50Hz a.c.<br>·Controllable pitch propeller<br>Fuel 51,0t (d.o.)-2,5pd |
| **8026294** | **RENOVATION**<br>**Damen Marine Service Gabon S.A.**<br>Port Gentil Gabon | **940**<br>466<br>400 | BV | **1981** Scheepswerf Ravestein B.V.—Deest (998)<br>66,32 1,801<br>64,24 13,03 3,41<br>1 dk | **TrM RoRo Cargo/ Landing Craft**<br>Mchy.aft | General Motors<br>3 Vee Oil 2SA each 12Cy. 108 × 127<br>sc. shafts<br>1 080bhp (794kW)<br>General Motors Corp. |
| **8719889**<br>Rdr Rt | **RENOVATION IX**<br>**Sencoda Etablissment**<br>Port Gentil Gabon | **125**<br>—<br>— | | **1987** St. Augustine Shipbuilding—St. Augustine, Fl<br>23,78<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.76 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 sr reve<br>sc. shaft<br>540bhp (397kW)<br>Caterpillar Inc. |
| **8719891** <br>Rdr Rt | **RENOVATION X**<br>**Sencoda Etablissment**<br>Port Gentil Gabon | **125**<br>—<br>— | | **1987** St. Augustine Shipbuilding—St. Augustine, Fl<br>23,78<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.76 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 sr reve<br>sc. shaft<br>540bhp (397kW)<br>Caterpillar Inc. |
| **5293171**<br>*KEBM*<br>252231 | **RENOWN**<br>**Seal Point Diving & Salvage**<br>Portland, Or United States<br>of America | **302**<br>166<br>— | | **1947** Hodgson-Greene-Haldeman Shipbuilders<br>—Long Beach, Ca<br>*35,76* 8,18<br>... ... | **Wood M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 320 × 420<br>650bhp (478kW)<br>National Supply Co. |
| **8616910**<br>FR 246 | **RENOWN**<br>**J. W. Buchan & Partners**<br>Fraserburgh United Kingdom | **150**<br>—<br>— | | **1987** McCrindle (Shipbuilders) Ltd.—Ardrossan<br>(440)<br>... ... ...<br>24,01<br>1 dk | **M Fishing**<br>Stern Trawler Seiner<br>In.150 | Deutz<br>Oil 4SA 9Cy. 142 × 160<br>Kloeckner Humboldt Deutz |

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|---|---|---|---|---|---|---|
| 7617357<br>VTDR<br>1937<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RENU SAGAR**<br>ex Bannerlock-82 ex Gemini Trader-79<br>**Texmaco Ltd.**<br>India Steamship Co. Ltd.<br>Bombay India | **16 735**<br>12 076<br>27 751<br>T/cm<br>395,2 | AB | **1977** Mitsui Eng. & SB. Co. Ltd., Fujinagata Works —Osaka (1115)<br>176,74 (BB) 10,542<br>168,03 22,86 14,71<br>P 29,6 F 12,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 21,0 27,2 27,2 27,2 26,3 ER<br>G.38 472 B.32 960 HeCls. B<br>5 Ha (stl) (13,3 × 10,2) (17,8 17,8 17,8 17,8 × 11,8) ER<br>Cr 4(15) | B&W 6K67GF<br>Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 440kW a.c.<br>Fuel 199,0t (d.o.) 1 549,5t (hvf)-33,0pd 16,5kn |
| 7204643<br>Rdr RTv | **RENY-II**<br>ex Akebono-91<br>**P.T. Bumi Nusantara Timur**<br>Indonesia | **564**<br>—<br>86 | | **1968** Nippon Kokan K.K.—Asano Dockyard, Yokohama. (147)<br>41,46 16,06 2,375<br>39,45 16,01 4,12<br>1 dk | **TM RoRo Cargo/Ferry**<br>Twin Hull 482dk P<br>Cars 50 | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>650bhp (478kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 34kW 205V a.c.<br>Fuel 26,0t (d.o.)-4,0pd 14kn |
| 5293248<br>VOPT<br>152499<br>Esd Pfd Rdr<br>Rt | **REO II**<br>**Dominion Diving Ltd.**<br>Lunenburg, N.S. Canada | **126**<br>86<br>— | | **1931** Meteghan SB. Co.—Meteghan, N.S.<br>32,57 5,34 3,048<br>5,29 | **Wood M Tug**<br>1W Der 2(-) | General Motors<br>Oil 2SA 6Cy. 127 × 142<br>NE 61<br>General Motors Corp. Detroit, Mi<br>Fuel 10,0t 9kn |
| 7208209<br>ELFT2<br>7993<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **REPAP ENTERPRISE**<br>ex Canada Maritime-86<br>ex Atlantic Star-85<br>ex Atlantic Premier-85<br>ex Incotrans Premier-85<br>ex Atlantic Premier-84<br>ex Mont Royal-78<br>**Swainswick Shipping Inc.**<br>Celtic Pacific Shipping Ltd.<br>Monrovia Liberia | T.Mk<br>**10 194**<br>7 011<br>9 511<br>T/cm<br>26,3 | **✠100A1** SS 1/87<br>Ice Class 1<br>**✠LMC** **UMS**<br>EL Et 2$\frac{3}{16}$"U2<br>FN 4770 | **1972**-3 Oy Wartsila Ab—Turku/Abo (1197)<br>162,36 19,44 7,206<br>147,35 19,36 13,01<br>F 18,9 2 dks<br>rf 102 len 78<br>conv Fixed-guides RoRo Cargo/Container Ship 87 | **TM RoRo Cargo/Container Ship**<br>Deck-guides Pallets Paper-carrying Slurry<br>Side door Stern door/ramp<br>Stern door/ramp<br>L 15,00 W 8,00 SWL 150<br>Side ramp (s. f.)<br>W 6,80<br>Clear height 4,35<br>4 Cell. Ho 13,6 12,9 13,6 14,4 ER<br>G.22 849 B.21 020<br>TEU 542<br>C.Ho 254/20' 30/40' C.Dk 132/20' 48/40' incl. 30 ref C.<br>4 Ha (stl) ER | Pielstick 8PC2L-400<br>2 Oil 4SA each 8Cy. 400 × 460 sr geared to sc. shafts<br>8 000bhp (5 884kW)<br>Oy Wartsila Ab Turku/Abo<br>Gen 3 × 424kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 227,5t (d.o.) 1 052,5t (hvf)-24,0pd 15kn |
| 8725888<br>UZRA<br>M-12874<br>Rt | **REPINO**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *448*<br>*134*<br>207 | RS | **1987** ............U.S.S.R.<br>44,88 9,47 3,770<br>39,37 - 5,13<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref<br>Ice strengthened | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>588kW (799bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 150kW a.c. |
| 7342330<br>GUSH<br>362640<br>FD 305<br>Esd Pfd Rdr<br>Rt | **REPLENISH**<br>**Thomas J. Watson**<br>Fleetwood United Kingdom | **115**<br>40<br>— | | **1975** R. Dunston Ltd.—Thorne (1325)<br>25,30 6,46 2,591<br>22,31 6,41 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292<br>628bhp (462kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>10kn |
| 7909736<br>PHAB<br>19283<br>HD 202<br>Df Esd Gc<br>Pfd Rdr Rt | **REPOS AILLEURS**<br>ex Prins Maurits-90<br>**V.o.f. Gebr. Post**<br>Den Helder Netherlands | **269**<br>98<br>— | | **1979** Schpsw. Hoogezand B.V.—Hoogezand (197)<br>36,25<br>8,01 4,42<br>1 dk | **M Fishing**<br>Side-fishing Long-line Ref | Kromhout<br>Oil 4SA 8Cy. 240 × 260 reverse reduction geared to sc. shaft<br>1 540bhp (1 133kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Fuel 89,5t (d.o.) |
| 8521218<br>IBYJ<br>1121<br>Df Esd Gc<br>Rdr RTv | **REPUBBLICA DI AMALFI**<br>**Sicula Oceanica S.p.A. (SIOSA)**<br>Palermo Italy<br>SatCom: 1150314 | *42 574*<br>*12 772*<br>19 084 | AB RI | **1989** Fincantieri-Cant. Nav. Italiani S.p.A. —Castellammare di Stabia (5838)<br>216,06 (BB) 30,43 9,390<br>197,00 30,40 19,50<br>4 dk<br>len 90 | **M RoRo Cargo/ Vehicles Carrier**<br>—cbn 57bth D<br>Side door/ramp (s. a.)<br>L 12,50 W 3,00<br>Quarter stern door/ramp (s)<br>L 35,00 W 8,00 SWL 150<br>Cargo Width 8,00 Clear height 6,20<br>Cars 3666<br>TEU 1116 C. 1116/20' (40') incl. ref C. | Sulzer 8RTA58<br>Oil 2SA 8Cy. 580 × 1700 reverse reduction geared to sc. shaft<br>12 710kW (17 279bhp)<br>Fincantieri-Cant. Nav. Italiani S.p.A. (Grandi Motori) Trieste<br>Gen 3 × 900kW a.c. 1 × 250kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Thw. thrust propeller<br>18kn |
| 8521206<br>IBZY<br>1096<br>Df Esd Gc<br>Rdr RTh | **REPUBBLICA DI GENOVA**<br>**Grandi Traghetti S.p.A. di Navigazione (GRANFERRY)**<br>Palermo Italy<br>SatCom: 1150413/IBZY | *42 567*<br>*12 770*<br>19 165 | AB RI | **1988** Fincantieri-Cant. Nav. Italiani S.p.A. —Castellammare di Stabia (5837)<br>216,06 (BB) 30,43 9,302<br>197,00 30,40 19,50<br>1 dk<br>len 90 | **M RoRo Cargo/ Vehicles Carrier**<br>—cbn 57bth D<br>Side door/ramp (s. a.)<br>L 12,50 W 3,00<br>Quarter stern door/ramp (s)<br>L 35,00 W 8,00 SWL 150<br>Cargo Width 8,00 Clear height 6,20<br>Cars 3666<br>TEU 1116 C. 1116/20' (40') incl. ref C.<br>Cr 2(35) | Sulzer 8RTA58<br>Oil 2SA 8Cy. 580 × 1700<br>12 710kW (17 279bhp)<br>Grandi Motori Trieste Italy<br>Gen 1 × 1440kW 3 × 900kW 450V 60Hz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Thw. thrust propeller<br>18kn |
| 8511691<br>ICYE<br>1079<br>Df Esd Gc<br>Pfd Rdr RTv | **REPUBBLICA DI PISA**<br>**Grimaldi Compagnia di Navigazióne S.p.A. (GRINAVI)**<br>Palermo Italy<br>SatCom: 1150236/ICYE | *48 688*<br>*16 709*<br>18 845 | AB RI | **1987** Nuovi Cantieri Apuania S.p.A.—Marina di Carrara (1134)<br>213,23 (BB) 9,302<br>197,02 30,41 26,01<br>2 dks<br>len 91 | **M RoRo Cargo/ Vehicles Carrier**<br>—cbn 54bth D<br>Side door/ramp (s. a.)<br>L 12,50 W 3,00<br>Quarter stern door/ramp (s)<br>L 35,00 W 8,00 SWL 150<br>Cars 4161<br>TEU 1226 C. 1226/20' (40') incl. ref C. | Sulzer 8RTA58<br>Oil 2SA 8Cy. 580 × 1700 with clutches, flexible couplings & reduction geared to sc. shaft<br>13 424kW (18 250bhp)<br>Grandi Motori Trieste Trieste<br>Gen 1 × 1400kW 3 × 900kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 220,0t (d.o.) 1 800,0t (hvf)-48,0pd 18,5kn |
| 8511706<br>IBVY<br>1075<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **REPUBBLICA DI VENEZIA**<br>**Atlantica S.p.A. di Navigazione**<br>Palermo Italy<br>SatCom: 1150225/IBVY | *48 622*<br>*16 694*<br>18 730<br>T/cm<br>45,9 | AB RI | **1987** Fincantieri-Cant. Nav. Italiani S.p.A. (Breda). —Venezia (5828)<br>213,23 (BB) 30,41 9,302<br>197,02 30,17 26,01<br>3 dks<br>len 91 | **M RoRo Cargo/ Vehicles Carrier**<br>57bth D<br>Side door/ramp (s. a.)<br>L 12,50 W 3,00<br>Quarter stern door/ramp (s)<br>L 35,00 W 8,00 SWL 150<br>Cars 4161<br>TEU 1226 C. 1226/20' (40') incl. ref C. | Sulzer 8RTA58<br>Oil 2SA 8Cy. 580 × 1700<br>13 424kW (18 250bhp)<br>Fincantieri-Cant. Nav. Italiani S.p.A. (Grandi Motori) Trieste<br>Gen 1 × 1400kW 3 × 900kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 227,0t (d.o.) 1 818,0t (hvf)-49,0pd 18,5kn |
| 7325708<br>HCRE<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **REPUBLIC DEL ECUADOR**<br>ex Atlantic Ocean-86 ex Tangelo-76<br>**Naviera del Pacifico C.A. (NAPACA)**<br>Ecuadorian Line Inc. N.V.<br>Guayaquil Ecuador | T.Mk<br>**7 245**<br>3 335<br>9 551<br>**9 618**<br>5 673<br>10 973 | **✠100A1** SS 6/88<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Bt 2$\frac{5}{16}$"U2<br>FN 4886 | **1974**-3 Nylands Verksted—Oslo (656)<br>155,81 (BB) 21,37 —/9,170<br>143,69 21,30 12,70<br>F 15,3 3 dks, 4th dk fwd of mchy. space<br>rf nil | **M Refrigerated Cargo**<br>4cbn 8bth P<br>Side doors 5(p) 5(s)<br>5 Ho 20,5 23,8 20,2 19,5 ER 17,8 14 TwD<br>In.13 364<br>TEU 189<br>5 Ha (stl) (7,5 10,4 10,4 10,4 × 7,0) ER (9,7 × 7,0)<br>18W Der 2(15) 12(5-10) | B&W 9K74EF<br>Oil 2SA 9Cy. 740 × 1600<br>17 400bhp (12 799kW)<br>Nylands M/V Oslo<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 664kW 1 × 496kW 1 × 240kW 450V 60Hz a.c.<br>Fuel 155,0t (d.o.) 2 124,0t (hvf)-63,0pd 21,5kn |
| 8023034<br>HJNB<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **REPUBLICA DE COLOMBIA**<br>**Flota Mercante Grancolombiana S.A.**<br>Isla de San Andres Colombia | **12 286**<br>6 487<br>15 969 | AB | **1983** Stocznia Gdanska im. Lenina—Gdansk (B349/02)<br>158,99 (BB) 9,751<br>148,14 24,87 15,88<br>F 13,8 3 dks<br>rf nil | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>4 Ho ER 8 TwD<br>G.22 200 B.20 695 In.4 776<br>TEU 427<br>C.Ho 241/20' (40') C.Dk 186/20' (40') incl. 8 ref C.<br>6 Ha (stl) (19,9 19,9p&s 19,9p&s × 8,1) (9,1 × 7,4) ER<br>8W Cr 4(25) Der 1(80) 6(15) 2(8) | Sulzer 6RND68M<br>Oil 2SA 6Cy. 680 × 1250<br>10 640bhp (7 826kW)<br>H. Cegielski Poznan<br>Gen 4 × 1040kW 440V 60Hz a.c.<br>Fuel 482,0t (d.o.) 1 078,0t (hvf)-39,0pd 16,5kn |

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|---|---|---|---|---|---|---|
| **8509090**<br>*3EHN4*<br>15221-85A<br>Df Esd Gc<br>Pfd Rdr Rt | **REPULSE BAY**<br>**El Cope Shipping S.A.**<br>Panama Panama | *7 601*<br>*2 999*<br>8 016 | AB | **1985** Imai Zosen—Kochi (538)<br>117,15 (BB) 7,314<br>108,01 24,01 11,61<br>F 12,2 1 dk<br>rf 500 | **M Container Ship**<br>Fixed-guides<br>3 Cell. Ho ER<br>TEU 476<br>C.Ho 240/20' (40') C.Dk 236/20' (40') incl. ref C.<br>5 Ha (stl) ER<br>Cr 1(30,5) | B&W<br>Oil 2SA 4Cy. 500 × 1620<br>5 760bhp (4 237kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 520kW a.c.<br>Thw. thrust propeller fwd |
| **7506596**<br>*ZCUX*<br>372900<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **REPULSE BAY**<br>ex Alpine Stream-77<br>**Baypark Transport Ltd.**<br>Orient Ship Management Ltd.<br>Hong Kong Hong Kong (British) | **3 991**<br>2 497<br>6 835 | AB | **1977** Nishi Zosen K.K.—Imabari (177)<br>107,32 (BB) 6,913<br>99,01 16,51 8,51<br>P 21,1 F 9,8 1 dk<br>rf 43 | **M General Cargo**<br>3 Ho ER<br>G.8 298 B.8 018<br>3 Ha (stl) (13,8 16,1 16,1 × 8,4) ER<br>3W Der 3(15) | Hanshin<br>Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 200kW a.c.<br>Fuel 139,0t (d.o.) 334,0t (hvf)-11,0pd |
| **6603024**<br>*LW3741*<br>Df Esd Rdr<br>RTh | **REPUNTE**<br>**Naviera Argentina S.A.**<br>Luis A. Cabut<br>Mar del Plata Argentina | **254**<br>73<br>132 | ✠Classed LR until 3/3/78 | **1966**-6 Enrique Lorenzo y Cia. S.A.—Vigo (316)<br>32,62 7,62 3,499<br>28,50 7,60 3,81<br>RFD 4,0 1 dk<br>RW rf 914 BK 102 | **M Fishing**<br>Stern Trawler<br>1 Ho 2,2<br>1 Ha (0,8 × 0,8) | Deutz<br>Oil 4SA 8Cy. 220 × 280 sr geared to sc.<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 60kW 1 × 30kW 1 × 16kW<br>220V d.c.<br>Fuel 44,5t (d.o.) |
| **7532155**<br>*EHOM* | **REQUENA**<br>ex N. V. 58-79<br>**Cubiertas y Tejados S.A.**<br>Barcelona Spain | **245**<br>225<br>424 | | **1976** Union Naval de Levante S.A.—Barcelona (58)<br>33,02 8,01 2,482<br>33,00 7,80 3,28<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | Deutz<br>2 Vee Oil 4SA each 8Cy. 120 × 125<br>296bhp (218kW) E made68 fitted76<br>Kloeckner Humboldt Deutz |
| **7437666**<br>*WYU8142*<br>547803<br>Rt | **REQUEST**<br>**Rascals Inc.**<br>Brownsville, Tx United States of America | **108**<br>73<br>— | | **1973** .............Mobile, Al<br>*20,85* 6,71<br>3,38<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>365bhp (268kW) |
| **5121158**<br>*HO4734*<br>1042-70A<br>Df Esd Rt | **RESCUE I**<br>ex Freundschaft-69<br>**Lamprell Jumairah Ltd.**<br>Panama Panama | **256**<br>91<br>— | (DSRK) (GL) | **1951** VEB Volkswerft Stralsund—Stralsund<br>39,20 7,32 2,693<br>7,27<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **7336654**<br>*LNAV*<br>18228<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RESCUE TERN**<br>ex West Tern-86<br>**K/S Rescue Tern**<br>Aalesund Norway | *1 104*<br>*331*<br>812 | NV | **1974** Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen (300)<br>58,70 11,49 3,822<br>11,46 5,52<br>F 23,2 2 dks<br>rf 297 len 77<br>conv Deck Cargo Tug/Supply Ship 86 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations<br>3 Ta ER<br>L.104<br>1W Der 1(5) | De Industrie<br>2 Oil 4SA each 6Cy. 305 × 460<br>1 860bhp (1 368kW)<br>N.V. Motorenfabriek "De Industrie" Alphen<br>Gen 2 × 170kW 1 × 56kW 440V 60Hz<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 357,5t (d.o.)-15,0pd |
| **7530004**<br>*GYEF*<br>18457<br>LK 381<br>Df Esd Gc<br>Rdr Rt | **RESEARCH**<br>ex Kings Cross-87<br>**Robert G. Williamson**<br>Lerwick United Kingdom | **422**<br>177<br>— | (NV) | **1975** Volda M/V A/S—Volda (11)<br>42,80 8,62 5,004<br>38,18 8,59 6,48<br>2 dks<br>rf 1003 | **M Fishing**<br>Purse Seiner<br>Ice strengthened<br>6 Ta ER | Wichmann<br>Oil 2SA 6Cy. 300 × 450<br>1 650bhp (1 214kW)<br>A/S Wichmann Rubbe<br>Gen 2 × 115kW 1 × 28kW 380V 50Hz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **7711098**<br>*OW2272*<br>D2671<br>Df Esd Gc<br>Pfd Rdr Rt | **RESEARCH**<br>**P/R Research**<br>B. Petersen<br>Torshavn Faeroes (Danish) | **149**<br>54<br>— | NV | **1979** Campbeltown Shipyard Ltd.—Campbeltown (043)<br>32,69 2,648<br>28,86 7,22 3,79<br>1 dk<br>rf 1016 BK 152 | **M Fishing**<br>Stern Trawler Seiner<br>Ice strengthened<br>Mchy.aft | Blackstone<br>Oil 4SA 6Cy. 222 × 292 geared to sc. sh<br>685bhp (504kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 40kW 380V 50Hz a.c. |
| **7121140**<br>*WZH2523*<br>540259<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RESEARCH TIDE**<br>**Western Boat Operators Inc.**<br>Tidewater Marine Service Inc.<br>New Orleans, La United States of America | **497**<br>338<br>1 571 | AB | **1972** American Marine Corp.—New Orleans, La (1071)<br>66,15 4,039<br>61,88 17,07 4,88<br>F 20,2 1 dk | **TM Research**<br>Oceanographic<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 rev<br>reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. La Gra<br>Gen 3 × 350kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 460,5t (d.o.) |
| **8624735**<br>*CZ7982*<br>805649<br>Rdr Rt | **RESEARCHER**<br>**International Submarine Engineering Research Ltd.**<br>Vancouver, B.C. Canada | **128**<br>116<br>— | | **1985** Progressive Marine Ltd.,—New Westminster, B.I.<br>25,81 7,70<br>22,00 7,60 1,60<br>1 dk | **M Research**<br>Landing Craft for submersibles<br>Bow ramp<br>Mchy.aft | Oil<br>A/B Volvo-Penta |
| **6701735**<br>*DUFR*<br>4846<br>Df Esd Gc<br>Pfd Rdr Rt | **RESEARCHER 1**<br>**Government of The Republic of The Philippines**<br>Manila Philippines | **419**<br>167<br>254 | | **1966** Fujinagata Zosensho—Osaka (126)<br>44,51 8,23<br>38,99 8,21 3,87<br>P 28,7 B 6,1 1 dk | **M Research/Fishing**<br>Der 1(2) | Niigata<br>Oil 4SA 6Cy. 310 × 460 .<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd.<br>Fuel 89,5t |
| **5293341**<br>*WE7207*<br>265360<br>Df Esd Gc<br>Pfd Rdr RTv | **RESERVE**<br>**Oglebay Norton Co.**<br>Cleveland, Oh United States of America | **13 752**<br>10 727<br>25 455<br>T/cm<br>38,0 | AB | **1953** Great Lakes Eng. Works—River Rouge, Mi (299)<br>21,44 8,027<br>228,38 21,34 10,98<br>P 27,8 F 16,8 1 dk<br>rf 76 len 75<br>conv Bulk Carrier 83 | **S Bulk Carrier**<br>Self-unloader<br>5 Ho ER<br>G.26 500<br>24 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>7 700shp (5 664kW)<br>Westinghouse Elec. Corp. Phila<br>Gen 4 × 400kW<br>Thw. thrust propeller fwd<br>Fuel 558,0t (o.f.) |
| **5293353**<br>*USZT*<br>M-17049<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **RESHITELNYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **1 152**<br>—<br>605 | RS | **1962** Valmet Oy Pansion Tehdas—Turku/Abo (263)<br>61,32 11,82 4,700<br>55,33 11,51 5,80<br>1 dk | **M Tug**<br>Salvage<br>Ice strengthened<br>1 Ho<br>B.94<br>1 Ha (1,9 × 1,9)<br>1W Der 1(10) 1(1,5) | MAN<br>Oil 4SA 7Cy. 520 × 740<br>Masch. Augsburg-Nuernberg (MAN) |
| **7533202**<br>*IOEM*<br>1036<br>Df Esd Gc<br>Rdr Rt | **RESIA**<br>ex Fresia-84<br>**Sicula Partenopea di Navigazione S.p.A.**<br>Palermo Italy | *4 456*<br>*3 039*<br>7 897 | RI<br>✠Classed LR until 30/6/85 | **1977**-1 K.K. Taihei Kogyo—Akitsu (320)<br>123,15 15,04 7,095<br>116,85 15,00 8,36<br>P 21,1 Trunk 78,4 F 11,3 1 dk<br>rf 152 len 80 | **M Tanker**<br>14 Ta ER<br>L.(oil) 8 077 | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 180kW 445V 60Hz a.c.<br>Fuel 42,5t (d.o.) 477,5t (hvf) |
| **6412968**<br>*HQCN8*<br>Q-0322005<br>Df Esd Rdr<br>Rt | **RESIDU**<br>ex Twebro-87<br>**Sanduska S.A.**<br>Puerto Cortes Honduras | **399**<br>241<br>539 | BV | **1964** N.V. Schpsw. "Appingedam"—Appingedam (196)<br>48,49 8,03 2,991<br>44,00 7,90 3,26<br>1 dk<br>RW | **M General Cargo**<br>Sail-Assisted<br>1 Ho ER<br>G.784 B.724<br>2 Ha (w) (each 11,5 × 4,5) ER | Brons<br>Oil 2SA 5Cy. 220 × 380<br>220bhp (162kW)<br>Appingedammer Brons<br>Fuel 32,5t (d.o.) |

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|---|---|---|---|---|---|---|
| 7392799<br>GVUL<br>359114<br>K 90<br>Esd Pfd Rdr<br>Rt | **RESILIENT**<br>ex Glen Artney-82<br>**William G. Sandison, John W. Drever, Alexander J. Nicolson & Michael F.Lyall**<br>Kirkwall United Kingdom | **115**<br>40<br>— | ✠Classed LR until 28/10/83 | **1977**-1 Tees Marine Services Ltd.—Middlesbrough (283)<br>26,09 6,81 2,866<br>24,08 6,71 3,36<br>F 3,7 1 dk<br>rf 914 BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 7,0 ER<br>2 Ha (stl) (each 1,0 × 1,0) ER | Blackstone ESL6MK2<br>Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>600bhp (441kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 40kW 1 × 35kW 415V 50Hz a.c.<br>11kn |
| 7364637<br>TCJY<br>4332<br>Df Esd Pfd<br>Rdr Rt | **RESIT KALKAVAN**<br>**Resit Kalkavan Denizcilik ve Ticaret Ltd. Sirketi**<br>Istanbul Turkey | **830**<br>297<br>1 275 | (AB) | **1975** Torlaklar Tersanesi—Istanbul (30)<br>65,38 11,03 4,001<br>59,03 11,00 4,50<br>P 12,8 F 5,8 1 dk<br>Bow/CM 31 Diam. 0,152 | **M Tanker**<br>CBT SBT<br>8 Ta ER<br>HeCls. C<br>2 Cargo pumps total 520T/hr | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 40kW a.c. 3 × 20kW a.c. 1 × 16kW a.c.<br>Fuel 40,0t (d.o.)-5,0pd 12kn |
| 6525612<br>YQBM<br>191<br>Df Esd Gc<br>RdrRTm | **RESITA**<br>**Compania de Navigatie Maritime PETROMIN**<br>Constantza Romania | **16 634**<br>5 429<br>25 818<br>T/cm<br>36,6 | ✠Classed LR until 15/5/70<br>RNR | **1965**-12 Hitachi Zosen—Innoshima (4091)<br>181,11 24,87 9,802<br>172,02 24,80 13,14<br>P 31,4 F 18,0 1 dk<br>rf 51 | **M Ore Carrier**<br>3 Ho 39,7 39,4 39,7 ER<br>G.13 017<br>6 Ha (stl) (each 14,0 × 8,8) ER | B&W 7-74VT2BF-160<br>Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 240kW 380V 50Hz a.c.<br>Fuel 2 235,5t (hvf) 16,25kn |
| 7361403<br>DGIR<br>Esd Gc Rdr<br>RTv | **RESOLUT**<br>**Lutgens & Reimers G.m.b.H.**<br>Hamburg Federal Republic of Germany | **225**<br>—<br>— | GL | **1974** Norderwerft G.m.b.H.—Hamburg (876)<br>29,42 8,82 2,861<br>28,50 8,79 3,59<br>1 dk | **TM Tug**<br>Tractor<br>Ice strengthened | Deutz SBA8M528<br>2 Oil 4SA each 8Cy. 220 × 280 reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers<br>12,5kn |
| 7635945<br>KFDZ<br>612715<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RESOLUTE**<br>ex American Resolute-90<br>ex Resolute-82<br>**Government of The United States of America (Department of Transportation - Maritime Administration) (MarAd)**<br>New York, NY United States of America<br>SatCom: 1500273/RESO | **17 902**<br>12 869<br>16 205 | AB | **1980** Bath Iron Works Corp.—Bath, Me (401)<br>185,93 (BB) 23,83 8,232<br>177,40 23,79 16,64<br>3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>5 Cell. Ho 27,4 27,4 27,4 27,4 ER 14,9<br>HeCls. B<br>TEU 1070<br>C.Ho 612/20'(40') C.Dk 458/20'(40') incl. 56 ref C.<br>16 Ha (stl) ER 2 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>17 500shp (12 872kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 2 336,5t (o.f.) 20kn |
| 7303944<br>WAH76<br>553631<br>Df Esd Gc<br>Pfd Rdr Rt | **RESOLUTE**<br>**Pacific King Fisheries Inc.**<br>Seattle, Wa United States of America | **1 343**<br>913<br>1 859 | NV (AB) | **1973** McDermott Shipyard—Morgan City, La (184)<br>73,00 4,941<br>12,20 5,64<br>F 19,2 1 dk<br>rf nil len 89<br>conv Deck Cargo Tug/Supply Ship 88 | **TM Fishing**<br>Stern Trawler Processing Ref | Nohab F216V<br>2 Vee Oil 4SA each 16Cy. 250 × 300 reverse reduction geared to sc. shafts<br>5 178kW (7 040bhp)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 1180kW 1 × 638kW 460V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 396,5t (d.o.) |
| 7367419<br>WYP5786<br>561972<br>Gc Rdr Rt | **RESOLUTE**<br>**Providence Steamboat Co.**<br>Providence, RI United States of America | **231**<br>157<br>— | (AB) | **1975** Jakobson Shipyard Inc.—Oyster Bay, NY (454)<br>30,33 8,54 3,658<br>29,19 8,51 4,42<br>1 dk<br>BK 76 | **TM Tug** | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 60kW<br>Fuel 100,5t (d.o.) 12kn |
| 6517550<br>WC6819<br>259410<br>Rdr RTh/v | **RESOLUTE**<br>**The Baker-Whiteley Towing Co.**<br>Baltimore, Md United States of America | **199**<br>135<br>— | (AB) | **1950** R.T.C. SB. Corp—Camden, NJ (197)<br>7,88<br>29,19 7,62 3,81<br>1 dk<br>BK 114 | **M Tug** | Fairbanks, Morse<br>Oil 2SA 10Cy. 206 × 254 sr reverse geared to sc. shaft<br>E made refitted50<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 113,0t (d.o.) |
| 7030755<br>WT6775<br>272189<br>Rdr Rt | **RESOLUTE**<br>ex Lt. Col. William R. Kendrick<br>ex Port Clyde<br>**Harbor Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **198**<br>135<br>— | (AB) | **1942** General Ship & Eng. Works Inc.—East Boston, Ma (402)<br>7,68 3,760<br>28,73 7,62 4,20 | **M Tug** | Enterprise<br>Oil 4SA 8Cy. 406 × 508<br>NE 61<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel (d.o.) |
| 7908275<br>WSX7833<br>597484<br>Rdr Rt | **RESOLUTE**<br>ex Virginia Option<br>**B.T.G. Fisheries Inc.**<br>Norfolk, Va United States of America | **164**<br>111<br>— | | **1978** Quality Marine Inc.—Theodore, Al (74)<br>27,46 2,741<br>23,80 7,33 3,97<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar D348SCAC<br>Vee Oil 4SA 12Cy. 137 × 165 geared to sc. shaft<br>725bhp (533kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8109723<br>648284<br>Df Esd Gc<br>Pfd Rdr Rt | **RESOLUTE**<br>**Dixie Fuels Ltd.**<br>Wilmington, De United States of America | **161**<br>109<br>— | AB | **1982** Main Iron Works Inc.—Houma, La (374)<br>5,606<br>38,71 12,20 5,97<br>F 15,3 1 dk<br>BK 127 | **TM Tug** | Alco<br>2 Vee Oil 4SA each 12Cy. 229 × 267 reverse reduction geared to sc. shafts<br>Alco Power Inc. Auburn, NY<br>Gen 2 × 150kW<br>13kn |
| 8101317<br>HP4602<br>13129-NO<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RESOLUTION**<br>ex Arco Resolution-87<br>**Western Geophysical Co. of America**<br>Panama Panama<br>SatCom: 1330727/RESO | *1 437*<br>*147*<br>1 007 | AB (NV) | **1982** Mandals Slip & Mek. Verk. A/S—Mandal (87)<br>75,16 5,925<br>66,02 15,61 8,62<br>3 dks<br>rf 107 | **D-E Research**<br>Seismographic | Normo KRGB-9<br>4 Oil 4SA each 9Cy. 250 × 300 total 6 120bhp (4 502kW) driving 4 gen. each 1 070kW 600V a.c. connected to 4 elec. motors each of 816shp (600kW) & sr geared to sc. shaft<br>A/S Bergens M/V Bergen<br>Gen 1 × 300kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 109,5t (d.o.) 498,0t (hvf)-17,5pd 15kn |
| 6507189<br>GBZX<br>386560<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **RESOLUTION**<br>ex Resolucion-85 ex Resolution-85<br>ex Cap Nord-81<br>**Gardline Shipping Ltd.**<br>Great Yarmouth United Kingdom<br>SatCom: 1440501/GBZX | **800**<br>226<br>340 | BV | **1965** A.G. "Weser" Werk Seebeck—Bremerhaven (913)<br>52,84 9,56<br>45,78 9,50 6,81<br>F 12,8 1 dk<br>rf 508 conv Stern Trawler Fishing 85 | **D-E Research**<br>1 Ho 13,4<br>In.427<br>2 Ha (each 2,5 × 1,2) | Deutz<br>2 Oil 4SA each 6Cy. 270 × 360 total 1 324kW (1 800bhp) driving 2 gen. each 755kW 400V a.c. connected to 2 elec. motors each of 700shp (515kW) (Sy) & sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 80kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 105,0t (d.o.) 14kn |
| 7417575<br>GXEV<br>377355<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RESOLUTION BAY**<br>**Howill Shipping Ltd.**<br>P&O Containers Ltd. (P&OCL)<br>London United Kingdom<br>SatCom: 1443556 | *43 674*<br>*21 228*<br>38 757 | **✠100A1** CS 10/87<br>**✠LMC** **UMS**<br>EL Qt $3\frac{3}{16}$"U3<br>FN 12815 | **1977**-10 Bremer Vulkan A.G.—Bremen-Vegesack (1006)<br>248,60 (BB) 32,31 12,027<br>238,36 32,24 21,52<br>B & F 225,9 1 dk<br>rf nil | **TM Container Ship**<br>Fixed-guides Ref<br>pt higher tensile steel<br>12 Cell. Ho 15,7 15,7 15,7 15,7 15,7 15,7 15,7 15,7 ER 15,7 15,7 15,7 6,7<br>In.67 138<br>TEU 1823<br>C.Ho 1223/20' ref C. C.Dk 600/20'<br>8 Ha (stl) ER 4 Ha (stl) | MAN K8SZ90/160A<br>2 Oil 2SA each 8Cy. 900 × 1600<br>53 280bhp (39 191kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>NAuxB (o.f.) 2/88 8,1kgf/cm² (8,0bar)<br>2 AuxB (ex.g) & rcv 8kgf/cm² (7,9bar)<br>Gen 5 × 1500kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 1 031,0t (d.o.) 7 464,0t (hvf) 21,5kn |

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| **7629805**<br>*ZMAZ394*<br>349148<br>Esd Gc Pfd<br>Rdr Rt | **RESOLUTION II**<br>**Donker Marine (1988) Ltd.**<br>Nelson New Zealand | **108**<br>60<br>— | | **1975** Matsumoto Shipyards Ltd.—Dollarton, Vancouver, B.C.<br>28,63 6,91 2,440<br>25,35 6,85 3,26<br>1 dk<br>len 85 | **Aluminium Alloy M Fishing**<br>Stern Trawler Seiner Ref | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. |
| **5353244**<br>L002-00411<br>Df Esd Rdr<br>Rt | **RESOLVE**<br>ex Torten ex Voila-83 ex Karob-80<br>ex Afon Wen-78 ex Tasman Zee-77<br>**Resolve Towing & Salvage N.V.**<br>San Lorenzo Honduras | **490**<br>23<br>— | ✠Classed LR until 2/5/84 | **1958**-7 Schps. L. Smit & Zoon—Kinderdijk (945)<br>46,18 9,61 4,312<br>41,00 9,20 4,81<br>B & F 23,5 1 dk<br>rf 635 | **M Tug** | Kromhout<br>2 Oil 4SA each 8Cy. 240 × 260 with<br>sr reverse gear to sc. shaft<br>✠ NE 67<br>Kromhout Motorenfabrik<br>Gen 2 × 80kW 1 × 70kW 1 × 20k<br>220V d.c. |
| **5170939**<br>*WX8111*<br>506838<br>Df Esd Rt | **RESOLVE**<br>ex Jean-Haentjens ex Saint Joachim-49<br>**Aquidnick Fishing Corp.**<br>Newport, RI United States of America | **198**<br>121<br>— | | **1948** Bath Iron Works Corp.—Bath, Me (307)<br>35,84 6,86 3,252<br>32,31<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9)<br>Der 1(5) | B&W<br>Oil 4SA 6Cy. 330 × 600<br>450bhp (331kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri |
| **5095725**<br>*WA7681*<br>241420<br>Df Rdr Rt | **RESOLVE EAGLE**<br>ex Eagle Point ex Margot Moran-62<br>ex Sacagamea-42<br>**Joseph E. Farrell Jr.** | **211**<br>69<br>— | (AB) | **1942** Levingston SB. Co.—Orange, Tx (211)<br>32,01 7,65 3,731<br>30,48 7,62 4,12<br>1 dk | **D-E Tug** | General Motors<br>Vee Oil 2SA 12Cy. 216 × 267 driving<br>connected to elec. motor & sr<br>shaft<br>General Motors Corp.<br>Gen 2 × 30kW<br>Fuel 71,0t |
| **7042887**<br>*WTV4503*<br>506562<br>Df Esd Gc<br>Rdr RTm/h/v | **RESOLVE II**<br>ex C. Haden Masterson ex YTM 378<br>**Resolve Ocean Towing Inc.**<br>Galveston, Tx United States of America | **143**<br>97<br>123 | | **1944** Gulfport Boiler & Welding Works Inc. —Port Arthur, Tx (238)<br>31,09 7,62 3,531<br>29,27 7,35 3,84<br>1 dk<br>rf 1219 BK 152 | **M Tug** | General Motors<br>Oil 2SA 16Cy. 222 × 267<br>General Motors Corp.<br>Gen 2 × 60kW 120V d.c.<br>Fuel 11,0t |
| **6600577**<br><br><br>Rt | **RESOPIM**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **144**<br>43<br>69 | | **1965** Tohoku Zosen—Shiogama (68)<br>27,31 7,45 2,363<br>25,00 7,40 3,20<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 240 × 330<br>Nippon Hatsudoki<br>Fuel 27,5t (d.o.) |
| **7032624**<br>*9HRF*<br>0518<br>Esd Pfd Rdr<br>Rt | **RESOUND**<br>ex Merrydale-73<br>**Marsaxlokk Fishing Co. Ltd.**<br>Valletta Malta | **145**<br>51<br>— | **100A1** SS 2/88<br>stern trawler<br>**LMC**<br>EL (b) ¾"<br>FN 259 | **1970** R. Dunston Ltd.—Thorne (T1278)<br>*26,83* 6,58<br>25,89 6,48 3,51<br>RFD 9,8<br>rf 610 BK 152 len 72 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Blackstone<br>Oil 4SA 6Cy. 222 × 292 sr geared to sc.<br>495bhp (364kW)<br>Lister Blackstone Mirrlees Marine<br>Gen 1 × 30kW 1 × 15kW 220V d.c.<br>Controllable pitch propeller |
| **6717423**<br>*GRFE*<br>334496<br>Df Esd Gc<br>Pfd Rdr Rt | **RESOURCE**<br>**Government of The United Kingdom (Director General of Supplies & Transport (Naval) Ministry of Defence (Navy))**<br>London United Kingdom | **18 029**<br>8 040<br>— | **✠100A1** SS 7/89<br>Ice Class 3<br>**✠LMC**<br>EL nt 2¾"SQ<br>FN 7045 | **1967**-6 Scotts' SB. & Eng. Co. Ltd.—Greenock (697)<br>195,08 23,55 8,687<br>182,68 23,47 15,09<br>Ba 28,7 F 22,6 2 dks, 3 & 4th dks fwd of mchy. space, 5th dk in Nos. 3-7 holds 2nd, 3rd, 4th & 5th dks partially perforated<br>rf 305 DK fwd | **S Supply Ship**<br>Replenishment Ref<br>Mchy.aft<br>In.1 072 | 2 S Turb dr geared to sc. shaft<br>20 000shp (14 711kW)<br>Associated Electrical Industries Ltd., AEI<br>2 WTB 714lbf/in² (49,3bar) Spt 454,5°C<br>695lbf/in² (48,0bar) hs2191,7<br>Gen 4 × 1250kW 450V 60Hz a.c.<br>Fuel (o.f.) |
| **7522851**<br>*9V3385*<br>384139<br>Esd Gc Rdr<br>Rt | **RESOURCE I**<br>ex Kisaragi Maru No. 7-89<br>ex Konpira Maru No. 11-85<br>**Resource Bunkering & Marketing Pte. Ltd.**<br>Singapore Singapore | **997**<br>714<br>2 138 | NK | **1976** Tokushima Zosen Sangyo K.K. —Komatsujima (503)<br>- 12,04 4,801<br>76,00 12,00 5,50<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo |
| **8623470**<br>*WSB2062*<br>694880<br>Df Esd Gc<br>Pfd Rdr RTv | **RESOURCEFUL**<br>**Ocean Resources Inc.**<br>Philadelphia, Pa United States of America<br>SatCom: 1503625/QRMA | **484**<br>329<br>— | AB | **1986** Moss Point Marine Inc.—Escatawpa, Ms (C-27)<br>12,22 3,696<br>63,40 12,20 4,35<br>1 dk<br>rf 762 | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 170 × 190 sr<br>reduction geared to sc. shaft<br>2 400bhp (1 765kW)<br>Caterpillar Inc.<br>Gen 2 × 150kW a.c. |
| **7363255**<br>*9HFS3*<br>2599<br>Df Esd Gc<br>RdrRTm | **RESPIGHI**<br>ex Proas-90 ex Marcogris-79<br>**Antibes Shipping Co. Inc.**<br>Arminter S.A.M.<br>Valletta Malta | **3 263**<br>1 876<br>5 900<br>T/cm<br>14,6 | **✠100A1** SS 3/87<br>oil & asphalt tanker<br>**✠LMC**<br>EL U $1\frac{9}{16}$"U3<br>FN 2361 | **1974**-6 Ast. de Santander S.A.—Santander (83)<br>104,25 (BB) 17,53 6,439<br>95,05 17,51 7,32<br>P 23,2 Trunk 61,0 F 11,0 1 dk<br>rf nil Bow/CM 49 Diam. 0,254 | **M Tanker**<br>Oil Asphalt<br>DB<br>4 Ta ER<br>L.6 022 HeCls. BC<br>2 Cargo pumps total 700T/hr | Werkspoor<br>Oil 4SA 6Cy. 410 × 470 sr geared to sc.<br>4 000bhp (2 942kW)<br>Fabrica de San Carlos S.A.<br>2 WTAuxB 18kgf/cm² (17,7bar) hs399,5<br>Gen 2 × 368kW 400V 50Hz a.c.<br>Fuel 5 500,0t (hvf)-16,5pd |
| **7614939**<br><br>561289 | **RESPONSE**<br>ex Little Compton ex YF 864<br>**Pankof Fisheries Inc.**<br>Seattle, Wa United States of America | **198**<br>134<br>— | | **1945** Missouri Valley Bridge & Iron Works —Evansville, In<br>*38,38* 9,17<br>3,81<br>conv General Cargo Barge — | **M Fishing** | Oil<br>1 000bhp (736kW) |
| **7943988**<br><br><br>Df Rt | **RESURRECCION V**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas, Sonora Mexico | **122**<br>78<br>— | (AB) | **1976** Const. Nav. de Guaymas S.A. (CONAGUSA) —Guaymas (147)<br>... ... ...<br>20,45 6,16 3,10<br>1 dk<br>rf 38 | **M Fishing**<br>Side Trawler<br>1 Ho 6,1<br>1 Ha (stl) (9,3 × 5,8) | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 30kW a.c. 1 × 20kW a.c. |
| **7943990**<br><br><br>Df Rt | **RESURRECCION VII**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas, Sonora Mexico | **104**<br>54<br>— | (AB) | **1976** Ast. Monarca—Guaymas (593)<br>... ... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (7,0 × 4,6) | Waukesha<br>Oil 4SA 6Cy. 215 × 215<br>385bhp (283kW)<br>Waukesha Engine Div. Dresser Indust<br>Inc.<br>Gen 1 × 3kW d.c. 1 × 1,75kW d.c. |
| **7811563**<br>*J8DL8*<br>3005<br>Rt | **RETAINER**<br>ex Oil Retainer-90<br>**Cory Environmental Ltd. - Pollution Control Services**<br>Kingstown St. Vincent and the Grenadines | **119**<br>0<br>— | BV | **1979** Rilaco B.V.—Krimpen a/d Ijssel<br>23,55 2,500<br>6,58 3,42<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 152<br>sc. shafts<br>Caterpillar Tractor Co.<br>Gen 4 × 24,2kW 380V 50Hz a.c. |
| **7397543**<br>*EVHD*<br>M-31135<br>Df Esd Gc<br>Rdr Rt | **RETAVAS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**3 017**<br>1 246<br>2 063 | RS | **1974** VEB Volkswerft Stralsund—Stralsund (420)<br>101,86 (BB) 15,22 5,601<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (stl) (each 2,3 × 2,3)<br>Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DM<br>Controllable pitch propeller |

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| 7128045<br>YOFM<br>844<br>Df Esd Gc<br>Rdr Rt | **RETEZATUL**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **2 679**<br>1 068<br>1 962 | RNR (PR) | **1972** Stocznia Gdanska im. Lenina—Gdansk (B22/17)<br>87,91 (BB) 14,53 5,601<br>83,65 14,51 7,45<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 548<br>3 Ha (2,0 2,0 1,6 × 2,2)<br>4W Der 4(1,5) | Fiat B300.6L<br>Vee Oil 4SA 6Cy. 300 × 450 geared to sc. shaft<br>2 500bhp (1 839kW)<br>H. Cegielski Poznan<br>Gen 1 × 640kW 2 × 252kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 775,0t 13,75kn |
| 7112553<br>SWSK<br>9<br>Df Esd Gc<br>Rdr Rt | **RETHIMNON**<br>ex Central No. 5-72<br>**Anonymos Naftiliaki Eteria Kritis A.E. (ANEK)**<br>Chania Greece | **7 291**<br>3 694<br>2 594 | HR (AB) | **1971** Sumitomo SB. & Mchy. Co. Ltd.—Uraga Shipyard, Yokosuka (944)<br>129,75 (BB) 22,61 5,512<br>118,01 22,00 8,01<br>2 dks<br>rf 500 | **TM Passenger/RoRo Cargo/Ferry**<br>1444P<br>Bow & stern doors<br>Mchy.aft | MAN V14V40/54<br>2 Vee Oil 4SA each 14Cy. 400 × 540 sr geared to sc. shafts<br>15 300bhp (11 254kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 670kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>19,5kn |
| 6622719<br>DAK694<br>Df Esd Gc<br>Rdr Rt | **RETNA**<br>ex Simape No. 1-85<br>ex Akebono Maru No. 26-81<br>ex Inase Maru No. 5-67<br>**Gerena S.A.**<br>Dakar Senegal | **546**<br>190<br>480 | (KR) | **1966** Uchida Zosen—Ise (631)<br>54,11 9,61 3,785<br>49,99 9,58 6,41<br>1 dk<br>RW | **TM Fishing**<br>Side-fishing<br>Mchy.aft<br>2 Ho<br>1 Ha (2,7 × 2,7) | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320<br>1 700bhp (1 250kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 425kW 445V a.c.<br>Fuel 295,5t-6,5pd 12kn |
| 6718635<br>YE9076<br>392/1289<br>Df Esd Gc<br>Pfd Rdr Rt | **RETNO 11**<br>ex Sinotime No. 35-89<br>ex Akashi Maru No. 18-89<br>**P.T. Tunggal Jaya Abadi**<br>Jung Han Fisheries Co.<br>Ambon Indonesia | **206**<br>71<br>218 | KR | **1967** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1083)<br>37,50 7,02 3,139<br>32,60 7,00 3,42<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 260 × 320<br>478kW (650bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 108kW 225V a.c.<br>11,2kn |
| 5293494<br>GHMP<br>302637<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **RETRIEVER**<br>**Cable and Wireless (Marine) Ltd.**<br>London United Kingdom<br>SatCom: 1440104/GHMP | **4 218**<br>1 469<br>2 505 | ✠**100A1** CS 4/87<br>✠**LMC** **UMS**<br>EL w $1\frac{13}{16}$"SQ<br>FN 2362 | **1961**-5 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1302)<br>111,56 14,51 5,817<br>100,59 14,48 9,00<br>B 61,9<br>rf 152 DK fwd | **TD-E Cable-layer** | Allen<br>4 Oil 4SA each 6Cy. 242 × 305 total 3 716kW (5 052bhp) driving 2 gen. each 550kW 312V d.c. 2 gen. each 772kW 438V d.c. connected to 2 elec. motors each of 1 650shp (1 214kW) (WL) & sc. shafts<br>NE 89<br>W. H. Allen, Sons & Co. Ltd. United Kingdom<br>db 60lbf/in$^2$ (4,2bar)<br>Gen 2 × 450kW 2 × 300kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 584,0t (d.o.) 15kn |
| 8106991<br>HO6529<br>12157-82A<br>Esd Gc Pfd<br>Rdr RTv | **RETRIEVER**<br>**Retriever Shipping Inc.**<br>Heerema Marine Contractors S.A.<br>Panama Panama<br>SatCom: 1330136/EPRC | **1 533**<br>328<br>1 754 | ✠**100A1** SS 10/91<br>tug<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL (O) 668,9/44,0U2<br>FN 1180 | **1982**-4 Niestern-Sander B.V.—Delfzijl (508)<br>60,46 15,32 6,281<br>53,60 15,00 7,01<br>F 31,4 1 dk<br>rf 406 | **TM Tug**<br>Anchor-handling | MaK 16M453AK<br>2 Vee Oil 4SA each 16Cy. 320 × 420 with clutches, flexible couplings & sr geared to sc. shafts<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 350kW 2 × 322kW 1 × 104kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>14,25kn |
| 7938464<br>598975 | **RETRIEVER**<br>ex YF 883<br>**Alaska Boat Co.**<br>Seattle, Wa United States of America | **183**<br>124<br>— | | **1945** ..............Bay City, Mi<br>*37,95* 9,15<br>3,13<br>1 dk<br>conv General Cargo Barge — | **M Fishing** | Oil<br>1 200bhp (883kW)<br>U.S.A. |
| 7331953<br>WYT5905<br>550833 | **RETRIEVER**<br>**R & R Seafood Inc.**<br>Tampa, Fl United States of America | **127**<br>87<br>— | | **1973** Desco Marine—St. Augustine, Fl (F128)<br>*20,97* 6,74<br>3,81 | **Reinforced Plastic M Fishing** | Oil<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) |
| 6810689<br>HO4039<br>369-PEXT1<br>Rt | **REUBEN H**<br>ex Donald Stevenson-79 ex Colsteve-69<br>ex Donald Stevenson-66<br>**Establishment Collins International**<br>Panama Panama | **213**<br>145<br>— | | **1956** Weaver Shipyard—Orange, Tx (S143)<br>*35,06* 7,52<br>... ... ...<br>1 dk | **TM Tug** | General Motors<br>2 Oil each 12Cy. 127 × 133<br>NE 65<br>General Motors Corp. Detroit, Mi<br>12kn |
| 7030602<br>ZSZO<br>351113<br>Df Esd<br>RTm/v | **REUNION**<br>Launched as Lamsbok<br>**Pentow Marine (Pty.) Ltd.**<br>Durban South Africa | **111**<br>42<br>56 | ✠Classed LR until 10/10/86 | **1971**-1 Murray & Stewart Marine (Pty.) —Kaapstad/Cape Town<br>26,01 6,74 2,210<br>24,31 6,51 3,20<br>RFD 6,8 1 dk<br>rf 508 | **TM Supply Ship**<br>Deck Cargo<br>2 Ha (stl) (each 3,0 × 1,5) ER<br>Der 2(1) | MAN<br>2 Oil 4SA each 6Cy. 160 × 180 reverse reduction geared to sc. shafts<br>940bhp (691kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 27kW 380V 50Hz a.c.<br>Fuel 15,5t (d.o.) 11,5kn |
| 7925247<br>EABD<br>TA634/4<br>Df Esd Gc<br>Pfd Rdr Rt | **REUS**<br>Launched as Ebro<br>**Remolques y Navegacion S.A.**<br>Tarragona Spain | **365**<br>119<br>246 | AB<br>✠Classed LR until 30/10/85 | **1981**-4 S.L. Ardeag—Bilbao (120)<br>35,01 10,04 4,401<br>31,53 9,42 5,36<br>1 dk<br>rf 991 Box K 203 | **M Tug** | Alpha 18V23L-VO<br>Vee Oil 4SA 18Cy. 225 × 300 sr geared to sc. shaft<br>Cons. Echevarria Bermeo<br>Gen 2 × 112kW 1 × 28kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>12kn |
| 8228696<br>M-27726<br>Df Esd Gc<br>Rdr RTm/h/v | **REUSHINKA**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **745**<br>223<br>1 068 | RS | **1984** ..............U.S.S.R.<br>56,19 11,21 3,701<br>4,45<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft<br>Hopper 600 | Oil<br>.............. |
| 8612158<br>DQEH<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **REUTERSHAGEN**<br>**Rostocker Fischfang Reederei G.m.b.H.**<br>Rostock Federal Republic of Germany | *12 408*<br>*3 964*<br>9 351 | DSRK GL | **1986** VEB Mathias-Thesen-Werft—Wismar (263)<br>152,89 22,24 8,021<br>- 22,20 13,60<br>P 9,8 F 104,0 2 dks | **M Refrigerated Cargo Fish Carrier**<br>4 Ho ER<br>In.13 306<br>4 Ha (stl) ER<br>Der 2(10) 7(5) | MAN K5SZ70/125BL<br>Oil 2SA 5Cy. 700 × 1250<br>7 600kW (10 332bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 488kW 1 × 112kW 220/380V 50Hz a.c.<br>Fuel 633,0t (d.o.) 3 902,0t (hvf)-41,5pd 17,4kn |
| 7514892<br>UEHH<br>M-31199<br>Df Esd Gc<br>Pfd Rdr Rt | **REUTOV**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **4 497**<br>2 264<br>5 657 | RS | **1975** VEB Schiffswerft "Neptun"—Rostock (358)<br>117,86 (BB) 16,64 6,820<br>109,07 16,60 8,59<br>2 dks | **M General Cargo** CSD<br>Ice strengthened<br>4 Ho 17,0 17,6 17,6 17,0 4 TwD<br>G.7 249 B.6 904<br>4 Ha (stl) (12,5 × 8,0) (12,5 12,5 12,5 × 12,9) ER<br>4W Der 1(40) 3(20) | MAN K6Z57/80F<br>Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW)<br>Halberstadt Halberstadt<br>Gen 2 × 400kW a.c. 1 × 300kW a.c.<br>16,5kn |
| 7517284<br>UHZY<br>M-14768 | **REUTOVO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1975** ..............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>B.284<br>2 Ha (stl) (each 1,5 × 1,6)<br>Der 1(3) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>11,75kn |

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| **7520607**<br>*WYU8421*<br>553312 | **REVELATION**<br>**Vincent Hoan Vu**<br>Brownsville, Tx United States of America | **109**<br>74<br>— | | **1973** .............Mobile, Al<br>*20,85* 6,71<br>3,38<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) |
| **5293535**<br>*EDUW*<br>1571<br>Df Esd Gc<br>Rt | **REVELLIN**<br>**Ramon Casal Mino**<br>La Coruna Spain | **248**<br>112<br>— | (BV) | **1963** Hijos de J. Barreras S.A.—Vigo (1223)<br>35,13 6,81 3,655<br>30,00 6,80 3,97<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Volund<br>Oil 4SA 6Cy. 300 × 410<br>660bhp (485kW)<br>A/S Volund<br>Fuel 81,0t (d.o.) |
| **7604013**<br>554314 | **REVERIE**<br>**Seaway Trawlers Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1974** Marine Mart Inc.—Port Isabel, Tx<br>*19,69*<br>6,13 3,46<br>1 dk | **M Fishing**<br>Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **7381790**<br>*XCRV*<br>Df Esd Gc<br>Rdr Rt | **REVOLUCION**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **14 744**<br>8 896<br>21 702<br>T/cm<br>32,4 | **✠100A1** SS 12/88<br>oil tanker<br>**✠LMC**<br>EL Et $2\frac{3}{16}$"U3<br>FN 5742 | **1975**-5 Scheepsw. "De Hoop" B.V.—Lobith (284)<br>170,69 22,10 9,475<br>164,01 22,05 12,96<br>P 38,1 F 23,8 1 dk<br>rf nil Bow/CM 87 Diam. 0,250 | **M Tanker**<br>Stern disch.<br>24 Ta ER<br>L.(oil) 27 815<br>3 Cargo pumps total 2 700T/hr | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW)<br>H. Cegielski<br>2 WTAuxB primary 50kgf/cm² (49,1bar) secondary 18kgf/cm² (17,7bar) Spt 2 17,5kgf/cm² (17,2bar) hs836,1<br>Gen 3 × 450kW 440V 60Hz a.c. |
| **7205506**<br>Gc Rt | **REVOLUCION**<br>**Government of The Republic of Cuba (Empresa Dragado y Extraccion de Arena)**<br>La Habana Cuba | **994**<br>911<br>— | **✠100A1** SS 4/91<br>dredger<br>Cienfuegos harbour service<br>EL (M)<br>FN 965 | **1972**-6 James Lamont & Co. Ltd.—Port Glasgow (415)<br>73,16 14,13 2,864<br>53,35 14,03 4,04<br>Trunk 40,3 1 dk<br>rf nil | **Dredger**<br>Cutter Suction | |
| **7112292** | **REVOLUCION I**<br>**Cooperativa San Pedro**<br>Peru | **106**<br>—<br>— | | **1972** Intermar S.A.—Callao (1)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing** | Oil geared to sc. shaft<br>..............<br>Fuel (d.o.) |
| **8705058**<br>*UBHT*<br>M-42034<br>Df Esd Gc<br>Pfd Rdr RTv | **REVOLUTSIYA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *3 816*<br>*1 144*<br>1 727 | RS | **1988** Stocznia Gdanska im. Lenina—Gdansk (B408/35)<br>94,00 15,90 5,670<br>85,00 - 10,00<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref | Sulzer<br>Oil 4SA 8Cy. 400 × 480 geared to sc. sh<br>5 350bhp (3 935kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swe<br>Gen 1 × 1200kW a.c. 2 × 800kW a.c.<br>Controllable pitch propeller |
| **6926438**<br>*UEMN*<br>M-29052<br>Df Esd Gc<br>Rdr Rt | **REVOLYUTSIONER**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **2 827**<br>1 019<br>1 496 | RS | **1967** .............U.S.S.R.<br>84,71 14,03 5,711<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.224 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Controllable pitch propeller |
| **6404600**<br>*UEBM*<br>M-26539<br>Df Esd Gc<br>Rdr Rt | **REVOLYUTSIYA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 317**<br>941<br>1 320 | (RS) | **1963** Stocznia Gdanska im. Lenina—Gdansk (B26/04)<br>83,11 13,85 5,500<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.269 In.1 496<br>5 Ha (4,8 × 1,9) (1,0 1,0 × 1,0) (1,9 1,9 × 1,9)<br>2W Der 2(5) 1(1,5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>Sour "Jugoturbina"<br>Controllable pitch propeller |
| **7736244**<br>*WYG7632*<br>588276 | **REX**<br>**D B & B Inc.**<br>Corpus Christi, Tx United States of America | **115**<br>78<br>— | | **1977** .............Biloxi, Ms<br>*21,25*<br>6,10 3,51<br>1 dk | **M Fishing** | Oil<br>520bhp (382kW) |
| **8016603**<br>385895<br>Esd Pfd Rdr<br>Rt | **REX**<br>**Giuseppe & Coral Raye Rotondella**<br>*Cairns, Queensland* Australia | **112**<br>92<br>— | | **1980** "K" Shipyard Construction Co.—Fremantle, W.A. (58)<br>22,51 6,13 2,794<br>20,91 6,00 3,10 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>450bhp (331kW)<br>Caterpillar Tractor Co. |
| **7100768**<br>*WH5902*<br>272796<br>Rt | **REX HORTON**<br>ex Bering Explorer ex Berm Tide ex Whiskey Pass<br>**Maro Fisheries Inc.**<br>Juneau, Ak United States of America | **197**<br>134<br>— | | **1956** American Marine Corp.—New Orleans, La (620)<br>2,185<br>34,60 9,76 2,60<br>1 dk<br>conv Deck Cargo Supply Ship 72 | **M Research/Supply Ship**<br>Deck Cargo Geophysical | Oil<br>600bhp (441kW)<br>..............<br>Fuel (d.o.) |
| **8137861**<br>*IJON*<br>3043<br>Df Esd Gc<br>Rdr RTv | **REX I**<br>ex Mohammedia I-86<br>**San Nicola S.r.l.**<br>Chioggia Italy | **459**<br>459<br>480 | RI | **1980** C. N. Metalcost S.p.A.—Bradiola di Sarzana (42)<br>60,20 8,79 2,569<br>- - 3,51<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull | Caterpillar<br>Cummins<br>2 Oil<br>(p) Vee Oil 4SA 12Cy. 137 × 152<br>450kW (612bhp) NE 91<br>Caterpillar Inc.<br>(s) Oil 4SA 6Cy. 140 × 152<br>261kW (355bhp) NE 91<br>Cummins Diesel International Ltd.<br>Gen 1 × 24kW 220/380V 50Hz a.c.<br>2 Directional propellers |
| **8137859**<br>*IJPC*<br>3042 | **REX II**<br>ex Mohammedia II-86<br>**Lavori Marittimi e Dragaggi di Boscolo Alfredo Anzoletti & C. S.a.S.**<br>Chioggia Italy | **459**<br>459<br>480 | RI | **1980** C. N. Metalcost S.p.A.—Bradiola di Sarzana (43)<br>60,20 8,78 2,582<br>- - 3,51<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull | Caterpillar<br>Deutz<br>2 Vee Oil<br>450kW (612bhp) NE 89<br>(p) 4SA 12Cy. 137 × 152 NE 89<br>Caterpillar Inc.<br>(s) 4SA 12Cy. 120 × 125<br>Kloeckner Humboldt Deutz<br>2 Directional propellers |
| **5285306**<br>*SJTF*<br>Rdr Rt | **REX SOLARIS**<br>ex Kung Oscar II-81 ex Prinsen-80<br>**Rederi A/B Sommar & Sol**<br>Stockholm Sweden | **276**<br>181<br>— | (NV) | **1955** Stord Verft A/S—Stord (32)<br>39,10 6,71<br>6,68 2,44<br>1 dk<br>rf 800 BK 102 | **M Ferry**<br>366P | Mirrlees<br>Oil 4SA 6Cy. 382 × 457<br>700bhp (515kW)<br>Mirrlees, Bickerton & Day<br>Gen 1 × 12kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 7,0t (d.o.)-1,5pd |
| **6901505**<br>*HP4877*<br>14141-PEXT<br>Df Esd Pfd<br>Rdr Rt | **REY BAR**<br>ex Pia Vesta-87<br>**Reybar S.A.**<br>Panama Panama | T.Mk<br>**500**<br>294<br>1 240 | HR (BV) | **1968** Husumer Schiffsw.—Husum (1247)<br>67,01 3,906<br>60,08 10,44 3,94<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 454 B.2 264<br>2 Ha (19,8 11,3 × 6,3) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |

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| 8632122 | **REY DE COLIMAN**<br>**Servicios Portuarios de Manzanillo S.A. de C.V.**<br>Manzanillo Mexico | **338**<br>101<br>— | AB | **1988** 'AUMAZ', Ast. Unidos de Mazatlan S.A. de C.V.—Mazatlan (005)<br>-<br>30,52 9,00 4,74<br>1 dk | **TM Tug** | Deutz SBV8M628<br>2 Oil 4SA each 8Cy. 240 × 280<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 100kW a.c. |
| 6816968<br>EALX<br>233<br>Df Esd Gc<br>Rdr RTm/h | **REY FAVILA**<br>**Union General de Trabajadores Marina Mercante (U.G.T.)**<br>Gijon Spain | **2 582**<br>1 426<br>4 432 | ✠Classed LR until 8/2/89 | **1968**-8 Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijon (R.93)<br>107,93 14,05 6,185<br>99,01 14,00 7,40<br>P 23,5 F 11,3 1 dk<br>RW rf 102 | **M General Cargo**<br>Str. heavy cargoes<br>3 Ho 16,6 28,1 14,7 ER<br>G.5 297<br>3 Ha (stl) (9,4 18,9 9,4 × 8,2) ER | B&W 6-42VT2BF-90<br>Oil 2SA 6Cy. 420 × 900<br>2 427kW (3 300bhp)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 3 × 140kW 380V 50Hz a.c.<br>Fuel 228,5t (d.o.) 13,5kn |
| 7228120<br>C6HU9<br>715541<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **REY FRUELA**<br>**Woodhurst Shipping Corp.**<br>Nassau Bahamas | **2 193**<br>1 581<br>3 857 | BV | **1972** Maritima del Musel S.A.—Gijon (139)<br>90,48 13,54 5,900<br>82,50 13,52 7,19<br>1 dk | **M Container Ship**<br>Fixed-guides<br>TEU 132<br>C.Ho 78/20' (40') C.Dk 54/20' (40') incl. 24 ref C.<br>2 Ha ER | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580<br>2 940bhp (2 163kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 380kW 1 × 60kW 220V<br>Fuel 214,5t (d.o.)-10,5pd 14kn |
| 5265813<br>HO8113<br>7931-PEXT2<br>Rt | **REY MAR**<br>ex United Star ex Halcyon Star-76<br>ex Ortoire-74<br>**Abogados Panamenos Inc.**<br>Panama Panama | **992**<br>473<br>1 463 | ✠Classed LR until 11/4/84 | **1959**-12 Clelands (Successors) Ltd.—Wallsend (238)<br>66,55 11,00 4,274<br>62,18 10,67 5,01<br>F 7,4 1 dk<br>rf 76 | **M Tanker**<br>Oil Chemical<br>Mchy.aft | Crossley<br>Oil 2SA 8Cy. 267 × 343 with flexible coupling & dr reverse geared to sc. shaft<br>1 060bhp (780kW)<br>Crossley Bros. Ltd. Manchester<br>10kn |
| 7310583<br>HP6341<br>20982-PEXT<br>Df Esd Gc<br>Pld Rdr<br>RTm/v | **REYA**<br>ex Neto-91 ex Freya I-88 ex Freya-75<br>**Reya Shipping Co. Ltd.**<br>Panama Panama | **499**<br>218<br>535 | RI<br>✠LR class withdrawn-Owners' request 13/3/90 | **1973**-5 Schps. Bodewes Bergum B.V.—Bergum (167)<br>42,88 10,77 4,338<br>37,04 10,41 4,81<br>F 13,2 1 dk<br>rf 203 | **TM Tug**<br>Anchor-handling<br>Der 2(2) | Polar F216V-A<br>2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 130kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 358,5t (d.o.) 13,5kn |
| 8828771<br>Esd Rdr Rt | **REYA**<br>**Bourgas Port Authority**<br>Bourgas Bulgaria | **187**<br>—<br>46 | BR | **1973** Leningradskiy Petrozavod—Leningrad<br>29,30 8,31 3,020<br>- - 4,34<br>1 dk | **TM Tug** | Russkiy 6DR30/50-4<br>2 Oil 4SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 20kW |
| 8832916<br>M-34193 | **REYDOVYY-1**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | **106**<br>31<br>14 | RS | **1978** ............U.S.S.R.<br>23,15 6,24 1,850<br>20,00 - 2,80<br>1 dk | **M Ferry** | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works U.S.S.R.<br>9kn |
| 8330499<br>M-36775<br>Rdr RTv | **REYDOVYY-17**<br>(Arkhangelsk) (U.S.S.R.) | *106*<br>*32*<br>14 | RS | **1985** ............U.S.S.R.<br>22,70 6,01 1,850<br>20,00 - 2,80<br>1 dk | **M Ferry**<br>70dk P<br>Ice strengthened | Russkiy 6CHNP18/22<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works Leningrad<br>9,6kn |
| 8725797<br>M-36937<br>Rdr RTv | **REYDOVYY-19**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Tuapse) (U.S.S.R.) | *106*<br>*32*<br>14 | RS | **1985** ............U.S.S.R.<br>23,15 6,24 1,850<br>20,00 - 2,80<br>1 dk | **M Ferry**<br>70dk P<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>U.S.S.R. |
| 5420633<br>EAAA<br>84<br>Df Esd Gc<br>Pld Rdr Rt | **REYES**<br>ex Juanita de Chacartegui-69<br>**Naviera Ason S.A.**<br>Santander Spain | **742**<br>581<br>950 | (BV) | **1964** Ast. Luzuriaga S.A.—Pasajes (64)<br>62,06 9,25 4,503<br>55,00 9,20 5,14<br>1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>B.1 345<br>2 Ha (each 13,2 × 5,0) ER<br>Der 4(2) | Krupps<br>Oil 4SA 8Cy. 295 × 420<br>875bhp (644kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel (d.o.) 12kn |
| 7824613<br>V2QU<br>2546<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **REYKJAFOSS**<br>ex Regulus-84<br>**Reykja Line Ltd.**<br>The Iceland Steamship Co. Ltd. (EIMSKIP)<br>St. John's Antigua & Barbuda<br>SatCom: 1304136/VWQU | T.Mk<br>**1 595**<br>1 186<br>4 070 | GL | **1979** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (825)<br>109,93 (BB) 16,11 5,400<br>99,57 16,01 8,46<br>P 10,7 F 10,1 2 dks | **M Container Ship**<br>Portable-guides<br>Ice strengthened<br>2 Ho 25,3 38,3 2 TwD<br>G.7 844 B.7 341<br>TEU 308<br>C.Ho 144/20' C.Dk 164/20' incl. 20 ref C<br>2 Ha (stl) ER<br>Cr 2(35) | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 456kW 1 × 228kW 2 × 208kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 87,0t (d.o.) 473,0t (hvf)-14,0pd 13kn |
| 7392311<br>OVSI<br>D2279<br>Df Esd Pld<br>Rdr Rt | **REYKJANES**<br>ex Triane-82 ex Helle Smith-79<br>**Svein Skavdal Oskarson**<br>Esbjerg Denmark | **287**<br>126<br>427 | BV | **1974** Orskovs Staalskibsvaerft I/S—Frederikshavn (81)<br>39,76 8,31 4,261<br>34,02 8,21 4,22<br>1 dk<br>rf 1148 BK 145 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>3 Ho ER<br>3 Ha (1,5 1,0 1,0 × 1,0) ER | Alpha 409-26VO<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 64,0t (d.o.) 11,5kn |
| 8418980<br>DVVB<br>220530<br>Esd Rdr Rt | **REYNA NG MORONG**<br>**Government of The Republic of The Philippines (Inter-Agency Committee on the Development of Fishery & Allied Industries)**<br>Manila Philippines | *110*<br>*33*<br>— | NK | **1985** Nagasaki Zosen K.K.—Nagasaki (881)<br>24,52<br>21,59 6,51 3,13<br>F 7,1 1 dk | **M Fishing**<br>Purse Seiner | Yanmar<br>Oil 4SA 6Cy. 148 × 165<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Nagahama<br>Gen 2 × 40kW a.c.<br>8kn |
| 7411052<br>XCRN<br>Df Esd Gc<br>Pld Rdr Rt<br>AMVER | **REYNOSA**<br>**Sogelease International Leasing S.A.**<br>Petroleos Mexicanos S.A. (PEMEX)<br>Coatzacoalcos Mexico | **34 568**<br>20 516<br>40 605 | **✠100A1** SS 12/88<br>liquefied gas carrier<br>Propane, butane & anhydrous ammonia in independent tanks, max. pressure 0,29bar, min. temp. minus 48°C.<br>Ice Class3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Mt 632,5/84,0U2<br>FN 10263 | **1978**-8 Cons. Nav. & Ind. de la Mediterranee (CNIM)—La Seyne (1416)<br>Cmd.**1979**-8<br>216,57 (BB) 32,29 11,024<br>202,65 32,25 18,39<br>1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>pt higher tensile steel<br>4 Ta ind prismatic ER<br>L.(gas) 53 386 | Sulzer 7RND90<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 700kW 440V 60Hz a.c.<br>17,25kn |
| 7621841 | **REZA TIDE**<br>**Tidewater Middle East Marine Service Co.**<br>Tidewater Marine Service Inc.<br>Abadan Iran | **103**<br>70<br>— | (AB) | **1974** Marathon Shipbuilding Co.—Vicksburg, Ms (46)<br>7,62 3,099<br>29,11 7,57 3,74<br>F 5,8 1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 159 × 203<br>1 110bhp (816kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>Fuel 53,0t (d.o.) 9,5kn |
| 6406610<br>YTSJ<br>5T-25<br>Esd Rt | **REZAC**<br>ex Gof-54 ex Jadran<br>ex F. D. Roosevelt-47<br>**"Brodospas" Poduzece za Offshore, Teglenje i Spasavanje**<br>Split Croatia | **119**<br>58<br>85 | JR | **1946** Tacoma SB. Corp.—Tacoma, Wa (71)<br>25,40 6,51 3,801<br>23,80 6,46<br>1 dk | **Wood M General Cargo**<br>1 Ho<br>1 Ha (1,2 × 1,2)<br>1W Der 1(2) | Oil 4SA 6Cy. 267 × 305<br>360bhp (265kW)<br>Buckeye Machine Co. Lima, Oh<br>Gen 2 × 30kW 110V<br>8kn |

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| 8730297<br>*UWCQ*<br>M-12897<br>Rt | **REZONANS**<br><br>**Kaspnefteflot**<br>(Baku) (U.S.S.R.) | *747*<br>*224*<br>329 | <br><br>RS | **1989** ............U.S.S.R.<br>55,78 9,51 4,222<br>49,89 - 5,19 | **M Research**<br>Geophysical | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>736kW (1 001bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 150kW a.c.<br>Controllable pitch propeller |
| 7640768<br>*LZFO*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **REZVAYA**<br><br>**Navigation Maritime Bulgare**<br>Bourgas Bulgaria | **10 814**<br>5 819<br>16 540<br>T/cm<br>26,1 | <br><br>BR GL | **1976** Baltic SB. & Eng. Works—Leningrad (724)<br>162,31 (BB) 21,42 8,911<br>150,02 21,39 11,20<br>1 dk<br>Bow/CM 81 Diam. 0,350 | **M Tanker**<br>SBT Ice strengthened<br>17 Ta ER<br>L.(oil) 19 767 HeCls. BC<br>6 Cargo pumps total 2 760T/hr | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>6 624kW (9 005bhp)<br>Bryansk Eng. Works<br>Gen 1 × 560kW 2 × 320kW<br>Fuel 254,0t (d.o.) 1 016,0t (hvf) |
| 7370662<br>*5MYU*<br>6073<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RHAPSODY**<br>ex Senhorita-88<br>**Portulanca Co. Ltd.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **64 324**<br>51 273<br>139 527<br>T/cm<br>104,0 | <br><br>NK | **1977** Koyo Dockyard Co. Ltd.—Mihara (683)<br>271,00 44,43 17,043<br>260,00 44,00 22,40<br>1 dk<br>Bow/CM 135 Diam. 0,500 | **M Tanker**<br>IGS SBT<br>13 Ta ER<br>L.(oil) 170 826 HeCls. BC<br>3 Cargo pumps total 9 000T/hr | B&W<br>Oil 2SA 8Cy. 900 × 1800<br>20 081kW (27 300bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 606kW a.c.<br>Fuel 383,0t (d.o.) 4 416,5t (hvf)-42,0pd |
| 7045633<br>*P3KY3*<br>708869<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **RHAPSODY**<br>ex Puffy-89 ex Puffin Spirit-86<br>ex Kynthia-80<br>**N.J.K. Shipping Co. Ltd.**<br>Geniman Shipmanagement Ltd.<br>Limassol Cyprus | **11 758**<br>7 579<br>19 235<br>T/cm<br>28,0 | <br><br>BV (AB) | **1971** Onomichi Zosen K.K.—Onomichi (224)<br>156,22 22,64 9,520<br>146,01 22,60 12,91<br>P 27,8 F 11,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,1 21,5 21,5 21,5 21,4 ER<br>G.26 514 B.23 565 HeCls. B<br>5 Ha (stl) (12,3 × 8,6) (14,4 14,4 14,4 14,4 × 10,4) ER<br>10W Der 10(10) | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>6 105kW (8 300bhp)<br>Hitachi Zosen Sakurajima Wor<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 132,0t (d.o.) 1 270,0t (hvf)-28,5pd |
| 7627821<br>*SWUC*<br>9858<br>Df Esd Gc<br>Pfd Rdr RTv | **RHEA**<br>ex Michalis Lemos-91<br>**Mystery Maritime Corp.**<br>Franco Compania Naviera S.A.<br>Piraeus Greece | **16 726**<br>10 610<br>28 962 | ✠**100A1** SS 3/87<br>strengthened for heavy cargoes<br>Nos. 1 & 4 holds may be empty<br>✠**LMC** **UMS**<br>EL G† 577,5/68,0U2<br>FN 6396 | Cmd.**1978**-7 Cmpl.**1978**-3 Hakodate Dock Co. Ltd.—Hakodate (661)<br>180,83 (BB) 23,17 10,684<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 | **M Bulk Carrier**<br><br>6 Ho 16,3 19,5 24,0 24,0 24,0 19,8 ER<br>G.37 845 B.33 098 HeCls. B<br>6 Ha (stl) (8,2 15,0 19,2 15,1 19,2 15,1 × 9,6) ER<br>Cr 2(25) 3(15) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>2 AuxB (1 o.f. 1 ex.g) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 200,0t (d.o.) 1 700,0t (hvf)-38,5pd |
| 6503860<br><br>188678 | **RHEA**<br><br>**Courageous Sailing Club Inc.**<br>Windsor, Ont. Canada | **245**<br>167<br>— | | **1943** W. P. Stone & Son—Alameda, Ca<br>*39,63* 7,62<br>7,57<br>1 dk | **Wood TM Training Ship** | General Motors<br>2 Vee Oil 2SA each 8Cy. 165 × 178<br>1 000bhp (736kW)<br>General Motors Corp. |
| 8117964<br><br>649048<br>Esd Gc Rdr<br>Rt | **RHEA I. BOUCHARD**<br><br>**Tug Rhea I. Bouchard Inc.**<br>Bouchard Transportation Co. Inc.<br>New York, NY United States of America | **199**<br>135<br>1 000 | <br><br>(AB) | **1982** Halter Marine Inc.—New Orleans, La (1037)<br>4,479<br>34,14 10,67 5,19<br>1 dk<br>rf 1067 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reduction geared to sc. shafts<br>E made72 reconditioned & fitted82<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 99kW |
| 6824575<br>*OZTU*<br>H393<br>RTm/v | **RHEIA**<br><br>**A/S Danena**<br>Aarhus Denmark | **399**<br>143<br>— | | **1967** Limfjords-Vaerftet A/S—Aalborg (23)<br>49,94 9,25<br>9,20<br>P 15,0 F 6,1<br>rf 102 | **M Hopper/Dredger**<br>Sand-pump discharge Bottom doors<br>1 Ho 11,3 ER | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S<br>Gen 2 × 27,5kW 380V 50Hz a.c.<br>Fuel 20,5t (d.o.) |
| 8609632<br>*DCLZ*<br>4176<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **RHEIDERLAND**<br>ex Julia-91 ex Deepsea Trader-88<br>Launched as Julia<br>**Partenreederei m.s. "Rheiderland"**<br>Leer Federal Republic of Germany | *3 219*<br>*1 387*<br>3 936 | <br><br>GL | **1986** Thyssen Nordseewerke G.m.b.H.—Emden ((170))<br>100,59 (BB) 14,15 5,193<br>94,21 14,01 7,47<br>P 11,6 F 9,2 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho 62,3 ER<br>G.5 777 B.5 631<br>TEU 240<br>C.Ho 117/20'(40') C.Dk 123/20'(40') incl. 9 ref C.<br>1 Ha (stl) (62,3 × 11,1) ER<br>Cr 2(18) | MWM<br>Oil 4SA 6Cy. 330 × 360 with flexible coup sr geared to sc. shaft<br>2 256bhp (1 659kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 7711579<br>*C6JD5*<br>711320<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RHEIN**<br>ex Maya-89 ex Sun Maya-86<br>ex Charles L. D.-83<br>**Ocean Lancer Maritime S.A.**<br>Jardine Ship Management Ltd.<br>Nassau Bahamas<br>SatCom: 1103302/REIN | **25 776**<br>16 458<br>38 596<br>T/cm<br>49,2 | **100A1** CS 6/89<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>**LMC** **(UMS)**<br>EL M† 632,5/84,0U2(a)<br>FN 7956<br>(BV) | **1979** Stocznia im. "Komuny Paryskiej"—Gdynia (B518/01)<br>182,96 29,08 11,700<br>175,16 29,01 16,41<br>P 33,6 F 19,0 1 dk<br>rf nil | **M Bulk Carrier**<br><br>5 Ho ER<br>G.43 628 B.42 397 HeCls. B<br>TEU 1100 C. 1100/20'<br>5 Ha (stl) (20,8 × 20,4) (25,6 25,6 25,6 × 23,0) (20,8 × 20,4) ER<br>Cr 2(25) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>8 827kW (12 000bhp)<br>H. Cegielski<br>AuxB (ex.g) 8,2kgf/cm² (8,1bar)<br>AuxB (o.f.) 7,1kgf/cm² (7,0bar)<br>Gen 3 × 720kW 440V 60Hz a.c.<br>Fuel 350,0t (d.o.) 2 500,0t (hvf)-48,0pd |
| 8201026<br>*9HWH2*<br>2126<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **RHEIN**<br>ex Uner-I-89<br>**Dorwick Co. Ltd.**<br>Acomarit Services Maritimes S.A.<br>Valletta Malta | **3 897**<br>2 567<br>6 197 | <br><br>AB | **1984** Gemak Sanayii ve Ticaret Koll: Sirketi —Istanbul (1)<br>106,30 (BB) 6,801<br>96,02 16,41 3,62<br>F 12,2 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.8 608 B.8 126<br><br>2 Ha (stl) ER<br>Der 2(25) 2(5) | MAN<br>Oil 4SA 7Cy. 320 × 360 sr geared to sc.<br>3 500bhp (2 574kW)<br>MAN-B&W Diesel G.m.b.H.<br>Gen 2 × 192kW a.c. 1 × 80kW a.c. |
| 8808446<br>*3ECE7*<br>18366-89<br>Df Esd Gc<br>Pfd Rdr RTv | **RHEIN BRIDGE**<br><br>**Invincible Cruiser S.A.**<br>Union Shipping Corporation<br>Panama Panama<br>SatCom: 1332222/EECE | *48 235*<br>*17 752*<br>46 200 | <br><br>NK | **1989** Hashihama Zosen—Tadotsu (862)<br>276,52 (BB) 12,000<br>261,00 32,20 21,20 | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho ER 1 Cell. Ho<br>TEU 3456<br>C.Ho 1840/20'(40') C.Dk 1616/20'(40') incl. 360 ref C.<br>15 Ha (stl) ER 2 Ha (stl)<br>26 Wing Ha (stl) | B&W<br>Oil 2SA 10Cy. 800 × 2592<br>30 599kW (41 600bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 5 × 996kW a.c. |
| 8914178<br>*DMXX*<br><br>Df Esd Gc<br>Rdr Rt | **RHEIN FEEDER**<br>ex Liesel I-91<br>**Kadueto Schiffahrt G.m.b.H. & Co. KG m.s. "Liesel I"**<br>Heinrich Jungerhans<br>Rostock Federal Republic of Germany | *2 463*<br>*1 112*<br>3 237 | <br><br>GL | **1991** Est. Nav. de Viana do Castelo—Viana do Castelo (157)<br>87,42 (BB) - 5,075<br>82,10 13,00 7,10<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.4 630<br>TEU 153 C.Ho 104/20' C.Dk 49/20'<br>1 Ha (stl) (57,4 × 10,2) ER | Alpha<br>Oil 4SA 6Cy. 280 × 320 with clutches, couplings & reduction geared to sc.<br>1 320kW (1 795bhp)<br>MAN-B&W Diesel A/S<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| 7221469<br>*C4SH*<br>P077<br>Df Esd Gc<br>Rdr RTm/h/v | **RHEIN MERCHANT**<br>ex Frisia 1-91 ex Duneck-86<br>**Danz & Tietjens Schiffahrts KG m.s. "Frisia" G.m.b.H. & Co.**<br>Johs. Thode G.m.b.H. & Co.<br>Limassol Cyprus | T.Mk<br>**999**<br>674<br>2 400 | <br><br>GL | **1972** Husumer Schiffsw.—Husum (1408)<br>93,22 13,44 —/4,909<br>83,22 13,21 7,50<br>B 14,7 F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.5 050 B.4 770<br>TEU 146 C. 146/20'<br>1 Ha (stl) ER | MAN<br>Oil 4SA 8Cy. 400 × 600<br>2 600bhp (1 912kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| 7633595<br>*LAZM2*<br>N-00798<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RHEIN PILOT**<br>ex Christa-92 ex Sunny Christina-89<br>ex Ewl Curacao-89<br>ex Sunny Christina-89<br>**North Atlantic Cargo Shipping N.V.**<br>Bergen Ship Management AS<br>Bergen Norway (NIS) | T.Mk<br>**1 599**<br>1 124<br>3 750<br><br>**3 058**<br>2 141<br>4 950 | <br><br>GL | **1979** Dong Hae SB. Co. Ltd.—Ulsan (7708)<br>96,37 (BB) 16,03 5,750/6,581<br>87,41 16,01 8,41<br>F 8,9 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>2 Ho 2 TwD<br>G.6 644 B.6 235<br>TEU 218<br>C.Ho 110/20' (40') C.Dk 108/20' (40') incl. 18 ref C.<br>2 Ha (stl) (25,3T × 10,5) (25,3 × 12,7) ER<br>Cr 1(40) Der 2(20) | MWM<br>Oil 4SA 8Cy. 330 × 360 reduction geared shaft<br>4 000bhp (2 942kW)<br>Motorenw. Mannheim A.G. (MWM) |

| | | | | | | |
|---|---|---|---|---|---|---|
| 8913071<br>DMXS<br>4344<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatCom | **RHEIN TRADER**<br>**Schepers-Rheintrader Schiffahrts KG**<br>Haren/Ems Federal Republic of Germany | *3 815*<br>*1 833*<br>4 155 | GL | **1991** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (1056)<br>103,50 (BB) 16,24 5,703<br>96,90 16,00 8,00<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 820 B.6 603<br>TEU 372<br>C.Ho 134/20'(40') C.Dk 238/20'(40') incl. 50 ref C.<br>3 Ha (stl) (12,4 × 10,2) (25,1 25,1 × 12,8) ER | MaK 9M453C<br>Oil 4SA 9Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>1 995kW (2 712bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 500kW 2 × 228kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd Tunnel thruster unit<br>Fuel 80,13t (d.o.) 399,53t (hvf)-16,3pd 14,5kn |
| 7393066<br>DCOX<br>Esd Gc Rdr<br>RTv | **RHEINLAND**<br>**A.G. "Ems"**<br>Emden Federal Republic of Germany | *1 812*<br>*630*<br>418 | GL | **1974** Werftunion G.m.b.H. & Co., Zweigniederlassung Emden—Emden (113)<br>77,91 12,60 2,433<br>73,21 12,02 6,13<br>3 dks<br>len 80 | **TM RoRo Cargo/Ferry** 1600dk P<br>Bow door Stern door Ice strengthened<br>Lane Length 160 Cargo Width 3,80<br>Clear height 4,10<br>Cars 65<br>Mchy.aft | MaK 8M282AK<br>2 Oil 4SA each 8Cy. 240 × 280<br>2 500bhp (1 839kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 185kW 1 × 37kW 360V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 57,5t (d.o.)-12,5pd 15,5kn |
| 8223127<br>DOHM<br>SSR676<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RHENUS**<br>**Gert R. Boese K.G. m.s. "Rhenus"**<br>Rhein-Nord-Ostsee Befrachtungs G.m.b.H.<br>Duisburg-Ruhrort Federal Republic of Germany | *1 281*<br>*384*<br>1 572 | GL | **1983** Hermann Suerken GmbH & Co. KG. —Papenburg (320)<br>74,91 (BB) 10,60 3,377<br>70,52 10,51 5,72<br>F 6,1 2 dks | **M General Cargo**<br>1 Ho 46,7 ER<br>G.2 351 B.2 310<br>1 Ha (stl) (46,8 × 8,2) ER | Deutz RBA6M528<br>Oil 4SA 6Cy. 220 × 280 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 93kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10,25kn |
| 7381776<br>J8BC2<br>2511<br>Df Esd Gc<br>Rdr Rt | **RHIN**<br>**Maryvin S.A.**<br>Kingstown St. Vincent and the Grenadines | **1 599**<br>1 083<br>3 141 | BV | **1975** Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (387)<br>90,61 13,59 5,481<br>82,00 13,50 6,61<br>1 dk<br>Diam. 0,150 | **M Tanker**<br>Chemical Wine<br>14 Ta ER<br>L.100 L.(oil) 2 750 HeCls. C<br>5 Cargo pumps total 750T/hr | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550<br>2 900bhp (2 133kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 250kW 1 × 207kW 1 × 148kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 212,0t (d.o.) 14kn |
| 8124333<br>CB2203<br>Esd Rdr<br>RTh/v | **RHIN**<br>**Nortemar Ltda.**<br>Iquique Chile | **194**<br>83<br>319 | GL | **1981** Astilleros y Servicios Navales (ASENAV) Ltda.—Valdivia (022)<br>31,35 8,03 3,801<br>27,03 8,01 4,20<br>1 dk | **TM Fishing**<br>Seiner | Cummins<br>2 Oil 4SA each 6Cy. 159 × 159<br>930bhp (684kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 3kW 24V d.c.<br>2 Directional propellers<br>12kn |
| 5387219<br>HOFF<br>L002-00481<br>Df Esd Rdr<br>Rt | **RHINE**<br>ex Rhino S-85 ex Ken Ashby-84<br>ex La Paloma-81 ex Sus 1-77<br>ex Efficacia-76 ex Wedlooper-71<br>**Karl Spiess**<br>San Lorenzo Honduras | **485**<br>289<br>922 | ✠Classed LR until 11/88 | **1961**-4 N.V. Bodewes Schps.—Martenshoek (460)<br>60,25 9,30 3,633<br>55,07 9,20 4,07<br>RAD 12,5 F 10,7 1 dk<br>RW rf 76 | **M General Cargo**<br>Ice strengthened<br>1 Ho 37,4 ER<br>G.1 099 B.979<br>2W Der 2(3) | Deutz<br>Oil 4SA 8Cy. 142 × 160 sr geared to sc. shaft<br>608bhp (447kW) ✠ NE 6/84<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| 7125706<br>ELFO3<br>7954<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RHINE FOREST**<br>ex Bilderdyk-86<br>**LCI Shipholdings Inc.**<br>Central Gulf Lines Inc.<br>Monrovia Liberia | **31 386**<br>20 940<br>44 799 | **✠100A1** CS 9/90<br>All holds limited to lighter and container cargoes only<br>**✠LMC** **UMS**<br>EL M† 2⅞"U3<br>FN 11819 | **1972**-3 N.V. Cockerill Yards Hoboken—Hoboken (859)<br>261,42 32,29 11,278<br>234,02 32,21 18,29<br>F 49,1 1 dk<br>rf nil | **M Barge Carrier**<br>Heavy-load<br>5 Ho 22,4 33,5 33,5 33,5 33,5 ER<br>83 lighters<br>14 Ha (stl) (each 10,0 × 19,0) ER<br>Cr 1(455) Der 1(5) 2(3) | Sulzer 9RND90<br>Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW)<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>AuxB (o.f.) 100lbf/in² (6,9bar)<br>e(ex.g) 100lbf/in² (6,9bar)<br>Gen 4 × 470kW 450V 60Hz a.c.<br>Fuel 460,5t (d.o.) 3 585,5t (hvf) 18kn |
| 7725790<br>V2CZ<br>2053<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **RHINE LINER**<br>ex Rhone Liner-89 ex Smederevo-82<br>ex Rhone Liner-81<br>**Seetransit Bereederungs G.m.b.H. & Co. KG m.s. "Rhine Liner"**<br>Duisburg Antigua & Barbuda | **999**<br>603<br>2 851 | GL | **1978** Werftunion G.m.b.H. & Co., Zweigniederlassung Emden—Emden (132)<br>99,73 11,41 4,120<br>95,41 11,35 4,20<br>F 7,7 2 dks | **M General Cargo**<br>Ice strengthened<br>G.4 335 B.4 233<br>TEU 104 C. 104/20'<br>1 Ha (66,6 × 9,3) ER | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480 reduction geared to sc. shaft<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn |
| 7111999<br>JEWO<br>111698<br>Df Esd Gc<br>Pfd Rdr RTv | **RHINE MARU**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Osaka Pref. Japan<br>SatCom: 1200452/JEWO | **51 040**<br>30 825<br>35 280 | NK | **1972** Mitsubishi Heavy Industries Ltd.—Kobe (1025)<br>261,02 (BB) 32,26 12,015<br>245,02 32,21 21,49<br>1 dk | **TM Container Ship**<br>Fixed-guides<br>7 Cell. Ho 23,0 31,4 31,4 31,4 31,4 ER 31,4 15,3<br>TEU 1836<br>C.Ho 710/20' 446/40' C.Dk 234/20'<br>20 Ha (stl) ER 6 Ha (stl) | B&W 7K90GFCA<br>2 Oil 2SA each 7Cy. 900 × 1800<br>55 200bhp (40 603kW) NE 80<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 1300kW 2 × 750kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 259,5t (d.o.) 11 866,5t (hvf)-169,0pd 24kn |
| 7391446<br>H9QJ<br>11083-81B<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **RHINE ORE**<br>ex Torne-79<br>**Turnberry Shipping Corp. S.A.**<br>Panama Panama<br>SatCom: 1333210/RHIN | **139 406**<br>120 779<br>264 999<br>T/cm<br>152,8 | AB (BV) (NV) | **1974** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (302)<br>335,03 (BB) 52,00 21,997<br>320,40 51,95 28,02<br>F 22,0 1 dk<br>rf nil Bow/CM 173 Diam. 0,410 | **TM Ore/Oil Carrier**<br>7 Ho/Ta 27,5 38,6 35,9 38,6 35,9 38,6 31,1 22 Wing Ta ER<br>L.(oil) 33 221 Ore 166 125 HeCls. B<br>7 Ha (stl) (each 19,2 × 14,4) ER<br>Cr 2(5) Der 2(15) 4 15400<br>4 Cargo pumps total 15 400T/hr | B&W 8K84EF<br>2 Oil 2SA each 8Cy. 840 × 1800<br>40 000bhp (29 422kW)<br>R.O. Tvornica Dizel Motora "Uljanik" Pula<br>Gen 2 × 1280kW 2 × 960kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 13 599,5t (hvf)-152,5pd 16,5kn |
| 7616860<br>9HBS3<br>2414<br>Esd Gc Pfd<br>Rdr Rt | **RHINO**<br>**Commodore Shipping Co. Ltd.**<br>Paal Wilson Management A/S<br>Valletta Malta | *2 171*<br>*1 389*<br>2 700 | NV | **1979** Robb Caledon Shipbuilders Ltd.—Leith (523)<br>91,57 14,08 3,452<br>85,96 13,42 6,51<br>F - 2 dks<br>rf nil<br>len 83 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.4 389<br>1 Ha (stl) (53,9 × 9,6) ER<br>Cr 1(10) | Wichmann 7AXA<br>Oil 2SA 7Cy. 300 × 450<br>1 750bhp (1 287kW)<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 96kW 1 × 88kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>11kn |
| 8836118<br>WB6079<br>251646<br>Df Esd Gc<br>Rdr Rt | **RHODODENDRON**<br>**State of Washington (Department of Transportation)**<br>Seattle, Wa United States of America | **937**<br>425<br>— | | **1947** ..............Baltimore, Md<br>— —<br>66,41 18,28 3,77<br>1 dk | **M RoRo Cargo/Ferry** | Oil<br>1 184kW (1 610bhp)<br>U.S.A. |
| 7516125<br>SVWW<br>9747<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **RHODOS**<br>ex Zarnata-91 ex Brazilian Trader-86<br>**Rhodos Maritime Corp.**<br>Piraeus Greece | **70 282**<br>56 077<br>137 586<br>T/cm<br>105,4 | **✠100A1** SS 2/88<br>ore or oil carrier<br>**✠LMC** **UMS**<br>**IGS**<br>EL W† 742,5/95,0U3<br>FN 17212 | **1977**-11 Kawasaki Heavy Ind. Ltd.—Sakaide (1249)<br>273,24 (BB) 44,07 16,390<br>260,00 44,00 22,20<br>F 20,8 1 dk<br>rf 102 Bow/CM 141 Diam. 0,410 | **M Ore/Oil Carrier**<br>CBT(LR) COW(LR) IGS(LR)<br>pt higher tensile steel DB<br>5 Ho 37,5 39,6 39,6 39,6 39,6 ER<br>L.(oil) 166 429 Ore 75 497<br>10 Ha (stl) (9,4 13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 × 9,4) ER<br>3 Cargo pumps total 10 500T/hr | MAN K9SZ90/160<br>Oil 2SA 9Cy. 900 × 1600<br>28 800bhp (21 184kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>WTAuxB (o.f.) 24kgf/cm² (23,6bar)<br>e(ex.g) 30kgf/cm² (29,5bar)<br>Gen 3 × 900kW 450V 60Hz a.c.<br>Fuel 677,0t (d.o.) 8 256,5t (hvf)-95,0pd 15,25kn |
| 5293963<br>SV3727<br>1147<br>Rt | **RHODOS**<br>**Sidirodromoi Ellinikoy Kratous**<br>S. Mouzakis<br>Piraeus Greece | **477**<br>320<br>— | | **1943** ..............England<br>56,80 11,46<br>... ... ...<br>1 dk<br>conv RoRo Cargo/ Tank Landing Craft — | **TM RoRo Cargo/Ferry** | Paxman<br>2 Oil each 12Cy. — × 200<br>1 000bhp (736kW)<br>..............<br>Fuel (d.o.) |
| 5267328<br>5BGL<br>707349<br>Df Esd Rdr<br>RTm | **RHONDA**<br>ex Anna P.-88 ex Menes-84<br>ex Otto Porr-71<br>**Lavrion Navigation Co. Ltd.**<br>Limassol Cyprus | **998**<br>551<br>1 644 | HR (GL) (RI) | **1961** Hanseatische Werft G.m.b.H.—Hamburg (16)<br>72,45 11,54 4,357<br>65,00 11,51 4,65<br>RQD 36,9 F 9,2 1 dk<br>RW | **M General Cargo**<br>2 Ho 18,1 20,8 ER<br>G.2 152 B.1 958<br>4W Der 2(3-5) 2(3) | Deutz RBV6M366<br>Oil 4SA 6Cy. 420 × 660<br>1 370bhp (1 008kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 80kW 1 × 24kW 380V 50Hz a.c.<br>Fuel 162,5t (d.o.) 12,5kn |

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| **7050705**<br>*WY5115*<br>516754 | **RHONDA DENISE**<br>**Gallup Fisheries Inc.**<br>Biloxi, Ms United States of America | **121**<br>82<br>— | | **1968** Graham Boats Inc.—Pascagoula, Ms<br>*21,25* 6,46<br>3,61 | **M Fishing** | Oil<br>365bhp (268kW)<br>............<br>Fuel (d.o.) |
| **7947348**<br><br>608377 | **RHONDA KATHLEEN**<br>**Vernon A. Bates, Jr.**<br>Corpus Christi, Tx United States of America | **106**<br>72<br>— | | **1979** .............Palacios, Tx<br>*22,62* 6,41<br>3,13<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Oil<br>340bhp (250kW) |
| **7735977**<br>*WYC5396*<br>587964 | **RHONDA LYNN**<br>**Joseph Bang Pham**<br>New Orleans, La United States of America | **146**<br>100<br>— | | **1977** .............Lafitte, La<br>*23,57*<br>8,11 3,64<br>1 dk | **M Fishing** | Oil<br>470bhp (346kW) |
| **7631509**<br>*C6JD4*<br>377573<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RHONE**<br>ex Rokko-89 ex Sun Rokko-86<br>ex La Cordillera-83<br>**Ocean President Maritime S.A.**<br>United Ship Management Ltd.<br>Nassau Bahamas<br>SatCom: 1103312/RONE | **25 552**<br>12 972<br>38 542<br>T/cm<br>46,0 | **✠100A1** CS 5/88<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty or No. 3 hold may be empty<br>**✠LMC** **UMS**<br>EL L† 632,5/81,0U2<br>FN 7850 | **1978**-6 Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1138)<br>182,00 (BB) 29,06 11,588<br>174,00 29,00 16,11<br>P 30,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 17,9 27,1 27,1 27,1 18,8 ER<br>G.41 847<br>TEU 1100 C. 1100/20'<br>5 Ha (stl) (17,5 × 18,0) (26,2 26,2 26,2 18,3 × 22,9) ER<br>Cr 2(25) | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 398,0t (d.o.) 2 200,0t (hvf)-45,5pd |
| **7361685**<br>*HBDO*<br>91<br>Df Esd Gc<br>Pfd Rdr Rt | **RHONE**<br>**Vinalmar S.A.**<br>Basle Switzerland | **1 599**<br>1 137<br>3 641 | BV | **1974** Buesumer Werft G.m.b.H.—Buesum (249)<br>90,10 (BB) 5,696<br>83,80 13,59 6,48<br>1 dk | **M Tanker**<br>Chemical Wine<br>Ice strengthened<br>27 Ta ER<br>L.3 453 HeCls. ptB ptC<br>4 Cargo pumps total 440T/hr | MaK<br>Oil 4SA 9Cy. 320 × 420<br>3 200bhp (2 354kW)<br>Atlas-MaK Maschinenbau<br>Gen 1 × 250kW 1 × 207kW 1 × 14<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.) 183,0t (hvf)-9,0pd |
| **6621143**<br>*GRHR*<br>361471<br>Df Esd Rdr<br>RTm | **RHONE**<br>**Crossavon Ltd.**<br>Swansea United Kingdom | **276**<br>161<br>448 | BV | **1966** N.V. Schpsw. "Appingedam"—Appingedam (201)<br>46,36 7,62 2,604<br>42,52 7,52 2,85<br>P 9,8 F 7,7 1 dk | **M Dredger**<br>1 Ho 13,4 ER<br>G.742 B.685<br>1 Ha (22,5 × 4,7) ER<br>2W Der 2(3) | Kromhout<br>Oil 4SA 6Cy. 240 × 260<br>400bhp (294kW) NE 69<br>Kromhout Motorenfabrik<br>Gen 1 × 6kW 110V d.c.<br>Fuel 36,5t (d.o.) |
| **7309924**<br>*WYR2845*<br>506597 | **RHUBARB**<br>ex War Admiral<br>**Offshore Logistics Services Inc.**<br>Morgan City, La United States of America | **114**<br>77<br>— | | **1966** Breaux's Bay Craft Inc.—Loreauville, La<br>6,10<br>29,06 2,75<br>1 dk | **Aluminium Alloy TM Crewboat** | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Alliso Div.<br>Fuel (d.o.) |
| **7319589**<br>*2CJS*<br>361585<br>Rt | **RHUM**<br>**Caledonian MacBrayne Ltd.**<br>Glasgow United Kingdom | **69**<br>34<br>33 | **✠100A-** SS 6/89<br>West coast of Scotland service inside the Outer Islands<br>**✠LMC**<br>EL (C)<br>FN 177 | **1973**-6 James Lamont & Co. Ltd.—Port Glasgow (422)<br>25,23 6,66 1,430<br>20,73 6,41 2,11<br>Ba 5,2 1 dk<br>rf 76 | **TM RoRo Cargo/Ferry**<br>Deck Cargo Landing Craft —P<br>Bow door<br>Mchy.aft | Kelvin<br>2 Oil 4SA each 6Cy. 127 × 143 reverse re geared to sc. shafts<br>300bhp (221kW)<br>English Electric Diesels Ltd., Kelvin Marine Div.<br>Gen 1 × 6kW 2 × 2kW 24V d.c. |
| **7046833**<br>*7TEA*<br><br>Rt | **RHUMMEL 1**<br>**Entreprise Portuaire d'Alger E.P.A.**<br>Alger Algeria | **109**<br>0<br>— | BV | **1971** Sodeno Zosensho—Nagoya (234)<br>21,87 2,902<br>21,49 7,01 3,51<br>1 dk | **M Tug** | Pielstick<br>Oil 4SA 8Cy. 185 × 210<br>Ch. de l'Atlantique<br>Fuel (d.o.) |
| **7046510**<br>*7TEB*<br><br>Rt | **RHUMMEL 2**<br>**Entreprise Portuaire d'Oran E.P.O.**<br>Alger Algeria | **109**<br>0<br>— | BV | **1971** Sodeno Zosensho—Nagoya (235)<br>21,87 2,902<br>21,49 7,01 3,51<br>1 dk | **M Tug** | Pielstick<br>Oil 4SA 8Cy. 185 × 210<br>Ch. de l'Atlantique<br>Fuel (d.o.) |
| **7106140**<br>*7TEC*<br><br>Rt | **RHUMMEL 3**<br>**Entreprise Portuaire d'Alger E.P.A.**<br>Alger Algeria | **109**<br>0<br>— | BV | **1971** Sodeno Zosensho—Nagoya (236)<br>21,87 2,902<br>21,49 7,01 3,51<br>1 dk | **M Tug** | Pielstick<br>Oil 4SA 8Cy. 185 × 210<br>Ch. de l'Atlantique<br>Fuel (d.o.) |
| **7106152**<br>*7TED*<br><br>Rt | **RHUMMEL 4**<br>**Entreprise Portuaire de Annaba (E.P.A.)**<br>Alger Algeria | **109**<br>0<br>— | BV | **1971** Sodeno Zosensho—Nagoya (237)<br>21,87 2,902<br>21,49 7,01 3,51<br>1 dk | **M Tug** | Pielstick<br>Oil 4SA 8Cy. 185 × 210<br>Ch. de l'Atlantique<br>Fuel (d.o.) |
| **5239503**<br>*DDMJ*<br><br>Df Esd Rdr<br>RTm/v | **RIA**<br>ex Thea K-89 ex Castor-70 ex Moni-65<br>**Heinz-Georg Jacobs**<br>Elsfleth Federal Republic of Germany | **299**<br>167<br>460 | GL | **1960** Gebr. Schuerenstedt KG.<br>—Bardenfleth/Weser (1207)<br>46,49 8,49 2,693<br>42,32 8,16 3,00<br>P 12,5 F 6,4 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 25,9 ER<br>G.621 B.562<br>1 Ha (20,1 × 5,4) ER<br>Der 2(2) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G.<br>Gen 1 × 4kW 1 × 3kW 24V d.c.<br>Fuel (d.o.) |
| **7022590**<br>*EDMH*<br>9098<br>Df Esd RTh | **RIA DE ALDAN**<br>**Manuel Gandon Menduina**<br>Vigo Spain | **171**<br>63<br>— | (BV) | **1970** Const. Nav. Santodomingo—Vigo (384)<br>29,01 6,84 3,290<br>25,51 6,81 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 200 × 210<br>490bhp (360kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **7922556**<br>*CUVQ*<br><br>Df Esd Rdr<br>Rt | **RIA DE AVEIRO**<br>**Pescarias Beira Litoral S.a.r.l.**<br>Aveiro Portugal | **152**<br>45<br>100 | ✠Classed LR until 16/8/85 | **1981**-5 Est. Sao Jacinto S.a.r.L.—Aveiro (113)<br>31,20 8,36 3,401<br>25,00 8,01 3,81<br>B & F 15,3 1 dk<br>rf 1194 BK 152 | **M Fishing**<br>Stern Trawler<br>Mchy.fwd | MWM<br>Oil 4SA 6Cy. 230 × 270 sr geared to sc.<br>1 000bhp (736kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 80kW 230/400V 50Hz a.c.<br>Controllable pitch propeller |
| **7050626**<br>*WY5261*<br>517339 | **RIA DE AVEIRO**<br>ex Salvaterra ex Melissa Ann-79<br>**Cunhas Fishing Corp.**<br>New Bedford, Ma United States of America | **130**<br>88<br>— | | **1968** Master Marine Inc.—Bayou la Batre, Al<br>*22,19* 6,76<br>3,56<br>1 dk | **M Fishing** | Oil<br>425bhp (313kW)<br>............<br>Fuel (d.o.) |
| **9003342**<br>*EGYZ*<br>1617<br>Rt | **RIA DE HUELVA**<br>**Pesca y Frigorificos del Mar S.A.**<br>Huelva Spain | *101*<br>*33*<br>150 | BV (Class cont.) | **1990** Ast. de Huelva S.A.—Huelva (446)<br>26,80 3,001<br>22,46 6,81 3,41 | **M Fishing**<br>Stern Trawler Ref<br>In.98 | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with flexible & sr geared to sc. shaft<br>441kW (600bhp)<br>Caterpillar Inc. |
| **5294046**<br>*EDDI*<br>2162<br>Df EsdRTm | **RIA DE MARIN**<br>**Francisco de la Rocha Mille & Antonio Dios Arias**<br>La Coruna Spain | **252**<br>122<br>278 | (BV) | **1960** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (115)<br>39,37 6,94 3,626<br>33,58 6,86 3,81<br>P 5,8 RQD 23,5 B & F - 1 dk | **M Fishing**<br>Side Trawler<br>2 Ho 6,6 10,0 ER<br>In.280<br>4 Ha (stl) (0,9 0,9 0,9 × 0,9) (0,6 × 0,6) ER | Krupps<br>Oil 4SA 8Cy. 295 × 420<br>810bhp (596kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Gen 1 × 10kW 2 × 6kW 220V d.c.<br>Fuel 65,0t (d.o.) |

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| 8812112<br>EHTQ | **RIA DE MUROS**<br>**Celestino Formoso Vidal**<br>Gijon Spain | **108**<br>37<br>107 | BV | **1989** Astilleros Armon—Navia (185)<br>24,83 7,01 2,752<br>20,02 7,00 3,51 | **M Fishing**<br>Stern Trawler Ref<br>In.100 | GUASCOR E318-SP<br>Vee Oil 4SA 12Cy. 150 × 150 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>368kW (500bhp)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR) Zumaya<br>Controllable pitch propeller<br>9kn |
| 7388255<br>EAOR<br>Esd Gc Rdr<br>Rt | **RIA DE PONTEVEDRA**<br>**Antonio Sotelo Guitierrez**<br>Vigo Spain | **519**<br>168<br>392 | BV | **1974** Const. Nav. Santodomingo—Vigo (400)<br>47,33 9,15 4,050<br>43,59 8,51 6,10<br>2 dks | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>G.390 | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 193,5t (d.o.) 11,5kn |
| 8311417<br>EDIO<br>316<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **RIA DE VIGO**<br>ex Aketxe-90 ex Remolcanosa Cien-87<br>**Remolcandores Nosa Terra S.A. (Remolcanosa S.A.)**<br>Vigo Spain<br>SatCom: 1351152/RNTA | *1 585*<br>*476*<br>1 879 | GL | **1985** Ast. de Huelva S.A.—Huelva (191)<br>68,00 13,75 3,887<br>60,03 13,50 6,81<br>F 20,5 1 dk | **TM Tug** | AGO G20VS240<br>2 Vee Oil 4SA each 20Cy. 240 × 220 with clutches, flexible couplings & sr geared to sc. shafts<br>Soc. Alsacienne de Const. Mec. de Mulhouse (S.A.C.M.) Mulhouse<br>Gen 4 × 448kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 5417387<br>EDVC<br>3237<br>Df Esd Rt | **RIA DEL BURGO**<br>**Salvador Neira Perez**<br>La Coruna Spain | **260**<br>119<br>— | (BV) | **1963** Maritima del Musel S.A.—Gijon (43)<br>38,51 7,27 3,455<br>32,72 7,22 3,92<br>1 dk<br>RW | **M Fishing**<br>Side Trawler | MWM<br>Oil 4SA 6Cy. 320 × 480<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 95,0t (d.o.) 14kn |
| 8137615<br>Esd Rdr RTv | **RIA I**<br>ex St. Nikolaus 1-85 ex Tempo<br>Netherlands | **174**<br>122<br>240 | | **1930** Schpsw. Gebr. Coops N.V.—Hoogezand<br>38,10 5,34 2,150<br>37,95 2,44<br>1 dk<br>len & deepened 61 | **M General Cargo** | Deutz<br>Oil 4SA 3Cy. 200 × 300 reverse geared to sc. shaft<br>Humboldt-Deutzmotoren Koeln-Deutz<br>10kn |
| 6923785<br>CUWS<br>LX-99-C<br>Df Esd Rdr<br>Rt | **RIA MAR**<br>**Pescarias Beira Litoral S.a.r.l.**<br>Lisboa Portugal | **180**<br>56<br>79 | ✠ | **1969** Est. Sao Jacinto S.a.r.L.—Aveiro (80)<br>32,01 7,42 2,744<br>27,01 7,21 3,41<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 240 × 350<br>630bhp (463kW)<br>Atlas-MaK Maschinenbau Kiel<br>12kn |
| 8200395<br>IBOS<br>238<br>Df Esd Rdr<br>Rt | **RIACE**<br>**Government of the Republic of Italy (Ente Ferrovie dello Stato - Direzione Generale - Settore Autonomo Navigazione)**<br>Messina Italy | **2 377**<br>1 126<br>848 | RI | **1983** Italcantieri S.p.A.—Castellammare di Stabia (4393)<br>99,65 18,42 4,001<br>96,02 18,41 6,51<br>1 dk | **M RoRo Cargo/Ferry**<br>Rail Vehicles 500dk P<br>Bow door/ramp<br>L 5,30 W 3,50 SWL 45<br>Stern door/ramp<br>L 5,30 W 3,50 SWL 45<br>Lane Length 202 Clear height 5,15<br>Rail Wagons 20 | GMT B230.12V<br>Vee Oil 4SA 12Cy. 230 × 270 sr geared to sc. shafts<br>3 531kW (4 800bhp)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 250kW 380V 50Hz a.c.<br>propeller double ended<br>Fuel 170,9t (d.o.) 15kn |
| 7434494<br>PP3179<br>Df Esd Gc<br>Rdr Rt | **RIACHAO**<br>**Marpetrol S.A.**<br>Rio de Janeiro Brazil | **464**<br>315<br>— | AB | **1976** Atlantic Marine Inc.—Fort George Island, Fl (4139)<br>56,47 11,61 4,206<br>51,77 11,59 4,91<br>F 18,0 1 dk<br>BK 13 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 125kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 374,0t (d.o.) 15kn |
| 7022227 | **RIAD**<br>**Suez Canal Authority**<br>Port Said Egypt | **220**<br>—<br>— | **✠A1** SS 10/90<br>Egyptian harbour service<br>**✠LMC**<br>EL c 1"U1<br>FN 362 | **1969**-7 Soc. du Canal pour les Const. Navales —Port Said<br>23,02 13,52 1,601<br>22,69 13,19 2,75<br>1 dk<br>rf nil | **D-E Crane Barge** | Deutz<br>3 Oil 4SA each 6Cy. 135 × 160 total 675bhp (497kW) driving 3 gen. each 75kW 115V d.c. connected to 2 elec. motors each of 125shp (92kW) & sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 21kW 115V d.c.<br>Directional propeller , 1 aft |
| 5015335<br>ODBE<br>B2774<br>Df EsdRTm | **RIAD S**<br>ex Bassam-88 ex Amstelborg-73<br>**J. T. Salloum & Co. Ltd.**<br>Beirut Lebanon | **398**<br>263<br>740 | BV | **1953** C. Amels & Zoon Scheepswerf—Makkum (169)<br>53,07 8,56 3,277<br>48,65 8,51 3,66<br>1 dk<br>RW rf 51 | **M General Cargo**<br>1 Ho 36,2 ER<br>G.1 100 B.1 017<br>2 Ha (each 14,3 × 5,1) ER<br>2W Der 2(3) | Brons<br>Oil 4SA 6Cy. 290 × 450<br>276kW (375bhp)<br>Appingedammer Brons Appingedam<br>Gen 2 × 5kW 110V d.c.<br>Fuel (d.o.) 10kn |
| 8112782<br>HO3757<br>12512-82<br>Df Esd Gc<br>Rdr Rt | **RIAH 3402**<br>**Offshore Navigation Investments S.A.**<br>Panama Panama | **289**<br>54<br>274 | AB | **1981** Southern Ocean SB. Co. (Pte.) Ltd. —Singapore (118)<br>3,212<br>32,52 9,01 3,61<br>F 18,6 1 dk<br>rf 500 | **TM Supply Ship**<br>Deck Cargo | General Motors 16V-92-TA<br>2 Vee Oil 2SA each 16Cy. 123 × 127 reverse reduction geared to sc. shafts<br>1 200bhp (883kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 135kW a.c.<br>11kn |
| 8103690<br>ELCG2<br>7261<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **RIALTO**<br>**San Juliano Shipping Co.**<br>Seaarland Shipping Management G.m.b.H.<br>Monrovia Liberia | **30 325**<br>22 999<br>63 770<br>T/cm<br>65,0 | **✠100A1** SS 6/87<br>bulk carrier<br>strengthened for heavy cargoes, holds 2, 4 & 6 may be empty<br>**✠LMC**<br>EL O† 660,0/78,0U3<br>FN 10805 | **1982**-8 Kasado Dock Co. Ltd.—Kudamatsu (330)<br>225,03 (BB) 32,24 12,621<br>216,01 32,21 17,81<br>F 18,6 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 21,6 24,8 24,8 24,8 24,8 24,8 24,8 ER<br>G.74 026 B.72 510<br>7 Ha (stl) (12,0 × 11,2) (16,8 16,8 16,8 16,8 16,8 16,8 × 12,8) ER | Mitsubishi 8UEC60/150H<br>Oil 2SA 8Cy. 600 × 1500<br>14 400bhp (10 592kW)<br>Ube Industries Ltd. Ube<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 208,0t (d.o.) 2 677,0t (hvf) |
| 7308176<br>WY2540<br>512153 | **RIANDA**<br>**Rianda Fishing Corp.**<br>New Bedford, Ma United States of America | **175**<br>138<br>— | | **1967** A. C. Fuller SB. Co.—East Boothbay, Me<br>*26,40* 6,71<br>3,56 | **Wood M Fishing** | Oil<br>765bhp (563kW)<br>.............<br>Fuel (d.o.) |
| 9034420<br>5ROU<br>Df Esd Gc<br>Rdr Rt | **RIANILA**<br>**Refrige Peche Establishment**<br>Tamatave Madagascar | **121**<br>55<br>— | | **1990** Chantiers Navals Vergoz—Concarneau<br>24,21 2,901<br>7,05 | **M Fishing**<br>Trawler Shrimp-trawl Ref<br>In.140 | Uniflow UD25L6M4<br>Oil 4SA 6Cy. 150 × 180 with flexible couplings & sr reverse geared to sc. shaft<br>294kW (400bhp)<br>S.A.C.M. Diesel Mulhouse |
| 6712980<br>EFBK<br>231<br>Gc Rdr RTh | **RIAS BAJAS**<br>**Junta de Obras del Puerto de Vigo**<br>Vigo Spain | **124**<br>40<br>66 | ✠Classed LR until 8/70 | **1967**-5 Const. Nav. Yarza—Vigo (6)<br>26,29 6,63 2,001<br>22,99 6,30 2,70<br>RFD 3,7 1 dk<br>rf 203 BK 102 | **M Buoy & Lighthouse Tender**<br>1 Ho 10,7<br>1 Ha (3,9 × 2,9) | Kromhout<br>Vee Oil 4SA 8Cy. 120 × 150 sr reverse geared to sc. shaft<br>238bhp (175kW)<br>Kromhout Motorenfabrik Amsterdam<br>Gen 1 × 32kW 1 × 12kW 220V 50Hz a.c.<br>Fuel 20,0t 9,5kn |
| 7722607<br>JFYI<br>121371<br>Df Gc Pfd<br>Rdr Rt | **RIAS MARU No. 1**<br>**Iwate Prefecture (The Board of Education)**<br>Miyako, Iwate Pref. Japan | **476**<br>159<br>373 | | **1978** Miho Zosensho K.K.—Shimizu (1079)<br>49,97 8,51 3,701<br>43,21 8,50 3,92<br>1 dk | **M Fishing**<br>Training Ref<br>Mchy.aft | Akasaka DM28AR<br>Oil 4SA 6Cy. 280 × 460<br>991bhp (729kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 216kW 225V 60Hz a.c.<br>11,5kn |

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| **6820347**<br>*JBGK*<br>101808<br>Df Esd Gc<br>Pfd Rdr Rt | **RIASU MARU**<br>**Katsumi Karao**<br>Osaka, Japan<br>Osaka Pref. | **208**<br>—<br>— | | **1968** Narasaki Zosen K.K.—Muroran (634)<br>36,20 6,71<br>31,50 6,68 3,20<br>2 dks | **M Fishing**<br>Training<br>2 Ho ER | Akasaka<br>Oil 4SA 6Cy. 270 × 400<br>620bhp (456kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 2 × 48kW 225V a.c.<br>Fuel 112,0t |
| **8103767**<br>*H9NV*<br>14250-84B<br>Df Esd Gc<br>Pfd Rdr Rt | **RIAU**<br>ex Kenwood-84<br>**Atlantic Overseas Marine S.A.**<br>Panama Panama | **2 396**<br>1 642<br>6 269 | NK | **1981** Kishigami Zosen K.K.—Akitsu (1430)<br>96,68 6,732<br>89,31 17,42 11,92<br>P 18,3 F 71,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.11 035 B.10 253<br>2 Ha (stl) (15,4 30,8 × 9,0) ER<br>Der 1(20) 2(15) | Akasaka<br>Oil 4SA 6Cy. 470 × 760<br>3 600bhp (2 648kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 2 × 150kW 450V 60Hz a.c.<br>Fuel 609,5t (d.o.)-12,5pd |
| **7039270**<br>*9MAW4*<br>326030<br>Gc Rdr Rt | **RIAU SINGA**<br>ex Java-87 ex Diriyah-P-82<br>ex Koun Maru-76<br>**Riau Tugs & Salvage Sendirian Berhad**<br>Port Kelang Malaysia | **255**<br>76<br>145 | GL (NK) | **1970** Shikoku Dockyard Co. Ltd.—Takamatsu (743)<br>29,01 8,51 3,607<br>26,50 8,49 3,89<br>F 9,5 1 dk<br>RW | **TM Tug**<br>Pusher | Hanshin<br>2 Oil 4SA each 6Cy. 350 × 550<br>Hanshin Nainenki Kogyo<br>Gen 1 × 120kW 110/220V a.c. |
| **8805365**<br>*EHVD* | **RIAZOR**<br>**Priorino S.A.**<br>Vigo Spain | *230*<br>*69*<br>160 | BV | **1989** Construcciones Navales P. Freire S.A.—Vigo (317)<br>29,99 2,801<br>25,02 7,31 3,51<br>2 dks | **M Fishing**<br>Stern Trawler<br>In.115 | Blackstone<br>Oil 4SA 6Cy. 222 × 292 with flexible cou<br>sr geared to ac. shaft<br>504kW (685bhp)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 96kW 220V a.c. |
| **7319888**<br>Df Esd Gc<br>Rdr RTv | **RIBADAVIA**<br>**Pescanova Fishing Industries of Namibia (Pty.) Ltd.**<br>Luderitz Namibia | **1 517**<br>737<br>1 067 | BV | **1974** Ast. Construcciones S.A.—Meira (129)<br>72,07 12,55 4,750<br>64,04 12,50 7,35<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>1 Ho 17,8<br>G.963<br>1 Ha (stl) (7,1 × 3,0)<br>2W Der 2(3) | MAN<br>2 Vee Oil 4SA each 16Cy. 160 × 180 ge<br>sc. shaft<br>2 400bhp (1 765kW)<br>Empresa Nacional "Bazan" de C.N.M. SA<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust propellers<br>Fuel 421,0t (d.o.) |
| **7236244**<br>Df Esd Gc<br>Rdr RTv | **RIBADEO**<br>**Pescanova Fishing Industries of Namibia (Pty.) Ltd.**<br>Luderitz Namibia | **1 582**<br>747<br>— | BV | **1973** Enrique Lorenzo y Cia. S.A.—Vigo (372)<br>67,90 12,55 4,750<br>64,04 12,50 7,35<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho 17,8 ER<br>1 Ha (stl) (7,1 × 3,0) ER<br>2W Der 2(3) | MAN<br>2 Vee Oil 4SA each 16Cy. 160 × 180 ge<br>sc. shaft<br>2 400bhp (1 765kW)<br>Empresa Nacional "Bazan" de C.N.M. SA<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust propellers<br>Fuel 421,0t (d.o.) |
| **7011371**<br>Esd Gc Pfd<br>Rt | **RIBAR I**<br>ex Ayacucho 4-85 ex Punta Dardo-75<br>**Ivan Orlic**<br>Chimbote Peru | **258**<br>132<br>142 | GL (BV) | **1970** CONASA—Callao (17)<br>31,60 7,65 3,633<br>29,39 7,62 4,02<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>2 Ha (w) (each 1,3 × 2,7) ER | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 4,75kW<br>Fuel 17,5t (d.o.) |
| **7011383**<br>*OAQN*<br>RTm | **RIBAR III**<br>ex Naylamp-86<br>**Ribar S.A.**<br>Ivan Orlic<br>Chimbote Peru | **314**<br>107<br>— | GL | **1970** Ast. Picsa S.A.—Callao (294)<br>8,01<br>32,21 3,84<br>1 dk | **M Fishing**<br>Side-fishing | MAN<br>Oil 4SA 6Cy. 235 × 330 reverse reductio<br>to sc. shaft<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **7015559**<br>Df Esd Rdr<br>Rt | **RIBAR IV**<br>ex Geronimo-87<br>**Ribar S.A.**<br>Ivan Orlic<br>Chimbote Peru | **314**<br>106<br>— | GL | **1971** Ast. Picsa S.A.—Callao (295)<br>*31,49* 8,01<br>35,56 3,84<br>1 dk | **M Fishing**<br>Side-fishing | MAN<br>Vee Oil 4SA 6Cy. 235 × 330 reverse redu<br>geared to sc. shaft<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **7807574**<br>*WSF4848*<br>605231<br>Df Esd Gc<br>Rdr Rt | **RIBARDI TIDE**<br>ex Southern Maid-85<br>**TMS Acquisition Corp.**<br>Tidewater Marine Service Inc.<br>New Orleans, La United States of America | **268**<br>182<br>1 000 | AB | **1979** Halter Marine Inc.—Calumet, La (739)<br>11,61<br>50,60 11,59 3,97<br>1 dk<br>rf 610 | **TM Supply Ship** | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146 re<br>reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Allis<br>Div.<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd |
| **7386544**<br>*EARF*<br>Df Esd Gc<br>Rdr Rt | **RIBAROSA CUARTO**<br>**Pedro Figuereo Alonso**<br>Huelva Spain | **271**<br>124<br>191 | BV | **1974** Ast. de Huelva S.A.—Huelva (15)<br>36,40 7,40 3,252<br>31,53 7,29 3,89<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 131,0t (d.o.) |
| **7329118**<br>*EGFV*<br>1310<br>Df Esd Rdr<br>Rt | **RIBAROSA SEGUNDO**<br>**Pesqueras Gomez Pinzon S.A.**<br>Fripesca S.A.<br>Huelva Spain | **213**<br>101<br>— | BV | **1974** Ast. Neptuno—Valencia (48)<br>33,18 6,99 2,998<br>28,50 6,96 3,71<br>1 dk | **M Fishing**<br>Side Trawler | M.T.M.<br>Oil 4SA 4Cy. 295 × 420<br>570bhp (419kW) NE 84<br>La Maquinista Terrestre y Mar (MTM) |
| **5001190**<br>*LW4121*<br>Df Esd Pfd<br>RdrRTm | **RIBAZON DORINE**<br>ex Aberdeen Enterprise-74<br>**Ribazon S.A.**<br>Mar del Plata Argentina | **249**<br>79<br>163 | ✠Classed LR until 17/10/75 | **1957**-6 T. Mitchison Ltd.—Gateshead (80)<br>*35,18* 7,73<br>34,55 7,62 3,81<br>F 4,9<br>rf 914 BK 102 | **M Fishing**<br>Side Trawler | Mirrlees<br>Oil 4SA 6Cy. 381 × 457<br>760bhp (559kW)<br>Mirrlees, Bickerton & Day<br>Gen 3 × 20kW 220V d.c.<br>Fuel (d.o.) |
| **5001229**<br>*LW4111*<br>Df Esd Pfd<br>RdrRTm | **RIBAZON INES**<br>ex Aberdeen Progress-74<br>**Ribazon S.A.**<br>Mar del Plata Argentina | **249**<br>79<br>163 | ✠Classed LR until 22/4/77 | **1957**-11 T. Mitchison Ltd.—Gateshead (82)<br>*35,18* 7,73<br>34,55 7,62 3,81<br>F 4,9<br>rf 914 BK 102 | **M Fishing**<br>Side Trawler | Mirrlees<br>Oil 4SA 6Cy. 381 × 457<br>760bhp (559kW)<br>Mirrlees, Bickerton & Day<br>Gen 3 × 20kW 220V d.c.<br>Fuel 49,0t (d.o.) |
| **5001188**<br>*LW4204*<br>Df Esd Pfd<br>RdrRTm | **RIBAZON MARPLATENSE**<br>ex Aberdeen Distributor-74<br>**Ribazon S.A.**<br>Mar del Plata Argentina | **281**<br>106<br>— | ✠Classed LR until 23/12/76 | **1958**-7 A. Hall & Co. Ltd.—Aberdeen (876)<br>*35,24* 7,75<br>34,45 7,62 3,97<br>F 5,8<br>RW rf 762 BK 178 | **M Fishing**<br>Side Trawler | Mirrlees<br>Oil 4SA 6Cy. 381 × 457<br>760bhp (559kW)<br>Mirrlees, Bickerton & Day<br>Gen 2 × 20kW 220V d.c.<br>Fuel 51,0t (d.o.) |
| **6710827**<br>*D4CU*<br>Df Esd Pfd<br>Rdr RTh | **RIBEIRA BRAVA**<br>ex Star Sea-89 ex Kirsten Bewa-76<br>ex Frijsenborg-70<br>ex Frijsenborg Castle-69<br>**Sociedad de Transportes Maritimos Ltda.**<br>Sao Vicente Cape Verde Republic | T.Mk<br>**390**<br>203<br>1 010 | BV | **1967** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (270)<br>59,34 10,65 3,658<br>53,01 10,60 3,69<br>P 10,1 B 3,7 F 5,2 2 dks<br>rf 76 | **M General Cargo**<br>Ice strengthened<br>1 Ho 36,6 1 TwD 39,4<br>G.2 058 B.1 889<br>2 Ha (stl) (10,2 15,0 × 6,4) ER<br>3W Der 3(3-5) | Alpha<br>Oil 4SA 6Cy. 225 × 300<br>684kW (930bhp) NE 84<br>B&W Alpha Diesel Div. of B&W Diesel<br>Gen 3 × 45kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 54,0t (d.o.)-3,0pd |

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| 9010321 | **RIBEL TERCERO**<br>**Manuel Martinez Alvarez**<br>Spain | *174*<br>—<br>98 | | **1990** Astilleros Armon—Navia (242)<br>3,001<br>22,26 7,01 3,31 | **M Fishing**<br>Long-line | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152<br>402bhp (296kW)<br>Caterpillar Inc. Peoria, Illinois<br>10kn |
| 8809945<br>EHOS | **RIBELA**<br>**Jose Luis y Jesus Rodil Lorenzo**<br>Ferrol Spain | *135*<br>*40*<br>90 | BV | **1989** "ASTAFERSA", Ast. y Tall. Ferrolanos S.A. —La Grana (295)<br>27,00 3,500<br>22,51 6,71 3,61 | **M Fishing**<br>Long-line Ref | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches, flexible couplings & sr geared to sc. shaft<br>459kW (624bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 48kW 380V a.c.<br>10kn |
| 7625055<br>EHOI<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RIBERA**<br>ex Unamuno-88<br>**Compania Valenciana de Navegacion S.A.**<br>Cadiz Spain<br>SatCom: 1351422/RIBE | **20 618**<br>14 001<br>38 403<br>T/cm<br>45,0 | **✠100A1** CS 3/89<br>bulk carrier strengthened for heavy cargoes, Nos. 1, 4 & 6 holds or Nos. 2 & 4 holds may be empty<br>**✠LMC**<br>EL J† 605,0/66,0U3<br>FN 7878 | **1979**-3 Astilleros Espanoles S.A.—Factoria de Puerto Real, Cadiz (10)<br>186,67 (BB) 29,06 9,751<br>175,01 29,00 16,01<br>F 15,9 1 dk<br>rf nil DK in way of holds | **M Bulk Carrier**<br>Cement<br>6 Ho 19,0 21,5 22,4 14,1 22,4 14,1 ER<br>G.44 073<br>6 Ha (stl) (9,9 12,4 12,4 9,9 12,4 9,9 × 14,0) ER | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>2 AuxB (1 o.f. 1 ex.g) 6,5kgf/cm² (6,4bar)<br>Gen 3 × 376kW 440V 60Hz a.c.<br>Fuel 227,0t (d.o.) 1 207,0t (hvf)-29,0pd 14kn |
| 7431478<br>EDXI<br>8364<br>Esd Rt | **RIBERA DEL CONDADO**<br>**Jose Ramon Castineira y otros**<br>Vigo Spain | **282**<br>105<br>— | BV | **1962** Ast. Santodomingo—Vigo (305)<br>*36,61* 7,12<br>31,50 6,84 4,02<br>1 dk | **M Fishing**<br>Stern Trawler | Skoda<br>Oil 4SA 9Cy. 350 × 500<br>1 670bhp (1 228kW) NE 72<br>CKD Praha Praha<br>Fuel 103,5t (d.o.) 12,75kn |
| 5294187<br>EDJU<br>8263<br>Df Esd Rt | **RIBERA DEL ORBIGO**<br>**Pesquera de Bergantinos S.A.**<br>Vigo Spain | **246**<br>88<br>— | | **1962** Ast. Santodomingo—Vigo (305)<br>36,20 6,84<br>31,50 6,80 4,02<br>RW | **S Fishing**<br>Side Trawler | T 3Cy. 314 506 & 821 x 610<br>..............<br>Fuel (o.f.) 9,25kn |
| 6622666<br>8657<br>Df Esd Gc<br>Rdr Rt | **RIBERA GALLEGA**<br>**Argenpez S.A.**<br>Buenos Aires Argentina | **1 314**<br>633<br>— | **✠Lloyd's RMC**<br>✠Classed LR until 12/10/88 | **1966**-12 Ast. Construcciones S.A.—Vigo (63)<br>71,81 11,94 5,160<br>62,82 11,80 7,60<br>F 12,2 2 dks<br>RW rf 330 BK 102 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.1 535 | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 288kW 1 × 108kW 380V 50Hz a.c.<br>12,25kn |
| 8828525<br>72<br>Df Esd Pfd<br>Rt | **RIBOT**<br>**Compagnia Guardie Al Fuochi S.r.l.**<br>Augusta Italy | **144**<br>72<br>— | RI | **1982** Officine Meccaniche Sgorbini Antonini S.p.A. —La Spezia<br>... ... ...<br>24,95 7,02 2,49<br>1dk | **M Tug** | General Motors<br>Oil<br>General Motors Corp. Electro-Motive Div. La Grange |
| 6812687<br>9WGL<br>325139<br>Df Esd Pfd<br>Rdr Rt | **RIBUAN JAYA**<br>ex Stellanova-83<br>**Sim Swee Joo Shipping Sendirian Berhad**<br>Kuching Malaysia | **1 466**<br>975<br>2 509 | GL (BV) | **1968** Zaanlandsche Schps. Maats.—Zaandam (511)<br>75,06 13,49 5,500<br>67,49 13,39 6,94<br>F 6,8 2 dks | **M General Cargo**<br>1 Ho 43,8 ER<br>G.3 490 B.2 852<br>1 Ha (stl) (40,3 × 10,2) ER<br>2W Der 2(70) | MaK 6MU452AK<br>Oil 4SA 6Cy. 320 × 450<br>1 583bhp (1 164kW) NE 75<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 70kW 1 × 16kW 380V 50Hz a.c.<br>Fuel 210,0t (d.o.) 12,5kn |
| 8414738<br>C6BZ6<br>710701<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **RICH DUCHESS**<br>**Inter Ocean Carriers S.A.**<br>Fuyo Kaiun Co. Ltd.<br>Nassau Bahamas<br>SatCom: 1104273/CYBZ | *50 285*<br>*21 901*<br>79 999 | AB | **1986** Kasado Dock Co. Ltd.—Kudamatsu (359)<br>243,85 (BB) 40,04 12,191<br>234,02 40,01 19,03<br>1 dk<br>rf nil Bow/CM 120 Diam. 0,500 | **M Tanker**<br>COW IGS SBT<br>7 Ta ER<br>L.(oil) 101 312<br>3 Cargo pumps total 7 500T/hr | Sulzer 6RTA76<br>Oil 2SA 6Cy. 760 × 2200<br>11 895bhp (8 749kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 279,0t (d.o.) 2 938,0t (hvf) 14,25kn |
| 8414726<br>C6BU7<br>708873<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **RICH DUKE**<br>**Rich Ocean Tankers S.A.**<br>Fuyo Kaiun Co. Ltd.<br>Nassau Bahamas<br>SatCom: 1104262/CYBU | *50 285*<br>*21 901*<br>81 279 | AB NK | **1986** Kasado Dock Co. Ltd.—Kudamatsu (358)<br>243,85 (BB) 12,077<br>234,02 40,01 19,03<br>F 13,5 1 dk<br>rf nil | **M Tanker**<br>COW IGS SBT<br>7 Ta ER<br>L.(oil) 101 332 | Sulzer 6RTA76<br>Oil 2SA 6Cy. 760 × 2200<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 640kW a.c.<br>14,5kn |
| 7001467<br>9HFF3<br>2586<br>Df Esd Gc<br>Pfd Rdr Rt | **RICH STAR**<br>ex Hua Ping-90 ex Yusho Maru-77<br>**Rich Star Marine Ltd.**<br>Valletta Malta | T.Mk<br>**5 003**<br>2 988<br>—<br>**7 712**<br>4 480<br>11 770 | ZC (NK) | **1969** Nippon Kokan K.K.—Shimizu (291)<br>136,00 19,84 8,540<br>128,00 19,80 11,20<br>P 49,1 F 25,3 2 dks | **M General Cargo**<br>Ref<br>4 Ho ER<br>G.18 452 B.16 991 In.1 161<br>4 Ha (stl) (8,2 × 6,0) (17,9 17,9 13,4 × 7,7) ER<br>14W Cr 4(13,5) 2(10) 2(5) Der 1(120) | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1250<br>5 296kW (7 200bhp)<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 2 × 420kW 450V a.c.<br>Fuel 838,0t-27,5pd 15kn |
| 8912522<br>DVRU<br>231333<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **RICH WAY**<br>**Primus Shipping Corp.**<br>Fuyo Kaiun Co. Ltd.<br>Manila Philippines<br>SatCom: 1700503/RCWY | *22 147*<br>*12 665*<br>38 852 | NK | **1990** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (3001)<br>180,80 (BB) 10,931<br>171,00 30,50 15,30<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.46 112 | Sulzer 6RTA52<br>Oil 2SA 6Cy. 520 × 1800<br>4 939kW (6 715bhp)<br>Diesel United Ltd. Aioi<br>Gen 3 × 450kW 450V a.c.<br>14,5kn |
| 8307997<br>3EHW3<br>14559-85A<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **RICH WORLD**<br>ex Globe R. World-88<br>Launched as Rich World<br>**Rich Ocean Car Carriers S.A.**<br>Fuyo Kaiun Co. Ltd.<br>Panama Panama<br>SatCom: 1330403/EEHW | *14 273*<br>*8 454*<br>24 743 | NK | **1984** K.K. Usuki Tekkosho—Saiki (1315)<br>159,92 (BB) 10,166<br>150,00 26,00 13,20<br>P 33,0 F 14,3 1 dk<br>Bow/CM 81 Diam. 0,150 MH 2,1 | **M Tanker**<br>Oil Chemical Molasses<br>DB<br>28 Ta ER<br>L.29 380 | B&W 6L55GB<br>Oil 2SA 6Cy. 550 × 1380<br>6 708kW (9 120bhp)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 4 × 335kW a.c.<br>13,75kn |
| 5159428<br>Df Esd Rdr<br>RTm | **RICHARD BORDO**<br>ex Mystras-78 ex Navarino Bay-72<br>ex Immen-69<br>**Arthur Frances Williams**<br>Kingstown St. Vincent and the Grenadines | **1 501**<br>740<br>2 703 | ✠Classed LR until 9/6/82 | **1950**-5 Helsingborgs Varfs A/B—Helsingborg (72)<br>87,00 12,53 4,928<br>83,19 12,50 7,40<br>P 8,3 RFD 20,8 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho 29,0 ER 27,4<br>G.4 875 B.4 531<br>2 Ha (7,9 × 6,4) ER (8,6 × 6,4)<br>8W Der 2(25) 4(7,5) 4(5) | B&W 4-50VF-90<br>Oil 2SA 4Cy. 500 × 900<br>1 040bhp (765kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 66kW 220V d.c.<br>Fuel 386,0t (d.o.) 11,5kn |
| 8407228<br>DCOV<br>SSR4079<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **RICHARD C.**<br>**Reederei M. Lauterjung KG m.s. "Richard C"**<br>Sunship Schiffahrtskontor KG<br>Emden Federal Republic of Germany | *1 298*<br>*389*<br>1 537 | GL | **1984** Hermann Suerken GmbH & Co. KG. —Papenburg (328)<br>74,91 (BB) 10,60 3,322<br>70,52 10,51 3,43<br>F 6,1 2 dks | **M General Cargo**<br>1 Ho 49,2 ER<br>G.2 351 B.2 310<br>1 Ha (stl) (46,8 × 8,2) ER | MAN 7L20/27<br>Oil 4SA 7Cy. 200 × 270 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>600bhp (441kW)<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 2 × 94kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10kn |
| 6806676<br>WX8957<br>508288<br>Df Esd Gc<br>Pfd Rdr Rt | **RICHARD FOSS**<br>**Foss Maritime Co.**<br>Seattle, Wa United States of America | **156**<br>106<br>— | AB | **1967** McDermott Shipyard—Amelia, La (142)<br>33,53 3,680<br>31,91 9,15 4,20<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 sr reverse geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 60kW<br>Fuel 226,5t 12kn |

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| **8310102**<br>*WLBV*<br>684691<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RICHARD G. MATTHIESEN**<br>**Wilmington Trust Co., as Trustee**<br>Ocean Ships Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1500740/MATT | *19 037*<br>*13 660*<br>29 526<br>T/cm<br>42,0 | AB | **1986** (Aft section) Tampa SB. Co. Inc.—Tampa, Fl (1124)<br>**1986** (Fwd & cargo sections) Avondale Shipyards Inc.—Avondale, La (2345)<br>187,43 (BB) 27,49 10,988<br>179,08 27,44 16,36<br>1 dk<br>rf nil Bow/CM 93 Diam. 0,200 MH 1,8 | **M Tanker**<br>IGS SBT Ice strengthened<br>DB Stern disch.<br>14 Ta ER<br>L.(oil) 38 867<br>14 Cargo pumps total 2 741T/hr | Sulzer<br>Oil 2SA 5Cy. 760 × 2200<br>15 300bhp (11 254kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I)<br>Gen 3 × 800kW a.c. 1 × 750kW a.c |
| **7201639**<br>*WX9735*<br>508887 | **RICHARD HEATH**<br>ex Miss Debbie ex Golden Star-76<br>**Trawler Richard Heath Inc.**<br>Houma, La United States of America | **124**<br>84<br>— | | **1967** Master Marine Inc.—Bayou la Batre, Al<br>*22,13* 6,74<br>3,20 | **M Fishing** | Oil<br>380bhp (280kW)<br>.............<br>Fuel (d.o.) |
| **5025665**<br>*WYP9649*<br>518432<br>Esd Rdr Rt | **RICHARD HENRY DANA**<br>ex Arthur J. Lynn<br>**Lundeberg Maryland Seamanship School Inc.**<br>Washington, DC United States of America | **173**<br>133<br>— | | **1936** Smith & Rhuland—Lunenburg, N.S.<br>*38,20* 8,18<br>3,05<br>conv Side-fishing Schooner Fishing 69 | **Wood Aux M Training Vessel**<br>Schooner | Fairbanks, Morse<br>Oil 2SA 5Cy. 265 × 320<br>335bhp (246kW) NE —<br>Fairbanks Morse & Co. |
| **5294307**<br>*WB2027*<br>243406<br>Df Gc Rdr<br>RTm/h/v | **RICHARD J. REISS**<br>Launched as Adirondack<br>**Reiss Steamship Co.**<br>American Steamship Co.<br>Philadelphia, Pa United States of America | **9 790**<br>7 518<br>14 350 | AB | **1943** Great Lakes Eng. Works—River Rouge, Mi (290)<br>18,34 7,313<br>184,11 18,29 10,67<br>F 15,9 1 dk<br>RW rf 76 | **M Bulk Carrier**<br>Self-unloader 12P<br>6 Ho 21,9 21,9 14,6 21,9 21,9 21,9 ER<br>G.16 902<br>16 Ha (stl) (each 3,3 × 11,5) ER | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254 sr revers sc. shaft<br>2 950bhp (2 170kW) NE made fitted76<br>General Motors Corp. Electro-Motive Di<br>Gen 2 × 500kW a.c. 1 × 300kW a.c<br>Thw. thrust propeller fwd<br>Fuel 257,0t (d.o.) |
| **7101059**<br>*WY9281*<br>523389 | **RICHARD K**<br>ex Queen of Peace<br>**Richard K Inc.**<br>Houma, La United States of America | **157**<br>107<br>— | | **1969** Master Marine Inc.—Bayou la Batre, Al<br>*23,57* 7,37<br>3,56 | **M Fishing** | Oil<br>500bhp (368kW)<br>.............<br>Fuel (d.o.) |
| **7732779**<br>*WYC6603*<br>583416 | **RICHARD M**<br>**Mary Jane Corp. & Myers Clam Co. Inc.**<br>Philadelphia, Pa United States of America | **187**<br>127<br>— | | **1977** Toche Enterprises Inc.—Ocean Springs, Ms<br>*28,96*<br>7,93 4,20<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>800bhp (588kW)<br>Caterpillar Tractor Co. |
| **5094147**<br>DAK 558<br>Df Esd Pfd<br>RTm | **RICHARD TOLL**<br>ex Du Chaffault<br>Dakar Senegal | **194**<br>67<br>— | (BV) | **1961** At. & Ch. de la Manche—Dieppe (C1161)<br>34,47 6,86 3,048<br>29,49 6,84 3,81<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>In.120<br>3 Ha (each 0,9 × 0,9) | Duvant<br>Oil 4SA 6Cy. 315 × 480<br>600bhp (441kW)<br>Moteurs Duvant<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7730393**<br>*WYC3446*<br>581795 | **RICHARD WAYNE**<br>**Delores of Wanchese Inc.**<br>Corpus Christi, Tx United States of America | **121**<br>82<br>— | | **1977** Master Marine Inc.—Bayou la Batre, Al<br>*22,59* 6,71<br>3,41<br>1dk | **M Fishing** | Oil<br>475bhp (349kW)<br>Fuel (d.o.) |
| **6703214**<br>*VGJC*<br>323022<br>Df Esd Gc<br>Rdr Rt | **RICHELIEU**<br>**Canada Steamship Lines Inc.**<br>Great Lakes Bulk Carriers Inc. (GLBC)<br>Toronto, Ont. Canada | **17 822**<br>13 472<br>29 709<br>T/cm<br>45,8 | **✠100A1** Lake SS 4/88<br>Great Lakes & River St.<br>Lawrence service<br>**✠LMC**<br>EL (ot) 2⅜"U2<br>FN 7559 | **1967**-4 Davie SB. Ltd.—Lauzon, P.Q. (654)<br>222,44 -22,97 8,634 FW<br>216,19 22,86 12,10<br>P 28,1 F 17,7 1 dk<br>RW rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>6 Ho 27,1 29,2 29,2 29,2 29,2 34,7 ER<br>G.36 653<br>17 Ha (stl) (each 6,1 × 14,3) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>7 061kW (9 599bhp)<br>Sulzer Bros. Ltd.<br>Gen 2 × 500kW 1 × 350kW 575V 6<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 396,5t (hvf) |
| **5250507**<br>*3ESF2*<br>13687-84<br>Df Esd Pfd<br>Rdr RTm/v | **RICHER**<br>ex Giant Treasure-86 ex Ngakuta-83<br>**Reach Shipping S.A.**<br>Panama Panama | **4 022**<br>2 182<br>6 076 | **✠100A1** SS 9/91<br>**✠LMC**<br>EL x 1$\frac{13}{16}$"SQ<br>FN 2588 | **1962**-6 Caledon SB. & Eng. Co. Ltd.—Dundee (532)<br>111,92 16,31 7,163<br>103,79 16,16 8,77<br>P 25,6 F 10,1 1 dk<br>RW rf 152 | **M General Cargo**<br>3 Ho 13,0 29,4comb. 24,0comb. ER<br>G.8 113 B.7 646<br>Cr 6(5) | Sulzer<br>Oil 2SA 6Cy. 600 × 1040<br>2 207kW (3 000bhp)<br>Wm. Denny & Bros. Ltd.<br>Gen 3 × 210kW 400V 50Hz a.c.<br>Fuel (d.o.) |
| **7353315**<br>*LALQ2*<br>N-00369<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RICHFIELD**<br>ex Louis L. D.-82<br>**K/S Arrow Bulk VII**<br>Kristian Gerhard Jebsen Skipsrederi A/S<br>Bergen Norway (NIS)<br>SatCom: 1311354/LALQ | **21 117**<br>12 715<br>39 082<br>T/cm<br>46,0 | NV (Class cont.) (BV) | **1974** Sanoyasu Dockyard Co. Ltd.—Osaka (335)<br>182,00 (BB) 29,06 11,605<br>174,00 29,01 16,18<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 22,1 26,8 26,8 26,8 19,2 ER<br>G.42 223 B.41 133 HeCls. ptB<br>TEU 1100<br>5 Ha (stl) (21,0 × 16,4) (25,6 25,6 25,6 19,2 × 23,0) ER<br>Cr 2(25) | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>9 636kW (13 100bhp)<br>Hitachi Zosen Sakurajima<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 245,0t (d.o.) 2 050,0t (hvf)-48,0pd |
| **8023890**<br>*WRA7927*<br>644241<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RICHMOND BAY**<br>ex Amoco Richmond-86<br>**Coastwise Trading Co. Inc.**<br>Wilmington, De United States of America | **272**<br>185<br>419 | AB | **1982** McDermott Shipyard—Morgan City, La (261)<br>5,941<br>39,02 10,98 6,86<br>1 dk<br>rf nil | **M Tug**<br>Pusher Fire-fighting | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>sc. shaft<br>General Motors Corp. Electro-Motive D<br>Gen 2 × 210kW<br>Controllable pitch propeller |
| **8130019**<br>*ELOK6*<br>9581<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>SatCom<br>AMVER | **RICHMOND BRIDGE**<br>Monrovia Liberia | **31 403**<br>11 346<br>32 631 | NK | **1983** Kawasaki Heavy Ind. Ltd.—Kobe (1348)<br>218,02 (BB) 32,26 11,523<br>203,03 32,01 18,93<br>F 18,6 1 dk | **M Container Ship**<br>Fixed-guides<br>4 Ta 4 Cell. Ho ER 1 Cell. Ho<br>L.1 514 HeCls. C<br>TEU 1702<br>C.Ho 970/20'(40') C.Dk 732/20'(40') incl. 200 ref C.<br>16 Ha (stl) ER 4 Ha (stl) | MAN<br>Oil 2SA 8Cy. 900 × 1900<br>29 920bhp (22 008kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 1 × 900kW 3 × 800kW 450V<br>Fuel 355,5t (d.o.) 3 181,0t (hvf)-82,5pd |
| **8908698** | **RICHMOND ODYSSEY**<br>**Richmond Fisheries Ltd.**<br>Halifax, N.S. Canada | **563**<br>263<br>— | AB | **1989** Pictou Industries Ltd.—Pictou, N.S. (225)<br>38,71 -<br>35,20 9,80 5,70 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | Caterpillar<br>Vee Oil 4SA 16Cy. 170 × 190 with cl<br>flexible couplings & sr geared to s<br>1 037kW (1 410bhp)<br>Caterpillar Inc.<br>Gen 2 × 135kW a.c. |
| **8103444**<br>*H3TN*<br>12067-82B<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **RICHWAY**<br>**Richway Transport Corp. S.A.**<br>Panama Panama | **25 161**<br>17 644<br>45 561 | NK | **1982** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (295)<br>192,79 (BB) 31,55 11,500<br>183,39 31,50 16,90<br>P 31,7 F 12,8 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.55 320 B.53 186<br>5 Ha (stl) (15,3 × 11,9) (20,4 20,4 16,1 17,0 × 13,6) ER<br>Cr 4(20) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Hitachi Zosen Sakurajima |
| **8112445**<br>*ELOD3*<br>9522<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **RICKMERS QINGDAO**<br>ex Char Hwa-91<br>**Primrose Enterprises S.A.**<br>Coldwell Ship Management (Agency) Ltd.<br>Monrovia Liberia<br>SatCom: 1245133/QING | **14 603**<br>8 264<br>23 300 | NK | **1983** China SB. Corp. (Keelung Division)—Keelung (271)<br>165,18 (BB) 20,88 9,650<br>156,01 20,81 13,42<br>P 20,1 F 11,1 2 dks | **M General Cargo**<br>5 Ho ER<br>G.29 600 B.28 400<br>TEU 822 C. 822/20' (40')<br>9 Ha (stl) (13,3 × 10,5) (21,7p&s 21,7p&s 21,7p&s 15,0p&s × 8,2) ER<br>Cr 5(25) | Mitsubishi<br>Oil 2SA 7Cy. 520 × 1250<br>9 300bhp (6 841kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 226,5t (d.o.) 1 366,5t (hvf)-30,0 |

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| 8220242<br>ELHI5<br>8316<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **RICKMERS SHANGHAI**<br>ex Concord Jimba-88<br>ex Golden Orchid Jr.-87<br>ex Golden Orchid-85<br>ex C. C. Seattle-85<br>**Yangtze Finance Co. Ltd.**<br>Coldwell Ship Management (Agency) Ltd.<br>Monrovia Liberia<br>SatCom: 1243331/RMSH | *16 950*<br>*9 905*<br>26 320 | **100A1** SS 6/89<br>**LMC**<br>EL G† 577,5/60,0U3<br>FN 6483<br>(NK) | **1983** Sanoyasu Dockyard Co. Ltd.—Mizushima (1059)<br>166,40 (BB) 27,67 9,656<br>157,99 27,61 13,42<br>P 25,9 F 12,5 2 dks | **M General Cargo**<br>pt higher tensile steel<br>5 Ho 19,5 26,8 27,2 27,2 19,2 ER<br>5 TwD<br>G.34 202 B.32 983 HeCls. B<br>TEU 1022 C. 1022/20' (40') incl. 30 ref C.<br>9 Ha (stl) (12,9 20,3p&s 20,3p&s 20,3p&s 13,5p&s × 10,8) ER<br>Cr 1(35) 5(25) | Mitsubishi 6UEC60HA<br>Oil 2SA 6Cy. 600 × 1500<br>7 503kW (10 200bhp)<br>Kobe Hatsudoki K.K. Kobe<br>AuxB(c) (o.f.) 8,2kgf/cm² (8,1bar)<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 232,5t (d.o.) 1 840,0t (hvf)-30,5pd 15kn |
| 8412546<br>3EME7<br>19366-PEXT1<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **RICKMERS TIANJIN**<br>ex Kriti Silver-88<br>**Silver International Navigation Inc.**<br>Vroon B.V.<br>Panama Panama<br>SatCom: 1332153/CHIL | *12 963*<br>*7 928*<br>20 482 | ✠**100A1** SS 7/91<br>✠**LMC** **UMS**<br>EL (F†) 577,5/60,0U3<br>FN 5405 | **1986**-7 Mitsubishi Heavy Industries Ltd. —Shimonoseki (876)<br>146,51 (BB) 25,05 9,818<br>140,01 25,01 13,59<br>F 12,5 2 dks, 2nd dk in way of Nos. 2, 3 & 4 holds only<br>rf nil | **M General Cargo**<br>pt higher tensile steel<br>4 Ho 18,0 33,3 33,3 18,0 ER 3 TwD<br>G.28 764 B.26 553<br>TEU 692<br>C.Ho 314/20' (40') C.Dk 378/20' (40') incl. 10 ref C.<br>7 Ha (stl) (12,8 25,6p&s 25,6p&s 12,8p&s × 8,0) ER<br>Cr 4(25) | Sulzer 6RTA48<br>Oil 2SA 6Cy. 480 × 1400<br>7 050bhp (5 186kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 6,9kgf/cm² (6,8bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel 197,0t (d.o.) 966,0t (hvf)-22,0pd 14,75kn |
| 5163417<br>Df Esd | **RICKS H**<br>ex Fylke-83 ex Dorca-73 ex Irmgard-66<br>**A. Mazaharally & Sons Ltd.**<br>Kingstown St. Vincent and the Grenadines | **280**<br>148<br>365 | (GL) | **1927** N.V. Schpsw. "De Vooruitgang" v/h D. Boot —Alphen a/d Rijn<br>43,16 6,61 3,455<br>6,56 3,76<br>1 dk<br>R len 52 & 28 | **M General Cargo**<br>1 Ho ER<br>G.552 B.510<br>2 Ha (11,5 9,5 × 4,2) ER<br>2W Der 2(2) | MaK<br>Oil 4SA 6Cy. 215 × 360<br>275bhp (202kW) NE 56<br>Maschinenbau Kiel A.G. Kiel<br>Fuel (d.o.) 8,5kn |
| 7398432<br>WYT9523<br>546425 | **RICKY G.**<br>**Kelly Quach**<br>Mobile, Al United States of America | **111**<br>75<br>— | | **1973** Quality Marine Inc.—Theodore, Al<br>... ... ...<br>21,70 6,71 3,23<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | General Motors<br>Vee Oil 2SA 12Cy. 146 × 146<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| 7637400<br>IMOZ<br>1459<br>Df Esd Gc<br>Rdr Rt | **RICKY LIFT**<br>ex Pep Spica-84<br>**Meridionalcargo S.n.C. di Scotto di Antonio Santolo e C.**<br>Napoli Italy | T.Mk<br>**499**<br>343<br>1 324 | RI (BV) | **1978** Orskovs Staalskibsvaerft I/S—Frederikshavn (93)<br>72,04 (BB) 13,11 5,402<br>66,22 13,01 6,76<br>P 14,4 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 46,0 ER<br>G.3 278 B.2 890<br>TEU 54 C. 54/20'<br>1 Ha (stl) (37,8 × 8,4) ER<br>Cr 2(20-40) | MaK 6M452AK<br>Oil 4SA 6Cy. 320 × 450<br>1 250bhp (919kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 120kW 380V 50Hz a.c.<br>13kn |
| 7238474<br>HQFY9<br>Df Gc Rdr<br>Rt | **RICOMAR No. 1**<br>ex Kinei Maru No. 5-90<br>ex Yoshi Maru No. 1-87<br>ex Nadayoshi Maru No. 7-79<br>**Ricomar S. de R.L.**<br>San Lorenzo Honduras | **383**<br>181<br>828 | | **1972** Miho Zosensho K.K.—Shimizu (851)<br>53,60 8,51 3,506<br>47,02 8,49 3,76<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 050bhp (772kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7003348<br>DUTR<br>Df Esd Gc<br>Pfd Rdr Rt | **RICSAN 3**<br>ex Shinnan Maru No. 18-77<br>**Ricsan Development Corp.**<br>Manila Philippines | **344**<br>161<br>241 | | **1969** Kanasashi Co. Ltd.—Shimizu (903)<br>52,46 8,72 3,563<br>45,45 8,70 6,00<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7209045<br>DXCF<br>225479<br>Df Esd Gc<br>Pfd Rdr Rt | **RICSAN 16**<br>ex Taisen Maru No. 1-80<br>**Ricsan Development Corp.**<br>Manila Philippines | **294**<br>142<br>330 | | **1971** Miho Zosensho K.K.—Shimizu (792)<br>50,07 7,83 3,277<br>42,02 7,80 3,66<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka AH30<br>Oil 4SA 6Cy. 300 × 480<br>993kW (1 350bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8725943<br>M-43224<br>Rt | **RIDALA**<br>Completed as MRTK-0731<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Tallinn) (U.S.S.R.) | *117*<br>*35*<br>30 | RS | **1988** ............U.S.S.R.<br>25,50 7,02 2,390<br>22,00 7,00 3,30<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>Ice strengthened | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>221kW (300bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| 8120325<br>P3GX4<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **RIDER B**<br>ex Jugoagent-91 ex Acdir II-84<br>ex Jugoagent-83<br>**Statement Shipping Co. Ltd.**<br>Baru Seri Inc.<br>Limassol Cyprus | **11 977**<br>6 129<br>14 930 | BV JR | **1982** Kherson Shipyard—Kherson (2024)<br>162,34 (BB) 9,802<br>144,63 22,22 13,42<br>F 12,8 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 10,3 22,6 15,3 29,6 15,4 ER<br>5 TwD<br>G.21 340 B.19 570<br>TEU 388 C.Ho 320/20' C.Dk 68/20'<br>9 Ha (stl) (6,1 × 5,7) (19,1p&s 12,7p&s 25,3p&s 12,7p&s × 8,0) ER<br>4W Cr 7(12) Der 1(63) | B&W 6DKRN74/160<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 450,0t (d.o.) 1 100,0t (hvf)-31,0pd 15,5kn |
| 5294670<br>KQTK<br>247646<br>Df Esd Gc | **RIDER VICTORY**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **7 640**<br>5 195<br>10 886 | AB | **1945** California SB. Corp.—Los Angeles, Ca (V61)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Allis Chalmers Mfg. Co. Milwaukee, Wi<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 926,0t (o.f.) 14kn |
| 6721553<br>Esd Gc Pfd<br>Rdr Rt | **RIDGELY WARFIELD**<br>**Johns Hopkins University**<br>Baltimore, Md United States of America | **260**<br>—<br>— | | **1967** Bethlehem Steel Corp.—Baltimore, Md (7006)<br>32,31 10,11 1,982<br>30,23 9,96 3,36<br>4 dks | **Aluminium Alloy TM Research**<br>Oceanographic Twin Hull | Cummins<br>4 Oil 4SA each 12Cy. 140 × 152 reduction geared to sc. shafts<br>1 300bhp (956kW)<br>Cummins Engine Co. Inc. Columbus, In<br>16kn |
| 7105067<br>LAMI<br>17612<br>Df Esd Rdr<br>Rt | **RIE**<br>**P/R Stornes**<br>Birger Stornes<br>Trondheim Norway | T.Mk<br>**198**<br>110<br>549 | NV | **1971** Fiskerstrand Slipp & M/V—Fiskerstrand (19)<br>41,13 9,17 3,385<br>37,17 9,15 4,86<br>P 6,8 F 3,7 2 dks<br>rf 102 | **M General Cargo**<br>1 Ho 21,9 ER<br>G.934 B.906<br>1 Ha (22,0 × 7,3) ER<br>2W Der 1(5) 1(3) | Callesen<br>Oil 4SA 5Cy. 270 × 400<br>575bhp (423kW) NE 82<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Gen 1 × 25kW 1 × 18kW 220V 50Hz a.c.<br>Fuel 25,0t (d.o.)-2,0pd 10,5kn |
| 8008216<br>PHAT<br>UK 162 | **RIEKELT BRANDS**<br>ex Cornelia-87<br>**Zeevisserijmaatschappij Brands B.V.**<br>Urk Netherlands | **345**<br>120<br>— | | **1981** Boele's Schps. & Mchf. B.V.—Bolnes (1073)<br>39,93<br>9,01 3,28<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl<br>1 Ho ER<br>1 Ha (stl) ER | Deutz SBV12M628<br>Vee Oil 4SA 12Cy. 240 × 280 reverse reduction geared to sc. shaft<br>2 400bhp (1 765kW)<br>Kloeckner Humboldt Deutz West Germany |
| 7303102<br>402569<br>D 262<br>Esd Pfd Rdr<br>RTm | **RIEKELT BRANDS**<br>ex Relinquenda-79 ex Rean-77<br>ex Robert-73<br>**Michael John Munnelly**<br>Dublin Irish Republic | **236**<br>89<br>— | | **1973** T. van den Beldt Thz. Schpsw. "Voorwaarts" —Westgraftdijk (443)<br>37,70 7,57<br>33,86 7,50 4,04<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil<br>1 300bhp (956kW) NE 82<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 75kW 380V 50Hz a.c.<br>Thw. thrust propeller<br>Fuel (d.o.) 12kn |
| 5294735<br>PKLZ | **RIENZI**<br>**Pemerintah Daerah Tingkat I**<br>Palembang Indonesia | **118**<br>—<br>73 | ✠Classed LR until 9/60 | **1938**-4 "Tandjung Priok" N.V. Droogdok Maats. —Tandjung Priok<br>30,48 5,52 2,420<br>27,77 5,47 3,15<br>RFD 5,8 1 dk<br>R | **M General Cargo**<br>1 Ho 12,2<br>1 Ha (2,9 × 4,5) | Werkspoor<br>Oil 4SA 3Cy. 260 × 350<br>E made47 fitted49<br>N.V. Werkspoor Amsterdam<br>Fuel 8,0t 8kn |

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| **8620117**<br>*Y5EJ*<br>3030<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **RIESA**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | *16 794*<br>*8 821*<br>23 930<br>T/cm<br>34,9 | DSRK GL | **1986** VEB Mathias-Thesen-Werft—Wismar (135)<br>176,56 (BB) 22,92 10,508<br>167,42 22,86 14,00<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 23,1 25,4 24,8 24,8 24,8 ER<br>G.29 817 B.29 223<br>6 Ha (stl) (13,6p&s × 7,4) (19,5 19,5 19,5 × 8,9) (19,5 × 8,3) ER<br>Cr 4(25) | MAN<br>Oil 2SA 8Cy. 700 × 1200 dr geared<br>8 238kW (11 200bhp)<br>VEB Dieselmotorenwerk Rostock (DMR<br>Gen 3 × 664kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 331,0t (d.o.) 1 738,0t (hvf)-31,5pd |
| **5294759**<br>*Y4EN*<br>Df Esd Rdr<br>Rt | **RIESENHAI**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **134**<br>48<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,71 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt<br>Gen 2 × 29kW 110V d.c. |
| **6619592**<br>350523<br>SH 1<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RIETVLEI**<br>**Suid-Oranje Visserye BpK.**<br>Cape Town/ Kaapstad South Africa | **158**<br>87<br>178 | ✠Classed LR until 1/71 | **1968**-2 Maritime Industries Ltd.—Kaapstad/Cape Town (402)<br>25,33 7,85 3,198<br>21,72 7,60 3,81<br>F 5,2<br>rf 635 BK 305 | **Reinforced Plastic M Fishing**<br>Side-fishing<br>1 Ho 7,7 ER<br>1 Ha (2,4 × 1,6) ER<br>Der 1(1,5) | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127 reverse<br>geared to sc. shaft<br>700bhp (515kW)<br>General Motors Corp.<br>Gen 2 × 6kW 110V d.c.<br>Bow jet pump<br>Fuel 11,0t (d.o.) |
| **7227451**<br>*CNUQ*<br>Esd Gc Rdr<br>Rt | **RIF**<br>ex Queen Vergina-88<br>ex Queen Coral-87<br>**Compagnie Marocaine de Navigation (COMANAV)**<br>Morocco | **6 420**<br>—<br>1 344 | | **1972** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (816)<br>128,56 17,40 5,233<br>115,02 17,38 6,38<br>2 dks<br>conv RoRo Cargo/Ferry 87 | **TM Passenger/RoRo Cargo/Ferry**<br>247cbn 529bth 101dk P<br>Mchy.aft | Pielstick<br>2 Vee Oil 2SA each 18Cy. 400 × 460<br>18 000bhp (13 240kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Fuel 70,0t (d.o.) 307,5t (hvf)-63,5pd |
| **8619833**<br>*TC4646*<br>5584<br>Df Esd Gc<br>Rdr RTv | **RIFKI NAIBOGLU 2**<br>**Rayben Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | *997*<br>*662*<br>2 000 | BV | **1987** Hidrodinamik A.S. Tuzla Tersanesi—Tuzla (22)<br>76,74 5,301<br>67,01 11,02 6,35<br>1 dk | **M General Cargo**<br>1 Ho ER<br>2 Ha (stl) (each 16,2 × 7,0) ER<br>Der 4(3) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **6903462**<br>*TFGR*<br>1136<br>Df Esd Gc<br>Rdr Rt | **RIFSNES**<br>ex Orvar-80 ex Skrolsvik-71<br>**Hradfrystihus Hellissands H/f**<br>Hellissandi og Baldur Kristinsson<br>Rif Iceland | **226**<br>86<br>— | (NV) | **1968** Westermoen Hydrofoil A/S—Mandal (16)<br>36,28 7,80 3,963<br>32,72 7,78 4,07<br>1 dk<br>rf 1600 BK 127 | **M Fishing**<br>Side Trawler Ref<br>1 Ho ER<br>1 Ha (2,9 × 1,8) ER | Caterpillar<br>Vee Oil 4SA 16Cy. 159 × 203<br>1 050bhp (772kW) NE 80<br>Caterpillar Tractor Co.<br>Gen 2 × 40kW 1 × 15kW 220V 50H<br>Fuel (d.o.) |
| **8033209**<br>*UJEV*<br>M-36669<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **RIFT**<br>**Academy of Sciences**<br>(Novorossiysk) (U.S.S.R.) | **781**<br>123<br>255 | RS | **1981** Volgograd Shipyard—Volgograd<br>53,74 10,71 4,480<br>6,02<br>1 dk | **M Research/Fishing**<br>Stern-fishing Mother Ship for submersibles | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>E made80<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 300kW 3 × 160kW 2 ×<br>Controllable pitch propeller |
| **7521584**<br>*IXSJ*<br>543<br>Df Esd Gc<br>Pfd Rdr Rt | **RIG**<br>ex Frigg-87<br>**Ocean S.r.l.**<br>Pescara Italy | **493**<br>219<br>— | RI<br>✠Classed LR until 29/8/88 | **1976**-7 Schps. Bodewes Bergum B.V.—Bergum (181)<br>42,83 10,77 4,338<br>37,04 10,41 4,81<br>F 13,2 1 dk<br>rf 203 | **TM Tug** | Polar<br>2 Vee Oil 4SA each 12Cy. 250 × 300<br>sc. shafts<br>A/B Bofors Nohab<br>Gen 3 × 130kW 440V 60Hz a.c.<br>2 Controllable pitch propellers |
| **7216361**<br>*H8QU*<br>10818-81B | **RIG BUILDER**<br>**Offshore Gold Shipping Pte. Ltd.**<br>Panama Panama | **198**<br>135<br>610 | | **1966** Zigler Shipyards Inc.—Mermentau, La<br>10,98 3,836<br>47,71 4,58<br>1 dk | **M Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>4 300bhp (3 163kW)<br>General Motors Corp. Electro-Motive D<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **7216373**<br>*WJ8439*<br>507458<br>Esd Rdr | **RIG ENGINEER**<br>**Puget Sound Tug & Barge Co.**<br>Crowley Maritime Corporation<br>Coos Bay, Or United States of America | **189**<br>128<br>— | | **1967** Mangone SB. Corp.—Houston, Tx (76)<br>10,98 3,836<br>48,04 4,58<br>1 dk | **TM Supply Ship**<br>Deck Cargo Anchor-handling | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>2 150bhp (1 581kW)<br>General Motors Corp. Electro-Motive D<br>Gen 2 × 250kW<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **7120691**<br>*PHAP*<br>1661Z<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RIG EXPRESS**<br>ex West Osprey-82<br>**Motorschip Rig Express B.V.**<br>Vroon B.V.<br>Breskens Netherlands<br>See Register of Offshore Units | *1 113*<br>*334*<br>844 | NV | **1971** Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen (294)<br>61,96 11,79 3,772<br>56,65 11,46 5,52<br>F 23,2 2 dks<br>rf 297 len 84 | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting 12P<br>3 Ta ER<br>L.104 | De Industrie<br>2 Oil 4SA each 6Cy. 305 × 460<br>N.V. Motorenfabriek "De Industrie"<br>Gen 2 × 170kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 357,5t (d.o.)-7,0pd |
| **7911430**<br>*9V2909*<br>381825<br>Df Esd Gc<br>Rdr Rt | **RIG GOLD**<br>**Carolus Investments Pte. Ltd.**<br>Singapore Singapore | **1 054**<br>462<br>1 403 | AB | **1980** Santan Slipway & Eng. Co. (Pte.) Ltd.—Singapore (023)<br>52,99<br>13,59 5,21<br>F 18,6 1 dk | **TM Supply Ship** | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 14<br>reduction geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Div.<br>Gen 2 × 210kW<br>Thw. thrust propeller fwd |
| **8112550**<br>*LAKT4*<br>N-01068<br>Df Esd Gc<br>Rdr RTv | **RIG MASTER**<br>**K/S A/S Rig Seismic II**<br>Rederiet Uksnoy & Co. A/S<br>Aalesund Norway (NIS)<br>SatCom: 1312551/LAKT | T.Mk<br>**1 528**<br>386<br>1 500 | NV | **1983** Flekkefjord Slipp & Mask. A/S—Flekkefjord (131)<br>72,52 5,944<br>62,01 13,81 8,01<br>2 dks<br>rf 1016 | **M Research**<br>Seismographic Diving Support<br>Ice strengthened<br>Mchy.aft | Normo<br>Vee Oil 4SA 12Cy. 250 × 300 geare<br>2 640bhp (1 942kW)<br>A/S Bergens M/V<br>Gen 1 × 800kW 4 × 428kW 440V<br>2 Thw. thrust propellers fwd , 2 aft |
| **7216385**<br>*HP2355*<br>5507-75A<br>Esd Pfd Rdr<br>Rt | **RIG PUSHER**<br>ex Nona<br>**Muharraq Engineering Works**<br>Panama Panama | **169**<br>115<br>— | | **1967** Mangone SB. Corp.—Houston, Tx (77)<br>*43,44* 10,98 3,229<br>46,64 3,97 2,44<br>1 dk | **M Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 20<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7643203**<br>372843<br>Rdr Rt | **RIG RUNNER**<br>**Eric Miller & Co. Ltd.**<br>Port of Spain Trinidad & Tobago | **256**<br>—<br>— | | **1976** Breaux's Bay Craft Inc.—Loreauville, La<br>38,10 8,64<br>8,55 3,05<br>1 dk | **Aluminium Alloy TrM Supply Launch**<br>Mchy.aft | General Motors<br>3 Vee Oil 2SA each 12Cy. 108 ×<br>1 575bhp (1 159kW)<br>General Motors Corp., Detroit Diesel Div. |

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| 8602537<br>WV8887<br>299881<br>Esd Rdr Rt | **RIG RUNNER**<br>ex Triton Express ex Ben H. Powell-75<br>**C. & D. Offshore Inc.**<br>Houma, La United States of America | **136**<br>93<br>— | (AB) | **1965** Breaux's Bay Craft Inc.—Loreauville, La (768)<br>*28,14* 6,74<br>27,51 6,71 3,23<br>1 dk | **Aluminium Alloy TM Launch** | General Motors<br>4 Oil 2SA each 6Cy. 108 × 127 reverse reduction geared to sc. shafts<br>820bhp (603kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Fuel 11,0t |
| 8101331<br>VMMR<br>851492<br>RTv | **RIG SEISMIC**<br>**Rig Seismic (Liberia) Inc.**<br>Rederiet Uksnoy & Co. A/S<br>*Newcastle, N.S.W.* Australia<br>SatCom: 1543313/VMMR | T.Mk<br>**1 595**<br>421<br>1 500 | NV | **1982** Flekkefjord Slipp & Mask. A/S—Flekkefjord (130)<br>72,52 5,958<br>62,01 13,81 8,01<br>2 dks<br>rf 1016 | **M Research**<br>Seismographic Diving Support<br>Ice strengthened<br>Mchy.aft | Normo KVM-12<br>Vee Oil 4SA 12Cy. 250 × 300 geared to sc. shaft<br>2 640bhp (1 942kW)<br>A/S Bergens M/V Bergen<br>Gen 1 × 800kW 3 × 385kW 440V 60Hz a.c.<br>2 Thw. thrust propellers fwd , 1 aft |
| 7216402<br>HO3341<br>8804-PEXT2<br>Esd Pld Rdr Rt | **RIG SERVICE I**<br>ex Rig Service-80<br>**Muharraq Engineering Works**<br>Panama Panama | **198**<br>134<br>610 | | **1966** Zigler Shipyards Inc.—Mermentau, La<br>10,98 3,887<br>43,13 4,58<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>3 400bhp (2 501kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 7216414<br>HO8564<br>4365-PEXT2<br>Rt | **RIG SUPPLY**<br>Panama Panama | **198**<br>125<br>— | | **1966** Zigler Shipyards Inc.—Jennings, La (173)<br>*43,65* 3,887<br>43,13 10,98 4,58<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>2 000bhp (1 471kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 8202848<br>YDTA<br>6984+BA<br>Esd Gc Rdr Rt | **RIG TENDER ELANG**<br>**P.T. Rig Tenders Indonesia**<br>Jakarta Indonesia | **280**<br>45<br>431 | AB KI | **1982** Maroil Engineers & Shipbuilders (Pte.) Ltd. —Singapore (014)<br>38,00 9,53 3,417<br>36,50 9,50 3,71<br>F 16,5 1 dk<br>rf 500 | **TM Supply Ship**<br>Deck Cargo Fire-fighting | General Motors 12V-149-NA<br>2 Vee Oil 2SA each 12Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 99kW<br>11kn |
| 7423835<br>YDST<br>7028+BA<br>Esd Rdr Rt | **RIG TENDER GELATIK**<br>ex Osam Premier-85 ex SML Gajah-80<br>**P.T. Rig Tenders Indonesia**<br>Jakarta Indonesia | **239**<br>40<br>— | AB KI | **1975** Singapore Slpwy & Eng. Co. (Pte.) Ltd. —Singapore (68)<br>27,28 8,89 3,639<br>26,70 8,82 4,25<br>1 dk | **TM Tug** | Deutz RSBA6M528<br>2 Oil 4SA each 6Cy. 220 × 280 with flexible couplings & sr reverse geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW<br>12kn |
| 8206090<br>YDBT<br>7836+BA<br>Esd Gc Rdr Rt | **RIG TENDER NURI**<br>**P.T. Rig Tenders Indonesia**<br>Jakarta Indonesia | **280**<br>45<br>431 | AB KI | **1982** Maroil Engineers & Shipbuilders (Pte.) Ltd. —Singapore (017)<br>38,00 9,53 3,417<br>36,50 9,50 3,71<br>F 16,5 1 dk<br>rf 500 | **TM Supply Ship**<br>Deck Cargo Fire-fighting | General Motors 12V-149-NA<br>2 Vee Oil 2SA each 12Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 99kW<br>11kn |
| 8127115<br>7895+BA<br>Esd Gc Rdr Rt | **RIG TENDER RAJAWALI**<br>**P.T. Rig Tenders Indonesia**<br>Jakarta Indonesia | **280**<br>45<br>431 | AB KI | **1982** Maroil Engineers & Shipbuilders (Pte.) Ltd. —Singapore (011)<br>38,00 9,53 3,417<br>36,50 9,50 3,71<br>F 16,5 1 dk<br>rf 500 | **TM Supply Ship**<br>Deck Cargo Fire-fighting | General Motors 12V-149-NA<br>2 Vee Oil 2SA each 12Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 99kW<br>11kn |
| 6719861<br>UEDM<br>M-27944<br>Df Esd Gc Rdr Rt | **RIGA**<br>**Latvian Shipping Company**<br>(Ventspils) (U.S.S.R.) | **12 588**<br>6 642<br>19 353<br>T/cm<br>31,1 | RS | **1967** Stocznia im. "Komuny Paryskiej"—Gdynia (B70/09)<br>176,89 21,87 9,556<br>165,00 21,75 11,87<br>1 dk<br>Bow/CM 82 | **M Tanker**<br>Ice strengthened<br>1 Ho 22 Ta ER<br>G.928 L.(oil) 24 880 HeCls. BC<br>1 Ha (stl) (4,5 × 3,5)<br>5W Der 2(5) 1(3)<br>4 Cargo pumps total 1 973T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski Poznan<br>16,25kn |
| 5294838<br>UBMB<br>M-26099<br>Df Esd Gc Pld Rdr AMVER | **RIGA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**7 221**<br>3 095<br>—<br>**9 745**<br>4 585<br>9 322 | RS | **1959** Stocznia Gdanska im. Lenina—Gdansk (B62/02)<br>155,15 20,05 8,060/8,200<br>142,02 20,01 11,66<br>3 dks<br>RW | **TS Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>2 Ho ER 1 Ho<br>B.5 939 L.639<br>3 Ha (6,7 6,7 × 3,8) ER (6,7 × 3,8)<br>14W Der 12(5) 2(3) | C 8Cy. (4) 440 & (4) 950 × 950 with LP turb & hydraulic coupling<br>5 400ihp (3 972kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 944kW<br>Fuel (o.f.)<br>13kn |
| 7634094<br>Df Esd Gc Pld Rdr Rt | **RIGDALIN**<br>Launched as Lispafish Cinco<br>**Salimauren**<br>Nouadhibou Mauritania | **269**<br>123<br>170 | (BV) | **1978** Const. Nav. Santodomingo—Vigo (455)<br>30,71 7,52 3,501<br>27,56 7,50 5,41<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Deutz RSBA6M528<br>Oil 4SA 6Cy. 220 × 280<br>750bhp (552kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 119,0t (d.o.)<br>11kn |
| 8611805<br>3EPI5<br>17904-KJ<br>Df Esd Gc Pld Rdr Rt | **RIGEL**<br>**Asgard Shipholding S.A.**<br>Panama Panama | *4 303*<br>*2 667*<br>6 818 | NK | **1987** Dong Hae SB. Co. Ltd.—Ulsan (8648)<br>110,52 16,44 6,732<br>103,03 16,41 8,56<br>P 20,2 F 10,2 1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 438 B.8 426<br>2 Ha (stl) (29,7 30,7 × 8,5) ER<br>Der 2(30) 2(20) | Mitsubishi 6UEC37LA<br>Oil 2SA 6Cy. 370 × 880<br>3 570bhp (2 626kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>12,5kn |
| 8820133<br>LZGS<br>Df Esd Gc Rdr Rt | **RIGEL**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | *2 041*<br>*934*<br>3 243<br>T/cm<br>9,6 | ✠**100A1**<br>chemical tanker, ship type 2, CR(s.stl) SG1.5 in centre tanks SG1.2 in wing tanks. in association with a list of defined cargoes<br>✠**LMC** **UMS**<br>EL P 440,0/36,0U2<br>FN 1649 | **1990**-4 Fukuoka Zosen K.K.—Fukuoka (1155)<br>88,00 (BB) 13,62 5,450<br>82,00 13,60 6,50<br>P 21,1 F 10,6 1 dk<br>rf 200 Bow/CM 39 | **M Tanker**<br>Chemical<br>SBT DB<br>4 Ta 8 Wing Ta ER<br>L.3 351 | B&W 4S26MC<br>Oil 2SA 4Cy. 260 × 980<br>1 309kW (1 780bhp)<br>Makita Diesel Co. Ltd. Takamatsu<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g.) 11,5kgf/cm² (11,3bar)<br>Gen 3 × 190kW 385V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 34,0t (d.o.) 111,0t (hvf)-7,5pd 12,25kn |
| 8719152<br>SMUJ<br>GG 892 | **RIGEL**<br>**Ove Jansson**<br>Foto Sweden | *320*<br>*114*<br>213 | | **1989** Johs. Kristensen Skibsbyggeri A/S—Hvide Sand (191)<br>29,27 8,70 5,097<br>24,00 8,01 6,50 | **M Fishing**<br>Side Trawler Ref<br>In.212 | Caterpillar 3512TA<br>Vee Oil 4SA 12Cy. 170 × 190 with clutches, flexible couplings & sr geared to sc. shaft<br>1 040kW (1 414bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 6701979<br>ISSO<br>666<br>Rdr Rt | **RIGEL**<br>**Societa Rimorchi Salvataggi - Trieste a.r.l. (SO.RI.SA.)**<br>Trieste Italy | **253**<br>79<br>169 | RI | **1967** Cant. Nav. Giuliano—Trieste (76)<br>30,87 8,92 4,076<br>27,72 8,89 4,70<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 450 × 580<br>Kloeckner Humboldt Deutz Koeln |

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| **5192860**<br><br><br>Df | **RIGEL**<br>ex Kongsmark-63 ex Zeehond-62<br>ex Jo Lenting-56 ex Hondsrug-56<br>ex Anbeja-40<br>**Baltic Schooner Association Ltd.**<br>Georgetown Cayman Islands (British) | **233**<br>108<br>291 | (BV) | **1937** E. J. Smit & Zoon's Schpsw. N.V.—Westerbroek (648)<br>37,88 6,63 3,099<br>6,58<br>1 dk<br>R | **M General Cargo**<br>1 Ho 20,5 ER<br>G.425 B.411<br>2 Ha (7,3 8,0 × 3,8) ER<br>2W Der 2(2) | MWM<br>Oil 4SA 6Cy. 250 × 350<br>215bhp (158kW) NE 56<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 10,0t (d.o.) |
| **8730584**<br>*YUEU*<br>5T-541<br>Rt | **RIGEL**<br>"**Brodospas" Poduzece za Offshore, Teglenje i Spasavanje**<br>Split Croatia | *182*<br>*54*<br>57 | RS | **1989** Gorokhovetskiy Sudostroitelnyy Zavod—Gorokhovets<br>29,32 8,62 3,401<br>27,01 - 4,32<br>1 dk | **TM Tug**<br>Fire-fighting | Russkiy<br>2 Oil 4SA each 8Cy. 250 × 340<br>Russkiy-Diesel Works |
| **6619334**<br>*CB2441*<br>Esd | **RIGEL**<br>**Sociedad Pesquera El Litoral Ltda.**<br>Valparaiso Chile | **107**<br>—<br>— | | **1966** SOCONNUE, Soc. de Constr. Nav. S.A.—Valdivia<br>*18,66* 6,30<br>3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ha (1,8 × 1,9) | Normo<br>Oil 2SA<br>280bhp (206kW)<br>Normo Gruppen A/S |
| **7211385**<br>*HP5610*<br>19763-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RIGEL A.**<br>ex Dona Maria A.-91 ex Lone Terkol-90<br>**Kolney Co.**<br>Transportadora Commerical Ltda. (TRACO)<br>Panama Panama | T.Mk<br>**1 338**<br>729<br>2 855 | GL<br>HeCls. C | **1972** Kroegerwerft G.m.b.H.—Rendsburg (1375)<br>81,01 (BB) 12,86 5,250<br>74,50 12,70 7,17<br>2 dks | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 3 417 | MWM<br>Oil 4SA 6Cy. 360 × 450 reduction gea<br>shaft<br>1 650bhp (1 214kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 160kW 1 × 116kW 380V 5<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 78,0t (d.o.)-7,0pd |
| **7237511**<br>*IUZV*<br>161<br>Df Esd Gc<br>Pfd Rdr Rt | **RIGEL TIDE**<br>ex Adri Tide-84<br>**Tidewater Mediterranean Inc.**<br>Ravenna Italy | **651**<br>294<br>— | (AB) (RI) | **1972** American Marine Corp.—New Orleans, La (1093)<br>55,76 11,61 4,217<br>48,77 11,59 4,83<br>F 18,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Di<br>Gen 2 × 100kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 243,0t (d.o.) |
| **7354656**<br>*C9RE*<br>Df Esd Gc<br>Pfd Rdr | **RIGEL-3**<br>ex Koyo Maru No. 8-86<br>**Entreposto Frigorifico de Pesca de Mocambique Ltda.**<br>Maputo Mozambique | **299**<br>150<br>397 | | **1973** Miho Zosensho K.K.—Shimizu (917)<br>50,42 8,23 3,048<br>44,02 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>809kW (1 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **7009287**<br>*IBJQ*<br>176<br>Df Esd Gc<br>Pfd RdrRTm | **RIGELSTAR**<br>ex Hendrik Zanen-86<br>**Dragomar S.p.A.**<br>Civitavecchia Italy<br>SatCom: 1150202/IBJQ | *5 776*<br>*1 812*<br>11 102 | RI (BV) | **1970** N.V. Werf "Gusto"—Schiedam (CO747)<br>121,62 18,55 8,459<br>111,99 18,50 9,71<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 32,0<br>Hopper 9910T<br>Mchy.aft<br>Hopper 5 758<br>2 sandpumps each 1118kW (1520bhp) | Smit-Bolnes<br>2 Oil 2SA each 14Cy. 300 × 550<br>11 200bhp (8 238kW)<br>N.V. Smit & Bolnes<br>Gen 3 × 400kW 400V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **6513657**<br>*HO8009*<br>3028-PEXT1<br>Rdr Rt | **RIGGER II**<br>ex Ceres<br>**Polaris Navigation Co. S.A.**<br>Panama Panama | **278**<br>60<br>— | | **1952** Blount Marine Industries—Warren, RI (C60)<br>*38,50* 10,72 3,671<br>37,57 10,67 4,73<br>1 dk | **TM General Cargo**<br>Mchy.aft | General Motors<br>2 Oil 2SA each 12Cy. 216 × 254<br>1 800bhp (1 324kW) E made42 fitted52<br>General Motors Corp. La Gra |
| **5388005**<br>*J8GQ*<br>2147<br>Df Esd Rt | **RIGINA**<br>ex Regina-76 ex Westbris-76<br>ex Vedette-76<br>**Compania Maritima Rigon S.A.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**496**<br>244<br>1 070 | BV | **1957** N.V. Bodewes Schps.—Martenshoek (429)<br>59,57 9,56 3,887<br>54,06 9,50 4,04<br>RQD 36,3 F 10,1 1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 529 B.1 444<br>1 Ha (26,9 × 5,0) ER<br>3W Der 3(3) | Brons<br>Oil 4SA 8Cy. 290 × 450<br>650bhp (478kW)<br>Appingedammer Brons<br>Fuel 65,0t (d.o.) |
| **6900379**<br>*LNDW*<br>18245<br>Df Esd Pfd<br>Rdr RTv | **RIGNATOR**<br>ex Askita-86 ex Bjerkosund-78<br>ex Grete Sleire-74 ex Hamlet-74<br>**Sameiet Odd Eide & Sonner**<br>Bernt Eide<br>Harstad Norway | *769*<br>*429*<br>839 | NV (BV) | **1968** Orskovs Staalskibsvaerft I/S—Frederikshavn (51)<br>55,30 10,52 3,125<br>49,71 10,51 5,67<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 35,0 ER 1 TwD<br>G.1 818 B.1 642<br>1 Ha (stl) (25,4 × 6,1) ER<br>2W Der 2(5) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Lister Blackstone Ltd.<br>Gen 2 × 40kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 51,0t (d.o.)-2,0pd |
| **7616248**<br>*SFMN*<br><br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RIGOLETTO**<br>**Walleniusrederierna AB & Manjoma AB**<br>Walleniusrederierna (Wallenius Lines)<br>Stockholm Sweden<br>SatCom: 1370153/RIGO | **17 502**<br>8 506<br>13 438 | ✠**100A1** CS 6/87<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL Ot 660,0/78,0U3<br>FN 9126 | **1977**-10 Hitachi Zosen—Innoshima Works, Innoshima (4556)<br>190,00 (BB) 32,24 8,522<br>179,99 32,20 18,50<br>P & B 159,2 3 dks & 4 intermediate dks<br>rf 813 | **M Vehicles Carrier**<br>Heavy-load<br>Side door/ramp (s)<br>Angled side door/ramp (s. a.)<br>Cars 5400<br>Mchy.aft | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Hitachi Zosen Sakurajima<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 960kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 3 504,5t (hvf)-62,0pd |
| **5122085**<br>*JXDY*<br>15181<br>Df Esd Rdr<br>Rt | **RIGU**<br>ex Froyvarden-85<br>**Rigu KS**<br>Egersund Norway | **225**<br>71<br>— | | **1959** Eidsvik Skipsbyggeri A/S—Uskedal (12)<br>34,45 6,84<br>6,71 3,51<br>len 67 | **M Fishing**<br>Side-fishing<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127<br>sc. shaft<br>730bhp (537kW) NE 70<br>General Motors Corp., Detroit Diesel Al<br>Div.<br>Fuel (d.o.) |
| **5366019**<br>*8QNF*<br>187/10-T<br>Df EsdRTm | **RIHIVELI**<br>ex Sygnus-91 ex Antares-90<br>ex Pacific Bold-87 ex Totara-79<br>Male Maldives | **855**<br>358<br>914 | ✠**100A1** CS 1/86<br>✠**LMC**<br>EL I<br>FN 865 | **1957**-4 E. J. Smit & Zoon's Schpsw. N.V.—Westerbroek (740)<br>66,45 10,49 3,817<br>60,36 10,06 4,27<br>P 19,6 F 9,2 1 dk<br>RW rf nil | **M General Cargo**<br>2 Ho 21,4 13,9 ER<br>2 Ha (stl) (17,3 9,8 × 5,4) ER<br>Der 1(15) 6(5) | Polar<br>Oil 2SA 5Cy. 340 × 570<br>800bhp (588kW)<br>British Polar Engines Ltd.<br>Gen 3 × 60kW 1 × 8kW 220V d.c.<br>Fuel (hvf) |

**SURVEYS OVERDUE — REPAIRS REQUIRED — CLASS SUSPENDED DATE OF**

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| **7722097**<br>*YUCJ*<br>2T-413<br>Df Esd Gc<br>Pfd Rdr Rt | **RIJAVEC**<br>**Jugoslavenski Naftovod**<br>Rijeka Croatia | **324**<br>75<br>131 | JR<br>✠Classed LR until 8/6/87 | Lch.**1978** R.O. Brodogradiliste "3 Maj"—Rijeka (589)<br>Cmd.**1981**-8<br>33,46 9,83 3,082<br>31,50 9,30 4,02<br>F 14,1 1 dk<br>rf 196 BK 30 | **TM Tug**<br>Fire-fighting | Alpha<br>2 Vee Oil 4SA each 8Cy. 225 × 300<br>sc. shafts<br>B&W Alpha Diesel Div. of B&W Diese<br>Gen 2 × 120kW 1 × 20kW 380V 5<br>2 Directional propellers |
| **7819917**<br>*9HOB3*<br>2923<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **RIJEKA**<br>**Malta Cross Shipping Co. Ltd.**<br>Croatia Line<br>Valletta Malta | **13 551**<br>8 113<br>16 728 | BV JR | **1981** R.O. Brodogradiliste "Uljanik"—Pula (331)<br>160,03 9,519<br>148,01 23,51 14,03<br>2 dks | **M General Cargo**<br>5 Ho ER<br>G.25 529 B.23 389<br>TEU 566<br>9 Ha (stl) (12,8 × 8,0) (12,8p&s × 5,5) (12,8p&s 25,2p&s 12,8p&s × 8,0) ER<br>Cr 5(20) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>8 238kW (11 200bhp)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 4 × 464kW 380V 50Hz a.c. |

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| 7826879<br>9HOL3<br>2933<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v<br>SatCom<br>AMVER | **RIJEKA EXPRESS**<br>Launched as Medi Express<br>**Malta Cross Shipping Co. Ltd.**<br>Croatia Line<br>Valletta Malta | **15 945**<br>10 184<br>19 876 | GL | **1980** Stocznia Szczecinska im. A. Warskiego<br>—Szczecin (B181/01)<br>176,77 25,35 9,981<br>163,40 25,32 13,42<br>P 20,5 F 29,9 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 16,8 33,9 34,0 16,1 4 TwD<br>G.28 039 B.26 957<br>TEU 892<br>C.Ho 478/20' (40') C.Dk 414/20' (40')<br>7 Ha (stl) (12,6 × 13,6) (25,5p&s 32,5p&s 12,7p&s × 10,5) ER<br>6W Der 6(36) | Sulzer 8RND68M<br>Oil 2SA 8Cy. 680 × 1250<br>15 200bhp (11 181kW)<br>H. Cegielski Poznan<br>Gen 1 × 984kW 2 × 800kW 1 × 320kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 280,0t (d.o.) 1 680,0t (hvf)-45,0pd 17,5kn |
| 8922278<br>PHFS<br>24186<br>Df Esd Gc<br>Rdr Rt | **RIJNBORG**<br>**C.V. Scheepvaartonderneming "Rijnborg"**<br>Wagenborg Shipping B.V.<br>Delfzijl Netherlands | *1 999*<br>*1 203*<br>3 005<br>T/cm<br>9,4 | BV | **1991** Scheepswerf G. Bijlsma & Zn. B.V.<br>—Wartena (654)<br>82,05 4,941<br>78,62 12,51 6,61<br>1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.4 519<br>TEU 128 C. 128/20'<br>1 Ha (stl) (53,3 × 10,3) ER | Caterpillar 3606TA<br>Oil 4SA 6Cy. 280 × 300 with flexible couplings & sr geared to sc. shaft<br>1 619kW (2 201bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 1 × 190kW 1 × 95kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd Tunnel thruster unit<br>Fuel 161,0t (d.o.)-6,5pd 11,5kn |
| 5301849<br>PHFR<br>5375Z<br>Df Esd Gc<br>Rdr RTm/h/v | **RIJNDELTA**<br>ex Rudolf Schmidt-84<br>**van der Kamp Beheer B.V.**<br>Bagger & Aannemingsmaatschappij van der Kamp B.V.<br>Zwolle Netherlands | **4 337**<br>1 854<br>5 517 | GL | **1960** Orenstein Koppel & Luebecker—Luebeck<br>(535)<br>112,93 18,47 7,060<br>104,02 18,01 8,01<br>1 dk | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors Stationary<br>Twin side arms Dredging depth 21,0<br>Hopper 4200T<br>1 Ho 30,0 ER<br>Hopper 2 800<br>2 sandpumps each 686kW (920bhp)<br>3W Der 2(7) 2(6) | Maybach<br>5 Vee Oil 4SA each 12Cy. 185 × 200 total 6 000bhp (4 413kW) driving 5 gen. each 825kW 220V d.c. connected to 2 elec. motors each of 1 500shp (1 103kW) (CC) & sr geared to sc. shafts<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen<br>Gen 3 × 425kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 345,5t (d.o.) 12kn |
| 7396604<br>HO2542<br>17550-PEXT2<br>Df Esd Pld<br>Rdr RTh/v | **RIKA**<br>ex Ketty Danielsen-90<br>**Rika Shipping S.A.**<br>P.T. Lumintu Sinar Perkasa<br>Panama Panama | T.Mk<br>**1 058**<br>709<br>2 595 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>SS 11/89<br>EL O $1\frac{5}{16}$"U2<br>FN 1487 | **1975**-5 N.V. Schps. Gebr. van Diepen<br>—Waterhuizen (1006)<br>79,81 13,11 5,227<br>72,50 13,01 7,50<br>F 9,2 2 dks<br>rf 152 | **M General Cargo**<br>1 Ho 50,3 ER<br>G.4 235 B.3 804<br>2 Ha (stl) (21,5 14,3 × 9,4) ER<br>3W Der 1(15) 2(3) | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450<br>1 780bhp (1 309kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 76kW 380V 50Hz a.c.<br>Fuel 217,5t (d.o.)-6,5pd 12kn |
| 7329479<br>UPEC<br>M-32066<br>Df Esd Gc<br>Rdr Rt | **RIKHARD MIRRING**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | T.Mk<br>**2 581**<br>888<br>1 290 | RS | **1973** .............U.S.S.R.<br>83,90 14,03 5,700<br>78,06 13,95 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,25kn |
| 7907788<br>P3RN3<br>709024<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v | **RIKHARD ZORGE**<br>ex Arrow Beaver-88<br>Launched as Mukale<br>**Rikhard Zorge Shipping Co. Ltd.**<br>Novorossiysk Shipping Co. (NOVOSHIP)<br>Limassol Cyprus<br>SatCom: 1100463/RIKH | *27 001*<br>*16 108*<br>44 990<br>T/cm<br>52,8 | NV | **1985** Stocznia Gdanska im. Lenina—Gdansk<br>(B552/05)<br>191,22 12,202<br>184,03 30,82 15,91<br>1 dk<br>Bow/CM 90 Diam. 0,410 MH 2,1 | **M Tanker**<br>Oil Chemical<br>COW IGS PL SBT DB<br>18 Ta ER<br>L.51 249<br>18 Cargo pumps total 6 400T/hr | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>10 290kW (13 989bhp)<br>H. Cegielski Poznan<br>Gen 3 × 1120kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 449,0t (d.o.) 2 183,5t (hvf)-38,5pd 14kn |
| 7397036<br>JM3789<br>117070<br>Rdr | **RIKI MARU**<br>**Ube Industries Ltd. (Ube Kosan K.K.)**<br>Ube, Yamaguchi Pref. Japan | **199**<br>—<br>— | | **1974** Ube Dockyard Co. Ltd.—Ube (148)<br>29,60 8,62 2,693<br>25,99 8,59 3,48<br>1 dk | **TM Tug** | Daihatsu 6DSM-26<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 8132380<br>JK4353<br>125799<br>Rdr Rt | **RIKI MARU**<br>**Binan Kaihatsu K.K.**<br>Tamano, Okayama Pref. Japan | **125**<br>—<br>— | | **1981** Shinhama Dock K.K.—Tamano (205)<br>23,50 1,800<br>22,00 9,00 2,70<br>1 dk | **M Anchor Hoy** | Oil<br>............. |
| 7229564<br>P3GV2<br>708198<br>Df Esd Gc<br>Pld Rdr Rt<br>AMVER | **RIKIA**<br>ex Nestor Sky-87 ex Aubrac-83<br>ex Anne Reed-75<br>**Phase Marine Co. Ltd.**<br>Ariadne Compania Naviera S.A.<br>Limassol Cyprus | T.Mk<br>**6 271**<br>3 295<br>10 099<br>**9 806**<br>5 979<br>13 870 | BV (NV) | **1972** VEB Warnowwerft Warnemuende<br>—Warnemuende (378)<br>152,61 (BB) 20,05 9,411/9,722<br>140,42 19,99 11,92<br>2 dks<br>rf 102 | **M General Cargo**<br>4 Ho<br>G.21 157 B.18 550<br>TEU 300 C. 300/20'<br>6 Ha (stl) (13,0 × 8,5) (21,2 21,2 19,8 19,8 × 7,7) (13,0 × 10,9)<br>12W Der 1(80) 2(23) 5(8) 2(5) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 452kW 380V 50Hz a.c.<br>Fuel 1 479,5t (hvf)-36,5pd 18kn |
| 7533434<br>OZRY<br>H692<br>Df Esd Pld<br>Rdr Rt | **RIKKE**<br>ex Gurli-89<br>**P/R Gurli**<br>Egjil H. Olsen<br>Esbjerg Denmark | *276*<br>*133*<br>— | | **1975** Soby Motorfabrik og Staalskibsvaerft—Soby<br>(53)<br>38,26<br>36,30 6,81 3,15<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Callesen 6-427-FOT<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik Abenra<br>Fuel (d.o.) |
| 7349522<br>OZOP<br>H579<br>Rt | **RIKKE HOLM**<br>ex John Nymann-77<br>**Vagn Holm Nielsen**<br>Esbjerg Denmark | *239*<br>*115*<br>— | | **1974** Martin Jansen G.m.b.H. & Co. K.G.<br>Schiffswft. u. Fbk.—Leer (106)<br>36,81 7,19<br>33,48 7,17 3,46<br>1 dk<br>len 85 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Grenaa 6F24<br>Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel (d.o.) |
| 6710140<br>OVYT<br>D1864<br>Df Esd Gc<br>Pld RdrRTm | **RIKKE WESTERAA**<br>ex Laila Majbrit-89 ex Sonja Irene-87<br>ex Mican-78 ex Nikan-71 ex Rimfors-70<br>**Niels Hogh Johansen**<br>Hvide Sande Denmark | **149**<br>73<br>— | BV | **1966** VEB Rosslauer Schiffswerft—Rosslau<br>(3185)<br>33,66 6,61 2,699<br>29,55 6,56 3,31<br>F 6,1 1 dk<br>rf 610 BK 152 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,7 6,7 ER<br>In.210<br>3 Ha (1,2 1,2 × 0,9) (1,3 × 1,3) ER<br>1W Der 1(0,5) | Polar<br>Oil 4SA 6Cy. 250 × 300<br>662kW (900bhp)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 1 × 16kW 1 × 15kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 28,5t (d.o.) 12kn |
| 5255703<br>OXNL<br>H683<br>Df Esd Rt | **RIKKI KENT**<br>ex Glakimo-84 ex Helen Nielsen-77<br>ex P. Hundeboll-74 ex Nordsofarer-72<br>**Jens Karl Hougesen**<br>Hanstholm Denmark | **114**<br>53<br>— | (BV) | **1961** Orskovs Staalskibsvaerft I/S—Frederikshavn<br>(14)<br>25,61 6,05<br>6,02 3,18<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,0 1,0 1,5 × 0,9) ER | Alpha<br>Oil 2SA 5Cy. 230 × 400<br>257kW (349bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 17,5t (d.o.) 11,5kn |
| 8029557<br>JE2615<br>124952<br>Rdr Rt | **RIKUCHU MARU No. 12**<br>**Iwate Kenpoku Jidosha K.K.**<br>Tanohata Iwate Pref. Japan | **191**<br>125<br>34 | | **1981** Sumidagawa Zosen K.K.—Tokyo (N55-24)<br>32,52 1,240<br>29,01 6,30 2,54<br>2 dks | **TM Ferry**<br>Mchy.aft | Nissan RD8TAO6<br>2 Vee Oil 4SA each 8Cy. 135 × 125<br>360bhp (265kW)<br>Nissan Diesel Motor Co. Ltd. Ageo |
| 8520329<br>JE2773<br>128233<br>Rt | **RIKUCHU MARU No. 15**<br>**Iwate Kenpoku Jidosha K.K.**<br>Miyako, Iwate Pref. Japan | **109**<br>—<br>35 | | **1986** Sumidagawa Zosen K.K.—Tokyo (N60-38)<br>32,50 6,32 1,550<br>28,00 6,30 2,54<br>2 dks | **Aluminium Alloy TM Ferry** | Nissan<br>2 Vee Oil 4SA each 8Cy. 135 × 125<br>720bhp (530kW)<br>Nissan Diesel Motor Co. Ltd. Ageo |
| 8804268<br>JE2937<br>130522 | **RIKUCHU MARU No. 16**<br>**Iwate Kenpoku Jidosha K.K.**<br>Miyako, Iwate Pref. Japan | **109**<br>—<br>35 | | **1988** Sumidagawa Zosen K.K.—Tokyo (N62-31)<br>32,80 1,224<br>28,00 6,30 2,50 | **Aluminium Alloy TM Ferry** | Nissan RD8TA06<br>2 Oil 4SA each 8Cy. 135 × 125<br>720bhp (530kW)<br>Nissan Diesel Motor Co. Ltd. Ageo |

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|---|---|---|---|---|---|---|
| **7228596**<br>*JG3144*<br>112901<br>Esd Gc Rdr<br>Rt | **RIKURYU MARU**<br>**Taiheiyo Kisen K.K. & Taiheiyo Enkai Kisen K.K.**<br>Tokyo Japan | **6 299**<br>2 745<br>10 810 | NK | **1972** Kanda Zosensho K.K.—Kure (166)<br>133,51 19,56 7,621<br>125,02 19,51 9,58<br>P 28,7 F 15,3 1 dk | **M Cement Carrier**<br>Self-unloader<br>Mchy.aft | Niigata<br>2 Oil 4SA each 8Cy. 310 × 380 sr gea<br>shaft<br>5 600bhp (4 119kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 320kW 445V 60Hz a.c.<br>Fuel 70,0t (d.o.) 117,5t (i.f.o.)-16,0pd |
| **7033824**<br>*JDSD*<br>109805<br>Df Esd Gc<br>Pfd Rdr RTv | **RIKUZEN MARU**<br>**Hohsui Corporation**<br>Tokyo Japan<br>SatCom: 1204144/JDSD | **3 989**<br>2 081<br>4 150 | NK | **1971** Hitachi Zosen—Mukaishima (4305)<br>108,92 17,05 6,300<br>100,03 17,00 7,50<br>2 dks, pt 3rd dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>4 Ho ER<br>G.3 531 In.3 311<br>3 Ha (stl) (0,8 × 1,2) (2,4 2,4 × 2,4) ER<br>Der 4(5) 2(3) | B&W<br>Oil 2SA 12Cy. 420 × 750<br>5 900bhp (4 340kW)<br>Hitachi Zosen Hiroshima Works<br>Gen 3 × 740kW 445V 60Hz a.c.<br>Fuel 544,0t (d.o.) 1 226,0t (hvf)-24,5pd |
| **7812969**<br>*JM4556*<br>122872<br>Gc Rdr Rt | **RIKUZEN MARU**<br>**Saiki Kisen K.K.**<br>Saiki, Oita Pref. Japan | **1 371**<br>—<br>2 573 | NK | **1978** Nipponkai Heavy Ind. Co. Ltd.—Toyama (204)<br>77,98 5,157<br>72,01 12,31 5,80<br>P 15,9 F 14,1 1 dk<br>RW | **M Cement Carrier**<br>Mchy.aft<br>G.1 810 | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320 reductio<br>to sc. shaft<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 128kW 445V 60Hz a.c. |
| **7607596**<br>*LZGL*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RILA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria<br>SatCom: 1435236/RILA | **15 662**<br>9 721<br>24 354<br>T/cm<br>34,2 | BR | **1977** "Georgi Dimitrov" Shipyard—Varna (119)<br>185,20 (BB) 22,86 10,100<br>171,69 22,81 14,15<br>P 36,3 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 20,1 13,7 19,5 13,7 19,5 13,7 19,5 ER<br>G.32 629 HeCls. B<br>7 Ha (stl) (13,3 × 10,0) (10,6 13,1 10,6 13,1 10,6 13,1 × 11,4) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielskj<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 311,0t (d.o.) 1 589,0t (hvf)-34,0pd |
| **5107633**<br>*ODIV*<br>Esd Pfd Rdr<br>RTv | **RIM**<br>ex Esso Hythe-81<br>**Tristar Shipping SARL**<br>Tripoli Lebanon | **856**<br>369<br>1 321 | **✠100A1** SS 2/89<br>oil tanker<br>FP above 65,5°C.<br>**✠LMC**<br>EL I 1$\frac{7}{16}$"SQ<br>FN 889 | **1959**-5 Henry Scarr Ltd.—Hessle (759)<br>63,71 10,75 3,899<br>60,05 10,37 4,42<br>P 21,7 F 7,1 1 dk<br>rf 152 | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 529 HeCls. C | English Electric<br>Oil 4SA 8Cy. 254 × 305 with flexible co<br>reverse geared to sc. shaft<br>1 000bhp (736kW)<br>English Electric Co.<br>ndb 6/76 100lbf/in² (6,9bar)<br>Gen 2 × 20kW 110V d.c.<br>Fuel 56,0t (d.o.)-4,0pd |
| **7122924**<br>*YJXP7*<br>412<br>Df Gc Rdr<br>RTv SatCom | **RIMA BUENO**<br>ex Jufuku Maru No. 15-89<br>ex Misaki Maru No. 28-81<br>ex Ryoei Maru No. 28-79<br>**Pacific Tuna Co. Ltd.**<br>Port Vila Vanuatu | **299**<br>154<br>— | | **1971** Kanasashi Co. Ltd.—Shimizu (1082)<br>49,51 8,26 3,302<br>44,00 8,23 3,66<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo |
| **5105764**<br>*ODGY*<br>T79<br>Esd Gc Pfd<br>RdrRTm | **RIMA G**<br>ex Erna Oldendorff-80<br>**Rima Shipping Co.**<br>Hind Maritime Enterprises S.A.<br>Tripoli Lebanon | **2 983**<br>1 692<br>4 380 | GL | **1962** Werft Nobiskrug G.m.b.H.—Rendsburg (630)<br>105,92 15,14 5,981<br>97,01 15,10 6,91<br>P 24,4 RQD 38,8 F 13,2 1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.6 111 B.5 693<br>3 Ha (stl) (17,3 × 8,6) (17,9 9,3 × 9,1) ER<br>10W Der 2(10) 8(5) | MAN<br>2 Oil 4SA each 6Cy. 400 × 600 geared<br>3 000bhp (2 207kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Fuel 1 732,5t |
| **6618108**<br>*ODCV*<br>T48<br>Df Esd Pfd<br>Rdr Rt | **RIMA M**<br>ex Mercanaut-76<br>**Mohamed Kalid Almasri & Houda Mayzoub**<br>Tripoli Lebanon | **299**<br>180<br>753 | HR (BV) | **1966** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (259)<br>54,26 9,61 3,347<br>48,42 9,50 3,38<br>P 11,3 F 7,7 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 21,7 12,7 ER<br>G.1 545 B.1 412<br>2 Ha (stl) (14,6 9,6 × 6,0) ER<br>3W Der 3(3) | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>510bhp (375kW)<br>Alpha-Diesel A/S<br>Gen 2 × 30kW 380V a.c.<br>Controllable pitch propeller<br>Fuel 41,0t (d.o.)-2,0pd |
| **7126839**<br>*OAPV*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RIMAC**<br>**Compania Peruana de Vapores S.A. (CPV)**<br>Callao Peru | *9 333*<br>*4 668*<br>13 249 | **✠100A1** SS 3/84<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL B† 2$\frac{5}{16}$"U2<br>FN 4717 | **1973**-6 SIMA Serv. Ind. de la Marina Callao (SIMAC) —Callao (8)<br>153,88 20,48 9,272<br>144,56 20,41 12,22<br>F 23,5 3 dks<br>rf nil | **M General Cargo**<br>Ref<br>5 Ho 11,8 18,8 20,8 26,4 20,8 ER<br>10 TwD<br>G.19 563 B.18 082 In.561<br>5 Ha (stl) (7,0 12,8 12,8 18,2 10,4 × 6,5) ER<br>12W Cr 1(3) Der 2(50) 8(10) 4(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Hitachi Zosen Sakurajima W<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 9kgf/cm² (8,9bar)<br>Gen 3 × 380kW 450V 60Hz a.c.<br>Fuel 1 067,0t (hvf) |
| **7109764**<br>Esd Rt | **RIMAC 1**<br>ex Promotora-76<br>**Pesquera Union SCR Ltda.**<br>Callao Peru | **105**<br>—<br>— | (AB) | **1965** Promecan Ingenieros S.A.—Callao (37)<br>6,74<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co.<br>Fuel 5,0t (d.o.) |
| **6727686**<br>Esd Rt | **RIMAC 2**<br>ex Golden Rose X-76<br>ex Monteoro III-70<br>**Pelicano SCR Ltda.**<br>Callao Peru | **105**<br>—<br>— | (AB) | **1967** Promecan Ingenieros S.A.—Callao (84)<br>6,74<br>21,49 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr reverse gea<br>shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co.<br>Fuel 5,0t (d.o.) |
| **6727674**<br>Esd Rt | **RIMAC 3**<br>ex Golden Rose IX-76<br>ex Monteoro II-70<br>**Pelicano SCR Ltda.**<br>Callao Peru | **105**<br>—<br>— | (AB) | **1967** Promecan Ingenieros S.A.—Callao (83)<br>6,74<br>21,49 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr reverse gea<br>shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co.<br>Fuel 5,0t (d.o.) |
| **6615194**<br>Esd Rt | **RIMAC 4**<br>ex Procela-76<br>**Pesquera Inti SCR Ltda.**<br>Callao Peru | **105**<br>—<br>— | (AB) | **1965** Promecan Ingenieros S.A.—Callao (31)<br>... ... ...<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr reverse gea<br>shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co.<br>Fuel 5,0t |
| **6621492**<br>Esd Rt | **RIMAC 5**<br>ex Maritima X-75<br>**Pesquera Extramar SCR Ltda.**<br>Callao Peru | **158**<br>69<br>— | (GL) | **1966** Ast. Picsa S.A.—Callao<br>*24,48* 6,71<br>3,28<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>330bhp (243kW)<br>Caterpillar Tractor Co. |
| **6621480**<br>CO7814<br>Esd Rt | **RIMAC 6**<br>ex Maritima XI-76<br>**Pesquera Extramar SCR Ltda.**<br>Callao Peru | **158**<br>69<br>— | (GL) | **1966** Ast. Picsa S.A.—Callao<br>*24,48* 6,71<br>3,28<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>330bhp (243kW)<br>Caterpillar Tractor Co. |
| **6610481**<br>Esd Rt | **RIMAC 8**<br>ex El Lobo IV-75<br>**Callao 1 SCR Ltda.**<br>Chancay Peru | **158**<br>69<br>— | (GL) | **1965** Ast. Picsa S.A.—Callao<br>*24,60* 6,71<br>3,28<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 6Cy. 159 × 203<br>330bhp (243kW)<br>Caterpillar Tractor Co. |
| **6621478**<br>CO7811<br>Esd Rt | **RIMAC 9**<br>ex Maritima VIII-76<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Callao Peru | **158**<br>69<br>— | (GL) | **1966** Ast. Picsa S.A.—Callao<br>*24,48* 6,71<br>3,28<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>330bhp (243kW)<br>Caterpillar Tractor Co. |

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|---|---|---|---|---|---|---|
| 6718712<br>Esd Rt | **RIMAC 10**<br>ex Atlanta 5-76<br>**Rijesa SCR Ltda.**<br>Tambo de Mora Peru | **120**<br>—<br>— | ✠Classed LR until 28/7/82 | **1967**-3 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (354)<br>25,20 7,14 3,175<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7373640<br>8542+BA<br>Df Esd Gc<br>Pfd Rdr Rt | **RIMBA DUA**<br>ex Nautilus Tertio-90 ex Arya Wijaya-85<br>ex Andhika Wijaya-83<br>ex Cygnus Forest-76<br>**P.T. Perusahaan Pelayaran Khusus Luar Negeri Rimba Segara Lines**<br>Jakarta Indonesia | **3 742**<br>2 726<br>6 594 | NK | **1974** Kochi Jyuko K.K.—Kochi (798)<br>109,96 16,46 6,716<br>102,00 16,40 8,40<br>P 20,7 F 12,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 477 B.8 142<br>2 Ha (stl) (30,1 32,2 × 8,0) ER<br>4W Der 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>2 795kW (3 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 132kW a.c.<br>Fuel 572,0t-12,5pd 12,5kn |
| 7429853<br>YCMV<br>Df Esd Gc<br>Pfd Rdr Rt | **RIMBA EMPAT**<br>ex Berdikari-85 ex May Breeze-79<br>**P.T. Perusahaan Pelayaran Khusus Luar Negeri Rimba Segara Lines**<br>Jakarta Indonesia | **4 177**<br>2 634<br>7 388 | NK | **1975** Kurinoura Dock K.K.—Yawatahama (114)<br>109,02 17,05 7,027<br>101,81 17,00 8,59<br>P 23,5 F 11,6 1 dk | **M General Cargo**<br>G.9 430 B.8 641<br>2 Ha (stl) (27,3 27,9 × 8,5) ER<br>Der 4(15) | Hanshin 6LU54<br>Oil 4SA 6Cy. 540 × 860<br>4 500bhp (3 310kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 160kW<br>13kn |
| 7380916<br>YCMB<br>6598+BA<br>Df Esd Gc<br>Pfd Rdr Rt | **RIMBA LIMA**<br>ex Trisakti-85 ex Timber Kalimantan-79<br>**P.T. Perusahaan Pelayaran Khusus Luar Negeri Rimba Segara Lines**<br>Jakarta Indonesia | **5 031**<br>3 165<br>8 169 | NK | **1974** Shimoda Dockyard Co. Ltd.—Shimoda (235)<br>118,42 18,01 7,233<br>110,01 17,99 9,00<br>P 24,7 F 8,3 1 dk<br>conv General Cargo 89 | **M Cement Carrier**<br>Self-unloader<br>G.11 215 B.10 628<br>3 Ha (13,6 23,7 23,0 × 8,9) ER<br>Der 5(20) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 850<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 200kW<br>Fuel 736,5t-16,5pd 12,5kn |
| 7507277<br>9MWS<br>324181<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RIMBA MERANTI**<br>**Malaysian International Shipping Corporation Berhad (MISC)**<br>Penang Malaysia | **15 532**<br>10 749<br>27 849<br>T/cm<br>38,1 | AB | **1976** Namura SB. Co. Ltd.—Imari (811)<br>177,43 (BB) 25,07 9,868<br>168,00 25,00 13,80<br>P 27,8 F 13,5 1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 19,9 25,7 25,7 25,7 25,7 ER<br>G.34 516 B.33 627 HeCls. B<br>9 Ha (stl) (11,8 × 9,9) (20,7p&s 20,7p&s 20,7p&s 20,7p&s × 8,9) ER<br>Cr 5(15) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 500kW a.c.<br>Fuel 153,0t (d.o.) 2 103,5t (hvf)-41,0pd 15,25kn |
| 7507291<br>9MTP<br>324198<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RIMBA MERBAU**<br>**Malaysian International Shipping Corporation Berhad (MISC)**<br>Penang Malaysia | **20 567**<br>14 643<br>37 522<br>T/cm<br>44,0 | AB | **1977** Osaka Zosensho—Osaka (374)<br>186,01 (BB) 28,45 11,067<br>178,01 28,40 15,52<br>F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.46 902 B.46 111<br>5 Ha (stl) (16,0 16,7 16,0 16,7 15,2 × 13,5) ER<br>Cr 5(15) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 500kW<br>Fuel 190,5t (d.o.) 2 080,5t (hvf)-39,5pd 15kn |
| 7507289<br>9MWT<br>324182<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RIMBA RAMIN**<br>**Malaysian International Shipping Corporation Berhad (MISC)**<br>Penang Malaysia | **15 532**<br>10 749<br>27 849<br>T/cm<br>38,1 | AB | **1976** Namura SB. Co. Ltd.—Imari (812)<br>177,43 (BB) 25,07 9,868<br>168,00 25,00 13,80<br>P 27,8 F 13,5 1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 19,8 25,7 25,7 25,7 25,7 ER<br>G.34 516 B.33 627<br>9 Ha (stl) (11,8 × 9,9) (20,7p&s 20,7p&s 20,7p&s 20,7p&s × 8,9) ER<br>Cr 5(15) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 500kW a.c.<br>Fuel 153,0t (d.o.) 2 103,5t (hvf)-41,0pd 15,25kn |
| 7506089<br>PLTR<br>1630<br>Df Esd Gc<br>Rdr Rt | **RIMBA SATU**<br>**P.T. Perusahaan Pelayaran Khusus Luar Negeri Rimba Segara Lines**<br>Samarinda Indonesia | **3 668**<br>2 320<br>6 178 | NK | **1976** Asakawa Zosen—Imabari (255)<br>106,46 16,34 6,681<br>97,95 16,31 8,16<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>G.8 293 B.7 408<br>2 Ha (each 28,5 × 8,3) ER<br>Der 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW<br>12,75kn |
| 7507306<br>9MTQ<br>324197<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RIMBA SEPETIR**<br>**Malaysian International Shipping Corporation Berhad (MISC)**<br>Penang Malaysia | **20 566**<br>14 643<br>37 535<br>T/cm<br>44,0 | AB | **1977** Osaka Zosensho—Osaka (373)<br>186,01 (BB) 28,45 11,067<br>178,01 28,40 15,52<br>F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.46 930 B.46 142<br>5 Ha (stl) (16,0 16,7 16,0 16,7 15,2 × 13,5) ER<br>Cr 5(15) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 500kW a.c.<br>Fuel 190,5t (d.o.) 2 080,5t (hvf)-39,0pd 15kn |
| 7722542<br>YCSR<br>6867+BA<br>Df Esd Gc<br>Pfd Rdr Rt | **RIMBA TIGA**<br>ex Gotong Royong-85<br>ex Emerald Queen-80<br>**P.T. Perusahaan Pelayaran Khusus Luar Negeri Rimba Segara Lines**<br>Jakarta Indonesia | **3 024**<br>2 129<br>6 013 | NK | **1977** Kishigami Zosen K.K.—Akitsu (451)<br>101,10 16,03 6,779<br>94,01 16,01 8,21<br>P 18,3 F 11,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 307 B.6 947<br>2 Ha (stl) (26,5 28,7 × 7,8) ER<br>Der 4(15) | Hanshin 6LU50A<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 132kW<br>13kn |
| 8333659<br>9WNR<br>325176 | **RIMEX 1**<br>ex Borcos 1<br>**Arab-Malaysian Credit Berhad**<br>Kuching Malaysia | **204**<br>127<br>— | | **1980** Syarikat Sarawak Slipways Sdn. Bhd.—Miri, Sarawak<br>87,00 26,07<br>7,40<br>1 dk | **TM Landing Craft** | Caterpillar 3306SCAC<br>2 Oil 4SA each 6Cy. 121 × 152<br>470bhp (346kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |
| 5255442<br>OYVJ<br>H283<br>Rdr Rt | **RIMI**<br>ex Smarragd-90 ex Dorte Moller-88<br>ex Ninna Mariane-85<br>ex Mary Annitta-81 ex Nordkap-73<br>**Birgit Hougesen**<br>Hanstholm Denmark | **122**<br>58<br>— | | **1961** A/S Nordsovaerftet—Ringkobing (5)<br>30,59 6,33<br>6,30<br>len 69 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Aabenra<br>Oil 4SA 4Cy.<br>460bhp (338kW) NE 70<br>Aabenraa Motorfabrik Abenra<br>Fuel (d.o.) 9kn |
| 7205855<br>3ELN6<br>18466-PG<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **RIMINI**<br>ex Gioacchino Lauro-88<br>Panama Panama | **10 966**<br>6 878<br>15 893 | RI (GL) | **1972** Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (179)<br>154,64 23,30 10,364<br>141,99 22,92 13,34<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref<br>4 Ho 20,2 24,0 31,2 24,0 ER 6 TwD<br>G.25 044 B.21 742 In.300 L.1 701<br>TEU 335 C.Ho 215/20' (40') C.Dk 120/20' (40')<br>4 Ha (stl) (13,3 × 8,0) (13,5 × 11,5) (19,9 13,5 × 10,5) ER<br>10W Der 2(70) 1(40) 2(20) 4(8-15) 2(10) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 455kW 450V 60Hz a.c.<br>Fuel 1 213,0t (hvf) 18kn |
| 8914312<br>YQTF<br>7509<br>Esd Rdr Rt | **RIMNICU SARAT**<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **6 036**<br>3 522<br>8 720 | | **1989** Santierul Naval Braila—Braila (1295)<br>130,89 8,102<br>121,21 17,71 10,24<br>1 dk | **M General Cargo**<br>TEU 80 C. 80/20' | Sulzer<br>Oil<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan |
| 7328554<br>YQCO<br>296<br>Df Esd Gc<br>Rdr Rt | **RIMNICU VILCEA**<br>**Navrom Shipping Company**<br>Constantza Romania | **2 473**<br>1 039<br>—<br>**3 531**<br>1 748<br>4 800 | RNR | **1973** Santierul Naval Galatz—Galatz<br>106,13 14,81 5,641/7,060<br>92,66 14,79 8,51<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,0 21,3 20,5 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(3-5) | Sulzer 6RD44<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina" Karlovac<br>Gen 2 × 160kW 1 × 100kW 400V 50Hz a.c.<br>Fuel 272,5t 14kn |

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| **6507373**<br>*VOPK*<br>318688<br>Df Esd Gc<br>Rdr Rt | **RIMOUSKI**<br>**Canada Steamship Lines Inc.**<br>Collingwood, Ont. Canada | **18 473**<br>13 753<br>31 413<br>T/cm<br>45,8 | ✠**100A1** Lake SS 3/90<br>Great Lakes & River St.<br>Lawrence service<br>✠**LMC**<br>EL (o†) $2\frac{3}{8}$"SQ<br>FN 7681 | **1965**-5 Collingwood Shipyards—Collingwood, Ont. (181)<br>222,51 22,97 9,038 FW<br>216,16 22,88 12,65<br>Ba 27,2 F 16,2 1 dk<br>RW rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>6 Ho ER<br>G.37 378<br>17 Ha (stl) (each 6,1 × 14,3) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>7 061kW (9 599bhp)<br>Sulzer Bros. Ltd.<br>2 HWB (1 ex.g 1 o.f.) 75lbf/in$^2$ (5,2bar)<br>HWB (el) 75lbf/in$^2$ (5,2bar)<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 437,0t (hvf) |
| **7934377**<br>606003 | **RIMRIDER**<br>ex El Tigre-90 ex Singleton Fleets 34<br>**Daniel Johns**<br>Miami, Fl United States of America | **102**<br>69<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 geared<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel 316,0t |
| **7715939**<br>112/402<br>Df Esd Gc<br>Rdr Rt | **RIMTHAN-2**<br>**ARAMCO Overseas Co.**<br>Dammam Saudi Arabia | **1 926**<br>492<br>1 316 | AB | **1979** Ishikawajima Ship & Chemical Plant Co.—Tokyo (498)<br>74,33 3,939<br>68,20 18,01 5,36<br>F 34,8 1 dk<br>rf 648 | **TM Work Ship**<br>for offshore installations | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>reduction geared to sc. shafts<br>2 000bhp (1 471kW)<br>Caterpillar Tractor Co.<br>Gen 3 × 300kW a.c.<br>Thw. thrust propeller fwd |
| **7922594**<br>5<br>Esd Rdr Rt | **RIN**<br>**Government of The Kingdom of Thailand (The Royal Thai Navy)**<br>Bangkok Thailand | **275**<br>70<br>119 | ✠Classed LR until 18/6/82 | **1981**-3 Singmarine Shipyard (Pte.) Ltd.—Singapore (025)<br>33,02 9,33 3,911<br>29,95 9,01 4,60<br>F 13,5 1 dk<br>rf - | **M Tug** | MWM<br>Vee Oil 4SA 12Cy. 230 × 270 reverse<br>geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 99kW 1 × 35kW 440V 60Hz |
| **5262287**<br>*5BMY*<br>321297<br>Df Esd Rdr<br>RTm/h | **RINA**<br>ex Makis-73 ex Oleander-70<br>**Medship Shipping Co. Ltd.**<br>Limassol Cyprus | **500**<br>233<br>905 | ✠Classed LR until 24/7/81 | **1953**-12 N.V. IJsselwerf—Rotterdam (4)<br>69,37 9,94 3,582<br>62,79 9,91 5,82<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>2 Ho 29,5 9,4 ER<br>G.1 819 B.1 731 In.101<br>2 Ha (each 12,5 × 5,0) ER<br>4W Der 4(3-5) | Werkspoor<br>Oil 4SA 8Cy. 330 × 600<br>860bhp (633kW)<br>N.V. Werkspoor<br>Gen 1 × 20kW 1 × 12kW 1 × 10k<br>110V d.c.<br>Fuel 76,0t (d.o.) |
| **7030145**<br>*SV7081*<br>9495<br>Df Esd Rdr<br>Rt | **RINA K**<br>ex WLA-86-89 ex KOL-161<br>**Sigal i Naftiki Eteria**<br>Piraeus Greece | **106**<br>38<br>55 | HR (PR) | **1966** Gdynska Stocznia Remontowa—Gdynia (B25s/311)<br>24,59 6,58<br>21,95 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund<br>Gen 1 × 3,25kW 1 × 1,5kW 24V d.c. |
| **6605046**<br>*ISPZ*<br>199<br>Df Esd Rdr<br>Rt | **RINASCITA PRIMA**<br>**Giuseppe Tulone**<br>Cagliari Italy | **129**<br>60<br>— | | **1965** Cant. Nav. Mario Morini—Ancona<br>33,20 7,19 2,286<br>28,78 7,01 3,59<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Ansaldo<br>Oil 4SA 4Cy. 320 × 420<br>355bhp (261kW)<br>S.A. Ansaldo Stab. Mecc. |
| **7423483**<br>*PP3095*<br>Df Esd Gc<br>Rdr Rt | **RINCAO**<br>**Marpetrol S.A.**<br>Rio de Janeiro Brazil | **464**<br>315<br>— | AB | **1976** Atlantic Marine Inc.—Fort George Island, Fl (4137)<br>56,47 11,61 4,206<br>51,77 11,60 4,91<br>F 18,0 1 dk<br>rf 5 BK 5 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>reduction geared to sc. shafts<br>General Motors Corp.<br>Gen 2 × 125kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 392,0t (d.o.) |
| **6718946**<br>*EFPA*<br>Df Esd Pfd<br>Rdr Rt | **RINCHADOR**<br>**Compania de Pesca Industrial S.A.**<br>La Coruna Spain | **244**<br>90<br>198 | BV | **1967** Maritima del Musel S.A.—Gijon (85)<br>38,31 7,24 3,506<br>33,00 7,19 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.250<br>2 Ha (each 1,1 × 1,1) ER<br>Der 2(-) | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 160bhp (853kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 84,5t (d.o.) |
| **7413725**<br>*SJDR*<br>Esd Gc Rdr<br>Rt | **RIND**<br>**Skanska AB**<br>Malmo Sweden | **999**<br>576<br>1 490 | ✠Classed LR until 1/2/88 | **1975**-4 Hilgers A.G.—Rheinbrohl (724 151)<br>60,13 11,69 3,823<br>57,16 11,41 4,55<br>RAD 15,9 RFD 1,3 F 13,2 1 dk<br>rf nil | **TM Hopper Barge**<br>Bottom doors<br>Ice strengthened<br>Mchy.aft | Hedemora<br>Vee Oil 4SA 6Cy. 185 × 210<br>1 200bhp (883kW) ✠ E made68 refitte<br>AB Hedemora Verkstader<br>Gen 1 × 84kW 400V 50Hz a.c.<br>2 Directional propellers<br>Fuel (d.o.) |
| **5295260**<br>*LDDW*<br>14347<br>Df Esd Rdr<br>Rt | **RINDENES**<br>**P/R Rindenes**<br>Olav Mortensen<br>Floro Norway | **318**<br>125<br>— | NV | **1956** Soviknes Verft A/S—Sovik (40)<br>37,85 7,01<br>34,65 6,96 4,02<br>2 dks<br>rf 1351 BK 119 len 56 | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>2 Ha (each 2,3 × 3,0) | Wichmann<br>Oil 2SA 5Cy. 280 × 420<br>825bhp (607kW) NE 71<br>A/S Wichmann<br>Gen 1 × 116kW 1 × 72kW 220V<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **7853080** | **RINDO**<br>**Ming Chao Marine Ltd.** | **353**<br>191<br>— | | **1974** Mabuchi Zosensho—Nagasaki<br>32,01 2,040<br>29,01 8,40 2,90<br>1 dk | **TM Ferry**<br>700P | Mitsubishi<br>2 Oil<br>760bhp (559kW)<br>Mitsubishi Heavy Industries Ltd. |
| **8921171**<br>*JK4995*<br>131770<br>Rdr Rt | **RINEI**<br>**Rinji Yamamoto**<br>Yorishima, Okayama Pref. Japan | **416**<br>—<br>850 | | **1990** Matsuura Tekko Zosen—Higashino (357)<br>58,50 (BB) 10,00 3,550<br>54,00 9,50 4,30<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER | Hanshin<br>Oil 4SA 6Cy. 280 × 460 reverse gea<br>shaft<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. |
| **7930400**<br>*JK4094*<br>122116<br>Rdr Rt | **RINEI MARU**<br>**Nissei Unyu K.K.**<br>Shimonoseki, Yamaguchi Pref. Japan | **165**<br>—<br>300 | | **1980** Ura Kyodo Zosensho K.K.—Awaji (204)<br>7,93<br>29,80 6,52 2,70<br>1 dk | **M Tanker**<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 200 × 240<br>320bhp (235kW)<br>Matsui Iron Works Co. Ltd. |
| **7365057**<br>*EIGQ*<br>401028<br>Rt | **RINGACOLTIG**<br>**Cork Harbour Commissioners**<br>Cork Irish Republic | **434**<br>182<br>546 | ✠**100A1** SS 6/90<br>hopper dredger<br>for service in Cork Harbour and within five miles of Roches Point<br>✠**LMC**<br>EL (H)F $\frac{15}{16}$"U1<br>FN 528 | **1974**-2 Verolme Cork Dockyards Ltd.—Cork<br>40,82 10,11 3,112<br>38,00 10,01 3,87<br>1 dk<br>rf nil | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft | Blackstone<br>Oil 4SA 6Cy. 222 × 292 reverse redu<br>to sc. shaft<br>637bhp (469kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 42kW 380V 50Hz a.c. |
| **5295337**<br>Df Esd Rdr<br>Rt | **RINGELROBBE**<br>Guinea-Bissau | **134**<br>48<br>— | (DSRK) | **1958** VEB Elbewerft—Boizenburg<br>26,50 6,71 3,404<br>3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt |
| **5295349**<br>*SKAF*<br>Df Esd Rdr<br>Rt | **RINGENAS**<br>ex Ringenaes-81 ex Ringenaes Nord-79 ex Ringenaes-73<br>**Fiskefartyget Ringenas**<br>Fredrik Wilhelm Fredriksson<br>Hasslo Sweden | **147**<br>65<br>— | (BV) | **1961** Schiffswerft "Ernst Thalmann"—Brandenberg<br>30,94 6,61 2,699<br>27,06 6,58 3,31<br>F 6,1 1 dk<br>rf 610 BK 152 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ha (each 1,3 × 1,0) ER<br>2W Der 1(5) 1(1,5) | Jonkopings<br>Oil 4SA 8Cy. 260 × 400<br>960bhp (706kW) NE 67<br>A/B Jonkopings Motfb.<br>Controllable pitch propeller<br>Fuel 19,5t (d.o.) |

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|---|---|---|---|---|---|---|
| 6904835<br>LAJB<br>17107<br>Rdr Rt | **RINGFJELL**<br>ex Solvind-91 ex Biala-72 ex Naeroy-71<br>**Actif Management AS**<br>Aalesund Norway | *373*<br>*270*<br>305 | | **1968** A/S Hommelvik M/V—Hommelvik (113)<br>36,45 7,65 3,048<br>7,62<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.425<br>1 Ha (stl) (25,0 × 5,0) ER<br>2W Der 1(5) | Deutz<br>Oil 4SA 8Cy. 135 × 160<br>352bhp (259kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 23,5t (d.o.)-2,0pd 10kn |
| 5364267<br>LKRU<br>11532<br>Rdr Rt | **RINGNES**<br>ex Vildanden-90 ex Snapp-86<br>ex Tomma-63<br>**Trollcruise A/S**<br>Skien Norway | **106**<br>44<br>— | (NV) | **1942** Kristiansands M/V A/S—Kristiansand S. (174)<br>Rebuilt**1985**<br>27,86 5,61 1,855<br>5,57 2,01<br>1 dk<br>RW | **TM Ferry**<br>183P | MWM<br>2 Oil 4SA each 6Cy. 180 × 260<br>460bhp (338kW) NE 54<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 10kW 220V 50Hz a.c.<br>Fuel (d.o.) 12kn |
| 5184590<br>OITP<br>Df Esd Rt | **RINGO**<br>ex Kehrwieder II-86<br>**Reijo og Rolf Saari**<br>Porvoo/Borga Finland | **340**<br>175<br>520 | (GL) | **1943** Hugo Peters—Wewelsfleth (26)<br>47,50 7,52 3,201<br>43,08 7,47 3,36<br>P 8,3 RQD 16,8 F 4,3 1 dk<br>len 51 | **M General Cargo**<br>G.742 B.716<br>2 Ha (10,2 14,0 × 4,5)<br>Der 2(2) 1(1) | Oil 4SA 6Cy. 290 × 420<br>275bhp (202kW)<br>Deutsche Werke A.G. Kiel<br>8,5kn |
| 7000968<br>IOEM<br>533<br>Esd Rdr Rt | **RINGO PRIMO**<br>**Antonio Calderoni**<br>Ancona Italy | **115**<br>38<br>— | | **1969** Cant. Nav. M. Morini & C.—Ancona (113)<br>27,49 6,58<br>3,18<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | MAN<br>Oil 4SA 6Cy. 235 × 330<br>360bhp (265kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 8615306<br>JXOK<br>20372<br>Df Esd Gc<br>Rdr Rt | **RINGVASSOY**<br>**A/S Ringvassoy**<br>Tromso Norway | *999*<br>*299*<br>— | NV | **1987** Sterkoder M/V A/S—Kristiansund N. (105)<br>47,71 11,23 5,535<br>40,21 7,50<br>2 dks<br>rf 1003 | **M Fishing**<br>Stern Trawler<br>Ice strengthened | Wartsila<br>Oil 4SA 8Cy. 250 × 300 geared to sc. shaft<br>1 839kW (2 500bhp)<br>Nohab Diesel A/B Trollhattan<br>Gen 1 × 1250kW 1 × 344kW 440V 60Hz a.c. |
| 7528908<br>1530 | **RINI**<br>ex Perlak ex Mermaid<br>**P.T. T.O.B. Shipping Co.**<br>Jakarta Indonesia | **144**<br>78<br>— | (KI) | **1946** Seutelvens Verksted—Fredrikstad<br>... ... ...<br>31,09 6,10 2,90<br>1 dk | **M Tug** | Blackstone<br>Oil 4SA 4Cy. 222 × 292<br>Blackstone & Co. Stamford |
| 5054525<br>ZADR<br>RTv | **RINIA**<br>ex Buccaneer-69 ex Ketty-61<br>**Albanian State Shipping Enterprise**<br>Durres Albania | **490**<br>236<br>726 | (RI) | **1957** Cant. Nav. Felszegi—Trieste (54)<br>55,25 9,02 3,658<br>49,15 9,00 3,81<br>P 26,0 F 6,4 1 dk<br>RW rf 152 | **M General Cargo**<br>2 Ho 18,8 13,7 ER<br>B.1 104<br>2 Ha (13,1 8,5 × 4,1) ER<br>Der 1(5) 6(2) | Ansaldo<br>Oil 4SA 7Cy. 265 × 410<br>525bhp (386kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 2 × 38kW 220V d.c.<br>Fuel 44,5t (d.o.) 9,5kn |
| 8303252<br>YDLE<br>351+PSt<br>Df Esd Gc<br>Rdr RTm/h/v | **RINJANI**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Lembar Indonesia | **13 860**<br>8 420<br>3 434 | KI (GL) | **1984** Jos. L. Meyer G.m.b.H. & Co.—Papenburg (611)<br>144,80 (BB) 23,70 5,865<br>130,03 23,41 11,79<br>P 10,7 3 dks, 4th dk fwd of machinery space | **TM Passenger/Ferry**<br>1096bth 500dk P<br>1 Ho ER 2 TwD<br>G.1 250 B.1 000<br>1 Ha (stl) (8,1 × 6,0) ER<br>Cr 2(7) | MaK 6M601AK<br>2 Oil 4SA each 6Cy. 580 × 600 with flexible couplings & sr geared to sc. shafts<br>14 790bhp (10 879kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 4 × 800kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 889,0t (d.o.)-61,0pd 20kn |
| 7210862<br>JXQD<br>20339<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RINKO**<br>ex Ringve-90 ex Atlantic Earl-87<br>ex Nad Monarch-75 ex Hainburg-72<br>**Korntransport III**<br>Paal Wilson Management A/S<br>Bergen Norway | *1 403*<br>*1 067*<br>3 200 | NV (Class cont.) (GL) | **1972** Schiffswerft Korneuburg A.G.—Korneuburg (700)<br>90,23 (BB) 14,76 4,680<br>82,02 14,51 7,80<br>F 8,9 2 dks<br>conv General Cargo 88 | **M General Cargo**<br>Self-unloader<br>Ice strengthened<br>2 Ho each 25,2 ER<br>G.4 389 | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>2 199kW (2 990bhp) NE 80<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>14,5kn |
| 6924313<br>LFJU<br>17236<br>Rdr RTv | **RINNA**<br>ex Masfjord-86<br>**More og Romsdal Fylkesbatar**<br>Kristiansund Norway | **486**<br>213<br>— | (NV) | **1969** Loland Motorverstad A/S—Leirvik i Sogn (28)<br>44,66 10,62 2,807<br>40,52 10,60 4,20<br>1 dk<br>rf 749 BK 203 | **M RoRo Cargo/Ferry**<br>360dk P<br>Mchy.aft | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>900bhp (662kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 56kW 230V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 12kn |
| 8302181<br>PPRB<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **RIO ACRE**<br>**Companhia de Navegacao Lloyd Brasileiro (LLOYDBRAS)**<br>Rio de Janeiro Brazil | *27 012*<br>*11 510*<br>38 760 | AB | **1986** Stocznia im. "Komuny Paryskiej"—Gdynia (B541/02)<br>183,22 (BB) 29,09 11,742<br>175,32 29,01 16,41<br>P 37,2 F 19,9 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.43 610 B.42 300<br>TEU 744 C. 744/20'<br>5 Ha (stl) (20,8 × 20,4) (25,6 25,6 25,6 × 23,0) (20,8 × 20,4) ER<br>Cr 2(-) | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>11 746bhp (8 640kW)<br>H. Cegielski Poznan<br>Gen 1 × 1000kW 2 × 960kW 450V 60Hz a.c.<br>Fuel 161,0t (d.o.) 2 810,5t (hvf) 13,25kn |
| 7387835<br>COJB<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO AGABAMA**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | ✠Classed LR until 4/84 RCB | **1975**-9 Ast. Construcciones S.A.—Meira (137)<br>106,86 (BB) 14,61 5,627<br>95,20 14,51 8,49<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>2 Ho 20,5 22,1 ER<br>In.3 084<br>2 Ha (4,5 3,8 × 2,9) ER | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) |
| 5295492<br>EFXC<br>1845<br>Df Esd Pfd<br>Rdr | **RIO AGUAMIA**<br>**Jose Bengoechea S.A.**<br>Santander Spain | **241**<br>103<br>430 | (BV) | **1946** Astilleros del Talleres—Santander<br>*35,94* 6,13 3,175<br>6,10 3,41<br>1 dk<br>len 57 | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | A.B.C. 6MDXS<br>Oil 4SA 6Cy. 242 × 320<br>650bhp (478kW) NE 72<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 107,5t (d.o.) 12kn |
| 5295519<br>CSPJ<br>Df Esd Rdr<br>Rt | **RIO AGUEDA**<br>ex Kilmalcolm<br>**Sociedade Angolana de Pescarias S.a.r.l. (SOPESCA)**<br>Aveiro Portugal | **887**<br>427<br>380 | (BV) | **1944** Pullman Standard Car Mfg. Co.—Chicago, Illinois<br>56,37 10,06 3,125<br>51,64 10,01 4,35<br>F 43,6 1 dk<br>conv Corvette — | **TM Fishing**<br>Side Trawler<br>In.1 027<br>4 Ha (3,5 × 1,6) (1,2 × 1,1) (2,3 2,3 × 1,6)<br>Der 1(4) 1(0,5) | General Motors<br>2 Oil 2SA each 12Cy. 216 × 254<br>1 800bhp (1 324kW)<br>General Motors Corp. La Grange, Illinois<br>Fuel 137,0t (d.o.) 12kn |
| 9007221<br>EGYL<br>3G-4-2203<br>Esd Gc Pfd<br>Rdr Rt | **RIO ALGAR PRIMERO**<br>**Rio Algar S.L.**<br>Vigo Spain | *293*<br>*88*<br>160 | BV (Class cont.) | **1990** Astilleros Armon—Navia (216)<br>33,02 3,200<br>26,80 8,30 3,40 | **M Fishing**<br>Stern Trawler Ref<br>In.229 | Caterpillar 3512TA<br>Vee Oil 4SA 12Cy. 170 × 190 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>625kW (850bhp)<br>Caterpillar Inc. Peoria, Illinois |
| 7387847<br>COJD<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO ALMENDARES**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | ✠Classed LR until 9/12/83 RCB | **1975**-8 Ast. Construcciones S.A.—Meira (138)<br>106,86 (BB) 14,61 5,500<br>95,20 14,51 8,49<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,2 ER<br>In.3 084<br>2 Ha (4,5 3,9 × 2,9) ER | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) 15kn |

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| **6715619**<br>*HCRA*<br>TI-00-0090<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **RIO AMAZONAS**<br>**Naviera del Pacifico C.A. (NAPACA)**<br>Ecuadorian Line Inc. N.V.<br>Guayaquil Ecuador | **6 625**<br>3 678<br>5 598 | **100A1** SS 12/87<br>Ice Class 3<br>**LMC**<br>**✠Lloyd's RMC**<br>EL b† 550,0/52,5U2<br>FN 3708<br>(AB) | **1968** Cant. Nav. Apuania—Marina di Carrara (85)<br>140,49 (BB) 17,84 7,621<br>126,02 17,81 11,61<br>3 dks, 4th dk fwd of mchy. space<br>RW rf 483 DK fwd | **M Refrigerated Cargo** CSD<br>Side doors 4(p) 4(s)<br>4 Ho 22,0 19,5 18,7 ER 23,2 11 TwD<br>In.8 935<br>4 Ha (stl) (8,9 8,2 8,2 × 6,2) ER (9,0 × 6,2)<br>8W Cr 1(5) Der 8(5) | Fiat<br>Oil 2SA 7Cy. 750 × 1320<br>10 500bhp (7 723kW)<br>S.A. Fiat S.G.M.<br>NAuxB (o.f.) 11/81 7kgf/cm² (6,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 4 × 400kW 440V 60Hz a.c.<br>Fuel 211,0t (d.o.) 1 037,0t (hvf) |
| **8204822**<br>*PPYC*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **RIO APA**<br>Launched as Oceano Rio<br>**Government of The Federative Republic of Brazil (Fundo Nacional de Marinha Mercante - Ministerio dos Transportes)**<br>Rio de Janeiro Brazil | *24 805*<br>*14 756*<br>45 384<br>T/cm<br>47,6 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, No. 3 hold may be empty<br>**✠LMC**<br>EL L† 632,5/70,0U3(a)<br>FN 8300 | **1985**-11 Verolme Est. Reunidos do Brasil S.A. —Angra dos Reis (B83)<br>190,58 (BB) 28,53 12,329<br>182,33 28,50 17,02<br>1 dk<br>rf nil DK in way of Nos. 1, 2, 3, 4, 5 & 6 holds | **M Bulk Carrier**<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>pt higher tensile steel<br>6 Ho each 23,1 ER<br>G.53 684<br>6 Ha (stl) (each 13,8 × 13,6) ER<br>Cr 3(25) | B&W<br>Oil 2SA 5Cy. 670 × 1700<br>10 875bhp (7 999kW)<br>Equipamentos Villares S.A.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 1 × 618kW 2 × 500kW 450V<br>Fuel 209,0t (d.o.) 1 883,5t (hvf) |
| **5295569**<br>*ZPKM* | **RIO APA**<br>**Government of The Republic of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguay | **1 087**<br>627<br>1 023 | ✠Classed LR until 5/64 | **1961**-10 Ast. de T. Ruiz de Velasco—Bilbao (67)<br>73,82 12,04 2,509<br>68,00 12,01 3,92<br>F 5,2 1 dk<br>RW rf nil | **M General Cargo**<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 320 × 480<br>Motorenw. Mannheim A.G. (MWM) |
| **8132861**<br>AJZL-6525 | **RIO APON**<br>**Equipo Mara C.A.**<br>Tidewater Marine Service Inc.<br>Maracaibo Venezuela | **189**<br>95<br>— | | **1957** ..............U.S.A.<br>26,83<br>... ... ... | **TM Tug** | Caterpillar<br>2 Oil<br>Caterpillar Tractor Co. |
| **7228156**<br>*EDTY*<br>9313<br>Df Esd Rdr Rt | **RIO ARENTEIRO**<br>**Pesca y Venduria S.A. (PESCAVEN)**<br>Vigo Spain | **232**<br>108<br>— | BV | **1973** Const. Nav. Santodomingo—Vigo (388)<br>... ... ...<br>28,00 8,01 3,81<br>1 dk | **M Fishing**<br>Side Trawler | Stork<br>Oil 4SA 8Cy. 210 × 300<br>800bhp (588kW)<br>Fabrica de San Carlos S.A. |
| **7387859**<br>*COJF*<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO ARIMAO**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB<br>✠Classed LR until 6/5/83 | **1975**-11 Ast. Construcciones S.A.—Meira (139)<br>106,86 (BB) 14,61 5,500<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,2 ER<br>In.3 082<br>2 Ha (4,5 3,9 × 2,9) ER | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A.<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) |
| **8204834**<br>*PPYD*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **RIO ASSU**<br>Launched as Jupiter<br>**Government of The Federative Republic of Brazil (Fundo Nacional de Marinha Mercante - Ministerio dos Transportes)**<br>Rio de Janeiro Brazil | *24 805*<br>*14 756*<br>45 470<br>T/cm<br>47,6 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, No. 3 hold may be empty<br>**✠LMC**<br>EL L† 632,5/70,0U3<br>FN 8295 | **1986**-1 Verolme Est. Reunidos do Brasil S.A. —Angra dos Reis (B84)<br>190,58 (BB) 28,53 12,334<br>182,30 28,50 17,00<br>1 dk<br>rf nil DK in way of Nos. 1, 2, 3, 4, 5 & 6 holds | **M Bulk Carrier**<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>pt higher tensile steel<br>6 Ho each 23,1 ER<br>G.53 684<br>6 Ha (stl) (each 13,8 × 13,6) ER<br>Cr 3(25) | B&W<br>Oil 2SA 5Cy. 670 × 1700<br>10 880bhp (8 003kW)<br>Mecanica Pesada S.A.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 1 × 618kW 2 × 500kW 450V<br>Fuel 221,5t (d.o.) 1 923,5t (hvf) |
| | | | | **LAID UP — SURVEYS OVERDUE 1/90** | | |
| **7716050**<br>*HKCP*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RIO ATRATO**<br>ex Strathfife-85<br>**Romen Inc. S.A.**<br>Isla de San Andres Colombia | **13 319**<br>7 158<br>17 350 | AB<br>✠Classed LR until 9/88 | **1978**-9 Mitsui Eng. & SB. Co. Ltd.—Tamano (1161)<br>168,99 23,55 9,751<br>160,00 23,50 13,52<br>P 40,3 F 34,2 2 dks<br>rf nil DK fwd | **M General Cargo**<br>Heavy-load Ref<br>Str. heavy cargoes<br>4 Ho 16,7 23,1 24,0 28,8 5 TwD<br>G.25 754 B.23 315 In.852<br>TEU 302<br>C.Ho 150/20' C.Dk 152/20'(40') incl. ref C.<br>5 Ha (stl) (12,8 × 7,2) (20,8 20,8 20,8 × 10,3) ER (5,7 × 5,0)<br>Der 1(300) 5(12,5) 5(5) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 4 × 640kW 450V 60Hz a.c.<br>Fuel 240,5t (d.o.) 1 331,0t (hvf)-36,5pd |
| **5295595**<br>*EGKD* | **RIO AVIA**<br>**Hijos de J. Barreras S.A.**<br>Vigo Spain | **136**<br>90<br>— | | **1953** Hijos de J. Barreras S.A.—Vigo<br>*24,51* 5,92<br>... ... ... | **Wood S Fishing**<br>Side Trawler | T 3Cy. 216 356 & 559 x 406<br>.............. |
| **5121770**<br>*CB2590* | **RIO AYSEN**<br>ex Frisia IV-70<br>**Comunidad Naviera Fasani Donoso**<br>Valparaiso Chile | **413**<br>184<br>— | (GL) | **1953** Jos. L. Meyer—Papenburg (454)<br>48,01 8,41 2,007<br>46,77 8,11 2,70<br>1 dk<br>RW | **TM Passenger/Ferry** 750dk P | Deutz<br>2 Oil 4SA each 6Cy. 270 × 360<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz |
| **7424279**<br>*COKX*<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO BAYAMO**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 207 | RCB (BV) | **1979** Ast. Construcciones S.A.—Meira (244)<br>106,86 (BB) 14,61 5,501<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,1 ER<br>In.3 085<br>2 Ha (4,5 3,8 × 2,9) ER | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 geared<br>4 400bhp (3 236kW)<br>Hijos de J. Barreras S.A.<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 29,5t (d.o.) 954,0t (hvf) |
| **5295650**<br>*ZPKJ* | **RIO BLANCO**<br>**Government of The Republic of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguay | **1 061**<br>602<br>1 023 | ✠Classed LR until 10/1/75 | **1960**-8 Ast. de T. Ruiz de Velasco—Bilbao (64)<br>72,55 12,04 2,501<br>68,00 12,01 3,92<br>1 dk<br>RW rf nil | **M General Cargo Barge**<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 320 × 480<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **8610162**<br>*EFIW*<br>2153<br>3GI-4-2132 | **RIO BOUZOS UNO**<br>**CAFAME S.L.**<br>Gijon Spain | *194*<br>*47*<br>213 | | **1988** Ast. Gondan—Puerto de Figueras (279)<br>8,23 3,850<br>27,01 8,01 3,69<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | A.B.C.<br>Oil 4SA 6Cy. 256 × 310 with flexible sr geared to sc. shaft<br>1 200bhp (883kW)<br>Anglo-Belgian Corporation N.V. |
| **7433622**<br>*PPNT*<br>9016<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RIO BRANCO**<br>**Companhia de Navegacao Lloyd Brasileiro (LLOYDBRAS)**<br>Rio de Janeiro Brazil | **21 732**<br>14 320<br>38 097<br>T/cm<br>46,6 | **✠100A1** SS 10/90<br>bulk carrier<br>strengthened for heavy cargoes, hold Nos. 2, 4 & 6 may be empty<br>**✠LMC**<br>EL J† 605,0/66,0U3<br>FN 7762 | **1981**-4 EMAQ-Engenharia & Maquinas S.A.—Rio de Janeiro (306)<br>193,83 (BB) 27,64 10,918<br>183,01 27,60 14,81<br>P 34,8 F 13,5 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 16,9 19,4 16,9 22,9 16,9 22,9 16,9 ER<br>G.47 309 B.42 525<br>7 Ha (stl) (9,3 11,8 9,3 15,2 9,3 15,2 9,9 × 13,5) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima do Brasil<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm²<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 378,0t (d.o.) 2 126,5t (hvf) |
| **7944011**<br>Esd Rt | **RIO BRAVO**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas, Sonora Mexico | **122**<br>78<br>— | (AB) | **1976** Const. Nav. de Guaymas S.A. (CONAGUSA) —Guaymas (136)<br>... ... ...<br>20,45 6,16 3,10<br>1 dk<br>BK 38 | **M Fishing**<br>Side Trawler<br>1 Ho 6,1<br>1 Ha (stl) (9,3 × 5,8) | Cummins<br>Oil 4SA 6Cy. 140 × 152<br>365bhp (268kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 30kW a.c. 1 × 20kW a.c. |
| **7647807**<br>*WYG6847*<br>578961 | **RIO BRAVO**<br>**Oceanway Trawlers Inc.**<br>Brownsville, Tx United States of America | **104**<br>70<br>— | | **1976** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,46<br>1dk | **M Fishing** | Oil<br>335bhp (246kW)<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 8172377<br>HP5874<br>20154-LP<br>Df Esd Gc<br>Pfd Rdr RTv | **RIO CABRIL**<br>ex Nuno Filipe-90 ex Joao Martins-82<br>Panama Panama | **1 298**<br>627<br>1 554 | RP<br>✠Classed LR until 31/5/77 | **1952**-7 Est. Nav. de Viana do Castelo—Viana do Castelo (4)<br>71,14 11,04 4,830<br>64,01 - 5,69<br>P 6,4 F 13,8 1 dk<br>R BK 191 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 14,0 13,3<br>1 Ha (w) (2,2 × 1,6) 3 Ha (stl) (each 2,2 × 1,6)<br>Der 1(2,5) | Cooper Bessemer<br>Oil 4SA 8Cy. 395 × 560<br>1 000bhp (736kW)<br>Cooper-Bessemer Corp. Grove City, Pa<br>Gen 3 × 100kW 220V d.c.<br>Fuel (d.o.) |
| 7701158<br>DVUW<br>230519<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RIO CAGAYAN**<br>ex Sun Harvest-89 ex Seiriki-80<br>**Omni Interlink Inc.**<br>Manila Philippines | **11 432**<br>6 604<br>18 801 | NK | **1978** Koyo Dockyard Co. Ltd.—Mihara (766)<br>147,71 22,84 9,321<br>140,01 22,81 12,63<br>P 26,3 F 11,9 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.24 135 B.22 927<br>4 Ha (stl) (15,4 × 9,0) (16,4 16,4 16,4 × 10,5) ER<br>Der 4(25) | Pielstick 12PC2-5V-400<br>Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>5 737kW (7 799bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 320kW 450V 60Hz a.c.<br>Fuel 130,0t (d.o.) 992,0t (hvf)-24,0pd 14,5kn |
| 7387861<br>CCUK<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO CANIMAR**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB<br>✠Classed LR until 6/4/84 | **1976**-2 Ast. Construcciones S.A.—Meira (140)<br>106,86 (BB) 14,61 5,627<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,2 ER<br>In.3 082<br>2 Ha (4,5 3,9 × 2,9) ER | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) 15kn |
| 7387885<br>CCUP<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO CAONAO**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB<br>✠Classed LR until 9/12/83 | **1976**-8 Ast. Construcciones S.A.—Meira (142)<br>106,86 (BB) 14,61 5,627<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,2 ER<br>In.3 084<br>2 Ha (4,5 3,9 × 2,9) ER | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) 15kn |
| 6801779<br>EADY<br>1758<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO CARES**<br>**Jose Bengoechea S.A.**<br>Gijon Spain | **434**<br>199<br>— | (BV) | **1967** Maritima del Musel S.A.—Gijon (89)<br>46,26 8,36 4,039<br>44,28 8,32 4,40<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>3 Ha (each 1,9 × 1,7) | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 160bhp (853kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 162,5t (d.o.) 14kn |
| 8132940 | **RIO CARONI**<br>Launched as Charbray<br>**Equipo Mara C.A.**<br>Tidewater Marine Service Inc.<br>Maracaibo Venezuela | **108**<br>73<br>— | | **1965** Universal Iron Works—Houma, La (65)<br>21,95<br>7,01 2,75 | **TM Tug** | Caterpillar<br>2 Oil 4SA each 6Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6600838<br>EESK<br>1727<br>Df Esd Rdr<br>Rt | **RIO CARRERAS**<br>ex Marco Antonio-70<br>**Pesquera del Rompido S.A.**<br>Huelva Spain | **251**<br>102<br>106 | (BV) | **1965** Soc. Espanola de Const. Nav.—Bilbao (107)<br>35,74 7,22 2,998<br>33,61 7,19 3,87<br>3 dks | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>G.212 | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>825bhp (607kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Fuel 82,0t (d.o.) 11kn |
| 7387770<br>CCUE<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO CAUTO**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB<br>✠Classed LR until 4/84 | **1976**-2 Hijos de J. Barreras S.A.—Vigo (1434)<br>106,86 (BB) 14,61 5,627<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>2 Ho 20,5 22,2 ER<br>In.3 087<br>2 Ha (4,5 3,9 × 2,9) ER | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) 15kn |
| 5338634<br>HP2102<br>4895-PEXT1<br>Df EsdRTm | **RIO CHAGRES**<br>ex Star 60 ex Camano (AKL 1)<br>ex FS 256 ex FP 256<br>**Elsa Icaza de Granda**<br>Panama Panama | **598**<br>298<br>— | (AB) | **1944** Wheeler SB. Corp.—Whitestone, NY (70)<br>*50,69* 9,81 3,061<br>50,30 9,76 4,37<br>F 8,0 1 dk<br>rf 152 conv General Cargo 57 | **TM Ferry/General Cargo** 800P<br>1 Ho 12,8 ER<br>B.680<br>1 Ha (w) (8,5 × 4,8) ER | General Motors<br>2 Oil 2SA each 6Cy. 222 × 267<br>1 000bhp (736kW)<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 100kW 1 × 25kW 120/240V d.c.<br>Fuel (d.o.) |
| 7348279<br>YYET<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RIO CHAMA**<br>ex Sylvo-87<br>**Naviera Pacifico S.A.**<br>Norsk Pacific Steamship Co. Ltd.<br>Puerto la Cruz Venezuela | **15 594**<br>9 292<br>23 836 | NV | **1974** VEB Mathias-Thesen-Werft—Wismar (102)<br>176,79 (BB) 22,92 10,110<br>167,70 22,86 14,03<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>5 Ho ER<br>G.29 620 B.29 300<br>TEU 530<br>10 Ha (stl) (7,1 7,1 × 6,9) (22,5p&s 22,5p&s 22,5p&s 22,5p&s × 8,9) ER<br>Cr 4(25) | MAN K8Z70/120<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 640kW 440V 60Hz a.c.<br>Fuel 275,0t (d.o.) 1 395,0t (hvf)-41,0pd 16,5kn |
| 6501214<br>CB2819<br>Gc Rdr Rt | **RIO CISNES**<br>**Government of The Republic of Chile (Empresa Maritima del Estado) (EMPREMAR)**<br>Valparaiso Chile | **471**<br>240<br>406 | BV | **1964** Dade Dry Dock Corp.—Miami, Fl (127)<br>44,20 10,44 2,286<br>10,39 3,89<br>1 dk | **TM RoRo Cargo**<br>Bow door<br>Bow door/ramp<br>L 6,00 W 3,50 SWL 30<br>Cargo Width 10,00 Clear height 3,00<br>Cars 16<br>Mchy.aft<br>G.796 | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>760bhp (559kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 10kn |
| 8126393<br>PPXY<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **RIO COARI**<br>**Companhia de Navegacao Lloyd Brasileiro (LLOYDBRAS)**<br>Rio de Janeiro Brazil | *29 743*<br>*17 921*<br>51 406 | AB | **1986** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (167)<br>200,11 (BB) 32,24 12,001<br>191,01 32,21 17,10<br>P 10,1 F 20,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.61 965 B.56 150<br>7 Ha (stl) ER | B&W 5L67GBE<br>Oil 2SA 5Cy. 670 × 1700<br>11 746bhp (8 640kW)<br>Mecanica Pesada S.A. Brazil<br>Gen 2 × 581kW 450V 60Hz a.c.<br>Fuel 385,0t (d.o.) 2 995,5t (i.f.o.) 13,25kn |
| 7532038 | **RIO COBO**<br>**Jose Luiz Haz Martinez**<br>La Coruna Spain | **132**<br>—<br>— | | **1978** Sarmiento—Spain (23)<br>28,91<br>24,72 6,63 3,48<br>1 dk | **Wood M Fishing**<br>Side-fishing | Alpha 406-26VO<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Cons. Echevarria Bermeo |
| 6712916<br>ZHFH2<br>304583<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RIO COLORADO**<br>ex Pomella-88 ex Horama-74<br>Launched as Nordvard<br>**Rio Number Four Ltd.**<br>Horizon Management Corp. Inc.<br>Georgetown Cayman Islands (British)<br>SatCom: 1756247/COLO | **15 842**<br>10 699<br>23 542 | NV<br>✠Classed LR until 16/9/88 | **1967** Verolme Dok & Schpsb.—Rozenburg (754)<br>175,17 (BB) 22,84 10,110<br>167,01 22,80 13,39<br>P 24,7 F 14,7 1 dk<br>rf nil | **M Tanker**<br>Asphalt Bitumen<br>DSS<br>10 Ta 10 Wing Ta ER<br>L.34 433 Asphalt 35 136 HeCls. BC<br>4 Cargo pumps total 2 000T/hr | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>7 061kW (9 599bhp)<br>Verolme Machinefabriek Ijsselmonde<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 371,5t (hvf)-34,5pd 15kn |
| 7607560 | **RIO COLUMBA**<br>**Government of The Republic of Peru (Empresa Nacional de Puertos S.A.)**<br>Salaverry Peru | **100**<br>—<br>125 | (BV) | **1976** Rilaco B.V.—Krimpen a/d Ijssel<br>22,18 6,81 3,101<br>21,42 6,61 3,43<br>1 dk | **TM Tug** | General Motors 12V-149<br>2 Vee Oil 2SA each 12Cy. 146 × 146 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange |
| 7387873<br>CCUM<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO CONTRAMAESTRE**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB<br>✠Classed LR until 4/11/83 | **1976**-6 Ast. Construcciones S.A.—Meira (141)<br>106,86 (BB) 14,61 5,627<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,2 ER<br>In.3 084<br>2 Ha (4,5 3,9 × 2,9) ER | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) 15kn |

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| 5214565<br>*WR8013*<br>286570<br>Esd Rdr Rt | **RIO CUALE**<br>ex Blackfish-91 ex Lorna Foss<br>ex Lummi Bay-69 ex YTB 289<br>ex Sakaweston<br>**Bruce Gelker**<br>Long Beach, Ca United States of America | **197**<br>134<br>— | | **1944** Everett Marine Ways Inc.—Everett, Wa<br>8,44 4,096<br>31,55 8,39 4,60 | **Wood TM Tug** | Enterprise<br>2 Oil 4SA each 12Cy. 305 × 406<br>Enterprise Engine Co. |
| 5081891<br>*YVAH*<br>AMMT-0202<br>Rt | **RIO CUCHIVERO**<br>ex San Fernando-83<br>ex Creole Las Piedras-72<br>ex Esso Las Piedras-61<br>**Maritima Catia La Mar S.A. (MACAMAR)**<br>Las Piedras Venezuela | **272**<br>136<br>— | (AB) | **1947** Gulfport Boiler & Welding Works Inc. —Port Arthur, Tx (286)<br>31,17 7,37 3,515<br>29,27 7,32 3,81<br>1 dk<br>BK 38 | **D-E Tug**<br>1W | General Motors<br>Vee Oil 2SA 12Cy. 222 × 267 driving<br>814kW 560V d.c. connected to elec.<br>geared to sc. shaft<br>General Motors Corp.<br>Gen 1 × 30kW 120V d.c.<br>Fuel 88,5t |
| 7387897<br>*COJR*<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO CUYAGUATEJE**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB<br>✠Classed LR until 15/7/83 | **1976**-12 Ast. Construcciones S.A.—Meira (143)<br>106,86 (BB) 14,61 5,627<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 21,9 ER<br>In.3 084<br>2 Ha (4,5 3,9 × 2,9) ER | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared<br>shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A.<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) |
| 7602728<br>*HQJU*<br>Q004-00573<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RIO CUYAMEL**<br>**Wells Fargo Transport Leasing Corp.**<br>Great White Fleet Ltd.<br>Puerto Cortes Honduras<br>SatCom: 1334104 | T.Mk<br>**3 313**<br>1 578<br>3 750<br>**6 404**<br>3 491<br>5 656 | AB | **1978** Stocznia Gdanska im. Lenina—Gdansk (B437/313)<br>139,58 (BB) 18,04 —/7,697<br>128,66 18,01 11,51<br>3 dks, 4th dk in Nos.1 & 2 holds<br>rf nil | **M Refrigerated Cargo** 2bth P<br>Side doors 4(p) 4(s) Ice strengthened<br>2 Ho ER 2 Ho<br>In.7 430<br>4 Ha (stl) (5,4 6,4 × 6,1) ER (6,4 6,4 × 6,1)<br>8W Der 8(5) | Sulzer<br>Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW)<br>H. Cegielski<br>Gen 3 × 504kW 400V 50Hz a.c. |
| 7387823<br>*COJA*<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO DAMUJI**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB<br>✠Classed LR until 7/10/83 | **1975**-4 Ast. Construcciones S.A.—Meira (136)<br>106,86 (BB) 14,61 5,500<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,2 ER<br>In.3 084<br>2 Ha (4,5 3,9 × 2,9) | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared<br>shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A.<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) |
| 5295777<br>*HQGY2*<br>Df Esd Gc<br>Rdr Rt | **RIO DAS CONTAS**<br>**Pentagon S.A.**<br>Honduras | **294**<br>199<br>— | (AB) | **1958** Arnold V. Walker Shipyard—Pascagoula, Ms (128)<br>41,00 9,81 3,087<br>40,04 9,76 3,66<br>F 10,7 1 dk<br>conv Cement Carrier 68 | **TM Research**<br>Survey<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 12Cy. 127 × 142<br>sc. shafts<br>880bhp (647kW)<br>General Motors Corp.<br>Gen 2 × 125kW<br>Fuel 106,5t |
| 6821602<br>*HCFB*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RIO DAULE**<br>ex Bolivar-85 ex Golar Frost-76<br>**Compania Naviera Agmaresa S.A.**<br>Dole Fresh Fruit International Ltd.<br>Guayaquil Ecuador | **6 661**<br>3 721<br>7 519 | NV | **1968** Drammen Slip & Verk.—Drammen (64)<br>139,27 18,04 8,141<br>130,00 18,01 11,64<br>4 dks<br>rf 102 | **M Refrigerated Cargo** 2bth P<br>Side doors<br>4 Ho 23,4 22,4 ER 24,0 21,7<br>In.9 741<br>4 Ha (7,1 7,0 × 4,5) ER (7,0 7,0 × 4,5)<br>8W Der 8(5) | Sulzer<br>Oil 2SA 9Cy. 680 × 1250<br>12 000bhp (8 827kW)<br>Marinens Hovedverft<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 180,0t (d.o.) 1 030,0t (hvf)-37,5pd |
| 6804771<br>*EFSV*<br>1750<br>Df Esd Rt | **RIO DE BERBESA**<br>**Josefa Baseiredo Baltar y otros**<br>Gijon Spain | **202**<br>83<br>— | | **1967** Soc. Met. Duro Felguera—Gijon (45)<br>33,00 6,53<br>29,01 6,51 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. |
| 5295818<br>Df Esd Rdr | **RIO DE JANEIRO**<br>**Government of The Federative Republic of Brazil (Departamento Nacional de Portos e Vias Navegaveis)**<br>Rio de Janeiro Brazil | **1 541**<br>625<br>— | ✠Classed LR until 27/9/68 | **1961**-1 N.V. Schps. & Mach. "De Klop" —Sliedrecht (Co398)<br>71,51 13,59 4,490<br>65,99 13,01 5,41<br>1 dk<br>RW rf nil | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 16,0<br>Mchy.aft<br>Hopper 800<br>2 sandpumps each 280kW (375bhp) | Stork<br>4 Oil 4SA each 8Cy. 210 × 300 total<br>(1 545kW) driving 4 gen. each 350<br>d.c. connected to 2 elec. motors<br>650shp (478kW) & sc. shafts<br>Gebr. Stork & Co. N.V.<br>Gen 2 × 100kW 220V d.c. |
| 7021584<br>Df Gc Rdr Rt | **RIO DE ORO**<br>ex Playa de Alcudia ex Norena-82<br>**Fishingod**<br>Morocco | **493**<br>281<br>805 | | **1970** S.A. Balenciaga—Zumaya (189)<br>48,70 8,44 4,039<br>43,01 8,40 4,50<br>1 dk | **M General Cargo**<br>Mchy.aft | Duvant<br>Oil 4SA 8Cy. 316 × 480<br>1 200bhp (883kW)<br>Carmelo Unanue |
| 5295832<br>Df Esd Rdr<br>Rt | **RIO DEL ORO**<br>**Societe Sud Langouste S.A.**<br>Morocco | **278**<br>183<br>— | (BV) | **1960** Ch. A. Tertu—Le Fret<br>*28,96* 8,36<br>4,86 | **Wood M Fishing**<br>Side-fishing | Baudouin<br>Oil 4SA 8Cy. 185 × 200<br>294kW (400bhp)<br>Soc. des Moteurs Baudouin<br>Gen 2 × 152kW 380V a.c.<br>Fuel (d.o.) |
| 7403794<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO DO MAR** | **158**<br>43<br>— | (BV) | **1975** Const. Nav. del Sureste S.A.—Alicante (6)<br>28,00 3,201<br>24,52 6,43 3,54<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Baudouin<br>Vee Oil 4SA 12Cy. 150 × 150<br>600bhp (441kW)<br>Internacional Diesel S.A.<br>Fuel 60,5t (d.o.) |
| 7403782<br>*EGXT*<br>9460<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO DO MAR PRIMERO**<br>ex Marismeno Primero-88<br>**Rio do Mar**<br>Las Palmas Spain | **158**<br>43<br>— | BV | **1975** Const. Nav. del Sureste S.A.—Alicante (5)<br>28,00 3,201<br>24,52 6,43 3,54<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Baudouin<br>Vee Oil 4SA 12Cy. 150 × 150<br>441kW (600bhp)<br>Internacional Diesel S.A.<br>Gen 2 × 104kW 380V a.c.<br>Fuel 60,5t (d.o.) |
| 7345966<br>*LRRU*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RIO ESQUEL**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | T.Mk<br>**6 190**<br>3 508<br>—<br>**9 059**<br>6 378<br>10 070 | (AB) | **1976** Ast. Argentinos Rio de La Plata S.A. (ASTARSA)—Tigre (139)<br>147,61 (BB) 20,22 7,621/8,256<br>138,00 20,20 11,82<br>F 12,2 3 dks<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 16,9 19,9 21,0 17,9 7,4DT ER 16,4 8 TwD<br>G.10 685 B.10 295 In.2 548 L.844<br>5 Ha (stl) (8,1 × 5,0) (12,7 12,7 12,7 × 7,7) ER (8,9 × 7,0)<br>16W Der 1(50) 6(10) 10(5) | GMT<br>Oil 2SA 7Cy. 750 × 1320<br>10 500bhp (7 723kW)<br>A.F.N.E., Ast. y Fab. Nav. del Estado<br>Gen 3 × 276kW 1 × 160kW 380V<br>Fuel 402,0t (d.o.) 1 197,0t (hvf)-36,0pd |
| 7362081<br>*ZHET6*<br>710643<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **RIO EUPHRATES**<br>ex Mukale-86 ex Ocean Trader I-86<br>ex Tedde-82 ex Unkas-79<br>**Rio Number Three Ltd.**<br>Horizon Management Corp. Inc.<br>Georgetown Cayman Islands (British)<br>SatCom: 1756232/HEAT | **2 243**<br>1 816<br>4 526<br>T/cm<br>12,0 | NV (GL) | **1974** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (161)<br>109,99 (BB) 13,72 5,766<br>102,22 13,70 8,26<br>1 dk<br>Bow/CM 77 Diam. 0,203 len 77 | **M Tanker**<br>Oil Bitumen<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 4 707 HeCls. C<br>3 Cargo pumps total 1 500T/hr | MaK<br>Oil 4SA 8Cy. 320 × 450 reduction<br>shaft<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 142kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 192,0t (d.o.)-8,5pd |
| 7800590<br>*PHBS*<br>15921Z<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **RIO FRIO**<br>**Rio Frio Scheepvaart Maats. B.V.**<br>Dammers & van der Heide's Shipping & Trading Co. B.V.<br>Rotterdam Netherlands<br>SatCom: 1300532 | **8 041**<br>4 267<br>10 598 | BV | **1980** Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel (920)<br>155,02 (BB) 22,86 8,802<br>145,01 22,81 13,77<br>F - 3 dks, 4th dk in Nos. 2 & 3 holds | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>4 Ho 26,5 26,5 23,8 ER 21,1 10 TwD<br>In.15 117<br>TEU 144 C.Dk 144/20' incl. 48 ref C.<br>4 Ha (stl) (8,6 10,4 10,4 × 6,0) ER (9,0 × 6,0)<br>Cr 4(5) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>B.V. Koninklijke Mij. Schps. & Mach. "Schelde"<br>Gen 4 × 830kW 440V 60Hz a.c.<br>Fuel 445,0t (d.o.) 2 095,0t (hvf)-44,0 |

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|---|---|---|---|---|---|---|
| 5295909<br>EDNV<br>2345<br>Df Esd Pld<br>Rt | **RIO GALDIZ**<br>**Machichaco S.A.**<br>Bermeo Spain | **152**<br>73<br>— | | **1962** Ast. de Murueta S.A.—Guernica (49)<br>31,81 6,23 3,150<br>26,01 6,20 3,46<br>RW | **M Fishing**<br>Side Trawler | Oil 2SA 6Cy. 240 × 410<br>425bhp (313kW)<br>Cons. Echevarria Bermeo<br>8kn |
| 8511031<br>DPRG<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **RIO GAS**<br>**m.t. 'Rio Gas' G.m.b.H. & Co. Gas-Carrier KG**<br>Hartmann Schiffahrts G.m.b.H. & Co. KG<br>Hamburg Federal Republic of Germany<br>SatCom: 1120774/RIGA | *7 581*<br>*2 274*<br>7 850 | GL | **1986** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (222)<br>136,25 (BB) 19,05 6,771<br>127,01 19,02 10,57<br>P 25,3 B 15,0 F 15,9 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>3 Ta ind 1 double-cyl horizontal 1 cyl horizontal 1 double-cyl horizontal ER<br>L.(gas) 7 178 | MAN 6L52/55A<br>Oil 4SA 6Cy. 520 × 550 geared to sc. shaft<br>6 322bhp (4 650kW)<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 1 × 1000kW 3 × 500kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15,5kn |
| 7433634<br>PPNU<br>9133<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v<br>AMVER | **RIO GRANDE**<br>**Companhia de Navegacao Lloyd Brasileiro (LLOYDBRAS)**<br>Rio de Janeiro Brazil | **21 733**<br>14 320<br>38 097<br>T/cm<br>46,6 | ✠ **100A1** SS 7/86<br>bulk carrier<br>strengthened for heavy cargoes, hold Nos. 2, 4 & 6 may be empty<br>✠ **LMC**<br>EL J† 605,0/66,0U3<br>FN 7762 | **1981**-9 EMAQ-Engenharia & Maquinas S.A.—Rio de Janeiro (307)<br>193,83 (BB) 27,64 10,908<br>183,01 27,60 14,81<br>P 34,8 F 13,5 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 16,9 19,4 16,9 22,9 16,9 22,9 16,9 ER<br>G.47 309 B.42 525<br>7 Ha (stl) (9,3 11,8 9,3 15,2 9,3 15,2 9,9 × 13,5) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima do Brasil Rio de Janeiro<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 378,0t (d.o.) 2 126,5t (hvf) 14,5kn |
| 6727480<br>LOUT<br>Df Gc Pld<br>Rdr Rt | **RIO GRANDE**<br>ex Playa de las Nieves-78<br>**Antartida Pesquera Industrial S.A.C.I.F. (API)**<br>Argentina | **2 622**<br>1 327<br>3 701 | ✠Classed LR until 26/4/89<br>**LAID UP — SURVEYS & RMC SURVEYS OVERDUE 12/85** | **1967**-11 Soc. Espanola de Const. Nav.—Bilbao (149)<br>110,01 (BB) 15,30 6,439<br>98,96 15,27 9,28<br>RFD 8,9 2 dks, 3rd dk fwd of mchy. space<br>rf nil | **M Refrigerated Cargo** 12bth P<br>Ice strengthened<br>4 Ho 16,4 17,9 17,5 ER 16,0<br>In.4 863<br>4 Ha (stl) (7,1 7,1 7,1 × 5,0) ER (7,1 × 5,0)<br>Der 4(3) | B&W 7-50VT2BF-110<br>Oil 2SA 7Cy. 500 × 1100<br>5 400bhp (3 972kW)<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 1 × 600kW 3 × 260kW 380V 50Hz a.c.<br>Fuel 426,5t (d.o.) 19kn |
| 6601923<br>AMMT-1239<br>Df Esd Rdr<br>RTm | **RIO GRANDE**<br>ex El Toro Grande-79<br>**Equipo Zulia C.A.**<br>Tidewater Marine Service Inc.<br>Maracaibo Venezuela | **497**<br>223<br>— | | **1962** Burton Construction & SB. Corp.—Port Arthur, Tx (320)<br>*36,49* 9,81 3,804<br>36,89 9,76 4,35<br>rf 1219 | **TM Tug** | General Motors<br>2 Oil 2SA each 16Cy. 222 × 267<br>General Motors Corp. U.S.A.<br>Gen 2 × 60kW 110/440V 60Hz a.c.<br>Fuel (d.o.) |
| 5295923<br>PP2923<br>Df Esd | **RIO GRANDE DO NORTE**<br>ex FNP Rio Grande do Norte-54<br>ex Salte 54-53<br>**Terramar Navegacao Ltda.**<br>Santos Brazil | **1 764**<br>1 028<br>2 002 | (BV)<br>✠Classed LR until 8/68 | **1951**-3 Higashi Nippon Jukogyo—Yokohama (FS1005)<br>85,35 12,55 4,268<br>79,25 12,50 5,31<br>P 24,1 Trunk 39,1 F 8,9 1 dk<br>RW | **M Tanker**<br>1 Ho 7,0 10 Ta ER<br>L.(oil) 2 823 HeCls. BC<br>Der 1(10) 3(3) 2(0,5) | Oil 4SA 6Cy. 450 × 600<br>850bhp (625kW)<br>Higashi Nippon Jukogyo Yokohama<br>Gen 2 × 30kW 115V d.c.<br>Fuel 103,5t (d.o.)-4,0pd 10kn |
| 5295935<br>PP2927<br>Df Esd | **RIO GRANDE DO SUL**<br>ex FNP Rio Grande do Sul-54<br>ex Salte 55-53<br>**Frota de Petroleiros do Sul Ltda. (PETROSUL)**<br>Porto Alegre Brazil | **1 772**<br>1 190<br>2 002 | (GL)<br>✠Classed LR until 12/64 | **1951**-3 Ishikawajima Jukogyo—Tokyo (702)<br>85,35 12,55 4,268<br>79,25 12,50 5,31<br>P 24,1 Trunk 39,1 F 8,9 1 dk<br>RW | **M Tanker**<br>1 Ho 7,0 10 Ta ER<br>L.(oil) 2 823 HeCls. BC<br>Der 1(10) 3(3) 2(0,5) | Oil 4SA 6Cy. 450 × 600 reduction geared to sc. shaft<br>850bhp (625kW)<br>Higashi Nippon Jukogyo Yokohama<br>Gen 2 × 30kW 115V d.c.<br>Fuel 110,5t (d.o.)-4,0pd 10kn |
| 7029562<br>YYV2239<br>ARSK-7<br>Df Esd Gc<br>Pld Rdr<br>RTh/v | **RIO GRANDE T**<br>ex Seaspan Rogue-87 ex Zeus-76<br>**Tepuy C.A.**<br>Ciudad Guayana Venezuela | **194**<br>132<br>— | (AB) | **1970** McDermott Shipyard—Morgan City, La (164)<br>41,61 5,157<br>39,20 11,13 5,80<br>1 dk<br>rf 38 BK 152 | **TM Tug**<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 89kW<br>Fuel 793,5t (d.o.) 16kn |
| 7219090<br>HCXV<br>6386<br>Df Esd Gc<br>Rdr RTm/v<br>SatNav<br>AMVER | **RIO GUAYAS**<br>ex Tropical Land-86 ex Brunsland-78<br>ex Maranga-76<br>**Compania Naviera Agmaresa S.A.**<br>Dole Fresh Fruit International Ltd.<br>Guayaquil Ecuador<br>SatCom: 1530201/HCXV | T.Mk<br>**7 270**<br>3 551<br>9 561<br>**9 742**<br>5 578<br>10 973 | NV<br>✠Classed LR until 4/86 | **1972**-12 Nylands Verksted—Oslo (654)<br>155,81 (BB) 21,37 —/9,170<br>143,69 21,30 12,70<br>F 15,3 3 dks, 4th dk fwd of mchy. space<br>rf nil | **M Refrigerated Cargo** 2cbn 8bth P<br>Side doors 5(p) 5(s)<br>5 Ho 20,5 23,8 20,2 19,5 ER 17,8 14 TwD<br>In.12 152<br>5 Ha (stl) (7,5 10,4 10,4 10,4 × 7,0) ER (9,7 × 7,0)<br>18W Der 2(15) 12(5-10) | B&W 9K74EF<br>Oil 2SA 9Cy. 740 × 1600<br>15 900bhp (11 695kW)<br>Nylands M/V Oslo<br>Gen 3 × 664kW 1 × 496kW 1 × 240kW 450V 60Hz a.c.<br>Fuel 468,0t (d.o.) 1 620,0t (hvf)-44,0pd 21kn |
| 5280356<br>HCWR<br>Rt | **RIO GUAYAS**<br>ex Point Fortin-78<br>**Logistica Maritima C.A. (LOGMAR)**<br>Ecuador | **993**<br>474<br>1 534 | ✠Classed LR until 22/1/82 | **1959**-5 Hall, Russell & Co. Ltd.—Aberdeen (872)<br>66,91 11,05 4,274<br>62,18 10,67 5,01<br>F 7,4 1 dk<br>rf 76 | **M Tanker**<br>Mchy.aft | Crossley<br>Oil 2SA 8Cy. 267 × 343 with flexible coupling & dr reverse geared to sc. shaft<br>1 060bhp (780kW)<br>Crossley Bros. Ltd. Manchester |
| 8700838<br>3ELU6<br>18473-PEXT<br>Df Esd Gc<br>Pld Rdr Rt | **RIO HAINA**<br>**Rio Haina Corp.**<br>Panama Panama | *2 566*<br>*1 224*<br>3 382 | ✠ **100A1**<br>certified container securing arrangements<br>Ice Class 1D<br>✠ **LMC**<br>EL S 467,5/42,0U2<br>FN 1669 | **1988**-4 Dong Hae SB. Co. Ltd.—Ulsan (8752)<br>83,83 (BB) 15,09 5,308<br>77,32 15,02 6,56<br>P 12,8 F 7,7 1 dk | **M General Cargo**<br>Heavy-load<br>DSS<br>1 Ho ER<br>G.4 215<br>2 Ha (stl) ER | B&W 6L35MCE<br>Oil 2SA 6Cy. 350 × 1050<br>3 657bhp (2 690kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 3 × 250kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| 7387902<br>COJV<br>Df Esd Gc<br>Pld Rdr Rt | **RIO HANABANA**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 207 | RCB<br>✠Classed LR until 2/9/83 | **1977**-3 Ast. Construcciones S.A.—Meira (144)<br>106,86 (BB) 14,61 5,627<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,1 ER<br>In.3 085<br>2 Ha (4,5 3,8 × 2,9) ER | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) 15kn |
| 7433543<br>PPLH<br>Df Esd Gc<br>RdrRTm<br>AMVER | **RIO JAGUARIBE II**<br>Launched as Amaralina<br>**Government of The Federative Republic of Brazil (Fundo Nacional de Marinha Mercante - Ministerio dos Transportes)**<br>Rio de Janeiro Brazil | *27 539*<br>*15 151*<br>47 043<br>T/cm<br>54,4 | GL | **1985** Industrias Reunidas Caneco S.A.—Rio de Janeiro (230)<br>218,45 (BB) 28,05 11,400<br>208,82 28,01 16,21<br>P 33,3 F 15,3 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho 18,4 27,2 16,8 25,6 16,0 25,6 16,0 ER<br>G.58 134 HeCls. B<br>7 Ha (stl) (9,8 17,6 9,6 17,6 9,6 17,6 9,6 × 12,6) ER | B&W 7K67GF<br>Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW)<br>Equipamentos Villares S.A. Sao Paulo<br>Gen 3 × 480kW 440V 60Hz a.c.<br>14kn |
| 7387914<br>COJW<br>Df Esd Gc<br>Pld Rdr Rt | **RIO JATIBONICO**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB<br>✠Classed LR until 2/84 | **1977**-12 Ast. Construcciones S.A.—Meira (145)<br>106,86 (BB) 14,53 5,627<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,1 ER<br>In.3 084<br>2 Ha (4,5 3,8 × 2,9) ER | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) 14kn |
| 5370319<br>HCXA<br>Df Esd Pld<br>RdrRTm | **RIO JAVA**<br>ex Tine-82 ex Westnor-79 ex Tudor-72<br>**Transfuel C.A.**<br>Guayaquil Ecuador | **1 568**<br>985<br>2 134 | NV (Class cont.) | **1962** Lodose Varv A/B—Lodose (136)<br>75,67 11,56 5,004<br>69,78 11,54 5,21<br>P -Trunk -F - 1 dk<br>rf 102 Diam. 0,203 | **M Tanker**<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 3 002<br>2 Cargo pumps total 800T/hr | Polar<br>Oil 2SA 6Cy. 340 × 570<br>1 159kW (1 576bhp)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 56kW 1 × 32kW 380V 50Hz a.c.<br>Fuel 138,0t (d.o.)-5,0pd 12kn |

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| **7387926**<br>*COJY*<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO JIBACOA**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB<br>✠Classed LR until 17/6/83 | **1977**-7 Ast. Construcciones S.A.—Meira (146)<br>106,86 (BB) 14,61 5,627<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,1 ER<br>In.3 084<br>2 Ha (4,5 3,8 × 2,9) ER | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 sr geare<br>shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A.<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) |
| **7387952**<br>*COJC*<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO JOBABO**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB<br>✠Classed LR until 2/9/83 | **1975**-7 Ast. Construcciones S.A.—Rios (239)<br>106,86 (BB) 14,61 5,627<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,2 ER<br>In.3 084<br>2 Ha (4,5 3,9 × 2,9) ER | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 sr geare<br>shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A.<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 087,0t (hvf) |
| **6400290**<br>*EDOJ*<br>Df Esd Rt | **RIO KRESALA**<br>**Isidoro Echevarria Marcuerquiaga**<br>Bilbao Spain | **210**<br>90<br>— | | **1963** Ast. de Murueta S.A.—Guernica (55)<br>*28,81* 6,46 3,252<br>28,81 6,41 3,66<br>RW | **M Fishing**<br>Side Trawler | Krupps<br>Oil 2SA 8Cy. 295 × 420<br>950bhp (699kW)<br>La Maquinista Terrestre y Mar (MTM) |
| **7424267**<br>*COKZ*<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO LA PALMA**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 207 | RCB (BV) | **1979** Ast. Construcciones S.A.—Meira (148)<br>106,86 (BB) 14,61 5,501<br>95,81 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,1 ER<br>In.3 085<br>2 Ha (4,5 3,8 × 2,9) ER | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 geared t<br>4 400bhp (3 236kW)<br>Hijos de J. Barreras S.A.<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 29,5t (d.o.) 954,0t (hvf) |
| **7303736**<br>*EGEB*<br>1912<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO LAMEIRINA**<br>**Pesquerias Area S.A.**<br>Gijon Spain | **245**<br>91<br>— | (BV) | **1973** Soc. Met. Duro Felguera—Gijon (99)<br>37,34 7,42 3,601<br>32,01 7,40 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | M.T.M.<br>Oil 4SA 8Cy. 295 × 420<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM) |
| **8806931**<br>*EHUW*<br>Rdr Rt | **RIO LANDRO**<br>**Jose Bernardo Cadilla Adrover**<br>Ferrol Spain | *135*<br>—<br>90 | | **1988** "ASTAFERSA", Ast. y Tall. Ferrolanos S.A.<br>—La Grana (292)<br>26,70 3,601<br>22,51 6,71 3,61<br>1 dk | **M Fishing**<br>Long-line Ref | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with flexib<br>couplings & sr reverse geared to sc<br>499bhp (367kW)<br>Caterpillar Inc. |
| **7387964**<br>*COJG*<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO LAS CASAS**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 257 | RCB<br>✠Classed LR until 2/84 | **1976**-1 Ast. Construcciones S.A.—Rios (240)<br>106,86 (BB) 14,61 5,627<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,2 ER<br>In.3 084<br>2 Ha (4,5 3,9 × 2,9) ER | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A.<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) |
| **7218773**<br>*LRRT*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RIO LIMAY**<br>**Government of The Argentine Republic (Prefectura Naval Argentina - Coast Guard)**<br>Buenos Aires Argentina | T.Mk<br>**6 190**<br>3 508<br>—<br>**9 059**<br>6 378<br>10 070 | AB | **1974** Ast. Argentinos Rio de La Plata S.A. (ASTARSA)—Tigre (138)<br>147,61 (BB) 20,22 7,621/8,249<br>138,00 20,20 11,82<br>F 12,2 3 dks<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 16,9 19,9 21,0 17,9 7,4DT ER<br>16,4 8 TwD<br>G.10 685 B.10 295 In.2 548 L.843<br>5 Ha (stl) (8,1 × 5,0) (12,7 12,7 12,7 × 7,7) ER (9,0 × 7,0)<br>16W Der 1(50) 6(10) 10(5) | GMT<br>Oil 2SA 7Cy. 750 × 1320<br>10 500bhp (7 723kW)<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A<br>Gen 3 × 276kW 1 × 160kW 380V 50<br>Fuel 402,0t (d.o.) 1 197,0t (hvf)-36,0pd |
| **7424255**<br>*COKY*<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO LOS PALACIOS**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB (BV) | **1978** Ast. Construcciones S.A.—Meira (147)<br>106,86 (BB) 14,61 5,501<br>95,81 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>2 Ho 20,5 22,1 ER<br>In.3 084<br>2 Ha (4,5 3,8 × 2,9) ER | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 geared t<br>4 400bhp (3 236kW)<br>Hijos de J. Barreras S.A.<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) |
| **8000006**<br>*LW3245*<br>Df Esd Gc<br>Rdr Rt | **RIO LUJAN**<br>**Rio Lujan Navegacion S.A. de Transportes Fluviales y Remolques**<br>Buenos Aires Argentina | **3 833**<br>1 933<br>8 504 | BV | **1981** Ast. Principe, Menghi y Penco S.A.<br>—Avellaneda (150)<br>119,82 20,02 5,792<br>114,51 20,01 8,01<br>1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 10 200 | Alpha<br>2 Oil 4SA each 8Cy. 280 × 320<br>2 020bhp (1 486kW)<br>Hitachi Zosen |
| **7602792**<br>*3EAQ6*<br>17466-87A<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RIO MADEIRA**<br>ex Three Ace-88 ex Seven Seas-87<br>**Glenhawk Maritime Ltd.**<br>Societe Anonyme Monegasque d'Administration Maritime et Aerienne (S.A.M.A.M.A.)<br>Panama Panama | **14 280**<br>8 669<br>23 851 | NK | **1976** Imabari Zosen—Marugame (1029)<br>159,83 (BB) 24,64 9,953<br>150,00 24,60 13,60<br>P 26,9 F 12,8 1 dk | **M Bulk Carrier**<br>4 Ho 28,8 28,8 28,8 29,5 ER<br>G.31 000 B.29 689<br>4 Ha (stl) (17,6 × 11,2) (19,2 19,2 19,2 × 12,8) ER<br>Cr 3(25) Der 1(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 282kW (9 900bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 320kW 450V 60Hz a.c.<br>Fuel 137,0t (d.o.) 1 184,5t (hvf)-37,0pd |
| **7206550**<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO MAFIL**<br>ex Atun II-88 ex Eliot-85 ex Ippolitos-84<br>ex Sakura Maru-80<br>**Naviera del Sur S.A. (NAVISUR)**<br>Valparaiso Chile | **6 794**<br>4 777<br>11 571<br>T/cm<br>20,3 | AB (NK) | **1971** Kurushima Dockyard Co. Ltd.—Imabari (701)<br>131,81 19,05 8,308<br>122,81 19,00 10,80<br>P 23,2 B 6,8 F 13,2 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho 51,3 41,9 ER<br>G.15 669 B.15 159 HeCls. B<br>2 Ha (stl) (42,2 34,5 × 10,7) ER<br>Der 1(80) 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 240kW 445V a.c.<br>Fuel 110,5t (d.o.) 1 014,5t (hvf)-18,5pd |
| **6712318**<br>Esd Rt | **RIO MANU 9**<br>ex Prosa No. 3-76<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Supe Peru | **105**<br>—<br>— | (AB) | **1965** Promecan Ingenieros S.A.—Callao (27)<br>6,76<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Normo<br>Oil 2SA 4Cy. 300 × 360<br>300bhp (221kW)<br>Normo Gruppen A/S<br>Controllable pitch propeller<br>Fuel 9,0t |
| **6712320**<br>Esd Rt | **RIO MANU 10**<br>ex Prosa No. 4-76<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Supe Peru | **105**<br>—<br>— | (AB) | **1965** Promecan Ingenieros S.A.—Callao (28)<br>6,76<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Normo<br>Oil 2SA 4Cy. 300 × 360<br>300bhp (221kW)<br>Normo Gruppen A/S<br>Controllable pitch propeller<br>Fuel 9,0t |
| **9017862**<br>*IRIS*<br>Df Esd Gc<br>Rdr RTv | **RIO MARE-I**<br>**Trinity Alimentari Italia S.p.A.**<br>Armement Saupiquet<br>Italy | **1 284**<br>645<br>1 361 | RI (Class cont.) | **1991** Campbell Industries—San Diego, Ca (149)<br>5,540<br>78,33 13,64 8,08 | **M Fishing**<br>Side-fishing Tuna Purse Seiner Ref<br>In.1 644 | Caterpillar<br>Vee Oil 4SA 12Cy. 280 × 300 with<br>flexible couplings & sr geared to s<br>3 089kW (4 200bhp)<br>Caterpillar Inc.<br>Gen 3 × 376kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |

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| 5296197<br>ISPV<br>53<br>Dl Rdr Rt | **RIO MARINA**<br>ex Rospiggen-62<br>**Libera Navigazione Mazzella S.r.l.**<br>Gaeta Italy | **352**<br>141<br>61 | ✠Classed LR until 4/63 RI | **1960**-7 A/B Asi-Verken—Amal (54)<br>40,70 8,72 2,585<br>36,76 8,69 3,38<br>B & F 27,2 1 dk<br>rf 737 BK 76 | **M Ferry/General Cargo**<br>—P | Baudouin 12P15.2S<br>332kW (451bhp)<br>(i) 2 Vee Oil 4SA each 12Cy. 150 × 150 NE 90<br>Soc. des Moteurs Baudouin Marseille<br>(ii) 4<br>E<br>Gen 3 × 63kW 220V a.c.<br>Controllable pitch propeller<br>Fuel 10,0t 10,5kn |
| 7387976<br>COJN<br>Dl Esd Gc<br>Pld Rdr Rt | **RIO MAYABEQUE**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB<br>✠Classed LR until 6/7/84 | **1976**-6 Ast. Construcciones S.A.—Rios (241)<br>106,86 (BB) 14,61 5,627<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,1 ER<br>In.3 084<br>2 Ha (4,5 3,8 × 2,9) ER | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) 14kn |
| 7424281<br>COKV<br>Dl Esd Gc<br>Pld Rdr Rt | **RIO MAYARI**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB (BV) | **1978** Hijos de J. Barreras S.A.—Vigo (1439)<br>106,86 (BB) 14,51 5,627<br>95,81 14,48 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>2 Ho 20,5 22,1 ER<br>In.3 084<br>2 Ha (4,5 3,8 × 2,9) ER | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 geared to sc. shaft<br>4 400bhp (3 236kW)<br>Hijos de J. Barreras S.A. Spain<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) 15kn |
| 8700826<br>3EHV6<br>18375-PEXT<br>Dl Esd Gc<br>Pld Rdr Rt | **RIO MIAMI**<br>**Rio Miami Corp.**<br>Panama Panama | *2 556*<br>*1 224*<br>3 382 | **✠100A1**<br>certified container securing arrangements<br>Ice Class 1D<br>**✠LMC**<br>EL S 467,5/42,0U2<br>FN 1669 | **1988**-1 Dong Hae SB. Co. Ltd.—Ulsan (8751)<br>83,80 (BB) 15,09 5,308<br>77,32 15,02 6,56<br>P 12,5 F 7,7 1 dk | **M General Cargo**<br>Heavy-load<br>1 Ho ER<br>G.4 215<br>2 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>3 660bhp (2 692kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 3 × 250kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| 5320534<br>EDFY<br>59<br>Dl Gc Rdr Rt | **RIO MIERA**<br>ex Ser-66<br>**Transportes Frigorificos Maritimos S.A. (TRAFIMAR)**<br>Santander Spain | **1 606**<br>792<br>2 617 | Classed LR until 1/12/82 | **1961** Enrique Lorenzo y Cia. S.A.—Vigo (249)<br>77,65 11,89 5,982<br>69,02 11,32 7,01<br>F 8,9 2 dks<br>RW rf 102 | **M Refrigerated Cargo** CSD<br>2 Ho 23,7 21,7 ER<br>In.2 257<br>2 Ha (each 16,6 × 5,0) ER<br>Der 4(5) 4(3) | B&W 6-35VBF-62<br>Oil 2SA 6Cy. 350 × 620<br>1 680bhp (1 236kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 1 × 220kW 2 × 100kW 230V d.c.<br>11,75kn |
| 7387988<br>COJT<br>Dl Esd Gc<br>Pld Rdr Rt | **RIO MOA**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB<br>✠Classed LR until 23/3/84 | **1976**-11 Ast. Construcciones S.A.—Rios (242)<br>106,86 (BB) 14,61 5,627<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,1 ER<br>In.3 084<br>2 Ha (4,5 3,8 × 2,9) ER | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) 15kn |
| 7200142<br>AMMT-1009 | **RIO MOTATAN**<br>ex El Leon Grande-73<br>**Equipo Mara C.A.**<br>Tidewater Marine Service Inc.<br>Venezuela | **122**<br>83<br>— | | **1966** Universal Iron Works—Houma, La<br>*23,47* 7,62<br>3,10<br>1 dk | **M Tug** | Oil<br>..............<br>Fuel (d.o.) |
| 6422963<br>EEJY<br>8550<br>Esd Rt | **RIO MURTIGA**<br>**Juan Lopez Galan**<br>Vigo Spain | **126**<br>58<br>— | | **1964** Ast. Santodomingo—Vigo (328)<br>*21,58* 6,25<br>21,59 6,20 3,36 | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln<br>9,75kn |
| 7387990<br>COJX<br>Dl Esd Gc<br>Pld Rdr Rt | **RIO NAJASA**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB<br>✠Classed LR until 4/84 | **1977**-6 Ast. Construcciones S.A.—Rios (243)<br>106,86 (BB) 14,61 5,627<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>2 Ho 20,5 22,1 ER<br>In.3 084<br>2 Ha (4,5 3,8 × 2,9) ER | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Spain<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) 15kn |
| 7391848<br>PPJX<br>Dl Esd Gc<br>Pld Rdr Rt<br>AMVER | **RIO NEGRO**<br>**Companhia de Navegacao Lloyd Brasileiro (LLOYDBRAS)**<br>Rio de Janeiro Brazil | **21 732**<br>14 320<br>37 798<br>T/cm<br>46,6 | **✠100A1** SS 5/88<br>strengthened for heavy cargoes<br>Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL J† 605,0/66,0U3<br>FN 7779 | **1978**-12 EMAQ-Engenharia & Maquinas S.A.—Rio de Janeiro (293)<br>193,83 (BB) 27,64 10,911<br>183,37 27,61 14,81<br>P 34,2 F 13,5 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 16,9 19,4 16,9 22,9 16,9 22,9 16,9 ER<br>G.47 309 B.42 525<br>7 Ha (stl) (9,3 11,8 9,3 15,2 9,3 15,2 9,9 × 13,5) ER | Sulzer 6RND76<br>2 Oil 2SA each 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima do Brasil Rio de Janeiro<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 358,5t (d.o.) 2 050,5t (hvf) 16kn |
| 5296276<br>ZPKF | **RIO NEGRO**<br>**Government of The Republic of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguay | **1 126**<br>729<br>1 038 | ✠Classed LR until 30/1/76 | **1961**-3 Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (795)<br>73,00 12,17 2,515<br>68,00 12,01 3,99<br>F 6,8 1 dk<br>rf nil | **M General Cargo Barge**<br>3 Ho ER<br>3 Ha ER | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7406514<br>LRQU<br>Dl Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **RIO NEGRO II**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | **12 762**<br>8 922<br>20 717 | BV | **1977** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (297)<br>159,01 (BB) 22,84 9,764<br>148,01 22,81 15,52<br>P -F 15,0 1 dk, 2nd dk except in No. 1 hold | **M General Cargo**<br>Strengthened for heavy cargoes<br>4 Ho 16,9DT 28,9 15,0 27,9 20,9 ER 4 TwD<br>G.27 776 B.26 324 L.1 174<br>TEU 314<br>C.Ho 237/20' (40') C.Dk 77/20' (40')<br>5 Ha (stl) (8,3 × 10,5) (19,5 7,4 19,5 13,5 × 12,6) ER<br>Cr 4(12,5) Der 2(5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 2 × 424kW 1 × 344kW 390V 50Hz a.c.<br>Fuel 175,0t (d.o.) 1 660,0t (hvf)-25,0pd 15,5kn |
| 7363334<br>EDVR<br>Rdr Rt | **RIO NEIRA**<br>**Fomento Pesquero del Noroeste S.A.**<br>La Coruna Spain | **268**<br>130<br>— | (BV) (GL) | **1975** Ast. Zamacona S.A.—Bilbao (90)<br>38,10 8,01 3,701<br>31,96 7,98 6,00<br>1 dk | **M Fishing**<br>Side Trawler | MaK 6M452AK<br>Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 200kW 380/220V a.c.<br>11,5kn |
| 7813195 | **RIO NEIVA**<br>**Sociedade Bombas & Silva Ltda.**<br>Leixoes Portugal | **193**<br>—<br>150 | | **1983** FOZNAVE, Est. Nav. da Figueira da Foz Lda.—Figueira da Foz (036)<br>3,601<br>28,61 7,82 3,92<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho<br>B.140<br>1 Ha (stl) | Alpha 10V23L-VO<br>Vee Oil 4SA 10Cy. 225 × 300 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>1 450bhp (1 067kW)<br>B&W Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller |
| 8606513<br>EDXW<br>Rdr Rt | **RIO NERVION**<br>**Albirpez S.A.**<br>Bilbao Spain | *1 302*<br>*391*<br>1 274 | BV | **1987** Ast. de Murueta S.A.—Guernica (153)<br>66,50 (BB) 11,23 4,652<br>57,03 11,21 7,12<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref | MaK<br>Oil 4SA 6Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>1 995bhp (1 467kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Controllable pitch propeller |

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| 7825942<br><br><br>Df Esd Rdr<br>Rt | **RIO NOVO DO PRINCIPE**<br><br>**Pescarias Rio Novo do Principe R.L.**<br>Aveiro Portugal | **189**<br>65<br>113 | | **1980** Est. Nav. do Mondego—Figueira da Foz (190)<br>34,52 3,001<br>29,32 7,61 3,61<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 240 × 330 geared to sc.<br>1 305bhp (960kW)<br>MaK. Maschinenbau G.m.b.H. |
| 5296288<br>*EFVF* | **RIO ODIEL**<br><br>**Vincente Garcia Rodriguez**<br>Huelva Spain | **117**<br>76<br>— | | **1943** Ast. de Boemta S.L.—Huelva<br>*24,27* 5,49<br>... ... ... | **Wood S Fishing**<br>Side Trawler | T 3Cy. 208 324 & 468 x 306<br>............ |
| 7117450<br><br><br>Df Esd Rdr<br>Rt | **RIO OITAVEN**<br><br><br>Gijon Spain | **207**<br>87<br>— | (BV) | **1971** Ast. Gondan—Puerto de Figueras (65)<br>30,18 7,04 3,188<br>26,52 7,01 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Stork<br>Oil 4SA 6Cy. 210 × 300<br>600bhp (441kW)<br>Naval-Stork-Werkspoor S.A. |
| 7700726<br>*YYFG*<br><br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RIO ORINOCO**<br>ex Maratha Shogun-88<br>**Orinoco de Navegacion C.A.**<br>Puerto Ordaz Venezuela | **49 529**<br>33 969<br>86 864<br>T/cm<br>78,8 | AB<br><br>✠Classed LR until 4/88 | **1979**-1 Nippon Kokan K.K.—Tsu (60)<br>240,01 (BB) 38,05 13,726<br>230,03 38,00 19,99<br>F 18,0 1 dk<br>rf 25 DK in way of Nos. 2-9 holds conv Bulk Carrier 88 | **M Bulk Carrier**<br>Self-unloader<br>Str. heavy cargoes<br>9 Ho 19,5 20,1 20,1 20,1 20,1 20,1 20,1 20,1 20,1 20,1 ER<br>G.105 144<br>9 Ha (stl) (11,2 × 13,1) (10,0 10,0 10,0 10,0 10,0 10,0 10,0 10,0 × 16,3) ER | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 640kW 450V 60Hz a.c. |
| 7807952<br>*YVCQ*<br>ADKN-1440<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO ORINOCO**<br><br>**Instituto Nacional de Canalizaciones**<br>Puerto Cabello Venezuela | **8 070**<br>3 632<br>3 442 | AB<br><br>✠Classed LR until 30/8/85 | **1979**-7 Mitsubishi Heavy Industries Ltd. —Hiroshima (317)<br>148,72 28,76 5,215<br>116,01 28,01 8,51<br>RQD 10,1 F 30,5 1 dk, 2nd dk fwd<br>rf nil | **TM Dredger**<br>Trailing Suction (Boom-delivery)<br>Dredging depth 17,0<br>Mchy.aft | Pielstick<br>2 Oil 4SA each 9Cy. 400 × 460 sr gea<br>shafts<br>8 800bhp (6 473kW)<br>Nippon Kokan K.K. Tsurumi Work<br>Gen 3 × 560kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 1 951,0t (d.o.) |
| 7382988<br>*ZGUE*<br>399944<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RIO ORINOCO**<br>ex Orinoco-82 ex Joasla-79<br>**Rio Number One**<br>Horizon Management Corp. Inc.<br>Georgetown Cayman Islands (British)<br><br>SatCom: 1756207/ORIN | **5 999**<br>3 863<br>9 748<br>T/cm<br>18,7 | NV | **1976** Ankerlokken Verft Glommen A/S —Fredrikstad (189)<br>134,55 17,23 8,103<br>127,21 17,20 10,01<br>P -F - 1 dk<br>rf nil Bow/CM 67 Diam. 0,203 MH 1,2 | **M Tanker**<br>Oil Asphalt Chemical<br>SBT Ice strengthened Stern disch.<br>22 Ta ER<br>L.12 620 HeCls. BptC<br>3 Cargo pumps total 900T/hr | B&W<br>Oil 2SA 8Cy. 420 × 900<br>3 678kW (5 000bhp)<br>Hitachi Zosen Hiroshima Work<br>Gen 3 × 264kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 813,0t (hvf)-18,0pd |
| | | | | **DAMAGED BY STRANDING 10/90** | | |
| 8516031<br>*EAUU*<br><br>Rdr Rt | **RIO ORXAS**<br><br>**Pesquera Inter S.A.**<br>Gijon Spain | *874*<br>*278*<br>700 | (BV) | **1987** Ast. Gondan—Puerto de Figueras (269)<br>55,53 (BB) 4,606<br>47,12 10,01 4,27<br>1 dk | **M Fishing**<br>Stern Trawler Processing Ref<br>In.1 062 | MaK<br>Oil 4SA 8Cy. 240 × 330 with clutches,<br>couplings & sr geared to sc. shaft<br>1 770bhp (1 302kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Controllable pitch propeller<br>Fuel 345,0t (hvf) |
| 7728560<br>*HP5812*<br>20057-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv | **RIO PACUARE**<br>ex Soberania I-90 ex Espana-88<br>ex Inagua Espana-87<br>**Arucur Shipping Co. S.A.**<br>Panama Panama | **749**<br>237<br>1 922 | AB BV | **1979** Construcciones Navales P. Freire S.A.—Vigo (136)<br>81,41 3,631<br>77,42 15,55 4,91<br>2 dks | **TrM RoRo Cargo/ Landing Craft**<br>Deck Cargo<br>Bow door & ramp<br>L 9,25 W 5,50<br>Stern ramp<br>L 2,75 W 15,00<br>Mchy.aft<br>TEU 144 C.144/20' | Caterpillar<br>3 Vee Oil 4SA each 12Cy. 159 × 203<br>reduction geared to sc. shafts<br>1 875kW (2 549bhp)<br>Caterpillar Tractor Co.<br>Gen 1 × 272kW a.c. 2 × 136kW a.c.<br>Fuel 664,5t (d.o.)-9,0pd |
| 7100914<br><br><br>RdrRTm | **RIO PANUCO**<br>ex Burch Tide-80<br>**Transportaciones Maritimas Del Golfo S.A. de C.V.**<br>Tidewater Marine Service Inc.<br>Mexico | **185**<br>126<br>— | | **1957** American Marine Corp.—New Orleans, La (624)<br>41,46 9,81 2,394<br>39,48 9,76 2,90<br>B 4,9 F 10,4 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Oil 2SA each 6Cy. 127 × 142<br>1 240bhp (912kW)<br>General Motors Corp.<br>Gen 2 × 30kW 440V 60Hz a.c. |
| 7732781<br>*WYF4890*<br>583788 | **RIO PANUCO**<br><br>**Two Flags Inc.**<br>Brownsville, Tx United States of America | **101**<br>69<br>— | | **1977** Atlantic Marine Inc.—Fort George Island, Fl<br>*19,82*<br>6,23 3,43<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| 7125756 | **RIO PAPALOAPAN**<br>ex Florida ex Sea Service<br>**Transportadora Maritima del Golfo S.A.**<br>Tampico Mexico | **185**<br>50<br>— | | **1955** Arnold V. Walker Shipyard—Pascagoula, Ms (105)<br>41,15 9,81 2,540<br>40,04 9,76 3,05<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil geared to sc. shafts<br>1 020bhp (750kW)<br>............<br>Fuel (d.o.) |
| 6922133<br><br><br>Esd Rt | **RIO PERENE 1**<br>ex Timor-76<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Callao Peru | **105**<br>—<br>— | (AB) | **1967** Promecan Ingenieros S.A.—Callao (87)<br>6,74<br>21,47 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 10,6<br>1 Ha (w) (3,3 × 1,9) | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 sr gear<br>shaft<br>425bhp (313kW)<br>General Motors Corp.<br>Fuel 9,0t (d.o.) |
| 6801781<br>*EAEB*<br>1757<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO PILES**<br><br>**Jose Bengoechea S.A.**<br>Gijon Spain | **434**<br>199<br>— | (BV) | **1967** Maritima del Musel S.A.—Gijon (90)<br>46,26 8,36 4,039<br>40,01 8,32 4,40<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.500<br>3 Ha (each 1,9 × 1,7) ER | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 160bhp (853kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel (d.o.) |
| 7531553<br><br><br>Df Esd Gc<br>Rdr Rt | **RIO PRETO**<br><br>**Empresa de Portos do Brasil S.A. (PORTOBRAS)**<br>Sao Francisco do Sul Brazil | **244**<br>139<br>— | GL | **1976** Est. EBIN/So S.A.—Niteroi (74)<br>28,02 8,31 2,934<br>24,69 8,01 3,97<br>1 dk | **M Tug** | MAN<br>2 Oil 4SA each 7Cy. 235 × 330 reduc<br>to sc. shaft<br>Mecanica Pesada S.A. |
| 8302179<br>*PPYG*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **RIO PURUS**<br><br>**Companhia de Navegacao Lloyd Brasileiro (LLOYDBRAS)**<br>Rio de Janeiro Brazil | *27 012*<br>*11 510*<br>39 000 | AB | **1986** Stocznia im. "Komuny Paryskiej"—Gdynia (B541/01)<br>183,27 (BB) 29,09 11,718<br>175,29 29,01 16,41<br>P 37,2 F 19,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.43 610 B.42 000<br>TEU 588 C.Ho 432/20' C.Dk 156/20'<br>5 Ha (stl) (20,8 × 20,4) (25,6 25,6 25,6 × 23,0) (20,8 × 20,4) ER<br>Cr 2(-) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 746bhp (8 640kW)<br>H. Cegielski<br>Gen 1 × 1000kW 2 × 960kW 450V<br>Fuel 161,0t (d.o.) 2 810,5t (hvf) |
| 7002904<br>*HQGY9*<br><br>Df Esd Gc<br>Rdr Rt | **RIO RAPEL**<br>ex Fenix-91 ex San Jose II-90<br>ex Alioth-89 ex Angetimor-85<br>ex Harry D-83 ex Atlantis Strength-81<br>ex Eurco Strength-80 ex Tsen Hsing-77<br>Honduras | **3 841**<br>2 555<br>6 408 | (NK)<br><br>LR class withdrawn 27/9/90 | **1969** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (707)<br>110,95 16,69 6,643<br>101,91 16,60 8,11<br>P 22,3 F 11,9 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho 36,4 34,9 ER<br>G.8 698 B.8 332<br>2 Ha (stl) (27,5 27,2 × 8,6) ER<br>12W Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 152kW 445V 60Hz a.c.<br>Fuel 639,0t-14,0pd |

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| 5178278<br>EFNL<br>3059<br>Df Esd Rt | **RIO RUS**<br>ex Kador-67<br>**Jose de la Puente & Santiago Calvino**<br>La Coruna Spain | **139**<br>63<br>128 | (BV) | **1959** Ch. & At. de la Perriere—Lorient<br>*27,04* 6,91 3,150<br>6,76 3,46<br>1 dk | **M Fishing**<br>Side Trawler<br>4 Ha (0,7 × 0,7) (0,9 0,9 × 0,9) (0,9 × 0,5)<br>Der 1(2) 1(1) | Sulzer<br>Oil 4SA 6Cy. 220 × 320<br>375bhp (276kW)<br>Cie. de Const. Mec., CCM Lorient<br>Fuel 56,0t (d.o.) 10,5kn |
| 7387782<br>COUH<br>Df Esd Gc<br>Ptd Rdr Rt | **RIO SAGUA**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB<br>✠Classed LR until 7/83 | **1976**-8 Hijos de J. Barreras S.A.—Vigo (1435)<br>106,86 (BB) 14,61 5,627<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,2 ER<br>In.3 084<br>2 Ha (4,5 3,9 × 2,9) ER | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) 15kn |
| 7386142<br>EHEZ<br>Df Esd Rdr Rt | **RIO SAINAS**<br>**Eduardo Rodriguez Pita**<br>Pescanova S.A.<br>Cadiz Spain | **251**<br>60<br>240 | BV<br>✠Classed LR until 23/1/85 | **1977**-2 Ast. Zamacona S.A.—Bilbao (107)<br>34,96 8,39 3,772<br>29,01 8,31 4,20<br>F 13,8 1 dk<br>rf 762 BK 127 | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref<br>Mchy.aft | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203 sr geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 120kW 1 × 104kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>10,5kn |
| 7387794<br>COUL<br>Df Esd Gc<br>Ptd Rdr Rt | **RIO SALADO**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB<br>✠Classed LR until 15/7/83 | **1977**-4 Hijos de J. Barreras S.A.—Vigo (1436)<br>106,86 (BB) 14,61 5,501<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,1 ER<br>In.3 084<br>2 Ha (4,5 3,8 × 2,9) ER | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) 15kn |
| 8835865<br>HQVC<br>RHL-81619<br>Rdr Rt | **RIO SAN JUAN**<br>ex Marbury<br>**Compania Naviera Bello Campo S. de R.L.**<br>San Lorenzo Honduras | **230**<br>114<br>260 | | **1949** I. Pimblott & Sons Ltd.—Northwich<br>32,15 - 2,804<br>30,48 7,01 3,35<br>1 dk | **M General Cargo** | Caterpillar<br>Oil<br>239kW (325bhp) NE 91<br>Caterpillar Inc. Peoria, Illinois<br>8kn |
| 7214571<br>HCLA<br>Df Esd Gc<br>Ptd Rdr Rt<br>AMVER | **RIO SANTA ROSA**<br>ex Tropical Breeze-86 ex Salinas-78<br>ex London Clipper-76<br>**Compania Naviera Agmaresa S.A.**<br>Dole Fresh Fruit International Ltd.<br>Guayaquil Ecuador | T.Mk<br>**4 938**<br>2 635<br>7 722<br>**6 621**<br>3 700<br>9 194 | NV | **1972** Smith's Dock Ltd.—South Bank, Middlesbrough (1319)<br>140,70 (BB) 18,01 8,287/9,043<br>131,48 18,00 11,64<br>F 40,9 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102 | **M Refrigerated Cargo**<br>Side doors 5(p) 5(s)<br>4 Ho 22,1 20,6 ER 22,1 19,8 11 TwD<br>In.9 976<br>4 Ha (stl) (7,1 6,9 × 4,4) ER (6,9 6,9 × 4,4)<br>8W Der 8(5) | Sulzer 9RND68<br>Oil 2SA 9Cy. 680 × 1250<br>14 850bhp (10 923kW)<br>G. Clark & N.E.M. Ltd. Sunderland<br>Gen 4 × 520kW 450V 60Hz a.c.<br>Fuel 192,5t (d.o.) 1 633,5t (hvf) 19kn |
| 7311812<br>EBSS<br>2950<br>Df Esd Gc<br>Rdr Rt | **RIO SELLA**<br>**Albirpez S.A.**<br>Las Palmas Spain | **249**<br>89<br>193 | BV | **1973** Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijon (R.112)<br>34,90 7,47 3,658<br>30,51 7,42 3,89<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | A.B.C. 8MDXC<br>Oil 4SA 8Cy. 242 × 320<br>1 200bhp (883kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 81,0t (d.o.) 12kn |
| 6806949<br>CXGM<br>Df Esd Gc<br>Rdr Rt | **RIO SOLIS**<br>ex Amarante-75 ex Roncal-73<br>**Pesqueria Belnova S.A.**<br>Montevideo Uruguay | **718**<br>301<br>459 | **✠100A1** SS 6/87<br>stern trawler<br>**✠LMC**<br>EL X 1⅛"U2<br>FN 865 | **1968**-6 Maritima del Musel S.A.—Gijon (82)<br>58,93 10,11<br>50,81 10,01 7,01<br>B 7,1 2 dks<br>rf 635 Box K 305 len 87 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.501 | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 158kW 380V 50Hz a.c.<br>Fuel 193,0t 13kn |
| 7602730<br>HQIO<br>Q003-00582<br>Df Esd Gc<br>Ptd Rdr RTv<br>AMVER | **RIO SULACO**<br>**Manubank Leasing Corp.**<br>Great White Fleet Ltd.<br>Puerto Cortes Honduras<br>SatCom: 1334106 | T.Mk<br>**3 313**<br>1 578<br>3 750<br>**6 416**<br>3 491<br>5 656 | AB | **1978** Stocznia Gdanska im. Lenina—Gdansk (B437/314)<br>139,60 (BB) 18,04 —/7,681<br>128,66 18,01 11,51<br>3 dks, 4th dk in Nos. 1 & 2 holds<br>rf nil | **M Refrigerated Cargo** 2bth P<br>Side doors 4(p) 4(s) Ice strengthened<br>2 Ho ER 2 Ho<br>In.7 430<br>4 Ha (stl) (5,4 6,4 × 6,1) ER (6,4 6,4 × 6,1)<br>8W Der 8(5) | Sulzer 8RND68<br>Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW)<br>H. Cegielski Poznan<br>Gen 4 × 504kW 400V 50Hz a.c.<br>21,75kn |
| 8126381<br>PPXX<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **RIO TEFE**<br>**Companhia de Navegacao Lloyd Brasileiro (LLOYDBRAS)**<br>Rio de Janeiro Brazil | *29 743*<br>*17 921*<br>51 501<br>T/cm<br>54,8 | AB | **1986** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (166)<br>200,11 (BB) 32,24 12,020<br>191,01 32,21 17,12<br>P 10,1 F 20,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.61 965 B.56 150<br>7 Ha (stl) (each 12,7 × 15,1) ER | B&W 5L67GBE<br>Oil 2SA 5Cy. 670 × 1700<br>11 746bhp (8 640kW)<br>Mecanica Pesada S.A. Brazil<br>Gen 2 × 581kW 450V 60Hz a.c.<br>Fuel 385,0t (d.o.) 2 995,5t (i.f.o.) 13,25kn |
| 7350052<br>ZHET5<br>710428<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **RIO TIGRIS**<br>ex Ocean Carrier-86 ex Toppen-82<br>ex Sioux-80<br>**Rio Number Two Ltd.**<br>Horizon Management Corp. Inc.<br>Georgetown Cayman Islands (British)<br>SatCom: 1756230/WARM | **2 244**<br>1 816<br>4 550<br>T/cm<br>12,2 | NV (GL) | **1973** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (160)<br>109,99 (BB) 13,90 5,766<br>102,22 13,70 8,26<br>P 34,5 F 17,1 2 dks<br>Bow/CM 78 Diam. 0,254 len 77 | **M Tanker**<br>Asphalt Bitumen<br>CBT Ice strengthened<br>10 Ta ER<br>L.4 707 HeCls. C<br>3 Cargo pumps total 900T/hr | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450 reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 142kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 326,0t (d.o.)-7,0pd 13,5kn |
| 7533537<br>ZHFL7<br>715235<br>Df Esd Gc<br>Rdr Rt | **RIO TITAN**<br>ex Pontoon 400-6 ex Federal 400-6-88<br>**Rio Number Five Ltd.**<br>Horizon Management Corp. Inc.<br>Georgetown Cayman Islands (British) | *8 182*<br>*4 784*<br>13 114 | NV<br>✠Classed LR until 11/88 | **1976**-6 Hyundai SB. & Heavy Industry—Ulsan (505)<br>121,93 30,54 5,716<br>119,44 30,48 7,62<br>F 8,3 1 dk<br>rf 305 conv Semi-submersible Deck Cargo Pontoon Heavy-load 89 | **QD-E Tank Barge**<br>Water | Hedemora V18A/10<br>4 Vee Oil 4SA each 18Cy. 185 × 210 total 6 472kW (8 799bhp) driving 4 gen. each 1 552kW 440V a.c. gen. of 190kW 230V a.c. connected to 4 elec. motors each of 1 001shp (736kW) elec. motor of 999shp (735kW) & geared to sc. shaft NE 89<br>AB Hedemora Verkstader Hedemora<br>3 Controllable pitch propellers<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 392,8t (d.o.) |
| 7387809<br>COUO<br>Df Esd Gc<br>Ptd Rdr Rt | **RIO TOA**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB<br>✠Classed LR until 6/5/83 | **1977**-8 Hijos de J. Barreras S.A.—Vigo (1437)<br>106,71 (BB) 14,61 5,627<br>95,20 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 20,5 22,1 ER<br>In.3 084<br>2 Ha (4,5 3,8 × 2,9) ER | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) 15kn |
| 8128664<br>PPXD<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **RIO TROMBETAS**<br>Launched as Genesio Pires<br>**Government of The Federative Republic of Brazil (Fundo Nacional de Marinha Mercante - Ministerio dos Transportes)**<br>Rio de Janeiro Brazil | *34 837*<br>*20 990*<br>63 671<br>T/cm<br>63,7 | AB | **1984** Ishikawajima do Brasil—Rio de Janeiro (142)<br>224,98 (BB) 32,26 12,943<br>215,40 32,21 17,81<br>P 12,8 F 16,5 1 dk<br>rf 5 | **M Bulk Carrier**<br>7 Ho 20,0 23,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.75 603<br>7 Ha (stl) (12,8 16,0 16,0 16,0 16,0 16,0 16,0 × 15,4) ER | Sulzer 6RLB76<br>Oil 2SA 6Cy. 760 × 1600<br>13 240bhp (9 739kW)<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 1 × 800kW 3 × 600kW 450V 60Hz a.c.<br>Fuel 314,0t (d.o.) 3 482,0t (hvf)-42,0pd 14,5kn |

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| 7716062<br>*HKON*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RIO TRUANDO**<br>ex Strathfyne-85<br>**Romen Inc. S.A.**<br>Isla de San Andres Colombia | **13 319**<br>7 158<br>17 360 | AB<br>✠Classed LR until 9/88 | **1978**-12 Mitsui Eng. & SB. Co. Ltd.—Tamano (1162)<br>168,99 23,55 9,751<br>160,00 23,50 13,52<br>P 40,3 F 34,2 2 dks<br>rf nil DK fwd | **M General Cargo**<br>Heavy-load Ref<br>Str. heavy cargoes<br>4 Ho 16,7 23,1 24,0 28,8 ER 5 TwD<br>G.25 754 B.23 315 In.852<br>TEU 302<br>C.Ho 150/20' C.Dk 152/20'(40') incl. ref C.<br>5 Ha (stl) (12,8 × 7,2) (20,8 20,8 20,8 × 10,3) ER (5,7 × 5,0)<br>Der 1(300) 5(12,5) 5(5) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 4 × 640kW 450V 60Hz a.c.<br>Fuel 240,5t (d.o.) 1 331,0t (hvf)-36,5pd |
| 7101396<br>Rt | **RIO TUXPAN**<br>ex Cliffe Tide-77<br>**Transportaciones Maritimas Del Golfo S.A. de C.V.**<br>Tidewater Marine Service Inc.<br>Mexico | **133**<br>—<br>— | | **1955** Burton Construction & SB. Corp.—Port Arthur, Tx (217)<br>38,10 9,15<br>9,10 2,44<br>1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Oil 2SA each 6Cy. 127 × 142<br>1 000bhp (736kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| 5296628<br>Df Rdr | **RIO TUY**<br>ex Willemstad-57 ex F.P.-102<br>**Rafael Garcia Colmenares**<br>Puerto Cabello Venezuela | **454**<br>336<br>— | | **1943** Cambridge SB. Inc.—Cambridge, Md<br>*41,21* 9,35 3,414<br>40,64 9,30 4,14<br>B & F 27,8 1 dk | **Wood M General Cargo** | Enterprise<br>Oil 4SA 6Cy. 275 × 450<br>Enterprise Engine & Foundry Co. San Fra |
| 7806673<br>*HQPJ*<br>Q-0347775<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RIO ULUA**<br>ex Rio Sixaola-89 ex Rio Ulua-80<br>**Wells Fargo Equipment Leasing Corp.**<br>Great White Fleet Ltd.<br>Puerto Cortes Honduras | T.Mk<br>**3 232**<br>1 602<br>3 750<br>**6 315**<br>3 602<br>5 656 | AB | **1979** Stocznia Gdanska im. Lenina—Gdansk (B437/318)<br>139,60 (BB) 18,04 —/7,681<br>128,66 17,99 11,49<br>3 dks, 4th dk in Nos. 1 & 2 holds<br>rf nil | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s) Ice strengthened<br>2 Ho ER 2 Ho<br>In.7 430<br>4 Ha (stl) (5,4 6,4 × 6,1) ER (6,4 6,4 × 6,1)<br>8W Der 8(5) | Sulzer<br>Oil 2SA 8Cy. 680 × 1250 dr geared to s<br>13 200bhp (9 709kW)<br>H. Cegielski<br>Gen 4 × 504kW 400V 50Hz a.c. |
| 5296642<br>*LROD* | **RIO URUGUAY**<br>**Government of The Argentine Republic (Secretaria de Transportes)**<br>Buenos Aires Argentina | **805**<br>—<br>— | | **1956** Dravo Corp.—Pittsburgh, Pa (3560)<br>54,87 10,98 3,404<br>... ... ... | **TM Tug** | Cooper Bessemer<br>2 Oil 4SA 7Cy.<br>Cooper-Bessemer Corp. |
| 8906157 | **RIO USUMACINTA**<br>**Servicios Portuarios Del Istmo De Tehuantepec S.A. de C.V.**<br>Coatzacoalcos Mexico | **331**<br>99<br>— | AB | **1989** 'AUMAZ', Ast. Unidos de Mazatlan S.A. de C.V.—Mazatlan (008)<br>32,10 4,750<br>30,52 9,00<br>1 dk | **TM Tug** | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280 geared t shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 63kW a.c. |
| 8615875<br>*EDRS*<br>Rt | **RIO VELLO**<br>**Celapesca S.A.**<br>Vigo Spain | *190*<br>*60*<br>150 | BV | **1987** Const. Nav. Santodomingo—Vigo (572)<br>28,86 6,43 3,152<br>26,04 6,41 3,20<br>1 dk | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 6Cy. 220 × 280 with flexible cou sr geared to sc. shaft<br>600bhp (441kW)<br>Hijos de J. Barreras S.A. |
| 7531096<br>*6ZMQ*<br>5833<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RIO VENTURE**<br>ex Anwo Venture-85<br>**Upstream Shipping Corp.**<br>Monrovia Liberia | **10 409**<br>6 230<br>18 421 | NK | **1977** Tsuneishi Zosen K.K.—Numakuma (334)<br>148,22 22,92 9,629<br>140,04 22,86 12,96<br>P 29,6 F 11,0 2 dks | **M General Cargo**<br>4 Ho ER 4 TwD<br>G.22 329 B.20 903<br>4 Ha (stl) (12,8 × 9,6) (16,5 16,5 16,5 × 11,2) ER<br>Cr 4(15) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 360kW<br>Fuel 140,0t (d.o.) 1 457,0t (hvf)-34,0pd |
| 7391836<br>*PPJW*<br>RJ26312<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RIO VERDE**<br>**Companhia de Navegacao Lloyd Brasileiro (LLOYDBRAS)**<br>Rio de Janeiro Brazil | **21 732**<br>14 320<br>38 403<br>T/cm<br>46,6 | **✠100A1** SS 11/87<br>strengthened for heavy cargoes, hold Nos. 2, 4 & 6 may be empty<br>**✠LMC**<br>EL J† 605,0/66,0U3<br>FN 7779<br>(BV) | **1977**-9 EMAQ-Engenharia & Maquinas S.A.—Rio de Janeiro (292)<br>193,86 (BB) 27,64 10,897<br>183,37 27,61 14,81<br>P 34,2 F 13,5 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 16,9 19,4 16,9 22,9 16,9 22,9 16,9 ER<br>G.47 309 B.42 525 HeCls. B<br>7 Ha (stl) (9,3 11,8 9,3 15,2 9,3 15,2 9,9 × 13,5) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima do Brasil<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 358,5t (d.o.) 2 050,5t (hvf) |
| 5158345<br>*HQMP*<br>RH-L81503<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO VERDE**<br>ex Herbania-87 ex Luroda Primero-84<br>ex Ignacio Artaza-80<br>**U.S. Shipping & Distribution Corp.**<br>San Lorenzo Honduras | **471**<br>317<br>865 | (BV) | **1962** Ast. Luzuriaga S.A.—Pasajes (62)<br>51,72 8,03 3,099<br>46,51 8,01 3,41<br>1 dk<br>RW | **M General Cargo**<br>2 Ha (each 10,8 × 5,0) ER<br>Cr 1(-) | Duvant<br>Oil 4SA 6Cy. 315 × 480<br>600bhp (441kW)<br>Carmelo Unanue<br>Fuel 64,5t (d.o.) |
| 7607522 | **RIO VIRU**<br>**Government of The Republic of Peru (Empresa Nacional de Puertos S.A.)**<br>Salaverry Peru | **180**<br>—<br>125 | (BV) | **1976** Scheeps. Damen B.V.—Gorinchem (779)<br>22,18 6,81 3,101<br>21,42 6,61 3,43<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146 sc. shaft<br>General Motors Corp. Electro-Motive D |
| 5379547<br>*ZHFN3*<br>715803<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **RIO VISTA**<br>ex Taibit-89 ex Vibit-85<br>**Rio Number Six Ltd.**<br>Horizon Management Corp. Inc.<br>Georgetown Cayman Islands (British)<br>SatCom: 1756112/VSTA | **12 664**<br>7 239<br>19 509<br>T/cm<br>31,6 | NV | **1963** A/B Gotaverken—Goteborg (769)<br>169,81 21,70 9,246<br>161,83 21,65 12,40<br>P 39,7 F 12,8 1 dk<br>rf 38 Bow/CM 75 Diam. 0,250 MH 0,9 | **M Tanker**<br>Oil Bitumen<br>CBT Stern disch.<br>12 Ta ER<br>L.(oil) 26 867 HeCls. BC<br>4 Cargo pumps total 2 000T/hr | Gotaverken<br>Oil 2SA 9Cy. 760 × 1500<br>8 200bhp (6 032kW)<br>A/B Gotaverken<br>Gen 2 × 240kW 1 × 150kW 220V<br>Fuel 1 143,0t (hvf)-28,0pd |
| 7200207<br>AMMT-1010 | **RIO YARACUY**<br>ex El Venado Grande-72<br>**Equipo Mara C.A.**<br>Tidewater Marine Service Inc.<br>Venezuela | **122**<br>83<br>— | | **1966** Universal Iron Works—Houma, La<br>*23,47* 7,62<br>3,10<br>1 dk | **M Tug** | Oil<br>.............<br>Fuel (d.o.) |
| 7424293<br>*COKJ*<br>Df Esd Gc<br>Pfd Rdr Rt | **RIO YATERAS**<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *2 579*<br>*774*<br>3 206 | RCB (BV) | **1978** Hijos de J. Barreras S.A.—Vigo (1440)<br>106,86 (BB) 14,61 5,501<br>95,81 14,51 8,51<br>F 41,8 2 dks<br>rf 483 BK 127 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>2 Ho 20,5 22,1 ER<br>In.3 084<br>2 Ha (4,5 3,8 × 2,9) ER | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 geared<br>4 400bhp (3 236kW)<br>Hijos de J. Barreras S.A.<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 1 052,0t (hvf) |
| 5275105<br>*HIRY*<br>Df Esd Rdr<br>RTm/h | **RIO YUNA**<br>ex Perregaux-72<br>**A. Martinez y Compania**<br>Santo Domingo Dominican Rep. | **500**<br>217<br>799 | (BV) | **1954** T. Van Duijvendijk's Schpsw. N.V.—Lekkerkerk (Z57)<br>69,75 10,11 3,503<br>63,00 10,01<br>F 8,0 1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD<br>Ref<br>2 Ho 20,4 19,2 ER<br>G.1 866 B.1 679<br>2 Ha (stl) (12,5 × 4,8) (13,1 × 5,0) ER<br>4W Der 4(5) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor<br>Gen 2 × 50kW 1 × 15kW 230V d.c.<br>Fuel 71,0t (d.o.) |
| 6616679<br>*PHBR*<br>15893<br>Esd Pfd Rdr<br>Rt | **RIO 3**<br>ex P. D. Rohde-79 ex Gharbia-79<br>ex P. D. Rohde-78 ex Arco Avon-75<br>ex Pen Avon-74<br>**Bani Dredging B.V.**<br>Vlissingen Netherlands | **739**<br>333<br>1 270 | BV | **1966** Appledore Shipbuilders Ltd.—Appledore (A.S.14)<br>61,09 10,39 4,014<br>54,87 10,37 4,65<br>1 dk | **M Dredger/Sand Carrier**<br>Suction<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 220 × 280 sr geared t<br>1 064bhp (783kW) NE 78<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |

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| 6724737<br>PHBO<br>Rt | **RIO 4**<br>**W. en A. Oosterlee**<br>Maassluis Netherlands | **544**<br>302<br>— | ✠**100A1** SS 7/91<br>hopper dredger<br>Dutch estuary service<br>✠**LMC**<br>EL H 1¼″U1<br>FN 706 | **1967**-4 Schps. Mach. Geertruidenberg -<br>—Geertruidenberg (204)<br>67,01 8,23 2,667<br>64,52 8,13 2,80<br>RAD 15,0 RFD 9,8 1 dk<br>rf nil | **M Hopper/Dredger**<br>Suction Bottom doors<br>Mchy.aft | General Motors 12V-149<br>Vee Oil 2SA 12Cy. 146 × 146 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>515kW (700bhp) NE 91<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 1,5kW 24/28V d.c. |
| 8331766<br>PHBK<br>Rdr Rt | **RIO-Y-MAR**<br>**A. De Jonge**<br>Zwartsluis Netherlands | **504**<br>363<br>721 | | **1973** Scheepsw. West-Vlaamse N.V.—Oostkamp (70)<br>60,41 7,90 2,401<br>58,20 3,31<br>1 dk | **M General Cargo** | Oil<br>.......... |
| 7112010<br>HKOE<br>Df Esd Gc<br>Rdr RTh/v | **RIOHACHA**<br>ex Mini Lens-88<br>**Transportadora Colombiana de Graneles S.A. ("GRANELCO")**<br>Santa Marta Colombia | **1 557**<br>1 178<br>3 213 | BV (AB) | **1971** Yokohama Zosen—Chiba (1312)<br>65,49 15,32 4,947<br>62,82 15,30 6,61<br>1 dk<br>rf nil | **TM General Cargo**<br>2 Ho 21,3 21,9 ER<br>G.3 789 B.3 672<br>2 Ha (stl) (each 17,0 × 9,2) ER<br>Cr 1(8) | Daihatsu 6PSHTCM-26D<br>2 Oil 4SA each 6Cy. 260 × 320 reverse reduction geared to sc. shafts<br>1 104kW (1 501bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 104kW 445V 60Hz a.c.<br>Fuel 106,5t (d.o.) 10kn |
| 8126276<br>386090<br>Esd Rdr Rt | **RIOLI**<br>**Giuseppe & Coral Raye Rotondella & Abermain Nominees Pty. Ltd.**<br>*Cairns, Queensland* Australia | **112**<br>92<br>— | | **1981** "K" Shipyard Construction Co.—Fremantle, W.A. (60)<br>22,51 6,13 2,794<br>21,26 6,05 2,16<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| 8012243<br>P3KK3<br>708825<br>Df Esd Gc<br>Pld Rdr Rt<br>AMVER | **RIOMAR**<br>ex Lux Creator-89 ex Prion-87<br>**Stream Clipper Shipping Co. Ltd.**<br>Limassol Cyprus | **7 066**<br>4 759<br>11 702<br>T/cm<br>21,1 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL Z 522,5/48,0U3<br>FN 3742<br>BV (NV) | **1983**-2 S.A. Juliana Const. Gijonesa—Gijon (279)<br>136,18 (BB) 19,26 8,275<br>125,00 19,00 10,93<br>P 23,2 F 12,5 1 dk<br>rf nil DK in way of Nos. 1, 2 & 3 holds | **M Bulk Carrier**<br>Str. heavy cargoes<br>3 Ho 18,3 34,1 35,5 ER<br>G.14 878 B.14 495<br>TEU 566<br>C.Ho 192/20' 96/40' C.Dk 182/20' (40')<br>3 Ha (stl) (12,6 × 10,3) (25,3 25,3 × 12,9) ER<br>5W Der 2(30) 3(22) | B&W 6L45GFCA<br>Oil 2SA 6Cy. 450 × 1200<br>5 908bhp (4 346kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 6,9kgf/cm² (6,8bar)<br>Gen 4 × 352kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 120,5t (d.o.) 578,0t (hvf) 13,5kn |
| 7348700<br>UKDX<br>M-31153<br>Df Esd Gc<br>Pld Rdr Rt | **RION**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Ilyichyovsk) (U.S.S.R.) | **1 301**<br>324<br>621 | RS | **1975** VEB Peene-Werft—Wolgast (123)<br>73,58 - 3,850<br>65,99 12,78 5,21<br>1 dk | **TD-E Dredger**<br>Bucket<br>Dredging depth 24,0<br>Mchy.aft | S.K.L. 8NVD48-2U<br>2 Oil 4SA each 8Cy. 320 × 480 total 2 640bhp (1 942kW) driving 2 gen. connected to 2 elec. motors & sc. shafts<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 400kW 380V 50Hz a.c.<br>8,5kn |
| 8119041<br>UPNW<br>M-17549<br>Df Esd Gc<br>Rdr RTm/h/v | **RIONI**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(Baku) (U.S.S.R.) | *1 585*<br>*475*<br>1 394 | RS | **1984** Valmetin Laivateollisuus Oy—Turku/Abo (351)<br>67,21 13,90 5,201<br>58,20 13,81 7,32<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Wartsila 6R22<br>6R22<br>4 Oil with clutches, flexible couplings & sr geared to sc. shafts<br>(i) 2 Vee Oil 4SA each 12Cy. 220 × 240<br>Oy Wartsila Ab Vaasa/Vasa<br>(ii) 2 Oil 4SA each 6Cy. 220 × 240<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 440kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 860,0t (d.o.) 15,5kn |
| 8725802<br>M-41890<br>Rt | **RIONI**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Poti) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1988** ............U.S.S.R.<br>31,85 7,08 2,100<br>27,80 3,15<br>1 dk | **M Fish Carrier**<br>Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>U.S.S.R. |
| 8215273<br>VJAK<br>Esd Gc Rdr<br>RTh/v | **RIP**<br>**Port of Melbourne Authority**<br>*Melbourne, Victoria* Australia | **640**<br>193<br>394 | ✠**100A1** SS 6/89<br>✠**LMC**<br>EL (J) 440,0/28,0U2<br>FN 733 | **1984**-4 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (161)<br>51,80 11,26 3,263<br>46,31 11,21 4,60<br>P 6,1 B 16,5 F 8,3 1 dk | **TM Buoy Tender**<br>Pollution Control<br>Mchy.aft | Blackstone ESL6MK2<br>2 Oil 4SA each 6Cy. 222 × 292 with clutches, flexible couplings & sr geared to sc. shafts<br>1 300bhp (956kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 3 × 125kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 66,5t (d.o.)-5,0pd 12kn |
| 7216438<br>U002-00166<br>Rdr Rt | **RIP TIDE**<br>**Ralph Jones Jr.**<br>Roatan Honduras | **148**<br>101<br>— | | **1955** Alexander Shipyards Inc.—New Orleans, La<br>9,76<br>36,28 2,44<br>1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Oil 2SA each 8Cy. 166 × 176<br>1 000bhp (736kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 7390806<br>YJWT8<br>252<br>Esd Rdr Rt | **RIP TIDE II**<br>**Tidewater Barges Inc.**<br>Tidewater Marine Service Inc.<br>Port Vila Vanuatu | **204**<br>139<br>— | AB | **1974** Halter Marine Services, Inc.—Lockport, La (406)<br>3,645<br>50,45 11,59 4,27<br>F 15,0 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Oil 4SA each 6Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 152,5t (d.o.) 12kn |
| 6819908<br>EAGA<br>3900<br>Rt | **RIPA**<br>**Remolcadores del Norte**<br>Bilbao Spain | **104**<br>20<br>— | | **1968** S.A. Juliana Constructora Gijonesa—Bilbao (12)<br>23,60 2,769<br>21,01 6,20 3,00<br>1 dk | **M Tug** | Caterpillar<br>Oil 4SA 12Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| 7032181<br>GORN<br>338652<br>LT 30<br>Df Esd Pld<br>Rdr | **RIPLEY QUEEN**<br>**Talisman Trawlers Ltd.**<br>Lowestoft United Kingdom | **284**<br>94<br>128 | ✠**100A1** SS 12/87<br>trawler<br>✠**LMC**<br>EL I 1″U1<br>FN 394 | **1971**-2 Fellows & Co. Ltd.—Great Yarmouth (502)<br>*35,85* 7,88<br>33,53 7,78 3,97<br>P ,7 F 5,5 1 dk<br>rf 305 BK 152 | **M Fishing**<br>Side Trawler<br>1 Ho 10,7 ER<br>4 Ha (1,3 1,3 0,8 1,0 × 0,7) | Polar<br>Vee Oil 4SA 8Cy. 250 × 300 reverse geared to sc. shaft<br>1 200bhp (883kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 25kW 220V d.c.<br>Fuel 63,5t (d.o.) 12,75kn |
| 5296769<br>175850<br>RTm | **RIPON M.**<br>ex Ripon-62<br>**G. C. Marshall**<br>Plymouth Montserrat (British) | **711**<br>334<br>1 016 | ✠Classed LR until 23/7/70 | **1945**-8 J. Pollock, Sons & Co. Ltd.—Faversham (1838)<br>52,58 9,58 3,061<br>48,77 9,15 5,49<br>2 dks<br>R rf 152 conv Aircraft Transport — | **TM General Cargo**<br>1 Ho 21,9 ER<br>1 Ha (12,8 × 6,7) ER<br>Der 2(3) | Crossley<br>2 Oil 2SA each 8Cy. 267 × 343<br>960bhp (706kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 30kW 1 × 15kW 225V d.c.<br>Fuel (d.o.) |
| 5005122<br>SV3725<br>1017<br>Rt | **RIRI**<br>ex Aghios Nikolaos-71 ex Kozani-61<br>ex Eyke-48<br>**Mrs. Chrysoula E. & Evangelos A. Bouris**<br>Piraeus Greece | **256**<br>126<br>— | | **1942** Hugo Peters—Beidenfleth/weser<br>38,13 7,57<br>7,52 3,10<br>1 dk | **M General Cargo** | MAN<br>Oil 2SA 6Cy. 285 × 420<br>220bhp (162kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| **7821532**<br>*IBYX*<br>1692<br>Df Esd Gc<br>Pfd Rdr Rt | **RIRUCCIA**<br>ex Southern Ace-88<br>**Cafiero Navigazione S.r.l.**<br>Napoli Italy | *2 890*<br>*1 235*<br>4 224<br>T/cm<br>10,0 | RI (NK) | **1979** Kishigami Zosen K.K.—Akitsu (1283)<br>98,08 6,165<br>92,11 14,51 7,22<br>P 21,7 F 9,2 1 dk<br>Bow/CM 50 Diam. 0,254 | **M Tanker**<br>Oil Chemical<br>21 Ta ER<br>L.4 336 HeCls. C<br>2 Cargo pumps total 800T/hr | Hanshin<br>Oil 4SA 6Cy. 460 × 740<br>3 600bhp (2 648kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 176kW 450V a.c.<br>Fuel 60,0t (d.o.) 300,0t (hvf)-10,0pd |
| **8131946**<br>*YTVD*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RISAN**<br>**Jugoslavenska Oceanska Plovidba (JUGOOCEANIJA)**<br>Kotor Yugoslavia | T.Mk<br>**6 345**<br>3 147<br>9 784<br>**9 698**<br>5 673<br>14 719 | BV JR | **1981** VEB Warnowwerft Warnemuende —Warnemuende (424)<br>156,88 (BB) 21,85 7,341/9,251<br>146,77 21,81 11,92<br>B 26,0 F 33,9 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 18,8 21,1 18,8 5,0DTp&s 25,1 ER 16,4 7 TwD<br>G.17 670 B.16 723 In.780 L.685<br>TEU 372<br>8 Ha (stl) (10,4 × 10,0) (15,9p&s 15,9p&s 20,5p&s × 7,7) ER (5,3 × 3,5)<br>Cr 1(5) Der 1(80) 2(22) 8(10) | MAN<br>Oil 2SA 7Cy. 700 × 1200<br>9 100bhp (6 694kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 732kW 380V 50Hz a.c.<br>Fuel 305,0t (d.o.) 1 270,0t (hvf) |
| **8813104**<br>*LANT4*<br>N-01145<br>Df Esd Gc<br>Pfd Rdr RTv | **RISANGER**<br>ex Saulkrasti-91<br>**Westfal-Larsen & Co. A/S**<br>Bergen Norway (NIS)<br>SatCom: 1313301/LANT | *11 822*<br>*3 792*<br>16 263 | NV (Class cont.) (GL) | **1991** Jos. L. Meyer G.m.b.H. & Co.—Papenburg (625)<br>158,00 8,210<br>149,80 21,30 13,90<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>Ice strengthened<br>3 Ta ER<br>L.(gas) 15 096 | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>5 820kW (7 912bhp)<br>H. Cegielski |
| **5165350**<br>Df Esd Pfd Rdr | **RISCAN 1**<br>ex Isuzu Maru No. 12-73<br>**Ricsan Development Corp.**<br>Manila Philippines | **240**<br>126<br>— | | **1961** Miho Zosensho K.K.—Shimizu (285)<br>42,14 7,24<br>36,99 7,22 3,41<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 420<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **7212858**<br>*DXBR*<br>Df Esd Gc<br>Pfd Rdr | **RISCAN 17**<br>ex Daio Maru No. 21-80<br>**Ricsan Development Corp.**<br>Manila Philippines | **429**<br>207<br>— | | **1972** Mie Shipyard Co. Ltd.—Yokkaichi (51)<br>8,64 3,398<br>49,51 8,62 3,89<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese Ltd.) |
| **8321084**<br>*VVJT*<br>2160<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RISHIKESH**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India<br>SatCom: 1640233/RSKS | *28 739*<br>*15 763*<br>47 315 | BV IRS NV | **1986** Daewoo SB. & Heavy Machinery Ltd. —Okpo (1038)<br>189,01 (BB) 30,43 11,300<br>182,18 30,41 16,41<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.57 167<br>5 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>10 800bhp (7 944kW)<br>Korea Heavy Industries & Construction Co Ltd.<br>Gen 3 × 600kW 1 × 544kW 380V |
| **7818303**<br>*JRFE*<br>121934<br>Df Esd Gc<br>Pfd Rdr Rt | **RISHIRI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **966**<br>258<br>— | | **1979** Shikoku Dockyard Co. Ltd.—Takamatsu (804)<br>3,201<br>78,01 9,61 6,30<br>1 dk | **TM Patrol Ship** | Niigata<br>2 Oil 4SA each 6Cy. 400 × 520<br>7 000bhp (5 149kW)<br>Niigata Eng. Co. Ltd. |
| **8401195**<br>*ELKM9*<br>8776<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **RISING STAR**<br>ex Atlantic Emblem-89<br>**Perigueus Enterprise Corp. Ltd.**<br>Wing Tak Shipping Agency Ltd.<br>Monrovia Liberia | *17 999*<br>*10 120*<br>29 100<br>T/cm<br>40,1 | NK | **1984** Imabari Zosen—Marugame (1127)<br>174,94 10,121<br>164,80 27,01 14,00<br>P 27,8 F 11,3 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.37 335 B.35 706<br>4 Ha (stl) (19,2 25,6 25,6 25,6 × 14,4) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>6 252kW (8 500bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 386,6kW a.c. |
| **8819885**<br>Esd Rdr Rt | **RISING STAR**<br>**Meenam Fisheries Ltd.**<br>Madras India | **155**<br>47<br>— | IRS (NV) | **1988** Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A. (264)<br>—<br>24,90 7,40 4,00<br>1 dk | **M Fishing**<br>Side Trawler Ref | Caterpillar<br>Oil 4SA 12Cy. 137 × 152 geared to sc<br>375kW (510bhp)<br>Caterpillar Inc.<br>Gen 2 × 50kW 415V 50Hz a.c. |
| **8819873**<br>Esd Rdr Rt | **RISING SUN**<br>**Meenam Fisheries Ltd.**<br>Madras India | **155**<br>47<br>— | IRS (NV) | **1988** Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A. (263)<br>—<br>24,97 7,43<br>1 dk | **M Fishing**<br>Side Trawler Ref | Caterpillar<br>Oil 4SA 12Cy. 137 × 152 geared to sc<br>375kW (510bhp)<br>Caterpillar Inc.<br>Gen 2 × 50kW 415V 50Hz a.c. |
| **8225151** | **RISING SUN**<br>**Ocean Fisheries (Nig) Ltd.**<br>Lagos Nigeria | **150**<br>—<br>— | | **1983** Quality Marine Inc.—Bayou la Batre, Al (159)<br>27,16 2,744<br>24,69 7,01 3,69<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 geared to<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| **7939030**<br>372956 | **RISING SUN**<br>ex Providential Express-84<br>**Scooter Rentals Co. Ltd.**<br>Nassau Bahamas | **132**<br>66<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl (423)<br>22,26 6,71 —<br>2,24<br>1 dk | **Wood M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>275bhp (202kW)<br>Caterpillar Tractor Co. |
| **6606430**<br>*9V3490*<br>384501<br>Df Esd Gc<br>Rdr Rt | **RISING SUN I**<br>ex Avgi-90 ex Agatha M-89<br>ex Polygon-86 ex Assos Ena-86<br>ex Arco-84 ex La Cinta-77<br>ex La Rabida-67<br>**Beacon Lines Pte. Ltd.**<br>Singapore Singapore | T.Mk<br>**1 597**<br>705<br>2 028<br>**2 026**<br>1 135<br>— | ✠Classed LR until 14/3/86<br>HR | **1966**-6 Ast. Construcciones S.A.—Vigo (52)<br>86,62 12,73 4,801/6,141<br>76,92 12,69 7,50<br>F 10,1 2 dks<br>RW rf 102 | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,0 20,9 13,7 ER<br>G.4 064 B.3 871<br>3 Ha (stl) (8,9 14,7 8,9 × 6,5) ER<br>8W Der 8(3) | B&W<br>Oil 2SA 8Cy. 350 × 620<br>2 240bhp (1 648kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Gen 3 × 75kW 220V d.c.<br>Fuel 166,5t (d.o.) |
| **8113932**<br>*H3XO*<br>11938-82C<br>Df Esd Gc<br>Rdr Rt | **RISING TIDE No. 3**<br>**Rising Tide Shipping S.A.**<br>Panama Panama | **2 498**<br>1 689<br>5 064 | NK | **1981** Higaki Zosen K.K.—Imabari (267)<br>96,27 15,52 6,131<br>89,97 15,51 7,52<br>P 21,1 F 9,8 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 975 B.5 397<br>2 Ha (stl) (17,5 31,1 × 8,3) ER<br>Der 3(15) | Hanshin<br>Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 132kW |
| **7382500**<br>*MLUX6*<br>717469<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RISNES**<br>ex General Luna-90 ex Ronnes-85<br>**Altnacraig Shipping plc**<br>Chelston Ship Management Ltd.<br>London United Kingdom | **3 710**<br>2 512<br>5 699<br>T/cm<br>13,4 | NV | **1976** G. Eides Sonner A/S—Hoylandsbygd (101)<br>103,56 (BB) 16,11 6,966<br>96,68 16,01 8,82<br>P 24,1 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>2 Ho 30,2 6,7DT 30,2 ER<br>G.7 697 B.6 831<br>4 Ha (stl) (24,1 × 10,0) (2,8p&s × 2,9) (24,1 × 10,0) ER | Normo<br>2 Vee Oil 4SA each 12Cy. 250 × 300 sc. shaft<br>3 800bhp (2 795kW)<br>A/S Bergens M/V<br>Gen 2 × 300kW 1 × 160kW 440V<br>Controllable pitch propeller<br>Fuel 53,5t (d.o.) 599,5t (hvf)-15,0pd |
| **9014638**<br>*YQTP*<br>Df Esd Gc<br>Pfd Rdr Rt | **RISNOV**<br>**Navrom Shipping Company**<br>Romania | **6 043**<br>3 522<br>8 783 | | **1990** Santierul Naval Braila—Braila (1297)<br>130,89 8,102<br>121,21 17,71 10,24<br>1 dk | **M General Cargo** | Sulzer<br>Oil<br>6 100bhp (4 487kW)<br>H. Cegielski |
| **6509711**<br>Df Esd Gc<br>Pfd Rdr Rt | **RISO MARU No. 31**<br>**Diego Grimaldi S.A.** | **285**<br>106<br>— | | **1964** Nichiro Zosen—Hakodate (156)<br>45,62 7,90 3,404<br>39,60 7,85 3,87<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 350 × 500<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd.<br>Fuel 133,0t |
| **8210998**<br>*JL4989*<br>126323<br>Rdr Rt | **RISSHO MARU**<br>**Hanabishi Kisen Y.K.**<br>Sukumo, Kochi Pref. Japan | **678**<br>—<br>1 370 | NK | **1982** Ube Dockyard Co. Ltd.—Ube (173)<br>65,38 10,55 4,226<br>60,03 10,51 4,70<br>P 11,9 F 10,7 1 dk | **M Cement Carrier**<br>4 Ho ER<br>G.1 235 | Daihatsu<br>Oil 4SA 6Cy. 260 × 300 dr reverse shaft<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |

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|---|---|---|---|---|---|---|
| 7036280<br>JHMS<br>106338<br>Dl Gc Pld<br>Rdr Rt<br>SatNav | **RISSHO MARU**<br>**Shoei Kaiun Y.K.**<br>Nagasaki,<br>Nagasaki Pref.<br>Japan | **148**<br>58<br>— | | **1970** Narasaki Zosen K.K.—Muroran (738)<br>32,11 7,14 2,100<br>30,00 7,10 2,68<br>2 dks<br>conv Side Trawler Fishing 81 | **M Tug**<br>Mchy.aft | Akasaka AH28<br>Oil 4SA 6Cy. 280 × 440<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7948067 | **RISSHO MARU No. 25**<br>**Kiyomasa Enterprises**<br>Moen, Truk<br>Micronesia | **167**<br>74<br>— | | **1972** Sanuki Zosen Tekkosho K.K.—Takuma<br>*31,00*<br>7,00 2,70<br>1 dk | **M Fishing**<br>Side-fishing Tuna | Hanshin<br>Oil 4SA 6Cy.<br>650bhp (478kW)<br>The Hanshin Diesel Works Ltd. Japan |
| 7736672<br>JADX<br>118506<br>HK1-672<br>Rdr Rt | **RISSHO MARU No. 51**<br>**Ito Gyogyo K.K.**<br>Kushiro,<br>Hokkaido Pref.<br>Japan | **124**<br>—<br>— | | **1978** Narasaki Senpaku Kogyo K.K.—Muroran (118)<br>*32,10*<br>7,31 4,60<br>1 dk | **M Fishing**<br>Stern Trawler | Oil<br>Japan |
| 6401529<br>UKHL<br>M-26943<br>Dl Esd Gc<br>Rdr Rt | **RISTNA**<br>**Estonian Shipping Co.**<br>(Tallinn)<br>(U.S.S.R.) | **3 236**<br>1 539<br>4 226 | RS | **1963** VEB Schiffswerft "Neptun"—Rostock (207)<br>105,85 14,64 6,566<br>95,71 14,53 8,03<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 248 B.5 767<br>4 Ha (stl) (9,9 × 7,0) (10,3 10,3 × 8,9) ER (10,3 × 8,7)<br>8W Der 1(35) 4(5) 4(3) | MAN K6Z57/80-A<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (d.o.) 14kn |
| 7040293<br>UBLI<br>M-24766 | **RISTNA**<br>**Zapryba**<br>(Tallinn)<br>(U.S.S.R.) | **507**<br>174<br>263 | RS | **1960** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,520<br>44,35 8,79 4,30<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 2,1 × 1,7)<br>3W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 11kn |
| 7504328<br>LATR<br>18696<br>Dl Esd Gc<br>Pld Rdr Rt | **RISTON**<br>ex Sorvaer-89<br>**P/R Riston**<br>Hammerfest<br>Norway | T.Mk<br>**296**<br>95<br>— | NV | **1975** Sterkoder M/V A/S—Kristiansund N. (52)<br>41,64 9,22<br>35,29 9,20 6,41<br>F - 2 dks<br>rf 1499 BK 178 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Alpha 10V23L-VO<br>Vee Oil 4SA 10Cy. 225 × 300<br>1 550bhp (1 140kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 100kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 81,5t (d.o.)-4,0pd 12kn |
| 6817871<br>ELLB<br>2950<br>Dl Esd Gc<br>Pld Rdr RTh | **RITA**<br>ex Taiho-89 ex Snow White-81<br>**Margot Shipping Inc.**<br>Marimed Agencies (UK) Ltd.<br>Monrovia<br>Liberia | **15 674**<br>10 057<br>25 184<br>T/cm<br>34,1 | NV (AB) | **1968** Uraga Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (902)<br>162,01 (BB) 25,25 10,605<br>152,00 25,21 14,71<br>F 14,1 1 dk<br>rf nil | **M Bulk Carrier**<br>3 Ho 35,0 39,9 39,9 ER<br>G.32 945 B.32 170<br>5 Ha (stl) (18,6 × 11,8) (30,4p&s 30,4p&s × 8,3) ER<br>8W Cr 2(20) Der 2(15) | Sulzer 6RD76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 2 × 420kW 450V 60Hz a.c.<br>Fuel 1 650,0t (hvf) 14,25kn |
| 7022203<br>LAHX2<br>N-00274<br>Dl Esd Gc<br>Pld Rdr Rt<br>AMVER | **RITA**<br>ex Aurita-89 ex Jo Gran-83<br>ex Bow Gran-80<br>**Belem Holdings Inc.**<br>Narvik<br>Norway (NIS) | T.Mk<br>**5 305**<br>3 569<br>9 057<br>**6 503**<br>4 339<br>9 970<br>T/cm<br>18,0 | NV | **1970** Moss Rosenberg Verft A/S—Moss (169)<br>120,83 18,52 8,546/9,068<br>111,26 18,50 11,61<br>P 30,8 F 25,0 2 dks<br>rf nil | **M Tanker**<br>Chemical<br>Ice strengthened<br>2 Ta 15 Ta (s.stl) ER<br>L.8 874 HeCls. BC<br>21 Cargo pumps total 260T/hr | B&W 7-50VT2BF-110<br>Oil 2SA 7Cy. 500 × 1100<br>5 400bhp (3 972kW)<br>Akers/Nylands Verksted Oslo<br>Gen 1 × 400kW 2 × 325kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 640,0t (hvf)-18,5pd 14kn |
| 8516287<br>DPRV<br>14930<br>Dl Esd Gc<br>Rdr RTm/h/v<br>SatNav | **RITA**<br>**m.s. "Rita" Reederei H.G. Voge KG**<br>Hamburg<br>Federal Republic of Germany | *2 565*<br>*879*<br>3 020 | GL | **1985** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (965)<br>89,11 (BB) 13,03 4,601<br>86,59 12,81 7,45<br>P 19,6 F 8,6 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 56,0 ER<br>G.4 757 B.4 729<br>TEU 153<br>C.Ho 108/20' (40') C.DK 45/20' (40')<br>1 Ha (stl) (58,5 × 10,4) ER | Wartsila 8R22<br>Oil 4SA 8Cy. 220 × 240 sr reverse geared to sc. shaft<br>815bhp (599kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Controllable pitch propeller<br>11kn |
| 7105691<br>IHUS<br>1532<br>Esd Rdr Rt | **RITA**<br>ex Durham Teal-85<br>ex Pacific Mariner-80<br>**Marnavi S.r.l.**<br>Napoli<br>Italy | **977**<br>531<br>1 694 | RI<br>✠Classed LR until 17/7/85 | **1971-6** Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (370)<br>70,11 11,71 4,172<br>64,80 11,59 4,60<br>P 17,4 F 11,3 1 dk<br>rf 102 | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 181 | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 56kW 380V 50Hz a.c.<br>Fuel 148,0t (d.o.) 11,5kn |
| 6611825<br>Dl Esd Gc<br>Rdr RTm/v<br>SatCom | **RITA**<br>ex Rytowe-91 ex Kolossi-88<br>ex Gertrud Hauschildt-84<br>ex Hornbaltic-78<br>ex Gertrud Hauschildt-72<br>Honduras | T.Mk<br>**499**<br>302<br>1 143 | GL | **1966** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (565)<br>66,02 10,49 4,090<br>60,56 10,47 6,20<br>F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>G.2 327 B.2 129<br>2 Ha (stl) (15,5 × 7,0) (15,0 × 7,7) ER<br>Cr 1(8) | Deutz RBV6M545<br>Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>11kn |
| 8608470<br>YJZE2<br>5020<br>Rdr Rt | **RITA**<br>**Rocky Island Fisheries Pty. Ltd.**<br>Port Vila<br>Vanuatu | *452*<br>*172*<br>319 | (BV) (NK) | **1986** Asahi Zosen K.K.—Sumoto (1906)<br>48,01 3,150<br>42,02 8,21 3,51 | **M Refrigerated Cargo Fish Carrier**<br>3 Ho ER<br>In.455<br>3 Ha (stl) ER | Akasaka DM26KFD<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>13kn |
| 7615397<br>CNQH<br>Dl Esd Gc<br>Pld Rdr Rt | **RITA**<br>ex Marrakech II-87<br>**Societe Rita Fisheries**<br>Casablanca<br>Morocco | **257**<br>107<br>170 | BV | **1977** Const. Nav. Santodomingo—Vigo (525)<br>35,41 3,941<br>31,96 8,01 5,92<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Hijos de J. Barreras S.A. Spain<br>Fuel 139,0t (d.o.) 10,75kn |
| 7237470<br>WZF2256<br>544740<br>Rdr Rt | **RITA**<br>**Midland Enterprises Inc.**<br>Wilmington, De<br>United States of America | **149**<br>101<br>— | | **1972** Main Iron Works Inc.—Houma, La (271)<br>25,61 7,93<br>24,67 7,92 2,77 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 159 × 203 geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 8709482<br>9V3266<br>383510<br>Rdr Rt | **RITA**<br>**Pan-United Shipping (Pte.) Ltd.**<br>Singapore<br>Singapore | *130*<br>*10*<br>96 | AB | **1986** Pan United Shipping Pte. Ltd.—Singapore<br>23,22 7,45 5,401<br>22,31 7,42 2,82<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 165 × 210 with clutches & sr reverse geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 2 × 24kW a.c.<br>10kn |
| 7390246<br>569491<br>Dl Gc Pld<br>Rdr Rt | **RITA CANDIES**<br>**Otto Candies Inc.**<br>Houma, La<br>United States of America | **296**<br>201<br>— | AB | **1976** Nashville Bridge Co.—Nashville, Tn (2298)<br>12,20 5,076<br>56,98 12,15 5,49<br>F 19,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 759,0t (d.o.) 14kn |

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| **6912243**<br>*HQJF2*<br>L0334149<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **RITA D**<br>ex Vytegra-91<br>**Avion Marine Inc.**<br>Unimar S.A.<br>San Lorenzo Honduras | **2 723**<br>1 271<br>6 459 | RS | **1967** "A. Zhdanov" SB. Yard—Leningrad<br>121,95 16,74 7,090<br>113,01 16,69 8,34<br>P -B -F - 1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 870 B.7 300<br>4 Ha (stl) (10,9 × 8,0) (13,3 13,3 × 9,5)<br>ER (13,3 × 9,5)<br>Cr 4(5) | B&W<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 330,0t (hvf) |
| **7701304**<br>*LANS4*<br>N-01149<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **RITA DEL MAR**<br>ex Nada III-90 ex Kyo Jin-83<br>**Hesnes Shipholding A/S**<br>Barber Ship Management Ltd.<br>Bergen Norway (NIS)<br>SatCom: 1313313/LANS | **11 344**<br>6 502<br>10 890 | NV (Class cont.) RI (NK) | **1978** Kurushima Dockyard Co. Ltd.—Onishi (2037)<br>165,00 27,64 7,802<br>155,02 27,61 11,87<br>F 14,7 1 dk | **M Vehicles Carrier**<br>Mchy.aft | MAN<br>Vee Oil 4SA 12Cy. 520 × 550 sr geared<br>shaft<br>8 827kW (12 000bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 440kW 440V 60Hz a.c. |
| **8410122**<br>*OWOW2*<br>2985<br>Df Esd Gc<br>Rdr RTv | **RITA MAERSK**<br>**K/S Difko XLIII/Kodif XLIII ApS**<br>A. P. Moller<br>Dragor Denmark (DIS)<br>SatCom: 1610540/OWOW | *16 282*<br>*8 880*<br>27 350<br>T/cm<br>36,9 | ✠**100A1**<br>oil tanker (cc)<br>in association with a list of<br>defined Type A, B & C<br>cargoes<br>Ice Class 3<br>✠**LMC** **UMS**<br>**IGS**<br>EL G† 577,5/60,0U3<br>FN 6312 | **1986**-12 Odense Staalskibsvaerft A/S—Lindo (118)<br>170,01 (BB) 23,14 11,410<br>164,01 23,11 15,37<br>F 12,8 1 dk<br>rf nil Bow/CM 85 Diam. 0,310 MH 2,1 | **M Tanker**<br>Oil Chemical<br>pt higher tensile steel DB DSS Stern disch.<br>14 Ta ER<br>L.29 421<br>14 Cargo pumps total 31 500T/hr | B&W<br>Oil 2SA 4Cy. 600 × 1944<br>7 200bhp (5 296kW)<br>MAN-B&W Diesel A/S<br>3 AuxB (2 o.f. 1 ex.g) 13,2kgf/cm² (13,0<br>Gen 2 × 986kW 2 × 740kW 450V 60<br>Thw. thrust Contr. pitch propeller fwd, 1<br>Fuel 136,0t (d.o.) 1 082,0t (hvf) |
| **5373610**<br>*DUGQ*<br>Df Esd Rdr<br>Rt | **RITA RICH**<br>ex Fanthai-80 ex Goldfield-78<br>ex Bright Sea-76 ex Eastern Ariake-73<br>ex Unkai Maru No. 3-71<br>**Vlasons Shipping Inc.**<br>Manila Philippines | **3 664**<br>2 214<br>5 777 | (NK) | **1961** Mitsubishi Zosen K.K.—Hiroshima (152)<br>105,44 15,45 6,605<br>98,00 15,40 8,21<br>P 25,3 F 8,6 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.7 468 B.7 123<br>3 Ha (10,1 22,9 12,8 × 5,8) ER<br>11W Der 8(10) | Hanshin<br>Oil 4SA 7Cy. 490 × 700<br>2 450bhp (1 802kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 72kW 445V a.c.<br>Fuel 423,5t |
| **7316771**<br>AMMT-1138<br>Esd Rt | **RITA STELLA**<br>ex Pacifico-74<br>**Empresas Cavenca C.A.**<br>Puerto Sucre Venezuela | **180**<br>81<br>152 | | **1973** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan<br>25,00 7,14 2,439<br>23,53 7,01 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz |
| **5429500**<br>*HQWZ5*<br>Df Esd Rdr<br>RTm/v | **RITENA**<br>ex Marine-91 ex Mariner-88<br>ex Windrose-87 ex Hedwig Lunstedt-63<br>**Lacerta Shipping Co.**<br>Norbal Schiffahrtskontor Lange & Luhr<br>San Lorenzo Honduras | **456**<br>235<br>630 | GL | **1955** Schiffsw. W. Holst—Hamburg (196)<br>52,84 8,41 3,201<br>48,04 8,39 3,54<br>P 11,0 B 10,7 F 6,1 1 dk<br>RW len 56 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.911 B.842<br>2 Ha (10,8 15,0 × 5,0) ER | MaK<br>Oil 4SA 8Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. |
| **8226399**<br>M-37622 | **RITM**<br>(Kaliningrad) (U.S.S.R.) | *228*<br>0<br>86 | RS | **1983** ............Yugoslavia<br>35,83 9,10 3,150<br>30,00 9,01 4,50<br>1 dk | **TM Tug** | Sulzer<br>2 Oil 4SA each 6Cy. 250 × 300 geared<br>shafts<br>Sour "Jugoturbina" |
| **6825907**<br>*ESHV*<br>M-27152<br>Df Esd Gc<br>Pfd Rdr Rt | **RITSA**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | T.Mk<br>**4 020**<br>1 495<br>2 560 | RS<br>✠Classed LR until 3/70 | **1969**-2 N.V. Koninklijke Maats. "De Schelde"<br>—Vlissingen (336)<br>103,61 16,64 5,509<br>91,01 16,62 11,33<br>2 dks, 3rd dk in Nos. 1, 2 & 3 holds, 4th dk in Nos.<br>1 & 2 holds | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.119 In.3 541<br>4 Ha (6,7 6,7 × 2,9) (1,9 3,4 × 1,9)<br>6W Der 2(10) 4(3) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>3 000bhp (2 207kW)<br>N.V. Koninklijke Maats. "De Schelde"<br>Gen 3 × 400kW 1 × 184kW 390V 50<br>Controllable pitch propeller |
| **8725747**<br>M-38599<br>Rt | **RITSA**<br>**Georgian Shipping Co.**<br>(Sukhumi) (U.S.S.R.) | *176*<br>*53*<br>31 | RS | **1987** ............U.S.S.R.<br>38,10 7,21 1,690<br>32,64 2,90<br>1 dk | **TrM Ferry**<br>294dk P | Russkiy<br>3 Oil<br>(centre) Oil 4SA 12Cy. 180 × 200<br>740kW (1 006bhp)<br>(wing) 2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp) |
| **7027150**<br>*JL3695*<br>109248<br>Rdr Rt | **RITSURIN**<br>**Kato Kisen K.K.**<br>Kobe,<br>Hyogo Pref. Japan | **2 809**<br>—<br>— | | **1970** Nippon Kokan K.K.—Shimizu (299)<br>83,06 (BB) 25,02 4,680<br>78,01 25,00 8,01<br>1 dk | **TM RoRo Cargo/Ferry**<br>Twin Hull<br>Cars 90 Trailers 55<br>Mchy.aft<br>758dk P | Daihatsu<br>4 Oil 4SA each 8Cy. 320 × 380 geared<br>shafts<br>10 000bhp (7 356kW) NE 78<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 3 × 200kW 445V 60Hz a.c. |
| **8718354**<br>*JL5694*<br>130562 | **RITSURIN MARU**<br>**Utaka Kokudo Ferry K.K.**<br>Takamatsu,<br>Kagawa Pref. Japan | **699**<br>—<br>230 | | **1988** Hayashikane Dockyard Co. Ltd.—Nagasaki (959)<br>71,84 14,74 3,101<br>67,01 14,71 4,12<br>2 dks | **TM RoRo Cargo/Ferry**<br>Cars 58 Trailers 23<br>488dk P | Niigata<br>2 Oil<br>1 030kW (1 400bhp)<br>(p) 4SA 6Cy. 280 × 480<br>Niigata Eng. Co. Ltd.<br>(s) 4SA 6Cy. 280 × 480<br>Niigata Eng. Co. Ltd.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7810612**<br>*JL4533*<br>118927<br>Gc Rdr Rt | **RITSURIN MARU**<br>**Shigeto Okamukai**<br>Ondo,<br>Hiroshima Pref. Japan | **198**<br>—<br>400 | | **1978** Oka Zosen K.K.—Ushimado (251)<br>... ... ...<br>49,51 9,11 5,11<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8919910**<br>*JJ3674*<br>121157<br>Rt | **RITSURIN No. 2**<br>**Kato Kisen K.K.**<br>Kobe,<br>Hyogo Pref. Japan | **3 577**<br>—<br>850 | | **1990** Hayashikane Dockyard Co. Ltd.—Nagasaki (977)<br>115,91 4,552<br>105,00 20,00 6,40 | **TM RoRo Cargo/Ferry** | Pielstick<br>2 Oil 4SA each 8Cy. 400 × 460 with<br>flexible couplings & reverse reduc<br>sc. shafts<br>4 414kW (6 001bhp)<br>Nippon Kokan K.K. Tsurumi Wor<br>Thw. thrust Contr. pitch propeller |
| **7109477**<br>*VWDW*<br>Rt | **RITU**<br>ex Sanuki Maru-84<br>**Escort Ltd.**<br>India | **196**<br>67<br>53 | (BV) | **1970** Ishikawajima Ship & Chemical Plant Co.<br>—Tokyo (407)<br>28,38 8,64 2,598<br>26,50 8,62 3,51<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7906368**<br>*YQRC*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RIURENI**<br>ex Med Felicity-87<br>Launched as Posada<br>**Navrom Shipping Company**<br>Constantza Romania | **11 025**<br>5 868<br>15 082 | RNR (AB) | **1981** Santierul Naval Galatz—Galatz (729)<br>145,09 (BB) 9,200<br>132,06 21,01 13,21<br>P 27,2 F 8,9 2 dks<br>rf nil | **M General Cargo**<br>4 Ho 20,9 27,5 30,4 19,9 ER<br>G.22 681 B.20 709<br>TEU 278 C. 278/20' (40')<br>7 Ha (stl) (13,2 × 10,2) (19,9p&s 19,2p&s<br>13,1p&s × 7,7) ER<br>6W Der 4(22) | MAN<br>Oil 4SA 8Cy. 520 × 550 sr geared<br>8 000bhp (5 884kW)<br>Intreprinderea de Const. de Masini Re<br>Gen 1 × 504kW 2 × 400kW<br>220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 114,0t (d.o.) 935,0t (hvf)-31,0 |

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| 5225239<br>SV5984<br>7684<br>Df Esd Rdr<br>RTm/h | **RIVA**<br>ex Notios Hellas-83 ex Elpis-83<br>ex Christina II-80 ex Christina-77<br>ex Susanne Lonborg-74<br>ex Marinus Smits-73<br>**South Hellas Shipping Co.**<br>Piraeus Greece | **995**<br>656<br>1 831 | ✠Classed LR until<br>25/1/89 | **1962**-6 N.V. Schbwf. v/h De Groot & Van Vliet<br>—Slikkerveer (347)<br>72,65 10,37 5,112<br>65,23 10,27 6,00<br>F 10,7 2 dks<br>RW rf 102 | **M General Cargo** CSD<br>1 Ho 42,9 1 TwD 43,2<br>G.2 225 B.2 027<br>2 Ha (stl) (11,4 18,5 × 5,4) ER<br>6W Der 6(3-5) | MAN<br>Oil 4SA 9Cy. 300 × 450<br>1 100bhp (809kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 30kW 1 × 10kW 220V d.c.<br>Fuel 122,0t (d.o.) 12,5kn |
| 6843484<br>YTTQ<br>ST-567<br>Esd Rdr Rt | **RIVA**<br>ex PT 61 Koralj-91<br>**Ante Paic & Radomir Krstulovic**<br>Split Croatia | **543**<br>263<br>730 | | **1958** R.O. Brodogradiliste "3 Maj"—Rijeka (423)<br>57,21 8,93 —<br>- - 4,33<br>1 dk<br>conv Replenishment General Cargo 91 | **M General Cargo** | MAN<br>Oil<br>1 102kW (1 498bhp)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>11kn |
| 6523365<br>EETO<br>Rt | **RIVA**<br>**Antonio Armas Curbelo S.A.**<br>Las Palmas Spain | **296**<br>186<br>368 | (BV) | **1965** Ast. del Cantabrico y de Riera—Factoria<br>Cantabrico, Gijon (C.85)<br>42,96 7,22 2,858<br>39,20 7,21 2,90<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.616 B.448<br>Der 2(1) | Oil 2SA 5Cy. 240 × 410<br>350bhp (257kW)<br>Cons. Echevarria Bermeo<br>Fuel (d.o.) 11kn |
| 8227393<br>M-40144 | **RIVA**<br>(U.S.S.R.) | **195**<br>89<br>282 | RS | **1984** ............U.S.S.R.<br>... ... ...<br>... ... ... | **M Pollution & Surface Clearance Vessel** | Oil<br>............. |
| 7053238<br>EAWO<br>258<br>Df Rdr Rt | **RIVAGIJON**<br>**Jose y Rafael Riva Suardiaz**<br>Gijon Spain | **678**<br>287<br>1 223 | BV | **1971** Ast. de Murueta S.A.—Guernica (106)<br>75,01 13,16 4,242<br>68,03 13,01 7,22<br>1 dk & S dk | **M RoRo Cargo** OSD<br>Mchy.aft | Stork<br>Oil 4SA 8Cy. 360 × 450 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>15kn |
| 7513446<br>550412 | **RIVAL**<br>**Ebbco Industries Inc.**<br>San Diego, Ca United States of America | **196**<br>121<br>— | | **1943** Dekom SB. Corp.—Brooklyn, NY<br>*33,56* 7,93<br>2,47<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>300bhp (221kW)<br>U.S.A. |
| 6416835<br>TKOF<br>Df Esd Pfd<br>Rdr Rt | **RIVALENE**<br>**Maurice Kerzerho & Louis Joannic**<br>Lorient France | **179**<br>59<br>— | BV | **1964** S.I.C.C.Na.—St. Malo (64)<br>31,78 7,22 2,871<br>27,34 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>1 Ho<br>In.143<br>2 Ha (each 0,9 × 0,9)<br>Der 1(2) 1(1) | Duvant<br>Oil 4SA 6Cy. 255 × 300<br>575bhp (423kW)<br>Moteurs Duvant Valenciennes<br>Fuel 39,5t (d.o.) 11,75kn |
| 7816460<br>EDET<br>Df Esd Gc<br>Rdr RTv | **RIVEIRA**<br>ex El Tercero-87<br>**Mayorista Pesca del Sur S.A.**<br>Huelva Spain<br>SatCom: 1351256/PSUR | *2 617*<br>*785*<br>1 811 | BV | **1982** Ast. de Huelva S.A.—Huelva (118)<br>74,68 4,582<br>69,17 14,20 9,71<br>1 dk | **M RoRo Cargo**<br>Ref<br>Side doors 3(s) Stern door/ramp<br>Cars 207<br>3 Ho ER<br>B.100 In.3 568 | Alpha 14V23L-VO<br>Vee Oil 4SA 14Cy. 225 × 300 with flexible couplings & sr geared to sc. shaft<br>2 100bhp (1 545kW)<br>Cons. Echevarria Bermeo<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>12kn |
| 8103626<br>JADC<br>125525<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **RIVER ACE**<br>**Kumiai Senpaku K.K. (Kumiai Senpaku Co. Ltd.)**<br>Matsuyama, Ehime Pref. Japan<br>SatCom: 1202214/JADC | **75 464**<br>—<br>133 082<br>T/cm<br>102,2 | NK | **1982** Hitachi Zosen—Ariake Works, Nagasu (4590)<br>270,01 (BB) 43,06 16,325<br>260,03 43,01 23,80<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.157 460<br>9 Ha (stl) (11,7 × 17,6) (14,0 14,0 14,0 14,0 14,0 14,0 14,0 14,0 × 19,2) ER | B&W 6L80GFCA<br>Oil 2SA 6Cy. 800 × 1950<br>15 800bhp (11 622kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 455,5t (d.o.) 4 916,0t (hvf)-46,5pd 13,25kn |
| 7716672<br>5NEC<br>375626<br>Df Esd Gc<br>Pfd Rdr Rt | **RIVER ADADA**<br>**Nigerian National Shipping Line Ltd.**<br>Lagos Nigeria | T.Mk<br>**9 016**<br>4 322<br>12 000<br><br>**13 165**<br>6 699<br>16 487 | **✠100A1** CS 5/89<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC (UMS)**<br>EL F 577,5/58,0U3<br>FN 5949 | **1979**-5 Brodogradiliste "Split"—Split (290)<br>174,96 (BB) 22,84 —/9,173<br>166,17 22,79 13,01<br>F 37,2 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo** 6bth P<br>pt higher tensile steel<br>5 Ho 19,5 27,2 27,2 27,8 ER 19,2 5 TwD<br>G.22 863 B.21 204<br>TEU 428 C.Ho 296/20' C.Dk 132/20'<br>8 Ha (stl) (12,8 × 6,1) (19,2p&s 19,2p&s 19,2p&s × 7,7) ER (10,1 × 6,1)<br>8W Der 1(80) 7(22) | Sulzer 6RND76M<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>2 AuxB (1 o.f. 1 ex.g) 6kgf/cm² (5,9bar)<br>Gen 4 × 560kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 438,0t (d.o.) 1 512,0t (hvf)-56,0pd 18,25kn |
| 7716347<br>5NEI<br>375662<br>Df Esd Gc<br>Pfd Rdr Rt | **RIVER ANDONI**<br>**Nigerian National Shipping Line Ltd.**<br>Lagos Nigeria | T.Mk<br>**7 165**<br>2 681<br>9 232<br><br>**10 983**<br>5 085<br>11 557 | **✠100A1** CS 11/89<br>strengthened for heavy cargoes<br>DTa — veg oil<br>Ice Class 3<br>**✠LMC (UMS)**<br>**(✠Lloyd's RMC)**<br>EL E† 577,5/56,0U3<br>FN 4845 | **1979**-10 Hyundai Heavy Industries Co. Ltd.—Ulsan (105)<br>147,28 (BB) 22,94 —/8,559<br>137,01 22,86 12,50<br>B 29,3 F 29,6 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo**<br>Heavy-load Ref 12bth P<br>5 Ho 18,9 19,7 20,8 20,8 ER 17,6 5 TwD<br>G.19 338 B.17 425 In.110<br>TEU 262 C.Ho 163/20' C.Dk 99/20'<br>6 Ha (stl) (7,0 × 8,0) (12,8 12,8 × 10,2) (12,8p&s × 7,7) ER (8,5 × 8,4)<br>10W Der 1(150) 6(22) 4(10) | B&W 6K67GF<br>Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 800kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 223,0t (d.o.) 1 628,5t (hvf) 16kn |
| 7716323<br>5NED<br>375647<br>Df Esd Gc<br>Pfd Rdr Rt | **RIVER ASAB**<br>**Nigerian National Shipping Line Ltd.**<br>Lagos Nigeria | T.Mk<br>**7 207**<br>3 257<br>9 336<br><br>**10 986**<br>5 635<br>11 672 | **✠100A1** CS 11/89<br>strengthened for heavy cargoes<br>DTa — veg. oil<br>Ice Class 3<br>**✠LMC (UMS)**<br>**(✠Lloyd's RMC)**<br>EL E† 577,5/56,0U3<br>FN 4845 | **1979**-7 Hyundai Heavy Industries Co. Ltd.—Ulsan (103)<br>147,28 (BB) 22,94 —/8,559<br>137,01 22,86 12,50<br>B 29,3 F 29,6 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo**<br>Ref 12bth P<br>5 Ho 18,9 19,7 20,8 20,8 ER 17,6 5 TwD<br>G.19 338 B.17 425 In.110<br>TEU 262 C.Ho 163/20' C.Dk 99/20'<br>6 Ha (stl) (7,0 × 8,0) (12,8 12,8 × 10,2) (12,8p&s × 7,7) ER (8,5 × 8,4)<br>10W Der 1(80) 6(22) 4(10) | B&W 6K67GF<br>Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>2 AuxB (1 o.f. 1 Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 800kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 223,0t (d.o.) 1 628,5t (hvf) 16kn |
| 8018132<br>VJRB<br>850245<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RIVER BOYNE**<br>**River Boyne P/L**<br>ANL Ltd. (The Australian National Line)<br>*Sydney, N.S.W.* Australia | **51 035**<br>16 346<br>76 308<br>T/cm<br>82,0 | **✠100A1** CS 9/87<br>ore carrier<br>in association with a cargo density of 1.4t/cubic m.<br>**✠LMC UMS**<br>EL S† 687,5/87,0U3<br>FN 13304 | **1982**-9 Mitsubishi Heavy Industries Ltd.—Nagasaki (1882)<br>255,02 (BB) 35,41 12,820<br>248,01 35,35 18,29<br>B 43,3 F 19,6 1 dk<br>rf nil | **S Ore Carrier**<br>pt higher tensile steel<br>3 Ho 48,0 62,4 67,2 ER<br>G.63 765 Ore 66 159<br>8 Ha (stl) (19,2 16,8 16,8 16,8 16,8 16,8 16,8 16,8 × 15,5) ER | 2 S Turb dr geared to sc. shaft<br>19 000shp (13 976kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>2 WTB 75,9kgf/cm² (74,5bar) Spt 480°C 64,5kgf/cm² (63,3bar) hs4302,0<br>Gen 2 × 1850kW 1 × 700kW 450V 60Hz a.c.<br>Fuel 3 500,0t (c) 20,0t (d.o.)-220,0pd 16kn |
| 6803026<br>LAFX4<br>N-00900<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **RIVER CHOCI**<br>ex Deneb-90<br>**Mavania Ltd.**<br>Norwegian Ship Management A/S<br>Oslo Norway (NIS) | **3 271**<br>1 982<br>3 514 | **✠100A1** SS 12/87<br>liquefied gas carrier<br>Ammonia in independent tanks, max. pressure 0,19bar, min. temp. minus 34°C.<br>**✠LMC**<br>**✠Lloyd's RMC (LG)**<br>EL v 1¾"SQ<br>FN 2290 | **1968**-8 Soc. Espanola de Const. Nav.—Bilbao (113)<br>104,02 14,84 6,243<br>95,00 14,80 9,30<br>RFD 15,6 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>3 Ta (stl) ind prismatic ER<br>L.(gas) 4 249 | B&W 6-50VT2BF-110<br>Oil 2SA 6Cy. 500 × 1100<br>4 600bhp (3 384kW)<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 3 × 212kW 380V 50Hz a.c.<br>13,5kn |
| 8012839<br>GBWA<br>391006<br>Esd Gc Rdr<br>Rt | **RIVER DART**<br>**Ensign Express Shipping Ltd.**<br>G. T. Gillie & Blair Ltd.<br>London United Kingdom | **499**<br>348<br>825 | **✠100A1** SS 6/91<br>near continental trading area and west coast of France and north coast of Spain to 5°W and in Baltic Sea to limiting line of Kalmar/Gdansk<br>**✠LMC**<br>EL G 302,5/26,0U2(a)<br>FN 632 | **1981**-6 A/S Nordsovaerftet—Ringkobing (148)<br>49,98 9,28 3,363<br>47,76 9,20 4,02<br>P 10,4 Trunk 33,0 F 4,3 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 33,0 ER<br>G.1 011 B.1 008<br>1 Ha (stl) (30,3 × 7,0) ER | Callesen 5-427-DOT<br>Oil 4SA 5Cy. 270 × 400<br>468bhp (344kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Gen 1 × 40kW 1 × 28kW 1 × 26kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>10kn |

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| **7723924**<br>*GWOK*<br>163895<br>K 51<br>Esd Rdr Rt | **RIVER DEE**<br><br>**David & Albert Reed**<br>Kirkwall United Kingdom | *322*<br>*140*<br>137 | ✠LR class withdrawn-<br>Owners' request 6/90 | **1978**-6 Richards (Shipbuilders) Ltd.—Lowestoft (542)<br>39,91 7,88 2,852<br>31,48 7,80 3,81<br>F 12,5 1 dk<br>rf 483 Box K 152 len 87 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Blackstone<br>Oil 4SA 8Cy. 222 × 292 geared to sc.<br>662kW (900bhp)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 1 × 80kW 1 × 70kW 440V 50Hz<br>Controllable pitch propeller |
| **8307167**<br>*ELDS2*<br>7567<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RIVER DIGNITY**<br>ex Sanko Dignity-86<br>**Golden River Co. Ltd.**<br>Monrovia Liberia<br>SatCom: 1241522/TRLG | *22 361*<br>*12 680*<br>38 309<br>T/cm<br>45,6 | NK | **1984** Kawasaki Heavy Ind. Ltd.—Sakaide (1362)<br>179,41 (BB) 10,823<br>172,02 29,01 15,42<br>P 19,9 B 19,9 F 16,8 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,0 29,6 28,4 26,6 25,2 ER<br>G.47 871 B.45 645 HeCls. B<br>TEU 140 C.Dk 140/20' (40')<br>5 Ha (stl) (16,0 19,2 19,2 19,2 19,2 × 14,0)<br>ER<br>Cr 4(25) | B&W<br>Oil 2SA 5Cy. 600 × 1944<br>7 200bhp (5 296kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 173,0t (d.o.) 1 425,0t (hvf)-24,0pd |
| **7501120**<br>*9V2536*<br>356949<br>Df Esd Gc<br>Rdr Rt | **RIVER EARN**<br><br>**CTW Terminal Transport Pte. Ltd.**<br>Singapore Singapore | **384**<br>116<br>— | AB | **1975** Sing Koon Seng Ltd.—Singapore (LY218)<br>38,49 4,147<br>34,80 9,99 4,68<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>geared to sc. shafts<br>General Motors Corp. Electro-Motive<br><br>Gen 2 × 65kW a.c. |
| **8018144**<br>*VJRY*<br>850352<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RIVER EMBLEY**<br><br>**River Embley Pty. Ltd.**<br>ANL Ltd. (The Australian National Line)<br>*Sydney, N.S.W.* Australia | **51 035**<br>16 346<br>76 358<br>T/cm<br>82,0 | ✠**100A1**<br>ore carrier<br>in association with a cargo<br>density of 1.4t/cub.m<br>✠**LMC** **UMS**<br>EL S† 687,5/87,0U3(a)<br>FN 13304 | **1983**-6 Mitsubishi Heavy Industries Ltd.—Nagasaki (1883)<br>255,00 (BB) 35,41 12,321<br>248,01 35,35 18,29<br>F 19,2 1 dk<br>rf nil | **S Ore Carrier**<br>pt higher tensile steel<br>3 Ho 48,0 62,4 67,2 ER<br>G.63 765 Ore 66 159<br><br>8 Ha (stl) (19,2 16,8 16,8 16,8 16,8 16,8<br>16,8 16,8 × 15,5) ER | 2 S Turb dr geared to sc. shaft<br>19 000shp (13 976kW)<br>Mitsubishi Heavy Industries Ltd.<br>2 WTB 75,9kgf/cm² (74,5bar) Spt<br>64,5kgf/cm² (63,3bar) hs4302,0<br>Gen 2 × 1850kW 1 × 700kW 450V<br>Fuel 3 500,0t (c) 20,0t (d.o.)-220,0pd |
| **8307179**<br>*ELDV3*<br>7592<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RIVER ETERNITY**<br>ex Sanko Eternity-85<br>**Sealine Navigation Co. Ltd.**<br>Monrovia Liberia<br>SatCom: 1241526/TRLX | *22 361*<br>*12 680*<br>38 309<br>T/cm<br>45,6 | NK | **1984** Kawasaki Heavy Ind. Ltd.—Sakaide (1363)<br>179,41 (BB) 10,802<br>172,02 29,01 15,42<br>F 11,6 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,0 29,6 28,4 26,6 25,2 ER<br>G.47 871 B.45 645 HeCls. B<br>TEU 140 C.Dk 140/20' (40')<br>5 Ha (stl) (16,0 19,2 19,2 19,2 19,2 × 14,0)<br>ER<br>Cr 4(25) | B&W<br>Oil 2SA 5Cy. 600 × 1944<br>7 200bhp (5 296kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 173,0t (d.o.) 1 425,0t (hvf)-24,0pd |
| **8711497**<br>*VVPZ*<br>2261<br>Rt | **RIVER GODAVARI**<br><br>**Gautham Construction & Fisheries**<br>**(Pvt.) Ltd.**<br>Visakhapatnam India | **105**<br>31<br>88 | (AB) | **1987** Steiner Shipyard Inc.—Bayou la Batre, Al (236)<br>... ... ...<br>21,29 6,72 3,38<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 reverse<br>geared to sc. shaft<br>370kW (503bhp)<br>Caterpillar Inc.<br>Gen 2 × 50kW 380V 50Hz a.c.<br>Fuel 54,0t (d.o.) |
| **7720659**<br>*5NES*<br>375700<br>Df Esd Gc<br>Pfd Rdr Rt | **RIVER IKPAN**<br><br>**Nigerian National Shipping Line Ltd.**<br>Lagos Nigeria | T.Mk<br>**8 824**<br>3 912<br>—<br><br>**13 363**<br>6 745<br>16 619 | ✠**100A1** CS 8/90<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>✠**LMC** **(UMS)**<br>EL F† 577,5/58,0U3<br>FN 5525 | **1980**-8 Hyundai Heavy Industries Co. Ltd.—Ulsan (111)<br>167,32 (BB) 22,94 —/9,781<br>154,01 22,86 13,01<br>B 28,1 F 30,2 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo**<br>6bth P<br>5 Ho 14,0 20,2 20,8 22,4 ER 20,8<br>5 TwD<br>G.23 506 B.21 109<br>TEU 500 C.Ho 261/20' C.Dk 239/20'<br>8 Ha (stl) (7,0 12,8p&s 19,2p&s 19,2p&s ×<br>7,7) ER (12,8 × 7,7)<br>8W Der 1(80) 7(25) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Mitsubishi Heavy Industries Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 580kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **6420226**<br>*J8DO4*<br>3025<br>Df Esd Gc<br>Rdr Rt | **RIVER INDUS**<br>ex Querera-90<br>**Seamist Maritime Ltd.**<br>Britannic Maritime Ltd.<br>Kingstown St. Vincent and the Grenadines | **7 119**<br>4 919<br>10 672<br>T/cm<br>21,4 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>EL b† $2\frac{1}{16}$"SQ<br>FN 3667 | **1966**-12 Verolme Est. Reunidos do Brasil S.A.<br>—Angra dos Reis (683 /B4)<br>134,30 19,38 7,347<br>127,41 19,33 9,45<br>P 28,7 F 15,6 1 dk<br>rf 51 Bow/CM 64 Diam. 0,200 MH 0,9 | **M Tanker**<br><br>24 Ta ER<br>L.(oil) 14 300 HeCls. BC<br>2 Cargo pumps total 1 000T/hr | MAN<br>Oil 2SA 6Cy. 600 × 1050<br>3 089kW (4 200bhp) ✠ E made64<br>Masch. Augsburg-Nuernberg (MAN)<br>WTAuxB primary 50,1kgf/cm² (49,2bar)<br>secondary 13,1kgf/cm² (12,9bar)<br>AuxB (ex.g) 13,1kgf/cm² (12,9bar)<br>Gen 2 × 184kW 1 × 152kW 450V<br>Fuel 747,0t-14,5pd |
| **6522878**<br>*J8DZ2*<br>3111<br>Df Esd Gc<br>Rdr Rt | **RIVER JEHLUM**<br>ex Cassarongongo-91<br>**Lucky Shipping Co. Ltd.**<br>Britannic Maritime Ltd.<br>Kingstown St. Vincent and the Grenadines | **7 119**<br>4 920<br>10 672<br>T/cm<br>21,4 | ✠**100A1** SS 12/84<br>oil tanker<br>✠**LMC**<br>EL b† $2\frac{1}{16}$"SQ<br>FN 3671<br><br>**LAID UP — SURVEYS OVERDUE 12/88** | **1967**-1 Verolme Est. Reunidos do Brasil S.A.<br>—Angra dos Reis (684 /B5)<br>134,30 19,38 7,347<br>127,41 19,33 9,48<br>P 28,7 F 15,6 1 dk<br>rf 51 Bow/CM 64 Diam. 0,200 MH 0,9 | **M Tanker**<br><br>1 Ho 8,2 24 Ta ER<br>L.(oil) 14 753<br>2 Cargo pumps total 1 000T/hr | MAN<br>Oil 2SA 6Cy. 600 × 1050<br>4 200bhp (3 089kW)<br>Mecanica Pesada S.A.<br>2 WTAuxB primary 40,1kgf/cm² (39,4bar)<br>secondary 12,1kgf/cm² (11,9bar)<br>11kgf/cm² (10,8bar)<br>AuxB (ex.g) 12,1kgf/cm² (11,9bar)<br>Gen 3 × 164kW 450V 60Hz a.c.<br>Fuel (d.o.) |
| **8711502**<br>*VVTJ*<br>2263<br>Rt | **RIVER KRISHNA**<br><br>**Gautham Construction & Fisheries**<br>**(Pvt.) Ltd.**<br>Visakhapatnam India | **105**<br>31<br>88 | (AB) | **1987** Steiner Shipyard Inc.—Bayou la Batre, Al (239)<br>24,40<br>21,29 6,72 3,38<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 sr geared<br>shaft<br>397kW (540bhp)<br>Caterpillar Inc.<br>Gen 2 × 50,4kW 380V 50Hz a.c.<br>Fuel 53,0t (d.o.) |
| **7118260**<br>*3EVQ6*<br><br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RIVER MAAS**<br>ex Oscar II-90 ex Philippine Collier-88<br>ex Navios Collier-84<br>ex Atlantic Endeavour-82 ex Fujisan-78<br>**Whitesboro Maritime Inc.**<br>Societe Anonyme Monegasque d'Administration Maritime et Aerienne (S.A.M.A.M.A.)<br>Panama Panama | **52 744**<br>41 066<br>103 484<br>T/cm<br>87,9 | NV | **1971** A/B Gotaverken Arendal—Goteborg (852)<br>256,55 (BB) 39,02 15,114<br>244,23 38,99 20,60<br>1 dk<br>rf'64 | **M Ore/Bulk/Oil Carrier**<br>Adapted for Dry cargoes only<br>COW IGS Str. heavy cargoes<br>9 Ho/Ta ER<br>G.114 498 Ore 60 629 HeCls. CptB<br>9 Ha (stl) (14,4 × 13,0) (14,4 14,4 14,4<br>14,4 14,4 14,4 14,4 14,4 × 18,5) ER<br>4 Cargo pumps total 12 000T/hr | Gotaverken<br>Oil 2SA 9Cy. 850 × 1700<br>21 600bhp (15 888kW)<br>A/B Gotaverken<br>Gen 2 × 820kW 1 × 780kW 440V<br>Controllable pitch propeller<br>Fuel 350,0t (d.o.) 4 344,0t (hvf)-79,5pd |
| **7716335**<br>*5NEH*<br>375654<br>Df Esd Gc<br>Pfd Rdr Rt | **RIVER MADA**<br><br>**Nigerian National Shipping Line Ltd.**<br>Lagos Nigeria | T.Mk<br>**7 166**<br>2 681<br>9 285<br><br>**10 984**<br>5 085<br>11 611 | ✠**100A1** CS 2/90<br>strengthened for heavy<br>cargoes, DTa — veg. oil<br>Ice Class 3<br>✠**LMC** **(UMS)**<br>**(✠Lloyd's RMC)**<br>EL E† 577,5/56,0U3<br>FN 4845 | **1979**-8 Hyundai Heavy Industries Co. Ltd.—Ulsan (104)<br>147,28 (BB) 22,94 —/8,559<br>137,01 22,86 12,50<br>B 29,3 F 29,6 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo**<br>Heavy-load Ref 12bth P<br>5 Ho 18,9 19,7 20,8 20,8 ER 17,6<br>5 TwD<br>G.19 338 B.17 425 In.110<br>TEU 262 C.Ho 163/20' C.Dk 99/20'<br>6 Ha (stl) (7,0 × 8,0) (12,8 12,8 × 10,2)<br>(12,8p&s × 7,7) ER (8,7 × 8,5)<br>10W Der 1(150) 6(22) 4(10) | B&W<br>Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>2 AuxB (1 o.f. 1 Comp) 7kgf/cm²<br>Gen 3 × 800kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 223,0t (d.o.) 1 628,5t (hvf) |
| **7716749**<br>*5NET*<br>375690<br>Df Esd Gc<br>Pfd Rdr Rt | **RIVER MAJE**<br><br>**Nigerian National Shipping Line Ltd.**<br>Lagos Nigeria | T.Mk<br>**9 026**<br>4 325<br>13 244<br><br>**13 197**<br>6 731<br>16 489 | ✠**100A1** SS 7/90<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>✠**LMC** **(UMS)**<br>EL F† 577,5/58,0U3<br>FN 5953 | **1980**-7 Brodogradiliste "Split"—Split (297)<br>174,96 (BB) 22,89 —/9,173<br>166,17 22,84 12,98<br>F 37,2 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo**<br>6bth P<br>pt higher tensile steel<br>5 Ho 19,5 27,2 27,2 27,8 ER 19,2<br>5 TwD<br>G.22 863 B.21 204<br>TEU 428 C.Ho 296/20' C.Dk 132/20'<br>8 Ha (stl) (12,8 × 6,1) (19,2p&s 19,2p&s<br>19,2p&s × 7,7) ER (10,2 × 6,1)<br>8W Der 1(80) 7(22) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>2 AuxB (1 o.f. 1 ex.g) 6kgf/cm²<br>Gen 4 × 560kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 438,0t (d.o.) 1 512,0t (hvf)-56,0 |

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|---|---|---|---|---|---|---|
| 7716701<br>5NEL<br>375691<br>Df Esd Gc<br>Pfd Rdr Rt | **RIVER MAJIDUN**<br>**Nigerian National Shipping Line Ltd.**<br>Lagos Nigeria | T.Mk<br>**9 022**<br>4 327<br>13 163<br>**13 161**<br>6 707<br>16 334 | ✠**100A1** CS 12/89<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>✠**LMC** **(UMS)**<br>EL F† 577,5/58,0U3<br>FN 5946 | **1979**-12 Brodogradiliste "Split"—Split (293)<br>174,96 (BB) 22,84 —/9,173<br>166,17 22,80 12,98<br>F 37,2 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo**<br>6th P<br>pt higher tensile steel<br>5 Ho 19,5 27,2 27,2 27,9 ER 19,2<br>5 TwD<br>G.22 863 B.21 204<br>TEU 428 C.Ho 296/20' C.Dk 132/20'<br>8 Ha (stl) (12,8 × 6,2) (19,2p&s 19,2p&s 19,2p&s × 7,7) ER (10,3 × 6,2)<br>8W Der 1(80) 7(22) | Sulzer 6RND76M<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>2 AuxB (1 o.f. 1 ex.g) 6kgf/cm$^2$ (5,9bar)<br>Gen 4 × 560kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 438,0t (d.o.) 1 512,0t (hvf)-56,0pd 18,25kn |
| 5195393<br>Df Esd Gc<br>Pfd Rdr Rt | **RIVER MATE**<br>ex Hasikin No. 11-84 ex Seikai Maru-75<br>ex Kotoshiro Maru No. 58<br>**Sunderban Fisheries (Pvt.) Ltd.**<br>Bangladesh | **422**<br>221<br>546 | (NK) | **1962** Kanasashi Co. Ltd.—Shimizu (445)<br>52,58 8,44 3,506<br>46,72 8,40 3,99<br>P 24,1 F 5,5 1 dk<br>conv Side-fishing Fishing — | **M General Cargo**<br>Mchy.aft<br>G.648 B.588 | Akasaka<br>Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 227,5t 10,75kn |
| 7716402<br>5NER<br>375701<br>Df Esd Gc<br>Pfd Rdr Rt | **RIVER NGADA**<br>**Nigerian National Shipping Line Ltd.**<br>Lagos Nigeria | T.Mk<br>**8 824**<br>3 912<br>—<br>**13 364**<br>6 745<br>16 651 | ✠**100A1** CS 4/91<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>✠**LMC** **(UMS)**<br>EL F† 577,5/58,0U3<br>FN 5525 | **1980**-11 Hyundai Heavy Industries Co. Ltd.—Ulsan (110)<br>167,32 (BB) 22,94 —/9,781<br>154,01 22,86 13,01<br>B 28,1 F 30,2 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo**<br>6th P<br>5 Ho 14,0 20,2 20,8 22,4 ER 20,8<br>5 TwD<br>G.23 506 B.21 109<br>TEU 500 C.Ho 261/20' C.Dk 239/20'<br>8 Ha (stl) (7,0 12,8p&s 19,2p&s 19,2p&s × 7,7) ER (12,8 × 7,7)<br>8W Der 1(80) 7(25) | Sulzer 6RND76M<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 4 × 580kW 450V 60Hz a.c. |
| 7716737<br>5NEU<br>375702<br>Df Esd Gc<br>Pfd Rdr Rt | **RIVER OGBESE**<br>**Nigerian National Shipping Line Ltd.**<br>Lagos Nigeria | T.Mk<br>**9 026**<br>4 325<br>13 234<br>**13 197**<br>6 731<br>16 479 | ✠**100A1** CS 5/85<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>✠**LMC** **(UMS)**<br>EL F† 577,5/58,0U3<br>FN 5951 | **1980**-5 Brodogradiliste "Split"—Split (296)<br>174,96 (BB) 22,84 —/9,173<br>166,17 22,80 13,01<br>F 37,2 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo**<br>6th P<br>pt higher tensile steel<br>5 Ho 19,5 27,2 27,2 27,8 ER 19,2<br>5 TwD<br>G.22 863 B.21 204<br>TEU 428 C.Ho 296/20' C.Dk 132/20'<br>8 Ha (stl) (12,8 × 6,1) (19,2p&s 19,2p&s 19,2p&s × 7,7) ER (10,1 × 6,1)<br>8W Der 1(80) 7(22) | Sulzer 6RND76M<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>2 AuxB (1 o.f. 1 ex.g) 6kgf/cm$^2$ (5,9bar)<br>Gen 4 × 560kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 438,0t (d.o.) 1 512,0t (hvf)-56,0pd 18,25kn |
| 7716684<br>5NEE<br>375680<br>Df Esd Gc<br>Pfd Rdr Rt | **RIVER OJI**<br>**Nigerian National Shipping Line Ltd.**<br>Lagos Nigeria | T.Mk<br>**9 026**<br>4 330<br>13 316<br>**13 165**<br>6 709<br>16 487 | ✠**100A1** SS 7/89<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>✠**LMC** **(UMS)**<br>EL F† 577,5/58,0U3<br>FN 5949 | **1979**-7 Brodogradiliste "Split"—Split (291)<br>174,96 (BB) 22,84 —/9,173<br>166,17 22,79 13,01<br>F 37,2 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo**<br>6th P<br>pt higher tensile steel<br>5 Ho 19,5 27,2 27,2 27,9 ER 19,2<br>5 TwD<br>G.22 863 B.21 204<br>TEU 428 C.Ho 296/20' C.Dk 132/20'<br>8 Ha (stl) (12,8 × 6,2) (19,2p&s 19,2p&s 19,2p&s × 7,7) ER (10,3 × 6,2)<br>8W Der 1(80) 7(22) | Sulzer 6RND76M<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>2 AuxB (1 o.f. 1 ex.g) 6kgf/cm$^2$ (5,9bar)<br>Gen 4 × 560kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 438,0t (d.o.) 1 512,0t (hvf)-56,0pd 18,25kn |
| 7716696<br>5NEG<br>375653<br>Df Esd Gc<br>Pfd Rdr Rt | **RIVER OLI**<br>**Nigerian National Shipping Line Ltd.**<br>Lagos Nigeria | T.Mk<br>**9 026**<br>4 330<br>13 316<br>**13 165**<br>6 709<br>16 487 | ✠**100A1** SS 9/89<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>✠**LMC** **(UMS)**<br>EL F† 577,5/58,0U3<br>FN 5949 | **1979**-9 Brodogradiliste "Split"—Split (292)<br>174,96 (BB) 22,84 —/9,173<br>166,17 22,79 13,01<br>F 37,2 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo**<br>6th P<br>pt higher tensile steel<br>5 Ho 19,5 27,2 27,2 27,8 ER 19,2<br>5 TwD<br>G.22 863 B.21 204<br>TEU 428 C.Ho 296/20' C.Dk 132/20'<br>8 Ha (stl) (12,8 × 6,1) (19,2p&s 19,2p&s 19,2p&s × 7,7) ER (10,1 × 6,1)<br>8W Der 1(80) 7(22) | Sulzer 6RND76M<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>2 AuxB (1 o.f. 1 ex.g) 6kgf/cm$^2$ (5,9bar)<br>Gen 4 × 560kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 438,0t (d.o.) 1 512,0t (hvf)-56,0pd 18,25kn |
| 7716725<br>5NEM<br>375694<br>Df Esd Gc<br>Pfd Rdr Rt | **RIVER OSHUN**<br>**Nigerian National Shipping Line Ltd.**<br>Lagos Nigeria | T.Mk<br>**9 053**<br>4 325<br>13 278<br>**13 197**<br>6 731<br>16 487 | ✠**100A1** CS 4/90<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>✠**LMC** **(UMS)**<br>EL F† 577,5/58,0U3<br>FN 5951 | **1980**-4 Brodogradiliste "Split"—Split (295)<br>174,96 (BB) 22,84 —/9,173<br>166,17 22,80 13,01<br>F 37,2 2 dks<br>DK in way of Nos. 2-4 holds | **M General Cargo**<br>6th P<br>pt higher tensile steel<br>5 Ho 19,5 27,2 27,2 27,8 ER 19,2<br>5 TwD<br>G.22 863 B.21 204<br>TEU 428 C.Ho 296/20' C.Dk 132/20'<br>8 Ha (stl) (12,8 × 6,1) (19,2p&s 19,2p&s 19,2p&s × 7,7) ER (10,1 × 6,1)<br>8W Der 1(80) 7(22) | Sulzer 6RND76M<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>2 AuxB (1 o.f. 1 ex.g) 6kgf/cm$^2$ (5,9bar)<br>Gen 4 × 560kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 438,0t (d.o.) 1 512,0t (hvf)-56,0pd 18,25kn |
| 7716373<br>5NEQ<br>375693<br>Df Esd Gc<br>Pfd Rdr Rt | **RIVER OSSE**<br>**Nigerian National Shipping Line Ltd.**<br>Lagos Nigeria | T.Mk<br>**7 207**<br>3 257<br>9 459<br>**10 985**<br>5 634<br>11 786 | ✠**100A1** CS 12/89<br>strengthened for heavy<br>cargoes, DTa — veg. oil<br>Ice Class 3<br>✠**LMC** **(UMS)**<br>**(✠Lloyd's RMC)**<br>EL E† 577,5/56,0U3<br>FN 4845 | **1979**-12 Hyundai Heavy Industries Co. Ltd.—Ulsan (108)<br>147,28 (BB) 22,94 —/8,559<br>137,01 22,86 12,50<br>B 29,3 F 29,6 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo**<br>Ref 12bth P<br>5 Ho 18,9 19,7 20,8 20,8 ER 17,6<br>5 TwD<br>G.19 338 B.17 425 In.110<br>TEU 262 C.Ho 163/20' C.Dk 99/20'<br>6 Ha (stl) (7,0 × 8,0) (12,8 12,8 × 10,2) (12,8p&s × 7,7) ER (8,7 × 8,4)<br>10W Der 1(80) 6(22) 4(10) | B&W 6K67GF<br>Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>2 AuxB (1 o.f. 1 Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 800kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 223,0t (d.o.) 1 628,5t (hvf) 16kn |
| 7380576<br>3EKU5<br>17792-LI<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RIVER PLATE**<br>ex Lady Bird-90<br>ex Channel Commander-88<br>ex W. M. Neal-87<br>**Barchester Shipping Inc.**<br>Societe Anonyme Monegasque d'Administration Maritime et Aerienne (S.A.M.A.M.A.)<br>Panama Panama | *67 915*<br>*42 576*<br>131 260<br>T/cm<br>92,7 | ✠**100A1** CS 7/89<br>strengthened for ore<br>cargoes, Nos.2, 4, 6 & 8<br>holds may be empty<br>✠**LMC** **UMS**<br>EL W† $3\frac{3}{4}$"U3<br>FN 16189 | **1974**-8 Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (899)<br>260,00 (BB) 41,66 17,471<br>247,99 41,58 23,70<br>1 dk<br>rf 152 DK fwd | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 20,8 21,5 21,5 20,8 21,5 21,5 21,5 21,5 21,5 ER<br>G.143 647<br>9 Ha (stl) (11,9 × 14,4) (11,9 11,9 11,9 11,9 11,9 11,9 11,9 11,9 × 12,1) ER | B&W 9K84EF<br>Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB (o.f.) 10kgf/cm$^2$ (9,9bar)<br>e(ex.g) 14kgf/cm$^2$ (13,8bar) Spt 10kgf/cm$^2$ (9,9bar)<br>Gen 1 × 640kW 2 × 636kW 450V 60Hz a.c.<br>Fuel 255,0t (d.o.) 4 535,5t (hvf) 15kn |
| 7372177<br>A8QJ<br>5187<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h<br>AMVER | **RIVER PRINCESS**<br>**Laurel Shipping Corp.**<br>Monrovia Liberia<br>SatCom: 1244125/PRIN | **33 896**<br>21 286<br>114 645<br>T/cm<br>94,0 | NK | **1975** Hitachi Zosen—Innoshima (4447)<br>261,22 (BB) 40,26 15,672<br>250,02 40,19 21,39<br>1 dk | **M Ore Carrier**<br>2 Ho ER<br>Ore 159 335 HeCls. B<br>4 Ha (stl) (each 36,6 × 12,5) ER | B&W 7K90GF<br>Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Fuel 462,0t (d.o.) 8 528,0t (hvf)-87,5pd 15,25kn |
| 5309023<br>WB2448<br>226060<br>Df Rdr Rt | **RIVER RAT**<br>ex Samson<br>**River Rat Inc.**<br>New York, NY United States of America | **138**<br>93<br>— | | **1926** Spedden SB. Co.—Baltimore, Md<br>26,52 6,41<br>... ...<br>1 dk<br>R | **M Tug** | Oil 6Cy.<br>............. |
| 7501132<br>A9D2116<br>A1619<br>Df Esd Gc<br>Rdr Rt | **RIVER RHINE**<br>ex River Esk-81<br>**Bahrain Marine Contracting**<br>Mina Sulman Bahrain | **384**<br>116<br>— | AB | **1975** Sing Koon Seng Ltd.—Singapore (LY219)<br>38,49 4,150<br>34,80 9,99 4,68<br>1 dk | **TM Tug** | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254 sr reverse geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 65kW a.c.<br>12kn |
| 7026431<br>GNOS<br>341182<br>Df Esd Gc<br>Pfd Rdr Rt | **RIVER SHANNON**<br>ex Steersman-76<br>**Rowbotham Tankships Ltd.**<br>Douglas Isle of Man (British) | **1 566**<br>952<br>2 979 | ✠**100A1** SS 8/89<br>oil tanker<br>✠**LMC** **UMS**<br>EL O $1\frac{5}{16}$"U2<br>FN 1475 | **1970**-12 Cochrane & Sons Ltd.—Selby (1533)<br>83,52 12,60 5,131<br>79,25 12,50 6,10<br>P 18,0 F 11,9 1 dk<br>rf 102 | **M Tanker**<br>12 Ta ER<br>L.(oil) 3 738 HeCls. C | Brons 16GV-H<br>Vee Oil 2SA 16Cy. 220 × 380<br>1 860bhp (1 368kW)<br>Appingedammer Brons Appingedam<br>db 100lbf/in$^2$ (6,9bar)<br>Gen 1 × 100kW 3 × 64kW 220V d.c.<br>Fuel 122,0t (d.o.)-7,0pd 12kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| 8612275<br>*DZRQ*<br>229597<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **RIVER SPIRIT**<br>**Anjo Shipping Co. Inc.**<br>Union Shipping Corporation<br>Manila Philippines<br>SatCom: 1700272/DZRQ | *93 687*<br>*58 007*<br>183 316 | NK | **1987** Mitsubishi Heavy Industries Ltd.—Nagasaki (1993)<br>289,80 (BB) 18,327<br>280,02 46,00 25,20<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.199 725<br>9 Ha (stl) ER | Sulzer<br>Oil 2SA 6Cy. 840 × 2900 sr geared<br>10 886kW (14 800bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 4 × 547kW |
| 8216875<br>*JPHC*<br>127485<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **RIVER STAR**<br>**Kumiai Senpaku K.K. (Kumiai Senpaku Co. Ltd.)**<br>Matsuyama, Japan<br>Ehime Pref.<br>SatCom: 1202207/JPHC | *107 083*<br>*57 020*<br>187 011<br>T/cm<br>138,0 | NK | **1984** Hitachi Zosen—Ariake Works, Nagasu (4747)<br>305,01 50,60 17,001<br>295,03 50,00 25,02<br>1 dk | **M Bulk Carrier**<br>9 Ho 26,8 26,8 26,8 26,8 26,8 24,9 24,9 26,8 26,8 ER<br>G.223 264<br>9 Ha (stl) (16,0 × 22,1) (16,0 16,0 16,0 16,0 16,0 16,0 16,0 16,0 × 23,9) ER | B&W<br>Oil 2SA 7Cy. 800 × 2592<br>17 600bhp (12 946kW)<br>Hitachi Zosen Sakurajima<br>Gen 3 × 740kW 1 × 680kW 450V<br>Fuel 278,0t (d.o.) 4 822,5t (hvf)-48,5pd |
| 5270820<br>*9H2934*<br>Df Esd Gc<br>Rdr RTm/v | **RIVER TAVY**<br>ex Sabine-89 ex Birgit Sabban-82<br>ex Nordstrand II-74 ex Parnass-67<br>**Peninsula Shipping Co. (Med) Ltd.**<br>Havelet Marine Services Ltd.<br>Valletta Malta | T.Mk<br>**423**<br>288<br>1 150 | BV (GL) | **1963** Kroegerwerft G.m.b.H.—Rendsburg (1188)<br>61,63 10,60 3,899<br>56,49 10,46 6,05<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 40,0 ER<br>G.2 120 B.1 921<br>4W Der 4(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>367kW (499bhp)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 50kW 220V a.c.<br>Fuel 42,0t |
| 5227158<br>*GOVC*<br>340504<br>Df Esd Rt | **RIVER TAW**<br>ex Hootern-76 ex Dolphin City-74<br>ex Dolphin G.-74 ex Martinistad-71<br>**Ralph A. Saunders**<br>London United Kingdom | **490**<br>314<br>711 | (BV) | **1957** Scheepswerf Bijlholt N.V.—Foxhol (560)<br>52,99 8,49 3,391<br>47,50 8,41 3,46<br>1 dk<br>RW | **M General Cargo**<br>G.1 010 B.980<br>2 Ha (10,4 13,3 × 5,0) ER<br>Der 2(2) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz<br>Fuel 42,5t |
| 7620029<br>*9V2671*<br>376221<br>Rdr Rt | **RIVER TORIU**<br>**Straits Maritime Leasing Private Ltd.**<br>Singapore Singapore | **328**<br>139<br>380 | (NK) | **1973** Taisei Zosen K.K.—Higashino<br>41,51 2,413<br>37,98 9,00 3,00<br>P 10,4 1 dk | **TM Tanker**<br>Mchy.aft<br>B.500 L.(oil) 312 | 2 Oil 4SA each 8Cy. 137 × 165<br>944bhp (694kW)<br>............ |
| 7420716<br>*VJAQ*<br>851802<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **RIVER TORRENS**<br>ex Selwyn Range-85<br>**ANL Ltd. (The Australian National Line)**<br>*Melbourne,* Australia<br>*Victoria* | **21 047**<br>9 980<br>31 921<br>T/cm<br>36,9 | ✠**100A1** CS 5/90<br>bulk carrier<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL H† 660,0/68,0U2<br>FN 6814 | **1977**-12 N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (96)<br>Cmd.**1979**-9<br>181,79 (BB) 24,87 11,021<br>173,23 24,85 14,48<br>P 36,9 Trunk 37,2 F 15,6 1 dk<br>rf nil DK fwd len 85<br>conv Bulk Carrier 85 | **M Bulk Carrier**<br>Self-unloader<br>pt higher tensile steel DSS<br>3 Ho 39,2 39,2 39,4 ER<br>G.33 656<br>5 Ha (stl) (each 11,8 × 10,0) ER<br>Cr 3(15) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Hitachi Zosen Sakurajima<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 600kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd |
| 8921547<br>*JG4950*<br>131988<br>Rdr Rt | **RIVER TOWN**<br>**Tokyoto Kanko Kisen K.K.**<br>Tokyo Japan | **141**<br>—<br>42 | | **1990** Sumidagawa Zosen K.K.—Tokyo (N1-21)<br>30,60 1,501<br>29,03 7,70 2,35 | **M Ferry** | Yanmar<br>Oil 4SA 6Cy. 148 × 165<br>500bhp (368kW)<br>Showa Precision Mchy. Co. Ltd.<br>Thw. thrust propeller fwd |
| 7927714<br>*MHND8*<br>717276<br>Rt | **RIVER TRADER**<br>Launched as Sea River<br>**Short Sea Europe PLC**<br>F. T. Everard & Sons Management Ltd.<br>London United Kingdom | **1 220**<br>787<br>2 607 | ✠**100A1** SS 6/87<br>Ice Class 3<br>✠**LMC**<br>EL M 385,0/32,0U2<br>FN 1500 | **1982**-6 N.V. Scheepswerf van Rupelmonde—Rupelmonde (446)<br>88,47 12,20 4,052<br>83,01 12,16 5,90<br>P 10,7 RFD 7,4 2 dks<br>rf nil | **M General Cargo**<br>1 Ho ER<br>G.3 740 B.3 569<br>TEU 108<br>C.Ho 72/20' (40') C.Dk 36/20' (40')<br>1 Ha (stl) ER | A.B.C.<br>Oil 4SA 6Cy. 256 × 310 with clutches<br>couplings & dr reverse geared to sc.<br>1 448bhp (1 065kW) NE 7/85<br>Anglo-Belgian Corporation N.V.<br>Gen 2 × 66kW 380V 50Hz a.c.<br>Fuel 229,5t (d.o.) |
| 7310117<br>*P3DF2*<br>707972<br>Df Esd Gc<br>Pfd Rdr | **RIVER WEAR**<br>ex Cape Akritas-87<br>ex Capetan Giorgis II-83<br>ex Washington Rainbow-79<br>ex Seiran Maru-76<br>**Carella Shipping Co.**<br>Blue Flag Navigation Ltd.<br>Limassol Cyprus | **8 405**<br>5 905<br>15 057<br>T/cm<br>24,1 | BV (NK) (NV)<br>CLASS WITHDRAWN at Owners' request 28/3/91 | **1973** Hashihama Zosen—Imabari (313)<br>138,46 21,47 9,002<br>128,23 21,42 11,99<br>P 24,1 F 11,6 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho ER<br>G.18 879 B.17 872 HeCls. B<br>4 Ha (stl) (8,4 18,7 16,4 18,7 × 10,5) ER<br>Der 3(22) 1(15) | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460 sr geared<br>shaft<br>6 238kW (8 481bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 324kW 440V 60Hz a.c.<br>Fuel 90,0t (d.o.) 1 600,0t (hvf)-25,5pd |
| 8010934<br>854070<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **RIVER YARRA**<br>ex Audax-91 ex Star Kanda-87<br>**Majestic Pty. Ltd.**<br>ANL Ltd. (The Australian National Line)<br>*Melbourne,* Australia<br>*Victoria* | *22 931*<br>*11 367*<br>32 452 | ✠**100A1** SS 12/89<br>bulk carrier<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL J† 605,0/66,0U3(a)<br>FN 7263 | **1984**-10 Kanda Zosensho K.K.—Kawajiri (264)<br>Cmd.**1984**-10<br>182,86 (BB) 27,69 10,851<br>170,01 27,60 15,12<br>P 19,2 F 15,9 1 dk<br>rf nil conv Bulk Carrier 91 | **M Bulk Carrier**<br>Self-unloader<br>pt higher tensile steel DSS<br>4 Ho ER<br>G.41 478 B.40 145<br>5 Ha (stl) (5,1 × 13,0) (19,2 15,2 19,2 20,0 × 20,4) ER | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Hitachi Zosen Sakurajima<br>AuxB (Comp) 8,5kgf/cm$^2$ (8,4bar)<br>Gen 3 × 544kW 450V 60Hz a.c.<br>Fuel 272,0t (d.o.) 1 600,0t (hvf) |
| 5297218<br>181408 | **RIVERCLOSE**<br>**David Walter Hale**<br>Cowes United Kingdom | **110**<br>63<br>193 | | **1957** R. Dunston Ltd.—Thorne<br>27,49 6,20 1,982<br>25,91 6,10 2,37<br>1 dk | **TM General Cargo Barge**<br>1 Ho 15,2 ER<br>1 Ha (12,8 × 4,1) ER | Kelvin<br>2 Oil 4SA each 3Cy. 152 × 229<br>132bhp (97kW)<br>Bergius Co. Ltd.<br>Fuel (d.o.) |
| 6618213<br>*WRGL*<br>505786<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RIVERHEAD SPIRIT**<br>ex Valley Forge-92<br>**Riverhead Marine Corp.**<br>Watters Marine Inc.<br>Wilmington, De United States of America<br>SatCom: 1502510/WRGL | **20 572**<br>16 028<br>38 359<br>T/cm<br>46,8 | AB | **1966** Bethlehem Steel Corp. SB. Dept.—Sparrows Point, Md (4609)<br>201,23 27,49 11,167<br>192,03 27,44 14,86<br>F 16,5 1 dk<br>rf 203 Bow/CM 92 Diam. 0,304 | **S Tanker**<br>Oil Chemical<br>27 Ta ER<br>L.(oil) 52 244 HeCls. BptC<br>14 Cargo pumps total 6 684T/hr | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>General Electric Co.<br>Gen 2 × 1000kW<br>Fuel 1 566,5t (o.f.)-84,0pd |
| 5142114<br>*5NBQ*<br>Df Esd Rdr<br>Rt | **RIVERS**<br>ex Hans Lehmann-69<br>**Nigerian River State Government**<br>Nigeria | **657**<br>413<br>1 142 | (GL) | **1953** Orenstein Koppel & Luebecker—Luebeck (497)<br>*50,30* 8,49 4,534<br>8,46 5,36<br>F 6,1 2 dks<br>RW len 56 | **M General Cargo** CSD<br>G.1 345 B.1 189<br>2 Ha<br>3W Der 3(2) | Deutz<br>Oil 2SA 8Cy. 220 × 330<br>440bhp (324kW)<br>Kloeckner Humboldt Deutz<br>Fuel 40,5t |
| 5371583<br>*VXMM*<br>188392<br>Df Esd Gc<br>Rdr RTm/h<br>AMVER | **RIVERSHELL**<br>ex Arctic Trader-83 ex Tyee Shell-70<br>**Shell Canadian Tankers (1964) Ltd.**<br>Toronto, Ont. Canada | **2 758**<br>1 388<br>3 490 | ✠**100A1** Lake SS 7/90<br>winters in Great Lakes<br>✠**LMC**<br>EL p $1\frac{7}{16}$"SQ<br>FN 1919 | **1958**-10 (Aft section) Collingwood Shipyards—Collingwood, Ont. (167)<br>**1969**-11 (Fwd & cargo sections) Collingwood Shipyards—Collingwood, Ont.<br>96,02 6,192<br>89,92 13,87 7,47<br>RAD 24,7 F 6,4 1 dk<br>rf 152 len & widened & deepened 69 | **M Tanker**<br>12 Ta ER<br>L.(oil) 5 125 HeCls. C | Paxman<br>2 Vee Oil each 8Cy. 248 × 254 with<br>& sr reverse geared to sc. shaft<br>2 000bhp (1 471kW)<br>Davey, Paxman & Co. Ltd.<br>3 db 200lbf/in$^2$ (13,8bar)<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Fuel 278,5t (d.o.)-9,5pd |
| 5221972<br>*HO4933*<br>8254-PEXT<br>Df Esd Rdr<br>Rt | **RIVERSIDE**<br>ex Aristides-79 ex Margit-65<br>ex Warun-57<br>**Astritis Maritime Inc.**<br>Panama Panama | **992**<br>443<br>1 561 | (BV) (HR)<br>✠Classed LR until 1/57 | **1935**-5 Nya Varvs. Oresund—Landskrona (34)<br>78,29 10,88 4,617<br>64,01 10,83 4,65<br>B 12,8 1 dk & S dk<br>R len 57<br>conv General Cargo 40<br>conv Armed Merchant Cruiser Minelayer 45 | **M General Cargo** OSD<br>2 Ho<br>G.3 267 B.2 869<br>3 Ha (11,9 18,9 × 6,0) (5,4 × 3,6)<br>10W Der 1(10) 10(3) | Oil 2SA 6Cy. 230 × 330<br>900bhp (662kW)<br>Kockums M/V A/B<br>Fuel 154,5t (d.o.) |
| 8020654<br>*IMPX*<br>865<br>Rt | **RIVIERA**<br>**Societa Carmelo Noli fu Giovanni S.r.l.**<br>Livorno Italy | **173**<br>49<br>24 | RI | **1983** Campanella Cantieri Navali S.p.A.—Savona (90)<br>28,02 7,62 3,301<br>24,46 7,61 4,02<br>1 dk | **M Tug** | Polar<br>Vee Oil 4SA 8Cy. 250 × 300 sr<br>Nohab Diesel A/B<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |

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|---|---|---|---|---|---|---|
| 7118482<br>XPNR<br>D1945<br>Df Esd Pfd<br>Rdr Rt | **RIVKOLLUR**<br>**P/f Rivid**<br>Vidareidi Faeroes (Danish) | **113**<br>56<br>— | (BV) | **1971** Bogense Skibsvaerft & Badebyggeri —Bogense (208)<br>28,33 6,43 2,871<br>25,71 6,41 3,05<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 15,0t (d.o.)-2,0pd 11kn |
| 6724232<br>SKIM<br>Esd Rdr Rt | **RIVO**<br>ex Olga Boel-77 ex Arizona-70<br>**P/R Rivo**<br>Ingvar V. Johansson P/R<br>Fiskeback Sweden | **181**<br>64<br>— | (NV) | **1967** Kalmar Varv A/B—Kalmar (421)<br>33,86 7,35 3,506<br>30,03 7,32 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>3 Ha (0,9 1,4 1,4 × 1,1) ER<br>2W Der 1(3) 2(0,25) | Wichmann<br>Oil 2SA 7Cy. 280 × 420<br>1 050bhp (772kW)<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 104kW 1 × 16kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 5413173<br>DK 318103<br>Df Esd Pfd<br>RTm | **RIVOLI**<br>**COFAP**<br>Dakar Senegal | **157**<br>53<br>— | (BV) | **1963** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5073)<br>30,00 6,76<br>25,00 6,71 3,61<br>1 dk<br>R | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>Cr 1(3) | Sulzer<br>Oil 4SA 6Cy. 220 × 320<br>600bhp (441kW)<br>Cie. de Const. Mec., CCM Lorient<br>Gen 1 × 20kW 110V d.c.<br>Fuel 30,0t (d.o.) 11kn |
| 8839005<br>XVOC<br>Df Esd Gc<br>Rdr Rt | **RIVSEA 1**<br>**Government of The Socialist Republic of Vietnam (The Union of River Transport Co.)**<br>Haiphong Vietnam | *499*<br>*286*<br>600 | | **1989** Benkien Eng. Factory—Haiphong<br>56,55 - 3,000<br>- 9,00 4,00<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.1 099<br>2 Ha (stl) ER | S.K.L. 8NVD36A-1U<br>Oil 4SA 8Cy. 240 × 360<br>352kW (479bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) East Germany<br>Gen 2 × 50kW a.c. |
| 8020018<br>VY7102<br>801519<br>Df Esd Gc<br>Pfd Rdr Rt | **RIVTOW CAPT. BOB**<br>**RivTow Industries Ltd.**<br>RivTow Straits Ltd.<br>Vancouver, B.C. Canada | **975**<br>323<br>— | AB | **1982** J. Manly Ltd.—New Westminster, B.C. (580)<br>43,90 5,871<br>39,50 11,89 6,35<br>F 25,6 1 dk<br>rf nil | **TM Tug** | General Motors 16-645-E7<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW 440V 60Hz a.c.<br>Fuel 559,0t (d.o.)-21,5pd 14kn |
| 8020006<br>800204 | **RIVTOW HERCULES**<br>**RivTow Industries Ltd.**<br>RivTow Straits Ltd.<br>Vancouver, B.C. Canada | **9 043**<br>8 334<br>15 428 | ✠**100A1** SS 7/89<br>EL 506,0/62,0U3(a)<br>FN 4442 | **1981**-11 Burrard Yarrows Corp. Vancouver Division—North Vancouver, B.C. (102)<br>121,93 28,71 6,478<br>120,40 28,66 8,23<br>1 dk<br>rf nil | **Log-tipping Pontoon**<br>Deck Cargo | Gen 2 × 60kW 240V 60Hz a.c. |
| 5066401<br>VKJT<br>182199<br>Df Esd Pfd<br>RdrRTm | **RIVTOW LION**<br>ex Cautious-64 ex Prudent-47<br>**RivTow Industries Ltd.**<br>RivTow Straits Ltd.<br>Vancouver, B.C. Canada | **561**<br>132<br>— | ✠Classed LR until 3/65 | **1940**-11 Cochrane & Sons Ltd.—Selby (1218)<br>47,76 10,11 4,509<br>43,44 10,06 4,88<br>F 16,8 1 dk<br>R BK 191 | **M Tug** | Werkspoor<br>Oil 2SA 8Cy. 450 × 700<br>NE 65<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 100kW 100/440V 60Hz a.c. |
| 8137055<br>395742 | **RIVTOW NORMAN**<br>ex Rivtow Spirit-91<br>**RivTow Marine Ltd.**<br>Vancouver, B.C. Canada | **136**<br>57<br>— | | **1980** J. Manly Ltd.—New Westminster, B.C.<br>18,60 7,32<br>3,05<br>1 dk | **TM Tug** | General Motors 16V-71-N<br>2 Vee Oil 2SA each 16Cy. 108 × 127<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| 5113163<br>CZ3922<br>313144<br>Esd Rdr<br>RTh/v | **RIVTOW PRINCESS**<br>ex Ocean Prince II-80<br>ex Manicouagan-74<br>ex Federal Beaver-64<br>**Cosulich Investment Ltd.**<br>RivTow Straits Ltd.<br>Vancouver, B.C. Canada | **182**<br>55<br>— | ✠Classed LR until 6/69 | **1962**-6 Russel Bros. Ltd.—Owen Sound, Ont. (1205)<br>29,09 8,46<br>26,65 7,93 3,00<br>RAD 1,6 | **TM Tug** | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 with flexible couplings & sr reverse geared to sc. shafts<br>Lister Blackstone Ltd. Stamford<br>Gen 1 × 30kW 2 × 15kW 120/210V 60Hz a.c.<br>Fuel (d.o.) |
| 8120698<br>VPGA<br>708751<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RIXTA OLDENDORFF**<br>Launched as Manila Spirit<br>**Egon Oldendorff (Hong Kong) Ltd.**<br>Hong Kong Hong Kong (British) | *18 121*<br>*10 713*<br>28 031<br>T/cm<br>38,6 | ✠**100A1** SS 3/90<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>✠**LMC**<br>EL H† 605,0/70,0U2<br>FN 6827 | **1986**-5 Dalian Shipyard—Dalian/Dairen (B270/7)<br>195,00 (BB) 23,12 10,238<br>183,01 23,00 14,30<br>P 32,0 F 17,1 1 dk | **M Bulk Carrier**<br>5 Ho 30,9 30,7 21,5 31,5 28,2 ER<br>G.39 399 B.33 137<br>5 Ha (stl) (17,5 21,5 13,2 21,5 17,4 × 11,0) ER<br>Cr 4(25) | B&W 8L55GFCA<br>Oil 2SA 8Cy. 550 × 1380<br>10 700bhp (7 870kW)<br>Dalian Marine Diesel Engine Works Dalian/Dairen<br>AuxB (o.f.) 7,9kgf/cm² (7,8bar)<br>e(ex.g) 9,1kgf/cm² (9,0bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 644,0t (hfv) 16,25kn |
| 8826008<br>YDVT<br>Rt | **RIYANTI**<br>ex Rasnah VI<br>**P.T. Tridharma Wahana**<br>Samarinda Indonesia | **115**<br>65<br>150 | KI | **1972** Wakayama Zosen—Kainan<br>25,20 7,00 1,300<br>24,50 - 1,80<br>1 dk | **TM Landing Craft**<br>Deck Cargo | Yanmar<br>2 Oil 4SA each 5Cy. 145 × 170<br>486kW (661bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 1 × 6,4kW a.c. |
| 7704253<br>TACY<br>4924<br>Esd Gc Rdr<br>RTv | **RIZA B.**<br>**Anadolu Denizcilik Insaat Kizarklari Sanayi ve Ticaret Ltd. Sirketi**<br>Istanbul Turkey | **290**<br>103<br>— | (AB) | **1982** Anadolu Deniz Insaat Kizaklari—Turkey (150)<br>35,90 9,12 3,601<br>32,82 9,11 4,35<br>1 dk | **TM Tug** | Polar SF16RS-F<br>2 Oil 4SA each 6Cy. 250 × 300 sr geared to sc. shafts<br>A/B Bofors Nohab Sweden<br>Gen 2 × 58kW a.c. 1 × 41kW a.c.<br>2 Controllable pitch propellers<br>13kn |
| 7531785<br>TCOF<br>4481<br>Df Esd Gc<br>Rdr Rt | **RIZA ISIK**<br>**Bargem-Bartin Gemicilik Anonim Sirketi**<br>Istanbul Turkey | **1 993**<br>1 325<br>3 529 | AB | **1977** Hidrodinamik A.S. Kavak Tersanesi—Istanbul (10)<br>90,15 13,19 —<br>81,03 13,14 7,12<br>P 11,6 F 5,5 2 dks<br>rf nil len & deepened 85 | **M General Cargo**<br>2 Ho each 25,3 ER<br>G.3 737 B.3 596<br>2 Ha (stl) (each 18,8 × 10,1) ER<br>Der 4(5) 4(3) | Skoda 9L350IIPS<br>Oil 4SA 9Cy. 350 × 500<br>1 670bhp (1 228kW)<br>CKD Praha Praha<br>Gen 2 × 140kW a.c. 1 × 32kW a.c.<br>12,5kn |
| 7528013<br>P3ID3<br>708798<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RIZAL**<br>ex Wywurry-87 ex Talabot-85<br>ex Tamesis-84<br>**Diadora Shipping Co. S.A.**<br>Martontree Shipping Co. S.A.<br>Limassol Cyprus<br>SatCom: 1100333/RIZE | *39 562*<br>*24 518*<br>70 610<br>T/cm<br>66,7 | NV | **1977** Nippon Kokan K.K.—Tsu (53)<br>233,61 (BB) 13,640<br>223,63 32,21 18,72<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.84 600 HeCls. B<br>13 Ha (stl) (9,8 × 11,2) (9,6 9,6 9,6 9,6 9,6 9,6 9,6 9,6 9,6 9,6 9,6 9,6 × 12,8) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 570kW 440V 60Hz a.c.<br>Fuel 284,0t (d.o.) 4 758,0t (hvf)-61,5pd 15,5kn |
| 7705594<br>ZDBJ9<br>711346<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RIZCUN ENTERPRISE**<br>ex Natasha I-87 ex Santo Pioneer-86<br>**Afzal Maritime Ltd.**<br>United Ship Management Ltd.<br>Gibraltar Gibraltar (British) | **9 523**<br>5 998<br>14 841 | NV (AB) | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.) —Yokohama (2661)<br>143,41 (BB) 19,87 9,035<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 ER 4 TwD<br>G.20 160 B.19 010<br>5 Ha (stl) (9,1 19,8 9,1 9,1 9,1 × 9,9) ER<br>14W Der 1(60) 12(10) | Pielstick 12PC2-2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>13,5kn |
| 7627912<br>ZDBA2<br>710581<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER | **RIZCUN TRADER**<br>ex Regina S.-86<br>**Latif Maritime Ltd.**<br>United Ship Management Ltd.<br>Gibraltar Gibraltar (British) | **9 555**<br>6 154<br>15 078<br>- | ✠**100A1** SS 1/87<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL A† $2\frac{3}{16}$"U2<br>FN 4311 | **1977**-7 Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2595)<br>143,41 (BB) 19,84 9,062<br>134,12 19,82 12,32<br>2 dks, 2nd dk perforated in holds<br>rf 152 DK fwd | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 133 B.18 972<br>5 Ha (stl) (9,1 19,8 9,1 9,1 9,1 × 9,9) ER<br>14W Der 1(60) 12(10) | Pielstick 12PC2-2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 2 × 200kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 114,0t (d.o.) 1 056,0t (hvf)-18,0pd 15kn |
| 7127728<br>TCMA<br>Df Esd Gc<br>Rdr Rt | **RIZE K**<br>ex Altaj-86 ex Aiboa-75<br>**Rize Denizcilik A.S.**<br>Istanbul Turkey | **9 628**<br>6 338<br>16 051 | ✠**100A1** SS 10/90<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL B† $2\frac{5}{16}$"U2<br>FN 4527<br>(BV) | **1972**-3 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (145)<br>144,79 (BB) 20,68 9,322<br>135,62 20,65 12,73<br>2 dks<br>rf nil DK fwd | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 32,0 4 TwD<br>G.20 671 B.19 793<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB 7kgf/cm² (6,9bar)<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel (hvf) 15kn |

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| **8908076**<br>*LYMG*<br>M-43086<br>Df Esd Gc<br>Pfd Rdr RTv | **RIZHSKIY BEREG**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | *12 413*<br>*3 872*<br>9 360 | RS | **1989** VEB Mathias-Thesen-Werft—Wismar (242)<br>152,87 22,20 8,021<br>141,99 - 13,60<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>4 Ho ER 4 TwD<br>In.13 300<br>4 Ha (stl) ER<br>Der 2(10) 7(5) | MAN<br>Oil 2SA 5Cy. 700 × 1250<br>7 600kW (10 332bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 4 × 588kW 390V 50Hz a.c.<br>Fuel 633,0t (d.o.) 3 902,0t (hvf)-41,5pd |
| **7004287**<br>*ESWE*<br>M-31477<br>Df Esd Gc<br>Rdr Rt | **RIZHSKIY ZALIV**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | **12 891**<br>6 872<br>11 816 | RS (BV) | **1970** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (118)<br>164,60 22,20 8,021<br>153,22 22,15 13,90<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>5 Ho ER<br>B.1 446 In.14 119<br>5 Ha (6,0 6,0 × 3,9) (3,4 × 4,6) (6,0 6,0 × 3,9) ER<br>10W Der 2(10) 8(5) | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 460 sc. shaft<br>11 160bhp (8 209kW)<br>At. & Ch. de Nantes (Bretagne-Loire) |
| **7362469**<br>*UJMW*<br>M-30642<br>Df Esd Gc<br>Pfd Rdr Rt | **RIZHSKOYE VZMORYE**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **13 087**<br>5 997<br>10 136 | RS | **1974** Stocznia Gdanska im. Lenina—Gdansk (B69/28)<br>164,01 21,34 8,084<br>149,00 21,21 12,65<br>2 dks & S dk | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 896<br>5 Ha (stl) (each 4,5 × 3,9) ER<br>16W Der 2(10) 14(5) | OSD B&W<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Stocznia Gdanska im. Lenina |
| **7601815**<br>*HZNL*<br>Esd Rdr Rt | **RIZK**<br>Launched as Angeliki<br>**Saffania Navigation Co. Ltd.**<br>Avin International Bunkers Supply S.A.<br>Jeddah Saudi Arabia | **120**<br>51<br>— | ✠**100A1** SS 3/91<br>tug<br>Red Sea service<br>✠**LMC**<br>EL D 247,5/19,0U1<br>FN 237 | **1977**-7 B. Homatas Vassilios Shipyard —Thessaloniki/Salonica (27)<br>25,02 7,40 2,848<br>22,51 7,01 3,51<br>RAD 1,0 1 dk<br>rf 279 BK 127 | **TM Tug** | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 with clutch reverse geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 1 × 20kW 380V 50Hz a.c. |
| **6420862**<br>Df Esd Rdr<br>RTm/h | **RIZK AL BAHR** | **101**<br>38<br>— | | **1964** Herd & Mackenzie Ltd.—Buckie (206)<br>20,43 6,20 2,591<br>19,21 6,10 3,20<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Der 1(5) 1(1,5) | 2P Kelvin<br>Oil 4SA 8Cy. 165 × 184<br>320bhp (235kW)<br>Bergius Kelvin Co. Ltd.<br>Gen 2 × 10kW 110V d.c.<br>Fuel (d.o.) |
| **6517354**<br>Df Esd Rdr<br>Rt | **RK 14**<br>ex Resedco 4<br>**Chernomorski Ribolov**<br>Bourgas Bulgaria | **140**<br>48<br>— | (GL) | **1965** Ruhrorter Schiffs. u. Masch.—Duisburg (336)<br>29,49 7,27 2,794<br>22,00 7,22 3,81<br>1 dk | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 12Cy. 135 × 160<br>440bhp (324kW)<br>Kloeckner Humboldt Deutz |
| **6517342**<br>Df Esd Rdr<br>Rt | **RK 15**<br>ex Resedco 3<br>**Chernomorski Ribolov**<br>Bourgas Bulgaria | **140**<br>48<br>— | (GL) | **1965** Ruhrorter Schiffs. u. Masch.—Duisburg (335)<br>29,49 7,27 2,794<br>22,00 7,22 3,81<br>1 dk | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 12Cy. 135 × 160<br>440bhp (324kW)<br>Kloeckner Humboldt Deutz |
| **6512641**<br>Df Esd Rdr<br>Rt | **RK 16**<br>ex Resedco 2<br>**Chernomorski Ribolov**<br>Bourgas Bulgaria | **140**<br>48<br>— | (GL) | **1965** Ruhrorter Schiffs. u. Masch.—Duisburg (334)<br>29,49 7,27 2,794<br>22,00 7,22 3,81<br>1 dk | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 12Cy. 135 × 160<br>440bhp (324kW)<br>Kloeckner Humboldt Deutz |
| **6512639**<br>Df Esd Rdr<br>Rt | **RK 17**<br>ex Resedco 1<br>**Chernomorski Ribolov**<br>Bourgas Bulgaria | **140**<br>48<br>— | (GL) | **1965** Ruhrorter Schiffs. u. Masch.—Duisburg (333)<br>29,49 7,27 2,794<br>22,00 7,22 3,81<br>1 dk | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 12Cy. 135 × 160<br>440bhp (324kW)<br>Kloeckner Humboldt Deutz |
| **8828783**<br>Esd Rdr Rt | **RK 35**<br>**Chernomorski Ribolov**<br>Bourgas Bulgaria | **117**<br>35<br>30 | BR | **1985** Sosnovka Shipyard—Sosnovka<br>25,52 6,80 2,380<br>- 3,30<br>1 dk | **M Fishing** | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>221kW (300bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 12kW |
| **8837760**<br>Df Esd Gc<br>Rdr Rt | **RK 37**<br>**Chernomorski Ribolov**<br>Bourgas Bulgaria | *117*<br>*35*<br>30 | RS | **1990** ............U.S.S.R.<br>25,51 7,00 2,391<br>22,03 - 3,31<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>In.64 | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 14kW a.c. |
| **8837772**<br>Df Esd Gc<br>Rdr Rt | **RK 38**<br>**Chernomorski Ribolov**<br>Bourgas Bulgaria | *117*<br>*35*<br>30 | RS | **1990** ............U.S.S.R.<br>25,51 7,00 2,391<br>22,03 - 3,30<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>In.64 | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 14kW a.c. |
| **8837784**<br>Df Esd Gc<br>Rdr Rt | **RK 39**<br>**Chernomorski Ribolov**<br>Bourgas Bulgaria | *117*<br>*35*<br>30 | RS | **1990** ............U.S.S.R.<br>25,51 7,00 2,391<br>22,03 - 3,30<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>In.64 | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 14kW a.c. |
| **8837796**<br>Df Esd Gc<br>Rdr Rt | **RK 40**<br>**Chernomorski Ribolov**<br>Bourgas Bulgaria | *117*<br>*35*<br>30 | RS | **1990** ............U.S.S.R.<br>25,51 7,00 2,391<br>22,03 - 3,30<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>In.64 | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 14kW a.c. |
| **8837801**<br>Df Esd Gc<br>Rdr Rt | **RK 41**<br>**Chernomorski Ribolov**<br>Bourgas Bulgaria | *117*<br>*35*<br>30 | RS | **1990** ............U.S.S.R.<br>25,51 7,00 2,391<br>22,03 - 3,30<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>In.64 | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 14kW a.c. |
| **8107749**<br>222<br>Rdr | **RM 2501**<br>**Government of The Republic of Turkey (Turkiye Cumhuriyeti Devlet Demiryollari Genel Mudurlugu -Turkish State Railways)**<br>Istanbul Turkey | **290**<br>152<br>— | (AB) | **1983** Denizcilik Bankasi T.A.O., Alaybey Tersanesi —Izmir (61)<br>3,752<br>32,82 8,91 5,11<br>1 dk<br>rf nil | **M Tug** | Alpha<br>Vee Oil 4SA 18Cy. 225 × 300 sr geared to sc. shaft<br>B&W Alpha Diesel Div. of B&W Diesel A/S<br>Gen 2 × 80kW a.c. 1 × 20kW a.c.<br>Controllable pitch propeller |
| **8725735**<br>M-40230<br>Rt | **RN-87**<br>Completed as SLV-42<br>**Zapryba**<br>(Riga) (U.S.S.R.) | *191*<br>*85*<br>323 | RS | **1985** ............U.S.S.R.<br>29,45 8,15 3,120<br>28,50 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>Russkiy-Diesel Works |

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| 7365253<br>ICEV<br>977<br>Esd Gc Pfd<br>Rdr Rt | **RO-RO PRIMULA**<br>ex Angelina Maglione-89<br>ex Freccia del Nord-88<br>ex Corriere del Nord-79<br>**So.Mar.Gi S.r.l.**<br>Fratelli d'Amato S.r.l.<br>Palermo Italy | **2 960**<br>1 544<br>4 462 | RI | **1975** Cant. Nav. "Luigi Orlando"—Livorno (142)<br>140,37 17,51 5,066<br>129,83 17,48 10,70<br>2 dks<br>len 80 | **TM RoRo Cargo**<br>12bth P<br>Side door/ramp (s) Stern door/ramp<br>Cars 283<br>3 Ho ER<br>TEU 182 C. 182/20' (40') | GMT A300.18V<br>2 Vee Oil 4SA each 18Cy. 300 × 450<br>9 000bhp (6 620kW)<br>Grandi Motori Trieste Trieste<br>2 Controllable pitch propellers<br>20kn |
| 7380954<br>3EEE7<br>19044-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **RO-RO RUNNER**<br>ex Runner-91 ex Ro-Ro Runner-89<br>ex Kushiro Maru-89<br>**Royal Alliance S.A.**<br>Panama Panama | **3 945**<br>1 665<br>4 838 | NV (NK) | **1974** Shimoda Dockyard Co. Ltd.—Shimoda (240)<br>130,00 20,02 6,020<br>120,02 19,99 8,01<br>2 dks | **M RoRo Cargo**<br>12bth D<br>Lane Length 710<br>Mchy.aft | Pielstick 18PC2-5V-400<br>Vee Oil 4SA 18Cy. 400 × 460<br>7 944kW (10 800bhp)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 2 × 640kW 445V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 61,0t (d.o.) 485,5t (hvf)-32,0pd 17kn |
| 7903043<br>3EWT6<br>18215-89<br>Esd Gc Rdr<br>Rt<br>AMVER | **RO-RO SPRINTER**<br>ex Ohkoh Maru-88<br>**Transworld Car Carriers S.A.**<br>Panama Panama | **2 885**<br>1 653<br>3 390 | NV (NK) | **1979** Imabari Zosen—Imabari (385)<br>114,86 5,579<br>105,01 19,02 5,64<br>3 dks | **M Passenger/RoRo Cargo**<br>Quarter bow door/ramp (p) Stern door/ramp<br>Lane Length 300<br>Mchy.aft | Pielstick 14PC2-5V-400<br>Vee Oil 4SA 14Cy. 400 × 460<br>6 694kW (9 101bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 450kW 450V 60Hz a.c.<br>Fuel 67,0t (d.o.) 347,0t (hvf)-20,0pd 17kn |
| 6721670<br>EFMO<br>6702<br>Df Esd Rt | **ROADE**<br>ex Farpesca-90<br>**Angel Armada Alvarez**<br>Vigo Spain | **186**<br>101<br>— | | **1967** Const. Nav. Santodomingo—Vigo (359)<br>6,43<br>25,07 6,41 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>490bhp (360kW)<br>Kloeckner Humboldt Deutz Koeln<br>9,5kn |
| 8133839<br>Df Esd Rdr<br>Rt | **ROAGAN**<br>ex Cornelia Wilhelmina-90<br>**The University of Liverpool**<br>Castletown Isle of Man (British) | **104**<br>61<br>— | | **1982** Jachtbouw & Constructiebedrijf Marcon<br>—Hoogezand (3/102)<br>23,75 6,53<br>21,59<br>1 dk<br>conv Fishing 91 | **M Research**<br>Oceanographic | Caterpillar<br>2 Oil<br>Caterpillar Inc. U.S.A. |
| 7725491<br>LMNL<br>19896<br>Esd Pfd Rdr<br>Rt | **ROALDNES**<br>ex Louise J-83<br>**A/S Roaldnes**<br>Aalesund Norway | **310**<br>93<br>171 | **✠100A1** SS 2/88<br>stern trawler<br>**✠LMC**<br>EL F 275,0/22,0U1<br>FN 352 | **1979**-2 Richards (Shipbuilders) Ltd.—Lowestoft (543)<br>29,90 8,54 3,501<br>27,44 8,41 4,40<br>F 13,5 1 dk<br>rf 297 Box K 119<br>len 88 | **M Fishing**<br>Stern Trawler<br>Mchy.fwd | Blackstone ESL8<br>Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>915bhp (673kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 160kW 2 × 64kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>11kn |
| 5262263<br>LLKH<br>11173<br>Df Gc Rt | **ROALDSEN SENIOR**<br>ex Ole Torressen-90 ex Suderoy X-62<br>ex Kreps-48<br>**Kornelius Roaldsen Fiskebatrederi A/S**<br>Bodo Norway | *497*<br>*244*<br>— | (NV) | **1942** Moss Vaerft & Dokk A/S—Moss (104)<br>47,45 7,73<br>43,97 7,68 4,70<br>1 dk<br>len & deepened 68<br>conv Whaler 62 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wichmann<br>Oil 2SA 7Cy. 280 × 420<br>700bhp (515kW) NE 62<br>A/S Wichmann Rubbestadneset<br>Fuel 163,5t (d.o.) 11kn |
| 5297361<br>EDSS<br>Df Esd Rt | **ROAN**<br>**Rodolfo Andrade Rodriguez**<br>Vigo Spain | **343**<br>156<br>— | (BV) | **1963** Maritima del Musel S.A.—Gijon (38)<br>42,80 7,65 3,760<br>37,01 7,60 4,20<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 110,5t (d.o.) 13,5kn |
| 7615828<br>HP4941<br>14189-PEXT<br>Esd RdrRTm | **ROAN OSPREY**<br>ex Osa Osprey-88<br>**Roan Selection Trust International Ltd.**<br>H. Glahr & Co. G.m.b.H. & Co. KG<br>Panama Panama | **458**<br>203<br>600 | GL | **1977** Singapore Slpwy & Eng. Co. (Pte.) Ltd.<br>—Singapore (99)<br>51,01 12,83 2,761<br>45,83 12,81 3,41<br>RQD 11,9 1 dk | **TM RoRo Cargo/ Landing Supply Ship**<br>Water Oil<br>Bow door/ramp<br>L 10,20 W 5,00<br>Mchy.aft | Deutz SBA6M528<br>2 Oil 4SA each 6Cy. 220 × 280 geared to sc. shafts<br>1 740bhp (1 280kW)<br>Kloeckner Humboldt Deutz Koeln<br>10,5kn |
| 5266441<br>5B2308<br>367228<br>Df Esd Gc<br>RdrRTm | **ROANA**<br>ex Ostersoen-73<br>**Prem Lines Ltd.**<br>Limassol Cyprus | **1 389**<br>633<br>315 | BV | **1954** Svendborg Skibsvaerft A/S—Svendborg (67)<br>60,08 10,52 3,556<br>10,47 6,71<br>2 dks<br>len 60 | **M Passenger/RoRo Cargo/Ferry**<br>250bth 250dk P | B&W 8-35VF-62<br>Oil 2SA 8Cy. 350 × 620<br>1 998bhp (1 470kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 140kW 220V d.c.<br>Fuel 49,0t (d.o.) 12,75kn |
| 7308205<br>WX7648<br>506289 | **ROANOKE**<br>**Maritrans Operating Partners L.P.**<br>Wilmington, De United States of America | **278**<br>189<br>— | | **1966** Main Iron Works Inc.—Houma, La<br>*29,63* 10,06<br>2,49<br>1 dk | **M Tug** | Oil<br>..............<br>Fuel (d.o.) |
| 7421318<br>Esd Pfd Rdr<br>RTv | **ROATAN EXPRESS**<br>ex Halliburton 218-91 | **195**<br>133<br>— | | **1973** Halter Marine Fabricators, Inc.—Moss Point, Ms (413)<br>3,658<br>50,42 11,59 4,25 | **TM Supply Ship**<br>Deck Cargo | Caterpillar D398TA<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW 220V 60Hz a.c. |
| 8101654<br>WYR6250<br>633211<br>Df Esd Gc<br>Pfd Rdr Rt | **ROB ROY**<br>ex Domar Lieutenant-89<br>**Sheridan Transportation Co.**<br>Philadelphia, Pa United States of America | **194**<br>167<br>— | AB | **1981** Bollinger Machine Shop & Shpyd Inc.<br>—Lockport, La (136)<br>3,887<br>30,48 9,15 4,45<br>F 3,4 1 dk<br>BK 25 | **TM Tug** | General Motors 8-645-E6<br>2 Vee Oil 2SA each 8Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>12kn |
| 5297385<br>GVJG<br>182947 | **ROBABA**<br>ex Signa II-49<br>**M. M. Ispahani Ltd.**<br>London United Kingdom | **272**<br>145 | Classed LR until 12/52 | **1944** Sir Wm. Arrol & Co. Ltd.—Glasgow<br>46,64 6,86<br>... ... ...<br>1 dk | **TM General Cargo** | Paxman<br>2 Oil 4SA each 12Cy. 180 × 195<br>Davey, Paxman & Co. Ltd. Colchester |
| 6604664<br>Df Esd Gc<br>Rdr Rt | **ROBALO**<br>**Government of The Republic of Cuba (Flota Atunera de Cuba)**<br>La Habana Cuba | **705**<br>378<br>670 | (BV) | **1965** S.A. Juliana Const. Gijonesa—Gijon (150)<br>55,25 9,02 3,747<br>49,61 9,00 4,25<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>3 Ho ER<br>In.500<br>3 Ha (each 1,7 × 1,6) ER<br>Der 4(1) | MAN<br>Oil 4SA 9Cy. 300 × 450<br>1 300bhp (956kW)<br>Cia. Euskalduna S.A. Bilbao<br>Fuel 298,5t (d.o.) 15kn |
| 5297397<br>EDKJ<br>8231<br>Df Esd Rt | **ROBALO**<br>**Jose Lorenzo Lorenzo**<br>Vigo Spain | **201**<br>87<br>— | | **1960** Enrique Lorenzo y Cia. S.A.—Vigo (254)<br>30,23 6,58<br>28,45 6,51 3,87<br>RW | **S Fishing**<br>Side Trawler | T 3Cy. 229 394 & 622 x 432<br>M. Sanjurjo Otera Vigo<br>Fuel (o.f.) 8,75kn |
| 8913382<br>9V3479<br>384247<br>Esd Rdr Rt | **ROBBY XII**<br>**P.T. Menumbar Kaltim**<br>Singapore Singapore | *179*<br>*53*<br>126 | **✠100A1**<br>tug<br>**✠LMC**<br>EL D 247,5/17,5U2<br>FN 258 | **1990**-9 Fujian Fishery Shipyard—Fuzhou (603-3)<br>25,20 8,22 2,400<br>23,42 8,00 3,00<br>RFD 11,0 1 dk<br>rf nil | **TM Tug** | MWM TBD234V16<br>2 Vee Oil 4SA each 16Cy. 128 × 140 with clutches & sr reverse geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 40kW 380V 50Hz a.c.<br>10kn |
| 9018074<br>9V3497<br>384486<br>Df Esd Gc<br>Rdr Rt | **ROBBY 22**<br>**CMEC (S) Pte. Ltd.**<br>Singapore Singapore | *177*<br>*53*<br>25 | AB (Class cont.) | **1991** Mawei Shipyard—Mawei (615-4)<br>25,20 - 2,550<br>23,55 8,00 3,00<br>1 dk | **TM Tug** | Yanmar 6N165-EN<br>2 Oil 4SA each 6Cy. 165 × 232 geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Japan<br>10kn |

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|---|---|---|---|---|---|---|---|
| **9018086**<br>*9V3498*<br>384487<br>Df Esd Gc<br>Rdr Rt | **ROBBY 23**<br>**Menumbar Shipping Pte. Ltd.**<br>Singapore Singapore | **179**<br>—<br>25 | AB (Class cont.) | **1991** Mawei Shipyard—Mawei (615-5)<br>25,20 - 2,550<br>23,55 8,00 3,00<br>1 dk | **TM Tug** | | Yanmar<br>2 Oil 4SA each 6Cy. 165 × 232 geared<br>shafts<br>Yanmar Diesel Engine Co. Ltd. |
| **7850272**<br>Rdr Rt | **ROBBY 27**<br>ex Shirogane-90<br>**Kah Aik Co.**<br>San Lorenzo Honduras | **364**<br>196<br>669 | | **1959** Sanoyasu Dockyard Co. Ltd.—Osaka (172)<br>45,56 2,471<br>42,00 7,40 3,20<br>1 dk | **M Passenger/General Cargo** | 459P | Nippon Hatsudoki<br>Oil 4SA 6Cy. 380 × 520<br>1 000bhp (736kW)<br>Nippon Hatsudoki |
| **9017812**<br>*9V3493*<br>384505<br>Rt | **ROBBY 28**<br>**Menumbar Shipping Pte. Ltd.**<br>Singapore Singapore | **177**<br>53<br>— | | **1990** President Marine Pte. Ltd.—Jurong, Singapore (054)<br>... ... ...<br>... ... ...<br>1 dk | **M Tug** | | Oil<br>.............. |
| **8843381**<br>*HP6239*<br>20925-PEXT<br>Rdr Rt | **ROBBY 31**<br>ex Kazue Maru-91 ex Ise-91<br>**Hwa Kah Machinery (Pte.) Ltd.**<br>Panama Panama | **101**<br>29<br>— | | **1972** Imura Zosen K.K.—Komatsushima<br>28,00 2,100<br>24,20 6,00 2,70<br>1 dk | **M Tug**<br>Fire-fighting | | Yanmar<br>Oil<br>Yanmar Diesel Engine Co. Ltd. |
| **7407776**<br>*LACK*<br>18541<br>Rdr RTv | **ROBERG**<br>**Ofotens og Vesteraalens D/S A/S**<br>Narvik Norway | **443**<br>183<br>— | (NV) | **1975** A/S Tromso Skibs. & M/V—Tromso (44)<br>50,60 11,28 3,404<br>44,30 11,21 4,22<br>1 dk<br>rf 1753 BK 132 | **M RoRo Cargo/Ferry**<br>Bow door Stern door<br>Lane Length 47 Cargo Width 2,50<br>Clear height 4,50<br>Cars 35 Trailers 4<br>Mchy.aft | 360dk P | Normo<br>Oil 4SA 8Cy. 250 × 300 geared to sc. sh<br>1 120bhp (824kW)<br>A/S Bergens M/V<br>Gen 2 × 76kW 220V 50Hz a.c.<br>2 Controllable pitch propellers aft, 1 fwd<br>Fuel 34,0t (d.o.)-3,5pd |
| **7812866**<br>*3EEQ5*<br>15959-87<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ROBERT**<br>ex Kendrick-86<br>**Taurus Line S.A.**<br>Panama Panama | **3 562**<br>2 071<br>5 603 | NK | **1978** Imabari Zosen—Marugame (1048)<br>130,31 6,901<br>122,81 18,01 10,22<br>3 dks | **M Refrigerated Cargo**<br>3 Side doors<br>3 Ho ER<br>In.7 759<br>3 Ha (each 7,7 × 6,1) ER<br>Der 6(5) | | Sulzer<br>Oil 2SA 8Cy. 560 × 1150<br>7 885kW (10 720bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 291,5t (d.o.) 1 187,0t (hvf)-41,0pd |
| **7910826**<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom | **ROBERT**<br>**Partenreederei m.s. "Robert"**<br>Texaco Marine Services Inc.<br>Bremen Antigua & Barbuda | **1 599**<br>1 169<br>3 679<br>T/cm<br>10,8 | GL | **1979** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (180)<br>97,80 (BB) 13,72 5,801<br>89,41 13,71 6,00<br>F 17,7 2 dks<br>Bow/CM 54 Diam. 0,250 | **M Tanker**<br>Chemical<br>Ice strengthened<br>13 Ta ER<br>L.3 842<br>3 Cargo pumps total 1 155T/hr | HeCls. BC | MaK<br>Oil 4SA 6Cy. 320 × 420 reduction geare<br>shaft<br>2 250bhp (1 655kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 186,5kW 460V 60Hz a.c.<br>Thw. thrust propeller<br>Fuel 25,5t (d.o.) 187,0t (hvf)-7,5pd |
| **5326186**<br>*DVGF*<br>1573<br>Df Esd Rt | **ROBERT**<br>ex Don Jose B-I-84 ex Shoyo Maru-68<br>**Philman Gold Fishing Corp.**<br>Manila Philippines | **312**<br>171<br>— | | **1953** Nagoya Zosen—Nagoya (111)<br>44,35 7,24<br>39,20 7,19 3,61<br>F 6,1 1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>Niigata Tekkosho |
| **5297414**<br>Rt | **ROBERT** | **131**<br>36<br>— | (PR) | **1958** VEB Schiffswerft "Edgar Andre" —Magdeburg (6046)<br>28,55 6,51 2,680<br>16,54 3,00<br>1 dk | **M Tug**<br>Ice strengthened | | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 27kW 1 × 7kW 230V d.c. |
| **7044328**<br>528415<br>Df Esd Gc<br>Pfd Rdr Rt | **ROBERT ALARIO**<br>**Nolty J. Theriot Inc.**<br>Houma, La United States of America | **189**<br>122<br>— | AB | **1970** Southern SB. Corp.—Slidell, La (88)<br>45,57 11,16 4,747<br>42,98 10,67 5,69<br>1 dk | **TM Tug** | | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>reduction geared to sc. shafts<br>General Motors Corp. La Gra<br>Gen 2 × 75kW |
| **5107920**<br>*WF2851*<br>266400<br>Df Rdr<br>RTm/v | **ROBERT B. TURECAMO**<br>ex Exxon Massachusetts-80<br>ex Esso Massachusetts-73<br>ex Esso Tug No. 20-55<br>**Whitestack Towing & Transportation Co. Inc.**<br>Wilmington, De United States of America | **196**<br>133<br>— | (AB) | **1953** Levingston SB. Co.—Orange, Tx (506)<br>32,01 8,31 3,890<br>30,56 8,26 4,27<br>1 dk<br>BK 64 | **D-E Tug** | | General Motors<br>Vee Oil 2SA 16Cy. 222 × 267 driving ge<br>1 210kW 525V d.c. connected to ele<br>(WL) & sr geared to sc. shaft<br>E made44 refitted53<br>General Motors Corp.<br>Gen 1 × 35kW 110V d.c.<br>Fuel 84,5t (d.o.) |
| **5339731**<br>*WB3313*<br>244507<br>Df Esd Gc<br>Pfd Rdr RTv | **ROBERT C. NORTON**<br>ex Frank Purnell-74 ex Steelton-66<br>Launched as Pilot Knob<br>**Oglebay Norton Co.**<br>Wilmington, De United States of America | **8 421**<br>6 120<br>16 053<br>T/cm<br>28,2 | AB | **1943** Great Lakes Eng. Works—Ashtabula, Oh (525)<br>189,16 18,34 7,578<br>184,11 18,29 10,67<br>F 15,6 1 dk<br>RW rf 76 | **S Bulk Carrier**<br>Self-unloader<br>4 Ho ER<br>G.15 640<br>16 Ha (stl) (each 3,3 × 11,5) ER | | T 3Cy. - 1048 & 1727 x 1067<br>2 500ihp (1 839kW)<br>Gt. Lakes Eng. Works<br>Gen 2 × 600kW 1 × 60kW<br>Thw. thrust propeller fwd<br>Fuel 369,0t (o.f.) |
| **7742140**<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ROBERT D. CONRAD**<br>**Government of The United States of America (Department of The Navy)**<br>New York, NY United States of America<br>SatCom: 1500716/LDGO | **1 072**<br>397<br>— | AB | **1962** Gibbs Corp.—Jacksonville, Fl (613)<br>63,51 11,89 4,661<br>58,37 11,36 6,58<br>F 27,5 1 dk | **D-E Research**<br>Oceanographic Survey | | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 146 × 203<br>1 200bhp (883kW) driving gen. conne<br>elec. motor & sc. shaft<br>Caterpillar Tractor Co.<br>Gen 3 × 200kW<br>Thw. thrust propeller fwd |
| **7366934**<br>*KCRD*<br>557033<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ROBERT E. LEE**<br>**Amsouth Bank N.A.**<br>Waterman Steamship Corp.<br>New York, NY United States of America<br>SatCom: 1502402/KCRD | **28 580**<br>21 078<br>41 578 | AB | **1974** Avondale Shipyards Inc.—Avondale, La (1949)<br>272,30 (BB) 30,56 12,439<br>243,03 30,48 18,29<br>F 44,9 2 dks<br>rf nil | **S Barge Carrier**<br>Heavy-load<br>7 Ho ER<br>08953 lighters below deck, 36 lighters on deck<br>16 Ha ER<br>Cr 1(446) Der 1(6) 1(5) | | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Delaval Turbine Inc.<br>Gen 2 × 2000kW<br>Thw. thrust propeller fwd<br>Fuel 6 016,0t (o.f.) |
| **7032571**<br>*ESFR*<br>M-27402<br>Df Esd Gc<br>Rdr Rt | **ROBERT EYDEMAN**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | T.Mk<br>**3 162**<br>1 307<br>1 451 | RS | **1968** ............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.157 In.1 296<br>5 Ha (1,2 1,2 × 1,3) (1,9 1,9 × 1,9) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **6912475**<br>*CG2393*<br>328099<br>Df Esd Gc<br>Pfd Rdr Rt | **ROBERT FOULIS**<br>**Government of Canada (Transport Canada)**<br>Ottawa Canada | **270**<br>80<br>— | ✠Classed LR until 23/6/78 | **1969-7** Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1092)<br>31,73 7,80 2,440<br>28,17 7,62 3,05<br>Ba 11,6 RQD 13,5 RFD 4,3 1 dk<br>rf 229 | **TM Buoy Tender** | | Paxman<br>2 Vee Oil 4SA each 12Cy. 178 × 197<br>sc. shafts<br>844bhp (621kW)<br>Davey, Paxman & Co. Ltd.<br>Gen 2 × 57kW 460V 60Hz a.c.<br>Fuel 20,0t (d.o.) |
| **5297658**<br>310288 | **ROBERT J. IRWIN**<br>**Government of Canada (Ministry of Transportation for The Province of New Brunswick)**<br>Saint John, N.B. Canada | **200**<br>—<br>— | | **1959** York Structural Steel Co.—Fredericton, N.B.<br>*34,14* 9,15<br>... ... ...<br>1 dk<br>rf nil | **M Ferry** | 100P | General Motors<br>2 Vee Oil 2SA each 6Cy. 108 × 127<br>204bhp (150kW)<br>General Motors Corp.<br>2 Directional propellers aft, 1 fwd<br>Fuel (d.o.) |

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| 6420848<br>319720<br>Esd Pld Rdr<br>Rt | **ROBERT JOYCE II**<br>**South Shore Fisheries Ltd.**<br>Shelburne, N.S. Canada | **165**<br>105<br>— | | **1964** W. C. McKay & Sons Ltd.—Shelburne, N.S.<br>28,96 7,07<br>26,52 7,01 3,36<br>1 dk | **Wood M Fishing**<br>Side-fishing | Fairbanks, Morse<br>Oil 2SA 7Cy. 133 × 184<br>Fairbanks Morse & Co. Beloit, Wi |
| 7603916<br>ZHEP2<br>710608 | **ROBERT JR**<br>ex Rolley I-86 ex Clipper Three-77<br>ex Miss Katie-75<br>**Tri C Fishing Co. Ltd.**<br>Georgetown Cayman Islands (British) | **146**<br>109<br>— | | **1973** Toche Enterprises Inc.—Ocean Springs, Ms<br>*24,27*<br>7,47 3,76 | **M Fishing** | General Motors 12V-71-N<br>2 Vee Oil 2SA each 12Cy. 108 × 127<br>960bhp (706kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>10,5kn |
| 8628195<br>WY2943<br>513007<br>Df Gc Rdr<br>Rt | **ROBERT L.**<br>ex Lone Star 8-85<br>**Sause Bros. Ocean Towing Co. Inc.**<br>Portland, Or United States of America | **198**<br>134<br>— | AB | **1968** American Marine Corp.—New Orleans, La (975)<br>35,79<br>9,45 3,66<br>F 12,2 1 dk<br>BK 25 | **TM Supply Ship**<br>Deck Cargo | General Motors 12-645-E2<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc.<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. U.S.A.<br>Gen 2 × 60kW a.c. |
| 8332150<br>580830 | **ROBERT L. BERG**<br>ex Olivia Hebert-87<br>**American Dredging Co.**<br>Camden, NJ United States of America | **183**<br>124<br>— | | **1977** Houma SB. Inc.—Houma, La (65)<br>3,052<br>27,44 8,54 3,69<br>1 dk | **M Tug** | Oil<br>............. |
| 8111374<br>VY7841<br>801810<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v<br>AMVER | **ROBERT LEMEUR**<br>**Amoco Canada Resources Ltd.**<br>Canadian Marine Drilling Ltd.<br>Edmonton, Alberta Canada | **3 186**<br>1 501<br>2 734 | **✠100A1** SS 6/91<br>ice breaker<br>**✠LMC**<br>EL (U) 495,0/46,0U3<br>FN 1922 | **1982**-9 Burrard Yarrows Corp. Vancouver Division —North Vancouver, B.C. (106)<br>82,81 19,03 5,665<br>75,34 18,00 7,50<br>F 25,6 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Icebreaker Deck Cargo<br>9 vertical cyl Ta on dk<br>G.513 | MaK 12M453AK<br>2 Vee Oil 4SA each 12Cy. 320 × 420 with clutches, flexible couplings & sr geared to sc. shafts<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 4 × 800kW 600V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Directional thrust propellers fwd<br>Fuel 1 710,0t (d.o.)-30,0pd 13,5kn |
| 6929868<br>GZYE<br>338921<br>Df Esd Rdr<br>Rt | **ROBERT M**<br>ex Cree-77<br>**Coe Metcalf Shipping Ltd.**<br>Liverpool United Kingdom | **1 593**<br>749<br>2 449 | **✠100A1** SS 12/88<br>oil tanker<br>oil FP above 60°C or Bitumen in (cr) tanks FP above 60°C, max. temp. 160°C<br>**✠LMC**<br>EL M 1¾"U2<br>FN 1391 | **1970**-1 Hong Kong & Whampoa Dock Co. Ltd. —Kowloon, Hong Kong (1065)<br>85,04 12,81 4,442<br>79,30 12,58 4,96<br>P 20,5 Trunk 45,8 F 11,0 1 dk<br>rf 152 | **M Tanker**<br>Oil Bitumen<br>6 Ta ER<br>L.(oil) 2 714 HeCls. BC | MAN<br>Vee Oil 4SA 16Cy. 220 × 300<br>2 200bhp (1 618kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 108kW 380V 50Hz a.c.<br>Fuel 181,0t (d.o.)-16,5pd 11,75kn |
| 7308217<br>WA6046<br>216523 | **ROBERT M**<br>ex Infanta ex Fearless II ex Einar Beyer<br>**Ocean Transportation Inc.**<br>Ketchikan, Ak United States of America | **104**<br>92<br>— | | **1918** W. M. F. Sehrs—Port Hadlock, Wa<br>*26,55* 5,67<br>2,70 | **Wood M Fishing** | Oil<br>200bhp (147kW)<br>Washington Iron Works Seattle, Wa<br>Fuel (d.o.) |
| 8406327<br>OXFI2<br>D-12982<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **ROBERT MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Romo Denmark (DIS)<br>SatCom: 1610542/OXFI | *16 282*<br>*8 880*<br>27 350<br>T/cm<br>36,9 | **✠100A1** SS 8/91<br>oil tanker (cc)<br>in association with a list of defined Type A, B and C cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>**IGS**<br>EL Gt 577,5/60,0U3<br>FN 6312 | **1986**-8 Odense Staalskibsvaerft A/S—Lindo (113)<br>170,01 (BB) 23,14 11,410<br>164,01 23,11 15,37<br>F 12,8 1 dk<br>rf nil Bow/CM 85 Diam. 0,310 MH 2,1 | **M Tanker**<br>Oil Chemical<br>pt higher tensile steel DB DSS Stern disch.<br>14 Ta ER<br>L.29 421<br>14 Cargo pumps total 31 500T/hr | B&W 4L60MCE<br>Oil 2SA 4Cy. 600 × 1944<br>7 206bhp (5 300kW)<br>MAN-B&W Diesel A/S Kobenhavn<br>3 AuxB (2 o.f. 1 ex.g) 13,2kgf/cm² (13,0bar)<br>Gen 2 × 986kW 2 × 740kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 136,0t (d.o.) 1 082,0t (hvf) 15kn |
| 7312335<br>FZES | **ROBERT PEYRONNET**<br>**Port Autonome du Havre**<br>Le Havre France | **1 199**<br>575<br>— | BV | **1973** Dubigeon-Normandie S.A.—Grand Quevilly<br>60,94 12,96 4,811<br>5,41<br>1 dk | **M Hopper/Dredger**<br>Bottom doors | Pielstick 6PC2-2L-400<br>Oil 4SA 6Cy. 400 × 460<br>2 400bhp (1 765kW)<br>Ch. de l'Atlantique St Nazaire<br>Fuel (d.o.) 11kn |
| 7738993<br>WYA2073<br>589449 | **ROBERT R.**<br>**Atlantic Fisheries Inc.**<br>Corpus Christi, Tx United States of America | **101**<br>68<br>— | | **1978** .............St. Augustine, Fl<br>*20,27* 6,23<br>2,77<br>1 dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | Oil<br>335bhp (246kW)<br>U.S.A. |
| 8110289<br>LATR2<br>N-00845<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **ROBERT STOVE**<br>**Lorentzens Skibs A/S**<br>Lorentzens Rederi Co.<br>Oslo Norway (NIS)<br>SatCom: 1311563/LATR | *34 572*<br>*22 723*<br>64 363<br>T/cm<br>63,8 | NV | **1984** Nippon Kokan K.K.—Tsu (83)<br>224,52 (BB) 32,26 12,864<br>214,00 32,20 17,71<br>F 14,7 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.74 713 HeCls. ptB<br>7 Ha (stl) (14,2 × 10,3) (14,7 14,7 14,7 14,7 14,7 14,7 × 14,4) ER<br>Cr 4(25) | Sulzer 6RTA68<br>Oil 2SA 6Cy. 680 × 2000<br>12 220bhp (8 989kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 560kW 440V 60Hz a.c.<br>Fuel 247,0t (d.o.) 3 237,0t (hvf) 15kn |
| 5297971<br>GXJZ<br>186359 | **ROBERT WEIR**<br>**Kelman Marine**<br>United Kingdom | **1 030**<br>459<br>1 575 | ✠Classed LR until 1/5/81 | **1957**-12 Lobnitz & Co. Ltd.—Renfrew (1150)<br>60,51 12,78 4,319<br>57,92 12,50 5,03<br>1 dk<br>rf nil | **S Hopper/Dredger**<br>Suction Bottom doors<br>1 Ho - 1 Hopper 21,9 ER Single side arm<br>Hopper 1453T<br>Mchy.aft | T 3Cy. 330 559 & 864 x 559<br>600ihp (441kW)<br>Lobnitz & Co. Ltd. Renfrew<br>Fuel (o.f.) |
| 7437769<br>WYT9573<br>548067 | **ROBERTA B. KIFFE**<br>ex Vaio Con Dios-81<br>**Dave Punch**<br>Galveston, Tx United States of America | **163**<br>115<br>— | | **1973** Toche Enterprises Inc.—Ocean Springs, Ms<br>*24,27* 7,47<br>3,74<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>456bhp (335kW)<br>U.S.A. |
| 7315296<br>IBFQ<br>830<br>Df Esd Gc<br>Pld Rdr RTv<br>AMVER | **ROBERTA D'ALESIO**<br>ex Gudrun Maersk-86<br>**Ditta G. d'Alesio S.a.S. di Gaetano d'Alesio**<br>Livorno Italy<br>SatCom: 1150227/IBFQ | *19 113*<br>*9 520*<br>32 045<br>T/cm<br>38,0 | RI (NV) | **1973** Kaldnes M/V A/S—Tonsberg (196)<br>170,54 (BB) 26,14 11,300<br>162,97 26,12 15,63<br>1 dk<br>Bow/CM 86 Diam. 0,305 MH 1,5 | **M Tanker**<br>Stern disch.<br>21 Ta ER<br>L.(oil) 42 673 HeCls. C<br>4 Cargo pumps total 3 600T/hr | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Nylands M/V Oslo<br>Gen 3 × 416kW 440V 60Hz a.c.<br>Fuel 244,0t (d.o.) 1 951,0t (hvf) 15,5kn |
| 7304883<br>ICJR<br>880<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **ROBERTA FORESI**<br>ex Tol Pacer-90 ex Chemica-87<br>ex Marta Z-87 ex Stena Carbolica-84<br>ex Stena Gothica-84<br>ex Alchemist Bremen-84 ex Thoralbe-83<br>**Forchimica di Fabrizio Foresi & C. S.A.S.**<br>Livorno Italy | *5 077*<br>*2 183*<br>7 760<br>T/cm<br>17,2 | RI (GL) | **1973** Langvik Sarpsborg M/V—Sarpsborg (93)<br>129,85 (BB) 17,53 7,099<br>120,10 17,51 8,62<br>P 32,0 F 19,2 1 dk<br>Bow/CM 67 Diam. 0,150 MH 1,8 | **M Tanker**<br>Chemical<br>Ice strengthened DB<br>23 Ta ER<br>L.7 692 HeCls. C<br>14 Cargo pumps total 1 400T/hr | Wichmann 7AXAG<br>2 Oil 2SA each 7Cy. 300 × 450 sr geared to sc. shaft<br>4 412kW (5 998bhp) NE 84<br>A/S Wichmann Rubbestadneset<br>Gen 6 × 1292,8kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>16kn |
| 8031835<br>9V2980<br>382200<br>Rt | **ROBERTA III**<br>ex Ampress Mark-81<br>ex Tomi Maru No. 11<br>**Roberta Far East Pte. Ltd.** | **184**<br>59<br>— | (AB) | **1973** Kuwata Dock K.K.—Onomichi<br>34,50 2,801<br>30,99 7,00 3,51<br>1 dk | **M Tug** | Matsue 6MF-33C<br>Oil 4SA 6Cy. 330 × 520 reverse reduction geared to sc. shaft<br>Matsue Nainenki Kogyo Japan<br>Gen 2 × 32kW<br>12kn |

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|---|---|---|---|---|---|---|
| **8820925**<br>*VNXA*<br>853707<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>CollRdr<br>AMVER | **ROBERTA JULL**<br><br>**Westpac Banking Corp.**<br>Western Australian Coastal Shipping Commission (Stateships)<br>*Fremantle, W.A.* Australia<br>SatCom: 1543232/RJUL | *3 113*<br>*1 190*<br>3 487<br>T/cm<br>11,5 | ✠100A1<br>certified container securing arrangements<br>✠**LMC** **UMS**<br>EL U 467,5/40,0U3<br>FN 1915 | **1990**-7 Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A. (291)<br>92,70 (BB) 15,12 5,310<br>83,96 15,10 7,70<br>P 11,2 F 8,2 2 dks<br>rf nil | **M General Cargo**<br>1 Ho ER 1 TwD<br>G.5 053<br>TEU 270<br>C.Ho 96/20' C.Dk 174/20'(40') incl. 30 ref C.<br>1 Ha (stl) (53,5 × 10,6) ER<br>Cr 2(35) | B&W<br>Oil 2SA 6Cy. 260 × 980<br>1 400kW (1 903bhp)<br>MAN-B&W Diesel A/S<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 1 × 468kW 3 × 300kW 415V<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>thruster unit<br>Fuel 73,0t (d.o.) 253,0t (hvf)-6,3pd |
| **7742841**<br>*WYH4985*<br>591632<br>Df Esd Gc<br>Rdr Rt | **ROBERTA M**<br>ex Hipac<br>**Roberta M. Fisheries Inc.**<br>Seattle, Wa United States of America | **173**<br>117<br>— | | **1978** ............Miami, Fl<br>*25,00* 7,93<br>2,21<br>1 dk | **M Fishing** | Oil<br>900bhp (662kW) |
| **6613897**<br>*IJOC*<br>135<br>Df Esd Gc<br>Rdr Rt | **ROBERTO**<br>ex Amoruso Terzo-86<br>**Atlanpesca S.p.A.**<br>Arnaldo Bigoni<br>Bari Italy | **610**<br>298<br>549 | RI | **1966** Soc. Esercizio Cant.—Viareggio (556)<br>60,08 9,22 3,709<br>52,94 9,20 4,60<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>1 Ho ER<br>In.610 | Deutz<br>Oil 4SA 8Cy. 350 × 400<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz |
| **5297995** | **ROBERTO G. MAQUERO**<br>ex Russell 14-57<br>**Sindieato de Trabajadores del Puerto de Veracruz**<br>Veracruz Mexico | **190**<br>129<br>— | | **1952** Liberty D.D. Inc.—Brooklyn, NY<br>29,88 7,50 3,699<br>27,36 7,47 3,99<br>1 dk | **M Tug** | Fairbanks, Morse<br>Oil 2SA 5Cy. 405 × 510<br>Fairbanks Morse & Co.<br>Fuel 46,5t |
| **8113413** | **ROBERTO LUIS**<br><br>**Pesqueros Noroeste S.A. de C.V.**<br>Mexico | **1 000**<br>—<br>— | | **1985** Campanella Cantieri Navali S.p.A.—Savona (96)<br>... ... ...<br>... ... ... | **M Fishing**<br>Tuna | General Motors<br>Oil geared to sc. shaft<br>General Motors Corp. Electro-Motive |
| **6811322**<br>*DZJP*<br>224260<br>Rdr Rt | **ROBERTO T**<br>ex Don Okai ex Dona Oka 1<br>ex Ryoho Maru-80<br>Manila Philippines | **1 173**<br>780<br>1 931 | (NK) | **1967** Asakawa Zosen—Imabari<br>74,20 10,52 4,822<br>68,59 10,49 5,49<br>P 15,3 F 6,8 1 dk<br>conv General Cargo 71<br>conv Chemical Tanker 73 | **M General Cargo**<br>G.2 455 B.2 252<br>1 Ha (stl) (42,6 × 6,6) ER | Makita<br>Oil 4SA 6Cy. 380 × 540<br>1 550bhp (1 140kW)<br>Makita Tekkosho<br>Gen 2 × 20kW 225V a.c.<br>Fuel 145,5t-6,0pd |
| **8009313**<br>*V8ZT*<br>0020<br>Esd Rdr Rt | **ROBIAH**<br>**Brunei Shell Petroleum Co. Sendirian Berhad**<br>Bandar Seri Begawan Brunei | **54**<br>15<br>12 | ✠100A1 SS 10/89<br>extended protected waters service<br>**LMC**<br>EL (A) 130,0/11,2U1<br>FN 146 | **1981**-4 Cheoy Lee Shipyards Ltd.—Hong Kong (3736)<br>20,15 5,82 1,601<br>19,41 5,31 2,21<br>RFD 13,2 1 dk<br>rf - | **TM Mooring Launch** | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165<br>geared to sc. shafts<br>506bhp (372kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 28kW 240V 50Hz a.c. |
| **7416155**<br><br>Esd Rdr Rt | **ROBIAN**<br>**Government of The Republic of Iraq (Ministry of Agriculture & Agrarian Reform- State Fisheries Co.)**<br>Basrah Iraq | **200**<br>49<br>129 | (BV) | **1976** Ast. Zamacona S.A.—Bilbao (109)<br>31,40 3,301<br>27,36 7,50 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 geared<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Fuel 71,0t (d.o.) |
| **7234650**<br>*ELDC*<br>4395<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ROBIN**<br>ex Golar Robin-89<br>**Finnrobin Shipping Inc.**<br>Engas Ship Management A/S<br>Monrovia Liberia<br>SatCom: 1241122/ELDC | **98 905**<br>80 974<br>219 387<br>T/cm<br>140,4 | NV | **1973** Kawasaki Heavy Ind. Ltd.—Sakaide (1187)<br>315,96 (BB) 48,27 19,597<br>313,70 48,19 25,20<br>1 dk<br>rf 102 Bow/CM 158 Diam. 0,650 MH 0,9 | **S Tanker**<br>CBT COW IGS<br>13 Ta ER<br>L.(oil) 269 136 HeCls. B<br>3 Cargo pumps total 15 000T/hr | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 1280kW 1 × 560kW 440V<br>Fuel 6 310,0t (o.f.) 25,0t (d.o.)-130,0pd |
| **7602675**<br>*SXUO*<br>9868<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **ROBIN**<br>ex General Fr. Kleeberg-91<br>**Opo Maritime Inc.**<br>Goldenport Compania Naviera (Cyprus) Ltd.<br>Piraeus Greece | **17 495**<br>11 213<br>16 432 | PR | **1980** Stocznia Szczecinska im. A. Warskiego —Szczecin (B467/03)<br>190,10 (BB) 25,35 9,551<br>179,76 25,29 15,19<br>2 dks<br>conv Vegetable oil Ref General Cargo 89 | **M Container Ship**<br>Fixed-guides Vegetable oil Ref 4bth P<br>Ice strengthened<br>5,3DT 5,7DTp&s 4 Cell. Ho 20,2 26,8 26,8 24,3 ER 1 Ho 14,5<br>In.1 150 L.610<br>TEU 742 C.742/20' (40') | Pielstick<br>2 Vee Oil 4SA each 18Cy. 480 X 520<br>sc. shaft<br>33 000bhp (24 273kW)<br>"Zgoda" Zaklady Urzadzen<br>Gen 4 × 800kW 400V d.c.<br>Thw. thrust propeller fwd<br>Fuel 265,0t (d.o.) 6 315,0t (hvf) |
| **7523075**<br>*P3XI2*<br>708485<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ROBIN**<br>ex Lady II-91 ex Cernik-88<br>ex Golden Cirrus-86 ex Unkai Maru-82<br>**Vlastos Shipping Co. Ltd.**<br>Limassol Cyprus | **9 305**<br>6 379<br>16 889 | NK | **1976** Mitsubishi Heavy Industries Ltd. —Shimonoseki (763)<br>148,01 21,62 9,373<br>136,10 21,61 12,20<br>P 25,6 F 9,8 1 dk | **M Bulk Carrier**<br>3 Ho ER<br>G.20 828 B.20 264<br>3 Ha (stl) (13,7 × 9,0) (30,4 30,4 × 11,0) ER<br>Der 5(25) | Mitsubishi<br>Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 480kW 450V 60Hz a.c. |
| **6819207**<br>*HQGI7*<br><br>Df Esd Gc<br>Rdr Rt | **ROBIN**<br>ex Lucy-90 ex Queen Hiba-88<br>ex Justine-87 ex La Esperanza-86<br>ex Bela-81 ex Beta-74<br>Honduras | **1 992**<br>1 338<br>3 040 | (BV)<br>✠Classed LR until 27/7/73 | **1969**-1 EMAQ-Engenharia & Maquinas S.A.—Rio de Janeiro (264)<br>79,13 12,53 4,954<br>73,92 12,50 7,47<br>RFD 8,3 2 dks<br>rf 51 | **M General Cargo** CSD<br>2 Ho each 17,9 ER<br>G.4 067 B.3 803<br>2 Ha (each 17,9 × 6,1) ER | B&W<br>Oil 2SA 6Cy. 350 × 620<br>1 680bhp (1 236kW)<br>Industrias Villares<br>Gen 3 × 128kW 450V 60Hz a.c.<br>Fuel 206,5t |
| **5222287**<br><br>98185 | **ROBIN**<br>ex Maria-74 ex Robin<br>**The Maritime Trust Corp. Ltd.**<br>London United Kingdom | **342**<br>210 | ✠ | **1890**-11 R. Thomson—London<br>*43,59* 6,99 3,963<br>... ...<br>RQD -F - 1 dk<br>R | **S General Cargo**<br>2 Ha (stl) ER | T 3Cy. 305 457 & 762 x 533<br>152ihp (112kW)<br>Gourlay Bros. & Co.<br>Fuel 46,0t (hvf) |
| **8427890**<br><br>223082<br>Rt | **ROBIN**<br><br>**Asian Shipping Corp.**<br>Manila Philippines | **257**<br>155<br>411 | | **1979** ............Manila<br>9,78<br>41,69 9,76<br>1 dk | **M General Cargo** | Oil<br>576bhp (424kW) |
| **7235202**<br>*WZH4092*<br>541711<br>Df Esd Gc<br>Pfd Rdr Rt | **ROBIN ALARIO**<br>**Nolty J. Theriot Inc.**<br>Houma, La United States of America | **158**<br>107<br>— | AB | **1972** McDermott Shipyard—Morgan City, La (175)<br>5,004<br>40,42 10,37 5,57<br>F 13,5 1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 ×<br>reduction geared to sc. shafts<br>General Motors Corp.<br>Gen 2 × 100kW a.c.<br>Fuel 470,5t (d.o.) |
| **7739480**<br>*WYC7476*<br>590525 | **ROBIN GAIL II**<br>**Donald R. Nelson**<br>Mobile, Al United States of America | **128**<br>87<br>— | | **1978** Gulf Coast Marine Builders Inc.—Bayou la Batre, Al<br>*23,69* 6,76<br>3,54<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>400bhp (294kW)<br>Caterpillar Tractor Co. |

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| 8703232<br>DGRH<br>Ot Esd Gc<br>Ptd Rdr<br>RTm/h/v<br>SatNav | **ROBIN HOOD**<br>**OHG TT-Line G.m.b.H. & Co.**<br>Hamburg Federal Republic of Germany | *24 728*<br>*7 418*<br>8 900 | GL | **1989** Schichau Seebeckwerft A.G. —Fischereihafen, Bremerhaven. (1064)<br>177,20 (BB) 26,50 6,101<br>165,00 26,00 18,90<br>3 dks | **TM Passenger/RoRo Cargo**<br>Rail Vehicles 122cbn 284bth P<br>Ice strengthened<br>Stern door/ramp<br>L 15,00 W 11,40<br>Lane Length 2250<br>Lorries 160 | MAN 8L40/45<br>6L40/45<br>4 Oil with clutches & dr geared to sc. shafts (centre) 2 Oil 4SA each 8Cy. 400 × 450<br>8 460kW (11 501bhp)<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>(wing) 2 Oil 4SA each 6Cy. 400 × 450<br>6 340kW (8 619bhp)<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 2 × 1300kW 3 × 820kW 1 × 500kW 220/440V a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>19kn |
| 7428378<br>ELFF8<br>8303<br>Ot Esd Gc<br>Ptd Rdr<br>RTm/h/v<br>AMVER | **ROBIN L**<br>ex Arnica-88 ex Benledi-84<br>ex Ros Castle-81<br>Launched as Sheaf Crest<br>**Robin L. Ltd.**<br>Denholm Ship Management (Overseas) Ltd.<br>Monrovia Liberia | *35 806*<br>*22 407*<br>64 059<br>T/cm<br>64,0 | NV | **1976** A/S Burmeister & Wain's Skibsbyggeri —Kobenhavn (890)<br>224,64 32,31 13,101<br>213,57 32,25 17,78<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 26,9 23,3 23,3 23,3 23,3 23,3 25,1 ER<br>G.79 900 B.76 300<br>7 Ha (stl) (each 14,4 × 15,0) ER<br>Cr 1(5) | B&W 7K80GF<br>Oil 2SA 7Cy. 800 × 1600<br>18 500bhp (13 608kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 306,0t (d.o.) 3 943,0t (hvf)-69,0pd 15,8kn |
| 7048154<br>WY5238<br>517110 | **ROBIN ROSE**<br>**Parker Brothers & Co. Inc.**<br>Houston, Tx United States of America | **146**<br>99<br>203 | | **1968** Parker Bros. & Co. Inc.—Houston, Tx<br>*21,65* 8,08<br>2,72<br>1 dk | **M General Cargo** | Oil<br>1 100bhp (809kW)<br>.............<br>Fuel (d.o.) |
| 5298080<br>WU7518<br>276292<br>Gc Rdr<br>RTh/v | **ROBINSON BAY**<br>**St. Lawrence Seaway Development Corp.**<br>Ogdensburg, NY United States of America | **213**<br>114<br>— | (AB) | **1958** Christy Corp.—Sturgeon Bay, Wi (383)<br>31,40 8,23<br>29,37 8,18 4,42<br>1 dk<br>BK 76 | **D-E Tug** | General Motors<br>Vee Oil 2SA 8Cy. 222 × 267 driving gen. of 97kW 75V d.c. connected to elec. motor & sc. shaft<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 30kW 120V d.c.<br>Fuel 88,5t (d.o.) |
| 7042734<br>CB2149<br>CE8997<br>Esd Rdr Rt | **ROBLE**<br>ex Lima 3-82 ex Pralsa XI-76<br>**Sociedad Pesquera Coloso S.A.**<br>Iquique Chile | **310**<br>140<br>— | BV (GL) | **1970** Ast. Picsa S.A.—Callao (328)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>625kW (850bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 14,8kW 220V a.c.<br>Fuel (d.o.) 12kn |
| 5028760<br>9HBQ3<br>2412<br>Ot Esd Gc<br>Ptd Rdr<br>RTm/h/v<br>SatCom | **ROBOT**<br>ex Al-Wataniah-90 ex Karen Fekete-76<br>ex Atland-72<br>**Robot Shipping Co. Ltd.**<br>Mayamar Marine Enterprises S.A.<br>Valletta Malta | **12 629**<br>5 925<br>18 649<br>T/cm<br>31,4 | GL (NV)<br>✠Classed LR until 7/72 | **1956**-6 Eriksbergs M/V A/B—Goteborg (472)<br>177,63 21,34 9,124<br>167,44 21,26 11,97<br>P 35,7 F 22,6 1 dk<br>rf 25 Bow/CM 90 Diam. 0,457 conv Ore Carrier 72 | **M Tanker**<br>DB<br>19 Ta ER<br>L.(oil) 20 931 HeCls. B<br>3 Cargo pumps total 2 910T/hr | B&W 6-74VTBF-160<br>Oil 2SA 6Cy. 740 × 1600<br>5 296kW (7 200bhp)<br>Eriksbergs M/V A/B Goteborg<br>Gen 1 × 515kW 3 × 230kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 120,0t (d.o.) 140,0t (hvf)-18,0pd 15,25kn |
| 6819623<br>GCFW<br>FH 566<br>Ot Esd Ptd<br>Rdr Rt | **ROBRISA**<br>**Robrisa Fishing Ltd.**<br>Port Fish Ltd.<br>Falmouth United Kingdom | **254**<br>104<br>273 | (BV) | **1968** Ast. de Murueta S.A.—Guernica (91)<br>38,10 7,27 3,480<br>33,00 7,19 6,89<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.218<br>2 Ha (each 1,1 × 1,1) ER<br>Der 1(1,5) | MWM<br>Oil 4SA 8Cy. 250 × 350<br>825bhp (607kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 108,0t (d.o.) 12kn |
| 7392244<br>GUSL<br>338115<br>Ot Esd Rdr<br>Rt | **ROBRIX**<br>ex Silloth Stag-85<br>Launched as Tilstone Maid<br>**Robrix Shipping Co. Ltd.**<br>J. R. Rix & Sons Ltd.<br>Hull United Kingdom | **798**<br>435<br>1 184 | **✠100A1** SS 8/88<br>**✠LMC**<br>EL J 1"U2<br>FN 852 | **1975**-3 Beverley SB. & Eng. Co. Ltd.—Beverley (1562)<br>61,73 10,47 3,937<br>57,61 10,20 4,58<br>P 14,7 F 6,1 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 37,1 ER<br>G.1 626 B.1 558<br>1 Ha (stl) (28,6 × 7,6) ER | Allen 8PBCS12-F<br>Oil 4SA 8Cy. 242 × 305 reverse reduction geared to sc. shaft<br>1 200bhp (883kW)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 2 × 50kW 415V 50Hz a.c.<br>Fuel 62,0t (d.o.) 12kn |
| 8716954<br>IBKG<br>263<br>Ot Esd Gc<br>Ptd Rdr RTv | **ROBUR**<br>**Caronte Shipping S.p.A.**<br>Messina Italy | *7 067*<br>*2 120*<br>3 966 | RI | **1989** C.N. "Visentini" di Visentini Francesco & C. —Donada (157)<br>125,16 4,712<br>111,80 19,70 11,78<br>1 dk | **M RoRo Cargo/Ferry**<br>Stern door/ramp<br>L 12,00 W 13,20 SWL 50<br>Lane Length 230 Clear height 6,10<br>Cars 58 Trailers 75<br>TEU 347 C.Ho 155/20' C.Dk 192/20' | Wartsila 12V32<br>Vee Oil 4SA 12Cy. 320 × 350 sr geared to sc. shaft<br>4 500kW (6 118bhp)<br>Wartsila Diesel Oy Vaasa/Vasa<br>Gen 3 × 323kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (i.f.o.) 15kn |
| 8615605<br>FHMN<br>DK659441J<br>Rdr Rt | **ROBUSTE**<br>**G7 Les Abeilles S.A.**<br>Societe Dunkerquoise de Remorquage et de Sauvetage<br>Dunkerque France | *282*<br>—<br>— | BV | **1987** C.E.R.N.A.T.—Nantes (43370)<br>30,99 3,601<br>29,01 9,21 4,53<br>1 dk | **TM Tug**<br>Tractor | Deutz SBV6M628<br>2 Oil 4SA each 6Cy. 240 × 280 with clutches, flexible couplings & reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 52kW 1 × 12kW 380V a.c.<br>2 Directional propellers<br>Fuel 76,0t (d.o.)-6,0pd 11,5kn |
| 7302744<br>OW2310<br>D2782<br>Ot Esd Gc<br>Ptd Rdr Rt | **ROC AMADOUR**<br>**Stranda Trolarafelag**<br>Strendur Faeroes (Danish) | **708**<br>296<br>396 | BV | **1973** At. & Ch. de la Manche—Dieppe (1231)<br>52,99 11,03 4,827<br>47,00 10,80 6,15<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.500 | Crepelle 12PSN3<br>Vee Oil 4SA 12Cy. 260 × 280<br>2 000bhp (1 471kW)<br>Crepelle et Cie. Lille<br>Controllable pitch propeller<br>Fuel 197,5t (d.o.) 14kn |
| 7904475<br>YJYK5<br>567<br>Ot Esd Gc<br>Ptd Rdr Rt | **ROC SEA**<br>**Roc Sea Shipping Ltd.**<br>Port Vila Vanuatu | *23 566*<br>*13 870*<br>38 000 | **✠100A1** SS 4/90<br>bulk carrier strengthened for heavy cargoes holds No. 1, 3, 5 & 7, or holds No. 2, 4 & 6 or holds No. 1, 4 & 7 or holds No. 2 & 5 may be empty<br>Ice Class 3<br>**✠LMC** **(UMS)**<br>EL J† 605,0/76,0U2<br>FN 8151 | **1980**-3 "Georgi Dimitrov" Shipyard—Varna (062)<br>201,56 (BB) 27,87 11,215<br>187,71 27,82 15,60<br>P 37,8 F 17,1 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 22,7 20,1 19,2 19,5 19,5 19,5 19,5 ER<br>G.46 066<br>7 Ha (stl) (12,9 × 11,2) (12,9 12,9 12,9 12,9 12,9 12,9 × 12,7) ER<br>Cr 4(25) | B&W 8DKRN74/160<br>Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) rcv & htr 7kgf/cm² (6,9bar)<br>Gen 3 × 504kW 400V 50Hz a.c. |
| 5018117<br>YYBO<br>ARCA-6070<br>Ot Esd Rdr<br>RTm | **ROCA V**<br>ex Mameju III-90 ex Don Manolo-85<br>ex Cargo-81 ex Ank Winsemius-81<br>**Venezolana de Cabotaje International**<br>Pampatar Venezuela | **1 187**<br>567<br>1 086 | ✠Classed LR until 22/6/84 | **1958**-5 N.V. Schbwf. v/h De Groot & Van Vliet —Slikkerveer (324)<br>65,46 10,01 3,722<br>58,25 9,91 5,90<br>F 7,7 2 dks<br>RW rf 51 widened 69 | **M General Cargo** CSD<br>1 Ho 31,2 ER 1 TwD<br>G.1 943 B.1 795 | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 10kW 110V d.c.<br>Fuel (d.o.) 11kn |
| 6917217<br>EBTR<br>8980<br>Ot Esd Rt | **ROCAMAR**<br>**Antonio Santos Alonso**<br>Cadiz Spain | **174**<br>80<br>— | RI (BV) | **1969** Const. Nav. Santodomingo—Vigo (370)<br>29,11 6,30 2,998<br>25,20 6,25 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.130<br>2 Ha (each 1,1 × 1,1) ER | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>490bhp (360kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 10kn |

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|---|---|---|---|---|---|---|
| **8823006**<br>*DCCI*<br>Rdr Rt | **ROCHEN**<br>**Bo-Do Wasserbau G.m.b.H.**<br>Wiesmoor Federal Republic of Germany | **164**<br>-<br>236 | GL | **1976** Scheepswerf Ravestein B.V.—Deest<br>- - 1,790<br>25,07 9,52 2,30<br>1 dk | **D-E Pontoon** | Cummins<br>Oil 4SA 6Cy. 140 × 152 total 209kW<br>driving gen. of 28kW 380V a.c.<br>elec. motor & reduction geared to<br>Cummins Engine Co. Inc.<br>Directional propeller |
| **8411255**<br>*DDUU*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **ROCHEN I**<br>ex Roche-85<br>**Partenreederei m.s. "Rochen I"**<br>Carl Buttner G.m.b.H. & Co.<br>Bremen Federal Republic of Germany | *7 093*<br>*3 534*<br>11 050 | GL | **1984** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (216)<br>134,63 19,82 8,470<br>125,28 19,60 10,65<br>P 30,2 F 13,8 1 dk | **M Tanker**<br>Oil Chemical<br>Ice strengthened DB DSS<br>15 Ta ER<br>L.12 609 | MaK<br>Oil 4SA 8Cy. 450 × 550 with clutches<br>to sc. shaft<br>4 001kW (5 439bhp)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **5298157**<br>*FRHS*<br>42 | **ROCHES DOUVRES**<br>**Government of The Republic of France (Service Technique des Phares et Balises)**<br>St. Malo France | **220**<br>—<br>— | | **1948** Forges & Ch. de La Mediterranee—Le Havre<br>34,85 6,81 2,604<br>6,76<br>B 18,9 1 dk | **TM Buoy Ship**<br>2W Der 2(1,75) | Sulzer<br>2 Oil 4SA each 6Cy. 220 × 320<br>Forges & Ch. de la Mediterranee<br>Fuel 11,0t (d.o.) |
| **6828935**<br>*EIWX*<br>402806<br>Df Esd Gc<br>Rdr RTm/h/v | **ROCHES POINT**<br>ex Samos Fortune-80 ex Thorhagen-73<br>**A.D.M. Ringaskiddy**<br>Marine Transport Services Ltd.<br>Cork Irish Republic | **1 593**<br>1 049<br>3 350 | (GL) | **1968** Werft Nobiskrug G.m.b.H.—Rendsburg (659)<br>94,32 13,54 5,303<br>85,48 13,47 6,30<br>P 20,2 F 13,2 1 dk<br>conv Oil Chemical Tanker 80 | **M Tanker**<br>Chemical Effluents<br>16 Ta ER<br>L.3 447 HeCls. C | MAN<br>Oil 4SA 6Cy. 400 × 540<br>3 350bhp (2 464kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 120kW 400V 50Hz a.c.<br>Fuel 386,0t (d.o.)-13,5pd |
| **7223089** | **ROCHI**<br>**Pesquera Altamer**<br>Peru | **350**<br>—<br>— | | **1972** Maestranza y Astillero Delta S.A.—Callao (46)<br>... ... ...<br>... ... ...<br>1 dk | **Reinforced Plastic M Fishing** | General Motors<br>Oil<br>General Motors Corp.<br>Fuel (d.o.) |
| **7369675** | **ROCINANTE**<br>Launched as Jaruco<br>**Flota Industrial Pesca Atunera Caribe C.A. (FIPACA)**<br>Venezuela | **814**<br>427<br>899 | | **1984** Ast. Picsa S.A.—Callao (390)<br>51,52 11,03 —<br>47,00 10,67 5,69<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>In.756 | MAN<br>Oil 4SA 9Cy. 300 × 450 with clutches,<br>couplings & dr reverse geared to sc.<br>1 910bhp (1 405kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 252kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **7369247**<br>Df Esd Gc<br>Pfd Rdr Rt | **ROCIO**<br>ex Angelita<br>Launched as Irene<br>**Bartolome Diaz Valero**<br>Guayaquil Ecuador | **225**<br>125<br>— | (BV) | **1975** Maestranza y Astillero Delta S.A.—Callao (45)<br>28,91 7,42 2,134<br>26,01 7,32 4,02<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 165 reverse<br>geared to sc. shaft<br>460bhp (338kW)<br>Caterpillar Tractor Co.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.) |
| **6622408**<br>*EFBB*<br>3874<br>Df Esd Rdr<br>Rt | **ROCIO**<br>**Compania de Remolcadores Ibaizabal S.A.**<br>Bilbao Spain | **100**<br>25<br>— | | **1967** S.A. Juliana Constructora Gijonesa—Bilbao (5)<br>23,32 6,18 2,261<br>21,01 5,90 2,90<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz<br>Gen 2 × 12kW<br>Fuel 18,5t |
| **9019781** | **ROCIO DEL MAR**<br>**Aguas Saladas**<br>Argentina | *130*<br>—<br>115 | AB (Class cont.) | **1991** S.A.N.Y.M. S.A.—Buenos Aires (86)<br>3,001<br>23,53 6,51 3,51 | **M Fishing**<br>Ref<br>In.125 | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 geared<br>540bhp (397kW)<br>Caterpillar Inc. |
| **7636834**<br>*EHPL* | **ROCION**<br>**Entrecanales y Tavora S.A.**<br>Santa Cruz de Tenerife Spain | **239**<br>225<br>424 | | **1977** Union Naval de Levante S.A.—Barcelona (61)<br>31,73 7,37 2,661<br>31,70 7,33 3,38<br>1 dk | **M General Cargo Barge**<br>Mchy.aft | Deutz<br>2 Vee Oil 4SA each 8Cy. 120 × 125<br>296bhp (218kW)<br>Kloeckner Humboldt Deutz |
| **8107048**<br>*FULY*<br>Rt | **ROCK FISH**<br>**Compagnie Nationale de Navigation (C.N.N.)**<br>Feronia International Shipping (F.I.SH)<br>Port aux Francais, Kerguelen Antarctic Terr. (French) | **851**<br>400<br>1 013 | BV | **1982** Scheepswerf "Waterhuizen" B.V. J. Pattje —Waterhuizen (349)<br>53,57 11,71 4,552<br>47,86 11,51 5,52<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Cement Fire-fighting Anchor-handling | Wichmann<br>2 Oil 2SA each 7Cy. 300 × 450<br>A/S Wichmann<br>Gen 2 × 228kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **8632419**<br>*ZDBV4*<br>715606<br>Rdr Rt | **ROCK SERVICE**<br>**Gibraltar Port Services Ltd.**<br>Gibraltar Gibraltar (British) | **568**<br>538<br>— | | **1977** Plocka Stocznia Rzeczna—Plock<br>- 9,54 —<br>- - 3,32<br>1 dk | **TM Hopper Barge**<br>Bottom doors | 2 Oil each 8Cy. 127 × 140<br>364kW (495bhp)<br>.............. |
| **8306137**<br>708092<br>Df Esd Gc<br>RTm/v | **ROCK SHRIMP**<br>**Guyana Fisheries Ltd.**<br>Georgetown, Demerara Guyana | **108**<br>48<br>98 | | **1983** Bender SB. & Repair Co. Inc.—Mobile, Al (186)<br>2,590<br>21,95 6,11 3,28<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 sr geared<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 3,25kW 32V d.c.<br>Fuel 43,5t (d.o.)-1,0pd |
| **7530834**<br>*EITN*<br>401848<br>Df Esd Gc<br>Rdr RTm/h/v | **ROCKABILL**<br>ex Sybille-91 ex Echo Carrier-89<br>ex Scot Venture-88 ex Sybille-88<br>**Dundalk Shipping Co. Ltd.**<br>Dundalk Irish Republic | **999**<br>670<br>2 192 | GL | **1977** Watanabe Zosen K.K.—Hakata (188)<br>79,13 12,43 4,771<br>73,00 12,41 4,91<br>P 13,2 F 58,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,8 ER<br>G.4 023 B.3 928<br>TEU 104 C. 104/20'<br>1 Ha (stl) (43,7 × 10,0) ER | Yanmar<br>Oil 4SA 6Cy. 280 × 340<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **5298195**<br>*WB7358*<br>255736<br>Rt | **ROCKAWAY**<br>**Nicastro Bros. Inc.**<br>Gloucester City, NJ United States of America | **187**<br>152<br>— | | **1958** Fish Meal Co.—Beaufort, NC<br>*37,13* 6,25<br>... ... ...<br>1 dk | **Wood M General Cargo** | Oil<br>.............. |
| **7341702**<br>*P3TA3*<br>709044<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ROCKNES**<br>**Corrientes Bulk Carriers Ltd.**<br>Thorstone Ship Management Ltd.<br>Limassol Cyprus | **3 440**<br>2 297<br>5 790<br>T/cm<br>12,7 | NV | **1975** Appledore Shipbuilders Ltd.—Appledore (A.S.107)<br>102,01 (BB) 15,85 6,833<br>95,00 15,55 8,74<br>P 24,1 F 12,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>3 Ho 30,2 7,0 29,5 ER<br>G.7 466 B.6 470<br>4 Ha (stl) (24,2 × 10,0) (2,9p&s × 2,9) (24,2 × 10,0) ER | Pielstick<br>Oil 4SA 9Cy. 400 × 460<br>4 500bhp (3 310kW)<br>Crossley Premier Engines Ltd.<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Fuel 35,5t (d.o.) 503,0t (hvf)-12,0pd |
| **8211746**<br>*C6BM4*<br>708823<br>Df Esd Gc<br>Rdr RTv | **ROCKWATER 1**<br>ex Deepwater 1-90<br>**Rockwater Holdings Ltd.**<br>Smit Fleet Services B.V. (Smit Vlootbeheer)<br>Nassau Bahamas<br>SatCom: 1104402/DWON<br>See Register of Offshore Units | *4 611*<br>*1 383*<br>1 530 | ✠**100A1** SS 12/88<br>offshore supply ship/fire fighting ship 2 (7200cub.m/hour) with waterspray<br>Ice Class 3<br>DP(AA)<br>✠**LMC** **UMS**<br>FN 2009 | **1983**-12 Scheepsw. "De Hoop" B.V.—Lobith (308)<br>98,35 18,45 4,501<br>78,44 18,00 7,60<br>F 40,0 2 dks<br>rf r.il | **TD-E Diving Maintenance Support**<br>for offshore installations Fire-fighting<br>Moonpool<br>Cr 1(100) 1(5) | MAN<br>5 Oil 4SA each 9Cy. 250 × 300<br>(8 275kW) driving 5 gen.<br>a.c. connected to 2 elec.<br>2 500shp (1 839kW) & sr geared<br>Brons Industrie N.V.<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>Gen 1 × 304kW 440V 60Hz a.c.<br>2 Directional propellers<br>3 Thw. thrust Contr. pitch propellers<br>Fuel 971,0t (d.o.)-16,0pd |

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| 8211758<br>C6BM5<br>708824<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **ROCKWATER 2**<br>ex Deepwater 2-90<br>**Rockwater Holdings Ltd.**<br>Smit Fleet Services B.V. (Smit Vlootbeheer)<br>Nassau Bahamas<br>SatCom: 1104403/DTWO<br>See Register of Offshore Units | *4 611*<br>*1 383*<br>2 232 | ✠**100A1** SS 4/89<br>offshore supply ship/fire fighting ship 2 (7200cub.m/hour) with waterspray<br>Ice Class3<br>DP(AA)<br>✠**LMC** **UMS**<br>FN 2026 | **1984**-4 Scheepsw. "De Hoop" B.V.—Lobith (310)<br>98,35 18,45 5,301<br>79,13 18,00 7,60<br>F 38,8 2 dks<br>rf nil | **TD-E Diving Maintenance Support**<br>for offshore installations Fire-fighting<br>Moonpool | MAN<br>5 Oil 4SA each 9Cy. 250 × 300 total 11 250bhp (8 275kW) driving 5 gen. each 1 630kW 6 000V a.c. connected to 2 elec. motors each of 2 500shp (1 839kW) & sr geared to sc. shafts<br>Brons Industrie N.V. Appingedam<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>Gen 1 × 304kW 440V 60Hz a.c.<br>2 Directional propellers<br>3 Thw. thrust Contr. pitch propellers fwd<br>Fuel 971,0t (d.o.)-16,0pd 12,5kn |
| 5049099<br>LANV3<br>N-01010<br>Df Gc Rdr<br>RTm/v | **ROCKY**<br>ex Boss-90<br>**Chappell Ltd.**<br>Kristiansand Norway (NIS) | **181**<br>0<br>— | NV | **1960** Stord Verft A/S—Stord (53)<br>30,66 8,13 4,141<br>26,83 8,11 4,53<br>1 dk<br>rf 51 BK 152 | **M Tug/ Icebreaker**<br>Salvage<br>Ice strengthened<br>1 Ha (stl) (1,6 × 2,2) | MaK<br>Oil 4SA 6Cy. 385 × 580<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 40kW 1 × 20kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 71,0t (d.o.)-3,5pd |
| 7221603<br>PHCK<br>24276<br>Df Esd Gc<br>Rdr RTm/v | **ROCKY GIANT**<br>ex Grete Nielsen-78<br>**Exploitatie Maatschappij Maritiem B.V.**<br>ACZ Marine Contractors B.V.<br>Rotterdam Netherlands<br>See Register of Offshore Units | *3 713*<br>*1 113*<br>— | BV (NV) | **1972** Ulstein M/V A/S—Ulsteinvik (70)<br>99,45 21,01 5,750<br>90,71 - 6,90<br>1 dk<br>rf nil len 91widened 78<br>conv General Cargo 78 | **M Stone Carrier**<br>Side-discharge<br>Str. heavy cargoes Ice strengthened<br>Mchy.aft | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550<br>1 999bhp (1 470kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 5 × 560kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>3 Directional thrust propellers , incl. 2 retractable |
| 6601129<br>HP5593<br>0253-17<br>89-PEXT<br>Rdr Rt | **ROCKY II**<br>ex Genyo Maru-90 ex Sayuri Maru<br>ex Daikoku Maru No. 12<br>**Rock Oil Trading (S) Pte. Ltd.**<br>Panama Panama | **945**<br>—<br>1 600 | | **1965** Kurushima Dockyard Co. Ltd.—Imabari (323)<br>68,51 10,37 4,700<br>63,02 10,32 5,21<br>1 dk<br>RW | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 164 | Oil 4SA 6Cy. 380 × 540<br>1 300bhp (956kW)<br>Nippon Hatsudoki Kobe<br>11,5kn |
| 7624075<br>C6BW3<br>377823<br>Df Esd Pfd<br>Rdr Rt | **ROCQUAINE**<br><br>**James Fisher and Sons Public Limited Company**<br>Nassau Bahamas | **985**<br>641<br>1 559 | GL<br>✠Classed LR until 7/8/87 | **1977**-12 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1455)<br>66,91 10,77 4,122<br>62,49 10,52 5,03<br>P 11,6 RQD 12,5 B 10,7 F 5,2 1 dk<br>rf 152 | **M General Cargo**<br>1 Ho 45,1 ER<br>G.2 180 B.2 040<br>TEU 58 C.Ho 38/20' C.Dk 20/20'<br>1 Ha (stl) (37,8 × 7,4) ER | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>1 100bhp (809kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 60kW 1 × 20kW 415/240V 50Hz a.c.<br>Fuel 65,0t (d.o.)-4,0pd 11kn |
| 7429889<br>YDBQ<br>91+PST<br>Df Esd Gc<br>Rdr Rt | **RODA PERKASA**<br>ex Ark World-82 ex Cagayan-81<br>**P.T. Perusahaan Pelayaran Samudera Pan Asia Express Line**<br>Jakarta Indonesia | **3 854**<br>2 761<br>7 121 | KI (NK) | **1975** K.K. Uwajima Zosensho—Uwajima (843)<br>106,43 17,02 7,106<br>98,00 17,00 8,69<br>P 18,9 B 4,9 F 10,1 1 dk | **M General Cargo**<br>2 Ho 39,2 33,6 ER<br>G.8 820 B.8 217<br>2 Ha (stl) (31,2 28,6 × 8,3) ER<br>4W Der 4(14,75) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 553,0t-12,0pd 12,25kn |
| 6927781<br>SWEJ<br>9409<br>Df Esd Gc<br>Rdr | **RODANTHI**<br>ex Atlantic Heritage-86<br>**Level Shipping S.A.**<br>Bananeira Investment Trust Inc.<br>Piraeus Greece | **14 815**<br>9 817<br>29 168 | ✠**100A1** SS 5/90<br>strengthened for ore cargoes, Nos. 1, 4 & 6 holds may be empty<br>✠**LMC**<br>EL Ft 2⅝"U2<br>FN 6396 | **1969**-10 Hakodate Dock Co. Ltd.—Hakodate (415)<br>180,80 (BB) 23,17 10,688<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK fwd | **M Bulk Carrier**<br>7 Ho 14,9 19,2 22,4 13,6 17,6 20,8 17,6 ER<br>G.37 020 B.32 682<br>7 Ha (stl) (6,8 12,8 12,8 9,6 11,2 12,8 11,2 × 9,6) ER<br>14W Der 14(10) | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>8 238kW (11 200bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 2 025,0t (hvf) 15kn |
| 7353078<br>SXWM<br>9586<br>Esd Gc Rdr<br>Rt | **RODANTHI**<br>ex Virgo-89<br>**Ikaria Shipping Co.**<br>G.A. Ferries<br>Piraeus Greece | **8 273**<br>4 413<br>1 930 | HR | **1974** Naikai SB. & Eng. Co. Ltd.—Setoda (380)<br>136,58 (BB) 22,43<br>127,03 22,41 7,80<br>2 dks<br>RW conv RoRo Cargo/Ferry 90 | **TM Passenger/RoRo Cargo/Ferry**<br>155cbn 456bth 1744dk P<br>Bow door & ramp<br>L 8,00 W 5,00<br>2 Stern door/ramp<br>L 8,00 W 6,00<br>Clear height 4,20<br>Cars 311 | Pielstick 16PC2-5V-400<br>2 Vee Oil 4SA each 16Cy. 400 × 460<br>13 900kW (18 897bhp)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 750kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 46,5t (d.o.) 219,0t (i.f.o.)-33,5pd 22kn |
| 7420156<br>DFOF<br><br>Esd Rdr Rt | **RODAS**<br>ex Silbermowe-85<br>**Oswald Katzenberger**<br>Cuxhaven Federal Republic of Germany | **140**<br>63<br>123 | (GL) | **1974** Schiffsw. Julius Diedrich GmbH & Co. K.G. —Oldersum (128)<br>31,02 6,66 2,794<br>23,50 6,63 3,59<br>1 dk | **M Fishing**<br>Mchy.aft | Deutz SBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>560bhp (412kW)<br>Kloeckner Humboldt Deutz Koeln |
| 7102144<br><br>Esd Rdr Rt | **RODDY**<br><br>**Peruana de Pesca S.A. (PEPESCA)**<br>Ilo Peru | **300**<br>119<br>— | (BV) | **1970** Ast. Gumar S.A.—Callao (3)<br>*32,62* 8,08<br>4,12<br>1 dk | **M Fishing**<br>Side Trawler<br>8 Ta<br>L.336<br>1 Ha (2,9 × 3,8) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 sr geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| 8501804<br>PPRL<br><br>Df Pfd Rdr<br>Rt<br>AMVER | **RODEIO**<br><br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro Brazil | *20 180*<br>*8 444*<br>30 511 | AB | **1990** Industrias Reunidas Caneco S.A.—Rio de Janeiro (248)<br>175,46 28,03 10,300<br>167,00 28,00 14,90<br>1 dk | **M Tanker**<br>COW IGS SBT<br>5 Ta ER<br>L.34 312 | B&W 5L50MC<br>Oil 2SA 5Cy. 500 × 1620<br>5 701kW (7 751bhp)<br>Mecanica Pesada S.A. Taubate<br>Gen 3 × 714kW a.c.<br>13,8kn |
| 5298353<br><br>7002<br>Df Esd Gc<br>Rt | **RODEIRA**<br><br>**Jose Sibon Pantoja**<br>Vigo Spain | **187**<br>77<br>— | Classed LR until 1/54 | **1948** Hijos de J. Barreras S.A.—Vigo (616)<br>33,66 6,05 3,188<br>3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,0 × 0,9) (0,9 0,9 × 0,5) | Werkspoor<br>Oil 4SA 6Cy. 260 × 550<br>330bhp (243kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 45,5t (d.o.) 9kn |
| 8027585<br>DGPR<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **RODENBEK**<br><br>**Erste Schiffahrtsges. CCT Chemical Cargo Transport G.m.b.H. & Co. K.G.**<br>Knohr & Burchard Nfl. (G.m.b.H. & Co.)<br>Hamburg Federal Republic of Germany | **1 599**<br>1 218<br>3 926 | GL | **1981** Buesumer Werft G.m.b.H.—Buesum (1439)<br>91,72 (BB) 13,64 6,225<br>83,80 13,61 6,46<br>P 27,5 B & F 48,5 2 dks | **M Tanker**<br>Chemical<br>IGS Ice strengthened<br>Mchy.aft<br>8 Ta (s.stl) 12 Ta<br>L.3 754 | MaK 6M453AK<br>Oil 4SA 6Cy. 320 × 420 sr geared to sc. shaft<br>2 450bhp (1 802kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>12,5kn |
| 6710839<br>LJEO<br>19458<br>Df Esd Rdr<br>Rt | **RODFJELL**<br>ex Arklow Day-80 ex Nordic Clover-78<br>ex Nordic Proctor-75 ex Knudsvig-70<br>**A/S Rovde Sandfrakt**<br>Aalesund Norway | **399**<br>243<br>800 | BV | **1967** Sonderborg Skibsvaerft A/S—Sonderborg (53)<br>52,61 9,83 3,401<br>47,33 9,81 3,79<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.998 B.840<br>1 Ha (22,5 × 5,1) ER<br>2W Der 2(3) | Callesen<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Controllable pitch propeller<br>Fuel 37,5t (d.o.)-2,0pd 11kn |
| 7008582<br><br>Esd Rt | **RODGA**<br><br>**Peruana de Pesca S.A. (PEPESCA)**<br>Ilo Peru | **238**<br>115<br>321 | (BV) | **1969** CONASA—Callao<br>*31,49* 7,65<br>7,62 | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |

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| **7741328**<br>*LZDB*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RODINA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria<br>SatCom: 1435102/RODI | **30 072**<br>18 903<br>52 700<br>T/cm<br>58,0 | RS | **1978** Okean Shipyard—Nikolayev<br>215,40 (BB) 31,86 12,250<br>201,63 31,78 16,84<br>1 dk | **M Bulk Carrier**<br>8 Ho 21,7 16,7 15,2 17,9 20,7 17,0 16,8 19,7 ER<br>G.62 900 HeCls. B<br>8 Ha (stl) (12,8 × 13,4) (12,8 12,8 12,8 12,8 12,8 12,8 12,8 × 16,7) ER | B&W<br>Oil 2SA 8Cy. 740 × 1600<br>13 700bhp (10 077kW)<br>Bryansk Eng. Works<br>Fuel 671,0t (d.o.) 2 563,0t (hvf)-45,0pd |
| **7806702**<br>*UQUD*<br>M-33432<br>Df Esd Gc<br>Rdr Rt | **RODINA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**1 677**<br>784<br>—<br>**2 599**<br>1 386<br>1 756 | RS | **1979** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B406/01)<br>85,10 15,02 —/6,001<br>75,01 9,20<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Ice strengthened<br>4 Ta ER 3 Ho<br>B.140 In.1 605<br>3 Ha (each 2,2 × 1,9) ER<br>Der 2(15) 1(1,5) | Sulzer<br>Oil 4SA 8Cy. 400 × 480 geared to sc.<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 3 × 380kW<br>Thw. thrust propeller fwd 1 aft<br>Fuel 992,5t |
| **8832928**<br>*UECN*<br>M-12996<br>Df Esd Gc<br>Rdr Rt | **RODINA**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Nevelsk) (U.S.S.R.) | *448*<br>*134*<br>207 | RS | **1990** ............U.S.S.R.<br>44,89 9,48 3,771<br>39,37 5,14<br>1dk | **M Fishing**<br>Stern Trawler Seiner Ref<br>In.210 | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 150kW a.c. |
| **5122243**<br>*SV2859*<br>1308<br>Df Esd Gc<br>Rdr Rt | **RODINI**<br>ex Takis V-84 ex Yiannakis S-82<br>ex Fryni ex Carmen-55 ex Y 23-48<br>**Nafs Shipping Co.**<br>Piraeus Greece | **485**<br>358<br>715 | (HR) | **1943** Equitable Equipment Co.—Madisonville, La (193)<br>49,38 8,26 4,573<br>47,22 8,21<br>P 15,0 F 8,9 1 dk<br>rf nil | **M Tanker**<br>8 Ta ER<br>L.(oil) 843 | Enterprise<br>Oil 4SA 6Cy. 305 × 380<br>400bhp (294kW)<br>Enterprise Engine & Foundry Co. San<br>Fuel 31,5t (d.o.)-1,5pd |
| **7418701**<br>*EVWY*<br>M-12388<br>Df Esd Rdr<br>Rt | **RODINO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1974** ............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,6 × 1,4)<br>1W Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **8219334**<br>*SQNJ*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RODLO**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Polish Steamship Co. (Polska Zegluga Morska)<br>Szczecin Poland<br>SatCom: 1703216/SQNJ | *21 531*<br>*12 316*<br>33 742<br>T/cm<br>42,8 | PR<br>✠Classed LR until 5/12/86 | **1985**-10 Stocznia Szczecinska im. A. Warskiego —Szczecin (B542/03)<br>195,08 (BB) 25,35 10,654<br>184,99 25,32 15,12<br>P 18,0 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 26,8 32,8 25,6 32,0 27,2 ER<br>G.46 265<br>5 Ha (stl) (19,7 26,0 19,7 26,0 19,7 × 12,7) ER | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>11 094bhp (8 160kW)<br>H. Cegielski<br>Gen 1 × 640kW 3 × 400kW 400V<br>Fuel 320,0t (d.o.) 1 152,5t (hvf) |
| **5147736**<br>*WY4465*<br>515325<br>Df Esd Gc<br>Pfd RdrRTm | **RODMAN SWIFT IV**<br>ex Eleanor & Theresa-78<br>ex North Atlantic-75 ex Henri Altazin-70<br>ex Lucien Marie-57<br>**Rodman Swift Inc.**<br>New Bedford, Ma United States of America | **195**<br>132<br>— | RW | **1948** Bath Iron Works Corp.—Bath, Me (293)<br>*32,01* 6,89 3,26 | **M Fishing**<br>Side Trawler | B&W<br>Oil 4SA 6Cy. 330 × 600<br>450bhp (331kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 1 × 17kW 2 × 10kW 110V d.c.<br>Fuel 32,5t (d.o.) |
| **7906150**<br>*YQJJ*<br>1177<br>Df Esd Gc<br>Pfd Rdr Rt | **RODNA**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **3 971**<br>1 191<br>2 119 | RNR | **1983** Santierul Naval Braila—Braila (1331)<br>101,78 15,22 5,603<br>91,72 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L.<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) |
| **7943574**<br>*WSY8073*<br>606232 | **RODNEY & BOBBY**<br>**Morgan Shrimp Inc.**<br>Brownsville, Tx United States of America | **118**<br>80<br>— | | **1979** Marine Mart Inc.—Port Isabel, Tx<br>*20,73* 6,18 3,66<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| **8037580**<br>624904 | **RODNEY AND CANDY**<br>**Alvin O. Zar**<br>New Orleans, La United States of America | **142**<br>97<br>— | | **1980** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,81 3,41<br>1 dk | **M Fishing**<br>Shrimp-trawl | General Motors<br>Vee Oil 2SA 16Cy. 123 × 127<br>600bhp (441kW)<br>General Motors Corp., Detroit Diesel Allis Div. |
| **7011060**<br>Df Esd Rdr<br>Rt | **RODNIK**<br>ex Michail-80 ex Kira Zoi-77<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | **756**<br>392<br>1 200 | ✠Classed LR until 2/7/82 | **1971**-7 Argo SB. & Repairing Co.—Perama (61)<br>63,71 9,33 3,995<br>56,85 9,30 4,40<br>P 13,5 F 10,1 1 dk<br>rf 25 conv Tanker 73 | **M Tanker**<br>Wine<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 320 × 480<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 100kW 380V 50Hz a.c. |
| **8427917**<br>*DZPZ*<br>Rt | **RODOLFO JR.**<br>**Candano Shipping Lines Inc.**<br>Tacloban Philippines | **698**<br>333<br>1 100 | | **1975** Mayon Docks Inc.—Tabaco<br>9,78<br>59,92 9,77<br>1 dk | **M General Cargo**<br>G.939 B.889 | Oil<br>412bhp (303kW) |
| **7642077**<br>*ZADY* | **RODON**<br>**Government of The Republic of Albania**<br>Durres Albania | **939**<br>435<br>— | (RNR) | **1976** Intrepr. Constr. Nav. si Piese Turnate Oltenitsa—Oltenitsa<br>61,80 10,72 2,750<br>57,99 4,50<br>1 dk | **TD-E Dredger**<br>Bucket<br>Cr 1(5) Der 1(2,5) | S.K.L.<br>4 Oil 4SA each 6Cy. 240 × 360 driving<br>each 200kW 230V d.c. connected to<br>motors each of 544shp (400kW) &<br>sc. shafts<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 64kW 1 × 16kW 230V<br>Fuel 90,0t (d.o.) |
| **7816496**<br>*SHWB*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RODONA**<br>ex Balder Dona-84<br>**ABB Credit Finans AB**<br>Dag Engstrom Rederi A/B<br>Lysekil Sweden | **1 582**<br>833<br>3 085 | AB | **1980** Karlskronavarvet AB—Karlskrona (397)<br>**1982** (Additional cargo section) Bruces Nya Verkstads AB—Landskrona<br>136,05 (BB) 16,51 4,741<br>128,35 16,49 11,41<br>2 dks<br>rf nil len 82 | **TM RoRo Cargo** 6bth D<br>Stern door/ramp<br>Lane Length 1045<br>Mchy.aft<br>B.10 500<br>TEU 332<br>C.Ho 158/20' (40') C.Dk 174/20' (40') incl. 15 ref C. | Polar<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>geared to sc. shafts<br>4 800bhp (3 531kW)<br>A/B Bofors Nohab<br>Gen 1 × 360kW a.c. 3 × 160kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 60,0t (d.o.) 800,0t (hvf)-17,0pd |
| **7702839**<br>*LZGF*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RODOPI**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria<br>SatCom: 1435235/RODO | **15 662**<br>9 721<br>24 354<br>T/cm<br>34,4 | BR | **1978** "Georgi Dimitrov" Shipyard—Varna (125)<br>185,20 (BB) 22,86 10,100<br>171,69 22,80 14,15<br>P 36,3 F 16,8 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 20,4 13,1 20,1 13,1 20,1 13,1 20,1 ER<br>G.32 478 HeCls. B<br>7 Ha (stl) (13,2 × 9,9) (10,5 13,1 10,6 13,1 10,6 13,1 × 11,4) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 311,0t (d.o.) 1 589,0t (hvf)-34,0pd |
| **5298456**<br>1000 | **RODOPI S.**<br>ex Tassos M.-62 ex Timios Stavros<br>**Ploutarchos N. Sofras**<br>Piraeus Greece | **191**<br>111<br>— | | **1923** ..........<br>40,47 6,13<br>... ... ...<br>1 dk<br>R | **M General Cargo** | Sulzer<br>Oil 4DA 4Cy.<br>270bhp (199kW) E made47 fitted—<br>Sulzer Bros. Ltd.<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 7314345<br>SYCI<br>27<br>Df Esd Gc<br>Rdr Rt | **RODOS**<br>ex Pegasus-89<br>ex Ferry Kogane Maru-84 ex Argo-80<br>**Dodekanissiaki Anonimos Naftiliaki Eteria (D.A.N.E.)**<br>Rodos Greece | **6 475**<br>2 640<br>2 825 | HR | **1973** Nipponkai Heavy Ind. Co. Ltd.—Toyama (164)<br>131,98 (BB) 22,71 5,512<br>118,01 22,69 12,81<br>2 dks | **TM RoRo Cargo/Ferry**<br>709dk P<br>Lane Length 120 Cargo Width 4,50<br>Clear height 4,10<br>Cars 100 Lorries 60 | Pielstick 16PC2-2V-400<br>2 Vee Oil 4SA each 16Cy. 400 × 460<br>16 000bhp (11 769kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 34,0t (d.o.) 215,0t (i.f.o.)-52,5pd 19,5kn |
| 5298470<br>SXOE<br>1854<br>Rt | **RODOS**<br>ex Timbalier (AVP 54)-61<br>Piraeus Greece | **2 458**<br>1 361<br>— | | **1943** Lake Washington Shipyards—Houghton, Wa<br>94,49 12,50 4,268<br>12,45<br>2 dks<br>RW conv Seaplane Tender 63 | **TM Passenger Ship**<br>245bth P | Fairbanks, Morse<br>4 Oil 2SA geared to sc. shafts<br>6 400bhp (4 708kW)<br>Fairbanks, Morse & Co. U.S.A.<br>18kn |
| 5104966<br>SV2353<br>10<br>Rt | **RODOS**<br>ex Eptanissos-69 ex Imperia-61<br>ex Knikker-29<br>**Michael & Constaninos Kadas**<br>Rodos Greece | **166**<br>90<br>— ✠ | | **1925**-11 Boele's Schps. & Mchf. N.V.—Bolnes<br>32,49 5,59<br>3,20<br>1 dk<br>R | **TM Ferry**<br>230P | MAN<br>2 Oil 4SA each 3Cy. 260 × 360<br>350bhp (257kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 7629489<br>HO6946<br>11666-YJ<br>Rdr | **RODOS II**<br>ex Keishin Maru No. 10-83<br>**Marine Shells S.A.**<br>Panama Panama | **998**<br>520<br>2 090 | | **1969** Sanuki Zosen Tekkosho K.K.—Takuma<br>71,05 11,00 5,081<br>65,00 10,98 5,49<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 476 | Hanshin<br>Oil<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11,5kn |
| 5314262<br>SV3728<br>15<br>Rdr Rt | **RODOS II**<br>ex Saronis-71<br>**Kakas Brothers**<br>Rodos Greece | **487**<br>273<br>— | | **1959** Schiffsw. Hugo Peters—Wewelsfleth (497)<br>46,03 8,69 2,439<br>42,02 8,21 3,71<br>1 dk<br>RW | **TM Ferry**<br>423P | MWM<br>2 Oil 4SA each 8Cy. 250 × 350<br>1 540bhp (1 133kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 20kW 1 × 15kW 220V d.c.<br>Fuel (d.o.) |
| 9030357<br>LEED<br>20753<br>Df Esd Gc<br>Pld Rdr Rt | **RODOY**<br>**Saltens D/S A/S**<br>Bodo Norway | **564**<br>—<br>200 | NV (Class cont.) | **1991** Tronderverftet A/S—Hommelvik (69)<br>- -<br>- - -<br>1 dk | **M RoRo Cargo/Ferry** | Caterpillar 3606TA<br>Oil 4SA 6Cy. 280 × 300 geared to sc. shaft<br>Caterpillar Inc. Peoria, Illinois |
| 8915823<br>EHHD<br>Rt | **RODRIGO DE TRIANA**<br>**Mariscos Rodriguez S.A.**<br>Huelva Spain | *364*<br>*109*<br>150 | BV | **1990** Ast. Zamacona S.A.—Bilbao (213)<br>36,70 3,401<br>30,03 8,31 5,62 | **M Fishing**<br>Stern Trawler Ref | Sulzer 8S20<br>Oil 4SA 8Cy. 200 × 300 geared to sc. shaft<br>625kW (850bhp)<br>H. Cegielski Poznan<br>Fuel (hvf) 10,5kn |
| 7819204<br>WUP7029<br>606553<br>Esd Gc Rdr<br>Rt | **ROE RIVER**<br>ex Eastern Seahorse-90<br>**Marine Asset Management Corp.**<br>Trico Marine Inc.<br>New Orleans, La United States of America | **196**<br>133<br>500 | AB | **1979** Halter Marine Inc.—Moss Point, Ms (733)<br>56,39 3,663<br>49,92 12,20 4,27<br>F 15,6 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors 12-645-E7<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>4 300bhp (3 163kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>12,5kn |
| 8011706<br>VM3044<br>385811<br>Esd Rdr Rt | **ROEBUCK TWO**<br>**Roebuck Pearl Producers Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **152**<br>92<br>— | | **1980** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A. (132)<br>23,55 6,61<br>22,48 6,51 3,69<br>1 dk | **M Fishing**<br>Side-fishing Dredge Shellfish | Gardner<br>Oil 4SA 8Cy. 140 × 197 reverse reduction geared to sc. shaft<br>230bhp (169kW)<br>L. Gardner & Sons Ltd. Manchester<br>9kn |
| 7715484<br>Esd Gc Rdr<br>Rt | **ROELAND**<br>**Government of The Kingdom of Belgium (Ministerium van Openbare Werken)**<br>Gent/Gand Belgium | **120**<br>—<br>— | | **1978** Schiffswerft Ernst Menzer O.H.G.—Hamburg (462)<br>31,81 7,40 1,601<br>31,02 7,01 2,82<br>1 dk | **TM Firefloat** | M.T.U. 6V396TC71<br>2 Vee Oil 4SA each 6Cy. 165 × 185<br>1 120bhp (824kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>11kn |
| 7524457<br>ULWO<br>M-14770<br>Df Esd Rdr<br>Rt | **ROGACHYOVO**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1975** ..............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (stl) (each 1,5 × 1,6)<br>Der 1(3) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>11,75kn |
| 7525360<br>LHGK<br>19187<br>Df Esd Gc<br>Pld Rdr RTv | **ROGALAND**<br>**K/S A/S Tananger**<br>Stavanger Norway | T.Mk<br>**635**<br>332<br>1 200 | NV | **1978** Fosen M.V.—Fevag (21)<br>80,40 (BB) 14,53 4,450<br>63,00 14,48 9,38<br>3 dks<br>rf nil len 81 | **M Pallets Carrier**<br>Side door (s) Ice strengthened<br>1 Ho ER<br>TEU 58 C. 58/20'<br>1 Ha (stl) (13,1 × 6,1) ER<br>2W Cr 1(8) Der 1(40) | Wichmann 9AXA<br>Oil 2SA 9Cy. 300 × 450 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>A/S Wichmann Rubbestadneset<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 200,0t (d.o.)-8,0pd 14kn |
| 7367964<br>OEMO<br>509<br>Df Esd Gc<br>Rdr RTv | **ROGALL**<br>ex Mattun-85 ex Gretchen-82<br>ex Gretchen Weston-82<br>ex Frendo Star-76<br>**m.s. "Rendl" Schiffahrtsges. m.b.H. & Co. K.G.**<br>Osterreichischer Lloyd Ship Management G.m.b.H.<br>Wien Austria | *2 197*<br>*1 359*<br>4 017 | GL (NV) | **1974** Schpsw. Bodewes Gruno—Foxhol (232)<br>82,23 13,37 6,605<br>75,37 13,29 7,70<br>P 3,1 F 6,1 2 dks<br>rf nil len 82 | **M General Cargo**<br>Ice strengthened<br>1 Ho 58,5 ER<br>G.4 833 B.4 826<br>TEU 129 C. 129/20' (40')<br>1 Ha (stl) (53,2 × 10,5) ER | Normo LDMB-9<br>Oil 4SA 9Cy. 250 × 300 sr geared to sc. shaft<br>1 158kW (1 574bhp)<br>Normo Gruppen A/S Bergen<br>Gen 2 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 162,5t (d.o.)-5,5pd 9,25kn |
| 7222138<br>WZP8164<br>533062<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v | **ROGER BLOUGH**<br>**USS Great Lakes Fleet Inc.**<br>Cleveland, Oh United States of America | **22 041**<br>14 114<br>47 280 | AB | **1972** American SB. Co.—Lorain, Oh (900)<br>261,53 32,06 8,510<br>253,91 32,01 12,65<br>P 40,9 F 20,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Self-unloader<br>5 Ho 40,2 36,5 36,5 36,5 39,6 ER<br>G.35 792 .<br>21 Ha (stl) (each 6,1 × 21,0) ER | Pielstick 16PC2V-400<br>2 Vee Oil 4SA each 16Cy. 400 × 460 sr geared to sc. shaft<br>14 200bhp (10 445kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 4 × 600kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 615,5t (hvf) 14,5kn |
| 5274383<br>EGHV<br>11 | **ROGER DE FLOR**<br>ex Pepito Vera-71<br>**Capitan Layeta S.A.**<br>Cartagena Spain | **187**<br>135<br>300 | | **1943** Francisco Pinto Pomata—Cartagena<br>*27,50* 7,98<br>... ... ...<br>1 dk | **Wood Aux M General Cargo** | Volund<br>Oil 2SA 3Cy. 360 × 450<br>270bhp (199kW)<br>A/S Volund Kobenhavn<br>Fuel 22,5t (d.o.) 8kn |
| 8624591<br>Rdr Rt | **ROGER SAND**<br>ex Gefion R-91 ex Kristel-88<br>ex S. L. 64-85<br>**Port of Boston Authority**<br>Boston United Kingdom | **235**<br>229<br>— | | **1964** Orenstein & Koppel A.G.—Luebeck<br>40,01<br>7,21 2,90<br>1 dk | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft<br>Hopper 258 | Caterpillar<br>Oil 4SA 6Cy. 137 × 152<br>335bhp (246kW)<br>Caterpillar Inc. Peoria, Illinois<br>Directional propeller<br>8kn |
| 6400795<br>WM4874<br>280540<br>RTh | **ROGER WILLIAMS**<br>**Providence Steamboat Co.**<br>Providence, RI United States of America | **196**<br>133<br>— | (AB) | **1960** Blount Marine Corp.—Warren, RI (59)<br>30,64 7,93 3,810<br>29,11 7,88 3,97<br>1 dk | **M Tug** | Fairbanks, Morse<br>Oil 2SA 10Cy. 206 × 254 sr reverse geared to sc. shaft<br>Fairbanks, Morse & Co. U.S.A.<br>Gen 1 × 40kW 1 × 25kW 150V d.c.<br>Fuel 82,5t (d.o.) |

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| **7382718**<br>*3EQQ5*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ROGNES**<br>ex General Aquino-92 ex Rognes-87<br>**Jebsen Thun Short Sea S.A.**<br>Jebsens Thun Management A/S<br>Panama Panama<br>SatCom: 1333320/AQUI | *3 885*<br>*2 133*<br>6 258<br>T/cm<br>13,4 | NV | **1976** Brodrene Lothe A/S—Haugesund (35)<br>103,56 (BB) 16,01 6,833<br>96,83 15,98 8,82<br>P -F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>2 Ho 30,2 6,7DT 30,2 ER<br>G.7 697 B.6 831<br>4 Ha (stl) (24,1 × 10,0) (2,8p&s × 2,9)<br>(24,1 × 10,0) ER | Normo<br>2 Vee Oil 4SA each 12Cy. 250 × 300<br>sc. shaft<br>3 800bhp (2 795kW)<br>A/S Bergens M/V<br>Gen 2 × 300kW 1 × 160kW 440V 60<br>Controllable pitch propeller<br>Fuel 53,5t (d.o.) 599,5t (hvf)-15,0pd |
| **7207047**<br>*LEXH*<br>17811<br>Rdr Rt | **ROGNSUND**<br>**Finnmark Fylkesrederi og Ruteselskap**<br>Hammerfest Norway | **194**<br>77<br>— | (NV) | **1972** A/S Tromso Skibs. & M/V—Tromso (39)<br>31,60 9,53 2,674<br>29,01 9,50 3,51<br>1 dk<br>rf 1097 BK 107 | **M RoRo Cargo/Ferry**<br>115dk P<br>Bow & stern doors<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>475bhp (349kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 25kW 220V 50Hz a.c.<br>2 propellers aft, 1 fwd<br>Fuel (d.o.) |
| **7009299**<br>*3DNY*<br>332620<br>Pfd Rdr Rt | **ROGOVOKA**<br>**Government of Fiji (Marine Department)**<br>Suva Fiji | **105**<br>39<br>— | | **1968** Fiji Government Shipyard—Suva<br>23,93 6,10 1,820<br>21,95 6,00 3,41<br>B 9,5 1 dk<br>rf 381 | **TM Passenger/General Cargo/Ferry**<br>20bth 3dk P<br>1 Ho 5,7<br>1 Ha (2,2 × 1,6) | Rolls Royce<br>2 Oil each 4Cy. 130 × 152<br>234bhp (172kW)<br>Rolls-Royce Ltd.<br>Gen 1 × 10kW 110V d.c.<br>Fuel (d.o.) |
| **5207500**<br>*LFAU*<br>17790<br>Df Esd Pfd<br>Rdr Rt | **ROGOYSUND**<br>ex Patchbank-81 ex Libanon-79<br>**P/R Nordtun og Krogsaether**<br>Ole Mikal Nordtun<br>Kopervik Norway | *155*<br>*55*<br>— | NV | **1961** Ankerlokken Verft Floro A/S—Floro (31)<br>29,16 6,74 3,683<br>23,30 6,71 -<br>1 dk<br>rf 81 BK 127 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>1 Ho<br>2 Ha (0,7 × 1,1) (2,6 × 1,8) | Caterpillar<br>Oil 4SA 12Cy. 170 × 190<br>780kW (1 060bhp) NE 89<br>Caterpillar Inc.<br>Gen 1 × 46kW 230V 50Hz a.c.<br>Fuel (d.o.)-2,0pd |
| **6904416**<br>*J8FG4*<br>3377<br>Df Esd Gc<br>Pfd Rdr RTv | **ROGOZNICA**<br>ex Vigsnes-78<br>**S.P. Shipping Co. Ltd.**<br>Slobodna Plovidba<br>Kingstown St. Vincent and the Grenadines | **2 806**<br>1 733<br>4 380 | JR NV | **1969** Fr. Luerssen Werft G.m.b.H. & Co.<br>—Bremen-Vegesack (13390)<br>95,81 13,92 6,351<br>87,66 13,90 7,88<br>RAD 18,9 F 7,7 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho each 30,8 ER<br>G.5 725 B.5 614<br>2 Ha (stl) (each 22,7 × 8,9) ER<br>4W Der 4(5) | Normo<br>2 Oil 4SA each 8Cy. 250 × 300 geared t<br>2 080bhp (1 530kW)<br>A/S Bergens M/V<br>Gen 2 × 140kW 1 × 72kW 380V 50Hz<br>Controllable pitch propeller<br>Fuel 250,0t (hvf)-7,5pd |
| **7622508**<br>*FZXJ*<br>Rt | **ROGUEDAS**<br>**Les Vedettes Vertes**<br>Vannes France | **105**<br>52<br>— | BV | **1975** Ch. Querrien—Locmiquelic (VV3)<br>24,31 1,401<br>22,08 6,14 2,62<br>1 dk | **M Launch**<br>Mchy.aft | Penta<br>Oil 4SA 6Cy. 130 × 150<br>199kW (271bhp)<br>A/B Volvo-Penta<br>Gen 4 × 176kW 380V a.c.<br>Controllable pitch propeller |
| **6524216**<br>308455 | **ROGUL**<br>**Bartlett Creek Shipping Ltd.**<br>Rochester United Kingdom | **172**<br>111<br>254 | | **1965** J. R. Hepworth & Co. (Hull) Ltd.—Paull (92)<br>29,42 6,81<br>27,44 6,71 2,75<br>1 dk | **M General Cargo**<br>1 Ho 18,1 ER<br>1 Ha (16,5 × 4,5) ER | Kelvin<br>Oil 4SA 4Cy. 165 × 184<br>120bhp (88kW)<br>Bergius Kelvin Co. Ltd.<br>Fuel (d.o.) |
| **8009272**<br>0017<br>Esd Rt | **ROHANI**<br>**Brunei Shell Petroleum Co. Sendirian Berhad**<br>Bandar Seri Begawan Brunei | **54**<br>15<br>12 | ✠**100A1** SS 8/89<br>service limits up to 50 miles off the ports of Kuala Belait and Muara, Negara Brunei Dar—es— Salaam<br>**LMC**<br>EL (A) 130,0/11,2U1<br>FN 146 | **1980**-12 Cheoy Lee Shipyards Ltd.—Hong Kong (3732)<br>20,15 5,82 1,601<br>19,41 5,31 2,21<br>RFD 13,2 1 dk<br>rf - | **TM Mooring Launch** | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 reverse<br>geared to sc. shafts<br>506bhp (372kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 28kW 240V 50Hz a.c. |
| **6615778**<br>*FTRU*<br>LO 115934<br>Df Esd Pfd<br>Rdr Rt | **ROHELLAN**<br>ex Patron Jean Charlot-78<br>ex Emile Avry-73<br>**Robert Le Goff & Compagnie**<br>Lorient France | **278**<br>136<br>— | BV | **1966** S.I.C.C.Na.—St. Malo (82)<br>33,23 7,75 3,680<br>28,22 7,73 3,81<br>2 dks | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>In.163<br>3 Ha (each 0,9 × 0,9) ER | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>800bhp (588kW) NE 74<br>Caterpillar Tractor Co.<br>Gen 3 × 200kW 220V<br>Fuel 73,5t (d.o.) |
| **6622197**<br>*GTUA*<br>308473 | **ROHOY**<br>**Davmar Waterways**<br>Rochester United Kingdom | **172**<br>111<br>264 | | **1966** London & Rochester Trading Co. Ltd.<br>—Strood (106)<br>29,42 7,09 2,515<br>27,44 6,71 2,75<br>1 dk | **M Generai Cargo Barge** | Kelvin<br>Oil 4Cy. 165 × 184<br>120bhp (88kW)<br>Bergius Kelvin Co. Ltd. |
| **5298781**<br>*FRAT*<br>4961<br>Rt | **ROI GRADLON**<br>**Government of The Republic of France (Service Technique des Phares et Balises)**<br>Lorient France | **220**<br>—<br>— | BV | **1948** Forges & Ch. de La Mediterranee—Le Havre<br>34,83 6,81 2,604<br>6,76 3,51<br>B 18,9 1 dk | **TM Buoy Ship**<br>2 Ha (4,2 × 2,9) (3,8 × 2,7)<br>2W Der 2(1,75) | Sulzer<br>2 Oil 4SA each 6Cy. 220 × 320<br>480bhp (353kW)<br>Forges & Ch. de la Mediterranee<br>Fuel 11,0t |
| **6611320**<br>*GTHD*<br>308465<br>Rt | **ROINA**<br>**B. Bryan & Co.**<br>Rochester United Kingdom | **172**<br>111<br>264 | | **1966** J. R. Hepworth & Co. (Hull) Ltd.—Paull (93)<br>29,42 6,81<br>27,44 6,71 2,75<br>1 dk | **M General Cargo Barge**<br>1 Ho 18,1 ER<br>1 Ha (16,5 × 4,5) ER | Kelvin<br>Oil 4SA 4Cy. 165 × 184<br>120bhp (88kW)<br>Bergius Kelvin Co. Ltd.<br>Fuel 3,5t (d.o.) |
| **7702827**<br>*LZKH*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **ROJEN**<br>Launched as Sakar<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria<br>SatCom: 1435221/ROJE | **15 662**<br>9 721<br>24 500<br>T/cm<br>35,0 | BR<br>✠Classed LR until 2/2/79 | **1978**-5 "Georgi Dimitrov" Shipyard—Varna (124)<br>185,20 (BB) 22,86 10,210<br>172,14 22,80 14,15<br>P 36,3 F 16,8 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 20,4 13,1 20,1 13,1 20,1 13,1 20,1 ER<br>G.32 478 HeCls. B<br>7 Ha (stl) (13,2 × 9,9) (10,5 13,1 10,6 13,1 10,6 13,1 × 11,4) ER<br>Cr 4(12,5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 311,0t (d.o.) 1 589,0t (hvf)-34,0pd |
| **7014804**<br>*YBNG*<br>Rt | **ROKAN**<br>**P.T. Sukaltim**<br>Jakarta Indonesia | **129**<br>27<br>121 | KI (BV) | **1969** Robin Shipyard (Pte.) Ltd.—Singapore (24)<br>29,11 7,47 2,848<br>26,83 7,42 3,36<br>1 dk<br>BK 102 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 6Cy. 159 × 203<br>Caterpillar Tractor Co.<br>Gen 1 × 24kW 1 × 10kW<br>Fuel 78,0t (d.o.) |
| **8009260**<br>0018<br>Esd Rt | **ROKIAH**<br>**Brunei Shell Petroleum Co. Sendirian Berhad**<br>Bandar Seri Begawan Brunei | **54**<br>15<br>12 | ✠**100A1** SS 8/89<br>service limits up to 50 miles off the ports of Kuala Belait and Muara, Negara Brunei Dar—es—Salam<br>**LMC**<br>EL (A) 130,0/11,2U1<br>FN 146 | **1980**-12 Cheoy Lee Shipyards Ltd.—Hong Kong (3731)<br>20,15 5,82 1,601<br>19,41 5,31 2,21<br>RFD 13,2 1 dk<br>rf - | **TM Mooring Launch** | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 revers<br>geared to sc. shafts<br>506bhp (372kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 28kW 240V 50Hz a.c. |
| **7042332**<br>*EWGK*<br>M-30998<br>Df Esd Gc<br>Pfd Rdr Rt | **ROKISHKIS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **1 058**<br>401<br>608 | RS | **1971** VEB Mathias-Thesen-Werft—Wismar (164)<br>65,69 11,10 3,631<br>59,82 11,09 5,36 | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 150<br>2 Ha (stl) (each 1,9 × 1,9) ER<br>Cr 1(2) 1(1) | Halberstadt<br>Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>Halberstadt<br>Gen 2 × 272kW 1 × 192kW 380V a |

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|---|---|---|---|---|---|---|
| 8815893<br>UZLU<br>Df Esd Gc<br>Rdr Rt | **ROKISKIS**<br>ex Kara-92<br>**Lithuanian Shipping Company (LISCO)**<br>Klaipeda Lithuania | **2 723**<br>1 302<br>3 930 | RS | **1969** Valmet Oy Helsingin Telakka<br>—Helsinki/Helsingfors (250)<br>102,27 14,03 6,211<br>93,02 14,00 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>G.5 239 B.5 171<br>4 Ha (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 30,5t (d.o.) 254,0t (hvf) 13,5kn |
| 8514825<br>5BZL<br>707581<br>Df Esd Gc<br>Pfd Rdr Rt | **ROKKO**<br>**S.K.B. Marine Co. Ltd.**<br>Limassol Cyprus | **2 481**<br>1 721<br>4 608 | NK | **1986** Kochi Jyuko K.K.—Kochi (2463)<br>96,47 (BB) 5,201<br>89,95 17,01 6,46<br>P 16,8 F 8,9 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 646 B.4 956<br>TEU 42 C. 42/20'<br>2 Ha (stl) (13,7 34,3 × 8,5) ER<br>Der 1(25) 2(20) | Akasaka A37<br>Oil 4SA 6Cy. 370 × 720<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 121kW a.c.<br>12kn |
| 8808460<br>JM5717<br>130365<br>Rt | **ROKKO**<br>**Y.K. Marui Kaiun Shokai**<br>Omuta, Fukuoka Pref. Japan | **498**<br>—<br>1 410 | | **1988** Yamanaka Zosen K.K.—Namikata (367)<br>79,27 (BB) 4,031<br>73,00 12,00 7,00 | **M General Cargo**<br>1 Ho ER<br>G.2 724 B.2 667<br>TEU 42/20' | B&W 6S26MC<br>Oil 2SA 6Cy. 260 × 980<br>2 185kW (2 971bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (hvf) 14,3kn |
| 7856795<br>8LYV<br>90943 | **ROKKO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **130**<br>—<br>— | | **1964** Shikoku Dockyard Co. Ltd.—Takamatsu<br>33,80 1,770<br>30,50 6,20 2,90<br>1 dk | **M Patrol Ship** | Niigata<br>Oil<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Japan<br>12,5kn |
| 7207580<br>LRBT<br>Df Esd Gc<br>Pfd Rdr RTv | **ROKKO MARU**<br>**Explotacion Pesquera de la Patagonia S.A.**<br>Buenos Aires Argentina<br>SatCom: 1540202/RKOM | **3 268**<br>1 759<br>4 565 | NK | **1972** Hitachi Zosen—Mukaishima (4322)<br>102,27 16,03 7,400<br>95,00 16,01 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>4 Ho ER<br>G.4 018 In.3 689 L.213<br>4 Ha (stl) (each 2,3 × 2,3) ER<br>Der 2(5) 2(4) 2(1,5) | B&W 10M42CF<br>Oil 2SA 10Cy. 420 × 750<br>4 900bhp (3 604kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 620kW 445V 60Hz a.c.<br>Fuel 1 305,5t-23,0pd 14,75kn |
| 9000443<br>JJ3420<br>126464<br>Rt | **ROKKO MARU**<br>**Kansai Kisen Kaisha**<br>Osaka, Osaka Pref. Japan | **2 933**<br>—<br>1 300 | | **1990** Shin Kurushima Dockyard Co. Ltd.—Akitsu (2681)<br>116,50 (BB) 4,514<br>105,00 18,00 6,50<br>2 dks | **TM RoRo Cargo/Ferry** 450dk P<br>Bow door/ramp<br>L 9,00 W 6,00<br>2 Stern door/ramp<br>L 7,00 W 7,00<br>Clear height 4,40<br>Cars 35 Trailers 53 | Daihatsu 6DLM-40<br>2 Oil 4SA each 6Cy. 400 × 480 reverse geared to sc. shafts<br>6 620kW (9 000bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Thw. thrust Contr. pitch propeller fwd |
| 6925599<br>Rdr Rt | **ROKKO MARU**<br>**Songarm Travel Center Co. Ltd.**<br>Thailand | **2 822**<br>—<br>856 | | **1969** Nippon Kokan K.K.—Shimizu (289)<br>83,01 (BB) 25,02 4,674<br>78,01 25,00 8,01<br>1 dk | **TM RoRo Cargo/Ferry** 730dk P<br>Twin Hull<br>Cars 90 Trailers 55<br>Mchy.aft | Daihatsu 8DSM-32<br>4 Oil 4SA each 8Cy. 320 × 380 geared to sc. shafts<br>10 000bhp (7 356kW) NE 78<br>Daihatsu Kogyo Osaka<br>Gen 3 × 220kW 445V 60Hz a.c.<br>18,5kn |
| 6516271<br>JJ2088<br>97112<br>Rt | **ROKKO MARU**<br>**Kanawa Senkyo K.K.**<br>Hiroshima, Hiroshima Pref. Japan | **176**<br>—<br>— | | **1965** Koyo Dockyard Co. Ltd.—Mihara (331)<br>29,06 8,23 2,794<br>28,05 8,21 3,92<br>1 dk | **TM Ferry** 151P | 2 Oil 4SA each 8Cy. 220 × 300<br>2 000bhp (1 471kW)<br>Kawasaki Dockyard Co. Ltd. Akashi<br>12,5kn |
| 7118753<br>3ELK7<br>19335-PG<br>Df Esd Gc<br>Pfd Rdr RTv | **ROKKO SAN**<br>ex Tiffany-89 ex Dashwood-81<br>ex Resolute-79 ex Turcoman-78<br>**Liberty Alliance S.A.**<br>Panama Panama | **71 877**<br>60 782<br>150 900<br>T/cm<br>118,3 | NK (NV) | **1971** Eriksbergs M/V A/B—Goteborg (638)<br>302,95 (BB) 42,78 16,942<br>289,56 42,67 22,93<br>P 12,5 F 19,6 1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes<br>12 Ho/Ta 18,2 18,9 18,9 18,9 18,9 18,7 19,9 19,2 18,7 18,7 18,9 18,7 ER<br>G.172 027 L.(oil) 179 502 HeCls. BC<br>12 Ha (stl) (13,7 × 14,0) (13,7 13,7 13,7 13,7 13,7 13,7 13,7 13,7 13,7 13,7 13,7 × 20,1) ER | B&W 8K98FF<br>Oil 2SA 8Cy. 980 × 2000<br>22 361kW (30 400bhp)<br>Eriksbergs M/V A/B Goteborg<br>Gen 1 × 600kW 2 × 550kW 440V 60Hz a.c.<br>Fuel 7 908,0t (hvf)-122,0pd 16kn |
| 7101669<br>3EJE4<br>11016-KJ<br>Gc Rdr | **ROKKOH**<br>ex Izumi-87 ex Izumi Maru-85<br>**Kobnav Enterprise S.A.**<br>Panama Panama | T.Mk<br>**669**<br>399<br>2 150 | | **1970** Matsuura Tekko Zosen—Higashino (208)<br>69,19 11,43 4,877<br>63,99 11,41 5,01<br>1 dk | **M General Cargo**<br>1 Ho ER | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 61,0t-6,0pd 13kn |
| 7717896<br>3EUP6<br>18142-89<br>Df Esd Gc<br>Pfd Rdr Rt | **ROKKOH 3**<br>ex Fuji Maru-88<br>**Kobnav Enterprise S.A.**<br>Panama Panama | **1 969**<br>1 322<br>3 975 | NK | **1977** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (220)<br>88,39 6,044<br>82,00 14,60 7,25<br>P 20,5 F 8,9 1 dk<br>RW | **M General Cargo**<br>G.4 753 B.4 299<br>2 Ha (14,7 23,7 × 8,0) ER<br>Der 1(15) 2(10) | Hanshin 6LU40<br>Oil 4SA 6Cy. 400 × 640<br>1 912kW (2 599bhp)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 176kW 445V 60Hz a.c.<br>Fuel 48,0t (d.o.) 293,5t (hvf)-6,0pd 11,5kn |
| 7301776<br>7414<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ROKOS VERGOTTIS**<br>ex Crystal Gardenia-79<br>**Granton Shipping Co. Ltd.**<br>Piraeus Greece | **10 589**<br>7 041<br>17 915 | NK | **1973** Kanasashi Co. Ltd.—Shimizu (1045)<br>155,00 (BB) 22,86 9,195<br>146,01 22,81 12,63<br>P 29,3 F 13,5 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.22 326 B.21 473<br>4 Ha (each 16,4 × 10,5)<br>Der 4(8) | B&W 7K62EF<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 480kW<br>Fuel 1 599,5t-35,5pd 14,75kn |
| 8509997<br>7JKX<br>126434<br>KO1-778<br>Rdr RTv | **ROKUNOSHIMA MARU No. 18**<br>**Kazuaki Ujihara**<br>Muroto, Kochi Pref. Japan<br>SatCom: 1202371/UJKX | **379**<br>—<br>— | | **1985** Kanasashi Co. Ltd.—Shimizu (3078)<br>53,52 (BB) 8,74 3,401<br>46,89 8,70 3,76<br>1 dk | **M Fishing**<br>Tuna Long-line | Akasaka DM28AK<br>Oil 4SA 6Cy. 280 × 460 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7523336<br>OUKL6<br>D-33094<br>Df Esd Gc<br>Pfd Rdr Rt | **ROKUR**<br>ex Coast Bodo-86 ex Coaster Anny-82<br>**P/f Skipafelagid Foroyar (Faroe Ship Ltd.)**<br>Kobenhavn Denmark (DIS) | **476**<br>317<br>1 168 | NV | **1977** Maritime Sveiseindustri A/S—Gjerdsvika (7)<br>63,28 11,03 3,790<br>58,30 10,98 8,06<br>1 dk & S dk<br>rf 399 len 78 | **M Pallets Carrier** OSD<br>Side door Stern door Ice strengthened<br>1 Ho ER<br>G.2 987 B.2 789<br>1 Ha (12,9 × 6,2) ER<br>1W Der 1(28) | Caterpillar D399SCAC<br>Vee Oil 4SA 16Cy. 159 × 203 sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 82kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 60,0t (d.o.)-4,0pd 11,5kn |
| 5299230<br>Df Esd Pfd<br>Rdr Rt | **ROLA**<br>ex Stolida-80 ex Zygos 1-76<br>ex Agios Spyridonas ex Romylia-63<br>ex Glamis-61<br>**Union Progress Shipping Ltd.** | **396**<br>218<br>610 | (BV) (HR)<br>✠Classed LR until 7/65 | **1936-10** Caledon SB. & Eng. Co. Ltd.—Dundee (359)<br>53,65 9,20 3,709<br>50,30 9,15 4,27<br>1 dk<br>R | **M General Cargo**<br>G.1 002 B.954<br>2 Ha (9,4 12,8 × 4,5) ER<br>4W | Polar<br>Oil 2SA 4Cy. 340 × 570<br>500bhp (368kW)<br>British Auxiliaries Ltd. Glasgow<br>Fuel 19,5t 10kn |

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| **7944736**<br>*DGRX*<br>Esd Rdr RTv | **ROLAND**<br>**Bugsier-Reederei-und Bergungs-G.m.b.H.**<br>Hamburg Federal Republic of Germany | **2 714**<br>2 657<br>5 000 | GL | **1971** Howaldtswerke-Deutsche Werft A.G.—Kiel (530290)<br>75,98 24,01 3,301<br>24,03 4,68<br>1 dk | **TM Sheerlegs Pontoon**<br>Salvage Heavy-load | Deutz<br>2 Vee Oil 4SA each 16Cy. 135 × 160<br>geared to sc. shafts<br>Kloeckner Humboldt Deutz |
| **5145075**<br>*HO4770*<br>1269-70A<br>Esd Rdr Rt | **ROLAND**<br>ex Hecate ex Hecate Prince-70<br>ex Cloverleaf-60 ex Cosbur No. 2<br>**Compania Naviera Oleron S.A.**<br>Panama Panama | **265**<br>140<br>— | | **1942** Gibbs Gas Engine Co. Ltd.—Jacksonville, Fl<br>*39,87* 7,62<br>... ... ...<br>1 dk | **Wood M Tug** | Enterprise<br>Oil 4SA 8Cy. 305 × 380<br>NE 54<br>Enterprise Engine & Foundry Co. San F |
| **6619358**<br>*VC8036*<br>325534<br>Rdr Rt | **ROLAND & SISTERS**<br>**Bruce Robert Patrick Parsons**<br>Liverpool, N.S. Canada | **173**<br>83<br>— | | **1966** Wagstaff & Hatfield Ltd.—Port Greville, N.S.<br>*25,82* 7,12<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp. |
| **7702451**<br>*WYB6988*<br>589807<br>Gc Rdr Rt | **ROLAND A. FALGOUT**<br>ex Ton Lombas-86<br>ex Lombas Offshore No.3-81<br>Launched as King's Bishop<br>**Falgout Brothers Inc.**<br>New Orleans, La United States of America | **176**<br>119<br>— | AB | **1978** Toche Enterprises Inc.—Ocean Springs, Ms (102)<br>5,168<br>34,73 10,52 5,54<br>F 19,2 1 dk | **M Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>sc. shaft<br>NE 86<br>General Motors Corp. Electro-Motive Di<br>Gen 2 × 99kW a.c. |
| **5298937**<br>*SV2358*<br>1675<br>Esd Rt | **ROLANDOS IV**<br>**Christos D. Kritikos & P. Skondras**<br>Piraeus Greece | **109**<br>43<br>— | | **1962** D. C. Anastassiades & A. Ch. Tsortanides—Perama (20)<br>28,00 6,23 2,401<br>24,01 6,20 3,31<br>1 dk<br>RW | **M Fishing**<br>Side Trawler | Alpha<br>Oil 2SA 5Cy. 240 × 400<br>257kW (349bhp)<br>Alpha-Diesel A/S<br>Fuel (d.o.) |
| **8332980**<br>*WI5681*<br>290297<br>Rdr Rt | **ROLETA**<br>**C. G. Willis Inc.**<br>Wilmington, De United States of America | **247**<br>168<br>— | | **1962** Wiley Mfg. Co.—Port Deposit, Md (600)<br>—<br>25,89 8,54 3,13<br>1 dk | **M Tug** | Caterpillar<br>2 Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. |
| **8408442**<br>*DCUG*<br>4130<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **ROLF BUCK**<br>**m.s. "Rolf Buck" Schiffahrts K.G.**<br>Reederei Wilfried Buck<br>Emden Federal Republic of Germany | *2 295*<br>*778*<br>2 591 | GL | **1985** Thyssen Nordseewerke G.m.b.H.—Emden (491)<br>95,92 14,23 4,058<br>90,25 14,10 6,74<br>RQD 12,2 F 13,5 2 dks | **M RoRo Cargo/General Cargo**<br>Ice strengthened<br>Stern door/ramp<br>L 7,50 W 6,50<br>Lane Length 468 Clear height 5,46<br>1 Ho 59,1 ER<br>G.3 708 B.3 667<br>TEU 180<br>C.Ho 72/20' (40') C.Dk 108/20' (40')<br>1 Ha (stl) (57,2 × 10,5) ER | Deutz<br>Oil 4SA 9Cy. 240 × 280 with clutches, fle<br>couplings & sr reverse geared to sc. sh<br>815bhp (599kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>Fuel-4,5pd |
| **7026560**<br>*V2ED*<br>2083<br>Df Esd Gc<br>Rdr RTm/h/v | **ROLF D**<br>ex Euro Sailer-87 ex Jenny Graebe-83<br>ex Heidberg-78 ex Skeppsbron-72<br>Launched as Heidberg<br>**Partenreederei m.s. "Rolf D"**<br>Hamburg Antigua & Barbuda | **996**<br>606<br>2 464 | GL | **1970** Stader Schiffsw. G.m.b.H.—Stade (212)<br>77,25 (BB) 12,83 5,504<br>65,38 12,81 5,74<br>F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 44,4 ER<br>G.4 044 B.3 947<br>TEU 84 C. 84/20' (40')<br>1 Ha (stl) (44,4 × 10,5) ER | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 650bhp (1 214kW)<br>Atlas-MaK Maschinenbau |
| **5298975**<br>*ORPH*<br>10/96<br>Rt | **ROLF GERLING**<br>ex Albatros-51 ex Topmast No. 10-51<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **122**<br>3<br>— | | **1943** E. J. Smit & Zoon's Schpsw. N.V.—Westerbroek<br>28,10 7,80 3,252<br>... ... ...<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>NE 60<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **5298987** | **ROLF VIKING**<br>ex Stade-59 ex Frisches Haff-50<br>ex Forde<br>**Bahamas Marine Service Ltd.**<br>Bridgetown Barbados | **291**<br>151<br>— | | **1938** F. Schichau G.m.b.H.—Koenigsberg<br>*34,20* 8,03<br>2,49<br>1 dk<br>R len 50 | **TM General Cargo**<br>Ref<br>In.595 | 2 Oil 4SA each 8Cy. 215 × 360<br>580bhp (427kW)<br>Deutsche Werke A.G. |
| **7308231**<br>*WB2144*<br>241524 | **ROLFY**<br>**Ocean Pride Alaska Inc.**<br>Ketchikan, Ak United States of America | **146**<br>128<br>— | | **1942** Maritime Shipyards—Seattle, Wa<br>*24,82* 7,88<br>2,34 | **Wood M Fishing** | Oil<br>340bhp (250kW)<br>.............<br>Fuel (d.o.) |
| **7615335**<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **ROLINE**<br>ex Tomas Guardia-82 ex Guadalen-80<br>**Roline S.A.**<br>Vigo Spain | **2 361**<br>746<br>3 734 | **✠100A1** SS 9/90<br>roll on—roll off cargo ship<br>**✠LMC** **UMS**<br>EL T 467,5/44,0U2<br>FN 2478 | **1980**-3 Ast. Construcciones S.A.—Rios (250)<br>101,50 (BB) 16,74 5,450<br>90,10 16,50 11,00<br>B 24,1 2 dks<br>rf nil | **M RoRo Cargo**<br>Stern door/ramp<br>Lane Length 696<br>Cars 210<br>Mchy.aft | Deutz<br>Vee Oil 4SA 12Cy. 370 × 400 sr geared t<br>shaft<br>5 700bhp (4 193kW)<br>Hijos de J. Barreras S.A.<br>AuxB (o.f.) 4kgf/cm² (4,0bar)<br>e(ex.g) 4,5kgf/cm² (4,5bar)<br>Gen 1 × 400kW 2 × 320kW 380V 50H<br>Controllable pitch propeller<br>Thw. thrust propeller<br>Fuel 149,5t (d.o.) 290,5t (hvf)-13,0pd |
| **7900209**<br>*LAUY2*<br>N-00628<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **ROLITA**<br>ex Hual Rolita-90 ex Rolita-82<br>**Ugland Trading Co. A/S**<br>Ugland Car Carriers A/S<br>Grimstad Norway (NIS)<br>SatCom: 1313142/LAUY | **12 096**<br>6 726<br>12 169 | NV | **1980** Tsuneishi Zosen K.K.—Numakuma (448)<br>180,02 8,502<br>167,01 29,21 12,53<br>rf 996 | **M RoRo Cargo/ Vehicles Carrier**<br>Ice strengthened<br>Side door/ramp (s)<br>L 18,40 W 7,00<br>Quarter stern door/ramp (s)<br>L 27,40 W 7,00<br>Clear height 4,50<br>Cars 4000<br>Mchy.aft | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>8 238kW (11 200bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 880kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 360,0t (d.o.) 2 104,5t (hvf)-40,0pd |
| **8132732**<br>626120 | **ROLL TIDE**<br>ex Technicolor-89<br>**WBS Trawlers Inc.**<br>Mobile, Al United States of America | **146**<br>99<br>— | | **1980** .............Bayou la Batre, Al<br>*24,27* 6,71<br>3,51<br>1 dk | **M Fishing** | Oil<br>450bhp (331kW) |
| **8805339**<br>*LAPE*<br>Df Esd Gc<br>Pfd Rdr Rt | **ROLLANES**<br>**Sor-Troms Fiskeriselskap A/S**<br>Harstad Norway | **499**<br>—<br>— | NV | **1990** Kleven Floroe A/S—Floro ((141))<br>53,10 12,00 4,400<br>6,90<br>3 dks | **M Fishing**<br>Stern Trawler Processing Ref<br>Ice strengthened<br>In.600 | Wichmann<br>Oil 2SA 6Cy. 280 × 360<br>1 979kW (2 690bhp)<br>Wartsila-Wichmann A/S<br>Gen 1 × 1200kW 2 × 400kW 440V |
| **7366013**<br>*3EYA8*<br>20878-LI<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **ROLLNES**<br>**Baltimore Shipping Co. S.A.**<br>Jebsen Ship Management (Bergen) A/S<br>Panama Panama | **3 644**<br>2 296<br>5 789<br>T/cm<br>12,7 | NV | **1976** Appledore Shipbuilders Ltd.—Appledore (A.S.108)<br>102,04 15,85 6,851<br>95,00 15,56 8,77<br>P 24,4 F 9,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>3 Ho 30,2 7,0 29,5 ER<br>G.7 466 B.6 470<br>4 Ha (stl) (24,2 × 10,0) (2,9p&s × 2,9)<br>(24,2 × 10,0) ER | Pielstick<br>Oil 4SA 9Cy. 400 × 460<br>4 500bhp (3 310kW)<br>Crossley Premier Engines Ltd.<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Fuel 35,5t (d.o.) 503,0t (hvf)-12,0pd |

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|---|---|---|---|---|---|---|
| 7427489<br>WYT8590<br>555403<br>Rt | **ROLLO**<br>**Regnvald N. Svino**<br>Seattle, Wa United States of America | **192**<br>150<br>— | | **1974** Allied Shipyard Inc.—Larose, La (146)<br>28,94<br>25,68 7,62 4,14<br>F 14,7 1 dk | **M Fishing**<br>Side-fishing | General Motors 12V-149<br>Vee Oil 2SA 12Cy. 146 × 146<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 75kW 240V a.c.<br>Fuel (d.o.) 10kn |
| 7301764<br>SXOZ<br>8132<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v<br>AMVER | **ROLLON**<br>ex Zwijndrecht-81<br>**Pangalante Compania Naviera S.A.**<br>Palmyra Management S.A.<br>Piraeus Greece<br>SatCom: 1133174/SXOZ | **38 611**<br>24 947<br>67 826<br>T/cm<br>63,6 | **100A1** CS 12/88<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2, 4, 6 & 8<br>holds may be empty<br>**LMC** **UMS**<br>EL (Nt) 660,0/87,0U2<br>FN 10897<br>(AB) | **1973** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (910)<br>224,01 (BB) 32,26 13,601<br>214,03 32,21 18,70<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 22,0 16,0 16,0 16,0 16,0 16,0 32,0 16,0 16,0 ER<br>G.81 298<br>10 Ha (stl) (9,6 × 11,2) (9,1 9,1 9,1 9,1 9,1 9,1 9,1 9,1 × 12,8) ER | Sulzer 6RD90<br>Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW)<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>AuxB (o.f.) 7,9kgf/cm² (7,8bar)<br>AuxB (ex.g) 6,9kgf/cm² (6,8bar)<br>Gen 3 × 470kW 440V 60Hz a.c.<br>Fuel 2 546,0t (hvf)-46,5pd 14,75kn |
| 6822759<br>JWVW<br>16983<br>Rt | **ROLLON**<br>ex Smolagut-74 ex Tinganes-72<br>**P/R Rollon ANS**<br>Ivar Moltu<br>Aalesund Norway | **181**<br>78<br>— | | **1968** Brastad Skibs A/S—Brattvag (313)<br>31,65 6,91<br>6,89<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Grenaa<br>Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW) NE 76<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel (d.o.) 8,5kn |
| 7361544<br>SQEV<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **ROLNIK**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **9 267**<br>5 132<br>14 176<br>T/cm<br>24,8 | PR | **1975** Schlichting-Werft G.m.b.H.—Travemuende (1384)<br>145,62 (BB) 20,65 8,351<br>141,66 20,60 11,36<br>1 dk | **M Bulk Carrier** 2bth P<br>Ice strengthened<br>5 Ho 17,6 24,5 17,6 24,5 16,7 ER<br>G.18 401<br>5 Ha (stl) (12,5 × 10,9) (19,2 12,5 19,2 12,5 × 12,8) ER | B&W 5K62EF<br>Oil 2SA 5Cy. 620 × 1400<br>7 400bhp (5 443kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 2 × 456kW 1 × 132kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf) 15kn |
| 7511917<br>EHLT<br>Df Esd Gc<br>Pld Rdr Rt | **ROLON ESTE**<br>ex Benifasar-88<br>**Maritima del Mediterraneo S.A.**<br>Vigo Spain | **2 361**<br>745<br>3 676 | **✠100A1** SS 1/88<br>roll on — roll off cargo<br>ship<br>**✠LMC** **UMS**<br>EL T 467,5/44,0U2<br>FN 2478 | **1979**-4 Ast. Construcciones S.A.—Rios (246)<br>101,50 (BB) 16,74 6,116<br>90,10 16,50 11,00<br>B 24,1 2 dks<br>rf nil | **M RoRo Cargo** 6th D<br>Stern door/ramp<br>L 7,25 W 12,00<br>Lane Length 794 Cargo Width 15,00<br>Clear height 4,20<br>Cars 310<br>1 Ho 45,4 ER<br>G.9 327 B.7 847<br>TEU 147 C. 147/20' incl. 15 ref C. | Werkspoor 8TM410<br>Oil 4SA 8Cy. 410 × 470 dr geared to sc. shaft<br>5 600bhp (4 119kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (ex.g) 4,5kgf/cm² (4,5bar)<br>db (o.f.) 4kgf/cm² (4,0bar)<br>Gen 1 × 400kW 2 × 320kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 149,5t (d.o.) 290,5t (hvf)-13,0pd 14kn |
| 7508829<br>EHKJ<br>Df Esd Gc<br>Rdr Rt | **ROLON NORTE**<br>**Frigo Lines S.A.**<br>Valencia Spain | **1 764**<br>679<br>3 264 | BV | **1977** Ast. del Cadagua W. E. Gonzalez S.A. —Bilbao (103)<br>111,03 4,601<br>105,01 16,01 7,93<br>2 dks | **M RoRo Cargo**<br>Side doors 1(p) 1(s) Stern door/ramp<br>Mchy.aft<br>G.3 600 In.2 260<br>TEU 148 C. 148/20' | Sulzer 16ASL25/30<br>Vee Oil 4SA 16Cy. 250 × 300<br>2 883kW (3 919bhp)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 4 × 167kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>14kn |
| 7023415<br>EFFT<br>577<br>Df Esd Gc<br>Pld Rdr Rt | **ROLON ORO**<br>**Fletamentos de Baleares S.A. (FLEBASA)**<br>Valencia Spain | **770**<br>316<br>1 040 | BV | **1970** Ast. Construcciones S.A.—Meira (113)<br>76,51 12,48 3,760<br>70,01 11,82 7,22<br>2 dks | **M RoRo Cargo**<br>2 Side door/ramps Stern door/ramp<br>Mchy.aft<br>B.2 917 | MWM<br>Oil 4SA 8Cy. 360 × 450 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 3 × 150kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 15kn |
| 7023427<br>EDAI<br>Df Esd Gc<br>Pld Rdr Rt | **ROLON PLATA**<br>**Fletamentos de Baleares S.A. (FLEBASA)**<br>Valencia Spain | **770**<br>316<br>1 040 | BV | **1970** Ast. Construcciones S.A.—Meira (112)<br>76,51 12,48 3,760<br>68,61 11,82 7,22<br>2 dks | **M RoRo Cargo**<br>2 Side door/ramps Stern door/ramp<br>Mchy.aft<br>B.2 917 | MWM<br>Oil 4SA 8Cy. 360 × 450<br>2 400bhp (1 765kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 3 × 150kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 15kn |
| 7508831<br>EHLZ<br>Df Esd Gc<br>Rdr Rt | **ROLON SUR**<br>**Frigo Lines S.A.**<br>Valencia Spain | **1 764**<br>679<br>3 264 | BV | **1978** Ast. del Cadagua W. E. Gonzalez S.A. —Bilbao (104)<br>111,03 4,601<br>105,01 16,01 7,93<br>2 dks | **M RoRo Cargo**<br>Side doors 1(p) 1(s) Stern door/ramp<br>Mchy.aft<br>G.3 600 In.2 260<br>TEU 148 C. 148/20' | Sulzer 16ASL25/30<br>Vee Oil 4SA 16Cy. 250 × 300<br>3 920bhp (2 883kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>14kn |
| 8104606<br>DCID<br>SSR3970<br>Esd Gc Rdr<br>RTm/h/v | **ROMA**<br>**Verwaltungs- u. Schiffahrtsgesellschaft Adriana m.b.H. & Co. K.G. m.s. "Roma"**<br>Emden Federal Republic of Germany | **998**<br>648<br>2 657 | GL | **1981** Schiffswerft u. Mfbk. Cassens G.m.b.H. —Emden (156)<br>80,80 (BB) 13,03 4,661<br>76,21 13,01 4,81<br>P 12,5 F 6,4 2 dks | **M General Cargo**<br>1 Ho ER<br>G.4 180 B.4 150<br>TEU 120 C.Ho 84/20' C.Dk 36/20'<br>1 Ha (stl) (51,9 × 10,3) ER | MaK 6M452AK<br>Oil 4SA 6Cy. 320 × 450 sr geared to sc. shaft<br>1 360bhp (1 000kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 269kW a.c. 1 × 132kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>11,5kn |
| 6729555<br>Rt | **ROMA**<br>**Societe Congo Italienne de Raffinage (S.O.C.I.R.)**<br>Moanda Zaire | **154**<br>35<br>— | (BV) | **1967** Cant. Nav. Ind. Nav. Mecc. Affini SpA I.N.M.A.—La Spezia (64)<br>26,80 7,01 1,937<br>26,19 6,98 2,75<br>1 dk | **TM Tug**<br>2 Ha (0,6 × 0,6) (0,7 × 0,7) | Caterpillar<br>2 Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 11kn |
| 8501141<br>YQOZ<br>AMVER | **ROMAN**<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **11 025**<br>5 868<br>15 000 | RNR | **1986** Santierul Naval Galatz—Galatz (710)<br>158,71 9,202<br>146,89 20,81 13,21 | **M General Cargo**<br>4 Ho 21,0 27,6 27,7 20,0 ER<br>G.21 192 B.18 860<br>TEU 396 C. 396/20' (40')<br>7 Ha (stl) (13,3 × 10,2) (19,2p&s 19,2p&s 19,2p&s × 7,7) ER<br>Der 4(22) | MAN 8L52/55A<br>Oil 4SA 8Cy. 520 × 550 with flexible couplings & sr geared to sc. shaft<br>8 000bhp (5 884kW)<br>Intreprinderea de Const. de Masini Resita Resita<br>Controllable pitch propeller<br>Fuel 124,0t (d.o.) 1 432,0t (hvf)-19,0pd 12,5kn |
| 8009519<br>UHTT<br>M-38434<br>Df Esd Gc<br>Pld Rdr RTv | **ROMAN KARMEN**<br>ex Maritime Victor-85<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400217/UHTT | **21 463**<br>15 119<br>38 625<br>T/cm<br>45,4 | RS (AB) | **1981** Osaka Zosensho—Osaka (402)<br>188,58 (BB) 28,45 11,626<br>180,02 28,41 16,41<br>F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 28,0 27,2 28,0 28,0 27,2 ER<br>G.50 805 B.49 882 HeCls. B<br>TEU 934 C. 934/20'<br>5 Ha (stl) (19,9 19,9 × 12,5) (19,9 19,9 19,9 × 15,0) ER<br>Cr 4(25) | Sulzer 7RND68M<br>Oil 2SA 7Cy. 680 × 1250<br>9 798kW (13 320bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 570kW 450V 60Hz a.c.<br>17,7kn |
| 7023934<br>C6CE<br>372973<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **ROMAN REEFER**<br>**T.R. Reefer Ltd.**<br>Mermaid Marine Management Ltd.<br>Nassau Bahamas<br>SatCom: 1104372/ROMR | T.Mk<br>**6 009**<br>3 205<br>8 941 | **✠100A1** SS 11/89<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Z /48,0U3<br>FN 4500<br>(NK) | **1970**-11 Aalborg Vaerft A/S—Aalborg (183)<br>145,47 (BB) 21,06 8,795<br>133,03 21,01 12,81<br>F 14,7 3 dks, 4th dk fwd of mchy. space<br>rf 152 | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>4 Ho 26,9 21,4 19,0 ER 30,1 11 TwD<br>In.11 948<br>4 Ha (stl) (8,6 9,1 9,1 × 8,0) ER (9,1 × 8,0)<br>12W Der 4(5) | B&W 8K74EF<br>Oil 2SA 8Cy. 740 × 1600<br>11 033kW (14 999bhp)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 8,1kgf/cm² (8,0bar)<br>Gen 3 × 692kW 450V 60Hz a.c.<br>Fuel 2 743,5t (hvf) 23kn |
| 7375349<br>HBDU<br>94<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v<br>AMVER | **ROMANDIE**<br>**Helica S.A.**<br>Suisse-Atlantique Societe de Navigation Maritime S.A.<br>Basle Switzerland | **20 797**<br>13 889<br>34 168<br>T/cm<br>41,1 | AB | **1975** Osaka Zosensho—Osaka (359)<br>185,50 (BB) 26,07 11,161<br>174,99 26,01 15,50<br>P 30,5 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 24,7 32,7 16,0 32,7 25,6 23,9 ER<br>G.42 673 B.41 359 HeCls. B<br>5 Ha (stl) (14,4 20,8 8,7 20,8 15,1 × 12,6) ER<br>Cr 2(15) 3(10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 240,0t (d.o.) 2 120,0t (hvf)-38,5pd 14,5kn |

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| 8633580<br>Rdr Rt | **ROMANIA G**<br>ex Ladoga-89<br>**A. van Praet-Govaert**<br>Belgium | **1 166**<br>—<br>— | **A1** SS 3/89<br>inland waterways LS'T'<br>**LMC**<br>FN 850 | **1957** J. G. Hitzler, Schiffswerft u. Maschinenfabrik<br>—Lauenburg<br>80,00 8,20 2,520<br>79,00 8,16 2,60<br>1 dk<br>rf nil | **M General Cargo**<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 270 × 360<br>294kW (400bhp)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 20kW 1 × 9kW 220/380V |
| 8026440<br>*SQLT*<br>Df Esd Rdr<br>Rt | **ROMANKA**<br>**Gdanskie Przedsiebiorstwo Obrotu Produktami Naftowymi "CPN"**<br>Gdansk Poland | **995**<br>424<br>1 430 | PR | **1981** Stocznia "Wisla"—Gdansk (ZB1300/6)<br>64,90 4,701<br>59,62 10,41 5,21<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 531 | Sulzer<br>Oil 4SA 8Cy. 250 × 300 sr geared to<br>1 470bhp (1 081kW)<br>H. Cegielski<br>Gen 2 × 160kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 6505959<br>350683<br>Df Esd Pfd<br>Rdr Rt | **ROMANO PAULO**<br>ex Harvest Sagitta-90 ex Saint Jude-73<br>**Lusitania Fishing Co. (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **345**<br>202<br>284 | (BV) | **1964** Beliard-Murdoch S.A.—Oostende (C.192)<br>44,00 8,39 3,810<br>41,71 8,31 4,20<br>1 dk | **M Fishing**<br>Side Trawler<br>In.260<br>Der 1(-) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 50kW 325V d.c. 1 × 40kW<br>1 × 40kW 220V d.c.<br>Fuel 77,5t (d.o.) |
| 7324314<br>*UDUP*<br>M-29629 | **ROMANOVO**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **180**<br>50<br>69 | RS | **1973** ............U.S.S.R.<br>31,60 7,32 2,841<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (stl) (1,5 × 1,2)<br>Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| 5030854<br>*P3DW4*<br>709240<br>Df Esd Gc<br>Rdr RTv | **ROMANTICA**<br>ex Romanza-91 ex Aurelia-91<br>ex Beaverbrae-54 ex Huascaran-47<br>**New Ambassador Leisure Cruises Ltd.**<br>Paradise Cruises Ltd.<br>Limassol Cyprus<br>SatCom: 1101113/ROMA | T.Mk<br>**7 537**<br>4 129<br>4 810 | **BS** SS 4/91<br>**MBS**<br>EL et 2¼"SQ<br>FN 4191 | **1939** Blohm & Voss K.a.A.—Hamburg (518)<br>148,60 18,39 6,706<br>140,01 18,32 11,61<br>P 10,1 F 24,7 3 dks, 4th dk clear of mchy. space<br>RW | **D-E Passenger Ship**<br>290cbn 707bth P<br>2 Ho 15,0 16,0 ER<br>G.10 506 B.9 571<br>2 Ha (3,8 × 3,9) (2,9 × 5,4) ER<br>Cr 2(2) | MAN<br>3 Oil 2SA each 7Cy. 520 × 700 total<br>(5 958kW) driving 3 gen. each<br>a.c. connected to elec. motor of<br>(5 002kW) (Sy) & sc. shaft<br>✠ NE 1/59<br>Masch. Augsburg-Nuernberg (MAN)<br>db (o.f.) 100lbf/in² (6,9bar)<br>Gen 3 × 500kW 380V 50Hz a.c.<br>Fuel 1 047,5t (d.o.) |
| 6875330<br>*UTPD*<br>M-3053 | **ROMANTIK**<br>(Tuapse) (U.S.S.R.) | **136**<br>45<br>13 | RS | **1963** ............Poland<br>28,55 6,20 1,860<br>3,00<br>1 dk | **TM Ferry** | 2 Oil 4SA each 6Cy. 150 × 180<br>Fuel (d.o.) |
| 5042182<br>*J8AJ*<br>Df Esd Rt | **ROMARK**<br>ex Bergmann-75<br>**Tamar Shipping Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **426**<br>209<br>620 | NV | **1957** C. Luehring Schiffswerft GmbH & Co. KG<br>—Brake/Unterweser (5703)<br>52,25 8,54 3,175<br>46,49 8,51 2,90<br>1 dk<br>RW rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.833 B.784<br>2 Ha (each 10,8 × 5,0) ER<br>2W Der 2(3) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>360bhp (265kW)<br>Maschinenbau Kiel A.G.<br>Gen 3 × 15kW 110V d.c.<br>Fuel 27,0t (d.o.) |
| 6517653<br>*HQHE6*<br>L-0343577<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **ROMASHKA**<br>ex Medyn-91<br>**Katran Shipping Co. Ltd.**<br>San Lorenzo Honduras | T.Mk<br>**6 202**<br>3 042<br>—<br>**9 695**<br>5 229<br>12 432 | RS | **1965** Stocznia Gdanska im. Lenina—Gdansk (B44/10)<br>154,31 20,25 7,440/9,011<br>143,21 20,17 11,87<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,1 18,9 27,8 16,7 ER 22,1<br>G.18 773 B.17 680<br>5 Ha (stl) (12,9 × 8,5) (15,3 25,9 13,8 × 10,9) ER (14,6 × 10,9)<br>12W Der 1(60) 4(10) 8(5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>Fuel 244,0t (d.o.) 866,5t (hvf) |
| 6512586<br>*3BEN*<br>399452<br>Df Esd Gc<br>Pfd Rdr Rt | **ROMAYA**<br>ex Kaisei No. 105<br>ex Manei Maru No. 8-77<br>**Palma Fishing Co. Ltd.**<br>Port Louis Mauritius | **192**<br>68<br>— | (NK) | **1965** Uchida Zosen—Ise (607)<br>6,61 2,750<br>35,01 6,53 3,20<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>In.170 | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo |
| 7436387<br>*USSP*<br>M-32785<br>Df Esd Rdr<br>Rt | **ROMB**<br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.) | **648**<br>211<br>404 | RS | **1974** ............U.S.S.R.<br>54,82 9,96 4,111<br>49,99 5,03<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (stl) (each 1,5 × 1,6)<br>Der 2(1,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| 7504342<br>*LEBO*<br>19072<br>Esd Gc Pfd<br>Rdr Rt | **ROMBAK**<br>**Kaare Isachen**<br>A/S Bukserbater<br>Narvik Norway | **439**<br>0<br>— | ✠**100A1** SS 4/89<br>tug<br>✠**LMC** **UMS**<br>EL K 1⅓"U2<br>FN 519 | **1976**-12 Kaarbos M/V A/S—Harstad (85)<br>36,23 11,41 3,701<br>34,19 11,00 4,17<br>F 19,9 1 dk<br>rf 381 | **TM Tug/ Icebreaker** | Normo<br>2 Vee Oil 4SA each 12Cy. 250 × 300<br>Normo Gruppen A/S<br>Gen 2 × 94kW 230V 50Hz a.c.<br>2 Directional propellers fwd<br>Fuel (d.o.) |
| 7401708<br>*3EMI8*<br>20400-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ROME**<br>ex Rosebay-90<br>**Momento Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1333724/ROME | *132 749*<br>*111 493*<br>274 531<br>T/cm<br>161,2 | ✠**100A1** SS 2/87<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL C* /111,0U3(a)<br>FN 26084 | **1976**-5 Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Chita (2436)<br>Cmd.**1978**-3<br>337,07 (BB) 54,56 21,127<br>320,00 54,50 27,01<br>1 dk<br>rf 13 Bow/CM 169 Diam. 0,410 | **S Tanker**<br>IGS (LR) pt higher tensile steel<br>20 Ta ER<br>L.(oil) 306 966<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>2 WTB 75kgf/cm² (73,6bar) Spt 515°C<br>65kgf/cm² (63,8bar) hs2926,4<br>Gen 1 × 2000kW 2 × 1000kW<br>Fuel 8 264,0t (o.f.) 343,0t (d.o.) |
| 9014030<br>*ICHR*<br>Df Esd Gc<br>Rdr RTv | **ROMEA**<br>**Francesco Visentini Trasporti Fluvio Marittimi**<br>Italy | **7 400**<br>2 200<br>7 500 | RI | **1991** C.N. "Visentini" di Visentini Francesco & C.<br>—Donada (161)<br>... ... ...<br>124,50 21,60 10,50 | **M RoRo Cargo** | Wartsila<br>Vee Oil 4SA 12Cy. 320 × 350 geared<br>4 920kW (6 689bhp)<br>Oy Wartsila Ab |
| 7225776<br>*HQDT2*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **ROMEA**<br>ex Hero-88 ex Liza-86 ex Louise-79<br>ex Olivia Winther-76<br>**Romea Shipping Co. S.A.**<br>San Lorenzo Honduras | **1 597**<br>1 110<br>3 180 | BV (NV) | **1972** Bolsones Verft—Molde (231)<br>91,37 (BB) 15,07 5,209<br>82,00 15,04 6,18<br>P 14,4 F 21,7 1 dk<br>rf nil | **M General Cargo**<br>Str. heavy cargoes Ice strengthened<br>2 Ho 16,9 42,4 ER<br>G.4 393 B.3 770<br>3 Ha (stl) (12,5 × 8,0) (20,1 12,5 × 8,4) ER<br>4W Der 4(3) | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300<br>2 160bhp (1 589kW)<br>Alpha-Diesel A/S<br>Gen 3 × 96kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 7518379<br>*S2FU*<br>C-815<br>Rdr Rt | **ROMEL**<br>ex Toyo Maru No. 65-90<br>**Fish Finders Ltd.**<br>Chittagong Bangladesh | **558**<br>—<br>1 086 | NK | **1975** Imamura Zosen—Kure (208)<br>56,52 10,01 4,025<br>52,00 9,99 4,55<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>The Hanshin Diesel Works Ltd. |
| 6728161<br>*UWSJ*<br>M-27936<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **ROMEN ROLLAN**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**6 244**<br>3 103<br>—<br>**9 714**<br>5 270<br>12 586 | RS | **1967** Stocznia Gdanska im. Lenina—Gdansk (B44/24)<br>154,92 20,25 7,862/8,981<br>143,19 20,20 11,87<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,1 18,9 27,8 16,7 ER 22,1<br>B.17 680<br>5 Ha (stl) (12,9 × 8,5) (15,3 25,9 13,7 × 10,9) ER (14,6 × 10,9)<br>12W Der 1(60) 4(10) 8(5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>Fuel 244,0t (d.o.) 866,5t (hvf) |

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|---|---|---|---|---|---|---|
| 7819888<br>DVRM<br>Gc Rdr Rt | **ROMEO**<br>**Candano Shipping Lines Inc.**<br>Legazpi Philippines | **998**<br>494<br>1 016 | ✠**100A1**<br>✠**LMC**<br>EL (L) 385,0/34,0U2<br>FN 949 | **1981**-3 Mayon Docks Inc.—Tabaco (001)<br>65,21 11,03 4,017<br>60,00 11,00 4,81<br>P 13,8 F 4,9 1 dk<br>rf 76 | **M General Cargo**<br>1 Ho 42,1 ER<br>G.1 869 B.1 809<br>1 Ha (stl) (30,0 × 8,0) ER<br>Cr 2(-) | Hanshin<br>Oil 4SA 6Cy. 240 × 410 geared to sc. shaft<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 55kW 440V 60Hz a.c. |
| | | | | **REPAIRS REQUIRED — CLASS SUSPENDED DATE OF SAILING MANILA 4/91** | | |
| 7334723<br>Esd Pfd Rdr<br>RTv | **ROMEO** | **102**<br>44<br>— | | **1963** R. Panesi—Oostende<br>... ... ...<br>... ... ... | **M Fishing**<br>Side-fishing | Bolnes<br>Oil<br>300bhp (221kW)<br>"Bolnes" Motorenfabriek N.V. Krimpen a/d Lek |
| 7321776<br>Df Esd Rdr<br>Rt | **ROMEO ERSINI**<br>**Romeo Ersini**<br>Mar del Plata Argentina | **108**<br>—<br>— | | **1973** Carrara Hermanos y Cia.—Buenos Aires<br>... ... ...<br>26,90 6,99 3,41<br>1 dk | **M Fishing**<br>Side Trawler | MAN<br>Oil 4SA sr geared to sc. shaft<br>390bhp (287kW)<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires |
| 7308243<br>WH6819<br>271674 | **ROMER SHOAL**<br>**Seacoast Products Inc.**<br>Morgan City, La United States of America | **245**<br>167<br>— | | **1956** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*42,68* 8,26<br>2,70 | **M Fishing** | Oil<br>1 250bhp (919kW)<br>.............<br>Fuel (d.o.) |
| 7233319<br>ELMS9<br>9232<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ROMERAL**<br>ex Long Star-89 ex Brazil Star-87<br>ex Ypermachos-84 ex Arafura Maru-82<br>**Snow Queen Investment Inc.**<br>Einar Lange Management A/S<br>Monrovia Liberia<br>SatCom: 1244101/ROME | **77 294**<br>62 246<br>183 526<br>T/cm<br>128,4 | NV (NK) | **1972** Mitsui SB. & Eng. Co. Ltd.—Ichihara (950)<br>311,82 (BB) 47,55 18,035<br>300,03 47,50 24,08<br>1 dk<br>Bow/CM 162 Diam. 0,700 | **M Ore/Oil Carrier**<br>COW IGS SBT DB<br>4 Ho/Ta 41,6 60,0 60,0 60,0 8 Wing Ta ER<br>L.(oil) 220 289 Ore 105 377 HeCls. BptC<br>7 Ha (stl) (20,8 20,0 20,0 20,0 20,0 20,0 × 12,6) ER<br>3 Cargo pumps total 10 500T/hr | B&W 8K98FF<br>Oil 2SA 8Cy. 980 × 2000<br>30 400bhp (22 361kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 1 × 618kW 2 × 560kW 450V 60Hz a.c.<br>Fuel 271,5t (d.o.) 6 255,5t (hvf)-99,0pd 15,25kn |
| 5299149<br>Df Rdr | **ROMEU**<br>**Gobierno de la Republica de Guinea Equatorial (Marina Mercantile)**<br>Santa Isabel de Fernando Po Equatorial Guinea | **3 070**<br>1 965<br>3 420 | (BV) | **1918** Soc. Espanola de Const. Nav.—Cartagena<br>97,49 13,21 6,109<br>13,16 8,84<br>3 dks<br>R | **S Passenger/General Cargo** 86P<br>4 Ho<br>B.4 019<br>4 Ha (3,9 7,3 5,3 3,9 × 4,4)<br>Cr 8(3) Der 1(10) | T 3Cy. 610 1016 & 1651 × 1143<br>1 700ihp (1 250kW)<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 1 × 30kW 110V d.c.<br>Fuel 363,5t (o.f.) 14kn |
| 7114367<br>Df Esd Gc<br>Pfd Rdr Rt | **ROMEX No. 1**<br>ex Asia 102-90<br>ex Shoshin Maru No. 80-90<br>**Romex-Bola Marine**<br>Sam Young Fisheries Co. Ltd.<br>Karachi Pakistan | **349**<br>149<br>520 | KR | **1970** Niigata Eng. Co. Ltd.—Niigata (1027)<br>54,75 8,82 3,782<br>49,00 8,80 5,66<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 5299151<br>EBSH<br>7744<br>Df Esd Pfd<br>Rt | **ROMIL**<br>**Jose Lorenzo S.L.**<br>Vigo Spain | **172**<br>95<br>— | (BV) | **1957** Enrique Lorenzo y Cia. S.A.—Vigo (218)<br>30,46 6,41 3,296<br>26,37 6,30 3,87<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Kromhout<br>Oil 2SA 6Cy. 190 × 350<br>300bhp (221kW)<br>Kromhout Motorenfabrik Amsterdam<br>Fuel 71,0t (d.o.) 10,5kn |
| 7429786<br>9HJB3<br>2734<br>Df Esd Gc<br>Pfd Rdr Rt | **ROMINA**<br>ex Verma-91 ex Jindalle-88<br>ex Toho Maru-78<br>**Afrodite Maritime Co. Ltd.**<br>Valletta Malta | **9 702**<br>6 213<br>16 534 | NK (KR) | **1975** Kochi Jyuko K.K.—Kochi (857)<br>141,97 21,82 9,099<br>133,72 21,80 12,20<br>P 26,0 F 12,5 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 577 B.20 016<br>4 Ha (stl) (14,3 × 10,7) (20,5 20,5 20,5 × 10,9) ER<br>Der 3(25) 1(15) | Mitsubishi 8UEC52/105E<br>Oil 2SA 8Cy. 520 × 1050<br>5 884kW (7 999bhp)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 316kW 445V 60Hz a.c.<br>Fuel 167,0t (d.o.) 1 144,0t (hvf)-27,5pd 14kn |
| 6812742<br>P3HE4<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **ROMIOS**<br>ex Minnesota-91 ex Eckwardersand-81<br>**Laureleaf Navigation Co. Ltd.**<br>Limassol Cyprus | **1 588**<br>901<br>2 823 | RI (GL) | **1968** Heinrich Brand Schiffswerft G.m.b.H. & Co. K.G.—Oldenburg (180)<br>80,09 12,50 6,033<br>70,80 12,30 7,07<br>P 13,5 RQD 14,1 B 13,2 F 9,8 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 22,0 25,9 ER<br>G.3 805 B.3 370<br>2 Ha (stl) (15,3 18,6 × 7,8) ER<br>Der 4(3-5) | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580<br>2 180bhp (1 604kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 360kW 360V 50Hz a.c.<br>Fuel 244,0t (d.o.) 12,5kn |
| 7612058<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **ROMITO**<br>ex Esso Portland-88<br>**Geostar Shipping Co. N.V.**<br>Ditta G. d'Alesio S.a.S. di Gaetano d'Alesio<br>Willemstad Netherlands Antilles & Aruba | *31 652*<br>*15 349*<br>50 593<br>T/cm<br>53,6 | RI (AB) | **1978** Kawasaki Heavy Ind. Ltd.—Sakaide (1261)<br>196,53 (BB) 11,281<br>186,01 36,59 15,91<br>P 38,1 F 15,3 1 dk<br>rf 102 Bow/CM 97 Diam. 0,410 MH 1,8 | **M Tanker**<br>40 Ta ER<br>L.(oil) 57 949<br>4 Cargo pumps total 8 750T/hr | MAN K7SZ78/155A<br>Oil 2SA 7Cy. 780 × 1550<br>16 100bhp (11 843kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 800kW<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel-56,5pd 16,25kn |
| 7529392<br>817/90<br>Rt | **ROMMEL**<br>ex Anthi-89 ex Satwa Jacks-87<br>**Aidan Taher Rezaei**<br>Sharjah United Arab Emirates | **157**<br>85<br>— | HR | **1976** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS310)<br>2,566<br>25,99 7,32 3,18 | **TM Supply Launch**<br>Deck Cargo Fire-fighting | Caterpillar<br>2 Oil geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7348621<br>UJYV<br>M-31105<br>Df Esd Gc<br>Pfd Rdr Rt | **ROMNY**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | **2 888**<br>1 288<br>—<br>**4 497**<br>2 264<br>5 657 | RS | **1974** VEB Schiffswerft "Neptun"—Rostock (347)<br>117,89 (BB) 16,59 5,450/6,820<br>109,07 16,58 8,64<br>2 dks | **M General Cargo** CSD<br>Ice strengthened<br>4 Ho 17,0 17,6 17,6 17,0 4 TwD<br>G.7 248 B.6 885<br>4 Ha (stl) (12,5 × 8,0) (12,5 12,5 12,5 × 12,9) ER<br>4W Der 1(40) 3(20) | MAN K6Z57/80F<br>Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW)<br>Halberstadt Halberstadt<br>Gen 2 × 400kW a.c. 1 × 300kW a.c.<br>16,5kn |
| 8406341<br>OWSR2<br>D-12984<br>Df Esd Gc<br>Rdr RTv | **ROMO MAERSK**<br>**K/S Difko XI**<br>A. P. Moller<br>Hojer Denmark (DIS)<br>SatCom: 1610526/OWSR | *16 282*<br>*8 880*<br>27 350<br>T/cm<br>36,9 | ✠**100A1** SS 12/91<br>oil tanker (cc)<br>in association with a list of defined Type A, B & C cargoes<br>Ice Class 3<br>✠**LMC** **UMS**<br>**IGS**<br>EL G† 577,5/60,0U3<br>FN 6312 | **1986**-12 Odense Staalskibsvaerft A/S—Lindo (115)<br>170,01 (BB) 23,14 11,410<br>164,01 23,11 15,37<br>F 12,8 1 dk<br>rf nil Bow/CM 85 Diam. 0,310 MH 2,1 | **M Tanker**<br>Oil Chemical<br>pt higher tensile steel DB DSS Stern disch.<br>14 Ta ER<br>L.29 421<br>14 Cargo pumps total 31 500T/hr | B&W 4L60MCE<br>Oil 2SA 4Cy. 600 × 1944<br>7 200bhp (5 296kW)<br>MAN-B&W Diesel A/S Kobenhavn<br>3 AuxB (2 o.f. 1 ex.g) 13,2kgf/cm$^2$ (13,0bar)<br>Gen 2 × 986kW 2 × 740kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 136,0t (d.o.) 1 082,0t (hvf) 15kn |
| 5299204<br>175810 | **ROMOS**<br>ex Rifrock-54<br>**Verano S.S. Co. Ltd.**<br>Fred. V. Andlaw<br>Gibraltar Gibraltar (British) | **298**<br>112<br>— | | **1943** F. Curtis—Par, Cornwall<br>*39,29* 8,03<br>... ... ...<br>1 dk<br>conv Side-fishing Fishing 49 | **Wood M General Cargo** | National Gas<br>Oil 4SA 6Cy. 255 × 330<br>National Gas & Oil Eng. Co. Ashton-under-Lyne |
| 5299216<br>EBZV<br>1964<br>Df Esd Rt | **ROMPEOLAS**<br>**Estela S.A.**<br>San Sebastian Spain | **248**<br>112<br>— | BV | **1959** Hijos de J. Barreras S.A.—Vigo (1116)<br>35,13 6,89 3,550<br>29,77 6,80 3,97<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 71,0t (d.o.) 10,5kn |

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|---|---|---|---|---|---|---|
| **6520131**<br>*EENT*<br>8583<br>Df Esd Gc<br>Rdr Rt | **ROMPIDO DE TERCERO**<br>ex Villa de Verin-89<br>**Marvalfer S.A.**<br>Vigo Spain | **350**<br>160<br>610 | BV | **1965** Hijos de J. Barreras S.A.—Vigo (1340)<br>41,46 7,40 3,090<br>36,66 7,35 4,14<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>3 Ha (each 1,0 × 1,0) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>1 100bhp (809kW)<br>Hijos de J. Barreras S.A.<br>Fuel 107,0t (d.o.) |
| **5223700**<br>*EAER*<br>7868<br>Df Esd Rt | **ROMPIDO SEGUNDO**<br>ex Puente Cambeses-81<br>ex Mariano Borrero-64<br>**Pesquera del Rompido S.A.**<br>Vigo Spain | **280**<br>134<br>325 | (BV) | **1959** Enrique Lorenzo y Cia. S.A.—Vigo (241)<br>38,41 6,89 3,595<br>33,38 6,80 4,02<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha | Krupps<br>Oil 4SA 8Cy. 295 × 420<br>520bhp (382kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 104,5t (d.o.) |
| **8710297**<br>*LAHS*<br>20451<br>Df Esd Gc<br>RTm | **ROMSDAL**<br>**More og Romsdal Fylkesbatar**<br>Molde Norway | *1 401*<br>*420*<br>500 | NV | **1988** A. M. Liaaen A/S—Alesund (148)<br>84,03 14,20<br>4,50<br>1 dk<br>rf 1999 BK 183 | **TD-E RoRo Cargo/Ferry**<br>Deck Cargo 299dk P | Deutz<br>Oil 4SA 9Cy. 240 × 280 total 1 605kW<br>driving gen. connected to elec. mo<br>Kloeckner Humboldt Deutz<br>Gen 1 × 1760kW 2 × 220kW 380V<br>Directional thrust propellers fwd<br>Directional thrust propellers |
| **7301477**<br>*OXUI*<br>329<br>Df Esd Gc<br>Pfd Rdr Rt | **ROMSO**<br>**Government of The Kingdom of Denmark (Danske Statsbaner)**<br>Korsor Denmark | **5 603**<br>2 436<br>1 727 | BV | **1973** Helsingor Skibsv. og Maskinbyg.—Helsingor (402)<br>130,00 17,23 5,004<br>128,89 17,21 7,22<br>2 dks<br>rf 305 | **TM RoRo Cargo/Ferry**<br>1500dk P<br>Bow & stern doors | B&W<br>2 Vee Oil 4SA each 10Cy. 450 × 540<br>12 000bhp (8 827kW)<br>Helsingor Skibsv. og Maskinbyg.<br>Gen 5 × 370kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 203,0t (d.o.) |
| **5384073**<br><br><br>Df Esd Pfd<br>Rdr Rt | **ROMY MAYALINE**<br>ex Armor-82 ex Vulcano-78<br>**Armement Francisco Ribeiro**<br>Dakar Senegal | **125**<br>52<br>— | (BV) | **1962** S.I.C.C.Na.—St. Malo (T12)<br>24,31 6,86 2,642<br>22,36 6,80 3,41<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>In.90<br>2 Ha (each 0,9 × 0,9)<br>Der 1(2) | Baudouin<br>Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin<br>Controllable pitch propeller<br>Fuel 30,0t (d.o.) |
| **6909935**<br>*SGZA*<br><br>Df Esd Pfd<br>Rdr Rt | **RON**<br>ex Vestfart-78 ex Meissen-69<br>**Sven A. Johansson P/R**<br>Vastro Frolunda Sweden | **164**<br>70<br>— | BV | **1968** VEB Rosslauer Schiffswerft—Rosslau (S.750/20)<br>33,63 6,61 2,699<br>29,57 6,60 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>4 Ha (each 1,2 × 1,2) ER<br>Der 2(0,25) | Polar<br>Oil 4SA 6Cy. 250 × 300<br>900bhp (662kW)<br>Nydqvist & Holm A/B<br>Fuel 24,0t (d.o.) |
| **7200489**<br>*HP5253*<br>19016-PEXT<br>Df Esd Gc<br>Rdr RTv<br>SatCom | **RON 1**<br>ex Gulf Seal-89<br>**Cindy N.V.**<br>Super Shipcare Services N.V.<br>Panama Panama | **297**<br>202<br>— | AB | **1966** Burton Construction & SB. Corp.—Port Arthur, Tx (401)<br>2,960<br>47,12 11,59 3,66<br>F 11,0 1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>reduction geared to sc. shafts<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 185kW<br>Fuel 229,5t (d.o.) |
| **8212271** | **RONCADOR**<br>**Empresa Nacional de Abastecimiento Tecnico Material a Industria de Pesca (E.N.A.T.I.P.)**<br>Luanda Angola | **135**<br>60<br>107 | BV | **1984** "ASTAFERSA", Ast. y Tall. Ferrolanos S.A.—La Grana (236)<br>2,701<br>22,51 6,51 3,26<br>1 dk | **M Fishing**<br>Long-line | GUASCOR<br>Vee Oil 4SA 12Cy. 150 × 150 with clu<br>flexible couplings & sr reverse gear<br>shaft<br>500bhp (368kW)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR<br>Gen 2 × 32kW 380V 50Hz a.c. |
| **7204071**<br>*WZQ2821*<br>529251 | **RONCADOR**<br>**Roncador Inc.**<br>Biloxi, Ms United States of America | **133**<br>101<br>— | | **1970** Toche Enterprises Inc.—Ocean Springs, Ms<br>*21,65* 7,17<br>3,46 | **M Fishing** | Oil<br>530bhp (390kW)<br>............<br>Fuel (d.o.) |
| **7915230**<br>*DUIT*<br>230935<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RONDA**<br>ex Ken Forest-90<br>**Plaridel Shipping Corp.**<br>Baliwag Navigation Inc.<br>Manila Philippines | **12 885**<br>8 455<br>23 050<br>T/cm<br>33,2 | NK | **1980** Hashihama Zosen—Tadotsu (801)<br>154,51 24,64 9,918<br>146,01 24,60 13,62<br>P 29,0 F 9,8 1 dk | **M Bulk Carrier**<br>4 Ho 26,5 27,2 27,2 27,2 ER<br>G.29 274 B.28 206 HeCls. B<br>4 Ha (stl) (17,0 × 11,2) (19,2 19,2 19,2 × 12,8) ER<br>Der 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1250<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 360kW 440V 60Hz a.c.<br>Fuel 150,0t (d.o.) 1 125,5t (hvf)-22,0pd |
| **7619903**<br>*WYZ3938*<br>503712<br>Rt | **RONDA**<br>**Alvin Marine Service Inc.**<br>Houston, Tx United States of America | **189**<br>128<br>— | | **1966** Houma SB. Inc.—Houma, La<br>*24,54* 7,32 —<br>7,27 2,93<br>1 dk | **M Tug** | Oil<br>............<br>Fuel (d.o.) |
| **8725723**<br><br>M-41774<br>Rt | **RONDO**<br>**Baltic Shipping Co.**<br>(Vyborg) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1986** ............U.S.S.R.<br>35,17 8,01 3,120<br>33,25 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp) |
| **7423471**<br>*PP3094*<br><br>Df Esd Gc<br>Rdr Rt | **RONDON**<br>**Marpetrol S.A.**<br>Rio de Janeiro Brazil | **464**<br>315<br>— | AB | **1975** Atlantic Marine Inc.—Fort George Island, Fl (4136)<br>56,47 11,61 4,217<br>51,77 11,59 4,91<br>F 18,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>reduction geared to sc. shafts<br>General Motors Corp.<br>Gen 2 × 125kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 374,0t (d.o.) |
| **7726641**<br>*PP5441*<br><br>Df Esd Gc<br>Rdr Rt | **RONDONIA**<br>**Empresa de Navegacao da Amazonia S.A. (ENASA)**<br>Belem Brazil | **2 657**<br>1 756<br>672 | | **1981** MacLaren IC Est. e Servicos—Rio de Janeiro (147)<br>56,11 3,601<br>52,81 21,42 5,01<br>2 dks | **TM Ferry/General Cargo**<br>Twin Hull Vehicles Ref 500dk P<br>Side door/ramps 1(p) 1(s)<br>1 Ho<br>B.1 250 In.380<br>1 Ha (stl) (1,6 × 1,9)<br>Cr 1(3) | Daihatsu<br>2 Oil 4SA each 6Cy. 220 × 280 reduc<br>to sc. shafts<br>1 000bhp (736kW)<br>Ishikawajima do Brasil<br>Fuel 81,5t (d.o.)-3,5pd |
| **7308255**<br>*WO2909*<br>291085 | **RONDYS**<br>ex Delawarian<br>**Rondys Inc.**<br>Coos Bay, Or United States of America | **194**<br>132<br>— | | **1933** U.S. Naval Shipyard—Brooklyn, NY<br>*34,39* 9,15<br>3,81 | **M Fishing** | Oil<br>600bhp (441kW)<br>............<br>Fuel (d.o.) |
| **8102476**<br>*GCJP*<br>399359<br>Df Esd Gc<br>Rdr RTm/v | **RONEZ**<br>**E.C.C. Shipping Ltd.**<br>St. Helier Port Services Ltd.<br>Exeter United Kingdom | **837**<br>415<br>1 117 | ✠**100A1** SS 8/90<br>✠**LMC** **UMS**<br>EL J 357,5/26,0U2<br>FN 843 | **1982**-2 Scheepswerf van Goor Monnickendam B.V.—Monnickendam (675)<br>64,72 10,11 3,453<br>59,90 10,00 4,07<br>P 10,7 Trunk 36,0 RFD 8,9 1 dk<br>rf nil | **M Cement Carrier**<br>2 Ho ER | Kromhout<br>Oil 4SA 6Cy. 240 × 260 with clutches<br>couplings & dr reverse geared to s<br>1 150bhp (846kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 40kW 380/220V 50Hz a.c.<br>Fuel 59,5t (d.o.)-4,0pd |

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|---|---|---|---|---|---|---|
| 7526857<br>BOOX<br>Df Esd Gc<br>Pfd Rdr RTv | **RONG CHENG**<br>ex Aristoxenos-79<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)** China<br>Shanghai<br>SatCom: 1570360/RCHN | T.Mk<br>**7 022**<br>4 113<br>—<br>**11 363**<br>6 866<br>18 687 | ZC<br>✠Classed LR until 2/3/79 | **1977**-10 Nipponkai Heavy Ind. Co. Ltd.—Toyama (193)<br>147,70 (BB) 23,02 —/9,634<br>140,00 22,86 13,00<br>P 29,6 F 12,5 1 dk<br>rf 51 | **M General Cargo**<br>4 Ta 22,7 25,4 25,4 25,4 ER 4 TwD<br>G.25 467 B.23 719<br>7 Ha (stl) (14,0 × 6,8) (15,7 15,7 15,7 15,7 15,7 15,7 × 7,0) ER<br>Cr 1(25) 4(12,5) | B&W 7K62EF<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 110,5t (d.o.) 1 086,0t (hvf)-32,0pd 15kn |
| 6822482<br>BANP<br>Df Esd Gc<br>Pfd Rdr Rt | **RONG HUA SHAN**<br>ex Wakaura Maru-83<br>**Dalian Marine Shipping Co.** China<br>Dalian/Dairen | **7 673**<br>4 553<br>11 896 | ZC (NK) | **1969** Namura SB. Co. Ltd.—Osaka (377)<br>138,00 18,88 8,800<br>130,00 18,59 11,20<br>P 29,6 F 11,3 2 dks | **M General Cargo**<br>Heavy-load<br>4 Ho ER<br>G.17 215 B.16 104<br>4 Ha (stl) (7,1 × 6,0) (18,3 23,2 12,8 × 7,4) ER<br>Der 1(120) 2(20) 8(15) 2(10) 2(6) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>6 600bhp (4 855kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 460kW 450V a.c.<br>Fuel 969,5t-24,0pd 14,75kn |
| 7422805<br>BOUK<br>Df Esd Gc<br>Rdr Rt | **RONG JIANG**<br>ex Morviken-82<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)** China<br>Guangzhou/Canton | **9 117**<br>6 354<br>15 189 | ZC (NV) | **1978** Austin & Pickersgill Ltd.—South Dock, Sunderland (463)<br>140,99 20,55 8,860<br>134,17 20,42 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo** CSD<br>5 Ho 21,6 29,5 11,2 22,8 ER 21,3 4 TwD<br>G.21 416 B.19 639<br>5 Ha (stl) (11,5 × 6,7) (12,1 13,7 12,8 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(40) 6(10) 4(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>G. Clark & N.E.M. Ltd. Sunderland<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 125,0t (d.o.) 1 140,0t (hvf)-25,0pd 15kn |
| 8426573<br>BPGD<br>Df Esd Gc<br>Pfd Rdr Rt | **RONG XIN**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **3 857**<br>2 006<br>1 265 | | **1978** Qiuxin Shipyard—Shanghai<br>106,67 3,810<br>97,00 15,80 7,70<br>2 dks | **M General Cargo**<br>—bth P<br>2W Der 2(5) | Hudong 6ESDZ43/82B<br>2 Oil 2SA each 6Cy. 430 × 820<br>6 000bhp (4 413kW)<br>Hudong Shipyard Shanghai<br>Gen 3 × 250kW 400V 50Hz a.c.<br>16kn |
| 6826822<br>3EKT7<br>19311-SS<br>Df Esd Gc<br>Rdr Rt | **RONJAY**<br>ex Toxotis-89 ex Lips-87<br>ex Star of Kuwait-79<br>**Ronjay Navigation S.A.**<br>KYC Line (S) Pte. Ltd.<br>Panama Panama | **7 993**<br>5 265<br>15 059 | **✠100A1** CS 4/88<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL A† 2$\frac{5}{16}$"U2<br>FN 4302<br>**REPAIRS REQUIRED — CLASS SUSPENDED 26/4/91** | **1968**-8 Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2038)<br>141,74 (BB) 19,87 9,062<br>133,71 19,82 12,35<br>2 dks<br>rf 152 DK fwd | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 122 B.18 970<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 2(30) 10(10) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>3 773kW (5 129bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 100lbf/in² (6,9bar)<br>Gen 2 × 240kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 102,5t (d.o.) 1 138,0t (hvf) 13kn |
| 6921268<br>3EZO8<br>20961-PEXT<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **RONJAY CHOOMIE**<br>ex Choomie-91 ex Dobra-89<br>ex Betelgeuse-83<br>**Ronjay Choomie Maritime S.A.**<br>KYC Line (S) Pte. Ltd.<br>Panama Panama | T.Mk<br>**5 883**<br>3 466<br>—<br>**9 451**<br>6 140<br>15 124 | **✠100A1** SS 11/90<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL A† 2$\frac{3}{16}$"U2<br>FN 4469<br>(JR) | **1969**-9 R.O. Brodogradiliste "3 Maj"—Rijeka (527)<br>145,01 (BB) 20,65 —/9,100<br>135,01 20,60 12,50<br>F 12,8 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 18,9 23,3 23,3 21,9 ER 18,9<br>G.22 168 B.19 904<br>5 Ha (stl) (9,7 × 8,3) (14,0 14,0 12,8 × 9,9) ER (10,1 × 8,3)<br>16W Der 4(10) 12(5) | Sulzer 5RD76<br>Oil 2SA 5Cy. 760 × 1550<br>5 664kW (7 700bhp)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>AuxB 7kgf/cm² (6,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 139,0t (d.o.) 1 087,0t (hvf)-27,0pd 14kn |
| 6924129<br>3EWP8<br>20807-SS<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RONJAY VICTORY**<br>ex Panormos Victory-91 ex Adamas-87<br>**Debralina Maritime Co. Ltd.**<br>KYC Line (S) Pte. Ltd.<br>Panama Panama | **8 645**<br>6 203<br>15 173 | BV (AB) | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.) —Nagoya (2049)<br>142,27 (BB) 19,84 9,033<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.21 492 B.19 142<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>3 773kW (5 129bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 240,5t (hvf) 14kn |
| 7120689<br>DDOM<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **RONNEBECK**<br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic of Germany | **265**<br>5<br>— | (GL) | **1971** N.V. Schps. v/h H. H. Bodewes—Millingen a/d Rijn (693)<br>31,09 8,79 3,871<br>28,71 8,77 4,81<br>1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | Deutz SBV6M358<br>Oil 4SA 6Cy. 400 × 580<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 112kW 1 × 56kW 380V 50Hz a.c.<br>Fuel 122,0t (d.o.) 12,5kn |
| 6826303<br>Y5FH<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RONNEBURG**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | T.Mk<br>**5 364**<br>2 961<br>8 210<br>**8 501**<br>5 048<br>10 080 | DSRK GL | **1968** VEB Warnowwerft Warnemuende —Warnemuende (211)<br>150,25 20,25 7,259/8,220<br>138,00 20,20 11,74<br>F 13,5 2 dks | **M General Cargo**<br>Ref 6th P<br>Ice strengthened<br>5 Ho -DT 17,3 18,9 18,0 21,1 ER 15,9<br>G.15 532 B.14 093 In.330 L.511<br>5 Ha (stl) (10,5 × 7,0) (12,1 12,1 11,6 × 10,9) ER (9,9 × 8,0)<br>12W Cr 1(5) Der 1(60) 2(8-14) 4(5-8) 6(3-5) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 272kW 1 × 196kW 390V 50Hz a.c.<br>Fuel 845,5t (d.o.) 852,5t (hvf) 18,5kn |
| 5272684<br>LAKM<br>13261<br>Df Esd Pfd<br>RTm | **RONNER**<br>ex Peder Ronnestad-79<br>ex Spitzbergen-52<br>**Stiftelsen M.K. Ronner**<br>Kontroll Service A/S<br>Oslo Norway | **126**<br>29<br>— | (GL) | **1948** Schiffsw. W. Holst—Hamburg (166)<br>26,27 6,41 —<br>24,06 6,35 3,26<br>1 dk<br>RW | **M Research/Fishing**<br>Mchy.aft<br>1W Der 1(3) | Normo<br>Oil 2SA 5Cy. 220 × 320<br>250bhp (184kW) NE 54<br>A/S Bergens M/V Bergen<br>Gen 1 × 12kW 110V 2 × 2,5kW 24V d.c.<br>Controllable pitch propeller<br>Fuel 20,5t (d.o.) 9kn |
| 5052216<br>SEXR<br>Df Esd Pfd<br>Rdr Rt | **RONNFORS**<br>ex Bristol-88<br>**Leif-Gunnar Gunnarsson**<br>Simrishamn Sweden | *247*<br>*74*<br>— | (GL) | **1961** Nya Halmstavarvet A/B—Halmstad (91)<br>34,45 6,71<br>30,31 6,68 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>len 67 | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Lister Blackstone Ltd. Stamford<br>Fuel (d.o.) 13kn |
| 7231012<br>WYZ6095<br>536499 | **RONNIE**<br>**Yeamans Inc.**<br>Corpus Christi, Tx United States of America | **109**<br>74<br>— | | **1971** Marine Mart Inc.—Port Isabel, Tx<br>*20,73* 6,20<br>3,66 | **M Fishing** | Oil<br>365bhp (268kW)<br>............<br>Fuel (d.o.) |
| 5299424<br>KCJR<br>255975<br>Esd | **RONNIE S.**<br>**Peter Pan Seafoods Inc.**<br>Juneau, Ak United States of America | **481**<br>266<br>249 | | **1945** Western Boat Building Corp.—Tacoma, Wa<br>39,02 8,95<br>8,89<br>1 dk | **Wood M General Cargo**<br>Ref<br>In.311<br>1W | 3 Oil 4SA each 6Cy. 356 × 483 geared to sc. shaft<br>558bhp (410kW)<br>Union Diesel Engine Co. Oakland, Ca<br>Fuel 108,5t 9,5kn |
| 5162839<br>JWMW<br>20094<br>Df Esd Rdr<br>Rt | **RONOR**<br>ex Alex III-85 ex Aril-82<br>ex Irene Frijs-69<br>**P/R Ronor**<br>Haugesund Norway | **499**<br>323<br>950 | **✠100A1** SS 9/89<br>EL j 1$\frac{1}{8}$"SQ<br>FN 737 | **1961**-11 N.V. Schps. Gebr. van Diepen —Waterhuizen (968)<br>61,09 9,30 3,645<br>55,61 9,20 4,04<br>RQD 15,3 F 11,9 1 dk<br>RW rf 89 | **M General Cargo**<br>1 Ho 34,2 ER<br>G.1 133 B.1 048<br>2 Ha (7,7 15,3 × 4,8) ER<br>3W Der 3(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 10kW 110V d.c.<br>Fuel 30,5t (d.o.) 11,5kn |
| 7813858<br>3ELD8<br>20348-HK<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>SatNav | **ROOK CARRIER**<br>ex Chao Bai He-90 ex Altonic-87<br>ex Gold Africa-82<br>**Seabird Marine Corp.**<br>China Ocean Shipping Co. (COSCO)<br>Panama Panama | **5 731**<br>3 275<br>8 522 | ZC (GL) | **1981** China SB. Corp. (Keelung Division) —Keelung (105)<br>118,65 (BB) 18,24 8,000<br>106,50 18,20 10,30<br>P 23,8 F 10,8 2 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>2 Cell. Ho 31,6 43,4 ER<br>TEU 443<br>C.Ho 190/20' (40') C.Dk 253/20' (40') incl. 50 ref C.<br>2 Ha (stl) ER | MAN 7L52/55<br>Oil 4SA 7Cy. 520 × 550<br>5 432kW (7 385bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 1 × 440kW 2 × 408kW 1 × 102kW 450V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>16kn |

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|---|---|---|---|---|---|---|
| **7425649**<br>*3ELC8*<br>19674-91<br>Df Esd Gc<br>Pfd Rdr Rt | **ROOK EXPRESS**<br>ex Hua Jiang-90 ex Lucky Ocean-81<br>ex Justina L. Cabel-76<br>**Seabird Marine Corp.**<br>China Ocean Shipping Co. (COSCO)<br>Panama Panama | **3 937**<br>2 320<br>6 457 | NK ZC | **1975** Okayama Zosen K.K.—Hinase (253)<br>108,50 18,83 6,316<br>99,00 18,80 8,60<br>P 19,6 F 9,2 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Ho<br>TEU 384 C. 230/20' 77/40'<br>5 Ha (stl) ER<br>Cr 1(35) | Makita<br>Oil 4SA 6Cy. 540 × 850<br>3 825kW (5 200bhp)<br>Makita Diesel Co. Ltd.<br>Gen 3 × 200kW 445V 60Hz a.c. |
| **7400730**<br>*3EIP8*<br>20257-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **ROOK MARINER**<br>ex Shou Yang Shan-90<br>ex Lindinger Ruby-78<br>**Rookton International Inc.**<br>China Ocean Shipping Co. (COSCO)<br>Panama Panama | **1 599**<br>1 019<br>4 100 | ZC (BV) | **1976** Husumer Schiffsw.—Husum (1428)<br>91,45 (BB) 14,25 6,080<br>83,45 14,20 8,60<br>F 7,7 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 61,6 ER<br>G.6 351 B.5 785<br>2 Ha (stl) (18,9 25,2 × 10,1) ER<br>4W Der 2(20) 2(5) | Deutz<br>Oil 4SA 8Cy. 370 × 400 reduction gea<br>shaft<br>2 942kW (4 000bhp)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 160kW 380V 50Hz a.c.<br>Fuel 303,0t (d.o.)-15,0pd |
| **7400754**<br>*3EIO8*<br>20256-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **ROOK TRADER**<br>ex He Lan Shan-90<br>ex Lindinger Opal-78<br>**Rookton International Inc.**<br>China Ocean Shipping Co. (COSCO)<br>Panama Panama | **1 599**<br>1 019<br>4 100 | ZC (BV) | **1976** Husumer Schiffsw.—Husum (1405)<br>91,45 (BB) 14,25 6,081<br>87,80 14,22 8,60<br>F 7,7 2 dks<br>rf nil. | **M General Cargo**<br>Ice strengthened<br>1 Ho 61,7 ER<br>G.6 353 B.5 787<br>2 Ha (stl) (18,9 25,2 × 10,0) ER<br>4W Der 2(20) 2(5) | Deutz<br>Oil 4SA 8Cy. 370 × 400<br>2 942kW (4 000bhp)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 160kW 380V 50Hz a.c.<br>Fuel 303,0t (d.o.)-15,0pd |
| **8331091**<br>*HQRH*<br>L172-1235<br>Rt | **ROOMPOT**<br>ex Midgard III-85 ex Ulrich Ellers<br>ex Midgard 15<br>**L. Polderman Bergingsbedrijf**<br>San Lorenzo Honduras | **123**<br>—<br>— | **100A1** SS 2/89<br>tug<br>**LMC**<br>EL R 220,0/20,0ESQ<br>FN 256 | **1961** Weerter Scheepsbw.—Weert<br>27,61 6,96 —<br>24,97 6,61 3,64<br>1 dk<br>rf - | **M Tug** | Deutz<br>Oil 4SA 8Cy. 320 × 450 with clutches,<br>couplings & sr reverse geared to sc.<br>Kloeckner Humboldt Deutz<br>Gen 2 × 1,75kW 24V d.c.<br>propeller |
| **5036767**<br>*HQDL8*<br>L-0021217<br>Df Esd Rdr<br>Rt | **ROOSTER I**<br>ex Carlina ex Barendsz ex Snabell-78<br>ex Barendsz-69<br>**Naviera Rooster S. de R.L.**<br>San Lorenzo Honduras | **499**<br>339<br>850 | ✠Classed LR until<br>8/11/74 | **1954**-11 N.V. Schbwf. v/h De Groot & Van Vliet<br>—Slikkerveer (305)<br>55,78 9,05 3,569<br>51,82 9,00 4,09<br>P 11,6 F 9,8 1 dk<br>RW | **M General Cargo**<br>1 Ho 34,9 ER<br>G.1 072 B.991<br>2 Ha (w) (11,5 13,5 × 6,0) ER<br>2W Der 2(3) | De Industrie<br>Oil 4SA 8Cy. 305 × 460<br>515bhp (379kW)<br>D. & J. Boot "De Industrie" |
| **5065005**<br>Rt | **ROOZBEH**<br>ex Hastings-76 ex Carrickfergus-76<br>**Bahregan Shipping Co.**<br>Iran | **161**<br>0<br>— | ✠CLASS WITHDRAWN<br>29/1/92 | **1958**-3 P. K. Harris & Sons Ltd.—Appledore<br>(109)<br>29,95 7,93 2,960<br>26,83 7,55 3,81<br>rf 432 BK 51 | **M Tug** | Polar<br>Oil SA 6Cy. 340 × 570<br>British Polar Engines Ltd.<br>Fuel 35,5t |
| **8207317**<br>*UIQN*<br>0281<br>Df Esd Gc<br>Rdr Rt | **ROPAZI**<br>ex Panteleymon Ponomarenko-91<br>**Latvian Shipping Company**<br>Ventspils Latvia | **10 944**<br>5 885<br>16 341<br>T/cm<br>27,0 | RS | **1985** R.O. Brodogradiliste "3 Maj"—Rijeka (632)<br>151,52 (BB) 22,43 9,002<br>142,63 22,41 12,17<br>1 dk | **M Tanker**<br>6 Ta 10 Wing Ta ER<br>L.(oil) 20 480<br>16 Cargo pumps total 4 000T/hr | Pielstick<br>2 Oil 4SA each 6Cy. 400 × 460 with clu<br>flexible couplings & sr geared to sc. sh<br>7 800bhp (5 737kW)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>Gen 2 × 1360kW 2 × 512kW 440V 5<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 878,53t (d.o.)-23,3pd |
| **8215285**<br>850118 | **ROPER K**<br>**Roper Marine Services Pty. Ltd.**<br>*Darwin, N.T.* Australia | **183**<br>124<br>233 | | **1982** "K" Shipyard Construction Co.—Fremantle,<br>W.A.<br>8,13 3,001<br>27,01 8,01 3,51<br>1 dk | **TM Fishing/ Fish Carrier**<br>Ref<br>1 Ho ER<br>In.150 L.220<br>1 Ha (stl) ER | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152 wi<br>& sr reverse geared to sc. shafts<br>750bhp (552kW)<br>Caterpillar Tractor Co. |
| **8227757**<br>*LZEK*<br>130318<br>Esd Rdr Rt | **ROPOTAMO**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **1 896**<br>1 014<br>3 389 | BR (RS) | **1984** "Ivan Dimitrov" Shipyard—Rousse<br>77,53 14,36 5,401<br>6,51<br>1 dk | **M Tanker**<br>Bunkering<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 3 424 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>883bhp (649kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **6416847**<br>*EEHO*<br>Df Esd Rt | **ROQUE DEL ESTE**<br>**Montenegro Bastos Hermanos**<br>Las Palmas Spain | **358**<br>172<br>— | (BV) | **1965** Enrique Lorenzo y Cia. S.A.—Vigo (304)<br>42,78 7,75 3,836<br>37,17 7,70 4,09<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho<br>In.320<br>2 Ha (1,8 1,3 × 2,1) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz<br>Fuel 100,0t (d.o.) |
| **6422987**<br>*EEJA*<br>Df Esd Rt | **ROQUE DEL OESTE**<br>**Rocar S.A.**<br>Las Palmas Spain | **358**<br>172<br>— | (BV) | **1965** Enrique Lorenzo y Cia. S.A.—Vigo (303)<br>42,78 7,75 3,836<br>37,17 7,70 4,09<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>2 Ho<br>In.320<br>2 Ha (1,8 1,3 × 2,1) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz<br>Fuel 100,0t (d.o.) |
| **5299462**<br>*EBZO*<br>2487<br>Df Esd Rt | **ROQUE NUBLO**<br>**Lloret y Llinares S.L.**<br>Las Palmas Spain | **243**<br>139<br>— | (BV) | **1960** Ast. de Murueta S.A.—Guernica (31)<br>*31,98* 6,91<br>31,98 3,99<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW)<br>N.V. Werkspoor |
| **7926095**<br>*GBHY*<br>387792<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RORA HEAD**<br>**Altnacraig Shipping plc**<br>Chelston Ship Management Ltd.<br>Leith United Kingdom | *4 924*<br>*2 651*<br>7 160 | **✠100A1**<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL W 495,0/50,0U2<br>FN 2663 | **1980**-9 Miho Zosensho K.K.—Shimizu (1154)<br>110,55 17,56 7,016<br>101,91 17,51 8,62<br>P 21,7 F 11,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>3 Ho 18,6 17,5 35,6 ER<br>G.9 442 B.9 065<br>4 Ha (stl) (12,5 × 12,0) (13,4 13,4 13,4 ×<br>13,5) ER | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K.<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 200kW 445V 60Hz a.c. |
| **7416961**<br>*YYEJ*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RORA MERU**<br>ex Inagua Surf-87<br>**Compania Anonima Maritima**<br>**Oceanica Granelera (CAMOGRA)**<br>Puerto Cabello Venezuela | **760**<br>174<br>2 184 | AB BV | **1975** Bellinger Shipyards Inc.—Jacksonville, Fl<br>(110)<br>81,59 15,70 3,353<br>79,25 15,55 4,88<br>1 dk<br>rf 203 | **TrM RoRo Cargo/ Landing Craft**<br>Deck Cargo<br>Bow door/ramp<br>L 9,25 W 5,50 SWL 500<br>Stern door/ramp<br>L 2,75 W 15,00 SWL 500<br>Mchy.aft | Caterpillar<br>3 Vee Oil 4SA each 12Cy. 159 × 203<br>reduction geared to sc. shafts<br>2 295bhp (1 688kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 150kW 2 × 135kW 460V<br>Fuel 713,5t (d.o.)-9,0pd |
| **7726653**<br>*PP5427*<br>Df Esd Gc<br>Rdr Rt | **RORAIMA**<br>**Empresa de Navegacao da**<br>**Amazonia S.A. (ENASA)**<br>Belem Brazil | **2 657**<br>1 756<br>672 | | **1981** INCONAV Industria e Comercio Naval S.A.<br>—Rio de Janeiro (148)<br>56,11 21,42 3,601<br>52,81 5,01<br>2 dks | **TM Ferry/General Cargo**<br>Twin Hull Vehicles Ref 500dk P<br>Side door/ramps 1(p) 1(s)<br>1 Ho<br>B.1 250 In.380<br>1 Ha (stl) (1,6 × 1,9)<br>Cr 1(3) | Daihatsu<br>2 Oil 4SA each 6Cy. 220 × 280 sr gea<br>shafts<br>1 000bhp (736kW)<br>Ishikawajima do Brasil<br>Gen 2 × 146kW 450V 60Hz a.c.<br>Fuel 82,5t (d.o.)-3,5pd |
| **7622572** | **RORED**<br>**Pertamina Direktorat Perbekalan**<br>**Dalam Negri**<br>Jakarta Indonesia | **138**<br>69<br>— | KI | **1974** P.T. Poseidon—Belawan<br>1,801<br>24,01 6,99 2,39<br>1 dk | **M Tank Barge** | General Motors<br>Vee Oil 4SA 6Cy. 116 × 121<br>280bhp (206kW)<br>General Motors Corp., Detroit Diesel<br>Div.<br>Gen 1 × 35kW |

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| 6822622<br>ICAH<br>240<br>Df Esd Gc<br>Pfd Rdr Rt | **RORO CATANIA**<br>ex Jolly Blu-88 ex Tor Mercia-75<br>**Siciliana Armamenti Marittimi S.r.l.**<br>Catania Italy | **2 643**<br>1 250<br>2 540 | RI<br>✠Classed LR until 26/3/76 | **1969**-11 N.V. Scheeps. v.d. Werf—Deest (332)<br>130,10 19,64 6,182<br>121,60 19,21 13,03<br>2 dks<br>rf 584 len 77 | **TM RoRo Cargo**<br>Stern door<br>Mchy.aft | Pielstick 8PC2L-400<br>2 Oil 4SA each 8Cy. 400 × 460 sr geared to sc. shafts<br>8 000bhp (5 884kW)<br>Lindholmens Varv. A/B Goteborg<br>Gen 2 × 492kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 7833236<br>EWHU<br>M-37760<br>Df Esd Gc<br>Rdr RTv | **ROS**<br>**Yugryba**<br>(Nevelsk) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1980** ..............U.S.S.R.<br>54,82 9,96 4,114<br>5,06<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.414<br>3 Ha (each 1,5 × 1,6)<br>Der 2(1,25) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12kn |
| 7341439<br>Rdr Rt | **ROSA**<br>**Government of The People's Republic of China (Panyu County Branch)** | **153**<br>72<br>— | ✠Classed LR until 10/12/86 | **1974**-10 Vosper Thornycroft Ltd.—Portsmouth (2692)<br>30,38 11,64 1,245<br>26,73 5,82 3,59<br>1 dk<br>RW rf 1194 | **Aluminium Alloy TM Hydrofoil Ferry**<br>160dk P | M.T.U. 12V652TB81<br>2 Vee Oil 4SA each 12Cy. 190 × 230 reverse reduction geared to sc. shafts<br>3 300bhp (2 427kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 29kW 450/220V 60Hz a.c.<br>40kn |
| 7832098<br>WYA2693<br>596052 | **ROSA**<br>**Jones Kain Inc.**<br>Corpus Christi, Tx United States of America | **140**<br>95<br>— | | **1978** Marine Mart Inc.—Port Isabel, Tx<br>*22,44* 6,13<br>4,04<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Cummins KT-19-M<br>Oil 4SA 6Cy. 159 × 159<br>470bhp (346kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 8315190<br>SLGO<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ROSA BLANCA**<br>**Laser Lines Ltd. AB**<br>Brostroms Rederi AB (Brostrom Shipping Co. Ltd.)<br>Stockholm Sweden<br>SatCom: 1370130/ROBL | *33 047*<br>*10 016*<br>27 601<br>T/cm<br>50,2 | **✠100A1**<br>roll on — roll off container ship, movable decks, DTsf — veg. oil<br>Ice Class 1C<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL P† 660,0/78,0U3(a)<br>FN 9014 | **1985**-3 Nippon Kokan K.K.—Tsu (93)<br>185,02 (BB) 32,31 11,251<br>170,01 32,26 20,76<br>F 19,9 3 dks, 2 movable dks in No. 3 hold<br>rf nil | **M RoRo Cargo/Container Ship**<br>Fixed-guides Ref<br>pt higher tensile steel<br>Quarter stern door/ramp (s)<br>L 23,10 W 12,50 SWL 420<br>Clear height 8,80<br>2 Cell. Ho 14,1 18,9 ER<br>B.23 466 L.606<br>TEU 1446<br>C.Ho 859/20' (40') C.Dk 587/20' (40') incl. 150 ref C.<br>2 Ha (stl) ER<br>4 Wing Ha (stl) ER<br>Cr 1(40) | Pielstick 10PC4-2V-570<br>Vee Oil 4SA 10Cy. 570 × 620 with flexible couplings & sr geared to sc. shaft<br>11 122kW (15 120bhp)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>3 AuxB (o.f.) 6,9kgf/cm² (6,8bar)<br>AuxB (ex.g) 10,4kgf/cm² (10,2bar) Spt 6,9kgf/cm² (6,8bar)<br>AuxB (ex.g) 6,4kgf/cm² (6,3bar) rcv 2.99kg/cm²(2.94bar)<br>Gen 2 × 1650kW 1 × 1200kW 2 × 1000kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 167,0t (d.o.) 1 642,0t (hvf) 16kn |
| 6524888<br>HQAY6<br>Df Esd Gc<br>Pfd Rdr Rt | **ROSA C**<br>ex Laura-91 ex Breevecht-79<br>ex Karen Winther-71<br>**Blue Sky Maritime Inc.**<br>San Lorenzo Honduras | **1 600**<br>974<br>2 770 | BV | **1965** Zaanlandsche Schps. Maats.—Zaandam (506)<br>78,19 13,44 5,141<br>74,50 13,40 6,23<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 254 B.3 028 | Werkspoor<br>Oil 4SA 7Cy. 390 × 680<br>1 287kW (1 750bhp)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 80kW 220/380V a.c.<br>13,5kn |
| 5299577<br>EBZF<br>7912<br>Df Esd Rt | **ROSA CUDILLEIRO**<br>**Jose A. Yanez Cudillero y otro**<br>Vigo Spain | **201**<br>104<br>— | (BV) | **1959** Enrique Lorenzo y Cia. S.A.—Vigo (247)<br>32,52 6,38<br>28,40 6,30 3,87<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha | Krupps<br>Oil 4SA 6Cy. 295 × 420<br>400bhp (294kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel (d.o.) 9,5kn |
| 8501476<br>OWQN2<br>D-13015<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **ROSA DAN**<br>ex Stena Dan-91 ex Rosa Dan-88<br>**J. Lauritzen A/S**<br>Esbjerg Denmark (DIS) | *19 689*<br>*9 257*<br>13 925 | NV | **1988** Danyard A/S—Frederikshavn (424)<br>163,81 (BB) 23,79 8,816<br>148,62 23,51 14,23<br>2 dks | **M RoRo Cargo**<br>12bth D<br>Side door/ramp (s. a.)<br>L 17,00 W 7,30<br>2 Stern door/ramps 1(p) 1(s)<br>L 17,00 W 7,30<br>Lane Length 2800 Cargo Width 2,50<br>Clear height 6,30<br>Mchy.aft<br>G.34 546 B.33 863<br>TEU 725 C. 725/20' incl. 72 ref C. | MaK 6M601AK<br>Oil 4SA 6Cy. 580 × 600 with flexible couplings & sr geared to sc. shaft<br>6 620kW (9 000bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 1100kW 2 × 745kW 1 × 228kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller<br>Fuel 28,0t (hvf) 16kn |
| 7383712<br>Df Esd Gc<br>Rdr Rt | **ROSA F.**<br>Launched as Guama<br>**Pesquera Fernandez S.A.**<br>Guayaquil Ecuador | **814**<br>427<br>899 | **✠100A1**<br>fishing vessel<br>**✠LMC**<br>EL 357,5/30,0U2<br>FN 767 | **1989**-1 Ast. Picsa S.A.—Callao (396)<br>51,51 11,02 5,537<br>46,94 10,67 5,66<br>2 dks<br>rf 533 | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>In.755 | MAN G9V30/45ATL<br>Oil 4SA 9Cy. 300 × 450 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>1 405kW (1 910bhp) ✠ E made74<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 3 × 252kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| | | | **REPAIRS REQUIRED — CLASS SUSPENDED 16/6/90** | | | |
| 5371038<br>YXOW<br>AJZL-7809<br>Rdr Rt | **ROSA F.**<br>ex Rosa-65 ex Rita-65<br>ex Turecamo Girls-65<br>**Terminales Maracaibo C.A.**<br>Maracaibo Venezuela | **200**<br>50<br>— | (AB) | **1933** Bath Iron Works Corp.—Bath, Me (158)<br>*28,35* 7,22 3,160<br>26,47 7,01 3,36<br>1 dk<br>R BK 140 | **M Tug** | General Motors<br>Vee Oil 2SA 16Cy. 222 × 267 sr geared to sc. shaft<br>E made59 fitted61<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 20kW<br>Fuel 50,0t |
| 5299591<br>ISUG<br>864<br>Df Esd Rt | **ROSA G**<br>ex Rosa Garolla-71 ex El Karim-59<br>ex El Afrit-48<br>**Sarda Bunkers S.p.A.**<br>Napoli Italy | **670**<br>304<br>1 001 | RI<br>Classed LR until 12/59 | **1943** Odenbach SB. Corp.—Rochester, NY<br>58,22 9,15 3,493<br>54,79 9,12 4,12<br>P 15,0 F 6,1 1 dk | **TM Tanker**<br>10 Ta ER<br>L.(oil) 1 050 | 2 Oil 4SA each 6Cy. 285 × 420<br>700bhp (515kW) NE 53<br>Soc. Gen. de Const. Mec. (S.G.C.M.) La Courneuve<br>Fuel 39,5t-2,5pd 8,5kn |
| 5299606<br>EFEJ<br>6955 | **ROSA GESTOSO CHAO**<br>**Hijos de Julio Gonzalez**<br>Vigo Spain | **162**<br>49<br>— | | **1947** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol<br>*27,01* 6,20<br>... ... ... | **S Fishing**<br>Side Trawler | T 3Cy. 200 300 & 530 x -<br>Luis Iglesias Vigo<br>Fuel (o.f.) |
| 6726242<br>OYPQ<br>D1907<br>Df Esd Pfd<br>Rdr RTh | **ROSA HENRIETTE**<br>ex Westfart-71<br>**Jens F. Hjermitslev**<br>Skagen Denmark | **162**<br>66<br>167 | BV | **1967** VEB Rosslauer Schiffswerft—Rosslau (S.750/15)<br>33,58 6,61 2,699<br>29,57 6,60 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>Mchy.aft<br>In.146 | Nohab<br>Oil 4SA 6Cy. 250 × 300<br>900bhp (662kW)<br>Nydqvist & Holm A/B Trollhattan<br>Fuel 19,5t (d.o.) 11kn |
| 6923125<br>UWOS<br>M-29179<br>Df Esd Gc<br>Rdr Rt | **ROSA LUXEMBURG**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**6 391**<br>3 105<br>—<br>**10 028**<br>5 436<br>12 640 | RS | **1969** Stocznia Gdanska im. Lenina—Gdansk (B40/12)<br>154,51 20,63 —/8,981<br>143,19 20,60 11,74<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 19,2 20,5 19,9 19,8 ER 22,0<br>B.17 860<br>5 Ha (stl) (12,0 × 8,0) (13,4 13,4 13,4 × 10,9) ER (11,5 × 10,9)<br>16W Der 1(60) 4(10) 6(5) | Sulzer 6RD76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski Poznan<br>19kn |
| 7229605<br>UWGQ<br>M-31068<br>Df Esd Gc<br>Pfd Rdr Rt | **ROSA LUXEMBURG**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**8 351**<br>4 194<br>9 288 | RS | **1973** VEB Mathias-Thesen-Werft—Wismar (196)<br>151,90 22,23 7,792<br>142,02 22,20 12,55<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>G.700 In.13 000<br>4 Ha (each 6,0 × 3,9) ER<br>11W Der 2(10) 7(5) 2(3) | MAN K9Z60/105<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>Halberstadt Halberstadt<br>17,75kn |

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|---|---|---|---|---|---|---|
| **5299618**<br>*Y4FD*<br><br>Df Esd Rt | **ROSA LUXEMBURG**<br><br>**Rostocker Fischfang Reederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **254**<br>106<br>300 | <br><br>(DSRK) | **1950** VEB Volkswerft Stralsund—Stralsund<br>39,25 7,35 2,801<br>36,45 3,48 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho<br><br>2 Ha | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 84kW 110V a.c. |
| **7602053**<br>*P3OJ2*<br>708360<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **ROSA M**<br>ex D'Albertis-87<br>**Ladybird Marine Co. Ltd.**<br>Mediterranean Shipping Co. S.A.<br>Limassol Cyprus | T.Mk<br>**17 810**<br>11 601<br>17 210 | <br><br>AB GL (RI) | **1978** Italcantieri S.p.A.—Genova (4359)<br>186,44 (BB) 27,06 10,777<br>180,30 27,01 15,73<br>P 59,8 F 37,8 2 dks<br>rf nil | **M RoRo/Container/General Cargo**<br>Fixed-guides<br>Side door & ramp (p)<br>L 12,00 W 2,70<br>Lane Length 900 Cargo Width 5,40<br>4 Ho ER 1 Ho<br>G.21 237 B.20 274<br>TEU 706<br>C.Ho 480/20' C.Dk 226/20' incl. 30 ref C.<br>8 Ha (stl) (18,8 × 10,7) (19,1p&s × 8,0) (19,1p&s 19,1p&s × 10,7) ER (12,9 × 10,7)<br>Cr 6(20) | GMT<br>Oil 2SA 7Cy. 900 × 1600<br>15 960kW (21 698bhp)<br>Grandi Motori Trieste<br>Gen 4 × 635kW 220/440V 60Hz a.c.<br>Fuel 489,5t (d.o.) 4 133,5t (hvf)-71,0pd |
| **7363736**<br>*EGUS*<br><br>Df Esd Gc<br>Rdr RTv | **ROSA MADRE**<br><br>**D. Manuel Parada Castineira**<br>Gijon Spain | **249**<br>95<br>— | <br><br>BV (GL) | **1974** Ast. Ojeda y Aniceto S.A.—Aviles (6)<br>36,78 7,83 3,379<br>32,03 7,80 3,89<br>F 5,5 1 dk | **M Fishing** | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>861kW (1 171bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 108kW 380V a.c. |
| **7414779**<br>*EGYU*<br>2662<br>Esd Rdr Rt | **ROSA MARI ELORZ**<br><br>**Juan Elorz Moreso**<br>Tarragona Spain | **113**<br>51<br>— | | **1975** Ast. de Tarragona—Tarragona (171)<br>28,78 2,083<br>22,99 6,58 3,38<br>1 dk | **M Fishing**<br>Stern Trawler | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Mirrlees Blackstone (Stamford) Ltd. |
| **8828549** | **ROSA MARIA**<br><br>**Macaluso Gaetano e Fratelli S.p.A.**<br>Palermo Italy | **271**<br>132<br>— | <br><br>RI | **1989** Nuova Carpnavi Shipyards di Flavio del Pistoia —Viareggio (DF13)<br>40,90 8,23 3,568<br>32,81 8,21 4,10 | **M Fishing** | Blackstone<br>Oil<br>Mirrlees Blackstone (Stamford) Ltd. |
| **7023879**<br>*GOSK*<br>308727<br>FD 284<br>Esd Pfd Rdr Rt | **ROSA MONDA**<br>ex Rosa Maris-73<br>**John Lewis Banks**<br>Fleetwood United Kingdom | **109**<br>39<br>— | | **1970** R. Dunston Ltd.—Thorne (T1277)<br>*23,32* 6,51<br>22,26 6,41 3,33<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>495bhp (364kW)<br>Lister Blackstone Mirrlees Marine |
| **7121152** | **ROSA OLIVIA** | **916**<br>461<br>— | | **1971** San Diego Mar. Co.—San Diego, Ca (181)<br>*59,26* 11,00<br>4,53<br>1 dk | **M Fishing** | Alco<br>Oil geared to sc. shaft<br>3 600bhp (2 648kW)<br>Alco Engine Inc.<br>Fuel (d.o.) |
| **5251757**<br>*YXBU*<br>AGSI-1055<br>Df Esd | **ROSA P**<br>ex Nieves-69 ex Seewanderer-57<br>**Ship Repair & Service C.A.**<br>Caracas Venezuela | **1 055**<br>779<br>904 | | **1953** Yacht u. Bootswerft Abeking & Rasmussen —Lemwerder (4720)<br>62,01 9,28 3,810<br>... ... ...<br>B 12,2 F 7,1 2 dks<br>RW | **M General Cargo** CSD<br><br>1 Ho 34,3<br>G.1 807 B.1 640<br>2W Cr 1(7) | MAN<br>Oil 4SA 8Cy. 285 × 420<br>750bhp (552kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **7003544**<br>*H9NZ*<br>11610-82B<br>Df Esd Gc<br>Rdr RTm/h/v | **ROSA S**<br>ex Al Odailiah-81<br>**Panarosa Compania Naviera S.A.**<br>Mediterranean Shipping Co. S.A.<br>Panama Panama | **5 989**<br>3 177<br>—<br><br>**9 192**<br>5 314<br>13 656 | GL<br><br>Classed LR until 5/2/82 | **1969** Kherson Shipyard—Kherson (1323)<br>155,76 20,65 —/9,451<br>141,61 20,60 12,30<br>P 33,0 F 27,5 2 dks<br>RW rf 152 | **M General Cargo** CSD<br>Ref —cbn 12bth P<br>5 Ho 15,8 17,0 17,9 28,5 17,4 ER 7 TwD<br>G.18 030 B.17 495 In.150<br>10 Ha (stl) (8,3 × 6,0) (13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,1) ER (2,9 × 3,8)<br>Cr 4(8) 7(5) Der 1(60) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Gen 3 × 300kW 400V 50Hz a.c.<br>Fuel 312,0t (d.o.) 1 902,0t (hvf)-24,5pd |
| **8008723** | **ROSA SILVA**<br><br>**Navisferio Cooperativa de Producao**<br>Portugal | **174**<br>53<br>80 | | **1984** FOZNAVE, Est. Nav. da Figueira da Foz Lda.—Figueira da Foz (047)<br>29,01 7,80 2,852<br>24,01 7,41 3,61<br>1 dk | **M Fishing**<br>Side-fishing | Alpha<br>Oil 2SA 7Cy. 260 × 400 geared to sc.<br>700bhp (515kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/<br>Controllable pitch propeller |
| **8315205**<br>*LNSX3*<br>N-00038<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ROSA TUCANO**<br><br>**Rosa Tucano A/S**<br>Barber International A/S<br>Oslo Norway (NIS)<br>SatCom: 1310455/LNSX | *32 951*<br>*9 885*<br>27 577<br>T/cm<br>50,2 | **✠100A1**<br>roll on — roll off container ship, movable decks, DTsf — veg. oil<br>Ice class 1C<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL P† 660,0/78,0U3(a)<br>FN 9014 | **1985**-4 Nippon Kokan K.K.—Tsu (94)<br>185,02 (BB) 32,31 11,251<br>170,01 32,26 20,76<br>F 19,9 3 dks, 2 movable dks in No. 3 hold<br>rf nil | **M RoRo Cargo/Container Ship**<br>Fixed-guides Ref<br>pt higher tensile steel<br>Quarter stern door/ramp (s)<br>L 23,10 W 12,50 SWL 420<br>Clear height 8,80<br>2 Cell. Ho 14,1 18,9 ER<br>B.23 466 L.606<br>TEU 1446<br>C.Ho 859/20' (40') C.Dk 587/20' (40') incl. 150 ref C.<br>2 Ha (stl) ER<br>4 Wing Ha (stl) ER<br>Cr 1(40) | Pielstick<br>Vee Oil 4SA 10Cy. 570 × 620 with flexi couplings & sr geared to sc. shaft<br>11 122kW (15 120bhp)<br>Nippon Kokan K.K. Tsurumi Works<br>AuxB (o.f.) 6,9kgf/cm$^2$ (6,8bar)<br>AuxB (ex.g) 10,4kgf/cm$^2$ (10,2bar) 6kgf/cm$^2$ (5,9bar)<br>AuxB (ex.g) 6,4kgf/cm$^2$ (6,3bar) rcv 2.99kg/cm$^2$(2.94bar)<br>Gen 2 × 1650kW 1 × 1200kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 167,0t (d.o.) 1 642,0t (hvf) |
| **5424914**<br>*YYDA*<br><br>Df Esd Rdr Rt<br>AMVER | **ROSACAROLINA**<br>ex Loriet-87 ex Riet-84 ex Hangete-75<br>ex Edgar Lehmann-70<br>ex Nete Ginge-69<br>**Naviera Transpapel C.A.**<br>Pampatar Venezuela | **1 229**<br>721<br>1 863 | NV<br><br>✠Classed LR until 11/10/89 | **1963**-11 N.V. Schps. Gebr. van Diepen —Waterhuizen (974)<br>76,79 11,43 4,573<br>69,02 11,31 5,19<br>P 18,0 F 12,2 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 407 B.2 322<br><br>2 Ha (stl) (20,5 12,6 × 5,9) ER<br>3W Der 3(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>883kW (1 200bhp)<br>Kloeckner Humboldt Deutz<br>Fuel 102,5t (d.o.) |
| **6609999**<br>*YYDB*<br>AMMT-1349<br>Df Esd Gc<br>Rdr RTm/v<br>AMVER | **ROSAISABELLA**<br>ex Altair-85<br>**Naviera Transpapel C.A.**<br>Las Piedras Venezuela | **1 582**<br>807<br>2 585<br><br>**2 777**<br>1 513<br>3 697 | <br><br>NV (GL) | **1966** Oy Wartsila Ab—Turku/Abo (1136)<br>91,55 14,03 5,401/6,500<br>82,00 13,97 7,90<br>RQD 19,2 F 12,5 1 dk & S dk | **M General Cargo** OSD/CSD 4P<br><br>Ice strengthened<br>2 Ho 29,1 25,8 ER<br>G.5 355 B.4 912<br>2 Ha (stl) (20,7 18,9 × 10,9) ER<br>Cr 2(5) | Sulzer<br>Oil 2SA 6Cy. 560 × 1000<br>2 400bhp (1 765kW)<br>Wartsila Kon. Crichton-Vulcan<br>Gen 2 × 172kW 1 × 96kW 400V a.c.<br>Fuel 281,5t (d.o.) |
| **7943378**<br>*OHMV*<br>1589<br>Esd Rdr Rt | **ROSALA II**<br>ex Saaminki-81<br>**Finnish Board of Navigation (Merenkulkuhallitus)**<br>Turku/Abo Finland | **218**<br>94<br>39 | | **1975** Rauma-Repola Oy—Finland<br>33,30 6,61 2,450<br>31,42<br>1 dk<br>len 81<br>conv Passenger Ship 81 | **M RoRo Cargo/Ferry** 110dk P | Wartsila<br>Oil 4SA 6Cy. 240 × 310<br>860bhp (633kW)<br>Oy Wartsila Ab<br>Fuel 40,0t (d.o.)-3,0pd |
| **5405499**<br>*IXQX*<br>266<br>Df Esd Pfd<br>Rdr Rt | **ROSALBA G.**<br>ex Dawn Cloud-87 ex Ardenlea-86<br>ex Jarlshof-66<br>**Paolo Giacalone**<br>Mazara del Vallo Italy | *240*<br>*72*<br>— | RI<br><br>✠Classed LR until 21/4/88 | **1963**-12 Livingstone & Co. Ltd.—Peterhead (10)<br>35,72 7,12 3,112<br>30,32 7,01 3,66<br>RQD 15,9 F 5,8<br>RW rf 1143 BK 152 conv Side Trawler Fishing 75<br>conv Stand-by Safety Vessel 86 | **M Fishing**<br>Side Trawler | Blackstone<br>Oil 4SA 8Cy. 222 × 292 sr geared to sc<br>660bhp (485kW)<br>Lister Blackstone Ltd.<br>Controllable pitch propeller |

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| 5299656<br>IFFP<br>622<br>Rdr Rt | **ROSALDO**<br>ex Tonino-78 ex Rosaldo ex Schedir-62<br>**Franco Cortella S.p.A.**<br>Livorno Italy | **690**<br>374<br>1 000<br>T/cm<br>3,3 | (RI) | **1955** Campanella-Ascenso S.p.A.—Savona (28)<br>70,77 9,05 3,290<br>66,07 9,00 3,69<br>1 dk<br>Diam. 0,203 len 78<br>conv General Cargo 63 | **M Tanker**<br>CBT<br>8 Ta ER<br>L.(oil) 1 465 HeCls. C<br>2 Cargo pumps total 360T/hr | Ansaldo<br>Oil 4SA 6Cy. 320 × 420<br>800bhp (588kW) NE 67<br>S.A. Ansaldo Genova<br>Fuel 50,0t-3,5pd 10kn |
| 5361069<br>4OUZ<br>1072<br>Df Gc Pfd<br>Rdr Rt | **ROSALI**<br>ex Valitana-87 ex Paxi-83<br>ex Yperaghia-82 ex Markelina-80<br>ex Erria-74 ex Tido-71 ex Oresund-61<br>**Doukerm Shipping Co. Ltd.**<br>Ocean Carriers Ltd.<br>Colombo Sri Lanka | T.Mk<br>**499**<br>249<br>1 073 | (HR)<br>✠Classed LR until 7/9/88 | **1959**-3 Solvesborgs Varv A/B—Solvesborg (54)<br>66,27 10,04 4,509<br>59,26 10,00 5,95<br>F 7,4 2 dks<br>RW rf 51 | **M General Cargo**<br>Ice strengthened<br>1 Ho 17,3 ER<br>G.2 095 B.1 897<br>2 Ha (stl) (12,0 17,1 × 6,0) ER<br>6W Der 6(2,75) | Alpha<br>Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 84,5t (d.o.) 12kn |
| 7229837<br>ICP<br>189<br>Df Esd Gc<br>Pfd Rdr Rt | **ROSALIA**<br>**Government of the Republic of Italy (Ente Ferrovie dello Stato - Direzione Generale - Settore Autonomo Navigazione)**<br>Messina Italy | **5 725**<br>1 995<br>2 154 | RI | **1972** Cant. Nav. del Tirreno e Riuniti—Ancona (274)<br>141,51 18,80 7,654<br>130,23 18,39 7,80<br>2 dks | **TM RoRo Cargo/Ferry** 2000dk P<br>Rail Vehicles<br>Bow & side doors<br>Lane Length 430 Clear height 4,43<br>Cars 100 Rail Wagons 43 | Fiat C420.6L<br>4 Oil 2SA each 6Cy. 420 × 500 geared to sc. shafts<br>9 000bhp (6 620kW)<br>Cant. Nav. del Tirreno e Riuniti Ancona<br>2 Controllable pitch propellers<br>Thw. thrust propeller , 1 fwd<br>18,75kn |
| 8612005<br>PHDT<br>VLI 27<br>Esd Rdr Rt | **ROSALIA CLASINA**<br>**L. de Nooyer & Zonen**<br>Vlissingen Netherlands | *558*<br>*167*<br>— | | **1987** Stocznia Remontowa "Nauta"—Gdynia ((429))<br>45,70 3,831<br>40,44 9,01 5,11<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref | Deutz SBV16M628<br>Vee Oil 4SA 16Cy. 240 × 280 sr reverse geared to sc. shaft<br>4 402bhp (3 238kW)<br>Kloeckner Humboldt Deutz West Germany<br>Thw. thrust propeller fwd |
| 5299668<br>EDUB<br>8385<br>Df Esd Rt | **ROSALIA DE CASTRO**<br>**Donato Garcia Prego**<br>Vigo Spain | **200**<br>80<br>— | (BV) | **1962** Enrique Lorenzo y Cia. S.A.—Vigo (288)<br>33,33 6,35 3,455<br>29,06 6,30 3,87<br>1 dk<br>RW | **S Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0) | T 3Cy. 215 345 & 585 × 430<br>220ihp (162kW)<br>Talleres Mecanicas Vigo<br>Fuel 71,0t (o.f.) 8,25kn |
| 8919972<br>3EDV8<br>19040-90<br>Df Esd Gc<br>Pfd Rdr RTv | **ROSALIE**<br>**New Seagull Shipping S.A.**<br>Panama Panama<br>SatCom: 1333454/ROSA | *4 355*<br>*2 367*<br>7 078 | NK | **1990** Kurinoura Dock K.K.—Yawatahama (281)<br>111,00 (BB) 7,274<br>101,85 16,50 8,50<br>1 dk | **M Tanker**<br>Oil Chemical Molasses<br>Mchy.aft<br>L.8 424 | Mitsubishi 7UEC37LA<br>Oil 2SA 7Cy. 370 × 880<br>2 549kW (3 465bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 272kW a.c.<br>Controllable pitch propeller<br>13,69kn |
| 7819709<br>WYB6984<br>599861<br>Esd Gc Pfd<br>Rdr Rt | **ROSALIE G.**<br>**Oil & Gas Rental Services Inc.**<br>Morgan City, La United States of America | **292**<br>198<br>900 | AB | **1978** Halter Marine Inc.—Lockport, La (759)<br>3,556<br>65,23 12,20 4,27<br>F 16,2 1 dk<br>len 84 | **TM Supply Ship** | General Motors 16-645-E2<br>2 Vee Oil 2SA each 16Cy. 216 × 254 reverse reduction geared to sc. shafts<br>E (p) made68 reconditioned & fitted78<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>E (s) made70 reconditioned & fitted78<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>12kn |
| 6910714<br>5LBI<br>3233<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ROSALIND**<br>ex Yorktown Sea-91<br>ex Amoco Yorktown-86<br>**Sounion Shipping Co. Ltd.**<br>Tsakos Shipping & Trading S.A.<br>Monrovia Liberia<br>SatCom: 1241417 | **38 714**<br>27 627<br>79 313<br>T/cm<br>75,0 | AB | **1969** Mitsui SB. & Eng. Co. Ltd.—Tamano (810)<br>240,55 (BB) 36,02 13,488<br>230,13 35,97 17,84<br>P 45,5 F 18,0 1 dk<br>rf 51 Bow/CM 125 Diam. 0,406 MH 2,1 | **M Tanker**<br>COW IGS SBT<br>10 Ta ER<br>L.(oil) 96 822 HeCls. CptB<br>3 Cargo pumps total 6 000T/hr | B&W 8-84VT2BF-160<br>Oil 2SA 8Cy. 840 × 1800<br>18 400bhp (13 534kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 366,0t (d.o.) 3 658,0t (hvf)-63,0pd 14,5kn |
| 7637785<br>ZHFD5<br>710996<br>Df Esd Gc<br>Pfd Rdr Rt | **ROSALIND BANK**<br>ex Al Nahrawan-87<br>**Neptune Trawlers Ltd.**<br>Juno Management Services S.A.M.<br>Georgetown Cayman Islands (British) | **2 404**<br>993<br>1 585 | BV (NV) | **1979** Stocznia im. "Komuny Paryskiej"—Gdynia (B417/214)<br>89,82 15,02 5,401<br>81,59 9,40<br>2 dks<br>rf 1092 | **M Factory Fishing** OSD<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>B.450 In.1 561 | Sulzer 6ZL40/48<br>Oil 4SA 6Cy. 400 × 480 sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 560kW 2 × 504kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>15,25kn |
| 7312426<br>Esd Rdr RTh | **ROSAMAR**<br>Launched as Reis Magos<br>**NAVIPESCA Sociedade Industrial de Pesca**<br>Oporto Portugal | **183**<br>56<br>78 | ✠Classed LR until 13/2/85 | **1973**-8 Est. Sao Jacinto S.a.r.L.—Aveiro (98)<br>32,01 7,45 2,921<br>27,08 7,21 3,41<br>F 22,9 1 dk<br>RW rf 787 BK 152 | **M Fishing**<br>Stern Trawler | MaK 6M452AK<br>Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 38kW 1 × 28kW 400V 50Hz a.c.<br>Controllable pitch propeller |
| 7638557<br>SWJU<br>6738<br>Df Esd Gc<br>Pfd Rdr RTh | **ROSANA**<br>**Telsamar Compania Naviera S.A.**<br>Piraeus Greece<br>SatCom: 1130136/ROSA | **11 348**<br>7 072<br>19 509<br>T/cm<br>29,1 | AB | **1978** Onomichi Zosen K.K.—Onomichi (278)<br>156,24 9,502<br>146,01 22,61 12,91<br>P 29,3 F 11,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>4 Ho 17,2 19,8 19,8 19,8 ER<br>G.25 306 B.24 200<br>TEU 181<br>C.Ho 129/20' (40') C.Dk 52/20' (40')<br>4 Ha (stl) (17,2 19,8 19,8 19,8 × 10,4) ER<br>Der 4(25) | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 330kW 440V 60Hz a.c.<br>Fuel 150,0t (d.o.) 984,0t (hvf)-28,0pd 15,5kn |
| 7423770<br>9V3441<br>384308<br>Rdr Rt | **ROSANA**<br>Launched as Gareng<br>**Maritime (Pte.) Ltd.**<br>Singapore Singapore | **389**<br>123<br>— | AB | **1976** Robin Shipyard (Pte.) Ltd.—Singapore (199)<br>3,950<br>37,27 9,01 4,53<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 8Cy. 250 × 380 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Japan<br>Gen 2 × 80kW<br>12,5kn |
| 5211458<br>HQIF8<br>L-0323857<br>Df Esd Rdr<br>Rt | **ROSANA G**<br>ex Malone-91 ex Damita Joanne-82<br>ex Malone-82 ex Lone Bres-77<br>ex Galway-74 ex Lone Bres-72<br>San Lorenzo Honduras | **498**<br>312<br>840 | HR (BV) | **1962** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (505)<br>60,87 8,94 3,309<br>54,31 8,90 3,90<br>P 11,6 F 6,4 1 dk<br>len 71 | **M General Cargo**<br>Ice strengthened<br>1 Ho 40,0 ER<br>G.1 186 B.1 047<br>2 Ha (w) (15,2 16,9 × 5,7) ER | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 105kW 220V d.c.<br>Fuel 33,5t (d.o.)-2,0pd 10kn |
| 5043253<br>373441<br>Df Esd Rdr<br>Rt | **ROSANA R.**<br>ex Alvin R. III-78 ex Dorthea-77<br>ex Heros-70 ex Beta-69<br>**Alvin R. Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **400**<br>202<br>569 | (BV) | **1951** Noord Nederlandse Scheepswerven N.V. —Groningen (261)<br>52,99 8,06 3,023<br>8,01 3,41<br>P 12,2 F 7,1 1 dk | **M Refrigerated Cargo**<br>1 Ho 30,0 ER<br>G.71 In.779<br>2 Ha (11,5 12,1 × 4,5) ER<br>2W Der 2(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>395bhp (291kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 51,0t (d.o.)-2,0pd 10kn |
| 5127607<br>HO4561<br>9450-GI<br>Rdr Rt | **ROSANNA S**<br>ex Ostro-80 ex Genepesca II°-71<br>**Padenal Trade Co. S.A.**<br>Panama Panama | **1 509**<br>878<br>1 855 | (BV) (RI) | **1950** C.R.D. Adriatico—Trieste (1762)<br>76,48 11,89 5,530<br>69,19 11,82 6,28<br>P 18,3 F 19,6 1 dk<br>RW | **M Fishing**<br>Side Trawler<br>4 Ho | Fiat<br>Oil 2SA 6Cy. 450 × 740<br>1 200bhp (883kW) E made42 fitted50<br>S.A. Fiat S.G.M. Torino<br>Fuel 568,0t 11kn |

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|---|---|---|---|---|---|---|
| **8718017**<br>*IXXO*<br>1696<br>Df Esd Gc<br>Rdr Rt | **ROSARIA LAURO**<br>**Alilauro 2000 S.r.l.**<br>Napoli Italy | **414**<br>281<br>50 | RI | **1988** Marinteknik Verkstads AB.—Oregrund (B71)<br>41,92 7,68 1,150<br>7,65<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 185<br>clutches, flexible couplings & sr gea<br>shafts<br>1 420bhp (1 044kW)<br>M.T.U. Friedrichshafen GmbH |
| **5299735**<br>*EFUL* | **ROSARIO**<br>**Fernandez & Pelaez S.R.C.**<br>DELETE ENTRY — VESSEL'S CONTINUED EXISTENCE IN DOUBT | **159**<br>93<br>— | ✠ | **1895**-8 Craig, Taylor & Co.—Stockton-on-Tees (44)<br>*28,44* 5,74<br>... ... ...<br>1 dk<br>R | **S General Cargo**<br>Mchy.aft | C 2Cy. 305 & 610 x 457<br>Fisher & Co.<br>Fuel (o.f.) |
| **5299747**<br>*EFWJ*<br>Esd | **ROSARIO C.**<br>**Francisco Garcia Prego y otro**<br>San Sebastian Spain | **127**<br>66<br>— | ✠Classed LR until 4/34 | **1929**-8 King's Lynn Slipway Co. Ltd.—King's Lynn (250)<br>*24,82* 5,77<br>... ... ...<br>R | **S Fishing**<br>Side-fishing | T 3Cy. 216 356 & 610 x 406<br>Elliott & Garrood<br>Fuel (o.f.) |
| **7402568**<br>*CRXL*<br>1008<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ROSARIO DEL MAR**<br>**Lineas Asmar S.A.**<br>Madeira Portugal (MAR) | *66 596*<br>*50 165*<br>132 201<br>T/cm<br>98,7 | **✠100A1** SS 1/87<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL Ut 3$\frac{9}{16}$"U3<br>FN 16503 | **1977**-6 Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (212)<br>276,51 40,06 16,901<br>265,01 40,01 22,26<br>F 21,4 1 dk<br>rf nil Bow/CM 123 Diam. 0,510 | **M Tanker**<br>COW IGS (LR)<br>14 Ta ER<br>L.(oil) 164 101<br>4 Cargo pumps total 8 010T/hr | B&W<br>Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW)<br>Ast. Espanoles S.A. Manises Wor<br>2 WTAuxB primary 40kgf/cm² (39,3bar)<br>secondary 15kgf/cm² (14,8bar)<br>AuxB (ex.g) 15kgf/cm² (14,8bar)<br>Gen 1 × 900kW 2 × 700kW 450V<br>Fuel 355,0t (d.o.) 7 092,0t (hvf) |
| **8608418**<br>5871 | **ROSARIO G.**<br>**Frigorifco Siracusa S.A.**<br>Buenos Aires Argentina | **116**<br>70<br>140 | (RI) | **1986** A.N. Federico Contessi y Cia S.A.—Mar del Plata (42)<br>27,46 2,845<br>24,01 6,41 3,31<br>1 dk | **M Fishing**<br>Ref<br>In.160 | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 with clutches,<br>couplings & sr geared to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co. |
| **7945613**<br>*WYT9307*<br>563520 | **ROSARIO P.**<br>ex Richard B-79<br>**South Puerto Rico Towing & Boat Service Inc.**<br>San Juan Puerto Rico (U.S.A.) | **137**<br>93<br>— | | **1975** ..............Houma, La<br>*24,82* 8,54<br>3,66<br>1 dk | **M Tug** | Oil |
| **8715716**<br>*EAAB* | **ROSARIS**<br>**Candido Rosales Calvo**<br>Ferrol Spain | *185*<br>—<br>100 | BV | **1988** "ASTAFERSA", Ast. y Tall. Ferrolanos S.A. —La Grana (283)<br>29,01 3,122<br>23,78 6,71 3,61<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft<br>In.117 | Deutz<br>Oil 4SA 6Cy. 220 × 280 with clutches,<br>couplings & sr reverse geared to sc<br>545bhp (401kW)<br>Hijos de J. Barreras S.A. |
| **6704763**<br>*YYCV*<br>AMMT-1338<br>Df Esd Gc<br>Pfd RdrRTm<br>AMVER | **ROSAVANESSA**<br>ex Orkney-85 ex Auriga-82<br>**Naviera Transpapel C.A.**<br>Guaranao Bay Venezuela | **2 777**<br>1 594<br>3 697 | NV (GL) | **1967** Oy Wartsila Ab—Turku/Abo (1140)<br>91,55 14,05 6,517<br>83,01 14,00 7,90<br>F 12,2 2 dks<br>rf 76 | **M General Cargo** CSD<br>Ice strengthened<br>2 Ho 29,1 25,8 ER<br>G.5 356 B.4 912<br>2 Ha (stl) (20,7 18,9 × 10,9) ER<br>Cr 2(5) | Sulzer<br>Oil 2SA 6Cy. 560 × 1000<br>2 400bhp (1 765kW)<br>Oy Wartsila Ab<br>Gen 2 × 190kW 380V 50Hz a.c.<br>Fuel 355,5t (d.o.) |
| **7204227**<br>*YYFR*<br>Df Esd Gc<br>Rdr RTm/h/v | **ROSAYELENA**<br>ex Mathilda-91 ex Marlene-89<br>ex Amazon Sky-89 ex Nexus-84<br>ex Albert S.-78 ex Nordsee-77<br>ex Merc Groenlandia-74<br>**Naviera Transpapel C.A.**<br>Pampatar Venezuela | T.Mk<br>**496**<br>319<br>1 326<br>**1 384**<br>837<br>2 096 | GL (BV) | **1972** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (317)<br>76,61 (BB) 12,30 3,458/4,641<br>68,03 12,21 6,51<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 243 B.2 947<br>TEU 54 C.54/20'<br>2 Ha (stl) (23,4 18,9 × 8,0) ER<br>Cr 2(5) | Alpha<br>Vee Oil 4SA 10Cy. 225 × 300<br>1 250bhp (919kW)<br>Alpha-Diesel A/S<br>Gen 2 × 72kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 99,5t (d.o.)-4,5pd |
| **8413978**<br>*3EJE3*<br>14610-85B<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **ROSBORG**<br>ex Shoun Olympia-90<br>**Tsurui Kaiun S.A.**<br>Tsurui Kaiun Co. Ltd.<br>Panama Panama | *4 509*<br>*2 140*<br>6 756 | NK | **1984** Taihei Kogyo K.K.—Hashihama, Imabari (1720)<br>113,32 (BB) 6,319<br>104,02 18,01 8,01<br>P 26,0 F 11,3 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>15 Ta ER<br>L.15 304 | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>4 068bhp (2 992kW)<br>Hitachi Zosen Hiroshima Wor<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 139,5t (d.o.) 583,0t (hvf)-13,5pd |
| **7433294**<br>*P3GY4*<br>Rt<br>AMVER | **ROSE**<br>ex Lux Rose-89 ex Lloyd Venezuela-89<br>**Berezan Shipping Co. Ltd.**<br>Limassol Cyprus | **5 812**<br>2 926<br>—<br>**9 111**<br>6 243<br>14 347 | BV | **1983** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (158)<br>140,98 20,50 —/8,867<br>134,17 20,44 11,74<br>2 dks | **M General Cargo** OSD/CSD<br>Str. heavy cargoes<br>4 Ho ER 1 Ho 6 TwD<br>G.19 784 B.17 900 L.1 285<br>5 Ha (stl) (11,6 × 6,7) (12,1 12,9 12,9 × 8,5) ER (11,4 × 6,7)<br>Cr 2(16) Der 1(50) 4(10) 2(5) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>6 179kW (8 400bhp)<br>Mecanica Pesada S.A.<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 287,5t (hvf)-28,0pd |
| **7019189**<br>*HQDG5*<br>Df Esd Gc<br>Rdr RTh/v | **ROSE**<br>ex Mini Lilac-87<br>**New England Maritime S.A.**<br>Hellas Petroleum Corp.<br>San Lorenzo Honduras | **1 598**<br>1 178<br>3 162 | AB | **1970** K.K. Taihei Kogyo—Akitsu (248)<br>65,49 15,32 4,947<br>62,82 15,30 6,61<br>1 dk<br>rf nil conv General Cargo 75 | **TM Tanker**<br>4 Ta ER<br>L.(oil) 3 592 | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320 revers<br>geared to sc. shafts<br>1 500bhp (1 103kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 106,5t (d.o.) |
| **7121138** | **ROSE ANN MARIE**<br>ex Mary Elizabeth-78 | **916**<br>461<br>— | | **1971** San Diego Mar. Co.—San Diego, Ca (182)<br>... ... ...<br>59,26 11,03 4,53<br>2 dks | **M Fishing** | Oil<br>.............. |
| **7913907**<br>*ICUB*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ROSE BAY**<br>ex Vic Bilh-91 ex Jolly Sprite-82<br>**Nordest S.p.A.**<br>Livorno Italy<br>SatCom: 1150770/ICUB | **61 760**<br>41 800<br>97 070<br>T/cm<br>39,1 | AB RI | **1981** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (285)<br>253,02 (BB) 44,46 12,293<br>239,00 44,40 19,03<br>F 15,3 1 dk<br>rf nil Bow/CM 127 Diam. 0,510 MH 2,1 | **M Tanker**<br>IGS SBT Bow loading<br>11 Ta ER<br>L.(oil) 112 702<br>4 Cargo pumps total 7 500T/hr | Sulzer<br>Oil 2SA 6Cy. 900 × 1900<br>20 400bhp (15 005kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 650kW a.c. 2 × 500kW a.c |
| **6621064**<br>*5BQB*<br>707511<br>Df Esd Gc<br>Pfd Rdr Rt | **ROSE DALLIA**<br>ex Dallia-85<br>**Esord Maritime Ltd.**<br>Limassol Cyprus | *37 625*<br>*25 207*<br>71 174<br>T/cm<br>70,4 | **✠100A1** SS 6/90<br>oil tanker<br>(cc) crude oil<br>defined ballasting<br>**✠LMC**<br>**IGS**<br>EL yt 3$\frac{9}{16}$"SQ<br>FN 11765 | **1967**-3 A/S Rosenberg M/V—Stavanger (188)<br>243,85 33,58 13,259<br>231,76 33,53 17,23<br>P 16,5 F 25,0 1 dk<br>rf 127 | **M Tanker**<br>IGS (LR)<br>13 Ta ER<br>L.(oil) 83 744 HeCls. B<br>2 Cargo pumps total 6 400T/hr | B&W<br>Oil 2SA 9Cy. 840 × 1800<br>18 000bhp (13 240kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>2 WTAuxB 31kgf/cm² (30,4bar)<br>28kgf/cm² (27,5bar)<br>AuxB (ex.g) 31kgf/cm² (30,4bar)<br>28kgf/cm² (27,5bar)<br>Gen 2 × 600kW 220/440V<br>440V 60Hz a.c.<br>Fuel 148,0t (d.o.) 2 903,5t (hvf) |

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| 8207953<br>3FKO2<br>13887-84A<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **ROSE ISLANDS**<br>ex Sunderland Venture-85<br>**Shipley Shipping Corp.**<br>Venture Shipping (Managers) Ltd.<br>Panama<br>Panama | *8 996*<br>*6 238*<br>15 175 | **✠100A1**<br>**✠LMC**<br>EL Z 522,5/54,0U2<br>FN 4427 | **1984**-2 Austin & Pickersgill Ltd.—Southwick, Sunderland (1426)<br>144,00 20,45 8,848<br>137,50 20,43 11,76<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 22,8 ER 21,3 3 TwD<br>G.21 379 B.19 536 In.1 843<br>TEU 120<br>C.Ho 76/20' (40') C.Dk 44/20' (40')<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(30) 6(10) 4(5) | Sulzer 5RLB56<br>Oil 2SA 5Cy. 560 × 1150<br>7 500bhp (5 517kW)<br>Clark Hawthorn Ltd. Wallsend<br>AuxB (Comp) 7,1kgf/cm$^2$ (7,0bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 130,0t (d.o.) 989,5t (hvf)-24,0pd 14,5kn |
| 7527916<br>402349<br>Esd Pfd Rdr<br>Rt | **ROSE OF ARAN**<br>ex Lady of Aran-87<br>ex Catriona of Kishorn-85<br>**Patrick & Sally O'Brien**<br>Galway Irish Republic | **113**<br>55<br>12 | ✠Classed LR until 10/87 | **1976**-7 McTay Marine Ltd.—Bromborough (19)<br>19,97 6,43 1,544<br>18,39 6,10 2,60<br>B 10,1 1 dk<br>rf 508 BK 18 | **TM Crewboat**<br>67dk P | General Motors<br>2 Vee Oil 2SA each 8Cy. 108 × 127 reverse reduction geared to sc. shafts<br>700bhp (515kW)<br>General Motors Ltd. Wellingborough<br>Gen 1 × 2,5kW 2 × 1,25kW 24V d.c.<br>10kn |
| 8428727<br>701092 | **ROSE OF LORNE**<br>**Foster Yeoman Ltd.**<br>Glasgow United Kingdom | **322**<br>270<br>— | | **1965** ..............U.S.A.<br>*36,22* 10,01<br>2,98<br>1 dk | **TM General Cargo Barge** | General Motors<br>2 Oil 2SA each 6Cy. 108 × 127<br>330bhp (243kW)<br>General Motors Corp. U.S.A.<br>6kn |
| 7224277<br>GJSV<br>712688<br>Df Esd Gc<br>Rdr RTm/v | **ROSE-MARIE S**<br>**Effluents Services Ltd.**<br>Hull United Kingdom | T.Mk<br>**498**<br>340<br>1 250 | GL | **1972** Gutehoffnungshuette Sterkrade A.G. —Walsum (1090)<br>71,28 11,59 3,558<br>67,52 11,51 5,52<br>P 18,6 F 12,2 2 dks | **M Tanker**<br>Chemical Acid<br>Ice strengthened<br>4 Ta ER<br>L.964 | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 72kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 43,5t (d.o.)-4,0pd 12kn |
| 8012152<br>P3KO3<br>708921<br>Df Esd Gc<br>Pfd Rdr Rt | **ROSEANNE**<br>ex Faroy-89 ex Reina del Cantabrico-87<br>ex Salah Labiad-85<br>ex Reina del Cantabrico-83<br>**Chartwell Navigation Co. Ltd.**<br>Limassol Cyprus | **2 720**<br>1 450<br>4 106 | NV (BV) | **1982** Hijos de J. Barreras S.A.—Vigo (1461)<br>112,81 18,67 6,357<br>108,90 18,36 13,21<br>3 dks | **TM RoRo Cargo**<br>12bth D<br>Side door/ramps 2(p) 2(s) Ice strenghthened<br>Stern door/ramp<br>L 16,00 W 10,00 SWL 76<br>Lane Length 1075 Cargo Width 3,00<br>Clear height 4,20<br>Cars 300 Trailers 86<br>1 Ho ER<br>G.12 751<br>TEU 100<br>C.RoRo Dk 100/20' incl. 86 ref C. | Deutz RSBV12M540<br>2 Vee Oil 4SA each 12Cy. 370 × 400 sr geared to sc. shafts<br>8 826kW (11 999bhp)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 400kW 2 × 320kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 73,5t (d.o.) 647,5t (hvf)-22,0pd 14kn |
| 8812590<br>MHZC8<br>358299<br>Esd Rdr Rt | **ROSEBERRY CROSS**<br>**Cory Towage (Tees) Ltd.**<br>Middlesbrough United Kingdom | *290*<br>*87*<br>110 | **✠100A1**<br>tug<br>U.K. coastal service<br>**✠LMC**<br>EL 275,0/17,0U2<br>FN 388 | **1989**-9 R. Dunston (Hessle) Ltd.—Hessle (973)<br>30,58 10,33 2,560<br>28,50 9,80 3,80<br>1 dk<br>rf 250 | **TM Tug**<br>Tractor | Ruston 6RK270<br>2 Oil 4SA each 6Cy. 270 × 305 with flexible couplings & dr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 2 × 112kW 1 × 28kW 415V 50Hz a.c.<br>Fuel 49,0t (d.o.)-3,9pd 12,6kn |
| 6702363<br>163283 | **ROSEHAUGH**<br>**Ross & Cromarty County Council & the Council of the Royal Burgh of Inverness**<br>Inverness United Kingdom | **150**<br>64<br>61 | | **1966** Fairmile Construction Co. Ltd.—Berwick-on-Tweed (597)<br>31,20 11,33 1,474<br>31,09 10,37 2,37<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo 150dk P<br>Bow & stern ramps | Kelvin<br>2 Oil 4SA each 8Cy. 165 × 184<br>480bhp (353kW)<br>Bergius Kelvin Co. Ltd. Glasgow<br>Gen 2 × 12kW 110V d.c.<br>2 Directional propellers<br>8,5kn |
| 7901265<br>OIKR<br>1263<br>Df Esd Gc<br>Pfd Rdr Rt | **ROSELLA**<br>**SF Line A/B**<br>Mariehamn Finland | T.Mk<br>**10 757**<br>5 517<br>2 300 | NV | **1980** Oy Wartsila Ab—Turku/Abo (1249)<br>136,12 (BB) 24,24 5,401<br>119,41 24,21 13,64<br>6 dks | **TM Passenger/RoRo Cargo/Ferry**<br>375cbn 750bth 950dk P<br>Ice strengthened<br>Bow door & ramp<br>L 5,90 W 4,30<br>2 Stern door/ramps 1(p) 1(s)<br>L 6,07 W 4,30<br>Clear height 4,70<br>Cars 145 Lorries 43 | Pielstick 12PC2-2V-400<br>4 Vee Oil 4SA each 12Cy. 400 × 460 geared to sc. shafts<br>17 652kW (23 998bhp)<br>Oy Wartsila Ab Turku/Abo<br>Gen 4 × 852kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>21,5kn |
| 7308267<br>WX9415<br>509579 | **ROSELLA**<br>**F/V Rosella Inc.**<br>Bellingham, Wa United States of America | **138**<br>98<br>— | | **1967** Allied Shipyard Inc.—Larose, La<br>*21,13* 6,56<br>3,23 | **M Fishing** | Oil<br>330bhp (243kW)<br>.............<br>Fuel (d.o.) |
| 7816111<br>P3RD<br>394300<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **ROSELLEN**<br>ex Amazonit-89 ex Bangui-87<br>**Rosellen Marine Ltd.**<br>Colonial Marine Industries Inc.<br>Limassol Cyprus<br>SatCom: 1100340/ROSL | *4 271*<br>*1 905*<br>3 545 | (GL) | **1979** Howaldtswerke-Deutsche Werft A.G. —Kiel (159)<br>93,02 18,42 3,661<br>80,02 18,00 8,62<br>F 11,0 2 dks | **TM RoRo Cargo/General Cargo**<br>Ice strengthened Str. heavy cargoes<br>Stern door/ramp<br>L 10,00 W 8,70 SWL 195<br>Lane Length 896 Cargo Width 1,87<br>Clear height 3,55<br>Trailers 55<br>1 Ho ER<br>B.5 847<br>TEU 260<br>C.Ho 132/20' C.Dk 128/20' incl. 30 ref C.<br>1 Ha (stl) (68,2 × 15,0) ER<br>Cr 2(25) | MAN 6L25/30<br>2 Oil 4SA each 6Cy. 250 × 300<br>3 240bhp (2 383kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>12,25kn |
| 5279486<br>GQAF<br>343114<br>Df Esd | **ROSELYNE**<br>ex Pamela C-73 ex Plancius-72<br>**Galaxy Shoppe (Anguilla) Ltd.**<br>Leith United Kingdom | **494**<br>325<br>762 | ✠Classed LR until 15/5/82 | **1955**-11 Grol's Scheepswerven—Zuidbroek (43)<br>57,61 8,59 3,328<br>52,02 8,51 3,66<br>P 13,8 F 7,7 1 dk<br>RW rf 51 | **M General Cargo**<br>Mchy.aft<br>G.1 076 B.991 | Brons<br>Oil 4SA 6Cy. 290 × 450<br>395bhp (291kW)<br>Appingedammer Brons Appingedam<br>Fuel 50,0t 9kn |
| 8615198<br>PHOW | **ROSEMARIE**<br>**Rosemarie B.V.**<br>Katwijk aan Zee Netherlands | *547*<br>*164*<br>— | | **1987** Scheepswerf Metz—Urk (79)<br>45,57 3,401<br>9,01 5,11 | **M Fishing**<br>Side Trawler Beam-trawl Processing Ref | Stork-Werkspoor<br>Oil 4SA 9Cy. 280 × 300 sr geared to sc. shaft<br>2 700bhp (1 986kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Thw. thrust propeller fwd<br>13kn |
| 7117773<br>3EMQ7<br>18542-89<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h<br>AMVER | **ROSEMARY**<br>ex Omex Pioneer-89<br>ex Oriental Scholar-81<br>ex Oriental Educator-79<br>ex Atlantic Phoenix-75<br>Launched as Oriental Educator<br>**Compania Naviera Ornella S.A.**<br>Mediterranean Shipping Co. S.A.<br>Panama Panama | *24 602*<br>*9 328*<br>27 091 | GL (AB) | **1972** Cons. Nav. & Ind. de la Mediterranee (CNIM) —La Seyne (1393)<br>**1976** (Additional cargo section) Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo<br>234,53 (BB) 26,09 9,651<br>220,91 26,01 16,11<br>F 14,1 1 dk<br>rf 216 len 76 | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho 17,5 28,8 28,8 28,8 28,1 28,1 ER<br>TEU 1466<br>C.Ho 870/20'(40') C.Dk 596/20'(40') incl. 12 ref C.<br>11 Ha (stl) ER | Sulzer 10RND90<br>Oil 2SA 10Cy. 900 × 1550<br>21 330kW (28 998bhp)<br>Cie. de Const. Mec. Sulzer (CCM Sulzer) Mantes<br>Gen 3 × 675kW 440V 60Hz a.c.<br>Fuel 217,0t (d.o.) 3 212,0t (hvf) 22,5kn |
| 7827079<br>WYB6909<br>609909<br>Df Esd Gc<br>Pfd Rdr Rt | **ROSEMARY**<br>**United Marine Boats Inc.**<br>Morgan City, La United States of America | *565*<br>*169*<br>1 200 | AB | **1979** Halter Marine Inc.—Calumet, La (797)<br>49,33 11,61 3,423<br>47,33 11,59 3,97<br>F 15,3 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | General Motors 16V-149<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 75kW<br>12kn |

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| **7308279**<br>*WD7622*<br>255504 | **ROSEMARY**<br>ex BSP 137<br>**Dalmond Valley**<br>Juneau, Ak United States of America | **147**<br>122<br>— | | **1941** Maritime Shipyards—Seattle, Wa<br>*24,94* 7,95<br>2,34 | **Wood TM Fishing** | Caterpillar<br>2 Oil<br>220bhp (162kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7324003**<br>541766 | **ROSEMARY CAPELL**<br>**Frank G. Capell**<br>Galveston, Tx United States of America | **144**<br>98<br>— | | **1972** Capell Marine Inc.—Freeport, Tx<br>*24,69* 7,78<br>2,57 | **M Fishing** | Oil<br>1 200bhp (883kW)<br>..............<br>Fuel (d.o.) |
| **8841840**<br>*WU8660*<br>297886<br>Df Esd Gc<br>Rdr Rt | **ROSEMARY MCALLISTER**<br>ex Trans World<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | **195**<br>49<br>— | | **1965** Gulfport SB. Co.—Port Arthur, Tx (579)<br>- 3,870<br>30,56 8,25 4,27<br>1 dk | **M Tug** | General Motors<br>Oil 2SA 16Cy. 216 × 254<br>General Motors Corp. |
| **6515722**<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **ROSEMERE**<br>ex Aries Navigator-90 ex Aracely-88<br>ex Carla-80 ex Nopal Sand-77<br>ex Don Carlos-73<br>**Liquid Cargo Inc.**<br>Belize Belize | *2 228*<br>*1 477*<br>1 355 | BV<br>✠LR class withdrawn 5/89 | **1965**-10 A/B Ekensbergs Varv—Stockholm (233)<br>80,85 13,54 3,772<br>74,53 13,50 8,01<br>F 10,7 1 dk & S dk<br>rf 102 | **M RoRo Cargo/General Cargo**<br>Bow door Ice strengthened<br>1 Ho 43,8comb. ER 1 TwD<br>G.5 380 B.4 814<br>TEU 32 C. 32/20'<br>2 Ha (stl) (13,4 × 7,7) (9,2 × 6,8) 1 Ha (w) (12,8 × 7,7) ER<br>Der 1(30) 6(5-10) | MWM<br>Oil 4SA 8Cy. 360 × 450<br>1 102kW (1 498bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 80kW 1 × 52kW 400V 50Hz<br>Controllable pitch propeller<br>Fuel 147,5t (d.o.) |
| **6925678**<br>*LHAX*<br>17323<br>Esd Rdr Rt | **ROSENDAL**<br>ex Skutvik 2-88 ex Skutvik-87<br>**Hardanger Sunnhordlandske D/S**<br>Bergen Norway | **464**<br>161<br>— | (NV) | **1969** Kaarbos M/V A/S—Harstad (62)<br>45,47 10,01 3,125<br>40,59 9,81 4,09<br>1 dk & S dk<br>rf 1295 BK 102 | **M RoRo Cargo/Ferry** OSD 200P<br>Cars 32<br>Mchy.aft | Normo<br>Oil 4SA 8Cy. 250 × 300<br>1 040bhp (765kW)<br>A/S Bergens M/V<br>Gen 2 × 56kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **6721735**<br>*EFQY*<br>8714<br>Df Esd Gc<br>Rdr Rt | **ROSENDO DA VILA**<br>**Cadivi S.A.**<br>Vigo Spain | **1 285**<br>599<br>1 330 | BV | **1967** Hijos de J. Barreras S.A.—Vigo (1360)<br>74,00 13,06 4,776<br>67,77 13,01 7,04<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>3 Ho<br>In.1 725<br>3 Ha (each 3,9 × 2,3) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Hijos de J. Barreras S.A.<br>Fuel 410,0t (d.o.) |
| **7017090**<br>*Y6GO*<br>Esd Rdr Rt | **ROSENORT**<br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **131**<br>—<br>41 | DSRK | **1967** VEB Schiffswerft "Edgar Andre" —Magdeburg (2828)<br>26,42 8,03 3,001<br>24,31 7,60 3,51<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 64kW 390V 50Hz a.c.<br>Controllable pitch propeller |
| **8028307**<br>*GCKN*<br>387866<br>Esd Gc Pfd<br>Rdr RTm/v | **ROSETHORN**<br>ex Shamrock Endeavour-90<br>**Lazard Leasing Services Ltd.**<br>Coe Metcalf Shipping Ltd.<br>Liverpool United Kingdom | **995**<br>652<br>1 694 | **✠100A1** SS 5/87<br>**✠LMC** **UMS**<br>EL M 385,0/32,0U2<br>FN 1030 | **1982**-5 Schpsw. Gebr. Coops B.V.—Hoogezand (283)<br>69,30 11,10 4,301<br>63,91 11,00 5,11<br>P 12,8 F 9,5 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 42,6 ER<br>G.1 993<br>TEU 60<br>C.Ho 36/20' (40') C.Dk 24/20' (40')<br>1 Ha (stl) (37,2 × 7,8) ER | Alpha<br>Vee Oil 4SA 8Cy. 225 × 300 with clutch couplings & sr geared to sc. shaft<br>1 240bhp (912kW)<br>B&W Alpha Diesel Div. of B&W Diesel A Fr<br>Gen 3 × 44kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 95,0t (d.o.)-4,0pd |
| **7426021**<br>*ELLN3*<br>8978<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **ROSETTA**<br>ex Jinei Maru-88 ex Polar Bear-78<br>**Fram Rosetta Ltd.**<br>Barber Ship Management Ltd.<br>Monrovia Liberia<br>SatCom: 1241634/RSTA | **12 158**<br>7 317<br>15 437 | NK | **1976** Kurushima Dockyard Co. Ltd.—Onishi (867)<br>197,12 (BB) 9,032<br>184,00 28,00 12,05<br>2 dks | **M Vehicles Carrier**<br>Cars 4300<br>4 Ho 34,6 38,1 38,7 43,6 ER<br>Der 3(8,5) | MAN<br>Oil 2SA 8Cy. 900 × 1600<br>17 065kW (23 200bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 399,0t (d.o.) 2 980,0t (hvf)-82,0pd |
| **5363770**<br>Df Esd Gc<br>Rdr Rt | **ROSEWOOD**<br>ex India Rosewood-80<br>ex The Sunflower-75<br>ex Ocean Mercury-72<br>ex Tokuwa Maru-70<br>**Grand Banks Inc.**<br>India | **3 292**<br>1 772<br>5 716 | (NK) | **1958** Kure Zosensho—Kure (32)<br>113,90 15,63 6,732<br>105,01 15,60 7,19<br>F 9,8 1 dk & S dk | **M General Cargo** OSD<br>Ref<br>4 Ho<br>G.9 107 B.8 380 In.190<br>4 Ha (8,3 13,4 11,1 10,4 × 6,4)<br>8W Der 8(5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>2 207kW (3 000bhp)<br>Uraga Diesel Kogyo<br>Gen 2 × 50kW 445V 60Hz a.c.<br>Fuel 706,0t |
| **8700187**<br>*URDM*<br>M-17622<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom<br>AMVER | **ROSHCHINO**<br>**Primorsk Shipping Co.**<br>(Nakhodka) (U.S.S.R.) | *2 968*<br>*920*<br>2 822 | RS | **1990** Hollming Oy—Rauma/Raumo (285)<br>97,40 14,23 4,900<br>90,44 14,20 6,50<br>1 dk | **M Tanker**<br>Ice strengthened<br>4 Ta 4 Wing Ta ER<br>L.3 231 | Pielstick<br>Oil 4SA 6Cy. 400 × 460 geared to sc. s<br>2 576kW (3 502bhp)<br>Russkiy-Diesel Works<br>Gen 1 × 400kW a.c. 2 × 300kW a.c.<br>Controllable pitch propeller |
| **7438218**<br>*EVXE*<br>M-14766<br>Df Esd Rdr<br>Rt | **ROSHCHINO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1974** ..............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 9,35 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (stl) (each 1,5 × 1,6)<br>Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7328449**<br>*UECG*<br>M-29631 | **ROSHCHINO**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **180**<br>50<br>69 | RS | **1973** ..............U.S.S.R.<br>31,60 7,32 2,841<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (stl) (1,5 × 1,2)<br>Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **6806860**<br>*J8CQ6*<br>2835<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **ROSHNI**<br>ex Blanik-90<br>**Anglia Overseas Investment Corp.**<br>Kingstown St. Vincent and the Grenadines | **3 416**<br>1 770<br>5 367<br>**5 517**<br>3 037<br>6 005 | PR | **1967** Stocznia Szczecinska im. A. Warskiego —Szczecin (B455/10)<br>123,96 17,00 6,439/6,849<br>116,90 16,96 9,91<br>P 13,2 B 21,1 F 10,4 1 dk & S dk<br>conv Ref General Cargo — | **M General Cargo** OSD/CSD 4bth P<br>Ice strengthened<br>4 Ho 19,2 21,8 -DT 14,0 ER 17,6 4 TwD<br>G.9 188 B.8 377 In.126 L.513<br>4 Ha (stl) (10,2 × 6,4) (15,4 10,9 × 8,7) ER (7,3 × 5,9)<br>14W Der 1(30) 3(10) 2(5) 8(2,5) | Sulzer<br>Oil 2SA 6Cy. 560 × 1000<br>5 000bhp (3 678kW)<br>Empresa Nacional "Bazan" de C.N.M<br>Gen 2 × 320kW 1 × 200kW 400V<br>Fuel 259,0t (d.o.) 677,0t (hvf)-17,0pd |
| **7308281**<br>*WA5351*<br>229041 | **ROSIE C**<br>ex Geraldine & Phyllis<br>**Peter D. Condelli**<br>Boston, Ma United States of America | **113**<br>77<br>— | | **1929** J. F. James & Sons—Essex, Ma<br>*28,23* 6,68<br>3,26 | **Wood M Fishing** | Oil<br>230bhp (169kW)<br>..............<br>Fuel (d.o.) |
| **7048257**<br>*WY5488*<br>517812<br>Df Esd Pfd<br>Rdr RTh | **ROSIE G**<br>**A. R. H. Inc.**<br>Seattle, Wa United States of America | **198**<br>136<br>234 | | **1969** Marine Construction & Design Co. (MARCO) —Seattle, Wa (194)<br>28,66 7,78<br>26,22 7,62 3,66<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW 240V 60Hz a.c.<br>Fuel 74,0t |

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| 7629308<br>ELAJ4<br>6874<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ROSINA TOPIC**<br>**Altop Navigation Corp. Inc.**<br>Marfin Management S.A.M.<br>Monrovia Liberia | **19 944**<br>13 187<br>37 244<br>T/cm<br>45,6 | ✠**100A1** CS 12/90<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2 & 4 holds<br>may be empty<br>✠**LMC**<br>EL (J†) 632,5/68,0U3<br>FN 7780 | **1980**-11 Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2743)<br>187,74 (BB) 28,45 10,764<br>178,01 28,40 15,30<br>F 15,0 1 dk<br>rf 13 | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 27,2 27,2 27,2 27,2 28,8 ER<br>G.45 557 B.44 084<br>5 Ha (stl) (16,0 × 12,5) (17,6 17,6 17,6<br>17,6 × 14,4) ER<br>Cr 4(25) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 560kW 450V 60Hz a.c. |
| 8216772<br>LATL2<br>N-00715<br>Df Esd Gc<br>Rdr RTm/v<br>SatNav<br>AMVER | **ROSITA**<br>ex Sunny Superior-89<br>ex Nisshu Maru-86<br>**Ugland Bulk Partners II K/S**<br>Ugland Bulk Carriers A/S<br>Grimstad Norway (NIS)<br>SatCom: 1310263/LATL | *25 777*<br>*13 332*<br>42 972 | NV (NK) | **1984** Hashihama Zosen—Tadotsu (824)<br>185,83 (BB) 11,329<br>177,02 30,45 16,21<br>B 7,7 F 16,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 27,4 27,4 27,4 27,4 26,5 ER<br>G.52 551 B.51 780 HeCls. B<br>5 Ha (stl) (16,9 18,5 18,5 18,5 18,5 × 15,3)<br>ER<br>Cr 4(25) | B&W 6L55GFCA<br>Oil 2SA 6Cy. 550 × 1380<br>6 010kW (8 171bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 460kW 450V 60Hz a.c.<br>Fuel 419,0t (d.o.) 2 050,0t (hvf)-28,5pd 13,5kn |
| 5300168<br>EHVP<br>6376 | **ROSITA DOMINGUEZ**<br>ex Rosita<br>**Feliciano Bouzon Lago & another**<br>Vigo Spain | **106**<br>69<br>— | | **1943** Hijos de J. Barreras S.A.—Vigo<br>*22,50* 5,64<br>... ... ... | **Wood S Fishing**<br>Side Trawler | T 3Cy. 178 279 & 457 x 356<br>.............<br>8,25kn |
| 7605873<br>LACU4<br>N-00982<br>Df Esd Gc<br>Rdr RTm/h/v | **ROSITA MARIA**<br>**K/S Container Ship**<br>Larvik Shipping A/S<br>Larvik Norway (NIS) | **999**<br>682<br>2 600 | NV (Class cont.) (GL) | **1977** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (810)<br>81,36 (BB) 13,44 5,030<br>74,17 13,42 5,18<br>P 13,2 B & F 59,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,8 ER<br>G.4 730 B.4 415<br>TEU 174<br>C.Ho 86/20' (40') C.Dk 88/20' (40') incl.<br>20 ref C.<br>1 Ha (stl) (50,4 × 10,2) ER | Alpha 16V23L-VO<br>Vee Oil 4SA 16Cy. 225 × 300 sr geared to sc.<br>shaft<br>1 999bhp (1 470kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 212kW 2 × 51kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13kn |
| 6910520<br>Esd | **ROSITA 2**<br>**Pesquera Santa Anita S.A.**<br>Callao Peru | **110**<br>—<br>— | | **1965** Ast. Hirsa—Callao<br>*20,88* 5,74<br>... ... ... | **M Fishing**<br>Side-fishing | General Motors<br>Oil 2SA 6Cy. 127 × 142<br>220bhp (162kW)<br>General Motors Corp. Detroit, Mi |
| 6910532<br>Esd | **ROSITA 3**<br>**Pesquera Santa Anita S.A.**<br>Callao Peru | **110**<br>—<br>— | | **1966** Ast. Hirsa—Callao<br>*20,73* 5,74<br>... ... ... | **M Fishing**<br>Side-fishing | General Motors<br>Oil 2SA 6Cy. 127 × 142<br>220bhp (162kW)<br>General Motors Corp. Detroit, Mi |
| 6609377<br>Esd | **ROSITA 5**<br>**Pesquera Santa Anita S.A.**<br>Callao Peru | **105**<br>—<br>— | ✠Classed LR until 3/70 | **1966**-3 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (312)<br>22,36 6,76<br>19,13 6,63 3,18 | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 reverse reduction<br>geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| 6611875<br>Esd | **ROSITA 6**<br>**Pesquera Santa Anita S.A.**<br>Callao Peru | **105**<br>—<br>— | ✠Classed LR until 3/70 | **1966**-4 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (313)<br>22,36 6,76<br>19,13 6,63 3,18 | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 reverse reduction<br>geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| 6611887<br>Esd | **ROSITA 7**<br>**Pesquera Santa Anita S.A.**<br>Callao Peru | **105**<br>—<br>— | ✠Classed LR until 3/70 | **1966**-4 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (314)<br>22,36 6,76<br>19,13 6,63 3,18 | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 reverse reduction<br>geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| 6611899<br>Esd | **ROSITA 8**<br>**Pesquera Santa Anita S.A.**<br>Callao Peru | **105**<br>—<br>— | ✠Classed LR until 3/70 | **1966**-4 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (318)<br>22,36 6,76<br>19,13 6,63 3,18 | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 reverse reduction<br>geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| 7128887<br>OIAP<br>240<br>Df Esd Gc<br>Rdr Rt | **ROSLAGEN**<br>ex Wasa Express-88 ex Viking 3-84<br>ex Wasa Express-83 ex Viking 3-76<br>**R/A Eckero**<br>Eckero Finland | T.Mk<br>**4 299**<br>1 880<br>1 118 | BV | **1972** Jos. L. Meyer—Papenburg (565)<br>108,72 (BB) 17,25 4,598<br>96,50 17,20 6,00<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>—cbn —bth 1200dk P<br>Bow door & ramp<br>Stern door/ramp<br>Cars 265 Trailers 23 | Deutz SBV12M350<br>2 Vee Oil 4SA each 12Cy. 400 × 500<br>8 000bhp (5 884kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 625kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o. & hvf) 18,75kn |
| 7826805<br>SFYZ<br>Rdr Rt | **ROSLAGEN**<br>**Waxholms Angfartygs A/B**<br>Vaxholm Sweden | **315**<br>155<br>60 | | **1979** Oregrund M/V AB—Oregrund (B39)<br>35,06 7,42 1,401<br>32,11 7,23 2,47<br>1 dk | **Aluminium Alloy QM Ferry**<br>399dk P<br>Mchy.aft | Scania DS1140M<br>4 Oil 4SA each 6Cy. 127 × 145 reverse reduction<br>geared to sc. shafts<br>1 080bhp (794kW)<br>Saab-Scania Sodertalje<br>18,5kn |
| 6824501<br>LNMH<br>17140<br>Rt | **ROSLAGEN**<br>ex Nidaro-84<br>**Johan R. Mostraum**<br>Bergen Norway | **222**<br>157<br>— | NV | **1967** Lysosund M/V—Lysosund (14)<br>36,00 7,01 3,353<br>32,24<br>1 dk<br>rf 399 BK 114 len 73 | **M General Cargo**<br>1 Ho ER<br>G.396 B.382<br>1 Ha (stl) ER<br>1W Der 1(2,5) | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>340bhp (250kW) NE 82<br>General Motors Corp., Detroit Diesel Allison<br>Div. Detroit,Mi<br>Gen 1 × 14kW 220V 50Hz a.c. |
| 5116787<br>SKNZ<br>Df Esd Rt | **ROSLAND**<br>ex Contiky-89 ex Kordil-82<br>ex Dissingdal-78 ex Mersey Nord-77<br>ex Mersey-73 ex Floro-67<br>Launched as Skantic<br>**Ronnie Jakobsson**<br>Skillinge Sweden | *129*<br>*46*<br>— | (BV) (NV) | **1961** Ankerlokken Verft Floro A/S—Floro (33)<br>29,16 6,74<br>25,30 6,68 3,56<br>1 dk<br>rf 1351 BK 127 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>1 Ho ER<br>3 Ha (0,9 1,4 0,9 × 1,2) ER<br>1W Der 1(1) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>456kW (620bhp) NE 77<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Controllable pitch propeller<br>Fuel 25,0t (d.o.) 11kn |
| 7415539<br>UFIS<br>M-31139<br>Df Esd Gc<br>Pfd Rdr Rt | **ROSLAVL**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk -<br>Kamchatskiy) (U.S.S.R.) | **4 497**<br>2 264<br>5 657 | RS | **1974** VEB Schiffswerft "Neptun"—Rostock (352)<br>117,79 (BB) 16,59 6,922<br>109,07 16,58 8,59<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,0 17,6 17,6 17,0 4 TwD<br>G.7 249 B.6 894<br>4 Ha (stl) (12,5 × 8,0) (12,5 12,5 12,5 ×<br>12,9) ER<br>4W Der 1(40) 3(20) | MAN K6Z57/80F<br>Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW)<br>Halberstadt Halberstadt<br>Gen 2 × 400kW a.c. 1 × 300kW a.c.<br>16,5kn |
| 6707698<br>UYZR<br>M-27698<br>Df Esd Gc<br>Rdr Rt | **ROSLAVL**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **2 435**<br>1 070<br>850 | RS | **1966** VEB Volkswerft Stralsund—Stralsund<br>(7085)<br>79,81 13,24 5,020<br>71,02 12,86 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.110 In.950<br>3 Ha (stl) (3,5 1,6 1,6 × 2,3)<br>2W Der 2(6) 2(1,5) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 660bhp (1 221kW) E made73 fitted—<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 4 × 270kW 3220V d.c.<br>Controllable pitch propeller<br>12,5kn |
| 8009296<br>0019<br>Esd Rdr Rt | **ROSLINA**<br>**Brunei Shell Petroleum Co. Sendirian Berhad**<br>Bandar Seri<br>Begawan Brunei | **54**<br>15<br>12 | ✠**100A1** SS 9/89<br>service limits up to 50<br>miles off the ports of Kuala<br>Belait and Muara, Negara<br>Brunei Dar—es— Salaam<br>**LMC**<br>EL (A) 130,0/11,2U1<br>FN 146 | **1981**-4 Cheoy Lee Shipyards Ltd.—Hong Kong<br>(3734)<br>20,15 5,82 1,601<br>19,41 5,31 2,21<br>RFD 13,2 1 dk<br>rf - | **TM Mooring Launch** | Caterpillar 3406T<br>2 Oil 4SA each 6Cy. 137 × 165 reverse reduction<br>geared to sc. shafts<br>506bhp (372kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 28kW 240V 50Hz a.c. |

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|---|---|---|---|---|---|---|
| **6915233**<br>*3EZZ*<br>5223-75B<br>Df Esd Gc<br>Pfd Rdr Rt | **ROSMERCATA**<br>ex Angeionian-85 ex Triumph-83<br>ex Meiten Maru-72<br>**Sealionet Bulkers Corp. S.A.**<br>Panama Panama | **11 003**<br>7 154<br>17 644<br>T/cm<br>29,2 | AB (NK) | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2114)<br>148,52 23,32 8,764<br>139,45 23,30 12,86<br>P 26,9 F 10,4 1 dk<br>rf nil | **M General Cargo**<br>4 Ho ER<br>G.24 109 B.23 731<br>8 Ha (stl) (17,5 17,5 × 7,4) (17,9 17,9 17,9 17,9 17,9 17,9 × 8,0) ER<br>Cr 3(25) Der 1(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Fuel 1 156,5t |
| **8009284**<br>*V8ZJ*<br>0021<br>Esd Rt | **ROSNAH**<br>**Brunei Shell Petroleum Co. Sendirian Berhad**<br>Bandar Seri Begawan Brunei | **54**<br>15<br>12 | ✠**100A1** SS 8/89<br>service limits up to 50 miles off the ports of Kuala Belait and Muara, Negara Brunei Das—es—Salam<br>**LMC**<br>EL (A) 130,0/11,2U1<br>FN 146 | **1980**-12 Cheoy Lee Shipyards Ltd.—Hong Kong (3733)<br>20,15 5,82 1,601<br>19,41 5,31 2,21<br>RFD 13,2 1 dk<br>rf - | **TM Mooring Launch** | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 revers<br>geared to sc. shafts<br>506bhp (372kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 28kW 240V 50Hz a.c. |
| **5300261**<br>*SPLL*<br>Df Esd Rdr<br>RTm/h/v | **ROSOMAK**<br>**Polish Ship Salvage Co. (Polskie Ratownictwo Okretowe)**<br>Gdynia Poland | **137**<br>5<br>— | (PR) | **1957** VEB Schiffswerft "Edgar Andre"<br>—Magdeburg (6043)<br>29,04 6,53 2,680<br>26,55 3,00<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 27kW 1 × 16kW 1 × 7kW<br>Fuel (d.o.) |
| **7726859**<br>*FPID*<br>CC 461497<br>Df Esd Gc<br>Rdr Rt | **ROSPICO**<br>**Compagnie Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Concarneau France | **1 146**<br>508<br>1 250 | BV | **1979** At. & Ch. de la Manche—Dieppe (1276)<br>69,02 5,981<br>61,52 12,81 8,51<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Mchy.aft<br>In.850 | Deutz<br>Oil 4SA 8Cy. 370 × 400 reduction gear<br>shaft<br>4 400bhp (3 236kW)<br>Kloeckner Humboldt Deutz<br>Thw. thrust propeller<br>Fuel 368,5t (d.o.) |
| **7326037**<br>*HO2485*<br>13614-83 | **ROSS ALCEDO**<br>ex Alcedo-84<br>**Transportes de Marisco (Compania) S.A.**<br>Panama Panama | **183**<br>69<br>— | BV | **1973** Ast. del Cadagua W. E. Gonzalez S.A.<br>—Bilbao (83)<br>32,19 3,366<br>27,51 7,37 3,76<br>1 dk | **M Fishing**<br>Side Trawler | Alpha<br>Oil 4SA 6Cy. 225 × 300<br>750bhp (552kW)<br>Cons. Echevarria |
| **8225905**<br>644592<br>Rdr RTv | **ROSS CHOUEST**<br>**Edison Chouest Offshore Inc.**<br>Galliano, La United States of America<br>SatCom: 1500512/MVRC | **298**<br>203<br>— | | **1982** North American SB. Inc.—Larose, La (123)<br>4,147<br>64,01 12,20 4,27<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. |
| **5201221**<br>*VM3041*<br>196907<br>RTh | **ROSS ENDEAVOUR**<br>ex Laakanuki-66<br>**T.A.P. Co. Pty. Ltd.**<br>*Brisbane, Queensland* Australia | **228**<br>180<br>136 | | **1944** Tullochs Pty. Ltd.—Sydney, N.S.W.<br>*35,21* 7,14<br>... ... ...<br>rf 152 | **TM Fishing**<br>Side-fishing<br>3 Ho 5,9 4,2 6,3<br>2 Ha (each 2,7 × 2,4)<br>Der 1(3) | 2 Oil 4SA each 6Cy. 203 × 273<br>410bhp (302kW) E made42 fitted44<br>Commonwealth Govt. Marine Engine Wks. Melbou<br>Gen 1 × 20kW 1 × 4kW 110V d.c.<br>Fuel (d.o.) |
| **5369542**<br>*ZSPE*<br>301851<br>Esd Gc Pfd<br>Rdr Rt | **ROSS JUPITER**<br>ex Trueman-65<br>**Irvin & Johnson Ltd.**<br>Cape Town/ Kaapstad South Africa | **380**<br>131<br>— | ✠Classed LR until 7/69 | **1961**-4 Cook, Welton & Gemmell Ltd.—Beverley (969)<br>*42,40* 8,67<br>41,81 8,54 4,42<br>F 7,4<br>RW rf 762 BK 203 | **M Fishing**<br>Side Trawler | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 050bhp (772kW)<br>Charles D. Holmes & Co. Ltd. |
| **6702351**<br>326115<br>Esd Pfd Rdr Rt | **ROSS R.**<br>**Fishery Products International Ltd.**<br>Lunenburg, N.S. Canada | **214**<br>95<br>— | | **1966** Atlantic SB. Co. Ltd.—Mahone Bay, N.S.<br>32,92 7,88 3,353<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Deutz<br>Oil 6Cy. 270 × 360<br>720bhp (530kW)<br>Kloeckner Humboldt Deutz |
| **5121213**<br>*HP4344*<br>9625-PEXT<br>Df Esd Rdr Rt | **ROSS REVENGE**<br>ex Freyr-63<br>**Grotham Steamship Lines Inc.**<br>Panama Panama | **978**<br>427<br>— | ✠Classed LR until 8/1/82 | **1960**-8 A.G. "Weser" Werk Seebeck<br>—Bremerhaven (868)<br>*67,61* 10,39 5,150<br>66,10 10,30 5,49<br>F 13,5<br>rf 381 Box K 305 conv Side Trawler Fishing 79<br>conv Salvage Ship 83 | **M Radio-station**<br>Ice strengthened | Werkspoor<br>Oil 4SA 10Cy. 390 × 680 with hydrauli<br>2 050bhp (1 508kW)<br>N.V. Werkspoor<br>Controllable pitch propeller |
| **7634290**<br>*WYG7180*<br>582641<br>Df Esd Gc<br>Pfd Rdr RTv | **ROSS SEAL**<br>**Three R. Trust Inc.**<br>Sealcraft Operators Inc.<br>Galveston, Tx United States of America<br>SatCom: 1503244/ROSS | **299**<br>203<br>1 000 | AB | **1977** RYSCO Shipyard, Inc.—Blountstown, Fl (30)<br>53,65 11,59 3,414<br>49,38 11,56 3,97<br>F 15,0 1 dk<br>conv Deck Cargo Supply Ship 82 | **TM Research**<br>Seismographic Survey for offshore installations<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 210kW<br>Thw. thrust propeller fwd |
| **7812983**<br>401982 | **ROSS 721**<br>**C.W. Shipping Ltd.**<br>Waterford Irish Republic | **233**<br>233<br>500 | **100A1**<br>Class contemplated<br>FN 416 | **1986** Ross Co. Ltd.—New Ross (721)<br>36,12 9,17 1,626<br>36,02 9,01 2,52<br>1 dk | **General Cargo Barge**<br>Pushed | |
| **7812995**<br>401983<br>Rdr Rt | **ROSS 722**<br>**C.W. Shipping Ltd.**<br>Waterford Irish Republic | **233**<br>233<br>376 | ✠**AN**<br>inland waterways barge<br>FN 416 | **1986**-2 Ross Co. Ltd.—New Ross (722)<br>36,12 9,07 1,626<br>36,02 9,01 2,52<br>1 dk<br>rf nil | **General Cargo Barge**<br>Pushed | |
| **7000205**<br>*ATZQ*<br>1871<br>Df Esd Rdr<br>RTv | **ROSSANA**<br>ex Gerda Bres-80 ex Lagan-74<br>ex Gerda Bres-72<br>**James Mackintosh & Co. Pvt. Ltd.**<br>Cochin India | T.Mk<br>**399**<br>260<br>1 060 | BV | **1969** Frederikshavn Vaerft & Tordok A/S<br>—Frederikshavn (300)<br>64,62 (BB) 11,02 3,658<br>56,98 10,99 5,20<br>F 9,2 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 41,6 ER<br>G.2 529 B.2 263<br>2 Ha (stl) (18,5 12,3 × 7,6) ER<br>3W Der 3(3-5) | Blackstone<br>Oil 4SA 8Cy. 222 × 292 sr geared to s<br>736kW (1 001bhp)<br>Lister Blackstone Mirrlees Marine<br>Gen 3 × 30,6kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 61,0t (d.o.)-3,0pd |
| **7010432**<br>*IQAE*<br>2 | **ROSSELLA GIACALONE**<br>**Catania Salvatore**<br>Mazara del Vallo Italy | **141**<br>53<br>— | | **1969** Cant. Nav. A. Stabile—Trapani<br>29,01 6,79<br>23,09 6,63 3,33<br>1 dk | **Wood M Fishing**<br>Side-fishing | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>375bhp (276kW)<br>Kloeckner Humboldt Deutz |
| **7925742**<br>*P3NI3*<br>708956<br>Df Esd Gc<br>Rdr RTv | **ROSSI**<br>ex Novorossiysk-91<br>Launched as World Product<br>**Rossi Shipping Co. Ltd.**<br>Acomarit Services Maritimes S.A.<br>Limassol Cyprus<br>SatCom: 1100712 | **17 950**<br>13 069<br>29 990<br>T/cm<br>37,7 | NV<br>✠CLASS WITHDRAWN at Owners' request 26/6/91 | **1982**-2 Hellenic Shipyards—Skaramanga (1122)<br>170,69 (BB) 26,04 10,991<br>162,01 26,01 14,46<br>P 32,0 F 17,4 1 dk<br>rf nil Bow/CM 78 | **M Tanker**<br>IGS<br>7 Ta ER 14 Wing Ta<br>L.(oil) 40 139<br>4 Cargo pumps total 3 600T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>8 827kW (12 000bhp)<br>H. Cegielski<br>Gen 2 × 528kW 1 × 500kW 440V<br>Fuel 211,0t (d.o.) 1 592,0t (hvf) |
| **7327043**<br>*6ZAW*<br>5773<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ROSSINI**<br>ex Filia Star-90 ex Sprague Capella-83<br>ex Star Capella-79 ex New Energy-77<br>ex Ryushun Maru-76<br>**Seram Corp.**<br>Arminter S.A.M.<br>Monrovia Liberia | **18 583**<br>13 262<br>37 836<br>T/cm<br>45,5 | **100A1** SS 4/90<br>oil tanker<br>**LMC** **UMS**<br>EL I† 605,0/64,0U3<br>FN 7728<br>(AB) (NK) | **1973** Onomichi Zosen K.K.—Onomichi (241)<br>186,95 (BB) 28,45 11,240<br>177,96 28,40 15,02<br>F 16,9 1 dk<br>rf nil Bow/CM 93 Diam. 0,406 MH 1,2 | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 45 321 HeCls. BC<br>2 Cargo pumps total 3 400T/hr | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>10 298kW (14 000bhp)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 18,1kgf/cm² (17,8bar)<br>e(ex.g) (ex.g) 9,5kgf/cm² (9,4bar)<br>Gen 2 × 640kW<br>Fuel 173,0t (d.o.) 1 641,0t (hvf)-44,0pd |

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| 8424240<br>UPIG<br>M-42258<br>Dl Esd Gc<br>Rdr RTv | **ROSSIYA**<br>**Murmansk Shipping Co.**<br>(Murmansk)<br>SatCom: 1400530/UPIG<br>(U.S.S.R.) | *20 664*<br>*6 199*<br>2 752 | **1985** Baltic SB. & Eng. Works—Leningrad<br>150,02 30,00 11,000<br>RS 136,56 28,01 17,23 | **Nuclear TrT-E Icebreaker** | 4 S Turb<br>75 001shp (55 168kW) driving 4 gen. each 27 500kW a.c. connected to 3 elec. motors & 3 sc. shafts<br>U.S.S.R.<br>2 NR<br>Gen 5 × 2000kW a.c. 1 × 1000kW a.c.<br>Fuel (nuclear) |
| 8811558<br>Dl Esd Gc<br>Rdr Rt | **ROSSLAU**<br>(U.S.S.R.) | *1 338*<br>*401*<br>1 021 | **1990** Rosslauer Schiffswerft GmbH.—Rosslau (221)<br>82,00 2,500<br>78,00 11,20 3,60<br>1dk | **M Refrigerated Cargo**<br>TEU 26 C. 26/20' | S.K.L. 6VD36/24A-1<br>Oil 4SA 6Cy. 240 × 360<br>897bhp (660kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) East Germany |
| 6617764<br>OZQJ<br>D1326<br>Rdr Rt | **ROSSLAU**<br>**P/R Rosslau**<br>Jorgen Andersen<br>Skagen<br>Denmark | **165**<br>77<br>178 | **1966** VEB Rosslauer Schiffswerft—Rosslau<br>33,58 6,66 2,693<br>BV 29,52 6,61 3,28<br>F 6,1 1 dk<br>BK 69 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>2 Ha (stl) (each 1,3 × 1,2) ER<br>1W Der 1(0,5) | Alpha<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW) NE made66 fitted70<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 18kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 19,0t (d.o.) 12kn |
| 8725682<br>M-41840<br>Rt | **ROSSOMAKHA**<br>**Glavokhota**<br>(Petropavlovsk - Kamchatskiy)<br>(U.S.S.R.) | *187*<br>*56*<br>77 | **1988** ............U.S.S.R.<br>31,85 7,08 2,100<br>RS 27,80 3,15<br>1 dk | **M Fish Carrier**<br>Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>U.S.S.R. |
| 5300780<br>LHRC<br>13758<br>Dl Esd Gc<br>Pfd Rt | **ROSSOY**<br>ex Banja-54<br>**Sameiet M/S Rossoy**<br>Olav Ingebrigtsen<br>Bodo<br>Norway | **145**<br>66<br>224 | **1949** Hansen & Arntzen—Ekstrand<br>28,05 6,74<br>26,37 6,56 3,20 | **Wood Petrol Fishing**<br>Side-fishing<br>1 Ho 15,2 ER<br>2 Ha (stl) (each 3,4 × 3,0) ER<br>2W Der 2(3) | Jonkopings<br>Motor 2SA 3Cy. 350 × 410<br>255bhp (188kW) NE 55<br>A/B Jonkopings Motfb. Jonkoping<br>Fuel 6,0t (d.o.) 9kn |
| 8027212 | **ROSSVIK**<br>**Koukkusaaren Kalastus Oy**<br>Helsinki/ Helsingfors<br>Finland | **178**<br>68<br>60 | **1981** Valmet Oy, Kotka Shipyard—Kotka (313)<br>26,93 3,561<br>24,01 7,01 6,02<br>F - 1 dk | **M Fishing**<br>Icebreaker Stern Trawler | Hedemora V8A/12<br>Vee Oil 4SA 8Cy. 185 × 210 with clutches, flexible couplings & sr geared to sc. shaft<br>677kW (920bhp)<br>AB Hedemora Verkstader Hedemora<br>Controllable pitch propeller |
| 9035709<br>LDWE<br>20707<br>Dl Esd Gc<br>Rdr Rt | **ROST**<br>**Ofotens og Vesteraalens D/S A/S**<br>Narvik<br>Norway | **2 036**<br>858<br>— NV (Class cont.) | **1991** Johan Drage A/S—Rognan i Saltdal (397)<br>66,20 (BB) 13,40 3,585<br>58,00 13,00 4,70 | **TM RoRo Cargo/Ferry**<br>250dk P | Alpha 12V23/30<br>2 Vee Oil 4SA each 12Cy. 225 × 300 with flexible couplings & sr geared to sc. shafts<br>3 680kW (5 003bhp)<br>MAN-B&W Diesel A/S Kobenhavn<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 6711479<br>TFCD<br>1044<br>Dl Esd Pfd<br>Rdr Rt | **ROST SK 17**<br>ex Hilmir II-90 ex Hilmir-80 ex Fylkir-69<br>**Dogun h/f Raekjuvinnsla**<br>Saudarkrokur<br>Iceland | **304**<br>143<br>— | **1967** N.V. Scheeps. v.d. Werf—Deest (326)<br>41,71 7,62 3,776<br>(NV) 39,40 7,60 5,90<br>1 dk<br>rf 1199 BK 89 len 72 | **M Fishing**<br>Side Trawler Seiner<br>Ice strengthened<br>Mchy.aft<br>1W | Alpha<br>Vee Oil 4SA 10Cy. 225 × 300<br>1 500bhp (1 103kW) NE 77<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 44kW 2 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 7513812<br>UPNR<br>M-29613<br>Dl Esd Gc<br>Rdr Rt | **ROSTA**<br>**Sevryba**<br>(Murmansk)<br>(U.S.S.R.) | **1 503**<br>463<br>611 | **1974** Baltiya Shipyard—Klaypeda<br>59,01 (BB) 13,01 4,871<br>RS 52,00 12,98 8,89<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.104 In.493<br>3 Ha (stl) (1,3 × 1,2) (0,7 × 0,7) (1,9 × 1,9)<br>Der 2(1,5) | Skoda 6L525IIPS<br>Oil 4SA 6Cy. 525 × 720<br>2 200bhp (1 618kW)<br>CKD Praha Praha<br>13,5kn |
| 8033417<br>YDCB<br>Rt | **ROSTINA**<br>ex Dokai Maru No. 23<br>**P.T. Artha Samudra Indah**<br>Jakarta<br>Indonesia | **150**<br>41<br>— | **1973** Sokooshi Zosensho K.K.—Higashino<br>31,50 7,22 2,800<br>KI 28,00 3,50<br>1 dk | **M Tug** | Makita GSHC633<br>Oil 4SA 6Cy. 330 × 520<br>Makita Tekkosho Japan<br>Gen 1 × 64kW 225V a.c. |
| 7126293<br>LEDC<br>17802<br>Dl Esd Gc<br>Pfd Rdr Rt | **ROSTNESVAG**<br>**Lofoten Tralerrederi A/S**<br>Svolvaer<br>Norway | **298**<br>89<br>231 | **1972** Storviks M/V A/S—Kristiansund N. (35)<br>46,51 9,00 4,350<br>NV 39,78 8,97 6,51<br>2 dks<br>rf 1600 BK 178 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>B.383<br>1 Ha (2,5 × 1,9) ER | Deutz<br>Oil 4SA 6Cy. 240 × 280<br>1 596bhp (1 174kW) NE 85<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 132kW 220V 50Hz a.c.<br>Fuel 130,0t (d.o.)-5,0pd 12,5kn |
| 7527887<br>Y3KF<br>Dl Esd Gc<br>Pfd Rdr<br>RTm/h/v | **ROSTOCK**<br>**Government of The Federal Republic of Germany (Deutsche Reichsbahn Fahrschiffbetrieb Sassnitz)**<br>Sassnitz<br>Federal Republic of Germany | **6 111**<br>1 679<br>3 132 | **1976** A/S Bergens M/V—Bergen (779)<br>158,35 22,60 5,550<br>DSRK GL 148,34 21,63 7,71<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 36bth 34dk P<br>Side doors 2(s) Stern door<br>Ice strengthened<br>Lane Length 1275 Cargo Width 2,50<br>Clear height 4,85<br>Trailers 18 Rail Wagons 49 | MAN 8L40/54A<br>6L40/54A<br>4 Oil geared to sc. shafts<br>(centre) 2 Oil 4SA each 8Cy. 400 × 540<br>7 120kW (9 680bhp)<br>MAN B&W Diesel Aktiengesellschaft Augsburg<br>(wing) 2 Oil 4SA each 6Cy. 400 × 540<br>5 340kW (7 260bhp)<br>MAN B&W Diesel Aktiengesellschaft Augsburg<br>Gen 4 × 772kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 300,0t (d.o.)-7,0pd 18kn |
| 8314598<br>UYOO<br>M-41441<br>Dl Esd Gc<br>Pfd Rdr<br>RTm/h/v | **ROSTOV**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg)<br>(U.S.S.R.) | *15 893*<br>*8 092*<br>17 850 | **1984** VEB Warnowwerft Warnemuende —Warnemuende (122)<br>RS 173,51 (BB) 10,202<br>161,02 23,06 13,72<br>2 dks | **M RoRo Cargo/General Cargo**<br>Ice strengthened<br>Quarter stern door/ramp (s)<br>L 25,00 W 5,80 SWL 45<br>Cars 232 Trailers 22<br>4 Ho 12,5 26,1 33,3 12,5 ER 3 TwD<br>G.25 677 B.20 439<br>TEU 533<br>C.Ho 333/20' (40') C.Dk 200/20' (40') incl. 30 ref C.<br>4 Ha (stl) (13,1 × 7,6) (26,4 33,6 12,8 × 12,5) ER<br>Cr 4(12,5) Der 1(125) 2(25) | MAN K5SZ70/125B<br>Oil 2SA 5Cy. 700 × 1250<br>10 332bhp (7 600kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 580kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 485,0t (d.o.) 1 946,0t (hvf) 17kn |
| 8201325<br>UDTR<br>M-32400<br>Dl Esd Gc<br>Rdr RTm/h/v | **ROSTOV-NA-DONU**<br>**Azov Shipping Co.**<br>(Mariupol)<br>SatCom: 1401245/UDTR<br>(U.S.S.R.) | *9 548*<br>*3 586*<br>9 141 | **1983** "Georgi Dimitrov" Shipyard—Varna (205)<br>148,67 (BB) 21,06 7,651<br>RS 136,00 21,01 10,90<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>6 Cell. Ho 14,7 15,3 14,6 14,6 14,6 14,6 ER<br>TEU 412<br>C.Ho 246/20' (40') C.Dk 166/20' (40') incl. 64 ref C.<br>11 Ha (stl) ER | B&W 6DKRN67/140<br>Oil 2SA 6Cy. 670 × 1400<br>9 048bhp (6 655kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 504kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 304,0t (d.o.) 1 071,0t (hvf)-43,0pd 18kn |

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| **8817784**<br>*EHVT*<br>3GI-4-2172<br>Rdr Rt | **ROSU TERCERO**<br>**Pesqueras Rosu Tercero**<br>Gijon Spain | *352*<br>*109*<br>332 | BV | **1988** Astilleros Armon—Navia (193)<br>37,00<br>31,50 8,10 4,20<br>2 dks | **M Fishing**<br>Side-fishing Long-line Ref<br>In.285 | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 with fle<br>couplings & sr reverse geared to sc<br>588kW (799bhp)<br>Caterpillar Inc.<br>Gen 2 × 310kW 380V a.c.<br>Fuel 157,07t (d.o.) |
| **7601669**<br>*LEIH*<br>18907<br>Esd Rdr RTv | **ROSUND**<br>ex Tau-82<br>**A/S Nord-Ferjer**<br>Narvik Norway | *1 010*<br>*307*<br>100 | (NV) | **1977** Molde Verft A/S—Hjelset (144)<br>80,29<br>11,26 4,20<br>1 dk<br>rf 1753 BK 157 | **M RoRo Cargo/Ferry**<br>399dk P<br>Lane Length 59 Cargo Width 2,50<br>Clear height 4,50<br>Mchy.aft | Normo<br>Oil 4SA 8Cy. 250 × 300 geared to sc.<br>1 300bhp (956kW)<br>A/S Bergens M/V<br>propeller , 1 fwd<br>Fuel 29,5t (d.o.)-4,0pd |
| **8416877**<br>*LNWV*<br>20113<br>Df Esd Gc<br>Pfd Rdr Rt | **ROSUND**<br>**A/S Rosund**<br>Aalesund Norway | *958*<br>*330*<br>600 | NV | **1985** Soviknes Verft A/S—Sovik (98)<br>48,70<br>38,51 11,02 4,63<br>2 dks<br>rf 1003 | **M Fishing**<br>Stern Trawler<br>Ice strengthened | Normo<br>Oil 4SA 9Cy. 250 × 300 geared to sc.<br>2 250bhp (1 655kW)<br>A/S Bergens M/V<br>Controllable pitch propeller |
| **7435929**<br>*LZSR*<br>Df Esd Gc<br>Rdr Rt | **ROTALIA**<br>**Okeansky Ribolov (Bulgarian Ocean Fishing)**<br>Bourgas Bulgaria | **2 468**<br>1 034<br>1 645 | BR (PR) | **1975** Stocznia im. "Komuny Paryskiej"—Gdynia (B418/215)<br>88,70 15,02 5,401<br>85,43 14,97 9,40<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.2 158<br>3 Ha (each 1,9 × 1,9)<br>4W Der 2(5) 4(3) | Sulzer<br>Oil 4SA 6Cy. 400 × 480<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Techniczny<br>Gen 1 × 640kW 2 × 504kW 400V a.c.<br>2 × 224kW 280V d.c.<br>Controllable pitch propeller |
| **7741330**<br>*LYBT*<br>M-35187<br>Rt | **ROTALIYA**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | **635**<br>190<br>405 | RS | **1979** .............U.S.S.R.<br>54,82 9,96 4,141<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **7218723**<br>*HQEK3*<br>Df Esd Gc<br>Pfd Rdr Rt | **ROTAM I**<br>ex Chunghwa III-89<br>ex Seafed Margaree-87 ex Cathy B-81<br>ex Jamie B ex Nordic Offshore<br>Honduras | **885**<br>473<br>— | AB | **1972** Bel-Aire Shipyard Ltd.—Vancouver, B.C. (222 A)<br>56,09 14,03 4,417<br>51,95 13,72 5,03<br>F 19,2 1 dk | **TM Supply Ship**<br>Deck Cargo | English Electric<br>2 Vee Oil 4SA each 12Cy. 254 × 305<br>reduction geared to sc. shafts<br>5 280bhp (3 884kW)<br>English Electric Diesels Ltd. Ruston Eng Div.<br>Gen 2 × 180kW a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **7525205**<br>*DEBU*<br>Df Esd Gc<br>Rdr RTm/v | **ROTESAND**<br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic of Germany | **243**<br>—<br>79 | GL | **1976** Jadewerft (Wilhelmshaven) G.m.b.H. —Wilhelmshaven (137)<br>30,76 8,84 2,950<br>28,53 8,81 3,61<br>1 dk | **TM Tug**<br>Tractor<br>Ice strengthened | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280 reductio<br>to sc. shafts<br>Kloeckner Humboldt Deutz<br>2 Directional propellers<br>Fuel 78,0t (d.o.) |
| **8826668**<br>*DLHX*<br>Esd Rdr Rt | **ROTESAND**<br>**Gebr. Hullmann**<br>Brake Federal Republic of Germany | *111*<br>*40*<br>89 | GL | **1983** Schiffswerft Hans Pape G.m.b.H.—Bremen (147)<br>23,99 - —<br>22,06 6,30 3,20<br>1 dk | **M Fishing** | Dorman<br>Oil 4SA 6Cy. sr reverse geared to sc. sh<br>220kW (299bhp)<br>Dorman Diesels Ltd. |
| **8136984**<br>*DHIS*<br>Df Esd Rdr<br>RTm/v | **ROTH**<br>ex Ruppelt-87 ex Gerhold-86 ex Gebina<br>ex Quistorp 12 ex Anker 5<br>ex Quistorp XII<br>**Colcrete-Friedric von Essen-Bau G.m.b.H. & Co. KG**<br>Brake Federal Republic of Germany | *472*<br>*141*<br>513 | BV | **1912** Pommerscher Industrieverein—Lebbin<br>63,07 8,39 2,131<br>60,13 8,35 2,82<br>RQD 10,4 1 dk<br>conv 52 | **M General Cargo**<br>3 Ha (stl) (each 14,9 × —) ER | MWM<br>Oil 4SA 6Cy. 320 × 480<br>450bhp (331kW) NE 61<br>Motorenw. Mannheim A.G. (MWM) |
| **7052143**<br>331572 | **ROTHESAY CARRIER**<br>**Keppel Ltd.**<br>Kent Line Ltd.<br>Hamilton Bermuda (British) | *9 045*<br>*3 792*<br>7 366 | ✠**100A** M 3/90-3mos<br>EL (w)<br>FN 3406 | **1971**-3 Yarrows Ltd.—Victoria, B.C. (352)<br>110,60 25,05 4,896<br>107,14 25,00 6,79<br>F 7,4 1 dk<br>rf nil | **Deck Cargo Pontoon**<br>Paper-carrying | Gen 1 × 115kW 460V 60Hz a.c. |
| **6929703**<br>*LHGR*<br>17309<br>Rdr RTv | **ROTINN**<br>ex Rotinn II-70<br>**Ofotens og Vesteraalens D/S A/S**<br>Narvik Norway | *1 101*<br>*493*<br>— | (NV) | **1969** A/S Tromso Skibs. & M/V—Tromso (35)<br>53,95 10,65<br>10,60 4,20<br>1 dk<br>rf 711 BK 102 len 87 | **M RoRo Cargo/Ferry**<br>261dk P<br>Bow door/ramp<br>Cars 30 | Normo<br>Oil 4SA 6Cy. 250 × 300<br>850bhp (625kW)<br>A/S Bergens M/V<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 29,5t (d.o.)-3,0pd |
| **6804068**<br>332177<br>Esd Rdr Rt | **ROTORUA**<br>**Port of Tauranga Ltd.**<br>Tauranga New Zealand | **220**<br>—<br>— | ✠Classed LR until 3/69 | **1968**-4 Whangarei Eng. & Cons. Co. Ltd. —Whangarei (105)<br>29,95 8,64 3,188<br>27,44 8,23 5,00<br>1 dk<br>rf 254 | **TM Tug**<br>Fire-fighting | English Electric<br>2 Oil 4SA each 6Cy. 254 × 305<br>English Electric Co. Ltd.<br>Gen 2 × 50kW 400V 50Hz a.c.<br>2 Directional propellers |
| **8323501**<br>*JJ3363*<br>125296 | **ROTSUKO**<br>**Shinko Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **499**<br>—<br>1 598 | | **1984** Kishigami Zosen K.K.—Akitsu (1656)<br>65,99 11,51<br>6,51<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. |
| **5301019**<br>*PJSU*<br>10307<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **ROTTERDAM**<br>**HAL Antillen N.V.**<br>Willemstad Netherlands Antilles & Aruba<br>SatCom: 1750101/PJSU | **38 644**<br>21 848<br>7 801 | ✠**100A1** CS 5/88<br>✠**LMC**<br>EL wt 3¼"SQ<br>FN 8986 | **1959**-8 Rotterdamsche D.D. Maats. N.V. —Rotterdam (300)<br>228,18 28,71 9,043<br>198,13 28,66 16,69<br>B & F 204,3 Upr. B & F 191,2 4 dks, 5th dk clear of mchy. space, 6th dk fwd to 2nd dk 6 to 3rd dk<br>rf 305 DK fwd | **TS Passenger Ship**<br>571cbn 1114bth P<br>2 Ho each 21,4 ER<br>3 Ha (6,8 × 3,9) (6,8 × 5,4) ER (3,5 × 5,0)<br>Cr 1(3) Der 2(10) 4(5) | 6 S Turb dr geared to sc. shafts<br>38 500shp (28 319kW)<br>N.V. Koninklijke Maats. "De Schelde"<br>4 WTB 710lbf/in² (49,0bar) Spt 462,<br>660lbf/in² (45,6bar) hs5016,6<br>sg 156lbf/in² (10,8bar)<br>Gen 4 × 1350kW 440V 60Hz a.c.<br>Fuel (o.f.) |
| **8609888**<br>*PBXG*<br>Esd Gc Pfd<br>Rdr RTm/h/v | **ROTTERDAM**<br>**Government of The Kingdom of The Netherlands (Directoraat-Generaal Scheepvaart en Maritieme Zaken) (DGSM)**<br>Rijswijk, Zuid Holland Netherlands | *514*<br>*154*<br>111 | BV | **1987** Scheepswerf Bijlholt B.V.—Foxhol (639)<br>44,02 10,29 3,101<br>40,01 10,27 4,02<br>B 8,0 F 21,1 1 dk | **TD-E Buoy Tender**<br>3cbn<br>Cr 1(10) | MAN<br>2 Oil 4SA each 7Cy. 200 × 270 tota<br>(1 399kW) driving 2 gen. each<br>a.c. connected to 2 elec. motors<br>584shp (430kW) & sr geared to<br>Brons Industrie N.V.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |

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| 6721125<br>LLYS<br>16794<br>Esd Rdr Rt | **ROTTINGOY**<br>ex Artus-91 ex Osvaldson-84<br>ex Perlon-81<br>**P/R Dales Rederi ANS**<br>Einar Rottingen Dale<br>Aalesund Norway | **455**<br>220<br>— | NV | **1967** Bolsones Verft—Molde (216)<br>51,85 8,56 4,261<br>47,76 8,54 4,93<br>2 dks<br>rf 132 BK 145 len 77 & 70 | **M Fishing**<br>Side-fishing Seiner<br>Ice strengthened<br>3 Ho ER<br>4 Ha (each 1,9 × 3,2) ER<br>1W Der 1(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 152kW 1 × 115kW 1 × 36kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| 7731517<br>374542 | **ROTTNEST ISLANDER II**<br>**Australia & New Zealand Banking Group Ltd.**<br>*Fremantle, W.A.* Australia | **605**<br>509<br>— | | **1977** Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A.<br>... ... ...<br>42,75 9,48 2,29<br>1 dk | **M Ferry** 900dk P | Caterpillar D398TA<br>Vee Oil 4SA 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>16kn |
| 5267249<br>ZJL345<br>364970<br>Df Esd Rdr<br>RTm/v | **ROTTO**<br>ex Otto-81<br>**Bahamas Animals & Shipping Ltd.**<br>Henry Beal<br>Road Harbour British Virgin Islands | **299**<br>184<br>440 | GL | **1950** Schulte & Bruns—Emden (150)<br>7,14 2,502<br>46,16 2,85<br>P 9,5 F 4,3 1 dk<br>RW len 55 | **M General Cargo**<br>Ice strengthened<br>G.570 B.532<br>2 Ha (each 12,0 × 4,1) ER | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>300bhp (221kW) NE 60<br>Kloeckner Humboldt Deutz Koeln<br>8kn |
| 5316624<br>EPGA<br>112<br>Esd | **ROUBAHE DARYA**<br>ex Seafox-68<br>**Gulf Shipping Co. S.A.**<br>Khorramshahr Iran | **711**<br>334<br>— | ✠Classed LR until 30/5/69 | **1946**-11 J. Pollock, Sons & Co. Ltd.—Faversham (1839)<br>52,58 9,58 3,061<br>48,77 9,15 5,49<br>2 dks | **TM General Cargo**<br>1 Ho ER<br>B.894<br>1 Ha (13,4 × 6,1) ER | Crossley<br>2 Oil 2SA each 8Cy. 265 × 345<br>480bhp (353kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 30kW 1 × 15kW 220V 50Hz a.c.<br>Fuel 67,0t 10kn |
| 7923407<br>WYQ6560<br>623446<br>Df Esd Gc<br>Pld Rdr Rt | **ROUGE TIDE**<br>**Tidewater Vessels Inc.**<br>Tidewater Marine Service Inc.<br>New Orleans, La United States of America | **292**<br>199<br>1 000 | AB | **1980** McDermott Shipyard—New Iberia, La (126)<br>54,87 3,728<br>50,37 12,20 4,27<br>F 16,8 1 dk<br>rf 5 | **TM Supply Ship**<br>Deck Cargo | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW<br>12kn |
| 8508101 | **ROUGH RIDER**<br>**Luey McLaughlin & Albert Jackson**<br>Roatan Honduras | **106**<br>72<br>— | | **1986** Steiner Shipyard Inc.—Bayou la Batre, Al (221)<br>22,86<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Oil geared to sc. shaft<br>............ |
| 6606208<br>WV7803<br>299400<br>Rdr Rt | **ROUGH TIDE**<br>**Pequot Sound Fisheries Ltd.**<br>Philadelphia, Pa United States of America | **177**<br>120<br>— | | **1965** American Marine Corp.—New Orleans, La (915)<br>11,03 3,172<br>47,60 10,98 3,81<br>3 dks | **TM General Cargo**<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8333025<br>WC6372<br>254298<br>Df Esd Rdr<br>Rt | **ROUGHNECK**<br>ex Beaumont-82 ex Dauphin-77<br>ex Ocean Prince ex LT 59<br>**Sause Bros. Ocean Towing Co. Inc.**<br>Portland, Or United States of America | **199**<br>135<br>— | (AB) | **1944** Calumet Shipyard & D.D. Co.—Chicago, Illinois (155)<br>4,358<br>35,06 9,15 5,49<br>1 dk | **TM Tug** | General Motors<br>Vee Oil 2SA 16Cy. 230 × 254<br>General Motors Corp. U.S.A. |
| 7104192<br>EPNO<br>190<br>Esd Rdr<br>RTm/v | **ROUINTAN**<br>**NIOC Tug Boat Services**<br>Khorramshahr Iran | **377**<br>—<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>EL (F) 1¼"U2<br>FN 505 | **1971**-10 Charles D. Holmes & Co. Ltd.—Beverley (1031)<br>38,64 10,32 5,233<br>37,19 9,76 3,81<br>RFD 9,2 1 dk<br>rf 305 | **TM Tug**<br>Fire-fighting | Wartsila<br>2 Oil 4SA each 8Cy. 220 × 240 NE 89<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 100kW 415V 50Hz a.c.<br>2 Directional propellers<br>12kn |
| | **SURVEYS OVERDUE — CLASS SUSPENDED 7/2/92** | | | | | |
| 5100386<br>84005<br>DfRTm | **ROULA**<br>ex Aterno-75 ex Elbano-66<br>ex Monteconero-61<br>**Societe Afro Lebanese Maritime Line Co. S.A.**<br>Beirut Lebanon | **1 439**<br>816<br>1 710 | (RI) | **1955** Cant. Nav. "Dante Itoyz"—Viareggio (513)<br>84,74 10,85 4,941<br>78,42 10,83 5,03<br>B 26,9 F 8,9 1 dk<br>RW len 62 | **M General Cargo**<br>4 Ho 14,4 15,4 15,4 8,9 ER<br>B.2 074<br>4 Ha (8,3 9,5 9,5 × 6,0) (5,4 × 4,1) ER<br>Cr 8(1,5) | Ansaldo<br>Oil 4SA 9Cy. 370 × 560<br>1 350bhp (993kW)<br>S.A. Ansaldo Genova<br>Gen 3 × 75kW 220V d.c.<br>Fuel (d.o.) |
| 5289118<br>HO3228<br>8691-PEXT1<br>Rdr Rt | **ROULA**<br>ex Rodios-80 ex Raftsund-68<br>**Iktinos Maritime Co. S.A.**<br>Panama Panama | **439**<br>154<br>496 | (NV) | **1955** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (S.98)<br>56,04 8,92 3,220<br>51,47 8,87 5,29<br>1 dk & S dk<br>RW rf 127 | **M General Cargo** OSD<br>Ref<br>2 Ho 16,3 13,1 1 TwD 28,4<br>G.995 B.922 In.196<br>2 Ha (each 4,8 × 3,2) ER<br>4W Der 1(8) 4(3) | MAN<br>Oil 4SA 8Cy. 285 × 420<br>635bhp (467kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 70kW 1 × 20kW 220V d.c.<br>Fuel 51,0t (d.o.) 11kn |
| 7310442<br>WYZ7264<br>539298 | **ROULETTE**<br>**Marion F. Hagan**<br>Tampa, Fl United States of America | **107**<br>73<br>— | | **1972** Gulf Caribbean Boat Works Inc.—Fort Myers, Fl<br>*21,25* 6,13<br>3,05 | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>............<br>Fuel (d.o.) |
| 7313872<br>ELKF5<br>8716<br>Df Esd Gc<br>Pld Rdr RTv<br>SatCom<br>AMVER | **ROUND HILL**<br>ex Burmpac Andros-91<br>ex Jahre Traveller-89 ex Lito-88<br>ex Kaiko Maru-86<br>**Learoyd Corp.**<br>V. Ships (USA) Inc.<br>Monrovia Liberia | *70 776*<br>*52 980*<br>139 698<br>T/cm<br>99,7 | (GL) (NK) | **1973** Kawasaki Heavy Ind. Ltd.—Kobe (1190)<br>273,01 (BB) 42,07 17,870<br>260,00 42,02 23,53<br>F 21,7 1 dk<br>Bow/CM 132 Diam. 0,550 MH 0,9 | **M Tanker**<br>COW IGS SBT<br>14 Ta ER<br>L.(oil) 172 981 HeCls. BC<br>3 Cargo pumps total 10 500T/hr | MAN K9SZ90/160<br>Oil 2SA 9Cy. 900 × 1600<br>17 286kW (23 500bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 1160kW 450V 60Hz a.c.<br>Fuel 412,0t (d.o.) 4 524,0t (hvf)-84,5pd 15,5kn |
| 7308293<br>WY4736<br>517374 | **ROUNDTABLE I**<br>ex Roundtable<br>**Smith Boat Rentals Inc.**<br>Morgan City, La United States of America | **135**<br>92<br>— | | **1968** Breaux's Bay Craft Inc.—Loreauville, La<br>*31,34* 8,23<br>3,15 | **Aluminium Alloy M Crewboat** | Oil<br>1 450bhp (1 067kW)<br>............<br>Fuel (d.o.) |
| 7422532<br>C6BR<br>401831<br>Df Esd Pld<br>Rdr Rt | **ROUSTEL**<br>ex Skellig Rock-88<br>**Franco British Chartering Agency Ltd.**<br>Campbell Maritime Ltd.<br>Nassau Bahamas | **797**<br>510<br>1 240 | **✠100A1** SS 2/88<br>**✠LMC** **UMS**<br>EL K 357,5/32,0U2<br>FN 907 | **1978**-5 Hancocks SB. Co. Ltd.—Pembroke Dock (RH2)<br>64,01 10,75 3,736<br>60,08 10,51 4,58<br>P 9,5 F 5,5 1 dk<br>rf 102 DK in way of aft end of hold | **M General Cargo**<br>1 Ho 40,8 ER<br>G.1 839<br>TEU 52 C.Ho 34/20' C.Dk 18/20'<br>1 Ha (stl) (36,9 × 7,5) ER | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>1 200bhp (883kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 3 × 30kW 415V 60Hz a.c.<br>11kn |
| 6706644<br>LMVH<br>14055<br>Rdr Rt | **ROVDEFJORD**<br>ex Vaarvind-84 ex Mostring-78<br>ex Brit-Marit ex Alvel<br>**Skipsbrukt A/S**<br>Floro Norway | **103**<br>52<br>142 | (BV) | **1920** .............Montrose<br>28,15 5,39<br>26,37 5,35 2,60<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.227<br>1 Ha (9,6 × 3,6)<br>1W Der 1(2) | Wichmann<br>Oil 2SA 2Cy. 280 × 420<br>160bhp (118kW) NE 58<br>A/S Wichmann Rubbestadneset<br>Controllable pitch propeller<br>Fuel 4,0t (d.o.) 8kn |
| 6928280<br>J8EW4<br>3297<br>Df Esd Gc<br>Rdr RTm/h/v | **ROVENSKA**<br>ex Strait Mars-75 ex Yosei Maru-74<br>**Caroline Shipping Co. Ltd.**<br>Losinjska Plovidba OOUR Brodarstvo<br>Kingstown St. Vincent and the Grenadines | **3 904**<br>2 571<br>6 084 | JR NK | **1969** Kanasashi Co. Ltd.—Shimizu (900)<br>110,11 16,24 6,630<br>101,91 16,21 8,21<br>P 23,5 F 8,9 1 dk | **M General Cargo**<br>3 Ho ER<br>G.9 076 B.8 442<br>3 Ha (stl) (12,5 × 7,1) (26,2 13,4 × 8,6) ER<br>4W Der 1(20) 3(10) | Pielstick 8PC2L-400<br>Oil 4SA 8Cy. 400 × 460<br>3 520bhp (2 589kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 128kW 445V 60Hz a.c.<br>Fuel 50,0t (d.o.) 430,0t (hvf)-9,5pd 12,25kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| **7390583**<br>*KCBH*<br>577241<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ROVER**<br>ex Ogden Rover-81 ex Zapata Rover-81<br>**Omi Rover Transport Inc.**<br>Ocean Carriers Inc.<br>Wilmington, De United States of America<br>SatCom: 1501621/ROVR | **21 572**<br>16 498<br>35 663<br>T/cm<br>47,3 | AB | **1977** Todd Shipyards Corp.—San Pedro, Ca (106)<br>216,80 25,66 10,500<br>208,67 25,61 13,87<br>F 19,6 1 dk<br>rf nil Bow/CM 109 Diam. 0,254 MH 1,2 | **M Tanker**<br>Mchy.aft<br>27 Ta<br>L.(oil) 48 987 HeCls. BC<br>4 Cargo pumps total 4 000T/hr | Pielstick<br>2 Vee Oil 4SA each 14Cy. 400 × 460<br>reduction geared to sc. shaft<br>14 000bhp (10 298kW)<br>Colt Industries Fairbanks Morse Engine Division<br>Gen 2 × 670kW a.c. 1 × 150kW a.c.<br>Fuel 345,5t (d.o.) 2 794,0t (hvf)-40,5pd |
| **7824015**<br>*LANF2*<br>N-00423<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **ROVER**<br>ex Star Rover-90 ex Searover-88<br>ex Feng Shiang-87 ex Fengtien-86<br>**Rover K/S**<br>Univan Ship Management Ltd.<br>Bergen Norway (NIS) | **14 596**<br>9 592<br>24 274<br>T/cm<br>34,8 | **100A1** SS 5/88<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>Ice Class 1A<br>**LMC** **UMS**<br>EL G† 577,5/67,0U2<br>FN 6170<br>(BV) | **1979** VEB Mathias-Thesen-Werft—Wismar (115)<br>176,51 (BB) 22,92 10,478<br>167,42 22,85 14,00<br>P 32,4 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel DSS<br>5 Ho 23,8 26,2 25,6 25,6 24,8 ER<br>G.29 980 B.29 620 HeCls. B<br>TEU 750 C.Ho 384/20' C.Dk 366/20'<br>10 Ha (stl) (13,9p&s × 7,3) (20,2p&s 20,2p&s 20,2p&s 20,2p&s × 8,9) ER<br>Cr 4(25) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 640kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 348,0t (d.o.) 1 203,0t (hvf)-45,5pd |
| **6901830**<br>*KRBS*<br>519102<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **ROVER**<br>ex American Rover-83 ex Defiance-82<br>ex Mormacsea-70<br>**Central Gulf Lines Inc.**<br>New Orleans, La United States of America<br>SatCom: 1500111/ROVR | **11 757**<br>6 850<br>15 946 | AB | **1969** Ingalls SB. Div. of Litton Systems Inc. —Pascagoula, Ms (1157)<br>183,37 (BB) 27,49 10,392<br>170,69 27,44 17,99<br>3 dks<br>rf nil | **S RoRo/Container/General Cargo**<br>Fixed-guides<br>Stern door & ramp<br>6 Ho 27,1 16,7 16,7 16,7 16,7 16,7 ER 13 TwD<br>G.37 095 B.33 782<br>TEU 758 C.Ho 444/20' (40') C.Dk 314/20' (40')<br>7 Ha (stl) (12,7 12,7 12,7 12,7 12,7 12,7 × —) ER (— × —)<br>12 Wing Ha (stl) (each 12,7p&s × 7,8) ER<br>14W Cr 2(5) Der 1(70) 10(30) | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>General Electric Co.<br>Gen 2 × 1500kW 440V 60Hz a.c.<br>Fuel 5 007,0t (o.f.) |
| **7129958**<br>*YQCC*<br>989<br>Df Esd Gc<br>Pfd Rdr Rt | **ROVINARI**<br>**Compania de Navigatie Maritime PETROMIN**<br>Galatz Romania | **9 557**<br>2 971<br>12 500<br>T/cm<br>23,9 | RNR | **1971** Santierul Naval Galatz—Galatz<br>148,72 19,77 7,930<br>140,75 19,72 10,72<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>5 Ho each 15,1 ER<br>G.7 773<br>5 Ha (stl) (each 15,0 × 9,9) ER | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 1 625,5t |
| **7906514**<br>Rdr | **ROVINARI VII**<br>**Compania de Navigatie Fluviala Romana (NAVROM) S.A.**<br>Galatz Romania | **200**<br>—<br>— | RNR | **1980** Santierul Naval Giurgiu—Giurgiu (10218)<br>20,88<br>19,99 7,79 3,71<br>1 dk | **TM Tug**<br>Pusher | M.T.U.<br>2 Oil 4SA each 6Cy. 175 × 205<br>Intreprinderea "23 August" |
| **7906382**<br>*YQKM*<br>619<br>Df Esd Gc<br>Pfd Rdr Rt | **ROVINE**<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **7 091**<br>3 831<br>—<br>**11 359**<br>5 846<br>15 555 | RNR | **1982** Santierul Naval Galatz—Galatz (735)<br>158,73 —/9,600<br>146,79 22,80 13,21<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>4 Ho 21,0 27,6 27,7 20,0 ER<br>G.21 192 B.18 860<br>TEU 396 C. 396/20'<br>7 Ha (stl) (13,3 × 10,2) (19,2p&s 19,2p&s 19,2p&s × 7,7) ER<br>Der 4(22) | MAN<br>2 Oil 4SA each 6Cy. 520 × 550 sr geare<br>shaft<br>6 000bhp (4 413kW)<br>Intreprinderea de Const. de Masini Resi |
| **7315636**<br>*SV2928*<br>4543<br>Df Esd Gc<br>Rdr Rt | **ROVINSON II**<br>**Emman. Karatzis & others**<br>Piraeus Greece | **120**<br>61<br>— | (BV) | **1973** "Naus" Shipyard Philippou Bros. S.A. —Perama<br>2,083<br>23,50 6,20 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 2SA 4Cy. 260 × 400<br>400bhp (294kW)<br>Alpha-Diesel A/S |
| **8314653**<br>*UKTP*<br>M-41504<br>Df Esd Gc<br>Pfd Rdr RTv | **ROVNO**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400177/UKTP | *15 893*<br>*8 092*<br>17 850 | RS | **1985** VEB Warnowwerft Warnemuende —Warnemuende (128)<br>173,51 (BB) 10,021<br>161,02 23,06 13,72<br>2 dks | **M RoRo Cargo/General Cargo**<br>Quarter stern door & ramp (s)<br>Ice strengthened<br>4 Ho 16,8 32,5 36,0 16,8 ER<br>G.25 677 B.20 439<br>TEU 533 C.Ho 333/20' (40') C.Dk 200/20' (40') incl. 30 ref C.<br>4 Ha (stl) (13,1 × 7,6) (26,4 33,6 12,8 × 12,5) ER<br>Cr 4(12,5) Der 1(125) 2(25) | MAN<br>Oil 2SA 5Cy. 700 × 1250<br>10 332bhp (7 600kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 4 × 580kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 485,0t (d.o.) 1 946,0t (hvf) |
| **7731971**<br>*UFEA*<br>M-12604 | **ROVYESNIK**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1978** ............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8814421**<br>*C6JV4*<br>716414<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **ROWAN**<br>**Advent Shipping Ltd.**<br>Wallem Shipmanagement Ltd.<br>Nassau Bahamas<br>SatCom: 1103704/RWAN | *24 731*<br>*12 652*<br>44 646 | ✠**100A1**<br>oil tanker<br>(double hull)<br>✠**LMC** **UMS**<br>**IGS**<br>EL K† 632,5/68,0U3<br>FN 8197 | **1991**-6 Dalian Shipyard—Dalian/Dairen (PC380/1)<br>182,06 30,03 10,870<br>174,40 30,00 17,00<br>1 dk<br>rf nil | **M Tanker**<br>COW IGS(LR) PL(LR) SBT(LR) DB DSS<br>9 Ta ER | B&W<br>Oil 2SA 5Cy. 600 × 1944<br>7 060kW (9 598bhp)<br>Dalian Marine Diesel Engine Works<br>AuxB (o.f.) 18,4kgf/cm$^2$ (18,1bar)<br>e(ex.g) (ex.g) 18,4kgf/cm$^2$ (18,1bar)<br>Gen 3 × 560kW 450V 60Hz a.c. |
| **8011847**<br>*EIRP*<br>402101<br>Esd Pfd Rdr<br>RTm/h | **ROWANGARTH**<br>**Irish Tugs Ltd.**<br>Cory Towage Ltd.<br>Westport Irish Republic<br>Co. Mayo | **352**<br>0<br>173 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL G 275,0/30,0U2(a)<br>FN 428 | **1981**-12 McTay Marine Ltd.—Bromborough (41)<br>34,24 10,04 3,233<br>30,00 9,52 4,73<br>RAD 2,5 B 10,1 RFD 6,4 1 dk<br>rf 762 | **TM Tug**<br>Fire-fighting | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320 with<br>couplings & sr geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 80kW 440V 50Hz a.c.<br>2 Directional propellers<br>Fuel 75,0t (d.o.)-11,0pd |
| **5423013**<br>*GMFA*<br>305276<br>A 832<br>Df Esd Rt | **ROWANLEA**<br>ex Welsh Prince-67<br>**Jaderow Ltd.**<br>Cmaine (Shipping) Ltd.<br>Aberdeen United Kingdom | **308**<br>97<br>— | BV<br>✠Classed LR until 29/9/82 | **1963**-5 Atlantic SB. Co. Ltd.—Newport, Mon. (89)<br>*36,86* 8,18<br>36,02 8,08 4,42<br>F 6,1<br>rf 787 BK 152 | **M Fishing**<br>Side Trawler | National Gas<br>Oil 4SA 6Cy. 381 × 508<br>875bhp (644kW)<br>Mirrlees National Ltd. |
| **7625782**<br>*ZHFD6*<br>710997<br>Df Esd Gc<br>Pfd Rdr Rt | **ROXANA BANK**<br>ex Al Ahwar-87<br>Launched as Lamna<br>**Neptune Trawlers Ltd.**<br>Juno Management Services S.A.M.<br>Georgetown Cayman Islands (British) | **2 406**<br>995<br>1 585 | BV (NV) | **1978** Stocznia im. "Komuny Paryskiej"—Gdynia (B417/212)<br>89,90 15,02 5,401<br>81,59 9,40<br>2 dks<br>rf 1097 | **M Factory Fishing** OSD<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>B.450 In.1 561 | Sulzer<br>Oil 4SA 6Cy. 400 × 480 sr geared to<br>2 648kW (3 600bhp)<br>"Zgoda" Zaklady Urzadzen Technicz<br>Gen 2 × 560kW 2 × 504kW 380V<br>Controllable pitch propeller |
| **8910184** | **ROXANE**<br>**Mezou & Balannec**<br>France | **140**<br>—<br>— | BV (Class cont.) | **1990** Ch. Pierre Glehen—Guilvinec<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Stern Trawler | Deutz<br>Oil<br>Kloeckner Humboldt Deutz |

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| **ROXANNE T**<br>ex Janie C.-89<br>**Trans-Atlas Boats Inc.**<br>New Orleans, La United States of America | **199**<br>135<br>450 | (AB) | **1977** Quality Shipbuilders Inc.—Moss Point, Ms (107)<br>11,61<br>53,65 11,59 4,27<br>F 16,8 1 dk | **TM Supply Ship**<br>Deck Cargo | Waukesha<br>2 Vee Oil 4SA each 12Cy. 216 × 216 reverse reduction geared to sc. shafts<br>2 840bhp (2 089kW)<br>Waukesha Engine Div. Dresser Industries Inc. Waukesha, Wi<br>Gen 1 × 99kW a.c. 1 × 75kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **ROXANNE**<br>ex Gemini-87 ex Willtoc Ajman-84<br>**Trojan Shipping S.A.**<br>Sun Marine Co. Ltd.<br>Nassau Bahamas | **12 461**<br>8 435<br>20 791<br>T/cm<br>33,3 | NK | **1982** K.K. Uwajima Zosensho—Uwajima (2176)<br>155,81 (BB) 25,20 9,167<br>146,01 25,00 12,63<br>P 8,3 F 13,5 1 dk<br>Bow/CM 77 Diam. 0,300 MH 1,8 | **M Tanker**<br>COW IGS DB<br>15 Ta ER<br>L.(oil) 26 188 HeCls. BC<br>3 Cargo pumps total 3 000T/hr | Mitsubishi 7UEC45/115H<br>Oil 2SA 7Cy. 450 × 1150<br>7 000bhp (5 149kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 410,5t (d.o.) 1 334,5t (hvf)-24,0pd 14,25kn |
| **ROXANNE**<br>ex Nisos Lesvos-72 ex Athlet-66<br>ex Hjeltefjord-57<br>**Bandar Abbas Supply & Service Co. Inc.**<br>Bandar Abbas Iran | **555**<br>173<br>— | | **1944** A/S Fredriksstad M/V—Fredrikstad (319)<br>*46,58* 9,05 4,166<br>9,00<br>1 dk | **S Tug** | C 4Cy. (2) 330 & (2) 775 x 730<br>A/S Fredriksstad M/V Fredrikstad<br>Fuel 207,5t (o.f.)<br>12kn |
| **ROXEN**<br>ex Susi Ann-78 ex Desiree-70<br>**P/R Roxen**<br>Axel Gote Magnusson<br>Onnerod Sweden | *259*<br>*77*<br>— | BV | **1969** VEB Rosslauer Schiffswerft—Rosslau (S.910/2)<br>35,62 7,32 3,099<br>31,63 7,29 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>G.540<br>4 Ha (each 1,2 × 1,2) ER | Polar<br>Oil 4SA 8Cy. 250 × 300<br>1 200bhp (883kW)<br>Nydqvist & Holm A/B Trollhattan<br>Controllable pitch propeller<br>Fuel 34,5t (d.o.) 13kn |
| **ROXY**<br>ex Flora-91 ex Ebro-87 ex Sigma I-83<br>ex Velet-82 ex Havelet-81<br>Honduras | **1 041**<br>561<br>1 421 | (HR) (RP)<br>✠Classed LR until 19/11/82 | **1964**-10 N.V. Schps. Gebr. van Diepen —Waterhuizen (978)<br>66,12 10,29 4,522<br>61,27 10,16 4,65<br>P 15,0 F 8,3 1 dk<br>rf 102 | **M General Cargo**<br>3 Ho 15,9 12,1 12,1 ER<br>G.2 027 B.1 931<br>3W Der 3(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 34kW 110V d.c.<br>Fuel 81,5t (d.o.) 11,5kn |
| **ROY A. CAMERON**<br>**Port of Melbourne Authority**<br>*Melbourne, Victoria* Australia | **792**<br>270<br>— | ✠ | **1969**-11 N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (83)<br>55,48 11,31 4,725<br>51,59 10,98 5,19<br>1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | National Gas<br>Oil 4SA 6Cy. 381 × 508<br>1 098bhp (808kW)<br>Mirrlees Blackstone (Stockport) Ltd. Stockport<br>Gen 2 × 91kW 415V 50Hz a.c.<br>10kn |
| **ROY MAGE**<br>**Louise Mollo et Bernard Jaffre**<br>Bayonne France | **153**<br>56<br>— | BV | **1963** S.I.C.C.Na.—St. Malo (57)<br>29,01 7,14 2,801<br>25,30 7,10 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9)<br>Der 1(2) | Crepelle 6SN<br>Oil 4SA 6Cy. 260 × 280<br>475bhp (349kW)<br>Etab. Crepelle Lille<br>Fuel 32,0t (d.o.) 10,75kn |
| **ROYAL**<br>ex Jason-80 ex Stella Salvator-77<br>**Armco Pacific Financial Services Ltd.**<br>Luzon Stevedoring Corporation<br>Panama Panama | **934**<br>345<br>1 351 | (NV) | **1973** Scheeps. "Voorwaarts" B.V.—Hoogezand (208)<br>59,54 12,25 4,827<br>55,33 11,92 5,52<br>F 18,9 1 dk<br>rf 305 | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>Cr 1(25) Der 1(10) | Polar SF116VS-F<br>12P 2 Vee Oil 4SA each 16Cy. 250 × 300<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 220kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 609,5t (d.o.)-23,5pd 14kn |
| **ROYAL**<br>**Hakone Kankosen K.K.**<br>Hakone, Kanagawa Pref. Japan | **315**<br>—<br>50 | | **1987** Hitachi Zosen—Kanagawa Works, Kawasaki (114833)<br>37,55 (BB) 10,80 1,940<br>29,01 10,00 2,90<br>1 dk | **M Ferry** | Akasaka MH23R<br>Oil 4SA 6Cy. 230 × 390 with clutches & reverse reduction geared to sc. shaft<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Thw. thrust Contr. pitch propeller fwd |
| **ROYAL ACCORD**<br>**Accord Line Co. Ltd.**<br>Monrovia Liberia | **7 150**<br>4 756<br>11 972 | NK | **1982** K.K. Taihei Kogyo—Akitsu (1526)<br>137,50 (BB) 7,913<br>128,00 20,01 10,62<br>P 20,8 F 9,2 1 dk | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER<br>TEU 538 C. 538/20' (40')<br>7 Ha (stl) ER | Mitsubishi 7UEC45/115H<br>Oil 2SA 7Cy. 450 × 1150<br>7 000bhp (5 149kW)<br>Kobe Hatsudoki K.K. Kobe |
| **ROYAL ALASKAN**<br>ex Willow (WLB 322) ex Pickett<br>ex Henry Knox ex Knox<br>**Crocker McAlister Equipment Leasing**<br>Juneau, Ak United States of America | **1 111**<br>984<br>— | (AB) | **1942** Marietta Mfg. Co.—Point Pleasant, WV (474)<br>57,51 5,081<br>53,42 11,28 5,39<br>2 dks<br>conv Minelayer —<br>conv Buoy Tender — | **TM Factory Fishing**<br>Fish-factory Ref<br>Mchy.aft<br>In.770 | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152<br>1 200bhp (883kW) NE made<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 500kW 1 × 300kW 300V a.c.<br>2 Controllable pitch propellers<br>Fuel (d.o.) 14kn |
| **ROYAL AMERICAN**<br>**Haweco**<br>Seattle, Wa United States of America | **196**<br>151<br>— | | **1980** .............Marysville, Wa<br>*27,59* 9,15<br>2,95<br>1 dk | **M Fishing** | Oil<br>850bhp (625kW)<br>U.S.A. |
| **ROYAL ARROW**<br>ex Mobil Courage-91<br>**Mobil Shipping & Transportation Co.**<br>Monrovia Liberia<br>SatCom: 1240627/COUR | **22 587**<br>13 743<br>39 776<br>T/cm<br>49,6 | NV | **1983** Brodogradiliste "Split"—Split (314)<br>173,79 (BB) 32,03 11,207<br>169,02 32,01 15,12<br>1 dk<br>Bow/CM 76 Diam. 0,310 MH 0,9 | **M Tanker**<br>Oil Chemical<br>CBT IGS DB Stern disch.<br>26 Ta ER<br>L.44 230<br>28 Cargo pumps total 4 480T/hr | Sulzer 5RND76M<br>Oil 2SA 5Cy. 760 × 1550<br>11 400bhp (8 385kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 840kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 142,0t (d.o.) 1 660,0t (hvf)-45,0pd 15kn |
| **ROYAL ATLANTIC**<br>**Johannessen Enterprises Inc.**<br>Seattle, Wa United States of America | **197**<br>136<br>— | | **1974** Marine Construction & Design Co. (MARCO) —Seattle, Wa<br>32,90<br>8,79 4,30<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11,5kn |
| **ROYAL BARON**<br>ex Baron ex Margaret Foss-66<br>**Royal Baron Inc.**<br>Seattle, Wa United States of America | **183**<br>124<br>— | | **1944** Clyde W. Wood Inc.—Stockton, Ca<br>*27,41* 7,50 3,709<br>27,59 7,42 3,79<br>1 dk<br>conv Tug — | **Wood M Fishing** | Fairbanks, Morse<br>Oil 2SA 6Cy. 355 × 405<br>450bhp (331kW) E made42 fitted44<br>Fairbanks Morse & Co. Beloit, Wi |
| **ROYAL CANADIAN**<br>**Radil Bros. Fishing Co. Ltd.**<br>Vancouver, B.C. Canada | **265**<br>138<br>— | | **1968** Star Shipyard (Mercer's) Ltd.—New Westminster, B.C. (390)<br>30,87 8,67 3,353<br>28,81 8,62 4,27<br>1 dk | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 8Cy. 219 × 279<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>12kn |
| **ROYAL CITY**<br>ex Datong 110-89<br>ex Dong Ah No. 110-89<br>ex Raijin Maru-78<br>**Maritime (Pte.) Ltd.**<br>San Lorenzo Honduras | **298**<br>89<br>270 | KR | **1971** Wakamatsu Zosen K.K.—Wakamatsu (212)<br>42,65 9,15 3,398<br>38,00 8,79 3,99<br>F 25,3 1 dk | **M Tug**<br>Salvage | Nippon Hatsudoki<br>Oil 4SA 6Cy. 380 × 540<br>Nippon Hatsudoki Kobe<br>Gen 1 × 120kW 440V a.c. 1 × 80kW 220V a.c.<br>Fuel 244,0t-9,0pd 10,5kn |

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| **6409301**<br>320315<br>Df Esd Pfd<br>Rdr Rt | **ROYAL CITY**<br>**Jim Pattison Enterprises Ltd.**<br>New Westminster, B.C. Canada | **181**<br>102<br>— | | **1963** Star Shipyard (Mercer's) Ltd.—New Westminster, B.C. (369)<br>28,05 7,40<br>25,79 7,29 4,12<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>Caterpillar Tractor Co. |
| **7374125**<br>*ZBWL*<br>708800<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **ROYAL CLIPPER**<br>ex Polyclipper-87<br>**Ruler Shipping Co. Ltd.**<br>Hong Kong Hong Kong (British) | *64 409*<br>*40 854*<br>118 065<br>T/cm<br>91,9 | ✠**100A1** SS 1/90<br>strengthened for ore cargoes, Nos. 2, 4, 6 & 8 holds may be empty<br>✠**LMC** **UMS**<br>EL U† 4"U2<br>FN 15441 | **1975**-2 Mitsui SB. & Eng. Co. Ltd.—Tamano (984)<br>260,03 (BB) 39,65 16,453<br>249,00 39,60 22,41<br>1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 21,0 20,5 21,1 21,1 21,1 21,1 21,1 21,1 21,1 ER<br>G.138 793<br>9 Ha (stl) (12,1 × 15,4) (13,4 13,4 13,4 13,4 13,4 13,4 13,4 13,4 × 17,1) ER | B&W<br>Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 15kgf/cm² (14,8bar)<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 6 248,5t (hvf)-79,5pd |
| **7517741**<br>*WAO2664*<br>615663<br>Df Esd Gc<br>Pfd Rdr Rt | **ROYAL ENTERPRISE**<br>ex Ocean Bonita-90<br>**Royal Fisheries Inc.**<br>Seattle, Wa United States of America | **888**<br>713<br>— | AB | **1979** American Marine Corp.—New Orleans, La (1142)<br>62,13 4,684<br>59,80 13,42 5,44<br>F 21,4 1 dk<br>rf 457 conv Deck Cargo Anchor-handling Tug/Supply Ship 90 | **TM Fishing**<br>Crab Processing Ref<br>Ice strengthened<br>In.1 330 | Alco<br>2 Vee Oil 4SA each 16Cy. 229 × 267 reverse reduction geared to sc. shafts<br>6 480bhp (4 766kW)<br>Alco Engine Div. of White Industrial Power Inc.<br>Gen 2 × 175kW a.c. 2 × 99kW a.c.<br>Thw. thrust propeller fwd |
| **7741548**<br>*3EDA8*<br>19972-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **ROYAL FORTUNE**<br>ex Chidori Maru No. 86-90<br>**Royal Fortune Enterprise Inc.**<br>Panama Panama | **254**<br>115<br>347 | KR | **1977** Kidoura Zosen K.K.—Kesennuma (353)<br>47,40 8,12 3,236<br>40,50 8,10 3,40<br>P 27,0 F 7,4 1 dk | **M Fishing**<br>Ref<br>Mchy.aft<br>In.280 | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 250kW 225V a.c.<br>Controllable pitch propeller |
| **8909886**<br>*JL5891*<br>131465<br>Rt | **ROYAL KAWANOE**<br>**Shikoku Chuo Ferry Boat K.K.**<br>Niihama, Ehime Pref. Japan | **3 981**<br>—<br>2 560 | | **1990** Sanoyas Corp.—Mizushima (1098)<br>115,63 4,513<br>109,00 21,00 6,00<br>2 dks | **TM RoRo Cargo/Ferry** 600dk P<br>Lorries 72 | Pielstick<br>2 Oil 4SA each 8Cy. 400 × 460 geared to shafts<br>7 502kW (10 199bhp)<br>Diesel United Ltd.<br>Gen 3 × 510kW a.c.<br>2 Controllable pitch propellers |
| **7717004**<br>*WTE2463*<br>592205<br>Df Esd Gc<br>Pfd Rdr RTv | **ROYAL KING**<br>ex Courageous-88<br>**Royal King Fisheries Inc.**<br>Regal Fish Inc.<br>Seattle, Wa United States of America<br>SatCom: 1503603/ARCS | *1 840*<br>*552*<br>1 200 | AB NV | **1978** McDermott Shipyard—Morgan City, La (234)<br>66,45 4,480<br>59,44 13,72 7,29<br>F 15,0 1 dk<br>rf nil conv Deck Cargo Tug/Supply Ship 88 | **TM Fishing**<br>Stern Trawler | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 710kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **8604606**<br>*PHES*<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **ROYAL KLIPPER**<br>**Jaczon Royal Klipper B.V.**<br>Jaczon Rederij en Haringhandel B.V.<br>Vlissingen Netherlands<br>SatCom: 1300164/PHES | *3 999*<br>*2 619*<br>5 000 | BV | **1987** Schpsw. en Mach. Ysselwerf B.V.—Capelle a/d Ijssel (226)<br>107,42 7,501<br>99,80 16,21 9,33<br>1 dk | **M Refrigerated Cargo**<br>In.7 419<br>TEU 58 C.Ho 6/20' C.Dk 52/20' | MaK<br>Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>5 706bhp (4 197kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Controllable pitch propeller<br>Fuel 517,5t (hvf) |
| **5126627**<br>*9H3156*<br>2290<br>RTv | **ROYAL M**<br>ex Topsham-89 ex Bermudian-88<br>ex Gatcombe-69<br>Valletta Malta | **491**<br>154<br>— | ✠**100A1** SS 11/88<br>tug<br>✠**LMC**<br>EL (g)<br>FN 532<br>**LAID UP — SURVEYS OVERDUE 26/1/90** | **1960**-7 J. I. Thornycroft & Co. Ltd.—Southampton (4192)<br>41,46 10,70 3,201<br>37,50 9,76 4,42<br>F 21,4 1 dk<br>RW rf 305 | **TM Tug/Ferry** 600dk P. | Crossley<br>2 Oil 2SA each 8Cy. 222 × 292 sr geared to shafts<br>Crossley Bros. Ltd.<br>Gen 3 × 50kW 220V d.c.<br>Fuel 60,0t (d.o.) |
| **8828068**<br>809105 | **ROYAL MARINER**<br>**Andrew Daley Ltd.**<br>St. John's, Nfl. Canada | **102**<br>50<br>— | | **1988** ............Glovertown, Nfl<br>18,80 6,70 —<br>- - 2,30 | **M Fishing**<br>Stern Trawler | Oil<br>331kW (450bhp) |
| **8909874**<br>*JL5770*<br>131464<br>Rt | **ROYAL NIIHAMA**<br>**Shikoku Chuo Ferry Boat K.K.**<br>Niihama, Ehime Pref. Japan | **3 982**<br>—<br>2 550 | | **1990** Sanoyas Corp.—Mizushima (1097)<br>115,63 (BB) 21,02 4,513<br>109,00 21,00 6,00 | **TM Passenger/RoRo Cargo/Ferry** 16cbn 68bth 532dk P<br>Bow door/ramp<br>W 5,80<br>Stern door/ramp (p. upr)<br>W 4,00<br>Stern door/ramp (s)<br>W 4,00<br>Clear height 4,30<br>Trailers 72 | Pielstick<br>2 Oil 4SA each 8Cy. 400 × 460 sr geared to shafts<br>8 826kW (11 999bhp)<br>Alsthom-Atlantique<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **7304314**<br>*C6CN4*<br>710768<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **ROYAL ODYSSEY**<br>ex Royal Viking Sea-91<br>**Kloster Cruise Ltd.**<br>Nassau Bahamas<br>SatCom: 1104503/RVLC<br>Also Sat Comm ID 1104504/RVLC | **28 018**<br>16 185<br>5 936 | **100A1** CS 11/91<br>passenger ship<br>**LMC**<br>EL H† 715,0/63,0U3<br>FN 7468<br>(NV) | **1973** Oy Wartsila Ab—Helsinki/Helsingfors (397)<br>205,46 (BB) 27,00 7,548<br>169,72 25,20 18,80<br>5 dks<br>rf 399 len 83 | **TM Passenger Ship** 399cbn 812bth P | Sulzer<br>4 Oil 2SA each 9Cy. 400 × 480 sr geared to shafts<br>13 240kW (18 000bhp)<br>Oy Wartsila Ab Helsinki<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>2 e(ex.g) (ex.g) 8kgf/cm² (7,9bar)<br>Gen 1 × 1704kW 6 × 840kW 440V 60Hz<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 664,5t (d.o.) 2 227,0t (hvf)-78,0pd |
| **6405434**<br>*C6KS7*<br>720734<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatCom<br>AMVER | **ROYAL PACIFIC**<br>ex Empress-91<br>ex Empress of Australia-85<br>**Anchor of the Seas Ltd.**<br>Tony Travel & Agency Ltd.<br>Nassau Bahamas | **13 176**<br>5 032<br>2 725 | ✠**100A1** CS 1/85<br>✠**LMC**<br>EL e† 2¼"SQ<br>FN 4187 | **1965**-1 Cockatoo Docks & Eng. Co. Pty. Ltd. —Sydney, N.S.W. (220)<br>135,64 21,52 6,116<br>123,17 21,34 12,65<br>2 dks<br>RW rf 457 conv Passenger/RoRo Cargo/Ferry 91 | **TM Passenger Ship** 301cbn 623bth P | MAN<br>2 Oil 2SA each 10Cy. 570 × 800<br>9 930kW (13 500bhp)<br>Masch. Augsburg-Nuernberg (MAN)<br>2 AuxB (1 o.f. 1 ex.g) 49lbf/in² (3,4bar)<br>Gen 2 × 975kW 2 × 975kW 415V 50Hz<br>Thw. thrust propeller fwd<br>Fuel 190,0t (d.o.) 380,0t (hvf)-41,0pd |
| **7048013** | **ROYAL PACIFIC** | **194**<br>135<br>— | | **1969** Martinolich SB. Corp.—Tacoma, Wa<br>*22,93* 7,75<br>3,31 | **M Fishing** | Oil<br>725bhp (533kW)<br>............<br>Fuel (d.o.) |
| **7717157**<br>*WAG8777*<br>592204<br>Df Esd Gc<br>Pfd Rdr RTv | **ROYAL PRINCE**<br>ex Heritage-87<br>**Royal Prince Fisheries Inc.**<br>Golden Age Fisheries Inc.<br>Seattle, Wa United States of America<br>SatCom: 1503635/ARCS | *1 840*<br>*552*<br>1 200 | AB NV | **1978** McDermott Shipyard—Morgan City, La (233)<br>66,45 4,480<br>59,44 13,72 7,98<br>F 15,0 2 dks<br>rf 508 conv Deck Cargo Tug/Supply Ship 87 | **TM Fishing**<br>Stern Trawler<br>1 Ho<br>1 Ha (3,8 × 2,5) | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 710kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |

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| 7808342<br>WYC7983<br>596384 | **ROYAL PRINCE**<br>ex Lisa Lee<br>**Hoang van Nguyen**<br>Mobile, Al United States of America | **116**<br>79<br>— | | **1978** Quality Marine Inc.—Bayou la Batre, Al (84)<br>*23,47* 6,71 2,440<br>20,76 3,28<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | General Motors 12V-92-T<br>Vee Oil 2SA 12Cy. 123 × 127<br>600bhp (441kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>12kn |
| 8201480<br>GBRP<br>705797<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **ROYAL PRINCESS**<br>**Howill Shipping Ltd.**<br>P&O Lines Ltd.<br>London United Kingdom<br>SatCom: 1440211/GBRP | *44 348*<br>*19 646*<br>4 661<br>T/cm<br>46,7 | **✠100A1** SS 10/89<br>**✠LMC**<br>EL M† 632,5/73,0U3<br>FN 9375 | **1984**-10 Oy Wartsila Ab—Helsinki/Helsingfors (464)<br>230,61 (BB) 32,21 7,800<br>193,17 29,20 19,33<br>F 28,4 4 dks, 5th dk fwd & aft of Mchy. space, 6th dk m & fwd<br>rf 711 | **TM Passenger Ship**<br>600cbn 1260bth P<br>pt higher tensile steel<br>Mchy.aft | Pielstick 6PC4-2L-570<br>4 Oil 4SA each 6Cy. 570 × 620 with clutches, flexible couplings & dr geared to sc. shafts<br>23 200kW (31 541bhp)<br>Oy Wartsila Ab Turku/Abo<br>2 AuxB (o.f.) 9,6kgf/cm$^2$ (9,5bar)<br>4 e(ex.g) 11,2kgf/cm$^2$ (11,0bar)<br>Gen 4 × 6000kW 6600V 2 × 908kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 214,0t (d.o.) 1 964,0t (hvf)-110,0pd 21,5kn |
| 6503195<br>D82V<br>BSR-645579<br>Rdr Rt | **ROYAL PUSAN**<br>ex Han Sung-86<br>ex Tennichi Maru No. 1-72<br>**Pusan Shipping Co. Ltd.**<br>Busan South Korea | **1 257**<br>575<br>2 061 | KR | **1964** Hashihama Zosen—Imabari (171)<br>74,50 11,56 5,523<br>67,06 11,51 8,31<br>1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.3 852 B.3 238<br>2 Ha (stl) (9,7 22,7 × 8,0) ER<br>6W Der 6(5) | Oil 4SA 6Cy. 470 × 680<br>1 800bhp (1 324kW)<br>Kinoshita Tekkosho Akashi<br>Gen 2 × 60kW 225V a.c.<br>Fuel 98,5t 13,25kn |
| 8623810<br>JJ3364<br>125297<br>Rdr Rt | **ROYAL QUEEN**<br>**Awaji Renraku Kisen K.K.**<br>Awaji, Hyogo Pref. Japan | **143**<br>—<br>51 | | **1984** Miho Zosensho K.K.—Shimizu (295)<br>35,21 1,591<br>32,52 6,80 3,15<br>1 dk | **Aluminium Alloy M Ferry**<br>410dk P | Yanmar<br>Oil<br>1 100bhp (809kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Fuel (d.o.) 15kn |
| 8323410<br>3EBM<br>15152-85<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v | **ROYAL RAINBOW**<br>**Royal Navegacion S.A.**<br>Hyundai Merchant Marine Co. Ltd.<br>Panama Panama | *22 403*<br>*12 890*<br>38 099<br>T/cm<br>50,0 | AB | **1985** Kawasaki Heavy Ind. Ltd.—Sakaide (1369)<br>179,41 (BB) 10,904<br>172,02 29,01 15,42<br>F 11,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.47 870 B.45 645<br>5 Ha (stl) ER<br>Cr 4(25) | B&W 5L60MC<br>Oil 2SA 5Cy. 600 × 1944<br>7 200bhp (5 296kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 430kW 450V 60Hz a.c.<br>Fuel 173,0t (d.o.) 1 425,0t (hvf)-24,0pd 14kn |
| 7810492<br>DZCP<br>228022<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **ROYAL REEFER**<br>ex Barrios-84<br>**Seahorse Maritime Corp.**<br>Ichizan Kinkai Kisen Co. Ltd.<br>Manila Philippines | **9 038**<br>4 050<br>9 118 | NK | **1979** Kurushima Dockyard Co. Ltd.—Onishi (2040)<br>151,11 8,624<br>140,01 21,20 12,70<br>3 dks | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 4(p) 4(s)<br>4 Ho ER<br>In.11 618<br>4 Ha (each 9,1 × 5,9)<br>Cr 4(10) | Pielstick 12PC4V-570<br>Vee Oil 4SA 12Cy. 570 × 620 sr geared to sc. shaft<br>18 000bhp (13 240kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 4 × 570kW 450V 60Hz a.c.<br>Fuel 430,0t (d.o.) 1 695,0t (hvf)-63,0pd 20kn |
| 6931055<br>WJME<br>518441<br>Df Esd Gc<br>Pld Rdr RTv | **ROYAL SEA**<br>ex Seafreeze Pacific-73<br>**Royal Seafoods Inc.**<br>Seattle, Wa United States of America<br>SatCom: 1502274/RSEA | **1 593**<br>693<br>1 719 | NV (AB) | **1969** Maryland SB. & D.D. Co.—Baltimore, Md (143)<br>89,92 13,52 5,690<br>80,02 12,22 6,00<br>2 dks<br>rf 152 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.1 189 | Normo KVMB-18<br>Vee Oil 4SA 18Cy. 250 × 300 with clutches, flexible couplings & reduction geared to sc. shaft<br>4 497bhp (3 308kW) NE 86<br>BMV Bergen Diesel A/S Bergen<br>Gen 1 × 1184kW 1 × 228kW 1 × 160kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 7427520<br>GWIQ<br>377176<br>Df Esd Gc<br>Pld Rdr Rt | **ROYAL SERVICE**<br>**Offshore Marine Ltd.**<br>London United Kingdom | *2 762*<br>*828*<br>2 652 | **✠100A1** SS 9/86<br>supply ship<br>**✠LMC** **UMS**<br>EL (R) $1\frac{3}{4}$"U2<br>FN 1833 | **1976**-12 Hermann Suerken GmbH & Co. KG. —Papenburg (289)<br>77,07 18,32 4,622<br>72,65 18,01 7,22<br>F 21,1 2 dks<br>rf nil conv Deck Cargo Supply Ship 84 | **TM Maintenance Ship**<br>Fire-fighting for offshore installations | Deutz RSBA16M528<br>2 Vee Oil 4SA each 16Cy. 220 × 280 sr geared to sc. shafts<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 320kW 1 × 160kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>14kn |
| 8008008<br>J8BW3<br>2672<br>Df Esd Gc<br>Pld Rdr RTv<br>AMVER | **ROYAL SPHERE**<br>ex Osco Surf-89<br>**Sphere Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines<br>SatCom: 1376112/SPHE | **19 413**<br>13 960<br>33 886<br>T/cm<br>40,0 | **100A1**<br>oil and chemical tanker<br>SG 1,53 (c) tanks (p&s) 2, 3, 4, 5, 6, 7 & 8 in association with a list of defined cargoes<br>**LMC** **UMS**<br>EL K† 632,5/68,0U3<br>FN 7816<br>(NV) | **1982** Samsung Shipbuilding Co. Ltd.—Koje (1013)<br>182,60 (BB) 29,62 10,618<br>172,90 29,60 15,60<br>F 13,5 1 dk<br>rf nil Bow/CM 101 Diam. 0,200 MH 1,5 | **M Tanker**<br>Oil Chemical<br>COW IGS Ice strengthened DB DSS<br>18 Ta ER<br>L.(oil) 41 954 HeCls. CptB<br>5 Cargo pumps total 3 000T/hr | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>8 238kW (11 200bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 17,5kgf/cm$^2$ (17,2bar)<br>e(ex.g) (ex.g) 17,5kgf/cm$^2$ (17,2bar)<br>Gen 2 × 900kW 450V 60Hz a.c.<br>Fuel 420,0t (d.o.) 2 186,5t (hvf)-33,0pd 15kn |
| 5309906<br>C6CF4<br>710728<br>Df Esd Gc<br>Rdr RTv | **ROYAL STAR**<br>ex Ocean Islander-90<br>ex City of Andros-84 ex San Giorgio-76<br>**Starline Cruises Ltd.**<br>Shipping Management S.A.M. (V. SHIPS)<br>Nassau Bahamas<br>SatCom: 1104407/ROST | T.Mk<br>**3 570**<br>1 728<br>1 433 | AB (RI) | **1956** C.R.D. Adriatico—Trieste (1813)<br>111,99 15,55 —/5,560<br>98,00 15,50 9,61<br>B 20,5 F 11,6 3 dks<br>RW rf 196 conv Ref Passenger/General Cargo 77 | **TM Passenger Ship**<br>124cbn 276bth P<br>4 Ho<br>In.57<br>4 Ha | Fiat 600.7S<br>2 Oil 2SA each 7Cy. 600 × 800<br>5 600bhp (4 119kW)<br>C.R.D. Adriatico Trieste<br>Gen 2 × 256kW a.c.<br>Fuel 66,0t (d.o.) 305,0t (hvf)-24,5pd 15,5kn |
| 5345883<br>SV5058<br>6923<br>Df Esd Rdr<br>Rt | **ROYAL STAR II**<br>ex Nika-90 ex Leon-80 ex Sunray-79<br>ex Eldvik-75 ex Grjoety-70<br>ex Susanna-67 ex Susanne Reith<br>**Royal Star Shipping Co.**<br>Piraeus Greece | **955**<br>498<br>1 690 | GL | **1958** Alfred Hagelstein—Luebeck (592)<br>71,73 10,85 4,680<br>65,33 10,83 5,36<br>RQD 17,4 F 9,2 1 dk, pt 2nd dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 42,2 ER<br>G.2 098 B.1 936 | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 10kn |
| 7737377<br>WD2686<br>286860<br>Esd Gc Rdr<br>Rt | **ROYAL TAIPAN**<br>ex Swan ex MSC(0)37 ex AMS 37<br>ex YMS 470<br>**Worldwide Industries Inc.**<br>Los Angeles-Long Beach, Ca United States of America | **269**<br>128<br>— | | **1944** Gibbs Gas Engine Co. Ltd.—Jacksonville, Fl<br>38,10 2,744<br>7,47 3,64<br>1 dk<br>conv Minesweeper 62 | **Wood TM Research**<br>Oceanographic Seismographic Survey | General Motors<br>2 Vee Oil 2SA each 8Cy. 165 × 178<br>1 050bhp (772kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>12kn |
| 7232614<br>WYZ8176<br>542375 | **ROYAL VIKING**<br>**Royal Viking Inc.**<br>Seattle, Wa United States of America | **198**<br>137<br>— | | **1972** Marine Construction & Design Co. (MARCO) —Seattle, Wa<br>32,62 8,34<br>2,85 | **M Fishing** | Caterpillar D398B<br>Vee Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 12kn |
| 8700280<br>C6DM3<br>715195<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>CollRdr<br>AMVER | **ROYAL VIKING SUN**<br>**Kloster Cruise Ltd.**<br>Nassau Bahamas<br>SatCom: 1104514/RVLD<br>Also Sat Comm ID 1104516/RVLD | *37 845*<br>*14 054*<br>6 150 | NV | **1988** Wartsila Marine Industries Inc. Turku Shipyard—Turku/Abo (1296)<br>204,00 (BB) 32,32 7,250<br>171,50 28,90 9,85 | **TM Passenger Ship**<br>383cbn 766bth P<br>Ice strengthened | Sulzer 8ZAL40S<br>4 Oil 4SA each 8Cy. 400 × 560 with flexible couplings & dr geared to sc. shafts<br>21 120kW (28 713bhp)<br>Oy Wartsila Ab Turku/Abo<br>Gen 2 × 2840kW 3 × 2840kW 1 × 472kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 173,9t (d.o.) 2 210,0t (i.f.o.) 21,8kn |

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|---|---|---|---|---|---|---|
| **5197901**<br>*JKVX*<br>84301<br>Esd Gc Rdr<br>RTv | **ROYAL WING**<br>ex Kurenai Maru-88<br>**Nippon Sea Line Co. Ltd.**<br>Yokohama, Kanagawa Pref. Japan | **2 743**<br>—<br>542 | | **1960** Mitsubishi Heavy Ind. Reorganised Ltd. —Kobe (910)<br>86,70 13,67 3,899<br>80,00 13,40 6,25<br>F 14,0 2 dks | **TM Ferry** 800dk P<br>2 Ho | Sulzer<br>2 Oil 2SA each 6Cy. 480 × 700<br>3 972kW (5 400bhp)<br>Mitsubishi Heavy Ind. Reorg.<br>Gen 2 × 264kW 3 × 200kW 440V 60<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 101,0t (d.o.)-3,0pd |
| **6409600**<br>*ZHED5*<br>710551<br>Df Esd Rdr<br>RTm | **ROYAL ZULU**<br>ex Santa Maria de las Nieves<br>**C. H. Bailey plc**<br>Georgetown Cayman Islands (British) | **1 201**<br>614<br>410 (BV) | | **1964** Union Naval de Levante S.A.—Valencia (87)<br>67,06 11,08 3,175<br>59,44 11,03 5,19<br>2 dks<br>RW | **TM Passenger/Ferry** —bth 260dk P<br>1 Ho<br>G.359<br>1 Ha (4,8 × 2,9) | Krupps<br>2 Oil 4SA each 8Cy. 295 × 420<br>1 750bhp (1 287kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Gen 1 × 380kW 1 × 175kW 1 ×<br>380V a.c.<br>Thw. thrust propeller fwd<br>Fuel 58,0t (d.o.)-4,0pd |
| **5301459**<br>*GHFL*<br>301171<br>FD 24<br>Esd PfdRTm | **ROYALIST**<br>**William Donald Ansell & Brian Stephen Cato**<br>Fleetwood United Kingdom | **212**<br>79<br>— | ✠Classed LR until 31/12/85 | **1960**-6 Cook, Welton & Gemmell Ltd.—Beverley (960)<br>*32,86* 7,27<br>32,01 7,17 3,51<br>F 5,8<br>RW rf 305 BK 178 | **M Fishing**<br>Side Trawler<br>3 Ha (0,9 1,3 1,3 × 1,1) | Mirrlees<br>Oil 4SA 6Cy. 248 × 318 sr reverse gear shaft<br>484bhp (356kW)<br>Mirrlees, Bickerton & Day<br>Gen 1 × 24kW 1 × 20kW 220V d.c.<br>Fuel (d.o.) |
| **7724215**<br>*LINB*<br>19363<br>Df Esd Gc<br>Pfd Rdr Rt | **ROYKSUND**<br>**K/S A/S Tananger**<br>Rederiet Harold Saetre A/S<br>Haugesund Norway | **499**<br>242<br>1 250 NV | | **1979** Brodrene Lothe A/S—Haugesund (40)<br>70,82 14,53 4,571<br>63,02 14,51 9,53<br>3 dks | **M Pallets Carrier**<br>Ice strengthened<br>B.4 000<br>1 Ha (stl) (12,5 × 7,1) ER<br>Cr 1(35) | Wichmann<br>Oil 2SA 7Cy. 300 × 450<br>2 340bhp (1 721kW)<br>A/S Wichmann<br>Gen 3 × 199kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 189,5t-8,0pd |
| **7927659**<br>385956<br>Esd Rdr<br>RTh/v | **ROYLEN ENDEAVOUR**<br>**MacLeans Roylen Cruises Pty. Ltd.**<br>*Mackay, Queensland* Australia | **530**<br>342<br>— | ✠**100A1** SS 12/88<br>twin hull passenger ferry extended protected waters service<br>✠**LMC**<br>EL (H) 302,5/19,0U2(a)<br>FN 566 | **1980**-9 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (144)<br>35,56 13,29 2,201<br>32,31 4,20<br>1 dk<br>rf nil | **TM Passenger Ship**<br>Twin Hull 21cbn 45bth P | MWM<br>2 Oil 4SA each 6Cy. 160 × 165 with clu flexible couplings & sr reverse geared t shafts<br>1 156bhp (850kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 60kW 415V 50Hz a.c.<br>Fuel 20,0t (d.o.) |
| **8804701**<br>*VKW6453*<br>853175<br>Esd Rdr<br>RTh/v | **ROYLEN ENDEAVOUR II**<br>**Roylen Cruises Pty. Ltd.**<br>*Mackay, Queensland* Australia | **684**<br>247<br>120 | | **1988** Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (205)<br>35,81 13,31 2,200<br>34,90 13,29 4,59 | **TM Passenger Ship**<br>Twin Hull 27cbn 54bth P<br>Mchy.aft | Cummins<br>2 Vee Oil 4SA each 12Cy. 140 × 152 wi & dr geared to sc. shafts<br>496kW (674bhp)<br>Cummins Engine Co. Inc.<br>Gen 2 × 80kW 415V 50Hz a.c.<br>Fuel 22,5t (hvf)-3,1pd |
| **8705577**<br>*VL9332*<br>852588<br>Esd Rdr<br>RTh/v | **ROYLEN SUNBIRD**<br>**Roylen Cruises Pty. Ltd.**<br>*Mackay, Queensland* Australia | **160**<br>—<br>50 | | **1987** North Queensland Engineers & Agents Pty. Ltd.—Cairns (151)<br>25,00 8,95 2,201<br>21,49 2,57<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 245dk P | MWM<br>2 Vee Oil 4SA each 16Cy. 128 × 140 wi clutches, flexible couplings & reverse geared to sc. shaft<br>2 082bhp (1 531kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 60kW 415V 50Hz a.c.<br>Fuel 20,0t (hvf)-7,0pd |
| **7368695**<br>*LFXK*<br>19036<br>Esd Gc Pfd<br>Rdr Rt | **ROYRBUEN**<br>ex Sandvaer Senior-79 ex Kallur-77<br>**P/R Roybruen**<br>Bjarne Runderheim<br>Maloy Norway | T.Mk<br>**218**<br>78 NV<br>152 | | **1974** Frostad Verft-A/S—Tomra i Romsdal (37)<br>34,42 7,52 3,798<br>28,00 7,51 6,08<br>2 dks<br>rf 1003 BK 208 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>2 Ha (each 1,9 × 1,6) ER<br>1W Der 1(1,5) | Callesen<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S<br>Gen 2 × 68kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **5301514**<br>628<br>Df Esd Rt | **ROZ AVEL**<br>**Societe de Peche et de Mareyage (S.P.M.S.)**<br>Abidjan Cote d'Ivoire | **130**<br>68<br>— | | **1957** Ch. A. Tertu—Rostellec<br>*22,50* 6,89<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Crepelle<br>Oil 4SA 7Cy. 250 × 300<br>400bhp (294kW)<br>Etab. Crepelle<br>Fuel (d.o.) |
| **8910213**<br>*FGJA*<br>SM 735985<br>Rt | **ROZ VOEN**<br>**Armement Sud Bretagne**<br>St. Malo France | **150**<br>—<br>— | | **1989** Chantiers Navals Vergoz—Concarneau<br>24,90 7,20<br>7,16 3,76 | **M Fishing**<br>Stern Trawler Ref | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with clutche reverse geared to sc. shaft<br>715kW (972bhp)<br>Caterpillar Inc. |
| **8003606**<br>385285<br>Esd Rdr | **ROZA-S**<br>**Rosa-S Pty. Ltd.**<br>*Port Adelaide, S.A.* Australia | **181**<br>141<br>— | | **1980** North Arm Slipway Pty. Ltd.—Port Adelaide, S.A. (6)<br>24,21 7,70<br>21,42 7,41 3,92<br>1 dk | **M Fishing**<br>Tuna | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 reduction sc. shaft<br>600bhp (441kW)<br>Caterpillar Tractor Co. |
| **7340710**<br>*C6BX7*<br>363552<br>Df Esd Gc<br>Rdr RTm/h/v | **ROZEL**<br>ex Scirocco-89 ex Keren-86<br>ex St. Edmund-83<br>**Cenargo Navigation Ltd.**<br>Crescent Ship Management<br>Nassau Bahamas | **8 987**<br>4 697<br>1 830 | ✠**100A1** CS 11/89<br>channel service from ports in the U.K. south of Oban between Harwich and the Hook of Holland<br>✠**LMC**<br>EL Y $2\frac{1}{16}$"U2<br>FN 4167<br>(RI) | **1974**-12 Cammell Laird Shipbuilders Ltd. —Birkenhead (1361)<br>130,08 (BB) 22,64 5,195<br>119,51 22,00 12,86<br>B 88,7 3 dks, 4th dk clear of Mchy. space<br>rf 127 conv Passenger/RoRo Cargo/Ferry 82<br>conv Troopship Passenger/RoRo Cargo 85 | **TM Passenger/RoRo Cargo/Ferry** —bth 1400P<br>Bow door/ramp Stern door/ramp<br>Trailers 33 | Werkspoor<br>4 Oil 4SA each 8Cy. 410 × 470 sr geare shafts<br>20 400bhp (15 005kW)<br>Stork-Werkspoor Diesel N.V.<br>2 AuxB (o.f.) 4kgf/cm² (4,0bar)<br>Gen 4 × 625kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 357,0t (d.o.) 251,0t (hvf)-82,5pd |
| **5300778**<br>*9HDR*<br>0029<br>RTv | **ROZI**<br>ex Rossgarth-81 ex Rossmore-69<br>**Tug Malta Ltd.**<br>Valletta Malta | **206**<br>—<br>— | ✠Classed LR until 12/11/76 | **1958**-5 Charles Hill & Sons Ltd.—Bristol (412)<br>31,86 8,46 3,582<br>28,96 8,08 3,97<br>RW rf 610 BK 152 | **M Tug** | Ruston<br>Oil 4SA 7Cy. 381 × 508 with flexible cou clutches & dr reverse geared to sc. sh<br>Ruston & Hornsby Ltd.<br>Gen 2 × 35kW 1 × 10kW 220V d.c.<br>Fuel (d.o.) |
| **8509569**<br>*P3BJ4*<br>709203<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>CollRdr | **ROZTOCZE**<br>**Transocean Shipping Co. Ltd.**<br>Przedsiebiorstwo Przemyslowo-Uslugowe Rybolowstwa Morskiego "Transocean" (Deep Sea Services & Fish Handling Co.)<br>Limassol Cyprus<br>SatCom: 1100726/PEBJ | **7 389**<br>2 754<br>6 232 PR | | **1991** Stocznia Gdanska S.A.—Gdansk (B364/06)<br>124,24 (BB) 7,200<br>115,19 19,19 10,50 | **M Refrigerated Cargo Fish Carrier**<br>4 Ho ER 8 TwD<br>In.8 194<br>TEU 8 C.Dk 8/20'<br>4 Ha (stl) (each 6,2 × 4,7) ER<br>Der 8(5) | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>4 500kW (6 118bhp)<br>H. Cegielski<br>Gen 3 × 810kW 1 × 100kW 400V a.c<br>Fuel 224,0t (d.o.) 763,0t (hvf)-24,8pd |
| **7110062**<br>*DVOE*<br>229573<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RP CAYMAN**<br>ex Cayman-87 ex Cherry-84<br>**Tilford Enterprises Inc.**<br>Ganymed Shipping G.m.b.H.<br>Manila Philippines | T.Mk<br>**7 355**<br>3 375<br>9 410<br>**9 524**<br>5 671<br>10 800 | ✠Classed LR until 15/6/89 | GL **1971**-11 Nylands Verksted—Oslo (650)<br>155,81 (BB) 21,37 8,560/9,176<br>143,69 21,30 12,70<br>F 15,3 3 dks, 4th dk fwd of mchy. space<br>rf nil | **M Refrigerated Cargo** 8bth P<br>Side doors 5(p) 5(s)<br>5 Ho 20,5 23,8 20,2 19,5 ER 17,8 14 TwD<br>In.13 127<br>5 Ha (stl) (7,5 10,5 10,5 10,5 × 7,0) ER (9,7 × 7,0)<br>18W Der 2(15) 12(5-10) | B&W<br>Oil 2SA 9Cy. 740 × 1600<br>12 798kW (17 399bhp)<br>Akers/Nylands Verksted<br>Gen 3 × 664kW 1 × 496kW 1 ×<br>440V 60Hz a.c.<br>Fuel 480,5t (d.o.) 1 866,5t (hvf) |

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| 8300432<br>DZNW<br>Df Esd Gc<br>Pfd Rdr Rt | **RPS EXPLORER**<br>**Government of The Republic of The Philippines (Bureau of Mines & Geological Sciences, Ministry of Natural Resources)**<br>Manila<br>Philippines | *697*<br>*209*<br>328 | (AB) | **1984**<br>49,99<br>48,49<br>F 32,4 1 dk<br>rf 749 | 9,43<br>9,40 | 3,825<br>4,81 | Ishikawajima Ship & Chemical Plant Co.<br>—Tokyo (552) | **TM Research**<br>Geophysical | Yanmar<br>2 Oil 4SA each 6Cy. 185 × 230 with clutches, flexible couplings & dr geared to sc. shafts<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 146kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd | S185L-ET<br>12kn |
| 6860414<br>UOKY<br>M-24412 | **RR-1280**<br>**Zapryba**<br>(Klaypeda)<br>(U.S.S.R.) | **258**<br>99<br>124 | RS | **1955**<br>38,51<br>1 dk | 7,37 | 2,513<br>3,54 | East Germany | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.369<br>4 Ha (each 1,2 × 1,2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) | 9kn |
| 6860543<br>UHMY<br>M-24610<br>Rt | **RR-1293**<br>**Dalryba**<br>(Korsakov)<br>(U.S.S.R.) | **257**<br>101<br>126 | (RS) | **1955**<br>38,51<br>1 dk | 7,29 | 2,861<br>3,48 | East Germany | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.267<br>4 Ha (each 1,2 × 1,2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>E made70 fitted—<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) | 9kn |
| 6860555<br>UHMZ<br>M-24611<br>Rt | **RR-1294**<br>**Dalryba**<br>(Nevelsk)<br>(U.S.S.R.) | **257**<br>101<br>138 | (RS) | **1956**<br>38,51<br>1 dk | 7,29 | 3,118<br>3,48 | East Germany | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.267<br>4 Ha (each 1,2 × 1,2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>E made73 fitted—<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) | 9kn |
| 6860579<br>UHND<br>M-24615 | **RR-1298**<br>**Zapryba**<br>(Klaypeda)<br>(U.S.S.R.) | **258**<br>101<br>116 | RS | **1956**<br>38,79<br>1 dk | 7,29 | 2,941<br>3,48 | East Germany | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.267<br>4 Ha (each 1,3 × 1,3) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>E made69 fitted—<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) | 9kn |
| 6860581<br>UHNE<br>M-24616 | **RR-1299**<br>**Dalryba**<br>(Korsakov)<br>(U.S.S.R.) | **257**<br>101<br>138 | RS | **1956**<br>38,51<br>1 dk | 7,29 | 3,118<br>3,48 | East Germany | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.267<br>4 Ha (each 1,3 × 1,3) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>E made70 fitted—<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) | 9kn |
| 6860593<br>UHNF<br>M-24617 | **RR-1300**<br>**Zapryba**<br>(Klaypeda)<br>(U.S.S.R.) | **258**<br>101<br>138 | RS | **1956**<br>38,51<br>1 dk | 7,29 | 3,118<br>3,48 | East Germany | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.279<br>4 Ha (each 1,3 × 1,3) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) | 9kn |
| 8832930<br>M-41927<br>Df Esd Gc<br>Rdr Rt | **RS-300 No. 77**<br>**Kaspryba**<br>(Baku)<br>(U.S.S.R.) | *189*<br>*57*<br>73 | RS | **1990**<br>31,86<br>27,80<br>1dk | 7,09 | 2,101<br>3,18 | U.S.S.R. | **M Fishing** | Russkiy<br>Oil 4SA 6Cy. 180 × 200<br>315bhp (232kW)<br>Russkiy-Diesel Works Leningrad | 6CHSPN2A18/2<br>10,25kn |
| 7942362<br>UBTT<br>M-33023<br>Rt | **RS-300 No. 78**<br>**Kaspryba**<br>(Astrakhan)<br>(U.S.S.R.) | **164**<br>23<br>42 | RS | **1975**<br>34,02<br>30,00<br>1 dk | 7,12 | 2,661<br>3,69 | U.S.S.R. | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.78<br>1 Ha<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller | 8NVD36-1U<br>9,5kn |
| 7611195<br>UBTU<br>M-33033 | **RS-300 No. 79**<br>**Kaspryba**<br>(Astrakhan)<br>(U.S.S.R.) | **164**<br>30<br>42 | RS | **1975**<br>34,02<br>30,00<br>1 dk | 7,09 | 2,661<br>3,69 | U.S.S.R. | **M Research**<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller | 8NVD36-1U<br>9,5kn |
| 7620328<br>UBUA<br>M-33034 | **RS-300 No. 80**<br>**Kaspryba**<br>(Astrakhan)<br>(U.S.S.R.) | **164**<br>30<br>42 | RS | **1976**<br>34,02<br>30,00<br>1 dk | 7,09 | 2,661<br>3,69 | U.S.S.R. | **M Research**<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller | 9,5kn |
| 7640794<br>UHVG<br>M-33081 | **RS-300 No. 88**<br>**Yugryba**<br>(Temryuk)<br>(U.S.S.R.) | **163**<br>39<br>88 | RS | **1976**<br>34,02<br>30,00<br>1 dk | 7,09 | 2,901<br>3,69 | U.S.S.R. | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.78<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller | 9,5kn |
| 7642675<br>UHXO<br>M-33082 | **RS-300 No. 89**<br>**Yugryba**<br>(Novorossiysk)<br>(U.S.S.R.) | **163**<br>39<br>88 | RS | **1976**<br>34,02<br>30,00<br>1 dk | 7,09 | 2,901<br>3,66 | U.S.S.R. | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.78<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller | 9,5kn |
| 7642687<br>UHXN<br>M-33089 | **RS-300 No. 90**<br>**Yugryba**<br>(Novorossiysk)<br>(U.S.S.R.) | **163**<br>39<br>88 | RS | **1976**<br>34,02<br>30,00<br>1 dk | 7,09 | 2,901<br>3,66 | U.S.S.R. | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.78<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller | 9,5kn |
| 7644037<br>UPOL<br>M-33133 | **RS-300 No. 91**<br>**Yugryba**<br>(Sevastopol)<br>(U.S.S.R.) | **163**<br>39<br>88 | RS | **1977**<br>34,02<br>30,00<br>1 dk | 7,09 | 2,901<br>3,66 | U.S.S.R. | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.78<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller | 8NVD36-1U<br>9,5kn |
| 7645378<br>LYAF<br>M-33152 | **RS-300 No. 96**<br>**Yugryba**<br>(Poti)<br>(U.S.S.R.) | **163**<br>39<br>88 | RS | **1977**<br>34,02<br>30,00<br>1 dk | 7,09 | 2,899<br>3,66 | U.S.S.R. | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.78<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller | 8NVD36-1U<br>9,5kn |

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| **7645380**<br>*LYAG*<br>M-33157 | **RS-300 No. 97**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | **163**<br>39<br>88 | **1977** ............U.S.S.R.<br>34,02 7,09 2,899<br>RS 30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.78<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **7646786**<br>*LYAH*<br>M-33160 | **RS-300 No. 98**<br>**Yugryba**<br>(Novorossiysk) (U.S.S.R.) | **163**<br>39<br>88 | **1977** ............U.S.S.R.<br>34,02 7,09 2,901<br>RS 30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.78<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **7646798**<br>*LYAI*<br>M-33164 | **RS-300 No. 99**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | **163**<br>39<br>88 | **1977** ............U.S.S.R.<br>34,02 7,09 2,901<br>RS 30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.78<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **7730094**<br>*LYAJ*<br>M-33170 | **RS-300 No. 100**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | **163**<br>39<br>88 | **1977** ............U.S.S.R.<br>34,02 7,09 2,901<br>RS 30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.78<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **7730109**<br>*EUQV*<br>M-33177 | **RS-300 No. 102**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **163**<br>39<br>88 | **1977** ............U.S.S.R.<br>34,02 7,09 2,901<br>RS 30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.78<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **7733694**<br>*UFCY*<br>M-33183 | **RS-300 No. 108**<br>**Yugryba**<br>(Novorossiysk) (U.S.S.R.) | **163**<br>39<br>88 | **1978** ............U.S.S.R.<br>34,02 7,09 2,901<br>RS 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.78<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **7830961**<br>*UUNV*<br>M-7365<br>Df Esd Rdr<br>RTv | **RS-300 No. 122**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **163**<br>39<br>88 | **1979** ............U.S.S.R.<br>34,01 7,10 2,900<br>RS 29,98 - 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (stl) (1,6 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **7830973**<br>*UUIJ*<br>M-7367<br>Df Esd Rdr<br>RTv | **RS-300 No. 124**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **163**<br>39<br>88 | **1979** ............U.S.S.R.<br>34,01 7,10 2,900<br>RS 29,98 - 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (stl) (1,6 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **7830985**<br>*UUNX*<br>M-7368<br>Df Esd Rdr<br>RTv | **RS-300 No. 125**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **163**<br>39<br>88 | **1979** ............U.S.S.R.<br>34,01 7,10 2,900<br>RS 29,98 - 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (stl) (1,6 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **7833078**<br>*USIH*<br>M-36591<br>Df Esd Gc<br>Pfd Rdr Rt | **RS-300 No. 133**<br>**Sevryba**<br>(Naryan Mar) (U.S.S.R.) | **163**<br>39<br>88 | **1980** ............U.S.S.R.<br>33,96 7,09 2,899<br>RS 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **7942192**<br>Rt | **RS-300 No. 137**<br>(U.S.S.R.) | **163**<br>39<br>88 | **1981** ............U.S.S.R.<br>33,96 7,09 2,899<br>RS 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **8038106**<br>*LYFR*<br>M-39727<br>Df Rdr<br>RTm/h/v | **RS-300 No. 152**<br>**Dalryba**<br>(Kaliningrad) (U.S.S.R.) | **163**<br>39<br>88 | **1982** ............U.S.S.R.<br>33,96 7,09 2,890<br>RS 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **8138566**<br>*UITG*<br>M-39788<br>Df Esd Rdr<br>RTm/h/v | **RS-300 No. 163**<br>**Yugryba**<br>(Taganrog) (U.S.S.R.) | **163**<br>39<br>88 | **1983** ............U.S.S.R.<br>33,99 7,12 2,901<br>RS 3,66<br>1 dk | **M Fishing**<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **8227020**<br>*UDOW*<br>M-39803<br>Df Esd Rdr<br>RTm/h/v | **RS-300 No. 168**<br>**Sevryba**<br>(Salekhard) (U.S.S.R.) | *171*<br>*51*<br>88 | **1983** ............U.S.S.R.<br>34,01 7,10 2,900<br>RS 29,98 - 3,66<br>1 dk | **M Fishing**<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **8725709**<br>*URBA*<br>M-41038<br>Rt | **RS-300 No. 173**<br>**Sibrybprom**<br>(Salekhard) (U.S.S.R.) | *171*<br>*51*<br>88 | **1984** ............U.S.S.R.<br>34,01 7,10 2,900<br>RS 29,98 3,66<br>1 dk | **M Fishing**<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>224kW (305bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **7809431**<br>*9V2910*<br>381837<br>Esd Rdr Rt | **RSG UNITY**<br>ex G. S. Supply-90<br>**Airthrust E. & S. Pte. Ltd.**<br>Singapore Singapore | **1 047**<br>629<br>1 200 | **1979** Shanghai SB. (Pte.) Ltd.—Singapore (SH02- T)<br>(AB) 55,00 2,901<br>53,01 15,02 3,92<br>P 11,0 F 6,8 1 dk<br>rf 297 | **TM Tanker** | Deutz<br>2 Oil 4SA each 8Cy. 142 × 160<br>shafts<br>1 078bhp (793kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 56kW a.c. |

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| 8619487<br>DXJE<br>213987<br>Dl Esd Gc<br>Rdr Rt | **RTC-I**<br>ex Mt. Apo ex Delbros Mt. Apo II-82<br>ex Nichiyo Maru-70<br>**Ricnor Tanker Corp.**<br>Manila Philippines | **2 621**<br>1 763<br>4 260 | (NK) | **1966** Nipponkai Heavy Ind. Co. Ltd.—Toyama (126)<br>92,79 13,24 6,300<br>86,01 13,21 6,99<br>P 18,0 RQD 15,9 B 7,1 F 9,8 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 5 399 HeCls. C | Oil 4SA 6Cy. 460 × 680<br>2 100bhp (1 545kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 56kW 445V a.c.<br>Fuel 370,0t (hvf)-8,0pd 11,75kn |
| 7636119<br>5ITV<br>Dl Esd Gc<br>Pld Rdr Rt | **RUAHA**<br>ex Aristanax-85<br>**Chinese-Tanzanian Joint Shipping Co.**<br>Dar es Salaam Tanzania | T.Mk<br>**7 174**<br>4 224<br>13 530<br>**9 960**<br>6 708<br>16 270 | ZC<br>✠Classed LR until 3/4/87 | **1980**-7 A.G. "Weser" Seebeckwerft—Bremerhaven (1016)<br>149,79 (BB) 21,04 —/9,256<br>139,25 20,99 12,25<br>F 12,2 2 dks<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 18,9 18,6 18,7 25,5 19,5 ER<br>5 TwD<br>G.22 305 B.20 406<br>TEU 250<br>C.Ho 188/20' (40') C.Dk 62/20' (40')<br>5 Ha (stl) (12,6 × 7,8) (12,7 12,7 17,2 12,7 × 10,4) ER<br>Der 2(20) 4(16) | MAN<br>Vee Oil 4SA 16Cy. 400 × 540 sr geared to sc. shaft<br>8 690bhp (6 392kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 530kW 450V 60Hz a.c.<br>Fuel 125,5t (d.o.) 1 129,0t (hvf)-30,5pd 15,75kn |
| 7206380<br>FFRS<br>Dl Esd Rdr<br>RTm/h/v | **RUAHATU**<br>ex Kirsten Bres-81 ex Brest-74<br>ex Kirsten Bres-72<br>**Societe D'Economie Mixte Meherio**<br>Papeete French Polynesia | T.Mk<br>**399**<br>214<br>1 060 | BV | **1972** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (325)<br>64,62 11,03 3,658<br>56,98 10,99 6,20<br>F 9,2 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 41,6 ER<br>G.2 529 B.2 263<br>2 Ha (stl) (18,5 12,3 × 7,6) ER<br>Cr 1(5) | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 45kW 1 × 25kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 61,0t (d.o.)-3,0pd 10,5kn |
| 8609890<br>Esd Pld Rdr<br>Rt | **RUBANE**<br>Completed as Degumar 1<br>**Sociedade Fretadora de Embarcacao de Pesca Ltda. (FRETAMAR)**<br>Bissau Guinea-Bissau | **155**<br>—<br>— | ✠**100A1**<br>fishing vessel<br>**LMC**<br>EL 500,0/18,0FSWR<br>pt25,0/16,0U2<br>FN 249 | **1990**-7 Scheeps. Damen B.V.—Gorinchem (3619)<br>26,02 7,22 2,890<br>23,94 7,00 3,41<br>RFD 12,6 1 dk<br>rf - BK 200 Box K | **M Fishing**<br>Stern Trawler Ref<br>In.110 | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 sr reverse geared to sc. shaft<br>397kW (540bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 80kW 380V a.c. |
| 7223948<br>WYZ4271<br>531998 | **RUBEN JR.**<br>ex Jackie Lyn-80 ex Pat & Kathy-77<br>**Ruben Barrera Inc.**<br>Brownsville, Tx United States of America | **118**<br>80<br>— | | **1971** Marine Mart Inc.—Port Isabel, Tx<br>*20,73* 6,20<br>3,66<br>1 dk | **M Fishing** | Oil<br>380bhp (280kW)<br>.............<br>Fuel (d.o.) |
| 8120337<br>CLSA | **RUBEN MARTINEZ VILLENA**<br>**Empresa de Navegacion Mambisa**<br>La Habana Cuba | **11 980**<br>6 130<br>15 840 | BV RCB (RS) | **1982** Kherson Shipyard—Kherson (2025)<br>162,31 (BB) 10,102<br>144,61 22,22 13,42<br>F 12,8 2 dks | **M General Cargo**<br>5 Ho 10,3 22,6 15,3 29,6 15,4 ER<br>5 TwD<br>G.21 340 B.19 570<br>TEU 388 C.Ho 320/20' C.Dk 68/20'<br>9 Ha (stl) (6,1 × 5,7) (19,1p&s 12,7p&s 25,3p&s 12,7p&s × 8,0) ER<br>4W Cr 7(12) Der 1(63) | B&W 6DKRN74/160<br>Oil 2SA 6Cy. 740 × 1600<br>10 606bhp (7 801kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 396,0t (d.o.) 930,0t (hvf)-42,0pd 17kn |
| 7217793<br>UFVK<br>0223<br>Dl Esd Gc<br>Rdr Rt | **RUBENE**<br>ex Yakov Alksnis-91<br>**Latvian Shipping Company**<br>Riga Latvia | T.Mk<br>**2 948**<br>942<br>—<br>**5 194**<br>2 432<br>4 252<br>T/cm<br>14,0 | RS | **1972** Stocznia Gdanska im. Lenina—Gdansk (B443/10)<br>119,82 (BB) 17,02 —/7,318<br>110,01 16,95 11,21<br>2 dks | **M Refrigerated Cargo** 8P<br>Ice strengthened<br>4 Ho 14,0 14,2 ER 15,7 13,5 10 TwD<br>In.5 357<br>4 Ha (stl) (5,3 × 4,0) (6,0 × 5,5) ER (6,0 6,0 × 5,5)<br>8W Der 8(3) | B&W 7-62VT2BF-140<br>Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 4 × 320kW 380V 50Hz a.c.<br>Fuel (d.o.) 1 099,46t (hvf)-26,1pd 19,1kn |
| 7228223<br>CBRB<br>Dl Esd Gc<br>Pld Rdr RTh<br>AMVER | **RUBENS**<br>ex Morning Sun-80 ex Andalien-80<br>ex Orbita-80<br>**Compania Sud-Americana de Vapores (CSAV)**<br>Southern Shipmanagement (Chile) Ltd.<br>Valparaiso Chile | *10 871*<br>*6 082*<br>18 370 | ✠**100A1** SS 5/87<br>✠**LMC** **UMS**<br>EL D† 2⅛"U3<br>FN 5458 | **1972**-12 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1354)<br>161,45 22,36 9,854<br>152,97 22,26 13,42<br>F 14,4 2 dks<br>rf 152 | **M General Cargo**<br>pt higher tensile steel<br>4 Ho 26,8 28,3 30,4 ER 27,6<br>G.24 306 B.22 139<br>TEU 300 C.Ho 300/20' incl. 12 ref C.<br>5 Ha (stl) ER 1 Ha (stl)<br>6W Cr 4(26) 2(10,5) | B&W 8K74EF<br>Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 4 × 450kW 440V 60Hz a.c.<br>Fuel 1 714,0t (hvf) 17kn |
| 8410017<br>OPCO<br>Z 67<br>Esd Pld Rdr<br>RTv | **RUBENS**<br>**Rubens B.V.B.A.**<br>Zeebrugge Belgium | *274*<br>*82*<br>— | | **1984** N.V. Scheepswerven L. de Graeve —Zeebrugge<br>34,90 8,50 —<br>32,00 8,40 4,60<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref<br>In.80 | A.B.C. 8MDXC<br>Oil 4SA 8Cy. 242 × 320 with clutches, flexible couplings & sr geared to sc. shaft<br>1 200bhp (883kW)<br>Anglo-Belgian Corporation N.V. Gent/Gand |
| 7435890<br>UDZH<br>M-31170<br>Dl Esd Gc<br>Pld Rdr Rt | **RUBEZHNOYE**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | T.Mk<br>**2 888**<br>1 288<br>—<br>**4 497**<br>2 264<br>5 657 | RS | **1975** VEB Schiffswerft "Neptun"—Rostock (355)<br>117,86 (BB) 16,64 5,450/6,820<br>109,07 16,62 8,59<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,0 17,6 17,6 17,0 ER 4 TwD<br>G.7 249 B.6 885<br>4 Ha (stl) (12,5 × 8,0) (12,5 12,5 12,5 × 12,9) ER<br>4W Der 1(40) 3(20) | MAN K6Z57/80F<br>Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW)<br>Halberstadt Halberstadt<br>Gen 2 × 400kW a.c. 1 × 300kW a.c.<br>16,5kn |
| 7534024<br>UNBM<br>M-12455<br>Dl Esd Rdr<br>Rt | **RUBEZHNOYE**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1975** ..............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| 5301617<br>EAPM<br>1113<br>Esd Pld Rt | **RUBIANES**<br>**Juan Maria Galardi Arzac**<br>Huelva Spain | **171**<br>64<br>118 | | **1951** Hijos de J. Barreras S.A.—Vigo<br>*31,98* 6,86 3,658<br>6,81 | **Wood M Fishing**<br>Side Trawler<br>1 Ho 10,5 | Werkspoor<br>Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 36,5t 10,25kn |
| 7402984<br>IKDZ<br>1474<br>Dl Esd Gc<br>Rdr RTm/h/v | **RUBICONE**<br>ex Komet-88 ex Holly 1-85<br>ex Sevilla-84<br>ex Mercandian Commander-80<br>**Petrokan S.p.A.**<br>Napoli Italy | T.Mk<br>**1 598**<br>939<br>4 250 | RI (GL) (NV) | **1975** Frederikshavn Vaerft A/S—Frederikshavn (359)<br>96,50 (BB) 16,03 5,630<br>87,05 16,02 8,82<br>F 6,1 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 2 TwD<br>G.7 707 B.7 237<br>TEU 154 C. 154/20'<br>2 Ha (stl) (each 25,3 × 10,6) ER<br>Cr 3(5) | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420 reduction geared to sc. shaft<br>2 600bhp (1 912kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 144kW 440V 60Hz a.c.<br>Fuel 289,5t (d.o.)-8,5pd 13,5kn |
| 7434509<br>PP3096<br>Dl Esd Gc<br>Rdr Rt | **RUBIM**<br>**Marpetrol S.A.**<br>Rio de Janeiro Brazil | **464**<br>315<br>— | AB | **1976** Atlantic Marine Inc.—Fort George Island, Fl (140)<br>56,47 11,61 4,206<br>51,77 11,59 4,91<br>F 21,1 1 dk<br>BK 5 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 125kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 374,0t (d.o.) 15kn |
| 8033883<br>UFYT<br>M-38002<br>Dl Esd Gc<br>Rdr RTm/h/v | **RUBIN**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Korsakov) (U.S.S.R.) | **1 085**<br>229<br>404 | RS | **1982** ..............U.S.S.R.<br>58,58 11,99 4,690<br>51,62 5,92<br>1 dk | **D-E Tug**<br>Fire-fighting Salvage<br>Ice strengthened | 2 Oil driving gen. connected to elec. motor<br>U.S.S.R. |

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| **7928770** | **RUBIN** | **497** | | **1980** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. | **M General Cargo** | Deutz |
| *SPGC* | | 299 | | —Hamburg (917) | Ice strengthened Str. heavy cargoes | Oil 4SA 8Cy. 220 × 280 reduction |
| | **Polish Steamship Co. (Polska** | 1 600 | GL | 85,86 (BB) 11,38 3,041 | 1 Ho 57,4 ER | shaft |
| Df Esd Gc | **Zegluga Morska)** | | | 84,13 11,31 3,08 | G.3 260 B.3 247 | 600bhp (441kW) |
| Rdr RTm/h/v | Transerz Reedereikontor G.m.b.H. | | | P 18,6 F 5,8 2 dks | TEU 90 | Kloeckner Humboldt Deutz |
| | Hamburg Poland | | | | C.Ho 54/20'(40') C.Dk 36/20'(40') | Gen 3 × 61,5kW 220/380V 50Hz a.c. |
| | | | | | 1 Ha (stl) (55,3 × 8,9) ER | Thw. thrust propeller fwd |
| **6862450** | **RUBIN** | **239** | | **1958** .............U.S.S.R. | **S Tug** | T 3Cy. 320 480 & 790 x 500 |
| | | — | | 32,52 7,62 3,150 | | |
| M-25129 | | 89 | (RS) | 4,14 | | |
| | (Murmansk) (U.S.S.R.) | | | 1 dk | | Fuel (o.f.) |
| **8502810** | **RUBIN DOGA** | *15 924* | | **1985** Kurushima Dockyard Co. Ltd.—Onishi | **M Bulk Carrier** | B&W |
| *3ELW4* | ex Sophia-90 | *9 051* | | (2412) | | Oil 2SA 6Cy. 500 × 1620 |
| 15392-86B | **Doga Co. Ltd. S.A.** | 26 717 | NK | 167,20 (BB) 9,542 | 4 Ho ER | 5 075kW (6 900bhp) |
| Df Esd Gc | Panama Panama | | | 160,00 26,00 13,30 | G.34 071 B.33 198 | Hitachi Zosen Hiroshima Work |
| Rdr RTv | SatCom: 1333545/DOGA | | | P 24,6 F 11,4 1 dk | | Gen 4 × 256kW a.c. |
| SatNav | | | | | 4 Ha (stl) (20,8 23,1 23,1 23,1 × 13,1) ER | |
| AMVER | | | | | Cr 4(30) | |
| **8914257** | **RUBIN EMBLEM** | *77 529* | | **1991** Namura SB. Co. Ltd.—Imari (910) | **M Bulk Carrier** | B&W |
| *JNXT* | | *48 953* | | 273,03 (BB) 17,627 | Str. heavy cargoes | Oil 2SA 6Cy. 700 × 2674 |
| 132803 | **Sanwa Shipping Co. Ltd. (Sanwa** | 150 940 | NK | 260,00 43,00 24,00 | 9 Ho ER | 11 166kW (15 180bhp) |
| Df Esd Gc | **Shosen K.K.)** | | | 1 dk | | Hitachi Zosen Maizuru Wo |
| Pfd Rdr RTv | Navix Ship Management Co. Ltd. | | | | | Gen 4 × 408kW a.c. |
| SatNav | Tokyo Japan | | | | 9 Ha (stl) (15,2 × 16,0) (15,2 15,2 15,2 | |
| AMVER | SatCom: 1204332/JNXT | | | | 15,2 15,2 15,2 15,2 15,2 × 19,2) ER | |
| **8410562** | **RUBIN LOTUS** | *21 947* | NK | **1985**-9 Kurushima Dockyard Co. Ltd.—Onishi | **M Bulk Carrier** | Sulzer |
| *YJYC4* | ex Nova Eagle-89 | *12 308* | | (2371) | Str. heavy cargoes | Oil 2SA 6Cy. 580 × 1700 |
| 511 | **Stevens Line Co. Ltd.** | 37 710 | ✠Classed LR until 12/89 | 188,02 (BB) 28,05 10,862 | 5 Ho each 28,8 ER | 6 002kW (8 160bhp) |
| Df Esd Gc | Port Vila Vanuatu | | | 180,35 28,01 15,40 | G.47 513 B.45 932 | Mitsubishi Heavy Industries Ltd. |
| Pfd Rdr Rt | | | | F 12,8 1 dk | | Gen 3 × 400kW 450V 60Hz a.c. |
| AMVER | | | | rf nil | 5 Ha (stl) (each 19,2 × 14,0) ER | Fuel 105,0t (d.o.) 1 455,0t (hvf) |
| | | | | | Cr 4(25) | |
| **8914245** | **RUBIN OCEAN** | *16 725* | | **1990** Imabari Zosen—Imabari (483) | **M Bulk Carrier** | B&W |
| *DUVV* | | *10 435* | | 169,03 27,23 9,745 | | Oil 2SA 5Cy. 500 × 1910 |
| 230963 | **Andromeda Shipping Lines Corp.** | 28 470 | NK | 160,40 27,20 13,60 | 5 Ho ER | 4 877kW (6 630bhp) |
| Df Esd Gc | Manila Philippines | | | 1 dk | | Mitsui Eng. & SB. Co. Ltd. |
| Pfd Rdr RTv | SatCom: 1700444/DUVV | | | | | Gen 3 × 900kW 2 × 400kW 450V 60 |
| AMVER | | | | | 5 Ha (stl) ER | Fuel 1 301,72t (i.f.o.)-20,7pd |
| **8907577** | **RUBIN ROSE** | *13 695* | | **1990** Saiki Jukogyo K.K.—Saiki (1007) | **M Bulk Carrier** | Mitsubishi |
| *ELML4* | | *7 738* | | 9,102 | | Oil 2SA 6Cy. 450 × 1350 |
| 9171 | **Rubin Line Ltd.** | 22 273 | NK | 148,01 25,01 12,70 | 4 Ho ER | 4 590kW (6 240bhp) |
| Df Esd Gc | Monrovia Liberia | | | 1 dk | G.29 301 B.29 298 | Akasaka Tekkosho K.K., (Akasaka Dies |
| Pfd Rdr RTv | SatCom: 1243126/RUBI | | | | | Ltd.) |
| | | | | | 4 Ha (stl) (20,0T × 11,6) (20,8 20,8 20,8 × | Gen 2 × 400kW 445V 60Hz a.c. |
| | | | | | 17,5) ER | Fuel 80,56t (d.o.) 804,89t (hvf)-16,0pd |
| | | | | | Cr 4(30) | |
| **8307894** | **RUBIN STEIN** | *22 009* | | **1984** Sasebo Heavy Industries Co. Ltd.—Sasebo | **M Bulk Carrier** | Sulzer |
| *DXPO* | ex New Lily-91 ex Sanko Lily-86 | *12 589* | | Yard, Sasebo (329) | Str. heavy cargoes | Oil 2SA 6Cy. 580 × 1700 |
| 231795 | **Trytrans Shipping Corp.** | 37 715 | NK | 188,02 (BB) 28,05 10,861 | 5 Ho each 28,8 ER | 6 936bhp (5 102kW) |
| Df Esd Gc | Manila Philippines | T/cm | | 180,02 28,01 15,40 | G.47 588 B.45 961 HeCls. B | Hitachi Zosen Sakurajima |
| Rdr RTm/h/v | | 45,8 | | F 16,8 1 dk | | Gen 3 × 400kW 450V 60Hz a.c. |
| SatCom | | | | | 5 Ha (stl) (each 19,2 × 14,0) ER | Fuel 122,5t (d.o.) 1 435,5t (hvf)-22,5pd |
| AMVER | | | | | Cr 4(25) | |
| **7310349** | **RUBINA B** | **103** | | **1972** Marine Mart Inc.—Port Isabel, Tx | **M Fishing** | Oil |
| *WSX7977* | ex Hieronymus Bros. III | 70 | | *19,69* | | 370bhp (272kW) |
| 539228 | ex The Gerald-78 ex Glory of the Seas | — | | 6,14 3,46 | | |
| | **Rubina & Lisa Inc.** | | | 1 dk | | Fuel (d.o.) |
| | Wilmington, NC United States | | | | | |
| | of America | | | | | |
| **7037210** | **RUBINO** | **995** | | **1970** Cant. Nav. di Pietra Ligure—Pietra Ligure | **M Tanker** | Werkspoor |
| *INOJ* | | 573 | | (7) | Chemical | Oil 2SA 6Cy. 290 × 400 reverse reduc |
| 856 | **CO.ME.TA. S.r.l.** | 1 847 | RI (AB) | 63,25 (BB) 13,39 4,042 | CBT | to sc. shaft |
| Esd Rdr RTh | Livorno Italy | | | 58,53 13,21 4,96 | 6 Ta ER | 1 500bhp (1 103kW) |
| | | | | P 12,8 F 5,8 1 dk | L.(oil) 2 325 | Stork-Werkspoor Diesel B.V. |
| | | | | rf nil Bow/CM 34 Diam. 0,152 | 5 Cargo pumps total 800T/hr | Gen 2 × 55kW 1 × 25kW 220V 50 |
| | | | | | | Fuel 45,5t (d.o.)-5,0pd |
| **7324716** | **RUBINOVYY** | T.Mk | | **1974** VEB Mathias-Thesen-Werft—Wismar (349) | **M Factory Fishing** | S.K.L. |
| *UUXK* | | **2 097** | | 81,95 13,62 5,201 | Fish-factory Stern Trawler Ref | 2 Oil 4SA each 8Cy. 320 × 480 gear |
| M-31121 | **Dalryba** | 881 | RS | 73,00 13,61 9,56 | Ice strengthened | 2 320bhp (1 706kW) |
| Df Esd Gc | (Nakhodka) (U.S.S.R.) | 1 212 | | 2 dks | 3 Ho 1 Ta | VEB Schwermasch. "Karl Liebknecht" |
| Pfd Rdr Rt | | | | | B.163 In.1 055 L.9 | (SKL) |
| | | | | | 3 Ha (1,5 × 1,9) (2,3 × 2,9) (2,6 × 2,3) | Gen 4 × 256kW 380V a.c. |
| | | | | | Der 2(5) 2(3) | Controllable pitch propeller |
| **8725826** | **RUBINOVYY** | *677* | | **1985** .............U.S.S.R. | **M Fish Carrier** | S.K.L. |
| *UWEI* | | *233* | | 55,01 9,52 4,340 | Ref | Oil 4SA 6Cy. 320 × 480 |
| M-12823 | **Dalryba** | 495 | RS | 50,04 5,16 | Ice strengthened | 589kW (801bhp) |
| Rt | (Mago) (U.S.S.R.) | | | 1 dk | | VEB Schwermasch. "Karl Liebknecht" |
| | | | | | | (SKL) |
| | | | | | | Gen 3 × 150kW a.c. |
| **7518123** | **RUBLYOVO** | **607** | | **1975** .............U.S.S.R. | **M Fishing** | S.K.L. |
| *UKGD* | | 192 | | 54,84 9,38 3,810 | Side Trawler | Oil 4SA 8Cy. 320 × 480 |
| M-14769 | **Dalryba** | 304 | RS | 49,99 9,30 4,73 | Ice strengthened | 800bhp (588kW) |
| | (Nakhodka) (U.S.S.R.) | | | 1 dk | 2 Ho | VEB Schwermasch. "Karl Liebknecht" |
| | | | | | In.284 | (SKL) |
| | | | | | 2 Ha (each 1,5 × 1,6) | |
| | | | | | Der 1(3) | |
| **7809156** | **RUBY** | **2 294** | | **1978** Tokushima Zosen Sangyo K.K. | **M Tanker** | Hanshin |
| *9MAV6* | ex Sagatoku Maru-87 | 1 346 | | —Komatsujima (551) | Mchy.aft | Oil 4SA 6Cy. 460 × 740 |
| 326016 | **Abadi Shipping Sendirian Berhad** | 4 418 | NK | 92,11 6,301 | | 3 200bhp (2 354kW) |
| Esd Rdr Rt | Berjaya Shipping Sendirian Berhad | | | 84,92 14,22 7,12 | L.(oil) 4 427 | Hanshin Nainenki Kogyo |
| | Port Kelang Malaysia | | | P 27,5 F 12,5 1 dk | | Gen 3 × 189kW |
| | | | | | | Fuel 40,0t (d.o.) 169,5t (hvf)-8,5pd |
| **8511885** | **RUBY** | *1 512* | | **1986** Mach. Fab. Vervako B.V.—Heusden (2915) | **M General Cargo** | Kromhout |
| *PHFD* | | *848* | | 79,63 11,33 4,422 | Str. heavy cargoes | Oil 4SA 6Cy. 240 × 260 sr reverse |
| | **Ruby Shipping B.V.** | 2 450 | GL | 74,99 11,31 5,62 | 1 Ho 54,9 ER | shaft |
| Df Esd Gc | Rotterdam Netherlands | | | P 13,8 F 5,5 1 dk | G.3 076 B.3 052 | 750bhp (552kW) |
| Rdr RTm/h/v | | | | | | Stork-Werkspoor Diesel B.V. |
| SatNav | | | | | 1 Ha (stl) (52,4 × 9,2) ER | Gen 2 × 73kW 1 × 39kW 380/ |
| | | | | | | Thw. thrust propeller fwd |
| | | | | | | Fuel 170,0t (d.o.)-4,0pd |
| **7210094** | **RUBY** | **199** | | **1972** Sanyo Zosen K.K.—Mukaishima (626) | **TM Tug** | Fuji |
| *HQHY6* | ex Al Khalij-88 | 56 | | 29,60 8,82 3,323 | | 2 Oil 2SA each 8Cy. 320 × 500 |
| | ex Kyokko Maru No. 3-77 | — | AB BV | 27,01 8,79 3,81 | | Fuji Diesel Co. Ltd. |
| Esd Gc Rdr | **Gulf Development Corp.** | | | 1 dk | | Gen 2 × 36kW 110/225V 60Hz a.c. |
| RTv | San Lorenzo Honduras | | | RW rf 178 | | 2 Controllable pitch propellers |
| | | | | | | Fuel 42,0t-12,0pd |

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|---|---|---|---|---|---|---|
| 7216141<br>HO4410<br>1536-71C | **RUBY B**<br>ex Oceanic Queen I ex Humble CT-3<br>**Belco Petroleum Corp. of Peru**<br>Panama Panama | **199**<br>93<br>— | | **1957** Ingalls SB. Corp.—Pascagoula, Ms (1062)<br>9,78 2,518<br>39,93 9,76 2,95<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>880bhp (647kW)<br>............<br>Fuel (d.o.) |
| 8301632<br>ELJH5<br>8524<br>Dl Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **RUBY C**<br>ex Olympic Sun-89<br>**Goldia Inc.**<br>CITIC Marine Consultancy & Shipmanagement Ltd.<br>Monrovia Liberia | *12 902*<br>*7 902*<br>21 338 | NK | **1984** Shin Yamamoto Zosensho—Kochi (270)<br>152,63 (BB) 9,710<br>142,02 24,01 13,21<br>P 23,8 F 11,6 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.28 350 B.27 022<br>4 Ha (stl) (17,6 20,0 20,0 20,0 × 12,7) ER<br>Cr 3(25) Der 1(25) | Sulzer 6RTA48<br>Oil 2SA 6Cy. 480 × 1400<br>5 627kW (7 650bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 180kW a.c.<br>13,5kn |
| 7910228<br>VY2311<br>392030<br>Dl Esd Gc<br>Pfd Rdr Rt | **RUBY ELAINE**<br>**Fishery Products International Ltd.**<br>Pictou, N.S. Canada | **277**<br>115<br>— | | **1979** Ferguson Industries Ltd.—Pictou, N.S. (212)<br>33,63 8,08 3,661<br>28,99 7,94 4,30<br>1 dk | **M Fishing**<br>Side-fishing | General Motors 16V-149-T<br>Vee Oil 2SA 16Cy. 146 × 146<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| 7437678<br>WYT9605<br>549367 | **RUBY GUY**<br>**Cajun Shrimp Co. Inc.**<br>Brownsville, Tx United States of America | **110**<br>74<br>— | | **1973** Bender SB. & Repair Co. Inc.—Mobile, Al<br>*20,85* 6,71<br>3,38<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7328700<br>3EKF6<br>19440-PG<br>Dl Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RUBY I**<br>ex Sabiha-88 ex Pacific Peace-82<br>ex Ryuyo Maru-75<br>**Talbot Marine S.A.**<br>Golden Union Shipping Co. S.A.<br>Panama Panama | **22 575**<br>16 219<br>38 927<br>T/cm<br>53,4 | NV (NK) | **1973** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (826)<br>195,99 27,64 12,218<br>183,01 27,61 17,00<br>P 32,7 F 16,2 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.47 079<br>5 Ha (stl) (14,7 12,0 16,7 18,3 16,7 × 12,1) ER<br>Cr 4(8) | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 576kW 440V 60Hz a.c.<br>Fuel 2 419,0t-45,0pd 15,75kn |
| 6823569<br>229482<br>Rdr Rt | **RUBY I**<br>ex Ishizuchi-87 ex Tadotsu<br>**Manila International Shipping Co. Ltd.**<br>Manila Philippines | **687**<br>348<br>— | BV | **1968** Shikoku Dockyard Co. Ltd.—Takamatsu (732)<br>47,81 11,03 2,515<br>44,00 11,00 3,79<br>1 dk<br>RW | **TM Ferry** 500P | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>1 700bhp (1 250kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 64kW 225V a.c.<br>Fuel 24,5t 13kn |
| 6804484<br>WY2065<br>510832<br>Gc Rdr Rt | **RUBY M.**<br>ex Texaco Fire Chief-89<br>**Tug Ruby M. Inc.**<br>Philadelphia, Pa United States of America | **210**<br>143<br>— | (AB) | **1967** Jakobson Shipyard Inc.—Oyster Bay, NY (433)<br>3,591<br>28,99 8,54 4,02<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 sr geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 60kW 1 × 40kW<br>Fuel 65,0t |
| 7333080<br>WYZ8160<br>542333 | **RUBY S.**<br>ex Lady Ramona<br>**Huong Tran**<br>Houma, La United States of America | **152**<br>103<br>— | | **1972** Master Marine Inc.—Bayou la Batre, Al<br>*23,57* 7,37<br>3,56<br>1 dk | **M Fishing** | Oil<br>425bhp (313kW)<br>U.S.A.<br>Fuel (d.o.) |
| 8705943<br>ICRT<br>752<br>Dl Esd Gc<br>Pfd Rdr RTv<br>SatNav | **RUBY STAR**<br>**Stargas S.p.A.**<br>Venezia Italy<br>SatCom: 1150651/ICRT | **2 997**<br>899<br>3 428<br>T/cm<br>11,1 | RI | **1990** Cant. Nav. de Poli S.p.A.—Pellestrina (123)<br>89,42 (BB) 14,65 6,290<br>82,02 14,64 7,22<br>1 dk<br>Bow/CM 49 Diam. 0,152 | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>IGS<br>2 Ta CR cyl horizontal ER<br>L.(gas) 2 940<br>2 Cargo pumps total 600T/hr | Wartsila 6R32E<br>Oil 4SA 6Cy. 320 × 350 sr geared to sc. shaft<br>2 460kW (3 344bhp)<br>Wartsila Diesel Oy Vaasa/Vasa<br>Gen 1 × 762kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 122,24t 310,47t (d.o.) 12,5kn |
| 7401564<br>HP6375<br>21034-SC<br>Esd Gc Rdr Rt | **RUBY STAR**<br>ex Seiun Maru No. 28-91<br>**Sunworld Shipping Corp.**<br>Panama Panama | **497**<br>328<br>1 526 | | **1974** K.K. Matsuura Zosensho—Kinoe (217)<br>65,00 11,03 4,293<br>60,00 11,00 6,61<br>2 dks | **M General Cargo**<br>Mchy.aft | Hanshin 6LU32<br>Oil 4SA 6Cy. 320 × 510<br>1 700bhp (1 250kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7031369<br>Esd Rt | **RUBYAN II**<br>**River Gulf Fisheries Ltd.** | **131**<br>63<br>— | (BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (52/051)<br>25,20 6,81 2,490<br>21,72 6,71 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.148<br>1 Ha (1,1 × 1,6) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |
| 7039098<br>Esd Rt | **RUBYAN III**<br>**River Gulf Fisheries Ltd.** | **131**<br>63<br>— | (BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (152)<br>25,20 6,86 2,515<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho<br>In.148<br>1 Ha (1,1 × 1,6) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |
| 7039579<br>Esd Rt | **RUBYAN VI**<br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **131**<br>63<br>— | (BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (52/054)<br>25,20 6,86 2,515<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho<br>In.148<br>1 Ha (1,1 × 1,6) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 48,5t (d.o.) 9kn |
| 9016155<br>3ERS8<br>20612-PEXT<br>Dl Esd Gc<br>Pfd Rdr Rt | **RUBYSTAR**<br>**Rubystar Shipping S.A.**<br>Panama Panama | *4 878*<br>*3 073*<br>8 185 | NK | **1991** Iwagi Zosen K.K.—Iwagi (137)<br>109,58 (BB) 7,252<br>102,00 18,30 9,35 | **M General Cargo** | Hanshin 6EL44<br>Oil 4SA 6Cy. 440 × 880<br>2 942kW (4 000bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 4 × 137kW a.c.<br>12,3kn |
| 7212157<br>SOCJ<br>Dl Esd Gc<br>Rdr Rt | **RUCIANE**<br>**Polish Baltic Shipping Co. (Polska Zegluga Baltycka)**<br>Kolobrzeg Poland | **807**<br>370<br>1 066 | PR | **1972** Stocznia "Wisla"—Gdansk (B457/02)<br>59,62 10,22 4,201<br>54,01 4,81<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.1 433 B.1 420<br>2 Ha (stl) (each 11,2 × 6,7) ER | Sulzer 6TD36<br>Oil 2SA 6Cy. 360 × 600<br>900bhp (662kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 72kW 1 × 20kW 400V a.c.<br>Controllable pitch propeller<br>Fuel 53,0t (d.o.)-3,5pd 11,5kn |
| 7310399<br>WYZ7712<br>541046 | **RUCO**<br>ex Miss Charmaine<br>**Ruco King Inc.**<br>Brownsville, Tx United States of America | **110**<br>75<br>— | | **1972** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*20,85* 6,71<br>3,38 | **M Fishing** | Oil<br>365bhp (268kW)<br>............<br>Fuel (d.o.) |
| 6728185<br>WTET<br>Dl Esd Gc<br>Rdr Rt<br>AMVER | **RUDE**<br>**Government of The United States of America (Department of Transportation - National Oceanic & Atmospheric Administration)**<br>*Norfolk, Va* United States of America | **150**<br>—<br>— | (AB) | **1966** Jakobson Shipyard Inc.—Oyster Bay, NY (428)<br>27,44 2,134<br>23,55 6,71 3,13<br>F 7,7 1 dk<br>rf nil | **TM Research**<br>Survey | Cummins<br>2 Vee Oil 4SA each 12Cy. 130 × 152 reverse reduction geared to sc. shafts<br>856bhp (630kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 60kW 230V 60Hz a.c.<br>11kn |

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|---|---|---|---|---|---|---|
| **7506572**<br>*3ECI9*<br>21076-LI<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom<br>AMVER | **RUDI**<br>ex Rudi G-91 ex Titan-88<br>**Andreas Ugland Bulk A/S**<br>Ugland Bulk Carriers A/S<br>Panama Panama | **38 724**<br>24 402<br>72 399 | NK (AB) | **1976** Nippon Kokan K.K.—Tsurumi Shipyard, (940)<br>Yokohama<br>233,61 (BB) 32,24 13,672<br>223,63 32,21 18,70<br>F 16,5 1 dk | **M Bulk Carrier**<br>7 Ho 18,1 24,9 26,3 26,3 26,3 26,3 26,2 ER<br>G.80 654 HeCls. ptB<br>13 Ha (stl) (9,8 × 11,1) (9,6p&s 9,6p&s 9,6p&s 9,6p&s 9,6p&s 9,6p&s × 12,8) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>12 799kW (17 400bhp)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 540kW 450V 60Hz a.c.<br>Fuel 254,0t (d.o.) 3 901,0t (hvf)-57,0pd |
| **6710645**<br>*Y4IZ*<br>Df Esd Gc<br>Pfd Rdr Rt | **RUDI ARNDT**<br>**Rostocker Fischfang Reederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **962**<br>308<br>539 | (DSRK) | **1967** VEB Peene-Werft—Wolgast (210)<br>63,12 10,62 4,700<br>58,96 10,57 6,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>In.122 | MAN<br>Oil 2SA 6Cy. 480 × 720<br>1 750bhp (1 287kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 1 × 320kW 1 × 120kW<br>Controllable pitch propeller |
| **7385722**<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RUDJER BOSKOVIC**<br>**Atlantska Plovidba**<br>Valletta Malta | **15 398**<br>10 986<br>27 020<br>T/cm<br>35,2 | **✠100A1** SS 6/87<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL Ft $2\frac{5}{16}$"U3<br>FN 6286<br>JR | **1974**-7 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (266)<br>182,71 (BB) 22,48 10,535<br>171,69 22,41 14,20<br>P 31,1 F 15,9 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>7 Ho 18,5 19,5 21,0 14,0 19,9 22,4 16,9 ER<br>G.35 752 B.31 365<br>7 Ha (stl) (10,2 12,0 13,5 8,0 13,5 14,4 8,8 × 11,4) ER<br>Cr 4(10) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ast. Espanoles S.A. Sestao<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 420kW 450V 60Hz a.c. |
| **7534036**<br>*UNAK*<br>M-12454<br>Df Esd Rdr Rt | **RUDNO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1975** ............U.S.S.R.<br>54,84 9,38 3,720<br>49,99 9,30 4,73<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **7035810**<br>*ESAQ*<br>M-12296<br>Df Esd Rdr Rt | **RUDNOYE**<br>ex Tetyukhe-73<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **632**<br>224<br>289 | RS | **1968** ............U.S.S.R.<br>54,11 9,38 3,760<br>49,99 9,30 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW |
| **7397505**<br>*UFLS*<br>M-31119<br>Df Esd Gc<br>Pfd Rdr Rt | **RUDNYY**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **4 497**<br>2 264<br>5 657 | RS | **1974** VEB Schiffswerft "Neptun"—Rostock (349)<br>117,81 (BB) 16,59 6,820<br>109,07 16,58 8,59<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,0 17,6 17,6 17,0 4 TwD<br>G.7 249 B.6 904<br>4 Ha (stl) (12,5 × 8,0) (12,5 12,5 12,5 × 12,9) ER<br>4W Der 1(40) 3(20) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW)<br>Halberstadt<br>Gen 2 × 400kW a.c. 1 × 300kW a.c. |
| **5301746**<br>*UPSG*<br>M-22576<br>Df Esd Gc<br>Rdr Rt | **RUDNYY**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 746**<br>1 013<br>—<br>**3 308**<br>1 390<br>2 495 | RS | **1962** Nikolayev Shipyard "Nosenko"—Nikolayev<br>99,35 14,05 —/5,550<br>90,00 14,00 7,24<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>3 Ho<br>In.3 230<br>3 Ha (each 3,5 × 4,1)<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total 4 (2 942kW) driving 4 gen. each 3 connected to elec. motor & geared<br>NE 67<br>Gen 1 × 600kW 2 × 200kW 380V |
| **7601633**<br>*J8FD3*<br>3352<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **RUDO**<br>**Corisles Shipping Corp. Ltd.**<br>Tankerska Plovidba<br>Kingstown St. Vincent and the Grenadines | **22 096**<br>14 147<br>37 836<br>T/cm<br>45,6 | BV JR | **1978** Ishikawajima Harima Heavy Ind. (I.H.I.) —Yokohama (2567)<br>187,74 28,45 10,762<br>178,01 28,40 15,32<br>P 9,2 B 28,4 F 11,9 1 dk<br>rf 25 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 27,2 27,2 27,2 27,2 28,8 ER<br>G.45 830 HeCls. B<br>5 Ha (stl) (16,0 × 12,5) (17,6 17,6 17,6 17,6 × 14,4) ER<br>3W Cr 3(10) Der 3(10) 1(3) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 209,0t (d.o.) 2 848,0t (hvf)-37,0pd |
| **6862462**<br>*UIAQ*<br>M-25036 | **RUDOKOP** | **239**<br>—<br>89 | (RS) | **1957** ............U.S.S.R.<br>32,64 8,03 3,099<br>4,09<br>1 dk | **S Tug** | T 3Cy. 320 480 & 790 x 500<br>Fuel (o.f.) |
| **5301760**<br>*OINX*<br>1644<br>Df Esd Rdr<br>RTm/v | **RUDOLF**<br>ex Amazon 2000-89 ex Volund-81<br>ex Rudolf-72<br>**Alfons Hakans Rederi**<br>Helsinki/ Helsingfors Finland | **164**<br>49<br>— | **✠100A1** SS 6/90<br>tug<br>Str. nav. ice<br>**LMC**<br>EL (b)<br>FN 322 | **1949**-9 Cook, Welton & Gemmell Ltd.—Beverley (810)<br>27,54 8,13 4,268<br>25,40 8,11 4,55<br>RW BK 191 | **M Tug/ Icebreaker**<br>Mchy.aft | Ruston<br>Oil 4SA 8Cy. 318 × 368 with flexible co reverse geared to sc. shaft<br>NE 2/62<br>Ruston & Hornsby Ltd.<br>Gen 1 × 110kW 1 × 30kW 220V d.c.<br>Fuel (d.o.) |
| **7435888**<br>*Y5LA*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RUDOLF DIESEL**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | T.Mk<br>**3 453**<br>1 886<br>4 152<br>**5 735**<br>2 992<br>7 434 | DSRK GL | **1975** VEB Schiffswerft "Neptun"—Rostock (271)<br>120,50 (BB) 17,66 6,401/7,830<br>113,00 17,58 9,89<br>P 29,3 F 10,7 2 dks | **M General Cargo**<br>Ref<br>4 Ho 17,2 27,8 27,7 6,0 ER<br>G.8 605 B.8 285 In.510<br>TEU 148 C. 148/20'<br>7 Ha (12,6 × 10,3) (18,6p&s 18,6p&s × 6,1) (2,9p&s × 2,9) ER<br>Cr 5(8) | S.K.L.<br>Vee Oil 4SA 12Cy. 420 × 480 reduction sc. shaft<br>5 222kW (7 099bhp)<br>Halberstadt<br>Gen 1 × 480kW 1 × 300kW 380V<br>Controllable pitch propeller<br>Fuel (hvf) |
| **6600254**<br>*Y4BN*<br>Df Esd Gc<br>Pfd Rdr Rt | **RUDOLF LEONHARD**<br>**Rostocker Fischfang Reederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **2 359**<br>928<br>1 320 | DSRK | **1965** VEB Mathias-Thesen-Werft—Wismar (281)<br>85,25 13,49 5,296<br>81,62 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.970 | MAN<br>Oil 2SA 8Cy. 480 × 720<br>2 320bhp (1 706kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 5 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **7730111**<br>*URYM*<br>M-12530<br>Df Esd Gc<br>Rdr Rt | **RUDOLF SAMOYLOVICH**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Sankt-Peterburg) (U.S.S.R.) | **694**<br>91<br>350 | RS | **1977** ............U.S.S.R.<br>55,66 9,53 4,160<br>9,12 5,19<br>1 dk | **M Research**<br>Ice strengthened<br>1 Ho<br>B.68<br>1 Ha (2,8 × 1,8)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>875bhp (644kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **6728197**<br>*Y4IH*<br>Df Esd Gc<br>Pfd Rdr Rt | **RUDOLF SCHWARZ**<br>**Rostocker Fischfang Reederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **962**<br>308<br>539 | (DSRK) | **1967** VEB Peene-Werft—Wolgast (218)<br>63,25 10,67 4,801<br>59,44 10,57 6,81<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>In.122 | MAN<br>Oil 2SA 6Cy. 480 × 720<br>1 750bhp (1 287kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 1 × 320kW 1 × 120kW 390V a.c.<br>Controllable pitch propeller |
| **7337438**<br>*UUOS*<br>M-32708<br>Df Esd Gc<br>Rdr Rt | **RUDOLF SIRGE**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | T.Mk<br>**2 323**<br>888<br>1 290 | RS | **1973** "Chernomorskiy" Shipyard—Nikolayev<br>83,90 14,03 5,700<br>78,06 13,95 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |

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|---|---|---|---|---|---|---|
| 7357966<br>UBER<br>M-29609<br>Df Esd Gc<br>Rdr Rt | **RUDOLF VAKMAN**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | T.Mk<br>**2 323**<br>1 059<br>1 150 | RS | **1973** U.S.S.R.<br>83,11 14,03 5,700<br>10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 255<br>3 Ha (stl) (2,5 1,9 × 2,5) (0,7 × 0,7)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| 8137237<br>DCEC<br>RTv | **RUEM HART**<br>ex Balstrum IV<br>**Wyker Dampfschiffs-Reederei Amrum G.m.b.H.**<br>Wyk-auf-Fohr Federal Republic of Germany | **104**<br>63<br>— | GL | **1969** Schiffsw. Julius Diedrich GmbH & Co. K.G. —Oldersum (106)<br>35,36 7,01 0,870<br>33,61 1,55<br>1 dk | **TM Ferry** | Deutz SBF12M716<br>2 Vee Oil 4SA each 12Cy. 135 × 160 reverse geared to sc. shafts<br>940bhp (691kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 46kW 220/380V a.c.<br>12kn |
| 6706400<br>LZGU<br>17A<br>Df Esd Gc<br>Rdr RTh/v | **RUEN**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **9 068**<br>4 103<br>14 030<br>T/cm<br>20,8 | BR<br>✠Classed LR until 31/12/71 | **1967**-3 Hitachi Zosen—Innoshima (4150)<br>139,83 19,44 9,021<br>130,99 19,40 12,25<br>P 27,2 F 14,1 1 dk<br>rf 102 DK fwd | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho 22,7 13,7 15,1 25,7 18,2 ER<br>G.15 960 HeCls. B<br>5 Ha (stl) (10,9 × 8,9) (7,6 7,6 16,6 10,5 × 10,5) ER | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 280kW 380V 50Hz a.c.<br>Fuel 85,0t (d.o.) 884,0t (hvf)-21,0pd 13,5kn |
| 8032891<br>6103 | **RUEY SUEY**<br>**Hualien Harbour Bureau**<br>Hualien China* | **154**<br>61<br>58 | | **1979** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>27,72 8,03 2,601<br>26,40 8,01 3,51<br>B 11,6 1 dk<br>rf 495 | **M Tug** | Niigata 6L20AX<br>2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd. Ota<br>Gen 2 × 48kW 225V 60Hz a.c. |
| 7050030<br>WY4096<br>514964 | **RUFF & REDDY**<br>**Ruff & Reddy Inc.**<br>Seattle, Wa United States of America | **131**<br>89<br>— | | **1968** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*22,16* 6,84<br>3,54<br>1 dk | **M Fishing** | Oil<br>425bhp (313kW)<br>............<br>Fuel (d.o.) |
| 7111664<br>Y3KV<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v | **RUGEN**<br>**Government of The Federal Republic of Germany (Deutsche Reichsbahn Fahrschiffbetrieb Sassnitz)**<br>Sassnitz Federal Republic of Germany | **6 465**<br>2 132<br>2 362 | DSRK GL | **1972** VEB Schiffswerft "Neptun"—Rostock (121)<br>152,20 18,78 5,800<br>140,00 15,50 7,80<br>2 dks<br>rf 450 | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 58bth 1468dk P<br>Side door Stern door Ice strengthened<br>Trailers 12 Rail Wagons 37 | MAN R9V40/54<br>4 Oil 4SA each 9Cy. 400 × 540 dr geared to sc. shafts<br>14 700kW (19 985bhp)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 4 × 880kW 1 × 112kW 220/380V a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 273,5t (d.o.)-28,0pd 18kn |
| 8410108<br>3ETL5<br>17463-87<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **RUHR ORE**<br>**Moon Rose Marine Corp. S.A.**<br>Columbia Shipmanagement Ltd.<br>Panama Panama<br>SatCom: 1332440/RUHR | *171 924*<br>*92 073*<br>305 863<br>T/cm<br>170,0 | ✠**100A1**<br>ore or oil carrier<br>✠**LMC** **UMS**<br>**IGS**<br>EL F* 770,0/122,0U3(a)<br>FN 29094 | **1987**-7 China SB. Corp.—Kaohsiung (320)<br>340,01 (BB) 57,05 22,026<br>325,00 57,00 32,52<br>1 dk<br>rf - Bow/CM 177 Diam. 0,710 MH 1,8 | **M Ore/Oil Carrier**<br>COW(LR) IGS(LR) PL(LR) SBT(LR)<br>Bow loading<br>5 Ho/Ta 49,8 52,8 52,8 52,8 52,8<br>8 Wing Ta ER<br>L.(oil) 353 133<br>10 Ha (stl) (12,9 × 13,4) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 12,9 × 17,3) ER<br>3 Cargo pumps total 18 000T/hr | Sulzer 7RTA84<br>Oil 2SA 7Cy. 840 × 2400<br>16 123kW (21 919bhp)<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>2 WTAuxB (o.f.) 18kgf/$cm^2$ (17,7bar)<br>AuxB (ex.g) & htr 23,9kgf/$cm^2$ (23,5bar) Spt 17,9kgf/$cm^2$ (17,6bar)<br>LP gen.7,85barLPStm.Sep.3,43bar<br>Gen 2 × 960kW 1 × 780kW 450V 60Hz a.c.<br>Fuel 267,5t (d.o.) 7 421,5t (hvf)-58,0pd 13,5kn |
| 8505941<br>DCVC<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **RUHRTAL**<br>**Ems-Fracht Schiffahrtsges. m.b.H. & Co. KG m.s. "Ruhrtal"**<br>Haren/Ems Federal Republic of Germany | *2 367*<br>*953*<br>2 778 | GL | **1985** Hermann Suerken GmbH & Co. KG. —Papenburg (340)<br>87,91 (BB) 12,91 4,452<br>81,01 12,81 7,12<br>F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 56,5 ER<br>G.4 650 B.4 632<br>TEU 144 C. 144/20' (40')<br>1 Ha (stl) (56,5 × 10,2) ER | Deutz SBV8M628<br>Oil 4SA 8Cy. 240 × 280 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>815bhp (599kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd<br>9,75kn |
| 7528893<br>YBJR<br>Rt | **RUHUI RAHAJU IV**<br>**Pemerintah Daerah Kalimantan Timur**<br>Jakarta Indonesia | **313**<br>136<br>360 | (KI) | **1972** P.T. Pelita Bahari—Tanjung Priok<br>... ... ...<br>42,50 7,62 3,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 200 × 230<br>450bhp (331kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 1 × 12kW 220V |
| 8820456<br>1130 | **RUHUNUPUTHA**<br>**Goverment of The Democratic Socialist Republic of Sri Lanka (Ministry of Fisheries)**<br>Colombo Sri Lanka | *361*<br>*109*<br>344 | NK | **1989** Kegoya Dock K.K.—Kure (891)<br>40,30 10,18 2,000<br>38,00 10,00 2,80<br>1 dk | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Hopper 200 | Yanmar S165L-ST<br>2 Oil 4SA each 6Cy. 165 × 210 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>442kW (601bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 40kW a.c.<br>8kn |
| 8518118 | **RUI CHANG**<br>China | **9 000**<br>—<br>1 000 | | **1985** Jiang Zhou Shipyard—Rui Chang<br>91,01 5,101<br>26,01<br>2 dks | **TM Passenger/Ferry**<br>Twin Hull | 2 Oil<br>3 000bhp (2 207kW)<br>............<br>15,5kn |
| 7535042<br>C124<br>Rdr Rt | **RUKH**<br>ex Sanei No. 1-81 ex Eizan Maru-79<br>**Urmi Shipping Co. Ltd.**<br>Chittagong Bangladesh | **846**<br>—<br>1 167 | NK (AB) | **1968** Asakawa Zosen—Imabari (116)<br>60,53 9,02 4,346<br>55,33 9,00 4,70<br>P 18,0 F 9,2 1 dk<br>rf 102 | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 617 | Daihatsu<br>Oil 4SA 6Cy. 260 × 320 reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>Gen 2 × 30kW<br>10,75kn |
| 7335935<br>UDWB<br>M-7900<br>Df Esd Gc<br>Rdr Rt | **RUKHULLA AKHUNDOV**<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | **8 353**<br>3 849<br>12 334 | RS | **1973** Astrakhan Shipyard—Astrakhan<br>147,02 (BB) 17,43 8,000<br>138,61 11,23<br>1 dk | **TM Tanker**<br>21 Ta ER<br>L.(oil) 16 929 | Skoda 6L525IIPS<br>2 Oil 4SA each 6Cy. 525 × 720<br>5 000bhp (3 678kW)<br>CKD Praha Praha<br>13,75kn |
| 5302049 | **RUKMANI**<br>**Kandla Port Trust**<br>*Bombay* India | **210**<br>69<br>— | ✠Classed LR until 8/59 | **1955**-6 D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1041)<br>31,17 8,46<br>28,81 7,93 3,59<br>RW | **TS Tug**<br>Mchy.aft | T 6Cy. (2) 310 (2) 475 & (2) 749 × 400<br>Ottensener Eisenwerk A.G. Hamburg<br>Fuel (o.f.) 10kn |
| 5069726<br>RTv | **RUM POINT**<br>ex Chesapeake-73<br>ex Harold F. O'Brien-60<br>ex Michael Tracy ex E. P. Morse | **200**<br>121<br>— | (AB) | **1919** Morse D.D. & Repair Co.—Brooklyn, NY<br>*30,73* 8,34<br>30,64 7,47 4,45<br>1 dk<br>R | **M Tug**<br>1W | Fairbanks, Morse<br>Oil 10Cy. 216 × 254<br>E fitted—<br>Fairbanks, Morse & Co. U.S.A.<br>11kn |
| 7742279<br>JWPX<br>14745<br>Esd Rdr Rt | **RUMA**<br>**Peder G. Sandoy**<br>Molde Norway | **125**<br>29<br>— | | **1957** Vaagland Batbyggeri A/S—Vaagland (52)<br>27,06 6,94 4,001<br>... ... ... | **Wood M General Cargo**<br>G.120 | Wichmann<br>Oil 2SA 6Cy. 200 × 300<br>440bhp (324kW) NE 74<br>A/S Wichmann Rubbestadneset |
| 7125110<br>HNRM<br>Df Esd Gc<br>Rdr RTh | **RUMAILA**<br>**Iraqi Oil Tankers Co.**<br>Basrah Iraq | **21 375**<br>13 511<br>36 330<br>T/cm<br>43,2 | ✠**100A1** CS 10/85<br>oil tanker<br>✠**LMC**<br>EL I† 2⅞"U2<br>FN 7777 | **1972**-2 Astilleros Espanoles S.A.—Factoria de Matagorda, Cadiz (165)<br>201,02 (BB) 26,55 10,961<br>192,01 26,50 14,00<br>P 38,5 F 18,9 1 dk<br>rf nil Bow/CM 102 Diam. 0,360 MH 0,9 | **M Tanker**<br>DB Stern disch.<br>15 Ta ER<br>L.(oil) 1 133<br>3 Cargo pumps total 3 000T/hr | Sulzer 6RD90<br>Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>2 WTAuxB 14kgf/$cm^2$ (13,8bar)<br>e(ex.g) 14kgf/$cm^2$ (13,8bar)<br>Gen 1 × 500kW 2 × 472kW 380V 50Hz a.c.<br>Fuel 1 778,0t (hvf)-49,0pd 16kn |

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| **8100557** | **RUMAITH**<br>**Government of Abu Dhabi (Department of Water & Electricity)**<br>Abu Dhabi United Arab Emirates | **1 597**<br>1 266<br>2 564 | GL | **1982** Detlef Hegemann Rolandwerft G.m.b.H.—Bremen (113)<br>60,33 18,55 3,501<br>57,00 18,51 5,01<br>F 4,9 1 dk | **D-E Desalination Plant Pontoon**<br>4 Ta ER<br>L.1 318 | Deutz<br>Vee Oil 4SA 12Cy. 142 × 160 total (339kW) driving gen. connected to & with clutches, flexible couplings & to sc. shaft<br>Kloeckner Humboldt Deutz |
| **6875005**<br>*EUQK*<br>M-29704<br>Df Esd Gc<br>Pfd Rdr Rt | **RUMB**<br>ex MB-6130<br>(Tallinn) (U.S.S.R.) | **132**<br>0<br>36 | RS | **1966** ............U.S.S.R.<br>28,82 6,50 2,600<br>- - 3,00<br>1 dk | **M Tug** | Oil<br>............<br>Fuel (d.o.) |
| **7727188**<br>4055<br>Rt | **RUMBA**<br>ex G. N. Alliance-87<br>Launched as Asiatic Alliance<br>**P.T. Komaritim**<br>Samarinda Indonesia | **239**<br>25<br>— | KI (BV) | **1978** Sea Services (Pte.) Ltd.—Singapore (145)<br>27,00 2,291<br>23,30 10,20 3,05<br>1 dk | **TM Tug** | Baudouin<br>2 Vee Oil 4SA each 12Cy. 150 × 150<br>Soc. des Moteurs Baudouin<br>Gen 2 × 48kW 440V 60Hz a.c. |
| **5394640**<br>*YBEP*<br>Df Esd Pfd<br>Rdr RTv | **RUMBATI No. 1**<br>ex Yamashiro Maru-70<br>**P.T. Irian Marine Products**<br>Jakarta Indonesia | **341**<br>127<br>317 | (KI) | **1955** Kure Zosensho—Kure (16)<br>48,80 7,35 3,810<br>44,00 7,29 4,20<br>1 dk<br>rf 500 | **M Fishing**<br>Side-fishing<br>6 Ho 5,4 2,9 2,5 2,5 2,5 2,8<br>3 Ha (each 1,0 × 1,3) | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>700bhp (515kW)<br>Niigata Tekkosho<br>Gen 2 × 80kW 220V d.c.<br>Fuel (hvf) |
| **5157688**<br>*YBEU*<br>Df RTv | **RUMBATI No. 2**<br>ex Hyuga Maru-70<br>**P.T. Irian Marine Products**<br>Jakarta Indonesia | **299**<br>99<br>265 | (KI) | **1958** Kukinoumi Zosen K.K.—Wakamatsu (107)<br>45,29 7,22 3,353<br>41,74 7,19 4,04<br>1 dk<br>rf 348 | **M Fishing**<br>Side Trawler<br>5 Ho 4,8 2,5 2,5 2,5 2,6<br>3 Ha (each 1,0 × 1,3) | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 220V d.c.<br>Fuel (hvf) |
| **7331082**<br>Df Esd Gc<br>Rdr Rt | **RUMBATI No. 3**<br>ex Kinsai Maru No. 15-84<br>**P.T. Irian Marine Products**<br>Jakarta Indonesia | **213**<br>99<br>— | KI | **1973** Kochiken Zosen—Kochi (453)<br>40,91 7,42 2,801<br>37,29 7,40 3,20<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Fuji<br>Oil 4SA 6Cy. 275 × 410<br>900bhp (662kW)<br>Fuji Diesel Co. Ltd. |
| **8304414**<br>Rdr Rt | **RUMBO ESPERANZA**<br>**Rumbo Esperanza S.r.l.**<br>Mar del Plata Argentina | **103**<br>58<br>— | (BV) | **1983** A.N. Federico Contessi y Cia S.A.—Mar del Plata (33)<br>25,15 2,801<br>22,92 6,20 3,31<br>1 dk | **M Fishing**<br>1 Ho ER<br>1 Ha (stl) ER | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 geared to sc.<br>425bhp (313kW)<br>Caterpillar Tractor Co. |
| **7347445**<br>*USMB*<br>M-17327<br>Df Esd Gc<br>Pfd Rdr Rt | **RUMBULA**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | **3 468**<br>1 607<br>4 932 | RS | **1973** Rauma-Repola Oy—Rauma/Raumo (223)<br>106,13 15,45 6,720<br>97,01 15,40 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 908<br>1 Ha (3,2 × 2,2) ER<br>1W Der 1(2) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Bryansk Eng. Works |
| **8619900**<br>*TC1433*<br>5708<br>Df Esd Gc<br>Rdr RTv | **RUMELI FENERI**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **307**<br>76<br>100 | | **1988** Turkiye Gemi Sanayii A.S.—Istinye, Istanbul (63)<br>... ...<br>49,15 8,96 2,11<br>1 dk. | **TM Ferry** | Sulzer<br>2 Oil 4SA each 6Cy. 200 × 240<br>1 560bhp (1 147kW)<br>Turkiye Gemi Sanayii A.S. |
| **8611348** | **RUMELI KAVAGI**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **307**<br>76<br>100 | | **1987** Turkiye Gemi Sanayii A.S.—Halic, Istanbul (270)<br>-<br>47,32 8,97 2,53<br>1 dk | **TM Ferry** | 2 Oil<br>............ |
| **5302087**<br>*TCUM*<br>52<br>Rdr RTv | **RUMELIHISARI**<br>**I-Tur Ileri Turizm ve Yat Isletmeleri A.S.**<br>Istanbul Turkey | **561**<br>335<br>— | '(GL)'<br>✠Classed LR until 3/52 | **1949**-5 A. F. Smulders—Schiedam (CO61)<br>54,41 8,26 2,490<br>... ...<br>1 dk<br>RW | **TS Ferry** | T 6Cy. (2) 265 (2) 405 & (2) 686 x 48<br>680ihp (500kW)<br>N.V. Scheeps. "De Klop" |
| **7341908**<br>*YTYY*<br>Df Esd Gc<br>Rdr RTm/h/v | **RUMIJA**<br>ex Arrino-78<br>**Prekookeanska Plovidba**<br>Bar Yugoslavia | *8 954*<br>*6 101*<br>15 139 | **✠100A1** SS 4/91<br>**✠LMC**<br>EL Z 2⅛"U2<br>FN 4317<br>JR | **1974**-11 Austin & Pickersgill Ltd.—Southwick, Sunderland (895)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3 4 TwD<br>G.21 417 B.19 640<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (10,6 × 6,7)<br>10W Der 1(30) 6(10) 4(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd.<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 370kW 440V 60Hz a.c.<br>Fuel 125,0t (d.o.) 1 405,0t (hvf)-27,0pd |
| **7028403**<br>*DJPG*<br>Esd Rdr<br>RTm/v | **RUMM HART I**<br>ex Sunshine-85 ex Andreas Gayk-82<br>ex Stadtrat Steingraber-81<br>ex Andreas Gayk-77<br>**Sund-Reederei Heiligenhafen Hansen & Co. - Dream Shipping Line -KG**<br>Heiligenhafen Federal Republic of Germany | **410**<br>284<br>77 | GL | **1970** Husumer Schiffsw.—Husum (1280)<br>40,95 8,51 2,110<br>36,02 8,46 3,20<br>F 4,0 1 dk | **TM Ferry** 416P<br>Ice strengthened | Deutz<br>2 Vee Oil 4SA each 12Cy. 135 × 160 reduction geared to sc. shafts<br>1 120bhp (824kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 39kW 230/400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 16,5t (d.o.) |
| **8721715**<br>*UTKN*<br>M-41221 | **RUMYANTSYEVO**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1985** ............U.S.S.R.<br>54,82 - 4,140<br>50,30 9,95 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 412kW a.c.<br>Controllable pitch propeller |
| **7628643**<br>*SCHB*<br>Rdr Rt | **RUNAVIK**<br>ex Neptun-91 ex Vagaklettur-88<br>ex Hogiklettur-83 ex Lakkaklettur-79<br>**Rickard og Folke Karlsson**<br>Fiskeback Sweden | **182**<br>58<br>— | NV | **1976** Szczecinska Stocznia Rem. "GRYFIA"—SZCZECIN (B30/04)<br>32,69 (BB) 5,704<br>28,12 7,62 5,72<br>1 dk & S dk<br>rf 902 BK 127 | **M Fishing** OSD<br>Ice strengthened<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 230 × 270 reduction shaft<br>596kW (810bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 56kW 380V 50Hz a.c. |
| **7652149**<br>*HO5064*<br>8046-PEXT<br>Rdr Rt | **RUNBINY**<br>ex Hinoki Maru-78<br>**Kondo Marine Service**<br>Panama Panama | **429**<br>287<br>1 006 | | **1967** Fukae Zosen K.K.—Ogaki (113)<br>54,01 4,060<br>49,20 8,81 4,45<br>1 dk | **M General Cargo**<br>G.1 044 B.933<br>1 Ha (24,1 × 5,7) ER | Niigata<br>Oil<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **7413464**<br>*EMED*<br>0283<br>Df Esd Gc<br>Pfd Rdr Rt | **RUNDALE**<br>ex Leninsk Kuznetskiy-91<br>**Latvian Shipping Company**<br>Ventspils Latvia | **12 212**<br>6 144<br>17 025<br>T/cm<br>28,5 | RS | **1977** Rauma-Repola Oy—Rauma/Raumo (242)<br>160,00 23,09 9,170<br>147,99 23,00 12,91<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 6 Ta 12 Wing Ta ER<br>B.840 L.(oil) 17 940<br>1 Ha (stl) (6,9 × 6,9) ER<br>4W Der 2(5)<br>6 Cargo pumps total 1 020T/hr | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works<br>Gen 3 × 500kW 400V 50Hz a.c.<br>Fuel (d.o.) 2 071,2t (hvf)-34,7pd |

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|---|---|---|---|---|---|---|
| 5302192<br>LDNP<br>RdrRTm | **RUNDOY**<br>**Government of The Kingdom of Norway (Den Norske Stat - Kystdirektoratet, Losavdelingen)**<br>Oslo Norway | **120**<br>35<br>— | (NV) | **1954** A/S Pusnaes M/V—Arendal (89)<br>28,53 6,10 2,845<br>6,05 3,10<br>1 dk<br>rf 1148 BK 114 len 59 | **M General Cargo**<br>1 Ho 8,9 ER<br>1 Ha (4,8 × 2,1) ER<br>1W Der 1(4) | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>300bhp (221kW)<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 2kW 24V d.c.<br>Controllable pitch propeller<br>Fuel 13,0t (d.o.) 9kn |
| 6905848<br>Esd Rdr Rt | **RUNEK**<br>**Przedsiebiorstwo Uslug Morskich (Port-Service) (P.U.M.)**<br>Gdynia Poland | **537**<br>239<br>722 | PR | **1968** Wroclawska Stocznia Rzeczna—Wroclaw (ZB700/01)<br>57,36 9,02 3,353<br>54,01 9,01 3,76<br>1 dk | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 876 | Sulzer<br>Oil 4SA 8Cy. 220 × 320<br>400bhp (294kW)<br>H. Cegielski Poznan<br>Gen 3 × 125kW 400V 50Hz a.c.<br>Fuel (d.o.)-2,0pd 9,75kn |
| 7944671<br>HMZY<br>Dl Esd Gc<br>Rdr Rt | **RUNG RA DO**<br>**Government of The Democratic People's Republic of North Korea**<br>North Korea | **2 054**<br>991<br>3 048 | | **1974** August 15 Shipyard—North Korea<br>... ... ...<br>... ... ...<br>1 dk | **M General Cargo** | Oil<br>.............<br>Fuel (d.o.) |
| 7920546<br>V2PK<br>2510<br>Dl Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **RUNGHOLTSAND**<br>ex Ster-Goz-89 ex Rungholtsand-81<br>**Alnwick Castle Shipping Co. Ltd.**<br>Harmstorf Shipping Co. Ltd.<br>St. John's Antigua & Barbuda<br>SatCom: 1304114/RUSA | T.Mk<br>**1 296**<br>837<br>2 190<br>**2 310**<br>1 454<br>3 416 | BV GL | **1979** Buesumer Werft G.m.b.H.—Buesum (276)<br>95,03 13,80 4,599/5,811<br>87,51 13,76 7,62<br>P 17,7 F 7,7 2 dks | **M Refrigerated Cargo**<br>Ice strengthened<br>4 Ho 4 TwD<br>In.3 681<br>4 Ha (stl) (each 6,0 × 5,0) ER<br>Der 8(3) | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>2 207kW (3 000bhp)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 440kW 1 × 412kW 380V a.c.<br>Controllable pitch propeller<br>Fuel 100,0t (d.o.) 400,0t (hvf)-10,5pd 14kn |
| 8811156 | **RUNISTAR 1**<br>**Runimex Holdings Ltd.**<br>Lagos Nigeria | **179**<br>53<br>— | ✠CLASS WITHDRAWN 18/9/91 | **1989**-4 Chungmu Shipyard Co. Ltd.—Chungmu (193)<br>27,23<br>23,04 7,21 3,31<br>rf 400 | **M Fishing**<br>Stern Trawler Ref<br>In.120 | MAN D2842ME<br>Vee Oil 4SA 12Cy. 128 × 141 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>416kW (566bhp)<br>MAN Nutzfahrzeuge A.G. Nuernberg<br>Gen 2 × 52kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 7221641<br>A9KH<br>UAE/SH/511<br>Dl Esd Gc<br>Pld Rdr Rt | **RUNNER**<br>ex Aounallah-86 ex Al Anjum-85<br>ex Aegis Blaze-85<br>**Al Qaddisiah Shipping Agency**<br>Sharjah United Arab Emirates | T.Mk<br>**7 835**<br>4 614<br>—<br>**11 185**<br>7 108<br>18 716 | (AB)<br>✠Classed LR until 22/4/77 | **1972**-10 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (256)<br>147,02 (BB) 22,86 9,900<br>136,00 22,80 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 16,0 28,2 11,2 26,9 15,0 5 TwD<br>G.24 163<br>5 Ha (stl) (10,9 × 7,7) (18,7 6,2 18,7 8,2 × 12,6) ER<br>8W Cr 2(5) Der 8(10) | MAN K6Z70/120E<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 153,5t (d.o.) 1 533,0t (hvf) 15,5kn |
| 8828898<br>Rdr Rt | **RUNNER**<br>**Hovercraft Services B.V.**<br>Vlissingen Netherlands | **50**<br>—<br>— | **✠A1**<br>air cushion vehicle<br>Group 2<br>**LMC**<br>EL 10,0/8,0<br>FN 50 | **1989**-9 Slingsby Aviation Ltd.—Kjrkbymoorside (2200/11)<br>11,00 4,80 0,250<br>10,60 4,20 ,50<br>1 dk<br>rf nil | **Reinforced Plastic M Air Cushion Ferry**<br>Side walls —dk P | Deutz<br>Oil 4SA 6Cy. 102 × 125 with flexible couplings & geared to sc. shaft<br>141kW (192bhp)<br>Kloeckner Humboldt Deutz Koeln<br>propeller Air propeller and lift fan |
| 8225204<br>P3FC4<br>Dl Esd Gc<br>Rdr RTm/h/v<br>SatNav | **RUNNER B**<br>ex Kapetan Pavlovic-91<br>**Storation Navigation Co. Ltd.**<br>Baru Seri Inc.<br>Limassol Cyprus | **11 977**<br>6 130<br>14 900 | BV JR | **1983** Kherson Shipyard—Kherson (2026)<br>162,30 (BB) 9,800<br>144,60 22,20 13,40<br>F 12,8 2 dks | **M General Cargo**<br>5 Ho 10,3 22,6 15,3 29,6 15,4 ER 5 TwD<br>G.21 690 B.19 920<br>TEU 458 C.Ho 292/20' (40') C.Dk 166/20' (40')<br>9 Ha (stl) (6,1 × 5,7) (19,1p&s 12,7p&s 25,3p&s 12,7p&s × 8,0) ER<br>4W Cr 7(12) Der 1(63) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>7 797kW (10 600bhp)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 434,0t (d.o.) 1 079,0t (hvf)-28,0pd 16kn |
| 7042514<br>V2EC<br>2082<br>Dl Esd Gc<br>Rdr RTm/h/v | **RUNNING BEAR**<br>ex Euro Partner-87<br>ex Helene Graebe-83 ex Seeberg-78<br>ex Strombron-73<br>Launched as Seeberg<br>**Partenreederei m.s. "Running Bear"**<br>Hamburg Antigua & Barbuda | **994**<br>600<br>2 493 | GL | **1970** Schiffsw. Hugo Peters—Wewelsfleth (541)<br>77,25 (BB) 12,83 5,750<br>65,41 12,81 8,01<br>P 58,3 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 44,4 ER<br>G.3 886 B.3 789<br>TEU 84 C. 84/20' (40')<br>1 Ha (stl) (44,4 × 10,5) ER | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450<br>1 650bhp (1 214kW)<br>Atlas-MaK Maschinenbau Kiel<br>12,75kn |
| 7350648<br>TFQR<br>1408<br>Dl Esd Gc<br>Pld Rdr Rt | **RUNOLFUR**<br>**Gudmundur Runolfsson H/f**<br>Grundarfjordur Iceland | **312**<br>131<br>— | NV | **1975** Stalvik h.f.—Gardabaer (23)<br>47,10 9,10 4,274<br>40,01 9,02 6,51<br>F - 2 dks<br>rf 1600 BK 178 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Wichmann 7AXA<br>Oil 2SA 7Cy. 300 × 450<br>1 750bhp (1 287kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 194kW 220V 50Hz a.c.<br>Fuel 99,5t (d.o.)-6,5pd 13kn |
| 8023747 | **RUPASHI**<br>**Government of The People's Republic of Bangladesh (Ministry of Food)**<br>Bangladesh | **215**<br>—<br>400 | | **1985** Highspeed SB. & Heavy Eng. Co. Ltd. —Dacca (86)<br>... ...<br>48,01 7,82 2,52 | **M General Cargo** | Deutz SBA6M816<br>Oil 4SA 6Cy. 142 × 160<br>390bhp (287kW)<br>Kloeckner Humboldt Deutz Ulm |
| 7207085 | **RUPCHANDA**<br>**Bangladesh Fisheries Development Corp.**<br>Chittagong Bangladesh | **203**<br>68<br>— | (BV) | **1971** A. Work & Sohn—Esbjerg (50)<br>30,13 7,29 3,264<br>27,01 7,24 3,92<br>1 dk | **M Fishing**<br>Side-fishing | Callesen<br>Oil 4SA 5Cy. 270 × 400<br>575bhp (423kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Controllable pitch propeller<br>Fuel 39,0t (d.o.) 10kn |
| 8207472<br>ZMA3452<br>394923<br>Dl Esd Rdr<br>RTm/h/v | **RUPE**<br>**Westgate Transport Ltd.**<br>Wellington New Zealand | **283**<br>84<br>94 | **✠100A1**<br>tug<br>New Plymouth harbour service with occasional voyages to Lyttelton<br>**✠LMC**<br>EL 112,0/20,5U2<br>FN 342 | **1984**-4 Sims Eng. Ltd.—Port Chalmers (67)<br>30,10 9,71 3,050<br>26,22 9,00 3,07<br>1 dk<br>rf - | **TM Tug**<br>Fire-fighting Tractor | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 170 × 190 with clutches, flexible couplings & sr geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW 230/400V 50Hz a.c.<br>2 Directional propellers<br>Fuel 39,5t (d.o.)-6,0pd 10,25kn |
| 7806738<br>YQEG<br>427<br>Dl Esd Gc<br>Rdr Rt | **RUPEA**<br>**Navrom Shipping Company**<br>Constantza Romania | **4 399**<br>1 928<br>6 136<br>**6 253**<br>4 024<br>8 750 | RNR | **1978** Santierul Naval Braila—Braila (1307)<br>130,74 (BB) 17,71 6,600/8,102<br>121,21 10,19<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (11,9 × 5,8) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(3) | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Yugoslavia<br>Gen 3 × 250kW 400V 50Hz a.c.<br>Fuel 1 148,0t (hvf) 16kn |
| 7046895<br>ORTL<br>Dl Esd Gc<br>Rdr Rt<br>AMVER | **RUPEL**<br>ex Cap Frehel-81<br>Antwerpen Belgium | **8 018**<br>5 393<br>10 701 | BV | **1971** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (125)<br>125,99 8,281<br>114,99 20,50 11,10<br>2 dks | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Ice strengthened Twin side arms<br>Dredging depth 35,0 Hopper 10800T<br>Mchy.aft<br>Hopper 7 200<br>2 sandpumps each 1948kW (2648bhp) | Pielstick 16PC2V-400<br>2 Vee Oil 4SA each 16Cy. 400 × 460 reduction geared to sc. shafts<br>16 000bhp (11 769kW)<br>Ch. de l'Atlantique St Nazaire<br>2 Controllable pitch propellers<br>12kn |

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| **8120612**<br>*ORLP*<br>2947<br>Esd Rdr RTv | **RUPELMONDE**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **218**<br>27<br>132 | ✠**100A1** SS 4/87<br>tug<br>coastal service between Le Havre and Bremerhaven<br>✠**LMC**<br>EL (D) 275,0/19,0U2<br>FN 343 | **1983**-5 N.V. Scheepswerf van Rupelmonde —Rupelmonde (453)<br>29,49 9,05 3,261<br>26,17 8,81 4,27<br>P 12,5 B 4,6 F 6,1 1 dk<br>rf - | **TM Tug**<br>Fire-fighting | MWM<br>2 Oil 4SA each 6Cy. 230 × 270 with clu<br>flexible couplings & sr reverse gear<br>shafts<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 92kW 380V 50Hz a.c.<br>Fuel 138,0t (d.o.) |
| **5302271**<br>*VOKD*<br>195965<br>Df Esd Rdr RTm | **RUPERT BRAND II**<br>ex Nordepic-55<br>**Crest Trawlers Ltd.**<br>Lunenburg, N.S. Canada | **219**<br>116<br>159 | ✠Classed LR until 5/59 | **1953**-6 Goole SB. & Repairing Co. Ltd.—Goole (487)<br>36,07 7,17<br>32,01 7,14 3,51<br>F 5,5<br>R BK 178 | **M Fishing**<br>Side Trawler<br>1 Ho 6,7<br>3 Ha (0,9 0,9 × 0,7) (0,9 × 0,8) | Crossley<br>Oil 2SA 6Cy. 265 × 345<br>450bhp (331kW)<br>Crossley Bros. Ltd.<br>Gen 2 × 12kW 110V d.c.<br>Fuel (d.o.) |
| **5302295**<br>181386<br>Df Esd Pfd RdrRTm | **RUPERT BRAND IV**<br>ex Boston Comet-59<br>**Crest Trawlers Ltd.**<br>Lunenburg, N.S. Canada | **249**<br>78<br>156 | ✠Classed LR until 5/59 | **1957**-8 T. Mitchison Ltd.—Gateshead (81)<br>*35,18* 7,73<br>34,55 7,62 3,81<br>F 4,9<br>R rf 914 BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 6,7<br>3 Ha (1,3 1,3 × 1,2) (1,0 × 0,9) | Mirrlees<br>Oil 4SA 6Cy. 381 × 457<br>750bhp (552kW)<br>Mirrlees, Bickerton & Day<br>Gen 2 220V d.c.<br>Fuel (d.o.) |
| **5050842**<br>*PKYK*<br>1998/L<br>Esd Rt | **RUPIT**<br>ex Teluk Wap-68 ex Bravo-65<br>ex Banjoewangi-59<br>**P.T. Pelayaran "Sri Wijaya Raya Lines"**<br>Jakarta Indonesia | **1 324**<br>663<br>1 899 | (KI) | **1948** N.V. Schps. Gebr. Pot—Bolnes (914)<br>69,19 12,10 4,827<br>64,70 12,04 5,41<br>P 16,8 B 15,0 F 9,8 1 dk & S dk | **M General Cargo** OSD<br>G.2 488 B.2 395<br>3 Ha (5,2 5,9 5,9 × 4,1) ER<br>6W Der 1(10) | Polar<br>Oil 2SA 7Cy. 340 × 570<br>900bhp (662kW)<br>Atlas-Diesel A/B<br>Gen 1 × 105kW 220V d.c.<br>Fuel 61,0t (d.o.) |
| **8619144**<br>*JK4675*<br>129561 | **RURI MARU**<br>**Mihara Kanko Kisen K.K.**<br>Mihara, Hiroshima Pref. Japan | **265**<br>—<br>127 | | **1987** Naikai SB. & Eng. Co. Ltd.—Setoda (521)<br>49,81 10,52 2,159<br>32,62 10,51 3,13<br>1 dk | **TM RoRo Cargo/Ferry**<br>250dk P | Yanmar<br>2 Oil 4SA each 6Cy. 220 × 280 with clu<br>flexible couplings & sr reverse gear<br>shaft<br>1 184kW (1 610bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 60kW 225V 60Hz a.c. |
| **8100753**<br>411173<br>Rdr RTv | **RUSALKA**<br>**Koraboimpex**<br>Bourgas Bulgaria | **158**<br>80<br>170 | BR<br>✠Classed LR until 30/12/82 | **1981**-12 O.M.S.A.—Genova (15)<br>26,85 7,14 3,241<br>24,62 7,01 4,02<br>1 dk<br>rf 1245 | **M Tug/ Pollution Control Vessel**<br>Oil Recovery | Deutz<br>Oil 4SA 8Cy. 142 × 160 with clutches, fle<br>couplings & sr reverse geared to sc<br>Kloeckner Humboldt Deutz<br>Gen 1 × 92kW 380/220V 50Hz a.c. |
| **8802466**<br>*SNAD*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>CollRdr<br>SatCom | **RUSALKA II**<br>**Polish Baltic Shipping Co. (Polska Zegluga Baltycka)**<br>Kolobrzeg Poland | *1 948*<br>*768*<br>1 880 | PR | **1991** Stocznia im. "Komuny Paryskiej"—Gdynia (B564/01)<br>75,96 (BB) - 4,500<br>70,60 12,80 5,60<br>1dk | **M General Cargo**<br>1cbn 2bth P<br>G.2 570 B.2 211<br>TEU 122<br>C.Ho 52/20'(40') C.Dk 70/20'(40')<br>1 Ha (stl) (45,7 × 10,6) ER | Sulzer<br>Oil 8Cy. 250 × 300<br>1 161kW (1 578bhp)<br>H. Cegielski<br>Gen 1 × 800kW 1 × 320kW 2 × 28<br>400V a.c. |
| **7338028**<br>*UMSN*<br>M-12386<br>Df Esd Gc<br>Rdr Rt | **RUSANOVO**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1973** .............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **8803824** | **RUSHI KULYA**<br>**Government of The Republic of India (Gopalpur Port Project)**<br>Madras India | **49**<br>—<br>— | ✠**AN**<br>dredger<br>protected waters service<br>FN 112 | **1989**-2 Tebma Engineering Pvt. Ltd.—Madras (004)<br>21,70 5,75<br>15,02 5,61 1,81<br>1 dk<br>rf nil | **Dredger/ Amphibious self-elevating Pontoon**<br>Cutter Suction | |
| **8725773**<br>M-43227<br>Rt | **RUSLAN**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | *182*<br>*54*<br>57 | RS | **1988** .............U.S.S.R.<br>29,30 8,60 3,400<br>27,00 4,30<br>1 dk | **TM Tug**<br>Fire-fighting<br>Ice strengthened | Russkiy<br>2 Oil 4SA each 8Cy. 250 × 340<br>Controllable pitch propeller<br>Controllable pitch propeller |
| **7111444**<br>*EWMQ*<br>M-31504<br>Df Esd Gc<br>Rdr Rt | **RUSNE**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**2 581**<br>888<br>1 268 | RS | **1971** .............U.S.S.R.<br>83,90 14,03 5,700<br>78,03 13,97 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 200V a.c.<br>Controllable pitch propeller |
| **7611327**<br>*UIJY*<br>Df Esd Gc<br>Rdr Rt | **RUSNE**<br>ex Vanya Kovelyev-92<br>**Lithuanian Shipping Company (LISCO)**<br>Klaipeda Lithuania | T.Mk<br>**1 222**<br>427<br>1 283<br>**2 079**<br>918<br>2 180 | RS | **1976** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin<br>88,75 12,83 4,150/5,201<br>80,40 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 16,6 16,9 ER<br>G.3 615 B.3 240<br>TEU 57 C.Ho 38/20' C.Dk 19/20'<br>3 Ha (stl) (8,7 × 7,7) (12,8 12,8 × 10,1) ER<br>Der 1(20) 2(10) | Sulzer<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>H. Cegielski<br>Fuel 44,5t (d.o.) 133,0t (hvf)-7,0pd |
| **8325432**<br>*UVBB*<br>M-41969<br>Df Esd Gc<br>Pfd Rdr RTv | **RUSS**<br>ex Konstantin Chernenko-88<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400370/UVBB | *12 798*<br>*4 374*<br>1 621 | RS | **1986** Stocznia Szczecinska im. A. Warskiego —Szczecin (B492/06)<br>139,55 21,40 5,601<br>125,02 21,02 12,63<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>120cbn 376bth —dk P<br>Ice strengthened<br>TEU 108 C.108/20' | Sulzer<br>4 Oil 4SA each 6Cy. 400 × 480 geared t<br>shafts<br>17 400bhp (12 799kW)<br>"Zgoda" Zaklady Urzadzen Techniczny<br>Gen 4 × 1000kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 2 aft |
| **8131623**<br>*UEYJ*<br>M-31344<br>Df Esd Gc<br>Rdr RTv | **RUSSKOYE POLYE**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**3 090**<br>1 393<br>2 000 | RS | **1981** VEB Volkswerft Stralsund—Stralsund (520)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L.<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR |
| **8832942**<br>M-40314<br>Df Esd Gc<br>Rdr Rt | **RUSSO-BALT**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | *182*<br>*54*<br>69 | RS | **1990** .............U.S.S.R.<br>29,30 8,59 3,401<br>27,00 4,30<br>1dk | **TM Tug**<br>Fire-fighting | Russkiy<br>2 Oil 4SA each 8Cy. 250 × 340<br>Russkiy-Diesel Works<br>2 Controllable pitch propellers |
| **9021095**<br>*V2GX*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>AMVER | **RUTH**<br>**Reederei Hermann Buss & Peter Dohle Schiffahrts-KG. (G.m.b.H. & Co.)**<br>Leer Antigua & Barbuda | *2 873*<br>*1 578*<br>4 557 | GL | **1991** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (797)<br>88,20 13,68 6,111<br>84,90 13,60 7,70<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.5 665<br>TEU 173 C.Ho 105/20' C.Dk 68/20'<br>1 Ha (stl) (56,4 × 11,1) ER | Deutz<br>Oil 4SA 9Cy. 240 × 280 with clutches, f<br>couplings & sr reverse geared to s<br>809kW (1 100bhp)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 116kW 220/380V a.c.<br>Thw. thrust propeller fwd |

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| 6620945<br>OUKJ<br>O1585<br>Df Esd Gc<br>Pfd Rdr Rt | **RUTH**<br>ex Havlot-90 ex Skalafossur-84<br>ex Leivur Hepni-71<br>**Rederiet Ruth**<br>Hirtshals Denmark | *1 016*<br>*304*<br>584 | NV | **1968** Hatlo Verksted A/S—Ulsteinvik (37)<br>59,52 9,28 4,560<br>52,61 9,20 7,12<br>2 dks<br>rf 1207 BK 102 len 86 | **M Fishing**<br>Side Trawler Seiner<br>Ice strengthened<br>3 Ta<br>5 Ha (1,7 × 1,7) (2,5 × 2,9) (2,6 × 1,8) (2,6 2,6 × 1,7) ER<br>1W Der 2(3) | Alpha<br>Oil 4SA 8Cy. 280 × 320<br>2 391bhp (1 759kW) NE 86<br>B&W Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 293kW 2 × 75kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft |
| 7637410<br>597355 | **RUTH AND PAT**<br>ex Nan Sea<br>**Vessel Bozo Inc.**<br>Houma, La United States of America | **187**<br>127<br>— | | **1978** Blue Streak Industries Inc.—Chalmette, La<br>*24,79* 7,70<br>3,84<br>1 dk | **M Fishing** | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 9000728<br>DGRR<br>Esd Gc Rdr<br>RTv | **RUTH BORCHARD**<br>ex Rendsburg-91<br>**Kapitan Jorg Kopping**<br>Hamburg Federal Republic of Germany | *3 469*<br>*1 910*<br>4 706 | GL | **1991** Marmara Tersanesi—Yarimca (49 A)<br>96,65 6,012<br>- 15,94 7,90<br>1 dk | **M General Cargo**<br>1 Ho ER<br>B.5 380<br>TEU 343 C. 343/20' incl. 60 ref C.<br>1 Ha (stl) (55,8 × 12,9) ER<br>Cr 2(30) | MaK 8M453C<br>Oil 4SA 8Cy. 320 × 420 reduction geared to sc. shaft<br>2 200kW (2 991bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 720kW 2 × 292kW 220/380V a.c.<br>Controllable pitch propeller<br>13kn |
| 6523810<br>KOHB<br>502928<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **RUTH LYKES**<br>**Lykes Bros. Steamship Co. Inc.**<br>Galveston, Tx United States of America<br>SatCom: 1502324/KOHB | T.Mk<br>**7 423**<br>4 008<br>10 996<br>**10 954**<br>6 324<br>14 897 | AB | **1966** Avondale Shipyards Inc.—Avondale, La (1042)<br>164,60 23,22 9,118/10,186<br>156,95 23,17 13,01<br>F 27,8 3 dks<br>RW rf nil | **S General Cargo**<br>2cbn 4bth P<br>4 Ho 19,0 20,5 19,0 19,0 ER 23,6DT 20,1DT 12 TwD<br>G.22 897 B.21 234 L.884<br>TEU 61 C.Dk 61/20' (40') incl. 12 ref C.<br>6 Ha (stl) (9,6 × 6,1) (12,1 10,6 9,9 × 8,2) ER (12,9 × 7,9) (10,6 × 8,2)<br>2 Wing Ha (stl) (12,9p&s × 4,8)<br>20W Der 1(80) 20(15) | 2 S Turb dr geared to sc. shaft<br>15 500shp (11 401kW)<br>Westinghouse Elec. Corp. Philadelphia, Pa<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 724,0t (o.f.)-67,0pd 19kn |
| 7371941<br>H9LB<br>11010-81A<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RUTH M**<br>ex Ruth-80<br>**ITI Shipping S.A.**<br>Panama Panama<br>SatCom: 1333402 | **60 814**<br>46 245<br>128 300<br>T/cm<br>97,2 | AB | **1975** Hitachi Zosen—Innoshima (4390)<br>266,71 (BB) 41,46 16,815<br>255,00 41,41 22,20<br>1 dk<br>rf 89 Bow/CM 135 Diam. 0,410 MH 1,5 | **M Tanker**<br>IGS<br>15 Ta ER<br>L.(oil) 14 295<br>3 Cargo pumps total 8 985T/hr | B&W 9K84EF<br>Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 980kW 2 × 480kW 440V 60Hz a.c.<br>Fuel 4 946,0t (hvf) 15kn |
| 8122816<br>ELCO4<br>7327<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **RUTH VENTURE**<br>**Pearce Shipping Ltd.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | *24 978*<br>*13 474*<br>41 502<br>T/cm<br>50,4 | NK | **1983** Nipponkai Heavy Ind. Co. Ltd.—Toyama (225)<br>188,40 (BB) 31,48 10,707<br>180,02 31,01 15,12<br>P 28,1 F 13,2 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.49 320 B.48 104<br>5 Ha (stl) (each 19,2 × 13,6) ER<br>Cr 4(25) | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW<br>14,25kn |
| 6516427<br>199340 | **RUTH 1-16**<br>**U. Davis**<br>Road Harbour British Virgin Islands | **142**<br>92<br>— | | **1962** U. Davis—Anguilla<br>*27,44* 7,12<br>... ... ...<br>1 dk | **Wood Aux M General Cargo** | Oil 6Cy. — × 127<br>E made fitted62<br>............ |
| 8415689<br>DHWR<br>14495<br>Df Esd Gc<br>Rdr RTm/h/v | **RUTH-W**<br>**m.s. "Ruth W" Herman Wolter KG**<br>Hermann Peter August Wolter<br>Hamburg Federal Republic of Germany | *2 119*<br>*900*<br>3 041 | GL | **1984** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (961)<br>92,11 (BB) 11,54 4,698<br>89,21 11,31 6,91<br>P 18,3 F 6,8 2 dks | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho 64,3 ER<br>G.4 060 B.4 039<br>TEU 100 C. 100/20' (40')<br>1 Ha (stl) (61,7 × 9,3) ER | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>815bhp (599kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 214,5t (d.o.) 10,75kn |
| 8027652<br>DGRC<br>13325<br>Df Esd Gc<br>Rdr SatNav | **RUTHENSAND**<br>ex Echo Trader-90 ex Ruthensand-87<br>**Braack Schiffahrts K.G.**<br>Nielsen Chartering A/S<br>Hamburg Federal Republic of Germany | **999**<br>523<br>2 623 | GL | **1981** C. Luehring Schiffswerft GmbH & Co. KG —Brake/Unterweser (8002)<br>78,59 12,83 4,601<br>73,72 12,81 4,81<br>P 16,5 F 8,3 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 830<br>TEU 88 C.Ho 56/20' C.Dk 32/20'<br>1 Ha (stl) (43,9 × 10,2) ER<br>Cr 2(4) | MaK 6M452AK<br>Oil 4SA 6Cy. 320 × 450 with flexible couplings & sr geared to sc. shaft<br>1 500bhp (1 103kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>10,25kn |
| 5302594<br>KSIC<br>252612<br>Esd RTh | **RUTHIE B**<br>**Sun King Inc.**<br>Wilmington, De United States of America | **262**<br>108<br>295 | | **1947** National Iron Works—San Diego, Ca (153)<br>*30,58* 8,23<br>... ... ...<br>1 dk | **M General Cargo** | De Industrie<br>Oil 4SA 6Cy. 330 × 406<br>550bhp (405kW)<br>Atlas Imperial D.E. Co. San Francisco, Ca<br>Gen 2 × 100kW 220V 60Hz a.c.<br>Fuel (d.o.) |
| 7947881<br>WQZ3798<br>610395 | **RUTHIE B**<br>**Willis E. Blount Commercial Fishing Corp.**<br>Plymouth, Ma United States of America | **107**<br>72<br>— | | **1979** Blount Marine Corp.—Warren, RI<br>*21,68* 6,81<br>3,38<br>1 dk | **TM Fishing**<br>Stern Trawler | General Motors 16V-71-N<br>2 Vee Oil 2SA each 16Cy. 108 × 127<br>340bhp (250kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| 7524407<br>UCV<br>M-12438 | **RUTIL**<br>**Government of The Republic of Russia (Ministry of Geology)**<br>(Yevpatoriya) (U.S.S.R.) | **166**<br>18<br>36 | RS | **1975** .............U.S.S.R.<br>33,96 7,09 2,590<br>3,69<br>1 dk | **M Research**<br>Ice strengthened | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9kn |
| 7342366<br>C6BN5<br>365560<br>Esd Gc Pfd<br>Rdr RTm/h/v | **RUTLAND**<br>ex Martindyke-88<br>**Rutland Maritime Co. Ltd.**<br>Torbulk Shipping (UK) Ltd.<br>Nassau Bahamas | **1 594**<br>968<br>2 583 | ✠**100A1** SS 11/89<br>✠**LMC** **UMS**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1374 | **1975**-3 Goole SB. & Repairing Co. Ltd.—Goole (582)<br>77,78 13,19 4,979<br>71,81 13,11 6,02<br>P 13,2 RFD 7,7 F 8,3 1 dk<br>rf 76 | **M General Cargo**<br>1 Ho 48,1 ER<br>G.3 146<br>1 Ha (stl) (40,4 × 10,6) ER | Mirrlees KMR-6<br>Oil 4SA 6Cy. 381 × 457 sr geared to sc. shaft<br>2 782bhp (2 046kW)<br>Mirrlees Blackstone (Stockport) Ltd. Stockport<br>Gen 2 × 70kW 1 × 24kW 440V 50Hz a.c.<br>Fuel 183,0t 13,5kn |
| 7646803<br>EDKC<br>M-34687<br>Df Esd Gc<br>Rdr Rt | **RUTSAVA**<br>**Zapryba**<br>(Liepaya) (U.S.S.R.) | **744**<br>213<br>350 | RS | **1977** .............U.S.S.R.<br>53,73 (BB) 10,72 4,287<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>12,75kn |
| 7413256<br>5ITI<br>10048<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **RUVU**<br>ex Sea Horse-79<br>**Chinese-Tanzanian Joint Shipping Co.**<br>Dar es Salaam Tanzania | **9 753**<br>6 030<br>14 948 | ZC (AB) | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2492)<br>143,41 (BB) 19,87 9,035<br>134,12 19,82 12,35<br>B 2,2 2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 133 B.18 972<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick 12PC2-2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>13,5kn |
| 7805899<br>A7D2008<br>050/82<br>Df Esd Rdr<br>Rt | **RUWAIS**<br>**Qatar National Navigation & Transport Co. Ltd. SAQ**<br>Doha Qatar | **251**<br>73<br>286 | ✠**100A1** SS 3/91<br>offshore tug/supply ship<br>✠**LMC**<br>EL (G) 330,0/24,0U2<br>FN 373 | **1978**-10 Sing Koon Seng (Pte.) Ltd.—Singapore (SKS478)<br>33,79 8,67 3,290<br>30,99 8,51 3,51<br>B & F 18,0 1 dk<br>rf - | **TM Tug/Supply Ship**<br>Deck Cargo Stand-by Safety Vessel | Kelvin TBSC8<br>2 Oil 4SA each 8Cy. 165 × 184 reverse reduction geared to sc. shafts<br>GEC Diesels Ltd. Kelvin Marine Div. Glasgow<br>Gen 2 × 40kW 415V 50Hz a.c. |

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| **7421758**<br><br>321971<br>Df Esd Rdr<br>Rt | **RUWAN YARO**<br>ex Ogina Bereton-77<br>**Nigerian River State Government**<br>Nigeria | **493**<br>277<br>— | ✠ | **1975**-5 Jacht-en Scheepswerf C. van Lent & Zonen B.V.—Kaag (729)<br>49,99 8,08 1,982<br>43,74 8,01 3,94<br>1 dk<br>rf 279 | **TM Ferry**<br>—P | Deutz<br>2 Vee Oil 4SA each 12Cy. 220 × 280 reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 88kW 380/220V 50Hz a.c.<br>Thw. thrust propeller |
| **7052167**<br><br>350664<br>Df Esd Rdr<br>Rt | **RUWEKUS**<br>**The General Development Co. of Namibia Ltd. (Die Algemene Ontwikkelingsmaatskappy van Namibie Beperk)**<br>Cape Town/Kaapstad South Africa | **315**<br>172<br>— | | **1971** Globe Engineering Works—Kaapstad/Cape Town (157)<br>*36,31* 8,28<br>8,23 3,66<br>1 dk<br>len 75 | **M Fishing**<br>Side Trawler Seiner Ref<br>Mchy.aft | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>1 125bhp (828kW) NE 75<br>Caterpillar Tractor Co. |
| **6922298**<br>*OQCH*<br><br>N 708<br>Esd Pfd Rdr<br>RTv | **RUYTINGEN**<br>**Gebroeders Rammeloo P.V.B.A.**<br>Nieuwpoort Belgium | **110**<br>34<br>— | | **1969** Beliard-Murdoch S.A.—Oostende (C.205)<br>25,58 - 2,502<br>22,10 6,40 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | A.B.C.<br>Oil 4SA 6Cy. 242 × 320<br>375bhp (276kW)<br>Anglo-Belgian Co. N.V. |
| **6707727**<br>*UVPC*<br>M-27929<br>Df Esd Gc<br>Rdr RTv | **RUZA**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.)<br>SatCom: 1401544 | **4 531**<br>2 383<br>6 637 | RS | **1966** Stocznia Gdanska im. Lenina—Gdansk (B45/52)<br>123,81 16,74 6,998<br>114,99 16,69 8,44<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 280 B.7 131<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(50) 1(15) 8(5) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>H. Cegielski<br>Gen 2 × 200kW 1 × 80kW 400V 50H<br>Fuel 85,5t (d.o.) 478,0t (hvf) |
| **6701319**<br>*UYYY*<br>M-27637<br>Df Esd Gc<br>Rdr RTv | **RUZA**<br>**Yugryba**<br>(Novorossiysk) (U.S.S.R.)<br>SatCom: 1401544/UYYY | **1 920**<br>603<br>962 | RS | **1965** VEB Volkswerft Stralsund—Stralsund (7060)<br>79,81 13,24 5,201<br>71,02 13,16 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.110 In.950<br>1 Ha (3,6 × 2,3)<br>2W Der 2(1,5) | S.K.L.<br>2 Oil 4SA each 8Cy. 430 × 480 geared<br>1 660bhp (1 221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 270kW 220V d.c.<br>Controllable pitch propeller |
| **7397490**<br>*UFYW*<br>M-31109<br>Df Esd Gc<br>Pfd Rdr Rt | **RUZHANY**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **4 497**<br>2 264<br>5 657 | RS | **1974** VEB Schiffswerft "Neptun"—Rostock (348)<br>117,94 (BB) 16,64 6,922<br>109,07 16,62 9,94<br>2 dks | **M General Cargo** CSD<br>Ice strengthened<br>4 Ho 17,0 17,6 17,6 17,0 4 TwD<br>G.7 248 B.6 852<br>4 Ha (stl) (12,5 × 8,0) (12,5 12,5 12,5 × 12,9) ER<br>4W Der 1(40) 3(20) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>5 320bhp (3 913kW)<br>Halberstadt<br>Gen 2 × 400kW 1 × 300kW |
| **6925020**<br>*LGCZ*<br>17300<br>Rdr Rt | **RYA**<br>**Troms Fylkes Dampskibsselskap A/S**<br>Tromso Norway | **121**<br>47<br>— | (NV) | **1969** Bolsones Verft—Molde (220)<br>26,62 7,57<br>24,29 7,52 3,20<br>1 dk<br>rf 902 BK 127 | **TM RoRo Cargo/Ferry** 100P<br>Mchy.aft | Deutz<br>2 Vee Oil 4SA each 10Cy. 120 × 140<br>330bhp (243kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 18kW 220V 50Hz a.c.<br>2 Directional propellers<br>Fuel (d.o.) |
| **5302673** | **RYAD**<br>ex Halif-60<br>**Abdul Rezzak Mohamed Al-Saleh**<br>Iraq | **209**<br>11<br>89 | ✠Classed LR until 4/63 | **1948**-10 Scott & Sons—Bowling (385)<br>33,58 7,07 2,198<br>31,55 7,01 2,75 | **TS Tug** | C 4Cy. (2) 279 & (2) 559 x 406<br>Plenty & Son Ltd.<br>Fuel 55,0t (o.f.) |
| **6806793**<br><br><br>Df Esd | **RYAD III**<br>**Pakfreeze**<br>Beirut Lebanon | **131**<br>66<br>— | | **1967** Ch. Normands Reunis—Courseulles-sur-Mer (3)<br>24,80 6,81 2,286<br>21,67 6,68 3,48<br>1 dk | **M Fishing**<br>Side Trawler<br>In.142 | Caterpillar<br>Vee Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **6413259**<br><br>320572<br>Esd Pfd Rdr<br>Rt | **RYAN ATLANTIC**<br>ex Cape Norman-85<br>**Continental Seafoods Ltd.**<br>Halifax, N.S. Canada | **358**<br>121<br>— | ✠Classed LR until 3/65 | **1964**-7 Halifax Shipyards Ltd.—Halifax, N.S. (33)<br>43,01 8,11<br>37,24 8,01 4,07<br>RQD 19,9 F 6,4<br>rf 813 BK 229 | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz |
| **7404073**<br>*WYT9263*<br>563778<br>Df Esd Gc<br>Pfd Rdr Rt | **RYAN B.**<br>ex Elda Martin-90<br>**Bollinger Machine Shop & Shipyard Inc.**<br>New Orleans, La United States of America | **172**<br>117<br>— | AB | **1975** Halter Marine Services, Inc.—Lockport, La (443)<br>11,59 3,639<br>50,45 11,54 4,27<br>F 15,0 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | Polar<br>2 Oil 4SA each 6Cy. 250 × 300 reverse geared to sc. shafts<br>2 640bhp (1 942kW)<br>Nydqvist & Holm A/B<br>Gen 2 × 99kW<br>Fuel 303,0t (d.o.) |
| **7518977**<br><br>811492<br>Df Esd Gc<br>Pfd Rdr RTh | **RYAN LEET**<br>ex Salvor Commander-90<br>ex Abeille Provence-87<br>**Secunda Marine Services Ltd.**<br>Halifax, N.S. Canada | **1 328**<br>387<br>780 | BV | **1978** Beliard-Murdoch S.A.—Oostende (C.230)<br>66,76 5,701<br>61,02 13,01 6,35<br>F - 1 dk | **TM Tug**<br>Fire-fighting Salvage<br>Ice strengthened | AGO<br>2 Vee Oil 4SA each 20Cy. 240 × 220 geared to sc. shafts<br>Soc. Alsacienne de Const. Mec. (S.A.C.M<br>Gen 3 × 480kW 220/440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 1 079,0t |
| **8725759**<br><br>M-41639<br>Rt | **RYANYY**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *270*<br>*81*<br>89 | RS | **1987** ..............Yugoslavia<br>35,78 9,49 3,280<br>30,23 4,50<br>1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | Sulzer<br>2 Oil 4SA each 6Cy. 250 × 300<br>Gen 1 × 150kW a.c.<br>Controllable pitch propeller |
| **7435383**<br>*USFE*<br>M-31162<br>Df Esd Gc<br>Pfd Rdr Rt | **RYAZAN**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **4 497**<br>2 264<br>5 657 | RS | **1975** VEB Schiffswerft "Neptun"—Rostock (354)<br>117,86 (BB) 16,64 6,820<br>109,07 16,62 8,59<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,0 17,6 17,6 17,0 4 TwD<br>G.7 249 B.6 904<br>4 Ha (stl) (12,3 × 8,0) (12,3 12,3 12,3 × 12,9) ER<br>4W Der 1(40) 3(20) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW)<br>Halberstadt<br>Gen 2 × 400kW a.c. 1 × 300kW a.c |
| **8705022**<br>*UUAF*<br>M-42014<br>Df Esd Gc<br>Rdr Rt | **RYBACHIY**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *3 816*<br>*1 144*<br>1 727 | RS | **1987** Stocznia Gdanska im. Lenina—Gdansk (B408/32)<br>93,96 5,650<br>87,00 15,91 10,01 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref | Sulzer<br>Oil 4SA 8Cy. 400 × 480 geared to sc.<br>5 350bhp (3 935kW)<br>"Zgoda" Zaklady Urzadzen Technicz<br>Sw<br>Gen 1 × 1200kW a.c. 2 × 800kW a.c.<br>Controllable pitch propeller |
| **7524500**<br>*ULUL*<br>M-32463<br>AMVER | **RYBACHIY**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **180**<br>32<br>74 | RS | **1975** ..............U.S.S.R.<br>31,63 7,32 2,836<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |

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|---|---|---|---|---|---|---|---|---|---|
| 8901494<br>P3LW | **RYBAK**<br>**Rider Shipping Corp.**<br>Limassol Cyprus | **1 900**<br>592<br>— | NV (Class cont.) | **1991**<br>64,05<br>55,55 | Sterkoder M/V A/S—Kristiansund N. (127) | <br><br>13,00 | <br><br>5,95 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Wartsila 6R32<br>Oil 4SA 6Cy. 320 × 350 reduction geared to sc. shaft<br>2 458kW (3 342bhp)<br>Wartsila Diesel Oy Vaasa/Vasa<br>Gen 1 × 1304kW 2 × 336kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| 7645382<br>UPTR<br>M-12535 | **RYBAK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **163**<br>39<br>87 | RS | **1977**<br>33,96<br>30,00<br>1 dk | .............U.S.S.R. | <br>7,09 | <br>2,902<br>3,69 | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9kn |
| 8721739<br>UNEW<br>M-40461 | **RYBAK AMURA**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Okhotsk) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1987**<br>54,82<br>50,30<br>1 dk | .............U.S.S.R. | <br>-<br>10,15 | <br>4,140<br>5,00 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| 7212145<br>EOPC<br>M-30624<br>Df Esd Gc<br>Pfd Rdr Rt | **RYBAK BALTIKI**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **13 087**<br>6 074<br>10 094 | RS | **1972**<br>164,01<br>149,00<br>2 dks & S dk | Stocznia Gdanska im. Lenina—Gdansk (B69/21) | <br><br>21,34<br>21,29 | <br><br>8,090<br>12,65 | **M Factory Ship** OSD<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 896<br>5 Ha (stl) (each 4,5 × 3,9) ER<br>16W Der 2(10) 14(5) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>14,5kn |
| 7608813<br>UPGN<br>M-33475<br>Df Esd Gc<br>Pfd Rdr Rt | **RYBAK CHUKOTKI**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **16 160**<br>6 839<br>11 238 | RS | **1980**<br>178,31<br>177,02<br>3 dks | Stocznia Gdanska im. Lenina—Gdansk (B670/04) | <br><br>24,60 | <br>7,201<br>14,51 | **M Factory Ship**<br>Fish-factory<br>Ice strengthened<br>6 Ho ER<br>In.13 400<br>12W Der 2(10) 10(5) | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>8 900bhp (6 546kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 5 × 5000kW 1 × 100kW<br>Fuel 7 015,0t (d.o. & hvf) 15kn |
| 8033895<br>LYFS<br>M-39723<br>Df Esd Rdr<br>RTm/h/v | **RYBAK DONBASSA**<br>**Yugryba**<br>(Mariupol) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1982**<br>33,96<br><br>1 dk | .............U.S.S.R. | <br>7,09 | <br>2,899<br>3,69 | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| 7608796<br>EUJV<br>M-33441<br>Df Esd Gc<br>Pfd Rdr Rt | **RYBAK KAMCHATKI**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **16 103**<br>6 864<br>11 238 | RS | **1979**<br><br>178,31<br><br>3 dks | Stocznia Gdanska im. Lenina—Gdansk (B670/02) | <br><br><br>24,60 | <br><br>7,201<br>14,51 | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>6 Ho ER<br>In.13 400<br>2W Der 2(10) 10(5) | B&W 6-62VTBF-140<br>Oil 2SA 6Cy. 620 × 1400<br>8 900bhp (6 546kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 5 × 5000kW 1 × 100kW<br>Fuel 6 904,0t (d.o. & hvf) 15kn |
| 8721727<br>UHNO<br>M-42911 | **RYBAK KARELII**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Murmansk) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1988**<br>54,82<br>50,30<br>1 dk | .............U.S.S.R. | <br>-<br>10,15 | <br>4,140<br>5,00 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| 8725931<br><br>M-36981<br>Rdr Rt | **RYBAK KERCHI**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Kerch) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1985**<br>26,50<br>22,90<br>1 dk | .............U.S.S.R. | <br>6,59 | <br>2,360<br>3,05 | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 8725917<br><br>M-38437<br>Rdr Rt | **RYBAK KHERSONA**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Kherson) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1986**<br>26,50<br>22,90<br>1 dk | .............U.S.S.R. | <br>6,59 | <br>2,340<br>3,05 | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 7405558<br>EVBI<br>M-32660<br>Df Esd Gc<br>Pfd Rdr Rt | **RYBAK LATVII**<br>**Zapryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | T.Mk<br>**10 068**<br>4 141<br>10 174 | RS | **1975**<br><br>163,96<br>149,00<br>3 dks | Stocznia Gdanska im. Lenina—Gdansk (B69/31) | <br><br>21,34<br>21,21 | <br><br>8,090<br>12,60 | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 896<br>5 Ha (stl) (each 4,5 × 3,9)<br>16W Der 2(10) 14(5) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>14,5kn |
| 8729688<br>LYEM<br>M-41370<br>Df Esd Gc<br>Pfd Rdr RTv | **RYBAK LENINGRADA**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1401556/LYEM | *4 407*<br>*1 322*<br>1 810 | RS | **1989**<br>104,50<br>96,40<br>2 dks | "Chernomorskiy" Shipyard—Nikolayev | <br>16,03<br>- | <br>5,900<br>10,20 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Russkiy 6CHN40/46<br>Oil 4SA 6Cy. 400 × 460 geared to sc. shaft<br>5 148kW (6 999bhp)<br>Russkiy-Diesel Works Leningrad<br>Controllable pitch propeller<br>16kn |
| 7521429<br>SQGB<br><br>Df Esd Gc<br>Rdr RTv | **RYBAK MORSKI**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich "Odra"**<br>Swinoujscie Poland<br>SatCom: 1703241/ODRB | T.Mk<br>**2 599**<br>959<br>1 480 | PR | **1976**<br><br>90,66<br>81,62<br>2 dks | Stocznia im. "Komuny Paryskiej"—Gdynia (B89/01) | <br><br><br>15,02 | <br><br>5,201<br>9,40 | **M Factory Fishing**<br>Fish-factory Stern Trawler Training Ref<br>Ice strengthened<br>2 Ho<br>In.1 450 | Sulzer 6ZL40/48<br>Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 560kW 2 × 504kW 1 × 48kW 400V a.c.<br>Controllable pitch propeller<br>15,75kn |
| 8725929<br><br>M-38450<br>Rdr Rt | **RYBAK OCHAKOVA**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Nikolayev) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1987**<br>26,50<br>22,90<br>1 dk | .............U.S.S.R. | <br>6,59 | <br>2,360<br>3,05 | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 7608801<br>EUOC<br>M-33474<br>Df Esd Gc<br>Pfd Rdr Rt | **RYBAK PRIMORIYA**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**16 420**<br>6 639<br>11 238 | RS | **1980**<br><br>178,31<br>177,02<br>3 dks | Stocznia Gdanska im. Lenina—Gdansk (B670/03) | <br><br><br>24,60 | <br><br>7,709<br>14,51 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>6 Ho ER<br>In.13 400<br>12W Der 2(10) 10(5) | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>8 900bhp (6 546kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 5 × 500kW 1 × 100kW<br>Fuel 6 904,0t (d.o. & hvf) 15kn |
| 7608825<br>UNSX<br>M-33488<br>Df Esd Gc<br>Pfd Rdr RTv | **RYBAK VLADIVOSTOKA**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**16 420**<br>6 892<br>10 886 | RS | **1981**<br><br>178,39<br>177,02<br>3 dks | Stocznia Gdanska im. Lenina—Gdansk (B670/05) | <br><br>24,64<br>24,60 | <br><br>7,710<br>14,50 | **M Factory Ship**<br>Fish-factory<br>Ice strengthened<br>6 Ho ER<br>In.13 400<br>12W Der 2(10) 10(5) | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>8 900bhp (6 546kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 5 × 5000kW 1 × 100kW<br>Fuel 7 015,0t (d.o. & hvf) 15kn |

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| **7611236**<br>*EKIN*<br>M-29615 | **RYBAK ZAPOLYARYA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**1 503**<br>465<br>611 | RS | **1976** Baltiya Shipyard—Klaypeda<br>59,01 (BB) 13,01 4,868<br>52,00 8,89 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>B.95 In.485 L.4<br>3 Ha (1,1 × 1,3) (0,7 × 0,7) (1,9 × 1,9)<br>Der 2(1,5) | | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>2 200bhp (1 618kW)<br>CKD Praha |
| **6419746**<br>*UGNH*<br>M-27376<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RYBATSKAYA SLAVA**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**12 487**<br>7 553<br>11 086 | RS | **1965** Kieler Howaldtswerke A.G.—Kiel (1178)<br>167,27 24,03 7,551<br>153,52 23,98 14,84<br>2 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.14 500<br>5 Ha (4,0 4,0 4,0 4,0 3,5 × 4,0) ER<br>10W Der 2(10) 8(5) | | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>5 640bhp (4 149kW)<br>Kieler Howaldtswerke A.G. |
| **7514919**<br>*UHQZ*<br>M-31207<br>Df Esd Gc<br>Pfd Rdr Rt | **RYBINSK**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | T.Mk<br>**2 888**<br>1 288<br>—<br>**4 497**<br>2 264<br>5 657 | RS | **1976** VEB Schiffswerft "Neptun"—Rostock (359)<br>117,89 (BB) 16,64 5,450/6,820<br>109,10 16,60 8,59<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,0 17,6 17,6 17,0 4 TwD<br>G.7 249 B.6 885<br>4 Ha (stl) (12,3 × 8,0) (12,3 12,3 12,3 × 12,9) ER<br>4W Der 1(40) 3(20) | | MAN<br>Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW)<br>Halberstadt<br>Gen 2 × 400kW a.c. 1 × 300kW a.c |
| **8900969**<br>2945<br>Esd Gc Rdr<br>RTv | **RYBNOVSK**<br>**Rybnovsk Shipping Co. Ltd.**<br>Unicom Management Services (Cyprus) Ltd.<br>Valletta Malta | *3 936*<br>*1 612*<br>4 168 | NV (Class cont.)<br>RS (Class cont.) | **1991** Sedef Gemi Endustrisi A.S.—Gebze (77)<br>97,80 - 5,620<br>90,22 17,30 7,00<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.4 493<br>TEU 224 C. 224/20' incl. 6 ref C.<br>2 Ha (stl) (each 25,7 × 12,5) ER<br>Cr 2(25) | | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>4 567bhp (3 359kW)<br>H. Cegielski |
| **7421215**<br>*EVWN*<br>M-12390<br>Df Esd Rdr<br>Rt | **RYBNOYE**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1974** ............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **6419643**<br>*URVZ*<br>M-26544<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **RYBNYY MURMAN**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**10 075**<br>3 965<br>9 892 | RS | **1964** Stocznia Gdanska im. Lenina—Gdansk (B69/03)<br>165,36 21,34 8,109<br>149,00 21,24 12,60<br>3 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.10 333<br>5 Ha (3,2 4,5 4,5 4,5 4,5 × 3,9) ER<br>18W Der 2(10) 14(5) 2(3) | | B&W<br>Oil 2SA 5Cy. 740 × 1600<br>7 200bhp (5 296kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 6 × 320kW 380V 1 × 80kW |
| **7733709**<br>*UTZW*<br>M-12607 | **RYBOLOV**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1978** ............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7429188**<br>*OXHY*<br>D2788<br>Df Esd Gc<br>Pfd Rdr Rt | **RYE**<br>ex Ben Alder-81 ex Goodwin Sand-80<br>**Harald Rye Nielsen**<br>Esbjerg Denmark | **290**<br>105<br>310 | GL | **1975** Schiffsw. Schloemer GmbH & Co. K.G. —Oldersum (250)<br>38,00 (BB) 8,62 3,398<br>34,52 8,59 3,92<br>F 12,5 1 dk | **M Fishing**<br>3 Ho ER<br>1W Der 1(3) | | Deutz<br>Oil 4SA 6Cy. 240 × 280 sr geared to sc<br>1 000bhp (736kW) NE 85<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller |
| **8226105**<br>186701 | **RYEDALE H**<br>**D. Cook Ltd.**<br>Hull United Kingdom | **321**<br>168<br>— | | **1956** John Harker Ltd.—Knottingley (272)<br>... ... ...<br>... ... ...<br>1 dk | **M Tank Barge**<br>Mchy.aft | | Ruston<br>Oil<br>Ruston & Hornsby Ltd. |
| **7022708**<br>*LNOL*<br>17462<br>Rdr RTh | **RYFYLKE**<br>ex Skudenes-87<br>**Rogaland Trafikkselskap A/S**<br>Stavanger Norway | *1 574*<br>*674*<br>— | (NV) | **1970** Smedvik Mek. Verksted A/S—Tjorvag (30)<br>58,86 10,65<br>51,97 10,60 4,50<br>2 dks<br>rf 76 BK 140 | **TM RoRo Cargo/Ferry**<br>Side doors<br>Cars 57<br>Mchy.aft | 399dk P | Normo<br>2 Oil 4SA each 8Cy. 250 × 300<br>2 080bhp (1 530kW)<br>A/S Bergens M/V<br>Gen 2 × 72kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **8521282**<br>*JXGI*<br>20237<br>Gc Rdr<br>RTm/h/v | **RYFYLKE**<br>ex Fjordsol-91<br>**A/S Stavangerske Westamarin**<br>Stavanger Norway | *250*<br>*86*<br>50 | NV | **1986** Westamarin A/S—Mandal (91)<br>26,28 1,851<br>24,90 9,00 3,35<br>1 dk | **TM Ferry**<br>Twin Hull | 190dk P | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 18<br>geared to sc. shafts<br>2 298kW (3 124bhp)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 48kW 220V 50Hz a.c. |
| **5331571**<br>*LNJT*<br>14614<br>RdrRTm | **RYGERFJELL**<br>ex Hinna-85 ex Strilfalk-85<br>ex Ternoy-84 ex Skudenes-70<br>**L. Rodne & Sonner A/S**<br>Stavanger Norway | **244**<br>122<br>— | | **1957** Brodrene Lothe A/S—Haugesund (3)<br>37,80 6,84<br>33,53 6,71 3,51<br>1 dk<br>rf 851 BK 152 | **M Ferry/General Cargo**<br>1 Ho 8,7 ER<br>B.119<br>1 Ha (stl) (2,5 × 1,5) ER<br>Der 1(3) | 317P | Normo<br>Oil 4SA 8Cy. 250 × 360<br>400bhp (294kW)<br>A/S Bergens M/V<br>Gen 2 × 20kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 5,0t (d.o.)-2,0pd |
| **5367219**<br>*LCOA*<br>12784<br>Esd Rdr Rt | **RYGERFJORD**<br>ex Brand VII-88 ex Tranoy-66<br>ex Kvinnherad-57<br>**L. Rodne & Sonner A/S**<br>Kopervik Norway | **599**<br>322<br>— | (NV) | **1950** Mjellem & Karlsen A/S—Bergen (70)<br>45,12 8,06 4,420<br>8,01 4,53<br>1 dk<br>RW rf 152 BK 107 | **M Ferry/General Cargo**<br>1 Ho<br>B.198<br>1 Ha (1,9 × 2,5)<br>Der 1(3) | 110dk P | Wichmann<br>Oil 2SA 9Cy. 280 × 420<br>1 125bhp (828kW) NE 61<br>A/S Wichmann<br>Fuel 30,5t (d.o.)-4,0pd |
| **7369120**<br>*3EUK7*<br>19544-PEXT1<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RYKA**<br>ex Cordilleras-89 ex Thordrache-83<br>**Voxan Services Inc.**<br>Panama Panama<br>SatCom: 1333246/RYKA | **4 258**<br>2 617<br>7 889<br>T/cm<br>15,0 | NV (GL) | **1974** Sarpsborg Mek. Verksted A/S K/S —Sarpsborg (94)<br>129,80 (BB) 6,949<br>120,00 17,48 8,59<br>P 36,9 F 18,9 1 dk<br>Bow/CM 75 Diam. 0,900 MH 1,5 | **M Tanker**<br>Chemical<br>Ice strengthened DB Stern disch.<br>4 Ta 2 Wing Ta 5 Ta ER 14 Wing Ta<br>L.7 692<br>24 Cargo pumps total 2 400T/hr | HeCls. C | MaK<br>2 Oil 4SA each 9Cy. 320 × 420 sr ge<br>shaft<br>6 000bhp (4 413kW) NE 82<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 264kW 1 × 200kW 380V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8716667**<br>INS 131 | **RYMARALEE**<br>**William Fraser**<br>Inverness United Kingdom | **180**<br>—<br>— | | **1988** McCrindle (Shipbuilders) Ltd.—Ardrossan (441)<br>... ... ...<br>... ... ... | **M Fishing**<br>Trawler Seiner | | Deutz<br>Oil 4SA 8Cy. 142 × 160 geared to s<br>Kloeckner Humboldt Deutz |

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| 8319108<br>JFFT2<br>13654-84B<br>Ol Esd Gc<br>Pbz Rdr Rt | **RYO KIM**<br>ex Ryokoh 2-90 ex Adios-88<br>**Oriental Highway Line S.A.**<br>Eiwa Sangyo K.K.<br>Panama<br>Panama | *5 654*<br>*2 310*<br>6 755 | **1983** Kochi Jyuko K.K.—Kochi (2330)<br>100,18 (BB) 7,576<br>NK 89,79 18,80 8,01<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.12 895 B.12 011<br>2 Ha (stl) (each 20,3 × 10,2) ER<br>Der 2(25) 2(20) | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 212kW<br>12,5kn |
| 9033165<br>JPUM<br>130895<br>MG1-1825<br>Esd Gc Rdr<br>RTv | **RYOAN MARU No. 1**<br>**Sato Gyogyo K.K.**<br>Shiogama,<br>Miyagi Pref.<br>SatCom: 1204415/JPUM<br>Japan | **409**<br>—<br>— | **1991** Kanasashi Co. Ltd.—Shimizu (3257)<br>56,70 (BB) 8,82 3,452<br>49,90 8,80 3,84 | **M Fishing**<br>Long-line Ref<br>In.606 | Akasaka K28SFD<br>Oil 4SA 6Cy. 280 × 500 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8323836<br>JEBT<br>127563<br>MG1-1583<br>Rdr RTv | **RYOAN MARU No. 3**<br>ex Matsusei Maru No. 5-87<br>**Sato Gyogyo K.K.**<br>Shiogama,<br>Miyagi Pref.<br>SatCom: 1201154/JEBT<br>Japan | **379**<br>—<br>481 | **1984** Miho Zosensho K.K.—Shimizu (1238)<br>54,06 3,418<br>47,45 8,60 3,76<br>1 dk | **M Fishing**<br>Side-fishing Long-line Tuna Ref<br>2 Ho ER<br>In.153<br>2 Ha (stl) ER | Akasaka DM28AFD<br>Oil 4SA 6Cy. 280 × 460 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7935058<br>JE2545<br>123154<br>Rdr Rt | **RYOAN MARU No. 7**<br>**Sato Gyogyo K.K.**<br>Shiogama,<br>Miyagi Pref.<br>Japan | **998**<br>776<br>2 395 | **1979** Sasaki Zosen K.K.—Kinoe (334)<br>79,00 4,984<br>74,00 12,01 5,31<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka DM38A<br>Oil 4SA 6Cy. 380 × 600<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| 8319299<br>JEBC<br>127556<br>MG1-1672<br>Rdr RTv | **RYOAN MARU No. 18**<br>ex Koei Maru No. 7-89<br>**Sato Gyogyo K.K.**<br>Shiogama,<br>Miyagi Pref.<br>SatCom: 1201616/JEBC<br>Japan | **411**<br>—<br>452 | **1983** Miho Zosensho K.K.—Shimizu (1237)<br>54,51<br>47,66 8,62 3,76<br>1 dk | **M Fishing**<br>Long-line Ref<br>2 Ho ER<br>In.214<br>2 Ha (stl) ER | Akasaka A31<br>Oil 4SA 6Cy. 310 × 600 with clutches, flexible couplings & dr geared to sc. shaft<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8122660<br>JJEI<br>124318<br>MG1-1255<br>Rdr RTv | **RYOAN MARU No. 21**<br>ex Ryujin Maru No. 11-84<br>**Sato Gyogyo K.K.**<br>Shiogama,<br>Miyagi Pref.<br>SatCom: 1202337/JJEI<br>Japan | **349**<br>139<br>497 | **1981** K.K. Murakami Zosensho—Ishinomaki (1085)<br>56,88 (BB) 9,20 3,918<br>49,48 5,64<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>3 Ho ER<br>B.347<br>6 Ha (stl) ER | Hanshin 6LUS40<br>Oil 4SA 6Cy. 400 × 640<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller |
| 8618762<br>7LHN<br>127154<br>MG1-1681<br>Rdr RTv | **RYOAN MARU No. 28**<br>ex Eikyu Maru No. 21-89<br>**Sato Gyogyo K.K.**<br>Shiogama,<br>Miyagi Pref.<br>SatCom: 1201772/ULHN<br>Japan | **379**<br>—<br>474 | **1987** Niigata Eng. Co. Ltd.—Niigata (2037)<br>54,11 (BB)<br>47,91 8,72 3,81<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.456 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| 8304402<br>JBGQ<br>126607<br>MG1-1285<br>Rdr RTv | **RYOAN MARU No. 35**<br>**Sato Gyogyo K.K.**<br>Shiogama,<br>Miyagi Pref.<br>SatCom: 1201415/JBGQ<br>Japan | **279**<br>—<br>535 | **1983** Yamanishi Zosen K.K.—Ishinomaki (896)<br>58,20 (BB) 9,83 4,760<br>51,01 9,81 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>5 Ho ER<br>5 Ha (stl) ER | Akasaka AH40A<br>Oil 4SA 6Cy. 400 × 640 with clutches & sr geared to sc. shaft<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller |
| 9004372<br>JKKH<br>130770<br>MG1-1765<br>Rdr RTv | **RYOAN MARU No. 38**<br>**Sato Gyogyo K.K.**<br>Shiogama,<br>Miyagi Pref.<br>SatCom: 1201156/JKKH<br>Japan | **379**<br>—<br>— | **1990** Kanasashi Co. Ltd.—Shimizu (3222)<br>54,71 (BB) 8,72 3,400<br>48,10 8,70 3,75<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.524 | Akasaka K28SFD<br>Oil 4SA 6Cy. 280 × 500 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8633346<br>JD2391<br>116775<br>Rt | **RYOAN MARU No. 51**<br>**Sato Gyogyo K.K.**<br>Shiogama,<br>Miyagi Pref.<br>Japan | **124**<br>34<br>— | **1979** ..............Japan<br>*28,70*<br>6,50 2,70<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>Japan |
| 8605131<br>7LBJ<br>127148<br>MG1-1770<br>Rdr RTv | **RYOAN MARU No. 68**<br>ex Tomi Maru No. 23-90<br>**Sato Gyogyo K.K.**<br>Shiogama,<br>Miyagi Pref.<br>SatCom: 1201424/TLBJ<br>Japan | **409**<br>—<br>— | **1986** Niigata Eng. Co. Ltd.—Niigata (1875)<br>55,94 (BB) 3,441<br>49,15 8,91 3,81<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.565 | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & sr geared to sc. shaft<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| 8618542<br>JJRX<br>129690<br>MG1-1525<br>Rt | **RYOAN MARU No. 78**<br>**Sato Gyogyo K.K.**<br>Shiogama,<br>Miyagi Pref.<br>Japan | **289**<br>—<br>— | **1987** Kanasashi Co. Ltd.—Shimizu (3125)<br>48,11 (BB) 8,23 3,201<br>42,02 8,21 3,51<br>1 dk | **M Fishing**<br>Long-line<br>In.333 | Akasaka DM26KFD<br>Oil 4SA 6Cy. 260 × 440 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8904020<br>JKBC<br>130761<br>MG1-1708<br>Rdr RTv | **RYOAN MARU No. 88**<br>**Sato Gyogyo K.K.**<br>Shiogama,<br>Miyagi Pref.<br>SatCom: 1202370/JKBC<br>Japan | **409**<br>—<br>— | **1989** Kanasashi Co. Ltd.—Shimizu (3158)<br>56,08 (BB) 8,82 3,450<br>49,60 8,80 3,84<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.565 | Akasaka K28SFD<br>Oil 4SA 6Cy. 280 × 500 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>736kW (1 001bhp) E made89<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8702501<br>JL5496<br>129864 | **RYOEI MARU**<br>**Shoyo Kisen K.K.**<br>Imabari,<br>Ehime Pref.<br>Japan | **1 554**<br>—<br>2 519 | **1987** Higaki Zosen K.K.—Imabari (348)<br>91,75 (BB) 15,52 5,222<br>NK 83,32 15,51 10,52<br>2 dks | **M RoRo Cargo/General Cargo**<br>Paper-carrying Wind-Assisted<br>Quarter stern door/ramp (p) | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. Japan<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| 5230985<br>Gc | **RYOEI MARU**<br>ex Meiho Maru No. 8<br>**Ryusei Enterprise** | **412**<br>232<br>434 | **1958** Geibi Zosen Kogyo—Kure (108)<br>47,50 7,04 3,404<br>43,97 6,99 3,71<br>1 dk | **M Tanker**<br>27 Ta ER<br>L.(oil) 350<br>len 60 | Oil 4SA 6Cy. 310 × 460<br>420bhp (309kW)<br>Nippon Hatsudoki Kobe<br>Fuel 20,5t-1,5pd 10kn |
| 7649659<br>8LWO<br>93650 | **RYOEI MARU**<br>ex Hakusen Maru-83<br>**Y.K. Ryoei Kaiun**<br>Ryugatake,<br>Kumamoto Pref.<br>Japan | **199**<br>—<br>310 | **1961** Murakami Hide Zosensho—Hakata<br>33,51 3,001<br>29,49 6,61 3,31<br>1 dk | **M General Cargo**<br>G.565<br>1 Ha (15,0 × 4,5) ER | Mitsubishi<br>Oil<br>320bhp (235kW)<br>Mitsubishi Heavy Industries Ltd. Japan<br>9kn |
| 8617744<br>JL5493<br>129661 | **RYOEI MARU**<br>**Arato Kaiun K.K.**<br>Imabari,<br>Ehime Pref.<br>Japan | **199**<br>—<br>679 | **1987** K.K. Namikata Zosensho—Namikata (151)<br>3,091<br>52,02 9,61 5,21 | **M General Cargo**<br>Mchy.aft | Makita MN28M<br>Oil<br>850bhp (625kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| 8823771<br>JH3018<br>130024<br>Rt | **RYOEI MARU**<br>**Shinwa Kaiun Y.K.**<br>Ryotsu,<br>Niigata Pref.<br>Japan | **199**<br>—<br>566 | **1988** Nagashima Zosen K.K.—Nagashima<br>50,00 3,170<br>45,00 10,52 5,25<br>1 dk | **M Sand Carrier** | Niigata 6M26AGTE<br>Oil 4SA 6Cy. 260 × 460<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. Ota |

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| **8630227**<br>*JI3226*<br>126490<br>Rdr Rt | **RYOEI MARU**<br>**Yoshinori Yamanaka**<br>Shimotsu, Japan<br>Wakayama Pref. | **102**<br>—<br>200 | | **1986**<br>33,30<br>29,00<br>1 dk | Ura Kyodo Zosensho K.K.—Awaji<br>6,02 2,760<br>6,00 2,80 | **M Tanker**<br>L.(oil) 231 | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>221kW (300bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| **8309062**<br>*7LYV*<br>125162<br>WK1-168<br>Rt | **RYOEI MARU No. 5**<br>**Akira Iwami**<br>Koza, Japan<br>Wakayama Pref. | **199**<br>—<br>— | | **1982**<br>...<br>32,14<br>1 dk | K.K. Kinan Zosensho—Nachi-Katsuura (123)<br>... ...<br>6,81 2,67 | **M Fishing**<br>Side-fishing Tuna Ref<br>5 Ho ER<br>In.240<br>5 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 220 × 380<br>400bhp (294kW)<br>Niigata Eng. Co. Ltd. |
| **8310360**<br>*JL5188*<br>127403 | **RYOEI MARU No. 11**<br>**Yamaoka Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **699**<br>—<br>1 369 | | **1983**<br>69,50<br>65,03<br>1 dk | Murakami Hide Zosen K.K.—Hakata (211)<br>4,141<br>10,41 4,81 | **M Tanker**<br>Asphalt<br>6 Ta ER<br>L.1 318 | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.) |
| **9016234**<br>*JFBH*<br>131495<br>KO1-808<br>Rdr RTv | **RYOEI MARU No. 11**<br>**Tsurii Suisan K.K.**<br>Muroto, Japan<br>Kochi Pref.<br>SatCom: 1204166/JFBH | **379**<br>—<br>— | | **1990**<br>55,16 (BB)<br>48,10 | Kanasashi Co. Ltd.—Shimizu (3238)<br>8,72 3,400<br>8,70 3,75 | **M Fishing**<br>Long-line Ref<br>In.524 | Hanshin<br>Oil 4SA 6Cy. 280 × 530 with clutches,<br>couplings & sr reverse geared to sc.<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. |
| **8010922**<br>*JJWL*<br>124144<br>KO1-611<br>Df Esd Gc<br>Pfd Rdr Rt | **RYOEI MARU No. 11**<br>**Tsurii Suisan K.K.**<br>Muroto, Japan<br>Kochi Pref. | **299**<br>150<br>— | | **1980**<br>48,90<br>42,96<br>1 dk | Kanasashi Co. Ltd.—Shimizu (2046)<br>3,301<br>8,51 3,64 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. |
| **6911627**<br>Df Esd Gc<br>Rdr Rt | **RYOEI MARU No. 15**<br>**Government of The People's Republic of China**<br>China | **281**<br>115<br>— | | **1968**<br>47,73<br>41,00<br>1 dk | Kanasashi Co. Ltd.—Shimizu (845)<br>8,11 2,998<br>8,08 3,41 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo |
| **7615050**<br>*JL4353*<br>120928<br>Gc Rdr Rt | **RYOEI MARU No. 18**<br>ex Asuka-87<br>**Ryoei Kisen Y.K.**<br>Saiki, Japan<br>Oita Pref. | **434**<br>—<br>1 118 | | **1976**<br>64,50<br>60,03<br>2 dks | K.K. Miura Zosensho—Saiki (523)<br>3,722<br>10,51 5,64 | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8703440**<br>*JIOF*<br>128393<br>KO1-748<br>Rdr RTv | **RYOEI MARU No. 18**<br>**Tsurii Suisan K.K.**<br>Muroto, Japan<br>Kochi Pref.<br>SatCom: 1201610/JIOF | **379**<br>—<br>— | | **1987**<br>53,52 (BB)<br>46,89<br>1 dk | Kanasashi Co. Ltd.—Shimizu (3123)<br>8,74 3,401<br>8,70 3,76 | **M Fishing**<br>Long-line<br>In.495 | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches,<br>couplings & sr reverse geared to sc.<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **6413546**<br>Df Esd Gc<br>Rdr | **RYOEI MARU No. 18**<br>**Laurel Maritima S.A.** | **296**<br>151<br>— | | **1963**<br>46,84<br>41,48<br>1 dk | Kanasashi Co. Ltd.—Shimizu (557)<br>7,75 2,998<br>7,70 3,46 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil SA 6Cy. 320 × 450<br>Hanshin Nainenki Kogyo |
| **8703701**<br>*JKGT*<br>130112<br>MG1-1548<br>Rt | **RYOEI MARU No. 18**<br>**Shichigahama Gyogyo K.K.**<br>Shichigahama, Japan<br>Miyagi Pref. | **199**<br>—<br>— | | **1987**<br>44,66 (BB)<br>36,81 | Sanuki Zosen Tekkosho K.K.—Takuma (1170)<br>3,050<br>7,31 3,66 | **M Fishing**<br>Ref | Akasaka<br>Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| **9011337**<br>*JKMN*<br>130888<br>MG1-1788<br>Rdr RTv | **RYOEI MARU No. 28**<br>**Shichigahama Gyogyo K.K.**<br>Shichigahama, Japan<br>Miyagi Pref.<br>SatCom: 1201760/JKMN | **409**<br>—<br>473 | | **1990**<br>55,81 (BB)<br>49,15 | Niigata Eng. Co. Ltd.—Niigata (2185)<br>3,486<br>8,90 3,85 | **M Fishing**<br>Long-line Ref<br>In.532 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches,<br>couplings & sr geared to sc. shaft<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd. |
| **8717180**<br>*JFSJ*<br>130557<br>MG1-1620<br>Rdr RTv | **RYOEI MARU No. 38**<br>**Shichigahama Gyogyo K.K.**<br>Shichigahama, Japan<br>Miyagi Pref.<br>SatCom: 1201557/JFSJ | **409**<br>—<br>— | | **1988**<br>55,78 (BB)<br>49,31<br>1 dk | Niigata Eng. Co. Ltd.—Niigata (2075)<br>8,92 3,480<br>8,91 3,81 | **M Fishing**<br>Long-line<br>Mchy.aft<br>In.567 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches,<br>couplings & sr geared to sc. shaft<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8014849**<br>*JKJS*<br>124224<br>MG1-1162<br>Df Pfd Rdr<br>Rt | **RYOEI MARU No. 58**<br>**Shichigahama Gyogyo K.K.**<br>Shichigahama, Japan<br>Miyagi Pref. | **443**<br>—<br>— | | **1980**<br>*48,90*<br>44,33<br>1 dk | Sanuki Zosen Tekkosho K.K.—Takuma (1067)<br>8,51 3,80 | **M Fishing**<br>Tuna<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.) |
| **8614352**<br>*JJQY*<br>129688<br>MG1-1508<br>RTv | **RYOEI MARU No. 68**<br>**Shichigahama Gyogyo K.K.**<br>Shichigahama, Japan<br>Miyagi Pref.<br>SatCom: 1203653/JJQY | **299**<br>—<br>— | | **1986**<br>66,38 (BB)<br>60,00<br>2 dks | Sanuki Zosen Tekkosho K.K.—Takuma (1166)<br>3,950<br>10,20 6,61 | **M Fishing**<br>Ref<br>In.1 024 | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **8915146**<br>*JKKD*<br>130769<br>MG1-1733<br>Rdr RTv | **RYOEI MARU No. 78**<br>**Shichigahama Gyogyo K.K.**<br>Shichigahama, Japan<br>Miyagi Pref.<br>SatCom: 1200522/JKKD | **409**<br>—<br>— | | **1989**<br>55,81 (BB)<br>49,15<br>1 dk | Niigata Eng. Co. Ltd.—Niigata (2162)<br>8,92 3,486<br>8,90 3,85 | **M Fishing**<br>Long-line Ref<br>In.570 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches,<br>couplings & sr geared to sc. shaft<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd. |
| **6619530**<br>*JGZK*<br>100095<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RYOFU MARU**<br>**Government of Japan (Ministry of Transportation - Meteorological Observatory Agency)**<br>Tokyo Japan | **1 598**<br>476<br>859 | | **1966**<br>79,20<br>72,01<br>2 dks | Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (1929)<br>12,02 4,369<br>11,99 6,61 | **M Research**<br>Weather | Pielstick<br>Oil 4SA 8Cy. 400 × 460<br>3 260bhp (2 398kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 90kW 450V 60Hz a.c.<br>Fuel 334,0t (d.o.)-8,0pd |
| **8907254**<br>*JL5731*<br>130644<br>Df Esd Gc<br>Pfd Rdr Rt | **RYOFU MARU**<br>**Daiei Senpaku Y.K. & Shikoku Kaihatsu Ferry K.K.**<br>Namikata, Japan<br>Ehime Pref. | **1 594**<br>—<br>2 553 | NK | **1989**<br>95,05 (BB)<br>86,50 | Asakawa Zosen—Imabari (346)<br>5,374<br>15,00 7,40 | **M RoRo Cargo**<br>B.6 625 | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>2 427kW (3 300bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 155kW a.c. |
| **8304012**<br>*JM5122*<br>126940 | **RYOFUKU MARU**<br>**Fukusho Kisen K.K.**<br>Ube, Japan<br>Yamaguchi Pref. | **498**<br>—<br>1 214 | | **1983**<br>61,30<br>56,01<br>1 dk | Maeno Zosen K.K.—Onoda (87)<br>9,83<br>9,81 4,60 | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 480 reverse red<br>to sc. shaft<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **7805423**<br>*JM3941*<br>120703<br>Rdr Rt | **RYOFUKU MARU**<br>**K.K. Kirishima Kaiun Shokai**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **340**<br>—<br>400 | | **1978**<br>49,81<br>46,00<br>1 dk<br>RW | Omishima Dock K.K.—Kamiura (1072)<br>3,001<br>8,50 3,51 | **M Cement Carrier**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |

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| 8310449<br>JLVY<br>125010<br>FS1-336<br>Rt | **RYOFUKU MARU No. 15**<br>**Y.K. Motokura Shoten**<br>Iwaki, Fukushima Pref.<br>Japan | **379**<br>—<br>428 | | **1983** Niigata Eng. Co. Ltd.—Niigata (1780)<br>52,63 (BB) 3,341<br>46,56 8,72 3,71<br>1 dk | **M Fishing**<br>Long-line Ref<br>5 Ho ER<br>In.496<br>5 Ha (stl) ER | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 160kW 225V a.c.<br>Controllable pitch propeller<br>13,75kn |
| 6615728<br>Df Esd Gc<br>Pld Rt | **RYOFUKU MARU No. 15**<br>**Pecheries Industrielles Gabonaises**<br>Libreville<br>Gabon | **300**<br>151<br>305 | | **1966** Yamanishi Zosen K.K.—Ishinomaki (512)<br>43,11 8,03 3,175<br>37,42 8,01 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 330 × 520<br>1 050bhp (772kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7927348<br>JRCD<br>118653<br>FS1-567<br>Df Esd Gc<br>Pld Rdr Rt | **RYOFUKU MARU No. 23**<br>ex Eikyu Maru No. 31-88<br>**Y.K. Motokura Shoten**<br>Iwaki, Fukushima Pref.<br>Japan | **434**<br>204<br>517 | | **1980** Niigata Eng. Co. Ltd.—Niigata (1665)<br>57,49 (BB) 3,649<br>51,01 9,11 4,02<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>In.533 | Niigata 6M34EX<br>Oil 4SA 6Cy. 340 × 520<br>1 700bhp (1 250kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 330kW 225V a.c.<br>Controllable pitch propeller<br>15kn |
| 8410718<br>7KUR<br>126675<br>FS1-328<br>Rdr Rt | **RYOFUKU MARU No. 28**<br>**Y.K. Motokura Shoten**<br>Iwaki, Fukushima Pref.<br>Japan | **127**<br>—<br>153 | | **1984** Niigata Eng. Co. Ltd.—Niigata (1823)<br>38,94 (BB) 2,550<br>31,91 6,61 2,87<br>1 dk | **M Fishing**<br>Stern-fishing Ref<br>In.115 | Niigata<br>Oil 4SA 6Cy. 255 × 270 with clutches, flexible couplings & dr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Ota<br>Controllable pitch propeller<br>Bow jet pump<br>Stern jet pump |
| 6929492<br>Df Esd Gc<br>Rdr Rt | **RYOGAK SON**<br>**Korean Fishing Owners Industry**<br>North Korea | **2 500**<br>—<br>4 500 | | **1969** Li Ju Sok Shipyard—Pyongyang<br>76,21 12,20<br>... ... ... | **M Fish Carrier**<br>Ref | Oil<br>............ |
| 8710170<br>JG4729<br>130192<br>Gc Rdr Rt | **RYOHO MARU**<br>**Nippon Reefers K.K.**<br>Tokyo<br>Japan | **699**<br>—<br>1 001 | NK | **1987** Shin Kurushima Dockyard Co. Ltd.—Akitsu (2540)<br>67,92 (BB) 11,03 3,863<br>63,30 11,00 4,86<br>P 13,8 F 9,2 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>Mchy.aft<br>L.(gas) 1 206 | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 106kW<br>Controllable pitch propeller |
| 8717740<br>JJ3362<br>128757<br>Rt | **RYOHO MARU**<br>**Kinki Yuso Soko K.K. (Kinki Transportation & Warehouse Co. Ltd.)**<br>Hinase, Okayama Pref.<br>Japan | **310**<br>—<br>740 | | **1988** Teraoka Shipyard Co. Ltd.—Nandan (271)<br>52,70 (BB) 3,689<br>48,00 8,60 3,80<br>1 dk | **M Tanker**<br>Latex<br>6 Ta ER<br>L.14 198 | Hanshin 6LU26G<br>Oil 4SA 6Cy. 260 × 440<br>625kW (850bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 1 × 64kW a.c.<br>10,27kn |
| 7930292<br>JL4773<br>123919<br>Rdr | **RYOHO MARU No. 8**<br>**Y.K. Kiho Kaiun**<br>Hojo, Ehime Pref.<br>Japan | **199**<br>—<br>685 | | **1980** Sokooshi Zosensho K.K.—Higashino (259)<br>53,12 3,220<br>48,49 9,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata 6M26ZE<br>Oil 4SA 6Cy. 260 × 400<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Japan |
| 8351168<br>JJ3142<br>125139 | **RYOHO MARU No. 20**<br>**K.K. Ryoho Kosan**<br>Osaka, Osaka Pref.<br>Japan | **140**<br>—<br>150 | | **1983** Ieshima Dock K.K.—Ieshima (100)<br>29,49 6,51 2,200<br>... ... ...<br>1 dk | **M Tanker** | Oil<br>Japan |
| 8825638<br>JJ3600<br>130815<br>Rt | **RYOHO MARU No. 25**<br>**K.K. Ryoho Kosan**<br>Ieshima, Hyogo Pref.<br>Japan | **180**<br>—<br>258 | | **1988** Torii Zosen—Japan<br>24,81 2,500<br>24,05 9,00 2,98<br>1 dk | **M Tanker** | Yanmar<br>Oil<br>147kW (200bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| 8811106<br>JL5720<br>130001<br>Rt | **RYOJIN MARU**<br>**Kanemasa Kisen K.K.**<br>Ryoka Kaiun K.K.<br>Omishima, Ehime Pref.<br>Japan | **412**<br>—<br>1 089 | | **1988** K.K. Matsuura Zosensho—Kinoe (358)<br>73,75 (BB) 11,02 3,571<br>68,00 11,00 6,30 | **M General Cargo**<br>G.2 087 | Hanshin 6LH31G<br>Oil 4SA 6Cy. 310 × 530<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Japan |
| 8626537<br>JG4449<br>127690<br>Rdr Rt | **RYOKA MARU No. 1**<br>**Ryoka Kaiun K.K.**<br>Tokyo<br>Japan | **347**<br>—<br>699 | | **1985** Mukaishima Zoki Co. Ltd.—Mukaishima<br>52,51 3,750<br>48,01 9,01 4,09<br>1 dk | **M Tanker**<br>Chemical | Hanshin<br>Oil<br>950bhp (699kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>10,5kn |
| 8910770<br>JG4911<br>131932<br>Gc Rdr RTv | **RYOKA MARU No. 2**<br>**Ryoka Kaiun K.K. & Hatate Kaiun K.K.**<br>Ryoka Kaiun K.K.<br>Tokyo<br>Japan | **299**<br>—<br>668<br>T/cm<br>3,5 | | **1989** Mukaishima Zoki Co. Ltd.—Mukaishima (260)<br>50,70 9,01 3,608<br>46,00 9,00 3,80<br>P 15,9 F 8,6 1 dk<br>Bow/CM 23 Diam. 0,100 | **M Tanker**<br>Chemical<br>SBT<br>6 Ta ER<br>L.457<br>3 Cargo pumps total 240T/hr | Hanshin 6LH28G<br>Oil 4SA 6Cy. 280 × 460 reverse geared to sc. shaft<br>552kW (750bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 191kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 62,88t (d.o.)-3,0pd 10,84kn |
| 8825640<br>JG4445<br>127668<br>Gc Rdr Rt | **RYOKA MARU No. 3**<br>**Ryoka Kaiun K.K.**<br>Tokyo<br>Japan | **550**<br>—<br>1 050 | | **1985** Kegoya Dock K.K.—Kure<br>61,48 4,550<br>59,01 9,80 4,60<br>1 dk | **M Tanker**<br>Chemical | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>956kW (1 300bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| 7714715<br>JG3691<br>121428<br>Gc Rdr | **RYOKA MARU No. 5**<br>**Ryoka Kaiun K.K.**<br>Tokyo<br>Japan | **697**<br>—<br>1 500 | | **1977** Omishima Dock K.K.—Kamiura (1062)<br>... ... ...<br>65,00 11,00 5,01<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin 6LUD32G<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe |
| 8001581<br>JG4067<br>121877<br>Rdr Rt | **RYOKA MARU No. 7**<br>**Ryoka Kaiun K.K.**<br>Tokyo<br>Japan | **496**<br>—<br>1 131 | | **1980** Kegoya Dock K.K.—Kure (818)<br>58,40 4,112<br>54,01 9,52 4,53<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin 6LU28<br>Oil 4SA 6Cy. 280 × 440 geared to sc. shaft<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 9016284<br>JG4966<br>132020<br>Esd Gc Rdr Rt | **RYOKA MARU No. 8**<br>**Ryoka Kaiun K.K.**<br>Tokyo<br>Japan | **697**<br>—<br>1 041 | NK | **1991** Kegoya Dock K.K.—Kure (916)<br>62,53 (BB) 12,02 3,960<br>58,00 12,00 4,90<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 200 | Akasaka A31<br>Oil 4SA 6Cy. 310 × 600<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 181kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>11,5kn |
| 7908665<br>JG3797<br>121960<br>Esd Gc Rdr Rt | **RYOKA MARU No. 102**<br>**Ishimine Kaiun K.K. & Ryoka Kaiun K.K.**<br>Tokyo<br>Japan | **1 232**<br>—<br>1 278 | NK | **1979** Kishigami Zosen K.K.—Akitsu (1307)<br>67,54 4,401<br>62,01 12,51 6,02<br>P 15,0 F 11,6 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 259 | Hanshin 6LU38<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 200kW 1 × 40kW 440V 60Hz a.c.<br>Fuel 18,0t (d.o.) 98,0t (hvf)-7,0pd 12,5kn |

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| **7916258**<br>*JG3973*<br>123598<br>Gc Rdr Rt | **RYOKA MARU No. 103**<br>**Ryoka Kaiun K.K.**<br>Tokyo Japan | **995**<br>—<br>1 070 | NK | **1979** Kegoya Dock K.K.—Kure (805)<br>68,20 4,414<br>63,02 11,21 5,11<br>P 15,9 F 9,2 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 560 | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 320kW<br>Fuel 146,0t (d.o.)-6,0pd |
| **7935101**<br>*JL4741*<br>123866<br>Df Esd Rdr Rt | **RYOKAI MARU**<br>**Hashimoto Kisen K.K.**<br>Sekizen, Japan<br>Ehime Pref. | **199**<br>—<br>450 | | **1979** Fujiwara Zosensho—Omishima (66)<br>55,00 10,04 3,131<br>51,01 10,00 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **7119070**<br>*JFEQ*<br>103505<br>Rt | **RYOKAI MARU**<br>ex Shinkashima No. 5-89<br>**Yano Kosan Y.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **196**<br>—<br>— | | **1970** Ishikawajima Ship & Chemical Plant Co.<br>—Tokyo (408)<br>28,30 8,64 2,591<br>25,02 8,62 3,48<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Diesel Co. Ltd. |
| **8013429**<br>*8KIL*<br>123368<br>AM1-510<br>Df Esd Gc<br>Pfd Rdr Rt | **RYOKAI MARU No. 25**<br>ex Hatsushio Maru No. 21-87<br>**Ryokai Gyogyo K.K.**<br>Hachinohe, Japan<br>Aomori Pref. | **194**<br>101<br>— | | **1980** Fujishin SB. Co.—Kamo (360)<br>45,06 2,750<br>37,22 7,51 3,08<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>730bhp (537kW)<br>The Hanshin Diesel Works Ltd. |
| **7114434**<br>*JJEL*<br>109090<br>AM1-431<br>Df Esd Gc<br>Pfd Rdr Rt | **RYOKAI MARU No. 55**<br>ex Kyoei Maru No. 3-81<br>**Ryokai Gyogyo K.K.**<br>Hachinohe, Japan<br>Aomori Pref. | **285**<br>141<br>— | | **1971** Niigata Eng. Co. Ltd.—Niigata (1001)<br>47,66 8,23 3,201<br>42,55 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7121695**<br>*JG3023*<br>112733<br>Esd Gc Rdr Rt | **RYOKO MARU**<br>**Mitsubishi Materials Corp.**<br>Tokyo Japan | **5 328**<br>—<br>8 769 | NK | **1972** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (705)<br>123,98 17,73 7,392<br>115,02 17,68 9,20<br>P 28,7 F 11,6 1 dk | **M Cement Carrier**<br>Mchy.aft<br>G.7 117 | Mitsubishi<br>Oil 2SA 7Cy. 450 × 750<br>4 400bhp (3 236kW)<br>Kobe Hatsudoki Seizosho<br>Gen 3 × 200kW 450V 60Hz a.c.<br>Fuel 21,0t (d.o.) 168,5t (hvf)-14,0pd |
| **8028943**<br>*JL4993*<br>124198<br>Esd Gc Rdr Rt | **RYOKO MARU**<br>**Ishimine Kaiun K.K.**<br>Mikame, Japan<br>Ehime Pref. | **1 470**<br>—<br>1 489 | NK | **1981** Kishimoto Zosen K.K.—Kinoe (510)<br>69,50 13,24 4,501<br>65,00 13,01 6,30<br>P 16,2 F 11,6 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 510 | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>2 400bhp (1 765kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 240kW 1 × 48kW 445V 60Hz<br>Thw. thrust propeller fwd<br>Fuel 48,0t (d.o.) 210,5t (hvf)-7,5pd |
| **8313180**<br>*JL5195*<br>127415 | **RYOKO MARU**<br>**Daito Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **496**<br>—<br>999 | | **1983** Sasaki Zosen K.K.—Kinoe (366)<br>60,20 9,83 3,890<br>56,01 9,80 4,32<br>1 dk | **M Tanker**<br>Asphalt<br>6 Ta ER<br>L.922 | Hanshin<br>Oil 4SA 6Cy. 280 × 480 with clutches &<br>reduction geared to sc. shaft<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. |
| **8604917**<br>*JK4594*<br>128011 | **RYOKO MARU No. 8**<br>**Showa Kaiun K.K.**<br>Okayama, Japan<br>Okayama Pref. | **498**<br>—<br>1 180 | | **1986** Kegoya Dock K.K.—Kure (856)<br>4,201<br>58,02 10,01 4,63<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **8125648**<br>*HOEN*<br>10778-PEXT1<br>Df Esd Gc<br>Rdr Rt | **RYOKOH I**<br>ex Ganga-87<br>**Asian Express Lines S.A.**<br>Eiwa Sangyo K.K.<br>Panama Panama | **2 591**<br>1 816<br>6 287 | NK | **1982** Kochi Jyuko K.K.—Kochi (2220)<br>96,70 17,43 6,732<br>89,52 17,40 7,17<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.11 060 B.10 277<br>2 Ha (stl) (15,4 30,8 × 9,0) ER<br>Der 1(20) 2(15) | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 150kW a.c. |
| **8608767**<br>*3ECN5*<br>15805-86B<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **RYOKOH 3**<br>ex Engi 14-88<br>**Engi Shipping S.A.**<br>Engi Shipping Co. Ltd.<br>Panama Panama | *4 785*<br>*2 248*<br>6 842 | NK | **1986** Kochi Jyuko K.K.—Kochi (2497)<br>98,92 (BB) 7,112<br>89,50 18,00 7,60<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.10 161 B.9 311<br>2 Ha (stl) (23,1 25,2 × 13,0) ER<br>Der 3(30) 1(25) | B&W<br>Oil 2SA 5Cy. 350 × 1050<br>2 501kW (3 400bhp)<br>Makita Diesel Co. Ltd.<br>Gen 1 × 186kW a.c. |
| **8419855**<br>*3ESC3*<br>15054-PEXT2<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **RYOKOH 4**<br>ex Hunter River-88<br>**Engi Shipping S.A.**<br>Engi Shipping Co. Ltd.<br>Panama Panama | *4 069*<br>*2 452*<br>6 209 | NK | **1985** Murakami Hide Zosen K.K.—Hakata (231)<br>98,50 (BB) 18,01 6,713<br>89,50 18,00 7,20<br>2 dks | **M General Cargo**<br>Mchy.aft<br>G.8 734 B.8 249 | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>2 380kW (3 236bhp)<br>Makita Diesel Co. Ltd.<br>Gen 3 × 171kW a.c. |
| **8310396**<br>*3EPM6*<br>18565-PEXT1<br>Df Esd Gc<br>Pfd Rdr Rt | **RYOKOH 5**<br>ex Tenyo-90 ex Tenyo Maru-88<br>ex Koyo Maru-86<br>**Engi Shipping S.A.**<br>Panama Panama | *4 136*<br>*2 371*<br>6 478 | NK | **1984** Murakami Hide Zosen K.K.—Hakata (218)<br>105,00 6,866<br>98,00 16,80 8,40<br>P 20,9 F 12,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 290 B.7 828<br>2 Ha (stl) (25,2 28,0 × 9,0) ER<br>Cr 2(25) Der 2(15) | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>2 380kW (3 236bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 280kW 445V 60Hz a.c.<br>Fuel 81,5t (d.o.) 505,0t (hvf)-7,5pd |
| **7727712**<br>*H3NU*<br>10690-PEXT4<br>Df Esd Gc<br>Pfd Rdr Rt | **RYOKOH 6**<br>ex New Kim-90 ex Pippin I-88<br>ex Maxim-83 ex Ceram-82 ex Yozan-82<br>ex Green Hope-80<br>**Eternity Lines S.A.**<br>Eiwa Sangyo K.K.<br>Panama Panama | **2 486**<br>1 772<br>5 123 | NK | **1978** Kishigami Zosen K.K.—Akitsu (454)<br>96,04 5,965<br>89,52 16,21 7,22<br>P 19,9 F 8,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 116 B.5 365<br>2 Ha (20,9 33,0 × 8,3) ER<br>Der 3(15) | Hanshin<br>Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 120kW 450V a.c. |
| **7853183**<br>*JL4106*<br>117377 | **RYOKYO MARU**<br>**Kyokai Kaiun K.K.**<br>Masaki, Japan<br>Ehime Pref. | **406**<br>—<br>900 | | **1974** Kogushi Zosen K.K.—Okayama<br>53,50<br>49,00 7,00 3,81<br>1 dk | **M Tanker**<br>Chemical | Hanshin<br>Oil<br>1 100bhp (809kW)<br>The Hanshin Diesel Works Ltd. |
| **8712336**<br>*JL5562*<br>128388 | **RYOKYO MARU No. 2**<br>**Kyokai Kaiun K.K.**<br>Masaki, Japan<br>Ehime Pref. | **698**<br>—<br>1 850 | | **1987** Kegoya Dock K.K.—Kure (870)<br>4,780<br>69,96 11,02 5,36<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. |
| **7238814**<br>*JFYP*<br>113993<br>Esd Rdr | **RYONAN MARU**<br>**Mitsubishi Kogyo Cement K.K.**<br>**(Mitsubishi Mining & Cement Co. Ltd.)**<br>Tokyo Japan | **2 037**<br>—<br>3 381 | | **1972** Tsuneishi Zosen K.K.—Numakuma (280)<br>79,23 13,52 5,639<br>78,49 13,49 6,61<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 320 × 380<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 144kW 445V 60Hz a.c.<br>Fuel 18,0t (d.o.) 64,0t (i.f.o.) |

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|---|---|---|---|---|---|---|
| 6726264<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RYONG GANG**<br>ex Azzurra-87 ex Maryland I-83<br>ex Lutetian-83 ex Margarethe Bolten-79<br>ex Stadt Wolfsburg-79<br>**Korea Tonghae Shipping Co.**<br>North Korea | **13 799**<br>9 530<br>25 585<br>T/cm<br>34,8 | (GL) | **1967** Kieler Howaldtswerke A.G.—Kiel (1134)<br>186,90 (BB) 22,86 10,564<br>175,39 22,71 14,20<br>P 33,9 F 13,8 1 dk<br>rf 102 | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 17,6 18,5 18,5 18,5 18,5 18,5 18,5 ER<br>G.30 480<br>7 Ha (stl) (10,6 × 12,8) (12,9 12,9 12,9 12,9 12,9 12,9 × 10,1) ER<br>Der 14(8) | MAN K6Z86/160E<br>Oil 2SA 6Cy. 860 × 1600<br>12 250bhp (9 011kW)<br>Kieler Howaldtswerke A.G. Kiel<br>Fuel 927,5t (hvf) 17kn |
| 8826046 | **RYONG NAM SAN**<br>**Government of The Democratic People's Republic of North Korea**<br>North Korea | **7 092**<br>3 941 | | **1980** ..........<br>- - —<br>- - -<br>1 dk | **M General Cargo** | Oil |
| 5412868<br>HMAY<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **RYONG SONG**<br>ex Orekhov-90<br>**Korean Soviet Shipping Co. Ltd. (Chosoship)**<br>Nampo North Korea | T.Mk<br>**7 544**<br>3 954<br>—<br>**10 843**<br>6 197<br>14 996 | RS<br>✠Classed LR until 2/66 | **1963**-10 Hitachi Zosen—Sakurajima Works, Osaka (3975)<br>154,74 21,06 7,951/9,591<br>143,31 21,01 12,58<br>F 14,1 2 dks<br>rf 102 DK fwd | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,9 18,5 29,7 18,9 ER 16,2<br>G.21 368 B.19 640<br>5 Ha (stl) (10,2 × 7,0) (11,2 23,1 11,2 × 10,9) ER (9,6 × 8,0)<br>4W Cr 6(5) Der 1(60) 4(5) | B&W 8-74VT2BF-160<br>Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Fuel 2 412,0t (hvf) 17,5kn |
| 7821738<br>JL4613<br>122987<br>Rdr Rt | **RYOSEI MARU**<br>**Kirishima Kisen K.K.**<br>Hakata, Ehime Pref. Japan | **1 862**<br>1 201<br>3 820 | NK | **1979** Murakami Hide Zosen K.K.—Hakata (168)<br>89,29 6,081<br>82,81 13,50 6,71<br>P 21,7 F 9,8 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 4 063 | Hanshin 6LU46A<br>Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 144kW 445V 60Hz a.c.<br>Fuel 36,5t (d.o.) 230,0t (hvf)-10,5pd 12kn |
| 8310487<br>JL5221<br>126351 | **RYOSEI MARU**<br>**Hamaoka Unyu Y.K.**<br>Mikame, Ehime Pref. Japan | **699**<br>—<br>1 378 | | **1983** Sasaki Zosen K.K.—Kinoe (371)<br>67,42 11,51 4,220<br>63,02 5,01<br>1 dk | **M Tanker**<br>Asphalt<br>6 Ta ER<br>L.1 362 | Hanshin 6LUN28AG<br>Oil 4SA 6Cy. 280 × 480 with clutches & reverse reduction geared to sc. shaft<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 7818937<br>JK3996<br>120459<br>Gc Rdr Rt | **RYOSEI MARU**<br>**Taiyo Kaiun K.K.**<br>Kawajiri, Hiroshima Pref. Japan | **199**<br>115<br>677 | | **1979** Kegoya Dock K.K.—Kure (800)<br>51,24 3,269<br>48,01 9,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin 6L26BGSH<br>Oil 4SA 6Cy. 260 × 400 reduction geared to sc. shaft<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo Kobe |
| 8810360<br>JL5757<br>130613<br>Rdr Rt | **RYOSEI MARU**<br>**Shinbishi Kaiun K.K.**<br>Sakaide, Kagawa Pref. Japan | **199**<br>—<br>694 | | **1988** K.K. Miura Zosensho—Saiki (822)<br>*58,00*<br>9,50 5,10 | **M General Cargo** | Daihatsu<br>Oil 4SA 6Cy. 220 × 300<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| 5151440<br>Df Esd Gc<br>Rdr Rt | **RYOSEI MARU No. 1**<br>ex Genshin Maru No. 1-65<br>ex Hiroshima Maru No. 1-64<br>**Pelican Fishing Corp.** | **378**<br>215<br>— | | **1958** Kanasashi Co. Ltd.—Shimizu (258)<br>47,00 7,50 3,252<br>41,97 7,47 3,81<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 370 × 520<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 170,5t 10,75kn |
| 8605014<br>JM5514<br>129325<br>NS1-998<br>Rdr RTv | **RYOSEI MARU No. 8**<br>**Maruni Gyogyo K.K.**<br>Nagasaki, Nagasaki Pref. Japan<br>SatCom: 1201417/MANI | **135**<br>—<br>— | | **1986** K.K. Izutsu Zosensho—Nagasaki (917)<br>34,98 (BB) 7,60 2,952<br>3,05<br>1 dk | **M Fishing**<br>Side-fishing | Niigata 6MG28BXF<br>Oil 4SA 6Cy. 280 × 350 sr reverse geared to sc. shaft<br>1 170bhp (861kW)<br>Niigata Eng. Co. Ltd. Ota |
| 7830193<br>Df Gc Pfd<br>Rdr Rt | **RYOSEI MARU No. 8**<br>**Toshin Suisan**<br>South Korea | **134**<br>—<br>— | | **1976** K.K. Izutsu Zosensho—Nagasaki (736)<br>38,10 7,80<br>30,87 7,41 3,00<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Niigata<br>Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 6918572<br>Df Pfd Rdr<br>Rt | **RYOSEI MARU No. 8**<br>**Seishin Suisan** | **111**<br>21<br>110 | | **1968** K.K. Izutsu Zosensho—Nagasaki (514)<br>35,21 6,66 2,464<br>29,62 6,61 2,85<br>1 dk | **M Fishing**<br>Side-fishing | Makita<br>Oil 4SA 6Cy. 290 × 440<br>850bhp (625kW)<br>Makita Tekkosho Takamatsu |
| 8910847<br>JL5737<br>130650<br>Rdr Rt | **RYOSEI MARU No. 11**<br>**Kirishima Kisen K.K.**<br>Hakata, Ehime Pref. Japan | **699**<br>—<br>2 064 | NK | **1989** Murakami Hide Zosen K.K.—Hakata (305)<br>4,901<br>70,72 11,21 5,52<br>1 dk | **M Tanker**<br>L.(oil) 2 250 | Akasaka K31R<br>Oil 4SA 6Cy. 310 × 530<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| 8838219<br>JD2515<br>125573<br>HK1-1110<br>Rdr Rt | **RYOSEI MARU No. 25**<br>**Seiichi Daimon**<br>Atsukeshi, Hokkaido Pref. Japan | **120**<br>—<br>— | | **1981** Ishimura Zosen—Kimaishi<br>*28,90*<br>5,60 2,50<br>1 dk | **M Fishing** | Niigata<br>Oil<br>Niigata Eng. Co. Ltd. Japan |
| 8004442<br>JM4876<br>123495<br>Df Gc Pfd<br>Rdr Rt | **RYOSEI MARU No. 52**<br>**Maruni Gyogyo K.K.**<br>Nagasaki, Nagasaki Pref. Japan | **266**<br>—<br>— | | **1980** K.K. Izutsu Zosensho—Nagasaki (820)<br>50,14 3,201<br>42,80 7,60 3,61<br>1 dk | **M Fishing**<br>Seiner<br>Mchy.aft | Yanmar 6ZL-DT<br>Oil 4SA 6Cy. 280 × 340<br>1 250bhp (919kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| 8004454<br>JM4933<br>124694<br>Df Gc Pfd<br>Rdr Rt | **RYOSEI MARU No. 53**<br>**Maruni Gyogyo K.K.**<br>Nagasaki, Nagasaki Pref. Japan | **239**<br>—<br>— | | **1980** K.K. Izutsu Zosensho—Nagasaki (821)<br>50,14 3,201<br>42,80 7,60 3,61<br>1 dk | **M Fishing**<br>Seiner<br>Mchy.aft | Yanmar 6ZL-DT<br>Oil 4SA 6Cy. 280 × 340 reduction geared to sc. shaft<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| 7735288<br>JM4449<br>122796<br>Df Gc Pfd<br>Rdr Rt | **RYOSEI MARU No. 56**<br>**Maruni Gyogyo K.K.**<br>Nagasaki, Nagasaki Pref. Japan | **363**<br>—<br>— | | **1978** K.K. Izutsu Zosensho—Nagasaki (784)<br>51,41 8,08<br>44,23 8,01 4,02<br>1 dk | **M Fishing/ Fish Carrier**<br>Mchy.aft | Niigata 6LA31EZ<br>Oil 4SA 6Cy. 310 × 380 reduction geared to sc. shaft<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 5318476 | **RYOSEI MARU No. 62**<br>ex Seisho Maru No. 1-65<br>ex Seishu Maru No. 7-61<br>South Korea | **182**<br>96<br>— | | **1948** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama<br>*30,09* 6,00<br>... ... ...<br>1 dk<br>RW len 53 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 310 × 440<br>400bhp (294kW)<br>Hanshin Nainenki Kogyo Kobe |
| 8916695<br>JM5858<br>131278<br>Rt | **RYOSEI MARU No. 68**<br>**Maruni Gyogyo K.K.**<br>Nagasaki, Nagasaki Pref. Japan | **300**<br>—<br>503 | | **1989** K.K. Mukai Zosensho—Nagasaki (616)<br>51,60 - 3,735<br>46,00 8,70 4,15<br>1 dk | **M Fishing/ Fish Carrier** | Niigata 6MG28HX<br>Oil 4SA 6Cy. 280 × 370 with flexible couplings & sr geared to sc. shaft<br>861kW (1 171bhp)<br>Niigata Eng. Co. Ltd. Tokyo<br>Controllable pitch propeller<br>propeller fwd |
| 8303719<br>JM5270<br>126915 | **RYOSEI MARU No. 78**<br>**Maruni Gyogyo K.K.**<br>Nagasaki, Nagasaki Pref. Japan | **297**<br>—<br>— | | **1983** K.K. Izutsu Zosensho—Nagasaki (864)<br>52,02 (BB) 8,89 0,467<br>44,51 8,60 3,51<br>1 dk | **M Fishing**<br>Ref<br>8 Ho ER<br>In.518<br>8 Ha (stl) ER | Yanmar 6Z280L-ET<br>Oil 4SA 6Cy. 280 × 360 with clutches & sr reverse geared to sc. shaft<br>1 170bhp (861kW)<br>Yanmar Diesel Engine Co. Ltd. Niigata |

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| **7717975**<br>*JL4303*<br>122496<br>Esd Rdr Rt | **RYOSEN MARU**<br><br>**Yawatahama Kisen Y.K.**<br>Yawatahama, Japan<br>Ehime Pref. | **638**<br>—<br>636 | NK | **1977** Honai Jukogyo K.K.—Honai (12)<br>54,92 3,944<br>49,51 9,71 4,40<br>P 12,2 F 8,3 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 818 | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 460kW |
| **7818925**<br>*JM4537*<br>122781<br>Gc Rdr Rt | **RYOSEN MARU No. 2**<br><br>**Hokoku Kaiun K.K.**<br>Matsushima, Japan<br>Kumamoto Pref. | **468**<br>—<br>511 | NK | **1978** Imamura Zosen—Kure (247)<br>52,41 8,72 3,533<br>47,50 8,70 3,87<br>P 14,7 F 9,2 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 569 | Daihatsu<br>Oil 4SA 8Cy. 260 × 320 reduction geared<br>shaft<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 288kW<br>Fuel 69,0t (d.o.)-4,5pd |
| **7912898**<br>*JM4697*<br>123330<br>Gc Rdr Rt | **RYOSEN MARU No. 3**<br><br>**Kakimoto Kisen K.K.**<br>Ushimado, Japan<br>Okayama Pref. | **492**<br>323<br>481 | | **1979** Iwagi Zosen K.K.—Iwagi (13)<br>54,21 3,571<br>49,13 9,01 4,02<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 740 | Daihatsu<br>Oil 4SA 6Cy. 280 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8718342**<br>*JK4709*<br>129601<br>Rt | **RYOSHIN MARU**<br><br>**Y.K. Oshima Kisen**<br>Hinase, Japan<br>Okayama Pref. | **496**<br>—<br>1 150 | | **1988** Hakata Zosen K.K.—Hakata (370)<br>4,201<br>58,02 10,00 4,60<br>1 dk | **M Tanker**<br>Chemical | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **8005159**<br>*JK4112*<br>122205<br>Rdr Rt | **RYOSHIN MARU**<br><br>**Ichikawa Kisen K.K.**<br>Numakuma, Japan<br>Hiroshima Pref. | **199**<br>—<br>460 | | **1980** K.K. Miura Zosensho—Saiki (611)<br>3,261<br>40,01 8,01 4,12<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 200 × 260 reduction geared<br>shaft<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. |
| **8822284**<br>*JHLT*<br>131243<br>Df Esd Gc<br>Pfd Rdr Rt | **RYOSHO MARU**<br><br>**Masunaga Kaiun Y.K.**<br>Saiki, Japan<br>Oita Pref. | *996*<br>*398*<br>1 036 | NK | **1989** Shitanoe Zosen K.K.—Usuki (1093)<br>62,23 (BB) 4,060<br>58,00 12,00 4,90<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 500 | Akasaka<br>Oil 4SA 6Cy. 310 × 600 reverse geared<br>shaft<br>1 177kW (1 600bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.) |
| **8605026**<br>*JM5588*<br>129416<br>Gc Pfd Rdr<br>Rt | **RYOSHO MARU**<br><br>**MSK Co. Ltd.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **696**<br>—<br>1 966 | NK | **1986** Kambara Marine Development & SB. Co.<br>LTD.—Numakuma (OE-132)<br>74,50 4,714<br>72,01 11,21 5,31<br>P 14,1 F 5,8 1 dk | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 2 249 | Daihatsu<br>Oil 4SA 6Cy. 280 × 360<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8503656**<br>*JL5358*<br>128331<br>Rt | **RYOSHO MARU**<br>ex Oyu Maru No. 21-88<br>**Minoru Sadatomi**<br>Ryoka Kaiun K.K.<br>Kawasoe, Japan<br>Saga Pref. | **199**<br>—<br>699 | | **1985** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi<br>(1826)<br>56,22 (BB) 3,101<br>52,02 9,42 5,36<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.1 444 B.1 394<br><br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>800bhp (588kW)<br>The Hanshin Diesel Works Ltd. |
| **8416085**<br>*JM5408*<br>127759 | **RYOSHU MARU**<br><br>**Minoru Sadatomi**<br>Ryoka Kaiun K.K.<br>Kawasoe, Japan<br>Saga Pref. | **199**<br>—<br>680 | | **1984** Nippon Zosen Tekko K.K.—Wakamatsu<br>(302)<br>54,21 9,53 3,290<br>50,04 9,50 5,57<br>2 dks | **M General Cargo**<br><br>1 Ho ER<br>G.1 472 B.1 360<br><br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **9003952**<br>*JK4902*<br>131786<br>Rdr Rt | **RYOSUI MARU**<br><br>**Mitani Kaiun K.K.**<br>Onomichi, Japan<br>Hiroshima Pref. | **494**<br>—<br>1 231 | NK | **1990** Murakami Hide Zosen K.K.—Hakata (301)<br>64,02 (BB) 4,194<br>60,00 10,00 4,50<br>1 dk | **M Tanker**<br>Chemical | Hanshin<br>Oil 4SA 6Cy. 300 × 480<br>552kW (750bhp)<br>The Hanshin Diesel Works Ltd. |
| **8221612**<br>*JL5025*<br>126404 | **RYOSUI MARU No. 2**<br><br>**Sunami Kaiun K.K.**<br>Tonosho, Japan<br>Kagawa Pref. | **295**<br>—<br>700 | | **1983** Koa Sangyo K.K.—Takamatsu (512)<br>54,01 3,661<br>49,03 8,62 3,81<br>1 dk | **M Tanker**<br>Alcohol<br>6 Ta ER<br>L.700 | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **7937769**<br>*JL4775*<br>123922<br>Gc Rdr Rt | **RYOTEI MARU**<br><br>**Y.K. Okawa Kaiun**<br>Hojo, Japan<br>Ehime Pref. | **198**<br>—<br>400 | | **1980** Yano Zosen K.K.—Imabari (104)<br>52,00 3,250<br>49,92 9,30 5,21<br>2 dks | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480 reverse reduction<br>to sc. shaft<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **8106317**<br>*JD2524*<br>125583<br>HK1-791<br>Df Esd Gc<br>Pfd Rdr Rt | **RYOTEI MARU No. 18**<br>ex Keisho Maru No. 101-87<br>**K.K. Maruni Kamata Shoten**<br>Abashiri, Japan<br>Hokkaido Pref. | **124**<br>—<br>122 | | **1981** Niigata Eng. Co. Ltd.—Niigata (1721)<br>36,50 2,782<br>30,82 7,41 4,65<br>1 dk | **M Fishing**<br>Stern Trawler | Niigata<br>Oil 4SA 6Cy. 280 × 320 reduction geared<br>shaft<br>1 025bhp (754kW)<br>Niigata Eng. Co. Ltd. |
| **7301996**<br>*JG3208*<br>114025<br>Esd Gc Rdr<br>Rt | **RYOTO MARU**<br><br>**Mitsubishi Materials Corp.**<br>Tokyo Japan | **5 346**<br>—<br>8 762 | NK | **1973** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (722)<br>123,98 17,73 7,379<br>115,02 17,71 9,20<br>P 5,2 F 11,6 1 dk | **M Cement Carrier**<br>Mchy.aft<br><br>G.7 117 | Mitsubishi<br>Oil 2SA 7Cy. 450 × 750<br>4 400bhp (3 236kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 200kW 450V 60Hz a.c.<br>Fuel 21,0t (d.o.) 168,5t (hvf)-14,0pd |
| **8706997**<br>*JL5597*<br>129874 | **RYOTO MARU**<br><br>**Funada Kisen K.K.**<br>Yoshiumi, Japan<br>Ehime Pref. | **392**<br>—<br>390 | | **1987** K.K. Namikata Zosensho—Namikata (152)<br>3,752<br>63,02 11,02 6,51 | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **7823736**<br>*JJ3159*<br>121056<br>Gc Rdr Rt | **RYOTO MARU**<br><br>**Towa Kaiun K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **299**<br>—<br>600 | | **1979** Sanuki Zosen Tekkosho K.K.—Takuma<br>(1013)<br>... ... ...<br>60,00 10,00 5,52<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo |
| **7937812**<br>*JK4056*<br>122215<br>Rt | **RYOTOKU MARU**<br>ex Saiwai Maru No. 10-84<br>**Y.K. Sugawara Sangyo**<br>Shimokamagari, Japan<br>Hiroshima Pref. | **184**<br>—<br>989 | | **1980** Hayashi Zosen—Higashino<br>*45,21* 3,010<br>8,40 4,70<br>1dk | **M General Cargo** | Oil |
| **8625507**<br>*JM5294*<br>126983<br>MZ1-18<br>Rt | **RYOTOKU MARU No. 1**<br><br>**Shigeki Sakumoto**<br>Nango, Japan<br>Miyazaki Pref. | **165**<br>—<br>— | | **1986** Higashi Kyushu Zosen K.K.—Usuki<br>... ... ...<br>31,09 6,51 2,49<br>1 dk | **Reinforced Plastic M Fishing**<br>Side-fishing | Otsuka<br>Oil<br>K.K. Otsuka Tekkosho |
| **8100844**<br>*JM4932*<br>124693<br>Rdr Rt | **RYOTOKU MARU No. 18**<br><br>**Watoka Shiroyama**<br>Naru, Japan<br>Nagasaki Pref. | **115**<br>—<br>— | | **1980** Hirado Zosensho K.K.—Hirado (174)<br>35,21<br>29,80 6,00 2,65<br>2 dks | **M Fishing**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>500bhp (368kW)<br>The Hanshin Diesel Works Ltd. |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 8640705<br>JK4965<br>117153<br>Rdr Rt | **RYOTOKU MARU No. 68**<br>**Ryotoku Suisan Y.K.**<br>Sakaiminato,<br>Tottori Pref.<br>Japan | **119**<br>—<br>— | | **1974**<br>*29,90*<br>1 dk | K.K. Yoshida Zosen Tekko—Kesennuma | 6,10 | 2,60 | | **M Fishing** | Oil | Japan |
| 8313051<br>JK4455<br>127253<br>Rt | **RYOUN MARU**<br>**Izumi Kaiun Y.K.**<br>Kasaoka,<br>Okayama Pref.<br>Japan | **197**<br>—<br>660 | | **1983**<br>53,70<br>49,51<br>2 dks | Nippon Zosen Tekko K.K.—Wakamatsu | 9,53<br>9,50 | 3,218<br>5,31 | (286) | **M General Cargo**<br>1 Ho ER<br>G.1 385 B.1 302<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. | 6M26AGT<br>Ota |
| 7535212<br>JK0803<br>115421 | **RYOUN MARU No. 1**<br>**Ryobi Kaiun K.K.**<br>Okayama,<br>Okayama Pref.<br>Japan | **627**<br>—<br>922 | | **1974**<br>71,51<br>65,00 | Oka Zosen K.K.—Ushimado | 14,53<br>14,51 | 4,301<br>6,56 | | **M Vehicles Carrier** | Hanshin<br>Oil<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>13kn |
| 7903902<br>7LPS<br>136778<br>HK1-697<br>Df Esd Gc<br>Pfd Rdr Rt | **RYOUN MARU No. 1**<br>**Honma Suisan K.K.**<br>Muroran,<br>Hokkaido Pref.<br>Japan | **124**<br>—<br>126 | | **1979**<br>37,90<br>30,97<br>2 dks | Narasaki Senpaku Kogyo K.K.—Muroran<br>(BB) | 7,38 | 2,420<br>4,63 | (152) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 340 reduction geared to sc. shaft<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | 6U28<br>Yaizu |
| 7913220<br>JJWZ<br>123137<br>Df Esd Gc<br>Pfd Rdr Rt | **RYOUN MARU No. 2**<br>ex Ryuho Maru No. 38-90<br>**T.K. Suisan K.K.**<br>Hakodate,<br>Hokkaido Pref.<br>Japan | **499**<br>224<br>720 | | **1979**<br>58,55<br>50,53<br>1 dk | Miho Zosensho K.K.—Shimizu<br>(BB) | 10,01 | 4,028<br>4,37 | (1111) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Controllable pitch propeller | DM36R<br>Yaizu<br>12,5kn |
| 6907860<br>JCTR<br>104942<br>HK1-694<br>Df Esd Gc<br>Pfd Rdr Rt | **RYOUN MARU No. 3**<br>ex Miyuki Maru No. 28-79<br>ex Kiyofuji Maru No. 25-78<br>ex Nansei Maru No. 25<br>ex Daien Maru No. 25<br>**Takebayashi Gyogyo K.K.**<br>Hakodate,<br>Hokkaido Pref.<br>Japan | **499**<br>257<br>— | | **1968**<br>57,00<br>50,70<br>1 dk | Miho Zosensho K.K.—Shimizu | 9,83<br>9,81 | 3,556<br>4,17 | (685) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7920091<br>JKGH<br>118628<br>HK1-721<br>Df Esd Gc<br>Pfd Rdr Rt | **RYOUN MARU No. 5**<br>**Katsusaburo Takebayashi**<br>Hakodate,<br>Hokkaido Pref.<br>Japan | **379**<br>—<br>— | | **1979**<br>48,93<br>46,21<br>1 dk | Kanasashi Co. Ltd.—Shimizu | 8,51 | 3,301<br>3,64 | (2033) | **M Fishing**<br>Side-fishing Tuna Long-line | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | DM28AR<br>Yaizu |
| 7234117<br>JFJI<br>112723<br>HK1-885<br>Df Gc Pfd<br>Rdr Rt | **RYOUN MARU No. 6**<br>ex Zenko Maru No. 68-83<br>**Takebayashi Gyogyo K.K.**<br>Hakodate,<br>Hokkaido Pref.<br>Japan | **473**<br>249<br>621 | | **1972**<br>58,73<br>52,00<br>1 dk | Kanasashi Co. Ltd.—Shimizu | 9,22<br>9,20 | 3,798<br>4,20 | (1062) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| 7003257<br>JMUP<br>106678<br>HK1-1011<br>Df Esd Gc<br>Pfd Rdr Rt | **RYOUN MARU No. 7**<br>ex Jufuku Maru No. 31-86<br>ex Meijoku Maru No. 18-85<br>ex Fukukyu Maru No. 18-78<br>ex Seisho Maru No. 10<br>**Takebayashi Gyogyo K.K.**<br>Hakodate,<br>Hokkaido Pref.<br>Japan | **448**<br>—<br>— | | **1969**<br>54,03<br>48,01<br>1 dk | Kanasashi Co. Ltd.—Shimizu | 8,62<br>8,60 | 3,601<br>4,09 | (921) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| 7208986<br>JDYD<br>111052<br>HK1-1047<br>Df Esd Gc<br>Pfd Rdr Rt | **RYOUN MARU No. 8**<br>ex Sumiyoshi Maru No. 71-87<br>**Takebayashi Gyogyo K.K.**<br>Hakodate,<br>Hokkaido Pref.<br>Japan | **422**<br>213<br>484 | | **1971**<br>55,50<br>49,56<br>1 dk | Miho Zosensho K.K.—Shimizu | 9,02<br>9,00 | 3,556<br>3,94 | (773) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 480<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| 8708270<br>7JMX<br>129035<br>Rdr RTv | **RYOUN MARU No. 15**<br>ex Kanashige No. 35-90<br>**Takebayashi Gyogyo K.K.**<br>Hakodate,<br>Hokkaido Pref.<br>Japan<br>SatCom: 1201507/UJMX | **349**<br>—<br>— | | **1987**<br>69,30<br>63,02<br>2 dks | Sanuki Zosen Tekkosho K.K.—Takuma<br>(BB) | 10,61 | 4,152<br>6,96 | (1176) | **M Fishing**<br>Ref<br>In.1 053 | Akasaka<br>Oil 4SA 6Cy. 310 × 530<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | K31FD<br>Yaizu |
| 8708062<br>8KHO<br>125565<br>HK1-1067<br>Rdr RTv | **RYOUN MARU No. 16**<br>**Takebayashi Gyogyo K.K.**<br>Hakodate,<br>Hokkaido Pref.<br>Japan<br>SatCom: 1201451/IKHO | **349**<br>—<br>— | | **1987**<br>70,01<br>61,02<br>2 dks | Kanasashi Co. Ltd.—Toyohashi<br>(BB) | 10,62<br>10,61 | 4,201<br>7,01 | (3146) | **M Fishing**<br>Side-fishing Cuttle | Akasaka<br>Oil 4SA 6Cy. 310 × 530<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Thw. thrust Contr. pitch propeller fwd | K31FD<br>Yaizu |
| 8708074<br>8KHP<br>125566<br>HK1-1068<br>Rdr RTv | **RYOUN MARU No. 17**<br>**Takebayashi Gyogyo K.K.**<br>Hakodate,<br>Hokkaido Pref.<br>Japan<br>SatCom: 1200551/JKHP | **349**<br>—<br>— | | **1987**<br>70,01<br>61,02<br>2 dks | Kanasashi Co. Ltd.—Toyohashi<br>(BB) | 10,62<br>10,61 | 4,201<br>7,01 | (3147) | **M Fishing**<br>Side-fishing Cuttle | Akasaka<br>Oil 4SA 6Cy. 310 × 530<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Thw. thrust Contr. pitch propeller fwd | K31FD<br>Yaizu |
| 8717013<br>8KGM<br>125563<br>HK1-1077<br>Rdr Rt | **RYOUN MARU No. 18**<br>**Takebayashi Gyogyo K.K.**<br>Hakodate,<br>Hokkaido Pref.<br>Japan | **379**<br>—<br>577 | | **1987**<br>53,52<br>46,89<br>1 dk | Kanasashi Co. Ltd.—Shimizu<br>(BB) | 8,74<br>8,70 | 3,401<br>3,76 | (3155) | **M Fishing**<br>Long-line<br>Mchy.aft<br>In.546 | Akasaka<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | K28FD<br>Yaizu |
| 9020106<br>8KIR<br>128581<br>HK1-1195<br>Esd Gc Rdr<br>RTv | **RYOUN MARU No. 22**<br>**Takebayashi Gyogyo K.K.**<br>Hakodate,<br>Hokkaido Pref.<br>Japan<br>SatCom: 1204240/IKIR | **379**<br>—<br>— | | **1990**<br>55,16<br>48,10 | Kanasashi Co. Ltd.—Shimizu<br>(BB) | 8,72<br>8,70 | 3,400<br>3,75 | (3246) | **M Fishing**<br>Long-line Ref<br>In.517 | Akasaka<br>Oil 4SA 6Cy. 280 × 500 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | K28SFD<br>Yaizu |
| 7126413 | **RYOUN MARU No. 53**<br>ex Tama Maru No. 53<br>**Taisei Trading** | **124**<br>43<br>— | | **1970**<br>*31,40* | Sanuki Zosen Tekkosho K.K.—Takuma | 7,40 | 4,60 | (528) | **M Fishing**<br>Side-fishing | Oil<br>............. | |
| 8032671<br>JM4844<br>123460 | **RYOWA MARU No. 1**<br>**Kazuaki Kuwabara**<br>Ryugatake,<br>Kumamoto Pref.<br>Japan | **199**<br>—<br>502 | | **1980**<br>42,30<br>1 dk | Y.K. Takasago Zosensho—Naruto | 8,31 | 3,210<br>4,91 | (88) | **M General Cargo** | Oil | Japan |
| 8712257<br>JJ3318<br>128719<br>Df Esd Gc<br>Pfd Rdr RTv | **RYOYO MARU**<br>**Shoei Kaiun K.K.**<br>Osaka,<br>Osaka Pref.<br>Japan | **699**<br>—<br>2 112 | NK | **1987**<br>66,00<br>1 dk | Hakata Zosen K.K.—Hakata | 12,00 | 4,875<br>5,40 | (362) | **M Tanker**<br>Mchy.aft<br>L.2 231 | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | A31<br>Japan |

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| **7354022**<br>*JG3292*<br>116144<br>Esd Gc Rdr<br>Rt | **RYOYO MARU No. 1**<br><br>**Mitsubishi Materials Corp.**<br>Tokyo Japan | **4 065**<br>—<br>6 694 | NK | **1973** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (732)<br>113,06 17,56 6,916<br>104,15 16,01 8,21<br>P 22,3 F 11,3 1 dk | **M Cement Carrier**<br>Mchy.aft<br><br>G.5 777 | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 150kW 450V 60Hz a.c.<br>Fuel 16,5t (d.o.) 114,5t (hvf)-12,0pd |
| **7376604**<br>*JRRE*<br>117543<br>Esd Gc Rdr<br>Rt | **RYOYO MARU No. 2**<br><br>**Mitsubishi Materials Corp.**<br>Tokyo Japan | **4 053**<br>—<br>6 706 | NK | **1974** Kagoshima Dock & I.W. Co. Ltd.<br>—Kagoshima (74)<br>113,06 16,03 6,909<br>104,15 16,01 8,21<br>P 22,3 F 11,3 1 dk | **M Cement Carrier**<br>Mchy.aft<br><br>G.5 777 | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 150kW 450V 60Hz a.c.<br>Fuel 16,5t (d.o.) 114,5t (hvf)-12,0pd |
| **8814990**<br>*JG4819*<br>131149<br>Esd Gc Rdr<br>RTv | **RYOYO MARU No. 3**<br><br>**Mitsubishi Materials Corp.**<br>Tokyo Japan | **698**<br>—<br>1 748 | NK | **1988** Kanmon Zosen K.K.—Shimonoseki (506)<br>69,00 (BB) 11,52 4,512<br>65,00 11,50 5,00<br>1 dk | **M Cement Carrier**<br><br>3 Ho ER<br>G.1 424 | Akasaka<br>Oil 4SA 6Cy. 280 × 480 with clutches<br>to sc. shaft<br>771kW (1 048bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Gen 1 × 200kW 445V 60Hz a.c.<br>Fuel 8,6t (d.o.) 37,4t (hvf)-4,0pd |
| **8816364**<br>*JG4824*<br>131157<br>Df Esd Gc<br>Pfd Rdr Rt | **RYOYO MARU No. 5**<br><br>**Mitsubishi Materials Corp.**<br>Tokyo Japan | **2 264**<br>—<br>4 409 | NK | **1989** Kanda Zosensho K.K.—Kawajiri (323)<br>91,00 (BB) 14,52 6,113<br>85,00 14,50 7,20<br>1 dk | **M Cement Carrier**<br>Self-unloader<br>3 Ho ER<br>G.3 577 | Akasaka<br>Oil 4SA 6Cy. 370 × 720<br>1 839kW (2 500bhp) E made88<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Gen 3 × 235kW a.c.<br>Controllable pitch propeller |
| **8910512**<br>*JG4934*<br>131965<br>Rdr Rt | **RYOYO MARU No. 6**<br><br>**Mitsubishi Materials Corp.**<br>Tokyo Japan | **1 819**<br>—<br>3 347 | NK | **1990** Kambara Marine Development & SB. Co.<br>LTD.—Numakuma (OE-165)<br>85,42 (BB) 5,518<br>80,00 13,60 6,60<br>1 dk | **M Cement Carrier**<br><br>8 Ho ER<br>G.2 706 | Hanshin<br>Oil 4SA 6Cy. 320 × 640 with clutches<br>sc. shaft<br>1 177kW (1 600bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 1 × 280kW 445V 60Hz a.c.<br>Controllable pitch propeller |
| **9003732**<br>*JG4963*<br>132017<br>Df Esd Gc<br>Pfd Rdr Rt | **RYOYO MARU No. 7**<br><br>**Mitsubishi Materials Corp.**<br>Tokyo Japan | **699**<br>—<br>1 748 | NK | **1990** Kanmon Zosen K.K.—Shimonoseki (525)<br>69,02 4,514<br>65,00 11,50 5,00<br>P 15,6 F 10,4 1 dk | **M Cement Carrier**<br><br>3 Ho ER<br>G.1 424 | Akasaka<br>Oil 4SA 6Cy. 280 × 480 with clutches<br>to sc. shaft<br>1 030kW (1 400bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Gen 3 × 146,67kW a.c. |
| **9015096**<br>*JG5079*<br>133108<br>Df Esd Gc<br>Pfd Rdr Rt | **RYOYO MARU No. 8**<br><br>**Mitsubishi Materials Corp.**<br>Tokyo Japan | **4 194**<br>—<br>6 677 | NK | **1991** Kanda Zosensho K.K.—Kawajiri (341)<br>6,957<br>104,00 16,00 8,20 | **M Cement Carrier** | Akasaka<br>Oil 4SA 6Cy. 450 × 880<br>2 795kW (3 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| **6925604**<br>*JG2664*<br>106101<br>Df Rdr Rt | **RYOYO MARU No. 10**<br><br>**Mitsubishi Kogyo Cement K.K.**<br>**(Mitsubishi Mining & Cement Co.**<br>**Ltd.)**<br>Tokyo Japan | **1 086**<br>—<br>1 699 | | **1969** Tsuneishi Zosen K.K.—Numakuma (217)<br>67,90 11,03 4,801<br>62,01 11,00 5,21<br>1 dks | **M Cement Carrier**<br><br>3 Ho ER<br>G.1 395 | Daihatsu<br>Oil 4SA 8Cy. 300 × 380 sr geared to sc<br>1 330bhp (978kW)<br>Daihatsu Kogyo<br>Gen 1 × 200kW 2 × 56kW 450V 60Hz<br>Fuel 13,5t (d.o.) 31,5t (i.f.o.)-4,0pd |
| **7101578**<br>*JG2914*<br>110907<br>Gc Rdr Rt | **RYOYO MARU No. 12**<br><br>**Mitsubishi Materials Corp.**<br>Tokyo Japan | **1 084**<br>—<br>1 573 | NK | **1971** Tsuneishi Zosen K.K.—Numakuma (241)<br>67,90 11,00 4,622<br>62,01 10,98 5,21<br>P 17,1 F 7,4 1 dk | **M Cement Carrier**<br><br>3 Ho ER<br>G.1 396 | Daihatsu<br>Oil 4SA 6Cy. 260 × 320 sr geared to sc<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 1 × 200kW 2 × 56kW 450V 60Hz<br>Fuel 13,5t (d.o.) 31,5t (hvf)-4,0pd |
| **8021907**<br>*JD2488*<br>124430<br>Esd Gc Rdr<br>Rt | **RYOYOSHI MARU**<br><br>**Nipponkai Unyu K.K.**<br>Hakodate, Japan<br>Hokkaido Pref. | **1 397**<br>789<br>2 740 | NK | **1981** Kishimoto Zosen K.K.—Kinoe (506)<br>85,93 5,514<br>78,42 12,01 6,15<br>P 21,4 F 9,8 1 dk | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 2 649 | Akasaka<br>Oil 4SA 6Cy. 380 × 600<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Gen 1 × 160kW 1 × 128kW 445V 60Hz<br>Fuel 34,5t (d.o.) 195,5t (hvf)-7,0pd |
| **8803848**<br>*JNDI*<br>130707<br>MG1-1655<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **RYOYOSHI MARU No. 1**<br><br>**K.K. Sato Shoten**<br>Kesennuma, Japan<br>Miyagi Pref.<br>SatCom: 1202301/JNDI | **379**<br>—<br>421 | | **1988** K.K. Goriki Zosensho—Ise (1003)<br>55,58 (BB) 9,02 3,706<br>48,32 9,01 3,74<br>P 29,9 F 15,0 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br><br>In.459 | Niigata<br>Oil 4SA 6Cy. 280 × 480 sr geared to sc<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 320kW 225V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 216,0t (d.o.)-2,5pd |
| **7934975**<br><br><br>Esd Gc Rdr<br>Rt | **RYOYOSHI MARU No. 3**<br><br>**United Hi-Tech Electronic Equipment**<br>**Co. Ltd.**<br>Bangkok Thailand | **673**<br>348<br>1 400 | | **1979** Kanto Kogyo K.K.—Hakodate (46)<br>61,91 3,374<br>56,90 9,81 4,81<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| **7331185**<br>*7MEE*<br>114332<br>Df Gc Rdr | **RYOYOSHI MARU No. 5**<br>ex Ryuei Maru No. 18-82<br>**K.K. Sato Shoten**<br>Kesennuma, Japan<br>Miyagi Pref. | **406**<br>207<br>436 | | **1973** Miho Zosensho K.K.—Shimizu (911)<br>54,82 8,74 3,455<br>48,52 8,72 3,87<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 450bhp (1 067kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| **8631996**<br>*8KGI*<br>125022<br>MG1-1468<br>Rt | **RYOYOSHI MARU No. 8**<br><br>**K.K. Sato Shoten**<br>Kesennuma, Japan<br>Miyagi Pref. | **169**<br>—<br>— | | **1981** Kesennuma Tekko—Kesennuma<br>... ... ...<br>30,30 6,10 3,10<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref | Niigata<br>Oil<br>Niigata Eng. Co. Ltd. |
| **8024959**<br>*JG4171*<br>123748<br>Esd Rdr Rt | **RYOYU MARU No. 3**<br><br>**Yamane Kaiun K.K.**<br>Tokyo Japan | **648**<br>—<br>994 | | **1981** Imamura Zosen—Kure (268)<br>57,00 9,73 4,252<br>52,02 9,71 4,53<br>1 dk | **M Tanker**<br>Oil Chemical<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **7921198** | **RYOYU No. 3**<br><br>**Government of The People's**<br>**Republic of China**<br>Shanghai China | **206**<br>58<br>— | | **1980** Sagami Zosen Tekko K.K.—Yokosuka<br>(203)<br>... ... ...<br>29,77 7,99 3,41<br>1 dk | **M Tug** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 440<br>Niigata Eng. Co. Ltd. |
| **8405945**<br>*JG4409*<br>128090<br>Esd Rdr Rt | **RYOZUI MARU**<br><br>**Chiyoda Naiko Kisen Kaisha**<br>Kobe, Japan<br>Hyogo Pref. | **3 584**<br>—<br>6 147 | NK | **1984** Higaki Zosen K.K.—Imabari (316)<br>105,87 (BB) 16,03 6,771<br>98,61 16,01 8,41<br>P 19,9 F 8,6 1 dk | **M General Cargo**<br><br>3 Ho ER<br>G.7 625 B.7 316<br><br>3 Ha (stl) (17,6 22,1 16,9 × 9,6) ER | Hanshin<br>Oil 4SA 6Cy. 380 × 760 sr geared to<br>2 800bhp (2 060kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 4 × 183kW a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |

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| 8729694<br>M-41830<br>Rt | **RYS**<br>**Glavokhota**<br>(Petropavlovsk - Kamchatskiy)<br>(U.S.S.R.) | *187*<br>56<br>77 | <br><br>RS | **1987** ..............U.S.S.R.<br>31,85 7,08 2,100<br>27,80 3,15<br>1 dk | **M Fish Carrier**<br>Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>U.S.S.R. |
| 7330545<br>UUTH<br>M-31101<br>Df Esd Gc<br>Pfd Rdr Rt | **RYSHKANY**<br>**Soviet Danube Shipping Co.**<br>(Izmail)<br>(U.S.S.R.) | 4 497<br>2 264<br>5 657 | <br><br>RS | **1973** VEB Schiffswerft "Neptun"—Rostock (345)<br>117,86 (BB) 16,64 6,820<br>109,07 16,62 8,59<br>2 dks | **M General Cargo** CSD<br>Ice strengthened<br>4 Ho 17,0 17,6 17,6 17,0 4 TwD<br>G.7 249 B.6 904<br>4 Ha (stl) (12,5 × 8,0) (12,5 12,5 12,5 × 12,9) ER<br>4W Der 1(40) 3(20) | MAN K6Z57/80F<br>Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW)<br>Halberstadt Halberstadt<br>Gen 2 × 400kW a.c. 1 × 300kW a.c.<br>Fuel 17,0t 16,5kn |
| 7431741<br>LAB2<br>N-00287<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RYSTRAUM**<br>ex Chimiste Sayid-88<br>ex Chimiste Louisiana-77<br>**Anders Utkilens Rederi A/S**<br>Bergen<br>Norway (NIS) | 3 913<br>2 705<br>6 433<br>T/cm<br>13,5 | <br><br>GL | **1977** Orenstein & Koppel A.G.—Luebeck (719)<br>110,55 (BB) 16,64 6,917<br>101,91 16,60 8,56<br>P 24,7 F 8,0 1 dk<br>Bow/CM 39 Diam. 0,200 | **M Tanker**<br>Chemical<br>8 Ta (s.stl) 18 Wing Ta ER<br>L.7 388<br>25 Cargo pumps total 1 960T/hr | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550 reduction geared to sc. shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H. West Germany<br>Gen 1 × 223kW 1 × 164kW 400/231V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel-12,0pd 14,5kn |
| 5142059<br>JXAN<br>15206<br>Df Esd Rdr<br>Rt | **RYSTRAUM**<br>ex Hans Henrik-67<br>**Sigurd Svenson**<br>Tromso<br>Norway | 150<br>37<br>— | <br><br>NV | **1958** Ejnar S. Nielsen M/V A/S—Harstad (2)<br>29,55 6,46 3,398<br>26,70 6,41 3,43<br>1 dk<br>rf 1339 BK 102 len 62 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>1 Ha (2,3 × 2,3) ER<br>1W Der 1(1,5) | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>495bhp (364kW) NE 75<br>A/S Wichmann Rubbestadneset<br>Fuel (d.o.) |
| 7107730<br>JXNT3<br>N-00247<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **RYTIND**<br>ex Pike-87 ex Alandsea-85<br>ex Alandzee-83 ex Alandsee-82<br>**K/S Rytind**<br>Haugesund<br>Norway (NIS) | *1 383*<br>*707*<br>2 088 | <br><br>GL | **1971** Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen (289)<br>76,46 11,99 4,249<br>69,02 11,79 6,05<br>F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 43,8 ER<br>G.3 107 B.2 625<br>TEU 134 C. 134/20'<br>1 Ha (stl) (43,8 × 7,7) ER | Alpha 6L28/32A<br>Oil 4SA 6Cy. 280 × 320<br>1 795bhp (1 320kW) NE 6/88<br>MAN-B&W Diesel A/S Frederikshavn |
| 8921444<br>3EAS9<br>21011-YJ<br>Df Esd Gc<br>Pfd Rdr Rt | **RYU YOH**<br>**Cygnet Bulk Carrier S.A.**<br>Mitsui O.S.K. Lines Ltd.<br>Panama<br>Panama | *38 844*<br>*19 442*<br>44 733 | <br><br>NK | **1991** Sanoyas Corp.—Mizushima (1107)<br>10,717<br>194,00 32,20 22,35 | **M Wood-chip Carrier**<br>Self-unloader<br>6 Ho ER<br>G.99 643<br>6 Ha (stl) (16,2 × 12,3) (16,2 16,2 16,2 14,8 13,3 × 17,2) ER<br>Cr 3(14) | Sulzer 6RTA52<br>Oil 2SA 6Cy. 520 × 1800<br>7 356kW (10 001bhp)<br>Diesel United Ltd. Aioi<br>Gen 4 × 405,8kW a.c.<br>14,3kn |
| 8904989<br>JFZT<br>131104<br>Df Esd Gc<br>Pfd Rdr Rt | **RYUEI MARU**<br>**Kumazawa Kaiun Co. Ltd.**<br>Yokohama, Kanagawa Pref.<br>Japan | *1 514*<br>*533*<br>1 309 | <br><br>NK | **1989** Shitanoe Zosen K.K.—Usuki (1098)<br>67,77 - 4,811<br>63,00 13,00 5,90<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>Mchy.aft<br>L.(gas) 2 010 | Akasaka A34<br>Oil 4SA 6Cy. 340 × 660 reverse geared to sc. shaft<br>1 471kW (2 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 253kW a.c. |
| 8014071<br>JL4793<br>123953<br>Gc Rdr Rt | **RYUEI MARU**<br>**Shoei Kisen K.K.**<br>Nagahama, Ehime Pref.<br>Japan | 499<br>326<br>1 000 | | **1980** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1372)<br>... ... ...<br>64,01 11,51 6,13<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin 6LU32<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7823592<br>JG3939<br>123531<br>Esd Rdr Rt | **RYUEI MARU No. 5**<br>**Shoei Kisen K.K.**<br>Nagahama, Ehime Pref.<br>Japan | 498<br>—<br>1 247 | | **1979** Kurinoura Dock K.K.—Yawatahama (140)<br>61,02 4,252<br>55,02 10,01 4,53<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka DM28A<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Diesels Ltd. Yaizu |
| 8029789<br>JG4178<br>123780<br>Rt | **RYUEI MARU No. 21**<br>ex Ritsuhozan Maru-89<br>**Ryuei Kisen Y.K.**<br>Saiki, Oita Pref.<br>Japan | 493<br>—<br>1 261 | | **1981** K.K. Uno Zosensho—Namikata (152)<br>68,00 3,882<br>64,62 11,02 6,02<br>1 dk | **M General Cargo** | Daihatsu<br>Oil<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| 7122039<br>JPZK<br>106995<br>Df Gc Pfd<br>Rdr Rt | **RYUEI MARU No. 38**<br>ex Kiyo Maru No. 51-90<br>ex Katori Maru No. 17<br>**Takashi Ueda**<br>Sakaiminato, Tottori Pref.<br>Japan | 299<br>147<br>— | | **1970** Kanasashi Co. Ltd.—Shimizu (979)<br>48,67 8,13 3,252<br>42,60 8,11 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka UHS27<br>Oil 4SA 6Cy. 270 × 420<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8712685<br>JM5687<br>130341 | **RYUGYOKU MARU**<br>**Y.K. Marumichi Kosan**<br>Oseto, Nagasaki Pref.<br>Japan | 683<br>—<br>1 802 | | **1987** K.K. Miura Zosensho—Saiki (787)<br>65,00 4,701<br>61,02 13,50 6,81<br>1 dk | **M Dredger**<br>Bucket | Hanshin 6LU26G<br>Oil 4SA 6Cy. 260 × 440<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 7855442<br>JE2143<br>116454<br>Rdr Rt | **RYUHO**<br>**Matsushimawan Kanko Kisen K.K.**<br>Matsushima, Miyagi Pref.<br>Japan | 259<br>—<br>— | | **1974** Sanriku Zosen Tekko K.K.—Japan<br>30,52 1,970<br>28,00 6,80 2,40<br>1 dk | **M Ferry** 420P | Niigata<br>Oil<br>350bhp (257kW)<br>Niigata Eng. Co. Ltd. Japan<br>10kn |
| 8810695<br>JM5596<br>129427<br>Rt | **RYUHO MARU**<br>**Yano Kaiun K.K. (Yano Shipping Co. Ltd.)**<br>Kitakyushu, Fukuoka Pref.<br>Japan | 230<br>—<br>258 | | **1988** Wakamatsu Zosen K.K.—Wakamatsu (371)<br>35,40 9,62 3,630<br>30,80 9,60 4,20<br>1 dk | **TM Tug** | Yanmar 6Z280L-ET<br>2 Oil 4SA each 6Cy. 280 × 360 with clutches, hydaulic couplings & sr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 8310451<br>JO2409<br>124465<br>HK1-890<br>Rdr Rt | **RYUHO MARU No. 5**<br>**Matsui Suisan K.K.**<br>Urakawa, Hokkaido Pref.<br>Japan | 160<br>—<br>— | | **1983** Niigata Eng. Co. Ltd.—Niigata (1782)<br>37,34 (BB) 4,652<br>31,91 7,41 4,68<br>1 dk | **M Fishing**<br>Stern Trawler<br>2 Ho ER<br>In.125<br>2 Ha (stl) ER | Niigata 6MG28BXE<br>Oil 4SA 6Cy. 280 × 320 with clutches, flexible couplings & sr geared to sc. shaft<br>1 170bhp (861kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| 7714234<br>JABV<br>119506<br>MG1-882<br>Df Esd Gc<br>Rdr Rt | **RYUHO MARU No. 18**<br>**K.K. Sadai Shoten**<br>Shiogama, Miyagi Pref.<br>Japan | 374<br>188<br>— | | **1977** Miho Zosensho K.K.—Shimizu (1073)<br>52,51 3,390<br>46,16 8,81 3,76<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka AH28R<br>Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 5416307<br>Df Rt | **RYUHO MARU No. 21**<br>ex Kyowa Maru-65<br>ex Koryo Maru No. 8-62<br>**Del Rosario Brothers Marketing Corp.**<br>Philippines | 246<br>113<br>— | | **1958** Kanasashi Co. Ltd.—Shimizu (290)<br>40,21 6,84 2,642<br>35,01 6,81 3,36<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 290 × 410<br>500bhp (368kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 120,0t |

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| **7714210**<br>*JRZK*<br>121306<br>MG1-905<br>Df Esd Gc<br>Pfd Rdr Rt | **RYUHO MARU No. 25**<br>ex Choko Maru No. 68-88<br>**K.K. Saku Shokai**<br>Shiogama, Japan<br>Miyagi Pref. | **344**<br>173<br>560 | **1977** Miho Zosensho K.K.—Shimizu (1071)<br>52,41 8,82<br>46,16 8,81 3,76<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| **8615057**<br>*JFZE*<br>129674<br>MG1-1515<br>RTv | **RYUHO MARU No. 51**<br>**Matsubun Gyogyo K.K.**<br>Ishinomaki, Japan<br>Miyagi Pref.<br>SatCom: 1200342/JFZE | **279**<br>—<br>515 | **1986** Yamanishi Zosen K.K.—Ishinomaki (926)<br>59,19 (BB) 10,24<br>51,26 10,19 6,20<br>2 dks | **M Fishing**<br>Stern Trawler<br>In.484 | Akasaka<br>Oil 4SA 6Cy. 400 × 640 sr geared to sc.<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Controllable pitch propeller |
| **8415885**<br>*JGFT*<br>128173<br>MG1-1358<br>Rdr RTv | **RYUHO MARU No. 58**<br>**K.K. Sakyu Shoten**<br>Shiogama, Japan<br>Miyagi Pref.<br>SatCom: 1201157/JGFT | **409**<br>—<br>487 | **1984** Miho Zosensho K.K.—Shimizu (1243)<br>55,61 (BB) 8,72 3,503<br>49,03 8,70 3,87<br>1 dk | **M Fishing**<br>Long-line Ref<br>3 Ho ER<br>In.160<br>4 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 300 × 480 with clutches,<br>couplings & sr geared to sc. shaft<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| **8910586**<br>*JJYS*<br>130764<br>MG1-1712<br>Rdr RTv | **RYUHO MARU No. 78**<br>**K.K. Sakyu Shoten**<br>Shiogama, Japan<br>Miyagi Pref.<br>SatCom: 1200232/JJYS | **229**<br>—<br>— | **1989** Kanasashi Co. Ltd.—Shimizu (3198)<br>45,52 (BB) 7,52 2,890<br>39,30 7,50 3,15 | **M Fishing**<br>Long-line Ref<br>In.336 | Akasaka<br>Oil 4SA 6Cy. 280 × 500 with clutches,<br>couplings & sr reverse geared to sc.<br>662kW (900bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| **7114379**<br>*JDNF*<br>109779<br>HK1-814<br>Df Esd Gc<br>Pfd Rdr Rt | **RYUHO MARU No. 85**<br>ex Hokutetsu Maru No. 21-85<br>ex Tosui Maru No. 21-81<br>**Matsui Suisan K.K.**<br>Urakawa, Japan<br>Hokkaido Pref. | **344**<br>—<br>— | **1970** Niigata Eng. Co. Ltd.—Niigata (1028)<br>54,26 8,51 3,353<br>47,66 8,49 3,76<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8005616**<br>*JKGB*<br>124220<br>MG1-1138<br>Df Pfd Rdr<br>Rt | **RYUHO MARU No. 85**<br>**K.K. Sakyu Shoten**<br>Shiogama, Japan<br>Miyagi Pref. | **299**<br>155<br>— | **1980** Sanuki Zosen Tekkosho K.K.—Takuma (1065)<br>... ... ...<br>44,30 8,50 3,51<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| **7332701**<br>*9VAJ*<br>383913<br>Df Esd Gc<br>Pfd Rdr Rt | **RYUJIN MARU**<br>ex New Concord-82 ex Ryujin Maru-77<br>**Da An Shipping Pte. Ltd.**<br>Singapore Singapore | **18 614**<br>13 283<br>37 842<br>T/cm<br>46,2 | **1973** Onomichi Zosen K.K.—Onomichi (242)<br>187,00 (BB) 28,43 11,005<br>AB 178,01 28,40 15,02<br>F 16,2 1 dk<br>rf nil Bow/CM 88 Diam. 0,310 MH 1,2 | **M Tanker**<br>Mchy.aft<br>L.(oil) 45 321<br>2 Cargo pumps total 1 700T/hr | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 640kW<br>Fuel 1 850,0t-50,5pd |
| **8001830**<br>*JM4096*<br>120808<br>Gc Rdr Rt | **RYUJIN MARU**<br>**Y.K. Shoshin Kisen**<br>Naha, Japan<br>Okinawa Pref. | **696**<br>473<br>1 327 | **1980** K.K. Miura Zosensho—Saiki (605)<br>65,36 11,21 4,111<br>NK 59,95 10,51 4,70<br>P 12,2 F 10,7 1 dk | **M Cement Carrier**<br>Mchy.aft<br>G.1 260 | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 3 × 261,25kW |
| **8520082**<br>*JGJC*<br>128243<br>SO1-1083<br>Rt | **RYUJIN MARU No. 3**<br>ex Ryoan Maru No. 58-90<br>**K.K. Ryujinmaru**<br>Yaizu, Japan<br>Shizuoka Pref. | **289**<br>—<br>— | **1986** Kanasashi Co. Ltd.—Shimizu (3098)<br>48,11 (BB) 8,23 3,201<br>42,02 8,21 3,51<br>1 dk | **M Fishing**<br>Side-fishing Long-line | Akasaka<br>Oil 4SA 6Cy. 260 × 440 with clutches,<br>couplings & sr reverse geared to sc.<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| **7124805**<br><br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **RYUJIN MARU No. 8**<br>**Esprimo Trading S.A.**<br>Nouveau Quai de Peche<br>Senegal | **349**<br>189<br>— | **1971** Yamanishi Zosen K.K.—Ishinomaki (680)<br>54,39 9,02 3,328<br>48,42 9,00 5,87<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 400 × 640<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| **7327304**<br>*JDLY*<br>115133<br>SO1-785<br>Df Esd Gc<br>Pfd Rdr Rt | **RYUJIN MARU No. 8**<br>ex Heishichi Maru No. 21-83<br>**K.K. Ryujinmaru**<br>Yaizu, Japan<br>Shizuoka Pref. | **257**<br>128<br>— | **1973** Niigata Eng. Co. Ltd.—Niigata (1227)<br>45,65 7,93 3,175<br>40,59 7,90 3,51<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **8921626**<br>*JFTG*<br>130876<br>MG1-1767<br>Rdr RTv | **RYUJIN MARU No. 11**<br>**K.K. Suzuki Gyogyobu**<br>Ishinomaki, Japan<br>Miyagi Pref.<br>SatCom: 1201674/JFTG | **289**<br>—<br>297 | **1990** Yamanishi Zosen K.K.—Ishinomaki (981)<br>49,97 (BB) 8,42<br>43,00 8,40 3,50 | **M Fishing**<br>Long-line Ref<br>In.346 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & sr geared to sc. shaft<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7801207**<br>*JIHW*<br>119923<br>Df Esd Gc<br>Pfd Rdr Rt | **RYUJIN MARU No. 27**<br>ex Fukukyu Maru No. 25-89<br>**K.K. Ozen Shoten**<br>Shiogama, Japan<br>Miyagi Pref. | **444**<br>235<br>— | **1978** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1252)<br>55,89 3,550<br>49,61 8,91 3,92<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Gen 2 × 240kW 445V a.c. |
| **8005680**<br>*JG4066*<br>121871<br>Rdr | **RYUKO MARU**<br>**Nippon Marine Service & Engineering Co. Ltd. (Nippon Kaiji Kogyo K.K.)**<br>Tokyo Japan | **269**<br>—<br>— | **1980** Sanyo Zosen K.K.—Mukaishima (808)<br>34,70 3,001<br>30,03 9,21 4,02<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd. |
| **8402931**<br>*7KAG*<br>126473<br>WK1-185<br>Rt | **RYUKO MARU No. 5**<br>**Hajime Inoue**<br>Nachi-Katsuura, Japan<br>Wakayama Pref. | **119**<br>—<br>— | **1983** Higashi Kyushu Zosen K.K.—Usuki (561)<br>36,86<br>29,77 6,28 2,52<br>1 dk | **Reinforced Plastic M Fishing**<br>Tuna | Hanshin<br>Oil 4SA 6Cy. 240 × 410<br>680bhp (500kW)<br>The Hanshin Diesel Works Ltd. |
| **8413681**<br>*DTVQ*<br>KN6865<br>-A1592<br>Rt | **RYUNG JIN No. 77**<br>**Choi Mun-Kuk**<br>Kuryong Po South Korea | **140**<br>81<br>— | **1984** Sun Il Shipyard Co.—Koje (107)<br>37,83 6,51 2,401<br>31,32 6,01 2,93<br>1 dk | **M Fishing**<br>In.155 | Niigata<br>Oil 4SA 6Cy. 180 × 240 with clutches,<br>couplings & sr reverse geared to sc.<br>600bhp (441kW)<br>Ssang Yong Heavy Industries Co. Ltd. |
| **9009607**<br>*JM4133*<br>120845<br>Gc Pfd Rdr<br>Rt | **RYUO**<br>**Wakugawa Unyu K.K.**<br>Naha, Japan<br>Okinawa Pref. | **115**<br>—<br>— | **1990** K.K. Izutsu Zosensho—Nagasaki (1000)<br>29,90 2,500<br>26,00 7,50 3,19<br>1 dk | **M Tug** | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>The Hanshin Diesel Works Ltd. |
| **7109518**<br>*JM3394*<br>110430<br>Rdr | **RYUO MARU**<br>**Fuji Kaiun K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **992**<br>—<br>2 070 | **1971** Honda Zosen—Saiki (588)<br>70,46 11,59 4,941<br>65,54 11,56 5,59<br>1 dk | **M Cement Carrier**<br>4 Ho ER<br>2 Ha ER | Matsui<br>Oil 4SA 6Cy. 380 × 560<br>1 800bhp (1 324kW)<br>Matsui Iron Works Co. Ltd. |

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| 8109967<br>JJ3285<br>121256<br>Rdr | **RYUO MARU**<br>**Kobe Municipal Office (Port & Harbor Bureau) (Kobe-shi Kowan-kyoku Kanri-bu)**<br>Kobe, Hyogo Pref.<br>Japan | **196**<br>68<br>— | **1981** Kanagawa Zosen—Kobe (226)<br>2,601<br>25,76 8,62 3,81<br>1 dk | **TM Tug** | Niigata 6L25BX<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Japan |
| 8403823<br>JD2615<br>127138<br>HK1-931<br>Rdr Rt | **RYUO MARU**<br>**Ito Gyogyo K.K.**<br>Kushiro, Hokkaido Pref.<br>Japan | **160**<br>—<br>— | **1984** Narasaki Zosen K.K.—Muroran (1065)<br>38,13 (BB) 2,850<br>31,50 7,41 4,63<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>2 Ho ER<br>2 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 350<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| 7832977<br>JL4494<br>120981<br>Rdr Rt | **RYUO MARU No. 8**<br>ex Shinkai Maru-88<br>**Ryuo Kaiun Y.K.**<br>Nio, Kagawa Pref.<br>Japan | **198**<br>—<br>648 | **1979** Murakami S.B. Co. Ltd.—Naruto (117)<br>3,300<br>48,49 9,01 5,11<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin 6LU28<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe |
| 9042817 | **RYUO MARU No. 28**<br>**Mikio Miyata**<br>Japan | **379**<br>—<br>450 | **1991** Miho Zosensho K.K.—Shimizu (1408)<br>3,430<br>49,20 8,80 3,80 | **M Fishing**<br>Side-fishing Long-line | Akasaka K28SFD<br>Oil 4SA 6Cy. 280 × 500<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| 7920156<br>JKZF<br>124094<br>KO1-566<br>Df Esd Gc<br>Pfd Rdr RTv | **RYUO MARU No. 28**<br>**Mikio Miyata**<br>Muroto, Kochi Pref.<br>Japan<br>SatCom: 1204111/JKZF | **299**<br>153<br>353 | **1980** Miho Zosensho K.K.—Shimizu (1144)<br>50,14 8,51 3,252<br>43,52 8,50 3,59<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe |
| 8423349<br>7KDT<br>126479<br>WK1-218<br>Rt | **RYUO MARU No. 28**<br>**Y.K. Kuroshio Suisan**<br>Nachi-Katsuura, Wakayama Pref.<br>Japan | **119**<br>—<br>— | **1985** Higashi Kyushu Zosen K.K.—Usuki (583)<br>*29,91*<br>6,20 2,49 | **Reinforced Plastic M Fishing**<br>Tuna | Oil<br>Japan |
| 7650086<br>JM2609<br>102326 | **RYUO No. 2**<br>**Wakachiku Construction Co. Ltd.**<br>Kitakyushu, Fukuoka Pref.<br>Japan | **559**<br>—<br>— | **1967** Ishibashi Kogyo—Kitakyushu<br>33,00 15,02 1,501<br>28,10 3,20 | **M Training Ship** | Oil<br>400bhp (294kW)<br>Japan<br>5kn |
| 9030618<br>JM5900<br>132584<br>Df Esd Gc<br>Pfd Rdr Rt | **RYUOH MARU No. 2**<br>**Fuji Kaiun K.K.**<br>Onoda, Yamaguchi Pref.<br>Japan | **1 396**<br>—<br>2 566 | **1991** Kambara Marine Development & SB. Co. LTD.—Numakuma (OE-170)<br>NK 80,83 (BB) 12,52 5,218<br>76,00 12,50 5,80<br>1 dk | **M Cement Carrier**<br>4 Ho ER<br>G.2 094 | Yanmar MF33-ET<br>Oil 4SA 6Cy. 330 × 620<br>1 471kW (2 000bhp)<br>Matsue Diesel K.K. Matsue<br>Controllable pitch propeller |
| 7916856<br>JG3985<br>123616<br>Esd Rdr Rt | **RYUSEI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo<br>Japan | **105**<br>—<br>— | **1980** Yokohama Yacht Co. Ltd.—Yokohama (769)<br>23,00 1,600<br>22,00 6,00 3,20<br>1 dk | **TM Fire-fighting Tender** | M.T.U.<br>3 Vee Oil 4SA each 12Cy. 175 × 205<br>1 098bhp (808kW)<br>Ikegai Tekkosho Kawasaki |
| 8217489<br>7LFT<br>125635<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **RYUSEI MARU**<br>**Hokuryu Senpaku Co. Ltd.**<br>Otaru, Hokkaido Pref.<br>Japan | *1 233*<br>*419*<br>1 256 | **1983** Narasaki Zosen K.K.—Muroran (1045)<br>70,77 4,052<br>NK 64,11 11,51 4,09<br>F 6,8 2 dks | **M Refrigerated Cargo**<br>2 Ho ER 2 TwD<br>In.1 518<br>2 Ha (stl) (each 3,9 × 4,0) ER<br>Der 2(3) | Niigata 6M34AGT<br>Oil 4SA 6Cy. 340 × 620 with clutches & reverse reduction geared to sc. shaft<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 240kW<br>Fuel 90,0t (d.o.) 375,0t (hvf)-6,5pd 12kn |
| 8626367<br>JL5317<br>128260<br>Rt | **RYUSEI MARU**<br>**Marui Kaiun K.K.**<br>Imabari, Ehime Pref.<br>Japan | **499**<br>—<br>1 599 | **1984** Yamanaka Zosen K.K.—Namikata<br>72,73 4,231<br>68,00 11,51 6,71<br>1 dk | **M General Cargo**<br>G.2 542 B.2 449 | Hanshin<br>Oil<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>10,75kn |
| 6920549<br>JM3005<br>103820 | **RYUSEI MARU**<br>ex Aki-88 ex Jupiter Maru-83<br>**Shiroku Tanaka**<br>Kitakyushu, Fukuoka Pref.<br>Japan | **194**<br>—<br>— | **1968** Towa Zosen K.K.—Shimonoseki (367)<br>29,65 8,23 2,794<br>29,01 8,21 3,79<br>1 dk | **M Tug** | Niigata<br>2 Oil 4SA each 6Cy. 310 × 380 geared to sc. shaft<br>Niigata Eng. Co. Ltd. Niigata |
| 7005449<br>Rdr Rt | **RYUSEI MARU**<br>ex Aizu Maru-81<br>**Senwa Senpaku K.K.** | **191**<br>54<br>— | **1969** Towa Zosen K.K.—Shimonoseki (382)<br>29,01 8,21 2,794<br>27,01 8,18 3,84<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 28kW 220V a.c. |
| 7203390<br>JJ2712<br>110252<br>Rdr | **RYUSEI MARU**<br>**Naikai Eisen K.K.**<br>Kobe, Hyogo Pref.<br>Japan | **189**<br>—<br>— | **1970** Towa Zosen K.K.—Shimonoseki (408)<br>30,51 8,84 2,515<br>27,01 8,82 3,51<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 70kW 225V a.c. |
| 8317162<br>7KJY<br>126631<br>MG1-1307<br>Rdr RTv | **RYUSEI MARU No. 1**<br>ex Taiko Maru No. 1-90<br>**Ryusei Gyogyo K.K.**<br>Karakuwa, Miyagi Pref.<br>Japan<br>SatCom: 1203221/UKJY | **469**<br>—<br>561 | **1983** Miho Zosensho K.K.—Shimizu (1230)<br>57,59 (BB) 3,680<br>50,75 9,11 4,07<br>1 dk | **M Fishing**<br>Long-line Ref<br>3 Ho ER<br>In.214<br>4 Ha (stl) ER | Niigata 6M31AGT<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & dr geared to sc. shaft<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| 8022080<br>JLUF<br>123374<br>Df Gc Pfd<br>Rdr Rt | **RYUSEI MARU No. 1**<br>**Kyoshin K.K.**<br>Miura, Kanagawa Pref.<br>Japan | **194**<br>—<br>— | **1981** Shitanoe Zosen K.K.—Usuki (1015)<br>... ... ...<br>32,21 7,00 2,70<br>1 dk | **M Fishing**<br>Tuna Seiner<br>Mchy.aft<br>In.148 | Hanshin 6LU26G<br>Oil 4SA 6Cy. 260 × 440<br>730bhp (537kW)<br>The Hanshin Diesel Works Ltd. Japan<br>Gen 2 × 180kW 225V a.c.<br>11,25kn |
| 8821216<br>7LAQ<br>131211<br>KG1-122<br>Rdr RTv | **RYUSEI MARU No. 2**<br>**Ryusei Suisan Y.K.**<br>Kushikino, Kagoshima Pref.<br>Japan<br>SatCom: 1201623/ULAQ | **379**<br>—<br>— | **1989** Kanasashi Co. Ltd.—Shimizu (3190)<br>54,11 (BB) 8,72 3,400<br>47,50 8,70 3,75 | **M Fishing**<br>Long-line Ref<br>In.500 | Akasaka K28FD<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| 8815035<br>JFXK<br>130713<br>MG1-1653<br>Rdr RTv | **RYUSEI MARU No. 8**<br>ex Taiko Maru No. 8-90<br>**Ryusei Gyogyo K.K.**<br>Karakuwa, Miyagi Pref.<br>Japan<br>SatCom: 1202306/JFXK | **439**<br>—<br>536 | **1988** Miho Zosensho K.K.—Shimizu (1335)<br>56,49 (BB) 8,92 3,612<br>49,80 8,90 3,97 | **M Fishing**<br>Long-line Ref<br>In.721 | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd. Niigata |
| 8708012<br>JHKN<br>129491<br>KG1-383<br>Rdr RTv | **RYUSEI MARU No. 8**<br>**Ryusei Suisan Y.K.**<br>Kushikino, Kagoshima Pref.<br>Japan<br>SatCom: 1200770/JHKN | **379**<br>—<br>— | **1987** Kanasashi Co. Ltd.—Shimizu (3133)<br>53,52 (BB) 8,74 3,401<br>46,89 8,70 3,76 | **M Fishing**<br>Long-line<br>G.539 B.485 | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Akashi |

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| **8706909**<br>*JKXN*<br>130147<br>MG1-1568<br>Rt | **RYUSEI MARU No. 68**<br>ex Taiko Maru No. 68-90<br>**Ryusei Gyogyo K.K.**<br>Karakuwa, Japan<br>Miyagi Pref. | **439**<br>—<br>528 | | **1987** Miho Zosensho K.K.—Shimizu (1303)<br>56,49 (BB) 8,92 3,601<br>49,81 8,91 3,99 | **M Fishing**<br>Long-line<br><br>G.834 B.748 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches,<br>couplings & sr reverse geared to sc.<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. |
| **8614900**<br>*JGQJ*<br>129678<br>MG1-1511<br>Rt | **RYUSEI MARU No. 78**<br>ex Taiko Maru No. 78-90<br>**Ryusei Gyogyo K.K.**<br>Karakuwa, Japan<br>Miyagi Pref. | **379**<br>—<br>470 | | **1986** Miho Zosensho K.K.—Shimizu (1291)<br>54,62 (BB) 8,64 3,407<br>48,01 8,60 3,76<br>1 dk | **M Fishing**<br>Side-fishing Long-line<br><br>In.650 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & dr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8127593**<br>*JG4222*<br>126046<br>Rdr Rt | **RYUSHO MARU**<br><br>**Ryoka Kaiun K.K.**<br>Tokyo Japan | **699**<br>—<br>1 168 | NK | **1982** Mukaishima Zoki Co. Ltd.—Mukaishima<br>(181)<br>61,50 4,128<br>56,01 11,82 4,53<br>P 15,9 F 10,1 1 dk | **M Sulphur Carrier**<br>Mchy.aft<br><br>L.456 | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.) |
| **8510386**<br>*JM5441*<br>127832<br>Rdr Rt | **RYUSHO MARU**<br><br>**Hoshu Kisen Y.K.**<br>Usuki, Japan<br>Oita Pref. | **494**<br>—<br>1 600 | | **1985** Shitanoe Zosen K.K.—Usuki (1052)<br>74,60 4,130<br>70,00 11,50 6,75 | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. |
| **7921617**<br>*JM4084*<br>120788<br>Rdr Rt | **RYUSHO MARU**<br>ex Heianza Kaiko-88<br>**Yano Kaiun K.K. (Yano Shipping Co. Ltd.)**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **195**<br>66<br>94 | | **1979** Naikai SB. & Eng. Co. Ltd.—Taguma<br>Shipyard, Innoshima (456)<br>32,69 3,345<br>27,01 9,01 3,81<br>1 dk | **TM Tug**<br>Mchy.aft | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **8805195**<br>*JM5741*<br>130399<br>Rt | **RYUSHO MARU**<br><br>**K.K. Nagai Shokai**<br>Imari, Japan<br>Saga Pref. | **187**<br>—<br>— | | **1988** Odo Zosen Tekko K.K.—Shimonoseki<br>(356)<br>32,00 9,21 3,000<br>27,00 9,00 3,80<br>1 dk | **TM Tug**<br>Fire-fighting | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 with clutches,<br>flexible couplings & dr geared to sc.<br>Niigata Eng. Co. Ltd.<br>2 Directional propellers |
| **7801439**<br>*JK3970*<br>122007<br>Rdr Rt | **RYUSHO MARU**<br><br>**Ryusho Kisen Y.K.**<br>Kaminoseki, Japan<br>Yamaguchi Pref. | **137**<br>—<br>220 | | **1978** Nakamura Shipbuilding & Engine Works Co.<br>Ltd.—Yanai (137)<br>32,50 2,930<br>29,50 6,50 3,00<br>1 dk | **M Tanker** | Matsui<br>Oil 4SA 6Cy. 230 × 380 geared to sc.<br>300bhp (221kW)<br>Matsui Iron Works Co. Ltd. |
| **6508042**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **RYUSHO MARU No. 1**<br>ex Hosei Maru No. 88<br>ex Showa Maru No. 8<br>**Armadora Antares S.A.**<br>Costa Rica | **463**<br>221<br>— | | **1964** Miho Zosensho K.K.—Shimizu (520)<br>54,51 9,53<br>48,19 9,50 4,04<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 400 × 570<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.) |
| **5351014**<br><br><br>Df Esd Gc<br>Rdr | **RYUSHO MARU No. 3**<br>ex Tako Maru<br>**P.T. Bone Commercial Co.** | **410**<br>235<br>— | | **1958** Miho Zosensho K.K.—Shimizu (221)<br>47,66 7,93<br>42,12 7,83 3,92<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Ito<br>Oil 4SA 6Cy. 370 × 520<br>Ito Tekkosho |
| **7122455**<br>*JPBL*<br>109390<br>Df Gc Pfd<br>Rdr | **RYUSHO MARU No. 3**<br>ex Kyotoku Maru No. 68-82<br>**Yukio Yamauchi**<br>Kushiro, Japan<br>Hokkaido Pref. | **226**<br>107<br>— | | **1971** Kanasashi Co. Ltd.—Shimizu (1011)<br>43,79 7,62 2,998<br>38,41 7,60 3,36<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **8022303**<br>*JE2662*<br>124951<br>IT1-180<br>Df Pfd Rdr<br>Rt | **RYUSHO MARU No. 3**<br>ex Hakuryu Maru No. 3-86<br>**Kesen Senmo Gyogyo K.K.**<br>Rikuzen-Takata, Japan<br>Iwate Pref. | **116**<br>21<br>— | | **1980** K.K. Yoshida Zosen Tekko—Kesennuma<br>(282)<br>38,08 7,40 2,401<br>30,99 7,00 2,77<br>1 dk | **M Fishing** | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>The Hanshin Diesel Works Ltd. |
| **8300860**<br><br><br>Rt | **RYUSHO MARU No. 7**<br>ex Hakuryu Maru No. 7-86<br>**Fengi Yuyeh Co. Ltd.**<br>China* | **271**<br>—<br>319 | | **1982** K.K. Yoshida Zosen Tekko—Kesennuma<br>(308)<br>46,51 (BB) 2,801<br>39,81 7,61 3,90<br>1 dk | **M Fish Carrier**<br>Ref<br>8 Ho ER<br>In.268<br><br>8 Ha (stl) ER | Yanmar<br>Oil 4SA 6Cy. 260 × 330 with clutches<br>to sc. shaft<br>1 100bhp (809kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Thw. thrust propeller fwd |
| **7736452**<br>*8JTM*<br>122296<br>Df Rdr Rt | **RYUSHO MARU No. 8**<br>ex Hakuryu Maru No. 8-86<br>**Kesennuma Gyogyo K.K.**<br>Rikuzen-Takata, Japan<br>Iwate Pref. | **163**<br>—<br>— | | **1978** K.K. Yoshida Zosen Tekko—Kesennuma<br>(260)<br>40,16 2,471<br>6,61 3,00<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 250 × 290<br>900bhp (662kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8211007**<br>*JJCU*<br>126159<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **RYUTA MARU**<br><br>**Toei Reefer Line Ltd.**<br>Tokyo Japan<br>SatCom: 1203744/JJCU | **1 499**<br>760<br>3 071 | NK | **1982** Uchida Zosen—Ise (825)<br>90,86 (BB) 5,446<br>84,61 14,22 5,52<br>2 dks | **M Refrigerated Cargo**<br><br>4 Ho ER<br>In.3 754<br><br>4 Ha (stl) (each 3,6 × 3,6) ER<br>Der 8(3) | B&W<br>Oil 2SA 5Cy. 350 × 1050<br>2 243kW (3 049bhp)<br>Hitachi Zosen Hiroshima Works<br>Gen 3 × 240kW 445V 60Hz a.c.<br>Fuel 207,0t (d.o.) 499,0t (hvf)-9,0pd |
| **7022382**<br>*JQET*<br>98386 | **RYUYO MARU**<br><br>**K.K. Hokkaido Gyogyo Kosha (Hokkaido Fisheries Co. Ltd.)**<br>Tokyo Japan | **1 841**<br>953<br>2 044 | | **1966** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1064)<br>82,81 13,24 5,614<br>74,99 13,21 6,10<br>2 dks | **M Fishing**<br>Tuna<br>2 Ho<br><br>6W Der 6(5) | Mitsubishi<br>Oil 2SA 7Cy. 450 × 750<br>3 500bhp (2 574kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 320kW 445V 60Hz a.c.<br>Fuel 748,0t-13,5pd |
| **9009592**<br>*JG4969*<br>132795<br>Rdr Rt | **RYUYO MARU**<br><br>**Nanyo Kaiun K.K.**<br>Tokyo Japan | **499**<br>—<br>1 251 | | **1990** Ishii Zosen—Chiba (267)<br>65,00 (BB) - 4,151<br>60,00 10,00 4,40<br>1 dk | **M Tanker**<br>SBT<br>8 Ta ER<br>L.1 187 | Yanmar<br>Oil 4SA 6Cy. 290 × 520 with clutches<br>geared to sc. shaft<br>1 030kW (1 400bhp)<br>Matsue Diesel K.K. |
| **7649099**<br>*HP5917*<br>D364-17<br>89-PEXT<br>Rdr Rt | **RYUYO MARU**<br>ex Sansha Maru No. 6-83<br>ex Eiyu Maru No. 1-83<br>**Rock Oil Trading (S) Pte. Ltd.**<br>Panama Panama | **498**<br>—<br>1 200 | | **1973** Sugane Zosen—Yokohama<br>53,50 4,201<br>49,00 9,81 4,65<br>1dk | **M Tanker**<br><br>3 Ta ER<br>L.(oil) 1 286 | Sumiyoshi<br>Oil<br>1 300bhp (956kW)<br>Sumiyoshi Tekkosho |
| **7639288**<br>*JM3909*<br>118211<br>Gc Pfd Rdr<br>Rt | **RYUYO MARU No. 3**<br><br>**Marui Kaiun K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **699**<br>—<br>2 000 | | **1977** Omishima Dock K.K.—Kamiura (1057)<br>11,03<br>65,00 11,00 5,01<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.) |
| **7706249**<br>*JM4240*<br>118218<br>Gc Pfd Rdr<br>Rt | **RYUYO MARU No. 11**<br><br>**Marui Kaiun K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **982**<br>—<br>2 100 | | **1977** Omishima Dock K.K.—Kamiura (1058)<br>... ... ...<br>71,51 12,01 5,52<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo |
| **5349956**<br>*HONZ*<br>6681-76<br>Rdr Rt | **RYUYOH MARU**<br>ex Shinko Maru-76<br>ex Taiyo Maru No. 1-70<br>**Sun Rising Shipping Co. S.A.**<br>Panama Panama | **973**<br>580<br>1 570<br>T/cm<br>11,4 | | **1961** Tsuneishi Zosen K.K.—Numakuma (57)<br>64,83 10,06 4,598<br>59,01 10,01 5,03<br>1 dk<br>Bow/CM 36 Diam. 0,203 | **M Tanker**<br><br>9 Ta ER<br>L.(oil) 1 820 HeCls. C<br>2 Cargo pumps total 600T/hr | Oil 4SA 6Cy. 380 × 520<br>1 000bhp (736kW)<br>Nippon Hatsudoki<br>Gen 1 × 7,5kW 110V d.c.<br>Fuel 67,5t (d.o.) |

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| 7852127<br>JG2946<br>138810<br>Rt | **RYUYU MARU**<br>ex Shinsen Maru No. 3-88<br>**Y.K. Hirose Kaiun**<br>Tokuyama,<br>Yamaguchi Pref. Japan | **466**<br>—<br>700 | | **1970** Ota Zosen K.K.—Yokohama<br>40,01 3,941<br>38,99 8,60 4,63<br>1 dk | **M Cement Carrier** | Yanmar<br>Oil<br>680bhp (500kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>10,5kn |
| 7816797<br>Rdr Rt | **RYUYU MARU**<br>ex Nikko Maru No. 2-78<br>**International Lighter** | **198**<br>66<br>— | | **1970** Ishikawajima Ship & Chemical Plant Co. —Tokyo (399)<br>28,40 8,67 2,591<br>25,00 8,62 3,48<br>1 dk | **TM Tug** | Fuji 6MD27.5CH<br>2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 36kW 445V a.c. |
| 8515788<br>JM5502<br>129329 | **RYUZAN MARU**<br>**Nanwa Kaiun K.K.**<br>Kagoshima,<br>Kagoshima Pref. Japan | **497**<br>—<br>1 538 | | **1986** K.K. Miura Zosensho—Saiki (752)<br>73,00<br>68,92 11,51 6,81<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin 6EL30<br>Oil 4SA 6Cy. 300 × 600<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 8133748<br>JM3048<br>108616 | **RYUZAN MARU**<br>**Yano Kaiun K.K. (Yano Shipping Co. Ltd.)**<br>Kitakyushu,<br>Fukuoka Pref. Japan | **183**<br>—<br>— | | **1969** Ishikawajima Ship & Chemical Plant Co. —Tokyo (393)<br>28,20 2,750<br>25,20 8,60 3,41<br>1 dk | **TM Tug**<br>Mchy.aft | Daihatsu<br>2 Oil 4SA 6Cy.<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>12,5kn |
| 8823410<br>JL5716<br>129997<br>Rt | **RYUZAN MARU No. 15**<br>**Muraike Kaiun Y.K.**<br>Kikuma,<br>Ehime Pref. Japan | **454**<br>—<br>1 131 | | **1988** Y.K. Takasago Zosensho—Naruto<br>72,00 4,020<br>65,00 11,00 6,50<br>1 dk | **M General Cargo** | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| 8408806<br>JL5291<br>126388 | **RYUZAN MARU No. 18**<br>**Seiko Kaiun Y.K.**<br>Tokushima,<br>Tokushima Pref. Japan | **199**<br>—<br>700 | | **1984** Ura Kyodo Zosensho K.K.—Awaji (245)<br>56,01 3,152<br>52,02 9,52 5,36<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 600<br>TEU 80 C. 80/20'<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 240 × 410<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 8625650<br>JM5510<br>129322<br>Rdr Rt | **RYUZAN MARU No. 18**<br>**Kyushu Kaiun Y.K.**<br>Nagasaki,<br>Nagasaki Pref. Japan | **143**<br>—<br>166 | | **1986** Kato Zosen Tekko—Japan<br>36,83 2,410<br>32,01 7,00 2,49<br>1 dk | **M General Cargo**<br>G.320 | Matsue<br>Oil 4SA 6Cy.<br>300bhp (221kW)<br>Matsue Nainenki Kogyo Japan<br>8,75kn |
| 5346540<br>LCMR<br>14767<br>Esd Rdr Rt | **RYVAR**<br>ex Svegrunn-73 ex Meta Buck-56<br>ex Helga-32 ex Flevo I ex Merwede<br>**P/R Fedoy og Alden ANS**<br>Harold Fedoy<br>Haugesund Norway | **136**<br>70<br>165 | GL | **1916** Gebr. Boot—Leiderdorp<br>28,30 6,66<br>25,20 6,61 2,98<br>1 dk<br>R conv sailing vessel — | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>1 Ha (7,8 × 3,9) ER<br>1W Der 1(0,75) | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW) NE 79<br>Caterpillar Tractor Co. Peoria, Illinois<br>Controllable pitch propeller |
| 8920476<br>P3ZD3<br>709152<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **RYVINGEN**<br>**Vega Tankers I (Cyprus) Ltd.**<br>Barber International A/S<br>Limassol Cyprus<br>SatCom: 1100636/VEGA | *38 792*<br>*21 279*<br>68 160<br>T/cm<br>65,8 | RS (Class cont.) NV | **1990** Zaliv Shipyard—Kerch (910)<br>242,80 (BB) 32,20 13,620<br>228,00 32,16 18,00<br>1 dk<br>Bow/CM 124 Diam. 0,406 | **M Tanker**<br>COW IGS SBT Ice strengthened<br>14 Wing Ta ER<br>L.(oil) 69 701<br>4 Cargo pumps total 6 000T/hr | B&W 8L60MC<br>Oil 2SA 8Cy. 600 × 1944<br>10 600kW (14 411bhp)<br>Bryansk Eng. Works Bryansk<br>Gen 1 × 800kW 3 × 500kW 380V 50Hz a.c.<br>Fuel 670,0t (d.o.) 3 830,0t (hvf)-48,0pd 15kn |
| 8133138<br>LM3689<br>Esd Rt | **RYVINGEN**<br>**Government of The Kingdom of Norway (Den Norske Stat - Kystdirektoratet, Fyravdelingen)**<br>Oslo Norway | **147**<br>34<br>— | | **1967** G. Eides Sonner Skips—Hoylandsbygd (73)<br>27,64 6,23<br>... ... ...<br>1 dk | **M Tender**<br>Mchy.aft | Wichmann<br>Oil 2SA 3Cy.<br>250bhp (184kW)<br>A/S Wichmann Rubbestadneset<br>9kn |
| 7405716<br>UFLK<br>M-31127<br>Df Esd Gc<br>Pfd Rdr Rt | **RZHEV**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **4 497**<br>2 264<br>5 657 | RS | **1974** VEB Schiffswerft "Neptun"—Rostock (350)<br>117,86 (BB) 16,59 6,922<br>109,07 16,58 8,59<br>2 dks | **M General Cargo** CSD<br>Ice strengthened<br>4 Ho 17,0 17,6 17,6 17,0 ER 4 TwD<br>G.7 249 B.6 894<br>4 Ha (stl) (12,5 × 8,0) (12,5 12,5 12,5 × 12,9) ER<br>4W Der 1(40) 3(20) | MAN K6Z57/80F<br>5 Oil 2SA each 6Cy. 570 × 800<br>5 400bhp (3 972kW)<br>Halberstadt Halberstadt<br>Gen 2 × 400kW a.c. 1 × 300kW a.c.<br>16,5kn |
| 7513824<br>EUZW<br>M-32542<br>Df Esd Gc<br>Rdr Rt | **RZHEV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 094**<br>1 096<br>2 625 | RS | **1975** .............U.S.S.R.<br>107,50 14,43 6,230<br>100,79 10,42<br>1 dk | **D-E Factory Ship**<br>Fish-factory Refrigerated Cargo<br>Ice strengthened<br>6 Ho<br>In.3 062<br>5 Ha (3,1 3,1 × 3,6) (2,1 × 2,1) (1,3 1,3 × 1,3)<br>Der 6(3) | Wartsila 624TS<br>5 Oil 4SA each 6Cy. 240 × 310 total 4 995bhp (3 674kW) driving 5 gen. connected to elec. motor & sc. shaft<br>NE 83<br>Oy Wartsila Ab Vaasa/Vasa<br>Controllable pitch propeller<br>13kn |
| 5408374<br>316100 | **S T S 7**<br>**East Agencies Sendirian Berhad**<br>Penang Malaysia | **506**<br>488<br>1 112 | ✠**A1** SS 2/88<br>inland waterways moored oil storage barge for service at Sibu<br>EL h<br>FN 655 | **1963**-8 Sharikat Perkapalan Kris Tanah Melayu Ltd.—Penang<br>46,77 9,99 3,385<br>46,56 9,78 4,27<br>1 dk<br>rf nil | **Tank Barge**<br>12 Ta<br>L.(oil) 3 098 | Gen 2 × 280kW 12V d.c. |
| 7804924 | **S 2**<br>ex Adnoc IV-79<br>**Abu Dhabi National Oil Co. (ADNOC)**<br>Abu Dhabi United Arab Emirates | *302*<br>*153*<br>349 | (BV)<br>✠Classed LR until 26/10/79 | **1978**-7 Mach. Fab. Vervako B.V.—Heusden<br>38,23 10,19 2,325<br>36,89 9,99 3,00<br>RFD 5,5 1 dk<br>rf nil | **TM Tank Barge**<br>Oil Water<br>8 Ta ER<br>L.587 | Caterpillar 3408TA<br>2 Vee Oil 4SA each 8Cy. 137 × 152 sr geared to sc. shafts<br>740bhp (544kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 12kW 230/380V 50Hz a.c. |
| 8333075<br>WA9112<br>260149<br>Rdr Rt | **S 23**<br>ex LST 841<br>**Chevron Oil Co.**<br>New Orleans, La United States of America | **2 979**<br>2 148<br>— | | **1944** American Bridge Corp.—Ambridge, Pa<br>—<br>94,19 15,24 7,62<br>1 dk<br>conv Landing Ship — | **TM General Cargo** | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 254<br>1 800bhp (1 324kW)<br>General Motors Corp. U.S.A. |
| 8333063<br>WB5537<br>259939<br>Rdr Rt | **S 24**<br>ex LST 877<br>**Dockside Floating Elevators**<br>New Orleans, La United States of America | **2 979**<br>2 148<br>— | | **1945** Missouri Valley Bridge & Iron Works —Leavenworth, Ks<br>—<br>94,19 15,24 7,62<br>1 dk<br>conv Landing Ship — | **TM General Cargo** | General Motors<br>2 Oil 2SA each 12Cy. 222 × 267<br>1 800bhp (1 324kW)<br>General Motors Corp. U.S.A. |
| 8333051<br>WG4545<br>270087<br>Rdr Rt | **S 25**<br>ex LST 844<br>**Diamond M Corporation**<br>Houston, Tx United States of America | **3 337**<br>2 803<br>— | | **1943** American Bridge Corp.—Ambridge, Pa<br>—<br>94,19 15,24 7,62<br>1 dk<br>conv Landing Ship — | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Oil 2SA each 12Cy. 216 × 267<br>1 800bhp (1 324kW)<br>General Motors Corp. U.S.A. |
| 7605976<br>Df Esd Rdr Rt | **S 401**<br>**Government of The Republic of Suriname (Ministerie van Justitie en Politie)**<br>Paramaribo Surinam | **142**<br>34<br>— | ✠Classed LR until 17/11/78 | **1976**-11 De Vries Scheepsbouw B.V.—Aalsmeer (614)<br>32,06 6,63 —<br>28,86 6,56 3,51<br>1 dk<br>rf - Box K | **TM Patrol Ship** | Paxman 12YHCM<br>2 Vee Oil 4SA each 12Cy. 178 × 197 reverse reduction geared to sc. shafts<br>2 100bhp (1 545kW)<br>Paxman Diesels Ltd. Colchester<br>Gen 2 × 50kW 220V 50Hz a.c. |

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| **7605988**<br>Df Esd Rdr Rt | **S 402**<br>**Government of The Republic of Suriname (Ministerie van Justitie en Politie)**<br>Paramaribo Surinam | **142**<br>34<br>— | ✠Classed LR until 17/11/78 | **1977**-5 De Vries Scheepsbouw B.V.—Aalsmeer (615)<br>32,06 6,63 —<br>28,86 6,56 3,51<br>1 dk<br>rf - Box K | **TM Patrol Ship** | Paxman<br>2 Vee Oil 4SA each 12Cy. 178 × 197<br>reduction geared to sc. shafts<br>2 100bhp (1 545kW)<br>Paxman Diesels Ltd.<br>Gen 2 × 50kW 220V 50Hz a.c. |
| **7605990**<br>Df Esd Rdr Rt | **S 403**<br>**Government of The Republic of Suriname (Ministerie van Justitie en Politie)**<br>Paramaribo Surinam | **142**<br>34<br>— | ✠Classed LR until 10/8/79 | **1977**-11 De Vries Scheepsbouw B.V.—Aalsmeer (617)<br>32,06 6,61 —<br>28,86 6,56 3,51<br>1 dk<br>rf - Box K | **TM Patrol Ship** | Paxman<br>2 Vee Oil 4SA each 12Cy. 178 × 197<br>reduction geared to sc. shafts<br>2 100bhp (1 545kW)<br>Paxman Diesels Ltd.<br>Gen 2 × 50kW 220V 50Hz a.c. |
| **7628136**<br>*ZRRT*<br>350810<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **S. A. AGULHAS**<br>**Government of The Republic of South Africa (Department of Environment Affairs - Sea Fisheries Research Institute)**<br>Cape Town/ Kaapstad South Africa | T.Mk<br>**5 353**<br>2 588<br>3 246 | **✠100A1** SS 3/88<br>DTm — oil cargoes FP 60°C and above<br>Ice Class 1*<br>**✠LMC**<br>EL X 495,0/50,0U2<br>FN 2832 | **1978**-1 Mitsubishi Heavy Industries Ltd. —Shimonoseki (789)<br>109,45 18,04 6,058<br>100,72 18,00 10,11<br>F 15,6 2 dks<br>rf 51 | **M Research**<br>Survey Ref 98bth P<br>3 Ho 7,9 10,3 15,7 2 Wing Ta ER<br>G.1 776 B.1 712 In.111 L.(oil) 497<br>3 Ha (2,3 × 4,2) (7,9 10,6 × 6,0) ER<br>Cr 1(5) 1(25) | Mirrlees<br>2 Oil 4SA each 6Cy. 381 × 457 sr geared shaft<br>6 000bhp (4 413kW)<br>Mirrlees Blackstone (Stockport) Ltd.<br>TOH (o.f.) 8kgf/cm² (7,9bar)<br>TOH (o.f.) 8kgf/cm² (7,9bar)<br>Gen 3 × 700kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust propellers fwd , 2 aft<br>Fuel 697,0t |
| **7423029**<br>*ZSZW*<br>350807<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **S. A. HELDERBERG**<br>**South African Marine Corp. Ltd. (SAFMARINE)**<br>Cape Town/ Kaapstad South Africa | *52 615*<br>*16 879*<br>48 878 | **✠100A1** CS 11/87<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Rt 687,5/95,0U2<br>FN 13950 | **1977**-12 Chantiers de France-Dunkerque —Dunkerque (298)<br>258,50 (BB) 32,31 13,150<br>247,38 32,26 24,13<br>1 dk<br>rf nil | **TM Container Ship**<br>Fixed-guides Ref 5cbn 10bth P<br>pt higher tensile steel<br>7 Cell. Ho 13,3 29,4 34,2 27,5 34,7 ER 28,1 33,2<br>TEU 2464<br>C.Ho 1540/20' incl. 892 ref C. 132/40'<br>C.Dk 660/20' (40')<br>9 Ha (stl) ER 4 Ha (stl)<br>18 Wing Ha (stl) ER 8 Wing Ha (stl) | Sulzer<br>2 Oil 2SA each 8Cy. 900 × 1550<br>34 840bhp (25 627kW)<br>Cie. de Const. Mec. Sulzer, CCM<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>AuxB(s) (ex.g) & rcv 8kgf/cm² (7,9bar)<br>e(ex.g)(p) 8kgf/cm² (7,9bar)<br>Gen 3 × 2152kW 2 × 1800kW 1 ×<br>440V 60Hz a.c.<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 928,0t (d.o.) 5 735,0t (hvf)-99,0pd |
| **7385241**<br>*ZUCC*<br>350705<br>Df Esd Gc<br>Rdr Rt | **S. A. KUSWAG I**<br>**Pentow Marine (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **146**<br>62<br>— | (AB) | **1974** Sandock-Austral Ltd.—Durban (57)<br>28,96 6,43 3,163<br>26,67 6,41 3,36<br>F 8,6 1 dk | **M Pollution Patrol Craft**<br>Mchy.aft | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Alpha-Diesel A/S<br>Gen 2 × 28kW<br>Controllable pitch propeller |
| **7385253**<br>*ZUDD*<br>350706<br>Df Esd Gc<br>Rdr Rt | **S. A. KUSWAG II**<br>**Pentow Marine (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **149**<br>63<br>— | (AB) | **1974** Sandock-Austral Ltd.—Durban (58)<br>28,96 6,43 2,744<br>26,67 6,41 3,36<br>1 dk<br>rf nil | **M Pollution Patrol Craft**<br>Mchy.aft | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Alpha-Diesel A/S<br>Gen 2 × 88kW<br>Controllable pitch propeller<br>Fuel 44,5t |
| **7385277**<br>*ZUFF*<br>350708<br>Df Esd Gc<br>Rdr Rt | **S. A. KUSWAG IV**<br>**Pentow Marine (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **149**<br>63<br>— | (AB) | **1974** Sandock-Austral Ltd.—Durban (60)<br>28,96 6,43 2,744<br>26,67 6,41 3,36<br>F 8,6 1 dk<br>rf nil | **M Pollution Patrol Craft**<br>Mchy.aft | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Alpha-Diesel A/S<br>Gen 2 × 28kW<br>Controllable pitch propeller |
| **7385289**<br>*ZUGG*<br>350709<br>Df Esd Gc<br>Rdr RTm/h | **S. A. KUSWAG V**<br>**Pentow Marine (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **149**<br>63<br>173 | (AB) | **1974** Sandock-Austral Ltd.—Durban (61)<br>28,91 6,43 2,718<br>26,70 6,38 3,33<br>B & F 13,8 1 dk | **M Pollution Patrol Craft**<br>2 Ho 5,1 5,4 ER 2 Ta<br>2 Ha (5,1 5,4 × 2,7) ER | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Alpha-Diesel A/S<br>Controllable pitch propeller<br>Fuel 61,0t (d.o.)-3,0pd |
| **7423031**<br>*ZTSG*<br>350817<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **S. A. SEDERBERG**<br>**South African Marine Corp. Ltd. (SAFMARINE)**<br>Cape Town/ Kaapstad South Africa | T.Mk<br>**52 615**<br>16 879<br>48 878 | **✠100A1** CS 5/88<br>container ship<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Rt 687,5/95,0U2<br>FN 13950 | **1978**-6 Chantiers de France-Dunkerque —Dunkerque (299)<br>258,50 (BB) 32,31 13,150<br>247,38 32,26 24,13<br>1 dk<br>rf nil | **TM Container Ship**<br>Fixed-guides Ref 5cbn 10bth P<br>pt higher tensile steel<br>7 Cell. Ho 13,3 29,4 34,2 27,5 34,7 ER 28,1 33,2<br>TEU 2464<br>C.Ho 1540/20' incl. 892 ref C. 132/40'<br>C.Dk 660/20' (40')<br>9 Ha (stl) ER 4 Ha (stl)<br>18 Wing Ha (stl) ER 8 Wing Ha (stl) | Sulzer<br>2 Oil 2SA each 8Cy. 900 × 1550<br>53 600bhp (39 426kW)<br>Cie. de Const. Mec. Sulzer, CCM<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g)(p) 8kgf/cm² (7,9bar)<br>e(ex.g)(s) & rcv 8kgf/cm² (7,9bar)<br>Gen 3 × 2152kW 1 × 750kW 440V<br>2 Thw. thrust propellers fwd<br>Fuel 928,0t (d.o.) 5 735,0t (hvf)-113,0pd |
| **7422207**<br>*ZRCS*<br>350826<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **S. A. WATERBERG**<br>**South African Marine Corp. Ltd. (SAFMARINE)**<br>Cape Town/ Kaapstad South Africa | *52 615*<br>*16 879*<br>50 027 | **✠100A1** CS 2/89<br>container ship<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Rt 696,7/95,0U2<br>FN 13950 | **1979**-2 Ch. Nav. de La Ciotat—La Ciotat (320)<br>258,50 (BB) 32,31 13,150<br>247,38 32,26 24,13<br>1 dk<br>rf nil | **TM Container Ship**<br>Fixed-guides Ref 5cbn 10bth P<br>pt higher tensile steel<br>7 Cell. Ho 13,3 29,4 34,2 27,5 34,7 ER 28,1 33,2<br>TEU 2464<br>C.Ho 1540/20' incl. 892 ref C. 132/40'<br>C.Dk 660/20' (40')<br>9 Ha (stl) ER 4 Ha (stl)<br>18 Wing Ha (stl) ER 8 Wing Ha (stl) | Sulzer<br>2 Oil 2SA each 8Cy. 900 × 1550<br>53 600bhp (39 426kW)<br>Cie. de Const. Mec. Sulzer, CCM<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>2 e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 2152kW 1 × 750kW 440V<br>2 Thw. thrust propellers fwd<br>Fuel 928,0t (d.o.) 5 735,0t (hvf)-113,0pd |
| **7422192**<br>*ZSPP*<br>350823<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **S. A. WINTERBERG**<br>**South African Marine Corp. Ltd. (SAFMARINE)**<br>Cape Town/ Kaapstad South Africa | *52 615*<br>*16 879*<br>50 819 | **✠100A1** CS 1/89<br>container ship<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Rt 701,1/95,0U2<br>FN 13950 | **1978**-11 Chantiers de l'Atlantique—St. Nazaire (K26)<br>258,50 (BB) 32,31 13,150<br>247,38 32,26 24,13<br>1 dk<br>rf nil | **TM Container Ship**<br>Fixed-guides Ref 5cbn 10bth P<br>pt higher tensile steel<br>7 Cell. Ho 13,3 29,4 34,2 27,5 34,7 ER 28,1 33,2<br>TEU 2464<br>C.Ho 1540/20' incl. 892 ref C.132/40'<br>C.Dk 660/20'(40')<br>9 Ha (stl) ER 4 Ha (stl)<br>18 Wing Ha (stl) ER 8 Wing Ha (stl) | Sulzer<br>2 Oil 2SA each 8Cy. 900 × 1550<br>34 840bhp (25 627kW)<br>Cie. de Const. Mec. Sulzer, CCM<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g)(p) 8kgf/cm² (7,9bar)<br>e(ex.g)(s) & rcv 8kgf/cm² (7,9bar)<br>Gen 3 × 2152kW 2 × 1800kW 1 ×<br>440V 60Hz a.c.<br>2 Thw. thrust propellers fwd<br>Fuel 928,0t (d.o.) 5 735,0t (hvf)-113,0pd |
| **7512167**<br>574<br>Esd Rt | **S. ALFONSO**<br>**Giuseppe D'Emma**<br>Cetara Italy | **194**<br>94<br>— | | **1975** Cant. Nav. Fratelli Maccioni—Viareggio (20)<br>38,03 7,14 3,023<br>29,16 7,12 3,76<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Mirrlees Blackstone (Stamford) Ltd. |
| **7928976**<br>*IVQF*<br>7884<br>Rdr Rt | **S. ANDREA**<br>**Azienda del Consorzio Trasporti Veneziano (A.C.T.V.)**<br>Venezia Italy | **174**<br>90<br>50 | RI | **1981** Dante Castracani—Ancona (130)<br>38,41 7,78 2,501<br>33,51 7,76 2,87<br>1 dk | **TM Ferry** | Isotta Fraschini<br>2 Vee Oil 4SA each 8Cy. 170 × 170<br>shafts<br>400bhp (294kW)<br>Fabr. Autom. Isotta Fraschini & Motori Breda S.p.A |
| **7710159**<br>*TCSR*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **S. ARAZ**<br>ex Oceanic Confidence-90<br>**Turkiye Kalkinma**<br>Istanbul Turkey | *10 987*<br>*6 387*<br>17 685 | NK | **1977** Tsuneishi Zosen K.K.—Numakuma (407)<br>146,01 (BB) 22,31 9,279<br>138,03 22,00 12,48<br>P 28,4 F 11,6 1 dk | **M Bulk Carrier**<br>G.22 074 B.21 394<br>4 Ha (13,5 × 9,6) (19,5 19,5 19,5 × 11,2) ER<br>Der 4(25) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 geared<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 360kW 445V a.c. |

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| 6408814<br>HSBD<br>8K2781<br>Dl Esd Pfd<br>Rdr Rt | **S. C. C.**<br>ex Bangmod-88 ex Pacific Rose-81<br>ex Yamashima Maru-78<br>**Amarin Shipping Co. Ltd.**<br>Bangkok Thailand | **1 998**<br>1 127<br>3 249 | (NK) | **1964** Nipponkai Heavy Ind. Co. Ltd.—Toyama (110)<br>86,87 12,73 5,649<br>80,60 12,70 6,61<br>P 20,5 F 8,9 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.4 229 B.3 988<br>2 Ha (12,3 24,0 × 7,0) ER<br>6W Der 4(10) 2(8) | Ito M476HS<br>Oil 4SA 6Cy. 470 × 700<br>2 100bhp (1 545kW)<br>Ito Tekkosho Shimizu<br>Gen 3 × 50kW 445V 60Hz a.c.<br>Fuel 198,0t-7,0pd 12,5kn |
| 5249443<br>Dl Esd Rdr<br>RTh | **S. C. C. 2**<br>ex Hong Joo-88 ex Silver River-79<br>ex Isabel Mitchell-78 ex Mathios-73<br>ex Viking-70 ex Nerissa-67<br>**Thai Maritime Navigation Co. Ltd.**<br>Thailand | **794**<br>345<br>1 270 | Classed LR until 27/2/81 | **1953** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1013)<br>66,50 10,39 5,398<br>61,40 10,29 6,41<br>RFD 6,1 2 dks<br>RW rf 102 | **M General Cargo** CSD 4P<br>Mchy.aft<br>G.2 447 B.2 295<br>3 Ha (8,3 10,2 8,2 × 5,4)<br>6W Der 1(15) 5(5) | Wumag<br>Oil 2SA 6Cy. 350 × 550<br>1 000bhp (736kW)<br>Waggon u. Maschb. A.G. WUMAG Hamburg<br>Gen 2 × 80kW 220V d.c.<br>Fuel 83,5t 11,5kn |
| 7027746<br>HSCN<br>Dl Esd Gc<br>Rdr RTm/h/v | **S. C. C. 3**<br>ex Nakorn Thai-88 ex Bangkok-85<br>ex Carbet-82 ex Gunther Schulte-76<br>ex Wameru-76 ex Gunther Schulte-75<br>**The Siam Ocean Maritime Co. Ltd.**<br>Bangkok Thailand | T.Mk<br>**3 294**<br>1 782<br>6 100<br>**5 523**<br>3 705<br>8 100 | BV (GL) | **1970** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (475)<br>124,52 18,09 6,846/8,084<br>114,00 18,01 10,19<br>2 dks | **M General Cargo**<br>Str. heavy cargoes<br>3 Ho 18,2 26,5 32,7 ER<br>G.12 275 B.11 436<br>3 Ha (12,5 19,5 26,0 × 10,2) ER<br>10W Der 1(80) 10(10) | Deutz<br>Vee Oil 4SA 16Cy. 370 × 400 sr geared to sc. shaft<br>4 413kW (6 000bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 226,6kW 380V 50Hz a.c.<br>Fuel 914,5t (hvf) 17kn |
| 7010951<br>Dl Esd Gc<br>Pfd Rdr RTv | **S. C. C. 4**<br>ex Hanlim Merchant-90<br>ex Hae Duck No. 1-86 ex Paragon-78<br>**The Siam Ocean Maritime Co. Ltd.**<br>Bangkok Thailand | **9 814**<br>6 334<br>16 268 | KR (BV) | **1969** K.K. Usuki Tekkosho—Saiki (1099)<br>147,20 21,21 9,077<br>136,12 21,19 12,04<br>P 26,9 F 10,1 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 22,7 26,3 26,3 26,3 ER<br>G.20 709 B.20 259 HeCls. ptB<br>4 Ha (stl) (15,0 19,5 19,5 19,5 × 10,9) ER<br>12W Der 4(15) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 220kW 445V 60Hz a.c.<br>Fuel 116,0t (d.o.) 1 125,0t (hvf)-22,5pd 14,5kn |
| 7402922<br>HP5963<br>20296-NY1<br>Dl Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **S. C. LANCER**<br>ex Ben Ocean Lancer-90<br>**BB-Leasing Co. Ltd.**<br>Schahin Cury Engenharia e Comercio Ltda.<br>Panama Panama<br>SatCom: 1335117/BBSC<br>See Register of Offshore Units | *10 848*<br>*3 254*<br>9 193 | **✠100A1** CS 3/87<br>drilling ship<br>Ice Class 2<br>**✠LMC** **(UMS)**<br>EL D† $2\frac{7}{16}$"U2<br>FN 4936 | **1977**-3 Scotts' SB. Co. Ltd.—Greenock (744)<br>153,68 23,53 8,002<br>137,32 23,46 12,48<br>P 18,0 F 29,9 2 dks<br>rf nil | **TD-E Drilling Ship**<br>Mchy.aft<br>Cr 1(40) 1(25) | AGO 240V16ESHR<br>5 Vee Oil 4SA each 16Cy. 240 × 220/230 total 12 000bhp (8 827kW) driving 5 gen. each 2 400kW 6 600V a.c. connected to 4 elec. motors each of 1 500shp (1 103kW) & sr geared to sc. shafts<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.) Mulhouse<br>2 AuxB 7kgf/cm² (6,9bar)<br>Gen 2 × 600kW 1 × 124kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>3 Thw. thrust propellers fwd , 2 aft<br>13kn |
| 8618413<br>ICMS<br>67770<br>Dl Esd Gc<br>Rdr RTv | **S. CABOTO**<br>**Italia di Navigazione S.p.A.**<br>Napoli Italy | **15 950**<br>4 800<br>15 000 | **100A1**<br>Class contemplated<br>FN 5846<br>RI (Class cont.) | **1991** Fincantieri-Cant. Nav. Italiani S.p.A. —Castellammare di Stabia (5866)<br>166,60 (BB) 26,24 9,000<br>149,00 26,20 13,50<br>2 dks | **M General Cargo**<br>5 Cell. Ho ER<br>TEU 996 C. 996/20'<br>5 Ha (stl) ER 8 Ha (stl) | Sulzer 6RTA62<br>Oil 2SA 6Cy. 620 × 2150 with flexible couplings & geared to sc. shaft<br>11 386kW (15 479bhp)<br>Fincantieri-Cant. Nav. Italiani S.p.A. (Grandi Motori) Trieste<br>Gen 5 × 859,2kW 220/440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>18kn |
| 7046340<br>GYED<br>376957<br>PZ 47<br>Esd Pfd Rdr<br>RTv | **S. D. J.**<br>ex Marlena-79 ex Eduard Hendrik-79<br>**R. Jenkin & others**<br>Penzance United Kingdom | **121**<br>59<br>— | | **1969** Jacht-en Scheepswerf M. Veldthuis —Groningen (223)<br>26,24<br>25,20 6,43 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Kromhout<br>Oil 4SA 8Cy. 240 × 260<br>900bhp (662kW) NE 73<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 1 × 19kW 1 × 15kW 110V d.c.<br>Fuel 23,5t (d.o.) 9kn |
| 5303691<br>191075 | **S. D. KARNAFULI**<br>**Chittagong Port Authority**<br>Chittagong Bangladesh | **735**<br>264<br>— | ✠Classed LR until 9/83 | **1955**-8 Verschure & Co's Schps.—Amsterdam (Co295)<br>54,39 11,49 3,341<br>51,52 11,28 4,42<br>1 dk<br>RW rf nil | **TS Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft | T 6Cy. (2) 340 (2) 540 & (2) 879 x 521<br>800ihp (588kW)<br>Verschure & Co.'s Scheeps Amsterdam<br>Fuel 76,0t (o.f.) 9kn |
| 6522634<br>305241<br>Rdr Rt | **S. D. SEVERN**<br>**Bristol City Council**<br>First Corporate Shipping Ltd.<br>Bristol United Kingdom | **1 287**<br>548<br>— | **✠100A1** SS 3/90<br>hopper dredger<br>U.K. coasting service<br>**✠LMC**<br>EL (o) $1\frac{7}{16}$"SQ<br>FN 1135 | **1966**-3 Charles Hill & Sons Ltd.—Bristol (452)<br>64,70 13,54 4,547<br>60,97 13,11 5,49<br>1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Dredging depth 20,0 Hopper 1500T<br>Mchy.aft<br>Hopper 1 100 | Ruston<br>2 Oil 4SA each 8Cy. 260 × 368 with flexible coupling & sr reverse geared to sc. shafts<br>2 100bhp (1 545kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Thw. thrust propeller fwd |
| 5303823<br>300646<br>RTv | **S. H. B. SEAHORSE**<br>**Associated British Ports**<br>Southampton United Kingdom | **156**<br>45<br>— | ✠Classed LR until 1/76 | **1958**-11 J. Pollock, Sons & Co. Ltd.—Faversham (2108)<br>27,56 8,28<br>23,53 7,93 3,05<br>R rf nil | **TM Buoy Ship**<br>Mchy.aft<br>Der 1(7) | Gardner<br>2 Oil 4SA each 8Cy. 140 × 197 sr reverse geared to sc. shafts<br>304bhp (224kW)<br>L. Gardner & Sons Ltd. Manchester<br>Gen 1 × 72kW 1 × 70kW 1 × 2kW 220V d.c.<br>Fuel (d.o.) |
| 5378763<br>3571 | **S. IGNAZIO A.**<br>ex Ais Sostis-75 ex Dionyssos-70<br>ex Vernicos Sonia-68 ex Tankbjorn-61<br>ex Reliable No. 1-47<br>ex William Kippling-36<br>**Francesco Adorno di Adormare**<br>Palermo Italy | **191**<br>104<br>— | (BV)<br>Classed LR until 12/49 | **1930**-2 John Harker Ltd.—Knottingley (32)<br>34,80 6,20 2,591<br>6,08<br>B 1,6 F 4,9 1 dk<br>R len 53<br>conv Tanker 75 | **M Sand Barge**<br>Mchy.aft | Alpha 404-24VO<br>Oil 2SA 4Cy. 240 × 400<br>177kW (241bhp) NE 68<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 7,0t-1,0pd 7kn |
| 8714786<br>809217 | **S. J. MAGALIE**<br>**Robert F. Hache**<br>Caraquet, N.B. Canada | **104**<br>47<br>94 | | **1987** L'Industrie Marine de Caraquet—Caraquet, N.B.<br>19,79 6,81 3,201<br>17,38 6,71 3,66 | **M Fishing** | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 sr geared to sc. shaft<br>540bhp (397kW)<br>Caterpillar Inc. Peoria, Illinois<br>Thw. thrust propeller fwd |
| 7397476<br>TC3240<br>4328<br>Dl Esd Gc<br>Rdr Rt | **S. KALKAVAN**<br>ex Oguz Islamoglu-87<br>**Cagatay Denizcilik ve Ticaret Ltd. Sirketi**<br>Istanbul Turkey | **494**<br>297<br>1 219<br>**1 000**<br>—<br>2 200 | AB | **1975** Deniz Insaat Kizaklari—Buyukdere (142)<br>69,22 10,52 3,749/5,030<br>60,00 10,49 5,90<br>F 6,8 2 dks<br>rf 102 | **M General Cargo** OSD/CSD<br>2 Ho ER<br>G.2 197 B.1 999<br>2 Ha (stl) (16,2 10,8 × 6,0) ER<br>Der 6(3) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480 sr geared to sc. shaft<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 32kW a.c. 1 × 24kW a.c. 2 × 20kW a.c.<br>12,5kn |
| 8828642<br>UUQK<br>M-40323<br>Dl Esd Gc<br>Rdr RTv | **S. KIROV**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1401430/UUQK | *15 863*<br>*4 759*<br>12 290<br>T/cm<br>8,8 | RS | **1989** ..............Leningrad<br>157,84 (BB) 23,80 8,860<br>143,44 16,90<br>1dk | **TM RoRo Cargo**<br>Slewing stern door/ramp<br>L 35,00 W 7,50 SWL 120<br>Lane Length 2180 Clear height 5,65<br>Cars 1042<br>TEU 651 C. 651/20' incl. 30 ref C. | B&W 6DKRN45/120<br>2 Oil 4SA each 6Cy. 450 × 1200 srgeared to sc. shafts<br>7 920kW (10 767bhp)<br>Bryansk Eng. Works Bryansk<br>Gen 4 × 534kW 550V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 312,08t (d.o.) 805,0t (hvf)-37,7pd 16,6kn |

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|---|---|---|---|---|---|---|
| **6805464**<br>*HQGD7*<br>L-2643304<br>Df Esd Gc<br>Pfd Rdr Rt | **S. LUCIA**<br>ex Brestskaya Krepost-90<br>ex Golar Nel-75<br>**Vivarini Compania Naviera S.A.**<br>Pan Group S.A.<br>San Lorenzo Honduras | T.Mk<br>**4 792**<br>2 027<br>7 090 | BV RS (NV) | **1968** Drammen Slip & Verk.—Drammen (63)<br>139,27 18,04 7,919<br>130,61 18,01 11,64<br>2 dks<br>rf 102 conv Refrigerated Cargo 75 | **M Fish Carrier**<br>Refrigerated Cargo<br>4 Ho 23,4 22,4 ER 24,0 21,7<br>In.8 785<br>4 Ha (stl) (7,7 7,4 × 5,0) ER (7,4 7,4 × 5,0)<br>8W Der 8(5) | Sulzer<br>Oil 2SA 9Cy. 680 × 1250<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 1 473,5t (hvf)-51,0pd |
| **7351666**<br>*CSCO*<br>I-491<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **S. MAMEDE**<br>**Sociedade Portuguesa de Navios Tanques S.A. (SOPONATA)**<br>Lisboa Portugal | **6 545**<br>4 844<br>10 693<br>T/cm<br>20,0 | AB (RI) | **1978** Cant. dell 'alto Adriatico—Trieste (207)<br>142,42 (BB) 18,04 7,655<br>133,41 18,01 9,76<br>P 26,3 F 9,5 1 dk<br>Bow/CM 92 Diam. 0,406 | **M Tanker**<br>17 Ta ER<br>L.(oil) 15 063 HeCls. B<br>4 Cargo pumps total 2 640T/hr | Deutz<br>Vee Oil 4SA 12Cy. 370 × 400 sr geared to shaft<br>5 400bhp (3 972kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 335kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 525,5t (hvf)-20,0pd |
| **5178644**<br>*H3FG*<br>11-PEXT1<br>Df Esd Rdr<br>RTm | **S. P. M. P. No. 101**<br>ex Eastern Fisheries No. 1<br>ex Kaiho Maru No. 2<br>ex Kaitoku Maru-60<br>**Great Eastern Navigation & Transport Co. S.A.**<br>Panama Panama | **309**<br>174<br>— | (BV) | **1960** Miho Zosensho K.K.—Shimizu (263)<br>45,32 7,68<br>7,62 3,71<br>1 dk<br>rf 203 | **M Fishing**<br>Side Trawler Ref<br>2 Ho 12,9 9,7 ER<br>3 Ha (each 1,6 × 1,6) ER | Niigata<br>Oil 4SA 6Cy. 310 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 64kW 230V 60Hz a.c.<br>Fuel 181,0t (d.o.) |
| **7434418**<br>*IRDC*<br>39<br>Rdr Rt | **S. PANAGIA**<br>**Augustea Imprese Marittime e di Salvataggi S.p.A.**<br>Scinicariello Augustea Ship Management S.p.A.<br>Augusta Italy | **215**<br>25<br>160 | RI | **1977** Bacino di Carenaggio S.p.A.—Trapani (8)<br>31,02 8,62 3,802<br>28,02 8,60 4,25<br>1 dk | **M Tug**<br>Salvage | MAN<br>Oil 4SA 8Cy. 300 × 450 geared to sc.<br>Masch. Augsburg-Nuernberg (MAN)<br>Controllable pitch propeller |
| **5303976**<br>*PPBI*<br>Rt | **S. PAULO**<br>**Companhia Docas de Santos**<br>Santos Brazil | **263**<br>94<br>— | ✠Classed LR until 9/65 | **1930**-5 Henry Robb Ltd.—Leith (155)<br>35,59 9,05 4,115<br>33,53 9,00<br>1 dk<br>R BK 165 | **TS Tug**<br>1 Ho 6,0<br>1W | C 4Cy. (2) 483 & (2) 978 x 762<br>MacColl & Pollock Ltd.<br>Fuel 71,0t (o.f.) |
| **7309986**<br>*WY2350*<br>511681<br>Rt | **S. PEDRO**<br>ex Gazela ex Wendy C-75<br>**S P R Fishing Corp.**<br>New Bedford, Ma United States of America | **135**<br>92<br>— | | **1967** Master Marine Inc.—Bayou la Batre, Al<br>*22,13* 6,79<br>3,51 | **M Fishing** | Oil<br>380bhp (280kW)<br>.............<br>Fuel (d.o.) |
| **7351123**<br>*INJU*<br>571<br>Esd Pfd Rt | **S. RAFFAELE**<br>**Cooperativa "S. Michele"**<br>Cetara Italy | **196**<br>82<br>— | | **1974** Cant. Nav. Codecasa—Viareggio (F23)<br>36,76 7,55 2,972<br>29,90 7,52 3,51<br>1 dk | **M Fishing**<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **8037499**<br>*WX6279*<br>503436 | **S. S. ADVANCE II**<br>ex Worland ex PCE 845<br>**Ampro Fisheries Inc.**<br>Reedville, Va United States of America | **746**<br>507<br>— | | **1944** .............Chicago, Illinois<br>*53,59* 9,99<br>4,27<br>1 dk<br>conv Corvette — conv Research 80 | **M Fishing** | Oil<br>900bhp (662kW) |
| **7010119**<br>*3EKC2*<br>13357-83<br>Df Esd Gc<br>Pfd Rdr RTv | **S. S. 4**<br>ex Volvox Zelandia-83<br>ex Transmundum V-73<br>**Robin Shipyard (Pte.) Ltd.**<br>Panama Panama | **2 760**<br>1 874<br>— | BV | **1970** Norderwerft J. R. Koser—Hamburg (870)<br>94,98 16,06 5,252<br>91,65 16,01 6,00<br>P 15,3 F 16,2 1 dk<br>rf nil | **TrM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 20,0<br>Hopper 5591T<br>Mchy.aft<br>Hopper 3 607<br>2 sandpumps each 619kW (830bhp)<br>Der 2(8) 2(3) | Ruston<br>3 Vee Oil sr geared to sc. shafts<br>4 520bhp (3 325kW)<br>(centre) Oil 4SA 12Cy. 254 × 305 NE 75<br>Ruston Paxman Diesels Ltd.<br>(wing) 2 Oil 4SA each 8Cy. 254 × 305 NE 75<br>Ruston Paxman Diesels Ltd.<br>Controllable pitch propeller |
| **7427300**<br>*HP2042*<br>6394-76C<br>Esd Gc Rdr Rt | **S. SAM**<br>**Satrya CB-I Inc.**<br>Panama Panama | **252**<br>24<br>— | AB | **1975** Promet Private Ltd.—Singapore (69)<br>31,70 9,20 3,671<br>30,48 9,12 4,42<br>1 dk | **TM Tug** | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280 reverse<br>geared to sc. shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 75kW 440V 50Hz a.c. |
| **5304011**<br>*WB6252*<br>226885<br>Df Gc Pfd Rdr | **S. T. CRAPO**<br>**First Union Commercial Corp.**<br>Inland Lakes Management Inc.<br>Wilmington, De United States of America | **4 769**<br>2 942<br>9 144 | AB | **1927** Great Lakes Eng. Works—River Rouge, Mi (256)<br>*119,64* 18,37 6,659<br>119,56 18,29 8,84<br>1 dk<br>R | **S Cement Carrier**<br>Self-unloader<br>5 Ho ER | T 3Cy. 578 965 & 1600 x 1067<br>1 800ihp (1 324kW)<br>Gt. Lakes Eng. Works<br>Gen 2 × 750kW a.c. 1 × 200kW a.c. 1 × 165kW a.c.<br>Thw. thrust propeller fwd<br>Fuel (c) |
| **5304023**<br>147107 | **S. T. MORGAN**<br>**D. Cook Ltd.**<br>Hull United Kingdom | **139**<br>87 | | **1915** Wm. Doxford & Sons Ltd.—Pallion, Sunderland<br>33,69 6,43 1,982<br>... ... ...<br>1 dk<br>R | **M Tanker**<br>2 Ta | Crossley<br>Oil 2SA 5Cy. 180 × 230 NE 49<br>Crossley Bros. Ltd. |
| **7220219**<br>1261<br>Esd Rdr Rt | **S. TERENZIO**<br>ex Mazarpesca Terzo<br>**Mateco Co. Ltd.**<br>Valletta Malta | **199**<br>90<br>— | | **1972** Cant. Nav. M. Morini & C.—Ancona (133)<br>32,64 7,04 3,099<br>7,01 3,66<br>1 dk | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz |
| **6424026**<br>*9HQE2*<br>1782<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **S. V. EPTA**<br>ex Vera-87 ex Astradiego-81<br>ex Torm Herdis-75 ex Herdis-74<br>ex Torm Herdis-74 ex Herdis-74<br>**Spyvag Shipping Co. Ltd.**<br>Valletta Malta | **20 002**<br>14 392<br>36 592<br>T/cm<br>43,6 | HR (NV) | **1965** Rheinstahl Nordseewerke—Emden (369)<br>191,29 26,45 11,316<br>180,60 26,41 15,32<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>8 Ho 15,2 15,5 16,7 15,8 17,6 16,7 16,7 15,2 ER<br>G.54 986 HeCls. ptB<br>8 Ha (stl) (9,0 9,5 9,5 9,5 9,5 9,5 9,5 9,5 × 11,9) ER | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW)<br>Frd. Krupp Masch. Abt. Dieselmotoren<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 540,5t (d.o.) 2 396,0t (hvf)-39,0pd |
| **6729684**<br>*C4SJ*<br>708001<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **S. V. EXI**<br>ex Vasilakis-86 ex Marcalan-83<br>ex Verdala-78 ex Shropshire-77<br>ex Verdala-75<br>**Archipelagos Marine Co. Ltd.**<br>Limassol Cyprus | **13 546**<br>8 543<br>24 164<br>T/cm<br>31,1 | BV<br>✠Classed LR until 6/10/86 | **1968**-1 Uraga Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (890)<br>159,01 (BB) 22,86 10,650<br>152,00 22,80 14,51<br>P 32,0 F 14,1 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes<br>5 Ho 21,1 20,1 20,1 20,1 19,8 ER<br>G.27 669<br>5 Ha (stl) (12,5 × 9,2) (13,5 13,5 13,5 13,5 × 10,7) ER<br>10W Der 10(10) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW)<br>Uraga Heavy Ind. Ltd.<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 1 707,0t (hvf) |
| **5304085**<br>*ISXY*<br>246<br>Rt | **S. VITALE**<br>**Secomar S.r.l.**<br>Manfredonia Italy | **164**<br>47<br>— | RI | **1962** Cant. Nav. Apuania—Marina di Carrara (66)<br>27,41 7,60 3,252<br>24,95 7,55 3,92<br>1 dk<br>RW | **M Tug**<br>Salvage | Alpha<br>Oil 2SA 8Cy. 290 × 490<br>Alpha-Diesel A/S |

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|---|---|---|---|---|---|---|
| 6862565 | **S-203** | **230**<br>88<br>214 | (RS) | **1959** ..............U.S.S.R.<br>40,44 6,51 2,620<br>3,00<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>B.380<br>2 Ha (each 6,4 × 2,8) ER<br>Cr 1(3) | Vee Oil 4SA 12Cy. 150 × 180<br>U.S.S.R.<br>Fuel (d.o.) 9,5kn |
| 8632342 | **S-222**<br>**Trinidad Contractors Ltd.**<br>Kingstown St. Vincent and the Grenadines | **1 037**<br>1 037<br>— | **100A1** SS 10/88<br>pontoon<br>FN 1039<br>(AB) | **1976** Awazu Zosen—Naruto<br>54,86 - 3,800<br>53,21 15,24 4,27<br>1 dk<br>rf 300 | **Pontoon** | |
| 7803138<br>VD3118<br>391201<br>Rt | **S/VM TP 1**<br>ex T. P. 1-85 ex S/VMT.P. 1-83<br>**Minette Bay Ship Docking Ltd.**<br>Vancouver, B.C. Canada | **360**<br>233<br>168 | ✠**A1** SS 7/87<br>tug<br>Prince Rupert and Ridley Island B.C. service<br>✠**LMC**<br>EL E 150,0/22,0U2<br>FN 391 | **1979**-3 E. S. Fox Ltd.—Niagara Falls, Ont. (4800)<br>**1983**-12 Vito Steel Boat & Barge Cons. Ltd. —Delta, B.C.<br>30,94 11,61 1,991<br>26,67 10,98 3,66<br>1 dk<br>rf nil<br>conv Shunter Pontoon 83 | **TM Tug**<br>Tractor | Alco 16V251F<br>Vee Oil 4SA 16Cy. 229 × 267 with clutches, flexible couplings & epicyclic geared to sc. shafts<br>MLW Industries Montreal, P.Q.<br>Gen 1 × 135kW 575V 60Hz a.c.<br>2 Directional propellers |
| 7803140<br>VD3119<br>391202<br>Esd Rdr Rt | **S/VM TP 2**<br>ex T. P. 2-85 ex S/VMT.P. 2-83<br>**Minette Bay Ship Docking Ltd.**<br>Vancouver, B.C. Canada | **360**<br>233<br>168 | ✠**A1** SS 8/87<br>tug<br>Prince Rupert and Ridley Island B.C. service<br>✠**LMC**<br>EL E 150,0/22,0U2<br>FN 391 | **1979**-3 E. S. Fox Ltd.—Niagara Falls, Ont. (4801)<br>**1983**-12 Vito Steel Boat & Barge Cons. Ltd. —Delta, B.C.<br>30,94 11,61 1,991<br>26,67 10,98 3,66<br>1 dk<br>rf nil<br>conv Shunter Pontoon 83 | **TM Tug**<br>Tractor | Alco 16V251F<br>Vee Oil 4SA 16Cy. 229 × 267 with clutches, flexible couplings & epicyclic geared to sc. shafts<br>MLW Industries Montreal, P.Q.<br>Gen 1 × 135kW 575V 60Hz a.c.<br>2 Directional propellers |
| 7330337<br>SEIM<br>11375<br>Df Esd Gc<br>Pfd Rdr Rt | **S:T OLOF**<br>ex Kristian-86<br>**Norrkopings Kommun**<br>Bravikens Bogser AB<br>Norrkoping Sweden | **309**<br>—<br>— | ✠**100A1** SS 7/90<br>tug<br>Ice Class 1<br>Ice Class 1A<br>✠**LMC**<br>EL (e) $\frac{7}{8}$"U2<br>FN 435 | **1974**-2 Richards (Shipbuilders) Ltd.—Lowestoft (513)<br>33,02 10,06 4,850<br>29,37 9,50 5,31<br>RFD 17,7 1 dk<br>rf - BK 127 | **M Tug/ Icebreaker** | Ruston 12ATCM<br>Vee Oil 4SA 12Cy. 318 × 368 sr geared to sc. shaft<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 2 × 100kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 13,5kn |
| 5102530<br>SKIW<br>RTm | **S:T. METHODIUS**<br>ex Elsa-68<br>**Alfred Vilhelm Gullas**<br>Visby Sweden | **149**<br>105<br>229 | | **1914** Vasterviks Varv—Vastervik<br>*30,48* 7,45 3,302<br>... ... ...<br>1 dk<br>conv sailing vessel — | **Wood M General Cargo**<br>1 Ho 22,0<br>2W Der 2(1) | Penta<br>Oil 4SA 6Cy. 120 × 140<br>160bhp (118kW) NE 57<br>A/B Penta Goteborg<br>Controllable pitch propeller .<br>Fuel 6,0t (d.o.)-0,5pd |
| 7600079<br>TSLJ<br>TG457<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **S'HIB**<br>**Compagnie Tunisienne de Navigation S.A. (COTUNAV)**<br>Tunis Tunisia | **10 078**<br>5 796<br>16 104<br>T/cm<br>25,3 | BV | **1977** Kurushima Dockyard Co. Ltd.—Onishi (930)<br>142,02 (BB) 9,122<br>133,71 21,81 12,22<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.19 360 B.15 796<br>5 Ha (stl) (10,9 13,6 9,1 13,6 13,6 × 10,9) ER<br>Cr 4(20) | MAN K6Z70/120<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Kawasaki Heavy Ind. Ltd. Japan<br>Fuel 1 368,0t (hvf)-27,0pd 15kn |
| 5428843<br>EDXY<br>8511<br>Df Esd Rt | **SAA**<br>**Pescanova S.A.**<br>Vigo Spain | **203**<br>74<br>— | (BV) | **1964** Hijos de J. Barreras S.A.—Vigo (1287)<br>32,80 7,83 3,607<br>28,78 7,78 3,89<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>7 Ha (each 1,3 × 1,3) | MAN<br>2 Oil 4SA each 8Cy. 160 × 180 geared to sc. shaft<br>1 100bhp (809kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 45,0t (d.o.) 12,5kn |
| 6817003<br>YKED<br>101<br>Df Esd Rdr<br>RTm | **SAAD**<br>ex Dawpool-89 ex Celtic Endeavour-86<br>ex Embassage-79<br>**Saadalla Nijm**<br>Lattakia Syria | T.Mk<br>**700**<br>440<br>1 621<br>**1 428**<br>884<br>2 610 | ✠**100A1** CS 7/88<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL M $1\frac{1}{4}$"U2<br>FN 1311 | **1968**-8 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (788)<br>77,20 11,89 5,747/6,033<br>70,16 11,82 6,86<br>P 15,3 F 11,0 2 dks<br>rf 152 | **M General Cargo**<br>2 Ho 22,3 24,6 ER<br>G.3 126 B.2 812<br>2 Ha (stl) (each 16,7 × 6,1) ER<br>4W Der 2(5) 2(3) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 84kW 400V 50Hz a.c.<br>Fuel 122,0t (d.o.) 12kn |
| 7112541<br>EQLL<br>Df Esd Gc<br>Rdr RTm/h/v | **SAADI**<br>ex Asia Gold-83<br>**Irano-Hind Shipping Co. Ltd.**<br>Bandar Abbas Iran | **12 257**<br>7 224<br>19 874 | BV | **1971** Nippon Kokan K.K.—Shimizu (296)<br>155,48 (BB) 22,86 9,894<br>146,01 22,81 13,42<br>P 35,4 F 15,0 1 dk | **M Bulk Carrier**<br>5 Ho 21,1 25,6 15,0 25,6 17,9 ER<br>G.26 070 B.23 320<br>5 Ha (stl) (12,2 18,7 8,9 18,7 11,9 × 10,9) ER<br>Cr 4(8) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>10 900bhp (8 018kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 445V 60Hz a.c.<br>Fuel 158,0t (d.o.) 1 586,0t (hvf)-34,0pd 14kn |
| 7348748<br>UWF<br>M-31112<br>Df Esd Gc<br>Pfd Rdr Rt | **SAADYARV**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | **3 019**<br>1 241<br>2 063 | RS | **1974** VEB Volkswerft Stralsund—Stralsund (412)<br>101,86 (BB) 15,22 5,709<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,4 × 2,4)<br>Der 2(5) 4(3) | MAN 8ZD72/48AL-1<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15,75kn |
| 5304138<br>Y4SI<br>Df Esd Rdr<br>Rt | **SAALE**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **132**<br>46<br>— | DSRK | **1956** Stralsund Schiffbau-u. Reparaturswerft —Stralsund<br>26,45 6,71 3,531<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt Halberstadt<br>Gen 2 × 42kW 110V d.c.<br>9kn |
| 8124151<br>CB2396<br>Df Esd Gc<br>Rdr Rt | **SAAM**<br>**Sudamericana Agencias Aereas y Maritimas S.A. (SAAM)**<br>Valparaiso Chile | **132**<br>89<br>— | AB | **1981** Bender SB. & Repair Co. Inc.—Mobile, Al (160)<br>... ... ...<br>22,41 7,94 3,13<br>1 dk<br>rf 610 | **TM Tug** | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 reverse reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 30kW<br>9,5kn |
| 9001813<br>DQFE<br>Df Esd Rdr<br>RTm/h/v<br>SatNav | **SAAR LONDON**<br>Completed as Rex<br>**Rexroth Schiffahrts KG m.s. "Rex"**<br>Rostock Federal Republic of Germany | *1 960*<br>*864*<br>2 767 | GL | **1991** Ast. Unidos de Veracruz S.A. de C.V. (AUVER)—Veracruz (122)<br>88,30 - 4,465<br>84,13 12,50 6,50<br>1 dk | **M General Cargo**<br>1 Ho 62,7 ER<br>G.4 020<br>TEU 154 C.Ho 78/20' C.Dk 76/20'<br>1 Ha (stl) (62,7 × 10,1) ER | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 with flexible couplings & reverse reduction geared to sc. shaft<br>1 006kW (1 368bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 80kW 50Hz a.c.<br>11,4kn |
| 6901438<br>D5GC<br>6282<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **SAAR ORE**<br>ex United Venture-80 ex Porjus-78<br>ex Flowergate-74<br>**Muirfield Shipping Inc.**<br>Monrovia Liberia | **41 188**<br>29 680<br>108 412<br>T/cm<br>91,6 | ✠**100A1** SS 2/87<br>ore carrier ((cc))<br>✠**LMC** **UMS**<br>EL T† $3\frac{7}{16}$"U3<br>FN 14923 | **1968**-12 A/B Gotaverken Arendal—Goteborg (837)<br>253,02 40,06 15,126<br>246,01 40,01 20,65<br>F 18,9 1 dk<br>rf 51 | **M Ore/Oil Carrier**<br>Adapted for Ore cargoes only<br>pt higher tensile steel<br>4 Ho each 50,2 12 Wing Ta ER<br>Ore 55 058 HeCls. BptC<br>8 Ha (stl) (each 14,4 × 9,9) ER | Gotaverken<br>Oil 2SA 8Cy. 850 × 1700<br>19 200bhp (14 123kW)<br>A/B Gotaverken Goteborg<br>2 WTAuxB 327lbf/in² (22,6bar)<br>AuxB (ex.g) 114lbf/in² (7,9bar)<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 5 436,0t (hvf)-64,0pd 15kn |

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| **6704103**<br>*DFBY*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SAARBRUCKEN**<br>ex Seydisfjord<br>**Deutsche Fischfang-Union G.m.b.H. & Co. KG**<br>Cuxhaven Federal Republic of Germany | T.Mk<br>**887**<br>408<br>— | GL | **1966** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (330)<br>63,61 (BB) 10,70 4,911<br>58,02 10,67 7,35<br>2 dks | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft<br>In.630 | Deutz<br>Oil 4SA 8Cy. 400 × 580 reduction gea<br>shaft<br>2 140bhp (1 574kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 130kW 1 × 30kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 305,0t (d.o.) |
| **8035130**<br>*LYFA*<br>M-38889<br>Df Esd Gc<br>Rdr RTm/h/v | **SAAREMAA**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1982** ..............U.S.S.R.<br>54,82 9,96 4,141<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **7035377**<br>*EOTP*<br>M-28848<br>Df Esd Rdr<br>Rt | **SAARERAND**<br>**The RSFSR Fishery Association for North-Western Regions**<br>(Sankt-Peterburg) (U.S.S.R.) | **863**<br>218<br>353 | RS | **1968** ..............U.S.S.R.<br>55,12 9,53 3,115<br>4,50<br>1 dk | **D-E Fish Carrier**<br>Ref<br>Ice strengthened<br>1 Ho ER<br>In.360<br>1 Ha (2,4 × 2,4) ER<br>1W Cr 1(2,5) | 3 Oil driving gen. connected to elec. mo<br>geared to sc. shaft<br>(i) 2 4SA each 6Cy. 250 × 340<br>(ii) 4SA 6Cy. 180 × 220 |
| **6524230**<br>*OHML*<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **SAARISTO**<br>**Finnish Board of Navigation (Merenkulkuhallitus)**<br>Helsinki/ Helsingfors Finland | **447**<br>124<br>— | | **1965** Reposaaren Konepaja Oy—Reposaari (116)<br>47,50 9,00 3,198<br>43,64 3,20 | **M Research**<br>Survey<br>1 Ho 7,1<br>1 Ha (stl) (3,5 × 2,5)<br>Der 1(6) | Wartsila<br>Oil 4SA 8Cy. 240 × 310<br>1 065bhp (783kW)<br>Wartsila Kon. Mek. Verks.<br>Gen 2 × 49kW 1 × 21kW 400V 50Hz<br>Fuel 66,0t (d.o.)-4,0pd |
| **6417308**<br>*UPTG*<br>M-27803<br>Df Esd Gc<br>Rdr Rt | **SAATLY**<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | **3 480**<br>1 885<br>4 286 | RS | **1963** ..............U.S.S.R.<br>120,00 15,02 4,401<br>111,99 14,97 6,53<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 13,7 19,8 17,9 19,8 ER<br>G.5 485 B.5 174<br>4 Ha (stl) (11,8 13,7 13,7 13,7 × 8,0) ER | Russkiy<br>2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW)<br>Russkiy-Diesel Works<br>Fuel 75,0t (hvf) |
| **7637060** | **SAAXIL**<br>**Somali Ports Authority (Wakaaladda Dekedaha Soomaliyeed)**<br>Berbera Somali Republic | **157**<br>—<br>60 | (BV) | **1979** Staalin B.V.—'s-Gravenhage<br>19,31<br>6,80 3,43<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 159 × 203 gea<br>shafts<br>Caterpillar Tractor Co. |
| **5017797**<br>*9WCY*<br>324864<br>Rdr Rt | **SABA**<br>ex Anho-79 ex Senggarang-60<br>ex Empire Seaward-47<br>**Borneo Maritime Transport (Sabah) Sendirian Berhad**<br>Labuan Malaysia | **496**<br>284<br>528 | *Classed BC until 21/1/72 | **1945**-6 Goole SB. & Repairing Co. Ltd.—Goole (439)<br>45,17 8,26 3,366<br>42,78 8,23 5,49<br>2 dks | **M General Cargo**<br>Mchy.aft | Polar<br>Oil 2SA 4Cy. 250 × 420<br>300bhp (221kW)<br>British Polar Engines Ltd. |
| **5196115**<br>Df | **SABA**<br>ex Koyo Maru No. 10-72<br>Spain | **314**<br>158<br>— | | **1954** Miho Zosensho K.K.—Shimizu (194)<br>*39,99* 7,24<br>39,50 7,19 3,61<br>P 15,0 F 4,9 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 370 × 520<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Fuel 144,5t |
| **7237444**<br>Df Esd Rdr<br>Rt | **SABA**<br>ex Gulf Fleet No. 7-90<br>**Mohammad Reeza Ghaem Maghami**<br>Bandar Abbas Iran | **186**<br>126<br>— | GL HR (AB) | **1972** Zigler Shipyards Inc.—Jennings, La (227)<br>- - 3,614<br>59,10 11,60 4,26<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Kromhout<br>2 Oil 4SA each 8Cy. 240 × 260 dr reve<br>to sc. shafts<br>NE 81<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 60kW 440V a.c.<br>Thw. thrust propeller fwd<br>Fuel 206,5t (d.o.) |
| **8209169**<br>*PJAW* | **SABA**<br>**Wintug Saba N.V.**<br>St. Eustatius Netherlands Antilles & Aruba | **168**<br>—<br>— | BV | **1982** Dricon Scheepsconstructie B.V.—Drimmelen (640)<br>26,52 7,98<br>24,46 7,66 4,12<br>1 dk | **TM Tug**<br>Fire-fighting | MWM<br>2 Vee Oil 4SA each 16Cy. 160 × 185 sr<br>geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) |
| **8030049**<br>*A4LQ*<br>Esd Rdr RTv | **SABA AL BAHR**<br>**Government of The Sultanate of Oman (Ministry of Defence)**<br>Muscat Oman<br>SatCom: 1720142/BHAR | **170**<br>62<br>100 | ✠ | **1981**-9 Vosper (Singapore) Pte. Ltd.—Singapore (B1030)<br>30,00 8,21 1,501<br>24,85 7,99 1,81<br>RAD 8,9 1 dk<br>rf nil | **TM RoRo Cargo/Tanker/ Landing Craft**<br>Deck Cargo<br>Bow door/ramp<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152 wi<br>flexible couplings & sr reverse geare<br>shaft<br>364bhp (268kW)<br>Caterpillar Tractor Co. |
| **7388578**<br>Esd Gc Rdr<br>Rt | **SABADO SANTO**<br>**Pesquera Santa Cruz S.A.**<br>Buenos Aires Argentina | **280**<br>125<br>— | (BV) | **1975** Const. Nav. Santodomingo—Vigo (506)<br>29,19 7,55 3,379<br>25,48 7,50 5,39<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>G.180 | Stork<br>Oil 4SA 8Cy. 210 × 300<br>800bhp (588kW) E made72 fitted75<br>Naval-Stork-Werkspoor S.A.<br>Fuel 115,0t (d.o.) |
| **8321113** | **SABAH**<br>**Zueitina Oil Co.**<br>Tripoli Libya | **458**<br>283<br>496 | ✠**100A1**<br>pontoon<br>EL (G) 24,0/32;0U2<br>FN 588 | **1984**-1 Machinefabriek D. E. Gorter B.V. —Hoogezand (83.7008)<br>35,01 15,04 1,701<br>33,53 15,02 2,49<br>1 dk<br>rf nil | **Sheerlegs Pontoon**<br>Underwater Maintenance<br>Cr 1(28) | Gen 2 × 112kW 480V 60Hz a.c. |
| **7030585**<br>*9KHD*<br>KT1063<br>Df Esd Pfd<br>Rdr Rt | **SABAH**<br>**Government of The State of Kuwait (Agriculture Affairs Fish Resources Authority)**<br>Kuwait Kuwait | **192**<br>11<br>242 | ✠**100A1** SS 12/88<br>fishing vessel<br>✠**LMC**<br>EL (b) $\frac{7}{8}$"U1<br>FN 287 | **1970**-11 Schpsw. & Mfbk. Fa. A. van Bennekum —Sliedrecht (84)<br>30,21 7,47<br>25;61 7,37 3,81<br>1 dk<br>BK 89 | **M Research/Fishing**<br>Side Trawler Seiner Hydrographic Ref<br>In.2 295 | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 sr reverse<br>sc. shaft<br>500bhp (368kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 26kW 220V 50Hz a.c.<br>Fuel 32,5t (d.o.) |
| **6708903**<br>Df Esd Gc<br>Pfd Rdr Rt | **SABAH EL KHEIR**<br>ex Matlamani-92 ex Teresa-71<br>**Mahavi S.A.**<br>Coatzacoalcos Mexico | **591**<br>266<br>660 | RI (BV) | **1967** Maritima de Axpe S.A.—Bilbao (17)<br>48,60 9,53 4,598<br>41,00 9,50 6,91<br>2 dks | **M Fishing**<br>Stern Trawler<br>2 Ha (1,9 2,7 × 1,9) ER | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 160bhp (853kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel (d.o.) |
| **6915049**<br>Df Esd Gc<br>Pfd Rdr Rt | **SABAH 3**<br>ex Kee Logger-90 ex Ta Wu-84<br>ex Ichizan Ise-74<br>**Sabah Timber Shipping Corp.**<br>Panama Panama | **2 928**<br>1 890<br>5 510 | (NK) | **1969** Kurushima Dockyard Co. Ltd.—Imabari (462)<br>99,50 (BB) 16,01 6,530<br>92,00 15,98 7,90<br>P 21,7 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho 32,5 32,9 ER<br>G.7 021 B.6 499<br>2 Ha (stl) (26,0 26,6 × 7,7) ER<br>12W. Der 1(15) 3(10) | Akasaka<br>Oil 4SA 6Cy. 510 × 840<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 2 × 132kW 440V a.c.<br>Fuel 412,5t-8,5pd |
| **8906183**<br>KT-1538<br>Df Esd Gc<br>Pfd Rdr Rt | **SABAHI**<br>**Kuwait Oil Co. KSC**<br>Kuwait Kuwait | *548*<br>*164*<br>280<br>T/cm<br>3,7 | ✠**100A1**<br>tug<br>Arabian Gulf service<br>✠**LMC**<br>EL F 302,5/19,0U2<br>FN 606 | **1990**-1 Scheeps. Damen B.V.—Gorinchem ((8670))<br>39,65 11,63 4,502<br>35,85 11,00 5,90<br>RFD 14,1 1 dk<br>rf - BK 35 | **TM Tug**<br>Fire-fighting | Caterpillar<br>2 Oil 4SA each 8Cy. 280 × 300 with<br>flexible couplings & sr geared to sc<br>Caterpillar Inc.<br>Gen 3 × 53,5kW 440V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 280,0t (d.o.) |

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| 7724487<br>KT1259<br>Esd Rdr Rt | **SABAHI**<br>**Kuwait Oil Co. KSC**<br>Kuwait Kuwait | **156**<br>52<br>128 | ✠Classed LR until 7/1/83 | **1978**-5 Yokohama Zosen—Chiba (1374)<br>27,51 8,54 1,639<br>25,89 8,21 2,60<br>1 dk<br>rf 76 | **TM Utility Boat**<br>Pollution Control<br>Mchy.aft | General Motors 8V-71-N<br>2 Vee Oil 2SA each 8Cy. 108 × 127 reverse reduction geared to sc. shafts<br>700bhp (515kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 145kW 440V 50Hz a.c. |
| 6618231<br>DUFK<br>Df Esd Rdr Rt | **SABALO**<br>**Government of The Republic of The Philippines**<br>Manila Philippines | **140**<br>60<br>— | | **1966** Kasado Dock Co. Ltd.—Kudamatsu (241)<br>30,79 6,33 2,502<br>27,01 6,30 2,90<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Fuel 33,5t (d.o.) 9,5kn |
| 6827046<br>9WVB<br>325104<br>Gc Rdr Rt | **SABANA SATU**<br>ex Hisayoshi Maru-81<br>**Sabana Shipping Sendirian Berhad**<br>Kuching Malaysia | **995**<br>616<br>1 953 | (NK) | **1968** Kanda Zosensho K.K.—Kure (132)<br>70,52 11,21 5,004<br>65,00 11,18 5,59<br>P 15,9 F 9,8 1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 282 B.2 073<br>1 Ha (33,2 × 6,4) ER<br>6W Der 2(10) | Nippon Hatsudoki<br>Oil 4SA 6Cy. 380 × 580<br>1 800bhp (1 324kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 80kW 220V a.c.<br>Fuel 69,0t-6,0pd 11,5kn |
| 7647106<br>HOAE4<br>Esd Rdr RTv | **SABANG VIII**<br>ex Aspa Power 8-90 ex Assets 2602<br>**Sabang Marine Services**<br>San Lorenzo Honduras | **173**<br>29<br>— | GL (AB) | **1976** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS363)<br>*24,14* 3,147<br>7,62 3,51<br>1 dk | **TM Tug** | Caterpillar D379SCAC<br>2 Vee Oil 4SA each 8Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 220V a.c.<br>10kn |
| 7942518<br>YQKC<br>875<br>Df Esd Gc<br>Rdr Rt | **SABARENI**<br>**Baza De Aprovizionare Tehnico Materiala (BATM)**<br>Navlomar Bucharest Service Brokerage<br>Galatz Romania | **1 955**<br>921<br>2 960<br>**3 374**<br>1 574<br>4 620 | RNR | **1980** ..............Braila<br>106,13 14,81 5,630/7,060<br>93,33 8,51<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 22,1 ER<br>G.5 912 B.5 389<br>TEU 80<br>3 Ha (stl) (12,5 × 8,0) (15,3 15,3 × 10,2) ER<br>6W Der 3(5) | B&W 5DKRN50/110-2<br>Oil 2SA 5Cy. 500 × 1100<br>3 000bhp (2 207kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 450kW 400V 50Hz a.c.<br>Fuel 454,0t 13,75kn |
| 7395997<br>810<br>Df Esd Gc<br>Pld Rdr Rt | **SABARY**<br>ex Koryo Maru No. 108-88<br>**SECAP S.A.**<br>Dakar Senegal | **349**<br>—<br>— | | **1974** Niigata Eng. Co. Ltd.—Niigata (1321)<br>55,07 9,02 3,506<br>49,69 9,00 5,69<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Niigata 6M40EX<br>Oil 4SA 6Cy. 400 × 600<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 5364475<br>HO7743<br>435-HK<br>Esd Rt | **SABELAN**<br>ex Kapona-67 ex Tong Jit-65<br>ex Lembeh-59 ex Morotai-51<br>**Cia. de Navegacion Hilton S.A.**<br>Panama Panama | **487**<br>259<br>472 | (AB) | **1945** Albina Eng. & Mach. Works—Portland, Or (223)<br>55,20 8,87 2,591<br>51,82 8,82 3,28<br>P 11,0 F 8,0 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho each 17,6 ER<br>B.823<br>2 Ha (each 6,9 × 5,0) ER<br>4W | Enterprise<br>Oil 4SA 6Cy. 305 × 380<br>275bhp (202kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 35,5t 8,5kn |
| 7713319<br>EHVV<br>Esd Rdr Rt | **SABEMAR**<br>**Sabemar S.L.**<br>Gijon Spain | **233**<br>85<br>194 | BV | **1978** Ast. Gondan—Puerto de Figueras (147)<br>32,92 3,631<br>29,39 7,01 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | A.B.C. 6MDXC<br>Oil 4SA 6Cy. 242 × 320 geared to sc. shaft<br>900bhp (662kW)<br>Anglo-Belgian Co. Belgium<br>Fuel 122,5t (d.o.) 10,5kn |
| 5110886<br>9HCA<br>Df Esd Gc<br>Rdr Rt | **SABI**<br>ex Expeller-68 ex Bora-45<br>**S. Bezzina & Sons Ltd.**<br>Valletta Malta | **862**<br>309<br>— | AB | **1942** Werft Nobiskrug G.m.b.H.—Rendsburg (512)<br>38,71 8,06 3,277<br>35,08 8,01 4,40<br>F 12,8 1 dk<br>RW rf 914 | **M Tug** | MWM<br>Oil 4SA 8Cy. 375 × 480 dr reverse geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 60kW 220V d.c.<br>Fuel 44,5t (d.o.) 10kn |
| 7225788<br>317848<br>RTv | **SABIL**<br>**Karachi Port Trust**<br>Karachi Pakistan | **51**<br>—<br>— | ✠**100A1** SS 12/86<br>for service within 5 miles of Karachi harbour<br>✠**LMC**<br>EL (D) $\frac{7}{8}$"U2<br>FN 266 | **1972**-11 Schps. Barkmeijer N.V.—Vierverlaten (175)<br>28,22 7,12 2,750<br>24,85 6,71 3,97<br>1 dk<br>rf 432 BK 102 | **TM Tug**<br>Fire-fighting | MAN<br>2 Oil 4SA each 8Cy. 160 × 180 reverse reduction geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 25kW 220V d.c.<br>11kn |
| 7008958<br>USXA<br>0287<br>Df Esd Gc<br>Rdr Rt | **SABILE**<br>ex Pyotr Stuchka-91<br>**Latvian Shipping Company**<br>Riga Latvia | **13 733**<br>7 550<br>19 986<br>T/cm<br>31,8 | RS | **1970** Stocznia im. "Komuny Paryskiej"—Gdynia (B72/07)<br>177,17 22,46 9,380<br>166,00 22,33 12,37<br>1 dk | **M Tanker**<br>Ice strengthened<br>19 Ta ER<br>L.(oil) 27 216<br>3 Cargo pumps total 2 959T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski Poznan<br>16kn |
| 6917243<br>Esd Pld Rt | **SABIN S.**<br>**Industria Pesquera Hondurena**<br>Roatan Honduras | **109**<br>54<br>55 | (BV) | **1969** Ast. Celaya—Bilbao (97)<br>26,42 6,89 2,744<br>22,56 6,86 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.fwd<br>1 Ho<br>G.117<br>1 Ha (1,9 × 1,9) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| 8021608<br>9VOY<br>384207<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SABINA**<br>ex Shiraishi Maru-89<br>**Galaxy Shipping Pte. Ltd.**<br>Kapal Management (Pte.) Ltd.<br>Singapore Singapore<br>SatCom: 1715157/SABI | **76 055**<br>48 106<br>145 177<br>T/cm<br>103,0 | NK | **1982** Nippon Kokan K.K.—Tsu (78)<br>273,01 (BB) 43,06 17,544<br>260,03 43,01 23,80<br>F 14,4 1 dk | **M Bulk Carrier**<br>9 Ho ER<br>G.160 542 HeCls. B<br>9 Ha (stl) (12,6 × 16,0) (14,5 14,5 14,5 14,5 14,5 14,5 14,5 14,5 × 19,6) ER | Pielstick 14PC4V-570<br>Vee Oil 4SA 14Cy. 570 × 620 sr geared to sc. shaft<br>16 700bhp (12 284kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 1 × 800kW 2 × 640kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 384,5t (d.o.) 4 678,0t (hvf)-52,0pd 13,75kn |
| 8842973<br>HP5684<br>19883-LPE<br>Df Esd Gc<br>Pld Rdr Rt | **SABINA**<br>**Infitco S.A.**<br>Panama Panama | **358**<br>151<br>— | KR | **1990** Pesca Altura Alteanas S.A.—Spain<br>57,80 - 0,100<br>49,00 11,20 4,60<br>F 21,4 2 dks | **M Fishing**<br>Stern Trawler | Wartsila 6R32<br>Oil 4SA 6Cy. 320 × 350<br>1 618kW (2 200bhp)<br>Cons. Echevarria Bermeo<br>Gen 4 × 220kW 380V a.c.<br>12kn |
| 5166483<br>WKJO<br>274440<br>Df Esd Gc<br>Pld Rdr RTv<br>AMVER | **SABINE**<br>ex Mission Santa Clara-86<br>ex Santa Clara-81 ex Naeco-73<br>ex J. E. Dyer-72<br>**Sabine Towing & Transportation Co. Inc.**<br>Houston, Tx United States of America<br>SatCom: 1500432/WKJO | **20 020**<br>12 308<br>33 540<br>T/cm<br>46,4 | AB | **1957** Bethlehem-Sparrows Point Shipyard —Sparrows Pt., Md (4548)<br>201,48 27,56 10,856<br>192,03 27,44 13,80<br>P 41,8 RQD 13,5 B 11,0 F 25,0 1 dk<br>RW rf 203 Bow/CM 94 Diam. 0,360 MH 1,5 | **S Tanker**<br>IGS<br>30 Ta ER<br>L.(oil) 44 363 HeCls. B<br>4 Cargo pumps total 3 000T/hr | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 500kW<br>Fuel 3 016,5t (o.f.) 17kn |
| 8402591<br>V2BT<br>2021<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SABINE**<br>**Baum & Co. m.s. "Sabine" KG**<br>Nordenhamer Bereederungs G.m.b.H.<br>Nordenham Antigua & Barbuda | *1 473*<br>*726*<br>2 127 | GL | **1985** Jh. van Eijk & Zn.—Sliedrecht (359)<br>79,02 3,988<br>74,91 10,91 4,98<br>P 14,1 F 6,1 2 dks | **M General Cargo**<br>1 Ho 52,8 ER<br>G.2 662<br>TEU 80 C.Ho 48/20' (40') C.Dk 32/20' (40')<br>1 Ha (stl) (49,8 × 8,7) ER | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 sr reverse geared to sc. shaft<br>815bhp (599kW)<br>Kloeckner Humboldt Deutz Koeln<br>10kn |

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|---|---|---|---|---|---|---|
| 7633399<br>*DIGB*<br>12347<br>Df Esd Gc<br>Rdr RTm/h/v | **SABINE D**<br>ex Gustav Behrmann-89<br>ex Contship Two-79<br>ex Gustav Behrmann-77<br>**Partenreederei m.s. "Sabine D"**<br>Rainer Fred August Drevin<br>Hamburg Federal Republic of Germany | **999**<br>714<br>2 937 | GL | **1977** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (805)<br>88,40 (BB) 15,78 4,860<br>81,21 15,49 6,91<br>P 12,5 F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,9 ER<br>G.4 445 B.4 151<br>TEU 220<br>C.Ho 72/20' (40') C.Dk 148/20' (40')<br>1 Ha (stl) (50,0 × 12,5) ER | MaK<br>Oil 4SA 8Cy. 320 × 420 sr geared to<br>2 650bhp (1 949kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 1 × 368kW 2 × 160kW<br>220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 350,0t (d.o.)-10,0pd |
| 5325649<br>*HQAT*<br>Rdr Rt | **SABINE F.**<br>ex S. P. A. C. E. I-84 ex Olga III-81<br>ex Stelios-79 ex Shoryu Maru-76<br>Honduras | **998**<br>510<br>1 611 | (NK) | **1957** Miho Zosensho K.K.—Shimizu (218)<br>70,82 10,24 4,779<br>65,00 10,22 5,39<br>P 17,7 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.1 990 B.1 810<br>2 Ha (each 14,9 × 4,9) ER<br>4W Der 1(8) 3(5) | Ito<br>Oil 4SA 6Cy. 435 × 640<br>1 300bhp (956kW)<br>Ito Tekkosho<br>Gen 2 × 100kW 230V d.c.<br>Fuel 101,5t-4,5pd |
| 8324684<br>*DGPU*<br>14105<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SABINE L**<br>**m.s. "Sabine L" Gerhard Lange K.G.**<br>Hamburg Federal Republic of Germany | *1 521*<br>*580*<br>1 723 | GL | **1983** Schiffsw. Hugo Peters—Wewelsfleth (601)<br>82,48 11,38 3,550<br>76,82 11,31 5,41<br>P 12,5 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,4 ER<br>G.2 914 B.2 909<br>TEU 48 C. 48/20' (40')<br>1 Ha (stl) (49,8 × 9,0) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 reverse reduc<br>to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 168kW 1 × 60kW 1 x 6<br>220/380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| 7308358<br>*WX9222*<br>281151 | **SABINE PASS**<br>**Zapata Haynie Corp.**<br>Morgan City, La United States of America | **470**<br>320<br>— | | **1960** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*45,82* 9,78<br>3,26<br>1 dk | **M Fishing** | Oil<br>912bhp (671kW)<br>............<br>Fuel (d.o.) |
| 8009959<br>*WTT6354*<br>641140<br>Df Esd Pfd<br>Rdr Rt | **SABINE SEAHORSE**<br>**First Security Bank of Idaho N.A.**<br>Zapata Gulf Marine Corporation<br>Morgan City, La United States of America | **197**<br>134<br>761 | AB | **1981** Houma Fabricators Inc.—Houma, La (71)<br>47,55 11,74 3,734<br>45,73 11,59 4,35<br>F 11,6 1 dk | **TM Supply Ship**<br>Deck Cargo Fire-fighting | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW 450/225V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 5304358 | **SABINO BARROSO**<br>ex Corvo<br>**Companhia de Navegacao Lloyd Brasileiro (LLOYDBRAS)**<br>Rio de Janeiro Brazil | **112**<br>5<br>— | ✠Classed LR until 8/12 | **1908**-6 C. H. Walker & Co.Ltd.—Sudbrook<br>28,35 5,67 3,353<br>... ...<br>R | **S Tug** | T 3Cy. 330 559 & 864 x 572<br>Plenty & Son Ltd. |
| 8128171<br>*UOOP*<br>M-17521<br>Df Esd Gc<br>Rdr RTm/h/v | **SABIT ORUDZHYEV**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.)<br>SatCom: 1400621/UOOP | *2 621*<br>*786*<br>549 | RS | **1983** Oy Wartsila Ab—Helsinki/Helsingfors (462)<br>73,92 3,601<br>66,22 14,81 8,06<br>2 dks | **TM Ferry**<br>for offshore installations 580P | Wartsila<br>2 Oil 4SA each 6Cy. 220 × 240<br>2 400bhp (1 765kW)<br>Oy Wartsila Ab<br>Gen 2 × 590kW<br>2 Directional propellers<br>Thw. thrust propeller fwd |
| 5359743<br>*TFIA*<br>0229<br>Df Esd Gc<br>Rdr Rt | **SABJORG**<br>ex Thor-86<br>**Slysavarnarfelag Islands**<br>Reykjavik Iceland | **643**<br>192<br>— | ✠Classed LR until 10/4/87 | **1951**-10 Aalborg Vaerft A/S—Aalborg (107)<br>63,10 9,48 4,452<br>56,39 9,45 5,19<br>F 10,7 1 dk, 2nd dk fwd of mchy space<br>BK 203 | **TM Patrol Ship**<br>Mchy.aft | MWM<br>2 Oil 4SA each 6Cy. 360 × 450<br>3 140bhp (2 310kW) ✠ NE 10/72<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 132kW 1 × 80kW 1 X 2<br>220V d.c. |
| 6703458<br>*J8DW2*<br>3087<br>Df Esd Gc<br>Rdr RTm/h/v | **SABLE**<br>ex Ibis-90 ex Iris D.-89 ex Hein-86<br>ex Hein Schriewer-82 ex Sawa II-79<br>ex Jebis-78 ex Hein Schriewer-74<br>**Lingous Shipping S.A.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**499**<br>258<br>1 063 | HR (GL) | **1966** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (610)<br>61,91 10,04 3,963<br>56,70 10,01 6,20<br>RQD 38,1 F 7,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 39,0 ER<br>G.1 999 B.1 832<br>2 Ha (19,2 10,4 × 6,4) ER<br>3W Der 3(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 60kW 380V d.c.<br>Fuel 51,0t |
| 7308360<br>*WB4825*<br>249618 | **SABLE**<br>ex Redhead ex BSP 3221<br>**Wards Cove Packing Co. Inc.**<br>Ketchikan, Ak United States of America | **163**<br>131<br>— | | **1945** Puget Sound Boat Corp.—Tacoma, Wa<br>*25,09* 8,11<br>2,65 | **Wood M Fish Carrier** | Oil<br>240bhp (177kW)<br>............<br>Fuel (d.o.) |
| 7707267<br>*WYH7317*<br>580141<br>Esd Gc Pfd<br>Rdr Rt | **SABLE ISLAND**<br>**SEACOR Marine Inc.**<br>New Orleans, La United States of America | **263**<br>178<br>— | AB | **1977** Halter Marine Services, Inc.—New Orleans, La (583)<br>54,89 3,664<br>49,92 12,20 4,27<br>F 15,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 X 25<br>reduction geared to sc. shafts<br>E made72 reconditioned & fitted77<br>General Motors Corp. Electro-Motive D<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>Fuel 281,5t (d.o.) |
| 6904753<br>*OAQF*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SABOGAL**<br>**Compania Peruana de Vapores S.A. (CPV)**<br>Callao Peru | *7 902*<br>*5 908*<br>13 920 | ✠**100A1** SS 9/88<br>✠**LMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4465 | **1969**-5 Oy Wartsila Ab—Turku/Abo (1164)<br>150,53 19,74 9,507<br>137,78 19,70 12,70<br>F 16,2 2 dks<br>rf 102 | **M General Cargo**<br>5 Ho 18,8 22,7 11,4DTp&s 22,7 22,7 ER 16,6 5 TwD 18,8 22,7 22,7 22,7 21,4<br>G.19 007 B.17 271 L.1 412<br>TEU 92 C.Ho 64/20' C.Dk 28/20' (40')<br>5 Ha (stl) (8,2 13,6 13,6 13,6 × 8,0) ER (8,3 × 8,0)<br>18W Der 1(60) 4(10) 12(5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>Oy Wartsila Ab<br>2 AuxB (1 o.f. 1 ex.g) 5kgf/cm² (4.9<br>Gen 2 × 440kW 1 × 184kW 450V |
| 5304372<br>*EHVJ*<br>2363 | **SABON**<br>ex Pinzon No. 2-55<br>**Daniel Chaver Gomez**<br>La Coruna Spain | **111**<br>73<br>— | | **1942** F. Montenegro—Vigo<br>*22,19* 5,69<br>... ... | **Wood S Fishing**<br>Side Trawler | T 3Cy. 183 287 & 476 x 330<br>110ihp (81kW)<br>Const. Navales P. Freire |
| 5304384<br>*PP3573*<br>Esd Rt | **SABOO**<br>**Companhia Docas de Santos**<br>Santos Brazil | **169**<br>—<br>— | ✠Classed LR until 10/64 | **1953**-4 Schps. L. Smit & Zoon—Kinderdijk (Co256)<br>32,01 7,50 2,223<br>30,00 7,47 3,05 | **TM Tug**<br>1 Ho 3,4<br>1 Ha (1,8 × —) | Crossley<br>2 Oil 2SA each 6Cy. 265 × 345<br>Crossley Bros. Ltd.<br>Fuel 35,5t |
| 8805951 | **SABRATAH**<br>Libya | *208*<br>*62*<br>— | 100A1<br>Class contemplated<br>FN 330 | **1991** Scheeps. Damen B.V.—Gorinchem (3171)<br>30,01 3,430<br>27,79 7,80 4,05 | **TM Tug** | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280 geare<br>shafts<br>Kloeckner Humboldt Deutz |

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| 6718386<br>5AKR<br>Df Esd Rdr<br>Rt | **SABRATHA**<br>ex Annemarie Bohmer-72<br>**General National Maritime Transport Co.**<br>Tripoli Libya | T.Mk<br>**499**<br>341<br>—<br>**1 240**<br>910<br>2 245 | ✠**100A1** SS 3/89<br>✠**LMC**<br>EL p 1 1/16"U2<br>FN 1286 | **1967**-5 Zaanlandsche Schps. Maats.—Zaandam (509)<br>76,94 11,76 —/5,315<br>70,57 11,60 6,61<br>F 10,4 2 dks<br>rf nil | **M General Cargo**<br>2 Ho 33,0 17,9 ER<br>G.3 112 B.2 836<br>2 Ha (stl) (22,1 17,9 × 6,5) ER<br>Der 1(3-10) 2(3-5) | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 550bhp (1 140kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 88kW 380V 50Hz a.c.<br>13kn |
| 5304413<br>PP3072<br>4549<br>Rt | **SABRE**<br>ex Rockmount-48<br>**Wilson, Sons Servicos Maritimos S.A.**<br>Santos Brazil | **233**<br>—<br>— | *Classed BC until 12/68 | **1945**-6 Midland Shipyards Ltd.—Midland, Ont. (19A)<br>34,60 9,15 3,785<br>32,01 9,12 4,12<br>1 dk<br>rf 178 | **S Tug** | T 3Cy. 419 686 & 1168 x 762<br>Port Arthur SB. Co. Ltd. Port Arthur, Ont.<br>Fuel 96,5t (o.f.) |
| 8107919<br>WRA8426<br>643728<br>Df Esd Gc<br>Ptd Rdr Rt | **SABRE SERVICE**<br>ex K Marine No. IV-90<br>**Zapata Gulf Marine Operators Inc.**<br>Zapata Gulf Marine Corporation<br>New Orleans, La United States of America | **298**<br>202<br>1 200 | AB | **1982** McDermott Shipyard—New Iberia, La (143)<br>58,53 3,601<br>53,95 12,20 4,27<br>F 15,6 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>12kn |
| 5069271<br>HO7971<br>2994-PEXT1<br>Esd RTm/h | **SABRIA**<br>ex Jaguar-76 ex Chef de Caux-64<br>**S. A. B. Three S. Shipping Co. S.A.**<br>Panama Panama | **498**<br>263<br>853 | ✠Classed LR until 5/7/79 | **1952**-2 Boele's Schps. & Mchf. N.V.—Bolnes (941)<br>65,08 10,04 3,652<br>60,00 10,01 5,87<br>F 7,4 1 dk & S dk<br>RW | **M General Cargo** OSD<br>4 Ho ER<br>G.2 005 B.1 905<br>4 Ha (each 13,0 × 4,5) ER<br>Der 2(2-4) 2(2) | MaK<br>Oil 4SA 8Cy. 240 × 280<br>900bhp (662kW) ✠ NE 4/74<br>Atlas-MaK Maschinenbau Kiel |
| 8902345<br>JNMA<br>131971<br>Df Esd Gc<br>Ptd Rdr Rt | **SABRINA**<br>**Nippon Yusen Kaisha & Kinkai Yusen K.K.**<br>Tokyo Japan | **12 521**<br>—<br>6 281 | | **1990** Kanda Zosensho K.K.—Kawajiri (330)<br>186,50 (BB) 24,98 6,851<br>171,00 24,80 9,50<br>2 dks | **M Passenger/RoRo Cargo/Ferry**<br>32cbn 64bth 630dk P<br>Quarter bow door/ramp (s)<br>W 7,25<br>Side door/ramp (s. a.)<br>Stern door/ramp<br>W 7,02 | Pielstick 9PC40L570<br>2 Oil 4SA each 9Cy. 570 × 750 sr geared to sc. shaft<br>17 528kW (23 829bhp)<br>Diesel United Ltd. Aioi<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>23,2kn |
| 7342287<br>OAQU<br>Df Esd Gc<br>Ptd Rdr Rt | **SABRINA**<br>ex Kolla-89<br>**Atunera Bolivariana S.A.**<br>Paita Peru | **876**<br>360<br>1 016 | ✠Classed LR until 18/8/82 | **1976**-3 R. Dunston (Hessle) Ltd.—Hessle (894)<br>62,18 11,61 5,004<br>55,58 11,28 8,08<br>2 dks<br>rf 305 Box K 203 | **M Fishing**<br>Stern-fishing Tuna Seiner Refrigerated Cargo<br>Mchy.fwd<br>16 Ta<br>L.1 123<br>9W Der 2(-) | Ruston 16RKCM<br>Vee Oil 4SA 16Cy. 254 × 305 reverse reduction geared to sc. shaft<br>3 520bhp (2 589kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 2 × 300kW 1 × 175kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 31,0t (d.o.) 445,5t (hvf) 15kn |
| 7652357<br>S2QM<br>384912<br>Ptd Rdr | **SABRINA**<br>ex Shinsei Maru No.8-82<br>ex Nisshu Maru-78 ex Heiyo Maru<br>**Sabrina Shipping Ltd.**<br>Chittagong Bangladesh | **499**<br>254<br>803 | (NK) | **1964** K.K. Uwajima Zosensho—Uwajima (252)<br>53,60 3,823<br>48,01 8,50 4,30<br>P 9,5 F 5,8 1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 027 B.919<br>1 Ha (25,8 × 5,3) ER | Kubota<br>Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Kubota Tekkosho (Sakai Diesel Plant) Sakai<br>11,75kn |
| 8114443<br>DVTA<br>231693<br>Df Esd Gc<br>Ptd Rdr Rt<br>AMVER | **SABRINA ACE**<br>ex Pacific Vela-91 ex Nasbon-89<br>**Intermodal Shipping Inc.**<br>Dojima Senpaku K.K.<br>Manila Philippines | **13 453**<br>8 979<br>23 638<br>T/cm<br>33,2 | ✠**100A1**<br>bulk carrier<br>timber deck cargoes<br>✠**LMC**<br>EL F† 577,5/58,0U3<br>FN 5562<br>(KR) | **1982**-5 Mitsubishi Heavy Industries Ltd.—Shimonoseki (844)<br>161,02 (BB) 23,04 9,802<br>152,00 23,00 13,59<br>P 27,5 F 12,2 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho each 28,8 ER<br>G.27 790 B.26 709<br>4 Ha (stl) (each 19,2 × 10,8) ER<br>Der 4(25) | Mitsubishi 6UEC52/125H<br>Oil 2SA 6Cy. 520 × 1250<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K. Tarami<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 2 × 420kW 450V 60Hz a.c.<br>14kn |
| 7236907<br>HZQZ<br>Df Esd Gc<br>Ptd Rdr Rt | **SABS 1**<br>ex Dirayah-91 ex Visa-91 ex Fal V-90<br>ex Al Tameen-86 ex Abu Mohannad-86<br>ex Al Tameem-84 ex Sanyu Maru-74<br>**Yusuf Bin Ahmed Kanoo**<br>Dammam Saudi Arabia | *6 397*<br>*4 348*<br>12 125 | BV GL (NK)<br>✠Classed LR until 9/86 | **1972** K.K. Taihei Kogyo—Akitsu (277)<br>117,25 19,05 9,246<br>111,24 19,00 11,00<br>P 23,2 Trunk 69,5 F 12,2 1 dk<br>rf 152 | **M Tanker**<br>14 Ta ER<br>L.(oil) 15 377 | Mitsubishi 6UEC52/105<br>Oil 2SA 6Cy. 520 × 1050<br>4 560kW (6 199bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 360kW 440V 60Hz a.c.<br>Fuel 737,5t-22,5pd 13,75kn |
| 7943237<br>UDIV<br>M-36664<br>Df Esd Gc<br>Rdr RTv | **SABSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>327 | RS | **1981** ............U.S.S.R.<br>53,74 10,71 4,290<br>- - 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| 8026232<br>9WFN<br>324957<br>Esd Rdr Rt | **SABUILD SATU**<br>**Sabah Shipyard Sendirian Berhad**<br>Labuan Malaysia | **242**<br>0<br>137 | ✠**100A1** SS 12/89<br>tug<br>✠**LMC**<br>EL E 275,0/17,5U2(a)<br>FN 352 | **1984**-2 Sabah Shipyard Sdn. Bhd.—Labuan (116)<br>28,81 8,79 3,341<br>27,21 8,50 4,42<br>RFD 10,7 1 dk | **TM Tug**<br>Fire-fighting | Alpha 5T23L-KVO<br>2 Oil 4SA each 5Cy. 225 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 69kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 47,0t (d.o.) 12,5kn |
| 5414928<br>UGMA<br>M-20950<br>Df Esd Gc<br>Rdr Rt | **SABUNCHI**<br>**Caspian Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **3 821**<br>2 002<br>4 683 | RS | **1963** "Georgi Dimitrov" Shipyard—Varna<br>123,50 16,01 4,401<br>115,02 15,96 5,52<br>1 dk | **TM Tanker**<br>Ice strengthened<br>15 Ta ER<br>L.(oil) 6 170 HeCls. BC | Russkiy<br>2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW) E made61 fitted63<br>Russkiy-Diesel Works Leningrad<br>Fuel 93,5t (d.o.) 24,5t (hvf)-7,5pd 10,75kn |
| 7730123<br>UMLA<br>M-35118<br>Df Esd Gc<br>Rdr Rt | **SABUROVO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>322 | RS | **1978** ............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(3,25) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller aft , 1 fwd<br>12,5kn |
| 7741342<br>EUEH<br>M-37046<br>Df Esd Gc<br>Rdr Rt | **SABURSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>332 | RS | **1979** ............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>Der 2(3,25) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller ,1 fwd<br>12,5kn |
| 8134742 | **SABYA**<br>**Yusuf Bin Ahmed Kanoo**<br>Jeddah Saudi Arabia | **176**<br>—<br>— | (BV) | **1976** Deltawerf B.V.—Sliedrecht<br>1,601<br>15,75 4,86 2,32<br>1 dk | **TM Launch** | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127<br>680bhp (500kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>10kn |

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| **8023319**<br>*EACZ*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SAC FLIX**<br>**Ership S.A.**<br>Barcelona Spain | **9 247**<br>6 374<br>15 717<br>T/cm<br>25,3 | BV | **1982** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (242)<br>146,23 9,102<br>134,02 21,43 12,20<br>B 31,7 F 10,7 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.20 966<br>5 Ha (stl) (10,2 10,2 10,4 10,4 10,4 × 12,6) ER<br>Cr 3(16) | B&W<br>Oil 2SA 7Cy. 450 × 1200<br>5 083kW (6 910bhp)<br>Ast. Espanoles S.A. Sestao<br>Gen 4 × 335kW 440V 60Hz a.c. |
| **7121059**<br>*EFZE*<br>465<br>Df Esd Rdr<br>RTv | **SAC HUELVA**<br>**Ership S.A.**<br>Barcelona Spain | **3 904**<br>2 128<br>5 645 | BV | **1972** Empresa Nacional "Bazan" de C.N.M. S.A.—Cartagena (150)<br>115,50 15,42 6,300<br>105,97 15,40 8,74<br>P 34,5 F 12,2 1 dk<br>RW | **M General Cargo**<br>4 Ho 13,7 19,8 19,2 15,0 ER<br>G.6 820 B.6 635<br>4 Ha (8,2 × 9,3) (15,0 15,0 9,0 × 10,2) ER<br>Cr 2(10) | Sulzer<br>Oil 2SA 5Cy. 600 × 1040<br>2 500bhp (1 839kW)<br>Empresa Nacional "Bazan" de C.N.M.<br>Gen 2 × 375kW 440V 60Hz a.c.<br>Fuel 230,5t (d.o.) |
| **7387093**<br>*3EHA9*<br>21266-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **SAC MALAGA**<br>**Ership International S.A.**<br>Panama Panama | **16 137**<br>12 315<br>30 499<br>T/cm<br>38,0 | ✠**100A1** CS 1/91<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL Gt 2⅜"U3<br>FN 6653 | **1976**-1 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (189)<br>190,66 22,86 10,688<br>177,98 22,80 14,58<br>P 28,1 F 16,8 1 dk<br>rf nil DK throughout holds | **M Bulk Carrier**<br>7 Ho 21,5 19,2 18,3 18,3 18,3 19,2 19,2 ER<br>G.39 982<br>7 Ha (stl) (each 12,8 × 10,9) ER | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ast. Espanoles S.A. Manises<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 1 643,0t (hvf)-43,5pd |
| **7503740**<br>*YQDD*<br>340<br>Df Esd Gc<br>Rdr Rt | **SACELE**<br>**Navrom Shipping Company**<br>Constantza Romania | **2 473**<br>1 039<br>3 134<br>**3 531**<br>1 748<br>4 795 | RNR | **1975** Santierul Naval Braila—Braila<br>106,00 14,81 5,630/7,060<br>93,50 14,79 8,51<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 421 B.5 898<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(5) | Sulzer<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina"<br>Gen 3 × 420kW 380V 50Hz a.c.<br>Fuel 327,0t |
| **8704573**<br>*EDHV* | **SACEM UNO**<br>**Suministros de Aceites y Combustibles (SACEM)**<br>Bilbao Spain | *208*<br>—<br>385 | | **1988** S.L. Ardeag—Bilbao (148)<br>32,01 7,27 2,890<br>30,03 7,26 3,87<br>1 dk | **M Tank Barge**<br>2 Ta ER<br>L.(oil) 204 | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr geared to<br>425bhp (313kW)<br>Caterpillar Inc. |
| **7946265**<br>*PHGW*<br>Rt | **SACHA**<br>**W. Stal**<br>Dordrecht Netherlands | **358**<br>185<br>462 | (AB) | **1936** Caledon SB. & Eng. Co. Ltd.—Dundee (335)<br>51,54 2,896<br>48,77 8,15 3,31<br>1 dk<br>rf nil | **M General Cargo**<br>1 Ho 25,7 | Stork<br>Oil 2SA 5Cy. 210 × 300 reverse redu<br>to sc. shaft<br>200bhp (147kW) NE fitted—<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 16,75kW d.c. 1 × 12kW d |
| **7347457**<br>*A8FJ*<br>4899<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SACHEM**<br>ex Mobil Marketer-91<br>**Mobil Shipping & Transportation Co.**<br>Monrovia Liberia<br>SatCom: 1241227/MARK | **18 258**<br>11 536<br>31 102<br>T/cm<br>39,1 | ✠**100A1** SS 9/89<br>oil tanker<br>✠**LMC** **UMS**<br>EL Ht 2 7/16"U3<br>FN 6534 | **1974**-6 Rauma-Repola Oy—Rauma/Raumo (224)<br>170,49 (BB) 25,96 11,056<br>161,55 25,93 14,51<br>P 36,3 F 18,0 1 dk<br>Bow/CM 85 Diam. 0,250 MH 1,8 | **M Tanker**<br>DB<br>33 Ta ER<br>L.(oil) 36 851 HeCls. B<br>4 Cargo pumps total 2 000T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Oy Wartsila Ab<br>WTAuxB primary 50kgf/cm² (49,1bar)<br>secondary 18kgf/cm² (17,7bar)<br>15kgf/cm² (14,8bar) hs580,7<br>AuxB 8kgf/cm² (7,9bar)<br>Gen 2 × 576kW 440V 60Hz a.c.<br>Fuel 155,5t (d.o.) 1 543,5t (hvf)-44,5pd |
| **5244704**<br>*7LMG*<br>89232<br>Rt | **SACHI MARU**<br>ex Myoken Maru-89<br>**Y.K. Kansai Kaihatsu Service**<br>Kure, Japan<br>Hiroshima Pref. | **146**<br>—<br>92 | | **1962** Mitsui SB. & Eng. Co. Ltd.—Tamano (C60102)<br>31,30 8,26 2,794<br>29,01 8,21 3,81<br>1 dk | **TM Tug** | B&W<br>2 Oil 2SA each 6Cy. 280 × 500<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 50kW 220V a.c. |
| **8633205**<br>*JL5669*<br>117415<br>Rdr Rt | **SACHI MARU**<br>**Shonaruto Kaiun Y.K.**<br>Naruto, Japan<br>Tokushima Pref. | **104**<br>—<br>246 | | **1974** Noguchi Zosen K.K.—Hiketa<br>32,06 2,800<br>27,00 6,50 4,35<br>1 dk | **M General Cargo** | Oil |
| **8821412**<br>*JKAJ*<br>130750<br>MG1-1682<br>RTv | **SACHI MARU No. 1**<br>**Yamasan Endo K.K.**<br>Shiogama, Japan<br>Miyagi Pref.<br>SatCom: 1200214/JKAJ | **379**<br>—<br>— | | **1989** Niigata Eng. Co. Ltd.—Niigata (2128)<br>54,07 (BB) 3,440<br>47,90 8,70 3,80<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.497 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches<br>couplings & sr geared to sc. shaft<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8035506**<br>*JL4972*<br>125442 | **SACHI MARU No. 3**<br>ex Kosei Maru No. 51-83<br>**Hidemasa Kouchi**<br>Kochi, Japan<br>Kochi Pref. | **169**<br>—<br>560 | | **1981** Hamamoto Zosensho K.K.—Tokushima (623)<br>3,300<br>42,80 8,60 4,60<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil |
| **7855351**<br>Rdr Rt | **SACHI MARU No. 18**<br>**Yoon Byung Kyun** | **259**<br>—<br>— | | **1973** Edogawa SB. Co. Ltd.—Tokyo<br>28,50 11,02 1,701<br>26,50 11,00 2,60<br>1 dk | **TM Crane Ship** | Yanmar<br>2 Oil<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8720553**<br>*JE2942*<br>130543<br>Rdr Rt | **SACHI MARU No. 21**<br>**K.K. Marumoto Gumi**<br>Ishinomaki, Japan<br>Miyagi Pref. | **196**<br>—<br>634 | | **1988** Fuji Kaiji Kogyo—Japan<br>45,80 12,82 2,760<br>41,80 12,80 4,30<br>1 dk | **M Sand Carrier** | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>883kW (1 200bhp)<br>Niigata Eng. Co. Ltd. |
| **8824347**<br>*JE2996*<br>130849<br>Rt | **SACHI MARU No. 22**<br>**K.K. Marumotogumi**<br>Ishinomaki, Japan<br>Miyagi Pref. | **472**<br>—<br>1 136 | | **1989** Fuji Kaiji Kogyo—Japan<br>47,50 2,990<br>45,00 18,00 4,15<br>1 dk | **TM Crane Ship** | Niigata<br>2 Oil<br>1 030kW (1 400bhp)<br>Niigata Eng. Co. Ltd. |
| **7950101**<br>*JRTJ*<br>112365<br>Rt | **SACHI MARU No. 28**<br>ex Seiryo Maru No. 28-82<br>**Makiko Fukui**<br>Hakodate, Japan<br>Hokkaido Pref. | **298**<br>—<br>— | | **1972** K.K. Goriki Zosensho—Ise (732)<br>*43,10*<br>8,21 3,51<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Niigata<br>Oil<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7818573**<br>*JASC*<br>118510<br>MG1-1622<br>Df Esd Gc<br>Pfd Rdr Rt | **SACHI MARU No. 38**<br>ex Eikyu Maru No. 23-88<br>**Yamasan Endo K.K.**<br>Shiogama, Japan<br>Miyagi Pref. | **344**<br>168<br>— | | **1978** Niigata Eng. Co. Ltd.—Niigata (1611)<br>53,78 8,72 3,604<br>47,02 8,70 3,71<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **8351314**<br>*JL5061*<br>126251 | **SACHI MARU No. 38**<br>**K.K. Shoda Kensetsu**<br>Matsuyama, Japan<br>Ehime Pref. | **171**<br>—<br>— | | **1983** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1607)<br>... ... ...<br>26,80 8,21 3,71<br>1 dk | **TM Tug**<br>Pusher | 2 Oil 4SA 6Cy. |

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| 7106334<br>JPNM<br>108506<br>HK1-1038<br>Df Esd Gc<br>Pld Rdr Rt | **SACHI MARU No. 55**<br>ex Matsuei Maru No. 38-87<br>ex Suzu Maru No. 32-82<br>**Iwanai Enyo Gyogyo Seisan Kumiai**<br>Iwanai, Hokkaido Pref. Japan | **304**<br>—<br>402 | | **1970** Miho Zosensho K.K.—Shimizu (738)<br>50,40 8,23 3,048<br>44,00 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>950bhp (699kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7629401<br>JJKI<br>124114<br>KO1-577<br>Df Esd Gc<br>Pld Rdr Rt | **SACHI MARU No. 58**<br>**Shigesaku Tanaka**<br>Muroto, Kochi Pref. Japan | **299**<br>151<br>— | | **1980** Kanasashi Co. Ltd.—Shimizu (2040)<br>48,93 3,301<br>42,96 8,51 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6M28AGT<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 8518869<br>JNH<br>126436<br>KO1-777<br>Rt | **SACHI MARU No. 88**<br>**Shigesaku Tanaka**<br>Muroto, Kochi Pref. Japan | **379**<br>—<br>477 | | **1986** Miho Zosensho K.K.—Shimizu (1258)<br>54,62 8,64 3,409<br>48,01 8,60 3,76<br>1 dk | **M Fishing**<br>Side-fishing Long-line Ref<br>In.145 | Akasaka DM28AKFD<br>Oil 4SA 6Cy. 280 × 460 with clutches, flexible couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8002016<br>JJVD<br>124215<br>MG1-1107<br>Df Esd Gc<br>Pld Rdr Rt | **SACHI MARU No. 108**<br>**Yamasan Endo K.K.**<br>Shiogama, Miyagi Pref. Japan | **299**<br>141<br>— | | **1980** Niigata Eng. Co. Ltd.—Niigata (1670)<br>49,92 (BB) 8,62 3,291<br>44,02 8,60 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6M28AFT<br>Oil 4SA 6Cy. 280 × 480 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7823043<br>JG3793<br>121939<br>Gc Rt | **SACHINAMI**<br>**Kaijyo Saigai Boshi Center (Maritime Disaster Prevention Center)**<br>Tokyo Japan | **111**<br>—<br>— | | **1979** Mitsubishi Heavy Industries Ltd.—Nagasaki (13006)<br>22,00 2,150<br>20,00 11,40 3,00<br>1 dk | **TM Pollution & Surface Clearance Vessel**<br>Twin Hull<br>Mchy.aft | Mitsubishi<br>Oil 4SA 6Cy. 145 × 160<br>375bhp (276kW)<br>Mitsubishi Heavy Industries Ltd. Nagoya |
| 6726228<br>ZHEU4<br>710865<br>Df Esd Gc<br>Pld Rdr Rt | **SACIP**<br>ex Hildesheim-76 ex Neufundland-70<br>**Neptune Trawlers Ltd.**<br>Juno Management Services S.A.M.<br>Georgetown Cayman Islands (British) | **1 579**<br>588<br>— | (GL) | **1967** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (462)<br>83,29 13,67 4,750<br>73,94 13,57 5,21<br>B - 2 dks<br>rf 305 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>3 Ho 7,7 6,1 5,8<br>In.1 235<br>3 Ha (stl) (4,1 4,1 2,5 × 1,6)<br>Der 2(1) | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 reduction geared to sc. shaft<br>2 207kW (3 000bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 480kW 1 × 440kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 636,0t (d.o.) 15kn |
| 8005771<br>ELBQ7<br>7139<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v<br>AMVER | **SACONA**<br>ex Mobil Endeavour-90<br>**Mobil Shipping & Transportation Co.**<br>Monrovia Liberia<br>SatCom: 1240620/EDVR | **19 580**<br>12 986<br>33 187<br>T/cm<br>43,6 | AB | **1982** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1091)<br>171,00 (BB) 30,03 10,831<br>162,01 30,00 16,21<br>F 11,6 1 dk<br>Bow/CM 85 Diam. 0,300 MH 1,2 | **M Tanker**<br>IGS SBT DB DSS<br>21 Ta ER<br>L.(oil) 42 484 HeCls. BptC<br>7 Cargo pumps total 3 500T/hr | Sulzer 6RLA66<br>Oil 2SA 6Cy. 660 × 1400<br>11 100bhp (8 165kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 740kW 450V 60Hz a.c.<br>Fuel 238,0t (d.o.) 1 358,0t (hvf) |
| 8323616<br>3EAL9<br>20997-KJ<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SACRAMENTO**<br>ex Houston-91 ex Mabah-91<br>**Fellsmere Shipping Ltd.**<br>Panama Panama | *3 712*<br>*1 858*<br>4 039 | NK | **1984** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1646)<br>93,22 6,619<br>85,06 16,80 9,55<br>3 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.5 205<br>3 Ha (stl) (7,1 5,8 5,8 × 6,0) ER<br>Der 6(4) | Hanshin 6EL44<br>Oil 4SA 6Cy. 440 × 880<br>2 942kW (4 000bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 560kW 450V 60Hz a.c.<br>14,5kn |
| 7926710<br>617233 | **SACRED HEART**<br>**Three Friends Vessels Corp.**<br>Gloucester, Ma United States of America | **165**<br>112<br>— | | **1980** Quality Marine Inc.—Bayou la Batre, Al (131)<br>*24,88*<br>7,32 3,87<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7031187<br>ESAO<br>M-12294<br>Df Esd Rdr<br>Rt<br>AMVER | **SAD-GOROD**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **699**<br>262<br>310 | RS | **1968** ............U.S.S.R.<br>54,23 9,38 3,690<br>49,99 9,30 4,73<br>1 dk | **M Research/Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.208<br>1 Ha (1,5 × 1,6)<br>1W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| 8824517<br>JH3169<br>130083<br>Rt | **SADA MARU No. 8**<br>**Kiichi Takubo**<br>Toba, Mie Pref. Japan | **293**<br>—<br>366 | | **1989** Nagashima Zosen K.K.—Nagashima<br>47,00 2,920<br>39,94 9,50 3,00<br>1 dk | **M Sand Carrier** | Hanshin 6LUD26G<br>Oil 4SA 6Cy. 260 × 440<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| 8622048<br>JH3005<br>127550<br>Rt | **SADA MARU No. 18**<br>**Seitoku Kaiun Kensetsu K.K.**<br>Toba, Mie Pref. Japan | **487**<br>—<br>1 192 | | **1984** Nagashima Zosen K.K.—Nagashima (180)<br>61,00 4,220<br>11,80 5,80<br>1 dk<br>len 89 | **M Sand Carrier**<br>Mchy.aft | Fuji<br>Oil<br>1 200bhp (883kW)<br>Fuji Diesel Co. Ltd. Japan<br>Fuel (d.o.) 10kn |
| 8823783<br>JH3150<br>130038<br>Rt | **SADA MARU No. 20**<br>**Seitoku Kaiun Kensetsu K.K.**<br>Toba, Mie Pref. Japan | **498**<br>—<br>1 062 | | **1988** Nagashima Zosen K.K.—Nagashima<br>62,00 3,920<br>57,10 13,40 5,85<br>1 dk | **M Sand Carrier** | Oil<br>736kW (1 001bhp)<br>Japan |
| 7855844<br>JG2937<br>107330 | **SADA MARU No. 25**<br>**Ichitaro Isoda**<br>Higashi-izu, Shizuoka Pref. Japan | **224**<br>—<br>450 | | **1970** Fujishin SB. Co.—Kamo<br>38,51 3,301<br>35,01 7,80 3,41<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>500bhp (368kW)<br>Japan<br>10kn |
| 5201300<br>A6E2124<br>Df Esd Rdr<br>RTm/h | **SADAF**<br>ex Mushrif-88 ex Geena-80 ex Abota-73 ex Labotas-72<br>**NAL Scrap & Old Ships Trading Co.**<br>Dubai United Arab Emirates | **499**<br>222<br>905 | ✠Classed LR until 3/3/82 | **1958**-4 N.V. Scheeps. "Westerbroek" —Westerbroek (153)<br>64,85 9,91 3,703<br>59,75 9,81 5,80<br>Ba 11,3 2 dks<br>RW rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 14,9 22,6 ER<br>B.1 744<br>2 Ha (8,0 12,1 × 4,0) ER<br>6W Der 2(6) 4(3) | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>750bhp (552kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 25kW 110V d.c.<br>Fuel 226,5t (d.o.) 10,75kn |
| 6506812<br>Df Esd Gc<br>Pld Rdr RTv | **SADAH**<br>ex Cosmos Gienah-79 ex Suan-74<br>**Sadah Shipping Co. Ltd.**<br>Yemen Shipping Development Co.<br>Valletta Malta | **14 509**<br>9 689<br>25 362 | BV<br>✠Classed LR until 22/8/75 | **1965**-4 Hitachi Zosen—Sakurajima Works, Osaka (4041)<br>164,75 24,64 10,427<br>156,01 24,60 14,99<br>F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Self-unloader<br>5 Ho 26,7 25,1 15,2 25,1 25,1 ER<br>5 Ha (stl) (18,0 18,6 8,9 18,6 17,8 × 11,9) ER<br>Cr 3(15) | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>9 900bhp (7 282kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel (hvf) |
| 7121255<br>Df Esd Gc<br>Pld Rdr Rt<br>AMVER | **SADAN KALKAVAN**<br>ex Aklon Ocean-90 ex C. Filyos-90<br>ex United Crest-83 ex Mentor-81<br>ex World Crest-79<br>**Egemar Denizcilik ve Ticaret A.S.**<br>Akmar Shipping Agency & Trading S.A.<br>Turkey | **14 623**<br>9 235<br>27 340<br>T/cm<br>38,5 | **✠100A1** SS 3/89<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC**<br>EL Gt 2¾"U2<br>FN 6459 | **1971**-12 Osaka Zosensho—Osaka (322)<br>169,63 (BB) 26,37 9,570<br>163,00 26,31 13,31<br>F 14,4 1 dk<br>RW rf nil | **M Bulk Carrier**<br>Mchy.aft | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 10,5kgf/cm² (10,3bar)<br>Gen 3 × 348kW 450V 60Hz a.c.<br>14,75kn |

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| 7128409<br>*YBNZ*<br>Gc Rt | **SADANG**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **131**<br>—<br>121 | KI (BV) | **1972** Robin Shipyard (Pte.) Ltd.—Singapore (58)<br>29,11 7,57 2,848<br>26,83 7,42 3,36<br>1 dk<br>BK 102 | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 1 × 24kW 1 × 10kW<br>Fuel 78,0t (d.o.) |
| 8512188<br>*5ITW*<br>Rdr Rt | **SADANI**<br>**Government of The United Republic of Tanzania**<br>Dar es Salaam Tanzania | **148**<br>47<br>141 | NK | **1986** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1292)<br>28,30 2,923<br>25,20 7,21 3,03<br>F 12,5 1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl<br>In.81 | Yanmar<br>Oil 4SA 6Cy. 165 × 210<br>450bhp (331kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 72kW a.c. |
| 8328367 | **SADAR INDAH**<br>**P.T. Salam Bahagia**<br>Jakarta Indonesia | **174**<br>103<br>250 | KI | **1977** ............Palembang<br>39,43<br>37,01 7,03 2,37<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Otsuka<br>Oil 4SA 6Cy. 240 × 390<br>350bhp (257kW)<br>K.K. Otsuka Tekkosho |
| 8328379 | **SADAR JAYA**<br>ex Kiki V<br>**P.T. Salam Bahagia**<br>Palembang Indonesia | **153**<br>95<br>— | KI | **1978** ............Indonesia<br>31,60 1,801<br>30,00 6,00 2,49<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) (12,0 × 3,9) ER | Ruston<br>Oil 4SA 6Cy. 203 × 273<br>204bhp (150kW)<br>Ruston Diesels Ltd. |
| 7613387<br>*PKCU*<br>Rt | **SADAR KARYA**<br>ex Sempadi II ex Takari-76<br>**P.T. Perusahaan Pelayaran Lokal Lautan Kumala**<br>Palembang Indonesia | **174**<br>103<br>250 | KI | **1945** ............Melbourne<br>36,58 7,32 1,800<br>35,36 7,09 2,75<br>1 dk | **M General Cargo** | Ruston<br>2 Oil 4SA each 6Cy. 110 × 203<br>400bhp (294kW)<br>Ruston & Hornsby Ltd.<br>Gen 1 × 36,5kW 110V |
| 8328381 | **SADAR MULYA**<br>Palembang Indonesia | **170**<br>111<br>— | (KI) | **1946** Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen<br>36,61<br>33,13 7,00 2,75<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Oil 4SA 3Cy. 280 × 400<br>150bhp (110kW)<br>D. & J. Boot |
| 7601463<br>Esd Rdr Rt | **SADAT**<br>**Compagnie Orientale des Petroles d'Egypte**<br>Suez Egypt | **496**<br>—<br>645 | **✠100A1** SS 3/90<br>tug<br>**✠LMC**<br>EL (I) 1¼"U2<br>FN 553 | **1976**-12 K.K. Imai Seisakusho—Iwagi (158)<br>42,22 10,04 3,401<br>38,36 9,81 4,60<br>F 17,1 1 dk<br>rf 279 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reduction geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 210kW 380V 50Hz a.c. |
| 7409475<br>Df Esd Gc<br>Pfd Rt | **SADEWA**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **229**<br>108<br>— | KI | **1975** PT. Adiguna Sb & Eng.—Tanjung Priok (45)<br>39,48 1,474<br>36,43 9,73 3,26 | **TM Landing Craft**<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 6Cy. 121 × 152<br>480bhp (353kW)<br>Caterpillar Tractor Co. |
| 7338030<br>*UFSB*<br>M-32620 | **SADGORA**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **720**<br>221<br>350 | RS | **1973** ............U.S.S.R.<br>53,73 10,70 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.295<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>Fuel (d.o.) |
| 7742566<br>*WYF5005*<br>591489 | **SADIE S.**<br>**Sadie S Inc.**<br>Brownsville, Tx United States of America | **102**<br>69<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1 dk | **Wood M Fishing**<br>Shrimp-trawl | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| 7042409<br>*EWAD*<br>M-31002<br>Df Esd Gc<br>Pfd Rdr Rt | **SADKO**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 164**<br>731<br>1 139 | RS | **1971** VEB Volkswerft Stralsund—Stralsund (312)<br>81,95 13,64 5,201<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| 7329209<br>*UBRS*<br>M-8648<br>Df Esd Rdr RTv | **SADKO**<br>(Arkhangelsk) (U.S.S.R.) | **690**<br>—<br>214 | RS | **1962** ............U.S.S.R.<br>47,30 10,29 4,211<br>5,49<br>1 dk | **D-E Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 318 × 330 driving connected to elec. motor & sc. shaft |
| 6727040<br>*UFIQ*<br>M-29732<br>Df Esd Pfd<br>Rdr Rt | **SADKO**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **233**<br>3<br>71 | RS | **1967** VEB Schiffswerft "Edgar Andre" —Magdeburg (7001)<br>34,63 8,51 2,915<br>30,41 8,21 3,71<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| 7419884<br>*JIWH*<br>117597<br>Df Esd Gc<br>Pfd Rdr Rt | **SADO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **500**<br>—<br>— | | **1975** Tohoku Zosen—Shiogama (163)<br>63,35 7,82 2,670<br>57,67 7,80 4,30<br>1 dk | **TM Patrol Ship** | Niigata<br>2 Oil 4SA each 6Cy. 310 × 460<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd. |
| 8801656<br>*JI3319*<br>128722<br>Gc Rdr Rt | **SADO MARU**<br>**Genkai Kisen K.K.**<br>Osaka, Osaka Pref. Japan | **699**<br>—<br>1 613 | NK | **1988** Murakami Hide Zosen K.K.—Hakata (267)<br>70,03 4,352<br>65,00 11,02 4,81<br>P 15,3 F 8,3 1 dk | **M Tanker**<br>Chemical<br>L.1 341 | Hanshin<br>Oil 4SA 6Cy. 300 × 480<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 96kW a.c. |
| 6716065<br>*JF2007*<br>98263<br>Rdr Rt | **SADO MARU**<br>**Sado Kisen K.K.**<br>Ryotsu, Niigata Pref. Japan | **577**<br>—<br>100 | | **1967** Niigata Eng. Co. Ltd.—Niigata (702)<br>53,42 10,01 2,363<br>9,99 3,43<br>1 dk | **TM RoRo Cargo/Ferry**<br>573dk P<br>Cars 35<br>len 70 | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 225V a.c. |
| 7627209<br>*JG3654*<br>119268<br>Df Rdr Rt | **SADO MARU**<br>**Futaba Senpaku K.K.**<br>Tokyo Japan | **238**<br>—<br>— | | **1976** Hanasaki Zosensho—Yokosuka (167)<br>38,10 8,44 2,598<br>33,61 8,41 3,38<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| 6704660<br>*9WZX*<br>325076<br>Rdr RTh/v | **SADONG No. 1**<br>ex Toyo Maru No. 6-80<br>**Perkapalan Sadong Sendirian Berhad (Sadong Shipping Co. Ltd.)**<br>Kuching Malaysia | **683**<br>343<br>713 | (BV) | **1966** Ujina Zosensho—Hiroshima (460)<br>67,59 10,75 3,201<br>61,02 10,72 4,50<br>4 dks | **M RoRo Cargo**<br>1 Ho ER | Hanshin<br>Oil 4SA 6Cy. 350 × 500<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo<br>Fuel 44,5t-4,0pd |

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| 7643435<br>YQSV<br>395<br>Df Esd Gc<br>Rdr Rt | **SADOVA**<br>**Navrom Shipping Company**<br>Constantza<br>Romania | **2 473**<br>1 039<br>3 077<br>**3 531**<br>1 748<br>4 737 | RNR | **1977** Santierul Naval Braila—Braila (1313)<br>106,00 14,84 5,630/7,060<br>93,50 8,54<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(5) | B&W 5-50VT2BF-110<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 450kW 400V 50Hz a.c.<br>Fuel 454,0t 13,75kn |
| 7826700<br>UZOM<br>M-37048 | **SADOVSK**<br>**Dalryba**<br>(Vladivostok)<br>(U.S.S.R.) | **744**<br>213<br>332 | RS | **1979** ............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(3,25) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| 7830997<br>UMWA<br>M-35580<br>Df Esd Gc<br>Rdr Rt | **SADRIDDIN AYNI**<br>**Kamchatka Shipping Co.**<br>(U.S.S.R.) | **4 417**<br>1 994<br>5 485 | RS | **1979** Navashinskiy Shipyard—Navashino<br>124,42 16,41 5,501<br>117,02 15,82 7,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.5 800<br>TEU 165 C. 165/20'<br>4 Ha (stl) (13,2 × 10,5) (13,2 13,2 13,2 × 12,8) ER<br>Cr 4(8) | Russkiy<br>2 Oil SA each 6Cy. 360 × 450<br>3 000bhp (2 207kW)<br>Russkiy-Diesel Works Leningrad |
| 6622745<br>6LSK<br>BS-A-1340<br>Df Esd Gc<br>Pd Rdr Rt | **SAE BA DA**<br>ex Shinsei Maru No. 2-79<br>**Korea Fisheries College**<br>Busan<br>South Korea | **2 275**<br>1 119<br>1 404 | KR (NK) | **1966** K.K. Usuki Tekkosho—Saiki (1077)<br>87,91 13,64 5,160<br>79,30 13,62 6,68<br>2 dks<br>conv Stern Trawler Fishing 79 | **TM Factory Fishing**<br>Fish-factory Stern Trawler Training Ref<br>In.2 381<br>2 Ha (stl) (2,5 × 4,8) (2,0 × 2,8) ER<br>Der 2(3) 2(1) | Kawasaki 16V22/30ATL<br>2 Vee Oil 4SA each 16Cy. 220 × 300 geared to sc. shafts<br>3 600bhp (2 648kW)<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 3 × 440kW 445V 60Hz a.c.<br>Fuel 1 062,0t 13kn |
| 8428258<br>D7DM<br>BSR-855780<br>Esd Gc Rdr<br>Rt | **SAE BANG JIN**<br>**Global Enterprise Co. Ltd.**<br>Busan<br>South Korea | **1 340**<br>—<br>3 472 | KR | **1985** Kwang Yang SB. & Eng. Co. Ltd.—Chang Hang<br>69,02 15,04 5,369<br>64,06 15,00 6,51<br>1 dk | **M General Cargo**<br>B.2 589<br>1 Ha (31,3 × 9,9) | Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 1 × 104kW 225V a.c.<br>11,25kn |
| 8716019<br>D8UI<br>BSR-875661<br>Esd Rdr<br>Rt m/v | **SAE BANG SUN**<br>**Global Enterprise Co. Ltd.**<br>Busan<br>South Korea | **996**<br>673<br>2 338<br>T/cm<br>7,2 | KR | **1987** Kwang Yang SB. & Eng. Co. Ltd.—Chang Hang (54)<br>77,02 4,730<br>70,52 12,41 5,31<br>P 9,0 B 3,4 F 13,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 460 B.2 410<br>2 Ha (stl) (16,3 18,7 × 7,0) ER<br>Cr 2(10) | Hanshin 6LUN28G<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 104kW 225V a.c.<br>Thw. thrust propeller<br>Fuel 94,0t (d.o.) 110,0t (hvf)-38,0pd 10,5kn |
| 7357907<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SAE BYOL**<br>ex Fatima-90 ex Fatima C-88<br>**Korea Daesong Trading Corp.**<br>North Korea | **9 012**<br>6 578<br>14 800 | NV<br>✠Classed LR until 1/88 | **1976**-2 Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (101)<br>140,98 20,55 8,865<br>134,17 20,44 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>4 Ho 21,5 29,7 11,4 22,8 3 TwD 21,5 41,1 22,8 1 Ho 21,3<br>G.20 026 B.19 579<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 13,3 × 8,5) (11,2 × 6,7)<br>10W Der 1(30) 10(10) | MAN K6Z70/120<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Mecanica Pesada S.A. Taubate<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 287,5t (hvf)-28,0pd 15kn |
| 8132562<br>D9FD<br>JJR-806480<br>Rdr Rt | **SAE CHANG No. 1**<br>ex Nam Bong-91 ex Sam Han-87<br>**Lee Chang-Min & besides two**<br>Cheju<br>South Korea | **309**<br>175<br>596 | KR | **1981** Keum Chang Shipyard—Geoje<br>54,62 3,412<br>49,00 8,40 3,81<br>P 11,6 F 4,6 1 dk | **M General Cargo**<br>B.492<br>1 Ha (18,6 × 5,4)<br>Der 1(1) | Daihatsu 6DSM-18A<br>Oil 4SA 6Cy. 180 × 230<br>550bhp (405kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 38kW 225V a.c.<br>9,5kn |
| 8827844<br>ICR-860382<br>Df | **SAE HAN GANG No. 1**<br>**Won Kwang Co. Ltd.**<br>Inchon<br>South Korea | **302**<br>—<br>61 | KR | **1986** Seo Hae Sb. Co. Ltd.—Seoul<br>61,00 - 0,897<br>53,50 11,00 1,70<br>1 dk | **TM Ferry** | Penta<br>2 Oil 4SA each 6Cy. 130 × —<br>540kW (734bhp)<br>A/B Volvo-Penta Goteborg<br>Gen 2 × 208kW 445V a.c.<br>7kn |
| 8827856<br>ICR-860390<br>Esd | **SAE HAN GANG No. 2**<br>**Semo Co. Ltd.**<br>Inchon<br>South Korea | **302**<br>—<br>61 | KR | **1986** Seo Hae Sb. Co. Ltd.—Seoul<br>61,00 - 0,898<br>53,50 11,00 1,70<br>1 dk | **TM Ferry** | Penta<br>2 Oil 4SA each 6Cy. 130 × —<br>540kW (734bhp)<br>A/B Volvo-Penta Goteborg<br>Gen 2 × 208kW 445V a.c.<br>7kn |
| 6925642<br>D9EU<br>ICR-690124<br>Rdr Rt | **SAE HAN No. 1**<br>ex Shinsei Maru-79<br>**Saehan Marine Co. Ltd.**<br>Inchon<br>South Korea | **1 352**<br>410<br>2 391 | KR (NK) | **1969** Ujina Zosensho—Hiroshima (495)<br>75,52 11,38 5,362<br>69,91 11,36 5,69<br>P 15,9 F 9,5 1 dk | **M Tanker**<br>Chemical<br>3 Ta ER<br>L.1 306 | Hanshin Z6L38ASH<br>Oil 4SA 6Cy. 380 × 570<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 64kW 445V a.c.<br>Fuel 82,5t-6,0pd 11,5kn |
| 7708168<br>D7QD<br>ICR-776021<br>Df Esd Gc<br>Rdr Rt | **SAE HAN No. 3**<br>ex Nam Hae Sulphur-87<br>**Saehan Marine Co. Ltd.**<br>Inchon<br>South Korea | **1 990**<br>703<br>2 955 | KR | **1977** Dong Hae SB. Co. Ltd.—Ulsan (7603)<br>84,51 5,564<br>78,01 13,61 6,41<br>P 17,4 F 8,3 1 dk | **M Sulphur Carrier**<br>SBT<br>8 Ta ER<br>L.1 597 HeCls. CptB<br>4 Cargo pumps total 600T/hr | Hanshin 6LUS40<br>Oil 4SA 6Cy. 400 × 640<br>2 800bhp (2 060kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 443V a.c.<br>Fuel 340,5t (d.o.)-10,0pd 12,75kn |
| 7334498<br>D9IQ<br>ICR-730052<br>Esd Rdr Rt | **SAE HAN No. 5**<br>ex Kyokuryu Maru No. 1-82<br>**Korea Development Leasing Corp.**<br>Saehan Marine Co. Ltd.<br>Inchon<br>South Korea | **976**<br>584<br>861 | KR (NK) | **1961** Nakamura Zosen Tekkosho—Matsue (116)<br>62,41 10,52 4,208<br>56,09 10,49 4,81<br>P 13,8 F 9,2 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 247 | Hanshin 6LUD35<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 160kW<br>Fuel 110,5t-6,5pd 13kn |
| 6502957<br>D7PS<br>BSR-645760<br>Rdr Rt | **SAE HAN No. 9**<br>ex Chemicarry No. 9-87<br>ex Sanritsu Maru-74<br>**Jeil Enterprise Co. Ltd.**<br>Busan<br>South Korea | **549**<br>—<br>1 508 | KR | **1964** Setoda Zosensho Co. Ltd.—Setoda (175)<br>60,10 9,76 4,369<br>55,00 9,71 4,81<br>P 16,2 F 7,1 1 dk<br>RW | **M Tanker**<br>Chemical<br>SBT<br>4 Ta ER<br>L.1 412 HeCls. ptB<br>2 Cargo pumps total 400T/hr | Oil 4SA 6Cy. 380 × 520<br>1 200bhp (883kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 220kW 225V a.c.<br>Fuel 62,0t (d.o.)-4,5pd 11,25kn |
| 7311939<br>MM4888<br>Rt | **SAE JO YANG**<br>**Kim Chun Saeng**<br>Mokpo<br>South Korea | **131**<br>53<br>— | | **1972** Hyang Do Shipyard Co. Ltd.—Pohang<br>32,57 5,34<br>29,01 5,19 2,39<br>2 dks | **M General Cargo** | Matsue<br>Oil 4SA 6Cy. 230 × 380<br>520bhp (382kW)<br>Matsue Diesel K.K. Matsue |
| 8123614<br>D9OB<br>ICR-810018<br>Df Gc Rdr<br>Rt | **SAE KYUNG GI**<br>**Won Kwang Co. Ltd.**<br>Inchon<br>South Korea | **492**<br>257<br>132 | KR | **1981** Korea Tacoma Marine Industries Ltd—Masan<br>55,50 2,063<br>52,00 8,60 3,26<br>F 26,0 1 dk | **TM Passenger/General Cargo** | 2 Oil 4SA each 8Cy. 250 × 320<br>1 600bhp (1 177kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>17,75kn |
| 8031562<br>D8FG<br>JPR-804963<br>Gc Rdr Rt | **SAE MA EUL**<br>**Geoje Development Co. Ltd.**<br>Jang Seung Po<br>South Korea | **199**<br>115<br>44 | KR | **1980** Chungmu Shipyard Co. Ltd.—Chungmu<br>40,70<br>37,01 6,00 2,80<br>1 dk | **M Ferry** | Makita KNLH6275<br>Oil 4SA 6Cy. 275 × 450<br>1 300bhp (956kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 1 × 24kW 225V a.c.<br>16kn |

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| **7720623**<br>*D7PP*<br>BM43413<br>Df Gc Rdr<br>Rt | **SAE SU HYUP**<br>**National Federation of Fisheries Cooperatives**<br>Busan South Korea | **136**<br>44<br>— | (KR) | **1977** Dae Sun SB. & Eng. Co. Ltd.—Busan (197)<br>28,91 6,43 —<br>25,20 6,30 2,60<br>1 dk | **M Hospital Launch**<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 180 × 230<br>550bhp (405kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 40kW 220V a.c. |
| **6808894**<br>*6LVL*<br>BS02-A1853<br>Df Esd Gc<br>Rdr Rt | **SAE WOON No.7**<br>ex O Yang No. 1-89<br>ex Waka Maru No. 18-76<br>ex Ryotei Maru No. 1<br>**Jun Young-Pyo**<br>Busan South Korea | **135**<br>42<br>138 | (KR) | **1968** Nichiro Zosen—Hakodate (246)<br>35,23 6,53 2,682<br>31,60 6,51 2,80<br>F 8,3 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.91<br>1 Ha (7,2 × 1,9) ER | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 28kW 225V a.c. |
| **5288401**<br>*LKOJ*<br>16674<br>Df Esd Gc<br>Pfd Rdr Rt | **SAEBJORN**<br>ex Hadaroy-72 ex R 6-66<br>ex Busen- 5-60<br>**A/S Saebjorn**<br>Knut Saevik<br>Aalesund Norway | **639**<br>283<br>— | NV | **1952** A. & J. Inglis Ltd.—Glasgow (1503)<br>51,49 9,05 6,184<br>44,51 9,02 7,68<br>2 dks<br>RW rf 996 BK 178 conv Whaler 67 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>6 Ta 1 Ho 5,4 ER<br>7 Ha (1,6 2,4 2,4 2,4 2,4 2,4 2,4 × 1,8) ER<br>1W Der 1(3,5) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW) NE 67<br>Atlas-MaK Maschinenbau<br>Gen 1 × 375kW 2 × 72kW 220V 50<br>Thw. thrust propeller fwd<br>Fuel 257,0t (d.o.) |
| **5427710**<br>*TFIO*<br>0254<br>Df Esd Gc<br>Rdr Rt | **SAEBORG**<br>ex Asver-77 ex Jorundur III-73<br>**G. Jakob Sigurdsson & Magnus Grimsson**<br>Reykjavik Iceland | **233**<br>82<br>— | ✠Classed LR until 9/5/80 | **1964**-4 Cochrane & Sons Ltd.—Selby (1494)<br>36,45 7,65 3,480<br>31,93 7,62 3,66<br>F 5,5<br>rf 686 BK 127 | **M Fishing**<br>Side Trawler<br>Ice strengthened | Blackstone<br>Oil 4SA 8Cy. 222 × 292 sr geared to s<br>800bhp (588kW)<br>Lister Blackstone Ltd.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7128863**<br>*A6E2102*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **SAEED**<br>ex Maersk Handler-80<br>**Prince Offshore Ltd.**<br>Sharjah United Arab Emirates | **499**<br>218<br>757 | GL | **1972** Rolandwerft G.m.b.h.—Bremen (983)<br>53,35 11,23 3,480<br>50,02 11,00 4,02<br>F 14,4 1 dk<br>rf 254 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling —cbn 12bth P<br>Ice strengthened<br>8 Ta 1 Ho 10,8<br>L.612<br>1W Der 1(3) | MaK<br>2 Oil 4SA each 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau<br>Thw. thrust propeller fwd<br>Fuel 81,5t (d.o.) |
| **8112732**<br>*9V2996*<br>382425<br>Esd Gc Rdr<br>Rt | **SAEED 3801**<br>**Offshore Investments Pte. Ltd.**<br>Singapore Singapore | **403**<br>115<br>— | AB | **1981** Maroil Engineers & Shipbuilders (Pte.) Ltd. —Singapore (006)<br>9,53 3,463<br>36,50 9,50 3,71<br>rf 457 | **TM Utility Vessel** | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>reduction geared to sc. shafts<br>1 350bhp (993kW)<br>General Motors Corp., Detroit Diesel All<br>Div.<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd |
| **7638416**<br>*TFLS*<br>Rdr Rt | **SAEFARI**<br>ex Bremnes-90<br>**Hriseyjar-Hreppur**<br>Hrisey Iceland | *367*<br>*110*<br>386 | NV | **1978** Skaalurens Skibsbyggeri A/S—Rosendal (228/41)<br>40,16 9,30 3,747<br>35,21 3,79<br>2 dks<br>rf 1448 BK 140 | **M RoRo Cargo**<br>Pallets 200P<br>Side door Ice strengthened<br>1 Ho ER<br>1 Ha (2,9 × 3,5) ER<br>Cr 1(5) | MWM<br>Oil 4SA 6Cy. 230 × 270 sr geared to s<br>805bhp (592kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 92kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 23,0t-3,0pd |
| **8220539**<br>*TFXA*<br>1648<br>Df Esd Rdr<br>Rt | **SAEFARI**<br>ex Throstur-91 ex Jokull-88<br>**Haforninn H/f**<br>Akranes Iceland | **221**<br>76<br>155 | ✠**100A1** SS 9/89<br>stern trawler<br>Ice Class 3<br>✠**LMC**<br>EL F 275,0/19,0U2<br>FN 418 | **1984**-7 Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B277/03)<br>32,92 (BB) 8,41 3,831<br>29,09 8,03 6,33<br>2 dks<br>rf - Box K | **M Fishing**<br>Stern Trawler Ref<br>pt higher tensile steel<br>1 Ho ER<br>In.209<br>1 Ha (stl) ER | Sulzer<br>Oil 4SA 6Cy. 200 × 240 with clutches t<br>couplings & sr geared to sc. shaft<br>618kW (840bhp)<br>H. Cegielski<br>Gen 1 × 100kW 1 × 80kW 400V 50H<br>Controllable pitch propeller<br>Fuel 42,5t (d.o.) |
| **7823310**<br>*PHHE*<br>Esd Pfd Rdr<br>Rt | **SAEFTINGE**<br>**A. Den Herder Scheepvaart B.V.**<br>Yerseke Netherlands | *848*<br>*304*<br>— | | **1979** Van Goor's Schps. & Mach. B.V. —Monnickendam (668)<br>75,06 9,50 3,001<br>72,90 9,45 3,08<br>1 dk | **M Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Mchy.aft<br>Hopper 752 | Waukesha<br>Vee Oil 4SA 12Cy. 216 × 216<br>1 400bhp (1 030kW)<br>Waukesha Engine Div. Dresser Industrie<br>Inc. |
| **7350636**<br>*TFNN*<br>1398<br>Df Esd Rdr<br>Rt | **SAELJON**<br>**Fridthjofur H/f**<br>Eskifjordur Iceland | **142**<br>53<br>— | | **1974** Slippstodin h/f—Akureyri (54)<br>31,15 6,71<br>6,66 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **6618122**<br>*LJAE*<br>19438<br>Df Esd Pfd<br>Rdr Rt | **SAELODDEN**<br>ex Havskjer-81 ex Kallsevni-76<br>ex Ingo-71<br>**P/R Saelodden**<br>Einar Saele<br>Aalesund Norway | *554*<br>*224*<br>— | (NV) | **1966** A/S Hommelvik M/V—Hommelvik (103)<br>49,43 8,26 5,406<br>35,26 8,23 6,46<br>2 dks<br>rf 1097 BK 119 len 82 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft<br>2 Ho<br>4 Ha (stl) | Polar<br>Vee Oil 4SA 12Cy. 250 × 300 sr geared<br>shaft<br>1 540bhp (1 133kW)<br>Nydqvist & Holm A/B<br>Gen 1 × 80kW 1 × 72kW 220V 50<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **8702757**<br>*TFNK*<br>1824<br>Rdr Rt | **SAENES**<br>**Ran H/f**<br>Dalvik Iceland | **110**<br>35<br>— | | **1987** Ronnangs Svets AB—Ronnang (114)<br>24,16<br>23,68 7,01 3,54<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Oil geared to sc. shaft<br>900bhp (662kW)<br>Caterpillar Inc. |
| **7617010**<br>*LEZS*<br>19008<br>Df Esd Gc<br>Pfd Rdr Rt | **SAETRING**<br>**P/R Saetring**<br>Karl Saeter<br>Aalesund Norway | *295*<br>*122*<br>— | | **1977** Fiskerstrand Verft A/S—Alesund (31)<br>30,23<br>25,94 7,33 3,69<br>1 dk | **M Fishing**<br>Side-fishing Long-line<br>Mchy.aft | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S |
| **7107883**<br>*9HRS2*<br>Df Esd Gc<br>Pfd Rdr Rt | **SAETTA**<br>ex Arzew-87 ex Batumi-74<br>**Indigo Shipping Co. Ltd.**<br>Drytank S.A.<br>Valletta Malta | **14 925**<br>8 208<br>22 610 | BV (RS)<br>Classed LR until 7/12/87 | **1971** Brodogradiliste i Tvornica Dizel Motora "Split" (231)<br>186,20 23,47 9,720<br>174,20 23,40 12,50<br>P 40,6 F 21,1 1 dk<br>rf nil | **M Tanker**<br>16 Ta ER<br>L.(oil) 30 172 | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 202,5t (d.o.) 1 867,5t (hvf) |
| **7029160**<br>*HO3160*<br>12980-83<br>Df Esd Gc<br>Rdr Rt | **SAFAD**<br>ex Owenglas-91 ex Irish Coast-76<br>ex Owenglas-71<br>Panama Panama | T.Mk<br>**729**<br>401<br>1 521 | ✠**100A1** SS 8/90<br>✠**LMC** **UMS**<br>EL L $1\frac{3}{16}$"U2<br>FN 1297 | **1970**-11 Schps. "Hoogezand" J. Bodewes —Hoogezand (156)<br>78,47 11,87 4,033<br>72,73 11,60 6,23<br>F 7,4 2 dks<br>rf nil | **M General Cargo**<br>Mchy.aft | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 55kW 1 × 21kW 380V 50 |
| **6915178**<br>*TCCG*<br>5235<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SAFAK I**<br>ex Golden Sun-84 ex Golden Sea-82<br>ex Aegean Klif-80 ex Naxos Island-77<br>ex Kurogane Maru-71<br>**Safak Uluslararasi Denizcilik ve Nakliyati A.S.**<br>Istanbul Turkey | **3 831**<br>2 514<br>6 368 | (NV) | **1968** Tsuneishi Zosen K.K.—Numakuma (186)<br>107,14 16,44 6,782<br>99,50 16,41 8,26<br>P 20,2 F 11,0 1 dk<br>rf 102 | **M General Cargo**<br>Mchy.aft<br>2 Ho 35,3 35,8<br>G.8 219 B.7 910<br>2 Ha (stl) (28,3 28,8 × 8,4)<br>12W Der 2(15) 2(10) | B&W<br>Oil 2SA 7Cy. 420 × 900<br>3 850bhp (2 832kW)<br>Hitachi Zosen Hiroshima Wo<br>Gen 2 × 148kW 440V 60Hz a.c.<br>Fuel 50,0t (d.o.) 482,5t (hvf)-9,0pd |
| **6814582**<br>*TC4383*<br>3865<br>Rdr RTv | **SAFAK REIS**<br>**Ahmet Ali Kalyoncu ve Ortaklari**<br>Istanbul Turkey | **299**<br>159<br>356 | | **1968** Deniz Insaat Kizaklari—Fener, Istanbul (107)<br>36,02 7,27 2,604<br>31,50 7,26 2,90<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy.<br>200bhp (147kW) |

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| 7505762<br>109/402<br>Df Esd Rdr<br>Rt | **SAFANIYA 2**<br>**Saudi Arabian Oil Co. (SAUDI ARAMCO)**<br>Dammam Saudi Arabia | **737**<br>287<br>836 | AB | **1976** Vosper Thornycroft (Pte.) Ltd—Singapore (B.968)<br>56,09 11,61 2,828<br>52,33 11,49 3,43<br>RQD 17,1 F 8,0 1 dk | **TM Production Testing Supply Ship**<br>Deck Cargo for offshore installations<br>8 Ta 2 Wing Ta ER<br>Cr 1(25) | Caterpillar D398TA<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>1 650bhp (1 214kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 210kW a.c. 1 × 40kW a.c.<br>Bow jet pump<br>10,75kn |
| 7529445<br>223/402<br>Df Esd Rdr<br>Rt | **SAFANIYA 3**<br>**Saudi Arabian Oil Co. (SAUDI ARAMCO)**<br>Dammam Saudi Arabia | **768**<br>358<br>836 | AB | **1976** Vosper Thornycroft (Pte.) Ltd—Singapore (B.970)<br>56,11 11,61 3,074<br>52,61 11,43 3,43<br>RQD 8,0 F 23,2 1 dk | **TM Production Testing Supply Ship**<br>Deck Cargo for offshore installations | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>1 650bhp (1 214kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 210kW a.c. 1 × 40kW a.c.<br>11,5kn |
| 7625366<br>214/402<br>Df Esd Gc<br>Pd Rdr Rt | **SAFANIYA 4**<br>**Saudi Arabian Oil Co. (SAUDI ARAMCO)**<br>Dammam Saudi Arabia | **773**<br>426<br>836 | AB | **1977** B.V. Scheepswerven v/h H. H. Bodewes —Millingen a/d Rijn (737)<br>56,82 2,671<br>53,40 11,43 3,36<br>F 8,0 1 dk | **TM Production Testing Supply Ship**<br>Deck Cargo for offshore installations<br>Mchy.aft | Caterpillar D398SCAC<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 204kW a.c. 1 × 55kW a.c.<br>Thw. thrust propeller fwd |
| 8023797<br>829/404<br>Df Esd Gc<br>Rdr RTm/h/v | **SAFANIYA 5**<br>**Saudi Arabian Oil Co. (SAUDI ARAMCO)**<br>Dammam Saudi Arabia | **448**<br>141<br>965 | AB | **1981** Halter Marine Inc.—New Orleans, La (946)<br>55,00 12,40 3,664<br>54,87 12,20 4,27<br>1 dk<br>rf 310 | **TM Utility Vessel** | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 with clutches & sr reverse geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 300kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 328,5t (d.o.)-11,0pd 12kn |
| 8205395<br>621/403<br>Esd Gc Rdr<br>Rt | **SAFANIYA 6**<br>**Saudi Arabian Oil Co. (SAUDI ARAMCO)**<br>Dammam Saudi Arabia | **1 301**<br>390<br>1 500 | AB | **1983** B.V. Schps. & Ghbw. v/h Jonker & Stans —Hendrik-Ido-Ambacht (362)<br>61,19 13,80 3,950<br>57,99 13,50 4,60<br>F 33,6 1 dk<br>rf nil | **TM Maintenance Ship**<br>Fire-fighting for offshore installations | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>2 800bhp (2 060kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW 480V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 170,0t (d.o.) 12kn |
| 7224643<br>3EFN7<br>18916-90<br>Df Esd Gc<br>Rdr Rt | **SAFAR**<br>ex Saint Andreas-89<br>ex Timios Stavros-88<br>ex Grigorios C. IV-84<br>**Taurange Shipping Inc.**<br>Panama Panama | *8 987*<br>*6 497*<br>14 914 | NK (AB) (BV) | **1972** Hellenic Shipyards—Skaramanga (1076)<br>143,03 (BB) 20,50 8,840<br>134,16 20,48 11,05<br>F 14,0 2 dks<br>RW rf nil | **M General Cargo**<br>Ref 12P<br>5 Ho 21,5 29,7 11,4 -DTp&s 22,8 ER 21,3<br>G.20 257 B.18 528 In.891<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>16W Der 1(50) 10(10) 4(5) | MAN 9L52/55B<br>Oil 4SA 9Cy. 520 × 550 sr geared to sc. shaft<br>6 046kW (8 220bhp)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 390kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 1 524,0t (hvf) 16,5kn |
| 6812986<br>709037<br>Df Esd Rdr<br>RTm/h/v | **SAFCO ENDEAVOUR**<br>ex Birting-88 ex Ottar Birting-88<br>**South Atlantic Fishing Co. plc**<br>Grimsby United Kingdom | T.Mk<br>**753**<br>309<br>660 | NV | **1968** Aukra Bruk A/S—Aukra (32)<br>61,17 (BB) 9,63 5,150<br>55,17 9,59 7,40<br>P 12,8 B 8,9 2 dks<br>rf 1288 len 70 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho 13,2 19,0 ER<br>2 Ha (stl) (2,5 3,1 × 2,5) ER<br>1W Der 1(3) 1(2) | MaK<br>Oil 4SA 8Cy. 320 × 420<br>3 000bhp (2 207kW) NE 78<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 836kW 1 × 340kW 2 × 144kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 247,0t (d.o.) 12kn |
| 5214967<br>GRHC<br>183791 | **SAFE HAND**<br>ex Lux-75<br>**Logantor Ltd.**<br>Liverpool United Kingdom | **205**<br>116<br>203 | | **1950** W. J. Yarwood & Sons Ltd.—Northwich (837)<br>*30,55* 7,04 2,439<br>6,99<br>1 dk | **M Tanker**<br>Vegetable oil<br>2 Ta ER<br>L.(oil) 232 HeCls. C | Kelvin<br>Oil 8Cy. 165 × 184<br>NE 65<br>Bergius Kelvin Co. Ltd. Glasgow<br>8,5kn |
| 7408902<br>MNEF4<br>714190<br>Df Esd Gc<br>Rdr RTm/h/v | **SAFE PROTECTOR**<br>ex Wulf Pioneer-91 ex Roan Eagle-90<br>ex Osa Friedensturm-89<br>ex Jonasturm-85<br>**Safe Protector Ltd., Sea Truck Supply Ltd. & m.s. "Wulf Pioneer" NB Shipping & Trading G.m.b.H. & Co. K.G.**<br>Sea Truck Shipping A/S<br>Aberdeen United Kingdom | *1 320*<br>*396*<br>1 360 | GL | **1974** Elsflether Werft A.G.—Elsfleth/Weser (391)<br>56,14 14,33 4,601<br>51,01 13,99 5,19<br>F 18,3 1 dk<br>conv Deck Cargo Pipe-carrier Supply Ship 91 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations<br>Ice strengthened<br>G.140 | Deutz SBA12M528<br>2 Vee Oil 4SA each 12Cy. 220 × 280 reduction geared to sc. shafts<br>3 480bhp (2 560kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd<br>13kn |
| 7614719<br>9HF03<br>2595<br>Df Esd Gc<br>Pd Rdr Rt | **SAFE STAR**<br>ex An Dong Jiang-90 ex Bronte-83<br>**Fortunate Star Marine Ltd.**<br>Valletta Malta | **9 324**<br>6 151<br>15 160 | ZC<br>✠Classed LR until 9/83 | **1979**-2 Austin & Pickersgill Ltd.—Southwick, Sunderland (1385)<br>144,00 20,45 8,870<br>137,50 20,42 11,75<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 6,8DTp&s 4,5DTp&s 22,8 ER 21,3 3 TwD 21,0 42,6 11,4<br>G.20 315 B.18 670 L.1 060<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>14W Der 1(26) 3(22) 2(5) | Sulzer 4RND68M<br>Oil 2SA 4Cy. 680 × 1250<br>5 590kW (7 600bhp)<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 114,5t (d.o.) 702,5t (hvf) 15kn |
| 7113179<br>MWWJ2<br>709087<br>Df Esd Gc<br>Pd Rdr<br>RTm/h/v | **SAFE TRANSPORTER**<br>ex Stevns Transporter-90<br>ex Maersk Server-87<br>**Sunset Shipping Ltd.**<br>Seaboard Offshore Ltd.<br>Glasgow United Kingdom | **718**<br>216<br>757 | GL (BV)<br>✠Classed LR until 1/12/87 | **1971**-7 Aarhus Flydedock A/S—Aarhus (146)<br>53,35 11,23 3,455<br>50,02 11,00 4,02<br>F 18,3 1 dk<br>rf 254 conv Deck Cargo Tug/Supply Ship 90 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations<br>Ice strengthened<br>8 Ta 1 Ho 10,8<br>L.612<br>1W Der 1(3) | MaK 8MU452AK<br>2 Oil 4SA each 8Cy. 320 × 450<br>2 794kW (3 798bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 128kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 280,0t (d.o.) 13kn |
| 7407740<br>GBDW<br>377915<br>Df Esd Gc<br>Pd Rdr Rt | **SAFE TRUCK**<br>ex Seaway Jura-90<br>**Sea Truck Supply Ltd.**<br>BP Shipping Ltd. (Offshore Group)<br>Aberdeen United Kingdom | T.Mk<br>**548**<br>156<br>—<br>**943**<br>362<br>844 | NV | **1976** Kaarbos M/V A/S—Harstad (82)<br>63,58 13,01 4,719/5,100<br>56,42 12,98 6,66<br>F - 1 dk<br>rf 737 conv Deck Cargo Tug/Supply Ship 80 | **TM Stand-by Safety Pollution Control**<br>Fire-fighting for offshore installations 12bth P<br>Ice strengthened<br>Mchy.aft<br>7 Ta ind vert | MaK 6M453AK<br>2 Oil 4SA each 6Cy. 320 × 420<br>4 200bhp (3 089kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 162kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 258,0t (d.o.) 15kn |
| | See Register of Offshore Units | | | | | |
| 5304841<br>191978<br>Gc | **SAFEENA**<br>**Nicobarese Commercial Co.**<br>R. A. J. Lines Ltd.<br>Bombay India | **199**<br>83<br>— | Classed LR until 7/66 | Lch.**1942** Irrawaddy Flotilla Co. Ltd.—Rangoon<br>Cmpl.**1952** ............Bombay<br>34,57 6,71<br>32,47 6,61 3,43<br>1 dk | **Wood M General Cargo** | Crossley<br>Oil 2SA 5Cy. 265 × 345<br>375bhp (276kW)<br>Crossley Bros. Ltd. Manchester |
| 7375351<br>EQLW<br>Df Esd Gc<br>Pd Rdr Rt | **SAFEER**<br>ex Ocean Galaxy-84<br>**Irano-Hind Shipping Co. Ltd.**<br>Bandar Abbas Iran | **21 749**<br>13 766<br>34 399<br>T/cm<br>41,2 | NV (AB) | **1976** Osaka Zosensho—Osaka (360)<br>185,50 (BB) 11,154<br>175,01 26,01 15,52<br>P 30,5 F 13,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 24,6 33,6 16,0 33,6 26,2 ER<br>G.44 817 B.41 323 HeCls. ptB<br>5 Ha (stl) (14,4 20,8 8,7 20,8 15,1 × 12,6) ER<br>Cr 5(10) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 500bhp (8 459kW)<br>Mitsubishi Heavy Industries Ltd. Japan<br>14,5kn |

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| **5334779**<br>*H9KN*<br>9859-SS<br>Df Esd Gc<br>Rdr Rt | **SAFETY UNION**<br>ex Arab Najad-81 ex Gulf Mazoon-74<br>ex Sotka-71<br>**Haydri Maritime Enterprises**<br>Panama Panama | T.Mk<br>**599**<br>289<br>1 016<br><br>**1 112**<br>705<br>1 790 | <br><br>(NV) | **1962** Oy Laivateollisuus Ab—Turku/Abo (187)<br>73,21 10,47 3,652/4,998<br>66,91 10,42 6,23<br>P 12,8 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 492 B.2 152<br><br>2 Ha (10,9 19,5 × 5,4) ER<br>2W Cr 2(5) Der 2(5) | Crossley<br>Oil 2SA 8Cy. 267 × 343<br>1 010bhp (743kW)<br>Crossley Bros. Ltd.<br>Gen 3 × 68kW 380V 50Hz a.c.<br>Fuel 94,5t |
| **5305390**<br><br><br>Esd RdrRTm | **SAFFORA I**<br>ex Agnes Pride-85<br>ex Singapore Ramin-82<br>ex Cherry Molek-73 ex Alugoro I-68<br>ex St. Abbs Head-67<br>**Saffora Shipping Sendirian Berhad**<br>Malaysia | **646**<br>300<br>813 | <br><br>✠Classed LR until<br>26/12/84 | **1956**-2 Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen (223)<br>57,36 9,66 3,474<br>51,82 9,10 3,71<br>P 12,5 RQD 32,7 F 7,7 1 dk<br>RW rf 51 | **M General Cargo**<br><br>2 Ho 16,7 14,3 ER<br><br><br>2 Ha (stl) (11,4 10,6 × 5,0) ER<br>Der 2(3) | Werkspoor<br>Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor<br>Gen 1 × 25kW 1 × 12kW 110V d.c.<br>Fuel (d.o.) |
| **7431703**<br>*V2EL*<br>2091<br>Df Esd Gc<br>Rdr RTm/h/v | **SAFI**<br>ex Liberta-88 ex Zim Jamaica-80<br>ex Liberta-76<br>**Sunrise Navigation Co. Ltd.**<br>Oldenburg-Portugiesische Dampfschiffs-Rhederei G.m.b.H<br>Hamburg Antigua & Barbuda | T.Mk<br>**1 599**<br>1 059<br>4 106 | <br><br>GL | **1975** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (763)<br>93,50 14,53 6,249<br>84,13 14,48 8,59<br>F 7,1 2 dks | **M General Cargo**<br><br>1 Ho 56,5 ER<br>G.6 055 B.5 668<br>TEU 244 C.Dk 150/20' C.Ho 94/20'<br>1 Ha (51,3 × 10,3) ER | Deutz<br>Oil 4SA 8Cy. 370 × 400<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7930527**<br>*A6E2067*<br>UAE/A/73/84<br>Esd Rdr Rt | **SAFI**<br><br>**Abu Dhabi Petroleum Ports Operating Co. (ADPPOC)**<br>Abu Dhabi United Arab Emirates | **353**<br>0<br>— | ✠**100A1** SS 11/89<br>tug<br>Arabian Gulf service<br>✠**LMC**<br>EL (H) 220,0/26,0U2<br>FN 474 | **1980**-10 Yokohama Zosen—Chiba (1385)<br>35,51 10,52 4,025<br>31,50 10,01 5,01<br>F 12,2 1 dk<br>rf 297 BK 25 | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 275 × 320 reverse geared to sc. shafts<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 112kW 380V 50Hz a.c.<br>2 Controllable pitch propellers |
| **7403859**<br><br>8-589<br>Df Esd Gc<br>Pfd Rdr Rt | **SAFI**<br>ex Canton Pequeno-83<br>**Societe Hispano Marocaine d'Armement de Peche**<br>Agadir Morocco | **266**<br>99<br>— | <br><br>BV | **1975** Const. Nav. del Sureste S.A.—Alicante (12)<br>35,51 7,19 3,850<br>30,54 3,97<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Skoda<br>Oil 4SA 6Cy. 350 × 500<br>980bhp (721kW)<br>CKD Praha<br>Fuel 91,5t (d.o.) |
| **8220450**<br>*JYKU2*<br><br>Esd Rdr Rt | **SAFI**<br><br>**Government of The Hashemite Kingdom of Jordan (Ports Corporation Aqaba)**<br>Aqaba Jordan | **91**<br>27<br>59 | ✠**100A1**<br>tug<br>Gulf of Aqaba & Gulf of Suez service<br>**LMC**<br>EL (B) 220,0/12,5U2<br>FN 200 | **1983**-4 Constructie & Scheepsbouw van Santen B.V.—Sliedrecht ((634))<br>22,00 7,12 2,418<br>20,07 6,80 3,15<br>1 dk<br>rf 635 BK 38 | **TM Tug** | MAN<br>2 Oil 4SA each 6Cy. 200 × 270 with flexible couplings & sr reverse shafts<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 40kW 380V 50Hz a.c. |
| **8518326**<br><br><br>Rt | **SAFI**<br><br>**Petroleum Development Oman LLC**<br>Mina Qaboos Oman | **34**<br>—<br>— | ✠**100A1** SS 3/91<br>launch<br>extended protected waters service from the port of Mina al Fahal<br>**LMC**<br>EL 110,0/12,0<br>FN 128 | **1985** Schpsw. J. van der Molen & Zn.—Zaandam (654)<br>18,14 5,57<br>16,57 5,40 2,32<br>1 dk<br>rf - | **TM Launch** | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 with reverse geared to sc. shafts<br>500bhp (368kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 16kW 415V a.c. 3 24V d.c. |
| **9009437**<br>*V8V2024*<br>0131<br>Esd Rdr RTv | **SAFIAH**<br><br>**Tanco Marine Technology Sendirian Berhad**<br>Bandar Seri Begawan Brunei | *59*<br>*17*<br>42 | ✠**100A1**<br>Brunei coastal service not exceeding 50 nautical miles off the coast in reasonable weather<br>**LMC**<br>EL 121,0/24,0FSWR<br>pt9,0/11,2U1<br>FN 165 | **1991**-3 Cheoy Lee Shipyards Ltd.—Hong Kong (4402)<br>21,32 6,16 1,400<br>20,25 5,85 2,25<br>RFD 13,4 1 dk<br>rf 575 BK 90 | **TM Mooring Launch** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 152 clutches, flexible couplings & sr to sc. shafts<br>740kW (1 006bhp)<br>Caterpillar Inc.<br>Gen 2 × 16kW 380V 50Hz a.c. |
| **6051831**<br><br><br>Df Esd Gc<br>Rdr RTv | **SAFINA**<br>ex El Mabrouk-82 ex Simi-71<br>ex Brielle-68<br>**Societe Cotiere de Transport Maritime**<br>Madagascar | **298**<br>156<br>564 | <br><br>(BV) | **1962** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (159)<br>53,22 9,00 3,169<br>48,01 8,96 5,41<br>1 dk & S dk<br>rf 76 | **M General Cargo** OSD<br><br>1 Ho 29,2 ER<br>G.1 211 B.1 161<br><br>1 Ha (stl) (17,3 × 3,9) ER<br>2W Der 2(3) | MAN<br>Oil 4SA 6Cy. 300 × 450<br>715bhp (526kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 20kW 220V d.c.<br>Fuel 56,0t (d.o.) |
| **5304877**<br>*AQVA*<br>191047<br>Df Esd Gc<br>Rdr | **SAFINA-E-ARAB**<br><br>**The Pan-Islamic Steamship Co. Ltd.**<br>Karachi Pakistan | **8 477**<br>4 667<br>6 967 | <br><br>✠LR class withdrawn-Reported defect s 29/11/90 | **1962**-1 Soc. Espanola de Const. Nav.—Cadiz (97)<br>140,44 18,37 7,036<br>128,10 18,31 10,98<br>F 15,6 3 dks<br>RW rf nil | **M Passenger/General Cargo**<br>Ref 1294P<br>5 Ho<br>In.84<br><br>5 Ha<br>Der 1(30) 2(10) 16(3) | Sulzer<br>Oil 2SA 5Cy. 760 × 1550<br>4 781kW (6 500bhp)<br>Soc. Espanola de Const. Nav. |
| **5406508**<br>*AQNJ*<br>303886<br>Df Esd Gc<br>Rdr RTv | **SAFINA-E-HAIDER**<br>ex Lancashire-70<br>**The Pan-Islamic Steamship Co. Ltd.**<br>Karachi Pakistan | T.Mk<br>**6 720**<br>3 801<br>10 557<br><br>**8 919**<br>5 168<br>12 838 | <br><br>✠LR class withdrawn-Reported defect s 17/8/90 | **1963**-8 Fairfield SB. & Eng. Co. Ltd.—Govan, Glasgow (819)<br>141,74 19,87 8,370/9,411<br>132,90 19,82 12,12<br>P 10,4 F 12,8 2 dks, 3rd dk in No. 3hold<br>rf 127 DK fwd | **M General Cargo**<br>4P<br>5 Ho 17,8 21,1 22,1 18,2 16,0<br><br><br>5 Ha (stl) (8,2 × 6,1) (11,4 9,9 9,9 8,3 × 6,7)<br>Der 1(50) 4(15) 2(10) 2(7) 8(5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>6 988kW (9 500bhp)<br>Fairfield-Rowan Ltd.<br>Gen 1 × 350kW 2 × 225kW 220V<br>Fuel (hvf) |
| **7345978**<br>*AQPG*<br>368016<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SAFINA-E-ISMAIL 2**<br>ex Melody-90 ex Rio Olivia-88<br>**The Pan-Islamic Steamship Co. Ltd.**<br>Karachi Pakistan | T.Mk<br>**6 190**<br>3 508<br>—<br><br>**9 059**<br>6 378<br>10 070 | <br><br>BV (AB) | **1977** Ast. Argentinos Rio de La Plata S.A. (ASTARSA)—Tigre (140)<br>147,61 (BB) 20,22 7,621/8,256<br>138,00 20,20 11,82<br>F 12,2 3 dks<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 16,9 19,9 21,0 17,9 7,4DT ER 16,4 8 TwD<br>G.10 685 B.10 295 In.2 548 L.843<br>5 Ha (stl) (8,1 × 5,0) (12,7 12,7 12,7 × 7,7) ER (8,9 × 7,0)<br>16W Der 1(50) 6(10) 10(5) | GMT<br>Oil 2SA 7Cy. 750 × 1320<br>10 500bhp (7 723kW)<br>A.F.N.E., Ast. y Fab. Nav. del Estado<br><br>Gen 3 × 276kW 1 × 160kW 380V<br>Fuel 402,0t (d.o.) 1 197,0t (hvf)-36,0pd |
| **7608370**<br>*AQPF*<br>368015<br>Df Esd Gc<br>Pfd Rdr Rt | **SAFINA-E-NAJAM**<br>ex Asunaro-87<br>**The Pan-Islamic Steamship Co. Ltd.**<br>Karachi Pakistan | **7 082**<br>4 810<br>11 381 | <br><br>AB (NK) | **1976** Kurushima Dockyard Co. Ltd.—Imabari (977)<br>131,81 19,05 8,313<br>122,81 19,02 10,83<br>P 22,6 F 11,6 2 dks | **M General Cargo**<br><br>3 Ho ER<br>G.15 948 B.15 043<br><br>3 Ha (stl) (13,5 × 9,3) (26,9 28,5 × 10,6) ER<br>Der 1(50) 5(20) | MAN<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 260kW 445V 60Hz a.c.<br>Fuel 134,0t (d.o.) 1 015,0t (hvf)-21,5pd |
| **5113266**<br>*AQVW*<br>191064<br>Df Esd Gc<br>Rdr Rt | **SAFINA-E-REHMAT**<br>ex Federico Parodi-65<br>**The Pan-Islamic Steamship Co. Ltd.**<br>Karachi Pakistan | T.Mk<br>**6 114**<br>3 528<br>—<br><br>**8 595**<br>5 033<br>12 502 | <br><br>(AB) | **1958** Cant. del Tirreno—Genova (239 R)<br>147,61 19,16 8,872<br>136,23 19,09 11,92<br>F 10,7 2 dks<br>rf 127 | **M General Cargo**<br><br>6 Ho<br>G.18 349 B.16 764<br><br>6 Ha | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW)<br>Cant. Nav. Riuniti<br>Gen 3 × 200kW<br>Fuel 953,0t |
| **5304920** | **SAFINATUL HASSAN**<br><br>**Bangladesh Wapda**<br>Narayanganj Bangladesh | **422**<br>125<br>— | <br><br>✠Classed LR until 10/58 | **1953**-7 N.V. Schps. & Mach. "De Klop" —Sliedrecht (599)<br>47,66 10,04<br>45,52 9,99 3,05<br>1 dk<br>RW | **S Dredger**<br>Cutter Suction | T 3Cy. 349 535 & 879 x 321<br><br>N.V. Scheeps. "De Klop"<br>Fuel (o.f.) |

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|---|---|---|---|---|---|---|
| 6505193<br>J8623<br>2496<br>Df Esd Gc<br>Rdr Rt | **SAFINAZ**<br>ex Nikolay Mironov-89<br>**Alzira Shipping Corp.**<br>Kingstown St. Vincent and the Grenadines | **4 673**<br>2 370<br>6 584 | HR RS | **1965** Stocznia Gdanska im. Lenina—Gdansk (B45/30)<br>123,83 16,74 7,241<br>114,99 16,62 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 444 B.7 137<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(50) 1(15) 8(5) | B&W 5-62VT2BF-140<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>H. Cegielski Poznan<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 16,5kn |
| 7710674<br>ORKE<br>80440<br>Df Esd Gc<br>Pfd Rdr Rt | **SAFIR**<br>**N.V. Scheldt Towage Co. S.A.**<br>Antwerpen Belgium | **475**<br>85<br>— | BV | **1978** N.V. Scheepswerf van Rupelmonde—Rupelmonde (440)<br>37,52 4,422<br>33,02 10,01 5,29<br>1 dk | **TM Tug**<br>Fire-fighting Salvage Pollution Control | MWM<br>2 Vee Oil 4SA each 12Cy. 230 × 270 geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 8111075<br>A6E2032<br>Esd Rdr Rt | **SAFIYA**<br>ex Mona-89<br>**Mutawa Marine Establishment**<br>Abu Dhabi United Arab Emirates | **287**<br>28<br>— | BV (AB) | **1982** Sing Koon Seng (Pte.) Ltd.—Singapore (584)<br>33,53 3,201<br>31,58 9,01 3,61<br>F 19,2 1 dk<br>rf 551 | **TM Utility Vessel** | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 reverse reduction geared to sc. shafts<br>1 252bhp (921kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 135kW<br>Thw. thrust propeller fwd<br>10kn |
| 7110361<br>C6BS5<br>708812<br>Df Esd Gc<br>Rdr RTm/h/v | **SAFIYE SULTAN**<br>ex Minireefer-86 ex African Trader I-85<br>ex Svanur-82 ex Sofia Lasson-73<br>**Duchy Shipping Corp.**<br>P.P.I. Lines Ltd.<br>Nassau Bahamas | **375**<br>215<br>818 | BV | **1971** P/f Skala Skipasmidja—Skala (17)<br>57,76 10,32 3,461<br>52,30 10,29 5,77<br>P 13,8 F 9,2 2 dks | **M Refrigerated Cargo**<br>Ice strengthened<br>2 Ho 17,9 17,3 ER<br>In.1 382<br>2 Ha (stl) (each 6,0 × 4,8) ER<br>2W Der 2(3) | Alpha<br>Vee Oil 4SA 8Cy. 225 × 300<br>1 000bhp (736kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 165kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 78,0t (d.o.) 12kn |
| 7832385<br>EDPM<br>M-36622<br>Df Esd Gc<br>Rdr RTv | **SAFONOVO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>327 | RS | **1980** .............U.S.S.R.<br>53,74 10,71 4,290<br>- - 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>In.218<br>1 Ha (stl) (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| 5044922<br>YKDF<br>Df Esd Rdr<br>RTm | **SAFWAN M**<br>ex Hassan ex Reyes I-83 ex Aris I-80<br>ex Birgit Muller-70 ex Hornsriff-60<br>**A. Markabi & Z. Al Mahmoud**<br>Lattakia Syria | **395**<br>266<br>816 | (HR) | **1957** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (402)<br>58,78 8,95 3,214<br>52,71 8,91 3,81<br>P 12,8 B 9,8 F 5,2 1 dk<br>RW rf nil len 61 & 58 | **M General Cargo**<br>1 Ho 38,4 ER<br>G.934 B.878<br>2 Ha (each 15,3 × 5,8) ER<br>4W Der 4(2) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 10kW 110V d.c.<br>Fuel 21,0t (d.o.) 9,5kn |
| 8418863<br>PHHC<br>17950<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SAGA**<br>**Broekhoven B.V.**<br>Zeist Netherlands | *2 610*<br>*783*<br>2 757<br>T/cm<br>11,2 | (GL) | **1985** O & K Tagebau und Schiffstechnik—Luebeck (774)<br>82,76 (BB) 16,06 4,752<br>78,01 16,01 5,52<br>P 23,2 F 14,4 1 dk | **TM Hopper/Dredger**<br>Suction Bottom doors<br>Twin side arms Dredging depth 27,0<br>Hopper 2 400<br>Cr 1(6) | MaK 6M453AK<br>2 Oil 4SA each 6Cy. 320 × 420 with clutches, flexible couplings & sr geared to sc. shafts<br>2 600bhp (1 912kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 3 × 472kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 353,5t (d.o.)-13,5pd 12kn |
| 7423433<br>LW6319<br>5868<br>Df Esd Gc<br>Pfd Rdr Rt | **SAGA**<br>ex Aquamarine 504-86<br>**NATE S.A. Navegacion y Tecnologia Maritima S.A.**<br>Buenos Aires Argentina | **289**<br>196<br>850 | AB | **1978** South Texas Shipyard Inc.—Corpus Christi, Tx (104)<br>56,39 3,982<br>49,99 12,20 4,55<br>F 14,7 1 dk | **TrM Tug/Supply Ship**<br>Deck Cargo | General Motors 16-645-E2<br>3 Vee Oil 2SA each 16Cy. 216 × 254 reverse reduction geared to sc. shafts<br>E made51 reconditioned & fitted78<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW<br>13kn |
| 7933579<br>606800 | **SAGA**<br>**Clare L. Hiner**<br>Juneau, Ak United States of America | **198**<br>134<br>— | | **1979** Bender SB. & Repair Co. Inc.—Mobile, Al<br>*28,75* 9,15<br>3,38<br>1 dk | **TM Fishing**<br>Crab | Caterpillar 3412TA<br>2 Vee Oil 4SA each 12Cy. 137 × 152<br>1 240bhp (912kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5041126<br>Df EsdRTm | **SAGA CIWOL**<br>ex Beniguet-77<br>**Societe des Pecheries Senegalaises de l'Atlantique (SOPESEA)**<br>Dakar Senegal | **111**<br>50<br>— | (BV) | **1960** Etab. Varnier—Rouen (CHL19A)<br>24,74 6,56<br>21,92 6,41 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ha (0,9 × 0,9) (0,9 × 0,6) (0,9 × 0,7)<br>1W Der 1(1) | Baudouin<br>2 Oil 4SA each 6Cy. 140 × 180 sr geared to sc. shaft<br>300bhp (221kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) 10kn |
| 7530432<br>JL4183<br>119066<br>Rdr Rt | **SAGA MARU No. 5**<br>ex Goshiki Maru-85<br>ex Shinei Maru No. 2-80<br>**Saga Kisen Y.K.**<br>Hizen, Saga Pref. Japan | **196**<br>—<br>449 | | **1976** Masui Zosensho K.K.—Nandan (126)<br>9,02 3,301<br>49,51 9,01 3,41<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 8411267<br>ZDB9<br>711332<br>Df Esd Gc<br>Rdr Rt | **SAGA MOON**<br>ex Lidartindur-86<br>**Capital Leasing Ltd.**<br>Wallem Shipmanagement (Isle of Man) Ltd.<br>Gibraltar Gibraltar (British) | *6 564*<br>*1 969*<br>2 900 | GL | **1984** Schlichting-Werft G.m.b.H.—Travemuende (2021)<br>106,61 (BB) 17,53 5,222<br>101,12 17,51 12,02<br>2 dks | **TM Passenger/RoRo Cargo**<br>Pallets Ref<br>Ice strengthened<br>Side door/ramp (s)<br>L 6,30 W 5,00<br>Stern door/ramp<br>L 13,50 W 8,00<br>Lane Length 860<br>Trailers 65<br>Mchy.aft<br>B.9 798 In.1 160<br>TEU 236 C. 236/20' | MaK 9M453AK<br>2 Oil 4SA each 9Cy. 320 × 420 with flexible couplings & sr geared to sc. shafts<br>5 400kW (7 341bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 800kW 3 × 540kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>17,5kn |
| 7390416<br>WS5039<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **SAGA SEA**<br>ex Alexandre-90 ex Bruse-80<br>ex Sea Bruse-80<br>**Swan Fisheries Inc.**<br>Seattle, Wa United States of America<br>SatCom: 1503557/SAGA | **4 861**<br>1 582<br>— | NV (AB) (BV) | **1974** Mangone SB. Corp.—Houston, Tx (114)<br>92,00 (BB) 16,50 —<br>- - -<br>F 16,8 2 dks<br>len & rebuilt 90<br>conv Deck Cargo Supply Ship 90 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.3 740 | Wartsila<br>10 469bhp (7 701kW) NE 90<br>(centre) Oil 4SA 12Cy. 320 × 350 NE 90<br>Oy Wartsila Ab Vaasa/Vasa<br>(wing) 2<br>Gen 1 × 2000kW 2 × 1070kW 1 × 290kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 169,5t (d.o.)-14,0pd 15,5kn |
| 8030582<br>WTF8321<br>640553<br>Esd Gc Pfd<br>Rdr RTm/h/v | **SAGA SERVICE**<br>ex Marsea Eleven-88<br>**Zapata Gulf Marine Operators Inc.**<br>Zapata Gulf Marine Corporation<br>New Orleans, La United States of America | **282**<br>192<br>1 200 | AB | **1981** Halter Marine Inc.—Moss Point, Ms (1011)<br>54,87 3,664<br>50,60 12,20 4,27<br>P 12,2 B 9,2 F 19,9 1 dk<br>rf 533 | **TM Supply Ship**<br>Deck Cargo | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 135kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 241,0t (d.o.)-10,0pd 12kn |

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| **8918277**<br>*LAMV4*<br>N-01124<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAGA TIDE**<br>**Albireo Maritima S.A.**<br>Denholm Ship Management (Overseas) Ltd.<br>Oslo Norway (NIS)<br>SatCom: 1312777/LAMV | *29 235*<br>*14 088*<br>47 029 | NV (Class cont.) (NK) | **1991** Oshima Shipbuilding co. Ltd.—Nagasaki (10137)<br>11,800<br>191,09 30,50 16,40<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.52 125 B.51 118<br>5 Ha (stl) (14,4 19,2 19,2 19,2 19,2 × 15,3) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 7Cy. 520 × 1800<br>8 952kW (12 170bhp)<br>Diesel United Ltd. |
| **8918289**<br>*LASW2*<br>N-01144<br>Df Esd Gc<br>Pfd Rdr Rt | **SAGA WAVE**<br>**Humming Maritime S.A.**<br>Denholm Ship Management (Overseas) Ltd.<br>Oslo Norway (NIS) | *29 235*<br>*14 088*<br>47 062 | NV (Class cont.) NK | **1991** Oshima Shipbuilding co. Ltd.—Nagasaki (10138)<br>11,860<br>191,09 30,50 16,40<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.52 125 B.49 832<br>5 Ha (stl) (14,4 19,2 19,2 19,2 19,2 × 15,3) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 7Cy. 520 × 1800<br>12 170bhp (8 952kW)<br>Diesel United Ltd. |
| **7305526**<br>*C6IX5*<br>358935<br>Pfd Rdr RTv | **SAGACITY**<br>**F. T. Everard & Sons Ltd.**<br>Nassau Bahamas | **1 594**<br>1 162<br>3 238 | ✠**100A1** SS 5/88<br>✠**LMC**<br>EL o $1\frac{5}{16}$"U2<br>FN 1675 | **1973**-4 Goole SB. & Repairing Co. Ltd.—Goole (575)<br>91,27 13,34 5,144<br>85,53 13,25 6,33<br>RQD 17,4 RFD 7,7 F 8,3 1 dk<br>rf 229 | **M General Cargo**<br>2 Ho 30,4 29,8 ER<br>G.3 977 B.3 654<br>2 Ha (stl) (each 22,7 × 8,6) ER | Polar<br>Vee Oil 4SA 16Cy. 250 × 300 reverse geared to sc. shaft<br>2 400bhp (1 765kW)<br>British Polar Engines Ltd.<br>Gen 3 × 70kW 415V 50Hz a.c.<br>Fuel 120,0t (d.o.) |
| **6416043**<br>*C6ZU*<br>399795<br>Df Esd Gc<br>Pfd Rdr RTm/h/v | **SAGAFJORD**<br>**Cunard Line Ltd.**<br>Nassau Bahamas<br>SatCom: 1104115/CPZU | *24 474*<br>*9 091*<br>6 353 | NV | **1965** Forges & Ch. de La Mediterranee—La Seyne (1366)<br>188,88 24,49 8,257<br>168,08 24,46 16,90<br>3 dks & S dk, pt 5th & 6th dks<br>rf 152 | **TM Passenger Ship**<br>328cbn 509bth P<br>Ice strengthened<br>2 Ho 23,7 12,5<br>1 Ha (stl) (7,0 × 4,7)<br>2W Der 2(10) | Sulzer<br>2 Oil 2SA each 9Cy. 680 × 1250<br>24 000bhp (17 653kW)<br>Forges & Ch. de la Mediterranee<br>Gen 6 × 667kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 484,0t (d.o.) 1 628,5t (hvf)-51,0pd |
| **7943079**<br>*OXYZ*<br>Rdr Rt | **SAGAFJORD**<br>ex Party-89 ex Deepsea Inspector-87<br>ex Striborg-84 ex Halsnoy-81<br>**Rita & Eric Hansen**<br>Rederiet Sagafjord<br>Roskilde Denmark | **206**<br>83<br>— | (NV) | **1957** Holmens Verft—Risor (85)<br>38,74 6,96<br>3,10<br>1 dk<br>rf 749 BK 132 | **TM Ferry**<br>Vehicles | Deutz<br>2 Oil 4SA each 6Cy. 220 × 280<br>420bhp (309kW)<br>Kloeckner Humboldt Deutz |
| **7223194**<br>*EDGH*<br>2238<br>Df Esd Pfd<br>Rdr Rt | **SAGAIL**<br>**Pesqueras Elias S.A.**<br>Pasajes Spain | **222**<br>92<br>— | BV | **1972** S.A. Balenciaga—Zumaya (228)<br>37,50 3,650<br>30,51 6,89 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz<br>Fuel 76,5t (d.o.) |
| **8406793**<br>*XYNS*<br>1877<br>Df Esd Gc<br>Pfd Rdr Rt | **SAGAING**<br>**Myanma Five Star Line**<br>Yangon Union of Myanmar | *9 778*<br>*5 753*<br>13 055 | ✠**100A1** CS 5/90<br>strengthened for heavy cargoes, certified container securing arrangements on deck<br>✠**LMC** **UMS**<br>EL F† 577,5/58,0U3<br>FN 4643 | **1985**-5 Seebeckwerft A.G.—Bremerhaven (1048)<br>148,80 22,66 8,202<br>140,01 22,41 10,75<br>P 25,0 F 13,2 2 dks<br>rf nil | **M General Cargo**<br>pt higher tensile steel DSS<br>4 Ho 18,2 30,0 30,7 18,0 ER 4 TwD<br>G.18 829 B.17 060<br>TEU 383<br>C.Ho 215/20' (40') C.Dk 168/20' (40') incl. 24 ref C.<br>4 Ha (stl) (12,6 × 8,0) (25,5 25,5 12,7 × 13,5) ER<br>Cr 5(25) | B&W<br>Oil 2SA 5Cy. 600 × 1944<br>9 040bhp (6 649kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 7,1kgf/cm$^2$ (7,0bar)<br>e(ex.g) 7,1kgf/cm$^2$ (7,0bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 227,0t (d.o.) 1 131,5t (hvf) |
| **8351340**<br>*7KSI*<br>126328<br>KO1-685<br>Rdr Rt | **SAGAKATSU MARU No. 58**<br>**Kazumizu Tsuji**<br>Saga, Kochi Pref. Japan | **140**<br>—<br>— | | **1983** Nishii Dock Co. Ltd.—Ise (676)<br>... ...<br>32,11 6,00 2,80<br>1 dk | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. |
| **8116130**<br>*OW2333*<br>2872<br>Esd Gc Rdr Rt | **SAGALAND**<br>ex Karolina-88 ex Carimed Wave-86<br>ex Karolina-85<br>**p/f Asa**<br>Torshavn Faeroes (Danish) | *1 510*<br>*554*<br>1 600 | ✠**100A1** SS 1/88<br>✠**LMC**<br>EL M† 385,0/32,0U2(a)<br>FN 1224 | **1983**-2 A/S Nordsovaerftet—Ringkobing (160)<br>72,45 11,36 3,791<br>68,28 11,21 6,71<br>B 10,1 RFD 7,7 1 dk<br>rf nil | **M General Cargo**<br>2 Ho each 23,8 2 TwD<br>G.3 403 B.3 048<br>TEU 54 C. 54/20' (40')<br>2 Ha (stl) (each 18,7 × 8,0) ER<br>2W Der 2(5-15) | Alpha<br>Oil 4SA 7Cy. 225 × 300 with clutches couplings & sr geared to sc. shaft<br>1 088bhp (800kW)<br>B&W Alpha Diesel Div. of B&W Diesel<br>Gen 2 × 84kW 1 × 72kW 1 × 40<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 26,5t (d.o.)-4,0pd |
| **7621085**<br>*JKRH*<br>119201<br>Df Esd Gc<br>Pfd Rdr Rt | **SAGAMI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **502**<br>—<br>— | | **1976** Naikai SB. & Eng. Co. Ltd.—Taguma Shipyard, Innoshima (410)<br>63,35 7,82 2,680<br>57,67 7,80 4,30<br>1 dk | **TM Patrol Ship** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 500<br>3 000bhp (2 207kW)<br>Fuji Diesel Co. Ltd. |
| **7431416**<br>*JG3307*<br>114663<br>Gc Rdr Rt | **SAGAMI**<br>**Ueno Marine Service K.K.**<br>Yokohama, Kanagawa Pref. Japan | **105**<br>—<br>— | | **1973** Oura Dock—Namikata (88)<br>25,40 6,02<br>22,20 6,00 3,02<br>1 dk<br>RW | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240<br>Yanmar Diesel Engine Co. Ltd. |
| **8513039**<br>*JAOC*<br>128888<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SAGAMI MARU**<br>**Nissui Shipping Corp. (Nissui Senpaku K.K.)**<br>Tokyo Japan<br>SatCom: 1203615/JAOC | *5 589*<br>*2 380*<br>6 501<br>T/cm<br>17,9 | NK | **1986** Towa Zosen K.K.—Shimonoseki (570)<br>126,02 (BB) 18,45 6,900<br>116,01 18,41 9,91<br>P 22,9 F 7,1 | **M Refrigerated Cargo Fish Carrier**<br>5 Ho ER<br>In.6 555<br>7 Ha (stl) ER | Mitsubishi<br>Oil 2SA 7Cy. 450 × 1350<br>6 070bhp (4 465kW)<br>Akasaka Tekkosho K.K., (Akasaka Die Ltd.)<br>Gen 2 × 900kW 445V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 167,0t (d.o.) 2 753,5t (hvf)-25,0pd |
| **8104008**<br>*JL4844*<br>124037 | **SAGAMI MARU**<br>**Kosei Kisen K.K.**<br>Namikata, Ehime Pref. Japan | **698**<br>—<br>2 009 | | **1981** Yamanaka Zosen K.K.—Namikata (238)<br>76,00 12,02 4,855<br>71,00 12,01 6,91<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.3 422 B.3 189<br>1 Ha (stl) ER | Makita<br>Oil 4SA 6Cy. 370 × 590<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. |
| **5305041**<br>*HPDP*<br>4413-74<br>Df Esd Gc<br>Pfd Rdr Rt | **SAGAMI MARU**<br>**Pioneer Industry & Cold Storage**<br>Panama Panama | **653**<br>323<br>— | | **1956** Kanasashi Co. Ltd.—Shimizu (223)<br>59,64 9,05 3,899<br>53,22 9,01 4,60<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 430 × 620<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo<br>Fuel 315,0t |
| **6818241**<br>Df Esd Gc<br>Pfd Rdr Rt | **SAGAMI MARU**<br>**Tristar Marine Products Inc.** | **321**<br>111<br>229 | | **1968** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (666)<br>42,37 8,41 3,379<br>37,60 8,39 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | 2 Oil 4SA each 12Cy. 175 × 205 shaft<br>800bhp (588kW)<br>Ikegai Tekkosho |
| **7814931**<br>*JCNC*<br>121585<br>Df Esd Gc<br>Pfd Rdr Rt | **SAGAMI MARU**<br>**Kanagawa Prefecture**<br>Miura, Kanagawa Pref. Japan | **240**<br>76<br>187 | | **1978** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (747)<br>38,51 8,79 2,901<br>32,21 7,31 3,18 | **M Research/Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |

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| 8614285<br>JG4669<br>129727 | **SAGAMI MARU**<br>**Tokyo Kisen K.K. & K.K. Nissan Marine Service**<br>Yokohama, Kanagawa Pref. Japan | **182**<br>—<br>— | | **1986** Kanagawa Zosen—Kobe (290)<br>35,01 2,701<br>30,99 8,60 3,61<br>1 dk | **TM Tug** | Niigata 6L25CXE<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| 8910421<br>JRPN<br>131891<br>Rt | **SAGAMI MARU No. 1**<br>**Hyosukemaru Gyogyo Seisan Kumiai & Yahata Maru Gyogyo Seisan Kumiai**<br>Miura, Kanagawa Pref. Japan | **138**<br>—<br>149 | | **1990** Iisaku Zosen K.K.—Shizuoka (89147)<br>39,50 (BB) - 2,850<br>33,00 7,00 3,10<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>In.168 | Sumiyoshi S25RD<br>Oil 4SA 6Cy. 250 × 450 with clutches & sr reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida |
| 8318201<br>JG4340<br>126782<br>Esd Pld Rdr Rt | **SAGAMIGAWA MARU**<br>**Nagata Senpaku K.K.**<br>Tokyo Japan | **699**<br>—<br>1 902 | NK | **1983** Kurinoura Dock K.K.—Yawatahama (192)<br>76,54 11,21 4,588<br>72,01 5,01<br>P 16,8 F 7,1 1 dk | **M Tanker**<br>SBT<br>10 Ta ER<br>L.(oil) 2 150 | Akasaka A31<br>Oil 4SA 6Cy. 310 × 600 geared to sc. shaft<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller<br>13kn |
| 5008071<br>WHON<br>278320<br>Df Esd Gc Pld Rdr Rt | **SAGAMORE**<br>ex Alaska Standard-86<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **1 947**<br>1 132<br>2 741<br>T/cm<br>8,0 | AB | **1959** Albina Eng. & Mach. Works—Portland, Or (319)<br>77,91 12,86 5,701<br>73,31 12,81 6,41<br>P & B 29,0 F 9,5 1 dk<br>RW rf 102 | **M Tanker**<br>SBT<br>13 Ta ER<br>L.(oil) 2 910<br>7 Cargo pumps total 526T/hr | Nordberg<br>Oil 4SA 8Cy. 330 × 419 sr & reverse geared to sc. shaft<br>1 700bhp (1 250kW)<br>Nordberg Manufacturing Co. St. Louis, Mo<br>Gen 2 × 225kW<br>Fuel 172,5t (d.o.) 11,5kn |
| 6513138<br>Df Esd Pld Rdr | **SAGAMYOJI MARU No. 31**<br>ex Kaiho Maru No. 7<br>**Shinyo Suisan**<br>South Korea | **192**<br>65<br>— | | **1965** Miho Zosensho K.K.—Shimizu (533)<br>41,51 6,61<br>34,09 6,58 3,20<br>1 dk<br>rf 254 | **M Fishing**<br>Side-fishing<br>4 Ho 3,4 3,2 3,2 4,3 ER<br>4 Ha (each 1,2 × 1,2) | Niigata<br>Oil 4SA 6Cy. 280 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 48kW 225V 60Hz a.c.<br>Fuel (d.o.) |
| 5004453<br>SEJG<br>Rdr Rt | **SAGAN AF ALAREN**<br>ex Sagan-89 ex Aga III-65<br>ex Gasaccumulator III-38<br>**AB Grundstenen 47574**<br>Stockholm Sweden | **172**<br>111<br>— | | **1915** Bergsunds M/V A/B—Stockholm (368)<br>*23,63* 6,81 2,701<br>6,76 2,80<br>1 dk<br>R | **M Ferry**<br>265P | MaK<br>Oil 2SA<br>260bhp (191kW) NE 45<br>Atlas-Diesel A/B Stockholm<br>Fuel 1,5t (d.o.) 10kn |
| 5304748<br>SJNL<br>Rdr Rt | **SAGAND**<br>ex Saebo-80<br>**Sven-Ake Nyberg**<br>Rederibolaget Sagana<br>Mollosund Sweden | **144**<br>72<br>— | (NV) | **1949** Kristiansands M/V A/S—Kristiansand S. (183)<br>29,75 5,62<br>5,59 2,29<br>1 dk | **TrM RoRo Cargo/Ferry**<br>233P | General Motors<br>3 Vee Oil 2SA each 6Cy. 108 × 127<br>510bhp (375kW)<br>General Motors Corp. Detroit, Mi<br>Fuel (d.o.) |
| 5422306<br>VWTY<br>1100<br>Df Esd Gc Rdr RTm/h | **SAGAR**<br>**Calcutta Port Trust**<br>Calcutta India | **1 993**<br>522<br>929 | IRS<br>✠Classed LR until 26/1/79 | **1964**-5 Blyth Dry Docks & SB. Co. Ltd.—Blyth (384)<br>83,62 13,31 4,744<br>76,21 13,26 7,17<br>1 dk, 2nd dk except in mchy. space 3rd dk in fwd hold<br>RW rf 991 | **TM Pilot Tender**<br>25P | MAN<br>2 Oil 4SA each 9Cy. 300 × 450 sr reverse geared to sc. shafts<br>1 680bhp (1 236kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 175kW 220V d.c.<br>Fuel (d.o.) |
| 8407266<br>VWGF<br>2126<br>Rt | **SAGAR BHUSHAN**<br>**The Oil & Natural Gas Commission**<br>Bombay India<br>SatCom: 1640120/SBSN | *11 103*<br>*3 331*<br>9 113 | AB IRS | **1987** Hindustan Shipyard Ltd.—Visakhapatnam (1181)<br>157,46 24,54 6,701<br>136,81 24,50 11,21<br>1 dk | **TD-E Drilling Ship**<br>Diving Support | Daihatsu 6DV-26A<br>4 Vee Oil 4SA each 12Cy. 260 × 300 total 7 648kW (10 398bhp) driving 4 gen. each 1 750kW 600V a.c. connected to 4 elec. motors & sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>Gen 1 × 700kW 1 × 560kW 480V 60Hz a.c.<br>10kn |
| 8123183<br>VTJR<br>1976<br>Df Esd Gc Pld Rdr RTv<br>AMVER | **SAGAR KANYA**<br>**Government of The Republic of India (Council of Scientific & Industrial Research/National Institute of Oceanography)**<br>The Shipping Corporation of India Ltd.<br>Bombay India<br>SatCom: 1640107/SAKA | **4 207**<br>1 089<br>1 554 | IRS<br>✠CLASS WITHDRAWN at Owners' request 8/91 | **1983**-3 Schlichting-Werft G.m.b.H.—Travemuende (1452)<br>100,51 16,39 5,601<br>89,01 16,31 9,81<br>B & F 58,3 2 dks<br>rf 399 DK fr. 5-135 15 3/4 (400mm) below fk | **TD-E Research**<br>Oceanographic | MaK 6M322AK<br>5 Oil 4SA each 6Cy. 240 × 330 total 7 350bhp (5 406kW) driving 5 gen. each 896kW 660V a.c. connected to 4 elec. motors each of 836shp (615kW) & sc. shafts<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 320kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 781,0t (d.o.) 14,25kn |
| 7627572<br>ATST<br>Esd Gc Rt | **SAGAR MEXICANA I**<br>**Chowgule & Co. Pvt. Ltd.**<br>Mormugao India | **198**<br>—<br>— | BV | **1978** Chowgule & Co. Pvt. Ltd.—Goa (73)<br>23,75 7,50 2,901<br>21,21 7,48 3,43<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>364bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 34,0t (d.o.) 8,5kn |
| 7627584<br>ATSW<br>Esd Rdr Rt | **SAGAR MEXICANA II**<br>**Chowgule & Co. Pvt. Ltd.**<br>Mormugao India | **198**<br>—<br>— | BV | **1979** Chowgule & Co. Pvt. Ltd.—Goa (74)<br>23,70 2,901<br>21,21 7,48 3,43<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>364bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7802859<br>ATUP<br>1820<br>Esd Rdr Rt | **SAGAR MEXICANA III**<br>**Chowgule & Co. Pvt. Ltd.**<br>Mormugao India | **130**<br>71<br>75 | (NV) | **1980** Chowgule & Co. Pvt. Ltd.—Goa (75)<br>23,75 2,552<br>20,65 7,48 3,64<br>1 dk. | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203<br>350bhp (257kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 72kW 415V 50Hz a.c. |
| 7802823<br>ATUR<br>1821<br>Esd Rdr Rt | **SAGAR MEXICANA IV**<br>**Chowgule & Co. Pvt. Ltd.**<br>Mormugao India | **130**<br>71<br>75 | (NV) | **1980** Chowgule & Co. Pvt. Ltd.—Goa (76)<br>23,78 2,552<br>20,65 7,48 3,64<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203<br>350bhp (257kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 72kW 415V 50Hz a.c. |
| 8111805<br>VTFZ<br>1953<br>Df Esd Gc Rdr Rt | **SAGAR PRABHAT**<br>**The Oil & Natural Gas Commission**<br>Bombay India<br>SatCom: 1640127/SPBT<br>See Register of Offshore Units | **6 626**<br>4 945<br>3 824 | AB IRS | **1982** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (195)<br>118,52 22,76 6,001<br>110,01 22,22 7,52<br>P 45,5 F 49,1 1 dk<br>rf nil | **TD-E Drilling Ship**<br>Cr 2(40) | Caterpillar<br>5 Vee Oil 4SA each 16Cy. 159 × 203 total 4 000bhp (2 942kW) driving 5 gen. each 876kW 600V a.c. connected to 4 elec. motors & sr geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 330kW 440V 60Hz a.c.<br>9kn |
| 8300080<br>VWXS<br>2064<br>Df Esd Gc Pld Rdr Rt | **SAGAR SAMPADA**<br>**Government of The Republic of India (Council of Scientific & Industrial Research/National Institute of Oceanography)**<br>The Shipping Corporation of India Ltd.<br>Bombay India | *2 661*<br>*798*<br>1 140 | IRS (NV) | **1984** Dannebrog Vaerft A/S—Aarhus (186)<br>71,51 16,59 5,601<br>63,02 16,41 9,00<br>2 dks<br>rf 800 | **M Research/Fishing**<br>Stern Trawler Oceanographic<br>Ice strengthened | Alpha 8SL28L-VO<br>Oil 4SA 8Cy. 280 × 320 with clutches, flexible couplings & sr geared to sc. shaft<br>2 285bhp (1 681kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 517kW 2 × 307kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>13,5kn |

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| **8416970**<br>*VVJW*<br>2162<br>Df Esd Gc<br>Rdr RTv | **SAGAR SANDHANI**<br>**The Oil & Natural Gas Commission**<br>Bombay India<br>SatCom: 1640111/SNDI | **2 156**<br>647<br>1 500 | AB IRS | **1986** Southern Ocean SB. Co. (Pte.) Ltd.—Singapore (140)<br>70,21 4,012<br>68,03 15,02 5,21<br>F 50,3 1 dk<br>rf 254 | **TM Research**<br>Geophysical | Wartsila<br>4 Oil 4SA each 6Cy. 220 × 240 sr gea<br>shafts<br>4 820bhp (3 545kW)<br>Wartsila Diesel Singapore (Pte) Ltd.<br>Gen 2 × 480kW 2 × 275kW 415V<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 878,0t (d.o.) |
| **7229681**<br>*VTQN*<br>Df Esd Gc<br>Rdr RTm/h/v | **SAGAR SEVAK**<br>ex Ferdinandtor-86<br>**South India Corp. (Agencies) Ltd.**<br>Bombay India | **490**<br>230<br>826 | AB (GL) | **1972** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (732)<br>52,86 11,33 3,442<br>49,20 11,00 3,97<br>F 17,4 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>Mchy.aft | MWM<br>2 Oil 4SA each 8Cy. 230 × 270 revers<br>geared to sc. shafts<br>1 900bhp (1 398kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 112kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 304,0t (d.o.) |
| **6513358**<br>*ATMY*<br>1635<br>Df-Esd Gc<br>Rdr Rt | **SAGAR TARANI**<br>ex Mini-75 ex Finnmini-71<br>ex Pinocchio-69<br>**Sagar Lines (India) Pvt. Ltd.**<br>Calcutta India | **497**<br>178<br>712 | (NV) | **1965** Valmet Oy Pansion Tehdas—Turku/Abo (285)<br>60,00 8,54 3,449<br>53,70 8,49 3,71<br>1 dk<br>rf 102 | **M Tanker**<br>6 Ta ER<br>L.(oil) 947 | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>309kW (420bhp)<br>Alpha-Diesel A/S<br>Gen 1 × 52kW 1 × 40kW 1 × 24<br>380V 50Hz a.c.<br>Fuel (d.o.)(d.o.)-1,5pd |
| **8401183**<br>*ATEI*<br>2091<br>Df Esd Gc<br>Pfd Rdr RTv | **SAGAR VIJAY**<br>**The Oil & Natural Gas Commission**<br>Bombay India<br>SatCom: 1640110/VJAY<br>See Register of Offshore Units | **11 104**<br>3 331<br>9 239 | AB IRS | **1985** Hitachi Zosen—Osaka Works, Sakai (K1052)<br>145,85 6,720<br>136,81 24,50 11,21<br>P 26,6 F 29,9<br>rf nil | **TD-E Drilling Ship**<br>Diving Support<br>Moonpool<br>Mchy.aft | Daihatsu<br>4 Vee Oil 4SA each 12Cy. 260 × 300<br>9 396bhp (6 911kW) driving 4 gen.<br>1 750kW 600V a.c. connected to 4<br>each of 1 000shp (736kW) & sr gea<br>shafts<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 1 × 700kW 1 × 500kW 480V |
| **8835798**<br>Rt | **SAGARA RANI**<br>**Government of The Republic of India (Port Department of Kerala)**<br>Cochin India | **126**<br>46<br>16 | IRS (Class cont.) | **1990** Cochin Shipyard Ltd.—Cochin<br>26,00 6,68 1,250<br>23,25 6,38 2,30<br>1 dk<br>rf 362 | **TM Launch** | Leyland<br>2 Oil 4SA 6Cy.<br>218kW (296bhp)<br>Ashok Leyland Ltd.<br>Gen 2 × 12kW 415V 50Hz a.c.<br>Fuel (d.o.) |
| **5408403**<br>*VWTR*<br>1094<br>Df Esd Gc<br>Pfd Rdr Rt | **SAGARDEEP**<br>**Government of The Republic of India (Director General of Lighthouses & Lightships)**<br>The Shipping Corporation of India Ltd.<br>Calcutta India | **2 775**<br>946<br>1 568 | IRS<br>✠Classed LR until 1/7/82 | **1964**-1 "Titovo Brodogradiliste"—Kraljevica (370)<br>99,52 14,05 4,593<br>89,03 14,00 7,07<br>F 10,7 2 dks<br>rf 102 | **TM Lighthouse Tender**<br>3 Ho 8,9 19,2 5,4<br>G.2 006 B.1 805<br>3 Ha (stl) (2,3 × 1,2) (8,3 × 5,0) (4,1 × 3,9)<br>5W Der 1(25) 2(11) 2(3) | Pielstick<br>4 Vee Oil with magnetic slip couplings<br>to sc. shafts<br>14 080bhp (10 357kW)<br>(centre) 2 Oil 4SA each 12Cy. 400 ×<br>Ottensener Eisenwerk G.m.b.H.<br>(wing) 2 Oil 4SA each 10Cy. 400 ×<br>Ottensener Eisenwerk G.m.b.H.<br>Gen 3 × 200kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 500,0t (d.o.) |
| **5355539**<br>191092 | **SAGARICA**<br>ex Tensha Maru No. 6-64<br>**Ancient Steamship Co. Ltd.**<br>Chittagong Bangladesh | **715**<br>484<br>1 107 | (NK) | **1956** Koyo Dockyard Co. Ltd.—Mihara (26)<br>63,81 8,62 3,937<br>58,68 8,59 4,50<br>P 14,4 F 6,8 1 dk<br>len 60 | **M General Cargo**<br>G.1 456 B.1 310<br>2 Ha (15,0 13,9 × 4,5) ER<br>Der 4(3) | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 3kW<br>Fuel 35,5t |
| **7356941**<br>*ATOI*<br>1678<br>Df Esd Gc<br>Rdr Rt | **SAGARIKA I**<br>**The Oil & Natural Gas Commission**<br>The Shipping Corporation of India Ltd.<br>Bombay India | **671**<br>212<br>945 | AB | **1976** Hindustan Shipyard Ltd.—Visakhapatnam (191017)<br>51,21 4,050<br>46,59 11,59 4,58<br>F 19,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Mitsubishi<br>2 Vee Oil 4SA each 12Cy. 160 × 200<br>reduction geared to sc. shafts<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 128kW<br>Thw. thrust propeller fwd<br>Fuel 275,5t |
| **7356953**<br>*ATOY*<br>1692<br>Df Esd Gc<br>Rdr Rt | **SAGARIKA II**<br>**The Oil & Natural Gas Commission**<br>The Shipping Corporation of India Ltd.<br>Bombay India | **671**<br>212<br>945 | AB | **1976** Hindustan Shipyard Ltd.—Visakhapatnam (191018)<br>51,21 4,050<br>46,59 11,59 4,58<br>F 19,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Mitsubishi<br>2 Vee Oil 4SA each 12Cy. 160 × 200<br>reduction geared to sc. shafts<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 128kW<br>Thw. thrust propeller fwd<br>Fuel 275,5t |
| **7366465**<br>*ATPA*<br>Df Esd Gc<br>Pfd Rdr Rt | **SAGARIKA III**<br>ex Century-77 ex Polar 903-75<br>**The Oil & Natural Gas Commission**<br>India | **838**<br>250<br>— | (AB) | **1975** Burton Construction & SB. Corp.—Port Arthur, Tx (514)<br>57,92 12,20 4,249<br>52,20 12,17 4,88<br>F 20,2 1 dk | **TrM Tug/Supply Ship**<br>Deck Cargo | Fairbanks, Morse<br>3 Vee Oil 2SA each 12Cy. 207 × 254<br>reduction geared to sc. shafts<br>E made51 fitted75<br>Colt Ind. Int. Inc., Fairbanks Morse Eng<br>Div.<br>Gen 2 × 250kW<br>Fuel 350,5t (d.o.) |
| **7403615**<br>*EGKG*<br>737<br>Df Esd Rdr<br>Rt | **SAGARZAZU**<br>**Jose Sagarzazu y otros**<br>Pasajes Spain | **235**<br>130<br>— | | **1974** S.A. Balenciaga—Zumaya<br>31,70 8,03<br>30,00 3,00<br>1 dk | **M Sand Carrier** | Oil geared to sc. shaft<br>430bhp (316kW)<br>..............<br>Fuel (d.o.) |
| **8915495**<br>*CB4404*<br>Rt | **SAGASCA**<br>**Pesquera Indo S.A.**<br>Valparaiso Chile | **545**<br>163<br>605 | BV (Class cont.) | **1990** Ast. y Maestranzas de la Armada ASMAR Chile—Talcahuano (41)<br>48,00 (BB) 4,500<br>42,80 10,00 5,00 | **M Fishing**<br>Side-fishing Purse Seiner<br>In.650 | Deutz<br>Oil 4SA 8Cy. 240 × 280 geared to sc.<br>1 779kW (2 419bhp)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 64kW 220/380V d.c.<br>Controllable pitch propeller |
| **7039103**<br>*6VOC*<br>Esd Rt | **SAGATTA**<br>ex Rubyan IV-77<br>**Armement Frigorifique Senegalais**<br>Dakar Senegal | **131**<br>63<br>— | (BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (153)<br>25,20 6,86 2,515<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho<br>In.148<br>1 Ha (1,1 × 1,6) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co.<br>Fuel 48,5t (d.o.) |
| **7731983**<br>*URYA*<br>M-35097 | **SAGAYDAK**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **744**<br>213<br>322 | RS | **1978** .............U.S.S.R.<br>53,75 (BB) 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(3,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller 1 fwd |

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|---|---|---|---|---|---|---|
| 8219421<br>WTB7198<br>659802<br>Df Esd Gc<br>Rdr Rt | **SAGE**<br>**Gulf Fleet Supply Vessels Inc.**<br>Zapata Gulf Marine Corporation<br>New Orleans, La United States of America | **297**<br>202<br>1 200 | AB | **1985** Champion-Swiftships Inc.—Pass Christian, Ms (316)<br>54,86 2,135<br>51,85 12,19 4,27<br>1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. La Grange |
| 7051890<br>WO8283<br>262489<br>Rt | **SAGE**<br>ex Shauna-74 ex Bonanza<br>ex Bright star ex Q 179<br>**Eddie L. Jones**<br>Los Angeles-Long Beach, Ca United States of America | **140**<br>95<br>— | | **1943** Stephens Bros. Boat Works—Stockton, Ca<br>*30,58* 5,90<br>3,10<br>1 dk | **Wood M Fishing** | Oil<br>675bhp (497kW)<br>U.S.A. |
| 5305120<br>Y4EM<br>Df Esd Rdr<br>Rt | **SAGEHAI**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **133**<br>47<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,71 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt Halberstadt<br>Gen 2 × 42kW 110V d.c.<br>9kn |
| 8529076<br>Esd Rdr Rt | **SAGHA 1**<br>**Government of The Islamic Republic of Iran (State of Hormoz)**<br>Bandar Abbas Iran | **400**<br>—<br>750 | **100A1**<br>Class contemplated<br>FN 621 | **1985** Iran Mar. Ind. Co. (IMICO)—Bandar Bushehr (13025)<br>49,92 10,29 1,950<br>47,96 9,95 2,98<br>1 dk | **TM Tanker/ Landing Craft**<br>Water | MWM<br>2 Vee Oil 4SA each 12Cy. 128 × 140 with clutches & reverse reduction geared to sc. shafts<br>1 224bhp (900kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 8704315<br>JK4716<br>128038<br>Rdr | **SAGISHIMA**<br>**Setonaikai Kisen Co. Ltd.**<br>Hiroshima, Hiroshima Pref. Japan | **699**<br>—<br>304<br>T/cm<br>5,5 | | **1987** Kanda Zosensho K.K.—Kawajiri (307)<br>58,60 14,03 2,880<br>55,02 14,01 3,81<br>1 dk | **TM RoRo Cargo/Ferry**<br>1cbn 350dk P<br>Bow door/ramp<br>L 4,60 W 5,30 SWL 20<br>Stern door/ramp<br>L 4,00 W 5,30 SWL 20<br>Lane Length 156 Cargo Width 2,50<br>Clear height 4,20<br>Trailers 21 | Daihatsu 6DLM-26<br>2 Oil 4SA each 6Cy. 260 × 340 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 876kW (2 550bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>13,5kn |
| 7405613<br>LZSP<br>Df Esd Gc<br>Rdr Rt | **SAGITA**<br>**Okeansky Ribolov (Bulgarian Ocean Fishing)**<br>Bourgas Bulgaria | T.Mk<br>**2 468**<br>1 034<br>1 645 | BR (PR) | **1975** Stocznia im. "Komuny Paryskiej"—Gdynia (B418/213)<br>89,01 15,02 5,401<br>85,37 14,97 9,40<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.2 158<br>3 Ha (each 1,9 × 1,9)<br>4W Der 2(5) 4(3) | Sulzer 6ZL40/48<br>Oil 4SA 6Cy. 400 × 480<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 640kW 2 × 504kW 400V a.c. 2 × 224kW 280V d.c.<br>Controllable pitch propeller<br>15,5kn |
| 7505231<br>PP3641<br>Df Esd Gc<br>Rdr Rt | **SAGITARIUS**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Angra dos Reis Brazil | **470**<br>96<br>618 | GL | **1978** MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (223)<br>30,71 11,26 3,431<br>29,01 11,02 5,01<br>1 dk | **TM Tug** | Alpha 12V23LU<br>2 Vee Oil 4SA each 12Cy. 225 × 300 reduction geared to sc. shafts<br>Equipamentos Villares S.A. Sao Paulo<br>2 Controllable pitch propellers<br>11,75kn |
| 7433749<br>26338<br>Df Esd Rt | **SAGITARIUS**<br>**Wilson, Sons Servicos Maritimos S.A.**<br>Rio de Janeiro Brazil | **185**<br>76<br>58 | ✠CLASS WITHDRAWN 22/5/91 | **1978-4** MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (221)<br>24,36 7,22 3,401<br>21,52 7,00 4,02<br>1 dk<br>rf 978 BK 152 | **M Tug** | MAN G7V235/330ATL<br>2 Oil 4SA each 7Cy. 235 × 330 with clutches & dr reverse geared to sc. shaft<br>Mecanica Pesada S.A. Taubate<br>Gen 2 × 41kW 450V 60Hz a.c. |
| 7606853<br>SQHB<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SAGITTA**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich "Dalmor"**<br>Gdynia Poland | **2 603**<br>1 107<br>1 499 | PR | **1977** Stocznia Gdanska im. Lenina—Gdansk (B414/05)<br>89,13 15,02 5,601<br>83,52 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.440 In.1 415 | Sulzer 6ZL40/48<br>Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 640kW 2 × 560kW 400V a.c.<br>Controllable pitch propeller<br>17,75kn |
| 8920256<br>DPGO<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav | **SAGITTA**<br>Launched as Rosemarie<br>**m.s. "Sagitta" Schiffahrtsgesellschaft m.b.H. & Co.**<br>Peter Dohle Schiffahrts-KG. (G.m.b.H. & Co.)<br>Hamburg Federal Republic of Germany | *1 985*<br>*969*<br>2 620 | GL | **1990** Scheeps. Damen B.V.—Bergum (8254)<br>82,50<br>79,35 12,50 6,50<br>1dk | **M General Cargo**<br>1 Ho 57,5 ER<br>G.4 020<br>TEU 98 C.Ho 70/20' C.Dk 28/20'<br>1 Ha (stl) (57,5 × 10,0) ER | MaK 6M322AK<br>Oil 4SA 6Cy. 240 × 330 sr geared to sc. shaft<br>1 200kW (1 631bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 600kW 1 × 104,8kW 1 × 64,8kW 220/440V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd Tunnel thruster unit<br>Fuel 168,28t (i.f.o.) 11kn |
| 6421749<br>ZSPT<br>350422<br>Df Esd Pfd<br>RTh | **SAGITTA**<br>ex Iris-76<br>**Sterling Fisheries & Cold Storage (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **339**<br>96<br>— | ✠Classed LR until 9/66 | **1965-2** Hall, Russell & Co. Ltd.—Aberdeen (919)<br>42,60 8,16<br>37,65 8,08 4,20<br>F 7,1<br>rf 762 BK 152 | **M Fishing**<br>Side Trawler<br>2 Ho 8,8 3,8<br>5 Ha (0,9 × 1,0) (1,0 × 1,3) (1,6 1,6 × 1,0) (1,5 × 1,5)<br>Cr 1(1) | Alpha<br>Oil 2SA 7Cy. 310 × 490<br>840bhp (618kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 40kW 1 × 25kW 110V d.c.<br>Fuel (d.o.) |
| 8918033<br>FGEX<br>CN 764603 | **SAGITTAIRE**<br>**Jean-Michel Helie**<br>Port-en-Bessin France | **100**<br>—<br>— | | **1990** SOCARENAM—Boulogne (139)<br>23,60 7,21 3,400<br>20,28 7,20 3,80 | **M Fishing**<br>Stern Trawler Ref<br>In.90 | Cummins KT-38-M<br>Vee Oil 4SA 12Cy. 159 × 159 with clutches, flexible couplings & dr geared to sc. shaft<br>441kW (600bhp)<br>Cummins Engine Co. Inc. Columbus, In<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 7329417<br>IQNR<br>562<br>Esd Rt | **SAGITTARIO**<br>**Matteo Giordana**<br>Cetara Italy | **197**<br>100<br>— | | **1973** Cant. Nav. Fratelli Maccioni—Viareggio<br>37,67 7,14 1,931<br>28,05 7,12 3,81<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | MAN G8V30/45ATL<br>Oil 4SA 8Cy. 300 × 450<br>1 100bhp (809kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany |
| 8506529<br>IBXE<br>1609<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SAGITTARIUS**<br>**Sidermar di Navigazione S.p.A.**<br>Napoli Italy | *17 599*<br>*7 135*<br>28 500<br>T/cm<br>38,4 | AB RI | **1987** Fincantieri-Cant. Nav. Italiani S.p.A.—Ancona (5822)<br>186,01 (BB) 10,402<br>176,03 23,11 14,30<br>1 dk | **M Bulk Carrier**<br>4 Ho each 33,5 ER<br>G.25 300<br>4 Ha (stl) (each 24,0 × 13,7) ER | Sulzer 4RTA58<br>Oil 2SA 4Cy. 580 × 1700<br>8 640bhp (6 355kW)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 680kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>15,5kn |
| 8200840<br>226985 | **SAGITTARIUS**<br>**Northern Mindanao Transport Co. Inc.**<br>Cagayan de Oro Philippines | **720**<br>—<br>907 | **✠100AN** SS 4/91<br>barge<br>Philippine Islands coastal service<br>FN 764 | **1982-11** VL Shipyard Corp.—Navotas. (82/1)<br>49,08 12,50 2,479<br>48,77 12,20 3,46<br>1 dk<br>rf nil | **General Cargo Barge** | |
| 7397397<br>DUHM<br>Rt | **SAGITTARIUS**<br>ex H. 24-80<br>**Silcor Delta Motor Corp.**<br>Manila Philippines | **260**<br>114<br>230 | (BV) | **1975** Robin Shipyard (Pte.) Ltd.—Singapore (186)<br>39,04 1,372<br>36,58 9,76 1,99<br>1 dk | **TM Landing Craft**<br>Mchy.aft | Caterpillar 3306SCAC<br>2 Oil 4SA each 6Cy. 121 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **8701997**<br>5921 | **SAGRADO CORAZON**<br>**Pennisi, Bonaccorso y Malvica S.r.l.**<br>Mar del Plata Argentina | **100**<br>—<br>— | AB (Class cont.) | **1987** S.A.N.Y.M. S.A.—Buenos Aires (80)<br>23,50 3,001<br>20,91 6,51 3,31<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.115 | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 geared to<br>425bhp (313kW)<br>Caterpillar Inc. |
| **5344607**<br>Df Esd Gc<br>Rdr Rt | **SAGRES**<br>ex Gulf Trader-85 ex Bravotrader-80<br>ex Laurie U.-76 ex Elgy-73<br>ex Arlesiana-72 ex Elg-70<br>ex Elg Viking-68 ex Sunbear-65<br>Ecuador | **2 589**<br>1 428<br>—<br>**4 026**<br>2 503<br>6 167 | (NV) (RI) | **1959** Trondhjems M/V A/S—Trondheim (241)<br>111,77 15,02 —/7,830<br>102,70 14,97 9,61<br>2 dks<br>RW rf 76 | **M General Cargo** CSD<br>3 Ho ER<br>G.296 280 B.278 500<br>3 Ha (stl) (each 13,5 × 7,0) ER<br>12W Der 1(20) 12(5) | MAN<br>Oil 2SA 6Cy. 600 × 1050<br>3 640bhp (2 677kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **5305223**<br>45 | **SAGRES**<br>**Ferro & Companhia Ltda.**<br>Sao Vicente Cape Verde Republic | **195**<br>82<br>— | ✠Classed LR until 9/71 | **1921**-10 Bow, McLachlan & Co. Ltd.—Paisley (396)<br>30,79 7,19 2,756<br>29,57 7,17 3,05<br>1 dk<br>R | **S Tanker**<br>Water<br>4 Ta ER<br>L.248 | C 2Cy. 305 & 610 x 457<br>170ihp (125kW)<br>Bow, McLachlan & Co. Ltd.<br>Fuel (o.f.) |
| **7049859**<br>*WY4294*<br>514945 | **SAGRES**<br>ex Vasco Da Gama-78<br>ex Mark & Eric-75<br>**NBM Fishing Corp.**<br>New Bedford, Ma United States of America | **131**<br>89<br>— | | **1968** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*22,16* 6,84<br>3,54 | **M Fishing** | Oil<br>365bhp (268kW)<br>............<br>Fuel (d.o.) |
| **6416873**<br>*VGWX*<br>322994<br>Df Esd Gc<br>Rdr RTh/v<br>AMVER | **SAGUENAY**<br>**Canada Steamship Lines Inc.**<br>Toronto, Ont. Canada | **20 148**<br>14 947<br>29 267<br>T/cm<br>46,0 | **✠100A1** SS 9/87<br>Great Lakes & Gulf of St. Lawrence service to Sydney N.S.<br>**✠LMC**<br>EL (ot) 2⅜"SQ<br>FN ,561 | **1964**-8 Davie SB. Ltd.—Lauzon, P.Q. (647)<br>222,54 22,99 8,140 FW<br>216,26 22,86 12,10<br>P 27,8 F 18,0 1 dk<br>rf nil conv Bulk Carrier 73 | **M Bulk Carrier**<br>Self-unloader<br>6 Ho 25,6 29,2 29,2 29,2 29,2 34,7 ER<br>G.29 869<br>17 Ha (stl) (each 6,1 × 16,3) ER | Fairbanks, Morse<br>Caterpillar<br>6 Oil with flexible couplings sr geared<br>9 400bhp (6 914kW)<br>(i) 4 2SA each 12Cy. 216 × 508<br>Canadian Locomotive Co. Ltd.<br>(ii) 2 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co.<br>Gen 2 × 500kW 1 × 250kW 550V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 457,0t (d.o.) |
| **5115771**<br>*LANA*<br>13641<br>Rdr Rt | **SAGVAG**<br>ex Fjaerlandsfjord-77 ex Gula-54<br>ex Wischhafen-52<br>(Aft section)<br>ex Unknown name-51<br>**Sagvag A/S**<br>Jorgen Bosvik<br>Bergen Norway | **264**<br>143<br>— | | **1943** (Aft section) ............Germany<br>**1951** (Fwd section) Harttermann & Krooss —Wischhafen (N)<br>29,27 8,16<br>8,13<br>1 dk<br>joined 51<br>conv Tanker 51 | **M RoRo Cargo/Ferry**<br>Deck Cargo 100dk P | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>240bhp (177kW) NE 59<br>A/S Wichmann<br>Fuel (d.o.) |
| **8808836**<br>Esd Rdr Rt | **SAHAISANT NAVA**<br>**Sahaisant Co. Ltd.**<br>Thailand | **100**<br>—<br>— | | **1989** The Sahaisant Co. Ltd.—Bangkok (109)<br>2,552<br>18,42 6,81 3,03<br>1 dk | **TM Tug** | 2 Oil |
| **5364487**<br>*HO8988*<br>433-HK<br>Esd Rt | **SAHAKA**<br>ex Kasongo-67 ex Tong Joo-65<br>ex Leksula-59<br>ex Lammers van Torenburg-51<br>**Cia. de Navegacion Hilton S.A.**<br>Panama Panama | **487**<br>259<br>472 | (AB) | **1946** Albina Eng. & Mach. Works—Portland, Or (231)<br>55,20 8,87 2,591<br>51,82 8,82 3,28<br>P 11,0 F 8,0 1 dk<br>rf 102 | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>B.823<br>2 Ha<br>4W | Enterprise<br>Oil 4SA 6Cy. 305 × 380<br>275bhp (202kW)<br>Enterprise Engine & Foundry Co. San Fra<br>Fuel 35,5t |
| **7128411**<br>*HSJY*<br>331000303<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SAHAKIJ**<br>ex Jutha Malee-91 ex Americana-90<br>ex Solimoes-87<br>**Sahakij Viriya Co. Ltd.**<br>Bangkok Thailand | *4 794*<br>*2 495*<br>6 060 | (GL)<br>✠Classed LR until 26/9/75 | **1973**-3 EMAQ-Engenharia & Maquinas S.A.—Rio de Janeiro (278)<br>115,47 17,45 6,990<br>108,59 17,40 9,81<br>2 dks<br>rf nil | **M General Cargo**<br>Ref<br>3 Ho 29,4 6,1DTp&s 21,9 17,1 ER<br>G.6 852 B.6 102 In.1 671 L.580<br>TEU 70 C. 70/20'<br>4 Ha (stl) (13,7 × 7,0) (19,8p&s × 6,0) (4,7 × 5,0) ER<br>4W Cr 2(5) 1(3) Der 1(50) 4(10) | B&W<br>Oil 4SA 8Cy. 450 × 540 reverse reduct<br>to sc. shaft<br>4 400bhp (3 236kW)<br>Helsingor Skibsv. og Maskinbyg.<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 170,0t (d.o.) 551,0t (hvf)-11,5pd |
| **7389405**<br>*ELEA9*<br>7638<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SAHARA**<br>ex Safina Sahara-84 ex Sea Saint-81<br>**Kinetron Investments Corp.**<br>Monrovia Liberia<br>SatCom: 1243622/SAHA | **164 758**<br>145 236<br>356 400<br>T/cm<br>196,0 | **✠100A1** SS 5/88<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL G* 127,0U3<br>FN 30947 | **1974**-11 Kockums M/V A/B—Malmo (546)<br>362,75 60,05 22,327<br>350,35 60,00 28,33<br>F 17,1 1 dk<br>rf nil Bow/CM 181 | **S Tanker**<br>IGS (LR) pt higher tensile steel<br>25 Ta ER<br>L.(oil) 440 000<br>4 Cargo pumps total 22 000T/hr | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Kockums M/V A/B<br>2 WTB 76kgf/cm$^2$ (74,6bar) Spt 510°C<br>65,5kgf/cm$^2$ (64,3bar) hs2560,4<br>sg 12,6kgf/cm$^2$ (12,4bar)<br>Gen 1 × 1700kW 2 × 1280kW 450V<br>Fuel 7 973,0t (o.f.) 297,0t (d.o.) |
| **7026663**<br>*CNCN*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SAHARA**<br>ex Cavallino-75<br>**Societe Marocaine de Navigation Fruitiere (SOFRUMA)**<br>Casablanca Morocco | **1 966**<br>1 041<br>3 600 | BV | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (5188)<br>100,39 (BB) 14,41 6,173<br>89,41 14,33 8,89<br>1 dk & S dk, 3rd dk in holds | **M Refrigerated Cargo** OSD<br>Side doors 2(p) 1(s)<br>3 Ho 21,1 20,5 16,9 ER 3 TwD 24,9 20,5 21,4<br>In.5 475<br>3 Ha (stl) (6,4 9,0 6,4 × 4,8) ER<br>6W Der 2(5) 4(3) | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 300kW 380V 60Hz a.c.<br>Fuel 160,0t (d.o.) 380,0t (hvf)-12,5pd |
| **7909229**<br>*JJ3199*<br>121115<br>Rdr Rt | **SAHEI MARU**<br>ex Koho Maru No. 11-86<br>**Ichiko Suzuki**<br>Tokyo Japan | **499**<br>—<br>1 300 | | **1979** Ura Kyodo Zosensho K.K.—Awaji (200)<br>3,901<br>54,01 9,21 4,12<br>1 dk | **M Tanker**<br>Wine<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 250 × 320<br>1 350bhp (993kW)<br>Hanshin Nainenki Kogyo |
| **8401872**<br>Esd Rdr Rt | **SAHEL**<br>**Sirte Oil Company for Production, Manufacturing of Oil & Gas**<br>Benghazi Libya | **67**<br>20<br>55 | **✠100A1** SS 9/88<br>extended protected waters service from the port of Marsa El Brega<br>**✠LMC**<br>EL 140,0/12,0U1<br>FN 157 | **1984**-5 Tille Scheepsbouw B.V.—Kootstertille (242)<br>19,82 5,80 1,417<br>17,51 5,61 3,31<br>1 dk<br>rf - | **TM Pilot Launch**<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 6Cy. 137 × 165 w<br>flexible couplings & sr reverse gea<br>shafts<br>804bhp (591kW)<br>Caterpillar Tractor Co.<br>Fuel 9,0t (d.o.) |
| **7829601**<br>0032 | **SAHID 1**<br>ex YTK Singapore 8-83<br>ex Lady Anne-82<br>**Sahid Sendirian Berhad**<br>Bandar Seri Begawan Brunei | **116**<br>33<br>156 | (NK) | **1979** Ocean Shipyard Co. Sdn. Bhd.—Sibu, Sarawak<br>26,83 6,13 1,982<br>24,69 6,10 2,90<br>F 10,1 1 dk | **TM Work Ship** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 15<br>1 040bhp (765kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 49kW<br>2 Controllable pitch propellers |
| **5141316**<br>Rt | **SAHIL - 6**<br>ex Khaldoon-76 ex Geier-68<br>ex Hammal-65<br>**Kuwait Coast Line Co. W.L.L.**<br>Kuwait Kuwait | **363**<br>13<br>248 | ✠Classed LR until 21/1/72 | **1948**-8 Scott & Sons—Bowling (382)<br>39,17 9,48 3,969<br>36,48 9,45 4,27<br>B 12,2<br>BK 152 | **S Tug** | T 3Cy. 419 686 & 1168 x 762<br>Plenty & Son Ltd.<br>Fuel 152,5t (o.f.) |
| **7000920**<br>*DUHC*<br>230358<br>Df Esd Gc<br>Rdr RTm/v<br>AMVER | **SAHIWAL EXPRESS**<br>ex El Malek Faisal-81 ex Cabries-77<br>**Bonita Marine Management Inc.**<br>Vroon B.V.<br>Manila Philippines | T.Mk<br>**538**<br>260<br>878 | **100A1** SS 12/86<br>**LMC**<br>EL O 412,5/34,0U2<br>FN 1571<br>BV | **1969** Buesumer Werft G.m.b.H.—Buesum (231)<br>76,41 13,42 4,179<br>68,00 13,20 9,89<br>F 8,0 2 dks, pt 3rd dk<br>rf 889 conv RoRo Cargo/General Cargo 81 | **M Livestock Carrier**<br>Mchy.aft | Deutz<br>Oil 4SA 9Cy. 240 × 280 sr geared<br>2 025bhp (1 490kW) NE 6/82<br>Kloeckner Humboldt Deutz<br>Gen 2 × 213kW 1 × 96kW 380V<br>Controllable pitch propeller<br>Bow jet pump |

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| 8710090<br>[illegible]<br>Esd Rdr Rt | **SAHM**<br>**Al Amine Securities Co.**<br>Tan-Tan Morocco | *336*<br>*114*<br>318 | BV | **1989** S.A. Juliana Const. Gijonesa—Gijon (329)<br>39,40 (BB) 4,101<br>33,02 9,01 6,15<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.365 | Yanmar M220-EN<br>Oil 4SA 6Cy. 220 × 300 with clutches, flexible couplings & reduction geared to sc. shaft<br>883kW (1 200bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 2 × 360kW 380V a.c.<br>12,2kn |
| 8903789 | **SAHM**<br>**Canal Naval Construction Co. Ltd.**<br>Port Said Egypt | **180**<br>—<br>—<br>T/cm<br>0,9 | GL (Class cont.) | **1990** Canal Naval Construction Co.—Port Said (Port Fuad) (418)<br>21,60 5,90 2,200<br>19,60 5,70 2,90<br>1 dk | **M Tug** | S.K.L. 6VD26/20AL-2<br>Oil 4SA 6Cy. 200 × 260 sr geared to sc. shaft<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 23,6kW 380V 50Hz a.c.<br>Fuel 20,0t (d.o.) |
| 6708666<br>HP4582<br>13095-PEXT<br>Df Esd Rdr<br>RTm/v | **SAI HONG**<br>ex Belier-87<br>**Van Emmerik Towing S.A.**<br>Panama Panama | **350**<br>98<br>310 | BV | **1967** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5154)<br>39,68 9,81 4,598<br>35,69 9,10 4,65<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Fuel 193,0t (d.o.) 13,5kn |
| 7921667<br>JM4777<br>123327<br>Rdr Rt | **SAIBU MARU**<br>**Kimura Kaiun K.K.**<br>Nagasaki, Nagasaki Pref. Japan | **489**<br>—<br>564 | NK | **1980** Sanyo Zosen K.K.—Mukaishima (800)<br>52,71 3,604<br>48,57 9,31 4,02<br>P 12,8 F 6,8 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 747 | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 246,5kW<br>Fuel 55,0t (d.o.)-4,0pd 11kn |
| 5305314 | **SAIBURI**<br>ex Hung Hal-48 ex Moamoa-46<br>**Thai Navigation Co. Ltd.**<br>Bangkok Thailand | **554**<br>278<br>505 | ✠Classed LR until 3/63 | **1937**-10 Hong Kong & Whampoa Dock Co. Ltd.—Kowloon, Hong Kong (771)<br>49,20 8,72 3,569<br>44,20 8,69 3,74<br>P 15,9 F 9,5 1 dk<br>R | **M General Cargo**<br>B.623<br>4W | Harland & Wolff<br>Oil 2SA 4Cy. 280 × 500<br>Harland & Wolff Ltd. Govan<br>Fuel 55,0t 9kn |
| 7641126<br>CNA2424<br>6/141<br>Esd Gc Pfd<br>Rdr Rt | **SAID**<br>ex Layyah-89<br>**Offshore Maroc S.A.**<br>Casablanca Morocco | **268**<br>113<br>278 | **100A1** SS 8/90<br>tug<br>**LMC**<br>EL G 302,5/22,0U2(a)<br>FN 376<br>(AB) | **1977** Narasaki Senpaku Kogyo K.K.—Muroran (114)<br>35,00 8,74 3,241<br>31,00 8,50 3,60<br>F 8,8 1 dk<br>rf 348 | **M Tug** | Deutz RSBA8M528<br>2 Oil 4SA each 8Cy. 220 × 280 dr geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 80kW 225V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 160,5t (d.o.) 12kn |
| 6415532<br>ODED<br>84061<br>Df Esd Rdr<br>RTm/h | **SAID I**<br>ex Ilias-78<br>**A. Fahl**<br>Ali Samin & Co.<br>Beirut Lebanon | T.Mk<br>**499**<br>216<br>987 | ✠**100A1** CS 4/89<br>Ice Class 3<br>✠**LMC**<br>EL m<br>FN 1045<br>**SURVEYS OVERDUE — CLASS SUSPENDED 29/11/91** | **1964**-10 E. J. Smit & Zoon's Schpsw. N.V.—Westerbroek (774)<br>70,90 10,47 5,093<br>63,71 10,37 6,02<br>Ba 11,9 2 dks<br>RW rf 102 | **M General Cargo**<br>Ref<br>2 Ho 12,6 23,0 ER<br>G.1 812 B.1 681 In.45<br>2 Ha (7,7 × 4,5) (15,3 × 5,4) ER<br>6W Der 2(6) 4(3) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 130bhp (831kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 40kW 230V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 12,25kn |
| 7336288<br>VA8832<br>328215 | **SAIDA**<br>ex Steve D-84<br>**Jocelyn Jalbert**<br>Gaspe, P.Q. Canada | **118**<br>.62<br>— | | **1971** Enterprises Maritime (1966) Inc.—Gaspe, P.Q<br>*24,36* 6,71<br>... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 10kn |
| 6620620<br>125<br>Rt | **SAIED**<br>ex Dimitris 9-69 ex Redoubt-66<br>**Sai Shipping & Trading Co.**<br>Khorramshahr Iran | **820**<br>394<br>691 | | **1946** ..............England<br>68,51 11,61 4,369<br>66,50 4,37<br>1 dk<br>conv RoRo Cargo/ Tank Landing Craft 66 | **M RoRo Cargo/Ferry**<br>2W Der 2(1) | Paxman<br>4 Oil 4SA each 6Cy. 175 × 195 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 4 × 30kW 110V d.c.<br>Fuel 122,0t 11kn |
| 8018156<br>Pfd Rt | **SAIF SAAD**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **1 030**<br>—<br>742 | ✠**100A1**<br>dredger<br>extended protected waters service<br>EL (M) 300,0/35,5FSWR<br>FN 923 | **1981**-5 Mitsubishi Heavy Industries Ltd.—Hiroshima (313)<br>69,02 14,05 3,101<br>50,40 14,00 4,30<br>1 dk<br>rf nil | **M Dredger**<br>Cutter Suction<br>Hopper 1 500 | Niigata<br>Oil<br>Niigata Eng. Co. Ltd. Japan<br>Gen 2 × 280kW 400V 50Hz a.c. |
| 8607672<br>C6DL2<br>715188<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **SAIGON NEPTUNE**<br>ex Mary Durack-91<br>ex Baltimar Neptune-88<br>**Baltimar Neptune Ltd.**<br>Baltimar Overseas Ltd.<br>Nassau Bahamas | *2 854*<br>*941*<br>2 742 | ✠**100A1**<br>certified container securing arrangements<br>Ice Class 1D<br>✠**LMC** **UMS**<br>EL S 467,5/36,0U3<br>FN 1882 | **1988**-8 Donghai Shipyard—Wusong (8604)<br>91,25 (BB) 15,05 4,611<br>84,28 14,70 7,62<br>F 8,3 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 53,1 ER<br>G.4 755<br>TEU 256<br>C.Ho 96/20' (40') C.Dk 160/20' (40')<br>1 Ha (stl) (53,0 × 10,4) ER<br>Cr 2(50) | B&W 4L35MC<br>Oil 2SA 4Cy. 350 × 1050<br>1 692kW (2 300bhp)<br>Hudong Shipyard Shanghai<br>TOH (o.f.) 10,2kgf/cm$^2$ (10,0bar)<br>TOH (ex.g) 10,2kgf/cm$^2$ (10,0bar)<br>Gen 3 × 212kW 390V 50Hz a.c.<br>Fuel 61,0t (d.o.) 237,0t (hvf)-7,0pd 13,2kn |
| 8812916<br>C6JS8<br>716400<br>Df Esd Gc<br>Rdr RTv | **SAIGON VENTURE**<br>ex Baltimar Zephyr-91<br>**Baltimar Zephyr Ltd.**<br>Baltimar ApS<br>Nassau Bahamas | *2 854*<br>*1 107*<br>3 180 | ✠**100A1**<br>certified container securing arrangements<br>Ice Class 1D<br>✠**LMC** **UMS**<br>EL S 467,5/36,0U3<br>FN 1874 | **1991**-10 Zhonghua Shipyard—Shanghai (8818)<br>91,25 15,05 5,000<br>84,00 14,70 7,60<br>F 8,2 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 53,1 ER<br>G.4 755<br>TEU 256<br>C.Ho 96/20' (40') C.Dk 160/20' (40')<br>1 Ha (stl) (53,0 × 10,4) ER<br>Cr 2(50) | B&W 4L35MC<br>Oil 2SA 4Cy. 350 × 1050<br>1 692kW (2 300bhp)<br>Hudong Shipyard Shanghai<br>TOH (o.f.) 10,2kgf/cm$^2$ (10,0bar)<br>TOH (ex.g) 10,2kgf/cm$^2$ (10,0bar)<br>Gen 3 × 212kW 380V 50Hz a.c.<br>Fuel 51,68t (d.o.) 225,69t (hvf)-7,3pd 12,5kn |
| 7652979<br>XVJB<br>Esd Rdr Rt | **SAIGONPETRO 1**<br>ex Kaiei Maru No. 51-89<br>ex Matsu Maru No. 3-81<br>ex Kaiei Maru No. 51-80<br>**Saigon Shipping Co.**<br>Saigon Vietnam | **790**<br>502<br>1 800 | | **1973** Sokooshi Zosensho K.K.—Higashino<br>67,16 4,300<br>62,31 11,00 5,00<br>1 dk<br>len 82 | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 482 | Hanshin<br>Oil 260 × 400 reduction geared to sc. shaft<br>552kW (750bhp)<br>The Hanshin Diesel Works Ltd. Japan<br>Gen 2 × 40kW a.c.<br>10kn |
| 7355014<br>XVQV<br>Df Esd Gc<br>Pfd Rdr Rt | **SAIGONTS 1**<br>ex Ryoan Maru No. 28-86<br>ex Heian Maru No. 58<br>**Sea Product Export Co. of Ho Chi Minh City**<br>Saigon Vietnam | **349**<br>160<br>— | | **1974** Narasaki Zosen K.K.—Muroran (860)<br>57,51 9,02 3,480<br>50,50 9,00 5,59<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata 6M40EX<br>Oil 4SA 6Cy. 400 × 600<br>1 692kW (2 300bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>14,5kn |
| 8428856<br>Rt | **SAIHUT**<br>**Yemen Fishing Corp.**<br>Aden Yemeni Republic | *286*<br>*84*<br>— | | **1976** Guangzhou Fishing Vessel Shipyard—Guangzhou<br>44,82 7,60<br>2,70<br>1 dk | **M Fishing** | Chinese Std. Type 6300<br>Oil 4SA 6Cy. 300 × 370<br>441kW (600bhp)<br>Guangzhou Diesel Engine Factory Guangzhou/Canton |
| 7804716<br>JG2512<br>119235<br>Rdr Rt | **SAIJO MARU No. 51**<br>**Bunji Sachiho**<br>Hasaki, Ibaraki Pref. Japan | **159**<br>—<br>— | | **1978** Minami-Kyushu Zosen K.K.—Kushikino (300)<br>40,80 2,450<br>34,60 6,90 2,90<br>1 dk<br>len 82 | **M Fishing**<br>Seiner<br>Mchy.aft | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>1 350bhp (993kW)<br>Niigata Eng. Co. Ltd. Japan |
| 8411372<br>JG4466<br>126666 | **SAIJO MARU No. 52**<br>**Bunji Koho**<br>Hasaki, Ibaraki Pref. Japan | **239**<br>—<br>— | | **1984** Minami-Kyushu Zosen K.K.—Kushikino (387)<br>46,69 7,83 3,101<br>39,81 7,80 3,54<br>1 dk | **M Fishing**<br>Side-fishing | Yanmar<br>Oil 4SA 6Cy. 280 × 360<br>1 170bhp (861kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |

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| **7916519**<br>*JLKR*<br>121868<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SAIKAI MARU**<br>**Nippon Yusen Kaisha (NYK Line)**<br>Tokyo Japan<br>SatCom: 1200116/JLKR | *43 697*<br>*19 830*<br>70 407<br>T/cm<br>73,5 | NK | **1980** Mitsubishi Heavy Industries Ltd.—Nagasaki (1859)<br>227,62 (BB) 36,05 12,326<br>217,02 36,01 18,93<br>1 dk | **M Bulk Carrier**<br>6 Ho 26,3 30,4 30,4 24,7 30,4 30,4 ER<br>G.86 363 HeCls. B<br>6 Ha (stl) (14,4 × 12,8) (17,6 17,6 14,4 17,6 17,6 × 16,0) ER | MAN<br>Vee Oil 4SA 14Cy. 520 × 550 sr geared shaft<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 1 × 550kW 2 × 480kW 450V 60<br>Fuel 313,5t (d.o.) 4 004,0t (hvf)-43,5pd |
| **8032138**<br>*JE2512*<br>124207 | **SAIKATSU MARU No. 18**<br>**Saikatsu Kensetsu K.K.**<br>Kodomari, Japan<br>Aomori Pref. | **105**<br>34<br>— | | **1980** Fukui Zosen K.K.—Japan (184)<br>... ... ...<br>22,00 6,61 2,60<br>1 dk | **TM Tug** | 2 Oil |
| **7396111**<br>*JL3158*<br>113485<br>Df Gc Rdr | **SAIKI**<br>**Sukumo Kanko Kisen K.K.**<br>Sukumo, Japan<br>Kochi Pref. | **1 522**<br>—<br>508 | | **1974** K.K. Usuki Tekkosho—Usuki (931)<br>74,78 13,62 3,201<br>68,00 13,59 4,53<br>1 dk | **TM RoRo Cargo/Ferry**<br>500dk P<br>Trailers 24 | Niigata<br>2 Oil 4SA each 6Cy. 310 × 380<br>4 000bhp (2 942kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 240kW 225V a.c.<br>Fuel 16,5t (d.o.) 29,0t (i.f.o.) |
| **7375662**<br>*JNFJ*<br>121102<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAIKO MARU**<br>ex Euro Priority-79<br>**The Sanko Steamship Co. Ltd.**<br>**(Sanko Kisen K.K.)**<br>Tokyo Japan<br>SatCom: 1200626/TRET | **48 109**<br>34 835<br>81 255<br>T/cm<br>80,6 | NK | **1976** Sanoyasu Dockyard Co. Ltd.—Mizushima (1005)<br>245,50 (BB) 38,05 12,982<br>233,99 38,02 18,22<br>F 17,1 1 dk<br>Bow/CM 122 Diam. 0,410 MH 0,9 | **M Tanker**<br>11 Ta ER<br>L.(oil) 111 474 HeCls. C<br>3 Cargo pumps total 8 250T/hr | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 2 × 880kW 450V 60Hz a.c.<br>Fuel 370,0t (d.o.) 3 314,5t (hvf)-70,0pd |
| **7221421**<br>*J8CC4*<br>2721<br>Df Esd Gc<br>Rdr RTm/v | **SAIL FISH**<br>**Compagnie Nationale de Navigation (C.N.N.)**<br>Feronia International Shipping (F.I.SH)<br>Kingstown St. Vincent and the Grenadines | **251**<br>27<br>200 | BV | **1972** Ch. & At. de la Perriere—Lorient (371)<br>41,18 7,57 3,001<br>38,51 7,50 3,79<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>Pollution Control 12bth P | MGO<br>2 Vee Oil 4SA each 16Cy. 175 × 180/19<br>Soc. Alsacienne de Const. Mec. (S.A.C.M<br>Gen 2 × 102kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 69,0t (d.o.) |
| **8827703**<br><br>SGR-879718 | **SAIL No. 102**<br>**Sail Marine Sightseeing Co. Ltd.**<br>South Korea | **109**<br>—<br>— | KR | **1987** Dae Sun SB. & Eng. Co. Ltd.—Busan<br>25,15 - 2,364<br>23,00 8,50 2,80<br>1 dk | **TM Ferry** | 2 Oil 4SA each 6Cy. 121 × 150<br>264kW (359bhp)<br>Daewoo Heavy Industries Ltd.<br>Gen 1 × 14,4kW 225V a.c. |
| **7929267**<br>*P3JI2*<br>708156<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SAILMAN**<br>ex Oriental Castle-87<br>**Tonal Shipping Co. Ltd.**<br>Transman Shipping Enterprises S.A.<br>Limassol Cyprus | **18 060**<br>10 715<br>30 407 | BV (NK) | **1980** Imabari Zosen—Marugame (1076)<br>175,01 (BB) 26,04 10,402<br>165,00 26,01 14,51<br>P 28,7 F 11,6 1 dk | **M Bulk Carrier**<br>G.39 359 B.37 446<br>5 Ha (stl) (14,4 18,3 18,3 18,3 18,3 × 12,8) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 944kW (10 800bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 189,5t (d.o.) 1 871,5t (hvf)-32,0pd |
| **7378987**<br>*C6HY2*<br>715561<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAILOR**<br>ex Taisho-89 ex Taisho Maru-89<br>**Seaward Shipping Inc.**<br>Nassau Bahamas<br>SatCom: 1104336/SAIL | **117 143**<br>85 844<br>232 397<br>T/cm<br>138,6 | NV (NK) | **1975** Ishikawajima Harima Heavy Ind. (I.H.I.) —Yokohama (2407)<br>317,00 (BB) 50,04 20,727<br>300,01 49,99 27,01<br>1 dk<br>Bow/CM 156 Diam. 0,406 | **S Tanker**<br>COW IGS SBT<br>20 Ta ER<br>L.(oil) 278 882 HeCls. ptB ptC<br>3 Cargo pumps total 12 000T/hr | 2 S Turb dr geared to sc shaft<br>33 000shp (24 273kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 1600kW 2 × 800kW 450V 60<br>Fuel 7 748,5t (o.f.) 283,5t (d.o.)-170,0pd |
| **6916378**<br>*ELMK8*<br>9167<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAILOR**<br>ex Theonik-91 ex Beauteous-90<br>ex Shozui Maru-82<br>**Smile S.A.**<br>Monrovia Liberia | **33 217**<br>18 342<br>59 410<br>T/cm<br>62,2 | NK | **1969** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (870)<br>227,67 (BB) 31,75 12,102<br>216,42 31,70 17,30<br>F 18,4 1 dk | **M Bulk Carrier**<br>7 Ho 21,9 26,4 8,8 26,4 8,8 28,8 31,2 ER<br>G.70 115 HeCls. ptB<br>11 Ha (stl) (10,9 × 9,6) (9,6 9,6 9,6 9,6 9,6 9,6 9,6 9,6 9,6 9,6 × 12,8) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW)<br>Uraga Heavy Industries Ltd.<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 148,0t (d.o.) 2 551,0t (hvf)-50,0pd |
| **8203529**<br>*P3JH4*<br><br>Df Esd Rdr<br>RTm/v | **SAIMAASEE**<br>**m.s. "Saimaasee" Intersee Schiffahrtsgesellschaft m.b.H. & Co. K.G.**<br>NORA Reederei und Verwaltungsgesellschaft m.b.H.<br>Limassol Cyprus | **999**<br>647<br>2 857 | GL | **1982** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (174)<br>88,04 11,38 4,487<br>84,26 11,31 4,73<br>P 13,8 F 6,8 2 dks | **M General Cargo**<br>1 Ho 61,5 ER<br>G.3 738 B.3 625<br>TEU 72 C. 72/20' (40')<br>1 Ha (stl) (55,3 × 9,4) ER | MWM<br>Oil 4SA 8Cy. 230 × 270 with flexible cou<br>sr reverse geared to sc. shaft<br>590bhp (434kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Thw. thrust propeller fwd |
| **7728833**<br><br><br>Rt | **SAINA**<br>**Alexandria Port Authority**<br>Alexandria Egypt | **199**<br>0<br>127 | ✠Classed LR until 31/12/80 | **1978**-11 Towa Zosen K.K.—Shimonoseki (510)<br>30,00 8,77 2,915<br>27,01 6,88 3,61<br>RAD 2,2 1 dk<br>rf 305 | **TM Tug**<br>Fire-fighting | Yanmar<br>2 Oil 4SA each 6Cy. 240 × 290 reverse<br>geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 52kW 380/220V 50Hz a.c. |
| **7902312**<br>*GBPP*<br>389402<br>Df Esd Gc<br>Rdr Rt | **SAINT ANGUS**<br>**EFT Leasing Ltd.**<br>Gardner Shipping (Scotland) Ltd.<br>Glasgow United Kingdom | **943**<br>611<br>1 452 | **✠100A1** SS 4/89<br>**✠LMC**<br>EL L 385,0/30,0U2<br>FN 1038 | **1980**-9 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1463)<br>64,72 11,23 3,958<br>60,05 11,00 6,28<br>1 dk<br>rf nil | **M RoRo Cargo/General Cargo**<br>Bow ramp<br>L 3,40 W 6,10 SWL 60<br>Lane Length 44 Cargo Width 6,10<br>Clear height 7,80<br>1 Ho 38,7 ER<br>G.1 849<br>1 Ha (stl) (33,3 × 7,6) ER | Ruston<br>Oil 4SA 6Cy. 254 × 305 reverse reducti<br>to sc. shaft<br>1 260bhp (927kW)<br>Ruston Diesels Ltd. Newt<br>Gen 1 × 45kW 2 × 40kW 1 × 16k<br>450V 50Hz a.c.<br>Fuel 90,0t (d.o.)-4,5pd |
| **7324015**<br>*WZJ3472*<br>542207 | **SAINT ANNE**<br>**Saints Inc.**<br>Corpus Christi, United States<br>Tx of America | **112**<br>76<br>— | | **1972** .............Mobile, Al<br>*20,85* 6,71<br>3,38 | **M Fishing** | Oil<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) |
| **7732793**<br>*WYG7385*<br>583771 | **SAINT ANTHONY**<br>**Saints Inc.**<br>Corpus Christi, United States<br>Tx of America | **111**<br>76<br>— | | **1977** .............Mobile, Al<br>*20,85*<br>6,71 3,38<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) |
| **5305558**<br>*TQIC*<br>4206<br>DP 273815<br>Esd Rdr Rt | **SAINT BENOIT**<br>**Jean Le Boucher**<br>Dieppe France | **122**<br>30<br>— | | **1957** Ch. Jean Bellot—Cherbourg<br>25,02 6,56<br>3,61<br>1 dk | **Wood M Fishing**<br>Side-fishing | MGO<br>Vee Oil 4SA 12Cy. 175 × 180/192<br>500bhp (368kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C<br>Fuel (d.o.) |
| **7434092**<br>*GWHK*<br>376968<br>Esd Gc Rdr<br>Rt | **SAINT BRANDAN**<br>**J. & A. Gardner & Co. Ltd.**<br>Glasgow United Kingdom | **931**<br>501<br>1 394 | **✠100A1** SS 6/90<br>**✠LMC**<br>EL L $1\frac{3}{16}$"U2<br>FN 916 | **1976**-12 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1451)<br>63,81 10,77 4,115<br>59,44 10,52 4,88<br>P 12,5 F 8,3 1 dk<br>rf 152 | **M General Cargo**<br>Heavy-load Deck Cargo<br>Bow ramp<br>L 3,75 W 5,72 SWL 60<br>Lane Length 42 Cargo Width 6,50<br>1 Ho 38,1 ER<br>G.1 842 B.1 750<br>1 Ha (stl) (32,7 × 7,4) ER | Ruston<br>Oil 4SA 6Cy. 254 × 305 reverse reduc<br>to sc. shaft<br>1 320bhp (971kW)<br>Ruston Paxman Diesels Ltd. New<br>Gen 2 × 26kW 1 × 17kW 240/41<br>Fuel 76,0t (d.o.)-4,5pd |

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| 7382665<br>3FRN7<br>19541-MF<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SAINT BREVIN**<br>ex Refsnes-83<br>**Societe Finisterienne de Cabotage (S.F.C.) & Compania Naviera Independencia S.A.**<br>K.G. Jebsen Hamburg G.m.b.H.<br>Panama Panama | *3 883*<br>*2 133*<br>6 258<br>T/cm<br>13,4 | BV (NV) | **1975** Kleven M/V A/S—Ulsteinvik (26)<br>103,49 (BB) 16,11 6,951<br>96,68 16,01 8,79<br>P 24,1 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>2 Ho 30,2 6,7DT 30,2 ER<br>G.7 697 B.6 831<br>4 Ha (stl) (24,1 × 10,0) (2,8p&s × 2,9) (24,1 × 10,0) ER | Normo KVM-12<br>2 Vee Oil 4SA each 12Cy. 250 × 300 geared to sc. shaft<br>2 796kW (3 801bhp)<br>A/S Bergens M/V Bergen<br>Gen 1 × 160kW 2 × 149kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 54,0t (d.o.) 599,0t (hvf)-13,0pd 12,5kn |
| 7413177<br>ZRHN<br>350818<br>CTA 62<br>Df Esd Gc<br>Pfd Rdr Rt | **SAINT BRIAC**<br>**Irvin & Johnson Ltd.**<br>Cape Town/ Kaapstad South Africa | **379**<br>115<br>— | (BV) | **1975** Ch. de la Garonne—Bordeaux (1142)<br>43,39 3,772<br>39,20 9,30 6,30<br>2 dks | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>In.300<br>CSD | Crepelle 12PSN2<br>Vee Oil 4SA 12Cy. 260 × 280<br>1 800bhp (1 324kW)<br>Crepelle et Cie. Lille<br>Controllable pitch propeller<br>Fuel 103,5t (d.o.) 13,5kn |
| 7382495<br>3ESE7<br>19565-MF<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SAINT BRICE**<br>ex Rossnes-82<br>**Societe Finisterienne de Cabotage (S.F.C.) & Compania Naviera Independencia S.A.**<br>K.G. Jebsen Hamburg G.m.b.H.<br>Panama Panama | **3 842**<br>2 414<br>6 258<br>T/cm<br>13,4 | BV (NV) | **1975** G. Eides Sonner A/S—Hoylandsbygd (100)<br>103,49 (BB) 16,11 7,600<br>96,68 16,01 8,79<br>P 24,1 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>2 Ho 30,2 6,7DT 30,2 ER<br>G.7 697 B.6 831<br>4 Ha (stl) (24,1 × 10,0) (2,8p&s × 2,9) (24,1 × 10,0) ER | Normo KVM-12<br>2 Vee Oil 4SA each 12Cy. 250 × 300 geared to sc. shaft<br>2 796kW (3 801bhp)<br>A/S Bergens M/V Bergen<br>Gen 1 × 160kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 608,5t (hvf)-14,5pd 12,5kn |
| 5019549<br>HQAM3<br>L-0321392<br>Df Esd Rdr<br>RTm | **SAINT CHARLES**<br>ex Gene Express-90 ex Anna-Tica-88<br>ex Antarctica-85<br>San Lorenzo Honduras | **375**<br>192<br>524 | (BV) | **1958** N.V. Schpsb. v/h Th. J. Fikkers—Foxhol (92)<br>47,43 8,11 2,902<br>45,19 8,01 3,20<br>P 14,4 F 9,2 1 dk<br>RW rf 76 | **M General Cargo**<br>1 Ho 29,7 ER<br>G.708 B.671<br>2 Ha (each 10,8 × 5,0) ER<br>2W Der 2(2) | Deutz<br>Oil 4SA 6Cy. 240 × 360<br>224bhp (165kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 8,5kn |
| 7223118<br>FNIU<br>BL 341181<br>Df Esd Rdr<br>Rt | **SAINT CLAUDE**<br>**Marceau Marine S.A.**<br>Boulogne France | **595**<br>250<br>— | BV | **1972** Stocznia im. "Komuny Paryskiej"—Gdynia (B423/08)<br>54,26 4,920<br>48,34 11,00 7,01<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.510 | Crepelle 12PSN<br>Vee Oil 4SA 12Cy. 260 × 280<br>2 000bhp (1 471kW)<br>Crepelle et Cie. Lille<br>Controllable pitch propeller<br>Fuel 205,5t (d.o.) 14kn |
| 8717465<br>FVKT<br>Esd Rdr Rt | **SAINT DENIS**<br>**Societe Saint Pierraise de Peche (Interpeche)**<br>Saint Pierre France | *1 295*<br>*388*<br>744 | BV | **1989** Soc. Nouvelle des At. & Ch. du Havre—Le Havre (276)<br>49,90 13,26 5,001<br>44,86 13,00 8,11<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.600 | Caterpillar 3606TA<br>2 Oil 4SA each 6Cy. 280 × 300 with flexible couplings & sr geared to sc. shaft<br>2 208kW (3 002bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 1 × 420kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 8617342<br>FHFO<br>692.018U | **SAINT DENIS**<br>**Societe de Remorquage et de Sauvetage de La Reunion (SORESAUV)**<br>Le Port Reunion (French) | *221*<br>*78*<br>74 | BV | **1986** Breheret Ets.—Ingrandes (1276)<br>28,86 3,031<br>27,01 9,52 3,71<br>1 dk | **TM Tug**<br>Tractor | MWM<br>2 Oil 4SA each 6Cy. 230 × 270 sr geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>2 Directional propellers |
| 7396771<br>C6KQ2<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>SatCom<br>AMVER | **SAINT DIMITRIOS**<br>ex Lerida-91 ex Maersk Lerida-91<br>ex Lerida-89<br>**Parius Shipping Corp.**<br>Nassau Bahamas | **69 913**<br>53 790<br>152 119 | **✠100A1** SS 3/90<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL Z† 742,5/150,0U3<br>FN 19254 | **1978**-5 Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (155)<br>290,69 (BB) 18,601<br>275,01 46,00 24,01<br>P 56,1 F 23,8 1 dk<br>rf nil | **M Tanker**<br>COW IGS (LR) SBT<br>5 Ta 10 Wing Ta ER<br>L.(oil) 198 866 HeCls. B | MAN 12V52/55A<br>2 Vee Oil 4SA each 12Cy. 520 × 550 sr geared to sc. shaft<br>25 320bhp (18 624kW) NE 1/82<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (o.f.) 75kgf/cm² (73,6bar) Spt 515°C 65kgf/cm² (63,8bar) hs1607,2<br>AuxB (o.f.) 75kgf/cm² (73,6bar) Spt 515°C 12kgf/cm² (11,8bar) hs1607,2<br>✠ NAuxB (ex.g) 1/82 20kgf/cm² (19,7bar) Spt 245°C 12kgf/cm² (11,8bar) & 2 htrs & rcv 12kgf/cm² (11,7bar)<br>Gen 1 × 1500kW 1 × 1200kW 1 × 915kW 1 × 500kW 450V 60Hz a.c. |
| 7413165<br>ZRHO<br>350819<br>CTA 63<br>Df Esd Gc<br>Pfd Rdr Rt | **SAINT ENOGAT**<br>**Irvin & Johnson Ltd.**<br>Cape Town/ Kaapstad South Africa | **379**<br>115<br>— | (BV) | **1975** Ch. de la Garonne—Bordeaux (1144)<br>43,36 3,801<br>38,03 9,30 6,30<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>In.300 | Crepelle 12PSN2<br>Vee Oil 4SA 12Cy. 260 × 280 reduction geared to sc. shaft<br>1 800bhp (1 324kW)<br>Crepelle et Cie. Lille<br>Controllable pitch propeller<br>Fuel 103,5t (d.o.) 13,5kn |
| 8706325<br>FHEJ<br>SP716.414 | **SAINT EUGENE V**<br>**Societe Anonmye d'Economie Mixte & Armement Borotra Freres**<br>St. Pierre St. Pierre et Miquelon (French) | **251**<br>141<br>50 | BV | **1988** Soc. Francaise de Cons. Nav.—Villeneuve-la-Garenne (855)<br>35,01 6,46 1,251<br>28,00 6,32 2,80<br>1 dk | **Aluminium Alloy TM Ferry**<br>200dk P | MWM TBD604BV12<br>2 Vee Oil 4SA each 12Cy. 170 × 195 with clutches, flexible couplings & sr geared to sc. shafts<br>3 400bhp (2 501kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 Water jet propulsion units fwd<br>27kn |
| 5217737<br>Df Esd Pfd<br>Rdr Rt | **SAINT EXUPERY**<br>ex Maire Jean Guiton-69<br>Launched as Jean Guiton<br>**Pecheries Camerounaises S.A. (PECAM)**<br>Douala Cameroon | **145**<br>39<br>316 | | **1953** At. & Ch. de la Manche—Dieppe (C1125)<br>31,86 6,05<br>29,39 6,00 3,64<br>RQD 8,9 F 7,1 1 dk<br>RW | **M Fishing**<br>Side Trawler<br>4 Ha (each 0,9 × 0,9) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>425bhp (313kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 24,5t (d.o.) 11kn |
| 5185702<br>TUN2063<br>496<br>Df Esd Rt | **SAINT FRANCOIS**<br>ex Kerisper-69 ex Ter-60<br>**Societe Nouvelle Maritime de Peche Ivoirienne (S.N.M.P.I.)**<br>Abidjan Cote d'Ivoire | **201**<br>60<br>— | | **1949** At. Aug. Normand—Le Havre (3217)<br>35,01 6,89<br>33,38 3,89<br>1 dk | **M Fishing**<br>Side Trawler | MAN<br>Oil 4SA 6Cy. 335 × 550<br>450bhp (331kW)<br>Ch. & At. Aug. Normand Le Havre<br>Fuel (d.o.) |
| 5406546<br>TUN2158<br>800<br>Df Esd Pfd<br>Rdr Rt | **SAINT FRANCOIS**<br>ex Le Martinet-72<br>ex Boston Swallow-63<br>**Societe de Peche Abidjanaise (S.O.P.A.)**<br>Abidjan Cote d'Ivoire | **197**<br>64<br>541 | (BV)<br>✠Classed LR until 11/68 | **1958**-1 Richards Iron Works Ltd.—Lowestoft (439)<br>35,01 7,12 3,004<br>31,70 7,01 3,92<br>F 5,5 1 dk<br>RW rf 305 BK 178 | **M Fishing**<br>Side Trawler<br>3 Ha (0,7 × 1,1) (1,1 1,1 × 1,0) | Widdop<br>Oil 2SA 5Cy. 318 × 470<br>550bhp (405kW)<br>H. Widdop & Co. Ltd. Keighley<br>Fuel 31,0t (d.o.) 10kn |
| 8632287<br>FIAI<br>DK 658867<br>Rdr Rt | **SAINT GEORGES**<br>ex Arche des Nowe II-89<br>**Seysen**<br>Dunkerque France | *105*<br>—<br>— | BV | **1985** SOCARENAM—Boulogne (123)<br>24,21 - 2,550<br>21,33 6,40 3,31<br>1 dk | **M Fishing** | Baudouin<br>Oil<br>405kW (551bhp)<br>Soc. des Moteurs Baudouin Marseille |
| 7418402<br>FZER<br>SP501.948<br>Df Esd Rdr<br>Rt | **SAINT GEORGES XII**<br>**Armement Borotra Freres**<br>St. Pierre St. Pierre et Miquelon (French) | **141**<br>74<br>30 | BV | **1974** At. de la Charente—Tonnay-Charente (141)<br>25,40 6,20 1,798<br>23,09 6,02 2,77<br>1 dk | **TM Ferry** | General Motors 16V-71-N<br>2 Vee Oil 2SA each 16Cy. 108 × 127<br>1 400bhp (1 030kW)<br>General Motors Corp. Detroit, Mi<br>12,5kn |

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| **7411600**<br>*FITM*<br>Df Esd Gc<br>Rdr RTm/v | **SAINT GILDAS**<br>ex Duro Turiellos-82<br>**Compagnie Morbihannaise et Nantaise de Navigation**<br>Port aux Francais, Kerguelen Antarctic Terr. (French) | **1 575**<br>955<br>3 778 | ✠**100A1** SS 6/90<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL R 1$\frac{9}{16}$"U2<br>FN 1718 | **1976**-9 Soc. Met. Duro Felguera—Gijon (135)<br>82,81 (BB) 14,33 6,319<br>74,43 14,30 8,77<br>P 12,5 F 8,6 1 dk,2nd dk clear of hold<br>rf nil | **M General Cargo**<br>1 Ho 48,6 ER<br>G.4 483<br>1 Ha (stl) (45,1 × 10,9) ER | Deutz<br>Oil 4SA 8Cy. 400 × 580 dr geared to sc<br>2 940bhp (2 163kW)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 120kW 380V 50Hz a.c.<br>Fuel 316,5t (d.o.)-9,5pd |
| **5305924**<br>*TQWL*<br>4802<br>Df Esd Rdr<br>Rt | **SAINT GILLES**<br>**Union des Remorqueurs de l'Ocean (U.R.O.)**<br>La Rochelle France | **183**<br>11<br>— | | **1958** Ch. Nav. de la Pallice—La Rochelle-Pallice (5041)<br>(BV) 30,00 7,52 2,998<br>26,98 7,50 3,81<br>1 dk | **M Tug**<br>1 Ha (2,3 × 0,9) ER<br>Der 1(-) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz<br>Gen 2 × 40kW 125/140V d.c.<br>Fuel 74,0t (d.o.) |
| **8811534**<br>*FHVG*<br>CC 683638<br>Esd Rdr Rt | **SAINT GOTHARD**<br>**Armement Dhellemmes S.A.**<br>Concarneau France | *226*<br>*73*<br>— | | **1989** Chantier Piriou Freres—Concarneau (80 2)<br>32,28 -<br>BV 29,18 8,20 6,53<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.170 | Deutz<br>Oil 4SA 6Cy. 240 × 280 with clutches &<br>to sc. shaft<br>800kW (1 088bhp)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 67kW 380V a.c.<br>Controllable pitch propeller |
| **7328944**<br>*9HQA2*<br>1766<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAINT HELEN**<br>ex Marsa el Hariga-84<br>**Skipper Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256130/SNTH | **25 764**<br>13 948<br>47 658<br>T/cm<br>52,0 | ✠**100A1** SS 7/89<br>oil tanker<br>✠**LMC**<br>**(IGS)**<br>EL K† 2$\frac{11}{16}$"U3<br>FN 8735 | **1974**-5 Astilleros Espanoles S.A.—Factoria de Matagorda, Cadiz (174)<br>206,43 (BB) 29,06 12,078<br>194,01 29,01 16,01<br>P 9,2 F 17,4 1 dk<br>rf nil | **M Tanker**<br>IGS (LR)<br>15 Ta ER<br>L.(oil) 56 160 HeCls. BC<br>3 Cargo pumps total 5 700T/hr | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Ast. Espanoles S.A. Sestao Wo<br>2 WTAuxB (o.f.) 24,5kgf/cm$^2$ (24,1bar)<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 185,0t (d.o.) 2 090,0t (hvf)-44,0pd |
| **7119501**<br>979<br>Rt | **SAINT HERMELAND**<br>**Government of The Republic of France (Departement de la Loire-Atlantique)**<br>Compagnie Morbihannaise et Nantaise de Navigation<br>Nantes France | **252**<br>179<br>140 | | **1970** Soc. des At. Francais de l'Ouest—St. Nazaire (B.a.1)<br>BV 63,51 12,58 1,632<br>42,75 12,25 2,32<br>1 dk<br>rf nil | **TM Ferry**<br>300P | Crepelle<br>2 Oil 4SA each 8Cy. 260 × 280<br>900bhp (662kW)<br>Crepelle et Cie.<br>Gen 2 × 24kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 38,0t (d.o.) |
| **6717277**<br>*HQFT2*<br>L-0323211<br>Df Esd Rdr<br>RTh | **SAINT JAMES**<br>ex Irene-89 ex Four Sea-89<br>ex Alex G-87 ex Gun-87 ex Falstria-84<br>ex Trader Ship-82 ex Holger Sif-79<br>**Montenero Corp.**<br>San Lorenzo Honduras | **499**<br>357<br>1 330 | | **1967** Schps. "Hoogezand" J. Bodewes—Bergum (138)<br>BV HR 73,39 11,84 3,850<br>66,76 11,79 6,25<br>P 11,0 B 7,7 F 8,6 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 49,0 ER<br>G.2 879 B.2 592<br>3W Der 3(3) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 19kW 1 × 18kW 220V d.c.<br>Fuel 86,5t (d.o.)-4,0pd |
| **5168417**<br>*TUN2111*<br>Df Esd Rt | **SAINT JEAN**<br>ex Jalene-70<br>**Societe de Peche Abidjanaise (S.O.P.A.)**<br>Abidjan Cote d'Ivoire | **212**<br>69<br>— | | **1961** S.I.C.C.Na.—St. Malo (45)<br>35,01 7,60<br>(BV) 30,48 7,52 3,87<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>4 Ha (1,1 1,1 1,1 × 1,1) (0,9 × 1,0)<br>Der 1(2) 1(1) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz<br>Fuel 53,5t (d.o.) |
| **7050042**<br>*WY4517*<br>515433 | **SAINT JOSEPH**<br>**Lockland V. Jones**<br>Corpus Christi, Tx United States of America | **131**<br>89<br>— | | **1968** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*22,16* 6,84<br>3,54 | **M Fishing** | Oil<br>350bhp (257kW)<br>..............<br>Fuel (d.o.) |
| **5336442**<br>*HQUA3*<br>L-0322505<br>Df Esd Rdr<br>RTm/v | **SAINT JOSEPH II**<br>ex Roland Express-91<br>ex Micado Maru-88 ex Kanaloa-82<br>ex Veslevik-78 ex Larki-74<br>ex Specht-73<br>San Lorenzo Honduras | T.Mk<br>**299**<br>137<br>503 | | **1961** Adler Werft G.m.b.H.—Bremen (23)<br>50,96 7,95 2,591<br>(GL) 47,05 7,93 2,85<br>P & B 28,7 F 4,6 1 dk | **TM General Cargo**<br>2 Ho ER<br>G.868 B.820<br>2 Ha (10,0 10,5 × 4,4) ER<br>2W Der 2(2) | Deutz<br>2 Oil 4SA each 6Cy. 220 × 280 reverse<br>geared to sc. shafts<br>460bhp (338kW)<br>Kloeckner Humboldt Deutz<br>Fuel 20,5t (d.o.)-2,0pd |
| **7334424**<br>*FZFT*<br>LO 194139<br>Df Esd Gc<br>Rdr Rt | **SAINT JUDE**<br>**Societe d'Armement des Pecheries de l'Atlantique S.a.r.l.**<br>Societe d'Armement a la Peche Jego Quere et Compagnie<br>Lorient France | **582**<br>234<br>411 | | **1973** Stocznia im. "Komuny Paryskiej"—Gdynia (B423/18)<br>BV 54,26 11,03 4,601<br>46,21 11,00 5,19<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>In.517 | Crepelle<br>Vee Oil 4SA 12Cy. 260 × 280<br>2 000bhp (1 471kW)<br>Crepelle et Cie.<br>Gen 2 × 197kW 1 × 144kW 380V 50H<br>Controllable pitch propeller<br>Fuel 202,0t (d.o.) |
| **7711397**<br>*GZVC*<br>379426<br>Df Esd Pfd<br>Rdr Rt | **SAINT KEARAN**<br>**J. & A. Gardner & Co. Ltd.**<br>Glasgow United Kingdom | **441**<br>180<br>775 | ✠**100A1** SS 9/88<br>oil or calcium chloride tanker<br>SG up to 1.36<br>limited European area service<br>FP exceeding 60°C<br>✠**LMC**<br>EL I 330,0/24,0U2<br>FN 598 | **1978**-9 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1457)<br>50,42 9,07 3,331<br>47,20 8,84 3,81<br>P 12,5 F 5,8 1 dk<br>rf 152 | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.642 | Blackstone<br>Oil 4SA 6Cy. 222 × 292 reverse reductio<br>to sc. shaft<br>600bhp (441kW) E made74 fitted8/78<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 3 × 15kW 230V 50Hz a.c.<br>Fuel 22,0t (hvf) |
| **5044312**<br>*OXUO*<br>D1950<br>Df Esd Gc<br>Pfd Rt | **SAINT KILDA**<br>ex Starfish-81 ex Bielefeld-71<br>**P/R Saint Kilda** | **296**<br>152<br>— | | **1957** Yacht u. Bootswerft Abeking & Rasmussen —Lemwerder (5169)<br>(GL) 44,38 7,95 3,404<br>40,01 7,90 3,81<br>P 6,1 F 5,5 1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **7226603**<br>*EILK*<br>401745<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SAINT KILLIAN II**<br>ex Saint Killian-82<br>ex Stena Scandinavica-78<br>**Irish Continental Group, plc (IRISH FERRIES)**<br>Dublin Irish Republic | **10 256**<br>6 341<br>2 676 | | **1973** "Titovo Brodogradiliste"—Kraljevica (400)<br>156,85 19,59 5,217<br>NV 138,87 19,51 6,71<br>2 dks<br>len 81 | **TM Passenger/RoRo Cargo/Ferry**<br>400cbn 1340bth 626dk P<br>Ice strengthened<br>Bow door & ramp<br>L 7,20 W 4,00<br>Stern door/ramp<br>L 5,20 W 6,30<br>Cargo Width 6,30 Clear height 4,17<br>Cars 380 Lorries 37<br>Mchy.aft | Pielstick<br>2 Vee Oil 4SA each 18Cy. 400 × 460<br>18 000bhp (13 240kW)<br>Lindholmen Motor AB.<br>Gen 1 × 704kW 4 × 580kW 380V 5<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 186,0t (d.o.) 518,0t (hvf)-56,0pd |
| **7021211**<br>*CB3188*<br>Df Esd Gc<br>Pfd Rdr Rt | **SAINT LOUIS**<br>ex Saint Louis II-86<br>**Sociedad Pesquera Eicomar Ltda.**<br>Valparaiso Chile | **757**<br>258<br>406 | ✠Classed LR until 2/87 | BV **1970**-9 Stocznia im. "Komuny Paryskiej"—Gdynia (B28/202)<br>59,52 11,38 4,884<br>52,41 11,31 7,32<br>B 10,4 RFD 7,4 2 dks<br>rf 610 Box K 305 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | MAN<br>Vee Oil 4SA 14Cy. 300 × 450 sr geared<br>shaft<br>2 080bhp (1 530kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 1 × 200kW 1 × 120kW 220V<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7017222**<br>Df Esd Gc<br>Pfd Rdr Rt | **SAINT LOUIS**<br>ex Shinko Maru No. 3-85<br>**Esco Fisheries S.A.**<br>Kingstown St. Vincent and the Grenadines | **423**<br>210<br>567 | | **1970** Narasaki Zosen K.K.—Muroran (721)<br>57,46<br>KR 49,00 9,01 4,09<br>P 25,3 F 7,4 1 dk | **M Fishing** | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 2 × 128kW 220V a.c.<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 6825387<br>Dl Esd Gc<br>Pld Rdr Rt | **SAINT LOUIS II**<br>ex Calomex No. 81-87<br>ex Duk Soo No. 81-83<br>ex Kaiun Maru No. 38-76<br>**Esco Fisheries S.A.**<br>Kingstown St. Vincent and the Grenadines | **407**<br>226<br>349 | RI (KR) | **1968** Narasaki Zosen K.K.—Muroran (629)<br>50,53 8,72 3,455<br>45,32 8,60 5,90<br>B 5,2 2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.478<br>2 Ha (each 1,7 × 1,7) | Fuji<br>Oil 4SA 6Cy. 370 × 550<br>1 650bhp (1 214kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 128kW 225V a.c.<br>12,75kn |
| 7305830<br>FG7555<br>Esd Rdr Rt | **SAINT LOUISIEN**<br>ex Marseillais 8-90<br>ex Cabo Espichel-90<br>**Compagnie Marseillaise de Remorquage et de Salvage Chambon**<br>Martigues France | **194**<br>25<br>299 | ✠**100A1** SS 3/90<br>tug<br>extended protected water service<br>✠**LMC**<br>EL 270,0/22,0U1<br>FN 322 | **1973**-3 Argibay, Soc. de Const. Nav. e Mec. S.A.R.L.—Alverca (130)<br>28,22 8,89<br>27,03 8,50 3,41<br>1 dk<br>rf 279 | **TM Tug**<br>Fire-fighting | MaK 8M282AK<br>2 Oil 4SA each 8Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shafts<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 40kW 380V 50Hz a.c. |
| 7126865<br>D5ND<br>6464<br>Dl Esd Gc<br>Pld Rdr RTv<br>AMVER | **SAINT LUCIA**<br>ex Sea Swan-79<br>**Swansea Corp.**<br>Monrovia Liberia<br>SatCom: 1241302/DEND | *122 960*<br>*106 112*<br>259 447<br>T/cm<br>158,4 | AB<br>✠Classed LR until 24/8/79 | **1972**-2 Kockums M/V A/B—Malmo (531)<br>340,52 51,87 20,079<br>330,08 51,82 25,61<br>F 25,0 1 dk<br>rf nil Bow/CM 162 Diam. 0,710 MH 1,5 | **S Tanker**<br>COW IGS<br>15 Ta ER<br>L.(oil) 331 363 HeCls. B<br>4 Cargo pumps total 16 000T/hr | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) Stal-Laval<br>Kockums M/V A/B Malmo<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 13 400,0t (o.f.) 190,0t (d.o.)-157,0pd 16kn |
| 6608294<br>C6DO5<br>711159<br>Pld Rdr<br>RTm/h/v | **SAINT LUCIE**<br>ex Sea Palace-91 ex Tropicana-90<br>ex Prinses Paola-88<br>**Winston Cruise Lines Ltd.**<br>Nautical Operations Inc.<br>Nassau Bahamas | **4 548**<br>1 794<br>541 | ✠**100A1** SS 11/88<br>✠**LMC**<br>EL (x) $1\frac{1}{16}$"SQ<br>FN 2537 | **1966**-6 N.V. Cockerill Yards Hoboken—Hoboken (836)<br>117,13 15,88 3,798<br>110,27 15,22 7,78<br>B 76,6 2 dks, 3rd dk except in mchy. space<br>rf 203 conv Passenger/Ferry 88 | **TM Ferry**<br>801dk P<br>1 Ho 13,4<br>1 Ha (stl) (5,4 × 4,5) | Sulzer 12RD44<br>2 Oil 2SA each 12Cy. 440 × 760<br>11 034kW (15 001bhp)<br>S.A. Cockerill-Ougree Seraing<br>db 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 360kW 380V 50Hz a.c.<br>Fuel 167,5t (d.o.) 24kn |
| 5258121<br>TUN2133<br>Dl Esd Gc<br>Pld RdrRTm | **SAINT MARC**<br>ex Notre Dame de Boulogne-69<br>**Societe de Peche Abidjanaise (S.O.P.A.)**<br>Abidjan Cote d'Ivoire | **283**<br>99<br>— | (BV) | **1962** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (505)<br>41,00 7,70 3,645<br>36,00 7,65 4,12<br>1 dk | **M Fishing**<br>Side Trawler<br>Der 1(4) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>850bhp (625kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 40kW 110V<br>Fuel (d.o.) 12kn |
| 5200875<br>TQZJ<br>DP 266528<br>Dl Esd Rt | **SAINT MARCOUF**<br>ex Jean Jacques Isabelle-79<br>ex La Nativite-69<br>**Michel Le Bail**<br>Dieppe France | **100**<br>34<br>— | | **1959** Ch. Barbanchon & Fils—Cherbourg<br>22,64 6,35<br>20,60 3,43<br>1 dk | **Wood M Fishing**<br>Side-fishing | Poyaud<br>Vee Oil 4SA 12Cy. 150 × 180<br>414bhp (305kW)<br>Soc. Surgerienne de Const. Mec. Surgeres<br>Fuel (d.o.) |
| 6724579<br>9H2301<br>1380<br>Dl Esd Gc<br>Pld RdrRTm | **SAINT MARTIN**<br>**Cyclops Shipping Co. Ltd.**<br>Therapiotis Shipping Co. Ltd.<br>Valletta Malta | T.Mk<br>**781**<br>268<br>406 | ✠**100A1** SS 12/85<br>Ice Class 3<br>✠**LMC**<br>EL e† $1\frac{1}{2}$"U2<br>FN 977<br>**LAID UP — SURVEYS OVERDUE 12/89** | **1967**-12 Stocznia im. "Komuny Paryskiej" —Gdynia (B28/01)<br>59,29 11,38 4,601<br>52,41 11,31 7,32<br>B 11,9 RFD 7,4 2 dks<br>rf 610 BK 305 | **M Fishing**<br>Stern Trawler Ref<br>2 Ho 6,7 16,6<br>In.500<br>4 Ha (2,5 2,5 2,5 × 1,2) (1,2 × 3,0) | MAN<br>Vee Oil 4SA 14Cy. 300 × 450 sr geared to sc. shaft<br>2 080bhp (1 530kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 200kW 1 × 120kW 230V d.c.<br>Controllable pitch propeller<br>Fuel 191,0t (d.o.) 14kn |
| 7938309<br>WYA2746<br>598702 | **SAINT MARY**<br>**Saints Inc.**<br>Corpus Christi, Tx United States of America | **134**<br>91<br>— | | **1978** ............Port Isabel, Tx<br>*21,92* 6,43<br>3,71<br>1 dk | **M Fishing** | Oil<br>470bhp (346kW)<br>U.S.A. |
| 7315791<br>9HPQ2<br>1751<br>Dl Esd Gc<br>Pld Rdr RTv<br>AMVER | **SAINT NICHOLAS II**<br>ex Saint Nicholas-84 ex Serir-84<br>**Plant Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256106/SNTN | **25 764**<br>13 948<br>47 534<br>T/cm<br>52,0 | ✠**100A1** SS 6/89<br>oil tanker<br>✠**LMC**<br>**(IGS)**<br>EL K† $2\frac{11}{16}$"U3<br>FN 8735 | **1974**-3 Astilleros Espanoles S.A.—Factoria de Matagorda, Cadiz (173)<br>206,43 (BB) 29,37 12,072<br>194,01 29,01 16,01<br>P 9,2 F 17,4 1 dk<br>rf nil | **M Tanker**<br>IGS<br>13 Ta ER<br>L.(oil) 56 160 HeCls. BC<br>3 Cargo pumps total 5 700T/hr | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>2 WTAuxB (o.f.) 24,5kgf/cm$^2$ (24,1bar) hs580,7<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 185,0t (d.o.) 2 090,0t (hvf)-44,0pd 15kn |
| 8003759<br>GBWQ<br>389414<br>Dl Esd Gc<br>Rdr RTm/v | **SAINT ORAN**<br>**J. & A. Gardner & Co. Ltd.**<br>Glasgow United Kingdom | **573**<br>330<br>719 | ✠**100A1** SS 2/86<br>limited European area, wing tanks (port & starboard) suitable for the carriage of Calcium Bromide SG 1.75<br>✠**LMC**<br>EL I 330,0/24,0U2(a)<br>FN 716 | **1981**-2 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1464)<br>53,29 9,17 3,363<br>49,13 8,84 5,72<br>1 dk<br>rf 152 | **M RoRo/General Cargo/Tanker**<br>Chemical<br>Bow ramp<br>L 3,40 W 6,10 SWL 60<br>Lane Length 34 Cargo Width 5,30<br>Clear height 8,00<br>1 Ho 29,5 ER<br>G.781 L.365<br>1 Ha (stl) (25,5 × 5,9) ER | Blackstone ESL6MK2<br>Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>644bhp (474kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 15kW 3 × 14,5kW 230V 50Hz a.c.<br>Fuel 22,0t (d.o.)-2,5pd 10kn |
| 5306605<br>WC5233<br>293243<br>Dl Esd Pld<br>Rdr Rt | **SAINT PATRICK**<br>**B. & B. Marine Transportation Inc.**<br>Jacksonville, Fl United States of America | **458**<br>240<br>— | (AB) | **1947** Bath Iron Works Corp.—Bath, Me (289)<br>43,49 8,31 3,988<br>42,02 8,26 4,73<br>1 dk<br>RW BK 178 | **M Fishing**<br>Side Trawler<br>1 Ho 13,0<br>4 Ha | Oil 2SA 6Cy. 430 × 610<br>750bhp (552kW)<br>Baldwin Locomotive Co. Philadelphia, Pa<br>Fuel 119,0t |
| 7310260<br>EBL<br>402222<br>Dl Esd Gc<br>Pld Rdr Rt | **SAINT PATRICK II**<br>ex Aurella-82<br>**Irish Continental Group, plc (IRISH FERRIES)**<br>Dublin Irish Republic | **7 984**<br>4 319<br>1 325 | ✠**100A1** CS 1/88<br>Ice Class 1<br>Ice Class 1A<br>✠**LMC**<br>EL A† 2"U3<br>FN 3671 | **1973**-6 J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (702)<br>125,63 (BB) 21,65 5,350<br>108,84 21,40 12,32<br>B 88,1 3 dks<br>rf nil | **TM Passenger/RoRo Cargo/Ferry**<br>328bth 1172dk P<br>Bow door & ramp<br>L 8,50 W 5,20<br>Stern door/ramp<br>L 5,50 W 7,60<br>Lane Length 570 Cargo Width 7,60<br>Clear height 4,50<br>Cars 300 Lorries 15 | Werkspoor 16TM410<br>2 Vee Oil 4SA each 16Cy. 410 × 470<br>18 900bhp (13 902kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>2 AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 4 × 580kW 1 × 312kW 400V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 133,0t (d.o.) 346,5t (hvf)-56,0pd 21kn |
| 7033939<br>JDJI<br>109768<br>Esd Gc Rdr<br>Rt | **SAINT PAULIA**<br>**Sea-Com Corporation**<br>Tokyo Japan | **5 960**<br>—<br>1 982 | | **1971** Nippon Kokan K.K.—Shimizu (300)<br>118,01 (BB) 20,45 5,716<br>106,03 20,40 12,70<br>2 dks | **TM RoRo Cargo/Ferry**<br>1010dk P | Pielstick 12PC2V-400<br>2 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shafts<br>11 160bhp (8 209kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 570kW 450V 60Hz a.c.<br>Fuel 35,0t (d.o.) 135,5t (hvf)-34,5pd 19kn |
| 7720087<br>P3UR3<br>709082<br>Dl Esd Gc<br>Rdr RTm/h/v | **SAINT PIERRE**<br>ex Antilles-90 ex Sapele-86<br>**Lamyra Marine Co. Ltd.**<br>Columbia Shipmanagement Ltd.<br>Limassol Cyprus | T.Mk<br>**5 677**<br>2 747<br>8 519<br>**9 475**<br>5 090<br>11 587 | **100A1** CS 12/89<br>strengthened for heavy cargoes<br>Ice Class 1C<br>**LMC** **UMS**<br>EL B† 550,0/58,0U2<br>FN 4411<br>(GL) | **1979** Stocznia Szczecinska im. A. Warskiego —Szczecin (B430/11)<br>146,16 (BB) 21,54 7,038/8,438<br>134,40 21,51 11,31<br>F 29,0 2 dks<br>rf 178 DK fwd | **M General Cargo**<br>4 Ho 14,0 29,3 32,0 16,8 5 TwD<br>G.18 035 B.17 027 HeCls. B<br>TEU 454<br>C.Ho 214/20' (40') C.Dk 240/20' (40') incl. 15 ref C.<br>7 Ha (stl) (12,6 19,2p&s 25,6p&s 12,5p&s × 7,8) ER<br>18W Der 6(36) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>H. Cegielski Poznan<br>2 AuxB (1 o.f. 1 ex.g) 5kgf/cm$^2$ (4,9bar)<br>Gen 1 × 664kW 3 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 184,0t (d.o.) 993,0t (hvf)-35,5pd 16,5kn |
| 8717453<br>FVOM<br>Esd Rdr Rt | **SAINT PIERRE**<br>**Societe Saint Pierraise de Peche (Interpeche)**<br>Saint Pierre France | *1 295*<br>*388*<br>600 | BV | **1989** Soc. Nouvelle des At. & Ch. du Havre—Le Havre (275)<br>49,98 13,26 5,512<br>43,50 13,00 8,10<br>1 dk. | **M Fishing**<br>Stern Trawler Ref<br>In.600 | Caterpillar 3606TA<br>2 Oil 4SA each 6Cy. 280 × 300 with flexible couplings & sr geared to sc. shaft<br>2 208kW (3 002bhp)<br>Caterpillar Inc. U.S.A.<br>Gen 1 × 420kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |

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| **5129813**<br>799<br>Df Esd Pfd<br>RTm | **SAINT PIERRE**<br>ex Felix Valton<br>ex Germaine Anne Marie-66<br>**Societe de Peche Abidjanaise (S.O.P.A.)**<br>Abidjan Cote d'Ivoire | **134**<br>43<br>— | (BV) | **1959** Ch. & At. de la Perriere—Lorient<br>29,01 6,91<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>In.133<br>2 Ha (each 0,9 × 0,9)<br>1W Der 1(2,5) | Duvant<br>Oil 4SA 6Cy. 230 × 330<br>420bhp (309kW)<br>Moteurs Duvant<br>Fuel 40,5t (d.o.) |
| **5306710**<br>*TQSD*<br>3081<br>Df Esd Rdr<br>Rt | **SAINT RIOC**<br>**Armement L. Kuhn**<br>Joseph Pensec<br>Camaret France | **277**<br>116<br>— | | **1958** Chantier A. Peron—Camaret<br>*30,15* 8,13<br>8,11 5,08<br>1 dk | **Wood Aux M Fishing**<br>Side-fishing | Crepelle<br>Oil 4SA 8Cy. 230 × 300<br>380bhp (280kW)<br>Etab. Crepelle<br>Fuel (d.o.) |
| **7724306**<br>*FNXW*<br>DK530332Y<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SAINT ROCH**<br>ex Hoegh Belle-81<br>**Societe Navale de l'Ouest**<br>Dunkerque France<br>SatCom: 1110204/FNXW | **16 744**<br>7 623<br>24 282 | BV (NV) | **1980** Stocznia im. "Komuny Paryskiej"—Gdynia (B484/02)<br>186,60 32,29 10,648<br>170,69 32,28 12,30<br>P -F - 3 dks<br>rf nil | **M RoRo Cargo**<br>Ref<br>Angled stern door/ramp (s)<br>L 49,70 W 12,00 SWL 208<br>Lane Length 3308 Cargo Width 12,00<br>Clear height 6,30<br>Cars 320 Lorries 150<br>Mchy.aft<br>B.44 780 In.509<br>TEU 1187<br>C.Ho 217/20' C.RoRo Dk 402/20' C.Dk 568/20' incl. 50 ref C.<br>Cr 1(40) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski<br>Gen 1 × 1335kW 4 × 960kW 440V 60<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 501,5t (d.o.) 2 495,0t (hvf)-61,5pd |
| **7716660**<br>*FNZB*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAINT ROLAND**<br>ex Bullaren-84 ex Tarifa-83<br>ex Vindafjord-81 ex Bullaren-81<br>**Compagnie Navale Transatlantique (C.N.T.)**<br>Rederiaktiebolaget Transatlantic<br>Dunkerque France<br>SatCom: 1110245/FNZB | T.Mk<br>**18 289**<br>8 734<br>27 980 | BV<br>✠Classed LR until 5/84 | **1979**-5 Gotaverken Arendal AB—Goteborg (898)<br>187,76 (BB) 32,29 10,883<br>177,15 32,26 19,87<br>3 dks, 2 intermediate dks in Upr. tween dk (fwd) hoistable at centre | **M RoRo Cargo**<br>Ice strengthened<br>Quarter stern door & ramp (s)<br>L 49,70 W 12,00 SWL 400<br>Cars 411<br>Mchy.aft<br>B.47 069<br>TEU 1218<br>C.RoRo Dk 669/20' (40') C.Dk 549/20' (40') incl. 50 ref C.<br>Cr 1(40) | B&W<br>Oil 2SA 7Cy. 800 × 1950<br>13 409kW (18 230bhp)<br>A/B Gotaverken<br>Gen 3 × 1800kW 1 × 1340kW 450V 6<br>Controllable pitch propeller<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 928,5t (d.o.) 2 663,0t (hvf)-64,0pd |
| **7813705**<br>*FNXN*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SAINT ROMAIN**<br>ex Hoegh Biscay-83<br>**Societe Navale de l'Ouest**<br>Dunkerque France<br>SatCom: 1110235/FNXN | **16 744**<br>7 622<br>24 223 | BV (NV) | **1981** Stocznia im. "Komuny Paryskiej"—Gdynia (B484/03)<br>186,52 32,29 10,643<br>170,01 32,28 12,30<br>3 dks<br>rf nil | **M RoRo Cargo**<br>Ref<br>Ice strengthened<br>Angled stern door/ramp (s)<br>L 49,70 W 12,00 SWL 208<br>Lane Length 3308 Clear height 6,30<br>Cars 320 Lorries 150<br>Mchy.aft<br>B.45 426 In.509<br>TEU 1187<br>C.Ho 217/20' C.RoRo Dk 402/20' C.Dk 568/20' incl. 50 ref C.<br>Cr 1(40) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski<br>Gen 1 × 1335kW 4 × 960kW 440V 60<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 511,0t (d.o.) 2 301,5t (hvf)-68,0pd |
| **7724291**<br>*PJIF*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SAINT ROPARZH**<br>ex Hoegh Banniere-91<br>ex Woermann Banniere-90<br>ex Hoegh Banniere-89<br>**Banniere Shipping Netherlands Antilles N.V.**<br>Societe Navale de l'Ouest<br>Willemstad Netherlands Antilles & Aruba<br>SatCom: 1750147/BANN | **14 675**<br>8 284<br>24 223 | NV | **1980** Stocznia im. "Komuny Paryskiej"—Gdynia (B484/01)<br>186,60 32,29 10,656<br>170,75 32,28 12,30<br>P -F - 3 dks<br>rf nil | **M RoRo Cargo**<br>Ref<br>Ice strengthened<br>Angled stern door/ramp (s)<br>L 49,70 W 12,00<br>Lane Length 3308 Cargo Width 8,30<br>Clear height 6,30<br>Cars 336 Trailers 152<br>Mchy.aft<br>B.45 426 In.509<br>TEU 1187<br>C.Ho 217/20' C.RoRo Dk 402/20' C.Dk 568/20' incl. 50 ref C.<br>Cr 1(40) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski<br>Gen 1 × 1335kW 4 × 960kW 440V 6<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 511,0t (d.o.) 2 301,5t (hvf)-68,0pd |
| **7305655**<br>*P3MN2*<br>708562<br>Df Esd Gc<br>Rdr RTm/h/v | **SAINT SPIRIDON**<br>ex Ocean Dove-88<br>ex Southern Friendship-87<br>ex Bounteous-79<br>**Summerbreeze Shipping Ltd.**<br>Ilios Shipping Co. S.A.<br>Limassol Cyprus | **8 733**<br>5 990<br>15 178 | BV (AB) | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.) —Nagoya (2255)<br>143,41 (BB) 19,87 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 141 B.18 989<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared t shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 200kW 450V 60Hz a.c.<br>Fuel 100,0t (d.o.) 1 012,0t (hvf)-20,0pd |
| **7939248**<br>*WYA2831*<br>599761 | **SAINT THERESE**<br>**Saints Inc.**<br>Corpus Christi, Tx United States of America | **134**<br>91<br>— | | **1978** ............Port Isabel, Tx<br>*21,92* 6,43<br>3,71<br>1 dk | **M Fishing** | Oil<br>470bhp (346kW) |
| **8403519** | **SAINT TUDY**<br>**Societe d'Armement de L'Ouest (S.A.O.)**<br>Compagnie Morbihannaise et Nantaise de Navigation<br>Lorient France | **438**<br>163<br>200 | BV | **1985** Ch. & At. de la Perriere—Lorient (346)<br>44,51 2,401<br>40,52 11,02 3,61<br>1 dk | **TM RoRo Cargo/Ferry**<br>319dk P | Crepelle<br>2 Oil 4SA each 4Cy. 260 × 280 sr geare shafts<br>1 250bhp (919kW)<br>Societe Moteurs Duvant Crepelle<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7416284**<br>*C6HC6*<br>715378<br>Df Esd Gc<br>Rdr RTm/h/v | **SAINT-LOUIS**<br>ex Charles Schiaffino-88<br>ex Cala d'Or-77<br>**ERSA Societe Industrielle et Financiere**<br>Compagnie de Navigation d'Orbigny<br>Nassau Bahamas | **2 500**<br>952<br>3 501 | BV | **1977** Ast. del Cadagua W. E. Gonzalez S.A. —Bilbao (98)<br>111,51 5,608<br>101,68 18,01 11,31<br>B 28,1 2 dks<br>rf 25 len 77 | **M RoRo Cargo**<br>Stern door/ramp<br>L 11,00 W 9,00 SWL 208<br>Lane Length 939 Cargo Width 9,00<br>Clear height 5,50<br>Cars 295 Lorries 70<br>Mchy.aft<br>G.13 010<br>TEU 162 C. 162/20' | Werkspoor<br>Oil 4SA 8Cy. 410 × 470<br>3 751kW (5 100bhp)<br>Fabrica de San Carlos S.A.<br>Gen 3 × 320kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 552,5t (hvf)-17,5pd |
| **7705726**<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom<br>AMVER | **SAINTE BAURE**<br>ex Stena Trader-91 ex Fortlee-87<br>ex Balder Freighter-85<br>ex African Soul-82<br>**Societe Nationale Maritime Corse Mediterranee (S.N.C.M.)**<br>France | T.Mk<br>**6 280**<br>2 992<br>10 065 | (GL) (NV) | **1979** Kawasaki Heavy Ind. Ltd.—Kobe (1273)<br>148,01 (BB) 8,002<br>136,02 24,01 16,01<br>2 dks | **M RoRo Cargo**<br>Side door/ramp (p, aft) Stern door/ramp<br>Mchy.aft<br>TEU 544<br>C.RoRo Dk 317/20' (40') C.Dk 227/20' (40') incl. 50 ref C. | MAN<br>2 Oil 4SA each 6Cy. 520 × 550 sr ge shaft<br>12 000bhp (8 827kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 760kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 245,0t (d.o.) 1 430,0t (hvf)-42,0pd |
| **8712532**<br>*FHPC*<br>BL 734548<br>Rdr Rt | **SAINTE CATHERINE LABOURE**<br>**Acanor**<br>Boulogne France | **102**<br>—<br>— | | **1988** Forges Caloin—Etaples (51)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 geared t<br>Caterpillar Inc. |
| **9010759**<br>*FQGH*<br>BL 735100<br>Df Esd Gc<br>Rdr Rt | **SAINTE MARIE DE LA MER**<br>**Dachicourt**<br>Boulogne France | **100**<br>34<br>34 | | **1991** Forges Caloin—Etaples (58)<br>24,00 6,80<br>20,50 3,60 | **M Fishing**<br>Stern Trawler Ref | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with cou couplings & sr geared to sc. shaft<br>526kW (715bhp)<br>Caterpillar Inc.<br>Controllable pitch propeller |

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| 6922717<br>[illegible] | **SAINTE ROSE**<br>ex Island Dart-90 ex Gardience-86<br>**"TRAMAC" Transports Maritimes Caribeens**<br>Pointe-a-Pitre Guadeloupe (French) | **424**<br>262<br>645 | ✠ **100A1** SS 11/86<br>short international voyages<br>**LMC**<br>EL G $\frac{13}{16}$"U2<br>FN 535 | **1969**-7 Schpsw. Gebr. Coops N.V.—Hoogezand (252)<br>47,76 8,82 3,125<br>43,95 8,70 3,46<br>P 9,5 F 6,4 1 dk<br>rf nil conv General Cargo 85<br>conv General Cargo/ Cable-layer 85 | **M General Cargo**<br>1 Ho 30,7 ER<br>G.897 B.845<br>1 Ha (stl) (24,6 × 5,4) ER | Kelvin<br>Oil 4SA 8Cy. 165 × 184 reverse reduction geared to sc. shaft<br>320bhp (235kW)<br>Bergius Kelvin Co. Ltd. Glasgow<br>Gen 2 × 3kW 24V d.c.<br>Fuel 25,5t (d.o.) 9kn |
| 7418270<br>HIQN<br>10060-80A<br>Ol Esd Gc<br>Pld Rdr Rt | **SAINTPAULIA**<br>ex Salvia-80<br>**Albion Bulk Carriers Ltd.**<br>Panama Panama<br>SatCom: 1332772/HIQN | **15 232**<br>10 375<br>28 587 | NK | **1976** Onomichi Zosen K.K.—Onomichi (260)<br>172,42 (BB) 24,67 10,624<br>163,00 24,60 14,30<br>F 15,9 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 34 094 | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 1139kW<br>15kn |
| 5307051<br>I.IGP<br>3249<br>Esd Gc Rdr<br>Rt | **SAIPEM APE**<br>**SAIPEM S.p.A. (Societa Azionaria Italiana Perforazioni e Montaggi S.p.A.)**<br>SNAM S.p.A.<br>Genova Italy | **392**<br>186<br>542<br>T/cm<br>0,3 | (RI) | **1961** Cant. Nav. M. & B. Benetti—Viareggio (51)<br>47,17 9,83 2,614<br>42,02 9,78 3,05<br>1 dk<br>RW | **TM Tanker**<br>Oil Water<br>12 Ta ER<br>L.235 L.(oil) 479 | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280<br>1 170bhp (861kW) E made fitted61<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 35 698,0t (d.o.) 11kn |
| 7222671<br>IBRG<br>3518<br>Ol Esd Gc<br>Rdr RTm/h/v | **SAIPEM DUE**<br>**SAIPEM S.p.A. (Societa Azionaria Italiana Perforazioni e Montaggi S.p.A.)**<br>SNAM S.p.A.<br>Genova Italy<br>See Register of Offshore Units | **8 645**<br>4 745<br>5 556 | AB (RI) | **1973** Italcantieri S.p.A.—Castellammare di Stabia (4275)<br>131,58 (BB) 22,00 7,320<br>122,51 21,95 9,15<br>F 45,5 3 dks<br>rf nil | **TD-E Drilling Ship**<br>Mchy.aft | Pielstick 12PA6V280<br>6 Vee Oil 4SA each 12Cy. 280 × 290 total 21 000bhp (15 447kW) driving 6 gen. each 2 647kW 6 300V a.c. connected to 6 elec. motors each of 850shp (625kW) & sr geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers<br>2 Directional thrust propellers fwd<br>Fuel 1 563,0t (d.o.)-27,0pd 10,5kn |
| 5289235<br>ISKZ<br>3245<br>Gc Rdr Rt | **SAIPEM RAGNO**<br>ex Ragno-71<br>**SAIPEM S.p.A. (Societa Azionaria Italiana Perforazioni e Montaggi S.p.A.)**<br>SNAM S.p.A.<br>Genova Italy<br>See Register of Offshore Units | **642**<br>321<br>561 | (RI) | **1961** Cant. Nav. Off. Mecc. di Venezia—Venezia (171)<br>63,78 10,24 2,561<br>60,20 10,01 3,10<br>1 dk<br>RW len 72<br>conv Oil Water Tanker — | **TM Diving Support Ship**<br>for offshore installations<br>Mchy.aft | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280<br>1 170bhp (861kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 34,5t-5,0pd 12kn |
| 7393810<br>ITNL<br>854<br>Ol Esd Gc<br>Pld Rdr<br>RTm/h/v | **SAIPEM RAGNO DUE**<br>ex Tender Captain-79<br>**SAIPEM S.p.A. (Societa Azionaria Italiana Perforazioni e Montaggi S.p.A.)**<br>SNAM S.p.A.<br>Pescara Italy | **3 481**<br>1 601<br>2 667 | AB NV RI | **1975** Ulstein Hatlo A/S—Ulsteinvik (130)<br>81,08 18,04 4,314<br>76,21 18,01 7,32<br>F 19,9 2 dks<br>rf nil | **TM Supply Ship**<br>Deck Cargo Pipe-carrier | MaK 6M453AK<br>2 Oil 4SA each 6Cy. 320 × 420<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 808kW 3 × 580kW 440V 60Hz a.c.<br>2 Thw. thrust Contr. pitch propellers fwd , 1 aft<br>Fuel 284,5t (d.o.) 1 440,0t (hvf)-15,5pd 14kn |
| 8712714<br>JM5683<br>129609 | **SAIRYO MARU**<br>**Matsufuji Kaiun Co. Ltd.**<br>Nagasaki, Nagasaki Pref. Japan | **198**<br>—<br>510 | | **1987** K.K. Mukai Zosensho—Nagasaki (578)<br>47,96 7,83 3,300<br>44,12 7,80 3,51<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.579 | Hanshin<br>Oil 4SA 6Cy. 260 × 440 with clutches & reverse reduction geared to sc. shaft<br>800bhp (588kW)<br>Hanshin Nainenki Kobe |
| 8013936<br>JKPC<br>125968<br>Ol Esd Gc<br>Rdr RTv<br>SatNav | **SAIRYU MARU No. 2**<br>**Taiheiyo Kisen Kaisha Ltd. (Pacific Shipping Co. Ltd.)**<br>Tokyo Japan<br>SatCom: 1203330/IKPC | *40 707*<br>*16 429*<br>60 960<br>T/cm<br>68,8 | NK | **1982** Kasado Dock Co. Ltd.—Kudamatsu (327)<br>229,06 (BB) 35,06 11,642<br>218,02 35,01 19,03<br>1 dk<br>Bow/CM 114 Diam. 0,410 MH 1,8 | **M Tanker**<br>IGS SBT<br>7 Ta ER<br>L.(oil) 82 290<br>2 Cargo pumps total 6 000T/hr | Mitsubishi 9UEC60/150H<br>Oil 2SA 9Cy. 600 × 1500<br>16 200bhp (11 916kW)<br>Ube Kosan K.K. Ube<br>Gen 3 × 620kW 450V 60Hz a.c.<br>Fuel 232,5t (d.o.) 2 319,0t (hvf)-47,0pd 14,5kn |
| 7206859<br>CNA2561<br>Ol Esd Gc<br>Rdr Rt | **SAIS**<br>ex Makedonia-89 ex Rose Schiaffino-87<br>ex Ador-80 ex Saint Christophe-75<br>Launched as Ador<br>**COGIMADE**<br>Casablanca Morocco | T.Mk<br>**1 937**<br>1 015<br>1 810 | HR (BV) (GL) | **1972** N.V. Schps. & Mfbk. "De Biesbosch"—Dordrecht (583)<br>98,51 (BB) 15,83 3,871<br>87,15 15,70 8,62<br>2 dks | **TM Passenger/RoRo Cargo** 40bth D<br>Bow door & ramp<br>L 7,55 W 4,00<br>2 Stern door/ramp<br>L 9,20 W 4,00<br>Lane Length 646 Cargo Width 1,98<br>Clear height 4,18<br>Cars 56 Trailers 47<br>Mchy.aft<br>B.5 550 | MWM TBD501-8<br>2 Oil 4SA each 8Cy. 360 × 450<br>5 400bhp (3 972kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 144kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 271,5t (d.o.)-17,5pd 15,5kn |
| 8916310<br>JG4928<br>131957<br>Rdr Rt | **SAISEI MARU**<br>**Saisei Kai Hospital**<br>Tokyo Japan | **166**<br>—<br>50 | | **1990** Teraoka Shipyard Co. Ltd.—Nandan (287)<br>*29,40*<br>7,00 3,00 | **TM Hospital Launch** | Yanmar<br>2 Oil<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| 7378779<br>JL4083<br>113592<br>Rdr Rt | **SAISEI MARU**<br>**Ishizaki Kisen K.K.**<br>Matsuyama, Ehime Pref. Japan | **129**<br>—<br>12 | | **1974** Hitachi Zosen—Kanagawa Works, Kawasaki (117057)<br>27,54 1,372<br>26,34 5,84 3,56<br>1 dk<br>RW | **Aluminium Alloy TM Hydrofoil Ferry** | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 175 × 205<br>1 100bhp (809kW)<br>Ikegai Tekkosho Kawasaki |
| 7946887<br>TC2752<br>4360<br>Rdr RTv | **SAIT UGURLU**<br>**Hasan Ugurlu & Avni Aygor**<br>Istanbul Turkey | **398**<br>253<br>760 | | **1975** Desan Tersanesi Zekeriya Demir—Istanbul<br>39,10 2,401<br>36,00 7,51 3,31<br>1 dk | **M General Cargo** | S.K.L. 6NVD36-1U<br>Oil 4SA 6Cy. 240 × 360<br>500bhp (368kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>7kn |
| 8840585<br>JH3140<br>128485<br>Esd Gc Pld<br>Rdr Rt | **SAITA MARU**<br>**Sadao Kamishima**<br>Higashi-izu, Shizuoka Pref. Japan | **495**<br>—<br>447 | | **1989** Y.K. Okajima Zoensho—Nakajima<br>49,86 3,420<br>43,00 11,00 3,50<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Yanmar MF28-ST<br>Oil 4SA 6Cy. 280 × 450<br>Matsue Diesel K.K. Matsue |
| 8823238<br>JK4916<br>130980<br>Gc Rdr Rt | **SAIWA MARU No. 8**<br>**Tsuyoshi Tanihara**<br>Kurahashi, Hiroshima Pref. Japan | **159**<br>—<br>449 | | **1989** K.K. Kamishima Zosensho—Higashino<br>49,70 3,120<br>44,00 8,30 5,00<br>1 dk | **M General Cargo** | Matsui 6M26KGHS<br>Oil 4SA 6Cy. 260 × 400<br>405kW (551bhp)<br>Matsui Iron Works Co. Ltd. Ise |
| 9020168<br>JK5088<br>132534<br>Rdr Rt | **SAIWAI MARU**<br>**Ishizaki Kaiun Y.K.**<br>Ogaki, Hiroshima Pref. Japan | **303**<br>—<br>867 | | **1991** Kegoya Dock K.K.—Kure (922)<br>55,40 (BB) 12,07 3,761<br>49,90 12,00 6,00<br>1 dk | **M Sand Carrier**<br>1 Ho ER | Niigata 6M30GT<br>Oil 4SA 6Cy. 300 × 530 reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Thw. thrust propeller fwd |
| 8625612<br>JL5443<br>128378<br>Gc Rdr Rt | **SAIWAI MARU**<br>**Shizuo Okita**<br>Nakajima, Ehime Pref. Japan | **135**<br>—<br>340 | | **1986** Y.K. Okajima Zoensho—Nakajima<br>43,25 3,100<br>38,00 8,00 5,00<br>1 dk | **M General Cargo** | Matsue MF24-H<br>Oil 4SA 6Cy. 240 × 420<br>440bhp (324kW)<br>Matsue Diesel K.K. Matsue<br>10,5kn |

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| **7735680**<br>*JL4498*<br>121030 | **SAIWAI MARU No. 1**<br>**Yasuki Kawasaki**<br>Kochi, Japan<br>Kochi Pref. | **199**<br>—<br>500 | | **1970** Yano Zosen K.K.—Imabari (46) | 3,200<br>35,31 8,01 3,51<br>1 dk | **M Sand Carrier** | Oil |
| **7936416**<br>*JK4139*<br>122157 | **SAIWAI MARU No. 5**<br>**Tadaharu Tanihara**<br>Kurahashi, Japan<br>Hiroshima Pref. | **194**<br>—<br>425 | | **1980** K.K. Kamishima Zosensho—Higashino (135) | *39,02* 3,110<br>7,80 4,91<br>1 dk | **M General Cargo** | Oil |
| **8627385**<br>*JL5085*<br>117351<br>Rt | **SAIWAI MARU No. 5**<br>**Keiji Shimamoto**<br>Nakajima, Japan<br>Ehime Pref. | **100**<br>—<br>256 | | **1974** Y.K. Ouchi Zosensho—Nakajima | 32,50 2,400<br>29,30 7,00 4,30<br>1 dk | **M General Cargo** | Oil |
| **7740403**<br>*JK3955*<br>115410 | **SAIWAI MARU No. 8**<br>**Tozo Nogami**<br>Kakaji, Japan<br>Oita Pref. | **196**<br>—<br>585 | | **1978** Y.K. Hashimoto Zosensho—Amakusa (38) | 3,201<br>45,01 8,81 5,11<br>1 dk | **M Tanker** | Oil |
| **8622464**<br>*JK4453*<br>127251<br>Rt | **SAIWAI MARU No. 12**<br>**Goto Kisen Kyogyo Kumiai**<br>Fukue, Japan<br>Nagasaki Pref. | **193**<br>—<br>572 | | **1983** Y.K. Takasago Zosensho—Naruto (126) | 46,21 4,201<br>10,00 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Matsui<br>Oil<br>1 000bhp (736kW)<br>Matsui Iron Works Co. Ltd.<br>Fuel (d.o.) |
| **8135708**<br>*JK4331*<br>125871<br>Rt | **SAIWAI MARU No. 13**<br>**Hatsuhara Kisen Y.K.**<br>Ikata, Japan<br>Ehime Pref. | **199**<br>—<br>678 | | **1982** Y.K. Takasago Zosensho—Naruto (112) | 3,300<br>50,20 9,01 5,01<br>1 dk | **M General Cargo** | Oil |
| **6807979**<br>*JK2480*<br>100701 | **SAIWAI MARU No. 15**<br>ex Kinei Maru No. 5-70<br>**Sanshi Murata**<br>Kaminoseki, Japan<br>Yamaguchi Pref. | **180**<br>—<br>370 | | **1967** K.K. Matsuura Zosensho—Kinoe (103) | 35,62 7,42 2,896<br>33,00 7,41 3,20<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 275 × 400<br>350bhp (257kW)<br>Makita Tekkosho |
| **8627775**<br>*JL5097*<br>127500<br>Rdr Rt | **SAIWAI MARU No. 15**<br>**Fujio Shimamoto**<br>Nakajima, Japan<br>Ehime Pref. | **163**<br>—<br>550 | | **1985** Kegoya Dock K.K.—Kure | 47,05 3,150<br>42,02 8,01 5,01<br>1 dk | **M General Cargo** | Yanmar<br>Oil 4SA 6Cy. 145 × 170<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **6422614**<br>*HO4271*<br>10882-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **SAJA**<br>ex Wha Yang No. 79-85<br>ex Hakuyo Maru No. 28-78<br>**Network Investments Inc.**<br>Panama Panama | **266**<br>134<br>— | (KR) | **1964** Kanasashi Co. Ltd.—Shimizu (578) | 46,84 7,75 2,998<br>41,48 7,70 3,46<br>P 22,9 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.352<br>4 Ha (1,0 1,0 × 7,4) (1,3 1,3 × 1,3) ER | Akasaka<br>Oil 4SA 6Cy. 300 × 440<br>780bhp (574kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 126kW 225V a.c. |
| **8202460**<br>*JD2437*<br>124491<br>HK1-816<br>Rdr Rt | **SAJI MARU No. 2**<br>**K.K. Moritan**<br>Monbetsu, Japan<br>Hokkaido Pref. | **124**<br>—<br>— | | **1982** Narasaki Zosen K.K.—Muroran (1036) | 37,90 (BB) 7,40 2,421<br>30,97 7,38 4,63<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>1 Ho<br>1 Ha (stl) | Niigata<br>Oil 4SA 6Cy. 300 × 530 with clutches,<br>couplings & dr geared to sc. shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7516723**<br>*HAAS*<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SAJO**<br>**Hungarian Shipping Co. Ltd. (Magyar Hajozasi R.T.) (MAHART)**<br>Budapest Hungary | **2 190**<br>1 518<br>3 605 | PR | **1978** Stocznia Gdanska im. Lenina—Gdansk (B479/03) | 93,53 5,581<br>86,64 13,61 5,74<br>P -F - 1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho 32,2 30,7 ER<br>G.4 854 B.4 443<br>2 Ha (stl) (23,1 25,5 × 7,7) ER<br>Cr 2(2-5) Der 1(2-5) | GMT<br>Vee Oil 4SA 12Cy. 300 × 450 sr geare<br>shaft<br>2 500bhp (1 839kW)<br>H. Cegielski<br>Gen 3 × 200kW 1 × 100kW 400V 50<br>Controllable pitch propeller<br>Fuel 339,5t (d.o.)-9,0pd |
| **8003278**<br>*6MOX*<br>BS02-A2777<br>Df Esd Gc<br>Pfd Rdr RTv | **SAJO ACCORDIA**<br>ex Capt. Vincent Gann-89<br>**Sae Han Merchant Banking Corporation**<br>Sajo Industrial Co. Ltd.<br>Busan South Korea<br>SatCom: 1660141/SJAD | **1 201**<br>486<br>1 677 | KR | **1981** J. M. Martinac SB. Corp.—Tacoma, Wa (227) | 68,10 13,26 —<br>59,29 12,81 5,57<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>19 Ta ER<br>In.1 274 | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254 sr gear<br>shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Di<br>Directional propeller<br>Thw. thrust propeller fwd |
| **7514842**<br>*6NJU*<br>BS02-A2673<br>Df Esd Gc<br>Pfd Rdr RTv | **SAJO COLUMBIA**<br>ex Bold Producer-89 ex Productor-83<br>ex Bold Producer-81<br>**Sajo Industrial Co. Ltd.**<br>Busan South Korea<br>SatCom: 1660114/SOCA | **1 106**<br>501<br>491 | KR | **1975** J. M. Martinac SB. Corp.—Tacoma, Wa (201) | 68,10 12,81 5,550<br>60,43 12,76 5,56<br>1 dk | **M Fishing**<br>Tuna Seiner | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| **6908474**<br>*DTBR*<br>BS02-A1592<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **SAJO DOLPHIN**<br>ex O Dae Yang No. 106-89<br>ex Bela Nickerie-78 ex Tonichi Maru-77<br>**Korea Industrial Leasing Co. Ltd.**<br>Sajo Industrial Co. Ltd.<br>Busan South Korea | **2 654**<br>1 541<br>3 519 | KR (NK) | **1968** Shikoku Dockyard Co. Ltd.—Takamatsu (729) | 104,50 14,51 5,816<br>96,02 14,48 7,65<br>P 25,0 F 10,4 2 dks<br>RW rf 305 | **M Refrigerated Cargo Fish Carrier**<br>Mchy.aft<br>3 Ho<br>In.3 810<br>3 Ha (stl) (each 4,2 × 4,5)<br>6W Der 6(3) | Pielstick<br>Oil 4SA 6Cy. 400 × 460<br>3 520bhp (2 589kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I<br>Gen 2 × 360kW 445V a.c.<br>Fuel 908,5t (hvf)-16,5pd |
| **8003230**<br>*6LIU*<br>BS02-A2699<br>Df Esd Gc<br>Pfd Rdr RTv | **SAJO FAMILIA**<br>ex Bold Adventuress ex Conqueror<br>**Han Il Leasing Co. Ltd.**<br>Sajo Industrial Co. Ltd.<br>Busan South Korea<br>SatCom: 1660115/SOFA | **1 207**<br>456<br>— | KR | **1980** J. M. Martinac SB. Corp.—Tacoma, Wa (223) | *61,21* (BB) 13,26 5,559<br>59,31 12,81 5,56<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>In.1 124 | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254 geare<br>2 648kW (3 600bhp)<br>General Motors Corp. Electro-Motive D<br>Gen 3 × 300kW 480V a.c. |
| **8120533**<br>*HLWO*<br>BS-A-2451<br>Df Esd Gc<br>Rdr RTv | **SAJO GLORIA**<br>Completed as Emelia-Virginia<br>**CNB Leasing Co. Ltd.**<br>Sajo Industrial Co. Ltd.<br>Busan South Korea<br>SatCom: 1660340/GLRA | **972**<br>431<br>1 554 | KR | **1982** Campbell Industries—San Diego, Ca (135) | 67,53 13,26 —<br>59,68 12,27 5,82<br>2 dks | **M Fishing**<br>Purse Seiner | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254 geare<br>3 730bhp (2 744kW)<br>General Motors Corp. Electro-Motive D |
| **8102921**<br>*6LCU*<br>BS-A-2620<br>Df Esd Gc<br>Pfd Rdr RTv | **SAJO OLYMPIA**<br>ex Ocean Pearl-88<br>**Sajo Industrial Co. Ltd.**<br>Busan South Korea<br>SatCom: 1660336/SOLP | **972**<br>431<br>1 538 | KR | **1982** Campbell Industries—San Diego, Ca (134) | 67,52 12,55 6,044<br>59,67 12,26 8,21<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>15 Ta ER<br>In.1 189 | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254 sr re<br>sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive D<br>Thw. thrust propeller fwd |

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|---|---|---|---|---|---|
| 8212362<br>HLWJ<br>BS-A-2450<br>Dr Esd Gc<br>Rdr RTv | **SAJO VICTORIA**<br>**Korea Industrial Leasing Co. Ltd.**<br>Sajo Industrial Co. Ltd.<br>Busan South Korea<br>SatCom: 1660316/SJVT | **972**<br>431<br>1 554 | **1982** Campbell Industries—San Diego, Ca (136)<br>67,53 13,26 —<br>KR 59,68 12,27 5,82 | **M Fishing**<br>Side-fishing Tuna Seiner | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254 geared to sc. shaft<br>3 730bhp (2 744kW)<br>General Motors Corp. Electro-Motive Div. La Grange |
| 8702630<br>JEFJ<br>129854 | **SAKAE MARU**<br>**Kyowa Kaiun K.K.**<br>Tokyo Japan | **696**<br>—<br>1 749 | **1987** Kurinoura Dock K.K.—Yawatahama (237)<br>85,07 (BB) 13,03 4,372<br>NK 77,70 13,01 4,40<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>3 Ho ER<br>In.2 464<br>3 Ha (stl) ER | Akasaka A34<br>Oil 4SA 6Cy. 340 × 660<br>1 250kW (1 699bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 450kW 440V a.c.<br>13kn |
| 7506273<br>JH2634<br>118344<br>Rdr | **SAKAE MARU**<br>**Nagoya Kisen K.K. (Nagoya Kisen Kaisha Ltd.)**<br>Nagoya, Aichi Pref. Japan | **256**<br>—<br>— | **1975** Kanagawa Zosen—Kobe (155)<br>9,22 3,201<br>28,99 9,20 4,20<br>1 dk | **TM Tug** | Niigata 8L25BX<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| 7396501<br>JL3944<br>113532<br>Rdr Rt | **SAKAE MARU**<br>ex Shinriki Maru No. 5-85<br>**Yamasa Kaiun K.K.**<br>Kitakyushu, Fukuoka Pref. Japan | **199**<br>123<br>699 | **1974** Sasaki Zosen K.K.—Kinoe (243)<br>8,41 3,302<br>48,01 8,39 3,38<br>1 dk | **M General Cargo**<br>Mchy.aft | Usuki<br>Oil<br>750bhp (552kW)<br>Usuki Tekkosho Usuki |
| 8626240<br>JM5417<br>127773<br>Rdr Rt | **SAKAE MARU**<br>ex Hoyo Maru-88<br>**Y.K. Eiriki Kaiun**<br>Hizen, Saga Pref. Japan | **199**<br>—<br>699 | **1984** Sokooshi Zosensho K.K.—Higashino<br>52,81 3,341<br>49,51 9,01 5,31<br>1 dk | **M General Cargo**<br>G.1 275 B.1 136 | Hanshin<br>Oil<br>500bhp (368kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>9kn |
| 8627555<br>JK4611<br>127953<br>Rdr Rt | **SAKAE MARU**<br>**Norihiro Okimoto**<br>Kurahashi, Hiroshima Pref. Japan | **172**<br>—<br>300 | **1986** Hongawara Zosen K.K.—Fukuyama<br>40,21 2,901<br>37,01 7,21 3,31<br>1 dk | **M Tanker**<br>Chemical | Yanmar<br>Oil<br>430bhp (316kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>8,5kn |
| 8630681<br>JD2636<br>127155<br>Rdr Rt | **SAKAE MARU**<br>**Kushiro Tug Boat K.K.**<br>Kushiro, Hokkaido Pref. Japan | **118**<br>—<br>— | **1987** Kushiro Jukogyo K.K.—Kushiro<br>28,00 8,22 2,500<br>24,00 8,20 3,39<br>1 dk | **M Tug**<br>Pusher | Yanmar<br>Oil<br>Yanmar Diesel Engine Co. Ltd. Japan |
| 8618645<br>JH3108<br>128472 | **SAKAE MARU No. 1**<br>**Sakae Kaiun K.K.**<br>Fuji, Shizuoka Pref. Japan | **352**<br>—<br>898 | **1987** K.K. Miura Zosensho—Saiki (775)<br>51,01 3,852<br>46,00 12,01 6,00 | **M General Cargo**<br>Mchy.aft | Akasaka K28R<br>Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| 9030931<br>JE3024<br>130874<br>Rt | **SAKAE MARU No. 1**<br>**Mizuno Suisan G.K.**<br>Iwaki, Fukushima Pref. Japan | **119**<br>—<br>— | **1990** Kesennuma Tekko—Kesennuma (275)<br>*31,60* (BB)<br>31,50 6,40 2,70 | **M Fishing**<br>Long-line Ref<br>In.138 | Niigata 6PA5LX<br>Oil 4SA 6Cy. 250 × 270 with clutches, flexible couplings & geared to sc. shaft<br>669kW (910bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Thw. thrust propeller |
| 8625234<br>JM5546<br>129448<br>Rt | **SAKAE MARU No. 8**<br>**Naoto Kawaguchi**<br>Goshonoura, Kumamoto Pref. Japan | **166**<br>—<br>330 | **1987** Y.K. Kaneko Zosensho—Hojo<br>39,50 3,150<br>36,00 7,21 3,20<br>1 dk | **M Tanker** | Oil<br>450bhp (331kW)<br>Japan<br>8kn |
| 7827940<br>JG3769<br>121699<br>Rt | **SAKAE MARU No. 11**<br>**Chitose Kaiun K.K. (Chitose Shipping Co. Ltd.)**<br>Tokyo Japan | **143**<br>—<br>220 | **1978** Kominato Zosen K.K.—Amatsu-Kominato (738)<br>*29,11* 2,300<br>6,80 2,49<br>1 dk | **M Tanker**<br>Bunkering Vessel | Sumiyoshi<br>Oil<br>147kW (200bhp)<br>Sumiyoshi Tekkosho Japan |
| 8630851<br>JL5336<br>117478<br>Rt | **SAKAE MARU No. 15**<br>**Kiyoshi Hamada**<br>Nagahama, Ehime Pref. Japan | **105**<br>—<br>316 | **1975** Yura Zosen Tekko K.K.—Sumoto<br>32,90 3,000<br>8,00 4,70<br>1 dk | **M General Cargo** | Oil<br>E made75<br>Kobe Hatsudoki K.K. Kobe |
| 8135734<br>JL4876<br>126202<br>Rt | **SAKAE MARU No. 18**<br>**Nichiei Tanker K.K.**<br>Kobe, Hyogo Pref. Japan | **199**<br>—<br>535 | **1982** Yano Zosen K.K.—Imabari (107)<br>3,200<br>43,79 7,80 3,31<br>1 dk | **M Tanker** | Oil<br>Japan |
| 7914901<br>JM4477<br>122850<br>Rdr | **SAKAE MARU No. 21**<br>**Miyagawa Kaiun K.K.**<br>Goshonoura, Kumamoto Pref. Japan | **195**<br>—<br>417 | **1979** K.K. Watanabe Zosensho—Nagasaki (763)<br>42,02 7,01 3,200<br>36,73 7,00 3,31<br>1 dk | **M Tanker**<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 230 × 380<br>500bhp (368kW)<br>Matsui Iron Works Co. Ltd. Ise |
| 8137469<br>7KHC<br>86156<br>Gc Rt | **SAKAE MARU No. 23**<br>**Hiroshi Ikeda**<br>Takamatsu, Kagawa Pref. Japan | **144**<br>—<br>190 | **1961** Mukaishima Dock Co. Ltd.—Mukaishima<br>*29,51* 2,100<br>7,00 2,42<br>1 dk | **M Sand Carrier** | Yanmar<br>Oil 4SA 6Cy.<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 8350607<br>7KSN<br>88543<br>Rt | **SAKAE MARU No. 24**<br>**Ikeda Kensetsu Kogyo K.K.**<br>Takamatsu, Kagawa Pref. Japan | **143**<br>—<br>190 | **1961** Mukaishima Zoki Co. Ltd.—Mukaishima<br>32,60 2,100<br>29,00 7,00 2,40<br>1 dk | **M Sand Carrier** | Yanmar<br>Oil 4SA 6Cy.<br>66kW (90bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| 8004002<br>JL4788<br>123921<br>Gc Rdr Rt | **SAKAE MARU No. 28**<br>**Hayakawa Kisen K.K.**<br>Miyakubo, Ehime Pref. Japan | **486**<br>—<br>1 451 | **1980** Asakawa Zosen—Imabari (296)<br>68,92 4,201<br>64,01 11,51 4,32<br>2 dks | **M General Cargo**<br>Mchy.aft | Akasaka DM33<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8633396<br>JK4604<br>113286<br>Rt | **SAKAE MARU No. 28**<br>**Daijirushi Oishi Gyogyo K.K.**<br>Sakaiminato, Tottori Pref. Japan | **113**<br>—<br>— | **1973** Kesennuma Tekko—Kesennuma<br>*28,60*<br>6,20 2,70<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>Japan |
| 8350815<br>8KUR<br>93576<br>Rt | **SAKAE MARU No. 30**<br>**Shimabara Zosen K.K.**<br>Shimabara, Nagasaki Pref. Japan | **199**<br>—<br>260 | **1963** Mukaishima Zoki Co. Ltd.—Mukaishima<br>31,50 2,700<br>29,00 8,50 3,00<br>1 dk | **M Sand Carrier** | Akasaka<br>Oil<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |

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| **8350463**<br>*JL2180*<br>95415<br>Rt | **SAKAE MARU No. 33**<br>**Ikeda Kensetsu Kogyo K.K.**<br>Takamatsu, Kagawa Pref. Japan | **139**<br>—<br>200 | | **1964** Mukaishima Zoki Co. Ltd.—Mukaishima<br>33,00 2,500<br>29,40 8,50 2,70<br>1 dk | **M Sand Carrier** | Mitsubishi<br>2 Oil<br>Mitsubishi Heavy Industries Ltd. |
| **8840626**<br>*JK4864*<br>117888<br>TT1-118<br>Rdr Rt | **SAKAE MARU No. 58**<br>**Daijirushi Oishi Gyogyo K.K.**<br>Sakaiminato, Tottori Pref. Japan | **123** | | **1975** Kidoura Zosen K.K.—Kesennuma<br>*29,10*<br>6,20 2,60<br>1 dk | **M Fishing** | Oil |
| **5370723**<br>*HQHQ6*<br>Df Rdr Rt | **SAKAEMACHI MARU**<br>ex Meng Lei-90 ex Sun Po-89<br>ex Victory Star-88 ex Aguila-85<br>ex Bon-83 ex Yellow Empress-83<br>ex Ta Lung-81 ex Tung Hai-78<br>**Sakaemachi Maritima Compania S.A.**<br>Honduras | **683**<br>358<br>1 052 | ZC (NK) | **1962** Kurushima Dockyard Co. Ltd.—Imabari (125)<br>63,63 9,66 4,049<br>60,00 9,61 4,50<br>P 15,3 F 8,0 1 dk<br>RW rf 102 | **M General Cargo**<br>2 Ho 20,2 18,7 ER<br>G.1 382 B.1 285<br>2 Ha (14,4 11,3 × 4,4) ER<br>4W Der 1(5) 3(3) | Oil 4SA 6Cy. 380 × 520<br>1 000bhp (736kW)<br>Nippon Hatsudoki<br>Gen 2 × 30kW 230V d.c.<br>Fuel 56,0t |
| **7913737**<br>*JI3025*<br>119739<br>Gc Rdr Rt | **SAKAI MARU**<br>**Tsukiboshi Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **691**<br>—<br>2 062 | | **1979** Omishima Dock K.K.—Kamiura (1084)<br>70,57 5,020<br>65,00 11,41 6,81<br>2 dks | **M General Cargo**<br>G.2 580 B.2 316<br>1 Ha (stl) (34,2 × 8,4) ER | Makita<br>Oil 4SA 6Cy. 330 × 530<br>2 000bhp (1 471kW)<br>Makita Diesel Co. Ltd. |
| **7046596**<br>*JJ2672*<br>107749 | **SAKAI MARU**<br>**Miura Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **183**<br>—<br>— | | **1970** Towa Zosen K.K.—Shimonoseki (389)<br>29,98 8,26 2,794<br>29,01 8,21 3,79<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. |
| **6508781**<br>*JI2094*<br>96471 | **SAKAI MARU No. 5**<br>**Tochigi Kyotetsu Yuso K.K.**<br>Sakai, Osaka Pref. Japan | **184**<br>—<br>319 | | **1964** Hyogo Zosen—Kobe (40)<br>31,53 6,53 2,515<br>29,72 6,48 2,80<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>1 Ha (21,0 × 4,7) ER | Yanmar<br>Oil 4SA 4Cy. 220 × 360<br>120bhp (88kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Fuel 2,5t-0,5pd |
| **8110198**<br>*8KSQ*<br>126083<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SAKAIDE MARU**<br>**Navix Line Ltd.**<br>Tokyo Japan<br>SatCom: 1201113/IKSQ | *55 936*<br>*27 858*<br>94 994<br>T/cm<br>98,9 | NK | **1982** Mitsubishi Heavy Industries Ltd.—Nagasaki (1886)<br>257,82 (BB) 42,58 12,634<br>248,01 42,50 18,52<br>1 dk | **M Bulk Carrier**<br>9 Ho ER<br>G.111 867<br>9 Ha (stl) (13,2 14,7 14,7 14,7 14,7 14,7 14,7 14,7 14,7 × 18,7) ER | MAN<br>Vee Oil 4SA 14Cy. 520 × 550 sr geared<br>shaft<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel 190,0t (d.o.) 2 848,0t (hvf)-40,0pd |
| **8844701**<br>*JG4968*<br>132794<br>Gc Pfd Rdr Rt | **SAKAKI MARU No. 11**<br>**K.K. Enomoto Kaisoten**<br>Tokyo Japan | **498**<br>—<br>1 349 | | **1990** Yamanaka Zosen K.K.—Namikata (507)<br>73,67 3,920<br>69,00 11,70 7,20<br>1 dk | **M General Cargo**<br>1 Ha (stl) (37,8 × 9,0) ER | Hanshin<br>Oil 4SA 6Cy. 310 × 530<br>The Hanshin Diesel Works Ltd. |
| **7039608**<br>*6VOB*<br>Esd Gc | **SAKAL**<br>ex Shemahi II-77<br>**Armement Frigorifique Senegalais**<br>Dakar Senegal | **131**<br>63<br>— | (BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (52/057)<br>25,20 6,86 2,515<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho<br>In.141<br>1 Ha (1,2 × 1,6) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co.<br>Fuel 48,5t (d.o.) |
| **7221407**<br>*UWMT*<br>M-31055<br>Df Esd Gc<br>Pfd Rdr Rt | **SAKARTVELO**<br>**Yugryba**<br>(Poti) (U.S.S.R.) | T.Mk<br>**2 154**<br>762<br>1 134 | RS | **1972** VEB Volkswerft Stralsund—Stralsund (341)<br>81,95 13,62 5,201<br>73,00 13,61 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 430 geared<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **6816657**<br>*JG2456*<br>100987<br>Rt | **SAKATA MARU**<br>ex Narita Maru-84<br>**Koshin Kaiun K.K.**<br>Kure, Hiroshima Pref. Japan | **194**<br>—<br>— | | **1967** Geibi Zosen Kogyo—Kure (196)<br>28,99 8,62 2,896<br>26,01 8,59 3,79<br>1 dk | **TM Tug**<br>Mchy.aft | Fuji<br>2 Oil 4SA each 6Cy. 320 × 500<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 30kW 225V a.c. |
| **7322639**<br>*JG3314*<br>114674<br>Rdr | **SAKATA MARU No. 2**<br>ex Hakone Maru No. 2-86<br>**Sakata Eisen K.K.**<br>Sakata, Yamagata Pref. Japan | **189**<br>—<br>65 | | **1973** Towa Zosen K.K.—Shimonoseki (443)<br>30,61 8,84 2,604<br>26,98 8,79 3,48<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **5429251**<br>*JG2080*<br>94696<br>Rt | **SAKATA MARU No. 2**<br>ex Tone Maru<br>**Yasuko Kiso**<br>Mukaishima, Hiroshima Pref. Japan | **160**<br>—<br>— | | **1963** Kanagawa Zosen—Kobe (54)<br>*24,08* 7,65<br>24,52 7,61 3,64<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 325 × 460<br>Nippon Hatsudoki<br>Fuel 20,5t |
| **7223601**<br>*UWVM*<br>M-31608<br>Df Esd Gc<br>Rdr RTv | **SAKHALIN-1**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.)<br>SatCom: 1401303 | T.Mk<br>**5 025**<br>1 646<br>2 427 | RS | **1973** ............Kaliningrad<br>127,01 20,32 6,600<br>8,79<br>2 dks | **D-E Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 72P<br>Stern door Ice strengthened<br>Rail Wagons 26 | 6 Oil 2SA each 10Cy. 207 × 508 driving<br>each 1 440kW connected to 2 elec.<br>sc. shafts |
| **7369950**<br>*UNGS*<br>M-31708<br>Df Esd Gc<br>Rdr RTv | **SAKHALIN-2**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.)<br>SatCom: 1401304 | T.Mk<br>**5 025**<br>1 646<br>2 427 | RS | **1974** ............Kaliningrad<br>127,01 20,32 6,600<br>8,79<br>2 dks | **D-E Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 72P<br>Ice strengthened<br>Lane Length 413 Cargo Width 3,25<br>Clear height 6,20<br>Rail Wagons 26 | 6 Oil 2SA each 10Cy. 207 × 508 driving<br>each 1 440kW connected to 2 elec.<br>sc. shafts |
| **7436600**<br>*UNHA*<br>M-31718<br>Df Esd Gc<br>Rdr Rt | **SAKHALIN-3**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | T.Mk<br>**5 025**<br>1 646<br>2 427 | RS | **1974** ............Kaliningrad<br>127,01 20,32 6,600<br>8,79<br>2 dks | **D-E Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 72P<br>Stern door Ice strengthened<br>Lane Length 413 Cargo Width 3,25<br>Clear height 6,20<br>Rail Wagons 26 | 6 Oil 2SA each 10Cy. 207 × 508 driving<br>each 1 440kW connected to 2 elec.<br>sc. shafts |
| **7529706**<br>*UWSQ*<br>M-33520<br>Df Esd Gc<br>Rdr Rt | **SAKHALIN-4**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | T.Mk<br>**5 025**<br>1 646<br>2 427 | RS | **1975** ............Kaliningrad<br>127,01 20,32 6,600<br>8,79<br>2 dks | **D-E Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 72P<br>Ice strengthened<br>Lane Length 413 Cargo Width 3,25<br>Clear height 6,20<br>Rail Wagons 26 | 6 Oil 2SA each 10Cy. 207 × 508 driving<br>each 1 440kW connected to 2 elec.<br>sc. shafts |
| **7640809**<br>*UWTN*<br>M-33597<br>Df Esd Gc<br>Rdr Rt | **SAKHALIN-5**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | T.Mk<br>**5 025**<br>1 646<br>2 427 | RS | **1976** ............Kaliningrad<br>127,01 20,32 6,600<br>8,79<br>2 dks | **D-E Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 72P<br>Ice strengthened<br>Lane Length 413 Cargo Width 3,25<br>Clear height 6,20<br>Rail Wagons 26 | 6 Oil 2SA each 10Cy. 207 × 508 driving<br>each 1 440kW connected to 2 elec.<br>sc. shafts |

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| 7633080<br>UWFY<br>M-34816<br>Df Esd Gc<br>Rdr Rt | **SAKHALIN-6**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | T.Mk<br>**5 025**<br>1 646<br>2 427 | RS | **1979** ............Kaliningrad<br>127,01 20,30 6,598<br>8,82<br>2 dks | **D-E Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 72P<br>Stern door Ice strengthened<br>Rail Wagons 26 | 6 Oil 2SA each 10Cy. 207 × 508 driving 6 gen. each 1 440kW connected to 2 elec. motors & sc. shafts<br>U.S.S.R.<br>16,75kn |
| 8033338<br>UICW<br>M-35390<br>Df Esd Gc<br>Rdr RTm/h/v | **SAKHALIN-7**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | T.Mk<br>**5 025**<br>1 646<br>2 427 | RS | **1982** ............Kaliningrad<br>127,01 20,30 6,598<br>8,82<br>2 dks | **D-E Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 72P<br>Stern door Ice strengthened<br>Lane Length 413 Cargo Width 3,25<br>Clear height 6,20<br>Rail Wagons 26 | 6 Oil 2SA each 10Cy. 207 × 508 driving 6 gen. each 1 440kW connected to 2 elec. motors & sc. shafts<br>U.S.S.R.<br>16,75kn |
| 8330516<br>UERK<br>M-40193<br>Df Esd Gc<br>Rdr RTv | **SAKHALIN-8**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | *9 346*<br>*3 234*<br>3 030 | RS | **1985** ............Kaliningrad<br>127,30 20,32 6,600<br>112,91 - 8,80<br>2 dks | **D-E Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 72P<br>Ice strengthened<br>Lane Length 413 Cargo Width 3,25<br>Clear height 6,20<br>Rail Wagons 26 | Russkiy 10AH20.7/2*25.4<br>6 Oil 2SA each 10Cy. 207 × 508 total 11 472kW (15 596bhp) driving 4 gen. each 550kW gen. of 320kW connected to 2 elec. motors each of 7 668shp (5 640kW) & sc. shafts<br>U.S.S.R.<br>16,8kn |
| 8728543<br>UZJE<br>M-40243<br>Rt | **SAKHALIN-9**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | *9 346*<br>*3 234*<br>3 030 | RS | **1986** ............Kaliningrad<br>127,30 20,32 6,600<br>112,91 8,80<br>2 dk | **TD-E Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles<br>Ice strengthened | Russkiy 10AH20.7/2*25.4<br>6 Oil 2SA each 10Cy. 207 × 508 total 11 472kW (15 596bhp) driving 4 gen. each 550kW gen. of 320kW connected to 2 elec. motors each of 7 668shp (5 640kW) & sc. shafts<br>U.S.S.R.<br>propeller double ended<br>propeller double ended aft, 1 fwd<br>16,8kn |
| 6404454<br>USGE<br>M-26556<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SAKHALINLES**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 520**<br>2 300<br>6 630 | RS | **1963** Stocznia Gdanska im. Lenina—Gdansk (B45/15)<br>123,88 16,74 7,240<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 444 B.7 558<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(50) 1(15) 8(10) | B&W 5-62VT2BF-140<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>R.O. Tvornica Dizel Motora "Uljanik" Pula<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 16kn |
| 7304558<br>USOU<br>M-17323<br>Df Esd Gc<br>Pfd Rdr Rt | **SAKHALINNEFT**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **3 468**<br>1 607<br>4 932 | RS | **1973** Rauma-Repola Oy—Rauma/Raumo (219)<br>106,13 15,45 6,719<br>97,01 15,40 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>B.187 L.(oil) 5 908<br>1 Ha (2,2 × 3,2) ER<br>1W Der 1(2) | B&W 5DKRN50/110<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Bryansk Eng. Works Bryansk<br>14,5kn |
| 6914588<br>EDUF<br>M-12914<br>Df Esd Gc<br>Pfd Rdr Rt | **SAKHALINNEFT**<br>ex MB-7004-69<br>**Dalryba**<br>(Okhotsk) (U.S.S.R.) | **233**<br>4<br>91 | RS | **1968** VEB Schiffswerft "Edgar Andre" —Magdeburg (7004)<br>34,78 8,51 2,861<br>30,41 8,21 3,71<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>11,3kn |
| 6420886<br>UFDX<br>M-12148<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SAKHALINSKIE GORY**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | **9 660**<br>5 218<br>9 550 | RS | **1965** Lindholmens Varv. A/B—Goteborg (1086)<br>153,50 20,55 7,481<br>140,01 20,52 12,04<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho 2 Ta ER<br>B.50 In.12 155<br>4 Ha (each 6,2 × 4,1) ER<br>9W Der 8(5) 1(1,5) | Gotaverken<br>Oil 2SA 7Cy. 760 × 1500<br>8 750bhp (6 436kW)<br>Lindholmens Varv. A/B Goteborg<br>Gen 3 × 520kW 380V 50Hz a.c.<br>17kn |
| 8033900<br>UNTP<br>M-36670<br>Df Esd Gc<br>Rdr RTm/h/v | **SAKHALINSKIY**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **744**<br>209<br>332 | RS | **1982** ............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| 7856329<br>JM3770<br>118048 | **SAKIBE MARU**<br>**Nishi Nippon Harbor Service K.K.**<br>Sasebo, Nagasaki Pref. Japan | **199**<br>—<br>— | | **1975** Nitchitsu Industries Co. Ltd.—Matsuura<br>32,11 2,871<br>28,50 8,81 3,87<br>1 dk | **TM Tug** | Niigata<br>2 Oil<br>Niigata Eng. Co. Ltd. Japan<br>12,25kn |
| 9009449<br>V8V2025<br>0132<br>Esd Rdr Rt | **SAKINAH**<br>**Tanco Marine Technology Sendirian Berhad**<br>Bandar Seri Begawan Brunei | *59*<br>*17*<br>42 | ✠**100A1**<br>Brunei coastal service not exceeding 50 nautical miles off the coast in reasonable weather<br>**LMC**<br>EL 121,0/24,0FSWR pt9,0/11,2U1 FN 165 | **1991**-4 Cheoy Lee Shipyards Ltd.—Hong Kong (4403)<br>21,32 6,16 1,501<br>20,25 5,85 2,25<br>RFD 13,4 1 dk<br>rf 575 BK 90 | **TM Mooring Launch** | Caterpillar 3412T<br>2 Vee Oil 4SA each 12Cy. 137 × 152 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>740kW (1 006bhp)<br>(p) Caterpillar Inc. Peoria, Illinois<br>(s) Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 16kW 380V 50Hz a.c. |
| 7950826<br>JH2054<br>102651 | **SAKISHIMA**<br>**Kintetsu Shima Kanko Kisen K.K.**<br>Toba, Mie Pref. Japan | **199**<br>—<br>— | | **1967** Kanbara Zosen K.K.—Onomichi (111)<br>33,00 8,22 1,800<br>29,00 8,20 2,80<br>1 dk | **M Ferry**<br>200dk P | Yanmar<br>Oil<br>340bhp (250kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>9kn |
| 5307283<br>Df Esd Rdr | **SAKIYOSHI MARU No. 21**<br>South Korea | **339**<br>183<br>— | | **1961** Miho Zosensho K.K.—Shimizu (301)<br>48,62 7,83<br>43,01 7,80 3,81<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 69,5t<br>10,5kn |
| 7039426<br>JXGT<br>17252<br>Df Esd Pfd<br>Rdr Rt | **SAKKESTAD**<br>ex Lena-89 ex Semi-77<br>**Fortransport A/S**<br>Sandfrakt A/S<br>Haugesund Norway | *631*<br>*232*<br>406 | NV | **1970** Lindstols Skips & Batbyg. A/S—Risor (269)<br>51,64 9,02 3,377<br>9,00 5,85<br>2 dks<br>rf 1003 len 84 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.934<br>1 Ha (20,3 × 6,2) ER<br>2W Der 1(5) 1(3) | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW) NE 80<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 25kW 1 × 15kW 220V 50Hz a.c. |
| 7910591<br>Rt | **SAKKR 1**<br>**MISR Petroleum Co.**<br>Port Said Egypt | **100**<br>—<br>20 | ✠ | **1981**-7 Governmental Irrigation Workshops—Cairo (1021)<br>24,36 4,70 0,951<br>23,09 4,50 1,50<br>1 dk<br>rf - | **M General Cargo Barge**<br>Mchy.aft | Deutz SBA6M816<br>Oil 4SA 6Cy. 142 × 160 with clutches & sr reverse geared to sc. shaft<br>272bhp (200kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 10kW 380V 50Hz a.c. |
| 7910606 | **SAKKR 2**<br>**MISR Petroleum Co.**<br>Port Said Egypt | **100**<br>—<br>20 | ✠ | **1981**-11 Governmental Irrigation Workshops —Cairo (1022)<br>24,36 4,70 0,951<br>23,09 4,50 1,50<br>1 dk<br>rf - | **M General Cargo Barge**<br>1 Ho ER<br>1 Ha (stl) ER | Deutz SBA6M816<br>Oil 4SA 6Cy. 142 × 160 reverse reduction geared to sc. shaft<br>272bhp (200kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 10kW 380V 50Hz a.c. |

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| **7942934**<br>*UEKK*<br>M-37768<br>Df Esd Gc<br>Rdr RTv | **SAKMARA**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>332 | RS | **1981** ..............U.S.S.R.<br>53,75 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **5134492**<br>*WA6891*<br>229835<br>Df Rdr Rt | **SAKONNET**<br>ex Hercules-68 ex Grace Moran-65<br>ex K. Whittelsey-62<br>**Raymond Connelly**<br>New York, NY United States of America | **185**<br>125<br>— | ✠Classed LR until 3/63 | **1930**-6 Spedden SB. Co.—Baltimore, Md (267)<br>*27,62* 6,76 4,014<br>25,91 6,71 4,27<br>1 dk<br>R BK 152 | **M Tug** | Rathbun-Jones<br>Oil 4SA 6Cy. 440 × 660<br>Rathbun-Jones Eng. Co. |
| **5364499**<br>Esd Rt | **SAKOTA**<br>ex Kagowa-67 ex Tong Kian-65<br>ex Lebak-59 ex Biak-51 | **442**<br>236<br>472 | (NV) | **1945** Albina Eng. & Mach. Works—Portland, Or (221)<br>55,20 8,87 2,591<br>8,82<br>P 11,0 F 8,3 1 dk | **M General Cargo**<br>Mchy.aft<br>B.823<br>4W | Enterprise<br>Oil 4SA 6Cy. 305 × 380<br>Enterprise Engine & Foundry Co. San Fr<br>Fuel 35,5t |
| **5307336** | **SAKR**<br>ex Empire Warlock-47<br>**Government of The Arab Republic of Egypt (Ministry of War - Port & Lighthouse Administration)**<br>Alexandria Egypt | **253**<br>2<br>— | ✠Classed LR until 12/47 | **1942**-9 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (361)<br>35,34 8,26 3,302<br>... ... ...<br>1 dk | **S Tug** | T 3Cy. 394 648 & 1067 x 686<br>Ferguson Bros. (Port Glasgow) Ltd. Port<br>Fuel (o.f.) |
| **6703422**<br>*XPQW*<br>D1420<br>Df Esd Rdr<br>Rt | **SAKSABERG**<br>ex Vesturrodin-82 ex Neptun-77<br>ex Smaragd-71<br>**P/f J. F. Kjolbro A/S**<br>Klakksvik Faeroes (Danish) | **187**<br>62<br>162 | (BV) | **1966** VEB Rosslauer Schiffswerft—Rosslau<br>32,26 7,42 2,661<br>28,00 7,40 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.176<br>2 Ha (each 1,2 × 0,9) ER<br>Der 1(0,5) | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) NE 70<br>Alpha-Diesel A/S<br>Controllable pitch propeller<br>Fuel 26,5t (d.o.) |
| **5307348**<br>*VTJP*<br>169086 | **SAKTI**<br>ex Empire Samson-48<br>**Government of The Republic of India**<br>Madras India | **261**<br>—<br>— | ✱Classed BC until 6/48 | **1943** Goole SB. & Repairing Co. Ltd.—Goole (397)<br>*32,25* 9,17 3,810<br>9,12<br>1 dk | **S Tug** | T 3Cy. 419 724 & 1194 x 762<br>Amos & Smith Ltd. |
| **7344558**<br>1766<br>RTv | **SAKTIMAN**<br>Launched as Kattabomman<br>**Calcutta Port Trust**<br>Calcutta India | **342**<br>103<br>103 | (IRS) | **1984** Central Inland Water Transport Corp. Ltd., Rajabagan—Calcutta (357)<br>33,02 3,301<br>29,95 9,01 3,41<br>RAD 3,4 B 8,3 RFD 10,7 1 dk<br>rf 996 | **TM Tug**<br>Fire-fighting Salvage | MAN<br>2 Oil 4SA each 5Cy. 300 × 450 with clu<br>flexible couplings & sr reverse geared<br>shafts<br>Garden Reach Shipbuilders & Engineers Ltd. |
| **6865218**<br>*USGK*<br>M-27345 | **SAKU**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **334**<br>88<br>180 | (RS) | **1961** ..............U.S.S.R.<br>43,59 7,65 3,061<br>39,32 3,97<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>B.214<br>2 Ha (each 2,2 × 1,6) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Fuel (d.o.) |
| **8228103**<br>M-40907<br>RTv | **SAKU**<br>**Tallinn Port Authority**<br>(Tallinn) (U.S.S.R.) | **235**<br>120<br>445 | RS | **1984** ..............U.S.S.R.<br>35,18 8,01 3,120<br>3,61<br>1 dk | **M Pollution & Surface Clearance Vessel** | Russkiy 6CHN<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works |
| **8130095**<br>*3EKC5*<br>17772-PEXT1<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **SAKURA**<br>**I S P S.A.**<br>Panama Panama<br>SatCom: 1331547/SAKR | *13 539*<br>*7 232*<br>21 398<br>T/cm<br>33,4 | (NK) | **1982** K.K. Uwajima Zosensho—Uwajima (2192)<br>155,51 (BB) 9,302<br>146,01 25,01 13,01<br>P 30,8 F 12,5 1 dk<br>Bow/CM 80 Diam. 0,250 MH 2,1 | **M Tanker**<br>Chemical<br>CBT IGS SBT DB<br>21 Ta ER<br>L.27 450 | Mitsubishi 7UEC<br>Oil 2SA 7Cy. 520 × 1250<br>8 000bhp (5 884kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 4 × 305kW<br>Fuel 313,0t (d.o.) 1 168,0t (hvf)-24,0pd |
| **8921080**<br>*JG4944*<br>131980<br>Rdr Rt | **SAKURA**<br>**Daito Unyu K.K. (Daito Transportation Co. Ltd.)**<br>Tokyo Japan | **175**<br>—<br>— | | **1990** Hanasaki Zosensho—Yokosuka (216)<br>32,25 9,02 3,100<br>27,80 8,80 3,90<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 255 × 270 with clu<br>flexible couplings & reduction geared<br>shafts<br>Niigata Eng. Co. Ltd. |
| **8418899**<br>*9VHC*<br>384509<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SAKURA COB**<br>ex Tomoe 95-86<br>**Komaya Shipping Co. (Pte.) Ltd.**<br>Seiho Kaiun K.K.<br>Singapore Singapore<br>SatCom: 1715644/KOMA | *5 266*<br>*2 949*<br>9 389<br>T/cm<br>9,8 | NK | **1985** Asakawa Zosen—Imabari (330)<br>116,90 (BB) 7,997<br>108,01 18,22 9,81<br>P 19,2 F 10,1 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>CBT<br>13 Ta ER<br>L.10 133 HeCls. C | B&W<br>Oil 2SA 7Cy. 350 × 1050<br>5 320bhp (3 913kW)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 450kW 440V 60Hz a.c.<br>Fuel 106,0t (d.o.) 657,0t (hvf) |
| **9016272**<br>*JK5025*<br>131759<br>Rdr Rt | **SAKURA MARU**<br>**Itsukushima Kaiun K.K.**<br>Kurahashi, Hiroshima Pref. Japan | **699**<br>—<br>1 952 | | **1990** Kegoya Dock K.K.—Kure (913)<br>80,77 (BB) 13,82 4,241<br>75,00 13,80 7,35 | **M General Cargo**<br>1 Ho ER | Niigata<br>Oil 4SA 6Cy. 340 × 620 reverse geared<br>shaft<br>1 471kW (2 000bhp)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust propeller fwd |
| **8823941**<br>*JM5827*<br>129431<br>Rt | **SAKURA MARU**<br>**K.K. Daiwa Shokai**<br>Kitakyushu, Fukuoka Pref. Japan | **394**<br>—<br>1 036 | | **1988** K.K. Uno Zosensho—Namikata<br>54,69 4,280<br>50,50 12,00 5,80<br>1 dk | **M Sand Carrier** | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. |
| **7220415**<br>*JG3124*<br>112840 | **SAKURA MARU**<br>**Ninami Hokkaido Kosan K.K.**<br>Tokyo Japan | **199**<br>—<br>— | | **1972** Nichiro Zosen—Ishinomaki (305)<br>33,00 3,501<br>28,81 8,81 3,81<br>1 dk | **TM Tug** | Niigata<br>2 Oil geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Fuel (d.o.) |
| **8618528**<br>*JH3089*<br>128459 | **SAKURA MARU**<br>**Nagoya Kisen K.K. (Nagoya Kisen Kaisha Ltd.)**<br>Nagoya, Aichi Pref. Japan | **160**<br>—<br>— | | **1987** Kanagawa Zosen—Kobe (295)<br>32,47 2,701<br>27,11 8,62 3,81<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **5307439**<br>*8JNF*<br>87024 | **SAKURA MARU**<br>**Otaru Municipal Office (Otaru Kowan-bu)**<br>Otaru, Hokkaido Pref. Japan | **147**<br>—<br>— | | **1962** Iino Jukogyo K.K.—Maizuru (66)<br>*24,88* 7,55 2,350<br>27,01 7,50 3,20<br>1 dk<br>RW | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 300 × 430<br>Fuji Diesel Co. Ltd.<br>Fuel 15,0t |
| **8910457**<br>*JK4951*<br>131074<br>Rt | **SAKURA MARU**<br>**Fukuyama Tadotsu Ferry K.K.**<br>Hiroshima, Hiroshima Pref. Japan | **109**<br>—<br>— | | **1989** Imamura Zosen—Kure (340)<br>29,20 - 2,430<br>24,00 8,00 3,40<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 190 × 260 with c<br>flexible couplings & sr reverse gea<br>shafts<br>Niigata Eng. Co. Ltd. |
| **7740049**<br>*JL4553*<br>117244<br>Rt | **SAKURA MARU No. 1**<br>**Naruto Kanko Kisen K.K.**<br>Naruto, Tokushima Pref. Japan | **126**<br>—<br>— | | **1973** S. Wakayama—Naruto<br>36,93 2,100<br>33,00 6,50 2,60<br>1 dk | **M Ferry** 328dk P | Oil |

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|---|---|---|---|---|---|---|
| 8633322<br>JL5885<br>117251<br>Rt | **SAKURA MARU No. 2**<br>**Naruto Kanko Kisen K.K.**<br>Naruto,<br>Tokushima Pref.<br>Japan | **139**<br>—<br>— | | **1974** S. Wakayama—Naruto<br>*33,50*<br>6,50 2,60<br>1 dk | **M Ferry** | Oil<br>Japan |
| 7914717<br>JM4606<br>120706<br>Rt | **SAKURA MARU No. 7**<br>**Y.K. Fusa Maru**<br>Chikura,<br>Chiba Pref.<br>Japan | **199**<br>—<br>350 | | **1979** Kominato Zosen K.K.—Amatsu-Kominato (737)<br>34,40 2,800<br>32,01 7,60 3,00<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 230 × 370<br>280bhp (206kW)<br>Fuji Diesel Co. Ltd. Tateyama |
| 7651042 | **SAKURA MARU No. 8**<br>**Anam Liners Ltd.** | **499**<br>330<br>1 220 | | **1972** Sasaki Zosen K.K.—Kinoe (170)<br>58,68 4,001<br>54,01 10,00 4,35<br>1 dk | **M Tanker** | Daihatsu<br>Oil<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>10,5kn |
| 7853224<br>JG3486<br>117622<br>Rt | **SAKURA MARU No. 8**<br>**Naokazu Masuda**<br>Ito,<br>Shizuoka Pref.<br>Japan | **315**<br>—<br>540 | | **1974** Kanto Zosen K.K.—Japan<br>40,64 3,201<br>38,51 7,80 3,51<br>1 dk | **M Tanker**<br>Mchy.aft | Matsui<br>Oil<br>450bhp (331kW)<br>Matsui Iron Works Co. Ltd. Japan<br>10kn |
| 6607147<br>Df Esd Gc<br>Pld Rdr Rt | **SAKURA MARU No. 8**<br>ex Naburi Maru No. 7<br>**Shinyo Suisan**<br>South Korea | **192**<br>73<br>— | | **1965** Niigata Eng. Co. Ltd.—Niigata (628)<br>41,81 6,63<br>34,40 6,61 3,20<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7812189<br>3EYB3<br>15069-85B<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v<br>AMVER | **SAKURA REEFER**<br>**M.H. Maritima S.A.**<br>Honma Senpaku Co. Ltd. (Honma Senpaku K.K.)<br>Panama<br>Panama<br>SatCom: 1331227/SAKU | **7 098**<br>3 180<br>8 072 | NK | **1979** Hitachi Zosen—Ariake Works, Nagasu (4629)<br>144,96 (BB) 18,75 8,071<br>136,02 18,71 11,84<br>F 11,0 2 dks | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 4(p) 4(s)<br>3 Ho ER 1 Ho<br>In.9 473<br>4 Ha (stl) (8,0 8,0 8,0 × 6,4) ER (8,0 × 6,4)<br>8W Der 8(5) | B&W 8L55GF<br>Oil 2SA 8Cy. 550 × 1380<br>10 700bhp (7 870kW)<br>Hitachi Zosen Osaka<br>Gen 3 × 570kW 450V 60Hz a.c.<br>Fuel 326,0t (d.o.) 1 453,0t (hvf)-41,5pd 19kn |
| 7511060<br>HP6282<br>D442-17<br>89-PEXT<br>Rdr Rt | **SAKURAGAI MARU**<br>**Pan-Asian Shipping & Trading Co. S.A.**<br>Panama<br>Panama | **994**<br>659<br>2 411<br>T/cm<br>7,6 | | **1975** Nakamura Shipbuilding & Engine Works Co. Ltd.—Yanai (125)<br>77,96 12,02 5,081<br>71,99 11,99 5,49<br>1 dk<br>Bow/CM 38 Diam. 0,250 | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 249 HeCls. CptB<br>2 Cargo pumps total 1 400T/hr | Fuji 6S37C<br>Oil 4SA 6Cy. 370 × 550<br>2 100bhp (1 545kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Fuel 13,5t (d.o.) 76,5t (hvf)-8,0pd 12,5kn |
| 8132483<br>JK4348<br>125774 | **SAKURAGI MARU**<br>**Yutaka Takamatsu**<br>Tokuyama,<br>Yamaguchi Pref.<br>Japan | **174**<br>—<br>300 | | **1981** Ura Kyodo Zosensho K.K.—Awaji (220)<br>... ...<br>35,01 6,80 3,00<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>6 Ta ER<br>L.(gas) 379 | Oil<br>............. |
| 8708751<br>JM5603<br>129498 | **SAKURAJIMA MARU**<br>**Sakurajima Municipal Office**<br>Sakurajima,<br>Kagoshima Pref.<br>Japan | **498**<br>—<br>200 | | **1987** Hayashikane Dockyard Co. Ltd.—Nagasaki (957)<br>52,00 12,86 2,501<br>47,02 12,81 3,51<br>1 dk | **TM RoRo Cargo/Ferry** | Hanshin<br>2 Oil 4SA each 6Cy. 240 × 400 sr geared to sc. shafts<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 7851721<br>JM2748<br>106467 | **SAKURAJIMA MARU No. 3**<br>**Sakurajima Municipal Office**<br>Sakurajima,<br>Kagoshima Pref.<br>Japan | **485**<br>—<br>150 | | **1969** Hitachi Zosen—Mukaishima (4258)<br>47,50 2,480<br>42,91 12,40 3,41<br>1 dk | **TM RoRo Cargo/Ferry**<br>486P | Hanshin<br>2 Oil<br>900bhp (662kW)<br>The Hanshin Diesel Works Ltd. Japan<br>10,5kn |
| 8920737<br>JM5963<br>131362<br>Rdr Rt | **SAKURAJIMA MARU No. 5**<br>**Sakurajima Municipal Office**<br>Sakurajima,<br>Kagoshima Pref.<br>Japan | **575**<br>—<br>200 | | **1990** Hayashikane Dockyard Co. Ltd.—Nagasaki (981)<br>... ...<br>49,03 13,01 3,51<br>1 dk | **TM RoRo Cargo/Ferry** | Hanshin 6LB26G<br>4 Oil 4SA each 6Cy. 260 × 440<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 7632802<br>JM3832<br>120577<br>Rdr | **SAKURAJIMA MARU No. 6**<br>**Sakurajima Municipal Office**<br>Sakurajima,<br>Kagoshima Pref.<br>Japan | **582**<br>—<br>358 | | **1977** Naikai SB. & Eng. Co. Ltd.—Taguma Shipyard, Innoshima (416)<br>53,27 12,63 2,707<br>49,00 12,60 3,61<br>2 dks | **TM RoRo Cargo/Ferry**<br>636P | Hanshin 6LUD26CG<br>2 Oil 4SA each 6Cy. 260 × 440<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe<br>10,5kn |
| 7927063<br>JM4701<br>123268<br>Rdr Rt | **SAKURAJIMA MARU No. 8**<br>**Sakurajima Municipal Office**<br>Sakurajima,<br>Kagoshima Pref.<br>Japan | **655**<br>—<br>370 | | **1979** Kanda Zosensho K.K.—Kawajiri (246)<br>53,24 2,652<br>49,03 13,01 3,61<br>2 dks | **TM RoRo Cargo/Ferry**<br>738dk P | Hanshin 6LUD26G<br>2 Oil 4SA each 6Cy. 260 × 440 geard to sc. shafts<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 7234179<br>JM3634<br>114826<br>Pld Rdr Rt | **SAKURAJIMA MARU No. 10**<br>**Sakurajima Municipal Office**<br>Sakurajima,<br>Kagoshima Pref.<br>Japan | **588**<br>217<br>360 | | **1972** K.K. Usuki Tekkosho—Saiki (1163)<br>53,19 13,21 2,706<br>49,99 12,60 3,61<br>2 dks | **M RoRo Cargo/Ferry** | Hanshin<br>2 Oil 4SA each 6Cy. 260 × 440 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe |
| 8627206<br>JK4517<br>127334<br>Gc Rdr Rt | **SAKUYAHIME**<br>ex Shinei Maru-88<br>**Konohana Kisen Y.K.**<br>Sekizen,<br>Ehime Pref.<br>Japan | **498**<br>—<br>1 598 | | **1984** Kyoei Zosen K.K.—Mihara (138)<br>73,44 4,220<br>68,00 11,80 6,81<br>1 dk | **M General Cargo**<br>G.2 952 B.2 815 | Hanshin<br>Oil<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>11,75kn |
| 7344120<br>1702 | **SAL**<br>**Mormugao Port Trust**<br>Mormugao<br>India | **441**<br>185<br>482 | IRS<br>✠CLASS WITHDRAWN at Owners' request 24/9/91 | **1976**-5 Chowgule & Co. Pvt. Ltd.—Goa (61)<br>40,01 10,32 3,010<br>37,50 10,01 3,99<br>1 dk<br>rf nil | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft<br>Hopper 250 | MAN<br>2 Oil 4SA each 8Cy. 175 × 220 reverse reduction geared to sc. shafts<br>744bhp (547kW)<br>Kirloskar Oil Engines Ltd. Pune<br>Gen 2 × 86kW 1 × 28kW 415V 50Hz a.c.<br>9,5kn |
| 8518338<br>Rt | **SAL**<br>**Petroleum Development Oman LLC**<br>Muscat<br>Oman | **34**<br>—<br>— | **✠100A1** SS 7/90<br>launch<br>extended protected waters service from the port of Mina al Fahal<br>**LMC**<br>EL 110,0/12,0<br>FN 128 | **1985**-10 Schpsw. J. van der Molen & Zn. —Zaandam (655)<br>18,14 6,98<br>16,57 5,40 2,32<br>1 dk<br>rf - | **TM Launch** | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 with clutches & sr reverse geared to sc. shafts<br>500bhp (368kW)<br>Caterpillar Tractor Co. U.S.A.<br>Gen 1 × 16kW 415V a.c. 3 24V d.c. |
| 7038044<br>ERUG<br>0549<br>Df Esd Rdr<br>Rt | **SALACA**<br>ex Stepan Kozak-91<br>**"Brivais Vilnis"**<br>Latvia | **658**<br>244<br>296 | RS | **1968** .............U.S.S.R.<br>54,23 9,38 3,591<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |

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|---|---|---|---|---|---|---|---|
| **6601806**<br>3665<br>Rdr RTv | **SALACAK**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **901**<br>266<br>— | ✠Classed LR until 5/1/79 | **1966**-7 Denizcilik Bankasi T.A.O.—Camialti (138)<br>58,20 17,00 2,901<br>53,42 14,51 4,60<br>1 dk<br>rf 356 | **M RoRo Cargo/Ferry** | —P | Fiat<br>2 Oil 4SA each 6Cy. 300 × 450 sr geare<br>shaft<br>1 040bhp (765kW) ✠ E made57 fitted66<br>S.A. Fiat S.G.M.<br>Gen 3 × 30kW 220V d.c.<br>2 propellers aft, 1 fwd |
| **7731414**<br>*3VJA* | **SALACTA**<br>**Direction des Peches**<br>Mahdia Tunisia | **193**<br>67<br>— | (NV) | **1977** Egyptian SB. & Repairs Co.—Alexandria (1/75)<br>25,02 7,01<br>21,52 3,51<br>1 dk | **M Fishing** | | Baudouin<br>Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin |
| **8301474**<br>*5AOU*<br>Esd Gc Rdr<br>Rt | **SALADIN**<br>**Zueitina Oil Co.**<br>Tripoli Libya | **504**<br>36<br>516 | **✠100A1** SS 9/90<br>tug<br>**✠LMC**<br>EL I 389,0/30,0U2(a)<br>FN 575 | **1983**-8 Matsuura Tekko Zosen—Higashino (296)<br>43,52 10,75 4,658<br>37,01 10,51 5,01<br>F 17,7 1 dk<br>rf 305 | **TM Tug** | | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320 with clutc<br>flexible couplings & dr reverse geared t<br>shafts<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 144kW 445V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 315,0t (d.o.) |
| **5307556**<br>402395<br>C 279<br>Df Esd Rt | **SALADINA**<br>ex Saladina Pardo Costas-81<br>**Brunian Ltd.**<br>Cork Irish Republic | **219**<br>147<br>— | BV | **1963** Enrique Lorenzo y Cia. S.A.—Vigo (284)<br>34,29 6,35 3,361<br>30,00 6,30 3,87<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW) NE 73<br>Mirrlees Blackstone (Stamford) Ltd.<br>Fuel 74,0t (d.o.) |
| **7410008**<br>*HP5514*<br>D223-3<br>987-HK<br>Rdr Rt | **SALAGUBANG**<br>ex Daifuku Maru No. 3-89<br>**Compania Naviera Mohican S.A.**<br>North Sea Maritime Corp.<br>Panama Panama | **335**<br>146<br>628 | | **1974** Kyoei Zosen K.K.—Mihara (57)<br>47,27 8,23 3,556<br>42,98 8,21 3,61<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.) |
| **5313799**<br>*CNFQ*<br>Df Rdr<br>RTm/v | **SALAH EDDINE**<br>ex Christina K-80 ex Saphir-70<br>**Mohamed Benmoussa**<br>Agadir Morocco | **553**<br>402<br>666 | (BV) | **1954** Husumer Schiffsw.—Husum (1060)<br>54,69 8,06 3,560<br>8,01<br>2 dks<br>RW rf 699 | **M General Cargo**<br>1 Ho 31,5 ER<br>G.1 100 B.1 023<br>2 Ha (10,5 11,1 × 5,0) ER<br>2W Der 2(2) | CSD<br>4P | MaK<br>Oil 4SA 8Cy. 290 × 420<br>800bhp (588kW)<br>Maschinenbau Kiel A.G.<br>Gen 1 × 12kW 1 × 8kW 110V d.c.<br>Fuel 30,5t (d.o.) |
| **7530925**<br>*SUZX*<br>Df Esd Gc<br>Pfd Rdr Rt | **SALAH ELDEAN EL AYOBY**<br>**Suez Canal Authority**<br>Port Said Egypt | **7 689**<br>4 164<br>10 953 | BV | **1977** Mitsubishi Heavy Industries Ltd.—Hiroshima (280)<br>119,92 19,64 7,902<br>113,01 19,61 10,52<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Mchy.aft<br>Hopper 6 000 | | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 460 geare<br>sc. shaft<br>10 000bhp (7 356kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 595kW 1 × 250kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7427752**<br>*9HED3*<br>2541<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SALAH L**<br>ex Stena Mariner-90 ex Dana-83<br>ex Seaspeed Dana-81<br>**Stena Mediterranean Line Ltd.**<br>Matina Lines<br>Valletta Malta | T.Mk<br>**3 563**<br>1 536<br>5 675 | NV | **1976** Trosvik Verksted A/S—Brevik (114)<br>126,35 (BB) 19,44 6,579<br>117,71 19,02 13,77<br>2 dks<br>rf 297 | **M RoRo Cargo**<br>Side door p & s<br>Stern door/ramp Ice strengthened<br>Lane Length 2450<br>Mchy.aft<br>B.19 000 | 12bth P | Sulzer<br>Vee Oil 4SA 16Cy. 400 × 480 sr geared to<br>shaft<br>10 400bhp (7 650kW)<br>Hitachi Zosen<br>Gen 1 × 848kW 2 × 768kW 380V 50Hz<br>Controllable pitch propeller<br>2 Thw. thrust Contr. pitch propellers fwd, 1<br>Fuel 101,5t (d.o.) 610,5t (hvf) |
| **7626750**<br>KT/859/B<br>Esd Gc Rdr<br>Rt | **SALAHI 2**<br>ex Masharif-89 ex Al Khubar 1-80<br>**Kuwait Oil Co. KSC**<br>Kuwait Kuwait | **125**<br>43<br>— | **100A1** SS 11/88<br>tug<br>**LMC**<br>EL B 220,0/14,0U2<br>FN 225<br>(AB) | **1976** K.K. Imai Seisakusho—Iwagi (169)<br>24,00 7,42 2,896<br>21,00 7,40 3,30<br>1 dk<br>rf 350 | **TM Tug** | | Niigata<br>2 Oil 4SA each 6Cy. 160 × 200 reverse red<br>geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 32kW 385V 50Hz a.c. |
| **8709901**<br>*EHRX*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SALAINO**<br>**Pesquerias Carpas S.A.**<br>Vigo Spain<br>SatCom: 1351412/SALA | *1 213*<br>*364*<br>1 108 | BV | **1988** Construcciones Navales P. Freire S.A.—Vigo (314)<br>67,35 10,52 4,590<br>56,72 10,01 6,94 | **M Fishing**<br>Stern Trawler Processing Ref<br>In.932 | | A.B.C.<br>Oil 4SA 8Cy. 256 × 310 with clutches, flexib<br>couplings & sr geared to sc. shaft<br>1 420kW (1 931bhp)<br>Anglo-Belgian Corporation N.V.<br>Gen 1 × 340kW 2 × 280kW 380V 50Hz a<br>Controllable pitch propeller<br>Fuel 650,0t (d.o.)-5,0pd |
| **7943249**<br>*UEII*<br>M-37769<br>Df Esd Gc<br>Rdr RTv | **SALAIR**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **744**<br>213<br>332 | RS | **1981** ............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **7225439**<br>*YQCB*<br>279<br>Df Esd Gc<br>Rdr Rt | **SALAJ**<br>**Navrom Shipping Company**<br>Constantza Romania | **5 922**<br>2 947<br>8 290 | RNR | **1972** "A. Zhdanov" SB. Yard—Leningrad<br>129,95 (BB) 17,84 7,840<br>126,19 17,81 9,81<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 16,4 17,3 17,3 ER 11,5<br>G.11 155 B.10 775<br>5 Ha (stl) (8,3 × 7,0) (10,9 10,9 10,7 × 9,6) ER (8,0 × 6,7)<br>Cr 5(8) | CSD | B&W<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works<br>Gen 2 × 300kW 1 × 200kW 400V 50Hz |
| **7105110**<br>*HQHJ7*<br>L-0333636<br>Df Esd Gc<br>Rdr RTm/v | **SALAM**<br>ex West-90 ex Westfjord-88<br>**Sea Pearl Navigation Ltd.**<br>Orionis Shipping Co. Ltd.<br>San Lorenzo Honduras | **1 458**<br>1 080<br>2 908 | GL (NV) | **1971** Aukra Bruk A/S—Aukra (38)<br>89,11 (BB) 13,03 4,731<br>83,80 13,00 5,69<br>P 12,8 F 8,6 1 dk<br>rf 56 len 78 | **M General Cargo**<br>2 Ho 37,5 - ER<br>G.3 805 B.3 393<br>2 Ha (stl) (27,6 × 7,0) (22,8 × 8,0) ER<br>4W Der 4(5) | | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 900bhp (1 398kW)<br>Atlas-MaK Maschinenbau<br>Fuel (d.o.) |
| **7711933**<br>Esd Gc Pfd<br>Rdr Rt | **SALAM 1**<br>**Suez Canal Authority**<br>Port Said Egypt | **387**<br>—<br>136 | **✠100A1** SS 12/87<br>tug<br>**✠LMC**<br>EL I 330,0/24,0U2<br>FN 506 | **1978**-6 B.V. Scheepswerven v/h H. H. Bodewes —Millingen a/d Rijn (738)<br>35,41 11,64 4,998<br>33,63 11,00 4,02<br>1 dk<br>rf 356 | **TM Tug**<br>Tractor | | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 190 × 230<br>M.T.U. Friedrichshafen GmbH<br>Gen 3 × 147kW 400V 50Hz a.c.<br>2 Directional propellers |
| **7711945**<br>Esd Gc Pfd<br>Rdr Rt | **SALAM 2**<br>**Suez Canal Authority**<br>Port Said Egypt | **387**<br>—<br>136 | **✠100A1** SS 11/91<br>tug<br>**✠LMC**<br>EL I 330,0/24,0U2<br>FN 507 | **1978**-7 B.V. Scheepswerven v/h H. H. Bodewes —Millingen a/d Rijn (739)<br>35,41 11,64 4,998<br>33,63 11,02 4,04<br>1 dk<br>rf 356 | **TM Tug**<br>Tractor | | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 190 × 230<br>M.T.U. Friedrichshafen GmbH<br>Gen 3 × 147kW 400V 50Hz a.c.<br>2 Directional propellers |

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|---|---|---|---|---|---|---|
| 7712200<br>Esd Gc Rt | **SALAM 3**<br>**Suez Canal Authority**<br>Ismailia Egypt | **387**<br>136<br>136 | ✠**100A1** SS 3/90<br>tug<br>✠**LMC**<br>EL I 330,0/24,0U2<br>FN 506 | **1980**-6 Timsah SB. Co.—Ismailia (380)<br>35,41 2,923<br>33,63 10,99 4,04<br>1 dk<br>rf 356 | **TM Tug**<br>Tractor | M.T.U. 16V652TB61<br>Vee Oil 4SA 16Cy. 190 × 230 with flexible couplings & sr geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 3 × 147kW 400V 50Hz a.c.<br>2 Directional propellers |
| 7712212<br>Esd Gc Rdr | **SALAM 4**<br>**Suez Canal Authority**<br>Ismailia Egypt | **387**<br>136<br>136 | ✠**100A1** SS 7/88<br>tug<br>✠**LMC**<br>EL I 330,0/24,0U2<br>FN 504 | **1980**-6 Timsah SB. Co.—Alexandria (381)<br>35,41 11,54 2,923<br>33,63 10,99 3,99<br>1 dk<br>rf 356 | **TM Tug**<br>Tractor | M.T.U. 16V652TB61<br>2 Vee Oil 4SA each 16Cy. 190 × 230 with flexible couplings & sr geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 3 × 147kW 400V 50Hz a.c.<br>2 Directional propellers |
| 7816822<br>3DPU<br>Rdr Rt | **SALAMANDA**<br>**Blue Lagoon Cruises Ltd.**<br>Fiji | **226**<br>—<br>30 | | **1977** Fiji Government Shipyard—Suva (47)<br>85,96 7,29 1,791<br>83,98 2,93<br>2 dks | **TM Passenger Ship**<br>21cbn 56bth P<br>Mchy.aft | General Motors 8V-71-N<br>2 Vee Oil 2SA each 8Cy. 108 × 127 reverse reduction geared to sc. shafts<br>700bhp (515kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| 7367938<br>P3MO4<br>Df Esd Gc<br>Rdr RTm/h/v | **SALAMANDER**<br>ex Salzach-91 ex Hilary M.-83<br>ex Hilary Weston-83<br>ex Frendo Hope-76<br>**Salamander Shipping Co. Ltd.**<br>Osterreichischer Lloyd Ship Management G.m.b.H.<br>Limassol Cyprus | *2 197*<br>*1 359*<br>4 005 | GL (NV) | **1974** Schps. "Hoogezand" J. Bodewes —Hoogezand (169)<br>82,23 13,37 6,487<br>75,37 7,70<br>P 3,1 F 6,1 2 dks<br>rf nil len 83 | **M General Cargo**<br>Ice strengthened<br>1 Ho 58,5 ER<br>G.4 833 B.4 826<br>TEU 129 C. 129/20' (40')<br>1 Ha (stl) (53,2 × 10,5) ER | Normo LDM-9<br>Oil 4SA 9Cy. 250 × 300 sr geared to sc. shaft<br>1 428bhp (1 050kW)<br>Normo Gruppen A/S Bergen<br>Gen 2 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 162,5t (d.o.)-4,5pd 8,5kn |
| 7111690<br>Y5OL<br>Df Esd Gc<br>RdrRTm | **SALAMANDER**<br>ex Zurow-88<br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | T.Mk<br>**299**<br>142<br>718 | DSRK | **1971** Elbewerften Boizenburg/Rosslau —Boizenburg (290)<br>57,71 (BB) 10,37 3,680<br>51,97 10,09 5,80<br>2 dks<br>rf 102 conv General Cargo 88 | **M Tank-cleaning Vessel**<br>Ice strengthened<br>2 Ho 15,9 17,8 ER<br>2 Ha (stl) (8,9 12,5 × 7,7) ER<br>Cr 2(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 160bhp (853kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 128kW 1 × 116kW 1 × 77kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 65,0t (d.o.) 12,5kn |
| 6908814<br>D4BC<br>140<br>Esd Rdr | **SALAMANZA**<br>**Companhia de Pesca e Congelacao de Cabo Verde Lda.**<br>Sao Vicente Cape Verde Republic | **361**<br>167<br>335 | (GL) | **1968** A.G. "Weser" Werk Seebeck—Bremerhaven (931)<br>38,79 9,35 4,198<br>34,24 9,30 4,40<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>4 Ho<br>4 Ha<br>Der 1(10) 1(2) | Deutz<br>Oil 2SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>11,5kn |
| 8909460<br>SXLL<br>9774<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SALAMINA**<br>**Salamina Shipping Corp.**<br>Eletson Corporation<br>Piraeus Greece<br>SatCom: 1131116/SLMN | *29 506*<br>*11 626*<br>45 425<br>T/cm<br>52,0 | ✠**100A1**<br>oil tanker<br>SPM<br>✠**LMC** **UMS**<br>**IGS**<br>EL Mt 642,0/73,0U3<br>FN 8909 | **1991**-3 Hitachi Zosen—Maizuru Works, Maizuru (4845)<br>183,00 (BB) 32,23 12,000<br>174,00 32,20 19,00<br>1 dk<br>rf nil Bow/CM 94 Diam. 0,356 MH 2,1 | **M Tanker**<br>COW IGS(LR) PL(LR)<br>SBT(LR) pt higher tensile steel<br>DB DSS Bow loading<br>7 Ta ER<br>L.56 407<br>4 Cargo pumps total 4 842T/hr | B&W 6S50MC<br>Oil 2SA 6Cy. 500 × 1910<br>6 090kW (8 279bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>e(ex.g) (ex.g) 22,5kgf/cm$^2$ (22,1bar)<br>2 AuxB (o.f.) 18kgf/cm$^2$ (17,7bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>14kn |
| 5315591<br>H8BC<br>8867-PEXT2<br>Df Esd Gc<br>Rdr RTm/h/v | **SALAMINA**<br>ex Apus-81 ex Kosmos-80<br>ex Dobrota-79 ex Marie-72<br>ex Schwanheim-71<br>**Salamis Maritime Co.**<br>Panama Panama | **5 777**<br>3 489<br>9 880<br>**8 365**<br>5 343<br>11 580 | (GL) | **1953** Flensburger Schiffsbau-Ges.—Flensburg (544)<br>144,48 · 18,50 7,770/8,560<br>11,49<br>P 25,3 F 25,6 1 dk & S dk<br>RW<br>**DELAYED IN SHATT—AL— ARAB 9/80** | **M General Cargo** OSD/CSD<br>4 Ho 16,0 25,8 18,5 35,9 ER<br>G.507 B.472<br>5 Ha (stl) (10,5 17,6 10,3 10,3 10,3 × 8,0) ER<br>12W Der 1(30) 12(3-5) | MAN K6Z70/120<br>Oil 2SA 6Cy. 700 × 1200<br>3 600bhp (2 648kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 140kW 1 × 90kW 1 × 50kW 220V d.c.<br>Fuel 907,5t (hvf) 12kn |
| 5105427<br>ODNS<br>B2745<br>Df Esd RTh | **SALAMINA 1**<br>ex Rayan-83 ex Hayssam-83<br>ex Erik Seyd II-73<br>Beirut Lebanon | **497**<br>300<br>851 | (GL) (HR) | **1958** Klahn-Werft—West Berlin (147)<br>56,29 9,00 3,302<br>51,31 3,71<br>P 12,8 F 6,1 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 33,5 ER<br>G.1 076 B.969<br>2 Ha (9,3 15,3 × 5,0) ER<br>Der 3(2) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 13kW 1 × 2,5kW 115V d.c.<br>Directional propeller<br>Fuel (d.o.) 10kn |
| 7350375<br>SV3733<br>4462<br>Rt | **SALAMIS**<br>**Lambrou & Tongas & Co.**<br>Piraeus Greece | **475**<br>149<br>— | | **1974** E. Goumas & Son—Salamis (113)<br>57,97 12,02<br>51,69 2,49<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | Ruston<br>2 Oil 4SA 12Cy.<br>1 000bhp (736kW)<br>Ruston Paxman Diesels Ltd. Lincoln |
| 7397581<br>EVIB<br>M-31146<br>Df Esd Gc<br>Pfd Rdr Rt | **SALANTAY**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**3 017**<br>1 246<br>2 063 | RS | **1974** VEB Volkswerft Stralsund—Stralsund (424)<br>101,83 (BB) 15,22 5,601<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>Der 2(5) 4(2) | MAN 8ZD72/48AL-1<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15,75kn |
| 8009026<br>S8DA<br>Df Esd Gc<br>Rdr Rt | **SALAR**<br>ex Stena Topper-89 ex Bazias 7-89<br>ex Balder Vik-86<br>**Vallana Shipping Corp.**<br>Stena Marine Management HB<br>Goteborg Sweden | **2 826**<br>1 374<br>5 000 | NV | **1983** Santierul Naval Galatz—Galatz (765)<br>121,49 (BB) 5,330<br>115,98 21,01 12,53<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp (p)<br>L 17,50 W 7,70 SWL 50<br>Stern door/ramp (s)<br>L 12,50 W 7,70 SWL 57<br>Lane Length 1225 Cargo Width 7,50<br>Clear height 6,20<br>Cars 49 Trailers 94<br>Mchy.aft<br>TEU 450 C. 450/20' (40') incl. 25 ref C. | MaK 9M453AK<br>2 Oil 4SA each 9Cy. 320 × 420 sr geared to sc. shafts<br>7 200bhp (5 296kW)<br>Krupp MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 525kW 2 × 425kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 171,0t (d.o.) 745,5t (hvf)-24,5pd 15,5kn |
| 6708135<br>LJIS<br>16593<br>Df Esd Pfd<br>Rdr Rt | **SALAROY**<br>ex Dolsoy-81<br>**Borre Magne Kvitberg**<br>Tromso Norway | **492**<br>229<br>— | NV | **1966** Trondhjems M/V, Aker Trondelag A/S —Trondheim (618)<br>43,03 8,03 5,582<br>37,50 8,01 6,96<br>2 dks<br>rf 1499 BK 89 len 71 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>4 Ho ER<br>3 Ha (stl) (3,5 × 2,6) (2,5 × 5,4) (1,9 × 1,3) ER<br>2W Der 1(5) 1(3) | Alpha<br>Vee Oil 4SA 12Cy. 225 × 300<br>1 500bhp (1 103kW) NE 73<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 196kW 1 × 42kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel (d.o.) |
| 8730302<br>UHYK<br>M-22346 | **SALATSGRIVA**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Riga) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1989** ..............U.S.S.R.<br>54,84 10,15 4,141<br>50,32 - 5,01 | **M Fishing**<br>Stern Trawler Ref<br>In.412 | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 158bhp (852kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller<br>12kn |
| 8902450<br>P3ZU3<br>709142<br>Df Esd Gc<br>Pfd Rdr RTv | **SALAVAT**<br>**Salavat Shipping Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Limassol Cyprus<br>SatCom: 1100652/SALA | *24 606*<br>*13 297*<br>42 263<br>T/cm<br>49,1 | NV | **1990** Hyundai Heavy Industries Co. Ltd.—Ulsan (694)<br>182,80 30,50 11,200<br>15,95<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.51 124 B.48 568<br>5 Ha (stl) ER<br>Cr 4 | B&W 5L60MC<br>Oil 2SA 5Cy. 600 × 1944<br>8 377kW (11 389bhp)<br>Hyundai Heavy Industry Co. Ltd. Industrial Plant Div. Ulsan<br>Gen 3 × 500kW 440V 60Hz a.c. |

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| **7029500**<br>*UPPM*<br>M-30175<br>Df Esd Gc<br>Rdr Rt | **SALAVAT YULAYEV**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **1 350**<br>611<br>1 791 | RS | **1969** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest<br>77,91 11,54 4,960<br>69,83 11,46 5,64<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,4 14,6 14,1 ER<br>G.2 453 B.2 289<br>3 Ha (stl) (7,6 × 6,7) (9,2 9,2 × 8,6) ER<br>6W Der 1(12) 6(3-5) | Sulzer<br>Oil 2SA 6Cy. 360 × 600<br>1 500bhp (1 103kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swe<br>Fuel 152,5t (hvf) |
| **7418749**<br>*UFQB*<br>M-7892<br>Df Esd Gc<br>Rdr Rt | **SALAVATOVO**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **720**<br>221<br>335 | RS | **1974** .............U.S.S.R.<br>53,73 (BB) 10,70 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.295<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 f |
| **7396226**<br>*YDMX*<br>Df Esd Gc<br>Pfd Rdr Rt | **SALAWATI/PERMINA 3004**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **19 373**<br>13 673<br>36 506 | ✠**100A1** SS 2/90<br>oil tanker<br>✠**LMC**<br>EL I* 2½"U3(a)<br>FN 7243<br>Kl | **1977**-7 K.K. Usuki Tekkosho—Saiki (1194)<br>179,89 (BB) 26,83 11,754<br>170,01 26,80 15,80<br>F 14,4 1 dk<br>rf nil | **M Tanker**<br>11 Ta ER<br>L.(oil) 41 853 HeCls. C | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>WTAuxB (o.f.) 18kgf/cm² (17,7bar) hs328,9<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 2 × 550kW 450V 60Hz a.c. |
| **6917205**<br>*OAMZ*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SALCANTAY**<br>ex Righteous-73<br>**Naviera Humboldt S.A.**<br>Van Ommeren Shipping B.V.<br>Lima Peru | **17 941**<br>11 827<br>28 610<br>T/cm<br>38,6 | AB | **1969** Taiwan SB. Corp.—Keelung (N 15)<br>181,31 25,05 10,262<br>168,00 25,00 13,80<br>P 30,8 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 17,0 21,1 20,2 20,8 20,8 20,8 ER<br>G.38 124 B.31 892<br>6 Ha (stl) (10,2 13,0 11,6 13,2 13,2 13,2 × 11,9) ER<br>12W Der 12(10) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Uraga Heavy Industries Ltd.<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 2 283,0t (hvf) |
| **7104300**<br>*6VOA*<br>Df Esd Gc<br>RTm | **SALDE**<br>ex Shemahi IV-77<br>**Armement Frigorifique Senegalais**<br>Dakar Senegal | **131**<br>63<br>— | (BV) | **1971** Ch. Normands Reunis—Courseulles-sur-Mer (22)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho<br>In.142<br>1 Ha (1,2 × 1,6) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co.<br>Fuel 48,5t (d.o.) |
| **6509735**<br>*UGRU*<br>M-17127<br>Df Esd Gc<br>Rdr<br>AMVER | **SALDUS**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 866**<br>1 286<br>3 796 | RS | **1965** Valmet Oy Helsingin Telakka —Helsinki/Helsingfors (230)<br>102,34 14,03 5,911<br>93,20 13,97 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>G.5 192 B.4 785<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas<br>Fuel 30,5t (d.o.) 254,0t (hvf) |
| **8725670**<br>M-41657<br>Rt | **SALDUS**<br>**Latvian Shipping Company**<br>(Ventspils) (U.S.S.R.) | *1 896*<br>*1 014*<br>3 389 | RS | **1985** "Ivan Dimitrov" Shipyard—Rousse<br>77,53 14,34 5,400<br>73,24 6,50<br>1 dk | **M Tanker**<br>Bunkering<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 3 513 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>883kW (1 200bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 150kW a.c. |
| **5229728**<br>*S2QS*<br>344165<br>Df EsdRTm | **SALEEM**<br>ex Kota Mulia-81 ex Zeehaan-72<br>ex Maunganui-71<br>**Overseas Shipping Agencies Ltd.**<br>Chittagong Bangladesh | **829**<br>381<br>1 148 | ✠Classed LR until 28/12/88 | **1955**-7 Schps. "Hoogezand" J. Bodewes —Hoogezand (73)<br>63,86 9,78 4,128<br>57,00 9,76 4,40<br>P 18,0 F 9,5 1 dk<br>RW rf 51 | **M General Cargo**<br>1 Ho 35,0 ER<br>G.1 501<br>2 Ha (9,7 13,1 × 4,8)<br>6W Der 1(3) 2(2) | De Industrie<br>Oil 2SA 8Cy. 305 × 460<br>588kW (799bhp)<br>D. & J. Boot "De Industrie"<br>Gen 2 × 40kW 1 × 15kW 220V d.c.<br>Fuel 113,0t (d.o.) |
| **7036486**<br>Df Esd Gc<br>Pfd Rdr Rt | **SALEH 1**<br>ex Somapeche Raja III-90<br>ex Rosso IV-89 ex Mezianei-86<br>ex Dakhla-82 ex Tomi Maru No. 81-81<br>**Sociedad de Asistencia Tecnica y Comercial S.L. (SATECO)**<br>Nouadhibou Mauritania | **349**<br>144<br>925 | RI (KR) | **1970** Niigata Eng. Co. Ltd.—Niigata (1012)<br>54,77 8,82 3,302<br>51,72 8,79 3,66<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. |
| **7045396**<br>*ESUX*<br>M-30434<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SALEKHARD**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 581**<br>888<br>1 268 | RS | **1970** "Chernomorskiy" Shipyard—Nikolayev<br>83,90 14,03 5,811<br>78,03 13,97 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **6617817**<br>*YKEY*<br>Df Esd Gc<br>Rdr Rt | **SALEM**<br>ex Carebeca-91 ex Carebeka I-82<br>ex Hanseatic-70<br>**Ali Shehapeh Tahsin**<br>Syria | **1 260**<br>719<br>2 296 | RI (NV) | **1966** VEB Schiffswerft "Neptun"—Rostock (419)<br>78,57 11,54 5,095<br>71,46 11,50 5,90<br>1 dk<br>rf 152 | **M General Cargo**<br>2 Ho 24,5 25,9 ER<br>G.2 846 B.2 643<br>2 Ha (18,5 19,2 × 6,2) ER<br>4W Der 4(3) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>MaK. Maschinenbau Kiel G.m.b.H<br>Gen 2 × 80kW 1 × 19kW 380V 50Hz a<br>Fuel 164,5t |
| **7617838**<br>*HZSM*<br>SA1634<br>Df Gc Rdr<br>Rt | **SALEM**<br>ex Tyrving-89 ex Draupner-87<br>**Bin Mahfooz Shipping Agencies**<br>Jeddah Saudi Arabia | **248**<br>141<br>40 | NV | **1977** Westermoen Hydrofoil A/S—Mandal (51)<br>29,13 9,02 2,620<br>- - 2,90<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 178dk P | AGO<br>2 Vee Oil 4SA each 12Cy. 195 × 180/1<br>3 600bhp (2 648kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.<br>Gen 2 × 25kW 230V 50Hz a.c. |
| **6508121**<br>*SUJU*<br>Df Esd Gc<br>Rdr RTv | **SALEM A**<br>ex Abu Alia-84 ex Klek-81<br>**Samatour Shipping Co.**<br>Alexandria Egypt<br>SatCom: 1622412/SUJU | T.Mk<br>**6 750**<br>3 533<br>7 515 | ✠**100A1** CS 6/90<br>DTm—vegetable oil or latex<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL d† 2$\tfrac{3}{16}$"SQ<br>FN 4295<br>(JR) | **1965**-9 R.O. Brodogradiliste "3 Maj"—Rijeka (500)<br>149,03 20,38 7,176<br>135,01 20,30 11,51<br>P 53,7 F 14,1 2 dks<br>rf nil | **M Passenger/General Cargo**<br>Ref 50bth P<br>4 Ho 16,4 18,4 17,2 10,5 4 TwD 1 Ho 22,4 1 TwD<br>G.14 299 B.13 016 In.1 066<br>5 Ha (stl) (8,9 × 6,0) (11,2 11,2 12,7 × 6,4) ER (11,2 × 6,4)<br>18W Der 1(25) 6(10) 8(5) 4(3) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>7 061kW (9 599bhp)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 4 × 380kW 400V d.c.<br>Fuel 1 025,0t (d.o.) 1 133,0t (hvf) |
| **6725092**<br>*SSCP*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SALEM EIGHT**<br>ex Westerplatte-88<br>**Samatour Shipping Co.**<br>Alexandria Egypt<br>SatCom: 1622406/SSCP | **6 891**<br>3 679<br>10 593<br>**10 189**<br>5 749<br>12 400 | **100A1** SS 9/89<br>Ice Class 3<br>**LMC**<br>EL A† 522,5/56,0U2<br>FN 4419<br>(PR) | **1967** Helsingor Skibsv. og Maskinbyg.—Helsingor (382)<br>153,60 19,84 7,900/8,666<br>138,51 19,80 12,10<br>F 13,5 1 dk & S dk, 3rd dk in hold<br>rf 102 DK in way of Nos. 2 & 3 holds | **M General Cargo** OSD/CSD<br>8bth P<br>3 Ho ER 2 Ho<br>G.19 676 B.17 620<br>5 Ha (8,6 × 5,4) (14,7 12,3 × 8,1) ER (12,3 12,3 × 8,1)<br>18W Der 1(65) 1(30) 6(10) 10(5) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW)<br>Helsingor Skibsv. og Maskinbyg.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 328kW 390V 50Hz a.c.<br>Fuel 1 561,5t (hvf)-29,0pd |

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| 6711326<br>SSDF<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SALEM ELEVEN**<br>ex Boleslaw Chrobry-89<br>**Samatour Shipping Co.**<br>Alexandria Egypt<br>SatCom: 1622125/SSDF | **8 173**<br>4 881<br>9 895 | ✠100A1<br>DTm—vegetable oil<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>EL d† 2¼"U2<br>FN 4117<br>(PR) | **1967**-10 Stocznia Szczecinska im. A. Warskiego —Szczecin (B445/02)<br>145,12 18,85 8,311<br>135,01 18,80 11,69<br>B 43,6 F 13,5 1 dk & S dk, 3rd dk in mchy. space , & No. 4 hold<br>RW rf nil | **M General Cargo**<br>Ref 12bth P<br>5 Ho 17,7 17,7 20,1 11,9 -DTp&s ER 23,2<br>G.15 088 B.13 645 In.1 475<br>6 Ha (stl) (9,6 × 7,0) (11,2 11,9 × 9,3) (3,7 4,5 × 7,0) ER (11,9 × 8,9)<br>18W Der 1(60) 16(5) 2(3) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>5 884kW (7 999bhp)<br>H. Cegielski Poznan<br>AuxB (o.f.) 5kgf/cm$^2$ (4,9bar)<br>AuxB (ex.g) 5kgf/cm$^2$ (4,9bar)<br>Gen 2 × 320kW 2 × 200kW 400V 50Hz a.c.<br>Fuel 1 584,0t (hvf)-25,5pd 16,75kn |
| 6815910<br>SSCQ<br>3038<br>Df Esd Gc<br>Rdr RTv | **SALEM NINE**<br>ex Samar Express-88 ex Sklerion-85<br>**Samatour Shipping Co.**<br>Alexandria Egypt<br>SatCom: 1622415/SSCQ | **9 057**<br>6 378<br>15 246 | ✠100A1<br>✠LMC<br>EL Z 2⅛"U1<br>FN 4317<br>BV (NV) | **1969**-6 Bartram & Sons Ltd.—Sunderland (417)<br>141,05 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>RW rf nil | **M General Cargo** CSD<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 744 B.19 877<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 10(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>4 046kW (5 501bhp)<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel 984,5t (hvf) 15kn |
| 6616403<br>SUVH<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SALEM S**<br>ex Abu Yussuf I-83 ex Zvir-81<br>**Samatour Shipping Co.**<br>Alexandria Egypt<br>SatCom: 1622413/SUVH | T.Mk<br>**6 750**<br>3 533<br>7 493 | ✠100A1 CS 3/91<br>DTm—veg. oil or latex<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>EL d† 2$\frac{3}{16}$"SQ<br>FN 4295<br>(JR) | **1966**-3 R.O. Brodogradiliste "3 Maj"—Rijeka (501)<br>149,28 20,38 7,170<br>135,01 20,30 11,51<br>P 53,7 F 14,1 2 dks<br>RW rf nil | **M Passenger/General Cargo**<br>Ref 50bth P<br>5 Ho 16,4 18,5 17,3 3,8DTp,c,s 21,8 ER 22,5 8 TwD<br>G.14 272 B.12 790 In.1 066 L.533<br>5 Ha (stl) (8,9 × 6,0) (11,2 11,2 12,7 × 6,4) ER (11,2 × 6,4)<br>18W Der 1(25) 6(10) 8(5) 4(3) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>7 061kW (9 599bhp)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 5 × 304kW 400V d.c.<br>Fuel 1 168,5t (d.o.) 18kn |
| 6614724<br>SSCO<br>2634<br>Df Esd Gc<br>Rdr RTm/h/v | **SALEM SEVEN**<br>ex Sanok-88<br>**Samatour Shipping Co.**<br>Alexandria Egypt<br>SatCom: 1622123/SSCO | **1 983**<br>941<br>3 015<br>**3 011**<br>1 590<br>3 645 | 100A1 SS 9/88<br>LMC<br>EL R 440,0/40,0U2<br>FN 1994<br>(PR) | **1966** Aalborg Vaerft A/S—Aalborg (161)<br>99,54 14,02 5,716/6,319<br>89,01 14,00 8,41<br>2 dks<br>rf 100 | **M General Cargo** OSD/CSD<br>Ref 2cbn 4bth P<br>Ice strengthened<br>2 Ho ER 1 Ho<br>G.4 984 B.4 573 In.983<br>TEU 8 C.Dk 8/20' (40')<br>3 Ha (10,3 11,7 × 5,5) ER (9,7 × 5,5)<br>6W Der 2(3-10) 4(3) | Sulzer<br>Oil 2SA 6Cy. 480 × 706<br>1 655kW (2 250bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>AuxB (Comp) 7,1kgf/cm$^2$ (7,0bar)<br>Gen 3 × 209kW 380V 50Hz a.c.<br>Fuel 372,0t (d.o.)-9,5pd 12,75kn |
| 6619736<br>SSDM<br>Df Esd Gc<br>Rdr RTm/h/v | **SALEM SIX**<br>ex Sandomierz-89<br>**Samatour Shipping Co.**<br>Alexandria Egypt<br>SatCom: 1622124/SSDM | **1 986**<br>942<br>3 035<br>**2 937**<br>1 590<br>3 645 | 100A1<br>LMC<br>EL R 440,0/40,0U2<br>FN 1994<br>(PR) | **1966** Aalborg Vaerft A/S—Aalborg (167)<br>99,54 14,02 5,716/6,312<br>89,00 14,00 8,41<br>2 dks<br>rf 100 | **M General Cargo** OSD/CSD<br>Ref 4bth P<br>Ice strengthened<br>2 Ho ER 1 Ho<br>G.4 984 B.4 573 In.983<br>3 Ha (10,3 11,7 × 5,5) ER (9,7 × 5,5)<br>6W Der 2(3-10) 4(3) | Sulzer 6TAD48<br>Oil 2SA 6Cy. 480 × 700<br>1 655kW (2 250bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>AuxB (Comp) 7,1kgf/cm$^2$ (7,0bar)<br>Gen 3 × 209kW 380V 50Hz a.c.<br>Fuel 372,0t (d.o.)-8,0pd 12,75kn |
| 6921309<br>SSCD<br>3112<br>Df Esd Gc<br>Rdr RTh/v | **SALEM TEN**<br>ex Alba-88 ex Altair-88 ex Perla-84<br>ex Drucilla U-83 ex Carlo Porr-76<br>**Samatour Shipping Co.**<br>Alexandria Egypt<br>SatCom: 1622417/SSCD | T.Mk<br>**2 796**<br>1 881<br>5 924<br>**4 795**<br>3 370<br>7 460 | 100A1 SS 3/91<br>LMC<br>EL V 495,0/48,0U2<br>FN 2926<br>(BV) (GL) | **1969** Orenstein Koppel & Luebecker—Luebeck (662)<br>116,08 (BB) 17,23 6,503/7,494<br>107,96 17,21 9,91<br>P 19,2 F 9,1 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 21,3 28,5 25,9 ER<br>G.10 660 B.10 012<br>TEU 226 C. 226/20'<br>3 Ha (stl) (12,9 × 7,7) (19,5 19,5 × 10,5) ER<br>11W Der 1(80) 10(10) | MaK 8MU551AK<br>Oil 4SA 8Cy. 450 × 550 dr geared to sc. shaft<br>2 942kW (4 000bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 232kW 1 × 124kW 440V 50Hz a.c.<br>Fuel 68,0t (d.o.) 432,0t (hvf) 13,5kn |
| 7029689<br>SSEH<br>3400<br>Df Esd Gc<br>Rdr RTv | **SALEM TWELVE**<br>ex Elounda Coast-90<br>ex Blue Heaven-88 ex Aegis Pride-85<br>**Samatour Shipping Co.**<br>Alexandria Egypt<br>SatCom: 1622117/SSEH | **9 030**<br>6 712<br>15 317 | 100A1 SS 6/89<br>LMC<br>EL B† 550,0/58,0U2(a)<br>FN 4396<br>(AB) (BV) | **1970** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (358)<br>139,58 21,06 9,018<br>132,00 21,01 12,30<br>F 12,5 2 dks<br>rf nil | **M General Cargo**<br>pt higher tensile steel<br>5 Ho 15,7 19,5 16,4 21,0 19,2 ER<br>G.21 482 B.19 241<br>5 Ha (stl) (10,5 × 7,9) (12,7 11,2 14,2 12,7 × 10,5) ER<br>10W Der 1(60) 10(10) | MAN K6Z70/120D<br>Oil 2SA 6Cy. 700 × 1200<br>5 296kW (7 200bhp)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>AuxB(c) (Comp) 8,1kgf/cm$^2$ (8,0bar)<br>Gen 2 × 375kW 2 × 200kW 440V 60Hz a.c.<br>Fuel 1 020,0t (hvf) 15,5kn |
| 5424337<br>Df Esd Rdr<br>Rt | **SALEMA**<br>ex Okha-64<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>La Habana Cuba | **502**<br>197<br>738 | | **1958** VEB Volkswerft Stralsund—Stralsund<br>50,78 8,49 3,810<br>44,35 8,44 4,30<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>2 Ho<br>In.353<br>2 Ha (each 1,8 × 1,8)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>11kn |
| 6410403<br>IYR<br>1452<br>Df Rdr<br>RTm/v | **SALERNUM**<br>ex Lady Joan-84 ex Tradesman-77<br>**Societa Armamento Gestione Navi Agenzia Marittima S.r.l. (S.AR.GE.NAVI)**<br>Napoli Italy | **241**<br>65<br>77 | RI<br>✠Classed LR until 26/10/84 | **1964**-7 Charles D. Holmes & Co. Ltd.—Beverley (988)<br>32,54 9,07 3,455<br>28,96 8,54 4,12<br>1 dk<br>rf 457 BK 127 | **TM Tug** | Allen<br>2 Oil 4SA each 6Cy. 325 × 370 sr reverse geared to sc. shafts<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 1 × 42kW 1 × 35kW 220V<br>Fuel (d.o.) |
| 7531632<br>PP4918<br>Df Esd Gc<br>Rdr Rt | **SALGUEIRO**<br>**Norsul Offshore S.A.**<br>Rio de Janeiro Brazil | **844**<br>242<br>950 | AB | **1980** MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (237)<br>55,66 11,64 3,990<br>52,02 11,60 4,63<br>F 18,3 1 dk | **TM Supply Ship**<br>Deck Cargo Anchor-handling | Alpha 8V23LU<br>2 Vee Oil 4SA each 8Cy. 225 × 300 reduction geared to sc. shafts<br>2 480bhp (1 824kW)<br>Equipamentos Villares S.A. Rio de Janeiro<br>Gen 2 × 128kW a.c.<br>12kn |
| 9015319<br>ELNX2<br>9473<br>Df Esd Gc<br>Rdr RTv | **SALI**<br>**Donat Maritime Corp.**<br>Tankerska Plovidba<br>Monrovia Liberia<br>SatCom: 1245125/SALI | *1 592*<br>*478*<br>1 680<br>T/cm<br>7,4 | BV (Class cont.) | **1991** Shinhama Dockyard Co. Ltd.—Anan (810)<br>74,00 4,710<br>12,50 5,50<br>P 21,2 B 15,2 F 16,0 1 dk<br>Bow/CM 35 Diam. 0,152 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>IGS SBT<br>2 Ta (C.mn.stl) CR ind cyl ER<br>L.(gas) 1 300<br>2 Cargo pumps total 320T/hr | Akasaka A34<br>Oil 4SA 6Cy. 340 × 660<br>1 312kW (1 784bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 220kW 445V 60Hz a.c.<br>Fuel 32,75t (d.o.) 132,26t (hvf) 13,5kn |
| 7407374<br>C9C8<br>Df Esd Rdr<br>Rt | **SALIA**<br>ex Ifcor V-78<br>**Empresa Mocambicana de Pesca E.E. (EMOPESCA)**<br>Maputo Mozambique | **109**<br>74<br>— | (AB) | **1975** Sandock-Austral Ltd.—Durban (66)<br>22,89 6,48 2,464<br>20,73 6,38 3,33<br>1 dk<br>BK 152 | **M Fishing**<br>Stern Trawler Ref Shrimp-trawl<br>Mchy.aft | Caterpillar D353SCAC<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW a.c.<br>Fuel 26,5t (d.o.) 8,5kn |
| 7811542<br>Esd Rdr Rt | **SALIF**<br>**Hodeidah Port Authority**<br>Hodeidah Yemeni Republic | **260**<br>—<br>— | | **1979** Van der Werf Staalbouw B.V.—Papendrecht (2202)<br>23,09 6,89 3,417<br>21,19 2,49<br>1 dk | **TM Tug** | General Motors 16V-149-T<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 6718037<br>TC2383<br>5852<br>Df Esd Gc<br>Rdr Rt | **SALIH TOPAL**<br>ex Dena 1-90 ex Alpilles-82<br>ex Hansa-72<br>**Torkut Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **999**<br>492<br>1 371 | BV (GL) | **1967** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (604)<br>78,11 13,77 4,299<br>71,00 8,79<br>1 dk & S dk | **M RoRo Cargo/General Cargo** OSD<br>3bth P<br>Bow door/ramp Stern door/ramp<br>1 Ho ER<br>G.5 394 B.5 159<br>TEU 22 C. 22/20'(40')<br>2 Ha (stl) (each 14,4 × 10,2) ER<br>Cr 2(10,5) | MaK<br>Oil 2SA 9Cy. 320 × 450<br>1 618kW (2 200bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 142,2kW 380V a.c.<br>10kn |
| 7721885<br>TCEG<br>4671<br>Df Esd Gc<br>Pht Rdr Rt | **SALIH UZUNOGLU**<br>**Hakki Uzunoglu**<br>Istanbul Turkey | *2 163*<br>*1 359*<br>2 800 | AB | **1979** Gemi-is Kolleketif Sirketi—Fener, Istanbul (24)<br>89,95 13,03 5,930<br>80,25 13,01 7,10<br>P 13,5 F 8,6 1 dk<br>len & deepened 89 | **M General Cargo**<br>2 Ho ER<br>G.4 842 B.4 360<br>2 Ha (stl) (25,3 18,8 × 8,0)<br>Der 4(5) | MaK 6M452AK<br>Oil 4SA 6Cy. 320 × 450 reduction geared to sc. shaft<br>1 800bhp (1 324kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 144kW a.c. 1 × 36kW a.c. 1 × 32kW a.c.<br>12kn |

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|---|---|---|---|---|---|---|
| **8106238**<br>*CNVE*<br>8570<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SALIM I**<br><br>**La Societe de Navigation d'Armement et de Peche (SONARP)**<br>Agadir Morocco | **502**<br>222<br>625 | NK (KR) | **1981** Narasaki Zosen K.K.—Muroran (1004)<br>55,86 9,53 4,082<br>50,40 9,50 6,05<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>2 Ho<br>In.441<br>2 Ha (2,6 × 2,6) (1,3 × 2,0)<br>Der 2(1,25) | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 220kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 440,0t (d.o.)-5,5pd |
| **8106240**<br>*CNVF*<br><br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SALIM II**<br><br>**La Societe de Navigation d'Armement et de Peche (SONARP)**<br>Agadir Morocco | **502**<br>222<br>634 | NK (KR) | **1981** Narasaki Zosen K.K.—Muroran (1006)<br>55,86 9,53 4,082<br>50,40 9,50 6,05<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>2 Ho<br>In.441<br>2 Ha (2,6 × 2,6) (1,3 × 2,0)<br>Der 2(1,25) | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 220kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 440,0t (d.o.)-5,5pd |
| **8106252**<br>*CNVG*<br>8-575<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **SALIM III**<br><br>**La Societe de Navigation d'Armement et de Peche (SONARP)**<br>Agadir Morocco<br>SatCom: 1140104/SALT | **502**<br>222<br>627 | NK (KR) | **1981** Narasaki Zosen K.K.—Muroran (1007)<br>55,86 9,53 4,082<br>50,40 9,50 4,09<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>2 Ho<br>In.441<br>2 Ha (2,6 × 2,6) (1,3 × 2,0)<br>Der 2(1,25) | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 220kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 440,0t (d.o.)-5,5pd |
| **8122713**<br>*CNVI*<br>8-574<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SALIM V**<br><br>**La Societe de Navigation d'Armement et de Peche (SONARP)**<br>Agadir Morocco<br>SatCom: 1140103/SALC | **502**<br>222<br>626 | NK (KR) | **1981** Narasaki Zosen K.K.—Muroran (1008)<br>55,86 9,53 4,082<br>50,40 9,50 6,05<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>2 Ho<br>In.441<br>2 Ha (2,6 × 2,6) (1,3 × 2,0)<br>Der 2(1,25) | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 220kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 440,0t (d.o.)-5,5pd |
| **8122725**<br>*CNVJ*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SALIM VI**<br><br>**La Societe de Navigation d'Armement et de Peche (SONARP)**<br>Agadir Morocco | **502**<br>222<br>635 | NK (KR) | **1982** Narasaki Zosen K.K.—Muroran (1009)<br>55,86 9,53 4,082<br>50,40 9,50 6,05<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>2 Ho<br>In.441<br>2 Ha (2,6 × 2,6) (1,3 × 2,0)<br>Der 2(1,25) | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 220kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 440,0t (d.o.)-5,5pd |
| **8122737**<br>*CNVK*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SALIM VII**<br><br>**La Societe de Navigation d'Armement et de Peche (SONARP)**<br>Agadir Morocco | **502**<br>222<br>635 | NK (KR) | **1982** Narasaki Zosen K.K.—Muroran (1010)<br>55,86 9,53 4,082<br>50,40 9,50 6,05<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>2 Ho<br>In.441<br>2 Ha (2,6 × 2,6) (1,3 × 2,0)<br>Der 2(1,25) | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 220kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 440,0t (d.o.)-5,5pd |
| **8122749**<br>*CNVL*<br>8-599<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SALIM VIII**<br><br>**La Societe de Navigation d'Armement et de Peche (SONARP)**<br>Agadir Morocco<br>SatCom: 1140101/SALI | **503**<br>222<br>636 | NK (KR) | **1982** Narasaki Zosen K.K.—Muroran (1011)<br>55,86 9,53 4,082<br>50,40 9,50 6,05<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>2 Ho<br>In.441<br>2 Ha (2,6 × 2,6) (1,3 × 2,0)<br>Der 2(1,25) | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 220kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 440,0t (d.o.)-5,5pd |
| **8130588**<br>*CNVN*<br>8-609<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SALIM X**<br><br>**La Societe de Navigation d'Armement et de Peche (SONARP)**<br>Agadir Morocco<br>SatCom: 1140107/SAIO | **503**<br>222<br>624 | NK (KR) | **1982** Narasaki Zosen K.K.—Muroran (1012)<br>55,86 9,53 4,082<br>50,40 9,50 6,05<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>2 Ho<br>In.441<br>2 Ha (stl) (2,5 × 2,5) (1,3 × 2,0)<br>Der 2(1,25) | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 220kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 440,0t (d.o.)-5,5pd |
| **8130590**<br>*CNVH*<br>8-616<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SALIM XI**<br><br>**La Societe de Navigation d'Armement et de Peche (SONARP)**<br>Agadir Morocco | **502**<br>220<br>636 | NK (KR) | **1982** Narasaki Zosen K.K.—Muroran (1013)<br>55,86 9,53 4,082<br>50,40 9,50 5,08<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>2 Ho<br>In.442<br>2 Ha (stl) (2,5 × 2,5) (1,3 × 2,0)<br>Der 2(1,25) | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 220kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 440,0t (d.o.)-5,5pd |
| **8130605**<br>*CNVM*<br>8-629<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SALIM XII**<br><br>**La Societe de Navigation d'Armement et de Peche (SONARP)**<br>Agadir Morocco | **502**<br>220<br>631 | NK (KR) | **1982** Narasaki Zosen K.K.—Muroran (1014)<br>55,86 9,53 4,082<br>50,40 9,50 5,08<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>2 Ho<br>In.442<br>2 Ha (stl) (2,5 × 2,5) (1,3 × 2,0)<br>Der 2(1,25) | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 220kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 440,0t (d.o.)-5,5pd |
| **7622302**<br>*9KFV*<br>KT1244<br>Df Esd Rdr<br>Rt | **SALIMI**<br><br>**Kuwait Oil Co. KSC**<br>Kuwait Kuwait | **477**<br>—<br>431 | **✠100A1** SS 7/86<br>tug<br>for service in the Gulf west of a line Ras Al Kaymah to Bandar Abbas<br>**✠LMC**<br>EL (I)G $\frac{15}{16}$"U2<br>FN 610 | **1977**-3 Yokohama Zosen—Chiba (1369)<br>40,44 11,64 4,947<br>35,84 11,00 6,00<br>F 7,4 1 dk<br>rf 1016 BK 30 | **TM Tug**<br>Fire-fighting | Fuji<br>2 Oil 4SA each 8Cy. 320 × 380 s<br>shafts<br>Fuji Diesel Co. Ltd.<br>Gen 3 × 105kW 440V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 182,0t (d.o.) |
| **5307788** | **SALIN**<br><br>**The People's Oil Industry**<br>Yangon Union of Myanmar | **102**<br>46<br>— | | **1921** Fleming & Ferguson Ltd.—Paisley<br>32,31 5,34 2,286<br>... ... ...<br>1 dk<br>R | **S Ferry**<br>92P | T 3Cy. 267 419 & 711 x 406<br>155ihp (114kW)<br>Fleming & Ferguson Ltd.<br>Gen 1 × 5kW 110V d.c.<br>Fuel 8,5t |
| **6705054**<br>*9HKE3*<br>2787<br>Df Esd Gc<br>Rdr RTm/h/v | **SALINA**<br>ex Tunstein-87 ex Kehdingen-85<br>**Salina Shipping Ltd.**<br>Valletta Malta | *1 437*<br>*666*<br>1 420 | BV (GL) | **1966** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (586)<br>75,34 11,84 4,349<br>68,03 11,79 6,66<br>B 11,6 F 8,3 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 24,2 24,6 ER<br>G.3 077 B.2 874<br>2 Ha (stl) (17,9 × 7,0) (17,9 × 8,2) ER<br>2W Der 2(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 103kW (1 500bhp)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 125kW 380V 50Hz a.c.<br>Fuel 106,5t (d.o.) |

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| **SALINA**<br>**Kaben Peche**<br>Casablanca<br>Morocco | *393*<br>*118*<br>300 | BV | **1989** Construcciones Navales P. Freire S.A.—Vigo (365)<br>37,17 8,52 3,852<br>31,50 8,51 6,20<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.315 | Wartsila 6R22<br>Oil 4SA 6Cy. 220 × 240 with flexible couplings & sr geared to sc. shaft<br>772kW (1 050bhp)<br>Cons. Echevarria Bermeo<br>11kn |
| **SALINA**<br>**'Aliscafi'-S.N.A.V. S.p.A.**<br>Messina<br>Italy | **170**<br>115<br>17 | RI | **1990** Cant. Nav. Rodriquez S.p.A.—Messina (233)<br>28,71 1,501<br>24,10 6,51 3,43 | **Aluminium Alloy TM Hydrofoil Ferry**<br>161dk P | M.T.U. 16V396TB83<br>2 Vee Oil 4SA each 16Cy. 165 × 185 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>2 290kW (3 113bhp)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |
| **SALINA CRUZ**<br>**Salina Cruz Inc.**<br>Brownsville, Tx<br>United States of America | **121**<br>82<br>— | | **1976** Marine Mart Inc.—Port Isabel, Tx<br>*19,39* 6,13<br>3,92<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) U.S.A.<br>Fuel (d.o.) |
| **SALINAS**<br>ex Oriana King-90 ex Kent-90<br>**Leyte Navigation S.A.**<br>Panama<br>Panama | *13 635*<br>*7 956*<br>23 532 | NK | **1985** K.K. Uwajima Zosensho—Uwajima (2361)<br>155,91 (BB) 10,068<br>148,01 24,60 13,62<br>P 25,6 F 10,4 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.29 305 B.28 185<br>4 Ha (stl) (14,4 × 11,2) (25,6 25,6 25,6 × 13,2) ER<br>Cr 2(25) | Mitsubishi 6UEC52L<br>Oil 2SA 6Cy. 520 × 1600<br>6 250bhp (4 597kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 400kW a.c.<br>14kn |
| **SALINDO PERDANA I**<br>ex Brazilian Express-89<br>ex Nancy Moon-77<br>**P.T. Gurita Lintas Samudera**<br>Jakarta<br>Indonesia | **6 246**<br>4 145<br>10 058 | NK (BV) | **1975** Hashihama Zosen—Imabari (563)<br>127,97 18,34 7,764<br>119,00 18,30 9,90<br>P 23,8 F 10,7 1 dk | **M General Cargo**<br>4 Ho ER<br>G.13 035 B.12 449<br>4 Ha (16,0 16,4 15,7 15,7 × 8,9) ER<br>Der 2(20) 2(15) | Mitsubishi 6UET52/90D<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 151,0t (d.o.) 920,0t (hvf)-21,5pd 13,5kn |
| **SALINDO PERDANA II**<br>ex Andhika Puspita-90<br>ex Sangkulirang No. 5-88<br>**P.T. Gurita Lintas Samudera**<br>Surabaya<br>Indonesia | **4 128**<br>3 800<br>6 806 | KI NK | **1975** Nishi Zosen K.K.—Imabari (154)<br>107,32 16,54 6,922<br>99,01 16,50 8,49<br>P 22,3 F 9,8 1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 028 B.8 491<br>2 Ha (26,9 29,0 × 8,3) ER<br>Der 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 136kW<br>Fuel 66,5t (d.o.) 367,0t (hvf)-9,0pd 12,5kn |
| **SALINERO I**<br>ex Basto IV-79 ex Basto I-78<br>**Government of The Republic of Costa Rica (Ministerio de Obras Publicas y Transportes) (MOPT)**<br>Puntarenas<br>Costa Rica | **1 259**<br>534<br>620 | (GL) (NV) | **1956** A/S Pusnaes M/V—Arendal (94/132)<br>64,22 13,31 3,901<br>57,84 13,00 5,03<br>2 dks<br>BK 157 | **M RoRo Cargo/Ferry**<br>Rail Vehicles 620dk P<br>Bow & stern doors Ice strengthened | Sulzer 7TG36<br>Oil 2SA 7Cy. 360 × 600<br>1 260bhp (927kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 65kW 220V 50Hz a.c.<br>2 Controllable pitch propellers aft, 1 fwd<br>Fuel 96,5t (d.o.)-4,5pd 13kn |
| **SALINEROS 2**<br>ex Basto VI-80 ex Basto II-79<br>**Tempisque Ferry Boat S.A.**<br>Costa Rica | **1 250**<br>394<br>488 | (NV) | **1961** Moss Vaerft & Dokk A/S—Moss (145)<br>64,24 13,31 3,099<br>57,84 13,00 5,19<br>2 dks | **M RoRo Cargo/Ferry**<br>600dk P<br>Bow & stern doors Ice strengthened | Sulzer<br>Oil 2SA 7Cy. 360 × 600<br>1 260bhp (927kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 92kW 220V 50Hz a.c.<br>Controllable pitch propeller , 1 fwd<br>Fuel 63,0t (d.o.)-4,5pd |
| **SALIPAZARI**<br>**Government of The Republic of Turkey (Turkiye Cumhuriyeti Devlet Demiryollari Genel Mudurlugu -Turkish State Railways)**<br>Mersin<br>Turkey | **108**<br>30<br>— | (GL) | **1961** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1078)<br>26,17 6,76 2,631<br>24,31 6,74 3,46<br>1 dk<br>RW | **M Tug** | Deutz<br>Oil 4SA 8Cy. 270 × 360 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>11,5kn |
| **SALISHAN**<br>ex Taroze Vizier<br>**Sause Bros. Ocean Towing Co. Inc.**<br>New Orleans, La<br>United States of America | **186**<br>126<br>— | | **1973** American Gulf SB. Corp.—Larose, La (5)<br>4,420<br>35,03 9,73 4,98<br>1 dk | **M Tug** | Oil<br>.............. |
| **SALISTE**<br>**Navrom Shipping Company**<br>Constantza<br>Romania | **2 473**<br>1 039<br>3 134<br>**3 531**<br>1 748<br>4 795 | RNR | **1978** Santierul Naval Braila—Braila (1318)<br>106,00 14,84 5,630/7,062<br>93,45 14,79 8,54<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 3(5) | Sulzer 6RD44<br>Oil 2SA 6Cy. 440 × 760<br>3 500bhp (2 574kW)<br>Sour "Jugoturbina" Karlovac<br>Gen 3 × 450kW 400V 50Hz a.c.<br>Fuel 327,0t 14kn |
| **SALIWATHIN**<br>ex Slim-66 ex Kluang-66<br>**Union Thai Navigation Co. Ltd.**<br>Thailand | **303**<br>92<br>318 | ✠Classed LR until 11/66 | **1951**-9 Camper & Nicholsons Ltd.—Southampton (765)<br>43,13 7,50 2,693<br>39,32 7,47 2,95<br>P 12,2 F 3,7 1 dk<br>RW | **M Tanker**<br>8 Ta ER | Crossley<br>Oil 2SA 5Cy. 265 × 345<br>425bhp (313kW)<br>Crossley Bros. Ltd. Manchester<br>Fuel 16,5t-1,5pd 10kn |
| **SALKHINO**<br>**Yugryba**<br>(Poti)<br>(U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 255 | RS | **1967** VEB Volkswerft Stralsund—Stralsund (214)<br>81,97 13,67 5,301<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (2,5 × 2,8) (2,5 × 2,2) (2,2 × 1,8) (1,3 × 1,3)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>12,25kn |
| **SALLEQ**<br>**Uummannaq Trawl ApS**<br>Umanak/Uummannaq<br>Greenland (Danish)<br>SatCom: 1610354/OUYM | *716*<br>*238*<br>— | NV | **1988** Danyard A/S—Aalborg ((187))<br>42,63<br>36,00 10,41 4,63<br>2 dks | **M Fishing**<br>Stern Trawler Shrimp-trawl Processing Ref<br>Ice strengthened<br>In.300 | Alpha 6L28/32<br>Oil 4SA 6Cy. 280 × 320 reverse reduction geared to sc. shaft<br>1 320kW (1 795bhp)<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 1 × 720kW 2 × 431kW 380V 50Hz a.c. |
| **SALLY**<br>**Societe Senegalaise d'Armement a la Peche (SOSAP)**<br>Dakar<br>Senegal | **285**<br>90<br>142 | (BV) | **1973** Leninskaya Kuznitsa—Kiyev (Kiev)<br>34,60 8,13<br>8,11 3,38<br>1 dk | **M Fishing**<br>Side-fishing Ref | MGO 12V175ASH<br>Vee Oil 4SA 12Cy. 175 × 180/192<br>810bhp (596kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.) Mulhouse |
| **SALLY BELL**<br>**Coastal Charter Holland B.V.**<br>Panama<br>Panama | **435**<br>250<br>500 | AB | **1988** Scheepswerf Bijlholt B.V.—Foxhol (650)<br>50,02 11,99 2,271<br>3,00<br>1 dk | **TM Landing Craft** | Caterpillar 3412TA<br>2 Vee Oil 4SA each 12Cy. 137 × 152 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>740kW (1 006bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 90kW a.c.<br>Fuel 180,0t (d.o.) 9,5kn |

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| **8806747**<br>*OIZG*<br><br>Df Esd Gc<br>Pfd Rdr RTv | **SALLY CLIPPER**<br>ex Delfin Clipper-90<br>**Delfin Cruises Ltd.**<br>Oy Sally Line Ab<br>Turku/Abo Finland<br>SatCom: 1623147/OIZG | **5 709**<br>2 016<br>635 | ✠**100A1**<br>passenger ship<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL T 467,5/38,0U3<br>FN 2418 | **1989**-6 Rauma-Repola Oy—Rauma/Raumo (304)<br>108,11 (BB) 15,83 4,380<br>95,95 15,60 9,60<br>P & B 89,7 3 dks<br>rf 635 | **TM Passenger Ship** 119cbn 299bth P<br>Side doors pt higher tensile steel | Wartsila<br>2 Oil 4SA each 6Cy. 320 × 350<br>flexible couplings & sr geared<br>4 500kW (6 118bhp)<br>Oy Wartsila Ab<br>HWH (o.f.) 10,2kgf/cm$^2$ (10,0bar)<br>3 HWH (1 o.f. 2 ex.g) 10,2kgf/cm$^2$<br>Gen 2 × 1000kW 2 × 840kW<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **7224746**<br>*YDMO*<br>6970/L<br>Df Esd Gc<br>Rdr Rt | **SALLY I**<br>ex Amisia-73<br>Launched as P.C. 1<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **17 749**<br>11 517<br>29 689 | ✠**100A1** SS 5/85<br>oil tanker ((cc))<br>✠**LMC** **(UMS)**<br>EL Ht 2$\frac{7}{16}$"U3<br>FN 6469<br>KI | **1972**-7 Rheinstahl Nordseewerke—Emden (425)<br>172,04 (BB) 25,94 9,697<br>162,13 25,90 14,00<br>P 38,1 F 16,2 1 dk<br>rf nil | **M Tanker**<br>28 Ta ER<br>L.(oil) 37 837<br>4 Cargo pumps total 3 200T/hr | Fiat<br>Oil 2SA 8Cy. 750 × 1320<br>12 000bhp (8 827kW)<br>Borsig A.G.<br>WTAuxB (o.f.) primary 50kgf/cm$^2$<br>secondary 15kgf/cm$^2$ (14,8bar)<br>hs747,1<br>AuxB (ex.g) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 540kW 450V 60Hz a.c. |

**LAID UP — SURVEYS OVERDUE 5/89**

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| **7236115**<br>*YDXD*<br><br>Df Esd Gc<br>Rdr Rt | **SALLY II**<br>**Lewat Samudra Corp.**<br>P.N. Pertambangan Minyak Dan Gas Bumi Negara (PERTAMINA)<br>Jakarta Indonesia | **17 749**<br>11 517<br>30 229 | ✠**100A1** SS 10/86<br>oil tanker (cc)<br>✠**LMC**<br>EL Ht 2$\frac{7}{16}$"U3<br>FN 6469<br>KI | **1973**-5 Rheinstahl Nordseewerke—Emden (427)<br>172,04 (BB) 25,94 10,700<br>162,13 25,90 14,00<br>P 38,1 F 16,2 1 dk<br>rf nil | **M Tanker**<br>28 Ta ER<br>L.(oil) 37 837 | Fiat<br>Oil 2SA 8Cy. 750 × 1320<br>12 000bhp (8 827kW)<br>Borsig G.m.b.H.<br>WTAuxB (o.f.) primary 50kgf/cm$^2$<br>secondary 15kgf/cm$^2$ (14,8bar)<br>hs747,1<br>AuxB (Comp) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 540kW 450V 60Hz a.c. |

**LAID UP — SURVEYS OVERDUE 10/91**

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| **8036586**<br><br>620431<br>RTv | **SALLY J**<br>**Western Pioneer Inc.**<br>Seattle, Wa United States of America<br>SatCom: 1502246/SALJ | **499**<br>360<br>— | | **1980** Bender SB. & Repair Co. Inc.—Mobile, Al (346)<br>11,59 3,725<br>50,30 11,57 4,35<br>1 dk | **M Fishing**<br>In.1 755 | Oil<br>1 800bhp (1 324kW) |
| **5307881**<br>*GWTG*<br>161633<br>YH 88<br>Esd | **SALLY McCABE**<br>ex Ocean Vim-55<br>**Hubert Jones (Trawlers) Ltd.**<br>Great Yarmouth United Kingdom | **127**<br>53<br>— | ✠Classed LR until 7/33 | **1930**-5 A. Hall & Co. Ltd.—Aberdeen (627)<br>*28,75* 6,13<br>6,08 3,20<br>R BK 191 | **M Fishing**<br>Side-fishing | Crossley<br>Oil 5Cy. 267 × 343<br>360bhp (265kW) NE 58<br>Crossley Bros. Ltd. |
| **7924023**<br>*OWQH2*<br>D-12720<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SALLY MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Odense Denmark (DIS) | *14 102*<br>*4 230*<br>18 270<br>T/cm<br>30,2 | **100A1** SS 9/91<br>liquefied gas carrier in association with an approved list of defined cargoes, in independent Type C tanks, max. vapour pressure 4.51bar, max. SG 0.97, min. temp. minus 48°C<br>Ice Class 1D<br>**LMC** **UMS**<br>**Lloyd's RMC (LG)**<br>**IGS**<br>FN 5604<br>(NV) | **1981** Odense Staalskibsvaerft A/S—Lindo (89)<br>153,12 (BB) 25,30 9,930<br>142,63 25,01 14,28<br>F 15,0 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Ammonia Pressurised Ref<br>IGS(LR)<br>7 Ta ind cyl vert ER<br>L.(gas) 15 074<br>9 Cargo pumps total 2 200T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 11,7kgf/cm$^2$<br>Gen 1 × 1176kW 2 × 1008kW |
| **7642223**<br>*C6IQ9*<br>716031<br>Df Esd Gc<br>Rdr RTm/v | **SALLY SCHMIDT**<br>ex Kathe H-90<br>**Rims Shipping Ltd.**<br>BR Marine Consult ApS<br>Nassau Bahamas | **860**<br>602<br>1 591 | GL | **1968** Gutehoffnungshuette Sterkrade A.G. —Walsum (1049)<br>78,11 (BB) 11,03 3,579<br>72,73 10,98 4,30<br>P 13,2 F 8,3 1 dk<br>len 77 | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.937 | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 240kW 380V a.c. |
| **7500451**<br>*C6BR6*<br>708855<br>Df Esd Gc<br>Pfd Rdr Rt | **SALLY SKY**<br>ex Viking 2-88 ex Gedser-86<br>**Saudi Maritime Holding (Liners) Ltd. & Johnson Line AB**<br>Sally Line Ltd.<br>Nassau Bahamas | *14 300*<br>*7 196*<br>4 150 | NV | **1976** Schichau-Unterweser A.G.—Bremerhaven (2269)<br>143,84 (BB) 20,50 5,817<br>133,50 19,89 11,99<br>3 dks<br>len 90 | **TM RoRo Cargo/Ferry** 3cbn 12bth 1138dk P<br>Ice strengthened<br>Bow door & ramp<br>L 4,57 W 4,30 SWL 17<br>Stern door/ramp<br>L 4,40 W 9,00 SWL 17<br>Stern door/ramp (s. upr)<br>L 4,20 W 3,16<br>Side door/ramp (s. f.)<br>L 4,00 W 4,95<br>Clear height 4,20<br>Cars 300 Lorries 56 | Werkspoor<br>2 Oil 4SA each 9Cy. 410 × 470<br>8 826kW (11 999bhp)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 552kW 2 × 552kW<br>1 × 145kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 197,0t (d.o.) 508,0t (hvf)-45,5 |
| **8000226**<br>*C6DS7*<br>715243<br>Df Esd Gc<br>Pfd Rdr Rt | **SALLY STAR**<br>ex Travemunde Link-88<br>ex Travemunde-87<br>**Rederiaktiebolaget Gotland**<br>Sally Line Ltd.<br>Nassau Bahamas | T.Mk<br>**9 120**<br>4 666<br>4 150 | NV | **1981** Oy Wartsila Ab—Helsinki/Helsingfors (432)<br>137,42 22,61 5,750<br>124,54 22,31 7,50<br>5 dks | **TM Passenger/RoRo Cargo/Ferry** 62cbn 248bth 1552dk P<br>Side doors (p&s) Ice strengthened<br>Bow door & ramp<br>L 5,00 W 5,00<br>2 Stern door/ramps 1(p) 1(s)<br>L 5,00 W 6,00<br>Cars 625 Lorries 65 Trailers 72 | Wartsila<br>4 Vee Oil 4SA each 12Cy. 320 ×<br>geared to sc. shafts<br>14 712kW (20 001bhp)<br>Oy Wartsila Ab<br>Gen 2 × 1200kW 2 × 1172kW<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd |
| **8000549**<br>*LAFK4*<br>N-00989<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SALLY STOVE**<br>ex Sagay Stove-90 ex Sally Stove-85<br>**Lorentzens Skibs A/S**<br>Lorentzens Rederi Co.<br>Oslo Norway (NIS)<br>SatCom: 1312304/LAFK | *35 586*<br>*21 136*<br>64 535<br>T/cm<br>62,7 | NV | **1981** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (985)<br>224,52 (BB) 32,26 12,858<br>214,03 32,21 17,71<br>F 19,9 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.74 713 HeCls. B<br>7 Ha (stl) (14,2 × 10,3) (14,7 14,7 14,7 14,7 14,7 14,7 × 14,4) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 520kW 440V 60Hz a.c.<br>Fuel 204,5t (d.o.) 2 973,0t (hvf)-45 |
| **7945728**<br>*UEIA*<br>M-38878<br>Df Esd Gc<br>Rdr RTv | **SALMA**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **744**<br>213<br>332 | RS | **1981** .............U.S.S.R.<br>53,75 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebkn<br>(SKL) |
| **6511087**<br><br>387173<br>M 298<br>Df Esd Gc<br>Rdr Rt | **SALMEDINA**<br>**White Fisheries Ltd.**<br>Cmaine (Shipping) Ltd.<br>Milford Haven United Kingdom | **274**<br>141<br>— | BV | **1965** Soc. Espanola de Const. Nav.—Cadiz (111)<br>36,50 8,23 3,302<br>32,01 8,21 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>In.260<br>9 Ha (1,3 × 1,3) (1,2 1,2 1,2 1,2 1,2 1,2 1,2 1,2 × 1,2)<br>Der 1(5) 1(1) | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>825bhp (607kW)<br>Soc. Espanola de Const. Nav.<br>Fuel 60,0t (d.o.) |

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| **SALMI**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **649**<br>211<br>395 | RS | **1973** ..............U.S.S.R.<br>54,82 9,96 4,111<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,25) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **SALMIAH COAST**<br>ex Kentish Coast-68<br>ex Ulster Weaver-64<br>ex Jersey Coast-54<br>ex Ulster Duchess-46<br>**Abdul Hussain Ghafoor Zaddah**<br>Kuwait Kuwait | **498**<br>214<br>682 | ✱Classed BC until 12/8/77 | **1946**-9 Ardrossan Dockyard Ltd.—Ardrossan (406)<br>61,42 9,20 3,277<br>57,92 9,15 5,41<br>B 10,4 F 9,8 1 dk & S dk<br>rf 152 | **M General Cargo** OSD<br>2 Ho 17,9 18,9 ER<br>G.1 764 B.1 587<br>2 Ha (each 8,5 × 4,2) ER<br>4W Der 1(6) 1(5) 2(3) | Polar<br>Oil 2SA 6Cy. 340 × 570<br>960bhp (706kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 40kW 220V d.c.<br>Fuel 45,5t (d.o.) 11kn |
| **SALMISTU**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Tallinn) (U.S.S.R.) | *117*<br>*35*<br>30 | RS | **1977** ..............U.S.S.R.<br>25,50 7,00 2,390<br>22,00 - 3,30<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>221kW (300bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **SALMO**<br>**Commodore Shipping Co. Ltd.**<br>Paal Wilson Management A/S<br>Valletta Malta | *2 171*<br>*1 389*<br>2 700 | NV | **1979** Robb Caledon Shipbuilders Ltd.—Dundee (571)<br>71,63 14,08 4,550<br>66,02 13,42 6,51<br>1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.4 544 B.4 389<br>1 Ha (stl) (53,9 × 9,7) ER<br>Cr 1(10) | Wichmann 7AXA<br>Oil 2SA 7Cy. 300 × 450<br>1 750bhp (1 287kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 96kW 1 × 88kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>11kn |
| **SALMO SALAR**<br>ex Strilkyst-83 ex Lostar-82<br>ex Stalskjell-81<br>**P/R Jens Fanevik og Ola Sveen**<br>Floro Norway | **197**<br>75<br>224<br>T/cm<br>1,8 | NV | **1967** Haugesunds Slip A/S—Haugesund (8)<br>35,08 7,01 2,655<br>31,22 6,86 2,87<br>P 12,5 F 6,1 1 dk<br>rf 178 Bow/CM 18 Diam. 0,150 | **M Tanker**<br>CBT Ice strengthened<br>8 Ta ER<br>L.(oil) 299<br>2 Cargo pumps total 200T/hr | Wichmann<br>Oil 2SA 5Cy. 200 × 300<br>375bhp (276kW)<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 40kW 1 × 25kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 10,0t (d.o.)-1,5pd 10kn |
| **SALMON**<br>**Chemgas Intercoastal C.V.**<br>Gastankvaartmaatschappij Chemgas B.V. (Chemgas Intercoastal C.V.)<br>Rotterdam Netherlands | *1 605*<br>*481*<br>1 294 | BV | **1987** Scheepswerf G. Bijlsma & Zn. B.V. —Wartena (640)<br>92,77 11,41 2,901<br>90,58 11,35 6,02<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>Mchy.aft<br>L.(gas) 2 000 | Kromhout<br>Oil 4SA 6Cy. 240 × 260 sr geared to sc. shaft<br>1 079bhp (794kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 220kW 220/380V 50Hz a.c.<br>Fuel 60,0t (d.o.) 10kn |
| **SALMON**<br>ex Roncador-91 ex Andre-B-72<br>**Blue Anchor Shipping Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **651**<br>276<br>508 | AB | **1972** Mangone SB. Corp.—Houston, Tx (103)<br>56,39 11,64 4,188<br>51,69 11,59 4,88<br>F 17,7 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>5 600bhp (4 119kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW<br>Fuel 638,0t |
| **SALMON**<br>**Pesquera Iquique S.A.**<br>Iquique Chile | **500**<br>147<br>— | BV | **1989** Marco Chilena S.A.—Iquique (188)<br>44,50 (BB)<br>40,70 10,10 5,31 | **M Fishing**<br>Side-fishing Seiner<br>In.500 | Caterpillar 3516TA<br>Vee Oil 4SA 16Cy. 170 × 190 geared to sc. shaft<br>1 037kW (1 410bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 32,5kW 380V a.c.<br>13,4kn |
| **SALMON**<br>Launched as Caroline<br>**High Fortune Development Ltd.**<br>Panama Panama | *274*<br>*118*<br>381 | ✠100A1<br>fishing vessel<br>Peruvian coastal service, not more than 50 miles offshore in reasonable weather<br>**LMC**<br>EL 275,0/22,0U1<br>FN 422 | **1989**-12 Mawei Shipyard—Mawei (806A-3)<br>38,50 - 3,600<br>34,00 8,20 4,20<br>1 dk<br>rf - Box K | **M Fishing**<br>Side-fishing Purse Seiner | Caterpillar 3512TA<br>Vee Oil 4SA 12Cy. 170 × 190 reduction reverse geared to sc. shaft<br>876kW (1 191bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 40kW 400V 50Hz a.c. |
| **SALMON**<br>**Guyana Fisheries Ltd.**<br>Georgetown, Demerara Guyana | **108**<br>48<br>98 | | **1983** Bender SB. & Repair Co. Inc.—Mobile, Al (191)<br>2,590<br>21,95 6,11 3,28<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 sr geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 3,25kW 32V d.c.<br>Fuel 43,5t (d.o.)-1,0pd 9,25kn |
| **SALNA**<br>**Riga Trawling & Refrigeration Fleet**<br>Riga Latvia | **3 556**<br>1 577<br>2 538 | RS | **1964** Nikolayev Shipyard "Nosenko"—Nikolayev<br>99,37 14,03 5,541<br>90,00 13,97 7,24<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>3 Ho<br>In.3 230<br>3 Ha (each 3,5 × 7,2)<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total 4 000bhp (2 942kW) driving 4 gen. connected to elec. motor & geared to sc. shaft Kharkov<br>Gen 1 × 600kW 2 × 200kW 380V 50Hz a.c.<br>13,5kn |
| **SALNYY**<br>**Murmansk Port Authority**<br>(Murmansk) (U.S.S.R.) | *189*<br>*72*<br>264 | RS | **1986** ..............U.S.S.R.<br>36,01 7,65 2,500<br>35,50 3,10<br>1 dk | **M Tanker**<br>Bunkering<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>U.S.S.R. |
| **SALOMATINSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>332 | RS | **1980** ..............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| **SALOME**<br>ex Continuity-77<br>**Lotus Shipping Ltd.**<br>Colon Panama | **655**<br>328<br>785 | ✠Classed LR until 17/3/87 | **1955**-6 Clelands (Successors) Ltd.—Wallsend (203)<br>58,37 8,64 3,582<br>54,26 8,54 3,61<br>P 12,8 RQD 34,8 F 5,8 1 dk<br>RW rf 76 | **M General Cargo**<br>Mchy.aft<br>G.1 177 B.1 074<br>2W Der 2(1,5) | Newbury<br>Oil 2SA 5Cy. 320 × 426<br>500bhp (368kW) ✠ E made44 refitted55<br>Newbury Diesel Co. Ltd. Newbury<br>Fuel 22,5t 10kn |
| **SALOMO SALAR**<br>ex Argo-86<br>**Svenska Laxbolaget AB**<br>Soderkoping Sweden | **228**<br>134<br>366 | (GL) | **1909** P. Larsson—Thorskog<br>*33,75* 6,74 2,744<br>6,71 3,18<br>B 8,0 F 3,4 1 dk<br>R BK 127 conv General Cargo 52 | **M Tanker**<br>Mchy.aft | Bolinders<br>Oil 2SA 2Cy. 380 × 410<br>200bhp (147kW) NE 50<br>A/B Bolinder Munktell Eskilstuna<br>Fuel (d.o.) 9kn |
| **SALONA**<br>ex Atlantic Fosna-90 ex Frei Mignon-90<br>ex Kimare-88 ex Arklow Dawn-87<br>Launched as Annemor<br>**O.S. Shipping S. de R.L.**<br>O. P. Svenssons Skeppsmakleri AB<br>San Lorenzo Honduras | **943**<br>632<br>1 443 | NV | **1973** Johan Drage A/S—Rognan i Saltdal (370)<br>60,91 9,56 4,310<br>55,68 9,50 5,26<br>P 9,2 F 6,8 1 dk<br>rf 18 | **M General Cargo**<br>Ice strengthened<br>1 Ho 41,7 ER<br>B.1 982<br>2 Ha (stl) (18,6 16,2 × 7,3) ER<br>2W Der 2(5) | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>853kW (1 160bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 118,0t (hvf)-4,5pd 11kn |

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| **7906198**<br>*YQHS*<br>496<br>Df Esd Gc<br>Rdr Rt | **SALONTA**<br>**Navrom Shipping Company**<br>Constantza Romania | T.Mk<br>**1 955**<br>921<br>2 960<br>**3 374**<br>1 574<br>4 620 | RNR | **1979** Santierul Naval Braila—Braila (1338)<br>106,03 14,81 5,630/7,062<br>93,45 14,79 8,51<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 19,3 21,4 20,7 ER<br>G.6 420 B.5 898<br>TEU 80<br>3 Ha (stl) (11,3 × 7,9) (14,7 14,7 × 9,7) ER<br>6W Der 3(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Bryansk Eng. Works<br>Gen 3 × 450kW 400V 50Hz a.c. |
| **7411595**<br>*FPOF*<br>531090<br>Df Esd Gc<br>Rdr RTv | **SALORGES**<br>ex Duro Natahoyo-80<br>**Compagnie Morbihannaise et Nantaise de Navigation**<br>Nantes France | **1 575**<br>955<br>3 778 | ✠**100A1** SS 6/89<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL R 1$\frac{9}{16}$"U2<br>FN 1713 | **1975**-11 Soc. Met. Duro Felguera—Gijon (132)<br>82,81 14,30 6,319<br>74,40 14,28 8,74<br>P 12,5 F 8,6 1 dk, 2nd dk clear of hold<br>rf nil | **M General Cargo**<br>1 Ho 48,7 ER<br>G.4 483<br>1 Ha (stl) (45,1 × 10,9) ER | Deutz<br>Oil 4SA 8Cy. 400 × 580 dr geared to<br>2 940bhp (2 163kW)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 120kW 380V 50Hz a.c.<br>Fuel 316,5t (d.o.)-9,5pd |
| **7124570**<br>*EWRU*<br>M-29413 | **SALOS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **180**<br>50<br>85 | RS | **1971** .............U.S.S.R.<br>31,60 7,32 2,901<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **7419327**<br>*EHDD*<br>Df Esd Gc<br>Rdr Rt | **SALOU**<br>**Remolques y Navegacion S.A.**<br>Tarragona Spain | **257**<br>21<br>— | (AB)<br>✠Classed LR until 1/12/82 | **1976**-2 Const. Nav. del Sureste S.A.—Alicante (25)<br>33,10 8,74 4,239<br>29,11 8,22 4,81<br>RAD 1,0 1 dk<br>rf 1402 BK 25 | **M Tug**<br>Fire-fighting | MWM<br>Oil 4SA 6Cy. 360 × 450 sr geared to<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 132kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **7043489**<br>*6VJI*<br>285<br>Df Esd Rdr Rt | **SALOUM**<br>**Societe Nouvelle des Salins du Sine-Saloum**<br>Dakar Senegal | **1 587**<br>998<br>2 857 | BV | **1971** Schulte & Bruns—Emden (264)<br>82,02 5,258<br>74,30 12,81 6,20<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.3 550 B.3 320<br>2 Ha (stl) (each 18,9 × 10,2) ER<br>Der 2(15) 2(5) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 700bhp (1 250kW)<br>Kloeckner Humboldt Deutz |
| **7205398**<br>*3EVV4*<br>15857-86<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SALPURI**<br>ex Kunimisan Maru-86<br>**Orient Marine Lease Corp.**<br>Panama Panama | **41 806**<br>27 409<br>116 524<br>T/cm<br>90,2 | (KR) (NK) | **1972** Mitsui SB. & Eng. Co. Ltd.—Tamano (924)<br>259,34 (BB) 39,68 16,152<br>249,00 39,60 22,00<br>1 dk | **M Ore Carrier**<br>4 Ho ER<br>Ore 65 846 HeCls. B<br>8 Ha (stl) (14,0 × 10,0) (17,2 17,2 17,2 17,2 17,2 17,2 17,2 × 12,0) ER | B&W<br>Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 1 × 600kW 2 × 560kW 450V<br>Fuel 334,0t (d.o.) 5 742,0t (hvf)-76,0pd |
| **6519479**<br>*C6IJ8*<br>362214<br>Df Esd Rdr<br>RTm | **SALRIX**<br>ex Owenro-74<br>**Salrix Shipping Co. Ltd.**<br>J. R. Rix & Sons Ltd.<br>Nassau Bahamas | **655**<br>382<br>1 421 | ✠**100A1** SS 4/88<br>✠**LMC**<br>EL I 1$\frac{3}{16}$"SQ<br>FN 941 | **1965**-10 Schps. "Hoogezand" J. Bodewes —Hoogezand (129)<br>65,23 9,81 4,450<br>59,31 9,71 6,15<br>Ba 11,6 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>2 Ho ER<br>G.2 178 B.2 006<br>TEU 49 C.Ho 32/20' C.Dk 17/20'<br>2 Ha (stl) (each 14,3 × 6,2) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 25kW 220V a.c.<br>Fuel (d.o.) |
| **8815138**<br>*SSDL*<br>3207<br>Df Esd Gc<br>Rdr Rt | **SALSABIL**<br>**Egyptian Fisheries Co. for Fishing & Fish Gears**<br>Alexandria Egypt | *193*<br>*58*<br>178 | NK | **1989** Niigata Eng. Co. Ltd.—Niigata (2110)<br>30,71 - 2,700<br>26,00 7,41 3,15<br>F 11,5 1 dk | **M Research/Fishing**<br>Training Ref<br>In.50 | Niigata<br>Oil 4SA 6Cy. 190 × 260 with clutches couplings & sr geared to sc. shaft<br>662kW (900bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW a.c.<br>Controllable pitch propeller |
| **7939080**<br>*S2QL*<br>384884<br>Df Esd Gc<br>Pfd Rdr Rt | **SALSABIL**<br>**M.H.K. Enterprise Ltd.**<br>Chittagong Bangladesh | **126**<br>41<br>— | NK | **1980** Shin-A Shipbuilding Co. Ltd.—Chungmu (251)<br>24,16 6,43 2,941<br>21,04 6,41 3,51<br>F 8,9 1 dk | **M Fishing**<br>Stern-fishing<br>In.72 | Yanmar<br>Oil 4SA 6Cy. 165 × 200 geared to sc.<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 52kW |
| **7216567**<br>*WD3871*<br>261728 | **SALSEA BELLE**<br>ex Sonar Belle-79 ex Britt ex Foss 304<br>ex Mary Ann ex YSD 8<br>**T. & D. Realty Co.**<br>Seattle, Wa United States of America | **145**<br>99<br>— | | **1932** U.S. Naval Shipyard—Portsmouth, NH<br>*30,00* 9,15<br>2,04<br>1 dk<br>conv Research 79 | **TM Fishing** | General Motors<br>2 Oil geared to sc. shafts<br>530bhp (390kW) NE 60<br>General Motors Corp.<br>Fuel (d.o.) |
| **8201284**<br>Esd Rdr Rt | **SALT CREEK**<br>**Misima Mines Pty. Ltd.**<br>Port Moresby Papua New Guinea | **95**<br>20<br>— | ✠**100A1** SS 5/89<br>tug<br>✠**LMC**<br>EL A 220,0/16,0U2(a)<br>FN 143 | **1983**-10 Ocean Shipyards, W.A. Pty Ltd. —Fremantle, W.A. (146)<br>17,25 6,30 2,812<br>15,02 6,15 3,31<br>1 dk<br>rf - | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152 & sr reverse geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 20kW 415V 50Hz a.c.<br>Fuel 31,0t (d.o.) |
| **7320617**<br>355150<br>Esd Rdr Rt | **SALT RIVER**<br>ex Nelson-88<br>**S. Johnston**<br>*Cairns, Queensland* Australia | **353**<br>248<br>— | (NV) | **1973** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A. (109)<br>25,73 7,93 2,972<br>24,62 7,78 3,74<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152<br>550bhp (405kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 148kW 1 × 110kW 415V<br>Fuel (d.o.) |
| **5425358**<br>*VYZS*<br>190667<br>Rdr Rt | **SALT SPRING QUEEN**<br>ex Delta Princess-63<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **276**<br>179<br>— | | **1949** Yarrows Ltd.—Victoria, B.C.<br>44,20 13,72<br>41,61 10,98 2,44<br>1 dk | **Wood TM RoRo Cargo/Ferry**<br>187dk P | 2 Oil 4SA each 6Cy. 229 × 305<br>354kW (481bhp)<br>Vivian Diesels & Munitions Ltd. |
| **7405986**<br>*LRQB*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SALTA**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | **9 236**<br>6 577<br>15 170 | AB | **1977** Robb Caledon Shipbuilders Ltd.—Dundee (568)<br>140,80 20,48 8,841<br>134,17 20,43 11,74<br>F 11,6 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>4 Ho 21,5 28,1 7,6DTp,c,s 25,9 ER<br>19,0 4 TwD 21,5 36,5 27,4 19,0<br>G.17 940 B.16 648 In.1 256 L.1 233<br>HeCls. C<br>TEU 138 C.Ho 92/20' C.Dk 46/20'<br>5 Ha (stl) (10,9 × 6,5) (12,8 12,8 12,8 × 8,3) ER (11,2 × 6,5)<br>Der 4(22) 2(5) | Doxford<br>Oil 2SA 4Cy. 670 × 2140 exhaust<br>8 000bhp (5 884kW)<br>Doxford Engines Ltd.<br>Gen 3 × 425kW 380V 50Hz a.c.<br>Fuel 363,0t (d.o.) 959,0t (hvf)-23,0pd |
| **8708385**<br>*LAEJ*<br>20442<br>Rdr Rt | **SALTEN**<br>**Saltens D/S A/S**<br>Bodo Norway | *340*<br>*109*<br>50 | NV | **1988** AB Nya Oskarshamns Varv—Oskarshamn (508)<br>36,50 9,80 1,701<br>31,10 9,50 3,69<br>1 dk | **Aluminium Alloy TM Ferry/General Cargo**<br>Twin Hull 332dk P<br>1 Ho ER<br>B.60<br>1 Ha (stl) ER | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × couplings & sr geared to sc. shafts<br>5 542bhp (4 076kW) E made88<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 56kW 220V 50Hz a.c.<br>2 Water jet propulsion units |
| **8603121**<br>*JPIV*<br>128377<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav | **SALTLAKE**<br>ex Katah-90<br>**Tatsushima Shosen K.K.**<br>**(Tatsushima Merchant Marine Co. Ltd.)**<br>Matsuyama, Ehime Pref. Japan<br>SatCom: 1203724/JPIV | *3 511*<br>*1 798*<br>4 269 | NK | **1986** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1885)<br>96,78 (BB) 6,524<br>89,55 16,20 6,85<br>3 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.5 149<br>3 Ha (stl) (each 5,0 × 5,0) ER<br>Der 6(5) | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 979kW (4 050bhp)<br>Akasaka Tekkosho K.K., (Akasaka Ltd.)<br>Gen 2 × 560kW a.c. |

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| 5308108 | **SALTO**<br>ex Ganguil I-45<br>**Government of The Oriental Republic of Uruguay (Administracion Nacional de Puertos) (ANP)**<br>Montevideo Uruguay | **492**<br>221<br>— | | **1902** .............Belgium<br>52,10 9,05 3,455<br>9,00<br>1 dk<br>R | **S General Cargo**<br>Mchy.aft<br>G.742 B.694<br>2W | C 2Cy. 445 & 772 x 451<br>.............<br>Fuel (o.f.) 8,5kn |
| 5308122<br>ZPKI | **SALTO DE GUAIRA**<br>**Government of The Republic of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguay | **1 087**<br>627<br>1 023 | ✠Classed LR until 30/1/76<br>**DAMAGED BY FIRE 10/79** | **1960**-8 Ast. de T. Ruiz de Velasco—Bilbao (66)<br>73,82 12,04 2,490<br>68,00 12,01 3,92<br>F 5,2 1 dk<br>RW rf nil | **M General Cargo Barge**<br>Ref<br>3 Ho ER<br>G.1 985 B.1 786 In.130 | MWM<br>Oil 4SA 6Cy. 320 × 480<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 82kW 220V d.c.<br>Fuel 40,5t (d.o.) 10kn |
| 7922130<br>LJXD<br>N-00290<br>Df Esd Gc<br>Pfd Rdr Rt | **SALTSTRAUM**<br>**K/S A/S Saltstraum**<br>Anders Utkilens Rederi A/S<br>Bergen Norway (NIS) | T.Mk<br>**1 192**<br>885<br>2 533 | NV | **1980** Bolsones Verft—Molde (269)<br>80,17 13,03 5,184<br>75,49 13,01 7,35<br>F - 2 dks<br>rf nil | **M Tanker**<br>Chemical<br>Ice strengthened<br>1 Ta 2 Wing Ta 3 Ta 4 Wing Ta ER<br>L.2 562<br>14 Cargo pumps total 2 450T/hr | Normo KVM-12<br>Vee Oil 4SA 12Cy. 250 × 300 reduction geared to sc. shaft<br>2 250bhp (1 655kW)<br>A/S Bergens M/V Bergen<br>Gen 3 × 132kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| 7943524<br>WQZ3039<br>605208 | **SALTY DOG**<br>ex Lady Viola<br>**James D. Quibodeaux**<br>Mobile, Al United States of America | **128**<br>88<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>*20,85* 6,74<br>3,74<br>1 dk | **Reinforced Plastic M Fishing**<br>Shellfish | Cummins KTA-1150-M<br>Oil 4SA 6Cy. 159 × 159<br>165bhp (121kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 7908055<br>Esd Pfd Rdr<br>RTv | **SALTY II**<br>**Hadden Salt**<br>United States of America | **185**<br>—<br>— | | **1978** Eastern Marine Inc.—Panama City, Fl<br>2,291<br>28,68 7,33 3,20<br>1 dk | **M Fishing**<br>Crab Ref | General Motors 12V-71-TI<br>Vee Oil 2SA 12Cy. 108 × 127 geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 1 × 75kW 1 × 40kW<br>10kn |
| 6413649<br>306 | **SALUAS TAMBANGAN**<br>ex Pulau Bokan-90 ex Utara-74<br>Launched as Pakin<br>**P.T. Tambangan Jaya**<br>Jakarta Indonesia | **171**<br>73<br>170 | KI | **1964** P.N. Pakin—Tandjung Priok (482)<br>38,99 6,84 1,702<br>36,76 6,76 2,11<br>1 dk | **M General Cargo**<br>2 Ha (each 7,0 × 3,9) ER<br>Der 2(2,5) | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>230bhp (169kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 9,75kW 110V<br>7kn |
| 7525530<br>DUNV<br>230070<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SALUD ACE**<br>ex Colorado Highway-88<br>ex Toyota No. 24-85<br>**Virjen Shipping Corp.**<br>Kambara Marine Co. Ltd.<br>Manila Philippines<br>SatCom: 1700474/SACE | *24 948*<br>*14 235*<br>42 228<br>T/cm<br>49,4 | NK | **1977** Imabari Zosen—Marugame (1040)<br>194,30 (BB) 11,973<br>183,78 27,60 17,00<br>F 13,5 1 dk<br>conv Vehicles Carrier 88 | **M Bulk Carrier**<br>5 Ho 19,2 28,0 30,4 28,0 28,0 ER<br>G.54 779 B.51 064 HeCls. B<br>5 Ha (stl) (each 16,0 × 12,0) ER<br>Cr 2(8) | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>10 298kW (14 000bhp)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 2 × 750kW a.c.<br>Fuel 234,0t (d.o.) 2 758,0t (hvf) 15,25kn |
| 7421026<br>YBDN | **SALUE**<br>ex Goropa<br>**P.T. Porodisa Raya Shipping Lines**<br>Sabang, Sumatra Indonesia | **582**<br>—<br>— | (KI) | **1965** Leninskaya Kuznitsa—Kiyev (Kiev)<br>... ... ...<br>50,65 9,30 4,70<br>1 dk | **M Fishing**<br>Side Trawler | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW 230V d.c. |
| 8412821<br>DGSR<br>16160<br>Df Esd Gc<br>Pfd Rdr Rt | **SALUS**<br>ex Amarante-90<br>**Harms Bergung G.m.b.H.**<br>Hamburg Federal Republic of Germany | *277*<br>*83*<br>163 | BV | **1984** IMC—Tonnay-Charente (303)<br>29,11 8,72 2,639<br>26,70 8,51 3,61<br>1 dk | **TM Supply Ship**<br>Deck Cargo Anchor-handling | MWM TBD234V12<br>2 Vee Oil 4SA each 12Cy. 128 × 140 with clutches, flexible couplings & dr geared to sc. shafts<br>1 114bhp (819kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 56kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>10kn |
| 8319512<br>ELET8<br>7790<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SALUSNAVIS**<br>**Salubritas Shipping Corp.**<br>Monrovia Liberia | *24 950*<br>*12 018*<br>39 940<br>T/cm<br>49,8 | NK | **1985** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (343)<br>184,99 (BB) 10,723<br>175,01 31,01 15,63<br>P 18,0 F 11,9 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.48 478 B.47 400<br>5 Ha (stl) ER<br>Cr 4(25) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>9 700bhp (7 135kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 219,0t (d.o.) 2 086,0t (hvf)-29,0pd 14kn |
| 7512088<br>YQDG<br>381<br>Df Esd Gc<br>Rdr Rt | **SALVA**<br>**Compania de Navigatie Maritime PETROMIN**<br>Constantza Romania | **15 856**<br>9 755<br>24 850 | RNR (BR) | **1976** "Georgi Dimitrov" Shipyard—Varna (113)<br>185,20 (BB) 22,86 10,229<br>172,85 22,81 14,15<br>P 36,3 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 20,2 13,9 19,6 13,9 19,6 13,9 19,6 ER<br>G.29 214<br>7 Ha (stl) (13,2 × 9,9) (10,6 13,1 10,6 13,1 10,6 13,1 × 11,4) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 278,0t (d.o.) 1 466,0t (hvf) 14,5kn |
| 8425171<br>228310<br>Rt | **SALVACION III**<br>ex Fortunata<br>**Josefina Balena**<br>Tacloban Philippines | **130**<br>85<br>— | | **1981** .............Mandaue<br>6,13<br>27,21 6,10 2,75<br>1 dk | **M Ferry/General Cargo** | Oil<br>220bhp (162kW) |
| 7216969<br>9HDY3<br>2501<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SALVADOR**<br>ex Europa Point-90 ex Beagle-83<br>ex Saltnes-80<br>**Ciantana Shipping Co. Ltd.**<br>Valletta Malta | **12 982**<br>8 046<br>21 916<br>T/cm<br>30,0 | HR<br>✠LR class withdrawn-Owners' request 3/12/90 | **1972**-8 Nippon Kokan K.K.—Shimizu (306)<br>155,53 (BB) 22,92 9,835<br>145,70 22,86 13,72<br>P 25,6 F 15,3 1 dk<br>rf 102 DK fwd | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 21,0 24,6 16,8 25,0 24,8 ER<br>G.26 892 B.25 852<br>5 Ha (stl) (11,2 × 8,0) (14,2 10,0 14,2 14,2 × 11,2) ER<br>5W Der 5(15) | Pielstick 18PC2V-400<br>Vee Oil 4SA 18Cy. 400 × 460 sr geared to sc. shaft<br>9 000bhp (6 620kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 360kW 450V 60Hz a.c.<br>14,75kn |
| 7822905<br>LAGN2<br>N-00219<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SALVADOR**<br>**Salvador Shipping Corp. Ltd.**<br>A/S Ivarans Rederi<br>Oslo Norway (NIS) | **10 968**<br>7 216<br>15 011 | NV | **1978** Nipponkai Heavy Ind. Co. Ltd.—Toyama (199)<br>152,28 21,65 9,232<br>145,01 21,61 12,76<br>P -F - 2 dks<br>rf nil | **M General Cargo** 12bth P<br>Ice strengthened Str. heavy cargoes<br>6 Ho ER<br>G.20 777 B.19 848<br>TEU 449<br>C.Ho 256/20' (40') C.Dk 193/20' (40')<br>11 Ha (stl) (6,8 × 8,5) (13,0p&s × 5,9) (13,0p&s 13,0p&s 13,0p&s 13,0p&s × 7,7) ER<br>Cr 5(22) 1(15) | B&W 7L55GFCA<br>Oil 2SA 7Cy. 550 × 1380<br>9 400bhp (6 914kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 650kW 440V 60Hz a.c.<br>Fuel 1 325,0t-177,0pd 16kn |
| 7125603<br>PPT418<br>Esd Rdr Rt | **SALVADOR**<br>**Government of The Federative Republic of Brazil (Companhia Brasileira de Dragagem (CBD) Portobras)**<br>Rio de Janeiro Brazil | **787**<br>386<br>1 829 | ✠Classed LR until 26/11/76 | **1971**-12 Appledore Shipbuilders Ltd.—Appledore (A.S.79)<br>57,76 11,92 3,887<br>53,35 11,59 4,50<br>P 13,5 F 5,8 1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | English Electric 6RK3CM<br>Oil 4SA 6Cy. 254 × 305 sr geared to sc. shaft<br>1 320bhp (971kW)<br>English Electric Diesels Ltd. Ruston Eng. Div. N.-le-Willows<br>Gen 2 × 120kW 1 × 60kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>10kn |

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| **7330507**<br>*UIVO*<br>M-31095<br>Df Esd Gc<br>Pfd Rdr Rt | **SALVADOR ALLENDE**<br>Launched as Pavlodar<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**7 192**<br>3 682<br>—<br>**10 954**<br>5 963<br>12 007 | RS | **1973** VEB Warnowwerft Warnemuende<br>—Warnemuende (335)<br>150,40 (BB) 21,87 8,519/8,840<br>140,01 21,80 13,59<br>F 15,3 2 dks, 3rd dk in Nos. 2 - 4 holds | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER<br>13,6 8 TwD<br>G.17 878 B.17 037 In.587 L.403<br>TEU 368<br>C.Ho 244/20'(40') C.Dk 124/20'(40')<br>9 Ha (stl) (12,9 12,9p&s 25,1p&s 12,9p&s × 8,1) ER (3,5p&s × 2,6)<br>4W Cr 4(8) Der 1(60) 4(12) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Fuel 301,0t (d.o.) 1 198,0t (hvf)-41,5pd |
| **5308201**<br>*DYES*<br>Esd Rt | **SALVADOR B**<br>**Government of The Republic of The Philippines**<br>Manila Philippines | **122**<br>46<br>— | | **1959** Kanawa Dockyard Co. Ltd.—Hiroshima (111)<br>31,09 5,74 2,286<br>27,01 5,72 2,85<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 390<br>Suction Gas Seisakusho |
| **5308251**<br>*WKGY*<br>258699<br>Df Esd Gc<br>Pfd Rdr Rt | **SALVAGE CHIEF**<br>ex LSM 380<br>**Fred Divine Diving & Salvage Inc.**<br>Portland, Or United States of America | **787**<br>646<br>— | | **1945** Brown SB. Co.—Houston, Tx (257)<br>61,57 10,42 2,909<br>57,99 10,37 3,41<br>1 dk | **TM Salvage Ship** | Fairbanks, Morse<br>2 Oil 2SA each 10Cy. 207 × 254<br>3 600bhp (2 648kW)<br>Fairbanks Morse & Co.<br>Fuel 256,0t |
| **8918564**<br>*ORLA*<br>Esd Gc Rdr<br>RTm/h/v<br>SatNav | **SALVAGE CHIEF**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | *725*<br>*217*<br>615<br>T/cm<br>5,6 | BV (Class cont.) | **1991** Fulton Marine N.V.—Belgium (180)<br>50,65 12,78 2,690<br>45,52 12,50 4,00<br>1 dk | **TM Salvage Ship** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 170 × 190 w<br>couplings & dr geared to sc. shafts<br>1 350kW (1 835bhp)<br>Caterpillar Inc.<br>Gen 1 × 184kW 1 × 160kW 1 ×<br>220/380V 50Hz a.c.<br>Thw. thrust propeller fwd Tunnel thruste |
| **8206129**<br>Df Esd Gc<br>Rdr Rt | **SALVAGE II**<br>ex Al Jaber VI-88<br>**Salvage Shipping Co.**<br>Abu Dhabi United Arab Emirates | **818**<br>26<br>1 200 | AB | **1983** Santan Slipway & Eng. Co. (Pte.) Ltd.<br>—Singapore (8232)<br>2,291<br>44,61 12,01 5,01<br>F 18,6 1 dk | **TM Supply Ship** | Yanmar<br>2 Oil 4SA each 6Cy. 260 × 330 revers<br>geared to sc. shafts<br>3 000bhp (2 207kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 200kW<br>Thw. thrust propeller fwd |
| **7021546**<br>*HP5332*<br>19193-TT<br>Df Esd Gc<br>Rdr RTm/h/v | **SALVAGE KING**<br>ex Chinghwa I-89 ex Khalifa-86<br>ex Achille-81 ex Lady Laurie-74<br>**Asian Salvage Co. S.A.**<br>Panama Panama | **532**<br>222<br>698 | ✠**100A1** SS 5/89<br>✠**LMC**<br>EL J $1\frac{3}{16}$"U1<br>FN 628 | **1970**-7 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (52)<br>49,28 10,39 3,550<br>44,28 10,06 4,12<br>F 18,0 1 dk<br>rf 102 | **TM Tug/Supply Ship**<br>Deck Cargo 12P | English Electric<br>2 Vee Oil 4SA each 8Cy. 254 × 305<br>English Electric Diesels Ltd. Ruston Eng<br>Div.<br>Gen 3 × 180kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **5308275**<br>*VC3439*<br>310514<br>Esd Rdr<br>RTm/v | **SALVAGE MONARCH**<br>**McAllister Towing & Salvage Inc.**<br>Montreal, P.Q. Canada | **219**<br>€<br>— | ✠Classed LR until 13/1/78 | **1959**-10 P. K. Harris & Sons Ltd.—Appledore (125)<br>29,77 9,00 3,995<br>27,23 8,54 4,42<br>1 dk<br>rf 610 BK 51 | **M Tug**<br>Ice strengthened | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 sr reve<br>to sc. shaft<br>Lister Blackstone Ltd. |
| **7210226**<br>382129<br>Gc Rdr Rt | **SALVAIN**<br>ex Kota Maru-81 | **299**<br>96<br>193 | NK | **1972** Towa Zosen K.K.—Shimonoseki (419)<br>32,49 10,04 3,099<br>29,01 10,01 4,20<br>1 dk | **TM Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 400 × 640<br>Hanshin Nainenki Kogyo<br>Gen 2 × 80kW 225V a.c.<br>Fuel 83,5t-8,5pd |
| **7503611**<br>*9V2609*<br>375995<br>Esd Rdr Rt | **SALVALET**<br>**Sembawang Salvage (II) Pte. Ltd.**<br>Semco Salvage Private Ltd.<br>Singapore Singapore | **149**<br>0<br>108 | ✠**100A1** SS 8/89<br>tug<br>✠**LMC**<br>EL E $0\frac{11}{16}$"U2<br>FN 259 | **1976**-3 Selco Shipyard Pte. Ltd.—Singapore (205)<br>26,50 8,16 3,017<br>23,27 7,62 3,51<br>RAD 1,3 RFD 8,3 1 dk<br>rf 838 BK 25 | **M Tug** | MWM<br>Oil 4SA 6Cy. 230 × 270 with clutches<br>couplings & sr reverse geared to sc.<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 64kW 400V 50Hz a.c.<br>Fuel 77,0t (d.o.) |
| **8409965**<br>*S6DZ*<br>383596<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SALVALIANT**<br>**Sembawang Salvage (VI) Pte. Ltd.**<br>Semco Salvage Private Ltd.<br>Singapore Singapore<br>SatCom: 1715164/VLNT | *1 733*<br>*519*<br>1 802<br>T/cm<br>7,9 | ✠**100A1** SS 4/91<br>tug<br>✠**LMC**<br>EL (N) 553,7/50,0U2(a)<br>FN 1210 | **1987**-5 Semco Salvage Pte. Ltd.—Singapore (308)<br>67,14 (BB) 14,69 5,782<br>58,32 14,41 6,33<br>F 35,4 1 dk<br>rf 500 | **TM Tug**<br>Fire-fighting Salvage | Deutz<br>2 Oil 4SA each 6Cy. 370 × 400 with<br>flexible couplings & sr geared to sc.<br>Kloeckner Humboldt Deutz<br>AuxB (o.f.) 10,2kgf/cm² (10,0bar)<br>e(ex.g) 10,2kgf/cm² (10,0bar)<br>e(ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 2 × 732kW 2 × 380kW 415V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 140,0t (d.o.) 1 214,0t (hvf)-18,5pd |
| **7354113**<br>*9VCR*<br>382427<br>Df Esd Gc<br>Pfd Rdr Rt | **SALVALOUR**<br>ex Ocean Jupiter-81 ex Tm-12-80<br>ex North Sea-79<br>**Sembawang Salvage (II) Pte. Ltd.**<br>Semco Salvage Private Ltd.<br>Singapore Singapore | **999**<br>316<br>1 178 | NK | **1974** Towa Zosen K.K.—Shimonoseki (459)<br>64,90 11,43 4,884<br>57,99 11,41 5,31<br>F 31,1 1 dk | **TM Tug**<br>Salvage<br>1 Ha (4,9 × 2,9)<br>Der 1(10) | Akasaka<br>2 Oil 4SA each 6Cy. 400 × 600<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 2 × 176kW 440V 60Hz a.c.<br>Fuel 953,0t-9,5pd |
| **7212925**<br>*9VYH*<br>382649<br>Df Esd Gc<br>Pfd Rdr Rt | **SALVANA**<br>ex Ocean Mercury No. 1-82<br>ex Ocean Mercury-81 ex TM-11-80<br>ex Sakura Maru-79<br>**Sembawang Salvage (II) Pte. Ltd.**<br>Semco Salvage Private Ltd.<br>Singapore Singapore | **989**<br>323<br>1 081 | NK | **1972** Daiko Dkyd Co. Ltd.—Osaka (73)<br>63,91 11,43 4,896<br>57,99 11,41 5,31<br>F 33,6 1 dk | **TM Tug**<br>Salvage<br>1 Ha (stl) (4,9 × 2,9) ER<br>Der 1(10) | Akasaka<br>2 Oil 4SA each 6Cy. 400 × 600<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 2 × 176kW 440V 60Hz a.c.<br>Fuel 968,5t-20,5pd |
| **7801556**<br>*S6GL*<br>383677<br>Df Esd Gc<br>Pfd Rdr RTv | **SALVANGUARD**<br>ex Dahlia-87<br>**Sembawang Salvage (VII) Pte. Ltd.**<br>Semco Salvage Private Ltd.<br>Singapore Singapore<br>SatCom: 1715704/VGRD | **2 699**<br>886<br>2 404 | NK | **1978** K.K. Uwajima Zosensho—Uwajima (2012)<br>85,45 15,68 6,914<br>78,01 15,61 7,83<br>F 44,9 1 dk | **TM Tug/ Salvage Ship** | MAN<br>2 Oil 2SA each 6Cy. 520 × 900<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 246,0t (d.o.) 1 836,0t (hvf)-42,0pd |
| **7723510**<br>*A9D2280*<br>Df Esd Gc<br>Rdr Rt | **SALVANITA**<br>ex Progress Pride-80<br>**BBT International Inc.**<br>Manama Bahrain | **657**<br>191<br>— | NV (AB) | **1977** Promet Private Ltd.—Singapore (87)<br>44,00 5,042<br>39,96 10,61 5,80<br>F 21,7 1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 300 × 450 reve<br>geared to sc. shafts<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 132kW 400V 50Hz a.c. |
| **5308316**<br>*PP2659*<br>Esd | **SALVATIERRA**<br>**Intercambio Comercial e Industrial "Eden" Ltda.**<br>Rio de Janeiro Brazil | **220**<br>95<br>91 | | **1949** Hijos de J. Barreras S.A.—Vigo (1013)<br>34,65 6,71 3,353<br>6,66<br>F 5,8 | **M Fishing**<br>Side Trawler<br>1 Ho<br>1W Der 1(1) | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>N.V. Werkspoor |
| **5308328**<br>*XCSA* | **SALVATIERRA**<br>ex Rafael Miranda<br>**Cabotaje de Mazatlan S.A.**<br>Mazatlan Mexico | **190**<br>131<br>— | | **1918** E. Luna, Sr.—Mazatlan<br>*27,77* 7,83<br>... ...<br>1 dk | **Wood M General Cargo**<br>Mchy.aft | Fairbanks, Morse<br>Oil 2SA 6Cy. 255 × 305<br>NE 25<br>Fairbanks Morse & Co. |

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| 8714891<br>IKZO<br>1688 | **SALVATORE**<br>**Augusta Offshore S.r.l.**<br>Scinicariello Augustea Ship Management S.p.A.<br>Napoli Italy | **952**<br>359<br>947 | RI | **1988** Cant. Navale "Ferrari" S.p.A.—La Spezia (68)<br>50,00 14,55 5,700<br>43,50 14,30 6,70<br>1 dk | **TM Tug**<br>Fire-fighting Pollution Control Anchor-handling | Polar 16V25<br>2 Vee Oil SA each 16Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Wartsila Diesel AB Trollhattan<br>Gen 3 × 400kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 531,0t (d.o.) 108,0t (i.f.o.)-31,3pd |
| 7233008<br>1250 | **SALVATORE GANCITANO**<br>ex Sarinella Rustico<br>**Neptune Fishing Co. Ltd.**<br>Valletta Malta | **199**<br>73<br>— | | **1972** P. Stampa—Trapani (2)<br>33,10 7,14<br>25,13 7,12 3,56 | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln |
| 5422356<br>IUGT<br>127<br>Df Esd Pfd<br>Rdr Rt | **SALVATORE GIACALONE**<br>ex Velia-63<br>**Oceanpesca S.r.l. di Giuseppe Quinci**<br>Mazara del Vallo Italy | **324**<br>117<br>— | (RI)<br>✠Classed LR until 12/65 | **1952-10** Cook, Welton & Gemmell Ltd.—Beverley (839)<br>45,12 8,11 —<br>39,93 8,08 3,97<br>RQD 20,5 F 6,4 1 dk<br>RW BK 203 len 60 | **M Fishing**<br>Side Trawler | Mirrlees<br>Oil 4SA 7Cy. 381 × 457<br>780bhp (574kW)<br>Mirrlees, Bickerton & Day Stockport<br>Fuel 67,0t 11kn |
| 5308342<br>ILLZ<br>917<br>Esd Gc Rdr<br>Rt | **SALVATORE LAURO**<br>ex Hanne Scarlett-62<br>ex Christian Ivers-54 ex M607<br>**Agostino Lauro S.r.l.**<br>Napoli Italy | **447**<br>140<br>— | RI (GL) | **1944** Neptunwerft Rostock—Rostock (562)<br>68,28 9,00 2,807<br>63,23 8,97 3,64<br>1 dk<br>conv Fleet Minesweeper — | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Stern ramp | Deutz<br>2 Vee Oil 4SA each 12Cy. 220 × 280<br>1 700bhp (1 250kW) NE 78<br>Kloeckner Humboldt Deutz Koeln |
| 6727973<br>IPPV<br>711<br>Df Esd Gc<br>Rdr Rt | **SALVATORE LOBIANCO**<br>ex Luiciotta-76<br>**Fratelli Cosulich S.p.A.**<br>Ancona Italy | **129**<br>55<br>— | RI | **1967** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona (5)<br>30,69 6,99 3,182<br>25,10 6,96 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho ER | Ansaldo<br>Oil 4SA 4Cy. 320 × 420<br>385bhp (283kW)<br>S.A. Ansaldo Stab. Mecc. Genova |
| 7941461<br>IREL<br>66 | **SALVATORE MARRONE**<br>**Matteo Marrone**<br>Mazara del Vallo Italy | **147**<br>54<br>— | | **1967** Cant. Marino Campana—Mazara del Vallo<br>31,81 6,96 3,631<br>24,21 6,80 3,59<br>1 dk | **M Fishing** | MaK<br>Oil 4SA 6Cy. 240 × 350<br>500bhp (368kW)<br>Atlas-MaK Maschinenbau Kiel |
| 7329390<br>IRMU<br>1008<br>Esd Rt | **SALVATORE PADRE**<br>**Tommaso Spadaro**<br>Isola del Femmine Italy | **195**<br>83<br>— | | **1973** Cant. Nav. Codecasa—Viareggio (F18)<br>35,54 7,14 1,829<br>28,02 7,12 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | MaK 8M282AK<br>Oil 4SA 8Cy. 240 × 280<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau Kiel |
| 7938933<br>IPZP<br>49<br>Rdr Rt | **SALVATORE PRIMO**<br>**Sabato Giordano**<br>Salerno Italy | **612**<br>288<br>— | (RI) | **1979** Cant. Nav. Codecasa—Viareggio (F34)<br>55,61 10,04 3,601<br>46,00 10,00 4,75<br>1 dk | **M Fishing** | Polar F212V-D<br>Vee Oil 4SA 12Cy. 250 × 300<br>2 500bhp (1 839kW)<br>Nohab Diesel A/B Trollhattan |
| 6711534<br>ILRL<br>1512<br>Esd RdrRTm | **SALVATORE SECONDO**<br>ex Nesna-85<br>**Procida Mar S.a.S. di Antonio Elmetto e C.**<br>Napoli Italy | **222**<br>130<br>79 | RI (NV) | **1967** Aukra Bruk A/S—Aukra (29)<br>33,66 8,54 2,747<br>29,60 8,49 3,46<br>B 17,1 F 9,5 1 dk<br>rf 749 BK 119 | **M RoRo Cargo/Ferry** 200P<br>Mchy.aft<br>Der 1(5) 1(2,5) | Normo<br>Oil 4SA 5Cy. 250 × 300<br>650bhp (478kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 60kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 20,5t (d.o.)-2,0pd 12kn |
| 7521560<br>EIGT<br>401739<br>D 345<br>Df Esd Gc<br>Pfd Rdr Rt | **SALVE REGINA**<br>**Patrick Connelly**<br>Dublin Irish Republic | **223**<br>139<br>150 | | **1977** Scheepswerf De Amstel—Ouderkerk a.d. Amstel (150 H)<br>27,41 7,32 3,607<br>24,13 7,31 3,74<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Kromhout 6F/SW240<br>Oil 4SA 6Cy. 240 × 260<br>950bhp (699kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>12kn |
| 7724746<br>9VBU<br>382290<br>Df Esd Gc<br>Pfd Rdr RTv | **SALVENUS**<br>ex Ocean Discoverer-81<br>**Sembawang Salvage (I) Pte. Ltd.**<br>Semco Salvage Private Ltd.<br>Singapore Singapore<br>SatCom: 1715263/VNUS | **699**<br>228<br>704 | NK | **1978** Kochi Jyuko K.K.—Kochi (1247)<br>54,01 4,573<br>48,01 11,02 5,01<br>F 29,6 1 dk<br>RW | **TM Tug**<br>Salvage<br>2 Ha (stl) (each 3,2 × 1,5)<br>Der 1(60) 1(10) | Niigata 6L31EZ<br>2 Oil 4SA each 6Cy. 310 × 380 sr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW<br>14kn |
| 7531008<br>9VLU<br>382019<br>Esd Gc Pfd<br>Rdr RTv | **SALVERITAS**<br>ex Takusei Maru No. 31-80<br>**Sembawang Salvage (II) Pte. Ltd.**<br>Semco Salvage Private Ltd.<br>Singapore Singapore<br>SatCom: 1715247/VTAS | **493**<br>151<br>534 | NK | **1976** Matsuura Tekko Zosen—Higashino (254)<br>50,50 10,04 3,990<br>45,73 10,01 4,42<br>P 2,8 F 16,2 1 dk | **TM Tug**<br>1 Ha (stl) (2,2 × 1,9) | Fuji<br>2 Oil 4SA each 8Cy. 320 × 380 sr geared to sc. shafts<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 176kW<br>14kn |
| 7501625<br>9VYQ<br>383522<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SALVERVE**<br>ex TS 61 Force-86<br>**Sembawang Salvage (V) Pte. Ltd.**<br>Semco Salvage Private Ltd.<br>Singapore Singapore | **742**<br>246<br>550 | **100A1** SS 7/90<br>tug<br>**LMC**<br>EL (J) 400,0/32,0U2<br>FN 763<br>(GL) | **1976** Schichau-Unterweser A.G.—Bremerhaven (2267)<br>49,03 12,73 5,468<br>42,50 12,40 5,54<br>F 24,4 1 dk<br>rf - BK | **TM Tug**<br>Anchor-handling Fire-fighting<br>Ice strengthened<br>Der 2(10) | MaK 9M453AK<br>2 Oil 4SA each 9Cy. 320 × 420 with flexible couplings & sr geared to sc. shafts<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 176kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 432,0t (d.o.) 14,5kn |
| 7234193<br>6MMO<br>8502-A623<br>Df Esd Gc<br>Pfd Rdr Rt | **SALVIA**<br>**Namyangsa Co. Ltd.**<br>Busan South Korea | **1 683**<br>934<br>1 876 | KR | **1972** Uchida Zosen—Ise (714)<br>84,00<br>73,00 13,01 8,26<br>B 13,2 F 29,6 2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>G.334 B.300 ln.1 988<br>3 Ha (stl) (2,9 2,9 × 2,9) (2,5 × 1,4)<br>Der 2(5) 2(3) | Hanshin<br>Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 500kW 445V a.c.<br>15kn |
| 8614261<br>JL5515<br>129029<br>Rt | **SALVIA**<br>**Uwajima Unyu K.K.**<br>Uwajima, Ehime Pref. Japan | **969**<br>—<br>450 | | **1987** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (939)<br>74,00 13,62 3,601<br>70,01 13,61 4,53<br>1 dk | **TM RoRo Cargo/Ferry** 450dk P<br>Cars 4 Trailers 20 | Daihatsu<br>2 Oil 4SA each 6Cy. 320 × 400 sr geared to sc. shafts<br>3 806bhp (2 800kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>19kn |
| 7227114<br>ZTHP<br>350690<br>CTA 80<br>Df Esd Gc<br>Pfd Rdr Rt | **SALVIA**<br>**Irvin & Johnson Ltd.**<br>Cape Town/ Kaapstad South Africa | **801**<br>270<br>563 | BV<br>✠Classed LR until 12/73 | **1972-12** Hall, Russell & Co. Ltd.—Aberdeen (958)<br>56,85 11,76 4,096<br>54,86 11,73 7,39<br>B 5,8 F 7,4 2 dks<br>rf 991 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Ruston 8ATCM<br>Oil 4SA 8Cy. 318 × 368 sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Ruston Paxman Diesels Ltd. Lincoln<br>Gen 3 × 245kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 5308387<br>IUEL<br>1472<br>Rt | **SALVIA**<br>ex Adriana Bini-62 ex Adrienne Bini-54 ex Adrienne-54<br>**Giorgio Pitruzzelli**<br>Augusta Italy | **165**<br>120<br>— | | **1946** S.A. Ansaldo—Genova (881)<br>32,39 6,02 2,566<br>29,80 6,00 2,70<br>RQD 12,2 F 5,8 1 dk | **M Tanker**<br>Water<br>Mchy.aft | Ansaldo<br>Oil 4SA 6Cy. 215 × 310<br>180bhp (132kW)<br>S.A. Ansaldo Genova<br>Fuel 1 517,0t-11,0pd 8kn |
| 8113475<br>HODG<br>12269-82B<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SALVIA II**<br>**Lucretia Shipping S.A.**<br>Panama Panama | **3 889**<br>2 592<br>6 600 | NK | **1982** Dae Sun SB. & Eng. Co. Ltd.—Busan (260)<br>109,05 16,44 6,741<br>104,43 16,40 8,26<br>P 20,2 F 10,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 695 B.8 086<br>2 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd. Japan |

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| **7234181**<br>*JG3209*<br>114029<br>Rdr Rt | **SALVIA MARU**<br>**Tokai Kisen K.K.**<br>Tokyo Japan | **3 079**<br>—<br>577 | | **1972** Naikai SB. & Eng. Co. Ltd.—Taguma<br>Shipyard, Innoshima (111)<br>92,97 14,03 3,988<br>85,98 14,00 5,92<br>3 dks<br>RW | **TM Ferry**<br>2201P | Niigata<br>2 Oil 4SA each 8Cy. 400 × 520<br>7 200bhp (5 296kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 300kW 445V 60Hz a.c.<br>Fuel 34,0t (d.o.) 103,0t (i.f.o.)-27,5pd |
| **7523207**<br>*9VKE*<br>383856<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **SALVIGILANT**<br>ex Maersk Boulder-88<br>**Sembawang Salvage (VII) Pte. Ltd.**<br>Semco Salvage Private Ltd.<br>Singapore Singapore | T.Mk<br>**493**<br>170<br>520 | ✠**100A1** CS 3/87<br>tug<br>Ice Class 1A<br>✠**LMC**<br>EL L 1¼"U3<br>FN 712 | **1977**-3 Odense Staalskibsvaerft A/S—Lindo<br>(509)<br>45,17 12,37 4,712<br>39,50 12,01 6,00<br>RFD 11,6 1 dk, 2nd dk except in machinery<br>space<br>rf 254 | **TM Tug**<br>Anchor-handling Fire-fighting | MaK<br>2 Vee Oil 4SA each 12Cy. 320 × 42<br>sc. shafts<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 178kW 390V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 559,0t (d.o.)-31,0pd |
| **8409977**<br>*9VFV*<br>384359<br>Df Esd Gc<br>Pfd Rdr RTv | **SALVIGOUR**<br>**Sembawang Salvage (I) Pte. Ltd.**<br>Semco Salvage Private Ltd.<br>Singapore Singapore<br>SatCom: 1715357/VGUR | *1 733*<br>*519*<br>1 827 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL (N) 550,4/50,0U2(a)<br>FN 1178 | **1990**-4 Jurong Shipyard Ltd.—Singapore (1034)<br>67,20 (BB) 14,69 5,770<br>58,00 14,00 6,30<br>F 35,4 1 dk<br>rf 500 | **TM Tug**<br>Salvage | Deutz<br>2 Oil 4SA each 6Cy. 370 × 400 sr gea<br>shafts<br>Kloeckner Humboldt Deutz<br>AuxB (o.f.) 10,2kgf/cm$^2$ (10,0bar)<br>e(ex.g) (ex.g) 10,2kgf/cm$^2$ (10,0bar)<br>Gen 2 × 732kW 2 × 379kW 415V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **7612890**<br>Esd Rdr Rt | **SALVIOLA**<br>ex Asiatic Gala-82 | **239**<br>69<br>— | NK | **1976** Hamamoto Zosensho K.K.—Tokushima<br>(590)<br>33,51 8,41 3,207<br>30,84 8,01 3,51<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 240 × 290 sr gea<br>shafts<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 40kW |
| **6806456**<br>*9VGY*<br>381401<br>Esd Gc Rdr<br>RTv | **SALVIPER**<br>ex Shoreline-71<br>**Sembawang Salvage (IV) Pte. Ltd.**<br>Semco Salvage Private Ltd.<br>Singapore Singapore<br>SatCom: 1715274/SVPR | **667**<br>314<br>711 | AB | **1966** McDermott Shipyard—Amelia, La (135)<br>51,82 10,75 3,810<br>49,94 10,62 4,30<br>RQD 12,5 F 15,3 1 dk<br>BK 152 conv Side-fishing Fishing 72 | **TM Salvage Ship**<br>Mchy.aft | General Motors<br>4 Vee Oil 2SA each 16Cy. 114 × 127<br>reduction geared to sc. shafts<br>1 820bhp (1 339kW)<br>General Motors Corp.<br>Gen 1 × 209kW 2 × 40kW 220V a.c.<br>Fuel 213,5t (d.o.) |
| **7517648**<br>*S6EK*<br>376213<br>Df Esd Rdr<br>Rt | **SALVIRILE**<br>**Sembawang Salvage (I) Pte. Ltd.**<br>Semco Salvage Private Ltd.<br>Singapore Singapore | **397**<br>48<br>362 | ✠**100A1** SS 3/90<br>tug<br>✠**LMC**<br>EL I 1"U2<br>FN 500 | **1976**-10 Selco Shipyard Pte. Ltd.—Singapore<br>(224)<br>39,04 10,04 4,293<br>34,40 9,50 5,01<br>RAD 1,0 F 16,8 1 dk<br>rf 1397 BK 25 | **TM Tug**<br>Salvage | MWM<br>2 Oil 4SA each 6Cy. 230 × 270 revers<br>geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 160kW 2 × 64kW 400V 50Hz |
| **7621499**<br>*9V334*<br>383883<br>Df Esd Gc<br>Pfd Rdr Rt | **SALVISION**<br>ex Irishman-88<br>**Sembawang Salvage (IV) Pte. Ltd.**<br>Wijsmuller Ship Management B.V.<br>Singapore Singapore | **641**<br>106<br>509 | ✠**100A1** SS 2/88<br>tug<br>Ice Class 3<br>✠**LMC**<br>EL K 357,5/28,0U2<br>FN 612 | **1978**-3 Cochrane Shipbuilders Ltd.—Selby (103)<br>42,04 11,64 4,869<br>36,50 11,00 5,74<br>B & F 26,3 1 dk<br>rf 610 | **TM Tug** | Ruston<br>2 Vee Oil 4SA each 12Cy. 254 × 305<br>sc. shafts<br>Ruston Diesels Ltd. Newto<br>Gen 2 × 300kW 1 × 160kW 440V 60<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **7501637**<br>*9VYZ*<br>383523<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SALVITAL**<br>ex TS 62 Power-86<br>**Sembawang Salvage (V) Pte. Ltd.**<br>Semco Salvage Private Ltd.<br>Singapore Singapore | **742**<br>246<br>550 | **100A1**<br>tug<br>**LMC**<br>EL (J) 400,0/32,0U2<br>FN 762<br>(GL) | **1976** Schichau-Unterweser A.G.—Bremerhaven<br>(2268)<br>49,03 12,73 5,468<br>42,50 12,40 5,52<br>F 24,4 1 dk<br>rf - BK | **TM Tug**<br>Anchor-handling Fire-fighting<br>Ice strengthened<br>Der 2(10) | MaK<br>2 Vee Oil 4SA each 12Cy. 320 × 420 w<br>couplings & sr geared to sc. shafts<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 175kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 432,0t (d.o.) |
| **5308457**<br>3065<br>Esd Pfd Rt | **SALVOR**<br>ex Ian Salvor III-61<br>**Societe Dumez**<br>Le Havre France | **398**<br>130<br>— | | **1945** Whessoe Foundry & Eng. Co. Ltd.<br>—Darlington<br>*55,08* 11,59<br>... ... ...<br>1 dk | **TM Salvage Ship** | Paxman<br>2 Oil each 12Cy. 180 × 195<br>Davey, Paxman & Co. Ltd. |
| **7304778**<br>*HP5410*<br>19329-HK<br>Rt | **SALVOR**<br>ex Kwai Chung-89<br>ex Kitakyushu Maru-72<br>**Pacific Offshore S.A.**<br>Panama Panama | **202**<br>0<br>— | (BV) | **1969** Kanagawa Zosen—Kobe (93)<br>*27,89* 8,44<br>4,02<br>1 dk | **TM Tug** | Nippon Hatsudoki<br>2 Oil each 6Cy. 388 × 540<br>Nippon Hatsudoki |
| **5038064**<br>Esd RTv | **SALVOR CHIEF**<br>ex Progresso 1-85<br>ex Progress Rover-84 ex Batman-76<br>**Oil Transport Co. S.A.**<br>Santo Domingo Dominican Rep. | **422**<br>82<br>— | (NV)<br>✠Classed LR until<br>16/11/73 | **1954**-10 Mort's Dock & Eng. Co. Ltd.—Sydney,<br>N.S.W. (P53)<br>42,27 10,22 4,661<br>38,23 9,76 5,29<br>1 dk<br>R BK 178 | **M Tug**<br>Fire-fighting Salvage | MWM<br>Vee Oil 4SA 16Cy. 230 × 270<br>NE 73<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 67kW 415V 50Hz a.c. |
| **7943108**<br>*4QTZ*<br>Rt | **SALVOR I**<br>ex M. S. C. Tarn-81<br>**Kuda Maritime Ltd.**<br>Colombo Sri Lanka | **118**<br>3<br>— | RI<br>✠Classed LR until 7/63 | **1962**-1 P. K. Harris & Sons Ltd.—Appledore (150)<br>28,50 7,78 2,744<br>... ...<br>1 dk | **TM Tug** | Ruston<br>2 Oil each 6Cy. 260 × 368 with flexib<br>sr reverse geared to sc. shafts<br>Ruston & Hornsby Ltd. |
| **6522919**<br>*HIOY*<br>Df Esd Gc<br>Pfd Rdr Rt | **SALVOR MASTER**<br>ex Progreso II-85<br>ex G. O. R. Fleet No. 3-84<br>ex Friesland-81<br>**Oil Transport Co. S.A.**<br>Santo Domingo Dominican Rep. | **584**<br>128<br>— | ✠**100A1** SS 2/90<br>tug<br>✠**LMC**<br>EL (i)<br>FN 666 | **1965**-12 Handel & Schpsb. Mij. Kramer & Booy<br>N.V.—Kootstertille (139)<br>48,29 10,39 4,090<br>43,67 10,06 5,19<br>F 26,3 1 dk<br>rf 1245 | **M Tug** | MaK<br>2 Oil 4SA each 6Cy. 320 × 450 dr gea<br>shaft<br>NE 5/75<br>Atlas-MaK Maschinenbau<br>Controllable pitch propeller<br>Fuel (hvf) |
| **7356214**<br>*HP6462*<br>21159-LI<br>Esd Rdr Rt | **SALVOR V**<br>ex Pacific Salvor-91 ex Gray Atlas-86<br>ex Al Rahib-81<br>**Santiago Leasing S.A.**<br>Panama Panama | **161**<br>24<br>129 | ✠**100A1** SS 1/87<br>tug<br>✠**LMC**<br>EL (b) ⅞"U1<br>FN 274 | **1974**-6 Carrington Slipways Pty. Ltd.—Newcastle,<br>N.S.W. (82)<br>26,34 8,11 3,582<br>22,79 7,78 4,20<br>1 dk<br>rf nil BK 25 | **TM Tug**<br>Fire-fighting | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 revers<br>geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 3 × 40kW 415V 50Hz a.c.<br>Fuel 75,5t (d.o.) |
| **6501587**<br>*SUMP*<br>3927Z<br>Df Esd Rdr<br>RTm/h/v | **SALWA**<br>ex Jacqueline-82<br>ex Jacqueline Broere-82<br>**Hassan Sado & Co.**<br>Hassan Sado<br>Suez Egypt | **638**<br>369<br>1 260 | ✠**100A1** SS 3/89<br>oil tanker<br>✠**LMC**<br>EL (J) 1⅛"SQ<br>FN 883 | **1965**-2 A. Vuyk & Zonen's Scheepswerven N.V.<br>—Capelle a/d Ijssel (788)<br>70,74 9,66 3,850<br>64,55 9,40 4,27<br>P 19,6 F 11,9 1 dk<br>rf 76 len 70 | **M Tanker**<br>12 Ta ER<br>L.(oil) 2 333 HeCls. C | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>db 156lbf/in$^2$ (10,8bar)<br>Gen 2 × 24kW 1 × 7,5kW 220V 5<br>Fuel 74,0t-3,0pd |
| **8710651**<br>*CNZT* | **SALWA**<br>**Al Amine Securities Co.**<br>Tan-Tan Morocco | *425*<br>—<br>300 | BV | **1989** Ast. de Santander S.A.—Santander (176)<br>3,852<br>31,60 8,31 6,13 | **M Fishing**<br>Stern Trawler Ref | Yanmar<br>Oil 4SA 6Cy. 220 × 300 geared to sc<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. |

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| 6611910<br>SUWF<br>Df Esd Gc<br>Rdr RTm/v | **SALWA 2**<br>ex Tamin 5-89 ex Bellan To-81<br>ex Kathe Mac-77 ex Nicola-67<br>**Pharonic Oil Service Co.**<br>Suez Egypt | **499**<br>323<br>1 084 | **100A1**<br>oil tanker<br>**LMC**<br>SS 4/89<br>FN 826<br>(GL) | **1964** Bayerische Schiffbau G.m.b.H.<br>—Erlenbach/Main (977)<br>63,68 10,00 3,100<br>59,00 9,90 4,10<br>P 19,9 F 13,2 1 dk<br>rf 100 | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 359 | MaK<br>Oil 4SA 6Cy. 320 × 450<br>588kW (799bhp)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Gen 3 × 175kW 220/380V 50Hz a.c. 1 × 44kW 380V 50Hz a.c.<br>Fuel 76,0t (d.o.)-3,5pd 12kn |
| 8105363<br>767 | **SALY**<br>ex Rosy-90<br>**Societa Rifi**<br>Ancona Italy | **151**<br>68<br>— | (RI) | **1982** Cant. Nav. M. Morini & C.—Ancona (182)<br>29,11 6,63 2,371<br>22,46 6,61 3,20<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>1 Ho<br>In.100 | MaK 6M332AK<br>Oil 4SA 6Cy. 240 × 330 sr reverse geared to sc. shaft<br>800bhp (588kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel |
| 6827890<br>UGWH<br>M-29140<br>Df Esd Gc<br>Rdr Rt | **SALYUT**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 333**<br>940<br>1 300 | RS | **1968** Stocznia im. "Komuny Paryskiej"—Gdynia (B26/210)<br>82,05 13,85 5,501<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.284 In.1 566<br>5 Ha (4,8 × 1,9) (1,2 1,2 × 1,2) (1,9 1,9 × 1,9)<br>4W Der 2(2) 2(1,5) | Sulzer 8TD48<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>Sour "Jugoturbina" Karlovac<br>Controllable pitch propeller<br>12,75kn |
| 6726767<br>USFD<br>M-6429<br>Gc RTv | **SALYUT**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **136**<br>49<br>81 | RS | **1972** ..............U.S.S.R.<br>28,20 7,30 2,770<br>26,00 - 3,75<br>1 dk | **TM Tug**<br>Ice strengthened | Russkiy 6CHRN25/34<br>2 Oil 4SA each 6Cy. 250 × 340<br>U.S.S.R. |
| 7602168<br>OW2146<br>4340<br>Df Esd Rdr<br>Rt | **SAM**<br>ex Sam II-77<br>**Government of The Faeroes**<br>Vestmanna Faeroes (Danish) | **216**<br>105<br>30 | NV | **1975** Blaalids Slip & M/V A/S—Maloy (29)<br>33,18 9,61 2,693<br>30,10 9,40 3,99<br>1 dk<br>rf 1372 BK 102 | **TM Ferry**<br>Mchy.aft | Grenaa 6F24<br>2 Oil 4SA each 6Cy. 240 × 300 geared to sc. shafts<br>660bhp (485kW) NE 81<br>Grenaa Motorfabrik, A/S Grenaa<br>220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 5277036<br>WA8509<br>251390<br>Df Gc Rdr<br>Rt | **SAM BERMAN**<br>ex Philip Lemler-69<br>**Waterways Towing Inc.**<br>New York, NY United States of America | **478**<br>382<br>610 | | **1946** Ira S. Bushey & Sons Inc.—New York, NY (593)<br>*48,29* 9,20 3,188<br>48,32 9,15 3,36<br>1 dk<br>rf 102 | **M Tanker**<br>Mchy.aft<br>L.(oil) 977 | Fairbanks, Morse<br>Oil 2SA 5Cy. 305 × 380<br>435bhp (320kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 118,0t-2,0pd 7kn |
| 7220867<br>6LKT<br>BS02-A403<br>Df Esd Gc<br>Rdr Rt | **SAM BO No. 305**<br>ex Jinam No. 203-90<br>**Kim Sung-Yool**<br>Busan South Korea | **235**<br>113<br>290 | (KR) | **1968** Korea SB. & Eng. Corp.—Pusan<br>45,86 3,238<br>41,23 7,29 3,36<br>P 15,3 F 4,3 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.260<br>3 Ha (each 1,5 × 1,5)<br>Der 4(2) | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>478kW (650bhp)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 64kW 230V a.c.<br>11,5kn |
| 6605096<br>D8UZ<br>BSR-665800<br>Df Esd Gc<br>Rdr Rt | **SAM BU No. 3**<br>ex Weol Mi No. 311-74<br>**Sambu Shipping Co. Ltd.**<br>Busan South Korea | **822**<br>528<br>1 069 | KR | **1966** Cant. Nav. "Luigi Orlando"—Livorno (1625)<br>61,19 9,53 4,063<br>60,71 9,50 4,45<br>P 27,8 F 7,4 1 dk<br>len 74<br>conv Side-fishing Ref Fishing 74 | **M Tanker**<br>Mchy.aft<br>L.1 543 | Ansaldo<br>Oil 4SA 8Cy. 320 × 420<br>1 200bhp (883kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 2 × 70kW 440V a.c.<br>Fuel 340,5t (d.o.) 11kn |
| 6605084<br>D8WP<br>BSR-655873<br>Df Esd Gc<br>Rdr Rt | **SAM BU No. 5**<br>ex Weol Mi No. 306-76<br>**Sambu Shipping Co. Ltd.**<br>Busan South Korea | **990**<br>571<br>1 968 | KR (BV) | **1966** Soc. Esercizio Cant.—Viareggio (545)<br>65,66 9,53 5,067<br>60,30 9,50 5,62<br>P 27,5 F 7,4 1 dk<br>len & deepened 76<br>conv Fishing 76 | **M Tanker**<br>Mchy.aft<br>L.(oil) 1 885 | Ansaldo<br>Oil 4SA 8Cy. 320 × 420<br>1 200bhp (883kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 2 × 70kW 440V a.c.<br>Fuel 340,5t (d.o.) 11kn |
| 6513334<br>D8XL<br>BSR-655919<br>Df Esd Gc<br>Rdr Rt | **SAM BU No. 7**<br>ex Weol Mi No. 307-77<br>**Sambu Shipping Co. Ltd.**<br>Busan South Korea | **990**<br>571<br>1 870 | KR (BV) | **1965** Cant. Nav. "Luigi Orlando"—Livorno (1621)<br>65,66 9,53 5,068<br>60,30 9,50 5,62<br>P 27,8 F 7,4 1 dk<br>len & deepened 77<br>conv Fishing 77 | **M Tanker**<br>Mchy.aft<br>L.(oil) 1 886 | Ansaldo<br>Oil 4SA 8Cy. 320 × 420<br>1 200bhp (883kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 3 × 77kW 440V a.c.<br>Fuel 340,5t (d.o.) 12,25kn |
| 6605656<br>D8MP<br>BSR-665566<br>Df Esd Gc<br>Rdr Rt | **SAM BU No. 9**<br>ex Weol Mi No. 316-79<br>**Sambu Shipping Co. Ltd.**<br>Busan South Korea | **952**<br>491<br>1 797 | KR (BV) | **1966** Cant. Nav. "Luigi Orlando"—Livorno (1626)<br>65,66 9,53 4,946<br>60,30 9,50 5,62<br>P 27,5 F 7,4 1 dk<br>len & deepened 79<br>conv Fishing 79 | **M Tanker**<br>Mchy.aft<br>L.(oil) 1 828 | Ansaldo<br>Oil 4SA 8Cy. 320 × 420<br>1 200bhp (883kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 2 × 92kW 440V a.c.<br>Fuel 340,5t (d.o.) 11,75kn |
| 8031574<br>D7PD<br>BSR-806401<br>Rt | **SAM BU No. 11**<br>**Sambu Shipping Co. Ltd.**<br>Busan South Korea | **1 133**<br>663<br>1 843 | KR | **1980** Shin-A Shipbuilding Co. Ltd.—Chungmu<br>69,40 4,771<br>63,00 10,51 5,26<br>P 15,3 F 7,1 1 dk | **M Tanker**<br>L.(oil) 2 270 | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 60kW 225V a.c.<br>13kn |
| 7009495<br>D9GA<br>BSR-695826<br>Df Rdr Rt | **SAM BU No. 13**<br>ex Kyoseki Maru No. 2-81<br>**Sam Hyun Co. Ltd.**<br>Busan South Korea | **668**<br>368<br>592 | KR (NK) | **1969** Imai Zosen—Kochi (281)<br>54,62 9,22 3,825<br>49,00 9,20 4,32<br>P 13,2 F 7,1 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 871 | Daihatsu<br>Oil 4SA 8Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 36kW 225V a.c.<br>Fuel 67,0t-3,5pd 11kn |
| 7331692<br>D7WA<br>BSR-735885<br>Esd Rdr Rt | **SAM BU No. 15**<br>ex Tenjin Maru No. 11-83<br>**Sambu Shipping Co. Ltd.**<br>Busan South Korea | **495**<br>333<br>1 061 | KR | **1973** Yamanaka Zosen K.K.—Namikata (125)<br>57,05 10,04 4,112<br>52,02 10,01 4,35<br>P 13,8 F 8,9 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.806 | Hanshin 6LU32<br>Oil 4SA 6Cy. 320 × 510<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 64kW 225V a.c.<br>10kn |
| 8429111<br>D8CI<br>BSR-855673<br>Esd Gc Rdr<br>Rt | **SAM BU No. 17**<br>**Sambu Shipping Co. Ltd.**<br>Busan South Korea | **768**<br>616<br>2 044 | KR | **1985** Bang-Eo Jin Shipyard Co.—Ulsan<br>68,61 10,55 5,014<br>61,60 10,52 5,26<br>P 14,7 F 7,4 1 dk | **M Tanker**<br>Chemical<br>L.2 284 | Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 160kW 225V a.c.<br>11,5kn |
| 8226038<br>D7BO<br>BS-A-1773<br>Df Gc Rdr<br>Rt | **SAM CHANG No. 101**<br>**Kim Ea-Kyung**<br>Busan South Korea | **142**<br>60<br>— | (KR) | **1979** Cheung Ku Marine Ind. Co. Ltd. —Ulsan<br>35,08<br>30,00 6,41 2,85<br>P 13,8 F 3,1 1 dk | **M Fishing**<br>Stern Trawler<br>4 Ha (stl) (1,0 1,0 × 0,9) (1,2 1,0 × 1,2) | Akasaka 6MH25SSR<br>Oil 4SA 6Cy. 250 × 400<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 80kW 225V a.c.<br>11,75kn |
| 6523858<br>D9AS<br>BSR-640075<br>Df Esd Gc<br>Rdr RTm/h/v | **SAM DONG**<br>ex Nam Sung-86<br>**Sam Jung Shipping Co. Ltd.**<br>Busan South Korea | **2 599**<br>1 539<br>3 992 | KR (AB) | **1966** Korea SB. & Eng. Corp.—Pusan (SN-20)<br>93,48 13,85 6,189<br>86,80 13,80 7,29<br>P 23,8 F 9,2 1 dk<br>rf 127 | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho - 30,7 ER<br>G.5 247 B.5 210<br>2 Ha (stl) (19,5 21,7 × 6,5) ER<br>Der 1(8) 2(5) 1(3) | Niigata<br>Oil 2SA 6Cy. 420 × 700<br>2 500bhp (1 839kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 100kW 220V a.c.<br>Fuel 56,0t (d.o.) 505,0t (hvf)-7,0pd 11,5kn |

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| **7213876**<br>*BVVO*<br><br>Df Esd Gc<br>Rdr | **SAM FUH**<br><br>**Hae Fah Fisheries Co. Ltd.**<br>Kaohsiung China* | **253**<br>161<br>— | | **1969** Hsin Kao S.B. Corp.—Kaohsiung<br>36,81 6,63 2,642<br>32,01 6,61 3,03<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>4 Ha (1,0 1,0 × 0,9) (1,0 1,0 × 1,1) ER | Matsue<br>Oil 4SA 6Cy. 280 × 420<br>550bhp (405kW)<br>Matsue Diesel K.K.<br>Gen 2 × 64kW |
| **8130813**<br>*D8ZG*<br>BSR-890932<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SAM HAE**<br>ex Secil Franca-89<br>ex Montauk Kittiwake-83<br>**Sam Jung Shipping Co. Ltd.**<br>Busan South Korea | *2 655*<br>*1 566*<br>5 094 | KR (NK) | **1982** Sanyo Zosen K.K.—Mukaishima (836)<br>92,31 15,24 6,544<br>84,92 15,21 7,90<br>P 20,5 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 786 B.5 281<br>2 Ha (stl) (15,6 26,0 × 10,0) ER<br>3W Der 3(15) | Niigata<br>Oil 4SA 6Cy. 340 × 620 reverse redu<br>to sc. shaft<br>1 471kW (2 000bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 128kW 445V a.c. |
| **6715528**<br>*6NVN*<br>BS-A-790<br>Df Esd Gc<br>Rdr Rt | **SAM HAE No. 101**<br>ex Koyo Maru No. 28<br>**Hwanam Fisheries Co. Ltd.**<br>Busan South Korea | **237**<br>115<br>246 | KR | **1967** Miho Zosensho K.K.—Shimizu (614)<br>43,59 7,55 3,070<br>38,10 7,52 3,33<br>P 18,0 F 4,0 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 440<br>820bhp (603kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 2 × 104kW 230V a.c. |
| **8031586**<br>*D7TV*<br>BSR-806051<br>Rdr Rt | **SAM HAE No. 105**<br><br>**Park Wi-Gab**<br>Busan South Korea | **295**<br>226<br>479 | KR | **1980** Shin-A Shipbuilding Co. Ltd.—Chungmu<br>44,48 2,712<br>40,52 8,50 3,20<br>P 11,0 F 4,6 1 dk | **M Sand Carrier**<br>1 Ha (18,5 × 6,0) | Hanshin<br>Oil 4SA 6Cy. 240 × 400<br>500bhp (368kW)<br>Ssang Yong Heavy Industries Co. Ltd<br>Gen 2 × 32kW 445V a.c. |
| **7831159**<br>*D7DT*<br>BSR-750195<br>Df Rdr Rt | **SAM HAN**<br>ex Blue Dragon<br>**Dong Jin Shipping Co. Ltd.**<br>Busan South Korea | **803**<br>456<br>1 236 | KR | **1975** Shin Ah SB. Co.—Chungmu<br>65,11 4,160<br>59,01 9,30 4,75<br>P 18,9 B 6,4 F 7,7 1 dk | **M General Cargo**<br>B.1 424<br>1 Ha (30,5 × 4,9) | Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 24kW 220V a.c. |
| **8222305**<br>*D9KD*<br>BSR-828641<br>Df Esd Gc<br>Rdr Rt | **SAM HEE**<br>ex Hae Yang-89 ex Dae Seung-88<br>**Sam Jung Shipping Co. Ltd.**<br>Busan South Korea | **1 595**<br>—<br>3 304 | KR | **1982** Sungpo Shipyard Co.—Koje (64)<br>84,70 5,318<br>78,00 14,20 6,25<br>P 16,5 F 7,2 1 dk<br>conv Tanker 88 | **M General Cargo**<br>B.4 039<br>2 Ha (stl) (18,0 27,6 × 9,7) ER | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 300bhp (1 692kW)<br>Ssang Yong Heavy Industries Co. Ltd<br>Gen 1 × 96kW 445V a.c. |
| **7366958**<br>*KDGA*<br>559035<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAM HOUSTON**<br><br>**Waterman Steamship Corp.**<br>New York, NY United States of America<br>SatCom: 1502404/KDGA | **28 580**<br>21 078<br>41 578 | AB | **1974** Avondale Shipyards Inc.—Avondale, La (1951)<br>272,30 (BB) 30,56 12,439<br>243,03 30,48 18,29<br>F 44,9 2 dks<br>rf nil | **S Barge Carrier**<br>Heavy-load<br>Mchy.aft<br>7 Ho<br>53 lighters below deck, 36 lighters on deck<br>16 Ha | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Delaval Turbine Inc.<br>Gen 2 × 2000kW a.c. |
| **8017138**<br><br><br>Esd Rt | **SAM I**<br><br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Ciudad del Carmen Mexico | **130**<br>43<br>69 | (PR) | **1981** Stocznia "Ustka"—Ustka (B273/01)<br>25,68 2,961<br>23,02 7,21 3,51<br>1 dk | **M Fishing**<br>Stern Trawler | Sulzer<br>Oil 4SA 6Cy. 200 × 240 geared to sc. s<br>570bhp (419kW)<br>H. Cegielski<br>Gen 1 × 40kW 1 × 36kW 400V a.c. |
| **8107335**<br><br><br>Esd Rt | **SAM II**<br><br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Ciudad del Carmen Mexico | **130**<br>43<br>70 | (PR) | **1982** Stocznia "Ustka"—Ustka (B273/02)<br>25,71 2,991<br>24,41 7,23 3,51<br>1 dk | **M Fishing**<br>Stern Trawler | Sulzer<br>Oil 4SA 6Cy. 200 × 240 sr geared to s<br>570bhp (419kW)<br>H. Cegielski<br>Gen 1 × 36kW 400V 50Hz a.c. |
| **8623779**<br>*D8QM*<br>JJR-802124<br>Df Esd Rdr<br>Rt | **SAM IL**<br><br>**Halla Shipping Co. Ltd.**<br>Cheju South Korea | **302**<br>230<br>788 | KR | **1981** Mokpo Shipyard Co. Ltd.—Mokpo<br>50,81 3,512<br>46,31 8,40 3,92<br>P 10,4 F 4,9 1 dk | **M General Cargo**<br>1 Ho ER<br>G.932<br>1 Ha (stl) (24,7 × 5,5) ER<br>Der 2(1) | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Niigata Tekkosho<br>Gen 2 × 5kW 32V d.c.<br>Fuel (d.o.) |
| **8413564**<br>*6MQW*<br>KN7166-A460<br>Rt | **SAM IL No. 105**<br><br>**Lim Hak-Jin**<br>Ullung South Korea | **120**<br>42<br>— | | **1983** Chungmu Shipyard Co. Ltd.—Chungmu (123)<br>35,51 (BB) 6,91 2,301<br>29,77 5,91 2,82<br>1 dk | **M Fishing**<br>In.93 | Niigata<br>Oil 4SA 6Cy. 160 × 200 with clutche<br>couplings & sr reverse geared to s<br>450bhp (331kW)<br>Ssang Yong Heavy Industries Co. Ltd |
| **8829567**<br>*HMBL*<br><br>Df Esd Rdr<br>Rt | **SAM IL PO**<br><br>**Government of The Democratic People's Republic of North Korea**<br>North Korea | **6 275**<br>3 066<br>— | | **1986** .............North Korea<br>- - -<br>- - -<br>1 dk | **M General Cargo** | Oil<br>............. |
| **5405097**<br>*D9CC*<br>BSR-635939<br>Esd Rdr Rt | **SAM JI**<br>ex Sun Eel-85 ex Hidaka Maru-73<br>**Sam Jung Shipping Co. Ltd.**<br>Busan South Korea | **3 451**<br>1 765<br>5 394 | KR (NK) | **1963** Nippon Kokan K.K.—Shimizu (203)<br>98,51 14,84 6,960<br>91,01 14,80 8,72<br>P 20,8 F 8,6 1 dk | **M General Cargo**<br>3 Ho ER<br>G.6 643<br>3 Ha (14,3 19,5 16,5 × 6,7) ER | Sulzer<br>Oil 2SA 7Cy. 480 × 700<br>3 080bhp (2 266kW)<br>Uraga Diesel Kogyo<br>Gen 2 × 80kW 450V a.c.<br>Fuel 101,5t |
| **8328604**<br>*HMZO*<br><br>Rt | **SAM JI YON**<br><br>**Korea Tonghae Shipping Co.**<br>Chungjin North Korea | **8 315**<br>4 051 | | **1979** .............Chungjin<br>... ... ...<br>... ... ... | **M Passenger Ship**<br>—cbn —bth P | Oil |
| **7417707**<br>*D8WY*<br>BSR-755932<br>Rdr Rt | **SAM JUNG**<br><br>**Sam Jung Shipping Co. Ltd.**<br>Busan South Korea | **998**<br>547<br>1 577 | KR | **1976** Dae Dong SB. Co. Ltd.—Busan (147)<br>68,92 4,522<br>63,00 10,51 5,31<br>P 14,4 F 6,1 1 dk | **M General Cargo**<br>Mchy.aft<br>G.1 998 B.1 902<br>3 Ha (5,4 5,4 6,2 × 1,6)<br>Der 1(10) 1(5) | Makita<br>Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 80kW 445V a.c. |
| **8429214**<br>*6KYS*<br>BS0202<br>-A1527<br>Df Esd Gc<br>Pfd Rdr Rt | **SAM KWANG**<br>ex O Dae Yang No. 71<br>**Daerim Fishery Co. Ltd.**<br>Busan South Korea | **127**<br>35<br>133 | KR | **1978** Koo Il Ind. Co. Ltd.—Busan<br>38,82 7,04 —<br>32,52 7,01 2,80<br>F 2,5 1 dk | **M Fishing**<br>Side-fishing Seiner | Oil 4SA 6Cy. 260 × 320<br>200bhp (147kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 1 × 72kW 220V a.c. |
| **8717972**<br>*DSFD*<br>BSR-881822 | **SAM KYUNG**<br><br>**Sam Jung Shipping Co. Ltd.**<br>Busan South Korea | *2 831*<br>*1 212*<br>3 459 | KR | **1988** Shin-A Shipbuilding Co. Ltd.—Chungmu (328)<br>90,00 (BB) 5,550<br>84,00 13,80 6,85<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 628 B.4 153<br>2 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 720 reverse redu<br>to sc. shaft<br>1 765kW (2 400bhp)<br>Ssang Yong Heavy Industries Co. Ltd |
| **6423096**<br>*6NFL*<br>BS02-A891<br>Df Esd Gc<br>Pfd Rdr Rt | **SAM KYUNG**<br>ex Heung Young No. 5-88<br>ex Tae Chang No. 2-81<br>ex Shinei Maru No. 3-76<br>**Shin Yang Shipping Co. Ltd.**<br>Busan South Korea | **234**<br>119<br>300 | KR | **1964** Kanasashi Co. Ltd.—Shimizu (597)<br>43,21 7,57 3,160<br>37,98 7,50 3,38<br>P 10,1 B 9,2 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.341<br>3 Ha (1,0 × 0,9) (1,2 1,2 × 1,3) ER<br>Der 1(1) | Fuji<br>Oil 4SA 6Cy. 300 × 430<br>700bhp (515kW)<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 64kW 230V a.c. |

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| 8627882<br>D7FW<br>8502-A2559<br>Df Esd Gc<br>Pfd Rdr Rt | **SAM KYUNG No. 71**<br>ex Oriental Star No. 1-89<br>ex Jeong Chang No. 2<br>**Sam Kyung Deep Sea Fisheries Co. Ltd.**<br>Busan South Korea | **454**<br>—<br>643 | KR | **1987** Hyang Do Shipyard Co. Ltd.—Pohang<br>57,70 - 3,660<br>49,50 9,00 3,80<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.635 | Oil 4SA 16Cy. 159 × 159<br>919kW (1 249bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 560kW 225V a.c.<br>12,3kn |
| 8729620<br>D7FN<br>8502-A2560<br>Df Esd Gc<br>Pfd Rdr Rt | **SAM KYUNG No. 72**<br>ex Oriental Star No. 2-90<br>ex Jeong Chang No. 3<br>**Sam Kyung Deep Sea Fisheries Co. Ltd.**<br>Busan South Korea | **453**<br>—<br>641 | KR | **1987** Hyang Do Shipyard Co. Ltd.—Pohang<br>57,70 - 3,660<br>49,50 9,00 3,80<br>P 30,2 F 4,9 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Cummins<br>Oil 4SA 16Cy. 159 × 159<br>919kW (1 249bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 280kW 225V a.c.<br>12,3kn |
| 7369647<br>6KCU<br>BS-A-2021<br>Df Esd Gc<br>Pfd Rdr Rt | **SAM KYUNG No. 301**<br>ex Woo Jin No. 2-87<br>Launched as Yara<br>**Jin Yong Co. Ltd.**<br>Busan South Korea | **687**<br>324<br>793 ✠ | KR | Lch.**1975** Ast. Picsa S.A.—Callao (391)<br>51,52 11,03 5,757<br>46,94 10,67 7,93<br>1 dk<br>rf 533 Box K 178 | **M Fishing**<br>Purse Seiner Ref<br>Mchy.fwd | MAN G9V30/45ATL<br>Oil 4SA 9Cy. 300 × 450 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>1 910bhp (1 405kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 252kW 440V a.c.<br>Thw. thrust propeller fwd<br>13,5kn |
| 7390210<br>KCTC7602<br>564002<br>Df Esd Gc<br>Pfd Rdr Rt | **SAM LAUD**<br>**Wilmington Trust Co., as Trustee**<br>American Steamship Co.<br>Philadelphia, Pa United States of America | **11 619**<br>8 036<br>23 857<br>T/cm<br>38,0 | AB | **1975** Bay Shipbuilding Corporation—Sturgeon Bay, Wi (712)<br>193,53 20,73 8,332<br>188,07 20,68 12,20<br>P 18,0 F 8,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Self-unloader<br>5 Ho ER<br>20 Ha (stl) (each 3,3 × 12,1) ER | General Motors 20-645-E7<br>2 Vee Oil 2SA each 20Cy. 230 × 254 sr geared to sc. shaft<br>7 200bhp (5 296kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 670kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 279,5t (d.o.) 14kn |
| 7511278<br>HQ527<br>L-0331830<br>Df Esd Gc<br>Rdr Rt | **SAM LOUIS**<br>ex Ocean Endeavour-86<br>ex Asean Endeavour-80<br>**Ulises Compania Navigation S.A.**<br>Sam Louis Ltd.<br>San Lorenzo Honduras | **2 144**<br>1 427<br>3 844 | HR<br>✠Classed LR until 12/1/83 | **1976**-8 Singapore Slpwy & Eng. Co. (Pte.) Ltd. —Singapore (80)<br>71,18 16,24 5,354<br>66,91 15,85 6,71<br>RFD 9,2 1 dk<br>rf 76 | **TM General Cargo**<br>2 Ho 23,3 23,4 ER<br>2 Ha (stl) (each 14,6 × 8,2) ER | Deutz<br>2 Oil 4SA each 6Cy. 220 × 280 reverse reduction geared to sc. shafts<br>1 800bhp (1 324kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 96kW 415/230V 50Hz a.c.<br>Fuel 49,0t (d.o.) 285,5t (hvf) 8,5kn |
| 8503292<br>D7SY<br>BSR-891027<br>Df Esd Gc<br>Pfd Rdr Rt | **SAM MYUNG**<br>ex Jin Myung-89 ex Ryozan Maru-87<br>**Sam Jung Shipping Co. Ltd.**<br>Busan South Korea | *2 512*<br>*1 638*<br>4 390 | KR (NK) | **1985** K.K. Taihei Kogyo—Akitsu (1741)<br>96,83 (BB) 6,329<br>88,02 14,51 7,73<br>P 18,3 F 6,8 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 792<br>2 Ha (stl) (each 24,5 × 7,8) ER | Akasaka A38<br>Oil 4SA 6Cy. 380 × 740<br>2 060kW (2 801bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW 450V a.c.<br>12,5kn |
| 6715530<br>D7AO<br>BSR-660094<br>Df Gc Rdr<br>Rt/m/h/v | **SAM NAM**<br>ex Morning-86 ex Kyoshu Maru-71<br>**Sam Jung Shipping Co. Ltd.**<br>Busan South Korea | **3 001**<br>1 856<br>5 704 | KR (NK) | **1966** Imabari Zosen—Imabari (159)<br>99,29 15,73 6,601<br>94,01 15,70 8,01<br>P 19,9 F 9,8 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 471 B.7 100<br>2 Ha (23,4 29,4 × 8,3) ER<br>Der 2(15) 2(10) | Hanshin<br>Oil 4SA 7Cy. 500 × 700<br>2 800bhp (2 060kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 120kW 445V 60Hz a.c.<br>Fuel 64,0t (d.o.) 655,0t (hvf)-9,0pd 12kn |
| 7220685<br>D8TU<br>BSR-705752<br>Rt | **SAM RA**<br>ex Il Shin-87 ex Hyo Am No. 1-78<br>**Sam Jung Shipping Co. Ltd.**<br>Busan South Korea | **508**<br>308<br>755 | KR | **1970** Hung Kuk Industrial Co. Ltd.—Seoul<br>*48,59* 8,62 3,809<br>47,99 8,59 4,25<br>P 11,9 F 6,1 1 dk | **M General Cargo**<br>G.930 B.902<br>1 Ha (22,4 × 4,7)<br>Der 2(3) | Yanmar<br>Oil 4SA 12Cy. 200 × 240<br>560bhp (412kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 2 × 64kW 440V a.c.<br>11kn |
| 8329826<br>DTVX<br>KN7166-A522<br>Df Esd Pfd<br>Rdr Rt | **SAM SEUNG No. 36**<br>**Baik Yong-Ho & Besides One**<br>Ulreung South Korea | **152**<br>74<br>— | KR | **1983** Honam Shipyard—Mokpo<br>40,20 - 2,840<br>32,50 6,20 2,90<br>1 dk | **M Fishing**<br>Side-fishing Cuttle | Daihatsu<br>Oil 4SA 6Cy. 180 × 240<br>441kW (600bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 1 × 132kW 220V a.c. |
| [illegible]1598<br>D8RS<br>PHR-808692<br>Rt | **SAM SHIN No. 1**<br>**Sam Shin Fisheries Co. Ltd.**<br>Pohang South Korea | **497**<br>245<br>707 | KR | **1980** Hyepsung Shipbuilding Co.—Pohang<br>48,32 3,582<br>43,01 8,60 4,02<br>P 13,8 F 7,1 1 dk | **M General Cargo**<br>1 Ha (18,6 × 4,8) | Matsui MU623CHS<br>Oil 4SA 6Cy. 230 × 380<br>650bhp (478kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Gen 2 × 20kW 225V a.c.<br>9,75kn |
| 8839017<br>3WCC<br>Df Esd Gc<br>Rdr Rt | **SAM SON 4**<br>**Tien Hung-Thanh Hoa Maritrans Co.**<br>Haiphong Vietnam | **441**<br>229<br>400 | | **1989** Benkien Eng. Factory—Haiphong<br>48,50 - 3,200<br>- 8,20 4,10<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.698<br>2 Ha (stl) (each 7,9 × 4,5) ER | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>300kW (408bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) East Germany<br>Gen 2 × 50kW a.c.<br>10kn |
| 7355612<br>6MTK<br>BS-A-778<br>Df Esd Gc<br>Rdr Rt | **SAM SONG No. 23**<br>**Sam Song Industrial Co. Ltd.**<br>Busan South Korea | **221**<br>109<br>— | (KR) | **1974** Busan SB. & Eng. Co. Ltd.—Busan (123)<br>42,37 6,94<br>37,75 6,91 3,20<br>P 20,2 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.315<br>4 Ha (1,1 1,1 × 0,9) (1,1 1,1 × 1,3) | Yanmar 6MHL-UT<br>Oil 4SA 6Cy. 200 × 240<br>750bhp (552kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 2 × 80kW 225V a.c.<br>11kn |
| 6418041<br>6LWG<br>BS-A-18<br>Gc Rdr | **SAM SONG No. 71**<br>ex Yoshi Maru No. 23-70<br>**Sam Song Industrial Co. Ltd.**<br>Busan South Korea | **232**<br>114<br>— | (KR) | **1963** Uchida Zosen—Ise (585)<br>37,80 7,45 2,947<br>7,40 3,46<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 64kW 230V a.c.<br>11kn |
| 6413429<br>3FOF<br>9426-79<br>Df Esd Gc<br>Rdr Rt | **SAM SONG No. 73**<br>ex Kinsei Maru No. 26-70<br>**Trio Pines Panama S.A.**<br>Sam Song Industrial Co. Ltd.<br>Panama Panama | **226**<br>118<br>— | (KR) | **1963** Kanasashi Co. Ltd.—Shimizu (550)<br>43,69 7,57 2,896<br>38,54 7,50 3,31<br>P 9,5 F 4,9 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 82kW 230V a.c.<br>11kn |
| 6402432<br>3FF<br>9425-79<br>Df Esd Gc<br>Rdr Rt | **SAM SONG No. 75**<br>ex Tatsumi Maru No. 15<br>**Trio Pines Panama S.A.**<br>Sam Song Industrial Co. Ltd.<br>Panama Panama | **227**<br>118<br>— | (KR) | **1963** Kanasashi Co. Ltd.—Shimizu (533)<br>42,88 7,35<br>37,62 7,31 3,41<br>P 10,1 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft | Fuji<br>Oil 4SA 6Cy. 300 × 430<br>700bhp (515kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 60kW 230V a.c.<br>10,5kn |
| 6401062<br>6LZX<br>BS-A-122<br>Df Esd Gc<br>Rdr Rt | **SAM SONG No. 76**<br>ex Tatsumi Maru No. 8-70<br>**Sam Song Industrial Co. Ltd.**<br>Busan South Korea | **235**<br>107<br>— | (KR) | **1963** Miho Zosensho K.K.—Shimizu (378)<br>43,59 7,57<br>38,59 7,50 3,36<br>P 17,7 F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft<br>4 Ha (0,9 0,9 1,5 1,5 × 1,3) | Akasaka<br>Oil 4SA 6Cy. 300 × 420<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 64kW 225V a.c.<br>11kn |

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| **7312244**<br>*6MBK*<br>BF35531<br>Df Gc Pfd<br>Rdr Rt | **SAM SONG No. 77**<br>ex Fumi Maru No. 2<br>**Sam Song Industrial Co. Ltd.**<br>Busan South Korea | **231**<br>112<br>— | (KR) | **1964** Kochiken Zosen—Kochi<br>42,80<br>38,10 7,40 3,41<br>P 17,7 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref | Hanshin<br>Oil 4SA 6Cy. 320 × 420<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo |
| **7355648**<br>*6MPC*<br>BS-A-729<br>Df Esd Gc<br>Pfd Rdr Rt | **SAM SONG No. 301**<br>**Sam Song Industrial Co. Ltd.**<br>Busan South Korea | **396**<br>255<br>— | KR | **1974** Dae Dong SB. Co. Ltd.—Busan (S-107)<br>52,63 3,565<br>47,30 8,39 3,81<br>P 23,5 F 4,9 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>3 Ho 7,4 6,4 12,9<br>In.737<br>3 Ha (0,9 × 0,9) (1,6 1,6 × 1,6)<br>Der 1(1) | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 176kW 225V a.c. |
| **7355650**<br>*6MPD*<br>BS-A-731<br>Df Esd Gc<br>Pfd Rdr Rt | **SAM SONG No. 302**<br>**Sam Song Industrial Co. Ltd.**<br>Busan South Korea | **395**<br>254<br>— | KR | **1974** Dae Dong SB. Co. Ltd.—Busan (S-108)<br>52,63 3,565<br>47,30 8,39 3,81<br>P 23,5 F 4,9 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>3 Ho 7,4 6,4 12,9<br>3 Ha (0,9 × 0,9) (1,6 1,6 × 1,6)<br>Der 1(1) | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 176kW 225V d.c.<br>Fuel 366,0t (d.o.) |
| **7739727**<br>*6KWE*<br>BS-A-2062<br>Df Esd Gc<br>Rdr Rt | **SAM SONG No. 501**<br>**Sam Song Industrial Co. Ltd.**<br>Busan South Korea | **448**<br>283<br>516 | KR | **1978** Dae Dong SB. Co. Ltd.—Busan<br>55,15 8,62 3,611<br>49,00 8,60 3,99<br>P 25,6 F 5,8 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.542 | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 200kW 225V a.c. |
| **7739739**<br>*6KWK*<br>BS-A-2063<br>Df Esd Gc<br>Rdr Rt | **SAM SONG No. 502**<br>**Sam Song Industrial Co. Ltd.**<br>Busan South Korea | **448**<br>283<br>516 | KR | **1978** Dae Dong SB. Co. Ltd.—Busan<br>55,15 8,62 3,611<br>49,00 8,60 3,99<br>P 25,6 F 5,8 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.542 | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 200kW 225V a.c. |
| **7739741**<br>*6KQT*<br>BS-A-1968<br>Df Esd Gc<br>Rdr Rt | **SAM SONG No. 503**<br>**Sam Song Industrial Co. Ltd.**<br>Busan South Korea | **448**<br>222<br>516 | KR | **1978** Dae Dong SB. Co. Ltd.—Busan<br>55,15 8,62 3,131<br>49,00 8,60 3,99<br>P 25,6 F 5,8 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>3 Ha (1,2 1,2 × 0,9) (1,7 × 1,7) | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 200kW 225V a.c. |
| **8007690**<br>*6LFE*<br>BS-A-1830<br>Df Esd Gc<br>Pfd Rdr Rt | **SAM SONG No. 506**<br>ex Hae Chang No. 71-84<br>**Sam Song Industrial Co. Ltd.**<br>Busan South Korea | **431**<br>214<br>1 039 | KR | **1980** Dae Sun SB. & Eng. Co. Ltd.—Busan (241)<br>55,17 8,62 3,851<br>49,61 8,60 4,02<br>P 29,6 F 8,0 1 dk | **M Fishing**<br>Tuna Long-line<br>Mchy.aft<br>2 Ha (1,3 × 1,0) (1,7 × 1,7) | Akasaka<br>Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka De<br>Ltd.)<br>Gen 2 × 200kW 225V a.c. |
| **8007705**<br>*6LRI*<br>BS-A-1857<br>Df Esd Gc<br>Pfd Rdr Rt | **SAM SONG No. 507**<br>ex Hae Chang No. 72-84<br>**Sam Song Industrial Co. Ltd.**<br>Busan South Korea | **431**<br>214<br>580 | KR | **1980** Dae Sun SB. & Eng. Co. Ltd.—Busan (242)<br>55,17 8,62 3,851<br>49,69 8,60 4,02<br>P 29,6 F 8,0 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.658<br>2 Ha (1,3 × 1,0) (1,7 × 1,7) | Akasaka<br>Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka De<br>Ltd.)<br>Gen 2 × 200kW 225V a.c. |
| **8518247**<br>*6LVN*<br>BS-A-2344<br>Df Esd Gc<br>Pfd Rdr Rt | **SAM SONG No. 601**<br>**Sam Song Industrial Co. Ltd.**<br>Busan South Korea | *398*<br>—<br>445 | KR | **1986** Dae Dong SB. Co. Ltd.—Busan (283)<br>53,29 (BB)<br>46,89 8,70 3,76<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Niigata<br>Oil 4SA 6Cy. 280 × 440 dr reverse ge<br>shaft<br>1 200bhp (883kW)<br>Ssang Yong Heavy Industries Co. Ltd<br>Gen 1 × 280kW 225V a.c. |
| **8905610**<br>*6MNY*<br>BS02-A2748 | **SAM SONG No. 602**<br>**Sam Song Industrial Co. Ltd.**<br>Busan South Korea | **417**<br>255<br>480 | KR | **1989** Dae Dong SB. Co. Ltd.—Busan (347)<br>56,07 8,82 3,760<br>49,60 8,80 3,84 | **M Fishing**<br>Side-fishing Tuna Long-line | Niigata<br>Oil 4SA 6Cy. 280 × 480 sr reverse ge<br>shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd |
| **8413722**<br>*6MQD*<br>KN7166-A360<br>Rt | **SAM SUNG No. 32**<br>**Jung Yang-Yon**<br>Ullung South Korea | **180**<br>—<br>— | | **1982** Sungpo Shipyard Co.—Koje (69)<br>37,11 6,91 2,401<br>31,63 5,91 2,82<br>1 dk | **M Fishing**<br>In.155 | Niigata<br>Oil 4SA 6Cy. 180 × 240 with clutche<br>couplings & sr reverse geared to s<br>600bhp (441kW)<br>Ssang Yong Heavy Industries Co. Ltd |
| **5308524**<br>*CUDG*<br>LX-63-N<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **SAM TIAGO**<br>**Parceria Maritima Esperanca Ltda.**<br>Lisboa Portugal | **1 238**<br>540<br>1 238 | ✠Classed LR until 11/3/83 | **1955**-4 Est. Nav. de Viana do Castelo—Viana do Castelo (22)<br>67,21 11,08 4,852<br>60,00 11,05 5,52<br>F 19,6 1 dk<br>R rf 584 conv Side-fishing Fishing 62 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 22,6 2,9 ER<br>2 Ha (stl) (each 2,3 × 1,6) ER<br>Der 1(0,25) | MaK<br>Oil 4SA 8Cy. 385 × 580<br>1 540bhp (1 133kW) ✠ NE 7/62<br>MaK. Maschinenbau Kiel G.m.b.H<br>Gen 1 × 70kW 1 × 60kW 1 X 30<br>220V d.c.<br>Fuel (d.o.) |
| **6711053**<br>*6KCZ*<br>BS-A-1957<br>Df Esd Gc<br>Pfd Rdr Rt | **SAM WON**<br>ex Peonia-82 ex Okuni Maru-81<br>**Sam Won Fisheries Co. Ltd.**<br>Busan South Korea | **1 502**<br>715<br>1 577 | KR (NK) | **1967** Shikoku Dockyard Co. Ltd.—Takamatsu (720)<br>75,39 12,22 5,031<br>69,12 12,20 5,72<br>P 30,5 F 36,6 2 dks<br>RW | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.1 392<br>2 Ha (2,2 × 2,2) (2,2 × 3,8)<br>Der 2(3) 2(1,5) | B&W<br>Oil 2SA 8Cy. 350 × 620<br>2 640bhp (1 942kW)<br>Hitachi Zosen Hiroshima Wor<br>Gen 2 × 360kW 445V a.c.<br>Fuel 575,0t |
| **6413388**<br>*6MBE*<br>BF35533<br>Df Esd Gc<br>Rdr | **SAM WON No. 11**<br>ex Iwakuni Maru No. 2-71<br>**Sam Won Fisheries Co. Ltd.**<br>Busan South Korea | **225**<br>110<br>— | (KR) | **1963** Kanasashi Co. Ltd.—Shimizu (555)<br>43,72 7,57 2,896<br>38,54 7,50 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 420<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka De<br>Ltd.) |
| **7510133**<br>*DTAX*<br>BS-A-1553<br>Df Esd Gc<br>Pfd Rdr Rt | **SAM WON No. 77**<br>ex Soo Gong No. 91-83<br>ex Kormex No. 1-81<br>ex Carnation No. 51-79<br>**Sam Won Fisheries Co. Ltd.**<br>Busan South Korea | **929**<br>489<br>— | KR | **1975** Uchida Zosen—Ise (761)<br>56,90 4,103<br>50,50 9,99 6,84<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.140<br>3 Ha (2,7 × 2,9) (1,3 1,9 × 1,9) | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 200bhp (1 618kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 176kW 445V a.c. |
| **7523855**<br>*HLLH*<br>BS-A-2386<br>Df Esd Gc<br>Pfd Rdr Rt | **SAM WON No. 97**<br>ex Chief Dragon No. 101-86<br>ex Sea Light-82 ex Tai Chang No. 1-80<br>**Sam Won Fisheries Co. Ltd.**<br>Busan South Korea | **903**<br>510<br>749 | KR | **1974** K.K. Usuki Tekkosho—Usuki<br>60,30 10,06 4,079<br>53,80 10,01 4,09<br>2 dks<br>rf 196 BK | **M Fishing**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>2 800bhp (2 060kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 240kW 225V a.c.<br>Controllable pitch propeller |
| **7220881**<br>*D8SV*<br>BSR-695880<br>Rt | **SAM YANG**<br>ex Kee Yang-88<br>**Sam Jung Shipping Co. Ltd.**<br>Busan South Korea | **587**<br>298<br>904 | KR | **1970** Kyung Nam SB. & Eng. Co. Ltd.—Busan<br>52,74 3,977<br>48,47 8,84 4,58<br>P 12,2 F 5,8 1 dk<br>RW BK | **M General Cargo**<br>2 Ho ER<br>G.955 B.880<br>2 Ha (10,4 10,9 × 4,9)<br>4W Der 2(5) 2(3) | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 16kW 220V a.c. |

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| 5394078<br>6KTW<br>BS02-A720<br>Dl Esd Gc<br>Ptd Rdr Rt | **SAM YANG No. 501**<br>ex Dong Sung No. 123-88<br>ex Anei Maru No. 18<br>ex Yachiyo Maru No. 15<br>**Park Hak-Song**<br>Busan South Korea | **268**<br>145<br>— | KR | **1962** Kanasashi Co. Ltd.—Shimizu (492)<br>46,18 7,55 3,300<br>40,54 7,50 3,61<br>P 14,7 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.447<br>4 Ha (each 1,2 × 1,2) | Akasaka<br>Oil 4SA 6Cy. 326 × 460<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 94kW 230V a.c.<br>11,25kn |
| 8413588<br>6KYA<br>BS-A2112<br>Rt | **SAM YANG No. 803**<br>**Song Yung-Woo**<br>Busan South Korea | **120**<br>42<br>— | | **1983** Chungmu Shipyard Co. Ltd.—Chungmu (125)<br>35,51 (BB) 6,91 2,301<br>29,77 5,91 2,82<br>1 dk | **M Fishing**<br>In.93 | Niigata 6L16XB-B<br>Oil 4SA 6Cy. 160 × 200 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>450bhp (331kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| 6815826<br>D9GF<br>ICR-670077<br>Dl Esd Gc<br>Rdr Rt | **SAM YOUNG**<br>ex Yunam No. 11-85 ex Dong Yun-81<br>ex Dong Ah No. 2<br>ex Yamamie Maru-73<br>**Tai Young Shipping Co. Ltd.**<br>Inchon South Korea | **1 993**<br>1 070<br>3 327 | KR (NK) | **1967** Daiko Dkyd Co. Ltd.—Osaka (55)<br>87,15 13,03 5,690<br>79,99 13,01 6,66<br>P 18,9 F 8,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 234 B.4 039<br>2 Ha (14,4 28,0 × 6,4) ER<br>Der 3(10) | Oil 4SA 6Cy. 460 × 680<br>2 100bhp (1 545kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 104kW 445V a.c.<br>Fuel 207,5t 12,5kn |
| 7632567<br>D7OV<br>SPR-644826<br>Rdr Rt | **SAM YOUNG**<br>ex Shin Young No. 17-84<br>**Kim Jong-Geun & Besides Two**<br>Samch'onp South Korea | **446**<br>212<br>556 | KR | **1964** Niigata Eng. Co. Ltd.—Niigata<br>51,52 3,201<br>45,57 8,01 3,61<br>P 12,8 F 10,1 1 dk | **M General Cargo**<br>1 Ha (19,9 × 4,8) | Fuji<br>Oil 4SA 6Cy. 300 × 430<br>650bhp (478kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 1 × 24kW 220V a.c.<br>10kn |
| 8413760<br>6MOU<br>KN8865<br>-A1365<br>Rt | **SAM YOUNG No. 101**<br>**Kim In-Do**<br>Kuryong Po South Korea | **105**<br>—<br>— | | **1982** Sungpo Shipyard Co.—Koje (84)<br>32,82 6,10 2,201<br>27,61 5,71 2,72<br>1 dk | **M Fishing**<br>In.55 | Niigata 6MG18CX<br>Oil 4SA 6Cy. 180 × 240 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>600bhp (441kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| 6820244<br>6NGA<br>BS-A-217<br>Dl Gc Ptd<br>Rdr Rt | **SAM YOUNG No. 303**<br>ex Ensanda No. 5 ex Atlanta No. 5<br>ex Sam Young No. 303<br>ex Il Woo No. 3-83<br>ex Kyowa Maru No. 5-75<br>**Sam Young Fisheries Co. Ltd.**<br>Busan South Korea | **370**<br>128<br>— | KR | **1968** Narasaki Zosen K.K.—Muroran (636)<br>50,35 8,72 3,685<br>43,69 8,69 3,89<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.358 | Fuji<br>Oil 4SA 6Cy. 370 × 550<br>1 600bhp (1 177kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 128kW 225V a.c.<br>11kn |
| 6820036<br>6MWA<br>BS-A-782<br>Dl Esd Gc<br>Ptd Rdr Rt | **SAM YOUNG No. 305**<br>ex Dong Won No 511-87<br>ex Ensanada No. 3 ex Atlanta No. 3<br>ex Sam Young No. 305<br>ex Dong Won No. 511<br>ex Kum Kang No. 35-83<br>ex Heian Maru No. 35-74<br>**Sam Young Fisheries Co. Ltd.**<br>Busan South Korea | **341**<br>165<br>— | KR | **1968** Narasaki Zosen K.K.—Muroran (606)<br>50,55 8,72 3,718<br>43,69 8,69 3,89<br>B 5,2 2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.365<br>4 Ha (1,8 1,8 1,8 × 1,8) (1,2 × 1,9)<br>Der 4(2) 4(1) | Oil 4SA 6Cy. 380 × 560<br>1 600bhp (1 177kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Gen 2 × 128kW 225V a.c.<br>10kn |
| 8911120<br>6MWD<br>BS02-A2704 | **SAM YOUNG No. 808**<br>**Sam Young Fisheries Co. Ltd.**<br>Busan South Korea | **417**<br>—<br>461 | KR | **1989** Dae Dong SB. Co. Ltd.—Busan (332)<br>56,07 3,749<br>49,60 8,80 3,84 | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.515 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 sr reverse geared to sc. shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| 9012343<br>6NAS<br>BS02-A2834<br>Dl Esd Gc<br>Ptd Rdr Rt | **SAM YOUNG No. 818**<br>**Sam Young Fisheries Co. Ltd.**<br>Busan South Korea | **417**<br>—<br>461 | KR | **1990** Dae Dong SB. Co. Ltd.—Busan (361)<br>56,70 (BB) 3,743<br>49,60 8,81 3,84 | **M Fishing**<br>Side-fishing Tuna Long-line<br>In.507 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 sr reverse geared to sc. shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| 7311941<br>6LMV<br>WM5230 | **SAM YUNG**<br>**Oh Jun Dong**<br>Mokpo South Korea | **171**<br>93<br>— | | **1972** Dae Han Shipyard—Busan<br>36,38 6,23<br>32,19 6,20 2,70<br>2 dks | **M Ferry** —P | Makita<br>Oil 4SA 6Cy. 275 × 400<br>600bhp (441kW)<br>Makita Tekkosho Takamatsu |
| 7925649<br>OXOV<br>A354<br>Rdr Rt | **SAM-SINE**<br>**Hou-Samso Ruten ApS**<br>Saelvig Denmark | **199**<br>105<br>125 | BV | **1979** Soren Larsen & Sonners Skibsvaerft A/S—Nykobing (137)<br>42,14 7,65<br>36,81 7,62 6,81<br>2 dks | **TM RoRo Cargo/Ferry** —dk P<br>Ice strengthened<br>Mchy.aft | Penta TMD121<br>2 Oil 4SA each 6Cy. 130 × 150 geared to sc. shaft<br>368kW (500bhp)<br>A/B Volvo-Penta Goteborg<br>Gen 2 × 74,4kW 380V a.c.<br>11kn |
| 6721060<br>OWJY<br>A394<br>Rdr Rt | **SAM-SON**<br>ex Aero-84 ex Aeropilen-80<br>ex Lohals-74<br>**Hov-Samso Ruten ApS**<br>Hov Denmark | **299**<br>80<br>650 | BV | **1967** P. Hoivolds M/V A/S—Kristiansand S. (37)<br>46,92 10,04 2,636<br>42,88 10,01 3,15<br>1 dk<br>RW | **M RoRo Cargo/Ferry** 275dk P<br>Ice strengthened<br>Stern door/ramp<br>Cargo Width 3,30 Clear height 3,75<br>Cars 30 Lorries 8 Trailers 3<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 320 × 450<br>850bhp (625kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 162kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 28,0t (d.o.) 11kn |
| 6725559<br>D8VB<br>BSR-675952<br>Esd Rt | **SAMA**<br>ex Dong Kyung-89 ex New Myungjin<br>ex Dong Won No. 68<br>ex Kotoshiro Maru No. 11-74<br>ex Daien Maru No. 25<br>**Sam Jung Shipping Co. Ltd.**<br>Busan South Korea | **529**<br>286<br>753 | KR | **1967** Miho Zosensho K.K.—Shimizu (621)<br>57,94 3,726<br>51,31 8,21 4,55<br>RQD 17,1 1 dk<br>len 00<br>conv Side-fishing Fishing — | **M General Cargo**<br>G.1 092 B.1 041<br>1 Ha (26,9 × 5,0)<br>Der 2(2) | Akasaka<br>Oil 4SA 6Cy. 326 × 460<br>750bhp (552kW) E made59 fitted—<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 21,5kW 225V a.c.<br>12kn |
| 5185142<br>Esd | **SAMAD**<br>ex Kenko Maru-66<br>ex Tatsuhisa Maru-59 ex Zuiko Maru-57<br>**Mohamed Abdul Rahman Bastaki**<br>Kuwait Kuwait | **762**<br>376<br>1 005 | | **1949** Kawaminami Kogyo—Koyagi<br>60,86 9,35 4,274<br>57,00 9,30 4,60<br>RQD 22,9 F 5,2 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.1 230 B.1 150<br>4W | Oil 4SA 6Cy. 360 × 520<br>NE 59<br>Kobe Hatsudoki Seizosho Kobe<br>Fuel 86,5t 10kn |
| 7613959<br>SSBO<br>Esd Gc Rdr<br>Rt | **SAMAH**<br>**International Associated Cargo Carriers**<br>Alexandria Egypt | **597**<br>153<br>1 300 | BV | **1976** Teraoka Shipyard Co. Ltd.—Nandan (166)<br>77,32 15,42 3,201<br>69,60 15,21 4,07<br>1 dk | **TM RoRo Cargo/ Landing Craft**<br>Deck Cargo<br>Bow door/ramp<br>Mchy.aft | Daihatsu 8PSHTCM-26E<br>2 Oil 4SA each 8Cy. 260 × 320<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>14kn |
| 5252531<br>SZUY<br>5974<br>Dl Esd Gc<br>Rdr RTm/h/v | **SAMAINA**<br>ex Mary Poppins-76<br>ex Gosta Berling-75 ex Escapade-67<br>ex Gosta Berling-67<br>ex Nils Holgersson-67<br>**Shipping & Tourist Co. of Samos & Ikaria S.A.**<br>Piraeus Greece | **3 783**<br>1 767<br>810 | HR (GL) | **1962** Hanseatische Werft G.m.b.H.—Hamburg (18)<br>110,01 15,27 4,471<br>100,01 15,02 10,24<br>RQD 22,0 B 17,4 2 dks | **TM Passenger/RoRo Cargo/Ferry** 900P<br>1 Ha (2,9 × 5,0)<br>2W Der 2(3) | Pielstick 12PC2V-400<br>2 Oil 4SA each 12Cy. 400 × 460 geared to sc. shafts<br>7 200bhp (5 296kW)<br>Ottensener Eisenwerk A.G. Hamburg<br>Gen 4 × 250kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 152,5t (d.o.) 19kn |
| 8918350 | **SAMANCO 1**<br>**Envasadora Chimbote Export S.A.**<br>Pisco Peru | **328**<br>130<br>— | GL | **1990** Andina de Desarrollo S.A.—Callao (098)<br>37,50<br>32,20 8,18 3,91<br>1 dk | **M Fishing**<br>Stern-fishing | Caterpillar 3512TA<br>Vee Oil 4SA 12Cy. 170 × 190 with clutches & sr reverse geared to sc. shaft<br>662kW (900bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 6,5kW 24V d.c.<br>12kn |

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|---|---|---|---|---|---|---|
| **8818362** | **SAMANCO 2**<br>**Envasadora Chimbote Export S.A.**<br>Pisco Peru | **328**<br>130<br>— | GL | **1990** Andina de Desarrollo S.A.—Callao (099)<br>37,50<br>32,20 8,18 3,91<br>1 dk | **M Fishing**<br>Stern-fishing | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 with<br>reverse geared to sc. shaft<br>662kW (900bhp)<br>Caterpillar Inc.<br>Gen 2 × 6,5kW 24V d.c. |
| **8818374** | **SAMANCO 3**<br>**Envasadora Chimbote Export S.A.**<br>Pisco Peru | **328**<br>130<br>— | GL | **1990** Andina de Desarrollo S.A.—Callao (100)<br>37,50<br>32,20 8,18 3,91<br>1 dk | **M Fishing**<br>Stern-fishing | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 with<br>reverse geared to sc. shaft<br>662kW (900bhp)<br>Caterpillar Inc.<br>Gen 2 × 6,5kW 24V d.c. |
| **7414690**<br>*C6VX*<br>372921<br>Df Esd Rdr<br>Rt | **SAMAND**<br>**SRP Ltd.**<br>South Riding Point Holding Ltd.<br>Nassau Bahamas | **296**<br>0<br>— | **✠100A1** SS 6/91<br>tug<br>**✠LMC** **UMS**<br>EL H ⅞"U2<br>FN 402 | **1976**-1 Beliard-Murdoch S.A.—Oostende (C.225)<br>29,98 10,16 4,261<br>27,11 10,01 4,81<br>RFD 12,2 1 dk<br>rf 813 | **TM Tug**<br>Fire-fighting | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive<br>Gen 2 × 76kW 1 × 32kW 440V 60<br>Fuel 159,5t (d.o.) |
| **7709124**<br>*EQHG*<br>Esd Rdr Rt | **SAMANDAR**<br>**Government of The Islamic Republic of Iran (Ports & Shipping Organization)**<br>Khorramshahr Iran | **331**<br>94<br>189 | ✠Classed LR until 19/11/82 | **1978**-8 Yokohama Yacht Co. Ltd.—Yokohama (739-1)<br>35,62 8,82 3,310<br>32,16 8,51 4,32<br>1 dk<br>rf 483 | **TM Fire-fighting Launch**<br>Mchy.aft | MWM<br>2 Vee Oil 4SA each 16Cy. 160 × 165<br>reduction geared to sc. shafts<br>2 580bhp (1 898kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 188kW 1 × 72kW 231V 50 |
| **7715264**<br>*EQHH*<br>Esd Rdr Rt | **SAMANGAN**<br>**Government of The Islamic Republic of Iran (Ports & Shipping Organization)**<br>Khorramshahr Iran | **331**<br>94<br>189 | ✠Classed LR until 19/11/82 | **1978**-8 Yokohama Yacht Co. Ltd.—Yokohama (739-2)<br>35,62 8,82 3,309<br>32,16 8,51 4,32<br>1 dk<br>rf 483 | **TM Fire-fighting Launch**<br>Mchy.aft | MWM<br>2 Vee Oil 4SA each 16Cy. 160 × 165<br>reduction geared to sc. shafts<br>2 580bhp (1 898kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 188kW 1 × 72kW 231V 50 |
| **8035439**<br>*7LQJ*<br>118617 | **SAMANI MARU**<br>**K.K. Minamigumi**<br>Samani, Hokkaido Pref, Japan | **469**<br>—<br>— | | **1981** Muneta Zosen K.K.—Akashi<br>*40,12*<br>15,00 3,00<br>1 dk | **TM Crane Ship** | 2 Oil |
| **8728775**<br>M-38506<br>Esd Gc Rdr<br>RTv | **SAMANTA SMIT**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Yalta) (U.S.S.R.) | *176*<br>*53*<br>31 | RS | **1986** ..............U.S.S.R.<br>38,10 7,21 1,620<br>32,64 2,90<br>1 dk | **M Ferry** 294dk P | Russkiy<br>3 Oil<br>(centre) Oil 4SA 12Cy. 180 × 200<br>735kW (999bhp)<br>(wing) 2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp) |
| **7124910**<br>*P3AW3*<br>708724<br>Df Esd Gc<br>Rdr RTm/h/v | **SAMANTHA**<br>ex Pheonix Caribe-89<br>ex Rasco Trader-88 ex Fast Trader-87<br>ex Scan Venture-83<br>ex Biscayne Sea-82 ex Kerry-78<br>**Emu Shipping Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**739**<br>479<br>1 829 | BV GL | **1972** Ast. Luzuriaga S.A.—Pasajes (201)<br>74,71 13,03 4,242<br>67,01 13,01 6,81<br>F 11,0 2 dks | **M General Cargo**<br>1 Ho 47,7 ER<br>G.4 049 B.3 893<br>TEU 102 C.Ho 74/20' C.Dk 28/20' (30')<br>1 Ha (stl) (44,4 × 10,5) ER<br>Cr 1(25-40) | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 140kW (1 550bhp)<br>Naval-Stork-Werkspoor S.A.<br>Gen 2 × 112kW 1 × 75kW 220/380<br>Fuel 154,5t (d.o.) |
| **7803281**<br>*YDCQ*<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMAO**<br>ex Aldabra-82<br>**P.T. Multi Transpeche Indonesia**<br>Jakarta Indonesia | **304**<br>97<br>— | KI (BV) | **1979** Ch. Normands Reunis—Courseulles-sur-Mer (54)<br>37,60 9,71 3,701<br>35,20 8,31 4,35<br>1 dk | **M Fishing**<br>Side-fishing Long-line Tuna Ref<br>Mchy.aft | MGO<br>Vee Oil 4SA 12Cy. 175 × 180<br>1 100bhp (809kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C<br>Fuel 77,5t (d.o.) |
| **7041510**<br>*DZHR*<br>M:C-000227<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SAMAR VICTORY**<br>ex Star Thailand-86<br>ex Star Laconian-81 ex Astoria-79<br>ex Star Astoria-78 ex Star Assyria-75<br>**Botelho Shipping Corporation**<br>Fairmont Shipping (H.K.) Ltd.<br>Manila Philippines | **17 338**<br>11 645<br>29 486<br>T/cm<br>38,5 | **✠100A1** CS 3/91<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC** **(UMS)**<br>EL H† $2\frac{7}{16}$"U3<br>FN 6592 | **1971**-5 Verolme Cork Dockyards Ltd.—Cork (818)<br>171,91 (BB) 26,12 10,770<br>161,55 25,91 14,89<br>P 25,0 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>DSS<br>5 Ho 19,6 24,3 24,3 24,3 24,3 ER<br>G.35 589 B.35 557<br>TEU 694 C. 694/20'<br>5 Ha (stl) (12,5 × 17,6) (24,3 24,3 24,3 23,5 × 21,1) ER<br>Cr 2(25) | MAN<br>2 Vee Oil 4SA each 12Cy. 400 × 54<br>sc. shaft<br>13 040bhp (9 592kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 1120kW 1 × 920kW 450V<br>Controllable pitch propeller<br>Fuel 1 872,5t (hvf) |
| **7044938**<br>*ESKX*<br>M-30427<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SAMARA**<br>**Dalryba**<br>(Korsakov) (U.S.S.R.) | T.Mk<br>**2 690**<br>926<br>1 496 | RS | **1969** ..............Nikolayev<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **8834354**<br>8856 | **SAMARIA I**<br>**A.N.E.N.DY.K.**<br>Piraeus Greece | **444**<br>281<br>— | HR | **1986** Karageorgis—Perama<br>45,98 2,200<br>44,45 12,00 3,00<br>1 dk | **TM Ferry** | A.B.C.<br>2 Oil 4SA each 6Cy. 242 × 320<br>736kW (1 001bhp) E made88<br>Anglo-Belgian Corporation N.V.<br>Gen 2 × 48kW 400V a.c. |
| **7357153**<br>*HP2543*<br>8721-78A<br>Rdr Rt | **SAMARITAN**<br>**Robin Shipyard (Pte.) Ltd.**<br>Panama Panama | **400**<br>131<br>— | AB | **1975** Robin Shipyard (Pte.) Ltd.—Singapore (141)<br>3,960<br>37,34 9,01 4,50<br>1 dk | **TM Tug** | Niigata<br>2 Vee Oil 4SA each 16Cy. 250 × 3<br>reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW a.c. |
| **8620155**<br>*UUUZ*<br>M-41544<br>Df Esd Gc<br>Rdr RTv | **SAMARKAND**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400747/UUUZ | *15 893*<br>*8 092*<br>17 850 | RS | **1986** VEB Warnowwerft Warnemuende —Warnemuende (133)<br>173,50 (BB) 23,09 10,020<br>161,00 23,06 13,72<br>2 dks | **M RoRo Cargo/General Cargo**<br>Quarter stern door & ramp (s)<br>Ice strengthened<br>4 Ho 16,8 31,3 36,0 16,8 ER<br>G.25 677 B.20 439<br>TEU 533<br>C.Ho 333/20' (40') C.Dk 200/20' (40') incl. 30 ref C.<br>4 Ha (stl) (13,1 × 7,6) (26,4 33,5 12,8 × 12,5) ER<br>Cr 4(12) Der 1(125) 2(25) | MAN<br>Oil 2SA 5Cy. 700 × 1250<br>10 332bhp (7 600kW)<br>VEB Dieselmotorenwerk Rostock (DM<br>Gen 4 × 580kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 485,0t (d.o.) 1 946,0t (hvf) |
| **5308641**<br>*YIBC* | **SAMARRA**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **129**<br>58<br>— | ✠Classed LR until 8/63 | **1961**-8 Rolandwerft G.m.b.h.—Bremen (892)<br>25,99 6,35 1,524<br>21,75 6,00 2,90<br>RFD 9,5 1 dk<br>rf nil | **TM Ferry** | MAN<br>2 Oil 4SA each 8Cy. 175 × 220 rev<br>geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) |
| **8011677**<br>385805 | **SAMARRA II**<br>**Exmouth Trawling Co. Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **112**<br>92<br>— | | **1980** "K" Shipyard Construction Co.—Fremantle, W.A.<br>22,51 6,13 2,793<br>20,91 6,00 3,97<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>364bhp (268kW)<br>Caterpillar Tractor Co. |

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|---|---|---|---|---|---|---|
| 7427740<br>DVMW<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SAMAT**<br>ex San Pedro-84<br>**Asian Lines Inc.**<br>Manila Philippines | **11 194**<br>7 065<br>19 089<br>T/cm<br>28,8 | AB | **1976** Hitachi Zosen—Mukaishima (4505)<br>156,22 22,66 9,502<br>146,08 22,61 12,91<br>P 27,8 F 11,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>4 Ho 26,8 26,8 26,8 28,8 ER<br>G.24 638 B.24 215<br>4 Ha (stl) (17,2 19,8 19,8 19,8 × 10,4) ER<br>4W Der 4(22) | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 313,0t (d.o.) 1 348,5t (hvf)-32,0pd 14,75kn |
| 6513580<br>6WI<br>Df Pfd | **SAMATIGUILA**<br>ex Douce Payse-77<br>**Michel Adrien**<br>Dakar Senegal | **129**<br>45<br>— | (BV) | **1964** Ch. Querrien—Locmiquelic<br>*22,90* 6,86 3,531<br>21,37 6,74 3,81<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>2 Ha (each 0,9 × 0,9)<br>Der 1(1) | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>460bhp (338kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 26,0t 10,25kn |
| 6715334<br>LMAN<br>16781<br>Gc Rdr Rt | **SAMBAND**<br>**Hardanger Sunnhordlandske D/S**<br>Bergen Norway | **192**<br>73<br>— | (NV) | **1967** Haugesunds Slip A/S—Haugesund (9)<br>31,12 9,56 2,661<br>28,81 9,50 3,51<br>1 dk<br>rf 1003 BK 102 | **M RoRo Cargo/Ferry**<br>Deck Cargo 200dk P<br>Bow door Stern door<br>Cars 20<br>Mchy.aft | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>400bhp (294kW)<br>A/S Wichmann Rubbestadneset<br>Fuel 18,5t (d.o.)-1,5pd 10kn |
| 7367335<br>9MYT<br>325044<br>Esd Gc Rdr<br>Rt | **SAMBANG**<br>**Government of Malaysia (Director of Marine - Sarawak)**<br>Kuching Malaysia | **642**<br>317<br>163 | (NV)<br>✠Classed LR until 12/6/81 | **1975**-3 Vosper Thornycroft (Pte.) Ltd—Singapore (B.952)<br>45,50 11,79 2,001<br>41,15 11,59 4,88<br>2 dks<br>rf 356 | **TM Buoy & Lighthouse Tender**<br>Mchy.aft | Caterpillar D348TA<br>2 Vee Oil 4SA each 12Cy. 137 × 165 reverse reduction geared to sc. shafts<br>1 082kW (1 471bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW 415V 50Hz a.c.<br>12kn |
| 7103095<br>YBNQ<br>4306+BA<br>Rt | **SAMBAS**<br>**Pertamina Wilayah UPDN-VI**<br>Jakarta Indonesia | **140**<br>9<br>94 | KI (AB) | **1971** Robin Shipyard (Pte.) Ltd.—Singapore (42)<br>29,11 7,62 2,430<br>26,83 7,42 3,75<br>1 dk<br>BK 102 | **TM Tug**<br>Mchy.aft | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320 reverse reduction geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 1 × 24kW 1 × 12kW<br>Fuel 65,0t (d.o.) 11kn |
| 8033704 | **SAMBAS**<br>ex Marushige-83<br>ex Marushige Maru No. 18-81<br>**P.T. Bumi Perkasa Bahtera Ltd.**<br>Jakarta Indonesia | **111**<br>21<br>— | BV KI | **1972** K.K. Izutsu Zosensho—Nagasaki<br>36,63 2,350<br>31,22 6,90 2,75<br>1 dk<br>conv Fishing 81 | **M Tug** | Niigata<br>Oil 4SA 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 40kW 225V 60Hz a.c.<br>Fuel 65,5t (d.o.) 12,5kn |
| 6610302<br>6VRM<br>Df Esd Pfd<br>Rdr Rt | **SAMBEL**<br>ex Genkai Maru No. 77-81<br>**Senepesca Co. Ltd.**<br>Dakar Senegal | **172**<br>60<br>— | BV | **1966** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (583)<br>33,30 6,84 2,896<br>30,31 6,81 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Daihatsu Kogyo Osaka<br>11,5kn |
| 7344376 | **SAMBHAVI**<br>**Visakhapatnam Port Trust**<br>Madras India | **337**<br>130<br>120 | IRS<br>✠Classed LR until 31/5/85 | **1979**-3 Hooghly Docking & Eng. Co. Ltd.—Calcutta (419)<br>36,33 9,22 3,612<br>32,03 8,50 5,01<br>1 dk<br>rf 584 | **TM Tug** | MAN G6V30/45ATL<br>2 Oil 4SA each 6Cy. 300 × 450 reverse reduction geared to sc. shafts<br>Garden Reach Workshops India<br>Gen 2 × 128kW 415V 50Hz a.c. |
| 5209314<br>5RHK<br>Df Esd Rt | **SAMBIRANO**<br>ex Lippe<br>**Compagnie Malgache de Cabotage**<br>Majunga Madagascar | **300**<br>184<br>480 | (BV) | **1956** Jadewerft G.m.b.H.—Wilhelmshaven (39)<br>47,60 8,54 2,680<br>43,64 8,51 3,00<br>P 10,4 F 4,9 1 dk | **M General Cargo**<br>1 Ho 25,9 ER<br>G.629 B.595<br>1 Ha (21,7 × 5,4) ER<br>2W Der 2(1,75) | MaK MSU423<br>Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 27,5t 10kn |
| 8810750<br>PHHM<br>23725<br>Esd Rdr Rt | **SAMBRE**<br>**Rederij "De Noord"**<br>Wagenborg Shipping B.V.<br>Papendrecht Netherlands | *1 994*<br>*1 169*<br>3 000 | BV | **1989** B.V. Scheepswerf "Ferus Smit"—Foxhol (254)<br>... ...<br>83,01 12,62<br>1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.4 323<br>TEU 128 C. 128/20'(40')<br>1 Ha (stl) (53,3 × 10,3) ER | Caterpillar 3606TA<br>Oil 4SA 6Cy. 280 × 300 geared to sc. shaft<br>1 304kW (1 773bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 3 × 47,5kW 380V 50Hz a.c. |
| 7004378<br>Df Esd Gc<br>Fro Rdr Rt | **SAMBRINE**<br>ex Dani-88 ex Danielle 2-85<br>ex Parouth-83 ex Stollhammersand-81<br>**Malagasy Shipping Line S.A.**<br>Antsiranana Madagascar | T.Mk<br>**1 289**<br>651<br>2 015<br>**1 999**<br>999<br>3 326 | BV GL | **1969** C. Luehring Schiffswerft GmbH & Co. KG —Brake/Unterweser (6901)<br>92,21 (BB) 13,77 4,649/6,109<br>82,00 13,52 7,19<br>F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.4 717 B.4 162<br>TEU 121 C. 121/20' (40')<br>2 Ha (19,2 25,3 × 8,3) ER<br>8W Der 2(20) 2(5) 4(3) | Deutz<br>Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>15,5kn |
| 7629659<br>YCHU<br>Rdr Rt | **SAMBU**<br>ex Taiyo Maru No. 3-78<br>**C.V. Meredeka Corp.**<br>Jakarta Indonesia | **996**<br>629<br>2 005 | (NK) | **1969** Murakami Hide Zosen K.K.—Hakata (73)<br>70,44 11,43 5,015<br>65,00 11,41 5,85<br>P 13,5 F 7,1 1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 600 | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 48kW 225V a.c.<br>10,75kn |
| 7025011<br>YBTN<br>Rt | **SAMBU**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **320**<br>—<br>— | KI | **1969** Robin Shipyard (Pte.) Ltd.—Singapore (21)<br>23,63 6,30 1,994<br>21,34 6,25 2,65<br>1 dk | **TM Tug** | Caterpillar<br>Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 20kW 1 × 10kW 110V<br>Fuel 78,0t (d.o.) 11kn |
| 8602842<br>Rdr Rt | **SAMBUIA**<br>**Somec**<br>Bissau Guinea-Bissau | *167*<br>*50*<br>— | BV | **1985** Scheeps. Damen B.V.—Gorinchem (3701)<br>30,05 1,442<br>29,04 8,01 2,62<br>1 dk | **TM Buoy Tender** | Penta TMD121A<br>2 Oil 4SA each 6Cy. 121 × 140<br>820bhp (603kW)<br>A/B Volvo-Penta Sweden<br>9kn |
| 7406162<br>UMVA<br>0309<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMBURGA**<br>ex Samburg-92<br>**Latvian Shipping Company**<br>Ventspils Latvia | **12 212**<br>6 144<br>17 125<br>T/cm<br>28,5 | RS | **1976** Rauma-Repola Oy—Rauma/Raumo (237)<br>160,00 23,04 9,181<br>147,99 23,00 12,91<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 6 Ta 12 Wing Ta ER<br>G.1 235 B.840 L.(oil) 17 940<br>1 Ha (stl) (7,0 × 7,0) ER<br>4W Der 2(5)<br>6 Cargo pumps total 1 020T/hr | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 500kW 400V 50Hz a.c.<br>Fuel (d.o.) 2 071,2t (hvf)-34,7pd 15,6kn |
| 8816518<br>C6HH8<br>715413<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>CollRdr | **SAMCO**<br>ex Fina Samco-91<br>**Hanson Corp. Ltd.**<br>Fina Marine S.A.<br>Nassau Bahamas<br>SatCom: 1104324/FSAM | *142 647*<br>*76 891*<br>255 087<br>T/cm<br>160,0 | AB | **1989** Hyundai Heavy Industries Co. Ltd.—Ulsan (469)<br>322,00 56,04 19,823<br>310,00 56,00 29,50<br>1 dk<br>Bow/CM 163 Diam. 0,650 MH 2,1 | **M Tanker**<br>COW IGS SBT<br>6 Ta 6 Wing Ta ER<br>L.(oil) 302 051<br>3 Cargo pumps total 15 000T/hr | B&W 6L90MCE<br>Oil 2SA 6Cy. 900 × 2916 reverse geared to sc. shaft<br>14 638kW (19 900bhp)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 490,0t (d.o.) 4 911,0t (hvf)-59,0pd 14kn |
| 8811831<br>C6DZ3<br>715357<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SAMCO EUROPE**<br>ex Fina Europe-90<br>**Cranbury Corp.**<br>Fina Marine S.A.<br>Nassau Bahamas<br>SatCom: 1104767/FEUR | *142 647*<br>*76 891*<br>255 087<br>T/cm<br>159,8 | AB | **1988** Hyundai Heavy Industries Co. Ltd.—Ulsan (468)<br>322,00 56,04 19,824<br>310,02 56,00 29,49<br>1 dk<br>Bow/CM 163 Diam. 0,650 MH 2,1 | **M Tanker**<br>COW IGS SBT<br>6 Ta 6 Wing Ta ER<br>L.(oil) 302 051<br>3 Cargo pumps total 15 000T/hr | B&W 6L90MCE<br>Oil 2SA 6Cy. 900 × 2916 reverse geared to sc. shaft<br>14 638kW (19 900bhp)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 490,0t (d.o.) 4 911,0t (hvf)-59,0pd 14kn |

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|---|---|---|---|---|---|---|
| **8728763**<br>*UVUJ*<br>M-41841<br>Df Esd Rdr<br>RTv | **SAMED VURGUN**<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | *4 178*<br>*1 253*<br>5 387 | RS | **1987** Volgograd Shipyard—Volgograd<br>125,06 16,63 4,430<br>121,12 - 6,90<br>1 dk | **TM Tanker**<br>Ice strengthened | Russkiy<br>2 Oil 4SA each 6Cy. 360 × 450<br>2 296kW (3 121bhp)<br>Gen 4 × 160kW a.c. |
| **6811358**<br>*UJYZ*<br>M-19034<br>Df Esd Rdr<br>Rt | **SAMED VURGUN**<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | **3 821**<br>2 002<br>4 683 | RS | **1959** ............U.S.S.R.<br>123,50 16,01 4,401<br>115,02 15,96 5,52<br>1 dk | **TM Tanker**<br>Ice strengthened<br>15 Ta ER<br>L.(oil) 6 170 HeCls. BC | Russkiy<br>2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW)<br>Russkiy-Diesel Works<br>Fuel 93,5t (d.o.) 24,5t (hvf)-7,5pd |
| **8917936**<br>Esd Rdr Rt | **SAMEERA 1**<br>**Sagarika Sea Crafts Ltd.**<br>India | **120**<br>—<br>— | | **1989** E.M.S. Holdings Pty. Ltd.—Munster, W.A. (100)<br>3,050<br>23,00 6,40<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>In.92 | Oil<br>.............. |
| **8832954**<br>*UFOP*<br>M-38445<br>Df Esd Gc<br>Rdr Rt | **SAMEGRELO**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Poti) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1990** ............U.S.S.R.<br>26,50 6,60 2,340<br>23,20 3,08<br>1dk | **M Fishing**<br>Stern Trawler Seiner<br>In.66 | Russkiy<br>Oil 4SA 6Cy. 180 × 200<br>224bhp (165kW)<br>Russkiy-Diesel Works |
| **7351654**<br>*CSAO*<br>I-484<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SAMEIRO**<br>ex Alfa Zoria-77<br>**Sociedade Portuguesa de Navios Tanques S.A. (SOPONATA)**<br>Lisboa Portugal | **6 783**<br>4 156<br>10 752<br>T/cm<br>17,5 | AB (RI) | **1977** Cant. dell 'alto Adriatico—Trieste (206)<br>142,42 (BB) 18,04 7,655<br>133,41 18,01 9,76<br>P 26,3 F 9,5 1 dk<br>rf 152 Bow/CM 92 Diam. 0,406 | **M Tanker**<br>11 Ta ER<br>L.(oil) 15 063 HeCls. BC<br>3 Cargo pumps total 1 980T/hr | Deutz<br>Vee Oil 4SA 12Cy. 370 × 400 sr geared<br>shaft<br>5 400bhp (3 972kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 335kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 560,5t (hvf)-20,0pd |
| **7118076**<br>*J8ER3*<br>3256<br>Df Esd Gc<br>Pfd RdrRTm | **SAMER**<br>ex Maryland-91 ex Benedetto Scotto-88<br>ex Mountpark-82 ex Cairnranger-76<br>**SFB Samir Shipping Co. Ltd.**<br>SFB Commercial & Shipping Co. Ltd.<br>Kingstown St. Vincent and the Grenadines | **1 598**<br>931<br>2 812 | ✠**100A1**<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL N $1\frac{5}{16}$"U2<br>FN 1458<br>RI | **1971**-11 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (798)<br>87,46 12,02 5,425<br>79,18 11,90 6,51<br>P 19,2 RAD 15,6 F 16,2 1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,9 ER<br>G.3 474 B.3 242<br>2 Ha (stl) (each 18,5 × 8,5) ER<br>4W Der 2(5) 2(3) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 84kW 380V 50Hz a.c.<br>Fuel 238,0t (d.o.) |
| **5254589** | **SAMER**<br>ex Wubbina-74 ex Noordster-69<br>ex Jupiter-54<br>**N. Khoury & Sleiman Abou-Korch**<br>Beirut Lebanon | **295**<br>156<br>330 | (BV) | **1939** Noord Nederlandse Scheepswerven N.V. —Groningen (169)<br>47,86 6,99 2,242<br>43,08 6,94 2,54<br>P 11,0 F 4,9 1 dk<br>R len 60 | **M General Cargo**<br>1 Ho 19,9 ER<br>G.411 B.382<br>2 Ha (8,8 7,7 × 4,5) ER<br>2W Der 2(1,5) | Brons<br>Oil 2SA 3Cy. 220 × 380<br>150bhp (110kW) NE 66<br>Appingedammer Brons<br>Fuel 11,0t (d.o.) |
| **7220594**<br>*D7WN*<br>BSR-675662<br>Rt | **SAMEUN**<br>ex Heung A No. 5-89<br>**Sam Jung Shipping Co. Ltd.**<br>Busan South Korea | **519**<br>329<br>782 | KR | **1967** Dae Han Shipyard—Busan<br>52,51 8,62 3,850<br>47,99 8,59 4,25<br>P 12,2 F 6,1 1 dk | **M General Cargo**<br>G.1 001 B.920<br>2 Ha (each 9,7 × 4,7) ER<br>Der 4(3) | Oil 4SA 6Cy. 320 × 460<br>700bhp (515kW)<br>Usuki Tekkosho<br>Gen 2 × 16kW 220V a.c. |
| **5102798**<br>*LKGB*<br>17993<br>Df Esd Gc<br>Rdr Rt | **SAMFROST**<br>ex Elshout-72<br>**A/S Fellesfrost**<br>Norway Foods Ltd. A/S<br>Stavanger Norway | **493**<br>287<br>1 070 | ✠**100A1** SS 8/90<br>Ice class 2<br>✠**LMC**<br>EL m<br>FN 1020 | **1961**-7 N.V. Schps. Gebr. van Diepen —Waterhuizen (967)<br>68,64 10,32 3,976<br>62,26 10,20 6,18<br>F 7,4 2 dks<br>RW rf nil conv General Cargo 73 | **M Factory Ship** OSD<br>Fish-factory Pallets Refrigerated Cargo<br>Side door (p)<br>1 Ho 42,0 ER<br>2 Ha (w) (14,3 8,7 × 5,6) ER<br>4W Der 2(3-5) 2(3) | Werkspoor<br>Oil 4SA 8Cy. 330 × 600<br>860bhp (633kW)<br>N.V. Werkspoor<br>Gen 1 × 150kW 2 × 60kW 230V 50Hz a<br>Fuel 90,5t (d.o.) |
| **7419729**<br>*J8HW*<br>2179<br>Df Gc Rdr | **SAMI I**<br>ex Kyoyo Maru No. 1-87<br>**Belmar Corp. (SVG) Ltd.**<br>Kingstown St. Vincent and the Grenadines | **298**<br>147<br>415 | | **1974** Miho Zosensho K.K.—Shimizu (937)<br>51,06 9,30 3,328<br>42,98 7,98 3,69<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo |
| **7214026**<br>Df Esd Gc<br>Rdr Rt | **SAMI III**<br>ex Nicole II-90 ex Dorthe Lea-88<br>ex Jytte Lea-87 ex Ocean Pride-87<br>ex Lagonisi-86 ex West Lion-86<br>ex Mor-85 ex Lindinger Amber-78<br>**Sami Ltd.**<br>Nukualofa Tonga | T.Mk<br>**882**<br>458<br>—<br>**1 599**<br>1 070<br>2 906 | BV | **1972** Husumer Schiffsw.—Husum (1298)<br>81,01 (BB) 13,26 4,401/6,581<br>73,51 13,21 6,63<br>P 14,1 F 7,7 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.4 055 B.3 742<br>2 Ha (stl) (12,5 18,5 × 10,2) ER<br>11W Der 2(20) 2(5) | Alpha<br>Vee Oil 4SA 18Cy. 225 × 300<br>2 340bhp (1 721kW)<br>Alpha-Diesel A/S<br>Controllable pitch propeller<br>Fuel 197,0t (d.o.)-9,0pd |
| **7509794**<br>Esd Pfd Rt | **SAMIA**<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **127**<br>34<br>163 | NK | **1975** Ishimura Zosen—Kimaishi (119)<br>30,00 1,448<br>27,61 5,80 2,75<br>1 dk | **TM Research**<br>Launch | Daihatsu<br>2 Oil 4SA each 6Cy. 160 × 210 geared<br>shafts<br>600bhp (441kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7209473** | **SAMIA**<br>**Concord Petroleum Corp.**<br>Benghazi Libya | **30**<br>—<br>— | ✠**100A-** SS 9/90<br>Marsa El Brega—Benghazi<br>coasting service<br>**LMC**<br>EL (A) ½"U1<br>FN 98 | **1972**-3 Scheeps. Maats. v/h Firma H. Schouten —Muiden (796)<br>15,75 4,88<br>14,10 4,40 2,49<br>1 dk<br>rf 813 | **M Mooring Launch** | General Motors<br>Oil 2SA 12Cy. 108 × 127<br>360bhp (265kW)<br>General Motors Corp.<br>Gen 1 × 2kW 1 24V d.c. |
| **5056004**<br>*YKEJ*<br>Df Esd Pfd<br>Rdr RTm/v | **SAMIA F**<br>ex Nehmed Allah-91 ex River Fergus-89<br>ex Gisela-87 ex Marion-86<br>ex Ruy Jun-85 ex Marienstedt-82<br>ex Santa Maria-81 ex Marienstedt-73<br>ex Butjadingen-72<br>**Intermed Maritime Co.**<br>Lattakia Syria | T.Mk<br>**399**<br>250<br>1 220 | GL | **1961** C. Luehring Schiffswerft GmbH & Co. KG —Brake/Unterweser (6018)<br>67,01 10,01 3,810<br>60,00 10,00 5,95<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 349 B.2 162<br>2 Ha (w) (each 16,2 × 6,4) ER<br>Der 4(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz |
| **7106970**<br>*D9DY*<br>ICR-710072<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAMICK ATLANTIC**<br>ex Grace-81<br>**Pan Ocean Shipping Co. Ltd.**<br>Inchon South Korea | **32 571**<br>21 891<br>64 912<br>T/cm<br>63,8 | KR (AB) | **1971** Kawasaki Heavy Ind. Ltd.—Kobe (1157)<br>228,61 (BB) 32,24 12,929<br>220,02 32,19 18,50<br>F 16,2 1 dk<br>rf 203 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 26,7 23,2 23,2 23,2 23,2 23,2 26,3 ER<br>G.75 017 HeCls. B<br>7 Ha (stl) (16,0 14,4 15,9 14,4 14,4 14,4 16,0 × 12,9) ER | MAN<br>Oil 2SA 7Cy. 860 × 1600<br>16 100bhp (11 843kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 680kW 450V 60Hz a.c.<br>Fuel 301,5t (d.o.) 3 543,0t (hvf)-47,0pd |
| **7378389**<br>*D9CK*<br>ICR-750163<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SAMICK NORDIC**<br>ex Ewo Venture-80<br>Launched as Garden Venus<br>**Pan Ocean Shipping Co. Ltd.**<br>Inchon South Korea | **18 609**<br>8 329<br>30 688<br>T/cm<br>40,4 | KR<br>✠Classed LR until 18/1/89 | **1975**-1 K.K. Usuki Tekkosho—Saiki (1174)<br>178,39 (BB) 26,88 10,662<br>167,21 26,80 14,71<br>P 29,9 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 27,0 27,2 16,8 27,2 27,2 ER<br>G.38 660 B.37 237<br>5 Ha (stl) (17,6 × 12,8) (17,6 9,6 17,6 17,6 × 15,0) ER<br>5W Der 5(22) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>8 496kW (11 550bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I<br>Gen 3 × 420kW 445V 60Hz a.c.<br>Fuel 172,5t (d.o.) 1 666,0t (hvf)-38,5 |

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| 7230082<br>D9NJ<br>BSR-880408<br>Df Esd Gc<br>Pd Rdr<br>RTr/v<br>AMVER | **SAMICK ORIENT**<br>ex Asia Dale-81<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **16 817**<br>8 932<br>27 039<br>T/cm<br>37,2 | KR (BV) (NK) | **1972** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1166)<br>171,96 (BB) 25,05 14,100<br>160,41 25,00 14,11<br>P 35,4 F 15,6 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.35 112 B.34 328 HeCls. B<br>5 Ha (stl) (10,5 × 11,0) (17,6 17,6 17,6<br>17,6 × 15,0) ER<br>Cr 4(22) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 148,5t (d.o.) 1 553,5t (hvf)-29,0pd 14kn |
| 7327598<br>DSGL<br>BSR-890345<br>Df Esd Gc<br>Pd Rdr Rt<br>AMVER | **SAMICK PACIFIC**<br>ex Itel Jade-81 ex Grand Jade-79<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **17 117**<br>9 104<br>27 154<br>T/cm<br>37,1 | KR (BV) (NK) | **1973** Koyo Dockyard Co. Ltd.—Mihara (658)<br>174,50 24,90 10,100<br>164,07 24,80 14,00<br>P 30,8 F 13,8 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.32 246 B.31 750 HeCls. B<br>5 Ha (stl) (19,2 8,4 18,2 18,4 18,4 × 12,4)<br>ER<br>Cr 1(15) Der 4(25) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 309kW 445V a.c.<br>Fuel 120,0t (d.o.) 1 769,0t (hvf)-32,0pd 14kn |
| 5308768<br>EBZE<br>7915<br>Df Esd Rt | **SAMIEIRA**<br>**Pescaboa S.A.**<br>Vigo Spain | **207**<br>101<br>— | (BV) | **1959** Hijos de J. Barreras S.A.—Vigo (1083)<br>33,51 6,05 3,315<br>28,96 6,01 3,66<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Werkspoor<br>Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 61,0t (d.o.) 10,5kn |
| 7392282<br>J8EP6<br>3243<br>Df Esd Gc<br>Rdr Rt | **SAMIR**<br>ex Antigua-91 ex Adriana-88<br>ex Rijnhaven-81<br>Launched as Janne<br>**SFB Samir Shipping Co. Ltd.**<br>SFB Commercial & Shipping Co. Ltd.<br>Kingstown St. Vincent and the Grenadines | **1 598**<br>947<br>3 059 | RI (NV) | **1975** Orskovs Staalskibsvaerft I/S—Frederikshavn (76)<br>77,91 13,03 5,614<br>72,19 13,01 6,74<br>P -F - 1 dk<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>2 Ha (each 20,3 × 8,4) ER<br>Cr 3(-) | MaK 6M453AK<br>Oil 4SA 6Cy. 320 × 420<br>1 030kW (1 400bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 86kW 380V 50Hz a.c.<br>12kn |
| 5150197<br>9KYI<br>KT1021 | **SAMIR**<br>ex Hidayah-64<br>**Al Rashed Industrial & Contracting Co.**<br>Kuwait Kuwait | **209**<br>11<br>89 | ✠Classed LR until 8/66 | **1949**-4 Scott & Sons—Bowling (386)<br>33,58 7,17 2,210<br>31,53 7,01 2,75<br>1 dk | **TS Tug** | C 4Cy. (2) 279 & (2) 559 x 406<br>Plenty & Son Ltd. Newbury<br>Fuel 55,0t (o.f.) 7,5kn |
| 7404906<br>LALM2<br>N-00431<br>Df Esd Gc<br>Pd Rdr Rt<br>AMVER | **SAMITRAL**<br>ex Mineral Samitri-87<br>**Samitral K/S**<br>Bergshav A/S<br>Grimstad Norway (NIS) | *40 059*<br>*24 045*<br>75 200<br>T/cm<br>71,2 | **✠100A1** CS 4/88<br>strengthened for heavy<br>cargoes, holds Nos. 2, 4 &<br>6 may be empty<br>**✠LMC** **UMS**<br>EL O† 3$\frac{1}{16}$"U3<br>FN 11907 | **1977**-9 N.V. Cockerill Yards Hoboken—Hoboken (881)<br>Cmd. **1978**-5<br>241,87 (BB) 32,26 13,590<br>233,79 32,21 18,72<br>B 22,9 1 dk<br>rf nil DK | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 21,9 31,9 31,9 17,5 18,2 31,9<br>31,9 ER<br>G.86 104 B.83 091 HeCls. B<br>11 Ha (stl) (9,6 × 11,2) (9,1 9,1 9,1 9,1 9,1<br>9,1 9,1 9,1 9,1 9,1 × 12,8) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>S.A. Cockerill-Ougree-Providence Seraing<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 357kW 440V 60Hz a.c.<br>Fuel 233,5t (d.o.) 2 530,0t (hvf)-65,0pd 15kn |
| 8317277<br>SWVQ<br>8809<br>Df Esd Gc<br>Pd Rdr RTv<br>AMVER | **SAMJOHN CAPTAIN**<br>**Okeanos Maritime Corp.**<br>Piraeus Greece<br>SatCom: 1130477/SAMJ | *35 208*<br>*21 397*<br>65 051<br>T/cm<br>64,0 | **✠100A1**<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>**✠LMC** **UMS**<br>EL N† 660,0/76,0U3<br>FN 10681 | **1985**-1 Nippon Kokan K.K.—Tsu (89)<br>224,52 (BB) 32,26 12,842<br>214,00 32,20 17,71<br>F 18,6 1 dk<br>rf 43 DK in way of Nos. 2, 3, 4, 5, 6 & 7 holds | **M Bulk Carrier**<br>Steel hatch covers (no fixed fire<br>extinguishing system fitted in cargo holds)<br>pt higher tensile holds<br>7 Ho 24,2 24,6 24,6 24,6 24,6 24,6<br>24,6 ER<br>G.74 856<br>7 Ha (stl) (14,2 × 10,4) (14,7 14,7 14,7<br>14,7 14,7 14,7 × 14,4) ER | Sulzer 6RTA68<br>Oil 2SA 6Cy. 680 × 2000<br>13 580bhp (9 989kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (Comp) 6,9kgf/cm² (6,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 224,0t (d.o.) 3 040,0t (hvf) |
| 7358597<br>3EZG4<br>15786-86<br>Df Esd Gc<br>Pd Rdr<br>RTm/v | **SAMJOHN MARINER**<br>**Mariner Shipping Trading S.A.**<br>Panama Panama | *30 078*<br>*20 599*<br>54 270<br>T/cm<br>54,8 | NV | **1975** A/S Burmeister & Wain's Skibsbyggeri<br>—Kobenhavn (862)<br>212,38 30,56 12,548<br>206,43 30,48 17,00<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 22,3 26,2 19,2 27,1 19,2 25,5<br>20,8 ER<br>G.71 327 B.61 620<br>7 Ha (stl) (12,0 16,2 12,0 16,2 12,0 16,2<br>12,0 × 12,9) ER<br>Cr 5(15) | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af<br>1971 Kobenhavn<br>Gen 3 × 504kW 440V 60Hz a.c.<br>Fuel 3 065,0t (hvf)-55,0pd 15,5kn |
| 9001057<br>D7QE<br>BSR-910361<br>Rt | **SAMJUNG JUNO**<br>**Sam Jung Shipping Co. Ltd.**<br>Busan South Korea | *3 140*<br>*1 276*<br>3 795 | KR | **1991** Shin-A Shipbuilding Co. Ltd.—Chungmu (349)<br>91,80 (BB) 15,62 5,771<br>84,90 15,60 8,20 | **M Container Ship**<br>Fixed-guides<br>2 Cell. Ho ER<br>TEU 204 C. 204/20'<br>2 Ha (stl) ER | B&W 6S26MC<br>Oil 2SA 6Cy. 260 × 980 reverse geared to sc.<br>shaft<br>2 185kW (2 971bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| 9001069<br>D7QN<br>BSR-910604<br>Df Esd Gc<br>Rdr RTv | **SAMJUNG NAIAD**<br>**Sam Jung Shipping Co. Ltd.**<br>Busan South Korea | *3 140*<br>*1 276*<br>3 795 | KR | **1991** Shin-A Shipbuilding Co. Ltd.—Chungmu (350)<br>91,80 (BB) 15,62 5,771<br>84,90 15,60 8,20<br>1 dk | **M Container Ship**<br>Fixed-guides<br>2 Cell. Ho ER<br>TEU 204 C. 204/20'<br>2 Ha (stl) ER | B&W 6S26MC<br>Oil 2SA 6Cy. 260 × 980 reverse geared to sc.<br>shaft<br>2 185kW (2 971bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Thw. thrust Contr. pitch propeller fwd |
| 5308794<br>OXWI<br>E521<br>Df Rt | **SAMKA**<br>**Jorn Foss**<br>Rudkobing Denmark | **150**<br>69<br>240 | BV | **1956** H. C. Christensens Staalskibsv. af 1949<br>—Marstal (69)<br>33,51 6,51 3,023<br>30,48 6,48<br>1 dk<br>RW BK 119 | **Aux M General Cargo**<br>Galleas<br>Mchy.aft<br>1 Ha (12,8 × 4,0)<br>2W Der 2(2) | Alpha 404-24VO<br>Oil 2SA 4Cy. 240 × 400<br>177kW (241bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 8,0t (d.o.) 10kn |
| 7022655<br>1347<br>Rt | **SAMLEI**<br>**Paradip Port Trust**<br>Calcutta India | **265**<br>67<br>381 | IRS<br>✠Classed LR until<br>22/12/82 | **1974**-3 East Bengal Eng. Works—Calcutta<br>33,53 8,59 3,506<br>30,48 8,39 4,27<br>1 dk<br>rf 762 | **M Tug**<br>Fire-fighting | MAN G9V30/45ATL<br>Oil 4SA 9Cy. 300 × 450 reverse reduction geared<br>to sc. shaft<br>Dok-en Werf Mij. Wilton- Fijenoord B.V. Schiedam<br>Gen 2 × 56kW 230V d.c. |
| 5401359<br>4QUY<br>Df Esd Rdr<br>Rt | **SAMMAN I**<br>ex Edda-77 ex Prinsengracht-73<br>**Tolling Shipping Co. Ltd.**<br>Ocean Carriers Ltd.<br>Colombo Sri Lanka | **500**<br>328<br>1 140 | ✠Classed LR until 9/87 | **1964**-2 N.V. Bodewes Schps.—Martenshoek (470)<br>68,92 10,49 3,969<br>62,57 10,39 6,15<br>Ba 11,0 F 8,3 1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 43,9 ER<br>G.2 305 B.2 127<br>1 Ha (stl) ER<br>4W Der 2(5) 2(3) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>940bhp (691kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 109,5t 11kn |
| 7700312<br>D9HJ<br>ICR-912619<br>Df Esd Gc<br>Pd Rdr RTv<br>AMVER | **SAMMI AURORA**<br>ex Maritime Alliance-83<br>**Pan Ocean Shipping Co. Ltd.**<br>Inchon South Korea | *14 597*<br>*8 012*<br>23 101<br>T/cm<br>33,0 | AB KR | **1978** Osaka Zosensho—Osaka (377)<br>170,59 (BB) 9,902<br>162,01 22,86 13,72<br>P 27,8 F 11,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho ER<br>G.30 072 B.29 393<br>4 Ha (stl) ER<br>Cr 3(25) Der 1(30) | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 460kW<br>15,5kn |
| 7310038<br>D8JG<br>ICR-730120<br>Df Esd Gc<br>Pd Rdr RTv<br>AMVER | **SAMMI BLONDE**<br>ex Shunwind-83<br>**Asian Banking Corp.**<br>Pan Ocean Shipping Co. Ltd.<br>Inchon South Korea | **16 524**<br>10 924<br>27 036<br>T/cm<br>36,2 | BV KR | **1973** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1170)<br>171,96 25,05 10,278<br>159,42 25,01 14,10<br>P 29,6 F 11,6 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 10,4 17,6 16,9 17,4 17,4 ER<br>G.35 111 B.34 328 HeCls. B<br>5 Ha (stl) (10,4 × 10,9) (17,4 16,9 17,4<br>17,4 × 15,0) ER<br>4W Cr 4(22) | Sulzer 7RD68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 400kW 450V a.c.<br>Fuel 1 422,5t (hvf)-38,0pd 14,25kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| **7900986** | **SAMMI CRYSTAL** | **15 187** | | **1979** Tsuneishi Zosen K.K.—Numakuma (447) | **M Bulk Carrier** | B&W |
| *D9IK* | ex Regent Maple-82 | 10 440 | | 175,22 25,05 10,423 | | Oil 2SA 6Cy. 620 × 1400 |
| ICR-790230 | Launched as Tensha Maru No. 5 | 26 743 | KR (NK) | 165,00 25,01 14,00 | 5 Ho 20,4 26,7 26,7 26,7 26,7 ER | 8 300bhp (6 105kW) |
| Df Esd Gc | **Pan Ocean Shipping Co. Ltd.** | | | P 26,3 F 11,9 1 dk | G.35 000 B.33 952 | Mitsui Eng. & SB. Co. Ltd. |
| Pfd Rdr RTv | Inchon South Korea | | | | | Gen 2 × 440kW 450V a.c. |
| AMVER | | | | | 5 Ha (stl) (12,4 × 11,5) (20,2 20,2 20,2 20,2 × 13,1) ER | Fuel 212,0t (d.o.) 1 897,0t (hvf)-33,0pd |
| | | | | | Der 5(25) | |
| **7429542** | **SAMMI FORTUNE** | **20 369** | | **1975** Imabari Zosen—Marugame (1026) | **M Bulk Carrier** | Sulzer |
| *D9JW* | ex Seian Maru-83 | 13 776 | | 182,28 26,07 11,272 | | Oil 2SA 7Cy. 680 × 1250 |
| ICR-750156 | **Asian Banking Corp.** | 35 044 | KR (NK) | 171,99 26,01 15,70 | 5 Ho ER | 11 550bhp (8 496kW) |
| Df Esd Gc | Pan Ocean Shipping Co. Ltd. | T/cm | | P 31,1 F 12,2 1 dk | G.46 517 B.42 121 | Mitsubishi Heavy Industries Ltd. |
| Pfd Rdr Rt | Inchon South Korea | 40,3 | | | | Gen 1 × 400kW 450V a.c. |
| AMVER | | | | | 5 Ha (stl) (13,5 × 11,2) (17,6 17,6 17,6 17,6 × 12,8) ER | |
| | | | | | Cr 4(25) | |
| **7371197** | **SAMMI FRONTIER** | **16 610** | | **1974** Tsuneishi Zosen K.K.—Numakuma (292) | **M Bulk Carrier** | B&W |
| *D9TQ* | ex Frontier-82 | 10 426 | | 175,17 25,05 10,424 | | Oil 2SA 7Cy. 620 × 1400 |
| ICR-902109 | **Pan Ocean Shipping Co. Ltd.** | 26 700 | KR (NK) | 165,00 25,00 14,00 | 5 Ho 20,4 26,7 26,7 26,7 25,9 ER | 9 400bhp (6 914kW) |
| Df Esd Gc | Inchon South Korea | T/cm | | P 26,6 F 11,9 1 dk | G.34 893 B.34 197 | Mitsui SB. & Eng. Co. Ltd. |
| Pfd Rdr RTv | | 37,1 | | | | Gen 2 × 440kW 445V 60Hz a.c. |
| AMVER | | | | | 5 Ha (stl) (12,8 × 11,4) (20,2 20,2 20,2 20,2 × 13,1) ER | Fuel 112,0t (d.o.) 1 771,0t (hvf)-35,5pd |
| | | | | | 10W Der 5(25) | |
| **7507150** | **SAMMI HERALD** | **15 558** | KR (NK) | **1978**-5 Imai Zosen—Kochi (361) | **M Bulk Carrier** | Sulzer |
| *DSGM* | ex Pacific Trader-81 ex Strait Trader-78 | 8 631 | | 170,52 (BB) 22,86 10,275 | Str. heavy cargoes | Oil 2SA 6Cy. 680 × 1250 |
| BSR-890582 | Launched as Rimba Cengal | 24 231 | ✠Classed LR until 3/6/83 | 162,36 22,00 14,00 | 5 Ho 23,1 27,2 18,3 27,9 26,3 ER | 9 900bhp (7 282kW) |
| Df Esd Gc | **Pan Ocean Shipping Co. Ltd.** | T/cm | | P 28,1 1 dk | G.31 301 B.29 646 | Hitachi Zosen |
| Pfd Rdr RTv | Busan South Korea | 34,1 | | rf 102 | | Gen 3 × 500kW 450V 60Hz a.c. |
| AMVER | | | | | 5 Ha (stl) (15,1 17,6 11,2 18,3 17,6 × 12,1) ER | Fuel 209,5t (d.o.) 1 894,5t (hvf)-37,0pd |
| | | | | | Cr 4(25) | |
| **7327586** | **SAMMI MANNA** | **16 876** | | **1973** Hayashikane SB. & Eng. Co. Ltd. | **M Bulk Carrier** | Sulzer |
| *D8NR* | ex Star Venture-81 | 7 020 | | —Shimonoseki (1171) | | Oil 2SA 7Cy. 680 × 1250 |
| BSR-880408 | ex Zealand Venture-78 | 27 087 | KR (BV) | 171,99 (BB) 25,05 10,278 | 5 Ho 18,2 26,4 26,4 26,4 26,4 ER | 11 550bhp (8 496kW) |
| Df Esd Gc | **Pan Ocean Shipping Co. Ltd.** | T/cm | | 160,00 25,00 14,10 | G.34 051 B.33 267 | Ishikawajima Harima Heavy Ind. (I.H.I.) |
| Pfd Rdr RTv | Busan South Korea | 37,3 | | P 22,6 F 11,3 1 dk | | Gen 3 × 400kW 450V a.c. |
| AMVER | | | | | 5 Ha (stl) (10,5 × 10,9) (17,6 17,6 17,6 17,6 × 15,0) ER | Fuel 138,5t (d.o.) 1 535,5t (hvf)-39,5pd |
| | | | | | Der 4(22) | |
| **8317150** | **SAMMI SPIRIT** | *15 850* | | **1984** Kurushima Dockyard Co. Ltd.—Onishi | **M Bulk Carrier** | Mitsubishi |
| *3FLX2* | | *9 110* | | (2287) | | Oil 2SA 6Cy. 520 × 1250 |
| 13950-84 | **Excel Harmony S.A.** | 26 318 | NK | 160,00 (BB) 25,43 10,372 | | 7 200bhp (5 296kW) |
| Df Esd Gc | Panama Panama | | | 149,99 25,40 14,20 | G.33 139 B.31 879 | Kobe Hatsudoki K.K. |
| Rdr Rt | | | | P 29,0 F 15,9 1 dk | | Gen 2 × 400kW |
| SatNav | | | | | 4 Ha (stl) (17,6 × 11,4) (20,8 22,4 21,6 × 13,1) ER | |
| | | | | | Cr 4(25) | |
| **8112055** | **SAMMI SUPERSTARS** | **27 280** | | **1983** Hyundai Heavy Industries Co. Ltd.—Ulsan | **M Bulk Carrier** | B&W |
| *D9JP* | | 18 578 | | (205) | | Oil 2SA 6Cy. 670 × 1700 |
| ICR-830190 | **Pan Ocean Shipping Co. Ltd.** | 47 208 | KR NK | 196,25 (BB) 32,24 11,688 | 5 Ho ER | 12 000bhp (8 827kW) |
| Df Esd Gc | Inchon South Korea | | | 186,01 32,20 16,62 | G.59 962 B.57 339 | Hyundai SB. & Heavy Industries |
| Pfd Rdr Rt | | | | F 12,2 1 dk | | Gen 3 × 500kW 450V 60Hz a.c. |
| AMVER | | | | | 5 Ha (stl) (19,2 20,0 20,0 20,0 20,0 × 16,0) ER | |
| | | | | | Cr 4(25) | |
| **8323111** | **SAMMI VENUS** | *22 331* | | **1984** Imabari Zosen—Marugame (1122) | **M Bulk Carrier** | Sulzer |
| *3FPO2* | ex S. Venus-85 | *13 017* | | 189,74 (BB) 10,862 | | Oil 2SA 6Cy. 580 × 1700 |
| 14001-84A | **Meadow Transport S.A.** | 36 241 | KR (NK) | 178,01 27,61 15,19 | 5 Ho ER | 9 600bhp (7 061kW) |
| Df Esd Gc | Pan Ocean Shipping Co. Ltd. | | | P 30,5 F 12,5 1 dk | G.48 797 B.46 631 | Mitsubishi Heavy Industries Ltd. |
| Rdr Rt | Panama Panama | | | | | Gen 2 × 440kW 450V a.c. |
| SatNav | | | | | 5 Ha (stl) (18,4 × 13,6) (20,0 20,0 20,0 20,0 × 15,3) ER | |
| AMVER | | | | | Cr 4(25) | |
| **7110490** | **SAMMY JO** | **395** | | **1971** Frederikshavn Vaerft & Tordok A/S | **M General Cargo** | Alpha |
| *J8BX4* | ex Marianne Norcoast-89 | 232 | | —Frederikshavn (310) | Ice strengthened | Vee Oil 2SA 8Cy. 260 × 400 |
| 2681 | ex Marianne Dancoast-84 | 1 016 | BV | 59,37 10,62 3,701 | 1 Ho ER | 588kW (799bhp) |
| Df Esd Rdr | **Culross S.A.** | | | 53,01 10,61 6,02 | G.2 003 B.1 830 | Alpha-Diesel A/S |
| Rt | Kingstown St. Vincent and the Grenadines | | | 1 dk | | Gen 1 × 36kW 3 × 30,7kW 380V a.c. |
| | | | | | 2 Ha (16,2 9,2 × 6,4) ER | Controllable pitch propeller |
| | | | | | 3W Der 3(5) | Fuel 66,0t (d.o.)-3,5pd |
| **7389479** | **SAMNANGER** | **163 319** | | **1976** Kockums M/V A/B—Malmo (553) | **M Tanker** | B&W |
| *JXJN3* | ex Happy Enterprise-88 | 147 109 | | 362,59 60,05 22,359 | CBT COW IGS | Oil 2SA 7Cy. 800 × 3056 |
| N-00298 | ex W. Enterprise-86 | 357 128 | NV | 350,00 60,00 28,30 | 27 Ta ER | 28 730bhp (21 133kW) NE 88 |
| Df Esd Gc | ex Wind Enterprise-85 | T/cm | | F - 1 dk | L.(oil) 442 000 HeCls. B | Hyundai Engine & Machinery Co. Ltd. |
| Pfd Rdr | **K/S Samnanger** | 194,0 | | Bow/CM 178 Diam. 0,600 MH 2,1 | 4 Cargo pumps total 22 000T/hr | Gen 2 × 800kW 1 × 750kW 450V |
| RTm/h/v | Westfal-Larsen & Co. A/S | | | | | Fuel 299,5t (d.o.) 7 508,0t (i.f.o.)-81,5pd |
| | Bergen Norway (NIS) | | | | | |
| | SatCom: 1310771/JXJN | | | | | |
| **7720219** | **SAMOA STAR** | **1 159** | | **1977** J. M. Martinac SB. Corp.—Tacoma, Wa | **M Fishing** CSD | General Motors |
| *WYE7409* | ex Arauca ex Montana-86 | 594 | | (211) | Tuna Seiner Ref | Vee Oil 2SA 20Cy. 230 × 254 geared |
| 588687 | **Arauca Fishing Corp.** | — | | 68,10 13,26 — | | 3 600bhp (2 648kW) |
| Df Esd Gc | San Diego, Ca United States of America | | | 59,29 12,82 5,59 | | General Motors Corp. Electro-Motive Div. |
| Pfd Rdr Rt | | | | 2 dks | | |
| | | | | rf 132 | 19 Ha (each 2,0 × 2,0) | Gen 3 × 300kW |
| | | | | | Der 2(-) | |
| **7300760** | **SAMOAN REEFER** | *9 831* | ✠**100A1** SS 2/88 | **1973**-7 Aalborg Vaerft A/S—Aalborg (201) | **M Refrigerated Cargo** | B&W |
| *C6BO8* | | *5 277* | | **1988**-2 (Additional cargo section) Jurong Shipyard | Side doors 4(p) 4(s) | Oil 2SA 8Cy. 740 × 1600 |
| 708838 | **Samoan Reefer Ltd.** | 11 724 | ✠**LMC** **UMS** | Ltd.—Singapore | 4 Ho 26,9 21,4 - - ER 10 TwD | 11 650kW (15 838bhp) |
| Df Esd Gc | Mermaid Marine Management Ltd. | | ✠**Lloyd's RMC** | 164,65 (BB) 21,06 8,795 | In.16 797 | A/S Burmeister & Wain's Motor-og Maskinfabrik |
| Pfd Rdr | Nassau Bahamas | | EL Z 2"U3 | 153,02 21,01 12,81 | | 1971 |
| RTm/h/v | SatCom: 1103214/SAMR | | FN 5176 | F 14,7 3 dks, 4th dk fwd of mchy. space | 5 Ha (stl) (8,6 9,1 9,1 9,1 × 8,0) ER (9,1 × 8,0) | AuxB (o.f.) 7kgf/cm² (6,9bar) |
| SatNav | | | | rf 152 len 87 | | e(ex.g) 8kgf/cm² (7,9bar) |
| AMVER | | | | | 12W Cr 1(-) Der 4(5) | Gen 3 × 690kW 450V 60Hz a.c. |
| | | | | | | Fuel 100,0t (d.o.) 2 600,0t (i.f.o.)-66,0pd |
| **7115751** | **SAMOBYTNYY** | **169** | | **1971** ..............U.S.S.R. | **M Fishing** | S.K.L. |
| *EWTW* | | 40 | | 33,96 7,09 2,899 | Ice strengthened | Oil 4SA 8Cy. 240 × 360 |
| M-28227 | **Dalryba** | 94 | RS | 3,69 | 1 Ho | 305bhp (224kW) |
| | (Nevelsk) (U.S.S.R.) | | | 1 dk | B.115 | VEB Schwermasch. "Karl Liebknecht" (SKL) |
| | | | | | 1 Ha (1,3 × 1,6) | Fuel (d.o.) |
| | | | | | 2W Der 2(2) | |
| **7936868** | **SAMODRA No. 1** | **111** | | **1973** Nichiro Zosen—Ishinomaki (311) | **M Fishing** | Yanmar |
| *YBZA* | | 45 | | 27,82 | Side-fishing Tuna Long-line Ref | Oil 4SA 6Cy. 200 × 240 |
| | **P.T. Perikanan Samodra Besar** | — | | 24,01 5,91 2,54 | Mchy.aft | 370bhp (272kW) |
| Df Esd Pfd | Jakarta Indonesia | | | 1 dk | | Yanmar Diesel Engine Co. Ltd. |
| Rdr Rt | | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 7302706<br>YBZB<br>Df Esd Rdr<br>Rt | **SAMODRA No. 2**<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **118**<br>44<br>— | **1973**<br>27,82<br>Kl 23,80<br>1 dk | <br><br>5,90 | <br>2,250<br>2,54 | Nichiro Zosen—Hakodate (316) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Yanmar 6MAL-T<br>Oil 4SA 6Cy. 200 × 240<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 1 × 80kW 225V a.c. |
| 7302718<br>YBZC<br>Df Esd Rdr<br>Rt | **SAMODRA No. 3**<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **118**<br>44<br>— | **1973**<br>27,82<br>Kl 23,80<br>1 dk | <br><br>5,90 | <br>2,250<br>2,54 | Nichiro Zosen—Hakodate (317) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Yanmar 6MAL-T<br>Oil 4SA 6Cy. 200 × 240<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 1 × 80kW 220V a.c. |
| 7636470<br>YBZD<br>Df Esd Pld<br>Rdr Rt | **SAMODRA No. 4**<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **118**<br>51<br>— | **1974**<br>27,82<br>Kl 23,80<br>1 dk | <br><br>5,91 | <br>2,250<br>2,54 | Nichiro Zosen—Ishinomaki (331) | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>2 Ha (stl) (1,1 × 1,1) (0,9 × 0,9) ER | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 1 × 80kW 220V a.c. |
| 7636482<br>YBZE<br>Df Esd Pld<br>Rdr Rt | **SAMODRA No. 5**<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **117**<br>51<br>— | **1974**<br>27,82<br>Kl 23,80<br>1 dk | <br><br>5,91 | <br>2,250<br>2,54 | Nichiro Zosen—Ishinomaki (332) | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 1 × 80kW 220V a.c. |
| 7355040<br>YBZF<br>Df Esd Gc<br>Rdr Rt | **SAMODRA No. 6**<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **118**<br>43<br>112 | **1974**<br>27,82<br>Kl 23,80<br>1 dk | <br><br>5,90 | <br>2,250<br>2,54 | Nichiro Zosen—Hakodate (322) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 1 × 80kW 220V a.c. |
| 7395698<br>YBZL<br>Esd Gc | **SAMODRA No. 7**<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **118**<br>53<br>112 | **1974**<br>27,82<br>Kl 23,80<br>1 dk | <br>5,95<br>5,90 | <br>2,250<br>2,54 | Yamanishi Zosen K.K.—Ishinomaki (737) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Yanmar 6ML-T<br>Oil 4SA 6Cy. 200 × 240<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 1 × 80kW 220V a.c. |
| 7395703<br>YBZM<br>Esd Gc Pld<br>Rdr | **SAMODRA No. 8**<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **118**<br>51<br>112 | **1974**<br>27,61<br>Kl 24,01<br>1 dk | <br>5,95<br>5,90 | <br>2,250<br>2,54 | Yamanishi Zosen K.K.—Ishinomaki (738) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Yanmar 6MAL-T<br>Oil 4SA 6Cy. 200 × 240<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 1 × 80kW 220V a.c. |
| 7395715<br>YBZN<br>Esd Gc Rt | **SAMODRA No. 9**<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **118**<br>51<br>112 | **1974**<br>27,61<br>Kl 24,01<br>1 dk | <br>5,95<br>5,90 | <br>2,250<br>2,54 | Yamanishi Zosen K.K.—Ishinomaki (739) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Yanmar 6MAL-T<br>Oil 4SA 6Cy. 200 × 240<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 1 × 80kW 225V a.c. |
| 7831678<br>YCCA<br>Rdr Rt | **SAMODRA No. 10**<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **125**<br>41<br>70 | **1974**<br>28,71<br>Kl 23,80<br>1 dk | <br><br>5,91 | <br>2,201<br>2,54 | Fujishin SB. Co.—Kamo (261) | **M Fishing**<br>Ref | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 1 × 80kW 220V a.c. |
| 7831680<br>YCCB<br>Rdr Rt | **SAMODRA No. 11**<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **125**<br>41<br>— | **1974**<br>28,71<br>Kl 23,80<br>1 dk | <br><br>5,91 | <br>2,201<br>2,54 | Fujishin SB. Co.—Kamo (262) | **M Fishing**<br>Ref | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 1 × 80kW 225V a.c. |
| 7831692<br>YCCC<br>Rdr Rt | **SAMODRA No. 12**<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **125**<br>41<br>— | **1974**<br>28,71<br>Kl 23,80<br>1 dk | <br><br>5,91 | <br>2,201<br>2,54 | Fujishin SB. Co.—Kamo (263) | **M Fishing**<br>Ref | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 1 × 80kW 225V a.c. |
| 7831707<br>YCCD<br>Rdr Rt | **SAMODRA No. 14**<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **125**<br>41<br>— | **1974**<br>28,71<br>Kl 23,80<br>1 dk | <br><br>5,91 | <br>2,201<br>2,54 | Fujishin SB. Co.—Kamo (264) | **M Fishing**<br>Ref | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 1 × 80kW 225V a.c. |
| 7831719<br>YCCE<br>Rdr Rt | **SAMODRA No. 15**<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **125**<br>41<br>— | **1974**<br>28,71<br>Kl 23,80<br>1 dk | <br><br>5,91 | <br>2,201<br>2,54 | Fujishin SB. Co.—Kamo (265) | **M Fishing**<br>Ref | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 1 × 80kW 225V a.c. |
| 7831721<br>YCCF<br>Rdr Rt | **SAMODRA No. 16**<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **125**<br>41<br>— | **1974**<br>28,71<br>Kl 23,80<br>1 dk | <br><br>5,91 | <br>2,201<br>2,54 | Fujishin SB. Co.—Kamo (266) | **M Fishing**<br>Ref | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 1 × 80kW 225V a.c. |
| 7513903<br>YCCG<br>Esd Rdr Rt | **SAMODRA No. 17**<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **125**<br>40<br>70 | **1975**<br>27,82<br>Kl 23,80<br>1 dk | <br>5,92<br>5,90 | <br>2,210<br>2,54 | Fujishin SB. Co.—Kamo (267) | **M Fishing** | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 1 × 80kW 225V a.c. |
| 7513915<br>YCCH<br>Esd Rdr Rt | **SAMODRA No. 18**<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **125**<br>40<br>70 | **1975**<br>27,82<br>Kl 23,80<br>1 dk | <br>5,92<br>5,90 | <br>2,210<br>2,54 | Fujishin SB. Co.—Kamo (268) | **M Fishing** | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 1 × 80kW 225V a.c. |
| 7513927<br>YCCI<br>Esd Rdr Rt | **SAMODRA No. 19**<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **125**<br>40<br>70 | **1975**<br>27,82<br>Kl 23,80<br>1 dk | <br>5,92<br>5,90 | <br>2,210<br>2,54 | Fujishin SB. Co.—Kamo (269) | **M Fishing** | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 1 × 80kW 225V a.c. |
| 6920862<br>YCVW<br>Df Esd Gc<br>Pld Rdr | **SAMODRA No. 22**<br>ex Indofish No. 2-81<br>ex Ryuun Maru No. 5-79<br>**P.T. Perikanan Samodra Besar**<br>Jakarta Indonesia | **254**<br>107<br>— | **1969**<br>45,01<br>Kl 39,53 | <br>7,62<br>7,60 | <br>2,950<br>3,46 | Miho Zosensho K.K.—Shimizu (687) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka 6DH27SS<br>Oil 4SA 6Cy. 270 × 420<br>552kW (750bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7119305<br>EWTZ<br>M-28230 | **SAMOOTVERZHENNYY**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **169**<br>40<br>94 | **1971**<br>33,96<br>RS<br>1 dk | <br>7,09 | <br>2,899<br>3,69 | ............U.S.S.R. | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 7378896<br>SWLJ<br>9386<br>Df Esd Gc<br>Rdr Rt | **SAMOS**<br>ex Ruby Star-90 ex Atreus-87<br>**Farleigh Shipping Corp.**<br>Piraeus Greece | **13 633**<br>9 831<br>22 312 | **1974**<br>AB 164,34 (BB)<br>155,43<br>1 dk<br>rf 13 | <br>22,89<br>22,84 | <br>9,867<br>13,54 | Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2362) | **M Bulk Carrier**<br>5 Ho ER<br>G.30 893 B.29 931<br>5 Ha (stl) ER<br>Cr 5(10) | Pielstick 16PC2-2V-400<br>Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 1 329,0t 15,5kn |

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| **5340352**<br>*SV3121*<br>5655<br>Df Esd Rt | **SAMOS**<br>ex Polidoros-84 ex Beate R-75<br>ex Stella Maris-67<br>**Evang. Manolis & others**<br>Piraeus Greece | **308**<br>157<br>480 | (GL) | **1958** Evers Werft—Niendorf (480)<br>45,42 8,34 3,099<br>40,01 8,31 3,31<br>P 10,1 F 4,9 1 dk | **M General Cargo**<br>1 Ho ER<br>G.600 B.557<br>1 Ha (19,9 × 5,0) ER<br>Der 2(2) | Bohn & Kahler<br>Oil 4SA 6Cy. 295 × 420<br>300bhp (221kW)<br>Bohn u. Kahler |
| **5308885**<br>*SV2795*<br>1016<br>Rt | **SAMOS**<br>ex Aetos<br>**Barbate, Papadaki & Hatzidimitriou**<br>Piraeus Greece | **147**<br>73<br>— | | ..........<br>36,48 6,28<br>... ... ...<br>1 dk<br>R | **Iron M General Cargo** | Ansaldo<br>Oil 4DA 4Cy.<br>200bhp (147kW) E made fitted47<br>S.A. Ansaldo Stab. Mecc.<br>Fuel (d.o.) |
| **8005783**<br>*ELBV3*<br>7175<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SAMOSET**<br>ex Mobil Endurance-90<br>**Mobil Shipping & Transportation Co.**<br>Monrovia Liberia<br>SatCom: 1240621/ENRC | **19 580**<br>12 986<br>33 235<br>T/cm<br>43,6 | AB | **1982** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1092)<br>171,00 (BB) 30,03 11,164<br>162,01 30,00 16,21<br>F 11,6 1 dk<br>Bow/CM 85 Diam. 0,300 MH 1,2 | **M Tanker**<br>IGS SBT DB DSS<br>21 Ta ER<br>L.(oil) 42 484 HeCls. BptC<br>7 Cargo pumps total 3 500T/hr | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>11 100bhp (8 165kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 740kW 450V 60Hz a.c.<br>Fuel 238,0t (d.o.) 1 358,0t (hvf) |
| **8618891**<br>*SXWA*<br>9482<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SAMOTHRAKI**<br>**Samothraki Shipping Corp.**<br>Eletson Corporation<br>Piraeus Greece<br>SatCom: 1130650/SAMO | *27 793*<br>*13 451*<br>46 538<br>T/cm<br>51,2 | GL | **1989** Korea SB. & Eng. Corp.—Busan (3035)<br>182,88 (BB) 12,198<br>174,00 32,20 18,00<br>1 dk<br>Bow/CM 91 Diam. 0,300 MH 2,1 | **M Tanker**<br>COW IGS SBT DB DSS<br>6 Ta 4 Wing Ta ER<br>L.(oil) 55 888<br>4 Cargo pumps total 3 000T/hr | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>6 583kW (8 950bhp)<br>Korea Heavy Industries & Construction<br>Ltd.<br>Gen 2 × 853kW 2 × 640kW 450V 60<br>Fuel 182,0t (d.o.) 1 244,0t (hvf)-25,0pd |
| **7359333**<br>*UQRA*<br>M-17355<br>Df Esd Gc<br>Pfd Rdr RTv | **SAMOTLOR**<br>**Primorsk Shipping Co.**<br>(Nakhodka) (U.S.S.R.)<br>SatCom: 1400547/UQRA | *13 204*<br>*5 299*<br>17 200<br>T/cm<br>28,5 | RS | **1975** Rauma-Repola Oy—Rauma/Raumo (230)<br>160,00 23,04 9,170<br>148,01 23,02 12,91<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 6 Ta 12 Wing Ta ER<br>G.1 235 B.840 L.(oil) 17 940<br>1 Ha (7,0 × 7,0) ER<br>6 Cargo pumps total 1 020T/hr | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 000bhp (8 091kW)<br>Bryansk Eng. Works<br>Gen 3 × 500kW 400V 50Hz a.c.<br>Fuel (d.o.) 2 071,2t (hvf)-34,7pd |
| **7337414**<br>*UVOA*<br>M-32131 | **SAMOTLOR**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **720**<br>204<br>350 | RS | **1973** ............U.S.S.R.<br>53,73 10,70 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.275<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>Fuel (d.o.) |
| **8036146**<br>*UWNU*<br>M-38000<br>Df Esd Gc<br>Rdr RTm/h/v | **SAMOTSVET**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **744**<br>209<br>322 | RS | **1982** ............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **8826022** | **SAMPAGA**<br>**P.T. Bersama**<br>Jakarta Indonesia | **154**<br>104<br>— | KI | **1977** P.R. Karta Putra—Jakarta<br>30,68 7,50 —<br>- 2,40<br>1 dk | **M Tank Barge**<br>Water | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>202kW (275bhp)<br>Caterpillar Inc.<br>Gen 2 110V a.c. |
| **7635177** | **SAMPAGA DUA**<br>ex Bintang 23-79<br>**P.T. Bersama**<br>Banjarmasin Indonesia | **141**<br>96<br>200 | KI | **1970** P.T. Pelita Bahari—Tanjung Priok<br>30,92 1,701<br>29,60 6,02 2,06<br>1 dk | **M General Cargo Barge** | Caterpillar<br>Vee Oil 4SA 6Cy. 137 × 165<br>275bhp (202kW) E made76 fitted–<br>Caterpillar Tractor Co.<br>Gen 2 × 2kW 220V a.c. |
| **8340274** | **SAMPAGA III**<br>**P.T. Kantara**<br>Jakarta Indonesia | **338**<br>—<br>— | KI | **1981** P. T. Kerta Putra Tanjung Priok<br>0,501<br>40,01 12,01 2,21<br>1 dk | **M Landing Craft**<br>Deck Cargo | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>550bhp (405kW)<br>Caterpillar Tractor Co. |
| **7300435**<br>225280<br>Rdr | **SAMPAGUITA LEI**<br>ex Ashuzan Maru-80<br>**Sampaguita Shipping Corp.**<br>Zamboanga Philippines | **492**<br>246<br>1 099 | | **1968** Nishihara Zosen—Omishima (135)<br>55,00 9,02 4,090<br>49,51 9,00 4,50<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 310 B.1 120<br>1 Ha (25,3 × 6,0) ER | Makita<br>Oil 4SA 6Cy. 330 × 500<br>1 100bhp (809kW)<br>Makita Tekkosho<br>Gen 1 × 15kW 1 × 10kW 220V a.c.<br>Fuel 30,5t-4,0pd |
| **8701167**<br>Rdr Rt | **SAMPAYO**<br>**Pescagarcia**<br>Vigo Spain | *320*<br>*96*<br>200 | BV | **1988** Construcciones Navales P. Freire S.A.—Vigo (293)<br>33,00 3,401<br>27,01 8,01 5,60<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.153 | Deutz<br>Oil 4SA 6Cy. 220 × 280 with flexible<br>sr geared to sc. shaft<br>640kW (870bhp)<br>Hijos de J. Barreras S.A. |
| **5308938**<br>*OIWK*<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMPO**<br>**Jaanmurtaja-Kemi-Icebreaker Ltd. Oy**<br>Kemi Finland | **2 630**<br>321<br>3 597 | | **1960** Wartsila-Kon. Sandvikens Skepps. —Helsinki/Helsingfors (368)<br>74,68 17,40 6,211<br>69,12 17,38<br>2 dks | **TD-E Icebreaker** | Sulzer<br>4 Oil 2SA each 5Cy. 510 × 550 total<br>(5 517kW) driving gen. connected<br>motors<br>Wartsila Kon. Mek. Verks.<br>2 propellers , 2 fwd<br>Fuel 474,5t (d.o.)-29,5pd |
| **5308940**<br>*PKVI*<br>8<br>Rt | **SAMPOERNA**<br>**P.T. Pelayaran Selamat Shipping Co. Ltd.**<br>Surabaya Indonesia | **152**<br>81<br>169 | (KI) | **1953** Galangan Kapal "Sumber Bhaita" —Surabaya<br>33,00 6,13 1,301<br>30,99 6,02 2,21<br>1 dk | **M General Cargo**<br>2 Ha (6,4 4,5 × 7,0)<br>Der 1(3) | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>230bhp (169kW) NE 60<br>Kloeckner Humboldt Deutz<br>Gen 1 × 7,5kW 220V d.c.<br>Fuel (d.o.) |
| **6418637**<br>*YBTB*<br>227<br>Df | **SAMPURNA III**<br>Launched as Pulau Pajunga<br>**P.T. Pelayaran Selamat Shipping Co. Ltd.**<br>Surabaya Indonesia | **249**<br>173<br>200 | KI | **1965** P.N. Dok dan Perkapalan—Surabaya (415)<br>42,68 6,89<br>38,00 6,84 2,75<br>1 dk | **M General Cargo**<br>2 Ha (each 5,5 × 3,1) ER<br>Der 2(2) | Deutz<br>Oil 4SA 6Cy.<br>230bhp (169kW) E made59 fitted–<br>Kloeckner Humboldt Deutz<br>Gen 1 × 16kW 110V<br>Fuel 24,5t (d.o.) |
| **5120245**<br>*PKYY*<br>3599<br>Df Esd Rdr<br>Rt | **SAMPURNA V**<br>ex Frans W-70 ex Superior Importer-69<br>ex Frans-W-67<br>**P.T. Pelayaran Selamat Shipping Co. Ltd.**<br>Surabaya Indonesia | **400**<br>251<br>515 | (BV) (KI) | **1957** Schpsw. Kramer & Booy "De Rietpol" —Spaarndam (13)<br>48,98 7,93 2,801<br>45,09 7,78 3,26<br>P 13,2 1 dk<br>RW | **M General Cargo**<br>1 Ho 30,7 ER<br>G.786 B.739<br>2 Ha (each 10,9 × 4,9) ER<br>2W Der 2(2) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>395bhp (291kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 10kW 110V<br>Fuel 30,5t (d.o.) |
| **7370806**<br>*ATJV*<br>1543<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SAMRAT ASHOK**<br>ex Gautama Buddha-74<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **72 759**<br>46 593<br>129 513<br>T/cm<br>94,4 | **100A1** SS 7/88<br>bulk carrier<br>strengthened for heavy cargoes, holds Nos. 2, 4, 6 and 8 may be empty<br>**LMC UMS**<br>EL U† 715,0/90,0U3<br>FN 15949<br>IRS (AB) | **1974** Mitsubishi Heavy Industries Ltd.—Hiroshima (240)<br>261,02 (BB) 40,67 17,609<br>247,00 40,59 23,98<br>1 dk<br>rf nil DK in way of all cargo holds | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 21,6 21,6 21,6 21,6 21,6 21,6 21,6 21,6 20,8 ER<br>G.140 212<br>9 Ha (stl) (12,8 × 14,4) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 17,6) ER<br>Der 2(5) | Sulzer<br>Oil 2SA 9Cy. 900 × 1550<br>19 198kW (26 100bhp)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11,9kgf/cm² (11,7bar)<br>Gen 3 × 770kW 450V 60Hz a.c.<br>Fuel 380,0t (d.o.) 6 725,0t (hvf) |

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| 8001127<br>Esd Rdr Rt | **SAMRIYAH**<br>**Mohammad Al-Mojil Establishment**<br>Dammam Saudi Arabia | **285**<br>75<br>290 | **✠100A1** SS 11/89<br>**✠LMC**<br>EL H 302,5/26,0U2<br>FN 393 | **1980-9** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS539)<br>34,40 9,78 3,201<br>31,15 9,00 3,61<br>F 19,6 1 dk<br>rf 381 | **TM Utility Vessel**<br>Deck Cargo | Kelvin TBSC8<br>2 Oil 4SA each 8Cy. 165 × 184 reverse reduction geared to sc. shafts<br>1 040bhp (765kW)<br>GEC Diesels Ltd. Kelvin Marine Div. Glasgow<br>Gen 2 × 56kW 415V 50Hz a.c. |
| 5189526<br>10<br>Df Esd Pfd<br>Rdr Rt | **SAMRUAJ PRAMONG 1**<br>ex Kittikachorn<br>**Government of The Kingdom of Thailand**<br>Bangkok Thailand | **131**<br>33<br>— | (BV) | **1962** Niigata Eng. Co. Ltd.—Niigata (358)<br>35,69 5,90 2,210<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ha (0,9 × 0,9)<br>Der 1(2) 1(1) | Niigata<br>Oil 4SA 6Cy. 310 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 24,5t 12,5kn |
| 6416988<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMRUAT PRAMONG 4**<br>ex Tenyo Maru-86<br>**Government of The Kingdom of Thailand**<br>Thailand | **518**<br>145<br>— | | **1964** Miho Zosensho K.K.—Shimizu (399)<br>43,26 8,31<br>37,29 8,30 4,30<br>1 dk | **M Fishing**<br>Training Stern Trawler | Akasaka<br>Oil 4SA 6Cy. 350 × 500<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 97,5t 11kn |
| 5325261<br>HSPU<br>9K1981<br>Esd Rdr<br>RTm/h | **SAMSANPUNWANG**<br>ex Loroma No. 1-79<br>ex Yamoto Maru No. 21-75<br>ex Dalsen Maru No. 5-72<br>ex Yozui Maru-69<br>ex Shoho Maru No. 2-68<br>**Samsanpanwang Co. Ltd.**<br>Bangkok Thailand | **1 781**<br>916<br>2 874 | (NK) | **1959** Hashihama Zosen—Imabari (71)<br>85,40 11,74 5,500<br>79,00 11,69 6,10<br>P 18,0 F 9,2 1 dk<br>RW len 72 | **M Tanker**<br>8 Ta ER<br>L.(oil) 3 320 HeCls. BC | Ito<br>Oil 4SA 6Cy. 460 × 690<br>1 800bhp (1 324kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 35kW 120V d.c.<br>Fuel 178,0t (hvf)-6,5pd 10,5kn |
| 7115933<br>EWPE<br>M-27417<br>Df Esd Gc<br>Rdr Rt | **SAMSHIT**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **2 833**<br>1 059<br>1 150 | RS | **1971** ..............U.S.S.R.<br>83,27 14,00 5,709<br>10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 255<br>3 Ha (2,5 1,9 × 2,5) (0,7 × 0,7)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| 7620548<br>D5LC<br>6411<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAMSON**<br>ex Coral-86<br>**Samson Shipping Co. Ltd.**<br>Monrovia Liberia<br>SatCom: 1241372/DELC | **33 150**<br>26 141<br>61 345<br>T/cm<br>64,0 | AB | **1978** Hitachi Zosen—Ariake Works, Nagasu (4573)<br>225,00 (BB) 32,26 12,448<br>215,02 32,21 17,81<br>F 15,6 1 dk<br>rf 69 | **M Bulk Carrier**<br>7 Ho ER<br>7 Ha (stl) ER | Sulzer 8RND76<br>Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW)<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 540kW<br>15,5kn |
| 7351977<br>8LEU<br>115730<br>Rdr | **SAMSON**<br>**Shinpo Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **270**<br>94<br>— | | **1974** Matsuura Tekko Zosen—Higashino (236)<br>33,00 9,63<br>28,99 9,61 4,30<br>1 dk | **TM Tug** | Niigata 8L25BX<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Tokyo |
| 6709919<br>SQLK<br>Df Esd Gc<br>Rdr Rt | **SAMSON**<br>**Zarzad Portu Szczecin**<br>Szczecin Poland | **226**<br>61<br>— | PR | **1966** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B66/02)<br>31,63 8,39 3,640<br>29,85 - 4,37<br>1 dk | **M Tug**<br>Ice strengthened | Sulzer 5TD48<br>Oil 2SA 5Cy. 480 × 700<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 80kW 400V a.c.<br>13,5kn |
| 7200867<br>WX7641<br>505922<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMSON**<br>**Crowley Towing & Transportation Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **190**<br>88<br>— | AB | **1966** Pacific Coast Eng. Co.—Alameda, Ca (215)<br>9,45 4,496<br>35,13 9,40 5,03<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 60kW<br>Fuel 492,0t (d.o.) |
| 7042851<br>WZS4186<br>527248<br>Esd Pfd Rdr<br>RTm/h/v | **SAMSON MARINER**<br>ex Allie B-90 ex Captain Carl<br>**Samson Tug & Barge Co. Inc.**<br>Juneau, Ak United States of America | **158**<br>107<br>— | | **1970** Halter Marine Services, Inc.—Lockport, La (245)<br>30,48 8,92 3,737<br>28,61 8,77 4,40<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW 480V 60Hz a.c. |
| 7615684<br>TCSL<br>5376<br>Df Esd Gc<br>Pfd Rdr RTv | **SAMSUN**<br>**T.D.I. Deniz Yollari Isletmesi**<br>Istanbul Turkey | *10 583*<br>*3 872*<br>1 788<br>T/cm<br>50,5 | NV | **1985** Stocznia Szczecinska im. A. Warskiego—Szczecin (B490/04)<br>127,51 (BB) 19,46 5,420<br>120,02 19,41 7,29<br>5 dks<br>rf nil | **TM Passenger/RoRo Cargo/Ferry** 123cbn 598bth 112dk P<br>Bow door/ramp Stern door/ramp Ice strengthened<br>Cars 214 Trailers 26 | Sulzer 6ZL40/48<br>4 Oil 4SA each 6Cy. 400 × 480 sr geared to sc. shafts<br>16 800bhp (12 357kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 1100kW 2 × 1000kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 80,0t (d.o.) 449,0t (hvf)-60,0pd 19,5kn |
| 7112436<br>D8GR<br>CR-715926<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMSUN BANNER**<br>ex Golden Star-87 ex Contessa-81<br>ex Sanyo Maru-75<br>**Samsun Corporation**<br>Busan South Korea | **15 305**<br>7 209<br>25 392<br>T/cm<br>36,0 | KR (NK) | **1971** Kasado Dock Co. Ltd.—Kudamatsu (262)<br>168,51 25,05 9,437<br>160,00 25,00 13,01<br>B 25,0 F 13,8 1 dk | **M Ore Carrier**<br>4 Ho ER<br>G.25 381<br>4 Ha (stl) (15,0 22,0 22,0 22,0 × 11,5) ER<br>Cr 4(8) | Mitsubishi 8UEC65/135C<br>Oil 2SA 8Cy. 650 × 1350<br>10 400bhp (7 650kW)<br>Ube Tekkosho Ube<br>Gen 2 × 600kW 445V 60Hz a.c.<br>Fuel 1 452,0t-33,5pd 14,75kn |
| 8021799<br>J8CK8<br>2789<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMSUN BEAUTY**<br>ex Leslie Ann-90<br>**White Excelsior Maritime Corp.**<br>Samsun Corporation<br>Kingstown St. Vincent and the Grenadines | **1 247**<br>481<br>751 | KR (AB) | **1983** Nuovi Cantieri Liguri—Pietra Ligure (118)<br>69,22 (BB) 5,050<br>59,95 12,88 5,80<br>B 23,8 F 7,4 2 dks<br>rf 152 conv Side Trawler Fishing 90 | **M Fishing**<br>Purse Seiner | Polar F316V<br>Vee Oil 4SA 16Cy. 250 × 300 sr geared to sc. shaft<br>3 001kW (4 080bhp)<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 620kW 440V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>16,4kn |
| 7002136<br>D8DL<br>CR-700068<br>Df Esd Gc<br>Pfd Rdr RTv | **SAMSUN BOOSTER**<br>ex Hyundai No. 37-86<br>ex Halla Champion-85<br>ex Puffin Pride-81 ex Cindy-80<br>**Samsun Corporation**<br>Inchon South Korea | **18 236**<br>12 029<br>31 762 | KR (AB) | **1970** Mitsui SB. & Eng. Co. Ltd.—Osaka (859)<br>182,61 (BB) 25,68 10,688<br>174,00 25,61 14,91<br>P 31,4 F 12,2 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,0 22,4 22,4 22,4 22,4 22,4 ER<br>G.42 732 B.37 751<br>6 Ha (stl) (10,9 × 9,9) (12,8 12,8 12,8 12,8 12,8 × 10,9) ER<br>12W Der 4(15) 8(5) | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 1 607,5t 16kn |
| 8021787<br>J8CK9<br>2790<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMSUN BRAVE**<br>ex Leah Ruth-90<br>**White Excelsior Maritime Corp.**<br>Samsun Corporation<br>Kingstown St. Vincent and the Grenadines | **1 247**<br>481<br>751 | KR (AB) | **1983** Nuovi Cantieri Liguri—Pietra Ligure (117)<br>69,22 (BB) 5,050<br>59,95 12,88 5,80<br>B 23,8 F 7,4 2 dks<br>rf 152 conv Side Trawler Fishing 90 | **M Fishing**<br>Purse Seiner | Polar F316V<br>Vee Oil 4SA 16Cy. 250 × 300 sr geared to sc. shaft<br>3 001kW (4 080bhp)<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 620kW 440V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>16,4kn |

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| **7720697**<br>*D7YO*<br>USR-788041<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SAMSUN HONOUR**<br>ex Hyundai No. 7-88 ex Asia Chilho-84<br>**Samsun Corporation**<br>Inchon South Korea | **11 686**<br>6 972<br>19 682 | KR (AB) | **1978** Hyundai Heavy Industries Co. Ltd.—Ulsan (1982)<br>151,19 (BB) 9,607<br>143,01 22,86 13,01<br>P 34,8 B 21,1 F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho ER<br>G.24 241 B.23 635<br>4 Ha (12,9 × 9,6) (19,5 19,5 19,5 × 11,3) ER<br>Der 1(30) 3(25) | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>8 900bhp (6 546kW)<br>Hitachi Zosen<br>Gen 3 × 370kW 445V a.c. |
| **7720740**<br>*D7CZ*<br>ICR-780126<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SAMSUN MARINER**<br>ex Korean Zircon-90<br>**Samsun Shipping Corp.**<br>Inchon South Korea | **11 685**<br>6 972<br>19 395<br>T/cm<br>29,5 | KR (AB) | **1978** Hyundai Heavy Industries Co. Ltd.—Ulsan (1987)<br>151,21 22,89 9,607<br>143,01 22,86 13,01<br>P 34,8 F 12,8 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho ER<br>G.24 241 B.23 635<br>4 Ha (12,9 × 9,6) (19,5 19,5 19,5 × 11,3) ER<br>Der 4(25) | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>6 546kW (8 899bhp)<br>Hitachi Zosen Sakurajima W<br>Gen 3 × 370kW 445V a.c. |
| **7031577**<br>*D7CI*<br>ICR-700227<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **SAMSUN PARTNER**<br>ex Keoyang Topaz-91 ex Bo Churn-90<br>ex Calamus-78 ex Gulf Gallant-77<br>ex Kobe Maru No. 7-75<br>**Korea Industrial Leasing Co. Ltd.**<br>Samsun Shipping Corp.<br>Inchon South Korea | **3 049**<br>1 917<br>5 928 | KR (NK) | **1970** Hashihama Zosen—Imabari (282)<br>101,05 16,26 6,587<br>95,00 16,21 8,21<br>P 19,6 F 10,4 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>G.23 814 B.23 308 HeCls. B<br>2 Ha (stl) (27,9 29,4 × 8,0)<br>16W Der 1(20) 3(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 230bhp (2 376kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 128kW 445V a.c.<br>Fuel 572,0t-12,5pd |
| **7120201**<br>*6KRP*<br>BS02-A2025<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMSUN RANGER**<br>ex Woo Jin No. 7-86 ex Mary Lucille-82<br>ex City of Lisbon-78<br>**Samsun Corporation**<br>Busan South Korea | **895**<br>480<br>853 | KR | **1971** San Diego Mar. Co.—San Diego, Ca (171)<br>65,33 11,03 4,952<br>59,26 10,98 5,34<br>B 14,7 1 dk | **M Fishing**<br>Side Trawler | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp. La Gra<br>Gen 3 × 265kW 460V a.c.<br>Fuel 305,0t (d.o.) |
| **8225814**<br>*6KOX*<br>BS-A-1972<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMSUN VENTURE**<br>ex Sam Bu No. 101-86<br>ex Shin Cheon No. 1 ex Alemir<br>**Samsun Corporation**<br>Busan South Korea | **683**<br>309<br>808 | KR | **1975** Tacoma Boatbuilding Co. Inc.—Tacoma, Wa<br>55,17 4,875<br>55,00 10,51 5,41<br>B 10,1 1 dk | **M Fishing**<br>Purse Seiner<br>In.808<br>3 Ha (stl) (1,8 1,8 × 1,8) (1,2 × 1,9)<br>Cr 2(7) Der 1(20) | General Motors<br>Vee Oil 2SA 16Cy. 230 × 254<br>2 875bhp (2 115kW)<br>General Motors Corp. Electro-Motive Di<br>Gen 3 × 900kW 380V 50Hz a.c. |
| **7001754**<br>*5LHX*<br>3343<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h<br>AMVER | **SAMU**<br>ex Samuel S.-85<br>**Agawan Shipping Corp.**<br>Ugland Brothers Ltd.<br>Monrovia Liberia | **11 083**<br>7 345<br>19 024 | AB | **1970** Namura SB. Co. Ltd.—Osaka (379)<br>151,52 (BB) 22,76 9,421<br>143,01 22,71 12,76<br>P 28,4 F 10,7 1 dk<br>rf 102 | **M Bulk Carrier**<br>4 Ho 26,2 27,2 27,2 26,3 ER<br>G.23 942 B.23 597<br>4 Ha (stl) (18,3 × 9,9) (19,9 19,9 19,9 × 11,9) ER<br>12W Der 8(25) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 1 123,5t (hvf) |
| **5309059**<br>*YBDA*<br>Rt | **SAMUDERA**<br>**Lembaga Oseanologi Nasionallipi**<br>Jakarta Indonesia | **191**<br>74<br>— | KI<br>✠Classed LR until 9/58 | **1952**-8 F. Smit v/h Smit & Zoon—Foxhoi (113)<br>36,05 6,53<br>35,01 6,51 2,95<br>B & F 14,7 1 dk<br>RW | **M Research/Fishing** | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor<br>Gen 1 × 30kW 110V d.c.<br>Fuel (d.o.) |
| **8329373** | **SAMUDERA 5**<br>**P.T. Perusahaan Pelayaran "Samudera Indonesia"**<br>Semarang Indonesia | **141**<br>104<br>— | KI | **1967** P.T. Menara—Tegal<br>31,75 6,02<br>2,26<br>1 dk | **M Tanker** | MWM<br>Oil 4SA 8Cy. 120 × 130<br>250bhp (184kW)<br>Motorenw. Mannheim A.G. (MWM) We |
| **6402298**<br>*VWTZ*<br>1101<br>Df Esd Gc<br>Rdr RTm/h | **SAMUDRA**<br>**Calcutta Port Trust**<br>Calcutta India | **1 993**<br>522<br>929 | IRS<br>✠Classed LR until 23/2/79 | **1964**-6 Blyth Dry Docks & SB. Co. Ltd.—Blyth (385)<br>83,62 13,31 4,744<br>76,21 13,26 7,17<br>1 dk, 2nd dk except in mchy. space, 3rd dk in fwd hold<br>RW rf 991 | **TM Pilot Tender**<br>25P | MAN<br>2 Oil 4SA each 9Cy. 300 × 450 with fle couplings & sr reverse geared to sc<br>1 680bhp (1 236kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 175kW 220V d.c.<br>Fuel 211,5t (d.o.) |
| **7109855**<br>*HQET8*<br>RH-L83188<br>Rdr Rt | **SAMUDRA**<br>ex Kiyo Maru-81<br>**Naviera Samudra S. de R. L.**<br>San Lorenzo Honduras | **1 496**<br>820<br>3 077 | NK | **1969** Geibi Zosen Kogyo—Kure (220)<br>80,73 12,43 5,557<br>74,50 12,40 6,30<br>P 19,2 F 7,4 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 3 449 | Hanshin<br>Oil 4SA 6Cy. 460 × 680<br>2 400bhp (1 765kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 48kW 225V a.c.<br>Fuel 147,5t |
| **7821491**<br>*YEKE*<br>Esd Gc Rdr<br>Rt | **SAMUDRA AYU**<br>ex Hope No. 1-90 ex Jeddah Hope-89<br>ex Tatsumiya Maru No. 8-83<br>**P.T. Samudra Petrindo Asia**<br>Thome Ship Management Pte. Ltd.<br>Jakarta Indonesia | **3 137**<br>1 177<br>4 813 | NK | **1979** Imabari Zosen—Imabari (383)<br>97,69 5,906<br>92,03 16,51 6,51<br>P 25,3 F 17,4 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 4 474 | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>3 200bhp (2 354kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 280kW 445V 60Hz a.c.<br>Fuel 40,0t (d.o.) 150,0t (hvf)-11,5pd |
| **7235771**<br>*ATKY*<br>1563<br>Df Esd Pfd<br>Rdr Rt | **SAMUDRA DEVI**<br>Launched as Norad<br>**Government of The Republic of India (Integrated Fishery Project)**<br>Cochin India | **194**<br>78<br>— | (NV) | **1973** Sigbjorn Iversen M/V. Skips.—Flekkefjord (22)<br>27,28 8,06 4,134<br>23,98 8,03<br>1 dk<br>rf 1092 BK 127 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>1 Ha (3,5 × 2,5) ER | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>750bhp (552kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 76kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **8826060** | **SAMUDRA INDAH**<br>**P.T. Tanjung Batu**<br>Pontianak Indonesia | **158**<br>91<br>— | KI | **1983** Tunas Samudera—Ketapang<br>34,20 6,60 —<br>29,50 - 2,40<br>1 dk | **TM General Cargo**<br>1 Ho ER<br>G.175<br>1 Ha (stl) (15,4 × 4,5) ER | Chinese Std. Type<br>2 Oil 4SA each 12Cy. 135 × 150<br>404kW (549bhp)<br>People's Rep<br>Gen 1 × 12kW 400V a.c. |
| **5396703**<br>*PKGJ*<br>805<br>Rt | **SAMUDRA INDAH**<br>ex Yudistira III<br>**Sdr Harry Chandra**<br>Jakarta Indonesia | **102**<br>47<br>102 | KI | **1961** Vereenigde Prauwen Verer—Tandjung Priok (476)<br>27,01 6,00 1,651<br>26,01 1,99<br>1 dk | **M General Cargo**<br>Mchy.aft | Kromhout<br>Oil 2SA 2Cy. 240 × 310<br>80bhp (59kW) E made49 fitted61<br>Kromhout Motorenfabrik<br>Fuel (d.o.) |
| **7528922**<br>*PLNF*<br>1626<br>Rt | **SAMUDRA JAYA II**<br>**P.T. Pelayaran Lokal Duta Samudra**<br>Jakarta Indonesia | **173**<br>104<br>— | KI | **1970** P.T. Menara—Tegal<br>... ... ...<br>32,49 6,81 2,52<br>1 dk | **M General Cargo**<br>Mchy.aft | B&W<br>Oil 4Cy.<br>200bhp (147kW) E made63 fitted70<br>.............<br>Gen 1 × 9kW 115V |
| **8826072** | **SAMUDRA JAYA VI**<br>ex Nila Kandi V<br>**P.T. Madju Nusa**<br>Palembang Indonesia | **171**<br>74<br>— | KI | **1970** P.T. Nila Kandi—Palembang<br>37,47 6,07 1,670<br>34,56 - 2,25<br>1 dk | **TM General Cargo** | Caterpillar<br>2 Oil 4SA 6Cy.<br>354kW (481bhp)<br>Caterpillar Inc.<br>Gen 5 220V a.c. |

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| 8216778<br>VWSM<br>2047<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMUDRA KAUSTUBH**<br>**Government of The Republic of India (Ministry of Steel & Mines)**<br>Bombay India | **284**<br>85<br>— | IRS<br>✠Classed LR until<br>26/9/86 | **1984**-8 Scheepswerf G. Bijlsma & Zn. B.V.<br>—Wartena (624)<br>35,08 8,41 1,609<br>32,75 8,26 2,80<br>1 dk<br>rf nil | **TM Research**<br>Geological Survey | Cummins<br>2 Oil 4SA each 6Cy. 159 × 159 with clutches,<br>flexible couplings & sr reverse geared to sc.<br>shafts<br>740bhp (544kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 200kW 1 × 68kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 42,5t (d.o.) |
| 5304401<br>ATOR<br>1295<br>Df Esd Gc<br>Rdr RTv | **SAMUDRA MANTHAN**<br>ex Vishva Vinay-83 ex Sabratha-68<br>**Government of The Republic of India (Geological Survey)**<br>The Shipping Corporation of India Ltd.<br>Bombay India | **2 373**<br>1 272<br>1 825 | IRS (GL) | **1958** A.G. "Weser" Werk Seebeck—Bremerhaven<br>(845)<br>88,80 12,96 5,058<br>80,02 12,90 7,50<br>B 18,6 F 8,9 2 dks<br>RW conv Ref General Cargo 83 | **M Research** OSD/CSD<br>Geological Survey<br>Mchy.aft<br>Der 4(-) | MAN<br>2 Oil 2SA each 9Cy. 300 × 450 dr geared to sc.<br>shaft<br>2 140bhp (1 574kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 300kW 415V 50Hz a.c. 2 × 100kW<br>220V d.c.<br>Fuel 277,0t (d.o.) 13,25kn |
| 8503333<br>VVGN<br>2106<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMUDRA NIDHI**<br>**The Oil & Natural Gas Commission**<br>Bombay India | *2 995*<br>*898*<br>2 189 | IRS NV (KR) | **1986** Daewoo SB. & Heavy Machinery Ltd.<br>—Okpo (7905)<br>82,00 18,04 5,014<br>72,01 18,00 7,01<br>F 42,1 2 dks | **TD-E Offshore Well-Stimulation Vessel** | Wartsila<br>4 Vee Oil 4SA each 12Cy. 220 × 240 total<br>7 880bhp (5 796kW) driving 2 gen. each<br>1 600kW 690V a.c. connected to 2 elec. motors<br>& sc. shafts<br>Wartsila Power Singapore (Pte.) Ltd. Singapore<br>Gen 1 × 144kW 390V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd |
| 8826084 | **SAMUDRA PERMAI**<br>**P.T. Pelayaran Putra Sahita**<br>Pontianak Indonesia | **298**<br>155<br>— | KI | **1983** Tunas Samudera—Ketapang<br>38,10 8,55 2,440<br>36,00 3,05<br>1 dk | **TM General Cargo**<br>1 Ho ER<br>2 Ha (stl) ER | Yanmar 6HAL-HTE<br>2 Oil 4SA each 6Cy. 130 × 150<br>706kW (960bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 1 × 13,4kW 400V a.c. |
| 8512085<br>VVJL<br>2153<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **SAMUDRA PRABHA**<br>**The Oil & Natural Gas Commission**<br>Mazagon Dock Ltd.<br>Bombay India<br>SatCom: 1640115/SPBA | *4 018*<br>*1 205*<br>2 121 | ✠**100A1** SS 7/91<br>offshore supply ship/diving<br>support ship/firefighting<br>ship 2 (7200cub.m/hr)<br>with water spray,<br>helicopter deck<br>DP(AA)<br>✠**LMC** **UMS**<br>EL (U)<br>FN 1965 | **1986**-12 Hyundai Heavy Industries Co. Ltd.—Ulsan<br>(P034)<br>91,50 17,43 5,166<br>78,01 17,40 7,78<br>F 41,5 2 dks<br>rf nil | **TD-E Supply Ship**<br>Deck Cargo Diving Support Fire-fighting | Normo<br>4 Vee Oil 4SA each 12Cy. 250 × 300 total<br>11 692bhp (8 600kW) driving 4 gen. each<br>2 000kW 6 600V a.c. connected to 2 elec.<br>motors each of 2 120shp (1 559kW)<br>BMV Bergen Diesel A/S Norway<br>2 Directional propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>13kn |
| 7206548<br>S2KV<br>141<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMUDRA RAJ**<br>ex Rora-86 ex Aurora-85<br>ex Oceanmerchant-84<br>ex Seamerchant-81 ex Skhinousa-81<br>ex Euromerchant-79 ex Kosei Maru-76<br>**Maritima Orient Ltd.**<br>Chittagong Bangladesh | **4 598**<br>2 923<br>8 879 | NK (AB) | **1972** Kurushima Dockyard Co. Ltd.—Imabari<br>(703)<br>119,44 18,65 7,422<br>110,00 18,60 9,40<br>P 23,5 B 5,5 F 12,8 1 dk | **M General Cargo**<br>2 Ho ER<br>G.10 829 B.9 952<br>2 Ha (stl) (32,7 33,5 × 10,0) ER<br>Der 2(20) | Mitsubishi 6UET52/90<br>Oil 2SA 6Cy. 520 × 900<br>5 200bhp (3 825kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.) Yaizu<br>Gen 2 × 216kW 445V a.c.<br>Fuel 926,5t-17,5pd 13kn |
| 7234935<br>S2EL<br>Df Esd Gc<br>Rdr RTv | **SAMUDRA RANI**<br>ex Lucky Thunder-89<br>ex Rio Calingasta-87<br>**Maritima Orient Ltd.**<br>Chittagong Bangladesh | T.Mk<br>**6 018**<br>2 937<br>9 314<br>**8 558**<br>5 350<br>10 232 | BV<br>✠Classed LR until<br>20/8/82 | **1973**-6 Union Naval de Levante S.A.—Valencia<br>(126)<br>150,88 (BB) 21,65 7,621/8,252<br>138,64 21,61 12,04<br>F 15,3 3 dks<br>rf nil DK in way of Nos. 2, 3 & 4 holds | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 18,9 18,9 19,2 7,0DTp,c,s 15,0<br>ER 24,7<br>G.8 568 B.7 840 In.2 050<br>TEU 89 C. 89/20'<br>5 Ha (stl) (10,5 × 7,3) (11,2 11,2 × 8,2)<br>(10,5 × 6,4) ER (11,9 × 8,2)<br>20W Cr 1(5) Der 1(50) 6(10) 10(5) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>7 723kW (10 499bhp)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 3 × 304kW 1 × 184kW 380V 50Hz a.c.<br>Fuel 213,0t (d.o.) 1 414,0t (hvf)-31,5pd 18kn |
| 8340561<br>YCUT<br>2389 | **SAMUDRA RAYA**<br>**P.T. Perusahaan Pelayaran Nusantara Karimata**<br>Pontianak Indonesia | **474**<br>—<br>— | KI | **1980** Tunas Samudera—Ketapang<br>42,68 2,440<br>39,78 9,15 3,36<br>1 dk | **M General Cargo**<br>Mchy.aft | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>730bhp (537kW)<br>Cummins Engine Co. Ltd. United Kingdom |
| 7212327<br>Df Esd Gc<br>Rdr Rt | **SAMUDRA SAMRAT**<br>ex Lucky Star-88 ex Rio Los Sauces-87<br>**Maritima Orient Ltd.**<br>Bangladesh | T.Mk<br>**5 842**<br>3 195<br>9 314<br>**8 591**<br>4 920<br>10 232 | ✠**100A1** CS 5/87<br>DTsm—vegetable oil<br>Ice Class 3<br>✠**LMC**<br>**Lloyd's RMC**<br>EL B† 2$\frac{5}{16}$"U2<br>FN 4662<br>(BV) | **1973**-4 Empresa Nacional "Bazan" de C.N.M. S.A.<br>—San Fernando (162)<br>150,88 (BB) 21,65 7,621/8,256<br>138,64 21,61 12,02<br>F 15,3 3 dks<br>rf nil DK in way of Nos. 2, 3 & 4 holds | **M General Cargo**<br>Ref<br>5 Ho 18,9 18,9 19,2 7,0DTp,c,s 15,0<br>ER 24,7<br>G.8 568 B.7 840 In.1 961 L.844<br>TEU 89 C. 89/20'<br>5 Ha (stl) (10,5 × 7,3) (11,2 11,2 × 8,2)<br>(10,5 × 6,4) ER (11,9 × 8,2)<br>20W Cr 1(5) Der 1(50) 6(10) 10(5) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>7 723kW (10 499bhp)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 3 × 304kW 1 × 184kW 380V 50Hz a.c.<br>Fuel 213,0t (d.o.) 1 414,0t (hvf)-31,5pd 18kn |
| 8418851<br>VVJK<br>2152<br>Df Esd Gc<br>Pfd Rt | **SAMUDRA SARVEKSHAK**<br>**The Oil & Natural Gas Commission**<br>Bombay India | *3 444*<br>*1 033*<br>588 | BV IRS NV | **1986** Soc. Nouvelle des At. & Ch. de La Rochelle-<br>Pallice—La R.-P. (1239)<br>83,47 16,95 4,001<br>77,53 16,91 8,21<br>2 dks | **TM Research/ Diving Support** | Pielstick<br>Oil 4SA 6Cy. 280 × 290 dr geared to sc. shafts<br>4 080bhp (3 001kW)<br>Alsthom-Atlantique St. Nazaire<br>Gen 1 × 1300kW 1 × 600kW 1 × 360kW<br>380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Directional thrust propellers fwd<br>11,5kn |
| 7356965 | **SAMUDRA SATU**<br>**Samudra Transportation Co.**<br>Malaysia | **120**<br>—<br>199 | | **1974** Hiap Tye SB. Ind. Sdn. Bhd.—Sibu, Sarawak<br>1,651<br>30,46 6,71<br>1 dk | **M Tanker**<br>Mchy.aft | Kubota<br>Oil<br>Kubota Tekkosho (Sakai Diesel Plant) Sakai |
| 8018453<br>VWNF<br>2025<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMUDRA SEVAK**<br>**The Oil & Natural Gas Commission**<br>The Shipping Corporation of India Ltd.<br>Bombay India | *5 455*<br>*1 637*<br>4 000 | IRS NV | **1988** Mazagon Dock Ltd.—Bombay (741)<br>101,80 6,200<br>91,00 19,50 8,70<br>2 dks | **D-E Supply Ship**<br>Deck Cargo Diving Support Fire-fighting<br>Moonpool | Normo KVGB-16<br>5 Vee Oil 4SA each 16Cy. 250 × 300 total<br>10 315kW (14 023bhp) driving gen. connected<br>to 2 elec. motors each of 2 651shp (1 950kW)<br>& sr geared to sc. shaft<br>BMV Maskin A/S Bergen<br>Gen 4 × 2800kW 1 × 2579kW 1 × 232kW<br>6600V 60Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust Contr. pitch propellers fwd<br>2 Directional thrust propellers<br>13kn |
| 8216766<br>VWSK<br>2048<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMUDRA SHAUDHIKAMA**<br>**Government of The Republic of India (Ministry of Steel & Mines)**<br>Bombay India | **284**<br>85<br>— | IRS<br>✠Classed LR until<br>26/9/86 | **1984**-8 N.V. "De Greuns" Scheepsbouw &<br>Machinefabriek—Leeuwarden ((700))<br>35,08 8,41 1,609<br>32,75 8,26 2,80<br>1 dk<br>rf nil | **TM Research**<br>Geological Survey | Cummins<br>2 Oil 4SA each 6Cy. 159 × 159 with clutches,<br>flexible couplings & sr reverse geared to sc.<br>shafts<br>740bhp (544kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 200kW 1 × 68kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 42,5t (d.o.) |

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|---|---|---|---|---|---|---|---|
| **8109383**<br>*VTDM*<br>1933<br>Df Esd Gc<br>Pfd Rdr RTv | **SAMUDRA SURAKSHA**<br>**The Oil & Natural Gas Commission**<br>Bombay India<br>SatCom: 1640113/SSKA<br>See Register of Offshore Units | **5 006**<br>1 714<br>4 347 | IRS NV | **1982** Ankerlokken Verft Forde A/S—Forde<br>101,81 6,211<br>91,01 19,51 8,72<br>RFD 35,7 F 10,1 2 dks<br>rf nil | (18) | **D-E Crane Ship**<br>Diving Support<br>Cr 1(120) 1(20) | Normo<br>5 Vee Oil total 16 340bhp (12 019kW)<br>of 1 800kW 6 600V a.c. 4 gen. each<br>6 600V a.c. connected to 2 elec.<br>2 650shp (1 949kW) & sr geared to<br>(i) 4 Oil 4SA each 16Cy. 250 × 300<br>A/S Bergens M/V<br>(ii) Oil 4SA 12Cy. 250 × 300<br>A/S Bergens M/V<br>2 Directional thrust propellers<br>2 Thw. thrust propellers fwd |
| **8311687**<br>*VVFC*<br>2097<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMUDRIKA-1**<br>**The Oil & Natural Gas Commission**<br>Bombay India | *954*<br>*285*<br>1 248 | IRS (NV) | **1986** Goa Shipyard Ltd.—Goa<br>55,33 12,86 5,098<br>47,99 12,51 5,82<br>F 19,6 1 dk<br>rf nil | (1112) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Stand-by<br>Safety | Normo<br>2 Oil 4SA each 8Cy. 250 × 300 with<br>flexible couplings & sr geared to sc.<br>Garden Reach Shipbuilders & Engineers<br>Ltd.<br>Gen 2 × 448kW 2 × 224kW 415V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8311699**<br>*VVFD*<br>2098<br>Pfd Rdr Rt | **SAMUDRIKA-2**<br>**The Oil & Natural Gas Commission**<br>Bombay India | *951*<br>*285*<br>1 248 | IRS (NV) | **1986** Goa Shipyard Ltd.—Goa<br>55,00 12,86 4,901<br>48,01 12,51 5,82<br>2 dks | (1113) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Stand-by<br>Safety | Normo<br>2 Oil 4SA each 8Cy. 250 × 300 with<br>flexible couplings & sr geared to sc.<br>Garden Reach Shipbuilders & Engineers<br>Ltd.<br>Gen 2 × 448kW 2 × 224kW 415V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8311704**<br>*VVFF*<br>2118<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMUDRIKA-3**<br>**The Oil & Natural Gas Commission**<br>Bombay India | *951*<br>*285*<br>950 | IRS (NV) | **1986** Goa Shipyard Ltd.—Goa<br>55,43 12,81 4,601<br>48,01 12,51 5,82<br>1 dk | (1114) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Stand-by<br>Safety | Normo<br>2 Oil 4SA each 8Cy. 250 × 300 sr<br>shafts<br>Garden Reach Shipbuilders & Engineers<br>Ltd.<br>Gen 2 × 448kW 2 × 224kW 415V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8311728**<br>*VTKM*<br>2085<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMUDRIKA-4**<br>**The Oil & Natural Gas Commission**<br>Bombay India | *951*<br>*285*<br>1 231 | IRS (NV) | **1985** Hindustan Shipyard Ltd.—Visakhapatnam<br>55,35 12,53 5,090<br>47,96 12,50 5,80<br>1 dk | (1151) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Stand-by<br>Safety | Normo<br>2 Oil 4SA each 8Cy. 250 × 300 with<br>flexible couplings & sr geared to sc.<br>Garden Reach Shipbuilders & Engineers<br>Ltd.<br>Gen 2 × 448kW 2 × 216kW 415V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8311730**<br>*VVFG*<br>2100<br>Rt | **SAMUDRIKA-5**<br>**The Oil & Natural Gas Commission**<br>Bombay India | *951*<br>*285*<br>1 239 | IRS (NV) | **1986** Hindustan Shipyard Ltd.—Visakhapatnam<br>55,28 12,53 5,090<br>48,21 12,50 8,89<br>P 15,9 1 dk<br>rf nil Box K | (1152) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Stand-by<br>Safety | Normo<br>2 Oil 4SA each 8Cy. 250 × 300 with<br>flexible couplings & sr geared to sc.<br>Garden Reach Shipbuilders & Engineers<br>Ltd.<br>Gen 2 × 448kW 2 × 224kW 415V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8311742**<br>*VVFJ*<br>2101<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMUDRIKA-6**<br>**The Oil & Natural Gas Commission**<br>Bombay India | *951*<br>*285*<br>1 237 | IRS (NV) | **1986** Hindustan Shipyard Ltd.—Visakhapatnam<br>55,43 12,86 5,090<br>48,32 12,51 5,82<br>1 dk | (1153) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Stand-by<br>Safety | Normo<br>2 Oil 4SA each 8Cy. 250 × 300 with<br>flexible couplings & sr geared to sc.<br>Garden Reach Shipbuilders & Engineers<br>Ltd.<br>Gen 2 × 448kW 2 × 224kW 415V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8311754**<br>*VVFK*<br>2102<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMUDRIKA-7**<br>**The Oil & Natural Gas Commission**<br>Bombay India | *951*<br>*285*<br>1 241 | IRS (NV) | **1987** Hindustan Shipyard Ltd.—Visakhapatnam<br>55,43 12,55 5,093<br>48,32 12,51 5,82<br>1 dk | (1154) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Stand-by<br>Safety | Normo<br>2 Oil 4SA each 8Cy. 250 × 300 with<br>flexible couplings & sr geared to sc.<br>BMV Maskin A/S<br>Gen 2 × 448kW 2 × 224kW 415V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 392,0t (d.o.) |
| **8311613**<br>*VVFW*<br>2117<br>Rt | **SAMUDRIKA-8**<br>**The Oil & Natural Gas Commission**<br>Bombay India | *951*<br>*285*<br>1 150 | IRS (NV) | **1986** Garden Reach Shipbuilders & Engineers Ltd.<br>—Calcutta<br>55,00 12,83 4,901<br>48,01 12,51 5,82<br>1 dk | (2024) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Stand-by<br>Safety | Normo<br>2 Oil 4SA each 8Cy. 250 × 300 with<br>flexible couplings & sr geared to sc.<br>Garden Reach Shipbuilders & Engineers<br>Ltd.<br>Gen 2 × 448kW 415V 50Hz a.c. 2 ×<br>390V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 434,0t (d.o.) |
| **8311625**<br>*VVFV*<br>2116<br>Df Esd Gc<br>Rdr Rt | **SAMUDRIKA-9**<br>**The Oil & Natural Gas Commission**<br>Bombay India | *952*<br>*286*<br>1 150 | IRS (NV) | **1986** Garden Reach Shipbuilders & Engineers Ltd.<br>—Calcutta<br>55,35 12,53 4,906<br>48,11 12,50 5,82<br>1 dk | (2025) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Stand-by<br>Safety | Normo<br>2 Oil 4SA each 8Cy. 250 × 300 with<br>flexible couplings & sr geared to sc.<br>Garden Reach Shipbuilders & Engineers<br>Ltd.<br>Gen 2 × 448kW 2 × 224kW 415V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8311637**<br>*VVFR*<br>2113<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMUDRIKA-10**<br>**The Oil & Natural Gas Commission**<br>Bombay India | *951*<br>*285*<br>1 150 | IRS (NV) | **1986** Garden Reach Shipbuilders & Engineers Ltd.<br>—Calcutta<br>55,43 12,53 4,901<br>48,01 12,51 5,82<br>1 dk | (2026) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Stand-by<br>Safety | Normo<br>2 Oil 4SA each 8Cy. 250 × 300 with<br>flexible couplings & sr geared to sc.<br>Garden Reach Shipbuilders & Engineers<br>Ltd.<br>Gen 2 × 448kW 2 × 224kW 415V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8311766**<br>*VVFS*<br>2114<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMUDRIKA-11**<br>**The Oil & Natural Gas Commission**<br>Bombay India | *950*<br>*285*<br>1 167 | IRS (NV) | **1986** Hooghly Dock & Port Engineers Ltd.<br>—Calcutta<br>55,12 12,50 4,901<br>47,83 12,45 5,82<br>F 21,7 1 dk<br>rf nil | (438) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Stand-by<br>Safety | Normo<br>2 Oil 4SA each 8Cy. 250 × 300 with<br>flexible couplings & sr geared to sc.<br>Garden Reach Shipbuilders & Engineers<br>Ltd.<br>Gen 2 × 448kW 2 × 224kW 415V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |

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|---|---|---|---|---|---|---|
| 8211790<br>VWFY<br>2118<br>Df Esd Gc<br>Ptd Rdr Rt | **SAMUDRIKA-12**<br><br>**The Oil & Natural Gas Commission**<br>Bombay India | *950*<br>*285*<br>1 167 | IRS (NV) | **1986** Hooghly Dock & Port Engineers Ltd.<br>—Calcutta (439)<br>55,12 12,50 4,901<br>47,83 12,45 5,82<br>F 21,7 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Stand-by Safety | Normo LDMB-8<br>2 Oil 4SA each 8Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Garden Reach Shipbuilders & Engineers Ltd. Calcutta<br>Gen 2 × 448kW 2 × 224kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>13kn |
| 8413796<br>VWRW<br>2086<br>Rt | **SAMUDRIKA-14**<br><br>**The Oil & Natural Gas Commission**<br>Bombay India | *954*<br>*319*<br>1 500 | IRS (NV) | **1985** Southern Ocean SB. Co. (Pte.) Ltd.<br>—Singapore (156)<br>51,36 12,50 5,060<br>48,01 12,48 5,80<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Stand-by Safety | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches, flexible couplings & sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 448kW 415V 50Hz a.c. 2 × 224kW 390V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 8413801<br>VWNT<br>2087<br>Rt | **SAMUDRIKA-15**<br><br>**The Oil & Natural Gas Commission**<br>Bombay India | *954*<br>*319*<br>1 500 | IRS (NV) | **1985** Southern Ocean SB. Co. (Pte.) Ltd.<br>—Singapore (157)<br>51,36 12,50 5,060<br>48,01 12,48 5,80<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Stand-by Safety | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches, flexible couplings & sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 448kW 415V 50Hz a.c. 2 × 224kW 390V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 8413813<br>VWFJ<br>2088<br>Rt | **SAMUDRIKA-16**<br><br>**The Oil & Natural Gas Commission**<br>Bombay India | *954*<br>*319*<br>1 500 | IRS (NV) | **1985** Southern Ocean SB. Co. (Pte.) Ltd.<br>—Singapore (158)<br>51,36 12,50 5,060<br>48,01 12,48 5,80<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Stand-by Safety | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches, flexible couplings & sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 448kW 415V 50Hz a.c. 2 × 224kW 390V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 8413825<br>VWCB<br>2089<br>Rt | **SAMUDRIKA-17**<br><br>**The Oil & Natural Gas Commission**<br>Bombay India | *954*<br>*319*<br>1 500 | IRS (NV) | **1985** Southern Ocean SB. Co. (Pte.) Ltd.<br>—Singapore (159)<br>51,36 12,50 5,060<br>48,01 12,48 5,80<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Stand-by Safety | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches, flexible couplings & sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 448kW 415V 50Hz a.c. 2 × 224kW 390V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 8413837<br>VWGX<br>2090<br>Rt | **SAMUDRIKA-18**<br><br>**The Oil & Natural Gas Commission**<br>Bombay India | *954*<br>*319*<br>1 500 | IRS (NV) | **1985** Southern Ocean SB. Co. (Pte.) Ltd.<br>—Singapore (160)<br>51,36 12,50 5,060<br>48,01 12,48 5,80<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Stand-by Safety | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches, flexible couplings & sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 448kW 415V 50Hz a.c. 2 × 224kW 390V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 7938543<br>WRA6472<br>599103 | **SAMUEL**<br><br>**Marion F. Hagan**<br>Tampa, Fl United States of America | **103**<br>70<br>— | | **1978** .............St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 5309061<br>WB8380<br>81493<br>Rt | **SAMUEL A. GUILDS**<br>ex Captain Collier-62<br>ex William F. McCauley-48<br>**Marine Contracting & Towing Co.**<br>Charleston, SC United States of America | **149**<br>74<br>— | | **1894** J. H. Dialogue—Camden, NJ (332)<br>30,00 6,41<br>27,44 6,39 3,41<br>1 dk<br>R | **M Tug** | Oil<br>E made fitted62<br>J. H. Dialogue & Son U.S.A. |
| 5309085<br><br>185842 | **SAMUEL ARMSTRONG**<br><br>**Ipswich Port Authority**<br>Ipswich United Kingdom | **364**<br>161<br>427 | **✠100A1** SS 11/89<br>hopper dredger<br>**✠LMC**<br>EL e<br>FN 484 | **1956-3** Henry Robb Ltd.—Leith (441)<br>41,56 9,25 3,220<br>39,17 8,69 3,66<br>1 dk<br>RW rf nil | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft<br>Cr 1(5) | Crossley<br>Oil 2SA 8Cy. 267 × 343<br>700bhp (515kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 25kW 110V d.c.<br>Fuel 28,5t (d.o.) 10kn |
| 5415949<br>GMOR<br>303897<br>Rdr RTh | **SAMUEL F**<br>ex Hornby-84 ex J. H. Lamey-70<br>**John McLoughlin & Son (Shipping) Ltd.**<br>Liverpool United Kingdom | **216**<br>—<br>— | ✠Classed LR until 3/68 | **1964-3** Cochrane & Sons Ltd.—Selby (1492)<br>32,72 8,56<br>29,27 8,08 4,12<br>1 dk<br>RW rf 610 BK 102 | **M Tug** | MWM RH348SU<br>Oil 4SA 8Cy. 320 × 480 with flexible coupling & sr geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 25kW 220V d.c.<br>Fuel (d.o.) 12kn |
| 7420247<br>P3TZ2<br>708452<br>Df Esd Gc<br>Ptd Rdr<br>RTm/h/v<br>AMVER | **SAMUEL FRANCIS**<br>ex Executive-88 ex Melissa Mary-86<br>ex Fotini-85<br>**Manoa Shipping Co. Ltd.**<br>Limassol Cyprus | **19 077**<br>13 766<br>37 528<br>T/cm<br>45,5 | AB | **1977** Hellenic Shipyards—Skaramanga (1098)<br>196,09 (BB) 26,55 11,380<br>186,09 26,51 15,42<br>P 40,0 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 20,5 20,8 21,2 20,4 19,5 20,4 21,2 ER<br>G.46 581 B.44 292<br>7 Ha (stl) (12,2 13,0 13,0 13,0 13,0 13,0 12,2 × 12,4) ER<br>Cr 6(16) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 221,5t (d.o.) 2 169,5t (hvf)-45,5pd 15kn |
| 8004997<br>C6FA2<br>706591<br>Df Esd Gc<br>Ptd Rdr RTv<br>AMVER | **SAMUEL H. ARMACOST**<br><br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Nassau Bahamas<br>SatCom: 1104205/ARMA | **21 582**<br>13 037<br>35 607<br>T/cm<br>46,4 | AB | **1982** Mitsubishi Heavy Industries Ltd.—Kobe (1123)<br>179,23 (BB) 10,978<br>168,03 30,41 16,21<br>F 10,7 1 dk<br>rf nil Bow/CM 82 Diam. 0,406 MH 1,5 | **M Tanker**<br>IGS SBT<br>15 Ta ER<br>L.(oil) 43 725 HeCls. BC<br>4 Cargo pumps total 4 600T/hr | Sulzer 6RND68M<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 215,5t (d.o.) 1 907,0t (hvf)-35,5pd 15kn |
| 8310097<br>KCDJ<br>684890<br>Df Esd Gc<br>Ptd Rdr RTv<br>AMVER | **SAMUEL L. COBB**<br><br>**Wilmington Trust Co., as Trustee**<br>Ocean Ships Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1500737/COBB | *19 037*<br>*13 660*<br>32 572<br>T/cm<br>42,0 | AB | **1985** (Aft section) Tampa SB. Co. Inc.—Tampa, Fl (1123)<br>**1985** (Fwd & cargo sections) Avondale Shipyards Inc.—Avondale, La (2344)<br>187,46 (BB) 27,49 10,988<br>179,08 27,44 16,36<br>1 dk<br>rf nil Bow/CM 93 Diam. 0,200 MH 1,8 | **M Tanker**<br>IGS SBT Ice strengthened<br>DB DSS Stern disch.<br>14 Ta ER<br>L.(oil) 38 867<br>14 Cargo pumps total 2 741T/hr | Sulzer 5RTA76<br>Oil 2SA 5Cy. 760 × 2200<br>15 300bhp (11 254kW)<br>Mitsubishi Heavy Industries Ltd. Japan<br>Gen 3 × 800kW 1 × 750kW 450V 60Hz a.c.<br>16kn |
| 5148015<br>WB9994<br>222980<br>Df Esd Gc<br>Rdr Rt | **SAMUEL MATHER**<br>ex Henry Ford II-89<br>**Lakes Shipping Co.**<br>The Interlake Steamship Co.<br>Cleveland, Oh United States of America | **8 798**<br>5 934<br>13 974 | AB<br>✠Classed LR until 1/37 | **1924-8** American SB. Co.—Lorain, Oh (788)<br>186,24 18,95 6,646<br>182,30 18,90 9,76<br>F 18,3 1 dk<br>R rf 76 | **M Bulk Carrier**<br>Self-unloader<br>1 Ho ER<br>B.14 385<br>17 Ha (stl) ER | Doxford<br>Oil 2SA 4Cy. 600 × 2320<br>3 000bhp (2 207kW)<br>Sun Shipbuilding Co. Chester, Pa<br>Gen 2 × 400kW<br>Fuel 282,5t (hvf) 11,25kn |
| 6828466<br>NDXA<br>Df Esd Gc<br>Ptd Rdr RTv | **SAMUEL P. LEE**<br>ex S. P. Lee-75<br>**Government of The United States of America (Department of The Navy)**<br>San Francisco, Ca United States of America<br>SatCom: 1500541/SLEE | **1 151**<br>383<br>— | AB | **1968** Defoe SB. Co.—Bay City, Mi (441)<br>63,56 4,498<br>58,32 11,89 6,56<br>B 29,3 1 dk, 2 dk fwd & aft | **D-E Research**<br>Oceanographic Survey | Caterpillar<br>2 Vee Oil 2SA each 12Cy. 159 × 203 total 1 330bhp (978kW) driving 3 gen. each 200kW a.c. connected to elec. motor<br>Caterpillar Inc. Peoria, Illinois<br>Gen 3 × 200kW |

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|---|---|---|---|---|---|---|---|
| **8322442**<br>*CG2960*<br>805575<br>Df Esd Gc<br>Pfd Rdr Rt | **SAMUEL RISLEY**<br>**Government of Canada (Department of The Coast Guard)**<br>Ottawa Canada | **1 967**<br>649<br>1 186 | ✠Classed LR until 19/9/86 | **1985**-6 Vito Steel Boat & Barge Cons. Ltd.—Delta, B.C. (161)<br>69,73 14,36 5,811<br>59,01 13,71 6,71<br>F 30,2 1 dk<br>rf 356 | **TM Icebreaker Buoy Tender**<br>Fire-fighting | | Wartsila<br>4 Vee Oil 4SA each 12Cy. 220 × 240 w<br>clutches, flexible couplings & sr gea<br>shafts<br>8 644bhp (6 358kW)<br>Oy Wartsila Ab<br>Gen 2 × 1000kW 2 × 395kW 600V<br>2 Controllable pitch propellers<br>Bow jet pump<br>Stern jet pump<br>Fuel 692,5t (d.o.) |
| **7044940**<br>*ESGD*<br>M-30146<br>Df Esd Gc<br>Rdr Rt | **SAMUR**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **1 361**<br>473<br>527 | RS | **1969** ............U.S.S.R.<br>72,07 10,83 3,601<br>5,72 | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.677<br>2 Ha (each 2,5 × 2,5)<br>4W Der 4(3) | | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7601683**<br>*UEZA*<br>M-34889<br>Df Esd Gc<br>Rdr Rt | **SAMUR**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(Baku) (U.S.S.R.) | **498**<br>215<br>1 060 | RS | **1977** Ulstein Hatlo A/S—Ulsteinvik (146)<br>64,39 3,799<br>56,39 13,80 6,91<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>L. 170 (bulk cement/mud)<br>4 Ta cyl vert | 12P | Polar<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>geared to sc. shafts<br>A/B Bofors Nohab<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7930498**<br>*HP6326*<br>20948-LI<br>Esd Gc Rdr Rt | **SAMURAI I**<br>ex Hokuryu Maru-91<br>Panama Panama | **1 277**<br>739<br>2 384 | (NK) | **1980** Yamanishi Zosen K.K.—Ishinomaki (863)<br>86,06 5,014<br>78,42 12,01 5,87<br>P 25,6 F 11,9 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 300 | | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 300bhp (1 692kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 1 × 160kW 1 × 128kW 1 × 64<br>445V 60Hz a.c.<br>Fuel 40,5t (d.o.) 173,0t (hvf)-5,5pd |
| **7918000**<br>*GBVK*<br>363093<br>Pfd Rdr Rt | **SAMURAI SWORDSMAN**<br>ex Wearsider-91<br>**Lawson-Batey Tugs Ltd.**<br>North Sea Tugs Ltd.<br>Newcastle - upon - Tyne United Kingdom | **150**<br>0<br>72 | ✠Classed LR until 13/11/89 | **1980**-11 R. Dunston (Hessle) Ltd.—Hessle (929)<br>28,02 7,83 2,810<br>25,00 7,41 3,41<br>1 dk<br>rf 495 BK 152 | **M Tug** | | Blackstone<br>Oil 4SA 8Cy. 222 × 292 reverse reducti<br>to sc. shaft<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 40kW 440V 50Hz a.c. |
| **7822627**<br>Rt | **SAMY HARAZ**<br>**Suez Canal Authority**<br>Ismailia Egypt | **726**<br>491<br>385 | **✠100A1** SS 4/90<br>Reclamation craft<br>Suez Canal service and to 5 miles seaward of Port Said & Suez<br>EL (K) 338,0/28,0U2<br>FN 658 | **1980**-2 Werf Van Rees B.V.—Sliedrecht (758)<br>48,01 11,28 2,515<br>45,01 11,00 3,61<br>1 dk<br>rf nil | **Spud Pontoon**<br>Spoil Trans-shipment | | Gen 1 × 60kW 380V 50Hz a.c. |
| **5204728**<br>Df Esd RTh | **SAMY SOA**<br>ex Jack 1 ex Micky-72<br>ex Le Leonard-69<br>Launched as Celtic<br>**Alain Farho**<br>Diego Suarez Madagascar | **377**<br>181<br>483 | (BV) | **1957** Schpsw. "De Dollard"—Landsmeer (812)<br>49,36 7,85 3,048<br>43,49 7,80 3,10<br>1 dk<br>R | **M General Cargo**<br>1 Ho 27,9 ER<br>G.710 B.655 | | MaK<br>Oil 4SA 6Cy. 290 × 420<br>400bhp (294kW)<br>Maschinenbau Kiel A.G.<br>Fuel 35,5t (d.o.) |
| **5070945**<br>*SPOQ*<br>Df Esd Gc<br>Rdr RTm/h/v | **SAN**<br>ex Chochlik-91<br>**Danpol Shipping Ltd.**<br>Alba Shipping Ltd. A/S<br>Kolobrzeg Poland | **964**<br>530<br>1 250 | PR<br>✠Classed LR until 11/61 | **1960**-6 Stocznia im. "Komuny Paryskiej"—Gdynia (B57/04)<br>63,78 9,94 4,499<br>59,52 9,90 5,95<br>F 6,1 2 dks<br>rf 102 | **M General Cargo**<br>2 Ho 16,5 18,9 ER<br>G.1 971 B.1 753<br>2 Ha (each 11,9 × 5,4) ER | CSD<br>2P | Alpha<br>Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S<br>Gen 3 × 45kW 220V d.c.<br>Fuel 91,5t (d.o.)-3,5pd |
| **7308384**<br>*WA4780*<br>249076 | **SAN ANDREA**<br>ex Rosa B ex Esther M<br>**Tripolina Bramante**<br>Boston, Ma United States of America | **198**<br>135<br>— | | **1945** J. H. Mathis Co.—Camden, NJ<br>*29,97* 7,04<br>3,84 | **M Fishing** | | Imperial<br>Oil<br>550bhp (405kW)<br>Atlas Imperial Engine Co.<br>Fuel (d.o.) |
| **6915398**<br>*3EXI2*<br>13506-83A<br>Esd Gc Rdr Rt | **SAN ANDRES**<br>ex Tatsumi Maru No. 28-83<br>**Taiping Navigation Co. S.A.**<br>Panama Panama | **2 455**<br>1 411<br>5 765 | (BV) (NK) | **1969** K.K. Taihei Kogyo—Akitsu (217)<br>97,54 15,04 6,528<br>90,99 15,02 7,78<br>P 20,5 F 9,5 1 dk | **M Tanker**<br>Chemical<br>5 Ta ER<br>L.3 275 | | Hanshin<br>Oil 4SA 6Cy. 500 × 700<br>2 800bhp (2 060kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 120kW 445V a.c.<br>Fuel 262,0t-10,0pd |
| **6905525**<br>Df Esd Gc<br>Rdr Rt | **SAN ANDRES**<br>ex Edna-84 ex Southern Cross-79<br>**Petromar Ltda.**<br>Isla de San Andres Colombia | **976**<br>531<br>1 947 | **✠100A1** SS 9/90<br>oil tanker<br>**✠LMC**<br>EL (N) 522,5/30,0U2<br>FN 1196 | **1969**-3 Kroegerwerft G.m.b.H.—Rendsburg (1362)<br>**1985**-9 (Additional cargo section) Cia. Colombiana de Ast. Ltda. (CONASTIL)—Cartagena<br>81,69 11,00 4,023<br>77,20 10,81 4,68<br>P 24,4 F 19,9 1 dk<br>rf 51 len 85 | **M Tanker**<br>10 Ta ER | | General Motors<br>Vee Oil 2SA 12Cy. 230 × 254 reverse re<br>geared to sc. shaft<br>1 520bhp (1 118kW) E made82 recondi<br>fitted9/85<br>General Motors Corp. Electro-Motive Di<br>Gen 2 × 75kW 400V 50Hz a.c. |
| **5305417**<br>Rdr RTm/v | **SAN ANDRES**<br>ex Saint Aidan<br>**Compania Cobrec S.A.**<br>Santo Domingo Dominican Rep. | **974**<br>562<br>1 270 | (HR)<br>✠Classed LR until 1/84 | **1962**-4 C. Connell & Co. Ltd.—Glasgow (498)<br>66,45 10,24 4,179<br>60,56 10,06 4,32<br>P 15,6 R dk fwd of P80' F24' 1 dk<br>rf 76 | **M General Cargo**<br>2 Ho 14,6 23,7 ER<br>G.1 841 B.1 713<br>2 Ha (stl) (9,3 × 6,5) (18,2 × 7,1) ER<br>3W Der 3(3) | | English Electric<br>Oil 4SA 8Cy. 254 × 305 sr reverse ge<br>shaft<br>971bhp (714kW)<br>English Electric Co. Ltd.<br>Gen 2 × 35kW 1 × 10kW 220V d.c.<br>Fuel 71,0t (d.o.) |
| **8327985**<br>3369<br>Rt | **SAN ANDRES**<br>**Cannavo S.A.**<br>Cumana Venezuela | **109**<br>65<br>— | (RI) | **1973** Astillero Paraguana—Punto Fijo<br>22,51 6,10 —<br>... ... ...<br>1 dk<br>RW | **M Fishing**<br>Mchy.aft | | Caterpillar<br>Vee Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. |
| **8023046**<br>*HJNX*<br>B-349/3<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SAN ANDRES Y PROVIDENCIA**<br>**Flota Mercante Grancolombiana S.A.**<br>Isla de San Andres Colombia | **12 286**<br>6 487<br>15 969 | AB | **1983** Stocznia Gdanska im. Lenina—Gdansk (B349/03)<br>158,99 (BB) 24,87 9,751<br>148,22 24,81 15,88<br>3 dks<br>rf nil | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>4 Ho ER 8 TwD<br>G.22 200 B.20 694 In.4 776<br>TEU 427<br>C.Ho 241/20' (40') C.Dk 186/20' (40') incl. 8 ref C.<br>6 Ha (stl) (19,9 19,9p&s 19,9p&s × 8,1) (9,1 × 7,4) ER<br>8W Cr 4(25) Der 1(80) 6(15) 2(8) | | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW)<br>H. Cegielski<br>Gen 4 × 1100kW 440V 60Hz a.c.<br>Fuel 482,0t (d.o.) 1 078,0t (hvf)-39,0pd |
| **6614712**<br>*EEYD*<br>8632<br>Esd Rt | **SAN ANTONINO**<br>**Pereira Alvarez S.A.**<br>Vigo Spain | **185**<br>101<br>— | | **1966** Const. Nav. Santodomingo—Vigo (341)<br>28,81 6,51<br>25,20 6,41 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | | Deutz<br>Oil 2SA 8Cy. 220 × 280<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz<br>Fuel 25,5t (d.o.) |
| **6930180**<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SAN ANTONIO**<br>ex Pelicano-88 ex Felicia-88<br>ex Khian Sea-88<br>**Romo Shipping Co.**<br>San Lorenzo Honduras | **9 065**<br>6 444<br>14 939 | (AB) | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (1988)<br>142,27 (BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.21 492 B.19 142<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 sr<br>sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 200kW 1 × 170kW 450V<br>Fuel 1 266,0t (hvf) |

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|---|---|---|---|---|---|---|
| 8021531<br>SYWO<br>9715<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAN ANTONIO**<br>ex Dominica-90 ex Panam Clipper-89<br>**Lyberton International Ltd.**<br>Greece<br>Piraeus<br>SatCom: 1130755/SYWO | **3 905**<br>2 483<br>7 202 | (GL) (NK) | **1981** Fukuoka Zosen K.K.—Fukuoka (1086)<br>107,02 (BB) 16,54 7,465<br>99,01 16,50 9,20<br>P 24,4 F 8,9 1 dk | **M Tanker**<br>Chemical<br>L.7 886 | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>3 678kW (5 000bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 3 × 265kW 220/440V a.c.<br>13,8kn |
| 6412587<br>CB2587<br>Df Esd Pfd<br>Rdr RTm/v | **SAN ANTONIO**<br>ex Margriet-66<br>**Empresa Pesquera Chile Ltda.**<br>Chile<br>Valparaiso | **346**<br>164<br>— | (GL) | **1963** Fa. S. Seymonsbergen Werf "Concordia"<br>—Amsterdam (643)<br>48,34 7,60<br>42,63 7,50 3,99<br>1 dk | **M Fishing**<br>Side Trawler | De Industrie<br>Oil 4SA 6Cy. 400 × 600<br>1 000bhp (736kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 1 × 44kW 110V d.c.<br>Fuel (d.o.) |
| 5309425<br>EDHO<br>1654<br>Df Esd Pfd<br>Rt | **SAN ANTONIO DE URQUIOLA**<br>**Juan Maria Erquicia Saiza**<br>Spain<br>Pasajes | **184**<br>120<br>— | (BV) | **1961** Ast. Luzuriaga S.A.—Pasajes (51)<br>*28,60* 6,18 3,277<br>6,15 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 0,9) | Duvant<br>Oil 4SA 4Cy. 315 × 480<br>400bhp (294kW)<br>Carmelo Unanue Zumaya<br>Fuel (d.o.) 9,75kn |
| 5328079<br>YXGN<br>AGSI-1363<br>Df Esd Rdr<br>Rt | **SAN ANTONIO II**<br>ex Silvaplana-71<br>**Naviera Nueva Esparta C.A.**<br>Venezuela<br>La Guaira | **442**<br>147<br>640 | ✠Classed LR until 16/10/85 | **1949**-3 N.V. Schbwf. v/h De Groot & Van Vliet<br>—Slikkerveer (268)<br>56,67 8,89 3,226<br>52,00 8,84 5,16<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>Mchy.aft<br>G.1 266 B.1 185 | Sulzer<br>Oil 2SA 5Cy. 290 × 500<br>500bhp (368kW)<br>Sulzer Bros. Ltd. Winterthur<br>Fuel 39,5t 10,5kn |
| 7325174<br>HCNO<br>Df Esd Rt | **SAN ANTONIO V**<br>**Sociedad Ecuatoriana de Alimentos y Frigorificos Manta (SEAFMAN) C.A.**<br>Dole Food Company<br>Ecuador<br>Manta | **385**<br>—<br>159 | | **1973** Ast. de Veracruz S.A.—Veracruz (95)<br>31,48 8,79 3,963<br>28,76 8,62 4,68<br>2 dks | **M Fishing**<br>Side Trawler Ref | Caterpillar D379TA<br>Vee Oil 4SA 8Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7435034<br>EHJC<br>Df Esd Gc<br>Rdr Rt | **SAN BARTOLOME**<br>**Churruca Hermanos S.A.**<br>Eurobulk S.A.<br>Spain<br>Bilbao | **1 721**<br>1 133<br>3 905 | BV | **1977** Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijon (R.127)<br>81,92 13,85 5,681<br>76,03 13,82 7,01<br>1 dk | **TM General Cargo**<br>2 Ho ER<br>G.4 062 | Alpha 6T23L-KVO<br>2 Oil 4SA each 6Cy. 225 × 300<br>1 740bhp (1 280kW)<br>Cons. Echevarria Bermeo<br>11kn |
| 5309437<br>IUFW | **SAN BENEDETTO M**<br>**Teresa Rucco**<br>Salerno<br>Italy | **145**<br>58<br>— | (RI) | **1958** Dante Castracani—Ancona<br>31,20 6,58<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 280 × 420<br>330bhp (243kW) E made37 refitted58<br>Deutsche Werke A.G. Kiel |
| 8015491<br>IQJM<br>1397 | **SAN BENIGNO**<br>**Rimorchiatori Napoletani S.M.**<br>Napoli<br>Italy | **198**<br>66<br>124 | RI | **1982** Cant. Nav. di Pesaro—Pesaro (51)<br>33,53 9,28 3,720<br>28,99 8,60 4,25<br>1 dk | **M Tug**<br>Fire-fighting | MAN G9V30/45ATL<br>Oil 4SA 9Cy. 300 × 450 sr reverse geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>× 186,4kW 380V 50Hz a.c.<br>13kn |
| 8816223<br>CB4128<br>2687<br>Df Esd Gc<br>Rdr Rt | **SAN BOSCO**<br>**Pesquera San Miguel Ltda.**<br>Valparaiso<br>Chile | *525*<br>*170*<br>550 | ✠LR class withdrawn-Owners' request 1/90 | **1990** Ast. y Maestranzas de la Armada ASMAR Chile—Talcahuano (38)<br>42,17 (BB) 5,210<br>37,50 9,52 6,81<br>2 dks | **M Fishing**<br>Side-fishing Seiner<br>In.550 | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>872kW (1 185bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Thw. thrust propeller<br>12,5kn |
| 8125636<br>ELBW8<br>7188<br>Df Esd Gc<br>Pfd Rdr RTv | **SAN BRUNO**<br>**San Bruno Car Carrier Inc.**<br>Mônrovia<br>Liberia<br>SatCom: 1244437/SBNO | **2 476**<br>1 512<br>2 796 | NK | **1982** Kochi Jyuko K.K.—Kochi (2212)<br>108,01 5,619<br>100,01 19,02 6,33 | **M Vehicles Carrier**<br>Cars 1050<br>Mchy.aft | Hanshin 6LU50A<br>Oil 4SA 6Cy. 500 × 800<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 320kW<br>14,5kn |
| 5309487 | **SAN BUENAVENTURA**<br>ex Gesche Rohden-55<br>ex Capricornus-52<br>**Alfredo E. Juri y Cia. Ltda.**<br>Buenaventura<br>Colombia | **169**<br>91<br>218 | | **1930** G. Pattje—Westerbroek<br>*32,28* 6,20<br>... ...<br>1 dk<br>R | **M General Cargo**<br>Mchy.aft | Bohn & Kahler<br>Oil 4SA 6Cy. 190 × 280<br>NE 53<br>Bohn u. Kahler Kiel |
| 7363841<br>EGSN<br>1666<br>Df Rt | **SAN BULL**<br>ex Palancia-91 ex Boluda Cuarto-76<br>**Remolques del Mediterraneo S.A.**<br>Valencia<br>Spain | **120**<br>17<br>71 | ✠Classed LR until 17/10/80 | **1975**-10 Ast. Neptuno—Valencia (54)<br>23,63 7,45 3,277<br>20,05 6,90 4,12<br>RAD 1,0 1 dk<br>rf nil BK 127 | **M Tug** | Caterpillar D399SCAC<br>Vee Oil 4SA 16Cy. 159 × 203 reverse reduction geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 32kW 220V 50Hz a.c. |
| 7649738<br>DZSQ | **SAN CARLOS CITY**<br>ex Koyo Maru<br>**Whale Shipping Corp.**<br>Philippines | **477**<br>261<br>1 130 | | **1969** Murakami Hide Zosen K.K.—Hakata (62)<br>53,45 4,601<br>49,00 9,01 6,56<br>1 dk | **M General Cargo** | Oil 4SA 6Cy. 320 × 460<br>1 100bhp (809kW)<br>Kobe Hatsudoki K.K. Japan<br>11kn |
| 7715977<br>H9JP<br>10728-81D<br>Df Esd Gc<br>Pfd Rdr Rt | **SAN CARLOS I**<br>ex Maya-89 ex Ho Ming-86<br>ex Fairmont-80<br>**San Carlos Naviera (Panama) S.A.**<br>Strong Folk International Co. Ltd.<br>Panama<br>Panama | **6 312**<br>4 366<br>11 565 | NK | **1978** Kurushima Dockyard Co. Ltd.—Imabari (2055)<br>125,33 (BB) 8,229<br>116,01 20,01 10,72<br>P 21,7 F 11,0 1 dk | **M Bulk Carrier**<br>3 Ho ER<br>G.14 196 B.13 915<br>3 Ha (stl) (14,2 30,7 18,7 × 9,6) ER<br>4W Der 1(40) 3(20) | MAN K6Z52/90<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 260kW 450V a.c.<br>Fuel 100,5t (d.o.) 865,5t (hvf)-21,5pd 13,25kn |
| 8504337<br>IJSL<br>147<br>Df Esd Rdr<br>Rt | **SAN CATALDO**<br>**Rimorchiatori Napoletani S.M.**<br>Taranto<br>Italy | *274*<br>*82*<br>121<br>T/cm<br>2,3 | RI | **1986** Cant. Nav. di Pesaro—Pesaro (60)<br>32,42 3,990<br>29,01 8,58 4,27<br>1 dk | **M Tug** | Polar F312<br>Vee Oil 4SA 12Cy. 250 × 300 with flexible couplings & sr geared to sc. shaft<br>Nohab Diesel A/B Trollhattan<br>Gen 3 × 112kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 95,0t (d.o.)-11,0pd 13,5kn |
| 5309516<br>IJBI<br>808 | **SAN CATELLO**<br>ex Gl. Palmoll<br>**S.A.N. - Societa Approvvigionamento Acqua Navi S.n.C.**<br>Roma<br>Italy | **778**<br>422<br>1 016 | (RI) | **1944** Odenbach SB. Corp.—Rochester, NY<br>67,24 9,28 3,341<br>65,05 9,12 4,14<br>1 dk len 70 | **TM Tanker**<br>10 Ta ER<br>L.(oil) 1 544 | Ansaldo<br>2 Oil 4SA each 7Cy. 265 × 410<br>700bhp (515kW) NE 59<br>S.A. Ansaldo Stab. Mecc. Genova |
| 6525210<br>EETR<br>1768<br>Esd Rt | **SAN CAYETANO**<br>**Eulogio y Oliden Jonova**<br>San Sebastian<br>Spain | **107**<br>59<br>202 | | **1965** S.L. Ardeag—Bilbao (27)<br>27,01 6,33 2,553<br>23,02 6,30 3,15<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Oil<br>300bhp (221kW)<br>.............<br>Fuel (d.o.) 10kn |
| 7737896<br>BEVY<br>4477<br>Df Esd Gc<br>Rdr | **SAN CHUAN No. 1**<br>**San Ta Fishery Co. Ltd.**<br>Kaohsiung<br>China* | **329**<br>156<br>86 | | **1973** Provincial Kaohsiung Junior Coll of Mar. Tech. Shyd.—Kaohsiung<br>40,95 7,68 3,110<br>35,01 7,60 3,61<br>F 11,3 1 dk | **M Fishing**<br>Ref<br>3 Ho 6,8 5,8 7,3 ER<br>In.346 | Sumiyoshi<br>Oil 4SA 6Cy. 280 × 400<br>1 100bhp (809kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>Gen 2 × 80kW 220V a.c.<br>10,75kn |

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|---|---|---|---|---|---|
| 6606545<br>*EETA*<br>8607<br>Df Esd Rt | **SAN CIBRIAN**<br>**Antonio Perez Armada**<br>Vigo Spain | **121**<br>59<br>— | **1965** Ast. Santodomingo—Vigo (338)<br>25,51 6,28 3,099<br>21,65 6,20 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>435bhp (320kW)<br>Kloeckner Humboldt Deutz<br>Fuel 24,5t (d.o.) |
| 8201167<br>394810<br>Esd Gc Rdr<br>RTm/v | **SAN COLUMBIA**<br>**Sanford NZ Ltd.**<br>Auckland New Zealand | **284**<br>196<br>204 | **1981** Marine Construction & Design Co. (MARCO) —Seattle, Wa (429)<br>32,95 8,82 3,914<br>29,27 8,58 3,96<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Mchy.fwd<br>6 Ho<br>In.8 844<br>6 Ha (stl) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 dr reverse<br>sc. shaft<br>750bhp (552kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 75kW 1 × 40kW 110/220V<br>Fuel 72,5t (d.o.) |
| 6621296<br>Df Esd Rdr<br>RTv | **SAN CRISTOBAL**<br>ex San Cristobal I-90 ex Athina S-90<br>ex Kathe Dancoast-88 ex Grit-74<br>ex Dagmar Stenhoj-70<br>**Maritima de Turismo**<br>Guayaquil Ecuador | T.Mk<br>**494**<br>323<br>1 209 | **1966** Husumer Schiffsw.—Husum (1234)<br>67,09 10,44 3,941<br>BV 60,10 10,42 6,05<br>1 dk & S dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 44,8 ER<br>G.2 388 B.2 199<br>2 Ha (stl) (19,8 11,3 × 6,3) ER<br>5W Der 1(10) 4(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>588kW (799bhp)<br>Kloeckner Humboldt Deutz<br>Gen 4 × 16kW 220V a.c.<br>Fuel 63,0t (d.o.) |
| 8128042<br>*3EQA5*<br>13135-PEXT | **SAN CRISTOBAL II**<br>ex San Cristobal-87<br>ex Stretto di Messina-86 ex Dynasty-85<br>**Nautical Trading (St. Kitts) Ltd.**<br>Panama Panama | **260**<br>160<br>30 | **1984** Cant. Nav. Rodriquez S.p.A.—Messina (209)<br>RI 33,10 7,07 1,564<br>30,10 7,01 3,81<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry** | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 185<br>clutches, flexible couplings & sr reverse<br>to sc. shafts<br>3 800bhp (2 795kW)<br>M.T.U. Friedrichshafen GmbH<br>2 Water jet propulsion units |
| 5309578<br>*WX7009*<br>267775<br>Df Esd Rdr<br>Rt | **SAN DIEGAN**<br>**Harbor Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **186**<br>88<br>— | **1953** Pacific Coast Eng. Co.—Alameda, Ca (155)<br>*33,53* 7,93 3,699<br>30,74 7,90 4,20<br>1 dk | **TM Tug** | Caterpillar<br>2 Oil<br>NE 67<br>Caterpillar Tractor Co. |
| 7712365<br>*LAMH4*<br>N-01117<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SAN DIEGO**<br>ex Holstencruiser-89<br>ex Lloyd Los Angeles-87<br>ex Holstencruiser-86<br>**San Diego Shipping Corp. Ltd.**<br>A/S Ivarans Rederi<br>Oslo Norway (NIS) | *10 871*<br>*6 493*<br>14 198 | **1980** A.G. "Weser" Seebeckwerft—Bremerhaven (1017)<br>GL 144,79 (BB) 23,04 8,211<br>135,01 23,00 10,72<br>P 27,2 F 23,8 2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 14,4 23,6 21,6 11,5 4 TwD<br>G.18 891 B.17 309<br>TEU 616 C.Ho 244/20' C.Dk 372/20'<br>7 Ha (stl) (12,8 25,6p&s 25,6p&s 12,8p&s × 8,0) ER<br>Cr 5(25) | MaK<br>Oil 4SA 8Cy. 580 × 600 reduction geared<br>shaft<br>8 090bhp (5 951kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 530kW 1 × 47kW 450V 60Hz<br>Controllable pitch propeller |
| 7369699<br>Df Esd Gc<br>Rdr Rt | **SAN DIEGO**<br>ex Mancha-85 ex Karina-84<br>Launched as Chimbote<br>**Sociedad Pesquera Coloso S.A.**<br>Chile | **948**<br>584<br>— | Lch.**1977** Cmpl.**1980** Ast. Picsa S.A.—Callao (401)<br>BV 47,38 11,03 5,060<br>42,88 10,67 8,08<br>2 dks | **M Fishing**<br>Side-fishing | Pielstick<br>Vee Oil 4SA 16Cy. 200 × 210<br>2 100bhp (1 545kW)<br>Ch. de l'Atlantique |
| 8807129<br>*ICZH*<br>737<br>Esd Rdr Rt | **SAN DOMINO**<br>**"Adriatica" di Navigazione S.p.A.**<br>Venezia Italy | **1 377**<br>688<br>273 | **1989** Cant. Nav. de Poli S.p.A.—Pellestrina (127)<br>68,49 (BB) 11,82 2,900<br>RI 59,50 11,80 3,90<br>1 dk | **TM RoRo Cargo/Ferry**<br>—dk P | GMT<br>2 Vee Oil 4SA each 8Cy. 230 × 310 sr gear<br>sc. shafts<br>2 920kW (3 970bhp)<br>Fincantieri-Cant. Nav. Italiani S.p.A. (Grand Motori)<br>Thw. thrust Contr. pitch propeller fwd |
| 7012521<br>*EFFB*<br>103 | **SAN EDUARDO**<br>**Miya S.A.**<br>Pasajes Spain | **249**<br>100<br>— | **1970** S.L. Ardeag—Bilbao (56)<br>35,18 7,19<br>BV 31,96 7,18 3,79<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Lister Blackstone Mirrlees Marine<br>Fuel 89,5t (d.o.) |
| 5309671<br>*EGMD*<br>97 | **SAN ESTANISLAO**<br>**Dolores Cora Vazques y otros**<br>Ferrol Spain | **141**<br>139<br>250 | **1920** ..............San Ciprian<br>*27,62* 7,60<br>26,65 3,23 | **Wood Aux M General Cargo**<br>Schooner | Oil<br>200bhp (147kW)<br>.............. |
| 6925410<br>*P3FS4*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SAN EVANS**<br>ex Hugo Oldendorff-91<br>**San Evans Maritime Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**6 762**<br>4 362<br>13 530<br>**9 584**<br>6 704<br>16 300 | **1969** A.G. "Weser" Werk Seebeck—Bremerhaven (941)<br>(GL) 149,05 (BB) 21,19 8,179/9,251<br>139,25 20,96 12,25<br>F 12,8 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 18,9 17,9 17,6 24,9 18,9 ER<br>G.22 476 B.20 568<br>TEU 245<br>C.Ho 185/20'(40') C.Dk 60/20'(40')<br>5 Ha (stl) (12,6 × 7,7) (12,7 12,7 12,7 12,7 × 10,3) ER<br>10W Der 1(60) 10(10) | MAN<br>Vee Oil 4SA 16Cy. 400 × 540 sr geared<br>shaft<br>8 690bhp (6 392kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 390kW 1 × 150kW 440V 60Hz<br>Fuel 123,5t (d.o.) 1 096,0t (hvf)-32,0pd |
| 5148053<br>*HO2981*<br>654-59A<br>Df EsdRTm | **SAN EXPEDITO**<br>ex Henry Horn-68<br>**Empacadora del Norte S.A.**<br>Panama Panama | **388**<br>161<br>470<br>**716**<br>436<br>655 | **1957** Schlichting-Werft G.m.b.H.—Travemuende (1270)<br>(GL) 56,55 8,92 3,310/3,801<br>49,94 8,91 5,64<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>B.851<br>2 Ha (each 7,0 × 3,5)<br>Der 4(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>700bhp (515kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| 7352311<br>*9HQQ3*<br>3000<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SAN FELICE**<br>ex Timur Light-91 ex Freedom C-89<br>ex Grain Star-88 ex Tai Yung-86<br>ex Mabuhay-86 ex Sunosaki Maru-85<br>ex Oslo Venture-82<br>**Ghar Dalam Maritime Ltd.**<br>Valletta Malta | **30 257**<br>23 681<br>61 566<br>T/cm<br>63,0 | **1974** Hitachi Zosen—Maizuru Works, Maizuru (166)<br>NV (BV) 225,08 (BB) 32,24 12,447<br>215,00 32,20 17,80<br>F 15,6 1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.74 191 HeCls. ptB<br>7 Ha (stl) (16,1 × 12,8) (16,0 16,0 × 13,2) (16,0 × 12,8) (16,0 16,0 16,0 × 13,2) ER | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>10 298kW (14 000bhp)<br>Hitachi Zosen Maizuru Works<br>Gen 3 × 370kW 450V 60Hz a.c.<br>Fuel 216,0t (d.o.) 3 229,0t (hvf) |
| 8821058<br>*IWZW*<br>71<br>Df Esd Gc<br>Pfd Rdr Rt | **SAN FELICE**<br>**Petrolmar S.p.A.**<br>Augusta Italy | **474**<br>294<br>1 680 | **1989** Cant. Nav. M.I.N.T.U.C. (S.R.L.)—Chioggia (006)<br>RI 65,40 11,30 3,963<br>62,00 11,28 4,40<br>1 dk | **TM Tanker**<br>SBT<br>7 Ta ER 10 Wing Ta<br>L.2 009 | Deutz<br>2 Oil 4SA each 8Cy. 142 × 160<br>900kW (1 224bhp)<br>Kloeckner Humboldt Deutz<br>2 Directional propellers |
| 5261855<br>*EDLZ*<br>1656<br>Df Esd Rt | **SAN FERMINES**<br>ex Olaeche-74<br>**Pesqueras del Moncayo S.A.**<br>San Sebastian Spain | **389**<br>186<br>427 | **1961** Ast. del Abra S.A.—Bilbao (33)<br>*38,01* 7,75<br>(BV) 38,03 7,70 4,37<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>G.365<br>3 Ha (each 1,0 × 1,0)<br>Der 2(-) | Krupps<br>Oil 4SA 8Cy. 295 × 420<br>875bhp (644kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel (d.o.) |
| 7945297<br>*IQDK*<br>170 | **SAN FRANCESCO DI CATONA**<br>ex Maria Bertacca-59 ex Maria B-54<br>ex Sania C-51 ex Maria B<br>**Andrea Patania**<br>Siracusa Italy | **396**<br>222<br>— | **1942** Cant. Nav. Fratelli Benetti—Viareggio<br>45,88 8,77 4,171<br>(RI) 37,01 8,75 4,22<br>1 dk | **M General Cargo** | Oil 4SA 6Cy. 265 × 410<br>300bhp (221kW)<br>S.A. Ansaldo Genova-Sam |
| 6418699<br>*ICXE*<br>128<br>Df Esd Gc<br>Rdr RTv | **SAN FRANCESCO DI PAOLA**<br>**Government of the Republic of Italy (Ente Ferrovie dello Stato - Direzione Generale - Settore Autonomo Navigazione)**<br>Messina Italy | **4 030**<br>1 555<br>1 301 | **1964** Cant. del Tirreno—Genova (272 R)<br>128,50 17,71 4,344<br>RI 117,25 17,63 6,66<br>1 dk, pt 2nd dk<br>RW rf 196 | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 23bth 1757dk P<br>Bow & side doors<br>Lane Length 325 Clear height 4,40<br>Cars 40 Rail Wagons 30 | B&W<br>2 Oil 2SA each 6Cy. 500 × 900<br>6 400bhp (4 708kW)<br>Cant. Nav. Riuniti<br>Gen 3 × 328kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 7716610<br>P2SF<br>300298<br>Df Esd Gc<br>Pst Rdr<br>RTm/h/v | **SAN FRANCISCO**<br>**Curtain Bros. (PNG) Pty. Ltd.**<br>Port Moresby Papua New Guinea | 1 189<br>505<br>1 592 | BV NV | **1979** Sandnessjoen Slip & M/V A/S—Sandnessjoen (42)<br>71,46 17,30 3,433<br>64,95 17,00 4,50<br>1 dk<br>rf nil | **M RoRo Cargo/ Landing Craft**<br>Deck Cargo<br>Bow ramp<br>Lane Length 52 Cargo Width 4,50<br>Mchy.aft<br>TEU 148 C. 148/20' | Wichmann 6AXA<br>Oil 2SA 6Cy. 300 × 450<br>1 324kW (1 800bhp)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 100kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 132,0t (d.o.)-7,0pd 10,5kn |
| 8428973<br>EFXF<br>Rdr Rt | **SAN FRANCISCO**<br>**Naviera Formentera S.A. (NAVIFORSA)**<br>Spain | 149<br>82<br>— | | **1969** Union Naval de Levante S.A.—Barcelona<br>6,61 2,890<br>20,50 3,10<br>1 dk | **TM Ferry** | 2 Oil 4SA<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin France<br>14kn |
| 8123296<br>Esd Rt | **SAN FRANCISCO**<br>**Multipesca S.A. de C.V.**<br>La Union El Salvador | 144<br>97<br>— | (AB) | **1982** Bayou Marine Builders Inc.—Bayou la Batre, Al (M4)<br>... ...<br>23,50 7,32 3,66<br>1 dk<br>BK 178 | **M Fishing**<br>Side Trawler<br>1 Ho<br>1 Ha (w) (1,8 × 1,8) | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 30kW<br>11,5kn |
| 5309827<br>EGMF<br>83 | **SAN FRANCISCO DE PAULA**<br>**Compania Maritima de Alicante S.A.**<br>Alicante Spain | 328<br>252<br>400 | | **1943** Pedro Santapau Vaello—Villajoyosa<br>38,71<br>34,60 8,28 4,50<br>1 dk | **Wood Aux M General Cargo** | Oil 2SA 4Cy. 250 × 330<br>Soc. Espanola de Const. Nav. Bilbao |
| 8815918<br>LAYL2<br>N-00915 | **SAN FRANGISK**<br>**K/S A/S Norcat**<br>Fekete & Co. A/S<br>Tonsberg Norway (NIS) | *395*<br>*140*<br>50 | NV | **1989** Brodrene Aa Batbyggeri A/S—Hyen (210)<br>35,43 11,30<br>3,55 | **Reinforced Plastic TM Air Cushion Ferry**<br>Twin Hull —dk P | MWM TBD604BV16<br>2 Vee Oil 4SA each 16Cy. 170 × 195 geared to sc. shafts<br>3 200kW (4 350bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 40kW 1 × 38kW 230V 50Hz a.c.<br>2 Water jet propulsion units<br>2 propellers Lift Fan<br>46kn |
| 6905185<br>EsdRTm | **SAN GALLAN 6**<br>ex Mar de Arabia-76<br>**Pesquera La Reyna SCR Ltda.**<br>Pesquera Miguel Kulisic Miloslaire<br>Callao Peru | 158<br>72<br>— | (AB) (GL) | **1966** Promecan Ingenieros S.A.—Callao (47)<br>6,79<br>21,49 6,71 3,81<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Normo<br>Oil 2SA 4Cy. 359 × 432 reduction geared to sc. shaft<br>300bhp (221kW)<br>Normo Gruppen A/S Bergen<br>Controllable pitch propeller<br>Fuel 9,0t 10kn |
| 6905161<br>EsdRTm | **SAN GALLAN 7**<br>ex Mar Adriatico-76<br>**Pesquera La Reyna SCR Ltda.**<br>Pesquera Miguel Kulisic Miloslaire<br>Callao Peru | 158<br>72<br>— | (AB) (GL) | **1966** Promecan Ingenieros S.A.—Callao (52)<br>6,79<br>21,49 6,71 3,81<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Normo<br>Oil 2SA 4Cy. 359 × 432 reduction geared to sc. shaft<br>300bhp (221kW)<br>Normo Gruppen A/S Bergen<br>Controllable pitch propeller<br>Fuel 9,0t 10kn |
| 6905202<br>EsdRTm | **SAN GALLAN 8**<br>ex Mar de Celebes-76<br>**Pesquera La Reyna SCR Ltda.**<br>Pesquera Miguel Kulisic Miloslaire<br>Callao Peru | 158<br>72<br>— | (AB) (GL) | **1966** Promecan Ingenieros S.A.—Callao (49)<br>6,79<br>21,49 6,71 3,81<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Normo<br>Oil 2SA 4Cy. 359 × 432 reduction geared to sc. shaft<br>300bhp (221kW)<br>Normo Gruppen A/S Bergen<br>Controllable pitch propeller<br>Fuel 9,0t 10kn |
| 6905214<br>Esd Rt | **SAN GALLAN 9**<br>ex Mar Jonico-76<br>**Rosa Maria SCR Ltda.**<br>Callao Peru | 105<br>—<br>— | (AB) | **1966** Promecan Ingenieros S.A.—Callao (48)<br>6,79<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Normo<br>Oil 2SA 4Cy. 300 × 360<br>300bhp (221kW)<br>Normo Gruppen A/S Bergen<br>Controllable pitch propeller<br>Fuel 9,0t |
| 7346142 | **SAN GENARO**<br>**Transmaru Cooperative Transport**<br>Montevideo Uruguay | 110<br>—<br>— | | **1976** Ast. "Anibal Vanoli" y Cia.—Puerto Quequen (24)<br>27,01<br>24,11 6,09 3,13<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6410829<br>IUHW<br>942<br>RdrRTm | **SAN GENNARO**<br>**Rimorchiatori Napoletani S.M.**<br>Napoli Italy | 194<br>55<br>49 | RI | **1964** Cant. Nav. M. & B. Benetti—Viareggio (60)<br>29,39 7,73 3,201<br>25,86 7,70 4,02<br>1 dk<br>RW | **M Tug** | MAN G8V30/45ATL<br>Oil 4SA 8Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 20kW 1 × 15kW 220V d.c.<br>12kn |
| 7033733<br>P3OY2<br>708448<br>Df Esd Gc<br>Rdr RTm/h/v | **SAN GEORGE**<br>**Algepsa Shipping Co. Ltd.**<br>Ormos Compania Naviera S.A.<br>Limassol Cyprus | **9 084**<br>6 402<br>15 195 | GL<br>✠Classed LR until 11/5/84 | **1971**-1 Austin & Pickersgill Ltd.—Southwick, Sunderland (868)<br>141,00 20,48 8,852<br>134,17 20,43 11,74<br>1 dk, 2nd dk except in No. 5 hold<br>RW rf nil | **M General Cargo**<br>5 Ho 21,6 29,7 11,4 22,8 ER 24,3<br>G.20 041 B.19 649<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(30) 4(10) 6(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>G. Clark & N.E.M. Ltd. Wallsend<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 984,5t (hvf) 15kn |
| 5260980<br>HO2017<br>10537-80A<br>Df Esd Pfd<br>Rdr RTm/h | **SAN GEORGIO REEFER**<br>ex Southern Reefer-79 ex Frio Star-77<br>ex Diogoye Senghor-77 ex Odet-70<br>**Macanis Enterprises S.A.**<br>Panama Panama | 487<br>220<br>944 | BV | **1961** S.A. des Ancien Chantiers Dubigeon—Nantes-Chantenay (788)<br>66,58 9,53 3,969<br>58,02 9,50 4,09<br>1 dk & S dk | **M Refrigerated Cargo** OSD<br>2 Ho 17,3 19,2 2 TwD 17,6 16,7<br>In.1 220<br>3 Ha (stl) (5,1 4,2 4,2 × 2,9) ER<br>4W Der 4(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 230kW 380V 50Hz a.c.<br>Fuel 188,0t (d.o.) 12kn |
| 7510755<br>IQZT<br>749 | **SAN GIOVANNI**<br>**Societa Italiana per Condotte d'Acqua S.p.A.**<br>Servizio Gestione e Armamento Mezzi Marittimi<br>Roma Italy | 1 221<br>1 172<br>1 982 | RI | **1974** Hilgers A.G.—Rheinbrohl<br>60,10 12,73 4,039<br>58,76 12,40 5,01<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>1 Ho ER<br>Hopper 1 000 | Deutz BF12M716<br>2 Vee Oil 4SA each 12Cy. 135 × 160<br>1 020bhp (750kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers |
| 5309944<br>EBRU<br>7725<br>Df Esd Rt | **SAN GREGORIO**<br>**Francisco Senabre Verdu**<br>Vigo Spain | 317<br>150<br>— | (BV) | **1957** Hijos de J. Barreras S.A.—Vigo (1041)<br>40,49 7,45 3,626<br>35,01 7,36 4,14<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>950bhp (699kW)<br>N.V. Werkspoor Amsterdam<br>Fuel (d.o.) 11kn |
| 8603676<br>BSXF<br>Esd Gc Rdr<br>RTm/v | **SAN HANG PAO 4**<br>**Government of The People's Republic of China (Ministry of Communications)**<br>Shanghai China | 771<br>231<br>1 109 | (ZC) | **1987** Ishii Zosen—Chiba (201)<br>53,62 11,99 3,001<br>51,00 11,50 4,10<br>P 6,1 1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull Rock Stone<br>Mchy.aft<br>Hopper 500 | Niigata 8NSAK-Z<br>2 Oil 4SA each 8Cy. 133 × 160 with clutches & dr geared to sc. shafts<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Ota<br>Gen 1 × 40kW 380V 50Hz a.c.<br>7,75kn |
| 8707147 | **SAN HANG QIJIU**<br>**Government of The People's Republic of China**<br>China | *1 219*<br>*365*<br>1 392 | | **1987** Teraoka Shipyard Co. Ltd.—Nandan (261)<br>2,812<br>43,01 20,01 4,02 | **M Crane Ship** | Yanmar<br>Oil<br>830bhp (611kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |

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| **8830425**<br>*BSWU*<br>Df Esd Gc<br>Pfd Rdr Rt | **SAN HANG TUO 2001**<br>**Government of The People's Republic of China (Shanghai Harbours Construction Corp.)**<br>Shanghai China | **980**<br>—<br>— | ZC | **1977** Wenchong Shipyard—Huangpu/Whampoa<br>60,98 - 4,400<br>54,00 16,00 5,70<br>1 dk | **TM Tug** | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 90kW 400V a.c. |
| **8830413**<br>*BSWV*<br>Df Esd Gc<br>Pfd Rdr Rt | **SAN HANG TUO 2002**<br>**Government of The People's Republic of China (Shanghai Harbours Construction Corp.)**<br>Shanghai China | **848**<br>254<br>— | ZC | **1978** Wenchong Shipyard—Huangpu/Whampoa<br>60,22 - 4,400<br>54,00 11,60 5,70<br>1 dk | **TM Tug** | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 90kW 400V a.c. |
| **8830401**<br>*BSWW*<br>Rt | **SAN HANG TUO 2003**<br>**Government of The People's Republic of China (Ministry of Communications)**<br>Xiamen/Amoy China | **386**<br>115<br>— | ZC | **1988** Jiangnan Shipyard—Shanghai<br>37,70 - 3,360<br>32,00 10,00 4,50<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 220 × 300<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 80kW 1 × 40kW 380V a.c |
| **7850002**<br>Gc Rt | **SAN HANG TUO 3001**<br>ex Sanuki Maru-79<br>**Government of The People's Republic of China (Ministry of Communications)**<br>Shanghai China | **269**<br>99<br>— | | **1977** Sagami Zosen Tekko K.K.—Yokosuka<br>32,90 2,401<br>28,60 9,63 4,18<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 75kW 445V 60Hz a.c. |
| **8830372**<br>Gc | **SAN HANG ZUAN 2**<br>**Government of The People's Republic of China (Ministry of Communications)**<br>Shanghai China | **427**<br>—<br>— | | **1976** Hudong Shipyard—Shanghai<br>40,59 - 2,100<br>36,30 4,20 3,60<br>1 dk | **TM Research** | Chinese Std. Type<br>2 Vee Oil 4SA each 12Cy. 135 × 140<br>676kW (919bhp)<br>Shanghai Diesel Engine Works<br>Gen 2 × 90kW 390V a.c. |
| **7217535**<br>*H2UE*<br>702044<br>Df Esd Gc<br>Pfd Rdr | **SAN HARIS**<br>ex Daito Maru-83<br>**San Haris Shipping Co. Ltd.**<br>Limassol Cyprus | **3 132**<br>2 195<br>5 974 | BV (NK) | **1972** K.K. Uwajima Zosensho—Uwajima (716)<br>101,12 16,03 6,808<br>94,01 15,98 8,21<br>P 18,9 B 4,9 F 11,9 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 408 B.7 039<br>2 Ha (stl) (26,5 28,7 × 7,7) ER<br>4W Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 499,0t-12,5pd |
| **7824120**<br>*ZMA2709*<br>380247<br>Rdr Rt | **SAN HAURAKI**<br>**Sanford NZ Ltd.**<br>Auckland New Zealand | **223**<br>80<br>183 ✠ | | **1979**-3 Kanmon Zosen K.K.—Shimonoseki (343)<br>29,01 8,08 3,328<br>25,51 8,07 3,95<br>F 13,2 1 dk<br>rf 508 BK 152 | **M Fishing**<br>Stern Trawler Pair Trawler | Daihatsu<br>Oil 4SA 6Cy. 260 × 320 reduction gea<br>shaft<br>750bhp* (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 48kW 405V 50Hz a.c. |
| **7723871**<br>*BVQR*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SAN JIANG**<br>ex Bunga Saga-86<br>**Xiamen Shipping Co.**<br>Xiamen/Amoy China | T.Mk<br>**1 538**<br>733<br>2 585<br>**2 714**<br>1 421<br>3 748 | ZC (BV) | **1977** Zhonghua Shipyard—Shanghai (7701)<br>101,15 4,866/6,017<br>93,30 13,80 7,70<br>P 22,0 F 13,5 2 dks | **M General Cargo**<br>3 Ho 16,4 19,8 18,5 ER<br>G.5 387 B.4 848<br>3 Ha (stl) (9,6 11,0 11,0 × 6,9)<br>Der 3(5) 3(3) | Hudong<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard<br>Gen 2 × 250kW 400V 50Hz a.c.<br>Fuel 44,0t (d.o.) 270,0t (hvf)-12,0pd |
| **7902881**<br>*BOQZ*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SAN JIANG KOU**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **8 391**<br>3 790<br>13 810 | ZC (BV) | **1980** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1233)<br>146,50 (BB) 22,74 9,181<br>135,00 22,70 15,00<br>P 34,5 F 12,5 2 dks | **M RoRo Cargo/General Cargo**<br>Angled stern door/ramp(s)<br>Ice strengthened<br>G.27 350 B.25 600<br>4 Ha (stl) (6,7 × 8,9) (13,5 27,0 27,0 × 12,4) ER<br>Cr 2(36) 2(15) | Pielstick<br>Vee Oil 4SA 14Cy. 400 × 460 reductio<br>sc. shaft<br>9 100bhp (6 694kW)<br>Nippon Kokan K.K. Tsurumi Work<br>Gen 3 × 560kW 390V 50Hz a.c. |
| **8842454**<br>*WQ6398*<br>295630<br>Df Esd Gc<br>Rdr Rt | **SAN JOAQUIN RIVER**<br>**Harbor Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **140**<br>73<br>— | | **1964** .............Stockton, Ca<br>- - —<br>19,56 7,95 2,43<br>1 dk | **M Tug** | Oil |
| **7009938**<br>*P3BH3*<br>708574<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SAN JOHN I**<br>ex Pacific Mariner-88 ex Boah-85<br>ex Maritime Victor-80<br>**Irving Shipping Co.**<br>Limassol Cyprus | *11 121*<br>*6 710*<br>19 464<br>T/cm<br>28,8 | AB (KR) | **1970** Hitachi Zosen—Mukaishima (4242)<br>156,17 22,64 9,534<br>146,01 22,61 12,88<br>P 27,8 F 10,1 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho each 26,9 ER<br>G.23 394 B.22 897<br>4 Ha (stl) (17,1 × 8,6) (17,9 17,9 17,9 × 10,3) ER<br>4W Der 4(20) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW)<br>Hitachi Zosen Sakurajima<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 143,5t (d.o.) 1 755,0t (hvf)-29,5pd |
| **6614097**<br>*CB2160*<br>Df Esd Rdr<br>Rt | **SAN JOSE**<br>ex Radek-84 ex Anna Lovise-78<br>**Pesquera Trinidad S.A.**<br>Iquique Chile | **457**<br>220<br>— | (NV) | **1966** Smedvik Mek. Verksted A/S—Tjorvag (10)<br>50,09 8,26 5,447<br>45,17 8,23 4,88<br>2 dks<br>rf 1097 BK 107 len 71 & 69 | **M Fishing**<br>Side-fishing<br>Ice strenghtened<br>5 Ta ER<br>5 Ha (2,7 × 3,2) (2,5 2,5 2,5 × 1,8) (2,9 × 3,2) ER<br>1W Der 1(4) | Wichmann<br>Oil 2SA 8Cy. 280 × 420<br>800bhp (588kW)<br>A/S Wichmann<br>Gen 2 × 50kW 1 × 34kW 220V 50H<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **7642900**<br>*WYM2123*<br>569876 | **SAN JOSE**<br>ex Kentucky Gal-79<br>**Ruben Pastrana**<br>Brownsville, Tx United States of America | **101**<br>68<br>— | | **1975** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Fuel (d.o.) |
| **5310022**<br>*EFYD*<br>6438<br>Df Esd Rt | **SAN JOSE DE NAZARET**<br>ex San Jose<br>**Herederos de Jose Maria de Aranda S.A.**<br>Vigo Spain | **167**<br>91<br>85 | (BV) | **1943** Hijos de J. Barreras S.A.—Vigo<br>*32,01* 6,05 3,099<br>6,00 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (0,6 × 0,6) (0,9 0,9 × 0,9) | Werkspoor<br>Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW)<br>Hijos de J. Barreras S.A.<br>Fuel 40,5t (d.o.) |
| **7716880**<br>*WYB6109*<br>588786<br>Esd Gc Pfd<br>Rdr Rt | **SAN JOSE ISLAND**<br>**Arthur Levy Enterprises Inc.**<br>SEACOR Marine Inc.<br>New Orleans, La United States of America | **273**<br>186<br>— | AB | **1977** Halter Marine Services, Inc.—New Orleans, La (616)<br>56,39 3,671<br>51,85 12,20 4,27<br>F 15,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>reduction geared to sc. shafts<br>E made reconditioned & fitted77<br>General Motors Corp. Electro-Motive<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd |
| **8327117**<br>*HO2059*<br>10333-KJ<br>Rt | **SAN JOSE No. 58**<br>ex Jyunyo Maru No. 58-83<br>**Sobhita Shipping S.A.**<br>Panama Panama | **146**<br>81<br>— | | **1965** .............Japan<br>31,70 2,820<br>27,61 6,41 3,00<br>1 dk | **M Fishing** | Oil 4SA 6Cy. |

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| 6718182<br>Df Esd Rt | **SAN JOSE NUMERO DOS**<br>**Jose Pereira Moreira**<br>Vigo Spain | **217**<br>107<br>63 | (BV) | **1967** Construcciones Navales P. Freire S.A.—Vigo (47)<br>31,02 7,01 2,883<br>27,61 7,00 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0) ER | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>490bhp (360kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 69,0t (d.o.) 10,5kn |
| 7712339<br>LAKY2<br>N-00391<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SAN JUAN**<br>ex Holstentrader-88<br>**A/S Ivarans Rederi**<br>Oslo Norway (NIS) | T.Mk<br>**10 842**<br>6 345<br>13 993 | GL | **1978** A.G. "Weser" Seebeckwerft—Bremerhaven (1019)<br>159,40 (BB) 23,04 —/8,000<br>149,76 23,00 10,72<br>P 26,4 F 23,8 2 dks<br>len 89 | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 14,4 23,6 21,7 11,5 ER 4 TwD<br>G.18 891 B.17 309<br>TEU 958 C. 958/20' (40')<br>11 Ha (stl) ER<br>Cr 1(36) 2(26,5) | MaK 16M551AK<br>Vee Oil 4SA 16Cy. 450 × 550 reduction geared to sc. shaft<br>10 500bhp (7 723kW)<br>Atlas-MaK Maschinenbau Bremen<br>Gen 1 × 530kW 1 × 47kW 450V 60Hz a.c.<br>18,25kn |
| 7411284<br>LRUG<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SAN JUAN**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina<br>SatCom: 1540201/LRUG | T.Mk<br>**7 239**<br>4 077<br>15 416<br>**10 232**<br>6 462<br>15 489 | ✠Classed LR until 20/8/82<br>BV | **1976**-10 A.G. "Weser" Seebeckwerft —Bremerhaven (996)<br>149,79 (BB) 21,06 9,087/9,253<br>139,25 21,01 12,32<br>F 12,5 2 dks<br>rf nil DK | **M General Cargo**<br>Ref<br>5 Ho 7,0DTp 7,0DTs 11,8 11,8DTp 11,8DTs 18,5 18,7 35,2 8,9 6 TwD<br>G.18 923 B.17 272 In.1 471 L.1 189<br>TEU 253 C.Ho 188/20' C.Dk 65/20'<br>5 Ha (stl) (12,5 × 7,7) (12,7 12,7 25,4 × 10,3) (6,4 × 8,0) ER<br>10W Cr 1(8) Der 2(25) 4(5-10) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW)<br>H. Cegielski Poznan<br>Gen 3 × 500kW 390V 50Hz a.c.<br>Fuel 191,0t (d.o.) 1 488,5t (hvf) 16,5kn |
| 7703285<br>ELZS<br>8460<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SAN JUAN**<br>ex Nincop II-89<br>ex ScanDutch Levant-88<br>ex Nincop II-83 ex Merzario Arcadia-78<br>**Lorraine Shipping Ltd.**<br>Monrovia Liberia | **1 524**<br>937<br>3 025 | GL | **1977** Blohm + Voss A.G.—Hamburg (902)<br>82,78 (BB) 15,85 5,320<br>76,84 15,66 6,38<br>F 12,2 2 dks | **M RoRo Cargo/General Cargo**<br>Ice strengthened<br>Stern door/ramp<br>L 7,50 W 5,50 SWL 30<br>1 Ho 48,6 ER<br>G.3 398 B.3 256<br>TEU 219<br>C.Ho 67/20' (40') C.Dk 152/20' (40')<br>1 Ha (stl) (43,7 × 12,5) ER<br>Cr 2(30) | MaK<br>Oil 4SA 6Cy. 370 × 400 reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 225kW 2 × 200kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 410,0t (d.o.)-11,0pd 14kn |
| 8305365 | **SAN JUAN**<br>**Compania Pesquera Vikingos de Colombia S.A.**<br>Cartagena de Indias Colombia | **127**<br>87<br>— | | **1982** Desco Marine—St. Augustine, Fl<br>22,86 6,71 4,271<br>19,99 6,51 4,09<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Beam-trawl Ref<br>Mchy.fwd<br>1 Ho<br>In.67<br>1 Ha (stl) | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches & sr geared to sc. shaft<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7435046<br>EHLU<br>909<br>Df Esd Gc<br>Rdr Rt | **SAN JUAN DE GAZTELUGATXE**<br>**Churruca Hermanos S.A.**<br>Eurobulk S.A.<br>Bilbao Spain | **1 721**<br>1 133<br>3 905 | BV | **1977** Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijon (R.128)<br>81,92 13,85 5,681<br>76,03 13,81 7,01<br>1 dk | **TM General Cargo**<br>2 Ho 27,5 25,4 ER<br>G.4 102<br>TEU 79 C.Ho 57/20' C.Dk 22/20'<br>2 Ha (stl) (each 22,4 × 8,2) ER | Alpha 6T23L-KVO<br>2 Oil 4SA each 6Cy. 225 × 300<br>1 740bhp (1 280kW)<br>Cons. Echevarria Bermeo<br>Gen 2 × 100kW 220/380V 50Hz a.c.<br>Fuel 121,0t (d.o.)-5,0pd 11kn |
| 5060720<br>5484<br>Df Esd Pfd<br>Rdr RTm/v | **SAN JUAN PRIMERO**<br>ex Cap Saint Jean-77<br>**Compania Argentina Productora de Pescado S.A.**<br>Buenos Aires Argentina | **525**<br>171<br>350 | (BV) | **1959** A.G. "Weser" Werk Seebeck—Bremerhaven (867)<br>54,31 8,92 4,390<br>48,90 8,89 4,65<br>F 12,8 1 dk<br>R rf 838 | **M Fishing**<br>Side Trawler<br>In.427<br>4 Ha (stl) (each 0,9 × 0,9)<br>2W Der 1(3) 1(2) | Deutz<br>Oil 4SA 6Cy. 400 × 580 with hydraulic coupling<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 60kW 220V d.c.<br>Fuel 147,0t (d.o.) 15kn |
| 7013501<br>ELOT<br>3460<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SAN JUAN TRADER**<br>ex Texas City Sea-91<br>ex Amoco Texas City-86<br>**Bonville Shipping Co.**<br>Barber Ship Management (UK) Ltd.<br>Monrovia Liberia | **39 246**<br>28 793<br>78 696<br>T/cm<br>75,1 | AB | **1970** Mitsubishi Heavy Industries Ltd.—Hiroshima (203)<br>239,50 (BB) 36,25 13,412<br>228,00 36,20 18,27<br>F 19,2 1 dk<br>rf 76 Bow/CM 120 Diam. 0,406 MH 1,8 | **M Tanker**<br>COW IGS SBT<br>10 Ta ER<br>L.(oil) 97 367 HeCls. CptB<br>3 Cargo pumps total 6 000T/hr | Sulzer 8RND90<br>Oil 2SA 8Cy. 900 × 1550<br>18 400bhp (13 534kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 600kW<br>Fuel 336,5t-63,0pd 14,5kn |
| 7046015<br>VRKA<br>341333<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SAN LORENZO**<br>ex Andes Trader-86 ex CP Trader-82<br>**Canada Maritime Ltd.**<br>Barber Ship Management (UK) Ltd.<br>Hong Kong Hong Kong (British) | **15 680**<br>7 246<br>16 963 | ✠**100A1** CS 5/91<br>Ice class 2<br>✠**LMC**<br>EL Gt $2\frac{11}{16}$"U2<br>FN 6274 | **1971**-5 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1344)<br>167,09 (BB) 25,66 9,170<br>153,47 25,61 15,27<br>F 18,3 1 dk<br>rf 152 | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho 14,4 28,5 28,5 26,9 ER<br>TEU 779<br>C.Ho 503/20' (40') C.Dk 276/20' (40')<br>7 Ha (stl) ER<br>Der 2(5) | B&W 8K74EF<br>Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>Harland and Wolff Ltd. Belfast<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 4 × 450kW 440V 60Hz a.c.<br>Fuel 345,5t (d.o.) 1 524,0t (hvf) 18,3kn |
| 300808 | **SAN LORENZO**<br>**Andina de Desarrollo S.A. (ANDESA)**<br>Callao Peru | **289**<br>135<br>— | GL | **1987** Andina de Desarrollo S.A.—Callao (083)<br>3,501<br>35,41 8,20 3,92<br>1 dk | **M Fishing** | Caterpillar D398TA<br>Vee Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>836bhp (615kW)<br>Caterpillar Inc. Peoria, Illinois<br>12kn |
| 6728800<br>PS8271<br>EsdRTm | **SAN LORENZO 1**<br>ex Independencia-75<br>**Pesquera Dona Alina SCR Ltda.**<br>Pisco Peru | **200**<br>89<br>— | (GL) | **1967** Ast. Picsa S.A.—Callao (196)<br>*26,83* 26,62<br>7,04 3,46<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr reverse geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6916055<br>Esd Rt | **SAN LORENZO 2**<br>ex Moquegua-79<br>**Pesquera Neptuno SCR Ltda.**<br>Chimbote Peru | **190**<br>118<br>333 | (BV) | **1968** Maestranza y Astillero Delta S.A.—Callao<br>*27,59* 7,60 3,315<br>7,57 3,69<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho<br>G.335<br>2 Ha (2,5 1,4 × 2,1)<br>1W Der 1(0,5) | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp. Detroit, Mi<br>Fuel (d.o.) 10kn |
| 6726761<br>TM0138 | **SAN LORENZO 3**<br>ex Dorado IV-76<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Tambo de Mora Peru | **200**<br>89<br>— | (GL) | **1967** Ast. Picsa S.A.—Callao<br>*26,83* 7,07<br>7,04 3,46<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr reverse geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6902638<br>TM7785<br>Esd Rt | **SAN LORENZO 4**<br>ex Don John-75<br>**Pesquera Cabo SCR Ltda.**<br>Tambo de Mora Peru | **200**<br>89<br>— | (GL) | **1968** Ast. Picsa S.A.—Callao (235)<br>*26,83* 7,07<br>7,04 3,46<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr reverse geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6800206<br>PS8266<br>Esd Rt | **SAN LORENZO 5**<br>ex Dona Carmen-75<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Pisco Peru | **200**<br>89<br>— | (GL) | **1967** Ast. Picsa S.A.—Callao<br>*26,83* 7,37<br>23,78 7,32 3,46<br>1 dk<br>BK 38 | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr reverse geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW |
| 6726759<br>PS8267<br>Esd Rt | **SAN LORENZO 6**<br>ex Dona Juanita-75<br>**Pesquera Anezca SCR Ltda.**<br>Pisco Peru | **200**<br>89<br>— | (GL) | **1967** Ast. Picsa S.A.—Callao<br>*26,83* 7,07<br>3,46<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr reverse geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6729679<br>IC7655<br>Esd Rt | **SAN LORENZO 7**<br>ex Anpesa 1-76<br>**Pesquera Atlantida SCR Ltda.**<br>Pisco Peru | **200**<br>89<br>— | (GL) | **1967** Ast. Picsa S.A.—Callao (200)<br>*26,83* 7,07<br>7,04 3,48<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr reverse geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **6906488**<br><br><br>Esd RTv | **SAN LORENZO 10**<br>ex Meche-76<br>**Pesquera Tridente SCR Ltda.**<br>Chancay Peru | **199**<br>92<br>— | (GL)<br><br>✠Classed LR until 28/7/82 | **1969**-2 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (371)<br>28,02 7,78 3,709 (aft)<br>22,46 7,62 3,71<br>RAD 5,8 1 dk<br>rf 51 Box K | **M Fishing**<br>Side-fishing<br>Mchy.fwd | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127 reverse<br>geared to sc. shaft<br>700bhp (515kW)<br>General Motors Corp.<br>Gen 1 × 1,5kW 24V d.c. |
| **7647546**<br>*IOZQ*<br>748<br>Esd | **SAN LUCA PRIMO**<br><br>**Societa Italiana per Condotte d'Acqua S.p.A.**<br>Servizio Gestione e Armamento Mezzi Marittimi<br>Roma Italy | **1 221**<br>1 172<br>1 982 | RI | **1974** Deggendorfer Werft u. Eisenbau Ges. m.b.H. —Deggendorf (481)<br>60,10 12,73 4,039<br>58,76 12,40 5,01<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>1 Ho ER<br>Hopper 1 000 | Deutz<br>2 Vee Oil 4SA each 12Cy. 135 × 16<br>1 020bhp (750kW)<br>Kloeckner Humboldt Deutz<br>2 Directional propellers |
| **5019941**<br>*LW4093*<br><br>Df Esd | **SAN LUCAS**<br>ex Antje-74<br>**Huemul S.A.F.C.A.I.E.I.**<br>Mar del Plata Argentina | **291**<br>133<br>— | | **1959** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (494)<br>43,95 7,35<br>38,54 7,29 3,81<br><br>RW | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz |
| **5151220**<br>*9HXP2*<br>2211<br>Df Esd Rdr<br>RTm/h | **SAN LUCIAN PRIMA**<br>ex Augustana-89 ex Hinrich-67<br>**Omisa Oil Management S.A.**<br>Valletta Malta | **1 844**<br>801<br>2 501 | RI (GL) | **1953** A.G. "Weser" Werk Seebeck—Bremerhaven (762)<br>78,69 12,83 5,462<br>74,50 12,81 6,00<br>P 22,9 F 13,5 1 dk<br>RW rf 297 | **M Tanker**<br><br>12 Ta ER<br>L.(oil) 2 600<br>Der 2(5) 1(1) | Wumag<br>2 Oil 4SA each 6Cy. 400 × 460 geare<br>1 600bhp (1 177kW) E made43 fitted5<br>Friedr. Krupp Germaniawerft A.G.<br>Gen 2 × 70kW 230/400V d.c. |
| **7411313**<br>*LRUI*<br><br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SAN LUIS**<br><br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | T.Mk<br>**7 239**<br>4 077<br>11 000<br><br>**10 231**<br>6 461<br>15 416 | BV<br><br>✠Classed LR until 20/8/82 | **1977**-6 A.G. "Weser" Seebeckwerft—Bremerhaven (999)<br>149,79 (BB) 21,06 9,087/9,253<br>139,25 21,01 12,32<br>F 12,2 2 dks, 3rd dk in No. 5 hold<br>rf nil Box K | **M General Cargo**<br>Ref<br>5 Ho 7,0DTp 7,0DTs 11,8 11,8DTp 11,8DTs 18,5 18,7 35,2 8,9 6 TwD<br>G.18 923 B.17 272 In.1 467 L.1 189<br>TEU 253 C.Ho 188/20' C.Dk 65/20'<br>5 Ha (stl) (12,5 × 7,7) (12,6 12,6 25,3 × 10,2) (9,1 × 8,0) ER<br>Cr 1(8) Der 2(25) 8(5-10) 2(5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>8 690bhp (6 392kW)<br>H. Cegielski<br>Gen 3 × 500kW 390V 50Hz a.c.<br>Fuel 191,0t (d.o.) 1 488,5t (hvf) |
| **7712327**<br>*YJYZ7*<br>679<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SAN LUIS**<br>ex Holstensailor-89<br>**A/S Ivarans Rederi**<br>Port Vila Vanuatu | *9 688*<br>*5 519*<br>12 430 | GL | **1978** A.G. "Weser" Seebeckwerft—Bremerhaven (1018)<br>144,71 (BB) 23,04 8,162<br>135,36 23,00 10,72<br>P 26,3 F 23,8 2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 14,4 23,6 21,7 11,5 ER 4 TwD<br>G.18 891 B.17 309<br>TEU 576<br>C.Ho 244/20' (40') C.Dk 332/20' (40') incl. 50 ref C.<br>7 Ha (stl) (8,8 25,6p&s 25,6p&s 12,8p&s × 8,0) ER<br>Der 2(60) 2(32) 2(25) | MaK<br>Vee Oil 4SA 16Cy. 450 × 550 reduction<br>sc. shaft<br>10 500bhp (7 723kW)<br>Atlas-MaK Maschinenbau<br>Gen 1 × 530kW 1 × 47kW 450V 60H |
| **5048655**<br><br><br>Df Esd Rdr<br>RTv | **SAN LUIS**<br>ex Borelly-82<br>**Interoceanica Ltda. Transportes Maritimos**<br>Isla de San Andres Colombia | **430**<br>203<br>516 | BV | **1956** N.V. Schpsw. Janssen—Druten (J.141)<br>50,98 8,08 2,845<br>46,49 8,01 3,15<br>1 dk<br>RW | **M General Cargo**<br><br>1 Ho<br>G.763 B.700<br><br>2 Ha (each 11,5 × 4,8)<br>Cr 1(5) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>360bhp (265kW)<br>Maschinenbau Kiel A.G.<br>Fuel 36,0t |
| **8328111**<br><br>1020<br>Rt | **SAN LUIS I**<br><br>**Cannavo S.A.**<br>Cumana Venezuela | **141**<br>62<br>— | (RI) | **1972** Bender Welding & Machine Co. Inc.—Mobile, Al<br>23,86 6,74 —<br>3,36<br>1 dk<br>RW | **M Fishing**<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. |
| **7013628**<br>*EBVU*<br>793<br>Df Esd Gc<br>Rdr Rt | **SAN MAMES**<br>ex Pilar Urizar-87<br>**Naviera Consignataria San Mames S.A.L.**<br>Bilbao Spain | **1 254**<br>648<br>—<br>**1 947**<br>1 340<br>3 853 | <br><br>✠Classed LR until 27/2/81 | **1970**-6 Ast. de T. Ruiz de Velasco—Bilbao (110)<br>88,40 (BB) 12,93 6,427<br>80,02 12,90 7,60<br>Ba 14,7 F 10,1 2 dks<br>rf 102 | **M General Cargo**<br>Mchy.aft | Stork<br>Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 2 × 150kW 230V d.c. |
| **6523482**<br>*EEQH*<br>156<br>Df Rt | **SAN MAMES DOS**<br>ex Conchita Artaza-87<br>**Naviera Consignataria San Mames S.A.L.**<br>San Sebastian Spain | **471**<br>314<br>683 | (BV) | **1965** Ast. Luzuriaga S.A.—Pasajes (88)<br>49,41 8,03 3,823<br>44,51 8,01 4,30<br>1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.773<br><br>2 Ha (each 8,3 × 5,0) ER<br>2W Der 2(3) | Duvant<br>Oil 4SA 6Cy. 315 × 480<br>600bhp (441kW)<br>Carmelo Unanue<br>Fuel (d.o.) |
| **7824132**<br>*ZMA2710*<br>380248<br>Rdr Rt | **SAN MANUKAU**<br><br>**Sanford NZ Ltd.**<br>Auckland New Zealand | **223**<br>80<br>183 | <br><br>✠Classed LR until 31/8/79 | **1979**-3 Kanmon Zosen K.K.—Shimonoseki (344)<br>29,01 8,08 3,328<br>25,51 8,07 3,95<br>F 13,2 1 dk<br>rf 508 BK 152 | **M Fishing**<br>Stern Trawler Pair Trawler | Daihatsu<br>Oil 4SA 6Cy. 260 × 320 reduction gea<br>shaft<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 48kW 405V 50Hz a.c. |
| **8103949**<br><br>231796<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SAN MARCELINO**<br>ex Bunga 2-91 ex Balsa 7-90<br>ex Balsa VII-82<br>**BMC Marine Inc.**<br>Reyes & Lim Co. Inc.<br>Manila Philippines | **3 743**<br>2 524<br>6 251 | NK | **1981** Taihei Kogyo K.K.—Hashihama, Imabari<br>106,43 16,44 6,702<br>97,95 16,40 8,15<br>P 22,4 F 11,4 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.8 346 B.7 653<br><br>2 Ha (stl) (28,4 28,6 × 8,4) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 869kW (3 900bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 2 × 160kW a.c. |
| **6810263**<br>*5BIR*<br>707326<br>Df Esd Gc<br>Pfd Rdr RTv | **SAN MARCO**<br>ex Soral-91 ex Orange Coral-88<br>ex Takachiho-84 ex Tolga-83<br>ex Tonga-69<br>**Utopia Maritime Co. Ltd.**<br>Limassol Cyprus | **35 578**<br>23 416<br>57 850<br>T/cm<br>60,0 | AB (NV) | **1968** Mitsubishi Heavy Industries Ltd.—Yokohama (891)<br>224,01 31,86 12,243<br>211,03 31,81 18,37<br>B 22,9 F 19,6 1 dk<br>rf 56 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 19,1 23,7 24,0 24,0 24,0 24,0 24,0 ER<br>G.73 351<br>7 Ha (stl) (11,9 × 10,2) (14,4 14,4 14,4 14,4 14,4 14,4 × 13,5) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 3 299,0t (hvf)-48,5pd |
| **7510731**<br>*IOZR*<br>750<br>Esd | **SAN MARCO SECONDO**<br><br>**Societa Italiana per Condotte d'Acqua S.p.A.**<br>Servizio Gestione e Armamento Mezzi Marittimi<br>Roma Italy | **1 221**<br>1 172<br>1 982 | RI | **1974** Hilgers A.G.—Rheinbrohl<br>60,10 12,73 4,039<br>58,76 12,40 5,01<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>1 Ho ER<br>Hopper 1 000 | Deutz<br>2 Vee Oil 4SA each 12Cy. 135 × 16<br>1 020bhp (750kW)<br>Kloeckner Humboldt Deutz<br>2 Directional propellers |
| **7825435**<br>*ELND4*<br>9315<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAN MARCOS**<br>ex Oppama-91 ex Oppama Maru-90<br>**RL Liberty Corp.**<br>M.O. Ship Management Co. Ltd.<br>Monrovia Liberia<br>SatCom: 1243567/NCOM | **15 192**<br>9 410<br>14 837 | NK | **1980** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1073)<br>190,00 (BB) 32,24 8,905<br>180,02 32,01 13,06<br>2 dks | **M RoRo Cargo/ Vehicles Carrier**<br>Heavy-load<br>2 Side door/ramps 1(p) 1(s)<br>L 17,00 W 4,10 SWL 10<br>2 Stern door/ramps 1(p) 1(s)<br>L 26,90 W 4,50 SWL 20<br>Cars 5900<br>Mchy.aft | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 447,0t (d.o.) 2 528,0t (hvf)-53,0 |

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| **SAN MARCOS**<br>ex Fehmarn-77<br>**Sociedad Pescasur S.A.**<br>Buenos Aires<br>Argentina | **1 414**<br>552<br>— | BV (GL) | **1965** Luebecker Flender-Werke AG.—Luebeck (556)<br>79,25 12,60 5,639<br>70,11 12,50 7,93<br>1 dk<br>RW rf 419 | **M Factory Fishing**<br>Fish-factory Stern Trawler | MaK MS582AK<br>2 Oil 4SA each 6Cy. 385 × 580 geared to sc. shaft<br>2 134kW (2 901bhp)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Gen 2 × 400kW 1 × 347kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 477,5t (d.o.) 14,5kn |
| **SAN MARINO No. 68**<br>ex Matsuo Maru No. 68-83<br>ex Nomura Maru No. 68<br>**Sobhita Shipping S.A.**<br>Panama<br>Panama | **127**<br>60<br>— | | **1964** K.K. Izutsu Zosensho—Nagasaki (400)<br>33,61 6,18 2,693<br>29,52 6,10 3,00<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Kinoshita<br>Oil 4SA 6Cy. 300 × 420<br>Kinoshita Tekkosho Akashi<br>Fuel 22,5t 10,75kn |
| **SAN MARTIN**<br>ex San Martin I-89 ex San Martin-85<br>**m.s. 'San Martin' Ivarans Rederi Bereederungsges. m.b.H. & Co. K.G.**<br>Reederei Claus-Peter Offen<br>Hamburg<br>Federal Republic of Germany<br>SatCom: 1330675/SMAR | *14 455*<br>*8 069*<br>19 187 | GL | **1985** Flender Werft A.G.—Luebeck (638)<br>165,72 (BB) 25,02 9,602<br>154,41 25,01 13,01<br>P 26,3 F 24,4 1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>5 Cell. Ho ER<br>TEU 1272 C.Ho 528/20' C.Dk 744/20'<br>15 Ha (stl) ER<br>Cr 2(40) 1(10) | B&W 6L60MC<br>Oil 2SA 6Cy. 600 × 1944<br>13 440bhp (9 886kW)<br>Ube Industries Ltd. Ube<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **SAN MARTIN**<br>ex Jacqueline-78 ex San Martin-74<br>ex Y 486 ex YO 74<br>**Martin Compania Naviera S.A.**<br>Panama<br>Panama | **705**<br>374<br>— | (AB) | **1943** Brunswick Marine Construction Co—Brunswick, Ga (135)<br>*52,67* 9,76 4,087<br>50,65 4,58<br>P 15,0 1 dk<br>rf 76 | **M Tanker**<br>8 Ta ER | Oil 4SA 6Cy. 356 × 483<br>560bhp (412kW)<br>Union Diesel Engine Co. Oakland, Ca<br>Gen 2 × 40kW<br>10kn |
| **SAN MARTIN III**<br>Launched as Sonora<br>**Pesquero San Martin S.A. de C.V.**<br>Ensenada, Baja California<br>Mexico | **600**<br>—<br>870 | (AB) | **1979** Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (802)<br>55,22 5,401<br>49,08 10,98 5,39<br>1 dk<br>BK 2286 | **M Fishing**<br>Side Trawler Tuna Ref | General Motors 16-645-E7B<br>Vee Oil 2SA 16Cy. 230 × 254 reverse reduction geared to sc. shaft<br>2 875bhp (2 115kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW a.c.<br>Thw. thrust propeller fwd<br>15kn |
| **SAN MARTIN 6**<br>ex Chimu III-79<br>**Envasadora Santa Rosa S.A.**<br>Peru | **310**<br>—<br>— | | **1973** Ast. Jorge Labarthe S.A.—Callao (F-131)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing** | Caterpillar<br>Oil geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **SAN MARTIN 7**<br>ex Arcopunco-76<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Callao<br>Peru | **150**<br>—<br>— | (AB) | **1970** Metal Empresa S.A.—Callao (L-12)<br>6,76 —<br>21,47 6,71 3,51<br>1 dk | **M Fishing**<br>1 Ho 10,6<br>1 Ha | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Fuel 5,0t (d.o.) |
| **SAN MARTIN 8**<br>ex Isla San Martin 8-76 ex Angela-75<br>**Juan Ramirez Zavala**<br>Ilo<br>Peru | **150**<br>—<br>— | ✠Classed LR until 24/11/82 | **1969**-4 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (377)<br>27,67 7,78 3,709<br>23,88 7,62 3,71<br>RAD 5,8<br>rf 660 Box K | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127 reverse reduction geared to sc. shaft<br>700bhp (515kW)<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 1,5kW 24V d.c. |
| **SAN MARTIN 9**<br>ex Isla San Martin 9-76<br>ex Diego Puertas-76<br>**Pesquera Carola SCR Ltda.**<br>Ilo<br>Peru | **150**<br>—<br>— | ✠Classed LR until 26/6/81 | **1969**-3 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (370)<br>27,67 7,78 3,709<br>23,88 7,62 3,71<br>RAD 5,8<br>rf 660 Box K | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127 reverse reduction geared to sc. shaft<br>700bhp (515kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 3,25kW 240V 60Hz a.c. |
| **SAN MARTIN 10**<br>ex Ivanka-76<br>**Juan Ramirez Zavala**<br>Ilo<br>Peru | **150**<br>—<br>— | ✠Classed LR until 23/7/82 | **1969**-4 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (378)<br>27,67 7,78<br>23,88 7,62 3,71<br>RAD 5,8<br>rf 660 Box K | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127 reverse reduction geared to sc. shaft<br>700bhp (515kW)<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 1,5kW 24V d.c. |
| **SAN MATEO**<br>**Koei Kisen K.K.**<br>Imabari, Ehime Pref.<br>Japan<br>SatCom: 1201743/SAMA | **3 991**<br>2 395<br>4 002 | NK | **1982** Imai Zosen—Kochi (511)<br>130,38 (BB) 7,014<br>117,02 19,21 8,49<br>2 dks | **M Vehicles Carrier**<br>Cars 1050<br>3 Ho ER<br>2 Ha (stl) ER | Mitsubishi 6UEC45/115H<br>Oil 2SA 6Cy. 450 × 1150<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 320kW 445V 60Hz a.c.<br>15,5kn |
| **SAN MATEO SEAHORSE**<br>ex San Mateo-81<br>**GATX Leasing Corp.**<br>Zapata Gulf Marine Corporation<br>New Orleans, La<br>United States of America | **251**<br>170<br>1 200 | AB | **1979** Halter Marine Inc.—Moss Point, Ms (807)<br>56,42 3,658<br>50,65 12,20 4,27<br>F 15,3 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 900bhp (2 869kW) E made71 reconditioned & fitted79<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>12kn |
| **SAN MATEO VICTORY**<br>ex Star Malaysia-85 ex Star Rhodian-80<br>ex Star Shahpour-79<br>ex Star Rhodian-78<br>ex Star Shahpour-78 ex Star Asahi-77<br>ex Star Acadia-75<br>**Botelho Shipping Corporation**<br>Fairmont Shipping (H.K.) Ltd.<br>Manila<br>Philippines<br>SatCom: 1700156/SMVC | **17 338**<br>11 646<br>29 486<br>T/cm<br>38,6 | **✠100A1** CS 12/89<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC**<br>EL H1 $2\frac{7}{16}$"U3<br>FN 6592 | **1970**-3 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1340)<br>171,91 (BB) 25,99 10,775<br>161,55 25,91 14,89<br>P 25,0 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 12,5 24,3 24,3 24,3 23,5 ER<br>G.35 396 B.34 263<br>5 Ha (stl) (12,5 × 14,1) (24,3 24,3 24,3 21,4 × 21,1) ER<br>Cr 2(25) | MAN<br>2 Vee Oil 4SA each 12Cy. 400 × 540 sr geared to sc. shaft<br>13 040bhp (9 592kW)<br>Vickers Ltd., Barrow Eng. Works Barrow<br>Gen 2 × 1120kW 1 × 920kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 906,0t (hvf) 15,5kn |
| **SAN MATEO VICTORY**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va<br>United States of America | **7 623**<br>4 601<br>10 852 | AB | **1945** Permanente (Shipyard No. 2)—Richmond, Ca (V713)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| **SAN MATTEO PRIMO**<br>**Societa Italiana per Condotte d'Acqua S.p.A.**<br>Servizio Gestione e Armamento Mezzi Marittimi<br>Roma<br>Italy | **1 221**<br>1 172<br>1 982 | RI | **1974** Hilgers A.G.—Rheinbrohl<br>60,10 12,73 4,039<br>58,76 12,40 3,18<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>1 Ho ER<br>Hopper 1 000 | Deutz BF12M716<br>2 Vee Oil 4SA each 12Cy. 135 × 160<br>1 020bhp (750kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers |
| **SAN MIGUEL HOPSTER**<br>**SMC Shipping & Lighterage Corp.**<br>Cebu City<br>Philippines | **182**<br>21<br>— | (AB) | **1972** Odo Zosen Tekko K.K.—Shimonoseki (192)<br>27,82 9,73 2,255<br>26,50 9,71 2,75<br>1 dk | **TM Tug** | Caterpillar D348TA<br>2 Vee Oil 4SA each 12Cy. 137 × 165 sr reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW |

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| **7729629**<br>*DVZH*<br>224607<br>Esd Gc Rdr<br>Rt | **SAN MIGUEL PILSENER**<br>**SMC Shipping & Lighterage Corp.**<br>Cebu City Philippines | **240**<br>99<br>— | AB | **1979** Bataan Shipyard & Eng. Co. Inc.—Mariveles (039)<br>27,89 2,820<br>27,44 9,75 3,79<br>1 dk<br>rf 1041 | **M Tug**<br>Pusher | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 reverse<br>geared to sc. shaft<br>Caterpillar Tractor Co. |
| **5015438**<br>*BOMQ*<br>Df Esd Gc<br>Pfd Rdr Rt | **SAN MING**<br>ex Bali Sea-76 ex Amstelveld-72<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**6 292**<br>3 404<br>11 156<br>**8 558**<br>4 833<br>12 649 | (ZC)<br>✠Classed LR until 15/10/76 | **1960**-6 N.V. Schps. & Mfbk. "De Biesbosch"—Dordrecht (368)<br>150,07 18,88 8,167/8,846<br>138,00 18,80 11,76<br>P 8,9 F 15,6 2 dks<br>RW rf nil | **M General Cargo**<br>5 Ho 22,7 20,1 12,8 7,7DT 21,3 24,8<br>G.18 706 B.17 287<br>5 Ha (10,9 11,2 11,2 × 7,4) ER (11,2 11,2 × 7,4)<br>12W Der 12(5) | Sulzer<br>Oil 2SA 8Cy. 720 × 1250<br>5 600bhp (4 119kW)<br>N.V. Werkspoor<br>Gen 3 × 125kW 220V d.c.<br>Fuel 925,5t (hvf) |
| **8010439**<br>*DGZP*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SAN NICOLAS**<br>ex Holstenracer-90<br>ex Columbus Olivos-88<br>ex Columbia Olivos-88<br>ex Holstenracer-87<br>**Seereederei Kommanditgesellschaft Claus-Peter Offen**<br>Reederei Claus-Peter Offen<br>Hamburg Federal Republic of Germany | *10 835*<br>*6 558*<br>14 100 | GL | **1981** A.G. "Weser" Seebeckwerft—Bremerhaven (1022)<br>159,14 (BB) 23,04 8,005<br>- 23,00 10,72<br>P 27,2 F 23,8 2 dks<br>len 90 | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 14,4 23,6 21,6 11,3 4 TwD<br>G.22 224 B.20 468<br>TEU 950<br>C.Ho 292/20'(40') C.Dk 658/20'(40') incl. 50 ref C.<br>7 Ha (stl) (12,8 25,6p&s 25,6p&s 12,8p&s × 8,0) ER<br>Cr 5(25) | MaK<br>Oil 4SA 8Cy. 580 × 600 reduction ge<br>shaft<br>8 090bhp (5 951kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 900kW 2 × 530kW<br>450V 60Hz a.c.<br>Controllable pitch propeller |
| **8407412**<br>*SYPS*<br>9740<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAN NICOLAS**<br>ex Stainless Spray-91<br>**Onda Navigation Inc.**<br>Piraeus Greece<br>SatCom: 1130775/NICO | *6 471*<br>*2 348*<br>10 400 | ✠**100A1** SS 8/90<br>chemical tanker<br>cargo Type A in 1—9 (cr)<br>tanks (p & s) CR(st.stl)<br>SG2.1, in association with an approved list of defined cargoes<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL Z 522,5/48,0U3<br>FN 3281 | **1985**-7 Hyundai Heavy Industries Co. Ltd.—Ulsan (P025)<br>118,40 (BB) 19,54 8,116<br>110,37 19,50 10,22<br>P 25,6 F 14,4 1 dk<br>rf nil | **M Tanker**<br>Chemical<br>DB DSS<br>18 Ta (s.stl) ER<br>L.8 218 HeCls. C | B&W<br>Oil 2SA 7Cy. 350 × 1050<br>4 095bhp (3 012kW)<br>Hyundai Engine Manufacturing Co. Ltd<br>2 AuxB (o.f.) 12kgf/cm² (11,8bar)<br>e(ex.g) 15,9kgf/cm² (15,6bar)<br>sg 6,1kgf/cm² (6,0bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 55,0t (d.o.) 837,0t (hvf) |
| **7823724**<br>*JL4535*<br>118929<br>Gc Rdr Rt | **SAN OLYMPIA**<br>ex Tamataka Maru No. 72-89<br>**Ryobi Unyu K.K.**<br>Okayama, Okayama Pref. Japan | **644**<br>—<br>100 | | **1979** Sanuki Zosen Tekkosho K.K.—Takuma (1012)<br>... ... ...<br>55,00 11,00 3,51<br>2 dks<br>RW | **TM RoRo Cargo/Ferry** 480dk P<br>Trailers 22 | Makita<br>2 Oil 4SA each 6Cy. 300 × 480<br>1 300bhp (956kW)<br>Makita Diesel Co. Ltd. |
| **8202109**<br>*3FPG*<br>12301-82<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SAN PABLO**<br>**I.M.A. Lines Co. S.A.**<br>Imabari Senpaku Y.K.<br>Panama Panama<br>SatCom: 1335205/SPAB | **3 913**<br>2 343<br>3 965 | NK | **1982** Imai Zosen—Kochi (514)<br>130,38 (BB) 7,014<br>117,00 19,21 8,49<br>2 dks | **M Vehicles Carrier**<br>Cars 1050<br>3 Ho ER<br>2 Ha (stl) ER | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1150<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K. |
| **5423063**<br>*LW4092*<br>Df Esd Rdr<br>Rt | **SAN PABLO**<br>ex Wilhelmina Maria-74<br>**Huemul S.A.F.C.A.I.E.I.**<br>Argentina | **341**<br>149<br>— | | **1963** N.V. Schps. Gebr. Pot—Bolnes (949)<br>48,47 7,60<br>42,40 7,50 4,02 | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz |
| **5136892**<br>*LW3986*<br>Df Esd Rt | **SAN PABLO APOSTOL**<br>ex Grzywacz-73<br>**Ventura Mar del Plata**<br>Buenos Aires Argentina | **184**<br>78<br>110 | (PR) | **1956** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B17/14)<br>34,45 6,79 2,629<br>30,33 6,70 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>Masch. Buckau-Wolf<br>Gen 1 × 66kW 1 × 18kW<br>110/330V d.c. |
| **7040994**<br>*HKPQ*<br>Df Esd Gc<br>Rdr RTm/h/v | **SAN PANCRACIO I**<br>ex Baltica-85 ex Scoi Hunter-77<br>ex Baltica-76<br>**Interoceanica Ltda. Transportes Maritimos**<br>Isla de San Andres Colombia | T.Mk<br>**909**<br>633<br>2 445 | GL | **1971** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (679)<br>88,50 13,85 5,258<br>80,42 13,82 8,01<br>B 10,4 F 8,6 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 57,6 ER<br>G.4 570 B.4 437<br>TEU 128 C. 128/20' incl. 5 ref C.<br>1 Ha (stl) (47,9 × 10,2) ER | MaK<br>Oil 4SA 6Cy. 450 × 550<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 170kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 188,0t (d.o.) |
| **6926012**<br>*HKPN*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SAN PANCRACIO V**<br>ex Antje Schulte-86<br>**Interoceanica Ltda. Transportes Maritimos**<br>Isla de San Andres Colombia | T.Mk<br>**2 771**<br>1 887<br>5 883<br>**4 717**<br>3 342<br>7 435 | GL | **1969** Orenstein & Koppel A.G.—Luebeck (664)<br>116,08 (BB) 17,23 6,508/7,533<br>107,96 17,20 9,91<br>F 9,2 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho ER<br>G.10 646 B.9 998<br>3 Ha (stl) (13,0 × 7,7) (19,5 19,5 × 10,5) ER<br>10W Der 2(60) 10(5-10) | MaK<br>Oil 4SA 8Cy. 450 × 550 sr geared t<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 232kW 1 × 124kW 380V<br>Fuel 68,0t (d.o.) 432,0t (hvf) |
| **8805640**<br>*LAKM2*<br>N-00530<br>Rdr Rt | **SAN PAWL**<br>**K/S Mednor**<br>East Carrier Management AS<br>Tonsberg Norway (NIS) | *395*<br>*140*<br>50 | NV | **1989** Brodrene Aa Batbyggeri A/S—Hyen (200)<br>35,43 2,050<br>11,50 3,55 | **Reinforced Plastic TM Air Cushion Ferry**<br>Twin Hull 330dk P | MWM<br>2 Vee Oil 4SA each 16Cy. 170 × 18<br>sc. shafts<br>3 200kW (4 350bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 32kW 230V 50Hz a.c.<br>2 Water jet propulsion units<br>2 propellers Lift Fan |
| **7712353**<br>*DHHO*<br>12830<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SAN PEDRO**<br>ex Holstencarrier-90<br>ex Columbus Ontario-88<br>ex Holstencarrier-87<br>ex Neptune Dolphin-84<br>ex Sofati Canada-82<br>ex Holstencarrier-82 ex Elma Dos-82<br>ex Holstencarrier-80<br>**KG m.s. "Holstencarrier" Beteiligungsges. m.b.H. & Co.**<br>Reederei Claus-Peter Offen<br>Hamburg Federal Republic of Germany | *10 835*<br>*6 558*<br>14 092<br>T/cm<br>29,0 | GL | **1980** A.G. "Weser" Seebeckwerft—Bremerhaven (1021)<br>158,35 (BB) 23,04 8,026<br>- 23,00 10,72<br>P 27,2 F 23,8 2 dks<br>len 91 | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 14,4 23,6 36,1 11,5 ER 4 TwD<br>G.22 224 B.20 468<br>TEU 950<br>C.Ho 292/20'(40') C.Dk 658/20'(40') incl. 50 ref C.<br>7 Ha (stl) (12,8 25,6p&s 38,4p&s 12,8p&s × 8,0) ER<br>Cr 5(25) | MaK<br>Oil 4SA 8Cy. 580 × 600 reduction ge<br>shaft<br>8 090bhp (5 951kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 530kW 1 × 47kW 450V<br>Controllable pitch propeller |
| **6812340**<br>*WY2133*<br>510706<br>Esd Rdr Rt | **SAN PEDRO**<br>**Wilmington Transportation Co.**<br>Los Angeles-Long Beach, Ca United States of America | **164**<br>67<br>— | | **1967** Martinolich SB. Corp.—Tacoma, Wa<br>28,20 9,15<br>26,19 7,93 3,20<br>1 dk | **M Tug**<br>Mchy.aft | General Motors<br>Vee Oil 2SA 12Cy. 230 × 254<br>General Motors Corp. Electro-Motive |
| **6504151**<br>*LW2846*<br>Df Esd Rt | **SAN PEDRO**<br>Launched as Vigo<br>**Rene Fermin Hendriks**<br>Mar del Plata Argentina | **100**<br>—<br>— | ✠Classed LR until 6/2/76 | **1965**-5 Ast. "Anibal Vanoli" y Cia.—Puerto Quequen (14)<br>24,49 6,13<br>21,11 6,10 3,10<br>RFD 4,9<br>rf 889 BK 165 | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 with clu<br>geared to sc. shaft<br>515bhp (379kW)<br>Caterpillar Tractor Co. |

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| 8415556<br>Df Esd Rt | **SAN PEDRO APOSTOL**<br>**Francisco Antonino S.C.P.A.**<br>Mar del Plata Argentina | **100**<br>—<br>— | ✠Classed LR until 28/10/66 | **1965**-1 Ast. "Anibal Vanoli" y Cia.—Puerto Quequen (12)<br>24,49 6,13<br>21,11 6,10 3,10<br>RFD 4,9<br>rf 889 BK 165 | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 159 × 203 with clutch & sr reverse geared to sc. shaft<br>515bhp (379kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8509676<br>317464<br>Rtm | **SAN PEDRO BAY**<br>**William Thomas Barrass**<br>*Fremantle, W.A.* Australia | **101**<br>55<br>65 | | **1964** Stannard Bros. Slipway & Eng. Pty. Ltd. —Sydney, N.S.W.<br>*19,51* 5,85<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho 7,7<br>Der 1(1) | General Motors<br>Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 25kW 240/415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 8427931<br>220318<br>Rt | **SAN PEDRO SAN PABLO**<br>**Interisland Lighterage Corp.**<br>Cebu City Philippines | **102**<br>30<br>— | | **1972** ..............Davao<br>6,10<br>26,27 6,10 3,05<br>1 dk | **M Tug** | Oil |
| 6824387<br>VJPJ<br>332966<br>Df Esd Rdr<br>Rtm | **SAN PEDRO SOUND**<br>**Marine Charters (Nor-West) Pty. Ltd.**<br>Finbar Marine Pty. Ltd.<br>*Fremantle, W.A.* Australia | **326**<br>165<br>338 | | **1969** Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (50)<br>36,58 9,00 3,429<br>34,68 8,84 3,97<br>F 11,3 1 dk<br>rf 1041 | **TM Supply Ship**<br>Deck Cargo<br>11 Ta<br>B.40 L.263<br>2W | General Motors<br>2 Vee Oil 2SA each 16Cy. 108 × 127 reverse reduction geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 100kW 415V 50Hz a.c.<br>Fuel 22,5t (d.o.) 12,5kn |
| 8805664<br>LDSW<br>15994<br>Rdr Rt | **SAN PIETRO**<br>**Ulstein Shipping AS**<br>Aalesund Norway | *395*<br>*140*<br>50 | NV RI | **1989** Brodrene Aa Batbyggeri A/S—Hyen (202)<br>35,43 2,050<br>11,50 3,55 | **Reinforced Plastic TM Air Cushion Ferry**<br>Twin Hull 320dk P | MWM TBD604BV16<br>2 Vee Oil 4SA each 16Cy. 170 × 195 geared to sc. shafts<br>3 200kW (4 350bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 32kW 230V 50Hz a.c.<br>2 Water jet propulsion units<br>2 propellers Lift Fan<br>46kn |
| 7110256<br>547<br>Esd Rdr Rt | **SAN PIETRO**<br>**Cooperativa Pescatori S.r.l. San Pietro Apostolo**<br>Cetara Italy | **161**<br>77<br>— | | **1971** Cant. Nav. Codecasa—Viareggio (F15)<br>29,49 7,04 2,794<br>24,01 7,01 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln |
| 7386178<br>CBSR<br>2544<br>Df Esd Gc<br>Rdr Rt | **SAN RAFAEL**<br>ex Manuel de Falla-88<br>**Pesquera Iquique S.A.**<br>Valparaiso Chile | **2 328**<br>932<br>2 775 | **✠100A1** SS 10/87<br>stern trawler<br>Ice Class 2<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL R 1 $\frac{15}{16}$"U1<br>FN 1978 | **1975**-7 Empresa Nacional "Bazan" de C.N.M. S.A. —San Fernando (181)<br>92,23 (BB) 15,04 7,011<br>80,35 15,00 9,61<br>F 34,5 2 dks<br>rf 584 Box K 610 DK in way of fwd fish hold | **M Fishing**<br>Stern Trawler Ref<br>In.2 716 | Deutz SBV8M358<br>2 Oil 4SA each 8Cy. 400 × 580 sr geared to sc. shaft<br>5 340bhp (3 928kW)<br>Hijos de J. Barreras S.A. Vigo<br>db (o.f.) 6kgf/cm² (5,9bar)<br>db (ex.g) 6,5kgf/cm² (6,4bar)<br>Gen 2 × 1120kW 1 × 536kW 1 × 160kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 7224007<br>WY25423<br>535188 | **SAN RAFAEL**<br>ex Social<br>**Cinco Flores Inc.**<br>Morgan City, La United States of America | **115**<br>78<br>— | | **1971** Patterson Shipyard Inc.—Patterson, La<br>*21,34* 6,71<br>3,31 | **M Fishing** | Oil<br>345bhp (254kW)<br>.............<br>Fuel (d.o.) |
| 7722530<br>Rdr Rt | **SAN RAKINO**<br>**Racovolis Amalgamated Fish Agents Pty. Ltd.**<br>Australia | **223**<br>81<br>178 | ✠Classed LR until 8/6/79 | **1978**-1 Kanmon Zosen K.K.—Shimonoseki (337)<br>29,01 8,08 3,652<br>25,51 8,07 3,95<br>F 13,2 1 dk<br>rf 508 BK 152 | **M Fishing**<br>Stern Trawler Side Trawler Ref | Daihatsu 6PSHTCM-26E<br>Oil 4SA 6Cy. 260 × 320 reverse reduction geared to sc. shaft<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 48kW 405V 50Hz a.c.<br>10,5kn |
| 5176816<br>LW4122<br>5071<br>Df Esd Rt | **SAN RAMON**<br>ex Jules Verne-76<br>**Chubut S.A.I.P.**<br>Buenos Aires Argentina | **241**<br>77<br>— | BV | **1957** S.I.C.C.Na. (Anc. Ch. Mougin)—St. Malo (26)<br>*35,45* 7,83<br>7,82 4,20<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,3 × 1,3) ER<br>Der 1(2) | Poyaud<br>Baudouin<br>4 Oil geared to sc. shaft<br>1 110bhp (816kW)<br>(i) 2 4SA each 6Cy. 150 × 180<br>Soc. Surgerienne de Const. Mec. Surgeres<br>(ii) 2 4SA each 6Cy. 185 × 200<br>Soc. des Moteurs Baudouin Marseille<br>Controllable pitch propeller<br>Fuel 68,0t (d.o.) 12kn |
| 8619792<br>ZMZ348<br>875405<br>15670<br>Esd Gc Rdr<br>RTh/v<br>SatNav | **SAN RANGITOTO**<br>**Sanford NZ Ltd.**<br>Auckland New Zealand | *784*<br>*326*<br>501 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL 192,5/28,0U2<br>FN 668 | **1988**-4 Const. Nav. Santodomingo—Vigo (632)<br>42,96 (BB) 11,03 4,507<br>37,50 11,02 5,79<br>F 16,8 2 dks<br>rf 500 Box K 323 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.464 | Alpha 8L28/32<br>Oil 4SA 8Cy. 280 × 320 with clutches, flexible couplings & sr geared to sc. shaft<br>2 100bhp (1 545kW)<br>Cons. Echevarria Bermeo<br>2 AuxB (1 o.f. 1 ex.g) 7,1kgf/cm² (7,0bar)<br>Gen 1 × 400kW 1 × 280kW 1 × 80kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 185,0t (d.o.)-5,0pd 12kn |
| 6507983<br>9H2982<br>2141<br>Df Esd Rdr<br>Rt | **SAN REMO**<br>ex Saxen-89<br>**Lucia Shipping Co. Ltd.**<br>Valletta Malta | **499**<br>319<br>1 225 | BV (GL) | **1965** Kroegerwerft G.m.b.H.—Rendsburg (1191)<br>72,07 11,31 3,680<br>66,63 11,28 6,51<br>F 6,8 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>G.2 998 B.2 643<br>2 Ha (each 17,3 × 6,4) ER<br>4W Der 4(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 97,5t (d.o.)-5,0pd 12,25kn |
| 6801808<br>EFDK<br>2108<br>Df Esd Rdr<br>Rt | **SAN ROQUE**<br>**Compania Iberica de Remolcadores del Estrecho S.A. (CIRESA)**<br>Santander Spain | **212**<br>4<br>— | **✠100A1** M 1/90-11mos<br>tug<br>**✠LMC**<br>EL (c) $\frac{15}{16}$"U1<br>FN 362 | **1967**-9 Ast. de Santander S.A.—Santander (43)<br>32,42 9,02 3,252<br>28,50 8,60 4,09<br>1 dk<br>rf 1727 | **M Tug**<br>Fire-fighting | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280 reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>12kn |
| 5325962<br>DUUJ<br>211976<br>Rdr Rt | **SAN ROQUE-B**<br>ex Delbros Mt. Makiling-78<br>ex Shoun Maru No. 31-68<br>**Navotas Industrial Corp.**<br>Manila Philippines | **1 392**<br>676<br>2 289 | (NK) | **1962** Koyo Dockyard Co. Ltd.—Mihara (201)<br>75,90 11,56 5,228<br>69,98 11,51 5,74<br>P 18,9 F 8,9 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 716 | Hanshin<br>Oil 4SA 6Cy. 430 × 620<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 20kW 115V d.c.<br>Fuel 66,0t (hvf)-6,0pd 11,25kn |
| 7717755<br>EHSW<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SAN SALVADOR**<br>ex Cabuerniga-86<br>**Ignacio Vega Leguina S.A.**<br>Santander Spain | **3 850**<br>2 689<br>6 202 | BV | **1979** Astilleros del Atlantico S.A.—Santander (204)<br>106,86 15,93 6,671<br>97,31 15,82 8,72<br>1 dk | **M General Cargo**<br>3 Ho ER<br>G.8 669<br>3 Ha (stl) ER | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>16,75kn |

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| **8333116**<br>*WE3076*<br>264045<br>Rdr Rt | **SAN SALVADOR**<br>ex Pegasus<br>**J. S. Gissel & Co.**<br>Houston, Tx United States of America | **208**<br>94<br>— | | **1952** Alexander Shipyards Inc.—New Orleans, La (508)<br>*24,85*<br>8,23 2,87<br>1 dk | **M Tug** | Oil<br>General Motors Corp. |
| **5310450**<br>*EDHL*<br>1653<br>Df Esd Pfd Rt | **SAN SALVADOR DE GUETARIA**<br>**AGOA S.L.**<br>San Sebastian Spain | **184**<br>120<br>— | BV | **1961** Ast. Luzuriaga S.A.—Pasajes (49)<br>*28,60* 6,20 3,277<br>6,18 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 0,9) | Duvant<br>Oil 4SA 4Cy. 315 × 480<br>400bhp (294kW)<br>Carmelo Unanue<br>Fuel 51,0t (d.o.) |
| **7357012**<br>*C4EE*<br>707712<br>Df Esd Gc<br>Pfd Rdr Rt | **SAN SEBASTIAN**<br>ex Cape Superior-90<br>ex Telfair Challenger-81 ex Estina-80<br>**Santelmo Shipping Co. Ltd.**<br>Limassol Cyprus | **8 872**<br>5 953<br>14 800 | NV (AB) (BV) | **1974** Jurong Shipyard Ltd.—Singapore (1008)<br>143,39 (BB) 19,87 9,052<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.19 950 B.18 500<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>3 773kW (5 129bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 240kW 1 × 200kW 440V |
| **8406767**<br>*ELFC3*<br>7858<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SAN SEBASTIAN**<br>**Compania Argentina de Transportes Maritimos S.A. (CIAMAR)**<br>Sudamericana Scheepvaartmaatshcappij B.V.<br>Monrovia Liberia | *6 841*<br>*2 052*<br>8 100 | BV | **1986** Ch. du Nord et de la Mediterranee—La Seyne (1443)<br>114,23 18,34 8,451<br>105,36 18,31 12,02<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Ammonia Pressurised Ref<br>3 Ta (stl) ER<br>L.(gas) 7 284 | Sulzer<br>Oil 2SA 7Cy. 380 × 1100<br>5 300bhp (3 898kW)<br>Cie. de Const. Mec. Sulzer, CCM<br>Controllable pitch propeller |
| **7036981**<br>*DUBZ*<br>225350<br>Df Esd Gc<br>Pfd Rdr Rt | **SAN SEBASTIAN**<br>ex Ryusho Maru-80<br>**Negros Navigation Co. Inc.**<br>Iloilo Philippines | **2 605**<br>1 671<br>4 432 | AB (NK) | **1970** Kurushima Dockyard Co. Ltd.—Imabari (708)<br>93,20 15,04 6,071<br>86,01 15,02 7,22<br>P 18,0 F 11,6 1 dk<br>rf 102 conv General Cargo 80 | **M Container Ship**<br>Fixed-guides<br>2 Cell. Ho - 32,3 ER<br>TEU 397<br>C.Ho 225/20' (40') C.Dk 172/20' (40')<br>2 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 132kW 445V a.c.<br>Fuel 437,0t-8,0pd |
| **5095701**<br>Df EsdRTm | **SAN SEBASTIAN**<br>ex Emma ex Eagle-70 ex Mary Ward-54<br>Panama Panama | **388**<br>244<br>498 | | **1951** Scheepswerf "De Waal" N.V.—Zaltbommel (641)<br>44,99 7,65 2,953<br>... ... ...<br>P 11,9 RQD 15,9 F 5,5 1 dk<br>RW | **M General Cargo**<br>1 Ho 27,8 ER<br>G.750 B.680<br>2 Ha (each 10,0 × 4,8) ER<br>Der 4(2) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>360bhp (265kW)<br>Maschinenbau Kiel A.G.<br>Gen 2 × 10kW 110V d.c.<br>Fuel (d.o.) |
| **5310474**<br>*EAQI*<br>28 | **SAN SEBASTIAN**<br>**Naviera Mogor S.A.**<br>Sevilla Spain | **359**<br>79<br>480 | | **1908** A/S Framnaes M/V—Sandefjord (76)<br>*42,49* 7,01<br>... ...<br>1 dk<br>R | **S General Cargo**<br>Mchy.aft | C 2Cy. 381 & 813 x 610<br>450ihp (331kW)<br>G. T. Grey<br>Fuel 35,5t (d.o.) |
| **5310486**<br>*EBZU*<br>1600<br>Df Esd RTh | **SAN SEBASTIAN DE SOREASU**<br>**Pesqueras Loyala Zubeldia y Compania S.A.**<br>San Sebastian Spain | **184**<br>90<br>— | (BV) | **1960** S.L. Ardeag—Bilbao (6)<br>*28,60* 6,20 3,175<br>6,18 3,51<br>1 dk<br>R | **M Fishing**<br>Side Trawler<br>1 Ho<br>2 Ha (each 1,0 × 1,0) | Duvant<br>Oil 4SA 6Cy. 315 × 480<br>600bhp (441kW)<br>Carmelo Unanue<br>Gen 1 × 110kW 1 × 90kW<br>Fuel (d.o.) |
| **7112670**<br>*HKPZ*<br>MC-7-0097<br>Df Esd Gc<br>Pfd Rdr Rt | **SAN SEBASTIAN DE URABA**<br>ex India Catalina-88 ex Anamar-87<br>ex India Catalina-86 ex Anamar-86<br>ex Don Alfonso-86 ex Eastern Pearl-86<br>ex Golden Hill-75 ex Fukuzaki Maru-73<br>**Pizana S.A.**<br>Isla de San Andres Colombia | **6 083**<br>3 533<br>9 415 | **100A1** M 8/88-23mos<br>**LMC**<br>EL X 495,0/50,0U2<br>FN 3308<br>NK | **1971** Tsuneishi Zosen K.K.—Numakuma (255)<br>127,97 18,34 7,532<br>119,00 18,29 9,50<br>P 23,5 F 11,9 1 dk<br>RW rf 102 | **M General Cargo**<br>3 Ho ER<br>G.12 365 B.11 789<br>3 Ha (stl) (14,7 31,5 18,4 × 9,0) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>5 400bhp (3 972kW)<br>Kobe Hatsudoki Seizosho<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 9,9kgf/cm² (9,8bar)<br>Gen 2 × 255kW 440V 60Hz a.c.<br>Fuel 843,5t-17,5pd |
| **7218993**<br>*SW7202*<br>9773<br>Esd Rdr Rt | **SAN STEFANO**<br>ex Aspasia-91 ex Aglaia-88<br>**Orient Shipping Co.**<br>Orient Ships Management Inc.<br>Piraeus Greece | **986**<br>510<br>1 714 | RI | **1972** Cant. Nav. di Pesaro—Pesaro (26)<br>76,59 11,84 3,785<br>68,81 11,80 4,30<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 280 | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz |
| **6903761**<br>*ZMXF*<br>380337<br>Df Esd Gc<br>Rdr | **SAN TE MARU No. 17**<br>ex Koyo Maru No. 17-87<br>ex Kuroshio Maru No. 17-78<br>**Sanford South Island Ltd.**<br>Timaru New Zealand | **344**<br>174<br>— | | **1968** Miho Zosensho K.K.—Shimizu (674)<br>52,84 8,23 3,175<br>47,02 8,21 3,75<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **7217389**<br>*ZMAF*<br>380338<br>Df Esd Gc<br>Pfd Rdr Rt | **SAN TE MARU No. 18**<br>ex Kaki Maru No. 1-87<br>**Sanford South Island Ltd.**<br>Timaru New Zealand | **343**<br>181<br>441 | | **1972** Miho Zosensho K.K.—Shimizu (823)<br>53,42 8,54 3,525<br>47,00 8,50 3,75<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 440<br>956kW (1 300bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **6605759**<br>*P3YL3*<br>P188<br>Esd Pfd Rdr Rt | **SAN TITO**<br>ex Laertis-90 ex Newport-87<br>ex Al Shaheen-85<br>**Wisdom Shipping Co. S.A.**<br>Danish Trade House N.M. Ltd. | **493**<br>310<br>1 016 | ✠CLASS WITHDRAWN at Owners' request 3/12/91 | **1966**-3 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (344)<br>64,98 10,01 3,531<br>59,01 9,81 3,94<br>P 15,0 F 12,5 1 dk<br>rf 102 | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 359 | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 31kW 2 × 16kW 380V 50Hz |
| **6611021**<br>*IRGU*<br>786<br>Df Esd Rdr Rt | **SAN TOMAS SECONDO**<br>ex San Tomas-79 ex Maria Luisa 1-77<br>ex Willemstad-77 ex Luisa<br>**Nuova Societa' Italiana Dragaggi S.p.A.**<br>Roma Italy | **3 261**<br>1 924<br>4 647 | (BV) (RI) | **1966** Verschure & Co's Schps.—Amsterdam (Co485)<br>95,64 16,84 5,944<br>89,01 16,82 7,60<br>1 dk | **TM Hopper/Dredger**<br>Suction Bottom doors<br>1 Ho ER<br>1 Ha (3,3 × 1,5) ER | Smit-Bolnes<br>2 Vee Oil 2SA each 18Cy. 300 × 550<br>6 120bhp (4 502kW)<br>N.V. Smit & Bolnes |
| **6410831**<br>*IUMD*<br>305<br>Df Esd Gc<br>RdrRTm | **SAN TOMMASO**<br>**Istituto Tecnico Nautico Statale Leone Acciaiuoli**<br>Pescara Italy | **169**<br>24<br>— | RI | **1964** Cant. Nav. di Pesaro—Pesaro (6)<br>37,60 6,00 2,521<br>32,36 5,97 2,80<br>1 dk | **M Training Ship**<br>Mchy.aft | Ansaldo<br>Oil 4SA 6Cy. 215 × 310<br>270bhp (199kW)<br>S.A. Ansaldo Stab. Mecc.<br>Gen 1 × 17kW 1 × 11kW 220V d.c.<br>Directional propeller<br>Fuel (d.o.) |
| **7922336**<br>875432<br>Esd Rdr Rt | **SAN TORTUGAS**<br>ex Tortugas-88<br>**Sanford NZ Ltd.**<br>Auckland New Zealand | **284**<br>196<br>300 | | **1980** Vaagland Batbyggeri A/S—Vaagland (99)<br>32,92 8,62 3,601<br>30,51 8,58 3,96<br>1 dk | **M Fishing**<br>Seiner<br>Mchy.aft | General Motors<br>Vee Oil 2SA 16Cy. 146 × 146 reverse geared to sc. shaft<br>900bhp (662kW)<br>General Motors Corp., Detroit Diesel Div. |
| **5310541**<br>*CBSD*<br>Df Esd Rt | **SAN VICENTE**<br>ex Cornelia Sieghold-53<br>Valparaiso Chile | **571**<br>351<br>904 | | **1951** Schiffswerft u. Masch. Max Sieghold —Bremerhaven (101)<br>51,49 8,18 4,014<br>8,13<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>Mchy.aft<br>B.994 | MaK<br>Oil 4SA 8Cy. 290 × 420<br>Maschinenbau Kiel A.G. |
| **6504515**<br>*EAWQ*<br>Df Esd Rt | **SAN VICENTE FERRER**<br>ex Doramas-89 ex Sertosa Sels-66<br>**Remolques del Mediterraneo S.A.**<br>Valencia Spain | **184**<br>0<br>— | ✠CLASS WITHDRAWN at Owners' request 7/91 | **1965**-2 Hijos de J. Barreras S.A.—Vigo (1333)<br>29,57 8,16 3,601<br>26,83 7,78 3,89<br>RAD 1,6 1 dk | **M Tug** | Alpha<br>Oil 2SA 8Cy. 310 × 490<br>Alpha-Diesel A/S<br>Controllable pitch propeller |

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| 8610837<br>736790<br>Esd Gc Pld<br>Rdr Rt | **SAN WAITAKI**<br>**Sanford NZ Ltd.**<br>Auckland New Zealand | *784*<br>*326*<br>502 | ✠**100A1**<br>stern trawler<br>✠**LMC**<br>EL 206,8/28,0U2(a)<br>FN 669 | **1987**-7 Const. Nav. Santodomingo—Vigo (548)<br>43,31 (BB) 11,08 4,501<br>37,52 11,00 5,79<br>F 16,5 2 dks<br>rf 500 Box K 323 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.464 | Alpha 8L28/32<br>Oil 4SA 8Cy. 280 × 320 with clutches, flexible couplings & sr geared to sc. shaft<br>2 100bhp (1 545kW)<br>Cons. Echevarria Bermeo<br>2 AuxB (1 o.f. 1 ex.g) 7,1kgf/cm² (7,0bar)<br>Gen 1 × 400kW 1 × 280kW 1 × 80kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 185,0t (d.o.)-5,0pd 12kn |
| 7402594<br>BJMG<br>Dl Esd Gc<br>Rdr RTv<br>SatCom<br>AMVER | **SAN YA WAN**<br>ex Lux Challenger-90<br>ex Fer Jamaica-87<br>**Hainan Province Steamship Co.**<br>Haikou China | **8 869**<br>6 376<br>15 253<br>T/cm<br>24,0 | ZC (BV)<br>✠Classed LR until 21/1/88 | **1978**-2 Empresa Nacional "Bazan" de C.N.M. S.A. —San Fernando (189)<br>144,99 (BB) 20,83 9,295<br>140,83 20,52 11,40<br>P 23,5 F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 23,6 24,6 24,6 23,6 ER<br>G.20 855 B.19 992<br>4 Ha (stl) (16,3 17,0 17,0 16,3 × 11,5) ER<br>4W Der 4(25) | MAN 12V40/54A<br>Vee Oil 4SA 12Cy. 400 × 540 geared to sc. shaft<br>4 057kW (5 516bhp)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 3 × 304kW 380V 50Hz a.c.<br>14,75kn |
| 7737901<br>BYPM<br>5620<br>Dl Gc Rdr | **SAN YI No. 1**<br>**San Yi Oceanic Enterprise Co. Ltd.**<br>Kaohsiung China* | **328**<br>218<br>— | | **1975** San Yang SB. Co. Ltd.—Kaohsiung<br>42,14 7,27 2,801<br>36,00 7,21 3,20<br>P 21,7 F 4,3 1 dk<br>rf 196 BK | **M Fishing**<br>Ref<br>3 Ho 5,3 7,3 9,5 ER<br>In.330<br>3 Ha (1,2 × 1,3) (2,5 × 2,3) (1,0 × 1,3) ER | Akasaka 6MH25SSR<br>Oil 4SA 6Cy. 250 × 400<br>1 050bhp (772kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 180kW 230V a.c. 2 × 64kW 220V a.c.<br>10,75kn |
| 5142243<br>HOWAF<br>L-0322669<br>Dl Esd Gc<br>Rdr Rt | **SANA I**<br>ex Georgios-88 ex Philippos K III-88<br>ex Antares-85 ex Ati-80 ex Vestkil-74<br>ex Hansa-67 ex Hermann Langreder-62<br>**Hassan Abdallah Sattout & Co.**<br>San Lorenzo Honduras | **398**<br>163<br>905 | HR (NV) | **1956** Ottensener Eisenwerk A.G.—Hamburg (495)<br>65,99 9,94 3,000<br>58,53 9,83 5,87<br>F 8,0 2 dks<br>rf 51 | **M General Cargo**<br>1 Ho 35,9 ER<br>G.1 910 B.1 724<br>2 Ha (14,0 13,4 × 5,6) ER<br>4W Der 2(5) 2(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 30kW . 1 × 20kW 1 × 14kW 220V d.c.<br>Fuel 61,0t (d.o.) 11kn |
| 5310553 | **SANAA**<br>ex Frances<br>**Addafar Yemenite Navigation Co.**<br>Hodeidah Yemeni Republic | **393**<br>228<br>— | | **1948** Cant. Nav. del Levante—Casier<br>48,42 7,45 3,366<br>44,28 7,40 3,79<br>1 dk<br>len 58 | **M General Cargo**<br>1 Ho ER | Fiat<br>Oil 2SA 5Cy. 260 × 450<br>450bhp (331kW)<br>S.A. Fiat S.G.M. Torino |
| 7825526<br>4WDD<br>Rt | **SANAA**<br>**Hodeidah Port Authority**<br>Hodeidah Yemeni Republic | **260**<br>—<br>— | | **1979** Van der Werf Staalbouw B.V.—Papendrecht (2203)<br>23,19 7,17 2,601<br>21,06 3,43<br>1 dk | **TM Tug** | General Motors 16V-149-T<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 8134730 | **SANAA**<br>**Yemen Gulf Trading & Contracting Co.**<br>Yemeni Republic | **112**<br>0<br>— | (BV) | **1976** Deltawerf B.V.—Sliedrecht<br>1,501<br>14,00 4,01 2,01<br>1 dk | **M Launch** | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>340bhp (250kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| 8814029 | **SANAA**<br>**Zueitina Oil Co.**<br>Tripoli Libya | **20**<br>—<br>— | ✠**100A1**<br>tug<br>extended protected waters service from the port of Zueitina<br>**LMC**<br>EL 75,0/12,0U2(a)<br>FN 93 | **1988** Scheeps. Damen B.V.—Gorinchem (5206)<br>14,30 5,18 1,740<br>12,56 4,70 2,05<br>1 dk | **M Tug** | General Motors 12V-71-N<br>Vee Oil 2SA 12Cy. 108 × 127 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 1 24V d.c. |
| 8033211<br>UDON<br>M-37764<br>Dl Esd Gc<br>Rdr RTv | **SANAGA**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **744**<br>209<br>332 | RS | **1981** ..............U.S.S.R.<br>53,75 10,72 4,333<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| 7818183<br>JI4546<br>123025<br>Rdr Rt | **SANAI MARU**<br>**Nanyo Kisen Co. Ltd.**<br>Mikame, Ehime Pref. Japan | **614**<br>—<br>1 400 | | **1978** Mategata Zosen K.K.—Namikata (156)<br>... ... ...<br>58,50 10,51 4,50<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Makita GNLH6275<br>Oil 4SA 6Cy. 275 × 450<br>1 200bhp (883kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| 7328592<br>EQIG<br>Dl Esd Gc<br>Pld Rdr<br>RTm/h/v | **SANANDAJ**<br>ex British Promise-82<br>**National Iranian Tanker Co.**<br>Bandar Abbas Iran | **129 770**<br>113 218<br>253 837<br>T/cm<br>162,5 | ✠Classed LR until 29/6/87 | **1974**-1 Verolme Dok & Schpsb.—Rozenburg (850)<br>344,41 (BB) 51,87 19,952<br>329,22 51,81 25,61<br>1 dk<br>rf nil Bow/CM 161 Diam. 0,410 | **S Tanker**<br>Storage<br>IGS<br>15 Ta ER<br>L.(oil) 300 580 HeCls. B<br>4 Cargo pumps total 18 800T/hr | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel 9 075,5t (o.f.)-172,5pd 16kn |
| 7210393<br>EPCQ<br>Dl Esd Gc<br>Pld Rdr RTv<br>AMVER | **SANANDAJ 2**<br>ex Trade Reliance-88 ex Ikuyo Maru-88<br>**National Iranian Tanker Co.**<br>Barber Ship Management Ltd.<br>Bandar Abbas Iran<br>SatCom: 1745122/EPCQ | *125 823*<br>*75 205*<br>253 984<br>T/cm<br>160,0 | GL (NK) | **1972** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (219)<br>341,13 53,52 20,040<br>324,04 53,50 25,71<br>1 dk<br>Bow/CM 176 Diam. 0,410 MH 0,9 | **S Tanker**<br>IGS Bow loading<br>16 Ta ER<br>L.(oil) 310 062<br>3 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>35 000shp (25 745kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 1 × 1680kW 2 × 750kW 450V 60Hz a.c.<br>Fuel 8 130,5t (o.f.) 182,5t (d.o.)-180,0pd 15,75kn |
| 7434511 | **SANATARIA IX**<br>**Pesqueria Santaria S.A.**<br>Mexico | **125**<br>—<br>— | | **1975** Desco Marine—St. Augustine, Fl (F194)<br>22,84<br>6,68 | **Reinforced Plastic M Fishing**<br>Side-fishing | Caterpillar D343SCAC<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7434523 | **SANATARIA XI**<br>**Pesqueria Santaria S.A.**<br>Mexico | **125**<br>—<br>— | | **1975** Desco Marine—St. Augustine, Fl (F195)<br>22,84<br>6,68 | **Reinforced Plastic M Fishing**<br>Side-fishing | Caterpillar D343SCAC<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5310589<br>EBOU<br>96<br>DRTm | **SANCHO II**<br>**Miguel Negrin Dominguez**<br>Santa Cruz de Tenerife Spain | **358**<br>195<br>567 | | **1920** Vaxholmsvarv A/B—Ramso<br>43,24 7,27<br>7,22<br>R len 62 | **M General Cargo Barge**<br>2 Ho ER<br>2 Ha (each 6,0 × 5,0) ER<br>Der 4(1,5) | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>500bhp (368kW) NE 61<br>Lister Blackstone Ltd. Stamford<br>Gen 3 × 14kW 220V 60Hz a.c.<br>Fuel (d.o.) 11kn |
| 7236426<br>JL3947<br>113367<br>Esd Gc Rdr<br>Rt | **SANCHO MARU No. 11**<br>**Aoyagi Kisen K.K.**<br>Takamatsu, Kagawa Pref. Japan | **391**<br>—<br>— | | **1972** Kishimoto Zosen—Kinoe (432)<br>37,80 11,00 3,887<br>35,01 10,98 4,20<br>1 dk | **TM Tug**<br>Pusher | Hanshin<br>2 Oil 4SA each 6Cy. 400 × 640<br>Hanshin Nainenki Kogyo Kobe |
| 8708775<br>JL5741<br>130565 | **SANCHO MARU No. 12**<br>**Sunami Shosen K.K.**<br>Takamatsu, Kagawa Pref. Japan | **144**<br>—<br>253 | | **1988** Honda Zosen—Saiki (761)<br>36,00 10,22 3,552<br>33,02 10,20 5,69<br>1 dk | **TM Tug**<br>Pusher | Niigata<br>2 Oil 4SA each 6Cy. 280 × 350 sr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata |

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| **7905560**<br>*EHRQ*<br>317<br>Df Esd Gc<br>Pfd Rdr Rt | **SANCHO PANZA**<br>**Lineas Maritimas del Cantabrico S.A.**<br>Gijon Spain | **696**<br>317<br>1 400 | ✠**100A1** SS 1/90<br>roll on — roll off cargo ship, movable decks<br>✠**LMC** **UMS**<br>EL T 522,5/42,0U2<br>FN 1906 | **1980**-11 Ast. de Murueta S.A.—Guernica (141)<br>88,22 15,68 3,766<br>78,69 15,50 8,72<br>2 dks light cargoes only 2 hoistable decks<br>rf 330 | **M RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>2 600bhp (1 912kW)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller |
| **7926681**<br>620731<br>Df Esd Rdr<br>Rt | **SANCOR**<br>ex Sea Fisher 7<br>**C & B Fishing Corp.**<br>Corpus Christi, Tx United States of America | **134**<br>99<br>— | | **1980** Quality Marine Inc.—Bayou la Batre, Al (134)<br>25,33<br>7,01 3,69<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| **8136116**<br>YE 142 | **SANCTA MARIA**<br>**Roem van Yerseke B.V.**<br>Yerseke Netherlands | *128*<br>—<br>— | | **1978** M.E.C.A.P. B.V.—Sluiskil (234)<br>36,50<br>8,01 1,38<br>1 dk<br>len 85 | **M Fishing**<br>Side-fishing | Cummins<br>Oil<br>184kW (250bhp) NE 85<br>Cummins Engine Co. Inc. |
| **8406169**<br>*CLFO*<br>Df Esd Gc<br>Rdr Rt | **SANCTI SPIRITUS**<br>**Empresa de Navegacion Caribe**<br>La Habana Cuba | **3 589**<br>1 753<br>6 920 | BV RCB RNR | **1983** Santierul Naval Braila—Braila (1272)<br>105,97 7,060<br>93,60 14,80 8,54<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 19,4 21,4 22,1 ER<br>G.5 912 B.5 389<br>TEU 80 C. 80/20'<br>3 Ha (stl) (12,0 × 8,0) (15,4 15,4 × 10,2) ER<br>Der 3(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>2 207kW (3 000bhp)<br>Bryansk Eng. Works<br>Gen 3 × 450kW 400V 50Hz a.c. |
| **7325681**<br>*LMDY*<br>18129<br>Rdr Rt | **SAND**<br>**Rogaland Trafikkselskap A/S**<br>Stavanger Norway | **266**<br>119<br>— | (NV) | **1973** Skaalurens Skibsbyggeri A/S—Rosendal (221/34)<br>39,68 9,81<br>37,98 9,48 3,81<br>1 dk<br>rf 1003 BK 170 | **M RoRo Cargo/Ferry**<br>200dk P<br>Bow & stern doors Ice strengthened<br>Cars 28 | Wichmann<br>Oil 2SA 5Cy. 280 × 420<br>625bhp (460kW)<br>A/S Wichmann<br>Gen 2 × 36kW 220V 50Hz a.c.<br>2 propellers aft, 1 fwd<br>Fuel (d.o.) |
| **8034526**<br>652067 | **SAND BAR**<br>**Sahlman Seafoods Inc.**<br>Miami, Fl United States of America | **105**<br>71<br>— | | **1982** Steiner Shipyard Inc.—Bayou la Batre, Al (136)<br>22,81 2,401<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159 geared to sc.<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| **7411650**<br>*JXWF*<br>20437<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SAND BULK**<br>ex Bulk Star-90 ex Elsie M-81<br>Launched as Frendo Norwave<br>**Aker Norsk Sand A/S**<br>Samson Stana<br>Bergen Norway | **499**<br>274<br>768 | **100A1**<br>**LMC** **UMS**<br>EL H 304,0/24,0U2<br>FN 616<br>(GL) (NV) | **1976** Wroclawska Stocznia Rzeczna—Wroclaw (B529/02)<br>50,02 (BB) 8,95 3,420<br>46,84 8,81 4,32<br>P 10,7 F 5,2 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 31,1 ER<br>G.906<br>1 Ha (stl) (28,5 × 6,5) ER | MWM<br>Oil 4SA 6Cy. 230 × 270 with clutches<br>couplings & sr reverse geared to sc.<br>700bhp (515kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 78kW 220/380V 50Hz a.c.<br>Fuel 70,0t (d.o.)-2,0pd |
| **8325951**<br>*D9JD*<br>BSR-830168<br>Df Esd Gc<br>Rdr Rt | **SAND CARRY No. 2**<br>**Han Il Shipping Co. Ltd.**<br>Busan South Korea | **795**<br>384<br>1 517 | KR | **1983** Sung Kwang SB. Co. Ltd.—Chungmu (102)<br>59,42 10,52 4,698<br>53,01 10,51 5,21<br>P 12,5 F 6,8 1 dk | **M Dredger/Sand Carrier**<br>Trailing Suction Sand-pump discharge<br>1 Ho<br>G.875<br>1 Ha (stl) | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Ssang Yong Heavy Industries Co. Ltd<br>Gen 1 × 48kW 225V a.c. |
| **5042156**<br>*LDKW*<br>8782<br>Df Esd Rdr<br>Rt | **SAND CASTOR**<br>ex Lisund-84 ex Guro-82<br>ex Bergfjord-74 ex Kos 4-58<br>**K/S A/S Sand Castor**<br>Norsk Sand & Stenservice<br>Bergen Norway | **288**<br>164<br>406 | NV<br>*Classed BC until 11/57 | **1929**-7 Smith's Dock Ltd.—South Bank, Middlesbrough (864)<br>42,52 7,35 3,893<br>39,76 7,32 4,12<br>1 dk<br>rf 724 BK 152 len 62<br>conv Whaler 60 | **M General Cargo**<br>1 Ho ER<br>G.538<br>1 Ha (15,7 × 3,7) ER<br>2W Der 1(5) | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>400bhp (294kW) NE 60<br>A/S Wichmann<br>Gen 1 × 22kW 110V d.c.<br>Fuel 92,5t (d.o.) |
| **7312139**<br>*GBBY*<br>379568<br>Df Esd Gc<br>Pfd Rdr Rt | **SAND DIAMOND**<br>ex Frierfjord-79<br>**Sand Supplies (Western) Ltd.**<br>Southampton United Kingdom | **937**<br>609<br>1 534 | NV | **1973** Brattvag Skipsinnredning & J. Johansens Sveiseverks.—Brattvag (29)<br>60,81 9,53 4,312<br>55,66 9,50 5,26<br>P 8,9 F 10,1 1 dk<br>rf 203 conv General Cargo 80 | **M Dredger/Sand Carrier**<br>Suction<br>Ice strengthened<br>Mchy.aft<br>2 Ha (stl) (18,7 16,3 × 7,4) | MWM<br>Oil 4SA 8Cy. 230 × 270<br>1 080bhp (794kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 50kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 122,0t (d.o.)-5,0pd |
| **6423785**<br>*GQBA*<br>307124<br>Esd Rdr Rt | **SAND GULL**<br>**South Coast Shipping Co. Ltd.**<br>Southampton United Kingdom | **534**<br>184<br>— | ✠**100A1** SS 3/90<br>sand carrier<br>U.K. coastal service also Eire & between River Elbe and Brest<br>✠**LMC**<br>EL (i)<br>FN 644 | **1964**-12 J. Bolson & Son Ltd.—Poole (549)<br>53,01 9,25 3,531<br>49,00 9,15 3,99<br>P 13,8 Trunk 4,9 F 6,1 1 dk<br>rf 76 | **M Dredger/Sand Carrier**<br>Suction<br>1 Ho 15,2 ER<br>G.314<br>1 Ha (15,2 × 6,1) ER<br>1W | Blackstone<br>Oil 4SA 6Cy. 222 × 292 with flexible<br>reverse geared to sc. shaft<br>495bhp (364kW)<br>Lister Blackstone Ltd. |
| **8900713**<br>*MMVV5*<br>719485<br>Df Esd Gc<br>Rdr RTm/v<br>SatCom | **SAND HARRIER**<br>**South Coast Shipping Co. Ltd.**<br>Southampton United Kingdom | *3 751*<br>*1 125*<br>5 916<br>T/cm<br>14,3 | ✠**100A1**<br>hopper dredger<br>near continental trading area service<br>✠**LMC** **UMS**<br>EL V 496,0/42,0U3<br>FN 2354 | **1990**-11 B.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (656)<br>99,00 16,50 6,560<br>94,50 16,30 8,60<br>F 8,8 1 dk<br>rf nil DK between frames 43 & 99 | **M Hopper/Dredger/Sand Carrier**<br>Trailing Suction Mech. discharge Sand-pump discharge<br>pt higher tensile steel<br>Mchy.aft<br>Hopper 2 500 | Mirrlees<br>Oil 4SA 8Cy. 400 × 457 with flexible<br>sr geared to sc. shaft<br>3 824kW (5 199bhp)<br>Mirrlees Blackstone (Stockport) Ltd<br>Gen 1 × 3200kW 660V 50Hz a.c.<br>1 × 110kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd Tunnel thr<br>Fuel 236,0t (d.o.)-14,2pd |
| **8900701**<br>*MLSA4*<br>719215<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>SatNav<br>CollRdr | **SAND HERON**<br>**South Coast Shipping Co. Ltd.**<br>Southampton United Kingdom | *3 751*<br>*1 125*<br>5 916<br>T/cm<br>14,3 | ✠**100A1**<br>hopper dredger<br>near continental trading area service<br>✠**LMC**<br>EL V 496,0/42,0U3<br>FN 2354 | **1990**-5 B.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (655)<br>99,00 16,50 6,400<br>94,50 16,30 8,60<br>F 8,8 1 dk<br>rf nil DK between frames 43 & 99 | **M Hopper/Dredger/Sand Carrier**<br>Trailing Suction Mech. discharge Sand-pump discharge<br>pt higher tensile steel<br>Hopper 2 500 | Mirrlees<br>Oil 4SA 8Cy. 400 × 457 with flexible<br>sr geared to sc. shaft<br>3 875kW (5 268bhp)<br>Mirrlees Blackstone (Stockport) Ltd<br>Gen 1 × 3200kW 660V 50Hz a.c.<br>1 × 110kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd Tunnel thr<br>Fuel 236,0t (d.o.)-14,2pd |
| **7510602**<br>*OWLB*<br>H654<br>Esd Pfd Rdr<br>Rt | **SAND KIRK**<br>ex Jenny Brun-84<br>**P/R Sand Kirk**<br>Kent Sand Kirk<br>Esbjerg Denmark | **168**<br>91<br>— | | **1975** Bogense Skibsvaerft & Badebyggeri —Bogense (218)<br>32,42 7,22<br>30,31 7,19 3,46<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **5422382**<br>*J8EG5*<br>3170<br>Esd Rdr Rt | **SAND MARTIN**<br>ex Sand Lark-91<br>**Sunwood Shipping Ltd.**<br>Sand & Gravel<br>Kingstown St. Vincent and the Grenadines | **540**<br>188<br>— | ✠LR class withdrawn-Owners' request 3/91 | **1963**-10 J. Bolson & Son Ltd.—Poole (546)<br>53,07 9,25 3,544<br>49,00 9,15 3,99<br>P 13,8 F 6,1 1 dk<br>RW rf 76 | **M Dredger/Sand Carrier**<br>Suction<br>Mchy.aft | Blackstone<br>Oil 4SA 6Cy. 222 × 292 with flexible<br>reverse reduction geared to sc.<br>495bhp (364kW)<br>Lister Blackstone Ltd. |
| **5291965**<br>*MXEZ*<br>183692 | **SAND ROBIN**<br>ex Regent Robin-70<br>**Bedhampton Sand & Gravel Co. Ltd.**<br>John Willment Marine Ltd.<br>Bristol United Kingdom | **116**<br>42<br>179 | ✠Classed LR until 22/8/69 | **1950**-6 Charles Hill & Sons Ltd.—Bristol (364)<br>27,89 5,95 2,229<br>26,83 5,80 2,52<br>RQD 7,1 Trunk 10,1 RFD 2,5 1 dk<br>RW | **M Tank Barge**<br>Mchy.aft<br>L.(oil) 170 | Ruston<br>Oil 4SA 5Cy. 205 × 275 sr geared<br>170bhp (125kW)<br>Ruston & Hornsby Ltd.<br>Fuel 3,0t-0,5pd |

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| 7342134<br>GJPO<br>365075<br>Esd Pfd Rdr<br>Rt | **SAND SERIN**<br>**Baring Brothers & Container Leasing Co. Ltd.**<br>South Coast Shipping Co. Ltd.<br>Southampton United Kingdom | **1 219**<br>490<br>2 120 | ✠**100A1** SS 2/89<br>sand carrier<br>U.K. coastal service also Eire and between River Elbe & Brest<br>✠**LMC** **UMS**<br>EL L $1\frac{7}{16}$"U2<br>FN 1117 | **1974**-12 Clelands SB. Co. Ltd.—Wallsend (329)<br>66,60 12,22 4,827<br>62,95 12,20 5,54<br>P 17,4 F 9,2 1 dk<br>rf nil | **M Dredger/Sand Carrier**<br>Suction<br>Single side arm Dredging depth 27,4<br>Mchy.aft<br>Hopper 834<br>1 sandpump 475kW (637bhp) | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>1 150bhp (846kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 150kW 440V 50Hz a.c.<br>Fuel 69,0t (d.o.) 10,5kn |
| 7104219<br>9HO867<br>2059<br>Esd Pfd Rdr<br>RTm/v | **SAND SKUA**<br>**Trans Ocean Marine Associates Ltd.**<br>Valletta Malta | **1 168**<br>526<br>1 803 | ✠**100A1** SS 1/86<br>sand carrier<br>✠**LMC** **(UMS)**<br>EL (L) $1\frac{1}{4}$"U2<br>FN 1087<br>**LAID UP — SURVEYS OVERDUE 1/90** | **1971**-5 J. Bolson & Son Ltd.—Poole (570)<br>67,16 12,53 4,509<br>62,79 12,20 5,11<br>P 15,6 F 8,9 1 dk<br>rf nil conv Suction Dredger/Sand Carrier 81 | **M Sand Carrier**<br>1 Ho 22,3 ER<br>G.750<br>1 Ha (stl) (22,3 × 8,0) ER | Paxman<br>Vee Oil 4SA 8Cy. 248 × 267<br>1 170bhp (861kW)<br>English Electric Diesels Ltd. Paxman Eng. Div. Colchester<br>Gen 2 × 128kW 440V 50Hz a.c.<br>Fuel 60,5t (d.o.) 10kn |
| 6210709<br>GHTK<br>303066<br>Esd Rt | **SAND SNIPE**<br>**D G W Sand Co.**<br>Southampton United Kingdom | **517**<br>176<br>691 | ✠**100A1** SS 3/89<br>sand carrier<br>U.K. coastal service also Eire & between River Elbe & Brest<br>✠**LMC**<br>EL h<br>FN 638 | **1961**-10 J. Bolson & Son Ltd.—Poole (538)<br>52,89 9,25 3,512<br>48,67 9,14 3,97<br>P 13,8 F 6,1 1 dk<br>RW rf 76 | **M Dredger/Sand Carrier**<br>Suction<br>Mchy.aft | Crossley<br>Oil 2SA 6Cy. 267 × 343<br>590bhp (434kW)<br>Crossley Bros. Ltd. Manchester |
| 5210723<br>GJVT<br>181073<br>Rt | **SAND SWALLOW II**<br>**Derek Parnaby Cyclones International Ltd.**<br>Liverpool United Kingdom | **222**<br>110<br>— | ✠Classed LR until 16/12/87 | **1947**-3 W. J. Yarwood & Sons Ltd.—Northwich (727)<br>34,14 7,42 2,852<br>32,01 7,37 3,20<br>RW | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>1 Ho 9,0 ER<br>2W | Caterpillar<br>Oil 4SA 6Cy. 137 × 165 sr reverse geared to sc. shaft<br>300bhp (221kW) NE 9/63<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |
| 6601040<br>GTJA<br>308538<br>Esd Rt | **SAND SWALLOW III**<br>ex Oyster Sand-81<br>**Humber Work Boats (Barton) Ltd.**<br>Hull United Kingdom | **609**<br>225<br>711 | ✠Classed LR until 24/7/85 | **1966**-4 Drypool Eng. & D.D. Co. Ltd.—Hull (14)<br>45,65 10,80 3,658<br>42,68 10,37 4,20<br>RAD 17,7 RFD 13,2 1 dk<br>rf nil | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>1 Ho ER<br>Cr 1(6) | Brons<br>Vee Oil 2SA 12Cy. 220 × 380 with flexible coupling & sr reverse geared to sc. shaft<br>1 100bhp (809kW)<br>Drypool Eng. & D.D. Co. Ltd. Hull<br>Gen 2 × 50kW 220V d.c.<br>Fuel 52,0t (d.o.) 10kn |
| 6913510<br>GNIO<br>339506<br>Esd Gc Pfd<br>Rdr Rt | **SAND SWAN**<br>**South Coast Shipping Co. Ltd.**<br>Southampton United Kingdom | **1 164**<br>498<br>1 944 | ✠**100A1** SS 5/90<br>sand carrier<br>near Continental trading area<br>✠**LMC** **UMS**<br>EL (L) $1\frac{1}{4}$"U1<br>FN 1087 | **1970**-3 J. Bolson & Son Ltd.—Poole (565)<br>66,60 12,53 4,401<br>62,79 12,20 5,11<br>P 15,6 1 dk<br>rf nil | **M Dredger/Sand Carrier**<br>Suction<br>Mchy.aft | Paxman<br>Vee Oil 4SA 8Cy. 248 × 267 sr geared to sc. shaft<br>1 170bhp (861kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 2 × 128kW 440V 50Hz a.c.<br>10kn |
| 7406784<br>P3OG3<br>709124<br>Df Esd Gc<br>Pfd Rdr Rt | **SAND SWAN**<br>ex Ana I-90 ex Ann Sandved-84<br>**Sand & Swan Navigation Co. Ltd.**<br>Limassol Cyprus | **1 116**<br>636<br>2 595 | GL (BV) | **1975** Schpsbw. & Rep. Gebr. Sander N.V.—Delfzijl (271)<br>79,46 13,03 5,176<br>72,14 13,02 7,50<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 51,6 ER<br>G.4 230 B.3 840<br>2 Ha (stl) (21,5 14,0 × 9,5) ER<br>Cr 1(15) 2(3) | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450<br>1 780bhp (1 309kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel (d.o.) 13kn |
| 6901529<br>GZLV<br>336801<br>Esd Gc Pfd<br>Rdr RTm/h/v | **SAND SWIFT**<br>**South Coast Shipping Co. Ltd.**<br>Southampton United Kingdom | **1 162**<br>436<br>1 944 | ✠**100A1** SS 7/89<br>sand carrier<br>U.K. Channel Islands, Isle of Man & between River Elbe & Brest<br>✠**LMC** **UMS**<br>EL (L) $1\frac{1}{4}$"U2<br>FN 1087 | **1969**-4 J. Bolson & Son Ltd.—Poole (564)<br>66,48 12,53 4,306<br>62,79 12,20 5,11<br>P 15,6 1 dk<br>rf nil | **M Dredger/Sand Carrier**<br>Suction<br>1 Ho 22,3 ER<br>Cr 1(2) | Paxman<br>Vee Oil 4SA 8Cy. 248 × 267 sr reverse geared to sc. shaft<br>1 170bhp (861kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 2 × 128kW 440V 50Hz a.c.<br>Fuel 49,0t (d.o.) 10,25kn |
| 5408520<br>MGKA<br>305671<br>Esd Rdr | **SAND TERN**<br>**British Dredging Aggregates Ltd.**<br>Southampton United Kingdom | **535**<br>192<br>— | ✠**100A1** M 4/89-3mos<br>sand carrier<br>U.K. coastal service also Eire & between River Elbe & Brest<br>✠**LMC**<br>EL (i)h<br>FN 644 | Lch.**1963** P. K. Harris & Sons Ltd.—Appledore (162)<br>Cmpl.**1964**-4 J. Bolson & Son Ltd.—Poole<br>53,04 9,25 3,537<br>49,00 9,15 3,99<br>P 13,8 F 6,1 1 dk<br>rf 76 | **M Dredger/Sand Carrier**<br>Suction<br>Mchy.aft | Blackstone<br>Oil 4SA 6Cy. 222 × 292 with flexible coupling & sr reverse geared to sc. shaft<br>495bhp (364kW)<br>Lister Blackstone Ltd. Stamford |
| 7042241<br>GDVH<br>342346<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **SAND WADER**<br>**South Coast Shipping Co. Ltd.**<br>Southampton United Kingdom | **3 085**<br>1 570<br>5 209 | ✠**100A1** SS 2/90<br>sand carrier<br>U.K., Channel Islands, Isle of Man and between River Elbe and Brest<br>✠**LMC** **UMS**<br>EL S $1\frac{3}{4}$"U2<br>FN 2204 | **1971**-9 Ailsa SB. Co. Ltd.—Troon (532)<br>96,53 16,97 6,166<br>91,45 16,31 7,78<br>F 8,0 1 dk<br>rf 229 DK in way of hopper | **M Dredger/Sand Carrier**<br>Suction<br>pt higher tensile steel<br>1 Ho 29,4 ER<br>Hopper 2 304<br>1 Ha (29,4 × 11,4) ER | Ruston 6CSVM<br>2 Oil 4SA each 6Cy. 254 × 305 geared to sc. shaft<br>2 640bhp (1 942kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 3 × 120kW 1 × 40kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 130,0t (d.o.) 11,5kn |
| 7340899<br>GURL<br>365111<br>Df Esd Gc<br>Pfd Rdr Rt | **SAND WEAVER**<br>**Baring Brothers & Container Leasing Co. Ltd.**<br>South Coast Shipping Co. Ltd.<br>Southampton United Kingdom | **3 366**<br>1 234<br>5 271 | ✠**100A1** SS 12/89<br>sand carrier<br>near Continental trading area<br>✠**LMC** **UMS**<br>EL T $1\frac{13}{16}$"U2<br>FN 2206 | **1975**-5 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (468)<br>96,40 16,74 6,109<br>91,50 16,30 7,80<br>F 11,9 1 dk<br>rf nil | **M Dredger/Sand Carrier**<br>Trailing Suction Sand-pump discharge (Shore-delivery)<br>pt higher tensile steel<br>Mchy.aft<br>Hopper 2 200 | Mirrlees KMR-8<br>Oil 4SA 8Cy. 381 × 457 sr geared to sc. shaft<br>4 800bhp (3 531kW)<br>Mirrlees Blackstone (Stockport) Ltd. Stockport<br>Gen 1 × 284kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>12kn |
| 5912229<br>LGXV<br>19992<br>Df Rt | **SANDA-SUG**<br>ex Sanda-84 ex Floro-62 ex Erkalin-53<br>ex Zeester-50<br>**Rolf Tornes**<br>Kristiansand Norway | **165**<br>85<br>203 | BV | **1931** Noord Nederlandse Scheepswerven N.V.—Groningen<br>35,03 6,23 2,134<br>— 6,20 2,32<br>1 dk | **M Dredger**<br>Suction<br>1 Ha (11,1 × 3,9) ER<br>1W Der 1(3) | Scania<br>2 Oil 4SA each 6Cy. 127 × 145 geared to sc. shaft<br>306bhp (225kW) NE 63<br>A/B Scania Vabis Sodertalje<br>Fuel 7,0t (d.o.) |
| 8842026<br>TFJE<br>1812<br>Rdr Rt | **SANDAFELL**<br>**Hvammsfell h/f**<br>Hafnarfjordur Iceland | *111*<br>*33*<br>— | | **1988** Stocznia "Wisla"—Gdansk (KB21/03)<br>25,93 - -<br>- 6,00 3,00<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA<br>465kW (632bhp)<br>Caterpillar Inc. Peoria, Illinois |
| 5261685<br>JWWF<br>15055<br>Df Esd Rt | **SANDAGUT**<br>ex Oksnesfisk-81 ex Nils Persa-60<br>**Willy Brochmann**<br>Hammerfest Norway | **293**<br>116<br>— | (NV) | **1958** Thaules M/V A/S—Nygard (16)<br>40,29 7,35 3,899<br>36,17 7,32 3,97<br>2 dks<br>rf 996 BK 107 | **M Fishing**<br>Side-fishing<br>6 Wing Ta ER<br>6 Ha (each 2,5 × 1,5) ER | Wichmann<br>Oil 2SA 7Cy. 280 × 420<br>1 050bhp (772kW) NE 68<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 150kW 1 × 40kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| 5304042<br>LFBS<br>16710<br>Df Esd Rdr<br>Rt | **SANDBJORN**<br>ex Cherados-84 ex Tone-73<br>ex Frakttre-67 ex Meland-66<br>ex Sondith-66 ex Paul Hoop-59<br>**A/S Sandbjorn**<br>Bergen Norway | **299**<br>176<br>426 | BV | **1952** F. Frank Schiffs. & Masch.—Hamburg<br>43,52 7,68 2,744<br>38,41 7,62 3,15<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>1 Ho<br>G.637 B.595<br>1 Ha (19,5 × 4,8)<br>2W Der 1(5) | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>365bhp (268kW) E made71 fitted—<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 4kW 24V d.c.<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.) 9,25kn |

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| **5302611**<br>*LNJR*<br>12042<br>Rdr Rt | **SANDBOY**<br>ex Rutland 1-76 ex Jimmy-56<br>**P/R Sandboy ANS**<br>Bergen Norway | **298**<br>145<br>539 | (NV) | **1948** Seutelvens Verksted—Fredrikstad (38)<br>44,68 7,50 3,607<br>40,95 7,45 3,92<br>P 11,9 F 5,8 1 dk<br>rf 297 | **M General Cargo**<br>1 Ho ER<br>G.595 B.566<br>1 Ha (17,6 × 3,9)<br>2W Der 1(5) | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>600bhp (441kW) NE 63<br>A/S Wichmann<br>Gen 1 × 15kW 1 × 8kW 100V d.c.<br>Fuel 50,5t (d.o.) |
| **6400422**<br>*GHTU*<br>303091<br>RTm | **SANDCHIME**<br>**Alan Charles Riggall**<br>Leith United Kingdom | **190**<br>61<br>91 | | **1952** Wm. Simons & Co. Ltd.—Renfrew (794)<br>32,01 7,47 2,667<br>7,42<br>R | **S Dredger**<br>Grab-dredger | T 3Cy. 254 406 & 673 x 406<br>243ihp (179kW)<br>Wm. Simons & Co. Ltd. |
| **7411818**<br>*DVDU*<br>222830<br>Rdr Rt | **SANDECOR**<br>**Sanvictories Development Corp.**<br>Cebu City Philippines | **697**<br>388<br>1 400 | | **1975** Sandoval Shipyards Inc.—Consolacion (1)<br>53,01 10,65 4,201<br>50,27 10,43 5,03<br>1 dk | **TM General Cargo**<br>Mchy.aft | Yanmar<br>2 Oil 4SA each 6Cy. 145 × 170 reverse<br>geared to sc. shafts<br>480bhp (353kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **6829795**<br>*ORXH*<br>10/33<br>Df Esd Rdr<br>Rt | **SANDERUS**<br>**Jan de Nul N.V.**<br>Brugge Belgium | **4 782**<br>3 274<br>5 080 | BV | **1968** N.V. Schps. & Mach. "De Klop"—Sliedrecht (Co585)<br>103,00 18,32 7,751<br>95,00 10,01<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 22,0<br>Hopper 8250T<br>Mchy.aft<br>Hopper 5 000<br>2 sandpumps each 875kW (1190bhp) | MAN<br>2 Oil 4SA each 9Cy. 450 × 660<br>5 740bhp (4 222kW)<br>Smit Kinderdijk V.O.F.<br>Fuel (d.o.) |
| **7533288**<br>*PHIF*<br>17939<br>Df Esd Gc<br>Pfd Rdr Rt | **SANDETTIE**<br>ex Espero I-89 ex River Herald-88<br>ex Riosal-83<br>**C.V. Motorschip Sandettie**<br>Wagenborg Shipping B.V.<br>Kampen Netherlands | **862**<br>632<br>1 373 | GL<br>✠Classed LR until<br>31/8/84 | **1977**-2 Scheepsbouw B.V. Gebr. Buys—Krimpen<br>a/d Ijssel (31)<br>62,95 9,99 3,644<br>59,90 9,96 4,25<br>P 13,8 F 8,6 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 39,4 ER<br>G.1 872 B.1 800<br>1 Ha (stl) (35,9 × 7,4) ER | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 reverse<br>geared to sc. shaft<br>791kW (1 075bhp) NE 89<br>Caterpillar Tractor Co.<br>Gen 2 × 87kW 1 × 52kW 380V 50Hz |
| **7621621**<br>*PHIE*<br>Esd Gc Pfd<br>Rdr Rt | **SANDETTIEBANK**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | **248**<br>0<br>179 | AB | **1977** B.V. Scheepswerven v/h H. H. Bodewes<br>—Millingen a/d Rijn (735)<br>34,32 9,58 3,801<br>30,82 9,20 4,98<br>1 dk | **TM Tug** | Kromhout<br>2 Oil 4SA each 9Cy. 240 × 260 geared<br>shafts<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 76kW a.c.<br>2 Controllable pitch propellers |
| **6705779**<br>*TFES*<br>0175<br>Df Esd Pfd<br>Rdr RTh | **SANDEY**<br>ex Wumme-61<br>**Bjorgun H/f**<br>Reykjavik Iceland | **499**<br>295<br>974 | (BV) | **1957** N.V. Schpsb. v/h Th. J. Fikkers—Foxhol (89)<br>62,41 9,38 3,671<br>57,66 9,33 4,12<br>1 dk<br>RW conv General Cargo 61 | **M Hopper/Dredger**<br>Suction Bottom doors<br>1 Ho 28,0<br>Der 1(2) | De Industrie<br>Oil 4SA 7Cy. 305 × 460<br>525bhp (386kW)<br>D. & J. Boot "De Industrie"<br>Gen 2 × 6kW 110V d.c.<br>Fuel (d.o.) |
| **5383873**<br>*LFHD*<br>18644<br>Rt | **SANDFART**<br>ex Arvfos-77 ex Vrangfos-75<br>**A. Johansen A/S**<br>Bodo Norway | **125**<br>57<br>— | | **1913** A/S Porsgrunds M/V—Porsgrunn (69)<br>30,43 6,13 2,744<br>6,10<br>1 dk<br>R | **M Icebreaker**<br>Mchy.aft | Skandiaverken<br>Oil 2SA 4Cy. 320 × 370<br>300bhp (221kW) NE 53<br>Skandiaverken A/B<br>Fuel (d.o.) |
| **6602496**<br>*OW2439*<br>Df Esd Rdr<br>Rt | **SANDFRAKT**<br>ex Floyen-88 ex Torshammer-79<br>**P/f Sandgrefstur**<br>Fuglafjord Faeroes (Danish) | T.Mk<br>**287**<br>170<br>589<br>**405**<br>240<br>— | BV | **1966** Sonderborg Skibsvaerft A/S—Sonderborg (47)<br>47,12 8,82 3,412<br>42,14 8,81 3,38<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.669 B.592<br>1 Ha (21,0 × 5,0) ER<br>2W Der 2(3) | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW) NE 70<br>Alpha-Diesel A/S<br>Controllable pitch propeller<br>Fuel 48,0t (d.o.) |
| **8006426**<br>*GJMJ*<br>713064<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom | **SANDGATE**<br>ex Ras al Barshah-87<br>**Kent Petroleum Ltd.**<br>Kuwait Oil Tanker Co. S.A.K.<br>London United Kingdom | *16 595*<br>*11 053*<br>27 401<br>T/cm<br>35,5 | ✠**100A1** SS 9/87<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL H† 605,0/62,0U3<br>FN 6292 | **1982**-10 China SB. Corp. (Keelung Division)<br>—Keelung (201)<br>170,69 (BB) 24,82 11,097<br>160,00 24,81 14,51<br>P 35,1 F 17,1 1 dk<br>rf nil Bow/CM 80 Diam. 0,310 MH 2,1 | **M Tanker**<br>COW IGS(LR) SBT<br>7 Ta 14 Wing Ta ER 2 Ta<br>L.(oil) 35 585 HeCls. C<br>4 Cargo pumps total 4 000T/hr | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>13 500bhp (9 930kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>2 WTAuxB 14,5kgf/cm$^2$ (14,3bar)<br>13,5kgf/cm$^2$ (13,3bar) hs705,0<br>e(ex.g) 16,5kgf/cm$^2$ (16,2bar)<br>Gen 3 × 720kW 1 × 260kW 450V<br>Fuel 174,5t (d.o.) 1 974,0t (hvf)-34,0pd |
| **5100570**<br>*TFOX*<br>0171<br>Df Esd Rdr<br>Rt | **SANDGERDINGUR**<br>ex Johannes Gunnar-80<br>ex Reykjanes-72 ex Eldborg-64<br>**Johann Gudbrandsson**<br>Sandgerdi Iceland | **124**<br>44<br>— | (NV) | **1960** Bolsones Verft—Molde (173)<br>28,05 6,74<br>6,68 3,36<br>1 dk<br>rf 1021 BK 132 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>2 Ha (1,1 × 1,5) (2,2 × 1,3) ER<br>1W Der 1(4) | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>375bhp (276kW)<br>A/S Wichmann<br>Gen 1 × 40kW 1 × 18kW 220V d.c.<br>Fuel (d.o.) |
| **6504981**<br>*OW2085*<br>D2272<br>Esd Rdr Rt | **SANDGREFSTUR**<br>ex Urdal-74 ex Skaar Junior-72<br>ex Straumfoss-70 ex Holm-68<br>ex Franken<br>**P/f Sandgrefstur**<br>Fuglafjord Faeroes (Danish) | **134**<br>64<br>165 | BV | **1955** Frank Christensen—Horten<br>32,42 6,30<br>6,28<br>F 9,8 1 dk<br>len 57 | **M General Cargo**<br>1 Ho ER<br>2 Ha (9,1 2,9 × 3,4) ER<br>2W Der 1(3) 1(2) | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>300bhp (221kW) NE 67<br>Caterpillar Tractor Co.<br>Fuel 5,0t (d.o.)-1,5pd |
| **7235800**<br>*C6IC6*<br>715593<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SANDGROUSE**<br>ex Latex-89 ex Ferton-84 ex Xileno-79<br>**Wahoo Tankers Ltd.**<br>Sandford Ship Management Ltd.<br>Nassau Bahamas<br>SatCom: 1104361/SGSM | **2 663**<br>1 395<br>4 082 | ✠**100A1** M 6/91-12mos<br>oil or chemical tanker type<br>A in association with a list<br>of approved cargoes SG<br>1.8 CR(s.stl)<br>Ice Class 3<br>✠**LMC**<br>**IGS**<br>EL Q 1½"U2<br>FN 1944<br>(RI) | **1973**-6 Ast. de T. Ruiz de Velasco—Bilbao (120)<br>101,02 (BB) 14,10 6,600<br>90,63 14,00 7,60<br>P 22,6 RAD 18,9 RFD 12,8 F 13,5 1 dk<br>rf 203 conv Oil Chemical Tanker 75 | **M Tanker**<br>Oil Chemical<br>IGS(LR) DB DSS<br>10 Ta (s.stl) ER<br>L.3 265 HeCls. C | Werkspoor<br>Oil 4SA 6Cy. 410 × 470 sr geared to<br>21 184kW (28 800bhp)<br>Fabrica de San Carlos S.A.<br>db (o.f.) 10,5kgf/cm$^2$ (10,3bar)<br>db (o.f.) 10,5kgf/cm$^2$ (10,3bar)<br>Gen 3 × 152kW 380V 50Hz a.c.<br>Fuel 299,5t (hvf) |
| **7350832** | **SANDIKA I**<br>ex Menara II-89<br>**P.T. Sapta Sandika Krida**<br>Jakarta Indonesia | **123**<br>60<br>— | KI | **1974** P.T. Jantra Dock/SB. Co.—Tanjung Priok<br>... ... ...<br>30,51 6,00 2,29<br>1 dk | **M General Cargo** | Deutz<br>Oil 4SA 6Cy. 135 × 160<br>258bhp (190kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 3kW 105V |
| **7320497**<br>*OW2040*<br>D2093<br>Rt | **SANDINGUR**<br>ex Koralfisk-83<br>**P/f Kleivin**<br>Sandur Faeroes (Danish) | **149**<br>70<br>— | NV (BV) | **1972** Logstor Skibsvaerft—Logstor<br>32,92 6,81<br>6,76 3,41<br>1 dk<br>len 74 | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>G.217<br>3 Ha (each 1,2 × 0,7) ER | Callesen<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik, Heinrich Calle<br>A/S<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Fuel 35,5t (d.o.) |

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|---|---|---|---|---|---|---|
| 6522882<br>[illegible]<br>[illegible]<br>Dl Esd Gc<br>Pfd Rdr Rt | **SANDLARK**<br>ex Ice Lark-87 ex Finnlark-76<br>**Financial Enterprises of Bahamas Ltd.**<br>Sandford Ship Management Ltd.<br>Nassau<br>Bahamas | **665**<br>294<br>952 | **✠100A1** SS 1/86<br>tanker<br>Chemicals in cargo tanks Nos. 3 & 4 SG up to 1.8 & No. 5 tank SG up to 1.4<br>**✠LMC**<br>EL j 1$\frac{1}{16}$"SQ<br>FN 774 | **1966**-1 Valmet Oy Helsingin Telakka —Helsinki/Helsingfors (236)<br>57,00 9,81 4,382<br>51,95 9,69 5,19<br>RAD 15,9 RFD 6,8 1 dk<br>rf 102 | **M Tanker**<br>Chemical<br>10 Ta ER<br>L.886 | MWM<br>Oil 4SA 6Cy. 320 × 480<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>2 AuxB 100lbf/in² (6,9bar)<br>Controllable pitch propeller<br>Fuel 74,0t (d.o.)-3,5pd 11kn |
| 6813332<br>[illegible]<br>[illegible]<br>Esd Gc Pfd<br>Rdr RTm/v | **SANDMARTIN**<br>ex Silvermerlin-88<br>**Financial Enterprises of Bahamas Ltd.**<br>Sandford Ship Management Ltd.<br>Nassau<br>Bahamas | **1 259**<br>639<br>1 901 | **✠100A1** CS 9/88<br>oil and chemical tanker<br>SG up to 2.0<br>**✠LMC**<br>EL N 1$\frac{5}{16}$"U2<br>FN 1240 | **1968**-10 Lodose Varv A/B—Lodose (154)<br>77,32 12,32 4,795<br>70,01 12,21 5,49<br>P 16,8 RAD 13,8 RFD 10,1 F 10,4 1 dk<br>rf 178 | **M Tanker**<br>Oil Chemical<br>8 Ta (s.stl) ER<br>L.1 453 | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 550bhp (1 140kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>2 wtdb 142lbf/in² (9,8bar)<br>Gen 2 × 140kW 1 × 62kW 450V 60Hz a.c.<br>Fuel 134,0t (d.o.)-5,0pd 12kn |
| 7341687<br>[illegible]<br>Dl Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **SANDNES**<br>ex Ringnes-85<br>**Green Light Shipping Corp.**<br>Jebsen Ship Management (Bergen) A/S<br>Panama<br>Panama | **3 463**<br>2 296<br>5 790 | NV | **1975** Appledore Shipbuilders Ltd.—Appledore (A.S.106)<br>102,01 (BB) 15,85 6,833<br>95,00 15,55 8,74<br>P 24,1 F 12,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>3 Ho 30,1 7,0 29,4 ER<br>G.7 466 B.7 110<br>4 Ha (stl) (23,7 × 9,9) (2,9p&s × 2,9) (23,9 × 9,9) ER | Pielstick 9PC2-2L-400<br>Oil 4SA 9Cy. 400 × 460<br>4 500bhp (3 310kW)<br>Crossley Premier Engines Ltd. Manchester<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Fuel 35,5t (d.o.) 503,0t (hvf)-12,0pd 12,5kn |
| 6506927<br>[illegible]<br>[illegible]<br>Rdr Rt | **SANDNESSJOEN**<br>**Helgeland Trafikkselskap A/S**<br>Sandnessjoen<br>Norway | **194**<br>87<br>— | (NV) | **1964** Kaarbos M/V A/S—Harstad (40)<br>29,44 9,56 2,674<br>26,83 9,53 3,51<br>1 dk<br>rf 940 BK 69 | **M RoRo Cargo/Ferry**<br>150P<br>Mchy.aft | Penta<br>2 Oil 4SA each 6Cy. 120 × 140 with belt drive & reduction geared to sc. shaft<br>400bhp (294kW)<br>A/B Volvo-Penta Goteborg<br>Gen 2 × 20kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 19,5t (d.o.)-1,0pd |
| 5251616<br>[illegible]<br>Esd | **SANDO**<br>ex Ingrid-69 ex Niederelbe-65<br>**Varustamo Sando**<br>Turku/Abo<br>Finland | **298**<br>162<br>450 | (GL) | **1937** C. Luehring, Schiffswerft u. Trockendock —Kirchhammelwarden (207)<br>46,66 7,04 3,099<br>44,10 6,96 3,41<br>P 8,9 F 5,5 1 dk<br>R len & deepened 55 | **M General Cargo**<br>2 Ha ER | Oil 4SA 6Cy. 280 × 420<br>155bhp (114kW)<br>Deutsche Werke A.G. Kiel<br>Fuel (d.o.) 8,5kn |
| 5310931<br>Esd RTv | **SANDON 4**<br>**Port Authority of Thailand**<br>Bangkok<br>Thailand | **2 493**<br>1 136<br>2 743 | ✠Classed LR until 9/58 | **1955**-11 N.V. Werf "Gusto"—Schiedam (CO312)<br>87,41 14,51 5,417<br>83,39 14,41 6,91<br>1 dk<br>RW | **TS Dredger/Sand Carrier**<br>Trailing Suction Sand-pump discharge (Shore-delivery Barge-unloading)<br>Dredging depth 14,0<br>1 Ho 27,5 ER<br>Hopper 2 000<br>1 sandpump 559kW (750bhp) | C 6Cy. (2) 440 & (4) 700 x 550<br>2 300ihp (1 692kW)<br>L. Smit & Zoon Kinderdijk<br>Gen 1 × 50kW 1 × 15kW 115V d.c.<br>Fuel (o.f.) 11kn |
| 5310943<br>10617<br>Esd RTv | **SANDON 5**<br>**Port Authority of Thailand**<br>Bangkok<br>Thailand | **1 251**<br>617<br>1 016 | ✠Classed LR until 7/59 | **1957**-7 N.V. Werf "Gusto"—Slikkerveer (111)<br>68,28 12,27 4,738<br>61,52 12,20 5,62<br>1 dk<br>RW rf nil | **TS Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Single side arm Dredging depth 14,0<br>1 Ho 14,4 ER<br>Hopper 750<br>1 sandpump 597kW (800bhp) | C 6Cy. (2) 370 & (4) 600 × 420<br>1 500ihp (1 103kW)<br>N.V. Werf "Gusto" Schiedam<br>Gen 1 × 20kW 115V d.c.<br>Fuel (o.f.) 10kn |
| 5310955<br>Esd RTv | **SANDON 6**<br>**Port Authority of Thailand**<br>Bangkok<br>Thailand | **2 632**<br>1 216<br>— | ✠Classed LR until 6/65 | **1961**-3 Schps. & Mach. "Holland"—Hardinxveld (264)<br>87,71 15,45 6,503<br>83,01 14,93 7,12<br>2 dks<br>RW rf nil | **TS Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Twin side arms Dredging depth 14,0<br>Mchy.aft<br>1 Ho 26,8<br>Hopper 2 000<br>2 sandpumps each 634kW (850bhp) | C 4Cy. (2) 345 & (2) 750 × 750<br>3 200ihp (2 354kW)<br>Christiansen & Meyer Hamburg<br>Gen 2 × 30kW 230V 50Hz a.c.<br>Fuel (o.f.) 12kn |
| 8816194<br>Esd Rdr Rt | **SANDON 7**<br>**Port Authority of Thailand**<br>Bangkok<br>Thailand | **2 727**<br>1 394<br>3 510 | BV | **1989** Italthai Marine Co. Ltd.—Bangkok (75)<br>77,00 14,92 6,400<br>70,93 14,60 7,40<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Hopper 2 500 | Yanmar T220L-ET<br>2 Oil 4SA each 6Cy. 220 × 280 geared to sc. shafts<br>2 200kW (2 991bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>11kn |
| 39414<br>LGJM<br>19088<br>Dl Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SANDPIPER**<br>ex Seaway Sandpiper-90<br>ex Temple Hall-78<br>**Sandpiper A/S**<br>Westminster Offshore A/S<br>Stavanger<br>Norway<br>SatCom: 1313405/LGJM<br>See Register of Offshore Units | **13 150**<br>8 022<br>20 366 | NV<br>✠Classed LR until 21/4/78 | **1971**-6 Upper Clyde Shipbuilders Ltd. (Clydebank Div.)—Clydebank (102 G)<br>160,86 (BB) 22,92 9,770<br>151,24 22,86 13,09<br>RAD 26,9 B 18,0 F 12,2 1 dk<br>rf nil DK fwd conv Bulk Carrier 78 | **M Pipe-burying Vessel**<br>Support for submersibles<br>3 Ho each 13,7 ER<br>G.1 900<br>3 Ha (stl) (each 12,8 × 12,8) ER<br>Cr 2(18,5) | Werkspoor 9TM410<br>2 Oil 4SA each 9Cy. 410 × 470 sr geared to sc. shaft<br>12 000bhp (8 827kW) ✠ NE 1/74<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 4 × 1 710kW 600V 60Hz a.c. 2 × 700kW 2 × 500kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust propellers fwd , 2 aft<br>Fuel 182,0t (d.o.) 1 636,0t (hvf)-30,5pd 14,5kn |
| 6611576<br>C6DZ9<br>309750<br>Esd Gc Pfd<br>Rdr RTm/h/v | **SANDPIPER**<br>ex Silverfalcon-88<br>**Financial Enterprises of Bahamas Ltd.**<br>Sandford Ship Management Ltd.<br>Nassau<br>Bahamas | **1 301**<br>661<br>1 940 | **✠100A1** CS 8/86<br>oil & chemical tanker<br>SG up to 2.0<br>**✠LMC**<br>EL p 1$\frac{7}{16}$"SQ<br>FN 1240 | **1966**-10 Lodose Varv A/B—Lodose (146)<br>77,32 12,65 4,801<br>70,01 12,21 5,49<br>P 16,8 RAD 13,8 RFD 10,1 F 10,4 1 dk<br>rf 178 | **M Tanker**<br>Oil Chemical<br>8 Ta (s.stl) ER<br>L.1 453 HeCls. C | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 500bhp (1 103kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>2 db 142lbf/in² (9,8bar)<br>Gen 2 × 140kW 1 × 64kW 450V 60Hz a.c.<br>Fuel 132,0t (d.o.)-5,0pd 12kn |
| 7237200<br>28128<br>Dl Esd Gc<br>Pfd Rdr Rt | **SANDPIPER**<br>ex Southward Ho-82<br>**Mar Fishing Co. Inc.**<br>Zamboanga<br>Philippines | **421**<br>226<br>— | AB | **1972** Benson Bros. SB. Co. (1960) Ltd. —Vancouver, B.C. (32)<br>37,19 9,33 3,658<br>31,55 9,30 4,73<br>1 dk | **M Fishing**<br>Purse Seiner Ref | Caterpillar D399SCAC<br>Vee Oil 4SA 16Cy. 159 × 203 reverse reduction geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW a.c.<br>11kn |
| 8203582<br>[illegible]<br>Z 89<br>Esd Pfd Rdr<br>RTv | **SANDRA**<br>**B.V.B.A. Rederij Vandenbroucke**<br>Zeebrugge<br>Belgium | **198**<br>63<br>— | | **1982** N.V. Scheepswerven L. de Graeve —Zeebrugge<br>33,53 —<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | A.B.C.<br>Oil<br>1 000bhp (736kW)<br>Anglo-Belgian Corporation N.V. Belgium |
| 6704361<br>[illegible]<br>[illegible]<br>Esd Gc Rdr<br>Rt | **SANDRA**<br>ex Robertsen-90<br>**Bengt Are Korneliussen**<br>Tromso<br>Norway | **165**<br>60<br>— | | **1967** Eidsvik Skipsbyggeri A/S—Uskedal (21)<br>30,69 6,86<br>27,89 6,81 3,51<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>510bhp (375kW)<br>Alpha-Diesel A/S Frederikshavn |
| 8616180<br>[illegible]<br>[illegible]<br>Rdr Rt | **SANDRA**<br>ex M. H. Beyer-92<br>**Ingvar Hansen**<br>Hvide Sande<br>Denmark | **113**<br>33<br>— | | **1986** Bruces Nya Verkstads AB—Landskrona (520)<br>21,01 6,46<br>16,51 6,32 5,16<br>2 dks | **M Fishing** | Caterpillar<br>Oil 4SA 8Cy. geared to sc. shaft<br>407bhp (299kW)<br>Caterpillar Inc. Peoria, Illinois |
| 6708305<br>9GDP<br>[illegible]<br>Dl Esd Gc<br>Rdr Rt | **SANDRA A**<br>ex Berry Palmer-91 ex Shahzad 2-87<br>ex Hurghada-87<br>**Kiku Co. Ltd.**<br>Takoradi<br>Ghana | **1 220**<br>553<br>1 417 | ✠LR class withdrawn 11/4/90 | **1967**-8 Ast. Construcciones S.A.—Vigo (67)<br>76,99 12,05 4,769<br>67,01 12,01 7,29<br>F 13,5 2 dks<br>RW rf 330 BK 102 | **M Fishing**<br>Stern Trawler Ref<br>In.1 412 | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 471kW (2 000bhp)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 3 × 280kW 380V 50Hz a.c. |

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|---|---|---|---|---|---|---|
| **7940455**<br>*WYC9073*<br>601526<br>Df Esd Gc<br>Rdr RTv | **SANDRA ANITA**<br>**Sandra Anita Inc.** | **131**<br>89<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,94* 6,74<br>3,74<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| **7366659**<br>*YJWL7*<br>192<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **SANDRA C**<br>**Ocean Trading International S.A.**<br>Port Vila Vanuatu | **989**<br>462 | | **1973** San Diego Mar. Co.—San Diego, Ca<br>*59,87* 12,20 4,979<br>12,12<br>1 dk | **M Fishing**<br>Seiner | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp.<br>Gen 3 × 300kW<br>Fuel (d.o.) |
| **7502576**<br>*WYL4908*<br>571854<br>Esd Gc Pfd<br>Rdr Rt | **SANDRA FOSS**<br>**Foss Maritime Co.**<br>Seattle, Wa United States of America | **199**<br>135<br>— | AB | **1976** Fairhaven Shipyard Inc.—Bellingham, Wa (48)<br>33,99 10,39 4,122<br>32,36 10,37 4,83<br>1 dk | **TM Tug** | General Motors<br>2 Oil 2SA each 8Cy. 230 × 254 revers<br>geared to sc. shafts<br>General Motors Corp. Electro-Motive Di<br>Gen 2 × 115kW<br>Fuel 324,0t (d.o.) |
| **8719475**<br>925518 | **SANDRA JANE**<br>**J & M Fishing Inc.**<br>Boston, Ma United States of America | **199**<br>135<br>— | | **1988** Atlantic Marine Inc.—Fort George Island, Fl<br>28,96<br>25,75 7,62 4,08<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 geared<br>Caterpillar Inc. |
| **7308425**<br>*WJ7954*<br>276297 | **SANDRA JANE**<br>**Ann & Grace Inc.**<br>Gloucester, Ma United States of America | **137**<br>95<br>— | | **1958** Harvey F. Gamage S.B. Inc.—South Bristol, Me<br>*25,30* 6,43<br>3,26 | **Wood M Fishing** | Oil<br>480bhp (353kW)<br>..............<br>Fuel (d.o.) |
| **6927535**<br>*ODOG*<br>B4235<br>Df Esd Gc<br>Pfd Rdr Rt | **SANDRA K**<br>ex Macbulk-89 ex Northwind-87<br>**Sandra Maritime Co.**<br>Beirut Lebanon | **10 993**<br>7 283<br>18 675<br>T/cm<br>27,6 | **✠100A1** SS 8/87<br>strengthened for heavy cargoes, Nos. 1 and 3 holds may be empty<br>**✠LMC**<br>EL Dt $2\frac{7}{16}$"U2<br>FN 4940 | **1970**-3 Cia. Euskalduna—Bilbao (242)<br>147,02 (BB) 22,84 9,932<br>136,00 22,80 13,52<br>P 12,2 F 12,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 15,3 28,1 12,7 12,7 27,7 ER<br>G.24 386<br>5 Ha (stl) (8,3 17,2 7,4 8,2 17,2 × 10,4) ER<br>12W Cr 2(5) Der 2(30) 12(10) | MAN<br>Oil 2SA 7Cy. 720 × 1200<br>9 800bhp (7 208kW)<br>Cia. Euskalduna S.A.<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 272kW 450V 60Hz a.c.<br>Fuel 1 321,0t (hvf) |
| | | | **SURVEYS OVERDUE — CLASS SUSPENDED 10/1/91** | | | |
| **6609884**<br>*LGHP*<br>16472<br>Df Esd Pfd<br>RdrRTm | **SANDRA KIM**<br>ex Elbris-86 ex Trysfjord-80<br>ex Oborg-80 ex Rhino-77<br>**Sandra Shipping AS**<br>Bergen Norway | **298**<br>182<br>830 | NV | **1966** Batservice Verft A/S—Mandal (483)<br>55,00 9,33 3,506<br>50,02 9,30 3,56<br>P 12,8 F 7,1 1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 35,6 ER<br>G.1 442 B.1 396<br>2 Ha (stl) (each 13,3 × 5,9) ER<br>2W Der 2(2,5) | Normo<br>Oil 4SA 6Cy. 250 × 300<br>850bhp (625kW)<br>A/S Bergens M/V<br>Gen 2 × 30kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.)-3,0pd |
| **8103195**<br>*ELKY4*<br>8867<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SANDRA M**<br>ex Cynthia No. 8-89<br>ex World Crystal-86<br>**Velma Shipping Co. Ltd.**<br>Manhattan Shipping (Canada) Ltd.<br>Monrovia Liberia | **13 273**<br>9 049<br>23 791<br>T/cm<br>33,0 | BV | **1982** Imabari Zosen—Imabari (408)<br>160,38 24,64 9,959<br>150,02 24,60 13,82<br>1 dk | **M Bulk Carrier**<br>4 Ho 28,8 28,8 28,8 29,5 ER<br>G.31 233 B.29 841<br>4 Ha (stl) (18,4 20,0 20,0 20,0 × 12,8) ER<br>Cr 3(25) Der 1(25) | B&W<br>Oil 2SA 7Cy. 550 × 1380<br>7 723kW (10 499bhp)<br>Hitachi Zosen Sakurajima<br>Gen 3 × 360kW 440V 60Hz a.c. |
| **8508929**<br>*VJJC*<br>852129<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SANDRA MARIE**<br>**Intercontinental Shipping Pty. Ltd.**<br>Howard Smith Industries Pty. Ltd.<br>*Sydney, N.S.W.* Australia<br>SatCom: 1543321/ICSG | *4 226*<br>*1 692*<br>5 579 | **✠100A1** SS 8/91<br>bulk carrier<br>**✠LMC** **UMS**<br>EL V 495,0/42,0U3<br>FN 2377 | **1986**-8 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (183)<br>100,13 (BB) 16,54 6,820<br>95,00 16,51 8,51<br>P 23,8 F 10,1 1 dk<br>rf nil | **M General Cargo**<br>DSS<br>2 Ho 28,1 28,7 ER<br>G.5 866<br>TEU 141<br>C.Ho 81/20' (40') C.Dk 60/20' (40')<br>2 Ha (stl) (each 20,0 × 12,5) ER<br>Cr 1(25) | Mitsubishi<br>Oil 2SA 7Cy. 370 × 880<br>4 706bhp (3 462kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.)<br>AuxB (o.f.) 9,9kgf/cm$^2$ (9,8bar)<br>e(ex.g) 12,5kgf/cm$^2$ (12,3bar)<br>Gen 3 × 320kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **6829850**<br>*3EWQ4*<br>15698-86<br>Df Esd Gc<br>Rdr RTm/h/v | **SANDRA S**<br>ex Barbara Leonhardt-86 ex Wille II-79<br>ex Columbus Tahiti-79 ex Meta Reith-77<br>**Compania Naviera Sandra S.A.**<br>Mediterranean Shipping Co. S.A.<br>Panama Panama | T.Mk<br>**2 819**<br>1 850<br>5 100<br>**5 408**<br>3 841<br>6 850 | GL | **1968** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (464)<br>123,83 (BB) 17,68 6,300/7,551<br>115,19 17,58 10,19<br>F 14,7 2 dks | **M General Cargo** 8bth P<br>Ice strengthened Str. heavy cargoes<br>3 Ho ER<br>G.10 908 B.10 489<br>3 Ha (stl) (12,5 × 8,0) (19,5 19,5 × 12,8) ER<br>Cr 1(24) 1(16) 2(8) | Deutz<br>Vee Oil 4SA 16Cy. 370 × 400 reduction<br>sc. shaft<br>4 500bhp (3 310kW)<br>Kloeckner Humboldt Deutz<br>Fuel 345,5t (hvf) |
| **5254955**<br>*OJDG*<br>Df EsdRTm | **SANDRA 1**<br>ex Largo-89 ex Baltia-86<br>ex Skandia C. I.-84 ex Skandia-82<br>ex Ran-76 ex Grazia-73<br>ex Nordanhav-64 ex Undine-55<br>**Guy Torolf Liljeberg**<br>Finland | **387**<br>222<br>584 | (GL) | **1952** C. Luehring Schiffswerft GmbH & Co. KG —Brake/Unterweser (521)<br>49,41 7,52 3,201<br>44,84 7,47 3,38<br>P 10,4 RQD 16,8 F 4,9 1 dk<br>RW len & deepened 53 | **M General Cargo**<br>Ice strengthened<br>1 Ho 30,0 ER<br>G.906 B.878<br>2 Ha (10,2 12,2 × 5,0) ER<br>2W Der 2(2) | Penta<br>2 Oil 4SA each 6Cy. 130 × 150 revers<br>geared to sc. shaft<br>1 800bhp (1 324kW) NE made79<br>A/B Volvo-Penta<br>Fuel 15,0t (d.o.)-1,5pd |
| **8112811**<br>*HO6718*<br>13412-83<br>Esd Gc Rdr<br>RTm/v | **SANDRAH**<br>**International Shipping Agency**<br>Panama Panama | **439**<br>148<br>552 | BV | **1982** Southern Ocean SB. Co. (Pte.) Ltd. —Singapore (123)<br>38,00 11,03 3,301<br>36,50 11,00 4,50<br>1 dk | **M Tug/Supply Ship**<br>Deck Cargo Fire-fighting Pollution Control Anchor-handling 10bth P | Wartsila<br>2 Oil 4SA each 8Cy. 220 × 240 sr g<br>shaft<br>Oy Wartsila Ab<br>Gen 2 × 145kW 1 × 65kW 380V<br>Thw. thrust propeller fwd<br>Fuel 277,5t (d.o.)-6,5pd |
| **5120893**<br>*SV3677*<br>4171<br>Df Esd Rdr<br>RTm | **SANDRO**<br>ex Marabu-81 ex Paravolas-75<br>ex Freiheit-71 ex Jakob Pollmann-54<br>**G. & M. Palmos**<br>Piraeus Greece | **425**<br>299<br>645 | (GL) | **1950** Rolandwerft G.m.b.h.—Bremen (796)<br>*47,92* 7,52 3,341<br>7,47 3,61<br>P 8,9 RQD 22,9 F 5,2 1 dk<br>R len 57 | **M General Cargo**<br>Ref<br>Ice strengthened<br>1 Ho 33,9 ER<br>G.929 B.875<br>2 Ha (8,5 15,0 × 5,0) ER<br>2W Der 3(2) | MaK<br>Oil 4SA 6Cy. 240 × 350<br>300bhp (221kW) NE 69<br>Atlas-MaK Maschinenbau<br>Fuel (d.o.) |
| **7413153**<br>*CUZF*<br>Df Esd Gc<br>Pfd Rdr Rt | **SANDRO CUNHA**<br>ex Cidade de Lagos-84<br>**Farinhas e Oleos de Peixe Ltda. (FRAPEC)**<br>Olhao Portugal | **288**<br>127<br>250 | ✠Classed LR until 6/88 | **1982**-8 FOZNAVE, Est. Nav. da Figueira da Foz Lda.—Figueira da Foz (013)<br>36,50 8,59 3,501<br>31,50 8,41 4,12<br>1 dk<br>rf 940 BK 127 | **M Fishing**<br>Stern Trawler | MaK<br>Oil 4SA 8Cy. 240 × 280 with clutches<br>couplings & reverse reduction ge<br>shaft<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau<br>Gen 1 × 160kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **5230739**<br>*OGXP*<br>1470<br>DfRTm | **SANDSKAR**<br>ex Meeuw-69 ex Hasewint-55<br>**O/Y Merihiekka - Sjosand A/B**<br>Helsinki/ Helsingfors Finland | **381**<br>192<br>610 | | **1936** N.V. Schbwf. v/h De Groot & Van Vliet —Slikkerveer (211)<br>44,35 7,35 3,650<br>42,85 7,32 3,97<br>1 dk<br>R | **M General Cargo**<br>G.210 B.189<br>2 Ha (8,5 8,9 × 4,4) ER<br>Der 2(2) | Deutz<br>Oil 4SA 6Cy. 280 × 450<br>300bhp (221kW)<br>Humboldt-Deutzmotoren<br>Fuel 25,5t (d.o.) |

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|---|---|---|---|---|---|---|
| 7006302<br>C6KI3<br>728454<br>Dl Esd Gc<br>Rdr RTm/h | **SANDSNIPE**<br>ex Litrix-91 ex Nitrico-79<br>**Nimrod Shipping Ltd.**<br>Sandford Ship Management Ltd.<br>Nassau Bahamas | **1 293**<br>629<br>1 863 | ✠Classed LR until 7/11/80<br>RI | **1970**-4 Ast. de T. Ruiz de Velasco—Bilbao (99)<br>77,32 12,30 4,801<br>70,16 12,21 5,52<br>P 16,8 RAD 13,8 RFD 10,1 F 10,4 1 dk<br>rf 178 conv Oil Chemical Tanker 74 | **M Tanker**<br>Chemical<br>DB DSS<br>8 Wing Ta (s.stl) ER<br>8 Ta (s.stl) CR ER<br>L.1 604<br>6 Cargo pumps total 360T/hr<br>HeCls. C | Werkspoor TMABS396<br>Oil 4SA 6Cy. 390 × 630<br>987kW (1 342bhp)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 158kW 1 × 64kW 220/380V 50Hz a.c.<br>Fuel 214,56t (d.o.)-5,5pd 10,5kn |
| 5302484<br>OIWP<br>1550<br>Dl Esd Rdr<br>Rt | **SANDSTORM**<br>ex Sangard-79<br>ex Underas Sandtag V-78 ex Bardal-65<br>ex Wolfram-64 ex Lucerne-56<br>ex Bardal-51<br>**Sandstorm Shipping Oy-Ab**<br>Turku/Abo Finland | **499**<br>293<br>850 | (BV) (NV) | **1946** Glommens M/V—Fredrikstad (110)<br>57,16 9,33 3,582<br>54,64 9,30 4,02<br>P 10,1 F 7,4 1 dk<br>rf 297 len 72 | **M General Cargo**<br>1 Ho 25,9 ER<br>G.1 019 B.963<br>2 Ha (10,9 6,7 × 6,5) ER<br>3W Der 2(5) 2(3) | Alpha<br>Oil 2SA 8Cy. 240 × 400<br>680bhp (500kW) NE 67<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 30kW 1 × 8kW 230V d.c.<br>Controllable pitch propeller<br>Fuel 40,5t (hvf) 10kn |
| 6721113<br>LEIM<br>19905<br>Dl Esd Pfd<br>Rdr Rt | **SANDSUND**<br>ex Paul Barsoe-77<br>**Sandfrakt A/S**<br>Bergen Norway | *616*<br>*257*<br>786 | BV | **1967** Sonderborg Skibsvaerft A/S—Sonderborg (54)<br>52,61 9,81 3,410<br>47,35 9,78 3,79<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.998 B.840<br>1 Ha (28,6 × 5,1) ER | Aabenra 6-427-FOT<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik Abenra<br>Controllable pitch propeller<br>Fuel 37,5t (d.o.)-2,0pd 10,5kn |
| 7500293<br>ELKV9<br>6972<br>Dl Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SANDTOR**<br>**VTG Supply Boat Liberia Inc.**<br>OSA Marine Ltd.<br>Monrovia Liberia | **780**<br>206<br>865 | GL | **1976** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (755)<br>57,51 12,12 4,501<br>50,63 11,71 5,62<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | MAN V16V22/30ATL<br>2 Vee Oil 4SA each 16Cy. 220 × 300 reduction geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 910,5t (d.o.) 13kn |
| 5045457<br>LNAU<br>14204<br>Rt | **SANDTOR**<br>ex Mannes-77 ex Bjaanes-64<br>ex Saetre-59 ex Quic-en-Groigne-55<br>ex Lucie Eckmann-46<br>**A.K.O. Shipping A/S**<br>Kopervik Norway | **199**<br>114<br>284 | BV | **1937** Heinrich Brand—Oldenburg (65)<br>38,69 6,51 2,744<br>36,53 6,46<br>1 dk<br>R | **M General Cargo**<br>1 Ho ER<br>G.425<br>1 Ha (stl) (14,0 × 3,8) ER<br>1W Der 1(2) | Normo<br>Oil 2SA 4Cy. 300 × 360<br>280bhp (206kW) NE 61 semi-diesel<br>A/S Bergens M/V Bergen<br>Fuel (d.o.) 8,5kn |
| 7519907<br>SXOK<br>3634<br>Dl Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SANDVIK**<br>ex Raamgracht-89<br>**Bulkwood Co. S.A.**<br>Piraeus Greece | T.Mk<br>**3 306**<br>1 443<br>3 482 | ✠**100A1** SS 6/91<br>Ice Class 1A at a draught not exceeding 5,97m<br>✠**LMC**<br>EL T 1¾"U2<br>FN 1985 | **1976**-11 Miho Zosensho K.K.—Shimizu (1047)<br>80,27 (BB) 16,13 5,971<br>74,88 16,01 10,49<br>RFD 9,8 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 49,8 ER 1 TwD<br>G.7 373 B.7 270<br>TEU 165<br>C.Ho 136/20' (40') C.Dk 29/20' (40')<br>1 Ha (stl) (44,4 × 12,8) ER<br>Cr 2(10) | Hanshin 6LUS40<br>Oil 4SA 6Cy. 400 × 640<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel 83,5t (d.o.) 206,5t (hvf) 12,75kn |
| 7741976<br>Rt | **SANDVIK**<br>ex Dalenni-91<br>**Fiskeri AB**<br>Sven Ake Kjellberg<br>Styrso Sweden | T.Mk<br>**164**<br>59<br>— | NV | **1978** P/f Torshavnar Skipasmidja—Torshavn (23)<br>28,30 7,52<br>23,50 3,41<br>2 dks<br>rf 1003 BK 102 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190<br>1 250bhp (919kW) NE 83<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 52kW 380V 50Hz a.c. |
| 5311088<br>SGYQ<br>Rdr Rt | **SANDVIK**<br>**Skarnas Terminal AB**<br>Domsjo Sweden | **138**<br>—<br>— | | **1928** Bergsunds M/V A/B—Stockholm (401)<br>25,35 6,53 3,501<br>6,51<br>1 dk<br>R | **M Tug** | Oil 4SA 8Cy. 320 × 375<br>NE 56<br>.............<br>Fuel 25,5t (d.o.) 9kn |
| 5385730<br>715495<br>Dl Esd Rdr<br>RTh/v | **SANDY**<br>ex Waterdale-88 ex Walter Richter-72<br>**Anthony D. Picknett**<br>Picknett Shipping Co. Ltd.<br>Road Bay Anguilla (British) | **394**<br>198<br>650 | (GL) | **1957** Heinrich Brand Schiffswerft G.m.b.H. & Co. K.G.—Oldenburg (139)<br>53,01 8,74 3,506<br>46,49 8,69 3,66<br>P 11,6 F 8,6 1 dk<br>RW | **M General Cargo**<br>1 Ho 27,1 ER<br>G.852 B.766<br>2 Ha (w) (9,3 12,6 × 5,4) ER | MaK MSU423<br>Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 8kW 24V d.c.<br>Fuel 25,5t (d.o.) 9kn |
| 7367213<br>WYT8715<br>557330<br>Dl Esd Gc<br>Pfd Rdr Rt | **SANDY**<br>ex Sandy Alario-84<br>**United Marine Tug & Barge Inc.**<br>Seattle, Wa United States of America | **198**<br>143<br>— | AB | **1974** Main Iron Works Inc.—Houma, La (278)<br>39,15 11,59 5,665<br>11,54 6,08<br>F 20,5 1 dk | **TM Tug**<br>Ice strengthened | General Motors 16-645-E7B<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Fuel 508,0t (d.o.) 13kn |
| 7948548<br>615482 | **SANDY**<br>ex Miss Sandy<br>**Sandy Fishing Corp.**<br>Corpus Christi, Tx United States of America | **119**<br>81<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71<br>3,13<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6602680<br>Esd | **SANDY**<br>**Yam Pacifico S.A.**<br>Tambo de Mora Peru | **105**<br>—<br>— | ✠Classed LR until 5/74 | **1965**-11 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (304)<br>22,36 6,76<br>19,13 6,63 3,18<br>RAD 4,3<br>BK | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| 7214478<br>Rdr | **SANDY BAY**<br>**Scott (Toomebridge) Ltd.**<br>United Kingdom | **150**<br>—<br>— | | **1972** J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1422)<br>36,73 6,00 2,439<br>35,06 5,87 2,75<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Gardner<br>Oil 4SA 6Cy. 140 × 197<br>150bhp (110kW)<br>L. Gardner & Sons Ltd. Manchester |
| 5081279<br>157088 | **SANDY CAPE**<br>ex Cape Flattery-76 ex Connoisseur-40<br>**Douglas Roger Stirn**<br>Vancouver, B.C. Canada | **124**<br>67<br>— | | **1931** Meteghan SB. Co.—Meteghan, N.S.<br>*29,94* 5,49<br>3,74<br>1 dk<br>conv Tug 67<br>conv Side-fishing Fishing 71 | **Wood M Tug** | Oil 6Cy. 254 × 318<br>NE 43<br>Washington Iron Works Seattle, Wa<br>9kn |
| 7308437<br>WV8463<br>276927 | **SANDY HOOK**<br>**Seacoast Products Inc.**<br>Morgan City, La United States of America | **242**<br>85<br>— | | **1958** J. F. Bellinger—Jacksonville, Fl<br>*44,99* 7,37<br>2,57 | **M Fishing** | Oil<br>1 800bhp (1 324kW)<br>.............<br>Fuel (d.o.) |
| 5143998<br>LEAW<br>5798<br>Rdr Rt | **SANDY HOOK**<br>ex Listein-84 ex Hausen-64 ex Haus-62<br>**K/S Orion Film A/S**<br>Filmeffekt A/S<br>Bergen Norway | **121**<br>68<br>245 | (NV) | **1914** Mjellem & Karlsen A/S—Bergen (53)<br>33,25 5,82 2,769<br>5,77<br>1 dk<br>R rf 140 | **M General Cargo**<br>Mchy.aft<br>1 Ho<br>1 Ha (8,6 × 3,2)<br>1W Der 1(2,5) | Wichmann<br>Oil 2SA 2Cy. 380 × 400<br>150bhp (110kW) E made42 fitted61<br>M. Haldorsen & Sonner Rubbestadneset<br>Fuel (d.o.) 8kn |
| 7948586<br>612948 | **SANDY LEE**<br>**Barbara Lynn Inc.**<br>Mobile, Al United States of America | **129**<br>88<br>— | | **1979** .............Bayou la Batre, Al<br>*22,16* 6,76<br>3,54<br>1 dk | **M Fishing** | Oil<br>450bhp (331kW)<br>U.S.A. |
| 7604049<br>WYT9707<br>554127 | **SANDY MARIE**<br>**Hung van Le**<br>Mobile, Al United States of America | **114**<br>77<br>— | | **1974** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*21,98*<br>6,77 3,38<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Oil<br>350bhp (257kW)<br>U.S.A. |

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| **7735989**<br>587943 | **SANDY O**<br>**Oliver Shrimp Co.**<br>Galveston, Tx United States of America | **101**<br>68<br>— | | **1977** .............St. Augustine, Fl<br>*20,88*<br>6,25 2,82<br>1 dk | **Wood M Fishing** | Oil<br>335bhp (246kW) |
| **7700984**<br>*8KFE*<br>120943<br>Df Esd Gc<br>Pfd Rdr Rt | **SANE MARU**<br>**San-E Kaiji Kogyo K.K.**<br>Kobe, Hyogo Pref. Japan | **499**<br>164<br>555 | NK (AB) | **1977** K.K. Imai Seisakusho—Iwagi (176)<br>51,00 10,52 4,334<br>44,20 10,50 4,70<br>F 22,0 1 dk<br>rf nil | **TM Tug**<br>Salvage<br>2 Ha (each 3,2 × 1,0)<br>Der 1(30) | Niigata<br>2 Oil 4SA each 6Cy. 340 × 520<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 208kW |
| **8108640**<br>*C5N*<br>100015<br>Esd Rdr Rt | **SANE MENTERENG**<br>**Government of The Republic of Gambia (Ministry of Agriculture & Natural Resourses)**<br>Banjul Gambia | **128**<br>35<br>106 | ✠Classed LR until 2/3/84 | **1982**-4 Carl B. Hoffmanns Maskinfabrik—Esbjerg (44)<br>24,62 6,76 3,056<br>21,21 6,71 3,31<br>1 dk<br>rf - BK 152 | **M Fishing**<br>Stern Trawler Seiner | Alpha<br>Oil 2SA 5Cy. 260 × 400 reverse redu<br>to sc. shaft<br>469bhp (345kW)<br>B&W Alpha Diesel Div. of B&W Diesel<br>Gen 2 × 36kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **7706627**<br>*JL4520*<br>118918<br>Gc Rdr Rt | **SANEI**<br>**Y.K. Tazaki Kisen**<br>Matsushima, Kumamoto Pref. Japan | **498**<br>327<br>1 550 | | **1977** Yamanaka Zosen K.K.—Namikata (177)<br>... ...<br>64,01 11,51 6,13<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 330 × 530<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. |
| **7432563**<br>*JL4201*<br>117448<br>Gc Rdr Rt | **SANEI MARU**<br>**Hakusan Kaiun K.K.**<br>Kitakyushu, Fukuoka Pref. Japan | **495**<br>—<br>940 | | **1975** Shin Nikko Zosen—Setoda (105)<br>*56,12* 10,52 3,683<br>49,99 10,49 5,80<br>1 dk<br>RW len 79 | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo |
| **7850868**<br>*JG2329*<br>98643 | **SANEI MARU**<br>**Y.K. Sasaki Kaiun**<br>Yokohama, Kanagawa Pref. Japan | **299**<br>—<br>570 | | **1966** K.K. Fujishiro Zosen—Chiba<br>41,51 3,201<br>37,24 7,98 3,31<br>1 dk | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8604436**<br>*JL5468*<br>128978<br>Rt | **SANEI MARU**<br>**Maruzen Sekiyu Kagaku K.K.**<br>Tokyo Japan | **268**<br>—<br>704 | | **1986** Murakami Hide Zosen K.K.—Hakata (250)<br>54,01 8,51 3,250<br>50,02 3,61<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.629 | Hanshin<br>Oil 4SA 6Cy. 240 × 410 with clutches<br>reduction geared to sc. shaft<br>900bhp (662kW)<br>The Hanshin Diesel Works Ltd. |
| **8150887**<br>*JK3760*<br>120192 | **SANEI MARU**<br>**Yukio Egi**<br>Kurahashi, Hiroshima Pref. Japan | **199**<br>—<br>450 | | **1975** Nakatani Shipyard Co. Ltd.—Nomi<br>48,01 3,301<br>44,00 8,21 5,11<br>1 dk | **M General Cargo**<br>Mchy.aft | Matsui<br>Oil<br>700bhp (515kW)<br>Matsui Iron Works Co. Ltd. |
| **8624967**<br>*JK4548*<br>127375<br>Rt | **SANEI MARU**<br>**Yoshinori Teraguchi**<br>Ondo, Hiroshima Pref. Japan | **197**<br>—<br>688 | | **1985** Shin Nippon Jukogyo K.K.—Higashino<br>54,31 3,350<br>49,51 9,01 5,31<br>1 dk | **M General Cargo**<br>G.1 296 B.1 225 | Matsui<br>Oil<br>550bhp (405kW)<br>Matsui Iron Works Co. Ltd. |
| **8707965**<br>*JG4704*<br>130263 | **SANEI MARU No. 1**<br>**Norimichi Matsuda**<br>Kisarazu, Chiba Pref. Japan | **416**<br>—<br>415 | | **1987** Ishii Zosen—Chiba (225)<br>46,00 3,422<br>41,00 10,61 3,51<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.658<br>1 Ha (stl) ER | Yanmar<br>Oil 4SA 6Cy. 260 × 500 reverse reduc<br>to sc. shaft<br>500bhp (368kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8821280**<br>*7LVR*<br>131215<br>KG1-112<br>Rdr RTv | **SANEI MARU No. 1**<br>**Kyoei Suisan Y.K.**<br>Kushikino, Kagoshima Pref. Japan<br>SatCom: 1203230/JLVR | **379**<br>—<br>465 | | **1989** Miho Zosensho K.K.—Shimizu (1343)<br>54,80 (BB) 8,62 3,405<br>48,00 8,60 3,75 | **M Fishing**<br>Long-line Ref<br>In.620 | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches<br>geared to sc. shaft<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. |
| **8151257**<br>*JM3693*<br>116845 | **SANEI MARU No. 3**<br>ex Hoei Maru-87<br>**Sanei Koun K.K.**<br>Kisarazu, Chiba Pref. Japan | **601**<br>—<br>350 | | **1974** Sanwa Zosen—Naruto<br>52,00 1,001<br>48,01 10,00 5,21<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Yanmar<br>Oil<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8824397**<br>*JL5785*<br>130604<br>Rt | **SANEI MARU No. 8**<br>**Sanei Kaiun K.K.**<br>Naruto, Tokushima Pref. Japan | **430**<br>—<br>1 087 | | **1989** Tokuoka Zosen K.K.—Naruto<br>58,00 4,550<br>50,00 12,00 6,15<br>1 dk | **M Sand Carrier** | Niigata<br>Oil 4SA 6Cy. 300 × 530<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. |
| **8840444**<br>*JK3406*<br>113041<br>AM1-617<br>Rdr Rt | **SANEI MARU No. 8**<br>ex Meiko Maru No. 28<br>**Yoshitaro Santo**<br>Hachinohe, Aomori Pref. Japan | **138**<br>—<br>— | | **1973** Yamakawa Zosen Tekko K.K.—Kagoshima<br>*30,20*<br>6,20 2,50<br>1 dk | **M Fishing** | Oil<br>353kW (480bhp) |
| **8504545**<br>*JGMN*<br>127816<br>KG1-77<br>Rdr RTv | **SANEI MARU No. 18**<br>Launched as Sanei Maru<br>**Kyoei Suisan Y.K.**<br>Kushikino, Kagoshima Pref. Japan<br>SatCom: 1204126/JGMN | **379**<br>—<br>470 | | **1985** Miho Zosensho K.K.—Shimizu (1265)<br>54,62 8,62 3,409<br>48,01 8,60 3,76 | **M Fishing**<br>Long-line Ref<br>In.482 | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches<br>couplings & sr reverse geared to s<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **7852622**<br>*JG2949*<br>112655 | **SANEI MARU No. 18**<br>**Kohei Okawa**<br>Kisarazu, Chiba Pref. Japan | **348**<br>210<br>600 | | **1971** Watanabe Zosen—Shiogama<br>38,51<br>35,51 8,01 3,41<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Fuji<br>Oil<br>500bhp (368kW)<br>Fuji Diesel Co. Ltd. |
| **8821101**<br>*JG4849*<br>130281<br>Rt | **SANEI MARU No. 21**<br>**Norimichi Matsuda**<br>Kisarazu, Chiba Pref. Japan | **425**<br>—<br>405 | | **1989** Ishii Zosen—Chiba (251)<br>47,00 3,073<br>40,00 10,60 3,10<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.650<br>1 Ha (stl) ER | Yanmar<br>Oil 4SA 6Cy. 260 × 500<br>736kW (1 001bhp)<br>Matsue Diesel K.K. |
| **8204717**<br>*JK4166*<br>125762<br>Rt | **SANEI MARU No. 28**<br>ex Wakaba Maru No. 22-90<br>**Tomihisa Mitsuse**<br>Uwajima, Ehime Pref. Japan | **194**<br>—<br>250 | | **1981** K.K. Watanabe Zosensho—Nagasaki (870)<br>38,10<br>7,10 3,71<br>1 dk | **M Fishing/ Fish Carrier** | Hanshin<br>Oil 4SA 6Cy. 260 × 440 reverse<br>to sc. shaft<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **7535494**<br>*JG3070*<br>112698<br>Rdr | **SANEI MARU No. 35**<br>**Norimichi Matsuda**<br>Kisarazu, Chiba Pref. Japan | **562**<br>—<br>900 | | **1973** Segami Tekko—Japan<br>51,52 9,53 3,785<br>45,01 9,50 5,01<br>1 dk | **M Sand Carrier** | Yanmar<br>Oil<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. |

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| **SANEI MARU No. 38**<br>ex Toshi Maru No. 3-82<br>**Norimichi Matsuda**<br>Kisarazu, Chiba Pref. Japan | **213**<br>123<br>397 | | **1972** Toyo Zosen Tekko K.K.—Kamaishi<br>33,00 2,601<br>30,99 7,80 3,15<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Sumiyoshi<br>Oil<br>600bhp (441kW)<br>Sumiyoshi Tekkosho Japan<br>8kn |
| **SANEI 1**<br>ex Sanei Maru-89<br>**Shoei Panama S.A.**<br>Panama Panama | **1 351**<br>953<br>3 586 | NK | **1981** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1443)<br>85,30 5,617<br>80,02 13,50 5,80<br>2 dks | **M General Cargo**<br>2 Ho 2 TwD<br>G.5 832 B.5 569<br>2 Ha (stl) (12,5 26,5 × 9,5) ER<br>Der 1(15) 2(10) | Akasaka DM38A<br>Oil 4SA 6Cy. 380 × 600<br>1 618kW (2 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 120kW 450V 60Hz a.c.<br>11kn |
| **SANEM**<br>ex M. Yucel-89 ex Basak Deniz-86<br>ex Camero M-84 ex Agios Nicolaos-82<br>ex Sincere No. 2-76<br>**Seda Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **4 033**<br>2 774<br>6 382 | NV (BV) (NK) | **1969** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (709)<br>110,95 16,64 6,662<br>101,91 16,60 8,11<br>P 22,3 F 10,4 1 dk | **M General Cargo**<br>2 Ho 36,4 34,9 ER<br>G.8 698 B.8 333<br>2 Ha (stl) (27,5 27,2 × 8,6) ER<br>4W Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 152kW 445V 60Hz a.c.<br>Fuel 599,5t (hvf)-14,0pd 15,5kn |
| **SANESTO**<br>ex Kapetan Kostantis-77 ex Austerity-67<br>**Andreas Myrianthous**<br>Limassol Cyprus | **500**<br>301<br>735 | (HR)<br>✠Classed LR until 7/67 | **1947**-10 Grangemouth Dockyard Co. Ltd. —Grangemouth (472)<br>55,96 8,41 3,506<br>53,17 8,39 3,54<br>RQD 33,3 F 5,8 1 dk<br>RW | **M General Cargo**<br>2 Ho each 19,2 ER<br>G.1 167 B.1 053<br>2 Ha (each 13,8 × 5,1) ER<br>2W Der 2(1) | Newbury<br>Oil 2SA 5Cy. 320 × 425<br>500bhp (368kW) E made42 refitted47<br>Newbury Diesel Co. Ltd. Newbury<br>Fuel 23,5t (d.o.) 10,5kn |
| **SANETSU MARU**<br>**K.K. Sanetsu Senpaku**<br>Kamiura, Ehime Pref. Japan | **199**<br>—<br>696 | | **1981** Abe Koma Zosensho—Nandan (112)<br>... ... ...<br>36,15 8,01 3,20<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.133 | Yanmar 6MAL-DT<br>Oil 4SA 6Cy. 200 × 240<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SANFOOD I**<br>**Sancheti Food Products Ltd.**<br>Calcutta India | **144**<br>115<br>50 | IRS | **1982** Desco Marine—St. Augustine, Fl (328)<br>22,69 3,010<br>6,71 4,27<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl<br>1 Ho<br>1 Ha (stl) | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 sr reverse geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 30,0t (d.o.) 8,5kn |
| **SANFOOD II**<br>**Sancheti Food Products Ltd.**<br>Calcutta India | **144**<br>115<br>50 | IRS | **1982** Desco Marine—St. Augustine, Fl (329)<br>22,86 3,010<br>20,81 6,71 4,27<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl<br>1 Ho<br>In.84<br>1 Ha (stl) | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 sr reverse geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 30,0t (d.o.) 8,5kn |
| **SANFUJI**<br>**Sakaenosuke Matsumoto**<br>Kurahashi, Hiroshima Pref. Japan | **174**<br>—<br>553 | | **1989** K.K. Saidaiji Zosensho—Okayama (167)<br>*48,90*<br>8,50 5,20 | **M General Cargo** | Yanmar<br>Oil<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **SANG PERKASA**<br>ex Sang Balim ex Ceylon-62<br>ex Inchislay-59 ex Asa Eldridge-51<br>**P.T. Maskapai Pelayaran "Sang Saka"**<br>Jakarta Indonesia | **1 941**<br>1 133<br>2 889 | (AB) (KI)<br>Classed LR until 11/64 | **1943** W. Butler Shipbuilders Inc.—Superior, Wi (13)<br>78,95 12,88 5,487<br>70,11 12,83 6,23<br>P 6,8 B 20,8 F 8,0 1 dk | **S General Cargo**<br>G.3 878 B.3 436<br>6W | T 3Cy. 483 813 & 1422 x 914<br>Prescott Co. Menaminee, Mi<br>Gen 1 × 56,5kW 110V d.c.<br>Fuel 445,0t (o.f.) 10kn |
| **SANG ROK SU**<br>ex Toyo Maru No. 5-74<br>**Nam Yang Shipping Co. Ltd.**<br>Cheju South Korea | **944**<br>490<br>1 622 | KR | **1964** Asakawa Zosen—Imabari (65)<br>67,85 10,42 4,825<br>62,01 10,38 5,52<br>P 15,9 F 8,0 1 dk | **M General Cargo**<br>G.1 811 B.1 700<br>1 Ha (31,0 × 5,7) ER<br>Der 1(15) 1(10) | Akasaka<br>Oil 4SA 6Cy. 400 × 570<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 13kW 230V a.c.<br>12,25kn |
| **SANG SENG**<br>**Tong Yang Cement Co. Ltd.**<br>Samcheong South Korea | **133**<br>45<br>64 | KR | **1976** Dae Dong SB. Co. Ltd.—Busan (S-159)<br>27,72 2,450<br>24,52 7,51 3,26<br>1 dk | **M Tug**<br>Mchy.aft | Makita GNLH6275<br>Oil 4SA 6Cy. 275 × 450<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 18kW 225V a.c.<br>12,5kn |
| **SANG SHIN**<br>ex Kuroshin Maru-84<br>**Ku Ryuk Co. Ltd.**<br>Busan South Korea | **290**<br>105<br>89 | KR | **1973** Hanasaki Zosensho—Yokosuka (153)<br>36,33 10,04 3,150<br>35,01 10,01 4,40<br>F 9,8 1 dk | **TM Tug** | Niigata 8L25BX<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 64kW 225V a.c.<br>13kn |
| **SANG THAI BERYL**<br>ex Hanasakisan Maru-91<br>**Sang Thai Maritime 1988 Co. Ltd.**<br>Bangkok Thailand | **1 048**<br>594<br>2 135 | NK | **1977** Suzuki Shipyard Co. Ltd.—Yokkaichi (275)<br>67,85 11,54 4,201<br>64,00 11,50 6,10<br>1 dk | **M General Cargo**<br>Mchy.aft | Akasaka DM33R<br>Oil 4SA 6Cy. 330 × 500<br>1 177kW (1 600bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 45kW a.c.<br>12kn |
| **SANG THAI CERAMIC**<br>ex Ho Hai-82 ex Pacific Satu-81<br>ex Gurjan-79 ex Yuwa Maru-75<br>**Sang Thai Shipping Co. Ltd.**<br>Bangkok Thailand | **2 687**<br>1 690<br>6 346 | NK | **1971** Nishi Zosen K.K.—Imabari (133)<br>94,01 15,04 6,285<br>87,00 15,02 7,52<br>P 18,0 F 8,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 934 B.5 588<br>2 Ha (stl) (18,2 32,1 × 7,5) ER<br>9W Der 1(30) 2(15) | Akasaka<br>Oil 4SA 6Cy. 510 × 840<br>3 600bhp (2 648kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 377,0t-13,0pd 12,5kn |
| **SANG THAI DIANA**<br>ex Condor Admiral-90 ex El Condor-90<br>ex Pine Valley-87<br>**Sang Thai Navigation 1977 Co. Ltd.**<br>Bangkok Thailand | **4 416**<br>2 869<br>7 417 | NK (BV) | **1973** Hashihama Zosen—Imabari (529)<br>110,00 17,53 7,030<br>101,90 17,50 8,60<br>P 25,0 F 11,6 1 dk | **M General Cargo**<br>2 Ho 36,4 36,1 ER<br>G.9 470 B.8 972<br>2 Ha (27,4 28,0 × 8,7) ER<br>Der 4(15) | B&W 6K42EF<br>Oil 2SA 6Cy. 420 × 900<br>3 016kW (4 100bhp)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 144kW<br>Fuel 526,5t-14,0pd 12,5kn |
| **SANG THAI FORTUNE**<br>ex Kirsten Lea-89 ex Caribic Star-87<br>ex Mor Star-86 ex Brightling-80<br>ex Birte Steen-74<br>**Sang Thai Navigation 1977 Co. Ltd.**<br>Bangkok Thailand | **1 599**<br>1 088<br>3 015 | BV | **1973** Ast. Construcciones S.A.—Meira (116)<br>82,07 14,15 5,500<br>74,81 14,08 6,63<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 870 B.3 471<br>TEU 94 C. 94/20'<br>2 Ha (stl) (19,7 20,3 × 10,5)<br>Der 2(5) 2(3) | Deutz RBV6M358<br>Oil 4SA 6Cy. 400 × 580<br>1 361kW (1 850bhp)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 61kW 380V a.c.<br>11,5kn |
| **SANG THAI GALAXY**<br>ex Victoria-88 ex Bela Rozo-86<br>**Sang Thai Maritime 1988 Co. Ltd.**<br>Bangkok Thailand | **4 349**<br>3 006<br>7 192 | NK | **1975** Geibi Zosen Kogyo—Kure (261)<br>107,60 17,02 6,749<br>100,59 17,00 8,49<br>P 20,2 F 10,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 709 B.9 216<br>2 Ha (stl) (29,3 28,6 × 8,3) ER<br>Der 4(14,75) | Hanshin 6LU54<br>Oil 4SA 6Cy. 540 × 860<br>3 310kW (4 500bhp)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 144kW a.c.<br>Fuel 63,0t (d.o.) 524,5t (hvf)-15,0pd 13kn |

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| 7358652<br>*HSB2186*<br>321002777<br>Df Esd Gc<br>Rdr RTh | **SANG THAI HONOR**<br>ex Pico do Funcho-89 ex Sandra K-84<br>ex Fjallfoss-83<br>ex Mercandian Transporter-77<br>**Sang Thai Maritime 1988 Co. Ltd.**<br>Bangkok Thailand | T.Mk<br>**699**<br>426<br>1 600<br>**1 599**<br>997<br>3 097 | GL (NV) | **1974** Frederikshavn Vaerft A/S—Frederikshavn (349)<br>78,52 (BB) 13,09 3,969/5,735<br>70,82 13,01 7,01<br>2 dks<br>rf 203 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 802 B.3 378<br>2 Ha (stl) (18,9 19,5 × 8,0) ER<br>Cr 1(5) Der 2(5) | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300<br>2 160bhp (1 589kW)<br>Alpha-Diesel A/S<br>Gen 3 × 72kW 1 × 23kW 440V 60Hz<br>Controllable pitch propeller<br>Fuel 221,5t (d.o.)-8,0pd |
| 7394797<br>*HSAM*<br>BK3819<br>Df Esd Gc<br>Rdr Rt | **SANG THAI JEWELRY**<br>ex Thai Jasmine-86 ex Asian Daisy-85<br>ex Mati-84 ex Aparri-84<br>ex Zamboanga-80<br>**Sang Thai Navigation 1977 Co. Ltd.**<br>Bangkok Thailand | **3 913**<br>2 627<br>7 110 | NK | **1975** Okayama Zosen K.K.—Hinase (250)<br>107,04 7,100<br>98,99 17,20 8,69<br>P 23,2 F 9,8 1 dk | **M General Cargo**<br>G.8 991 B.8 511<br>2 Ha (stl) (26,9 28,6 × 8,6) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 144kW |
| 6915037<br>*HSLL*<br>331001383<br>Df Esd Gc<br>Rdr Rt | **SANG THAI KAOLIN**<br>ex Pacific Timur-90 ex Rising Tide-84<br>ex Asia Crown-78 ex Hyoyo Maru-74<br>**Sang Thai Shipping Co. Ltd.**<br>Bangkok Thailand | **2 540**<br>1 606<br>4 423 | NK | **1969** Tsuneishi Zosen K.K.—Numakuma (205)<br>94,60 15,02 5,902<br>87,50 15,00 7,00<br>P 20,1 F 10,5 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 416 B.5 169<br>2 Ha (stl) (16,6 30,3 × 8,0) ER<br>Der 1(15) 2(10) | Akasaka<br>Oil 4SA 6Cy. 460 × 720<br>1 912kW (2 599bhp)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 2 × 120kW 445V 60Hz a.c.<br>Fuel 284,5t-8,5pd |
| 7352256<br>*HSCU*<br>291040396<br>Df Esd Gc<br>Pfd Rdr Rt | **SANG THAI LUMBER**<br>ex Arcadia-86 ex Tenshin-84<br>ex Pebble Beach-83<br>**Sang Thai Maritime 1988 Co. Ltd.**<br>Bangkok Thailand | **4 416**<br>2 869<br>7 417 | NK | **1974** Hashihama Zosen—Imabari (531)<br>109,99 17,56 7,011<br>101,94 17,51 8,59<br>P 25,0 F 11,6 1 dk | **M General Cargo**<br>G.9 470 B.8 972<br>2 Ha (27,4 27,9 × 8,7) ER<br>Der 4(15) | B&W<br>Oil 2SA 6Cy. 420 × 900<br>4 100bhp (3 016kW)<br>Hitachi Zosen Hiroshima Works<br>Gen 2 × 144kW 440V 60Hz a.c.<br>Fuel 101,0t (d.o.) 473,0t (hvf)-11,5pd |
| 7019737<br>*HSPF*<br>BK1888<br>Df Esd Gc<br>Pfd Rdr | **SANG THAI MARINE**<br>ex Ocean Seven 1-77 ex Taiyo Maru-75<br>**Sang Thai Navigation 1977 Co. Ltd.**<br>Bangkok Thailand | **2 753**<br>1 656<br>4 662 | NK | **1970** Fukuoka Zosen K.K.—Fukuoka (967)<br>95,69 15,04 6,097<br>88,50 15,02 7,29<br>P 20,5 F 10,7 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 820 B.5 550<br>2 Ha (stl) (22,1 24,6 × 8,0) ER<br>Der 1(15) 2(10) | Mitsubishi<br>Oil 2SA 6Cy. 390 × 650<br>3 000bhp (2 207kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 128kW 445V 60Hz a.c.<br>Fuel 405,5t-10,0pd |
| 6819051<br>*HSB217*<br>301000236<br>Df Esd Gc<br>Rdr Rt | **SANG THAI NEPTUNE**<br>ex Alhama-88 ex Beniali-79<br>**Sang Thai Navigation 1977 Co. Ltd.**<br>Bangkok Thailand | T.Mk<br>**1 599**<br>944<br>2 905 | ✠**100A1** SS 4/88<br>✠**LMC**<br>EL O $1\frac{5}{16}$"U2<br>FN 1430 | **1968**-12 S.A. Juliana Const. Gijonesa—Gijon (174)<br>80,75 (BB) 12,63 5,779<br>73,51 12,59 6,86<br>P 14,4 F 11,0 2 dks<br>RW rf 76 | **M General Cargo**<br>2 Ho each 26,2 2 TwD<br>G.3 570 B.3 379<br>2 Ha (stl) (16,7 18,6 × 6,0) ER<br>Cr 4(3) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 2 × 152kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 7212731<br>*HSDU*<br>BK3353<br>Df Esd Gc<br>Pfd Rdr | **SANG THAI POWER**<br>ex Helios-84 ex Shinwa Maru-75<br>**Sang Thai Navigation 1977 Co. Ltd.**<br>Bangkok Thailand | **2 999**<br>1 983<br>5 915 | NK | **1972** Hashihama Zosen—Imabari (321)<br>101,58 16,24 6,598<br>95,00 16,21 8,21<br>P 19,6 F 10,4 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 455 B.6 932<br>2 Ha (stl) (28,0 29,4 × 8,0) ER<br>Der 2(20) 2(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 128kW<br>Fuel 572,0t-13,0pd |
| 7358676<br>*HSB2051*<br>321006145<br>Df Esd Gc<br>Rdr RTh<br>SatCom | **SANG THAI QUEEN**<br>ex Ursula-89 ex Laxfoss-83<br>ex Mercandian Carrier-77<br>**Sang Thai Navigation 1977 Co. Ltd.**<br>Bangkok Thailand | T.Mk<br>**699**<br>426<br>—<br>**1 599**<br>997<br>3 048 | GL (NV) | **1974** Frederikshavn Vaerft A/S—Frederikshavn (351)<br>78,52 (BB) 13,09 5,671<br>70,82 13,01 7,01<br>2 dks<br>rf 203 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 802 B.3 378<br>2 Ha (stl) (18,9 19,5 × 8,0) ER<br>Cr 1(5) Der 2(5) | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300<br>2 160bhp (1 589kW)<br>Alpha-Diesel A/S<br>Gen 3 × 72kW 1 × 23kW 440V 60Hz<br>Controllable pitch propeller<br>Fuel 224,5t (d.o.)-8,0pd |
| 7213034<br>*HSBP*<br>291038789<br>Df Esd Gc<br>Pfd Rdr Rt | **SANG THAI RUBY**<br>ex Oriental Breeze-86 ex Sempor-82<br>ex Sun Fressia-79 ex Shotai Maru-74<br>**Sang Thai Navigation 1977 Co. Ltd.**<br>Bangkok Thailand | **2 994**<br>2 062<br>6 070 | NK | **1972** Nishi Zosen K.K.—Imabari (140)<br>102,65 16,24 6,611<br>96,02 16,21 8,21<br>P 21,7 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 456 B.6 583<br>2 Ha (stl) (25,9 30,1 × 8,3) ER<br>12W Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 132kW<br>Fuel 613,5t-12,0pd |
| 7105770<br>*HSAA*<br>BK3632<br>Df Esd Gc<br>Pfd Rdr | **SANG THAI SILVER**<br>ex Fukuun Maru No. 21-84<br>**Sang Thai Navigation 1977 Co. Ltd.**<br>Bangkok Thailand | **2 995**<br>1 904<br>5 840 | NK | **1971** Imabari Zosen—Imabari (263)<br>101,96 16,34 6,536<br>95,99 16,29 8,16<br>P 19,9 F 10,4 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 490 B.7 213<br>2 Ha (stl) (27,1 29,7 × 8,4) ER<br>12W Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 128kW 445V 60Hz a.c.<br>Fuel 538,5t-14,0pd |
| 7025889<br>*HSAU*<br>221023154<br>Df Esd Gc<br>Pfd Rdr Rt | **SANG THAI TIMBER**<br>ex Kings Cosing-78 ex Hitaka Maru-75<br>**Sang Thai Navigation 1977 Co. Ltd.**<br>Bangkok Thailand | **2 738**<br>1 585<br>4 861 | NK | **1970** Nishi Zosen K.K.—Imabari (123)<br>94,01 15,04 6,300<br>87,00 15,02 7,52<br>P 19,6 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 807 B.5 423<br>2 Ha (stl) (18,2 32,1 × 7,4) ER<br>Der 1(15) 2(10) | Mitsubishi<br>Oil 2SA 6Cy. 390 × 650<br>3 000bhp (2 207kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 104kW 450V 60Hz a.c.<br>Fuel 401,5t-11,5pd |
| 7123904<br>*HSJH*<br>301000412<br>Df Gc Pfd<br>Rdr Rt | **SANG THAI VENUS**<br>ex Koryu Maru-88<br>**Sang Thai Navigation 1977 Co. Ltd.**<br>Bangkok Thailand | **1 151**<br>609<br>2 809 | NK | **1971** Asakawa Zosen—Imabari (198)<br>75,14 13,06 5,277<br>74,00 13,01 5,39<br>2 dks<br>RW | **M General Cargo**<br>Mchy.aft<br>1W Der 1(10) | Akasaka<br>Oil 4SA 6Cy. 400 × 600<br>1 839kW (2 500bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 2 × 64kW a.c. |
| 7853494<br>*HSKX*<br>321006153<br>Df Rdr Rt | **SANG THAI WINNER**<br>ex Keiyo Maru No. 16-89<br>ex Hosei Maru No. 16-84<br>**Sang Thai Maritime 1988 Co. Ltd.**<br>Bangkok Thailand | **1 122**<br>255<br>1 197 | NK | **1977** Fujishin SB. Co.—Kamo (315)<br>65,73 3,931<br>59,52 11,30 6,30<br>2 dks | **M General Cargo**<br>2 Ho<br>G.1 568 B.1 410<br>2 Ha (stl) (14,3 15,0 × 8,3) ER | Hanshin<br>Oil<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd |
| 7804364<br>*HSLB*<br>341000999<br>Df Esd Gc<br>Rdr Rt | **SANG THAI XEBEC**<br>ex Pearl Glory-91 ex Prabhakti-90<br>ex Pearl Glory-86 ex Garsa Lima-84<br>**Sang Thai Maritime 1988 Co. Ltd.**<br>Bangkok Thailand | **4 692**<br>3 187<br>8 428 | NK | **1978** Higaki Zosen K.K.—Imabari (203)<br>110,17 18,34 7,201<br>102,01 18,31 9,22<br>P 22,9 F 12,8 1 dk | **M General Cargo**<br>G.10 440 B.9 762<br>2 Ha (stl) (26,5 27,2 × 10,3) ER<br>Der 4(20) | Hanshin<br>Oil 4SA 6Cy. 540 × 860<br>4 500bhp (3 310kW)<br>The Hanshin Diesel Works Ltd<br>Gen 2 × 200kW a.c. |
| 7534593<br>*HSLZ*<br>BK1138<br>Gc Rdr Rt | **SANG THAI 3**<br>ex Yamato Maru No. 12-77<br>ex Meitoku Maru No. 15<br>**Sang Thai Navigation 1977 Co. Ltd.**<br>Bangkok Thailand | **827**<br>467<br>1 515 | NK | **1967** Watanabe Zosen K.K.—Hakata<br>69,02 10,04 4,514<br>61,40 10,01 5,11<br>P 16,8 F 11,3 1 dk | **M General Cargo**<br>Mchy.aft<br>G.1 973 B.1 714 | Daihatsu<br>Oil 4SA 8Cy. 300 × 380<br>1 330bhp (978kW)<br>Daihatsu Diesel Mfg. Co. Ltd<br>Gen 2 × 160kW |

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|---|---|---|---|---|---|---|
| 6220588<br>6MFK<br>8502-A707<br>Df Esd Gc<br>Pfg Rdr Rt | **SANG WON No. 7**<br>ex Aoi Maru-73<br>**Marine Enterprise Co. Ltd.**<br>Busan South Korea | **1 300**<br>712<br>1 489 | KR (NK) | **1962** Taiyo Zosen—Nagasaki (325)<br>75,52 11,82 5,436<br>69,02 11,80 5,69<br>RQD 4,3 B 6,4 2 dks<br>RW | **M Fishing**<br>Stern Trawler Ref<br>2 Ho<br>In.2 087<br>2 Ha (2,9 × 2,5) (2,3 × 2,2)<br>4W Der 2(13) 4(3) | Mitsubishi<br>Oil 2SA 7Cy. 390 × 650<br>2 350bhp (1 729kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 3 × 200kW 445V a.c.<br>Fuel 448,0t 11kn |
| 7734818<br>6KVQ<br>85-A-1483<br>Df Esd Gc<br>Pfg Rdr Rt | **SANG WON No. 101**<br>ex Dae Kyung No. 301-88<br>ex Dong In No. 51-82<br>ex Ocean Bear No. 15<br>ex Ocean Glory No. 2<br>**Marine Enterprise Co. Ltd.**<br>Busan South Korea | **291**<br>158<br>— | KR | **1962** Fukuoka Zosen K.K.—Fukuoka<br>40,52<br>40,01 7,60 3,71<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 80kW 110V a.c.<br>9kn |
| 8117093<br>3EVT2<br>13074-83A<br>Df Esd Gc<br>Pd Rdr<br>RTm/h/v | **SANGA-SANGA/PERTAMINA 3009**<br>**United Pacific Shipping Co. Inc.**<br>P.N. Pertambangan Minyak Dan Gas Bumi Negara (PERTAMINA)<br>Panama Panama | *21 715*<br>*7 582*<br>29 944<br>T/cm<br>46,6 | ✠**100A1** SS 9/87<br>oil tanker<br>✠**LMC**<br>**IGS**<br>EL J† 619,5/66,0U3<br>FN 7699<br>KI | **1983**-4 Onomichi Zosen K.K.—Onomichi (307)<br>180,02 (BB) 30,03 9,102<br>171,00 30,00 15,02<br>F 14,7 1 dk<br>rf nil Bow/CM 90 Diam. 0,304 MH 2,1 | **M Tanker**<br>COW IGS (LR) SBT<br>10 Ta ER<br>L.(oil) 39 302 HeCls. ptB<br>4 Cargo pumps total 4 000T/hr | Sulzer 6RLB66<br>Oil 2SA 6Cy. 660 × 1400<br>11 100bhp (8 165kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 17,9kgf/cm² (17,6bar)<br>e(ex.g) 22,5kgf/cm² (22,1bar)<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 213,0t (d.o.) 930,0t (hvf)-39,0pd 15kn |
| 7642699<br>UZMU<br>M-33772<br>Df Esd Gc<br>Rdr Rt | **SANGAR**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **710**<br>207<br>351 | RS | **1976** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>12,5kn |
| 7909475<br>Esd Rdr | **SANGAREDI**<br>**Government of The People's Revolutionary Republic of Guinea**<br>Conakry Guinea | **230**<br>84<br>150 | (BV) | **1978** Breheret Ets.—Ingrandes (1236)<br>36,02 9,20 1,353<br>35,01 9,01 2,21<br>1 dk | **TM Pontoon**<br>Mchy.aft | Poyaud 135V12S2<br>2 Vee Oil 4SA each 12Cy. 135 × 122 reverse reduction geared to sc. shafts<br>600bhp (441kW)<br>Soc. Surgerienne de Const. Mec. Surgeres |
| 7027643 | **SANGAREDI**<br>**Office d'Amenagement de Boke (OFAB)**<br>Conakry Guinea | **128**<br>114<br>127 | (BV) | **1970** Gutehoffnungshuette Sterkrade A.G. —Walsum<br>25,15 8,13 1,601<br>25,15 8,08 2,04<br>1 dk | **M Pontoon**<br>Mchy.aft | Deutz<br>Vee Oil 4SA 10Cy. 120 × 140<br>157bhp (115kW)<br>Kloeckner Humboldt Deutz Koeln<br>Directional propeller<br>Fuel (d.o.) 5kn |
| 8340028<br>1761 | **SANGATTA**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Balikpapan Indonesia | **223**<br>137<br>— | KI | **1973** Asia Pacific Shpyd (Pte) Ltd.—Singapore<br>32,39<br>10,71 1,68<br>1 dk | **TM General Cargo**<br>Mchy.aft | Cummins NTA-855-M<br>2 Oil 4SA each 6Cy. 140 × 152<br>730bhp (537kW)<br>............. |
| 8728751<br>UZGO<br>M-35244<br>Df Esd Gc<br>Rdr RTv | **SANGELAYD**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Pyarnu) (U.S.S.R.) | *359*<br>*107*<br>129 | RS | **1986** .............U.S.S.R.<br>35,72 8,92 3,490<br>31,00 - 6,07<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>589kW (801bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 200kW a.c.<br>10,9kn |
| 7627778<br>Y5BY<br>RTv | **SANGERHAUSEN**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany<br>SatCom: 1630104/SANG | T.Mk<br>**7 479**<br>3 707<br>10 689<br>**11 127**<br>6 014<br>11 780 | DSRK GL | **1977** VEB Warnowwerft Warnemuende —Warnemuende (350)<br>150,37 (BB) 21,87 —/8,960<br>140,09 21,80 13,59<br>F 15,3 2 dks, 3rd dk in Nos. 2 - 4 holds | **M General Cargo**<br>Ice strengthened<br>5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER 13,6 8 TwD<br>G.17 878 B.17 036 In.587 L.403<br>TEU 368<br>C.Ho 244/20' (40') C.Dk 124/20' (40')<br>9 Ha (stl) (12,9 12,9p&s 25,1p&s 12,9p&s × 8,1) ER (3,5p&s × 2,6)<br>4W Cr 4(8) Der 1(60) 4(12) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 301,0t (d.o.) 1 198,0t (hvf)-41,5pd 18,5kn |
| 7707968<br>C6JN4<br>716359<br>Df Esd Gc<br>Rdr RTm/h/v | **SANGHA**<br>ex Impala-91 ex Zvani-90<br>ex Impala I-88 ex Atalanta-86<br>ex Neugraben-86 ex Merced II-85<br>ex Neugraben-82 ex Merzario Emilia-79<br>ex Neugraben-78<br>**Guanahani Shipping Lines Inc.**<br>Nassau Bahamas | *7 223*<br>*3 667*<br>9 302 | RI (GL) | **1978** Schlichting-Werft G.m.b.H.—Travemuende (1401)<br>124,26 (BB) 20,05 8,151<br>110,83 20,01 11,71<br>F 15,6 2 dks | **TM RoRo Cargo/General Cargo**<br>Stern ramp Ice strengthened<br>Stern door & ramp<br>L 20,00 W 8,00 SWL 50<br>Lane Length 525 Cargo Width 8,00<br>Clear height 5,33<br>Trailers 119<br>1 Ho 65,0 ER 1 TwD<br>G.13 845 B.13 266<br>TEU 555<br>C.Ho 270/20' (40') C.Dk 285/20' (40') incl. 38 ref C.<br>1 Ha (stl) (90,8 × 15,4)<br>Cr 3(35) | MaK 6M551AK<br>2 Oil 4SA each 6Cy. 450 × 550 sr geared to sc. shafts<br>8 000bhp (5 884kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 696kW 2 × 480kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 240,0t (d.o.) 895,0t (hvf)-28,5pd 15kn |
| 7905792 | **SANGHA**<br>**Government of The Republic of Congo**<br>Pointe Noire People's Republic of Congo | **119**<br>39<br>— | (BV) | **1982** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (078)<br>27,77 7,07 2,971<br>25,46 7,01 3,74<br>2 dks | **M Fishing**<br>Stern Trawler Ref | Caterpillar D379TA<br>Vee Oil 4SA 8Cy. 159 × 203<br>500bhp (368kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6930257<br>ZDAM8<br>338883<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SANGITA**<br>ex Capetan Michalis-86<br>ex Lago Maracaibo-81<br>ex Lawrentian-77<br>**The Great Eastern Shipping Co. London Ltd.**<br>The Great Eastern Shipping Co. Ltd.<br>Gibraltar Gibraltar (British) | **14 546**<br>9 478<br>23 593<br>T/cm<br>33,6 | ✠**100A1** SS 11/90<br>strengthened for heavy cargoes—Nos. 3 and 5 holds may be empty<br>✠**LMC**<br>EL E† 2½"U2<br>FN 6147 | **1969**-12 Austin & Pickersgill Ltd.—Southwick, Sunderland (863)<br>175,27 22,92 9,805<br>167,65 22,86 13,80<br>F 13,8 1 dk<br>RW rf nil | **M Bulk Carrier**<br>6 Ho 21,2 21,7 12,1 21,9 21,9 21,9 ER<br>G.33 272 B.29 090<br>6 Ha (stl) (13,7 13,7 7,3 13,7 13,7 13,7 × 10,9) ER<br>12W Der 12(10) | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>8 238kW (11 200bhp)<br>G. Clark & N.E.M. Ltd. Sunderland<br>2 AuxB (1 o.f. 1 ex.g) 100Ibf/in² (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 1 226,5t (hvf) 16kn |
| 7332658<br>PLWH<br>Df Esd Gc<br>Pd Rdr<br>RTm/h/v | **SANGKULIRANG No. 3**<br>ex Crepus Ocean-73<br>**P.T. Perusahaan Pelayaran Samudera "Admiral Lines"**<br>Surabaya Indonesia | **3 512**<br>2 393<br>6 066 | KI NK | **1973** Nishi Zosen K.K.—Imabari (149)<br>102,60 16,24 6,605<br>95,99 16,20 8,21<br>P 21,7 F 10,1 1 dk | **M General Cargo**<br>2 Ho 34,2 36,2 ER<br>G.7 722 B.7 079<br>2 Ha (stl) (25,9 28,6 × 8,3) ER<br>4W Der 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 91,5t (d.o.) 481,0t (hvf)-10,0pd 10kn |
| 8123793<br>S2WW<br>399494<br>Rt | **SANGU**<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **1 150**<br>802<br>1 707 | ✠**100A1** SS 7/89<br>Bangladesh coastal service<br>✠**LMC**<br>EL M 385,0/32,0U2(a)<br>FN 1007 | **1983**-2 Carl B. Hoffmanns Maskinfabrik—Esbjerg (46)<br>63,45 12,30 3,671<br>59,42 12,21 4,73<br>F 5,8 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 23,4 21,6 ER<br>G.2 432 B.2 357<br>2 Ha (stl) (15,6 × 8,2) (15,6 × 8,9) ER<br>Cr 1(-) | Alpha 7V23LH<br>Oil 4SA 7Cy. 225 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>1 088bhp (800kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 3 × 48kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 68,5t (d.o.) |

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| **6701802**<br>*6VMY*<br><br>Esd Gc | **SANGUIL**<br>ex Akashi Maru No. 12-76<br>**Senepesca Co. Ltd.**<br>Dakar Senegal | **213**<br>69<br>— | <br><br>BV | **1966** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1071)<br>40,06 7,62 3,320<br>35,62 7,60 3,76<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 8Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Kogyo |
| **8213407**<br>*GDJD*<br>364589<br>Esd Gc Pfd<br>Rdr Rt | **SANGUITY**<br>ex Willonia-88<br>**J. Wharton (Shipping) Ltd.**<br>F. T. Everard & Sons Ltd.<br>Goole United Kingdom | **799**<br>585<br>2 415 | ✠**100A1**<br>Ice Class 3<br>btm strengthened for loading and discharging aground 40T steel coil cargoes in hold, container cargoes in hold and on upper deck hatch covers'<br>✠**LMC** **UMS**<br>EL O 412,5/34,0U2(a)<br>FN 1380 | **1984**-2 Cochrane Shipbuilders Ltd.—Selby (125)<br>79,00 12,68 4,552<br>73,00 12,60 6,30<br>P 9,5 F 7,4 1 dk<br>rf 203 | **M General Cargo**<br>1 Ho 52,0 ER 1 TwD<br>G.3 530 B.3 491<br>TEU 94<br>C.Ho 62/20' (40') C.Dk 32/20' (40')<br>1 Ha (stl) (51,3 × 10,3) ER | MaK<br>Oil 4SA 6Cy. 240 × 280 with clutches,<br>couplings & sr geared to sc. shaft<br>1 285bhp (945kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 128kW 1 × 105kW<br>415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 135,5t (d.o.)-4,0pd |
| **7650634**<br>*JL4776*<br>123924 | **SANGYO MARU**<br>ex Kaiho Maru No. 2-80<br>**Y.K. Husehiko Kaiun**<br>Ogaki, Japan<br>Hiroshima Pref. | **499**<br>—<br>1 000 | | **1967** K.K. Ichikawa Zosensho—Ise<br>53,01 3,801<br>48,01 9,40 4,20<br>1 dk | **M Tanker** | Daihatsu<br>Oil<br>700bhp (515kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **5253298**<br>*ATFZ*<br>1433<br>Df Esd Gc<br>Rdr | **SANJEEVANI**<br>ex Shunyo Maru No. 3-71<br>ex Nissei Maru-64 ex Kings Canyon-51<br>**V. M. Salgaocar & Brother Pvt. Ltd.**<br>Bombay India | **10 305**<br>5 032<br>15 454<br>T/cm<br>26,6 | <br><br>NK (AB) (BV) | **1945** Kaiser Co. Inc.—Portland, Or (130)<br>159,57 20,78 9,195<br>153,32 20,71 11,97<br>1 dk<br>RW<br>conv Tanker 69<br>conv Sand Bulk Carrier 71 | **T-E Ore Carrier**<br>Self-unloader<br><br>Ore 10 776<br><br>4 Ha (each 14,8 × 7,6) ER<br>Cr 3(16) | S Turb<br>7 240shp (5 325kW) driving gen. of 4<br>a.c. connected to elec. motor of 6<br>(4 413kW) (Sy)<br>General Electric Co.<br>Fuel (o.f.) |
| **8514801**<br>*3EMK4*<br>15429-86A<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SANJOSE ACE**<br>ex Pacific Tiger-90<br>**Misaka Shipping S.A.**<br>Panama Panama | *5 554*<br>*2 307*<br>7 059 | <br><br>NK | **1985** Kochi Jyuko K.K.—Kochi (2453)<br>98,18 (BB) 18,85 7,430<br>89,95 18,81 7,85<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.13 559 B.12 554<br>TEU 187 C. 187/20'<br>2 Ha (stl) (each 20,3 × 12,7) ER | B&W<br>Oil 2SA 5Cy. 350 × 1050<br>2 795kW (3 800bhp)<br>Hitachi Zosen Hiroshima Works<br>Gen 2 × 240kW a.c. |
| **8823953**<br>*JK4801*<br>129615<br>Rt | **SANJYA MARU No. 8**<br>—<br>**Toyada Kaiun Y.K.**<br>Kurashiki, Japan<br>Okayama Pref. | **199**<br>—<br>650 | | **1988** Yano Zosen K.K.—Imabari<br>56,10 3,170<br>52,00 9,50 5,35<br>1 dk | **M General Cargo** | Akasaka<br>Oil 4SA 6Cy. 260 × 440<br>368kW (500bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **8905634**<br>*P2V4688*<br><br>Esd Pfd Rdr<br>Rt | **SANKAMAP**<br><br>**Government of Papua New Guinea (North Solomons Provincial Government)**<br>Kieta Papua New Guinea | *406*<br>*125*<br>245 | ✠**100A1**<br>for service in Papua New Guinea waters bounded by lattitude 2°S and 6°S and longitude 150°E and 157°E<br>✠**LMC**<br>EL H 302,5/22,0U2<br>FN 392 | **1989**-8 Siong Huat Shipyard (Pte.) Ltd.<br>—Singapore (254)<br>38,00 8,63 2,500<br>33,50 8,40 3,30<br>P 15,0 F 9,8 1 dk<br>rf 300 | **TM Ferry/General Cargo**<br>Ref 2cbn 8bth 106dk P<br>1 Ho ER<br>G.180 In.28 | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 with<br>reverse geared to sc. shafts<br>368kW (500bhp)<br>Caterpillar Inc.<br>Gen 2 × 99kW 415V 50Hz a.c. |
| **6715463**<br><br><br>Df Esd Gc<br>Rdr Rt | **SANKICHI MARU No. 7**<br>ex Konpira Maru No. 2-82<br>ex Fukuseki Maru No. 15<br>**Irma Fishing & Trading Inc.**<br>Manila Philippines | **289**<br>—<br>— | | **1967** Miho Zosensho K.K.—Shimizu (617)<br>47,66 7,73<br>42,02 7,70 3,48<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. |
| **7126554**<br>*JNTJ*<br>108656<br>HK1-882<br>Rdr Rt | **SANKICHI MARU No. 8**<br>ex Kotoshiro Maru No. 28-83<br>ex Fujiura Maru No. 17-78<br>**Yamamitsubo Suisan K.K.**<br>Hakodate, Japan<br>Hokkaido Pref. | **432**<br>222<br>— | | **1970** Mie Shipyard Co. Ltd.—Yokkaichi (5)<br>*49,72*<br>8,70 4,02 | **M Fishing** | Oil |
| **7616705**<br>*JEIE*<br>118376<br>HK1-1140<br>Df Esd Gc<br>Pfd Rdr Rt | **SANKICHI MARU No. 22**<br>ex Chokyu Maru No. 2-88<br>**Yamamitsubo Suisan K.K.**<br>Hakodate, Japan<br>Hokkaido Pref. | **433**<br>225<br>— | | **1976** Kanasashi Co. Ltd.—Kaijima Works, Shimizu<br>(1218)<br>55,99 9,25 3,801<br>49,66 9,21 4,17<br>1 dk | **M Fishing**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 650bhp (1 214kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.) |
| **8614326**<br>*JGTL*<br>128209<br>FS1-386 | **SANKICHI MARU No. 58**<br><br>**Sankichi Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **301**<br>—<br>— | | **1986** K.K. Mukai Zosensho—Nagasaki (573)<br>67,11 (BB) 10,27<br>57,51 10,19 6,68<br>2 dks | **M Fishing**<br>Ref<br><br>In.802 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches,<br>couplings & dr geared to sc. shaft<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust propeller fwd |
| **8801553**<br>*JL5640*<br>129910 | **SANKO**<br><br>**Marusan Kaiun Kigyo Kumiai**<br>Nakagawa, Japan<br>Tokushima Pref. | **361**<br>—<br>900 | | **1987** Mategata Zosen K.K.—Namikata (1016)<br>3,401<br>65,03 10,51 6,08 | **M General Cargo** | Akasaka<br>Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.) |
| **8307193**<br>*ELDS3*<br>7568<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SANKO EMERALD**<br><br>**South Sea Shipping Inc.**<br>Monrovia Liberia<br>SatCom: 1241521/TRLM | *22 361*<br>*12 680*<br>38 289<br>T/cm<br>45,6 | <br><br>NK | **1984** Kawasaki Heavy Ind. Ltd.—Kobe (1359)<br>179,41 (BB) 10,823<br>172,02 29,01 15,42<br>P 19,9 B 19,9 F 11,6 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,0 29,6 28,4 26,6 25,2 ER<br>G.47 871 B.45 645 HeCls. B<br>TEU 140 C.Dk 140/20' (40')<br>5 Ha (stl) (16,0 19,2 19,2 19,2 19,2 × 14,0) ER<br>Cr 4(25) | B&W<br>Oil 2SA 5Cy. 600 × 1944<br>7 200bhp (5 296kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 173,0t (d.o.) 1 425,0t (hvf)-24,0pd |
| **7921320**<br>*D5YA*<br>6746<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SANKO EXPRESS**<br><br>**Sun Tanker Shipping Co. Ltd.**<br>Monrovia Liberia<br>SatCom: 1240363/TRUN | **52 123**<br>21 847<br>81 275<br>T/cm<br>87,5 | <br><br>NK | **1980** Hitachi Zosen—Innoshima Works, Innoshima<br>(4659)<br>243,01 (BB) 42,04 12,126<br>233,00 42,00 19,31<br>1 dk<br>Bow/CM 123 Diam. 0,450 MH 1,5 | **M Tanker**<br>SBT<br>9 Ta ER<br>L.(oil) 103 546 HeCls. BC<br>3 Cargo pumps total 7 200T/hr | B&W<br>Oil 2SA 6Cy. 800 × 1950<br>15 800bhp (11 622kW)<br>Hitachi Zosen Sakurajima<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 222,0t (d.o.) 3 968,5t (hvf)-46,5pd |
| **8309232**<br>*3EZJ3*<br>15082-85A<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SANKO GRACE**<br><br>**Mimatsu Shipping Lines S.A.**<br>Panama Panama<br>SatCom: 1332106/TRXH | *24 943*<br>*14 148*<br>42 842 | <br><br>NK | **1985** Mitsubishi Heavy Industries Ltd.—Nagasaki<br>(1939)<br>189,52 (BB) 30,03 10,994<br>181,01 30,01 15,73<br>F 12,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,6 28,8 28,8 28,8 28,8 ER<br>G.54 070 B.53 164 HeCls. B<br>TEU 180 C. 180/20' (40')<br>5 Ha (stl) (each 19,2 × 15,0) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>7 965bhp (5 859kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 183,0t (d.o.) 1 370,0t (hvf)-27,0pd |
| **8307507**<br>*3EHY3*<br>14667-85B<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SANKO HEART**<br><br>**Lakeline Shipping Corp.**<br>Panama Panama<br>SatCom: 1331452/TRST | *19 340*<br>*12 311*<br>33 024<br>T/cm<br>41,1 | <br><br>NK | **1984** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (863)<br>174,71 (BB) 27,03 10,630<br>167,01 27,01 14,81<br>P 30,2 F 14,7 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 24,8 26,4 27,2 27,6 26,2 ER<br>G.45 071 B.39 476 HeCls. B<br>TEU 140 C.Dk 140/20' (40')<br>5 Ha (stl) (12,8 19,2 19,2 19,2 19,2 × 12,8) ER<br>Cr 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600<br>6 570bhp (4 833kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 184,0t (d.o.) 1 459,0t (hvf)-22,0pd |

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|---|---|---|---|---|---|---|---|---|
| 8307492<br>3FAU7<br>14053-84A<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SANKO HERITAGE**<br>**Sailstar Shipping Corp.**<br>Pahama<br>SatCom: 1331440/TRLY | Panama | *19 340*<br>*12 311*<br>33 024 | NK | **1984** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (862)<br>174,71 (BB) 27,03 10,630<br>167,01 27,01 14,81<br>P 26,9 F 11,3 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 24,8 26,4 27,2 27,6 26,2 ER<br>G.45 071 B.39 476 HeCls. B<br>TEU 140 C.Dk 140/20' (40')<br>5 Ha (stl) (12,8 19,2 19,2 19,2 19,2 × 12,8) ER<br>Cr 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600<br>6 570bhp (4 833kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 184,0t (d.o.) 1 459,0t (hvf)-22,0pd | 6UEC52L<br>Yokohama<br>14kn |
| 8025305<br>HPMX<br>12211-82<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SANKO HERON**<br>**Heron Tankship Ltd.**<br>Panama<br>SatCom: 1331404/TRUX | Panama | **34 020**<br>24 590<br>61 540<br>T/cm<br>67,2 | NK | **1982** Onomichi Zosen K.K.—Onomichi (301)<br>235,80 (BB) 32,24 12,228<br>224,01 32,20 19,41<br>1 dk<br>Diam. 0,410 MH 0,9 | **M Tanker**<br>IGS SBT<br>7 Ta ER<br>L.(oil) 78 373<br>3 Cargo pumps total 6 000T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 570kW 450V 60Hz a.c. | 6L67GFCA<br>Tamano<br>14,5kn |
| 7372787<br>9VUK<br>376164<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SANKO HONOUR**<br>**Canopus Trading Corp.**<br>Singapore<br>SatCom: 1715541/TRUO | Singapore | **47 344**<br>35 637<br>96 550<br>T/cm<br>82,5 | NK | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2395)<br>243,01 40,06 14,929<br>230,03 40,01 19,82<br>F 16,2 1 dk<br>Bow/CM 119 Diam. 0,508 MH 0,9 | **M Tanker**<br>CBT COW IGS<br>12 Ta ER<br>L.(oil) 121 270 HeCls. BC<br>3 Cargo pumps total 8 250T/hr | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 720kW<br>Fuel 283,5t (d.o.) 3 998,0t (hvf)-70,0pd | 7RND90<br>Aioi<br>15,5kn |
| 8009600<br>ELAS2<br>6942<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SANKO HOPE**<br>ex Sunny Hope-89<br>**Azaila Navigation Inc.**<br>Monrovia<br>SatCom: 1240730/ELAS | Liberia | **30 822**<br>21 336<br>60 392 | NK | **1981** Tsuneishi Zosen K.K.—Numakuma (466)<br>225,51 32,24 12,215<br>216,01 32,21 19,03<br>P 18,3 F 15,6 1 dk<br>Bow/CM 100 Diam. 0,400 MH 1,5 | **M Tanker**<br>7 Ta ER<br>L.(oil) 74 386 HeCls. CptB<br>2 Cargo pumps total 5 000T/hr | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>15 200bhp (11 181kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 740kW 450V 60Hz a.c.<br>Fuel 203,0t (d.o.) 2 281,0t (hvf)-42,5pd | 7L67GFCA<br>Tamano<br>14,75kn |
| 8307480<br>3FVW2<br>14217-84A<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SANKO HUMANITY**<br>**Belltop Shipping Corp.**<br>Panama<br>SatCom: 1331430/TRLJ | Panama | *19 340*<br>*12 311*<br>33 024 | NK | **1984** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (861)<br>174,71 (BB) 27,03 10,630<br>167,01 27,01 14,81<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 24,8 26,4 27,2 27,6 26,2 ER<br>G.45 071 B.39 476 HeCls. B<br>TEU 140 C.Dk 140/20' (40')<br>5 Ha (stl) (12,8 19,2 19,2 19,2 19,2 × 12,8)<br>Cr 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600<br>6 570bhp (4 833kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 184,0t (d.o.) 1 459,0t (hvf)-22,0pd | 6UEC52L<br>Yokohama<br>14kn |
| 8316352<br>3EXQ7<br>16102-PEXT1<br>Df Esd Gc<br>Rdr RTm/h/v | **SANKO LAUREL**<br>**Laurel Transport S.A.**<br>Panama<br>SatCom: 1332103/TRZU | Panama | *15 786*<br>*9 209*<br>26 528<br>T/cm<br>37,6 | NK | **1985** Kanasashi Co. Ltd.—Toyohashi (3063)<br>167,21 (BB) 9,541<br>160,00 26,01 13,31<br>P 11,6 F 11,3 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 21,4 26,8 26,8 26,8 25,9 ER<br>G.34 665 B.33 417 HeCls. B<br>5 Ha (stl) (13,8 19,2 19,2 19,2 19,2 × 13,0) ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>5 865bhp (4 314kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 127,0t (d.o.) 1 254,5t (hvf)-20,0pd | 6L50MCE<br>Tamano<br>14kn |
| 8412027<br>JGNW<br>127752<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SANKO MARU**<br>Launched as Yamaoki Maru<br>**Yamamoto Kisen Co. Ltd.**<br>Saiki,<br>Oita Pref. | Japan | *3 952*<br>*2 457*<br>6 503 | NK | **1984** Imai Zosen—Kochi (535)<br>105,87 (BB) 16,34 6,811<br>99,01 16,31 8,62<br>P 19,9 F 11,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 525 B.8 124<br>2 Ha (stl) (28,6 27,3 × 8,4) ER<br>Der 4(25) | Ito<br>Oil 4SA 6Cy. 500 × 880<br>3 500bhp (2 574kW)<br>Ito Eng. Co. Ltd.<br>Gen 2 × 200kW a.c. | M506EUS<br>Shimizu<br>12kn |
| 7649544<br>JJ2897<br>119525<br>Esd Rdr Rt | **SANKO MARU**<br>ex Nissho Maru-84<br>**Y.K. Mihara Kisen**<br>Kanonji,<br>Kagawa Pref. | Japan | **499**<br>—<br>1 669 | | **1976** K.K. Yoshida Zosen Kogyo—Arida<br>69,91 4,250<br>65,00 11,51 6,10<br>2dks | **M General Cargo**<br>G.3 112 B.2 804<br>1 Ha (36,5 × 8,6) ER | Akasaka<br>Oil<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Japan<br>11kn |
| 9032329<br>JL6031<br>132071<br>Rdr Rt | **SANKO MARU**<br>**Sanko Tanker K.K.**<br>Matsuyama,<br>Ehime Pref. | Japan | **498**<br>—<br>1 200 | NK | **1991** Shitanoe Zosen K.K.—Usuki (1126)<br>4,111<br>61,00 10,30 4,50<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 230 | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. | 6LUN28AGD<br>Akashi |
| 7929580<br>JL4917<br>124153<br>Gc Rdr | **SANKO MARU**<br>**Shoko Kisen Y.K.**<br>Tokushima,<br>Tokushima Pref. | Japan | **495**<br>—<br>1 591 | | **1980** K.K. Matsuura Zosensho—Kinoe (276)<br>69,86 11,54 4,201<br>65,03 11,51 6,28<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 330 × 530<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. | GSLH633<br>Japan |
| 7853042<br>JG3328<br>116169 | **SANKO MARU**<br>**Sanko Tanker K.K.**<br>Matsuyama,<br>Ehime Pref. | Japan | **324**<br>—<br>770 | | **1973** Kogushi Zosen K.K.—Okayama<br>53,14 3,601<br>48,16 9,01 3,81<br>1 dk | **M Tanker**<br>Chemical<br>L.642 | Makita<br>Oil<br>1 100bhp (809kW)<br>Makita Diesel Co. Ltd. | Japan<br>9,5kn |
| 7722956<br>JL4529<br>118924<br>Gc Rdr Rt | **SANKO MARU**<br>**Masuo Imura**<br>Sekizen,<br>Ehime Pref. | Japan | **199**<br>—<br>520 | | **1978** Takebe Zosen—Takamatsu (71)<br>... ... ...<br>44,00 8,01 3,31<br>1 dk | **M General Cargo** | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>700bhp (515kW)<br>Matsui Iron Works Co. Ltd. | 6M26KS<br>Ise |
| 8708921<br>JM5629<br>129455 | **SANKO MARU**<br>**Y.K. Sanko Kaiun**<br>Matsushima,<br>Kumamoto Pref. | Japan | **199**<br>—<br>680 | | **1987** K.K. Miura Zosensho—Saiki (786)<br>53,01 3,061<br>48,01 9,52 5,26 | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd. | Akashi |
| 8907644<br>JM5890<br>131266<br>Rdr Rt | **SANKO MARU**<br>**Sanko Kaiun Y.K.**<br>Matsushima,<br>Kumamoto Pref. | Japan | **198**<br>—<br>535 | | **1989** Suzuki Shipyard Co. Ltd.—Yokkaichi (571)<br>47,60 3,202<br>44,00 7,90 3,40<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.334 | Yanmar<br>Oil 4SA 6Cy. 240 × 420<br>588kW (799bhp)<br>Matsue Diesel K.K. | MF24-UT<br>Matsue |
| 7331238<br>JI2T<br>114675<br>KN1-542<br>Df Esd Gc<br>Pfd Rdr Rt | **SANKO MARU No. 1**<br>ex Fukusei Maru No. 18-85<br>**Sanko Gyogyo K.K.**<br>Miura,<br>Kanagawa Pref. | Japan | **386**<br>—<br>517 | | **1973** Miho Zosensho K.K.—Shimizu (916)<br>54,82 8,74 3,315<br>48,52 8,72 3,87<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy.<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| 7827192<br>JK4103<br>122188<br>Rdr Rt | **SANKO MARU No. 2**<br>**Mitani Kaiun K.K.**<br>K.K. Uyeno Unyu Shokai<br>Onomichi,<br>Hiroshima Pref. | Japan | **494**<br>—<br>995 | | **1980** Kyoei Zosen K.K.—Mihara (101)<br>59,95 9,83 4,101<br>55,02 9,81 4,32<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 275 × 450<br>1 300bhp (956kW)<br>Makita Diesel Co. Ltd. | KNLH6275<br>Takamatsu |
| 7903074<br>JG4012<br>121613<br>Rt | **SANKO MARU No. 5**<br>**Sanko Yusosen K.K.**<br>Yokohama,<br>Kanagawa Pref. | Japan | **175**<br>—<br>320 | | **1979** Kominato Zosen K.K.—Amatsu-Kominato<br>(757)<br>35,51 2,350<br>33,51 7,80 2,60<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>330bhp (243kW)<br>Sumiyoshi Marine Diesel Co. Ltd | Yoshida |
| 8625894<br>JL5367<br>128040<br>Rt | **SANKO MARU No. 5**<br>**Yamaguchi Kaiun Y.K.**<br>Uchinomi,<br>Kagawa Pref. | Japan | **150**<br>—<br>426 | | **1985** Y.K. Furumoto Tekko Zosensho—Osaki<br>48,11 2,950<br>44,00 8,31 4,91<br>1 dk | **M General Cargo**<br>G.1 990 B.1 529 | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>550bhp (405kW)<br>Matsui Iron Works Co. Ltd. | 6M26KGHS<br>Ise<br>9kn |

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|---|---|---|---|---|---|---|---|
| **6926971**<br>*HP4840*<br>17637-88A<br>Rdr Rt | **SANKO MARU No. 6**<br>ex Shibaura Maru No. 5<br>**Sankyo Navegacion Inc.**<br>Panama Panama | **135**<br>37<br>— | (NK) | **1969** Matsuura Tekko Zosen—Higashino (200)<br>26,32 7,62 2,286<br>24,01 7,60 3,00<br>1 dk | **M Tug** | | Fuji<br>Oil 4SA 6Cy. 275 × 450<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 12kW |
| **7740192**<br>Rdr Rt | **SANKO MARU No. 8**<br>ex Nikko Maru-87<br>**Echos Marine S. de R.L.**<br>Honduras | **403**<br>243<br>863 | | **1978** K.K. Yoshida Zosen Kogyo—Arida (275)<br>*53,50* 3,600<br>10,00 5,62<br>1 dk | **M General Cargo** | | Oil |
| **9036674**<br>*JG5113*<br>133090<br>Rdr Rt | **SANKO MARU No. 16**<br>**Sanko Yusosen K.K.**<br>Yokohama, Japan<br>Kanagawa Pref. | **104**<br>—<br>330 | | **1991** Kominato Zosen K.K.—Amatsu-Kominato (1018)<br>37,50 2,300<br>35,50 7,80 2,60<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.380 | | Sumiyoshi<br>Oil 4SA 6Cy. 230 × 400 with clutches &<br>geared to sc. shaft<br>294kW (400bhp)<br>Sumiyoshi Marine Diesel Co. Ltd |
| **8508668**<br>*JL5308*<br>127515 | **SANKO MARU No. 18**<br>**Fukuyo Kaiun Y.K.**<br>Tokushima, Japan<br>Tokushima Pref. | **499**<br>—<br>1 570 | | **1985** K.K. Matsuura Zosensho—Kinoe (323)<br>70,69 (BB) 11,54 4,401<br>66,02 11,50 6,71<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 422 B.2 302<br>1 Ha (stl) ER | | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches,<br>couplings & sr geared to sc. shaft<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **8703517**<br>*JCKV*<br>129743<br>KN1-685<br>Rdr RTv | **SANKO MARU No. 18**<br>**Sanko Gyogyo K.K.**<br>Miura, Japan<br>Kanagawa Pref.<br>SatCom: 1201512/JCKV | **312**<br>—<br>— | | **1987** Kitanihon Zosen K.K.—Hachinohe (220)<br>67,04 (BB) 3,952<br>57,00 10,22 6,66 | **M Fishing**<br>Side-fishing | | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **7643356**<br>*JG3211*<br>114046 | **SANKO MARU No. 25**<br>**Sanei Engineering K.K.**<br>Tokyo Japan | **118**<br>—<br>— | (NK) | **1973** Kyoei Kogyo—Yokohama<br>25,15 8,02 1,600<br>23,00 8,00 2,30 | **TM Anchor Hoy**<br>Mchy.aft | | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8307040**<br>*3FKE2*<br>13992-84B<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SANKO MOON**<br>**Fairgraves Shipping Co.**<br>Panama Panama<br>SatCom: 1331416/TRYV | *22 009*<br>*12 589*<br>37 664 | NK | **1984** Kanasashi Co. Ltd.—Toyohashi (3012)<br>188,02 (BB) 28,05 10,842<br>180,02 28,01 15,42<br>F 12,8 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho each 28,8 ER<br>G.47 588 B.45 961<br>5 Ha (stl) (each 19,2 × 14,0) ER<br>Cr 4(25) | HeCls. B | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>6 936bhp (5 102kW)<br>Hitachi Zosen Sakurajima Wo<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 122,5t (d.o.) 1 435,5t (hvf)-22,5pd |
| **8400218**<br>*3EIB3*<br>13049-PEXT1<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SANKO PEACE**<br>**Primacy Carriers Corp.**<br>Panama Panama<br>SatCom: 1331454/TRSR | *16 605*<br>*9 208*<br>27 562<br>T/cm<br>37,5 | NK | **1984** Mitsui Eng. & SB. Co. Ltd.—Tamano (1309)<br>168,31 (BB) 9,765<br>160,00 26,01 13,64<br>P 28,7 F 15,6 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 19,8 26,8 26,8 26,8 26,8 ER<br>G.34 665 B.33 417<br>5 Ha (stl) (9,5 18,9 18,9 18,9 18,9 × 13,3)<br>ER<br>Cr 4(25) | HeCls. B | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>6 370bhp (4 686kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 102,0t (d.o.) 1 360,0t (hvf)-21,5pd |
| **8813570**<br>*ELNA9*<br>9296<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SANKO PEARL**<br>**Success Tankship Ltd.**<br>Monrovia Liberia<br>SatCom: 1243150/TRUE | *54 980*<br>*27 471*<br>96 127<br>T/cm<br>89,0 | NK | **1990** Namura SB. Co. Ltd.—Imari (902)<br>241,78 (BB) 42,03 13,624<br>232,01 42,00 20,43<br>1 dk<br>Bow/CM 122 Diam. 0,410 MH 2,1 | **M Tanker**<br>COW IGS SBT Stern disch.<br>9 Ta ER<br>L.(oil) 112 579<br>3 Cargo pumps total 7 500T/hr | | Sulzer<br>Oil 2SA 7Cy. 620 × 2150<br>8 113kW (11 030bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 140,06t (d.o.) 2 071,72t (hvf)-31,7p |
| **8813568**<br>*ELKR7*<br>8814<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **SANKO PHOENIX**<br>**Century Tankship Ltd.**<br>Monrovia Liberia<br>SatCom: 1242345/TROX | *54 980*<br>*27 471*<br>96 088<br>T/cm<br>89,0 | NK | **1989** Namura SB. Co. Ltd.—Imari (901)<br>241,78 (BB) 42,03 13,624<br>232,00 42,02 20,40<br>1 dk<br>Bow/CM 121 Diam. 0,450 MH 2,1 | **M Tanker**<br>COW IGS SBT<br>9 Ta ER<br>L.(oil) 112 579<br>3 Cargo pumps total 7 500T/hr | | Sulzer<br>Oil 2SA 7Cy. 620 × 2150<br>8 113kW (11 030bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 140,06t (d.o.) 2 071,72t (hvf)-31,7p |
| **8907527**<br>*ELNA6*<br>9293<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **SANKO PIONEER**<br>**Conquest Tankship Ltd.**<br>Monrovia Liberia<br>SatCom: 1244141/TRUQ | *54 963*<br>*27 471*<br>96 144<br>T/cm<br>89,1 | NK | **1990** Namura SB. Co. Ltd.—Imari (906)<br>241,78 (BB) 42,03 13,624<br>232,00 42,00 20,40<br>1 dk<br>Bow/CM 121 Diam. 0,450 | **M Tanker**<br>COW IGS SBT<br>9 Ta ER<br>L.(oil) 110 566<br>3 Cargo pumps total 7 369T/hr | | B&W<br>Oil 2SA 7Cy. 600 × 2292<br>8 113kW (11 030bhp)<br>Hitachi Zosen Sakurajima W<br>Gen 3 × 500kW 450V a.c. 4 × 393 |
| **8316340**<br>*3EVE3*<br>14942-85A<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SANKO POPPY**<br>**Kiwi Maritime S.A.**<br>Panama Panama<br>SatCom: 1332101/TRZR | *15 786*<br>*9 209*<br>26 529<br>T/cm<br>37,6 | NK | **1985** Kanasashi Co. Ltd.—Toyohashi (3062)<br>167,21 (BB) 9,540<br>160,00 26,01 13,31<br>P 11,6 F 11,3 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 21,4 26,8 26,8 26,8 25,9 ER<br>G.34 665 B.33 417<br>5 Ha (stl) (13,8 19,2 19,2 19,2 19,2 × 13,0)<br>ER<br>Cr 4(25) | HeCls. B | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>5 865bhp (4 314kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 127,0t (d.o.) 1 254,5t (hvf)-20,0pd |
| **8309141**<br>*3EDP3*<br>14594-85A<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SANKO PRELUDE**<br>**Venus Melody Corp. S.A.**<br>Panama Panama<br>SatCom: 1331444/TRSE | *14 147*<br>*8 373*<br>23 904<br>T/cm<br>32,1 | NK | **1984** Minami-Nippon Zosen K.K.—Usuki (568)<br>160,00 (BB) 24,44 9,929<br>149,99 24,41 13,62<br>P 26,9 F 10,4 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho 28,0 31,0 30,4 28,0 ER<br>G.30 503 B.29 176<br>4 Ha (stl) (18,6 × 11,2) (19,2 19,2 19,2 ×<br>12,8) ER<br>Cr 3(25) | HeCls. B | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600<br>5 500bhp (4 046kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 360kW 445V 60Hz a.c.<br>Fuel 89,0t (d.o.) 898,0t (hvf)-19,0pd |
| **8307064**<br>*3FSK2*<br>14007-84B<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SANKO SOUTH**<br>**Tollway Shipping Corp.**<br>Panama Panama<br>SatCom: 1331421/TRLA | *22 009*<br>*12 589*<br>37 687 | NK | **1984** Kanasashi Co. Ltd.—Toyohashi (3015)<br>188,02 (BB) 28,05 10,842<br>180,02 28,01 15,40<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho each 28,8 ER<br>G.47 588 B.45 961<br>5 Ha (stl) (each 19,2 × 14,0) ER<br>Cr 4(25) | HeCls. B | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>6 936bhp (5 102kW)<br>Hitachi Zosen Sakurajima W<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 122,5t (d.o.) 1 435,5t (hvf)-22,5pd |
| **8400529**<br>*3EZK3*<br>15107-85<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SANKO SPLENDOUR**<br>**South Dragon Shipping Inc.**<br>Panama Panama<br>SatCom: 1332110/TRXD | *16 582*<br>*9 524*<br>27 652 | NK | **1985** Mitsubishi Heavy Industries Ltd.—Nagasaki (1962)<br>165,51 (BB) 27,03 9,599<br>158,02 27,01 13,31<br>P 26,3 F 11,0 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 17,6 27,2 27,2 26,4 26,4 ER<br>G.34 810 B.34 182<br>5 Ha (stl) (8,0 19,2 19,2 19,2 19,2 × 13,5)<br>ER<br>Cr 4(25) | HeCls. B | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600<br>6 570bhp (4 833kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 234,5t (d.o.) 1 258,5t (hvf)-21,0pd |
| **8316364**<br>*3EZL3*<br>15079-85A<br>Df Esd Gc<br>Rdr RTv | **SANKO SPRUCE**<br>**Spruce Maritime S.A.**<br>Panama Panama<br>SatCom: 1332107/TRXA | *15 786*<br>*9 209*<br>26 523 | NK | **1985** Kanasashi Co. Ltd.—Toyohashi (3064)<br>167,21 (BB) 9,541<br>160,00 26,01 13,31<br>P 11,6 F 11,3 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 21,4 26,8 26,8 26,8 25,9 ER<br>G.34 665 B.33 417<br>5 Ha (stl) (13,8 19,2 19,2 19,2 19,2 × 13,0)<br>ER<br>Cr 4(25) | HeCls. B | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>5 865bhp (4 314kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 127,0t (d.o.) 1 254,5t (hvf)-20,0pd |

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| 8307806<br>[illegible]<br>[illegible]<br>Dl Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>[illegible] | **SANKO VENUS**<br>**Minerva Shipping Inc.**<br>Monrovia<br>SatCom: 1241534/TRSI<br>Liberia | *24 111*<br>*13 019*<br>41 090<br>T/cm<br>48,1 | NK | **1984** Oshima Shipbuilding co. Ltd.—Nagasaki (10082)<br>185,20 (BB) 11,102<br>176,03 29,51 15,83<br>P 22,3 B 17,4 F 16,8 1 dk | **M Bulk Carrier**<br>Str heavy cargoes<br>5 Ho 25,2 27,6 28,4 27,6 26,8 ER<br>G.50 416 B.49 443 HeCls. B<br>5 Ha (stl) (14,4 19,2 19,2 19,2 19,2 × 15,0) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>7 370bhp (5 421kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 216,0t (d.o.) 1 651,0t (hvf)-24,5pd 14kn |
| 8125703<br>HP4823<br>[illegible]-KJ | **SANKOH**<br>ex Sanko Maru-87<br>**Hakata Phoenix S.A.**<br>Panama<br>Panama | **1 339**<br>1 026<br>2 213 | BV | **1981** Kogushi Zosen K.K.—Okayama (231)<br>75,50 4,770<br>72,00 12,70 5,50<br>1 dk | **M Tanker**<br>Chemical<br>2 Ho ER<br>L.1 035<br>2 Ha (stl) ER | Hanshin 6ELS32<br>Oil 4SA 6Cy. 320 × 640<br>2 200bhp (1 618kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Fuel 57,5t (d.o.) 104,5t (hvf) 12kn |
| 7353080<br>[illegible]<br>117576<br>Dl Esd Gc<br>Rdr Rt | **SANKYO ETHYLENE MARU**<br>**Akashi Steamship Co. Ltd. (Akashi Kisen K.K.)**<br>Hojo,<br>Ehime Pref.<br>Japan | **1 599**<br>—<br>1 001 | NK | **1974** Naikai SB. & Eng. Co. Ltd.—Taguma Shipyard, Innoshima (383)<br>65,54 13,01 4,115<br>60,00 12,98 6,53<br>RQD 16,8 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LNG LPG Atmospheric Ref.<br>1 Ta (alu) ind spherical<br>1 Ta (9% Ni.stl) ind prismatic ER<br>L.(gas) 1 106 | Daihatsu 6DSM-26<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 20,0t (d.o.) 65,0t (i.f.o.)-6,5pd 10kn |
| 7735381<br>JCHO<br>121625 | **SANKYO MARU**<br>**Daiichi Tanker Co. Ltd.**<br>Tokyo<br>Japan | **698**<br>—<br>1 493 | | **1978** Kogushi Zosen K.K.—Okayama (210)<br>4,480<br>64,11 11,02 4,73<br>1 dk | **M Tanker**<br>Chemical | Oil<br>Japan |
| 8514019<br>JL5096<br>127499 | **SANKYO MARU**<br>**Kyokai Kaiun K.K.**<br>Masaki,<br>Ehime Pref.<br>Japan | **593**<br>—<br>1 190 | | **1985** Kegoya Dock K.K.—Kure (853)<br>3,952<br>60,03 10,71 4,81<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin 6LU28<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 7900388<br>JL4510<br>122529<br>Gc Rdr | **SANKYO MARU**<br>**Yoshino Tadokoro**<br>Kochi,<br>Kochi Pref.<br>Japan | **196**<br>—<br>459 | | **1979** K.K. Imai Seisakusho—Iwagi (378)<br>40,31 3,123<br>36,50 8,62 3,31<br>1 dk<br>RW | **M Stone Carrier**<br>Mchy.aft | Hanshin 6LU28<br>Oil 4SA 6Cy. 280 × 440<br>800bhp (588kW) E made71 fitted79<br>Hanshin Nainenki Kogyo Kobe |
| 8202161<br>JL4873<br>125540 | **SANKYO MARU No. 2**<br>**Kyokai Kaiun K.K.**<br>Masaki,<br>Ehime Pref.<br>Japan | **498**<br>—<br>1 100 | | **1982** Kegoya Dock K.K.—Kure (832)<br>61,52 9,83 4,352<br>56,01 9,81 4,63<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 921 | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 7368487<br>C4CQ<br>707747<br>Dl Esd Gc<br>Pfd Rdr RTv | **SANNA**<br>ex Annie-86 ex Lembulus-81<br>**Flying Fish Navigation Ltd.**<br>Lundqvist Rederierna<br>Limassol<br>SatCom: 1100232/SANN<br>Cyprus | **129 974**<br>104 772<br>254 146 | NV<br>✠Classed LR until 7/83 | **1974**-11 Verolme Dok & Schpsb.—Rozenburg (853)<br>344,41 (BB) 51,87 19,956<br>329,22 51,81 25,61<br>1 dk<br>rf nil Diam. 0,410 | **S Tanker**<br>COW IGS<br>14 Ta ER<br>L.(oil) 312 159 HeCls. B<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>31 550shp (23 207kW) General Electric<br>Verolme Machinefabriek Ijsselmonde<br>Gen 2 × 1200kW 450V 60Hz a.c.<br>Fuel 12 261,5t (o.f.)-152,5pd 15kn |
| 7116133<br>OIXY<br>Dl Esd Gc<br>Rdr RTm/v | **SANNA**<br>ex Inger-88 ex Sanna-87 ex Teka-85<br>**Aimo Haihanen Oy**<br>Turku/Abo<br>Finland | T.Mk<br>**498**<br>292<br>1 358<br>**1 265**<br>861<br>1 808 | GL | **1971** N.V. Scheeps. "Westerbroek"—Westerbroek (194)<br>70,80 11,10 3,710/4,501<br>64,01 11,00 5,63<br>F 5,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 45,5 ER<br>G.3 030 B.2 832<br>1 Ha (40,2 × 7,7) ER | MWM TBD484-8U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>11,5kn |
| 7709825<br>JPEC<br>119480<br>FS1-28<br>Dl Esd Gc<br>Pfd Rdr Rt | **SANO MARU No. 28**<br>**K.K. Hamaya Gyogyobu**<br>Iwaki,<br>Fukushima Pref.<br>Japan | **284**<br>145<br>358 | | **1977** Yamanishi Zosen K.K.—Ishinomaki (826)<br>49,66 3,236<br>42,96 8,21 3,56 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 9004762<br>JJYG<br>130871<br>[illegible]1-580<br>Rdr RTv | **SANO MARU No. 38**<br>**K.K. Hamaya Gyogyobu**<br>Iwaki,<br>Fukushima Pref.<br>SatCom: 1201764/JJYG<br>Japan | **349**<br>—<br>348 | | **1990** Yamanishi Zosen K.K.—Ishinomaki (982)<br>55,16 (BB) 3,700<br>48,00 8,80 3,74 | **M Fishing**<br>Long-line Ref<br>In.432 | Niigata 6M28HFT<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. Niigata |
| 8326979<br>OXRG<br>1044<br>Rdr Rt | **SANO R**<br>ex Sano-78<br>**Jens Rohde Nielsen ApS**<br>Hvidovre<br>Denmark | **398**<br>176<br>750 | BV | **1964** Aarhus Flydedok og Maskinkp. A/S—Aarhus (121)<br>49,97 3,498<br>47,00 8,58 3,76<br>1 dk<br>len 78 | **M Dredger/Sand Carrier**<br>Suction<br>1 Ho ER<br>Hopper 380<br>Der 1(5) | Alpha 406-24VO<br>Oil 2SA 6Cy. 240 × 400<br>309kW (420bhp)<br>B&W Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 22,8kW 220/380V a.c.<br>Controllable pitch propeller<br>10kn |
| 7904061<br>JL4732<br>123855<br>Rdr Rt | **SANPO MARU**<br>**Sano Kisen K.K.**<br>Namikata,<br>Ehime Pref.<br>Japan | **697**<br>—<br>1 733 | | **1979** Oura Dock—Namikata (115)<br>4,625<br>65,00 11,00 5,01<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin 6LU35<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Japan |
| 7815090<br>JL4584<br>122947<br>Rdr Rt | **SANPO MARU**<br>**Sanko Tanker K.K.**<br>Matsuyama,<br>Ehime Pref.<br>Japan | **499**<br>—<br>1 250 | | **1978** Kochi Jyuko K.K.—Kochi (1276)<br>4,252<br>59,01 10,01 4,53<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe |
| 8503644<br>JL5381<br>128299 | **SANPO MARU**<br>**Kinko Kisen Y.K.**<br>Imabari,<br>Ehime Pref.<br>Japan | **499**<br>—<br>1 594 | | **1985** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1807)<br>71,53 4,422<br>66,02 11,51 6,71<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 680 B.2 458<br>1 Ha (stl) ER | Hanshin<br>Oil 2SA 6Cy. 280 × 480 sr geared to sc. shaft<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 7323384<br>JG3313<br>114673<br>Rdr Rt | **SANPO MARU**<br>**Sanpo Un'yu Co. Ltd. (Sanpo Un'yu K.K.)**<br>Yokohama,<br>Kanagawa Pref.<br>Japan | **498**<br>—<br>1 190 | | **1973** K.K. Ichikawa Zosensho—Ise (1310)<br>9,43 4,204<br>49,51 9,40 4,40<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Matsui 6M26KHS<br>Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. Ise |
| 7632345<br>JG3601<br>117827<br>Rdr | **SANPO MARU No. 5**<br>**Sanpo Un'yu Co. Ltd. (Sanpo Un'yu K.K.)**<br>Yokohama,<br>Kanagawa Pref.<br>Japan | **188**<br>—<br>550 | | **1976** K.K. Ichikawa Zosensho—Ise (1335)<br>2,601<br>37,01 8,21 2,80<br>1 dk | **M Tanker**<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 230 × 380<br>350bhp (257kW)<br>Matsui Iron Works Co. Ltd. Ise |
| 8625703<br>[illegible]<br>[illegible]<br>Rt | **SANPO MARU No. 8**<br>**Suguru Kataoka**<br>Ieshima,<br>Hyogo Pref.<br>Japan | **166**<br>—<br>402 | | **1985** Y.K. Matsubara Koki Zosen—Onomichi<br>43,90 3,261<br>40,01 9,50 5,01<br>1 dk | **M Sand Carrier** | Daihatsu 6PSHTCM-26H<br>Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>10,75kn |

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| **8706894**<br>*JJ3544*<br>129287 | **SANPO MARU No. 10**<br>**Y.K. Kataoka Kaiun**<br>Ieshima, Japan<br>Hyogo Pref. | **196**<br>—<br>592 | | **1987** Matsuura Tekko Zosen—Higashino<br>50,65 (BB)<br>45,01<br>2 dks | 10,57<br>10,51 | 3,210<br>5,31 | (331) | **M Sand Carrier**<br>1 Ho ER<br>G.380<br>1 Ha (stl) ER | Daihatsu<br>Oil 4SA 6Cy. 240 × 320 with clutches<br>geared to sc. shaft<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7033575**<br>*7JBK*<br>107532<br>Gc Rdr Rt | **SANPUKU MARU**<br>**Shintetsu Kisen Y.K.**<br>Imabari, Japan<br>Ehime Pref. | **415**<br>—<br>152 | NK | **1970** Sanyo Zosen K.K.—Mukaishima<br>40,70<br>38,59<br>F 14,7 1 dk | 9,02<br>9,00 | 3,658<br>3,99 | (577) | **TM Tug**<br>Pusher<br>Mchy.aft | Fuji<br>2 Oil 4SA each 6Cy. 320 × 500<br>Fuji Diesel Co. Ltd. |
| **7004445**<br>*JEXT*<br>105807 | **SANPUKU MARU No. 10**<br>**Asami Hara**<br>Osaka, Japan<br>Osaka Pref. | **153**<br>39<br>61 | | **1969** Sanyo Zosen K.K.—Mukaishima<br>29,55<br>26,01<br>1 dk | 6,53<br>6,51 | 2,502<br>3,31 | (525) | **M Tug**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 460<br>Kobe Hatsudoki Seizosho |
| **8626692**<br>*JL5371*<br>128287<br>Df Gc Rdr Rt | **SANRIKI MARU**<br>**Sanpo Kisen K.K.**<br>Namikata, Japan<br>Ehime Pref. | **393**<br>—<br>993 | | **1985** K.K. Saidaiji Zosensho—Okayama<br>68,00<br>63,00<br>1 dk | <br>10,51 | 3,490<br>6,20 | | **M General Cargo** | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. |
| **5311545**<br>Df Esd Pfd RTm | **SANS PEUR**<br>**Armement Even**<br>Libreville, Gabon | **117**<br>18<br>50 | (BV) | **1957** At. & Ch. de la Manche—Dieppe<br>27,01<br>22,51<br>1 dk<br>R rf 38 | 6,18<br>6,08 | 3,449<br>3,66 | (1143) | **M Fishing**<br>Side Trawler<br>1 Ho 7,0<br>2 Ha (stl) (each 0,9 × 0,9)<br>Cr 1(2) | Sulzer<br>Oil 2SA 6Cy. 220 × 320<br>375bhp (276kW)<br>Cie. de Const. Mec., CCM<br>Gen 1 × 10kW 24V d.c.<br>Fuel 50,0t (d.o.) |
| **5311557**<br>Df Esd Pfd RTm | **SANS REPROCHE**<br>**Armement Even**<br>Libreville, Gabon | **117**<br>17<br>50 | (BV) | **1958** At. & Ch. de la Manche—Dieppe<br>27,51<br>22,51<br>1 dk<br>R rf 38 | 6,38<br>6,08 | 3,449<br>3,66 | (1148) | **M Fishing**<br>Side Trawler<br>1 Ho 7,0<br>2 Ha (stl) (each 0,9 × 0,9)<br>Cr 1(2) | Sulzer<br>Oil 4SA 6Cy. 220 × 320<br>375bhp (276kW)<br>Cie. de Const. Mec., CCM<br>Gen 1 × 10kW 24V d.c.<br>Fuel 41,5t (d.o.) |
| **6621246**<br>323303 | **SANS SAULT**<br>**Government of Canada (Ministry of Public Works)**<br>Vancouver, B.C., Canada | **120**<br>35<br>— | | **1965** J. Manly Ltd.—New Westminster, B.C.<br>*23,66*<br>...<br>1 dk | 7,32<br>... | <br>... | | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 6Cy. 159 × 203<br>Caterpillar Tractor Co. |
| **7639331**<br>*JL4364*<br>119022<br>Gc Rdr Rt | **SANSAI MARU**<br>ex Yusho Maru No. 2-79<br>**Hideo Shimizu**<br>Shinnanyo, Japan<br>Yamaguchi Pref. | **321**<br>189<br>690 | | **1977** Sanuki Zosen Tekkosho K.K.—Takuma<br>45,19<br>1 dk | 8,44<br>8,41 | 3,150<br>3,51 | (860) | **M Tanker**<br>Chemical<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. |
| **7115622**<br>*JLCG*<br>112653<br>Rdr Rt | **SANSEI MARU**<br>**Bosai Tokushu Eisen K.K.**<br>Chiba, Japan<br>Chiba Pref. | **250**<br>—<br>— | | **1971** Kanagawa Zosen—Kobe<br>31,96<br>28,50<br>1 dk<br>RW | 9,50<br>9,48 | 2,998<br>3,99 | (109) | **TM Tug** | Nippon Hatsudoki<br>2 Oil 4SA each 6Cy. 380 × 540<br>Nippon Hatsudoki<br>Gen 2 × 40kW 215V a.c.<br>Fuel 40,0t-12,0pd |
| **5311595** | **SANSEI MARU No. 3**<br>**Toen Sangyo Co. Ltd.** | **386**<br>186<br>500 | | **1961** Tokushima Zosen Sangyo K.K.—Komatsujima<br>45,80<br>41,48<br>1 dk<br>RW | 7,57<br>7,50 | 3,404<br>3,76 | (82) | **M Tanker**<br>3 Ta ER<br>L.(oil) 550 | Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Nippon Hatsudoki |
| **8633633**<br>*HP5357*<br>19240-MP<br>Rdr Rt | **SANSEI MARU No. 5**<br>**Sea Port Link**<br>Panama, Panama | **196**<br>96<br>560 | | **1969** Taisei Zosen K.K.—Higashino<br>41,90<br>39,00<br>1 dk | -<br>7,50 | 3,300<br>5,25 | | **M General Cargo** | Daihatsu<br>Oil<br>441kW (600bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **6408280**<br>*8KGZ*<br>93465<br>Rt | **SANSEI MARU No. 5**<br>ex Shioji Maru-82<br>**Sansei Shoji K.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **114**<br>—<br>49 | | **1963** Tosa Zosen Tekkosho—Kochi<br>27,00<br>23,00<br>1 dk<br>rf 399 | 7,04<br>7,00 | 2,300<br>3,00 | (182) | **TM Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 300 × 430<br>Hanshin Nainenki Kogyo<br>Gen 1 × 24kW 1 × 12kW 225V 60c<br>2 Controllable pitch propellers |
| **8513003**<br>*JL5240*<br>128315<br>Gc Rdr Rt | **SANSEN MARU**<br>**Izumi Kaiun K.K.**<br>Mikame, Japan<br>Ehime Pref. | **1 556**<br>—<br>2 998 | NK | **1985** Kambara Marine Development & SB. Co. LTD.—Numakuma<br>84,00 (BB)<br>78,82<br>P 22,0 F 9,5 1 dk | <br>13,01 | 5,544<br>7,01 | (0E-125) | **M Tanker**<br>10 Ta ER<br>L.(oil) 3 252 | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>2 400bhp (1 765kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **8806333**<br>*JK4829*<br>130941 | **SANSEN MARU**<br>**Nishizaki Kaiun K.K.**<br>Okimi, Japan<br>Hiroshima Pref. | **499**<br>—<br>1 261 | | **1988** Shin Kurushima Dockyard Co. Ltd.—Akitsu<br>65,00<br>61,02<br>1 dk | <br>10,00 | 4,161<br>4,50 | (2561) | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 229 | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. |
| **8820468**<br>*JJ3610*<br>130825<br>Rdr Rt | **SANSHA MARU No. 1**<br>**Yoshimi Nakagawa**<br>Ieshima, Japan<br>Hyogo Pref. | **456**<br>—<br>1 628 | | **1989** Kurinoura Dock K.K.—Yawatahama<br>57,00<br>52,00<br>1 dk | 12,52<br>12,50 | 4,671<br>6,50 | (259) | **M Sand Carrier**<br>1 Ho ER<br>G.937 | Daihatsu<br>Oil 4SA 6Cy. 280 × 360 with clutches<br>geared to sc. shaft<br>736kW (1 001bhp) E made88<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8204494**<br>*JM5200*<br>126958 | **SANSHA MARU No. 1**<br>**Yoshitake Kaiun K.K.**<br>Okawa, Japan<br>Fukuoka Pref. | **304**<br>—<br>770 | | **1983** Odo Zosen Tekko K.K.—Shimonoseki<br>52,91<br>48,52<br>1 dk | 9,40 | 3,431<br>3,51 | (288) | **M Tanker**<br>8 Ta ER<br>L.(oil) 694 | Niigata<br>Oil 4SA 6Cy. 260 × 460 geared to sc.<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8319263**<br>*JK4457*<br>127255 | **SANSHA MARU No. 5**<br>**Sansha Kisen K.K.**<br>Kawatetsu Unyu K.K.<br>Kawajiri, Japan<br>Hiroshima Pref. | **498**<br>—<br>1 600 | | **1984** K.K. Matsuura Zosensho—Kinoe<br>71,68<br>67,01<br>1 dk | 11,54<br>11,51 | 4,220<br>6,41 | (310) | **M General Cargo**<br>1 Ho ER<br>G.2 148 B.1 902<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480 with flexible c<br>sr geared to sc. shaft<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **8911633**<br>*JM5919*<br>131304<br>Rt | **SANSHA MARU No. 5**<br>**Yoshitake Kaiun K.K.**<br>Okawa, Japan<br>Fukuoka Pref. | **294**<br>—<br>630 | | **1989** Odo Zosen Tekko K.K.—Shimonoseki<br>52,40 (BB)<br>48,00<br>1 dk | 9,22<br>9,20 | 3,400<br>3,50 | (366) | **M Tanker**<br>4 Ta ER<br>L.(oil) 657 | Matsue<br>Oil 4SA 6Cy. 240 × 420<br>588kW (799bhp)<br>Matsue Diesel K.K. |
| **8619156**<br>*JM5612*<br>129394 | **SANSHA MARU No. 8**<br>**Yoshitake Kaiun K.K.**<br>Okawa, Japan<br>Fukuoka Pref. | **199**<br>—<br>360 | | **1987** Odo Zosen Tekko K.K.—Shimonoseki<br>42,37 (BB)<br>38,00<br>1 dk | <br>8,50 | 2,901<br>3,36 | (326) | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.219 | Yanmar<br>Oil 4SA 6Cy. 185 × 230 with clutches<br>couplings & sr geared to sc. shaft<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. |

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| **SANSHA MARU No. 11**<br>**Tadahiro Ishimoto**<br>Ieshima,<br>Hyogo Pref.<br>Japan | **198**<br>—<br>643 | **1988** Murakami S.B. Co. Ltd.—Naruto<br>49,92 (BB) 10,52 3,220<br>46,21 10,51 5,31<br>2 dks | (176) | **M Sand Carrier**<br>1 Ho ER<br>G.494<br>1 Ha ER | Daihatsu 6DLM-24FS<br>Oil 4SA 6Cy. 240 × 320 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>800bhp (588kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| **SANSHA MARU No. 16**<br>**Yasuyoshi Shimazaki**<br>Matsushima,<br>Kumamoto Pref.<br>Japan | **199**<br>—<br>406 | **1970** Kishimoto Zosen—Kinoe<br>38,51 8,34 3,404<br>35,01 8,31 3,61<br>1 dk | (366) | **M Sand Carrier**<br>Mchy.aft | Matsue<br>Oil 4SA 6Cy. 290 × 450<br>750bhp (552kW)<br>Matsue Diesel K.K. Matsue |
| **SANSHA MARU No. 18**<br>**Takahara Kaiun Y.K.**<br>Ushimado,<br>Okayama Pref.<br>Japan | **198**<br>—<br>480 | **1981** Y.K. Furumoto Tekko Zosensho—Osaki<br>*45,30* 3,050<br>8,50 4,81<br>1 dk | (511) | **M General Cargo**<br>Mchy.aft | Oil<br>Japan |
| **SANSHA MARU No. 25**<br>**Akiyama Zosen Y.K.**<br>Ieshima,<br>Hyogo Pref.<br>Japan | **485**<br>—<br>1 176 | **1988** Shitanoe Zosen K.K.—Usuki<br>59,11 (BB) 12,02 3,323<br>54,01 12,01 6,10<br>1 dk | (1083) | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Daihatsu 6DLM-28FS<br>Oil 4SA 6Cy. 280 × 360 with clutches & reduction geared to sc. shaft<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| **SANSHA MARU No. 28**<br>**Hamano Kaiun Y.K.**<br>Ieshima,<br>Hyogo Pref.<br>Japan | **411**<br>—<br>1 032 | **1987** K.K. Yoshida Zosen Kogyo—Arida<br>61,20 13,22 3,680<br>55,00 13,20 5,70<br>1 dk | | **M Sand Carrier** | Hanshin<br>Oil<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SANSHA MARU No. 28**<br>**Watanabe Kisen K.K.**<br>Shimokamagari,<br>Hiroshima Pref.<br>Japan | **255**<br>—<br>491 | **1973** Tokushima Zosen K.K.—Fukuoka<br>46,36 7,24 3,010<br>39,02 7,22 3,31<br>1 dk | (1126) | **M Sand Carrier**<br>Mchy.aft | Hanshin 6L26AGSH<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SANSHA MARU No. 36**<br>**Yoshitake Kaiun K.K.**<br>Okawa,<br>Fukuoka Pref.<br>Japan | **199**<br>—<br>434 | **1980** K.K. Watanabe Zosensho—Nagasaki<br>41,92 7,22<br>36,50 7,21 3,31<br>1 dk | (825) | **M Tanker**<br>Mchy.aft | Hanshin 6L24GS<br>Oil 4SA 6Cy. 240 × 410<br>500bhp (368kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **SANSHA MARU No. 38**<br>**Yoshitake Kaiun K.K.**<br>Okawa,<br>Fukuoka Pref.<br>Japan | **446**<br>—<br>1 198 | **1985** K.K. Miura Zosensho—Saiki<br>70,03<br>64,01 11,02 6,23<br>1 dk | (731) | **M General Cargo**<br>Mchy.aft | Hanshin 6LH28<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SANSHA MARU No. 51**<br>**Yoshitake Kaiun K.K.**<br>Okawa,<br>Fukuoka Pref.<br>Japan | **354**<br>—<br>690 | **1980** Odo Zosen Tekko K.K.—Shimonoseki<br>52,91 9,22 3,150<br>48,49 9,20 3,51<br>1 dk | (271) | **M Tanker**<br>Mchy.aft | Niigata 6M24EGT<br>Oil 4SA 6Cy. 240 × 410 reduction geared to sc. shaft<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SANSHA MARU No. 58**<br>**Yoshitake Kaiun K.K.**<br>Okawa,<br>Fukuoka Pref.<br>Japan | **306**<br>—<br>690 | **1984** Odo Zosen Tekko K.K.—Shimonoseki<br>52,91 (BB) 3,152<br>48,52 9,21 3,51<br>1 dk | (307) | **M Sludge Carrier**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 240 × 410 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Ota |
| **SANSHIN MARU**<br>**Kimura Kaiun K.K.**<br>Nagasaki,<br>Nagasaki Pref.<br>Japan | **498**<br>—<br>1 200 | **1988** Hakata Zosen K.K.—Hakata<br>4,201<br>60,91 10,00 4,50<br>1 dk<br>Bow/CM 35 Diam. 0,150 | (375) | **M Tanker**<br>Chemical<br>4 Ta ER<br>L.1 209<br>2 Cargo pumps total 600T/hr | Hanshin 6LUN28A<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SANSHIN MARU**<br>**Y.K. Eiwa Kaiun**<br>Kawasaki,<br>Kanagawa Pref.<br>Japan | **172**<br>—<br>302 | **1980** K.K. Takagi Zosensho—Matsuzaki<br>34,96 2,301<br>33,00 7,31 2,49<br>1 dk | (185) | **M Tanker**<br>Mchy.aft | Mitsubishi<br>Oil 4SA 4Cy. 200 × 249 reduction geared to sc. shaft<br>340bhp (250kW)<br>Mitsubishi Heavy Industries Ltd. Japan |
| **SANSHO MARU**<br>**Heiwa Kaiun K.K.**<br>Kure,<br>Hiroshima Pref.<br>Japan | **692**<br>—<br>1 600 | **1978** Yamanaka Zosen K.K.—Namikata<br>... ... ...<br>64,01 10,81 4,91<br>1 dk<br>RW | (200) | **M Tanker**<br>Mchy.aft | Hanshin 6LU35<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SANSHO MARU**<br>**Nishizaki Kaiun K.K.**<br>Okimi,<br>Hiroshima Pref.<br>Japan | **406**<br>—<br>1 171 | **1975** Kogushi Zosen K.K.—Okayama<br>52,86 3,101<br>48,11 9,01 3,81<br>1 dk | | **M Tanker**<br>Chemical | Hanshin<br>Oil<br>1 100bhp (809kW)<br>The Hanshin Diesel Works Ltd. Japan<br>10kn |
| **SANSHO MARU**<br>**K.K. Oyone Kensetsu**<br>Naha,<br>Okinawa Pref.<br>Japan | **299**<br>99<br>— | **1973** Murakami Hide Zosen K.K.—Hakata<br>9,53<br>34,22 9,50 4,02<br>1 dk<br>RW | (111) | **TM Tug** | Makita KSHC633<br>2 Oil 4SA each 6Cy. 330 × 520<br>Makita Tekkosho Takamatsu |
| **SANSHO MARU**<br>**Kubo Kaiun Y.K.**<br>Ogaki,<br>Hiroshima Pref.<br>Japan | **260**<br>—<br>617 | **1988** Kato Zosen Tekko—Japan<br>49,80 8,02 3,200<br>45,50 8,00 3,60<br>1 dk | | **M Tanker** | Oil<br>588kW (799bhp)<br>Japan |
| **SANSHU**<br>**Sanyo Kaiji Co. Ltd.**<br>Nagoya,<br>Aichi Pref.<br>Japan | **147**<br>—<br>82 | **1984** Hikari Kogyo K.K.—Yokosuka<br>31,73 2,701<br>26,52 8,62 3,51<br>1 dk | (335) | **TM Tug** | Yanmar 6T260L-ST<br>2 Oil 4SA each 6Cy. 260 × 330 geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SANSHU MARU**<br>**Nippon Yusen Kaisha (NYK Line)**<br>Tokyo<br>SatCom: 1204521/JNZJ<br>Japan | *55 130*<br>*24 202*<br>88 495 | **1991** Mitsubishi Heavy Industries Ltd.—Nagasaki<br>NK 249,90 (BB) 11,878<br>240,00 43,00 18,70<br>1 dk | (2048) | **M Bulk Carrier** | Mitsubishi 6UEC60LS<br>Oil 2SA 6Cy. 600 × 2200<br>8 540kW (11 610bhp)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>14kn |
| **SANSHU MARU**<br>ex Yoshie Maru No. 3-86<br>**Y.K. Mitani Shoji**<br>Onomichi,<br>Hiroshima Pref.<br>Japan | **499**<br>—<br>1 000 | **1976** Sugane Zosen—Yokohama<br>53,19 3,801<br>49,00 9,81 4,63<br>1 dk | | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil<br>1 350bhp (993kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11kn |
| **SANSHU MARU**<br>**Nishizaki Kisen K.K.**<br>Hiroshima,<br>Hiroshima Pref.<br>Japan | **319**<br>—<br>500 | **1979** Nishi Zosen K.K.—Imabari<br>... ... ...<br>46,00 8,31 3,81<br>1 dk | (204) | **M Tanker**<br>Wine<br>Mchy.aft | Matsue MF28-P<br>Oil 4SA 6Cy. 280 × 450<br>Matsue Nainenki Kogyo Japan |

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| **7653296**<br>*JH2389*<br>109995<br>Rdr | **SANSHU MARU No. 38**<br><br>**Tokai Tanker K.K.**<br>Nagoya, Aichi Pref. Japan | **461**<br>—<br>1 155 | | **1970** Shimoda Dockyard Co. Ltd.—Shimoda (196)<br>49,00 4,001<br>44,71 9,50 4,20<br>1 dk | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 1 167 | Niigata<br>Oil<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7109013**<br>*WSIN*<br>535020<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SANSINENA II**<br><br>**Sea Road Inc.**<br>West Coast Shipping Co.<br>Los Angeles-Long Beach, Ca United States of America | **35 633**<br>29 703<br>71 589<br>T/cm<br>66,8 | AB | **1971** Bethlehem Steel Corp. SB. Dept.—Sparrows Point, Md (4629)<br>246,90 32,09 13,272<br>239,58 32,01 17,38<br>P 27,5 F 17,4 1 dk<br>rf nil Bow/CM 116 Diam. 0,356 | **S Tanker**<br>COW IGS SBT<br>16 Ta ER<br>L.(oil) 89 006 HeCls. B<br>3 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>20 000shp (14 711kW)<br>General Electric Co.<br>Gen 2 × 750kW 440V 60Hz a.c.<br>Fuel 2 315,5t (o.f.)-86,5pd |
| **8816261**<br>*JK4805*<br>129619<br>Esd Gc Rdr<br>Rt | **SANSO MARU**<br><br>**Nakaei Kisen Co. Ltd. (Nakaei Kisen Y.K.)**<br>Okayama, Okayama Pref. Japan | **698**<br>—<br>1 153 | NK | **1989** Hakata Zosen K.K.—Hakata (385)<br>67,51 4,212<br>62,00 11,00 5,10<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>Mchy.aft<br>L.(gas) 1 150 | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 324kW (1 800bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 131kW a.c. |
| **6923137**<br><br><br>Esd Rt | **SANSON**<br><br>**Pesquera Dona Analia S.A.**<br>Chimbote Peru | **193**<br>115<br>— | | **1969** Maestranza y Astillero Delta S.A.—Callao<br>*27,89* 7,68 3,582<br>7,65 3,97<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho<br>In.328<br><br>2 Ha (2,5 1,5 × 2,1)<br>Der 1(0,5) | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| **5311662**<br>*IUBX*<br>180<br>RTh | **SANSONE**<br><br>**Rimorchiatori Riuniti Spezzini Imprese Marittime e Salvataggi S.p.A.**<br>Siracusa Italy | **169**<br>53<br>203 | (RI) | **1954** Cant. Nav. L. Accinelli—La Spezia (13)<br>27,84 7,60 3,601<br>24,80 7,35 4,14<br>1 dk | **M Tug** | Fiat<br>Oil 2SA 7Cy. 400 × 480<br>E made42 fitted—<br>S.A. Fiat S.G.M.<br>Gen 2 × 60kW 1 × 5kW 220V d.c.<br>Fuel 203,0t (d.o.) |
| **8705709**<br>*ICYO*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **SANSOVINO**<br><br>**"Adriatica" di Navigazione S.p.A.**<br>Venezia Italy | *10 977*<br>*5 628*<br>2 300 | AB RI | **1989** Fincantieri-Cant. Nav. Italiani S.p.A.—Ancona (5865)<br>122,00 19,43 5,401<br>108,01 19,41 6,51<br>4 dks | **TM Passenger/RoRo Cargo/Ferry**<br>174cbn 348bth 752dk P<br>Cars 275 Trailers 33 | GMT<br>2 Oil 4SA each 6Cy. 420 × 500 with<br>couplings & sr geared to sc. shafts<br>6 178kW (8 399bhp)<br>Fincantieri-Cant. Nav. Italiani S.p.A. (G<br>Motori)<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **6920783**<br>*JDDF*<br>101220<br>Df Esd Gc<br>Rdr Rt | **SANSUI MARU No. 8**<br>ex Nitto Maru No. 5-81<br>**K.K. Sugagumi**<br>Kakaji, Oita Pref. Japan | **123**<br>—<br>— | | **1969** Narasaki Zosen K.K.—Muroran (683)<br>34,60 7,12 2,388<br>30,00 7,09 2,67<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 150bhp (846kW)<br>Hanshin Nainenki Kogyo |
| **8020850** | **SANT ANNA**<br><br>**Societa Cooperativa Siculpesca**<br>Mazara del Vallo Italy | **197**<br>—<br>— | | **1981** Cant. Nav. A. Stabile—Trapani (55)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Stern Trawler | MaK<br>Oil 4SA 6Cy. geared to sc. shaft<br>1 012bhp (744kW)<br>MaK. Maschinenbau Kiel G.m.b.H |
| **8818104** | **SANT'ANTONIO**<br><br>**Le Saumon**<br>Argentina | *138*<br>*83*<br>130 | AB (Class cont.) | **1990** S.A.N.Y.M. S.A.—Buenos Aires (84)<br>25,51 3,001<br>22,92 6,51 3,31 | **M Fishing**<br>Trawler Ref<br><br>In.155 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 geared<br>540bhp (397kW)<br>Caterpillar Inc. |
| **5164708**<br>*HO6619*<br>9979-AB<br>Df Esd Rt | **SANTA**<br>ex Isla Santa Clara-82<br>**Panakarine S.A.**<br>Panama Panama | **107**<br>52<br>81 | | **1947** Ast. de T. Ruiz de Velasco—Bilbao<br>25,00 5,29 2,845<br>21,29 5,24 3,15<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 8,0<br><br>3 Ha (0,6 0,9 0,9 × 0,7)<br>1W | Sulzer<br>Oil 2SA 6Cy. 210 × 400<br>270bhp (199kW)<br>Sulzer Bros. Ltd.<br>Fuel 35,5t (d.o.) |
| **9003653**<br>*3EBR8*<br>19919-YJ<br>Df Esd Gc<br>Pfd Rdr Rt | **SANTA AMELIA**<br><br>**Compania Sampaguita de Navegacion S.A.**<br>Panama Panama | *4 405*<br>—<br>7 200 | NK | **1990** Iwagi Zosen K.K.—Iwagi (133)<br>6,868<br>100,00 17,60 8,70 | **M General Cargo**<br><br>G.9 701 B.8 903<br><br>2 Ha (stl) (each 28,7 × 10,4) ER | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 300bhp (2 427kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |
| **5056274**<br>*KGTP*<br>290262<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **SANTA ANA**<br>ex C. E. Dant-74<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America<br>SatCom: 1500417/KGTP | T.Mk<br>**9 345**<br>5 486<br>—<br>**12 724**<br>8 180<br>14 607 | AB | **1963** National Steel & SB. Co.—San Diego, Ca (329)<br>172,22 23,22 9,754/9,497<br>161,09 23,17 13,57<br>B 19,6 F 42,7 2 dks, 3rd dk fwd<br>rf nil | **S General Cargo**<br>Ref 12P<br>6 Ho 14,4 22,6 20,5 - -DTp&s ER<br>21,4 16,9 -DTp&s 12 TwD<br>G.22 952 B.20 891 In.1 103 L.753<br>6 Ha (stl) (5,4 × 6,1) (11,4 11,4 11,4 × 7,9) ER (11,4 11,4 × 7,9)<br>24W Der 1(60) 5(20) 2(10) 9(5) | 2 S Turb dr geared to sc. shaft<br>19 250shp (14 160kW)<br>General Electric Co.<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Fuel 5 445,0t (o.f.) |
| **5311765**<br>*TIRA* | **SANTA ANA**<br>ex Coinmar Merchant-58 ex Firebird-54<br>**Jose del Cueto**<br>Puerto Limon Costa Rica | **448**<br>134<br>— | | **1927** Philip & Son Ltd.—Dartmouth<br>*48,77* 7,93<br>... ... ...<br>1 dk<br>R | **TM General Cargo** | Cooper Bessemer<br>2 Oil 4SA each 8Cy. 205 × 265<br>NE 50<br>Cooper-Bessemer Corp. |
| **5311789** | **SANTA ANGELA**<br>ex Pine Ridge-52 ex Charles Helden-34<br>**Companhia de Navegacao Santense Ltda.**<br>Santos Brazil | **717**<br>446<br>— | | **1913** Great Lakes Eng. Works—Ashtabula, Oh<br>*48,77* 10,67<br>... ... ...<br>1 dk<br>R | **TS General Cargo**<br>Self-unloader<br>Self-unloader<br>Mchy.aft | C 4Cy. (2) 330 & (2) 686 x 457<br><br>Gt. Lakes Eng. Works |
| **5311806**<br><br><br>Df Esd Rdr<br>RTh | **SANTA ANITA** | **313**<br>81<br>— | | **1949** Avondale Marine Ways Inc.—Westwego, La (294)<br>*34,75* 8,67<br>34,60 8,54 4,04<br>F 16,2<br>rf 305 Box K 305 | **M Fishing**<br>Side Trawler<br>Mchy.fwd | General Motors<br>Oil 2SA 12Cy. 205 × 265<br>750bhp (552kW) E made44 fitted<br>General Motors Corp.<br>Gen 1 × 100kW 1 × 75kW 220V<br>Fuel 127,0t (d.o.) |
| **8709298**<br>*SVBE*<br>9784<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SANTA ANNA**<br>ex Falkanger-91 ex Fort Cheetah-89<br>ex Northern Cheetah-88<br>**Leda Marine S.A.**<br>Piraeus Greece<br>SatCom: 1131133/STAN | *22 637*<br>*12 851*<br>40 257<br>T/cm<br>48,8 | NV | **1988** Korea SB. & Eng. Corp.—Busan (3034)<br>170,72 11,286<br>163,02 32,21 15,02<br>1 dk | **M Tanker**<br>Oil Chemical<br>COW IGS SBT DB DSS<br>27 Ta<br>L.43 877<br>30 Cargo pumps total 6 625T/hr | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>7 944kW (10 800bhp)<br>Hyundai SB. & Heavy Industries<br>Gen 3 × 800kW 450V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 194,0t (d.o.) 1 404,5t (hvf)-29 |
| **9006502**<br>*DHSB*<br>16700<br>Esd Gc Rdr<br>RTv SatCom<br>AMVER | **SANTA BARBARA**<br><br>**K.G. m.s. "Santa Barbara" Beteiligungsgesellschaft m.b.H. & Co.**<br>Reederei Claus-Peter Offen<br>Hamburg Federal Republic of Germany | *21 049*<br>*11 783*<br>30 000 | GL (Class cont.) | **1991** Thyssen Nordseewerke G.m.b.H.—Emden (497)<br>182,10 - 11,550<br>172,00 28,40 15,60<br>1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 1742 C. 1742/20'<br><br>9 Ha (stl) ER | B&W<br>Oil 2SA 7Cy. 600 × 1944<br>11 550kW (15 702bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |

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|---|---|---|---|---|---|---|
| 8029820<br>3ESS<br>19442-PEXT2<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SANTA BARBARA**<br>**Santa Esperanza Navigation S.A.**<br>Panama Panama | **11 632**<br>8 699<br>21 351<br>T/cm<br>30,5 | NK | **1981** Watanabe Zosen K.K.—Hakata (213)<br>152,61 9,708<br>142,02 24,01 13,21<br>P 23,8 F 11,6 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.28 331 B.27 093<br>4 Ha (stl) (17,6 × 12,5) (19,9 19,9 19,9 × 12,7) ER<br>Cr 4(25) | MaK 9M552AK<br>Oil 4SA 9Cy. 450 × 520<br>7 200bhp (5 296kW)<br>Ube Industries Ltd. Ube<br>13,25kn |
| 6504058<br>HQCQ2<br>L-0322196<br>Df Esd Rdr<br>Rt | **SANTA BARBARA**<br>ex Vima-87 ex Virginia-87 ex Boyan-78<br>**Servicios e Inversiones Maritimas Internacionales S.A.**<br>San Lorenzo Honduras | **499**<br>285<br>1 185 | (GL) (RI) | **1964** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (548)<br>66,07 10,55 3,963<br>59,21 10,49 6,56<br>F 6,8 1 dk & S dk | **M General Cargo** OSD<br>1 Ho ER<br>G.2 401 B.2 206<br>2 Ha (each 16,7 × 6,4) ER<br>Der 4(3) | Deutz RBV6M545<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>11kn |
| 6916562<br>HO2678<br>10549-PEXT<br>Df Esd Pfd<br>Rdr RTh | **SANTA BARBARA I**<br>ex Shetland-84<br>**Sailfish Co. Inc.**<br>Panama Panama | **836**<br>407<br>646 | BV | **1969** Stocznia im. "Komuny Paryskiej"—Gdynia (B411/01)<br>60,00 11,64 4,255<br>52,02 11,61 6,35<br>1 dk<br>rf 1321 BK 305 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>2 Ho 9,7 7,0<br>In.540<br>7 Ha (stl) (0,9 0,9 × 0,7) (1,4 1,3 1,3 1,3 1,3 × 0,9) | MAN<br>Oil 4SA 8Cy. 300 × 450<br>1 700bhp (1 250kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 290kW 2 × 144kW 220V d.c.<br>Fuel 249,5t (d.o.) 14kn |
| 7707956<br>3EJG8<br>20284-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SANTA BARBARA III**<br>ex Hamlet Saudia-91 ex Alderamin-91<br>ex Koolinda-90 ex Hamlet Saudia-81<br>**K/S Difko II**<br>Wallem Shipmanagement Ltd.<br>Panama Panama | T.Mk<br>**5 429**<br>3 517<br>7 875<br>**9 396**<br>7 184<br>12 422 | ✠**100A1** SS 1/90<br>strengthened for heavy cargoes, container cargoes in Nos. 1, 3 & 4 (f) lower holds, and in tween decks , on upper decks and on hatch covers. Ro—ro cargoes in tween decks. Bulk cement in Nos. 2 & 4 lower holds. Cargo oil in (m) tanks (FP not less than 61°C), bottom structure strengthened for discharging aground<br>✠**LMC** **UMS**<br>EL D† 550,0/54,0U3<br>FN 4005 | **1978**-6 B & W Skibsvaerft A/S—Kobenhavn (878)<br>133,31 (BB) 20,55 7,233/9,435<br>122,31 20,52 12,22<br>RAD 25,6 RFD 34,8 2 dks<br>rf nil | **M RoRo Cargo/General Cargo**<br>Quarter stern door/ramp (s)<br>4 Ho 11,2 17,2 32,9 30,1comb. ER<br>4 TwD<br>G.21 935 B.20 155 L.650<br>TEU 347<br>C.Ho 166/20' (40') C.Dk 181/20' (40') incl. 114 ref C.<br>4 Ha (stl) (6,7 × 7,3) (14,1 × 10,2) (26,9 26,9 × 9,8) ER<br>Cr 2(37) 3(12,5) | Alpha 12U28L-VO<br>2 Vee Oil 4SA each 12Cy. 280 × 320 dr geared to sc. shaft<br>6 362bhp (4 680kW)<br>Alpha-Diesel A/S Frederikshavn<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 1 × 350kW 3 × 274kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 124,0t (d.o.) 895,0t (hvf)-21,0pd 13,5kn |
| 6621521<br>HP3883<br>7489-76 | **SANTA BEATRIZ**<br>**Alimentos Concentrados de Guaymas S.A. de C.V.**<br>Panama Panama | **158**<br>68<br>— | | **1966** Ast. Picsa S.A.—Callao<br>*24,60* 6,71<br>3,28<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>330bhp (243kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7385045<br>Df Esd Gc<br>Rdr Rt | **SANTA CATARINA**<br>**ALGARPESCA - Armadores de Pesca Ltda.**<br>Portimao Portugal | **184**<br>54<br>— | | **1975** Est. Nav. do Mondego—Figueira da Foz (172)<br>32,80 7,42 2,928<br>27,08 7,21 3,41<br>1 dk | **M Fishing**<br>Stern Trawler | Polar<br>Oil 2SA<br>1 050bhp (772kW) E made73 fitted75<br>A/B Bofors Nohab Trollhattan<br>Gen 1 × 1000kW 2 × 700kW 440/220V 60Hz a.c. |
| 5311868<br>PP2616 | **SANTA CECILIA**<br>ex Tercia-56 ex Blenda-54<br>**Brasil Atlantico**<br>Rio de Janeiro Brazil | **483**<br>302<br>— | Classed LR until 5/64 | **1875** Lindholmens Verks. A/B—Goteborg<br>50,30 7,98 4,055<br>46,49 7,93 4,30<br>P 11,3 F 8,3 1 dk<br>RW BK 140 rebuilt 51 | **Iron & Steel** **M General Cargo**<br>Mchy.aft<br>G.991 B.906 | Alpha 406-24VO<br>Oil 2SA 6Cy. 240 × 400 with hydraulic clutch<br>309kW (420bhp) NE 59<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 22,5t 9kn |
| 6609341<br>WLGP<br>506249<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SANTA CLARA**<br>ex Delta Columbia-80<br>ex Santa Clara-78<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America<br>SatCom: 1500220/WLGP | **9 323**<br>5 403<br>12 826 | AB | **1966** Sun SB. & Dry Dock Co.—Chester, Pa (635)<br>170,69 24,85 9,259<br>163,00 24,80 13,87<br>F 22,9 3 dks<br>RW rf nil | **S General Cargo**<br>Ref<br>Side doors 5(p) 5(s)<br>7 Ho 14,1 15,9 19,0 19,0 20,5 ER 22,1 14,4<br>G.22 900 B.21 290 In.7 710<br>TEU 134<br>C.Ho 80/20' (40') C.Dk 54/20' (40')<br>9 Ha (stl) (7,5 × 6,1) (9,1 × 8,5) (12,9p&s × 6,1) (12,9p&s × 8,1) (10,6 × 8,5) ER (9,1 8,3 × 8,5)<br>24W Der 1(80) 1(30) 24(10) | 2 S Turb dr geared to sc. shaft<br>15 500shp (11 401kW)<br>Westinghouse Elec. Corp. Chester, Pa<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 322,5t (o.f.) 20kn |
| 8417261<br>DPLS<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SANTA CLARA**<br>**m.t. "Santa Clara" G.m.b.H. & Co. Gas Carrier KG**<br>Hartmann Schiffahrts G.m.b.H. & Co. KG<br>Hamburg Federal Republic of Germany<br>SatCom: 1120766/SACL | *7 581*<br>*2 274*<br>7 850 | GL | **1985** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (221)<br>136,25 (BB) 19,05 6,754<br>127,01 19,02 10,57<br>P 25,3 B 15,0 F 15,9 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>3 Ta (Ni.stl) ind 1 double-cyl horizontal 1 cyl horizontal 1 double-cyl horizontal ER<br>L.(gas) 7 178 | MAN 6L52/55A<br>Oil 4SA 6Cy. 520 × 550 sr geared to sc. shaft<br>4 650kW (6 322bhp)<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 1 × 1000kW 3 × 500kW 220/440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15,5kn |
| 7036656<br>LW3490<br>Rt | **SANTA CLARA**<br>**Sopeal S.r.l.**<br>Mar del Plata Argentina | **180**<br>—<br>— | | **1970** Empec S.A.—Tigre (24)<br>26,83 6,99 2,998<br>24,80 3,51<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7362565<br>3EBY6<br>18233-PEXT<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SANTA CLARA I**<br>ex Clara-89 ex Mariland-87 ex Rita-87<br>ex Sherry-84 ex Sherbro-84<br>**Empresa Naviera Santa S.A.**<br>Panama Panama | *9 593*<br>*5 591*<br>12 091 | **100A1** CS 1/89<br>Ice Class 1C<br>**LMC** **UMS**<br>EL B† 2$\frac{5}{16}$"U2<br>FN 4412<br>(GL) | **1974** Stocznia Szczecinska im. A. Warskiego —Szczecin (B430/04)<br>145,88 (BB) 21,59 8,440<br>134,40 21,51 11,31<br>F 27,2 2 dks<br>rf 178 DK throughout holds | **M General Cargo**<br>4 Ho 12,6 26,8 24,0 28,0 5 TwD<br>G.19 199 B.17 160 HeCls. B<br>TEU 322<br>C.Ho 210/20' (40') C.Dk 112/20' (40')<br>7 Ha (stl) (12,6 19,2p&s 19,2p&s 19,2p&s × 7,8) ER<br>21W Der 2(36) 2(25) 3(10) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>H. Cegielski Poznan<br>2 AuxB (1 o.f. 1 ex.g) 5kgf/cm² (4,9bar)<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 137,0t (d.o.) 1 087,0t (hvf)-35,5pd 17,5kn |
| 6608309<br>CUFE<br>A-1827-N<br>Df Esd Gc<br>Rdr Rt | **SANTA CRISTINA**<br>**Empresa de Pesca de Aveiro S.a.r.l.**<br>Aveiro Portugal | **1 673**<br>804<br>— | ✠**100A1** SS 5/86<br>stern trawler<br>Ice Class 3<br>✠**LMC**<br>EL r 1½"SQ<br>FN 1479 | **1966**-10 Est. Sao Jacinto S.a.r.L.—Aveiro (71)<br>80,32 12,55 6,135<br>70,01 12,50 8,62<br>B 9,8 RFD 15,6 2 dks<br>RW rf 508 Box K | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Werkspoor<br>2 Oil 2SA each 6Cy. 290 × 400 sr geared to sc. shaft<br>2 520bhp (1 854kW)<br>N.V. Werkspoor Amsterdam<br>db 85lbf/in² (5,9bar)<br>Gen 1 × 250kW 400V 50Hz a.c. 2 × 140kW 230V d.c. 2 × 127kW 1 × 112kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>15kn |
| 6711936<br>HOPA9<br>Df Esd Gc<br>Rdr RTm/v | **SANTA CRISTINA**<br>ex Bull-88 ex Age-87<br>ex Hartwig Buss-86<br>**Santa Paula Shipping Corp. S.A.**<br>RMS Bremer Schiffahrtsgesellschaft m.b.H.<br>San Lorenzo Honduras | T.Mk<br>**499**<br>324<br>1 168 | GL | **1967** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (594)<br>68,36 10,55 3,960<br>62,11 10,51 6,25<br>F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 452 B.2 248<br>2 Ha (stl) (12,5 × 6,4) (21,6 × 7,6) ER<br>Cr 3(3) | Deutz RBV6M545<br>Oil 4SA 6Cy. 320 × 450<br>815bhp (599kW)<br>Kloeckner Humboldt Deutz Koeln<br>11,5kn |

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| **6602109**<br>*KPCM*<br>504681<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SANTA CRUZ**<br>ex Delta Ecuador-80 ex Santa Cruz-78<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America<br>SatCom: 1501237/KPCM | **9 313**<br>5 422<br>12 834 | AB | **1966** Sun SB. & Dry Dock Co.—Chester, Pa (634)<br>170,69 24,85 9,259<br>163,00 24,80 13,87<br>F 22,9 3 dks<br>RW rf nil | **S General Cargo**<br>Ref<br>Side doors 5(p) 5(s)<br>7 Ho 14,1 15,9 19,0 19,0 20,5 ER 22,1 14,4<br>G.22 900 B.21 290 In.7 710<br>TEU 134<br>C.Ho 80/20' (40') C.Dk 54/20' (40')<br>9 Ha (stl) (7,5 × 6,1) (9,1 × 8,5) (12,9p&s × 6,1) (12,9p&s × 8,1) (10,6 × 8,5) ER (9,1 8,3 × 8,5)<br>24W Der 1(80) 1(30) 24(10) | 2 S Turb dr geared to sc. shaft<br>15 500shp (11 401kW)<br>Westinghouse Elec. Corp.<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 322,5t (o.f.) |
| **6817039**<br>*LRDZ*<br>2112F<br>Df Esd Gc<br>Rdr Rt | **SANTA CRUZ**<br>**Government of The Argentine Republic (Yacimientos Carboniferos Fiscales) (YCF)**<br>Buenos Aires Argentina | **4 679**<br>3 346<br>7 293 | BV<br>✠Classed LR until 8/10/82 | **1969**-4 Ast. Argentinos Rio de La Plata S.A. (ASTARSA)—Tigre (120)<br>137,67 (BB) 17,84 6,719<br>128,02 17,81 9,50<br>P 27,8 RAD 26,3 F 14,1 1 dk<br>rf nil DK fwd<br>**DAMAGED BY FIRE 6/87** | **TM General Cargo**<br>4 Ho 20,8 21,5 21,5 21,5 ER<br>G.10 862<br>4 Ha (13,2 15,2 15,2 15,2 × 8,9) ER<br>Cr 2(-) | Sulzer<br>2 Oil 2SA each 7Cy. 480 × 700<br>6 000bhp (4 413kW)<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A<br>Gen 3 × 184kW 400V 50Hz a.c.<br>Fuel 2 092,0t |
| **7811721**<br>*HCSZ*<br>Df Esd Gc<br>Rdr RTm/h/v | **SANTA CRUZ**<br>**Empresa Turistica Internacional C.A. (ETICA)**<br>Guayaquil Ecuador | **1 603**<br>944<br>420 | AB | **1979** Ast. y Talleres Celaya S.A.—Bilbao (178)<br>69,60 12,12 3,152<br>63,61 11,84 3,99<br>3 dks<br>rf 81 | **TM Passenger Ship**<br>43cbn 90bth P | Sulzer<br>2 Oil 4SA each 6Cy. 250 × 300 reverse geared to sc. shafts<br>3 240bhp (2 383kW)<br>Ast. Espanoles S.A. Olaveaga<br>Gen 3 × 268kW a.c.<br>Fuel 241,0t (d.o.)-12,0pd |
| **9034195**<br>*VRRW*<br>Esd Rdr RTv | **SANTA CRUZ**<br>**Hongkong Macao Hydrofoil Co. Ltd.**<br>Hong Kong Hong Kong (British) | *458*<br>*155*<br>— | NV (Class cont.) | **1991** FBM Marineteknik (S) Pte Ltd—Singapore (127)<br>41,57 - 1,200<br>38,92 11,00 3,67<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | M.T.U.<br>2 Oil 4SA each 16Cy. 165 × 185 geared shafts<br>3 878kW (5 272bhp)<br>M.T.U. Friedrichshafen GmbH<br>2 Water jet propulsion units |
| **7907075** | **SANTA CRUZ**<br>**Arenera Iguazu S.A.**<br>Argentina | **280**<br>—<br>450 | | **1979** Carrara Hermanos y Cia.—Buenos Aires (16)<br>... ... ...<br>38,51 9,21 2,42<br>1 dk | **M General Cargo Barge**<br>Sand<br>Mchy.aft | Oil<br>350bhp (257kW)<br>............. |
| **7736268** | **SANTA CRUZ** | **121**<br>82<br>— | | **1977** .............Port Isabel, Tx<br>*19,39*<br>6,13 3,92<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) |
| **7939250**<br>*WYA2851*<br>600261 | **SANTA CRUZ**<br>**Monica Cruz Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1978** .............Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) |
| **5311997**<br>*EHCD*<br>1253 | **SANTA CRUZ DE LLANERA**<br>**Justo Ojeda Perez**<br>Gijon Spain | **217**<br>113<br>165 | | **1947** Soc. Met. Duro Felguera—Gijon<br>33,20 6,38<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW) E made49 fitted54<br>N.V. Werkspoor<br>Fuel 68,0t |
| **7406497**<br>*LRUB*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SANTA CRUZ II**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | **12 762**<br>8 922<br>20 704 | BV | **1977** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (295)<br>159,01 (BB) 22,84 9,764<br>148,01 22,81 15,52<br>P -F 15,0 1 dk, 2nd dk except in No. 1 hold | **M General Cargo**<br>Strengthened for heavy cargoes<br>5 Ho 16,9 -DT 28,9 15,0 27,9 20,9 ER<br>G.27 776 B.26 324 L.1 179<br>TEU 314 C. 314/20'<br>5 Ha (stl) (8,3 × 10,5) (19,5 7,4 19,5 13,5 × 12,6) ER<br>Cr 4(12,5) Der 2(5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A. Sestao<br>Gen 2 × 424kW 1 × 344kW 390V 50Hz<br>Fuel 175,0t (d.o.) 1 660,0t (hvf)-25,0pd |
| **5337549**<br>Esd Rdr<br>RTm/v | **SANTA CRUZ 4**<br>ex Eurosalve I-90 ex Thomas B-85<br>ex Stackgarth-83<br>**Redesa S.A.** | **306**<br>0<br>— | ✠LR class withdrawn 27/2/91 | **1959**-11 Henry Scarr Ltd.—Hessle (761)<br>39,07 9,05 3,734<br>35,06 8,69 4,27<br>1 dk<br>RW rf 533 BK 152 | **M Tug**<br>Fire-fighting | Polar<br>Oil 2SA 7Cy. 340 × 570 sr reverse geared shaft<br>British Polar Engines Ltd.<br>Gen 2 × 75kW 1 × 40kW 220V d.c.<br>Fuel (d.o.) |
| **7713591**<br>Df Esd Gc<br>Rdr Rt | **SANTA CRUZ 260-C**<br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **4 480**<br>2 107<br>3 100 | ✠Classed LR until 9/3/84 | **1979**-6 Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (219)<br>116,52 19,46 3,941<br>110,60 18,90 5,95<br>P 3,1 F 8,9 1 dk<br>rf nil | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 18,2<br>1 Ho 40,6 ER<br>Hopper 2 483<br>2 sandpumps<br>Cr 1(8) | Sulzer<br>3 Vee Oil 4SA each 12Cy. 250 × 300<br>9 720bhp (7 150kW) driving 3 gen.<br>2 260kW 660V a.c. connected to 4<br>each of 1 590shp (1 170kW) & sr<br>shafts<br>Ast. Espanoles S.A. Olaveaga<br>Gen 1 × 260kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **6616722**<br>*WLGR*<br>507696<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SANTA ELENA**<br>ex Delta Panama-80 ex Santa Elena-78<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America<br>SatCom: 1500216/WLGR | **9 322**<br>5 403<br>12 877 | AB | **1967** Sun SB. & Dry Dock Co.—Chester, Pa (636)<br>170,69 24,87 9,259<br>163,00 24,80 13,87<br>F 22,9 3 dks<br>rf nil | **S General Cargo**<br>Ref<br>Side doors 5(p) 5(s)<br>7 Ho 14,1 15,9 19,0 19,0 20,5 ER 22,1 14,4<br>G.22 900 B.21 290 In.7 710<br>TEU 134<br>C.Ho 80/20' (40') C.Dk 54/20' (40')<br>9 Ha (stl) (7,5 × 6,1) (9,1 × 8,5) (12,9p&s × 6,1) (12,9p&s × 8,1) (10,6 × 8,5) ER (9,1 8,3 × 8,5)<br>24W Der 1(80) 1(30) 24(10) | 2 S Turb dr geared to sc. shaft<br>15 500shp (11 401kW)<br>Westinghouse Elec. Corp.<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 322,5t (o.f.) |
| **5312032**<br>*LW4078*<br>4556 | **SANTA ELENA**<br>**S.A. de Frigorificos Regionales Argentinos (SAFRA)**<br>Buenos Aires Argentina | **1 264**<br>517<br>660 | ✠Classed LR until 7/65 | **1960**-11 Grangemouth Dockyard Co. Ltd. —Grangemouth (527)<br>63,73 11,82 2,744<br>59,44 11,43 5,80<br>1 dk, 2nd dk fwd of mchy. space<br>RW rf nil | **TM General Cargo**<br>Ref<br>Mchy.aft<br>In.1 019<br>4W Der 4(2) | Crossley<br>2 Oil 2SA each 6Cy. 267 × 343<br>1 370bhp (1 008kW)<br>Crossley Bros. Ltd.<br>Fuel 107,5t |
| **6710190**<br>*HCTE*<br>Df Esd Rdr<br>Rt | **SANTA ELENA**<br>ex Coopermartir 3-79<br>ex Mercedes 3-73<br>**Pescamar S.A.**<br>Guayaquil Ecuador | **149**<br>40<br>— | GL (AB) | **1966** Promecan Ingenieros S.A.—Callao (70)<br>25,28 6,74<br>21,49 6,71 3,81<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127 reverse geared to sc. shaft<br>486bhp (357kW) NE 82<br>General Motors Corp., Detroit Diesel Div.<br>Gen 1 × 12kW 110V<br>Controllable pitch propeller<br>Fuel 12,0t |
| **6902676** | **SANTA ELENA IV**<br>**Consorcio Ballenero S.A.**<br>Pisco Peru | **104**<br>53<br>— | (GL) | **1964** Promotora Commercial S.A.—Lima<br>*24,66* 5,97<br>5,95 3,20<br>1 dk | **M Fishing**<br>Side-fishing | MAN<br>Oil 4SA 6Cy. 160 × 180 reverse to sc. shaft<br>240bhp (177kW)<br>Masch. Augsburg-Nuernberg (MAN) |

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|---|---|---|---|---|---|---|
| 6902688 | **SANTA ELENA V**<br>**Consorcio Ballenero S.A.**<br>Pisco Peru | **104**<br>53<br>— | (GL) | **1964** Promotora Commercial S.A.—Lima<br>*24,66* 5,97<br>5,95 3,20<br>1 dk | **M Fishing**<br>Side-fishing | MAN<br>Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>240bhp (177kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 6902690<br>Esd | **SANTA ELENA VI**<br>**Consorcio Ballenero S.A.**<br>Pisco Peru | **104**<br>53<br>— | (GL) | **1964** Consorcio Ballenero S.A.—Pisco<br>*24,66* 5,97<br>5,95 3,20<br>1 dk | **M Fishing**<br>Side-fishing | MAN<br>Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>240bhp (177kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 7015042<br>Esd Rt | **SANTA ELENA XIX**<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Ilo Peru | **150**<br>—<br>— | (AB) | **1970** Metal Empresa S.A.—Callao (L-20)<br>... ...<br>21,49 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 10,6<br>1 Ha (w) (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 5,0t (d.o.) |
| 7015030<br>Esd Rt | **SANTA ELENA XVIII**<br>**Government of The Republic of Peru (Empresa Publica de Servicios Pesqueros)**<br>Ilo Peru | **150**<br>—<br>— | (AB) | **1970** Metal Empresa S.A.—Callao (L-19)<br>... ...<br>21,47 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 10,6<br>1 Ha (w) (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr geared to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 9kW<br>Fuel 5,0t (d.o.) |
| 7237303 | **SANTA ELENA XXXI**<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Peru | **307**<br>137<br>— | | **1972** .............Peru<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing** | Oil geared to sc. shaft<br>..........<br>Fuel (d.o.) |
| 5312068<br>CXGJ<br>Dl Esd Gc<br>Pd Rdr Rt | **SANTA ELISA**<br>**Pescatlantica S.A.**<br>Montevideo Uruguay | **1 363**<br>570<br>2 470 | ✠Classed LR until 12/61<br>(BV) | Lch.**1944** Cmpl.**1947**-9 Corcho Hijos S.A. —Santander (39)<br>71,23 10,70 5,233<br>65,23 10,65 5,92<br>P 11,9 F 15,6 1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>4 Ho<br>In.1 307<br>4 Ha (each 1,6 × 1,6)<br>1W Der 1(3) 2(1) | B&W 6-45MTF-85<br>Oil 4SA 6Cy. 450 × 850<br>1 200bhp (883kW) E made45 fitted47<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 281,0t (d.o.) 13kn |
| 7019696<br>DZDH<br>225128<br>Dl Esd Gc<br>Rdr Rt | **SANTA EMILIA**<br>ex Mikado Maru-77<br>**Loadstar International Shipping Inc.**<br>Manila Philippines | **4 871**<br>1 505<br>8 685 | NK | **1970** Kasado Dock Co. Ltd.—Kudamatsu (257)<br>115,02 17,48 7,595<br>107,04 17,43 9,61<br>P 23,5 F 10,7 1 dk | **M Ore Carrier**<br>3 Ho ER<br>G.4 769 B.4 715<br>3 Ha (stl) (14,0 16,0 16,0 × 7,0) ER<br>Der 6(5) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 900<br>5 000bhp (3 678kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 184kW 440V 60Hz a.c.<br>Fuel 754,0t-16,5pd 13kn |
| 8103638<br>3EFA5<br>15962-87A<br>Dl Esd Gc<br>Pd Rdr<br>RTm/h/v<br>AMVER | **SANTA ESMERALDA**<br>ex Doga-90 ex Koei Maru-86<br>**Santa Esperanza Navigation S.A.**<br>Panama Panama | *14 361*<br>*8 775*<br>23 945 | NK | **1981** Imabari Zosen—Imabari (405)<br>160,38 (BB) 24,64 9,941<br>150,02 24,60 13,62<br>P 26,9 F 11,9 1 dk | **M Bulk Carrier**<br>4 Ho 28,8 28,8 28,8 29,5 ER<br>G.31 153 B.29 761<br>4 Ha (stl) (18,4 20,0 20,0 20,0 × 12,8) ER<br>Der 4(25) | Sulzer 7RLA56<br>Oil 2SA 7Cy. 560 × 1150<br>9 380bhp (6 900kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 360kW 450V 60Hz a.c.<br>Fuel 136,0t (d.o.) 1 198,5t (hvf)-30,5pd 13,75kn |
| 7210020<br>P3OE3<br>70898<br>Dl Esd Gc<br>Pd Rdr Rt | **SANTA ESPERANZA**<br>ex Nichiju Maru-79<br>**Esperanza Shipping Co. Ltd.**<br>Limassol Cyprus | **13 432**<br>8 997<br>25 031 | NK | **1972** Kasado Dock Co. Ltd.—Kudamatsu (265)<br>168,92 (BB) 25,02 9,418<br>160,03 25,00 13,01<br>P 31,1 F 13,2 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.29 636 B.28 959<br>5 Ha (stl) (13,7 × 11,4) (17,6 8,9 17,6 17,6 × 13,1) ER<br>Cr 5(10) | Mitsubishi 8UEC65/135<br>Oil 2SA 8Cy. 650 × 1350<br>10 400bhp (7 650kW)<br>Ube Tekkosho Ube<br>Gen 1 × 400kW 445V a.c.<br>Fuel 1 255,0t-33,5pd 14,75kn |
| 7632890<br>LAGX2<br>N-00224<br>Dl Esd Gc<br>Pd Rdr Rt<br>AMVER | **SANTA FE**<br>**Ivaran Shipping A/S**<br>A/S Ivarans Rederi<br>Oslo Norway (NIS) | **10 968**<br>7 216<br>15 011 | NV | **1978** Nipponkai Heavy Ind. Co. Ltd.—Toyama (198)<br>152,30 21,65 9,475<br>145,01 21,59 12,76<br>P -F - 2 dks<br>rf nil | **M General Cargo** 12bth P<br>Ice strengthened Str. heavy cargoes<br>6 Ho ER<br>G.18 972 B.18 491<br>TEU 449 C.Ho 256/20' (40') C.Dk 193/20' (40')<br>11 Ha (stl) (6,8 × 8,5) (13,0p&s × 5,9) (13,0p&s 13,0p&s 13,0p&s 13,0p&s × 7,7) ER<br>Cr 6(15) | B&W 7L55GFCA<br>Oil 2SA 7Cy. 550 × 1380<br>9 400bhp (6 914kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 650kW 440V 60Hz a.c.<br>15kn |
| 7034775<br>OASA<br>Dl Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SANTA FE**<br>ex Amazonia-84 ex Mistral Del Norte-81<br>ex Cap Sidero-76<br>**Empresa Naviera Santa S.A.**<br>Iquitos Peru | T.Mk<br>**2 817**<br>1 885<br>5 750<br>**5 021**<br>3 409<br>7 470 | BV (GL) | **1970** Werft Nobiskrug G.m.b.H.—Rendsburg (667)<br>125,02 17,25 6,560/7,630<br>116,01 17,20 10,11<br>F 14,4 2 dks | **M General Cargo**<br>3 Ho 20,2 29,4 28,6 ER<br>G.11 227 B.10 422<br>5 Ha (stl) (13,2 × 8,0) (19,5 19,5 19,5 19,5 × 10,5) ER<br>Cr 3(10) Der 1(60) 4(10) | MaK<br>Vee Oil 4SA 12Cy. 450 × 550<br>5 500bhp (4 046kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 330kW 1 × 155kW 380V 50Hz a.c.<br>Fuel 651,5t (hvf) 17kn |
| 6713881<br>Rt | **SANTA FE**<br>**A. G. Amengual**<br>Bilbao Spain | **237**<br>—<br>— | | **1966** Ast. Zamacona S.A.—Bilbao (24)<br>25,56 6,20<br>24,01 3,51<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Poyaud<br>Oil<br>400bhp (294kW)<br>Soc. Surgerienne de Const. Mec. Surgeres |
| 5312161<br>PP2005 | **SANTA FE**<br>ex El Moujahid<br>**Muglia S.A. Comercio e Industria de Pesca**<br>Rio de Janeiro Brazil | **154**<br>—<br>— | | **1948** Beliard, Crighton & Cie. S.A.—Oostende<br>*32,98* 6,99<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Crossley<br>Oil 2SA 6Cy. 267 × 343<br>Crossley Bros. Ltd. Manchester |
| 7407594<br>LRDV<br>Dl Esd Gc<br>Rdr Rt<br>AMVER | **SANTA FE II**<br>Launched as Santa Fe<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | **12 762**<br>8 922<br>20 704 | BV | **1977** Empresa Nacional "Bazan" de C.N.M. S.A. —San Fernando (196)<br>159,01 (BB) 22,84 9,743<br>148,01 22,81 13,52<br>P -F 15,0 1 dk, 2nd dk except in No. 1 hold | **M General Cargo**<br>Strengthened for heavy cargoes<br>5 Ho 16,9 -DT 28,9 15,0 27,9 20,9 ER<br>G.27 776 B.26 324 L.1 179<br>TEU 314 C. 314/20'<br>5 Ha (stl) (8,3 × 10,5) (19,5 7,4 19,5 13,5 × 12,6) ER<br>Cr 4(12,5) Der 2(5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 2 × 424kW 1 × 344kW 390V 50Hz a.c.<br>Fuel 175,0t (d.o.) 1 660,0t (hvf)-25,0pd 15,5kn |
| 7713577<br>Dl Esd Gc<br>Rdr Rt | **SANTA FE 258-C**<br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **4 480**<br>2 107<br>3 100 | ✠Classed LR until 21/9/83 | **1979**-3 Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (217)<br>116,52 19,44 3,941<br>110,62 18,92 5,97<br>P 3,1 F 8,9 1 dk<br>rf nil | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 18,2<br>1 Ho 40,6 ER<br>Hopper 2 483<br>2 sandpumps<br>Cr 1(8) | Sulzer 12ASL25/30<br>3 Vee Oil 4SA each 12Cy. 250 × 300 total 9 720bhp (7 150kW) driving 3 gen. each 2 260kW 660V a.c. connected to 4 elec. motors each of 1 590shp (1 170kW) & sr geared to sc. shafts<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 1 × 260kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd |
| 7225245<br>Esd Gc Rdr<br>Rt | **SANTA FLORENTINA**<br>ex Okudogo-83<br>**Negros Navigation Co. Inc.**<br>Iloilo Philippines | **4 445**<br>2 054<br>1 557 | AB | **1972** Kochi Jyuko K.K.—Kochi (720)<br>118,88 (BB) 20,63 4,725<br>107,02 20,60 6,20<br>P 19,9 F 24,9 2 dks<br>RW rf nil | **TM RoRo Cargo/Ferry** 1050dk P<br>Bow door/ramp Stern door/ramp | Fuji 8M32CH<br>4 Oil 4SA each 8Cy. 320 × 380 sr geared to sc. shafts<br>10 000bhp (7 356kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 3 × 500kW 450V a.c.<br>2 Controllable pitch propellers<br>Fuel (d.o.) 19kn |

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| **9001980**<br>*EGWG*<br><br>Rt | **SANTA GEMA QUINTO**<br><br>**Santa Gema Galgani**<br>Spain | **167**<br>—<br>160 | | **1991** S.L. Ardeag—Bilbao (165)<br>... ... ...<br>27,01 7,21 3,61 | **M Fishing**<br>Tuna | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 geared<br>710bhp (522kW)<br>Caterpillar Inc. |
| **8830669**<br>*IJCD*<br>3504<br>Esd Rdr Rt | **SANTA GIULIA**<br><br>**Petrolmar S.p.A.**<br>Genova Italy | **492**<br>385<br>— | RI | **1972** C.N. "Visentini" di Visentini Francesco & C.<br>—Donada<br>59,60 - 3,311<br>59,50 9,53 3,60<br>1 dk | **TM Tanker** | Deutz<br>2 Vee Oil 4SA each 12Cy. 120 × 140<br>382kW (519bhp)<br>Kloeckner Humboldt Deutz |
| **8415158**<br>*DCRF*<br>4108<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SANTA HELENA**<br><br>**Engelbert Lohmann Schiffahrts K.G. m.s. "Santa Helena"**<br>Haren/Ems Federal Republic of Germany<br>SatCom: 1120142 | *3 062*<br>*1 413*<br>3 840 | GL | **1985** Schiffswerft u. Mfbk. Cassens G.m.b.H.<br>—Emden (166)<br>99,40 (BB) 14,15 5,141<br>94,21 14,01 7,17<br>P 11,6 F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 62,3 ER 1 TwD<br>G.5 493 B.5 408<br>TEU 198<br>C.Ho 117/20' (40') C.Dk 81/20' (40') incl. 9 ref C.<br>1 Ha (stl) (62,2 × 11,1) ER<br>Cr 2(25) | MWM<br>Oil 4SA 6Cy. 330 × 360 with flexible sr geared to sc. shaft<br>2 260bhp (1 662kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 196kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 7,5t (d.o.) 4,2t (i.f.o.) |
| **5312240**<br>*HO3685*<br>10291-AB<br>Df Esd Pfd<br>Rdr Rt | **SANTA INES**<br><br>**Carter Pesca S.A.**<br>Panama Panama | **1 360**<br>568<br>2 470 | (BV)<br>✠Classed LR until 1/68 | **1954**-2 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (39)<br>71,68 10,67 5,233<br>63,76 10,65 5,92<br>P 7,7 F 15,0 1 dk | **M Fishing**<br>Side-fishing<br>4 Ho ER<br>In.1 307<br>4 Ha (each 1,6 × 1,6) ER<br>1W Der 1(3) 2(1) | B&W<br>Oil 4SA 6Cy. 450 × 850<br>1 200bhp (883kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 281,0t (d.o.) |
| **8328056**<br><br>3091<br>Rt | **SANTA INES**<br><br>**Cannavo S.A.**<br>Cumana Venezuela | **104**<br>59<br>— | (RI) | **1973** Astillero Marino—Cumana<br>21,95 6,20 —<br>21,01 6,10 3,20<br>1 dk<br>RW | **M Fishing**<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>550bhp (405kW)<br>Caterpillar Tractor Co. |
| **5066164**<br>*HQDT*<br><br>Df EsdRTm | **SANTA IRENE**<br>ex Athanassios A-82 ex Catharina-70<br>**Maria A. Anniva**<br>San Lorenzo Honduras | **486**<br>305<br>671 | (BV) (HR) | **1952** Noord Nederlandse Scheepswerven N.V.<br>—Groningen (257)<br>53,01 8,28 2,363<br>44,02 8,23 3,43<br>P 12,5 RQD 11,0 F 7,1 1 dk<br>RW | **M General Cargo**<br>1 Ho 31,0 ER<br>G.934 B.850<br>2W Der 2(3) | MaK<br>Oil 4SA 8Cy. 290 × 420<br>670bhp (493kW)<br>Maschinenbau Kiel A.G.<br>Gen 2 × 6kW 110V d.c.<br>Fuel 71,0t (d.o.) |
| **6711663**<br>*WLGT*<br>510570<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SANTA ISABEL**<br>ex Delta Peru-80 ex Santa Isabel-78<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **9 322**<br>5 403<br>12 880 | AB | **1967** Sun SB. & Dry Dock Co.—Chester, Pa (638)<br>170,69 24,87 9,259<br>163,00 24,80 13,87<br>F 22,9 3 dks<br>RW rf nil | **S General Cargo**<br>Ref<br>Side doors 5(p) 5(s)<br>7 Ho 14,1 15,9 19,0 19,0 20,5 ER 22,1 14,4<br>G.22 900 B.21 290 In.7 710<br>TEU 134<br>C.Ho 80/20' (40') C.Dk 54/20' (40')<br>9 Ha (stl) (7,5 × 6,1) (9,1 × 8,5) (12,9p&s × 6,1) (12,9p&s × 8,1) (10,6 × 8,5) ER (9,1 8,3 × 8,5)<br>24W Der 2(80) 24(10) | 2 S Turb dr geared to sc. shaft<br>15 500shp (11 401kW)<br>Westinghouse Elec. Corp.<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 322,5t (o.f.) |
| **7224540**<br>*CUEC*<br>PD454N<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SANTA ISABEL**<br><br>**Santanas & Ferreira Ltda.**<br>Ponta Delgada Portugal | **1 865**<br>761<br>2 040 | ✠LR class withdrawn 6/90 | **1972**-12 Est. Nav. de Viana do Castelo—Viana do Castelo (91)<br>84,79 (BB) 14,03 5,817<br>75,01 14,00 8,92<br>B 3,1 2 dks<br>RW rf 381 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | Fairbanks, Morse<br>2 Oil 2SA each 9Cy. 207 × 254 sr gear shaft<br>2 648kW (3 600bhp)<br>Fairbanks Morse & Co.<br>Gen 1 × 500kW 3 × 200kW 380V 5<br>Controllable pitch propeller |
| **5083019**<br>*LW4110*<br>5070<br>Df Esd | **SANTA ISABEL**<br>ex Curie Sklodowska-76<br>**Chubut S.A.I.P.**<br>Buenos Aires Argentina | **400**<br>137<br>205 | (BV)<br>✠Classed LR until 10/61 | **1960**-2 Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B21/01)<br>47,55 8,39 3,607<br>43,69 8,31 4,50<br>F 9,5 1 dk<br>rf 737 BK 178 | **M Fishing**<br>Side Trawler<br>5 Ha (each 1,0 × 1,0)<br>2W Der 1(5) 1(1) | Baudouin<br>4 Oil 4SA each 6Cy. 185 × 200 throu magnetic & hydraulic couplings & sr sc. shaft<br>1 200bhp (883kW)<br>Soc. des Moteurs Baudouin<br>Controllable pitch propeller<br>Fuel 108,5t (d.o.) |
| **6923424**<br>*HO3271*<br>10713-LP<br>Df Esd Pfd<br>Rdr RTh | **SANTA JOANA**<br>ex Sydero-84<br>**Roundstar Shipping Co. S.A.**<br>Panama Panama | **836**<br>407<br>646 | (BV) | **1969** Stocznia im. "Komuny Paryskiej"—Gdynia (B411/02)<br>60,00 11,64 5,160<br>53,95 11,61 6,35<br>1 dk<br>rf 1321 BK 305 | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>2 Ho 9,7 7,0<br>In.540<br>7 Ha (stl) (1,4 1,4 1,4 1,2 1,2 × 1,2) (0,6 × 0,6) (0,9 × 0,9) | MAN<br>Oil 4SA 8Cy. 300 × 450<br>1 700bhp (1 250kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 1 × 290kW 1 × 144kW 2 ×<br>Fuel 249,5t (hvf) |
| **6523028**<br>*KFFJ*<br>502726<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SANTA JUANA**<br>ex Delta America-80<br>ex Prudential Seajet-78<br><br>New York, NY United States of America | T.Mk<br>**7 157**<br>3 961<br>—<br>**11 039**<br>6 558<br>13 915 | (AB) | **1966** Bethlehem Steel Co. Inc. SB. Div.<br>—Sparrows Point, Md (4605)<br>165,82 22,92 —/9,738<br>154,90 22,86 13,06<br>F 27,2 3 dks<br>RW rf nil | **S General Cargo**<br>Ref<br>4 Ho ER 2 Ho<br>G.22 818 B.20 728 In.481 L.1 559<br>TEU 48 C. 48/20'<br>6 Ha (stl) (9,1 × 6,4) (12,8 × 7,6) (12,8 12,8 × 5,9) ER (12,8 × 9,1) (9,7 × 6,4)<br>4 Wing Ha (stl) (each 12,8p&s × 5,0) ER<br>Der 1(70) 20(10) | 2 S Turb dr geared to sc. shaft<br>18 750shp (13 792kW)<br>General Electric Co.<br>Gen 2 × 1250kW<br>Fuel 2 408,0t (o.f.) |
| **8218718**<br>*ELMX2*<br>9265<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SANTA LUCIA**<br>ex Presidente Gonzalez Videla-89<br>ex Wadai-83<br>**Santa Lucia Compania Naviera S.A.**<br>Monrovia Liberia | *12 811*<br>*7 382*<br>17 330 | BV | **1982** VEB Warnowwerft Warnemuende<br>—Warnemuende (243)<br>158,05 (BB) 10,181<br>146,01 23,06 13,42<br>1 dk & S dk | **M General Cargo**<br>Ref<br>Ice strengthened Str. heavy cargoes<br>4 Ho 4 TwD<br>G.25 665 B.23 566<br>TEU 642<br>C.Ho 342/20' (40') C.Dk 300/20' (40') incl 30 ref C<br>7 Ha (stl) (18,6 × 13,0) (19,2p&s 19,2p&s 19,2p&s × 7,8) ER<br>9W Der 1(125-150) 4(35) 4(5-10) | MAN<br>Oil 2SA 7Cy. 700 × 1200<br>6 691kW (9 096bhp)<br>VEB Dieselmotorenwerk Rostock (DMR<br>Gen 2 × 640kW 1 × 452kW 380V 5 |
| **6523030**<br>*KRFC*<br>502774<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SANTA LUCIA**<br>ex Delta Venezuela-80<br>ex Santa Lucia-78<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America<br>SatCom: 1500217/KRFC | **9 313**<br>5 422<br>12 897 | AB | **1966** Sun SB. & Dry Dock Co.—Chester, Pa (633)<br>170,69 24,85 9,259<br>163,00 24,80 13,87<br>F 22,9 3 dks<br>RW rf nil | **S General Cargo**<br>Ref<br>Side doors 5(p) 5(s)<br>7 Ho 14,1 15,9 19,0 19,0 20,5 ER 22,1 14,4<br>G.22 900 B.21 290 In.7 710<br>TEU 134<br>C.Ho 80/20' (40') C.Dk 54/20' (40')<br>9 Ha (stl) (7,5 × 6,1) (9,1 × 8,5) (12,9p&s × 6,1) (12,9p&s × 8,1) (10,6 × 8,5) ER (9,1 8,3 × 8,5)<br>24W Der 1(80) 1(30) 24(10) | 2 S Turb dr geared to sc. shaft<br>15 500shp (11 401kW)<br>Westinghouse Elec. Corp.<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 322,5t (o.f.) |
| **7038941**<br>*IJKD*<br>3702<br>Esd Rdr RTh | **SANTA LUCIA**<br>ex Diaspro-79<br>**Petrolmar S.p.A.**<br>Genova Italy | **1 209**<br>706<br>2 575 | RI (AB) | **1970** Cant. Nav. di Pietra Ligure—Pietra Ligure (8)<br>73,67 13,39 4,225<br>68,59 13,21 4,96<br>P 17,1 F 6,8 1 dk<br>len 82 | **M Tanker**<br>6 Ta ER<br>L.(oil) 2 334 | Werkspoor<br>Oil 2SA 6Cy. 290 × 400<br>1 500bhp (1 103kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 55kW 1 × 25kW 220V<br>Thw. thrust propeller fwd<br>Fuel 45,5t (d.o.)-5,0pd |

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|---|---|---|---|---|---|---|---|
| 8411746<br>PLSM<br>634<br>Df Esd Rdr<br>Rt | **SANTA LUCIA**<br>ex Niaga VII-77 ex Santa Lucia-75<br>**P.T. Persusahaan Pelayaran**<br>**Nusantara "Eja"**<br>Surabaya Indonesia | **499**<br>281<br>1 201 | KI (BV)<br>Classed LR until 10/8/84 | **1966** Nieuwe Noord Nederlandse Scheepswerven<br>N.V.—Groningen (345)<br>69,27 10,75 3,785<br>63,35 10,25 6,15<br>Ba 13,2 F 9,8 2 dks<br>rf 102 | **M General Cargo**<br>1 Ho 44,3 ER 1 TwD 42,6<br>G.2 269 B.2 060<br>1 Ha (stl) (11,4 × 5,1) ER<br>6W Der 1(15) 6(3-5) | OSD | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 22kW 1 × 12kW 220V d.c.<br>Fuel 68,0t (d.o.) 12kn |
| 8520745<br>JXGZ<br>20249<br>Rdr Rt | **SANTA LUCIA**<br>ex Ekwata-90<br>**K/S A/S Gabnor**<br>Fekete & Co. A/S<br>Tonsberg Norway | *337*<br>*101*<br>100 | NV | **1986** Brodrene Aa Batbyggeri A/S—Hyen (184)<br>32,21<br>11,02 3,26<br>1 dk | **Reinforced Plastic TM Air Cushion Ferry**<br>Twin Hull | 290dk P | MWM TBD604-B12<br>2 Vee Oil 4SA each 12Cy. 170 × 195 sr geared to sc. shaft<br>4 350bhp (3 200kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 20kW 230V 50Hz a.c.<br>2 propellers Air propeller and lift fan<br>47kn |
| 5395448<br>HC3090<br>6988-76<br>Rt | **SANTA LUCIA III**<br>ex Yaya-66 ex Col. Edward S.Walton<br>ex Palo Seco<br>**Conapa S.A.**<br>Panama Panama | **635**<br>317<br>350 | (BV) | **1936** Atlas-Werke Akt.-Ges.—Bremen (310)<br>45,75 11,13 2,972<br>10,75 3,61<br>1 dk<br>R | **TM General Cargo**<br>2 Ha (each 8,0 × 5,4) ER | | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 159 × 203<br>600bhp (441kW) NE 57<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 10kn |
| 5312355<br>IUCY<br>791<br>Rdr Rt | **SANTA LUCIA LUNTANA**<br>**Navigazione Libera del Golfo S.p.A.**<br>Napoli Italy | **440**<br>180<br>69 | RI | **1956** Cant. Nav. Pellegrino—Napoli (103)<br>55,73 8,21 2,883<br>49,51 8,18 3,99<br>1 dk<br>RW | **TM RoRo Cargo/Ferry**<br>Deck Cargo<br>Stern door<br>Cars 16 | 560dk P | Deutz<br>2 Oil 4SA each 8Cy. 320 × 450<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>17kn |
| 8139429<br>D4BW | **SANTA LUZIA**<br>ex Santa Agueda Uno-83<br>**Companhia Nacional de Navegacao**<br>**"Arca Verde"**<br>Cape Verde Republic | **305**<br>220<br>578 | (BV) | **1976** Constr. Internaval—Las Palmas<br>36,25 —<br>34,93 7,51 4,02<br>1 dk | **TM General Cargo**<br>1 Ho ER | | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 159 × 203<br>1 130bhp (831kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 9010228<br>CUQJ<br>N2463C | **SANTA MAE LAURA**<br>**Sociedade de Pesca Brasilia Ltda.**<br>Portugal | **130**<br>—<br>73 | RP (Class cont.) | **1991** Est. Sao Jacinto S.a.r.L.—Aveiro (183)<br>24,00 2,943<br>20,97 7,43 3,50<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.80 | | Yanmar S165L-ST<br>Oil 4SA 6Cy. 165 × 210 sr geared to sc. shaft<br>368kW (500bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Controllable pitch propeller<br>10kn |
| 6805268<br>CUFH<br>A-1940-N<br>Df Esd Gc<br>Pfd Rdr Rt | **SANTA MAFALDA**<br>**Empresa de Pesca de Aveiro S.a.r.l.**<br>Aveiro Portugal | **1 641**<br>890<br>— | **✠100A1** SS 7/87<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>EL o 1½"U2<br>FN 1490 | **1968**-4 LISNAVE, Est. Nav. de Lisboa S.A.R.L.<br>—Lisboa (223)<br>80,32 12,53 6,211<br>70,21 12,50 8,72<br>B 9,8 RFD 15,6 2 dks<br>RW rf 483 Box K | **M Fishing**<br>Stern Trawler<br>Mchy.aft | | MAN<br>2 Oil 4SA each 7Cy. 300 × 450 dr geared to sc. shaft<br>2 960bhp (2 177kW) ✠ NE made79 fitted8/82<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>✠ ndb fitted8/82 10kgf/cm² (9,9bar)<br>Gen 2 × 250kW 1 × 127kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 5312422<br>EBYM<br>9322<br>Df Esd Pfd<br>Rt | **SANTA MAR**<br>**Maritima Santa Clara S.A.**<br>Vigo Spain | **398**<br>188<br>— | (BV) | **1959** Indunaval S.A.—Bilbao (38)<br>*40,85* 7,62 3,874<br>7,60 4,20<br>1 dk<br>len 63 | **M Fishing**<br>Side Trawler<br>3 Ha (0,9 1,5 × 1,3) (0,8 × 0,8) ER<br>Der 1(-) | | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>1 000bhp (736kW) NE 72<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 158,0t (d.o.) 12kn |
| 8900488<br>LAMT4<br>N-01122<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SANTA MARGARITA**<br>ex Opal-91<br>**Ivaran Shipping A/S**<br>A/S Ivarans Rederi<br>Oslo Norway (NIS) | *36 120*<br>*23 035*<br>68 676<br>T/cm<br>64,2 | NV | **1989** Sasebo Heavy Industries Co. Ltd.—Sasebo<br>Yard, Sasebo (374)<br>224,00 (BB) 32,23 13,292<br>215,02 32,21 18,22<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.81 337<br>7 Ha (stl) ER | | Sulzer 5RTA62<br>Oil 2SA 5Cy. 620 × 2150 reverse reduction geared to sc. shaft<br>7 200kW (9 788bhp)<br>Diesel United Ltd. Aioi<br>Gen 3 × 450kW 440V 60Hz a.c.<br>14,5kn |
| 8316716<br>SVWZ<br>9780<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SANTA MARIA**<br>ex Finnanger-91 ex Fort Puma-89<br>ex Northern Puma-86<br>**Challenge Trading Ltd.**<br>Piraeus Greece<br>SatCom: 1131142/STMA | *22 714*<br>*12 851*<br>40 091 | NV | **1986** Korea SB. & Eng. Corp.—Busan (3018)<br>170,72 (BB) 32,24 11,288<br>163,02 32,21 15,02<br>1 dk | **M Tanker**<br>Oil Chemical<br>COW IGS DB DSS<br>17 Ta 8 Wing Ta ER<br>L.43 877 | | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>10 800bhp (7 944kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller<br>14,5kn |
| 8209389<br>OZQC2<br>D-12893<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SANTA MARIA**<br>ex Mercandian Globe-91 ex Valencia-89<br>ex Mercandian Globe-85<br>**K/S Merc-Scandia XXXIX**<br>Per Henriksen<br>Kobenhavn Denmark (DIS) | *15 375*<br>*6 022*<br>9 250 | NV | **1985** Frederikshavn Vaerft A/S—Frederikshavn (410)<br>160,51 (BB) 6,251<br>148,37 20,76 12,35<br>2 dks<br>rf 699 | **M RoRo Cargo**<br>Side door/ramp (s. a.)<br>L 11,51 W 4,00<br>Stern door/ramp<br>L 15,50 W 7,70<br>Lane Length 2191 Cargo Width 7,70<br>Clear height 5,60<br>Cars 815 Trailers 176<br>TEU 558 C. 558/20' | | MaK 8M552AK<br>Oil 4SA 8Cy. 450 × 520 with flexible couplings & sr geared to sc. shaft<br>6 660bhp (4 899kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 900kW 3 × 325kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15kn |
| 8415160<br>DCUW<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SANTA MARIA**<br>**Hermann Lohmann Schiffahrts K.G.**<br>**m.s. "Santa Maria"**<br>Haren/Ems Federal Republic of Germany<br>SatCom: 1120144 | *3 062*<br>*1 413*<br>3 670 | GL | **1985** Schiffswerft u. Mfbk. Cassens G.m.b.H.<br>—Emden (167)<br>99,42 (BB) 14,03 5,101<br>94,21 14,01 7,17<br>P 11,9 F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 62,3 ER 1 TwD<br>G.5 493 B.5 408<br>TEU 198<br>C.Ho 117/20' (40') C.Dk 81/20' (40')<br>incl. 9 ref C.<br>1 Ha (stl) (62,2 × 11,1) ER<br>Cr 2(25) | | MWM TBD510-6<br>Oil 4SA 6Cy. 330 × 360 with flexible couplings & sr geared to sc. shaft<br>2 260bhp (1 662kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 196kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 7,5t (d.o.) 4,2t (i.f.o.) 12kn |
| 5312501<br>PP3471<br>Df Rt | **SANTA MARIA**<br>ex Isabella Viola-52<br>**Transportes Maritimos 1001 Ltda.**<br>Santos Brazil | **977**<br>466<br>1 575 | (BV) | **1946** S.A. Ansaldo—Genova (871)<br>*69,65* 11,03 3,404<br>63,10 11,00 5,01<br>F 9,5 1 dk | **TM General Cargo**<br>Ref<br>3 Ho ER<br>G.1 487 B.1 338<br>3 Ha (each 8,9 × 5,4) ER<br>Der 6(-) | | Ansaldo<br>2 Oil 4SA each 7Cy. 265 × 410<br>700bhp (515kW)<br>S.A. Ansaldo Genova<br>Fuel 42,5t (d.o.) 8kn |
| 6503482 | **SANTA MARIA**<br>ex AKL 43-64 ex FS 219<br>**Alpine Geophysical Associates Inc.**<br>Puerto Cabezas Nicaragua | **825**<br>441<br>— | | **1945** Higgins Industries Inc.—New Orleans, La (85)<br>*51,21* 9,89 2,985<br>50,68 9,76 4,35<br>B & F 33,0 1 dk<br>rf 152 | **TM General Cargo**<br>2 Ho<br>2 Ha | | General Motors<br>2 Oil 4SA each 6Cy. 222 × 267<br>1 000bhp (736kW)<br>General Motors Corp. U.S.A.<br>Fuel 59,0t |
| 8104204<br>FUGG<br>AD 584559<br>Rt | **SANTA MARIA**<br>**Armement Cooperatif Finisterien**<br>**(A.C.F.)**<br>Audierne France | **760**<br>349<br>— | BV | **1982** At. & Ch. de la Manche—St. Malo (1298)<br>55,43 (BB) 10,90<br>47,50 10,61 7,70<br>2 dks | **M Fishing**<br>Tuna<br>10 Ho ER<br>In.800<br>10 Ha (stl) ER | | MaK 8M282AK<br>2 Oil 4SA each 8Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>2 800bhp (2 060kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Controllable pitch propeller |
| 5312513 | **SANTA MARIA**<br>ex Tulapoosa-47<br>**Caribbean Fruit & Steamship Co. Inc.**<br>Puerto Cortes Honduras | **693**<br>—<br>— | | **1915** Newport News SB. & D.D. Co.—Newport<br>News, Va<br>*50,51* 9,81 4,439<br>45,73 9,76 6,33<br>1 dk<br>R | **S General Cargo**<br>G.765 | | T 3Cy. - - & - x -<br>Newport News SB. & D.D. Co. Newport News, Va<br>Fuel 162,5t (o.f.) 10kn |

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| **7323205**<br>225695<br>Df Esd Gc<br>Rdr Rt | **SANTA MARIA**<br>ex Hayabusa No. 8-80<br>ex Hayabusa No. 3-80<br>**Negros Navigation Co. Inc.**<br>Iloilo Philippines | **691**<br>258<br>537 | NK | **1973** Yoshiura Zosen—Kure (223)<br>72,01 12,63 2,286<br>67,98 12,60 3,56<br>1 dk | **TM RoRo Cargo/Ferry**<br>Mchy.aft | 970P | Akasaka<br>2 Oil 4SA each 6Cy. 380 × 560<br>3 236kW (4 399bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 2 × 80kW |
| **9004011**<br>*JI3409*<br>131640<br>Rdr RTv | **SANTA MARIA**<br>**Osaka Suijyo Bus K.K.**<br>Osaka, Japan<br>Osaka Pref. | **566**<br>—<br>103 | | **1990** Naikai SB. & Eng. Co. Ltd.—Taguma Shipyard, Innoshima (552)<br>49,59 2,609<br>39,00 12,40 5,30<br>1 dk | **Aux TM Ferry**<br>Replica Ship Caravel | —dk P | Niigata<br>2 Oil 4SA each 6Cy. 220 × 280 reductio<br>to sc. shafts<br>1 250kW (1 699bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 200kW 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **7523910**<br>*ZEKK*<br>356536<br>Esd Gc Rdr<br>Rt | **SANTA MARIA**<br>**STF Santa Maria Ltd.**<br>Shun Tak Ship Management Ltd.<br>Hong Kong Hong Kong (British) | **332**<br>249<br>— | AB | **1975** Boeing Marine Systems—Seattle, Wa (0005)<br>30,10 9,50 1,505/5,301<br>23,93 8,54 2,60<br>2 dks | **Aluminium Alloy TGT Hydrofoil Ferry**<br>Mchy.aft | 260dk P | 2 Gas Turb dr geared to sc. shafts 7 40<br>(5 443kW)<br>General Motors-Detroit Diesel Allison Di<br>India<br>Gen 2 × 50kW 440V 60Hz a.c.<br>2 Water jet propulsion units<br>Thw. thrust propeller fwd |
| **6912322**<br>*THUP*<br>Df Esd Pfd<br>Rdr Rt | **SANTA MARIA**<br>ex Sven Germa ex Vita Fish<br>**Henry Beal**<br>Fort de France Martinique (French) | **295**<br>141<br>1 006 | | **1956** At. Duchesne & Bossiere S.A.—Le Havre (112)<br>*53,99*<br>... ... ...<br>1 dk | **M General Cargo**<br>2 Ha (each 10,3 × 4,7)<br>Der 4(2,5) | | MaK<br>Oil 4SA 8Cy. 290 × 420<br>760bhp (559kW)<br>Atlas-MaK Maschinenbau<br>Fuel 55,0t |
| **7332165**<br>Df Esd Rdr | **SANTA MARIA**<br>**Mariscos Rodriguez S.A.**<br>Huelva Spain | **250**<br>—<br>191 | | **1973** Ast. de Huelva S.A.—Huelva<br>36,40 3,252<br>31,50 7,29 3,89<br>1 dk | **M Fishing**<br>Side Trawler Ref | | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 ge<br>sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. |
| **8843159**<br>933995<br>Df Esd Gc<br>Rdr Rt | **SANTA MARIA**<br>**Santa Maria Fishing Corp.**<br>Boston, Ma United States of America | **198**<br>134<br>— | | **1988** .............Bayou la Batre, Al<br>- - —<br>26,67 7,68 3,65<br>1 dk | **M Fishing**<br>Side-fishing | | Oil |
| **5312563**<br>*PUIK* | **SANTA MARIA**<br>**A. Monteiro da Silva**<br>Belem Brazil | **191**<br>133<br>— ✠ | | **1910**-9 Murdoch & Murray—Port Glasgow (237)<br>*36,58* 7,93<br>... ... ...<br>1 dk<br>R | **S General Cargo** | | C 2Cy. 356 & 737 x 508<br>Ross & Duncan |
| **8719748**<br>910757 | **SANTA MARIA**<br>**David Nguyen**<br>New Orleans, La United States of America | **152**<br>103<br>— | | **1987** Rodriguez Boat Builders Inc.—Coden, Al<br>26,83<br>23,50 7,31 3,77<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | | Caterpillar<br>Oil 4SA 12Cy. 137 × 152 geared to sc s<br>Caterpillar Inc. |
| **7325150**<br>Esd Rt | **SANTA MARIA**<br>**Empresa Fervel C.A.**<br>Puerto Sucre Venezuela | **135**<br>—<br>152 | | **1973** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan<br>25,00 7,14 2,439<br>23,53 7,01 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz |
| **7308451**<br>*WX5020*<br>501190<br>Rt | **SANTA MARIA**<br>**Gloucester Santa Maria Inc.**<br>Gloucester, Ma United States of America | **121**<br>82<br>— | | **1965** Harvey F. Gamage S.B. Inc.—South Bristol, Me (233)<br>*23,23*<br>6,47 3,05<br>1 dk | **Wood M Fishing** | | Oil<br>595bhp (438kW)<br>Fuel (d.o.) |
| **7634745**<br>*C4SK*<br>374217<br>Rdr Rt | **SANTA MARIA**<br>ex Fenna<br>**Astroes & Koukias**<br>Limassol Cyprus | **105**<br>60<br>— | | **1961** Scheepswerf Metz—Urk<br>6,00<br>23,47<br>1 dk | **TM Fishing**<br>Side Trawler | | Bolnes<br>2 Oil 2SA each 5Cy. 220 × 380<br>300bhp (221kW)<br>"Bolnes" Motorenfabriek N.V. |
| **8720060**<br>916882 | **SANTA MARIA**<br>**Tony Nguyen**<br>New Orleans, La United States of America | **103**<br>82<br>— | | **1988** Versa-Fab. Inc.—Marrero, La<br>22,86<br>21,94 6,85 2,89<br>1 dk | **M Fishing** | | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>425bhp (313kW)<br>Cummins Engine Co. Inc. |
| **8215041**<br>Rdr Rt | **SANTA MARIA DE ESPANA**<br>**Junta del Puerto de Cartagena**<br>Cartagena Spain | **131**<br>67<br>130 | (BV) | **1983** Talleres del Puerto Llastarry S.A.—Puerto Llastarry (42)<br>22,00 8,69 1,650<br>20,30 8,50 2,52<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>1 Ho ER<br>G.80<br>1 Ha (stl) ER | | Chrysler<br>2 Oil 4SA each 6Cy. 130 × 150 with clu<br>flexible couplings & sr reverse gear<br>shafts<br>920bhp (677kW)<br>Pegaso- Empresa Nacional de<br>Autocamiones S.A. |
| **5312599**<br>*IUCF*<br>784<br>Rt | **SANTA MARIA DEL MARE**<br>ex Abril ex Argosy<br>**Navigazione Libera del Golfo S.p.A.**<br>Napoli Italy | **498**<br>188<br>— | RI (BV) | **1931** Friedr. Krupp Germaniawerft, A.G.—Kiel<br>62,18 9,17 3,366<br>54,62 9,12 4,86<br>1 dk<br>R conv Yacht — | **TM RoRo Cargo/Ferry**<br>Deck Cargo<br>Stern door<br>Cars 14 | 700dk P | MaK<br>2 Oil 4SA each 8Cy. 320 × 450<br>3 600bhp (2 648kW) NE 67<br>Atlas-MaK Maschinenbau |
| **7503099**<br>Df Esd Gc<br>Rdr RTm/h<br>AMVER | **SANTA MARIA I**<br>ex Cata-91 ex Algarrobo<br>ex Isidoro Artaza-80<br>Puerto la Cruz Venezuela | **697**<br>363<br>1 196 | HR (BV) | **1975** Ast. Luzuriaga S.A.—Pasajes (208)<br>63,68 10,62 3,988<br>55,71 10,60 4,45<br>1 dk | **M General Cargo**<br>1 Ho 25,1 ER<br>G.1 515 B.1 370<br>1 Ha (stl) (25,1 × 7,6) | | Duvant<br>Oil 4SA 8Cy. 315 × 480<br>1 200bhp (883kW)<br>Carmelo Unanue<br>Fuel 112,0t (d.o.) |
| **8328006**<br>4705<br>Rt | **SANTA MARIA II**<br>**Cannavo S.A.**<br>Cumana Venezuela | **400**<br>180<br>— | (RI) | **1981** Mitchel Duane Phares—Wilmington, Ca<br>28,61 9,00 —<br>27,31 8,50 4,30<br>1 dk<br>RW | **M Fishing**<br>Mchy.aft | | Caterpillar<br>Vee Oil 4SA 16Cy. 159 × 203<br>1 000bhp (736kW)<br>Caterpillar Tractor Co. |
| **5312628**<br>*CSFK*<br>A-1879-N<br>Esd Rdr Rt | **SANTA MARIA MANUELA**<br>**Empresa de Pesca Ribau Ltda.**<br>Aveiro Portugal | **735**<br>390<br>— | ✠Classed LR until 4/72 | **1937**-6 Cia. Uniao Fabril—Lisboa (33)<br>63,71 9,94<br>52,79 9,91 5,95<br>RQD 25,6 1 dk<br>R BK 191 | **M Fishing**<br>Side-fishing<br>1 Ho 19,5 ER<br>In.798 | | Deutz<br>Oil 4SA 6Cy. 220 × 280 with flexible c<br>geared to sc. shaft<br>565bhp (416kW) NE 67<br>Kloeckner Humboldt Deutz<br>Gen 2 × 15kW 110V d.c. |
| **7735719**<br>*EGHL*<br>1302 | **SANTA MARIA SEGUNDO**<br>**Mariscos Rodriguez S.A.**<br>Huelva Spain | **272**<br>123<br>— | BV | **1974** Ast. de Huelva S.A.—Huelva<br>34,90 7,29<br>3,87<br>1 dk | **M Fishing**<br>Mchy.aft | | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>862bhp (634kW)<br>Caterpillar Tractor Co.<br>Fuel 129,5t (d.o.) |

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|---|---|---|---|---|---|---|
| 5312654<br>CXGK<br>Df Esd Pld<br>Rdr Rt | **SANTA MARINA**<br>**Pescatlantica S.A.**<br>Montevideo Uruguay | **1 363**<br>570<br>2 470 | (BV)<br>✠Classed LR until 12/61 | Lch.**1944** Cmpl.**1947**-10 Corcho Hijos S.A.—Santander (39)<br>71,23 10,72 5,233<br>65,23 10,65 5,92<br>P 11,9 F 15,6 1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>4 Ho<br>In.1 307<br>4 Ha (each 1,6 × 1,6)<br>1W Der 1(3) 2(1) | B&W 6-45MTF-85<br>Oil 4SA 6Cy. 450 × 850<br>1 200bhp (883kW) E made45 fitted47<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 281,0t (d.o.) 12kn |
| 7635529<br>ZFCH<br>[illegible]<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v<br>SatNav<br>AMVER | **SANTA MARTA**<br>ex Sapphire Bounty-85<br>ex Adelaide Express-85<br>ex Sapphire Bounty-84<br>ex Nedlloyd Bounty-81<br>ex Sapphire Bounty-80<br>Launched as Strider Hero<br>**H. Clarkson & Co. Ltd.**<br>Dole Fresh Fruit International Ltd.<br>Hamilton Bermuda (British)<br>SatCom: 1105235/ZFCH | **5 480**<br>3 278<br>6 596 | **✠100A1** CS 1/88<br>**✠LMC** **UMS**<br>EL Y 522,5/52,0U2<br>FN 3152 | **1978**-2 Setouchi Zosen K.K.—Kinoe (466)<br>119,00 (BB) 18,95 7,651<br>107,24 18,90 10,49<br>P 24,4 F 10,4 1 dk<br>rf 152 | **M RoRo Cargo/Container Ship**<br>Fixed-guides<br>Angled stern ramp (s)<br>5 Ho 14,1 13,6 13,6 13,6 13,6 ER<br>G.9 962 B.9 748<br>TEU 328<br>C.Ho 198/20' (40') C.Dk 130/20' (40') incl. 258 ref C.<br>10 Ha (stl) ER<br>Cr 1(30) | MAN 16V40/54A<br>Vee Oil 4SA 16Cy. 400 × 540 sr geared to sc. shaft<br>8 900bhp (6 546kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 800kW 445V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 140,0t (d.o.) 1 225,5t (hvf)-36,5pd 17kn |
| 7332402<br>Df Esd Rdr<br>Rt | **SANTA MARTA**<br>**Pesqueras Senabre S.L.**<br>Cadiz Spain | **287**<br>198<br>213 | (BV) | **1973** Ast. Gondan—Puerto de Figueras (95)<br>38,99 7,52 3,607<br>33,48 7,50 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | MWM TD500-6<br>Oil 4SA 6Cy. 360 × 450<br>1 400bhp (1 030kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 97,0t (d.o.) 11,5kn |
| 5312678<br>XCMW<br>Df Esd Pld | **SANTA MATILDE**<br>**Pesquera Guadalupe S.A. de C.V.**<br>Mazatlan Mexico | **1 360**<br>568<br>2 510 | (BV)<br>✠Classed LR until 22/1/71 | **1959**-4 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (88)<br>71,73 10,75 5,182<br>63,91 10,65 5,90<br>F 14,7 1 dk<br>RW rf 381 | **M Fishing**<br>Side-fishing<br>Mchy.aft | B&W 6-45MTF-85<br>Oil 4SA 6Cy. 450 × 850<br>1 186bhp (872kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 281,0t (d.o.) 13kn |
| 8918992<br>Esd Gc Rdr<br>RTv<br>AMVER | **SANTA MONICA**<br>Reederei Claus-Peter Offen<br>Federal Republic of Germany | **21 049**<br>11 783<br>30 000 | GL (Class cont.) | **1991** Flender Werft A.G.—Luebeck (653)<br>182,10 - 11,550<br>178,00 28,40 15,60<br>1 dk<br>- | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 1742 C. 1742/20' | B&W 7L60MC<br>Oil 2SA 7Cy. 600 × 1944<br>11 550kW (15 702bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>19,5kn |
| 5259682<br>1519<br>Rt | **SANTA MONICA**<br>ex O.K. Service XI-72 ex Carabobo-62<br>**Empresa de Transportes Maritimos del Golfo de Nicoya S.A. (EDETE)**<br>Puntarenas Costa Rica | **512**<br>252<br>— | ✠Classed LR until 7/60 | **1949**-12 Canadian Vickers Ltd.—Montreal, P.Q.<br>55,94 9,17 3,366<br>... ... ...<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>Ref<br>Mchy.aft | Nordberg<br>Oil 4SA 6Cy. 330 × 420<br>Nordberg Manufacturing Co. St. Louis, Mo |
| 6423541<br>350586<br>CTA 141<br>Df Esd Rt | **SANTA MONICA**<br>ex Southern Gem-89 ex Garth D-83<br>ex Macareux-79<br>**Atlantic Fishing Enterprises (Pty.) Ltd.**<br>Cape Town/Kaapstad South Africa | **224**<br>89<br>215 | (BV) | **1964** Forges & Ch. de La Mediterranee—Le Havre (390 /3)<br>30,99 7,27<br>26,50 7,14 4,04<br>1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing Ref<br>Mchy.fwd<br>9 Ha (1,4 1,4 1,4 1,4 1,4 1,4 1,4 1,2 × 1,4) (1,4 × 0,7)<br>Der 2(1) | MGO<br>Vee Oil 4SA 12Cy. 175 × 180/192<br>550bhp (405kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.) Mulhouse<br>Fuel (d.o.) 9,5kn |
| 8221507<br>3EKI3<br>13031-PEXT1<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SANTA PAULA**<br>ex Seaward Bay-91<br>**Sandy Steamship Co. S.A.**<br>Intersea Operations Ltd.<br>Panama Panama<br>SatCom: 1335425/SEAW | *8 428*<br>*4 778*<br>12 066 | AB | **1983** Imabari Zosen—Imabari (431)<br>137,29 (BB) 7,936<br>128,02 21,01 10,72<br>P 19,9 F 9,5 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER<br>TEU 540 C.Ho 288/20' C.Dk 252/20'<br>14 Ha (stl)<br>Cr 1(30) | Mitsubishi 7UEC45HA<br>Oil 2SA 7Cy. 450 × 1150<br>7 000bhp (5 149kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 540kW<br>Thw. thrust propeller fwd<br>16,25kn |
| 5312757<br>EAZR<br>2453<br>Df Esd Gc<br>Rdr Rt | **SANTA PAULA**<br>**Pesquera Guadalupe S.A. de C.V.**<br>La Coruna Spain | **1 360**<br>590<br>2 510 | (BV)<br>✠Classed LR until 1/71 | **1957**-4 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (86)<br>71,73 10,75 5,271<br>63,76 10,65 5,92<br>F 14,7 1 dk<br>RW rf 381 | **M Fishing**<br>Side-fishing<br>Mchy.aft | B&W 6-45MTF-85<br>Oil 4SA 6Cy. 450 × 850<br>1 200bhp (883kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 281,0t (d.o.) 13kn |
| 8037035<br>623205 | **SANTA QUEEN**<br>ex Sue Sue<br>**Felcal Fishing Corp.**<br>Corpus Christi, Tx United States of America | **141**<br>107<br>— | | **1978** Coastal Eng.—Escatawpa, Ms<br>*22,83* 6,76<br>3,54<br>1 dk | **M Fishing** | Caterpillar 3304T<br>Oil 4SA 4Cy. 121 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8314562<br>FNZY<br>Df Esd Gc<br>Rdr RTh/v | **SANTA REGINA**<br>**Compagnie Meridionale de Navigation**<br>Ajaccio France | *13 358*<br>*4 007*<br>3 750 | BV | **1985** Soc. Nouvelle des At. & Ch. du Havre—Le Havre (266)<br>136,02 (BB) 22,56 6,401<br>125,81 22,51 19,31<br>F 46,1 3 dks | **TM Passenger/RoRo Cargo**<br>Wine Pallets<br>Stern door/ramp (s)<br>L 14,50 W 10,10 SWL 50<br>Stern door/ramp (p)<br>L 14,50 W 4,50 SWL 32<br>Lane Length 1350 Cargo Width 10,00<br>Clear height 4,50<br>Cars 48 Trailers 110 | Pielstick 9PC2-6L-400<br>2 Oil 4SA each 9Cy. 400 × 460 with flexible couplings & sr geared to sc. shafts<br>7 642kW (10 389bhp)<br>Alsthom-Atlantique St. Nazaire<br>Gen 4 × 838kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 138,0t (d.o.) 384,0t (i.f.o.)-37,5pd 18,5kn |
| 7043427<br>OAOY<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SANTA RITA**<br>ex Christian Vieljeux-81<br>**Empresa Naviera Santa S.A.**<br>Callao Peru | T.Mk<br>**7 885**<br>3 504<br>10 303<br>**12 464**<br>6 374<br>16 000 | BV | **1971** Ch. Nav. de La Ciotat—La Ciotat (270)<br>171,00 23,86 7,671/9,700<br>158,02 23,80 12,50<br>P 52,5 F 46,1 2 dks<br>rf 30 | **M General Cargo**<br>Ref<br>4 Ho 27,7 21,3 21,5 22,7 ER<br>10,5DTp&s 5 TwD<br>G.22 040 B.21 325 In.143 L.411<br>TEU 389<br>C.Ho 177/20' (40') C.Dk 212/20' (40')<br>5 Ha (stl) (14,9 14,9 14,9 14,9 × 6,3) ER (4,9 × 10,0)<br>6 Wing Ha (stl) (12,4p&s 14,9p&s 14,9p&s × 5,3) ER<br>17W Cr 1(5) Der 1(80) 3(20) 8(15) | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Cie. de Const. Mec. Sulzer (CCM Sulzer) Mantes<br>Gen 3 × 780kW 450V 50Hz a.c.<br>Fuel 238,5t (d.o.) 423,0t (hvf)-54,0pd 19kn |
| 7429372<br>HKQT<br>00676<br>Df Esd Gc<br>Pld Rdr<br>RTm/h/v<br>AMVER | **SANTA RITA**<br>ex Donata-90 ex Sanana-81<br>ex Asia Luna-80<br>**Naviera Providenciá S.A.**<br>Dorchester Maritime Ltd.<br>Isla de San Andres Colombia | **6 020**<br>4 168<br>10 171 | BV (NK) | **1975** Hashihama Zosen—Imabari (599)<br>127,97 18,34 7,757<br>119,00 18,29 9,91<br>P 24,7 F 10,7 1 dk | **M General Cargo**<br>3 Ho 21,4 39,7 26,2 ER<br>G.13 333 B.12 857<br>3 Ha (stl) (16,0 30,7 10,5 × 8,9) ER<br>Der 4(19,5) | Mitsubishi 6UET52/90D<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 240kW 445V a.c.<br>Fuel 971,0t (d.o.)-22,5pd 13,25kn |
| 5404407<br>YYEX<br>Df Esd Gc<br>Rdr RTm/v | **SANTA RITA**<br>ex Gelting-88 ex Mille-76 ex Falster-68<br>ex Gedser-68<br>**Consolidada de Ferrys C.A. (CONFERRYS)**<br>Pampatar Venezuela | **2 494**<br>1 217<br>— | NV | **1963** Orenstein Koppel & Luebecker—Luebeck (589)<br>93,22 16,21 4,171<br>84,03 15,89 7,45<br>2 dks & S dk<br>rf 152 | **TM Passenger/RoRo Cargo/Ferry** OSD<br>40bth 960dk P<br>Bow & stern doors Ice strengthened | MWM<br>4 Oil 4SA each 8Cy. 360 × 450 geared to sc. shafts<br>8 000bhp (5 884kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 400kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 176,0t (d.o.)-31,0pd 17,5kn |
| 8228018<br>4561<br>Rt | **SANTA RITA**<br>**Cannavo S.A.**<br>Cumana Venezuela | **400**<br>180<br>— | (RI) | **1981** Mitchel Duane Phares—Wilmington, Ca<br>28,61 9,00 —<br>27,31 8,50 4,30<br>1 dk<br>RW | **M Fishing**<br>Mchy.aft | Caterpillar D399TA<br>Vee Oil 4SA 16Cy. 159 × 203<br>1 000bhp (736kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **5388407**<br>*IURH*<br>51<br>Esd Rt | **SANTA RITA**<br>ex Westfalen-64<br>**Amalfi Navigazione S.r.l. di Renato Florio**<br>Salerno Italy | **290**<br>154<br>— | RI (GL) | **1951** Jos. L. Meyer—Papenburg<br>41,58 7,04 2,185<br>37,29 6,99 3,10<br>1 dk<br>RW | **M Ferry** | MaK<br>Oil 4SA 8Cy. 290 × 420<br>520bhp (382kW)<br>Maschinenbau Kiel A.G. |
| **7517521**<br><br><br>Df Esd Gc<br>Rdr RTm/h/v | **SANTA ROSA**<br>ex Patricia I-89 ex Zim Napoli I-88<br>ex Trans Luso I-87 ex Patricia I-86<br>ex Nordic I-85 ex Zim Napoli-83<br>ex Nordic I-83 ex Zim Northland-83<br>ex Nordic-79<br>**Flota Venezolana de Maritima, Rio y Lago S.A. (MARLAGO) (Venezuelan Container Line)**<br>Venezuela | **1 599**<br>1 064<br>3 882 | GL | **1976** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (779)<br>93,53 (BB) 14,53 6,062<br>83,98 14,51 8,62<br>P 15,6 B & F 65,9 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 59,4 ER<br>G.6 055 B.5 668<br>TEU 210<br>C.Ho 94/20' (40') C.Dk 116/20' (40') incl. 25 ref C.<br>1 Ha (stl) (51,3 × 10,4) ER | Deutz<br>Oil 4SA 8Cy. 370 × 400<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz |
| **5312862**<br>*EAIW*<br><br>Esd Rt | **SANTA ROSA**<br>ex Stalwart<br>**Fidel Gonzalez Rodriguez & Jose & Julio Gonzalez Chas**<br>La Coruna Spain | **332**<br>215<br>— | ✠Classed LR until 4/40 | **1914**-12 Cook, Welton & Gemmell Ltd.—Beverley (307)<br>*42,01* 7,17<br>... ... ...<br>R | **S Fishing**<br>Side Trawler | T 3Cy. 330 584 & 940 x 660<br>560ihp (412kW)<br>Charles D. Holmes & Co. Ltd.<br>Fuel 193,0t (o.f.) |
| **7308475**<br>*WD5312*<br>261691 | **SANTA ROSA**<br>ex Henry O'Malley ex YP 646<br>**John L. Gomes**<br>San Diego, Ca United States of America | **325**<br>148<br>— | | **1945** Colberg Inc.—Stockton, Ca<br>*35,73* 8,84<br>4,30 | **Wood M Fishing** | Oil<br>560bhp (412kW)<br>............<br>Fuel (d.o.) |
| **7333561**<br><br>355503 | **SANTA ROSA**<br><br>**T.M. Santic Nominees Pty. Ltd.**<br>*Port Adelaide, S.A.* Australia | **118**<br>82<br>— | | **1973** Kali Boat Building (Pty.) Ltd.—Port Adelaide, S.A.<br>*20,55* 6,41<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| **8804713** | **SANTA ROSA A**<br><br>**La Macchia Fisheries Pty. Ltd.**<br>*Port Kembla, N.S.W.* Australia | **180**<br>—<br>— | | **1989** K Shipyard Const. & Repairs Pty. Ltd.—Port Adelaide (8)<br>24,08 (BB) 7,12<br>21,00 7,02 3,32 | **M Fishing**<br>Stern Trawler Ref<br><br>In.88 | Yanmar<br>Oil 4SA 6Cy. 165 × 210 sr geared to<br>331kW (450bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Thw. thrust propeller fwd |
| **7928562**<br><br><br>Esd Gc Pfd<br>Rdr Rt | **SANTA ROSA A**<br><br>**La Macchia Fisheries Pty. Ltd.**<br>*Port Kembla, N.S.W.* Australia | **150**<br>99<br>— | | **1980** Kali Boat Building (Pty.) Ltd.—Port Adelaide, S.A. (27)<br>23,70 7,17<br>21,75 7,00 3,61<br>1 dk | **M Fishing**<br>Tuna | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 sr geared<br>548bhp (403kW)<br>Caterpillar Tractor Co. |
| **7020152**<br>*OASV*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **SANTA ROSA DE LIMA**<br>ex Barranco I-85 ex Leonce Vieljeux-83<br>**Empresa Naviera Santa S.A.**<br>Lima Peru | T.Mk<br>**7 885**<br>3 504<br>10 303<br>**12 464**<br>6 374<br>17 257 | BV | **1970** Ch. Nav. de La Ciotat—La Ciotat (268)<br>171,00 23,86 7,671/9,700<br>158,02 23,80 12,50<br>P 52,5 F 46,1 2 dks<br>rf 30 | **M General Cargo**<br>Ref<br>4 Ho 27,7 21,3 21,5 22,7 ER<br>10,5DTp&s 5 TwD<br>G.22 040 B.21 325 In.143 L.411<br>TEU 389<br>C.Ho 177/20' (40') C.Dk 212/20' (40')<br>5 Ha (stl) (14,9 14,9 14,9 14,9 × 6,3) ER (4,9 × 10,0)<br>6 Wing Ha (stl) (12,5p&s 14,9p&s 14,9p&s × 5,3)<br>17W Cr 1(5) Der 1(80) 3(20) 8(15) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Cie. de Const. Mec. Sulzer (CCM Sulzer<br>Gen 3 × 780kW 450V 60Hz a.c.<br>Fuel 238,5t (d.o.) 423,0t (hvf)-54,0pd |
| **7818690**<br>*HQMA4*<br>L-1922536<br>Df Esd Gc<br>Pfd Rdr Rt | **SANTA ROSA No. 1**<br>ex Katsuei Maru No. 18-88<br>**Bellesolar S.A.**<br>Han Sung Enterprise Co. Ltd.<br>San Lorenzo Honduras | **299**<br>153<br>396 | KR | **1978** Fujishin SB. Co. —Kamo (326)<br>50,75 3,390<br>43,46 8,50 3,59<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>2 400bhp (1 765kW)<br>Akasaka Tekkosho K.K., (Akasaka Die Ltd.) |
| **8813128**<br>*IXVF*<br>64 | **SANTA ROSALIA**<br><br>**Petrolmar S.p.A.**<br>Augusta Italy | **474**<br>294<br>631 | RI | **1988** Cant. Nav. M.I.N.T.U.C. (S.R.L.)—Chioggia (005)<br>65,40 11,30<br>62,00 11,28 4,40<br>1 dk | **M Tanker**<br>SBT<br>7 Ta ER 10 Wing Ta<br>L.2 009 | Deutz<br>2 Oil 4SA each 8Cy. 142 × 160 with<br>geared to sc. shaft<br>900kW (1 224bhp)<br>Kloeckner Humboldt Deutz<br>Directional propeller |
| **5312886** | **SANTA ROSALIA**<br>ex Billie Louise<br>**Andrija Petrich**<br>Mexico | **113**<br>55<br>— | | **1936** Benj. D. Black—San Francisco, Ca<br>*22,41* 6,66<br>... ... ...<br>R | **M Fishing**<br>Side-fishing | Enterprise<br>Oil 4SA 6Cy. 255 × 330<br>Enterprise Diesel Engine Co. |
| **5389748**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **SANTA ROSE**<br>ex Wilhelmina Johanna-74<br><br>Argentina | **310**<br>146<br>— | | **1961** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (500)<br>46,39 7,65 3,252<br>41,00 7,60 4,02 | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 8Cy. 250 × 400<br>Kloeckner Humboldt Deutz |
| **6417877**<br>*GCPF*<br>387148<br>PZ 745<br>Df Esd | **SANTA SUSANA**<br><br>**Hercules Fishing Ltd.**<br>Cmaine (Shipping) Ltd.<br>Penzance United Kingdom | **232**<br>151<br>298 | BV | **1964** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol<br>*33,14* 6,86 3,607<br>33,13 6,80 3,92<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.257<br><br>3 Ha (each 0,9 × 0,9) ER<br>Der 1(-) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **7431507**<br>*XCSN* | **SANTA TERESA**<br>ex Chimaera ARL 33-61<br>ex LST(2) 1137<br>**Transportadora de Cortes S.A. de C.V.**<br>Mexico | **3 830**<br>—<br>4 623 | | **1945** Maryland D.D. Co.—Baltimore, Md<br>99,90 15,24 5,157<br>96,32<br>1 dk<br>conv RoRo Cargo/ Tank Landing Ship — conv Repair Ship — | **M General Cargo** | General Motors<br>2 Oil<br>1 800bhp (1 324kW)<br>General Motors Corp. |
| **5312927**<br>*XC2036*<br><br>Df Esd Gc<br>Rdr | **SANTA TERESA**<br><br>**Joaquin Redo**<br>Mexico | **254**<br>112<br>— | | **1944** Bellingham Iron Works—Bellingham, Wa<br>*38,56* 7,47<br>... ... ...<br>1 dk | **Wood TM General Cargo** | General Motors<br>2 Oil 2SA each 8Cy. 165 × 178<br>1 000bhp (736kW)<br>General Motors Corp. |
| **5312939**<br>*WA3711*<br>246533<br>Rt | **SANTA TERESA**<br>ex City of Naples II-59<br>**Santa Teresa Fishing Inc.**<br>Los Angeles-Long Beach, Ca United States of America | **110**<br>54<br>— | | **1944** Al Larson Boat Shop—San Pedro, Ca<br>*22,32* 6,56<br>24,39 6,41 3,20<br>1 dk | **Wood M Fishing**<br>Side-fishing | Imperial<br>Oil 2SA 6Cy. 255 × 330<br>250bhp (184kW)<br>Atlas Imperial D.E. Co. |
| **8618956**<br>*EHDY*<br><br>Esd Rdr Rt | **SANTA UXIA**<br><br>**Pesquerias Ribeirenses**<br>Riveira Spain | *141*<br>*55*<br>130 | BV | **1987** "ASTAFERSA", Ast. y Tall. Ferrolanos S.A. —La Grana (241)<br>26,50 3,061<br>22,51 6,71 3,61<br>1 dk | **M Fishing**<br>Stern-fishing<br><br>In.104 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with<br>couplings & sr geared to sc. shaft<br>624bhp (459kW)<br>Caterpillar Inc. |
| **6710279**<br><br><br>Esd Rt | **SANTA 1**<br>ex Rio Santa 1-76 ex Atlanta 3-76<br>**Rijesa SCR Ltda.**<br>Tambo de Mora Peru | **120**<br>—<br>— | ✠Classed LR until 28/7/82 | **1967**-3 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (350)<br>25,20 7,14 3,175<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse<br>to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. |

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|---|---|---|---|---|---|---|
| 6710281<br>Esd Rt | **SANTA 2**<br>ex Rio Santa 2-76 ex Atlanta 4-76<br>**Pesquera Plackton SCR Ltda.**<br>Tambo de Mora<br>Peru | **120**<br>—<br>— | ✠Classed LR until 28/7/82 | **1967**-3 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (352)<br>25,20 7,14 3,175<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7106738<br>Esd Rt | **SANTA 3**<br>ex Em VII-76<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Callao<br>Peru | **105**<br>—<br>— | (AB) | **1967** Promecan Ingenieros S.A.—Callao (88)<br>6,74<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>Mchy.fwd<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 5,0t (d.o.) |
| 6618548<br>Esd Rt | **SANTA 4**<br>ex Galicia-76<br>**Empresa Pesquera Doce Amigos SCR Ltda.**<br>Pucasana<br>Peru | **120**<br>—<br>— | ✠Classed LR until 28/7/82 | **1966**-9 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (317)<br>25,20 7,14 2,693<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6815996<br>Esd RTv | **SANTA 5**<br>ex Don Quijote-76<br>**La Prometida SCR Ltda.**<br>Teodoro Vilela Ramirez<br>Callao<br>Peru | **145**<br>67<br>— | (AB) (GL) | **1966** Promecan Ingenieros S.A.—Callao (46)<br>25,05 6,74<br>19,87 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.fwd<br>1 Ho 10,7<br>1 Ha (1,9 × 0,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7008063<br>Esd Rt | **SANTA 6**<br>ex Sama 5-76<br>**El Tiburon Norteno SCR Ltda.**<br>Callao<br>Peru | **150**<br>—<br>— | (AB) | **1968** Metal Empresa S.A.—Callao (L-2)<br>6,79<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 5,0t |
| 7508984<br>Esd Rt | **SANTA 7**<br>ex Propicia-76<br>**Ovillos SCR Ltda.**<br>Callao<br>Peru | **105**<br>—<br>— | (AB) | **1965** Promecan Ingenieros S.A.—Callao (35)<br>... ... ...<br>24,39 6,41 3,28<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.fwd<br>1 Ho 10,6<br>1 Ha (w) (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 5,0t (d.o.) |
| 7109752<br>Esd Rt | **SANTA 8**<br>ex Prolija<br>**Majesa SCR Ltda.**<br>Callao<br>Peru | **105**<br>—<br>— | (AB) | **1965** Promecan Ingenieros S.A.—Callao (36)<br>6,74<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>Mchy.fwd<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 5,0t (d.o.) |
| 6815223<br>Esd Rt | **SANTA 9**<br>ex Proeza-76<br>**Pesquera Inti SCR Ltda.**<br>Callao<br>Peru | **105**<br>—<br>— | (AB) | **1965** Promecan Ingenieros S.A.—Callao (33)<br>... ... ...<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>Mchy.fwd<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 5,0t |
| 6815211<br>Esd Rt | **SANTA 10**<br>ex Prodigio-77<br>**Pelicano SCR Ltda.**<br>Callao<br>Peru | **105**<br>—<br>— | (AB) | **1965** Promecan Ingenieros S.A.—Callao (32)<br>... ... ...<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>Mchy.fwd<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 5,0t |
| 7817971<br>JM4578<br>122896<br>Rdr | **SANTAI MARU**<br>**Kimura Kaiun K.K.**<br>Nagasaki, Nagasaki Pref.<br>Japan | **499**<br>—<br>1 250 | | **1979** Hakata Zosen K.K.—Hakata (206)<br>... ... ...<br>60,03 10,01 4,53<br>1 dk<br>RW | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 275 × 450<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe |
| 8504454<br>JG4544<br>128806 | **SANTAKA MARU**<br>**Daiichi Tanker Co. Ltd.**<br>Tokyo<br>Japan | **499**<br>—<br>1 140 | | **1985** Kishigami Zosen K.K.—Akitsu (1813)<br>(BB) 4,241<br>60,03 10,01 4,50<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 7377270<br>LAHR4<br>N-00978<br>Df Esd Gc<br>Pfd RdrRTm<br>AMVER | **SANTAMAR**<br>ex Fountain Venture-84<br>**A/S Hav**<br>Helmer Staubo & Co.<br>Oslo<br>Norway (NIS) | **29 576**<br>22 107<br>48 718<br>T/cm<br>61,0 | AB | **1977** Oshima Shipbuilding co. Ltd.—Nagasaki (011)<br>216,01 (BB) 10,919<br>206,03 32,21 16,21<br>P 43,3 F 14,4 1 dk<br>rf nil Bow/CM 104 Diam. 0,406 | **M Tanker**<br>CBT COW IGS<br>11 Ta ER<br>L.(oil) 70 089 HeCls. C<br>2 Cargo pumps total 4 000T/hr | Sulzer 6RND76M<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 287,5t (d.o.) 1 973,0t (hvf)-50,5pd 15,71kn |
| 5311698<br>ISXT<br>829<br>Rt | **SANTANDREA**<br>**Roma Air S.r.l.**<br>Roma<br>Italy | **194**<br>84<br>— | RI | **1962** Cant. Nav. Solimano—Savona (33)<br>29,16 7,37 3,741<br>26,01 7,32 4,53<br>1 dk<br>RW | **M Tug** | Caterpillar 3516TA<br>Vee Oil 4SA 16Cy. 170 × 190<br>NE 87made<br>Caterpillar Inc. Peoria, Illinois<br>× 212kW 220/380V |
| 7724825<br>HO4125<br>9142-78B<br>Df Esd Gc<br>Pfd Rdr Rt | **SANTANIA**<br>ex Shoei Maru No. 82-78<br>**International Transport Santana Inc.**<br>Panama<br>Panama | **891**<br>207<br>910 | AB (NK) | **1977** Matsuura Tekko Zosen—Higashino (267)<br>55,00 4,834<br>50,02 11,21 5,21<br>F 27,5 1 dk<br>rf 348 | **TM Tug** | Fuji 16V27.5X-G<br>2 Vee Oil 4SA each 16Cy. 275 × 320 reverse reduction geared to sc. shafts<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 340kW<br>Thw. thrust propeller fwd<br>14,5kn |
| 7420041<br>P3SU3<br>709179<br>Df Esd Gc<br>Pfd Rdr Rt | **SANTANITA**<br>ex San Martin-90<br>**Santanita Shipping Co. Ltd.**<br>Limassol<br>Cyprus | **9 244**<br>5 463<br>14 530 | ✠**100A1** SS 1/90<br>DTsf — vegetable oil<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Bt 2 5/16"U2<br>FN 4619<br>RCB | **1977**-4 Helsingor Vaerft A/S—Helsingor (411)<br>154,11 19,89 9,507<br>142,86 19,80 12,53<br>Ba 48,5 F 30,8 2 dks<br>rf 102 DK fwd | **M General Cargo** CSD<br>Ref<br>5 Ho 14,0 16,6 6,4DTp 6,4DTs 22,6 21,0 21,0 7 TwD<br>G.19 572 B.18 532 In.1 173 L.830<br>TEU 152 C. 152/20'<br>5 Ha (stl) (6,3 × 4,5) (13,7 13,7 13,7 13,7 × 7,8) ER<br>18W Der 1(75) 1(30) 8(10) 10(5) | B&W 6K67GF<br>Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW)<br>Helsingor Vaerft A/S Helsingor<br>AuxB (o.f.) 9,5kgf/cm² (9,4bar)<br>AuxB (ex.g) 12lbf/in² (0,9bar) rcv 9,5kgf/cm² (9,3bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 246,0t (d.o.) 1 462,0t (hvf) 18kn |
| 5316868<br>IUUR<br>1125<br>RTv | **SANTANTONIO TERZO**<br>ex Seaton-72<br>**Societa Armamento Gestione Navi Agenzia Marittima S.r.l. (S.AR.GE.NAVI)**<br>Napoli<br>Italy | **148**<br>42<br>— | RI<br>✠Classed LR until 11/62 | **1959**-1 P. K. Harris & Sons Ltd.—Appledore (113)<br>31,40 8,21 3,106<br>28,35 7,88 3,59<br>1 dk<br>rf 178 BK 51 | **TM Tug**<br>1 Ha (1,9 × 1,0) | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 46kW 110V d.c.<br>Fuel (d.o.) |
| 6812572<br>3FGH<br>11790-82A<br>Df Esd Gc<br>Rdr RTv | **SANTAWAY**<br>ex Ocean Leo-89 ex Valetta-81<br>**Santa Maritime Carriers Inc.**<br>Ocean Tramping Co. Ltd.<br>Panama<br>Panama | **14 648**<br>9 705<br>27 484<br>T/cm<br>38,4 | NV | **1968** Oresundsvarvet A/B—Landskrona (213)<br>175,27 25,96 10,243<br>168,28 25,91 13,72<br>P 40,0 RQD 18,0 B 24,1 F 15,9 1 dk<br>rf 38 | **M Bulk Carrier** 12P<br>Str. heavy cargoes<br>7 Ho 18,2 18,2 18,2 18,2 18,2 18,2 13,2 ER<br>G.29 718 B.27 705<br>7 Ha (stl) (8,2 11,5 11,5 11,5 11,5 11,5 6,6 × 11,5) ER<br>4W Cr 2(10) 3(8) Der 4(5-10) 2(3) | Gotaverken<br>Oil 2SA 6Cy. 750 × 1600<br>10 350bhp (7 613kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 365kW 440V 60Hz a.c.<br>Fuel 1 168,5t (d.o. & hvf)-37,5pd 15kn |

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| **9031753**<br>*JK5075*<br>132500<br>Df Esd Gc<br>Pfd Rdr Rt | **SANTEI MARU**<br>**Kosei Senpaku K.K.**<br>Okayama, Okayama Pref. Japan | **699**<br>—<br>1 121 | NK | **1991** Imamura Zosen—Kure (355)<br>67,28 4,294<br>62,00 11,00 5,10<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 900 | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>993kW (1 350bhp)<br>Akasaka Tekkosho K.K., (Akasaka D Ltd.)<br>Gen 2 × 200kW 450V a.c. |
| **5313012**<br>*TQDB*<br>MT 235627<br>Df Esd Rdr | **SANTEZ ANNA**<br>**Germain Grasset**<br>Martigues France | **124**<br>31<br>— | | **1957** Ch. "Espoir Sablais"—Les Sables d'Olonne<br>*23,84* 7,12<br>7,09 3,71<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>In.38 | Sulzer<br>Oil 4SA 8Cy. 220 × 560<br>330bhp (243kW)<br>Cie. de Const. Mec., CCM<br>Fuel (d.o.) |
| **7913452**<br>*9WTS*<br>325642<br>Gc Rdr Rt | **SANTI**<br>ex Nittan Maru No. 6-89<br>**DP Tankers Sendirian Berhad**<br>M.T. Maritime Agencies Pte. Ltd.<br>Labuan Malaysia | **2 904**<br>1 630<br>5 024<br>T/cm<br>12,5 | NK | **1979** Naikai SB. & Eng. Co. Ltd.—Setoda (448)<br>103,46 14,43 6,303<br>96,81 14,41 7,22<br>P 22,3 F 10,4 1 dk<br>Bow/CM 53 Diam. 0,200 len 84 | **M Tanker**<br>DB<br>10 Wing Ta ER<br>L.(oil) 5 549<br>3 Cargo pumps total 2 700T/hr | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>2 795kW (3 800bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 1 × 280kW 1 × 240kW 450V 60<br>Fuel 38,0t (d.o.) 191,0t (hvf)-12,5pd |
| **7526613**<br>*D4BR*<br>042<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SANTIAGO**<br>ex Mercandian Pacific-79<br>**Companhia Nacional de Navegacao "Arca Verde"**<br>Sao Vicente Cape Verde Republic | T.Mk<br>**1 692**<br>1 117<br>4 664<br>**3 258**<br>2 276<br>5 609 | NV | **1977** Aalborg Vaerft A/S—Aalborg (215)<br>96,50 16,03 5,614/6,812<br>88,52 16,01 8,82<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.7 640<br>2 Ha (each 25,3 × 10,6) ER<br>Der 4(5) | Alpha<br>Vee Oil 4SA 12Cy. 280 × 320 sr geared shaft<br>3 180bhp (2 339kW)<br>Alpha-Diesel A/S<br>Gen 2 × 184kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 244,0t (d.o.)-9,0pd |
| **7703297**<br>*DVQM*<br>223789<br>Rt | **SANTIAGO**<br>**Santiago Lighterage Corp.**<br>Manila Philippines | **496**<br>362<br>600 | | **1978** Cebu Shipyard & Eng. Works Inc.—Lapu-Lapu City (5)<br>62,18 12,53 1,982<br>56,70 12,20 2,75<br>1 dk | **TM Landing Craft**<br>Mchy.aft | Cummins<br>2 Oil 4SA each 6Cy. 140 × 152 geared shafts<br>940bhp (691kW)<br>Cummins Engine Co. Inc. |
| **6905678**<br>*UUPF*<br>M-30278<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SANTIAGO DE CUBA**<br>ex Ilovaysk-76<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400775/UUPF | T.Mk<br>**5 627**<br>3 092<br>—<br>**9 323**<br>5 378<br>13 270 | RS | **1969** VEB Warnowwerft Warnemuende —Warnemuende (304)<br>151,54 20,35 7,300/8,960<br>140,01 20,27 11,94<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 18,5 20,4 20,4 20,5 ER 18,9<br>G.19 129 B.17 611<br>5 Ha (stl) (10,0 × 9,9) (12,1 12,1 12,1 × 11,7) ER (10,0 × 9,9)<br>Cr 8(5) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 368kW<br>Fuel 370,0t (d.o.) 1 183,5t (hvf) |
| **8300999**<br>*CLAT*<br>Df Esd Gc<br>Rdr RTm/h/v | **SANTIAGO DE CUBA**<br>**Empresa de Navegacion Caribe**<br>Santiago de Cuba Cuba | T.Mk<br>**1 913**<br>900<br>2 840<br>**3 374**<br>1 674<br>4 500 | BV RCB RNR | **1982** Santierul Naval Braila—Braila<br>105,85 5,630/7,062<br>93,71 14,80 8,46<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 19,4 21,4 22,1 ER<br>G.5 870 B.5 347<br>TEU 80 C. 80/20'<br>3 Ha (stl) (12,1 × 8,0) (14,7 14,7 × 10,2) ER<br>10W Der 5(3) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>2 207kW (3 000bhp)<br>Bryansk Eng. Works<br>Gen 2 × 150kW 1 × 120kW 400V 5<br>Fuel 196,0t (d.o.) 96,0t (hvf)-13,5pd |
| **7411301**<br>*LRUH*<br>Df Esd Gc<br>Pfd Rdr Rt | **SANTIAGO DEL ESTERO**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | T.Mk<br>**7 239**<br>4 066<br>11 000<br>**10 232**<br>6 451<br>15 200 | BV<br>✠Classed LR until 20/8/82 | **1977**-5 A.G. "Weser" Seebeckwerft—Bremerhaven (998)<br>149,82 (BB) 21,06 —/9,251<br>139,25 21,01 12,25<br>F 12,2 2 dks, 3rd dk in No. 5 hold<br>rf nil DK in way of Nos. 2, 3, 4 & 5 holds | **M General Cargo**<br>Ref<br>5 Ho 7,0DTp 7,0DTs 11,8 11,8DTp 11,8DTs 18,5 18,7 35,2 8,9 6 TwD<br>G.18 923 B.17 272 In.1 465 L.1 189<br>TEU 253 C.Ho 188/20' C.Dk 65/20'<br>5 Ha (stl) (12,5 × 7,7) (12,6 12,6 25,3 × 10,2) (9,1 × 8,0) ER<br>Cr 1(8) Der 2(25) 8(5-10) 2(5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>8 690bhp (6 392kW)<br>H. Cegielski<br>Gen 3 × 500kW 390V 50Hz a.c.<br>Fuel 191,0t (d.o.) 1 488,0t (hvf) |
| **7301013**<br>*S6HR*<br>383728<br>Df Esd Gc<br>Pfd Rdr RTm/h/v<br>AMVER | **SANTIAGO STAR**<br>ex Savona Star-88 ex Gold Medal-85<br>ex South Joy-85 ex Malayan Queen-84<br>ex Snow Ball-81<br>**Austasia Maritime Pte. Ltd.**<br>Concordia Marine Co. Ltd.<br>Singapore Singapore | **10 409**<br>5 821<br>12 782 | **✠100A1** CS 7/88<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL F1 2⅝"U2<br>FN 6332 | **1973**-8 Ch. Nav. de La Ciotat—La Ciotat (284)<br>173,31 (BB) 24,69 10,300<br>160,00 24,66 14,91<br>F 18,9 4 dks, 5th dk clear of mchy. space<br>rf 102 DK fwd | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 5(p) 5(s) pt higher tensile steel<br>5 Ho 26,1 21,3 18,6 ER 25,6 21,0 17 TwD<br>In.17 319<br>TEU 16 C.Dk 16/20'<br>5 Ha (stl) (9,2 10,8 10,8 × 10,3) ER (10,8 9,2 × 10,3)<br>Cr 8(5) | Sulzer<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Cie. de Const. Mec. Sulzer (CCM Sulzer<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 2 × 850kW 2 × 750kW 450V 6<br>Thw. thrust propeller fwd<br>Fuel 345,5t (d.o.) 2 242,5t (hvf)-81,5pd |
| **5313103**<br>*EFVN*<br>1149<br>Esd | **SANTICHU**<br>**Jauregui & Compania S.R.C.**<br>San Sebastian Spain | **187**<br>72<br>— | | **1945** Cia. Euskalduna—Bilbao<br>*26,22* 6,00<br>... ... ... | **M Fishing**<br>Side-fishing | Oil 6Cy. 240 × 370<br>500bhp (368kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 41,5t (d.o.) |
| **7419286**<br>Df Esd Rdr Rt | **SANTILLANA DE CABEZA**<br>ex Marinela-80<br>**Juan J. Revuelta Cuesta**<br>Santander Spain | **175**<br>70<br>— | | **1975** Ast. de Santander S.A.—Santander (118)<br>30,69 3,099<br>25,99 6,58 3,59<br>1 dk | **M Fishing**<br>Side Trawler | Baudouin<br>2 Vee Oil 4SA each 12Cy. 150 × 15 reduction geared to sc. shaft<br>860bhp (633kW)<br>Internacional Diesel S.A. |
| **7419303**<br>*EHDM*<br>Df Esd Rdr Rt | **SANTILLANA DE CABEZA**<br>**Juan J. Revuelta Cuesta**<br>Santander Spain | **170**<br>70<br>163 | | **1977** Ast. de Santander S.A.—Santander (121)<br>30,71 3,101<br>26,01 6,61 3,61<br>1 dk | **M Fishing**<br>Side Trawler | Baudouin<br>2 Vee Oil 4SA each 12Cy. 150 × 15 reduction geared to sc. shaft<br>860bhp (633kW)<br>Internacional Diesel S.A. |
| **7532026**<br>*EHEX*<br>2520 | **SANTILLANA DEL MAR**<br>**Eustaquio Ibars Valdes**<br>Santander Spain | **140**<br>74<br>— | | **1976** Juan Jesus Neciga Gallo—Foz (67)<br>26,62<br>24,72 6,32 3,36<br>1 dk | **Wood M Fishing**<br>Side-fishing | Alpha<br>Oil 2SA 4Cy. 260 × 400 geared to sc<br>400bhp (294kW)<br>Cons. Echevarria |
| **7506077**<br>*YEKH*<br>Df Esd Gc<br>Rdr RTm/h/v | **SANTINI I**<br>ex Amerenta No. 1-90 ex Estacion-88<br>ex Sarunta II-87<br>**P.T. Budhi Segara Lines**<br>Jakarta Indonesia | **3 792**<br>2 530<br>6 177 | KI (NK) | **1975** Asakawa Zosen—Imabari (253)<br>106,43 16,44 6,681<br>97,95 16,29 8,13<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 293 B.7 408<br>2 Ha (each 28,5 × 8,3) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka D Ltd.)<br>Fuel 104,0t (d.o.) 407,5t (hvf)-12,0pd |
| **7429891**<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SANTINI II**<br>ex Teresa-90 ex Alexandros-87<br>ex Sun Kung No. 1-87 ex Fidelia-85<br>ex Saloma-84 ex Eastern Anna 2-83<br>ex Hillstar-80 ex Clematis-77<br>**P.T. Budhi Segara Lines**<br>Jakarta Indonesia | **3 748**<br>2 703<br>7 094 | KI (BV) (NK) | **1975** K.K. Uwajima Zosensho—Uwajima (860)<br>106,46 17,02 7,106<br>98,00 17,00 8,69<br>P 18,9 B 4,9 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.8 820 B.8 217<br>2 Ha (stl) (31,2 28,6 × 8,3) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 132kW<br>Fuel 517,0t-12,5pd |
| **7231141**<br>*PQ2594*<br>6860<br>Df Esd Gc<br>Rdr RTh | **SANTISTA**<br>**Companhia de Navegacao do Norte (CONAN)**<br>Sao Luis de Maranhao Brazil | **13 847**<br>8 712<br>24 857<br>T/cm<br>35,0 | AB | **1973** Ishikawajima do Brasil—Rio de Janeiro (45)<br>176,41 23,02 10,078<br>167,01 22,94 13,92<br>F 11,6 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.30 447 HeCls. B<br>6 Ha (stl) ER<br>Cr 3(10) | Sulzer<br>Oil 2SA 8Cy. 680 × 1250<br>10 000bhp (7 356kW)<br>Ishikawajima do Brasil<br>Gen 3 × 300kW<br>Fuel 2 413,0t (hvf) |

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| **SANTO AMARO**<br>**Brasilmar Navegacao S.A.**<br>Porto Alegre<br>Brazil | **3 858**<br>2 889<br>5 487 | GL (NV) | **1958** Stocznia Gdanska im. Lenina—Gdansk (B31/201)<br>108,26 14,61 6,630<br>101,07 14,56 8,01<br>P 8,0 B 22,3 F 10,7 2 dks<br>RW rf 203 | **M General Cargo**<br>3 Ho ER 2 Ho<br>G.8 075 B.7 408<br>TEU 46 C. 46/20'<br>5 Ha (11,9 13,2 × 7,7) (5,6 × 7,4) ER (9,9 11,9 × 7,7)<br>10W Der 1(25) 10(5) | Holeby 16-26MTBF40V<br>Vee Oil 4SA 16Cy. 260 × 400 reverse reduction geared to sc. shaft<br>2 640bhp (1 942kW) NE 68<br>Holeby Dieselmotor Fabrik A/S Holeby<br>Fuel 497,0t (d.o.)-8,5pd 11kn |
| **SANTO AMARO**<br>**Companhia de Navegacao Bahiana S.A.**<br>Salvador<br>Brazil | **317**<br>165<br>— | | **1914** Murdoch & Murray Ltd.—Port Glasgow<br>*41,15* 7,65<br>... ... ...<br>1 dk<br>R | **TS General Cargo** | C 4Cy. (2) 305 & (2) 610 x 457<br>J. G. Kincaid & Co. Ltd. Greenock |
| **SANTO ANTAO**<br>ex Lindinger Diamond-77<br>**Government of The Republic of Cape Verde Islands (Comissao de Gestao de Transportes Maritimos de Cabo Verde)**<br>Companhia Nacional de Navegacao "Arca Verde"<br>Sao Vicente<br>Cape Verde Republic | T.Mk<br>**883**<br>459<br>—<br>**1 599**<br>1 070<br>2 906 | BV | **1972** Husumer Schiffsw.—Husum (1407)<br>81,01 (BB) 13,26 4,401/5,490<br>73,51 13,21 6,63<br>P 14,1 F 7,7 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.4 055 B.3 742<br>2 Ha (stl) (12,5 18,5 × 10,2) ER<br>11W Der 2(20) 2(5) | Alpha 18V23HU<br>Vee Oil 4SA 18Cy. 225 × 300<br>2 250bhp (1 655kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 197,0t (d.o.)-9,0pd 13kn |
| **SANTO ANTERO**<br>**Carlos Fernandez Campos & Syrne Sousa Franco**<br>Lisboa<br>Portugal | **129**<br>—<br>86 | BV (Class cont.) | **1991** Astilleros Armon—Navia (172)<br>24,20 (BB) 3,060<br>20,00 7,49 5,70<br>2 dks | **M Fishing**<br>Side-fishing Long-line Ref<br>In.92 | GUASCOR<br>Oil<br>368kW (500bhp)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR) Zumaya<br>10kn |
| **SANTO ANTONIO**<br>**Santo Antonio Fishing Corp.**<br>New Bedford, Ma<br>United States of America | **148**<br>109<br>— | | **1977** .............Mobile, Al<br>*22,96*<br>6,71 3,38<br>1 dk | **M Fishing** | Oil<br>520bhp (382kW)<br>U.S.A. |
| **SANTO JAYA**<br>ex Slamet XII ex Slamet Duabelas-70<br>ex Slamet Sepuluh-66 ex Seasnipe-64<br>ex Tomboy-60<br>**P.D. Daya Diesel**<br>Jakarta<br>Indonesia | **499**<br>211<br>775 | (KI) | **1958** Seutelvens Verksted—Fredrikstad (66)<br>55,99 8,62 3,690<br>51,01 8,56 3,92<br>1 dk<br>RW rf 196 | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 019 | MWM<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 25kW 110V d.c.<br>Fuel 108,5t (d.o.)-2,5pd 11kn |
| **SANTO MARU**<br>**Daiichi Tanker Co. Ltd.**<br>Tokyo<br>Japan | **498**<br>—<br>1 200 | | **1988** Hakata Zosen K.K.—Hakata (376)<br>*61,00*<br>10,00 4,50<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin 6LUN28A<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SANTO NINO DE CEBU**<br>ex Shinka Maru-90<br>**Carlos A. Gothong Lines Inc.**<br>Cebu City<br>Philippines | **4 433**<br>2 055<br>4 006 | NK | **1979** Tsuneishi Zosen K.K.—Numakuma (440)<br>122,99 5,895<br>115,50 18,00 12,30<br>2 dks | **M RoRo Cargo**<br>Mchy.aft<br>G.17 783 B.12 428 | Mitsui 12V42M<br>Vee Oil 4SA 12Cy. 420 × 450<br>9 000bhp (6 620kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 640kW 450V 60Hz a.c.<br>Fuel 72,5t (d.o.) 346,5t (hfv)-28,5pd 17kn |
| **SANTO ROCCO DI BAGNARA**<br>**Rocco Musumeco**<br>*Port Kembla, N.S.W.*<br>Australia | **120**<br>47<br>80 | | **1984** K Shipyard Const. & Repairs Pty. Ltd.—Port Adelaide (4)<br>27,51 7,57<br>25,30 7,41 3,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Grenaa<br>Oil 4SA 6Cy. 240 × 300<br>600bhp (441kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **SANTO ROSARIO**<br>ex Ocean King-78 ex Santo Rosario-74<br>**Ocean King Inc.**<br>Houma, La<br>United States of America | **101**<br>68<br>— | | **1973** Larose Shipyard Inc.—Larose, La<br>*21,49* 6,10<br>3,46<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| **SANTO STEFANO**<br>ex Nicoletta Montanari-79<br>**Petrolmar S.p.A.**<br>Genova<br>Italy | **998**<br>464<br>1 491 | RI | **1961** Cant. Nav. Felszegi—Trieste (63)<br>65,89 10,83 4,446<br>59,29 10,77 4,91<br>1 dk<br>RW | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 823 | MWM<br>Oil 4DA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>9,75kn |
| **SANTOKU MARU**<br>**Santoku Kaiun Y.K.**<br>Anan, Tokushima Pref.<br>Japan | **199**<br>—<br>599 | | **1990** Y.K. Takasago Zosensho—Naruto<br>58,51 3,170<br>53,00 9,50 5,42<br>1 dk | **M General Cargo** | Hanshin 6LU26G<br>Oil 4SA 6Cy. 260 × 440<br>The Hanshin Diesel Works Ltd. Akashi |
| **SANTOKU MARU No. 2**<br>**Marua Sangyo K.K.**<br>Fukuoka, Fukuoka Pref.<br>Japan | **100**<br>—<br>194 | | **1988** Honda Zosen—Saiki (781)<br>27,00 9,22 3,550<br>24,00 9,20 5,60<br>1 dk | **TM Tug**<br>Pusher | Yanmar<br>2 Oil 4SA each 6Cy. 260 × 330 with clutches & reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SANTONG**<br>**Leyte Navigation S.A.**<br>Panama<br>Panama | **3 017**<br>1 699<br>3 951 | NK | **1981** Kochi Jyuko K.K.—Kochi (2161)<br>101,40 15,45 5,614<br>94,01 15,41 7,12<br>P 21,7 F 14,1 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>3 Ta ER<br>L.(gas) 2 966 | Hanshin 6LU46A<br>Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SANTONI**<br>ex Gold State-87 ex Pacific Echo-76<br>ex Toshin Maru-75<br>Panama<br>Panama | **2 998**<br>2 101<br>5 971 | NK<br>**REPORTED LOST 7/87** | **1970** Kurushima Dockyard Co. Ltd.—Imabari (617)<br>101,12 16,01 6,833<br>94,01 15,98 8,21<br>P 18,3 B 4,9 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 408 B.7 039<br>2 Ha (stl) (26,5 28,7 × 7,7) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 264kW<br>Fuel 515,0t-13,0pd 12,5kn |
| **SANTORINI**<br>ex Dauphine II-90 ex Bangka-89<br>ex Tencho Maru-82<br>**Cyclades Islands Maritime Ltd.**<br>Seastar Navigation Co. Ltd.<br>Valletta<br>Malta | **1 383**<br>1 027<br>3 254 | NK | **1972** Kurushima Dockyard Co. Ltd.—Imabari (743)<br>84,82 13,03 5,136<br>79,00 13,01 6,00<br>P 21,4 F 11,9 1 dk<br>RW | **M Tanker**<br>5 Ta ER<br>L.(oil) 3 333 | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 geared to sc. shaft<br>2 600bhp (1 912kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 100kW<br>Fuel 166,5t-9,0pd 13kn |
| **SANTORINI REX**<br>ex Cap Valiente-91 ex Cap Domingo-89<br>**Reefsan Shipping Inc.**<br>Port Vila<br>Vanuatu | *8 739*<br>*3 973*<br>9 746 | NK | **1983** Shikoku Dockyard Co. Ltd.—Takamatsu (822)<br>143,54 (BB) 8,515<br>135,00 21,50 13,10<br>F 11,6 4 dks | **M Refrigerated Cargo**<br>Vehicles<br>In.12 253<br>TEU 408 C. 408/20' (40')<br>4 Ha (stl) (each 7,7 × 7,7) ER<br>Der 8(7) | Pielstick 12PC2-6V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 620kW (9 000bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 640kW<br>17kn |

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| **7602259**<br>*3EUD4*<br>7401-PEXT3<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SANTOS**<br>ex Canadian Forest-91 ex Santos-90<br>ex Radbod-87 ex Norefjord-82<br>ex Rheinfels-81<br>**Conro Shipping Panama Inc.**<br>South American Shipping Corp.<br>Panama Panama | *14 174*<br>*7 171*<br>15 075 | NV (GL) | **1977** Howaldtswerke-Deutsche Werft A.G.—Kiel (113)<br>191,29 (BB) 27,21 8,600<br>178,01 27,01 17,61<br>3 dks | **M RoRo Cargo**<br>Side doors 1(p) 1(s) Slewing stern ramp<br>Stern door Ice strengthened<br>Mchy.aft<br>B.44 400<br>TEU 316 C. 316/20' | MAN<br>2 Oil 4SA each 9Cy. 520 × 550 sr<br>shaft<br>13 960kW (18 979bhp)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 1250kW 2 × 920kW 450V<br>Controllable pitch propeller<br>2 Thw. thrust propellers fwd<br>Fuel 601,5t (d.o.) 2 570,0t (hvf)-45,0pd |
| **8411205**<br>*DGWH*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SANTOS**<br>ex Contship Italy-90 ex Fair Eagle-89<br>ex Torenia-88 ex Belgian Senator-88<br>ex Maersk Bella-87 ex Torenia-87<br>ex Ville d'Aurore-87 ex Torenia-85<br>**m.s. "Santos" Ivarans Rederi Bereederungs G.m.b.H. & Co. KG**<br>Reederei Claus-Peter Offen<br>Hamburg Federal Republic of Germany | *12 694*<br>*6 957*<br>17 261 | , GL | **1985** Flender Werft A.G.—Luebeck (637)<br>151,31 (BB) 25,23 9,765<br>140,01 25,01 13,01<br>P 16,8 F 24,7 1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>5 Cell. Ho ER<br>TEU 1042<br>C.Ho 450/20' (40') C.Dk 592/20' (40')<br>incl. 75 ref C.<br>13 Ha (stl) ER<br>Cr 2(40) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>10 500bhp (7 723kW)<br>H. Cegielski<br>Gen 1 × 1000kW 3 × 590kW 440V<br>Thw. thrust propeller fwd |
| **7036814**<br>*9WTC*<br>325625<br>Gc Rdr Rt | **SANTOS**<br>ex Asean Mariner-88<br>ex Hokunan Maru-88<br>ex Sumise Maru No. 6-86<br>ex Hokunan Maru-78<br>**Padu Itan Sendirian Berhad**<br>M.T. Maritime Agencies Pte. Ltd.<br>Labuan Malaysia | **1 027**<br>674<br>3 014 | NK | **1970** Imabari Zosen—Imabari (239)<br>82,00 12,53 5,460<br>77,02 12,50 7,60<br>1 dk<br>RW conv Cement Carrier Self-unloader 85 | **M General Cargo**<br>2 Ho ER<br>G.4 630 B.3 289<br>2 Ha (stl) (each 22,7 × 7,0) ER | Hanshin<br>Oil 4SA 6Cy. 400 × 600<br>1 471kW (2 000bhp)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 40kW 445V 60Hz a.c.<br>Fuel 209,5t-7,0pd |
| **8619819**<br>Rdr Rt | **SANTOS**<br>**Bengt Erik Antonsson**<br>Ockero Sweden | **110**<br>—<br>— | | **1987** Bruces Verkstads AB—Landskrona (520-157)<br>33,51 (BB)<br>33,41 8,62 | **M Fishing**<br>Stern Trawler Ref | Oil<br>2 040bhp (1 501kW)<br>Oy Wartsila Ab |
| **7624386**<br>*PPNG*<br>8574<br>Df Esd Gc<br>Rdr RTm/h/v | **SANTOS DUMONT**<br>**Chaval-Navegacao Ltda.**<br>Rio de Janeiro Brazil | **5 386**<br>3 219<br>7 200 | (GL) | **1979** Est. EBIN/So S.A.—Niteroi (98)<br>107,50 16,44 7,541<br>100,72 16,41 9,61<br>P 22,0 F 7,4 2 dks<br>BK 140 | **M General Cargo**<br>3 Ho 22,5 24,6 24,6 ER 3 TwD<br>G.9 443 B.8 818<br>TEU 116 C.Ho 88/20' C.Dk 28/20'<br>3 Ha (stl) (14,1 × 8,0) (15,3 15,3 × 10,3) ER<br>Der 2(12) 4(5) | Pielstick<br>Oil 4SA 6Cy. 400 × 460 geared to sc.<br>3 000bhp (2 207kW) E made78 fitted-<br>Ishikawajima do Brasil<br>Gen 1 × 690kW 440V a.c.<br>Fuel 87,0t (d.o.) 367,5t (hvf)-11,0pd |
| **6705353**<br>*C6IA8*<br>715579<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SANTOS EXPRESS**<br>ex Shamrock Rio-91<br>ex Cabo Santa Isabel-89<br>ex Ocean Lynx-86 ex Woollahra-84<br>ex Saint Jaques-81 ex Woollahra-78<br>**St. Paul's Shipping Ltd.**<br>V. Ships (Cyprus) Ltd.<br>Nassau Bahamas | T.Mk<br>**12 683**<br>7 983<br>13 796 | ✠**100A1** CS 3/87<br>DTsf & TwDsa—veg. oil or latex<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL it $2\frac{7}{16}$"U2<br>FN 5763 | **1967**-4 Eriksbergs M/V A/B—Goteborg (601)<br>178,54 21,42 8,471<br>167,27 21,34 13,11<br>F 24,4 3 dks<br>rf 279 len 71<br>conv General Cargo 71 | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>6 Ho 7,7DT 12,9 22,4 19,2 23,2 18,4 19,2 ER<br>G.26 793 B.24 465 In.1 713<br>TEU 218 C.Ho 90/20' C.Dk 128/20'<br>14 Ha (stl) (4,8 × 5,0) (4,8p,c,s × 5,4) (15,1p&s 15,1p&s × 7,1) (20,0p&s × 8,1) (15,1p&s 15,1p&s × 7,1) ER<br>Cr 2(25) 3(10) 1(5) | B&W<br>Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Eriksbergs M/V A/B<br>AuxB 114lbf/in² (7,9bar)<br>e(ex.g) 199lbf/in² (13,8bar)<br>Gen 2 × 340kW 2 × 280kW 450V<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 496,5t (d.o.) 2 198,0t (hvf)-42,0pd |
| **7117319**<br>*S6HM*<br>383725<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SANTOS STAR**<br>ex Limari-87 ex Santos Star-86<br>ex Blue Sea-85 ex South View-85<br>ex Snow Flake-84<br>**Austasia Maritime Pte. Ltd.**<br>Concordia Marine Co. Ltd.<br>Singapore Singapore | **10 712**<br>5 701<br>12 782 | ✠**100A1** CS 3/87<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Ft $2\frac{5}{8}$"U2<br>FN 6332 | **1972**-3 Ch. Nav. de La Ciotat—La Ciotat (280)<br>173,31 (BB) 24,69 10,300<br>160,00 24,66 14,91<br>F 18,9 4 dks, 5th dk clear of mchy. space<br>rf 102 DK fwd | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 5(p) 5(s) pt higher tensile steel<br>5 Ho 26,1 21,3 18,6 ER 25,6 21,0 17 TwD<br>In.17 319<br>TEU 16 C.Dk 16/20'<br>5 Ha (stl) (9,2 10,8 10,8 × 10,3) ER (10,8 9,2 × 10,3)<br>Cr 8(5) | Sulzer<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Cie. de Const. Mec. Sulzer (CCM Sulz<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 2 × 850kW 2 × 750kW 450V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 340,0t (d.o.) 2 740,0t (hvf)-90,0pd |
| **6517158**<br>*HQHE3*<br>Esd Rdr Rt | **SANTUARIO**<br>ex Subro Vesta-90 ex Simbo Vesta-90<br>ex Subro Vesta-85 ex Edward Stone-78<br>**Heriberto Munoz**<br>Honduras | **196**<br>120<br>300 | | **1965** J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1289)<br>33,46 6,68 2,540<br>31,25 6,56 2,90<br>1 dk | **M General Cargo**<br>Mchy.aft | Kelvin<br>Oil 4SA 6Cy. 165 × 191<br>Bergius Kelvin Co. Ltd. |
| **7374541**<br>*JG3385*<br>116315<br>Gc Rdr Rt | **SANUKI MARU**<br>**Shikoku Ryokyaku Tetsudo K.K.**<br>Takamatsu, Kagawa Pref. Japan | **3 084**<br>—<br>1 096 | | **1974** Naikai SB. & Eng. Co. Ltd.—Setoda (385)<br>88,93 15,83 3,760<br>84,03 15,80 5,47<br>1 dk<br>RW | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 2350P | Daihatsu<br>4 Oil 4SA each 6Cy. 260 × 320<br>shafts<br>5 360bhp (3 943kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 640kW 445V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 110,0t (d.o.)-8,5pd |
| **7927049**<br>*JPSE*<br>124137<br>Df Esd Gc<br>Pfd Rdr Rt | **SANUKI MARU**<br>**Koyo Kaiun K.K.**<br>Kanonji, Kagawa Pref. Japan | **496**<br>—<br>1 208 | NK | **1980** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1390)<br>65,87 4,352<br>60,48 12,21 4,40<br>2 dks | **M Refrigerated Cargo**<br>In.1 418<br>2 Ha (stl) (each 4,4 × 4,5) ER<br>Der 4(5) | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 2 × 240kW |
| **7001699**<br>*JG2759*<br>107200<br>Gc Rdr Rt | **SANUKI MARU**<br>**Kusakabe Kisen K.K.**<br>Kobe, Hyogo Pref. Japan | **434**<br>—<br>— | | **1969** Shikoku Dockyard Co. Ltd.—Takamatsu (740)<br>38,92 9,12 3,201<br>36,00 9,10 4,70<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 8Cy. 310 × 380<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 120kW 225V a.c. |
| **8907486**<br>*JL5774*<br>130593<br>Rdr Rt | **SANUKI MARU**<br>**Phoenix Kaiun Y.K.**<br>Tokushima, Tokushima Pref. Japan | **199**<br>—<br>437 | | **1989** Murakami Hide Zosen K.K.—Hakata (293)<br>45,60 2,950<br>42,00 7,80 3,40<br>P 14,7 F 6,2 1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.279 | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>437kW (594bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 64kW 1 × 48kW 225V<br>Fuel (d.o.)(hvf) |
| **8020903**<br>Rdr Rt | **SANUKI MARU**<br>**Government of The People's Republic of China** | **198**<br>65<br>58 | | **1980** Hikari Kogyo K.K.—Yokosuka (311)<br>31,73 2,671<br>26,50 8,60 3,51<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8515087**<br>*JJ3469*<br>129111<br>Rdr RTv | **SANUKI MARU**<br>**Sanyo Kaiji Co. Ltd.**<br>Amagasaki, Hyogo Pref. Japan | **193**<br>—<br>— | | **1986** Uchida Zosen—Ise (840)<br>32,85 3,301<br>26,50 9,50 4,30<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 280 × 360<br>shafts<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 85kW 220V 60Hz a.c.<br>Fuel 36,0t (d.o.)-10,5pd |
| **8410457**<br>*JG4442*<br>128148<br>Rt | **SANUKI MARU**<br>**Kaiyo Kogyo K.K.**<br>Yokohama, Kanagawa Pref. Japan | **147**<br>—<br>84 | | **1984** Ishikawajima Ship & Chemical Plant Co. —Tokyo (565)<br>31,73 2,701<br>26,50 8,60 3,31<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 260 × 330<br>geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 48kW 445V 60Hz a.c.<br>2 Directional propellers<br>Fuel 32,0t (d.o.) |

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| 8132530<br>JK4239<br>124963 | **SANUKI MARU No. 5**<br>Masami Miyoshi<br>Mihara,<br>Hiroshima Pref.<br>Japan | **188**<br>—<br>400 | | **1981** Y.K. Okajima Zoensho—Nakajima (198)<br>3,200<br>38,21 7,51 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>............. |
| 7902776<br>JI2978<br>119696<br>Gc Rdr Rt | **SANUKI MARU No. 11**<br>Y.K. Sanyo Maru Senpaku<br>Matsuyama,<br>Ehime Pref.<br>Japan | **484**<br>—<br>1 100 | | **1979** Daiko Dkyd Co. Ltd.—Osaka (113)<br>4,111<br>62,01 10,51 6,02<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe |
| 8400919<br>ELNT7<br>9446<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SANWA**<br>ex Sanwa Maru-91<br>Interocean Car Carriers Inc.<br>Monrovia<br>SatCom: 1244446/ELNT<br>Liberia | *39 948*<br>*11 984*<br>13 025<br>T/cm<br>39,9 | NK | **1985** Kanasashi Co. Ltd.—Toyohashi (3060)<br>173,01 (BB) 30,48 8,918<br>164,01 30,41 12,37 | **M RoRo Cargo/ Vehicles Carrier**<br>2 Side door/ramps 1(p) 1(s)<br>L 17,00 W 4,00 SWL 7<br>Quarter stern door/ramp (s)<br>L 29,00 W 5,00 SWL 30<br>Lane Length 817 Clear height 1,96<br>Cars 4435 | Mitsubishi 6UEC60L<br>Oil 2SA 6Cy. 600 × 1900<br>9 733bhp (7 159kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 570kW 450V 60Hz a.c.<br>Fuel 241,0t (d.o.) 1 933,5t (hvf)-34,0pd 18kn |
| 8204121<br>7KFI<br>125233<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SANWA FONTAINE**<br>Sanwa Shoun Co. Ltd. & Daio Kogyo Co. Ltd.<br>Kobe,<br>Hyogo Pref.<br>Japan | **1 997**<br>1 068<br>3 917 | NK | **1982** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1540)<br>92,21 6,568<br>84,99 16,21 6,86<br>3 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.4 344<br>3 Ha (stl) (each 5,0 × 5,0) ER<br>Der 6(4) | Hanshin 6ELS44<br>Oil 4SA 6Cy. 440 × 880<br>3 310kW (4 500bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 560kW 450V 60Hz a.c.<br>Fuel 140,0t (d.o.) 640,0t (hvf) 14,4kn |
| 9008639<br>3EPH8<br>19525-YJ<br>Df Esd Gc<br>Pfd Rdr RTv | **SANWA HOPE**<br>Skyline Navigation S.A.<br>Hokushin Senpaku Kaisha Ltd.<br>Panama<br>SatCom: 1335124/EPHX<br>Panama | *4 430*<br>*2 222*<br>5 134 | NK | **1991** Kyokuyo Zosen K.K.—Chofu (367)<br>(BB) 6,814<br>113,34 16,60 10,00<br>1 dk, 2nd & 3rd dk in holds only | **M Refrigerated Cargo**<br>3 Ho ER 6 TwD<br>In.6 719<br>3 Ha (stl) (7,1 × 5,4) (7,1 7,1 × 6,4) ER<br>Der 6(5) | Mitsubishi 8UEC37LA<br>Oil 2SA 8Cy. 370 × 880<br>4 121kW (5 603bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 4 × 336kW a.c.<br>15,8kn |
| 6816152<br>9VHM<br>384515<br>Df Esd Gc<br>Rdr Rt | **SANWA MARU**<br>ex Dorval Siak-84 ex Sanwa Maru-81<br>ex Clover Ace-79<br>ex Kurogai Maru No. 1-79<br>Xin Ya Shipping & Trading Pte. Ltd.<br>Singapore<br>Singapore | *3 118*<br>*1 906*<br>5 159 | NK | **1968** Imai Zosen—Kochi (256)<br>101,48 15,04 6,454<br>95,00 15,00 7,01<br>P 20,2 F 10,4 1 dk<br>RW | **M Tanker**<br>5 Ta ER<br>L.(oil) 7 107 | Daihatsu 8DSM-30F<br>2 Oil 4SA each 8Cy. 300 × 380 geared to sc. shaft<br>2 660bhp (1 957kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 104kW<br>Fuel 271,5t-10,5pd 11,75kn |
| 8503759<br>JJ3398<br>125345<br>Rt | **SANWA MARU**<br>Taiho Unyu K.K.<br>Osaka,<br>Osaka Pref.<br>Japan | **299**<br>—<br>692 | | **1985** Uchida Zosen—Ise (836)<br>50,63 3,852<br>46,00 8,72 4,27<br>1 dk | **M Tanker**<br>Chemical<br>3 Ta ER<br>L.455 | Yanmar<br>Oil 4SA 6Cy..240 × 420<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 8627969<br>JK4626<br>127910<br>Rt | **SANWA MARU**<br>Uchino Kaiun K.K.<br>Ogaki,<br>Hiroshima Pref.<br>Japan | **199**<br>—<br>621 | | **1986** Y.K. Furumoto Tekko Zosensho—Osaki<br>56,75 2,820<br>52,00 9,81 4,96<br>1 dk | **M General Cargo**<br>B.1 240 | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>800bhp (588kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>11kn |
| 8408076<br>JG4417<br>128104<br>Rt | **SANWA MARU No. 1**<br>Miyamoto Kisen K.K.<br>Hinase,<br>Okayama Pref.<br>Japan | **199**<br>—<br>700 | | **1984** K.K. Miura Zosensho—Saiki (712)<br>57,92 9,30 3,282<br>53,01 5,57<br>1 dk | **M General Cargo** | Akasaka DM26R<br>Oil 4SA 6Cy. 260 × 440<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8408038<br>JM5384<br>127745<br>Rt | **SANWA MARU No. 12**<br>Aisho Kisen Y.K.<br>Imabari,<br>Ehime Pref.<br>Japan | **199**<br>—<br>700 | | **1984** K.K. Miura Zosensho—Saiki (707)<br>59,01 3,231<br>54,01 9,31 5,62<br>1 dk | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>800bhp (588kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 8713093<br>JJ3324<br>128678 | **SANWA MARU No. 36**<br>Sanwa Gyogyo K.K.<br>Hidaka,<br>Wakayama Pref.<br>Japan | **108**<br>—<br>— | | **1988** Hamamoto Zosensho K.K.—Tokushima (707)<br>36,05 (BB) 6,13 2,775<br>29,88 6,11 3,00<br>1 dk | **M Fishing**<br>Mchy.aft | Matsui 6T26KGR<br>Oil 4SA 6Cy. 260 × 400<br>350bhp (257kW)<br>Matsui Iron Works Co. Ltd. Ise |
| 8125741<br>9VJ614<br>384908<br>Esd Rdr Rt | **SANYANG**<br>ex Tamagawa Maru-91<br>Acmes Marketing Pte. Ltd.<br>Singapore<br>Singapore | **999**<br>658<br>2 531 | NK | **1982** Kurinoura Dock K.K.—Yawatahama (172)<br>81,79 5,027<br>76,03 12,01 5,52<br>P 20,5 F 9,5 1 dk | **M Tanker**<br>5 Ta ER<br>L.(oil) 2 299 | Akasaka A34<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller<br>13,5kn |
| 7506417<br>3EFC5<br>15933-86<br>Df Esd Gc<br>Pfd Rdr RTv | **SANYE**<br>ex Kaiyo Maru-86<br>ex Sumi Maru 7001-82<br>Royal Yuyo Shipping S.A.<br>San-E Kaiji Kogyo K.K.<br>Panama<br>SatCom: 1332356/RYSE<br>Panama | **921**<br>207<br>1 185 | NK | **1975** Matsuura Tekko Zosen—Higashino (252)<br>67,09 12,53 4,801<br>60,79 12,50 5,31<br>P 4,0 F 25,6 1 dk | **TM Tug**<br>1 Ha (stl) (2,2 × 2,3) | Niigata 12V28BX<br>2 Vee Oil 4SA each 12Cy. 280 × 320<br>Niigata Eng. Co. Ltd. Japan<br>13,5kn |
| 7805784<br>JL4592<br>122957<br>Gc Rdr Rt | **SANYO**<br>Kogin Lease Co. Ltd. (IBJ Leasing Co. Ltd.)<br>Tokyo<br>Japan | **498**<br>—<br>1 599 | | **1978** K.K: Uno Zosensho—Namikata (113)<br>4,320<br>64,01 11,00 6,20<br>2 dks<br>RW | **M General Cargo**<br>Ref<br>Mchy.aft | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe |
| 8210704<br>JK4406<br>125885 | **SANYO**<br>Sanyo Shosen K.K.<br>Takehara,<br>Hiroshima Pref.<br>Japan | **264**<br>—<br>126 | | **1982** Nakatani Shipyard Co. Ltd.—Nomi (480)<br>43,74 11,00 2,301<br>36,00 10,00 3,00<br>1 dk | **M Ferry** | Daihatsu 6PSHTBM-26H<br>Oil 4SA 6Cy. 260 × 320 sr reverse geared to sc. shaft<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| 8801503<br>JJ3531<br>129198<br>Rdr RTv | **SANYO**<br>Sanyo Kaiji Co. Ltd.<br>Amagasaki,<br>Hyogo Pref.<br>Japan | **198**<br>—<br>240 | | **1988** Imamura Zosen—Kure (330)<br>32,85 9,53 3,110<br>26,50 9,50 4,30<br>1 dk | **TM Tug** | Yanmar 6Z280-ET<br>2 Oil 4SA each 6Cy. 280 × 360 with clutches & reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 84kW 220V 60Hz a.c.<br>Fuel 38,5t (d.o.)-11,0pd 13,25kn |
| 8315308<br>JFDO<br>128138<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SANYO MARU**<br>Nippon Yusen Kaisha (NYK Line)<br>Tokyo<br>SatCom: 1200177/JFDO<br>Japan | *50 905*<br>*26 337*<br>87 221 | NK | **1984** Tsuneishi Zosen K.K.—Numakuma (554)<br>230,00 (BB) 43,06 12,743<br>219,01 43,01 18,52<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.101 974<br>5 Ha (stl) (21,2 × 15,4) (23,7 23,7 23,7 15,2 × 19,2) ER | B&W 7L70MCE<br>Oil 2SA 7Cy. 700 × 2268<br>13 350bhp (9 820kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW a.c.<br>13,5kn |
| 8601616<br>JHLB<br>127841<br>Rt | **SANYO MARU**<br>Yamamoto Kisen Co. Ltd.<br>Saiki,<br>Oita Pref.<br>Japan | *3 959*<br>*2 455*<br>6 562 | NK | **1986** Imai Zosen—Kochi (548)<br>105,87 (BB) 6,808<br>99,93 16,81 8,62<br>P 19,9 F 11,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 525 B.8 125<br>2 Ha (stl) (28,6 27,3 × 8,4) ER<br>Der 4(25) | B&W 6L35MCE<br>Oil 2SA 6Cy. 350 × 1050<br>3 508bhp (2 580kW)<br>Makita Diesel Co. Ltd. Takamatsu |

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| **7313949**<br>*JG3220*<br>114593<br>Gc Rdr Rt | **SANYO MARU**<br><br>**Sanyo Senpaku K.K.**<br>Tokyo, Japan | **1 005**<br>—<br>1 668 | | **1973** K.K. Uwajima Zosensho—Uwajima (756)<br>11,00 4,720<br>62,01 10,98 5,21<br>1 dk<br>RW | **M Cement Carrier**<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Fuel 48,5t (d.o.)-5,5pd |
| **8106161**<br>*JM4926*<br>124684<br>Rdr Rt | **SANYO MARU**<br><br>**Sanyo Kaiun K.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **699**<br>—<br>1 533 | | **1981** K.K. Miura Zosensho—Saiki (632)<br>4,511<br>60,03 10,51 4,86<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7527772**<br>*JL4250*<br>118936<br>Gc Rdr Rt | **SANYO MARU**<br><br>**Kawatetsu Unyu K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **498**<br>—<br>1 600 | | **1976** Yamanaka Zosen K.K.—Namikata (158)<br>11,54<br>64,01 11,51 6,13 | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo |
| **7616262**<br>*8JCE*<br>118993<br>Df Esd Gc<br>Pfd Rdr Rt | **SANYO MARU**<br><br>**Kokyo Marine K.K.**<br>Yokohama, Japan<br>Kanagawa Pref. | **495**<br>169<br>534 | NK (AB) | **1976** K.K. Imai Seisakusho—Iwagi (160)<br>49,61 10,62 4,141<br>45,19 10,60 4,58<br>F 24,1 1 dk | **TM Tug**<br>Salvage<br><br>Der 1(30) 1(10) | Niigata<br>2 Oil 4SA each 6Cy. 310 × 380<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 144kW a.c. 1 × 24kW a.c. |
| **7374462**<br>*JI2817*<br>115760<br>Rdr Rt | **SANYO MARU**<br>ex Ryuka Maru-90<br>**Y.K. Abe Kaiun**<br>Osaka, Japan<br>Osaka Pref. | **482**<br>—<br>706 | | **1974** Mukaishima Zoki Co. Ltd.—Mukaishima (137)<br>52,51 9,02 3,683<br>48,01 9,00 4,09<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 240 × 290<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8614364**<br>*JL5550*<br>129056 | **SANYO MARU**<br><br>**Y.K Sakamoto Doboku**<br>Sakaide, Japan<br>Kagawa Pref. | **349**<br>—<br>1 123 | | **1986** Shinhama Dock K.K.—Tamano (227)<br>50,70 4,401<br>45,80 11,51 5,95<br>1 dk | **M Sand Carrier**<br>Mchy.aft<br><br>G.701 | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>Niigata Eng. Co. Ltd. |
| **8135564**<br>*JG4236*<br>125912<br>Rt | **SANYO MARU**<br><br>**Kaiyo Kogyo K.K.**<br>Yokohama, Japan<br>Kanagawa Pref. | **295**<br>—<br>— | | **1982** Ishikawajima Ship & Chemical Plant Co.<br>—Tokyo (537)<br>... ... ...<br>29,49 9,50 4,30<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 280 × 340<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 60kW 445V 60Hz a.c.<br>Fuel 44,5t (d.o.) |
| **8351285**<br>*JK4323*<br>125815 | **SANYO MARU**<br><br>**Etajima Kaiun K.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **270**<br>82<br>— | | **1983** Kanbara Zosen K.K.—Onomichi (267)<br>... ... ...<br>33,71 8,40 3,51<br>1 dk | **TM Tug** | 2 Oil 4SA 6Cy. |
| **8005173**<br>*JL4794*<br>123954<br>Gc Rdr Rt | **SANYO MARU**<br><br>**Yaoharu Takamatsu**<br>Akehama, Japan<br>Ehime Pref. | **195**<br>—<br>561 | | **1980** K.K. Mochizuki Zosensho—Kinoe (112)<br>52,00 2,971<br>47,00 9,01 4,81<br>2 dks | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. |
| **5154894**<br>*7LHZ*<br>90791<br>Rt | **SANYO MARU**<br>ex Horai Maru-82<br>**Showa Kaiyo K.K.**<br>Tokyo, Japan | **180**<br>—<br>— | | **1962** Osaka Zosensho—Osaka (206)<br>30,51 7,52 2,382<br>30,03 7,50 3,41<br>1 dk<br>RW | **TM Tug** | Fuji<br>2 Oil 4SA each 8Cy. 275 × 320<br>Fuji Diesel Co. Ltd.<br>Fuel 26,5t |
| **8844672**<br>*JK4908*<br>132473<br>Esd Gc Rdr<br>Rt | **SANYO MARU**<br><br>**Sanyo Kensetsu K.K.**<br>Mihara, Japan<br>Hiroshima Pref. | **177**<br>—<br>— | | **1990** Hongawara Zosen K.K.—Fukuyama<br>33,40 2,500<br>29,00 8,20 3,48<br>1 dk | **TM Tug** | Niigata<br>2 Oil<br>Niigata Eng. Co. Ltd. |
| **8810592**<br>*JH3099*<br>130087<br>Rt | **SANYO MARU No. 2**<br><br>**Mie Prefecture (Haikibutsu Shori Kosha)**<br>Tsu, Japan<br>Mie Pref. | **498**<br>—<br>1 231 | | **1988** Suzuki Shipyard Co. Ltd.—Yokkaichi (558)<br>64,20 (BB) 4,013<br>59,50 10,00 4,50 | **M Effluents Carrier**<br><br>8 Ta ER<br>L.1 251 | Yanmar<br>Oil 4SA 6Cy. 330 × 620<br>309kW (420bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| **7854357** | **SANYO MARU No. 2**<br>ex Nankai Maru | **297**<br>158<br>720 | | **1968** Okayama Zosen K.K.—Hinase<br>46,00 3,901<br>42,02 8,01 4,02<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. |
| **6920989**<br>*JLWU*<br>103422<br>Df Esd Gc<br>Pfd Rdr | **SANYO MARU No. 5**<br>ex Kimiichi Maru-87<br>ex Hokko Maru No. 38-83<br>ex Soryu Maru No. 38-81<br>**Hitoshi Kanesaka**<br>Tokyo, Japan | **317**<br>—<br>— | | **1969** Niigata Eng. Co. Ltd.—Niigata (828)<br>49,15 8,34<br>43,59 8,31 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. |
| **7950761**<br>*JHMK*<br>118385 | **SANYO MARU No. 7**<br>ex Yuki Maru No. 11-87<br>**Hideo Tachibana**<br>Shimoda, Japan<br>Shizuoka Pref. | **119**<br>34<br>— | | **1977** K.K. Tago Zosensho—Nishi-izu (151)<br>*31,49*<br>6,00 2,80<br>1 dk | **M Fishing**<br>Side-fishing Long-line Tuna Rod-fishing | Daihatsu<br>Oil<br>930bhp (684kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8810243**<br>*JL5799*<br>130675<br>Rt | **SANYO MARU No. 8**<br><br>**Sanyo Kenzai Y.K. & Shinnihon Kaihatsu Y.K.**<br>Marugame, Japan<br>Kagawa Pref. | **495**<br>—<br>794 | | **1988** Hamamoto Zosensho K.K.—Tokushima (717)<br>50,60 (BB) 3,972<br>44,00 11,80 4,75<br>1 dk | **M Sand Carrier**<br><br>1 Ta ER | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. |
| **8808484**<br>*JH3136*<br>128481<br>Rt | **SANYO MARU No. 8**<br><br>**K.K. Sanyomaru Kaiun**<br>Kamo, Japan<br>Shizuoka Pref. | **488**<br>—<br>1 405 | | **1988** Yamanaka Zosen K.K.—Namikata (370)<br>61,95 (BB) 4,326<br>57,00 14,00 6,60<br>1 dk | **M Sand Carrier**<br><br>1 Ho ER | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 324kW (1 800bhp)<br>The Hanshin Diesel Works Ltd. |
| **7903861**<br>*JAMR*<br>118424<br>HK1-695<br>Rdr Rt | **SANYO MARU No. 10**<br>ex Hogen Maru No. 8-87<br>**K.K. Chuza Gyogyobu**<br>Wakkanai, Japan<br>Hokkaido Pref. | **124**<br>—<br>69 | | **1979** Narasaki Senpaku Kogyo K.K.—Muroran (147)<br>37,90 (BB) 7,40 2,420<br>32,19 7,31 4,60<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 340 reduction gea<br>shaft<br>800bhp (588kW)<br>The Hanshin Diesel Works Ltd. |
| **8614388**<br>*JH3086*<br>128456 | **SANYO MARU No. 10**<br><br>**Suzuki Yusosen K.K.**<br>Nagoya, Japan<br>Aichi Pref. | **102**<br>—<br>255 | | **1986** Suzuki Shipyard Co. Ltd.—Yokkaichi (528)<br>32,55 6,52 2,600<br>29,50 6,50 3,10<br>1 dk | **M Tanker**<br><br>6 Ta ER<br>L.(oil) 264 | Matsui<br>Oil 4SA 3Cy. 230 × 380<br>300bhp (221kW)<br>Matsui Iron Works Co. Ltd. |
| **7648423** | **SANYO MARU No. 12**<br>ex Asaharu Maru No. 2 | **499**<br>281<br>1 200 | | **1969** Kurinoura Dock K.K.—Yawatahama (65)<br>54,01 4,211<br>49,00 8,81 4,50<br>1dk | **M Tanker**<br><br>4 Ta ER<br>L.(oil) 1 235 | Niigata<br>Oil<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. |

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| 8623383<br>JK4754<br>130992<br>Esd Rdr Rt | **SANYO MARU No. 15**<br>**Sanyo Kensetsu K.K.**<br>Mihara,<br>Hiroshima Pref.<br>Japan | **166**<br>—<br>— | | **1988** Hongawara Zosen K.K.—Fukuyama<br>32,20 2,500<br>28,00 7,60 3,48<br>1 dk | **TM Tug**<br>Pusher | Niigata<br>2 Oil<br>Niigata Eng. Co. Ltd. Japan<br>12,6kn |
| 7914204<br>JJ3023<br>119736<br>Gr Rdr | **SANYO MARU No. 22**<br>**K.K. Sanyo Kaiun Shokai**<br>Osaka,<br>Osaka Pref.<br>Japan | **499**<br>287<br>1 150 | | **1979** Suzuki Shipyard Co. Ltd.—Yokkaichi (318)<br>4,252<br>56,01 10,01 4,53<br>1 dk | **M Tanker**<br>Mchy.aft | Yanmar 6ZL-DT<br>Oil 4SA 6Cy. 280 × 340<br>1 400bhp (1 030kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 8810994<br>JJ3057<br>126751<br>Rdr Rt | **SANYO MARU No. 26**<br>**K.K. Sanyo Kaiun Shokai**<br>Osaka,<br>Osaka Pref.<br>Japan | **498**<br>—<br>1 200 | | **1988** Hakata Zosen K.K.—Hakata (381)<br>4,252<br>58,00 10,00 4,50<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin 6LH28G<br>Oil 4SA 6Cy. 280 × 480 with clutches & sr geared to sc. shaft<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Japan |
| 8610441<br>JJ3262<br>129640 | **SANYO MARU No. 27**<br>**K.K. Sanyo Kaiun Shokai**<br>Osaka,<br>Osaka Pref.<br>Japan | **198**<br>—<br>525 | | **1986** Takebe Zosen—Takamatsu (112)<br>48,98 3,188<br>45,01 8,01 3,41<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 645 | Yanmar T220AL-UT<br>Oil 4SA 6Cy. 220 × 280 sr geared to sc. shaft<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 8518730<br>JJ3261<br>128638 | **SANYO MARU No. 28**<br>**K.K. Sanyo Kaiun Shokai**<br>Osaka,<br>Osaka Pref.<br>Japan | **499**<br>—<br>1 209 | | **1985** Kishigami Zosen K.K.—Akitsu (1857)<br>(BB) 4,252<br>58,02 10,01 4,53<br>1 dk | **M Tanker**<br>SBT<br>Mchy.aft | Hanshin 6LU28<br>Oil 4SA 6Cy. 280 × 440 with clutches & sr geared to sc. shaft<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 9009724<br>JJ3437<br>131685<br>Rt | **SANYO MARU No. 31**<br>**K.K. Sanyo Kaiun Shokai**<br>Osaka,<br>Osaka Pref.<br>Japan | **498**<br>—<br>1 200 | | **1990** Matsuura Tekko Zosen—Higashino (360)<br>63,86 (BB) 4,252<br>58,00 10,00 4,50<br>1 dk | **M Tanker**<br>8 Ta ER | Hanshin 6LUN28ARG<br>Oil 4SA 6Cy. 280 × 480 reverse geared to sc. shaft<br>956kW (1 300bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| 7355399<br>JK3663<br>115339 | **SANYO No. 8**<br>**Sanyo Shosen K.K.**<br>Takehara,<br>Hiroshima Pref.<br>Japan | **298**<br>—<br>— | | **1973** Binan Senpaku Kogyo K.K.—Innoshima<br>42,02 2,201<br>34,70 9,50 3,10<br>1 dk | **M RoRo Cargo/Ferry**<br>500dk P | Yanmar<br>Oil<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>12,5kn |
| 7252646<br>Fdr Rt | **SANYO No. 10**<br>ex Oshima No. 10<br>**P.T. Taruna Kusan Explosive**<br>Indonesia | **330**<br>—<br>— | | **1972** Binan Senpaku Kogyo K.K.—Innoshima<br>40,01<br>35,01 9,50 3,10<br>1 dk | **M RoRo Cargo/Ferry**<br>200P | Yanmar<br>Oil<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>11,5kn |
| 8021969<br>JK4232<br>124551<br>Fdr Rt | **SANYO No. 15**<br>**Geibi Shosen K.K.**<br>Takehara,<br>Hiroshima Pref.<br>Japan | **198**<br>—<br>74 | | **1981** Nakatani Shipyard Co. Ltd.—Nomi (467)<br>38,61 10,22 2,231<br>33,81 9,01 2,90<br>1 dk | **M Ferry** | Daihatsu 6PSHTCM-26H<br>Oil 4SA 6Cy. 260 × 320 geared to sc. shaft<br>800bhp (588kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 7708881<br>JM4265<br>120549<br>Rt | **SANYOSHI MARU**<br>ex Keiyo Maru-89<br>ex Shinwa Maru No. 1-84<br>**Y.K. Yoshimoto Yusosen**<br>Kurahashi,<br>Hiroshima Pref.<br>Japan | **361**<br>—<br>770 | | **1977** Honda Zosen—Saiki (648)<br>3,601<br>49,97 8,01 3,81<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Niigata 6M26ZG<br>Oil 4SA 6Cy. 260 × 400<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Japan |
| 8504442<br>JK4551<br>127378 | **SANYU MARU**<br>**Y.K. Sankyo Chemical**<br>Kurahashi,<br>Hiroshima Pref.<br>Japan | **393**<br>—<br>700 | | **1985** Kishigami Zosen K.K.—Akitsu (1800)<br>(BB) 9,20 3,501<br>52,02 3,92<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 8622488<br>JL5165<br>128373<br>Rt | **SANYU MARU No. 1**<br>**Fukunaga Kaiun Y.K.**<br>Anan,<br>Tokushima Pref.<br>Japan | **395**<br>—<br>1 010 | | **1983** K.K. Yoshida Zosen Kogyo—Arida (388)<br>73,41 4,801<br>69,02 11,21 5,80<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Japan<br>Fuel (d.o.) 11kn |
| 7531034<br>JI2884<br>115877<br>Gr Rdr | **SANYU MARU No. 8**<br>**Kenichi Morimoto**<br>Hakata,<br>Ehime Pref.<br>Japan | **420**<br>224<br>1 150 | | **1976** Sasaki Zosen K.K.—Kinoe (305)<br>58,70 10,04 4,201<br>54,72 10,01 5,90<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| 8403193<br>8LHA<br>125723<br>TY1-67<br>Rt | **SANYU MARU No. 28**<br>**Yoshio Ito**<br>Kurobe,<br>Toyama Pref.<br>Japan | **127**<br>—<br>— | | **1983** Ozuchi Zosen Tekko—Iwate (231)<br>37,37 (BB) 7,29<br>29,85 6,29 2,52<br>1 dk | **M Fishing**<br>Stern-fishing Tuna Ref<br>5 Ho ER<br>In.81<br>8 Ha (stl) ER | Yanmar 6T240-UT<br>Oil 4SA 6Cy. 240 × 310 with clutches & sr reverse geared to sc. shaft<br>1 150bhp (846kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 7378224<br>JG3448<br>117558<br>Rdr | **SANYU No. 101**<br>**Kanmon Kowan Kensetsu K.K.**<br>Shimonoseki,<br>Yamaguchi Pref.<br>Japan | **199**<br>—<br>103 | | **1974** Towa Zosen K.K.—Shimonoseki (464)<br>29,60 8,62 2,896<br>25,99 8,59 3,79<br>1 dk | **TM Tug** | Yanmar 6GL-UT<br>2 Oil 4SA each 6Cy. 240 × 290<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>12kn |
| 8511160<br>JG4557<br>128836 | **SANZEN MARU**<br>**Daiichi Tanker Co. Ltd.**<br>Tokyo<br>Japan | **498**<br>—<br>1 194 | | **1985** Hakata Zosen K.K.—Hakata (325)<br>65,00 10,04 4,120<br>60,00 10,00 4,45<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 199 | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 6710322<br>PPBU<br>5648<br>Df Esd Rdr<br>Rt | **SAO BENTO**<br>ex Cidade De Sao Bento-86<br>ex Sao Bento-71<br>**Brasilmar Navegacao S.A.**<br>Sao Luis<br>de Maranhao<br>Brazil | **824**<br>304<br>1 540 | (BV)<br>✠Classed LR until 29/4/77 | **1968**-7 Industrias Reunidas Caneco S.A.—Rio de Janeiro (168)<br>66,86 11,03 4,465<br>62,31 11,00 5,01<br>P 20,2 F 7,1 1 dk<br>rf nil | **M General Cargo**<br>3 Ho 17,9 8,3 7,7 ER<br>G.736 L.595<br>5 Ha (stl) (10,8 × 5,4) (2,9 2,9 2,9 2,9 × 2,5) ER<br>Cr 1(5) | MAN<br>Oil 4SA 6Cy. 400 × 600<br>1 020bhp (750kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 110kW 225V 60Hz a.c.<br>Fuel (d.o.) 12kn |
| 8825488<br>C-30-TL | **SAO CRISTOVAO**<br>**Camara Municipal de Vila Nova de Cerveira**<br>Caminha<br>Portugal | **148**<br>95<br>40 | RP | **1985** Est. Sao Jacinto S.a.r.L.—Aveiro (159)<br>- 9,50 —<br>- 1,50<br>1 dk | **M RoRo Cargo/Ferry** | Cummins<br>Oil 4SA 6Cy. 102 × 120 reduction geared to sc. shaft<br>224kW (305bhp)<br>Cummins Engine Co. Inc. U.S.A. |
| 5066073<br>PVKH<br>3949<br>Esd Rt | **SAO GERALDO**<br>ex Catarina-77<br>**Sao Geraldo Mini Tour Cargas S.A.**<br>Rio de Janeiro<br>Brazil | **386**<br>122<br>526 | | **1954** Orenstein Koppel & Luebecker—Luebeck (485)<br>8,49<br>38,99 8,46 3,54<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | MAN<br>Oil 4SA 6Cy. 285 × 420<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |

| | | | | | | |
|---|---|---|---|---|---|---|
| **5313622**<br>*CSNC*<br>A-973-N<br>Df Esd Pfd<br>Rdr Rt | **SAO GONCALINHO**<br>**Sociedade Gafanhense Ltda.**<br>Aveiro Portugal | **1 339**<br>648<br>— | **✠100A1** M 3/89-27mos<br>trawler<br>Str. nav. ice<br>**✠LMC**<br>EL (n) 1½"<br>FN 1072 | **1948**-8 Est. Nav. de Viana do Castelo—Viana do Castelo (3)<br>71,51 11,08 5,252<br>64,19 11,00 5,69<br>P 4,0 RQD 28,4 F 16,8 | **M Fishing**<br>Side Trawler | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor<br>db 105lbf/in² (7,3bar)<br>Gen 1 × 240kW 1 × 210kW 220V a<br>Controllable pitch propeller |
| **7385100**<br><br><br>Df Esd Rdr<br>Rt | **SAO JACINTO**<br>**Empresa de Pesca Sao Jacinto S.A.**<br>Lisboa Portugal | **189**<br>60<br>102 | **✠100A1** SS 11/89<br>stern trawler<br>**✠LMC**<br>EL (E) ¾"U1<br>FN 302 | **1975**-12 Est. Sao Jacinto S.a.r.L.—Aveiro (108)<br>34,02 (BB) 7,75 2,998<br>27,64 7,50 3,41<br>B & F 23,5 1 dk<br>rf 787 Box K 178 | **M Fishing**<br>Stern Trawler | MaK<br>Oil 4SA 6Cy. 240 × 280 reverse reduc<br>to sc. shaft<br>900bhp (662kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 64kW 231/400V 50Hz a.c.<br>Controllable pitch propeller |
| **7933165**<br>*VRDU*<br>384765<br>Df Esd Gc<br>Rdr Rt | **SAO JORGE**<br>ex Sao Vincente-80 ex Jet Caribe-80<br>**STF Sao Jorge Ltd.**<br>Shun Tak Ship Management Ltd.<br>Hong Kong Hong Kong (British) | **332**<br>249<br>— | AB | **1976** Boeing Marine Systems—Seattle, Wa (0006)<br>30,10 9,50 1,505/5,301<br>23,93 8,54 2,60<br>2 dks | **Aluminium Alloy TGT Hydrofoil Ferry**<br>236dk P<br>Mchy.aft | 2 Gas Turb dr geared to sc. shafts 7 40<br>(5 443kW)<br>General Motors-Detroit Diesel Allison Di<br>Indi<br>Gen 2 × 50kW 440V 60Hz a.c.<br>2 Water jet propulsion units<br>Thw. thrust propeller fwd |
| **8025587**<br><br><br>Esd Gc Rdr<br>Rt | **SAO JOSE**<br>**Companhia Navegacao das Lagoas**<br>Rio Grande Brazil | **147**<br>—<br>225 | **✠100A1** SS 7/90<br>tug<br>extended protected waters service<br>**✠LMC**<br>EL (C) 220,0/16,0U2<br>FN 238 | **1981**-11 Corena, Metalurgia e Constr. Naval S.A.—Itajai (108)<br>24,31 7,27 3,001<br>21,49 7,01 4,02<br>1 dk<br>rf - BK 25 | **M Tug** | Alpha<br>Vee Oil 4SA 8Cy. 225 × 300 with clutch<br>couplings & sr reverse geared to sc. s<br>Equipamentos Villares S.A.<br>Gen 2 × 48kW 440V 60Hz a.c.<br>Fuel 23,5t (d.o.)-4,5pd |
| **8716239**<br><br><br>Df Esd Gc<br>Rdr RTv | **SAO LUIZ**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Rio de Janeiro Brazil | **300**<br>—<br>110 | NV (Class cont.) | **1991** MacLaren BA Est. e Servicos Maritimos—Niteroi (330)<br>- 3,400<br>29,30 9,80 5,00<br>1 dk | **TM Tug**<br>Tractor | Alpha<br>2 Oil<br>(p)<br>Equipamentos Villares S.A.<br>(s)<br>Equipamentos Villares S.A. |
| **7531474**<br>*PP2314*<br><br>Df Esd Gc<br>Rdr Rt | **SAO LUIZ**<br>**Empresa de Portos do Brasil S.A. (PORTOBRAS)**<br>Rio Grande Brazil | **244**<br>139<br>— | (GL) | **1975** Est. EBIN/So S.A.—Niteroi (66)<br>28,05 8,31 2,934<br>24,69 8,01 3,97<br>1 dk | **M Tug** | MAN<br>2 Oil 4SA each 7Cy. 235 × 330 geared t<br>Mecanica Pesada S.A. |
| **8008553**<br>*3WJA*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **SAO MAI 1**<br>ex Runde Supplier ex Maersk Runde-87<br>ex Huacai-86 ex Balder Runde-84<br>**VIETSOVPETRO -Vietnam Soviet Joint Venture Corp.**<br>Saigon Vietnam<br>See Register of Offshore Units | **855**<br>256<br>1 050 | (NV) | **1981** Ulstein Hatlo A/S—Ulsteinvik (172)<br>64,67 14,13 4,720<br>55,12 13,81 6,91<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P<br>4 Ta ER<br>G.170 | Polar<br>2 Vee Oil 4SA each 16Cy. 250 × 300 s<br>sc. shafts<br>Nohab Diesel A/B<br>Gen 2 × 640kW 2 × 245kW 440V 60<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 794,0t (d.o.)-30,0pd |
| **8017114**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **SAO MAI 2**<br>ex Poronay<br>**VIETSOVPETRO -Vietnam Soviet Joint Venture Corp.**<br>Saigon Vietnam | **497**<br>214<br>1 180 | RS | **1981** (Aft & pt cargo sections) Ulstein Hatlo A/S—Ulsteinvik (174)<br>**1981** (Fwd & pt cargo sections) Molde Verft A/S—Hjelset<br>64,39 5,200<br>56,39 13,80 6,91<br>2 dks | **TM Supply Ship**<br>Deck Cargo | Nohab<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>geared<br>7 622kW (10 362bhp)<br>Nohab Diesel A/B<br>Gen 2 × 640kW a.c. 2 × 245kW a.c<br>2 Controllable pitch propellers |
| **7601671**<br>*3WJB*<br><br>Df Esd Gc<br>Rdr Rt | **SAO MAI 3**<br>ex Araks<br>**VIETSOVPETRO -Vietnam Soviet Joint Venture Corp.**<br>Saigon Vietnam | **497**<br>214<br>1 080 | RS | **1977** Ulstein Hatlo A/S—Ulsteinvik (145)<br>64,39 5,200<br>56,39 13,80 6,91<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12P<br>L. 170 (bulk cement/mud)<br>4 Ta cyl vert | Polar<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>geared to sc. shafts<br>A/B Bofors Nohab<br>Gen 2 × 640kW a.c. 2 × 245kW a.c<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **8036328**<br><br>619891 | **SAO MARCOS**<br>ex Eleanor Eileen IX<br>**San Marco Inc.**<br>Boston, Ma United States of America | **147**<br>100<br>— | | **1980** St. Augustine Shipbuilding—St. Augustine, Fl<br>*20,85* 6,53<br>3,38<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>656bhp (483kW)<br>Caterpillar Tractor Co. |
| **7234961**<br>*CSJV*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **SAO MIGUEL**<br>**Junta Autonoma dos Portos do Distrito de Ponta Delgada**<br>Ponta Delgada Portugal | **437**<br>—<br>— | **✠100A1** SS 5/87<br>tug<br>**✠LMC**<br>EL H 1⅛"U2<br>FN 575 | **1973**-4 Sorefame—Lobito (60)<br>38,49 10,42 5,252<br>35,46 10,16 6,05<br>RAD 3,4 1 dk<br>rf 1245 BK 25 | **M Tug**<br>Fire-fighting | Allen<br>2 Oil 4SA each 8Cy. 325 × 370 sr gea<br>shaft<br>W. H. Allen, Sons & Co. Ltd.<br>Gen 2 × 150kW 400V 50Hz a.c.<br>Controllable pitch propeller |
| **8209755**<br>*YJZJ6*<br>757<br>Esd Gc Rdr<br>RTm/h/v<br>AMVER | **SAO PAULO**<br>ex Contship Spain-91<br>ex Holsten Bay-91<br>ex Columbus Ontario-90<br>ex Lloyd Sergipe-89 ex Holsten Bay-87<br>ex Maersk Bravo-87 ex Sao Paulo-86<br>Launched as Holsten Bay<br>**K.G. Ivarans Rederi G.m.b.H. & Co.**<br>Reederei Claus-Peter Offen<br>Port Vila Vanuatu | *13 474*<br>*6 890*<br>19 440 | GL | **1983** A.G. "Weser" Seebeckwerft—Bremerhaven (1038)<br>161,96 (BB) 23,07 9,995<br>151,42 23,00 13,72<br>F 27,8 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 19,8 43,8 22,2 ER 3 TwD<br>G.24 100 B.23 250<br>TEU 1152<br>C.Ho 466/20' (40') C.Dk 686/20' (40')incl. 50 ref C.<br>3 Ha (stl) (19,7T × 10,6) (52,8 26,4 × 18,4) ER<br>Cr 2(36) | MaK<br>Oil 4SA 8Cy. 580 × 600 sr geared to s<br>9 990bhp (7 348kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 900kW 2 × 680kW 440V 6<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7731294**<br>*WYC2895*<br>581723 | **SAO PAULO**<br>**Joao Borges**<br>New Bedford, Ma United States of America | **146**<br>108<br>— | | **1977** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*22,96* 6,71<br>3,38<br>1 dk | **M Fishing** | Oil<br>565bhp (416kW)<br>Fuel (d.o.) |
| **5313696**<br>*CUEF*<br>LX-66-N<br>Df Esd Gc<br>Rdr | **SAO RAFAEL**<br>**Empresa de Pesca de Aveiro S.a.r.l.**<br>Lisboa Portugal | **1 488**<br>563<br>1 444 | **✠100A1** SS 8/85<br>fishing purposes<br>Str. nav. ice<br>**✠LMC**<br>EL n<br>FN 1210 | **1959**-4 Est. Nav. de Viana do Castelo—Viana do Castelo (46)<br>75,04 11,08 5,011<br>72,32 11,04 5,69<br>P 22,9 F 20,2 2 dks<br>RW rf 584 len 80 | **M Fishing**<br>Side-fishing Long-line Ref<br>Mchy.aft | Wichmann<br>Oil 2SA 9Cy. 300 × 450<br>2 700bhp (1 986kW) ✠ NE made77<br>A/S Wichmann Motorfabrik<br>db 10kgf/cm² (9,9bar)<br>Gen 3 × 320kW 1 × 64kW 380V<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **9030280** | **SAO SALVADOR**<br>**Carlos Fernandez Campos & Syrne Sousa Franco**<br>Lisboa Portugal | **129**<br>—<br>86 | BV (Class cont.) | **1991** Astilleros Armon—Navia (171)<br>24,20 (BB) 3,060<br>20,00 7,49 5,70<br>2 dks | **M Fishing**<br>Side-fishing Long-line Ref<br>In.92 | GUASCOR<br>Oil<br>368kW (500bhp)<br>Gutierrez Ascunce Corp. S.A. (GUASC |

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|---|---|---|---|---|---|---|
| [illegible]<br>Df Esd Gc<br>Rdr Rt | **SAO SEBASTIAO**<br>**Navegacao Mansur Ltda.** Brazil<br>Rio de Janeiro | **11 119**<br>6 770<br>15 665 | BV | **1982** Industrias Reunidas Caneco S.A.—Rio de Janeiro (231)<br>146,01 21,24 8,873<br>136,02 21,21 11,82<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 940 B.18 647<br>4 Ha (stl) ER<br>Cr 2(20) 4(10) | B&W 8K45GF<br>Oil 2SA 8Cy. 450 × 900<br>7 050bhp (5 186kW)<br>Industrias Villares Sao Paulo |
| 9030278<br>LX-161-C | **SAO SEBASTIAO**<br>**Carlos Fernandez Campos & Syrne Sousa Franco** Portugal<br>Lisboa | **129**<br>—<br>86 | BV (Class cont.) | **1991** Astilleros Armon—Navia (170)<br>24,20 (BB) 3,060<br>20,00 7,49 5,70<br>2 dks | **M Fishing**<br>Side-fishing Long-line Ref<br>In.92 | GUASCOR E318T-SP<br>Vee Oil 4SA 12Cy. 150 × 150 sr geared to sc. shaft<br>368kW (500bhp)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR) Zumaya<br>Gen 2 × 80kW 220/380V 50Hz a.c.<br>10kn |
| 9030307 | **SAO TOME**<br>**Carlos Fernandez Campos & Syrne Sousa Franco** Portugal<br>Lisboa | **129**<br>—<br>86 | BV (Class cont.) | **1991** Astilleros Armon—Navia (173)<br>24,20 (BB) 3,060<br>20,00 7,49 5,70<br>2 dks | **M Fishing**<br>Side-fishing Long-line Ref<br>In.92 | GUASCOR<br>Oil<br>368kW (500bhp)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR) Zumaya<br>10kn |
| 5048631<br>HPXW<br>8612-PEXT<br>Df Esd Rdr | **SAONA**<br>ex Demetris-81 ex Reefer Princess-80<br>ex Fontsy-79 ex Boree-76<br>**Harmony Shipping Ltd.** Panama<br>Panama | **3 096**<br>1 602<br>— | (BV) | **1961** At. & Ch. de Bretagne—Nantes<br>99,22 14,48 6,890<br>92,41 14,46 8,72<br>1 dk & S dk | **M Refrigerated Cargo** OSD<br>Wine<br>In.3 980<br>3 Ha (20,8 18,3 × 5,4) (18,3 × 1,2)<br>8W Der 4(10) 4(5) | Pielstick 8PC1L-400<br>2 Oil 4SA each 8Cy. 400 × 460 geared to sc. shaft<br>5 660bhp (4 163kW)<br>At. & Ch. de Bretagne Nantes<br>19kn |
| 7625407<br>Rdr Rt | **SAONA II**<br>ex Jaro-90<br>**Remolcadores Dominicanos S.A.**<br>Santo Domingo Dominican Rep. | **162**<br>0<br>93 | ✠**100A1** SS 4/87<br>tug<br>Caribbean Sea service between 60° & 70° West and 19° North also to Barbados and in the Gulf of Venezuela<br>**LMC**<br>EL (F)D 247,5/19,0U2<br>FN 272 | **1978**-5 Scheepswerf & Constr. Bedrijf Jac. den Breejen—Hardinxveld<br>26,42 8,06 3,258<br>22,92 7,80 4,04<br>RFD 11,3 1 dk<br>rf 1168 Box K 51 | **TM Tug**<br>Fire-fighting | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 85kW 400V 50Hz a.c. |
| 6413285<br>SV3652<br>3<br>Esd Gc Pfd<br>Rdr RTm/h | **SAOS**<br>ex Drogden-77<br>**Naftiliaki-Touristiki Eteria Samothrakiton**<br>Alexandroupolis Greece | **707**<br>300<br>284 | (BV) | **1964** Aalborg Vaerft A/S—Aalborg (150)<br>54,87 10,65 2,998<br>49,76 10,60 4,20<br>2 dks | **TM RoRo Cargo/Ferry** 414dk P | Jonkopings<br>2 Oil 4SA each 5Cy. 260 × 400<br>1 000bhp (736kW)<br>A/B Jonkopings Motfb. Jonkoping<br>Gen 3 × 145kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 26,5t (d.o.)-4,5pd 11kn |
| 8820729<br>XYER<br>BT-10106<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SAPAI**<br>**Burma Navigation Corporation**<br>Yangon Union of Myanmar<br>SatCom: 1510122/XYER | *17 590*<br>*10 303*<br>28 860 | NK | **1989** Shin Kurushima Dockyard Co. Ltd.—Onishi (2617)<br>170,02 (BB) 10,101<br>162,50 26,50 14,20<br>1 dk | **M General Cargo**<br>Mchy.aft | Mitsubishi 5UEC52LS<br>Oil 2SA 5Cy. 520 × 1850<br>4 818kW (6 550bhp)<br>Kobe Hatsudoki K.K. Japan<br>Gen 3 × 400kW a.c.<br>Fuel 224,4t (d.o.)-19,7pd 14kn |
| 7416777<br>TCBR<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SAPANCA**<br>ex Haritas-89 ex Alkaios-86<br>**Sohtorik Denizcilik Sanayi ve Ticaret A.S. (Sohtorik Shipping & Trading Inc.)**<br>Istanbul Turkey<br>SatCom: 1740225/STSP | *11 675*<br>*6 378*<br>18 750<br>T/cm<br>29,6 | **100A1** CS 2/91<br>bulk carrier<br>**LMC**<br>EL D† 550,0/62,0U2(a)<br>FN 5154<br>(AB) | **1975** Korea SB. & Eng. Corp.—Busan (1001)<br>154,34 (BB) 22,85 9,189<br>145,98 22,79 12,50<br>P 29,2 F 11,0 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 24,6 25,9 25,9 26,8 ER<br>G.24 619 B.22 205 HeCls. B<br>4 Ha (stl) (17,2 20,2 20,2 17,2 × 10,9) ER<br>4W Der 4(22) | Sulzer 7RD68<br>Oil 2SA 7Cy. 680 × 1250<br>6 179kW (8 400bhp)<br>Hitachi Zosen Japan<br>e(ex.g) (ex.g) 10,2kgf/cm² (10,0bar)<br>AuxB (o.f.) 6,9kgf/cm² (6,8bar)<br>Gen 3 × 340kW 445V 60Hz a.c.<br>Fuel 140,5t (d.o.) 1 218,5t (hvf)-27,0pd 15kn |
| 5313763 | **SAPATAYA**<br>ex Sapaday<br>**Sawad Sukhum Banij Ltd.**<br>Bangkok Thailand | **369**<br>210<br>— | | **1922** H. E. Phya Sukhum Naya Vinit—Bangkok<br>*44,99* 7,75<br>... ... ...<br>1 dk | **Wood S General Cargo** | T 3Cy. 241 394 & 660 x 457<br>NE<br>McKie & Baxter Ltd. Paisley |
| 7739492<br>589673 | **SAPELO GAL**<br>**Jack d'Antignac**<br>Galveston, Tx United States of America | **127**<br>87<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,97* 6,74<br>3,79<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5413379<br>USVU<br>M-27536<br>Df Esd Gc<br>Rdr Rt | **SAPFIR**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 433**<br>872<br>1 268 | RS | **1962** .............U.S.S.R.<br>84,69 14,03 5,541<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.294 In.1 331<br>5 Ha (1,2 1,2 × 1,3) (1,5 1,5 × 1,5) (1,6 × 1,6)<br>4W Der 2(5) 2(1,5) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW) E made75 fitted—<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| 8728531<br>UGWL<br>M-42235<br>Df Gc Rdr<br>RTv | **SAPFIR**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | *1 178*<br>*353*<br>391 | RS | **1988** .............U.S.S.R.<br>58,55 12,67 4,760<br>51,60 5,90<br>1 dk | **D-E Tug**<br>Fire-fighting Salvage<br>Ice strengthened | Russkiy 6CHN1A30/38<br>2 Oil 4SA each 6Cy. 300 × 380 driving 2 gen. each 300kW 2 gen. each 160kW a.c. connected to elec. motor<br>U.S.S.R. |
| 8129039<br>EYVO<br>M-12757<br>Esd Rdr Rt | **SAPFIROVYY**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | **677**<br>233<br>495 | RS | **1983** .............U.S.S.R.<br>55,02 4,299<br>5,19 | **M Refrigerated Cargo Fish Carrier**<br>In.632 | S.K.L.<br>Oil<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| 7928782<br>SPGB<br>Df Esd Gc<br>Rdr RTm/h/v | **SAPHIR**<br>**Trans-Pool Krugel & Partner**<br>Transerz Reedereikontor G.m.b.H.<br>Hamburg Poland | **497**<br>299<br>1 597 | GL (PR) | **1980** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (918)<br>85,86 (BB) 11,38 3,042<br>84,14 11,31 3,08<br>P 18,6 F 5,8 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho 57,5 ER<br>G.3 260 B.3 247<br>TEU 90<br>C.Ho 54/20'(40') C.Dk 36/20'(40')<br>1 Ha (stl) (55,3 × 8,9) ER | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280 reduction geared to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 61,5kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10,75kn |
| 7360863<br>C4CB<br>707782<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SAPPHIRE**<br>ex Berlin-86 ex Ioannis Colocotronis-76<br>**Resaphi Transmarine Ltd.**<br>Limassol Cyprus | **176 070**<br>152 021<br>392 798<br>T/cm<br>212,8 | AB | **1975** A.G. "Weser"—Bremen (1390)<br>370,24 64,06 22,600<br>356,50 64,01 28,61<br>F 18,3 1 dk<br>rf nil Bow/CM 187 Diam. 0,610 MH 1,5 | **S Tanker**<br>Storage<br>COW IGS SBT<br>17 Ta ER<br>L.(oil) 325 839 HeCls. B<br>4 Cargo pumps total 20 000T/hr | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW) General Electric<br>A.G. "Weser" Bremen<br>Gen 2 × 2000kW 450V 60Hz a.c.<br>Fuel (o.f.)-228,5pd 16kn |
| 8715297<br>DUJW<br>240056<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>CollRdr<br>AMVER | **SAPPHIRE**<br>**Blossom Shipping Ltd.**<br>Anglo-Eastern Ship Management Ltd.<br>Manila Philippines | *36 120*<br>*23 035*<br>68 200<br>T/cm<br>63,7 | NV | **1988** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (367)<br>224,00 (BB) 32,20 13,292<br>215,00 32,00 18,20<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.81 337<br>7 Ha (stl) (14,4 × 12,8) (17,6 17,6 17,6 17,6 17,6 17,6 × 14,4) ER | Sulzer 5RTA62<br>Oil 2SA 5Cy. 620 × 2150 reverse reduction geared to sc. shaft<br>7 200kW (9 788bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 84,0t (d.o.) 1 868,0t (i.f.o.)-27,0pd 14kn |

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| **7810284**<br>*LAGV4*<br>N-00920<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAPPHIRE**<br>ex Eastern Orchid-90 ex Juko Maru-88<br>**K/S Sapphire**<br>V. Ships Norway A/S<br>Oslo Norway (NIS)<br>SatCom: 1312177/LAGV | **35 892**<br>29 126<br>70 681<br>T/cm<br>65,9 | NV (NK) | **1981** Kawasaki Heavy Ind. Ltd.—Sakaide (1293)<br>236,00 (BB) 13,525<br>227,01 32,21 20,12<br>1 dk<br>Bow/CM 117 Diam. 0,450 | **M Ore/Bulk/Oil Carrier**<br>COW IGS Str. heavy cargoes DB<br>7 Ho/Ta ER<br>G.81 349 L.(oil) 83 751 HeCls. BC<br>7 Ha (stl) (each 14,8 × 14,0) ER<br>2 Cargo pumps total 5 000T/hr | MAN<br>Vee Oil 4SA 12Cy. 520 × 550 sr gea<br>shaft<br>8 827kW (12 000bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 1 × 372kW 2 × 320kW 450V 6<br>Fuel 232,5t (d.o.) 3 455,0t (hvf)-39,0pd |
| **7713864**<br>*3EJO3*<br>14705-85A<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SAPPHIRE**<br>ex Violet Ocean-88 ex Gloria Peak-84<br>**Allied International Corp. S.A.**<br>Panama Panama | **9 733**<br>7 142<br>16 867 | NK | **1977** Imabari Zosen—Imabari (373)<br>146,68 (BB) 22,92 9,054<br>136,00 22,86 12,20<br>P 23,8 F 11,3 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.21 944 B.20 698<br>4 Ha (14,4 × 9,6) (17,6 17,6 17,6 × 11,2) ER<br>Der 4(17,5) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>5 884kW (7 999bhp)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 2 × 320kW a.c. |
| **7816501**<br>*SHWA*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SAPPHIRE**<br>ex Azua-87 ex Rovinga-84<br>ex Balder Vinga-84<br>**ABB Credit Finans AB**<br>Dag Engstrom Rederi A/B<br>Lysekil Sweden | **1 581**<br>832<br>4 538 | AB | **1980** Karlskronavarvet AB—Karlskrona (398)<br>**1982** (Additional cargo section) AB Nya Oskarshamns Varv—Oskarshamn<br>136,05 (BB) 16,51 4,741<br>128,35 16,50 11,41<br>2 dks<br>len 82 | **TM RoRo Cargo** 2cbn 6bth P<br>Stern door/ramp<br>Lane Length 1041 Clear height 5,80<br>Mchy.aft<br>TEU 250 C. 250/20' | Polar<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>geared to sc. shafts<br>4 800bhp (3 531kW)<br>A/B Bofors Nohab<br>Gen 1 × 360kW a.c. 3 × 160kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 60,0t (d.o.) 800,0t (hvf)-17,0pd |
| **8314249**<br>2067<br>Df Esd Rdr<br>Rt | **SAPPHIRE**<br>**Sapphire Fisheries Pvt. Ltd.**<br>Visakhapatnam India | *110*<br>*33*<br>44 | IRS<br>✠Classed LR until<br>25/7/86 | **1985**-3 Scheepsw. "De Hoop" B.V.—Hardinxveld (781)<br>23,68 6,58 2,909<br>21,24 6,51 3,43<br>1 dk<br>rf 699 BK 69 | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.70 | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 with clutc<br>couplings & sr reverse geared to sc<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 26kW 380V 50Hz a.c.<br>Fuel 38,5t (d.o.) |
| **6911926**<br>*H9QQ*<br>11069-81C<br>Df Esd Gc<br>Pfd Rdr Rt | **SAPPHIRE GLORY**<br>ex Zenkoren Maru No. 3-81<br>**Sea Sapphire Shipping S.A.**<br>Overseas Maritime Agency Ltd.<br>Panama Panama | **27 782**<br>19 279<br>48 425<br>T/cm<br>56,8 | NK | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2123)<br>208,01 (BB) 32,26 11,326<br>197,01 32,21 17,78<br>F 13,8 1 dk<br>conv Vehicles Bulk Carrier 71 | **M Bulk Carrier**<br>7 Ho ER<br>G.64 653<br>7 Ha (stl) (10,8 15,7 10,8 10,8 10,8 15,7 10,8 × 14,0) ER<br>Cr 5(5) | Sulzer<br>Oil 2SA 8Cy. 760 × 1550<br>12 800bhp (9 415kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 560kW 450V 60Hz a.c.<br>Fuel 2 247,5t-43,5pd |
| **8605569**<br>*VVTL*<br>2268<br>Esd Rdr Rt | **SAPPHIRE II**<br>**Sapphire Fisheries Pvt. Ltd.**<br>Visakhapatnam India | *121*<br>*36*<br>47 | IRS (Class cont.) | **1989** Hooghly Dock & Port Engineers Ltd. —Calcutta (446)<br>23,50 6,57 2,650<br>21,00 6,50 3,40<br>1 dk | **M Fishing**<br>Stern Trawler & Side Trawler Ref<br>In.80 | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 with clutc<br>couplings & sr geared to sc. shaft<br>296kW (402bhp)<br>Caterpillar Inc. |
| **9018414**<br>*3EDX9*<br>19871-91<br>RTv<br>AMVER | **SAPPHIRE RIVER**<br>**First Star Line Corp.**<br>Panama Panama<br>SatCom: 1335651/SPRV | *25 750*<br>*11 222*<br>41 462 | NK | **1991** Imabari Zosen—Marugame (1187)<br>11,750<br>172,00 30,00 18,40<br>1 dk | **M Tanker**<br>L.52 494 | B&W<br>Oil 2SA 5Cy. 600 × 2292<br>9 700bhp (7 135kW)<br>Mitsui Eng. & SB. Co. Ltd. |
| **8903208**<br>*ICGO*<br>Df Esd Gc<br>Rdr RTv | **SAPPHIRE STAR**<br>ex Gold-91<br>**Sea-Searchers S.r.l.**<br>Italy | **7 240**<br>2 170<br>8 800 | RI | **1991** Soc. Esercizio Cant.—Viareggio (764)<br>8,600<br>110,00 19,50 11,50<br>1 dk | **M Tanker/Liquefied Gas Carrier**<br>Chemical LPG<br>L.(gas) 9 500 | Wartsila<br>Oil 4SA 6Cy. 460 × 580 geared to sc. sh<br>6 117bhp (4 499kW)<br>Oy Wartsila Ab<br>Gen 5 380V 50Hz a.c.<br>Controllable pitch propeller |
| **6612403**<br>*SYTN*<br>18<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **SAPPHO**<br>ex Spero-73<br>**Maritime Co. of Lesvos S.A.**<br>Mytilene Greece | **6 500**<br>3 427<br>2 794 | ✠**100A1** CS 2/91<br>Ice Class 3<br>✠**LMC**<br>EL et 2¼"SQ<br>FN 4404 | **1966**-8 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1322)<br>140,26 20,78 5,335<br>129,55 20,73 13,26<br>1 dk & S dk and intermediate dk<br>RW rf 152<br>len 71 | **TM Passenger/RoRo Cargo/Ferry** OSD<br>408bth 542dk P<br>Stern door<br>1 Ho 14,1<br>1 Ha (stl) (12,7 × 7,3)<br>Cr 2(10) | Wartsila<br>sr geared to sc. shafts<br>9 004kW (12 241bhp)<br>(i) 2 Vee Oil 4SA each 12Cy. 320 × 35<br>NE 5/91<br>Wartsila Diesel Oy<br>(ii) 4<br>E<br>2 AuxB 100lbf/in² (6,9bar)<br>Gen 4 × 570kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 493,0t (hvf) |
| **8309206**<br>*JRKN*<br>128122<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SAPPORO MARU**<br>**Nippon Yusen Kaisha & Mitsui O.S.K. Lines Ltd.**<br>Mitsui O.S.K. Lines Ltd.<br>Tokyo Japan<br>SatCom: 1200176/JRKN | *48 844*<br>*23 403*<br>80 984 | NK | **1984** Mitsubishi Heavy Industries Ltd.—Nagasaki (1949)<br>240,01 (BB) 38,03 12,626<br>231,02 38,00 19,11<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.98 575<br>7 Ha (stl) (14,4 × 15,3) (15,2 15,2 15,2 15,2 15,2 15,2 × 17,0) ER | Sulzer<br>Oil 2SA 5Cy. 760 × 2200<br>12 000bhp (8 827kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 560kW a.c. |
| **7104465**<br>*YBRA*<br>4161 | **SAPTA JAYA**<br>ex Cighra<br>**P.T. Pelayaran Meratus**<br>Jakarta Indonesia | **222**<br>157<br>279 | KI | **1970** P.N. Pakin—Tandjung Priok<br>42,02 2,210<br>39,65 7,00 2,72<br>P 8,6 B 8,0 F 6,8 1 dk<br>rf nil | **M Ferry/General Cargo** 30dk P<br>2 Ho each 11,9 ER<br>G.340 B.303<br>2 Ha (each 8,0 × 3,9) ER<br>2W Der 1(2,5) 1(1,5) | Deutz<br>Oil 4SA 8Cy. 135 × 160 reduction gea<br>shaft<br>350bhp (257kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 3kW 110V 50Hz a.c.<br>Fuel 10,0t (d.o.) |
| **8827313**<br>*YDVV*<br>Rt | **SAPTA MAJU**<br>ex Surya Pulau Laut<br>**P.T. Menara Bahtera Lines**<br>Jakarta Indonesia | **736**<br>413<br>— | KI | **1984** P.T. H. & H. Utama International—Balikpapan<br>52,75 12,02 2,840<br>51,70 - 3,50<br>1 dk | **TM Fishing**<br>Stern Trawler | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240<br>1 266kW (1 721bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 34kW 220V a.c. |
| **8340406** | **SAPTA MULIA**<br>ex Nila Samudra IV<br>**P.T. Pelayaran Lokal Birawa**<br>Palembang Indonesia | **168**<br>75<br>— | KI | **1975** P.T. Nila Kandi—Palembang<br>40,59 2,501<br>38,41 7,00 3,00<br>1 dk | **TM General Cargo** | Stork<br>2 Oil 4SA each 6Cy. 150 × 225<br>360bhp (265kW)<br>Stork-Werkspoor Diesel B.V. |
| **8826096**<br>*YDSY*<br>Rt | **SAPU BAHARI**<br>ex Sea Navigator II<br>**P.T. Tytyan Samodra Shipping Co.**<br>Jakarta Indonesia | **135**<br>—<br>— | KI | **1979** Kanagawa Zosen—Kobe<br>24,92 7,60 3,260<br>- - 3,63<br>1 dk | **TM Tug** | 2 Oil 4SA each 12Cy. 325 × 460<br>Gen 1 × 40kW 210V a.c. |
| **8826101**<br>*YDSX*<br>Rt | **SAPU LAUT**<br>**P.T. Tytyan Samodra Shipping Co.**<br>Jakarta Indonesia | **138**<br>—<br>— | KI | **1979** Shin Shimda Dock Co× Ltd.—Shimoda<br>25,50 7,60 3,200<br>- - 3,59<br>1 dk | **TM Tug** | 2 Oil 4SA each 12Cy. 325 × 460<br>Gen 1 × 24kW 210V a.c. |
| **7927489**<br>*ICTV*<br>Df Esd Gc<br>Pfd Rdr Rt | **SAPUGAS**<br>ex Violet Star-91 ex Gas Dia No. 2-90<br>**Simba Chartering S.r.l.**<br>Montorship S.A.S.<br>Venezia Italy | **1 677**<br>591<br>1 831 | RI (NK) | **1980** K.K. Usuki Tekkosho—Usuki (1508)<br>75,49 4,696<br>70,01 12,81 5,62<br>P 18,0 F 7,1 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 2 203 | Akasaka<br>Oil 4SA 6Cy. 460 × 720<br>2 353kW (3 199bhp)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 2 × 200kW 1 × 180kW 1 × 4<br>445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 35,0t (d.o.) 328,0t (hvf)-9,0pd |

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| 7229162<br>UWM<br>M-21050<br>Df Esd Gc<br>Pfd Rdr Rt | **SAPUN GORA**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | T.Mk<br>**2 154**<br>762<br>1 134 | RS | **1972** VEB Volkswerft Stralsund—Stralsund (339)<br>81,95 13,62 5,201<br>73,00 13,61 9,56 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shafts<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,25kn |
| 5313892 | **SAQQA**<br>**Karachi Port Trust**<br>Karachi Pakistan | **209**<br>—<br>259 | | **1963** Karachi Shipyard & Eng. Works Ltd. —Karachi (S52)<br>39,91 8,28 2,001<br>... ... ...<br>1 dk | **M Tanker**<br>Water<br>4 Ta ER | MAN<br>Oil 4SA 6Cy. 235 × 330<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 22,0t (d.o.)<br>9kn |
| 8117031<br>SUAF<br>2985<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAQQARA**<br>Launched as Sono<br>**MISR Shipping Co.**<br>Alexandria Egypt<br>SatCom: 1622104/SAQQ | **24 561**<br>16 392<br>41 535 | ✠**100A1** SS 10/89<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>Ice Class 3 with min. draught fwd 7.5 Metres<br>✠**LMC**<br>EL K† 632,5/68,0U3(a)<br>FN 8317 | **1984**-4 Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1264)<br>188,14 31,04 10,718<br>180,02 31,01 15,19<br>1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 28,0 27,2 27,2 27,2 28,0 ER<br>G.49 577<br>5 Ha (stl) (16,8 × 12,0) (16,8 16,8 16,8 16,8 × 13,6) ER<br>Cr 5(12,5) | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) (ex.g) 14kgf/cm² (13,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 195,5t (d.o.) 1 906,5t (hvf)<br>14,75kn |
| 5428893<br>EDXZ<br>8510<br>Df Esd Rt | **SAR**<br>**Pescanova S.A.**<br>Vigo Spain | **203**<br>75<br>— | (BV) | **1964** Hijos de J. Barreras S.A.—Vigo (1288)<br>32,80 7,83 3,607<br>28,78 7,78 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>7 Ha (each 1,3 × 1,3) | MAN<br>2 Oil 4SA each 8Cy. 160 × 180 geared to sc. shaft<br>1 100bhp (809kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 45,0t (d.o.)<br>12,5kn |
| 7037181<br>LDOX<br>20687<br>Df Esd Pfd<br>Rdr RTm/h/v | **SAR BETA**<br>ex Manitsoq-91<br>**Sar Offshore KS**<br>Bergen Norway | **721**<br>172<br>505 | NV | **1971** Orskovs Staalskibsvaerft I/S—Frederikshavn (60)<br>58,60 11,21 4,198<br>50,98 11,18 6,96<br>2 dks<br>rf 500 BK 246 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>2 Ha (stl) (2,2 × 1,9) (2,9 × 2,3) ER<br>1W Der 1(2) | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300<br>2 130bhp (1 567kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 256kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.)<br>13,75kn |
| 6400343<br>HZWL<br>SA1172<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **SARA GHAWAR**<br>ex Splendid-82 ex Thuntank 11-81<br>**Ghawar Navigation Co. Ltd.**<br>Avin International Bunkers Supply S.A.<br>Jeddah Saudi Arabia | **999**<br>568<br>2 030<br>T/cm<br>9,2 | ✠**100A1** M 1/91-2mos<br>oil tanker<br>Ice Class 2<br>✠**LMC**<br>EL J 1$\frac{3}{16}$"SQ<br>FN 1071 | **1964**-1 Falkenbergs Varv AB—Falkenberg (136)<br>74,94 9,56 5,087<br>69,42 9,45 5,97<br>P 13,2 RAD 20,5 F 5,5 1 dk<br>rf 102 Diam. 0,203 len & deepened 72 | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 260<br>3 Cargo pumps total 1 060T/hr | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>AuxB 142lbf/in² (9,8bar)<br>Gen 1 × 85kW 1 × 55kW 1 × 25kW 380V 50Hz a.c.<br>Fuel 40,0t (d.o.)-4,0pd<br>11,5kn |
| 6615998<br>HOGP5<br>Df Esd Gc<br>Pfd Rdr RTh | **SARA I**<br>ex Tintoretto-90 ex Jacopo Tintoretto-83<br>**Baltic Sea Business S.A.**<br>San Lorenzo Honduras | *3 389*<br>*310*<br>722 | (RI) | **1966** Cant. Nav. Apuania—Marina di Carrara (82)<br>99,98 15,02 4,344<br>87,81 14,97 9,78<br>RQD 70,1 2 dks & S dk<br>rf 305 | **TM Passenger/RoRo Cargo/Ferry**<br>200bth 800dk P<br>Bow door, stern door/ramp & side doors | Fiat 600.5S<br>2 Oil 2SA each 5Cy. 600 × 800<br>7 500bhp (5 517kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 1 × 320kW 3 × 288kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 154,5t (hvf)<br>18kn |
| 8612691<br>PHIL<br>Rdr Rt | **SARA MAATJE ELF**<br>**Van Stee Survey & Supply B.V.**<br>Harlingen Netherlands | *320*<br>*96*<br>1 000 | BV | **1987** Scheepswerf en Reparatiebedrijf "Harlingen" B.V.—Harlingen (75)<br>40,01 2,010<br>37,50 10,01 2,72<br>1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Oil 108 × 127<br>880bhp (647kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| 6330102<br>PHHR<br>Esd Gc Rdr<br>RTh/v | **SARA MAATJE V**<br>ex Dedesdorf<br>**Sleep-en Verzorgingsbedrijf M. van Stee & Zn.**<br>Harlingen Netherlands | **233**<br>70<br>— | GL | **1959**-10 C. Luehring Schiffswerft GmbH & Co. KG —Brake/Unterweser (5804)<br>39,50 9,73 1,856<br>37,32 9,71 2,21<br>F 6,8 1 dk<br>len 83 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>680bhp (500kW) NE 74<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| 8607476<br>PHUA<br>22298<br>Esd Pfd Rdr<br>Rt | **SARA MAATJE VI**<br>ex Zus-90<br>**Van Stee Survey & Supply B.V.**<br>Harlingen Netherlands | *103*<br>*31*<br>60 | **100A1** SS 8/91<br>for service up to 15 miles from port of operation, windforce not exceeding Beaufort 5<br>**LMC**<br>EL B 160,0/16,0<br>FN 212 | **1986** Schpsw. & Constructiebedrijf Marcon —Hoogezand (3/105)<br>26,60 6,10 —<br>24,62. 6,00 2,60<br>1 dk<br>rf 152 | **M Research**<br>Mchy.aft | Fiat 522M<br>Oil 4SA 6Cy. 125 × 130 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>440bhp (324kW)<br>Fiat Italy<br>Gen 1 × 36kW 1 × 10kW 380V 50Hz a.c.<br>Bow jet pump |
| 7811422<br>PHHY<br>24244<br>Esd Rdr Rt | **SARA MAATJE VII**<br>ex Dingenis Jan-91<br>**Van Stee Survey & Supply B.V.**<br>Yerseke Netherlands | *170*<br>*51*<br>— | GL | **1978** Schpsw. Gebr. Suurmeyer B.V.—Foxhol (241)<br>35,38 - 2,030<br>33,71 6,60 2,54<br>1 dk<br>conv Shellfish Fishing 91 | **M Supply Ship**<br>Deck Cargo | Caterpillar 3406T<br>Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>412kW (560bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,3kn |
| 7644788<br>575374 | **SARA MARIE**<br>**Glyn Paul Wynn**<br>Key West, Fl United States of America | **100**<br>68<br>— | | **1976** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7302488<br>OWXE6<br>D-3229<br>Df Esd Gc<br>Pfd Rdr Rt | **SARA THERESA**<br>ex Hvalrossen-87 ex Bragd-87<br>**I/S Rederiet Vitta Lysgaard**<br>Tankskibsrederiet Herning A/S (Herning Shipping A/S)<br>Marstal Denmark (DIS) | T.Mk<br>**1 598**<br>1 204<br>3 546 | NV | **1974** Vaagen Verft A/S—Kyrksaeterora (38)<br>82,71 13,03 6,598<br>76,08 13,00 6,91<br>P 18,6 F 16,2 2 dks<br>rf 102 Bow/CM 62 Diam. 0,203 | **M Tanker**<br>Oil Chemical<br>CBT SBT Ice strengthened<br>10 Ta ER<br>L.3 850 HeCls. C<br>3 Cargo pumps total 1 050T/hr | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 132kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 120,0t (d.o.)-9,0pd<br>13kn |
| 7940259<br>603924 | **SARA VIRGINIA**<br>ex Belfast Lady-80<br>**Butler Seafood Inc.**<br>Mobile, Al United States of America | **113**<br>77<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,61* 6,18<br>3,36<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8814861<br>FNBQ | **SARABELLE II**<br>**Armement Services et Transports**<br>Port aux Francais, Kerguelen Antarctic Terr. (French) | *4 300*<br>*3 500*.<br>6 608 | BV (Class cont.) | **1990** Cant. Navale "Ferrari" S.p.A.—La Spezia (80)<br>6,001<br>108,01 16,76 8,82<br>1 dk | **TM Tanker**<br>Mchy.aft | Wartsila 6R32<br>2 Oil 4SA each 6Cy. 320 × 350 geared to sc. shafts<br>4 746bhp (3 491kW)<br>Oy Wartsila Ab Finland |
| 9007075<br>V2GO<br>Esd Gc Rdr<br>RTv | **SARAH**<br>**Sarah Shipping Co. Ltd.**<br>Nordenhamer Bereederungs G.m.b.H.<br>Nordenham Antigua & Barbuda | **2 705**<br>1 541<br>4 000 | GL | **1991** Scheepsbouwwerf Slob B.V.—Papendrecht (392)<br>89,50 - 5,337<br>84,90 13,50 6,09<br>P 16,5 B 4,8 F 10,8 1 dk | **M General Cargo**<br>G.5 322<br>TEU 218<br>C.Ho 118/20' C.Dk 100/20' incl. 20 ref C.<br>1 Ha (stl) (61,7 × 10,6) ER | Deutz SBV8M628<br>Oil 4SA 8Cy. 240 × 280 reverse reduction geared to sc. shaft<br>1 000kW (1 360bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 230,4kW 1 × 92kW 2 × 80kW 220/380V 50Hz a.c.<br>Fuel 285,0t (d.o.)-7,2pd<br>12kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| **7036606**<br>*SMRA*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **SARAH**<br>ex Sabine D-88 ex Twiehausen-83<br>ex Ibesca Algeria-80<br>ex Ibesca Espana-78 ex Twiehausen-77<br>**Partrederi for M/V Sarah**<br>Rederi AB Erene<br>Skarhamn Sweden | T.Mk<br>**999**<br>737<br>2 568 | <br><br>GL | **1971** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (674)<br>88,50 5,271<br>81,21 13,82 8,01<br>B 10,4 F 8,6 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.4 531 B.4 361<br>TEU 243 C. 243/20'<br>1 Ha (stl) (50,9 × 10,2) ER | MaK<br>Oil 4SA 6Cy. 450 × 550<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 136kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **8037413**<br>*A6E2218*<br>482<br>Gc Rdr Rt | **SARAH**<br>ex Offshore Orleans-78<br>**Ebrahim Mohamed Jasem Alshakar**<br>Abu Dhabi United Arab Emirates | **194**<br>15<br>— | <br><br>(AB) | **1957** Ingalls SB. Corp.—Pascagoula, Ms (1043)<br>3,055<br>41,15 10,37 3,66<br>F 7,4 1 dk<br>rf 457 | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 12Cy. 146 × 203 sr<br>shafts<br>1 000bhp (736kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 90kW a.c. 1 × 75kW a.c. |
| **9009425**<br>*V8V2023*<br>0130<br>Rdr Rt | **SARAH**<br>**Tanco Marine Technology Sendirian Berhad**<br>Bandar Seri Begawan Brunei | *59*<br>*17*<br>42 | ✠**100A1**<br>Brunei coastal service not exceeding 50 nautical miles off coast in reasonable weather<br>**LMC**<br>EL 121,0/24,0FSWR<br>pt9,0/11,2U1<br>FN 165 | **1991**-2 Cheoy Lee Shipyards Ltd.—Hong Kong (4401)<br>21,32 6,16 1,500<br>20,25 5,85 2,25<br>RFD 13,4 1 dk<br>rf 575 | **TM Mooring Launch** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 152<br>clutches, flexible couplings & sr<br>to sc. shafts<br>740kW (1 006bhp)<br>Caterpillar Inc.<br>Gen 2 × 16kW 380V 50Hz a.c. |
| **8205137**<br>*J8DM2*<br>3007<br>Rt | **SARAH A**<br>ex Sarah 6-90<br>**Libreport Shipping Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **118**<br>96<br>— | | **1983** Baan Hofman B.V.—Gorinchem (2716)<br>22,59 2,571<br>20,43 6,61 3,43<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127<br>sc. shafts<br>General Motors Corp., Detroit Diesel<br>Div. |
| **8205448**<br>*J8DM3*<br>3008<br>Rt | **SARAH B**<br>ex Sarah 7-90<br>**Libreport Shipping Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **118**<br>96<br>— | | **1983** Constructie & Scheepsbouw van Santen B.V. —Sliedrecht (232)<br>22,59 2,571<br>20,43 6,61 3,43<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127<br>sc. shafts<br>General Motors Corp., Detroit Diesel<br>Div. |
| **7234686**<br>*5BAP*<br>707191<br>Df Esd Gc<br>Pfd Rdr Rt | **SARAH BECKETT**<br>ex Oleander Sky-89 ex Lonestar-87<br>ex Hourai-84 ex Hourai Maru-83<br>**Estonia Shipping Co. Ltd.**<br>Limassol Cyprus | **14 095**<br>9 709<br>26 416<br>T/cm<br>35,0 | <br><br>BV (AB) (NK) | **1972** Imabari Zosen—Marugame (1007)<br>175,32 (BB) 23,58 10,024<br>166,30 23,53 14,48<br>P 30,5 F 11,9 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>3 Ho 24,4 50,8comb. 51,0comb. ER<br>G.32 847 B.31 686 HeCls. ptB<br>5 Ha (stl) (13,5 × 8,0) (18,7 13,5 18,7 13,5 × 10,8) ER<br>6W Cr 2(5) Der 6(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 360kW 450V 60Hz a.c.<br>Fuel 170,5t (d.o.) 1 520,0t (hvf)-36,5pd |
| **6520454**<br>*WU5151*<br>297527<br>Df Esd Gc<br>Pfd Rdr Rt | **SARAH HAYS**<br>**Gulfcoast Transit Co.**<br>Tampa, Fl United States of America | **433**<br>294<br>— | <br><br>(AB) | **1965** Gulfport SB. Co.—Port Arthur, Tx (597)<br>*34,33* 9,66 5,157<br>34,14 9,61 5,72<br>1 dk<br>BK 64 | **TM Tug** | General Motors<br>2 Oil 2SA each 16Cy. 216 × 254<br>geared to sc. shafts<br>General Motors Corp. La Gra<br>Gen 2 × 125kW<br>Fuel 242,0t |
| **8822014** | **SARAH-J**<br>Launched as Fortuna II<br>**Fortuna Fishing Pty. Ltd.**<br>*Newcastle, N.S.W.* Australia | **150**<br>—<br>77 | | **1990** Port Lincoln Ship Construction Pty. Ltd. —Port Lincoln, S.A. (V14)<br>23,10 2,546<br>21,50 7,00 3,45 | **M Fishing**<br>Long-line Ref<br>In.90 | Cummins<br>Oil 4SA 6Cy. 159 × 159 with flexible<br>sr geared to sc. shaft<br>233kW (317bhp)<br>Cummins Engine Co. Inc. |
| **8505824**<br>*9HOP3*<br>2937<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>SatCom<br>AMVER | **SARAJEVO EXPRESS**<br>**Malta Cross Shipping Co. Ltd.**<br>Croatia Line<br>Valletta Malta | *27 103*<br>*8 131*<br>25 904 | <br><br>BV JR | **1987** R.O. Brodogradiliste "Uljanik"—Pula (369)<br>177,60 (BB) 10,651<br>163,38 32,20 19,41<br>P 16,2 B 13,2 F 20,2 1 dk | **M Container Ship**<br>Fixed-guides Portable-guides<br>5 Cell. Ho<br>TEU 1762<br>C.Ho 998/20' (40') C.Dk 764/20' (40')<br>9 Ha (stl) | B&W<br>Oil 2SA 6Cy. 700 × 2268<br>18 272bhp (13 440kW)<br>R.O. Tvornica Dizel Motora "Uljanik" |
| **7022667**<br><br>1346<br>Rt | **SARALA**<br>**Paradip Port Trust**<br>Calcutta India | **265**<br>67<br>381 | IRS<br><br>✠Classed LR until 7/80 | **1971**-8 East Bengal Eng. Works—Calcutta<br>33,53 8,59 3,506<br>30,48 8,39 4,27<br>1 dk<br>rf 762 | **M Tug**<br>Fire-fighting | MAN<br>Oil 4SA 9Cy. 300 × 450 reverse<br>to sc. shaft<br>Dok-en Werf Mij. Wilton- Fijenoord B.V.<br>Gen 2 × 56kW 230V d.c. |
| **8112093**<br>*EQLF*<br><br>Esd Rdr Rt | **SARALLAH**<br>**Government of The Islamic Republic of Iran (Ports & Shipping Organization)**<br>Bandar Khomeini Iran | *206*<br>*62*<br>135 | ✠**100A1**<br>tug<br>**LMC**<br>EL E 275,0/22,0U2<br>FN 320 | **1983**-6 Alblas Scheepswerf—Krimpen a/d Ijssel ((3129))<br>30,21 8,06 3,310<br>26,95 7,80 4,04<br>RFD 12,2 1 dk<br>rf 1168 BK 51 | **TM Tug** | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280 with<br>flexible couplings & sr reverse<br>shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 64kW 380V 50Hz a.c.<br>Fuel 68,0t (d.o.) |
| | | | | **SURVEYS OVERDUE — CLASS SUSPENDED 7/2/92** | | |
| **7904724**<br>*PZAF*<br><br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SARAMACCA**<br>**N.V. Scheepvaart Maatschappij Suriname**<br>Paramaribo Surinam | **4 051**<br>2 604<br>6 019 | <br><br>AB | **1980** (Aft section) Amels B.V.—Makkum (372)<br>**1980** (Fwd & cargo sections) Schpsw. "Friesland" B.V.—Lemmer<br>114,05 16,74 6,651<br>106,20 16,71 8,51<br>P 27,2 F 11,6 2 dks<br>rf nil | **M General Cargo**<br>Pallets Ref 6bth P<br>3 Ho 9,0 25,2 12,5 3 TwD<br>G.8 272 B.7 330 In.296 L.292<br>TEU 120<br>C.Ho 78/20' (40') C.Dk 42/20' (40')<br>3 Ha (stl) (9,0 × 8,0) (25,1 12,5 × 10,2) ER<br>Der 2(40) 2(20) | Werkspoor<br>Oil 4SA 9Cy. 410 × 470 sr geared to<br>6 400bhp (4 708kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 300kW 440V 60Hz a.c. |
| **7941253**<br>*EOEU*<br>M-37764<br>Df Esd Gc<br>Rdr RTv | **SARAN**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **744**<br>213<br>332 | <br><br>RS | **1980** ..............U.S.S.R.<br>53,75 10,72 4,341<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **8329347**<br>*YB4119*<br><br>Df Esd Gc<br>Rdr Rt | **SARANA I**<br>**P.T. Pelayaran Lokal Halim & Co.**<br>Pontianak Indonesia | **167**<br>89<br>— | <br><br>KI | **1962** Carya SB. Co.—Tandjung Priok<br>31,91<br>6,20 2,37<br>1 dk | **M General Cargo** | Oil<br>175bhp (129kW)<br>Motorenfabriek Darmstadt |
| **7620421**<br>*YBJG*<br>3798/Ba | **SARANA II**<br>ex Tandjung Satu-75 ex Adri XXV<br>ex Afrosia IV<br>**P.T. Perusahaan Pelayaran Nusantara "Tandjung"**<br>Jakarta Indonesia | **317**<br>224<br>370 | <br><br>(KI) | **1964** Ishikawajima Harima Heavy Ind. (I.H.I.) —Japan<br>40,31 7,65 2,083<br>38,99 7,62 3,15<br>1 dk | **M General Cargo** | Sulzer<br>Oil 2SA 4Cy. 240 × 400<br>420bhp (309kW)<br>Ishikawajima Harima Heavy Ind.<br>Gen 1 × 8kW |
| **7611248**<br>*UPGY*<br>M-33739<br>Df Esd Gc<br>Rdr Rt | **SARAPUL**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **710**<br>207<br>351 | <br><br>RS | **1975** ..............U.S.S.R.<br>53,73 (BB) 10,70 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW) E made73 fitted75<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller double ended |

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|---|---|---|---|---|---|---|
| 7113263<br>219-M<br>Dl Esd Pfd<br>Rdr Rt | **SARAS**<br>**Karachi Port Trust**<br>Karachi Pakistan | **843**<br>335<br>1 016 | ✠**100A1** M 12/87-6mos<br>hopper barge<br>Karachi harbour service<br>and within five miles<br>seawards<br>✠**LMC**<br>EL (L) 1¼"U2<br>FN 940 | **1971**-9 F. Smit v/h Smit & Zoon—Foxhol (205)<br>61,17 11,89 4,128<br>56,85 11,51 5,01<br>1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | MAN<br>Oil 4SA 6Cy. 300 × 450 reverse reduction geared to sc. shaft<br>1 060bhp (780kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 55kW 220V d.c. |
| 7941306<br>MRH-495 | **SARASWAT**<br>**Saraswat Industries & Commerce Pvt. Ltd.**<br>Mormugao India | **757**<br>531<br>671 | | **1944** Sancoale Shipbuilders & Engineers Pvt. Ltd. —Sancoale, Goa<br>(NK) 54,62 2,061<br>52,00 11,26 3,26 | **TM General Cargo**<br>Mchy.aft<br>G.735 | Paxman<br>2 Vee Oil 4SA each 12Cy. 177 × 196<br>800bhp (588kW)<br>Paxman Diesels Ltd. Colchester<br>Gen 2 × 16,5kW |
| 7902997<br>ATVO<br>1675 | **SARASWATI**<br>**Government of The Republic of India (Central Institute of Fisheries - Madras Unit)**<br>Bombay India | **311**<br>151<br>108 | | **1982** Goa Shipyard Ltd.—Goa (1086)<br>36,58 8,16 3,652<br>NV 31,12 8,01 4,42<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.40<br>2 Ha (stl) ER | Caterpillar D398TA<br>Vee Oil 4SA 12Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>825bhp (607kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 82kW 1 × 42kW 440V 60Hz a.c.<br>Controllable pitch propeller |
| 7114642<br>UOQ2<br>M-25634<br>Dl Esd Gc<br>Rdr Rt | **SARATA**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **1 531**<br>637<br>1 857 | | **1971** Intreprinderea Constr. Navale Constantza —Constantza (340)<br>RS 80,29 11,94 4,900<br>5,69<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.2 450<br>3 Ha (stl) (8,2 × 5,9) (8,2 8,2 × 7,9) ER<br>Cr 3(5) | Sulzer 6TAD36<br>Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW)<br>Sour "Jugoturbina" Karlovac<br>12,75kn |
| 7322263<br>S2VS<br>317522<br>Esd Rdr Rt | **SARATHI**<br>**Government of The People's Republic of Bangladesh (Ministry of Communications, Roads, Highways, Road Transport & Ports)**<br>Chittagong Bangladesh | **365**<br>71<br>151 | | **1973** Yokohama Zosen—Chiba (1349)<br>42,50 8,44 3,201<br>NK 37,27 8,39 3,81<br>F 15,6 1 dk | **TM Tug** | Daihatsu 8PSHTB-26D<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 32kW<br>Fuel (d.o.) 11,5kn |
| 7328566<br>S27<br>Esd Rdr RTh | **SARATOGA**<br>ex Nareau-76 ex John Williams VII-72<br>**D. A. Bradshaw & I. H. Crayford**<br>Saratoga Shipping Co. Ltd.<br>Honiara Solomon Islands | **185**<br>69<br>102 | ✠Classed LR until 9/72 | **1962**-11 Brooke Marine Ltd.—Lowestoft (297)<br>28,58 7,01 2,286<br>26,83 6,96 3,13<br>B 14,1 F 8,0 1 dk | **Composite TM Mission Ship** 8P<br>1 Ho 7,3<br>B.736<br>1 Ha (alu) (3,0 × 2,4)<br>1W Der 2(1,5) | Gardner<br>2 Oil 4SA each 6Cy. 140 × 197<br>286bhp (210kW)<br>L. Gardner & Sons Ltd. Manchester<br>Gen 1 × 10kW 2 × 7,5kW 220V d.c.<br>Fuel 30,5t (d.o.) 9,5kn |
| 7301685<br>WYZ7306<br>538903 | **SARATOGA I**<br>**Sea Quest Inc.**<br>Morgan City, La United States of America | **146**<br>99<br>— | | **1972** St. Charles Steel Works Inc.—Thibodaux, La<br>*22,41* 7,01<br>3,76 | **M Fishing** | Oil<br>465bhp (342kW)<br>.............<br>Fuel (d.o.) |
| 7108916<br>3EGP6<br>17704-88<br>Dl Esd Gc<br>Rdr RTm/v | **SARATOGA SUCCESS**<br>ex Imran Success-90<br>ex Oms Success-89 ex Novsky-88<br>ex Gold Marine 2-87 ex Gold Glory-83<br>ex European Lucky-80<br>ex European Glory-78<br>**Saratoga Shipping S.A.**<br>Panama Panama<br>SatCom: 1333437/SARA | **3 994**<br>2 391<br>6 256 | | **1971** Ujina Zosensho—Hiroshima (513)<br>109,55 16,46 6,740<br>BV 101,90 16,40 8,20<br>1 dk | **M General Cargo**<br>2 Ho 36,1 36,3 ER<br>G.8 199 B.7 793<br>2 Ha (stl) (28,0 26,5 × 8,0) ER<br>4W Der 1(20) 3(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>2 795kW (3 800bhp)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 160kW 445V 60Hz a.c.<br>Fuel 55,0t (d.o.) 457,5t (hvf)-13,0pd 15,7kn |
| 8902462<br>P3AG4<br>709157<br>Dl Esd Gc<br>Pfd Rdr RTv | **SARATOV**<br>**Saratov Shipping Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Limassol Cyprus<br>SatCom: 1100656 | *24 606*<br>*13 297*<br>42 263<br>T/cm<br>49,1 | | **1991** Hyundai Heavy Industries Co. Ltd.—Ulsan (695)<br>NV 182,80 30,50 11,200<br>- - 15,95<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.51 124 B.48 568<br>5 Ha (stl) (16,0 19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(10) | B&W 5L60MC<br>Oil 2SA 5Cy. 600 × 1944<br>8 377kW (11 389bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>Gen 3 × 500kW 440V 60Hz a.c. |
| 5314054<br>91469<br>Rt | **SARAWAK**<br>ex Nakhoda Ragam<br>**Wide Bay Shipping Co. Pty. Ltd.**<br>*Maryborough, Queensland* Australia | **115**<br>44<br>102 | | **1944** Richards Iron Works Ltd.—Lowestoft<br>30,48 6,86 3,201<br>6,81<br>1 dk | **Wood M General Cargo**<br>1 Ho 12,1<br>1 Ha (4,2 × 3,0)<br>1W Der 1(1,5) | Crossley<br>Oil 4Cy. 265 × 170<br>Crossley Bros. Ltd. Manchester<br>8kn |
| 8113243<br>5408 | **SARAYBURNU**<br>Launched as Kadikoy<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **456**<br>208<br>150 | | **1985** Turkiye Gemi Sanayii A.S.—Halic, Istanbul (218)<br>58,70 2,401<br>10,61 3,61<br>1 dk | **TM Ferry** | Sulzer<br>2 Oil<br>1 560bhp (1 147kW)<br>............. |
| 7326178<br>TCGV<br>4216<br>Dl Esd Gc<br>Rdr Rt | **SARAYKOY**<br>ex T. Bora-84<br>**Ozsay dis Ticaret A.S.**<br>Istanbul Turkey | **498**<br>287<br>1 213 | | **1973** Deniz Insaat Kizaklari—Buyukdere (138)<br>71,56 9,43 3,715<br>AB 68,81 9,40 4,12<br>P 17,4 F 8,0 1 dk<br>rf 114 len 77 | **M Tanker**<br>Chemical<br>DB<br>9 Ta ER | Polar<br>Oil 2SA 5Cy. 340 × 570 reverse geared to sc. shaft<br>1 050bhp (772kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 60kW a.c. 1 × 20kW a.c. 1 × 19,2kW a.c. |
| 7942207<br>UNOV<br>M-36663<br>Dl Esd Gc<br>Rdr RTv | **SARBAY**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **744**<br>213<br>327 | | **1981** .............U.S.S.R.<br>53,75 10,72 4,290<br>RS 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| 8517231<br>EQKG<br>Rt | **SARDASHT**<br>**National Iranian Tanker Co.**<br>Bandar Abbas Iran | *527*<br>*169*<br>640 | | **1985** Costruz. Riparaz. Nav. Antonini S.p.A.—La Spezia (115)<br>NV 50,73 2,101<br>47,02 11,51 2,80<br>1 dk | **TM Tanker/ Landing Craft**<br>8 Ta ER<br>L.(oil) 718 | Deutz<br>2 Vee Oil 4SA each 12Cy. 142 × 160 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 610bhp (1 184kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 164kW 380V 50Hz a.c. |
| 7517595<br>ITCN<br>882<br>Dl Esd Gc<br>Rdr Rt | **SARDEGNA**<br>ex Ro-Ro Italia-88<br>ex Allemagna Express-86<br>**"Tirrenia" di Navigazione S.p.A.**<br>Venezia Italy | **6 779**<br>2 355<br>4 342 | ✠Classed LR until 12/5/88 | RI **1976**-8 Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1197)<br>147,61 (BB) 22,84 6,601<br>135,01 22,61 14,10<br>B 41,2 2 dks, 3rd dk aft<br>rf 610 | **M RoRo Cargo** 12bth P<br>Stern door & ramp & Quarter door/ramp (p)<br>Mchy.fwd<br>TEU 233 C. 233/20' incl. 20 ref C. | MAN<br>Vee Oil 4SA 16Cy. 520 × 550 dr geared to sc. shaft<br>16 000bhp (11 769kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 64,5t (d.o.) 435,0t (hvf) 19,5kn |

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| **7804235** | **SARDINA I**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Topolobampo Mexico | **170**<br>120<br>— | (AB) | **1981** Ast. Mex.-Planta Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (602)<br>3,201<br>22,28 7,71 3,76<br>1 dk | **M Fishing**<br>Side Trawler | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse geared to sc. shaft<br>550bhp (405kW)<br>Cummins Diesel International Ltd.<br>Gen 2 × 100kW |
| **7804247**<br>Df Esd Rdr<br>Rt | **SARDINA II**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mazatlan Mexico | **170**<br>120<br>— | (AB) | **1981** Ast. Mex.-Planta Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (603)<br>22,31 3,201<br>22,26 7,75 3,76<br>1 dk<br>rf 1448 | **M Fishing**<br>Side Trawler | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse geared to sc. shaft<br>550bhp (405kW)<br>Cummins Diesel International Ltd.<br>Gen 2 × 100kW |
| **7804223**<br>Df Esd Rdr<br>Rt | **SARDINA III**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas, Sonora Mexico | **170**<br>120<br>— | (AB) | **1981** Ast. Mex.-Planta Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (601)<br>22,31 3,201<br>22,26 7,75 3,76<br>1 dk<br>rf 1448 | **M Fishing**<br>Side Trawler | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse geared to sc. shaft<br>550bhp (405kW)<br>Cummins Diesel International Ltd.<br>Gen 2 × 100kW |
| **7804259**<br>Df Esd Rdr<br>Rt | **SARDINA IV**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Topolobampo Mexico | **170**<br>160<br>— | (AB) | **1981** Ast. Mex.-Planta Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (604)<br>22,31 3,201<br>22,26 7,75 3,76<br>1 dk<br>rf 1448 | **M Fishing**<br>Side Trawler | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse geared to sc. shaft<br>550bhp (405kW)<br>Cummins Diesel International Ltd.<br>Gen 2 × 100kW |
| **7930802**<br>Df Esd Rdr<br>Rt | **SARDINA IX**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mazatlan Mexico | **170**<br>160<br>328 | (AB) | **1981** Ast. Mex.-Planta Ast. Rodrigues S.A. —Ensenada (185)<br>22,89 3,728<br>22,31 7,84 3,97<br>1 dk<br>rf 102 | **M Fishing** | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse geared to sc. shaft<br>550bhp (405kW)<br>Cummins Diesel International Ltd.<br>Gen 2 × 100kW |
| **7930761**<br>Df Esd Rdr<br>Rt | **SARDINA V**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mazatlan Mexico | **170**<br>160<br>— | (AB) | **1981** Ast. Mex.-Planta Ast. Rodrigues S.A. —Ensenada (181)<br>22,89 3,728<br>22,31 7,84 3,97<br>1 dk<br>rf 102 | **M Fishing** | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse geared to sc. shaft<br>550bhp (405kW)<br>Cummins Diesel International Ltd.<br>Gen 2 × 100kW |
| **7930773**<br>Df Esd Rdr<br>Rt | **SARDINA VI**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Topolobampo Mexico | **170**<br>160<br>328 | (AB) | **1981** Ast. Mex.-Planta Ast. Rodrigues S.A. —Ensenada (182)<br>22,89 3,728<br>22,31 7,84 3,97<br>1 dk<br>rf 102 | **M Fishing** | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse geared to sc. shaft<br>620bhp (456kW)<br>Cummins Diesel International Ltd.<br>Gen 2 × 100kW |
| **7930785**<br>Df Esd Rdr<br>Rt | **SARDINA VII**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mazatlan Mexico | **170**<br>160<br>328 | (AB) | **1981** Ast. Mex.-Planta Ast. Rodrigues S.A. —Ensenada (183)<br>22,89 3,728<br>22,31 7,84 3,97<br>1 dk<br>rf 102 | **M Fishing** | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse geared to sc. shaft<br>620bhp (456kW)<br>Cummins Diesel International Ltd.<br>Gen 2 × 100kW |
| **7930797**<br>Df Esd Gc<br>Rdr Rt | **SARDINA VIII**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Topolobampo Mexico | **170**<br>160<br>328 | (AB) | **1981** Ast. Mex.-Planta Ast. Rodrigues S.A. —Ensenada (184)<br>22,89 3,728<br>22,31 7,84 3,97<br>1 dk<br>rf 102 | **M Fishing** | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse geared to sc. shaft<br>620bhp (456kW)<br>Cummins Diesel International Ltd.<br>Gen 2 × 100kW |
| **7930814**<br>Df Esd Rdr<br>Rt | **SARDINA X**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Topolobampo Mexico | **170**<br>160<br>328 | (AB) | **1982** Ast. Mex.-Planta Ast. Rodrigues S.A. —Ensenada (186)<br>22,89 3,728<br>22,31 7,84 3,97<br>1 dk | **M Fishing**<br>Seiner Ref<br>4 Ho<br>1 Ha (3,2 × 3,0) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse geared to sc. shaft<br>620bhp (456kW)<br>Cummins Engine Co. Inc.<br>Gen 2 × 100kW |
| **8101197** | **SARDINA XI**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mexico | *226*<br>—<br>219 | | **1986** "AUENSA", Ast. Unidos de Ensenada S.A. de C.V.—Ensenada (203)<br>27,01 3,401<br>22,86 7,85 3,97 | **M Fishing**<br>Purse Seiner Ref<br>In.210 | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152<br>620bhp (456kW)<br>Cummins Engine Co. Inc. |
| **8101202** | **SARDINA XII**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mexico | *226*<br>—<br>219 | | **1986** "AUENSA", Ast. Unidos de Ensenada S.A. de C.V.—Ensenada (204)<br>27,01 3,401<br>22,86 7,85 3,97<br>1 dk | **M Fishing**<br>Purse Seiner Ref<br>In.210 | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152<br>620bhp (456kW)<br>Cummins Engine Co. Inc. |
| **8101214** | **SARDINA XIII**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mexico | *226*<br>—<br>219 | | **1986** "AUENSA", Ast. Unidos de Ensenada S.A. de C.V.—Ensenada (205)<br>27,01 3,401<br>22,86 7,85 3,97 | **M Fishing**<br>Purse Seiner Ref<br>In.210 | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152<br>620bhp (456kW)<br>Cummins Engine Co. Inc. |
| **7646815**<br>*UNNM*<br>M-35112<br>Df Esd Gc<br>Rdr Rt | **SARDINELLA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **744**<br>213<br>316 | RS | **1977** ............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(3,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd |
| **8029210**<br>*DUNH*<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SARDINELLA**<br>**University of The Philippines**<br>Manila Philippines | **411**<br>109<br>384 | (NK) | **1981** Niigata Eng. Co. Ltd.—Niigata (1712)<br>40,24 3,944<br>34,42 8,81 4,22<br>F 18,9 1 dk | **M Research/Fishing**<br>Training Survey Ref<br>In.93<br>1 Ha (stl) (1,3 × 1,3) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 200kW 225V 60Hz a.c. |
| **6417310**<br>*LLHY*<br>15800<br>RTm/h | **SARDINEN**<br>ex Electra ex Watt<br>**Bolaks A/S**<br>Bergen Norway | **283**<br>86<br>198 | | **1942** D. W. Kremer Sohn—Elmshorn<br>37,65 7,62 2,699<br>7,57<br>1 dk<br>RW rf 902 | **M Fishing**<br>Side-fishing<br>In.227<br>1 Ha ER<br>Der 1(2,5) | Wichmann<br>Oil 2SA 6Cy. 200 × 300<br>450bhp (331kW) NE 63<br>A/S Wichmann<br>Gen 1 × 56kW 1 × 22kW 220V<br>Fuel 61,0t (d.o.)-2,0pd |

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| 8113126 | **SARDINHA**<br>**Empresa Nacional de Abastecimiento Tecnico Material a Industria de Pesca (E.N.A.T.I.P.)**<br>Luanda Angola | **136**<br>60<br>118 | (BV) | **1984** Ast. Gondan—Puerto de Figueras (220)<br>26,01 2,701<br>22,51 6,51 3,26<br>1 dk | **M Fishing**<br>Side-fishing Seiner<br>Mchy.fwd<br>In.146 | GUASCOR<br>Vee Oil 4SA 12Cy. 150 × 150 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>500bhp (368kW)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR) Zumaya<br>Gen 2 × 32kW 380V 50Hz a.c. |
| 6600606<br>Df Esd Gc<br>Pg Rdr Rt | **SARDINIA NOVA**<br>ex Espresso Olbia-82 ex Tor Anglia-76<br>**Nuova Trans Tirreno Express S.r.l. (Sardinia Ferries)**<br>Cagliari Italy | **7 959**<br>3 820<br>2 503 | ✠Classed LR until 14/1/77<br>RI | **1966**-3 Luebecker Flender-Werke AG.—Luebeck (555)<br>138,03 21,57 5,519<br>125,41 21,01 12,50<br>B 86,3 RFD 5,5 2 dks, intermediate dk at sides, 3rd dk clear of mchy. space dk<br>rf 305 | **TM Passenger/RoRo Cargo/Ferry**<br>818bth 174dk P<br>Bow & stern doors Ice strengthened | Pielstick 12PC2V-400<br>4 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shafts<br>22 320bhp (16 418kW)<br>Ottensener Eisenwerk G.m.b.H. Hamburg<br>Gen 5 × 475,2kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 529,5t (hvf) 23kn |
| 7360617<br>Df Esd Gc<br>Pg Rdr | **SARDINIA VERA**<br>ex Corsica Vera-87<br>ex Marine Atlantica-86<br>**Medinvest S.r.l.**<br>Olbia Italy | **5 810**<br>2 962<br>2 840 | NV RI | **1975** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (381)<br>120,00 (BB) 19,51 5,765<br>107,02 19,00 12,35<br>3 dks<br>rf nil | **TM Passenger/RoRo Cargo/Ferry**<br>116bth 1084dk P<br>Bow door/ramp Stern door/ramp<br>Ice strengthened<br>Mchy.aft | MaK 12M551AK<br>2 Vee Oil 4SA each 12Cy. 450 × 550<br>14 080bhp (10 357kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 4 × 520kW 1 × 144kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 528,5t (d.o.) 20,25kn |
| 5214107<br>Df Esd Gc | **SARDINOPS**<br>**Government of The Republic of South Africa (Department of Environment Affairs - Sea Fisheries Research Institute)**<br>Cape Town/ Kaapstad South Africa | **251**<br>62<br>81 | ✠**100A1** trawler<br>✠**LMC**<br>SS 1/91<br>EL (d)i<br>FN 368 | **1958**-10 Globe Eng. Works Ltd.—Kaapstad/Cape Town (104)<br>36,23 7,75 3,709<br>32,16 7,62 3,81<br>F 7,4<br>RW rf 838 BK 178 | **M Research/Fishing**<br>Side Trawler | Alpha<br>Oil 2SA 5Cy. 290 × 490 with hydraulic coupling<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 55kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 8000147<br>Df Esd Gc<br>Rdr Rt | **SARDIS**<br>ex Dragaberg-88<br>**P/F Snaralokur**<br>Runavik Faeroes (Danish) | **141**<br>83<br>— | BV | **1981** Forges Caloin—Etaples (025)<br>30,99 3,501<br>27,51 6,81 5,82<br>1 dk | **M Fishing**<br>Stern Trawler<br>len 83 | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Controllable pitch propeller |
| 7214674<br>FSBC<br>4245<br>CC 318332<br>Df Esd Rdr | **SARENNES**<br>**Armement Dhellemmes S.A.**<br>Concarneau France | **227**<br>74<br>— | BV | **1972** Con. Mec. de Normandie—Cherbourg<br>33,41 7,98 3,341<br>28,96 7,80 4,35<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.160 | Crepelle 6SN<br>Oil 4SA 6Cy. 260 × 280<br>800bhp (588kW)<br>Crepelle et Cie. Lille<br>Gen 2 × 24kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 45,0t (d.o.) 11,5kn |
| 5245124<br>852/80<br>Df Esd Gc<br>Ptd Rdr Rt | **SAREYAH**<br>ex A-Trader-81 ex Sea King-80<br>ex Golden Venture-79 ex Nachisan-77<br>ex Nachisan Maru-71<br>**Al Shamsi Trading Co.**<br>Dubai United Arab Emirates | **4 636**<br>2 547<br>7 033 | (AB) (NK) | **1951** Ishikawajima Jukogyo—Tokyo (695)<br>121,21 16,01 7,316<br>111,97 15,98 8,89<br>P 8,9 B 35,1 F 8,9 1 dk<br>RW rf 152 | **M General Cargo**<br>4 Ho<br>G.9 896 B.9 116<br>5 Ha (7,9 10,6 6,1 9,8 9,8 × 7,0)<br>10W Der 1(30) 8(10) 2(3) | B&W 6-50VTBF-110<br>Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW) NE 59<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 120kW 230V a.c.<br>Fuel 753,0t 12kn |
| 5023394<br>Df Esd Ptd<br>Rt | **SARFAQ**<br>ex Sillerslev-81<br>ex Argo of Pembroke-74<br>**Sisimiut Trawl ApS**<br>North Atlantic Prawns Ltd.<br>Holsteinsborg/ Sisimiut Greenland (Danish) | **292**<br>108<br>— | ✠Classed LR until 10/9/71<br>BV | **1962**-4 James & Stone (Brightlingsea) Ltd. —Brightlingsea (409)<br>40,75 8,18 4,420<br>36,05 8,08 6,23<br>F 6,1 1 dk<br>RW BK 152 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW) NE 74<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 34,5t (d.o.) 11kn |
| 7733711<br>UNKW<br>M-33190<br>Df Esd Gc<br>Rdr Rt | **SARGAN**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **744**<br>213<br>350 | RS | **1978** ............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller 1 fwd<br>12,5kn |
| 8110394<br>H9YR<br>11358-81B<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SARGASSO**<br>**D. K. Line S.A.**<br>Panama Panama | **5 638**<br>3 892<br>6 573 | NK | **1981** K.K. Taihei Kogyo—Akitsu (1421)<br>121,49 19,46 6,546<br>111,99 19,41 8,31<br>P 28,7 F 6,4 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Mchy.aft<br>L.(gas) 5 250 | Mitsubishi 6UEC45/115H<br>Oil 2SA 6Cy. 450 × 1150<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 3 × 600kW<br>14,5kn |
| 5428908<br>EDIQ<br>3481<br>Df Esd Rdr<br>Rt | **SARGO**<br>**Jose Lorenzo S.L.**<br>Vigo Spain | **228**<br>101<br>— | (BV) | **1964** Enrique Lorenzo y Cia. S.A.—Vigo (257)<br>34,17 6,35 3,531<br>30,00 6,30 3,87<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Controllable pitch propeller<br>Fuel 54,5t (d.o.) 11kn |
| 7822017<br>AQOK<br>317964<br>Df Esd Gc<br>Ptd Rdr Rt | **SARGODHA**<br>**Pakistan National Shipping Corp.**<br>Karachi Pakistan | T.Mk<br>**8 083**<br>4 066<br>—<br>**12 438**<br>6 921<br>18 242<br>T/cm<br>28,8 | ✠**100A1** DTsm — Veg. oil<br>✠**LMC** UMS<br>CS 1/89<br>EL E† 577,5/56,0U3<br>FN 5282 | **1980**-3 Oshima Shipbuilding co. Ltd.—Nagasaki (10044)<br>153,07 (BB) 23,04 —/9,746<br>145,01 23,00 13,42<br>F 12,2 2 dks<br>rf nil | **M General Cargo**<br>pt higher tensile steel<br>4 Ho 19,9 25,6 6,4DTp&s 25,6 24,7 ER 4 TwD<br>G.23 560 B.22 253 L.1 006<br>TEU 390 C.Ho 270/20'(40') C.Dk 120/20'(40')<br>7 Ha (stl) (12,8 19,2p&s 19,2p&s 19,2p&s × 8,0) ER<br>5W Cr 2(25) Der 5(22) | B&W 6L67GFC<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8,6kgf/cm² (8,5bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 3 × 580kW 450V 60Hz a.c.<br>Fuel 198,0t (d.o.) 1 488,0t (hvf) 16,5kn |
| 7640811<br>M-22851<br>Df Esd Gc<br>Rdr Rt | **SARGUS**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **710**<br>207<br>350 | RS | **1976** ............U.S.S.R.<br>53,73 (BB) 10,70 4,292<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>12,75kn |
| 9002556<br>9MAF<br>Df Esd Gc<br>Rdr Rt | **SARI MARINA**<br>**Marina Shipping Sendirian Berhad**<br>Kuching Malaysia | *3 727*<br>*2 431*<br>6 500 | AB (Class cont.) | **1991** Malaysia Shipyard & Eng. Sdn.—Johore Bahru (044)<br>104,02 8,002<br>98,70 16,81 8,30<br>1 dk | **M Tanker**<br>12 Wing Ta ER<br>L.8 490 | Blackstone ESL16MK2<br>Oil 4SA 16Cy. 222 × 292 reverse reduction geared to sc. shaft<br>2 611kW (3 550bhp)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford |
| 7528934 | **SARI SAMUDERA 51**<br>**P.T. Sari Samudera**<br>Semarang Indonesia | **112**<br>43<br>— | KI | **1973** P.T. Menara—Tegal<br>...<br>21,01 6,20 2,95<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 16kW 225V |
| 7528946 | **SARI SAMUDERA 52**<br>**P.T. Sari Samudera**<br>Semarang Indonesia | **112**<br>43<br>— | KI | **1972** P.T. Menara—Tegal<br>... ...<br>21,01 6,20 2,95<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 16kW 225V |

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|---|---|---|---|---|---|---|
| **7528958**<br>*YBZX* | **SARI SAMUDERA 53**<br>**P.T. Sari Samudera**<br>Semarang Indonesia | **115**<br>96<br>— | KI | **1972** P.T. Menara—Tegal<br>... ... ...<br>21,01 6,20 2,95<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 16kW 225V |
| **7528960**<br>*YBZY* | **SARI SAMUDERA 54**<br>**P.T. Sari Samudera**<br>Semarang Indonesia | **112**<br>43 | KI | **1972** P.T. Menara—Tegal<br>... ... ...<br>21,01 6,20 2,95<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 16kW 225V |
| **7528972**<br>*YBZZ* | **SARI SAMUDERA 55**<br>**P.T. Sari Samudera**<br>Semarang Indonesia | **112**<br>43<br>— | KI | **1973** P.T. Menara—Tegal<br>... ... ...<br>21,01 6,20 2,95<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 16kW 225V |
| **8340377**<br>*YCOO* | **SARI SAMUDERA 61**<br>**P.T. Sari Samudera**<br>Semarang Indonesia | **144**<br>87<br>— | (KI) | **1980** P.T. Menara—Tegal<br>32,52 2,750<br>28,00 7,00 3,20<br>1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 200 × 260<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. |
| **8340389**<br>*YCOP* | **SARI SAMUDERA 62**<br>**P.T. Sari Samudera**<br>Semarang Indonesia | **144**<br>87<br>— | (KI) | **1980** P.T. Menara—Tegal<br>32,52 2,750<br>28,00 7,00 3,20<br>1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 200 × 260<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. |
| **8340391**<br>*YCOQ* | **SARI SAMUDERA 63**<br>**P.T. Sari Samudera**<br>Semarang Indonesia | **144**<br>87<br>— | (KI) | **1981** P.T. Menara—Tegal<br>32,52 2,750<br>28,00 7,00 3,20<br>1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 200 × 260<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. |
| **7301350**<br>*PLSA*<br>Esd Rt | **SARI SAMUDRA**<br>ex Boga Beringin-80<br>**P.T. Duta Samudra**<br>Jakarta Indonesia | **270**<br>255<br>— | KI (NK) | **1974** Ho Ah Lam Shipyard Pte. Ltd.—Singapore<br>39,86 7,95 2,286<br>38,10 7,93 3,92<br>1 dk | **TM General Cargo**<br>Mchy.aft | Deutz<br>2 Oil 4SA each 8Cy. 120 × 125<br>380bhp (280kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 70kW 415V |
| **7946904**<br>3813<br>RTv | **SARIBAS I**<br>**Saribaslar Kollektif Sirketi**<br>Istanbul Turkey | **297**<br>158<br>400 | | **1968** Gemi-is Kolleketif Sirketi—Fener, Istanbul<br>43,52 2,850<br>38,33 7,00 3,31<br>1 dk | **M General Cargo** | MWM<br>Oil 4SA 6Cy.<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **5200344**<br>*HP2068*<br>5663-75<br>Df Esd Pfd<br>Rt | **SARICA**<br>ex Anne Beatrice-74 ex L'Equipe-70<br>ex Gascogne-56<br>**Carrizo Maritime Inc.**<br>Panama Panama | **318**<br>102<br>— | (BV) | **1946** J. Lewis & Sons Ltd.—Aberdeen (199)<br>41,99 8,01<br>38,00 7,50 4,81<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>3 Ha (0,9 × 0,9) (1,0 1,0 × 1,0) | Duvant<br>Oil 4SA 8Cy. 315 × 480<br>800bhp (588kW) NE 56<br>Moteurs Duvant<br>Fuel 98,5t (d.o.) |
| **8607880**<br>*TC4769*<br>225331<br>Esd Gc Rdr<br>RTm/v | **SARICA BEY**<br>**Istanbul Ulasim Sanayii ve Ticaret A.S.**<br>Istanbul Turkey | *431*<br>*166*<br>125 | NV | **1987** A/S Fjellstrand—Omastrand (1581)<br>38,82 9,71 2,501<br>36,02 9,47 5,92<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull<br>450dk P | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 185<br>sc. shafts<br>4 106bhp (3 020kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 68kW 400V 50Hz a.c. |
| **7005085**<br>*TC5415*<br>Df Esd Rdr<br>RTm/v | **SARIGOL**<br>ex Chemicat-90 ex Susebek-88<br>**Ak-Yakit Akaryakis Ticaret ve Nakliyat A.S.**<br>Istanbul Turkey | **959**<br>618<br>1 812 | GL | **1970** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (713)<br>73,92 (BB) 10,72 4,630<br>68,69 10,71 6,00<br>P 27,2 B 23,8 F 9,8 2 dks | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 2 286<br>HeCls. C | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 150bhp (846kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 90kW 2 × 45kW 380V 50Hz<br>Fuel 150,0t (d.o.)-4,0pd |
| **5265796**<br>2128<br>Df | **SARIKAYA**<br>ex Ortakoy ex I Kaplama-58<br>ex Ortakoy-57 ex Katerina-52<br>ex Parita-47 ex Bison-47<br>**Celal Uzuner ve Ortaklari**<br>Istanbul Turkey | **497**<br>286<br>850 | Classed LR until 8/59 | **1903** J. I. Thornycroft & Co. Ltd.—Southampton<br>52,76 7,93 3,652<br>50,17 3,92<br>RQD 21,7 F 8,6 1 dk<br>R BK 152 | **M General Cargo**<br>Mchy.aft | S.K.L.<br>Oil 6Cy. 350 × 384<br>480bhp (353kW) E made26 refitted59<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7028518**<br>*TC5680*<br>Df Esd Gc<br>Rdr RTm/h/v | **SARIKIZ**<br>ex Agios Nikolaos I-91<br>ex Ammersbek-90<br>Istanbul Turkey | **999**<br>618<br>1 800 | GL | **1970** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (716)<br>73,97 (BB) 10,72 4,636<br>68,81 10,71 6,00<br>P 27,2 B 23,8 F 9,2 2 dks | **M Tanker**<br>Chemical<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 2 286<br>HeCls. C | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 150bhp (846kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 72kW 1 × 15kW 400V 50<br>Fuel 130,0t (d.o.)-4,5pd |
| **7432446**<br>*9VGC*<br>384406<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SARINDERJIT**<br>ex Extraco II-90 ex Ocean Explotar-78<br>**Blue River Navigation Pte. Ltd.**<br>Tradeco Enterprises Private Ltd.<br>Singapore Singapore | **6 167**<br>3 901<br>10 145 | NK | **1975** Kochiken Zosen—Kochi (595)<br>127,97 18,32 7,755<br>119,00 18,30 9,90<br>P 23,8 F 9,9 1 dk | **M General Cargo**<br>G.13 332 B.12 894<br>3 Ha (16,0 30,7 19,5 × 8,9) ER<br>Der 4(20) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 900<br>4 413kW (6 000bhp)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 240kW a.c.<br>Fuel 1 062,0t-23,0pd |
| **8500537**<br>*JWXK*<br>20236<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SARITA**<br>**P/R Nordshuttle III**<br>Ugland Tankers A/S<br>Grimstad Norway<br>SatCom: 1310466/JWXK | *70 434*<br>*36 676*<br>124 472 | NV | **1986** Daewoo SB. & Heavy Machinery Ltd. —Okpo (5015)<br>252,48 (BB) 15,325<br>46,00 22,41<br>1 dk<br>Diam. 0,500 | **TM Tanker**<br>for offshore installations<br>COW IGS SBT DB DSS Bow loading<br>12 Ta ER<br>L.(oil) 138 312<br>14 Cargo pumps total 10 690T/hr | B&W<br>2 Oil 2SA each 6Cy. 600 × 1944<br>18 620bhp (13 696kW)<br>Korea Heavy Industries & Construction Ltd.<br>Gen 2 × 3500kW 6000V 60Hz a.c. 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers |
| **5377032**<br>*VTFL*<br>140723 | **SARITA**<br>ex Vasishta-75<br>**Vembanad Waterways**<br>Calcutta India | **154**<br>84<br>— | | **1935** Hooghly Docking & Eng. Co. Ltd.—Calcutta<br>38,10 8,54 1,372<br>8,49<br>1 dk<br>R | **M Tank Barge**<br>L.(oil) 238 | Gardner<br>Oil 2SA 5Cy. 230 × 280<br>L. Gardner & Sons Ltd.<br>Fuel 2,0t |
| **5411242**<br>304230 | **SARK TRADER**<br>ex Function-83<br>**Bailey & Boynton Marine**<br>Guernsey Channel Islands (British) | **196**<br>140<br>254 | | **1963** Schpsw. Gebr. Coops N.V.—Hoogezand (231)<br>30,38 6,74 2,490<br>28,55 6,71 2,75<br>1 dk | **M General Cargo Barge**<br>1 Ho 19,3 ER<br>1 Ha (16,6 × 4,5) ER | Kelvin<br>Oil 4SA 6Cy. 165 × 191<br>180bhp (132kW)<br>Bergius Co. Ltd.<br>Fuel (d.o.) |
| **8415718**<br>*5NGW*<br>LA257<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SARKIM BAKA**<br>**Federal Military Government of Nigeria (Institute for Oceanography & Marine Research)**<br>Lagos Nigeria | *272*<br>*81*<br>257 | NK | **1984** Fujishin SB. Co.—Kamo (505)<br>42,02 3,156<br>35,51 7,10 3,31<br>P 2,8 B 14,7 F 7,4 1 dk | **M Fishing**<br>Training Side-fishing Ref | Yanmar<br>Oil 4SA 6Cy. 220 × 280 with clutc<br>geared to sc. shaft<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 120kW a.c. |
| **7935307**<br>*OHMM*<br>Esd Rt | **SARKKA**<br>**Finnish Board of Navigation (Merenkulkuhallitus)**<br>Rauma/Raumo Finland | **151**<br>28<br>— | | **1966** Rauma-Repola Oy—Rauma/Raumo<br>1,901<br>27,11 5,40<br>len 80 | **TM Research**<br>Hydrographic Survey | 2 Oil<br>410bhp (302kW)<br>.......... |

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| 7611964<br>SXKN<br>1688<br>Ol Esd Gc<br>Rdr RTv<br>AMVER | **SARLA**<br>ex Perlas-89 ex Camia-87<br>ex Kilmore-82 ex Scan Leader-82<br>**Manley Corp.**<br>Piraeus Greece | **15 533**<br>10 405<br>27 704<br>T/cm<br>38,4 | **100A1** SS 8/87<br>bulk carrier<br>strengthened for heavy<br>cargoes<br>**LMC**<br>EL H† 605,0/62,0U3<br>FN 6465<br>(BV) | **1977** Koyo Dockyard Co. Ltd.—Mihara (736)<br>174,48 24,85 10,370<br>164,40 24,81 14,51<br>P 9,2 F 4,6 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 17,2 26,4 26,3 26,3 26,2 ER<br>G.35 983 B.34 545 HeCls. ptB<br>5 Ha (stl) (9,0 17,2 16,7 16,7 17,5 × 12,3) ER<br>Cr 4(25) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 12kgf/cm$^2$ (11,8bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 211,5t (d.o.) 1 550,0t (hvf)-33,5pd 16,5kn |
| 7945730<br>UPKW<br>M-36666<br>Ol Esd Gc<br>Rdr RTv | **SARLEY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **744**<br>209<br>332 | RS | **1981** ..............U.S.S.R.<br>53,75 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| 6417322<br>UIL<br>M-27617<br>Ol Esd Gc<br>Rdr Rt | **SARMA**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | **3 556**<br>1 577<br>2 538 | RS | **1964** Nikolayev Shipyard "Nosenko"—Nikolayev<br>99,37 14,03 5,542<br>92,33 13,97 7,24<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>3 Ho ER<br>In.3 230<br>3 Ha (each 3,7 × 4,2) ER<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total 4 000bhp (2 942kW) driving 4 gen. connected to elec. motor & geared to sc. shaft<br>U.S.S.R.<br>Gen 1 × 600kW 2 × 200kW 380V 50Hz a.c.<br>13,5kn |
| 7105081<br>C6KK3<br>Ol Esd Gc<br>Pltd Rdr<br>RTm/h/v | **SARMACJA**<br>ex Trailer-91 ex Trader-85<br>ex Stena Trader-85 ex Viking Trader-81<br>ex Dalriada-80 ex Stena Trailer-71<br>**C.I. Vance Investment Ltd.**<br>Polish Scandinavia Shipping Lines Ltd. (Polska Skandynawia Linie Zeglugowe Sp. z o.o.)<br>Nassau Bahamas | T.Mk<br>**1 599**<br>627<br>2 540 | NV | **1971** Brodrene Lothe A/S—Haugesund (31)<br>105,90 (BB) 16,03 5,101<br>96,20 16,01 11,61<br>2 dks<br>rf 1199 | **TM RoRo Cargo**<br>12bth P<br>Bow door & ramp Side door (p) Stern door/ramp Ice strengthened<br>Lane Length 860 Clear height 6,20<br>TEU 140 C. 140/20' | Normo LDM-8<br>LDM-9<br>4 Oil geared to sc. shafts<br>4 590bhp (3 376kW)<br>(i) 2 Oil 4SA each 8Cy. 250 × 300<br>Normo Gruppen A/S Bergen<br>(ii) 2 Oil 4SA each 9Cy. 250 × 300<br>Normo Gruppen A/S Bergen<br>Gen 2 × 320kW 1 × 240kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 357,5t (d.o.)-16,5pd 16kn |
| 6919215<br>UWWZ<br>M-29039<br>Ol Esd Gc<br>Rdr Rt<br>AMVER | **SARNY**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**5 630**<br>2 681<br>—<br>**8 874**<br>4 576<br>13 805 | RS | **1967** Kherson Shipyard—Kherson<br>152,81 20,65 7,160/9,370<br>140,01 20,58 12,04<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>G.19 170 B.17 420<br>5 Ha (stl) (9,8 × 8,9) (14,4 14,4 14,4 × 10,9) ER (9,8 × 9,5)<br>Cr 10(5) | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 272,5t (d.o.) 1 165,5t (hvf) 17kn |
| 7852361<br>JBYI<br>110882 | **SAROBETSU**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **384**<br>100<br>— | | **1971** Maizuru Jukogyo K.K.—Maizuru<br>58,04 2,531<br>52,91 7,38 4,22<br>1 dk | **TM Patrol Ship** | Niigata<br>2 Oil<br>2 600bhp (1 912kW)<br>Niigata Eng. Co. Ltd. Japan<br>16,75kn |
| 7369948<br>ATKC<br>1550<br>Ol Esd Gc<br>Rdr Rt | **SAROJINI NAIDU**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **10 759**<br>5 686<br>16 297 | **100A1** SS 4/90<br>oil tanker<br>**LMC**<br>EL C† 2$\frac{11}{16}$"U1<br>FN 4881<br>IRS | **1975** Baltic SB. & Eng. Works—Leningrad (620)<br>162,31 (BB) 21,44 8,929<br>149,66 21,40 11,21<br>P 37,2 F 15,9 1 dk<br>rf nil | **M Tanker**<br>pt higher tensile steel<br>Mchy.aft | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works Bryansk<br>2 WTAuxB 15kgf/cm$^2$ (14,8bar)<br>AuxB (ex.g) 8kgf/cm$^2$ (7,9bar) Spt 15kgf/cm$^2$ (14,8bar) rcv 8kgf/cm' (7,9bar)<br>Gen 3 × 500kW 400V 50Hz a.c.<br>Fuel (d.o.) 16kn |
| 8903997<br>JG4918<br>131942<br>Rt | **SAROMA**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **179**<br>—<br>10 | | **1989** Hitachi Zosen—Kanagawa Works, Kawasaki (117100)<br>43,00 - 1,572<br>40,00 7,50 4,00<br>1 dk | **Aluminium Alloy TrM Patrol Ship** | Pielstick 12PA4V200VGA<br>16PA4V200VGA<br>3 Vee Oil sr geared to sc. shafts<br>(centre) Oil 4SA 12Cy. 200 × 210<br>1 615kW (2 196bhp)<br>Fuji Diesel Co. Ltd. Tateyama<br>(wing) 2 Oil 4SA each 16Cy. 200 × 210<br>4 310kW (5 859bhp)<br>Fuji Diesel Co. Ltd. Tateyama<br>Water jet propulsion units |
| 6602977<br>HOWA4<br>Ol Esd Gc<br>Rdr RTm/v | **SARON**<br>ex Eleni V-91 ex Karen Silvana-88<br>ex Janne Silvana-79 ex Hasselwerder<br>ex City of Le Havre-67<br>ex Hasselwerder-66<br>San Lorenzo Honduras | T.Mk<br>**499**<br>324<br>1 160 | (GL) | **1965** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (568)<br>66,35 10,80 3,963<br>60,71 10,77 6,05<br>F 6,8 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 41,9 ER<br>G.2 447 B.2 265<br>3 Ha (stl) (8,9 × 6,1) (10,8 10,8 × 7,4) ER<br>4W Der 4(3) | Deutz RBV6M545<br>Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 1 × 19kW 220/380V a.c.<br>Fuel 87,5t (d.o.) 11kn |
| 7228084<br>H9FE<br>10824-80D<br>Ol Esd Gc<br>Pltd Rdr Rt | **SARONIC BAY**<br>ex Anita I-86 ex Crystal Conquest-86<br>ex Botany Chemist-83<br>**Albatross Maritime International S.A.**<br>Laskaridis Shipping Co. Ltd.<br>Panama Panama | **3 417**<br>2 117<br>5 715 | NK | **1972** Fukuoka Zosen K.K.—Fukuoka (1013)<br>105,52 15,65 6,752<br>98,00 15,60 8,21<br>P 22,3 F 9,2 1 dk<br>Diam. 0,203 | **M Tanker**<br>Oil Chemical<br>14 Ta ER<br>L.(oil) 5 665 HeCls. BC<br>18 Cargo pumps total 1 980T/hr | Mitsubishi 8UET45/80D<br>Oil 2SA 8Cy. 450 × 800<br>5 800bhp (4 266kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 280kW 440V 60Hz a.c.<br>Fuel 88,0t (d.o.) 692,0t (hvf)-20,0pd 14kn |
| 7379046<br>SZLO<br>9455<br>Ol Esd Gc<br>Rdr Rt<br>AMVER | **SARONIKOS**<br>ex Fair Winds-89 ex Oakland-85<br>**Atlantic Seaways Corp.**<br>Piraeus Greece | **8 901**<br>5 987<br>15 142 | (AB) (BV) | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2417)<br>143,41 (BB) 19,87 9,033<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 160 B.19 008<br>5 Ha (stl) (9,1 19,8 9,1 9,1 9,1 × 9,9) ER<br>12W Der 2(20) 10(10) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. Japan<br>Gen 2 × 310kW a.c. 1 × 170kW a.c.<br>16,75kn |
| 7364821<br>SV2187<br>4679<br>Rt | **SARONIKOS**<br>ex Astakos-79<br>**Saronikos Co. Ltd.**<br>Piraeus Greece | **1 126**<br>706<br>350 | HR (BV) | **1974** "Naus" Shipyard Philippou Bros. S.A. —Perama (120)<br>78,14 15,30 2,998<br>69,30 13,45 3,69<br>1 dk | **TM RoRo Cargo/Ferry**<br>Bow ramp<br>Mchy.aft | S.K.L.<br>2 Oil 4SA<br>2 640bhp (1 942kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| 6285318<br>SV4403<br>3661<br>Ol Esd Rdr<br>Rt | **SARONIS**<br>ex Georgios Maninis-90 ex Meropi-85<br>ex Agios Dionisios-85 ex Fulsea-77<br>ex Prinsenbeek-71<br>**Dion Nargos & Nikolaos Kontovrakis**<br>Piraeus Greece | **499**<br>316<br>947 | ✠Classed LR until 25/5/84 | **1962**-2 N.V. Schps. Gebr. van Diepen —Waterhuizen (969)<br>61,04 9,30 3,645<br>55,61 9,20 4,07<br>RQD 15,3 F 11,9 1 dk<br>RW rf 152 | **M General Cargo**<br>Ice strengthened<br>1 Ho 39,6 ER<br>G.1 096 B.980<br>2 Ha (each 11,5 × 4,8) ER<br>2W Der 2(3) | Werkspoor<br>Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 58,0t 10,75kn |
| 7946710<br>TC4067<br>3412<br>Rdr RTv | **SAROS**<br>**Sokullu Sezan Kollektif Sirketi**<br>Istanbul Turkey | **199**<br>105<br>— | | **1962** Denizcilik Bankasi T.A.O.—Halic, Istanbul<br>29,29 3,031<br>26,40 8,21 4,04<br>1 dk | **M General Cargo** | B&W<br>Oil 4Cy.<br>375bhp (276kW)<br>B&W Holeby Diesel Div. of B&W Diesel A/S<br>Denmark |

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| **7823554**<br>*D5VQ*<br>6684<br>Df Esd Gc<br>Pfd Rdr Rt | **SARPINDO PALAPA**<br><br>**P.T. Sarpindo Gloria Shipping Inc.**<br>Island Navigation Corporation<br>International Ltd.<br>Monrovia Liberia | **10 890**<br>6 011<br>16 370 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 1/89<br><br><br>EL E† 577,5/56,0U3<br>FN 5419 | **1979**-12 Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1226)<br>157,51 (BB) 25,05 7,017<br>148,01 25,00 11,61<br>P 30,8 F 16,2 1 dk<br>rf nil | **M Tanker**<br><br>11 Ta ER<br>L.(oil) 20 667 | B&W<br>Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW)<br>Hitachi Zosen<br>AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 23kgf/cm² (22,6bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 152,5t (d.o.) 1 018,0t (hvf) |
| **7823530**<br>*D5PZ*<br>6538<br>Df Esd Gc<br>Pfd Rdr Rt | **SARPINDO PRIBUMI**<br><br>**P.T. Sarpindo Gloria Shipping Inc.**<br>Island Navigation Corporation<br>International Ltd.<br>Monrovia Liberia | **10 890**<br>6 011<br>16 291 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 7/89<br><br><br>EL E† 577,5/56,0U3<br>FN 5419 | **1979**-8 Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1224)<br>157,51 (BB) 25,05 7,017<br>148,01 25,00 11,61<br>P 30,8 F 16,2 1 dk<br>rf nil | **M Tanker**<br><br>11 Ta ER<br>L.(oil) 20 254 | B&W<br>Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW)<br>Hitachi Zosen<br>AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 23kgf/cm² (22,6bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 152,0t (d.o.) 1 018,0t (hvf) |
| **7823542**<br>*D5TU*<br>6636<br>Df Esd Gc<br>Pfd Rdr Rt | **SARPINDO PRIMUDA**<br><br>**P.T. Sarpindo Gloria Shipping Inc.**<br>Island Navigation Corporation<br>International Ltd.<br>Monrovia Liberia | **10 890**<br>6 011<br>16 319 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 12/88<br><br><br>EL E† 577,5/56,0U3<br>FN 5421 | **1979**-10 Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1225)<br>157,51 (BB) 25,02 7,017<br>148,01 25,01 11,61<br>P 30,8 F 16,2 1 dk<br>rf nil | **M Tanker**<br><br>11 Ta ER<br>L.(oil) 20 254 | B&W<br>Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW)<br>Hitachi Zosen<br>AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 23kgf/cm² (22,6bar)<br>Gen 3 × 440kW 450V 60Hz a.c. |
| **5314303**<br>*HO3952*<br>9722-PEXT1<br>Esd Pfd Rdr<br>RTm | **SARSIA**<br>ex Dejudah-88 ex Sarsia-81<br>**Dejas Marine Inc.**<br>Panama Panama | **299**<br>97<br>— | ✠**100A1**<br>trawler<br>✠**LMC** | SS 6/82<br><br><br>EL m<br>FN 439 | **1953**-11 Philip & Son Ltd.—Dartmouth (1244)<br>38,99 8,56 3,201<br>35,06 8,54 3,97<br>F 5,8 1 dk<br>RW BK 152 | **M Research/Fishing**<br>Side Trawler<br>1 Ho 5,8<br><br><br>1 Ha (1,1 × 1,0)<br>1W Der 1(5) | National Gas<br>Oil 4SA 6Cy. 230 × 305 sr geared to sc<br>319bhp (235kW)<br>National Gas & Oil Eng. Co. Ashton-<br>also 1 Oil driving gen. of 35kW 220V d.c.<br>connected to elec. motor of 20shp<br>secondary propulsion<br>Gen 1 × 60kW 1 × 35kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 30,5t (d.o.) |
| **7223429**<br>*UWRS*<br>M-29622 | **SARTAY**<br><br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **180**<br>50<br>85 | | <br><br>RS | **1972** ..............U.S.S.R.<br>31,60 7,32 2,899<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (1,4 × 1,1)<br>1W Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Fuel (d.o.) |
| **5381083**<br>*LAZD*<br>14697<br>Df Esd Pfd<br>Rdr Rt | **SARTOR**<br>ex North-Sea-Surveyor-90<br>ex Seaway Petrel-85 ex Vimi-82<br>ex Wilh. Michaelsen-57<br>**Sartor Shipping K/S**<br>Bergen Norway | **499**<br>237<br>— | | <br><br>NV | **1936** Norderwerft A.G.—Ham (693)<br>56,14 8,16 6,255<br>49,00 8,12 7,14<br>RQD 28,1 B 6,8 F 6,4 2 dks<br>R rf 800 BK 170 conv Side Trawler Fishing 81 | **M Stand-by Safety Support Vessel**<br>for submersibles<br>6 Ho ER<br><br><br>6 Ha (each 2,5 × 1,5) ER<br>2W Der 1(3) | Wichmann<br>Oil 2SA 7Cy. 280 × 420<br>1 050bhp (772kW) NE 69<br>A/S Wichmann<br>Gen 2 × 112kW 1 × 30kW 220V d.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 61,0t (d.o.)-4,0pd |
| **7348293**<br>*YYER*<br><br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SARU MERU**<br>ex Danielle-87 ex Kung Hei-86<br>ex Galapagos-84 ex Baltic Wasa-79<br>**Compania Anonima Maritima**<br>**Oceanica Granelera (CAMOGRA)**<br>Ciudad Guayana Venezuela | **14 589**<br>8 680<br>23 150<br>T/cm<br>34,4 | | <br><br>NV | **1976** VEB Mathias-Thesen-Werft—Wismar (106)<br>176,66 (BB) 22,92 10,110<br>167,70 22,86 14,03<br>P -F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.29 620 B.29 300<br><br>10 Ha (stl) (8,2p&s × 6,7) (21,7p&s<br>21,7p&s 21,7p&s 21,7p&s × 8,9) ER<br>Cr 4(25) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 640kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 189,0t (hvf)-40,5pd |
| **6908565**<br>*YCHM*<br>1062<br>Df Esd Gc<br>Rdr RTm/h/v | **SARUNTA I**<br>ex Yushin Maru-72<br>**P.T. Sarunta Waya Raya Line**<br>Jakarta Indonesia | **3 940**<br>2 479<br>6 232 | | <br><br>KI (NK) | **1968** Hashihama Zosen—Imabari (240)<br>110,70 16,03 6,628<br>101,91 16,01 8,08<br>P 22,3 F 10,1 1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.8 622 B.8 256<br><br>2 Ha (stl) (27,5 27,2 × 8,6) ER<br>12W Der 1(15) 3(10) | B&W<br>Oil 2SA 6Cy. 420 × 900<br>3 300bhp (2 427kW)<br>Hitachi Zosen Hiroshima Works<br>Gen 3 × 152kW 445V 60Hz a.c.<br>Fuel 92,5t (d.o.) 368,5t (hvf)-12,0pd |
| **8628250**<br>*VVNB*<br>2223<br>Esd Rdr Rt | **SARVASHAKTHI-1**<br><br>**Sarvashakthi Fisheries Ltd.**<br>Visakhapatnam India | **116**<br>35<br>73 | | <br><br>IRS (AB) | **1987** Alcock, Ashdown Ltd.—Bhavnagar (162)<br>23,50 2,830<br>20,35 7,31 3,41<br>1 dk | **TM Fishing**<br>Trawler | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152<br>geared to sc. shafts<br>296kW (402bhp)<br>Caterpillar Tractor Co.<br>Gen 2 × 40kW 440V 50Hz a.c.<br>Fuel 49,0t (d.o.) |
| **8628262**<br>*VVNC*<br>2224<br>Esd Rdr Rt | **SARVASHAKTHI-2**<br><br>**Sarvashakthi Fisheries Ltd.**<br>Visakhapatnam India | **116**<br>35<br>73 | | <br><br>IRS (AB) | **1987** Alcock, Ashdown Ltd.—Bhavnagar (163)<br>23,50 - 2,830<br>19,99 7,31 3,41<br>1 dk | **TM Fishing**<br>Trawler | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152<br>geared to sc. shafts<br>296kW (402bhp)<br>Caterpillar Tractor Co.<br>Gen 2 × 40kW 440V 50Hz a.c.<br>Fuel 49,0t (d.o.) |
| **7414925**<br><br><br>Esd Rdr Rt | **SARVO**<br><br>**Argenova S.A.**<br>Buenos Aires Argentina | **245**<br>126<br>— | | <br><br>BV | **1974** Australian SB. Industries (W.A.) Pty. Ltd<br>—Fremantle, W.A. (138)<br>28,48 8,03 2,896<br>27,61 7,93 4,25<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>403kW (548bhp)<br>Caterpillar Tractor Co.<br>Gen 2 × 136kW 440V a.c.<br>Fuel (d.o.) |
| **8826357** | **SARWAGUNA DELAPAN**<br>ex A. A. Supply<br>**P.T. Perusahaan Pelayaran Khusus**<br>**Lepas Pantai "CUMAWIS"**<br>Samarinda Indonesia | **644**<br>432<br>650 | | <br><br>KI | **1982** P.T. Kaltim Shipyard—Samarinda<br>53,80 12,80 2,600<br>48,00 - 3,45<br>1 dk | **TM Tanker**<br>Bunkering | Yanmar<br>2 Oil 4SA each 6Cy. 148 × 165<br>1 176kW (1 599bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 52kW |
| **7634434** | **SARWAGUNA DUA**<br><br>**P.T. Perusahaan Pelayaran**<br>**"Samudera Indonesia"**<br>Jakarta Indonesia | **104**<br>24<br>— | | <br><br>KI | **1962** Matsuura Tekko Zosen—Higashino<br>... ... ...<br>24,01 5,21 2,21<br>1 dk | **M Crewboat** | Oil 4SA 6Cy. 230 × 380<br>300bhp (221kW)<br>Matsui Iron Works Co. Ltd.<br>Gen 1 × 12kW 110V |
| **7397361**<br>*PLTK*<br>2965/L<br>Esd Rdr RTv | **SARWAGUNA EMPAT**<br><br>**P.T. Perusahaan Pelayaran**<br>**Nusantara (PANURJWAN)**<br>P.T. Perusahaan Pelayaran Khusus<br>Lepas Pantai "CUMAWIS"<br>Jakarta Indonesia | **484**<br>159<br>252 | | <br><br>KI | **1975** Singapore SB. & Eng. Ltd.—Singapore<br>(98)<br>12,20 2,131<br>44,84 12,17 2,98<br>1 dk | **TM Landing Barge**<br>Bow doors | M.T.U.<br>2 Oil 4SA each 6Cy. 160 × 180<br>1 040bhp (765kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 35kW 415V a.c. |
| **7397787**<br>*PLQD*<br><br>Rt | **SARWAGUNA ENAM**<br>ex Felev 3-74<br>**P.T. Perusahaan Pelayaran**<br>**Nusantara (PANURJWAN)**<br>P.T. Perusahaan Pelayaran Khusus<br>Lepas Pantai "CUMAWIS"<br>Jakarta Indonesia | **510**<br>335<br>270 | | <br><br>KI | **1973** Far East-Levingston SB. Ltd.—Singapore<br>*34,69* 10,42<br>34,45 10,37 2,44<br>1 dk | **TM RoRo Cargo/ Landing Craft**<br>Bow ramp<br>Mchy.aft | Cummins<br>2 Vee Oil 4SA each 12Cy. 140 ×<br>740bhp (544kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 66kW 400V<br>Fuel 34,5t (d.o.)-3,5pd |

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| 7428857<br>PLDW<br>3971/L<br>Esd Rdr Rt | **SARWAGUNA LIMA**<br>**P.T. Perusahaan Pelayaran Nusantara (PANURJWAN)**<br>P.T. Perusahaan Pelayaran Khusus Lepas Pantai "CUMAWIS"<br>Jakarta<br>Indonesia | **273**<br>129<br>300 | KI (NV) | **1974** Singapore SB. & Eng. Ltd.—Singapore (72)<br>9,05 1,778<br>36,00 9,00 2,75<br>1 dk | **TM Landing Craft**<br>Bow doors | MAN<br>2 Oil 4SA each 8Cy. 128 × 150 reverse reduction geared to sc. shafts<br>610bhp (449kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 32kW 415V a.c. |
| 7367359<br>PLTD<br>3020/L<br>Rt | **SARWAGUNA TIGA**<br>**P.T. Perusahaan Pelayaran Nusantara (PANURJWAN)**<br>P.T. Perusahaan Pelayaran Khusus Lepas Pantai "CUMAWIS"<br>Jakarta<br>Indonesia | **493**<br>283<br>500 | KI | **1975** Singapore SB. & Eng. Ltd.—Singapore (97)<br>12,20 2,337<br>44,84 12,17 2,98<br>1 dk | **TM Landing Barge** | M.T.U.<br>2 Oil 4SA each 6Cy. 160 × 180<br>1 040bhp (765kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 32kW 415V a.c. |
| 7501168<br>PLTY<br>5859+BA<br>Esd Gc Rdr<br>Rt | **SARWAGUNA TUJUH**<br>ex Muara Jawa-76<br>**P.T. Perusahaan Pelayaran Khusus Lepas Pantai "CUMAWIS"**<br>Jakarta<br>Indonesia | **290**<br>111<br>352 | KI (AB) | **1975** Sing Koon Seng Ltd.—Singapore (SKS262)<br>38,82 8,84 1,939<br>37,44 7,98 2,49<br>1 dk<br>rf 127 | **TM Tanker/ Landing Craft**<br>Bow Door<br>Mchy.aft<br>3 Ha (each 7,4 × —)<br>6 Wing Ha (each 7,4 × —) ER | Caterpillar D343TA<br>2 Oil 4SA each 6Cy. 137 × 165 reverse reduction geared to sc. shafts<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 35,5t (d.o.) 9,75kn |
| 8902486<br>P3AK4<br>709176<br>Dl Esd Gc<br>Pld Rdr RTv | **SARYCH**<br>**Sarych Shipping Co.**<br>Acomarit (U.K.) Ltd.<br>Limassol<br>SatCom: 1100664<br>Cyprus | *24 606*<br>*13 297*<br>42 263<br>T/cm<br>49,1 | NV | **1991** Hyundai Heavy Industries Co. Ltd.—Ulsan (697)<br>182,80 (BB) 30,53 11,200<br>176,00 30,50 15,95<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.51 124 B.48 568<br>5 Ha (stl) (16,0 19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(10) | B&W 5L60MC<br>Oil 2SA 5Cy. 600 × 1944<br>8 377kW (11 389bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>Gen 3 × 500kW 440V 60Hz a.c. |
| 7632866<br>UPYN<br>M-37051<br>Dl Esd Gc<br>Rdr RTv | **SARYCHEVSK**<br>**Dalryba**<br>(Vladivostok)<br>(U.S.S.R.) | **744**<br>213<br>332 | RS | **1980** ............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| 8802832 | **SARYU**<br>**Government of The Republic of India (Navy Department)**<br>India | **2 500**<br>—<br>— | 100A1<br>Class contemplated<br>FN 1680 | **1991** Hindustan Shipyard Ltd.—Visakhapatnam (1162)<br>101,98 11,53 3,400<br>93,63 11,50 6,00 | **TM**<br>Patrol Ship | Pielstick 16PA6V280<br>2 Vee Oil 4SA each 16Cy. 280 × 290 with clutches, flexible couplings & sr geared to sc. shafts<br>9 130kW (12 412bhp)<br>G.E.C. Alsthom Monstoir, St. Nazaire<br>2 Controllable pitch propellers |
| 7726067<br>YCKS<br>Esd Rt | **SASANA I**<br>ex Triguna-89<br>**P.T. Yayasan Pensiun Timah**<br>Tanjung Pinang<br>Indonesia | **689**<br>345<br>650 | KI<br>✠Classed LR until 16/5/86 | **1978**-7 Asia Pacific Shpyd (Pte) Ltd.—Singapore (358)<br>50,50 9,73 2,610<br>47,10 9,50 3,51<br>RFD 4,3 F 14,4 1 dk<br>rf nil | **TM Tanker/ Ore Carrier**<br>Oil<br>2 Ho/Ta ER<br>Hopper 350 | Caterpillar 3408TA<br>2 Vee Oil 4SA each 8Cy. 137 × 152 reverse reduction geared to sc. shafts<br>536kW (729bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 380/440V 50Hz a.c.<br>9kn |
| 8843161<br>HQHM6<br>Rdr Rt | **SASANO I**<br>ex Myojin Maru No. 3-90<br>**Dynasty Lines S.A.**<br>Honduras | **197**<br>118<br>450 | | **1970** Takuma Zosen K.K.—Takuma<br>42,00 3,200<br>37,50 7,30 3,50<br>1 dk | **M General Cargo**<br>1 Ho 18,0 ER | Yanmar<br>Oil<br>Yanmar Diesel Engine Co. Ltd. Japan |
| 8843185<br>HQHM5<br>Gc Rdr Rt | **SASANO II**<br>ex Daio Maru No. 5-90<br>**Dynasty Lines S.A.**<br>Honduras | **198**<br>120<br>532 | | **1969** Nakatani Shipyard Co. Ltd.—Nomi<br>46,00 3,300<br>41,00 7,31 5,26<br>1 dk | **M General Cargo**<br>1 Ho 24,6 ER | Hanshin<br>Oil<br>The Hanshin Diesel Works Ltd. Akashi |
| 6907937<br>JKPT<br>105117<br>G1-590<br>Dl Gc Pld<br>Rdr Rt | **SASANO MARU No. 7**<br>ex Yuko Maru No. 38-85<br>ex Fukusei Maru No. 21<br>**Sasajima Gyogyo K.K.**<br>Nakaminato<br>Ibaraki Pref.<br>Japan | **354**<br>181<br>— | | **1968** Yamanishi Zosen K.K.—Ishinomaki (591)<br>52,99 8,34 3,302<br>47,02 7,09 3,76<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 350 × 500<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 6408216<br>Dl Esd Gc<br>Pld Rdr | **SASANO MARU No. 15** | **253**<br>123<br>— | | **1963** Miho Zosensho K.K.—Shimizu (379)<br>43,59 7,52 3,336<br>38,10 7,50 3,36<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>4 Ha (1,3 1,3 × 0,9) (1,3 1,3 × 1,5) | Akasaka<br>Oil 4SA 6Cy. 300 × 420<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 139,0t |
| 7801350<br>JPXW<br>121531<br>Dl Esd Gc<br>Pld Rdr | **SASANO MARU No. 17**<br>ex Sasano Maru No. 28-88<br>**Chiyoda Tsusho K.K.**<br>Nakaminato<br>Ibaraki Pref.<br>Japan | **299**<br>155<br>356 | | **1978** Miho Zosensho K.K.—Shimizu (1086)<br>50,14 8,51 3,222<br>43,52 8,50 3,59<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka DM28AR<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8717099<br>JEAX<br>129899<br>G1-613<br>Rdr RTv | **SASANO MARU No. 28**<br>**Sasajima Gyogyo K.K.**<br>Nakaminato<br>Ibaraki Pref.<br>SatCom: 1201575/JEAX<br>Japan | **379**<br>—<br>481 | | **1988** Miho Zosensho K.K.—Shimizu (1328)<br>54,79 (BB) 8,62 3,406<br>48,01 8,60 3,76<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft<br>In.693 | Akasaka<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7122077<br>Dl Gc Pld<br>Rdr | **SASAYAMA MARU No. 2**<br>ex Kaiun Maru No. 8<br>**R. J. L. Martinez Fishing Corporation** | **284**<br>137<br>— | | **1970** Kanasashi Co. Ltd.—Shimizu (526)<br>49,38 7,62 3,099<br>41,00 7,60 3,56<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 330 × 500<br>1 100bhp (809kW)<br>Matsui Iron Works Co. Ltd. Ise |
| 7906203<br>Dl Esd Gc<br>Rdr Rt | **SASCUT**<br>**Marwan Shipping & Trading Co.**<br>Ajman<br>United Arab Emirates | T.Mk<br>**2 473**<br>1 039<br>3 131<br>**3 531**<br>1 748<br>4 795 | RNR | **1979** Santierul Naval Braila—Braila (1339)<br>106,03 14,84 5,630/7,062<br>93,50 14,79 8,54<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER | B&W 5-50VT2BF-110<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 450kW 400V 50Hz a.c.<br>Fuel 454,0t 14kn |
| 7014048<br>USCC<br>M-30365<br>Dl Esd Gc<br>Pld Rdr Rt<br>AMVER | **SASHA BORODULIN**<br>**Murmansk Shipping Co.**<br>(Murmansk)<br>(U.S.S.R.) | T.Mk<br>**2 117**<br>850<br>—<br>**3 389**<br>1 615<br>4 646 | RS | **1970** VEB Schiffswerft "Neptun"—Rostock (316)<br>105,64 15,63 5,271/6,762<br>96,02 15,60 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3<br>G.6 510<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER (9,9 × 7,0)<br>8W Der 1(40) 1(20) 2(10) 8(5) | MAN K6Z57/80-A3<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt Halberstadt<br>Fuel 78,0t (d.o.) 313,0t (hvf) 14,5kn |
| 7016656<br>BM 181<br>Esd Rdr Rt | **SASHA EMIEL**<br>ex Johanna Dieuwertje-88 ex Maria-81<br>**Graham Anthony Perkes & J. R. Perkes**<br>Brixham<br>United Kingdom | **146**<br>43<br>244 | | **1970** Gebr. van der Sande—Breskens (126)<br>26,19<br>7,04 3,00<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref<br>1 Ho 5,6 ER<br>2 Ha (stl) (each 0,9 × 1,0) ER | Kromhout<br>Oil 4SA 8Cy. 240 × 260<br>750bhp (552kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 25kW 220V d.c.<br>Fuel 22,5t (d.o.) 11,5kn |

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|---|---|---|---|---|---|---|
| **6905850**<br>*UUJX*<br>M-30274<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SASHA KONDRATYEV**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**2 138**<br>869<br>—<br>**3 601**<br>1 757<br>4 638 | RS | **1969** VEB Schiffswerft "Neptun"—Rostock (308)<br>105,67 15,63 5,271/6,770<br>96,02 15,60 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3<br>G.6 510<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER (9,9 × 7,0)<br>8W Der 1(40) 1(20) 2(10) 8(5) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt<br>Fuel 78,0t (d.o.) 313,0t (hvf) |
| **7221342**<br>*UEZS*<br>M-31052<br>Df Esd Gc<br>Pfd Rdr Rt | **SASHA KOTOV**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**2 137**<br>868<br>—<br>**3 608**<br>1 775<br>4 687 | RS | **1972** VEB Schiffswerft "Neptun"—Rostock (331)<br>105,67 15,60 5,271/6,770<br>96,02 15,59 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3<br>G.6 510<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER (9,9 × 7,0)<br>8W Der 1(40) 1(20) 2(10) 8(5) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt<br>Fuel 78,0t (d.o.) 313,0t (hvf) |
| **9011038**<br>*3EQS8*<br>20580-YJ<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SASHIMA**<br>**Unoco Marine S.A.**<br>Panama Panama<br>SatCom: 1335175/SSMA | *5 617*<br>*3 506*<br>7 072 | NK | **1991** Fukuoka Zosen K.K.—Fukuoka (1160)<br>119,55 (BB) 7,764<br>110,00 18,60 10,25 | **M Refrigerated Cargo**<br>In.8 552<br>4 Ha (stl) (each 9,0 × 7,5) ER<br>Der 8(5) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1350<br>4 766kW (6 479bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese Ltd.)<br>Gen 2 × 630kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **8823331**<br>*JG4591*<br>128944<br>Rdr Rt | **SASHIRO**<br>**Kashima Futo K.K.**<br>Kamisu, Japan<br>Ibaraki Pref. | **160**<br>—<br>— | | **1989** Keihan Dock Co. Ltd.—Yokohama<br>30,00 2,800<br>28,40 8,80 3,57<br>1 dk | **TM Tug**<br>Pusher | Niigata<br>2 Oil 4SA each 6Cy. 255 × 270<br>Niigata Eng. Co. Ltd. |
| **8119285**<br>*C6KP9*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom<br>AMVER | **SASKATCHEWAN PIONEER**<br>**Pioneer Shipping Ltd.**<br>Great Lakes Bulk Carriers Inc. (GLBC)<br>Nassau Bahamas | *22 388*<br>*11 648*<br>35 315<br>T/cm<br>47,2 | ✠100A1<br>bulk carrier<br>strengthened for heavy cargoes, holds Nos. 1, 4 & 7 or holds Nos. 2, 4 & 6 may be empty Ice Class 3 (cc)<br>✠LMC<br>EL I† 605,0/64,0U3<br>FN 8183 | **1983**-9 Govan Shipbuilders Ltd.—Govan, Glasgow (258)<br>222,54 (BB) 23,17 9,702<br>216,92 23,08 14,64<br>P 26,3 F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel Steel Hatch Covers (no fixed fire extinguishing system in the cargo holds) DSS<br>7 Ho 20,3 26,9 32,3 17,8 32,3 32,3 15,3 ER<br>G.47 013 B.46 366<br>7 Ha (stl) (12,6 19,4 25,5 12,7 25,5 25,5 12,6 × 13,2) ER | Sulzer<br>Oil 2SA 4Cy. 760 × 1600<br>10 880bhp (8 003kW)<br>J. G. Kincaid & Co. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 525kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 124,0t (d.o.) 1 315,5t (hvf)-27,0pd |
| **7385368**<br>*GCRU*<br>700058<br>M 346<br>Df Esd Gc<br>Pfd Rdr Rt | **SASOETA**<br>**Majorangle Ltd.**<br>Milford Haven United Kingdom | **218**<br>144<br>— | BV | **1974** S.L. Ardeag—Bilbao (78)<br>36,71 6,99<br>30,51 6,89 3,89<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz<br>Fuel 84,5t (d.o.) |
| **7022693**<br>*ITFE*<br>59<br>Df Esd Rdr<br>RTm/v | **SASSARI I**<br>ex Floriana-74 ex Channelbridge I-74<br>ex Malta Cross-72<br>**Armatore Dott. Lucio Iaccarino**<br>Porto Torres Italy | **413**<br>180<br>— | (NV) (RI) | **1970** G. Eides Sonner A/S—Hoylandsbygd (88)<br>67,95 13,01 3,010<br>63,02 12,98 6,00<br>F - 2 dks<br>rf nil | **M RoRo Cargo**<br>Stern door/ramp Bow door<br>1 Ho 57,9 ER<br>B.3 100<br>2 Ha (stl) (26,8 × 10,2) (12,8 × 8,2) ER<br>Cr 1(5) | MaK<br>Oil 4SA 8Cy. 320 × 420<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau<br>Gen 1 × 60kW 2 × 40kW 250/280V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 123,0t (d.o.) |
| **8705383**<br>*Y3KS*<br>3048<br>Df Esd Gc<br>Pfd Rdr Rt | **SASSNITZ**<br>**Government of The Federal Republic of Germany (Deutsche Reichsbahn Fahrschiffbetrieb Sassnitz)**<br>Sassnitz Federal Republic of Germany | *20 276*<br>*7 192*<br>5 050 | GL | **1989** Danyard A/S—Aalborg (690)<br>171,50 24,05 5,818<br>158,50 23,80 8,00<br>1 dk. | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 24cbn 56bth 744dk P<br>Stern door<br>Lane Length 1150 Cargo Width 2,50<br>Clear height 4,85<br>Cars 140 | S.K.L.<br>4 Vee Oil 4SA each 12Cy. 420 × 480 w<br>couplings & sr geared to sc. shafts<br>18 000kW (24 471bhp)<br>VEB Maschinenbau Halberstadt<br>Gen 3 × 1160kW 660V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd Tunnel thrus<br>Fuel 47,0t (d.o.) 270,0t (hvf)-49,0pd |
| **5428910**<br>*5MSJ*<br>1876<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **SASSTOWN**<br>ex Hess Fuel-63 ex Conas Toga-53<br>(Aft section)<br>Launched as Hobkirks Hill<br>**Timbo Shipping Ltd.**<br>Monrovia Liberia<br>SatCom: 1240716/SMSJ | **17 498**<br>12 826<br>30 331<br>T/cm<br>37,9 | AB | **1963** (Fwd & cargo sections) Mitsubishi Nippon Heavy Ind.—Yokohama (277)<br>**1943** (Aft section) Sun SB. & Dry Dock Co.—Chester, Pa (272)<br>199,68 25,07 10,465<br>193,76 25,00 12,93<br>P 33,0 F 12,8 1 dk<br>RW rf 279 len 69 | **T-E Tanker**<br>30 Ta ER<br>L.(oil) 42 628 HeCls. BC<br>Der 2(1)<br>2 Cargo pumps total 2 272T/hr | S Turb<br>7 240shp (5 325kW) driving gen. of 4<br>a.c. connected to elec. motor of 6<br>(4 413kW) (Sy)<br>General Electric Co.<br>Gen 2 × 600kW 440V 60Hz a.c.<br>Fuel 2 222,0t (o.f.)-56,0pd |
| **7519725**<br>*C6CP7*<br>710779<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SAT MARS**<br>ex Gur Mariner-90 ex Natasha II-90<br>ex Coronet-88 ex Ingelheim-83<br>**Megaron Corp.**<br>Nassau Bahamas | **9 862**<br>6 568<br>15 765 | 100A1<br>strengthened for heavy cargoes<br>LMC UMS<br>EL C† 550,0/60,0U2<br>FN 4635<br>(AB) (GL) | **1978** A.G. "Weser"—Bremen (1404)<br>149,82 (BB) 21,04 9,251<br>139,27 21,01 12,27<br>F 10,1 2 dks<br>DK in way of all cargo holds | **M General Cargo**<br>Ice strengthened<br>5 Ho 18,7 17,9 17,2 24,7 18,7 ER 5 TwD<br>G.22 304 B.20 406<br>TEU 228<br>C.Ho 180/20'(40') C.Dk 48/20'(40')<br>5 Ha (stl) (12,5 × 7,7) (12,6 12,6 17,2 12,6 × 10,2) ER<br>10W Der 1(75) 10(10) | MAN<br>Oil 2SA 6Cy. 700 × 1250<br>9 520bhp (7 003kW)<br>A.G. "Weser"<br>AuxB (o.f.) 8,4kgf/cm² (8,3bar)<br>e(ex.g) 9,1kgf/cm² (9,0bar)<br>Gen 3 × 464kW 440V 60Hz a.c.<br>Fuel 139,5t (d.o.) 1 329,0t (hvf)-32,5pd |
| **6512079**<br>*HO6023*<br>7191-PEXT1<br>Df Esd Rdr<br>RTm/h/v | **SATAMARU**<br>ex Ettore-91 ex Franca-90<br>ex Don Alberto-87 ex Dita Smits-76<br>**Rantuna Holding Corp.**<br>Panama Panama | T.Mk<br>**508**<br>235<br>870<br>**1 192**<br>669<br>1 869 | RI<br>✠Classed LR until 11/88 | **1965**-7 N.V. Schbwf. v/h De Groot & Van Vliet —Slikkerveer (360)<br>79,76 11,31 3,741/5,271<br>72,60 11,17 6,20<br>Ba 12,5 F 12,5 2 dks<br>RW rf 102 | **TM Refrigerated Cargo**<br>2 Ho 29,4 17,6 ER 2 TwD 25,8 17,1<br>In.1 826<br>4 Ha (stl) (9,3 14,8 × 5,1) (9,7 14,6 × 4,8) ER<br>Der 3(3) | MWM<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 864kW (2 534bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 160kW 1 × 28kW 380V<br>Fuel (d.o.) |
| **7825899**<br>*HO3186*<br>Esd Rt | **SATE**<br>**Banco Nacional de Panama**<br>Balboa Panama | **119**<br>41<br>110 | | **1979** Ast. Picsa S.A.—Callao (430)<br>21,70 6,94<br>19,61 6,71 2,75<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>275bhp (202kW)<br>Caterpillar Tractor Co. |
| **7731062**<br>Gc Rdr | **SATECNA II**<br>ex Sanuki Maru-77<br>**Sociedad Anonima Para el Desarrollo de la Technologia Acuatica (SATECNA)**<br>Buenos Aires Argentina | **280**<br>99<br>109 | (NK) | **1976** Hikari Kogyo K.K.—Yokosuka<br>32,85 2,801<br>26,50 9,50 4,30<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 60kW |
| **7620952**<br>Rdr Rt | **SATECNA IV**<br>ex Seto-77<br>**Sociedad Anonima Para el Desarrollo de la Technologia Acuatica (SATECNA)**<br>Buenos Aires Argentina | **196**<br>61<br>— | NK | **1977** Kochi Jyuko K.K.—Kochi (992)<br>29,32 8,64 3,101<br>26,78 8,62 3,81<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 sr shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 60kW |

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| **SATELITH**<br>ex Lena L-87 ex Tamarind-85<br>ex Bonaire-84 ex Bella Nova-84<br>ex Selvig-82 ex Holka-78 ex Gerso-69<br>**John Christensen Jespergaard**<br>San Lorenzo Honduras | **299**<br>190<br>760 | BV | **1964** Frederikshavn Vaerft & Tordok A/S<br>—Frederikshavn (242)<br>50,70 9,61 3,350<br>48,42 9,50 3,38<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 33,9 ER<br>G.1 584 B.1 445<br>1 Ha (stl) (25,5 × 6,0) ER<br>2W Der 2(3) | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.) 10,5kn |
| **SATELLITE**<br>ex Batavier V-76<br>**Misnad Bin Saad Al-Misnad**<br>Doha Qatar | **399**<br>222<br>847 | BV | **1959** Schpsw. "Friesland" N.V.—Lemmer (12)<br>73,97 10,52 3,747<br>65,99 10,29 5,90<br>1 dk & S dk<br>rf 51 | **M General Cargo** OSD<br>Ref<br>2 Ho 14,1 26,4 3 TwD 7,0 6,7 24,8<br>G.1 795 B.1 567 In.447<br>3 Ha (3,2 3,2 × 4,4) (17,6 × 5,6) ER<br>6W Der 1(10) 6(3) | MAN<br>Oil 4SA 8Cy. 400 × 600<br>1 680bhp (1 236kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 80kW 1 × 15kW 220V d.c.<br>Fuel 92,0t (d.o.) 13,5kn |
| **SATELLITE II**<br>**Jerry McLaughlin**<br>Roatan Honduras | **106**<br>72<br>— | | **1985** Steiner Shipyard Inc.—Bayou la Batre, Al (207)<br>24,39<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Cummins KT-1150-M<br>Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>Cummins Diesel International Ltd. U.S.A. |
| **SATELLITE No. 88**<br>ex Annon Go-89<br>ex Kosho Maru No. 21-83<br>**Five Duen Shipping Pte. Ltd.**<br>San Lorenzo Honduras | **254**<br>125<br>— | KR | **1971** K.K. Goriki Zosensho—Ise (720)<br>*40,60*<br>8,01 3,41<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Sumiyoshi<br>Oil<br>760bhp (559kW)<br>Sumiyoshi Tekkosho Japan |
| **SATEM TUNA**<br>ex St. Pedro No. 2<br>ex Keifuku Maru No. 23-88<br>ex Nadayoshi Maru No. 20-80<br>**Infitco Ltd.**<br>Freetown Sierra Leone | **344**<br>180<br>436 | KR (RI) | **1974** Miho Zosensho K.K.—Shimizu (997)<br>53,42 8,82 3,252<br>47,00 8,79 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin 6LU32<br>Oil 4SA 6Cy. 320 × 510<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SATHOR**<br>ex Votaberg-86 ex Jon Helgason-79<br>**Austfirdingur H/f**<br>Arskogsstrond/<br>Arskogssandur Iceland | **134**<br>51<br>— | | **1973** Bernhardsson Skipasmidjustod h/f<br>—Isafjordur (47)<br>30,84 6,74<br>26,24 6,71 3,36<br>1 dk<br>len 74 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Alpha 405-26VO<br>Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **SATHURN**<br>**Karsten Muller**<br>Wyk-auf-Fohr Federal Republic of Germany | **148**<br>93<br>200 | | **1940** Hugo Peters—Wewelsfleth (28)<br>33,58 6,05 2,140<br>33,02 2,42<br>P 7,1 F 4,0 1 dk<br>len 50 | **M General Cargo** | Daimler MB846A<br>Oil 4SA 6Cy. 150 × 190<br>121kW (165bhp) NE 67<br>Daimler-Benz A.G. West Germany |
| **SATIA STAR**<br>ex Eva-Kristina II-82 ex Jane-Lene-81<br>ex Karin Musholm-74 ex Karin Jorg-68<br>**Masters (Tortola) Ltd.**<br>Road Harbour British Virgin Islands | **148**<br>58<br>— | (BV) | **1959** Svendborg Skibsvaerft A/S—Svendborg (92)<br>30,56 6,38<br>27,51 6,35 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>3 Ha (each 1,0 × 0,9)<br>2W Der 1(3) 1(0,5) | Alpha<br>Oil 2SA 5Cy. 230 × 400<br>350bhp (257kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 220V d.c.<br>Controllable pitch propeller<br>Fuel 23,5t (d.o.) 10kn |
| **SATINE**<br>ex Panagiya-80<br>**Sociedade dos Armadores das Pescas em Mocambique S.a.r.l.**<br>Maputo Mozambique | **648**<br>211<br>404 | (RS) | **1976** ............U.S.S.R.<br>54,82 9,96 4,109<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **SATINO**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **720**<br>211<br>351 | RS | **1975** ............U.S.S.R.<br>53,73 (BB) 10,72 4,288<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.295<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 fwd<br>12,5kn |
| **SATNAM**<br>**Uni General**<br>Unimarine Private Ltd.<br>Bombay India | **115**<br>38<br>81 | ✠**100A1** SS 12/86<br>trawler<br>✠**LMC**<br>EL 25,0/16,0FSWR<br>FN 212 | **1982**-1 Scheepsw. "De Hoop" B.V.—Hardinxveld (762)<br>23,68 6,58 2,909<br>21,24 6,51 3,43<br>1 dk<br>rf 686 BK 76 | **M Fishing**<br>Side Trawler Ref<br>In.70 | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 12kW 380V 50Hz a.c. |
| **SATO GRAN CANARIA**<br>**Sociedad Anonima Trabajos y Obras (S.A.T.O.)**<br>Las Palmas Spain | **757**<br>562<br>1 254 | (BV) | **1979** Ast. Canarios S.A. (ASTICAN)—Las Palmas (2)<br>53,24 3,652<br>51,62 10,96 4,09 | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Hopper 704 | Deutz<br>2 Oil 4SA each 8Cy. 370 × 400<br>630bhp (463kW)<br>Kloeckner Humboldt Deutz West Germany<br>6,75kn |
| **SATO TENERIFE**<br>**Sociedad Anonima Trabajos y Obras (S.A.T.O.)**<br>Las Palmas Spain | **757**<br>562<br>1 254 | BV | **1979** Ast. Canarios S.A. (ASTICAN)—Las Palmas (3)<br>53,24 3,652<br>51,62 10,96 4,09 | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Hopper 704 | Deutz<br>2 Oil 4SA each 8Cy. 370 × 400<br>630bhp (463kW)<br>Kloeckner Humboldt Deutz West Germany<br>6,75kn |
| **SATOMI MARU NO. 8**<br>**Hiroshima Kisen K.K.**<br>Fukue, Nagasaki Pref. Japan | **198**<br>—<br>700 | | **1987** K.K. Kamishima Zosensho—Higashino<br>52,80 11,02 3,500<br>46,00 11,00 5,10<br>1 dk | **M General Cargo** | Matsui<br>Oil<br>662kW (900bhp)<br>Matsui Iron Works Co. Ltd. Ise |
| **SATRIA TIGA**<br>**Encik Sim Chek Siang**<br>Kuching Malaysia | **157**<br>22<br>— | (AB) | **1978** Asiaweld Shipbuilding (Pte.) Ltd.—Singapore (96)<br>2,150<br>26,01 7,41 3,03<br>1 dk<br>rf 102 | **TM Utility Vessel** | Caterpillar 3406PCTA<br>2 Oil 4SA each 6Cy. 137 × 165<br>1 460bhp (1 074kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW<br>12kn |
| **SATRO 21**<br>**Sociedade Auxiliar da Industria de Petroleo Ltda. (SATRO)**<br>Rio de Janeiro Brazil | **796**<br>465<br>750 | AB | **1980** Bel-Aire Shipyard Ltd.—Vancouver, B.C. (278 A)<br>54,87 12,22 3,642<br>54,13 12,20 4,27<br>F 16,2 1 dk<br>rf 457 | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW<br>Thw. thrust propeller fwd<br>12kn |
| **SATRO 23**<br>**Sociedade Auxiliar da Industria de Petroleo Ltda. (SATRO)**<br>Rio de Janeiro Brazil | **796**<br>465<br>750 | AB | **1980** Bel-Aire Shipyard Ltd.—Vancouver, B.C. (278 B)<br>54,87 12,22 3,642<br>54,11 12,20 4,27<br>F 16,2 1 dk<br>rf 457 | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW<br>Thw. thrust propeller fwd<br>12kn |

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| **7925601**<br>Df Esd Gc<br>Rdr Rt | **SATRO 25**<br>**Sociedade Auxiliar da Industria de Petroleo Ltda. (SATRO)**<br>Rio de Janeiro Brazil | **796**<br>465<br>900 | AB | **1980** Vancouver Shipyards Co. Ltd.—Vancouver, B.C. (90)<br>54,87 12,22 3,642<br>54,11 12,20 4,27<br>F 16,2 1 dk<br>rf 457 | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 20<br>reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 100kW<br>Thw. thrust propeller fwd |
| **7911820**<br>*PP7377*<br>Df Esd Gc<br>Rdr Rt | **SATRO 32**<br>**Sociedade Auxiliar da Industria de Petroleo Ltda. (SATRO)**<br>Rio de Janeiro Brazil | **844**<br>242<br>550 | AB | **1981** MacLaren BA Est. e Servicos Maritimos —Niteroi (264)<br>55,66 11,87 3,999<br>52,02 11,61 4,63<br>F 17,1 1 dk<br>rf 475 | **TM Supply Ship**<br>Deck Cargo | Alpha<br>2 Vee Oil 4SA each 8Cy. 225 × 300<br>reduction geared to sc. shafts<br>2 480bhp (1 824kW)<br>Equipamentos Villares S.A.<br>Gen 2 × 128kW<br>Thw. thrust propeller fwd |
| **7911832**<br>*PP7500*<br>Df Esd Gc<br>Rdr Rt | **SATRO 34**<br>**Sociedade Auxiliar da Industria de Petroleo Ltda. (SATRO)**<br>Rio de Janeiro Brazil | **844**<br>242<br>550 | AB | **1982** MacLaren BA Est. e Servicos Maritimos —Niteroi (265)<br>55,66 11,87 3,999<br>52,02 11,60 4,60<br>F 17,1 1 dk<br>rf 475 | **TM Supply Ship**<br>Deck Cargo | Alpha<br>2 Vee Oil 4SA each 8Cy. 225 × 300<br>reduction geared to sc. shafts<br>2 480bhp (1 824kW)<br>Equipamentos Villares S.A.<br>Gen 2 × 128kW<br>Thw. thrust propeller fwd |
| **7911844**<br>*PP2950*<br>Df Esd Gc<br>Rdr Rt | **SATRO 36**<br>**Sociedade Auxiliar da Industria de Petroleo Ltda. (SATRO)**<br>Rio de Janeiro Brazil | **844**<br>242<br>550 | AB | **1983** MacLaren BA Est. e Servicos Maritimos —Niteroi (266)<br>54,87 11,87 3,987<br>52,00 11,61 4,63<br>F 18,3 1 dk<br>rf 500 | **TM Supply Ship**<br>Deck Cargo | Alpha<br>2 Vee Oil 4SA each 8Cy. 225 × 300<br>reduction geared to sc. shafts<br>2 480bhp (1 824kW)<br>Equipamentos Villares S.A.<br>Gen 2 × 128kW<br>Thw. thrust propeller fwd |
| **8218122**<br>*YDJX*<br>Esd Gc Rdr<br>Rt | **SATRYA BALI**<br>**P.T. Satrya Maritime Indonesia (SATMARINDO)**<br>Jakarta Indonesia | **740**<br>268<br>1 000 | AB KI | **1983** Maroil Engineers & Shipbuilders (Pte.) Ltd. —Singapore (1023)<br>56,00 4,336<br>50,55 12,00 5,00<br>F 16,8 1 dk<br>rf 394 | **TM Supply Ship**<br>Deck Cargo | Yanmar<br>2 Oil 4SA each 8Cy. 280 × 360<br>geared to sc. shafts<br>4 200bhp (3 089kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 100kW a.c.<br>Thw. thrust propeller fwd |
| **8512499**<br>*YDRW* | **SATRYA EXPRESS**<br>**P.T. Satrya Maritime Indonesia (SATMARINDO)**<br>Jakarta Indonesia | **119**<br>38<br>— | KI (NV) | **1985** S.B.F. Eng.—Fremantle, W.A. (103)<br>31,32 6,56 2,000<br>26,75 6,51 3,51<br>1 dk | **Aluminium Alloy TM Crewboat** | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 18<br>& sr geared to sc. shafts<br>2 920bhp (2 148kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 26kW 415V 50Hz a.c. |
| **8120064**<br>*YDRH*<br>357+PST<br>Esd Pfd Rdr<br>Rt | **SATRYA MADURA**<br>ex Bishop Rock-84 ex PBR 368-82<br>**P.T. Satrya Maritime Indonesia (SATMARINDO)**<br>Jakarta Indonesia | **671**<br>370<br>508 | KI (AB) | **1982** Marine Fabricators Inc.—Green Cove Springs, Fl (016)<br>50,91 11,61 3,415<br>48,59 11,59 3,97<br>F 14,4 1 dk<br>rf 381 | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 14<br>& sr reverse geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp. Electro-Motive<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd |
| **5318517**<br>Df Esd Rdr<br>Rt | **SATSU MARU No. 16**<br>ex Seisho Maru No. 5 | **445**<br>293<br>— | | **1960** Kanasashi Co. Ltd.—Shimizu (350)<br>*47,65* 8,67<br>47,63 8,62 4,17<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 370 × 520<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **7913000**<br>*JHTT*<br>122573<br>Rdr Rt | **SATSUKI**<br>**Y.K. Hoshin Kisen**<br>Toba, Mie Pref. Japan | **123**<br>—<br>43 | | **1979** Kanbara Zosen K.K.—Onomichi (240)<br>27,50 2,000<br>24,00 6,50 2,90<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240<br>Yanmar Diesel Engine Co. Ltd. |
| **8801515**<br>*JG4724*<br>130184<br>Esd Gc Rdr<br>Rt | **SATSUKI MARU**<br>**Toho Kaiun K.K., Onoda Marine K.K. & K.K. Uyeno Unyu Shokai**<br>Tokyo Japan | **2 461**<br>—<br>4 738 | NK | **1987** Iwagi Zosen K.K.—Iwagi (118)<br>91,93 6,514<br>86,29 16,01 7,83<br>P 24,4 F 11,3 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 4 550 | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 213kW |
| **7535224**<br>Rdr | **SATSUKI MARU**<br>**Uni Chart Navigation Ltd.** | **663**<br>482<br>1 600 | | **1971** Taisei Zosen K.K.—Higashino (157)<br>63,71 10,04 4,750<br>57,71 10,01 5,01<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 878 | Niigata<br>Oil<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 40kW 220V<br>Fuel 69,0t-4,0pd |
| **8351065**<br>*JM5193*<br>124880<br>Rt | **SATSUKI MARU**<br>**Sanwa Kaiun Y.K.**<br>Kikuma, Ehime Pref. Japan | **497**<br>—<br>1 600 | | **1983** Mategata Zosen K.K.—Namikata (1001)<br>68,00 11,51 4,300<br>... ... ...<br>1 dk | **M General Cargo** | Oil |
| **8004052**<br>*7JCB*<br>121808<br>KN1-630<br>Df Esd Gc<br>Pfd Rdr Rt | **SATSUKI MARU**<br>ex Yuko Maru No. 52-90<br>**Koichi Kawana**<br>Miura, Kanagawa Pref. Japan | **464**<br>250<br>446 | KR | **1980** Fujishin SB. Co.—Kamo (346)<br>54,43 3,470<br>46,60 8,80 3,70<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>Niigata Eng. Co. Ltd. |
| **8135643**<br>*JL5014*<br>125472 | **SATSUKI MARU**<br>**Goshiki Kisen Y.K.**<br>Takamatsu, Kagawa Pref. Japan | **184**<br>—<br>450 | | **1982** Y.K. Okajima Zoensho—Nakajima (201)<br>3,150<br>43,21 8,01 5,01<br>1 dk | **M General Cargo** | Oil |
| **7825370**<br>*JL4569*<br>121033<br>Gc Rdr Rt | **SATSUKI MARU No. 2**<br>**K.K. Enomoto Kaisoten**<br>Tokyo Japan | **493**<br>—<br>1 591 | NK | **1979** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (970)<br>68,43 11,54 4,222<br>64,01 11,51 6,10<br>2 dks | **M General Cargo**<br>G.2 757 B.2 674<br>1 Ha (stl) (37,7 × 8,4) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd |
| **7401899**<br>*ELID7*<br>8286<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SATSUMA**<br>ex Satsuma Maru-88<br>**The Sun Shipholding Inc.**<br>Monrovia Liberia<br>SatCom: 1243614/ELID | *127 112*<br>*99 672*<br>258 063<br>T/cm<br>157,0 | NK | **1976** Nippon Kokan K.K.—Tsu (40)<br>332,06 (BB) 54,84 20,575<br>314,03 54,81 26,42<br>1 dk<br>Bow/CM 166 Diam. 0,600 MH 0,9 | **S Tanker**<br>COW IGS SBT<br>18 Ta ER<br>L.(oil) 319 362<br>5 Cargo pumps total 18 000T/hr<br>HeCls. B | 2 S Turb geared to sc. shaft<br>36 000shp (26 480kW)<br>Ishikawajima Harima Heavy Ind.<br>Gen 1 × 1900kW 2 × 770kW<br>Fuel 10 899,0t (o.f.) 335,0t (d.o.) |

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| **SATSUMA**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **877**<br>—<br>— | | **1966** Hitachi Zosen—Mukaishima<br>76,03 9,22 3,150<br>70,21 9,20 5,31<br>1 dk | **TM Patrol Ship** | 2 Oil<br>2 400bhp (1 765kW)<br>Mitsui Eng. & SB. Co. Ltd. Japan<br>17kn |
| **SATSUMA MARU**<br>**G.K. Nakatsuru Gumi**<br>Tsukumi, Oita Pref. Japan | **499**<br>—<br>1 009 | | **1974** Honda Zosen—Saiki (622)<br>59,11 9,61 3,887<br>53,50 9,58 4,20<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>1 350bhp (993kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **SATSUMA MARU**<br>**Tokyo Kisen K.K.**<br>Yokohama, Kanagawa Pref. Japan | **229**<br>75<br>— | | **1976** Kanagawa Zosen—Kobe (165)<br>8,64 2,501<br>32,82 8,62 3,41<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| **SATSUMA No. 11**<br>ex Seiko Maru-88 ex Sumiyoshi Maru<br>**Nangoku Kaiun K.K.**<br>Izuhara, Nagasaki Pref. Japan | **183**<br>—<br>400 | | **1983** Shinhama Dock K.K.—Tamano (212)<br>35,06 3,101<br>7,31 3,41<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. Japan<br>Fuel (d.o.) 9kn |
| **SATSUMA SEIUN MARU**<br>**Kagoshima Prefecture**<br>Kagoshima-ken Suisan High School<br>Kagoshima, Kagoshima Pref. Japan<br>SatCom: 1201564/UKMS | **466**<br>—<br>450 | | **1988** K.K. Goriki Zosensho—Ise (1001)<br>55,53 3,841<br>48,32 9,01 3,92<br>1 dk | **M Fishing**<br>Training | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Japan |
| **SATSUMASEIUN MARU**<br>**Toshin Kaiyo Kigyo** | **220**<br>110<br>— | | **1960** Nippon Kokan K.K.—Shimizu (180)<br>37,52 6,66 2,820<br>33,02 6,61 3,31<br>1 dk<br>RW | **M Fishing**<br>Training<br>1 Ho ER | Hanshin<br>Oil 4SA 6Cy. 290 × 410<br>500bhp (368kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 60kW 225V a.c.<br>Fuel 79,5t 9,5kn |
| **SATSUNAN**<br>**Kagoshima Prefecture**<br>Kagoshima, Kagoshima Pref. Japan | **287**<br>87<br>— | | **1981** Niigata Eng. Co. Ltd.—Niigata (1707)<br>45,70 9,20 3,152<br>38,51 8,01 3,46<br>1 dk | **M Research/Fishing**<br>Training Survey<br>Mchy.aft<br>In.34 | Niigata 6MG25CX<br>Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Ota<br>Gen 1 × 300kW 1 × 200kW 225V a.c.<br>Controllable pitch propeller<br>14kn |
| **SATTAHIP 1**<br>**Port Authority of Thailand**<br>Bangkok Thailand | **292**<br>79<br>— | (AB) | **1980** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS530)<br>... ... ...<br>29,72 9,31 4,63<br>1 dk | **TM Tug**<br>Fire-fighting | Yanmar 6Z-ST<br>2 Oil 4SA each 6Cy. 280 × 340 geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **SATTAHIP 2**<br>**Port Authority of Thailand**<br>Bangkok Thailand | **293**<br>—<br>— | (AB) | **1980** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS531)<br>... ... ...<br>29,72 9,31 4,63<br>1 dk | **TM Tug** | Yanmar 6Z-ST<br>2 Oil 4SA each 6Cy. 280 × 340 geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **SATTAM**<br>ex Sussex-80 ex Nopal Surf-75<br>ex Sussex-74<br>Launched as United<br>**Najd Trading & Construction Establishment**<br>Jeddah Saudi Arabia | T.Mk<br>**1 211**<br>568<br>1 471 | BV | **1966** Cant. Nav. Felszegi—Trieste (82)<br>94,19 14,71 3,734<br>84,99 14,25<br>F 18,0 2 dks<br>len 69 | **M RoRo Cargo**<br>Stern door Ice strengthened<br>1 Ho ER<br>B.3 642<br>1 Ha (stl) (28,0 × 5,7) ER<br>Cr 1(10) | MaK<br>Oil 4SA 10Cy. 385 × 580<br>2 200bhp (1 618kW)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Gen 3 × 55kW 220V d.c.<br>Fuel 107,5t (d.o.) 14kn |
| **SATTELROBBE**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **133**<br>47<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,71 3,401<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>Halberstadt Halberstadt<br>Gen 2 × 29kW 110V d.c.<br>9kn |
| **SATU MARE**<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **4 399**<br>1 929<br>6 136<br>**6 253**<br>4 024<br>8 750 | RNR | **1974** Santierul Naval Galatz—Galatz<br>130,77 (BB) 17,71 6,601/8,100<br>121,21 10,19<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.12 130 B.11 150<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 200kW 400V 50Hz a.c.<br>Fuel 457,0t (hvf) 15,75kn |
| **SATUCKET**<br>**Mobil Shipping & Transportation Co.**<br>Monrovia Liberia<br>SatCom: 1240631/SATU | **16 861**<br>11 260<br>30 397<br>T/cm<br>38,4 | **✠100A1** SS 11/91<br>oil tanker<br>**✠LMC**<br>EL (I†) $2\frac{7}{16}$"U3<br>FN 6526 | **1971**-12 Ansaldo S.p.A.—La Spezia (4268)<br>171,61 (BB) 25,96 10,929<br>161,55 25,91 14,48<br>P 17,1 F 15,3 1 dk<br>rf nil Bow/CM 89 Diam. 0,250 MH 1,2 | **M Tanker**<br>DB<br>26 Ta ER<br>L.(oil) 37 307 HeCls. BptC<br>5 Cargo pumps total 2 500T/hr | Fiat B780.5L<br>Oil 2SA 5Cy. 780 × 1600<br>10 000bhp (7 356kW)<br>Fab. Mec. S. Andrea Trieste<br>WTAuxB 20kgf/cm$^2$ (19,7bar) Spt 240°C 15kgf/cm$^2$ (14,8bar)<br>e(ex.g) 16kgf/cm$^2$ (15,7bar) Spt 210°C 14,9kgf/cm$^2$ (14,7bar)<br>Gen 1 × 600kW 1 × 550kW 450V 60Hz a.c.<br>Fuel 123,0t (d.o.) 1 489,5t (hvf)-34,5pd 15,5kn |
| **SATURN**<br>**Saturn Bulk Carriers Inc.**<br>Monrovia Liberia<br>SatCom: 1241366/DEYD | **31 242**<br>24 006<br>62 212 | AB | **1980** Hyundai Heavy Industries Co. Ltd.—Ulsan (125)<br>224,01 (BB) 32,26 12,580<br>215,02 32,21 18,01<br>F 16,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.74 955<br>7 Ha (stl) (each 16,0 × 13,2) ER | Sulzer 8RND76<br>Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW)<br>Hitachi Zosen Kobe<br>Gen 3 × 540kW<br>17,25kn |
| **SATURN**<br>ex Las Coloradas-91<br>Launched as Alvaro Perez<br>**Saturn Maritime Ltd.**<br>Incom Shipping Ltd.<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**6 686**<br>4 807<br>13 043<br>**9 155**<br>7 276<br>14 854 | **✠100A1** SS 5/89<br>strengthened for heavy cargoes<br>**✠LMC** **(UMS)**<br>EL B† 550,0/50,0U3<br>FN 4447<br>RCB | **1979**-10 Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (160)<br>149,33 19,26 —/8,967<br>140,80 19,18 12,40<br>P 2,5 F 11,3 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 16,9 25,3 17,6 26,1 18,4 ER 5 TwD<br>G.22 506 B.19 679<br>TEU 336 C.Ho 258/20' C.Dk 78/20'<br>5 Ha (stl) (12,3 × 8,1) (18,3 12,3 18,3 12,3 × 11,2) ER<br>Cr 2(16) 2(10) | MAN 12V40/54A<br>Vee Oil 4SA 12Cy. 400 × 540 sr geared to sc. shaft<br>7 500bhp (5 517kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>AuxB (Comp) 7,5kgf/cm$^2$ (7,4bar)<br>Gen 3 × 348kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 112,0t (d.o.) 945,0t (hvf)-24,5pd 15kn |
| **SATURN**<br>**Cleveland Tankers Inc.**<br>Wilmington, De United States of America | **3 904**<br>3 526<br>7 316<br>T/cm<br>18,9 | AB | **1974** S.B.A. Shipyards Inc.—Jennings, La (218)<br>116,44 16,62 5,919<br>114,08 16,60 7,62<br>P 20,8 1 dk<br>rf nil Bow/CM 59 Diam. 0,203 | **TM Tanker**<br>Oil Asphalt<br>SBT DB DSS<br>10 Ta ER<br>L.(oil) 7 303 HeCls. C<br>2 Cargo pumps total 1 052T/hr | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW<br>Fuel 244,0t (d.o.)-14,5pd 9,5kn |

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| **7740635**<br>*EWRD*<br>M-35519<br>Df Rdr | **SATURN**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(Yevpatoriya) (U.S.S.R.) | **1 074**<br>232<br>440 | RS | **1978** ..............U.S.S.R.<br>58,55 12,68 4,692<br>51,62 5,90<br>1 dk | **D-E Tug**<br>Salvage<br>Ice strengthened | 2 Oil 4SA each 6Cy. 300 × 380 dr<br>connected to elec. motor & geare |
| **7615490**<br>*GXID*<br>377012<br>Df Rdr Rt | **SATURN**<br>**Caledonian MacBrayne Ltd.**<br>Glasgow United Kingdom | **851**<br>303<br>259 | | **1978** Ailsa SB. Co. Ltd.—Troon (552)<br>69,53 13,77 2,440<br>66,53 13,42 3,97<br>1 dk | **TM RoRo Cargo/Ferry**<br>694dk P<br>2 Side door/ramps 1(p) 1(s)<br>L 4,80 W 6,12<br>Stern door/ramp<br>L 4,76 W 3,72<br>Lane Length 184 Cargo Width 3,60<br>Cars 20 Lorries 5 | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292<br>2 440bhp (1 795kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 120kW a.c. 1 × 25kW a.c.<br>2 Directional propellers |
| **6722442**<br>*UNLK*<br>M-3082<br>Df Esd Rdr<br>Rt | **SATURN**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **699**<br>262<br>341 | RS | **1963** ..............U.S.S.R.<br>54,26 9,48 3,831<br>49,99 9,22 4,78<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>4W Der 1(2) 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **7021390**<br>*JXJX3*<br>N-00318<br>Df Esd Pfd<br>Rdr Rt | **SATURN**<br>ex Fjordhav-88 ex Anders Kjonno-84<br>ex Grethe Steen-75<br>ex Gulf Navigator-72<br>ex Grethe Steen-71<br>**F & R Shipping A/S**<br>Oslo Norway (NIS) | **299**<br>198<br>864 | BV | **1970** Orskovs Staalskibsvaerft I/S—Frederikshavn (59)<br>55,33 10,52 3,328<br>49,69 10,51 5,67<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 27,2 ER<br>G.1 800 B.1 600<br>1 Ha (stl) (25,3 × 6,1) ER<br>2W Der 1(10) 1(5) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Lister Blackstone Mirrlees Marine<br>Gen 2 × 64kW 1 × 21kW 380V a.c.<br>Controllable pitch propeller<br>Fuel 67,0t (d.o.) |
| **6604690**<br>*OUHO2*<br>D-12051<br>Df Esd Rdr<br>Rt | **SATURN**<br>ex Dorca-89 ex Douro Star-79<br>ex Wilma Frank-72<br>**Partrederiet Saturn, Poul & Jens Norgaard Nielsen**<br>Janus Andersen & Co.<br>Marstal Denmark (DIS) | T.Mk<br>**298**<br>190<br>772 | GL | **1966** N.V. Scheeps. "Vooruitgang"—Foxhol (213)<br>53,60 9,40 3,447<br>49,05 9,30 5,41<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.1 543 B.1 435<br>1 Ha (w) (26,6 × 6,1) ER<br>2W Der 2(3) | MWM<br>Oil 4SA 6Cy. 250 × 350 reverse redu<br>to sc. shaft<br>300bhp (221kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 38,5t (d.o.)-2,5pd |
| **5314573**<br>*WH5439*<br>204605<br>Rdr Rt | **SATURN**<br>ex Muriel McAllister ex Saturn-80<br>ex Bern-56<br>**Eastern Towboat Corp.**<br>New York, NY United States of America | **252**<br>171<br>— | | **1907** Neafie & Levy Ship & Engine Building Co. —Philadelphia, Pa<br>34,14 7,50<br>... ... ...<br>1 dk<br>R | **M Tug** | General Motors<br>Oil 2SA 16Cy. 222 × 267<br>NE —<br>General Motors Corp. |
| **7232638**<br>*DEEB*<br>Esd Gc Pfd<br>Rdr RTm/h/v | **SATURN**<br>**Hapag-Lloyd A.G.**<br>Hapag-Lloyd Transport & Service G.m.b.H.<br>Bremen Federal Republic of Germany | **231**<br>—<br>78 | GL | **1973** Jadewerft G.m.b.H.—Wilhelmshaven (131)<br>29,93 8,82 3,039<br>28,50 8,79 3,59<br>1 dk | **TM Tug**<br>Tractor<br>Ice strengthened | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280 reduc<br>to sc. shafts<br>Kloeckner Humboldt Deutz |
| **6504682**<br>*XPWB*<br>D1042<br>Rdr Rt | **SATURN**<br>**P/f Hamar**<br>Gotu Faeroes (Danish) | **230**<br>72<br>— | BV (GL) | **1964** VEB Elbewerft—Boizenburg<br>35,77 7,47<br>7,42 3,71<br>1 dk | **M Fishing**<br>Side-fishing<br>5 Ho ER<br>G.185 | Grenaa<br>Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW) NE 72<br>Grenaa Motorfabrik, A/S<br>Fuel 52,0t (d.o.) |
| **6852429**<br>M-26217<br>RTv | **SATURN**<br>ex BK-1207<br>**Latvian Shipping Company**<br>(Ventspils) (U.S.S.R.) | **225**<br>—<br>46 | | **1962** ..............U.S.S.R.<br>29,30 8,50 3,200<br>- - 4,34<br>1 dk | **M Tug** | Oil<br>..............<br>Fuel (d.o.) |
| **7003752**<br>*WU9637*<br>298451<br>RdrRTm | **SATURN**<br>ex North Tide<br>**Gifford Marine Inc.**<br>Morgan City, La United States of America | **177**<br>120<br>— | | **1965** American Marine Corp.—New Orleans, La (913)<br>47,60 11,13 3,172<br>44,56 10,98 3,81<br>F 12,8 2 dks<br>rf 457 | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | MWM<br>2 Oil 4SA each 6Cy. 250 × 350<br>1 530bhp (1 125kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 60kW 120V 60Hz a.c.<br>Fuel 101,5t |
| **7832397**<br>*UOPN*<br>M-36585<br>Df Esd Gc<br>Pfd Rdr Rt | **SATURN**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1980** ..............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (stl) (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **5416357**<br>89/2<br>Rdr Rt | **SATURN**<br>ex Lady Cecilia-64<br>**Varna Port Authority**<br>Varna Bulgaria | **154**<br><br>— | BR<br>✠Classed LR until 10/66 | **1963**-11 Charles D. Holmes & Co. Ltd.—Beverley (985)<br>29,21 7,52 3,241<br>25,91 7,32 3,81<br>1 dk<br>rf 610 BK 152 | **M Tug** | Ruston<br>Oil 4SA 7Cy. 260 × 368 sr reverse<br>shaft<br>Ruston & Hornsby Ltd.<br>Gen 1 × 20kW 1 × 10kW 400V a.c. |
| **8033340**<br>M-36884 | **SATURN**<br>**Sevastopol Port Authority**<br>(Sevastopol) (U.S.S.R.) | **149**<br>101<br>20 | RS | **1981** ..............U.S.S.R.<br>28,70 6,35 1,480<br>2,50<br>1 dk | **M Ferry**<br>250dk P | Oil<br>.............. |
| **8841773**<br>*WY6039*<br>518570<br>Df Esd Gc<br>Rdr Rt | **SATURN**<br>**Puget Sound Tug & Barge Co.**<br>Crowley Maritime Corporation<br>Seattle, Wa United States of America | **147**<br>99<br>— | | **1969** Mangone SB. Corp.—Houston, Tx (89)<br>- - 3,556<br>27,74 8,84 4,04<br>1 dk | **TM Tug** | Caterpillar<br>2 Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. |
| **5148792**<br>*YTYD*<br>5T-304<br>Rdr Rt | **SATURN**<br>ex Herkules-68 ex ST 782-51<br>ex DPC 27<br>**"Brodospas" Poduzece za Offshore, Teglenje i Spasavanje**<br>Split Croatia | **134**<br>12<br>— | JR (AB) | **1944** George Lawley & Son Corp.—Neponset, Ma (1315)<br>26,85 7,35 2,982<br>24,74 7,29 3,20<br>1 dk | **M Tug** | General Motors<br>Vee Oil 2SA 8Cy. 216 × 254<br>General Motors Corp.<br>Gen 1 × 60kW 120V d.c.<br>Fuel 24,5t (d.o.) |
| **7632735**<br>*3EWQ*<br>8732-78A<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SATURN DIAMOND**<br>**Gallant Shipping Corp. Ltd.**<br>NYK Ship Management Co. Ltd.<br>Panama Panama<br>SatCom: 1333335/SDIA | **11 240**<br>6 700<br>13 266 | NK | **1977** Mitsubishi Heavy Industries Ltd.—Nagasaki (1816)<br>190,00 29,24 8,624<br>176,03 29,20 11,97 | **M Vehicles Carrier**<br>Side door/ramp (p) Quarter stern door/ramps 1(p) 1(s)<br>Cargo Width 2,60 Clear height 1,70<br>Cars 4225<br>2 Ho 76,5 80,0 ER<br>HeCls. B | MAN<br>Vee Oil 4SA 16Cy. 520 × 550<br>16 000bhp (11 769kW)<br>Mitsubishi Heavy Industries Ltd<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 445,0t (d.o.) 2 058,0t (hvf) |
| **8802416**<br>*OW2426*<br>D3119<br>Rdr Rt | **SATURN III**<br>**Pauli Lassen**<br>Vag Faeroes (Danish) | *247*<br>*74*<br>— | BV | **1988** Strandby Skibsvaerft I/S—Strandby<br>27,26 3,901<br>24,19 7,51 6,05<br>1 dk | **M Fishing** | Callesen<br>Oil 4SA 5Cy. 270 × 400<br>575bhp (423kW)<br>Aabenraa Motorfabrik, Heinrich Calle A/S<br>Controllable pitch propeller |

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| **SATURNIA**<br>ex Kenza-91 ex Mascaretti Terzo-82<br>ex Turris-80<br>**Siamar S.r.l.**<br>San Benedetto del Tronto<br>Italy | **536**<br>290<br>624 | RI | **1966** Soc. Esercizio Cant.—Viareggio (564)<br>59,97 9,22 3,709<br>52,86 9,20 4,60<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho ER | Ansaldo<br>Oil 4SA 8Cy. 320 × 420<br>1 300bhp (956kW)<br>S.A. Ansaldo Stab. Mecc. Genova |
| **SATURNO**<br>**Wilson, Sons Servicos Maritimos S.A.**<br>Santos<br>Brazil | **212**<br>8<br>— | ✠Classed LR until 12/68 | **1928**-6 Henry Robb Ltd.—Leith (81)<br>35,21 7,35 3,760<br>32,92 7,32<br>1 dk (teak)<br>R BK 165 | **Iron & Steel TS Tug** | C 4Cy. (2) 406 & (2) 410 × 610<br>Shields Eng. Co. Ltd. South Shields<br>Fuel (o.f.) 10kn |
| **SATURNO**<br>Launched as Jens Bentzen<br>**Cia. Pesquera & Maritima S.A. (COPEMAR)**<br>Mar del Plata<br>Argentina | **115**<br>53<br>— | | **1965** Orskovs Staalskibsvaerft I/S—Frederikshavn (21)<br>25,53 6,02<br>21,98 5,95 3,08<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,2 × 0,9) | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>480bhp (353kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) 11kn |
| **SATURNO DEL GOLFO**<br>ex Capt. Kidd-80<br>**Lineas Agromar Ltda.**<br>Colombia | **357**<br>243<br>— | AB | **1974** Halter Marine Fabricators, Inc.—Moss Point, Ms (416)<br>12,20 4,471<br>51,82 12,17 5,19<br>F 18,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | Polar F216V-D<br>2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>Nydqvist & Holm A/B Sweden<br>Gen 2 × 150kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 556,0t (d.o.) |
| **SATURNO II**<br>ex Gulf Fleet No. 38-88<br>**Zapata Gulf Marine International Ltd.**<br>Zapata Gulf Marine Corporation<br>Port Vila<br>Vanuatu | **498**<br>338<br>1 200 | AB | **1980** Quality Equipment Inc.—Houma, La (158)<br>62,49 12,83 4,574<br>55,58 12,81 5,34<br>F 17,7 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | General Motors 16-645-E7<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>13kn |
| **SATURNUS**<br>ex Hansa Bay-79<br>**Timber Trade Shipping Ltd.**<br>Valletta<br>Malta | **3 189**<br>1 775<br>4 471 | RI (NV) | **1971** VEB Schiffswerft "Neptun"—Rostock (460)<br>104,04 14,64 5,779<br>95,92 14,58 7,19<br>P 23,2 B 13,8 F 11,6 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 29,4 33,6 ER<br>G.6 127 B.5 972<br>2 Ha (stl) (each 26,2 × 10,5) ER<br>Cr 1(10) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 200bhp (2 354kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 208kW 380V 50Hz a.c.<br>13,5kn |
| **SATURNUS**<br>ex Europa II-91 ex Atlas III-87<br>ex Raed B.-83 ex Scandinavia-80<br>**Shiphall Marine Co. Ltd.**<br>Ventouris Group Enterprises S.A.<br>Limassol<br>Cyprus | **1 952**<br>662<br>— | BV (NV) | **1974** Trondhjems M/V, Aker Trondelag A/S —Trondheim (698)<br>129,88 (BB) 17,51 4,920<br>118,88 10,52<br>2 dks<br>len 76 | **TM Passenger/RoRo Cargo/Ferry** 46bth 54dk P<br>Ice strengthened Bow, side & stern doors<br>Lane Length 996<br>Cars 250 | Polar SF112VS-F<br>4 Vee Oil 4SA each 12Cy. 250 × 300 sr geared to sc. shafts<br>9 240bhp (6 797kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 520kW 4 × 169kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 472,5t (d.o.)-32,5pd 19kn |
| **SATURNUS**<br>ex Craigavad-88<br>**Partenreederei m.s. "Craigavad"**<br>Reederei John Luhrs K.G.<br>Bremen<br>Federal Republic of Germany | T.Mk<br>**499**<br>298<br>1 876 | GL | **1983** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (924)<br>77,96 (BB) 13,85 5,020<br>73,41 13,81 8,16<br>F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 55,2 ER<br>G.3 613 B.3 502<br>TEU 124 C.Ho 56/20' (40') C.Dk 68/20' (40')<br>1 Ha (stl) (50,3 × 10,9) ER | Deutz SBV9M628<br>Oil 4SA 9Cy. 240 × 280 reverse reduction geared to sc. shaft<br>985bhp (725kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 152kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>13,5kn |
| **SATURNUS**<br>**Rederij Saturnus B.V.B.A.**<br>Zeebrugge<br>Belgium | **158**<br>59<br>— | | **1980** Scheepswerven Beliard Oostende N.V. —Oostende (C.234)<br>27,89 7,57 3,301<br>23,88 7,51 3,92<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl<br>Mchy.aft | A.B.C. 6MDXC<br>Oil 4SA 6Cy. 242 × 320 reduction geared to sc. shaft<br>810bhp (596kW)<br>Anglo-Belgian Co. N.V. Gent/Gand |
| **SATURRAN ZAR**<br>**Pesquera Saturraran S.A.**<br>Ondarroa<br>Spain | **237**<br>88<br>— | BV | **1971** S.A. Balenciaga—Zumaya (196)<br>32,97 6,61 3,571<br>29,93 6,58 3,84<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Lister Blackstone Mirrlees Marine Stamford<br>Fuel 56,0t (d.o.) 11,5kn |
| **SATURRARAN**<br>**Mateo de la Osa**<br>Huelva<br>Spain | **362**<br>191<br>— | (BV) | **1966** Maritima del Musel S.A.—Gijon (70)<br>42,80 7,65 3,709<br>36,99 7,60 4,20<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>3 Ha (1,9 1,9 × 1,3) (0,9 × 0,9) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 106,0t (d.o.) 14,75kn |
| **SATYAM**<br>**Shivam Engineers Pvt. Ltd.**<br>Panaji<br>India | **501**<br>309<br>600 | (BV) | **1981** Shivam Engineers Pvt. Ltd.—Khandola, Goa (004)<br>52,02 9,33 2,201<br>50,02 9,01 2,82<br>1 dk | **TrM General Cargo Barge**<br>Mchy.aft | Ruston<br>3 Oil 4SA each 6Cy. 111 × 127 geared to sc. shafts<br>1 350bhp (993kW)<br>Ruston & Hornsby (India) Ltd. Pune<br>8,75kn |
| **SATYAMURTI**<br>**The Shipping Corporation of India Ltd.**<br>Bombay<br>India | **51 532**<br>36 711<br>89 347<br>T/cm<br>82,2 | AB IRS | **1975** Mitsubishi Heavy Industries Ltd.—Kobe (1054)<br>237,62 (BB) 39,45 13,977<br>225,99 39,40 18,70<br>1 dk<br>rf nil Bow/CM 118 Diam. 0,500 | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 105 817 HeCls. BC<br>3 Cargo pumps total 6 000T/hr | Sulzer 7RND90<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 297,0t (d.o.) 4 425,0t (hvf)-62,5pd 16kn |
| **SATYAVATI**<br>ex Eptehal-88 ex Shanfari-81<br>ex Tenwa Maru-75<br>**Mercator Lines Pvt. Ltd.**<br>Mercator Ship Management Pvt. Ltd.<br>Bombay<br>India | **433**<br>231<br>1 136 | NK | **1974** Hibikinada Dock Co. Ltd.—Kitakyushu (136)<br>58,40 10,04 3,922<br>53,98 10,01 3,97<br>2 dks | **M General Cargo**<br>Mchy.aft<br>G.1 854 B.1 673<br>Der 2(3) | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW<br>12kn |
| **SAUCON**<br>ex Mobil Enterprise-91<br>**Mobil Shipping & Transportation Co.**<br>Monrovia<br>SatCom: 1240625/ENTR<br>Liberia | **19 580**<br>12 986<br>38 452<br>T/cm<br>43,6 | AB | **1983** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1093)<br>171,00 (BB) 30,03 12,078<br>162,01 30,01 16,21<br>F 11,6 1 dk<br>rf nil Bow/CM 83 Diam. 0,310 MH 1,2 | **M Tanker**<br>IGS DB<br>21 Ta ER<br>L.(oil) 42 484 HeCls. BptC<br>11 Cargo pumps total 7 500T/hr | Sulzer 6RLB66<br>Oil 2SA 6Cy. 660 × 1400<br>11 100bhp (8 165kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 740kW 450V 60Hz a.c.<br>Fuel 238,0t (d.o.) 1 358,0t (hvf) 15kn |
| **SAUD**<br>**Yasmine Line S.A.**<br>Malaga<br>Spain | *400*<br>*250*<br>100 | RI | **1990** Marinteknik Verkstads AB.—Oregrund (B73)<br>34,00 9,44<br>27,01 9,42 2,95 | **Aluminium Alloy TM Passenger Ship** | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 185 with flexible couplings & sr geared to sc. shafts<br>3 000kW (4 079bhp)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 64kW 220/380V 50Hz a.c.<br>2 Water jet propulsion units<br>35kn |

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| **7041584**<br>*EAGY*<br>9152<br>Esd Rt | **SAUDADE**<br><br>**Julio y Enrique Molares Perez**<br>Vigo Spain | **171**<br>63<br>— | <br><br>BV | **1971** Const. Nav. Santodomingo—Vigo (379)<br>29,95 6,86<br>25,51 6,81 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 220 × 280 sr geared to<br>600bhp (441kW) E made75 fitted—<br>Hijos de J. Barreras S.A.<br>Fuel 59,5t (d.o.) |
| **8121745**<br>*HZRX*<br><br>RTv<br>AMVER | **SAUDI ABHA**<br><br>**The National Shipping Company of Saudi Arabia (NSCSA)**<br>Dammam Saudi Arabia<br>SatCom: 1743112/HZRX | **25 031**<br>13 377<br>42 600 | <br><br>NV | **1983** Kockums AB—Malmo (585)<br>248,72 (BB) 10,802<br>232,01 32,28 20,20<br>3 dks | **M RoRo Cargo**<br>Side door/ramp (s)<br>Quarter stern door/ramp (s)<br>L 49,60<br>Lane Length 4070 Clear height 6,30<br>Cars 530<br>Mchy.aft<br>B.71 500<br>TEU 2025<br>C.Ho 1240/20' (40') C.Dk 785/20' (40') incl. 50 ref C. | B&W<br>Oil 2SA 7Cy. 900 × 2180<br>27 210bhp (20 015kW)<br>A/B Gotaverken<br>Gen 2 × 1400kW 2 × 1040kW<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 604,0t (d.o.) 3 292,0t (hvf) |
| **8121757**<br>*HZZB*<br>SA698<br>RTv<br>AMVER | **SAUDI DIRIYAH**<br><br>**The National Shipping Company of Saudi Arabia (NSCSA)**<br>Dammam Saudi Arabia<br>SatCom: 1743122/HZZB | **25 036**<br>13 384<br>42 600 | <br><br>NV | **1983** Kockums AB—Malmo (586)<br>248,72 (BB) 11,121<br>232,01 32,28 20,20<br>3 dks | **M RoRo Cargo**<br>Side door (s) Angled stern door & ramp (s)<br>Side door/ramp (s)<br>Quarter stern door/ramp (s)<br>L 49,60<br>Cars 530<br>Mchy.aft<br>B.71 500<br>TEU 2025<br>C.Ho 1240/20' (40') C.Dk 785/20' (40') incl. 50 ref C. | B&W<br>Oil 2SA 7Cy. 900 × 2180<br>27 210bhp (20 015kW)<br>A/B Gotaverken<br>Gen 2 × 1400kW 2 × 1040kW<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 604,0t (d.o.) 3 292,0t (hvf) |
| **7355404**<br>*A8AK*<br>4770<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAUDI GLORY**<br>ex Mobil Mariner-74<br>**Mobil Shipping & Transportation Co.**<br>Atlas Maritime Co. S.A.<br>Monrovia Liberia<br>SatCom: 1240732/SAGY | **122 296**<br>104 464<br>276 368<br>T/cm<br>162,0 | <br><br>AB | **1974** Sumitomo SB. & Mchy. Co. Ltd.—Uraga Shipyard, Yokosuka (1014)<br>340,80 (BB) 54,46 21,070<br>324,01 54,41 26,90<br>1 dk<br>rf 13 Bow/CM 170 Diam. 0,410 | **M Tanker**<br>IGS<br>15 Ta ER<br>L.(oil) 335 100 HeCls. B<br>4 Cargo pumps total 18 041T/hr | Pielstick<br>2 Vee Oil 4SA each 12Cy. 570 × 620<br>sc. shaft<br>36 000bhp (26 480kW) NE 82<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 1700kW a.c. 2 × 880kW |
| **5109590**<br>*HZIE*<br><br>Esd Pfd Rdr<br>RTm/h/v | **SAUDI GOLDEN ARROW**<br>ex Europafergen-79<br>**Sadaka Shipping Lines**<br>Jeddah Saudi Arabia | **2 209**<br>860<br>1 184 | <br><br>GL (NV) | **1960** Marinens Hovedverft—Horten (153)<br>87,48 15,52 4,390<br>80,02 15,50 5,62<br>2 dks<br>rf 203 | **TM RoRo Cargo/Ferry** OSD<br>76bth 635dk P<br>Ice strengthened | B&W<br>2 Oil 2SA each 7Cy. 350 × 620<br>3 920bhp (2 883kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 3 × 145kW 1 × 36kW 380V 50Hz<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 122,0t (d.o.)-12,0pd |
| **7822586**<br>*HZZF*<br><br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAUDI HAIL**<br>ex Ville du Havre-89<br>ex Comandante Revello-87<br>**The National Shipping Company of Saudi Arabia (NSCSA)**<br>Dammam Saudi Arabia<br>SatCom: 1744247/HZZF | *43 841*<br>*13 152*<br>38 000 | ✠**100A1** SS 1/89<br>container ship<br>✠**LMC** **UMS**<br>EL Rt U3(a)<br>FN 10992<br>(RI) | **1981**-3 Italcantieri S.p.A.—Monfalcone (4371)<br>225,84 (BB) 32,29 10,840<br>207,30 32,26 20,76<br>Ba 36,9 3 dks<br>rf nil len 84 | **M RoRo Cargo**<br>pt higher tensile steel<br>Quarter stern door/ramp (p)<br>L 49,75 W 12,00 SWL 400<br>Lane Length 3600<br>Cars 500<br>Mchy.aft<br>TEU 2126 C. 2126/20' (40') incl. 50 ref C. | GMT<br>Oil 2SA 9Cy. 780 × 1600<br>22 500bhp (16 550kW)<br>Grandi Motori Trieste<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 1200kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **8121769**<br>*HZZC*<br>SA700<br>RTv<br>AMVER | **SAUDI HOFUF**<br><br>**The National Shipping Company of Saudi Arabia (NSCSA)**<br>Dammam Saudi Arabia<br>SatCom: 1743125/HZZC | **25 039**<br>13 387<br>42 600 | <br><br>NV | **1983** Kockums AB—Malmo (587)<br>248,72 (BB) 11,115<br>232,01 32,28 20,20<br>3 dks | **M RoRo Cargo**<br>Side door/ramp (s)<br>Quarter stern door/ramp (s)<br>L 49,60<br>Cars 530<br>Mchy.aft<br>B.71 500<br>TEU 2025<br>C.Ho 1240/20' (40') C.Dk 785/20' (40') incl. 50 ref C. | B&W<br>Oil 2SA 7Cy. 900 × 2180<br>27 210bhp (20 015kW)<br>A/B Gotaverken<br>Gen 2 × 1400kW 2 × 1040kW<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 604,0t (d.o.) 3 292,0t (hvf) |
| **7530810**<br>*HZOQ*<br>SA804<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAUDI MAKKAH**<br>ex Seaspeed Asia-81<br>**The National Shipping Company of Saudi Arabia (NSCSA)**<br>Jeddah Saudi Arabia<br>SatCom: 1743604/HZOQ | T.Mk<br>**14 825**<br>7 514<br>22 735 | ✠**100A1** SS 7/90<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL Nt 3"U3<br>FN 9376 | **1977**-4 Kawasaki Heavy Ind. Ltd.—Sakaide (1258)<br>197,52 (BB) 32,26 10,024<br>180,02 32,21 19,87<br>3 steel dks<br>rf 381 | **M RoRo Cargo**<br>Heavy-load<br>Side door/ramp (s)<br>Stern door/ramp<br>Mchy.aft<br>B.47 290<br>TEU 1315<br>C.RoRo Dk 628/20'(40') C.Dk 687/20'(40') | MAN<br>2 Vee Oil 4SA each 14Cy. 520 ×<br>clutches, flexible couplings & sr<br>shaft<br>28 000bhp (20 596kW)<br>Kawasaki Heavy Ind. Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 2 × 1920kW 2 × 1400kW<br>Controllable pitch propeller<br>2 Thw. thrust Contr. pitch propellers fwd<br>Thw. thrust propeller<br>Fuel 278,0t (d.o.) 4 590,0t (hvf) |
| **7822574**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SAUDI QASSIM**<br>ex Andrea Merzario-89<br>**The National Shipping Company of Saudi Arabia (NSCSA)**<br>Dammam Saudi Arabia | **25 382**<br>13 866<br>38 000 | ✠**100A1** SS 7/90<br>container ship<br>✠**LMC**<br>EL Qt 687,5/84,0U3(a)<br>FN 10992<br>(RI) | **1980**-11 Italcantieri S.p.A.—Monfalcone (4370)<br>225,84 (BB) 32,29 10,840<br>207,30 32,26 20,76<br>Ba 36,9 3 dks and 2 intermediate movable dks<br>rf nil len 84 | **M RoRo Cargo**<br>pt higher tensile steel<br>Quarter stern door/ramp (s)<br>L 49,75 W 12,00 SWL 400<br>Lane Length 4820<br>Cars 500<br>Mchy.aft<br>B.62 596<br>TEU 1450 C. 1450/20'(40') incl. 50 ref C. | GMT<br>Oil 2SA 9Cy. 780 × 1600<br>22 500bhp (16 550kW)<br>Grandi Motori Trieste<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm²<br>Gen 4 × 1200kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 735,5t (d.o.) 2 577,5t (hvf) |
| **7530808**<br>*HZOP*<br>SA802<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SAUDI RIYADH**<br>ex Seaspeed Arabia-81<br>**The National Shipping Company of Saudi Arabia (NSCSA)**<br>Jeddah Saudi Arabia<br>SatCom: 1743606/HZOP | T.Mk<br>**14 835**<br>7 579<br>22 853 | ✠**100A1** SS 6/86<br>Ice class 3<br>✠**LMC**<br>EL Nt 3"U3<br>FN 9376 | **1977**-2 Kawasaki Heavy Ind. Ltd.—Sakaide (1257)<br>197,52 (BB) 32,26 10,024<br>180,02 32,21 19,87<br>3 dks<br>rf 381 | **M RoRo Cargo**<br>Heavy-load<br>Stern door/ramp<br>Mchy.aft<br>B.47 320<br>TEU 1315<br>C.RoRo Dk 628/20'(40') C.Dk 687/20'(40') | MAN<br>2 Vee Oil 4SA each 14Cy. 520 ×<br>clutches, flexible couplings &<br>shaft<br>28 000bhp (20 596kW)<br>Kawasaki Heavy Ind. Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 2 × 1920kW 2 × 1400kW<br>Controllable pitch propeller<br>2 Thw. thrust Contr. pitch propellers<br>Thw. thrust propeller<br>Fuel 278,0t (d.o.) 4 590,0t (hvf) |
| **7381166**<br>*A8RO*<br>5219<br>Df Esd Gc<br>Pfd Rdr RTv | **SAUDI SPLENDOUR**<br>ex Al Haramain-87<br>**Mobil Shipping & Transportation Co.**<br>Atlas Maritime Co. S.A.<br>Monrovia Liberia<br>SatCom: 1240731/SSPL | **125 393**<br>106 552<br>280 511<br>T/cm<br>162,0 | <br><br>AB | **1975** Sumitomo SB. & Mchy. Co. Ltd.—Uraga Shipyard, Yokosuka (1017)<br>341,28 (BB) 54,46 21,438<br>323,99 54,39 27,41<br>1 dk<br>rf nil Bow/CM 172 Diam. 0,410 | **M Tanker**<br>IGS<br>22 Ta ER<br>L.335 100 HeCls. B<br>4 Cargo pumps total 18 000T/hr | Pielstick<br>2 Vee Oil 4SA each 12Cy. 570 ×<br>sc. shaft<br>36 000bhp (26 480kW) NE 81<br>Ishikawajima Harima Heavy Ind. |

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| **SAUDI TABUK**<br>**The National Shipping Company of Saudi Arabia (NSCSA)**<br>Dammam<br>SatCom: 1743126/HZZD<br>Saudi Arabia | **25 309**<br>13 313<br>42 600 | NV | **1983** Kockums AB—Malmo (588)<br>248,72 32,31 11,118<br>233,00 32,26 20,20<br>3 dks | **M RoRo Cargo**<br>Side door/ramp (s)<br>Quarter stern door/ramp (s)<br>L 49,60<br>Cars 530<br>Mchy.aft<br>B.71 500<br>TEU 2025<br>C.Ho 1240/20' (40') C.Dk 785/20' (40') incl. 50 ref C. | B&W 7L90GFCA<br>Oil 2SA 7Cy. 900 × 2180<br>27 210bhp (20 015kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 1400kW 2 × 1040kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 604,0t (d.o.) 3 292,0t (hvf) 18,5kn |
| **SAUGATUCK**<br>ex Newton-48 ex Saugatuck-46<br>Launched as Newton<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va<br>United States of America | **10 296**<br>6 154<br>16 882<br>T/cm<br>26,8 | AB | **1942** Sun SB. & Dry Dock Co.—Chester, Pa (250)<br>159,57 20,78 9,454<br>153,32 20,73 11,94<br>P 33,0 B 11,0 F 16,2 1 dk<br>rf 229 Bow/CM 78 Diam. 0,200 | **T-E Tanker**<br>1 Ho 26 Ta ER<br>G.430 L.(oil) 22 475<br>1 Ha (stl) (3,4 × 4,5)<br>3 Cargo pumps total 1 375T/hr | S Turb<br>7 240shp (5 325kW) driving gen. connected to elec. motor<br>Westinghouse Elec. & Mfg. Co. U.S.A.<br>Gen 2 × 400kW<br>15kn |
| **SAUHOLM**<br>ex Sagholm-74 ex Koloyholm-67<br>ex Trafik 3-55<br>**Hamnes AS**<br>Stokmarknes<br>Norway | **121**<br>64<br>152 | (NV) | **1903** A/S Akers M/V—Oslo (226)<br>28,99 5,67 2,540<br>5,64 2,60<br>1 dk<br>R BK 127 | **M General Cargo**<br>1 Ho ER<br>1 Ha (9,2 × 2,6) ER<br>1W Der 1(2) | Oil 2SA 3Cy. 315 × 380<br>220bhp (162kW) E made60 fitted69<br>Brodrene Brunvoll Motorfabrik Molde<br>Fuel 3,0t (d.o.)-1,0pd 9kn |
| **SAUJANA**<br>ex Perkasa-91 ex Kurogane-89<br>ex V. S. P. Kurogane Maru-81<br>**Java Marine Lines Pte. Ltd.**<br>Singapore<br>Singapore | *336*<br>*101*<br>— | NK | **1968** Osaka Zosensho—Osaka (279)<br>36,30 3,747<br>35,00 9,80 4,40<br>1 dk<br>RW | **TM Tug**<br>Tractor Salvage | Niigata<br>2 Oil 4SA each 6Cy. 310 × 380<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 64kW<br>2 Directional propellers<br>14kn |
| **SAULE**<br>**Zapryba**<br>(Riga)<br>(U.S.S.R.) | **508**<br>174<br>298 | RS | **1960** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,591<br>44,35 8,79 4,32<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 1,6 × 1,7)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW) NE 64<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 10,5kn |
| **SAULKRASTY**<br>**Zapryba**<br>(Kaliningrad)<br>(U.S.S.R.) | *721*<br>*216*<br>387 | RS | **1985** .............U.S.S.R.<br>54,82 9,95 4,140<br>50,30 - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>853kW (1 160bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| **SAUNIERE**<br>ex Algosea-82 ex Brooknes-76<br>**Algoma Central Corporation**<br>Algoma Central Marine<br>Quebec, P.Q.<br>SatCom: 1560341/SAUN<br>Canada | **16 709**<br>11 860<br>24 481<br>T/cm<br>38,6 | **100A1** SS 4/89<br>**LMC**<br>EL F 2$\frac{5}{16}$"U3<br>FN 6712<br>(NV) | **1970** Lithgows (1969) Ltd. East Yard—Port Glasgow (1177)<br>195,94 (BB) 22,94 9,538<br>188,32 22,83 12,81<br>P 29,0 F 14,7 1 dk<br>rf nil len 76<br>conv Bulk Carrier 77 | **M Bulk Carrier**<br>Self-unloader<br>7 Ho 16,9 19,0 18,6 18,6 18,6 18,6 25,4 ER<br>G.24 557<br>9 Ha (stl) (9,3 × 10,2) (13,4 13,4 12,5 13,4 12,1 3,2 3,2 3,2 × 11,5) ER | MaK 6M552AK<br>2 Oil 4SA each 6Cy. 450 × 520 sr geared to sc. shaft<br>8 782bhp (6 460kW) NE 5/82<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>✠ NAuxB (Comp) 5/82 100lbf/in² (6,9bar)<br>Gen 2 × 550kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 721,5t (d.o.) 13kn |
| **SAUVETEUR III**<br>ex Marie Jean<br>**G7 Les Abeilles S.A.**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>France | **364**<br>—<br>— | | **1943** .............Glasgow<br>*53,01* 11,79<br>2,29<br>conv RoRo Cargo/ Tank Landing Craft — | **TM Salvage Ship**<br>Der 1(12) | Paxman<br>2 Oil 4SA each 6Cy. 178 × 197<br>800bhp (588kW)<br>Davey, Paxman & Co. Ltd. Colchester |
| **SAUVEUR DU MONDE**<br>**C. & J. F. Ramet**<br>Boulogne<br>France | **101**<br>—<br>34 | | **1990** Forges Caloin—Etaples (57)<br>24,00 6,80<br>20,50 6,62 3,60 | **M Fishing**<br>Stern Trawler Ref | Caterpillar 3508TA<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches, flexible couplings & sr geard to sc. shaft<br>526kW (715bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Controllable pitch propeller |
| **SAVA**<br>**Malta Cross Shipping Co. Ltd.**<br>Croatia Line<br>Valletta<br>Malta | **18 603**<br>11 466<br>30 832<br>T/cm<br>39,4 | **✠100A1** SS 3/87<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty, or hold No. 3 or 4 or 5, may be empty<br>**✠LMC**<br>EL G† 2$\frac{11}{16}$"U2<br>FN 6837<br>JR | **1973**-10 R.O. Brodogradiliste "3 Maj"—Rijeka (560)<br>196,60 (BB) 22,99 10,840<br>182,89 22,90 14,48<br>P 33,9 F 21,7 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 21,0 16,2 19,8 16,2 19,8 16,2 19,8 ER<br>G.40 283 B.33 019<br>7 Ha (stl) (12,3 8,9 12,1 8,9 12,1 8,9 12,1 × 12,5) ER<br>2W Cr 4(12,5) Der 2(3) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>AuxB (Comp) 6kgf/cm² (5,9bar)<br>Gen 3 × 368kW 450V 60Hz a.c.<br>Fuel 1 808,5t (hvf) 15,75kn |
| **SAVA**<br>ex Havana-88 ex Bredo-86<br>ex Breekant-85 ex Keizersgracht-79<br>ex Mini Sun-73<br>**Ilo S.n.C. di Antonio Pugliese & C.**<br>Napoli<br>Italy | **1 599**<br>945<br>3 068 | RI (NV) | **1972** Sterkoder M/V A/S—Kristiansund N. (21)<br>79,91 14,33 5,284<br>74,76 14,30 6,35<br>P 9,2 F 5,2 1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho 24,9 26,9 ER<br>G.4 130 B.3 764<br>2 Ha (stl) (19,8 24,0 × 9,9) ER<br>4W Der 2(10) 2(5) | Polar<br>Vee Oil 4SA 16Cy. 250 × 300<br>2 800bhp (2 060kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 144kW 380V 50Hz a.c.<br>Fuel 188,0t (d.o.) 14kn |
| **SAVA HILL**<br>**Fonnbulk A/S**<br>Mikkal Myklebusthaug Rederi<br>Bergen<br>Norway | *2 026*<br>*885*<br>3 080 | NV | **1991** Brodogradiliste 'Sava'—Macvanska Mitrovica (299)<br>74,65 (BB) 6,020<br>69,10 12,70 8,60<br>2 dks | **M General Cargo**<br>Self-unloader<br>Ice strengthened<br>1 Ho ER<br>G.3 800<br>1 Ha (stl) ER | Normo KRM-8<br>Oil 4SA 8Cy. 250 × 300 sr geared to sc. shaft<br>1 325kW (1 801bhp)<br>BMV Bergen Diesel A/S Bergen<br>Gen 1 × 440kW 2 × 176kW 220V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>12kn |
| **SAVA LAKE**<br>**Fonnbulk A/S**<br>Mikkal Myklebusthaug Rederi<br>Bergen<br>Norway | *2 030*<br>*888*<br>3 050 | NV | **1990** Brodogradiliste 'Sava'—Macvanska Mitrovica (297)<br>74,65 12,70 6,020<br>69,70 8,62<br>2 dks | **M General Cargo**<br>Self-unloader<br>Ice strengthened<br>1 Ho ER<br>G.3 800<br>1 Ha (stl) ER | Normo KRM-8<br>Oil 4SA 8Cy. 250 × 300 sr geared to sc. shaft<br>1 325kW (1 801bhp)<br>BMV Bergen Diesel A/S Bergen<br>Gen 1 × 440kW 2 × 176kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>12kn |
| **SAVA RIVER**<br>**Fonnbulk A/S**<br>Mikkal Myklebusthaug Rederi<br>Bergen<br>Norway (NIS) | *2 030*<br>*888*<br>3 050 | NV (Class cont.) | **1990** Brodogradiliste 'Sava'—Macvanska Mitrovica (298)<br>74,65 (BB) 12,70 6,020<br>69,10 8,62<br>2 dks | **M General Cargo**<br>Self-unloader<br>Ice strengthened<br>1 Ho ER<br>G.3 800<br>1 Ha (stl) ER | Normo KRM-8<br>Oil 4SA 8Cy. 250 × 300 sr geared to sc. shaft<br>1 325kW (1 801bhp)<br>BMV Bergen Diesel A/S Bergen<br>Gen 1 × 440kW 2 × 176kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>12kn |

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| **7433907**<br>*WYH7048*<br>575587<br>Df Esd Gc<br>Pfd Rdr Rt | **SAVAGE**<br>**M/V Savage Inc.**<br>Norfolk, Va United States of America | **190**<br>129<br>1 000 | AB | **1976** Halter Marine Fabricators, Inc.—Moss Point, Ms (520)<br>54,87 12,20 3,683<br>49,92 12,15 4,27<br>F 15,6 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive<br>Gen 2 × 150kW a.c.<br>Fuel 222,5t (d.o.) |
| **8321694**<br>*DILS*<br>14300<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SAVANNAH**<br>**K.G. Ivarans Rederi G.m.b.H. & Co.**<br>Reederei Claus-Peter Offen<br>Hamburg Federal Republic of Germany | *10 962*<br>*6 558*<br>14 007 | GL | **1984** A.G. "Weser" Seebeckwerft—Bremerhaven (1039)<br>158,85 (BB) 23,09 8,005<br>149,40 23,00 10,72<br>P 27,2 F 23,8 2 dks<br>len 91 | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho ER 4 TwD<br>G.21 110 B.19 480<br>TEU 944 C. 944/20'<br>7 Ha (stl) (12,8 25,6p&s 25,6p&s 12,8p&s × 8,0) ER<br>Cr 1(36) 3(25) | MaK<br>Oil 4SA 6Cy. 580 × 600 with flexible sr geared to sc. shaft<br>8 157bhp (6 000kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 900kW 2 × 550kW 450V<br>Controllable pitch propeller |
| **7736206**<br><br>588425 | **SAVANNAH JANE**<br>ex Murrays Pride-80<br>**Claire Elizabeth Miller**<br>Savannah, Ga United States of America | **101**<br>68<br>— | | **1977** .............St. Augustine, Fl<br>*20,88* 6,25 2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW) |
| **5246996**<br>*WH6564*<br>273756<br>Esd Gc Rdr<br>RTh | **SAVANNAH SUN**<br>ex Naushon-89 ex Nantucket-75<br>**American Cruises Inc.**<br>New Bedford, Ma United States of America | **2 652**<br>1 803<br>863 | (AB) | **1957** J. H. Mathis Co.—Camden, NJ (210)<br>69,96 18,14 3,125<br>65,84 18,09 5,11<br>2 dks<br>conv RoRo Cargo/Ferry 90 | **TS Ferry**<br>471dk P | U 10Cy. (10) 406 x 406<br>4 000ihp (2 942kW)<br>Skinner Engine Co.<br>Gen 2 × 150kW 240V 60Hz a.c.<br>2 Directional propellers<br>Fuel 344,5t (o.f.) |
| **5314810**<br><br>Df Gc | **SAVARONA**<br>**Government of The Republic of Turkey (Ministry of National Defence)**<br>Istanbul Turkey | **4 646**<br>1 501<br>— | ✠ | **1931**-7 Blohm & Voss K.a.A.—Hamburg<br>124,52 16,11<br>... ... ...<br>3 dks<br>R<br>conv Yacht 51 | **TS Training Ship** | 6 S Turb sr geared to sc. shafts<br>Blohm & Voss K.a.A.<br>Fuel (o.f.) |
| **7037179**<br>*C9KW*<br><br>Df Esd Rdr<br>Rt | **SAVE**<br>ex Stenberg-85<br>ex Merck Jocklandier-77<br>**Navique E.E. Empresa Mocambicana de Navegacao**<br>Rederiet Stenersen A/S<br>Maputo Mozambique | T.Mk<br>**499**<br>357<br>1 370 | NV (BV) | **1970** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (303)<br>76,05 (BB) 11,03 3,588<br>68,18 11,00 6,20<br>2 dks<br>rf 203<br>len 77 | **M General Cargo**<br>Ice strengthened<br>2 Ho 25,7 20,6 ER<br>G.2 532 B.2 263<br>2 Ha (stl) (18,5 12,4 × 7,7) ER<br>3W Cr 2(30) Der 1(5) | Alpha<br>Oil 4SA 8Cy. 225 × 300<br>1 000bhp (736kW)<br>Alpha-Diesel A/S<br>Gen 2 × 53kW 1 × 36kW 380V 50Hz<br>Controllable pitch propeller<br>Fuel 109,5t (d.o.)-4,5pd |
| **6817041**<br>*PP2481* | **SAVEIROS**<br>**Companhia de Saveiros do Rio de Janeiro**<br>Rio de Janeiro Brazil | **183**<br>56<br>— | ✠Classed LR until 8/3/89 | **1969**-4 MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (185)<br>29,11 7,52 2,915<br>25,10 7,01 3,92<br>1 dk<br>rf 940 | **M Tug**<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz<br>Gen 2 × 36kW 220V 60Hz a.c. |
| **8033223**<br>*UGUZ*<br>M-38880<br>Df Esd Gc<br>Rdr RTv | **SAVELOVO**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **744**<br>209<br>332 | RS | **1981** .............U.S.S.R.<br>53,75 10,72 4,333<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7806764**<br>*YQGS*<br>457<br>Df Esd Gc<br>Rdr Rt | **SAVENI**<br>**Romanian-Libyan Joint Stock Company for Maritime Transport (ROLISHIP)**<br>Constantza Romania | **2 473**<br>1 039<br>3 134<br>**3 531**<br>1 748<br>4 795 | RNR | **1978** Santierul Naval Braila—Braila (1320)<br>106,03 14,81 5,630/7,062<br>93,48 14,79 8,54<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Bryansk Eng. Works<br>Gen 3 × 450kW 400V 50Hz a.c.<br>Fuel 456,0t |
| **7806752**<br>*YQGR*<br>453<br>Df Esd Gc<br>Rdr Rt | **SAVINESTI**<br>**Navrom Shipping Company**<br>Constantza Romania | **2 473**<br>1 039<br>3 134<br>**3 531**<br>1 748<br>4 795 | RNR | **1978** Santierul Naval Braila—Braila (1319)<br>106,03 14,81 5,630/7,062<br>93,50 14,79 8,54<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(5) | Sulzer<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina"<br>Gen 3 × 420kW 380V 50Hz a.c.<br>Fuel 456,0t |
| **7534086**<br>*URQE*<br>M-32954<br>Df Esd Gc<br>Rdr Rt | **SAVINO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **710**<br>206<br>358 | RS | **1975** .............U.S.S.R.<br>53,73 (BB) 10,70 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller double ended |
| **7741354**<br>*UZNK*<br>M-37047<br>Df Esd Gc<br>Rdr Rt | **SAVINSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>332 | RS | **1979** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>Der 2(3,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller ,1 fwd |
| **7338042**<br>*UFRR*<br>M-32618 | **SAVINTSY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **720**<br>221<br>351 | RS | **1973** .............U.S.S.R.<br>53,73 10,70 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.295<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>Fuel (d.o.) |
| **8900440** | **SAVIO**<br>**Petrokan S.p.A.**<br>Napoli Italy | **374**<br>211<br>600 | RI | **1989** Cant. Nav. di Pesaro—Pesaro (63)<br>39,52 10,02 2,709<br>38,14 10,00 3,20<br>1 dk | **TM Tanker**<br>9 Ta ER<br>L.749 | MWM<br>2 Vee Oil 4SA each 6Cy. 128 ×<br>440kW (598bhp)<br>Motorenw. Mannheim A.G. (MWM<br>2 Directional propellers |
| **7368308**<br>*ATQD*<br>1727<br>Df Esd Rdr<br>Rt | **SAVITRI**<br>ex Nand Maina-86 ex Seeb-76<br>**Mercator Lines Pvt. Ltd.**<br>Mercator Ship Management Pvt. Ltd.<br>Bombay India | **499**<br>408<br>825 | ✠**100A1** SS 10/87<br>**LMC**<br>EL H $\frac{7}{8}$"U2<br>FN 630 | **1974**-7 (Aft & pt cargo sections) N.V. Shipyard Schouten—Muiden (809)<br>**1974**-7 (Fwd & pt cargo sections) Scheepswerf Hoja B.V.—Aalst (1742)<br>50,02 9,61 2,877<br>48,37 9,50 3,51<br>P 8,9 RFD 7,7 1 dk<br>rf nil | **TM General Cargo**<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 ×<br>1 050bhp (772kW)<br>General Motors Corp.<br>Gen 1 × 40kW 1 × 10kW<br>2 Directional propellers |

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| 6730326<br>M-36733 | **SAVONA**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | *205*<br>62<br>34 | | **1989** ............U.S.S.R.<br>37,60 7,21 1,690<br>RS 34,03 - 2,90 | **M Ferry**<br>215dk P | Russkiy 12CHSN18/20<br>6CHSP15/18<br>3 Oil geared to sc. shaft<br>(centre) Oil 4SA 12Cy. 180 × 200<br>740kW (1 006bhp)<br>Russkiy-Diesel Works Leningrad<br>(wing) 2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp)<br>Russkiy-Diesel Works Leningrad<br>16,5kn |
| 6423412<br>6ZCD<br>2129<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SAVONETTA**<br>ex Joseph P. Grace-87<br>**Oswego Chemical Carriers Corp.**<br>Marine Transport Lines Inc.<br>Monrovia Liberia<br>SatCom: 1241177/SAVO | **9 942**<br>6 145<br>10 947<br>T/cm<br>25,1 | | **1964** Verolme Dok & Schpsb.—Rozenburg (677)<br>156,47 21,21 7,506<br>AB 142,81 21,19 12,50<br>P 8,9 F 17,1 1 dk<br>RW rf nil Bow/CM 48 Diam. 0,305 | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>8 Ta (C.mn.stl) ind rectangular horizontal ER<br>L.(gas) 12 975 HeCls. B<br>4 Cargo pumps total 1 528T/hr | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 465kW<br>Fuel 170,0t (d.o.) 1 152,0t (hvf)-29,5pd 16kn |
| 6710724<br>YJKS4<br>433<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **SAVOYDEAN III**<br>ex Bernhard Oldendorff-89<br>**Surfalon Maritime Transport S.A.**<br>Doris Maritime Services S.A.<br>Port Vila Vanuatu | *29 967*<br>*18 092*<br>54 140<br>T/cm<br>58,0 | | **1967** Bremer Vulkan A.G.—Bremen-Vegesack (927)<br>GL 213,88 30,92 12,154<br>205,21 30,85 16,79<br>1 dk<br>rf nil | **M Bulk Carrier**<br>10bth P<br>Ice strengthened<br>9 Ho 15,7 20,1 14,4 18,9 14,4 18,9 14,4 19,8 15,0 ER<br>G.65 043 HeCls. B<br>9 Ha (stl) (8,0 11,1 8,0 11,1 8,0 11,1 8,0 11,1 8,0 × 13,7) ER<br>Cr 1(4) | MAN K6Z86/160E<br>Oil 2SA 6Cy. 860 × 1600<br>13 800bhp (10 151kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>Gen 2 × 400kW 1 × 240kW 220/380V 50Hz a.c.<br>Fuel 238,0t (d.o.) 1 494,0t (hvf)-53,0pd 14,75kn |
| 7611262<br>UFRO<br>M-32955<br>Df Esd Gc<br>Rdr Rt | **SAVRAN**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **710**<br>206<br>358 | | **1975** ............U.S.S.R.<br>53,73 (BB) 10,70 4,290<br>RS 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 fwd<br>12,75kn |
| 7005683<br>EUIM<br>S-30532<br>Df Esd Gc<br>Rdr Rt | **SAVVA LOSHKIN**<br>ex Sormovskiy-13<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>3 143 | | **1969** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,20 13,21 3,661<br>RS 108,01 13,00 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn |
| 6615326<br>5BKK<br>707308<br>Df Esd Gc<br>Rdr RTm/v | **SAVVAS II**<br>ex Donax-85<br>**Vasvasa Maritime Ltd.**<br>Limassol Cyprus | *39 695*<br>*27 113*<br>75 472 | ✠**100A1** SS 1/88<br>oil tanker<br>(cc) crude oil<br>defined ballasting<br>✠**LMC**<br>**IGS**<br>EL z† $3\frac{9}{16}$"SQ<br>FN 12186 | **1966**-12 Harland & Wolff Ltd.—Belfast (1663)<br>243,85 (BB) 35,34 13,126<br>232,01 35,29 17,23<br>F 22,9 1 dk<br>rf 127 | **M Tanker**<br>IGS (LR) pt higher tensile steel<br>15 Ta ER<br>L.(oil) 90 415 HeCls. B<br>2 Cargo pumps total 6 400T/hr | B&W 9-84VT2BF-180<br>Oil 2SA 9Cy. 840 × 1800<br>18 000bhp (13 240kW)<br>Harland and Wolff Ltd. Belfast<br>WTAuxB 465lbf/in² (32,1bar) Spt 260°C<br>AuxB 150lbf/in² (10,4bar)<br>Gen 2 × 600kW 440V 60Hz a.c.<br>Fuel 2 788,0t (hvf)-61,0pd 15,5kn |
| 7528726<br>A9D2436<br>A1428<br>Esd Rdr Rt | **SAWAD**<br>ex Arad-79<br>**Arab Shipbuilding & Repair Yard Co. (ASRY)**<br>Bahrain Bahrain | **204**<br>0<br>134 | ✠**100A1** SS 4/88<br>tug<br>Arabian Gulf and Gulf of Oman service, west of a line from Muscat to Chah Bahar<br>✠**LMC**<br>EL (F)D $\frac{3}{4}$"U2<br>FN 384 | **1976**-9 Est. Sao Jacinto S.a.r.L.—Aveiro (117)<br>33,38 8,97 3,825<br>30,00 8,50 4,30<br>RAD 1,3 1 dk<br>rf 1041 Box K 152 | **M Tug**<br>Fire-fighting Pollution Control | MWM<br>Oil 4SA 8Cy. 360 × 450 reverse reduction geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 48kW 1 × 32kW 380/220V 50Hz a.c. |
| 8511342 | **SAWAHIL 35**<br>Kuwait | **1 413**<br>430<br>545 | | **1986** Inchon Eng. & SB. Corp.—Inchon (S-120)<br>55,02 20,05 2,010<br>50,02 20,01 4,02<br>1 dk | **TM Accommodation Barge** | M.T.U.<br>2 Vee Oil 4SA each 6Cy. 165 × 185 with clutches, flexible couplings & reverse reduction geared to sc. shafts<br>1 200bhp (883kW)<br>M.T.U. Friedrichshafen West Germany |
| 8511354 | **SAWAHIL 40**<br>Kuwait | **1 413**<br>430<br>545 | | **1986** Inchon Eng. & SB. Corp.—Inchon (S-121)<br>55,02 20,05 2,010<br>50,02 20,01 4,02<br>1 dk | **TM Accommodation Barge** | M.T.U.<br>2 Vee Oil 4SA each 6Cy. 165 × 185 with clutches, flexible couplings & reverse reduction geared to sc. shafts<br>1 200bhp (883kW)<br>M.T.U. Friedrichshafen West Germany |
| 8511366 | **SAWAHIL 45**<br>Kuwait | **1 413**<br>430<br>545 | | **1986** Inchon Eng. & SB. Corp.—Inchon (S-122)<br>55,02 20,05 2,010<br>50,02 20,01 4,02<br>1 dk | **TM Accommodation Barge** | M.T.U.<br>2 Vee Oil 4SA each 6Cy. 165 × 185 with clutches, flexible couplings & reverse reduction geared to sc. shafts<br>1 200bhp (883kW)<br>M.T.U. Friedrichshafen West Germany |
| 8511378 | **SAWAHIL 50**<br>Kuwait | **1 413**<br>430<br>545 | | **1986** Inchon Eng. & SB. Corp.—Inchon (S-123)<br>55,02 2,010<br>50,02 20,01 4,02 | **TM Accommodation Barge** | M.T.U.<br>2 Vee Oil 4SA each 6Cy. 165 × 185 with clutches, flexible couplings & reverse reduction geared to sc. shafts<br>1 200bhp (883kW)<br>M.T.U. Friedrichshafen West Germany |
| 8224626 | **SAWAHIL-140**<br>**Government of The State of Kuwait (Ministry of Interior)**<br>Kuwait | **100**<br>—<br>— | | **1984** Swiftships Maroil (S) Pte. Ltd.—Singapore (SM011)<br>... ... ...<br>... ... ...<br>1 dk | **TM Search & Rescue Vessel** | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 155 geared to sc. shafts<br>2 660bhp (1 957kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |
| 8224638 | **SAWAHIL-145**<br>**Government of The State of Kuwait (Ministry of Interior)**<br>Kuwait | **100**<br>—<br>— | | **1984** Swiftships Maroil (S) Pte. Ltd.—Singapore (SM012)<br>... ... ...<br>... ... ...<br>1 dk | **TM Search & Rescue Vessel** | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 155 geared to sc. shafts<br>2 660bhp (1 957kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |
| 8224640 | **SAWAHIL-150**<br>**Government of The State of Kuwait (Ministry of Interior)**<br>Kuwait | **100**<br>—<br>— | | **1984** Swiftships Maroil (S) Pte. Ltd.—Singapore (SM013)<br>... ... ...<br>... ... ...<br>1 dk | **TM Search & Rescue Vessel** | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 155 geared to sc. shafts<br>2 660bhp (1 957kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |
| 8112354 | **SAWAKIN**<br>**Sea Ports Corp.**<br>Port Sudan Sudan | **125**<br>37<br>52 | ✠Classed LR until 14/2/88 | **1986**-7 Scheepswerf Aalst/'t Gilde B.V.—Aalst ((2707))<br>25,66 6,94 2,909<br>23,80 6,61 3,43<br>1 dk<br>rf - BK 191 | **TM Tug** | MAN<br>2 Oil 4SA each 6Cy. 200 × 270 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>Gen 2 × 38kW 220/380V 50Hz a.c. |
| 9036698 | **SAWANISHI MARU No. 3**<br>**Sawanishi Kensetsu K.K.**<br>Japan | **490**<br>—<br>1 303 | | **1991** Hitachi Zosen Mukaishima Marine Co. Ltd. —Mukaishima (52)<br>4,610<br>60,00 13,20 7,60 | **M General Cargo** | Hanshin 6LU35G<br>Oil 4SA 6Cy. 350 × 550<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |

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| **5314896**<br>301517<br>Df Esd Pfd | **SAWFISH**<br>**Pesca Fisheries Ltd.**<br>Danbrit (Fish Salesmen) Ltd.<br>Lowestoft United Kingdom | **144**<br>50<br>— | ✠Classed LR until 6/60 | **1959**-6 R. Dunston Ltd.—Thorne (T994)<br>*28,75* 6,56<br>28,35 6,48 3,05<br>RQD 16,5 F 4,3<br>RW rf 305 BK 152 conv Side Trawler Fishing 76 | **M Stand-by Safety Vessel**<br>for offshore installations | Ruston<br>Oil 4SA 6Cy. 260 × 368<br>Ruston & Hornsby Ltd. |
| **6912487**<br>*TFJB*<br>1074<br>Df Esd Rdr<br>Rt | **SAXHAMAR**<br>**Utnes H/f**<br>Rif Iceland | **127**<br>48<br>— | | **1969** Stalvik h.f.—Gardabaer (10)<br>28,76 6,71<br>25,05 6,70 3,36<br>1 dk<br>len 72 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wichmann<br>Oil 2SA 6Cy. 200 × 300<br>600bhp (441kW)<br>A/S Wichmann<br>Fuel (d.o.) |
| **5063758**<br>*OWXA2*<br>D-10956<br>Df Esd Rdr<br>RTh | **SAXO**<br>ex Jenbo-78 ex Carl Fridolf-69<br>**P/R Saxo**<br>O.K. Shipping I/S<br>Norresundby Denmark (DIS) | **299**<br>174<br>500 | BV | **1962** J. J. Sietas G.m.b.H. & Co.K.G. Schiffsw.<br>—Hamburg (509)<br>49,20 8,67 2,896<br>43,13 8,62 3,20<br>P 8,9 F 7,7 1 dk | **M General Cargo**<br>1 Ho 24,0 ER<br>G.623 B.538<br>1 Ha (24,0 × 5,4) ER<br>2W Der 2(2) | Alpha<br>Oil 2SA 5Cy. 230 × 400<br>257kW (349bhp)<br>Alpha-Diesel A/S<br>Fuel (d.o.) |
| **5314951**<br>Df Rt | **SAXO**<br>**Markwarth Shipping Co. Ltd.**<br>Honiara Solomon Islands | **240**<br>150<br>315 | (BV) | **1956** H. C. Christensens Staalskibsv. af 1949<br>—Marstal (68)<br>42,27 6,51 3,023<br>6,48<br>1 dk<br>RW BK 119 len 65 | **M General Cargo**<br>1 Ho ER<br>G.283<br>1 Ha (21,6 × 4,1) ER<br>2W Der 2(2) | Volund<br>Oil 4SA 3Cy. 300 × 400<br>225bhp (166kW)<br>A/S Volund<br>Fuel 8,0t (d.o.) |
| **5314987**<br>301828<br>Df Esd Pfd<br>Rdr | **SAXON ONWARD**<br>**Brooklyn Lake Pty. Ltd.**<br>*Port Adelaide, S.A.* Australia | **209**<br>66<br>— | ✠Classed LR until 19/1/83 | **1960**-5 J. S. Doig (Grimsby) Ltd.—Grimsby (67)<br>*32,16* 7,12<br>31,70 7,01 3,43<br>RQD 18,0 F 5,2<br>RW rf 762 BK 152 | **M Fishing**<br>Side Trawler | Ruston<br>Oil 4SA 5Cy. 318 × 368 with flexible cou<br>reverse geared to sc. shaft<br>655bhp (482kW)<br>Ruston & Hornsby Ltd.<br>Fuel 40,5t |
| **5314999**<br>*VM5869*<br>301848<br>Df Esd Rdr | **SAXON PROGRESS**<br>**Southern Ocean Trawlers Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **197**<br>66<br>— | ✠Classed LR until 7/7/82 | **1961**-2 J. S. Doig (Grimsby) Ltd.—Grimsby (70)<br>*32,16* 7,12<br>31,70 7,01 3,43<br>RQD 18,0 F 5,2<br>RW rf 762 BK 152 conv Side Trawler Fishing 88 | **M Fishing**<br>Stern Trawler Ref | Ruston<br>Oil 4SA 5Cy. 318 × 368 with flexible cou<br>reverse geared to sc. shaft<br>655bhp (482kW)<br>Ruston & Hornsby Ltd. |
| **5029403**<br>*VM5867*<br>302796<br>Df Esd Pfd<br>Rdr | **SAXON RANGER**<br>ex Atlantic Seal-67<br>**Southern Ocean Trawlers Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **286**<br>94<br>— | ✠Classed LR until 12/66 | **1961**-11 J. S. Doig (Grimsby) Ltd.—Grimsby (68)<br>*36,86* 8,18<br>36,10 8,08 4,37<br>F 6,8<br>RW rf 1016 BK 140 | **D-E Fishing**<br>Side Trawler | Paxman<br>3 Oil total 1 320bhp (971kW) driving 3 ge<br>270kW 220V d.c. connected to elec. m<br>650shp (478kW) & sr geared to sc. sh<br>(i) 4SA 6Cy. 241 × 305<br>E made45 refitted61<br>Davey, Paxman & Co. Ltd.<br>(ii) 4SA 6Cy. 241 × 305<br>E made40 refitted61<br>Davey, Paxman & Co. Ltd.<br>(iii) 4SA 6Cy. 241 × 305<br>E made45 refitted61<br>Davey, Paxman & Co. Ltd. |
| **7326336**<br>*YJXN3*<br>400<br>Df Esd Gc<br>Rdr Rt | **SAXON SERVICE**<br>**Zapata Gulf Marine International Ltd.**<br>Zapata Gulf Marine Corporation<br>Port Vila Vanuatu | **486**<br>331<br>— | AB | **1973** Burton Construction & SB. Corp.—Port Arthur, Tx (496)<br>55,78 12,20 3,922<br>50,07 12,18 4,58<br>F 15,9 1 dk | **TrM Supply Ship**<br>Deck Cargo | General Motors<br>3 Vee Oil 2SA each 16Cy. 216 × 254 rev<br>reduction geared to sc. shafts<br>4 920bhp (3 619kW) E made52 fitted11/7<br>General Motors Corp. La Gra<br>Gen 2 × 200kW<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **6615493**<br>*YBRR*<br>Df Esd Rdr<br>Rt | **SAYAFI**<br>ex Shoyu Maru No. 15<br>**P.T. Usaha Mina**<br>Jakarta Indonesia | **215**<br>76<br>— | KI | **1966** Miho Zosensho K.K.—Shimizu (582)<br>41,61 6,63<br>35,44 6,61 3,20<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>552kW (750bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **7534098**<br>*UPAI*<br>M-32586<br>Df Esd Gc<br>Rdr Rt | **SAYAK**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **710**<br>207<br>351 | RS | **1975** ............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 |
| **7733723**<br>*UNLF*<br>M-33191<br>Df Esd Gc<br>Rdr Rt | **SAYANOGORSK**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **744**<br>213<br>350 | RS | **1978** ............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller 1 fwd |
| **6500351**<br>*UFNK*<br>M-12149<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | .**SAYANSKIE GORY**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**9 660**<br>5 218<br>9 550 | RS | **1965** Lindholmens Varv. A/B—Goteborg (1087)<br>153,50 20,55 7,481<br>140,01 20,52 12,04<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho 2 Ta ER<br>B.508 In.12 155<br>4 Ha (each 6,2 × 4,1) ER<br>9W Der 8(5) 1(1,5) | Gotaverken<br>Oil 2SA 7Cy. 760 × 1500<br>8 750bhp (6 436kW)<br>Lindholmens Varv. A/B |
| **8902474**<br>*P3AL4*<br>709172<br>Df Esd Gc<br>Pfd Rdr RTv | **SAYANY**<br>**Sayany Shipping Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Limassol Cyprus<br>SatCom: 1100666 | *24 606*<br>*13 297*<br>42 263<br>T/cm<br>49,1 | NV | **1991** Hyundai Heavy Industries Co. Ltd.—Ulsan (696)<br>182,80 (BB) 30,53 11,200<br>176,00 30,50 15,95<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.51 124 B.48 568<br>5 Ha (stl) (16,0 19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(10) | B&W<br>Oil 2SA 5Cy. 600 × 1944<br>8 377kW (11 389bhp)<br>Hyundai Engine & Machinery Co. Ltd<br>Gen 3 × 500kW 440V 60Hz a.c. |
| **6824020**<br>*UUZX*<br>M-28028<br>Df Esd Gc<br>Rdr Rt | **SAYANY**<br>**Estrybprom**<br>(Tallinn) (U.S.S.R.) | **3 555**<br>1 550<br>2 485 | RS | **1965** ............U.S.S.R.<br>99,32 14,03 5,530<br>90,00 13,97 7,22<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>3 Ho ER<br>In.3 230<br>3 Ha (each 3,5 × 4,2) ER<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total 4<br>(2 942kW) driving gen. connected t<br>motor & geared to sc. shaft |
| **7819242**<br>Esd Rdr Rt | **SAYID MOHAMED**<br>**Government of The Democratic Republic of Somalia**<br>Mogadiscio Somali Republic | **121**<br>62<br>103 | | **1979** Brodogradiliste "Greben"—Vela Luka (808)<br>23,19 7,07 3,571<br>21,21 6,85 3,71<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler Side Trawler Seiner Ref | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 with clu<br>couplings & sr reverse geared to sc<br>360bhp (265kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 20kW 231/400V 50Hz a.c. |

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| 7614598<br>UWAZ<br>9-17406<br>Dl Esd Gc<br>Pg Rdr Rt | **SAYMENSKIY KANAL**<br>ex Ladoga-10-78<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **1 578**<br>781<br>1 855 | RS | **1978** Rauma-Repola Oy—Uusikaupunki/Nystad (285)<br>80,96 11,94 4,001<br>77,68 11,76 5,59<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>2 Ho ER<br>B.2 623<br>2 Ha (stl) (16,9 24,6 × 8,2) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Thw. thrust propeller fwd<br>12,25kn |
| 5302520<br>[illegible] | **SAYNTAL**<br>ex Else G-75 ex Ruth-Dieter-66<br>**A. F. Frances**<br>Kingstown St. Vincent and the Grenadines | **299**<br>180<br>450 | (GL) | **1950** Hugo Peters—Beidenfleth (30)<br>*33,69* 7,17 2,807<br>3,00<br>P 10,7 F 5,8 1 dk | **M General Cargo**<br>1 Ho 27,9 ER<br>G.680 B.623<br>2 Ha (12,9 9,6 × 4,1) ER<br>2W Der 2(1,5) | Modag<br>Oil 4SA 4Cy. 290 × 420<br>200bhp (147kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 10,0t (d.o.) 8kn |
| 7805667<br>JRSU<br>122786<br>FO1-378<br>Dl Gc Pfd<br>Rdr Rt | **SAYO MARU No. 15**<br>ex Kotobuki Maru No. 81-82<br>**Katsuse Gyogyo K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **114**<br>—<br>150 | | **1978** Tokushima Zosen K.K.—Fukuoka (1286)<br>35,51 6,33 2,501<br>28,81 6,30 2,87<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>9,75kn |
| 7805679<br>JM4459<br>122767<br>FO1-379<br>Dl Gc Pfd<br>Rdr Rt | **SAYO MARU No. 18**<br>ex Kotobuki Maru No. 82-82<br>**Katsuse Gyogyo K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **114**<br>—<br>150 | | **1978** Tokushima Zosen K.K.—Fukuoka (1287)<br>35,51 6,33 2,501<br>28,81 6,30 2,87<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>9,75kn |
| 7102900<br>Dl Pfd Rdr<br>Rt | **SAYO MARU No. 26**<br>**Katsuse Gyogyo K.K.** | **164**<br>60<br>— | | **1970** Tokushima Zosen K.K.—Fukuoka (1012)<br>34,80 6,86 2,998<br>31,81 6,81 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>600bhp (441kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 6918596<br>JACL<br>104426<br>Dl Pfd Rdr<br>Rt | **SAYO MARU No. 63**<br>**Nagao Shoji Y.K.**<br>Nagasaki, Nagasaki Pref. Japan | **174**<br>64<br>— | | **1969** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (683)<br>36,56 6,84 2,896<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo Osaka |
| 7639915<br>JRSL<br>120595<br>FO1-360<br>Dl Esd Pfd<br>Rdr Rt | **SAYO MARU No. 81**<br>**Katsuse Gyogyo K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **149**<br>—<br>129 | | **1977** Tokushima Zosen K.K.—Fukuoka (1233)<br>37,01 6,81 2,775<br>31,20 6,80 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7639903<br>JM4227<br>120596<br>FO1-361<br>Esd Rdr Rt | **SAYO MARU No. 82**<br>**Katsuse Gyogyo K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **148**<br>—<br>129 | | **1977** Tokushima Zosen K.K.—Fukuoka (1235)<br>37,01 6,81 2,775<br>31,20 6,80 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 8905309<br>JJ3651<br>129233<br>Rt | **SAYOCHIDORI**<br>**Chidori Kaiun K.K.**<br>Nandan, Hyogo Pref. Japan | **187**<br>—<br>500 | | **1989** Matsuura Tekko Zosen—Higashino (353)<br>*46,70*<br>8,80 5,20 | **M General Cargo** | Yanmar<br>Oil<br>Yanmar Diesel Engine Co. Ltd. Japan |
| 8918198<br>JM5999<br>131390<br>Rdr Rt | **SAYOHIME**<br>**Daijyu Kaiun K.K.**<br>Karatsu, Saga Pref. Japan | **170**<br>—<br>48 | | **1990** Ishida Zosen K.K.—Innoshima (108)<br>44,15 (BB) 8,46 2,000<br>29,00 7,30 2,85 | **Aux M Ferry** | Yanmar M220-EN<br>Oil 4SA 6Cy. 220 × 300 with clutches & reduction geared to sc. shaft<br>736kW (1 001bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Thw. thrust propeller fwd<br>13kn |
| 8914116<br>Esd Rdr Rt | **SAYONARA**<br>ex Servus-91<br>**P. W. J. de Korte**<br>Netherlands | **2 625**<br>—<br>3 000 | ✠A1<br>inland waterways<br>container/ bulk carrier<br>L.S.O.<br>**LMC**<br>FN 1632 | **1990**-6 Scheepsbouwwerf Slob B.V.—Papendrecht (389)<br>110,00 11,40<br>107,60 11,35 3,81<br>1 dk<br>rf nil | **TM General Cargo Barge**<br>Mchy.aft | Deutz SBV6M628<br>2 Oil 4SA each 6Cy. 240 × 280 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>2 022kW (2 749bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 70kW 380V 50Hz a.c.<br>Bow jet pump |
| 8633437<br>JD2567<br>125603<br>HK1-1026<br>Rt | **SAYOSHI MARU No. 33**<br>**Kina Ashizaki Gyogyo K.K.**<br>Nemuro, Hokkaido Pref. Japan | **118**<br>—<br>— | | **1982** K.K. Honma Zosensho—Niigata<br>*27,20*<br>5,60 2,20<br>1 dk | **M Fishing**<br>Side-fishing | Matsui<br>Oil<br>272kW (370bhp)<br>Matsui Iron Works Co. Ltd. Japan |
| 7424190<br>Dl Esd Gc<br>Rdr RTm/v | **SAYREMAR DOS**<br>**Madgavkar Salvage & Towage Pty. Ltd**<br>See Register of Offshore Units | **425**<br>74<br>368 | (BV)<br>IN PORT DAMAGED 6/88 | **1976** S.A. Balenciaga—Zumaya (260)<br>39,65 13,01 2,941<br>34,88 12,98 4,22<br>conv Diving Support 84 | **TM Maintenance Ship**<br>for offshore installations | Baudouin 12P15.2SR<br>2 Vee Oil 4SA each 12Cy. 150 × 150 reverse reduction geared to sc. shafts<br>860bhp (633kW)<br>Internacional Diesel S.A. Zumaya<br>Gen 2 × 140kW 1 × 104kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>8kn |
| 7937771<br>EGK | **SAYREMAR UNO**<br>ex Cala San Vicens<br>**Kilon S.A.**<br>Palma de Mallorca Spain | **157**<br>102<br>202 | | **1919** Ast. Segovia—Torrevieja<br>30,99 8,69 —<br>3,00 | **M General Cargo** | Oil<br>............. |
| 7650476<br>JG3593<br>117808<br>Rdr | **SAYURI MARU**<br>**Uyeno Chemical Unyu K.K.**<br>Tokyo Japan | **996**<br>—<br>2 347<br>T/cm<br>7,6 | | **1976** Kyokuyo Zosen Tekko K.K.—Chofu<br>78,52 11,99 5,030<br>72,01 5,52<br>1dk<br>Bow/CM 42 Diam. 0,250 | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 223 HeCls. CptB<br>2 Cargo pumps total 1 400T/hr | Hanshin<br>Oil<br>2 100bhp (1 545kW)<br>The Hanshin Diesel Works Ltd. Japan<br>Fuel 15,0t (d.o.) 82,5t (hvf)-10,5pd 11,5kn |
| 8113798<br>JG4168<br>125902<br>Rdr Rt | **SAYURI MARU No. 2**<br>**Uyeno Chemical Unyu K.K.**<br>Tokyo Japan | **694**<br>—<br>1 782 | | **1981** Hakata Zosen K.K.—Hakata (258)<br>69,40 4,701<br>65,03 11,02 5,01<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka A31<br>Oil 4SA 6Cy. 310 × 600<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>12kn |
| 6913819 | **SAYURI MARU No. 11**<br>ex Tokuyoshi Maru No. 5<br>**Frabelle Fishing Corp.** | **499**<br>319<br>1 000 | | **1968** Sasaki Zosen K.K.—Kinoe (127)<br>54,39 9,02 4,242<br>49,00 9,00 4,50<br>1 dk | **M Tanker**<br>6 Ta ER | Daihatsu<br>Oil 4SA 8Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Kogyo Osaka<br>Gen 1 × 25kW 1 × 20kW 220V a.c.<br>11kn |
| 7623856<br>9WA59<br>329012<br>Esd Gc Rt | **SAZ SUPPLY**<br>ex O. I. L. Supply 4-87<br>**Saz Energy Shipping Sendirian Berhad**<br>Saz Maritime Services Sendirian Berhad<br>Labuan Malaysia | **477**<br>146<br>516 | BV | **1977** Singapore SB. & Eng. Ltd.—Singapore (124)<br>49,97 2,590<br>42,58 10,93 3,41<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>6 Ta<br>L.180 | Kromhout 6F/SW240<br>2 Oil 4SA each 6Cy. 240 × 260 geared to sc. shafts<br>2 100bhp (1 545kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>10,5kn |

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| **6927755**<br>*ZADA*<br>Df | **SAZANI**<br>**Albanian State Shipping Enterprise**<br>Durres Albania | **438**<br>181<br>— | | **1957** VEB Elbewerft—Boizenburg (1711)<br>50,14 8,21 3,048<br>45,01 8,18 3,76<br>1 dk | **M General Cargo**<br>1 Ho 24,7 ER<br>2 Ha (10,9 8,7 × 4,9) ER<br>2W Der 2(-) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>400bhp (294kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8602397**<br>*OLGJ*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SAZAVA**<br>**Czechoslovak Ocean Shipping International Joint Stock Co. (Ceskoslovenska Namorni Plavba)**<br>Praha Czechoslovakia<br>SatCom: 1436120/OLGJ | *6 425*<br>*3 067*<br>7 398<br>T/cm<br>17,3 | ✠ **100A1**<br>strengthened for heavy cargoes<br>Ice Class 1C<br>✠ **LMC** **UMS**<br>EL Z 522,5/54,0U2(a) | **1989**-12 Xingang Shipyard—Tianjin/Tientsin (263)<br>"<br>119,01 (BB) 18,72 7,400<br>109,98 18,60 10,40<br>P 27,4 F 12,8 2 dks<br>rf nil<br>FN 3190 | **M General Cargo**<br>Container cargoes in holds and on upper deck hatch covers<br>3 Ho ER | Sulzer<br>Oil 2SA 5Cy. 380 × 1100<br>3 420kW (4 650bhp)<br>Shanghai Diesel Engine Works<br>AuxB (Comp) 7,9kgf/cm² (7,8bar)<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 104,2t (d.o.) 625,1t (hvf)-15,5pd |
| **7335973**<br>*UFPE*<br>M-7890<br>Df Esd Gc<br>Rdr Rt | **SAZHINO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **690**<br>217<br>326 | RS | **1973** ..............U.S.S.R.<br>49,89 (BB) 10,72 4,250<br>46,21 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.275<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, |
| **7831123**<br>*UJLO*<br>M-37049<br>Df Esd Gc<br>Rdr RTv | **SAZHINSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>332 | RS | **1980** ..............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (stl) (1,6 × 1,6)<br>Der 1(3,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7338119**<br>*UPFJ*<br>M-7891 | **SAZONOVO**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **720**<br>221<br>335 | RS | **1974** ..............U.S.S.R.<br>53,73 10,70 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.295<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>Fuel (d.o.) |
| **8826307** | **SB 41**<br>**Badan Pengusahaan Pelabuhan - Tanjung Priok**<br>Jakarta Indonesia | **569**<br>515<br>— | KI | **1974** Hikari Kogyo K.K.—Yokosuka<br>40,00 10,02 2,670<br>- - 3,07<br>1 dk | **TM Sludge Carrier** | Isuzu<br>2 Oil 4SA each 6Cy. 135 × 140<br>824kW (1 120bhp)<br>Isuzu Marine Engine Inc.<br>Gen 1 × 9,6kW 225V a.c. |
| **7408201** | **SB 51**<br>**BPP Tanjung Priok - Divisi Pengerukan**<br>Jakarta Indonesia | **822**<br>753<br>— | KI | **1975** Yokohama Zosen—Chiba<br>56,00 11,24 2,800<br>55,00 11,00 3,60<br>1 dk | **TM General Cargo Barge** | Isuzu<br>2 Oil 4SA each 6Cy. 135 × 140<br>454kW (617bhp)<br>Isuzu Marine Engine Inc. |
| **8826280** | **SB 53**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **544**<br>—<br>— | KI | **1981** P.N. Dok dan Perkapalan—Surabaya<br>50,30 9,50 3,330<br>- - 3,75<br>1 dk | **TM Sludge Carrier** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152<br>1,088kW (1 479bhp)<br>Caterpillar Inc. |
| **8826319** | **SB 54**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **545**<br>501<br>— | KI | **1971** P.N. Dok dan Perkapalan—Surabaya<br>50,30 9,50 3,330<br>- - 3,75<br>1 dk | **TM Sludge Carrier** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152<br>544kW (740bhp)<br>Caterpillar Inc.<br>Gen 1 × 40,4kW 400V a.c. |
| **8826321** | **SB 55**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **649**<br>628<br>— | KI | **1981** P.T. Pelita Bahari—Tanjung Priok<br>54,58 10,00 3,000<br>52,96 - 3,50<br>1 dk | **TM Sludge Carrier** | Deutz<br>2 Vee Oil 4SA each 12Cy. 125 × 130<br>970kW (1 319bhp)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 16kW 230V a.c. |
| **8826333** | **SB 56**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **649**<br>628<br>— | KI | **1981** P.T. Kodja (Persero)—Indonesia (20)<br>54,11 10,00 3,000<br>52,40 - 3,50<br>1 dk | **TM Sludge Carrier** | Deutz<br>2 Vee Oil 4SA each 12Cy. 125 × 130<br>882kW (1 199bhp)<br>Kloeckner Humboldt Deutz |
| **8613346**<br>*UZCN*<br>M-17603<br>Df Esd Gc<br>Pfd Rdr RTv | **SB-135**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | *5 250*<br>*1 575*<br>2 253 | RS | **1989** Hollming Oy—Rauma/Raumo (269)<br>97,60 19,36 7,200<br>86,85 - 9,00<br>1 dk | **TM Tug**<br>Fire-fighting Salvage | Wartsila<br>4 Vee Oil 4SA each 12Cy. 320 × 350<br>Oy Wartsila Ab<br>Gen 2 × 1100kW a.c. 2 × 600kW a.c.<br>1 × 200kW a.c.<br>2 Controllable pitch propellers |
| **8406640**<br>*RMKK*<br>M-17561<br>Df Esd Gc<br>Pfd Rdr RTv | **SB-921**<br>(Kaliningrad) (U.S.S.R.) | *2 050*<br>*615*<br>810 | RS | **1985** Rauma-Repola Oy—Uusikaupunki/Nystad (321)<br>69,20 15,40 5,101<br>60,10 15,03 7,00<br>1 dk | **TM Tug**<br>Fire-fighting Salvage | Pielstick<br>2 Oil 4SA each 6Cy. 400 × 460 with<br>geared to sc. shafts<br>Russkiy-Diesel Works<br>Gen 2 × 450kW a.c. 3 × 200kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **7416179**<br>Esd Rdr Rt | **SBOOR**<br>**Government of The Republic of Iraq (Ministry of Agriculture & Agrarian Reform- State Fisheries Co.)**<br>Basrah Iraq | **200**<br>49<br>129 | (BV) | **1976** Ast. Zamacona S.A.—Bilbao (111)<br>31,40 3,301<br>27,36 7,50 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 geared<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Fuel 71,0t (d.o.) |
| **8330530**<br>M-40919 | **SBORSHCHIK-1**<br>(U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1984** ..............U.S.S.R.<br>... ... ...<br>... ... ...<br>1 dk | **M Pollution & Surface Clearance Vessel** | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works |
| **8834718**<br>M-42470<br>Df Esd Gc<br>Rdr Rt | **SBORSHCHIK-3**<br>**White Sea & Onega River Shipping Co.**<br>(Petrozavodsk) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1990** ..............U.S.S.R.<br>35,18 8,00 3,122<br>33,28 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel** | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>225bhp (166kW)<br>Russkiy-Diesel Works |

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| 8728660<br>M-36730<br>Rdr RTv | **SBORSHCHIK-4**<br>**Soviet Danube Shipping Co.**<br>(Ust Dunaysk) (U.S.S.R.) | **243**<br>108<br>442 | RS | **1981** ..............U.S.S.R.<br>35,17 8,01 3,120<br>33,25 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>U.S.S.R. |
| 8830542<br>M-40922<br>Rdr Rt | **SBORSHCHIK-7**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1984** ..............U.S.S.R.<br>35,17 8,01 3,120<br>33,25 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel** | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works U.S.S.R.<br>8kn |
| 8728672<br>M-40924<br>Rdr RTv | **SBORSHCHIK-374**<br>**Northern Shipping Co.**<br>(Mezen) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1985** ..............U.S.S.R.<br>35,17 8,01 3,120<br>33,25 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>U.S.S.R. |
| 8728684<br>M-40930<br>Rdr RTv | **SBORSHCHIK-375**<br>**Northern Shipping Co.**<br>(Onega) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1985** ..............U.S.S.R.<br>35,17 8,01 3,120<br>33,25 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>U.S.S.R. |
| 8728696<br>M-41758<br>Rdr RTv | **SBORSHCHIK-378**<br>**Azov Shipping Co.**<br>(Kerch) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1985** ..............U.S.S.R.<br>35,17 8,01 3,120<br>33,25 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>U.S.S.R. |
| 8728701<br>M-41776<br>Rdr RTv | **SBORSHCHIK-387**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1986** ..............U.S.S.R.<br>35,17 8,01 3,120<br>33,23 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>U.S.S.R. |
| 8728713<br>M-42424<br>Rdr RTv | **SBORSHCHIK-390**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1987** ..............U.S.S.R.<br>35,17 8,01 3,120<br>33,25 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>U.S.S.R. |
| 8728622<br>M-42447<br>Rdr RTv | **SBORSHCHIK-401**<br>**Azov Shipping Co.**<br>(Berdyansk) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1989** ..............U.S.S.R.<br>35,18 3,122<br>33,28 8,02 3,61<br>1 dk | **M Pollution & Surface Clearance Vessel** | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works U.S.S.R.<br>8,1kn |
| 7120653<br>GPHW<br>342142<br>Esd Gc Rdr<br>R | **SCAFELL**<br>ex Guernsey Fisher-84<br>**Anchorage Ferrying Services Ltd.**<br>James Fisher and Sons Public Limited Company<br>Barrow in Furness United Kingdom | *1 537*<br>*781*<br>2 515 | ✠**100A1** SS 8/88<br>bulk carrier<br>✠**LMC**<br>EL N 1$\frac{5}{16}$"U2<br>FN 1374 | **1971**-12 T. van Duijvendijk's Schpsw. "De Industrie"—Alphen a/d Rijn (1343)<br>82,23 12,12 4,347<br>76,51 11,80 6,15<br>P 11,9 RAD 11,9 F 7,1 1 dk<br>rf nil conv General Cargo 84 | **M Bulk Carrier**<br>2 Ho each 25,2 ER<br>G.2 854<br>2 Ha (stl) (each 25,2 × 7,9) ER | Allen 8PBCS37E<br>Oil 4SA 8Cy. 325 × 370 reverse reduction geared to sc. shaft<br>1 712bhp (1 259kW)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 2 × 70kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 113,0t (d.o.) 12,5kn |
| 7700398<br>[illegible]<br>716228<br>DI Esd Gc<br>Pti RdrRTm | **SCALDIA**<br>ex Hilal 2-90 ex Schotland-87<br>**Mercator Shipping Co. Ltd.**<br>Nassau Towing Ltd.<br>Nassau Bahamas | **490**<br>44<br>— | BV | **1978** B.V. Schps. & Ghbw. v/h Jonker & Stans —Hendrik-Ido-Ambacht (342)<br>41,41 10,85 4,401<br>39,68 10,53 5,31<br>F - 1 dk | **TM Tug** | Alco 12V251F<br>2 Vee Oil 4SA each 12Cy. 229 × 267 reduction geared to sc. shafts<br>Alco Engine Div. of White Industrial Power Inc. Auburn<br>Gen 2 × 230,4kW 1 × 76,8kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 400,5t (d.o.) 13kn |
| 7308530<br>281434 | **SCALLOP KING**<br>ex Sea Eagle-79<br>**Capt. Ed's Marina Inc.**<br>Jacksonville, Fl United States of America | **198**<br>135<br>— | | **1960** Patterson Shipyard Inc.—Patterson, La<br>*43,26* 7,35<br>2,85<br>1 dk | **M Fishing** | General Motors<br>Oil<br>1 000bhp (736kW) E made56<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 6510679<br>UFSZ<br>[illegible]<br>Esd Gc<br>Pti Rdr RTv | **SCALLOPER**<br>ex Ocean Viking-89<br>ex Sandoy Viking-87<br>**Sevrybkholodflot**<br>(Murmansk) (U.S.S.R.) | **1 340**<br>468<br>1 270 | BV | **1965** Luebecker Flender-Werke AG.—Luebeck (551)<br>80,07 12,60 5,004<br>70,03 12,50 8,01<br>2 dks<br>conv Stern Trawler Ref Fishing 80<br>conv Seismographic Research 87 | **D-E Factory Fishing**<br>Fish-factory Stern Trawler<br>Ice strengthened<br>In.800<br>2 Ha (each 1,9 × 1,9)<br>Der 3(2) | MAN 12V22/30AT<br>2 Vee Oil 4SA each 12Cy. 220 × 300 total 2 600kW (3 535bhp) driving gen. of 1 100kW 2 gen. each 410kW connected to 2 elec. motors each of 1 101shp (810kW) & geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 604,0t (d.o.) 15kn |
| 7716531<br>C6JC4<br>716245<br>DI Esd Gc<br>Pti Rdr Rt<br>AMVER | **SCAMPER**<br>ex Scamper Universal-90<br>ex Hilco Scamper-81<br>**Spartan Marine Ltd.**<br>Enterprises Shipping & Trading S.A.<br>Nassau Bahamas | T.Mk<br>**6 773**<br>3 442<br>—<br>**9 605**<br>4 891<br>12 475 | BV (NV) | **1980** A/S Framnaes M/V—Sandefjord (193)<br>156,14 (BB) 23,04 —/9,816<br>145,22 23,00 14,81<br>F - 5 dks | **M Refrigerated Cargo**<br>Side doors 5(p) 5(s)<br>4 Ho 30,7 21,7 19,8 ER 28,1<br>In.15 328<br>TEU 135 C. 135/20'<br>4 Ha (stl) (12,5 × 7,7) (12,5 12,5 × 10,9) ER (12,5 × 10,9)<br>4W Cr 1(10) 1(5,5) 3(5) | Sulzer 6RND90M<br>Oil 2SA 6Cy. 900 × 1550<br>20 100bhp (14 785kW)<br>A/S Horten Verft Horten<br>Gen 4 × 900kW 440V 60Hz a.c.<br>Fuel 401,0t (d.o.) 2 390,5t (hvf) 22kn |
| [illegible]15058<br>GHLW<br>301949<br>DI Esd Pfd<br>Rdr Rt | **SCAMPTON**<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **213**<br>72<br>— | ✠**100A1** SS 10/90<br>for service within the sea area enclosed between Parallels of 62°N & 48°N the Meridian of Longitude 15°W & the coast of Europe<br>✠**LMC**<br>EL (d) $\frac{15}{16}$"<br>FN 353 | **1961**-3 Henry Scarr Ltd.—Hessle (776)<br>*33,11* 7,35<br>32,31 7,24 3,66<br>RQD 17,7 F 5,8<br>RW rf 305 BK 152 conv Side Trawler Fishing 81 | **M Stand-by Safety Vessel**<br>for offshore installations | Ruston<br>Oil 4SA 6Cy. 260 × 368 sr reverse geared to sc. shaft<br>655bhp (482kW) ✠ NE 3/68<br>Ruston & Hornsby Ltd. Lincoln |
| 5242017<br>WMOZ<br>285890<br>DI Esd Gc<br>Pti Rdr<br>RTm/v<br>AMVER | **SCAN**<br>ex Mormacscan-77<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | T.Mk<br>**6 596**<br>3 804<br>—<br>**9 259**<br>5 530<br>12 683 | AB | **1961** Sun SB. & Dry Dock Co.—Chester, Pa (620)<br>147,30 20,78 —/9,576<br>139,60 20,73 12,65<br>F 11,9 2 dks, 3rd dk fwd<br>RW rf nil | **S General Cargo**<br>Ref 12P<br>Ice strengthened<br>5 Ho 17,8 20,5 22,1 ER 23,6 20,5<br>G.16 329 B.14 841 In.1 112<br>5 Ha (stl) (7,5 × 4,8) (11,4 12,1 × 6,7) ER (12,1 10,6 × 6,7)<br>18W Der 1(75) 8(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>12 100shp (8 900kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 5 461,0t (o.f.) 19kn |
| 7382885<br>ELEE3<br>7664<br>DI Esd Gc<br>Rdr RTm/h/v<br>SatCom | **SCAN CARRIER**<br>ex Tender Carrier-86<br>**Scan Carrier N.V.**<br>Workships Contractors B.V.<br>Monrovia Liberia<br>See Register of Offshore Units | T.Mk<br>**1 747**<br>512<br>2 667 | NV | **1974** Ulstein Hatlo A/S—Ulsteinvik (125)<br>81,08 18,04 4,322<br>76,21 18,01 7,32<br>F 19,9 1 dk<br>rf nil conv Deck Cargo Pipe-carrier Supply Ship 77 | **TM Diving Support Ship**<br>for offshore installations<br>Mchy.aft<br>Cr 1(40) 1(20) | MaK 6M453AK<br>2 Oil 4SA each 6Cy. 320 × 420 sr geared to sc. shafts<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 800kW 3 × 250kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 2 aft<br>Fuel 284,5t (d.o.)-15,5pd 13,75kn |
| 8906215<br>OUYT2<br>DI Esd Gc<br>Rdr Rt | **SCAN SWAN**<br>**K/S St. Croix**<br>Scandinavian Chartering Co. ApS<br>Kobenhavn Denmark (DIS) | *1 964*<br>*1 137*<br>2 600 | BV | **1991** Eos Esbjerg Oilfield Services A/S —Esbjerg (60)<br>83,20 (BB) 13,20 5,400<br>77,20 13,00 6,65<br>1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 869 B.3 573<br>TEU 151 C. 151/20'<br>1 Ha (stl) ER<br>Cr 2(28-50) | Deutz SBV8M628<br>Oil 4SA 8Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>1 596kW (2 170bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>13kn |

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| 8306802<br>*DZGO*<br>230966<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **SCAN TRADER**<br>ex High Light-90<br>**Joscar Shipping Co. Inc.**<br>Manila Philippines | *16 985*<br>*10 893*<br>29 192 | NK | **1984** Hakodate Dock Co. Ltd.—Muroran (724)<br>180,83 (BB) 10,651<br>170,01 23,11 14,51<br>P 29,3 F 12,8 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.38 840 B.34 018<br>6 Ha (stl) (9,5 × 11,0) (12,3 15,2 15,2 15,2 15,2 × 11,6) ER<br>Cr 5(25) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>9 500bhp (6 988kW)<br>Hitachi Zosen Sakurajima<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 307,0t (d.o.) 1 598,0t (hvf)-24,5pd |
| 6921359<br>*WY5495*<br>517785<br>Gc Rdr Rt | **SCANDIA**<br>ex Helen McAllister-84<br>**Thor Towing Corp.**<br>Eklof Marine Corp.<br>New York, NY United States of America | 198<br>135<br>— | AB | **1969** Pott Industries Inc.—St. Louis, Mo (2536)<br>36,58 9,17 5,112<br>35,11 9,15 5,59<br>1 dk<br>BK 229 | **M Tug** | General Motors<br>Oil 2SA 20Cy. 230 × 254 reverse red<br>to sc. shaft<br>General Motors Corp. Electro-Motive Di<br>Gen 2 × 75kW |
| 7306776<br>*HO8214*<br>4225-74A<br>Df Esd Gc<br>Pfd Rdr Rt | **SCANDIA SERVICE**<br>ex Nordic Service-74<br>**Zapata Gulf Marine Service Ltd. S.A.**<br>Zapata Gulf Marine Corporation<br>Panama Panama | 486<br>331<br>— | AB | **1973** Burton Construction & SB. Corp.—Port Arthur, Tx (494)<br>56,39 12,25 3,922<br>50,07 12,20 4,58<br>F 15,9 1 dk | **TrM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>3 Vee Oil 2SA each 16Cy. 216 × 254<br>reduction geared to sc. shafts<br>E made48 reconditioned & fitted6/7<br>General Motors Corp. La Gr<br>Gen 2 × 200kW<br>Thw. thrust propeller fwd |
| 8129383<br>*SKFZ*<br>Esd Gc Pfd<br>Rdr Rt | **SCANDICA**<br>**Government of The Kingdom of Sweden (Svenska Staten Sjofartsverket) (The National Swedish Administration of Shipping & Navigation)**<br>Goteborg Sweden | 883<br>243<br>361 | NV | **1983** A/B Asi-Verken—Amal (134)<br>54,89 12,04 3,701<br>50,02 12,01 5,01<br>1 dk<br>rf 246 | **M Buoy Tender**<br>Ice strengthened<br>1 Ho ER<br>1 Ha (stl) ER<br>Cr 1(16) 1(12) | Hedemora<br>2 Vee Oil 4SA each 16Cy. 185 × 210<br>clutches, flexible couplings & sr ge<br>shaft<br>3 520bhp (2 589kW)<br>AB Hedemora Verkstader<br>Gen 4 × 232kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| 7933529<br>602351 | **SCANDIES ROSE**<br>ex Enterprise<br>**Scandies Ltd. Partnership**<br>Juneau, Ak United States of America | 195<br>132<br>— | | **1978** Bender SB. & Repair Co. Inc.—Mobile, Al<br>*35,51*<br>10,37 3,43<br>1 dk | **TM Fishing**<br>Crab | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>1 600bhp (1 177kW)<br>General Motors Corp., Detroit Diesel All<br>Div. |
| 6810897<br>*C6IU4*<br>716199<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SCANDINAVIAN DAWN**<br>ex Scandinavian Sky II-90<br>ex Patra Express-90 ex St. George-84<br>**SeaEscape Ltd.**<br>Nassau Bahamas | 7 216<br>3 914<br>1 036 | ✠100A1<br>✠LMC<br>EL X 2½"U2<br>FN 3698<br>(HR) | **1968**-7 Swan Hunter & Tyne S.Bs. Ltd.—Wallsend (2029)<br>128,02 (BB) 20,60 5,030<br>115,22 19,97 12,12<br>B 90,9 2 dks, intermediate deck at sides<br>rf 381 | **TM Passenger/RoRo Cargo/Ferry**<br>25cbn 46bth 1124dk P<br>Bow door & ramp<br>L 5,20 W 5,00<br>Stern door/ramp<br>L 5,40 W 7,15 | Wartsila<br>with flexible couplings & sr geared to sc<br>11 850kW (16 110bhp)<br>(i) 2 Vee Oil 4SA each 16Cy. 320 × 35<br>NE 91<br>Wartsila Diesel Oy<br>(ii) 4<br>E<br>db 6,5kgf/cm$^2$ (6,4bar)<br>db 6,5kgf/cm$^2$ (6,4bar)<br>2 HWH (o.f.) 6,4kgf/cm$^2$ (6,3bar)<br>Gen 3 × 750kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 280,5t (d.o.)-38,0pd |
| 7628411<br>*DUCJ*<br>229379<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SCANDINAVIAN EXPRESS**<br>ex Jade III-87<br>**Ideal Maritime Corp.**<br>Dalex Shipping Co. S.A.<br>Manila Philippines | 8 940<br>6 455<br>15 100 | ✠100A1 SS 12/89<br>✠LMC UMS<br>EL-Z 522,5/54,0U2<br>FN 4429 | **1980**-12 Austin & Pickersgill Ltd.—Southwick, Sunderland (1401)<br>144,02 20,58 8,867<br>137,52 20,44 11,76<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 22,8 ER 21,3<br>4 TwD<br>G.21 379 B.19 636<br>6 Ha (stl) (11,6 × 6,7) (12,9 6,1 × 8,5) (5,7 × 6,1) (12,9 × 8,5) ER (11,4 × 6,7)<br>Der 1(30) 8(10) 2(5) | Sulzer<br>Oil 2SA 4Cy. 680 × 1250<br>7 705bhp (5 667kW)<br>Clark Hawthorn Ltd.<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 350kW 1 × 90kW 440V 60 |
| 7409023<br>*LAQX2*<br>N-00529<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SCANDINAVIAN PINE**<br>ex New Independence-89<br>**K/S Tero**<br>Supply Service Management A/S<br>Farsund Norway (NIS) | *34 157*<br>*11 703*<br>41 203<br>T/cm<br>51,5 | AB | **1976** Nippon Kokan K.K.—Shimizu (345)<br>196,02 (BB) 30,54 11,000<br>184,51 30,48 21,52<br>1 dk<br>rf nil | **M Wood-chip Carrier**<br>6 Ho ER<br>G.81 997<br>6 Ha (stl) ER<br>Cr 3(10,75) | B&W<br>Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 580kW 450V 60Hz a.c.<br>Fuel 208,5t (d.o.) 2 021,0t (hvf)-42,5pd |
| 6610663<br>*C6DW2*<br>715259<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SCANDINAVIAN SONG**<br>ex Ocean Spirit-90 ex Saudi Moon I-88<br>ex Grand Flotel-78 ex Ile de Beaute-77<br>ex Sunward-73<br>**Ferry Charter Florida Inc.**<br>SeaEscape Ltd.<br>Nassau Bahamas<br>SatCom: 1104274 | 5 831<br>1 955<br>—<br>**8 496**<br>3 866<br>1 724 | BV (NV) | **1966** A/S Bergens M/V—Bergen (455)<br>139,43 20,83 —/5,265<br>122,54 20,79 7,60<br>3 dks, pt 4th dk | **TM Passenger/RoRo Cargo/Ferry**<br>109cbn 314bth 634dk P<br>Side door & Stern door/ramp<br>2 Ha (7,0 7,3 × 7,1) ER<br>Cr 4(5) | B&W<br>2 Oil 2SA each 12Cy. 420 × 900<br>13 200bhp (9 709kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 5 × 420kW 220V a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 600,5t |
| 6815158<br>*C6DN*<br>384560<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SCANDINAVIAN SUN**<br>ex Caribe Bremen-82 ex Caribe-81<br>ex Svea Star-76 ex Freeport-74<br>ex Freeport I-73<br>Launched as Freeport<br>**SeaEscape (Bahamas) Ltd.**<br>SeaEscape Ltd.<br>Nassau Bahamas | 9 908<br>4 660<br>2 337 | 100A1 SS 2/90<br>ferry<br>LMC<br>EL A† 2$\frac{3}{16}$"U2<br>FN 3992<br>(AB) (GL) | **1968** Orenstein Koppel & Luebecker—Luebeck (658)<br>134,45 (BB) 21,87 5,520<br>117,02 21,51 12,60<br>B 100,6 Upr. B 85,1 3 dks, intermediate dk at sides<br>rf 406 | **TM Passenger/RoRo Cargo/Ferry**<br>103cbn 280bth 820dk P<br>Bow & stern doors<br>Lane Length 600 Cargo Width 9,00<br>Clear height 4,70 | Pielstick<br>2 Vee Oil 4SA each 16Cy. 400 × 46<br>sc. shafts<br>11 768kW (15 999bhp)<br>Ottensener Eisenwerk G.m.b.H.<br>Gen 1 × 900kW 3 × 808kW 450V<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 242,0t (d.o.) 673,5t (hvf)-40,5pd |
| 7818377<br>*DHBT*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SCANDUTCH SICILIA**<br>ex Hansedamm-86<br>ex Ville du Zenith-85 ex Karaman-85<br>Launched as Hansedamm<br>**Dieter Behrens Schiffahrts KG m.s. "Hansedamm"**<br>Hamburg Federal Republic of Germany | T.Mk<br>**1 599**<br>1 175<br>4 116<br>**3 556**<br>2 469<br>5 672 | GL | **1979** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (859)<br>104,76 16,06 6,606<br>95,76 16,01 8,46<br>P 11,0 F 10,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 63,7 ER<br>B.6 993<br>TEU 302 C. 302/20'<br>1 Ha (63,4 × 12,7) ER<br>Cr 2(35) | MaK<br>Oil 4SA 6Cy. 450 × 550 reduction ge<br>shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 7302249<br>*9VGK*<br>384420<br>Df Esd Gc<br>Rdr RTm/h/v | **SCANDUTCH STAR**<br>ex Thana Bhum-90 ex Trado-81<br>ex Ville de St. Pierre-81 ex Trado-81<br>ex Taiko Maru-76<br>**Winsome Shipping Pte. Ltd.**<br>Ship-Control Services (Pte.) Ltd.<br>Singapore Singapore | 4 380<br>2 844<br>6 601 | GL (NK) | **1973** Kochiken Zosen—Kochi (510)<br>118,12 18,04 6,500<br>109,02 18,01 8,26<br>P 22,3 F 16,5 1 dk<br>RW rf 178 | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho 10,0 12,3 13,8 13,2 15,2 13,1 ER<br>TEU 324 C. 324/20'<br>6 Ha (stl) ER | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460<br>6 000bhp (4 413kW)<br>Ishikawajima Harima Heavy Ind.<br>Gen 2 × 360kW 440V 60Hz a.c.<br>Fuel 531,5t-18,0pd |
| 7215290<br>*SDVI*<br>Gc Rdr Rt | **SCANIA**<br>**SweFerry AB**<br>Malmo Sweden | 2 225<br>957<br>726 | BV | **1972** Aalborg Vaerft A/S—Aalborg (193)<br>74,15 16,57 3,798<br>65,99 16,51 5,11<br>P 8,3 F 15,3 2 dks<br>rf nil | **TM RoRo Cargo/Ferry**<br>800P<br>Bow, side & stern doors Ice strengthened | Polar<br>2 Vee Oil 4SA each 12Cy. 250 × 30<br>3 600bhp (2 648kW)<br>Nydqvist & Holm A/B<br>Gen 3 × 360kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 132,0t (d.o.)-12,0pd |

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| **SCANOBO CHALLENGER**<br>**Scanobo Challenger Shipping Corp.**<br>Acomarit Services Maritimes S.A.<br>Monrovia Liberia<br>SatCom: 1245110/CHAL | *57 082*<br>*25 449*<br>95 000 | NV (Class cont.) | **1991** Hyundai Heavy Industries Co. Ltd.—Ulsan (705)<br>243,00 14,500<br>234,00 38,00 22,30<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>COW IGS Str. heavy cargoes DB DSS | B&W 6S60MC<br>Oil 2SA 6Cy. 600 × 2292<br>11 214kW (15 246bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>14,5kn |
| **SCANOBO ENDURANCE**<br>**Scanobo Endurance Shipping Corp.**<br>Acomarit (U.K.) Ltd.<br>Monrovia Liberia<br>SatCom: 1245327 | *57 082*<br>*25 449*<br>95 000 | NV (Class cont.) | **1991** Hyundai Heavy Industries Co. Ltd.—Ulsan (707)<br>243,00 14,500<br>234,00 38,00 22,80 | **M Ore/Bulk/Oil Carrier**<br>COW IGS Str. heavy cargoes DB DSS | B&W 6S60MC<br>Oil 2SA 6Cy. 600 × 2292<br>11 214kW (15 246bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>14,5kn |
| **SCANOBO TRADER**<br>**Scanobo Trader Shipping Corp.**<br>Acomarit Services Maritimes S.A.<br>Monrovia Liberia<br>SatCom: 1245153/TRAD | *57 082*<br>*25 449*<br>96 043 | NV (Class cont.) | **1991** Hyundai Heavy Industries Co. Ltd.—Ulsan (706)<br>243,00 14,500<br>234,00 38,00 22,30<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>COW IGS Str. heavy cargoes DB DSS | B&W 6S60MC<br>Oil 2SA 6Cy. 600 × 2292<br>11 214kW (15 246bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>14,5kn |
| **SCANTRO**<br>ex M. Jacinto Verdaguer-89<br>**Scantro ANS**<br>Barber International A/S<br>Trondheim Norway (NIS)<br>SatCom: 1310667/LAXY | **9 435**<br>6 555<br>15 721 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL C† 550,0/52,0U3(a)<br>FN 4506<br>(AB) (GL) | **1981**-1 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (323)<br>144,13 21,47 8,962<br>134,02 21,40 12,22<br>P 7,4 F 10,7 2 dks<br>rf nil DK in way of Nos. 2, 3 & 4 holds | **M General Cargo**<br>4 Ho ER 4 TwD<br>G.22 191 B.20 238<br>TEU 325 C. 325/20' (40')<br>4 Ha (stl) (13,4 × 8,0) (20,2 7,4 20,2 × 12,6) ER<br>Cr 1(14-40) 1(12,5) | B&W 7K45GFC<br>Oil 2SA 7Cy. 450 × 900<br>4 524kW (6 150bhp)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 6,5kgf/cm² (6,4bar)<br>Gen 3 × 264kW 450V 60Hz a.c.<br>Fuel 110,0t (d.o.) 1 043,0t (hvf)-17,0pd 12,5kn |
| **SCAPA TRIUMPH**<br>**John Shelbourne & Co. Ltd.**<br>London United Kingdom | **893**<br>840<br>1 773 | ✠**100A** SS 10/90<br>pontoon<br>EL (G)<br>FN 969 | **1976**-5 Ter Schiphorst-Bernhardt B.V. Schpswf. Nieuwendam—Amsterdam (172)<br>45,09 18,32 2,839<br>45,01 18,00 3,51<br>1 dk<br>rf nil | **Deck Cargo Pontoon** | |
| **SCAPIRIA I**<br>**S.C.A.P.I.R.A.**<br>La Rochelle France | **159**<br>60<br>152 | BV | **1984** Ateliers du Bastion—Les Sables d'Olonne (617)<br>30,31 7,73 3,501<br>26,01 7,60 4,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Crepelle 4SN3<br>Oil 4SA 4Cy. 260 × 280<br>750bhp (552kW)<br>Soc. Nouvelle des Moteurs Crepelle Lille<br>Controllable pitch propeller<br>Fuel 65,0t (d.o.) 12,5kn |
| **SCARAB**<br>**P/R Scarab**<br>Mortensen & Lange<br>Kobenhavn Denmark (DIS) | T.Mk<br>**1 599**<br>1 123<br>4 240 | NV | **1983** Svendborg Skibsvaerft A/S—Svendborg (169)<br>94,21 (BB) 5,792<br>85,02 15,41 8,31<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 56,2 ER<br>G.5 493<br>TEU 130 C. 130/20' (40')<br>1 Ha (stl) (53,7 × 11,2) ER<br>Der 2(6) | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 3 × 166kW 380V 50Hz a.c.<br>13,5kn |
| **SCARABEO**<br>**Maltese Libyan Arab Fishing Co. Ltd.**<br>Valletta Malta | **194**<br>91<br>— | | **1969** Cant. Nav. M. Morini & C.—Ancona (118)<br>32,42 6,96 2,896<br>25,10 6,81 3,61<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | MAN<br>Oil 4SA 6Cy. 300 × 450<br>525bhp (386kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| **SCARBOROUGH**<br>**Government of State of New South Wales (Urban Transit Authority-Ferries Division)**<br>*Sydney, N.S.W.* Australia | **186**<br>76<br>200<br>T/cm<br>1,0 | ✠Classed LR until 19/3/87 | **1986**-3 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (178)<br>25,38 10,01<br>23,40 9,61 2,04<br>1 dk<br>rf nil | **Aluminium Alloy TM Ferry**<br>Twin Hull 400dk P | M.T.U.<br>2 Vee Oil 4SA each 6Cy. 165 × 185 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 224bhp (900kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 64kW 24V d.c.<br>Fuel 8,5t (d.o.)-2,5pd 12,5kn |
| **SCARLET**<br>ex Golden Daffodil-86 ex Kongosan-86<br>**Kaoru Naviera S.A.**<br>Panama Panama | *2 498*<br>*1 304*<br>3 821 | NK | **1984** Sanyo Zosen K.K.—Mukaishima (880)<br>84,00 14,53 5,901<br>78,01 14,51 8,51<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 427 B.4 916<br>2 Ha (stl) (15,6 24,7 × 7,6) ER<br>Der 3(15) | Akasaka DM38AK<br>Oil 4SA 6Cy. 380 × 600 reverse reduction geared to sc. shaft<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11kn |
| **SCARLET IBIS**<br>**Seaworks Ltd.**<br>*Port of Spain* Trinidad & Tobago | **1 268**<br>639<br>— | ✠Classed LR until 29/6/88 | **1960**-6 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (430)<br>60,58 11,16 3,061<br>55,81 11,13 6,48<br>1 dk & S dk<br>RW rf 152 | **TM Passenger/General Cargo/Ferry** OSD 340P<br>1 Ho 6,7<br>B.1 057<br>1 Ha (stl) (3,6 × 3,6)<br>1W Der 1(2,5) | Crossley<br>2 Oil 2SA each 8Cy. 267 × 343<br>1 550bhp (1 140kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 3 × 60kW 220V d.c.<br>Fuel 54,0t (d.o.) 14kn |
| **SCARLINO SECONDO**<br>**Lorion Compagnia di Navigazione S.p.A.**<br>Montorship S.A.S.<br>Palermo Italy | **1 547**<br>721<br>2 711<br>T/cm<br>8,0 | RI | **1971** C.L.E.M.N.A.—La Spezia (12)<br>76,03 11,54 4,865<br>71,51 11,51 5,49<br>1 dk<br>Bow/CM 33 Diam. 0,200 | **TM Tanker**<br>Chemical<br>CBT<br>7 Ta ER<br>L.2 206<br>2 Cargo pumps total 1 400T/hr | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280<br>1 920bhp (1 412kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 96kW 380V 50Hz a.c.<br>Fuel 60,0t (d.o.)-3,5pd 10,5kn |
| **SCARPATI I**<br>ex Fort Ramezay-91<br>**Lineas Maritimas Hondurenas S.r.l.**<br>Arkwind Line Inc.<br>Panama Panama | **986**<br>541<br>1 778 | ✠CLASS WITHDRAWN 9/7/91 | **1963**-5 Marine Industrie Ltee.—Sorel, P.Q. (294)<br>66,22 10,60<br>59,82 10,37 5,34<br>P 15,3 F 9,5 1 dk<br>rf nil len 65 | **M General Cargo**<br>Ref<br>Ice strengthened<br>1 Ho 33,0 ER<br>G.1 572 B.1 458 In.50<br>1 Ha (19,5 × 4,2) ER<br>2W Der 2(10) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 106,5t 12kn |
| **SCATTERBRAIN**<br>**Last Island Fisheries Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1973** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SCENERY SEA**<br>Launched as Channel Navigator<br>**Concord Harvest Maritime Inc.**<br>Parakou Shipping Ltd.<br>Panama Panama<br>SatCom: 1335303/SSEA | *36 986*<br>*22 691*<br>69 365 | BV | **1991** Hashihama Zosen—Tadotsu (879)<br>225,00 (BB) 12,247<br>215,00 32,20 20,40<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.81 803<br>7 Ha (stl) (14,2 × 12,8) (16,8 16,8 16,8 16,8 16,8 16,8 × 14,4) ER | B&W 5L70MCE<br>Oil 2SA 5Cy. 700 × 2268<br>7 414kW (10 079bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 4 × 380kW 440V d.c.<br>13,75kn |
| **SCG 27**<br>**Dean & Dyball Shipping Ltd.** | **418**<br>355<br>886 | | **1969** Hollming Oy—Rauma/Raumo (191)<br>50,63 9,25 2,896<br>50,60 9,20 3,15<br>P 7,1 F 2,5 1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>1 Ho 29,8 ER<br>L.460 | Scania<br>2 Oil 4SA each 6Cy. 127 × 145 geared to sc. shaft<br>420bhp (309kW)<br>A/B Scania Vabis Sodertalje<br>Gen 1 × 13kW 380V 50Hz a.c.<br>Directional propeller<br>Fuel 153,5t (d.o.) 6kn |

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| **8111738**<br>*ELMC7*<br>9102<br>Df Esd Gc<br>Rdr Rt | **SCHAARTOR**<br>ex Red Stork-88<br>**VTG Supply Boat Liberia Inc.**<br>OSA Marine Ltd.<br>Monrovia Liberia | **888**<br>364<br>1 142 | BV (GL) | **1982** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (771)<br>60,00 13,34 4,250<br>54,36 13,01 4,91<br>B & F 19,2 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>4 Ta (stl)<br>G.170 B.145 | MaK<br>2 Oil 4SA each 6Cy. 320 × 420 sr<br>shafts<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 200kW 1 × 100kW<br>230/400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 563,5t (d.o.) |
| **7725166**<br>*OYUY4*<br>D-33245<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SCHACKENBORG**<br>ex Dana Caribia-84<br>**Borgships Inc.**<br>Holdingaktieselskabet Dannebrog<br>Rungsted Denmark (DIS)<br>SatCom: 1610405/SCHA | T.Mk<br>**5 093**<br>1 909<br>8 002 | ✠**100A1**<br>heavy lift roll on—roll off cargo ship<br>movable decks<br>✠**LMC** **UMS**<br>EL Ft 577,5/60,0U3<br>FN 4759 | **1979**-12 Nippon Kokan K.K.—Shimizu (378)<br>135,01 (BB) 24,29 6,681<br>124,01 24,01 14,36<br>RFD 10,7 2 dks, Upr intermediate hoistable dk fwd & Lwr hoistable dk aft light cargoes only<br>rf nil DK | **M RoRo Cargo**<br>Side door (s)<br>Stern door & ramp<br>L 14,50 W 8,50 SWL 200<br>Cars 396 Trailers 111<br>1 Ho 59,2 ER<br>B.18 569<br>TEU 476<br>C.Ho 36/20' C.RoRo Dk 176/20' C.Dk 264/20' incl. 12 ref C.<br>2 Ha (stl) (26,6 × 8,0) (21,3 × 9,0) ER<br>Cr 1(36) Der 1(120) | B&W<br>Oil 2SA 6Cy. 550 × 1380<br>8 040bhp (5 914kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 8kgf/cm² (7.9<br>Gen 3 × 920kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 42,0t (d.o.) 1 468,0t (hvf)-24,5pd |
| **5317305**<br>*DNBQ*<br><br>Df Esd Gc<br>Rdr RTm/v | **SCHALL**<br>ex Luke-71 ex Seefalke-68<br>**Fried. Krupp G.m.b.H. Atlas-Elektronik**<br>Bremen Federal Republic of Germany | **318**<br>95<br>29 | GL | **1962** Schiffsw. H. Rancke—Hamburg (189)<br>49,15 7,32 1,590<br>45,50 7,24 2,75<br>P 17,1 F 4,6 1 dk<br>RW len 85 | **M General Cargo**<br>G.491 B.387<br>1 Ha (17,9 × 5,0) ER | Deutz<br>Oil 4SA 6Cy. 220 × 280 reduction<br>shaft<br>350bhp (257kW)<br>Kloeckner Humboldt Deutz |
| **7349455**<br>*DGOQ*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SCHARHORN**<br>ex Ostertor-82<br>**Government of The Federal Republic of Germany (Wasser-und Schiffahrtsdirektion Nord)**<br>Cuxhaven Federal Republic of Germany | *1 305*<br>*391*<br>1 047 | GL | **1974** Gutehoffnungshuette Sterkrade A.G. —Walsum (1112)<br>56,14 14,33 4,598<br>51,24 14,00 5,19<br>F 18,3 1 dk<br>conv Deck Cargo Supply Ship 83 | **TM Oil Pollution Recovery**<br>Fire-fighting<br>Ice strengthened | MWM<br>2 Vee Oil 4SA each 12Cy. 230 × 27<br>3 500bhp (2 574kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 112kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **7733735**<br>*UUEW*<br>M-12609 | **SCHASTLIVYY**<br><br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1978** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7031254**<br>*EOQM*<br>M-29078<br>Df Esd Rdr Rt | **SCHASTYE**<br><br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **676**<br>253<br>296 | RS | **1967** ............U.S.S.R.<br>54,23 9,38 3,591<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **7308504**<br>*WY2489*<br>509920 | **SCHATZE**<br><br>**Alan's Enterprises Inc.**<br>Corpus Christi, Tx United States of America | **103**<br>70<br>— | | **1967** Rockport Yacht & Supply Co.—Rockport, Tx<br>*21,37* 6,56<br>2,39 | **M Fishing** | Oil<br>300bhp (221kW)<br>............<br>Fuel (d.o.) |
| **7824728**<br>*IPNY*<br>215<br>Esd Rdr Rt | **SCHEDIR**<br><br>**Giacomo Gancitano**<br>Mazara del Vallo Italy | **176**<br>82<br>— | RI | **1980** Cant. Nav. M. Morini & C.—Ancona (174)<br>32,67 7,04 2,831<br>25,28 7,01 3,66<br>1 dk | **M Fishing**<br>Stern Trawler | MaK<br>Oil 4SA 6Cy. 240 × 330 reverse redu<br>to sc. shaft<br>1 000bhp (736kW)<br>MaK. Maschinenbau G.m.b.H. |
| **8215302** | **SCHELDE**<br><br>**Gust Somers**<br>Antwerpen Belgium | **1 450**<br>—<br>4 156 | ✠**A1** SS 6/88<br>inland waterways barge bulk/container carrier, L.S.O. to a max. draught of 3.47m.<br>EL 210,0/36,0U2<br>FN 1714 | **1983**-5 N.V. Nieuwe Scheepswerven t. Barbara —Maasmechelen (891)<br>110,04 11,46 4,101<br>110,01 11,41 4,17<br>1 dk<br>rf nil | **General Cargo Barge** | Gen 1 × 1kW 28V d.c. |
| **7624037**<br>*ORSA*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **SCHELDE II**<br><br>**Dredging International N.V.**<br>Antwerpen Belgium | **3 982**<br>2 169<br>5 675 | (BV)<br>**DAMAGED BY COLLISION 11/88** | **1979** Beliard-Murdoch S.A.—Oostende (C.231)<br>98,51 6,451<br>91,12 16,41 8,21<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 29,0<br>Hopper 5330T<br>Hopper 3 200<br>1 sandpump 1250kW (1699bhp) | MWM<br>2 Oil 4SA each 8Cy. 360 × 450 gea<br>shafts<br>4 800bhp (3 531kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **6417451**<br>*ORPS*<br>10/3<br>Esd Rdr Rt | **SCHELDE III**<br><br>**N.V. Scheldt Towage Co. S.A.**<br>O.S.M.A. (Ostend Towage Co.)<br>Antwerpen Belgium | **110**<br>17<br>— | BV | **1964** Arnhemsche Schps. Maats.—Arnhem (425)<br>27,67 6,86 2,902<br>24,62 6,30 3,20<br>1 dk | **M Tug** | Deutz<br>Vee Oil 4SA 16Cy. 142 × 160<br>NE 82<br>Kloeckner Humboldt Deutz<br>Fuel 11,5t (d.o.) |
| **6415439**<br>*ORPT*<br>10/4<br>Esd Rt | **SCHELDE IV**<br><br>**N.V. Scheldt Towage Co. S.A.**<br>Antwerpen Belgium | **110**<br>17<br>— | ✠**A1** SS 5/90<br>inland waterways tug<br>river Schelde service<br>✠**LMC**<br>EL (a)<br>FN 234 | **1964**-8 Fulton Marine Eng. S.A.—Ruisbroek (424)<br>27,67 6,86 2,902<br>24,62 6,30 3,18<br>1 dk<br>rf 787 | **M Tug** | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz<br>Fuel 12,0t (d.o.) |
| **6420903**<br>*ORPU*<br>10/5<br>Esd Rt | **SCHELDE V**<br><br>**N.V. Scheldt Towage Co. S.A.**<br>Antwerpen Belgium | **110**<br>17<br>— | (BV) | **1964** Fulton Marine Eng. S.A.—Ruisbroek (423)<br>27,67 6,79 2,902<br>24,62 6,30 3,15<br>1 dk<br>rf 787 | **M Tug** | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz<br>Fuel 30,0t (d.o.) |
| **8318154**<br>*ORMS*<br>10/274<br>Esd Rdr RTv | **SCHELDE 10**<br><br>**N.V. Scheldt Towage Co. S.A.**<br>Antwerpen Belgium | *235*<br>*70*<br>109 | ✠**100A1**<br>tug<br>the area bounded by the lines, Hamburg to Hull & Brest to Lands End to Baltic Sea, North Sea, Irish Sea & English Channel, service between 61°N & 48°N<br>✠**LMC**<br>EL F 330,0/19,0U2<br>FN 326 | **1987**-5 B.V. Bodewes Binnenvaart—Millingen a/d Rijn (772)<br>28,50 9,15 3,252<br>24,90 8,81 4,27<br>RFD 13,5 1 dk<br>rf 704 | **TM Tug** | MWM<br>2 Oil 4SA each 6Cy. 230 × 270<br>flexible couplings & sr reverse<br>shafts<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 70kW 380V 50Hz a.c.<br>Fuel 84,0t (d.o.) |
| **8325274**<br>*ORKK*<br>A-3051<br>Rdr Rt | **SCHELDE 12**<br><br>**N.V. Scheldt Towage Co. S.A.**<br>Antwerpen Belgium | **236**<br>70<br>143 | ✠**100A1**<br>tug<br>for service in Baltic Sea, North Sea, Irish Sea and English Channel between 61°N and 48°N<br>✠**LMC**<br>EL F 332,5/19,0U2<br>FN 326 | **1988**-5 N.V. Scheepswerf van Rupelmonde —Rupelmonde (458)<br>28,45 9,13 3,261<br>24,90 8,81 4,25<br>RFD 12,0 1 dk<br>rf - | **TM Tug** | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280<br>flexible couplings & sr reverse<br>shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 92kW 220/380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 80,42t (d.o.)-9,06pd |

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| 8922290<br>PHIZ<br>24294<br>Esd Rdr RTv | **SCHELDEBORG**<br>**C.V. Scheepvaartonderneming "Scheldeborg"**<br>Wagenborg Shipping B.V.<br>Delfzijl Netherlands | *1 999*<br>*1 203*<br>3 030 | BV (Class cont.) | **1991** Scheepswerf G. Bijlsma & Zn. B.V. —Wartena (655)<br>82,04 - 4,940<br>78,59 12,50 6,60<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.4 519<br>TEU 128 C. 128/20'<br>1 Ha (stl) (53,3 × 10,3) ER | Caterpillar 3606TA<br>Oil 4SA 6Cy. 280 × 300 with flexible couplings & sr geared to sc. shaft<br>1 619kW (2 201bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 1 × 190kW 1 × 95kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd Tunnel thruster unit<br>Fuel 161,0t (d.o.)-6,5pd 11,5kn |
| 7627613<br>J8NI9<br>2598<br>Df Esd Gc<br>Rdr RTv | **SCHELDEMOND**<br>ex Janni Trader-89 ex Alisio-87<br>**Angelique Shipping Co.**<br>Alnautic N.V.<br>Kingstown St. Vincent and the Grenadines<br>SatCom: 1376107/SCHE | **3 309**<br>1 964<br>4 940 | BV | **1979** Ast. Construcciones S.A.—Meira (151)<br>106,03 15,02 6,801<br>97,49 14,99 8,51<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.7 718 B.6 811<br>TEU 120<br>2 Ha (stl) (each 25,2 × 10,5) ER<br>Cr 2(10) 2(5) | Pielstick 6PC2-5L-400<br>Oil 4SA 6Cy. 400 × 460 sr geared to sc. shaft<br>2 869kW (3 900bhp)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 600kW 220V 60Hz a.c.<br>15,8kn |
| 7904839<br>PHJF | **SCHELDEREUS 3**<br>**Overslag Bedrijf "Ovet" B.V.**<br>Terneuzen Netherlands | **539**<br>492<br>96 | ✠100A1 SS 1/89<br>crane pontoon<br>extended protected waters service<br>EL (H)F 226,0/34,0U2<br>FN 722 | **1979**-9 Scheepswerf Ravestein B.V.—Deest (76)<br>36,96 17,05 1,258<br>36,50 17,01 2,77<br>1 dk<br>rf nil | **Crane Pontoon** | |
| 8006153<br>Df Esd Gc<br>Pfd Rdr | **SCHELDEWACHT II**<br>**Government of The Kingdom of Belgium (Ministerie van Verkeerswezen - Bestuur van het Zeewezen en van de Binnenvaart)**<br>Antwerpen Belgium | **138**<br>53<br>132 | | **1981** Scheepswerven Beliard Oostende N.V. —Oostende (C.235)<br>27,06 6,20 1,750<br>24,31 6,11 3,13<br>1 dk | **TM Research**<br>Hydrographic<br>Mchy.aft | General Motors 16V-71<br>2 Vee Oil 2SA each 16Cy. 108 × 127 reverse reduction geared to sc. shafts<br>570bhp (419kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| 7023001<br>PHJK<br>19850<br>Esd Gc Rdr<br>RTv | **SCHELLINGERLAND**<br>ex Ostfriesland-82<br>**Terschellinger Stoomboot Maatschappij B.V.**<br>West-Terschelling Netherlands | **765**<br>345<br>249 | GL | **1970** C. Cassens Schiffswerft—Emden (100)<br>63,02 12,60 2,501<br>58,30 12,02 3,81<br>3 dks | **TM RoRo Cargo/Ferry** 1000dk P<br>Bow ramp Stern ramp Ice strengthened | MaK 8M282AK<br>2 Oil 4SA each 8Cy. 240 × 280<br>2 500bhp (1 839kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 185kW 1 × 37kW 360V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 46,5t (d.o.)-8,5pd 15kn |
| 7948380<br>R | **SCHELP 5**<br>**Francois Rooman**<br>Belgium | **—**<br>—<br>337 | A1 SS 10/91<br>inland waterways oil tanker<br>Type V<br>**LMC**<br>EL 130,0/20,5<br>FN 298 | **1952** N.V. Scheepswerf van Rupelmonde —Rupelmonde (273)<br>38,77 5,08<br>38,13 5,05 2,75<br>1 dk<br>RW rf 38 | **M Tank Barge**<br>6 Ta ER | General Motors<br>Oil 2SA 6Cy. 108 × 127 sr reverse geared to sc. shaft<br>165bhp (121kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 1 × 1,25kW 1 × 1kW 24V d.c. |
| 7408914<br>ELBU5<br>7796<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SCHEPELSTURM**<br>**VTG Supply Boat Liberia Inc.**<br>OSA Marine Ltd.<br>Monrovia Liberia | **1 513**<br>567<br>1 540 | GL | **1975** Elsflether Werft A.G.—Elsfleth/Weser (392)<br>70,01 14,33 6,300<br>61,80 14,00 7,22<br>B & F 14,1 2 dks | **TM Tug/Supply Ship**<br>Icebreaker Deck Cargo<br>Ice strengthened<br>Der 1(5) | MaK 8M551AK<br>2 Oil 4SA each 8Cy. 450 × 550 sr geared to sc. shafts<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 350kW 1 × 150kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>15kn |
| 7635361<br>C6CG3<br>373251<br>Df Esd Gc<br>Rdr RTm/h/v | **SCHIAFFINO**<br>ex Tikal-89 ex Halla-88 ex Mashala-86<br>**Societe d' Armement et de Navigation Charles Schiaffino**<br>Nassau Bahamas | **1 599**<br>640<br>3 046 | BV (GL)<br>Classed LR until 24/3/89 | **1977** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (389)<br>116,31 (BB) 18,22 5,379<br>103,41 17,42 12,22<br>F 10,1 2 dks<br>rf - | **TM RoRo Cargo** 12bth D<br>Side doors 1(p) 1(s)<br>Stern door/ramp<br>L 9,00 W 8,00 SWL 200<br>Lane Length 908 Clear height 5,80<br>Cars 40 Lorries 71<br>Mchy.aft<br>G.14 038 B.12 995<br>TEU 140 C. 140/20' | MaK<br>2 Oil 4SA each 8Cy. 320 × 420 with flexible couplings & sr geared to sc. shafts<br>4 414kW (6 001bhp)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 560kW 2 × 271kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>15kn |
| 8202616<br>ELDI7<br>7492<br>Df Esd Gc<br>Rdr RTm/h/v | **SCHILDTURM**<br>**VTG Supply Boat Liberia Inc.**<br>OSA Marine Ltd.<br>Monrovia Liberia | **743**<br>265<br>952 | GL | **1983** Teraoka Shipyard Co. Ltd.—Nandan (218)<br>57,49 12,07 4,222<br>51,80 12,01 4,78<br>B & F 19,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Yanmar 6Z280L-ST<br>2 Oil 4SA each 6Cy. 280 × 360 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Thw. thrust propeller fwd<br>12,5kn |
| 8605507<br>DJOV<br>Esd Rdr RTv | **SCHILKSEE**<br>**Kieler Verkehrs A.G. (KVAG)**<br>Kiel Federal Republic of Germany | *159*<br>*71*<br>35 | GL | **1986** Schiffsw. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (223)<br>28,02 7,37 1,851<br>25,96 7,00 2,85<br>F 4,6 1 dk | **M Ferry** 245dk P | MWM TBD604-B6<br>Oil 4SA 6Cy. 170 × 195 with flexible couplings & reverse reduction geared to sc. shaft<br>292bhp (215kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>11,5kn |
| 8100612<br>DDBT<br>Rdr RTv | **SCHILLHORN**<br>**Gerjets Muschelzucht und Fischereigesellschaft m.b.H. & Co. KG**<br>Hooksiel Federal Republic of Germany | **156**<br>70<br>— | GL | **1981** Schiffsw. Schloemer GmbH & Co. K.G. —Oldersum (281)<br>35,59 8,06 2,291<br>33,10 8,02 3,36<br>1 dk | **M Fishing**<br>Shellfish | Penta TAMD121C<br>Oil 4SA 6Cy. 130 × 150<br>367bhp (270kW) NE 88<br>A/B Volvo-Penta Goteborg |
| 7505358<br>DBPY<br>Esd Gc Rdr<br>RTv | **SCHILLIG**<br>**Government of The Federal Republic of Germany (Bundesminister fur Verkehr-WSV)**<br>Government of The Federal Republic of Germany (Wasser-und Schiffahrtsamt Wilhelmshaven)<br>Wilhelmshaven Federal Republic of Germany | **183**<br>37<br>205 | GL | **1976** Schiffsw. Julius Diedrich GmbH & Co. K.G. —Oldersum (131)<br>34,29 7,04 1,601<br>30,03 7,01 3,03<br>1 dk | **TM Buoy Ship**<br>Ice strengthened<br>Mchy.aft<br>Cr 1(30) | Deutz SF12M716<br>2 Vee Oil 4SA each 12Cy. 120 × 160<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>10,5kn |
| 7641920<br>181032 | **SCHIPA**<br>**Government of The Republic of South Africa (Department of Commerce & Industries, Pretoria)**<br>Walvis Bay South Africa | **142**<br>85<br>— | | **1941** Austin Ltd.—East Ham, London<br>32,92 5,49<br>2,95<br>1 dk | **M General Cargo** | Oil<br>General Motors Corp. Detroit, Mi |
| 7315648<br>SV3778<br>4336<br>Gc Rt | **SCHIPANDAS**<br>**L. Shinas, F. Papadopoulos, K. Darlas, K. Shinas**<br>Piraeus Greece | **367**<br>69<br>325 | (BV) | **1973** "Naus" Shipyard Philippou Bros. S.A. —Perama (109)<br>57,54 1,969<br>52,00 9,61 2,52<br>1 dk | **TM RoRo Cargo/Ferry** CSD 450dk P<br>Deck Cargo<br>Mchy.aft | Kelvin<br>2 Oil 4SA 4Cy.<br>800bhp (588kW)<br>English Electric Diesels Ltd. Kelvin Mar. Div. Glasgow |
| 7804948<br>Y5RC<br>Df Esd Gc<br>Pfd Rdr Rt | **SCHKOPAU**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | **1 347**<br>512<br>1 760<br>T/cm<br>6,6 | DSRK GL | **1979** A. Vuyk & Zonen's Scheepswerven B.V. —Capelle a/d Ijssel (888)<br>73,44 12,25 4,901<br>67,16 12,03 6,00<br>1 dk<br>Bow/CM 27 Diam. 0,168 | **M Tanker**<br>Chemical<br>CBT SBT Ice strengthened<br>4 Ta horizontal ER<br>L.1 040<br>2 Cargo pumps total 240T/hr HeCls. C | MaK 6M453AK<br>Oil 4SA 6Cy. 320 × 420 sr geared to sc. shaft<br>1 650kW (2 243bhp)<br>MaK. Maschinenbau G.m.b.H. West Germany<br>Gen 1 × 264kW 1 × 256kW 1 × 200kW 1 × 80kW 220/380V a.c.<br>Controllable pitch propeller<br>Fuel 143,0t (d.o.)-10,0pd 12kn |

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| **5102085**<br>*HQBH4*<br>Df Esd Rdr<br>RTm/v | **SCHLEI**<br>ex Ellen M.-64<br>Honduras | **299**<br>149<br>450 | (GL) | **1955** Buesumer Schiffswerft W. u. E. Sielaff<br>—Buesum (168)<br>47,86 8,11 2,420<br>44,00 2,75<br>P 10,1 F 6,1 1 dk<br>RW rf 81 len 56 | **M General Cargo**<br>Ice strengthened<br>1 Ho 27,9 ER<br>G.595 B.561<br>2 Ha (each 10,5 × 5,0) ER<br>Der 2(1,5) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G.<br>Gen 1 × 2kW 24V d.c.<br>Fuel (d.o.) |
| **8800975**<br>*DJHG*<br>Esd Gc Rdr<br>RTv | **SCHLESWIG-HOLSTEIN**<br>**Wyker Dampfschiffs-Reederei Amrum G.m.b.H.**<br>Wyk-auf-Fohr Federal Republic of Germany | *1 743*<br>*579*<br>349 | GL | **1988** Husumer Schiffsw.—Husum (1507)<br>67,85 13,42 1,952<br>64,93 12,81 3,20<br>1 dk | **TM RoRo Cargo/Ferry** 970dk P<br>Bow door<br>Mchy.aft | MWM<br>2 Oil 4SA each 6Cy. 230 × 270 with couplings & reverse reduction geared shafts<br>1 440kW (1 958bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 184kW 220/380V a.c.<br>Directional thrust propellers fwd |
| **6603828**<br>*CB2582*<br>Df Esd Gc<br>Pfd Rdr Rt | **SCHLESWIG-HOLSTEIN**<br>**Viento Sur (Sociedad Pesquera) Ltda.**<br>Talcahuano Chile | **139**<br>59<br>— | (BV) (GL) | **1965** Evers Werft—Niendorf (496)<br>30,00 6,81 2,801<br>3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Frichs<br>Oil 4SA 8Cy. 185 × 260<br>600bhp (441kW) E made74 fitted—<br>Kosan Frichs A/S |
| **5315424**<br>*Y4GB*<br>Df Esd Rdr<br>Rt | **SCHLICKBANK**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **132**<br>46<br>— | DSRK | **1957** Stralsund Schiffbau-u. Reparaturswerft<br>—Stralsund<br>26,45 6,71 3,531<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt<br>Gen 2 × 42kW 110V d.c. |
| **6407303**<br>*J8EQ6*<br>3251<br>Df Esd Gc<br>Pfd Rdr Rt | **SCHNELLER**<br>ex Ernst Schneller-91<br>**Canon Shipping Ltd.**<br>Incom Shipping Ltd.<br>Kingstown St. Vincent and the Grenadines | *8 246*<br>*2 473*<br>10 369 | DSRK GL | **1963** VEB Warnowwerft Warnemuende<br>—Warnemuende (112)<br>142,00 18,60 8,830<br>18,29 11,26<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>5 Ho 14,0 17,3 24,8 ER 16,0 15,3<br>5 Ha (stl) (9,1 × 6,0) (10,9 17,4 × 8,0) ER (10,2 10,2 × 9,0) | MAN<br>Oil 2SA 7Cy. 700 × 1200<br>4 303kW (5 850bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 4 × 250kW 390V 50Hz a.c.<br>Fuel (d.o.) |
| **7943641**<br>*Y5RT*<br>Rt | **SCHOLLE**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | **121**<br>39<br>189 | DSRK | **1956** VEB Warnowwerft Warnemuende<br>—Warnemuende<br>28,73 6,91 2,561<br>25,48 3,00<br>1 dk | **M Research**<br>1 Ho<br>B.40<br>1 Ha | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8833908**<br>Df Esd Gc<br>Rdr Rt | **SCHOLMAC-1**<br>Lagos Nigeria | *117*<br>*35*<br>30 | RS | **1990** ............U.S.S.R.<br>25,51 7,00 2,391<br>22,03 3,31 | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>In.64 | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8833910**<br>Df Esd Gc<br>Rdr Rt | **SCHOLMAC-2**<br>Lagos Nigeria | *117*<br>*35*<br>30 | RS | **1990** ............U.S.S.R.<br>25,51 7,00 2,391<br>22,03 3,31 | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>In.64 | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8833922**<br>Df Esd Gc<br>Rdr Rt | **SCHOLMAC-3**<br>Lagos Nigeria | *117*<br>*35*<br>30 | RS | **1990** ............U.S.S.R.<br>25,51 7,00 2,391<br>22,03 3,31 | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>In.64 | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8833934**<br>Df Esd Gc<br>Rdr Rt | **SCHOLMAC-4**<br>Lagos Nigeria | *117*<br>*35*<br>30 | RS | **1990** ............U.S.S.R.<br>25,51 7,00 2,391<br>22,03 3,31 | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>In.64 | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **6602094**<br>*V2DS*<br>2072<br>Df Esd Gc<br>Rdr RTm/v | **SCHONAU**<br>ex Paul-85<br>**Reederei Michael Schmidt**<br>Hamburg Antigua & Barbuda | **499**<br>326<br>1 145 | GL | **1965** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (567)<br>66,17 10,55 3,963<br>60,71 10,49 6,56<br>F 7,1 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 41,9 ER<br>G.2 412 B.2 248<br>3 Ha (stl) (9,6 × 6,1) (10,8 10,8 × 8,0) ER<br>3W Der 3(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 48kW 1 × 10kW 380V 50Hz<br>Fuel 87,5t (d.o.) |
| **7627728**<br>*Y5LH*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SCHONWALDE**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | T.Mk<br>**3 454**<br>1 950<br>5 106<br>**5 745**<br>3 016<br>7 496 | DSRK GL | **1977** VEB Schiffswerft "Neptun"—Rostock (277)<br>120,50 (BB) 17,63 6,390/7,851<br>113,00 17,61 9,91<br>P 29,3 F 10,7 2 dks | **M General Cargo** 9P<br>Ref<br>Ice strengthened<br>4 Ho 17,2 27,8 27,8 6,0 ER<br>G.8 795 B.8 582 In.560<br>TEU 248 C.Ho 182/20' C.Dk 66/20'<br>7 Ha (stl) (12,5 × 10,2) (18,5p&s 18,5p&s × 6,1) (2,9p&s × 2,9) ER<br>Cr 5(8) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 913kW (5 320bhp)<br>VEB Maschinenbau Halberstadt<br>Gen 1 × 480kW 1 × 300kW 380V<br>Controllable pitch propeller<br>Fuel (hvf) |
| **8215857**<br>*PHJO*<br>20789<br>Rt | **SCHORPIOEN**<br>ex Skylark-88<br>**B.V. v/h J. M. Dekker & Zoon**<br>Papendrecht Netherlands | *289*<br>*119*<br>550 | BV GL | **1982** Deltawerf B.V.—Sliedrecht (645)<br>35,41 3,252<br>34,40 10,51<br>1 dk | **TM Deck Cargo Pontoon**<br>Cr 1(4,5) | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152 & sr reverse geared to sc. shafts<br>536kW (729bhp)<br>Caterpillar Tractor Co.<br>Gen 1 × 70,4kW 220/380V a.c. |
| **7357646**<br>*PHJQ*<br>24097<br>Esd Rdr Rt | **SCHOTLAND**<br>ex Wenduine-90<br>**Willem Muller Terneuzen B.V.**<br>Willem Muller Nederland B.V.<br>Terneuzen Netherlands | *125*<br>*37*<br>— | **✠100A1** SS 9/88<br>tug<br>for service within area bounded by the lines Hamburg, Huli and Brest to Lands End<br>**✠LMC**<br>EL (a) $\frac{11}{16}$"U2<br>FN 259 | **1975**-1 N.V. Scheepswerf van Rupelmonde<br>—Rupelmonde (426)<br>28,00 7,47 2,661<br>25,11 7,00 3,30<br>1 dk<br>rf 889 | **M Tug** | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz<br>Gen 2 × 60kW 380V 50Hz a.c. |
| **7332127**<br>*PHJT*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SCHOUWENBANK**<br>ex Wedlooper-80<br>**P. Pot**<br>Delfzijl Netherlands | **1 599**<br>1 056<br>2 970 | **✠100A1** SS 5/87<br>Ice Class 1B<br>**✠LMC**<br>EL (O) 1$\frac{5}{16}$"<br>FN 1387 | **1973**-11 E. J. Smit & Zoon's Schpsw. B.V.<br>—Westerbroek (801)<br>77,09 12,73 5,817<br>70,80 12,60 6,99<br>Ba 12,5 RAD 12,5 RFD 7,4 F 8,6 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 49,5 ER<br>G.3 908 B.3 684<br>2 Ha (stl) (each 20,4 × 9,1) ER<br>Cr 3(6) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 800bhp (1.324kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 68kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **7222968**<br>*PHJZ*<br>Esd Gc Rdr<br>RTv | **SCHOUWENBANK**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | **253**<br>—<br>— | AB | **1972** N.V. Schps. v/h H. H. Bodewes—Millingen a/d Rijn (704)<br>33,25 9,58 4,628 (aft)<br>31,32 9,52 3,81<br>1 dk<br>rf 196 | **TM Tug** | Kromhout<br>2 Oil 4SA each 6Cy. 240 × 260<br>Stork-Werkspoor Diesel N.V.<br>Gen 1 × 90kW 1 × 80kW 380V<br>2 Controllable pitch propellers |

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| 8622960<br>M-36779<br>Ext Rdr Rt | **SCHS 7029**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Taganrog) (U.S.S.R.) | **104**<br>31<br>61 | RS | **1982** ..............U.S.S.R.<br>26,50 6,59 2,320<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>224kW (305bhp)<br>Russkiy-Diesel Works Leningrad<br>9,3kn |
| 8227147<br>M-36852<br>Rdr RTh/v | **SCHS-1001**<br>**Yugryba**<br>(Batumi) (U.S.S.R.) | **104**<br>31<br>31 | RS | **1983** ..............U.S.S.R.<br>26,50 6,58 2,361<br>3,05<br>1 dk | **M Fishing** | Oil<br>............. |
| 8726703<br>M-36955<br>Rdr Rt | **SCHS-1002**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Temryuk) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1985** ..............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 8726739<br>M-36982<br>Rdr Rt | **SCHS-1006**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Kerch) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1986** ..............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 8726741<br>M-36984<br>Rdr Rt | **SCHS-1007**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Ilyichyovsk) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1986** ..............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 8726753<br>M-38392<br>Rdr Rt | **SCHS-1008**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Mariupol) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1986** ..............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 8726765<br>M-38403<br>Rdr Rt | **SCHS-1013**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Novorossiysk) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1986** ..............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 8726777<br>M-38405<br>Rdr Rt | **SCHS-1014**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Novorossiysk) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1986** ..............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 8726789<br>M-38407<br>Rdr Rt | **SCHS-1015**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Novorossiysk) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1987** ..............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 8726791<br>M-38408<br>Rdr Rt | **SCHS-1016**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Mariupol) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1987** ..............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 8726806<br>M-38411<br>Rdr Rt | **SCHS-1018**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Ilyichyovsk) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1987** ..............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 8726818<br>M-38449<br>Rdr Rt | **SCHS-1019**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Taganrog) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1987** ..............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 8726820<br>M-38452<br>Rdr Rt | **SCHS-1022**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Novorossiysk) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1987** ..............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 8726832<br>M-38461<br>Rt | **SCHS-1026**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Skadovsk) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1988** ..............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 8726844<br>M-38484<br>Rdr Rt | **SCHS-1028**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Ilyichyovsk) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1988** ..............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 8726856<br>M-38514<br>Rdr Rt | **SCHS-1030**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Kerch) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1988** ..............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 8726868<br>M-38515<br>Rt | **SCHS-1031**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Novorossiysk) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1988** ..............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| 8729781<br>M-38522<br>Rdr RTv | **SCHS-1032**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Mariupol) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1989** ..............U.S.S.R.<br>26,52 2,361<br>22,92 6,60 3,08<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>U.S.S.R.<br>9,25kn |
| 8730352<br>M-38525 | **SCHS-1035**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Ilyichyovsk) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1989** ..............U.S.S.R.<br>26,52 6,59 2,361<br>22,92 - 3,08<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>224bhp (165kW)<br>Russkiy-Diesel Works Leningrad<br>9,25kn |
| 8826826<br>M-38529 | **SCHS-1037**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Kerch) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1990** ..............U.S.S.R.<br>26,52 6,59 2,361<br>22,92 - 3,08 | **M Fishing**<br>Stern Trawler Seiner | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>224bhp (165kW)<br>Russkiy-Diesel Works Leningrad<br>9,25kn |
| 8832946<br>M-38530<br>Df Esd Gc<br>Rdr Rt | **SCHS-1038**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Skadovsk) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1990** ..............U.S.S.R.<br>26,50 6,60 2,361<br>22,90 3,08<br>1dk | **M Fishing**<br>Stern Trawler Seiner | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>224bhp (165kW)<br>Russkiy-Diesel Works Leningrad<br>9,25kn |
| 8832958<br>M-38636<br>Df Esd Gc<br>Rdr Rt | **SCHS-1040**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Mariupol) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1990** ..............U.S.S.R.<br>26,50 6,60 2,361<br>22,90 3,08<br>1dk | **M Fishing**<br>Stern Trawler Seiner | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>224bhp (165kW)<br>Russkiy-Diesel Works Leningrad<br>9,25kn |

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| **8839419**<br>M-38706<br>Df Esd Gc<br>Rdr Rt | **SCHS-1044**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Novorossiysk) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1990**<br>26,52<br>22,92<br>1 dk | ..............U.S.S.R.<br>6,60<br>- | 2,361<br>3,08 | **M Fishing**<br>Stern Trawler Seiner | Russkiy<br>Oil 4SA 6Cy. 180 × 200<br>224bhp (165kW)<br>Russkiy-Diesel Works |
| **8331649**<br>M-36881 | **SCHS-2005**<br>(U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1984**<br>...<br>...<br>1 dk | ..............U.S.S.R.<br>... | ... | **M Fishing** | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works |
| **8726870**<br>M-36882<br>Rdr Rt | **SCHS-2006**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Nikolayev) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1985**<br>26,50<br>22,90<br>1 dk | ..............U.S.S.R.<br>6,59 | 2,340<br>3,05 | **M Fishing**<br>Stern Trawler Seiner | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works |
| **8726882**<br>M-36883<br>Rdr Rt | **SCHS-2007**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Ilyichyovsk) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1985**<br>26,50<br>22,90<br>1 dk | ..............U.S.S.R.<br>6,59 | 2,340<br>3,05 | **M Fishing**<br>Stern Trawler Seiner | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works |
| **8726894**<br>M-38438<br>Rdr Rt | **SCHS-2009**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Kherson) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1986**<br>26,50<br>22,90<br>1 dk | ..............U.S.S.R.<br>6,59 | 2,340<br>3,05 | **M Fishing**<br>Stern Trawler Seiner | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works |
| **8726909**<br>M-38439<br>Esd Pfd Rdr Rt | **SCHS-2010**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Kherson) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1987**<br>26,50<br>23,20<br>1 dk | ..............U.S.S.R.<br>6,59<br>- | 2,340<br>3,05 | **M Fishing**<br>Stern Trawler Seiner | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp) |
| **8726911**<br>M-38440<br>Esd Rdr Rt | **SCHS-2011**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Ilyichyovsk) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1987**<br>26,50<br>23,20<br>1 dk | ..............U.S.S.R.<br>6,59<br>- | 2,340<br>3,05 | **M Fishing**<br>Stern Trawler Seiner | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp) |
| **8726923**<br>M-38441<br>Esd Rdr Rt | **SCHS-2012**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Novorossiysk) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1988**<br>26,50<br>23,20<br>1 dk | ..............U.S.S.R.<br>6,59<br>- | 2,340<br>3,05 | **M Fishing**<br>Stern Trawler Seiner | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp) |
| **8726935**<br>M-38442<br>Esd Rdr Rt | **SCHS-2013**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Kerch) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1988**<br>26,50<br>23,20<br>1 dk | ..............U.S.S.R.<br>6,59<br>- | 2,340<br>3,05 | **M Fishing**<br>Stern Trawler Seiner | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp) |
| **8730364**<br>*UPAG*<br>M-38444 | **SCHS-2015**<br>**Yugryba**<br>(Poti) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1989**<br>26,52<br>23,22<br>1 dk | ..............U.S.S.R.<br>6,59<br>- | 2,340<br>3,08 | **M Fishing**<br>Stern Trawler Seiner | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>224bhp (165kW)<br>Russkiy-Diesel Works |
| **8839421**<br>*UBIT*<br>M-38446<br>Df Esd Gc<br>Rdr Rt | **SCHS-2017**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Kherson) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1990**<br>26,52<br>23,22<br>1 dk | ..............U.S.S.R.<br>6,60<br>- | 2,340<br>3,08 | **M Fishing**<br>Stern Trawler Seiner | Russkiy<br>Oil 4SA 6Cy. 180 × 200<br>224bhp (165kW)<br>Russkiy-Diesel Works |
| **8839433**<br>M-38642<br>Df Esd Gc<br>Rdr Rt | **SCHS-2018**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Riga) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1990**<br>26,52<br>23,22<br>1 dk | ..............U.S.S.R.<br>6,60<br>- | 2,340<br>3,08 | **M Fishing**<br>Stern Trawler Seiner | Russkiy<br>Oil 4SA 6Cy. 180 × 200<br>224bhp (165kW)<br>Russkiy-Diesel Works |
| **8826838**<br>M-42891<br>Rdr RTv | **SCHS-3208**<br>(Sevastopol) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1989**<br>26,50<br>23,61 | ..............U.S.S.R.<br>6,50<br>- | 2,321<br>3,05 | **M Fishing**<br>Stern Trawler Seiner | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8330554**<br>*EMUX*<br>M-34182<br>Esd Rdr Rt | **SCHS-7007**<br>**Yugryba**<br>(Mariupol) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1979**<br>...<br>1 dk | ..............U.S.S.R.<br>... | 2,330<br>... | **M Fishing** | Oil<br>............. |
| **8839445**<br>M-34209<br>Esd Rdr Rt | **SCHS-7011**<br>**Gosagroprom RSFSR- "Rostovrybkhoz"**<br>(Taganrog) (U.S.S.R.) | *104*<br>*31*<br>64 | RS | **1980**<br>26,50<br>22,90<br>1 dk | ..............U.S.S.R.<br>6,59<br>- | 2,330<br>3,05 | **M Fishing**<br>Seiner | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works |
| **8330566**<br>M-36846<br>Rdr RTh/v | **SCHS-7037**<br>**Yugryba**<br>(Mariupol) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1983**<br>26,50<br>1 dk | ..............U.S.S.R.<br>6,58 | 2,331<br>3,05 | **M Fishing** | Oil<br>............. |
| **8330580**<br>M-36851<br>Rdr RTh/v | **SCHS-7039**<br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1983**<br>26,50<br>1 dk | ..............U.S.S.R.<br>6,58 | 2,340<br>3,05 | **M Fishing** | Oil<br>............. |
| **8330592**<br>M-36867<br>Rdr RTh/v | **SCHS-7040**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1984**<br>26,50<br>1 dk | ..............U.S.S.R.<br>6,58 | 2,340<br>3,05 | **M Fishing** | Oil<br>............. |
| **8330607**<br>M-36853<br>Rdr RTh/v | **SCHS-7041**<br>**Yugryba**<br>(Taganrog) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1983**<br>26,50<br>1 dk | ..............U.S.S.R.<br>6,58 | 2,340<br>3,05 | **M Fishing** | Oil<br>............. |
| **8330619**<br>M-36870<br>Rdr RTh/v | **SCHS-7042**<br>**Yugryba**<br>(Mariupol) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1984**<br>26,50<br>1 dk | ..............U.S.S.R.<br>6,58 | 2,340<br>3,05 | **M Fishing** | Oil<br>............. |
| **8330621**<br>M-36872<br>Rdr RTh/v | **SCHS-7043**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1984**<br>26,50<br>1 dk | ..............U.S.S.R.<br>6,58 | 2,340<br>3,05 | **M Fishing** | Oil<br>............. |
| **8330645**<br>M-36877<br>Rdr RTh/v | **SCHS-7046**<br>**Yugryba**<br>(Temryuk) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1984**<br>26,50<br>1 dk | ..............U.S.S.R.<br>6,58 | 2,340<br>3,05 | **M Fishing** | Oil<br>............. |

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| 8330657<br>M-36879<br>Rdr RTh/v | **SCHS-7047**<br>**Yugryba**<br>(Mariupol) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1984** .............U.S.S.R.<br>26,50 6,58 2,340<br>3,05<br>1 dk | **M Fishing** | Oil |
| 8330669<br>M-36948<br>Rdr RTh/v | **SCHS-7048**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1984** .............U.S.S.R.<br>26,50 6,58 2,340<br>3,05<br>1 dk | **M Fishing** | Oil<br>............. |
| 8330671<br>M-36949<br>Rdr RTh/v | **SCHS-7049**<br>**Yugryba**<br>(Taganrog) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1984** .............U.S.S.R.<br>26,50 6,58 2,340<br>3,51<br>1 dk | **M Fishing** | Oil<br>............. |
| 7235252<br>C6JP7<br>716379<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SCHUBERT**<br>ex Goldean Falcon-90<br>ex Kinokuni Maru-84<br>**Enchantment Navigation Ltd.**<br>Alberta Shipbrokers Ltd.<br>Nassau Bahamas | **36 086**<br>22 344<br>61 767<br>T/cm<br>62,0 | NK | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Nagoya (2295)<br>223,00 (BB) 32,26 12,826<br>213,00 32,20 18,30<br>F 15,6 1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.74 064 HeCls. B<br>7 Ha (stl) (12,8 14,3 14,3 14,3 14,3 14,3 14,3 × 14,3) ER | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>10 298kW (14 000bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 216,5t (d.o.) 3 734,0t (hvf)-48,5pd 14,4kn |
| 8900804 | **SCHUITENGAT**<br>**Government of The Kingdom of The Netherlands (Directoraat-Generaal Scheepvaart en Maritieme Zaken) (DGSM)**<br>Netherlands | *288*<br>*86*<br>— | BV | **1990** Scheepswerf Bijlholt B.V.—Foxhol (671)<br>- -<br>- - - | **TM Buoy Ship**<br>Ice strengthened | Deutz SBA8M816<br>2 Oil 4SA each 8Cy. 142 × 160 geared to sc. shafts<br>662bhp (487kW)<br>Kloeckner Humboldt Deutz Koeln |
| 7723687<br>P3KP2<br>P135<br>Df Esd Gc<br>Rdr RTm/h/v | **SCHULAU**<br>**Christian Hinrich Brunckhorst**<br>Limassol Cyprus | **896**<br>610<br>2 025 | GL | **1978** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (862)<br>72,29 (BB) 12,83 4,461<br>65,51 12,81 4,53<br>P 10,7 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 47,4 ER<br>G.3 215 B.3 139<br>TEU 127<br>C.Ho 53/20'(40') C.Dk 74/20'(40')<br>1 Ha (stl) (43,7 × 10,2) ER | MWM TBD484-8<br>Oil 4SA 8Cy. 320 × 480<br>1 500bhp (1 103kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 76kW 220/380V 50Hz a.c.<br>Fuel 176,0t-6,0pd 12,5kn |
| 8802313<br>PHJY<br>Df Esd Gc<br>Rdr Rt | **SCHULPENGAT**<br>**Texel's Eigen Stoomboot Onderneming N.V.**<br>Texel Netherlands | **8 311**<br>2 493<br>1 215 | ✠100A1<br>ferry<br>extended protected waters service<br>✠LMC<br>EL 300,0/42,0U3<br>FN 2717 | **1990**-12 Verolme Scheepswerf Heusden B.V.<br>—Heusden (1012)<br>110,40 18,70 3,800<br>108,00 18,20 6,95<br>1dk<br>rf 325 Box K 250 | **TD-E RoRo Cargo/Ferry**<br>1320dk P<br>Bow door (upr)<br>Bow door (lwr)<br>Stern door (upr)<br>Stern door (lwr)<br>Cars 156 Lorries 25<br>Mchy.fwd & aft | Caterpillar 3606TA<br>3 Oil 4SA each 6Cy. 280 × 300 total 8 310kW (11 298bhp) driving 6 gen. each 1 300kW 3 000V a.c. connected to 8 elec. motors each of 850shp (625kW)<br>Caterpillar Inc. Peoria, Illinois<br>Fuel 460,0t (d.o.) 11,6kn |
| 6710437<br>J8ET5<br>3274<br>Df Esd Gc<br>Pfd Rdr RTv | **SCHUMANN**<br>ex Georg Schumann-91<br>**Pelican Shipping Ltd.**<br>Incom Shipping Ltd.<br>Kingstown St. Vincent and the Grenadines | *8 246*<br>*2 473*<br>10 300 | DSRK GL | **1966** VEB Warnowwerft Warnemuende<br>—Warnemuende (124)<br>142,00 18,65 8,830<br>18,57 11,21<br>1 dk | **M General Cargo**<br>Ice strengthened<br>5 Ho 14,0 17,3 24,8 ER 16,0 15,3<br>5 Ha (stl) (9,1 × 6,0) (10,9 17,4 × 8,0) ER (10,2 10,2 × 9,0) | MAN K7Z70/120A<br>Oil 2SA 7Cy. 700 × 1200<br>4 303kW (5 850bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 200kW 390V 50Hz a.c.<br>Fuel (d.o.) 12,4kn |
| 8521438 | **SCHWEDENECK**<br>**Government of The Federal Republic of Germany**<br>Eckernfoerde Federal Republic of Germany | *821*<br>*255*<br>328 | | **1987** Kroegerwerft Kroeger G.m.b.H. & Co. Werft KG.—Rendsburg (1531)<br>56,60 (BB) 11,82 3,550<br>50,02 11,04 5,21<br>1 dk | **M Utility Vessel** | MWM<br>Oil 4SA 6Cy. 165 × 185 with flexible couplings & reduction geared to sc. shaft<br>1 488bhp (1 095kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Thw. thrust propeller<br>12,5kn |
| 8030972<br>Y5BS<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SCHWERIN**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany<br>SatCom: 1630144 | T.Mk<br>**6 700**<br>3 359<br>9 260<br>**10 229**<br>5 635<br>13 600 | DSRK GL | **1980** VEB Warnowwerft Warnemuende<br>—Warnemuende (444)<br>156,85 (BB) 21,85 —/9,000<br>146,77 21,80 11,94<br>P 51,6 F 33,3 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>5 Ho 18,9 21,4 21,4 27,8 ER 16,6<br>G.17 443 B.16 537 In.746 L.637<br>TEU 283<br>C.Ho 177/20'(40') C.Dk 106/20'(40')<br>8 Ha (stl) (10,2 × 8,9) (15,9p&s 15,9p&s 20,5p&s × 7,7) ER (5,3 × 3,5)<br>12W Cr 1(5) Der 1(80) 3(22) 8(10) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>82 343kW (111 946bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 400kW 1 × 45,6kW 220/380V 50Hz a.c.<br>Fuel 293,0t (d.o.) 1 453,0t (hvf) 17kn |
| 5315694<br>Y4SS<br>Df Esd Rdr<br>Rt | **SCHWERTWAL**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **133**<br>47<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,71 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>Halberstadt Halberstadt<br>Gen 2 × 21kW 110V a.c.<br>9kn |
| 6729452<br>Gc Rt | **SCHWIMMKRAN ATLAS**<br>ex London Atlas-92<br>Stralsund Federal Republic of Germany<br>See Register of Offshore Units | **688**<br>173<br>— | ✠Classed LR until 24/4/70 | **1967**-10 Harland & Wolff Ltd.—North Woolwich, London (946)<br>44,20 14,23 2,896<br>44,05 13,87 3,97<br>1 dk<br>rf nil | **D-E Crane Barge**<br>Cr 1(45) | Rolls Royce<br>3 Oil 4SA each 8Cy. 130 × 152 total 750bhp (552kW) driving 3 gen. each 300kW 440V a.c. connected to 2 elec. motors each of 350shp (257kW) & sc. shafts<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 1 × 70kW 440V 50Hz a.c.<br>2 Directional propellers aft, 1 fwd<br>7,5kn |
| 8308458<br>VWQK<br>2038<br>Rt | **SCI-1**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | *1 310*<br>*393*<br>1 761 | IRS (NV) | **1984** Robin Shipyard (Pte.) Ltd.—Singapore (334)<br>57,41 13,01 5,946<br>51,62 12,98 6,76<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Daihatsu<br>4 Oil 4SA each 6Cy. 260 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 680kW 2 × 245kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 8308460<br>VWQL<br>2039<br>Rt | **SCI-2**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | *1 310*<br>*393*<br>1 758 | IRS (NV) | **1984** Robin Shipyard (Pte.) Ltd.—Singapore (335)<br>57,41 13,01 5,946<br>51,62 12,98 6,76<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Daihatsu<br>4 Oil 4SA each 6Cy. 260 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 680kW 2 × 245kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 8308472<br>VWQN<br>2040<br>Rt | **SCI-3**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | *1 310*<br>*393*<br>1 772 | IRS (NV) | **1984** Robin Shipyard (Pte.) Ltd.—Singapore (336)<br>57,41 13,01 5,946<br>51,62 12,98 6,76<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Daihatsu<br>4 Oil 4SA each 6Cy. 260 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 680kW 2 × 245kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 8308484<br>VWFF<br>2041<br>Rt | **SCI-4**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | *1 310*<br>*393*<br>1 770 | IRS (NV) | **1984** Robin Shipyard (Pte.) Ltd.—Singapore (337)<br>57,41 13,01 5,946<br>51,62 12,98 6,76<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Daihatsu<br>4 Oil 4SA each 6Cy. 260 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 680kW 2 × 245kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |

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| **8308496**<br>*VWRS*<br>2042<br>Rt | **SCI-5**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | *1 310*<br>*393*<br>1 018 | IRS (NV) | **1984** Robin Shipyard (Pte.) Ltd.—Singapore (338)<br>57,41 13,01 5,946<br>51,62 12,98 6,76<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Daihatsu<br>4 Oil 4SA each 6Cy. 260 × 300 with<br>flexible couplings & sr geared to sc.<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 680kW 2 × 245kW 380V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8308501**<br>*VWRZ*<br>2043<br>Rt | **SCI-6**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | *1 310*<br>*393*<br>1 812 | IRS (NV) | **1984** Robin Shipyard (Pte.) Ltd.—Singapore (339)<br>57,41 13,01 5,946<br>51,62 12,98 6,76<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Daihatsu<br>4 Oil 4SA each 6Cy. 260 × 300 with<br>flexible couplings & sr geared to sc.<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 680kW 2 × 245kW 380V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8219906**<br>*IBBW*<br>246<br>Df Esd Gc<br>Rdr RTm/h/v | **SCILLA**<br>**Government of the Republic of Italy (Ente Ferrovie dello Stato - Direzione Generale - Settore Autonomo Navigazione)**<br>Messina Italy | **5 619**<br>2 577<br>2 395<br>T/cm<br>5,8 | RI | **1985** Fincantieri-Cant. Nav. Italiani S.p.A.—Castellammare di Stabia (4402)<br>145,01 18,80 5,850<br>138,61 18,41 7,73<br>B 97,9 F 11,0 | **TM RoRo Cargo/Ferry**<br>Rail Vehicles 1500dk P<br>Bow door<br>Stern door/ramp<br>L 6,00 W 4,50<br>Cars 170 Rail Wagons 45 | GMT<br>4 Oil 4SA each 6Cy. 420 × 500 sr<br>shafts<br>16 800bhp (12 357kW)<br>Grandi Motori Trieste<br>Gen 4 × 900kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 567,0t (d.o.) |
| **7527796**<br>*GWOS*<br>377666<br>Df Esd Gc<br>Pfd Rdr Rt | **SCILLONIAN III**<br>**Isles of Scilly Steamship Co. Ltd.**<br>Scilly United Kingdom | **1 256**<br>685<br>262 | ✠**100A1** CS 12/86<br>for service between<br>Cornwall & the Scilly Isles<br>& Plymouth<br>✠**LMC**<br>EL M 1¼"U2<br>FN 1091 | **1977**-5 Appledore Shipbuilders Ltd.—Appledore (A.S.115)<br>68,00 11,87 2,941<br>60,00 11,26 6,91<br>B 32,4 2 dks<br>rf 203 | **TM Ferry/General Cargo**<br>600dk P<br>2 Ho 7,7 14,4 ER 1 TwD<br>G.924 L.(oil) 38<br>TEU 14 C.Ho 14/20'<br>1 Ha (stl) (10,0 × 3,0) ER<br>Cr 1(5) | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 reverse<br>geared to sc. shafts<br>2 440bhp (1 795kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 3 × 100kW 415V 50Hz a.c.<br>Thw. thrust propeller |
| **7329429**<br>*IMIS*<br>1795<br>Esd Rt | **SCIROCCO**<br>**Ettore Guglielmo Cammarata**<br>Portoferraio Italy | **105**<br>45<br>— | | **1973** Cant. Nav. A. Giorgetti—Viareggio (20)<br>26,22 6,23 1,220<br>21,01 6,20 2,93<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Crepelle<br>Oil 4SA 6Cy. 260 × 280<br>555bhp (408kW)<br>Crepelle et Cie. |
| **7809819**<br>*ZFFW*<br>384224<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SCIROCCO UNIVERSAL**<br>**Kildare Ltd.**<br>CI Shipping Ltd.<br>Hamilton Bermuda (British)<br>SatCom: 1105410/ZFFW | **7 933**<br>4 046<br>9 193 | AB | **1979** Mitsubishi Heavy Industries Ltd.—Nagasaki (319)<br>154,01 (BB) 22,56 8,506<br>140,01 22,51 13,11<br>F 12,2 3 dks, 4th dk in Nos. 2 & 3 holds | **M Refrigerated Cargo**<br>4 Ho 28,2 23,2 23,2 ER 17,6 10 TwD<br>In.12 091<br>6 Ha (stl) (12,8 6,3 6,3 6,3 6,3 × 15,3) ER (12,8 × 10,3)<br>Cr 2(5) Der 8(5) | Sulzer<br>Oil 2SA 8Cy. 680 × 1250<br>15 200bhp (11 181kW)<br>Mitsubishi Heavy Industries Ltd.<br>Fuel 310,0t (d.o.) 1 554,0t (hvf)-38,0pd |
| **8202812**<br>*FVNI*<br>FC 716630<br>Df Esd Gc<br>Pfd Rdr Rt | **SCOMBRUS**<br>ex Hendrika Johanna-89<br>**France Pelagique S.a.r.l.**<br>Fecamp France | **1 178**<br>567<br>1 872 | BV | **1982** "Welgelegen" Scheepswerf & Machinefabriek B.V.—Harlingen (105)<br>78,24 (BB) 13,52 5,550<br>71,61 13,28 8,36<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>In.2 357<br>2 Ha (stl) ER | Werkspoor<br>Oil 4SA 6Cy. 410 × 470 with flexible<br>sr geared to sc. shaft<br>2 942kW (4 000bhp)<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 900,8kW 2 × 620,8kW 220/380V 50Hz a.c.<br>Controllable pitch propeller |
| **7327495**<br>Df Esd Gc<br>Pfd Rdr Rt | **SCOMBRUS**<br>ex Ryusho Maru No. 8-87<br>**Scombrus S.A.**<br>Argentina | **124**<br>43<br>— | NK | **1973** Niigata Eng. Co. Ltd.—Niigata (1231)<br>35,92 7,42 2,261<br>31,98 7,40 4,65<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 030bhp (758kW)<br>Niigata Eng. Co. Ltd. |
| **7622625**<br>*WY3449*<br>266173<br>Rt | **SCOOBY DOO**<br>ex Walter J. Tuohy ex Walter L. Price<br>**Big Mama Tugboat Co. Inc.**<br>Newport News, Va United States of America | **199**<br>135<br>— | (AB) | **1953** R.T.C. SB. Corp—Camden, NJ (219)<br>7,78 —<br>31,75 7,73 3,99<br>1 dk<br>BK 114 | **M Tug** | Fairbanks, Morse<br>Oil 2SA 10Cy. 206 × 254 sr geared to sc.<br>Fairbanks Morse & Co.<br>Fuel 114,0t (d.o.) |
| **8514576**<br>*FHFT*<br>686039V<br>Rdr Rt | **SCORFF**<br>**Societe Lorientaise de Remorquage et Sauvetage (S L R)**<br>Lorient France | *204*<br>*61*<br>— | BV | **1986** C.E.R.N.A.T.—Nantes (43278)<br>28,10 3,261<br>25,51 8,21 3,84<br>1 dk | **TM Tug** | MWM<br>Vee Oil 4SA 12Cy. 170 × 195<br>Motorenw. Mannheim A.G. (MWM)<br>2 Directional propellers |
| **8011005**<br>*HP5538*<br>18788-90<br>Esd Gc Rdr Rt | **SCORPA II**<br>ex Hokusen Maru-89<br>**Scorpa Pranedya Maritime Inc.**<br>Panama Panama | **1 324**<br>844<br>2 515 | NK | **1980** Kishimoto Zosen K.K.—Kinoe (502)<br>85,93 5,450<br>78,42 12,01 6,18<br>P 21,4 F 9,8 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 649 | Akasaka<br>Oil 4SA 6Cy. 380 × 600<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 1 × 160kW 1 × 128kW 450V<br>Fuel 34,5t (d.o.) 195,5t (hvf)-7,0pd |
| **8843551** | **SCORPIO**<br>**Northern Mindanao Transport Co. Inc.**<br>Philippines | **815**<br>—<br>1 680 | **100AN** SS 9/91<br>barge<br>Philippine coastal service<br>FN 1117 | **1978** Dynamarine Corp.—Batangas<br>59,09 15,54 2,740<br>59,09 15,54 3,35<br>1 dk<br>rf nil | **General Cargo Barge**<br>4 Ho | |
| **6418209**<br>*ZSOV*<br>350410<br>Df Esd Pfd<br>RTh | **SCORPIO**<br>ex Erica<br>**Sterling Fisheries & Cold Storage (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **339**<br>99<br>189 | ✠Classed LR until 8/66 | **1965**-1 Hall, Russell & Co. Ltd.—Aberdeen (918)<br>42,60 8,16<br>37,65 8,08 4,20<br>F 7,1<br>RW rf 762 BK 152 | **M Fishing**<br>Side Trawler<br>2 Ho 8,8 3,8<br>5 Ha (0,9 × 1,0) (1,0 × 1,3) (1,6 1,6 × 1,0) (1,5 × 1,5) | Alpha<br>Oil 2SA 7Cy. 310 × 490 with hydraulic<br>840bhp (618kW)<br>Alpha-Diesel A/S<br>Gen 1 × 40kW 1 × 25kW 110V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7047112**<br>*WY7111*<br>521395 | **SCORPIO**<br>ex Joe B.-79 ex Carol Jean-77<br>**Boat Scorpio**<br>New York, NY United States of America | **107**<br>63<br>— | | **1969** P.K. Trawlers Inc.—St. Augustine, Fl<br>*22,22* 6,86<br>2,85 | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>.............<br>Fuel (d.o.) |
| **7520621**<br>*WYT6103*<br>552671<br>Rt | **SCORPIO**<br>**Barbara L. Parnell**<br>Tampa, Fl United States of America | **101**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler Shrimp-trawl | Oil<br>365bhp (268kW) |
| **7026974**<br>*HO8773*<br>12670-82<br>Esd Rdr Rt | **SCORPIO DEL GOLFO**<br>ex Big Orange VI-81 ex Aquarius-74<br>ex Keeneland<br>**Intermarine de Panama S.A.**<br>Panama Panama | **196**<br>133<br>— | AB | **1969** Burton Construction & SB. Corp.—Port Arthur, Tx (460)<br>11,59 3,372<br>47,20 11,57 3,97<br>F 13,5 1 dk<br>rf - | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 ×<br>reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. |

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| 8220644<br>HO2627<br>15709-84<br>Df Esd Gc<br>Rdr Rt | **SCORPIO I**<br>**Platt Co. Ltd.**<br>Panama Panama | **961**<br>330<br>1 500 | AB | **1983** Santan Slipway & Eng. Co. (Pte.) Ltd.<br>—Singapore (8234)<br>4,514<br>55,61 13,61 5,21<br>F 18,0 1 dk<br>rf 500 | **TM Supply Ship**<br>Deck Cargo | Yanmar 6T260L-ET<br>2 Oil 4SA each 6Cy. 260 × 330 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 200kW<br>Thw. thrust propeller fwd<br>12kn |
| 7111858<br>WYC4788<br>534230<br>Df Esd Gc<br>Pd Rdr<br>RTm/h/v | **SCORPIO I**<br>ex Marco Polo-78<br>**Scorpio I Fishing Co. Inc.**<br>San Diego, Ca United States of America | **784**<br>385<br>1 217 | | **1971** J. M. Martinac SB. Corp.—Tacoma, Wa (186)<br>*49,99* 11,43<br>10,94 4,63<br>B 22,6 2 dks<br>shortened 80 | **M Fishing**<br>Side-fishing | General Motors<br>Oil 2SA 20Cy. 230 × 254<br>3 500bhp (2 574kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel 353,5t<br>15kn |
| 6223841<br>HO4843<br>0306-PEXT1<br>Df Esd Gc<br>Pd Rdr<br>RTm/h | **SCORPION I**<br>ex J. B. Banville-78 ex Maridan C.-78<br>ex Lunan-59<br>**Velsen Line S.A.**<br>Denizana Shipping Unlimited Inc.<br>Panama Panama | **1 017**<br>552<br>1 331 | ✠Classed LR until 6/10/82 | **1946**-10 Hall, Russell & Co. Ltd.—Aberdeen (795)<br>69,04 10,37 4,344<br>64,80 10,32 4,42<br>RQD 43,6 F 8,0 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 18,6 23,6 ER<br>G.2 082 B.1 982<br>2 Ha (11,5 16,6 × 6,4) ER<br>6W Der 4(5) 2(3) | Polar<br>Oil 2SA 7Cy. 340 × 570<br>1 000bhp (736kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 50kW 220V d.c.<br>Fuel 66,0t (d.o.)<br>11kn |
| 7505243<br>PP3847<br>Df Esd Gc<br>Rdr Rt | **SCORPIUM**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Angra dos Reis Brazil | **470**<br>96<br>618 | GL | **1978** MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (224)<br>30,71 11,26 3,431<br>29,04 11,02 5,01<br>1 dk | **TM Tug** | Alpha 12V23LU<br>2 Vee Oil 4SA each 12Cy. 225 × 300 reduction geared to sc. shafts<br>Equipamentos Villares S.A. Sao Paulo<br>2 Controllable pitch propellers<br>11,75kn |
| 7326867<br>IBFP<br>56<br>Df Esd Gc<br>Pd Rdr RTv | **SCORPIUS**<br>ex Perseverance-86<br>ex Crystal Cherry-84<br>**Societa Italiana Marittima S.r.l. (S.I.M.)**<br>Augusta Italy<br>SatCom: 1150341/IBFP | *17 338*<br>*8 359*<br>29 587<br>T/cm<br>40,3 | RI (NK) | **1973** K.K. Usuki Tekkosho—Saiki (1162)<br>179,86 26,85 9,907<br>170,03 26,80 14,00<br>F 12,2 1 dk<br>Bow/CM 92 Diam. 0,406 | **M Tanker**<br>12 Ta ER<br>L.(oil) 42 323<br>3 Cargo pumps total 3 900T/hr | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>HeCls. B Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 500kW<br>Fuel 167,0t (d.o.) 2 091,0t (hvf)-38,0pd<br>15,5kn |
| 7433725<br>Df Esd Rt | **SCORPIUS**<br>**Wilson, Sons Servicos Maritimos S.A.**<br>Rio de Janeiro Brazil | **185**<br>76<br>— | ✠Classed LR until 22/2/89 | **1976**-11 MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (219)<br>24,36 7,17 3,401<br>21,52 7,01 4,02<br>1 dk<br>rf 978 BK 152 | **M Tug** | MAN G7V235/330ATL<br>2 Oil 4SA each 7Cy. 235 × 330 reverse reduction geared to sc. shaft<br>Mecanica Pesada S.A. Taubate<br>Gen 2 × 48kW 450V 60Hz a.c.<br>Directional propeller<br>Fuel 41,0t (d.o.) |
| 8611013<br>DJTY<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SCOT CARRIER**<br>Launched as Leona<br>**Hans-Michael Ludtke KG**<br>Christian Jurgensen und Brink & Wolffel<br>Rendsburg Federal Republic of Germany | *1 593*<br>*613*<br>1 900 | GL | **1987** Husumer Schiffsw.—Husum (1493)<br>82,02 11,49 3,652<br>77,53 11,21 5,41<br>P 13,5 F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 51,5 ER<br>G.2 662<br>1 Ha (stl) (50,3 × 9,0) ER | MAN 8L20/27<br>Oil 4SA 8Cy. 200 × 270 with flexible couplings & sr geared to sc. shaft<br>815bhp (599kW)<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 2 × 112kW 1 × 56kW 220/440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 100,0t (d.o.)-3,0pd 10kn |
| 7106877<br>GOWS<br>340211<br>Df Esd Gc<br>Pd Rdr<br>RTm/v | **SCOTIA**<br>**Government of The United Kingdom (Secretary of State for Scotland)**<br>Leith United Kingdom<br>SatCom: 1440552/GOWS | **1 521**<br>376<br>599 | | **1971** Ferguson Bros. (Port Glasgow) 1969 Ltd.<br>—Port Glasgow (461)<br>68,20 13,52 4,573<br>60,97 13,42 7,17<br>2 dks<br>rf 762 | **D-E Research/Fishing**<br>Stern Trawler<br>Mchy.aft<br>1 Ho 5,0<br>5 Ha (stl) (1,2 1,2 × 1,2) (1,5 × 3,5) (2,7 × 1,8) (0,7 × 0,7)<br>Cr 2(6,5) | Polar<br>3 Oil 4SA each 8Cy. 250 × 300 total 3 600bhp (2 648kW) driving 3 gen. each 700kW 500V d.c. connected to elec. motor of 2 000shp (1 471kW) (CC) & sr geared to sc. shaft<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 350kW 420V 50Hz a.c.<br>Directional propeller<br>Fuel 352,5t (d.o.)<br>14kn |
| 8505642<br>V2DO<br>2068<br>Df Esd Gc<br>Pd Rdr Rt<br>SatNav | **SCOTIA**<br>Launched as Meise<br>**Baum & Co. m.s. "Meise" K.G.**<br>Nordenhamer Bereederungs G.m.b.H.<br>Nordenham Antigua & Barbuda | *1 473*<br>*726*<br>2 097 | GL | **1987** Jh. van Eijk & Zn.—Sliedrecht (361)<br>79,02 3,901<br>74,91 10,91 5,21<br>P 14,0 F 6,2 2 dks | **M General Cargo**<br>1 Ho 52,8<br>G.2 687 B.2 680<br>TEU 80 C.Ho 48/20' (40') C.Dk 32/20' (40') incl. 6 ref C.<br>1 Ha (stl) (49,8 × 6,2) ER | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 reverse reduction geared to sc. shaft<br>815bhp (599kW)<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| 7119836<br>HPIZ<br>12431-82A<br>Df Esd Gc<br>Rdr RTh<br>AMVER | **SCOTIA PRINCE**<br>ex Stena Olympica-82<br>**Transworld Steamship Co. Inc.**<br>Panama Panama | *11 968*<br>*5 928*<br>1 321 | NV | **1971** "Titovo Brodogradiliste"—Kraljevica (399)<br>143,06 19,54 5,004<br>19,51 11,82<br>2 dks<br>rf 203 len 87 | **TM Passenger/RoRo Cargo/Ferry**<br>866bth 634dk P<br>Bow door/ramp Side doors Stern door/ramp<br>Clear height 4,40<br>Cars 75 Lorries 21<br>Mchy.aft | Pielstick 18PC2V-400<br>2 Vee Oil 4SA each 18Cy. 400 × 460 sr geared to sc. shafts<br>18 000bhp (13 240kW)<br>Lindholmen Motor AB. Goteborg<br>Gen 4 × 580kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 457,0t (hvf)<br>21,5kn |
| 6801028<br>719128<br>Df Esd Gc<br>Rdr RTm/h/v | **SCOTIA VENTURER**<br>ex Falkland Sound-91 ex Yehuin-82<br>ex Millerntor-79<br>**Stephen Peter Beldham**<br>Scotia Maritime Ltd.<br>London United Kingdom | **494**<br>149<br>756 | (GL) | **1967** J. G. Hitzler, Schiffswerft u. Maschinenfabrik<br>—Lauenburg (696)<br>53,52 11,26 3,341<br>49,20 11,00 3,97<br>P 33,3 F 14,4 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>Mchy.aft<br>6 Ta<br>Der 1(5) | MWM<br>2 Vee Oil 4SA each 12Cy. 180 × 220<br>1 900bhp (1 398kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 112kW 231/400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 254,0t (d.o.)<br>12,5kn |
| 7822380<br>9HOS3<br>2518<br>Df Esd Gc<br>Pd Rdr Rt<br>AMVER | **SCOTIAN EXPRESS**<br>ex Jade II-87<br>**Vietnam Sea Transport & Chartering Co.**<br>Valletta Malta | **8 940**<br>6 455<br>15 100 | **✠100A1** SS 2/90<br>**✠LMC** **UMS**<br>EL Z 522,5/54,0U2<br>FN 4429 | **1980**-11 Austin & Pickersgill Ltd.—Southwick, Sunderland (1400)<br>144,02 20,58 8,867<br>137,52 20,44 11,76<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 22,8 ER 21,3<br>4 TwD<br>G.21 379 B.19 636<br>6 Ha (stl) (11,6 × 6,7) (12,9 6,1 × 8,5) (5,7 × 6,1) (12,9 × 8,5) ER (11,4 × 6,7)<br>Der 1(30) 8(10) 2(5) | Sulzer 4RND68M<br>Oil 2SA 4Cy. 680 × 1250<br>7 705bhp (5 667kW)<br>Clark Hawthorn Ltd. Newcastle<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 350kW 1 × 90kW 440V 60Hz a.c. |
| 7382421<br>VOLM<br>808054<br>Df Esd Gc<br>Rdr Rt | **SCOTIAN SURF**<br>ex Tracker I-88 ex Maersk Tracker-88<br>**The Nova Scotia Clam Co. Ltd.**<br>Halifax, N.S. Canada | T.Mk<br>**500**<br>242<br>742<br><br>**947**<br>607<br>1 399 | (NV) | **1975** Aukra Bruk A/S—Aukra (52)<br>58,32 12,63 3,918/5,277<br>52,20 12,20 6,13<br>2 dks<br>rf 508 conv Deck Cargo Anchor-handling Tug/Supply Ship 88 | **TM Fishing**<br>Ice strengthened | MaK 8M453AK<br>2 Oil 4SA each 8Cy. 320 × 420<br>5 300bhp (3 898kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 240kW 1 × 160kW 1 × 133kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 132,0t (d.o.)-20,5pd<br>15kn |
| 8125856<br>C6IV9<br>712745<br>Df Esd Gc<br>Pd Rdr RTv<br>AMVER | **SCOTLAND**<br>ex Venassa-90 ex Philmac Venturer-87<br>**VSSI Drake Inc.**<br>Teekay Norbulk Ltd.<br>Nassau Bahamas<br>SatCom: 1103152/SCOT | *25 593*<br>*11 294*<br>39 931<br>T/cm<br>50,4 | **100A1** SS 4/87<br>oil tanker<br>**LMC** **UMS**<br>**IGS**<br>EL Kt 632,5/68,0U3<br>FN 8527<br>(AB) | **1982** Mitsubishi Heavy Industries Ltd.—Nagasaki (1900)<br>204,20 (BB) 27,44 10,972<br>195,03 27,41 16,31<br>F 14,4 1 dk<br>rf nil Bow/CM 105 Diam. 0,410 MH 1,8 | **M Tanker**<br>IGS SBT<br>7 Ta ER<br>L.(oil) 47 432<br>3 Cargo pumps total 3 396T/hr | Sulzer 5RLB76<br>Oil 2SA 5Cy. 760 × 1600<br>12 250bhp (9 011kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>2 AuxB (o.f.) 18,3kgf/cm² (18,0bar)<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 600kW 450V 60Hz a.c.<br>15,5kn |

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|---|---|---|---|---|---|---|
| **6805476**<br>*LNXZ3*<br>N-00501<br>Df Esd Gc<br>Rdr RTm/h/v | **SCOTT**<br>ex Leopold-85 ex Atlas-83 ex Joker-71<br>**Partrederi Scott**<br>Kopervik Norway (NIS) | *863*<br>*307*<br>— | GL | **1968** Schiffsw. H. Rancke—Hamburg (212)<br>59,42 10,11 4,200<br>52,63 10,10 6,00<br>F 6,4 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 35,2 ER<br>G.1 779 B.1 558<br>1 Ha (stl) (27,9 × 6,0) ER<br>2W Der 2(3) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>1 050bhp (772kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 59kW 220/380V 50Hz a.c.<br>Fuel 55,0t (d.o.)-4,5pd |
| **7644790**<br>*WYH5893*<br>575694 | **SCOTT & MIKE**<br>**John W. Vona**<br>Jacksonville, Fl United States of America | **135**<br>92<br>— | | **1976** Gulf Coast Marine Builders Inc.—Bayou la Batre, Al<br>*22,38* 7,04<br>3,51<br>1 dk | **M Fishing** | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127<br>sc. shaft<br>1 050bhp (772kW)<br>General Motors Corp., Detroit Diesel All<br>Div.<br>Fuel (d.o.) |
| **8504222**<br>*C6BQ5*<br>708846<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SCOTT ENTERPRISE**<br>**The Shipping Corporation of Trinidad & Tobago Ltd.**<br>Bibby International Services (IOM) Ltd.<br>Nassau Bahamas | *1 332*<br>*399*<br>1 060<br>T/cm<br>6,7 | ✠**100A1** M 4/91-4mos<br>liquefied gas carrier for the carriage of Propane, butane and propane/butane mixtures in independent tanks at max. SG of 0.606, max. vapour pressure 17.0bar and a min. temp. of minus 5°C<br>✠**LMC**<br>EL N 412,5/30,0U3(a)<br>FN 1091 | **1986**-5 J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (944)<br>69,19 (BB) 12,48 4,301<br>62,62 12,41 5,01<br>P 16,2 F 10,4 1 dk<br>rf nil Diam. 0,300 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta (C.mn.stl) integral cyl horizontal ER<br>L.(gas) 1 234<br>2 Cargo pumps total 100T/hr | Yanmar<br>Oil 4SA 6Cy. 280 × 360 with clutches<br>couplings & sr reverse geared to sc<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 145,5t (d.o.)-5,5pd |
| **5166847**<br>*VXRT*<br>314361<br>Df Esd Gc<br>Rdr RTm/v | **SCOTT MISENER**<br>ex J. N. McWatters-91<br>**Misener Holdings Ltd.**<br>Great Lakes Bulk Carriers Inc. (GLBC)<br>Port Colborne, Ont. Canada | **17 591**<br>13 692<br>27 085<br>T/cm<br>45,2 | ✠**100A1** SS 4/87<br>Great Lakes & River St. Lawrence service<br>✠**LMC**<br>EL o† 2⅜"SQ<br>FN 7501 | **1961**-6 Canadian Vickers Ltd.—Montreal, P.Q. (276)<br>222,51 23,02 8,160 FW<br>215,65 22,86 11,92<br>P 32,0 F 19,2 1 dk<br>rf 76 | **S Bulk Carrier**<br>6 Ho 31,7 29,2 29,2 21,9 29,2 31,0 ER<br>G.33 187<br>21 Ha (alu) (3,5 3,5 3,5 3,5 3,5 3,5 3,5 3,5 3,5 3,5 3,5 3,5 3,5 3,5 3,5 3,5 3,5 3,5 3,5 3,5 4,5 × 17,6) ER | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>General Electric Co.<br>2 WTB 520lbf/in² (35,9bar) Spt 415,6°C<br>487lbf/in² (33,6bar) hs1101,8<br>db 300lbf/in² (20,7bar)<br>Gen 2 × 500kW 575V 60Hz a.c.<br>Fuel 833,0t (o.f.) |
| **7396563**<br>*MKKU9*<br>714165<br>Df Esd Gc<br>Pfd Rdr Rt | **SCOTT PROTECTOR**<br>ex Normand Carrier-89<br>**Ondur Ltd.**<br>Nomis Ltd.<br>Aberdeen United Kingdom | *1 104*<br>*331*<br>890 | NV | **1974** Nieuwe Noord Nederlandse Scheepswerven B.V.—Groningen (381)<br>57,10 11,92 3,785<br>47,60 11,49 5,52<br>2 dks<br>rf 297 len 77 | **TM Tug/Supply Ship**<br>Deck Cargo | De Industrie<br>2 Oil 4SA each 6Cy. 305 × 460<br>N.V. Motorenfabriek "De Industrie" Alph<br>Gen 2 × 170kW 1 × 56kW 440V 60H<br>Thw. thrust propeller fwd<br>Fuel 391,0t (d.o.)-8,0pd |
| **5264819**<br>*VCFQ*<br>171703<br>RTm/h | **SCOTT PURVIS**<br>ex Guy M No. 1-90 ex Orient Bay-75<br>**Purvis Marine Ltd.**<br>Sault Ste. Marie Canada | **206**<br>94<br>— | ✱Classed BC until 7/41 | **1938**-10 Marine Industrie Ltee.—Sorel, P.Q. (62)<br>29,42 8,08 2,007<br>8,03 2,80<br>1 dk<br>rf 457 | **TM Tug**<br>1 Ho 5,4<br>1 Ha (2,5 × 1,9) | Sulzer<br>2 Oil 4SA each 5Cy. 250 × 300<br>Sulzer Bros. Ltd.<br>Gen 2 × 35kW 1 × 12,5kW 220V d.c.<br>Fuel 61,0t (d.o.) |
| **7631042**<br>*LACJ2*<br>N-00047<br>Df Esd Gc<br>Pfd Rdr Rt | **SCOTT SURVIVOR**<br>ex Commodore Enterprise-87<br>**K/S A/S NorsCon**<br>K/S A/S Tramarin<br>Haugesund Norway (NIS) | T.Mk<br>**1 245**<br>937<br>3 283 | ✠**100A1** SS 8/87<br>Ice Class 3 when main engine output reduced to 2650bhp max.<br>✠**LMC** **UMS**<br>EL (R)Q 562,0/38,0U2<br>FN 1875 | **1977**-11 Appledore Shipbuilders Ltd.—Appledore (A.S.118)<br>95,15 (BB) 13,77 4,865<br>88,80 13,61 7,50<br>F 6,1 2 dks<br>rf 279 | **M General Cargo**<br>1 Ho 66,0 ER<br>G.5 470 B.5 151<br>TEU 194<br>C.Ho 124/20' C.Dk 70/20' incl. 12 ref C.<br>2 Ha (stl) (24,6 37,1 × 10,2) ER | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 sr geared to sc<br>3 000bhp (2 207kW)<br>Mirrlees Blackstone (Stockport) Ltd.<br>Gen 2 × 108kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **8504210**<br>*C6BQ4*<br>708845<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SCOTT UNITY**<br>**The Shipping Corporation of Trinidad & Tobago Ltd.**<br>Bibby International Services (IOM) Ltd.<br>Nassau Bahamas | *2 757*<br>*1 238*<br>4 132<br>T/cm<br>10,7 | ✠**100A1**<br>oil tanker<br>✠**LMC** **CCS**<br>**IGS**<br>EL T 467,5/38,0U3(a)<br>FN 1839 | **1986**-3 J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (887)<br>86,21 (BB) 15,68 6,362<br>79,13 15,61 7,62<br>P 23,2 F 8,6 1 dk<br>rf nil Bow/CM 36 Diam. 0,150 | **M Tanker**<br>IGS (LR) DB<br>10 Ta ER<br>L.(oil) 4 350<br>10 Cargo pumps total 534T/hr | Yanmar<br>Oil 4SA 8Cy. 280 × 360 with clutches<br>couplings & sr reverse geared to sc<br>2 400bhp (1 765kW)<br>Yanmar Diesel Engine Co. Ltd.<br>AuxB (o.f.) 10,1kgf/cm² (9,9bar)<br>Gen 3 × 240kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 226,0t (d.o.)-7,5pd |
| **8315994**<br>*C6KU8*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SCOTTISH STAR**<br>**Lombard Leasing Metropolitan Ltd.**<br>Blue Star Ship Management Ltd.<br>Nassau Bahamas | *10 291*<br>*4 672*<br>13 058<br>T/cm<br>24,4 | ✠**100A1** SS 2/90<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL C† 550,0/52,0U3<br>FN 4861 | **1985**-4 Harland & Wolff SB & HI LTD.—Belfast (1722)<br>150,76 (BB) 22,10 8,724<br>140,16 22,00 12,68<br>F 17,4 3 dks, 4th dk in Nos. 2 & 3 holds<br>rf nil DK in way of Nos. 1, 2 & 3 holds | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>4 Ho 19,1 25,5 23,2 ER 24,7 10 TwD<br>In.13 172<br>TEU 106<br>C.Ho 79/20' (40') C.Dk 27/20' (40')<br>4 Ha (stl) (9,0 × 7,5) (12,9 12,9 × 10,0) ER (12,9 × 10,0)<br>Cr 4(5) | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>15 226bhp (11 200kW)<br>Harland & Wolff SB & HI Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 7,7kgf/cm² (7,5ba<br>Gen 2 × 800kW 2 × 600kW 440V 60H<br>Fuel 158,5t (d.o.) 2 039,5t (hvf) |
| **7048893**<br>*WX7275*<br>502907 | **SCOTTY BRUCE**<br>ex Al Dot 2<br>**Scotty Bruce Inc.**<br>New Orleans, La United States of America | **105**<br>71<br>— | | **1966** Bishop SB. Corp.—Aransas Pass, Tx<br>*19,91* 6,10<br>3,41 | **M Fishing** | Oil<br>360bhp (265kW)<br>.............<br>Fuel (d.o.) |
| **7731309**<br>*WYL5355*<br>582145 | **SCOUT**<br>**Schenk Seafood Sales Inc.**<br>Juneau, Ak United States of America | **425**<br>327<br>— | | **1944** .............Pennsylvania<br>*37,98* 9,15<br>3,76<br>1 dk | **M Fishing** | Oil<br>500bhp (368kW)<br>Fuel (d.o.) |
| **8330633**<br>*YUDF*<br>Esd Rdr<br>RTh/v | **SCS-7044**<br>ex SCHS-7044-91<br>**Brodogradiliste "Veljko Vlahovic"**<br>Kotor Yugoslavia | *104*<br>*31*<br>61 | RS | **1984** Azov Shipyard—Azov<br>26,50 6,58 2,340<br>3,05<br>1 dk | **M Fishing** | Oil<br>............ |
| **6918998**<br>332025<br>Rt | **SCUFFY**<br>ex Yule-87<br>**Kiwi Prawn Fisheries Ltd.** | **311**<br>—<br>269 | ✠CLASS WITHDRAWN 23/10/91 | **1969**-7 Adelaide Ship Cons. Pty. Ltd.—Adelaide, S.A. (59)<br>35,51 9,12 4,052<br>32,82 8,96 4,78<br>1 dk<br>rf 737 Box K 330 | **M Tug** | English Electric<br>Vee Oil 4SA 16Cy. 254 × 305 sr gear<br>shaft<br>English Electric Co. Ltd.<br>Gen 2 × 98kW 415V 50Hz a.c.<br>Controllable pitch propeller |
| **7735991**<br>587573 | **SCULPIN**<br>ex YOG 35<br>**Western Pioneer Inc.**<br>Seattle, Wa United States of America | **495**<br>415<br>— | (AB) | **1943** Western Pipe & Steel Co. (San Pedro SB. Div.)—San Pedro, Ca (117)<br>*50,60*<br>9,78 4,58<br>1 dk<br>conv Tanker — | **M Fishing** | Oil<br>600bhp (441kW) |
| **8728725**<br>*UTHS*<br>M-12868<br>Df Esd Rdr<br>RTv | **SDS-1**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | *373*<br>*111*<br>168 | RS | **1988** .............U.S.S.R.<br>39,90 8,90 3,200<br>36,23 4,60<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>441kW (600bhp)<br>Controllable pitch propeller<br>Thw. thrust propeller |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **SDS-2**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | *373*<br>*111*<br>168 | RS | **1988**<br>39,90<br>36,23<br>1 dk | ..............U.S.S.R.<br>8,90<br>- | 3,200<br>4,60 | | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>441kW (600bhp)<br>U.S.S.R.<br>Controllable pitch propeller<br>Thw. thrust propeller | 6CHNSP18/22 |
| **SDS-3**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *373*<br>*111*<br>168 | RS | **1989**<br>39,91<br>36,25<br>1 dk | ..............U.S.S.R.<br>8,90<br>- | 3,201<br>4,63 | | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>Ice strengthened<br>In.95 | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>599bhp (441kW)<br>Russkiy-Diesel Works Leningrad<br>Controllable pitch propeller | 6CHNSP18/22<br>9,5kn |
| **SDS-4**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *353*<br>*105*<br>155 | RS | **1990**<br>39,90<br>36,25<br>1 dk | ..............U.S.S.R.<br>8,90<br>- | 3,201<br>4,63 | | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>In.95 | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>599bhp (441kW)<br>Russkiy-Diesel Works Leningrad<br>Gen 3 × 75kW a.c.<br>Controllable pitch propeller | 6CHNSP18/22<br>9,5kn |
| **SDS-501**<br>(Vladivostok) (U.S.S.R.) | *358*<br>*107*<br>125 | RS | **1990**<br>41,89<br>37,17<br>1 dk | ..............U.S.S.R.<br>8,90<br>- | 3,182<br>4,63 | | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref<br>In.133 | Russkiy<br>Oil 4SA 6Cy. 180 × 200<br>599bhp (441kW)<br>Russkiy-Diesel Works Leningrad<br>Gen 3 × 75kW a.c.<br>Controllable pitch propeller | 6CHSPN2A18/2<br>10kn |
| **SE HO No. 2**<br>ex Yong Jin No. 2-78<br>ex Yoshicho Maru No. 23-71<br>**Se Ho Trade Ltd.**<br>Busan South Korea | **226**<br>115<br>— | (KR) | **1963**<br>42,75<br>37,98<br>P 11,3 F 6,1 1 dk | Yamanishi Zosen K.K.—Ishinomaki<br>7,45<br>7,40 | 3,41 | (433) | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.322 | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 96kW 230V a.c. | 11,75kn |
| **SE IL**<br>**Sail Oil Transportation Co. Ltd.**<br>Busan South Korea | **702**<br>530<br>1 098 | KR | **1976**<br>57,82<br>53,01<br>P 26,0 F 8,0 1 dk | Shin Ah SB. Co.—Chungmu<br><br>9,20 | 4,279<br>4,70 | (109) | **M Tanker**<br>Mchy.aft<br>L.(oil) 983 | Makita<br>Oil 4SA 6Cy. 250 × 420<br>1 200bhp (883kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 38kW 220V a.c. | 11,5kn |
| **SE IL No. 81**<br>ex Dong Shin No. 1-86<br>ex Kum Soo No. 303-84<br>**Kim Chan-Se**<br>Busan South Korea | **129**<br>52<br>105 | KR | **1980**<br>34,45<br>29,21<br>F 11,3 1 dk | Chinhae SB. Co. Ltd.—Chinhae<br><br>6,00 | 2,75 | | **M Fishing**<br>Stern Trawler Ref<br>In.77<br>4 Ha (each 7,7 × 7,4) | Matsui<br>Oil 4SA 6Cy. 230 × 380<br>750bhp (552kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Gen 2 × 40kW 225V a.c. | MU623DSC<br>10kn |
| **SE IL No. 82**<br>ex Dong Shin No. 2-86<br>ex Kum Soo No. 307-84<br>**Kim Chan-Se**<br>Busan South Korea | **129**<br>53<br>105 | KR | **1980**<br>34,45<br>29,21<br>F 11,3 1 dk | Chinhae SB. Co. Ltd.—Chinhae<br><br>6,00 | 2,534<br>2,75 | | **M Fishing**<br>Stern Trawler Ref<br>In.77<br>4 Ha (each 7,7 × 7,3) | Matsui<br>Oil 4SA 6Cy. 230 × 380<br>750bhp (552kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Gen 2 × 40kW 225V a.c. | MU623DSC<br>10kn |
| **SE IN No. 101**<br>ex Dong Jin No. 55-91<br>ex Shinei Maru No. 6-71<br>**Se In Fishery Co. Ltd.**<br>Busan South Korea | **226**<br>113<br>288 | KR | **1965**<br>41,41<br>37,98<br>P 18,6 F 4,9 1 dk | Kanasashi Co. Ltd.—Shimizu<br>7,57<br>7,50 | 3,122<br>3,38 | (707) | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.341 | Fuji<br>Oil 4SA 6Cy. 300 × 430<br>700bhp (515kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 72kW 230V a.c. | 11,25kn |
| **SE WON**<br>**Ban Byung Kun**<br>Busan South Korea | **397**<br>237<br>750 | KR | **1980**<br>56,01<br>50,53<br>P 13,2 1 dk | Shin-A Shipbuilding Co. Ltd.—Chungmu<br><br>10,51 | 3,001<br>3,51 | | **M General Cargo**<br>G.772 B.757<br>1 Ha (19,9 × 7,4)<br>Cr 1(5) | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 32kW 445V a.c. | 10,5kn |
| **SE WON No. 106**<br>ex Dong Wha No. 106-91<br>ex Tong Wha No. 106-84<br>**Park Sun-Ae & besides one**<br>Busan South Korea | **184**<br>109<br>235 | KR | **1968**<br>43,41<br>38,74<br>P 7,7 F 6,8 1 dk | Dae Sun SB. & Eng. Co. Ltd.—Pusan<br><br>6,90 | 2,835<br>3,20 | | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.222<br>3 Ha (each 1,2 × 1,2) ER | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 100kW 230V a.c. | 10,25kn |
| **SE YANG No. 11**<br>**Se Yang Fisheries Co. Ltd.**<br>Busan South Korea | **354**<br>—<br>425 | KR | **1986**<br>50,81 (BB)<br>44,61<br>B 21,1 F 11,6 1 dk | Dae Dong SB. Co. Ltd.—Busan<br>8,62<br>8,60 | 3,56 | (282) | **M Fishing**<br>Side-fishing Tuna Long-line | Niigata<br>Oil 4SA 6Cy. 280 × 480 dr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 1 × 280kW 225V a.c. | 12,25kn |
| **SE YANG No. 12**<br>**Se Yang Fisheries Co. Ltd.**<br>Busan South Korea | **380**<br>—<br>486 | KR | **1987**<br>53,01<br>46,89<br>P 25,6 B 6,4 F 8,6 1 dk | Dae Dong SB. Co. Ltd.—Busan<br><br>8,70 | 3,76 | (297) | **M Fishing**<br>Side-fishing Tuna Long-line Ref | Niigata<br>Oil 4SA 6Cy. 280 × 480 sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 280kW 225V 50Hz a.c. | 11,75kn |
| **SE YANG No. 15**<br>**Se Yang Fisheries Co. Ltd.**<br>Busan South Korea | **380**<br>—<br>422 | KR | **1988**<br>53,30<br>46,90<br>1 dk | Dae Dong SB. Co. Ltd.—Busan<br><br>8,70 | 3,450<br>3,75 | (318) | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.456 | Niigata<br>Oil 4SA 6Cy. 280 × 480 sr reverse geared to sc. shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon | 6M28AFTE |
| **SE YANG No. 31**<br>ex Sam In No. 5<br>ex Daien Maru No. 11-69<br>**Se Yang Fisheries Co. Ltd.**<br>Busan South Korea | **400**<br>212<br>— | KR | **1967**<br>54,34<br>48,54<br>1 dk | Miho Zosensho K.K.—Shimizu<br>8,26<br>8,23 | 3,404<br>3,79 | (597) | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.487<br>2 Ha (1,3 × 1,0) (2,1 × 2,1) ER | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 164kW 225V a.c. | 11kn |
| **SE YANG No. 51**<br>**Se Yang Fisheries Co. Ltd.**<br>Busan South Korea | **439**<br>253<br>511 | KR | **1978**<br>55,17<br>49,00<br>P 25,6 F 5,8 1 dk | Dae Dong SB. Co. Ltd.—Busan<br><br>8,60 | 3,791<br>4,02 | | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.542<br>3 Ha (1,3 1,3 × 0,9) (1,7 × 1,7) | Akasaka<br>Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c. | AH28R<br>12,75kn |
| **SE YANG No. 52**<br>**Se Yang Fisheries Co. Ltd.**<br>South Korea | **659**<br>—<br>864 | KR (Class cont.) | **1991**<br>...<br>... | Dae Dong SB. Co. Ltd.—Busan<br>...<br>... | ...<br>... | (368) | **M Fishing**<br>Long-line | Niigata<br>Oil 4SA 6Cy. 280 × 480 geared to sc. shaft<br>Ssang Yong Heavy Industries Co. Ltd. Changwon | 6M28AFTE |

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| **7734703**<br>*6KVK*<br>BS-A-2034<br>Df Esd Gc<br>Pfd Rdr Rt | **SE YANG No. 55**<br>ex Lucky Star No. 107-83<br>ex Shinmei Maru No. 27<br>**Shin Heung Fisheries Co. Ltd.**<br>Busan South Korea | **201**<br>91<br>156 | KR | **1964** Hakata Dock K.K.—Fukuoka<br>*34,51* 2,950<br>34,02 6,90 3,10<br>P 15,6 F 4,0 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.252<br>3 Ha (each 1,4 × 1,4) | Hanshin<br>Oil 4SA 6Cy. 290 × 410<br>580bhp (427kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 64kW 225V a.c. |
| **8623781**<br>*HLHC*<br>BS-A-2418<br>Df Esd Gc<br>Pfd Rdr Rt | **SE YANG No. 300**<br>**Park Yang-Boo**<br>Busan South Korea | **129**<br>—<br>486 | (KR) | **1986** Chinhae SB. Co. Ltd.—Chinhae<br>40,49<br>32,31 7,31 3,00<br>B 5,8 F 7,4 1 dk | **M Fishing**<br>Purse Seiner | Oil 4SA 8Cy. 320 × 380<br>1 920bhp (1 412kW)<br>Fuji Diesel Co. Ltd.<br>Gen 1 × 128kW 225V a.c.<br>Fuel (d.o.) |
| **6519871**<br>*6KEW*<br>IF1905<br>Df Esd Gc<br>Rdr Rt | **SE YANG No. 337**<br>ex Nam Hae No. 219-83<br>**Korea Marine Industry Development Corp.**<br>Inchon South Korea | **159**<br>57<br>168 | (KR) | **1965** Soc. Nouvelle des At. & Ch. du Havre—Le Havre (B.17)<br>30,00 6,53 2,515<br>25,00 6,51 3,10<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>3 Ho ER<br>In.119<br>3 Ha (each 0,8 × 0,8) ER | Fiat<br>Oil 4SA 8Cy. 230 × 350<br>460bhp (338kW)<br>S.A. Fiat S.G.M.<br>Fuel 70,0t (d.o.) |
| **6620400**<br>*HLLU*<br>BF43165<br>Df Esd Gc<br>Pfd Rdr Rt | **SE YOUNG No. 2**<br>ex Keo Mun No. 502-85<br>**Lee Su In**<br>Busan South Korea | **223**<br>80<br>— | (KR) | **1966** At. & Ch. de la Manche—Dieppe (1191)<br>32,29 7,50 3,099<br>26,98 7,47 3,81<br>F 17,4 1 dk | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>In.142<br>2 Ha (each 0,9 × 0,9) ER<br>2W Der 4(0,5) | Fiat<br>Oil 4SA 8Cy. 230 × 350<br>640bhp (471kW)<br>S.A. Fiat S.G.M.<br>Fuel (d.o.) |
| **5252646**<br>*HP5167*<br>18801-PEXT<br>Df Esd Rdr<br>RTm | **SE 68 BRODAL**<br>ex Brodal-88 ex Nimrod-69<br>**Myrtleberry Inc.**<br>Panama Panama | **132**<br>57<br>— | (BV) | **1962** Schiffswerft "Ernst Thalmann"—Brandenberg<br>30,94 6,61 2,699<br>26,17 6,57 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,6 1,6 × 1,2) (0,6 × 0,9) ER<br>2W Der 1(3,5) 1(1,5) | Polar<br>Oil 4SA 6Cy. 250 × 300<br>675bhp (497kW)<br>Nydqvist & Holm A/B<br>Fuel 15,5t (d.o.)-1,0pd |
| **7377531**<br>*P3PO2*<br>708390<br>Df Esd Gc<br>Rdr RTv | **SEA**<br>ex Sen-89 ex Senator-88 ex Kreon-87<br>**Kelty Shipping Co. Ltd.**<br>Transocean Maritime Corp.<br>Limassol Cyprus | **6 539**<br>4 188<br>11 719 | BV | **1975** Fukuoka Zosen K.K.—Fukuoka (1031)<br>127,79 20,55 8,051<br>119,82 20,50 10,29<br>P & B 21,7 1 dk | **M General Cargo**<br>3 Ho 24,6 39,8 25,2 ER<br>G.14 722 B.13 912<br>3 Ha (stl) (19,8 × 8,7) (34,2 20,9 × 10,7) ER<br>4W Der 4(21) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>4 560kW (6 199bhp)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 250kW 440V 60Hz a.c. |
| **6906737**<br>*IRMI*<br>739<br>Esd RdrRTm | **SEA**<br>ex Parat-80<br>**Ocean S.r.l.**<br>Trieste Italy | **134**<br>24<br>— | RI (GL) | **1969** Schulte & Bruns—Emden (255)<br>27,79 7,90 2,852<br>24,49 7,50 3,48<br>1 dk<br>BK 203 | **M Tug** | MaK<br>Oil 4SA 6Cy. 320 × 450 reverse reduc<br>to sc. shaft<br>Atlas-MaK Maschinenbau<br>Gen 2 × 37kW 24V d.c.<br>Fuel 49,0t (d.o.) |
| **8005018**<br>*JM4904*<br>123482<br>Df Rdr Rt | **SEA ACE**<br>**Kyushu Yusen K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **425**<br>—<br>100 | | **1980** Mitsubishi Heavy Industries Ltd. —Shimonoseki (823)<br>45,01 7,83 1,250<br>41,00 7,80 3,92<br>1 dk | **Aluminium Alloy TM Ferry** | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 190 × 23<br>geared to sc. shafts<br>2 420bhp (1 780kW)<br>Ikegai Tekkosho |
| **7714351**<br>*C6HZ7*<br>715572<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEA ADVENTURE**<br>ex Sea-Land Adventurer-89<br>(Main Cargo section)<br>ex San Francisco (LR No. 5309815)-78<br>**Intersea Operations Ltd.**<br>Sea-Land Service Inc.<br>Nassau Bahamas<br>SatCom: 1103403/ADVE | *17 618*<br>*6 520*<br>15 417 | AB | **1978** (Fwd & aft sections) Mitsubishi Heavy Industries Ltd.—Kobe (6454)<br>**1963** (Main Cargo section) Blohm & Voss A.G. —Hamburg<br>201,78 (BB) 23,86 8,281<br>190,20 23,78 11,94<br>1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho 16,7 24,5 24,5 24,5 24,5 24,5 ER<br>C.Ho' 336/35' 9/40' C.Dk 238/35' incl. 56 ref C.<br>11 Ha (stl) ER<br>40 Wing Ha (stl) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 670kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 432,0t (d.o.) 2 108,5t (hvf)-51,0pd |
| **7025308**<br>*S2XI*<br>Df Esd Gc<br>Rdr RTv | **SEA ADVENTURER**<br>ex John Michalos-87<br>**Sea Trade & Construction Ltd.**<br>Chittagong Bangladesh | *8 748*<br>*6 253*<br>15 327 | ✠**100A1** SS 4/88<br>✠**LMC**<br>EL Z 2⅛"U2<br>FN 4317<br>**SURVEYS OVERDUE — CLASS SUSPENDED 5/4/91** | **1970**-9 Hellenic Shipyards—Skaramanga (1063)<br>141,00 20,58 8,852<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>RW rf nil | **M General Cargo**<br>5 Ho 21,6 29,7 11,4 22,8 ER 21,3<br>G.21 642 B.19 793<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 10(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>4 046kW (5 501bhp)<br>H. Cegielski<br>AuxB 7kgf/cm² (6,9bar)<br>Gen 3 × 220kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 984,5t (hvf) |
| **6910972**<br>*WTJ7413*<br>551889<br>Df Esd Gc<br>Pfd Rdr RTv | **SEA ALASKA**<br>ex Tipton ex Unalga (WAK 185)<br>ex Tipton (AK 215)<br>**Trident Seafoods Corp.**<br>Juneau, Ak United States of America<br>SatCom: 1505141/SEAA | **4 190**<br>2 469<br>5 106 | (AB) | **1944** Leathem D. Smith SB. Co.—Sturgeon Bay, Wi (335)<br>103,23 15,27 7,138<br>97,95 15,24 8,84<br>P 27,5 F 11,6 2 dks<br>rf nil<br>conv General Cargo 74<br>conv General Cargo/ Supply Ship — | **M Factory Ship**<br>Fish-factory Cannery Ref<br>4 Ho 13,0 24,0 20,5 ER 9,3<br>4 Ha (stl) (6,1 12,3 12,3 × 6,1) ER (2,6 × 2,3)<br>12W Der 2(10) 8(5) 2(-) | Nordberg<br>Oil 2SA 6Cy. 545 × 740<br>1 700bhp (1 250kW)<br>Nordberg Manufacturing Co.<br>Gen 2 × 250kW 200V d.c. |
| **5315955**<br>*GHCF*<br>301565<br>RTv | **SEA ALERT**<br>**Celtic Diving & Salvage** | **168**<br>0<br>— | ✠Classed LR until 15/7/77 | **1960**-4 Henry Scarr Ltd.—Hessle (768)<br>30,23 7,60 3,048<br>27,13 7,17 3,66<br>1 dk<br>RW rf 381 BK 152 | **M Tug** | Ruston<br>Oil 4SA 7Cy. 260 × 368 sr reverse g<br>shaft<br>Ruston & Hornsby Ltd.<br>Gen 2 × 35kW 220V d.c.<br>Fuel (d.o.) |
| **8905983**<br>*D8YG*<br>BSR-890964 | **SEA APEX**<br>**Nam Sung Shipping Co. Ltd.**<br>Busan South Korea | *1 598*<br>*1 117*<br>3 052 | KR | **1989** Shin-A Shipbuilding Co. Ltd.—Chungmu (335)<br>88,63 (BB) 13,02 5,299<br>81,50 13,00 6,50<br>1 dk | **M General Cargo**<br>G.4 027 B.2 717<br>TEU 78 C. 78/20'(40')<br>3 Ha (stl) (6,6 × 5,0) (12,6 25,8 × 10,0) ER<br>Der 1(15) 1(20) 1(25) | B&W<br>Oil 2SA 6Cy. 260 × 980<br>1 765kW (2 400bhp)<br>Ssang Yong Heavy Industries Co. Ltd.<br>Gen 2 × 160kW 445V a.c. |
| **7725350**<br>*H9NN*<br>11238-81A<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA ARCHITECT**<br>**Sea Architect Shipping Inc.**<br>Panama Panama | T.Mk<br>**7 507**<br>4 735<br>12 000<br>**12 245**<br>7 368<br>17 558 | BV | **1981** Zhonghua Shipyard—Shanghai (7211)<br>164,32 22,92 —/9,741<br>154,01 22,86 13,21<br>2 dks | **M General Cargo**<br>4 Ho 21,7 35,2 35,2 21,6 ER 4 TwD<br>7 Ha (stl) (13,3 25,6p&s 25,6p&s 12,8p&s × 8,0) ER<br>Cr 5(25) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd. |
| **8203933**<br>*3FPO*<br>11849-82<br>Df Esd Gc<br>Rdr Rt | **SEA ARROW**<br>**Silco Maritime Inc.**<br>Panama Panama | **2 625**<br>1 752<br>4 848 | NK | **1981** K.K. Imai Seisakusho—Iwagi (220)<br>90,51 (BB) 15,24 6,405<br>83,32 15,21 7,60<br>P 19,2 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 703 B.5 075<br>2 Ha (stl) (15,2 26,0 × 8,5) ER<br>Der 3(15) | Akasaka<br>Oil 4SA 6Cy. 380 × 600 reverse red<br>to sc. shaft<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |

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|---|---|---|---|---|---|
| **SEA AVON**<br>**Onesimus Dorey (Shipowners) Ltd.**<br>James Fisher and Sons Public Limited Company<br>Nassau Bahamas | T.Mk<br>**529**<br>247<br>1 577<br>**1 102**<br>660<br>2 273 | ✠**100A1** SS 7/87<br>✠**LMC** **UMS**<br>EL M 385,0/32,0U2<br>FN 1230 | **1977**-7 Kanrei Zosen K.K.—Tokushima (235)<br>69,02 13,54 —/4,495<br>65,00 13,50 5,41<br>P 12,8 F 7,7 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 43,9 1 TwD<br>G.2 545 B.2 382<br>1 Ha (stl) (40,5 × 10,3) ER | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320 reverse reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Ota<br>Gen 2 × 70kW 1 × 25kW 230V 50Hz a.c.<br>Fuel 196,0t (d.o.) 9kn |
| **SEA BARON**<br>**Jensen Hugh Elwin & Teddy Ogilvie Norman**<br>Roatan Honduras | **100**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing**<br>Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SEA BASSET**<br>**Sembawang Maritime Ltd.**<br>Singapore Singapore | **264**<br>84<br>— | BV | **1974** Matsuura Tekko Zosen—Higashino (242)<br>31,50 3,480<br>26,98 8,49 4,40<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 275 × 300<br>Fuji Diesel Co. Ltd. Tateyama<br>12,5kn |
| **SEA BAY II**<br>**Sea Bay Venture Pvt. Ltd.**<br>Cochin India | **116**<br>35<br>76 | IRS | **1989** Goa Shipyard Ltd.—Goa (1146)<br>23,43 6,62 2,758<br>21,00 6,51 3,41<br>1 dk | **M Fishing**<br>Stern-fishing Ref<br>In.80 | Cummins KT-1150-M<br>Oil 4SA 6Cy. 159 × 159 with clutches & sr reverse geared to sc. shaft<br>294kW (400bhp)<br>Kirloskar Cummins Ltd. Pune |
| **SEA BEACH**<br>ex Inagua Beach-87<br>**Pilot Oceanways Corp.**<br>Panama Panama | **788**<br>251<br>2 035 | AB | **1970** Levingston SB. Co.—Orange, Tx (688)<br>81,51 15,68 3,490<br>77,63 15,55 4,88<br>1 dk<br>rf 203 | **TrM RoRo Cargo/ Landing Craft**<br>Bow door/ramp Stern ramp<br>Mchy.aft | Caterpillar<br>3 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 295bhp (1 688kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 250kW 2 × 135kW 460V 60Hz a.c.<br>Fuel 713,5t (d.o.)-9,0pd 12kn |
| **SEA BEE**<br>**Plaquemines Bunkers Inc.**<br>New Orleans, La United States of America | **497**<br>338<br>— | | **1973** .............Patterson, La<br>*49,44* 9,76<br>3,38<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>1 800bhp (1 324kW)<br>U.S.A. |
| **SEA BELL**<br>ex Pacific Courage-86<br>**Saturn Shipping Corp.**<br>Primera Ship Services (Hong Kong) Ltd.<br>Manila Philippines | *69 282*<br>*51 368*<br>123 000 | AB | **1982** Hyundai Heavy Industries Co. Ltd.—Ulsan (157)<br>264,50 16,747<br>254,21 40,81 22,81<br>F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 21,7 22,4 22,4 22,4 22,4 22,4 22,4 22,4 22,4 ER<br>G.147 486 HeCls. ptB<br>9 Ha (stl) (each 16,0 × 19,7) ER | B&W 6L80GFCA<br>Oil 2SA 6Cy. 800 × 1950<br>16 700bhp (12 284kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 269,0t (d.o.) 4 224,5t (hvf)-52,0pd 14,5kn |
| **SEA BELLS**<br>**Mandarin Maritime Inc.**<br>Monrovia Liberia | **15 037**<br>10 582<br>25 537 | NK | **1973** Kanasashi Co. Ltd.—Shimizu (1070)<br>175,85 (BB) 25,43 9,602<br>165,00 25,40 13,42<br>P 29,0 F 12,2 1 dk | **M Bulk Carrier**<br>Mchy.aft<br>G.36 156 B.31 906<br>5 Ha (stl) (12,5 × 9,9) (18,9 18,7 18,7 18,7 × 12,5)<br>Der 5(25) | B&W 7K62EF<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 400kW<br>Fuel 1 761,0t-34,5pd 14,5kn |
| **SEA BIANCA**<br>ex Bianca-89 ex Estestrom-87<br>ex Bianca-75<br>**The Plaza Corp.**<br>Scandinavian Trade Exchange<br>San Lorenzo Honduras | T.Mk<br>**499**<br>336<br>1 290 | GL | **1970** Bayerische Schiffbau G.m.b.H. —Erlenbach/Main (1012)<br>69,70 11,61 3,595<br>65,46 11,51 6,91<br>P 14,4 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>1 Ho 44,0 ER<br>G.3 229 B.2 942 In.55<br>TEU 45 C. 45/20'<br>1 Ha (stl) (31,2 × 7,6) ER | MWM<br>Oil 4SA 6Cy. 360 × 450<br>1 650bhp (1 214kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 42kW 1 × 30kW 380V 50Hz a.c.<br>12,5kn |
| **SEA BIRD**<br>**K/S Sea Bird**<br>J. Poulsen Shipping A/S<br>Korsor Denmark (DIS) | *3 277*<br>*1 578*<br>4 270 | GL | **1990** HDW-Nobiskrug G.m.b.H—Rendsburg (751)<br>94,40 (BB) 5,600<br>86,50 15,50 7,90<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.5 862<br>TEU 276 C.Ho 131/20'(40') C.Dk 145/20'(40') incl. 30 ref C.<br>1 Ha (stl) (55,8 × 12,6) ER<br>Cr 2(-) | MaK 6M453C<br>Oil 4SA 6Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>2 200kW (2 991bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 313kW 1 × 260kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 60,0t (d.o.) 245,0t (hvf)-10,0pd 13,5kn |
| **SEA BIRD**<br>ex Paulmy Star-75 ex Ocean Pioneer-75<br>ex Chuyo Maru No. 16-75<br>**Ming Tai Marine Products Co. Ltd.**<br>Kaohsiung China* | **591**<br>312<br>436 | | **1968** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (675)<br>50,20 8,82 3,501<br>44,66 8,81 5,90<br>2 dks<br>rf 348 BK | **M Fishing**<br>Side-fishing Ref<br>3 Ho 8,0 8,0 8,6 ER<br>In.437<br>3 Ha (stl) ER<br>4W Der 2(2) 2(1,5) | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Tokyo<br>Gen 2 × 100kW 445V a.c.<br>Controllable pitch propeller<br>12kn |
| **SEA BIRD**<br>ex Sea Bird II-84 ex Sea-Bird-77<br>Turkey | **299**<br>118<br>847 | (BV) | **1967** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (272)<br>55,48 9,81 3,544<br>50,40 9,76 3,61<br>P 35,4 F 8,3 1 dk & S dk<br>rf nil | **M General Cargo**<br>2 Ho ER<br>G.1 369 B.1 229<br>2 Ha (stl) (7,9 × 5,0) (15,7 × 5,4) ER<br>3W Der 3(3-5) | Alpha<br>Oil 2SA 7Cy. 240 × 400<br>595bhp (438kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 47,0t (d.o.)-2,0pd 10kn |
| **SEA BIRD**<br>ex Blue Bird-76 ex Sonja-73<br>**N.V. Rederij Flamingo**<br>Zeebrugge Belgium | **109**<br>39<br>— | | **1967** N.V. Scheepswerven L. de Graeve —Zeebrugge<br>27,40 - —<br>- -<br>1 dk | **M Fishing**<br>Side-fishing | A.B.C.<br>Oil 4SA 6Cy. 242 × 320<br>400bhp (294kW)<br>Anglo-Belgian Co. N.V. Gent/Gand |
| **SEA BIRD No. 8**<br>ex Seishu Maru No. 8-74 | **922**<br>508<br>— | | **1956** Kanasashi Co. Ltd.—Shimizu (237)<br>61,68 9,81 4,115<br>54,89 9,78 4,81<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 430 × 620<br>Hanshin Nainenki Kogyo Kobe |
| **SEA BIRD No. 82**<br>ex Seisho Maru No. 7<br>ex Kasuga Maru No. 38<br>**Yu Sung Co. S.A.**<br>Panama Panama | **344**<br>185<br>— | (KR) | **1961** Kanasashi Co. Ltd.—Shimizu (437)<br>*44,29* 7,83 3,175<br>43,69 7,80 3,81<br>P 19,6 F 4,6 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.555<br>4 Ha (each 1,6 × 1,4) ER | Akasaka<br>Oil 4SA 6Cy. 350 × 500<br>900bhp (662kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 104kW 225V a.c.<br>Fuel 197,0t 11,5kn |
| **SEA BIRD No. 83**<br>ex Daisho Maru No. 8-82<br>ex Sanei Maru No. 28-78<br>**Yu Sung Co. S.A.**<br>Panama Panama | **164**<br>78<br>— | | **1970** Uchida Zosen—Ise (694)<br>6,84<br>33,74 6,81 3,00<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SEA BIRD No. 85**<br>ex Hokushin Maru-82 ex Taikyo Maru<br>ex Kotoshiro Maru No. 25-69<br>**Yu Sung Co. S.A.**<br>Panama Panama | **346**<br>192<br>— | | **1959** Kanasashi Co. Ltd.—Shimizu (312)<br>*43,74* 7,83<br>40,09 7,80 3,89<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 370 × 520<br>900bhp (662kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 198,0t |

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|---|---|---|---|---|---|---|
| **6509486**<br>*HOLA*<br>10065-YJ<br>Df Esd Gc<br>Rdr | **SEA BIRD No. 86**<br>ex Konpira Maru No. 38-82<br>ex Eiwa Maru No. 38<br>ex Chokyu Maru No. 6<br>**Yu Sung Co. S.A.**<br>Panama Panama | **253**<br>127<br>— | | **1964** Miho Zosensho K.K.—Shimizu (527)<br>*40,45* 7,62<br>39,93 7,60 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. |
| **8331912**<br>*3EHX2*<br>10173-YJ<br>Rt | **SEA BIRD No. 87**<br>ex Hamazen Maru No. 55-82<br>**Yu Sung Co. S.A.**<br>Panama Panama | **289**<br>155<br>— | | **1962** ..............Japan<br>46,16 7,57<br>40,54 7,51 3,61<br>1 dk | **M General Cargo** | Oil |
| **6819398**<br>*3EQW2*<br>10335-YJ<br>Df Esd Gc<br>Pfd Rdr | **SEA BIRD No. 88**<br>ex Daitoku Maru No. 1-83<br>ex Isuzu Maru No. 3-79<br>ex Koei Maru No. 5<br>**Yu Sung Co. S.A.**<br>Panama Panama | **254**<br>113<br>— | | **1968** Miho Zosensho K.K.—Shimizu (655)<br>45,09 7,62<br>40,01 7,60 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>552kW (750bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **7736270**<br>*WSN8011*<br>588240<br>Df Esd Gc<br>Rdr Rt | **SEA BLAZER**<br>**Sally R. Smotherman**<br>Astoria, Or United States of America | **127**<br>87<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,97*<br>6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Shrimp-trawl | Oil<br>365bhp (268kW) |
| **7216622**<br>*WN2269*<br>231416 | **SEA BOB**<br>ex State Key ex City of Portland<br>**Sea Anchors Inc.**<br>New Orleans, La United States of America | **129**<br>52<br>— | | **1931** Rice Brothers Corp.—East Boothbay, Me<br>*25,79* 6,71<br>26,52 2,80 | **TrM Supply Ship**<br>Deck Cargo | Cummins<br>3 Oil<br>600bhp (441kW)<br>Cummins Engine Co. Inc.<br>Fuel (d.o.) |
| **8007987**<br>*ELCC2*<br>7231<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEA BRAVES**<br>ex Tulipan-89 ex Petersfield-89<br>ex Arianna-88<br>**Botany Shipping Ltd.**<br>Monrovia Liberia | **12 671**<br>8 077<br>22 755 | (AB) | **1982** Korea SB. & Eng. Corp.—Busan (1018)<br>157,60 (BB) 23,02 10,008<br>148,60 22,96 13,10<br>P 30,8 F 10,1 1 dk<br>rf nil | **M Tanker**<br>CBT IGS<br>15 Ta ER<br>L.(oil) 20 800 | B&W<br>Oil 2SA 6Cy. 550 × 1380<br>8 970bhp (6 598kW)<br>Hitachi Zosen Hiroshima Wor<br>Gen 3 × 450kW 440V 60Hz a.c. |
| **7816836**<br>*DNAO*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SEA BREEZE**<br>ex CMB Motion-91<br>ex European Senator-90<br>ex Franklin I-87 ex TFL Franklin-86<br>ex Seatrain Bennington-80<br>**Navi-Fonds Nr. 10 Seeschiffsanlagegesellschaft Engler Beteiligungs G.m.b.H. & Co. KG**<br>Christian F. Ahrenkiel G.m.b.H. & Co.<br>Hamburg Federal Republic of Germany | **15 782**<br>7 888<br>18 821 | GL<br>✠Classed LR until 1/5/81 | **1979**-12 Namura SB. Co. Ltd.—Imari (837)<br>177,02 (BB) 27,06 10,070<br>164,01 27,01 13,52<br>P 23,5 F 24,4 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 22,1 29,5 28,8 27,9 ER 13,5<br>TEU 909<br>C.Ho 452/20'(40') C.Dk 457/20'(40')<br>14 Ha (stl) ER 2 Ha (stl) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 880kW 450V 60Hz a.c.<br>Fuel 193,0t (d.o.) 2 335,0t (hvf)-60,5pd |
| **7005504**<br>*JG2694*<br>107124<br>Rdr Rt | **SEA BREEZE**<br>ex Kiire Maru No. 1-83<br>**Yokohama Bosaisen K.K.**<br>Tokyo Japan | **290**<br>—<br>— | | **1969** Towa Zosen K.K.—Shimonoseki (376)<br>35,18 10,04 3,150<br>33,99 10,01 4,40<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380 geare<br>shafts<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 40kW 225V 60Hz a.c.<br>Fuel 50,0t (d.o.)-11,0pd |
| **6508896**<br>*WJ8886*<br>275548<br>Df Esd Rdr<br>Rt | **SEA BREEZE**<br>ex Lt. Joseph P. Myers ex LT 372<br>**Shipowners & Merchants Towboat Co. Ltd.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **287**<br>195<br>— | (AB) | **1944** Sagstad Shipyards—Seattle, Wa (372)<br>*35,73* 8,59<br>35,97 8,54 4,45<br>1 dk | **Wood M Tug** | Enterprise<br>Oil 4SA 8Cy. 406 × 508<br>Enterprise Engine & Foundry Co. San Fra |
| **7404114**<br>569926<br>Esd Gc Pfd<br>Rdr Rt | **SEA BREEZE**<br>ex Robin XII-84<br>**GATX Leasing Corp.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **197**<br>134<br>— | AB | **1976** McDermott Shipyard—Morgan City, La (209)<br>10,37 4,496<br>36,61 10,32 5,01<br>1 dk | **TM Tug** | Alco<br>2 Vee Oil 4SA each 12Cy. 229 × 267<br>reduction geared to sc. shafts<br>Alco Engine Div. of White Industrial Pow<br>Inc.<br>Gen 2 × 75kW<br>Fuel 254,0t (d.o.) |
| **7948342**<br>614564 | **SEA BREEZE**<br>ex Salmo 23<br>**Sea Breeze Fisheries Inc.**<br>New Bedford, Ma United States of America | **143**<br>99<br>— | | **1979** ..............Coden, Al<br>*21,98* 6,76<br>3,38<br>1 dk | **M Fishing** | Oil<br>472bhp (347kW) |
| **7322146**<br>*3EMZ8*<br>20422-BA<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEA BREEZE II**<br>ex Punta Brava-90 ex Joliette-79<br>**Delphin Marina S.A.**<br>A. Bottacchi S.A. de Navegacion<br>Panama Panama | *12 357*<br>*7 353*<br>15 600 | BV | **1974** Marine Industrie Ltee.—Sorel, P.Q. (407)<br>159,28 (BB) 22,97 9,600<br>146,71 22,78 13,19<br>P 40,3 F 38,1 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf nil | **M General Cargo**<br>4 Ho 24,0 27,0 27,0 27,0 ER 10 TwD<br>G.25 641 B.22 810<br>TEU 387 C. 387/20'<br>8 Ha (stl) (13,5 19,5p&s 19,5p&s 19,5p&s × 8,0) ER (7,5 × 8,0)<br>Cr 3(5) Der 2(30) 2(22) | Pielstick<br>Vee Oil 4SA 16Cy. 480 × 520 reverse<br>geared to sc. shaft<br>13 400bhp (9 857kW)<br>Ch. de l'Atlantique<br>Gen 3 × 600kW 380V 50Hz a.c.<br>Fuel 244,0t (d.o.) 1 443,0t (hvf) |
| **8504961**<br>*C4ZH*<br>708585<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>SatCom<br>AMVER | **SEA BRIDGE**<br>ex Liberta-91 ex Red Sea Elbe-90<br>ex Alum Bay-89 ex Contado-89<br>ex Japan Senator-88<br>ex Ville de Mars-87 ex Contado-86<br>**Astraea Shipping Co. Ltd.**<br>Peter Dohle Schiffahrts-KG. (G.m.b.H. & Co.)<br>Limassol Cyprus | *14 066*<br>*8 676*<br>19 469<br>T/cm<br>31,6 | GL | **1986** Schlichting-Werft G.m.b.H.—Travemuende (2036)<br>161,53 (BB) 9,802<br>152,03 25,21 12,91<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>5 Cell. Ho 15,6 25,7 26,5 35,1 26,5 ER<br>TEU 1317 C. 1317/20' (40')<br>9 Ha (stl) ER<br>Cr 3(36) | MaK<br>Oil 4SA 8Cy. 580 × 600 with flexible c<br>sr geared to sc. shaft<br>10 876bhp (8 000kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 1000kW 3 × 560kW 440V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 157,5t (d.o.) 1 126,5t (i.f.o.) |
| **8109981**<br>*H9AG*<br>12558-82B<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SEA BRIDGE**<br>**Estrellado Maritimo Compania (Panama) S.A.**<br>Panama Panama<br>SatCom: 1330517/SEAB | **5 725**<br>2 127<br>10 377 | NK | **1982** Kawasaki Heavy Ind. Ltd.—Kobe (1341)<br>149,99 (BB) 32,24 5,025<br>143,01 32,20 8,01<br>B 14,7 F 10,7 1 dk | **TM RoRo Cargo**<br>Deck Cargo Heavy-load<br>Stern door/ramp<br>L 20,00 W 7,00<br>1 Ho ER<br>B.4 760<br>2 Ha (stl) (12,3p × 4,4) (12,3s × 6,0) ER<br>Cr 2(12,5) | Pielstick<br>2 Oil 4SA each 6Cy. 400 × 460 with<br>couplings & sr geared to sc. shafts<br>7 800bhp (5 737kW)<br>Nippon Kokan K.K. Tsurumi Wor<br>Gen 2 × 520kW<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 303,5t (d.o.) 1 427,0t (hvf)-25,5pd |
| **8033039**<br>*BNCF* | **SEA BRIDGE No. 1**<br>**Sea Bridge Inc.**<br>Kaohsiung China* | **217**<br>139<br>218 | | **1978** San Yang SB. Co. Ltd.—Kaohsiung<br>31,50 7,68 2,301<br>29,01 7,41 3,10<br>Trunk 2,5 F 2,8 1 dk<br>rf 102 | **M Chemical Carrier**<br>Mchy.aft | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>340bhp (250kW)<br>General Motors Corp.<br>Gen 1 × 16kW 225V a.c. |
| **8033041**<br>*BNCG* | **SEA BRIDGE No. 2**<br>**Sea Bridge Inc.**<br>Kaohsiung China* | **217**<br>140<br>218 | | **1978** San Yang SB. Co. Ltd.—Kaohsiung<br>31,50 7,68 2,301<br>29,01 7,41 3,10<br>Trunk 2,5 F 2,8 1 dk<br>rf 102 | **M Chemical Carrier**<br>Mchy.aft | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>340bhp (250kW)<br>General Motors Corp.<br>Gen 1 × 16kW 225V a.c. |

**SEA BRIDGE No. 111**
ex Soya Maru No. 7-85
ex Seikan Maru No. 2-81
**Fujiyama Shipping Agency S.A.**
Panama
Panama
999
525
455
**1968** Taguma Zosen—Innoshima (62)
67,98 12,02 3,048
63,02 11,99 4,47
1 dk
RW
**TM Ferry**
400P
Daihatsu
2 Oil 4SA each 8Cy. 300 × 380
2 660bhp (1 957kW)
Daihatsu Kogyo Osaka
15,5kn

**SEA BRIGHT**
ex Shin Pung-89
ex Hoshin Maru No. 8-88
**Nova Marine S. de R.L.**
Shin Sung Shipping Co. Ltd.
Kingstown
St. Vincent and the Grenadines
499
313
1 537
**1971** Sasaki Zosen K.K.—Kinoe (152)
60,89 11,03 4,249
KR 60,00 11,00 4,35
2 dks
**M General Cargo**
Mchy.aft
Hanshin
Oil 4SA 6Cy. 350 × 550
1 500bhp (1 103kW)
Hanshin Nainenki Kogyo Kobe

**SEA BROS**
ex Sun Progress-91 ex Sanvass-82
ex Taiyo Maru-78
**Seabros Shipping Co. Ltd.**
Kingstown
St. Vincent and the Grenadines
3 228
2 164
6 081
**1970** Imabari Zosen—Imabari (235)
101,99 16,31 6,711
KR (NK) 95,99 16,29 8,16
P 19,9 F 10,1 1 dk
RW
**M General Cargo**
2 Ho ER
G.7 490 B.7 213
2 Ha (stl) (27,1 27,8 × 8,3) ER
Der 4(15)
Mitsubishi 6UET45/75C
Oil 2SA 6Cy. 450 × 750
3 800bhp (2 795kW)
Kobe Hatsudoki K.K. Tarami
Gen 2 × 132kW 445V a.c.
Fuel 559,0t-14,0pd 12,5kn

**SEA CAPTURE**
United States of America
130
—
—
**1991** Washburn & Doughty Associates Inc.—East Boothbay, Me (40)
... ... ...
... ... ...
**M Fishing**
Side-fishing Long-line Processing Ref
Caterpillar 3408TA
Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft
Caterpillar Inc. Peoria, Illinois

**SEA CARRIER I**
ex Offshore III-83
**Malawi Marine Sendirian Berhad**
Labuan
Malaysia
*506*
*151*
750
**1983** Tonoura Dock Co. Ltd.—Miyazaki (56)
40,01 10,04 3,849
AB 36,00 10,00 4,22
F 17,4 1 dk
rf 102
**TM Supply Ship**
Deck Cargo
Yanmar T260L-ST
2 Oil 4SA each 6Cy. 260 × 330 dr reverse geared to sc. shafts
2 800bhp (2 060kW)
Yanmar Diesel Engine Co. Ltd. Amagasaki
Thw. thrust propeller fwd
13kn

**SEA CARRIER I**
ex Scancarrier-88 ex Spes No. 1-84
ex Spes-82 ex Kannik-80
ex Mette Bravo-80 ex Kirsten Bech-75
ex Captain Magellan-75
ex Kirsten Bech-73
**Fickle S.A.**
Panama
Panama
T.Mk
**479**
304
1 360
**1971** Sonderborg Skibsvaerft A/S—Sonderborg (64)
BV 70,82 13,01 3,601
65,99 12,98 6,30
B 15,0 F 13,2 2 dks
**M General Cargo**
1 Ho 49,0 ER
G.3 200 B.2 832
2 Ha (stl) (each 19,2 × 8,5) ER
4W Der 4(5)
Alpha
Oil 4SA 8Cy. 225 × 300 sr geared to sc. shaft
1 240bhp (912kW) NE 82
B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn
Gen 3 × 80kW 380V 50Hz a.c.
Fuel 128,0t (d.o.) 12kn

**SEA CAT**
ex Blue Manta-91 ex Sea Cat-89
**A.W. Line**
Nassau
Bahamas
425
136
27
**1988** A/S Fjellstrand—Omastrand (1586)
38,82 9,45 1,557
NV 36,40 9,42 3,91
F 6,1 1 dk
**Aluminium Alloy TM Ferry**
Twin Hull
227dk P
M.T.U. 16V396TB84
2 Vee Oil 4SA each 16Cy. 165 × 185 with flexible couplings & reduction geared to sc. shafts.
4 076kW (5 541bhp)
M.T.U. Friedrichshafen GmbH Friedrichshafen
Gen 2 × 56kW 380V 50Hz a.c.
2 Water jet propulsion units
38kn

**SEA CAT**
ex Pauline
**Stavros Vatikiotis**
Panama
Panama
295
200
—
**1961** Burton Construction & SB. Corp.—Port Arthur, Tx (318)
41,46 2,663
39,86 10,37 3,20
1 dk
**TM Supply Ship**
Deck Cargo Diving Support
General Motors
2 Oil
1 400bhp (1 030kW)
General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi

**SEA CATTLEYA**
ex Sanko Cattleya-87
**South Success Shipping Inc.**
Panama
SatCom: 1331435/TRLV
Panama
*22 135*
*12 665*
38 885
T/cm
47,2
**1984** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2875)
NK 180,80 (BB) 30,54 10,932
171,00 30,51 15,32
1 dk
**M Bulk Carrier**
Str. heavy cargoes
5 Ho 26,4 27,2 27,2 27,2 25,6 ER
G.46 112 B.44 492 HeCls. B
5 Ha (stl) (15,2 × 12,8) (19,2 19,2 19,2 19,2 × 15,2) ER
Cr 4(25)
Sulzer 6RTA58
Oil 2SA 6Cy. 580 × 1700
6 800bhp (5 002kW)
Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi
Gen 3 × 450kW 450V 60Hz a.c.
Fuel 86,5t (d.o.) 1 626,5t (hvf)-23,0pd 14,25kn

**SEA CHALLENGE**
ex Pacific Adventure-89
ex State Power-87
**Offshore Logistics International Inc.**
Panama
Panama
585
286
1 200
**1983** Bender SB. & Repair Co. Inc.—Mobile, Al (1005)
AB 3,682
58,53 12,20 4,27
F 18,9 1 dk
rf 457
**TM Tug/Supply Ship**
Deck Cargo Anchor-handling Fire-fighting
General Motors 16-645-E6
2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts
E made75 reconditioned & fitted83
General Motors Corp. Electro-Motive Div. La Grange
Gen 2 × 125kW
Thw. thrust propeller fwd
12kn

**SEA CHALLENGE**
**Bennett (U.K.) Ltd.**
Bristol
United Kingdom
185 ✠100A1 SS 6/88
— tug
— ✠LMC
EL (c) $\frac{15}{16}$"U2
FN 326
**1967**-12 R. Dunston (Hessle) Ltd.—Hessle (S851)
31,04 8,21 3,518
27,74 7,78 3,97
1 dk
RW rf 610 BK 152
**M Tug**
Ruston
Oil 4SA 6Cy. 267 × 368 reverse reduction geared to sc. shaft
Ruston & Hornsby Ltd. Lincoln
Gen 2 × 45kW 220V d.c.

**SEA CHALLENGER**
Launched as Sanko Hope
**Libmar Six Inc.**
Monrovia
SatCom: 1240573/SCHG
Liberia
*24 943*
*14 148*
42 842
T/cm
50,8
**1985** Mitsubishi Heavy Industries Ltd.—Nagasaki (1941)
NK 189,52 (BB) 30,10 10,972
181,01 30,01 15,73
1 dk
**M Bulk Carrier**
Str. heavy cargoes
5 Ho 25,6 28,8 28,8 28,8 28,8 ER
G.54 070 B.53 164 HeCls. B
TEU 180 C. 180/20' (40')
5 Ha (stl) (each 19,2 × 15,0) ER
Cr 4(25)
Sulzer 6RTA58
Oil 2SA 6Cy. 580 × 1700
7 965bhp (5 859kW)
Mitsubishi Heavy Industries Ltd. Kobe
Gen 3 × 450kW 450V 60Hz a.c.
Fuel 183,0t (d.o.) 1 370,0t (hvf)-27,0pd 14,25kn

**SEA CHALLENGER**
ex Karen Bravo-91
**Gardline Shipping Ltd.**
Panama
SatCom: 1331132/KABR
Panama
T.Mk
**585**
33
1 016
**1969** Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen (287)
NV 57,92 10,22 4,071
54,01 10,19 6,35
2 dks
rf 203
conv General Cargo 80
**M Research**
Seismographic
Ice strengthened
1 Ho 25,2 1 TwD 39,7
G.1 770 B.1 657
1 Ha (stl) (19,2 × 8,0) ER
1W Der 1(3)
20bth P
Jonkopings
Vee Oil 4SA 10Cy. 260 × 400
1 200bhp (883kW)
A/B Jonkopings Motfb. Jonkoping
Gen 2 × 136kW 1 × 56kW 440V 60Hz a.c.
Controllable pitch propeller
Thw. thrust propeller fwd
Fuel 119,0t (d.o.)-4,0pd 12,5kn

**SEA CHANT**
**Henry Dave Bodden**
Roatan
Honduras
100
68
—
**1974** Desco Marine—St. Augustine, Fl
*20,88*
6,25 2,80
1 dk
**Wood M Fishing**
Shrimp-trawl
Caterpillar D353TA
Oil 4SA 6Cy. 159 × 203
335bhp (246kW)
Caterpillar Tractor Co. Peoria, Illinois

**SEA CHARGER**
**Charles S. Wallace III Inc.**
New Orleans, La
United States of America
468
318
—
**1978** .............Patterson, La
*49,44* 9,45
3,43
1 dk
**M Fishing**
Oil
1 800bhp (1 324kW)
U.S.A.

**SEA CHASE**
**Pesquera San Blas S.A.**
Tuna Fleet Management Inc.
Panama
SatCom: 1331116/HOSC
Panama
993
455
1 219
**1981** Peterson Builders Inc.—Sturgeon Bay, Wi (9504)
68,33 12,81 5,387
60,71 12,50 5,80
2 dks
**M Fishing**
Side-fishing Tuna Seiner Ref
In.1 309
General Motors 20-645-E7
Vee Oil 2SA 20Cy. 230 × 254 reverse reduction geared to sc. shaft
3 600bhp (2 648kW)
General Motors Corp. Electro-Motive Div. La Grange
Gen 3 × 300kW 480V a.c.
Thw. thrust propeller fwd
Fuel 277,0t (d.o.) 16kn

| | | | | | | |
|---|---|---|---|---|---|---|
| 8707044<br>Rdr Rt | **SEA CHATEAU**<br>**Far Ping Maritime Transportation & Passenger Steamship Co. Ltd.**<br>China* | **166**<br>—<br>22 | | **1987** Sanuki Zosen Tekkosho K.K.—Takuma (103 A)<br>35,31 1,021<br>29,98 9,31 3,03<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 150dk P | MWM<br>2 Vee Oil 4SA each 12Cy. 170 × 19<br>2 144kW (2 915bhp)<br>Mitsui-Deutz Diesel Eng. Co. Ltd.<br>Gen 1 × 32kW 225V 60Hz a.c. |
| 8614340<br>*JL5541*<br>129047<br>Rt | **SEA CHATEAU No. 2**<br>**K.K. Pacific Marine Service**<br>Naha, Okinawa Pref. Japan | **145**<br>—<br>13 | | **1986** Sanuki Zosen Tekkosho K.K.—Takuma (102(A))<br>33,00 1,040<br>26,70 9,11 3,05<br>1 dk | **Aluminium Alloy TM Ferry**<br>96dk P<br>Mchy.aft | Yanmar<br>Vee Oil 4SA 12Cy. 148 × 165 with cl<br>geared to sc. shafts<br>2 000bhp (1 471kW)<br>Yanmar Diesel Engine Co. Ltd. |
| 7911442<br>Esd Rdr Rt | **SEA CHEETAH**<br>**Sembawang Maritime Ltd.**<br>Singapore Singapore | **194**<br>5<br>173 | (AB) | **1980** Singapore Slpwy & Eng. Co. (Pte.) Ltd. —Singapore (140)<br>27,51 9,68 3,704<br>24,52 9,52 3,97<br>1 dk<br>rf 89 | **TM Tug** | Hedemora<br>2 Vee Oil 4SA each 12Cy. 185 × 21<br>AB Hedemora Verkstader |
| 7319216<br>*HAAD*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEA CHIEFTAIN**<br>ex Alie-Kat V-89 ex Mercator-87<br>ex Flora N-84 ex Hsing An-74<br>**Intership Seatrading Inc.**<br>Seascot Shiptrading Ltd.<br>Budapest Hungary | **17 252**<br>10 978<br>28 757 | AB | **1973** Taiwan SB. Corp.—Keelung (039)<br>181,31 25,02 10,273<br>168,23 25,00 13,80<br>F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Mchy.aft | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) |
| 9000857<br>*DVHB*<br>231032<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA CLIPPER**<br>**Robbins Shipping Ltd.**<br>Manila Philippines<br>SatCom: 1700447/SCLP | *35 900*<br>*23 407*<br>69 315 | NK | **1990** Imabari Zosen—Marugame (1179)<br>12,201<br>215,02 32,21 18,32<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.81 215<br>7 Ha (stl) (12,8 × 12,8) (17,6 17,6 17,6 17,6 17,6 17,6 × 14,4) ER | Sulzer<br>Oil 2SA 6Cy. 620 × 2150<br>8 091kW (11 000bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 480kW 1 × 400kW 440V 6<br>Fuel 250,09t (d.o.) 2 556,72t (i.f.o.)-28,6 |
| 7520633<br>*WYR2408*<br>553396<br>Rt | **SEA CLIPPER**<br>**Sea Pacific Inc.**<br>Seattle, Wa United States of America | **181**<br>154<br>— | | **1973** Bender SB. & Repair Co. Inc.—Mobile, Al<br>*25,06* 7,32<br>3,43<br>1 dk | **M Fishing** | General Motors<br>Vee Oil 2SA 12Cy. 146 × 146<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel All<br>Div. |
| 8843446<br>*9HOM2*<br>Df Esd Gc<br>Pfd Rdr RTv | **SEA CLOUD**<br>ex Sea Cloud of Grand Cayman-87<br>ex Sea Cloud-80 ex Antarna-79<br>ex Patria-64 ex Angelita-61<br>ex Sea Cloud-52 ex Hussar-35<br>**Sea Cloud Ltd.**<br>Valletta Malta<br>SatCom: 1256105/SYSC | **2 492**<br>1 105<br>— | GL<br>✠Classed LR until 3/65 | **1931**-9 Friedr. Krupp Germaniawerft, A.G.—Kiel (519)<br>109,72 15,23 4,880<br>- 14,63 5,70<br>1 dk<br>conv Yacht Barque 42<br>conv Weather Research 47 conv Yacht Barque 79 | **Aux TM Passenger Ship**<br>Barque 37cbn 68bth P | Enterprise<br>4 Oil 4SA each 8Cy. 305 × 381 sr rev<br>to sc. shafts<br>3 676kW (4 998bhp) NE 57<br>Enterprise Engine & Foundry Co. San F<br>Gen 1 × 350kW 1 × 276kW 1 ×<br>220/380V a.c. |
| 7367172<br>*WRC5254*<br>555656<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA CLOUD**<br>ex Robin VIII-83<br>**Cath Shipping Corp.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **198**<br>134<br>— | AB | **1974** McDermott Shipyard—Morgan City, La (190)<br>46,33 4,255<br>36,63 10,37 5,03<br>1 dk | **TM Tug** | Alco<br>2 Vee Oil 4SA each 12Cy. 229 × 267 r<br>reduction geared to sc. shafts<br>Alco Engine Co.<br>Gen 2 × 75kW a.c.<br>Fuel 457,0t (d.o.) |
| 7112591<br>*P3BU2*<br>708056<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEA COMMANDER**<br>ex Standard Venture-87<br>ex Turning Point-85 ex Demetrios-84<br>**Methoni Shipping Co. Ltd.**<br>Limassol Cyprus | **37 128**<br>27 191<br>69 995 | AB | **1971** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2167)<br>256,80 (BB) 32,26 13,221<br>243,75 32,21 19,00<br>F 16,8 1 dk<br>rf 13 | **M Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.87 810<br>9 Ha (stl) ER | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>19 600bhp (14 417kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 4 756,0t |
| 6620644<br>*VGGC*<br>325683 | **SEA COMMANDER**<br>ex Seaspan Commander-90<br>ex Gulf Joan-79<br>**Union Tug & Barge Ltd.**<br>Vancouver, B.C. Canada | **661**<br>43<br>396 | | **1945** Marietta Mfg. Co.—Point Pleasant, WV<br>- 10,06<br>- - 5,80<br>1 dk<br>rf 762 | **M Tug**<br>1 Ho 7,0<br>3 Ha (stl) (1,3 × 0,9) (0,7 × 0,7) (1,0 × 1,0)<br>Cr 1(5) | Caterpillar<br>4 Vee Oil 4SA each 12Cy. 159 × 203 g<br>sc. shaft<br>NE 65<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Fuel 249,0t (d.o.) |
| 8119388<br>*DGZU*<br>13920<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SEA COMMERCE**<br>ex Usambara-87 ex Victoria Bay-86<br>ex Usambara-84<br>**m.s. "Usambara" K.G. West-Afrika Containerschiffs G.m.b.H. & Co.**<br>DAL Deutsche Afrika-Linien G.m.b.H. & Co.<br>Hamburg Federal Republic of Germany | *20 345*<br>*10 210*<br>28 413 | GL | **1983** A.G. "Weser"—Bremen (1416)<br>174,00 (BB) 28,43 11,221<br>161,45 28,41 15,47<br>F 17,4 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 1346<br>C.Ho 610/20' (40') C.Dk 736/20' (40')<br>incl. 100 ref C.<br>8 Ha (stl) ER<br>14 Wing Ha (stl) ER<br>Cr 3(40) 1(20) | B&W<br>Oil 2SA 5Cy. 800 × 1950<br>15 362bhp (11 300kW)<br>B&W Maskinfabrik Div. of B&W Diesel A<br>Gen 2 × 936kW 1 × 690kW 1 ×<br>440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 7602986<br>*3ECL2*<br>12793-83B<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEA CONCERT**<br>ex Ken Confidence-91<br>ex Eastern Splendor-89<br>ex Toshu Maru-82<br>**Caribian Maritime Inc.**<br>Panama Panama | **18 124**<br>12 895<br>35 573 | BV NK | **1976** Kurushima Dockyard Co. Ltd.—Onishi (893)<br>178,85 (BB) 27,06 11,132<br>167,00 27,00 15,80<br>F 11,3 1 dk<br>conv Vehicles Bulk Carrier 89 | **M Bulk Carrier**<br>5 Ho 24,0 26,2 27,0 26,2 22,8 ER<br>G.38 925<br>5 Ha (stl) (12,8 12,8 14,4 14,4 14,4 × 10,9) ER<br>Cr 1(10) 3(8) | MAN<br>Oil 2SA 7Cy. 700 × 1250<br>9 783kW (13 300bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 680kW a.c. |
| 5079018<br>*HQCV4*<br>Df Pfd Rdr<br>RTv | **SEA CONTAINER**<br>ex Isacar I-91<br>ex Container Enterprise-88<br>**Naviera Golfos S. de R.L.**<br>San Lorenzo Honduras | **886**<br>415<br>1 219 | **✠100A1** CS 11/90<br>**✠LMC**<br>EL q $1\frac{1}{16}$"SQ<br>FN 1413<br>(GL) | **1958**-4 Ailsa SB. Co. Ltd.—Troon (500)<br>80,09 12,78 4,084<br>74,68 12,20 6,71<br>F 9,2 2 dks<br>RW rf 457 | **M General Cargo**<br>2 Ho 9,7 31,7 ER 1 TwD<br>G.1 388<br>TEU 47 C.Ho 24/20' C.Dk 23/20'<br>3 Ha (stl) (5,4 × 5,4) (14,1 14,1 × 9,4) ER | Polar<br>Oil 2SA 8Cy. 340 × 570 geared to sc.<br>1 103kW (1 500bhp)<br>British Polar Engines Ltd.<br>Gen 3 × 75kW 220V d.c.<br>Fuel 51,0t (d.o.) |
| 8102115<br>*3EBF9*<br>21031-HK<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEA CORAL**<br>ex Fareast Cheer-91<br>ex Trade Freedom-88<br>ex United Spirit-87<br>**Sea Coral Marine S.A.**<br>Panama Panama | **8 927**<br>6 458<br>15 175 | **✠100A1** SS 10/87<br>**✠LMC**<br>EL Z 522,5/54,0U2<br>FN 4427 | **1982**-9 Austin & Pickersgill Ltd.—Southwick, Sunderland (1418)<br>144,02 20,45 8,867<br>137,50 20,43 11,76<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 22,8 ER 21,3<br>4 TwD<br>G.21 379 B.19 536<br>TEU 114 C.Ho 70/20' C.Dk 44/20'<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(30) 6(10) 4(5) | Sulzer<br>Oil 2SA 4Cy. 680 × 1250<br>7 600bhp (5 590kW)<br>Clark Hawthorn Ltd.<br>AuxB (Comp) 7,1kgf/cm² (7,0bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 130,0t (d.o.) 989,5t (hvf)-26,0 |
| 5427667<br>*HQDJ6*<br>L-0342260<br>Df Esd Gc<br>Rdr RTv | **SEA CORAL**<br>ex Maria M-87 ex Celestial 1-87<br>ex Pleias-84 ex Jeparit-79<br>**Gulf Development Marine Services Co.**<br>San Lorenzo Honduras | **5 807**<br>3 556<br>8 490 | BV<br>✠Classed LR until 9/88 | **1964**-2 Evans Deakin & Co. Pty. Ltd.—Brisbane, Queensland (45)<br>132,75 17,23 7,417<br>123,45 17,07 9,76<br>P 29,3 F 11,3 1 dk<br>RW rf 76 | **M Bulk Carrier**<br>4 Ho 19,8 21,2 19,8 20,5 ER<br>4 Ha (stl) (13,7 × 9,1) (14,7 14,4 13,7 × 10,9) ER<br>Cr 4(10) | Sulzer<br>Oil 2SA 6Cy. 560 × 1000<br>3 236kW (4 399bhp)<br>Commonwealth Govt. Engine Works<br>Gen 3 × 360kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel (hvf) |
| 7302067<br>*9V2301*<br>344398<br>Rdr Rt | **SEA COUGAR**<br>ex Guilin-90 ex Sea Cougar-87<br>**Sembawang Maritime Ltd.**<br>Singapore Singapore | **264**<br>28<br>199 | BV | **1973** Matsuura Tekko Zosen—Higashino (228)<br>31,53 8,72 3,734<br>27,59 8,49 4,40<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Diesel Co. Ltd. |

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| **SEA COURAGEOUS**<br>ex Point Christie-91<br>**Gulf Offshore Marine International Inc.**<br>Panama — Panama | **293**<br>199<br>— | AB | **1981** Halter Marine Inc.—Moss Point, Ms (955)<br>3,664<br>52,51 12,20 4,27<br>F 16,2 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>Pollution Control<br>Ice strengthened | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>E made reconditioned & fitted81<br>General Motors Corp. Electro-Motive Div.<br>La Grange<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>12kn |
| **SEA CREST**<br>**Crest Packers Ltd.**<br>Vancouver, B.C. — Canada | **147**<br>53<br>— | | **1979** Vancouver Shipyards Co. Ltd.—Vancouver, B.C. (89)<br>24,08<br>22,56 7,62 3,43<br>1 dk | **M Fishing**<br>Stern Trawler | General Motors<br>Oil geared to sc. shaft<br>900bhp (662kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| **SEA CZAR**<br>Roatan — Honduras | **100**<br>68<br>— | | **1974** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing**<br>Shrimp-trawl | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SEA DANCER**<br>**P.T. Rig Tenders Indonesia**<br>Jakarta — Indonesia | **280**<br>45<br>500 | AB KI | **1983** Maroil Engineers & Shipbuilders (Pte.) Ltd.<br>—Singapore (019)<br>38,00 9,53 3,200<br>36,50 9,50 3,71<br>F 16,5 1 dk<br>rf 500 | **TM Utility Vessel** | Caterpillar 3512TA<br>2 Vee Oil 4SA each 12Cy. 170 × 190 reverse reduction geared to sc. shafts<br>2 110bhp (1 552kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 180kW a.c.<br>Thw. thrust propeller fwd<br>11kn |
| **SEA DANCER**<br>**Walter E. Clark**<br>Juneau, Ak — United States of America | **127**<br>89<br>— | | **1973** ..............Blaine, Wa<br>*24,69* 7,98<br>1,55<br>1 dk | **M Fishing** | Oil<br>480bhp (353kW)<br>U.S.A. |
| **SEA DANUBE**<br>**Briese Schiffahrts G.m.b.H. & Co. KG m.s. "Sea Danube"**<br>Briese-Schiffahrts G.m.b.H. & Co. KG<br>Leer — Federal Republic of Germany | *910*<br>*273*<br>994 | GL | **1988** Schiffswerft u. Mfbk. Cassens G.m.b.H.<br>—Emden (176)<br>69,12 (BB) 2,801<br>65,82 9,52 4,91<br>1 dk | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho<br>G.1 699<br>TEU 36 C. 36/20' | MWM TBD604BL6<br>Oil 4SA 6Cy. 170 × 195 sr geared to sc. shaft<br>529kW (719bhp)<br>Motorenw. Mannheim A.G. (MWM) West Germany<br>Gen 1 × 112kW 1 × 42kW 220/380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 46,88t (d.o.) 10,5kn |
| **SEA DESTINY**<br>ex Rubies-91 ex Herencia-86<br>ex Angeatlantic-85 ex Van Hawk-79<br>**Poole Shipping Corp.**<br>Kingstown — St. Vincent and the Grenadines | **12 087**<br>7 278<br>19 111<br>T/cm<br>28,7 | NK (AB) | **1970** Hitachi Zosen—Mukaishima (4261)<br>156,17 22,86 9,522<br>146,44 22,81 12,91<br>P 27,8 F 11,9 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho each 26,9 ER<br>G.25 450 B.24 650 HeCls. B<br>4 Ha (stl) (17,2 × 14,0) (17,9 17,9 17,9 × 14,9) ER<br>12W Der 4(20) | B&W 7-62VT2BF-140<br>Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 126,0t (d.o.) 1 379,0t (hvf)-30,5pd 15kn |
| **SEA DIAMOND**<br>ex Asia Bravery-84<br>**Sea Diamond Maritime**<br>Monrovia — Liberia | **15 016**<br>10 846<br>25 304 | NK | **1974** Kanda Zosensho K.K.—Kure (182)<br>175,85 25,43 9,624<br>165,00 25,40 13,42<br>P 32,4 B 24,1 F 14,1 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 16,0 23,2 25,4 26,9 26,9 ER<br>G.33 505 B.31 906<br>5 Ha (stl) (12,5 × 9,9) (18,9 18,7 18,7 18,7 × 12,5) ER<br>5W Der 5(25) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 432kW 440V 60Hz a.c.<br>Fuel 1 789,5t-36,0pd 14,5kn |
| **SEA DIAMOND**<br>ex Roncesvalles-91<br>**Freeland Maritime S.A.**<br>Kingstown — St. Vincent and the Grenadines | T.Mk<br>**5 450**<br>2 864<br>9 513 | **✠100A1** CS 5/86<br>**✠LMC**<br>EL Z 577,5/52,0U2<br>FN 4398 | **1972-8** Empresa Nacional "Bazan" de C.N.M. S.A.<br>—Cartagena (146)<br>**1981** (Additional cargo section) "ASTANO",<br>Astilleros y Talleres del Noroeste S.A.—El Ferrol<br>155,78 (BB) 19,28 7,481<br>145,50 19,22 11,00<br>F 14,1 2 dks, 3rd dk in Nos. 2 & 3 holds<br>rf nil DK fwd len 81 | **M General Cargo**<br>Ref<br>4 Ho 26,4 15,7 26,4 ER 22,1 7 TwD<br>G.12 886 B.11 585 In.500<br>TEU 143 C.Ho 92/20' C.Dk 51/20'<br>6 Ha (stl) (12,5 × 5,0) (17,8 × 7,7) (12,8p&s × 7,8) (17,8 × 7,7) ER (13,4 × 7,7)<br>13W Cr 2(12,5) 1(2,5) Der 1(40) 1(20) 1(10) 2(5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 344kW 440V 60Hz a.c.<br>Fuel 904,5t (hvf) 18kn |
| | | **LAID UP — SURVEYS OVERDUE 5/91** | | | |
| **SEA DIAMOND**<br>**Loc van Nguyen**<br>Houston, Tx — United States of America | **120**<br>81<br>— | | **1987** Rodriguez Boat Builders Inc.—Coden, Al<br>25,61<br>21,97 6,76 3,38<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>Caterpillar Inc. Peoria, Illinois |
| **SEA DIVER**<br>**Harbor Branch Oceanographic Institution Inc.**<br>Fort Pierce, Fl — United States of America<br>See Register of Offshore Units | **162**<br>110<br>— | AB | **1959** Quincy Adams Yacht Yard—Quincy, Ma (943)<br>6,86 2,604<br>30,48 6,81 3,81<br>1 dk | **TM Research/ Depot Ship**<br>for submersibles Oceanographic<br>Cr 1(10) 1(5) | Caterpillar<br>2 Oil 4SA each 6Cy. 127 × 142 reverse reduction geared to sc. shafts<br>360bhp (265kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 50kW a.c. 1 × 30kW a.c.<br>Fuel 59,0t (d.o.) 10kn |
| **SEA DOURO**<br>Launched as Leda<br>**Briese & Buss Schiffahrts G.m.b.H. & Co. KG m.s. "Leda"**<br>Briese-Schiffahrts G.m.b.H. & Co. KG<br>Leer — Federal Republic of Germany | *910*<br>*273*<br>994 | GL | **1988** Schiffsw. Julius Diedrich GmbH & Co. K.G.<br>—Oldersum (158)<br>69,10 (BB) 2,850<br>65,80 9,46 4,90<br>1 dk | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho<br>G.1 699<br>TEU 36 C. 36/20'<br>1 Ha (stl) (37,8 × 7,4) ER | MWM TBD604-6<br>Oil 4SA 6Cy. 170 × 195 with flexible couplings & sr geared to sc. shaft<br>500kW (680bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 112kW 1 × 42kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 46,88t (d.o.) 9,5kn |
| **SEA DOVE**<br>ex Zolna-69<br>**Kaleawo Enterprises Ltd.**<br>Takoradi — Ghana | **183**<br>78<br>110 | (PR) | **1957** Stocznia Polnocna im. Bohaterow<br>Westerplatte—Gdansk (B17/28)<br>34,45 6,74 2,650<br>30,33 6,70 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | MaK<br>Oil 4SA 6Cy. 290 × 420<br>390bhp (287kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 66kW 330V d.c. 1 × 18kW 1 × 12kW 1 × 6kW 110V d.c.<br>10kn |
| **SEA DRAGON**<br>ex Huai Yuan He-90<br>**Sea Dragon Marine Ltd.**<br>Valletta — Malta | **6 362**<br>2 864<br>7 795 | ZC | **1985** Shimoda Dockyard Co. Ltd.—Shimoda (337)<br>123,00 (BB) 20,55 6,500<br>114,00 20,50 8,70<br>2 dks | **M Container Ship**<br>Fixed-guides<br>3 Ho ER<br>TEU 424 C. 424/20' (40')<br>3 Ha (stl) ER | Pielstick 9PC2-6L-400<br>Oil 4SA 9Cy. 400 × 460 with flexible couplings & sr reverse geared to sc. shaft<br>4 708kW (6 401bhp)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 2 × 500kW 1 × 380kW 450V a.c.<br>15kn |

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| **7376094**<br>*9VVL*<br>383404<br>Df Esd Gc<br>Pfd Rdr RTv | **SEA DRAGON**<br>ex Emma-86 ex Strider Broadsword-84<br>ex Jeddah Crown-79<br>ex Strider Broadsword-76<br>**Pacific International Lines (Pte.) Ltd.**<br>Singapore Singapore | T.Mk<br>**3 391**<br>1 986<br>6 563 | BV<br>✠Classed LR until<br>18/3/83 | **1976**-3 Shinhama Dock K.K.—Anan (703)<br>119,00 (BB) 18,95 7,468<br>104,02 18,90 10,52<br>P 24,7 F 9,8 2 dks<br>rf 152 | **M RoRo Cargo/Container Ship**<br>Fixed-guides<br>Stern ramp<br>L 19,60 W 6,20<br>5 Ho 14,1 13,4 13,4 13,4 13,4 ER<br>G.10 387 B.9 994<br>TEU 329<br>C.Ho 198/20' (40') C.Dk 131/20' (40')<br>incl. 40 ref C.<br>10 Ha (stl) ER<br>Cr 1(30) | MAN<br>Vee Oil 4SA 16Cy. 400 × 540 sr gea<br>shaft<br>8 900bhp (6 546kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 480kW 1 × 350kW 440V<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 84,0t (d.o.) 1 296,0t (hvf) |
| **7407922**<br>*WYT6539*<br>555705<br>Esd Rt | **SEA DRAGON**<br>ex Warrior-91 ex Gulf Sun II-90<br>**Thanh Thi Bui**<br>Tampa, Fl United States of America | **127**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (F168)<br>22,86 2,744<br>20,99 6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Ref | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **7429023**<br>*A6JR*<br>UAE/D/155<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEA DRAGON II**<br>ex Ibn Shuhaid-91<br>**United Arab Shipping Co. (S.A.G.)**<br>Dubai United Arab Emirates<br>SatCom: 1720305/ISHD | T.Mk<br>**10 693**<br>6 670<br>15 600<br>**15 122**<br>9 685<br>23 618 | ✠**100A1** SS 3/87<br>✠**LMC**<br>EL Ft 2⅝"U2<br>FN 6298 | **1977**-3 Hyundai SB. & Heavy Industry—Ulsan (2324)<br>175,32 (BB) 23,42 —/10,402<br>167,67 23,36 14,20<br>P 34,2 F 26,3 2 dks | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 16,0 26,0 27,2 27,2 28,1 ER<br>6 TwD<br>G.30 923 B.28 835<br>TEU 386<br>C.Ho 314/20' (40') C.Dk 72/20' (40')<br>9 Ha (stl) (9,1 × 7,0) (19,0p&s 19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>4W Cr 4(12,5) 2(5) Der 1(105) 4(10) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>12 500bhp (9 195kW)<br>Harland and Wolff Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9ba<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 256,0t (d.o.) 1 700,0t (hvf)-42,0pd |
| **5315993**<br><br>264985 | **SEA DUKE**<br><br>**Harbor Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **184**<br>91<br>— | | **1953** Pacific Coast Eng. Co.—Alameda, Ca (153)<br>29,80 7,52<br>... ...<br>1 dk | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 216 × 254<br>General Motors Corp. |
| **8513778**<br>*DPFE*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SEA EAGLE**<br>ex Contship Australia-90<br>ex Ocean Australia-89 ex Fine Eagle-88<br>**Schiffahrts-Ges. Elbe m.b.H & Co.**<br>Leonhardt & Blumberg<br>Hamburg Federal Republic of Germany<br>SatCom: 1120773/LEON | *10 287*<br>*4 664*<br>12 500 | GL | **1986** Bremer Vulkan A.G.—Bremen-Vegesack (54)<br>146,72 (BB) 23,14 8,002<br>139,02 23,11 11,61<br>P 16,5 F 9,8 2 dks | **M General Cargo/Container Ship**<br>Deck-guides<br>Ice strengthened<br>3 Ho 27,3 55,3 15,6 ER<br>G.17 781 B.14 430<br>TEU 1022<br>C.Ho 350/20' (40') C.Dk 672/20' (40')<br>incl. 50 ref C.<br>7 Ha (stl) (12,4 × 10,3) (12,4 12,4 12,4 12,4 12,4 12,4 × 17,9) ER<br>Cr 2(40) | B&W<br>Oil 2SA 7Cy. 500 × 1620<br>8 160bhp (6 002kW)<br>Bremer Vulkan A.G.<br>Gen 1 × 420kW 2 × 390kW 440V<br>Controllable pitch propeller Vane wheel<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 205,0t (d.o.) 1 433,0t (hvf)-22,0pd |
| **7709435**<br><br>383943<br>Rdr Rt | **SEA EAGLE**<br>ex Solo No. 3-88 ex Nile No. 1-84<br>**Xin Chun Shipping Pte. Ltd.**<br>Singapore Singapore | *294*<br>*90*<br>332 | NK | **1977** Kegoya Dock K.K.—Kure (755)<br>40,90 2,901<br>37,01 7,51 3,61<br>P 10,1 F 4,0 1 dk | **TM Tanker**<br>Mchy.aft<br>L.(oil) 356 | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240<br>706kW (960bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 27kW a.c. |
| **8911827**<br>*VZN6031*<br><br>Rdr Rt | **SEA EAGLE**<br><br>**Government of State of New South Wales (Urban Transit Authority-Ferries Division)**<br>*Sydney, N.S.W.* Australia | *238*<br>*95*<br>50 | ✠**100A1**<br>SC for Sydney Harbour and Port Jackson service<br>✠**LMC**<br>EL 260,0/16,0U2<br>FN 374 | **1991**-3 North Queensland Engineers & Agents Pty. Ltd.—Cairns (173)<br>34,80 10,00<br>29,35 9,56 3,18<br>1 dk<br>rf - | **Aluminium Alloy TM Ferry**<br>Twin Hull | MWM<br>2 Vee Oil 4SA each 16Cy. 170 × 19<br>clutches, flexible couplings & sr gea<br>shafts<br>3 360kW (4 568bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 32kW 415V 50Hz a.c.<br>2 Water jet propulsion units |
| **8719839**<br><br>924174<br>Esd Rdr Rt | **SEA EAGLE**<br><br>**Sea Toi Fisheries Inc.**<br>Warrenton, Or United States of America | **148**<br>100<br>— | | **1987** Rodriguez Boat Builders Inc.—Coden, Al (69)<br>26,83<br>7,32 3,66<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reduction<br>sc. shaft<br>675bhp (497kW)<br>Cummins Engine Co. Inc. |
| **7200099**<br>*WA5775*<br>253073<br>Df Rt | **SEA EAGLE**<br>ex E. D. Smith-80 ex Shamrock<br>ex YP 56 ex Naugatuck<br>**Oscar C. Niemeth**<br>Morgan City, La United States of America | **140**<br>29<br>— | | **1926** Defoe Boat & Motor Works—Bay City, Mi<br>7,19<br>29,88 3,20<br>1 dk | **TM General Cargo**<br>Supply Ship | Winton<br>2 Oil 6Cy.<br>1 800bhp (1 324kW)<br>Winton Eng. Corp.<br>Fuel (d.o.) |
| **8719504**<br><br>921492 | **SEA EAGLE**<br><br>**Phuoc van Nguyen**<br>Houston, Tx United States of America | **117**<br>79<br>— | | **1987** Deep Sea Boat Builders Inc.—Bayou la Batre, Al<br>25,91<br>22,21 6,82 2,86<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 geared<br>Caterpillar Inc. |
| **7631860**<br>*CZ9890*<br>800891<br>Esd Gc Rdr<br>Rt<br>AMVER | **SEA EAGLE II**<br>ex Canmar Sea Eagle-90<br>ex Sea Eagle-81<br>**St. Marys Cement Corp.**<br>Edmonton, Alberta Canada | **560**<br>273<br>— | AB | **1979** Modern Marine Power Inc.—Houma, La (17)<br>... ... ...<br>40,24 10,69 5,74<br>F 5,2 1 dk<br>BK 51 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 20Cy. 230 × 25<br>reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive<br>Gen 2 × 99kW |
| **6926309**<br>*HQSZ4*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **SEA EAGLE II**<br>ex Steinturm-84<br>**Maritime (Pte.) Ltd.**<br>San Lorenzo Honduras | **469**<br>165<br>689 | (GL) | **1969** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (709)<br>54,51 11,28 3,371<br>49,20 11,00 3,97<br>F 19,2 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>Der 1(5) | MWM<br>2 Vee Oil 4SA each 16Cy. 180 × 2<br>2 740bhp (2 015kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 112kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 279,5t (d.o.) |
| **5406687**<br>*WH3641*<br>272162<br>Df Esd Gc<br>Rdr Rt | **SEA ECHO**<br>ex Low Tide ex H. B. Carleton<br>**Alliant Techsystems Inc.**<br>Seattle, Wa United States of America | **193**<br>131<br>— | | **1956** Harms & Smaihall Shipyard Inc.—Orange, Tx (132)<br>11,00 2,598<br>39,63 10,98 3,10<br>2 dks<br>rf nil | **TM Supply Ship**<br>Deck Cargo<br>3 Ha ER | Enterprise<br>2 Oil 4SA each 6Cy. 203 × 254 sr<br>shafts<br>1 000bhp (736kW)<br>General Metals Corp. |
| **7915125**<br>*DIWB*<br>1778<br>Df Esd Gc<br>Rdr RTm/h/v | **SEA ELBE**<br>Launched as Christa Schutt<br>**Hugo Heinrich Schutt**<br>Wewelsfleth Federal Republic of Germany | T.Mk<br>**499**<br>324<br>1 809 | GL | **1979** Schiffsw. Hugo Peters—Wewelsfleth (572)<br>82,45 11,41 3,560<br>76,82 11,31 5,41<br>P 12,5 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 902 B.2 898<br>TEU 48 C. 48/20'<br>1 Ha (49,7 × 8,8) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 reverse<br>to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 92kW 1 × 41kW<br>Thw. thrust propeller fwd |
| **7319773**<br>*DUHU*<br>212221<br>Pfd Rdr Rt | **SEA ELEPHANT**<br>ex Uranus<br>**Manuel Elizalde Jr.**<br>Manila Philippines | **545**<br>249<br>— | | **1946** .............Japan<br>4,064<br>49,54 9,48 5,06<br>F 34,8 1 dk | **TM Tug**<br>Salvage<br>2 Ho each 10,9<br><br>2 Ha<br>Der 2(7) 1(5) | 2 Oil<br>E made fitted71<br>Niigata Eng. Co. Ltd. |

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|---|---|---|---|---|---|
| **SEA ELEPHANT**<br>**Karachi Port Trust**<br>Karachi Pakistan | **311**<br>105<br>— | ✠A- SS 6/89<br>Karachi harbour service<br>✠**LMC**<br>EL (d) $0\frac{7}{8}$" pt$1\frac{1}{2}$"<br>FN 421 | **1958**-3 Nieuwe Scheldewerven—Rupelmonde<br>37,95 9,50 2,109<br>33,23 9,15 3,51<br>1 dk<br>RW rf nil | **M Anchor Hoy**<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 240 × 360 sr geared to sc. shaft<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln |
| **SEA EMPEROR**<br>ex Trident Energy-91<br>ex Salah Aldeen-87<br>**United Arab Shipping Co. (S.A.G.)**<br>Bahrain Bahrain | T.Mk<br>**10 711**<br>6 745<br>18 831<br><br>**15 040**<br>9 516<br>23 740 | ✠**100A1** SS 5/88<br>strengthened for heavy<br>cargoes<br>✠**LMC**<br>EL F† 577,5/66,0U2<br>FN 6314 | **1978**-7 Govan Shipbuilders Ltd.—Govan, Glasgow (235)<br>175,32 (BB) 23,42 —/10,397<br>168,10 23,36 14,20<br>P 34,2 F 29,3 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 16,0 26,0 27,2 27,2 28,1 ER<br>6 TwD<br>G.30 923 B.28 835<br>TEU 434<br>C.Ho 314/20' (40') C.Dk 120/20' (40')<br>9 Ha (stl) (9,1 × 7,0) (19,0p&s 19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>4W Cr 4(12,5) 2(5) Der 1(105) 4(10) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>12 500bhp (9 195kW)<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 256,0t (d.o.) 1 700,0t (hvf)-42,0pd 16kn |
| **SEA EMPIRE**<br>ex Trident Endeavour-91<br>ex Ahmad Al-Fateh-87<br>**United Arab Shipping Co. (S.A.G.)**<br>Bahrain Bahrain | T.Mk<br>**10 693**<br>6 670<br>15 000<br><br>**15 122**<br>9 685<br>23 618 | ✠**100A1** SS 3/87<br>strengthened for heavy<br>cargoes<br>✠**LMC**<br>EL F† 577,5/66,0U2<br>FN 6303 | **1978**-1 Hyundai SB. & Heavy Industry—Ulsan (2368)<br>175,32 (BB) 23,98 —/10,402<br>167,67 23,36 14,23<br>P 34,8 F 26,3 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 16,0 26,0 27,2 27,2 28,1 ER<br>6 TwD<br>G.30 923 B.28 835<br>TEU 434<br>C.Ho 314/20' (40') C.Dk 120/20' (40')<br>9 Ha (stl) (9,1 × 7,0) (19,0p&s 19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>4W Cr 4(12,5) 2(5) Der 1(105) 4(10) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>12 500bhp (9 195kW)<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 256,0t (d.o.) 1 700,0t (hvf)-42,0pd 16kn |
| **SEA EMPRESS**<br>ex Happy Empress-87 ex Empress-86<br>ex Berge Empress-85<br>**Empress Partners L.P.**<br>Nassau Bahamas<br>SatCom: 1104423/ULCC | **211 359**<br>170 387<br>423 677<br>T/cm<br>230,0 | NV | **1976** Mitsui SB. & Eng. Co. Ltd.—Ichihara (1005)<br>381,82 (BB) 68,08 22,788<br>365,03 68,01 28,66<br>F - 1 dk<br>Bow/CM 190 Diam. 0,750 MH 1,8 | **S Tanker**<br>CBT COW IGS<br>8 Ta 24 Wing Ta ER<br>L.(oil) 513 679 HeCls. B<br>6 Cargo pumps total 20 000T/hr | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW) Stal-Laval<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 1280kW 1 × 450kW 450V 60Hz a.c.<br>Fuel 16 500,5t (o.f.) 538,5t (d.o.)-234,5pd 15,5kn |
| **SEA EMS**<br>**Leda Schiffahrt Luikenga & Briese K.G. m.s. "Sanna"**<br>Leda Shipping G.m.b.H. & Co.<br>Leer Federal Republic of Germany | **499**<br>272<br>1 562 | GL | **1984** Schiffsw. Julius Diedrich GmbH & Co. K.G. —Oldersum (150)<br>79,00 (BB) 10,93 3,301<br>75,60 10,91 5,16<br>P 14,7 F 5,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 54,6 ER<br>G.2 716 B.2 711<br>TEU 80 C. 80/20' (40')<br>1 Ha (stl) (50,0 × 8,5) ER<br>Cr 1(6) | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>600kW (816bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 94kW 1 × 44kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10,5kn |
| **SEA ENCOUNTER**<br>**Desilva Sea Encounter Corp.**<br>Los Angeles-Long Beach, Ca United States of America<br>SatCom: 1502551/BJOE | **1 049**<br>492<br>— | | **1979** J. M. Martinac SB. Corp.—Tacoma, Wa (216)<br>71,02 12,81<br>59,34 4,65<br>2 dks | **M Fishing**<br>Tuna Seiner | General Motors 20-645-E7<br>Vee Oil 2SA 20Cy. 230 × 254 geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW<br>Thw. thrust propeller fwd<br>16kn |
| **SEA ENDEAVOUR**<br>ex Max 6-91<br>ex Kanagawa Maru No. 18-91<br>ex Hoko Maru-79<br>**Hozun Oil & Trading Pte. Ltd.**<br>Panama Panama | **990**<br>560<br>1 833 | NK | **1970** Kochi Jyuko K.K.—Kochi (642)<br>70,74 11,03 4,857<br>65,00 11,00 5,34<br>P 17,7 F 9,5 1 dk<br>RW | **M Tanker**<br>Effluents<br>4 Ta ER<br>L.2 400 | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 60kW<br>11kn |
| **SEA ENDEAVOUR**<br>**Cory King Towage Ltd.**<br>Bristol United Kingdom | **213**<br>0<br>119 | ✠**100A1** SS 6/89<br>tug<br>harbour service<br>✠**LMC** **UMS**<br>EL D 247,5/17,5U2<br>FN 342 | **1980**-8 Richards (Shipbuilders) Ltd.—Great Yarmouth (549)<br>30,48 9,05 3,622<br>26,60 8,50 4,32<br>1 dk<br>rf 762 BK 152 | **M Tug** | Ruston 12RKCM<br>Vee Oil 4SA 12Cy. 254 × 305 reverse reduction geared to sc. shaft<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 2 × 70kW 440V 50Hz a.c.<br>12kn |
| **SEA ERN**<br>**Petter A. Myhre**<br>Seattle, Wa United States of America | **197**<br>134<br>— | | **1966** Pacific Fishermen Inc.—Seattle, Wa.<br>*25,18* 7,93<br>2,87 | **M Fishing** | Oil<br>500bhp (368kW)<br>..............<br>Fuel (d.o.) |
| **SEA ESCAPE**<br>ex Corinne W-90<br>**R J C Fishing Corp.**<br>Boston, Ma United States of America | **119**<br>81<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71<br>3,13<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SEA ESQUIRE**<br>ex Esquire-91 ex Alicampos-86<br>ex Maritime Queen-80<br>**Serenissima Shipping Co. Ltd.**<br>Limassol Cyprus | **11 413**<br>6 844<br>19 297<br>T/cm<br>28,7 | AB HR | **1968** Hitachi Zosen—Mukaishima (4202)<br>156,17 22,66 9,532<br>146,01 22,61 12,91<br>P 27,8 F 10,1 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho each 26,9 ER<br>G.23 854 B.23 348 HeCls. B<br>4 Ha (stl) (17,1 × 8,6) (17,9 17,9 17,9 × 10,2) ER<br>Der 4(22) | B&W 7-62VT2BF-140<br>Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 4 × 280kW 440V 60Hz a.c.<br>Fuel 119,0t (d.o.) 1 564,5t (hvf)-27,0pd 14kn |
| **SEA EXPLORER**<br>ex Miss Lori Dawn II-78<br>**Goutierrez Inc.**<br>United States of America | **192**<br>131<br>— | | **1976** Offshore Welders Inc.—Freeport, Tx<br>*24,60* 7,32<br>3,76<br>1dk | **M Fishing** | Oil<br>730bhp (537kW)<br>U.S.A.<br>Fuel (d.o.) |
| **SEA EXPLORER**<br>**Robert E. Bailey**<br>Philadelphia, Pa United States of America | **147**<br>100<br>— | | **1954** Arnold V. Walker Shipyard—Pascagoula, Ms (100)<br>6,74<br>26,22 6,71 3,03<br>1 dk<br>conv Research 77 | **TM Fishing** | General Motors<br>2 Oil 2SA each 6Cy. 127 × 142<br>550bhp (405kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **SEA EXPLORER**<br>ex Nego Explorer-83<br>ex Seitoku Maru No. 25-81<br>**Mistretta Shipping Co. Ltd.**<br>Limassol Cyprus | **124**<br>40<br>— | (BV) | **1972** K.K. Yoshida Zosen Tekko—Kesennuma (160)<br>36,63 2,301<br>32,11 7,21 4,47<br>1 dk<br>conv Stern Trawler Fishing — | **M Research**<br>Mchy.aft | Fuji<br>Oil 4SA 6Cy. 300 × 450<br>900bhp (662kW) E made73 fitted—<br>Fuji Diesel Co. Ltd. Tokyo<br>Controllable pitch propeller<br>13,5kn |
| **SEA EXPLORER II**<br>ex Johan-72 ex Lise Eg-54<br>ex Gloucesterbrook-47<br>ex Benn Varrey-46 ex Whitestone<br>**Skipdahl Ltd.**<br>United Kingdom | **168**<br>78<br>218 | (BV)<br>*Classed BC until 2/48 | **1914** A. Jeffrey & Co.—Alloa (11)<br>31,86 6,15 2,845<br>26,83 6,05 2,90<br>1 dk<br>R BK 140 | **Aux M General Cargo**<br>Galleas<br>1 Ho ER<br>G.311<br>1 Ha (8,9 × 3,2) ER<br>1W Der 1(1,5) | Alpha 403-VO<br>Oil 2SA 3Cy. 230 × 400<br>128kW (174bhp) NE 48<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Fuel (d.o.) 8kn |

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| **7531228**<br>*3FMU*<br>10577-PEXT2<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h<br>AMVER | **SEA EXPORTER**<br>ex Chai Varee-81<br>**Azalea Shipping S.A.**<br>Nitta Kisen Kaisha Ltd.<br>Panama Panama | **13 059**<br>8 201<br>18 632 | AB | **1977** Mitsubishi Heavy Industries Ltd.—Hiroshima (271)<br>162,21 9,851<br>151,72 22,86 13,42<br>2 dks<br>rf 102 | **M General Cargo**<br>5 Ho 10,3 21,3 28,0 28,0 20,7 4 TwD<br>G.26 747 B.24 931 HeCls. B<br>TEU 545<br>C.Ho 302/20' (40') C.Dk 243/20' (40')<br>incl. 30 ref C.<br>5 Ha (stl) (7,5 13,6 19,2 19,2 13,6 × 7,7) ER<br>Cr 2(40) 2(25) 2(16) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 470kW 450V 60Hz a.c.<br>Fuel 230,5t (d.o.) 1 117,5t (hvf)-3 |
| **7322471**<br>*3EXC6*<br>18168-89<br>Df Esd Gc<br>Pfd Rdr RTv | **SEA EXPRESS**<br>ex Tama Maru-88<br>ex Hakubasan Maru-86<br>**Lejano Oriente Panama S.A.**<br>Dongwon Industries Co. Ltd.<br>Panama Panama<br>SatCom: 1333255/SEXP | **2 267**<br>1 358<br>3 071 | KR (NK) | **1973** Kyokuyo Zosen Tekko K.K.—Chofu (258)<br>100,13 14,05 6,020<br>92,06 14,03 7,01<br>P 38,1 F 11,6 1 dk | **M Refrigerated Cargo**<br>3 Ho ER<br>In.3 256<br>3 Ha (stl) (each 6,4 × 4,0) ER<br>Der 6(3) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 400kW 445V 60Hz a.c.<br>Fuel 234,0t (d.o.) 376,0t (hvf)-16,0 |
| **7816824**<br>*C6JJ8*<br>716288<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SEA FALCON**<br>ex CMB Monarch-91 ex CMB Mover-90<br>ex Asian Senator-90 ex Jefferson-88<br>ex Tfl Jefferson-86<br>ex Seatrain Saratoga-80<br>**Pelican Shipping Ltd.**<br>Anglo-Eastern Ship Management Ltd.<br>Nassau Bahamas<br>SatCom: 1103412/CMON | *16 145*<br>*7 351*<br>18 964 | ✠**100A1** CS 8/89<br>container ship<br>✠**LMC**<br>EL G† 577,5/68,0U2<br>FN 6648 | **1979**-9 Namura SB. Co. Ltd.—Imari (836)<br>177,04 (BB) 27,06 10,091<br>164,01 27,01 13,52<br>P 23,5 F 24,4 1 dk, 2nd dk fwd.<br>rf nil | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 22,1 29,5 28,8 27,9 ER 13,5<br>TEU 909<br>C.Ho 452/20'(40') C.Dk 457/20'(40')<br>14 Ha (stl) ER 2 Ha (stl) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 880kW 450V 60Hz a.c.<br>Fuel 193,0t (d.o.) 2 335,0t (hvf)-60 |
| **7534660**<br>*WYR2868*<br>563349 | **SEA FALCON**<br>**W. M. Webb Inc.**<br>New Orleans, La United States of America | **497**<br>338<br>— | | **1975** Patterson Shipyard Inc.—Patterson, La<br>*49,44* 9,76<br>3,38<br>1 dk | **TM Fishing** | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 ×<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Dies<br>Div.<br>Fuel (d.o.) |
| **7354541**<br>*ELCG3*<br>7262<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEA FAN**<br>**Serica Maritime Inc.**<br>Monrovia Liberia | **15 013**<br>10 565<br>25 535 | NK | **1974** Kanasashi Co. Ltd.—Shimizu (1080)<br>175,85 (BB) 25,43 9,624<br>165,00 25,40 13,42<br>P 29,0 F 12,2 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.36 156 B.31 906<br>5 Ha (stl) (12,5 × 9,9) (18,9 18,7 18,7 18,7 × 12,5) ER<br>Der 5(25) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 400kW<br>Fuel 1 763,0t-34,5pd |
| **7604099**<br>RH-U25008 | **SEA FAN**<br>Roatan Honduras | **100**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing**<br>Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. |
| **7926734**<br>616434<br>Df Esd Pfd<br>Rdr Rt | **SEA FIGHTER**<br>ex Three C'S<br>**Marine Asset Rental Services Inc.**<br>Mobile, Al United States of America | **113**<br>77<br>— | | **1980** Quality Marine Inc.—Bayou la Batre, Al (129)<br>24,39<br>6,72 3,38<br>1 dk | **M Fishing**<br>Stern Trawler | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127<br>450bhp (331kW)<br>General Motors Corp., Detroit Dies<br>Div. |
| **7048984**<br>*WTS8725*<br>296512<br>Df Esd Gc<br>Rdr RTv | **SEA FISHER**<br>ex Aleutian Queen ex Richwill<br>ex Colgan ex HA 6<br>**Mark Maring IV Inc.**<br>Seattle, Wa United States of America<br>SatCom: 1502756/CFSR | **490**<br>220<br>— | (AB) | **1943** Sturgeon Bay SB. & D.D. Co.—Sturgeon Bay, Wi (137)<br>*45,24* 9,91<br>4,37<br>1 dk<br>conv General Cargo — | **M Fishing** | Oil<br>600bhp (441kW)<br>.............<br>Fuel (d.o.) |
| **7926655**<br>617393<br>Df Esd Rdr Rt | **SEA FISHER 4**<br>**Sea Fishers 1979 Ltd.**<br>Corpus Christi, Tx United States of America | **135**<br>92<br>— | | **1980** Quality Marine Inc.—Bayou la Batre, Al<br>25,33<br>7,01 3,69<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| **8120155** | **SEA FISHER 10**<br>United States of America | **135**<br>—<br>— | | **1980** Quality Marine Inc.—Bayou la Batre, Al (144)<br>25,33<br>7,01 3,69<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| **8120167** | **SEA FISHER 11**<br>United States of America | **135**<br>—<br>— | | **1980** Quality Marine Inc.—Bayou la Batre, Al (145)<br>25,33<br>7,01 3,69<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| **8825547**<br>875598<br>Esd Rdr Rt | **SEA FLIGHT**<br>**Seaflight Cruises (1990) Ltd.**<br>Auckland New Zealand | *496*<br>*262*<br>— | NV | **1988** International Catamarans Pty. Ltd.—Hobart, Tas. (022)<br>37,10 15,58 1,310<br>15,20 4,40<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | General Motors<br>2 Oil 2SA each 16Cy. 146 × 146<br>2 386kW (3 244bhp)<br>Detroit Diesel Eng. Co.<br>Gen 2 × 53kW 240V 50Hz a.c. |
| **8100090**<br>*C6DY2*<br>715278<br>Esd Gc Pfd<br>Rdr RTm/h/v | **SEA FLOWER**<br>ex Kirsten Frank-88<br>**P/R Sea Star Ltd.**<br>A. C. Oersleff's Eftf. A/S<br>Nassau Bahamas | T.Mk<br>**499**<br>332<br>1 630 | BV | **1982** A/S Nordsovaerftet—Ringkobing (154)<br>72,47 11,26 3,782<br>68,31 11,21 6,86<br>B 4,0 RFD 7,7 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho each 23,8 2 TwD<br>G.3 403 B.3 048<br>TEU 54 C. 54/20'<br>2 Ha (stl) (each 18,7 × 8,0) ER<br>2W Der 2(15) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 180bhp (868kW)<br>Krupp MaK. Maschinebau G.m.b.H<br>Gen 2 × 100kW 1 × 70kW 380V<br>Fuel 148,5t (d.o.)-3,5pd |
| **7436715**<br>*WP5684*<br>516870<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA FLYER**<br>**Puget Sound Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **194**<br>132<br>— | AB | **1968** McDermott Shipyard—Morgan City, La (150)<br>11,43 5,284<br>39,20 11,13 5,80<br>1 dk<br>BK 152 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 ×<br>geared to sc. shafts<br>General Motors Corp. Electro-Motive<br>Gen 2 × 60kW |
| **7370428**<br>*A8LL*<br>5057<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA FORTUNE**<br>ex Asia Honesty-84<br>**Sea Fortune Maritime Inc.**<br>Monrovia Liberia | **15 012**<br>10 846<br>25 320<br>T/cm<br>37,6 | NK | **1974** Kanda Zosensho K.K.—Kure (184)<br>175,85 25,43 9,624<br>164,98 25,40 13,42<br>P 32,4 B 24,1 F 13,8 1 dk<br>rf 13 | **M Bulk Carrier**<br>5 Ho 16,0 23,2 25,4 26,9 26,9 ER<br>G.36 157 B.31 907<br>5 Ha (stl) (12,5 × 9,9) (18,9 18,7 18,7 18,7 × 12,5) ER<br>5W Der 5(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind.<br>Gen 3 × 432kW 445V 60Hz a.c. |
| **7004316**<br>*9VFH*<br>384376<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SEA FORTUNE**<br>ex Novseal-90 ex Stinnes Taifun-89<br>ex Novseal-89 ex Stinnes Taifun-88<br>ex Hapag Lloyd Brasil-87 ex Taifun-86<br>**Pacific International Lines (Pte.) Ltd.**<br>Singapore Singapore | T.Mk<br>**2 827**<br>1 949<br>5 883<br>**4 791**<br>3 316<br>7 435 | GL | **1970** Orenstein & Koppel A.G.—Luebeck (666)<br>116,11 (BB) 17,25 6,522/7,494<br>107,98 17,20 9,91<br>F 9,2 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 21,4 28,5 26,0 ER<br>G.10 660 B.10 012<br>TEU 224 C.Ho 134/20' C.Dk 90/20'<br>3 Ha (stl) (12,9 × 7,7) (19,5 19,5 × 10,5) ER<br>10W Der 1(60) 10(10) | MaK<br>Oil 4SA 8Cy. 450 × 550 sr geared<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 232kW 1 × 124kW 380<br>Fuel 68,0t (d.o.) 432,0t (hvf) |

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| **SEA FOX**<br>ex American Hawaii-87<br>Launched as Sea Fox<br>**Wilmington Trust Co., as Trustee**<br>Crowley Maritime Corporation<br>San Francisco, Ca<br>United States of America<br>SatCom: 1500145/KBGK | *34 318*<br>*10 295*<br>24 500 | AB | **1985** Odense Staalskibsvaerft A/S—Lindo (111)<br>198,86 (BB) 32,24 10,992<br>186,42 32,20 20,45<br>1 dk<br>rf nil | **M RoRo Cargo/Container Ship**<br>Fixed-guides<br>Quarter stern door/ramp (s)<br>L 19,50 W 6,25 SWL 180<br>Lane Length 335<br>Trailers 27<br>9 Cell. Ho each 13,0 ER<br>TEU 1914<br>C.Ho 443/20' 314/40'C.Ro Ro Dk 54/20'C.Dk 789/20' inc 200 ref<br>9 Ha (stl) ER<br>20 Wing Ha (stl) ER<br>Cr 2(40) | Sulzer 7RTA76<br>Oil 2SA 7Cy. 760 × 2200<br>23 030bhp (16 940kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 1500kW 1 × 1150kW 480V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>18,5kn |
| **SEA FOX**<br>**Carteret Fish & Oil Co.**<br>New Orleans, La<br>United States of America | **274**<br>186<br>— | | **1960** Patterson Shipyard Inc.—Patterson, La<br>*43,41* 7,35<br>3,00<br>1 dk | **M Fishing** | General Motors<br>Oil<br>1 000bhp (736kW) E made56<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **SEA FOX**<br>**Marine Marketing Crewboat Pte. Ltd.**<br>Singapore<br>Singapore | *155*<br>*46*<br>— | AB (Class cont.) | **1990** Aluminium Boats—Gulfport, Ms (339)<br>... ... ...<br>... ... ... | **Aluminium Alloy TrM Utility Vessel** | General Motors 12V-71-TI<br>3 Vee Oil 2SA each 12Cy. 108 × 127 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 125kW (1 529bhp)<br>Detroit Diesel Corporation Detroit, Mi |
| **SEA FOX**<br>ex Taisei Maru No. 7-90<br>ex Owari Maru No. 36-84<br>ex Matsuo Maru No. 28-80<br>ex Matsuo Maru No. 18-80<br>**Inter Ocean Line**<br>Panama<br>Panama | **154**<br>—<br>— | | **1973** K.K. Usuki Tekkosho—Usuki (885)<br>35,84 6,23 2,896<br>31,91 6,20 2,52<br>1 dk | **M Fishing**<br>Mchy.aft | Usuki 6PSH26DLS<br>Oil 4SA 6Cy. 260 × 320<br>750bhp (552kW)<br>Usuki Tekkosho Usuki |
| **SEA FOX**<br>**New India Fisheries Ltd.**<br>Calcutta<br>India | **134**<br>44<br>107 | | **1970** Kanmon Zosen K.K.—Shimonoseki (299)<br>29,14 6,84 2,591<br>25,00 6,81 3,00<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 220 × 280<br>450bhp (331kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **SEA FREEZE I**<br>ex Straitfish I-80<br>ex Myojin Maru No. 22-69<br>ex Fukuyoshi Maru No. 25-63<br>**Deerness Shipping Ltd.**<br>Panama<br>Panama | **262**<br>160<br>— | (NK) | **1958** Kanasashi Co. Ltd.—Shimizu (303)<br>40,52 3,001<br>37,57 8,84 3,38<br>P 19,2 F 7,4 1 dk<br>RW conv Side-fishing Fishing 80 | **M General Cargo**<br>Mchy.aft<br>G.264 | Akasaka<br>Oil 4SA 6Cy. 300 × 420<br>550bhp (405kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 68kW<br>Fuel 123,0t<br>9,5kn |
| **SEA FREEZE II**<br>ex Straitfish II-82<br>ex Seisho Maru No. 18-69<br>**Deerness Shipping Ltd.**<br>Panama<br>Panama | **212**<br>146<br>— | (NK) | **1959** Yamanishi Zosen K.K.—Ishinomaki (362)<br>40,70 6,86 3,141<br>35,21 6,81 3,33<br>P 14,7 F 6,1 1 dk<br>RW conv Side-fishing Fishing — | **M General Cargo**<br>Mchy.aft | Fuji<br>Oil 4SA 6Cy. 300 × 430<br>700bhp (515kW) NE 63<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 96kW a.c.<br>9kn |
| **SEA FRIENDS**<br>ex Vefa-90 ex Psathi-89 ex Casciotis-81<br>ex Fjallfoss-77<br>**Greenbury Trading Ltd.**<br>Kingstown<br>St. Vincent and the Grenadines | T.Mk<br>**1 598**<br>715<br>2 642 | ✠Classed LR until 11/4/84 | **1954**-2 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (718)<br>93,10 13,54 5,354<br>85,35 13,11 7,93<br>Ba 14,7 F 9,5 2 dks<br>RW | **M General Cargo**<br>2 Ho ER<br>B.4 540<br>4 Ha (each 10,3 × 6,7) ER<br>8W Der 1(20) 8(5) | B&W 6-50VF-90<br>Oil 2SA 6Cy. 500 × 900<br>2 180bhp (1 604kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 215,5t (d.o.)<br>13,5kn |
| **SEA FRONTIER**<br>ex Great Tide<br>**Ahmed Jaffar Mohamed Ali & Mohamed Jaffar Mohamed Ali**<br>Mina Khalid<br>United Arab Emirates | *198*<br>—<br>712 | NK | **1965** Burton Construction & SB. Corp.—Port Arthur, Tx (381)<br>48,76 11,60 2,998<br>46,94 11,58 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Inc. Peoria, Illinois<br>Fuel (d.o.) |
| **SEA FURY**<br>**K. G. & D. J. Leech & Zilzie Nominees Pty. Ltd.**<br>K. G. Leech<br>Australia | **186**<br>—<br>42 | | **1982** "K" Shipyard Construction Co.—Fremantle, W.A.<br>22,51 6,10 2,501<br>20,91 6,01 3,13<br>B 1,3 F 11,6 1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Daimler OM404<br>Vee Oil 4SA 12Cy. 125 × 142 with clutches & sr reverse geared to sc. shaft<br>336bhp (247kW)<br>Daimler-Benz A.G. Mannheim<br>Gen 1 × 104kW 450V 50Hz a.c.<br>Fuel 32,0t (d.o.) |
| **SEA GALANT**<br>**Sea Galant S.A.**<br>Panama<br>Panama | *5 505*<br>*2 273*<br>6 889 | NK | **1990** Iwagi Zosen K.K.—Iwagi (130)<br>97,13 (BB) 7,493<br>89,95 18,00 7,95<br>2 dks | **M General Cargo**<br>G.12 821 B.11 896<br>2 Ha (stl) (19,8 26,0 × 10,1) ER<br>Der 4(20) | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SEA GEM**<br>**Sea Gem Corp.**<br>Los Angeles-Long Beach, Ca<br>United States of America | **1 078**<br>469<br>— | | **1975** J. M. Martinac SB. Corp.—Tacoma, Wa (205)<br>68,08<br>59,26 12,81 5,57<br>1 dk | **M Fishing**<br>Tuna Seiner | General Motors 20-645-E7<br>Vee Oil 2SA 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp. La Grange, Illinois<br>Fuel (d.o.) |
| **SEA GEM**<br>**Gary Daley Ltd.**<br>St. John's, Nfl.<br>Canada | **102**<br>50<br>— | | **1988** .............Glovertown, Nfl<br>18,80 6,70 —<br>- - 2,30 | **M Fishing**<br>Stern Trawler | Oil<br>331kW (450bhp)<br>Canada<br>10kn |
| **SEA GIANT**<br>**Harbor Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca<br>United States of America | **293**<br>169<br>— | | **1957** Pacific Coast Eng. Co.—Alameda, Ca (175)<br>*35,48* 8,59 4,633<br>35,06 8,54 5,26<br>1 dk | **M Tug** | Enterprise<br>Oil 4SA 8Cy. 432 × 533<br>General Metals Corp. U.S.A. |
| **SEA GIRL**<br>Launched as Fortuna<br>**Partenreederei m.s. "Sea Girl"**<br>Karl-Heinrich Danz<br>Hamburg<br>Antigua & Barbuda | T.Mk<br>**499**<br>365<br>1 380 | GL | **1971** Husumer Schiffsw.—Husum (1400)<br>76,31 12,07 4,033<br>68,31 11,92 6,41<br>F 12,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,4 ER<br>G.2 917 B.2 605<br>TEU 88 C. 88/20' (40')<br>1 Ha (stl) (43,8 × 7,6) ER | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>13kn |
| **SEA GIRT**<br>**Gifford Marine Inc.**<br>Crisfield, Md<br>United States of America | **177**<br>101<br>— | | **1949** R.T.C. SB. Corp—Camden, NJ<br>*36,70* 6,56<br>38,10 2,54<br>1 dk | **M Fishing** | Oil<br>600bhp (441kW)<br>.............<br>Fuel (d.o.) |

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| **7126827**<br>*3EFV7*<br>19102-PEXT<br>Df Esd Gc<br>Rdr RTv | **SEA GLORY**<br>ex Ocean Queen-90 ex Lucky Scope-89<br>ex Rio Pilcomayo-87<br>**S. & M. Co. S.A.**<br>Seabridge Maritime Co. Ltd.<br>Panama Panama | T.Mk<br>**6 018**<br>2 937<br>9 314<br>**8 552**<br>5 350<br>10 232 | BV<br>✠Classed LR until 20/8/82 | **1973**-4 Empresa Nacional "Bazan" de C.N.M. S.A.<br>—El Ferrol (144)<br>150,88 (BB) 21,65 7,621/8,256<br>138,64 21,60 12,01<br>F 15,3 3 dks<br>rf nil DK in way of Nos. 2, 3 & 4 holds | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 18,9 18,9 19,2 7,0DTp,c,s 15,0<br>ER 24,7<br>G.8 568 B.7 840 In.2 050 L.991<br>TEU 89 C. 89/20'<br>5 Ha (stl) (10,5 × 7,3) (11,2 11,2 × 8,2)<br>(10,5 × 6,4) ER (11,9 × 8,2)<br>20W Cr 1(5) Der 1(50) 6(10) 10(5) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>7 723kW (10 499bhp)<br>Ast. Espanoles S.A. Mane<br>Gen 3 × 304kW 1 × 184kW<br>Fuel 213,0t (d.o.) 1 414,0t (hvf)- |
| **7705843**<br>*9VRK*<br>381320<br>Df Esd Gc<br>Rdr Rt | **SEA GLORY**<br>ex Pegasus Progress-88<br>ex Sea Glory-87 ex Kota Sahabat-83<br>ex Ranger-81 ex Hodeidah Crown-81<br>ex Ranger-79 ex Strathkeith-79<br>**Pacific International Lines (Pte.) Ltd.**<br>Singapore Singapore | **6 216**<br>3 127<br>7 747 | ✠**100A1** SS 7/87<br>✠**LMC**<br>EL Z 522,5/54,0U2<br>FN 3298 | **1977**-12 Miho Zosensho K.K.—Shimizu (1065)<br>118,12 (BB) 20,05 7,417<br>108,01 20,01 10,52<br>F 10,1 1 dk<br>rf nil | **M General Cargo**<br>Ref<br>DSS<br>5 Ho 12,7 14,0 14,0 14,0 14,0 ER<br>TEU 372<br>C.Ho 204/20' (40') C.Dk 168/20' (40')<br>10 Ha (stl) (12,7p&s × 5,4) (12,9p&s<br>12,9p&s 12,9p&s 12,9p&s × 7,9) ER<br>Cr 1(-) | B&W<br>Oil 2SA 7Cy. 450 × 900<br>6 150bhp (4 524kW)<br>Hitachi Zosen Hiroshim<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 280kW 445V 60Hz a.c.<br>Fuel 115,0t (d.o.) 579,0t (hvf) |
| **7852359**<br>*HP6191*<br>20737-PEXT<br>Rdr Rt | **SEA GLORY**<br>ex Sea Intellect-91<br>ex Daiei Maru No. 7-91<br>**Seagull Petroleum Pte. Ltd.**<br>Panama Panama | **444**<br>242<br>1 300 | | **1971** Y.K. Okajima Zoensho—Nakajima (160)<br>53,19 4,501<br>52,00 9,50 6,05<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil<br>1 300bhp (956kW)<br>Makita Diesel Co. Ltd. |
| **8513821**<br>Esd Gc Rdr<br>RTv | **SEA GLORY**<br>**Government of Hong Kong**<br>Hong Kong Hong Kong (British) | **150**<br>—<br>— | ✠Classed LR until 10/87 | **1986**-7 Chung Wah SB. & Eng. Co. Ltd.—Hong Kong (204)<br>26,65 5,92 1,601<br>24,80 5,83 3,28<br>1 dk<br>rf 1257 BK 25 | **TM Patrol Launch** | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 ×<br>clutches, flexible couplings &<br>to sc. shafts<br>2 920bhp (2 148kW)<br>M.T.U. Friedrichshafen GmbH<br>also 1 oil 349kW driving a water<br>Gen 2 × 48kW 380V 50Hz a.c.<br>Fuel 10,0t (d.o.)-13,0pd |
| **5388433**<br>Esd Pfd Rdr<br>Rt | **SEA GLORY I**<br>ex Vanerfjord-91 ex Hamnfjord-76<br>ex Westfjord-69<br>**Sea Glory Corp. S. de R.L.**<br>Citadel Shipping AB<br>San Lorenzo Honduras | *397*<br>*223*<br>585 | GL | **1952** C. Luehring Schiffswerft GmbH & Co. KG<br>—Brake/Unterweser (522)<br>49,48 7,57 3,180<br>44,81 7,52 3,36<br>P 10,4 RQD 16,8 F 4,6 1 dk<br>RW len 54 | **M General Cargo**<br>Mchy.aft<br>2 Ha (10,2 12,3 × 4,7)<br>2W | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>199kW (271bhp)<br>Frederikshavn Jernstoberi & Mask<br>A/S<br>Fuel (d.o.) |
| **8203438**<br>*LMXP3*<br>N-00088<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEA GODDESS I**<br>**P/R Norske Cruise**<br>Cunard Line Ltd.<br>Oslo Norway (NIS)<br>SatCom: 1310646/LMXP | *4 253*<br>*1 277*<br>450 | NV | **1984** Oy Wartsila Ab—Helsinki/Helsingfors (466)<br>104,81 4,001<br>90,56 14,61 6,00<br>3 dks | **TM Passenger Ship** 58cbn 116bth P<br>Mchy.aft | Wartsila<br>2 Vee Oil 4SA each 12Cy. 220 ×<br>clutches, flexible couplings &<br>shafts<br>4 800bhp (3 531kW)<br>Oy Wartsila Ab<br>Gen 3 × 496kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller<br>Fuel 19,0t (d.o.) 297,5t (hvf)-16,5p |
| **7652943**<br>*9V3308*<br>383668<br>Rdr Rt | **SEA GODDESS I**<br>ex Cotan Oil-87 ex A. K. Marine I-85<br>ex Actfast-83 ex Meisho Maru No. 8-80<br>**Alphine Petroleum Pte. Ltd.**<br>Singapore Singapore | **487**<br>278<br>907 | AB NK | **1969** Kurinoura Dock K.K.—Yawatahama (70)<br>54,79 4,112<br>49,10 8,81 4,60<br>P 11,9 F 6,1 1 dk<br>rf 246 | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 228 | Daihatsu<br>Oil 4SA 8Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 56kW |
| **8203440**<br>*LNQX3*<br>N-00089<br>Df Esd Gc<br>Rdr RTv | **SEA GODDESS II**<br>**K/S A/S Norske Cruise I/II**<br>Cunard Line Ltd.<br>Oslo Norway (NIS)<br>SatCom: 1310650/LNQX | *4 260*<br>*1 278*<br>450 | NV | **1985** Hollming Oy—Rauma/Raumo ((467))<br>104,81 4,171<br>91,80 14,61 8,72<br>2 dks | **TM Passenger Ship** 58cbn 116bth P | Wartsila<br>2 Vee Oil 4SA each 12Cy. 220 ×<br>clutches, flexible couplings &<br>shafts<br>3 530kW (4 799bhp)<br>Oy Wartsila Ab<br>Gen 3 × 496kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller<br>Fuel 19,0t (d.o.) 297,5t (hvf)-16,5p |
| **8844268**<br>*JD2654*<br>128547<br>Esd Rdr Rt | **SEA GRACE**<br>**Kyoritsu Kaijyo Unyu K.K.**<br>Kushiro, Hokkaido Pref. Japan | **190**<br>—<br>— | | **1990** Nippon Hikoki (Airplane) K.K.—Yokohama<br>31,00 - 1,500<br>29,00 9,28 3,22<br>1 dk | **Reinforced Plastic TM Ferry**<br>—dk P | Yanmar<br>2 Oil 4SA each 16Cy. 150 × 165<br>Yanmar Diesel Engine Co. Ltd. |
| **5316064**<br>*MEPW*<br>303212<br>Esd Rdr Rt | **SEA GRIFFON**<br>**Aberdeen Harbour Board**<br>Aberdeen United Kingdom | **117**<br>34<br>— | ✠**100A1** SS 11/89<br>tug<br>✠**LMC**<br>EL (a)<br>FN 254 | **1962**-3 J. Lewis & Sons Ltd.—Aberdeen (321)<br>26,85 7,35 3,188<br>24,41 7,01 3,36<br>RW rf 457 BK 152 | **M Tug** | National Gas<br>Oil 4SA 6Cy. 305 × 381 sr reverse<br>shaft<br>National Gas & Oil Eng. Co.<br>Gen 2 × 15kW 220V d.c.<br>Fuel (d.o.) |
| **8513833**<br>Esd Gc Rdr<br>RTv | **SEA GUARDIAN**<br>**Government of Hong Kong**<br>Hong Kong Hong Kong (British) | **150**<br>—<br>— | ✠Classed LR until 10/87 | **1986**-8 Chung Wah SB. & Eng. Co. Ltd.—Hong Kong (205)<br>26,65 5,97 1,601<br>24,80 5,85 3,33<br>1 dk<br>rf 1257 BK 25 | **TM Patrol Launch** | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 ×<br>clutches, flexible couplings & d<br>to sc. shafts<br>2 918bhp (2 146kW)<br>M.T.U. Friedrichshafen GmbH<br>also 1 oil 349kW driving a water je<br>Gen 2 × 48kW 380V 50Hz a.c.<br>Fuel 10,0t (d.o.)-13,0pd |
| **6713893**<br>*9HFJ3*<br>2590<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SEA GULL**<br>ex Pu Jiang-90 ex Speyer-78<br>**Seagull Marine Ltd.**<br>Valletta Malta | T.Mk<br>**5 616**<br>3 461<br>6 570<br>**7 333**<br>4 706<br>8 873 | ZC (GL) | **1967** Blohm + Voss A.G.—Hamburg (852)<br>135,36 19,49 7,421/8,640<br>127,75 19,33 11,05<br>P 38,8 B 10,4 F 22,6 1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref 8P<br>Ice strengthened<br>5 Ho 16,0 24,5 19,5 16,7 16,6<br>G.13 660 B.12 617 In.296<br>TEU 170 C. 170/20'<br>5 Ha (stl) (10,5 × 5,0) (16,7 12,5 12,5 ×<br>6,0) (12,1 × 5,0)<br>16W Cr 1(3) Der 14(10) 2(5) | MAN<br>Oil 2SA 7Cy. 700 × 1200<br>6 179kW (8 400bhp)<br>Blohm + Voss A.G.<br>Gen 3 × 326kW 400V 50Hz a.c.<br>Fuel 1 135,0t (hvf) |
| **6709244**<br>*OVID2*<br>D-11199<br>Df Esd Rdr<br>RTm/v | **SEA GULL**<br>ex Juto-84 ex Pax-78<br>ex Tove Lindinger-76<br>**Hans Grydehoj**<br>Marstal Denmark (DIS) | **299**<br>165<br>715 | BV | **1967** A/S Nordsovaerftet—Ringkobing (28)<br>49,75 8,39 3,460<br>44,30 8,30 5,50<br>P 11,0 B 8,6 F 9,5 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho ER<br>G.1 303 B.1 133<br>2 Ha (w) (11,2 11,8 × 4,9) ER | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>510bhp (375kW)<br>Alpha-Diesel A/S<br>Gen 2 × 5,25kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 74,0t (d.o.) |
| **6617788**<br>*3ELD6*<br>14225-PEXT<br>Df Esd Pfd<br>Rdr RTm/v | **SEA GULL I**<br>ex Else Horne-88<br>**Sea Ocean Trading Corp.**<br>Panama Panama | **148**<br>70<br>230 | (BV) | **1966** VEB Rosslauer Schiffswerft—Rosslau<br>33,58 6,66<br>29,55 6,61 3,31<br>1 dk<br>conv Side Trawler Fishing 88 | **M Fishing**<br>Side-fishing Long-line Ref<br>2 Ho 4,5 8,0 ER<br>2 Ha (stl) (each 1,5 × 1,2) ER<br>1W Der 1(4) | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) NE 71<br>Alpha-Diesel A/S<br>Gen 1 × 16kW 1 × 12kW 220<br>Fuel 19,0t (d.o.) |

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| **SEA HARMONY**<br>ex Sanko Harmony-89<br>**Golden Melody Corp. S.A.**<br>Panama<br>Panama<br>SatCom: 1331471/TRZL | *22 135*<br>*12 665*<br>38 888<br>T/cm<br>47,2 | NK | **1985** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2878)<br>180,80 (BB) 30,54 10,932<br>171,00 30,51 15,32<br>F 18,0 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,4 27,2 27,2 27,2 25,6 ER<br>G.46 112 B.44 492 HeCls. B<br>5 Ha (stl) (15,2 × 12,8) (19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>6 800bhp (5 002kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 86,5t (d.o.) 1 626,5t (hvf)-23,0pd 14,25kn |
| **SEA HARVEST**<br>ex Mt. Harvard-86 ex Mari Boeing-85<br>**Sapphire Sea Shipping Ltd.**<br>Liberia<br>Monrovia | **13 079**<br>8 782<br>20 000 | AB | **1975** Hitachi Zosen—Mukaishima (4482)<br>161,58 22,84 9,980<br>152,05 22,79 13,59<br>P 31,1 F 11,6 2 dks<br>rf 102 | **M General Cargo**<br>5 Ho ER<br>G.27 297 B.25 719<br>5 Ha ER<br>Cr 4(10,5) Der 2(10) | B&W 7K67GF<br>Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 400kW<br>16kn |
| **SEA HARVESTER**<br>ex Mary Nan<br>**Sea Harvest Inc.**<br>Philadelphia, Pa<br>United States of America | **425**<br>230<br>— | | **1927** Sun SB. & Dry Dock Co.—Chester, Pa<br>*46,40* 8,26<br>3,41 | **M Fishing** | Oil<br>400bhp (294kW)<br>.............<br>Fuel (d.o.) |
| **SEA HARVESTER**<br>**Sea Harvester Inc.**<br>Morgan City, La<br>United States of America | **144**<br>98<br>— | | **1968** St. Charles Steel Works Inc.—Thibodaux, La<br>*23,93* 7,42<br>3,71 | **M Fishing** | Oil<br>425bhp (313kW)<br>.............<br>Fuel (d.o.) |
| **SEA HARVESTER I**<br>ex Ingram Bay ex Aleutian Mail-67<br>**Shore Sea Products Inc.**<br>Cape Charles, Va<br>United States of America | **256**<br>174<br>267 | | **1944** Tacoma Boatbuilding Co. Inc.—Tacoma, Wa<br>41,46 7,62<br>38,10 7,47 3,64<br>1 dk<br>conv General Cargo — | **Wood TM Fishing**<br>2 Ho<br>2 Ha<br>3W | General Motors<br>2 Vee Oil 2SA each 8Cy. 165 × 178<br>1 000bhp (736kW)<br>General Motors Corp. Detroit, Mi<br>12kn |
| **SEA HARVESTER II**<br>ex Hugh Haynie ex Grafton<br>**Shore Sea Products Inc.**<br>Cape Charles, Va<br>United States of America | **268**<br>182<br>— | | **1944** Gibbs Gas Engine Co. Ltd.—Jacksonville, Fl<br>41,46 7,80 2,617<br>38,08 7,32 3,33<br>1 dk | **Wood TM Fishing**<br>Side-fishing<br>Mchy.aft | General Motors<br>2 Oil<br>1 330bhp (978kW)<br>General Motors Corp. Detroit, Mi |
| **SEA HAWK**<br>ex Mahan-91 ex Yucca-86 ex Elle III-80<br>ex Hakuyo Maru-79<br>Panama | **2 988**<br>2 072<br>6 017 | NK | **1972** Imabari Zosen—Imabari (290)<br>104,81 16,34 6,700<br>96,02 16,31 8,21<br>P 19,9 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 502 B.7 225<br>2 Ha (stl) (25,9 27,9 × 8,3) ER<br>Der 4(15) | Hanshin 6LU50A<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 132kW<br>Fuel 559,0t-13,0pd 12,5kn |
| **SEA HAWK**<br>**Koshikijima Shosen K.K.**<br>Kushikino, Kagoshima Pref.<br>Japan | **304**<br>—<br>40 | | **1990** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (940)<br>48,50 - 1,450<br>44,00 8,20 3,90<br>1 dk | **Aluminium Alloy TM Ferry**<br>Mchy.aft | Ikegai 16V190ATC<br>2 Vee Oil 4SA each 16Cy. 190 × 230 with clutches, flexible couplings & reverse reduction geared to sc. shafts<br>4 046kW (5 501bhp)<br>Ikegai Tekkosho Kawasaki |
| **SEA HAWK**<br>**C/V Seahawk Inc.**<br>Cape Charles, Va<br>United States of America | **259**<br>176<br>— | | **1955** Patterson Shipyard Inc.—Patterson, La<br>*44,26* 6,58<br>2,90 | **M Fishing** | Oil<br>1 100bhp (809kW)<br>.............<br>Fuel (d.o.) |
| **SEA HAWK**<br>ex YTM-774<br>**Puget Sound Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca<br>United States of America | **194**<br>131<br>— | | **1945** Commercial Iron Works—Portland, Or (243)<br>—<br>28,73 7,62 3,48<br>1 dk | **M Tug** | Oil<br>............. |
| **SEA HAWK**<br>ex Zieba-69<br>**Kaleawo Enterprises Ltd.**<br>Takoradi<br>Ghana | **185**<br>77<br>110 | (PR) | **1957** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B17/24)<br>34,45 6,79<br>30,33 6,70 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | MaK<br>Oil 4SA 6Cy. 290 × 420<br>390bhp (287kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 66kW 330V d.c. 1 × 18kW 1 × 12kW 1 × 6kW 110V d.c.<br>9kn |
| **SEA HAWK**<br>**Allied Towing Corp.**<br>Norfolk, Va<br>United States of America | **180**<br>122<br>— | AB | **1978** Modern Marine Power Inc.—Houma, La (21)<br>9,78 4,363<br>35,36 9,76 5,06<br>1 dk<br>BK 51 | **TM Tug**<br>Pusher | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>12kn |
| **SEA HAWK**<br>ex Big Brute-83 ex YTB 140<br>**Alaska Marine Charters Inc.**<br>Seattle, Wa<br>United States of America | **125**<br>85<br>— | | **1975** Universal Iron Works—Houma, La (132)<br>3,163<br>25,91 8,54 3,66<br>1 dk | **TM Tug** | Oil |
| **SEA HAWK**<br>ex Nord-91<br>**L. H. Visser & Zn. Towage & Marine Services**<br>Oudeschild, Texel<br>Netherlands | *122*<br>*36*<br>20 | GL | **1955** Rolandwerft G.m.b.h.—Bremen (852)<br>29,00 7,35 2,060<br>26,30 7,30 2,75<br>1 dk<br>conv Survey Research 90<br>conv Yacht 91 | **M Tug/Supply Ship**<br>Stand-by Safety Deck Cargo Fire-fighting | MWM<br>Oil 4SA 6Cy. 250 × 350<br>Motorenw. Mannheim A.G. Mannheim<br>Gen 1 × 37kW 110V<br>11kn |
| **SEA HAWK**<br>ex Mary Jane ex Puffin ex Mary Jane<br>**Sea Hawk Inc.**<br>Norfolk, Va<br>United States of America | **118**<br>80<br>— | | **1936** Snow Shipyard Inc.—Rockland, Me<br>*26,07* 6,15<br>3,23 | **Wood M Fishing** | Caterpillar<br>Oil<br>400bhp (294kW) NE 51<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **SEA HAWK No. 1**<br>ex Sea Hawk-89<br>**O Yang Fisheries Co. Ltd.**<br>Busan<br>South Korea<br>SatCom: 1660343/SEAH | **989**<br>472<br>1 554 | KR | **1976** San Diego Mar. Co.—San Diego, Ca (193)<br>67,53<br>60,15 12,19 5,80<br>1 dk | **M Fishing**<br>Tuna Seiner Ref<br>Mchy.aft | General Motors 20-645-E7<br>Vee Oil 2SA 20Cy. 230 × 254 sr geared to sc. shaft<br>2 648kW (3 600bhp)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW 480V a.c.<br>Thw. thrust propeller fwd<br>16kn |
| **SEA HAWK No. 2**<br>ex Mariner-89<br>**Asian Banking Corp.**<br>O Yang Fisheries Co. Ltd.<br>Busan<br>South Korea<br>SatCom: 1660110/OYFC | **988**<br>472<br>— | KR | **1978** Campbell Industries—San Diego, Ca<br>- - 5,620<br>60,48 12,26 5,82<br>1 dk | **M Fishing**<br>Tuna Seiner Ref | General Motors<br>Oil 2SA 20Cy. 230 × 254<br>2 648kW (3 600bhp)<br>General Motors Corp. Cleveland, Oh<br>Gen 3 × 900kW 480V a.c.<br>15kn |

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| **9014652**<br>875269<br>Rdr Rt | **SEA HAWKE II**<br>**Barron Fishing Ltd.**<br>Napier New Zealand | **195**<br>146<br>— | | **1990** Australian SB. Industries (W.A.) Pty. Ltd<br>—Fremantle, W.A.<br>24,95 3,000<br>22,04 7,42 3,84 | **M Fishing**<br>Stern Trawler Ref | Caterpillar<br>Oil geared to sc. shaft<br>632bhp (465kW)<br>Caterpillar Inc. |
| **7123423**<br>*HPQH*<br>13051-83<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SEA HERON**<br>ex Monarch-82<br>Panama Panama | T.Mk<br>**8 582**<br>5 590<br>12 299<br>**11 291**<br>5 863<br>16 618 | (BV) | **1971** "Chernomorskiy" Shipyard—Nikolayev<br>(208)<br>169,60 21,85 8,421/10,030<br>156,01 21,80 13,21<br>B 29,0 F 34,2 2 dks<br>rf 305 DK fwd | **M General Cargo**<br>Ice strengthened<br>6 Ho 16,7 19,3 18,2 17,8 18,2 ER<br>15,3<br>G.23 100 B.20 700<br>6 Ha (stl) (8,3 × 7,0) (11,0 11,0 11,0 11,0 × 10,9) ER (9,7 × 9,4)<br>2W Cr 7(8) Der 1(59) | B&W<br>1P Oil 2SA 8Cy. 740 × 1600<br>13 200bhp (9 709kW)<br>Bryansk Eng. Works<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel 2 550,5t (hvf) |
| **8920921**<br>*P3FQ4*<br>709259<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SEA HIGHNESS**<br>**Campoblanco Shipping Co. Ltd.**<br>Columbia Shipmanagement Ltd.<br>Limassol Cyprus | *149 945*<br>*101 748*<br>284 317 | NV | **1991** Hyundai Heavy Industries Co. Ltd.—Ulsan<br>(733)<br>322,00 (BB) 56,05 21,622<br>311,38 56,00 31,40<br>1 dk | **M Tanker**<br>COW IGS SBT<br>6 Ta 6 Wing Ta ER<br>L.(oil) 302 051 | B&W<br>Oil 2SA 6Cy. 800 × 3056<br>16 490kW (22 418bhp)<br>Hyundai Engine & Machinery Co. Ltd<br>Gen 3 × 800kW 440V 60Hz a.c.<br>Fuel 366,3t (d.o.) 5 441,2t (hvf)-66,0pd |
| **8321761**<br>*DZAN*<br>229085<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **SEA HOLLY**<br>ex Aoba Maru-87<br>**Omni Interlink Inc.**<br>Manila Philippines | *35 128*<br>*21 965*<br>67 478 | NK | **1984** Kawasaki Heavy Ind. Ltd.—Kobe (1371)<br>220,20 (BB) 13,237<br>212,02 32,21 18,22<br>P 15,0 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.77 311<br>7 Ha (stl) (14,7 × 12,0) (16,4 16,4 16,4 16,4 16,4 14,7 × 14,0) ER | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>11 200bhp (8 238kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 400kW a.c. |
| **8510659**<br>*D7AT*<br>BSR-855627<br>Df Esd Gc<br>Rdr Rt | **SEA HOPE**<br>**Nam Sung Shipping Co. Ltd.**<br>Busan South Korea | *1 600*<br>*1 186*<br>3 049 | KR | **1985** Shin-A Shipbuilding Co. Ltd.—Chungmu<br>(281)<br>89,49 (BB) 13,90 5,260<br>81,51 6,51<br>1 dk | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>G.4 394 B.3 849<br>TEU 78 C. 78/20' | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>2 400bhp (1 765kW)<br>Ssang Yong Heavy Industries Co. Ltd<br>Gen 2 × 148kW 445V a.c. |
| **7308619**<br>*WYZ7658*<br>294883 | **SEA HORNET**<br>**Gulf-Atlantic Fleet Co.**<br>New Orleans, La United States of America | **326**<br>221<br>— | | **1964** Patterson Shipyard Inc.—Patterson, La<br>*41,24* 8,62<br>3,23 | **M Fishing** | Oil<br>914bhp (672kW)<br>............<br>Fuel (d.o.) |
| **7601231**<br>*J8EJ2*<br>3191<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SEA HORSE**<br>ex Maripasoula-91<br>ex CGM Maripasoula-90<br>ex Maripasoula-86 ex Atlanta II-82<br>ex Atlanta-79<br>**Sea Horse Shipping Inc.**<br>Pacific International Lines (Pte.) Ltd.<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**3 672**<br>2 416<br>6 350<br>**6 417**<br>4 176<br>8 542 | BV (GL) | **1977** Yamanishi Zosen K.K.—Ishinomaki (812)<br>129,32 (BB) 19,26 6,681/7,835<br>119,31 19,21 10,27<br>P -F - 2 dks | **M General Cargo**<br>Portable-guides<br>Ice strengthened<br>3 Ho 3 TwD<br>G.12 875 B.11 627 HeCls. B<br>TEU 312<br>C.Ho 180/20'(40') C.Dk. 132/20'(40') incl. 30 ref C.<br>3 Ha (stl) (12,3 × 10,3) (25,3 25,3 × 12,9) ER<br>5W Der 2(50) 3(30) | B&W<br>Oil 2SA 7Cy. 450 × 900<br>4 413kW (6 000bhp)<br>Hitachi Zosen Hiroshima Wo<br>Gen 2 × 520kW 1 × 350kW 450V<br>Fuel 146,0t (d.o.) 904,0t (hvf) |
| **6525155**<br>*8QNK*<br>191/10-T<br>Df Esd Rdr<br>RTm/v | **SEA HORSE**<br>ex Ngahere-87<br>**Foojadi Shipping Co. Ltd.**<br>Maldives National Ship Management Ltd.<br>Male Maldives | **4 357**<br>2 155<br>6 117 | ✠**100A1** SS 9/89<br>✠**LMC**<br>EL x 1$\frac{13}{16}$"SQ<br>FN 2585 | **1966**-2 Caledon SB. & Eng. Co. Ltd.—Dundee<br>(543)<br>111,89 16,31 7,163<br>103,79 16,16 8,74<br>P 25,6 F 9,8 1 dk<br>RW rf 152 | **M General Cargo**<br>3 Ho 13,0 29,4comb. 24,0comb. ER<br>G.8 172 B.7 705<br>Cr 2(10) 4(5) | Polar<br>Oil 2SA 9Cy. 500 × 700<br>3 285bhp (2 416kW)<br>British Polar Engines Ltd.<br>Gen 3 × 230kW 440V 50Hz a.c.<br>Fuel 391,0t (d.o.) |
| **6829769**<br>*ORPK*<br>10/100<br>Df Esd Rdr Rt | **SEA HORSE**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **338**<br>44<br>— | BV | **1969** N.V. Boelwerf S.A.—Tamise/Temse (1446)<br>35,62 9,99 3,899<br>30,00 9,40 4,96<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 12Cy. 240 × 280<br>NE 82<br>Kloeckner Humboldt Deutz |
| **8605521**<br>*ZBWH*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SEA HORSE**<br>**Government of Hong Kong (Director of Marine)**<br>Hong Kong Hong Kong (British) | **300**<br>—<br>113 | ✠**100A1**<br>extended protected waters service<br>✠**LMC** **CCS**<br>EL (E) 275,0/17,5U2<br>FN 516 | **1987**-10 Hong Kong Shipyard Ltd.—Kowloon, Hong Kong (149)<br>40,11 9,12 3,201<br>36,43 8,62 5,52<br>B 17,1 1 dk<br>rf nil | **TM Patrol Ship**<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 170 × 19<br>clutches, flexible couplings & s<br>to sc. shafts<br>2 384bhp (1 754kW)<br>Caterpillar Inc.<br>Gen 2 × 155kW 380V 50Hz a.c. |
| **8427967**<br>225770<br>Rt | **SEA HORSE**<br>**Via Marine Corp.**<br>Manila Philippines | **245**<br>152<br>— | | **1980** ............Manila<br>7,35<br>40,85 7,32 3,00<br>1 dk | **M Tanker** | Oil<br>205bhp (151kW) |
| **7404085**<br>567812<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA HORSE**<br>ex Robin IX-84<br>**GATX Leasing Corp.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **197**<br>134<br>— | AB | **1975** McDermott Shipyard—Morgan City, La<br>(206)<br>10,37 4,290<br>36,63 10,32 5,01<br>1 dk | **TM Tug** | Alco<br>2 Vee Oil 4SA each 12Cy. 229 × 2<br>reduction geared to sc. shafts<br>Alco Engine Co.<br>Gen 2 × 75kW<br>Fuel 254,0t (d.o.) |
| **7200702**<br>*HO6364*<br>12795-83<br>Esd Rdr Rt | **SEA HORSE**<br>ex Jupiter I-86 ex Jupiter-82<br>Panama Panama | **181**<br>123<br>— | | **1965** Mangone SB. Corp.—Houston, Tx (66)<br>10,98<br>43,03 3,81<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 1<br>1 300bhp (956kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| **7102962**<br>*HP5873*<br>20152-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA HORSE IV**<br>ex Kah Weng-90 ex Salvista-89<br>ex Iris-81<br>Panama Panama | **986**<br>324<br>1 146 | (NK)<br>Classed LR until 8/89 | **1970** Daiko Dkyd Co. Ltd.—Osaka (67)<br>63,89 11,66 4,979<br>57,99 11,41 5,29<br>F 34,2 1 dk<br>RW rf 406 | **TM Tug**<br>Salvage | Hanshin<br>2 Oil 4SA each 6Cy. 460 × 680<br>The Hanshin Diesel Works Ltd<br>Gen 2 × 176kW 445V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 879,0t-13,0pd |
| **6716182**<br>*HP5637*<br>D265-17 89-PEXT<br>Df Esd Pfd<br>Rdr Rt | **SEA HORSE IV**<br>ex Daiyu Maru No. 15-90<br>**Evermast Capital Corp.**<br>Panama Panama | **199**<br>—<br>— | | **1966** Nagasaki Zosen K.K.—Nagasaki (128)<br>34,98 6,58 2,820<br>34,45 6,56 3,20<br>1 dk | **M Fishing/ Fish Carrier**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 290 × 430<br>650bhp (478kW)<br>Makita Tekkosho |
| **8333154**<br>*WO6972*<br>271778<br>Rdr Rt | **SEA HOUND**<br>**Harbor Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **180**<br>89<br>— | | **1956** Pacific Coast Eng. Co.—Alameda, Ca<br>29,80 7,52 4,32<br>1 dk | **TM Tug** | General Motors<br>Vee Oil 2SA 12Cy. 216 × 254<br>General Motors Corp. |

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| **SEA HUMBER**<br>**Seacon Ltd.**<br>Nassau<br>Bahamas | T.Mk<br>**529**<br>247<br>1 583<br>**1 308**<br>866<br>2 139 | ✠100A1 SS 9/87<br>✠LMC UMS<br>EL M 385,0/32,0U2<br>FN 1230 | **1977**-6 Kanrei Zosen K.K.—Tokushima (234)<br>69,02 13,54 —/4,501<br>65,00 13,50 5,41<br>P 12,8 F 7,7 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 43,9 1 TwD<br>G.2 860 B.2 803<br>1 Ha (stl) (40,5 × 10,3) ER | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320 reverse reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Ota<br>Gen 2 × 70kW 1 × 25kW 230V 50Hz a.c.<br>Fuel 196,0t (d.o.) 10,5kn |
| **SEA HUNTER**<br>ex Probe Researcher-90 ex Mai-88<br>**Seahunters Ltd.**<br>Janson Shipping A/S<br>Bergen<br>Norway (NIS) | *1 194*<br>*421*<br>— | ✠100A1 SS 4/91<br>seismic vessel<br>✠LMC<br>EL (n)gt 1⅜"SQ<br>FN 1046 | **1960**-5 A.G. "Weser" Werk Seebeck —Bremerhaven (851)<br>71,30 10,32 5,450<br>66,10 10,30 5,52<br>1 dk<br>rf 381 Box K 305 conv Side Trawler Fishing 80 | **M Research**<br>Seismographic Survey | MAN<br>Oil 4SA 10Cy. 400 × 600 with hydraulic coupling<br>2 100bhp (1 545kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 235kW 1 × 120kW 230V d.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 15kn |
| **SEA HUSKY**<br>**Sembawang Maritime Ltd.**<br>Singapore<br>Singapore | **264**<br>84<br>— | BV | **1974** Matsuura Tekko Zosen—Higashino (234)<br>31,50 8,56<br>27,51 8,49 4,37<br>1 dk | **TM Tug** | Fuji 6L27.5X<br>2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Diesel Co. Ltd. Tateyama<br>12,5kn |
| **SEA INSPECTOR**<br>**Raleigh Abner**<br>Panama<br>Panama | **136**<br>92<br>— | | **1932** .............Dubuque, Ia<br>*26,80* 7,04<br>2,04<br>1 dk | **M Fishing** | Oil<br>330bhp (243kW)<br>U.S.A. |
| **SEA ISLAND**<br>ex State Pride-88<br>**SEACOR Offshore Inc.**<br>SEACOR Marine Inc.<br>New Orleans, La<br>United States of America | **256**<br>174<br>723 | AB | **1977** Blount Marine Corp.—Warren, RI (212)<br>58,53 12,10 3,510<br>53,29 11,90 4,30<br>F 11,9 1 dk | **TM Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>12kn |
| **SEA ISLAND**<br>**Paul Ormond Mason**<br>Washington, NC<br>United States of America | **100**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler Shrimp-trawl | Oil<br>365bhp (268kW)<br>U.S.A. |
| **SEA ISLANDER**<br>ex ST 693<br>**Stevens Towing Co. Inc.**<br>Charleston, SC<br>United States of America | **140**<br>95<br>— | | **1944** .............Decatur, Al<br>*24,45* 7,07<br>2,77<br>1 dk | **M Tug** | Oil<br>U.S.A. |
| **SEA ISLE CITY**<br>ex Umm Al Maradem-87<br>**Chesapeake Shipping Inc.**<br>Gleneagle Ship Management Co. Inc.<br>Philadelphia, Pa<br>United States of America | **44 542**<br>28 511<br>79 999<br>T/cm<br>89,8 | AB | **1981** Mitsubishi Heavy Industries Ltd.—Nagasaki (1867)<br>231,81 (BB) 46,00 12,191<br>220,02 44,01 18,62<br>1 dk<br>rf nil Bow/CM 117 Diam. 0,400 MH 1,8 | **M Tanker**<br>IGS SBT<br>11 Ta ER<br>L.(oil) 96 746 HeCls. CptB<br>3 Cargo pumps total 6 000T/hr | Sulzer 5RLA90<br>Oil 2SA 5Cy. 900 × 1900<br>17 000bhp (12 505kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 1 × 900kW 1 × 800kW 1 × 500kW 450V 60Hz a.c.<br>Fuel 249,0t (d.o.) 2 835,0t (hvf)-59,0pd 15kn |
| **SEA JADE**<br>ex Asia Beauty-84<br>**Sea Jade Maritime Inc.**<br>Monrovia<br>Liberia | **15 012**<br>10 848<br>25 314<br>T/cm<br>37,1 | NK | **1974** Kanda Zosensho K.K.—Kure (183)<br>175,85 25,43 9,624<br>165,00 25,40 13,42<br>P 32,4 B 24,1 F 13,8 1 dk | **M Bulk Carrier**<br>5 Ho 16,0 23,2 26,9 26,9 26,9 ER<br>G.36 156 B.31 906<br>5 Ha (stl) (12,5 × 9,9) (18,9 18,7 18,7 18,7 × 12,5) ER<br>5W Der 5(20) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 432kW 440V 60Hz a.c.<br>Fuel 1 644,0t 14,5kn |
| **SEA JADE**<br>ex Gemini I-78<br>**Arthur Thornton True Sr.**<br>Brunswick, Ga<br>United States of America | **125**<br>85<br>— | | **1972** Desco Marine—St. Augustine, Fl (F112)<br>*20,97* 6,74<br>3,81 | **Reinforced Plastic M Fishing**<br>In.45 | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **SEA JAGUAR**<br>ex Sanyo-87<br>**Sembawang Maritime Ltd.**<br>Singapore<br>Singapore | **196**<br>63<br>108 | BV | **1977** Kegoya Dock K.K.—Kure (752)<br>31,73 8,62 2,898<br>26,52 8,60 3,51<br>1 dk | **M Tug**<br>Fire-fighting Pollution Control | Yanmar<br>2 Oil 4SA each 6Cy. 250 × 290<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| **SEA JEWEL**<br>ex Yamatama Maru-89<br>**Organzine Ltd.**<br>Tanker Pacific Management Ltd.<br>Nassau<br>Bahamas<br>SatCom: 1104202/SJWL | **57 531**<br>33 526<br>92 033<br>T/cm<br>84,4 | NK | **1980** Tsuneishi Zosen K.K.—Numakuma (441)<br>248,00 13,722<br>236,00 39,60 21,00<br>1 dk<br>Bow/CM 126 Diam. 0,500 MH 1,5 | **M Tanker**<br>COW IGS SBT<br>7 Ta ER<br>L.(oil) 111 375 HeCls. BC<br>3 Cargo pumps total 750T/hr | Pielstick 12PC4V-570<br>Vee Oil 4SA 12Cy. 570 × 620 geared to sc. shaft<br>13 240kW (18 000bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 211,5t (d.o.) 2 941,0t (hvf)-55,0pd 14,75kn |
| **SEA JEWEL**<br>Roatan<br>Honduras | **100**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,82<br>1 dk | **Wood M Fishing**<br>Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **SEA KING**<br>ex Nissos Serifos-88 ex Virginia Lily-85<br>**Omega Consultants A/S**<br>Monrovia<br>Liberia<br>SatCom: 1243317/KING | **40 369**<br>31 263<br>83 258<br>T/cm<br>81,9 | NV (NK) | **1974** Kurushima Dockyard Co. Ltd.—Imabari (761)<br>245,98 (BB) 38,31 13,283<br>235,01 38,28 17,71<br>F 19,2 1 dk<br>Bow/CM 122 Diam. 0,508 | **M Tanker**<br>COW<br>15 Ta ER<br>L.(oil) 105 472 HeCls. C<br>3 Cargo pumps total 8 250T/hr | MAN K9Z86/160<br>Oil 2SA 9Cy. 860 × 1600<br>20 700bhp (15 226kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 880kW 440V 60Hz a.c.<br>Fuel 264,5t (d.o.) 3 611,0t (hvf)-80,0pd 15,75kn |
| **SEA KING**<br>ex Kyriakos M-88<br>ex Kapetan Antonis II-88 ex Sifnos-86<br>ex Torm Aslaug-78 ex Aslaug-74<br>**Judgment Shipping Co. Ltd.**<br>Valletta<br>Malta | **14 076**<br>9 687<br>25 635<br>T/cm<br>34,4 | NV | **1972** Kaldnes M/V A/S—Tonsberg (192)<br>180,30 (BB) 22,92 10,211<br>168,59 22,86 13,75<br>P 37,2 F 17,7 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>6 Ho 21,7 20,7 20,9 20,9 20,1 21,7 ER<br>G.31 780 B.29 912<br>6 Ha (stl) (each 13,1 × 11,5) ER<br>Cr 3(25) | Gotaverken 750/1600VGS6U<br>Oil 2SA 6Cy. 750 × 1600<br>12 300bhp (9 047kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 390kW 440V 60Hz a.c.<br>Fuel 2 380,5t (hvf)-35,5pd 15,75kn |
| **SEA KING**<br>ex King Sun-79 ex Louis-66<br>ex Pedro-66 ex Louis-65<br>ex Pulau Mas-64 ex Larlang-59<br>ex Seroei-51<br>**Asiatic Shipping Lines Ltd.**<br>Chittagong<br>Bangladesh | **555**<br>300<br>472 | (AB) (GL) | **1945** Albina Eng. & Mach. Works—Portland, Or (222)<br>55,20 8,87 2,591<br>8,82 3,20<br>P 21,4 F 9,2 1 dk | **M General Cargo**<br>2 Ho ER<br>B.822<br>2 Ha (each 6,9 × 4,8) ER<br>4W | Enterprise<br>Oil 4SA 6Cy. 305 × 380<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 35,5t 8kn |
| **SEA KING**<br>ex Juno-65<br>**N. Claxton Rayzor**<br>Galveston, Tx<br>United States of America | **199**<br>135<br>— | (AB) | **1957** Gulfport SB. Co.—Port Arthur, Tx (506)<br>3,720<br>30,56 8,25 4,27<br>1 dk | **M Tug** | General Motors<br>Oil 2SA 16Cy. 222 × 267<br>E reconditioned & fitted7/57<br>General Motors Corp. U.S.A. |
| **SEA KING**<br>ex Robin VI-83<br>**Cath Shipping Corp.**<br>Crowley Maritime Corporation<br>New Orleans, La<br>United States of America | **198**<br>134<br>— | AB | **1974** McDermott Shipyard—Morgan City, La (188)<br>38,41 4,255<br>36,63 10,37 5,01<br>1 dk | **TM Tug** | Alco 12V251E<br>2 Vee Oil 4SA each 12Cy. 229 × 267<br>White Power Inc. U.S.A.<br>Gen 2 × 75kW<br>Fuel 457,0t (d.o.) |

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| **7734430**<br>*WYL9552*<br>586970 | **SEA KING**<br>ex Sea Crest II<br>**Lucky Lobster Inc.**<br>Tampa, Fl United States of America | **111**<br>76<br>— | | **1977** Steiner Shipyard Inc.—Bayou la Batre, Al<br>*20,46*<br>6,71 3,43<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **7604116**<br>*WYP3795*<br>555915 | **SEA KING**<br>**Philip G. Shoop**<br>Astoria, Or United States of America | **106**<br>72<br>— | | **1974** .............Apalachicola, Fl<br>*20,67*<br>7,32 3,66<br>1 dk | **M Fishing** | Oil<br>600bhp (441kW) |
| **8034423**<br>643491 | **SEA KING**<br>**Sahlman Seafoods Inc.**<br>Miami, Fl United States of America | **105**<br>71<br>— | | **1981** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,81 2,401<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159 reduction g<br>shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| **8305602**<br>649985 | **SEA KING I**<br>**Sea King I Inc.**<br>Brownsville, Tx United States of America | **104**<br>94<br>— | | **1982** Marine Mart Inc.—Port Isabel, Tx (223)<br>6,10<br>21,34 3,66<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>1 Ha (stl) ER | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 sr gea<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **8305444**<br>649499 | **SEA KING II**<br>**Sea King Inc.** | **142**<br>113<br>— | | **1982** Desco Marine—St. Augustine, Fl (327)<br>6,51<br>19,99 4,09<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Shrimp-trawl<br>1 Ho<br>In.67<br>1 Ha (stl) | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 sr gea<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **8038546**<br>623543 | **SEA KNIGHT**<br>**Trawler Gulf Mistress Inc.** | **103**<br>70<br>— | | **1980** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| **8906913**<br>*P3DE4*<br>709216<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>CollRdr | **SEA LADY**<br>**Kajama Shipping Co. Ltd.**<br>Columbia Shipmanagement Ltd.<br>Limassol Cyprus<br>SatCom: 1100770/SLAD | *149 945*<br>*101 748*<br>284 487<br>T/cm<br>162,7 | NV | **1991** Hyundai Heavy Industries Co. Ltd.—Ulsan (699)<br>322,07 (BB) 56,50 21,622<br>310,00 56,00 31,40<br>P 39,9 B 9,0 1 dk | **M Tanker**<br>COW IGS SBT<br>6 Ta 6 Wing Ta ER<br>L.(oil) 319 913<br>3 Cargo pumps total 15 000T/hr | B&W<br>Oil 2SA 6Cy. 800 × 3056<br>14 350kW (19 509bhp)<br>Hyundai Engine & Machinery Co. Ltd.<br>Gen 3 × 800kW 440V 60Hz a.c.<br>Fuel 366,3t (d.o.) 5 441,2t (hvf)-66,0pd |
| **7038381**<br>*J4UL*<br>7757<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEA LADY**<br>ex Seagull-85 ex St. John-82<br>ex City of Hull-80<br>**Best Maritime S.A.**<br>P & P Shipping Co. (Hellas) S.A.<br>Piraeus Greece | T.Mk<br>**7 053**<br>3 569<br>10 238<br><br>**9 647**<br>5 662<br>13 488 | ✠**100A1** CS 9/90<br>DTsa—oil FP above 65.5°C or vegetable oil but not in adjacent tanks<br>✠**LMC**<br>EL Ct 2$\frac{3}{8}$"U2<br>FN 4959 | **1971**-4 Robb Caledon Shipbuilders Ltd.—Dundee (555)<br>152,99 (BB) 22,31 —/9,392<br>143,92 21,95 12,50<br>F 26,0 2 dks<br>rf 76 DK | **M General Cargo**<br>5 Ho 16,4 22,3 22,1 23,6 4,5DTp&s ER<br>19,0 6 TwD<br>G.19 470 B.17 875 L.470<br>TEU 232<br>C.Ho 152/20' (40') C.Dk 80/20' (40')<br>8 Ha (stl) (6,8 13,2p&s 13,7p&s 13,7p&s × 8,0) ER (13,2 × 8,0)<br>2W Cr 3(10) 3(5) Der 2(33) | Doxford<br>Oil 2SA 7Cy. 760 × 2180<br>17 500bhp (12 872kW)<br>Doxford & Sunderland Ltd.<br>2 AuxB (1 o.f. 1 Comp) 100lbf/in² (6,9b<br>Gen 4 × 360kW 440V 60Hz a.c.<br>Fuel 215,0t (d.o.) 1 465,0t (hvf) |
| **7351915**<br>*YEJE*<br>8777+BA<br>Df Esd Gc<br>Rdr RTm/h/v | **SEA LADY**<br>ex Tanto Pacific-91<br>ex Fareast Vanguard-90<br>ex Silver Ace-87 ex Eastern Satellite-84<br>**P.T. Tanto Intim Line**<br>Jakarta Indonesia | **5 564**<br>3 494<br>7 930 | NK | **1974** Kishimoto Zosen—Kinoe (441)<br>116,39 18,04 7,454<br>106,99 17,99 9,50<br>F 10,1 2 dks | **M General Cargo**<br>Portable-guides<br>2 Ho 40,6 36,3 ER<br>G.11 568 B.10 760<br>2 Ha (stl) (23,2 20,2 × 9,9) ER<br>Cr 1(50) 4(20) | B&W<br>Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW)<br>Hitachi Zosen Hiroshima Wor<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel 35,0t (d.o.) 700,0t (hvf)-19,0pd |
| **8305951**<br>*D9NP*<br>BSR-835654<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA LADY**<br>**Nam Sung Shipping Co. Ltd.**<br>Busan South Korea | *1 598*<br>*923*<br>3 052 | KR | **1983** Shin-A Shipbuilding Co. Ltd.—Chungmu (269)<br>89,36 (BB) 5,288<br>81,51 13,01 6,51<br>P 18,6 F 5,5 1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 295 B.4 042<br>2 Ha (stl) ER | Hanshin<br>Vee Oil 4SA 6Cy. 350 × 700 with clu<br>couplings & reverse reduction gea<br>shaft<br>2 400bhp (1 765kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 120kW 445V a.c.<br>Thw. thrust propeller fwd |
| **7526508**<br>*5MSK*<br>5726<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEA LANTERN**<br>ex Brilliant Star-84<br>**Foster Maritime Inc.**<br>Monrovia Liberia | **15 354**<br>10 707<br>25 897<br>T/cm<br>36,5 | NK (AB) | **1976** Kanasashi Co. Ltd.—Tsukama Works, Shimizu (1215)<br>175,83 (BB) 25,46 9,637<br>165,00 25,42 13,42<br>P 31,1 F 12,5 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho 16,7 27,0 27,0 27,0 27,0 ER<br>G.35 946 B.31 773 HeCls. ptB<br>5 Ha (stl) (12,6 × 10,0) (19,0 18,7 18,7 18,7 × 12,6) ER<br>5W Der 5(25) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>9 400bhp (6 914kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 288kW 440V 60Hz a.c.<br>Fuel 131,0t (d.o.) 1 453,0t (hvf)-32,5 |
| **8401054**<br>*ELDP9*<br>7550<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA LARK**<br>ex Sandys Bay-89<br>**Marine Ro-Ro Feedships Corp.**<br>Intersea Operations Ltd.<br>Monrovia Liberia<br>SatCom: 1244314/LARK | *8 654*<br>*4 977*<br>12 085 | AB | **1984** Watanabe Zosen K.K.—Hakata (228)<br>137,22 (BB) 7,936<br>128,02 21,01 10,72<br>P 19,9 F 9,5 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER<br>TEU 540 C.Ho 288/20' C.Dk 252/20'<br>14 Ha (stl) ER<br>Cr 1(30,5) | Mitsubishi<br>Oil 2SA 7Cy. 450 × 1150<br>7 000bhp (5 149kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 540kW<br>Thw. thrust Contr. pitch propeller fwd |
| **7426083**<br>*DVAG*<br>230256<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA LARK**<br>ex Blue Orion-78<br>**Manila Seagull Shipping Corporation**<br>Shuwa Kaiun Kaisha Ltd.<br>Manila Philippines | **3 104**<br>1 964<br>4 330 | NK | **1975** Honda Zosen—Saiki (632)<br>104,45 18,01 6,003<br>98,48 17,99 6,35<br>P 8,0 F 83,6 | **M Vehicles Carrier**<br>Cars 800<br>Mchy.aft | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460<br>7 800bhp (5 737kW)<br>Nippon Kokan K.K. Tsurumi Wor |
| **8333180**<br>*WYP6844*<br>548701<br>Rdr Rt | **SEA LARK**<br>ex Pocahontas-76 ex Port Blakely<br>**Puget Sound Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **196**<br>60<br>— | (AB) | **1942** Birchfield Boiler Inc.—Tacoma, Wa (2)<br>—<br>28,73 7,62 4,12<br>1 dk | **M Tug** | Oil 4SA 8Cy. 400 × 508<br>Enterprise Engine & Foundry Co. Sa |
| **7647405**<br>578804 | **SEA LARK**<br>ex Bluefish-90 ex Taurus<br>**Sea Jewels Inc.**<br>Houston, Tx United States of America | **101**<br>68<br>— | | **1976** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>Fuel (d.o.) |
| **8214384**<br>*DHWL*<br>SSR14060<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SEA LAUREL**<br>ex Eagle Moon-89 ex Dorte-89<br>ex Cape Hatteras-86 ex EA Strength-85<br>ex Woermann Urundi-85<br>ex Asian Eagle-83 ex Dorte-83<br>**J. & W. Lunstedt K.G.**<br>Peter Dohle Schiffahrts-KG. (G.m.b.H. & Co.)<br>Hamburg Federal Republic of Germany | *5 998*<br>*3 312*<br>7 920 | GL | **1983** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (419)<br>127,51 (BB) 20,43 6,562<br>117 23 20,01 8,69<br>P 14,7 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.11 331 B.10 522<br>TEU 582<br>C. 198/20' (40') C.Dk 384/20' (40') incl. 50 ref C.<br>2 Ha (stl) (each 37,8 × 15,6) ER<br>Cr 2(35) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1150<br>4 413kW (6 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 1 × 440kW 3 × 240kW 44<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 80,5t (d.o.) 599,5t (hvf)-20,0pd |

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| 7714325<br>3FKO9<br>719671<br>Df Esd Gc<br>Pd Rdr<br>RTm/Tv/v<br>AMVER | **SEA LEADER**<br>ex Sea-Land Leader-89<br>(Main Cargo section)<br>ex Elizabethport (LR No. 5101835)-78<br>**Intersea Operations Ltd.**<br>Sea-Land Service Inc.<br>Nassau<br>Bahamas<br>SatCom: 1103370/LEAD | *17 618*<br>*6 520*<br>15 417 | AB | **1978** (Fwd & aft sections) Mitsubishi Heavy Industries Ltd.—Kobe (6451)<br>**1962** (Main Cargo section) Schlieker-Werft—Hamburg (345)<br>201,78 (BB) 23,86 8,281<br>190,20 23,78 11,94<br>1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides Ref<br>6 Cell. Ho 16,7 24,5 24,5 24,5 24,5 24,5 ER<br>C.Ho 336/35' 9/40' C.Dk 238/35' incl. 56 ref C.<br>11 Ha (stl) ER<br>40 Wing Ha (stl) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 670kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 432,0t (d.o.) 2 108,5t (hvf)-51,0pd 16kn |
| 7308621<br>WYC8800<br>296768 | **SEA LEADER**<br>**Gulf-Atlantic Fleet Co.**<br>New Orleans, La<br>United States of America | **368**<br>250<br>— | | **1965** Patterson Shipyard Inc.—Patterson, La (18)<br>*42,65* 9,20 3,33 | **M Fishing** | General Motors<br>Oil<br>1 000bhp (736kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 7517844<br>WTG7126<br>574682<br>Df Esd Gc<br>Pd Rdr Rt | **SEA LEADER**<br>ex Stonington-87<br>**Delmar Systems Inc.**<br>Baton Rouge, La<br>United States of America | **187**<br>127<br>701 | (AB) | **1976** Wall Shipyard Inc.—Harvey, La (1975-37)<br>53,65 3,972<br>49,00 11,89 4,58<br>F 16,2 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.aft | Nohab<br>2 Vee Oil 4SA each 8Cy. 250 × 300 reverse reduction geared to sc. shafts<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 99kW a.c. 1 × 60kW a.c.<br>Thw. thrust propeller fwd<br>13,25kn |
| 8613845<br>Esd Gc Rdr<br>Rt | **SEA LEADER**<br>**Government of Hong Kong**<br>Hong Kong<br>Hong Kong (British) | **150**<br>—<br>— | ✠Classed LR until 10/87 | **1986**-10 Chung Wah SB. & Eng. Co. Ltd.—Hong Kong (206)<br>26,65 5,92 1,601<br>24,87 5,85 3,26<br>1 dk<br>rf 1257 BK 18 | **TM Patrol Launch** | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 185 with clutches, flexible couplings & dr reverse geared to sc. shafts<br>2 882bhp (2 120kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>also 1 oil 349kW driving a water jet unit for idling<br>Gen 2 × 48kW 380V 50Hz a.c.<br>Fuel 10,0t (d.o.)-13,0pd |
| 7618519<br>9VAVE<br>381368<br>Df Esd Gc<br>Pd Rdr<br>RTm/Tv/v<br>AMVER | **SEA LEGEND**<br>ex World Lion-89<br>**World Feederships Inc.**<br>Intersea Operations Ltd.<br>Singapore<br>Singapore<br>SatCom: 1715664/LEGE | **10 381**<br>6 086<br>13 101 | AB | **1978** Mie Shipyard Co. Ltd.—Yokkaichi (178)<br>153,02 (BB) 8,660<br>145,01 23,00 13,01<br>F 11,3 1 dk<br>rf 102 | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER 1 Cell. Ho<br>TEU 754<br>C.Ho 197/40' (35') C.Dk 180/40' (35') incl. 48 ref C.<br>8 Ha (stl) ER<br>Cr 2(35) | Pielstick 18PC2-5V-400<br>Vee Oil 4SA 18Cy. 400 × 460 geared to sc. shaft<br>11 700bhp (8 606kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 480kW<br>Fuel 305,0t (d.o.) 1 791,0t (hvf)-35,0pd 17kn |
| 6600454<br>WO4002<br>295035<br>Df Esd Gc<br>Rdr RTv | **SEA LEGEND**<br>ex City of San Diego-89<br>ex City of Tacoma-72<br>**Crusader Fisheries Inc.**<br>Juneau, Ak<br>United States of America<br>SatCom: 1507533/DAVE | **806**<br>423<br>— | | **1964** Tacoma Boatbuilding Co. Inc.—Tacoma, Wa (204)<br>50,75 10,85 5,258<br>46,74 10,80<br>1 dk | **M Fishing**<br>Side-fishing | Fairbanks, Morse<br>Oil 2SA 10Cy. 216 × 254<br>1 600bhp (1 177kW) E made42 fitted64<br>Fairbanks Morse & Co. Beloit, Wi |
| 7742994<br>0191-00769 | **SEA LEGEND**<br>**Mariscos Hybur S.A.**<br>Roatan<br>Honduras | **100**<br>68<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,27* 6,23 2,75<br>1 dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8708555<br>LAGP4<br>N-00904<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SEA LEOPARD**<br>ex Waterschout-91 ex Fast Eagle-88<br>ex Ville de Venus-88<br>Launched as Waterschout<br>**Stavnes & Christensen A/S**<br>Northsouth Shipmanagement Pte. Ltd.<br>Oslo<br>Norway (NIS)<br>SatCom: 1311650/LAGP | *11 977*<br>*5 568*<br>14 245 | GL | **1987** VEB Mathias-Thesen-Werft—Wismar (170)<br>156,88 (BB) 8,581<br>145,35 22,86 11,21<br>1 dk | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho ER<br>G.18 600<br>TEU 1034<br>C.Ho 364/20' (40') C.Dk 670/20' (40') incl. 60 ref C.<br>3 Ha (stl) (25,2T × 13,2) (38,0 25,1 × 18,8) ER<br>Cr 2(40) | Sulzer 5RTA58<br>Oil 2SA 5Cy. 580 × 1700<br>7 950kW (10 808bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 1 × 800kW 3 × 480kW 440V a.c.<br>Thw. thrust propeller fwd<br>Fuel 101,6t (d.o.) 929,7t (i.f.o.)-50,8pd 16kn |
| 7915797<br>9V3232<br>383321<br>Esd Rdr Rt | **SEA LEOPARD**<br>**Sembawang Maritime Ltd.**<br>Singapore<br>Singapore | **201**<br>—<br>148 | ✠**100A1** SS 9/90<br>tug<br>✠**LMC**<br>EL (E) 305,2/24,0U2(a)<br>FN 331 | **1980**-10 Singapore Slpwy & Eng. Co. (Pte.) Ltd.—Singapore (144)<br>27,51 9,89 3,401<br>24,52 9,50 3,97<br>1 dk<br>rf - | **TM Tug** | Hedemora V12A/12<br>2 Vee Oil 4SA each 12Cy. 185 × 210 dr geared to sc. shafts<br>AB Hedemora Verkstader Hedemora<br>Gen 2 × 80kW 440V 60Hz a.c.<br>2 Directional propellers |
| 8101745<br>WYR6877<br>635738<br>Esd Gc Pfd<br>Rdr Rt | **SEA LEVEL No. 7**<br>ex NADC-38-89 ex Sea Level No. 7-87<br>**Sea Level International Inc.**<br>Baton Rouge, La<br>United States of America | **299**<br>203<br>1 200 | AB | **1981** McDermott Shipyard—New Iberia, La (138)<br>3,718<br>58,53 12,20 4,27<br>1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>12kn |
| 8023584<br>WLV9823<br>616274<br>Df Esd Gc<br>Rdr Rt | **SEA LEVEL No. 21**<br>ex Scott Theriot-80<br>**Hargett Mooring & Marine Inc.**<br>Sea Level Boat Co. Inc.<br>Baton Rouge, La<br>United States of America | **193**<br>129<br>— | | **1980** Universal Iron Works—Houma, La (160)<br>12,22 3,429<br>50,30 12,20 3,97<br>1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors 16V-149-TI<br>2 Vee Oil 2SA each 16Cy. 146 × 146<br>2 400bhp (1 765kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 8101757<br>636298<br>Esd Gc Pfd<br>Rdr Rt | **SEA LEVEL No. 27**<br>**Sea Level International Inc.**<br>Baton Rouge, La<br>United States of America | **299**<br>203<br>1 200 | (AB) | **1981** McDermott Shipyard—New Iberia, La (139)<br>3,718<br>58,53 12,20 4,27<br>1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>12kn |
| 7308633<br>WM8249<br>280549 | **SEA LIFE**<br>ex Pactow ex YFU 10<br>**Ocean Charter Associates**<br>Los Angeles-Long Beach, Ca<br>United States of America | **136**<br>117<br>— | | **1944** Pigeon-Thomas Ironworks—Memphis, Mn<br>*30,45* 9,73 1,53 | **TrM Fishing** | General Motors<br>Oil<br>675bhp (497kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 7365215<br>9HP3<br>3718<br>Df Esd Gc<br>Rdr<br>AMVER | **SEA LIFT**<br>ex Yver-91 ex Carol-Lift-85<br>ex Espresso Special-83<br>Launched as Luigi G. Melloni<br>**Skye Shipping Co. Ltd.**<br>Valletta<br>Malta | **2 864**<br>1 563<br>3 861 | RI | **1977** Cant. Nav. Solimano—Savona (51)<br>93,58 16,62 5,517<br>84,28 16,60 8,08<br>2 dks | **M General Cargo**<br>1 Ho ER<br>B.4 900<br>Der 2(150) | Polar F212V-C<br>2 Vee Oil 4SA each 12Cy. 250 × 300 reduction geared to sc. shaft<br>4 500bhp (3 310kW)<br>A/B Bofors Nohab Trollhattan<br>15,25kn |
| 7048066<br>8QPF<br>280/10-T<br>Rt | **SEA LIFT**<br>ex Seifuku Maru-89<br>**Sealift Maldives**<br>Male<br>Maldives | **197**<br>—<br>650 | | **1970** Shinhama Dock K.K.—Anan (627)<br>48,11 3,001<br>42,85 8,50 5,01<br>2dks | **M General Cargo**<br>B.955<br>1 Ha (25,9 × 6,1) | Makita<br>Oil<br>700bhp (515kW)<br>Makita Diesel Co. Ltd. Japan<br>9,5kn |

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| **7217652**<br>*ELDE9*<br>7462<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEA LIGHT**<br>ex Beacons-83 ex Japan Plum-73<br>**Nobel Maritime Inc.**<br>Monrovia Liberia | **14 635**<br>10 470<br>24 549<br>T/cm<br>36,6 | BV NK | **1972** Tsuneishi Zosen K.K.—Numakuma (272)<br>175,22 25,05 9,824<br>165,00 25,00 14,03<br>P 26,3 F 12,2 1 dk<br>RW | **M Bulk Carrier**<br>5 Ho ER<br>G.35 085 B.34 390 HeCls. B<br>5 Ha (stl) (12,9 × 11,5) (20,2 20,2 20,2 20,2 × 13,1) ER<br>Der 5(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 350kW 445V 60Hz a.c.<br>Fuel 221,5t (d.o.) 1 469,0t (hvf)-34,5pd |
| **7333664**<br>*3ENL8*<br>20441-BA<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEA LIGHT**<br>ex Punta Malvinas-90 ex Frontenac-80<br>**Delfin Marina S.A.**<br>Panama Panama | *12 357*<br>*7 353*<br>15 600 | BV | **1974** Marine Industrie Ltee.—Sorel, P.Q. (408)<br>159,28 (BB) 22,97 9,600<br>146,71 22,78 13,20<br>P 40,3 F 38,1 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 24,0 27,0 27,0 27,0 ER 10 TwD<br>G.25 641 B.22 810<br>TEU 387 C. 387/20'<br>8 Ha (stl) (13,5 19,5p&s 19,5p&s 19,5p&s × 8,0) ER (7,5 × 8,0)<br>Cr 3(5) Der 2(30) 2(22) | Pielstick<br>Vee Oil 4SA 16Cy. 480 × 520<br>13 400bhp (9 857kW)<br>Ch. de l'Atlantique<br>Gen 3 × 600kW 380V 50Hz a.c.<br>Fuel 244,0t (d.o.) 1 443,0t (hvf) |
| **8112897**<br>*3EUB8*<br>20704-HA<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA LINER**<br>ex Sea Traveler II-91 ex Citania-89<br>**Galston Associates Inc.**<br>Panama Panama | **1 357**<br>407<br>428 | BV GL | **1983** Ast. Construcciones S.A.—Meira (175)<br>63,89 12,70 3,200<br>55,53 12,51 7,12<br>2 dks | **TM Ferry**<br>600dk P | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280 sr reversi<br>to sc. shafts<br>1 876kW (2 550bhp)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 283,2kW 1 × 84kW 220/380 |
| **8319756**<br>*ELDH5*<br>7482<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA LINK**<br>ex Somers Bay-89<br>**Marine Ro-Ro Feedships Corp.**<br>Intersea Operations Ltd.<br>Monrovia Liberia<br>SatCom: 1244315/LINK | *8 654*<br>*4 977*<br>12 083 | AB | **1983** Watanabe Zosen K.K.—Hakata (225)<br>137,22 (BB) 7,936<br>128,02 21,01 10,72<br>P 21,4 F 9,5 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER<br>TEU 540 C.Ho 288/20' C.Dk 252/20'<br>14 Ha (stl) ER<br>Cr 1(31) | Mitsubishi<br>Oil 2SA 7Cy. 450 × 1150<br>7 000bhp (5 149kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 540kW<br>Thw. thrust Contr. pitch propeller fwd |
| **8913758**<br>*9V3463*<br>384390<br>Rt | **SEA LINSANG**<br>**Sembawang Maritime Ltd.**<br>Singapore Singapore | *336*<br>*101*<br>— | AB (Class cont.) | **1990** Sembawang Bethlehem—Singapore (203)<br>30,00<br>27,72 9,80 4,22<br>1 dk | **TM Tug**<br>Tractor | 2 Oil<br>............. |
| **8322789**<br>*KJLV*<br>687321<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA LION**<br>ex American Michigan-87<br>Launched as Sea Witch<br>**Wilmington Trust Co., as Trustee**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America<br>SatCom: 1500152/KJLV | *34 318*<br>*10 295*<br>24 500 | AB | **1985** Odense Staalskibsvaerft A/S—Lindo (112)<br>198,86 10,992<br>186,42 32,21 20,45<br>1 dk<br>rf nil | **M RoRo Cargo/Container Ship**<br>Fixed-guides<br>Quarter stern door/ramp (s)<br>L 19,50 W 6,25 SWL 180<br>Lane Length 335<br>Trailers 27<br>9 Cell. Ho each 13,0 ER<br>TEU 1914<br>C.Ho 443/20' 314/40'C.Ro Ro Dk 54/20'C.Dk 789/20' inc 200 ref<br>9 Ha (stl) ER<br>20 Wing Ha (stl) ER<br>Cr 2(40) | Sulzer<br>Oil 2SA 7Cy. 760 × 2200<br>23 030bhp (16 940kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 1500kW 1 × 1150kW 480V<br>Thw. thrust Contr. pitch propeller fwd, 1<br>Fuel 219,5t (d.o.) |
| **7346336**<br>*5NCJ*<br>375562<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA LION**<br>**Federal Military Government of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **3 981**<br>1 940<br>— | BV | **1975** St. Pieter Scheepsw.—Hemixem (263)<br>103,00 16,62 6,401<br>93,00 16,59 7,98<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Barge-unloading)<br>Twin side arms Dredging depth 27,0<br>Hopper 4500T<br>Mchy.aft<br>Hopper 3 750<br>2 sandpumps each 922kW (1236bhp) | Blackstone<br>2 Oil 4SA each 16Cy. 222 × 292<br>3 880bhp (2 854kW)<br>Mirrlees Blackstone (Stamford) Ltd. |
| **5064477**<br>*H3YX*<br>5662-75B<br>Df Esd Rt | **SEA LION**<br>ex Golfo De Arauco-78 ex Ivana-75<br>ex Patricia S-71 ex Ivana-70<br>ex Carmen-67 ex Carl Eugen-54<br>**Prefered Shipping**<br>Panama Panama | **1 031**<br>652<br>1 654 | (AB) | **1954** G. Renck Jr. K.G.—Hamburg (708)<br>68,51 9,78 5,011<br>9,73 5,74<br>P 14,7 F 8,6 2 dks<br>RW | **M General Cargo**<br>1 Ho 37,8 ER<br>G.2 105 B.1 970<br>2 Ha (stl) (each 15,0 × 5,9) ER<br>Cr 3(3) | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 89,5t |
| **6828882**<br>*ORPJ*<br>139<br>Esd Gc Rdr<br>Rt | **SEA LION**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **367**<br>74<br>— | BV | **1969** N.V. Boelwerf S.A.—Tamise/Temse (1447)<br>35,62 9,99 3,899<br>30,00 9,40 4,96<br>1 dk | **M Tug** | MWM<br>2 Oil 4SA each 8Cy. 230 × 270<br>NE 75<br>Motorenw. Mannheim A.G. (MWM) |
| **8913746**<br>Rt | **SEA LION**<br>**Sembawang Maritime Ltd.**<br>Singapore Singapore | *336*<br>*101*<br>— | AB (Class cont.) | **1990** Sembawang Bethlehem—Singapore (202)<br>30,00<br>9,80<br>1 dk | **TM Tug**<br>Tractor | Kromhout<br>2 Oil 4SA each 8Cy. 240 × 260<br>Stork-Wartsila Diesel B.V.<br>Gen 2 × 89,6kW 415V a.c.<br>Fuel 124,0t (d.o.) |
| **8206038**<br>*9V3081*<br>382776<br>Esd Gc Rdr<br>Rt | **SEA LION**<br>**Southern Ocean Services Pte. Ltd.**<br>Singapore Singapore | **266**<br>8<br>396 | AB | **1982** Southern Ocean SB. Co. (Pte.) Ltd.—Singapore (136)<br>9,53 3,304<br>38,51 9,50 3,71<br>F 11,6 1 dk<br>rf 399 | **TM Utility Vessel** | Yanmar<br>2 Oil 4SA each 6Cy. 220 × 280 sr revers<br>to sc. shafts<br>2 000bhp (1 471kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 80kW<br>Thw. thrust propeller fwd |
| **5316131**<br>RdrRTm | **SEA LION**<br>**Ernest Kanzler** | **211**<br>20<br>— | | **1905** C. E. Robertson—Vancouver, B.C.<br>*34,75* 6,71<br>... ... ...<br>1 dk | **Wood M Tug** | Enterprise<br>Oil 8Cy. 305 × 381<br>E made53 fitted57<br>Enterprise Engine & Foundry Co. San F<br>Fuel (d.o.) |
| **6605254**<br>*WV9303*<br>500707<br>Df Esd Gc<br>Pfd Rdr RTv | **SEA LION**<br>**Harbor Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **190**<br>87<br>— | AB | **1965** Pacific Coast Eng. Co.—Alameda, Ca (210)<br>37,04 9,76 4,506<br>35,16 9,45 5,01<br>1 dk<br>BK 152 | **M Tug** | General Motors<br>Vee Oil 2SA 16Cy. 216 × 254 sr geared<br>shaft<br>General Motors Corp.<br>Gen 2 × 60kW 208V 60Hz a.c.<br>Fuel 264,0t |
| **5316155**<br>*WB2725*<br>249301 | **SEA LION**<br>**Trident Seafoods Corp.**<br>Bellingham, Wa United States of America | **162**<br>139<br>— | | **1946** Maritime Shipyards—Seattle, Wa<br>*24,69* 7,93<br>... ... ...<br>1 dk | **Wood TM General Cargo** | 2 Oil<br>230bhp (169kW)<br>............. |
| **5314729**<br>*HP2067*<br>10968-81<br>Rt | **SEA LION V**<br>ex Cap Saumon-81<br>ex Sault-Au-Mouton-64<br>**Sea Lion V Inc.**<br>Panama Panama | **450**<br>236<br>554 | ✠Classed LR until 3/64 | **1945**-7 G. T. Davie & Sons Ltd.—Lauzon, P.Q. (34)<br>50,02 9,81 2,902<br>47,55 9,76 3,59<br>1 dk<br>RW | **TM General Cargo Barge**<br>1 Ho 30,4 ER<br>4 Ha (w) (each 4,2 × 5,4) ER | Fairbanks, Morse<br>2 Oil 2SA each 5Cy. 255 × 320<br>Fairbanks Morse & Co.<br>Fuel 6,0t |
| **7926667**<br>618744<br>Df Esd Rdr<br>Rt | **SEA LION VIII**<br>ex Sea Fisher 5<br>**B. & B. Fishing Inc.**<br>Corpus Christi, Tx United States of America | **135**<br>91<br>— | | **1980** Quality Marine Inc.—Bayou la Batre, Al (133)<br>25,33<br>7,01 3,69<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. |

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| **SEA LORD**<br>**Milagrosa Shipping Co. Ltd.**<br>Columbia Shipmanagement Ltd.<br>Limassol<br>Cyprus<br>SatCom: 1100710/SELD | *149 945*<br>*101 748*<br>284 497 | NV | **1991** Hyundai Heavy Industries Co. Ltd.—Ulsan (698)<br>322,07 (BB) 56,05 21,622<br>311,38 56,00 31,40<br>1 dk | **M Tanker**<br>COW IGS SBT<br>6 Ta 6 Wing Ta ER<br>L.(oil) 302 051 | B&W 6S80MC<br>Oil 2SA 6Cy. 800 × 3056<br>14 350kW (19 509bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>Gen 3 × 800kW 440V 60Hz a.c.<br>Fuel 366,3t (d.o.) 5 441,2t (hvf)-66,0pd 14kn |
| **SEA LORD**<br>ex Giannoula K-82<br>ex Cefallonian Sea-81 ex Degero-77<br>**Lord Lines S.A.**<br>Panama<br>Panama | **2 271**<br>1 045<br>5 289<br>**3 464**<br>1 945<br>— | ✠Classed LR until 23/4/82 | **1953**-9 Werf De Noord—Alblasserdam (633)<br>108,36 6,738<br>99,50 14,20 8,64<br>F 23,5 2 dks<br>RW | **M General Cargo** CSD<br>5 Ho 15,0 13,1 14,9 ER 15,2 12,5<br>G.7 659 B.6 936<br>5 Ha (stl) (8,2 9,1 9,8 × 7,0) ER (9,8 7,7 × 7,0)<br>10W Der 1(15) 4(5) 6(3-5) | Stork<br>Oil 2SA 7Cy. 615 × 1150<br>3 200bhp (2 354kW)<br>Kon. Mach. Stork & Co. N.V. Hengelo<br>Gen 2 × 130kW 220V d.c.<br>Fuel 481,5t (d.o.) 14kn |
| **SEA LORD I**<br>ex Koyoshi Maru-90<br>ex Eiho Maru No. 36-87<br>**Sea Way Shipping Lines Corp.**<br>Honduras | **199**<br>—<br>500 | | **1975** Sanuki Zosen Tekkosho K.K.—Takuma (786)<br>45,50 7,73 3,301<br>42,02 7,70 3,38<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Niigata 6L20AX<br>Oil 4SA 6Cy. 200 × 260<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SEA LOTUS**<br>ex World Tiger-89<br>**World Feederships Inc.**<br>Intersea Operations Ltd.<br>Singapore<br>Singapore<br>SatCom: 1715667/LOTU | **10 381**<br>6 086<br>13 101 | AB | **1978** Mie Shipyard Co. Ltd.—Yokkaichi (177)<br>153,02 (BB) 8,660<br>145,01 23,00 13,01<br>F 11,3 1 dk<br>rf 102 | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER 1 Cell. Ho<br>TEU 754<br>C.Ho 197/40' (35') C.Dk 180/40' (35') incl. 48 ref C.<br>8 Ha (stl) ER<br>Cr 2(35) | Pielstick 18PC2-5V-400<br>Vee Oil 4SA 18Cy. 400 × 460 geared to sc. shaft<br>11 700bhp (8 606kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 480kW<br>Fuel 305,0t (d.o.) 1 791,0t (hvf)-35,0pd 17kn |
| **SEA LUCK**<br>ex Pacific Hope-90 ex Juvena-88<br>ex Nicholas G. Papalios-86<br>**Marine Transworld Inc.**<br>Panama<br>Panama | **26 496**<br>18 886<br>53 351 | AB HR<br>✠Classed LR until 3/11/77 | **1975**-1 Astilleros Espanoles S.A.—Factoria de Matagorda, Cadiz (178)<br>206,76 (BB) 29,06 13,278<br>194,01 29,01 18,01<br>P 34,2 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.63 587 B.59 158<br>7 Ha (stl) ER | B&W 6K84EF<br>Oil 2SA 6Cy. 840 × 1800<br>16 500bhp (12 137kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 3 × 400kW 440V 60Hz a.c.<br>15kn |
| **SEA LUCK**<br>ex Mini Lux-87<br>**Bahrain Bulk Trade**<br>San Lorenzo<br>Honduras | **1 594**<br>1 242<br>3 213 | BV (AB) | **1971** Hashimoto Zosensho—Kobe (332)<br>65,49 15,32 4,947<br>62,82 15,30 6,61<br>1 dk<br>rf nil | **TM General Cargo**<br>2 Ho 21,3 21,9 ER<br>G.3 789 B.3 672<br>2 Ha (w) (each 17,0 × 9,7) ER<br>Cr 1(8) | Daihatsu 6PSHTCM-26D<br>2 Oil 4SA each 6Cy. 260 × 320 reverse reduction geared to sc. shafts<br>1 104kW (1 501bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 104kW 445V 60Hz a.c.<br>Fuel 106,5t (d.o.) 10,25kn |
| **SEA LYNX**<br>**Sembawang Maritime Ltd.**<br>Singapore<br>Singapore | *336*<br>*101*<br>163<br>T/cm<br>2,3 | AB | **1990** Sembawang Bethlehem—Singapore (201)<br>29,50 0,001<br>28,40 9,80 4,20<br>1 dk | **TM Tug**<br>Tractor | Kromhout 8FHD240<br>2 Oil 4SA each 8Cy. 240 × 260 sr geared to sc. shafts<br>Stork-Wartsila Diesel B.V. Zwolle<br>Gen 2 × 90kW 415V 50Hz a.c.<br>2 Directional propellers<br>2 Thw. thrust propellers fwd Directional thruster unit<br>Fuel 124,0t (d.o.) 12kn |
| **SEA MAC**<br>**James David Cuthbert**<br>Juneau, Ak<br>United States of America | **143**<br>97<br>— | | **1970** Allied Shipyard Inc.—Larose, La<br>*19,97* 6,43<br>2,75 | **M Fishing** | Oil<br>340bhp (250kW)<br>.............<br>Fuel (d.o.) |
| **SEA MAGULA**<br>**Gerhard Ahrens K.G. Reederei m.s. "Magula"**<br>Wagenborg Shipping B.V.<br>Stade<br>Federal Republic of Germany | **499**<br>319<br>1 548 | GL | **1980** Bayerische Schiffbau G.m.b.H. —Erlenbach/Main (1068)<br>82,96 11,41 3,171<br>78,01 11,31 5,36<br>F 5,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 926 B.2 908<br>TEU 72 C.Ho 48/20' C.Dk 24/20'<br>1 Ha (stl) (49,2 × 9,3) ER | MaK 6M452AK<br>Oil 4SA 6Cy. 320 × 450<br>600bhp (441kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Thw. thrust propeller fwd<br>11kn |
| **SEA MARINER**<br>ex Sanko Coral-91<br>**Capesal Co. Inc.**<br>Sounion Management Ltd.<br>Kingstown<br>St. Vincent and the Grenadines | *23 536*<br>*13 340*<br>39 345 | NK | **1984** Namura SB. Co. Ltd.—Imari (871)<br>181,03 (BB) 31,04 11,005<br>174,02 31,01 15,52<br>F 13,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,2 26,4 27,2 27,2 26,4 ER<br>G.49 674 B.48 566 HeCls. B<br>5 Ha (stl) (16,0 19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>8 640bhp (6 355kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 100,0t (d.o.) 1 300,0t (hvf)-25,0pd 14kn |
| **SEA MASTER**<br>ex Sun Master-91<br>KG Reederei Roth G.m.b.H. & Co.<br>Yangon<br>Union of Myanmar | *14 159*<br>*8 444*<br>23 743 | NK | **1985** K.K. Usuki Tekkosho—Saiki (1321)<br>160,00 (BB) 9,918<br>150,02 24,41 13,62<br>P 24,4 F 10,7 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.30 706 B.29 378<br>4 Ha (stl) ER<br>Cr 1(30) 3(25) | Mitsubishi 6UEC52LA<br>Oil 2SA 6Cy. 520 × 1600<br>7 180bhp (5 281kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 360kW a.c.<br>14kn |
| **SEA MASTER**<br>ex Ocean-77<br>**Libexim Bulk Handling S.A.**<br>Libexim Shipping S.A.<br>Panama<br>Panama | **296**<br>95<br>— | AB | **1974** K.K. Imai Seisakusho—Iwagi (136)<br>... ... ...<br>34,14 9,20 4,25<br>RQD 4,6 F 20,5 1 dk | **TM Tug** | Niigata 16V25X<br>2 Vee Oil 4SA each 16Cy. 250 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Japan<br>Gen 2 × 80kW<br>12,5kn |
| **SEA MASTER**<br>**Harrington Trawlers Inc.**<br>Brownsville, Tx<br>United States of America | **114**<br>78<br>— | | **1976** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*21,98* 6,76<br>3,38<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |
| **SEA MASTIFF**<br>**Sembawang Maritime Ltd.**<br>Singapore<br>Singapore | **264**<br>84<br>— | BV | **1973** Matsuura Tekko Zosen—Higashino (232)<br>31,50 8,67 3,506<br>27,51 8,51 4,40<br>1 dk | **TM Tug** | Fuji 6M27.5FH<br>2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Diesel Co. Ltd. Tateyama<br>12,5kn |
| **SEA MEDWAY**<br>**Silvaplana Shipping Co. (C.I.) Ltd.**<br>Reederei Rohwedder<br>Nassau<br>Bahamas | T.Mk<br>**529**<br>247<br>1 575<br>**1 102**<br>660<br>2 271 | ✠**100A1** SS 8/87<br>✠**LMC** **UMS**<br>EL M 385,0/32,0U2<br>FN 1230 | **1977**-8 Kanrei Zosen K.K.—Tokushima (236)<br>69,02 13,54 —/4,495<br>65,00 13,50 5,41<br>P 12,8 F 7,7 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 43,9 1 TwD<br>G.2 285 B.2 229<br>1 Ha (stl) (40,5 × 10,3) ER | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320 reverse reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Ota<br>Gen 2 × 70kW 1 × 25kW 230V 50Hz a.c.<br>Fuel 196,0t (d.o.) 9kn |
| **SEA MERCHANT**<br>**Sarnia Corp. Ltd.**<br>Sounion Management Ltd.<br>Kingstown<br>St. Vincent and the Grenadines | *21 308*<br>*12 980*<br>35 419 | ✠**100A1** SS 8/88<br>bulk carrier strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>✠**LMC** **UMS**<br>EL It 605,0/66,0U3(a)<br>FN 7402 | **1983**-9 Nippon Kokan K.K.—Shimizu (397)<br>177,50 (BB) 29,55 10,665<br>167,01 29,51 14,81<br>P 28,1 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 20,5 26,5 26,3 26,3 27,2 ER<br>G.46 963 B.41 826 HeCls. B<br>TEU 268 C.Dk 268/20' (40')<br>5 Ha (stl) (13,0 × 10,3) (19,5 19,5 19,5 19,5 × 15,1) ER<br>Cr 5(15) | Sulzer 6RLB66<br>Oil 2SA 6Cy. 660 × 1400<br>11 850bhp (8 716kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (ex.g) 10,5kgf/cm² (10,3bar) rcv 7kg/cm' (6,86bar)<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 202,0t (d.o.) 1 625,0t (hvf)-34,0pd 15kn |

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| **8208921**<br>*DHCU*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SEA MERCHANT**<br>ex Hongkong Senator-88 ex Ubena-87<br>**Partenreederei m.s. "Ubena"**<br>DAL Deutsche Afrika-Linien G.m.b.H. & Co.<br>Hamburg Federal Republic of Germany<br>SatCom: 1120716/DHCU | *20 345*<br>*10 210*<br>28 422 | GL | **1983** A.G. "Weser"—Bremen (1417)<br>174,00 (BB) 28,43 11,224<br>161,45 28,41 15,47<br>F 17,4 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 1346<br>C.Ho 610/20' (40') C.Dk 736/20' (40') incl. 100 ref C.<br>8 Ha (stl) ER<br>14 Wing Ha (stl) ER<br>Cr 3(40) 1(20) | B&W<br>Oil 2SA 5Cy. 800 × 1950<br>15 362bhp (11 300kW)<br>B&W Maskinfabrik Div. of B&W Diesel A<br>Gen 2 × 936kW 1 × 690kW<br>440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **7803475**<br>*DFTT*<br>Df Esd Gc<br>Rdr RTm/h/v | **SEA MERLAN**<br>Launched as Merlan<br>**Reederei Frank Dahl m.s. "Merlan"**<br>Wagenborg Shipping B.V.<br>Stade Federal Republic of Germany | **499**<br>320<br>1 550 | GL | **1978** Bayerische Schiffbau G.m.b.H.—Erlenbach/Main (1055)<br>76,84 (BB) 11,49 3,390<br>72,01 11,31 5,62<br>RQD 15,6 F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,4 ER<br>G.2 840 B.2 818<br>TEU 62 C.Ho 42/20' C.Dk 20/20'<br>1 Ha (43,2 × 9,2) ER | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 38,5kW 220/380V a.c.<br>Thw. thrust propeller fwd |
| **8101903**<br>*9HTP2*<br>1965<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEA MONARCH**<br>ex Seamaster II-88 ex Sea Monarch-86<br>**Krister Shipping Co. Ltd.**<br>Valletta Malta | **16 803**<br>9 574<br>28 251<br>T/cm<br>38,6 | **✠100A1** SS 2/88<br>bulk carrier strengthened for heavy cargoes, holds Nos. 2 & 4 may be empty<br>**✠LMC**<br>EL Ht 605,0/70,0U2<br>FN 6827 | **1984**-1 Dalian Shipyard—Dalian/Dairen (B270/5)<br>195,00 23,12 10,221<br>183,01 23,00 14,30<br>P 32,0 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 30,1 31,5 21,5 31,5 28,2 ER<br>G.39 403 B.33 134 HeCls. ptB<br>5 Ha (stl) (17,5 21,5 13,2 21,5 19,0 × 11,0) ER<br>Cr 4(25) | B&W<br>Oil 2SA 8Cy. 550 × 1380<br>10 700bhp (7 870kW)<br>Hitachi Zosen Hiroshima Wor<br>AuxB (o.f.) 7,9kgf/cm² (7,8bar)<br>e(ex.g) 11,5kgf/cm² (11,3bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 174,5t (d.o.) 1 628,0t (hvf)-34,0pd |
| **7127998**<br>*WX6783*<br>504597<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA MONARCH**<br>**Crowley Towing & Transportation Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **190**<br>88<br>— | AB | **1966** Pacific Coast Eng. Co.—Alameda, Ca (213)<br>4,509<br>35,13 9,45 5,03<br>1 dk<br>BK 152 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>sc. shafts<br>General Motors Corp.<br>Gen 2 × 60kW 208V 60Hz a.c.<br>Fuel 274,5t (d.o.) |
| **6508626**<br>19930-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SEA MOON**<br>ex Marianthi M-90 ex Maribruna IV-83<br>ex British Laurel-81<br>**Sea King Maritime Inc.**<br>Panama Panama | **13 006**<br>7 768<br>21 166<br>T/cm<br>32,5 | AB<br>✠Classed LR until 13/7/84 | **1965**-6 Eriksbergs M/V A/B—Goteborg (589)<br>171,00 22,46 9,462<br>161,55 22,41 12,25<br>P 35,7 F 18,9 1 dk<br>RW rf 51 Bow/CM 83 Diam. 0,310 MH 1,2 | **M Tanker**<br>Stern disch.<br>33 Ta ER<br>L.(oil) 27 890 HeCls. BC<br>4 Cargo pumps total 2 000T/hr | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>7 600bhp (5 590kW)<br>Eriksbergs M/V A/B<br>Gen 2 × 550kW 1 × 244kW 400V 6<br>Fuel 1 281,0t (hvf)-30,5pd |
| **7822483**<br>*V2HV*<br>2179<br>Df Esd Gc<br>Rdr RTm/v | **SEA MOSEL**<br>ex Huberna-89<br>**Partenreederei m.s. "Mosel"**<br>Hamburg Antigua & Barbuda | T.Mk<br>**499**<br>328<br>1 703 | GL | **1979** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (158)<br>81,90 10,04 3,571<br>77,02 10,01 5,67<br>B 15,0 F 5,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 55,0 ER<br>G.2 358 B.2 346<br>1 Ha (stl) (46,7 × 7,6) ER | MWM<br>Oil 4SA 8Cy. 230 × 270 reverse reductio<br>to sc. shaft<br>599bhp (441kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **7305485**<br>*9HSX2*<br>1907<br>Df Esd Gc<br>Rdr RTm/h/v | **SEA MOTHER**<br>ex Leonidas Glory-88 ex Tithis-86<br>**Mutual Task Maritime Ltd.**<br>Valletta Malta | **3 717**<br>2 162<br>6 028 | BV<br>✠Classed LR until 11/86 | **1973**-9 Eleusis Shipyards S.A.—Eleusis (1.00.04)<br>107,52 (BB) 16,44 6,693<br>98,02 16,40 8,41<br>P 17,7 F 9,8 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 35,8 34,8 ER<br>G.7 804 B.7 590<br>TEU 155<br>C.Ho 87/20' (40') C.Dk 68/20' (40')<br>2 Ha (stl) (25,3 × 8,0) (25,3 × 10,5) ER<br>Der 2(10-25) 2(5-20) 2(5-10) | MAN<br>Oil 4SA 7Cy. 400 × 540 sr geared to s<br>3 900bhp (2 869kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 192kW 450V 60Hz a.c.<br>Fuel 84,5t (d.o.) 403,0t (hvf)-13,5pd |
| **8212790**<br>Esd Rdr Rt | **SEA MUSANG**<br>ex Nez Perce-87<br>**Sembawang Maritime Ltd.**<br>Singapore Singapore | **113**<br>47<br>— | (AB) | **1982** Keppel Philippines Shipyard, Inc.—Batangas (52)<br>... ... ...<br>22,03 7,01 3,56<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 160 × 200<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 24kW a.c. |
| **7602998**<br>*C4OU*<br>707843<br>Df Esd Gc<br>Pfd Rdr RTv | **SEA MUSE**<br>ex Erimo-86<br>**Primgate Marine Ltd.**<br>Limassol Cyprus | **18 052**<br>12 451<br>31 746<br>T/cm<br>40,0 | BV (NK) | **1976** Kurushima Dockyard Co. Ltd.—Onishi (935)<br>178,85 (BB) 27,06 11,124<br>161,14 27,01 15,80<br>P 29,3 F 11,3 1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho 24,1 27,2 27,2 27,2 24,1 ER<br>G.38 925 HeCls. ptB<br>5 Ha (stl) (12,8 14,4 14,4 14,4 × 10,8) (12,8 × 10,7) ER<br>4W Cr 1(10) 3(8) | MAN<br>Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 680kW 450V 60Hz a.c.<br>Fuel 202,5t (d.o.) 1 790,0t (hvf)-49,0pd |
| **7342237**<br>*ZCAA5*<br>361642<br>Esd Gc Pfd<br>Rdr RTm/h/v | **SEA MUSSEL**<br>ex Stirling Brig-86<br>**Seadive Ltd.**<br>Harrisons (Clyde) Ltd.<br>Hamilton Bermuda (British) | **856**<br>257<br>923 | **✠100A1** SS 3/88<br>**✠LMC**<br>FN 830 | **1974**-9 Cochrane & Sons Ltd.—Selby (1553)<br>55,40 11,84 3,861<br>51,01 11,61 4,65<br>F 18,9 1 dk<br>rf 508 conv Deck Cargo Supply Ship 86 | **TM Diving Support Ship**<br>for offshore installations 12bth P | Allen<br>2 Oil 4SA each 8Cy. 242 × 305 with cu<br>flexible couplings & sr reverse gear<br>shafts<br>2 500bhp (1 839kW)<br>W. H. Allen, Sons & Co. Ltd.<br>Gen 3 × 150kW 440V 60Hz a.c.<br>Bow jet pump<br>Fuel 704,0t (d.o.) |
| **6922262**<br>*HQEX4*<br>L-0332958<br>Df Esd Gc<br>Rdr RTh/v | **SEA NASS**<br>ex Mini Luck-89<br>**Bahrain Bulk Trade**<br>San Lorenzo Honduras | **1 355**<br>832<br>3 259 | BV (AB) | **1969** Hakodate Dock Co. Ltd.—Hakodate (447)<br>65,51 15,32 4,947<br>62,82 15,30 6,61<br>1 dk<br>rf nil | **TM General Cargo**<br>Sail-Assisted<br>2 Ho 21,3 21,8 ER<br>G.3 785 B.3 669<br>2 Ha (w) (each 14,6 × 7,7) ER<br>Cr 1(8) | Daihatsu<br>2 Oil 4SA each 6Cy. 220 × 280 revers<br>geared to sc. shafts<br>1 000bhp (736kW)<br>Daihatsu Kogyo<br>Gen 1 × 104kW 1 × 48kW 445V 6<br>Fuel 83,5t |
| **5196323**<br>*MGDD7*<br>712754<br>Df Esd Gc<br>Pfd Rdr RTv | **SEA NAUTILUS**<br>ex Balgownie-89 ex Kr. Tonder-87<br>**Sea Tracker Ltd.**<br>Harrisons (Clyde) Ltd.<br>Douglas Isle of Man (British)<br>SatCom: 1441375 | T.Mk<br>**875**<br>246<br>449 | (NV) | **1962** Rickmers Rhederei G.m.b.H. Rickmers Werft—Bremerhaven (317)<br>67,09 9,63 5,092<br>58,73 9,61 5,11<br>2 dks<br>rf 686 BK 284 conv Stern Trawler Ref Fishing 83 | **D-E Diving Support Mother Ship**<br>for submersibles<br>Ice strengthened<br>2 Ho<br>2 Ha (each 4,1 × 1,4)<br>1W Der 2(2) | Deutz<br>Oil 4SA 8Cy. 400 × 580 total 1225k<br>driving gen. connected to elec. mo<br>shaft<br>Kloeckner Humboldt Deutz<br>Gen 1 × 225kW 2 × 112kW 1 ×<br>380V 50Hz a.c.<br>2 Thw. thrust propellers fwd<br>Fuel (d.o.) |
| **7515822** | **SEA NYMPH**<br>**Bahama Boat Co. (1975) Ltd.** | **100**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25 2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil<br>335bhp (246kW) |
| **5141770**<br>Df Esd Rdr<br>RTm/v | **SEA OF GOD**<br>ex Ellen-88 ex Welle-87<br>ex Hannes Knuppel-66<br>San Lorenzo Honduras | **424**<br>260<br>858 | (GL) | **1962** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (506)<br>56,22 9,45 3,820<br>50,02 9,40 3,89<br>P & B 33,6 F 5,8 1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.1 485 B.1 342<br>2 Ha (8,8 17,0 × 5,4) ER<br>3W Der 3(2) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>320bhp (235kW)<br>Kloeckner Humboldt Deutz |

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| **SEA ORADE**<br>Launched as Orade<br>**Reederei Frank Dahl m.s. "Orade" KG**<br>Wagenborg Shipping B.V.<br>Stade Federal Republic of Germany | *1 354*<br>*509*<br>1 699 | GL | **1990** Bayerische Schiffbau G.m.b.H.—Erlenbach/Main (1123)<br>77,00 11,40 3,172<br>75,00 11,36 4,75<br>1 dk | **TM General Cargo**<br>1 Ho 50,4 ER<br>G.2 406<br>TEU 94 C. 94/20'<br>1 Ha (stl) (50,4 × 9,0) ER | Penta TAMD162<br>2 Oil 4SA each 6Cy. 144 × 165 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>600kW (816bhp)<br>(p) A/B Volvo-Penta Goteborg<br>(s) A/B Volvo-Penta Goteborg<br>Gen 3 × 53kW 220/380V a.c.<br>Water jet propulsion units port<br>Water jet propulsion units starboard<br>Bow jet pump<br>9,5kn |
| **SEA OYSTER**<br>ex Stirling Ash-86<br>**George Craig & Sons Ltd.**<br>North Star Shipping (Aberdeen) Ltd.<br>Aberdeen United Kingdom | **856**<br>257<br>913 | **✠100A1** SS 2/91<br>**✠LMC**<br>EL K 1$\frac{3}{16}$"U2<br>FN 830 | **1976**-3 Beverley SB. & Eng. Co. Ltd.—Beverley (1566)<br>55,40 11,84 3,836<br>51,01 11,61 4,65<br>F 18,9 1 dk<br>rf 508 conv Deck Cargo Supply Ship 86 | **TM Diving Support Ship**<br>for offshore installations 12bth P | Allen 8PBCS12-D<br>2 Oil 4SA each 8Cy. 242 × 305 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>2 400bhp (1 765kW)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 3 × 150kW 440V 60Hz a.c.<br>Bow jet pump<br>Fuel 704,0t (d.o.) 12,5kn |
| **SEA PAL**<br>ex Neenai-89 ex Maria Beti-86<br>ex Mawar-85 ex Ministar-74<br>ex Vesta-74<br>Honduras | **1 336**<br>598<br>1 775 | (NV)<br>✠Classed LR until 24/8/79 | **1952**-9 Werf Jan Smit, Czn.—Alblasserdam (549)<br>75,29 11,33 4,865<br>69,19 11,31 5,52<br>P 24,4 F 8,6 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>G.2 504 B.2 351<br>2 Ha (stl) (9,9 17,4 × 5,9) ER<br>6W Der 6(3) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 75kW 1 × 25kW 220V d.c.<br>Fuel 86,5t (d.o.) 11kn |
| **SEA PALACE**<br>**Nasagana Shipping Lines**<br>Manila Philippines | **649**<br>321<br>— | | **1964** Nippon Kokan K.K.—Shimizu (216)<br>41,51 12,83 2,693<br>38,00 12,81 3,89<br>1 dk | **TM Ferry**<br>Twin Hull 397P | Daihatsu<br>2 Oil<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>Gen 2 × 40kW 225V a.c.<br>Fuel 31,5t-5,0pd 14kn |
| **SEA PALLAS**<br>**Sembawang Maritime Ltd.**<br>Singapore Singapore | *174*<br>*52*<br>122<br>T/cm<br>1,7 | **✠100A1**<br>tug<br>**✠LMC**<br>EL D 247,5/17,5U2(a)<br>FN 287 | **1988**-1 Singapore SB. & Eng. Ltd.—Singapore (212)<br>26,17 8,62 2,801<br>25,51 7,61 3,61<br>1 dk<br>rf 602 | **TM Tug** | Blackstone<br>2 Oil 4SA each 5Cy. 222 × 292 with clutches, flexible couplings & dr geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 32kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 53,5t (d.o.) |
| **SEA PANTHER**<br>**Government of Hong Kong (Director of Marine)**<br>Hong Kong Hong Kong (British) | **300**<br>—<br>113 | **✠100A1**<br>extended protected waters service<br>**✠LMC** **CCS**<br>EL (E) 275,0/17,5U2<br>FN 510 | **1987**-9 Hong Kong Shipyard Ltd.—Kowloon, Hong Kong (148)<br>40,11 9,12 3,201<br>36,00 8,62 5,52<br>B 17,1 1 dk<br>rf - | **TM Patrol Ship**<br>Mchy.aft | Caterpillar 3512TA<br>2 Vee Oil 4SA each 12Cy. 170 × 190 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>2 384bhp (1 754kW)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 155kW 380V 50Hz a.c.<br>14kn |
| **SEA PANTHER**<br>**Sembawang Maritime Ltd.**<br>Singapore Singapore | *174*<br>*52*<br>122<br>T/cm<br>1,7 | **✠100A1**<br>tug<br>**✠LMC**<br>EL D 247,5/17,5U2(a)<br>FN 259 | **1987**-12 Singapore SB. & Eng. Ltd.—Singapore (211)<br>27,13 8,62 3,012<br>23,04 7,61 3,61<br>1 dk<br>rf 602 | **TM Tug** | Blackstone ESL5MK2<br>2 Oil 4SA each 5Cy. 222 × 292 with clutches, flexible couplings & dr geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 32kW 415V 50Hz a.c.<br>2 Directional propellers<br>2 Directional thrust propellers<br>Fuel 42,0t (d.o.) 12kn |
| **SEA PEARL**<br>ex Maria C-91 ex Malahat Saga-88<br>ex Malahat-87<br>ex Pacific Lumberman-81 ex Pacific-79<br>**Seapearl Shipping Co.**<br>SMT Shipmanagement & Transport Ltd.<br>Limassol Cyprus | **23 569**<br>16 150<br>31 889<br>T/cm<br>43,6 | BV<br>✠CLASS DELETED | **1971**-7 Oy Wartsila Ab—Turku/Abo (1193)<br>184,21 (BB) 28,33 10,820<br>173,44 28,25 15,75<br>F 12,2 1 dk<br>rf 203 | **M Bulk Carrier**<br>5 Ho 11,6 34,0 34,0 34,0 9,8 ER<br>B.40 351<br>11 Ha (stl) (each 10,7 × 23,7) ER<br>Cr 2(30) | Pielstick 16PC2V-400<br>2 Vee Oil 4SA each 16Cy. 400 × 460 sr geared & pneumatic coupling to sc. shaft<br>11 768kW (15 999bhp)<br>Oy Wartsila Ab Turku/Abo<br>Gen 2 × 1000kW 3 × 605kW 220/400V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 1 783,0t (hvf)-57,0pd 16,4kn |
| **SEA PEARL**<br>ex Huey An-87 ex Pacific Dragon-84<br>**Pacific International Lines (Pte.) Ltd.**<br>Singapore Singapore | **5 553**<br>3 430<br>9 385<br>**8 823**<br>5 708<br>12 665 | NV | **1979** VEB Schiffswerft "Neptun"—Rostock (430)<br>150,02 21,06 7,719/9,051<br>139,83 21,01 11,31<br>P 36,0 B & F 39,4 1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 29,7 34,6 34,6 3 TwD<br>G.20 770 B.18 735<br>TEU 436<br>C.Ho 232/20'(40') C.Dk 204/20'(40')<br>5 Ha (stl) (each 22,1 × 11,2) ER<br>Der 1(80) 5(22) | MAN K9Z60/105E<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>VEB Maschinenbau Halberstadt Halberstadt<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel 223,5t (d.o.) 1 181,5t (hvf)-36,0pd 17kn |
| **SEA PEARL**<br>ex Leiv Eiriksson-90 ex Birgitte-87<br>ex Abiriba-85 ex Birgitte B-80<br>ex Birgitte Bentsen-78 ex Wivi Bewa-77<br>**Marstal Ltd.**<br>A. C. Oerssleff's Eftf. A/S<br>Nassau Bahamas | **1 593**<br>1 042<br>3 615 | BV | **1973** Buesumer Werft G.m.b.H.—Buesum (245)<br>89,34 (BB) 13,64 5,860<br>85,68 13,59 8,51<br>2 dks len 77 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.5 373 B.4 987<br>2 Ha (stl) (18,9 25,2 × 10,1) ER<br>Der 2(15) 2(5) | Alpha 18V23L-VO<br>Vee Oil 4SA 18Cy. 225 × 300<br>1 999bhp (1 470kW) NE 77<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 90kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 205,0t (d.o.) 13kn |
| **SEA PEARL**<br>ex Big Sandy<br>**Edward R. Runyon**<br>Seattle, Wa United States of America | **101**<br>68<br>— | | **1976** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25 2,80<br>1 dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A.<br>Fuel (d.o.) |
| **SEA PEARL II**<br>**Ricciardi Fishing Co. Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **138**<br>85<br>— | | **1980** Australian SB. Industries (W.A.) Pty. Ltd—Fremantle, W.A. (183)<br>22,59 2,941<br>21,37 6,27 3,79<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl<br>Mchy.aft | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SEA PHOENIX**<br>ex Pacific Vigour-89 ex State Vigor-87<br>**Offshore Logistics International Inc.**<br>Panama Panama | **585**<br>286<br>1 200 | AB | **1983** Bender SB. & Repair Co. Inc.—Mobile, Al (1006)<br>3,626<br>58,53 12,20 4,27<br>F 17,4 1 dk<br>rf 457 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>E made74 reconditioned & fitted83<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **SEA PIONEER**<br>**Samia Corp. Ltd.**<br>Sounion Management Ltd.<br>Kingstown St. Vincent and the Grenadines | *21 308*<br>*12 980*<br>35 371 | **✠100A1** SS 1/89<br>bulk carrier strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC** **UMS**<br>EL I† 605,0/66,0U3(a)<br>FN 7402 | **1984**-5 Nippon Kokan K.K.—Shimizu (405)<br>177,50 (BB) 29,55 10,665<br>167,01 29,51 14,81<br>P 35,1 B 25,3 F 15,6 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 20,5 26,5 26,3 26,3 27,2 ER<br>G.46 963 B.41 826<br>TEU 268 C.Dk 268/20' (40')<br>5 Ha (stl) (13,0 × 10,3) (19,5 19,5 19,5 19,5 × 15,1) ER<br>Cr 5(15) | Sulzer 6RLB66<br>Oil 2SA 6Cy. 660 × 1400<br>8 716kW (11 849bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (ex.g) & rcv 10,5kgf/cm² (10,3bar) rcv 7kgf/cm'(6,86bar)<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 202,0t (d.o.) 1 625,0t (hvf)-34,0pd 15kn |

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| 7714337<br>*C6HZ5*<br>715570<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEA PIONEER**<br>ex Sea-Land Pioneer-89<br>(Main Cargo section)<br>ex Los Angeles (LR No. 5212426)-78<br>**Intersea Operations Ltd.**<br>Sea-Land Service Inc.<br>Nassau Bahamas<br>SatCom: 1103371/PION | *17 618*<br>*6 520*<br>15 417 | AB | **1978** (Fwd & aft sections) Mitsubishi Heavy Industries Ltd.—Kobe (6452)<br>**1963** (Main Cargo section) Blohm & Voss A.G.—Hamburg<br>201,78 (BB) 23,86 8,281<br>190,20 23,78 11,94<br>1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho 16,7 24,5 24,5 24,5 24,5 24,5 ER<br>C.Ho 336/35' 9/40' C.Dk 238/35' incl. 56 ref C.<br>11 Ha (stl) ER<br>40 Wing Ha (stl) ER<br>Cr 2(26,75) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 670kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 432,0t (d.o.) 2 108,5t (hvf)-51,0pd |
| 7639721<br>*3EEU5*<br>15871-86<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SEA PIONEER**<br>ex Heroinae-86<br>**Hongkong Steamship Co. Ltd.**<br>Panama Panama | **11 679**<br>6 892<br>17 152 | BV | **1978** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1219)<br>154,79 22,43 9,367<br>144,99 22,38 13,39<br>2 dks | **M General Cargo**<br>4 Ho ER<br>G.24 730 B.23 300<br>TEU 432 C.432/20' (40')<br>4 Ha (stl) (13,5 × 8,9) (20,2 20,2 13,5 × 12,0) ER<br>Cr 1(25) 2(15) Der 1(80) 4(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 136,0t (d.o.) 1 240,5t (hvf)-39,0pd |
| 7409384<br>*9V3226*<br>383224<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA PIONEER**<br>ex Penyu-91 ex Cherdek-84<br>ex Star Sirius-80<br>Singapore Singapore | **843**<br>228<br>1 258 | ✠**100A1** SS 7/89<br>tug<br>✠**LMC**<br>EL M $1\frac{5}{16}$"U2<br>FN 967 | **1975**-6 (Aft section) Scheepsbouwwerf Slob B.V.—Sliedrecht<br>**1975**-6 (Fwd section) Hollandsche—Groot-Ammers<br>60,28 13,06 4,465<br>53,19 12,81 5,36<br>F 19,2 1 dk<br>rf 381 | **TM Tug/Supply Ship**<br>Deck Cargo | Allen<br>2 Vee Oil 4SA each 12Cy. 242 × 305 reduction geared to sc. shafts<br>W. H. Allen, Sons & Co. Ltd.<br>Gen 1 × 260kW 2 × 120kW 440V 60Hz<br>Thw. thrust propeller fwd |
| 6726955<br>*3ELO8*<br>18951-AG<br>Df Esd Gc<br>Rdr RTm/h/v | **SEA PIONEER I**<br>ex Hayatt-90 ex Nikolas-89<br>ex Menelaos Th.-86 ex Anamilena-75<br>**Oyster Marine Management Inc. S.A.**<br>Fouladi General Trading Co.<br>Panama Panama | T.Mk<br>**1 266**<br>619<br>—<br>**2 185**<br>1 334<br>3 175 | ✠**100A1** SS 7/88<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL Q $1\frac{1}{2}$"U2<br>FN 1769 | **1968**-4 Soc. Espanola de Const. Nav.—Cadiz (146)<br>93,02 14,56 —/5,366<br>84,99 14,51 6,30<br>P 20,2 F 11,0 2 dks<br>RW rf nil DK fwd | **M General Cargo**<br>2 Ho 30,4 27,8 ER<br>G.4 440 B.4 000<br>2 Ha (stl) (each 20,1 × 7,6) ER<br>8W Der 2(9) 6(4,5) | B&W<br>Oil 2SA 9Cy. 420 × 750<br>3 900bhp (2 869kW)<br>Soc. Espanola de Const. Nav.<br>Gen 3 × 115kW 440V 60Hz a.c.<br>Fuel 30,5t (d.o.) 280,5t (hvf)-11,0pd |
| 5024946<br>*3EYN6*<br>18847-PEXT<br>Df Esd Rdr<br>RTm/h | **SEA POINT**<br>ex Tricon-88 ex Marika-87 ex Arneb-69<br>Launched as Albertina<br>**Recomar Ltda.**<br>Panama Panama | **1 121**<br>475<br>—<br>**1 969**<br>1 134<br>2 500 | BV | **1962** Solvesborgs Varv A/B—Solvesborg (60)<br>86,01 12,60 4,690<br>80,78 12,35 7,62<br>1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD<br>3 Ho 13,4 19,5 18,2 ER<br>G.4 351 B.3 821<br>3 Ha (stl) (9,1 × 6,1) (12,8 12,8 × 8,0) ER<br>4W Cr 2(5) Der 2(10) | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>2 100bhp (1 545kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 80kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 139,0t (d.o.) |
| 7015834<br>*5LXC*<br>3554<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA POWER**<br>ex D. L. Bower-91<br>**Sea Power Shipping Ltd.**<br>Monrovia Liberia<br>SatCom: 1241715/ELXC | **71 080**<br>58 761<br>152 383<br>T/cm<br>121,1 | AB | **1970** Kockums M/V A/B—Malmo (523)<br>285,30 48,82 16,087<br>273,97 48,77 24,52<br>F 24,1 1 dk<br>rf nil Bow/CM 140 Diam. 0,406 MH 1,8<br>shortened 80 | **S Tanker**<br>COW IGS SBT<br>Mchy.aft<br>HeCls. BC<br>2 Cargo pumps total 8 000T/hr | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>Kockums M/V A/B<br>Gen 1 × 1000kW 60Hz a.c. 1 × 840kW 60Hz a.c. 1 × 220kW 60Hz a.c.<br>Fuel 10 391,0t (o.f.) 178,0t (d.o.)-147,5pd |
| 5167310<br>*HQNL*<br>L002-00524<br>Df Esd Rt | **SEA POWER**<br>ex Gisela ex Sylvia Anna-83<br>ex Irene S-81 ex Jaco-77<br>ex Jacob Teekman-74<br>**Co Power & Energy Pte. Ltd.**<br>San Lorenzo Honduras | **392**<br>229<br>521 | (BV) (HR) | **1957** Schpsw. "Friesland" N.V.—Lemmer (212)<br>48,47 7,98 2,941<br>44,00 7,93 3,20<br>P -F - 1 dk<br>RW | **M General Cargo**<br>G.760 B.713<br>2 Ha (each 11,5 × 4,3) ER<br>2W Der 2(2) | Brons<br>Oil 4SA 4Cy. 290 × 450<br>220bhp (162kW)<br>Appingedammer Brons<br>Fuel (d.o.) |
| 5010816<br><br>332893<br>Esd Rt | **SEA PRIMO**<br>ex Alge-72<br>**B. Ramgolam**<br>Georgetown, Demerara Guyana | **349**<br>195<br>421 | (BV) | **1957** Hanseatische Werft G.m.b.H.—Hamburg (2)<br>45,42 7,60 2,750<br>41,13 7,55 3,05<br>1 dk | **M General Cargo**<br>G.644 B.604<br>2 Ha (each 10,3 × 5,0) ER<br>Der 2(2) | MaK<br>Oil 4SA 4Cy. 290 × 420<br>225bhp (166kW)<br>Maschinenbau Kiel A.G.<br>Fuel 36,5t (d.o.) |
| 8903985<br>*P3UK3*<br>709061<br>Df Esd Gc<br>Pfd Rdr RTv | **SEA PRINCE**<br>**Maribella Shipping Co. Ltd.**<br>Seatankers Management Co. Ltd.<br>Limassol Cyprus<br>SatCom: 1100507/SEAP | *144 567*<br>*90 511*<br>275 469<br>T/cm<br>20,4 | NV | **1990** Hitachi Zosen—Ariake Works, Nagasu (4843)<br>326,18 (BB) 20,477<br>313,00 56,60 28,60<br>1 dk<br>Bow/CM 160 Diam. 0,650 | **M Tanker**<br>COW IGS SBT<br>2 Ta 2 Wing Ta 2 Ta 6 Wing Ta ER<br>L.(oil) 318 544<br>3 Cargo pumps total 16 200T/hr | B&W<br>Oil 2SA 6Cy. 800 × 3056<br>15 284kW (20 779bhp)<br>Hitachi Zosen Sakurajima Wks<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 412,95t (d.o.) 3 834,05t (hvf) |
| 7367160<br>*WYT8569*<br>555271<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA PRINCE**<br>ex Robin VII-83<br>**Cath Shipping Corp.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **198**<br>134<br>— | AB | **1974** McDermott Shipyard—Morgan City, La (189)<br>38,41 4,255<br>36,63 10,34 5,01<br>1 dk | **TM Tug** | Alco<br>2 Vee Oil 4SA each 12Cy. 229 × 267 reduction geared to sc. shafts<br>Alco Engine Co.<br>Gen 2 × 75kW a.c.<br>Fuel 457,0t (d.o.) |
| 6903711<br><br>382887<br>Rdr | **SEA PRINCE**<br>ex Kofuji Maru No. 22-82<br>**Port of Singapore Authority** | **194**<br>122<br>27 | | **1968** Matsuura Tekko Zosen—Higashino (193)<br>35,77 6,02 1,728<br>31,98 6,00 2,65<br>1 dk | **M Ferry**<br>445dk P<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 240 × 405<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 12kW 225V a.c.<br>Fuel 7,0t-3,0pd |
| 5348055<br>*VY6132*<br>192870<br>Rdr Rt | **SEA PRINCE**<br>ex T-W Sea Prince-64 ex Le Prince-62<br>ex Sea Prince-60<br>**Northern Breeze Fishing Co. Ltd.**<br>Vancouver, B.C. Canada | **156**<br>100<br>— | | **1943** Herreshoff Mfg. Co.—Bristol, Ri<br>*30,33* 6,51 3,353<br>6,46<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW) NE 67<br>Caterpillar Tractor Co.<br>Fuel 15,0t |
| 6512354<br>*GBBA*<br>379814<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA PRINCESS**<br>ex Kungsholm-79<br>**3i plc**<br>P&O Lines Ltd.<br>London United Kingdom<br>SatCom: 1440320/GBBA | **27 670**<br>13 842<br>5 572 | ✠**100A1** CS 1/89<br>✠**LMC**<br>EL qt $2\frac{7}{8}$"SQ<br>FN 7286<br>(NV) | **1966**-3 John Brown & Co. (Clydebank) Ltd.—Clydebank (728)<br>201,23 (BB) 26,57 8,560<br>173,72 26,52 15,42<br>B & F 174,7 4 dks, 5th dk above mchy. space<br>rf 914 | **TM Passenger Ship**<br>389cbn 720bth P | Gotaverken<br>2 Oil 2SA each 9Cy. 760 × 1500<br>25 200bhp (18 536kW)<br>A/B Gotaverken<br>2 AuxB 115lbf/in² (8,0bar)<br>✠ 2 ne(ex.g) 1/79 142lbf/in² (9,8bar)<br>Gen 2 × 900kW 440V 3 × 800kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 158,0t (hvf)-96,5pd |
| 8516108<br>*VMQ8647*<br><br>Rdr Rt | **SEA PRINCESS**<br>ex Reef Link II-92<br>**Reef Link Pty. Ltd.**<br>*Townsville, Queensland* Australia | **382**<br>129<br>43 | NV | **1987** North Queensland Engineers & Agents Pty. Ltd.—Cairns (147)<br>29,21 11,46 2,171<br>25,51 11,20 3,30<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | MWM<br>2 Vee Oil 4SA each 12Cy. 170 × 195 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>2 520kW (3 426bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 90kW 415V 50Hz a.c. |
| 8104072<br><br>396607 | **SEA PRINCESS - S**<br><br>**Sarunic Bros. Pty. Ltd.**<br>*Port Adelaide, S.A.* Australia | **268**<br>—<br>220 | (NV) | **1982** Port Lincoln Ship Construction Pty. Ltd.—Port Lincoln, S.A. (2)<br>32,31 8,41<br>27,79 4,02<br>1 dk<br>rf 1783 | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Mchy.fwd<br>8 Ho<br>In.120 L.139<br>8 Ha (stl) | MWM<br>Oil 4SA 8Cy. 230 × 270 sr geared to sc. shaft<br>1 184bhp (871kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 104kW 1 × 66kW 415V 50Hz<br>Controllable pitch propeller |
| 6617386<br>*3ECL7*<br>18977-LPE<br>Df Esd Gc<br>Rdr Rt | **SEA PRINCESS III**<br>ex Astrid-89 ex Cape Fisher-79<br>ex Yashima Maru-79<br>**Sea Princess Trading Corp.**<br>Panama Panama | **999**<br>417<br>— | | **1966** K.K. Usuki Tekkosho—Saiki (1075)<br>68,03 11,03 4,395<br>61,32 11,00 4,91<br>1 dk | **M Fishing**<br>Stern Trawler | Hanshin<br>Oil 4SA 6Cy. 460 × 680<br>2 200bhp (1 618kW)<br>Hanshin Nainenki Kogyo |

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| **SEA PRODUCER**<br>ex Nelco I ex FS 211<br>**Robert F. Wood**<br>Juneau, Ak<br>United States of America | **498**<br>338<br>— | (AB) | **1944** Higgins Industries Inc.—New Orleans, La (77)<br>*51,30* 9,81<br>50,68 9,76 4,35<br>1 dk<br>rf 152 | **TM General Cargo**<br>Mchy.aft<br>2 Ho<br>2 Ha | General Motors<br>2 Oil 2SA each 6Cy. 222 × 267<br>1 000bhp (736kW)<br>General Motors Corp. U.S.A.<br>Fuel 59,0t |
| **SEA PROFILER**<br>ex Fugro Sea Drill-83<br>ex Carolyn Chouest-76 ex Pike I-76<br>ex Marc I<br>**Chouest Marine Services Inc.**<br>Houma, La<br>United States of America | **181**<br>123<br>— | | **1965** Halter Marine Services, Inc.—New Orleans, La (98)<br>*42,56* 10,37 2,921<br>45,42 10,36 3,51<br>1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>4 Vee Oil 2SA each 12Cy. 108 × 127 geared to sc. shafts<br>1 060bhp (780kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **SEA PROGRESO**<br>ex Chigusa Maru No. 8-90<br>**Sea Progress Maritime S.A.**<br>Panama<br>Panama | **199**<br>—<br>800 | | **1975** Kimura Zosen K.K.—Yutaka (58)<br>9,02 2,998<br>53,98 9,00 3,38<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy.<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SEA PROGRESS**<br>ex Hoechst Express-91<br>ex JSS Britannia-88<br>ex JSS Los Angeles I-86<br>ex JSS Los Angeles-86<br>ex Barbarossa-86 ex Ibn Al-Akfani-83<br>Launched as Barbarossa<br>**Barbarossa Schiffahrts G.m.b.H. & Co. K.G.**<br>Containerschiffsreederei H.-W. Janssen G.m.b.H.<br>Elsfleth<br>Antigua & Barbuda | **17 519**<br>11 258<br>21 569 | GL | **1981** Thyssen Nordseewerke G.m.b.H.—Emden (467)<br>163,81 (BB) 28,55 10,353<br>152,03 28,52 15,83<br>2 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>3 Cell. Ho ER<br>TEU 1253<br>C.Ho 556/20'(40') C.Dk 697/20'(40')<br>incl. 101 ref C.<br>6 Ha (stl) ER | MAN K7SZ70/125BL<br>Oil 2SA 7Cy. 700 × 1250<br>14 460bhp (10 636kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 821kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 502,0t (d.o.) 2 059,0t (hvf)-58,0pd 18kn |
| **SEA PROGRESS**<br>ex Rashel-86 ex Mira-85<br>ex Evergreen-82 ex Koho Maru-72<br>**Stayton Maritime Corp.**<br>Kingstown<br>St. Vincent and the Grenadines | **9 986**<br>6 664<br>16 744 | NK | **1968** Onomichi Zosen K.K.—Onomichi (188)<br>154,11 22,20 8,798<br>142,50 22,05 12,10<br>P 24,7 F 11,6 1 dk<br>RW | **M General Cargo**<br>4 Ho ER<br>G.22 257 B.21 644<br>7 Ha (stl) (17,8 × 10,5) (18,0 18,0 18,0 18,0 18,0 18,0 × 8,3) ER<br>Der 4(15) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 220kW 445V a.c.<br>Fuel 1 186,5t-25,5pd 14,25kn |
| **SEA PROSPER**<br>ex New Prosper-88<br>**Green Spanker Shipping S.A.**<br>Eisho Kisen K.K.<br>Panama<br>Panama | *26 361*<br>*15 400*<br>45 345 | NK | **1985** Imabari Zosen—Marugame (1141)<br>189,94 (BB) 11,725<br>180,00 32,20 16,50<br>F 12,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.58 033 B.55 740<br>5 Ha (stl) (18,4 20,8 20,8 20,8 20,8 × 16,0) ER | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>6 179kW (8 400bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 440kW a.c.<br>13,5kn |
| **SEA PUMA**<br>**Sembawang Maritime Ltd.**<br>Singapore<br>Singapore | *174*<br>*52*<br>122<br>T/cm<br>1,7 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL D 247,5/17,5U2(a)<br>FN 259 | **1987**-11 Singapore SB. & Eng. Ltd.—Singapore (210)<br>27,13 8,62 3,012<br>23,04 7,61 3,61<br>1 dk<br>rf 602 | **TM Tug** | Blackstone ESL5MK2<br>2 Oil 4SA each 5Cy. 222 × 292 with clutches, flexible couplings & dr geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 32kW 415V 50Hz a.c.<br>2 Directional propellers<br>2 Directional thrust propellers<br>Fuel 42,0t (d.o.) 12kn |
| **SEA QUAIL**<br>ex Yukon Maid<br>**Michael R. Hansen**<br>Juneau, Ak<br>United States of America | **120**<br>81<br>— | | **1945** Seattle SB. & D.D. Corp.—Seattle, Wa<br>*22,68* 6,68<br>3,10 | **Wood M Fishing** | Caterpillar<br>Oil<br>325bhp (239kW) NE 62<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **SEA QUEEN**<br>**JHN Oil Operating Co.**<br>Monrovia<br>SatCom: 1240357/TROZ<br>Liberia | **60 491**<br>45 718<br>123 899<br>T/cm<br>91,5 | ✠**100A1** SS 12/88<br>oil tanker<br>✠**LMC**<br>**IGS**<br>EL U† 3⅝"U3<br>FN 15542 | **1975**-1 Mitsubishi Heavy Industries Ltd. —Hiroshima (250)<br>259,09 (BB) 40,67 16,835<br>247,00 40,61 22,31<br>F 21,7 1 dk<br>rf nil Bow/CM 128 Diam. 0,510 MH 0,9 | **M Tanker**<br>CBT(LR) COW(LR) IGS(LR)<br>pt higher tensile steel<br>4 Ta 8 Wing Ta ER<br>L.(oil) 140 526<br>3 Cargo pumps total 9 000T/hr | Sulzer 9RND90<br>Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>WTAuxB 18kgf/cm² (17,7bar) hs573,9<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 750kW 450V 60Hz a.c.<br>16,5kn |
| **SEA QUEEN**<br>**Harbor Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca<br>United States of America | **184**<br>91<br>— | | **1953** Pacific Coast Eng. Co.—Alameda, Ca (154)<br>29,80 7,52<br>... ... ...<br>1 dk | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 222 × 267 sr geared to sc. shaft<br>General Motors Corp. Cleveland, Oh |
| **SEA QUEEN**<br>**Primlaks Frozen Ltd.**<br>Port Harcourt<br>Nigeria | **140**<br>46<br>92 | (BV) | **1984** Astilleros Armon—Navia (106)<br>24,01 3,201<br>20,91 6,96 3,46<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.105 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **SEA QUEEN**<br>ex Pandion I<br>**Boat Sea Queen Inc.**<br>Mobile, Al<br>United States of America | **121**<br>85<br>— | | **1974** ..............Mobile, Al<br>*20,85* 6,71<br>3,38<br>1 dk | **M Fishing** | Oil<br>487bhp (358kW)<br>U.S.A.<br>Fuel (d.o.) |
| **SEA QUEEN**<br>**Faithful Trawler Co.** | **105**<br>71<br>— | | **1980** ..............Bayou la Batre, Al<br>*20,33* 6,71<br>3,28<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| **SEA QUEEN No. 1**<br>ex Anyo Maru No. 11-89<br>**Ocean Queen Fisheries S.A.**<br>Poong San Fisheries Co. Ltd.<br>Panama<br>Panama | **355**<br>186<br>521 | KR | **1974** Yamanishi Zosen K.K.—Ishinomaki (768)<br>56,60 9,12 3,480<br>49,70 9,10 3,50<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Akasaka AH40<br>Oil 4SA 6Cy. 400 × 600<br>2 750bhp (2 023kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SEA QUEEN No. 2**<br>ex Kim's Marine No. 212-89<br>ex Daitoku Maru No. 31-85<br>ex Kyowa Maru No. 23-78<br>**Ocean Queen Fisheries S.A.**<br>Poong San Fisheries Co. Ltd.<br>Panama<br>Panama | **393**<br>213<br>— | KR | **1972** Yamanishi Zosen K.K.—Ishinomaki (705)<br>55,50 9,02 3,296<br>49,87 9,00 5,74<br>F 17,4 2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 400 × 600<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c.<br>13kn |
| **SEA QUEST**<br>**Dutra Construction Co. Inc.**<br>Los Angeles-Long Beach, Ca<br>United States of America | **185**<br>126<br>— | | **1944** Standard Steel Corp.—Los Angeles, Ca<br>*31,40* 8,84<br>2,32 | **M Fishing** | Oil<br>675bhp (497kW)<br>..............<br>Fuel (d.o.) |

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| **7947427**<br>*WQZ4439*<br>610150 | **SEA QUEST**<br>ex Colintino Rose II<br>**Quest Export Trading Co.**<br>Coos Bay, Or United States of America | **149**<br>101<br>— | | **1979** ............Fort Bragg, Ca<br>*20,37* 7,24<br>3,66<br>1 dk | **M Fishing** | Oil<br>940bhp (691kW) |
| **7647651**<br>*WYC5900*<br>580139 | **SEA QUEST**<br>**Adrian Wayne Watson**<br>Crisfield, Md United States of America | **101**<br>68<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Fuel (d.o.) |
| **7046077**<br>*WX6371*<br>504166<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA RACER**<br>**Crowley Towing & Transportation Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **190**<br>88<br>— | AB | **1966** Pacific Coast Eng. Co.—Alameda, Ca (212)<br>36,94 9,50 4,506<br>35,13 9,45 5,01<br>1 dk<br>BK 152 | **M Tug** | General Motors<br>Vee Oil 2SA 16Cy. 230 × 254 sr revers<br>sc. shaft<br>General Motors Corp. La Gr<br>Gen 2 × 60kW 120V 60Hz a.c.<br>Fuel 274,5t |
| **7611810**<br>*DZOO*<br>228480<br>Df Rdr Rt | **SEA RAIDER**<br>**Superior Shipping Corp.**<br>Manila Philippines | **861**<br>523<br>1 200 | | **1985** Superior (SG) Eng. Co.—Cavite (0276)<br>59,52 10,67 3,963<br>53,40 10,66 5,49<br>3 dks | **TM General Cargo**<br>Mchy.aft | Mitsubishi<br>2 Oil 4SA 6Cy. geared to sc. shafts<br>1 500bhp (1 103kW)<br>Mitsubishi Heavy Industries Ltd. |
| **8623858**<br>*3EWG5*<br>14039-PEXT1<br>Rt | **SEA RAIDER II**<br>**P.T. Pelayaran Bintan Baruna Sakti**<br>Panama Panama | *136*<br>*65*<br>— | | **1985** Wavemaster International Pty. Ltd.—Willetton, W.A.<br>*30,39* 2,206<br>6,51 2,95<br>1 dk | **M Ferry**<br>252dk P | Oil<br>............. |
| **7352397**<br>*XYEF*<br>BT-10057<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEA RANGER**<br>ex Yamashin Maru-90<br>**Burma Navigation Corporation**<br>Navix Ship Management Co. Ltd.<br>Yangon Union of Myanmar | *24 415*<br>*10 129*<br>25 297 | NK | **1974** Hitachi Zosen—Innoshima (4413)<br>212,99 30,05 10,821<br>200,34 30,00 16,31<br>1 dk | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho 15,2 28,9 28,9 35,9 14,8 ER 27,4<br>TEU 1198<br>C.Ho 484/20' 96/40' C.Dk 522/20' (40') incl. 126 ref C.<br>16 Ha (stl) ER 4 Ha (stl) | B&W<br>Oil 2SA 9Cy. 980 × 2000<br>34 200bhp (25 156kW)<br>Hitachi Zosen Sakurajima W<br>Gen 3 × 940kW 450V 60Hz a.c.<br>Fuel 272,5t (d.o.) 3 182,0t (hvf)-115,0pd |
| **7404102**<br>569925<br>Esd Gc Pfd<br>Rdr Rt | **SEA RANGER**<br>ex Robin XI-85<br>**Puget Sound Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **197**<br>134<br>— | AB | **1975** McDermott Shipyard—Morgan City, La (208)<br>10,37 4,290<br>36,63 10,32 5,01<br>1 dk | **TM Tug** | Alco<br>2 Vee Oil 4SA each 12Cy. 229 × 267 re<br>reduction geared to sc. shafts<br>Alco Engine Co.<br>Gen 2 × 75kW<br>Fuel 254,0t (d.o.) |
| **7817402**<br>*WYC8627*<br>602018<br>Df Esd Pfd<br>Rdr Rt | **SEA RANGER**<br>ex Eagle<br>**Bronco Fisheries Inc.**<br>New Bedford, Ma United States of America | **179**<br>122<br>— | | **1979** Atlantic Marine Inc.—Fort George Island, Fl (180)<br>28,99 7,68 3,201<br>26,14 7,62 4,12<br>F - 1 dk | **M Fishing**<br>Shellfish<br>G.178 | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 geared to s<br>520bhp (382kW) E made reconditioned in<br>Caterpillar Tractor Co. Pe |
| **7020126**<br>*HO9211*<br>4216-74B<br>Df Esd Gc<br>Pfd Rdr RTv | **SEA RANGER V**<br>ex Sea Ranger I-90 ex Richard Tide-84<br>ex Eastern Advocate-74<br>Panama Panama | **337**<br>229<br>945 | (AB) | **1970** Mangone SB. Corp.—Houston, Tx (92)<br>50,30 11,13 3,737<br>47,33 10,98 4,58<br>1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 254 re<br>reduction geared to sc. shafts<br>2 000bhp (1 471kW) E made recondition<br>fitted70<br>General Motors Corp. La Gra<br>Gen 2 × 100kW 200V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 398,5t |
| **7216488**<br>*WD5685*<br>261050 | **SEA RAVEN**<br>ex Deborah ex Sea Raven-80<br>**Shipwrecks Inc.**<br>United States of America | **156**<br>106<br>— | | **1950** F. B. Walker & Sons—Pascagoula, Ms<br>6,41<br>35,06 2,82<br>1 dk<br>conv Supply Ship 76 | **TM Fishing**<br>Stern Trawler | General Motors<br>2 Oil<br>550bhp (405kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| **6922688**<br>*GDMW*<br>703519<br>Rdr RTm/h/v | **SEA REACH**<br>ex Kiel-83 ex B 40-73<br>**Zanen Dredging & Contracting Co. Ltd.**<br>London United Kingdom | **838**<br>655<br>1 829 | BV | **1969** Th. Buschmann Schiffswerft—Hamburg (S125)<br>65,03 11,03 3,480<br>60,03 10,95 3,51<br>P 11,0 F 7,1 1 dk | **TM Sand Carrier**<br>1 Ho 48,0 ER<br>1 Ha (48,0 × 8,0) ER | Dorman<br>2 Oil 4SA 8Cy.<br>926bhp (681kW)<br>English Electric Diesels Ltd. Dorman Eng<br>Div.<br>Gen 2 × 33,5kW 380V 50Hz a.c.<br>Directional thrust propellers fwd |
| **7012612**<br>*V2PY*<br>2524<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA REEFER**<br>ex Atlantic Frost-91 ex Godafoss-89<br>**HB Marine Commercial Center**<br>St. John's Antigua & Barbuda<br>SatCom: 1304121/VWPY | T.Mk<br>**1 738**<br>815<br>2 804 | **✠100A1** SS 8/88<br>Ice Class 2<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL R 1⅝"U2<br>FN 1974 | **1970**-7 Aalborg Vaerft A/S—Aalborg (184)<br>95,56 14,53 6,090<br>86,54 14,30 8,51<br>Ba 20,2 F 13,5 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>2 Ho 26,3 26,8 ER<br>G.5 453 B.4 794 In.91<br>2 Ha (stl) (each 19,7 × 7,5) ER<br>2W Cr 3(5) Der 1(30) 2(5) | B&W<br>Oil 2SA 5Cy. 420 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og<br>Skibsbyggeri<br>Gen 3 × 260kW 380V 50Hz a.c.<br>Fuel 269,5t (d.o.)-10,0pd |
| **6821341**<br>*3EBI6*<br>18217-SS<br>Df Esd Gc<br>Rdr Rt | **SEA RHAPSODY**<br>ex Rhapsody-87 ex Santa Barbara-87<br>ex Mount Pillion-85 ex Shinsho-81<br>ex Kokusei Maru-70<br>**Sea Rhapsody Maritime S.A.**<br>KYC Line (S) Pte. Ltd.<br>Panama Panama | **6 115**<br>4 000<br>9 768 | BV (AB) (NK) | **1968** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (619)<br>127,41 19,03 7,274<br>118,01 19,00 9,56<br>P 24,1 F 9,8 1 dk<br>rf nil | **M General Cargo**<br>4 Ho ER<br>G.12 406 B.11 907<br>4 Ha (stl) (14,3 16,4 16,4 15,0 × 8,9) ER<br>Der 4(10) | B&W<br>Oil 2SA 8Cy. 420 × 900<br>4 400bhp (3 236kW)<br>Hitachi Zosen Hiroshima Wor<br>Gen 3 × 172kW 450V 60Hz a.c.<br>Fuel 873,0t |
| **7622091**<br>*C6FX*<br>381354<br>Esd Gc Pfd<br>Rdr Rt | **SEA RHINE**<br>**Madrisa Shipping Company (C.I.) Ltd.**<br>Suisse-Outremer Reederei A.G. (Swiss Overseas Ship Management Corp.)<br>Nassau Bahamas | T.Mk<br>**529**<br>247<br>1 574<br>**1 102**<br>660<br>2 269 | **✠100A1** SS 8/87<br>**✠LMC**<br>EL M 385,0/32,0U2<br>FN 1230 | **1978**-2 Kanrei Zosen K.K.—Tokushima (245)<br>69,02 13,54 —/3,620<br>65,00 13,50 5,41<br>P 12,8 F 7,7 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 43,9 1 TwD<br>G.2 285 B.2 229<br>1 Ha (stl) (40,5 × 10,3) ER | Niigata<br>Oil 4SA 6Cy. 250 × 320 reverse reduct<br>to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 70kW 1 × 25kW 230V 50H<br>Fuel 196,0t (d.o.) |
| **6416720**<br>*HP5263*<br>19049-PEXT<br>Df Esd Rdr<br>RTv | **SEA RIDER**<br>ex St. Alban-89 ex Nanna-83<br>**Beaufort Sea Maritime Corp.**<br>Panama Panama | **736**<br>528<br>900 | RI (GL) | **1964** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (519)<br>58,07 9,66 3,817<br>53,29 9,61 5,90<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.1 722 B.1 563<br>2 Ha (w) (9,3 17,0 × 5,9) ER<br>Der 1(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz |
| **7929750**<br>*ELJN3*<br>8570<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **SEA ROAD**<br>ex Marine Ace-90<br>**Sea Road Line Inc.**<br>Monrovia Liberia | *4 046*<br>*1 690*<br>4 337 | NK | **1980** Miyoshi Zosen K.K.—Uwajima (257)<br>112,91 16,03 6,517<br>105,01 16,01 6,91<br>2 dks | **M Refrigerated Cargo**<br>In.4 976<br>3 Ha (stl) (each 7,1 × 6,0) ER<br>Der 6(5) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 194,0t (d.o.) 1 049,0t (hvf)-22,0pd |
| **5291226**<br>*WA7471*<br>250338<br>Df Esd Pfd<br>Rdr Rt | **SEA ROAMER**<br>ex Red Diamond III-65<br>ex Mabel Mae-54<br>**Polboat Fishing Corp. Inc.**<br>Philadelphia, Pa United States of America | **156**<br>72<br>— | | **1946** Electric Boat—Groton, Ct<br>*26,07* 6,53<br>26,14 6,48 3,84<br>1 dk<br>BK 191 | **M Fishing**<br>Side Trawler<br>1 Ho 7,9<br>1 Ha (1,2 × 0,9) | Enterprise<br>Oil 4SA 6Cy. 305 × 380<br>400bhp (294kW)<br>Enterprise Engine & Foundry Co. San F<br>Fuel 27,5t |

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|---|---|---|---|---|---|---|
| 7218496<br>WYF8837<br>509624<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA ROBIN**<br>ex Pat Powers-81 ex R. Paul Guidry-76<br>**Allied Towing Corp.**<br>Norfolk, Va United States of America | **199**<br>135<br>— | AB | **1971** Main Iron Works Inc.—Houma, La (241)<br>3,836<br>32,44 9,15 4,42<br>1 dk<br>rf 89 | **TM Tug** | Alco 12V251E<br>2 Vee Oil 4SA each 12Cy. 229 × 267<br>NE 4/88<br>Alco Engine Div. of White Industrial Power Inc. U.S.A. |
| 7367148<br>WY3432<br>553042<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA ROBIN**<br>ex Robin V-83<br>**Cath Shipping Corp.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **198**<br>134<br>— | AB | **1973** McDermott Shipyard—Morgan City, La (187)<br>38,41 4,255<br>36,63 10,37 5,03<br>1 dk<br>rf nil | **TM Tug** | Alco 12V251E<br>2 Vee Oil 4SA each 12Cy. 229 × 267 reverse reduction geared to sc. shafts<br>Alco Engine Inc. Auburn, NY<br>Gen 2 × 75kW a.c.<br>Fuel 457,0t (d.o.) |
| 8134027<br>HO4867<br>1229-70C<br>Esd Rdr Rt | **SEA ROCK**<br>ex Gulf Siren-87 ex Aljoumeira-81<br>ex Lionel Tim-70<br>Panama Panama | **193**<br>131<br>— | | **1964** Bollinger Machine Shop & Shpyd Inc. —Lockport, La (47)<br>3,155<br>26,29 7,93 3,51<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5216745<br>3EFP<br>6258-75<br>Df Esd Gc<br>Rdr Rt | **SEA ROSE**<br>ex Madras Maru-75<br>**Compania United Brilliant (Panama) S.A.**<br>Panama Panama | **6 339**<br>3 649<br>9 804 | (AB) (NK) | **1957** Nippon Kokan K.K.—Shimizu (126)<br>137,55 17,71 8,198<br>128,00 17,61 10,22<br>P 17,7 B 37,2 F 9,8 1 dk, pt 2nd dk<br>RW | **M General Cargo**<br>6 Ho<br>G.13 994 B.12 764<br>6 Ha (8,2 13,7 7,0 7,6 12,9 7,1 × 6,4)<br>16W Der 4(10) 4(8) 8(5) | Sulzer<br>Oil 2SA 7Cy. 720 × 1250<br>5 250bhp (3 862kW)<br>Mitsubishi Heavy Ind. Reorg. Kobe<br>Gen 2 × 170kW 445V a.c.<br>Fuel 1 191,0t-18,5pd 14kn |
| 7905065<br>C6DO4<br>715599<br>Esd Gc Pfd<br>Rdr Rt | **SEA ROSE**<br>ex Iceland Saga-89 ex Malene-89<br>ex Iceland Saga-88 ex Nicotto-86<br>**Sea Rose Ltd.**<br>Nassau Bahamas | T.Mk<br>**499**<br>343<br>1 304 | BV | **1980** A/S Nordsovaerftet—Ringkobing (140)<br>69,80 10,44 3,552<br>64,80 10,41 6,02<br>P 12,5 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 2 TwD<br>G.2 873 B.2 604<br>TEU 48 C.Ho 32/20' C.Dk 16/20' ref C.<br>2 Ha (stl) (each 18,5 × 7,4) ER<br>2W Der 2(12,5) | Callesen<br>Oil 4SA 8Cy. 270 × 400<br>647kW (880bhp)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Gen 2 × 80kW 1 × 35kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 101,5t-3,0pd 11,5kn |
| 8102842<br>643146<br>Esd Gc Pfd<br>Rdr Rt | **SEA ROSE**<br>**Berwick Bay Transportation Co. Inc.**<br>Morgan City, La United States of America | **140**<br>117<br>— | AB | **1982** Brice Sb. Inc.—Hoyma, La (2)<br>3,385<br>29,27 9,15 3,97<br>1 dk<br>BK 51 | **TM Tug** | Cummins<br>2 Vee Oil 4SA each 16Cy. 159 × 159 reverse reduction geared to sc. shafts<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 2 × 75kW<br>12kn |
| 7398303<br>WYO2126<br>546728 | **SEA ROVER**<br>**Bjorn Nymark**<br>Seattle, Wa United States of America | **199**<br>139<br>— | | **1973** Marine Construction & Design Co. (MARCO) —Seattle, Wa<br>*27,99*<br>27,97 8,31 2,82<br>1 dk | **M Fishing**<br>Side-fishing Crab | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5316272<br>264277<br>Rt | **SEA ROVER**<br>**Harbor Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **184**<br>91<br>— | | **1952** Pacific Coast Eng. Co.—Alameda, Ca (149)<br>29,80 7,52<br>... ... ...<br>1 dk | **M Tug** | General Motors<br>Oil 2SA 12Cy. 216 × 254<br>E made43 fitted52<br>General Motors Corp. La Grange, Illinois |
| 5316284<br>WB2785<br>236218 | **SEA ROVER**<br>**Sea Rover Fishing Inc.**<br>New Bedford, Ma United States of America | **146**<br>81<br>— | | **1937** Hall R. Carison—Los Angeles, Ca<br>*24,33* 7,29<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Enterprise<br>Oil 4SA 6Cy. 203 × 254<br>400bhp (294kW) E made57 fitted—<br>Enterprise Engine & Foundry Co. San Francisco, Ca |
| 7375131<br>C6HB4<br>367902<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **SEA ROYAL**<br>**Lundqvist Shipping Co. Ltd.**<br>Lundqvist Rederierna<br>Nassau Bahamas | **43 827**<br>30 295<br>82 600 | NV (NK) | **1974** Onomichi Zosen K.K.—Onomichi (249)<br>231,99 (BB) 14,628<br>219,84 36,00 19,59<br>F 18,9 1 dk | **M Tanker**<br>COW IGS<br>12 Ta ER<br>L.(oil) 102 047 HeCls. BC | Sulzer 7RND90<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 900kW<br>15,5kn |
| 7235628<br>YJYR5<br>615<br>Df Esd Gc<br>Pfd Rt | **SEA ROYAL**<br>**Augusta Fishery Corp. (Sea Royal) Ltd.**<br>Port Vila Vanuatu | **1 146**<br>409<br>— | RI | **1973** Tacoma Boatbuilding Co. Inc.—Tacoma, Wa (255)<br>69,19 12,50 5,563<br>64,32 12,20 6,41<br>2 dks | **M Fishing**<br>Side-fishing Ref | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp. La Grange, Illinois |
| 7000293<br>HQEU8<br>Df Esd Gc<br>Rdr RTh/v | **SEA SABAH**<br>ex Mini Lance-89<br>**Bahrain Bulk Handling**<br>San Lorenzo Honduras | **1 355**<br>832<br>3 217 | BV (AB) | **1969** Hakodate Dock Co. Ltd.—Muroran (450)<br>65,51 15,32 4,947<br>62,82 15,30 6,61<br>1 dk<br>rf nil | **TM General Cargo**<br>2 Ho 21,3 21,9 ER<br>G.3 785 B.3 669<br>2 Ha (w) (each 14,6 × 7,7) ER<br>Cr 1(8) | Daihatsu<br>2 Oil 4SA each 6Cy. 220 × 280 reverse reduction geared to sc. shafts<br>736kW (1 001bhp) NE 81<br>Daihatsu Kogyo Osaka<br>Gen 1 × 104kW 1 × 48kW 445V 60Hz a.c.<br>Fuel 106,5t (d.o.) 10,3kn |
| 7823920<br>3EPX7<br>18797-90A<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA SALVIA**<br>ex Tamba Maru-89<br>**Salvia Shipholding Navigation S.A.**<br>Univan Ship Management Ltd.<br>Panama Panama<br>SatCom: 1332511/SEAS | **52 853**<br>26 455<br>81 268<br>T/cm<br>88,0 | NK | **1979** Tsuneishi Zosen K.K.—Numakuma (446)<br>247,91 42,07 12,256<br>235,01 42,00 18,80<br>F 12,2 1 dk<br>Bow/CM 130 Diam. 0,406 MH 1,8 | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 102 568 HeCls. BC<br>3 Cargo pumps total 8 250T/hr | B&W 6L90GFC<br>Oil 2SA 6Cy. 900 × 2180<br>15 079kW (20 500bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 336,0t (d.o.) 3 416,0t (hvf)-62,5pd 15kn |
| 5316301<br>MAAQ<br>180107<br>Df Esd Rdr<br>RTm/h | **SEA SALVOR**<br>**Government of The United Kingdom (Secretary of State for Defence)**<br>Goole United Kingdom | **1 114**<br>372<br>— | ✠Classed LR until 4/71 | **1944**-2 Goole SB. & Repairing Co. Ltd.—Goole (391)<br>66,45 12,15 4,757<br>61,88 11,51 5,49<br>F 7,4 2 dks<br>R rf 267 | **TS Salvage Ship**<br>2 Ho 9,6 10,6<br>1 Ha (2,1 × 3,6)<br>Der 1(20) 1(10) 1(5) | T 6Cy. (2) 356 (2) 587 & (2) 978 x 610<br>1 500ihp (1 103kW)<br>Whites Marine Eng. Co. Ltd. Newcastle<br>Gen 2 × 60kW 220V d.c.<br>Fuel 312,0t (o.f.) |
| 7310820<br>HO3718<br>11497-81A<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA SAPPHIRE**<br>ex Ibis Two-81<br>**Sea Sapphire Inc.**<br>A/S N. R. Bugge<br>Panama Panama | **689**<br>241<br>732 | NV | **1973** Schps. Barkmeijer Stroobos B.V.—Stroobos (182)<br>53,17 11,74 3,804<br>49,31 11,51 5,52<br>1 dk<br>rf 292 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.aft | Normo KVMB-16<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>Normo Gruppen A/S Bergen<br>Gen 2 × 208kW 1 × 56kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 13kn |
| 7928146<br>ELBN8<br>7116<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SEA SCOUT**<br>ex Karen T-82<br>**Wursata Shipping Corp.**<br>Monrovia Liberia<br>SatCom: 1240571/SEAS | *35 694*<br>*22 185*<br>63 990<br>T/cm<br>63,2 | GL (NV) | **1981** B & W Skibsvaerft A/S—Kobenhaven (885)<br>225,03 32,29 13,034<br>213,77 32,25 17,99<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 26,2 22,7 22,7 22,7 22,7 22,7 25,3 ER<br>G.78 730 B.75 110 HeCls. B<br>7 Ha (stl) (each 14,4 × 15,0) ER | B&W 5L80GFCA<br>Oil 2SA 5Cy. 800 × 1950<br>12 600bhp (9 268kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 330,0t (d.o.) 2 810,0t (hvf)-40,5pd 15kn |
| 5316337<br>WYK7416<br>264276<br>Rt | **SEA SCOUT**<br>**Harbor Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **184**<br>91<br>— | | **1952** Pacific Coast Eng. Co.—Alameda, Ca (150)<br>29,80 7,52<br>... ... ...<br>1 dk | **M Tug** | General Motors<br>Oil 2SA 12Cy. 216 × 254<br>E made43 fitted52<br>General Motors Corp. La Grange, Illinois |
| 5316349<br>WB2794<br>248454 | **SEA SCOUT**<br>**Sea Scout Inc.**<br>Los Angeles-Long Beach, Ca United States of America | **158**<br>84<br>— | | **1945** Harbor Boat Building Co.—Terminal Island, Ca<br>*24,85* 7,07<br>26,83 7,01 3,59 | **Wood M Fishing**<br>Side-fishing | Enterprise<br>Oil 2SA 6Cy. 305 × 380<br>400bhp (294kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca |

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| **7437070**<br>*C6P2043*<br>706632<br>Rdr Rt | **SEA SEARCH**<br>ex Obi VI-90 ex Lamco-81<br>**Ragged Boat Co. Ltd.**<br>Nassau Bahamas | **267**<br>132<br>— | | **1965** Zigler Shipyards Inc.—Mermentau, La (166)<br>2,693<br>38,28 10,06 3,15<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Oil<br>1 020bhp (750kW)<br>Caterpillar Tractor Co. |
| **6610091**<br>*GFJL*<br>709241<br>Df Esd Gc<br>Pfd Rdr RTv | **SEA SEARCHER**<br>ex Johan Mansson-85<br>**Gardline Shipping Ltd.**<br>Great Yarmouth United Kingdom<br>SatCom: 1441241/GFJL | **809**<br>166<br>374 | **100A1** SS 7/90<br>**LMC**<br>EL K 385,0/30,0U2<br>FN 785 | **1966** A/B Gavle Varv—Gavle (114)<br>55,78 11,03 3,506<br>49,61 11,00 4,81<br>F 28,1 1 dk<br>rf 394 | **TM Research**<br>Hydrographic Survey<br>Stern door<br>Mchy.aft<br>2 Ho | Polar<br>2 Oil 2SA each 6Cy. 340 × 570 with flexib<br>couplings & geared to sc. shafts<br>3 300bhp (2 427kW)<br>A/B Bofors Nohab<br>Gen 2 × 400kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel (d.o.) |
| **7425558**<br>*P3EP4*<br>Esd Gc Rdr<br>Rt | **SEA SERENADE**<br>ex Lady Terry-92 ex Sorachi Maru-90<br>**Bellatrix Shipping Co. Ltd.**<br>Poseidon Lines Shipping Co.<br>Limassol Cyprus | **4 123**<br>1 272<br>2 682 | | **1976** Hakodate Dock Co. Ltd.—Hakodate (628)<br>144,61 18,45 5,100<br>136,00 18,41 7,22<br>1 dk | **TM RoRo Cargo/Ferry**<br>Rail Vehicles 50P | Daihatsu<br>8 Oil 4SA each 6Cy. 320 × 380 geared to<br>shafts<br>12 800bhp (9 415kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 3 × 400kW 445V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel-26,0pd |
| **7037856**<br>*9HCW*<br>0025 | **SEA SERV II**<br>ex British Terrier<br>**Philip Formosa**<br>Valletta Malta | **156**<br>36<br>— | ✠Classed LR until 12/11/76 | **1935**-5 W. J. Yarwood & Sons (1938) Ltd —Northwich (479)<br>27,59 7,19 2,877<br>25,91 6,86 3,20<br>1 dk<br>rf 305 BK 152 | **M Tug** | Mirrlees<br>Vee Oil 4SA 12Cy. 248 × 267 with flexible<br>coupling & dr reverse geared to sc. sha<br>E made62 fitted69<br>Mirrlees National Ltd.<br>Gen 2 × 50kW 220V d.c. |
| **6513425**<br>*9H2094*<br>0980<br>Df Esd Gc<br>Pfd Rdr RTv | **SEA SERV III**<br>ex Smit-Lloyd 1-84<br>**Sea Service Ltd.**<br>Valletta Malta | **799**<br>324<br>782 | AB | **1965** Schps. "De Hoop" N.V.—Lobith (256)<br>59,77 11,71 4,317<br>53,52 11,31 5,16<br>F 19,9 1 dk<br>rf 102 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | De Industrie<br>2 Oil 4SA each 6Cy. 400 × 600<br>D. & J. Boot "De Industrie"<br>Gen 1 × 250kW 2 × 100kW 220V d.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 57,5t (d.o.) |
| **6521771**<br>1609<br>Esd Pfd Rdr<br>Rt | **SEA SERV 201**<br>ex Maria Teresa I-86<br>ex Aquamarine 201-86 ex Blue Baby<br>ex Signal Service-79<br>**Sea Serv 201 Ltd.**<br>Sea Services Ltd.<br>Valletta Malta | **286**<br>195<br>— | | **1965** Burton Construction & SB. Corp.—Port Arthur, Tx (367)<br>47,25 11,64 3,033<br>45,19 11,59 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. |
| **7404138**<br>*P3OJ3*<br>709002<br>Gc Pfd Rt | **SEA SERV 301**<br>ex Aquamarine 301-86<br>**Sea Care Shipping Co. Ltd.**<br>Limassol Cyprus | **275**<br>187<br>— | (AB) | **1975** South Texas Shipyard Inc.—Corpus Christi, Tx (101)<br>53,35 11,59 3,912<br>49,28 11,54 4,55<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 216 × 254 revers<br>reduction geared to sc. shafts<br>E made51 reconditioned & fitted75<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 150kW<br>Thw. thrust propeller fwd<br>Fuel 303,0t (d.o.) |
| **7366427**<br>*P3PD3*<br>709003<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA SERV 501**<br>ex Aquamarine 501-86<br>**Sea Care Shipping Co. Ltd.**<br>Limassol Cyprus | **280**<br>190<br>— | AB | **1974** Burton Construction & SB. Corp.—Port Arthur, Tx (504)<br>54,84 12,20 3,887<br>50,07 12,17 4,58<br>F 14,7 1 dk | **TrM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>3 Vee Oil 2SA each 16Cy. 216 × 254 revers<br>reduction geared to sc. shafts<br>E made52 reconditioned & fitted74<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 150kW<br>Thw. thrust propeller fwd |
| **7423421**<br>*P3PE3*<br>709004<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA SERV 503**<br>ex Aquamarine 503-86<br>**Sea Care Shipping Co. Ltd.**<br>Limassol Cyprus | **287**<br>196<br>850 | AB | **1976** South Texas Shipyard Inc.—Corpus Christi, Tx (103)<br>56,39 3,588<br>49,99 12,20 4,55<br>F 14,4 1 dk | **TrM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>3 Vee Oil 2SA each 16Cy. 216 × 254 revers<br>reduction geared to sc. shafts<br>E made reconditioned & fitted77<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 150kW<br>Thw. thrust propeller fwd<br>Fuel 363,5t (d.o.) |
| **7324443**<br>Esd Rdr Rt | **SEA SERVICE**<br>ex Anidah ex Kristina-84<br>**Continental Lumber Trading Pte. Ltd.**<br>San Lorenzo Honduras | **179**<br>64<br>— | GL (AB)<br>Classed LR until 12/89 | **1973** Promet Private Ltd.—Singapore (P34)<br>30,48 7,50 2,833<br>28,28 3,61 3,54<br>1 dk<br>rf - | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146 with<br>clutches, flexible couplings & dr reverse g<br>to sc. shafts<br>1 030kW (1 400bhp)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 1 × 30kW 1 × 22kW 220/380V 50H<br>Fuel (d.o.) |
| **8119766**<br>Esd Rt | **SEA SETTER**<br>**Sembawang Maritime Ltd.**<br>Singapore Singapore | **268**<br>89<br>182 | ✠Classed LR until 15/2/88 | **1982**-9 Singapore SB. & Eng. Ltd.—Singapore (168)<br>29,72 9,96 2,961<br>26,70 9,01 4,20<br>1 dk<br>rf 343 BK 18 | **TM Tug**<br>Tractor | Hedemora<br>2 Vee Oil 4SA each 8Cy. 185 × 210 with<br>flexible couplings & dr geared to sc. shaft<br>Hedemora Diesel S.E.A. (Pte.) Ltd.<br>Gen 2 × 80kW 440V 60Hz a.c.<br>2 Directional propellers<br>Fuel 54,5t (d.o.)-7,0pd |
| **7009196**<br>*HQEU7*<br>Df Esd Gc<br>Rdr Rt | **SEA SHEIKH**<br>ex Mini Lane-89<br>**Bahrain Bulk Handling**<br>San Lorenzo Honduras | **1 355**<br>832<br>3 213 | BV (AB) | **1970** Hakodate Dock Co. Ltd.—Muroran (452)<br>65,49 15,32 4,947<br>62,82 15,30 6,61<br>1 dk<br>rf nil | **TM General Cargo**<br>2 Ho 21,3 21,9 ER<br>G.3 785 B.3 669<br>2 Ha (w) (each 14,6 × 7,7) ER<br>Cr 1(8) | Daihatsu<br>2 Oil 4SA each 6Cy. 220 × 280 reverse red<br>geared to sc. shafts<br>736kW (1 001bhp)<br>Daihatsu Kogyo<br>Gen 1 × 104kW 1 × 48kW 445V 60Hz<br>Fuel 83,5t |
| **5305912**<br>*GIAE*<br>301687<br>Df Esd Gc<br>Rdr RTm/h/v | **SEA SHEPHERD II**<br>ex St. Giles-81<br>**Paul Franklin Watson**<br>Glasgow United Kingdom | **658**<br>242<br>— | ✠Classed LR until 9/1/81 | **1962**-5 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (434)<br>*54,50* 9,89<br>52,96 9,76 5,03<br>F 10,1<br>rf 610 BK 203 conv Side Trawler Fishing — | **M Research**<br>Biological | Mirrlees<br>Oil 4SA 8Cy. 381 × 508<br>1 400bhp (1 030kW)<br>Mirrlees, Bickerton & Day<br>Gen 2 × 65kW 1 × 15kW 220V d.c.<br>Fuel (d.o.) |
| **8212489**<br>TL-81<br>Esd Rdr Rt | **SEA SHUTTLE**<br>**Eric Miller & Co. Ltd.**<br>Port of Spain Trinidad & Tobago | **293**<br>199<br>1 200 | (AB) | **1982** Moss Point Marine Inc.—Escatawpa, Ms (027)<br>52,74<br>49,56 12,20 4,27<br>F 15,0 1 dk<br>rf 533 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 ×<br>clutches, flexible couplings &<br>geared to sc. shafts<br>3 000bhp (2 207kW) E made rec<br>fitted82<br>General Motors Corp. Electro-Motiv<br>Gen 2 × 99kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |

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|---|---|---|---|---|---|---|
| 7636315<br>[illegible]<br>607198 | **SEA SIREN**<br>**Sea Siren Fisheries Inc.**<br>New Bedford, Ma United States of America | **140**<br>95<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*21,43* 6,74<br>3,51<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152<br>504bhp (371kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6613689<br>[illegible]<br>19823-PEXT1<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA SKIPPER**<br>ex Bakri Skipper-91 ex Ezabella-90<br>ex Posavina-90<br>**Marina World Shipping Corp.**<br>Panama Panama | **4 065**<br>2 276<br>6 174 | ✠**100A1** SS 11/88<br>oil tanker<br>✠**LMC**<br>EL w<br>FN 2572<br>(JR) | **1967**-4 Brodogradiliste "Jozo Lozovina-Mosor" —Trogir (144)<br>112,00 15,84 6,979<br>107,00 15,80 8,20<br>1 dk<br>rf 76 shortened 90 | **M Tanker**<br>17 Ta ER<br>L.(oil) 7 800<br>1 Ha (3,6 × 2,5) | B&W 7-42VTBF-90<br>Oil 2SA 7Cy. 420 × 900<br>3 850bhp (2 832kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>2 AuxB (o.f.) 150lbf/in$^2$ (10,4bar)<br>e(ex.g) 150lbf/in$^2$ (10,4bar)<br>Gen 2 × 200kW 1 × 80kW 200/440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>14,5kn |
| 7211608<br>3EYA7<br>19779-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEA SKY**<br>ex Churun Meru-90 ex Kritonas-83<br>ex Cressida-83 ex Horai Maru-73<br>**Reina Guillermina Compania de Navegacion S.A.**<br>Wallem Shipmanagement Ltd.<br>Panama Panama | *10 476*<br>*6 282*<br>17 557 | **100A1** CS 11/89<br>bulk carrier<br>**LMC**<br>EL C† 550,0/60,0U2(a)<br>FN 4888<br>(AB) (NK) | **1972** Onomichi Zosen K.K.—Onomichi (234)<br>154,11 22,23 9,005<br>142,50 22,20 12,10<br>P 27,2 F 11,9 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho ER<br>G.22 257 B.21 337<br>7 Ha (stl) (17,7 × 10,5) (18,3 18,3 18,3 18,3 18,3 18,3 × 8,3) ER<br>4W Der 4(21) | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>6 105kW (8 300bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB(c) (Comp) 6,9kgf/cm$^2$ (6,8bar)<br>Gen 3 × 250kW 445V 60Hz a.c.<br>Fuel 1 383,0t-33,0pd 14,5kn |
| 7410840<br>P3OY2<br>708377<br>Df Esd Gc<br>Rdr Rt | **SEA SONNET**<br>ex Maharani-87 ex Claire A. Tsavliris-87<br>**Dahlia Maritime Co. Ltd.**<br>Limassol Cyprus | **15 687**<br>11 086<br>26 272 | BV<br>✠Classed LR until 3/3/88 | **1979**-12 Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (110)<br>173,15 (BB) 26,67 9,753<br>162,00 26,60 13,50<br>P 29,3 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 16,6 27,9 18,9 28,0 28,0 ER<br>G.36 784 B.32 103 HeCls. B<br>TEU 592<br>C.Ho 90/20' 140/40' C.Dk 42/20' 90/40' incl. 40 ref C.<br>5 Ha (stl) (12,5 × 11,4) (19,5 12,3 19,7 19,7 × 16,5) ER<br>Cr 5(16) | MAN<br>Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW)<br>Mecanica Pesada S.A. Taubate<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 255,5t (d.o.) 1 953,0t (hvf)-39,0pd 15,5kn |
| 7523556<br>EIMB<br>402443<br>S 6<br>Esd Gc Pfd<br>RTm | **SEA SPARKLE**<br>ex Darsah-85<br>**Downey Marine Ltd.**<br>Skibbereen Irish Republic | **171**<br>94<br>96 | ✠Classed LR until 30/11/83 | **1977**-9 Construcciones Navales P. Freire S.A. —Vigo (121)<br>29,88 6,89 3,501<br>25,40 6,81 3,56<br>P 10,7 F 5,5 1 dk<br>rf 889 BK 127 | **M Fishing**<br>Side Trawler Seiner<br>2 Ho 4,1 3,8 ER<br>2 Ha ER<br>Cr 1(2,5) 1(1,5) | Deutz RSBA6M528<br>Oil 4SA 6Cy. 220 × 280 sr geared to sc. shaft<br>600bhp (441kW)<br>Hijos de J. Barreras S.A. Spain<br>Gen 2 × 44kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , & 1 aft |
| 7044055<br>P3MO2<br>708357<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **SEA SPIRIT**<br>ex North Point-86 ex Atari-84<br>ex Setoda-82 ex Carlantic-80<br>**Oceanshell Shipping Ltd.**<br>Empire Marine Transport Co. Ltd.<br>Limassol Cyprus<br>SatCom: 1100307/SPRT | **42 861**<br>23 309<br>83 728<br>T/cm<br>74,2 | BV (AB) | **1971** Brodogradiliste i Tvornica Dizel Motora "Split" (246)<br>251,14 32,34 14,841<br>241,00 32,26 20,40<br>1 dk<br>rf nil Bow/CM 134 Diam. 0,406 len 74 | **M Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes DB Bow loading<br>9 Ho/Ta 26,5 14,7 26,5 14,7 15,7 14,7 26,5 14,7 27,5 ER<br>G.93 010 L.(oil) 93 932 HeCls. BC<br>13 Ha (stl) (each 9,8 × 12,5) ER<br>2 Cargo pumps total 5 000T/hr | MAN<br>Oil 2SA 7Cy. 860 × 1600<br>17 500bhp (12 872kW) E made71 reconditioned & refitted84<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 900kW 1 × 720kW 1 × 356kW 450V 60Hz a.c.<br>Fuel 363,5t (d.o.) 3 337,5t (hvf)-65,5pd 13kn |
| 7005865<br>WY7544<br>522411<br>Df Esd Pfd<br>Rdr Rt | **SEA SPRAY**<br>**Jerry D. Ray**<br>Honolulu, Hi United States of America | **199**<br>136<br>— | | **1969** Marine Construction & Design Co. (MARCO) —Seattle, Wa (206)<br>28,66 7,78<br>23,93 7,62 3,69<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7521091<br>EIMG<br>401567<br>S 89<br>Esd Pfd Rdr Rt | **SEA SPRAY**<br>**F. Downey**<br>Skibbereen Irish Republic | **153**<br>79<br>— | | **1977** Campbeltown Shipyard Ltd.—Campbeltown (034)<br>25,91 6,74 2,477<br>22,97 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha 407-26VO<br>Oil 2SA 7Cy. 260 × 400 geared to sc. shaft<br>700bhp (515kW)<br>Alpha-Diesel A/S Frederikshavn |
| 7210472<br>3EZR5<br>17818-88<br>Df Esd Gc<br>Rdr Rt | **SEA SPRITE**<br>ex Olympia-87 ex Ioli-85 ex Iris-84<br>ex Shuhozan Maru-76<br>**Sea Sprite Maritime S.A.**<br>KYC Line (S) Pte. Ltd.<br>Panama Panama | **4 998**<br>3 214<br>8 526 | (NK) | **1972** Ujina Zosensho—Hiroshima (518)<br>115,02 18,45 7,341<br>107,02 18,42 9,10<br>P 22,9 F 9,2 1 dk | **M General Cargo**<br>2 Ho ER<br>G.11 157 B.10 652<br>2 Ha (stl) (31,3 32,9 × 9,6) ER<br>Der 2(20) 2(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 160kW 450V 60Hz a.c.<br>Fuel 743,5t-14,0pd 13kn |
| 7808255<br>C6DE3<br>711155<br>Df Esd Gc<br>Rdr RTv | **SEA STAR**<br>ex Fylke-86<br>**Marstal Ltd.**<br>A. C. Oerssleff's Eftf. A/S<br>Nassau Bahamas<br>SatCom: 1104536/STAR | *2 117*<br>*814*<br>1 304 | BV | **1979** A/S Nordsovaerftet—Ringkobing (132)<br>70,25 10,44 3,890<br>64,83 10,40 6,00<br>P 12,5 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 2 TwD<br>G.2 873 B.2 604<br>TEU 48 C.Ho 32/20' C.Dk 16/20' ref C.<br>2 Ha (stl) (each 18,5 × 7,4) ER<br>2W Der 2(5) | Callesen 8-427-HTO<br>Oil 4SA 8Cy. 270 × 400<br>647kW (880bhp)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Gen 2 × 80kW 1 × 35kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 101,5t-3,0pd 11kn |
| 8205010<br>D8XZ<br>BSR-825749<br>Df Esd Gc<br>Rdr Rt | **SEA STAR**<br>**Nam Sung Shipping Co. Ltd.**<br>Busan South Korea | **1 996**<br>1 233<br>3 078 | KR | **1983** Shin-A Shipbuilding Co. Ltd.—Chungmu (263)<br>89,74 13,03 5,288<br>81,51 13,01 6,51<br>P 20,5 F 6,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 463 B.3 922<br>TEU 78 C. 78/20' (40')<br>3 Ha (stl) (6,6 × 5,0) (12,6 26,4 × 10,0) ER<br>Der 2(20) 1(15) | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 300bhp (1 692kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 144kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>13,5kn |
| 7807392<br>C6XY<br>702294<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA STAR**<br>ex Edda Sky-89<br>**Edison Chouest Offshore Inc.**<br>Nassau Bahamas | T.Mk<br>**1 528**<br>781<br>2 564 | AB (NV) | **1979** Sterkoder M/V A/S—Kristiansund N. (81)<br>81,26 18,34 4,821<br>74,99 18,31 7,09<br>F - 2 dks | **TM Supply Ship**<br>Deck Cargo Fire-fighting | Polar F212V-B<br>2 Vee Oil 4SA each 12Cy. 250 × 300 sr geared to sc. shafts<br>4 600bhp (3 384kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 808kW 1 × 390kW 1 × 200kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 1 aft<br>Fuel 1 738,0t (d.o.) 14kn |
| 7347029<br>P3SH<br>704453<br>Df Gc Rdr Rt<br>AMVER | **SEA STAR**<br>ex Atlantic Star-87 ex Artis-84<br>ex Gibtwo-83 ex Kantara K-83<br>ex Koerier-80 ex Lita Bewa-78<br>**Starway Shipping Ltd.**<br>Rederi AB Hasting<br>Limassol Cyprus | T.Mk<br>**497**<br>322<br>1 252<br>**1 399**<br>919<br>2 700 | BV | **1973** Orskovs Staalskibsvaerft I/S—Frederikshavn (67)<br>67,59 12,98 3,760/5,720<br>65,61 6,76<br>P 14,4 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 46,0 ER<br>G.3 278 B.2 890<br>TEU 64 C. 64/20'<br>2 Ha (stl) (each 18,8 × 8,5) ER<br>Cr 1(5) Der 2(5) | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300<br>2 000bhp (1 471kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 12kn |
| 9034286 | **SEA STAR**<br>**Belgian Coast Jet**<br>Belgium | **500**<br>—<br>100 | BV (Class cont.) | **1991** B.V. Scheepswerf v/h P. en A. Ruytenberg —Raamsdonksveer<br>... ... ...<br>... ... ... | **TM Ferry** | 2 Oil geared to sc. shafts<br>............. |

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|---|---|---|---|---|---|---|
| **5297799**<br>*SV3203*<br>3010<br>Df EsdRTm | **SEA STAR**<br>ex Robert May Hoper-80<br>ex Angelika-74 ex Apostolos K-68<br>ex Olivia-68 ex Robert Meyhoefer-65<br>ex Santa Maria<br>**D. Tsaglis & S. Georgiou**<br>Piraeus Greece | **386**<br>199<br>549 | | Lch.**1944** Cmpl.**1951** F. Schichau G.m.b.H.<br>—Bremerhaven<br>50,88 7,62 3,328<br>7,57 3,76<br>1 dk<br>RW len 55 | **M General Cargo**<br>1 Ho 44,0 ER<br>G.805 B.747<br>2 Ha (9,3 14,0 × 5,1) ER<br>3W Der 1(2) 2(1,5) | Modag<br>Oil 2SA 6Cy. 225 × 330<br>475bhp (349kW) NE 58<br>Motorenfabriek Darmstadt<br>Gen 1 × 21kW 115V d.c.<br>Fuel (d.o.) |
| **5385326**<br><br><br>RTv | **SEA STAR**<br>ex Walana-82<br>**Al Marjan Shipping & Trading Co.**<br>Ajman United Arab Emirates | **217**<br>—<br>— | ✠Classed LR until<br>30/11/85 | **1960**-12 Adelaide Ship Cons. Pty. Ltd.—Adelaide, S.A. (5)<br>32,36 8,54 3,658<br>28,96 8,08 4,09<br>1 dk<br>rf 533 BK 51 | **M Tug** | National Gas<br>Oil 4SA 8Cy. 305 × 381<br>National Gas & Oil Eng. Co.<br>Fuel (d.o.) |
| **7912537**<br>*D9ST*<br>ICR-882338<br>Rdr Rt | **SEA STAR**<br>ex Kurogane-89<br>**Korea Industrial Leasing Co. Ltd.**<br>Sunwa Shipping Co. Ltd.<br>Inchon South Korea | **208**<br>—<br>99 | KR | **1979** Hanasaki Zosensho—Yokosuka (173)<br>36,30 3,150<br>35,01 10,00 4,40<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd. |
| **7048271**<br>*WY7194*<br>521201 | **SEA STAR**<br><br>**Ole Hendricks**<br>Seattle, Wa United States of America | **191**<br>129<br>— | | **1969** Marine Construction & Design Co. (MARCO)<br>—Seattle, Wa<br>28,66 7,62<br>3,64 | **M Fishing** | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 165<br>725bhp (533kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7643708**<br>*WYH6609*<br>570691<br>Esd Gc Pfd<br>Rdr Rt | **SEA STAR**<br>ex Capt. Paul-89<br>**Sheridan Transportation Co.**<br>Philadelphia, Pa United States of America | **173**<br>117<br>— | | **1976** Halter Marine Services, Inc.—Pierre Part, La (469)<br>33,53 4,220<br>33,23 9,45 4,88<br>1 dk | **TM Tug**<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. |
| **8030532**<br><br>616524 | **SEA STAR**<br>ex Three Sisters III-91 ex Lady Wiley<br>**Maria Domingas Marques**<br>Miami, Fl United States of America | **102**<br>69<br>— | | **1980** Desco Marine—St. Augustine, Fl<br>22,28 —<br>20,33 6,24 2,89<br>1 dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159 geared to sc. sha<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| **7626932**<br><br><br>Df Esd Gc<br>Pfd Rdr RTv | **SEA STAR 3**<br>ex Sanyo Maru-91<br><br>Belize Belize | **499**<br>302<br>1 150 | | **1976** Suzuki Shipyard Co. Ltd.—Yokkaichi (273)<br>4,101<br>51,01 9,81 4,70<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **6422327**<br>*HQZA3*<br><br>Df Esd Rdr<br>Rt | **SEA STAR 8**<br>ex An Tek-91 ex Boka-88 ex Laila I-85<br>ex Dabema ex Alban-75<br>ex Atlantic Star-73<br>**Joint Maritime & Enterprises**<br>San Lorenzo Honduras | **499**<br>214<br>1 014 | BV | **1964** Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (336)<br>66,60 10,44 3,715<br>63,35 10,22 6,10<br>1 dk & S dk | **M General Cargo** OSD<br>Ref<br>2 Ho ER<br>G.461 B.357 ln.750<br>2 Ha (9,6 16,2 × 4,5) ER<br>3W Der 1(3-15) 1(3-6) 1(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz<br>Fuel 30,5t (d.o.) |
| **6619724**<br>*3EPC6*<br>18556-LPE<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA STAR-L**<br>ex Anamar-88 ex Sac Sevilla-88<br>**Gulf Development Marine Services S.A.**<br>Panama Panama | *9 877*<br>*5 426*<br>15 589<br>T/cm<br>24,4 | BV<br>✠Classed LR until 6/67 | **1967**-6 Empresa Nacional "Bazan" de C.N.M. S.A.<br>—Cartagena (139)<br>150,02 19,05 9,214<br>142,81 19,00 12,45<br>P 33,9 F 11,3 1 dk<br>RW rf nil | **M Bulk Carrier**<br>Str. ore cargoes<br>6 Ho 15,6 15,8 16,8 16,8 16,8 16,8 ER<br>G.18 470<br>6 Ha (stl) (8,8 × 8,8) (10,0 10,8 10,8 10,8 10,8 × 10,2) ER<br>Cr 2(10) | Sulzer<br>Oil 2SA 7Cy. 560 × 1000<br>4 046kW (5 501bhp)<br>Empresa Nacional "Bazan" de C.N.M. S.A.<br>Gen 3 × 200kW 450V 60Hz a.c. |
| **7647821**<br>*WYQ4240*<br>579660 | **SEA STRIKER**<br><br>**G B L Inc.**<br>New Orleans, La United States of America | **468**<br>318<br>— | | **1977** Patterson Shipyard Inc.—Patterson, La<br>*49,44* 9,45<br>3,46<br>1dk | **M Fishing** | Oil<br>1 800bhp (1 324kW)<br>Fuel (d.o.) |
| **7236385**<br>*HP5106*<br>18653-HK<br>Esd Rdr Rt | **SEA SUPPLIES**<br>ex Menna-92 ex Arkin-89<br>ex Hakuryu Maru-88<br>**World Wide Supplies & Bunkering Inc.**<br>MSL Shipmanagement Ltd.<br>Panama Panama | *600*<br>*321*<br>1 137 | **100A1** SS 9/88<br>oil tanker<br>Hong Kong to Macau service also coastal service Shan Tou to Hainan Island<br>**LMC**<br>EL J 350,0/32,0U2(a)<br>FN 694 | **1972** Fukae Zosen K.K.—Ogaki (135)<br>53,60 9,53 4,003<br>49,51 9,50 4,50<br>P 13,3 F 8,8 1 dk<br>rf 250 | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 440 with clutches &<br>geared to sc. shaft<br>883kW (1 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>db (o.f.) 10kgf/cm² (9,9bar)<br>Gen 2 × 48kW 225V 60Hz a.c. |
| **7851094**<br>*H9VQ*<br>11329-81A<br>Rt | **SEA SURVEYOR**<br>ex Nego Surveyor-85<br>ex Takuyo Maru-81<br>**Gardline Shipping Ltd.**<br>Panama Panama<br>SatCom: 1332237 | **340**<br>85<br>— | BV | **1967** Yokohama Yacht Co. Ltd.—Yokohama (557)<br>48,85 2,780<br>43,52 7,51 3,51<br>1 dk | **TM Research**<br>Survey<br>Ice strengthened | Daihatsu<br>2 Oil 4SA each 6Cy. 180 × 240<br>530bhp (390kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 80kW 225V 60Hz a.c. |
| **7360980**<br>*GFKG*<br>709624<br>Df Esd Gc<br>Rdr | **SEA SURVEYOR**<br>ex Martin Knudsen-85<br>**Golden Hinde Ltd.**<br>Bech Rederierne (Horsens Shipping A/S)<br>Georgetown Cayman Islands (British) | **256**<br>54<br>— | (NV) | **1974** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (119)<br>36,78 7,22 3,601<br>33,61 7,19 3,66<br>1 dk<br>conv Oceanographic Research 85 | **M Stand-by Safety Vessel**<br>Pollution Control<br>Ice strengthened<br>Mchy.aft<br>Cr 1(-) Der 1(-) | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>400bhp (294kW)<br>Alpha-Diesel A/S<br>Gen 2 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **8001000**<br>*P3NA3*<br>708894<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA SWAN**<br>ex Swan H. L.-89 ex Dyvi Swan-88<br>**Sea Swan Compania Naviera Ltd.**<br>Columbia Shipmanagement Ltd.<br>Limassol Cyprus<br>SatCom: 1100633/EGLA | **16 125**<br>11 594<br>30 060 | NV | **1981**. Kaldnes M/V A/S—Tonsberg (217)<br>180,96 9,460<br>170,97 32,28 13,31<br>1 dk<br>Bow/CM 91 Diam. 0,360 MH 1,5 | **M Tanker/ Heavy-load Deck Cargo Carrier**<br>Semi-submersible Oil<br>COW IGS DB<br>12 Ta ER<br>L.(oil) 33 200<br>3 Cargo pumps total 3 000T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>A/S Fredriksstad M/V<br>Gen 3 × 630kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 259,0t (d.o.) 1 726,0t (hvf) |
| **8113554**<br>*P3MZ3*<br>708893<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA SWIFT**<br>ex Swift H. L.-89 ex Dyvi Swift-88<br>**Sea Swift Compania Naviera Ltd.**<br>Columbia Shipmanagement Ltd.<br>Limassol Cyprus<br>SatCom: 1100631/RGNC | *22 835*<br>*9 573*<br>32 187<br>T/cm<br>50,4 | NV | **1983** Samsung Shipbuilding & Heavy Industries Co. Ltd.—Koje (1021)<br>183,12 32,31 9,489<br>170,95 32,26 13,31<br>1 dk<br>Bow/CM 91 Diam. 0,360 | **M Tanker/ Heavy-load Deck Cargo Carrier**<br>Semi-submersible Oil<br>COW IGS DB<br>12 Ta ER<br>L.(oil) 32 924<br>3 Cargo pumps total 3 000T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 630kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 259,0t (d.o.) 1 726,0t (hvf) |
| **8705436**<br>*Y5EQ*<br>3044<br>Df Esd Gc<br>Rdr RTm/h/v | **SEA SWIFT**<br>ex Sachsen-91 ex Otto Grotewohl-90<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany<br>SatCom: 1121472/SACH | *18 342*<br>*5 787*<br>19 710 | DSRK GL | **1988** VEB Warnowwerft Warnemuende<br>—Warnemuende (183)<br>174,20 (BB) - 10,421<br>163,86 25,40 15,90<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>5 Cell. Ho 15,3 29,3 27,1 27,1 ER 12,6<br>TEU 1164<br>C.Ho 543/20' (40') C.Dk 621/20' (40') incl. 100 ref C.<br>13 Ha (stl) ER 4 Ha (stl) | MAN<br>Oil 2SA 8Cy. 700 × 1250<br>10 944kW (14 878bhp)<br>VEB Dieselmotorenwerk Rostock (DMR<br>Gen 2 × 568kW 1 × 485kW 2 ×<br>380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 73,5t (d.o.) 2 263,5t (hvf)-53,0t |

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|---|---|---|---|---|---|---|
| 7436703<br>WPS7291<br>516192<br>Df Esd Gc<br>Pkt Rdr Rt | **SEA SWIFT**<br>**Puget Sound Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **194**<br>132<br>— | AB | **1968** McDermott Shipyard—Morgan City, La (149)<br>5,284<br>39,20 11,13 5,80<br>1 dk<br>BK 152 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 sr reverse geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 60kW<br>Fuel 729,5t (d.o.) |
| 6504735<br>Gc Rdr Rt | **SEA SYSTEMS**<br>ex Montco-70 ex Bob Charles-66<br>**P. G. L. Smith**<br>Bahrain | **189**<br>128<br>— | | **1964** American Marine Corp.—New Orleans, La (887)<br>39,48 10,06 3,112<br>36,89 9,76 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | General Motors<br>2 Oil 2SA each 16Cy. 108 × 127<br>1 400bhp (1 030kW)<br>General Motors Corp. Detroit, Mi |
| 8113566<br>P3NC3<br>708896<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SEA TEAL**<br>ex Teal H. L.-89 ex Dyvi Teal-88<br>**Sea Teal Compania Naviera Ltd.**<br>Columbia Shipmanagement Ltd.<br>Limassol Cyprus<br>SatCom: 1100366/EGOD | *22 835*<br>*9 573*<br>32 101<br>T/cm<br>50,4 | NV | **1984** Samsung Shipbuilding & Heavy Industries Co. Ltd.—Koje (1022)<br>180,83 9,991<br>171,43 32,28 13,31<br>1 dk<br>Bow/CM 91 Diam. 0,360 MH 1,8 | **M Tanker/ Heavy-load Deck Cargo Carrier**<br>Semi-submersible Oil<br>COW IGS DB<br>12 Ta ER<br>L.(oil) 32 924<br>3 Cargo pumps total 3 000T/hr | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 630kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 259,0t (d.o.) 1 726,0t (hvf) 15,7kn |
| 8000977<br>P3NS3<br>708895<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SEA TERN**<br>ex Tern H. L.-89 ex Dyvi Tern-88<br>**Sea Tern Compania Naviera Ltd.**<br>Columbia Shipmanagement Ltd.<br>Limassol Cyprus<br>SatCom: 1100575/EQMB | **16 125**<br>11 594<br>30 060<br>T/cm<br>50,4 | NV | **1982** Kaldnes M/V A/S—Tonsberg (218)<br>180,96 9,970<br>170,97 32,28 13,31<br>P -F - 1 dk<br>Bow/CM 91 Diam. 0,360 MH 1,5 | **M Tanker/ Heavy-load Deck Cargo Carrier**<br>Semi-submersible Oil<br>COW IGS DB<br>12 Ta ER<br>L.(oil) 33 200<br>3 Cargo pumps total 3 000T/hr | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 630kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 259,0t (d.o.) 1 726,0t (hvf) 16kn |
| 8119754<br>Esd Rt | **SEA TERRIER**<br>**Sembawang Maritime Ltd.**<br>Singapore Singapore | **268**<br>89<br>176 | ✠Classed LR until 15/2/88 | **1982**-7 Singapore SB. & Eng. Ltd.—Singapore (167)<br>29,72 9,96 2,961<br>26,70 9,01 4,20<br>1 dk<br>rf 343 BK 18 | **TM Tug**<br>Fire-fighting Tractor | Hedemora<br>2 Vee Oil 4SA each 8Cy. 185 × 210 with clutches, flexible couplings & dr geared to sc. shafts<br>Hedemora Diesel S.E.A. (Pte.) Ltd. Singapore<br>Gen 2 × 80kW 440V 60Hz a.c.<br>2 Directional propellers<br>Fuel 54,5t (d.o.)-7,0pd 10,5kn |
| 8108078<br>WSC3338<br>643267<br>Esd Pfd Rdr<br>R | **SEA TIDE**<br>ex Seaco-601-86<br>ex Beacon Fleet 601-82<br>**Seafarer Boat Corp.**<br>Tidewater Marine Service Inc.<br>New Orleans, La United States of America | **284**<br>193<br>1 181 | AB | **1981** Zigler Shipyards Inc.—Jennings, La (280)<br>50,30 11,61 3,468<br>47,10 11,59 3,97<br>F 16,5 1 dk<br>rf 229 | **TM Supply Ship**<br>Deck Cargo | Mitsubishi<br>2 Vee Oil 4SA each 16Cy. 160 × 180 reverse reduction geared to sc. shafts<br>2 320bhp (1 706kW)<br>Mitsubishi Heavy Industries Ltd. Japan<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>12kn |
| 7301752<br>SXDC<br>9546<br>Df Esd Gc<br>Rdr RTm/h<br>AMVER | **SEA TIGER**<br>**Sikinos Shipping Corp.**<br>Glafki (Hellas) Maritime Co.<br>Piraeus Greece | **13 630**<br>9 831<br>22 631 | AB | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2263)<br>164,34 (BB) 22,92 9,872<br>155,45 22,86 13,57<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 23,7 25,5 18,3 25,5 26,3 ER<br>G.30 801 B.29 843<br>5 Ha (stl) (14,3 15,9 9,5 15,9 15,9 × 12,5) ER<br>5W Cr 5(10) | Pielstick 16PC2V-400<br>Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel-26,5pd 15kn |
| 7237949<br>9V2281<br>344239<br>Rdr Rt | **SEA TIGER**<br>ex Guangzhou-90 ex Sea Panther-87<br>**Sembawang Maritime Ltd.**<br>Singapore Singapore | **264**<br>27<br>202 | BV | **1972** Matsuura Tekko Zosen—Higashino (226)<br>31,50 8,51 3,760<br>27,59 8,49 4,40<br>1 dk | **TM Tug** | Fuji 6M27.5FH<br>2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Diesel Co. Ltd. Tateyama<br>12,5kn |
| 6729701<br>3EKY8<br>20345-TT<br>Df Esd Gc<br>Pfd Rdr RTv | **SEA TOWER**<br>ex Ta Chuan-90 ex Sun Long No. 2-84<br>ex Pino-84 ex Fuente-79<br>ex Wakagi Maru-75<br>**Sea Tower Ocean S.A.**<br>Panama Panama<br>SatCom: 1335130/STSC | *2 766*<br>*1 477*<br>3 330 | NK | **1967** Shikoku Dockyard Co. Ltd.—Takamatsu (723)<br>104,71 14,51 6,016<br>96,00 14,48 8,40<br>P & B 22,3 F 9,5 2 dks | **M Refrigerated Cargo**<br>3 Ho 24,5 23,8 ER 20,6<br>In.4 096<br>3 Ha (stl) (4,1 4,8 × 5,1) ER (4,1 × 5,1)<br>6W Der 6(3) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460<br>4 104kW (5 579bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 360kW 445V 60Hz a.c.<br>Fuel 5 669,5t 17kn |
| 6616655<br>HP5313<br>19164-MPH<br>Df Esd Rdr<br>RTm | **SEA TOWN**<br>ex Sea Crown-88 ex Marmorhav-73<br>ex Marmorian-68 ex Marmorhav-67<br>**Sea Town Shipping Corp.**<br>Mar Fishing Co. Inc.<br>Panama Panama | *1 531*<br>*459* | BV (NV) | **1966** Kristiansands M/V A/S—Kristiansand S. (207 A)<br>71,18 11,54 5,322<br>65,23 11,46 6,30<br>P 16,5 B 11,9 F 12,2 2 dks<br>rf 51 conv Ref General Cargo 89 | **M Mother Ship**<br>Ref<br>Ice strengthened<br>1 Ho 45,9 ER<br>2 Ha (stl) (16,7 17,3 × 7,0) ER<br>4W Der 1(10) 3(5) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 68kW 1 × 20kW 380V 50Hz a.c.<br>Fuel 140,0t (d.o.)-6,0pd 12kn |
| 8119376<br>DALU<br>13755<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SEA TRADE**<br>ex Usaramo-87<br>**Partenreederei m.s. "Usaramo"**<br>DAL Deutsche Afrika-Linien G.m.b.H. & Co.<br>Hamburg Federal Republic of Germany | *20 345*<br>*10 210*<br>28 422 | GL | **1982** A.G. "Weser"—Bremen (1415)<br>174,00 (BB) 28,43 11,224<br>161,45 28,40 15,47<br>F 17,4 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 1346<br>C.Ho 610/20' (40') C.Dk 736/20' (40') incl. 100 ref C.<br>8 Ha (stl) ER<br>14 Wing Ha (stl) ER<br>Cr 3(40) 1(20) | B&W 5L80GFCA<br>Oil 2SA 5Cy. 800 × 1950<br>15 362bhp (11 300kW)<br>B&W Maskinfabrik Div. of B&W Diesel A/S Kobenhavn<br>Gen 2 × 936kW 1 × 690kW 1 × 670kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>18,75kn |
| 5172585<br>V2ZG<br>1073<br>Df Rdr Rt | **SEA TRADE**<br>ex Falmouth Bay ex Seven Seas Trader<br>ex Ulla Balling-86<br>ex Johan Christensen-71<br>**Leroy Douglas Warren**<br>St. John's Antigua & Barbuda | **298**<br>100<br>515 | (BV) | **1961** Svendborg Skibsvaerft A/S—Svendborg (99)<br>42,70 8,34 3,588<br>37,80 8,30 4,65<br>P -F - 2 dks<br>RW conv General Cargo/Tanker 72<br>conv Chemical Tanker 80 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.731 B.662<br>1 Ha (stl) (20,7 × 5,0) ER<br>Der 1(3) | Alpha 406-24VO<br>Oil 2SA 6Cy. 240 × 400<br>309kW (420bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 13,0t (d.o.) 10kn |
| 8318881<br>J8EN3<br>3224<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA TRADER**<br>ex La Suerte-91<br>**Sarnia Corp. Ltd.**<br>Sounion Management Ltd.<br>Kingstown St. Vincent and the Grenadines<br>SatCom: 1376220/SEAT | *22 132*<br>*12 639*<br>38 064<br>T/cm<br>47,2 | AB | **1985** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2903)<br>180,80 (BB) 30,54 10,913<br>171,02 30,51 15,32<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,4 27,2 27,2 27,2 25,6 ER<br>G.46 100 B.44 486<br>5 Ha (stl) (15,2 × 12,8) (19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 5(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>8 800bhp (6 473kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 200,0t (d.o.) 1 598,0t (hvf)-28,0pd 15,25kn |
| 7392414<br>ELYT<br>5545<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA TRADER**<br>ex Santo Trader-87<br>**Seafoam Maritime Inc.**<br>Barber Ship Management Ltd.<br>Monrovia Liberia<br>SatCom: 1240311/TRAA | **19 482**<br>13 152<br>37 009<br>T/cm<br>43,6 | NK | **1976** Kasado Dock Co. Ltd.—Kudamatsu (288)<br>184,46 (BB) 28,02 11,200<br>174,00 28,01 15,02<br>F 11,6 1 dk<br>Bow/CM 91 Diam. 0,410 MH 0,9 | **M Tanker**<br>Mchy.aft<br>L.(oil) 46 107<br>4 Cargo pumps total 3 400T/hr | Sulzer 8RND68<br>Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 500kW<br>15kn |
| 8002705<br>V2CL<br>2039<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SEA TRADER**<br>ex Emstrader-91 ex City of Athens-91<br>ex Estetrader-87 ex Kalkara-86<br>ex Kahira-84 ex Estetrader-83<br>ex Auvergne-83 ex Estetrader-82<br>**Hermannn Buss KG m.s. "Emstrader" G.m.b.H. & Co.**<br>Reederei Hermann Buss<br>Hamburg Antigua & Barbuda | T.Mk<br>**1 594**<br>1 165<br>4 125<br>**3 052**<br>2 073<br>6 652 | GL | **1980** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (821)<br>113,11 (BB) 19,05 4,976/6,425<br>103,36 19,02 7,24<br>P 11,0 F 12,2 2 dks | **M General Cargo**<br>Portable-guides<br>Ice strengthened<br>2 Ho 26,5 39,1 ER 2 TwD<br>G.9 216 B.8 754<br>TEU 405<br>C.Ho 172/20'(40') C.Dk 233/20'(40') incl. 30 ref C.<br>2 Ha (stl) (25,1 37,8 × 15,3) ER<br>Cr 2(35) | MaK 8M551AK<br>Oil 4SA 8Cy. 450 × 550 reduction geared to sc. shaft<br>2 942kW (4 000bhp)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Controllable pitch propeller<br>Thw. thrust propeller<br>15,5kn |

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| **7226627**<br>*9H3569*<br>Df Esd Gc<br>Rdr Rt | **SEA TRADER**<br>ex Silvana-91 ex Anne Mette-84<br>**Libra Maritime Ltd.**<br>Valletta Malta | T.Mk<br>**498**<br>268<br>1 383 | (BV) (RI) | **1972** Svendborg Skibsvaerft A/S—Svendborg (141)<br>75,42 12,93 3,468<br>68,00 12,91 5,62<br>F 10,7 2 dks | **M General Cargo**<br>2 Ho each 25,7 ER<br>G.3 044 B.2 662<br>TEU 71 C.Ho 42/20' C.Dk 29/20'<br>3 Ha (stl) (12,4 18,5 × 10,2) (6,2 × 7,7) ER<br>4W Der 1(12) 3(5) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 100kW 380V 50Hz a.c.<br>Fuel 169,5t (d.o.) |
| **5294981**<br>*HO5725*<br>2168-71<br>Df Esd Rt | **SEA TRADER**<br>ex Rijnborg-71<br>**Sea Trader Ltd.**<br>Panama Panama | **454**<br>255<br>610 | (BV) | **1953** C. Amels & Zoon Scheepswerf—Makkum (165)<br>*46,82* 8,49 3,150<br>8,44<br>1 dk | **M General Cargo**<br>1 Ha (24,7 × 5,0) ER<br>Der 2(3) | Brons<br>Oil 4SA 6Cy. 290 × 450<br>375bhp (276kW)<br>Appingedammer Brons |
| **7517698**<br>*WYH6649*<br>573519<br>Esd Gc Pfd<br>Rdr Rt | **SEA TRADER**<br>ex Ocean Marlin-89<br>**Sea Trader Co.**<br>Portland, Or United States of America | **360**<br>245<br>— | AB | **1976** American Marine Corp.—New Orleans, La (1137)<br>62,13 13,42 4,684<br>59,80 13,40 5,44<br>F 21,4 1 dk<br>rf 457 | **TM Tug/Supply Ship**<br>Deck Cargo | Alco<br>2 Vee Oil 4SA each 16Cy. 229 × 267<br>reduction geared to sc. shafts<br>Alco Engine Div. of White Industrial Power Inc.<br>Gen 2 × 150kW<br>Thw. thrust propeller fwd |
| **7001821**<br>*J8BU7*<br>2660<br>Df Esd Gc<br>Rdr Rt | **SEA TRADITION**<br>ex Tulip-89 ex Kyzikos-88<br>ex Proikonisos-84 ex Eastern Ace-83<br>**Moorfields Holdings S.A.**<br>Kingstown St. Vincent and the Grenadines | **9 777**<br>6 331<br>16 734<br>T/cm<br>26,2 | BV<br>✠Classed LR until 10/12/86 | **1969**-11 Ishikawajima Harima Heavy Ind. (I.H.I.) —Nagoya (2091)<br>145,65 21,85 9,113<br>136,10 21,80 12,30<br>P 26,6 F 11,9 1 dk<br>RW rf nil | **M Bulk Carrier**<br>4 Ho 23,3 26,4 26,4 26,4 ER<br>G.21 063 B.20 588<br>4 Ha (stl) (15,0 19,5 19,5 19,5 × 10,2) ER<br>4W Der 4(15) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>5 296kW (7 200bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 240kW 450V 60Hz a.c.<br>Fuel 1 000,0t |
| **6401414**<br>*HPWH*<br>7197-SS<br>Df Esd Rdr<br>RTm/v | **SEA TRAILER**<br>ex Norstone-75 ex Konsul Retzlaff-70<br>**Oceanic Mars Inc.**<br>Panama Panama | **1 867**<br>1 165<br>2 850 | (BV) | **1964** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (161)<br>84,08 13,82 5,055<br>76,97 13,80 5,49<br>P 16,5 B 14,1 F 12,2 1 dk<br>conv General Cargo 71 | **M Dredger/Sand Carrier**<br>Suction Mech. discharge<br>Single side arm Dredging depth 30,0<br>Hopper 2664T<br>1 Ho ER<br>Hopper 1 250<br>1 sandpump 746kW (1000bhp)<br>2 Ha (stl) (3,3 × 1,5) (1,8 × 0,9) ER<br>Der 1(5) | MAN<br>Oil 4SA 7Cy. 400 × 600<br>1 750bhp (1 287kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 100kW 1 × 50kW 220V 50Hz<br>Fuel (d.o.) |
| **6400800**<br>Df Esd Rdr<br>Rt | **SEA TRANSPORT**<br>ex Choungui-85 ex Bilinga-83<br>ex Atlantic Merchant I-75<br>ex Atlantic Merchant-73 ex Barbara-68<br>**Sea Wonder Shipping & Finance Inc.**<br>Moroni Comoro Islands | T.Mk<br>**608**<br>387<br>1 360 | (BV) | **1964** Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (331)<br>77,98 10,44 3,715<br>74,76 10,29 3,76<br>2 dks<br>len 68 | **M General Cargo**<br>Ref<br>2 Ho ER<br>G.2 728 B.2 553 In.688<br>2 Ha (10,2 16,1 × 5,1) ER<br>6W Der 1(15) 5(5) 2(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Fuel 152,5t (d.o.) |
| **7216517** | **SEA TRANSPORT**<br>**International Marine Services Ltd. (IMS)**<br>Bahrain | **192**<br>131<br>— | | **1964** American Marine Corp.—New Orleans, La (894)<br>*38,62* 9,76 3,048<br>3,48 | **M Supply Ship**<br>Deck Cargo | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7230020**<br>*P3HM4*<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **SEA TRANSPORTER**<br>ex Bulk Transporter-91<br>ex Bulk Space-85 ex Takamine-84<br>**Result Shipping Co. Ltd.**<br>Medsea S.A.M. Aigue Marine<br>Limassol Cyprus | *35 014*<br>*21 365*<br>64 441<br>T/cm<br>62,4 | NV | **1973** Mitsubishi Heavy Industries Ltd.—Kobe (1035)<br>224,01 (BB) 31,81 13,342<br>212,63 31,79 18,37<br>F 14,1 1 dk<br>rf 64 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 19,2 23,0 23,0 23,0 23,0 23,0 23,0 ER<br>G.76 315 B.73 794 HeCls. B<br>7 Ha (stl) (11,9 × 10,2) (14,4 14,4 14,4 14,4 14,4 14,4 × 13,5) ER | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>10 298kW (14 000bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 219,0t (d.o.) 2 937,0t (hvf)-53,5pd |
| **8029260**<br>*J8WL*<br>2454<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SEA TRANSPORTER**<br>**Sarnia Corp. Ltd.**<br>Sounion Management Ltd.<br>Kingstown St. Vincent and the Grenadines | *21 308*<br>*12 980*<br>35 340 | **✠100A1** SS 5/88<br>bulk carrier strengthened for heavy cargoes, holds 2 & 4 may be empty<br>**✠LMC** **UMS**<br>EL I† 605,0/66,0U3(a)<br>FN 7402 | **1983**-5 Nippon Kokan K.K.—Shimizu (396)<br>177,50 (BB) 29,55 10,648<br>167,01 29,51 14,81<br>P 28,1 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel Steel Hatch Covers (no fixed fire extinguishing system in the cargo holds)<br>5 Ho 20,5 26,5 26,3 26,3 27,2 ER<br>G.46 963 B.41 826<br>TEU 268 C.Dk 268/20' (40')<br>5 Ha (stl) (13,0 × 10,3) (19,5 19,5 19,5 19,5 × 15,1) ER<br>Cr 5(15) | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>11 850bhp (8 716kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (ex.g) 10,5kgf/cm$^2$ (10,3bar) 6,9kgf/cm$^2$ (6,8bar)<br>AuxB (o.f.) 6,9kgf/cm$^2$ (6,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 202,0t (d.o.) 1 625,0t (hvf)-34,0pd |
| **9011399**<br>*3EOX8*<br>20507-YJ<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA TREASURE**<br>**Micro Atlas S.A.**<br>Panama Panama | *2 824*<br>*1 760*<br>5 137 | NK | **1990** Sanyo Zosen K.K.—Mukaishima (1027)<br>92,20 (BB) 6,258<br>84,90 16,60 7,70 | **M General Cargo**<br>2 Ho ER<br>G.5 786 B.5 281<br>2 Ha (stl) (15,6 26,0 × 8,4) ER<br>Der 3(15) | Akasaka<br>Oil 4SA 6Cy. 380 × 760<br>1 912kW (2 599bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 180kW a.c. |
| **7319307**<br>*WYX2505*<br>550359<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA TREASURE**<br>**Sea Treasure Inc.**<br>San Diego, Ca United States of America | **963**<br>489<br>— | | **1973** J. M. Martinac SB. Corp.—Tacoma, Wa (194)<br>61,91 12,65<br>54,56 12,20 5,59<br>2 dks | **M Fishing**<br>Side-fishing Ref | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254 reverse<br>geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. |
| **7308671**<br>*WY2514*<br>510882 | **SEA TREK**<br>**Boru Malachy Inc.**<br>New Bedford, Ma United States of America | **152**<br>103<br>— | | **1967** A. C. Fuller SB. Co.—East Boothbay, Me<br>*24,82* 7,37<br>3,26 | **Wood M Fishing** | Oil<br>765bhp (563kW)<br>..............<br>Fuel (d.o.) |
| **8401547**<br>*DCNR*<br>4061<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SEA TRENT**<br>ex Echo Venture-90 ex Sea Trent-90<br>**Briese & Wellna Schiffahrts G.m.b.H. & Co. KG m.s. "Sea Trent"**<br>Briese-Schiffahrts G.m.b.H. & Co. KG<br>Leer Federal Republic of Germany | *1 289*<br>*386*<br>1 558 | GL | **1984** Hermann Suerken GmbH & Co. KG. —Papenburg (324)<br>74,91 (BB) 10,60 3,391<br>70,52 10,51 5,72<br>F 6,1 2 dks | **M General Cargo**<br>1 Ho 49,2 ER<br>G.2 351 B.2 310<br>1 Ha (stl) (46,8 × 8,2) ER | MAN<br>Oil 4SA 7Cy. 200 × 270 with clutches,<br>couplings & sr reverse geared to sc.<br>600bhp (441kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 67kW 231/400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 105,0t (d.o.)-3,0pd |
| **7393169**<br>*HO2883*<br>14133-84A<br>Df Esd Gc<br>Rdr RTv | **SEA TRIDENT**<br>ex Western Trident-91<br>ex Anvil Scout-84 ex Kirsten Bravo-84<br>**Gardline Shipping Ltd.**<br>Panama Panama<br>SatCom: 1335140/SEAT | T.Mk<br>**491**<br>186<br>1 010 | NV | **1974** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (130)<br>57,92 10,22 3,988<br>53,68 10,19 6,35<br>2 dks<br>rf 203 | **M Research**<br>Seismographic<br>Ice strengthened<br>1 Ho 25,5 1 TwD 39,7<br>G.1 770 B.1 657<br>2 Ha (stl) (19,2 × 8,0) (6,0 × 5,0) ER<br>1W Der 1(3) | Alpha<br>Vee Oil 4SA 10Cy. 225 × 300<br>1 550bhp (1 140kW)<br>Alpha-Diesel A/S<br>Gen 2 × 400kW 1 × 96kW 440V 60Hz<br>Controllable pitch propeller<br>Bow jet pump<br>Fuel 119,0t (d.o.)-5,0pd |
| **5316466**<br>*MEPV*<br>303211<br>Esd Rdr RTv | **SEA TROJAN**<br>**Aberdeen Harbour Board**<br>Aberdeen United Kingdom | **117**<br>34<br>— | **✠100A1** SS 1/90<br>tug<br>**✠LMC**<br>EL (a)<br>FN 254 | **1962**-2 J. Lewis & Sons Ltd.—Aberdeen (320)<br>26,85 7,35 3,188<br>24,41 7,01 3,36<br>1 dk<br>RW rf 457 BK 152 | **M Tug** | National Gas<br>Oil 4SA 6Cy. 305 × 381<br>National Gas & Oil Eng. Co.<br>Gen 2 × 15kW 220V d.c.<br>Fuel (d.o.) |

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| **SEA TROUT**<br>**Guyana Fisheries Ltd.**<br>Georgetown, Demerara Guyana | **108**<br>48<br>98 | | **1983** Bender SB. & Repair Co. Inc.—Mobile, Al (178)<br>2,590<br>21,95 6,10 3,28<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 sr geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 3,25kW 32V d.c.<br>Fuel 43,5t (d.o.)-1,0pd 9,25kn |
| **SEA TRUCK**<br>ex Nor Truck-88 ex Edda Sea-87<br>ex Flexservice 2-86<br>**Sea Truck (UK) Ltd.**<br>BP Shipping Ltd. (Offshore Group)<br>Aberdeen United Kingdom<br>See Register of Offshore Units | T.Mk<br>**1 497**<br>687<br>2 495 | NV | **1979** Ankerlokken Verft Floro A/S—Floro (111)<br>81,26 18,34 4,301<br>75,01 18,31 7,12<br>F - 2 dks | **TM Supply Ship**<br>Deck Cargo Pipelayer Cable-layer Fire-fighting<br>Cr 1(5) Der 1(55) | Polar F212V-D<br>2 Vee Oil 4SA each 12Cy. 250 × 300 geared to sc. shafts<br>4 600bhp (3 384kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 808kW 1 × 390kW 1 × 200kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd , 2 aft<br>Fuel 1 684,0t-17,0pd 14kn |
| **SEA TYNE**<br>**Claus Nortemann Schiffahrts K.G. m.s. "Sea Tyne"**<br>Rhein-Nord-Ostsee Befrachtungs G.m.b.H.<br>Itzehoe Federal Republic of Germany | *1 289*<br>*386*<br>1 536 | GL | **1984** Hermann Suerken GmbH & Co. KG.—Papenburg (326)<br>74,91 (BB) 10,60 3,391<br>70,52 10,51 5,69<br>F 6,1 2 dks | **M General Cargo**<br>1 Ho 46,7 ER<br>G.2 351 B.2 310<br>1 Ha (stl) (46,8 × 8,2) ER | MAN 7L20/27<br>Oil 4SA 7Cy. 200 × 270 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>600bhp (441kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 67kW 231/400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 105,0t (d.o.)-3,0pd 9,5kn |
| **SEA UNION**<br>ex Arrow Pennant-90 ex Kalayaan-88<br>ex Radwan-87 ex Anthony III-86<br>**Alegra Holdings S.A.**<br>Piraeus Greece<br>SatCom: 1130734/UNON | **38 466**<br>27 966<br>73 172 | AB | **1977** Mitsubishi Heavy Industries Ltd.—Nagasaki (1779)<br>232,75 (BB) 32,24 13,856<br>220,02 32,19 19,11<br>F 17,1 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 21,5 25,1 25,1 25,1 25,1 25,1 25,1 ER<br>G.15 240 HeCls. B<br>7 Ha (stl) (11,6 × 10,8) (16,1 16,1 16,1 16,1 16,1 16,1 × 14,4) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 300,5t (d.o.) 3 959,5t (hvf)-59,0pd 15kn |
| **SEA UNIX**<br>**Nam Sung Shipping Co. Ltd.**<br>Busan South Korea | *1 598*<br>*1 117*<br>3 052 | KR | **1990** Shin-A Shipbuilding Co. Ltd.—Chungmu (336)<br>88,63 (BB) 13,02 5,299<br>81,50 13,00 6,50<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 027 B.2 717<br>TEU 76 C.76/20'(40')<br>3 Ha (stl) (6,6 × 5,0) (12,6 25,8 × 10,0) ER<br>Der 1(15) 1(20) 1(25) | B&W 6S26MC<br>Oil 2SA 6Cy. 260 × 980 with clutches & reverse geared to sc. shaft<br>1 752kW (2 382bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 160kW 445V a.c. 14,1kn |
| **SEA URCHIN**<br>**Bahama Boat Co. (1975) Ltd.** | **100**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25 2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler Shrimp-trawl | Oil<br>335bhp (246kW)<br>U.S.A. |
| **SEA VALIANT**<br>ex Point Galion-91<br>**Gulf Offshore Marine International Inc.**<br>Panama Panama | **293**<br>199<br>— | (AB) | **1981** Halter Marine Inc.—Moss Point, Ms (954)<br>3,664<br>52,51 12,20 4,27<br>F 16,2 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Pollution Control | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>E made reconditioned & fitted81<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>12kn |
| **SEA VENTURE**<br>ex Hellenic Carrier-81<br>**Atlantic Co. Ltd. Partnership**<br>Atlantic Tankships Inc.<br>Wilmington, De United States of America | **9 993**<br>8 115<br>18 924<br>T/cm<br>28,0 | AB | **1972** (Aft section) Hellenic Shipyards—Skaramanga (1073)<br>**1983** (Fwd & cargo sections) Tidewater Equipment Corp.—Chesapeake, Va<br>(BB) 20,45 8,916<br>164,65 20,43 11,74<br>F 11,3 1 dk<br>RW rf nil Bow/CM 79 Diam. 0,152 MH 0,9 len 82<br>conv Ref General Cargo 83 | **M Tanker**<br>Oil Chemical<br>DB<br>26 Ta ER<br>L.21 567 | MAN 9L52/55B<br>Oil 4SA 9Cy. 520 × 550 sr geared to sc. shaft<br>8 220bhp (6 046kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 390kW 440V 60Hz a.c.<br>Fuel 324,5t (d.o.) 1 437,0t (hvf)-23,5pd 14,75kn |
| **SEA VENTURE**<br>ex Flood Tide<br>**Kristofer Knutsen**<br>Seattle, Wa United States of America | **197**<br>111<br>— | | **1970** Marine Construction & Design Co. (MARCO)—Seattle, Wa (208)<br>31,70<br>28,71 7,90 3,66<br>1 dk<br>BK 508 | **M Fishing**<br>Side-fishing Crab | General Motors<br>Oil 2SA 12Cy. 146 × 146<br>800bhp (588kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 100kW 220V 60Hz a.c.<br>Fuel 35,5t 12kn |
| **SEA VENTURE**<br>**War Eagle Inc.**<br>Houma, La United States of America | **120**<br>86<br>— | | **1966** Atlantic Marine Inc.—Fort George Island, Fl<br>*20,30* 6,15 3,69 | **M Fishing** | Oil<br>300bhp (221kW)<br>............<br>Fuel (d.o.) |
| **SEA VENUS**<br>ex Kazahaya-89 ex Orchid Ace-88<br>**A.G.I. (Panama) S.A.**<br>Kazahaya Kisen Co. Ltd. (Kazahaya Kisen K.K.)<br>Panama Panama<br>SatCom: 1335165/SEVE | **10 201**<br>6 172<br>12 507 | NK | **1983** Tsuneishi Zosen K.K.—Numakuma (513)<br>176,00 (BB) 8,220<br>166,00 27,00 11,90 | **M RoRo Cargo/ Vehicles Carrier**<br>Bow door & ramp<br>L 22,00 W 4,50<br>Lorries 63 | B&W 8L55GFCA<br>Oil 2SA 8Cy. 550 × 1380<br>8 827kW (12 000bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 1 × 470kW 2 × 440kW 450V 60Hz a.c.<br>Fuel 180,0t (d.o.) 1 560,0t (hvf)-37,0pd 18,25kn |
| **SEA VIKING**<br>ex Robin X-85<br>**Puget Sound Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **197**<br>134<br>— | AB | **1975** McDermott Shipyard—Morgan City, La (207)<br>10,37 4,290<br>36,63 10,32 5,01<br>1 dk | **TM Tug** | Alco 12V251E<br>2 Vee Oil 4SA each 12Cy. 229 × 267 reverse reduction geared to sc. shafts<br>Alco Engine Co. Auburn, NY<br>Gen 2 × 75kW<br>Fuel 254,0t (d.o.) 13kn |
| **SEA VOYAGER II**<br>**Montrose Genge**<br>St. John's, Nfl. Canada | **136**<br>66<br>— | | **1989** Modern Marine Industries Ltd.—Argentia, Nfl<br>19,81<br>18,32 7,62 3,66 | **Reinforced Plastic M Fishing**<br>Stern Trawler | Caterpillar 3508TA<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches & sr reverse geared to sc. shaft<br>638kW (867bhp)<br>Caterpillar Inc. Peoria, Illinois<br>10kn |
| **SEA WAGNER**<br>ex Full Gr-88 ex Pacific Insurer-87<br>**Avalanche Maritime Ltd.**<br>Limassol Cyprus | **14 129**<br>10 109<br>26 453<br>T/cm<br>37,0 | BV (NK) | **1972** Koyo Dockyard Co. Ltd.—Mihara (620)<br>163,30 24,85 10,084<br>162,01 24,80 14,00<br>P 30,8 F 14,7 1 dk | **M Bulk Carrier**<br>G.35 790 B.30 550<br>5 Ha (stl) (10,5 14,4 18,9 19,8 14,4 × 10,8) ER<br>Cr 4(22) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 420kW 450V a.c.<br>Fuel 2 017,0t-44,0pd 15kn |
| **SEA WAVE**<br>ex European Glory-90<br>ex City of Famagusta-90<br>ex Troubridge-90<br>**Jenny Shipping Inc.**<br>Poseidon Lines Shipping Co.<br>Panama Panama | **1 996**<br>580<br>590 | HR RI<br>✠Classed LR until 8/1/90 | **1961**-11 Evans Deakin & Co. Pty. Ltd.—Brisbane, Queensland (43)<br>91,45 15,93 3,696<br>86,01 15,23 9,48<br>B 22,9 1 dk & S dk<br>RW rf 229 | **TM Passenger/RoRo Cargo** OSD<br>—cbn 154bth P | Polar MN19S<br>2 Oil 2SA each 9Cy. 340 × 570<br>3 310kW (4 500bhp)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 318kW 220V d.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 289,5t (d.o.) 14,5kn |

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| **7018575**<br>*LAGJ4*<br>N-00899<br>Df Esd Gc<br>Rdr RTm/h/v | **SEA WAVE**<br>ex Alidia-90 ex Alicia-85 ex Alicia D-75<br>ex Alicia-72<br>**K.S. Sunntrans**<br>Sunntrans Holding A/S<br>Floro Norway (NIS) | **999**<br>719<br>2 020 | GL | **1970** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (634)<br>74,02 10,83 5,068<br>68,33 10,79 6,02<br>P 12,2 F 10,4 1 dk | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>G.2 507 B.2 252<br>1 Ha (stl) (40,2 × 7,6) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>736kW (1 001bhp)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 50kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **7908926**<br>*3ELP6*<br>17800-88A<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEA WEALTH**<br>ex Eastern Royal-88<br>**Oriente Maritime S.A.**<br>Panama Panama | **10 311**<br>7 274<br>18 380 | NK | **1979** Kurushima Dockyard Co. Ltd.—Onishi (2087)<br>146,08 9,345<br>137,01 22,86 12,63<br>P 25,6 F 13,2 1 dk | **M Bulk Carrier**<br>G.23 892 B.23 216<br>4 Ha (stl) (13,0 × 9,6) (19,2 19,2 19,2 × 12,8) ER<br>Der 4(25) | Sulzer<br>Oil 2SA 6Cy. 560 × 1150<br>8 040bhp (5 914kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 2 × 400kW 440V 60Hz a.c.<br>Fuel 194,0t (d.o.) 1 193,0t (hvf)-29,0pd |
| **8300262**<br>*DCMD*<br>4014<br>Df Gc Rdr<br>RTh/v | **SEA WESER**<br>**m.s. "Jenika" Rohwedder Schiffahrts K.G.**<br>Reederei Rohwedder<br>Emden Federal Republic of Germany | **999**<br>675<br>2 888 | GL | **1983** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (934)<br>87,97 (BB) 11,54 4,680<br>85,32 11,31 6,76<br>P 15,0 RAD 15,0 F 6,8 2 dks | **M General Cargo**<br>1 Ho 60,4 ER<br>G.3 777 B.3 752<br>TEU 90<br>C.Ho 54/20' (40') C.Dk 36/20' (40')<br>1 Ha (stl) (55,8 × 9,3) ER | Deutz<br>Oil 4SA 8Cy. 240 × 280 sr reverse ge<br>shaft<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 152kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 44,0t (d.o.) 153,0t (hvf)-5,5pd |
| **6903034**<br>*JXSH*<br>20366<br>Df Esd Gc<br>Rdr RTm/h/v | **SEA WEST**<br>ex Hilmo-89 ex East Coast-87<br>ex Gulf Countess-84 ex Gabriela-81<br>ex Ariadne-80 ex Gabriela-79<br>**Sea West A/S**<br>Bergen Norway | *811*<br>*243*<br>963 | GL | **1968** Schpsbw. & Rep. Gebr. Sander N.V.<br>—Delfzijl (247)<br>56,16 10,09 4,260<br>51,21 10,00 6,25<br>2 dks | **M General Cargo**<br>Pallets<br>2 side door (s) Ice strengthened<br>1 Ho 33,9 ER<br>G.1 883 B.1 774<br>1 Ha (stl) (24,9 × 7,7) ER<br>2W Der 1(5) 1(3) | Mitsubishi<br>Oil 4SA 6Cy. 240 × 260<br>809kW (1 100bhp) NE 88<br>Mitsubishi Heavy Industries Ltd. |
| **7738395**<br>*WYC5081*<br>589364 | **SEA WIFE**<br>**Richard A. Stotz**<br>Philadelphia, Pa United States of America | **177**<br>120<br>— | | **1977** ............Bayou la Batre, Al<br>*24,88* 7,32<br>3,87<br>1 dk | **M Fishing** | Oil<br>675bhp (497kW) |
| **7215850**<br>*WB2353*<br>249723<br>Rt | **SEA WIFE**<br>ex Merganser-74 ex St. Christopher<br>**Carol Gonzalez**<br>Juneau, Ak United States of America | **132**<br>71<br>— | | **1946** Puget Sound Boat Corp.—Tacoma, Wa<br>*24,21*<br>6,86 3,26<br>1 dk | **Wood M Fishing** | Enterprise<br>Oil<br>400bhp (294kW)<br>Enterprise Engine & Foundry Co. San Fra |
| **7128332**<br>*SDNE*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **SEA WIND**<br>ex Saga Wind-89 ex Svealand-84<br>**Swedcarrier Rederi A/B**<br>SweFerry AB<br>Stockholm Sweden | *15 879*<br>*4 843*<br>2 635 | NV | **1972** Helsingor Skibsv. og Maskinbyg.—Helsingor (397)<br>154,41 (BB) 21,04 5,017<br>142,07 21,01 13,47<br>2 dks<br>rf 297<br>len & widened 84<br>conv Passenger/RoRo Cargo 89 | **TM Passenger/RoRo Cargo**<br>Rail Vehicles 100cbn 263bth P<br>Ice strengthened<br>Stern door/ramp<br>L 10,51 W 8,00<br>Cars 60 Lorries 40 Rail Wagons 26 | MaK<br>4 Oil 4SA each 8Cy. 320 × 420 with flexi<br>couplings & sr geared to sc. shafts<br>7 356kW (10 001bhp) NE 84<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 5 × 140kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 626,0t (hvf)-40,0pd |
| **7009201**<br>*HQCX6*<br>L-0332119<br>Df Esd Gc<br>Rdr Rt | **SEA WIND**<br>ex Mini Lift-87<br>**Gulf Development Marine Services Co.**<br>San Lorenzo Honduras | **1 580**<br>1 206<br>3 213 | BV (AB) | **1970** Hakodate Dock Co. Ltd.—Muroran (453)<br>65,51 15,35 4,947<br>62,82 15,30 6,61<br>1 dk<br>rf nil | **TM General Cargo**<br>2 Ho 21,3 21,9 ER<br>G.3 785 B.3 669<br>2 Ha (w) (each 14,6 × 7,7) ER<br>Cr 1(8) | Daihatsu<br>2 Oil 4SA each 6Cy. 220 × 280 reverse r<br>geared to sc. shafts<br>1 000bhp (736kW)<br>Daihatsu Kogyo<br>Gen 1 × 130kW 445V 60Hz a.c.<br>Fuel 83,5t |
| **6508913**<br>*WH8278*<br>273537<br>Df Esd Pfd<br>Rdr RTv | **SEA WITCH**<br>**Harbor Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **293**<br>169<br>— | | **1957** Pacific Coast Eng. Co.—Alameda, Ca (174)<br>38,10 8,59 4,633<br>35,06 8,54 5,26<br>1 dk | **M Tug** | Enterprise<br>Oil 4SA 8Cy. 432 × 508<br>Delaval Turbine Inc. (Enterprise Div.)<br>Gen 2 × 40kW 220V 60Hz a.c. |
| **8501270** | **SEA WITCH**<br>Nigeria | **139**<br>89<br>— | | **1984** Quality Shipyards Inc.—Houma, La (171)<br>27,16<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>625bhp (460kW)<br>Caterpillar Tractor Co. |
| **8320547**<br>*KNFG*<br>676163<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA WOLF**<br>ex American North Carolina-87<br>ex Sea Wolf-84<br>**Wilmington Trust Co., as Trustee**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America<br>SatCom: 1501242/KNFG | *34 318*<br>*10 295*<br>24 500 | AB | **1984** Odense Staalskibsvaerft A/S—Lindo (110)<br>198,86 32,24 10,991<br>186,42 32,20 20,45<br>1 dk<br>rf nil | **M RoRo Cargo/Container Ship**<br>Fixed-guides<br>Quarter stern door/ramp (s)<br>L 19,50 W 6,25 SWL 180<br>Lane Length 335<br>Trailers 27<br>9 Cell. Ho each 13,0 ER<br>TEU 1914<br>C.Ho 443/20' 314/40'C.Ro Ro Dk 54/20'C.Dk 789/20' inc 200 ref<br>9 Ha (stl) ER<br>20 Wing Ha (stl) ER<br>Cr 2(40) | Sulzer<br>Oil 2SA 7Cy. 760 × 2200<br>23 030bhp (16 940kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 1500kW 1 × 1150kW 480V<br>Thw. thrust Contr. pitch propeller fwd , 1 |
| **9004152**<br>Rt | **SEA WOLF**<br>Nassau Bahamas | *631*<br>*542*<br>800 | | **1989** Uni-France Offshore Engineering Pte. Ltd.<br>—Singapore (102/89)<br>... ... ...<br>... ...<br>1 dk | **M Tank Barge**<br>Oil Water | Oil<br>............ |
| **8036263**<br>617276 | **SEA WOLF**<br>**Carteret Fish & Oil Co.**<br>New Orleans, La United States of America | **468**<br>318<br>— | | **1980** ............Patterson, La<br>*49,44* 9,45<br>3,43<br>1 dk | **M Fishing** | Oil<br>1 800bhp (1 324kW) |
| **7926590**<br>*WQZ9085*<br>609823<br>Df Esd Gc<br>Pfd Rdr Rt | **SEA WOLF**<br>**Terrance L. Cosgrove**<br>Seattle, Wa United States of America | **195**<br>133<br>— | | **1979** Marine Construction & Design Co. (MARCO)<br>—Seattle, Wa (378)<br>43,60 (BB) 4,271<br>9,56 4,45<br>1 dk<br>len 89 | **M Fishing**<br>Crab Ref<br>3 Ho<br>In.350<br>3 Ha (stl)<br>Cr 1(8) | Caterpillar<br>Vee Oil 4SA 16Cy. 159 × 203 reverse r<br>geared to sc. shaft<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 155kW 1 × 90kW |
| **6605278**<br>*WV9112*<br>500149<br>Df Esd Gc<br>Pfd Rdr RTv | **SEA WOLF**<br>**Harbor Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **190**<br>88<br>— | AB | **1965** Pacific Coast Eng. Co.—Alameda, Ca (209)<br>37,04 9,76 4,515<br>35,13 9,45 5,01<br>1 dk<br>BK 152 | **M Tug** | General Motors<br>Vee Oil 2SA 16Cy. 216 × 254 sr gear<br>shaft<br>General Motors Corp.<br>Gen 2 × 60kW 208V 60Hz a.c.<br>Fuel 264,0t |
| **7515846**<br>U192-00743 | **SEA WOLF**<br>**James B. Rukin**<br>Roatan Honduras | **101**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler Shrimp-trawl | Oil<br>335bhp (246kW) |

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| **SEA WOLF II**<br>ex Tatsu Maru No. 6-85<br>**Sartard Shipbreakers Ltd.**<br>Valletta Malta | **121**<br>38 | | **1972** Ando SB. Co. Ltd.—Tokyo (220)<br>21,49 9,02 1,982<br>19,51 9,00 2,70<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>9kn |
| **SEA WOLF II**<br>**Blue Sea Wolf S.A.**<br>Panama Panama | **119**<br>95<br>— | | **1982** Steiner Shipyard Inc.—Bayou la Batre, Al (127)<br>22,81 2,401<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Cummins KT-1150-M<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **SEA WORKER**<br>ex Rubi Sea-91 ex Marsten-90<br>ex Citlaltepetl-90 ex Tenella-87<br>ex Proof Tomar-81 ex Rubirose-79<br>**Salt Sea Shipping Inc.**<br>Harry Borthen & Co. A/S<br>Nassau Bahamas | **2 909**<br>2 231<br>5 141<br>T/cm<br>12,0 | NV | **1972** Soviknes Verft A/S—Sovik (75)<br>95,87 15,73 6,185<br>90,35 15,50 8,51<br>P 15,0 F 10,1 2 dks<br>rf 102 Bow/CM 42 Diam. 0,203 | **M Tanker**<br>Chemical<br>CBT IGS SBT Ice strengthened DB<br>9 Ta 8 Wing Ta ER<br>L.5 380 HeCls. BC<br>19 Cargo pumps total 1 690T/hr | MaK 6M452AK<br>2 Oil 4SA each 6Cy. 320 × 450 sr geared to sc. shaft<br>2 206kW (2 999bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 150kW 1 × 100kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 38,5t (d.o.) 305,0t (hvf)-12,0pd 12,75kn |
| **SEA-LADY**<br>**David Michael Becconsall**<br>Brixham United Kingdom | **130**<br>—<br>— | | **1991** Stocznia "Ustka"—Ustka (481)<br>24,00 (BB) -<br>23,22 6,32 3,13<br>1 dk | **M Fishing**<br>Stern Trawler Side Trawler Beam-trawl | Cummins KT-19-M<br>Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>299bhp (220kW)<br>Cummins Engine Co. Ltd. United Kingdom |
| **SEA-LAND ACHIEVER**<br>ex Leyla A-88 ex American Alabama-87<br>**Sea-Land Service Inc.**<br>New York, NY United States of America<br>SatCom: 1504742/WPKD | *57 075*<br>*18 995*<br>58 943 | AB (KR) | **1984** Daewoo SB. & Heavy Machinery Ltd. —Okpo (4004)<br>289,52 (BB) 32,31 12,675<br>279,00 32,22 21,49<br>F 21,4 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>11 Cell. Ho 12,4 26,0 26,0 12,2 26,0 12,2 26,0 27,5 24,4 25,8 ER 13,2<br>TEU 4258<br>C.Ho 1232/40' (20') C.Dk 897/40' (20') incl. 146 ref C.<br>17 Ha (stl) ER 1 Ha (stl)<br>34 Wing Ha (stl) ER 2 Wing Ha (stl) | Sulzer 7RLB90<br>Oil 2SA 7Cy. 900 × 1900<br>28 000bhp (20 596kW)<br>Hyundai Engine Manufacturing Co. Ltd. Ulsan<br>Gen 3 × 1000kW 480V 60Hz a.c.<br>Fuel 950,0t (d.o.) 6 370,5t (hvf)-73,5pd 18kn |
| **SEA-LAND ANCHORAGE**<br>**Connecticut National Bank**<br>Sea-Land Service Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1505203/KGTX | *20 965*<br>*7 854*<br>20 668<br>T/cm<br>44,0 | AB | **1987** Bay Shipbuilding Corporation—Sturgeon Bay, Wi (735)<br>216,42 (BB) 23,83 10,351<br>206,20 23,78 14,10<br>2 dks | **M Container Ship**<br>Fixed-guides Deck-guides<br>7 Cell. Ho 28,1 29,4 29,4 28,1 13,8 ER 15,1 13,7<br>TEU 1402<br>C.Ho 626/20' (40') C.Dk 776/20' (40') incl. 168 ref C.<br>9 Ha (stl) ER 2 Ha (stl)<br>18 Wing Ha (stl) ER 4 Wing Ha (stl) | B&W 7L70MC<br>Oil 2SA 7Cy. 700 × 2268<br>20 286bhp (14 922kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 2000kW 2 × 1200kW 480V 60Hz a.c.<br>Controllable pitch propeller<br>Bow jet pump<br>Stern jet pump<br>Fuel 466,0t (d.o.) 2 012,0t (hvf)-69,0pd 20kn |
| **SEA-LAND ATLANTIC**<br>ex Karen H-88<br>ex American Oklahoma-87<br>**Sea-Land Service Inc.**<br>New York, NY United States of America<br>SatCom: 1503643/ATLC | *57 075*<br>*18 995*<br>58 943 | AB (KR) | **1985** Daewoo SB. & Heavy Machinery Ltd. —Okpo (4008)<br>289,52 (BB) 32,26 11,677<br>279,00 32,22 21,49<br>F 21,4 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>11 Cell. Ho 12,4 26,0 26,0 12,2 26,0 12,2 26,0 27,5 24,4 25,8 ER 13,2<br>TEU 4258<br>C.Ho 1232/40' (20') C.Dk 897/40' (20') incl. 146 ref C.<br>17 Ha (stl) ER 1 Ha (stl)<br>34 Wing Ha (stl) ER 2 Wing Ha (stl) | Sulzer 7RLB90<br>Oil 2SA 7Cy. 900 × 1900<br>28 000bhp (20 596kW)<br>Hyundai Engine Manufacturing Co. Ltd. Ulsan<br>Gen 3 × 1000kW 480V 60Hz a.c.<br>Fuel 950,0t (d.o.) 6 370,5t (hvf)-73,5pd 18kn |
| **SEA-LAND CHALLENGER**<br>ex Sea-Land Legion-88<br>ex American Legion-87<br>**Sea-Land Service Inc.**<br>New York, NY United States of America<br>SatCom: 1500117/LEGN | **19 157**<br>13 667<br>22 493 | AB | **1968** Sun SB. & Dry Dock Co.—Chester, Pa (641)<br>213,52 27,49 9,780<br>204,22 27,44 15,35<br>F 22,9 3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>8 Cell. Ho 13,7 13,7 13,7 13,7 13,7 14,4 ER 17,5 18,1<br>B.28 317<br>TEU 695<br>C.Ho 422/20' (40') C.Dk 273/20' (40')<br>26 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>27 300shp (20 081kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1250kW 440V 60Hz a.c.<br>Fuel 3 415,0t (o.f.) 22,5kn |
| **SEA-LAND CONSUMER**<br>ex Australia Bear-73<br>**Sea-Land Service Inc.**<br>Philadelphia, Pa United States of America<br>SatCom: 1502744/WCHF | **23 763**<br>16 128<br>25 730 | AB | **1973** Bethlehem Steel Corp. SB. Dept.—Sparrows Point, Md (4639)<br>219,62 (BB) 29,04 10,394<br>206,33 28,96 16,46<br>2 dks<br>rf 178 | **S Container Ship** CSD<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 1526<br>C.Ho 430/40' (35') (20') C.Dk 333/40' (35')<br>17 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Delaval Turbine Inc. Trenton, NJ<br>Gen 2 × 2500kW 440V 60Hz a.c.<br>Fuel 6 751,5t (o.f.) 23kn |
| **SEA-LAND CRUSADER**<br>ex Sea-Land Lark-88<br>ex American Lark-87<br>**Sea-Land Service Inc.**<br>New York, NY United States of America<br>SatCom: 1500121/LARK | **19 203**<br>13 726<br>20 904 | AB | **1969** Sun SB. & Dry Dock Co.—Chester, Pa (644)<br>213,52 27,49 9,780<br>204,22 27,44 15,35<br>B 24,4 F 22,9 3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>7 Cell. Ho 13,7 13,7 13,7 13,7 13,7 14,4 ER 13,7<br>TEU 1028<br>C.Ho 446/20' (40') C.Dk 291/40'<br>28 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>27 300shp (20 081kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1250kW 440V 60Hz a.c.<br>Fuel 3 510,5t (o.f.) 22kn |
| **SEA-LAND DEFENDER**<br>**D-9 Defender Inc.**<br>Sea-Land Service Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1504247/KGJB | *32 629*<br>*11 618*<br>23 749 | AB | **1980** Mitsui Eng. & SB. Co. Ltd.—Tamano (1198)<br>**1985** (Additional cargo section) Mitsubishi Heavy Industries Ltd.—Kobe<br>257,49 (BB) 30,69 10,002<br>226,96 30,61 16,51<br>F 15,0 2 dks<br>rf 297 len 85 | **M Container Ship**<br>Fixed-guides Deck-guides<br>ER<br>TEU 2472<br>C.Ho 528/40' (20'/35') C. Dk 708/40' (20'/35') incl. 209 ref C.<br>12 Ha (stl) ER 2 Ha (stl)<br>20 Wing Ha (stl) ER 4 Wing Ha (stl) | Sulzer 9RND90M<br>Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 1300kW 1 × 900kW 1 × 650kW 1 × 240kW 450V 60Hz a.c.<br>Fuel 615,0t (d.o.) 3 477,5t (hvf)-76,0pd 22kn |
| **SEA-LAND DEVELOPER**<br>**D-9 Developer Inc.**<br>Sea-Land Service Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1504255/KHRH | *32 629*<br>*11 618*<br>30 296 | AB | **1980** Mitsubishi Heavy Industries Ltd.—Kobe (1107)<br>**1985** (Additional cargo section) Mitsubishi Heavy Industries Ltd.—Nagasaki<br>257,51 (BB) 30,69 10,002<br>243,49 30,61 16,51<br>F 15,0 2 dks<br>rf 297 len 85 | **M Container Ship**<br>Fixed-guides Deck-guides<br>ER<br>TEU 2472<br>C.Ho 528/40' (20'/35') C. Dk 708/40' (20'/35') incl. 209 ref C.<br>12 Ha (stl) ER 2 Ha (stl)<br>20 Wing Ha (stl) ER 4 Wing Ha (stl) | Sulzer 9RND90M<br>Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 1300kW 1 × 900kW 1 × 650kW 1 × 240kW 450V 60Hz a.c.<br>Fuel 615,0t (d.o.) 3 477,5t (hvf)-76,0pd 22kn |
| **SEA-LAND DISCOVERY**<br>ex Sea-Land Liberty-88<br>ex American Liberty-87<br>**Sea-Land Service Inc.**<br>New York, NY United States of America<br>SatCom: 1500115/LBTY | **18 894**<br>13 417<br>22 013 | AB | **1968** Sun SB. & Dry Dock Co.—Chester, Pa (642)<br>213,52 27,49 9,783<br>204,22 27,44 15,35<br>F 22,9 3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>8 Cell. Ho 13,7 13,7 13,7 13,7 13,7 14,4 ER 17,5 17,9<br>TEU 988<br>C.Ho 436/20' (40') C.Dk 276/40'<br>28 Ha | 2 S Turb dr geared to sc. shaft<br>26 000shp (19 125kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1250kW 440V 60Hz a.c.<br>Fuel 3 510,5t (o.f.) 21,5kn |
| **SEA-LAND ENDURANCE**<br>**D-9 Endurance Inc.**<br>Sea-Land Service Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1500240/KGJX | *32 629*<br>*11 618*<br>23 250 | AB | **1980** Hyundai Heavy Industries Co. Ltd.—Ulsan (123)<br>**1985** (Additional cargo section) Mitsubishi Heavy Industries Ltd.—Kobe<br>257,49 (BB) 10,002<br>243,49 30,61 16,51<br>F 15,0 2 dks<br>rf 297 len 85 | **M Container Ship**<br>Fixed-guides Deck-guides<br>ER<br>TEU 2472<br>C.Ho 528/40' (20'/35') C. Dk 708/40' (20'/35') incl. 209 ref C.<br>12 Ha (stl) ER 2 Ha (stl)<br>20 Wing Ha (stl) ER 4 Wing Ha (stl) | Sulzer 9RND90M<br>Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 1300kW 1 × 900kW 1 × 650kW 1 × 240kW 450V 60Hz a.c.<br>Fuel 615,0t (d.o.) 3 477,5t (hvf)-76,0pd 22kn |
| **SEA-LAND ENTERPRISE**<br>ex American Puritan-87<br>ex Austral Puritan-83<br>**Sea-Land Service Inc.**<br>New York, NY United States of America<br>SatCom: 1503630/KRGB | *28 095*<br>*13 982*<br>30 976 | AB | **1980** Bethlehem Steel Corp. SB. Dept.—Sparrows Point, Md (4651)<br>247,89 (BB) 10,321<br>236,15 27,44 16,16<br>F 36,3 2 dks<br>rf nil conv Fixed-guides Ref General Cargo/Container Ship 83 | **S Container Ship**<br>Fixed-guides Deck-guides Ref 12bth P<br>11 Cell. Ho ER 1 Cell. Ho HeCls. B<br>TEU 2139<br>C.Ho 992/20'(40') C.Dk 1147/20'(40')<br>22 Ha (stl) ER 4 Ha (stl)<br>6W Der 1(70) 1(30) | 2 S Turb dr geared to sc. shaft<br>28 500shp (20 963kW)<br>Westinghouse Elec. Corp. Sunnyvale, Ca<br>Gen 2 × 2500kW<br>Thw. thrust propeller fwd<br>22,5kn |

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| **7218462**<br>*WPGJ*<br>544303<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEA-LAND EXPEDITION**<br>ex Sea-Land Marketer-88<br>ex American Marketer-87<br>ex Austral Ensign-81<br>**Sea-Land Service Inc.**<br>New York, NY United States of America<br>SatCom: 1500112/MARK | **21 687**<br>15 357<br>19 845 | AB | **1973** Ingalls SB. Div. of Litton Systems Inc.<br>—Pascagoula, Ms (1181)<br>203,69 (BB) 27,49 11,134<br>192,03 27,44 13,42<br>2 dks<br>rf nil | **S Container Ship/ Pallets Carrier**<br>Fixed-guides Ref 12bth P<br>9 Ho 21,9 14,6 14,6 14,6 14,6 14,6 14,6 14,6 25,9<br>G.36 812 B.25 774 In.6 354<br>TEU 572 C.Dk 272/20' C.Ho 300/20<br>26 Ha (stl)<br>6W Der 1(70) 1(30) | 2 S Turb dr geared to sc. shaft<br>28 500shp (20 963kW)<br>Westinghouse Elec. Corp.<br>Gen 2 × 1500kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 4 411,5t (o.f.) 175,5t (d.o.)-137,0pd |
| **7820930**<br>*WGJF*<br>604248<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA-LAND EXPLORER**<br>**D-9 Explorer Inc.**<br>Sea-Land Service Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1504243/WGJF | *32 629*<br>*11 618*<br>23 676 | AB | **1980** Mitsubishi Heavy Industries Ltd.—Nagasaki (1852)<br>**1985** (Additional cargo section) Mitsubishi Heavy Industries Ltd.—Nagasaki<br>257,49 (BB) 30,69 10,022<br>243,49 30,60 16,51<br>F 15,0 2 dks<br>rf 297 len 85 | **M Container Ship**<br>Fixed-guides Deck-guides<br>ER<br>TEU 2472<br>C.Ho 528/40' (20'/35') C. Dk 708/40' (20'/35') incl. 209 ref C.<br>12 Ha (stl) ER 2 Ha (stl)<br>20 Wing Ha (stl) ER 4 Wing Ha (stl) | Sulzer<br>Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 1300kW 1 × 900kW<br>1 × 240kW 450V 60Hz a.c.<br>Fuel 615,0t (d.o.) 3 477,5t (hvf)-76,0pd |
| **7820978**<br>*KGJD*<br>604249<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA-LAND EXPRESS**<br>**D-9 Express Inc.**<br>Sea-Land Service Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1504257/KGJD | *32 629*<br>*11 618*<br>23 676 | AB | **1980** Mitsui Eng. & SB. Co. Ltd.—Tamano (1199)<br>257,49 (BB) 30,69 10,026<br>243,49 30,61 16,51<br>F 14,7 1 dk<br>rf 297 len 85 | **M Container Ship**<br>Fixed-guides Deck-guides<br>ER<br>TEU 2472<br>C.Ho 528/40' (20'/35') C. Dk 708/40' (20'/35') incl. 209 ref C.<br>12 Ha (stl) ER 2 Ha (stl)<br>20 Wing Ha (stl) ER 4 Wing Ha (stl) | Sulzer<br>Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 1300kW 1 × 900kW<br>1 × 240kW 450V 60Hz a.c.<br>Fuel 615,0t (d.o.) 3 477,5t (hvf)-76,0pd |
| **7820954**<br>*WGJW*<br>606065<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA-LAND FREEDOM**<br>**D-9 Freedom Inc.**<br>Sea-Land Service Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1504251/WGJW | *32 629*<br>*11 618*<br>30 240 | AB | **1980** Mitsubishi Heavy Industries Ltd.—Nagasaki (1854)<br>257,84 (BB) 30,66 10,002<br>243,42 30,61 16,51<br>F 15,0 2 dks<br>rf 297 len 85 | **M Container Ship**<br>Fixed-guides Deck-guides<br>ER<br>TEU 2472<br>C.Ho 528/40' (20'/35') C. Dk 708/40' (20'/35') incl. 209 ref C.<br>12 Ha (stl) ER 2 Ha (stl)<br>16 Wing Ha (stl) ER 4 Wing Ha (stl) | Sulzer<br>Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 1300kW 1 × 900kW<br>1 × 240kW 450V 60Hz a.c.<br>Fuel 615,0t (d.o.) 3 477,5t (hvf)-76,0pd |
| **7233278**<br>*KIRF*<br>547288<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA-LAND HAWAII**<br>ex American Merchant-87<br>ex Austral Endurance-81<br>**Sea-Land Service Inc.**<br>New York, NY United States of America<br>SatCom: 1503632/KIRF | **21 687**<br>15 357<br>19 842 | AB | **1973** Ingalls SB. Div. of Litton Systems Inc.<br>—Pascagoula, Ms (1182)<br>203,69 (BB) 27,49 10,689<br>192,03 27,44 13,42<br>1 dk<br>rf nil | **S Container Ship/ Pallets Carrier**<br>Fixed-guides Ref 12bth P<br>9 Ho 21,8 14,6 14,6 14,6 14,6 14,6 14,6 14,6 25,9 ER<br>G.37 803 B.34 178<br>TEU 964 C.Ho 258/40' C.Dk 224/40'<br>32 Ha (stl) ER<br>Der 1(70) 1(30) | 2 S Turb dr geared to sc. shaft<br>28 500shp (20 963kW)<br>Westinghouse Elec. Corp.<br>Gen 2 × 1500kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 4 411,5t (o.f.) 175,5t (d.o.)-137,0pd |
| **7820942**<br>*WGJC*<br>606061<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA-LAND INDEPENDENCE**<br>**D-9 Independence Inc.**<br>Sea-Land Service Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1504235/WGJC | *32 629*<br>*11 618*<br>22 957 | AB | **1980** Mitsubishi Heavy Industries Ltd.—Nagasaki (1853)<br>**1985** (Additional cargo section) Mitsubishi Heavy Industries Ltd.—Kobe<br>257,54 (BB) 30,69 10,002<br>243,49 30,61 16,51<br>F 15,0 2 dks<br>rf 297 len 85 | **M Container Ship**<br>Fixed-guides Deck-guides<br>ER<br>TEU 2472<br>C.Ho 528/40' (20'/35') C. Dk 708/40' (20'/35') incl. 209 ref C.<br>12 Ha (stl) ER 2 Ha (stl)<br>20 Wing Ha (stl) ER 4 Wing Ha (stl) | Sulzer<br>Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 1300kW 1 × 900kW<br>1 × 240kW 450V 60Hz a.c.<br>Fuel 615,0t (d.o.) 3 477,5t (hvf)-76,0pd |
| **7820851**<br>*WGKF*<br>606064<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA-LAND INNOVATOR**<br>**D-9 Innovator Inc.**<br>Sea-Land Service Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1504241/WGKF | *32 629*<br>*11 618*<br>30 341 | AB | **1980** Hyundai Heavy Industries Co. Ltd.—Ulsan (124)<br>**1985** (Additional cargo section) Mitsubishi Heavy Industries Ltd.—Kobe<br>257,49 (BB) 10,002<br>243,49 30,61 16,51<br>F 15,0 1 dk<br>rf 297 len 85 | **M Container Ship**<br>Fixed-guides Deck-guides<br>ER<br>TEU 2472<br>C.Ho 528/40' (20'/35') C. Dk 708/40' (20'/35') incl. 209 ref C.<br>12 Ha (stl) ER 2 Ha (stl)<br>20 Wing Ha (stl) ER 4 Wing Ha (stl) | Sulzer<br>Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 1300kW 1 × 900kW<br>1 × 240kW 450V 60Hz a.c.<br>Fuel 615,0t (d.o.) 3 477,5t (hvf)-76,0pd |
| **8212659**<br>*WPVD*<br>665783<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEA-LAND INTEGRITY**<br>ex Virginia-88 ex Jacqueline J-88<br>ex American Virginia-87<br>**Sea-Land Service Inc.**<br>New York, NY United States of America<br>SatCom: 1503645/INTY | *57 075*<br>*18 995*<br>58 943 | AB (KR) | **1984** Daewoo SB. & Heavy Machinery Ltd.<br>—Okpo (4005)<br>289,52 (BB) 32,31 11,670<br>279,00 32,22 21,49<br>F 21,4 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>11 Cell. Ho 12,4 26,0 26,0 12,2 26,0 12,2 26,0 27,5 24,4 25,8 ER 13,2<br>TEU 4258<br>C.Ho 1232/40' (20') C.Dk 897/40' (20') incl. 146 ref C.<br>17 Ha (stl) ER 1 Ha (stl)<br>34 Wing Ha (stl) ER 2 Wing Ha (stl) | Sulzer<br>Oil 2SA 7Cy. 900 × 1900<br>28 000bhp (20 596kW)<br>Hyundai Engine Manufacturing Co. Ltd.<br>Gen 3 × 1000kW 480V 60Hz a.c.<br>Fuel 950,0t (d.o.) 6 370,5t (hvf)-73,5pd |
| **8419166**<br>*KGTZ*<br>910308<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEA-LAND KODIAK**<br>**Connecticut National Bank**<br>Sea-Land Service Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1505202/KGTZ | *20 965*<br>*7 854*<br>20 668<br>T/cm<br>44,0 | AB | **1987** Bay Shipbuilding Corporation—Sturgeon Bay, Wi (737)<br>216,42 (BB) 23,83 10,351<br>206,20 23,78 14,10<br>2 dks | **M Container Ship**<br>Fixed-guides Deck-guides<br>7 Cell. Ho 28,1 29,4 29,4 28,1 13,8 ER 15,1 13,7<br>TEU 1402<br>C.Ho 626/20' (40') C.Dk 776/20' (40') incl. 168 ref C.<br>9 Ha (stl) ER 2 Ha (stl)<br>18 Wing Ha (stl) ER 4 Wing Ha (stl) | B&W<br>Oil 2SA 7Cy. 700 × 2268<br>20 286bhp (14 922kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 2000kW 2 × 1200kW<br>Controllable pitch propeller<br>Bow jet pump<br>Stern jet pump<br>Fuel 466,0t (d.o.) 2 012,0t (hvf)-69,0pd |
| **7820928**<br>*KHRP*<br>604245<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA-LAND LIBERATOR**<br>**D-9 Liberator Inc.**<br>Sea-Land Service Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1500167/KHRP | *32 629*<br>*11 618*<br>30 240 | AB | **1980** Mitsubishi Heavy Industries Ltd.—Nagasaki (1851)<br>257,84 (BB) 30,69 10,019<br>243,49 30,60 16,51<br>F 15,0 2 dks<br>rf 297 | **M Container Ship**<br>Fixed-guides Deck-guides<br>ER<br>TEU 2472<br>C.Ho 528/40' (20'/35') C. Dk 708/40' (20'/35') incl. 209 ref C.<br>10 Ha (stl) ER 2 Ha (stl)<br>16 Wing Ha (stl) ER 4 Wing Ha (stl) | Sulzer<br>Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 1300kW 1 × 900kW<br>1 × 240kW 450V 60Hz a.c.<br>Fuel 615,0t (d.o.) 3 477,5t (hvf)-76,0pd |
| **7820980**<br>*KGJF*<br>606066<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEA-LAND MARINER**<br>**D-9 Mariner Inc.**<br>Sea-Land Service Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1504237/KGJF | *32 629*<br>*11 618*<br>23 782 | AB | **1980** Mitsui Eng. & SB. Co. Ltd.—Tamano (1200)<br>**1985** (Additional cargo section) Mitsubishi Heavy Industries Ltd.—Nagasaki<br>257,54 (BB) 10,026<br>243,49 30,61 16,51<br>F 15,0 1 dk<br>rf 297 len 85 | **M Container Ship**<br>Fixed-guides Deck-guides<br>ER<br>TEU 2472<br>C.Ho 528/40' (20'/35') C. Dk 708/40' (20'/35') incl. 209 ref C.<br>12 Ha (stl) ER 2 Ha (stl)<br>20 Wing Ha (stl) ER 4 Wing Ha (stl) | Sulzer<br>Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 1300kW 1 × 900kW<br>1 × 240kW 450V 60Hz a.c.<br>Fuel 615,0t (d.o.) 3 477,5t (hvf)-76,0pd |
| **7116315**<br>*WPGK*<br>541868<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEA-LAND NAVIGATOR**<br>ex American Envoy-87<br>ex Austral Envoy-83<br>**Sea-Land Service Inc.**<br>New York, NY United States of America<br>SatCom: 1503627/WPGK | *28 087*<br>*13 976*<br>28 200 | AB | **1972** Ingalls SB. Div. of Litton Systems Inc.<br>—Pascagoula, Ms (1180)<br>**1977** (Additional cargo section) Avondale Shipyards Inc.—Avondale, La<br>247,58 (BB) 27,49 11,137<br>237,80 27,44 16,16<br>2 dks<br>rf nil len 77<br>conv Container Ship/ Pallets Carrier 83 | **S Container Ship**<br>Fixed-guides Deck-guides Ref 12bth P<br>11 Cell. Ho ER 1 Cell. Ho<br>TEU 2139<br>C.Ho 992/20'(40') C.Dk 1147/20'(40')<br>22 Ha (stl) ER 4 Ha (stl)<br>6W Der 1(70) 1(30) | 2 S Turb dr geared to sc. shaft<br>28 500shp (20 963kW)<br>Westinghouse Elec. Corp.<br>Gen 2 × 1500kW 450V 60Hz a.c.<br>Fuel (o.f.) |
| **7714349**<br>*KSLB*<br>593980<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEA-LAND PACER**<br>(Main Cargo section)<br>ex San Juan (LR No. 5310034)-78<br>**Sea-Land Service Inc.**<br>Philadelphia, Pa United States of America<br>SatCom: 1501124/KSLB | *17 376*<br>*11 971*<br>15 417 | AB | **1978** (Fwd & aft sections) Mitsubishi Heavy Industries Ltd.—Kobe (6453)<br>**1962** (Main Cargo section) Schlieker-Werft —Hamburg<br>201,78 (BB) 23,86 8,281<br>190,20 23,78 11,94<br>1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho 16,7 24,5 24,5 24,5 24,5 24,5 ER<br>C.Ho 336/35' 9/40' C.Dk 238/35' incl. 56 ref C.<br>11 Ha (stl) ER<br>40 Wing Ha (stl) ER<br>Cr 2(26,75) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 670kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 432,0t (d.o.) 2 108,5t (hvf)-51,0pd |

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| **SEA-LAND PACIFIC**<br>ex American Pioneer-87<br>ex Austral Pioneer-83<br>**Connecticut National Bank**<br>Sea-Land Service Inc.<br>New York, NY<br>United States of America<br>SatCom: 1503631/WSRL | *28 095*<br>*13 982*<br>30 903 | AB | **1979** Bethlehem Steel Corp. SB. Dept.—Sparrows Point, Md (4650)<br>247,89 (BB) 10,059<br>236,13 27,44 16,16<br>F 36,3 2 dks<br>rf nil conv Fixed-guides Ref General Cargo/Container Ship 83 | **S Container Ship**<br>Fixed-guides Deck-guides Ref 12bth P<br>11 Cell. Ho ER 1 Cell. Ho HeCls. B<br>TEU 2139<br>C.Ho 992/20'(40') C.Dk 1147/20'(40')<br>22 Ha (stl) ER 4 Ha (stl)<br>6W Der 1(70) 1(30) | 2 S Turb geared to sc. shaft<br>28 500shp (20 963kW)<br>Westinghouse Elec. Corp. Chester, Pa<br>Gen 2 × 2500kW<br>Thw. thrust propeller fwd<br>22,5kn |
| **SEA-LAND PATRIOT**<br>**D-9 Patriot Inc.**<br>Sea-Land Service Inc.<br>Philadelphia, Pa<br>United States of America<br>SatCom: 1504211/KHRF | *32 629*<br>*11 618*<br>30 225 | AB | **1980** Mitsubishi Heavy Industries Ltd.—Kobe (1106)<br>**1985** (Additional cargo section) Mitsubishi Heavy Industries Ltd.—Hiroshima<br>257,51 (BB) 30,69 10,002<br>243,49 30,61 16,51<br>F 15,0 2 dks<br>rf 297 len 85 | **M Container Ship**<br>Fixed-guides Deck-guides<br>ER<br>TEU 2472<br>C.Ho 528/40' (20'/35') C. Dk 708/40' (20'/35') incl. 209 ref C.<br>12 Ha (stl) ER 2 Ha (stl)<br>20 Wing Ha (stl) ER 4 Wing Ha (stl) | Sulzer 9RND90M<br>Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 1300kW 1 × 900kW 1 × 650kW 1 × 240kW 450V 60Hz a.c.<br>Fuel 615,0t (d.o.) 3 477,5t (hvf)-76,0pd<br>22kn |
| **SEA-LAND PERFORMANCE**<br>ex Ruth W-88<br>ex American Washington-87<br>**Sea-Land Service Inc.**<br>New York, NY<br>United States of America<br>SatCom: 1503646/PFOR | *57 075*<br>*18 995*<br>58 869 | AB (KR) | **1985** Daewoo SB. & Heavy Machinery Ltd.—Okpo (4012)<br>289,52 (BB) 32,31 11,670<br>279,00 32,22 21,49<br>P 14,1 B 9,5 F 20,8 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>11 Cell. Ho 12,4 26,0 26,0 12,2 26,0 12,2 26,0 27,5 24,4 25,8 ER 13,2<br>TEU 4258<br>C.Ho 1232/40' (20') C.Dk 897/40' (20') incl. 146 ref C.<br>17 Ha (stl) ER 1 Ha (stl)<br>34 Wing Ha (stl) ER 2 Wing Ha (stl) | Sulzer 7RLB90<br>Oil 2SA 7Cy. 900 × 1900<br>28 000bhp (20 596kW)<br>Hyundai Engine Manufacturing Co. Ltd. Ulsan<br>Gen 3 × 1000kW 1 × 300kW 480V 60Hz a.c.<br>Fuel 950,0t (d.o.) 6 370,5t (hvf)-73,5pd<br>18kn |
| **SEA-LAND PRODUCER**<br>Launched as New Zealand Bear<br>**Sea-Land Service Inc.**<br>Philadelphia, Pa<br>United States of America<br>SatCom: 1504245/WJBJ | **23 763**<br>16 128<br>25 730 | AB | **1974** Bethlehem Steel Corp. SB. Dept.—Sparrows Point, Md (4640)<br>219,62 (BB) 29,01 10,392<br>206,33 28,96 16,46<br>2 dks<br>rf 178 | **S Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 1526<br>C.Ho 430/40' (35') (20') C.Dk 333/40' (35')<br>17 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Delaval Turbine Inc. Trenton, NJ<br>Gen 2 × 2500kW 440V 60Hz a.c.<br>Fuel 6 751,5t (o.f.)<br>23kn |
| **SEA-LAND QUALITY**<br>ex Patricia M-88 ex American Illinois-87<br>**Sea-Land Service Inc.**<br>New York, NY<br>United States of America<br>SatCom: 1503647/QUAL | *57 075*<br>*18 995*<br>58 869 | AB (KR) | **1985** Daewoo SB. & Heavy Machinery Ltd.—Okpo (4009)<br>289,52 (BB) 32,26 11,677<br>279,00 32,22 21,49<br>F 21,4 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>11 Cell. Ho 12,4 26,0 26,0 12,2 26,0 12,2 26,0 27,5 24,4 25,8 ER 13,2<br>TEU 4258<br>C.Ho 1232/40' (20') C.Dk 897/40' (20') incl. 146 ref C.<br>17 Ha (stl) ER 1 Ha (stl)<br>34 Wing Ha (stl) ER 2 Wing Ha (stl) | Sulzer 7RLB90<br>Oil 2SA 7Cy. 900 × 1900<br>28 000bhp (20 596kW)<br>Hyundai Engine Manufacturing Co. Ltd. Ulsan<br>Gen 3 × 1000kW 480V 60Hz a.c.<br>Fuel 950,0t (d.o.) 6 370,5t (hvf)-73,5pd<br>18kn |
| **SEA-LAND RELIANCE**<br>ex Edward Rutledge-91<br>**Sea-Land Service Inc.**<br>Norfolk, Va<br>United States of America<br>SatCom: 1502410/WFLH | **29 965**<br>22 468<br>41 165 | AB | **1980** Avondale Shipyards Inc.—Avondale, La (2308)<br>272,30 (BB) 12,439<br>243,03 30,48 18,29<br>F 44,9 2 dks<br>rf nil conv Barge Carrier Heavy-load 91 | **S Container Ship**<br>Fixed-guides<br>7 Cell. Ho each 33,5 ER<br>TEU 2100 C. 2100/20'(40', 45')<br>6 Ha (stl) ER<br>Cr 1(455) 1(30) 1(5) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Delaval Turbine Inc. U.S.A.<br>Gen 2 × 2000kW<br>Thw. thrust propeller fwd<br>22,5kn |
| **SEA-LAND SPIRIT**<br>ex Benjamin Harrison-90<br>**Sea-Land Service Inc.**<br>Norfolk, Va<br>United States of America<br>SatCom: 1502401/WFLG | **29 965**<br>22 468<br>21 500 | AB | **1980** Avondale Shipyards Inc.—Avondale, La (2307)<br>272,30 (BB) 12,439<br>243,03 30,48 18,29<br>F 44,9 2 dks<br>rf nil conv Barge Carrier Heavy-load 90 | **S Container Ship**<br>Fixed-guides<br>7 Cell. Ho each 33,5 ER<br>TEU 2100 C. 2100/20'(40', 45')<br>6 Ha (stl) ER<br>Cr 1(455) 1(30) 1(5) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Delaval Turbine Inc. U.S.A.<br>Gen 2 × 2000kW<br>Thw. thrust propeller fwd<br>22,5kn |
| **SEA-LAND TACOMA**<br>**Connecticut National Bank**<br>Sea-Land Service Inc.<br>Philadelphia, Pa<br>United States of America<br>SatCom: 1505201/KGTY | *20 965*<br>*7 854*<br>20 668<br>T/cm<br>44,0 | AB | **1987** Bay Shipbuilding Corporation—Sturgeon Bay, Wi (736)<br>216,42 (BB) 23,83 10,351<br>206,20 23,78 14,10<br>2 dks | **M Container Ship**<br>Fixed-guides Deck-guides<br>7 Cell. Ho 28,1 29,4 29,4 28,1 13,8 ER 15,1 13,7<br>TEU 1402<br>C.Ho 626/20' (40') C.Dk 776/20' (40') incl. 168 ref C.<br>9 Ha (stl) ER 2 Ha (stl)<br>18 Wing Ha (stl) ER 4 Wing Ha (stl) | B&W 7L70MC<br>Oil 2SA 7Cy. 700 × 2268<br>20 286bhp (14 922kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 2000kW 2 × 1200kW 480V 60Hz a.c.<br>Controllable pitch propeller<br>Bow jet pump<br>Stern jet pump<br>Fuel 466,0t (d.o.) 2 012,0t (hvf)-69,0pd<br>20kn |
| **SEA-LAND TRADER**<br>ex American Entente-87<br>ex Austral Entente-83<br>**Sea-Land Service Inc.**<br>New York, NY<br>United States of America<br>SatCom: 1503626/KIRH | *28 087*<br>*13 976*<br>31 495 | AB | **1973** Ingalls SB. Div. of Litton Systems Inc.—Pascagoula, Ms (1183)<br>**1977** (Additional cargo section) Avondale Shipyards Inc.—Avondale, La<br>247,81 (BB) 27,49 11,137<br>237,80 27,44 16,16<br>2 dks<br>rf nil len 77<br>conv Container Ship/ Pallets Carrier 83 | **S Container Ship**<br>Fixed-guides Deck-guides Ref 12bth P<br>11 Cell. Ho ER 1 Cell. Ho<br>TEU 2139<br>C.Ho 992/20'(40') C.Dk 1147/20'(40')<br>22 Ha (stl) ER 4 Ha (stl)<br>Der 1(70) 1(30) | 2 S Turb dr geared to sc. shaft<br>28 500shp (20 963kW)<br>Westinghouse Elec. Corp. Sunnyvale, Ca<br>Gen 2 × 1500kW 450V 60Hz a.c.<br>Fuel 4 510,0t (o.f.)<br>23kn |
| **SEA-LAND VALUE**<br>ex Kim D-88 ex American Maine-87<br>**Sea-Land Service Inc.**<br>New York, NY<br>United States of America<br>SatCom: 1504743/WPKB | *57 075*<br>*18 995*<br>58 943 | AB (KR) | **1984** Daewoo SB. & Heavy Machinery Ltd.—Okpo (4003)<br>289,52 (BB) 32,31 11,670<br>279,00 32,22 21,52<br>F 21,4 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>11 Cell. Ho 12,4 26,0 26,0 12,2 26,0 12,2 26,0 27,5 24,4 25,8 ER 13,2<br>TEU 4258<br>C.Ho 1232/40' (20') C.Dk 897/40' (20') incl. 146 ref C.<br>17 Ha (stl) ER 1 Ha (stl)<br>34 Wing Ha (stl) ER 2 Wing Ha (stl) | Sulzer 7RLB90<br>Oil 2SA 7Cy. 900 × 1900<br>28 000bhp (20 596kW)<br>Hyundai Engine Manufacturing Co. Ltd. Ulsan<br>Gen 3 × 1000kW 480V 60Hz a.c.<br>Fuel 950,0t (d.o.) 6 370,5t (hvf)-73,5pd<br>18kn |
| **SEA-LAND VOYAGER**<br>**D-9 Voyager Inc.**<br>Sea-Land Service Inc.<br>Philadelphia, Pa<br>United States of America<br>SatCom: 1504253/KHRK | *32 629*<br>*11 618*<br>22 963 | AB | **1980** Mitsubishi Heavy Industries Ltd.—Kobe (1108)<br>**1985** (Additional cargo section) Mitsubishi Heavy Industries Ltd.—Yokohama<br>257,49 (BB) 30,69 10,022<br>243,49 30,61 16,51<br>F 15,0 2 dks<br>rf 297 len 85 | **M Container Ship**<br>Fixed-guides Deck-guides<br>ER 2 Cell. Ho each 14,4<br>TEU 2472<br>C.Ho 528/40' (20'/35') C. Dk 708/40' (20'/35') incl. 209 ref C.<br>12 Ha (stl) ER 2 Ha (stl)<br>20 Wing Ha (stl) ER 4 Wing Ha (stl) | Sulzer 9RND90M<br>Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 1300kW 1 × 900kW 1 × 650kW 1 × 240kW 450V 60Hz a.c.<br>Fuel 615,0t (d.o.) 3 477,5t (hvf)-76,0pd<br>22kn |
| **SEA-RUHR**<br>ex Angela Jurgens-86<br>**m.s. "Sea-Ruhr" Bernd Wittkowski KG**<br>Hamburg<br>Antigua & Barbuda | **498**<br>301<br>1 601 | GL | **1978** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (880)<br>73,08 11,41 3,322<br>69,80 11,32 5,01<br>P 12,5 F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 44,9 ER<br>G.2 165 B.2 161<br>TEU 70 C.Ho 42/20' C.Dk 28/20'<br>1 Ha (43,1 × 8,9) ER | Deutz SBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 70kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10,5kn |
| **SEA-TEX**<br>ex Nord-Tex-74 ex Simon-71<br>**Anders Kruse Jensen**<br>Hirtshals<br>Denmark | **265**<br>123<br>— | | **1963** Sleephelling Mij. "Scheveningen" N.V.—Scheveningen (178)<br>38,84 7,29 3,048<br>34,24 7,21 3,81 | **M Fishing**<br>Side Trawler | De Industrie<br>Oil 4SA 6Cy. 305 × 460<br>750bhp (552kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 59,0t (d.o.)-4,0pd<br>11kn |
| **SEA-TOW 22**<br>**Sea-Tow Ltd.**<br>Auckland<br>New Zealand | **199**<br>149<br>— | | **1991** Marine Steel Limited—Auckland (102)<br>... ... ...<br>22,10 8,00 3,02<br>1 dk | **TM Tug** | General Motors 16V-149-TI<br>2 Vee Oil 2SA each 16Cy. 146 × 146 with clutches & sr reverse geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>12kn |

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|---|---|---|---|---|---|---|
| **7346893**<br>*5BWJ*<br>707573<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEABEE**<br>ex Captain John-86 ex Jacara-83<br>ex Heering Christel-77<br>**Aquaskill Marine Ltd.**<br>Limassol Cyprus | **25 892**<br>20 366<br>51 854<br>T/cm<br>55,7 | NV | **1974** A/S Burmeister & Wain's Skibsbyggeri<br>—Kobenhavn (851)<br>218,85 30,56 12,550<br>206,43 30,51 17,02<br>1 dk<br>rf nil conv Bulk Carrier 78 | **M Bulk Carrier**<br>Vehicles<br>Str. heavy cargoes<br>7 Ho 23,0 26,2 19,2 23,1 19,2 25,3<br>20,8 ER<br>G.70 235 B.60 955 HeCls. B<br>7 Ha (stl) (11,9 17,3 11,0 17,6 12,0 17,6<br>12,0 × 13,0) ER<br>Cr 4(25) | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>A/S Burmeister & Wain's Motor-og<br>1971<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 243,5t (d.o.) 2 948,0t (hvf)-48,0pd |
| **7380631**<br>*SZID*<br>510<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEABIRD**<br>ex Scherpendrecht-85<br>**Parnon Navigation Corp.**<br>Andros Greece | *36 465*<br>*21 493*<br>67 688<br>T/cm<br>63,6 | AB | **1974** Nippon Kokan K.K.—Tsurumi Shipyard,<br>Yokohama (918)<br>223,98 (BB) 32,24 13,604<br>214,00 32,19 18,70<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 22,0 16,0 16,0 16,0 16,0 16,0<br>32,0 16,0 16,0 ER<br>G.81 318 HeCls. B<br>10 Ha (stl) (9,6 × 11,2) (9,1 9,1 9,1 9,1 9,1<br>9,1 9,1 9,1 9,1 × 12,8) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 3 × 470kW 440V 60Hz a.c.<br>Fuel 271,5t (d.o.) 2 576,5t (hvf)-61,0pd |
| **7201304**<br>*WC6977*<br>259442 | **SEABIRD**<br>ex Eshamy ex LCS(L) 3-50<br>**H. Albert Ansell**<br>Seattle, Wa United States of America | **233**<br>158<br>— | | **1944** Albina Eng. & Mach. Works—Portland, Or<br>*46,33* 7,12<br>2,32 | **TM Research/Fishing** | General Motors<br>2 Oil<br>410bhp (302kW) NE 52<br>General Motors Corp.<br>Fuel (d.o.) |
| **7727786**<br>*HP4728*<br>18080-PEXT<br>Rdr Rt | **SEABIRD I**<br>ex Captain Lucas II-89 ex Islander-87<br>ex Hakuyo Maru-87<br>ex Eiwa Maru No. 25-86<br>**Golden Tankers Shipping Co. S.A.**<br>Panama Panama | **997**<br>613<br>2 310<br>T/cm<br>7,5 | NV | **1978** Murakami Hide Zosen K.K.—Hakata (162)<br>4,903<br>78,01 12,01 5,69<br>1 dk<br>RW Bow/CM 40 Diam. 0,200 | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 2 451<br>2 Cargo pumps total 1 000T/hr | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 96kW 1 × 53kW 440V 60<br>Fuel 25,0t (d.o.) 87,0t (hvf)-5,5pd |
| **6913481**<br><br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SEABOARD ATLANTIC**<br>ex Constance Panatlantic<br>ex Panatlantic-89<br>Panama | T.Mk<br>**446**<br>156<br>991 | (NV) | **1969** Ankerlokken Verft Glommen A/S<br>—Fredrikstad (170)<br>78,82 13,62 3,125<br>73,21 13,59 8,51<br>F 11,9 2 dks<br>rf 51 | **TM RoRo Cargo/Ferry**<br>—P<br>Bow & side doors<br>1 Ho 65,9 ER<br>B.3 245<br>2 Ha (stl) (14,0 × 2,9) (4,2 × 2,7) ER | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 000bhp (1 471kW)<br>Caterpillar Tractor Co.<br>Gen 3 × 140kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 218,0t (d.o.)-7,5pd |
| **6806559**<br>*MNFW9*<br>720016<br>Df Esd Gc<br>Pfd RTh/v | **SEABOARD CAPELLA**<br>ex Granit Viking-91 ex Granit-86<br>**Sunset Shipping Ltd.**<br>Seaboard Offshore Ltd.<br>Douglas Isle of Man (British) | *716*<br>*215*<br>— | GL NV | **1968** Aukra Bruk A/S—Aukra (31)<br>51,87 9,63 3,957<br>44,00 9,61 7,32<br>2 dks<br>rf 1753 BK 102 len 70<br>conv Stern Trawler Fishing 91 | **M Stand-by Safety Vessel**<br>for offshore installations<br>Ice strengthened<br>2 Ho 7,1 15,7 ER<br>B.560<br>3 Ha (stl) (1,2 × 1,9) (1,6 × 1,6) (2,2 ×<br>2,5) ER<br>1W Der 1(3) | Wichmann<br>Oil 2SA 7Cy. 300 × 450 reduction gear<br>shaft<br>2 350kW (3 195bhp) NE 79<br>A/S Wichmann<br>Gen 1 × 120kW 1 × 75kW 220V 50<br>Controllable pitch propeller<br>Fuel 203,0t (d.o.)-5,0pd |
| **6810031**<br>*MMVT5*<br>718890<br>Df Esd Gc<br>Rdr RTm/h/v | **SEABOARD CARRIER**<br>ex Safe Carrier-90 ex Seatruck 1-90<br>ex Adamsturm-86<br>**Sunset Shipping Ltd.**<br>Seaboard Offshore Ltd.<br>London United Kingdom | *676*<br>*203*<br>714 | GL | **1968** J. G. Hitzler, Schiffswerft u. Maschinenfabrik<br>—Lauenburg (700)<br>53,55 11,26 3,341<br>49,18 11,00 3,97<br>F 14,7 1 dk<br>conv Deck Cargo Anchor-handling Tug/Supply Ship 90 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations<br>Ice strengthened<br>G.100<br>1W Der 1(5) | MWM<br>2 Vee Oil 4SA each 16Cy. 180 × 220<br>2 740bhp (2 015kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Thw. thrust propeller fwd |
| **5343093**<br><br>714173<br>Df Esd Pfd<br>Rt | **SEABOARD CASTOR**<br>ex Sartor-90 ex Suet-67 ex Margat-59<br>**Sunset Shipping Ltd.**<br>Seaboard Offshore Ltd.<br>Aberdeen United Kingdom | **397**<br>154<br>— | (BV) | **1947** Marine Industrie Ltee.—Sorél, P.Q. (159)<br>46,82 7,52 3,677<br>42,93 7,50 4,20<br>1 dk<br>len 71<br>conv Side Trawler Fishing — | **M Stand-by Safety Vessel**<br>for offshore installations<br>4 Ha (1,0 1,0 0,9 × 1,0) (0,8 × 0,9)<br>Der 1(1,5) 1(0,5) | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW) NE 67<br>Alpha-Diesel A/S<br>Fuel 63,0t (d.o.) |
| **5143871**<br>*WQ2811*<br>236979<br>Df Esd Gc<br>Pfd Rdr RTv | **SEABOARD HARVESTER**<br>ex Alaskan Harvester-90<br>ex Aleutian Trawler-88<br>ex Blue Ocean-86 ex Haugar-80<br>ex Blue Ocean-79 ex Hauger-79<br>ex Raagan-47 ex Curlew-46<br>ex Kittywake-41<br>**Seaboard Harvester Inc.**<br>Seattle, Wa United States of America<br>SatCom: 1503472/SEAB | **497**<br>421<br>437 | (BV) (NV) | **1937** Charleston SB. & D.D. Co.—Charleston, SC<br>49,20 8,74<br>39,63 8,67 4,53<br>P 2,2 F 6,8 1 dk<br>R BK 178 len 80<br>conv Sealer Side Trawler Fishing 42<br>conv Minelayer 46 conv Side-fishing Seiner Fishing 78 | **M Factory Fishing**<br>Fish-factory Stern Trawler Seiner Processing Ref<br>Mchy.aft | Normo<br>Oil 4SA 9Cy. 250 × 300 reduction gear<br>shaft<br>1 760bhp (1 295kW) NE 80<br>A/S Bergens M/V<br>Gen 2 × 300kW 1 × 200kW 440V<br>Controllable pitch propeller<br>Bow jet pump 1, aft<br>Fuel 32,5t (d.o.) |
| **7624001**<br>*9VKK*<br>384811<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEABOARD HORIZON**<br>ex Key Biscayne-91 ex Bore Song-91<br>ex Abha-79<br>**Bore Line (Singapore) Pte. Ltd.**<br>Barber Ship Management Singapore Pte. Ltd.<br>Singapore Singapore | T.Mk<br>**3 773**<br>1 691<br>6 100 | ✠**100A1** CS 10/87<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL Z 522,5/54,0U2<br>FN 3892 | **1977**-11 Rauma-Repola Oy—Rauma/Raumo (246)<br>129,22 19,23 6,317<br>120,40 19,21 13,11<br>2 dks<br>rf 297 | **M RoRo Cargo**<br>4bth P<br>Ice strengthened<br>Stern door/ramp<br>L 6,20 W 8,00 SWL 60<br>Lane Length 1268 Cargo Width 2,95<br>Clear height 4,20<br>Cars 307<br>1 Ho ER<br>B.15 046<br>TEU 367<br>C.Dk 132/20' C.RoRo Dk 235/20' incl. 50 ref C. | MaK<br>2 Oil 4SA each 6Cy. 450 × 550 sr gea<br>shaft<br>5 884kW (7 999bhp)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 360kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 199,0t (d.o.) 793,5t (hvf)-30,5pd |
| **6610039**<br>*GTRA*<br>308560<br>Df Esd Gc<br>Rdr Rt | **SEABOARD ILLUSTRIOUS**<br>ex Ross Illustrious-82<br>**Seaboard Offshore Ltd.**<br>Inverness United Kingdom | **1 311**<br>651<br>— | BV<br>✠Classed LR until 20/10/82 | **1966**-9 Cochrane & Sons Ltd.—Selby (1504)<br>*65,72* 12,17 4,649<br>60,97 12,04 7,93<br>B 8,6 2 dks<br>rf 838 DK fwd conv Stern Trawler Fishing 83 | **M Stand-by Safety Pollution Control**<br>Fire-fighting for offshore installations | Ruston<br>Oil 4SA 9Cy. 318 × 368<br>2 150bhp (1 581kW)<br>Ruston & Hornsby Ltd.<br>Gen 2 × 300kW 2 × 170kW 220V<br>Controllable pitch propeller |
| **6513152**<br>*GQSU*<br>305792<br>Df Esd Gc<br>Pfd Rdr Rt | **SEABOARD IMPLACABLE**<br>ex Kirkella-84<br>**Seaboard Offshore Ltd.**<br>Inverness United Kingdom | **1 447**<br>571<br>— | BV<br>✠Classed LR until 24/2/84 | **1965**-6 Hall, Russell & Co. Ltd.—Aberdeen (924)<br>*69,35* (BB) 12,37<br>65,38 12,35 8,08<br>B 22,6 2 dks<br>RW rf 762 BK 178 conv Stern Trawler Processing Fishing 84 | **D-E Stand-by Safety Vessel**<br>for offshore installations Fire-fighting | English Electric<br>3 Oil 4SA each 8Cy. 254 × 305 total<br>(2 381kW) driving 3 gen. each<br>d.c. connected to elec. motor of<br>(1 545kW) (CC) & sc. shaft<br>English Electric Co. Ltd.<br>Gen 3 × 180kW 1 × 80kW 225V |
| **6825206**<br>*GYZW*<br>334107<br>Df Esd Gc<br>Pfd Rdr RTh | **SEABOARD INTEGRITY**<br>ex St. Jasper-85<br>**Seaboard Offshore Ltd.**<br>Inverness United Kingdom | **1 254**<br>565<br>1 169 | BV<br>✠Classed LR until 1/5/85 | **1968**-12 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (453)<br>*66,15* 11,99 4,111<br>62,57 11,89 7,47<br>B 12,8 1 dk, 2nd dk clear of fish hold<br>rf 762 conv Stern Trawler Processing Fishing 85 | **M Stand-by Safety Vessel**<br>for offshore installations<br>In.915 | Deutz<br>Oil 4SA 6Cy. 240 × 280<br>1 500bhp (1 103kW) NE 85<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller |
| **6800907**<br>*GYNR*<br>334078<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SEABOARD INTREPID**<br>ex St. Jerome-84<br>**Seaboard Offshore Ltd.**<br>Inverness United Kingdom | **1 254**<br>565<br>1 016 | BV<br>✠Classed LR until 1/4/85 | **1968**-4 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (450)<br>*66,15* 11,99 4,111<br>62,57 11,89 7,47<br>B 12,8 1 dk, 2nd dk clear of fish hold<br>rf 762 conv Stern Trawler Processing Fishing 85 | **M Stand-by Safety Vessel**<br>for offshore installations | Deutz<br>Oil 4SA 6Cy. 240 × 280<br>1 500bhp (1 103kW) NE 85<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller |

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|---|---|---|---|---|---|
| **SEABOARD INVINCIBLE**<br>ex Invincible-82<br>**Seaboard Offshore Ltd.**<br>Inverness United Kingdom<br>SatCom: 1441355 | **1 331**<br>600<br>— | BV<br>✠Classed LR until 17/11/82 | **1970**-9 Cochrane & Sons Ltd.—Selby (1522)<br>*65,54* 12,12<br>61,50 12,04 7,93<br>B 8,6 2 dks<br>rf 838 DK fwd conv Stern Trawler Fishing 83<br>conv Oil Pollution Recovery 88 | **M Stand-by Safety Support Vessel** for submersibles<br>2 Ho 16,4 14,6<br>6 Ha (stl) (2,4 2,4 × 2,7) (1,3 × 3,6) (0,9 0,9 0,9 × 0,9) | English Electric<br>Oil 4SA 9Cy. 318 × 368 dr geared to sc. shaft<br>2 160bhp (1 589kW)<br>English Electric Diesels Ltd. Ruston Eng. Div. Lincoln<br>Gen 2 × 300kW 2 × 255kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 406,5t (d.o.) 11kn |
| **SEABOARD SAPPHIRE**<br>ex Sape-90<br>**Sunset Shipping Ltd.**<br>Seaboard Offshore Ltd.<br>Aberdeen United Kingdom | **801**<br>416<br>950 | AB | **1980** Estaleiros Amazonia S.A. "Estanave" —Manaus (148)<br>55,66 3,968<br>50,02 11,61 4,63<br>F 16,8 1 dk<br>rf 297 conv Deck Cargo Anchor-handling Supply Ship 90 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations | Alpha 8V23L-VO<br>2 Vee Oil 4SA each 8Cy. 225 × 300 reverse reduction geared to sc. shafts<br>2 480bhp (1 824kW)<br>Equipamentos Villares S.A. Brazil<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>12kn |
| **SEABOARD SCEPTRE**<br>ex Salgado-90<br>**Sunset Shipping Ltd.**<br>Seaboard Offshore Ltd.<br>Aberdeen United Kingdom | *844*<br>*253*<br>950 | AB | **1980** MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (235)<br>55,66 11,64 3,990<br>52,02 11,60 4,63<br>F 18,3 1 dk<br>rf 475 conv Deck Cargo Anchor-handling Supply Ship 90 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations | Alpha 8T23L-VO<br>2 Oil 4SA each 8Cy. 225 × 300 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Equipamentos Villares S.A. Sao Paulo<br>Gen 2 × 128kW<br>Thw. thrust propeller fwd<br>12kn |
| **SEABOARD SCOUT**<br>ex Mansal 28-91 ex Issa-87<br>ex Auk Truck-82<br>**Sunset Shipping Ltd.**<br>Seaboard Offshore Ltd.<br>Douglas Isle of Man (British) | *767*<br>*230*<br>820 | GL (AB) (NV) | **1975** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (751)<br>53,22 11,03 3,390<br>49,23 11,00 3,95<br>F 20,2 1 dk<br>conv Deck Cargo Tug/Supply Ship 91 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations<br>Ice strengthened | MWM TBD440-8<br>2 Oil 4SA each 8Cy. 230 × 270 dr reverse geared to sc. shafts<br>1 692kW (2 300bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 112kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 382,0t (d.o.)-7,5pd 12,5kn |
| **SEABOARD SENTRY**<br>ex Sabara-90<br>**Sunset Shipping Ltd.**<br>Seaboard Offshore Ltd.<br>Aberdeen United Kingdom | **801**<br>416<br>950 | AB | **1979** Empresa de Nav. da Amazonia S.A. (ENASA)—Belem (147)<br>3,968<br>50,02 11,61 4,63<br>F 16,8 1 dk<br>conv Deck Cargo Anchor-handling Supply Ship 90 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations | Alpha 8T23L-VO<br>2 Oil 4SA each 8Cy. 225 × 300 reverse reduction geared to sc. shafts<br>2 480bhp (1 824kW)<br>Equipamentos Villares S.A. Rio de Janeiro<br>Gen 2 × 160kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>12kn |
| **SEABOARD SKUA**<br>ex Hawk-91 ex Red Hawk-91<br>ex Maersk Helper-81<br>**Sunset Shipping Ltd.**<br>Seaboard Offshore Ltd.<br>Douglas Isle of Man (British) | **499**<br>218<br>757 | BV GL | **1972** Rolandwerft G.m.b.h.—Bremen (983)<br>53,35 11,23 3,480<br>50,02 11,04 4,02<br>F 18,3 1 dk<br>rf 254 conv Deck Cargo Ref Tug/Supply Ship 91 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations<br>Ice strengthened<br>8 Ta 1 Ho 10,8<br>1W Der 1(3) | MaK 8MU452AK<br>2 Oil 4SA each 8Cy. 320 × 450<br>2 796kW (3 801bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 128kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 81,5t (d.o.) 13kn |
| **SEABOARD SNIPE**<br>ex Safe Turtle-91 ex Nice Turtle-90<br>ex Diamond Way-90 ex Markusturm-88<br>**Sunset Shipping Ltd.**<br>Seaboard Offshore Ltd.<br>Douglas Isle of Man (British) | *947*<br>*284*<br>956 | GL | **1972** Batservice Verft A/S—Arendal (604)<br>56,39 11,94 4,561<br>50,60 11,89 5,11<br>F 18,9 1 dk<br>conv Deck Cargo Tug/Supply Ship 91 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations<br>1W Der 1(-) | MWM TBD441V12<br>2 Vee Oil 4SA each 12Cy. 230 × 270<br>1 700bhp (1 250kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 236kW 1 × 112kW<br>Thw. thrust propeller fwd<br>13,75kn |
| **SEABOARD SOVEREIGN**<br>ex Salinas-90<br>**Sunset Shipping Ltd.**<br>Seaboard Offshore Ltd.<br>Aberdeen United Kingdom | **842**<br>242<br>950 | AB | **1979** MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (236)<br>55,66 11,64 3,990<br>52,00 11,60 4,60<br>F 18,3 1 dk<br>rf 475 conv Deck Cargo Anchor-handling Supply Ship 90 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations | Alpha 8T23L-VO<br>2 Oil 4SA each 8Cy. 225 × 300 reverse reduction geared to sc. shafts<br>2 480bhp (1 824kW)<br>Equipamentos Villares S.A. Rio de Janeiro<br>Gen 2 × 128kW<br>Thw. thrust propeller fwd<br>12kn |
| **SEABOARD SUPPORT**<br>ex Subauma-90<br>**Sunset Shipping Ltd.**<br>Seaboard Offshore Ltd.<br>Aberdeen United Kingdom | *802*<br>*416*<br>950 | AB | **1979** Empresa de Nav. da Amazonia S.A. (ENASA)—Belem (146)<br>53,52 3,968<br>50,02 11,61 4,63<br>F 16,8 1 dk<br>rf nil conv Deck Cargo Anchor-handling Supply Ship 90 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations | Alpha 8V23L-VO<br>2 Vee Oil 4SA each 8Cy. 225 × 300<br>2 480bhp (1 824kW)<br>Equipamentos Villares S.A. Sao Paulo<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>12kn |
| **SEABOARD SUPREME**<br>ex Sapucaia-90<br>**Sunset Shipping Ltd.**<br>Seaboard Offshore Ltd.<br>Aberdeen United Kingdom | *802*<br>*416*<br>950 | AB | **1981** Estaleiros Amazonia S.A. "Estanave" —Manaus (149)<br>55,66 3,968<br>50,02 11,61 4,63<br>F 16,8 1 dk<br>rf 297 conv Deck Cargo Anchor-handling Supply Ship 90 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations | Alpha 8V23L-VO<br>2 Vee Oil 4SA each 8Cy. 225 × 300 reverse reduction geared to sc. shafts<br>2 480bhp (1 824kW)<br>Equipamentos Villares S.A. Brazil<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>12kn |
| **SEABOARD SWALLOW**<br>ex Aracati-90<br>**Sunset Shipping Ltd.**<br>Seaboard Offshore Ltd.<br>Douglas Isle of Man (British) | *645*<br>*252*<br>498 | AB | **1973** Shimoda Dockyard Co. Ltd.—Shimoda (212)<br>50,35 3,628<br>45,52 11,59 4,58<br>F 15,0 1 dk<br>rf 305 conv Deck Cargo Anchor-handling Tug/Supply Ship 90 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 156kW<br>Thw. thrust propeller fwd<br>Fuel 231,5t (d.o.) 12kn |
| **SEABOARD SWAN**<br>ex Safe Tango-91 ex Nice Tango-91<br>ex Maersk Supporter-87<br>**Sunset Shipping Ltd.**<br>Seaboard Offshore Ltd.<br>Douglas Isle of Man (British) | *735*<br>*221*<br>— | GL<br>✠LR class withdrawn-Owners' request 7/2/91 | **1971**-10 Aarhus Flydedock A/S—Aarhus (147)<br>53,35 11,23 3,440<br>50,00 11,00 4,00<br>F 18,3 1 dk<br>rf 254 conv Deck Cargo Tug/Supply Ship 91 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations<br>Ice strengthened<br>8 Ta 1 Ho 10,8<br>L.612<br>1W Der 1(3) | MaK 8M452AK<br>2 Oil 4SA each 8Cy. 320 × 450<br>2 796kW (3 801bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 128kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 280,0t (d.o.) 13kn |
| **SEABOARD SWIFT**<br>ex Alegrete-90<br>**Sunset Shipping Ltd.**<br>Seaboard Offshore Ltd.<br>Douglas Isle of Man (British) | *645*<br>*252*<br>498 | AB | **1973** Shimoda Dockyard Co. Ltd.—Shimoda (211)<br>50,35 3,620<br>45,52 10,98 4,58<br>F 15,0 1 dk<br>rf 305 conv Deck Cargo Anchor-handling Tug/Supply Ship 90 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations | Caterpillar D399TA<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd<br>Fuel 231,5t (d.o.) 12kn |
| **SEABOARD TRADER**<br>ex Penny I-89 ex Nopal Dana-85<br>ex Leena Dan-79 ex Union Sydney-77<br>ex Leena Dan-74 ex Mont Laurier-73<br>**Consorcio Naviero Venezolano (CONAVEN)**<br>Seaboard Ship Management<br>La Guaira Venezuela | **3 977**<br>1 878<br>6 604 | ✠**100A1** M 12/88-5mos<br>Ice Class 1<br>✠**LMC**<br>EL A† $2\frac{3}{16}$"U2<br>FN 4328 | **1972**-4 Oy Wartsila Ab—Turku/Abo (1202)<br>149,49 19,44 6,468<br>133,69 19,36 13,01<br>F 18,9 2 dks<br>rf 102 len 73 | **TM RoRo Cargo**<br>Stern door/ramp<br>L 30,00 W 8,00<br>Lane Length 1860 Cargo Width 8,00<br>Clear height 5,50<br>Trailers 118<br>Mchy.aft<br>G.22 849 B.21 020<br>TEU 482<br>C.Ho 254/20' 30/40' C.Dk 132/20' 48/40' | Pielstick 8PC2L-400<br>2 Oil 4SA each 8Cy. 400 × 460 sr geared to sc. shafts<br>8 000bhp (5 884kW)<br>Oy Wartsila Ab Turku/Abo<br>Gen 3 × 424kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 227,5t (d.o.) 1 052,5t (hvf) 17,5kn |

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| **7384467**<br>*5BJB*<br>707296<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEABONI**<br>ex Belgrano-84 ex Juthlandia-82<br>**Seabond Shipping Ltd.**<br>Limassol Cyprus | **30 635**<br>22 606<br>51 400 | NV | **1976** Stocznia im. "Komuny Paryskiej"—Gdynia (B521/D03)<br>221,37 (BB) 32,21 12,415<br>205,39 17,02<br>F - 1 dk<br>rf nil conv Bulk Carrier/ Vehicles Carrier 87 | **M Bulk Carrier**<br>Side door Ice strengthened<br>Mchy.aft<br>Ore 29 094 | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski<br>Gen 3 × 660kW 380V 50Hz a.c. |
| **8333142**<br>*WJ4660*<br>265342<br>Rdr Rt | **SEABORN**<br>ex PC 1601<br>**John K. Seaborn**<br>San Francisco, Ca United States of America | **292**<br>161<br>— | | **1942** Nashville Bridge Co.—Nashville, Tn<br>—<br>49,74 7,01 4,37<br>1 dk | **TM Tug** | Oil<br>............. |
| **7332529**<br>*9HBW3*<br>2418<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEABORN II**<br>ex Seaglory-90 ex Procrest-87<br>ex Valiant Porpoise-85<br>ex World Promise-81<br>**Seamagic Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256175/SEAB | **17 077**<br>13 948<br>31 127<br>T/cm<br>37,7 | **✠100A1** SS 9/89<br>oil tanker ((cc))<br>**✠LMC** **(UMS)**<br>EL H† $2\frac{3}{4}$"U2<br>FN 6555 | **1974**-4 Hellenic Shipyards—Skaramanga (1086)<br>170,62 (BB) 26,04 11,018<br>162,01 26,00 14,46<br>P 33,9 F 17,4 1 dk<br>rf nil | **M Tanker**<br>21 Ta ER<br>4 Cargo pumps total 3 600T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski<br>AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 19kgf/cm² (18,7bar)<br>rcv 18kgf/cm' (17,7bar)<br>Gen 2 × 775kW 1 × 380kW 4 |
| **7232365**<br>*6ZEM*<br>4346<br>Df Esd Gc<br>Pfd Rdr RTv | **SEABORNE**<br>**Seaborne Tanker Inc.**<br>Monrovia Liberia<br>SatCom: 1242251/SBON | **15 027**<br>9 933<br>30 170<br>T/cm<br>37,6 | AB | **1973** Namura SB. Co. Ltd.—Osaka (410)<br>171,02 (BB) 25,51 10,707<br>162,01 25,40 14,41<br>P 10,7 F 13,8 1 dk<br>rf nil | **M Tanker**<br>IGS Stern disch.<br>15 Ta ER<br>L.(oil) 33 948 HeCls. BC<br>3 Cargo pumps total 3 600T/hr | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 560kW 450V 60Hz a.c.<br>Fuel 1 900,0t (hvf)-38,5pd |
| **7002203**<br>*5BRJ*<br>707528<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEABOSS**<br>ex T. Akasaka-85<br>**Waterdiamond Marine Ltd.**<br>Limassol Cyprus | **29 683**<br>22 788<br>57 140<br>T/cm<br>60,4 | **✠100A1** SS 9/89<br>strengthened for ore<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>**✠LMC**<br>EL M† $3\frac{5}{16}$"U2<br>FN 10523 | **1969**-11 Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (860)<br>224,52 (BB) 31,17 12,231<br>216,42 31,09 17,53<br>F 17,4 1 dk<br>rf 102 DK | **M Bulk Carrier**<br>7 Ho 21,0 27,0 27,0 15,7 27,0 22,5 27,7 ER<br>G.75 995<br>12 Ha (stl) (10,5 × 9,6) (9,0 9,0 9,0 9,0 9,0 9,0 9,0 9,0 9,0 9,0 9,0 × 12,8) ER | B&W<br>Oil 2SA 7Cy. 840 × 1800<br>17 500bhp (12 872kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 10,5kgf/cm² (10,3bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 248,5t (d.o.) 3 000,5t (hvf) |
| **8707343**<br>*LALT2*<br>N-00380<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEABOURN PRIDE**<br>**Seabourn Cruise Line A/S**<br>Oslo Norway (NIS)<br>SatCom: 1311351/LALT | *9 975*<br>*3 023*<br>800 | NV | **1988** Schichau Seebeckwerft A.G. —Fischereihafen, Bremerhaven. (1065)<br>133,81 (BB) 5,001<br>112,43 19,02 12,40<br>3 dks | **TM Passenger Ship** 106cbn 212bth P<br>Portable marina, aft<br>Side doors Ice strengthened<br>Mchy.aft | Normo<br>4 Vee Oil with clutches & dr geare<br>(centre) 2 Oil 4SA each 12Cy. 250<br>4 360kW (5 927bhp)<br>BMV Bergen Diesel A/S<br>(wing) 2 Oil 4SA each 8Cy. 250 ×<br>2 920kW (3 970bhp)<br>BMV Bergen Diesel A/S<br>Gen 2 × 1200kW 1 × 880kW 220/440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fw |
| **8807997**<br>*LAOW2*<br>N-00759<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEABOURN SPIRIT**<br>**Seabourn Cruise Line A/S**<br>Oslo Norway (NIS)<br>SatCom: 1310464/LAOW | *9 975*<br>*3 023*<br>820 | NV | **1989** Schichau Seebeckwerft A.G. —Fischereihafen, Bremerhaven. (1070)<br>133,40 (BB) 20,50 5,170<br>112,40 19,00 12,40 | **TM Passenger Ship** 106cbn 212bth P<br>Ice strengthened | Normo<br>4 Vee Oil with clutches & dr geared<br>(centre) 2 Oil 4SA each 12Cy. 250<br>4 360kW (5 927bhp)<br>BMV Bergen Diesel A/S<br>(wing) 2 Oil 4SA each 8Cy. 250 ×<br>2 920kW (3 970bhp)<br>BMV Bergen Diesel A/S<br>Gen 2 × 1200kW 1 × 880kW 220/440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7304869**<br>*9HQB2*<br>1767<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEABRAVERY**<br>ex Aura Bravery-86 ex Simonburn-82<br>ex Kurdistan-79 ex Frank D. Moores-76<br>**Coronation Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256122/SEAY | **17 795**<br>12 487<br>32 483<br>T/cm<br>44,8 | **✠100A1** SS 9/91<br>oil tanker<br>Ice Class 1<br>**✠LMC**<br>EL H† $2\frac{3}{4}$"U2<br>FN 7415 | **1973**-6 (Aft & pt cargo sections) Swan Hunter Shipbuilders Ltd.—Hebburn Shipyard, Hebburn (47)<br>**1979** (Fwd & pt cargo sections) Nederlandse Scheepsbouw Mij. B.V.—Amsterdam<br>192,01 26,95 10,389<br>182,89 26,90 13,64<br>P 15,9 F 22,9 1 dk<br>rf 152 Bow/CM 97 Diam. 0,310 MH 1,8 new forepart 79 | **M Tanker**<br>18 Ta ER<br>L.(oil) 41 036<br>4 Cargo pumps total 2 600T/hr | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Barclay, Curle & Co. Ltd.<br>WTAuxB primary 50kgf/cm² (49,1ba<br>secondary 15kgf/cm² (14,8bar)<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 9kgf/cm² (8,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 194,0t (d.o.) 1 822,0t (hvf) |
| **5113230**<br>*3FGV2*<br>12139-PEXT1<br>Df Esd Gc<br>Rdr RTm/h/v | **SEABREEZE I**<br>ex Starship Royale-89 ex Royale-89<br>ex Federico C-83<br>**Ulysses Cruises Inc.**<br>Dolphin Cruise Line<br>Panama Panama | **15 483**<br>8 819<br>5 671 | **✠100A1** CS 2/89<br>DTsa — veg. oil<br>**✠LMC**<br>EL n† $2\frac{3}{4}$"SQ<br>FN 6066<br>(AB) (RI) | **1958**-3 Ansaldo S.p.A.—Genova (1516)<br>184,61 24,06 8,846<br>162,62 24,01 13,29<br>B 99,1 F 22,3 5 dks<br>RW rf 203 DK fwd | **TS Passenger/General Cargo**<br>Ref 424cbn 1255bth P<br>5 Ho 10,2 15,3 15,2 ER 10,2DT 11,5 14,0 5 TwD<br>G.4 171 B.3 709 In.2 445 L.(oil) 1 102<br>5 Ha (stl) (4,6 7,0 5,4 × 4,2) ER (4,0 4,0 × 4,2)<br>Cr 4(2) Der 1(30) 1(10) 4(5) | 4 S Turb dr geared to sc. shafts<br>28 600shp (21 037kW)<br>S.A. Ansaldo Stab. Mecc.<br>3 WTB 710lbf/in² (49,0bar) Spt 454<br>710lbf/in² (49,0bar)<br>2 sg 125lbf/in² (8,7bar)<br>Gen 4 × 800kW 220V d.c.<br>Fuel 3 962,0t (o.f.) 23,5t (d.o.)-145,0 |
| **7046259**<br>*9HET3*<br>2569<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEABREEZE ONE**<br>ex Seabreeze-91 ex Eleuropa-85<br>ex Kanekiyo Maru-73<br>**Greta Shipping Ltd.**<br>Valletta Malta | **10 959**<br>7 389<br>18 254<br>T/cm<br>29,8 | **100A1** SS 6/90<br>**LMC** **UMS**<br>EL D† $2\frac{7}{16}$"U2<br>FN 5222 | **1971** Kanasashi Co. Ltd.—Shimizu (955)<br>155,10 (BB) 22,84 9,221<br>146,01 22,80 12,96<br>P 29,3 F 14,4 1 dk<br>RW rf nil | **M Bulk Carrier**<br>4 Ho 25,7 27,0 27,0 24,7 ER 4 TwD<br>G.22 962 B.22 054<br>4 Ha (stl) (17,9 18,7 18,7 19,5 × 10,5) ER<br>Cr 4(8) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 300kW 445V 60Hz a.c.<br>Fuel 113,5t (d.o.) 1 395,5t (hvf) |
| **7908237**<br>614410<br>Esd Rdr Rt | **SEABROOKE**<br>**Willard S. Ferris**<br>Juneau, Ak United States of America | **198**<br>134<br>— | | **1979** Mitchel Duane Phares—Wilmington, Ca<br>33,38 9,15 3,536<br>30,48 4,14<br>1 dk | **TM Fishing**<br>Crab Ref<br>4 Ho ER<br>Cr 1(-) | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 1<br>1 040bhp (765kW)<br>Caterpillar Tractor Co. |
| **7325796**<br>*H2WM*<br>707057<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEABULK**<br>ex Molista-83 ex Anastassia-79<br>Launched as Politechnika Gdanska<br>**Waterchart Shipping Ltd.**<br>Limassol Cyprus | **30 330**<br>22 660<br>54 681<br>T/cm<br>62,4 | **100A1** SS 8/87<br>strengthened for ore<br>cargoes, Nos. 2, 4, & 6<br>holds may be empty<br>Ice Class 3<br>**LMC**<br>EL N† $3\frac{1}{16}$"U3<br>FN 10111<br>(PR) | **1974** Stocznia im. "Komuny Paryskiej"—Gdynia (B521/204)<br>221,47 (BB) 32,29 12,408<br>205,49 32,20 17,00<br>F 19,6 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 17,5 29,7 18,0 27,9 18,0 30,6 15,3 ER<br>G.74 625 HeCls. B<br>10 Ha (stl) (each 11,7 × 11,7) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) & rcv 7kgf/cm² (6,9bar)<br>Gen 3 × 640kW 400V 50Hz a.c. |
| **8107854**<br>*KUS6449*<br>644987<br>Esd Pfd Rdr Rt | **SEABULK ALABAMA**<br>ex Leam Alabama-90<br>**Seabulk Offshore Ltd.**<br>Port Everglades, Fl United States of America | **287**<br>195<br>1 200 | AB | **1982** Halter Marine Inc.—Chickasaw, Al (1031)<br>54,89 12,20 3,664 4,27<br>F 16,8 1 dk<br>rf 51 | **TM Supply Ship**<br>Deck Cargo Fire-fighting | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 20<br>reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd |

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| **SEABULK AMERICA**<br>(Fwd & cargo sections)<br>ex 4102-90<br>(Aft section)<br>ex Fuji-83<br>(Fwd & cargo sections)<br>ex Oxy 4102-81<br>(Aft section)<br>ex Fujishio-81 ex Fujishio Maru-80<br>**Seabulk Transmarine Partnership Ltd.**<br>Hvide Shipping Inc.<br>Port Everglades, Fl — United States of America<br>SatCom: 1505536/MVSA | **22 138**<br>15 701<br>46 312 | AB (NK) | **1975** (Aft section) Shin Yamamoto Zosensho —Kochi (178)<br>**1981** (Fwd & cargo sections) Avondale Industries, Inc., Shipyards Div.—New Orleans, La (2325)<br>213,28 (BB) - 11,080<br>203,15 30,46 -<br>P 33,6 F 13,5 1 dk<br>joined 90<br>conv Tanker 90 | **M Tanker**<br>Chemical Acid<br>IGS DB<br>6 Ta (s.stl) 22 Wing Ta ER | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>7 650kW (10 400bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 520kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>15kn |
| **SEABULK CALIFORNIA**<br>ex Leam California-89<br>**Seabulk Offshore Ltd.**<br>Port Everglades, Fl — United States of America | **287**<br>195<br>1 200 | AB | **1982** Halter Marine Inc.—Chickasaw, Al (1032)<br>3,664<br>54,89 12,20 4,27<br>F 16,8 1 dk<br>rf 51 | **TM Supply Ship**<br>Deck Cargo Fire-fighting | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **SEABULK CHALLENGER**<br>**Seabulk Tankers Ltd.**<br>Hvide Shipping Inc.<br>Port Everglades, Fl — United States of America | **1 360**<br>924<br>— | AB | **1975** Kelso Marine Inc.—Galveston, Tx (209)<br>36,89 28,96 9,907<br>35,39 27,59 11,71<br>1 dk<br>rf nil | **TM Tug**<br>Twin Hull Articulated Pusher<br>(linked With 41000 ton dwt tank barge STL 3901) | Pielstick 14PC2-2V-400<br>2 Vee Oil 4SA each 14Cy. 400 × 460 sr geared to sc. shafts<br>Colt Industries Power Systems Division U.S.A.<br>Gen 2 × 350kW 260/450V 60Hz a.c.<br>Fuel 512,0t (d.o.)<br>15,5kn |
| **SEABULK FLORIDA**<br>ex Leam Florida-89<br>**Seabulk Offshore Ltd.**<br>Port Everglades, Fl — United States of America | **299**<br>203<br>1 200 | AB | **1982** Halter Marine Inc.—Chickasaw, Al (1030)<br>3,664<br>54,89 12,20 4,27<br>F 16,8 1 dk<br>rf 51 | **TM Supply Ship**<br>Deck Cargo Fire-fighting | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **SEABULK GEORGIA**<br>ex Golden Wolf-89 ex PBR/305-85<br>**Seabulk Offshore Ltd.**<br>New Orleans, La — United States of America | **290**<br>197<br>1 000 | AB | **1982** Mangone Swiftships Inc.—Houston, Tx (137)<br>3,658<br>54,87 12,20 4,27<br>F 14,7 1 dk<br>rf 305 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>Electro-Motive Div. Gen. Motors La Grange, Illinois<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **SEABULK HOPE**<br>ex Al Jabalaine-91<br>ex Eastern Treasure-81<br>**Interbulk Navigation S.A.**<br>Libexim Shipping S.A.<br>Panama — Panama | *20 114*<br>*11 367*<br>33 193<br>T/cm<br>40,9 | BV (AB) | **1972** Osaka Zosensho—Osaka (325)<br>185,50 (BB) 26,04 11,150<br>173,65 26,00 15,50<br>P 30,8 F 13,2 1 dk<br>rf nil<br>conv Bulk Carrier 84 | **M Cement Handling Ship**<br>Storage Self-unloader<br>5 Ho 24,7 32,7 15,1 32,7 25,6 ER<br>G.42 595 B.41 242 HeCls. ptB<br>5 Ha (stl) (13,5 19,2 8,7 19,2 15,1 × 12,6) ER<br>14W Der 14(10) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 324kW 450V 60Hz a.c.<br>Fuel 156,0t (d.o.) 1 808,0t (hvf)-36,0pd<br>13kn |
| **SEABULK I**<br>ex Alkazar-90 ex Seament XII-88<br>ex Alkazar-86 ex Horyu Maru-77<br>**Unibulk Shipping S.A.**<br>Libexim Shipping S.A.<br>Panama — Panama | **9 812**<br>3 842<br>14 169 | NK (AB) | **1965** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (665)<br>146,89 20,55 8,230<br>137,01 20,50 11,41<br>P 22,6 F 10,4 1 dk<br>rf nil<br>conv Ore Carrier 84 | **M Cement Handling Barge**<br>Storage Self-unloader<br>3 Ho ER<br>3 Ha (stl) ER | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1750 with clutches & dr reverse geared to sc. shafts<br>7 200bhp (5 296kW)<br>Maizuru Jukogyo Maizuru<br>Gen 2 × 184kW a.c.<br>13,75kn |
| **SEABULK II**<br>ex Cerveto-90 ex Koyo Maru-89<br>**Unibulk Maritime S.A.**<br>Libexim Shipping S.A.<br>Panama — Panama | **3 472**<br>1 883<br>6 267 | BV NK | **1969** Nipponkai Heavy Ind. Co. Ltd.—Toyama (148)<br>110,14 15,04 6,732<br>104,02 15,02 8,39<br>P 19,2 F 8,6 1 dk | **M Cement Carrier**<br>Mchy.aft<br>G.5 177 | Daihatsu 8PSTCM-30<br>2 Oil 4SA each 8Cy. 300 × 380 geared to sc. shaft<br>1 956kW (2 659bhp)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 150kW 445V 60Hz a.c.<br>Fuel 29,5t (d.o.) 111,5t (i.f.o.)-10,5pd<br>15,1kn |
| **SEABULK III**<br>ex Sun World-90<br>ex Yoshu Maru No. 10-88<br>**Interbulk Maritime S.A.**<br>Libexim Shipping S.A.<br>Panama — Panama | **5 699**<br>3 531<br>8 698 | NK | **1971** Kanda Zosensho K.K.—Kure (160)<br>121,50 (BB) 18,55 7,432<br>114,00 18,50 9,30<br>P 27,9 F 19,2 1 dk | **TM Cement Carrier**<br>Mchy.aft | Hanshin 6LU46<br>2 Oil 4SA each 6Cy. 460 × 740<br>4 414kW (6 001bhp)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 360kW 445V 60Hz a.c.<br>Fuel 471,5t-21,5pd<br>15,4kn |
| **SEABULK LOUISIANA**<br>ex Leam Louisiana-90<br>**Seabulk Offshore Ltd.**<br>Port Everglades, Fl — United States of America | **299**<br>203<br>1 200 | AB | **1982** Halter Marine Inc.—New Orleans, La (1027)<br>3,664<br>54,89 12,20 4,27<br>F 19,9 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo Fire-fighting | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **SEABULK MAGNACHEM**<br>**Central National Bank of Cleveland As Trustee**<br>Hvide Shipping Inc.<br>Miami, Fl — United States of America | **1 360**<br>924<br>— | AB | **1977** Kelso Marine Inc.—Galveston, Tx (210)<br>36,89 28,96 9,907<br>35,39 27,59 11,71<br>1 dk<br>rf nil | **TM Tug**<br>Twin Hull Articulated Pusher<br>(linked with 41000 ton dwt tank barge SCC 3902) | Pielstick 14PC2-2V-400<br>2 Vee Oil 4SA each 14Cy. 400 × 460 sr geared to sc. shafts<br>Colt Industries Power Systems Division U.S.A.<br>Gen 2 × 350kW 260/450V 60Hz a.c.<br>Fuel 512,0t (d.o.)<br>15,5kn |
| **SEABULK MISSISSIPPI**<br>ex Leam Mississippi-89<br>**Seabulk Offshore Ltd.**<br>Port Everglades, Fl — United States of America | **299**<br>203<br>1 200 | AB | **1982** Halter Marine Inc.—New Orleans, La (1028)<br>3,664<br>54,89 12,20 4,27<br>F 19,9 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo Fire-fighting | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **SEABULK SOUTH CAROLINA**<br>ex Golden Bear-89 ex PBR/454-85<br>**Seabulk Offshore Ltd.**<br>New Orleans, La — United States of America | **299**<br>203<br>1 200 | AB | **1983** Champion-Swiftships Inc.—Pass Christian, Ms (014)<br>3,595<br>54,87 12,20 4,27<br>F 14,7 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW) E made reconditioned & fitted83<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |

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| **8107830**<br>*KDS6452*<br>645258<br>Esd Gc Pfd<br>Rdr Rt | **SEABULK TEXAS**<br>ex Leam Texas-90<br>**Seabulk Offshore Ltd.**<br>Port Everglades, Fl United States of America | **294**<br>200<br>1 200 | AB | **1982** Halter Marine Inc.—Chickasaw, Al (1029)<br>3,664<br>54,89 12,20 4,27<br>F 16,8 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo Fire-fighting | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 20<br>reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd |
| **7364651**<br>*9HGW3*<br>2642<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SEACAPTAIN**<br>ex World Protector-91<br>Launched as World Prospector<br>**Southseas Shipping Ltd.**<br>Valletta Malta | **17 077**<br>12 095<br>31 161<br>T/cm<br>37,2 | (AB) | **1974** Hellenic Shipyards—Skaramanga (1089)<br>170,72 (BB) 26,04 10,999<br>161,98 25,99 14,43<br>P 32,0 F 16,5 1 dk<br>rf nil Bow/CM 82 Diam. 0,406 | **M Tanker**<br>Stern disch.<br>21 Ta ER<br>L.(oil) 41 375 HeCls. BC<br>4 Cargo pumps total 3 600T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski<br>Gen 2 × 496kW a.c. 1 × 380kW a<br>Fuel 202,0t (d.o.) 1 652,0t (hvf) |
| **8903703**<br>*VNSC*<br>853995<br>Df Esd Gc<br>Pfd Rdr Rt | **SEACAT TASMANIA**<br>**Tasmanian Ferry Services Ltd.**<br>*Launceston, Tas.* Australia | *3 012*<br>*904*<br>660 | NV | **1990** International Catamarans Tasmania Pty. Ltd. —Hobart (023)<br>—<br>74,00<br>71,00 26,00 4,09 | **Aluminium Alloy QM RoRo Cargo/Ferry**<br>Twin Hull 350dk P | Ruston<br>4 Vee Oil 4SA each 16Cy. 270 × 30<br>sc. shafts<br>14 592kW (19 838bhp)<br>Ruston Diesels Ltd.<br>4 Water jet propulsion units |
| **7300710**<br>*5BNW*<br>707447<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEACHAMPION**<br>ex Seacarrier-87 ex Eurocarrier-85<br>ex Tokusho Maru-76<br>**Watergold Navigation Ltd.**<br>Limassol Cyprus | **16 094**<br>12 587<br>22 277 | AB (NK)<br>Classed LR until 2/1/84 | **1973** Shin Yamamoto Zosensho—Kochi (157)<br>153,24 (BB) 23,65 10,523<br>142,02 23,60 17,68<br>P 24,7 B & F 118,9 1 dk<br>rf nil conv Vehicles Bulk Carrier 87 | **M Bulk Carrier**<br>3 Ho 29,8 47,5 54,8 ER<br>G.37 482 B.35 611<br>7 Ha (stl) (19,2 × 11,2) (16,0p&s 16,0p&s 19,2p&s × 7,6) ER<br>4W Der 4(32) | Mitsubishi<br>Oil 2SA 9Cy. 520 × 1050<br>9 300bhp (6 841kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 2 × 360kW 445V 60Hz a.c.<br>Fuel 2 215,0t-30,0pd |
| **5425413**<br>185406 | **SEACLOSE**<br>**Joseph Yambode & Co. Ltd.**<br>Lagos Nigeria | **110**<br>63<br>193 | | **1954** R. Dunston Ltd.—Thorne<br>27,44 6,10 1,982<br>6,05<br>1 dk | **TM General Cargo Barge**<br>1 Ho 15,2 ER<br>1 Ha (12,8 × 4,1) ER<br>Der 1(2) | Kelvin<br>2 Oil 2SA each 3Cy. 152 × 229<br>132bhp (97kW)<br>Bergius Co. Ltd.<br>Fuel (d.o.) |
| **8915847**<br>*JG4953*<br>131998<br>Gc Rdr Rt | **SEACOM I**<br>**Sea-Com Corporation**<br>Tokyo Japan | **376**<br>—<br>50 | NK | **1990** North Queensland Engineers & Agents Pty. Ltd.—Cairns (170)<br>40,17 1,600<br>33,77 15,60 4,54 | **Aluminium Alloy TM Ferry**<br>Twin Hull | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 14<br>clutches, flexible couplings & geare<br>shafts<br>2 870kW (3 902bhp)<br>General Motors Corp., Detroit Diesel All<br>Div.<br>2 Water jet propulsion units |
| **7343372**<br>*GUNR*<br>364386<br>Pfd Rt | **SEACOMBE TRADER**<br>**Unique Offer Ltd.**<br>International Bulk Trade Ltd.<br>Liverpool United Kingdom | **4[illegible]**<br>308<br>711 | | **1974** Yorkshire D.D. Co. Ltd.—Hull (232)<br>42,47 9,99 4,242<br>39,60 9,50 4,75<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165<br>730bhp (537kW)<br>Caterpillar Tractor Co. |
| **7917692**<br>*WTE2531*<br>627141<br>Df Esd Gc<br>Pfd Rdr Rt | **SEACOR ANNA**<br>ex Nicor Anna-90 ex Coastal Cat-87<br>**Anna Offshore Inc.**<br>SEACOR Marine Inc.<br>New Orleans, La United States of America | **199**<br>135<br>1 000 | AB | **1980** Halter Marine Inc.—Calumet, La (854)<br>50,60 3,395<br>49,33 11,59 4,10<br>F 13,8 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 14<br>reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Al<br>Div.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd |
| **7807627**<br>*WUW5837*<br>607766<br>Df Esd Gc<br>Rdr RTv | **SEACOR CHAMPION**<br>ex Nicor Champion-90<br>ex Coastal Champion-87<br>**SEACOR Offshore Inc.**<br>SEACOR Marine Inc.<br>New Orleans, La United States of America | **286**<br>194<br>1 000 | AB | **1979** Halter Marine Inc.—Calumet, La (755)<br>50,60 3,394<br>48,77 11,60 4,10<br>F 13,8 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 14<br>reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Al<br>Div.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd |
| **8301072**<br>*WRC2167*<br>655965<br>Esd Gc Pfd<br>Rdr RTv | **SEACOR CLIPPER**<br>ex Nicor Clipper-90<br>**SEACOR Marine International Inc.**<br>SEACOR Marine Inc.<br>New Orleans, La United States of America | **424**<br>288<br>1 200 | AB | **1983** Moss Point Marine Inc.—Escatawpa, Ms (036)<br>3,982<br>77,42 13,42 4,88<br>F 19,9 1 dk<br>rf 610 | **TM RoRo Cargo/Tug/Supply Ship**<br>Deck Cargo<br>Stern ramp | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 25<br>reduction geared to sc. shafts<br>E (p) made77 reconditioned & fitted<br>General Motors Corp. Electro-Motive D<br>E (s) made74 reconditioned & fitted<br>General Motors Corp. Electro-Motive D<br>Gen 2 × 150kW<br>Thw. thrust propeller fwd |
| **8218964**<br>*WRB6697*<br>652777<br>Df Esd Gc<br>Pfd Rdr Rt | **SEACOR EMPIRE**<br>ex Nicor Empire-90<br>**SEACOR Marine International Inc.**<br>SEACOR Marine Inc.<br>New Orleans, La United States of America | **296**<br>201<br>1 200 | AB | **1982** Moss Point Marine Inc.—Escatawpa, Ms (034)<br>60,36 12,83 3,906<br>56,93 12,81 4,58<br>F 16,5 1 dk<br>rf 483 | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting<br>Ice strengthened | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 25<br>reduction geared to sc. shafts<br>E made reconditioned & fitted82<br>General Motors Corp. Electro-Motive D<br>Gen 2 × 125kW<br>2 Directional propellers<br>Directional thrust propellers fwd |
| **8216435**<br>*WSE8684*<br>679251<br>Df Esd Gc<br>Pfd Rdr RTv | **SEACOR ENERGY**<br>ex Nicor Energy-90<br>**SEACOR Marine International Inc.**<br>SEACOR Marine Inc.<br>Morgan City, La United States of America | **483**<br>329<br>1 200 | AB | **1985** Halter Marine Inc.—Lockport, La (1090)<br>65,84 12,83 4,220<br>55,17 12,81 4,88<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>Ice strengthened | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 25<br>reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive D<br>Gen 2 × 150kW 120/440V 60Hz a<br>Thw. thrust propeller fwd<br>Fuel 378,0t (d.o.)-12,0pd |
| **8216423**<br>*WSN6657*<br>679252<br>Df Esd Gc<br>Pfd Rdr RTv | **SEACOR FORCE**<br>ex Nicor Force-90<br>**SEACOR Marine International Inc.**<br>SEACOR Marine Inc.<br>Morgan City, La United States of America | **483**<br>329<br>1 200 | AB | **1985** Halter Marine Inc.—Lockport, La (1089)<br>65,84 12,83 4,266<br>55,17 12,81 4,88<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>Ice strengthened | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 25<br>reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive D<br>Gen 2 × 150kW 120/440V 60Hz a<br>Thw. thrust propeller fwd<br>Fuel 378,0t (d.o.)-12,0pd |

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| **SEACOR GUARD**<br>ex Nicor Guard-90<br>**SEACOR Marine (Nigeria) Inc.**<br>SEACOR Marine Inc.<br>New Orleans, La United States of America | **173**<br>118<br>— | **1984** Moss Point Marine Inc.—Escatawpa, Ms (050)<br>AB 29,56 3,328<br>28,96 9,15 3,74<br>1 dk<br>rf nil | **TrM Tug/ Mooring Tender**<br>Fire-fighting for offshore installations | General Motors<br>3 Vee Oil 2SA each 12Cy. 146 × 146 reverse reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 100kW a.c.<br>Thw. thrust propeller fwd<br>10kn |
| **SEACOR LOUISIANA**<br>ex Nicor Louisiana-90<br>ex Ocean Lady 2-88<br>**SEACOR Marine International Inc.**<br>SEACOR Marine Inc.<br>Houston, Tx United States of America | **295**<br>200<br>1 200 | **1983** Marine Fabricators Inc.—Green Cove Springs, Fl (022)<br>AB 59,50 3,900<br>55,15 12,20 4,88<br>F 18,0 1 dk<br>rf 457 | **TM Tug/Supply Ship**<br>Deck Cargo Water<br>Ice strengthened | General Motors 16-645-E7<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd<br>12kn |
| **SEACOR POWER**<br>ex Nicor Power-90<br>**SEACOR Marine International Inc.**<br>SEACOR Marine Inc.<br>New Orleans, La United States of America | **296**<br>201<br>1 200 | **1983** Moss Point Marine Inc.—Escatawpa, Ms (037)<br>AB 65,20 4,300<br>13,42 4,88<br>F 18,3 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | General Motors 16-645-E7<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>E made reconditioned & fitted82<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW<br>2 Directional propellers<br>Directional thrust propellers fwd<br>12kn |
| **SEACOR REBEL**<br>ex Nicor Rebel-90<br>**SEACOR Marine International Inc.**<br>SEACOR Marine Inc.<br>New Orleans, La United States of America | **296**<br>201<br>1 200 | **1983** Moss Point Marine Inc.—Escatawpa, Ms (39)<br>AB 60,40 3,901<br>54,87 12,81 4,58<br>F 16,5 1 dk<br>rf 483 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors 16-567-BC<br>2 Vee Oil 2SA each 16Cy. 216 × 254 reverse reduction geared to sc. shafts<br>E made reconditioned & fitted83<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **SEACOR REPUBLIC**<br>ex Nicor Republic-90<br>**SEACOR Marine International Inc.**<br>SEACOR Marine Inc.<br>New Orleans, La United States of America | **296**<br>201<br>1 200 | **1982** Moss Point Marine Inc.—Escatawpa, Ms (035)<br>AB 60,36 12,83 3,901<br>56,90 12,81 4,58<br>F 16,5 1 dk<br>rf 483 | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | General Motors 16-567-BC<br>2 Vee Oil 2SA each 16Cy. 216 × 254 reverse reduction geared to sc. shafts<br>E made reconditioned & fitted82<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW<br>2 Directional propellers<br>Directional thrust propellers fwd<br>14kn |
| **SEACOR SAFETY**<br>ex Nicor Safety-90<br>**SEACOR Marine (Nigeria) Inc.**<br>SEACOR Marine Inc.<br>New Orleans, La United States of America | **131**<br>89<br>— | **1984** Moss Point Marine Inc.—Escatawpa, Ms (049)<br>AB 25,14 2,740<br>23,42 7,33 3,48<br>1 dk<br>rf 780 | **TM Tug/ Mooring Tender**<br>Fire-fighting for offshore installations | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146 reverse reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW a.c.<br>11kn |
| **SEACOR SURF**<br>ex Western Surf-91<br>**Acadian Supply Ships Inc.**<br>SEACOR Marine Inc.<br>Port Vila Vanuatu | *547*<br>*164*<br>— | **1982** Quality Shipbuilders Inc.—Moss Point, Ms (115)<br>AB 42,68 10,11 3,920<br>39,35 10,08 4,14<br>F 28,7 1 dk<br>rf 838 | **TM Research**<br>Seismographic Survey | Caterpillar D398SCAC<br>2 Vee Oil 4SA each 12Cy. 159 × 203 sr reverse geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 175kW 460V 60Hz a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **SEACOR TEXAS**<br>ex Nicor Texas-90 ex Ocean Lady 1-88<br>**SEACOR Marine International Inc.**<br>SEACOR Marine Inc.<br>New Orleans, La United States of America | **295**<br>200<br>1 200 | **1983** Marine Fabricators Inc.—Green Cove Springs, Fl (021)<br>AB 59,50 3,900<br>55,15 12,20 4,88<br>F 18,0 1 dk<br>rf 457 | **TM Tug/Supply Ship**<br>Deck Cargo Water<br>Ice strengthened | General Motors 16-645-E7<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **SEACOR YANKEE**<br>ex Nicor Yankee-90<br>**SEACOR Marine International Inc.**<br>SEACOR Marine Inc.<br>New Orleans, La United States of America | **296**<br>201<br>1 200 | **1982** Moss Point Marine Inc.—Escatawpa, Ms (032)<br>AB 60,36 12,83 3,906<br>56,93 12,81 4,58<br>F 16,5 1 dk<br>rf 483 | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting<br>Ice strengthened | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>E made reconditioned & fitted82<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW<br>2 Directional propellers<br>Directional thrust propellers fwd<br>14kn |
| **SEACREST ASKANIA**<br>ex Askania-91<br>**m.s. "Askania" GB Schiffahrts Beteiligungs Gesellschaft m.b.H. & Co. KG**<br>Hermann Buss G.m.b.H. & Compagnie<br>Hamburg Antigua & Barbuda | T.Mk<br>**999**<br>467<br>3 580 | **1983** Werft Nobiskrug G.m.b.H.—Rendsburg (716)<br>GL 92,49 (BB) 18,17 4,561<br>80,02 18,01 8,62<br>F 13,2 2 dks | **TM RoRo Cargo/General Cargo**<br>Ice strengthened<br>Stern door/ramp<br>L 10,00 W 8,74<br>Lane Length 344 Clear height 5,50<br>1 Ho 69,0 ER<br>G.6 174 B.5 847<br>TEU 278<br>C.Ho 132/20' (40') C.Dk 146/20' (40')<br>incl. 20 ref C.<br>1 Ha (stl) (68,2 × 15,0) ER<br>Cr 2(38) | Deutz SBV8M628<br>2 Oil 4SA each 8Cy. 240 × 280 with flexible couplings & sr reverse geared to sc. shafts<br>2 882bhp (2 120kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 184kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>12,5kn |
| **SEACROSS**<br>ex Carina I-83<br>**Intro Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256107/SEAC | **20 704**<br>14 643<br>38 102<br>T/cm<br>44,1 | **1974** Kasado Dock Co. Ltd.—Kudamatsu (283)<br>184,44 (BB) 28,05 11,113<br>AB 174,00 28,00 14,99<br>F 11,6 1 dk<br>rf nil Diam. 0,410 | **M Tanker**<br>13 Ta ER<br>L.(oil) 48 712 HeCls. BC<br>3 Cargo pumps total 4 500T/hr | Sulzer 8RND68<br>Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 2 394,0t (hvf)-48,0pd<br>14,75kn |
| **SEACRUST 151**<br>ex Rarog-72 | **180**<br>71<br>110 | **1956** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B17/19)<br>(PR) 34,45 6,79 2,629<br>30,33 6,70 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Buckau<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>Buckau Wolf Magdeburg<br>Gen 1 × 18kW 1 × 12kW 1 × 6kW 115V d.c. |
| **SEACRUST 152**<br>ex Myszolow-72 | **180**<br>70<br>110 | **1955** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B11/S362)<br>(PR) 34,45 6,79 2,648<br>30,33 6,70 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Buckau<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>Buckau Wolf Magdeburg<br>Gen 1 × 66kW 330V d.c. 1 × 18kW 1 × 12kW 1 × 6kW 110V d.c.<br>9kn |

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| **5302697**<br>Df Esd Rt | **SEACRUST 153**<br>ex Rybolow-72 | **180**<br>71<br>110 | (PR) | **1956** Stocznia Polnocna im. Bohaterow<br>Westerplatte—Gdansk (B17/18)<br>34,45 6,79<br>30,33 6,70 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Buckau<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>Buckau Wolf<br>Gen 1 × 66kW 330V d.c. 1 ×<br>1 × 16kW 1 × 6kW 110V |
| **5302685**<br>Df Esd Rt | **SEACRUST 154**<br>ex Rybitwa-72 | **180**<br>71<br>110 | (PR) | **1956** Stocznia Polnocna im. Bohaterow<br>Westerplatte—Gdansk (B17/S355)<br>34,45 6,79<br>30,33 6,70 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Buckau<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>Buckau Wolf<br>Gen 1 × 66kW 330V d.c. 1 ×<br>1 × 16kW 1 × 6kW 110V |
| **5170630**<br>Df Esd Rt | **SEACRUST 155**<br>ex Jastrzab-72 | **180**<br>70<br>110 | (PR) | **1955** Stocznia Polnocna im. Bohaterow<br>Westerplatte—Gdansk (B17/22)<br>34,45 6,79<br>30,33 6,70 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Buckau<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>Buckau Wolf<br>Gen 1 × 18kW 1 × 16kW 1 |
| **5298822**<br>Df Esd Rt | **SEACRUST 156**<br>ex Rokietniczka-72 | **180**<br>71<br>110 | (PR) | **1957** Stocznia Polnocna im. Bohaterow<br>Westerplatte—Gdansk (B17/23)<br>34,45 6,79 2,629<br>30,33 6,70 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Buckau<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>Buckau Wolf<br>Gen 1 × 66kW 330V d.c. 1 ×<br>1 × 12kW 1 × 6kW 115V |
| **5228190**<br>Df Esd Rt | **SEACRUST 157**<br>ex Maskonor-72 ex Mniszek | **180**<br>71<br>110 | (PR) | **1955** Stocznia Polnocna im. Bohaterow<br>Westerplatte—Gdansk (B17/S347)<br>34,45 6,79 2,969<br>30,33 6,70 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Buckau<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>Buckau Wolf<br>Gen 1 × 60kW 330V d.c. 1 ×<br>1 × 16kW 1 × 6kW 110V |
| **7006390**<br>*P3YX3*<br>709222<br>Df Esd Pfd<br>Rdr RTm/h/v | **SEACTION**<br>ex Sannida-90 ex Scheldeborg-89<br>**Seaction Shipping Ltd.**<br>Rederi AB Hasting<br>Limassol Cyprus | **1 598**<br>1 091<br>3 556 | BV | **1970** Firma C. Amels & Zoon Schpswf. & Mfbk.<br>"Welgelegen"—Makkum (311)<br>81,95 12,45 5,131<br>73,39 12,35 6,53<br>1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 48,0 ER<br>G.3 377<br>3 Ha (13,7 15,0 12,0 × 10,0) ER<br>Cr 3(5) | MWM<br>Oil 4SA 8Cy. 360 × 450<br>1 765kW (2 400bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 117kW 1 × 56kW 380<br>Fuel 167,5t (d.o.) |
| **7515274**<br>*3EDT*<br>6977-76B<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SEADANIEL**<br>ex J. C. Arrow-79<br>**Fortune Sea Transport Corp. (Panama) S.A.**<br>Panama Panama | **16 168**<br>10 998<br>27 000 | AB | **1976** Tsuneishi Zosen K.K.—Numakuma (331)<br>177,04 (BB) 10,592<br>168,03 22,86 14,13<br>P 33,3 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,7 20,5 21,2 21,2 21,2 21,7 ER<br>G.32 338 B.31 063<br>6 Ha (stl) (12,3 12,7 12,7 12,7 12,7 12,7 × 9,9) ER<br>Cr 5(10) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui SB. & Eng. Co. Ltd. |
| **7437692**<br>*WYX2400*<br>548685<br>Df Esd Gc<br>Rdr RTv | **SEADAWN**<br>ex Virgo ex Scorpio-78<br>**Fred A. Yeck**<br>Portland, Or United States of America | **196**<br>133<br>— | | **1973** John A. Martinolich SB. Corp.—Tacoma, Wa<br>*28,53* 8,84<br>2,72<br>1 dk | **M Fishing**<br>Side-fishing Crab | Caterpillar<br>Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. |
| **5063198**<br>*KFTU*<br>241851<br>Df Esd Gc<br>Pfd RdrRTm<br>AMVER | **SEADRIFT**<br>ex Carbide Seadrift-80<br>ex Michigan Sun-60 ex White Plains-48<br>**Allied Towing Corp.**<br>Wilmington, De United States of America | **8 538**<br>5 862<br>16 576 | AB | **1942** Sun SB. & Dry Dock Co.—Chester, Pa (265)<br>159,57 20,78 9,370<br>153,32 20,73 11,97<br>P 33,0 B 11,0 F 16,2 1 dk<br>RW rf 229 conv Tanker 61 | **M Container Ship/ Chemical Carrier**<br>Fixed-guides<br>17 Ta ER 2 Ho<br>L.22 443 HeCls. C<br>TEU 108 C.Dk 108/20'<br>12 Ha (stl) ER | Alco<br>3 Vee Oil 4SA each 12Cy. 229 × 2<br>sc. shaft<br>4 500bhp (3 310kW) E made42 re<br>refitted81<br>Alco Products Inc.<br>Gen 2 × 300kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 694,0t (d.o.) |
| **8001036**<br>*9HEA3*<br>2536<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SEADRIVE**<br>ex Don Catarino-87 ex Sedge-85<br>**Elena Shipping Co.**<br>Valletta Malta | **18 928**<br>13 352<br>33 500 | AB | **1982** Stocznia Szczecinska im. A. Warskiego<br>—Szczecin (B517/205)<br>198,18 (BB) 24,44 11,000<br>189,92 24,41 15,12<br>P 9,5 B 15,6 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho ER<br>G.43 581<br>9 Ha (stl) (10,8 8,9 8,9 10,8 10,8 10,8 10,8 10,8 10,8 × 11,9) ER<br>Cr 4(15) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski<br>Gen 3 × 640kW 400V 50Hz a.c.<br>Controllable pitch propeller |
| **7352517**<br>*P3ZY3*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEADUTY II**<br>ex Eurosky-89 ex Shoei Maru-76<br>**Seafocus Shipping Ltd.**<br>Limassol Cyprus | **18 303**<br>12 369<br>34 855<br>T/cm<br>40,9 | AB (NK) | **1974** Imabari Zosen—Marugame (1016)<br>182,28 (BB) 26,04 11,224<br>172,04 26,01 15,70<br>P 31,1 F 11,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Mchy.aft<br>G.41 924 B.39 872<br>5 Ha (stl) (16,0 × 11,2) (20,8 20,8 20,8 20,8 × 12,8)<br>Cr 5(22) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 400kW a.c.<br>Fuel 2 120,5t-39,0pd |
| **6820713**<br>*9HMB3*<br>2865<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **SEAEAGLE**<br>ex Santa Maria I-91 ex Nadine-85<br>ex Star Nadine-79 ex Nadine-72<br>**Euda Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256304/SEAG | **14 673**<br>9 404<br>26 858 | AB | **1968** Maizuru Jukogyo K.K.—Maizuru (105)<br>172,02 22,84 11,056<br>162,01 22,79 14,76<br>P 36,6 RQD 37,5 B 27,5 F 15,9 1 dk<br>rf 152 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 14,4 17,4 17,4 25,6 25,6 18,3 ER<br>G.32 044<br>6 Ha (stl) (8,0 × 8,0) (9,6 9,6 16,0 16,0 9,6 × 11,2) ER<br>Cr 4(10) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Maizuru Jukogyo<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 1 573,0t (hvf) |
| **7418256**<br>*9HLZ3*<br>2864<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEAEMPRESS II**<br>ex Blue Marlin-91 ex Gloria-79<br>Launched as Ryumei Maru<br>**Ocean Beauty Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256305/SEAE | **16 000**<br>11 149<br>28 528<br>T/cm<br>36,5 | NK | **1975** Onomichi Zosen K.K.—Onomichi (258)<br>172,40 (BB) 24,64 10,623<br>163,00 24,60 14,30<br>F 15,8 1 dk<br>Bow/CM 85 Diam. 0,300 | **M Tanker**<br>Oil Chemical<br>CBT<br>12 Ta ER<br>L.(oil) 36 753 HeCls. B<br>3 Cargo pumps total 2 700T/hr | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>Fuel 140,0t (d.o.) 1 400,0t (hvf)-34,0 |
| **9002142**<br>*VRRO*<br>HK-0012<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SEAFALCON**<br>**Transfuel Ltd.**<br>Hong Kong Hong Kong (British) | *52 603*<br>*28 137*<br>97 114<br>T/cm<br>89,7 | NK | **1991** Koyo Dockyard Co. Ltd.—Mihara (2021)<br>246,84 (BB) 42,03 13,419<br>235,00 42,00 19,50<br>1 dk<br>Bow/CM 119 Diam. 0,406 | **M Tanker**<br>COW IGS SBT<br>8 Ta ER<br>L.(oil) 110 815<br>4 Cargo pumps total 7 382T/hr | Sulzer<br>Oil 2SA 6Cy. 720 × 2500<br>9 003kW (12 240bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 680kW 450V 60Hz a.c.<br>Fuel 189,9t (d.o.) 2 847,9t (f.f.o.) |
| **7354280**<br>*P3FI2*<br>708022<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEAFALCON**<br>ex Singa Sun-87 ex Mosduke-84<br>ex Norse Duke-83<br>**Oceanstar Shipping Ltd.**<br>Limassol Cyprus | **31 228**<br>21 981<br>66 289<br>T/cm<br>61,2 | NV (AB) | **1974** Hakodate Dock Co. Ltd.—Hakodate (545)<br>219,08 (BB) 32,29 13,691<br>208,01 32,26 18,55<br>P 34,8 F 14,7 1 dk<br>conv Bulk Carrier 78 | **M Bulk Carrier**<br>Vehicles<br>2 Side doors (s) Str. heavy cargoes<br>7 Ho 21,0 22,7 24,0 19,2 24,0 24,0 24,0 ER<br>G.63 004 HeCls. B<br>7 Ha (12,5 × 10,5) (13,7 14,4 9,6 14,4 14,4 14,4 × 13,4) ER<br>Cr 4(15) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Ishikawajima Harima Heavy Ind.<br>Gen 2 × 440kW 2 × 250kW<br>Fuel 313,0t (d.o.) 4 172,0t (hvf) |

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| **SEAFALKE**<br>**Seafalke Shipping Co.**<br>Newhaven United Kingdom | **126**<br>71<br>32 | | **1988** McTay Marine—Bromborough (81)<br>22,10 (BB) - 3,010<br>18,42 6,80 3,90 | **M Fishing**<br>Side Trawler Beam-trawl | Cummins KTA-19-M<br>Oil 4SA 6Cy. 159 × 159 with clutches, flexible couplings & sr geared to sc. shaft<br>218kW (296bhp)<br>Cummins Engine Co. Inc. U.S.A. |
| **SEAFARER**<br>ex Helenus-83<br>**Eurocolour Shipping Ltd.**<br>Limassol Cyprus | **25 728**<br>19 907<br>54 116 | NK (NV) | **1973** A/S Burmeister & Wain's Skibsbyggeri—Kobenhavn (847)<br>218,85 31,50 12,553<br>205,26 30,51 17,00<br>P 43,9 F 20,2 1 dk<br>rf nil<br>conv Bulk Carrier 78<br>conv Vehicles Carrier 88 | **M Bulk Carrier**<br>3 Ho 55,6comb. 65,6comb. 46,4comb. ER | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 3 048,0t (hvf) 15kn |
| **SEAFARER**<br>**Maritrans Operating Partners L.P.**<br>Philadelphia, Pa United States of America | **179**<br>122<br>— | AB | **1971** Main Iron Works Inc.—Houma, La (248)<br>5,157<br>39,50 10,60 5,80<br>1 dk<br>BK 127 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 99kW<br>Fuel 509,0t (d.o.) |
| **SEAFARER**<br>ex Sippican II-77<br>**Boat Seafarer of N B Inc.**<br>New Bedford, Ma United States of America | **163**<br>137<br>— | | **1968** Master Marine Inc.—Bayou la Batre, Al<br>*26,37* 6,30<br>3,23<br>1 dk | **Wood M Fishing** | Oil<br>765bhp (563kW)<br>..............<br>Fuel (d.o.) |
| **SEAFARER**<br>**Sri Murugan Fisheries Co. Pte. Ltd.**<br>Mormugao India | **127**<br>38<br>75 | IRS | **1987** Chowgule & Co. Pvt. Ltd.—Goa (94)<br>24,01 7,40 2,636<br>20,02 7,21 3,41<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.45 | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches & sr geared to sc. shaft<br>331kW (450bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 16kW 415V 50Hz a.c.<br>Fuel 5,26t (d.o.) |
| **SEAFARER BAHAMA**<br>ex Refoma-69<br>**V. A. Pinder**<br>Nassau Bahamas | **100**<br>66<br>— | | **1964** .............Harker's Island, NC<br>*22,26* 6,10<br>... ... ...<br>1 dk<br>conv General Cargo — | **Wood M Fishing** | General Motors<br>Oil SA 6Cy. 146 × 146<br>220bhp (162kW)<br>General Motors Corp. U.S.A.<br>10kn |
| **SEAFIGHTER**<br>ex South Peace-84<br>ex Glorious Shinko-78<br>**Neptune Shipping Ltd.**<br>Valletta Malta | **18 028**<br>12 666<br>29 903<br>T/cm<br>39,6 | NK | **1975** Namura SB. Co. Ltd.—Osaka (413)<br>185,53 (BB) 25,05 10,842<br>175,01 25,00 15,40<br>F 11,3 1 dk<br>conv Vehicles Bulk Carrier 87 | **M Bulk Carrier**<br>5 Ho 27,8 32,8 14,4 31,2 27,2 ER<br>G.40 073 B.38 829 HeCls. ptB<br>5 Ha (stl) (15,2 18,4 8,0 18,4 18,4 × 12,2) ER<br>Cr 4(8) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 255,0t (d.o.) 2 101,0t (hvf)-39,0pd 14,75kn |
| **SEAFIRE**<br>ex Boston Seafire-73 ex Buzzard-61<br>**Seafresh Fisheries (New Zealand) Ltd.**<br>Nelson New Zealand | **314**<br>104<br>— | ✠Classed LR until 2/3/73 | **1956**-7 Henry Scarr Ltd.—Hessle (736)<br>- 8,26 3,161<br>37,95 8,17 3,97<br>RQD 20,2 F 6,4<br>rf 914 BK 178 | **M Fishing**<br>Side Trawler<br>1 Ho 11,2<br>Der 4(1,25) | Polar<br>Oil 2SA 5Cy. 340 × 570<br>740bhp (544kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 1 × 29kW 1 × 28kW 1 × 20kW 220V d.c.<br>Fuel (d.o.) |
| **SEAFLYTE**<br>ex Seaflyte H34-85<br>**P.T. Pelayaran Bintan Baruna Sakti**<br>Panama Panama | **205**<br>177<br>— | | **1981** S.B.F. Eng.—Fremantle, W.A.<br>29,55 6,46 —<br>6,42 3,20<br>1 dk | **TM Ferry**<br>240P | M.T.U.<br>2 Oil 4SA 8Cy.<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |
| **SEAFOOD**<br>ex Aqua Bella-89<br>**Karsten Ellingsen A/S**<br>Svolvaer Norway | *149*<br>*59*<br>200 | | **1986** H. & E. Nordtveit A/S—Nordtveitgrend (76)<br>... ... ...<br>... ... ...<br>1 dk | **M Fish Carrier** | Yanmar<br>Oil geared to sc. shaft<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. Nagahama |
| **SEAFORD**<br>ex Stavik-91 ex Centaurus-89<br>ex Consortium-87 ex Crown Broland-86<br>ex Broland-82<br>**Seaford Marine Inc.**<br>Piraeus Greece | *18 326*<br>*11 762*<br>31 600<br>T/cm<br>38,0 | ✠**100A1** SS 2/87<br>oil tanker<br>in association with an approved list of cargoes<br>✠**LMC** **UMS**<br>EL I† $2\frac{1}{2}$"U3<br>FN 6690<br>(RI) | **1977**-7 Eriksbergs M/V A/B—Goteborg (702)<br>170,77 (BB) 26,12 11,329<br>163,23 26,07 14,91<br>P 34,8 F 17,1 1 dk<br>rf 51 Bow/CM 85 Diam. 0,305 MH 0,9 | **M Tanker**<br>Oil Chemical<br>Stern disch.<br>20 Ta ER<br>L.42 101<br>4 Cargo pumps total 3 600T/hr | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW)<br>Eriksbergs M/V A/B Goteborg<br>2 AuxB (o.f.) 14kgf/cm$^2$ (13,8bar)<br>e(ex.g) 15kgf/cm$^2$ (14,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 161,0t (d.o.) 1 815,0t (hvf) 16kn |
| **SEAFORTUNE**<br>ex Elizabeth S. K.-91 ex Seaville-89<br>ex Maaskade-85<br>**Carnation Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256330/SEAF | *17 841*<br>*11 241*<br>32 214<br>T/cm<br>38,2 | ✠**100A1** SS 9/88<br>chemical tanker<br>Type B Nos. 3a & f and 4a & f (cr) tanks, Type C Nos. 1, 2, 5, 6 & 7 (cr) tanks and Nos. 1—7 (p&s) wing tanks<br>SG up to 1.05, in association with an approved list of cargoes (cc)<br>✠**LMC** **(UMS)**<br>EL H† $2\frac{7}{16}$"U3<br>FN 6644 | **1975**-2 N.V. Boelwerf S.A.—Tamise/Temse (1479)<br>170,69 (BB) 26,04 11,405<br>162,64 25,99 14,86<br>P 38,1 F 16,2 1 dk<br>rf nil Bow/CM 85 Diam. 0,250 | **M Tanker**<br>Chemical<br>DB Stern disch.<br>9 Ta 14 Wing Ta ER<br>L.37 764 HeCls. BC<br>4 Cargo pumps total 3 597T/hr | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>13 500bhp (9 930kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>2 WTAuxB 17kgf/cm$^2$ (16,7bar) hs419,9<br>e(ex.g) 18kgf/cm$^2$ (17,7bar)<br>Gen 3 × 540kW 450V 60Hz a.c.<br>Fuel 323,5t (d.o.) 2 286,5t (hvf)-43,5pd 15,75kn |
| **SEAFOWL**<br>ex Gyptis-87 ex Cap Lardier-83<br>**Topaz Shipping & Trading Co.**<br>V. Ships (UK) Ltd.<br>Nassau Bahamas | **1 576**<br>780<br>2 743 | BV | **1977** Soc. Nouvelle des At. & Ch. du Havre—Le Havre (239)<br>109,71 17,53 5,233<br>98,86 17,51 11,10<br>P 25,0 B 31,4 2 dks<br>rf 902 | **TM RoRo Cargo** 12bth P<br>Stern door/ramp<br>1 Ho 40,6 ER 1 TwD 95,4<br>G.13 433 B.12 077 HeCls. B | MaK 9M453AK<br>2 Oil 4SA each 9Cy. 320 × 420 reduction geared to sc. shafts<br>6 600bhp (4 855kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 440kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 107,0t (d.o.) 390,0t (hvf)-24,0pd 16kn |
| **SEAFRIEND**<br>ex Alice G.-91 ex Faith I-91 ex Faith-87<br>ex Varanger-84<br>**Stejo Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1103333 | *20 812*<br>*14 687*<br>37 797<br>T/cm<br>42,4 | NV | **1974** Kaldnes M/V A/S—Tonsberg (201)<br>185,78 (BB) 26,19 11,761<br>178,19 26,15 15,68<br>P 40,0 F 19,9 1 dk<br>rf 76 Bow/CM 92 Diam. 0,300 MH 1,5 | **M Tanker**<br>Stern disch.<br>24 Ta ER<br>L.(oil) 48 380 HeCls. BC<br>4 Cargo pumps total 3 600T/hr | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Nylands M/V Oslo<br>Gen 3 × 424kW 440V 60Hz a.c.<br>Fuel 287,5t (d.o.) 2 093,5t (hvf)-38,5pd 15kn |
| **SEAFROST**<br>ex Mayfield-80 ex Olau Pil-73<br>ex Cap Colville-72<br>Launched as Olau Pil<br>**Ogatrans Ltd.**<br>Monrovia Liberia | T.Mk<br>**5 862**<br>3 196<br>9 530<br>**7 898**<br>4 605<br>— | ✠**100A1** SS 12/89<br>Ice class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL Z $2\frac{1}{8}$"U2<br>FN 4024 | **1970**-2 Helsingor Skibsv. og Maskinbyg.—Helsingor (391)<br>136,61 (BB) 20,15 8,872/—<br>123,81 20,10 12,40<br>RAD 7,4 RFD 30,2 3 dks, 4th dk in Nos. 2, 3 & 4 holds<br>rf 102 conv Ref General Cargo 76 | **M General Cargo/Container Ship** 4P<br>Fixed-guides Ref<br>1 Ho 19,0 2 Cell. Ho each 25,6 ER 1 Ho 16,0<br>In.12 035<br>TEU 233 C.Ho 155/20' C.Dk 78/20'<br>6 Ha (stl) (6,4 19,8p&s 19,8p&s × 7,6) ER (6,4 × 7,6)<br>6W Cr 4(5) Der 2(100) 4(25) 4(5) | B&W 9K62EF<br>Oil 2SA 9Cy. 620 × 1400<br>12 400bhp (9 121kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 756kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 556,5t (d.o.) 19,3kn |

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| **7509328**<br>*P3BS4*<br>709219<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SEAGRACE II**<br>ex Tenoch-91 ex Knut Mark-81<br>**Eurorose Navigation Ltd.**<br>Limassol Cyprus | **34 608**<br>26 871<br>62 989<br>T/cm<br>71,2 | (NV) | **1976** Stocznia im. "Komuny Paryskiej"—Gdynia (B526/01)<br>251,15 12,372<br>235,00 32,20 17,00<br>F - 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.81 783 HeCls. B<br>9 Ha (11,6 17,9 11,6 11,6 11,6 11,6 11,6 17,9 11,6 × 15,5) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 15<br>17 400bhp (12 799kW)<br>H. Cegielski<br>Gen 3 × 660kW 440V |
| **8920751**<br>*3EBC8*<br>19893-YJ<br>Df Esd Gc<br>Pfd Rdr RTv | **SEAGRAND ACE**<br>**Ace Fleet Inc.**<br>Panama Panama<br>SatCom: 1333351/SGAC | *5 999*<br>*2 524*<br>6 970 | NK | **1990** Higaki Zosen K.K.—Imabari (382)<br>105,08 (BB) 7,203<br>96,45 18,00 7,65<br>1 dk | **M General Cargo**<br>2 Ho ER<br>2 Ha (stl) ER | Mitsubishi<br>Oil 2SA 6Cy. 370 × 88<br>2 648kW (3 600bhp)<br>Akasaka Tekkosho K.K.,<br>Ltd.) |
| **7407013**<br>*9HSF2*<br>1879<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEAGUARDIAN**<br>ex Warschau-87<br>**Leader Shipping Ltd.**<br>Valletta Malta | **27 143**<br>22 073<br>50 200<br>T/cm<br>59,5 | NV (GL)<br>✠Classed LR until 15/9/76 | **1976**-6 Flensburger Schiffsbau-Ges.—Flensburg (642)<br>212,99 (BB) 30,48 12,140<br>205,04 30,41 17,30<br>F 14,4 1 dk<br>DK in way of all holds | **M Bulk Carrier**<br>Pulp Newsprint<br>Str. heavy cargoes<br>6 Ho. 27,2 26,2 26,0 26,0 26,0 26,0 ER<br>G.66 212 B.64 060 HeCls. B<br>6 Ha (stl) (18,9 × 20,3) (19,5 19,5 19,5 19,5 19,5 × 25,8) ER<br>Cr 6(20) | MAN<br>Vee Oil 4SA 16Cy. 520<br>sc. shaft<br>11 769kW (16 000bhp)<br>Masch. Augsburg-Nuern<br>Gen 3 × 740kW 450V<br>Controllable pitch propel<br>Fuel 280,0t (d.o.) 3 026, |
| **8210259**<br>*JAUE*<br>126224<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SEAGULL**<br>**Jinyu Shipping Co. Ltd. (Jinyu Kaiun K.K.)**<br>Hakata, Japan<br>Ehime Pref.<br>SatCom: 1203235/JAUE | *3 253*<br>*1 586*<br>3 945 | NK | **1982** Kochi Jyuko K.K.—Kochi (2261)<br>92,23 (BB) 6,568<br>85,02 16,21 6,86<br>3 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.4 376<br>3 Ha (stl) (each 5,0 × 5,1) ER<br>6W Der 6(4) | Hanshin<br>Oil 4SA 6Cy. 440 × 88<br>4 500bhp (3 310kW)<br>The Hanshin Diesel Wor<br>Gen 2 × 560kW 450V<br>Fuel 133,0t (d.o.) 559,0t |
| **7913359**<br>*JG3965*<br>123573<br>Gc Rdr Rt | **SEAGULL**<br>Launched as Mesa 80<br>**Tokai Kisen K.K.**<br>Tokyo Japan | **672**<br>—<br>70 | | Lch.**1979** Cmd.**1981** Mitsui Eng. & SB. Co. Ltd., Chiba Works—Ichihara (CH-1700)<br>35,90 3,150<br>31,50 17,10 5,85<br>1 dk<br>rf nil | **Aluminium Alloy TM SWATH Ferry**<br>Twin Hull 399dk P | Pielstick<br>2 Vee Oil 4SA each 18C<br>sc. shafts<br>5 958kW (8 100bhp)<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 165kW |
| **8902149**<br>*JG4932*<br>131963<br>Rdr Rt | **SEAGULL No. 2**<br>**Tokai Kisen K.K.**<br>Tokyo Japan | **567**<br>—<br>100 | | **1989** Mitsui Eng. & SB. Co. Ltd.—Tamano (TH-1702)<br>39,30 3,252<br>33,70 15,60 6,80 | **Aluminium Alloy TM SWATH Ferry**<br>Twin Hull 410dk P | M.T.U.<br>4 Vee Oil 4SA each 16C<br>& reverse geared to<br>7 120kW (9 680bhp)<br>M.T.U. Friedrichshafen G<br>Gen 2 × 220kW 450V<br>2 Thw. thrust Contr. pitch |
| **7327720**<br>*5BRG*<br>707479<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEAHAPPY**<br>ex Elafina-85 ex Trans Ruby-73<br>**Seadrive Marine Ltd.**<br>Limassol Cyprus | **14 030**<br>9 341<br>22 869<br>T/cm<br>31,0 | **100A1** SS 4/88<br>**LMC**<br>EL F† 2⅜"U2<br>FN 5581<br>(NK) | **1973** Shin Yamamoto Zosensho—Kochi (166)<br>154,11 (BB) 23,65 10,521<br>141,99 23,60 15,70<br>F 13,5 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.31 972 B.30 285<br>4 Ha (14,6 × 6,3) (19,9 19,9 19,9 × 7,9) ER<br>Der 4(32) | Sulzer<br>Oil 2SA 7Cy. 680 × 125<br>11 500bhp (8 459kW)<br>Mitsubishi Heavy Industri<br>AuxB (Comp) 6,5kgf/cm<br>Gen 2 × 360kW 445V<br>Fuel 195,0t (d.o.) 1 973, |
| **7378418**<br>*P3HG2*<br>708059<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEAHARMONY**<br>ex Caroline-87 ex Garden Jupiter-86<br>**Fairmont Shipping Ltd.**<br>Limassol Cyprus<br>SatCom: 1100203/SEAH | **17 129**<br>12 074<br>30 812<br>T/cm<br>39,8 | AB<br>✠Classed LR until 15/5/81 | **1975**-11 K.K. Usuki Tekkosho—Saiki (1177)<br>178,19 (BB) 26,88 10,662<br>167,19 26,80 14,69<br>P 29,9 F 11,9 1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,9 27,2 16,2 27,2 27,2 ER<br>G.38 660 B.37 237<br>5 Ha (stl) (17,6 × 12,8) (17,6 9,6 17,6 17,6 × 15,0) ER<br>5W Der 5(22) | Sulzer<br>Oil 2SA 7Cy. 680 × 125<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Hea<br>Gen 3 × 440kW 445V<br>Fuel 172,0t (d.o.) 1 666, |
| **7917630**<br>*WYB7222*<br>602298<br>Esd Gc Pfd<br>Rdr RTm/h/v | **SEAHAVEN**<br>**Farmwest Inc.**<br>Juneau, Ak United States of America<br>See Register of Offshore Units | **194**<br>132<br>— | | **1978** VAP Shipyard—Amelia, La<br>0,915<br>27,44 12,20 2,14<br>1 dk | **TM Mother Ship**<br>for submersibles | General Motors<br>2 Vee Oil 2SA each 6Cy.<br>410bhp (302kW)<br>General Motors Corp., De<br>Div.<br>Gen 2 × 30kW 220/110 |
| **7613856**<br>*LARL2*<br>N-00544<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEAHAWK**<br>ex Nortween Berina-90<br>ex Rizcun Atlantic-89<br>ex Valle de Cadagua-84<br>**Tweendeck VII K/S**<br>Bergshav A/S<br>Grimstad Norway (NIS) | *9 097*<br>*6 241*<br>15 037 | ✠**100A1** SS 5/91<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC**<br>EL B† 550,0/50,0U3<br>FN 4359 | **1978**-6 T. Ruiz de Velasco S.A.—Bilbao (145)<br>138,41 (BB) 21,04 9,256<br>130,33 21,01 12,43<br>P 7,1 F 16,2 2 dks<br>rf nil | **M General Cargo**<br>4 Ho 23,9 18,9 18,9 34,7 ER 4 TwD<br>G.21 766 B.19 588<br>TEU 280<br>C.Ho 152/20' (40') C.Dk 128/20' (40')<br>4 Ha (12,8 12,6 12,6 24,9 × 10,3) ER<br>5W Der 3(25) 2(16) | Werkspoor<br>Vee Oil 4SA 12Cy. 410<br>shaft<br>8 500bhp (6 252kW)<br>Stork-Werkspoor Diesel B<br>AuxB (o.f.) fitted11/82 1<br>✠ ne(ex.g) 11/82 10kgf<br>Gen 2 × 480kW 1 × |
| **7730305**<br>*WYC4573*<br>581674 | **SEAHAWK**<br>ex Lady Ellen<br>**Seahawk Inc.**<br>Mobile, Al United States of America | **116**<br>79<br>— | | **1977** Quality Marine Inc.—Theodore, Al<br>*21,71* 6,71<br>3,18<br>1dk | **M Fishing** | Oil<br>500bhp (368kW)<br>Fuel (d.o.) |
| **6421983**<br>*A9D2183*<br>1965<br>Df Esd Pfd<br>Rdr Rt | **SEAHAWK**<br>ex No. 4-74<br>**Muharraq Engineering Works**<br>Bahrain Bahrain | **109**<br>—<br>— | ✠**100A1** SS 3/88<br>tug<br>Arabian Gulf, Gulf of Oman, Arabian Sea, Gulf of Aden & Red Sea service<br>✠**LMC**<br>EL (a)<br>FN 226 | **1965**-4 R. Dunston (Hessle) Ltd.—Hessle (S817)<br>24,69 7,35<br>22,26 7,01 3,13<br>1 dk<br>rf 457 | **M Tug** | Brons<br>Vee Oil 2SA 12Cy. 220<br>Drypool Eng. & D.D. Co. |
| **7929695**<br>*JG4052*<br>123690<br>Rdr Rt | **SEAHAWK 2**<br>**Tokai Kisen K.K.**<br>Tokyo Japan | **519**<br>—<br>39 | | **1980** Mitsubishi Heavy Industries Ltd. —Shimonoseki (818)<br>48,30 8,22 1,450<br>44,00 8,20 3,90<br>1 dk | **Aluminium Alloy TM Ferry**<br>401P | M.T.U.<br>2 Vee Oil 4SA each 16Cy<br>reduction geared to s<br>4 840bhp (3 560kW)<br>Ikegai Tekkosho |
| **8213548**<br>*LAZY2*<br>N-00985<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SEAHERON**<br>ex Tomoe 117-90<br>**Seaheron K/S**<br>Goliat Shipping A/S<br>Oslo Norway (NIS)<br>SatCom: 1312306/LAZY | **5 072**<br>3 599<br>10 884<br>T/cm<br>19,5 | NV (NK) | **1982** Asakawa Zosen—Imabari (315)<br>123,63 (BB) 18,22 8,187<br>115,63 18,20 9,81<br>P 27,8 F 18,0 1 dk<br>Bow/CM 57 Diam. 0,250 MH 2,1 | **M Tanker**<br>Oil Chemical<br>CBT DB<br>12 Ta ER<br>L.12 318<br>6 Cargo pumps total 590T/hr | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1150<br>shaft<br>4 413kW (6 000bhp)<br>Akasaka Tekkosho K.K., (<br>Ltd.)<br>Gen 2 × 320kW 1 × 2<br>Fuel 135,0t (d.o.) 826,0t |

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| **SEAHOPE II**<br>ex Sara J-91 ex Ellispontos Strait-87<br>ex Ellispontos-85<br>Limassol Cyprus | **15 725**<br>10 781<br>29 107<br>T/cm<br>36,3 | **✠100A1** CS 6/87<br>strengthened for ore<br>cargoes Nos. 1, 4 & 6<br>holds may be empty<br>**✠LMC** **UMS**<br>EL F† 2⅝"U2<br>FN 6396 | **1972**-9 Hakodate Dock Co. Ltd.—Hakodate (511)<br>180,80 (BB) 23,17 10,681<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK fwd | **M Bulk Carrier**<br>7 Ho 14,9 19,2 22,1 13,4 17,4 20,5 17,1 ER<br>G.36 917 B.32 586<br>7 Ha (stl) (6,7 12,8 12,8 9,6 11,2 12,8 11,2 × 9,6) ER<br>Cr 6(8) | Sulzer 7RD76<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (ex.g) 7,5kgf/cm² (7,4bar)<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 3 × 368kW 450V 60Hz a.c.<br>Fuel 202,0t (d.o.) 2 111,5t (hvf) 15,5kn |
| **SEAHORSE**<br>ex Ace-89 ex Seagrand Ace-89<br>**Burma Navigation Corporation**<br>Yangon Union of Myanmar | *16 518*<br>*9 322*<br>26 977 | NK | **1980** Naikai SB. & Eng. Co. Ltd.—Setoda (455)<br>172,52 (BB) 23,14 10,645<br>164,01 23,11 14,76<br>P 29,6 F 11,3 1 dk | **M Bulk Carrier**<br>Str. ore cargoes<br>5 Ho ER<br>G.34 050 B.32 500<br>5 Ha (stl) (12,8 × 9,8) (12,4 19,2 19,2 19,2 × 11,5) ER<br>Cr 4(25) Der 1(25) | B&W 8L55GFC<br>Oil 2SA 8Cy. 550 × 1380<br>7 870kW (10 699bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 440kW 440V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 816,0t (hvf)-37,5pd 14,75kn |
| **SEAHORSE**<br>ex Tollense-78 ex Itajal-65<br>**Dery Shipping Lines**<br>Beirut Lebanon | T.Mk<br>**2 306**<br>1 021<br>3 815 | (DSRK)<br>✠Classed LR until 12/65 | **1951** Oresundsvarvet A/B—Landskrona (112)<br>107,55 14,36 5,874<br>100,59 14,33 8,49<br>P 8,9 B 14,4 F 24,1 2 dks<br>RW rf 152 | **M General Cargo** 2P<br>Ice strengthened<br>5 Ho 14,4 24,6 17,1 14,4 5,7<br>G.7 271 B.6 690<br>4 Ha (w) (8,2 14,1 8,9 8,9 × 5,4) 1 Ha (stl) (3,0 × 4,8)<br>11W Der 1(25) 2(10) 8(5) 2(2) | Gotaverken<br>Oil 2SA 8Cy. 520 × 900<br>3 000bhp (2 207kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 110kW 220V d.c.<br>Fuel 810,0t (d.o.) 14kn |
| **SEAHORSE**<br>**Eric Miller & Co. Ltd.**<br>Port of Spain Trinidad & Tobago | **190**<br>128<br>1 000 | (AB) | **1978** Halter Marine Inc.—Chalmette, La (736)<br>49,33 11,61<br>48,80 11,59 3,97<br>1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors 16V-149<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **SEAHORSE**<br>**Versaggi Shrimp Corp.**<br>Tampa, Fl United States of America | **101**<br>77<br>— | | **1982** St. Augustine Shipbuilding—St. Augustine, Fl (F43)<br>6,71<br>23,17 2,75<br>1 dk | **Reinforced Plastic M Fishing**<br>Side-fishing<br>1 Ho<br>In.81<br>1 Ha (stl) | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>415bhp (305kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SEAHORSE III**<br>ex Baja Seahorse-86 ex Auster-80<br>**Baltic Line Inc.**<br>Panama Panama | **299**<br>206<br>— | (AB) | **1968** Halter Marine Fabricators, Inc.—Moss Point, Ms (188)<br>11,59 3,096<br>47,17 11,57 3,66<br>F 12,8 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>9,5kn |
| **SEAHORSE MINDER**<br>ex Vooraan-82<br>**Seahorse Ltd.**<br>Cork Irish Republic | **459**<br>245<br>— | | **1964** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (508)<br>45,93 8,82<br>40,01 8,51 4,35<br>conv Stern Trawler Fishing 82 | **M Stand-by Safety Vessel**<br>for offshore installations | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 144kW 1 × 56kW 1 × 48kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **SEAHORSE SUPPLIER**<br>ex Stirling Oak-82<br>**Seahorse Ltd.**<br>Cork Irish Republic | **699**<br>299<br>923 | **✠100A1** SS 7/89<br>**✠LMC**<br>EL K 1 3/16"U2<br>FN 829 | **1974**-10 Cochrane & Sons Ltd.—Selby (1554)<br>55,40 11,84 3,861<br>50,98 11,61 4,65<br>F 18,9 1 dk<br>rf 508 | **TM Supply Ship**<br>Deck Cargo 12bth P | Allen 8PBCS12-DX<br>2 Oil 4SA each 8Cy. 242 × 305 reverse reduction geared to sc. shafts<br>2 500bhp (1 839kW)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 3 × 150kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 804,5t (d.o.) 12,5kn |
| **SEAHORSE SUPPORTER**<br>ex Wendentor-91<br>**Seahorse Ltd.**<br>Smit-Lloyd B.V.<br>Cork Irish Republic | **468**<br>186<br>648 | GL | **1974** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (746)<br>52,68 11,66 4,064<br>47,02 11,61 4,60<br>B & F 20,8 1 dk<br>conv Deck Cargo Tug/Supply Ship 91 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations | MWM TD441V12<br>2 Vee Oil 4SA each 12Cy. 230 × 270<br>2 900bhp (2 133kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 100kW 231/400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>13kn |
| **SEAJOY**<br>ex Iron Kirby-91 ex Iron Kerry-83<br>ex Star Kerry-75<br>**Seajoy Shipping Ltd.**<br>Valletta Malta | **14 147**<br>9 502<br>27 299<br>T/cm<br>34,6 | **✠100A1** SS 3/89<br>strengthened for ore<br>cargoes, Nos. 2 & 4 holds<br>may be empty<br>**✠LMC** **UMS**<br>EL F† 2⅝"U2<br>FN 6336 | **1974**-4 Hakodate Dock Co. Ltd.—Hakodate (558)<br>177,95 22,92 10,688<br>172,50 22,89 13,84<br>P 33,0 F 14,1 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho 23,0 25,6 25,6 25,6 24,7 ER<br>G.32 639 B.32 268<br>5 Ha (stl) (13,9 × 9,5) (16,0 16,0 16,0 16,0 × 12,0) ER<br>Cr 4(15) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>8 827kW (12 000bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 194,0t (d.o.) 1 654,0t (hvf) 15,2kn |
| **SEAKAP**<br>ex Biograd-91 ex Mrs B-87<br>ex Landguard Point-86<br>**Koppers Shipping Pty. Ltd.**<br>BHP Transport Ltd.<br>*Sydney, N.S.W.* Australia | **4 968**<br>2 779<br>8 161 | **✠100A1**<br>chemical tanker<br>Ship Type 2, independent tanks, max. SG 1,30, max. temp. 250°C, in association with a list of defined cargoes<br>**✠LMC** **UMS**<br>EL X 495,0/50,0U2(a)<br>FN 2826<br>(BV) | **1982**-1 Miho Zosensho K.K.—Shimizu (1181)<br>108,46 18,24 7,365<br>102,00 18,20 9,50<br>P 22,9 F 9,2 1 dk<br>rf nil conv Bulk Carrier 91 | **M Chemical Carrier**<br>1 Ta 4 Wing Ta ER<br>HeCls. ptB | Mitsubishi 6UEC45/115H<br>Oil 2SA 6Cy. 450 × 1150<br>4 413kW (6 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>AuxB (Comp) 8,1kgf/cm² (8,0bar)<br>Gen 1 × 400kW 2 × 360kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 70,0t (d.o.) 550,0t (hvf)-15,5pd 13,75kn |
| **SEAKER**<br>ex Karla ex F. C. Love-68<br>**Family Island Shipping Co.**<br>Nassau Bahamas | **144**<br>98<br>— | | **1953** Bayside Construction Co.—Berwick, La<br>*32,53* 9,15<br>... ...<br>1 dk | **TM General Cargo** | General Motors<br>2 Oil 2SA each 6Cy. 127 × 142<br>550bhp (405kW)<br>General Motors Corp. Detroit, Mi<br>10kn |
| **SEAKITTIE**<br>ex Cairnsmore-78<br>**Eurocom Shipping Corp.**<br>Monrovia Liberia | *15 584*<br>*9 848*<br>26 000 | **✠100A1** SS 8/89<br>strengthened for heavy<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>**✠LMC**<br>EL F† 2⅝"U2<br>FN 6321 | **1975**-4 Austin & Pickersgill Ltd.—Southwick, Sunderland (897)<br>183,04 22,76 10,472<br>170,82 22,70 14,30<br>F 14,7 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 14,0 21,7 22,4 10,3 24,0 11,9 23,1 ER<br>G.35 304 B.32 728<br>7 Ha (stl) (7,0 13,5 13,5 7,1 13,5 7,1 13,5 × 11,9) ER<br>14W Der 14(10) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB 7kgf/cm² (6,9bar)<br>Gen 3 × 370kW 440V 60Hz a.c.<br>Fuel 197,0t (d.o.) 1 337,0t (hvf) 15kn |
| **SEAL CARR**<br>**Forth Estuary Towage Ltd.**<br>Forth Ports Authority<br>Leith United Kingdom | *251*<br>*75*<br>107 | BV<br>✠Classed LR until 15/3/85 | **1983**-5 McTay Marine Ltd.—Bromborough (47)<br>29,42 8,92 3,061<br>27,51 8,60 3,61<br>1 dk<br>rf 292 | **TM Tug**<br>Fire-fighting Tractor | Allen 6PS12-F<br>2 Oil 4SA each 6Cy. 241 × 305 with flexible couplings & sr geared to sc. shafts<br>NEI-A.P.E. Ltd.-W. H. Allen Bedford<br>Gen 2 × 80kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 20,0t (d.o.)-7,0pd 11,5kn |

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| **8510867**<br>*VTDQ*<br>Rt | **SEAL I**<br>ex Nestor-88<br>**Seal Fisheries Ltd.**<br>Visakhapatnam India | **160**<br>47<br>80 | IRS (NV) | **1986** Australian SB. Industries (W.A.) Pty. Ltd<br>—Fremantle, W.A. (233)<br>24,95 7,50<br>22,05 7,45 4,09<br>1 dk<br>rf 1651 | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.110 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with<br>flexible couplings & sr geared to<br>503bhp (370kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 50kW 415V 50Hz a.c. |
| **8802557** | **SEAL II**<br>**Seal Fisheries Ltd.**<br>Visakhapatnam India | **155**<br>47<br>80 | IRS (NV) | **1988** Australian SB. Industries (W.A.) Pty. Ltd<br>—Fremantle, W.A. (260)<br>- (BB) 7,45 3,001<br>24,90 7,42 3,85<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>In.110 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with<br>couplings & sr geared to sc. shaft<br>372kW (506bhp)<br>Caterpillar Inc.<br>Gen 2 × 50kW 415V 50Hz a.c.<br>Controllable pitch propeller |
| **7326130**<br>*ELDM8*<br>7525<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEAL ISLAND**<br>ex Esso Dalriada-84<br>**Seal Island Shipping Corp.**<br>Monrovia Liberia<br>SatCom: 1240502/SEAL | *123 009*<br>*104 967*<br>259 042<br>T/cm<br>158,5 | AB<br>✠Classed LR until 2/84 | **1973**-7 Kockums M/V A/B—Malmo (540)<br>340,52 51,87 20,073<br>330,08 51,82 25,61<br>F 25,0 1 dk<br>rf nil Bow/CM 167 Diam. 0,760 MH 1,5 | **S Tanker**<br>CBT IGS<br>15 Ta ER<br>L.(oil) 334 578 HeCls. B<br>4 Cargo pumps total 15 720T/hr | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Kockums M/V A/B<br>Gen 1 × 1352kW 1 × 940kW 450V<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 11 389,0t (o.f.)-161,5pd |
| **7315727**<br>*GSAZ*<br>341858<br>Esd Rdr Rt | **SEAL SANDS**<br>**Tees & Hartlepool Port Authority**<br>Middlesbrough United Kingdom | **656**<br>203<br>887 | ✠**100A1** CS 7/87<br>hopper dredger<br>Middlesbrough &<br>Hartlepool harbour service<br>and not more than 6 miles<br>seaward with occasional<br>ballast voyages to rivers<br>Tyne or Wear<br>✠**LMC**<br>EL I 1"U2<br>FN 745 | **1973**-8 R. Dunston (Hessle) Ltd.—Hessle (S890)<br>48,21 12,35 4,077<br>44,66 12,01 4,65<br>RAD 17,1 RFD 12,8 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Bottom doors<br>Mchy.aft | Polar<br>2 Oil 4SA each 5Cy. 250 × 300 revers<br>geared to sc. shafts<br>1 380bhp (1 015kW)<br>British Polar Engines Ltd.<br>Gen 3 × 49,5kW 415V 50Hz a.c. |
| **7357517**<br>*9HHI3*<br>2665<br>Df Esd Gc<br>Pfd Rdr RTv | **SEALADY**<br>ex Singa Wilmina-91<br>ex Team Providence-89 ex Riverville-87<br>ex Maaskroon-85<br>**Maruska Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256236/SEAL | **17 659**<br>11 802<br>32 235<br>T/cm<br>38,1 | ✠**100A1** M 7/90-5mos<br>oil tanker<br>✠**LMC** **UMS**<br>EL Ht $2\frac{7}{16}$"U3<br>FN 6647 | **1976**-2 N.V. Boelwerf S.A.—Tamise/Temse (1482)<br>170,69 (BB) 26,04 11,412<br>162,67 26,00 14,86<br>P 38,1 F 16,2 1 dk<br>rf nil Bow/CM 85 Diam. 0,250 | **M Tanker**<br>DB Stern disch.<br>23 Ta ER<br>L.37 764 HeCls. BC<br>3 Cargo pumps total 2 574T/hr | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>13 500bhp (9 930kW)<br>S.A. Cockerill-Ougree-Providence<br>2 WTAuxB 17kgf/cm$^2$ (16,7bar) hs419<br>e(ex.g) 18kgf/cm$^2$ (17,7bar)<br>Gen 3 × 540kW 450V 60Hz a.c.<br>Fuel 323,5t (d.o.) 2 286,5t (hvf)-43,5pd |
| **7327524**<br>*9HSU2*<br>1903<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEALANE II**<br>ex Lark Barrow-88 ex Sunbeam-86<br>ex Kertis-85 ex S. A. Sukumbi-83<br>ex Sukumbi-74<br>**Velflex Co. Ltd.**<br>Valletta Malta | **13 292**<br>9 075<br>25 501<br>T/cm<br>35,6 | AB | **1973** Mitsui SB. & Eng. Co. Ltd.—Osaka (985)<br>178,82 (BB) 23,25 9,805<br>170,03 23,19 13,72<br>P 32,4 F 13,5 1 dk<br>rf 114 | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho 33,0 31,0 31,0 31,0 ER<br>G.32 394 B.28 826 HeCls. ptB<br>4 Ha (stl) (each 23,0 × 9,9) ER<br>2W Cr 5(10) Der 2(3) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 254,0t (d.o.) 1 676,5t (hvf)-38,5pd |
| **5408685**<br>*HO4830*<br>8201-77<br>Rt | **SEALANE V**<br>ex Lillian-63<br>**D. R. D. Importers Ltd.**<br>Panama Panama | **347**<br>193<br>— | | **1944** New Jersey SB. Co.—Newark, NJ<br>*48,47* 7,07<br>7,01 2,90<br>1 dk | **TM General Cargo**<br>2 Ho 24,3 6,4<br>2 Ha (8,8 × 3,0) (2,1 × 1,3)<br>Cr 1(3,5) | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>750bhp (552kW) NE 58<br>Caterpillar Tractor Co.<br>Gen 2 × 30kW 120V 60Hz a.c.<br>Fuel 70,0t (d.o.) |
| **7117759**<br>*MUIT*<br>303241<br>A 313<br>Esd Pfd Rdr<br>RTv | **SEALGAIR**<br>**The Don Fishing Co. Ltd.**<br>Aberdeen United Kingdom | **117**<br>43<br>66 | ✠Classed LR until<br>26/3/82 | **1971**-10 J. Lewis & Sons Ltd.—Aberdeen (367)<br>*24,21* 6,58 2,845<br>23,47 6,48 3,28<br>F 3,7 1 dk<br>rf 1067 BK 178 | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>1 Ho 7,3<br>2 Ha (stl) (each 1,0 × 1,0)<br>Der 1(3) | Blackstone<br>Oil 4SA 6Cy. 222 × 292 reverse reduc<br>to sc. shaft<br>600bhp (441kW)<br>Lister Blackstone Mirrlees Marine<br>Gen 2 × 15kW 415V 50Hz a.c.<br>Fuel 24,5t (d.o.) |
| **7043233**<br>*WY6805*<br>520472 | **SEALIFE I**<br>ex Princess Golden Hair<br>**Lonnie J. Laviolette**<br>Morgan City, La United States of America | **104**<br>72<br>— | | **1969** Toche Enterprises Inc.—Ocean Springs, Ms<br>*20,88* 6,74<br>3,46 | **M Fishing** | Oil<br>500bhp (368kW)<br>.............<br>Fuel (d.o.) |
| **7017765**<br>323540<br>Esd Pfd Rdr<br>RTm/v | **SEALIFE II**<br>**E. J. LeBlanc & Sons Seiners Ltd.**<br>Pictou, N.S. Canada | **287**<br>142<br>— | | **1970** Ferguson Industries Ltd.—Pictou, N.S. (185)<br>30,79 8,67<br>8,62 4,30<br>B 9,5 F 7,4 1 dk<br>rf 1524 | **M Fishing**<br>Side Trawler<br>Der 2(5) | Ruston<br>Oil 4SA 6Cy. 203 × 273<br>1 000bhp (736kW)<br>English Electric Diesels Ltd. Ruston Eng<br>Div.<br>Gen 2 × 40kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.) |
| **7017777**<br>*VC9423*<br>334952<br>Esd Pfd Rdr<br>RTm/v | **SEALIFE III**<br>**Thor Seiners Ltd.**<br>Pictou, N.S. Canada | **286**<br>137<br>282 | | **1970** Ferguson Industries Ltd.—Pictou, N.S. (186)<br>30,79 8,67<br>8,62 4,30<br>B 9,5 F 7,4 1 dk<br>rf 1524 | **M Fishing**<br>Side Trawler<br>Der 2(5) | Ruston<br>Oil 4SA 6Cy. 203 × 273<br>1 000bhp (736kW)<br>English Electric Diesels Ltd. Ruston Eng<br>Div.<br>Gen 2 × 40kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.) |
| **7390090**<br>*NTYT*<br>557008<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEALIFT ANTARCTIC**<br>**The Bank of New York**<br>International Marine Carriers Inc.<br>Philadelphia, Pa United States of America | **17 157**<br>11 855<br>27 660<br>T/cm<br>37,2 | AB | **1975** Bath Iron Works Corp.—Bath, Me (364)<br>178,92 25,63 10,542<br>170,80 25,61 13,87<br>F 19,6 1 dk<br>rf nil Bow/CM 91 Diam. 0,356 | **M Tanker**<br>21 Ta ER<br>L.(oil) 35 773<br>4 Cargo pumps total 3 288T/hr | Enterprise<br>2 Vee Oil 4SA each 16Cy. 432 ×<br>sc. shaft<br>14 000bhp (10 298kW)<br>Delaval Turbine Inc. (Enterprise Div.)<br>Gen 2 × 1000kW a.c. 1 × 600kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 161,0t (d.o.) 3 552,5t (hvf)-38,5pd |
| **7366764**<br>*NFKQ*<br>557001<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEALIFT ARABIAN SEA**<br>**The Bank of New York**<br>International Marine Carriers Inc.<br>Philadelphia, Pa United States of America | **17 134**<br>11 886<br>27 648<br>T/cm<br>37,2 | AB | **1975** Todd Shipyards Corp.—San Pedro, Ca (101)<br>178,92 25,63 10,542<br>170,80 25,61 13,87<br>F 19,6 1 dk<br>rf nil Bow/CM 91 Diam. 0,356 | **M Tanker**<br>21 Ta ER<br>L.(oil) 35 773<br>4 Cargo pumps total 4 000T/hr | Pielstick<br>2 Vee Oil 4SA each 14Cy. 400 ×<br>sc. shaft<br>14 000bhp (10 298kW)<br>Colt Ind. Int. Inc., Fairbanks Morse Eng<br>Div.<br>Gen 2 × 1000kW a.c. 1 × 600kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 161,0t (d.o.) 3 555,5t (hvf)-38,5pd |
| **7390088**<br>*NQST*<br>557007<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEALIFT ARCTIC**<br>**The Bank of New York**<br>International Marine Carriers Inc.<br>Philadelphia, Pa United States of America | **17 157**<br>11 855<br>27 648<br>T/cm<br>37,2 | AB | **1975** Bath Iron Works Corp.—Bath, Me (363)<br>178,92 25,63 10,516<br>170,80 25,61 13,87<br>F 19,6 1 dk<br>rf nil Bow/CM 91 Diam. 0,356 | **M Tanker**<br>21 Ta ER<br>L.(oil) 35 773<br>4 Cargo pumps total 3 288T/hr | Enterprise<br>2 Vee Oil 4SA each 16Cy. 432 ×<br>sc. shaft<br>14 000bhp (10 298kW)<br>Delaval Turbine Inc. (Enterprise Div.)<br>Gen 2 × 1000kW a.c. 1 × 600kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 161,0t (d.o.) 3 362,5t (hvf)-38,5pd |

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| **SEALIFT ATLANTIC**<br>**The Bank of New York**<br>International Marine Carriers Inc.<br>Philadelphia, Pa United States of America | **17 157**<br>11 858<br>27 648<br>T/cm<br>37,2 | AB | **1974** Bath Iron Works Corp.—Bath, Me (361)<br>178,92 25,61 10,516<br>170,77 25,58 13,87<br>F 19,6 1 dk<br>rf nil Bow/CM 91 Diam. 0,356 | **M Tanker**<br>21 Ta ER<br>L.(oil) 35 773<br>4 Cargo pumps total 4 000T/hr | Enterprise<br>2 Vee Oil 4SA each 16Cy. 432 × 534 sr geared to sc. shaft<br>14 000bhp (10 298kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Gen 2 × 1000kW 1 × 600kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 161,0t (d.o.) 3 295,0t (hvf)-38,5pd 15kn |
| **SEALIFT CARIBBEAN**<br>**The Bank of New York**<br>International Marine Carriers Inc.<br>Philadelphia, Pa United States of America | **17 157**<br>11 855<br>27 648<br>T/cm<br>37,2 | AB | **1975** Bath Iron Works Corp.—Bath, Me (362)<br>178,92 25,63 10,542<br>170,80 25,61 13,87<br>F 19,6 1 dk<br>rf nil Bow/CM 91 Diam. 0,356 | **M Tanker**<br>Mchy.aft<br>21 Ta<br>L.(oil) 35 773<br>4 Cargo pumps total 4 000T/hr | Enterprise<br>2 Vee Oil 4SA each 16Cy. 432 × 533 sr geared to sc. shaft<br>14 000bhp (10 298kW)<br>Delaval Turbine Inc. (Enterprise Div.) Oakland, Ca<br>Gen 2 × 1000kW a.c. 1 × 600kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 161,0t (d.o.) 3 362,5t (hvf)-38,5pd 15kn |
| **SEALIFT CHINA SEA**<br>**The Bank of New York**<br>International Marine Carriers Inc.<br>Philadelphia, Pa United States of America | **17 134**<br>11 886<br>27 648<br>T/cm<br>37,2 | AB | **1975** Todd Shipyards Corp.—San Pedro, Ca (102)<br>178,90 25,66 10,516<br>170,77 25,58 13,85<br>F 19,6 1 dk<br>rf nil Bow/CM 91 Diam. 0,356 | **M Tanker**<br>21 Ta ER<br>L.(oil) 35 773<br>4 Cargo pumps total 4 000T/hr | Pielstick 14PC2-2V-400<br>2 Vee Oil 4SA each 14Cy. 400 × 460 sr geared to sc. shaft<br>14 000bhp (10 298kW)<br>Colt Industries Power Systems Division U.S.A.<br>Gen 2 × 1000kW a.c. 1 × 600kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 161,0t (d.o.) 3 555,5t (hvf)-38,5pd 15kn |
| **SEALIFT INDIAN OCEAN**<br>**The Bank of New York**<br>International Marine Carriers Inc.<br>Philadelphia, Pa United States of America | **17 134**<br>11 886<br>27 648<br>T/cm<br>37,2 | AB | **1975** Todd Shipyards Corp.—San Pedro, Ca (103)<br>178,90 25,63 10,542<br>170,77 25,58 13,85<br>F 19,6 1 dk<br>rf nil Bow/CM 91 Diam. 0,356 | **M Tanker**<br>21 Ta ER<br>L.(oil) 35 773<br>4 Cargo pumps total 4 000T/hr | Pielstick 14PC2-2V-400<br>2 Vee Oil 4SA each 14Cy. 400 × 460 sr geared to sc. shaft<br>14 000bhp (10 298kW)<br>Colt Industries Power Systems Division U.S.A.<br>Gen 2 × 1000kW a.c. 1 × 600kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 161,0t (d.o.) 3 555,5t (hvf)-38,5pd 16kn |
| **SEALIFT MEDITERRANEAN**<br>**The Bank of New York**<br>International Marine Carriers Inc.<br>Philadelphia, Pa United States of America | **17 157**<br>11 847<br>27 654<br>T/cm<br>37,2 | AB | **1974** Bath Iron Works Corp.—Bath, Me (360)<br>178,90 25,61 10,516<br>170,77 25,58 13,87<br>F 19,6 1 dk<br>rf nil Bow/CM 91 Diam. 0,356 | **M Tanker**<br>21 Ta ER<br>L.(oil) 35 773<br>4 Cargo pumps total 4 000T/hr | Enterprise<br>2 Vee Oil 4SA each 16Cy. 432 × 534 sr geared to sc. shaft<br>14 000bhp (10 298kW)<br>Delaval Turbine Inc. (Enterprise Div.) Oakland, Ca<br>Gen 2 × 1000kW 1 × 600kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 161,0t (d.o.) 3 552,0t (hvf)-38,5pd 16kn |
| **SEALIFT PACIFIC**<br>**The Bank of New York**<br>International Marine Carriers Inc.<br>Philadelphia, Pa United States of America | **17 134**<br>11 886<br>27 648<br>T/cm<br>37,2 | AB | **1974** Todd Shipyards Corp.—San Pedro, Ca (100)<br>178,92 25,63 10,542<br>170,80 25,61 13,87<br>F 19,6 1 dk<br>rf nil Bow/CM 91 Diam. 0,356 | **M Tanker**<br>21 Ta ER<br>L.(oil) 35 773<br>4 Cargo pumps total 4 000T/hr | Pielstick 14PC2-2V-400<br>2 Vee Oil 4SA each 14Cy. 400 × 460 sr geared to sc. shaft<br>14 000bhp (10 298kW)<br>Colt Industries Power Systems Division U.S.A.<br>Gen 2 × 1000kW a.c. 1 × 600kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 161,0t (d.o.) 3 555,5t (hvf)-38,5pd 15kn |
| **SEALIFT 22**<br>ex Johann Petersen-83<br>**C. & I. Holland B.V.**<br>Port Vila Vanuatu | **192**<br>—<br>— | GL | **1967** J. Oelkers—Hamburg (555)<br>30,66 7,98 3,709<br>27,61 7,93 4,12<br>1 dk | **D-E Tug**<br>Fire-fighting<br>Ice strengthened | MAN G8V23/33<br>2 Oil 4SA each 8Cy. 235 × 330 driving 2 gen. each 550kW 500V d.c. connected to 2 elec. motors (WL) & sr geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 75kW 1 × 14kW 220V d.c.<br>13kn |
| **SEALIGHT**<br>ex Wis-77<br>**Glenlight Manx Ltd.**<br>Ramsey Isle of Man (British) | **199**<br>149<br>429 | ✠**100A1** SS 5/88<br>U.K., Eire and between River Elbe and Brest<br>✠**LMC**<br>EL F ¾"U2<br>FN 428 | **1970**-7 Malta Drydocks—Valletta (90)<br>41,84 7,73 2,687<br>39,40 7,62 3,23<br>P 5,2 F 4,9 1 dk<br>rf 152<br>**DAMAGED BY STRANDING 11/91 — CLASS SUSPENDED** | **M General Cargo**<br>Mchy.aft | Rolls Royce<br>Vee Oil 4SA 8Cy. 168 × 184 sr reverse geared to sc. shaft<br>345bhp (254kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 3 × 1,5kW 24V d.c.<br>9kn |
| **SEALINK**<br>ex Aegis Link-83<br>**Sealink Shipping Ltd.**<br>Valletta Malta | **17 477**<br>11 730<br>35 267 | AB<br>✠Classed LR until 23/12/76 | **1974**-8 Astilleros Espanoles S.A.—Factoria de Matagorda, Cadiz (179)<br>196,02 (BB) 24,29 11,145<br>185,02 24,21 15,22<br>P 30,5 F 17,4 1 dk<br>rf nil DK | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 20,7 19,9 19,9 19,8 19,9 19,9 19,9 ER<br>G.40 939<br>7 Ha (stl) (each 12,8 × 11,5) ER | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 380kW 440V 60Hz a.c.<br>Fuel 232,5t (d.o.) 1 421,5t (hvf) 15,25kn |
| **SEALION**<br>ex Nevegal-87 ex Esso Venezia-87<br>ex Esso Chittagong-81<br>**Oceangoing Shipping Ltd.**<br>Shipping Management S.A.M. (V. SHIPS)<br>Valletta Malta<br>SatCom: 1256112/SELN | **12 853**<br>8 817<br>21 451<br>T/cm<br>32,0 | BV (AB) (GL) | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (167)<br>170,08 (BB) 23,53 9,405<br>166,22 23,47 12,12<br>P 34,8 F 15,9 1 dk<br>rf 51 Bow/CM 84 Diam. 0,310 | **M Tanker**<br>27 Ta ER<br>L.(oil) 28 204 HeCls. B<br>4 Cargo pumps total 2 750T/hr | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1250<br>5 300kW (7 205bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 220/440V 60Hz a.c.<br>Fuel 1 235,5t (hvf)-26,0pd 15kn |
| **SEALION CITY**<br>ex Lanchang-89<br>**Maritime (Pte.) Ltd.**<br>San Lorenzo Honduras | **371**<br>190<br>347 | (BV) | **1970** Vosper Thornycroft Uniteers (Pte.) Ltd.—Singapore (B.888)<br>56,09 11,76 2,032<br>51,90 11,43 3,36<br>B 4,3 F 6,1 1 dk | **TM Supply Ship**<br>Deck Cargo<br>1 Ho 38,1 ER | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 159 × 203 sr geared to sc. shafts<br>832kW (1 131bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 85kW 440V 50Hz a.c.<br>Fuel (d.o.) 11kn |
| **SEALNES**<br>ex Dyvi Oceanic-91 ex Wani Hunter-89<br>ex Sealnes-89<br>**Anglia Maritime S.A.**<br>Jebsens Thun Management A/S<br>Oslo Norway (NIS)<br>SatCom: 1310652/LAYU | *19 385*<br>*9 134*<br>30 027 | NV (NK) | **1985** Mitsubishi Heavy Industries Ltd.—Nagasaki (1929)<br>170,39 (BB) 27,56 10,016<br>162,01 27,51 14,20<br>F 11,0 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.36 208 B.36 035<br>TEU 811 C. 811/20' (40')<br>6 Ha (stl) (19,4 19,4 19,4 19,4 × 23,0) (10,5 9,7 × 14,0) ER<br>Cr 3(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>8 474kW (11 520bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 500kW 450V 60Hz a.c.<br>14kn |
| **SEALO I**<br>ex Mary Elizabeth-79 ex Aristeides-74<br>**Vivaldi Shipping Co. S.A.**<br>Libexim Shipping S.A.<br>Panama Panama | **20 702**<br>12 767<br>38 353 | NV (AB) | **1963** Mitsui SB. & Eng. Co. Ltd.—Tamano (678)<br>173,31 30,76 12,523<br>164,19 30,69 16,92<br>P 39,1 F 18,9 1 dk<br>RW rf 102<br>shortened 79<br>conv Bulk Carrier 79 | **M Bulk Carrier/Factory/ Cement Storage Ship**<br>Mchy.aft<br>HeCls. B<br>Cr 1(2) | B&W 7-84VT2BF-180<br>Oil 2SA 7Cy. 840 × 1800<br>14 700bhp (10 813kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 1 × 607kW 3 × 350kW 440V 60Hz a.c.<br>Fuel 324,0t (d.o.) 3 721,0t (hvf)-44,5pd 15,5kn |

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| 7369091<br>*9HBO3*<br>2406<br>Df Esd Gc<br>Pfd Rdr RTv | **SEALORD**<br>ex Lotte Danica-90<br>ex Gjertrud Maersk-88<br>**Sealaunch Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256174/SEAL | **18 872**<br>12 339<br>32 004<br>T/cm<br>38,0 | **100A1** SS 12/88<br>oil tanker<br>**LMC** **UMS**<br>EL I† 605,0/64,0U3<br>FN 6814<br>(NV) | **1974** Kaldnes M/V A/S—Tonsberg (198)<br>170,54 (BB) 26,14 11,330<br>163,00 26,12 15,68<br>F 18,6 1 dk<br>rf 76 Bow/CM 86 Diam. 0,300 MH 1,5 | **M Tanker**<br>Stern disch.<br>21 Ta ER<br>L.(oil) 42 673 HeCls. C<br>4 Cargo pumps total 3 600T/hr | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>8 532kW (11 599bhp)<br>Nylands M/V<br>AuxB (o.f.) 14,5kgf/cm² (14,3bar)<br>2 AuxB (1 o.f. 1 ex.g) 14,5kgf/cm²<br>Gen 3 × 416kW 440V 60Hz a.c.<br>Fuel 244,0t (d.o.) 1 951,0t (hvf) |
| 7808152<br>*WRC5924*<br>662478<br>Rdr Rt | **SEALTH**<br>**State of Washington (Department of Transportation)**<br>Seattle, Wa United States of America | **2 477**<br>1 772<br>1 910 | AB | **1982** Marine Power & Equipment Co. Inc.—Seattle, Wa (348)<br>100,13 23,98 5,182<br>96,78 23,93 7,22<br>2 dks | **M RoRo Cargo/Ferry**<br>—dk P | General Electric<br>2 Vee Oil 4SA each 12Cy. 229 ×<br>sc. shafts<br>5 000bhp (3 678kW)<br>General Electric Co.<br>Gen 2 × 300kW<br>2 Controllable pitch propellers aft, 1 |
| 7608356<br>*P3AU2*<br>707988<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEALUCK III**<br>ex Global Challenge-87<br>**Holy Shipping Ltd.**<br>Limassol Cyprus | **14 742**<br>10 359<br>27 083<br>T/cm<br>35,5 | NK | **1977** Kasado Dock Co. Ltd.—Kudamatsu (293)<br>168,92 24,85 10,326<br>159,01 24,81 14,30<br>P 23,2 F 10,4 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.34 714 B.33 782 HeCls. ptB<br>5 Ha (stl) (9,4 25,1 9,4 25,1 25,1 × 12,8) ER<br>Cr 4(15) Der 1(15) | Mitsubishi<br>Oil 2SA 6Cy. 650 × 1350<br>1 000bhp (736kW)<br>Ube Industries Ltd.<br>Gen 2 × 840kW |
| 7601592<br>*9HLS3*<br>2855<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEAMAGIC II**<br>ex Aegeon-90 ex Ioannis Martinos-82<br>**Squid Line Shipping Ltd.**<br>Valletta Malta | **14 246**<br>9 628<br>26 732<br>T/cm<br>37,2 | AB | **1977** Namura SB. Co. Ltd.—Imari (817)<br>171,86 (BB) 25,07 9,919<br>162,01 25,00 13,82<br>P 26,0 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 15,6 26,2 26,2 26,2 26,2 ER<br>G.32 866 B.32 070 HeCls. B<br>9 Ha (stl) (8,2 × 11,9) (21,0p&s 21,0p&s 21,0p&s 21,0p&s × 9,0) ER<br>Cr 5(15) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250 geared to sc<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 460kW 450V 60Hz a.c.<br>Fuel 153,0t (d.o.) 1 534,0t (hvf)-34,0pd |
| 7034426<br>*H2RS*<br>702015<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEAMAID**<br>ex Gardenia-83 ex Kako Maru-75<br>**Euromiles Marine Ltd.**<br>Limassol Cyprus | **11 188**<br>7 612<br>18 066<br>T/cm<br>29,8 | NK | **1970** Kanasashi Co. Ltd.—Shimizu (960)<br>155,10 (BB) 22,84 9,221<br>146,01 22,81 12,65<br>P 29,3 F 13,2 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.22 962 B.22 054<br>4 Ha (stl) (17,9 18,7 18,7 19,5 × 10,5) ER<br>Cr 4(8) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 300kW 445V 60Hz a.c.<br>Fuel 1 602,5t-33,0pd |
| 7437707 | **SEAMAN BROTHERS** | **116**<br>79<br>— | | **1973** Superior Fabricators Inc.—Bayou la Batre, Al<br>*20,58* 6,71<br>3,56<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| 8516184<br>*PQ3633*<br>Df Gc Pfd<br>Rdr Rt | **SEAMAR**<br>**Seamar - Servicios de Apoio Maritimo Ltda.**<br>Natal Brazil | **1 597**<br>481<br>1 171 | NV | **1987** Industrias Reunidas Caneco S.A.—Rio de Janeiro (298)<br>63,02 4,212<br>56,90 15,41 5,01<br>1 dk | **TM Production Testing Vessel** | MAN<br>2 Vee Oil 4SA each 12Cy. 200 × 270<br>2 398kW (3 260bhp)<br>Mecanica Pesada S.A.<br>Gen 4 × 280kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 7107015<br>*HO5863*<br>12026-PEXT1<br>Gc Rdr Rt | **SEAMAR**<br>ex Seema-87 ex Freedom-86<br>ex Kiho Maru-84<br>**Sea Concord Shipping Pte. Ltd.**<br>Panama Panama | **499**<br>291<br>1 500 | | **1971** Asakawa Zosen—Imabari (190)<br>65,59 11,00 4,319<br>60,00 10,98 4,40<br>2 dks<br>RW | **M General Cargo**<br>1 Ho ER<br>G.2 200 B.2 000<br>1 Ha (32,3 × 7,5) ER | Daihatsu<br>Oil 4SA 8Cy. 260 × 320<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Fuel 88,5t-5,5pd |
| 5316765<br>*MBYE*<br>168597<br>Esd Rdr | **SEAMARK**<br>**Associated British Ports**<br>Swansea United Kingdom | **216**<br>67<br>— | ✠Classed LR until 3/10/80 | **1959**-12 P. K. Harris & Sons Ltd.—Appledore (117)<br>34,07 7,19 2,617<br>30,48 7,09 3,66<br>1 dk<br>rf 914 BK 51 | **M Pilot Tender** | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 with<br>couplings & sr reverse gear to sc.<br>960bhp (706kW)<br>Lister Blackstone Ltd. |
| 8902814<br>*ELNG2*<br>9337<br>Df Esd Gc<br>Rdr RTm/h/v<br>CollRdr | **SEAMASTER**<br>**Marion Shipping Ltd.**<br>Monrovia Liberia<br>SatCom: 1243671/SMST | *54 961*<br>*29 940*<br>101 134<br>T/cm<br>89,0 | NK | **1990** Namura SB. Co. Ltd.—Imari (904)<br>241,78 (BB) 14,224<br>232,00 42,00 20,40<br>1 dk<br>Bow/CM 121 Diam. 0,406 | **M Tanker**<br>COW IGS SBT<br>9 Ta ER<br>L.(oil) 112 579<br>3 Cargo pumps total 7 500T/hr | Sulzer<br>Oil 2SA 7Cy. 620 × 2150<br>8 113kW (11 030bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 140,06t (d.o.) 2 071,72t (hvf)-31, |
| 5134193<br>*ODIQ*<br>B4144<br>Df Esd Rdr<br>RTm | **SEAMASTER**<br>ex Paulanis-81 ex Dievertje-75<br>ex Gouwestroom-64 ex Dievertje-61<br>**Mneinne & Elouche Rafic**<br>Lebanon | **900**<br>633<br>887 | BV | **1957** Schps. "Hoogezand" J. Bodewes—Hoogezand (82)<br>58,98 9,38 —<br>54,01 9,21 3,51<br>2 dks<br>RW | **M General Cargo** CSD<br>G.1 728 B.1 624<br>2 Ha (each 13,1 × 5,0) ER<br>2W Der 2(3) | Deutz<br>Oil 4SA 8Cy. 320 × 460<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 10kW 110V d.c.<br>Fuel 83,5t (d.o.) |
| 7632319<br>*3EMZ*<br>8820-78A<br>Df Esd Gc<br>Rdr RTm/h/v | **SEAMASTER I**<br>**Industrial Navigation Co. Inc.**<br>Panama Panama | **11 653**<br>6 924<br>17 116 | ✠**100A1** SS 2/88<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL F† $2\frac{5}{16}$"U3<br>FN 5196 | **1978**-2 Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1218)<br>154,79 (BB) 22,43 9,741<br>145,01 22,41 13,42<br>P 30,2 F 14,4 2 dks<br>rf 178 | **M General Cargo**<br>4 Ho 22,4 31,4 31,4 22,4 ER 4 TwD<br>G.24 730 B.23 300<br>4 Ha (stl) (13,4 × 8,9) (20,2 20,2 13,4 × 11,9) ER<br>Cr 1(25) 2(15) Der 1(80) 4(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 512kW 450V 60Hz a.c.<br>Fuel 149,5t (d.o.) 1 216,5t (hvf)-36,0pd |
| 7711141<br>*HO3097*<br>11613-82<br>Rt | **SEAMENT I**<br>**Libexim S.A.**<br>Panama Panama | **5 534**<br>5 428<br>14 015 | ✠**100A1** SS 10/89<br>harbour service<br>EL (W)O 412,5/50,0U2<br>FN 3196 | **1977**-10 A.G. "Weser" Seebeckwerft—Bremerhaven (2/1014)<br>102,47 21,44 7,963<br>100,72 21,01 10,72<br>1 dk<br>rf nil | **Cement Handling Barge**<br>Storage | Gen 1 × 175kW 400V 50Hz a.c. |
| | For service with No. 7715501 PONTOON A, No. 7715513 PONTOON B & No. 7715525 PONTOON C | | | | | |
| 7711153<br>9146-78A | **SEAMENT II**<br>**Tropical Navigation & Construction Co S.A.**<br>Panama Panama | **5 949**<br>5 447<br>13 985 | ✠**100A1** SS 11/88<br>harbour service<br>EL W 495,0/50,0U2<br>FN 3196 | **1978**-2 A.G. "Weser" Seebeckwerft—Bremerhaven (2/1015)<br>102,47 21,44 7,963<br>100,72 21,01 10,72<br>1 dk<br>rf nil | **Cement Handling Barge**<br>Storage | Gen 1 × 175kW 400V 50Hz a.c. |
| | For service with No. 7715537 PONTOON A, No. 7715549 PONTOON B & No. 7715551 PONTOON C | | | | | |
| 7814474<br>9282-79A | **SEAMENT III**<br>**Libexim S.A.**<br>Panama Panama | **8 660**<br>8 632<br>16 080 | ✠**100A1** SS 2/88<br>barge<br>EL B† 550,0/50,0U3<br>FN 4322 | **1978**-10 Kockums Varv (Shipyard) AB—Malmo (571)<br>124,42 23,25 8,546<br>121,32 22,81 12,81<br>1 dk<br>rf nil | **Cement Handling Barge**<br>Storage | Gen 2 × 200kW 380V 50Hz a.c. |
| 7814486<br>9580-79A | **SEAMENT IV**<br>**Transworld Handling Corp.**<br>Panama Panama | **8 660**<br>8 632<br>16 080 | ✠**100A1** SS 2/91<br>barge<br>harbour service<br>EL B† 550,0/50,0U3<br>FN 4322 | **1978**-12 Kockums Varv (Shipyard) AB—Malmo (572)<br>124,42 23,25 8,546<br>121,32 22,81 12,81<br>1 dk<br>rf nil | **Cement Handling Barge**<br>Storage | Gen 2 × 200kW 380V 50Hz a.c. |

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|---|---|---|---|---|---|---|
| 8309474<br>6385 | **SEAMENT IX**<br>ex Gas Gemini (LR No. 7391874)-82<br>**Rota Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **35 277**<br>34 955<br>76 474 | **100AT**<br>barge for permanent<br>service at Yarimca Port<br>EL 527,0/76,0U3<br>FN 12656<br>(NK) | **1977** Mitsubishi Heavy Industries Ltd.—Yokohama (956)<br>189,21 (BB) 41,66<br>178,31 36,61 22,00<br>1 dk<br>rf nil conv LPG Atmospheric Liquefied Gas Carrier 82 | **Cement Handling Barge**<br>Storage Self-unloader | Gen 5 × 850kW 440V 60Hz a.c. |
| 7814498<br>[illegible] | **SEAMENT V**<br>**Tropical Bulk Handling Corp.**<br>Panama Panama | **8 660**<br>8 632<br>16 080 | ✠**100A1**<br>barge<br>EL B† 550,0/50,0U3<br>FN 4322<br>**DELAYED AT UMM QASR** | **1979**-3 Kockums Varv (Shipyard) AB—Malmo (573)<br>124,42 23,25 8,546<br>121,32 22,81 12,81<br>1 dk<br>rf nil | **Cement Handling Barge**<br>Storage | Gen 2 × 200kW 380V 50Hz a.c. |
| 7820057<br>396399<br>Df Esd Pfd<br>Rdr Rt | **SEAMOUNT ENTERPRISE**<br>**Fishing Enterprises Consolidated Pty. Ltd.**<br>*Port Kembla, N.S.W.* Australia | **196**<br>150<br>— | | Lch.**1982**<br>Len & Cmpl.**1982** Fami Fabrications Pty. Ltd.—Port Kembla, N.S.W. (78/1)<br>29,82 8,03 3,401<br>26,32 7,61 4,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292 with clutches, flexible couplings & sr geared to sc. shaft<br>1 220bhp (897kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 72kW 1 × 20kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>12kn |
| 5316791<br>400209 | **SEAMROG II**<br>**Padhraic Moneley Ltd.**<br>Dublin Irish Republic | **475**<br>221<br>372 | ✠Classed LR until 2/90 | **1958**-10 Liffey Dockyard Ltd.—Dublin (178)<br>44,81 9,89 2,896<br>41,15 9,45 3,97<br>P 14,7 F 7,4 1 dk<br>RW rf 152 | **TM Sludge Carrier**<br>4 Ta ER | Polar<br>2 Oil 2SA each 4Cy. 250 × 420<br>450bhp (331kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 15kW 220V d.c.<br>Fuel (d.o.) 9,5kn |
| 7601578<br>9HYH2<br>2247<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEAMUSIC II**<br>ex Eurounity-89<br>**Seamusic Shipping Co. Ltd.**<br>Valletta Malta | **14 274**<br>10 155<br>26 732<br>T/cm<br>37,2 | AB<br>**DETAINED DURING HOSTILITIES 8/90** | **1977** Namura SB. Co. Ltd.—Imari (815)<br>171,86 (BB) 25,07 9,913<br>162,01 25,02 13,82<br>P 26,0 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho ER<br>G.32 866 B.32 070 HeCls. B<br>9 Ha (stl) (8,2 × 11,9) (21,0p&s 21,0p&s 21,0p&s 21,0p&s × 9,0) ER<br>Cr 5(15-22) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 500bhp (8 459kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 460kW 450V 60Hz a.c.<br>Fuel 153,0t (d.o.) 1 534,0t (hvf)-34,0pd 15kn |
| 8502418<br>EIVL<br>402324<br>D 641<br>Rdr Rt | **SEAN POL**<br>**Thomas Ferguson**<br>Dublin Irish Republic | **370**<br>137<br>221 | - | **1984** B.I.M.—Baltimore, Ireland<br>36,91 4,020<br>7,99 4,35<br>1 dk<br>len 85 | **M Fishing**<br>Stern Trawler Ref<br>3 Ho ER | A.B.C. 6MDZC<br>Oil 4SA 6Cy. 256 × 310 with clutches & sr geared to sc. shaft<br>1 200bhp (883kW)<br>Anglo-Belgian Corporation N.V. Belgium<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>10,75kn |
| 6413534<br>EIBJ<br>402042<br>Esd Rdr<br>RTm/v | **SEANAID**<br>ex Forager-81 ex Ramsgarth-78<br>**Irish Tugs Ltd.**<br>Cory Towage Ltd.<br>Limerick Irish Republic | **306**<br>0<br>— | ✠**100A1** SS 11/90<br>tug<br>✠**LMC**<br>EL (e) 1$\frac{1}{8}$"SQ<br>FN 461 | **1964**-9 Richards (Shipbuilders) Ltd.—Lowestoft (477)<br>38,94 9,12 3,785<br>35,51 8,69 4,27<br>1 dk<br>RW rf 533 BK 152 | **M Tug** | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 with flexible coupling & sr reverse geared to sc. shaft<br>Mirrlees National Ltd. Stockport<br>Gen 3 × 40kW 220V d.c.<br>Fuel (d.o.) 11kn |
| 7401526<br>9HOG2<br>1784<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEAOATH**<br>ex Global Oath-84 ex Mikata Maru-77<br>**Density Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256116/SEAO | **16 277**<br>11 246<br>32 751 | NK | **1976** Kanda Zosensho K.K.—Japan (195)<br>179,99 27,06 10,821<br>170,01 27,01 14,51<br>F 15,0 1 dk | **M Tanker**<br>5 Ta ER<br>L.(oil) 38 581 | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 580kW a.c.<br>14,5kn |
| 7616482<br>9HUE2<br>2006<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **SEAPACE**<br>ex Paramount-88 ex South Light-85<br>**Natmed Co. Ltd.**<br>Valletta Malta | **14 273**<br>9 863<br>27 606 | NK | **1977** Sanoyasu Dockyard Co. Ltd.—Osaka (361)<br>169,58 10,302<br>160,00 24,80 14,35<br>P 25,3 F 11,0 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.33 980 B.32 544<br>5 Ha (stl) (11,2 × 10,9) (20,5 20,5 20,5 20,5 × 11,9) ER<br>Cr 5(22) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 282kW (9 900bhp)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 372kW a.c.<br>Fuel-34,0pd 14,75kn |
| 7051319<br>9HOO2<br>1663<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEAPANTHER**<br>ex Derby-91 ex Amity Star-88<br>ex Amanda Miller-87<br>**Seapanther Navigation Co. Ltd.**<br>Compagnie Monegasque Maritime S.A.M. (COMOMAR)<br>Valletta Malta | **38 216**<br>21 943<br>66 803<br>T/cm<br>67,8 | ✠**100A1** SS 6/91<br>oil tanker<br>✠**LMC** **(UMS)**<br>**IGS**<br>EL O† 3$\frac{7}{16}$"U2<br>FN 11351 | **1971**-8 Whyalla SB. & Eng. Works—Whyalla, S.A. (51)<br>239,28 (BB) 32,26 13,171<br>228,05 32,21 17,56<br>F 20,8 1 dk<br>rf 64 Bow/CM 125 Diam. 0,310 MH 1,8 | **M Tanker**<br>CBT IGS(LR)<br>13 Ta ER<br>L.(oil) 76 981 HeCls. BC<br>3 Cargo pumps total 6 000T/hr | Sulzer 7RND90<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 WTAuxB 18kgf/cm² (17,7bar)<br>e(ex.g) 22,5kgf/cm² (22,1bar)<br>Gen 3 × 1000kW 415V 50Hz a.c.<br>Fuel 3 655,5t (hvf)-71,0pd 16,5kn |
| 6423462<br>A6EM<br>817/80<br>Pfd Rt | **SEAPEARL**<br>ex Seagull-80 ex No. 5-74<br>**Bahrain Bulk Trade**<br>Sharjah United Arab Emirates | **122**<br>—<br>— | ✠Classed LR until 4/5/84 | **1965**-4 R. Dunston (Hessle) Ltd.—Hessle (S816)<br>26,57 7,50 2,096<br>24,31 7,17 2,65<br>1 dk<br>rf 457 | **M Tug** | Brons<br>Vee Oil 2SA 8Cy. 220 × 380<br>Drypool Eng. & D.D. Co. Ltd. Hull |
| 7370600<br>9HPT2<br>1757<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEAPRIDE II**<br>ex Seapride-86<br>ex Rio Coatzacoalcos-86<br>ex Cabo de Hornos II-82<br>ex Ryuko Maru-77<br>**Adventure Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256127/SEAP | **21 518**<br>13 333<br>38 135<br>T/cm<br>45,4 | NK | **1974** Koyo Dockyard Co. Ltd.—Mihara (675)<br>187,00 28,43 11,129<br>178,01 28,38 15,02<br>B 31,4 F 16,2 1 dk<br>Bow/CM 91 Diam. 0,305 MH 1,2 | **M Tanker**<br>CBT Stern disch.<br>11 Ta ER<br>L.(oil) 45 131 HeCls. BC<br>2 Cargo pumps total 3 400T/hr | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 640kW 450V 60Hz a.c.<br>Fuel 168,5t (d.o.) 1 760,0t (hvf)-43,5pd 15kn |
| 8724432<br>XVRX<br>Esd Rdr Rt | **SEAPRIMFICO 1**<br>ex Zolotistyy<br>**Vietnam Soviet Fishery Joint Venture Co. (SEAPRIMFICO)**<br>Saigon Vietnam | *677*<br>*233*<br>492 | RS | **1986** ..............U.S.S.R.<br>55,01 9,52 4,340<br>50,04 - 5,16<br>1 dk | **M Fish Carrier**<br>Ref<br>Ice strengthened | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>589kW (801bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 150kW a.c. |
| 7396305<br>C4XD<br>707949<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SEAPRINCESS II**<br>ex Anna-86<br>**Watershine Shipping Ltd.**<br>Limassol Cyprus | **14 920**<br>10 508<br>29 300<br>T/cm<br>36,3 | AB | **1976** Hakodate Dock Co. Ltd.—Muroran (622)<br>181,08 (BB) 23,17 10,664<br>170,01 23,11 14,51<br>P 32,4 F 11,9 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 16,3 19,5 24,0 24,6 24,0 19,8 ER<br>G.38 028 B.33 859 HeCls. B<br>6 Ha (stl) (8,2 13,0 15,2 15,2 15,2 12,8 × 9,6) ER<br>Cr 2(15) 3(10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 158,5t (d.o.) 2 733,0t (hvf)-42,5pd 15kn |
| 7366441<br>558782<br>Df Esd Gc<br>Rdr RTm/v | **SEAPROBE I**<br>ex Barents Seahorse-91<br>**Fugro-McClelland Equipment Inc.**<br>Houston, Tx United States of America<br>SatCom: 1502735/FUMC | **292**<br>198<br>945 | AB | **1974** Burton Construction & SB. Corp.—Port Arthur, Tx (507)<br>57,89 12,20 4,331<br>51,82 12,17 5,03<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened | General Motors 16-645-E7B<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 100kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 403,5t (d.o.) 14kn |

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| **7929774**<br>*XVQA*<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SEAPRODEX 1**<br>ex Thuy San 01-90 ex Marine Fellow-86<br>**Seaprodex Shipping Co.**<br>Saigon Vietnam | **499**<br>260<br>1 171 | NK | **1980** Miyoshi Zosen K.K.—Uwajima (261)<br>69,78 11,03 4,023<br>64,52 11,00 4,04<br>2 dks | **M Refrigerated Cargo**<br>In.1 423<br>2 Ha (stl) (each 6,0 × 4,5) ER<br>Der 4(3) | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 4 × 96kW a.c. |
| **8708737**<br>*XVRW*<br>Rdr Rt | **SEAPRODEX 2**<br>**Seaprodex Shipping Co.**<br>Saigon Vietnam | *1 287*<br>*447*<br>1 352 | NK | **1988** Hayashikane Dockyard Co. Ltd.—Nagasaki (955)<br>71,23 (BB) 11,03 4,001<br>64,52 11,00 6,51<br>1 dk | **M Refrigerated Cargo**<br>2 Ho ER 2 TwD<br>In.1 716<br>2 Ha (stl) ER | Yanmar<br>Oil 4SA 6Cy. 330 × 620<br>1 800bhp (1 324kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7709813**<br>*XVRY*<br>Esd Gc Pfd<br>Rdr Rt | **SEAPRODEX 3**<br>ex Seita Maru-89<br>**Seaprodex Shipping Co.**<br>Saigon Vietnam | **494**<br>272<br>1 089 | NK | **1977** Wakamatsu Zosen K.K.—Wakamatsu (276)<br>68,36 11,03 3,796<br>64,01 11,00 4,09<br>2 dks<br>rf 648 | **M Refrigerated Cargo**<br>2 Ho 19,2 20,3 2 TwD 19,2 18,5<br>In.1 291<br>4 Ha (each 3,4 × 3,4) ER<br>4W Der 2(2) | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 3 × 144kW 220V 60Hz a.c. |
| **8839029**<br>*XVWS*<br>Df Esd Gc<br>Rdr Rt | **SEAPRODEX 4**<br>**Seaprodex Shipping Co.**<br>Saigon Vietnam | **340**<br>—<br>150 | | **1988** Ha Long Shipyard—Haiphong<br>- <br>- 7,60 3,65<br>1 dk | **M Refrigerated Cargo Fish Carrier** | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 100kW a.c. |
| **7210329**<br>*XVJE*<br>Df Esd Gc<br>Pfd Rdr Rt | **SEAPRODEX 6**<br>ex Khanh Hoi ex Taiyo Maru No. 2<br>ex Kasuga Maru No. 18-79<br>**Seaprodex Shipping Co.**<br>Saigon Vietnam | **299**<br>155<br>520 | | **1972** Kanasashi Co. Ltd.—Shimizu (1063)<br>49,52 8,23 3,296<br>44,00 8,21 3,66<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 440<br>919kW (1 249bhp)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 2 × 385kW a.c. |
| **7233943**<br>*XVXK*<br>Df Esd Gc<br>Pfd Rdr Rt | **SEAPRODEX 7**<br>ex Can Gio ex Koei Maru No. 28<br>**Seaprodex Shipping Co.**<br>Saigon Vietnam | **254**<br>128<br>319 | | **1972** Uchida Zosen—Ise (715)<br>8,03 2,950<br>40,70 8,01 3,46<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>In.938 | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 220kW a.c. |
| **7818999**<br>*3WEG*<br>Esd Gc Pfd<br>Rdr Rt | **SEAPRODEX 8**<br>ex Nikko Maru No. 73-91<br>ex Tensei Maru-85<br>**Seaprodex Shipping Co.**<br>Haiphong Vietnam | **498**<br>263<br>1 061 | NK | **1979** Setouchi Zosen K.K.—Kinoe (473)<br>68,35 11,03 3,835<br>64,00 11,00 4,10<br>2 dks | **M General Cargo**<br>Ref<br>In.1 273<br>2 Ha (stl) (each 4,8 × 3,9) ER<br>Der 2(3) | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 324kW (1 800bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 200kW a.c. |
| **7017507**<br>*9HBN3*<br>2403<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER | **SEAPROGRESS**<br>ex Eljianni-85 ex Melsomvik-73<br>**Northwind Shipping Ltd.**<br>Valletta Malta | **11 599**<br>7 660<br>20 016<br>T/cm<br>31,0 | NV | **1970** A/S Fredriksstad M/V—Fredrikstad (405)<br>165,16 (BB) 22,61 9,354<br>152,76 22,56 12,30<br>P 35,7 F 14,7 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 21,7 22,9 23,3 23,3 24,0 ER<br>G.26 441 B.25 663<br>5 Ha (stl) (15,3 × 10,9) (17,0 18,5 18,5<br>18,7 × 12,8) ER<br>Cr 5(15) Der 2(3) | Gotaverken<br>Oil 2SA 6Cy. 760 × 1500<br>8 400bhp (6 179kW)<br>A/S Fredriksstad M/V<br>Gen 3 × 392kW 440V 60Hz a.c.<br>Fuel 132,0t (d.o.) 1 109,5t (hvf)-28,5pd |
| **7402609**<br>*9HPI3*<br>2958<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEAPROMISE**<br>ex Osco Sailor-91 ex Nezla-88<br>ex Scaptrust-77<br>**Wave Breaker Shipping Co. Ltd.**<br>Valletta Malta | *17 737*<br>*12 314*<br>32 093<br>T/cm<br>42,8 | ✠**100A1** SS 12/89<br>oil tanker<br>✠**LMC** **UMS**<br>EL H† 2$\frac{7}{16}$"U3<br>FN 6680 | **1976**-1 Eriksbergs M/V A/B—Goteborg (700)<br>170,77 (BB) 26,09 11,354<br>163,00 26,07 14,91<br>P 36,0 F 17,1 1 dk<br>rf 51 Bow/CM 85 Diam. 0,360 MH 1,8 | **M Tanker**<br>Stern disch.<br>22 Ta ER<br>L.(oil) 42 101 HeCls. BC<br>4 Cargo pumps total 3 600T/hr | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW)<br>Eriksbergs M/V A/B<br>2 AuxB (o.f.) 15kgf/cm$^2$ (14,8bar)<br>e(ex.g) 15kgf/cm$^2$ (14,8bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 2 177,5t (d.o. & hvf)-54,5pd |
| **6818899**<br>*P3ED4*<br>709288<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SEAPURHA**<br>ex Purha-91<br>**Akrotiri Shipping Ltd.**<br>Limassol Cyprus<br>SatCom: 1100776/SPRA | **14 297**<br>8 338<br>25 935 | ✠**100A1** CS 5/88<br>oil tanker<br>Ice Class 1<br>✠**LMC** **UMS**<br>EL F† 2$\frac{3}{4}$"U2<br>FN 6589 | **1968**-12 Cons. Nav. & Ind. de la Mediterranee<br>(CNIM)—La Seyne (1377)<br>188,68 (BB) 22,05 10,237<br>179,97 22,00 14,61<br>P 30,5 F 17,1 1 dk<br>rf 51 | **M Tanker**<br>Stern disch.<br>4 Ta ER<br>L.(oil) 28 892 HeCls. BC<br>3 Cargo pumps total 5 250T/hr | Gotaverken<br>Oil 2SA 7Cy. 630 × 1400<br>9 250bhp (6 804kW)<br>A/B Gotaverken<br>2 AuxB 185lbf/in$^2$ (12,8bar)<br>e(ex.g) 185lbf/in$^2$ (12,8bar)<br>Gen 4 × 560kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 986,5t (hvf)-30,5pd |
| **8102737**<br>*C4QM*<br>707887<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom<br>AMVER | **SEAQUEEN II**<br>ex Warrior-86<br>Launched as Therean Skipper<br>**Oceancolour Shipping Ltd.**<br>Limassol Cyprus | **18 082**<br>13 625<br>34 856 | ✠**100A1** SS 4/88<br>bulk carrier<br>strengthened for heavy<br>cargoes holds 2 & 4 may<br>be empty<br>✠**LMC** **UMS**<br>EL H† 605,0/62,0U3<br>FN 7296 | **1983**-6 Astilleros Espanoles S.A.—Factoria de<br>Sevilla, Sevilla (252)<br>197,62 (BB) 24,26 11,175<br>185,02 24,21 15,22<br>P 9,2 F 18,9 1 dk<br>DK in way of holds | **M Bulk Carrier**<br>5 Ho 22,4 29,1 30,7 29,1 21,6 ER<br>G.46 210 B.40 786<br>5 Ha (stl) (13,2 19,0 19,0 19,0 19,0 × 13,5)<br>ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>10 720bhp (7 885kW)<br>Ast. Espanoles S.A. Manises Work<br>3 AuxB (1 o.f. 2 ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 460kW 380V 50Hz a.c.<br>Fuel 198,0t (d.o.) 1 672,0t (hvf)-34,0pd |
| **7323970**<br>*WYZ8892*<br>540399 | **SEAQUEST ONE**<br>ex Miss Wilma-79<br>**Gracemark Corp.**<br>Jacksonville, Fl United States<br>of America | **100**<br>58<br>— | | **1972** St. Augustine Trawlers Inc.—St. Augustine,<br>Fl<br>*21,46* 6,35<br>2,90 | **Wood M Fishing** | Oil<br>540bhp (397kW)<br>.............<br>Fuel (d.o.) |
| **7356616**<br>*VRRS*<br>HK-0019<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEARADIANCE**<br>ex Orient City-78<br>**Hemisphere Shipping Co. Ltd.**<br>Ocean Tramping Co. Ltd.<br>Hong Kong Hong Kong<br>(British) | **39 236**<br>27 055<br>71 733<br>T/cm<br>66,2 | ✠**100A1** SS 1/87<br>strengthened for ore<br>cargoes, Nos. 1, 3, 5 & 7<br>holds may be empty<br>✠**LMC**<br>EL N† 3"U3<br>FN 11238 | **1977**-3 Sunderland Shipbuilders Ltd.—Deptford,<br>Sunderland (856)<br>228,12 (BB) 32,29 14,053<br>218,42 32,24 19,21<br>F 16,5 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>8 Ho 13,1 21,5 21,5 25,1 21,5 25,1<br>21,5 21,5 ER<br>G.87 506<br>8 Ha (stl) (9,1 × 10,0) (12,5 12,5 14,4 12,5<br>14,4 12,5 12,5 × 15,0) ER | Doxford<br>Oil 2SA 8Cy. 760 × 2180<br>20 000bhp (14 711kW)<br>Doxford Engines Ltd.<br>2 AuxB (o.f.) 11,3kgf/cm$^2$ (11,1bar)<br>Gen 1 × 688kW 2 × 625kW 440V 60H<br>Fuel 259,0t (d.o.) 3 611,0t (hvf) |
| **7227023**<br>*9HSG2*<br>1882<br>Df Esd Gc<br>Pfd Rdr RTv | **SEARAMBLER**<br>ex Rambler-88 ex Petrobulk Rambler-87<br>ex Prowave-86 ex Wayusut-85<br>ex Messiniaki Timi-83<br>**Champion Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256113/SEAR | **17 309**<br>11 755<br>30 328<br>T/cm<br>38,0 | ✠**100A1** SS 9/90<br>oil tanker<br>✠**LMC** **UMS**<br>EL H† 2$\frac{7}{16}$"U3<br>FN 6539 | **1973**-1 Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2222)<br>170,72 (BB) 26,04 11,011<br>162,01 26,00 14,36<br>P 37,8 F 14,1 1 dk<br>rf nil Bow/CM 85 Diam. 0,310 | **M Tanker**<br>Stern disch.<br>1 Ho 15,0 24 Ta ER<br>G.1 186 B.1 111 L.(oil) 36 271<br>HeCls. BptC<br>1 Ha (stl) (2,9 × 4,5) ER<br>6W Der 4(5) 2(3)<br>4 Cargo pumps total 2 800T/hr | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>2 WTAuxB (o.f.) 17kgf/cm$^2$ (16,7bar)<br>e(ex.g) 20kgf/cm$^2$ (19,7bar)<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 2 526,0t (hvf)-37,5pd |
| **7004598**<br>*H2ZV*<br>707092<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEARANGER**<br>ex Berkshire-84<br>**Takoradi Shipping Co. Ltd.**<br>Limassol Cyprus | **16 321**<br>11 761<br>32 280<br>T/cm<br>40,9 | ✠**100A1** SS 2/91<br>strengthened for ore<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>✠**LMC** **(UMS)**<br>EL H† 2$\frac{7}{16}$"U3<br>FN 7064 | **1970**-9 Doxford & Sunderland SB. & Eng. Co. Ltd.<br>—N. Sands Shpyd, Sld (727)<br>182,58 (BB) 26,40 10,702<br>173,13 26,37 14,43<br>P 31,1 F 15,0 1 dk<br>rf 76 | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 19,5 18,2 20,1 18,2 20,1 18,2<br>18,2 ER<br>G.38 942<br>7 Ha (stl) (9,1 × 9,1) (10,6 12,8 11,4 12,8<br>11,4 11,4 × 12,6) ER<br>14W Der 14(10) | Doxford<br>Oil 2SA 6Cy. 760 × 2180<br>15 000bhp (11 033kW)<br>Doxford & Sunderland SB. & Eng. Co. Lt<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 405kW 440V 60Hz a.c.<br>Fuel 1 829,0t (hvf) |

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| 7907433<br>Esd Gc Rdr<br>Rt | **SEARCHER**<br>**Government of The United Kingdom (Department of Customs & Excise)**<br>United Kingdom | **150**<br>—<br>— | | **1979** Brooke Marine Ltd.—Lowestoft (423)<br>32,87 6,33 1,524<br>30,48 6,10 3,61<br>1 dk | **TM Patrol Ship** | Paxman 12YJCM<br>2 Vee Oil 4SA each 12Cy. 197 × 216 reverse reduction geared to sc. shafts<br>4 050bhp (2 979kW)<br>Paxman Diesels Ltd. Colchester |
| 7505360<br>9HOT2<br>1816<br>Df Esd Gc<br>Pst Rdr<br>RTm/h/v<br>AMVER | **SEARIDER**<br>ex Dresden-87<br>**Challenge Shipping Ltd.**<br>Valletta Malta | **27 143**<br>22 073<br>50 250<br>T/cm<br>56,0 | NV (GL) | **1977** Flensburger Schiffsbau-Ges.—Flensburg (647)<br>213,37 (BB) 30,46 12,170<br>205,01 30,41 17,33<br>F 14,4 1 dk | **M Bulk Carrier**<br>Pulp Newsprint<br>Ice strengthened Str. heavy cargoes<br>6 Ho 26,0 25,1 25,1 25,1 25,1 25,1 ER<br>G.66 212 B.64 060 HeCls. B<br>6 Ha (stl) (18,9 × 20,2) (19,5 19,5 19,5 19,5 19,5 × 25,7) ER<br>Cr 6(20) | MAN 16V52/55A<br>Vee Oil 4SA 16Cy. 520 × 550 geared to sc. shaft<br>10 592kW (14 400bhp)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 740kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 280,0t (d.o.) 3 025,0t (hvf)-57,0pd 16kn |
| 8914031<br>VJB4<br>853962<br>Esd Gc Pfd<br>Rdr RTm/h/v<br>SatNav<br>ColRdr<br>SatCom<br>AMVER | **SEAROAD MERSEY**<br>**ANL Ltd. (The Australian National Line)**<br>*Devonport, Tas.* Australia | *5 925*<br>*1 778*<br>3 287 | NV | **1991** Singmarine Shipyard (Pte.) Ltd.—Singapore (178)<br>91,50 (BB) 18,52 5,712<br>86,00 18,50 13,60<br>1 dk | **TM RoRo Cargo**<br>Stern door/ramp (s. upr)<br>L 10,00 W 5,18<br>Stern door/ramp (p. lwr)<br>L 10,00 W 8,00<br>Trailers 30<br>TEU 127 C. 127/20' incl. 40 ref C. | Wartsila 8R32E<br>2 Oil 4SA each 8Cy. 320 × 350 sr geared to sc. shafts<br>5 576kW (7 581bhp)<br>Wartsila Diesel Oy Vaasa/Vasa<br>Gen 2 × 680kW 1 × 550kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 47,0t (d.o.) 461,0t (hvf)-24,0pd 16kn |
| 8917429<br>VNGO<br>854168<br>Df Esd Gc<br>Rdr Rt | **SEAROAD TAMAR**<br>**ANL Ltd. (The Australian National Line)**<br>*Melbourne, Victoria* Australia | *13 697*<br>*4 109*<br>9 958 | NV | **1991** Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (212)<br>149,40 (BB) 6,600<br>135,00 23,00 14,70 | **TM RoRo Cargo**<br>TEU 400 C. 400/20' | MaK 8M552C<br>2 Oil 4SA each 8Cy. 450 × 520 with clutches, flexible couplings & sr geared to sc. shafts<br>9 920kW (13 486bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>16,5kn |
| 7600134<br>3EET4<br>17004-PEXT3<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SEAS EIFFEL**<br>ex Auckland-88 ex Jebsen Auckland-88<br>ex Elma Diez-86 ex Eiffel-85<br>**Compagnie de Navigation d'Orbigny & Compania Naviera Independencia S.A.**<br>K.G. Jebsen Hamburg G.m.b.H.<br>Panama Panama<br>SatCom: 1332172/EFEL | **15 777**<br>9 466<br>20 754 | BV | **1977** Mitsubishi Heavy Industries Ltd.—Yokohama (982)<br>163,02 (BB) 26,67 10,000<br>155,02 26,61 14,41<br>2 dks | **M General Cargo/Container Ship**<br>Fixed-guides<br>5 Ho ER<br>G.33 653 B.30 651<br>TEU 642 C.Ho 303/20' 40/40' C.Dk 259/20' (40') incl. 40 ref C.<br>9 Ha (stl) (6,8 12,9p&s × 8,2) (19,2p&s 19,2p&s 13,0p&s × 10,6) ER<br>Cr 3(25) Der 1(150) 4(10) | Sulzer 7RND76M<br>Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Fuel 306,0t (d.o.) 1 785,0t (hvf) 12,75kn |
| 7900481<br>YJZH4<br>739<br>Df Esd Gc<br>Pfd Rdr Rt | **SEASAFICO 1**<br>ex Seaprodex 05-90<br>ex Eastern Reefer-89<br>**Southern Star Co. Ltd.**<br>Port Vila Vanuatu | **498**<br>281<br>1 175 | NK | **1979** Kishigami Zosen K.K.—Akitsu (1300)<br>65,85 4,370<br>60,49 12,20 7,00<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Mchy.aft<br>In.1 507 | Akasaka AH33R<br>Oil 4SA 6Cy. 330 × 500<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 160kW a.c.<br>12,25kn |
| 7379175<br>9HPW2<br>1782<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEASCOUT**<br>ex Lis of Galway-86<br>**Vulture Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256131/SEAS | **42 619**<br>32 564<br>87 801<br>T/cm<br>81,8 | NK | **1975** Kanasashi Co. Ltd.—Toyohashi (002)<br>245,98 (BB) 38,36 13,853<br>234,98 38,00 18,29<br>F 19,6 1 dk<br>Bow/CM 125 Diam. 0,410 MH 0,9 | **M Tanker**<br>18 Ta ER<br>L.(oil) 110 632 HeCls. C<br>3 Cargo pumps total 8 250T/hr | MAN K7SZ90/160<br>Oil 2SA 7Cy. 900 × 1600<br>20 300bhp (14 932kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 880kW<br>Fuel-69,0pd 15,5kn |
| 7306386<br>5LBS<br>4445<br>Df Esd Gc<br>Pfd Rdr RTv | **SEASERVICE**<br>**Seaservice Tankers Inc.**<br>Monrovia Liberia<br>SatCom: 1242250/SSVE | **15 027**<br>9 933<br>30 170<br>T/cm<br>38,2 | AB | **1973** Namura SB. Co. Ltd.—Osaka (411)<br>171,02 (BB) 25,46 10,707<br>162,01 25,40 14,30<br>P 10,7 F 13,8 1 dk<br>rf nil Bow/CM 86 | **M Tanker**<br>CBT Stern disch.<br>15 Ta ER<br>L.(oil) 33 948 HeCls. BC<br>3 Cargo pumps total 3 600T/hr | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 560kW 450V 60Hz a.c.<br>Fuel 128,0t (d.o.) 1 836,5t (hvf)-40,5pd 15kn |
| 8410213<br>MCKE7<br>398266<br>Pfd Rdr RTv | **SEASIDER**<br>**Clyde Shipping Co. Ltd.**<br>Lawson-Batey Tugs Ltd.<br>Newcastle - upon - Tyne United Kingdom | *164*<br>*49*<br>71 | **✠100A1** SS 3/90<br>tug<br>near Continental trading area<br>**✠LMC**<br>EL (A) 220,0/16,0U1<br>FN 271 | **1985**-3 R. Dunston (Hessle) Ltd.—Hessle (949)<br>28,22 7,83 2,891<br>25,00 7,41 3,41<br>1 dk<br>rf 495 BK 152 | **M Tug** | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292 with clutches, flexible couplings & sr geared to sc. shaft<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 445kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 26,0t (d.o.) 12,25kn |
| 7024316<br>H2VO<br>707025<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEASONG**<br>ex Antonelli-83<br>ex Toyota Maru No. 8-81<br>**Watermaster Marine Ltd.**<br>Limassol Cyprus | **17 571**<br>12 412<br>32 047<br>T/cm<br>39,6 | NK | **1970** Namura SB. Co. Ltd.—Osaka (390)<br>187,03 (BB) 25,05 11,031<br>175,04 25,00 15,40<br>F 11,3 1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho ER<br>G.37 431 B.35 923<br>5 Ha (stl) (15,2 18,4 8,0 18,4 15,2 × 12,1) ER<br>Cr 5(10) | Sulzer 7RD76<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 512kW 450V 60Hz a.c.<br>Fuel 2 073,5t-40,0pd 14,5kn |
| 6810110<br>CY8721<br>328958<br>Esd Rdr<br>RTm/v | **SEASPAN BREEZE**<br>ex Gulf Bea-80<br>**Seaspan International Ltd.**<br>Vancouver, B.C. Canada | **148**<br>16<br>— | | **1968** B.C. Marine Shipbuilders Ltd.—Vancouver, B.C. (14)<br>25,00 7,45 4,268<br>24,24 7,40<br>1 dk | **M Tug** | Werkspoor 12RVB215<br>Vee Oil 4SA 12Cy. 215 × 260<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 40kW 120/208V d.c.<br>Controllable pitch propeller<br>Fuel 80,5t (d.o.) 12kn |
| 7434808<br>CZ5656<br>369522<br>Esd Gc Pfd<br>Rdr Rt | **SEASPAN CAVALIER**<br>**Seaspan International Ltd.**<br>Vancouver, B.C. Canada | **149**<br>15<br>— | | **1975** Vancouver Shipyards Co. Ltd.—Vancouver, B.C. (53)<br>25,23<br>23,63 7,55 3,89<br>1 dk | **TM Tug** | General Motors 12V-149-TI<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>Detroit Diesel Detroit, Mi<br>12kn |
| 7017789<br>VOLT<br>344602<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **SEASPAN CHALLENGER**<br>ex Hecate Crown-85<br>**Seaspan International Ltd.**<br>Vancouver, B.C. Canada | **501**<br>124<br>295 | **✠100A1** SS 3/91<br>tug<br>**✠LMC**<br>EL (g) 1¼"U2<br>FN 547 | **1970**-7 Star Shipyard (Mercer's) Ltd.—New Westminster, B.C. (399)<br>40,59 10,22 4,903<br>36,05 9,77 5,39<br>RAD 2,5 B & F 23,8 1 dk<br>Box K 305 | **M Tug** | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254 sr reverse geared to sc. shaft<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 75kW 460V 60Hz a.c.<br>Fuel 294,5t (d.o.) 15kn |
| 5164758<br>Esd RdrRTm | **SEASPAN CHALLENGER**<br>ex Island Challenger-71<br>**P. B. Marine**<br>United States of America | **165**<br>37<br>— | | **1944** Wilmington Boat Works Inc.—Wilmington, Ca<br>*27,86* 7,57<br>... ... ...<br>1 dk | **Wood M Tug** | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 NE 62<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7041235<br>VOP5<br>344714<br>Esd Gc Rdr<br>RTm | **SEASPAN CHAMPION**<br>ex Island Champion-71<br>**Seaspan International Ltd.**<br>Vancouver, B.C. Canada | **150**<br>6<br>— | | **1970** Benson Bros. SB. Co. (1960) Ltd. —Vancouver, B.C. (30)<br>27,13 7,32<br>24,67 6,71 4,27<br>1 dk<br>BK 203 | **M Tug**<br>1 Ha (stl) (1,2 × 0,9) | General Motors 8-645-E6<br>Vee Oil 2SA 8Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 50kW 120/208V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 101,5t (d.o.) 12kn |

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| **6704866**<br>*CY8261*<br>327101<br>Esd Rdr RTh | **SEASPAN CHIEF**<br>ex Island Chief-72<br>**Seaspan International Ltd.**<br>Victoria, B.C. | Canada | **149**<br>12<br>— | | | **1966** McKay-Cormack Ltd.—Victoria, B.C. (68)<br>26,52 7,42 4,115<br>25,91 7,01 4,17<br>1 dk | **M Tug** | General Motors<br>Oil 2SA 12Cy. 216 × 254<br>General Motors Corp.<br>Gen 2 × 30kW 110/208V 60Hz a.c.<br>Fuel 75,0t (d.o.) |
| **5164851**<br>*VYYN*<br>179431<br>Gc RdrRTm | **SEASPAN CHINOOK**<br>ex Island Monarch-72 ex Mogul-61<br>ex Logmac-50 ex ATR 64-48<br>**Seaspan International Ltd.**<br>Vancouver, B.C. | Canada | **613**<br>140<br>— | | | **1943** Wheeler SB. Corp.—Whitestone, NY<br>48,34 10,22<br>10,16<br>1 dk | **Wood M Tug** | Fairbanks, Morse<br>Oil 4SA 10Cy. 205 × 255<br>E made44 fitted50<br>Fairbanks Morse & Co.<br>Fuel 203,0t (d.o.) |
| **7343683**<br>*CZ5530*<br>369068<br>Df Esd Gc<br>Pfd Rdr Rt | **SEASPAN COMMODORE**<br>**Seaspan International Ltd.**<br>Vancouver, B.C. | Canada | **648**<br>68<br>467 | **✠100A1**<br>tug<br>**✠LMC** | SS 6/87<br>EL J 1¼"U2<br>FN 672 | **1974**-11 Vancouver Shipyards Co. Ltd.<br>—Vancouver, B.C. (48)<br>43,92 11,41 5,800<br>39,22 10,93 6,20<br>F 17,4 1 dk<br>rf 1067 Box K 305 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>reduction geared to sc. shafts<br>General Motors Corp.<br>Gen 2 × 125kW 480V 60Hz a.c. |
| **7434779**<br>*CZ6447*<br>370217<br>Df Esd Gc<br>Pfd Rdr Rt | **SEASPAN CORSAIR**<br>**Seaspan International Ltd.**<br>Vancouver, B.C. | Canada | **149**<br>14<br>— | | | **1975** Vancouver Shipyards Co. Ltd.—Vancouver,<br>B.C. (63)<br>25,23 7,57 3,887<br>23,63 7,55 4,25<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>reduction geared to sc. shafts<br>Detroit Diesel |
| **7343671**<br>*CZ3943*<br>348499<br>Esd Gc Pfd<br>Rdr Rt | **SEASPAN CRUSADER**<br>**Seaspan International Ltd.**<br>Vancouver, B.C. | Canada | **148**<br>15<br>— | | | **1974** Vancouver Shipyards Co. Ltd.—Vancouver,<br>B.C. (47)<br>25,46 7,83 3,633<br>23,63 7,42 3,89<br>2 dks | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>Detroit Diesel |
| **7434781**<br>*CZ6543*<br>370250<br>Df Esd Gc<br>Pfd Rdr Rt | **SEASPAN CUTLASS**<br>**Seaspan International Ltd.**<br>Vancouver, B.C. | Canada | **149**<br>14<br>— | | | **1975** Vancouver Shipyards Co. Ltd.—Vancouver,<br>B.C. (64)<br>25,23 7,57 3,861<br>23,60 7,55 4,25<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127<br>General Motors Corp., Detroit Diesel<br>Div. |
| **7414092**<br>*CZ5425*<br>368711<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **SEASPAN DEFENDER**<br>ex Gulf Julia-78<br>**Seaspan International Ltd.**<br>Vancouver, B.C. | Canada | **149**<br>22<br>62 | | | **1974** Vito Steel Boat & Barge Cons. Ltd.—Delta,<br>B.C. (142)<br>23,32 7,32 4,115<br>22,26 7,27<br>P 11,3 RQD 12,2 B 4,9 | **TM Tug**<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>General Motors Corp.<br>Gen 2 × 40kW 110/208V 60Hz a.c.<br>2 Directional propellers<br>Fuel 62,0t (d.o.)-5,0pd |
| **8315827**<br>*CY5559*<br>804174 | **SEASPAN DISCOVERY**<br>**Seaspan International Ltd.**<br>Vancouver, B.C. | Canada | **435**<br>249 | | | **1984** Vancouver Shipyards Co. Ltd.—Vancouver,<br>B.C. (107)<br>32,62 3,441<br>29,72 10,67 3,97<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 320 sr<br>shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 75kW 460V 60Hz a.c.<br>2 Directional propellers<br>Fuel 160,5t (d.o.) |
| **6801925**<br>*VGTD*<br>328327<br>Df Rdr Rt | **SEASPAN DORIS**<br>ex Doris Yorke-74<br>**Seaspan International Ltd.**<br>Victoria, B.C. | Canada | **2 612**<br>1 287<br>— | | (AB) | **1968** Victoria Mchy. Depot Co. Ltd.—Victoria, B.C.<br>(145)<br>99,07 17,28 3,353<br>91,75 17,23 5,72<br>1 dk<br>rf 597 | **TM Ferry** | Caterpillar<br>4 Oil 4SA each 8Cy. 159 × 203 reverse<br>geared to sc. shafts<br>2 000bhp (1 471kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 50kW<br>Fuel 197,0t |
| **7011242**<br><br>330620 | **SEASPAN FORESTER**<br>ex Island Forester-71<br>**Seaspan International Ltd.**<br>Victoria, B.C. | Canada | **9 771**<br>9 747<br>17 781 | **✠100A** | SS 10/90<br>EL (x)<br>FN 5047 | **1970**-2 Yarrows Ltd.—Victoria, B.C. (342)<br>138,13 29,72 6,179<br>134,58 29,27 8,23<br>1 dk<br>rf nil | **Log-tipping Pontoon**<br>Deck Cargo | Gen 2 × 40kW 440V 60Hz a.c. |
| **6420484**<br>*VGNK*<br>323224<br>Rdr Rt | **SEASPAN GREG**<br>ex Greg Yorke-74<br>**Seaspan International Ltd.**<br>Vancouver, B.C. | Canada | **2 493**<br>1 232<br>— | | (AB) | **1964** Allied Shipbuilders Ltd.—North Vancouver,<br>B.C. (142)<br>99,07 17,28 3,858<br>97,54 17,23 5,72<br>1 dk<br>rf 127 | **TM Ferry**<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 16Cy. 159 × 203<br>1 976bhp (1 453kW) NE 70<br>Caterpillar Tractor Co.<br>Fuel 107,5t (d.o.) |
| **7414107**<br>*CZ5576*<br>369175<br>Df Esd Gc<br>Pfd Rdr Rt | **SEASPAN GUARDIAN**<br>ex Gulf Irene-78<br>**Seaspan International Ltd.**<br>Vancouver, B.C. | Canada | **149**<br>22<br>— | | | **1974** Vito Steel Boat & Barge Cons. Ltd.—Delta,<br>B.C. (143)<br>23,32 7,32<br>22,26 4,12<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>General Motors Corp., Detroit Diesel<br>Div. |
| **7023867**<br><br>344635 | **SEASPAN HARVESTER**<br>ex Crown Forest No. 1-86<br>ex Crown Zellerbach No. 1-84<br>**Seaspan International Ltd.**<br>Vancouver, B.C. | Canada | **5 881**<br>5 878<br>10 160 | **✠100A** | SS 4/87<br>EL (T)<br>FN 3422 | **1970**-7 Allied Shipbuilders Ltd.—North Vancouver,<br>B.C. (171)<br>111,33 24,67 5,639<br>107,91 24,39 7,32<br>F 7,1 1 dk<br>rf nil | **Log-tipping Pontoon**<br>Deck Cargo | Gen 2 × 40kW 460V 60Hz a.c. |
| **6823052**<br>*VGXJ*<br>330317<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **SEASPAN KING**<br>ex Island King-71<br>**Seaspan International Ltd.**<br>Victoria, B.C. | Canada | **498**<br>131<br>— | **✠100A1**<br>tug<br>**✠LMC** | SS 3/89<br>EL g 1¼"U2<br>FN 547 | **1968**-10 Star Shipyard (Mercer's) Ltd.—New<br>Westminster, B.C. (392)<br>40,59 10,22 4,573<br>36,05 9,77 5,39<br>RAD 1,9 B & F 23,8 1 dk<br>rf 1067 Box K 305 | **M Tug** | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254 sr<br>sc. shaft<br>General Motors Corp.<br>Gen 2 × 75kW 460V 60Hz a.c.<br>Fuel 386,0t (d.o.) |
| **5212385**<br>*CY5769*<br>313751<br>Rdr Rt | **SEASPAN LORNE**<br>ex Lorne Yorke-74<br>**Seaspan International Ltd.**<br>Vancouver, B.C. | Canada | **149**<br>43<br>— | | | **1961** Star Shipyard (Mercer's) Ltd.—New<br>Westminster, B.C. (352)<br>28,20 7,62 2,744<br>... ... ...<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 159 × 203<br>Caterpillar Tractor Co. |
| **5164849**<br>*VCPC*<br>311797<br>Esd RdrRTm | **SEASPAN MARINER**<br>ex Island Mariner-72<br>**Seaspan International Ltd.**<br>Victoria, B.C. | Canada | **182**<br>7<br>— | ✠Classed LR until 7/72 | | **1960**-11 T. Mitchison Ltd.—Gateshead (96)<br>Cmpl. **1960**-11 P. K. Harris & Sons Ltd.<br>—Appledore<br>29,85 7,88 3,315<br>26,83 7,55 3,81<br>1 dk<br>rf 635 BK 51 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>NE 68<br>Caterpillar Tractor Co. |
| **6705913**<br>*CY8358*<br>327100<br>Esd Rdr RTh | **SEASPAN MASTER**<br>ex Island Master-72<br>**Seaspan International Ltd.**<br>Victoria, B.C. | Canada | **149**<br>12<br>— | | | **1966** McKay-Cormack Ltd.—Victoria, B.C. (69)<br>26,52 7,42 4,115<br>25,91 7,01 4,17<br>1 dk | **M Tug** | General Motors<br>Oil 2SA 12Cy. 216 × 254<br>General Motors Corp.<br>Gen 2 × 30kW 110/208V 60Hz a.c.<br>Fuel 75,0t (d.o.) |
| **6608414**<br>*VGVW*<br>326548<br>Df Esd Gc<br>Pfd Rdr Rt | **SEASPAN MONARCH**<br>ex Harold A. Jones-71<br>**Seaspan International Ltd.**<br>Vancouver, B.C. | Canada | **518**<br>72<br>— | **✠100A1**<br>tug<br>**✠LMC** | SS 10/86<br>EL (g)<br>FN 557 | **1966**-6 Star Shipyard (Mercer's) Ltd.—New<br>Westminster, B.C. (379)<br>41,86 9,48 4,827<br>37,72 9,45 5,31<br>F 6,4 1 dk<br>rf 864 BK 203<br>**LAID UP — SURVEYS OVERDUE 10/91** | **TM Tug** | Werkspoor<br>2 Oil 4SA each 7Cy. 390 × 680<br>N.V. Werkspoor<br>Gen 2 × 100kW 460V 60Hz a.c. |
| **7043324**<br>*VDPW*<br>345112<br>Esd Gc Rdr<br>Rt | **SEASPAN NAVIGATOR**<br>ex La Garde-71<br>**Seaspan International Ltd.**<br>Vancouver, B.C. | Canada | **148**<br>9<br>— | | | **1970** Vancouver Shipyards Co. Ltd.—Vancouver,<br>B.C.<br>25,84 7,78 3,404<br>24,08 7,47 4,20<br>1 dk | **TM Tug** | Caterpillar<br>2 Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. |

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| **SEASPAN PACER**<br>ex Le Mars-71<br>**Seaspan International Ltd.**<br>Vancouver, B.C. Canada | **203**<br>25<br>— | | | **1967** Star Shipyard (Mercer's) Ltd.—New Westminster, B.C. (378)<br>29,04 7,90<br>28,20 7,62 4,25<br>B 12,8 1 dk | **TM Tug**<br>2 Ha (stl) (0,9 × 1,5) (0,6 × 0,6) | Deutz<br>2 Oil 4SA each 6Cy. 318 × 451<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 75kW 120/208V 60Hz a.c.<br>Fuel 104,5t (d.o.) 11,25kn |
| **SEASPAN PROTECTOR**<br>ex Gulf Sally-78<br>**Finning Tractor & Equipment Co. Ltd.**<br>Vancouver, B.C. Canada | **149**<br>22<br>— | | | **1974** Vito Steel Boat & Barge Cons. Ltd.—Delta, B.C.<br>23,32 7,32 4,115<br>22,26 7,27<br>1 dk | **TM Tug**<br>Mchy.aft | General Motors 12V-149-TI<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>General Motors Corp. Detroit, Mi<br>11kn |
| **SEASPAN QUEEN**<br>ex La Reine-71<br>**Seaspan International Ltd.**<br>Vancouver, B.C. Canada | **207**<br>42<br>— | | | **1964** Star Shipyard (Mercer's) Ltd.—New Westminster, B.C.<br>29,04 7,93<br>28,20 7,62 3,66<br>1 dk | **TM Tug** | Stork<br>2 Oil 4SA each 8Cy. 210 × 300<br>Gebr. Stork & Co. N.V. Hengelo |
| **SEASPAN REGENT**<br>**Seaspan International Ltd.**<br>Vancouver, B.C. Canada | **568**<br>27<br>480 | **✠100A-**<br>tug<br>**✠LMC** | SS 5/90<br>EL (J) 1¼"<br>FN 658 | **1976**-6 Bel-Aire Shipyard Ltd.—Vancouver, B.C. (246)<br>43,36 12,37 5,335<br>39,25 10,93 5,82<br>F 17,4 1 dk<br>rf 686 Box K 305 | **TM Tug** | General Motors 16-645-E7<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW 480V 60Hz a.c.<br>14kn |
| **SEASPAN RIGGER**<br>**Seaspan International Ltd.**<br>Vancouver, B.C. Canada | **7 761**<br>6 217<br>13 039 | **✠100AN**<br>pontoon | SS 2/89<br>FN 3928 | **1981**-2 Vancouver Shipyards Co. Ltd. —Vancouver, B.C. (88)<br>120,78 26,85 5,792<br>113,98 26,84 7,62<br>F 7,7 1 dk<br>rf nil | **Log-tipping Barge**<br>Deck Cargo | Gen 2 × 120kW 460V 60Hz a.c. |
| **SEASPAN ROYAL** | **567**<br>21<br>594 | **✠100A**<br>tug<br>**✠LMC** | SS 8/89<br>EL (J)<br>FN 659 | **1976**-6 Vancouver Shipyards Co. Ltd. —Vancouver, B.C. (65)<br>43,36 12,40 5,335<br>39,22 10,93 5,87<br>1 dk<br>rf 1067 Box K 305 | **TM Tug** | Polar F216V-D<br>2 Vee Oil 4SA each 16Cy. 250 × 300 reverse reduction geared to sc. shafts<br>A/B Bofors Nohab Goteborg<br>Gen 2 × 125kW 480V 60Hz a.c.<br>14,5kn |
| **SEASPAN SOVEREIGN**<br>ex Island Sovereign-72 ex LT 62-54<br>**Seaspan International Ltd.**<br>Victoria, B.C. Canada | **432**<br>95<br>— | | | **1944** Calumet Shipyard & D.D. Co.—Chicago, Illinois (158)<br>37,50 9,15 5,501<br>... ...<br>1 dk | **M Tug** | General Motors<br>Vee Oil 2SA 16Cy. 216 × 254<br>NE 65<br>General Motors Corp. La Grange, Illinois<br>Fuel (d.o.) |
| **SEASPAN VALIANT**<br>ex Island Valiant-71<br>**Seaspan International Ltd.**<br>Vancouver, B.C. Canada | **110**<br>7<br>— | | | **1970** Bel-Aire Shipyard Ltd.—Vancouver, B.C. (1)<br>22,56 7,32 3,810<br>6,90<br>1 dk<br>rf 1803 BK 305 | **M Tug**<br>1 Ha (stl) (0,7 × 0,6) | Caterpillar<br>Oil 4SA 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 23,5kW 110/208V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.) 11kn |
| **SEASPAN VICTOR**<br>ex Island Victor-71<br>**Seaspan International Ltd.**<br>Vancouver, B.C. Canada | **110**<br>7<br>— | | | **1970** Bel-Aire Shipyard Ltd.—Vancouver, B.C. (191 T)<br>22,56 6,91<br>20,50 6,89 3,81<br>1 dk | **M Tug** | Caterpillar<br>Oil 4SA 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Controllable pitch propeller |
| **SEASPAN VOYAGER**<br>ex Gulf Jean-80<br>**Seaspan International Ltd.**<br>Vancouver, B.C. Canada | **147**<br>9<br>— | | | **1968** B.C. Marine Shipbuilders Ltd.—Vancouver, B.C. (15)<br>23,78 7,78 3,963<br>22,00 7,35 3,46<br>1 dk | **M Tug** | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Controllable pitch propeller<br>12kn |
| **SEASPAN WARRIOR**<br>ex Island Warrior-71 ex Hull No. 258<br>**Seatow Marine Ltd.**<br>Victoria, B.C. Canada | **215**<br>16<br>— | | | **1959** Marine Industrie Ltee.—Sorel, P.Q. (258)<br>29,32 7,95<br>4,02<br>1 dk<br>conv non-propelled General Cargo Barge 66 | **M Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 geared to sc. shaft<br>NE added66<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| **SEASPAN WAVE**<br>ex Gulf Marjorie-78<br>**Seaspan International Ltd.**<br>Vancouver, B.C. Canada | **146**<br>17<br>— | | | **1969** B.C. Marine Shipbuilders Ltd.—Vancouver, B.C. (18)<br>25,00 7,50 3,328<br>22,71 7,45 4,27<br>1 dk | **M Tug** | Werkspoor 12RVB215<br>Vee Oil 4SA 12Cy. 215 × 260<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 40kW 110/208V 60Hz a.c.<br>Controllable pitch propeller<br>12kn |
| **SEASPAN 240**<br>ex Island Impòrter-72<br>**Seaspan International Ltd.**<br>Victoria, B.C. Canada | **5 886**<br>5 875<br>— | **✠100A**<br>pontoon | SS 10/89<br>EL (z) 2¼"SQ<br>FN 3255 | **1962**-10 Yarrows Ltd.—Victoria, B.C. (230)<br>109,66 22,92 5,684<br>106,79 22,86 7,62<br>F 12,5 1 dk<br>rf nil | **Pontoon** | |
| **SEASPAN 250**<br>**Seaspan International Ltd.**<br>Vancouver, B.C. Canada | **5 925**<br>5 914<br>11 716 | **✠100A1**<br>pontoon | SS 8/91<br>EL (Q) 2¼"U2<br>FN 3416 | **1976**-10 Mitsubishi Heavy Industries Ltd. —Nagasaki (13201)<br>109,81 24,41 6,022<br>106,69 24,39 7,62<br>F 10,4 1 dk<br>rf nil | **Deck Cargo Pontoon** | |
| **SEASPAN 251**<br>**Seaspan International Ltd.**<br>Vancouver, B.C. Canada | **5 951**<br>5 940<br>11 594 | **✠100A**<br>pontoon | SS 1/88<br>EL (U)<br>FN 3416 | **1977**-9 Mitsubishi Heavy Industries Ltd.—Nagasaki (13207)<br>109,68 24,44 6,039<br>106,69 24,39 7,62<br>F 10,7 1 dk<br>rf nil | **Deck Cargo Pontoon** | Gen 1 × 12kW 120/208V 60Hz a.c. |
| **SEASPAN 270**<br>ex Genmar 101-80<br>**Seaspan International Ltd.**<br>Vancouver, B.C. Canada | **7 692**<br>6 327<br>15 321 | **✠100A1**<br>pontoon | SS 1/86<br>EL X $2\frac{1}{16}$"U2<br>FN 4551 | **1976**-5 Nippon Kokan K.K.—Tsu (56)<br>121,93 30,54 6,027<br>119,44 30,48 7,62<br>F 8,0 1 dk<br>rf 305 conv Semi-submersible Pontoon 86 | **Deck Cargo Pontoon**<br>15 Ta | Gen 1 × 40kW 380V 50Hz a.c. |
| **SEASPEED**<br>Brazil | **200**<br>125<br>21 | | | **1988** Seaspeed—Marsaxlokk<br>31,20<br>26,40 6,70<br>1 dk | **TM Hydrofoil Ferry** | M.T.U. 16V396TB83<br>210dk P 2 Vee Oil 4SA each 16Cy. 165 × 185 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>2 060kW (2 801bhp)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>34kn |
| **SEASPRING**<br>ex Otterspool-76<br>**Government of The United Kingdom (Secretary of State for Industry)**<br>Stephenson Clarke Shipping Ltd.<br>London<br>United Kingdom | **775**<br>278<br>— | ✠Classed LR until 3/64 | | **1957**-6 Henry Scarr Ltd.—Hessle (735)<br>60,05 11,82<br>56,70 11,43 4,20<br>RAD 13,8 RFD 13,5 1 dk<br>R rf nil conv Bottom doors Hopper Barge 76 | **M Research**<br>Pollution<br>1 Ho 29,5 ER | Paxman<br>Oil 4SA 12Cy. 248 × 267 sr geared to sc. shaft<br>1 057bhp (777kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 2 × 50kW 220V d.c.<br>Fuel (d.o.) 9,5kn |
| **SEASTAR**<br>**Seaway Tankers Inc.**<br>Monrovia Liberia<br>SatCom: 1243731/SSTR | **15 027**<br>9 933<br>30 170<br>T/cm<br>38,2 | | AB | **1973** Namura SB. Co. Ltd.—Osaka (412)<br>171,02 (BB) 25,46 10,707<br>162,01 25,40 14,36<br>P 10,7 F 13,8 1 dk<br>rf nil Bow/CM 86 Diam. 0,410 | **M Tanker**<br>CBT IGS SBT<br>15 Ta ER<br>L.(oil) 33 949 HeCls. BC<br>3 Cargo pumps total 3 600T/hr | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 560kW 450V 60Hz a.c.<br>Fuel 941,0t (d.o.)-40,5pd 15kn |

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| **8018429**<br>*C4ST*<br>707908<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEASTAR II**<br>ex Sea Glory-86<br>**Euroventure Shipping Ltd.**<br>Limassol Cyprus | *18 173*<br>*10 938*<br>28 234<br>T/cm<br>38,6 | ✠**100A1** SS 2/88<br>bulk carrier<br>strengthened for heavy<br>cargoes, holds Nos. 2 & 4<br>may be empty<br>✠**LMC**<br>EL H† 605,0/70,0U2<br>FN 6827 | **1983**-3 Dalian Shipyard—Dalian/Dairen (B270/4)<br>195,00 23,12 10,238<br>183,01 23,00 14,30<br>P 32,0 F 17,7 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 30,1 31,5 21,5 31,5 28,2 ER<br>G.39 403 B.33 134 HeCls. ptB<br>5 Ha (stl) (17,5 21,5 13,2 21,5 19,0 × 11,0) ER<br>Cr 4(25) | B&W<br>Oil 2SA 8Cy. 550 × 1380<br>10 700bhp (7 870kW)<br>Hitachi Zosen Hiroshima Wo<br>AuxB (o.f.) 7,9kgf/cm² (7,8bar)<br>e(ex.g) 11,5kgf/cm² (11,3bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 174,5t (d.o.) 1 628,0t (hvf)-34,0 |
| **7311783**<br>*9HMK3*<br>2875<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEATANK**<br>ex Goldentank-91 ex Team Borga-87<br>ex Borga-82 ex Team Vesta-79<br>**Pansy Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256315/SEAT | **18 661**<br>12 604<br>32 615<br>T/cm<br>38,9 | NV | **1973** A/S Horten Verft—Horten (175)<br>170,62 (BB) 25,94 11,367<br>163,30 25,91 15,30<br>F 15,0 1 dk<br>rf 76 Bow/CM 82 Diam. 0,305 MH 1,5 | **M Tanker**<br>Chemical<br>34 Ta ER<br>L.39 545 HeCls. BC<br>8 Cargo pumps total 2 800T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>A/S Horten Verft<br>Gen 3 × 410kW 440V 60Hz a.c.<br>Fuel 137,0t (d.o.) 1 899,0t (hvf)-40,5pd |
| **7102170**<br>*OHMQ*<br>1467<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **SEATANT**<br>ex Kumlinge-89<br>**Finnish Board of Navigation (Merenkulkuhallitus)**<br>Turku/Abo Finland | **704**<br>208<br>1 098 | | **1970** Nystads Varv Ab—Uusikaupunki/Nystad (261)<br>47,25 11,61 4,801<br>41,31 11,59 5,34<br>conv RoRo Cargo/Ferry 85 | **TD-E Research**<br>Hydrographic Survey 150P<br>Bow ramp Stern ramp | Wartsila<br>2 Oil 4SA each 8Cy. 240 × 310 tota<br>(1 567kW) driving 2 gen. connect<br>motor & sc. shafts<br>Oy Wartsila Ab<br>Thw. thrust propeller fwd<br>Fuel 86,0t (d.o.)-6,5pd |
| **7515054**<br>299957<br>Esd Rdr Rt | **SEATECH**<br>ex Pacific Dragon-88<br>ex Ellen B. Scripps-85<br>**Santa Barbara Seatech Inc.**<br>*San Diego, Ca* United States of America | **101**<br>69<br>— | | **1965** Halter Marine Services, Inc.—New Orleans, La (120)<br>28,96 7,32 1,829<br>27,13 2,90<br>1 dk | **TM Research**<br>Oceanographic | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127<br>& reduction geared to sc. shafts<br>680bhp (500kW)<br>General Motors Corp., Detroit Diesel All Div.<br>Gen 2 × 49kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **8118152**<br>*LADW4*<br>N-00839<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SEATERN**<br>ex Tomoe 103-89<br>**Seatern K/S**<br>Goliat Shipping A/S<br>Oslo Norway (NIS)<br>SatCom: 1311741/LADW | **5 072**<br>3 599<br>10 951<br>T/cm<br>19,5 | NV (NK) | **1981** Asakawa Zosen—Imabari (305)<br>123,63 (BB) 18,22 8,187<br>115,60 18,20 9,81<br>P 27,8 F 18,0 1 dk<br>Bow/CM 55 Diam. 0,250 MH 2,4 | **M Tanker**<br>Oil Chemical<br>CBT DB<br>12 Ta ER<br>L.12 312 HeCls. BC<br>6 Cargo pumps total 3 600T/hr | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1150<br>4 413kW (6 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.)<br>Gen 2 × 320kW 1 × 240kW 445V<br>Fuel 135,0t (d.o.) 826,0t (hvf)-19,5pd |
| **5138424**<br>*HPPC*<br>12848-83<br>Df Esd Gc<br>Rdr | **SEATRA EXPRESS**<br>ex Vivi-82 ex Mira Permata-81<br>ex Gunung Kerintji-78<br>**Walter Maritime Inc.**<br>Mondale Maritime & Enterprises (S) Pte. Ltd.<br>Panama Panama | **4 213**<br>2 440<br>5 751 | (GL)<br>✠Classed LR until 7/65 | **1961**-3 Hakodate Dock Co. Ltd.—Hakodate (263)<br>108,82 16,08 6,516<br>100,18 16,01 8,01<br>P 26,9 F 10,4 1 dk, 2nd dk except in No. 1 hold<br>rf 76 | **M General Cargo**<br>Mchy.aft | MAN<br>Oil 2SA 5Cy. 600 × 1050<br>3 300bhp (2 427kW)<br>Mitsubishi Nippon Heavy Ind. |
| **7126970**<br>*9HQN2*<br>Df Esd Gc<br>Pfd Rdr RTv | **SEATRADER II**<br>ex Port Joinville-87 ex Elissa-80<br>ex Harmaliyah-79 ex Wilke-77<br>**Velocity Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256110/SEAT | **15 285**<br>9 037<br>25 228<br>T/cm<br>36,0 | NV (BV)<br>✠Classed LR until 1/80 | **1972**-8 Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (293)<br>175,11 (BB) 25,05 9,675<br>163,20 25,00 12,60<br>P 35,1 F 19,2 1 dk<br>rf nil Bow/CM 90 Diam. 0,300 MH 1,5 | **M Tanker**<br>Ice strengthened Stern disch.<br>27 Ta ER<br>L.(oil) 32 988 HeCls. BC<br>4 Cargo pumps total 3 000T/hr | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>8 532kW (11 599bhp)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 2 × 544kW 1 × 500kW 450V<br>Thw. thrust propeller fwd<br>Fuel 182,0t (d.o.) 1 640,0t (hvf)-32,0 |
| **5044386**<br>Df Rt | **SEATRADER II**<br>ex Bierum-71 ex Vechstroom-52<br>ex Bierum-51<br>**H. Hall & Field Jones**<br>Roatan Honduras | **400**<br>242<br>584 | ✠Classed LR until 31/1/72 | **1948**-12 Gebr. Bodewes Scheepswerf "Volharding"—Foxhol (120)<br>50,09 8,39 3,220<br>45,62 8,31 3,26<br>P & B 28,4 F 6,8 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.1 025 B.954 | Brons<br>Oil 4SA 6Cy. 290 × 450<br>360bhp (265kW)<br>Appingedammer Brons |
| **7701495**<br>331001171<br>Rdr Rt | **SEATRAN EXPRESS**<br>ex Sea Hawk 3-90 ex Sea Hawk-90<br>**Seatran Travel Co. Ltd.**<br>Bangkok Thailand | **388**<br>—<br>29 | | **1977** Mitsubishi Heavy Industries Ltd. —Shimonoseki (784)<br>45,01 7,83 1,250<br>41,00 7,79 3,92<br>1 dk | **Aluminium Alloy TM Ferry**<br>290P | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 190 × 2<br>4 400bhp (3 236kW)<br>Ikegai Tekkosho |
| **6911354**<br>*HSBZ*<br>321001755<br>Rdr Rt | **SEATRAN PRINCESS**<br>ex Leader Queen-89<br>ex Cattleya Maru-88<br>**Seatran Travel Co. Ltd.**<br>Bangkok Thailand | **2 210**<br>1 105<br>466 | | **1969** Taguma Zosen—Innoshima (73)<br>83,90 13,03 3,709<br>77,02 13,01 5,72<br>3 dks<br>RW | **TM Ferry**<br>2391P<br>Mchy.aft | Niigata<br>2 Oil 4SA each 8Cy. 400 × 520<br>5 200bhp (3 825kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 268kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 26,5t (d.o.) 51,0t (i.f.o.)-17,5pd |
| **6500624**<br>*HSCT*<br>BK3075<br>Rdr Rt | **SEATRAN QUEEN**<br>ex Sakura Maru-82<br>**Seatran Marine Co. Ltd.**<br>Bangkok Thailand | **1 127**<br>571<br>239 | | **1964** Mitsubishi Heavy Industries Ltd. —Shimonoseki (597)<br>67,75 10,22 3,048<br>60,00 10,19 4,30<br>2 dks | **M Ferry** 1743dk P<br>Mchy.aft | Mitsubishi<br>Oil 2SA 7Cy. 390 × 650<br>2 400bhp (1 765kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 104kW 445V a.c.<br>Fuel 51,0t-10,0pd |
| **6915013**<br>*9WPR*<br>325264<br>Df Esd Gc<br>Pfd Rdr Rt | **SEATRAN SILVIA**<br>ex Chamnarn Samut-81<br>ex Hoei Maru-76<br>**Inter Maritime Shipping Sendirian Berhad**<br>Inter Maritime Management Sendirian Berhad<br>Kuching Malaysia | **2 991**<br>1 872<br>5 675 | NK | **1969** Hashihama Zosen—Imabari (239)<br>100,64 15,63 6,503<br>93,99 15,60 7,78<br>P 20,5 F 10,7 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 132 B.6 641<br>2 Ha (stl) (24,6 28,0 × 8,0) ER<br>12W Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 500bhp (2 574kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 128kW<br>Fuel 528,5t-11,5pd |
| **5274008**<br>*MSVC*<br>181891<br>Rdr RTm/v | **SEATRANS SURVEYOR**<br>ex Llanberis-82 ex Penlee-77<br>**Latchfleet Ltd.**<br>London United Kingdom | **493**<br>309<br>589 | | **1948** A. & J. Inglis Ltd.—Glasgow (1356 P)<br>46,64 8,41 3,353<br>8,36<br>F 20,2 2 dks<br>R rf 229 | **TM Pilot Tender**<br>Yacht 24P | Crossley<br>2 Oil 2SA each 6Cy. 267 × 343<br>800bhp (588kW)<br>Crossley Bros. Ltd.<br>Gen 2 × 40kW 220V d.c.<br>Fuel 91,5t (d.o.) |
| **7318949**<br>904767<br>Df Esd Gc<br>Rdr Rt | **SEATTLE ENTERPRISE**<br>ex Grant Neptune-87 ex Polar 902-82<br>**Seattle Enterprise Inc.**<br>Seattle, Wa United States of America | **1 519**<br>1 139<br>— | AB | **1973** Burton Construction & SB. Corp.—Port Arthur, Tx (503)<br>82,33 13,42 4,747<br>5,49<br>1 dk<br>len 88<br>conv Deck Cargo Tug/Supply Ship 82<br>conv Survey Research 88 | **TM Factory Fishing**<br>Fish-factory Stern Trawler | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 2<br>3 900bhp (2 869kW) NE 88<br>General Motors Corp. Electro-Motive<br>Gen 2 × 780kW a.c. 2 × 250kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **5280667**<br>250464<br>Df Esd Pfd<br>Rdr RTv | **SEATTLE STAR**<br>ex Austholm-80 ex Polar Tral-64<br>ex Pan Trades Andros-56<br>**Star Offshore Inc.**<br>Seattle, Wa United States of America<br>SatCom: 1503334/HLGS | **187**<br>120<br>— | (NV) | **1946** J. H. Mathis Co.—Camden, NJ (170)<br>40,59 7,04<br>38,87 7,01 4,14<br>1 dk<br>BK 140 len 57 | **M Fishing**<br>Side Trawler<br>1 Ho 3 Ta<br>3 Ha (0,9 × 0,9) (3,0 3,6 × 2,9) | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>750bhp (552kW) E made61<br>A/S Wichmann<br>Gen 1 × 25kW 1 × 24kW 110V<br>Fuel (d.o.) |

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| **SEAVENTURE**<br>ex Shabonee-83 ex Sea Griffin-74<br>**Volume Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256124/SEAV | **14 185**<br>10 093<br>25 390<br>T/cm<br>35,8 | ✠**100A1**<br>oil tanker (cc)<br>✠**LMC** | SS 6/89<br>EL F† 2$\frac{5}{16}$"U3<br>FN 6091 | **1971**-3 Doxford & Sunderland SB. & Eng. Co. Ltd.<br>—Deptford Shipyard,Sld (846)<br>169,53 (BB) 24,82 9,761<br>161,55 24,77 12,93<br>P 12,2 F 12,8 1 dk<br>rf 76 Bow/CM 84 Diam. 0,310 MH 1,8 | **M Tanker**<br>Stern disch.<br>21 Ta ER<br>L.(oil) 32 790<br>8 Cargo pumps total 3 440T/hr | Doxford 67J6C<br>Oil 2SA 6Cy. 670 × 2140<br>12 000bhp (8 827kW)<br>Doxford & Sunderland Ltd. Sunderland<br>WTAuxB primary 711lbf/in$^2$ (49,1bar)<br>secondary 200lbf/in$^2$ (13,8bar) hs555,8<br>AuxB (ex.g) 200lbf/in$^2$ (13,8bar)<br>Gen 1 × 600kW 1 × 500kW 440V 60Hz a.c.<br>15,25kn |
| **SEAVENUS**<br>ex Mar Atlantico-91 ex Amstellaan-85<br>**Seashell Shipping Ltd.**<br>Valletta Malta | **19 847**<br>11 658<br>33 529<br>T/cm<br>40,0 | ✠**100A1**<br>strengthened for ore<br>cargoes, Nos. 2&6 holds<br>may be empty (cc)<br>✠**LMC** | SS 5/90<br>EL (H†) 2$\frac{11}{16}$"U2<br>FN 7036 | **1970**-5 Verolme Schpsw.—Alblasserdam (815)<br>184,16 (BB) 25,71 11,202<br>172,22 25,66 15,19<br>P 30,2 F 16,2 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 18,5 18,2 17,9 17,9 17,9 17,9<br>17,9 ER<br>G.40 496<br>7 Ha (stl) (each 11,9 × 12,0)<br>Cr 4(8) | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>8 238kW (11 200bhp)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 1 506,0t (hvf) 15,5kn |
| **SEAVINHA**<br>ex Vinha-91 ex Winha-78<br>**Oceanlane Navigation Ltd.**<br>Limassol Cyprus<br>SatCom: 1101115/SVHA | **14 297**<br>8 338<br>25 935<br>T/cm<br>36,8 | ✠**100A1**<br>oil tanker<br>Ice Class 1<br>✠**LMC** | CS 5/89<br>**UMS**<br>EL F† 2$\frac{3}{4}$"U2<br>FN 6589 | **1969**-7 Cons. Nav. & Ind. de la Mediterranee<br>(CNIM)—La Seyne (1378)<br>188,68 (BB) 22,05 10,237<br>179,97 22,00 14,61<br>P 30,5 F 17,1 1 dk<br>rf 51 Bow/CM 100 Diam. 0,310 | **M Tanker**<br>Stern disch.<br>4 Ta ER<br>L.(oil) 28 892<br>3 Cargo pumps total 6 750T/hr | Gotaverken<br>Oil 2SA 7Cy. 630 × 1400<br>9 250bhp (6 804kW)<br>A/B Gotaverken Goteborg<br>2 AuxB 13kgf/cm$^2$ (12,8bar)<br>e(ex.g) 13kgf/cm$^2$ (12,8bar)<br>Gen 4 × 560kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 1 603,5t (hvf)-21,5pd 14kn |
| **SEAWARD**<br>**Kloster Cruise Ltd.**<br>Nassau Bahamas<br>SatCom: 1104601/NCLF | *42 276*<br>*22 487*<br>3 500 | | NV | **1988** Wartsila Marine Industries Inc. Turku<br>Shipyard—Turku/Abo (1294)<br>216,17 (BB) 32,64 7,000<br>178,06 32,63 9,40<br>F 46,1 6 dks | **TM Passenger Ship**<br>774cbn 1798bth P | Sulzer 8ZAL40S<br>4 Oil 4SA each 8Cy. 400 × 560 with clutches,<br>flexible couplings & sr geared to sc. shafts<br>18 476kW (25 118bhp)<br>Oy Wartsila Ab Turku/Abo<br>Gen 3 × 2840kW 6600V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 142,0t (d.o.) 1 910,0t (hvf) 20kn |
| **SEAWARD QUEST**<br>ex Brimborg-89<br>**Francis Weisman & Partners**<br>Fraserburgh United Kingdom | **133**<br>46<br>— | | BV | **1977** Karlstadsverken FEAB—Karlstad<br>27,79 6,99<br>24,03 3,46<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>625kW (850bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 23kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 25,0t (d.o.) 9,5kn |
| **SEAWAVE**<br>ex Seaspeed-88 ex Jinrei Maru-83<br>**Pavia Shipping Co. Ltd.**<br>Societe Anonyme Monegasque<br>d'Administration Maritime et<br>Aerienne (S.A.M.A.M.A.)<br>Limassol Cyprus | **21 807**<br>15 989<br>38 927<br>T/cm<br>45,7 | | NK | **1971** Kurushima Dockyard Co. Ltd.—Imabari<br>(680)<br>196,45 27,67 11,742<br>184,00 27,60 16,60<br>F 15,9 1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho ER<br>G.45 450<br>5 Ha (stl) (14,0 16,0 16,0 16,0 14,4 × 12,1)<br>ER<br>Cr 4(10) 1(5) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>8 827kW (12 000bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 460kW 450V 60Hz a.c.<br>Fuel 273,0t (d.o.) 2 179,5t (hvf)-35,5pd 14,5kn |
| **SEAWAVE**<br>ex Granelero I-88 ex Kongsdal-76<br>**Kyma Shipping Co.**<br>Golden Union Shipping Co. S.A.<br>Piraeus Greece | **1 549**<br>660<br>2 140 | ✠Classed LR until<br>25/8/88 | NV | **1965**-5 Aarhus Flydedok og Maskinkp. A/S<br>—Aarhus (125)<br>79,91 12,93 4,814<br>73,36 12,91 6,00<br>P 20,2 F 13,5 1 dk<br>rf 102 | **M Cement Carrier**<br>Self-unloader<br>Ice strengthened<br>4 Ho 18,2p&s 17,5p&s ER<br>G.1 553 | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 80kW 380V 50Hz a.c.<br>Fuel 114,0t (d.o.) 12kn |
| **SEAWAY**<br>ex Polystar-91<br>**Felixstowe Shipping Ltd.**<br>Monrovia Liberia<br>SatCom: 1244443/SWAY | **34 311**<br>23 369<br>60 935<br>T/cm<br>62,6 | | NV | **1981** Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1211)<br>213,32 32,24 12,816<br>205,01 32,21 19,31<br>1 dk<br>Bow/CM 103 Diam. 0,410 MH 1,5 | **M Tanker**<br>COW IGS DB<br>15 Ta ER<br>L.(oil) 68 488 HeCls. C<br>3 Cargo pumps total 7 500T/hr | B&W 6L80GFCA<br>Oil 2SA 6Cy. 800 × 1950<br>16 200bhp (11 916kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 760kW 1 × 700kW 1 × 340kW<br>450V 60Hz a.c.<br>Fuel 3 959,0t (d.o. & hvf) 15,5kn |
| **SEAWAY COMMANDER**<br>ex North Sea Commander-90<br>ex Drive Performer-88<br>ex Archimedes-85 ex Swanella-81<br>**K/S A/S North Sea Commander**<br>Bergen Norway | **1 317**<br>366<br>632 | ✠Classed LR until<br>26/2/82 | NV | **1967**-2 Goole SB. & Repairing Co. Ltd.—Goole<br>(554)<br>74,83 12,40 5,781<br>65,54 12,35 8,08<br>B 22,9 2 dks<br>rf 762 BK 178 conv Stern Trawler Fishing 82 | **D-E Diving Support Ship**<br>for offshore installations<br>Mchy.aft<br>Cr 1(25) 1(4) 1(2) | English Electric<br>2 Vee Oil 4SA each 12Cy. 254 × 305 total<br>3 586bhp (2 638kW) driving 2 gen. each 835kW<br>510V d.c. connected to elec. motor of 2 100shp<br>(1 545kW) & sc. shaft<br>English Electric Co. Preston<br>Gen 2 × 300kW 415V 50Hz a.c.<br>15kn |
| **SEAWAY CONDOR**<br>**K/S Stolt-Nielsen Seaway Supply &<br>Support Ships II A/S**<br>Stolt-Nielsen Seaway A/S<br>Haugesund Norway<br>SatCom: 1310412/LKYW<br>See Register of Offshore Units | T.Mk<br>**4 513**<br>1 092<br>2 950 | | NV | **1982** Werft Nobiskrug G.m.b.H.—Rendsburg<br>(710)<br>101,94 19,94 5,522<br>90,02 19,61 10,72<br>3 dks | **TD-E Diving Maintenance Support**<br>for offshore installations Fire-fighting<br>3 moonpools<br>Mchy.aft<br>Cr 1(70) | MaK 8M332AK<br>6 Oil 4SA each 8Cy. 240 × 330 total 10 374bhp<br>(7 631kW) driving 6 gen. each 1 200kW 660V<br>a.c. connected to 2 elec. motors each of<br>2 200shp (1 618kW) & sc. shafts<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 472kW 440V 60Hz a.c.<br>2 Directional propellers<br>3 Thw. thrust propellers fwd , 1 aft<br>Fuel 1 000,0t (d.o.)-20,0pd 11,75kn |
| **SEAWAY HARRIER**<br>**K/S Stolt-Nielsen Seaway Supply &<br>Support Ships A/S IV**<br>Stolt-Nielsen Seaway A/S<br>Haugesund Norway<br>SatCom: 1311141/LNQZ<br>See Register of Offshore Units | *4 782*<br>*1 434*<br>2 350 | | NV | **1985** A/S Framnaes M/V—Sandefjord (199)<br>83,42 5,750<br>73,00 19,51 8,62 | **TD-E Diving Support Ship**<br>for offshore installations Fire-fighting<br>3 moonpools<br>Cr 1(60) | Normo KVGB-16<br>KVGB-12<br>4 Vee Oil total 11 420bhp (8 400kW) driving 4 gen.<br>each 2 100kW 600V a.c. connected to 2 elec.<br>motors & dr geared to sc. shafts<br>(i) 2 Oil 4SA each 16Cy. 250 × 300<br>A/S Bergens M/V Bergen<br>(ii) 2 Oil 4SA each 12Cy. 250 × 300<br>A/S Bergens M/V Bergen<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd , 1 aft<br>12,5kn |
| **SEAWAY HOBART**<br>ex Union Hobart-84<br>**Union Shipping Australia Pty. Ltd.**<br>Sydney, N.S.W. Australia | **4 376**<br>1 748<br>7 299 | | NV | **1976** A/S Framnaes M/V—Sandefjord (186)<br>135,79 26,73 7,176<br>120,00 20,60 14,71<br>B - 1 dk & S dk<br>rf 602 | **TM RoRo Cargo** OSD<br>Stern door/ramp<br>Cargo Width 19,15 Clear height 6,17<br>Mchy.aft<br>B.17 089 | Pielstick 12PC2-2V-400<br>2 Vee Oil 4SA each 12Cy. 400 × 460 geared to<br>sc. shafts<br>8 826kW (11 999bhp)<br>Lindholmen Motor AB. Goteborg<br>Gen 3 × 450kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>18,5kn |
| **SEAWAY MELBOURNE**<br>ex Union Lyttelton-83<br>**Union Shipping Australia Pty. Ltd.**<br>Sydney, N.S.W. Australia | **4 375**<br>1 748<br>5 100 | | NV | **1977** A/S Framnaes M/V—Sandefjord (187)<br>135,79 (BB) 20,76 7,176<br>120,00 14,71<br>B - 2 dks<br>rf 602 | **TM RoRo Cargo** OSD<br>Stern door<br>Cargo Width 19,15 Clear height 6,17<br>Cars 65<br>B.17 089<br>TEU 283 283/20'(40') | Pielstick 12PC2-2V-400<br>2 Vee Oil 4SA each 12Cy. 400 × 460 geared to<br>sc. shafts<br>8 826kW (11 999bhp)<br>Lindholmen Motor AB. Goteborg<br>Gen 3 × 420kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>18,5kn |

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| **8213392**<br>*JWVD*<br>20154<br>Df Esd Gc<br>Pfd Rdr RTv | **SEAWAY OSPREY**<br>ex Norskald-90 ex Seacom-85<br>**Stolt-Nielsen Seaway Supply Ships V KS**<br>Stolt-Nielsens Rederi A/S<br>Haugesund Norway<br>SatCom: 1311757/JWVD<br>See Register of Offshore Units | *5 904*<br>*1 771*<br>2 767 | BV | **1984** Ch. du Nord et de la Mediterranee—La Seyne (1442)<br>101,71 5,501<br>90,02 19,61 10,70<br>1 dk | **TD-E Diving Support Ship**<br>for offshore installations<br>Moonpool<br>Cr 1(70) 2(10) | Crepelle<br>6 Oil 4SA each 8Cy. 260 × 320<br>(10 498bhp) driving 6 gen. each<br>a.c. connected to 2 elec. motors<br>1 500shp (1 103kW) 2 elec. motors<br>2 200shp (1 618kW) & sc. shafts<br>Soc. Nouvelle des Moteurs Crepelle<br>2 Directional propellers , 2 fwd<br>Thw. thrust propeller fwd , 1 aft |
| **8420244**<br>*JWWJ*<br>20162<br>Df Esd Gc<br>Rdr RTv | **SEAWAY PELICAN**<br>**K/S A/S Nevi-SNS Diver VII**<br>Stolt-Nielsen Seaway A/S<br>Harstad Norway<br>SatCom: 1310420/JWWJ<br>See Register of Offshore Units | *4 763*<br>*1 428*<br>2 434 | NV | **1985** A/S Framnaes M/V—Sandefjord (200)<br>92,31 18,32 6,263<br>79,51 18,01 9,50<br>1 dk | **TD-E Research/ Diving Support**<br>2 Moonpools<br>3 Ta<br>Cr 1(60) 1(5) | Wichmann<br>4 Vee Oil 2SA each 10Cy. 280 ×<br>16 320bhp (12 004kW) driving 4<br>connected to 2 elec. motors & dr<br>shafts<br>A/S Wichmann<br>Gen 1 × 160kW 220V 60Hz a.c.<br>2 Directional propellers<br>3 Thw. thrust Contr. pitch propellers |
| **5317018**<br>*VDDL*<br>311399<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **SEAWAY QUEEN**<br>**Upper Lakes Shipping Ltd.**<br>ULS Corporation<br>Toronto, Ont. Canada | **16 053**<br>11 967<br>26 213<br>T/cm<br>42,0 | ✠**100A1**<br>Great Lakes & River St. Lawrence service<br>✠**LMC**<br>EL (ht) $2\frac{3}{8}$"SQ<br>FN 7096 | **1959**-6 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (25)<br>218,62 22,10 8,310 FW<br>213,32 21,95 11,31<br>Ba 29,9 F 20,5 1 dk<br>RW rf 76 | **S Bulk Carrier**<br>6 Ho 28,3 23,7 23,7 32,9 25,6 25,6<br>ER<br>G.29 897<br>19 Ha (stl) (each 4,2 × 16,7) ER | 2 S Turb dr geared to sc. shaft<br>8 250shp (6 068kW)<br>The John Inglis Co. Ltd.<br>2 WTB 560lbf/in² (38,7bar) Spt 454<br>530lbf/in² (36,6bar) hs602,0<br>WTAuxB 150lbf/in² (10,4bar)<br>Gen 2 × 500kW 550V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 929,5t (o.f.) |
| **6908400**<br>*HP4559*<br>17162-87B<br>Rdr Rt | **SEAWAY SAPPHIRE**<br>ex Kim Princess-89 ex Sea Treasure-87<br>ex Tomoe 8-81<br>ex Taisei Maru No. 31-78<br>**Seaway Marine Services Pte. Ltd.**<br>Panama Panama | **972**<br>624<br>1 910 | GL (BV) | **1968** Tokushima Zosen Sangyo K.K. —Komatsujima (278)<br>70,36 10,52 4,960<br>65,00 10,49 5,49<br>1 dk<br>RW | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 489 | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 60kW 225V a.c. |
| **7047540**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **SEAWELD VENTURE**<br>ex Parker Tide-85 ex Algosaibi XII-83<br>ex Parker Tide-83 ex Eastern Patriot-74<br>ex Wapiti-72<br>**Michael J. Fagg**<br>Kingstown St. Vincent and the Grenadines | **181**<br>106<br>— | (AB) | **1969** Corpus Christi Marine Service—Corpus Christi, Tx (107)<br>*34,14* 3,074<br>33,46 7,93 3,74<br>F 14,4 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 14<br>reduction geared to sc. shafts<br>1 350bhp (993kW)<br>General Motors Corp., Detroit Diesel<br>Div.<br>Fuel (d.o.) |
| **8623860**<br>*9V3515*<br>384560<br>Df Esd Gc<br>Rdr Rt | **SEAWELL III**<br>ex Monarch I-89 ex Hai Hin 42-87<br>**Amanan & Sons Marine Pte. Ltd.**<br>Singapore Singapore | **157**<br>47<br>— | BV | **1986** Indonesia Onshore/Offshore (Pte.) Ltd. —Singapore<br>25,89 7,65 3,041<br>23,17 7,62 3,74<br>1 dk | **TM Tug** | Caterpillar<br>2 Oil 4SA each 8Cy. 137 × 152<br>Caterpillar Inc.<br>Gen 2 × 36kW 415V a.c. |
| **8500331**<br>*9WAK8*<br><br>Rt | **SEAWELL No. 8**<br>ex Putra Belait No. 2-91<br>**United Orix Leasing Sendirian Berhad**<br>Labuan Malaysia | **382**<br>216<br>420 | BV (GL) | **1984** Green Bay Marine (Pty.) Ltd.—Singapore (48)<br>45,20 10,44 2,530<br>43,20 10,40 2,82<br>P 9,5 1 dk | **TM Tanker/ Landing Craft**<br>Deck Cargo<br>Bow ramp<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 ×<br>reduction geared to sc. shafts<br>1 000bhp (736kW)<br>Caterpillar Tractor Co. |
| **6414100**<br>*3EJD9*<br>21338-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEAWIND**<br>ex British Beech-92<br>**Schiff Holdings Inc.**<br>Panama Panama | **12 973**<br>7 549<br>21 093<br>T/cm<br>32,2 | ✠**100A1** SS 11/89<br>oil tanker ((cc))<br>✠**LMC**<br>EL it $2\frac{7}{16}$"SQ<br>FN 5565 | **1964**-12 Sir J. Laing & Sons Ltd.—Deptford, Sunderland (834)<br>171,05 22,46 9,424<br>161,86 22,41 11,97<br>P 36,0 F 19,2 1 dk<br>RW rf 102 Bow/CM 83 Diam. 0,310 | **M Tanker**<br>Stern disch.<br>33 Ta ER<br>L.(oil) 27 887 HeCls. BC<br>4 Cargo pumps total 1 880T/hr | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW)<br>Harland and Wolff Ltd.<br>WTAuxB 350lbf/in² (24,2bar) Spt<br>285lbf/in² (19,7bar)<br>2 AuxB (ex.g) primary 440lbf/in²<br>secondary 30lbf/in² (2,1bar) Spt<br>285lbf/in² (19,7bar)<br>AuxB (o.f.) 150lbf/in² (10,4bar)<br>e(ex.g) 30lbf/in² (2,1bar)<br>Gen 2 × 550kW 440V 60Hz a.c.<br>Fuel 1 331,0t (hvf)-30,5pd |
| **7901942**<br><br>610220<br>Df Esd Gc<br>Pfd Rdr Rt | **SEAWIND**<br>ex Imco 3-87<br>**Seawind Fisheries Inc.**<br>Seattle, Wa United States of America | **274**<br>186<br>1 200 | (AB) | **1979** Halter Marine Inc.—Lockport, La (817)<br>49,13 11,59 3,360<br>47,33 11,57 3,97<br>F 15,3 1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 ×<br>reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 150kW<br>Thw. thrust propeller fwd |
| **7705738**<br>*9HPY2*<br>1764<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **SEAWIND II**<br>ex Seawind-87 ex Alamo-86<br>**Salute Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256121/SEAW | **28 025**<br>19 954<br>66 728<br>T/cm<br>69,2 | AB (NK) | **1978** Kawasaki Heavy Ind. Ltd.—Sakaide (1280)<br>238,01 (BB) 33,25 11,346<br>229,01 33,22 17,02<br>F 16,2 1 dk<br>Bow/CM 111 Diam. 0,450 | **M Tanker**<br>COW IGS SBT<br>14 Ta ER<br>L.(oil) 88 442 HeCls. BC<br>6 Cargo pumps total 8 600T/hr | MAN<br>Vee Oil 4SA 14Cy. 520 × 550<br>13 300bhp (9 783kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 410,5kW a.c.<br>Fuel 128,0t (d.o.) 2 188,5t (hvf)-41,0 |
| **7123667**<br>*3EGX7*<br>19150-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **SEAWISE**<br>ex Singa Star-89 ex Grand Virtue-86<br>ex Bright Harvest-83 ex Meiho Maru-80<br>**P.T. Pelayaran Samudra Kallog**<br>Panama Panama | **4 934**<br>3 660<br>9 915 | BV NK | **1971** Kurushima Dockyard Co. Ltd.—Imabari (663)<br>121,24 19,26 7,862<br>111,51 19,21 10,01<br>P 22,9 B 6,1 F 12,2 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.12 930 B.11 918<br>2 Ha (stl) (34,4T × 8,0) (34,4 × 10,0) ER<br>Der 4(15) | MAN<br>Oil 2SA 6Cy. 520 × 900<br>4 413kW (6 000bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 216kW 445V 60Hz a.c.<br>Fuel 92,5t (d.o.) 864,0t (hvf)-20,0pd |
| **8306448**<br>*P3UR2*<br>708462<br>Esd Gc Rdr<br>RTm/v | **SEAWISP**<br>ex Umeazee-88<br>**Seawisp Marine Co. Ltd.**<br>Limassol Cyprus | *1 860*<br>*1 024*<br>3 035 | BV | **1984** Scheepswerf "Waterhuizen" B.V. J. Pattje —Waterhuizen (355)<br>91,12 11,41 4,852<br>86,82 11,31 6,02<br>P 18,0 B 4,0 F 11,6 2 dks | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho 60,2 ER<br>G.3 552 B.3 488<br>TEU 72<br>C.Ho 48/20' (40') C.Dk 24/20' (40')<br>1 Ha (stl) (49,0 × 9,1) ER | MWM<br>Oil 4SA 6Cy. 230 × 320 with<br>sr geared to sc. shaft<br>1 170bhp (861kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 176kW 2 × 123kW<br>231/400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller<br>Fuel 82,0t (d.o.) 101,0t (hvf)-6,0pd |
| **5076298**<br><br><br>Df Esd Gc<br>Rdr Rt | **SEAWOLFE**<br>ex Matsas Salvor-90 ex Smit Salvor-78<br>ex Clyde-73<br>**Wolfgang Erich Anton Olszewski**<br>Hamburg Federal Republic of Germany | **791**<br>93<br>— | ✠LR class withdrawn<br>26/10/90 | **1957**-2 J. & K. Smit's Scheeps.—Kinderdijk (858)<br>58,12 11,23 4,966<br>52,02 10,80 5,44<br>B & F 29,3 1 dk<br>RW rf 787 | **M Tug**<br>Salvage 5cbn 10bth P<br>Ice strengthened | MAN<br>2 Oil 4SA each 6Cy. 450 × 660<br>coupling & sr gear to sc. shaft<br>J. & K. Smit's Scheeps. |
| **7501974**<br>*YISN*<br><br>Esd Rdr Rt | **SEBAA NISSAN**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **474**<br>125<br>368 | ✠CLASS WITHDRAWN<br>29/1/92 | **1975**-9 Niigata Eng. Co. Ltd.—Niigata (1363)<br>42,02 10,24 4,163<br>37,17 10,01 4,70<br>F 20,2 1 dk<br>rf 711 | **M Tug**<br>Fire-fighting | Niigata<br>Oil 4SA 6Cy. 400 × 600<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 176kW 385V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 180,0t (d.o.) |

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| **SEBASTIAN LERDO DE TEJADA**<br>ex Viken Vest-76<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **31 828**<br>19 399<br>56 746<br>T/cm<br>58,8 | ✠**100A1** SS 9/86<br>oil tanker<br>✠**LMC** **(UMS)**<br>**IGS**<br>EL Nt 3"U3<br>FN 9701 | **1976**-3 A/S Horten Verft—Horten (186)<br>207,42 (BB) 32,29 12,694<br>198,00 32,25 16,74<br>P 10,4 F 21,1 1 dk<br>rf 76 Bow/CM 104 Diam. 0,510 | **M Tanker**<br>IGS (LR) Stern disch.<br>Mchy.aft<br>19 Ta<br>L.(oil) 67 817<br>3 Cargo pumps total 6 000T/hr | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>A/S Horten Verft Horten<br>2 WTAuxB (o.f.) 15kgf/cm$^2$ (14,8bar)<br>e(ex.g) 35kgf/cm$^2$ (34,4bar)<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 196,0t (d.o.) 3 183,5t (hvf) 16kn |
| **SEBASTIAN M**<br>**Antonio D'Antonia Pesquera S.A.**<br>Mar del Plata Argentina | **110**<br>83<br>130 | (AB) | **1983** S.A.N.Y.M. S.A.—Buenos Aires (29)<br>25,51 3,001<br>22,31 6,51 3,31<br>1 dk<br>rf nil | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.140 | Caterpillar D353SCAC<br>Oil 4SA 6Cy. 159 × 203 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 24kW<br>10kn |
| **SEBES**<br>**Navrom Shipping Company**<br>Constantza Romania | **2 473**<br>1 039<br>3 134<br>**3 531**<br>1 748<br>4 795 | RNR | **1978** Santierul Naval Braila—Braila (1326)<br>106,03 14,84 5,630/7,062<br>93,50 14,79 8,54<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(5) | B&W 5-50VT2BF-110<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 450kW 400V 50Hz a.c.<br>Fuel 454,0t 14kn |
| **SEBEZH**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **710**<br>207<br>351 | RS | **1976** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>12,5kn |
| **SEBHA**<br>**Gulf Fishing Co.**<br>Tripoli Libya | **173**<br>54<br>— | **100A1**<br>Class contemplated<br>FN 283 | **1991** Chungmu Shipyard Co. Ltd.—Chungmu (223)<br>30,00<br>25,25 7,70 3,50 | **M Fishing**<br>Stern Trawler | Blackstone ESL6MK2<br>Oil 4SA 6Cy. 222 × 292 geared to sc. shaft<br>704kW (957bhp)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford |
| **SECHIN**<br>**Sindicato Pesquero Del Peru S.A.**<br>Peru | **270**<br>—<br>— | BV (Class cont.) | **1991** Inversiones Navales S.A. (INSA)—Callao (078)<br>... ... ...<br>... ... ... | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil geared to sc. shaft<br>Caterpillar Inc. Peoria, Illinois |
| **SECIL BENGO**<br>**Secil Maritima UEE**<br>African Services DK A/S<br>Luanda Angola | **499**<br>185<br>980 | BV<br>✠Classed LR until 9/3/88 | **1967**-9 Sorefame—Lobito (36)<br>62,00 10,65 3,556<br>57,60 10,50 5,85<br>1 dk & S dk<br>rf 76 | **M General Cargo** OSD<br>Ref<br>2 Ho 16,9 19,2 ER<br>G.1 759 B.1 702 In.49<br>2 Ha (stl) (10,5 12,8 × 5,7) ER<br>Cr 1(5) 1(3) | Alpha<br>Oil 2SA 8Cy. 310 × 490<br>990bhp (728kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 72kW 1 × 15kW 380V 50Hz a.c.<br>Fuel 87,5t (d.o.) 12kn |
| **SECIL CONGO**<br>ex Montauk Cormorant-86<br>**Afrimar Shipping Ltd.**<br>African Services DK A/S<br>Nassau Bahamas<br>SatCom: 1104544/SECI | *2 811*<br>*1 622*<br>5 017 | BV (NK) | **1985** Sanyo Zosen K.K.—Mukaishima (1001)<br>91,60 15,24 6,509<br>84,92 15,21 7,83<br>P 22,9 F 13,5 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 786 B.5 281<br>2 Ha (stl) (15,6 26,0 × 10,0) ER<br>3W Der 3(15) | Niigata 6M34AFT<br>Oil 4SA 6Cy. 340 × 620 with clutches & sr reverse geared to sc. shaft<br>1 471kW (2 000bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 256kW 440V a.c.<br>13kn |
| **SECIL CUNENE**<br>ex Else Cat-89<br>**Afrimar Shipping Ltd.**<br>African Services DK A/S<br>Nassau Bahamas<br>SatCom: 1104351/CCUN | T.Mk<br>**399**<br>212<br>1 301 | BV | **1983** Sakskobing Mask. og Skibsvaerft —Sakskobing (30)<br>67,32 3,500<br>62,41 11,23 3,51<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 705 B.2 542<br>1 Ha (stl) (39,6 × 7,7) ER<br>Der 1(10) 1(5) | Alpha 7T23L-VO<br>Oil 4SA 7Cy. 225 × 300 sr geared to sc. shaft<br>798kW (1 085bhp)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 72kW 1 × 44kW 380V a.c.<br>Controllable pitch propeller<br>11kn |
| **SECIL DANDE**<br>ex Birnes-88<br>**Afrimar Shipping Ltd.**<br>African Services DK A/S<br>Nassau Bahamas<br>SatCom: 1104350/CDAN | **399**<br>259<br>1 106 | BV | **1980** Sakskobing Mask. og Skibsvaerft —Sakskobing (26)<br>62,90 3,641<br>57,00 11,23 6,20<br>F - 1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 442 B.2 250<br>TEU 30 C. 30/20' (40')<br>1 Ha (stl) (34,6 × 7,7) ER<br>2W Der 2(5) | Callesen 8-427-FOTK<br>Oil 4SA 8Cy. 270 × 400<br>880bhp (647kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Controllable pitch propeller<br>11kn |
| **SECIL DINAMARCA**<br>**Eternal Line S.A.**<br>Shinko Maritime Co. Ltd.<br>Panama Panama | **2 625**<br>1 752<br>4 841 | NK | **1982** K.K. Imai Seisakusho—Iwagi (225)<br>90,51 (BB) 15,24 6,405<br>83,32 15,21 7,60<br>P 19,2 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 720 B.5 075<br>2 Ha (stl) (15,2 26,0 × 8,5) ER<br>Der 3(15) | Akasaka DM38AK<br>Oil 4SA 6Cy. 380 × 600 reverse reduction geared to sc. shaft<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 104kW<br>11kn |
| **SECIL GRANDE**<br>ex Secil Novo-53<br>**"Secil" Companhia Geral de Cal e Cimento S.a.r.l.**<br>Setubal Portugal | **715**<br>336<br>864 | ✠**100A1** SS 7/85<br>✠**LMC**<br>EL j<br>FN 703 | **1951**-11 George Brown & Co. (Marine) Ltd. —Greenock (254)<br>56,19 9,58 3,944<br>51,82 9,53 4,02<br>P 14,4 RQD 18,6 F 7,4 1 dk<br>RW | **M General Cargo**<br>2 Ho each 14,9 ER<br>G.1 069 B.1 003<br>2 Ha (stl) ER<br>2W Der 1(14,75) | Polar<br>Oil 2SA 6Cy. 340 × 570<br>860bhp (633kW)<br>British Polar Engines Ltd. Glasgow<br>Fuel 38,5t 10kn |
| | | **LAID UP — SURVEYS OVERDUE 7/89** | | | |
| **SECIL MAR**<br>ex Bettina Bork-63<br>**Secil Maritima UEE**<br>African Services DK A/S<br>Luanda Angola | **499**<br>269<br>769 | BV | **1961** N.V. Scheeps. v.d. Werf—Deest (289)<br>55,10 9,33 3,480<br>50,02 9,25 3,89<br>1 dk | **M General Cargo**<br>1 Ho 22,4 ER<br>G.998 B.935<br>1 Ha (stl) (22,0 × 5,4) ER<br>Cr 2(2) | MAN<br>Oil 4SA 8Cy. 300 × 450<br>560bhp (412kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 20kW 220V d.c.<br>Fuel 57,0t (d.o.) 10kn |
| **SECIL TEBA**<br>ex Germek-71<br>**Secil Maritima UEE**<br>African Services DK A/S<br>Luanda Angola | **497**<br>366<br>1 270<br>**1 199**<br>826<br>2 260 | BV (NV) | **1968** Kristiansands M/V A/S—Kristiansand S. (212)<br>71,02 11,54 3,772/5,328<br>65,26 11,46 6,30<br>P 17,4 B 12,2 F 12,8 1 dk & S dk | **M General Cargo** OSD/CSD<br>2 Ho 24,3 23,3 ER<br>G.2 832 B.2 492<br>2 Ha (stl) (16,7 17,3 × 7,0) ER<br>4W Der 3(10) 3(5) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 68kW 380V a.c.<br>Fuel 142,0t (d.o.) 12,5kn |
| **SECKIN**<br>ex Ibrahim-85 ex Jesper Clausen-75<br>ex Condor-65<br>**Dredging International N.V.**<br>Antwerpen Belgium | **164**<br>107<br>290 | HR (GL) | **1954** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (567)<br>47,66 1,500<br>24,00 7,95 2,46<br>1 dk & S dk<br>rf 13 | **M Livestock Carrier** OSD<br>Ice strengthened<br>1 Ho 22,7 ER<br>B.963<br>2 Ha ER<br>1W Der 1(1) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 12kW 1 × 10kW 230V d.c.<br>Fuel 12,0t (d.o.) |

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|---|---|---|---|---|---|---|
| 6505600<br>*LNQM*<br>20039<br>Df Esd Rdr<br>Rt | **SECO**<br>ex Tove Kristin-89 ex Sun West-87<br>ex Elsa F-84<br>**A/S Secon**<br>Bergen Norway | *517*<br>*251*<br>549 | BV (NV) | **1964** Karmsund Verft & M/V A/S—Haugesund (2)<br>47,86 8,31 3,258<br>42,93 8,30 3,38<br>1 dk<br>rf 152 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>1 Ha (stl) (21,0 × 6,2) ER<br>2W Der 2(5) | Alpha<br>Oil 2SA 8Cy. 240 × 400<br>640bhp (471kW)<br>Alpha-Diesel A/S<br>Gen 2 × 20kW 1 × 12kW 220V 50Hz a<br>Fuel 40,5t (d.o.)-2,0pd |
| 7428744<br>*IXUU*<br>1666<br>Esd Rdr Rt | **SECOMAR UNO**<br>ex Astrid-88 ex Progress Transporter<br>**Secomar S.r.l.**<br>Napoli Italy | **172**<br>52<br>— | RI (AB) (BV) | **1976** Promet Private Ltd.—Singapore (84)<br>30,92 2,980<br>28,05 7,29 3,38<br>1 dk | **TM Supply Launch**<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>1 600bhp (1 177kW)<br>General Motors Corp., Detroit Diesel All<br>Div.<br>Gen 2 × 40kW 50V d.c. |
| 6410192<br>320272<br>Df Esd Pfd<br>RdrRTm | **SECORD No. 1**<br>**Libert Chiasson**<br>Caraquet, N.B. Canada | **182**<br>118<br>— | | **1963** Matsumoto Shipyards Ltd.—Dollarton, Vancouver, B.C. (n80)<br>27,49 7,55<br>25,00 7,50 4,02<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho 9,1 3,3<br>1 Ha (3,0 × 2,7)<br>Der 1(2) | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 40kW 1 × 30kW 110V 60Hz a<br>Fuel (d.o.) |
| 7513408<br>*WYT9655*<br>550725 | **SECRET**<br>**Pete Shrimp Co. Inc.**<br>Brownsville, Tx United States of America | **110**<br>75<br>— | | **1973** Bender SB. & Repair Co. Inc.—Mobile, Al<br>*20,85* 6,71<br>3,38<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| 5162724<br>*UTDB*<br>0296<br>Df Esd Gc<br>Rdr Rt | **SEDA**<br>ex Irbitles-91<br>**Latvian Shipping Company**<br>Riga Latvia | **2 731**<br>1 297<br>3 710<br>T/cm<br>11,2 | RS | **1962** Valmet Oy Pansion Tehdas—Turku/Abo (270)<br>102,29 14,05 5,911<br>93,02 14,00 7,04<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 13,5 14,1 14,1 14,4 ER<br>G.5 039 B.4 752<br>4 Ha (stl) (10,4 × 6,4) (10,4 10,4 10,4 × 8,0) ER<br>6W Cr 2(3) Der 1(35) 1(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas<br>Fuel 35,5t (d.o.) 213,5t (hvf)-14,8pd |
| 7348475<br>*UWZJ*<br>M-31180<br>Df Esd Gc<br>Pfd Rdr Rt | **SEDA**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**2 099**<br>859<br>1 212 | RS | **1975** VEB Mathias-Thesen-Werft—Wismar (358)<br>82,02 13,62 5,201<br>73,00 13,61 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>B.163 In.1 055 L.9<br>3 Ha (1,4 × 1,9) (2,3 × 2,9) (2,6 × 2,3)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared t<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| 8832966<br>*USUY*<br>M-41907<br>Df Esd Gc<br>Rdr Rt | **SEDANKA**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | *741*<br>*222*<br>332 | RS | **1990** ............U.S.S.R.<br>53,75 10,70 4,041<br>47,93 6,00<br>1dk | **M Fishing**<br>Stern Trawler Seiner Ref<br>In.218 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 318bhp (969kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 300kW a.c. 3 × 160kW a.c.<br>Controllable pitch propeller |
| 7510999<br>*KAJM*<br>580962<br>Df Esd Gc<br>Pfd Rdr RTv | **SEDCO 472**<br>**Sedco Forex**<br>Houston, Tx United States of America<br>SatCom: 1501302/KCVG<br>See Register of Offshore Units | **7 538**<br>3 839<br>9 049 | AB | **1977** Mitsui Eng. & SB. Co. Ltd.—Tamano (F439)<br>143,39 7,470<br>134,07 21,34 9,78<br>P 26,9 F 26,6 2 dks<br>rf nil | **TD-E Drilling Ship**<br>Cr 2(60) 1(35) | General Motors<br>5 Vee Oil 2SA each 16Cy. 230 × 254<br>14 375bhp (10 574kW) driving 5 gen<br>2 100kW 4 160V a.c. connected to 12<br>motors each of 750shp (552kW) &<br>sc. shafts<br>General Motors Corp. Electro-Motive Di<br>Gen 1 × 350kW 480V 60Hz a.c.<br>6 Thw. thrust propellers fwd , 6 aft |
| 7423081<br>*D5BC*<br>6151<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEDCO/BP 471**<br>**Overseas Drilling Ltd.**<br>Monrovia Liberia<br>See Register of Offshore Units | *9 719*<br>*2 915*<br>5 500 | AB | **1978** Hawker Siddeley Canada Ltd.—Halifax, N.S. (68)<br>143,29 21,70 7,468<br>133,51 21,34 9,76<br>P 27,5 F 25,6 2 dks<br>rf nil | **TD-E Drilling Ship**<br>Ice strengthened<br>Mchy.aft | General Motors<br>5 Vee Oil 2SA each 16Cy. 230 × 254<br>14 375bhp (10 574kW) driving 5 gen<br>2 100kW 4 160V a.c. connected to 12<br>motors each of 750shp (552kW) &<br>sc. shafts<br>General Motors Corp. Electro-Motive Di<br>Gen 2 × 1400kW 1 × 350kW 480V<br>6 Thw. thrust propellers fwd , 6 aft |
| 7300978<br>4203<br>Rdr Rt | **SEDEFADASI**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **610**<br>293<br>— | | **1973** Denizcilik Bankasi T.A.O.—Camialti (195)<br>67,01 12,20 2,591<br>60,91 12,01 3,89 | **TM Ferry** | Kromhout<br>—P 2 Oil 4SA each 8Cy. 240 × 260<br>1 980bhp (1 456kW)<br>Stork-Werkspoor Diesel B.V. |
| 7946356<br>*USRT*<br>M-26353<br>Esd Rdr RTv | **SEDOV**<br>ex Kommodore Johnsen-45<br>ex Magdalene Vinnen-36<br>(Murmansk) (U.S.S.R.) | **3 709**<br>2 972<br>2 094 | (RS) | **1921** Friedr. Krupp A.G.—Kiel<br>100,18 14,69<br>... ...<br>P 12,5 F 8,3 2 dks | **Aux M Training Vessel**<br>Barque<br>Ice strengthened<br>Mchy.aft | Oil<br>1 180bhp (868kW) NE —<br>............. |
| 8728804<br>*UPUM*<br>M-41849<br>Df Esd Gc<br>Rdr RTv | **SEDOVO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *738*<br>*221*<br>332 | RS | **1988** ............U.S.S.R.<br>53,74 10,71 4,400<br>47,92 - 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 300kW a.c. 3 × 160kW a.c.<br>2 × 135kW a.c.<br>Controllable pitch propeller |
| 7718814<br>*9KLJ*<br>KT-1501<br>Esd Gc Rdr<br>Rt | **SEDRA**<br>ex Sedra I-89 ex Neptank I-87<br>ex Tamaei Maru-85<br>**Kuwait Oil Tanker Co. S.A.K.**<br>Kuwait Kuwait | **1 599**<br>905<br>3 602 | NK | **1977** Teraoka Shipyard Co. Ltd.—Nandan (171)<br>81,51 6,035<br>75,01 13,01 6,71<br>P 21,7 F 10,1 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 3 367 | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>2 060kW (2 801bhp)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 144kW 445V 60Hz a.c.<br>Fuel 48,5t (d.o.) 61,5t (i.f.o.)-10,5pd |
| 7013862<br>*GYOL*<br>FR 268<br>Df Esd Rdr<br>Rt | **SEDULOUS**<br>ex Nybo-79<br>**Ernest Simpson Jr. & partners**<br>Peter & J. Johnstone Ltd.<br>Fraserburgh United Kingdom | **300**<br>228<br>— | | **1970** Vaagland Batbyggeri A/S—Vaagland (80)<br>43,64 7,95<br>7,93 4,14<br>1 dk<br>len 71 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Alpha<br>Vee Oil 4SA 10Cy. 225 × 300<br>1 550bhp (1 140kW) NE 74<br>Alpha-Diesel A/S<br>Fuel (d.o.) |
| 8222939<br>KY 277 | **SEDULOUS IV**<br>**R. McBain**<br>Kirkcaldy United Kingdom | **129**<br>45<br>72 | | **1983** James N. Miller & Sons Ltd.—St. Monance (1016)<br>22,92 7,19 3,491<br>20,86 6,89 3,94<br>1 dk | **Wood M Fishing**<br>Stern Trawler Seiner | Kelvin<br>Oil 4SA 8Cy. 165 × 184 with clutches<br>couplings & sr reverse geared to<br>990bhp (728kW)<br>Kelvin Diesels Ltd., GEC Diesels |

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|---|---|---|---|---|---|---|---|---|---|---|
| **SEE ADLER**<br>ex Vestholmein-89 ex Hammerstein-88<br>ex Feistein-80 ex Rudolf Karstens-75<br>**Termar Shipping A/S**<br>Oslo Norway (NIS) | T.Mk<br>**496**<br>277<br>1 381 | <br><br>GL | **1966**<br>69,07<br>62,36<br>F 8,0 2 dks | Stader Schiffsw. G.m.b.H.—Stade<br>10,32<br>10,20 | <br>4,059<br>6,10 | (204) | **M General Cargo**<br><br>1 Ho 41,6 ER<br>G.2 270 B.2 104<br><br>2 Ha (stl) (each 15,3 × 6,1) ER<br>Der 4(3) | | MaK<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Atlas-MaK Maschinenbau<br>Gen 4 × 170kW 220/380V a.c.<br>Fuel 78,0t (d.o.) | 6MU451AK<br><br><br>Kiel<br><br>10,5kn |
| **SEEADLER K**<br>ex Rita Holst-69<br>**Alfred Eckart**<br>Roseau Dominica | **246**<br>144<br>320 | <br><br>(GL) | **1955**<br>42,02<br>38,00<br>P 9,5 F 4,9 1 dk<br>RW | Stader Schiffsw. G.m.b.H.—Stade<br>7,80 | <br>2,531<br>2,80 | (174) | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.475 B.433<br><br>2 Ha (7,0 10,0 × 5,0) ER<br>Der 2(2) | | MaK<br>Oil 4SA 6Cy. 290 × 420<br>250bhp (184kW)<br>Maschinenbau Kiel A.G. | MSU423<br><br><br>Kiel<br>9kn |
| **SEEADLER-H**<br>ex Helga Dehde-72<br>**Walter Peters**<br>Antigua & Barbuda | **350**<br>190<br>— | <br><br>GL | **1956**<br>49,64<br>43,00<br>P 9,5 F 4,9 1 dk<br>RW | Stader Schiffsw. G.m.b.H.—Stade<br>7,83<br><br><br>conv General Cargo 76<br>conv Sport-fishing Fishing 90 | <br>2,531<br>2,80 | (176) | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.473 B.451<br><br>2 Ha (8,0 10,0 × 5,0) ER<br>Der 2(2) | | MaK<br>Oil 4SA 6Cy. 290 × 420<br>275bhp (202kW)<br>Maschinenbau Kiel A.G. | MSU423<br><br><br>Kiel<br>9kn |
| **SEEBAD AHLBECK**<br><br>**Fahrgastschiffahrt Stralsund**<br>Stralsund Federal Republic of Germany | **372**<br>198<br>47 | <br><br>DSRK | **1957**<br><br>42,96<br>38,99<br>1 dk | VEB Schiffswerft "Edgar Andre"<br>—Magdeburg<br>8,13 | <br><br>2,169<br>3,38 | <br>(1) | **TM Ferry** | <br>308P | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360<br>540bhp (397kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 1 × 90kW 220V a.c. | <br><br><br><br>Magdeburg<br><br>10kn |
| **SEEBAD BINZ**<br><br>**Weisse Flotte G.m.b.H.**<br>Stralsund Federal Republic of Germany | **372**<br>198<br>48 | <br><br>DSRK GL | **1957**<br><br>42,93<br>38,99<br>1 dk | VEB Schiffswerft "Edgar Andre"<br>—Magdeburg<br>8,13 | <br><br>2,169<br>3,38 | <br>(2) | **TM Ferry** | <br>308P | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360<br>398kW (541bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 1 × 42,4kW 1 × 28kW 220/380V a.c. | 6NVD36<br><br><br><br>Magdeburg<br><br>10kn |
| **SEEBAD HERINGSDORF**<br><br>**Weisse Flotte G.m.b.H.**<br>Stralsund Federal Republic of Germany | **410**<br>186<br>63 | <br><br>DSRK GL | **1961**<br><br>43,21<br>39,20<br>1 dk | VEB Schiffswerft "Edgar Andre"<br>—Magdeburg<br>7,62 | <br><br>2,210<br>3,38 | <br>(4) | **TM Ferry** | <br>243P | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360<br>382kW (519bhp)<br>Halberstadt<br>Gen 2 × 130kW 220V a.c. | 6NVD36-1U<br><br><br>Halberstadt<br><br>10kn |
| **SEEBAD WARNEMUNDE**<br><br>**Weisse Flotte G.m.b.H.**<br>Stralsund Federal Republic of Germany | **399**<br>185<br>63 | <br><br>DSRK GL | **1960**<br><br>43,24<br>39,20<br>1 dk | VEB Schiffswerft "Edgar Andre"<br>—Magdeburg<br>8,13 | <br><br>2,271<br>3,38 | <br>(3) | **TM Ferry** | <br>305P | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360<br>440kW (598bhp)<br>Halberstadt<br>Gen 1 × 35,2kW 2 × 34,4kW 220/380V a.c. | 6NVD36<br><br><br>Halberstadt<br><br>10kn |
| **SEEBAD WUSTROW**<br><br>**Fahrgastschiffahrt Stralsund**<br>Stralsund Federal Republic of Germany | **328**<br>140<br>76 | <br><br>DSRK | **1963**<br><br>38,51<br>35,06<br>1 dk | VEB Schiffswerft "Edgar Andre"<br>—Magdeburg<br>7,95<br>7,93 | <br><br>1,855<br>3,20 | <br>(6) | **TM Ferry**<br><br>Ice strengthened<br>1 Ho<br><br>1 Ha<br>Der 1(-) | <br>184P | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360<br>600bhp (441kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 1 × 80kW 220V a.c. | <br><br><br><br>Magdeburg<br><br>12kn |
| **SEEBAD ZINGST**<br><br>**Fahrgastschiffahrt Stralsund**<br>Stralsund Federal Republic of Germany | **328**<br>140<br>76 | <br><br>DSRK | **1963**<br><br>38,51<br>35,06<br>1 dk | VEB Schiffswerft "Edgar Andre"<br>—Magdeburg<br>7,95<br>7,93 | <br><br>1,855<br>3,20 | <br>(5) | **TM Ferry**<br><br>Ice strengthened<br>1 Ho<br><br>1 Ha<br>Der 1(-) | <br>184P | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360<br>600bhp (441kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 1 × 80kW 220V a.c. | <br><br><br><br>Magdeburg<br><br>11kn |
| **SEEBAR**<br><br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **133**<br>47<br>— | <br><br>DSRK | **1958**<br>26,45<br>23,40<br>1 dk | VEB Elbewerft—Boizenburg<br>6,71 | <br>3,550<br>3,66 | | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br><br>1 Ha ER | | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>Halberstadt<br>Gen 2 × 29kW 110V d.c. | <br><br><br>Halberstadt<br><br>9kn |
| **SEEBRISE**<br>ex Lindaunis-85 ex Hispania-84<br>ex Lindaunis-83 ex Isle of Man-81<br>ex Lindaunis-80<br>**Partenreederei m.s. "Seebrise"**<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>293<br>1 530 | <br><br>GL | **1974**<br>82,15 (BB)<br>72,01<br>F 4,0 2 dks | Schiffsw. Hugo Peters—Wewelsfleth<br>12,96<br>12,81 | <br>4,169<br>7,01 | (553) | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>G.4 038 B.3 735<br>TEU 95 C. 95/20'<br>3 Ha (stl) (14,4T × 8,0) (18,5 12,5 × 10,2) ER | | MaK<br>Oil 4SA 6Cy. 320 × 450 reduction geared to sc. shaft<br>1 950bhp (1 434kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 64kW 1 × 42kW 1 × 21kW 231/400V 50Hz a.c. | 6MU453AK<br><br><br>Kiel<br><br>13,5kn |
| **SEEFALKE**<br><br>**Government of The Federal Republic of Germany (Bundesminister fur Ernahrung Landwirtschaft und Forsten)**<br>Hamburg Federal Republic of Germany | **1 788**<br>367<br>468 | <br><br>GL | **1981**<br>82,91 (BB)<br>76,21<br>B & F 52,8 2 dks | Orenstein & Koppel A.G.—Luebeck<br>13,11<br>13,01 | <br>4,720<br>6,68 | (760) | **TM Fishery Patrol Vessel**<br>Ice strengthened | | MWM<br>2 Oil 4SA each 8Cy. 330 × 360 sr geared to sc. shafts<br>5 884kW (7 999bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 500kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 30,5t (d.o.) 345,5t (hvf)-14,5pd | TBD510-8<br><br><br>Mannheim<br><br><br>17kn |
| **SEEHUND**<br><br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **302**<br>105<br>— | <br><br>DSRK | **1957**<br>47,96<br>46,72<br>1 dk | VEB Elbewerft—Boizenburg<br>8,34 | <br>2,699<br>3,00 | | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>216bhp (159kW)<br>Halberstadt<br>Gen 1 × 12,75kW 1 × 3,5kW 230V 50Hz a.c. | <br><br><br>Halberstadt<br><br>8kn |
| **SEEIGEL**<br><br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **571**<br>285<br>875 | <br><br>DSRK | **1983**<br><br>56,22<br>54,89<br>1 dk | "Ilya Boyadzhiyev" Shipyard—Bourgas<br><br>9,53<br>9,11 | <br><br>3,631<br>4,45 | <br>(558) | **TM Hopper Barge**<br>Bottom doors<br>1 Ho ER<br>Hopper 480<br><br>1 Ha (stl) ER | | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360 geared to sc. shafts<br>720bhp (530kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) | 6VD36/24AL<br><br><br><br>Magdeburg |
| **SEEKER**<br><br>**Government of The United Kingdom (Department of Customs & Excise)**<br>United Kingdom | **150**<br>—<br>— | | **1980**<br>32,87<br>30,48<br>1 dk | Brooke Marine Ltd.—Lowestoft<br>6,33<br>6,10 | <br>1,524<br>3,61 | (424) | **TM Patrol Ship** | | Paxman<br>2 Vee Oil 4SA each 12Cy. 197 × 216 reverse reduction geared to sc. shafts<br>4 050bhp (2 979kW)<br>Paxman Diesels Ltd. | 12YJCM<br><br><br>Colchester |
| **SEEKER**<br><br>**Yeelch Fishing Co. Pty. Ltd.**<br>Port Adelaide, S.A. Australia | **102**<br>69<br>— | | **1974**<br>*20,06*<br>...<br>1 dk | R. G. & P. G. Morton—Launceston, Tas.<br>6,48<br>... | <br><br>... | | **M Fishing** | | General Motors<br>Vee Oil 2SA 12Cy. 114 × 127<br>300bhp (221kW)<br>General Motors Corp.<br>Fuel (d.o.) | <br><br><br>Detroit, Mi<br>12kn |

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| 6611540 | **SEEKHPAR**<br>**Karachi Port Trust**<br>Karachi Pakistan | **113**<br>61<br>37 | | **1965** Karachi Shipyard & Eng. Works Ltd.<br>—Karachi (S79)<br>26,27 7,22 1,829<br>24,01 7,01 2,90<br>1 dk | **TM Ferry**<br>—P | MAN<br>2 Oil 4SA each 5Cy. 175 × 220<br>Masch. Augsburg-Nuernberg (MAN) |
| 8302739<br>*Y6FK*<br>Rt | **SEELOWE**<br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **570**<br>284<br>875 | DSRK | **1982** "Ilya Boyadzhiyev" Shipyard—Bourgas<br>56,14 9,53 3,631<br>54,89 9,16 4,45<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>1 Ho ER<br>Hopper 480<br>1 Ha (stl) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360 geared t<br>shafts<br>720bhp (530kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| 5317343<br>*Y4SY*<br>Df Esd Rdr<br>Rt | **SEELOWE**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **133**<br>47<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,71 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>Halberstadt<br>Gen 2 × 21kW 110V d.c. |
| 7034438<br>*3ETJ7*<br>19613-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEEMA**<br>ex Cenpac 2-89 ex Bright Moon-82<br>ex Kyokyu Maru-78<br>**Wirana Paper Sales Ltd.**<br>Panama Panama | **5 592**<br>3 868<br>9 107 | **100A1** SS 12/86<br>DTsm (p&s) — vegetable oil<br>**LMC**<br>EL X 495,0/50,0U2<br>FN 3216<br>(NK) | **1970** Kanasashi Co. Ltd.—Shimizu (945)<br>122,56 18,24 7,728<br>114,00 18,20 10,01<br>P 24,1 F 10,7 1 dk<br>rf 203 | **M General Cargo**<br>3 Ho 13,5 35,0 35,2 ER<br>G.10 791 B.10 261<br>TEU 119<br>C.Ho 76/20' (40') C. Dk 43/20' (40')<br>3 Ha (stl) (7,4 26,9 26,9 × 8,0) ER<br>5W Der 1(80) 4(20) 1(15) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>5 400bhp (3 972kW)<br>Kobe Hatsudoki Seizosho<br>AuxB (Comp) 8kgf/$cm^2$ (7,9bar)<br>Gen 2 × 220kW 445V 60Hz a.c.<br>Fuel 960,0t-17,5pd |

**SURVEYS OVERDUE — CLASS SUSPENDED 1/2/91**

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| 5171684 | **SEEMA**<br>ex Jentayu-67<br>**K. M. Shafi**<br>Chittagong Bangladesh | **138**<br>66<br>122 | ✠Classed LR until 12/53 | **1951**-8 Clelands (Successors) Ltd.—Wallsend<br>(167)<br>29,42 6,13 1,905<br>6,08<br>P 11,9 1 dk<br>RW | **TM General Cargo**<br>1 Ho 16,0 ER<br>B.175<br>1 Ha (7,6 × 3,6) ER<br>1W | Thornycroft<br>2 Oil 4SA each 6Cy. 120 × 165<br>Transport Equipment (Thornycroft) Ltd.<br>Fuel 7,0t |
| 6913376<br>*DIMH*<br>Esd Rdr<br>RTm/v | **SEEMOWE II**<br>ex Malmo-76<br>**Forde-Reederei G.m.b.H.**<br>Flensburg Federal Republic of Germany | **991**<br>498<br>174 | GL (BV) | **1969** Husumer Schiffsw.—Husum (1270)<br>58,93 11,74 2,910<br>51,01 11,71 3,94<br>2 dks<br>rf 152 | **TM Ferry**<br>700dk P<br>Ice strengthened<br>Mchy.aft | MaK<br>2 Oil 4SA each 6Cy. 320 × 450<br>1 800bhp (1 324kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 152kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 45,5t (d.o.)-7,0pd |
| 5317367<br>*OIVB*<br>Df Esd Rdr<br>RTv | **SEEROSE**<br>ex Peter Frese-62<br>**Kimito Sjotransport AB**<br>Kemio/Kimito Finland | **294**<br>144<br>402 | (GL) | **1952** Ewald Berninghaus—Koeln-Deutz (713)<br>38,13 7,83 2,960<br>37,55 3,28<br>P 9,2 F 5,2 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 23,7 ER<br>G.542 B.521<br>1 Ha (18,5 × 5,0) ER<br>2W Der 2(2) | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>250bhp (184kW)<br>Kloeckner Humboldt Deutz<br>Fuel 14,0t |
| 7635804<br>*Y4OZ*<br>Rt | **SEESCHWALBE**<br>**Fischerei-Produktionsgenossenschaft Warnemunde**<br>Warnemuende Federal Republic of Germany | **117**<br>38<br>60 | DSRK | **1977** Stocznia "Ustka"—Ustka (B403/05)<br>26,32 7,22 3,050<br>23,02 3,48<br>1 dk | **M Fishing**<br>Stern Trawler | Sulzer<br>Oil geared to sc. shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech. |
| 8302765<br>*Y6FM*<br>Rt | **SEESTERN**<br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **571**<br>285<br>875 | DSRK | **1983** "Ilya Boyadzhiyev" Shipyard—Bourgas (557)<br>56,22 9,53 3,631<br>54,89 9,11 4,45<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>1 Ho ER<br>Hopper 480<br>1 Ha (stl) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360 geared t<br>shafts<br>720bhp (530kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| 8302741<br>*Y6FL*<br>Rt | **SEETEUFEL**<br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **570**<br>284<br>875 | DSRK | **1982** "Ilya Boyadzhiyev" Shipyard—Bourgas<br>56,14 9,53 3,631<br>54,89 9,16 4,45<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>1 Ho ER<br>Hopper 480<br>1 Ha (stl) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360 geared t<br>shafts<br>720bhp (530kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| 8607725<br>*DIFH*<br>15020<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SEEVETAL**<br>**m.s. "Seevetal" Reederei Gebr. Fromman G.m.b.H. & Co. KG**<br>Schiffahrtskontor Reederei Gebruder Winter<br>Hamburg Federal Republic of Germany | *3 300*<br>*1 744*<br>4 642 | GL | **1986** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (942)<br>92,44 (BB) 15,70 6,354<br>84,51 15,46 8,31<br>F 8,6 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 57,2 ER<br>G.6 150 B.6 034<br>TEU 321<br>C.Dk 194/20' (40') C.Ho 127/20' (40')<br>1 Ha (stl) (55,3 × 12,6) ER | MaK<br>Oil 4SA 6Cy. 350 × 380 geared to sc. sh<br>2 470bhp (1 817kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Controllable pitch propeller |
| 8509052<br>*DFAC*<br>Esd Gc Pfd<br>Rdr RTm/h/v | **SEEWOLF**<br>**Hochseekutter Eckhardt Eichel & Co.**<br>Bremerhaven Federal Republic of Germany | *261*<br>*100*<br>150 | GL | **1985** Siegholdwerft Bremerhaven GmbH & Co.<br>—Bremerhaven (198)<br>30,36 8,01 3,252<br>26,01 7,82 3,97<br>1 dk | **M Fishing**<br>Stern Trawler | Deutz<br>Oil 4SA 6Cy. 240 × 280 with clutches,<br>couplings & sr geared to sc. shaft<br>815bhp (599kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 5317410<br>*Y4GH*<br>Df Esd Rdr<br>Rt | **SEEWOLF**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **133**<br>47<br>— | (DSRK) | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,71 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt<br>Gen 2 × 21kW 110V d.c. |
| 6610388 | **SEFER GARIP**<br>**Eregli Komurleri Isletmesi**<br>Zonguldak Turkey | **230**<br>119<br>436 | ✠Classed LR until 7/68 | **1966**-6 Celiktrans Deniz Insaat—Istanbul (24)<br>32,52 9,02 2,452<br>30,79 9,01 2,80<br>RAD 8,6 RFD 6,4 1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>1 Ho 16,0 ER | Alpha<br>Oil 2SA 4Cy. 240 × 400 reverse geare<br>shaft<br>228kW (310bhp)<br>Alpha-Diesel A/S<br>Gen 1 × 15kW 220V d.c.<br>Fuel 8,0t (d.o.) |
| 8407321<br>*EQJS*<br>23/63<br>Df Esd Gc<br>Rdr Rt | **SEFFAIN**<br>**National Iranian Tanker Co.**<br>Bandar Bushehr Iran | *456*<br>*137*<br>350 | NV | **1984** Nagasaki Zosen K.K.—Nagasaki (875)<br>38,00 3,401<br>35,01 10,01 3,97<br>1 dk | **TM Utility Vessel** | Yanmar<br>2 Oil 4SA each 6Cy. 260 × 330<br>2 800bhp (2 060kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 240kW 1 × 100kW 380V<br>Thw. thrust propeller fwd<br>Fuel-10,0pd |
| 8325212<br>*EQNG*<br>Esd Gc Rdr<br>Rt | **SEFID-RUD**<br>**Government of The Islamic Republic of Iran (National Iranian Navy)**<br>Iran | *157*<br>*44*<br>— | ✠Classed LR until 23/5/86 | **1985**-3 B.V. Scheepswerf K. Damen—Hardinxveld-Giessendam (638)<br>25,81 8,28 3,415<br>23,96 8,07 3,51<br>RFD 13,2 1 dk<br>rf 699 BK | **TM Tug** | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 18<br>clutches, flexible couplings & sr<br>to sc. shafts<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 80kW 380V 50Hz a.c.<br>Fuel 54,5t (d.o.) |

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| **SEFROU**<br>ex Chantenay-84<br>**Generale Maritime S.A.**<br>Casablanca Morocco | **700**<br>—<br>1 450<br>**1 582**<br>1 027<br>2 736 | BV (AB) (NV) | **1975** United Shipping Yard Co.—Perama (65)<br>63,58 13,29 4,420/6,528<br>55,12 12,50 7,70<br>P 7,7 B 11,9 F 9,2 1 dk & S dk<br>rf nil | **M General Cargo** OSD/CSD<br>Ice strengthened<br>1 Ho 40,0 ER<br>G.3 177 B.3 145<br>1 Ha (stl) (34,6 × 10,5) ER | Normo LDMB-9<br>Oil 4SA 9Cy. 250 × 300<br>1 575bhp (1 159kW)<br>Normo Gruppen A/S Bergen<br>Gen 3 × 150kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 183,0t (d.o.) 12,5kn |
| **SEGANI DUA**<br>ex Kai Kai-88 ex Chosei Maru-84<br>**Segani Shipping Sendirian Berhad**<br>Port Kelang Malaysia | **1 268**<br>799<br>2 745 | NK | **1972** Honda Zosen—Saiki (600)<br>86,54 14,51 4,649<br>79,99 14,48 5,11<br>2 dks | **M RoRo Cargo**<br>Quarter stern door/ramps 1(p) 1(s)<br>L 15,00 W 4,00 SWL 25<br>Lane Length 434 Cargo Width 3,20<br>Clear height 3,70<br>Cars 200 Lorries 30<br>Mchy.aft | Hanshin 6LUS40<br>Oil 4SA 6Cy. 400 × 640<br>2 600bhp (1 912kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 145kW 445V 60Hz a.c.<br>Fuel 40,0t (d.o.) 290,0t (i.f.o.)-9,5pd 13,5kn |
| **SEGARCEA**<br>**Navrom Shipping Company**<br>Constantza Romania | **2 473**<br>1 039<br>3 077<br>**3 531**<br>1 748<br>4 737 | RNR | **1977** Santierul Naval Braila—Braila (1317)<br>106,03 14,84 5,630/7,060<br>93,50 8,54<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(5) | B&W 5-50VT2BF-110<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 450kW 400V 50Hz a.c.<br>Fuel 454,0t 13,75kn |
| **SEGE**<br>**Ocean Fisheries Ltd.**<br>Takoradi Ghana | **1 077**<br>514<br>1 437 | Classed LR until 31/5/89 | **1966**-4 Shikoku Dockyard Co. Ltd.—Takamatsu (686)<br>65,79 11,03 4,515<br>60,00 11,00 5,31<br>P 19,6 F 8,0 1 dk<br>rf 102 | **M Refrigerated Cargo Fish Carrier**<br>2 Ho 16,9 16,0 ER<br>In.1 170<br>2 Ha (stl) (each 2,9 × 2,2) ER<br>Der 4(1,5) | B&W 5-35VBF-62<br>Oil 2SA 5Cy. 350 × 620<br>1 133kW (1 540bhp)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 150kW 445V 50Hz a.c.<br>Fuel 318,0t 11,25kn |
| **SEGESTA**<br>**Marnavi S.r.l.**<br>Napoli Italy | **497**<br>274<br>1 235 | RI | **1967** Cant. Nav. di Pesaro—Pesaro (18)<br>64,39 10,09 3,734<br>58,60 10,06 4,09<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 594 | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz Koeln |
| **SEGEZHA**<br>**Estonian Shipping Co.**<br>(Tallinn) (U.S.S.R.) | **3 229**<br>1 527<br>4 234 | RS | **1964** VEB Schiffswerft "Neptun"—Rostock (220)<br>105,90 14,64 6,573<br>95,71 14,53 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 272 B.5 767<br>4 Ha (stl) (9,9 × 7,0) (10,3 10,3 × 8,9) ER (9,9 × 8,5)<br>8W Der 1(35) 4(5) 4(3) | MAN K6Z57/80-A<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (hvf) 14,25kn |
| **SEGRE**<br>Launched as Sil<br>**Naviera Pinillos S.A.**<br>Cadiz Spain | T.Mk<br>**1 998**<br>1 113<br>3 542 | ✠**100A1** CS 4/87<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL T 1¾"U2<br>FN 2492 | **1973**-9 Empresa Nacional "Bazan" de C.N.M. S.A. —San Fernando (163)<br>111,56 (BB) 15,83 5,950<br>102,01 15,75 8,67<br>Ba 25,3 F 13,8 1 dk, 2nd dk & 3rd dk in holds<br>rf nil conv General Cargo 82 | **M Refrigerated Cargo**<br>Side door (s)<br>4 Ho 19,7 21,7 21,7 ER 11,8 6 TwD<br>In.5 580<br>4 Ha (stl) (13,6 13,6 13,6 × 7,8) ER (6,6 × 7,8)<br>14W Der 4(8) 10(5) | MAN V12V40/54<br>Vee Oil 4SA 12Cy. 400 × 540<br>6 700bhp (4 928kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 3 × 300kW 1 × 276kW 380V 50Hz a.c.<br>Fuel 548,5t (d.o.) 18kn |
| **SEGUNDO RIBEL**<br>**D. Manuel Martinez Alvarez**<br>Gijon Spain | *184*<br>*55*<br>119 | | **1988** Astilleros Armon—Navia (155)<br>28,02 (BB) 3,131<br>23,86 6,51 3,51<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.145 | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>600bhp (441kW)<br>Caterpillar Inc. Peoria, Illinois |
| **SEGUNDO RIO SIL**<br>**Manuel Gantes Barreiro y otros**<br>Gijon Spain | **167**<br>59<br>— | (BV) | **1969** Ast. Gondan—Puerto de Figueras (54)<br>27,74 7,01<br>24,01 7,00 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Krupps<br>Oil 4SA 6Cy. 295 × 420<br>750bhp (552kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 52,0t (d.o.) 13kn |
| **SEGUNDO SAN RAFAEL**<br>**Cooperativa del Mar San Gabriel**<br>Ferrol Spain | **312**<br>94<br>— | BV | **1989** "ASTAFERSA", Ast. y Tall. Ferrolanos S.A. —La Grana (297)<br>34,85 3,350<br>27,51 8,11 5,52 | **M Fishing**<br>Stern Trawler Ref<br>In.254 | Blackstone ESL5MK2<br>Oil 4SA 5Cy. 222 × 292 with clutches, flexible couplings & sr geared to sc. shaft<br>522kW (710bhp)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 149,6kW 2 × 108kW 380V a.c.<br>Controllable pitch propeller<br>11kn |
| **SEHIRLI**<br>ex Markal-86 ex Karadeniz I-84<br>**Sehirli Denizcilik Ticaret ve Turizm A.S.**<br>Istanbul Turkey | **499**<br>—<br>1 169<br>**1 431**<br>1 017<br>2 635 | AB | **1978** Gemi-is Kolleketif Sirketi—Fener, Istanbul (35)<br>77,27 11,74 3,550/5,601<br>70,31 11,70 6,61<br>F 7,1 2 dks<br>rf 102 | **M General Cargo** OSD/CSD<br>1 Ho 48,1 1 TwD<br>G.3 371 B.3 037<br>2 Ha (stl) (each 17,0 × 7,0) ER<br>4W Der 2(5) 2(3) | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450 dr geared to sc. shaft<br>1 600bhp (1 177kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 120kW 1 × 36kW 380V 50Hz a.c.<br>Fuel 107,5t (d.o.)-6,0pd 13kn |
| **SEHIT ADEM YAVUZ**<br>ex Adem Yavuz-81<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **456**<br>208<br>180 | | **1976** Denizcilik Bankasi T.A.O.—Halic, Istanbul (188)<br>58,20 11,03 2,401<br>52,81 10,61 3,61<br>2 dks | **TM Ferry** —P | Stork DRO218K<br>2 Oil 4SA each 8Cy. 210 × 300 reverse reduction geared to sc. shafts<br>1 500bhp (1 103kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>14kn |
| **SEHIT KARAOGLANOGLU**<br>ex Karaoglanoglu-81<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **456**<br>208<br>180 | | **1977** Denizcilik Bankasi T.A.O.—Halic, Istanbul (189)<br>58,22 11,03 2,401<br>52,81 10,61 3,61<br>2 dks | **TM Ferry** —P | Stork DRO218K<br>2 Oil 4SA each 8Cy. 210 × 300 reverse reduction geared to sc. shafts<br>1 500bhp (1 103kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **SEHIT MUSTAFA AYDOGDU**<br>ex Mustafa Aydogdu<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **456**<br>208<br>180 | | **1981** Denizcilik Bankasi T.A.O.—Istinye, Istanbul (41)<br>58,20 10,62 2,401<br>52,81 10,60 3,61<br>2 dks | **TM Ferry** | A.B.C. 6MDXC<br>2 Oil 4SA each 6Cy. 242 × 320 geared to sc. shafts<br>750bhp (552kW)<br>Anglo-Belgian Co. Belgium |
| **SEHIT NECATI GURKAYA**<br>ex Necati Gurkaya-81<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **456**<br>208<br>180 | | **1977** Denizcilik Bankasi T.A.O.—Halic, Istanbul (191)<br>58,22 11,03 2,401<br>52,81 10,61 3,61<br>2 dks | **TM Ferry** —P | Stork DRO218K<br>2 Oil 4SA each 8Cy. 210 × 300 reverse reduction geared to sc. shafts<br>1 500bhp (1 103kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>14kn |
| **SEHIT SAMI AKBULUT**<br>ex Sami Akbulut-81<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **456**<br>208<br>180 | | **1977** Denizcilik Bankasi T.A.O.—Halic, Istanbul (190)<br>58,22 11,03 2,401<br>52,81 10,61 3,61<br>2 dks | **TM Ferry** —P | Stork DRO218K<br>2 Oil 4SA each 8Cy. 210 × 300 reverse reduction geared to sc. shafts<br>1 500bhp (1 103kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>14kn |
| **SEHO**<br>ex Enez Sun II-73<br>**Blekinge Angbats Ab**<br>Karlshamn Sweden | **163**<br>73<br>40 | BV | **1962** Ch. & At. de la Perriere—Lorient (25554)<br>27,92 7,52 2,083<br>25,02 7,50 3,28<br>1 dk<br>RW | **TM Ferry** —P<br>2 Ha (each 2,7 × 3,9) ER<br>1W Der 1(2) | Sulzer<br>2 Oil 4SA each 5Cy. 220 × 320<br>480bhp (353kW)<br>Cie. de Const. Mec., CCM Lorient<br>Fuel (d.o.) 11kn |

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| **7832438**<br>*6NEA*<br>BS02-A1429<br>Df Esd Gc<br>Pfd Rdr Rt | **SEI JIN No. 1**<br>ex Yong Jin No. 1-91<br>ex O Yang No. 72-89<br>ex Kazu Maru No. 2-74<br>**Chungho Industrial Co. Ltd.**<br>Busan South Korea | **336**<br>184<br>— | KR | **1966**<br>51,87<br>47,68<br>B 4,6 | Narasaki Zosen K.K.—Muroran (581)<br>3,635<br>8,21 5,74<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.388<br>4 Ha (2,0 2,0 × 2,3) (1,5 × 2,5) (0,9 × 1,8) | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 250kW (1 699bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 2 × 116kW 225V a.c. |
| **8408117**<br>*JM5404*<br>127758 | **SEI MARU**<br>**Nagasaka Kisen K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **150**<br>—<br>53 | | **1984**<br>35,95<br>32,52<br>1 dk | Nagasaki Zosen K.K.—Nagasaki (871)<br>7,50 1,864<br>7,21 2,93 | **TM Ferry** | Daihatsu<br>2 Oil 4SA each 6Cy. 180 × 230 with cl<br>flexible couplings & sr geared to sc<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8503278**<br>*JM5293*<br>124890 | **SEIAN MARU**<br>**Nakatani Kaiun K.K.**<br>Hyuga, Japan<br>Miyazaki Pref. | **377**<br>—<br>1 100 | | **1985**<br>66,30<br>62,01<br>1 dk | Shitanoe Zosen K.K.—Usuki (1048)<br>10,32 3,81 | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **7122261**<br>*JKRD*<br>108734<br>HK1-826<br>Df Esd Gc<br>Pfd Rdr Rt | **SEIAN MARU No. 68**<br>ex Kaio Maru No. 35-82<br>**Y.K. Yasuda Gyogyobu**<br>Hiroo, Japan<br>Hokkaido Pref. | **404**<br>215<br>— | | **1970**<br>55,91<br>49,51<br>1 dk | Kanasashi Co. Ltd.—Shimizu (976)<br>8,82 3,499<br>8,79 4,04 | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **8630265**<br>*JK4712*<br>128034<br>Rdr Rt | **SEICHO MARU**<br>**Morikawa Kaiun Y.K.**<br>Hatsukaichi, Japan<br>Hiroshima Pref. | **129**<br>—<br>363 | | **1986**<br>42,50<br>38,00<br>1 dk | Y.K. Kaneko Zosensho—Hojo<br>7,82 3,200<br>7,80 4,95 | **M General Cargo** | Yanmar<br>Oil 4SA 6Cy. 240 × 420<br>331kW (450bhp)<br>Matsue Nainenki Kogyo |
| **7950046**<br>*JNEB*<br>103415 | **SEICHO MARU No. 8**<br>ex Shinmei Maru No. 25-81<br>**Y.K. Seicho Kaiun**<br>Yuki, Japan<br>Tokushima Pref. | **198**<br>97<br>— | | **1969**<br>*37,19*<br>1 dk | K.K. Goriki Zosensho—Ise (677)<br>7,21 3,20 | **M Fishing**<br>Side-fishing Tuna Long-line | Fuji<br>Oil<br>750bhp (552kW)<br>Fuji Diesel Co. Ltd. |
| **7818286**<br>*7JRS*<br>119622<br>WK1-101<br>Df Gc Pfd<br>Rdr Rt | **SEICHO MARU No. 18**<br>**Minoru Minatozaki**<br>Nachi-Katsuura, Japan<br>Wakayama Pref. | **178**<br>—<br>— | | **1978**<br>...<br>31,27<br>1 dk<br>RW | Sanuki Zosen Tekkosho K.K.—Takuma (1006)<br>... ...<br>6,61 2,60 | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. |
| **7033587**<br>*JJ2673*<br>107750<br>Rdr Rt | **SEICHO MARU No. 138**<br>ex Kyokko Maru No. 2-88<br>**Nakahara Kensetsu K.K.**<br>Ashibe, Japan<br>Nagasaki Pref. | **198**<br>—<br>— | | **1970**<br>29,62<br>26,01<br>1 dk | Sanyo Zosen K.K.—Mukaishima (582)<br>8,82 2,896<br>8,79 3,79 | **TM Tug**<br>Mchy.aft | Fuji<br>2 Oil 4SA each 6Cy. 320 × 500<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 28kW 225V a.c.<br>Fuel 44,5t-9,0pd |
| **9012202**<br>*JNYI*<br>132820<br>Df Esd Gc<br>Pfd Rdr Rt | **SEIEI MARU**<br>**Nuclear Fuel Transport Co. Ltd.**<br>Tokyo Japan | *4 053*<br>—<br>3 206 | NK | **1991**<br>95,00 | Mitsubishi Heavy Industries Ltd.—Kobe (1186)<br>5,412<br>16,00 8,00 | **M Irradiated Nuclear Fuel Carrier**<br>Refrigerated Cargo | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 869kW (3 900bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **9020053** | **SEIEI MARU**<br>**Sankyo Kisen Y.K.**<br>Japan | **499**<br>—<br>1 588 | | **1991**<br>70,01 | Honda Zosen—Saiki (823)<br>4,071<br>12,01 7,01 | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 324kW (1 800bhp)<br>The Hanshin Diesel Works Ltd. |
| **8622751**<br>*JM5223*<br>124783<br>Rt | **SEIEI MARU**<br>**Kosei Kisen Y.K.**<br>Ryugatake, Japan<br>Kumamoto Pref. | **165**<br>—<br>513 | | **1983**<br>46,11<br>1 dk | Y.K. Furumoto Tekko Zosensho—Osaki (523)<br>3,250<br>8,01 5,01 | **M General Cargo**<br>Mchy.aft | Oil<br>Fuel (d.o.) |
| **8815475**<br>*JJ3616*<br>130832<br>Rdr Rt | **SEIEI MARU No. 8**<br>**Seiko Kaiun Y.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **453**<br>—<br>630 | | **1988**<br>50,50<br>46,00<br>1 dk | K.K. Saidaiji Zosensho—Okayama (157)<br>3,220<br>10,50 5,40 | **M Sand Carrier** | Niigata<br>Oil<br>Niigata Eng. Co. Ltd. |
| **8626410**<br>*JJ3417*<br>121199<br>Rt | **SEIEI MARU No. 15**<br>**Seiko Kaiun Y.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **198**<br>—<br>653 | | **1985**<br>47,50<br>44,00<br>1 dk | K.K. Saidaiji Zosensho—Okayama<br>3,801<br>9,01 5,21 | **M General Cargo** | Oil<br>750bhp (552kW) |
| **8029765**<br>*JM4847*<br>123463<br>Gc Rdr | **SEIEI MARU No. 18**<br>**Sankyo Kaiun Y.K.**<br>Namikata, Japan<br>Ehime Pref. | **499**<br>—<br>1 554 | | **1981**<br>72,83<br>68,00<br>2 dks | K.K. Uno Zosensho—Namikata (150)<br>4,222<br>11,51 6,30 | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo |
| **8816376**<br>*JK4756*<br>130994<br>Rdr Rt | **SEIEI MARU No. 18**<br>**Yamaichi Kogyo K.K.**<br>Fukuyama, Japan<br>Hiroshima Pref. | **499**<br>—<br>1 548 | | **1988**<br>67,50<br>61,10<br>2 dks | Matsuura Tekko Zosen—Higashino (346)<br>(BB) 13,50 4,473<br>13,20 7,20 | **M Sand Carrier**<br>1 Ho ER<br>G.925<br>1 Ha (stl) ER | Fuji<br>Oil 4SA 6Cy. 320 × 610<br>1 324kW (1 800bhp)<br>Fuji Diesel Co. Ltd.<br>Thw. thrust Contr. pitch propeller fwd |
| **7653844** | **SEIEI MARU No. 18**<br>ex Nitto Maru No. 18-81<br>ex Nitto Maru No. 37-80<br>ex Shinei Maru No. 75-78<br>**Di & R. Fishing Corp.**<br>Philippines | **152**<br>—<br>—<br>— | | **1973**<br>*31,80*<br>1 dk | Fujiwara Zosensho—Omishima (37)<br>6,30 2,90 | **M Fishing** | Oil |
| **8704377**<br>*JJ3541*<br>129284 | **SEIEI MARU No. 21**<br>**Yamaichi Kogyo K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **484**<br>—<br>1 155 | | **1987**<br>63,02<br>58,02<br>2 dks | Matsuura Tekko Zosen—Higashino (330)<br>(BB) 13,59 4,172<br>13,50 6,20 | **M Sand Carrier**<br>1 Ho ER<br>G.673<br>1 Ha (stl) ER | Fuji<br>Oil 4SA 6Cy. 320 × 610 with clutches,<br>couplings & reverse geared to sc.<br>1 000bhp (736kW)<br>Fuji Diesel Co. Ltd. |
| **8840913**<br>*JJ3752*<br>131870<br>Rt | **SEIEI MARU No. 28**<br>**Y.K. Tanenaka Kensetsu**<br>Ieshima, Japan<br>Hyogo Pref. | **494**<br>—<br>1 006 | | **1990**<br>63,50<br>57,50<br>1 dk | Nagashima Zosen K.K.—Nagashima<br>3,970<br>12,80 5,80 | **M Sand Carrier** | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **7124178**<br>*JMEL*<br>109366<br>Df Pfd Rdr | **SEIEI MARU No. 38**<br>ex Yasuho Maru No. 38-88<br>ex Take Maru No. 26-82<br>**Jintaro Okane**<br>Uwajima, Japan<br>Ehime Pref. | **181**<br>—<br>— | | **1971**<br>33,20<br>1 dk<br>RW | Uchida Zosen—Ise (703)<br>7,01<br>6,99 3,00 | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. |

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| **SEIEI MARU No. 68**<br>ex Ryosei Maru No. 68-83<br>**Y.K. Tsuchiya Suisan**<br>Japan<br>Asahi,<br>Chiba Pref. | **154**<br>—<br>— | | **1978** K.K. Izutsu Zosensho—Nagasaki (780)<br>42,25 6,38<br>31,50 6,30 2,80<br>1 dk | **M Fishing/ Fish Carrier**<br>Mchy.aft | Yanmar G250-E<br>Oil 4SA 6Cy. 250 × 290 reduction geared to sc. shaft<br>900bhp (662kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki | |
| **SEIFALLAH**<br>ex Leendert Broere-75<br>**Ras Tanura Navigation Co. Ltd.**<br>Avin International Bunkers Supply S.A.<br>Saudi Arabia<br>Jeddah | **488**<br>211<br>798 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 5/89<br>EL j $1\frac{1}{16}$"SQ<br>FN 678 | **1960**-9 D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1085)<br>59,31 8,69 3,506<br>54,89 8,60 3,74<br>P 17,1 F 9,8 1 dk<br>RW rf 127 | **M Tanker**<br>10 Ta ER<br>L.(oil) 915 | Deutz<br>Oil 2SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Kloeckner Humboldt Deutz Koeln<br>db 150lbf/in² (10,4bar)<br>Gen 1 × 10kW 2 × 8kW 110V d.c.<br>Fuel 24,0t (d.o.)-3,0pd 11kn |
| **SEIFJORD**<br>ex Thomas Roger-77 ex Nyvonia-74<br>**P/R Seifjord**<br>Gunnar Brekstad<br>Norway<br>Kristiansund | **152**<br>74<br>— | | | **1962** Vaagland Batbyggeri A/S—Vaagland (65)<br>30,76 6,61<br>6,56 3,28<br>1 dk<br>len 69 | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>1 Ho<br>2 Ha (stl) (2,5 3,0 × 2,0)<br>Der 1(-) | Grenaa<br>Oil 4SA 6Cy. 240 × 300<br>600bhp (441kW) NE 78<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel (d.o.) 7,75kn |
| **SEIFU**<br>**Shimane Prefecture**<br>Japan<br>Matsue,<br>Shimane Pref. | **141**<br>—<br>— | | | **1981** Fukushima Zosen Ltd.—Matsue (300)<br>... ... ...<br>33,00 6,20 3,00<br>1 dk | **M Fishery Patrol Vessel**<br>Mchy.aft | Yanmar T260-ST<br>Oil 4SA 6Cy. 260 × 330<br>1 400bhp (1 030kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 125kW 225V a.c.<br>14,25kn |
| **SEIFU MARU**<br>**Government of Japan (Ministry of Transportation - Meteorological Observatory Agency)**<br>Japan<br>Maizuru,<br>Kyoto Pref. | **335**<br>—<br>— | | | **1964** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Tokyo (868)<br>48,52 7,83 2,794<br>44,00 7,80 3,81<br>B 27,5 F 7,7 2 dks | **M Research**<br>Weather | Fuji<br>Oil 4SA 6Cy. 300 × 430<br>650bhp (478kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 50kW 225V 60Hz a.c.<br>Fuel 97,0t (d.o.) 10kn |
| **SEIFUKU MARU**<br>**Kiyoshi Sekioka**<br>Japan<br>Hiroshima,<br>Hiroshima Pref. | **410**<br>—<br>982 | | | **1988** K.K. Miura Zosensho—Saiki (808)<br>54,75 11,82 4,040<br>51,11 11,80 5,90<br>1 dk | **M Sand Carrier** | Yanmar MF33-DT<br>Oil 4SA 6Cy. 330 × 620<br>736kW (1 001bhp)<br>Matsue Diesel K.K. Matsue |
| **SEIFUKU MARU**<br>ex Tonan Maru-83<br>**Kiyotsugu Hashimoto**<br>Japan<br>Ryugatake,<br>Kumamoto Pref. | **199**<br>—<br>550 | | | **1974** Kanfusa Zosen K.K.—Omishima (63)<br>47,80 7,82 3,200<br>44,00 7,80 3,40<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Sumiyoshi<br>Oil 4SA 6Cy. 240 × 390<br>600bhp (441kW)<br>Sumiyoshi Tekkosho Japan |
| **SEIFUKU MARU**<br>**Kyowa Kaiun Y.K.**<br>Japan<br>Higashiura,<br>Hyogo Pref. | **199**<br>—<br>550 | | | **1980** Kogushi Zosen K.K.—Okayama (221)<br>... ... ...<br>42,91 7,70 3,31<br>1 dk | **M Tanker**<br>Chemical | Hanshin 6L26BGSH<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SEIFUKU MARU**<br>**Y.K. Tamai Kaiun**<br>Japan<br>Sekizen,<br>Ehime Pref. | **199**<br>—<br>550 | | | **1980** Kanfusa Zosen K.K.—Omishima (82)<br>3,000<br>43,01 7,51 3,31<br>1 dk | **M General Cargo** | Oil<br>Japan |
| **SEIFUKU MARU**<br>ex Asahi Maru No. 5<br>**Chang Chin Maritime Ltd.**<br>Honduras | **179**<br>83<br>300 | | | **1965** Niihama Zosensho—Anan<br>40,00 7,22 3,000<br>37,50 7,20 4,52<br>1 dk | **M General Cargo** | Makita<br>Oil<br>405kW (551bhp)<br>Makita Diesel Co. Ltd. Japan |
| **SEIFUKU MARU**<br>**Tsuyoshi Inada**<br>Japan<br>Bizen,<br>Okayama Pref. | **176**<br>—<br>513 | | | **1985** K.K. Kamishima Zosensho—Higashino<br>50,30 3,161<br>46,00 8,31 5,31<br>1 dk | **M General Cargo** | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Matsui Iron Works Co. Ltd. Ise<br>10kn |
| **SEIFUKU MARU No. 1**<br>**Akemi Arao**<br>Japan<br>Nachi-Katsuura,<br>Wakayama Pref. | **119**<br>—<br>— | | | **1985** Higashi Kyushu Zosen K.K.—Usuki<br>... ... ...<br>29,95 6,28 2,49<br>1 dk | **Reinforced Plastic M Fishing**<br>Tuna | Akasaka<br>Oil<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>Fuel (d.o.) |
| **SEIFUKU MARU No. 8**<br>**Nishioka Kisen Y.K.**<br>Japan<br>Tonosho,<br>Kagawa Pref. | **174**<br>—<br>345 | | | **1990** Hongawara Zosen K.K.—Fukuyama<br>41,70 - 2,900<br>37,00 7,20 3,30<br>1 dk | **M Tanker**<br>Chemical | Yanmar MF24-HT<br>Oil 4SA 6Cy. 240 × 420<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **SEIFUKU MARU No. 15**<br>**Star Port (Pte.) Ltd.** | **194**<br>88<br>— | | | **1968** Nichiro Zosen—Ishinomaki<br>*37,80*<br>7,21 3,10<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Oil<br>Japan |
| **SEIFUKU MARU No. 18**<br>**Yamakazu Unyu Y.K.**<br>Japan<br>Anan,<br>Tokushima Pref. | **199**<br>—<br>400 | | | **1988** Hakata Zosen K.K.—Hakata (368)<br>3,001<br>45,01 8,72 3,10<br>1 dk | **M Tanker** | Hanshin 6LU26G<br>Oil 4SA 6Cy. 260 × 440<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **SEIFUKU MARU No. 18**<br>**Tanaka Kaiun K.K.**<br>Japan<br>Tsuna,<br>Hyogo Pref. | **198**<br>—<br>697 | | | **1981** K.K. Saidaiji Zosensho—Okazaki (80)<br>3,201<br>52,00 9,01 4,91<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin 6LU28AGT<br>Oil 4SA 6Cy. 280 × 400<br>900bhp (662kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SEIFUKU MARU No. 28**<br>**Shigehiro Sato**<br>Japan<br>Kesennuma,<br>Miyagi Pref. | **194**<br>93<br>— | | | **1981** Uchida Zosen—Ise (813)<br>2,831<br>36,28 7,51 3,18<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft<br>In.216 | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 220kW 225V a.c.<br>11,25kn |
| **SEIFUKU MARU No. 35**<br>**Y.K. Hamada Gyogyobu**<br>Japan<br>Miyako,<br>Iwate Pref. | **299**<br>153<br>— | | | **1978** Miho Zosensho K.K.—Shimizu (1108)<br>50,17 3,222<br>43,52 8,51 3,59<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka DM28AR<br>Oil 4SA 6Cy. 280 × 460<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SEIFUKU MARU No. 55**<br>**Y.K. Hamada Gyogyobu**<br>Japan<br>Miyako,<br>Iwate Pref.<br>SatCom: 1201155/UJHJ | **289**<br>—<br>303 | | | **1986** Niigata Eng. Co. Ltd.—Niigata (1882)<br>47,33 (BB) 8,23 3,156<br>42,02 8,21 3,51<br>1 dk | **M Fishing**<br>Side-fishing Long-line Ref<br>In.356 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |

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| **9004059**<br>*JJFD*<br>130725<br>IT1-272<br>Rdr RTv | **SEIFUKU MARU No. 58**<br>**Y.K. Hamada Gyogyobu**<br>Miyako, Japan<br>Iwate Pref.<br>SatCom: 1201164/JJFD | **289**<br>—<br>— | | **1990** Niigata Eng. Co. Ltd.—Niigata<br>47,69 (BB)<br>42,00 8,20 3,55<br>1 dk | (2173) | **M Fishing**<br>Long-line Ref<br>In.367 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & dr greared to sc. shaft<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8809282**<br>*JGDL*<br>130523<br>IT1-254<br>Rdr RTv | **SEIFUKU MARU No. 65**<br>**Y.K. Hamada Gyogyobu**<br>Miyako, Japan<br>Iwate Pref.<br>SatCom: 1202305/JGDL | **379**<br>—<br>— | | **1988** Niigata Eng. Co. Ltd.—Niigata<br>54,54 (BB) 3,441<br>47,91 8,70 3,81<br>1 dk | (2100) | **M Fishing**<br>Long-line Ref<br>In.479 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & sr geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **9036765**<br>*JRQF*<br>132184<br>Esd Gc Rdr RTv | **SEIFUKU MARU No. 68**<br>**Y.K. Hamada Gyogyobu**<br>Miyako, Japan<br>Iwate Pref. | **379**<br>—<br>— | | **1991** Niigata Eng. Co. Ltd.—Niigata<br>56,43 (BB) 3,440<br>49,10 8,80 3,80<br>1 dk | (2221) | **M Fishing**<br>Long-line Ref<br>In.472 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & sr geared to sc. shaft<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7534933**<br>*JH2630*<br>116540<br>Rdr | **SEIFUKU MARU No. 88**<br>**Kira Kaiun Y.K.**<br>Nagoya, Japan<br>Aichi Pref. | **698**<br>—<br>1 500 | | **1975** Suzuki Shipyard Co. Ltd.—Yokkaichi<br>60,00 11,00 4,801<br>55,00 10,98 5,11<br>1 dk | | **M Tanker**<br>Oil<br>4 Ta ER<br>L.(oil) 1 689 | Niigata<br>Oil<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. |
| **7914200**<br>*JM4612*<br>120713<br>Gc Rdr Rt | **SEIGYOKU MARU**<br>**Hinase Kaiun K.K.**<br>Hinase, Japan<br>Okayama Pref. | **199**<br>—<br>623 | | **1979** K.K. Uno Zosensho—Namikata<br>58,25 3,175<br>53,01 9,01 5,01<br>2 dks | (130) | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo |
| **7817945**<br>*JMOE*<br>118898<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SEIHA MARU No. 2**<br>ex Sun Arrow-83<br>**The Nippon Salvage Co. Ltd.**<br>Tokyo Japan<br>SatCom: 1201160/JMOE | **1 040**<br>—<br>1 234 | NK | **1979** Kochi Jyuko (Eiho Zosen) K.K.—Kochi<br>69,02 12,60 4,763<br>63,02 5,52<br>P 1,9 F 23,8 1 dk<br>RW conv Tug 83 | (1292) | **TM Tug**<br>Salvage | Makita<br>2 Oil 4SA each 6Cy. 470 × 760<br>Makita Diesel Co. Ltd.<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 176,0t (d.o.) 760,0t (hvf)-29,0pd |
| **5210090**<br>*LDMM*<br>8805<br>Df Esd Rt | **SEIHAV**<br>ex Minus-83 ex Bertel Nilsen-82<br>ex Loanna-71 ex Skudd 2-55<br>**P/R Karolos**<br>Trondheim Norway | *225*<br>*67*<br>305 | NV | **1929** Kaldnes Patentslip & M/V—Tonsberg<br>37,90 7,04 4,217<br>34,70 7,01 4,27<br>1 dk<br>R rf 914 BK 191 conv Whaler 55 | (79) | **M General Cargo**<br>1 Ho<br>G.453<br>1 Ha (10,9 × 4,0)<br>2W Der 1(4) 1(2,5) | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>320bhp (235kW) NE 57<br>A/S Wichmann<br>Gen 2 × 15kW 1 × 10kW 220V d.c.<br>Fuel 12,0t (d.o.) |
| **9003914**<br>*JM6014*<br>131406<br>Rdr Rt | **SEIHO MARU**<br>**Taio Kaiun Y.K.**<br>Matsushima, Japan<br>Kumamoto Pref. | **441**<br>—<br>1 047 | | **1990** K.K. Miura Zosensho—Saiki<br>3,652<br>68,03 11,51 6,51 | (1001) | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. |
| **6921517**<br>*JG2684*<br>106154<br>Rdr Rt | **SEIHO MARU**<br>ex Kiire Maru No. 6-90 ex Choko Maru<br>**Nakano Kaiji K.K.**<br>Nishiumi, Japan<br>Ehime Pref. | **288**<br>99<br>— | | **1969** Towa Zosen K.K.—Shimonoseki<br>35,21 10,04 3,150<br>33,99 10,01 4,42<br>1 dk | (375) | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380 geared<br>shafts<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 40kW 225V 60Hz a.c.<br>Fuel 50,0t-11,0pd |
| **8103743**<br>*JJ3280*<br>121248<br>Rdr | **SEIHO MARU**<br>**Nitto Unyu K.K. (Nitto Transportation Co. Ltd.)**<br>Kobe, Japan<br>Hyogo Pref. | **194**<br>—<br>— | | **1981** Kanagawa Zosen—Kobe<br>2,701<br>25,51 8,62 3,81<br>1 dk | (223) | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8035805**<br>*JK4281*<br>124538 | **SEIHO MARU**<br>**Y.K. Fujitatsu Sangyo**<br>Kurahashi, Japan<br>Hiroshima Pref. | **193**<br>—<br>470 | | **1981** Y.K. Okajima Zoensho—Nakajima<br>*42,19* 3,200<br>8,01 5,01<br>1 dk | (197) | **M General Cargo**<br>Mchy.aft | Oil |
| **8712269**<br>*JI3312*<br>128713<br>Esd Gc Rdr<br>Rt SatNav | **SEIHO MARU No. 2**<br>**Kansei Kaiun Co. Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **1 591**<br>—<br>3 021 | NK | **1987** Higaki Zosen K.K.—Imabari<br>84,92 5,789<br>79,51 13,01 6,61<br>P 21,1 F 10,4 1 dk | (351) | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 3 419 | Hanshin<br>Oil 4SA 6Cy. 380 × 760 with clutches &<br>geared to sc. shaft<br>2 800bhp (2 060kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 4 × 121kW a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **8514253**<br>*JL5382*<br>128301<br>Gc Rdr RTv | **SEIHO MARU No. 3**<br>**Seiho Kaiun K.K.**<br>Namikata, Japan<br>Ehime Pref. | **699**<br>—<br>1 870<br>T/cm<br>4,5 | | **1985** Sasaki Zosen K.K.—Kinoe<br>77,37 (BB) 4,571<br>72,01 11,21 5,01<br>1 dk | (391) | **M Tanker**<br>IGS SBT<br>10 Ta ER | Akasaka<br>Oil 4SA 6Cy. 310 × 600 with clutches &<br>reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Gen 1 × 80kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 15,0t (d.o.) 66,0t (hvf) |
| **8210039**<br>*JI3155*<br>126451<br>Gc Rdr Rt | **SEIHO MARU No. 5**<br>**Kansei Kaiun Co. Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **2 946**<br>—<br>5 673 | (NK) | **1982** Higaki Zosen K.K.—Imabari<br>103,26 (BB) 15,52 6,451<br>95,81 15,51 7,32<br>P 25,0 F 11,6 1 dk | (286) | **M Tanker**<br>10 Ta ER<br>L.(oil) 5 848 | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Gen 2 × 400kW 1 × 240kW 440V<br>Thw. thrust Contr. pitch propeller fwd,<br>Fuel 30,0t (d.o.) 270,0t (hvf)-10,5pd |
| **8820705**<br>*JL5725*<br>130007<br>Rt | **SEIHO MARU No. 5**<br>**Seiho Kaiun K.K.**<br>Namikata, Japan<br>Ehime Pref. | **698**<br>—<br>1 907 | | **1989** Sasaki Zosen K.K.—Kinoe<br>74,43 (BB) 4,708<br>69,95 11,50 5,20<br>1 dk | (528) | **M Tanker**<br>10 Ta ER | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 324kW (1 800bhp) E made88<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **8840901**<br>*JL5901*<br>130654<br>Gc Pfd Rdr<br>Rt | **SEIHO MARU No. 6**<br>**Seiho Kaiun K.K.**<br>Namikata, Japan<br>Ehime Pref. | **698**<br>—<br>1 906 | | **1990** Sasaki Zosen K.K.—Kinoe<br>74,43 4,700<br>69,95 11,50 5,20<br>1 dk | (540) | **M Tanker** | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| **8613437**<br>*JFTF*<br>128681<br>Esd Gc Rdr<br>Rt SatNav | **SEIHO MARU No. 12**<br>**Kansei Kaiun Co. Ltd.**<br>Osaka, Japan<br>Osaka Pref. | *1 998*<br>*897*<br>3 027 | NK | **1986** Higaki Zosen K.K.—Imabari<br>84,92 (BB) 5,779<br>79,51 13,01 6,61<br>P 21,1 F 9,2 1 dk | (343) | **M Tanker**<br>10 Ta ER<br>L.(oil) 3 341 | Hanshin<br>Oil 4SA 6Cy. 380 × 760<br>2 800bhp (2 060kW)<br>The Hanshin Diesel Works Ltd<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |

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| **SEIHO MARU No. 38**<br>**Government of The Oriental Republic of Uruguay (Servicio Oceanografico y Pesca)** | **284**<br>141<br>— | | **1973** Uchida Zosen—Ise (740)<br>8,23<br>43,21 8,21 3,56<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe | 6LU28G |
| **SEIJIN**<br>ex Seijin Maru-88<br>**Los Halillos Shipping Co. S.A.**<br>Panama Panama<br>SatCom: 1332672/SEJN | *42 177*<br>*13 730*<br>15 397 | NK | **1985** Imabari Zosen—Marugame (1132)<br>199,83 (BB) 9,216<br>185,02 29,21 10,88<br>3 dks | **M Vehicles Carrier**<br>Cars 5075 | Sulzer<br>Oil 2SA 5Cy. 760 × 2200<br>13 800bhp (10 151kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 1000kW a.c.<br>Thw. thrust propeller fwd<br>17,5kn | 5RTA76 |
| **SEIJU MARU**<br>ex Yahata Maru No. 8-85<br>**Takeda Kaiun Y.K.**<br>Ieshima, Hyogo Pref. Japan | **197**<br>—<br>463 | | **1983** Y.K. Takasago Zosensho—Naruto (117)<br>38,99 8,79 3,060<br>... ... ...<br>1 dk | **M General Cargo** | Oil<br>Japan | |
| **SEIJU MARU No. 2**<br>**Maritima Siete S.A.** | **298**<br>162<br>— | | **1967** Kanasashi Co. Ltd.—Shimizu (801)<br>43,69 8,11 2,921<br>38,38 8,08 3,23<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 460<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata | |
| **SEIJU MARU No. 3**<br>ex Kiyoshige Maru No. 3<br>**G.A.P. Fishing Corp.** | **284**<br>129<br>— | | **1972** Mie Shipyard Co. Ltd.—Yokkaichi (58)<br>7,62<br>42,22 7,60 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu | |
| **SEIJU MARU No. 3**<br>**Hitoshi Sumi**<br>Taiji, Wakayama Pref. Japan | **259**<br>—<br>— | | **1983** Katsuura Dockyard Co. Ltd.—Nachi-Katsuura (271)<br>2,901<br>39,63 7,51 3,20<br>1 dk | **M Fishing**<br>Tuna<br>5 Ho ER<br>In.365<br>5 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 240 × 280 geared to sc. shaft<br>850bhp (625kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu | U24 |
| **SEIJU MARU No. 5**<br>**Ponape Economic Progress Inc.**<br>Kolonia, Pohnpei Micronesia | **199**<br>—<br>370 | | **1969** Yonomoto Zosen—Japan (135)<br>47,20 3,101<br>8,01 4,50<br>1 dk<br>len 84 | **M Sand Carrier**<br>Mchy.aft | Fuji<br>Oil<br>650bhp (478kW)<br>Fuji Diesel Co. Ltd. Japan<br>10,5kn | |
| **SEIJU MARU No. 8**<br>**Y.K. Taisei Kogyo**<br>Ieshima, Hyogo Pref. Japan | **296**<br>—<br>890 | | **1988** Shitanoe Zosen K.K.—Usuki (1090)<br>55,33 (BB) 11,02 4,071<br>50,00 11,00 6,00<br>1 dk | **M Sand Carrier**<br>1 Ho ER | Matsui<br>Oil 4SA 6Cy. 280 × 520<br>736kW (1 001bhp) E made88<br>Matsui Iron Works Co. Ltd. Ise | ML628GSC-34 |
| **SEIJU MARU No. 25**<br>ex Ryofuku Maru No. 15-78<br>China* | **349**<br>185<br>— | | **1969** Yamanishi Zosen K.K.—Ishinomaki (630)<br>52,74 9,02 3,937<br>47,71 9,00 5,87<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu | |
| **SEIJU MARU No. 28**<br>**Seiju Suisan K.K.**<br>Hachinohe, Aomori Pref. Japan<br>SatCom: 1200730/JNUH | **349**<br>157<br>550 | | **1974** Yamanishi Zosen K.K.—Ishinomaki (772)<br>56,62 9,12<br>50,91 9,10 5,62<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 320 × 380<br>2 500bhp (1 839kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka | 6DSM-32 |
| **SEIJU MARU No. 31**<br>ex Koei Maru No. 11<br>**Seiju Suisan K.K.**<br>Hachinohe, Aomori Pref. Japan | **134**<br>—<br>— | | **1972** Yamanishi Zosen K.K.—Ishinomaki<br>*28,20*<br>6,30 2,60<br>1 dk | **M Fishing** | Niigata<br>Oil<br>316kW (430bhp)<br>Niigata Eng. Co. Ltd. Japan | |
| **SEIJU MARU No. 51**<br>ex Tomi Maru No. 85-88<br>**Seiju Suisan K.K.**<br>Hachinohe, Aomori Pref. Japan | **344**<br>256<br>— | | **1972** Yamanishi Zosen K.K.—Ishinomaki (696)<br>60,76 10,04 3,798<br>54,51 10,01 6,56<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Niigata<br>Oil 4SA 8Cy. 400 × 600<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata | |
| **SEIJU MARU No. 53**<br>**Seiju Suisan K.K.**<br>Hachinohe, Aomori Pref. Japan<br>SatCom: 1200732/JGNG | **349**<br>—<br>910 | | **1987** Yamanishi Zosen K.K.—Ishinomaki (925)<br>70,80 (BB) 10,62 4,141<br>60,51 10,61 6,86 | **M Fishing**<br>Side-fishing<br>In.845 | Daihatsu<br>Oil 4SA 6Cy. 280 × 360 sr reverse geared to sc. shaft<br>1 170bhp (861kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Thw. thrust Contr. pitch propeller fwd | 6DLM-28FSL |
| **SEIKAI**<br>**Kagoshima Prefecture**<br>Kagoshima, Kagoshima Pref. Japan | **189**<br>—<br>— | | **1989** Yamakawa Zosen Tekko K.K.—Kagoshima (686)<br>43,70 - 3,101<br>38,00 6,80 3,50<br>1 dk | **TM Fishing**<br>Side-fishing | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 340 with flexible couplings & sr geared to sc. shafts<br>2 206kW (2 999bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama | 6DLM-26S |
| **SEIKAI**<br>**Government of Japan (Ministry of Transportation - Bureau of Ports & Harbors - No. 2 Harbor Construction Bureau)**<br>Yokohama, Kanagawa Pref. Japan | **167**<br>—<br>— | | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi<br>25,00 2,501<br>23,30 10,80 3,10<br>1 dk | **TM Pollution & Surface Clearance Vessel** | 2 Oil<br>960bhp (706kW)<br>Japan<br>11kn | |
| **SEIKAI MARU**<br>**Norcamco Lines Inc.** | **690**<br>335<br>1 099 | (NK) | **1957** Sanoyasu Dockyard Co. Ltd.—Osaka (154)<br>61,40 9,22 4,103<br>57,00 9,20 4,60<br>P 18,6 F 6,1 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.1 262 B.1 163<br>1 Ha (26,8 × 4,9) ER<br>4W Der 2(5) | Oil 4SA 8Cy. 350 × 520<br>850bhp (625kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 50kW 2 × 15kW 230V a.c.<br>Fuel 57,0t-2,5pd 11kn | |
| **SEIKAI MARU**<br>**Sansei Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **531**<br>—<br>1 620 | | **1986** K.K. Matsuura Zosensho—Kinoe (328)<br>74,94 11,64 4,301<br>70,01 11,60 7,22<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.3 239 B.3 119<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi | 6LUN28 |
| **SEIKAI MARU No. 2**<br>**Kagoshima Prefecture**<br>Kagoshima, Kagoshima Pref. Japan | **158**<br>—<br>28 | | **1979** Hitachi Zosen—Kanagawa Works, Kawasaki (117074)<br>32,01<br>29,49 6,30 3,20<br>1 dk<br>RW | **TM Fishery Patrol Vessel** | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 190 × 230<br>4 740bhp (3 487kW)<br>Ikegai Tekkosho Kawasaki | 16V652TB91 |

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| **7921071**<br>*JG4029*<br>121818<br>Esd Rdr Rt | **SEIKAI No. 2**<br>**Government of Japan (Ministry of Transportation - Bureau of Ports & Harbors - No. 2 Harbor Construction Bureau)**<br>Yokohama, Kanagawa Pref. Japan | **203**<br>—<br>— | | **1980** Misaki Senpaku Kogyo K.K.—Miura (56)<br>27,00 2,000<br>25,00 11,00 3,60<br>1 dk | **TM Pollution & Surface Clearance Vessel**<br>Mchy.aft | Mitsubishi<br>2 Oil 4SA each 8Cy. 145 × 160 redu<br>to sc. shafts<br>554bhp (408kW)<br>Mitsubishi Heavy Industries Ltd. |
| **7522887**<br>*JJFT*<br>119044<br>YG1-417<br>Df Pfd Rdr Rt | **SEIKAN MARU No. 5**<br>**Y.K. Yoshihiro Sangyo**<br>Shimonoseki, Yamaguchi Pref. Japan | **144**<br>—<br>— | | **1976** Uchida Zosen—Ise (768)<br>2,652<br>30,87 6,91 3,00<br>1 dk | **M Fishing**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 350bhp (993kW)<br>Hanshin Nainenki Kogyo |
| **7331537**<br>*JD2249*<br>106367<br>Gc Rdr Rt | **SEIKAN MARU No. 6**<br>**Higashi Nippon Ferry Co. Ltd.**<br>Hakodate, Hokkaido Pref. Japan | **3 499**<br>—<br>— | | **1973** Shimoda Dockyard Co. Ltd.—Shimoda (228)<br>120,02 17,02 4,801<br>110,01 16,97 6,00<br>2 dks | **TM RoRo Cargo/Ferry**<br>700dk P | Pielstick<br>2 Vee Oil 4SA each 14Cy. 400 × 46<br>14 000bhp (10 298kW)<br>Nippon Kokan K.K. Tsurumi Wor<br>Gen 2 × 750kW 445V 60Hz a.c.<br>Fuel 48,0t (d.o.) 160,0t (i.f.o.)-23,5pd |
| **7621229**<br>*JL4231*<br>119045<br>YG1-418<br>Df Esd Gc Rdr Rt | **SEIKAN MARU No. 6**<br>**Y.K. Yoshihiro Sangyo**<br>Shimonoseki, Yamaguchi Pref. Japan | **144**<br>—<br>— | | **1976** Uchida Zosen—Ise (769)<br>6,94 2,652<br>30,97 6,91 3,00<br>1 dk | **M Fishing**<br>Tuna Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 350bhp (993kW)<br>Hanshin Nainenki Kogyo |
| **7332660**<br>*JD2250*<br>110144<br>Gc Rdr Rt | **SEIKAN MARU No. 7**<br>**Higashi Nippon Ferry Co. Ltd.**<br>Hakodate, Hokkaido Pref. Japan | **3 450**<br>—<br>1 280 | | **1973** Naikai SB. & Eng. Co. Ltd.—Setoda (373)<br>16,82 4,801<br>110,01 16,79 6,61<br>2 dks<br>RW | **TM RoRo Cargo/Ferry**<br>700dk P | Pielstick<br>2 Vee Oil 4SA each 14Cy. 400 × 46<br>14 000bhp (10 298kW)<br>Nippon Kokan K.K. Tsurumi Wor<br>Gen 2 × 750kW 445V 60Hz a.c.<br>Fuel 94,5t (d.o.) 190,5t (i.f.o.)-22,0pd |
| **7405443**<br>*3ETY6*<br>18689-PEXT<br>Rdr Rt | **SEIKO**<br>ex Seiko Maru No. 11-88<br>**Action Marine S.A.**<br>Panama Panama | **995**<br>694<br>2 521 | NV | **1974** Sasaki Zosen K.K.—Kinoe (189)<br>76,05 12,02 4,863<br>71,00 12,00 5,50<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 586 | Akasaka<br>Oil 6Cy. 380 × 560<br>1 617kW (2 198bhp)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 2 × 80kW 445V 60Hz a.c.<br>Fuel 76,0t-6,0pd |
| **6519182**<br>Df Esd Rdr Rt | **SEIKO**<br>ex Sjobris-77<br>**Pesquera Sopesa-Alimar S.A.**<br>Chile | *440*<br>*135*<br>— | (NV) | **1965** Smedvik Mek. Verksted A/S—Tjorvag (5)<br>42,02 8,26 4,350<br>37,32 8,23 6,46<br>2 dks<br>rf 1097 BK 107 len 68 | **M Fishing**<br>Side-fishing Purse Seiner<br>Ice strengthened<br>1 Ho 3 Ta ER<br>4 Ha (2,6 × 3,2) (2,4 2,4 2,4 × 1,7) ER<br>1W Der 1(3) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>MaK. Maschinenbau Kiel G.m.b.H<br>Gen 1 × 156kW 1 × 152kW 220V<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **8310281**<br>*3ESW2*<br>13352-83<br>Df Esd Gc Rdr Rt<br>SatNav | **SEIKO B**<br>**Pacific Coast Line S.A.**<br>Panama Panama | *3 209*<br>*1 382*<br>3 959 | NK | **1983** Kanasashi Co. Ltd.—Shimizu (3003)<br>87,51 14,53 5,850<br>81,51 14,51 9,91<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 767 B.7 497<br>2 Ha (stl) ER<br>Der 1(22) 2(15) | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.) |
| **7401734**<br>*JLLM*<br>118769<br>Df Esd Gc Pfd Rdr RTv<br>AMVER | **SEIKO MARU**<br>**The Sanko Steamship Co. Ltd. (Sanko Kisen K.K.)**<br>Tokyo Japan<br>SatCom: 1200602/TRIO | **128 413**<br>96 099<br>247 867<br>T/cm<br>150,3 | NK | **1977** Kawasaki Heavy Ind. Ltd.—Sakaide (1230)<br>326,02 (BB) 52,05 20,460<br>313,01 52,01 27,31<br>F 20,8 1 dk<br>Bow/CM 172 Diam. 0,850 MH 0,9 | **TM Ore/Oil Carrier**<br>DB<br>17 Ta ER<br>G.148 735 L.(oil) 297 849 HeCls. BC<br>10 Ha (stl) (16,0 16,0 16,0 16,0 16,0 16,0 16,0 16,0 16,0 16,9 × 13,5) ER<br>Der 2(20)<br>3 Cargo pumps total 13 500T/hr | MAN<br>2 Vee Oil 4SA each 18Cy. 520 × 550<br>geared to sc. shafts<br>36 000bhp (26 480kW) NE made fit<br>Kawasaki Heavy Ind. Ltd.<br>Gen 1 × 1800kW 2 × 900kW 450V<br>Fuel 647,5t (d.o.) 11 690,0t (hvf)-127,0 |
| **8312552**<br>*JG4333*<br>126701 | **SEIKO MARU**<br>**Sanko Unyu K.K.**<br>Yokohama, Kanagawa Pref. Japan | **699**<br>—<br>1 878 | | **1983** Kurinoura Dock K.K.—Yawatahama (185)<br>4,552<br>72,01 11,21 5,01<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 150 | Hanshin<br>Oil 4SA 6Cy. 300 × 600 with clutches<br>couplings & sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **9016466**<br>*JI3448*<br>131699<br>Df Esd Gc Pfd Rdr Rt | **SEIKO MARU**<br>**Daiko Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **499**<br>—<br>1 194 | | **1991** Hitachi Zosen Mukaishima Marine Co. Ltd. —Mukaishima (36)<br>65,14 10,02 4,031<br>61,80 10,00 4,40<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 281 | Akasaka<br>Oil 4SA 6Cy. 280 × 480 with clutches<br>couplings & reverse geared to sc. sh<br>1 030kW (1 400bhp)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Thw. thrust propeller fwd<br>Thw. thrust propeller |
| **7706380**<br>*HP6310*<br>D449-17 89-PEXT<br>Rdr Rt | **SEIKO MARU**<br>ex Eifuku Maru No. 18-88<br>**Sea Way Shipping Lines Corp.**<br>Panama Panama | **496**<br>—<br>1 200 | | **1977** Shirahama Zosen K.K.—Honai (81)<br>... ... ...<br>53,78 10,01 4,42<br>1 dk | **M Tanker**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **8626381**<br>*JL5321*<br>128263<br>Rt | **SEIKO MARU**<br>**Seiko Shoji Y.K.**<br>Omishima, Ehime Pref. Japan | **487**<br>—<br>812 | | **1984** Fujiwara Zosensho—Omishima<br>53,70 3,201<br>50,02 11,51 5,01<br>1 dk | **M Sand Carrier** | Niigata<br>Oil<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. |
| **8806462**<br>*JL5526*<br>129020<br>Rt | **SEIKO MARU**<br>**Inoshita Kaiun K.K.**<br>Niihama, Ehime Pref. Japan | **431**<br>—<br>1 336 | | **1988** Yamanaka Zosen K.K.—Namikata (366)<br>69,69 (BB) 4,020<br>65,00 11,20 6,50<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 460 sr reverse g<br>shaft<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. |
| **8823800**<br>*JM5772*<br>130426<br>Rt | **SEIKO MARU**<br>**Y.K. Daido Kaiun**<br>Matsushima, Kumamoto Pref. Japan | **288**<br>—<br>852 | | **1988** Amakusa Zosen K.K.—Amakusa<br>57,00 3,390<br>52,00 12,20 5,60<br>1 dk | **M Sand Carrier** | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. |
| **8132392**<br>*JK4347*<br>125773<br>Rt | **SEIKO MARU**<br>**Kensho Kaiun K.K.**<br>Johen, Ehime Pref. Japan | **199**<br>139<br>690 | | **1981** Shitanoe Zosen K.K.—Usuki (1020)<br>3,200<br>53,01 9,30 5,11<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>............ |
| **8610552**<br>*JL5549*<br>129055<br>Rdr Rt | **SEIKO MARU**<br>**Shikoku Shoko K.K.**<br>Marugame, Kagawa Pref. Japan | **199**<br>—<br>563 | | **1986** Murakami Hide Zosen K.K.—Hakata (260)<br>45,60 (BB) 3,200<br>42,00 8,60 3,40<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Yanmar<br>Oil<br>Yanmar Diesel Engine Co. Ltd. |

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| **SEIKO MARU**<br>**Nippon Marine Service & Engineering Co. Ltd. (Nippon Kaiji Kogyo K.K.)**<br>Tokyo<br>Japan | **170**<br>—<br>450 | **1984** Sanyo Zosen K.K.—Mukaishima (886)<br>31,30 3,001<br>27,01 8,81 3,81<br>1 dk | **TM Tug**<br>Fire-fighting | | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 with clutches, flexible couplings & dr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Tokyo |
| **SEIKO MARU**<br>ex Kannon Maru-90<br>**Kenichi Kishimoto**<br>Hinase, Okayama Pref.<br>Japan | **169**<br>—<br>500 | **1984** Y.K. Furumoto Tekko Zosensho—Osaki (531)<br>49,99 3,601<br>45,01 8,31 4,91<br>1 dk | **M General Cargo**<br>G.1 059 B.1 015 | | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Matsui Iron Works Co. Ltd. Ise<br>10,5kn |
| **SEIKO MARU**<br>ex Keisho Maru<br>**Y.K. Seiko Kaiun**<br>Kamitsushima, Nagasaki Pref.<br>Japan | **157**<br>—<br>230 | **1967** Nishihara Zosen—Japan<br>32,01 2,701<br>28,00 6,30 2,82<br>1 dk | **M General Cargo**<br>1 Ha (12,0 × 4,0) | | Matsui<br>Oil<br>210bhp (154kW)<br>Matsui Iron Works Co. Ltd. Japan<br>9,5kn |
| **SEIKO MARU**<br>**Segawa Kaiun Y.K.**<br>Towa, Yamaguchi Pref.<br>Japan | **104**<br>— | **1983** Shinmatsu Shoji K.K.—Onomichi (142)<br>25,70 2,100<br>22,00 7,50 2,80<br>1 dk | **M Tug** | | Oil<br>Japan<br>Fuel (d.o.) |
| **SEIKO MARU No. 1**<br>**Konan Shoji K.K.**<br>Shimizu, Shizuoka Pref.<br>Japan | **1 256**<br>—<br>2 206 | **1977** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1219)<br>84,10 5,001<br>78,42 12,01 5,87<br>1 dk | **M Tanker**<br>Mchy.aft | | Akasaka AH38<br>Oil 4SA 6Cy. 380 × 560<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 120kW 1 × 80kW 445V 60Hz a.c.<br>Fuel 38,0t (d.o.) 38,0t (hvf)-6,5pd 12,5kn |
| **SEIKO MARU No. 3**<br>**Konan Shoji K.K.**<br>Shimizu, Shizuoka Pref.<br>Japan | **995**<br>—<br>2 362 | **1980** Sasaki Zosen K.K.—Kinoe (341)<br>80,47 12,02 5,152<br>NK 75,01 12,01 5,52<br>P 19,2 F 11,3 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 300 | | Akasaka DM40<br>Oil 4SA 6Cy. 400 × 600<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 83,5kW<br>12,5kn |
| **SEIKO MARU No. 3**<br>**Kim Soon Marine & Trading Pte. Ltd.**<br>Singapore<br>Singapore | **497**<br>319<br>1 099 | **1976** Nakamura Shipbuilding & Engine Works Co. Ltd.—Yanai (130)<br>56,82 9,45 4,252<br>52,02 9,42 4,53<br>1 dk | **M Tanker**<br>Mchy.aft | | Matsui<br>Oil 4SA 6Cy. 280 × 420<br>1 200bhp (883kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **SEIKO MARU No. 3**<br>**Mitsuyoshi Hashimoto**<br>Ieshima, Hyogo Pref.<br>Japan | **199**<br>—<br>549 | **1989** Katsuura Dockyard Co. Ltd.—Nachi-Katsuura<br>51,00 3,270<br>46,00 10,50 5,40<br>1 dk | **M Sand Carrier** | | Hanshin 6LH28G<br>Oil 4SA 6Cy. 280 × 460<br>The Hanshin Diesel Works Ltd. Akashi |
| **SEIKO MARU No. 5**<br>**Konan Shoji K.K. & Kaneko Kaiun K.K.**<br>Shimizu, Shizuoka Pref.<br>Japan | **698**<br>—<br>1 703 | **1980** Sasaki Zosen K.K.—Kinoe (345)<br>73,34 4,601<br>NK 68,03 11,02 5,01<br>P 18,6 F 9,2 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 1 600 | | Daihatsu 6DSM-32<br>Oil 4SA 6Cy. 320 × 380 geared to sc. shaft<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 108kW<br>12,5kn |
| **SEIKO MARU No. 6** | **308**<br>170<br>650 | **1970** Nishihara Zosen—Omishima (162)<br>47,10 3,671<br>43,01 8,01 3,81<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 750 | | Makita<br>Oil<br>750bhp (552kW)<br>Makita Tekkosho Japan<br>Fuel (d.o.) 9,25kn |
| **SEIKO MARU No. 8**<br>**Konan Shoji K.K.**<br>Shimizu, Shizuoka Pref.<br>Japan | **699**<br>—<br>1 852 | **1984** Sasaki Zosen K.K.—Kinoe (385)<br>76,84 (BB) 4,555<br>NK 72,01 11,21 5,01<br>P 16,2 F 7,1 1 dk | **M Tanker**<br>10 Ta ER | | Daihatsu<br>Oil 4SA 6Cy. 320 × 400 with clutches, flexible couplings & dr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>15kn |
| **SEIKO MARU No. 8**<br>**Myowa Kaiun K.K.**<br>Tokyo<br>Japan | **412**<br>—<br>830 | **1980** Kinoura Zosen K.K.—Hakata (65)<br>54,51<br>50,02 9,11 4,09<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | | Yanmar T220L-UT<br>Oil 4SA 6Cy. 220 × 280<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| **SEIKO MARU No. 8**<br>ex Seiko Maru No. 38-84<br>**Y.K. Okino Fudosan**<br>Shimonoseki, Yamaguchi Pref.<br>Japan | **269**<br>—<br>— | **1981** K.K. Murakami Zosensho—Ishinomaki (1075)<br>... (BB) ... ...<br>37,44 7,31 3,03<br>1 dk | **M Fishing**<br>Seiner<br>Mchy.aft | | Akasaka DM28A<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SEIKO MARU No. 8**<br>ex Suehiro Maru<br>**Akihiro Hirano**<br>Handa, Aichi Pref.<br>Japan | **170**<br>—<br>300 | **1971** Sokooshi Zosensho K.K.—Higashino (226)<br>*30,18* 7,01 3,000<br>6,99 3,20<br>1 dk | **M General Cargo** | | Yanmar<br>Oil<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| **SEIKO MARU No. 11**<br>**Konan Shoji K.K.**<br>Shimizu, Shizuoka Pref.<br>Japan | **699**<br>—<br>2 013 | **1988** Sasaki Zosen K.K.—Kinoe (521)<br>75,45 (BB) 4,712<br>NK 70,00 11,20 5,30<br>P 16,2 F 5,8 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 199 | | Akasaka K31SFD<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 85kW a.c. |
| **SEIKO MARU No. 16**<br>**Takeshi Maeda**<br>Kozu-shima, Tokyo Pref.<br>Japan | **172**<br>—<br>523 | **1984** K.K. Tago Zosensho—Nishi-izu<br>47,81 3,401<br>42,02 8,50 5,21<br>1 dk | **M General Cargo**<br>G.976 B.943 | | Niigata<br>Oil<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>11,5kn |
| **SEIKO MARU No. 18**<br>**Toei Suisan K.K.**<br>Miura, Kanagawa Pref.<br>Japan | **999**<br>516<br>1 777 | **1977** Miho Zosensho K.K.—Shimizu (1040)<br>76,00 12,82 4,960<br>NK 70,00 12,80 7,75<br>2 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.2 133<br>3 Ha (stl) ER<br>Der 2(1,5) 1(1) | CSD | Niigata 6M40X<br>Oil 4SA 6Cy. 400 × 600<br>1 839kW (2 500bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 400kW a.c.<br>13,6kn |
| **SEIKO MARU No. 18**<br>ex Seiko Maru No. 38-90<br>**Y.K. Okino Kaisan**<br>Shimonoseki, Yamaguchi Pref.<br>Japan | **290**<br>—<br>404 | **1984** K.K. Murakami Zosensho—Ishinomaki (1177)<br>48,60 (BB) 3,276<br>41,81 7,90 3,56<br>1 dk | **M Fishing**<br>Side-fishing Seiner Ref<br>7 Ho ER<br>In.361<br>7 Ha (stl) ER | | Hanshin<br>Oil 4SA 6Cy. 300 × 480<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Thw. thrust propeller fwd |
| **SEIKO MARU No. 18** | **284**<br>144<br>— | **1971** Kanasashi Co. Ltd.—Shimizu (1008)<br>48,70 8,16 3,245<br>42,60 8,11 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | | Akasaka<br>Oil 4SA 6Cy. 300 × 440<br>850bhp (625kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |

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| **8011055**<br>*JJNS*<br>124180<br>KO1-602<br>Rdr Rt | **SEIKO MARU No. 21**<br>ex Asahi Maru No. 2-86<br>**Hosaku Nakajima**<br>Muroto, Kochi Pref. Japan | **299**<br>152<br>— | | **1980** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1332)<br>3,201<br>43,87 8,51 3,56<br>1 dk | **M Fishing**<br>Pair Trawler<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **8408765**<br>*JG2206*<br>117783 | **SEIKO MARU No. 21**<br>**Y.K. Eiwa Kaiun**<br>Kawasaki, Kanagawa Pref. Japan | **195**<br>—<br>478 | | **1984** Suzuki Shipyard Co. Ltd.—Yokkaichi (505)<br>2,801<br>43,01 8,31 3,31<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 550 | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. |
| **7900405**<br>*JJRP*<br>123043<br>KO1-531<br>Df Esd Gc<br>Pfd Rdr Rt | **SEIKO MARU No. 28**<br>**Toraji Nakajima**<br>Muroto, Kochi Pref. Japan | **299**<br>151<br>— | | **1979** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (2018)<br>48,93 3,301<br>42,80 8,51 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **8021165**<br>*7JDY*<br>121853<br>KN1-639<br>Df Esd Gc<br>Pfd Rdr Rt | **SEIKO MARU No. 32**<br>**Ohisa Suisan K.K.**<br>Miura, Kanagawa Pref. Japan | **417**<br>193<br>476 | | **1981** Miho Zosensho K.K.—Shimizu (1189)<br>54,31 9,02 3,483<br>47,60 9,01 3,87<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 320 reduction<br>shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. |
| **8921901**<br>*JM5895*<br>131292<br>Rdr Rt | **SEIKO MARU No. 38**<br>**Y.K. Okino Kaisan**<br>Shimonoseki, Yamaguchi Pref. Japan | **330**<br>—<br>— | | **1990** K.K. Watanabe Zosensho—Nagasaki (1171)<br>59,54 (BB) 4,001<br>49,70 8,80 4,45 | **M Fishing** | Niigata<br>Oil 4SA 8Cy. 280 × 370<br>1 155kW (1 570bhp)<br>Niigata Eng. Co. Ltd. |
| **7825265**<br>*JCPJ*<br>121590<br>KN1-614<br>Df Esd Gc<br>Rdr Rt | **SEIKO MARU No. 52**<br>**Akebono Suisan K.K.**<br>Miura, Kanagawa Pref. Japan | **344**<br>174<br>— | | **1979** Miho Zosensho K.K.—Shimizu (1120)<br>52,41 8,82 3,390<br>46,16 8,81 3,76<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 320<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **7913232**<br>*JCSR*<br>121606<br>KN1-623<br>Df Esd Gc<br>Pfd Rdr Rt | **SEIKO MARU No. 68**<br>**Daiko Suisan K.K.**<br>Miura, Kanagawa Pref. Japan | **404**<br>209<br>483 | | **1979** Miho Zosensho K.K.—Shimizu (1137)<br>55,89 3,468<br>49,23 8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 320 reduction<br>shaft<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. |
| **8014332**<br>*7JDN*<br>121830<br>KN1-635<br>Df Gc Pfd<br>Rdr Rt<br>AMVER | **SEIKO MARU No. 86**<br>**Sumiyoshi Gyogyo K.K.**<br>Miura, Kanagawa Pref. Japan | **344**<br>175<br>414 | | **1980** Miho Zosensho K.K.—Shimizu (1177)<br>52,41 3,410<br>46,00 8,81 3,76<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft<br>In.391 | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 330kW 445V a.c. |
| **8809347**<br>*JEBB*<br>128901<br>IG1-617<br>Rt | **SEIKYO MARU No. 18**<br>**Shoichi Tadokoro**<br>Kita-Ibaraki, Ibaraki Pref. Japan | **127**<br>—<br>— | | **1988** Yamanishi Zosen K.K.—Ishinomaki (966)<br>39,83 (BB) 8,08 2,550<br>31,90 6,80 2,85 | **M Fishing**<br>Long-line Ref<br>In.124 | Hanshin<br>Oil 4SA 6Cy. 280 × 480 with clutches<br>couplings & sr geared to sc. shaft<br>699kW (950bhp)<br>The Hanshin Diesel Works Ltd.<br>Thw. thrust propeller fwd<br>Thw. thrust propeller |
| **7817048**<br>*OIRO*<br>Df Esd Gc<br>Pfd Rdr Rt | **SEILI**<br>**Finnish Board of Navigation (Merenkulkuhallitus)**<br>Helsinki/ Helsingfors Finland | **734**<br>203<br>192 | | **1979** Rauma-Repola Oy—Savonlinna (430)<br>42,73 12,60 3,801<br>40,62 12,21 5,01<br>F - 2 dks | **M Research/ Buoy Ship**<br>Survey | Wartsila<br>Vee Oil 4SA 12Cy. 220 × 240 geared<br>2 180bhp (1 604kW)<br>Oy Wartsila Ab |
| **8413863**<br>*MKFH5*<br>149505<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>CollRdr<br>SatCom | **SEILLEAN**<br>**BP Petroleum Development Ltd.**<br>BP Shipping Ltd.<br>Dundee United Kingdom | *50 928*<br>*15 278*<br>79 608<br>T/cm<br>76,0 | ✠**100A1**<br>oil (processing) tanker<br>DP(AA)<br>✠**LMC** **UMS**<br>**IGS**<br>EL Lt 715,0/87,0U3<br>FN 13235 | **1990**-4 Harland & Wolff SB & HI LTD.—Belfast (1726)<br>249,70 37,63 11,540<br>233,00 37,00 19,80<br>P 48,4 F 27,5 1 dk<br>rf nil Bow/CM 124 Diam. 0,400 | **TD-E & GT-E Processing Tanker**<br>Storage Vessel for offshore installations<br>COW IGS(LR) SBT pt higher tensile steel<br>6 Ta ER<br>L.(oil) 48 672<br>2 Cargo pumps total 3 000T/hr | MAN<br>3 Oil 4SA each 8Cy. 400 × 450<br>21 846kW (29 700bhp) driving 3 gen<br>3 330kW 440V connected to elec<br>4 079shp (3 000kW) 3 Gas Turb<br>shafts<br>(Diesel) Harland & Wolff SB & HI Ltd.<br>(Turbine) Ruston Diesels Ltd.<br>e(ex.g) (ex.g) 12,2kgf/cm² (12,0bar)<br>3 e(ex.g) (ex.g) 12,2kgf/cm² (12,0bar)<br>2 AuxB (o.f.) 10,7kgf/cm² (10,5bar)<br>Gen 3 × 3800kW<br>2 Directional propellers<br>Thw. thrust propeller fwd<br>2 propellers fwd<br>Fuel 596,0t (d.o.) 2 768,0t (hvf) |
| **8136415**<br>*YQNB*<br>Df Esd Gc<br>Pfd Rdr Rt | **SEIMENI**<br>**Navrom Shipping Company**<br>Constantza Romania | **1 955**<br>921<br>2 960<br>**3 430**<br>1 767<br>4 620 | RNR | **1982** Santierul Naval Braila—Braila<br>105,92 14,84 5,630/7,060<br>93,47 14,80 8,52<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 22,1 ER<br>G.5 912 B.5 389<br>TEU 80 C. 80/20'<br>3 Ha (stl) (12,0 × 8,0) (15,4 15,4 × 10,2) ER<br>Der 3(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>3 000bhp (2 207kW)<br>Bryansk Eng. Works<br>Gen 3 × 450kW 400V 50Hz a.c. |
| **5318309**<br>*LLFL*<br>11119<br>Rt | **SEIMSDAL**<br>ex Petrolea ex Skomvaer<br>**Sverre Mardal**<br>Bergen Norway | **108**<br>48<br>132 | | **1892** Nylands Verksted—Oslo<br>*26,34* 5,24 3,169<br>5,21<br>R | **M General Cargo Barge**<br>1 Ho ER<br>1 Ha (6,9 × 3,0) ER | Wichmann<br>Oil 2SA 2Cy. 320 × 320<br>120bhp (88kW) E made53 fitted69<br>A/S Wichmann<br>Fuel (d.o.) |
| **7725893**<br>*LICB*<br>19288<br>Rdr Rt | **SEIMSTRAND**<br>**A.S Bergen Nordhordland Rutelag**<br>Bergen Norway | **760**<br>383<br>300 | NV | **1979** Hasund Smie & Sveiseverk A/S—Ulsteinvik (23)<br>69,50 3,401<br>62,41 13,71 4,50<br>1 dk<br>rf 1948 BK 183 | **M RoRo Cargo/Ferry**<br>Deck Cargo 399dk P<br>Lane Length 68 Cargo Width 7,40<br>Clear height 4,50<br>Cars 70 Trailers 6 | Normo<br>Oil 4SA 9Cy. 250 × 300 geared to sc.<br>1 650bhp (1 214kW)<br>A/S Bergens M/V<br>Controllable pitch propeller , 1 fwd |
| **5318311**<br>356977 | **SEIMSTRAND**<br>**Ferry Lines Ltd.**<br>Kingstown St. Vincent and the Grenadines | **187**<br>95<br>— | (NV) | **1913** Mjellem & Karlsen A/S—Bergen (47)<br>*30,76* 5,80<br>5,77<br>1 dk<br>R | **M Ferry** 231P<br>1W Der 1(-) | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>400bhp (294kW) NE 67<br>A/S Wichmann<br>Fuel (d.o.) |
| **9004449**<br>*JEVH*<br>129968<br>KO1-723<br>Df Esd Gc<br>Rdr Rt | **SEIO MARU No. 1**<br>**Seio Gyogyo K.K.**<br>Muroto, Kochi Pref. Japan | **379**<br>—<br>455 | | **1990** Miho Zosensho K.K.—Shimizu (1377)<br>54,74 (BB) 8,62 3,407<br>48,00 8,60 3,75<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.487 | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches<br>geared to sc. shaft<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. |

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| **SEIO MARU No. 1**<br>Seio Gyogyo K.K.<br>Muroto,<br>Kochi Pref.<br>Japan | **299**<br>153<br>356 | **1980** Miho Zosensho K.K.—Shimizu (1172) | 50,14 3,252<br>43,52 8,51 3,59<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SEIO MARU No. 11**<br>Ecuador | **298**<br>150<br>411 | **1970** Miho Zosensho K.K.—Shimizu (740) | 50,40 8,23 3,048<br>44,20 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>950bhp (699kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SEIR**<br>P/R Seir<br>Noralf Gjerset<br>Aalesund<br>Norway | *362*<br>*155*<br>— | **1986** Herfjord Slipp & Verksted A/S—Revsnes (48) | 29,80<br>26,80 8,01 3,92<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>In.170 | Mitsubishi<br>Oil 4SA 8Cy. 160 × 180 geared to sc. shaft<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Fuel 65,0t (d.o.) 9kn |
| **SEIRAMAR**<br>Francisco Lopez Alfonso<br>Vivero<br>Spain | **183**<br>—<br>122 | **1981** S.L. Ardeag—Bilbao (119) | 30,13 3,201<br>25,51 7,31 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha 407-26VO<br>Oil 2SA 7Cy. 260 × 400 geared to sc. shaft<br>700bhp (515kW)<br>Cons. Echevarria Bermeo |
| **SEIREN MARU No. 3**<br>K.K. Tatsumi Shokai & & Genkai Kisen K.K.<br>Osaka,<br>Osaka Pref.<br>Japan | **199**<br>—<br>546 | **1990** Taiyo Zosen K.K.—Onoda (221) | 48,17 3,050<br>44,00 8,00 3,45<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.342 | Yanmar MF24-UT<br>Oil 4SA 6Cy. 240 × 420 with clutches & geared to sc. shaft<br>588kW (799bhp)<br>Matsue Diesel K.K. Matsue |
| **SEIREN MARU No. 5**<br>Okino Kaiun K.K.<br>Komatsushima,<br>Tokushima Pref.<br>Japan | **168**<br>—<br>392 | **1966** K.K. Taihei Kogyo—Akitsu (165) | 42,27 7,24 2,953<br>38,00 7,21 3,31<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 275 × 400<br>350bhp (257kW)<br>Makita Tekkosho Takamatsu<br>9,5kn |
| **SEIRIKI MARU**<br>Yasutaka Ozaki<br>Gamagori,<br>Aichi Pref.<br>Japan | **168**<br>—<br>351 | **1971** K.K. Mochizuki Zosensho—Kinoe (67) | 33,08 7,01<br>6,99 3,31<br>1 dk | **M General Cargo** | Kubota<br>Oil<br>200bhp (147kW)<br>Kubota Tekkosho (Sakai Diesel Plant) Sakai<br>9kn |
| **SEIRYO MARU No. 1**<br>Hatakeyama Suisan K.K.<br>Kesennuma,<br>Miyagi Pref.<br>SatCom: 1201166/IKIW<br>Japan | **314**<br>157<br>— | **1982** K.K. Goriki Zosensho—Ise (853) | 51,77 3,252<br>44,71 8,62 3,61<br>1 dk | **M Fishing**<br>Side Trawler Tuna Ref<br>4 Ho<br>In.458<br>4 Ha (stl) | Niigata 6MG25CX<br>Oil 4SA 6Cy. 250 × 320 sr geared to sc. shaft<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 330kW 225V a.c.<br>12,75kn |
| **SEIRYO MARU No. 1**<br>Tokio Yonegawa<br>Nachi-Katsuura,<br>Wakayama Pref.<br>Japan | **199**<br>—<br>— | **1987** Katsuura Dockyard Co. Ltd.—Nachi-Katsuura (286) | 42,75 (BB) 3,150<br>37,01 7,51 3,18<br>1 dk | **M Fishing**<br>Wind-Assisted Side-fishing Tuna Long-line Ref<br>In.260 | Hanshin 6LU24<br>Oil 4SA 6Cy. 240 × 410<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 240kW a.c.<br>Controllable pitch propeller<br>11kn |
| **SEIRYO MARU No. 3**<br>Kazuhiro Yanagihara<br>Muroto,<br>Kochi Pref.<br>Japan | **194**<br>100<br>— | **1980** Uchida Zosen—Ise (802) | 2,831<br>36,28 7,51 3,18<br>1 dk | **M Fishing**<br>Pair Trawler<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 200 × 240<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **SEIRYO MARU No. 5**<br>ex Seifuku Maru No. 38-82<br>Y.K. Ohara Gyogyobu<br>Shiriuchi,<br>Hokkaido Pref.<br>Japan | **254**<br>125<br>— | **1973** Daito Zosen Kogyo K.K.—Kochi | 48,70 7,83<br>41,86 7,80 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka AH25R<br>Oil 4SA 6Cy. 250 × 410<br>900bhp (662kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SEIRYO MARU No. 8**<br>Hatakeyama Suisan K.K.<br>Kesennuma,<br>Miyagi Pref.<br>SatCom: 1200274/JHBC<br>Japan | **379**<br>—<br>387 | **1985** K.K. Goriki Zosensho—Ise (873) | 53,88 3,352<br>46,69 8,01 3,71<br>1 dk | **M Fishing**<br>Side-fishing Tuna Ref<br>In.476 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 sr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **SEIRYO MARU No. 11**<br>Hatakeyama Suisan K.K.<br>Kesennuma,<br>Miyagi Pref.<br>Japan | **379**<br>—<br>415 | **1987** K.K. Goriki Zosensho—Ise (888) | 53,88 3,380<br>46,69 8,81 3,71<br>1 dk | **M Fishing**<br>In.477 | Niigata<br>Oil 4SA 6Cy. 280 × 480 sr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 320kW 225V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 216,0t (d.o.)-2,5pd 11kn |
| **SEIRYO MARU No. 12**<br>Hatakeyama Suisan K.K.<br>Japan | **379**<br>—<br>— | **1991** Niigata Eng. Co. Ltd.—Niigata (2225) | ... ... ...<br>49,10 8,80 3,80 | **M Fishing**<br>Side-fishing Long-line | Niigata<br>Oil<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd. Japan |
| **SEIRYO MARU No. 15**<br>ex Konpira Maru No. 8-85<br>Y.K. Ohara Gyogyobu<br>Shiriuchi,<br>Hokkaido Pref.<br>Japan | **304**<br>150<br>— | **1973** Niigata Eng. Co. Ltd.—Niigata (1165) | 48,90 8,36 3,252<br>43,59 8,31 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SEIRYO MARU No. 18**<br>Kazuhiro Yanagihara<br>SatCom: 1204510/JFFI<br>Japan | **259**<br>—<br>— | **1991** Kanasashi Co. Ltd.—Shimizu (3262) | 3,101<br>41,51 8,01 3,46 | **M Fishing**<br>Long-line Ref | Daihatsu<br>Oil 4SA 6Cy. 280 × 360 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| **SEIRYO MARU No. 38**<br>Hatakeyama Suisan K.K.<br>Kesennuma,<br>Miyagi Pref.<br>Japan | **299**<br>154<br>— | **1977** K.K. Goriki Zosensho—Ise (788) | 3,252<br>43,77 8,31 3,66<br>1 dk | **M Fishing**<br>Side-fishing Tuna<br>Mchy.aft | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SEIRYU MARU**<br>Government of Japan (Ministry of Transportation - Bureau of Ports & Harbors - No. 5 Harbor Construction Bureau)<br>Nagoya,<br>Aichi Pref.<br>Japan | **3 526**<br>1 674<br>3 200 | **1978** Mitsubishi Heavy Industries Ltd.—Hiroshima (296) | 94,01 5,601<br>88,02 16,01 7,22 | **TM Hopper/Dredger/ Oil Recovery**<br>Suction Bottom doors<br>Dredging depth 22,0<br>Mchy.aft<br>Hopper 1 700 | MAN 6L40/54A<br>2 Oil 4SA each 6Cy. 400 × 540<br>6 000bhp (4 413kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 2 × 2000kW 2 × 1300kW 3300V 60Hz a.c.<br>Fuel 300,0t (d.o.)-14,5pd 12kn |

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| **8914984**<br>*JM5893*<br>131290<br>Rt | **SEIRYU MARU**<br>**Nichiyo Kaiun K.K.**<br>Azuma Shipping Co. Ltd. (Azuma Kaiun K.K.)<br>Shimonoseki, Yamaguchi Pref. Japan | **699**<br>—<br>1 500 | NK | **1990** Kambara Marine Development & SB. Co. LTD.—Numakuma (OE-166)<br>68,98 (BB) 11,51 4,287<br>65,00 11,50 5,10<br>1 dk | **M Cement Carrier**<br>4 Ho ER<br>G.1 466 | Yanmar<br>Oil 4SA 6Cy. 280 × 360 with cl couplings & sr geared to sc.<br>1 000kW (1 360bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 280kW 1 × 200kW<br>Controllable pitch propeller |
| **8514708**<br>*JM5473*<br>127802 | **SEIRYU MARU**<br>**Tozu Shunsetsu K.K.**<br>Tokyo Japan | **692**<br>—<br>1 517 | | **1985** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1863)<br>70,31 (BB) 4,152<br>64,01 11,21 4,81<br>1 dk | **M Waste-incinerator Ship**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasak Ltd.) |
| **8514461**<br>*JL5386*<br>128305 | **SEIRYU MARU**<br>**Y.K. Hijiri Kaiun**<br>Namikata, Ehime Pref. Japan | **499**<br>—<br>1 570 | | **1985** Yamanaka Zosen K.K.—Namikata (313)<br>73,18 4,274<br>68,00 11,51 6,71<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 526 B.2 476<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480 with cl couplings & sr reverse geared<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. |
| **6416287**<br>Df Gc Rdr Rt | **SEIRYU MARU**<br>**Gulf & Pacific Inc.** | **252**<br>130<br>— | | **1964** Azuma Zosen—Yokosuka (616)<br>41,58 7,45 3,048<br>36,99 7,40 3,51<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. |
| **8620870**<br>*JIOC*<br>126439<br>KO1-725<br>Rdr RTv | **SEIRYU MARU No. 8**<br>**Toshio Yamazoe**<br>Muroto, Kochi Pref. Japan<br>SatCom: 1204316/JIOC | **198**<br>—<br>— | | **1986** Nagashima Zosen K.K.—Nagashima<br>... ... ...<br>35,31 7,21 2,90<br>1 dk | **M General Cargo** | Oil |
| **7634379**<br>*WYH6930*<br>575398<br>Rdr Rt | **SEIS SURVEYOR**<br>ex Obi III ex Lamco Carrier-81<br>**John E. Chance & Associates Inc.**<br>Houma, La United States of America | **199**<br>135<br>1 000 | | **1976** Zigler Shipyards Inc.—Mermentau, La (250)<br>45,73 11,03 3,301<br>41,46 10,98 3,81 | **M Supply Ship**<br>Deck Cargo | Caterpillar<br>Oil<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. |
| **8513857**<br>*JM5482*<br>127858<br>Gc Rdr Rt | **SEISEN MARU**<br>**Kotoku Kisen K.K.**<br>Sasebo, Nagasaki Pref. Japan | **996**<br>—<br>1 294 | NK | **1985** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1850)<br>71,51 (BB) 4,665<br>65,03 12,01 5,41<br>P 14,4 F 8,6 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>Mchy.aft<br>L.(gas) 1 928 | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Ltd.)<br>Gen 3 × 180kW a.c.<br>Controllable pitch propeller |
| **6502971**<br>*JK2013*<br>94363<br>Rt | **SEISEN MARU**<br>**K.K. Kyoei**<br>Niihama, Ehime Pref. Japan | **171**<br>—<br>259 | | **1964** Taguma Zosen—Innoshima (16)<br>33,99 6,25 2,515<br>28,00 6,20 2,80<br>1 dk<br>RW conv General Cargo 76 | **M Chemical Carrier**<br>1 Ho<br>1 Ha (14,4 × 4,6) | Oil 4SA 4Cy. 260 × 380<br>180bhp (132kW)<br>Matsue Diesel K.K.<br>Fuel 8,0t |
| **8820688**<br>*JL5577*<br>130624<br>Gc Rdr Rt | **SEISEN MARU No. 3**<br>**Nippon Gas Line K.K. & Nakahama Kaiun K.K.**<br>Matsuyama, Ehime Pref. Japan | **676**<br>—<br>969 | NK | **1989** Nishi Zosen K.K.—Imabari (352)<br>62,94<br>59,00 11,00 5,00<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>Mchy.aft<br>L.(gas) 1 175 | Akasaka<br>Oil 4SA 6Cy. 280 × 480 reduction shaft<br>1 030kW (1 400bhp) E made88<br>Akasaka Tekkosho K.K., (Akasaka Ltd.)<br>Gen 3 × 157kW a.c.<br>Controllable pitch propeller |
| **8504571**<br>*3EXZ5*<br>17345-87<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SEISHIN**<br>ex Seishin Maru-87<br>**Shintoku Panama S.A.**<br>Panama Panama<br>SatCom: 1332551/SEIS | *9 736*<br>*6 757*<br>17 351 | NK | **1986** Naikai SB. & Eng. Co. Ltd.—Setoda (506)<br>143,08 (BB) 22,03 9,175<br>133,03 22,00 11,82<br>P 32,0 F 10,1 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>18 Ta ER<br>L.19 545 | B&W<br>Oil 2SA 7Cy. 420 × 1360<br>7 700bhp (5 664kW)<br>Hitachi Zosen Hiroshima<br>Gen 4 × 296kW a.c. |
| **9020780**<br>*JMOA*<br>132340<br>Df Esd Gc<br>Pfd Rdr RTv | **SEISHIN MARU**<br>**Seiwa Kosan K.K.**<br>Kobe, Hyogo Pref. Japan | **1 211**<br>—<br>2 733 | NK | **1991** Narasaki Zosen K.K.—Muroran (1120)<br>93,39 (BB) 14,24 5,163<br>84,80 14,00 8,15<br>2 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.3 767<br>3 Ha (stl) (each 4,8 × 4,8) ER<br>Cr 6(4) | Akasaka<br>Oil 4SA 6Cy. 380 × 760<br>1 471kW (2 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka Ltd.)<br>Thw. thrust Contr. pitch propeller fw |
| **8713940**<br>*JL5683*<br>129971 | **SEISHIN MARU**<br>**Masuda Kaiun K.K.**<br>Kanonji, Kagawa Pref. Japan | **699**<br>—<br>2 100 | | **1987** Hakata Zosen K.K.—Hakata (363)<br>... ...<br>72,12 11,51 5,31<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 190 | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>The Hanshin Diesel Works Ltd. |
| **8844385**<br>*JL5919*<br>131524<br>Esd Gc Pfd<br>Rdr Rt | **SEISHIN MARU**<br>**Fuyo Kaiun K.K.**<br>Namikata, Ehime Pref. Japan | **497**<br>—<br>1 524 | | **1990** Mategata Zosen K.K.—Namikata<br>76,50 - 4,020<br>71,00 12,00 6,95<br>1 dk | **M General Cargo**<br>1 Ha (stl) (39,0 × 9,5) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>The Hanshin Diesel Works Ltd. |
| **6921000**<br>Df Esd Gc<br>Rdr | **SEISHIN MARU**<br>ex Sumiyoshi Maru No. 65-82<br>**Government of The People's Republic of China**<br>China | **411**<br>219<br>— | | **1969** Miho Zosensho K.K.—Shimizu (694)<br>54,31 8,41<br>48,52 8,39 3,87<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 330 × 520<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. |
| **8312825**<br>*JM5268*<br>127025 | **SEISHIN MARU**<br>**Taisei Kaiun Y.K.**<br>Sasebo, Nagasaki Pref. Japan | **198**<br>—<br>700 | | **1983** K.K. Miura Zosensho—Saiki (681)<br>46,21 11,00 3,301<br>5,11<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **8626185**<br>*JL5346*<br>127533<br>Rt | **SEISHIN MARU**<br>**Nomura Kaiun Y.K.**<br>Ikeda, Kagawa Pref. Japan | **107**<br>—<br>314 | | **1984** Y.K. Takasago Zosensho—Naruto<br>41,20 3,010<br>38,00 7,00 4,70<br>1 dk | **M General Cargo** | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>380bhp (280kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8423313**<br>*JGMX*<br>127750<br>OT1-12<br>Rdr Rt | **SEISHIN MARU No. 3**<br>**Shuzo Adachi**<br>Tsukumi, Oita Pref. Japan | **119**<br>—<br>— | | **1985** Higashi Kyushu Zosen K.K.—Usuki (581)<br>*29,91*<br>6,20 2,49 | **Reinforced Plastic M Fishing**<br>Tuna | Oil |
| **7736593**<br>*JK4006*<br>120385 | **SEISHIN MARU No. 8**<br>**Kamibu Kaiun Y.K.**<br>Naruto, Tokushima Pref. Japan | **181**<br>103<br>498 | | **1978** Shin Nippon Jukogyo K.K.—Higashino (151)<br>*43,20* 3,200<br>8,01 5,01<br>1 dk | **M General Cargo** | Oil |

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| **SEISHIN MARU No. 25**<br>**Shige Ando**<br>Muroto,<br>Kochi Pref. Japan<br>SatCom: 1204333/JFCV | **379**<br>—<br>— | **1991** Kanasashi Co. Ltd.—Shimizu (3253)<br>55,16 (BB) 8,72 3,400<br>48,10 8,70 3,75 | **M Fishing**<br>Long-line Ref<br>In.548 | Akasaka K28SFD<br>Oil 4SA 6Cy. 280 × 500 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SEISHIN MARU No. 25**<br>**Shige Ando**<br>Muroto,<br>Kochi Pref. Japan | **299**<br>154<br>— | **1979** Uchida Zosen—Ise (791)<br>3,201<br>44,61 8,41 3,54<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Akasaka DM28AR<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SEISHIN MARU No. 56**<br>**Teruo Nishiguchi**<br>Iyo,<br>Ehime Pref. Japan | **199**<br>—<br>400 | **1979** Sanuki Zosen Tekkosho K.K.—Takuma (1016)<br>... ... ...<br>42,02 7,70 3,41<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin 6L26BGSH<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SEISHO**<br>ex Seisho Maru-91<br>**San Antonio Shipping S.A.**<br>Panama Panama | **3 911**<br>2 506<br>6 464 | **1980** Nishi Zosen K.K.—Imabari (306)<br>105,60 6,881<br>NK 98,61 16,33 8,40<br>P 15,6 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 528 B.8 054<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 4(15) | Hanshin 6LU50A<br>Oil 4SA 6Cy. 500 × 800<br>2 795kW (3 800bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 70,5t (d.o.) 481,5t (hvf)-12,0pd 12,5kn |
| **SEISHO**<br>ex Seisho Maru No. 11-85<br>ex Konpira No. 32<br>**Great Eastern Navigation & Transport Co. S.A.**<br>Dong Woo Shipping Co. Ltd.<br>Panama Panama | **194**<br>86<br>258 | **1970** K.K. Honma Zosensho—Niigata<br>43,24 7,24<br>(KR) 37,80 7,21 3,15<br>P 5,8 F 22,3 1 dk | **M Fishing**<br>Tuna Long-line<br>In.240 | Hanshin<br>Oil 4SA 6Cy. 240 × 405<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 116kW 225V a.c.<br>10,5kn |
| **SEISHO MARU**<br>**Shogi Kisen K.K.**<br>Hizen,<br>Saga Pref. Japan | **998**<br>—<br>1 237 | **1989** Sasaki Zosen K.K.—Kinoe (536)<br>69,99 4,110<br>NK 65,00 12,20 5,50<br>P 15,6 F 9,2 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 729 | Hanshin 6LU35G<br>Oil 4SA 6Cy. 350 × 550 with flexible couplings & reverse geared to sc. shaft<br>1 471kW (2 000bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 4 × 143kW a.c. |
| **SEISHO MARU**<br>**Mitsuboshi Kaiun Kaisha Ltd. (Mitsuboshi Kaiun K.K.)**<br>Japan | **699**<br>—<br>2 055 | **1991** K.K. Matsuura Zosensho—Kinoe (380)<br>- - 4,260<br>80,00 12,50 7,50<br>1 dk | **M General Cargo**<br>1 Ho ER | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>1 618kW (2 200bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Thw. thrust propeller fwd |
| **SEISHO MARU**<br>**Tameyuki Yoshida**<br>Hiroshima,<br>Hiroshima Pref. Japan | **499**<br>—<br>655 | **1988** K.K. Tago Zosensho—Nishi-izu<br>46,50 3,480<br>43,00 11,50 3,50<br>1 dk | **M Sand Carrier** | Niigata 6M28BGT<br>Oil 4SA 6Cy. 280 × 480<br>625kW (850bhp)<br>Niigata Eng. Co. Ltd. Ota |
| **SEISHO MARU**<br>**Y.K. Mahana Kisen & Uyeno Chemical Unyu K.K.**<br>Hinase,<br>Okayama Pref. Japan | **498**<br>—<br>1 198 | **1991** Mukaishima Zoki Co. Ltd.—Mukaishima (270)<br>64,33 4,174<br>60,00 10,00 4,50<br>1 dk | **M Tanker**<br>Chemical<br>SBT<br>8 Ta ER<br>L.1 299 | Hanshin 6LH28RG<br>Oil 4SA 6Cy. 280 × 460 with clutches & sr reverse geared to sc. shaft<br>1 030kW (1 400bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 150kW 225V a.c.<br>11,68kn |
| **SEISHO MARU**<br>**Kawanoe Harbour Transport Co. Ltd. & Tokai Line Kogyo K.K.**<br>Kawanoe,<br>Ehime Pref. Japan | **492**<br>—<br>1 115 | **1989** Mitsubishi Heavy Industries Ltd.—Shimonoseki (925)<br>70,40 12,52 3,522<br>66,00 12,50 6,50 | **M General Cargo**<br>2 Ho ER<br>B.2 120 | Akasaka K28FD<br>Oil 4SA 6Cy. 280 × 480 with clutches, hydraulic couplings & sr reverse geared to sc. shaft<br>1 030kW (1 400bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11,5kn |
| **SEISHO MARU**<br>**Y.K. Miura Kaiun**<br>Hazu,<br>Aichi Pref. Japan | **452**<br>—<br>483 | **1988** Y.K. Okajima Zoensho—Nakajima<br>47,10 10,32 3,720<br>41,00 10,30 3,80<br>1 dk | **M Sand Carrier** | Sumiyoshi S6UFTSS<br>Oil 4SA 6Cy. 260 × 400<br>625kW (850bhp)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida |
| **SEISHO MARU**<br>**Hozan Kaiun K.K.**<br>Kitakyushu,<br>Fukuoka Pref. Japan | **198**<br>—<br>550 | **1980** Kanfusa Zosen K.K.—Omishima (80)<br>3,000<br>42,02 7,80 3,31<br>1 dk | **M Tanker** | Oil<br>Japan |
| **SEISHO MARU**<br>**K.K. Nagai Shokai**<br>Japan | **190**<br>—<br>— | **1991** Odo Zosen Tekko K.K.—Shimonoseki (501)<br>3,000<br>27,00 9,00 3,80 | **TM Tug**<br>Fire-fighting | Niigata<br>2 Oil geared to sc. shafts<br>Niigata Eng. Co. Ltd. Japan |
| **SEISHO MARU**<br>ex Sanko Maru No. 26-70<br>**Nagasaki Shi, Seisobu (Nagasaki City, Garbage Dept.)**<br>Nagasaki,<br>Nagasaki Pref. Japan | **172**<br>—<br>280 | **1961** K.K. Matsuo Tekko Zosensho—Matsue<br>34,50 7,22 2,693<br>29,49 7,17 2,90<br>1 dk | **M Tanker**<br>2 Ta ER<br>L.(oil) 329 | Kanegafuchi<br>Oil 4SA 5Cy. 260 × 400<br>250bhp (184kW) E made49 fitted60<br>Kanegafuchi Nainenki Tokyo<br>9kn |
| **SEISHO MARU No. 1**<br>**Daiko Kaiun K.K.**<br>Anan,<br>Tokushima Pref. Japan | **376**<br>—<br>876 | **1984** Mukaishima Zoki Co. Ltd.—Mukaishima (203)<br>53,80 9,22 3,904<br>49,20 9,20 4,09<br>1 dk | **M Tanker**<br>Chemical Acid<br>6 Ta ER<br>L.610 | Niigata<br>Oil 4SA 6Cy. 280 × 480 reverse reduction geared to sc. shaft<br>1 020bhp (750kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SEISHO MARU No. 3**<br>**Oceanic Fisheries (Philippines) Inc.** | **294**<br>146<br>— | **1967** Kanasashi Co. Ltd.—Shimizu (793)<br>46,31 7,73 2,998<br>40,95 7,68 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Ito<br>Oil 4SA 6Cy. 350 × 500<br>950bhp (699kW)<br>Ito Tekkosho Shimizu |
| **SEISHO MARU No. 3**<br>**Yako Rezo K.K.**<br>Tokyo Japan | **254**<br>—<br>— | **1974** Kochi Jyuko K.K.—Kochi (1197)<br>*42,10*<br>7,80 3,41<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Akasaka<br>Oil<br>900bhp (662kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| **SEISHO MARU No. 7**<br>**M.T. Oceanic Development Co.** | **449**<br>289<br>— | **1961** Kanasashi Co. Ltd.—Shimizu (430)<br>52,58 8,84 3,785<br>8,79<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 370 × 520<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SEISHO MARU No. 8**<br>**Sakamoto Kisen Y.K.**<br>Hinase,<br>Okayama Pref. Japan | **197**<br>—<br>492 | **1982** K.K. Mochizuki Zosensho—Kinoe (118)<br>47,35 (BB) 8,23 3,220<br>43,52 8,21 4,81<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.866 B.793<br>1 Ha (stl) ER | Akasaka MH22R<br>Oil 4SA 6Cy. 220 × 390 reverse reduction geared to sc. shaft<br>500bhp (368kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |

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| **8150978**<br>*JG2109*<br>98560 | **SEISHO MARU No. 15**<br>ex Shintoku Maru<br>**Ujiie Doboku K.K.**<br>Ishinomaki, Miyagi Pref. Japan | **199**<br>90<br>320 | **1966** K.K. Fujishiro Zosen—Chiba<br>30,51 3,301<br>26,01 7,60 3,41<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Hanshin<br>Oil<br>320bhp (235kW)<br>The Hanshin Diesel Works Ltd. |
| **7238565**<br>Df Gc Pfd<br>Rdr | **SEISHO MARU No. 17** | **374**<br>197<br>— | **1972** Miho Zosensho K.K.—Shimizu (870)<br>55,00 8,72<br>48,52 8,69 3,87<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 350bhp (993kW)<br>Hanshin Nainenki Kogyo |
| **7853030**<br>*JJ2957*<br>115970 | **SEISHO MARU No. 18**<br>**Y.K. Nangoku Jari**<br>Kagoshima, Kagoshima Pref. Japan | **949**<br>—<br>1 100 | **1974** Segami Tekko—Japan<br>69,30 3,901<br>64,22 12,01 6,00<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Fuji<br>Oil<br>2 100bhp (1 545kW)<br>Fuji Diesel Co. Ltd. |
| **8630423**<br>*JD2606*<br>127126<br>HK1-963<br>Rt | **SEISHO MARU No. 38**<br>**Yamada Suisan K.K.**<br>Nemuro, Hokkaido Pref. Japan | **119**<br>—<br>— | **1984** Y.K. Yoshida Zosensho—Japan<br>29,30<br>6,20 2,80<br>1 dk | **M Fishing**<br>Side-fishing | Yanmar<br>Oil<br>338kW (460bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| **8504741**<br>*JGSG*<br>128165<br>FS1-356<br>Rdr Rt | **SEISHO MARU No. 58**<br>**Shinto Suisan K.K.**<br>Iwaki, Fukushima Pref. Japan | **127**<br>—<br>— | **1985** Yamanishi Zosen K.K.—Ishinomaki (913)<br>39,83 (BB) 8,01 2,550<br>31,91 6,81 2,87<br>1 dk | **M Fishing**<br>Stern-fishing | Fuji<br>Oil 4SA 6Cy. 270 × 510 with clu<br>couplings & sr reverse geared<br>900bhp (662kW)<br>Fuji Diesel Co. Ltd.<br>Thw. thrust propeller fwd , 1 aft |
| **8809361**<br>*JKTW*<br>130686<br>FS1-568<br>Df Esd Gc<br>Rdr RTv | **SEISHO MARU No. 68**<br>**Shinto Suisan K.K.**<br>Iwaki, Fukushima Pref. Japan<br>SatCom: 1202334/JKTW | **349**<br>—<br>371 | **1988** Yamanishi Zosen K.K.—Ishinomaki (968)<br>55,16 (BB) 8,82 3,743<br>48,00 8,80 3,75 | **M Fishing**<br>Long-line Ref<br>In.430 | Fuji<br>Oil 4SA 6Cy. 270 × 510 with clu<br>couplings & sr geare to sc. sh<br>662kW (900bhp)<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 280kW 225V a.c. |
| **7426540**<br>*7JUD*<br>116633<br>ME1-732<br>Df Gc Rdr<br>Rt | **SEISHU MARU No. 1**<br>ex Kaikata Maru No. 18-81<br>**Shohei Yamamoto**<br>Nansei, Mie Pref. Japan | **498**<br>248<br>571 | **1975** Miho Zosensho K.K.—Shimizu (1018)<br>62,84 10,62 3,798<br>53,98 9,30 4,20<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>In.503 | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>2 100bhp (1 545kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 330kW 445V a.c. |
| **5318658**<br>Esd Gc Rdr<br>Rt | **SEISHU MARU No. 2** | **409**<br>240<br>— | **1960** Nishii Dock Co. Ltd.—Nansei (409)<br>50,25 8,26 3,556<br>44,99 8,21 4,12<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 370 × 520<br>Hanshin Nainenki Kogyo |
| **5252218**<br>Esd Gc Pfd<br>Rdr | **SEISHU MARU No. 5**<br>ex Nikko Maru No. 6<br>**Todd Ltd. Corp.** | **359**<br>185<br>— | **1961** Miho Zosensho K.K.—Shimizu (298)<br>50,83 8,13<br>45,01 8,08 3,89<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **8029002**<br>*JHXJ*<br>124364<br>ME1-760<br>Df Esd Gc<br>Pfd Rdr RTv | **SEISHU MARU No. 7**<br>**Shohei Yamamoto**<br>Nansei, Mie Pref. Japan<br>SatCom: 1204175/JHXJ | **499**<br>263<br>654 | **1981** Miho Zosensho K.K.—Shimizu (1192)<br>55,66 11,43 4,352<br>50,02 11,41 6,84<br>2 dks | **M Fishing**<br>Purse Seiner | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 200bhp (1 618kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 264kW 445V a.c. |
| **7419755**<br>*JEGM*<br>116605<br>ME1-630<br>Df Gc Rdr<br>Rt | **SEISHU MARU No. 18**<br>**Shohei Yamamoto**<br>Nansei, Mie Pref. Japan | **497**<br>243<br>417 | **1975** Miho Zosensho K.K.—Shimizu (1013)<br>62,82 10,62 3,785<br>53,78 9,30 4,20<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 100bhp (1 545kW)<br>Hanshin Nainenki Kogyo |
| **7827847**<br>*JGIY*<br>123092<br>Df Esd Gc<br>Pfd Rdr RTv | **SEISHU MARU No. 26**<br>ex Kannon Maru No. 55-89<br>**Nansei Kogyo K.K.**<br>Shimizu, Shizuoka Pref. Japan<br>SatCom: 1203654/JGIY | **468**<br>268<br>— | **1978** Kitanihon Zosen K.K.—Hachinohe (155)<br>60,08 3,650<br>49,46 9,52 4,17<br>1 dk | **M Fishing**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo |
| **6908242**<br>Df Gc Pfd<br>Rdr Rt | **SEISHU MARU No. 27**<br>ex Seishu Maru No. 26-89<br>ex Daitei Maru No. 32-80<br>ex Sasano Maru No. 21-78<br>**Kyosai Engineering & Trading**<br>Honduras | **314**<br>157<br>— | **1969** Miho Zosensho K.K.—Shimizu (683)<br>51,41 8,03 2,998<br>45,62 8,01 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 350 × 500<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **7322299**<br>Df Esd Gc<br>Pfd Rdr Rt | **SEISHU MARU No. 38**<br>ex Baek Du San No. 2-76<br>**Jin Yang Fisheries Co. Ltd.**<br>South Korea | **431**<br>215<br>508 | **1973** Miho Zosensho K.K.—Shimizu (903)<br>57,46 9,02 3,699<br>49,00 9,01 4,09<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **5021293**<br>*LILP*<br>14136<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **SEISMARINER**<br>ex Seis Mariner-86 ex Ara-73<br>**Ellen Forlands Rederi**<br>Bergen Norway<br>SatCom: 1310312/LILP | T.Mk<br>**1 364**<br>463<br>1 387 | **1955** Drammen Slip & Verk.—Drammen (37)<br>76,18 11,61 5,074<br>NV 70,11 11,56 7,17<br>F 5,8 2 dks, 3rd dk in Nos. 1, 2 and 3 holds<br>RW rf 76 conv Ref General Cargo 73 | **M Research**<br>Seismographic<br>Ice strengthened<br>1 Ho<br>B.2 167<br>1 Ha (stl) (4,8 × 2,7)<br>4W Cr 1(3) | B&W<br>6bth P Oil 2SA 5Cy. 500 × 1100<br>2 000bhp (1 471kW)<br>A/S Burmeister & Wain's Maskin- og<br>Skibsbyggeri<br>Gen 3 × 228kW 380V 50Hz a.c.<br>Fuel 135,0t (d.o.)-7,5pd |
| **7210616**<br>*WR8350*<br>511366<br>Esd Gc Rdr<br>RTv | **SEISMIC EXPLORER**<br>**Whitehall Corp.**<br>Houston, Tx United States of America<br>SatCom: 1503243/SEIE | **291**<br>198<br>— | **1967** Mangone SB. Corp.—Houston, Tx (75)<br>11,00 3,937<br>47,71 10,98 4,58<br>1 dk | **TM Research**<br>Seismographic | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 2<br>1 800bhp (1 324kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| **7048128**<br>*WY7539*<br>522195<br>RTv | **SEISMIC SURVEYOR**<br>**Whitehall Corp.**<br>Houston, Tx United States of America<br>SatCom: 1503351/SEIS | **295**<br>201<br>— | **1969** Mangone SB. Corp.—Houston, Tx<br>10,98 3,683<br>(BV) 47,60 4,58<br>1 dk | **TM Research**<br>Seismographic | General Motors<br>2 Vee Oil 4SA each 12Cy. 216 × 2<br>sc. shafts<br>2 400bhp (1 765kW)<br>General Motors Corp. |
| **7639563**<br>*JL4316*<br>121012<br>Gc Rdr Rt | **SEISO MARU**<br>**Suehiro Tsumura**<br>Namikata, Ehime Pref. Japan | **197**<br>—<br>700 | **1977** K.K. Miura Zosensho—Saiki (530)<br>54,62 3,452<br>50,02 9,01 5,31<br>2 dks | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8805626**<br>*LDIA*<br>15820<br>Df Esd Gc<br>Pfd Rdr RTv | **SEISQUEST**<br>**Ellen Forlands Rederi**<br>Bergen Norway<br>SatCom: 1312534/LDIA | *4 889*<br>*1 466*<br>1 400 | **1991** Scheepswerf "Waterhuizen" B.V. J. Pattje<br>—Waterhuizen (365)<br>NV 83,80 17,70 6,012<br>71,70 15,90 10,00 | **M Research**<br>Seismographic<br>Ice strengthened | Normo<br>Vee Oil 4SA 12Cy. 250 × 300<br>sc. shaft<br>2 204kW (2 996bhp)<br>BMV Bergen Diesel A/S<br>Thw. thrust propeller fwd |

| Ship / Owner | Tonnage | Built / Dimensions | Type | Machinery |
|---|---|---|---|---|
| SEISUI MARU<br>**Okimoto Kisen K.K.**<br>Himeji, Hyogo Pref. Japan | **463**<br>—<br>817 | **1980** Mukaishima Zoki Co. Ltd.—Mukaishima (170)<br>52,51 9,22 3,801<br>48,01 9,21 4,12<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Niigata 6M28AFT<br>Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| SEISUI MARU<br>**Government of Japan (Ministry of Education)**<br>Mie University (Mie Daigakusei Monoshigen)<br>Tsu, Mie Pref. Japan<br>SatCom: 1201705/JIPK | **359**<br>108<br>— | **1980** Mitsubishi Heavy Industries Ltd.—Shimonoseki (822)<br>47,00 3,458<br>42,02 8,41 4,02<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Daihatsu 6DSM-26<br>Oil 4SA 6Cy. 260 × 320 geared to sc. shaft<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>12kn |
| SEISVENTURER<br>**Ellen Forlands Rederi**<br>Bergen Norway<br>SatCom: 1310351/JXBU | *3 329*<br>*998*<br>2 000<br>NV | **1986** Drammen Slip & Verk.—Drammen (101)<br>78,95 14,41 —<br>72,01 7,50<br>4 dks<br>rf 1199 | **TM Research**<br>Geophysical Seismographic<br>Ice strengthened<br>Mchy.aft | Normo<br>3 Oil 4SA each 9Cy. 250 × 300<br>6 744bhp (4 961kW)<br>BMV Maskin A/S Bergen<br>Gen 3 × 1570kW 1 × 287kW 380V 50Hz a.c.<br>2 Controllable pitch propellers |
| SEITA MARU<br>**Toei Reefer Line Ltd.**<br>Tokyo Japan | *1 599*<br>*590*<br>1 490<br>NK | **1989** Miyoshi Zosen K.K.—Uwajima (273)<br>79,84 (BB) 4,259<br>73,00 12,40 7,15<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>3 Ho ER 3 TwD<br>In.2 257<br>3 Ha (stl) (each 2,6 × 2,6) ER<br>Der 6(4) | B&W 6S26MC<br>Oil 2SA 6Cy. 260 × 980<br>1 471kW (2 000bhp)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 500kW a.c. |
| SEITO MARU<br>**Kazuo Sawashige**<br>Shinnanyo, Yamaguchi Pref. Japan | **300**<br>—<br>650 | **1986** Kegoya Dock K.K.—Kure (860)<br>3,601<br>47,02 9,01 4,12<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Niigata 6M28AGTE<br>Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Japan |
| SEITOKU MARU<br>ex Shinko Maru No. 13-80<br>**Seitoku Marine Works Co. Ltd.**<br>Yokohama, Kanagawa Pref. Japan | **190**<br>60<br>—<br>NK | **1969** Sanyo Zosen K.K.—Mukaishima (568)<br>26,01 8,03 2,998<br>23,60 8,01 3,79<br>P 2,2 1 dk | **TM Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 320 × 460<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 24kW 1 × 8kW 225V a.c.<br>Fuel 38,5t-5,5pd 7kn |
| SEITOKU MARU No. 2<br>ex Myojyo Maru No. 106-87<br>**Honma Gyogyo K.K.**<br>Kushiro, Hokkaido Pref. Japan | **124**<br>—<br>123 | **1979** Niigata Eng. Co. Ltd.—Niigata (1666)<br>36,50 (BB) 2,661<br>30,82 7,41 4,68<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6MG28BXB<br>Oil 4SA 6Cy. 280 × 320 reduction geared to sc. shaft<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. Ota<br>Gen 2 × 96kW 225V a.c.<br>Controllable pitch propeller<br>11kn |
| SEITOKU MARU No. 5<br>**K.K. Hiraga Suisan**<br>Muroran, Hokkaido Pref. Japan | **111**<br>—<br>— | **1979** Daiwa Zosen—Choshi<br>*27,80* 1,900<br>5,60 2,30<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Yanmar<br>Oil<br>250kW (340bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| SEITOKU MARU No. 15<br>**Seitokumaru Kaiun Y.K.**<br>Onomichi, Hiroshima Pref. Japan | **195**<br>—<br>291 | **1979** Kyoei Zosen K.K.—Mihara (86)<br>38,74 2,901<br>33,02 7,21 3,20<br>1 dk | **M General Cargo**<br>Mchy.aft | Matsui 6M26KS<br>Oil 4SA 6Cy. 260 × 400<br>500bhp (368kW)<br>Matsui Iron Works Co. Ltd. Ise |
| SEITOKU MARU No. 17<br>**Tomio Hiraka**<br>Muroran, Hokkaido Pref. Japan | **119**<br>—<br>— | **1982** K.K. Otsuchi Kogyo—Iwate<br>*28,00*<br>6,10 2,70<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Fuji<br>Oil<br>272kW (370bhp)<br>Fuji Diesel Co. Ltd. Japan |
| SEITOKU MARU No. 107<br>ex Taisei Maru No. 16-88<br>**Honma Gyogyo K.K.**<br>Kushiro, Hokkaido Pref. Japan<br>SatCom: 1201560/JNRS | **349**<br>172<br>555 | **1973** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (719)<br>55,78 9,02 3,861<br>48,52 9,00 5,74<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Akasaka AH40<br>Oil 4SA 6Cy. 400 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| SEIUN MARU<br>**Government of Japan (Ministry of Transportation - Navigation Training Establishment) (Renshusen Kyoiku Koenkai)**<br>Tokyo Japan | **4 990**<br>—<br>2 794 | **1968** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (859)<br>114,56 16,01 5,817<br>104,02 15,98 8,01<br>2 dks | **M Training Ship** | B&W 7-50VT2BF-110<br>Oil 2SA 7Cy. 500 × 1100<br>5 400bhp (3 972kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 380kW 450V 60Hz a.c.<br>Fuel 1 307,5t (hvf)-21,5pd 16,5kn |
| SEIUN MARU<br>ex Eishin Maru No. 15-80<br>**Koshin Kaiun K.K.**<br>Kure, Hiroshima Pref. Japan | **999**<br>—<br>1 911 | **1966** K.K. Uwajima Zosensho—Uwajima (361)<br>70,52 10,62 4,903<br>65,00 10,60 5,41<br>1 dk | **M Tanker**<br>Mchy.aft<br>6 Ta<br>L.(oil) 2 346 | Akasaka<br>Oil 4SA 6Cy. 420 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 30kW 225V a.c.<br>Fuel 85,5t-4,5pd 11,5kn |
| SEIUN MARU<br>**Tsurumi Kisen K.K.**<br>Hakata, Ehime Pref. Japan | **497**<br>—<br>1 600 | **1979** Hakata Zosen K.K.—Hakata (216)<br>... ... ...<br>75,16 12,01 5,52<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita GNLH633<br>Oil 4SA 6Cy. 330 × 530<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. Japan |
| SEIUN MARU<br>**Sankyu Kaiun K.K.**<br>Yokoshima Kumamoto Pref. Japan | **197**<br>111<br>675 | **1980** Shinhama Dock K.K.—Anan (185)<br>3,250<br>53,19 9,01 5,01<br>1 dk | **M General Cargo** | Oil<br>Japan |
| SEIUN MARU No. 2<br>**Tsurumi Kisen K.K.**<br>Hakata, Ehime Pref. Japan | **696**<br>—<br>2 098 | **1981** Kinoura Zosen K.K.—Hakata (67)<br>73,82 4,901<br>68,00 12,01 7,01<br>2 dks | **M General Cargo**<br>Mchy.aft | Makita GSLH637<br>Oil 4SA 6Cy. 370 × 590<br>2 000bhp (1 471kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| SEIUN MARU No. 5<br>**Okamoto Kaiun Y.K.**<br>Uchinomi, Kagawa Pref. Japan | **497**<br>—<br>1 600 | **1980** Yamanaka Zosen K.K.—Namikata (232)<br>4,252<br>64,01 11,51 6,13<br>1 dk | **M General Cargo** | Hanshin 6LU32<br>Oil<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Japan |
| SEIUN MARU No. 8<br>**Okamoto Kaiun Y.K.**<br>Uchinomi, Kagawa Pref. Japan | **499**<br>—<br>1 580 | **1985** Yamanaka Zosen K.K.—Namikata (316)<br>73,31 (BB) 4,252<br>68,00 11,51 6,91<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 636 B.2 563<br>1 Ha (stl) ER | Hanshin 6LUN28ARG<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. Akashi |

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|---|---|---|---|---|---|
| **8808472**<br>*JL5751*<br>130577<br>Rt | **SEIUN MARU No. 10**<br><br>**Ryuku Kaiun K.K.**<br>Uchinomi, Japan<br>Kagawa Pref. | **499**<br>—<br>1 600 | **1988** Yamanaka Zosen K.K.—Namikata (368)<br>72,72 (BB) 4,283<br>68,00 11,50 6,70 | **M General Cargo**<br><br>1 Ho ER<br>G.2 511 B.2 468<br>1 dk | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches<br>couplings & sr reverse geared to<br>1 030kW (1 400bhp)<br>The Hanshin Diesel Works Ltd. |
| **8035647**<br>*JH2759*<br>123838 | **SEIUN MARU No. 13**<br><br>**Aoki Kensetsu K.K.**<br>Atami, Japan<br>Shizuoka Pref. | **199**<br>—<br>— | **1981** Ishii Zosen—Chiba (130)<br>*28,11*<br>14,51 2,60<br>1 dk | **TM Crane Ship** | 2 Oil |
| **8035788**<br>*JL5007*<br>125465 | **SEIUN MARU No. 18**<br><br>**Okamoto Kaiun Y.K.**<br>Uchinomi, Japan<br>Kagawa Pref. | **497**<br>—<br>1 591 | **1981** Yamanaka Zosen K.K.—Namikata (251)<br>*65,42* 4,230<br>11,51 6,10<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil |
| **8907709**<br>*JL5802*<br>130678<br>Rt | **SEIUN MARU No. 20**<br><br>**Okamoto Kaiun Y.K.**<br>Uchinomi, Japan<br>Kagawa Pref. | **499**<br>—<br>1 600 | **1989** Yamanaka Zosen K.K.—Namikata (378)<br>72,73 (BB) 4,283<br>68,00 11,50 6,70<br>2 dks | **M General Cargo**<br><br>1 Ho ER<br>G.2 548 B.2 498 | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches<br>couplings & sr reverse geared to<br>1 030kW (1 400bhp)<br>The Hanshin Diesel Works Ltd. |
| **9041887** | **SEIUN MARU No. 28**<br><br>**Okamoto Kaiun Y.K.**<br>Japan | **499**<br>—<br>1 600 | **1991** Yamanaka Zosen K.K.—Namikata (516)<br>4,290<br>68,00 11,50 6,80 | **M General Cargo**<br><br>1 Ho ER<br>G.2 548 B.2 498<br><br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 310 × 530 sr reverse<br>shaft<br>1 324kW (1 800bhp)<br>The Hanshin Diesel Works Ltd. |
| **8840456**<br>*JCXI*<br>119429<br>AM1-632<br>Rdr Rt | **SEIUN MARU No. 28**<br><br>**Tomiko Goto**<br>Hachinohe, Japan<br>Aomori Pref. | **138**<br>—<br>— | **1976** Kesennuma Tekko—Kesennuma<br>*29,90*<br>6,10 2,80<br>1 dk | **M Fishing** | Daihatsu<br>Oil<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8621006**<br>*7KNT*<br>128179<br>AM1-491<br>Rt | **SEIUN MARU No. 38**<br><br>**Tomiko Goto**<br>Hachinohe, Japan<br>Aomori Pref. | **127**<br>—<br>— | **1985** Kesennuma Tekko—Kesennuma (260)<br>... ... ...<br>31,42 6,48 2,90<br>1 dk | **M Fishing**<br>Tuna | Daihatsu<br>Oil<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Fuel (d.o.) |
| **8625959**<br>*JL5394*<br>128955<br>Gc Rdr Rt | **SEIWA**<br><br>**Seiyu Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **499**<br>—<br>1 588 | **1985** Kinoura Zosen K.K.—Hakata<br>73,51 4,341<br>68,00 11,60 7,29<br>1 dk | **M General Cargo**<br><br><br>G.2 660 B.2 545 | Daihatsu<br>Oil 4SA 6Cy. 280 × 360<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8716162**<br>*JH3173*<br>130018<br>Esd Gc Rdr<br>Rt | **SEIWA MARU**<br><br>**Fujiki Kaiun Kaisha Ltd.**<br>Nagoya, Japan<br>Aichi Pref. | **4 966**<br>—<br>3 964 | **1988** Mitsubishi Heavy Industries Ltd.—Nagasaki (2018)<br>NK 115,00 (BB) 20,04 6,170<br>105,00 20,00 6,58 | **M RoRo Cargo/ Vehicles Carrier**<br>Mchy.aft | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880 sr geared<br>2 538kW (3 450bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 570kW 450V a.c.<br>Thw. thrust Contr. pitch propeller fwd. |
| **9021277**<br>*JMOH*<br>132342<br>Df Esd Gc<br>Rdr Rt | **SEIWA MARU**<br><br>**Seiwa Kosan K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **1 256**<br>—<br>2 830 | **1991** Miyoshi Zosen K.K.—Uwajima (293)<br>- - 5,183<br>NK 84,80 14,00 5,25<br>1 dk | **M Refrigerated Cargo** | Akasaka<br>Oil 4SA 6Cy. 410 × 800<br>3 300bhp (2 427kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **8602024**<br>*JJ3490*<br>129140 | **SEIWA MARU**<br><br>**Seiko Kisen K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **1 178**<br>—<br>3 269 | **1986** Hakata Zosen K.K.—Hakata (330)<br>5,650<br>80,02 13,01 7,88<br>1 dk | **M Limestone Carrier** | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. |
| **8805224**<br>*JG4695*<br>130292 | **SEIWA MARU**<br><br>**Yamamoto Shoji K.K.**<br>Yokohama, Japan<br>Kanagawa Pref. | **699**<br>—<br>1 896 | **1988** Sasaki Zosen K.K.—Kinoe (516)<br>68,38 (BB) 4,853<br>64,01 12,01 5,31<br>1 dk | **M Tanker**<br><br>10 Ta ER<br>L.2 213 | Hanshin<br>Oil 4SA 6Cy. 300 × 600 with clutches,<br>couplings & reduction geared to sc.<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **5318830**<br><br><br>Rdr Rt | **SEIWA MARU**<br><br>**Frabal Shipping Corp.** | **646**<br>343<br>1 028 | **1960** Hashihama Zosen—Imabari (100)<br>61,09 8,67 3,887<br>56,01 8,62 4,30<br>1 dk<br>RW | **M General Cargo**<br><br>1 Ho ER<br>G.1 079 B.1 008<br><br>1 Ha (31,0 × 5,6) ER<br>4W Der 2(5) | Hanshin<br>Oil 4SA 6Cy. 370 × 520<br>950bhp (699kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 40kW 230V d.c.<br>Fuel 36,5t-3,0pd |
| **9009841**<br>*JK4996*<br>131771<br>Rt | **SEIWA MARU**<br><br>**Mimatsu Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **497**<br>—<br>1 198 | **1990** Mukaishima Zoki Co. Ltd.—Mukaishima (263)<br>64,33 4,165<br>60,00 10,00 4,50<br>1 dk | **M Tanker**<br>Chemical<br>SBT<br>8 Ta ER<br>L.1 299 | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches<br>geared to sc. shaft<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. |
| **8001701**<br>*JL4784*<br>123935 | **SEIWA MARU**<br><br>**Inoshita Kaiun K.K.**<br>Niihama, Japan<br>Ehime Pref. | **495**<br>—<br>1 600 | **1980** Mategata Zosen K.K.—Namikata (183)<br>4,201<br>64,01 11,02 6,23<br>1 dk | **M General Cargo** | Akasaka<br>Oil<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **7616406**<br>*JG3652*<br>119265 | **SEIWA MARU**<br><br>**Chiyoda Kaihatsu K.K.**<br>Tokyo Japan | **494**<br>—<br>990 | **1976** Mukaishima Zoki Co. Ltd.—Mukaishima (155)<br>4,088<br>52,02 9,21 4,42<br>1 dk | **M Tanker**<br>Chemical | Hanshin<br>Oil<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **7108849**<br><br>D155-3987-YJ<br>Rdr Rt | **SEIWA MARU**<br><br>**Sobhita Shipping S.A.**<br>Panama Panama | **491**<br>—<br>1 300 | **1971** Kurinoura Dock K.K.—Yawatahama (83)<br>57,99 10,04 4,103<br>52,02 10,01 4,35<br>1 dk<br>RW | **M Tanker**<br><br>4 Ta ER<br>L.(oil) 1 431 | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 30kW 220V a.c. |
| **9033749** | **SEIWA MARU**<br><br>**Chiyoda Kaihatsu K.K.**<br>Japan | **450**<br>—<br>900 | **1991** Hitachi Zosen Mukaishima Marine Co. Ltd.<br>—Mukaishima (53)<br>3,800<br>54,50 9,60 4,30<br>1 dk | **M Tanker**<br>Chemical | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. |
| **9048550** | **SEIWA MARU**<br><br>**Chiyoda Kaihatsu K.K.**<br>Japan | **446**<br>—<br>900 | **1991** Mukaishima Zoki Co. Ltd.—Mukaishima (275)<br>... ... ...<br>... ... ...<br>1 dk | **M Tanker** | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>The Hanshin Diesel Works Ltd. |

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| **SEIWA MARU**<br>**Shubo Marine Service K.K.**<br>Ube,<br>Yamaguchi Pref.<br>Japan | **199**<br>—<br>562 | | **1977** Jyonan Zosen K.K.—Ube (128)<br>45,67 7,52 3,452<br>42,02 7,51 3,51<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Yanmar 6MAL-UT<br>Oil 4SA 6Cy. 200 × 240<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SEIWA MARU**<br>**Taikyo Kosan K.K.**<br>Tokyo<br>Japan | **198**<br>—<br>422 | | **1988** Shitanoe Zosen K.K.—Usuki (1078)<br>43,01 (BB) 7,52<br>39,04 7,51 3,51<br>1 dk | **M Tanker**<br>Edible Oil | Yanmar MF24-MT<br>Oil 4SA 6Cy. 240 × 310 sr geared to sc. shaft<br>815bhp (599kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SEIWA MARU No. 1**<br>**Seiwamaru Suisan Y.K.**<br>Ise,<br>Mie Pref.<br>Japan | **109**<br>—<br>— | | **1977** Nishii Dock Co. Ltd.—Ise<br>*28,70*<br>5,90 2,60<br>1 dk | **Reinforced Plastic M Fishing** | Yanmar<br>Oil<br>294kW (400bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **SEIWA MARU No. 28**<br>ex Kyowa Maru No. 28-90<br>**Y.K. Seiwa**<br>Owase,<br>Mie Pref.<br>SatCom: 1203114/ULHF<br>Japan | **409**<br>—<br>541 | | **1985** Miho Zosensho K.K.—Shimizu (1269)<br>55,61 (BB) 8,74 3,601<br>49,03 8,70 3,97<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.1 502 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SEIWAL**<br>**VEB Fischfang Sassnitz**<br>Sassnitz<br>Federal Republic of Germany | **133**<br>47<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,71 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>Halberstadt Halberstadt<br>Gen 2 × 21kW 110V d.c.<br>9kn |
| **SEIYO MARU**<br>ex Shinsei Maru No. 15-57<br>Launched as Kamo Maru No. 2<br>**Nippo Kisen K.K.**<br>Nichinan,<br>Miyazaki Pref.<br>Japan | **798**<br>377<br>877 | | **1952** Kawaminami Kogyo—Nagasaki (P4)<br>61,47 9,30 4,192<br>57,00 9,28 4,63<br>1 dk<br>RW | **M Cement Carrier**<br>2 Ho ER<br>B.761<br>1 Ha (3,0 × 3,0) ER | Oil 4SA 6Cy. 370 × 520<br>950bhp (699kW) NE 60<br>Nippon Hatsudoki Kobe<br>Gen 2 × 10kW 105V 60Hz a.c.<br>Fuel 40,5t (d.o.)-4,0pd<br>10kn |
| **SEIYO MARU**<br>**Ishizaki Kisen K.K.**<br>Matsuyama,<br>Ehime Pref.<br>Japan | **699**<br>—<br>237 | | **1983** Kanda Zosensho K.K.—Kawajiri (279)<br>48,32 11,64 2,901<br>44,02 11,60 3,81<br>1 dk | **TM RoRo Cargo/Ferry**<br>370dk P<br>Cars 6 Trailers 12 | Daihatsu 6DSM-26A<br>2 Oil 4SA each 6Cy. 260 × 300 sr geared to sc. shafts<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>14kn |
| **SEIYO MARU**<br>**Hoshi Kaiun K.K.**<br>Fukuoka,<br>Fukuoka Pref.<br>Japan | **498**<br>—<br>1 600 | | **1984** K.K. Matsuura Zosensho—Kinoe (311)<br>72,78 4,311<br>68,03 11,61 7,01<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 748 B.2 659<br>1 Ha (stl) ER | Akasaka DM28AFD<br>Oil 4SA 6Cy. 280 × 460 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SEIYO MARU**<br>**Taisei Kosan K.K.**<br>Kikuma,<br>Ehime Pref.<br>Japan | **497**<br>—<br>1 600 | | **1982** Yamanaka Zosen K.K.—Namikata (262)<br>4,290<br>67,42 11,51 6,10<br>1 dk | **M General Cargo** | Oil<br>Japan |
| **SEIYO MARU**<br>**Okada Kaiun K.K.**<br>Nagoya,<br>Aichi Pref.<br>Japan | **471**<br>—<br>1 354 | | **1983** Sokooshi Zosensho K.K.—Higashino (287)<br>70,87 3,950<br>65,99 11,51 6,30<br>1 dk | **M General Cargo**<br>Mchy.aft | Daihatsu<br>Oil<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Kobe<br>Fuel (d.o.)<br>11kn |
| **SEIYO MARU**<br>**Seiyo Kaiyo Y.K.**<br>Kagoshima,<br>Kagoshima Pref.<br>Japan | **458**<br>—<br>1 078 | | **1986** K.K. Miura Zosensho—Saiki (757)<br>... ... ...<br>60,03 12,01 6,02 | **M General Cargo** | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SEIYO MARU**<br>**Government of Japan (Ministry of Education)**<br>Tokyo University of Fisheries (Tokyo Suisan-Daigaku)<br>Tokyo<br>Japan | **167**<br>—<br>154 | | **1987** Miho Zosensho K.K.—Shimizu (1306)<br>35,51 2,801<br>31,02 7,01 3,41 | **M Fishing**<br>Training Stern Trawler Ref<br>In.505 | Niigata<br>Oil 4SA 5Cy. 255 × 270 with clutches, flexible couplings & dr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd , 1 aft |
| **SEIYO MARU**<br>ex Aki Maru-88<br>**Shoyo Kisen Kaisha Ltd.**<br>Osaka,<br>Osaka Pref.<br>Japan | **164**<br>—<br>— | | **1971** Hanasaki Zosensho—Yokosuka (148)<br>29,47 8,06 2,591<br>28,50 8,01 3,61<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 1 × 64kW 1 × 20kW 220V a.c. |
| **SEIYO MARU No. 1**<br>**Seiyo Suisan Y.K.**<br>Nanto,<br>Mie Pref.<br>Japan | **135**<br>—<br>— | | **1989** K.K. Watanabe Zosensho—Nagasaki (1156)<br>46,46 (BB) - 2,901<br>37,00 7,90 3,22<br>1 dk | **M Fishing** | Niigata 6MG28HX<br>Oil 4SA 6Cy. 280 × 370 with clutches, flexible couplings & dr geared to sc. shaft<br>861kW (1 171bhp)<br>Niigata Eng. Co. Ltd. Tokyo<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **SEIYO MARU No. 2**<br>ex Kasuga Maru No. 2-81<br>**K. Takahashi Co. S.A.**<br>Panama<br>Panama | **489**<br>267<br>1 233 | NK | **1969** Watanabe Zosen K.K.—Hakata (111)<br>54,21 9,43 4,522<br>49,51 9,40 4,58<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 708 B.1 547<br>1 Ha (26,3 × 5,4) ER | Daihatsu<br>Oil<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 20kW 225V a.c.<br>11,5kn |
| **SEIYO MARU No. 5**<br>ex Koshin Maru No. 37<br>**Royal Fishing Co.**<br>Philippines | **124**<br>—<br>— | | **1978** Kitanihon Zosen K.K.—Hachinohe<br>... ... ...<br>32,42 6,20 2,70<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>Japan<br>Fuel (d.o.) |
| **SEIYO MARU No. 8**<br>ex Ebisu Maru No. 8-90<br>ex Nissei Maru No. 3-88<br>**Seiyo Kisen K.K.**<br>Kikuma,<br>Ehime Pref.<br>Japan | **199**<br>—<br>450 | | **1979** Y.K. Furumoto Tekko Zosensho—Osaki (503)<br>*50,30*<br>9,01 4,91<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>Japan |
| **SEIYO MARU No. 10**<br>**Seiyo Suisan Y.K.**<br>Nanto,<br>Mie Pref.<br>Japan | **170**<br>—<br>— | | **1986** K.K. Watanabe Zosensho—Nagasaki (1096)<br>... ... ...<br>36,58 7,41 3,71<br>1 dk | **M Fishing**<br>Seiner | Yanmar<br>Oil<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Fuel (d.o.) |
| **SEIYO MARU No. 15**<br>ex Yuyo Maru<br>**Ryo Ken Shu** | **168**<br>75<br>152 | | **1966** Nagasaki Zosen K.K.—Nagasaki (130)<br>34,80 6,63 2,769<br>29,09 6,61 3,18<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata |

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| **8811895**<br>*JH3147*<br>128500 | **SEIYO MARU No. 18**<br>**Seiyo Suisan Y.K.**<br>Nanto, Japan<br>Mie Pref. | **199**<br>—<br>300 | | **1988** Watanabe Zosen K.K.—Hakata (1131)<br>48,30 (BB) 7,71<br>40,50 7,70 3,86 | **M Fish Carrier** | | Yanmar<br>Oil 4SA 6Cy. 280 × 360 sr gea<br>861kW (1 171bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Thw. thrust propeller fwd |
| **8520240**<br>*JE2840*<br>128200<br>Rt | **SEIYO MARU No. 31**<br>ex Eisho Maru No. 1-90<br>**Seiyo Suisan Y.K.**<br>Nanto, Japan<br>Mie Pref. | **135**<br>—<br>152 | | **1986** K.K. Murakami Zosensho—Ishinomaki<br>(1191)<br>43,69 (BB) 8,41 2,982<br>34,98 7,60 3,05<br>1 dk | **M Fishing**<br>Stern-fishing | | Yanmar<br>Oil 4SA 6Cy. 280 × 360 with cl<br>geared to sc. shaft<br>1 170bhp (861kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **9032343**<br>*JH3210*<br>131586<br>Rdr Rt | **SEIYO MARU No. 35**<br>**Seiyo Suisan Y.K.**<br>Nanto, Japan<br>Mie Pref. | **258**<br>—<br>— | | **1991** K.K. Watanabe Zosensho—Nagasaki<br>(1183)<br>51,73 (BB) 8,02 3,801<br>43,01 8,00 4,10 | **M Fishing/ Fish Carrier**<br>Ref<br>In.349 | | Yanmar<br>Oil 4SA 6Cy. 280 × 360 with cl<br>couplings & sr reverse geare<br>853kW (1 160bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7740300**<br>*JE2399*<br>121346<br>Rdr Rt | **SEIYO MARU No. 35**<br>ex Eisho Maru No. 12-90<br>**Seiyo Suisan Y.K.**<br>Nanto, Japan<br>Mie Pref. | **178**<br>—<br>— | | **1978** K.K. Murakami Zosensho—Ishinomaki<br>(1004)<br>*35,39*<br>7,00 3,41<br>1 dk | **M Fish Carrier** | | Daihatsu<br>Oil<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **9032355**<br>*JE3209*<br>130110<br>Rdr Rt | **SEIYO MARU No. 38**<br>**Seiyo Suisan Y.K.**<br>Nanto, Japan<br>Mie Pref. | **258**<br>—<br>— | | **1991** K.K. Watanabe Zosensho—Nagasaki<br>(1185)<br>51,73 (BB) 8,02 3,801<br>43,00 8,00 4,10 | **M Fishing/ Fish Carrier**<br>Ref<br>In.349 | | Yanmar<br>Oil 4SA 6Cy. 280 × 360 with clu<br>couplings & sr reverse geared<br>853kW (1 160bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8114493**<br>*JE2680*<br>124997<br>Df Gc Pfd<br>Rdr Rt | **SEIYO MARU No. 38**<br>ex Eisho Maru No. 38-90<br>**Seiyo Suisan Y.K.**<br>Nanto, Japan<br>Mie Pref. | **243**<br>—<br>— | | **1981** K.K. Murakami Zosensho—Ishinomaki<br>(1081)<br>*41,30* (BB)<br>40,70 7,70 3,26<br>1 dk | **M Fishing**<br>Seiner<br>Mchy.aft | | Yanmar<br>Oil 4SA 6Cy. 260 × 330<br>1 100bhp (809kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8223983**<br>*7JUG*<br>127393<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **SEIYOH MARU**<br>**Kyoyu Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref.<br>SatCom: 1200221/UJUG | *1 989*<br>*828*<br>2 123 | NK | **1983** K.K. Taihei Kogyo—Akitsu (1592)<br>83,93 (BB) 5,022<br>78,01 13,61 7,88<br>2 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.2 916<br>3 Ha (stl) (each 4,9 × 3,4) ER<br>Der 6(5) | | Akasaka<br>Oil 4SA 6Cy. 370 × 720<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 360kW |
| **5422710**<br>*HPUQ*<br>6380-76A<br>Df Esd Rdr<br>Rt | **SEIYOH MARU**<br>ex Tofuku ex Tofuku Maru<br>ex Munakata Maru No. 1-63<br>**Appleton Yachting Corp.**<br>Panama Panama | **1 981**<br>1 029<br>3 049 | (NK) | **1957** Sasebo Senpaku Kogyo—Sasebo (117)<br>89,01 12,65 5,592<br>83,11 12,50 6,48<br>P 21,4 F 7,7 1 dk<br>Bow/CM 23 Diam. 0,152 | **M Tanker**<br>10 Ta ER<br>L.(oil) 3 877<br>2 Cargo pumps total 800T/hr | HeCls. B | Hanshin<br>Oil 4SA 6Cy. 490 × 700<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 60kW 230V a.c.<br>Fuel 106,0t (d.o.)-7,0pd |
| **7713682**<br>*JL4445*<br>122442<br>Gc Rdr | **SEIYU**<br>**Seiyu Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **499**<br>—<br>1 553 | | **1977** Hakata Zosen K.K.—Hakata (180)<br>4,352<br>64,01 11,51 6,13<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | | Makita<br>Oil 4SA 6Cy. 330 × 530<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. |
| **6802113**<br>Rdr Rt | **SEIYU MARU**<br>**Frabal Shipping Corp.** | **991**<br>616<br>2 193 | | **1967** Imabari Zosen—Imabari (179)<br>70,77 11,00 4,877<br>64,98 10,98 5,59<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.2 432 B.2 305<br>1 Ha (35,8 × 5,5) ER<br>6W Der 2(7) | | Makita<br>Oil 4SA 6Cy. 380 × 540<br>1 400bhp (1 030kW)<br>Makita Tekkosho<br>Gen 1 × 48kW<br>Fuel 105,5t-6,0pd |
| **7821661**<br>*JL4600*<br>122966<br>Gc Rdr Rt | **SEIYU MARU**<br>**Chofuku Kisen Co. Ltd. (Chofuku Kisen K.K.)**<br>Namikata, Japan<br>Ehime Pref. | **693**<br>—<br>2 041 | NK | **1979** Mategata Zosen K.K.—Namikata (162)<br>75,39 4,801<br>70,62 12,01 4,88<br>2 dks | **M General Cargo**<br>G.3 500 B.3 330<br>1 Ha (stl) (39,4 × 8,9) ER<br>Der 1(7) | | Makita<br>Oil 4SA 6Cy. 370 × 590<br>2 100bhp (1 545kW)<br>Makita Diesel Co. Ltd. |
| **8350891**<br>*JK4361*<br>125808 | **SEIYU MARU**<br>**Taisei Kaiun K.K.**<br>Hinase, Japan<br>Okayama Pref. | **498**<br>—<br>1 599 | | **1983** Yamanaka Zosen K.K.—Namikata (258)<br>67,42 11,51 4,370<br>... ... ...<br>1 dk | **M General Cargo** | | Oil |
| **8110344**<br>*JM4972*<br>124719 | **SEIYU MARU**<br>**Nakatani Kaiun K.K.**<br>Hyuga, Japan<br>Miyazaki Pref. | **497**<br>—<br>1 519 | | **1981** Sasaki Zosen K.K.—Kinoe (275)<br>69,35 11,54 4,123<br>65,03 11,51 6,02<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 792 B.2 504<br>1 Ha (stl) ER | | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd |
| **8035465**<br>*JL4845*<br>124038 | **SEIYU MARU**<br>**Nitto Unyu K.K. (Nitto Transportation Co. Ltd.)**<br>Namikata, Japan<br>Ehime Pref. | **199**<br>—<br>450 | | **1981** Kogushi Zosen K.K.—Okayama (229)<br>*40,12* 3,300<br>7,70 3,31<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | | Oil |
| **8708878**<br>*JK4731*<br>129568<br>Rt | **SEIYU MARU No. 18**<br>**Ishida Koyu K.K.**<br>Fukuyama, Japan<br>Hiroshima Pref. | **497**<br>—<br>1 229 | | **1987** K.K. Matsuura Zosensho—Kinoe (338)<br>66,10 (BB) 13,03 4,330<br>60,00 13,01 7,01<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>G.780<br>1 Ha (stl) ER | | Hanshin<br>Oil 4SA 6Cy. 350 × 550 with clutche<br>couplings & reverse reduction ge<br>shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd<br>Thw. thrust propeller fwd |
| **5319080**<br>91/67<br>Esd Rt | **SEIYUN**<br>ex Sidibarrani-55 ex Seasilver-51<br>ex Empire Seasilver-47<br>**Savon & Ries (Ethiopian Shipping) Co.**<br>Massawa Ethiopia | **514**<br>287<br>413 | (BV)<br>*Classed BC until 8/63 | **1945**-8 Shipbuilding Corp., Tyne Branch—Walker<br>(17)<br>45,17 8,26 3,055<br>42,78 8,23 5,49<br>Ba 10,1 2 dks | **M General Cargo**<br>Mchy.aft<br>G.855 B.797<br>2W Der 2(2) | CSD | Oil 4SA 6Cy. 254 × 330<br>330bhp (243kW)<br>National Gas & Oil Eng. Co.<br>Fuel 27,5t (d.o.) |
| **8113920**<br>*3EVP7*<br>18842-90<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEIZAN**<br>ex Seizan Maru-90<br>**Ocean Transit Carrier S.A.**<br>Panama Panama | **3 411**<br>2 393<br>7 409 | NK | **1981** Higaki Zosen K.K.—Imabari (262)<br>106,97 7,500<br>99,29 17,81 13,11<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.15 390 B.14 242<br>2 Ha (stl) (20,8 31,1 × 13,2) ER<br>Der 4(20) | | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 93,5t (d.o.) 520,5t (hvf)-14,0pd |

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| **SEIZAN MARU**<br>ex Fukuyo Maru-86<br>**Yamamoto Shosen K.K.**<br>Tokyo<br>Japan | *3 651*<br>*2 232*<br>5 761 | NK | **1984** Imai Zosen—Kochi<br>103,43 (BB) 6,546<br>96,02 16,32 8,11<br>P 18,3 F 11,3 1 dk | (533) **M General Cargo**<br>2 Ho ER<br>G.7 238 B.7 074<br>2 Ha (stl) | Mitsubishi 6UEC37H<br>Oil 2SA 6Cy. 370 × 880<br>3 300bhp (2 427kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SEIZAN MARU**<br>**Toko Unyu K.K.**<br>Japan | **499**<br>—<br>1 510 | | **1991** Sanyo Zosen K.K.—Mukaishima<br>4,100<br>70,00 12,00 7,00 | (1031) **M General Cargo** | Akasaka A31<br>Oil 4SA 6Cy. 310 × 600<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| **SEIZAN MARU**<br>**Suehiro Yamazaki**<br>Kitakyushu,<br>Fukuoka Pref.<br>Japan | **498**<br>—<br>1 597 | | **1982** K.K. Yoshida Zosen Kogyo—Arida<br>4,520<br>66,81 11,00 6,41<br>1 dk | (371) **M General Cargo** | Oil<br>Japan |
| **SEIZAN MARU**<br>**Mitsuboshi Kaiun Kaisha Ltd. (Mitsuboshi Kaiun K.K.)**<br>Osaka,<br>Osaka Pref.<br>Japan | **493**<br>—<br>1 600 | | **1982** Nakatani Shipyard Co. Ltd.—Nomi<br>72,90<br>68,00 11,60 7,01<br>1 dk | (481) **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Akasaka DM30<br>Oil 4SA 6Cy. 300 × 480 sr reverse geared to sc. shaft<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SEIZAN MARU**<br>Launched as Nishiyama Maru<br>**Nishiyama Kaiun K.K.**<br>Azuma Shipping Co. Ltd. (Azuma Kaiun K.K.)<br>Ryugatake,<br>Kumamoto Pref.<br>Japan | **199**<br>—<br>450 | | **1978** Honda Zosen—Saiki<br>2,952<br>40,01 8,11 3,18<br>1 dk | (656) **M Cement Carrier**<br>Mchy.aft. | Niigata 6L20AX<br>Oil 4SA 6Cy. 200 × 260<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Japan |
| **SEIZAN MARU No. 3**<br>**Taishin Kaiun K.K.**<br>Matsushima,<br>Kumamoto Pref.<br>Japan | **497**<br>—<br>1 302 | | **1987** Katsumi Nakata,—Japan.<br>61,20 12,52 4,170<br>55,00 12,50 6,30<br>1 dk | **M Sand Carrier** | Oil<br>956kW (1 300bhp)<br>Japan |
| **SEIZAN MARU No. 51**<br>ex Ryoei Maru No. 15<br>ex Fukucho Maru No. 11-66<br>South Korea | **222**<br>138<br>— | | **1959** Miho Zosensho K.K.—Shimizu<br>40,77 7,17<br>35,97 7,12 3,46<br>1 dk | (245) **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 420<br>550bhp (405kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>10,5kn |
| **SEIZAN MARU No. 51**<br>**Tomie Washio**<br>Nagasaki,<br>Nagasaki Pref.<br>Japan | **208**<br>—<br>— | | **1977** K.K. Izutsu Zosensho—Nagasaki<br>43,57 7,60<br>36,56 7,00 3,54<br>1 dk | (753) **M Fishing/ Fish Carrier**<br>Mchy.aft | Yanmar 6ZL-UT<br>Oil 4SA 6Cy. 280 × 340 reduction geared to sc. shaft<br>1 120bhp (824kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SEIZAN MARU No. 58**<br>**Golden Harvest Fishing Marine**<br>Philippines | **163**<br>—<br>— | | **1972** Fujiwara Zosensho—Omishima<br>*34,51*<br>6,80 3,20<br>1 dk | (31) **M Fishing** | Oil<br>Japan |
| **SEIZAN MARU No. 61** | **239**<br>118<br>— | | **1966** K.K. Izutsu Zosensho—Nagasaki<br>42,04 7,22<br>37,50 7,19 3,41<br>1 dk | (469) **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 325 × 460<br>850bhp (625kW)<br>Nippon Hatsudoki Kobe |
| **SEIZAN MARU No. 88** | **296**<br>149<br>— | | **1971** Fujiwara Zosensho—Omishima<br>*43,41*<br>7,80 3,81<br>1 dk | (27) **M Fishing** | Oil<br>Japan |
| **SEIZAN No. 1**<br>ex Seizan-91<br>**T.H. Shipping (Panama) S.A.**<br>Panama<br>Panama | **691**<br>435<br>2 063 | NK | **1980** K.K. Imai Seisakusho—Iwagi<br>72,78 5,011<br>68,03 12,01 5,06<br>2 dks | (216) **M General Cargo**<br>G.3 386 B.3 013<br>1 Ha (stl) (36,9 × 8,4) ER<br>Der 2(7) | Hanshin 6LU35<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 72kW<br>11kn |
| **SEJAHTERA PACIFIC**<br>ex Meratus II-91 ex Yashima Maru-80<br>ex Shinryu Maru-64<br>**P.T. Taruna Kusan Explosive**<br>Jakarta<br>Indonesia | **1 303**<br>905<br>2 113 | KI | **1962** Tsuneishi Zosen K.K.—Numakuma<br>72,04 11,03 4,979<br>68,00 11,00 5,69<br>1 dk<br>rf nil | (87) **M General Cargo**<br>2 Ho 22,1 23,1 ER<br>G.2 707 B.2 336<br>2 Ha (11,8 20,4 × 5,1) ER<br>Cr 3(5) Der 3(5) | Hanshin<br>Oil 4SA 6Cy. 430 × 620<br>1 200bhp (883kW) E made57 fitted62<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 20kW 105V d.c.<br>Fuel (hvf) 11kn |
| **SEJAHTERA 3**<br>**P.T. Sulita Lines**<br>Jakarta<br>Indonesia | **121**<br>32<br>— | KI | **1962** Azuma Zosen—Yokosuka<br>—<br>24,01 6,90 3,31<br>1 dk | **TM Tug** | Niigata<br>2 Vee Oil 4SA each 12Cy. 280 × 440<br>Niigata Eng. Co. Ltd. Japan<br>8kn |
| **SEJATI**<br>ex Pelawan-88<br>**P.T. Mahakam Maskapai Pelayaran Nusantara**<br>Samarinda<br>Indonesia | **535**<br>335<br>— | KI | **1979** P. T. Dwi Warna Shipyard—Samarinda<br>45,34 2,350<br>44,15 12,25 2,95<br>1 dk | **TM Landing Craft**<br>Deck Cargo | Caterpillar 3412TA<br>2 Vee Oil 4SA each 12Cy. 137 × 152<br>1 040bhp (765kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>8kn |
| **SEJATI TRITYA**<br>ex Langsa-91 ex Ta Tung-82<br>**Unilloyds International S.A.**<br>Panama<br>Panama | **967**<br>576<br>1 622 | BV | **1966** Ujina Zosensho—Hiroshima<br>69,63 10,83 4,598<br>63,51 10,80 5,21<br>P 18,3 F 7,7 1 dk<br>RW rf 102 | (457) **M General Cargo**<br>2 Ho 25,1 16,9 ER<br>G.1 931 B.1 786<br>2 Ha (15,4 8,9 × 5,4) ER<br>6W Der 2(5) 4(3) | Oil 4SA 6Cy. 455 × 640<br>1 500bhp (1 103kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 60kW 445V 60Hz a.c.<br>Fuel 89,5t 12kn |
| **SEKA AKDENIZ I**<br>**Seka Akdeniz Muessessi Mudurlugu**<br>Tasucu<br>Turkey | **299**<br>91<br>— | AB | **1983** Sedef Gemi Endustrisi A.S.—Gebze<br>29,90 9,45 3,710<br>28,33 9,42 4,73<br>F 10,7 1 dk<br>rf 958 | (37) **TM Tug** | Caterpillar D398SCAC<br>2 Vee Oil 4SA each 12Cy. 159 × 203 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 85kW<br>13,25kn |
| **SEKA AKDENIZ II**<br>Launched as Pendik I<br>**Seka Akdeniz Muessessi Mudurlugu**<br>Tasucu<br>Turkey | **108**<br>30<br>— | | **1984** Denizcilik Bankasi T.A.O.—Halic, Istanbul (199)<br>25,00 6,74 2,620<br>24,01 6,71 4,78<br>1 dk | **M Tug** | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Tokyo |
| **SEKAVIN**<br>ex Sara Hashim-89<br>ex Kikaku Maru No. 2-83<br>**Zephyros Shipping Co.**<br>Avin International Bunkers Supply S.A.<br>Piraeus<br>Greece | **992**<br>686<br>2 147 | AB (NK) | **1971** Kishimoto Zosen—Kinoe<br>77,60 (BB) 12,07 4,790<br>72,52 12,02 5,49<br>P 20,5 F 12,5 1 dk<br>rf 399 | (417) **M Tanker**<br>5 Ta ER<br>L.(oil) 2 820 | Fuji 6S40B<br>Oil 4SA 6Cy. 400 × 580<br>2 300bhp (1 692kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 40kW 225V a.c.<br>Fuel 108,5t 12kn |

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| **5398660**<br>*SV4994*<br>2629 | **SEKAVIN 1**<br>ex Zetland-79<br>**Sekavin S.A.**<br>Piraeus Greece | **139**<br>28<br>— | ✠**100A1** SS 5/90<br>Greek coastal service<br>✠**LMC**<br>EL (a)<br>FN 250 | **1961**-6 Grangemouth Dockyard Co. Ltd. —Grangemouth (528)<br>25,91 7,50 3,861 (aft)<br>22,86 7,17 3,74<br>1 dk<br>RW rf 305 BK 127 | **M Tug** | Alpha<br>Oil 2SA 7Cy. 290 × 490 with hydrau<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| **5419488**<br>*SV4997*<br>2651 | **SEKAVIN 2**<br>ex Dalgrain-79<br>**Sekavin S.A.**<br>Piraeus Greece | **139**<br>24<br>— | ✠**100A1** SS 5/89<br>tug<br>Greek coastal service<br>✠**LMC**<br>EL (a)<br>FN 250 | **1963**-10 Grangemouth Dockyard Co. Ltd. —Grangemouth (532)<br>26,42 7,50<br>22,86 7,17 3,74<br>1 dk<br>RW rf 305 BK 114 | **M Tug** | Alpha<br>Oil 2SA 7Cy. 310 × 490 with hydrau<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| **5117286**<br>*SV4998*<br>2735<br>Rdr RTm/v | **SEKAVIN 3**<br>ex Kerse-79 ex Carron-79<br>ex Flying Witch-74<br>**Sekavin S.A.**<br>Avin International Bunkers Supply S.A.<br>Piraeus Greece | **116**<br>12<br>— | ✠**100A1** SS 9/88<br>tug<br>Arabian Gulf service<br>✠**LMC**<br>EL (a)<br>FN 225 | **1960**-7 J. L. Thompson & Sons Ltd.—North Sands, Sunderland (248)<br>26,90 7,04<br>23,63 6,46 3,05<br>1 dk<br>rf 711 BK 127 | **M Tug** | Deutz<br>Oil 4SA 8Cy. 320 × 450 with flexible<br>reverse geared to sc. shaft<br>Kloeckner Humboldt Deutz<br>Gen 2 × 20kW 220V d.c.<br>Fuel 19,5t (d.o.) |
| **7513616**<br>*H8PK*<br>12628-82B<br>Df Esd Gc<br>Pfd Rdr Rt | **SEKI AKEISHI**<br>ex Blue Akeishi-82<br>Launched as Blue Hiroshima<br>**Seki Akeishi Shipping S.A.**<br>Panama Panama | **3 658**<br>2 355<br>7 610 | NK | **1977** Kegoya Dock K.K.—Kure (706)<br>118,19 19,03 7,049<br>110,01 19,00 7,60<br>2 dks | **M Vehicles Carrier**<br>Cars 500<br>G.18 152 B.15 254<br>4 Ha (25,4 25,8 × 10,7) (25,4 25,8 × 11,0) ER<br>Der 1(80) 4(20) | Ito<br>Oil 4SA 6Cy. 550 × 900<br>6 700bhp (4 928kW)<br>Ito Tekkosho<br>Gen 2 × 300kW 440V a.c. |
| **7516589**<br>*3EZI2*<br>13533-83A<br>Df Esd Gc<br>Pfd Rdr Rt | **SEKI BEECH**<br>ex Blue Polaris-83<br>**Seki Beech Shipping S.A.**<br>Panama Panama | **11 325**<br>9 596<br>6 742 | NK | **1977** Honda Zosen—Saiki (638)<br>120,33 23,04 6,219<br>113,52 23,00 7,95<br>2 dks | **M Vehicles Carrier**<br>Cars 2000<br>Mchy.aft<br>G.40 400 B.38 430 | Pielstick<br>Vee Oil 4SA 14Cy. 400 × 460 geared<br>9 100bhp (6 694kW)<br>Nippon Kokan K.K. Tsurumi Work<br>Gen 2 × 280kW 445V a.c. |
| **7727683**<br>*ELDL5*<br>7514<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SEKI CEDAR**<br>**Sekihyo Line (Liberia) Co. Ltd.**<br>Monrovia Liberia | **4 592**<br>2 275<br>7 892 | NK | **1978** Kegoya Dock K.K.—Kure (786)<br>121,01 7,668<br>111,36 20,01 8,69<br>2 dks | **M RoRo Cargo**<br>Quarter stern door/ramp<br>Lane Length 1537 Cargo Width 7,00<br>Clear height 5,50<br>Cars 500<br>1 Ho ER<br>B.19 059<br>TEU 300<br>C.RoRo Dk 250/20' C.Dk 50/20' incl. 30 ref C.<br>1 Ha (16,3 × 9,0) ER<br>Cr 1(45) | Pielstick<br>Vee Oil 4SA 14Cy. 400 × 460<br>9 100bhp (6 694kW)<br>Nippon Kokan K.K. Tsurumi Work<br>Gen 3 × 350kW 440V a.c.<br>Fuel 154,5t (d.o.) 1 490,5t (hvf)-34,0pd |
| **7522502**<br>*H9LI*<br>12639-82A<br>Df Esd Gc<br>Pfd Rdr Rt | **SEKI KOCHI**<br>ex Blue Kochi-82<br>**Seki Kochi Shipping S.A.**<br>Panama Panama | **4 189**<br>2 531<br>7 504 | NK | **1976** Imai Zosen—Kochi (352)<br>124,44 18,22 7,235<br>116,01 18,20 7,75<br>2 dks | **M RoRo Cargo/General Cargo**<br>G.20 592 B.18 421<br>TEU 300<br>2 Ha (27,1 30,1 × 10,2) ER<br>Der 1(50) 4(20) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 geared<br>7 800bhp (5 737kW)<br>Nippon Kokan K.K. Tsurumi Work<br>Gen 2 × 240kW 445V a.c.<br>Fuel 75,5t (d.o.) 840,5t (hvf)-22,0pd |
| **7522514**<br>*H9WJ*<br>12606-82B<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SEKI MATSUYAMA**<br>ex Blue Matsuyama-82<br>**Seki Matsuyama Shipping S.A.**<br>Panama Panama | **4 124**<br>2 480<br>7 206 | NK | **1976** Imai Zosen—Kochi (354)<br>124,44 18,24 7,235<br>116,01 18,22 7,75<br>2 dks | **M RoRo Cargo/General Cargo**<br>2 Quarter stern door/ramp 1(p) 1(s)<br>L 17,00 W 4,00 SWL 30<br>Lane Length 811 Cargo Width 4,00<br>Clear height 2,70<br>Cars 318<br>G.20 592 B.18 421<br>TEU 300 C. 300/20'<br>2 Ha (27,1 30,1 × 10,2) ER<br>Der 1(80) 4(20) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 geared<br>7 800bhp (5 737kW)<br>Nippon Kokan K.K. Tsurumi Work<br>Gen 2 × 240kW 445V a.c.<br>Fuel 75,5t (d.o.) 840,5t (hvf)-22,0pd |
| **7513599**<br>*3ECG2*<br>12794-83B<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SEKI NAGOYA**<br>ex Blue Nagoya-82<br>**Seki Nagoya Shipping S.A.**<br>Panama Panama | **3 657**<br>2 354<br>7 613 | NK | **1977** Kegoya Dock K.K.—Kure (705)<br>118,17 19,03 7,049<br>110,01 19,00 7,60<br>2 dks | **M RoRo Cargo/General Cargo**<br>Cars 500<br>G.18 152 B.15 254<br>TEU 250 C. 250/20' incl. 5 ref C.<br>2 Ha (each 25,9 × 10,8) ER<br>Der 1(80) 4(20) | Ito<br>Oil 4SA 8Cy. 550 × 900<br>6 700bhp (4 928kW)<br>Ito Tekkosho<br>Gen 2 × 240kW 445V a.c.<br>Fuel 102,5t (d.o.) 1 047,0t (hvf)-22,0pd |
| **7727671**<br>*3FBK2*<br>13694-84A<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SEKI PINE**<br>**Seki Pine Shipping S.A.**<br>Sekihyo Seibaku K.K.<br>Panama Panama | **4 622**<br>2 304<br>8 344 | NK | **1978** Kegoya Dock K.K.—Kure (785)<br>121,01 7,668<br>111,36 20,01 8,72<br>2 dks | **M RoRo Cargo**<br>Quarter stern door/ramp<br>Lane Length 1537 Cargo Width 7,00<br>Clear height 5,50<br>Cars 500<br>1 Ho ER<br>B.19 059<br>TEU 300<br>C.RoRo Dk 250/20' C.Dk 50/20' incl. 30 ref C.<br>1 Ha (16,3 × 9,0) ER<br>Cr 1(45) | Pielstick<br>Vee Oil 4SA 14Cy. 400 × 460<br>9 100bhp (6 694kW)<br>Nippon Kokan K.K. Tsurumi Work<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 154,5t (d.o.) 1 490,5t (hvf)-34,0pd |
| **7518422**<br>*H3BS*<br>10651-PEXT1<br>Df Esd Gc<br>Pfd Rdr Rt | **SEKI ROLETTE**<br>ex Kaduna-82 ex Blue Kobe-78<br>**Sekihyo Line (Panama) S.A.**<br>Panama Panama | **10 412**<br>7 884<br>12 097 | NK | **1976** Kanda Zosensho K.K.—Japan (206)<br>148,01 (BB) 22,05 8,938<br>138,00 22,01 12,70<br>2 dks | **M RoRo Cargo/General Cargo**<br>Quarter stern door & ramp<br>3 Ho ER<br>G.21 452 B.20 476<br>3 Ha (stl) (11,5 × 8,9) (30,0 30,0 × 10,5) ER<br>Der 2(60) 3(20) | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460 geared<br>10 400bhp (7 650kW)<br>Nippon Kokan K.K. Tsurumi Work<br>Gen 2 × 560kW 445V a.c. |
| **9020144**<br>*JK5029*<br>132513<br>Rdr Rt | **SEKIEI MARU**<br>**Sekiei Kaiun Y.K.**<br>Kurahashi, Japan<br>Hiroshima Pref. | **498**<br>—<br>1 439 | | **1991** Kegoya Dock K.K.—Kure (918)<br>75,80 (BB) 12,08 4,152<br>70,00 12,00 7,10 | **M General Cargo**<br>1 Ho ER | Niigata<br>Oil 4SA 6Cy. 310 × 530 reverse gea<br>shaft<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd. |
| **8910603**<br>*JK5003*<br>131737<br>Rdr Rt | **SEKIHO MARU**<br>**Ishizaki Kaiun Y.K.**<br>Ogaki, Japan<br>Hiroshima Pref. | **497**<br>—<br>913 | | **1989** Kegoya Dock K.K.—Kure (902)<br>50,50 (BB) 12,24 4,050<br>46,00 12,00 4,20<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.619 | Niigata<br>Oil 4SA 6Cy. 300 × 530 with clutc<br>geared to sc. shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust propeller fwd |
| **6920915**<br>*JM3002*<br>104337<br>Rt | **SEKIHO MARU**<br>**Nishi Nippon Kaiun K.K.**<br>Matsuura, Japan<br>Nagasaki Pref. | **199**<br>—<br>— | | **1968** Towa Zosen K.K.—Shimonoseki (364)<br>29,32 9,02 2,998<br>28,50 9,00 3,89<br>1 dk | **M Tug** | Fuji<br>2 Oil 4SA each 6Cy. 370 × 550 gea<br>Fuji Diesel Co. Ltd.<br>Gen 1 × 28kW 225V a.c. |
| **7815052**<br>*JD2279*<br>116772 | **SEKIJU MARU No. 5**<br>ex Miho Maru No. 11-86<br>**Akatsuki Kensetsu Kogyo K.K.**<br>Himeji, Japan<br>Hyogo Pref. | **938**<br>—<br>1 996 | | **1978** Kishigami Zosen K.K.—Akitsu (1282)<br>73,51 4,501<br>68,03 13,01 6,41<br>2 dks | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 380 × 600<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |

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| **SEKIJU MARU No. 8**<br>**Akatsuki Kensetsu Kogyo K.K.**<br>Ieshima,<br>Hyogo Pref.<br>Japan | **475**<br>—<br>1 176 | | **1986** Nagashima Zosen K.K.—Nagashima<br>61,60 4,020<br>56,01 13,20 5,97<br>1 dk | **M Sand Carrier** | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>12,5kn |
| **SEKIJU MARU No. 11**<br>**Akatsuki Kensetsu Kogyo K.K.**<br>Ieshima,<br>Hyogo Pref.<br>Japan | **498**<br>—<br>1 367 | | **1987** Nagashima Zosen K.K.—Nagashima<br>62,20 13,42 4,230<br>57,10 13,40 6,23<br>1 dk | **M Sand Carrier** | Hanshin 6LU35G<br>Oil 4SA 6Cy. 350 × 550<br>1 177kW (1 600bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SEKIJYU MARU No. 72**<br>**Akatsuki Kensetsu Kogyo K.K.**<br>Kobe,<br>Hyogo Pref.<br>Japan | **691**<br>—<br>2 100 | | **1989** Honda Zosen—Saiki (786)<br>(BB) 75,18 4,252<br>63,00 13,00 7,00<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Niigata 6M34AGT<br>Oil 4SA 6Cy. 340 × 620 with clutches & reverse geared to sc. shaft<br>1 471kW (2 000bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Thw. thrust propeller fwd |
| **SEKINO MARU**<br>**Ogino Sadao**<br>Takaoka,<br>Toyama Pref.<br>SatCom: 1202316/JIER<br>Japan | *2 426*<br>*850*<br>2 267 | NK | **1988** Kanasashi Co. Ltd.—Toyohashi (3180)<br>(BB) 86,33 14,53 4,972<br>80,00 14,50 5,00<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>4 Ho ER 4 TwD<br>In.3 520<br>4 Ha (stl) ER<br>Der 4(5) | Hanshin 6S26MC<br>Oil 2SA 6Cy. 260 × 980<br>1 471kW (2 000bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 360kW 450V 60Hz a.c.<br>Fuel 367,0t (d.o.) 326,0t (hvf)-5,5pd 12,75kn |
| **SEKIRYU MARU**<br>**Maruwa Senpaku K.K.**<br>Tokyo<br>Japan | **698**<br>—<br>1 240 | | **1975** Honda Zosen—Saiki (628)<br>63,30 10,52 4,153<br>57,99 10,49 4,50<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy.<br>1 350bhp (993kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **SEKIRYU MARU**<br>**Sekiei Kaiun Y.K.**<br>Kurahashi,<br>Hiroshima Pref.<br>Japan | **337**<br>—<br>1 086 | | **1987** K.K. Kamishima Zosensho—Higashino<br>62,70 10,52 3,870<br>57,00 10,50 6,20<br>1 dk | **M General Cargo** | Hanshin 6LU26G<br>Oil 4SA 6Cy. 260 × 440<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SEKISHU**<br>ex Sekishu Maru-87<br>**Inter-Burgo S.A.**<br>San Lorenzo<br>Honduras | **991**<br>505<br>808 | KR NK | **1966** Kanasashi Co. Ltd.—Shimizu (730)<br>68,48 11,23 4,340<br>62,01 11,21 5,01<br>P 34,5 F 25,6 2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 470 × 670<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 640kW<br>Fuel 403,5t 12,5kn |
| **SEKITOKU MARU**<br>**Nentoku Kisen K.K.**<br>Imabari,<br>Ehime Pref.<br>Japan | **699**<br>—<br>1.926 | NK | **1987** Kochi Jyuko K.K.—Kochi (1972)<br>74,99 4,661<br>70,01 11,21 5,11<br>1 dk | **M Tanker**<br>SBT<br>10 Ta ER<br>L.(oil) 2 200 | Hanshin 6EL30<br>Oil 4SA 6Cy. 300 × 600 with clutches & reduction geared to sc. shaft<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SEKIZEN**<br>**Sekizen Municipal Office**<br>Sekizen,<br>Ehime Pref.<br>Japan | **196**<br>—<br>20 | | **1978** Nishi Zosen K.K.—Imabari (202)<br>33,00 9,35 2,301<br>29,49 8,01 3,10<br>2 dks<br>RW | **M Ferry** | Yanmar 6UAL-UT<br>Oil 4SA 6Cy. 200 × 240<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SEKOU BARADJI**<br>ex Jean Charles-77<br>**Ivoirgel**<br>Abidjan<br>Cote d'Ivoire | **176**<br>60<br>111 | (BV) | **1963** Haarlemsche Schps. Maats.—Haarlem (578)<br>28,00 6,79 3,341<br>25,25 6,71 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,3)<br>1W Der 1(2) | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>620bhp (456kW) E made63 fitted—<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 26,0t (d.o.) |
| **SEKOU BARADJI II**<br>ex Zabelle-82 | **200**<br>55<br>— | (BV) | **1957** S.I.C.C.Na. (Anc. Ch. Mougin)—St. Malo (24)<br>30,74 7,52<br>29,49 2,87<br>1 dk | **M Fishing**<br>Side Trawler<br>5 Ha (each 0,9 × 0,9)<br>Der 1(3) 1(2) 1(0,25) | Duvant<br>Oil 4SA 6Cy. 315 × 480<br>660bhp (485kW)<br>Moteurs Duvant Valenciennes<br>Fuel (d.o.) 11,5kn |
| **SEKSTAN**<br>**Zapryba**<br>(Tallinn)<br>(U.S.S.R.) | T.Mk<br>**3 147**<br>1 386<br>2 118 | RS | **1981** VEB Volkswerft Stralsund—Stralsund (535)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L. 8ND272<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>16,25kn |
| **SEKSTAN**<br>ex Reydovyy-16<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vostochnyy)<br>(U.S.S.R.) | *106*<br>*32*<br>14 | RS | **1984** .............U.S.S.R.<br>22,70 6,01 1,850<br>- - 2,80<br>1 dk | **M Ferry**<br>70dk P<br>Ice strengthened | Oil<br>............. |
| **SEKTORI**<br>**Finnish Board of Navigation (Merenkulkuhallitus)**<br>Turku/Abo<br>Finland | **197**<br>60<br>37 | | **1985** Rauma-Repola Oy—Savonlinna (467)<br>28,20 2,550<br>25,40 7,90<br>1 dk | **M Buoy Tender**<br>Pollution Control | Scania<br>2 Oil 4SA each 8Cy. 127 × 140 with flexible couplings & sr geared to sc. shaft<br>760bhp (559kW)<br>Saab-Scania Sodertalje<br>Directional propeller<br>Thw. thrust propeller fwd |
| **SEKUSHCHIY**<br>**Dalryba**<br>(Vladivostok)<br>(U.S.S.R.) | **744**<br>209<br>332 | RS | **1982** .............U.S.S.R.<br>53,75 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| **SELA**<br>ex Kitami Maru-80<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong<br>Bangladesh | **544**<br>374<br>954 | NK | **1966** Ujina Zosensho—Hiroshima (441)<br>56,22 8,62 3,101<br>51,01 8,60 4,30<br>P 12,8 F 5,8 1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 137 B.1 097<br>1 Ha (stl) (25,8 × 5,0) ER<br>Der 2(5) | Nippon Hatsudoki<br>Oil 4SA 6Cy. 325 × 460<br>700bhp (515kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 20kW<br>10,5kn |
| **SELADANG**<br>**Government of Malaysia (Office of The Federal Secretary for Sarawak)**<br>Kuching<br>Malaysia | **230**<br>112<br>254 | | **1957** Cheoy Lee Shipyards Ltd.—Hong Kong (690)<br>35,03 6,96 2,744<br>32,97 6,71 3,20<br>B 9,8 1 dk<br>RW | **M General Cargo**<br>1 Ho 17,3 ER<br>G.258<br>2W Der 2(2) | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>Blackstone & Co. Ltd. Stamford<br>Fuel 14,0t 9kn |
| **SELAHATTIN KALKAVAN**<br>**Kasif Kalkavan ve Ortaklari Kollektif Sirketi**<br>Istanbul<br>Turkey | **499**<br>287<br>1 975 | BV | **1979** Gemi Insaat Kollektif Sirketi—Balat, Istanbul<br>75,16 11,03 5,050<br>66,76 11,00 6,00<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.2 611 B.2 525<br>2 Ha ER<br>Der 4(5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 230bhp (905kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>11,5kn |

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| **7364431**<br>*TCHI*<br>4220<br>RTv | **SELAHATTIN TURKMEN**<br>**Selamattin Turkmen ve Ogullari Kollektif Sirketi**<br>Istanbul Turkey | **380**<br>198<br>691 | (AB) | **1974** Gunsin Gemi Insaat ve Ticaret Ltd. Sti. —Balat, Istanbul (11)<br>52,51 2,601<br>47,02 8,21 3,51<br>1 dk<br>rf 152 | **M General Cargo**<br>1 Ho 32,4 ER<br>G.750 B.736<br>2 Ha (stl) (each 11,4 × 5,0) ER | Skoda<br>Oil 4SA 6Cy. 275 × 360<br>550bhp (405kW)<br>CKD Praha |
| **8826345** | **SELAMAT II**<br>**P.T. Bahar Budi Raya**<br>Samarinda Indonesia | **142**<br>78<br>— | KI | **1985** P.T. Tirta Kencana Overseas—Samarinda<br>31,90 7,16 1,700<br>29,15 - 2,13<br>1 dk | **TM Landing Craft**<br>Deck Cargo | Yanmar<br>2 Oil<br>486kW (661bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 16kW 220V a.c. |
| **8329335**<br>*PLPG* | **SELAMAT SENTOSA**<br>ex Asahimas I<br>**P.T. Pelnus Sri Indrapura**<br>Jakarta Indonesia | **245**<br>118<br>430 | (KI) | **1970** ..............Japan<br>... ...<br>35,01 8,01 3,41<br>1 dk | **M General Cargo** | Sumiyoshi<br>Oil 4SA 6Cy.<br>480bhp (353kW)<br>Sumiyoshi Tekkosho |
| **8604761**<br>*TC5262*<br>5701<br>Df Esd Gc<br>Rdr RTv | **SELAMICESME**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **1 077**<br>391<br>300 | | **1988** Sedef Gemi Endustrisi A.S.—Gebze (59)<br>63,40 20,50<br>4,10 | **M RoRo Cargo/Ferry** | Oil<br>.............. |
| **7227205**<br>*OYAT2*<br>D-11761<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SELANDIA**<br>**A/S Det Ostasiatiske Kompagni (The East Asiatic Co. Ltd. A/S)**<br>Kobenhavn Denmark (DIS)<br>SatCom: 1610475/OYAT | *54 035*<br>*16 210*<br>40 824<br>T/cm<br>71,8 | ✠**100A1** CS 6/87<br>✠**LMC** **UMS**<br>EL Qt 3 3/16"U3<br>FN 15313 | **1972**-9 A/S Burmeister & Wain's Skibsbyggeri —Kobenhavn (845)<br>**1984**-9 (Additional cargo section) Hyundai Mipo Dkyd Co. Ltd.—Ulsan<br>289,36 (BB) 32,31 11,929<br>272,65 32,25 23,91<br>B & F 277,7 1 dk<br>rf nil len 84 | **TrM Container Ship**<br>Fixed-guides 4bth P<br>pt higher tensile steel<br>9 Cell. Ho 21,0 27,9 27,9 27,9 13,9 27,9 ER 14,8 27,9 14,7<br>TEU 2774 C.Ho 1122/20' 350/40' C.Dk 952/20' (40') incl. 120 ref C.<br>12 Ha (stl) ER 4 Ha (stl)<br>18 Wing Ha (stl) ER 8 Wing Ha (stl) | B&W<br>3 Oil<br>(centre) Oil 2SA 12Cy. 840 × 1800<br>23 097kW (31 401bhp)<br>A/S Burmeister & Wain's Motor-og M<br>1971<br>(wing) 2 Oil 2SA each 9Cy. 840 × 18<br>34 718kW (47 199bhp)<br>A/S Burmeister & Wain's Motor-og M<br>1971<br>AuxB (ex.g) & rcv 12kgf/$cm^2$ (11,8bar)<br>AuxB (o.f.) 11kgf/$cm^2$ (10,8bar)<br>Gen 5 × 1008kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd D thruster unit<br>Fuel 874,7t (d.o.) 8 486,6t (hvf)-163,0 |
| **8317033**<br>*3FBQ2*<br>13609-83<br>Df Esd Gc<br>Rdr Rt | **SELANGOR EXPRESS**<br>**Vela Shipping S.A.**<br>Panama Panama | *3 757*<br>*2 093*<br>6 259 | NK | **1983** Higaki Zosen K.K.—Imabari (301)<br>102,49 (BB) 15,52 6,901<br>95,81 15,51 8,11<br>P 25,6 F 12,2 1 dk | **M Tanker**<br>Oil Chemical<br>10 Ta ER<br>L.6 606 | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 350bhp (2 464kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.)<br>Gen 2 × 220kW |
| **7517789**<br>*YCGK*<br>Esd Rt | **SELAT BALI**<br>**Perumpel Pelabuhan - III Cilacap**<br>Jakarta Indonesia | **212**<br>144<br>169 | KI (AB) | **1977** Equitable Shipyards, Inc.—New Orleans, La (1683)<br>29,11 8,84 3,353<br>26,52 8,63 4,02<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 20<br>reduction geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW |
| **7517791**<br>Esd Rt | **SELAT BANGKA**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **212**<br>144<br>169 | KI (AB) | **1977** Equitable Shipyards, Inc.—New Orleans, La (1684)<br>29,11 8,84 3,353<br>26,52 8,63 4,02<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 20<br>reduction geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 85kW |
| **8340444**<br>1559 | **SELAT BANGKA**<br>**Perumpel - II Tanjung Priok**<br>Jakarta Indonesia | **198**<br>21<br>— | KI | **1975** Promet Private Ltd.—Singapore<br>... ...<br>28,71 7,60 3,87<br>1 dk | **TM Tug** | Deutz<br>2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz |
| **7617060**<br>*YCGT*<br>Esd Rdr Rt | **SELAT BUNGA LAUT**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **158**<br>1<br>— | KI (NV) | **1977** Kleivset Batbyggeri—Bardset, Nordmore<br>26,32 3,001<br>24,01 8,01 3,81<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz |
| **7727176**<br>Esd Gc Rdr Rt | **SELAT DURIAN**<br>**Perumpel - II Tanjung Priok**<br>Jakarta Indonesia | **170**<br>15<br>— | KI | **1978** Promet Private Ltd.—Singapore (P142)<br>28,71 3,150<br>26,07 7,61 3,87<br>1 dk | **TM Tug**<br>Mchy.aft | Deutz<br>2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz |
| **5319468** | **SELAT DURIAN**<br>ex Penolong-61 ex Rose<br>**P.N. Tundabara**<br>Jakarta Indonesia | **102**<br>—<br>— | ✠ | **1929**-1 Taikoo Dockyard & Eng. Co.—Quarry Bay, Hong Kong<br>28,96 6,61 2,915<br>28,66 6,48 2,93<br>1 dk<br>RW rebuilt 61 | **TM Tug** | Deutz<br>2 Oil 4SA each 6Cy. 280 × 450<br>E made38 fitted61<br>Humboldt-Deutzmotoren |
| **7702619**<br>*YCGP*<br>Df Rdr Rt | **SELAT GELASA**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Palembang Indonesia | **158**<br>1<br>— | KI (NV) | **1977** Sterkoder M/V A/S—Kristiansund N. (76)<br>26,04 3,001<br>24,01 8,01 3,08<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz |
| **7617046**<br>*YCGQ*<br>Esd Rdr Rt | **SELAT KARIMATA**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **158**<br>1<br>75 | KI (NV) | **1977** Hjorungavaag Verksted A/S—Hjorungavaag (29)<br>26,32 3,001<br>24,01 8,01 3,81<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz |
| **7517765**<br>Esd Rt | **SELAT LAUT**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **212**<br>144<br>169 | KI (AB) | **1977** Equitable Shipyards, Inc.—New Orleans, La (1681)<br>29,11 8,84 3,353<br>26,52 8,63 4,02<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 2<br>reduction geared to sc. shafts<br>Caterpillar Tractor Co. |
| **7617058**<br>*YCGN*<br>Esd Rdr Rt | **SELAT LEMBEH**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Bitung Indonesia | **158**<br>1<br>75 | KI (NV) | **1977** Kleivset Batbyggeri—Bardset, Nordmore<br>26,29 3,001<br>24,01 8,01 3,81<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz |

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| **SELAT LOMBOK**<br>**Perumpel - II Tanjung Priok**<br>Jakarta Indonesia | **198**<br>21<br>— | KI | **1975**<br>...<br>28,71<br>1 dk | Promet Private Ltd.—Singapore<br>... ...<br>7,60 3,87 | **TM Tug** | Deutz RSBA6M528<br>2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln |
| **SELAT MADURA**<br>**P.T. Sinma Line**<br>Jakarta Indonesia | **543**<br>180<br>589 | (KI) | **1961**<br>57,94<br>53,50<br>P 16,8 B 12,2 F 9,8 1 dk & S dk | Taiyo Zosen—Nagasaki (237)<br>9,83 2,998<br>9,80 3,05 | **M General Cargo**<br>G.2 488 B.2 395<br>2 Ha (8,8 10,5 × 4,5) ER<br>6W Der 1(10)<br>OSD | MAN<br>Oil 4SA 8Cy. 235 × 330<br>600bhp (441kW)<br>Mitsubishi Nippon Heavy Ind. Yokohama<br>Gen 1 × 115kW 220V<br>Fuel 61,0t (d.o.) 10,25kn |
| **SELAT MADURA I**<br>**P.T. Jembatan Madura Surabaya**<br>Jakarta Indonesia | **216**<br>112<br>50 | KI | **1980**<br>37,60<br>32,03 | P.T. Kodja i—Tanjung Priok (666)<br>1,901<br>10,02 2,57 | **M Ferry**<br>—dk P | Deutz F8L413F<br>2 Vee Oil 4SA each 8Cy. 125 × 130<br>364bhp (268kW)<br>Kloeckner Humboldt Deutz West Germany<br>Gen 1 × 22,75kW 400V a.c. |
| **SELAT MADURA II**<br>**P.T. Jembatan Madura Surabaya**<br>Jakarta Indonesia | **216**<br>112<br>50 | KI | **1981**<br>37,60<br>32,03<br>1 dk | P.T. Kodja i—Tanjung Priok<br>1,901<br>10,02 2,57 | **TM Ferry** | Deutz F8L413F<br>2 Vee Oil 4SA each 8Cy. 125 × 130<br>364bhp (268kW)<br>Kloeckner Humboldt Deutz Koeln |
| **SELAT MAKASSAR**<br>**P.T. Pelayaran Nasional Indonesia (PELNI)**<br>Jakarta Indonesia | **1 098**<br>464<br>1 466 | KI | **1961**<br>64,98<br>60,00<br>2 dks | Shikoku Dockyard Co. Ltd.—Takamatsu (567)<br>12,02 4,001<br>12,01 4,70 | **M General Cargo**<br>G.2 573 B.2 480<br>3 Ha (5,7 7,7 7,1 × 5,0) ER<br>6W Der 6(3) | MAN<br>Oil 4SA 7Cy. 400 × 500<br>1 500bhp (1 103kW)<br>Mitsubishi Nippon Heavy Ind. Yokohama<br>Gen 1 × 150kW 225V<br>Fuel 101,5t (d.o.) 12kn |
| **SELAT MAKASSAR**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **212**<br>144<br>169 | (AB) | **1977**<br>29,11<br>26,52<br>1 dk | Equitable Shipyards, Inc.—New Orleans, La (1682)<br>8,84 3,353<br>8,63 4,02 | **TM Tug** | Caterpillar D398SCAC<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>14kn |
| **SELAT MAKASSAR**<br>**Government of The Republic of Indonesia**<br>Indonesia | **124**<br>—<br>— | | **1966**<br>25,10<br>1 dk | Ch. Nav. Franco-Belges—Villeneuve-la-Garenne (563)<br>7,50 3,664<br>4,25 | **M Tug** | MGO<br>Vee Oil 4SA 16Cy. 175 × 180/192<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.) Mulhouse<br>Gen 2 × 30kW 220V d.c.<br>Fuel 40,5t (d.o.) 10kn |
| **SELAT PANDJANG**<br>ex Flip-61<br>**P.N. Tundabara**<br>Jakarta Indonesia | **175**<br>9<br>— | | **1928**<br>*28,75*<br>...<br>1 dk<br>R | Nederlandsche Dok & Scheepsbouw Mij. N.V.—Amsterdam<br>6,89<br>... ... | **S Tug** | T 3Cy. 340 572 & 899 x 549<br>Nederlandsche Dok Maats. Amsterdam<br>Fuel (o.f.) |
| **SELAT RIAU**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Dumai Indonesia | **158**<br>1<br>75 | KI (NV) | **1977**<br>26,32<br>24,01<br>1 dk | Hjorungavaag Verksted A/S—Hjorungavaag (28)<br>3,001<br>8,01 3,81 | **M Tug** | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz West Germany<br>Controllable pitch propeller<br>11kn |
| **SELAT SANDING**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **158**<br>1<br>75 | KI (NV) | **1977**<br>26,32<br>24,01<br>1 dk | L. H. Salthammer Batbyggeri A/S—Vestnes<br>3,301<br>8,01 3,81 | **M Tug** | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz West Germany<br>11kn |
| **SELAT SIBERUT**<br>**Perumpel Pelabuhan - II Teluk Bayur**<br>Dumai Indonesia | **212**<br>144<br>170 | KI (AB) | **1976**<br>29,11<br>26,52<br>1 dk | Equitable Shipyards, Inc.—New Orleans, La (1680)<br>8,84 3,353<br>8,60 4,53 | **TM Tug** | Caterpillar D398SCAC<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>14kn |
| **SELAT SIPURA**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **158**<br>1<br>— | KI (NV) | **1977**<br>26,01<br>24,01<br>1 dk | L. H. Salthammer Batbyggeri A/S—Vestnes<br>3,301<br>8,01 3,81 | **M Tug** | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz West Germany<br>11kn |
| **SELAT STORM**<br>ex Crowley Storm-91<br>ex Genmar Storm-81<br>ex Katsuragi Maru-76<br>**Selat Marine Services Co. Ltd.**<br>Panama Panama | **186**<br>55<br>— | BV | **1973**<br>31,80<br>27,50<br>1 dk | K.K. Sunami Zosensho—Mihara (202)<br>8,34 3,150<br>8,30 3,80 | **TM Tug**<br>Salvage | Fuji 6S30BH<br>2 Oil 2SA each 6Cy. 300 × 450<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 3 × 35kW 225V a.c.<br>12,8kn |
| **SELAT SUNDA**<br>**Perumpel - II Tanjung Priok**<br>Jakarta Indonesia | **188**<br>25<br>— | KI | **1975**<br>28,71<br>1 dk | Promet Private Ltd.—Singapore<br>7,62<br>7,60 3,84 | **TM Tug** | Deutz RSBA6M528<br>2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz West Germany |
| **SELAT SUNDA**<br>ex Ciska-61<br>**P.N. Tundabara**<br>Jakarta Indonesia | **133**<br>4<br>— | | **1930**<br>28,40<br>1 dk<br>R | N.V. Schps. & Ghbw. Jonker & Stans —Hendrik-Ido-Ambacht<br>6,56 3,252<br>6,51 | **S Tug** | T 3Cy. 311 500 & 840 x 500<br>"Bolnes" Motorenfabriek Krimpen a/d Lek<br>Fuel 97,5t (c) 9kn |
| **SELAT TANAKEKE**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Ujung Pandang Indonesia | **158**<br>1<br>— | KI (NV) | **1977**<br>26,04<br>24,01<br>1 dk | Sterkoder M/V A/S—Kristiansund N. (75)<br>3,001<br>8,01 3,08 | **M Tug** | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz West Germany |
| **SELAT TRIKORA**<br>ex Inglis-63<br>**P.N. Tundabara**<br>Jakarta Indonesia | **405**<br>177<br>— | | **1944**<br>37,50<br>1 dk | Tampa Marine Corp.—Tampa, Fl<br>9,15 4,877<br>9,10 5,49 | **M Tug** | Fairbanks, Morse<br>Oil 2SA 5Cy. 406 × 508<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel (d.o.) |
| **SELAT WAVE**<br>ex Crowley Wave-91<br>ex Genmar Wave-81 ex Hatsushio-76<br>**Selat Marine Services Co. Ltd.**<br>Panama Panama | **186**<br>52<br>— | BV (NK) | **1973**<br>31,80<br>27,50<br>F 8,0 1 dk | K.K. Sunami Zosensho—Mihara (203)<br>8,34 3,150<br>8,32 3,89 | **TM Tug**<br>Salvage | Otsuka SODHS6A30<br>2 Oil 4SA each 6Cy. 300 × 460<br>K.K. Otsuka Tekkosho Oita<br>Gen 3 × 46kW 225V a.c.<br>12,2kn |

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| **7324106**<br>*5BLM*<br>707362<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SELATAN**<br>ex Makra-85 ex Patricia M.-79<br>**Selatan Shipping Co. Ltd.**<br>Baru Seri Inc.<br>Limassol Cyprus | **8 917**<br>6 141<br>15 251 | ✠**100A1** SS 2/88<br>✠**LMC**<br>EL Z 2⅛"U2<br>FN 4317 | **1973**-9 Austin & Pickersgill Ltd.—Southwick, Sunderland (887)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 22,8<br>G.21 422 B.19 646<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(30) 8(10) 2(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd.<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 1 134,0t (hvf) |
| **8826278** | **SELATAN JAYA**<br>**P.T. Telaga Mas Kalimantan Co.**<br>Samarinda Indonesia | **169**<br>100<br>— | KI | **1977** P.T. Utama—Samarinda<br>31,70 7,52 1,900<br>- - 2,28<br>1 dk | **TM Landing Craft**<br>Deck Cargo | Yanmar<br>2 Oil 4SA each 8Cy. 155 × 180<br>442kW (601bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 25kW 400V a.c. |
| **5319640**<br>6 | **SELCUK**<br>**T.D.I. Izmir Korfez Isletmesi**<br>Izmir Turkey | **244**<br>135<br>— | (GL) | **1951** Atlas-werke A.G.—Bremen (383)<br>*44,35* 8,08 1,891<br>8,03 3,15<br>F 4,9 2 dks | **TM Ferry** —P | Sulzer<br>2 Oil 2SA each 4Cy. 290 × 500<br>760bhp (559kW)<br>Masch u. Giesserei Ludwigshaven |
| **7641102**<br>*TCUT*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SELDA**<br>ex Mosbay-91 ex Van Enterprise-88<br>**Torhan Uluslararasi Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **14 060**<br>8 877<br>24 732 | NV (BV) | **1979** Onomichi Zosen K.K.—Onomichi (281)<br>165,18 9,830<br>154,01 24,60 13,62<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.34 941 B.29 908<br>TEU 521 c.521/20'<br>4 Ha (stl) (20,8 20,8 20,8 × 13,4) (12,8 × 8,9) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 282kW (9 900bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 1 443,0t |
| **8330528**<br>*LYHV*<br>0550<br>Df Esd Gc<br>Rdr RTm/h/v | **SELDERI**<br>ex Sangarskiy Proliv-91<br>Latvia | *13 575*<br>*4 328*<br>11 560 | RS | **1984** "61 Kommunar" Shipyard—Nikolayev<br>172,12 8,102<br>160,03 23,06 13,75<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.15 807<br>4 Ha (stl) (each 6,4 × 4,5) ER<br>8W Der 8(5) | B&W<br>Oil<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works |
| **7308712**<br>*WTU7138*<br>250279<br>Df Esd Gc<br>Rdr Rt | **SELDOVIA**<br>ex BSP 3136<br>**Seldovia Fisheries Inc.**<br>Juneau, Ak United States of America | **148**<br>118<br>— | | **1945** Puget Sound Boat Corp.—Tacoma, Wa<br>*25,15* 7,95<br>2,42 | **Wood TM Fishing** | Buda<br>2 Oil<br>220bhp (162kW)<br>Buda Co.<br>Fuel (d.o.) |
| **8117158**<br>*HPLS*<br>12685-82<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SELE/PERTAMINA 3006**<br>**Kwarta Daya S.A.**<br>P.N. Pertambangan Minyak Dan Gas Bumi Negara (PERTAMINA)<br>Panama Panama | **18 954**<br>11 974<br>29 900<br>T/cm<br>47,0 | ✠**100A1** SS 12/86<br>oil tanker<br>✠**LMC**<br>**IGS**<br>EL J† 605,0/66,0U3<br>FN 7699<br>KI | **1982**-9 Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (307)<br>180,02 (BB) 30,03 8,875<br>171,00 30,00 15,02<br>F 13,8 1 dk<br>rf nil Bow/CM 90 Diam. 0,310 MH 2,1 | **M Tanker**<br>IGS (LR)<br>10 Ta ER<br>L.(oil) 39 653 HeCls. B<br>3 Cargo pumps total 3 000T/hr | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>11 100bhp (8 165kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 22,5kgf/cm² (22,1bar)<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 195,5t (d.o.) 606,5t (hvf) |
| **8213419**<br>*GDMK*<br>705631<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **SELECTIVITY**<br>**3i plc**<br>F. T. Everard & Sons Management Ltd.<br>London United Kingdom | **79**<br>585<br>2 415 | ✠**100A1**<br>Ice Class 3<br>btm strengthened for loading and discharging aground 40T steel coil cargoes in hold, container cargoes in hold and on upper deck hatch covers<br>✠**LMC** **UMS**<br>EL O´412,5/34,0U2(a)<br>FN 1380 | **1984**-5 Cochrane Shipbuilders Ltd.—Selby (126)<br>79,02 12,68 4,552<br>73,00 12,60 6,30<br>P 12,5 F 8,0 1 dk, 2nd dk in hold<br>rf 203 | **M General Cargo**<br>DSS<br>1 Ho 52,0 ER 1 TwD<br>G.3 530 B.3 491<br>TEU 94<br>C.Ho 62/20' (40') C.Dk 32/20' (40')<br>1 Ha (stl) (51,3 × 10,3) ER | MaK<br>Oil 4SA 6Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>1 004bhp (739kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 128kW 1 × 105kW 1 × 75kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 135,5t (d.o.)-4,0pd |
| **7945742**<br>*UOOZ*<br>M-36667<br>Df Esd Gc<br>Rdr RTv | **SELEMA**<br>**Dalryba**<br>(Okhotsk) (U.S.S.R.) | **744**<br>209<br>332 | RS | **1981** ............U.S.S.R.<br>53,75 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **6701096**<br>*UVPE*<br>M-27692<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SELEMDZHA**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**2 280**<br>852<br>—<br>**3 234**<br>1 501<br>4 303 | RS | **1966** VEB Schiffswerft "Neptun"—Rostock (234)<br>105,85 14,64 5,452/6,560<br>95,71 14,53 8,03<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 272 B.5 775<br>4 Ha (stl) (10,2 × 6,8) (10,2 10,2 × 8,9) ER (9,7 × 8,8)<br>8W Der 1(35) 4(5) 4(3) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (hvf) |
| **7803891**<br>*UKVK*<br>M-31279<br>Df Esd Gc<br>Pfd Rdr Rt | **SELENA**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**3 147**<br>1 386<br>2 117 | RS | **1978** VEB Volkswerft Stralsund—Stralsund (483)<br>101,45 (BB) 15,22 5,700<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (stl) (1,6 × 2,1) (2,4 × 2,4) (2,2 × 2,2)<br>6W Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller |
| **6702947**<br>*UVDL*<br>M-28088<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SELENGA**<br>**Sakhalin-Tairiku**<br>Sakhalin Shipping Co. (SASCO)<br>(Kholmsk) (U.S.S.R.) | **3 179**<br>1 431<br>4 140 | RS | **1966** ............U.S.S.R.<br>104,50 14,41 6,370<br>94,52 14,13 7,14<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 15,3 17,5 ER 16,6<br>G.5 316 B.4 818<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5)<br>8W Der 1(15) 8(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works<br>Fuel 92,5t (d.o.) 201,0t (hvf) |
| **6863947**<br>*UJOQ*<br>M-24145 | **SELENGA**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | **334**<br>88<br>177 | RS | **1958** ............U.S.S.R.<br>43,59 7,65 2,990<br>3,81<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>In.216<br>2 Ha (each 2,2 × 2,2) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **6417334**<br>*USGB*<br>M-26555<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SELENGALES**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 519**<br>2 300<br>6 436 | RS | **1963** Stocznia Gdanska im. Lenina—Gdansk (B45/14)<br>123,88 16,74 7,020<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 444 B.7 558<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(50) 1(15) 8(10) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>Stocznia Gdanska im. Lenina<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz<br>Fuel 85,5t (d.o.) 478,0t (hvf) |
| **7730135**<br>*LYAL*<br>M-34549<br>Df Esd Gc<br>Rdr Rt | **SELENIT**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1977** ............U.S.S.R.<br>83,90 14,03 5,720<br>10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>B.236 In.1 348 L.14<br>3 Ha (2,3 × 2,3) (1,9 1,9 × 1,9)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Controllable pitch propeller |

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| **SELENITOVYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **652**<br>216<br>495 | RS | **1979** .............U.S.S.R.<br>55,02 9,53 4,341<br>5,19<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>2 Ho<br>In.632<br>2 Ha (stl) (each 2,9 × 2,9)<br>Der 4(3,25) | S.K.L. 6NVD48-2U<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>11,25kn |
| **SELENUR**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **744**<br>213<br>332 | RS | **1981** .............U.S.S.R.<br>53,74 10,60 4,290<br>- - 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>12,75kn |
| **SELESA EKSPRES**<br>**Kuala Perlis - Langkawi Ferry Service Sendirian Berhad**<br>Penang Malaysia | *349*<br>*132*<br>— | NV | **1990** FBM Marineteknik (S) Pte Ltd—Singapore (117)<br>36,00 3,000<br>9,40 3,48 | **Aluminium Alloy TM Ferry**<br>Twin Hull | M.T.U. 12V396TE84<br>2 Vee Oil 4SA each 12Cy. 165 × 185 geared to sc. shafts<br>2 798kW (3 804bhp)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 39kW 380V 50Hz a.c.<br>2 Water jet propulsion units |
| **SELESA MAJU**<br>ex Kota Berlian-91 ex Pitria Galaxy-80<br>**United Marcolink Sendirian Berhad**<br>Senlim Shipping Pte. Ltd. | **3 445**<br>1 837<br>4 675 | BV | **1971** Santierul Naval Galatz—Galatz (612)<br>106,13 7,062<br>93,50 14,80 8,51<br>P 28,1 F 12,8 2 dks | **M General Cargo** CSD<br>3 Ho 19,4 21,3 22,1 ER<br>G.6 371 B.5 844<br>3 Ha (stl) (13,4 × 8,0) (14,7 14,7 × 9,8) ER<br>10W Der 1(15) 10(3-5) | Sulzer 6RD44<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina" Karlovac<br>Gen 2 × 160kW 1 × 100kW 380V 50Hz a.c.<br>Fuel (hvf) 13,25kn |
| **SELETAR JAYA**<br>ex Stonebank-90 ex Ston-89<br>ex Heavy Scan-83<br>**O.K. Shipping Pte. Ltd.**<br>Cahaya Samudera Shipping Pte. Ltd.<br>Panama Panama | **1 487**<br>1 001<br>3 510 | BV JR | **1972** Buesumer Werft G.m.b.H.—Buesum (243)<br>80,80 (BB) 13,64 6,103<br>74,20 13,60 8,50<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.5 162 B.4 900<br>2 Ha (stl) (18,9 25,1 × 10,1) ER<br>6W Der 1(125) 4(5) | Alpha 18V23HU<br>Vee Oil 4SA 18Cy. 225 × 300<br>2 250bhp (1 655kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 192kW 2 × 100kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **SELETS**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **710**<br>207<br>351 | RS | **1976** .............U.S.S.R.<br>53,73 (BB) 10,70 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>12,5kn |
| **SELFOSS**<br>ex Osterems-87<br>**The Iceland Steamship Co. Ltd. (EIMSKIP)**<br>Reykjavik Iceland | T.Mk<br>**999**<br>653<br>2 201<br>**2 869**<br>1 973<br>4 281 | GL | **1977** Schulte & Bruns—Emden (283)<br>91,01 14,56 4,801/6,790<br>82,50 14,51 8,51<br>P 11,3 F 6,1 2 dks<br>rf 102 len 87<br>conv General Cargo 87 | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened | Deutz RBV6M540<br>Oil 2SA 6Cy. 370 × 400 reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 200kW 1 × 78kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 320,0t (d.o.) 14,5kn |
| **SELGA**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Riga) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1990** .............U.S.S.R.<br>54,84 10,16 4,141<br>50,32 5,01<br>1dk | **M Fishing**<br>Stern Trawler Ref<br>In.412 | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 158bhp (852kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller<br>12kn |
| **SELIDOVO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>322 | RS | **1978** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(3,25) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller 1 fwd<br>12,5kn |
| **SELIEF**<br>ex Alex B ex BSP 3342<br>**Glen Evans**<br>Juneau, Ak United States of America | **163**<br>131<br>— | | **1942** Maritime Shipyards—Seattle, Wa<br>*25,06* 8,11<br>2,65 | **Wood M Fishing** | Caterpillar<br>Oil<br>115bhp (85kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **SELIGER**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 944**<br>1 299<br>1 338 | RS | **1968** Stocznia Gdanska im. Lenina—Gdansk (B26/25)<br>83,11 13,85 5,500<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.284 In.1 566<br>5 Ha (4,8 × 2,2) (1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Sulzer 8TD48<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Controllable pitch propeller<br>12,75kn |
| **SELIKHINO**<br>**Dalryba**<br>(Okhotsk) (U.S.S.R.) | **738**<br>221<br>332 | RS | **1984** .............U.S.S.R.<br>53,74 10,71 4,290<br>- - 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6) | S.K.L.<br>Oil<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg |
| **SELIM-I**<br>ex Pek-82 ex Denizis-37<br>ex Garigliano-34<br>**Aatilgan Denizcilik ve Ticaret Kollektif Sirketi**<br>Istanbul Turkey | **498**<br>298<br>1 150 | | **1887** .............Glasgow<br>57,71 8,62 4,501<br>... ... ...<br>1 dk | **M General Cargo** | MWM<br>Oil 8Cy.<br>E made30 refitted55<br>Motorenw. Mannheim A.G. Mannheim<br>9kn |
| **SELIN**<br>ex Shipmair VII-77<br>ex Mercandian Supplier-74<br>**Barbaros Denizcilik Isletmesi A.S.**<br>Istanbul Turkey | T.Mk<br>**699**<br>426<br>1 626<br>**1 600**<br>998<br>2 999 | **100A1** SS 6/88<br>**LMC**<br>EL P $1\frac{7}{16}$"U2<br>FN 1433<br>(NV) | **1974** Frederikshavn Vaerft A/S—Frederikshavn (350)<br>78,52 (BB) 13,09 4,001/5,735<br>71,53 13,01 7,01<br>RAD 12,8 F 6,4 2 dks<br>rf 203 | **M General Cargo**<br>2 Ho 27,4 25,6 ER 2 TwD<br>G.3 803 B.3 330<br>TEU 34 C.Ho 34/20' (40')<br>2 Ha (stl) (18,9 19,5 × 8,0) ER<br>Cr 1(5) Der 2(5) | Alpha 16V23HU<br>Vee Oil 4SA 16Cy. 225 × 300 reverse reduction geared to sc. shaft<br>2 160bhp (1 589kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 72kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 222,0t (d.o.)-7,0pd 11kn |
| **SELINA**<br>**Gulf Transport Co. Ltd.**<br>Bangkok Thailand | **187**<br>124<br>300 | | **1979** Bangkok SB. Co.—Bangkok (033)<br>31,42 2,501<br>29,82 7,01 3,18<br>1 dk<br>Diam. 0,102 | **M Tanker**<br>Water<br>Mchy.aft | General Motors 12V-71-N<br>Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Fuel 20,0t (d.o.)-1,0pd |

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| **6407468**<br>186<br>Df Esd Pfd<br>Rdr Rt | **SELINUNTE**<br>ex Terekie-78<br>**Antonino Giacalone**<br>Mazara del Vallo Italy | **197**<br>—<br>110 | (BV) | **1964** Haarlemsche Schps. Maats.—Haarlem (585)<br>35,72 7,09 3,404<br>30,00 7,01 4,02<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ha (each 1,2 × 0,9)<br>Der 1(1,5) | MAN<br>Oil 4SA 6Cy. 300 × 450<br>745bhp (548kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Fuel 49,5t (d.o.) |
| **5417698**<br>*LJYJ*<br>12664<br>Df Esd Gc<br>Pfd.Rdr RTv | **SELIS**<br>ex Jan Magnus-63<br>**Agnar Karlsen**<br>Tromso Norway | *231*<br>*84*<br>— | (NV) | **1950** Sauviks Batbyggeri—Risor (155)<br>30,51<br>27,79 6,93 3,43<br>1 dk | **Wood M General Cargo/ Sealer**<br>3 Ho ER<br>1 Ha (w) (3,9 × 2,5) ER | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>400bhp (294kW) E made62 fitted71<br>A/S Wichmann<br>Gen 1 × 24kW 110V 50Hz a.c.<br>Fuel (d.o.) |
| **8610136**<br>*JXNC*<br>20349<br>Df Esd Gc<br>Rdr Rt | **SELJE**<br>**Fylkesbaatane i Sogn og Fjordane**<br>Maloy Norway | *1 280*<br>*383*<br>662<br>T/cm<br>7,6 | (NV) | **1987** Tronderverftet A/S—Hommelvik (60)<br>83,50 13,97 3,401<br>73,79 13,71 4,50<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo 399dk P<br>Bow door Stern door<br>Lane Length 480 Cargo Width 5,00<br>Clear height 4,80<br>Cars 106 Trailers 12<br>Mchy.aft | Normo<br>Oil 4SA 8Cy. 250 × 300 with clutches<br>couplings & sr geared to sc. shafts<br>1 997bhp (1 469kW)<br>BMV Maskin A/S<br>Gen 2 × 125kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 90,0t (d.o.) |
| **7502538**<br>*WYH7215*<br>580375<br>Esd Rdr Rt | **SELLERS TIDE**<br>ex Mr. Sam-91 ex Sellers Tide-89<br>**Tidewater Marine Pacific Inc.**<br>Tidewater Marine Service Inc.<br>New Orleans, La United States of America | **297**<br>202<br>1 000 | AB | **1977** Halter Marine Services, Inc.—Lockport, La (534)<br>59,16 4,452<br>53,40 12,20 5,21<br>F 17,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Di<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 604,5t (d.o.) |
| **5319767**<br>*WRRP*<br>246142<br>Df Esd Gc | **SELMA VICTORY**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **7 628**<br>4 595<br>10 884 | AB | **1944** California SB. Corp.—Los Angeles, Ca (V23)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>9 350shp (6 877kW)<br>Westinghouse Elec. & Mfg. Co.<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) |
| **7341685**<br>*P3SA3*<br>709046<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SELNES**<br>ex Risnes-79<br>**Unistar Shipping Co. Ltd.**<br>Limassol Cyprus<br>SatCom: 1100455/TFSV | **3 645**<br>2 297<br>5 790<br>T/cm<br>12,7 | NV | **1975** Appledore Shipbuilders Ltd.—Appledore (A.S.105)<br>102,27 (BB) 15,57 6,833<br>95,00 15,55 8,77<br>P 24,1 F 12,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>3 Ho 30,2 7,0 29,5 ER<br>G.7 466 B.6 470<br>4 Ha (stl) (24,2 × 10,0) (2,9p&s × 2,9) (24,2 × 10,0) ER | Pielstick<br>Oil 4SA 9Cy. 400 × 460<br>4 500bhp (3 310kW)<br>Crossley Premier Engines Ltd.<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Fuel 35,0t (d.o.) 508,0t (hvf)-13,5pd |
| **5319781**<br>*LNAI*<br>11967<br>Df Esd Pfd<br>Rdr Rt | **SELUNGEN**<br>**Bjornulf Mikalsen**<br>Vardo Norway | **149**<br>73<br>— | | **1948** Grotvaagen Verft A/S—Kyrksaeterora<br>29,24 6,76<br>… … … | **Wood M General Cargo/ Sealer**<br>1 Ho ER<br>1 Ha (2,9 × 1,9) ER | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>400bhp (294kW) NE 54<br>A/S Wichmann<br>Fuel (d.o.) |
| **6806705**<br>*LNZA*<br>17118<br>Df Esd Rdr<br>Rt | **SELVAG SENIOR**<br>**Selvag Senior A/S**<br>Odd Sorheim<br>Bodo Norway | *1 224*<br>*579*<br>— | NV | **1968** Bolsones Verft—Molde (217)<br>67,52 10,09<br>62,11 10,06 5,41<br>1 dk & S dk<br>rf 1143 BK 119 len 88 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft<br>1W Der 1(4) | Bergens<br>Vee Oil 4SA 12Cy. 250 × 300<br>2 400bhp (1 765kW) NE 83<br>A/S Bergens M/V<br>Gen 2 × 192kW 3 × 72kW 220V 50Hz<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **6911677** | **SEMA**<br>**Fehml Akgul**<br>Istanbul Turkey | **149**<br>—<br>305 | | **1968** Deniz Insaat Kizaklari—Fener, Istanbul (113)<br>36,00 7,27 2,604<br>31,50 7,24 2,90<br>1 dk | **M General Cargo**<br>Mchy.aft | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>330bhp (243kW)<br>Lister Blackstone Ltd. |
| **6904375**<br>*9MYY*<br>325275<br>Esd Gc Rt | **SEMAI 1**<br>ex Hanyo 1-82 ex Ming Kiong 2-80<br>ex Rasa-77<br>**Sumai Engineering Sendirian Berhad**<br>Penang Malaysia | **582**<br>224<br>845 | (NK)<br>✠Classed LR until 12/4/79 | **1969**-3 Jurong Shipbuilders Pte. Ltd.—Singapore (53)<br>48,77 10,70 3,061<br>47,45 10,67 3,66<br>P 12,5 RFD 7,4 1 dk<br>rf nil | **TM Tanker**<br>8 Ta ER<br>L.(oil) 919 | Cummins<br>2 Oil 4SA each 6Cy. 159 × 159 sr reve<br>to sc. shafts<br>940bhp (691kW) NE 78<br>Cummins Engine Co. Inc.<br>Gen 2 × 48kW 400V 50Hz a.c. |
| **8303123**<br>Rdr Rt | **SEMANDERA DUA**<br>**P.T. Hover Maritime**<br>Indonesia | **51**<br>39<br>— | **✠A1**<br>air cushion vehicle<br>Group 2<br>**LMC**<br>EL 20,0/9,5U1(b)<br>FN 134 | **1984**-5 Vosper Hovermarine Ltd.—Southampton (HM494)<br>18,29 6,02 1,677<br>17,22 5,79 1,98<br>1 dk<br>rf nil | **Reinforced Plastic TM Air Cushion Ferry**<br>Side walls —dk P | General Motors<br>2 Vee Oil 2SA each 8Cy. 123 × 127<br>reduction geared to sc. shafts<br>654kW (889bhp)<br>General Motors Corp., Detroit Diesel Al<br>Div.<br>Gen 3 × 2,85kW 1 × 2,85kW 28V d.c.<br>2 propellers Air propeller and lift fan |
| **8317667**<br>Gc Rdr Rt | **SEMANDERA SATU**<br>**P.T. Hover Maritime**<br>Indonesia | **51**<br>39<br>— | **✠A1**<br>air cushion vehicle<br>Group 2<br>**LMC**<br>EL 20,0/9,5U1(b)<br>FN 134 | **1986** Vosper Hovermarine Ltd.—Southampton (HM498)<br>18,29 6,02 1,677<br>17,22 5,79 1,98<br>1 dk<br>rf nil | **Reinforced Plastic TM Air Cushion Ferry**<br>Side walls | General Motors<br>2 Vee Oil 2SA each 8Cy. 123 × 127<br>reduction geared to sc. shafts<br>654kW (889bhp)<br>General Motors Corp., Detroit Diesel Al<br>Div.<br>Gen 3 × 2,9kW 24V d.c.<br>2 propellers Air propeller and lift fan |
| **8002482**<br>*9LHS*<br>Df Esd Gc<br>Rdr Rt | **SEMANEH**<br>**Government of The Republic of Sierra Leone (Ministry of Natural Resources- Fisheries Division)**<br>Freetown Sierra Leone | **130**<br>36<br>84 | ✠Classed LR until 20/1/84 | **1981**-3 Carl B. Hoffmanns Maskinfabrik—Esbjerg (33)<br>24,64 6,76 2,801<br>21,42 6,71 3,31<br>F 11,6 | **M Fishing**<br>Stern Trawler Ref<br>In.57 | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>550bhp (405kW)<br>B&W Alpha Diesel Div. of B&W Diesel A<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 47,0t (d.o.) |
| **7204502**<br>*9MBD8*<br>326093<br>Rdr Rt | **SEMARAK**<br>ex Api Pioneer-90 ex Sykhn I-88<br>ex Wasei Maru-83<br>**Semarak Marine Sendirian Berhad**<br>Petrojaya Marine Sendirian Berhad<br>Port Kelang Malaysia | **989**<br>686<br>2 330 | NK | **1972** Fukae Zosen K.K.—Ogaki (132)<br>77,22 12,07 4,774<br>72,01 12,02 5,49<br>P 12,8 F 15,0 1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 926 | Daihatsu<br>2 Oil 4SA each 6Cy. 220 × 280 gea<br>1 800bhp (1 324kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Fuel 66,5t-7,0pd |
| **8329311** | **SEMARANG III**<br>**P.T. Semarang Cold Storage & Industry**<br>Semarang Indonesia | **124**<br>57<br>— | KI | **1964** Sanuki Zosen Tekkosho K.K.—Takuma<br>— <br>28,00 5,61 2,54<br>1 dk | **M Fishing** | Makita<br>Oil 4SA 6Cy. 270 × 440<br>440bhp (324kW)<br>Makita Tekkosho |
| **8329309** | **SEMARANG VII**<br>**P.T. Semarang Cold Storage & Industry**<br>Semarang Indonesia | **100**<br>52<br>— | (KI) | **1965** Taiyo Zosen—Nagasaki<br>—<br>30,21 5,81 2,54<br>1 dk | **M Fishing** | Kanegafuchi<br>Oil<br>470bhp (346kW)<br>Kanegafuchi |

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| **SEMBAWANG**<br>ex Nittan Maru No. 5-87<br>**Samta Silver Trading Pte. Ltd.**<br>Singapore<br>Singapore | **2 988**<br>1 571<br>5 107 | BV NK | **1978** Naikai SB. & Eng. Co. Ltd.—Taguma Shipyard, Innoshima (430)<br>95,81 14,64 6,676<br>92,00 14,61 7,40<br>P 19,9 F 11,9 1 dk<br>RW | **M Tanker**<br>5 Ta ER | Hanshin 6LU50A<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 43,0t (d.o.) 134,0t (hvf)-13,0pd 13,5kn |
| **SEMCO L-65**<br>ex Cosel L-65-89<br>**Sembawang Salvage (III) Pte. Ltd.**<br>Semco Salvage Private Ltd.<br>Singapore<br>Singapore | **101**<br>99<br>167 | ✠**100A1**<br>pontoon barge<br>EL (B) 60,0/22,0FSWR<br>FN 224 | **1982**-5 Selco Shipyard Pte. Ltd.—Singapore (303)<br>24,69 7,65 1,356<br>24,39 7,32 1,83<br>1 dk<br>rf nil | **Tank Barge**<br>Bunkering Vessel<br>6 Ta<br>L.(oil) 285 HeCls. C<br>3 Cargo pumps total 180T/hr | |
| **SEMCO L-66**<br>ex Cosel L-66-89<br>**Sembawang Salvage (III) Pte. Ltd.**<br>Semco Salvage Private Ltd.<br>Singapore<br>Singapore | **101**<br>99<br>167 | ✠**100A1**<br>pontoon barge<br>EL (B) 60,0/22,0<br>FN 224 | **1982**-5 Selco Shipyard Pte. Ltd.—Singapore (304)<br>24,69 7,65 1,356<br>24,39 7,33 1,83<br>1 dk<br>rf nil | **Tank Barge**<br>Bunkering Vessel<br>6 Ta<br>L.(oil) 285 HeCls. C<br>3 Cargo pumps total 180T/hr | |
| **SEMCO L-301**<br>ex Selco L-301-86 ex Fukada 301<br>**Sembawang Salvage (III) Pte. Ltd.**<br>Semco Salvage Private Ltd.<br>Singapore<br>Singapore | **1 785**<br>1 143<br>— | **100A1** SS 2/89<br>pontoon<br>Singapore home trade service<br>EL S<br>FN 1409<br>(NK) | **1973** Tsuneishi Zosen K.K.—Japan (OE-17)<br>54,01 23,12<br>52,51 22,80 4,02<br>1 dk<br>rf nil | **Crane Pontoon** | Gen 1 × 330kW 1 × 250kW 1 × 80kW<br>1 × 64kW 1 × 24kW 230V 60Hz a.c. |
| **SEME**<br>ex PTR-50 No. 48<br>**"Zvejnieks"**<br>Riga<br>Latvia | *187*<br>*56*<br>77 | RS | **1988** .............U.S.S.R.<br>31,85 7,08 2,100<br>27,80 - 3,15<br>1 dk | **M Fish Carrier**<br>Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>U.S.S.R. |
| **SEMEN ANDALAS I**<br>ex Kanda Maru No. 3-90<br>Panama<br>Panama | **994**<br>—<br>1 922 | | **1970** Fukuoka Zosen K.K.—Fukuoka (975)<br>67,21 10,83 4,598<br>62,01 10,80 5,11<br>1 dk | **M Cement Carrier**<br>2 Ho ER | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Fuel 46,5t-4,5pd 10,5kn |
| **SEMENIC**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea<br>Romania | **2 632**<br>1 115<br>1 623 | RNR (PR) | **1973** Stocznia Gdanska im. Lenina—Gdansk (B419/501)<br>88,65 15,04 5,600<br>79,99 14,99 7,45<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>In.1 473<br>4 Ha (stl) (2,2 2,2 × 2,2) (1,6 × 1,6) (1,2 × 0,9)<br>4W Der 4(2) | Sulzer 6ZL40/48<br>Oil 4SA 6Cy. 400 × 480 geared to sc. shaft<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 640kW 2 × 505kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 046,5t (d.o.) 15,25kn |
| **SEMERU**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta<br>Indonesia | **395**<br>47<br>— | KI (AB) | **1974** Robin Shipyard (Pte.) Ltd.—Singapore (112)<br>3,937<br>36,02 9,00 4,50<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Japan<br>Gen 2 × 80kW<br>Fuel 284,5t (d.o.) 12,5kn |
| **SEMIGORSK**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy)<br>(U.S.S.R.) | **744**<br>213<br>322 | RS | **1978** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(3,25) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller 1 fwd<br>12,5kn |
| **SEMILUKI**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy)<br>(U.S.S.R.) | **710**<br>206<br>338 | RS | **1975** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 fwd<br>12,75kn |
| **SEMINOLE**<br>ex Mobil Meridian-91<br>Launched as Stanvac Meridian<br>**Mobil Oil Corporation**<br>New York, NY<br>United States of America<br>SatCom: 1500671/KGSM | **28 218**<br>19 251<br>49 534<br>T/cm<br>57,2 | AB | **1961** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4577)<br>224,44 (BB) 31,22 12,104<br>214,89 31,09 15,27<br>P 42,7 B 10,1 F 29,6 1 dk<br>RW rf nil Bow/CM 115 Diam. 0,356 MH 1,5 | **S Tanker**<br>COW IGS<br>33 Ta ER<br>L.(oil) 61 532 HeCls. B<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 600kW<br>Fuel-78,0pd 16,25kn |
| **SEMINOLE**<br>**Crowley Towing & Transportation Co.**<br>Crowley Maritime Corporation<br>Seattle, Wa<br>United States of America | **194**<br>111<br>— | AB | **1968** Halter Marine Services, Inc.—New Orleans, La (177)<br>4,547<br>34,55 10,37 5,03<br>F 10,4 1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 115kW a.c.<br>Fuel 313,0t (d.o.) |
| **SEMINOLE SUN**<br>**Sun Transport Inc.**<br>Wilmington, De<br>United States of America | **190**<br>129<br>— | AB | **1970** Main Iron Works Inc.—Houma, La (242)<br>3,861<br>32,52 9,76 4,42<br>1 dk<br>BK 127 | **TM Tug**<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 60kW 208V 60Hz a.c.<br>Fuel 183,0t (d.o.) 7,5kn |
| **SEMINUNG**<br>ex Sabang-76<br>**P.T. Pelayaran Umum Indonesia**<br>Jakarta<br>Indonesia | **737**<br>525<br>1 057 | KI (AB) | **1974** Singapore SB. & Eng. Ltd.—Singapore<br>53,85 11,03<br>51,19 10,98 3,79<br>P 7,7 1 dk<br>rf 203 | **TM General Cargo**<br>2 Ho ER<br>G.1 614 B.1 529<br>2 Ha (w) ER<br>Cr 2(5) | M.T.U.<br>2 Oil 4SA each 8Cy. 171 × 216<br>950bhp (699kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Fuel 73,0t (d.o.) 10kn |
| **SEMIOZERNOYE**<br>**Dalryba**<br>(Mago)<br>(U.S.S.R.) | *4 407*<br>*1 322*<br>1 810 | RS | **1985** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,900<br>96,40 - 10,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Russkiy 6CHN40/46<br>2 Oil 4SA each 6Cy. 400 × 460 geared to sc. shaft<br>5 148kW (6 999bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller |
| **SEMIYARSK**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy)<br>(U.S.S.R.) | **710**<br>207<br>338 | RS | **1974** .............U.S.S.R.<br>53,75 10,72 4,290<br>49,99 9,12 6,02<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |

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| **7102235**<br>*J8EE6*<br>3155<br>Df Esd Gc<br>RdrRTm | **SEMLOW**<br>**Dommel Maritime Corp.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**299**<br>142<br>718 | (DSRK) (GL) | **1971** Elbewerften Boizenburg/Rosslau —Boizenburg (288)<br>57,74 (BB) 10,32 3,680<br>51,85 10,09 5,80<br>2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho 15,9 17,8 ER<br>G.1 532 B.1 400<br>2 Ha (stl) (8,9 12,5 × 7,7) ER<br>Cr 2(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>853kW (1 160bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 128kW 1 × 116kW 1 ×<br>390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 65,0t (d.o.) |
| **7336068**<br>*UGUL*<br>M-28268 | **SEMLYACHIK**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1973** ............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **5319884**<br><br>1119 | **SEMPADI**<br>**P.T. Pelayaran Lokal Halim & Co.**<br>Jakarta Indonesia | **167**<br>105<br>140 | (KI) | **1957** Carya SB. Co.—Tandjung Priok<br>*27,65* 5,54<br>33,66 5,53 2,21<br>1 dk | **M General Cargo**<br>1 Ha (4,7 × 2,6) | Modag<br>Oil 2SA 5Cy. 150 × 200<br>150bhp (110kW) E made63 fitted—<br>Motorenfabriek Darmstadt<br>Fuel (d.o.) |
| **8804464**<br><br>YE 20<br>Esd Rdr Rt | **SEMPER CONFIDENS**<br>**Mosselkwekerij A. M. Verschuure B.V.**<br>Yerseke Netherlands | *187*<br>*56*<br>— | | **1988** Schpsw. en Mfbk. Gebr. Kooiman B.V. —Zwijndrecht (139)<br>35,14 1,800<br>32,70 10,01 2,11<br>1 dk | **TM Fishing** | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 128 × 142<br>clutches, flexible couplings & sr<br>to sc. shafts<br>520kW (707bhp)<br>M.T.U. Friedrichshafen |
| **8424721**<br>*PHKW*<br><br>AMVER | **SEMPER CONFIDENS**<br>ex Johannes-85 ex Pieter Cornelis-70<br>**C.A. Willeboordse**<br>Wieringen Netherlands | **121**<br>54<br>— | | **1970** Schpsbw. & Rep. Gebr. Sander N.V. —Delfzijl (234)<br>29,11 —<br>26,37 6,65 2,49<br>1 dk | **M Fishing** | GUASCOR<br>Oil<br>500bhp (368kW)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR |
| **7733084**<br>*WYL3125*<br>585162 | **SEMPER PARATUS**<br>**Don G. Gilbert**<br>Elizabeth City, NC United States of America | **100**<br>69<br>— | | **1977** ............Fort George Island, Fl<br>*16,77*<br>6,61 2,67<br>1 dk | **M Fishing** | Oil<br>380bhp (280kW) |
| **7945106**<br>*ISAH*<br>951 | **SEMPRE AVANTI T II**<br>**Giuseppe Tudisco**<br>Crotone Italy | **121**<br>51<br>— | (RI) | **1975** Cantieri Meridionali C.I.N.E.T. S.r.L.—Molfetta<br>26,73 5,82 2,291<br>21,59 5,81 3,05<br>1 dk | **M Ferry** | Isotta Fraschini<br>Oil 4SA 6Cy. 180 × 190<br>440bhp (324kW)<br>Fabr. Autom. Isotta Fraschini & Motori Breda S.p.A |
| **7908744**<br>*ELFD2*<br>7865<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEMSVANN**<br>ex Handy Prince-91 ex Ariana-88<br>ex Venus Island-87<br>**Edgar Maritime S.A.**<br>Anglo-Eastern Ship Management Ltd.<br>Monrovia Liberia | **11 910**<br>8 589<br>22 577 | NV (NK) | **1980** Kochi Jyuko K.K.—Kochi (2114)<br>151,00 10,021<br>140,00 26,00 13,50<br>P 25,3 F 11,0 1 dk | **M General Cargo**<br>4 Ho ER<br>G.28 226 B.27 337<br>4 Ha (17,6 × 11,4) (20,8 20,8 20,8 × 13,0) ER<br>Der 4(25,5) | Mitsubishi<br>Oil 2SA 6Cy. 600 × 1250<br>9 300bhp (6 841kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 254,0t (d.o.) 1 631,0t (hvf) |
| **8720175**<br>*9WSM*<br>325604<br>Rdr Rt | **SEMUTIK No. 1**<br>**Semutik Sendirian Berhad**<br>Labuan Malaysia | **152**<br>88<br>— | | **1974** Shin Gow—Kaohsiung<br>—<br>30,64 6,01 2,62<br>1 dk | **M Fishing** | Hanshin<br>Oil 4SA 6Cy. 240 × 400<br>280bhp (206kW)<br>The Hanshin Diesel Works Ltd. |
| **8728799**<br>*UVAH*<br>M-41083<br>Df Esd Gc<br>Rdr RTv | **SEMYON BELOUSOV**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *738*<br>*221*<br>332 | | **1986** ............U.S.S.R.<br>53,74 10,71 4,360<br>47,92 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 300kW a.c. 3 × 160kW a.c.<br>2 × 135kW a.c.<br>Controllable pitch propeller |
| **6811360**<br>*UTBV*<br>M-28013<br>Df Esd Gc<br>Rdr Rt | **SEMYON DEZHNEV**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | T.Mk<br>**2 433**<br>872<br>1 460 | RS | **1964** ............U.S.S.R.<br>84,69 14,03 5,711<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.294 In.1 331<br>5 Ha (1,6 × 1,6) (1,5 1,5 × 1,5) (1,3 1,3 × 1,2)<br>4W Der 2(7,5) 2(1,5) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **7119446**<br>*UIPF*<br>M-29696<br>Df Esd Gc<br>Rdr Rt | **SEMYON DEZHNEV**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 141**<br>—<br>1 141 | RS | **1971** Admiralteiskiy Shipyard—St. Petersburg<br>68,48 18,09 6,050<br>62,01 17,51 8,31<br>2 dks | **TD-E Icebreaker**<br>Ice strengthened<br>Der 2(1,5) | 3 Oil 2SA each 10Cy. 207 × 508 driving<br>connected to elec. motor & sc. shaft<br>2 Controllable pitch propellers , 1 fwd |
| **7704007**<br>*UHLE*<br>M-33492<br>Df Esd Gc<br>Rdr RTv | **SEMYON LAPSHENKOV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 932**<br>1 146<br>1 794 | RS | **1981** Stocznia Gdanska im. Lenina—Gdansk (B408/14)<br>93,91 5,671<br>84,99 15,91 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.35 In.1 947 L.39<br>4 Ha (0,6 × 0,6) (2,4 2,4 2,4 × 2,1)<br>Der 6(3) | Sulzer<br>Oil 4SA 8Cy. 400 × 480 geared to sc. sh<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Techniczn<br>Gen 1 × 1200kW 1 × 760kW 400V<br>2 × 350kW 320V 50Hz a.c. |
| **7529639**<br>*UVUW*<br>S-32830<br>Df Esd Gc<br>Rdr Rt | **SEMYON MOROZOV**<br>**United Volga River Shipping Co.**<br>(Taganrog) (U.S.S.R.) | **2 481**<br>1 321<br>3 134 | RS | **1975** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,650<br>108,01 12,98 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 297<br>4 Ha (stl) (17,6 18,0 18,0 18,0 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8033912**<br>*UNXV*<br>S-38009<br>Df Esd Gc<br>Rdr RTm/v<br>AMVER | **SEMYON RUDNYEV**<br>**Ukraine River Fleet Administration**<br>(Kherson) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1982** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,671<br>108,03 13,00 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7329261**<br>*ESLI*<br>M-29889<br>Df Esd Rdr Rt | **SEMYON VOLKOV**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | **667**<br>201<br>399 | RS | **1969** ............U.S.S.R.<br>54,82 9,96 4,050<br>49,41 5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>4W Der 2(5) 2(1) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |

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| **SEMYONOVSK**<br>Sevryba<br>(Murmansk) (U.S.S.R.) | *1 895*<br>*568*<br>690 | RS | **1986** VEB Volkswerft Stralsund—Stralsund (721)<br>62,25 13,82 5,220<br>55,00 13,81 9,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>B.55 In.580 L.18 | S.K.L. 8VD26/20AL-2<br>2 Oil 4SA each 8Cy. 200 × 260 sr geared to sc. shaft<br>1 764kW (2 398bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 640kW a.c. 3 × 568kW a.c. 1 × 260kW a.c.<br>Controllable pitch propeller<br>12,9kn |
| **SEN HAI 1**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **7 598**<br>3 825<br>10 897 | (ZC) | **1980** Dalian Shipyard—Dalian/Dairen<br>135,35 8,000<br>124,00 20,40 11,10<br>P 32,7 F 15,9 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.15 211 B.14 333<br>4 Ha (stl) (14,1 × 10,5) (14,2 14,2 14,2 × 12,0) ER<br>4W Der 8(13,5) | Hudong<br>Oil 2SA 6Cy. 580 × 1000<br>5 400bhp (3 972kW)<br>Dalian Marine Diesel Engine Works Dalian/Dairen<br>Gen 3 × 400kW 400V a.c.<br>13kn |
| **SEN HAI 2**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **7 599**<br>3 825<br>10 897 | (ZC) | **1980** Dalian Shipyard—Dalian/Dairen<br>135,35 8,000<br>124,00 20,40 11,10<br>P 23,5 F 15,9 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.15 244 B.14 333<br>4 Ha (stl) (14,1 × 10,5) (14,3 14,3 14,3 × 12,0) ER<br>4W Der 8(13,5) | Hudong<br>Oil 2SA 6Cy. 580 × 1000<br>5 400bhp (3 972kW)<br>Dalian Marine Diesel Engine Works Dalian/Dairen<br>Gen 3 × 400kW 400V 50Hz a.c.<br>14kn |
| **SEN HAI 3**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **7 598**<br>3 825<br>10 247 | | **1981** Dalian Shipyard—Dalian/Dairen<br>135,35 7,720<br>124,00 24,40 11,10<br>P 23,5 F 15,9 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.15 244 B.14 333<br>4 Ha (stl) (14,1 × 10,5) (14,2 14,2 14,2 × 12,0) ER<br>12W Der 4(13,5) | Hudong<br>Oil 2SA 6Cy. 580 × 1000<br>5 400bhp (3 972kW)<br>Dalian Marine Diesel Engine Works Dalian/Dairen<br>Gen 3 × 400kW 400V 50Hz a.c.<br>14kn |
| **SEN HAI 4**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **7 598**<br>3 825<br>10 247 | | **1981** Dalian Shipyard—Dalian/Dairen<br>135,35 7,720<br>124,00 20,40 11,10<br>P 23,5 F 15,9 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.15 244 B.14 333<br>4 Ha (stl) (14,1 × 10,5) (14,2 14,2 14,2 × 12,0) ER<br>12W Der 4(13,5) | Hudong<br>Oil 2SA 6Cy. 580 × 1000<br>5 400bhp (3 972kW)<br>Dalian Marine Diesel Engine Works Dalian/Dairen<br>Gen 3 × 400kW 400V 50Hz a.c.<br>14kn |
| **SEN YU MARU**<br>**Izumi Kisen K.K. (Izumi Shipping Co. Ltd.)**<br>Tokyo Japan | **5 304**<br>—<br>8 778 | NK | **1979** K.K. Uwajima Zosensho—Uwajima (2016)<br>116,03 7,284<br>108,01 18,61 9,33<br>P 10,7 F 8,9 1 dk | **M Ore Carrier**<br>3 Ho ER<br>G.10 590 B.10 030<br>3 Ha (stl) (each 19,5 × 8,9) ER | Pielstick 10PC2-2V-400<br>Vee Oil 4SA 10Cy. 400 × 460<br>5 000bhp (3 678kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 720kW 2 × 240kW 450V 60Hz a.c.<br>Fuel 28,5t (d.o.) 220,0t (hvf)-16,5pd 13kn |
| **SEN-EI MARU No. 2**<br>ex Ebisu Maru-89<br>**Fujiei Kaiun K.K.**<br>Kawasaki, Kanagawa Pref. Japan | **1 807**<br>—<br>3 152 | NK | **1971** Ujina Zosensho—Hiroshima (511)<br>78,80 13,54 6,100<br>75,50 13,50 7,10<br>P 20,2 F 9,5 1 dk<br>shortened 89<br>conv Red Mud Carrier 89 | **TM Effluents Carrier**<br>4 Ho ER<br>G.1 865 L.840<br>4 Ha (stl) ER | Daihatsu 8PSHTM-26D<br>2 Oil 4SA each 8Cy. 260 × 320<br>1 176kW (1 599bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 64kW 445V 60Hz a.c.<br>Fuel 61,5t (d.o.) 51,0t (i.f.o.)-6,5pd 10,5kn |
| **SENA**<br>**Government of The People's Republic of Mozambique (Secretaria de Estado das Pescas)**<br>Maputo Mozambique | *678*<br>*211*<br>791 | NK | **1990** Niigata Eng. Co. Ltd.—Niigata (2178)<br>55,05 4,016<br>50,00 9,80 4,50<br>P 18,1 F 9,2 | **M Fish Carrier**<br>Ref<br>G.352 B.308 In.307<br>TEU 2 C. 2/20'<br>2 Ha (stl) (6,3 × 4,6) (2,5 × 2,5) ER<br>Der 4(5) | Daihatsu 6DLM-22S<br>Oil 4SA 6Cy. 220 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>736kW (1 001bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 4 × 184kW a.c.<br>Thw. thrust propeller fwd |
| **SENA**<br>Launched as Fiona<br>**High Fortune Development Ltd.**<br>Panama Panama | *274*<br>*118*<br>381 | ✠**100A1**<br>fishing vessel<br>Peruvian coastal service not more than 50 miles offshore in reasonable weather<br>**LMC**<br>EL 275,0/22,0U1<br>FN 422 | **1989**-12 Xiamen Boat Repair Yard—Xiamen (806-3)<br>38,50 - 3,600<br>34,00 8,20 4,20<br>1 dk<br>rf - Box K | **M Fishing**<br>Side-fishing Purse Seiner | MAN 6L20/27<br>Oil 4SA 6Cy. 200 × 270 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>600kW (816bhp)<br>Sichuan Diesel Engine Factory Chongqing/Chungking<br>Gen 2 × 40kW 400V 50Hz a.c. |
| **SENA II**<br>ex Rio San Lorenzo-84<br>ex Gulf Guard-77<br>**Douglas Melvin Buck**<br>Victoria, B.C. Canada | **183**<br>59<br>78 | ✠Classed LR until 6/69 | **1965**-7 Bathurst Marine Ltd.—Bathurst, N.B. (11)<br>28,66 6,74<br>24,39 6,71 3,66<br>RAD 9,8 B 6,1 F 9,8<br>rf 1321 BK 114 | **M Fishing**<br>Stern Trawler<br>1 Ho 9,5<br>2 Ha (stl) (2,4 × 1,2) (0,6 × 0,4)<br>Der 1(3) | Normo<br>Oil 4SA 7Cy. 250 × 360<br>495bhp (364kW)<br>A/S Bergens M/V Bergen<br>Gen 1 × 30kW 1 × 20kW 110/208V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **SENAKI**<br>**Gruzrybprom**<br>(Poti) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1990** ............U.S.S.R.<br>26,50 6,50 2,321<br>23,63 3,08<br>1dk | **M Fishing**<br>Stern Trawler Seiner<br>In.66 | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 25kW a.c.<br>9,5kn |
| **SENANG EKSPRESS**<br>**Kuala Perlis - Langkawi Ferry Service Sendirian Berhad**<br>Penang Malaysia | **111**<br>49<br>15 | | **1989** Wavemaster International Pty. Ltd.—Willetton, W.A. (019)<br>26,90 6,70 0,800<br>23,50 6,20 1,50<br>1 dk | **Aluminium Alloy TM Ferry**<br>140dk P | MWM TBD604V8<br>2 Vee Oil 4SA each 8Cy. 160 × 185 reverse geared to sc. shafts<br>3 360kW (4 568bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| **SENANG JAYA**<br>ex Dinamarca-90<br>**Joo Tat Shipping Pte. Ltd.**<br>Cahaya Samudera Shipping Pte. Ltd.<br>Panama Panama | **1 366**<br>919<br>2 105 | ✠**100A1** SS 7/86<br>Ice Class 1A at a draught not exceeding 4.56m<br>✠**LMC**<br>EL R $1\frac{9}{16}$"U2<br>FN 1585 | **1976**-4 Ast. de Mallorca S.A.—Palma de Mallorca (215)<br>81,95 14,13 4,573<br>73,00 14,01 7,70<br>P 9,8 F 10,4 1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>1 Ho 48,7 ER<br>G.4 681 B.4 353<br>1 Ha (stl) (40,8 × 10,2) ER<br>2W Der 2(5) | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580<br>2 400bhp (1 765kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 160kW 380V 50Hz a.c.<br>Fuel 222,5t (d.o.) 12kn |
| **SENANQUE**<br>ex Snowhill-85<br>**Senanque Shipping Co. Ltd.**<br>Limassol Cyprus | **2 974**<br>1 971<br>5 479 | NK | **1980** Higaki Zosen K.K.—Imabari (225)<br>101,66 6,206<br>95,84 15,51 7,22<br>P 26,9 B 5,2 F 14,4 1 dk | **M Tanker**<br>Oil Chemical<br>Mchy.aft<br>L.5 738 | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 144kW 445V 60Hz a.c.<br>12,5kn |
| **SENATOR**<br>ex National Trust-87<br>ex Galleon Trust-84<br>ex Galleon Aquamarine-83<br>**Blue Heron Corp.**<br>Maruba S.C.A. Empresa de Navegacion Maritima<br>Monrovia Liberia | *13 746*<br>*7 827*<br>20 441 | AB | **1980** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1236)<br>162,01 (BB) 23,07 10,067<br>152,03 23,00 14,03<br>P 29,6 F 10,4 2 dks<br>rf 196 | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho ER<br>G.28 644 B.26 548<br>TEU 538 C. 538/20' (40')<br>9 Ha (stl) (— × —) (13,4p&s 13,4p&s 13,4p&s —p&s × 10,2) ER<br>Cr 4(25) 1(16) | B&W 6L67GF<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 508kW<br>16,5kn |

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| **8026048**<br>*WNJG*<br>639987<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SENATOR**<br>ex Diplomat-82<br>**Crowley Caribbean Transport Inc.**<br>Miami, Fl United States of America<br>SatCom: 1500636/WNJG | **13 489**<br>10 512<br>9 000 | AB | **1981** Jos. L. Meyer—Papenburg (597)<br>168,81 22,10 6,460<br>156,17 21,62 13,92<br>2 dks<br>rf nil | **M RoRo Cargo**<br>Stern door/ramp<br>Lane Length 2170 Clear height 4,63<br>Mchy.aft<br>TEU 400 | Stork-Werkspoor<br>Oil 4SA 6Cy. 620 × 660 sr geared<br>7 356kW (10 001bhp)<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 900kW 2 × 700kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 163,0t (d.o.) 1 209,0t (hvf)-32,0pd |
| **5319963**<br>311840<br>Esd Pfd Rdr<br>RTm | **SENATOR PENNY**<br>**Willis Gerald Glover**<br>St. John's, Nfl. Canada | **178**<br>110<br>— | | **1959** W. C. McKay & Sons Ltd.—Shelburne, N.S.<br>32,01 7,17<br>... ... ...<br>1 dk<br>conv Side-fishing Fishing — | **Wood M Passenger/Ferry**<br>Mchy.aft | Oil 4SA 8Cy. 305 × 381<br>382kW (519bhp)<br>National Supply Co.<br>Gen 1 × 12kW 110V d.c.<br>Fuel (d.o.) |
| **7856343**<br>*JL4036*<br>117308 | **SENBA MARU No. 1**<br>**Fuyo Kaiun K.K.**<br>Tokushima, Tokushima Pref. Japan | **195**<br>52<br>— | | **1975** K.K. Imai Seisakusho—Iwagi<br>28,50 3,001<br>25,51 8,21 3,81<br>1 dk | **TM Tug**<br>Pusher | Niigata<br>2 Oil<br>Niigata Eng. Co. Ltd. |
| **8613372**<br>*JI3288*<br>128683<br>Esd Gc Rdr<br>RTv SatNav | **SENBO MARU**<br>**Senko Co. Ltd., Daiko Kaiun Co. Ltd. & Shoun Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | *1 324*<br>*397*<br>1 118 | NK | **1986** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1927)<br>68,74 (BB) 3,901<br>63,02 12,21 5,21<br>P 14,4 F 10,1 1 dk | **M Liquefied Gas Carrier**<br>LPG Ammonia<br>2 Ta (stl) ER<br>L.(gas) 1 320 | Akasaka<br>Oil 4SA 6Cy. 280 × 550<br>1 060bhp (780kW)<br>Akasaka Tekkosho K.K., (Akasaka Ltd.)<br>Gen 1 × 180kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.) 166,5t (hvf)-3,0pd |
| **8729303**<br>M-43223<br>Esd Rdr Rt | **SENCIS**<br>ex MRTK-1121-89<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Riga) (U.S.S.R.) | *117*<br>*35*<br>30 | RS | **1989** ..............U.S.S.R.<br>25,51 2,391<br>22,03 7,01 3,31<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>In.64 | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8137213**<br>*DDAW*<br>Esd Gc Rdr<br>RTm/v<br>SatNav | **SENCKENBERG**<br>**Senckenbergische Naturforschende Gesellschaft**<br>Senckenberg-Institut<br>Wilhelmshaven Federal Republic of Germany | **164**<br>47<br>— | GL | **1976** Schiffsw. Julius Diedrich GmbH & Co. K.G. —Oldersum (132)<br>29,72 7,42 —<br>26,01 7,41 3,61<br>1 dk | **M Fishing**<br>Side-fishing | Deutz<br>Vee Oil 4SA 12Cy. 135 × 160 sc. shaft<br>Kloeckner Humboldt Deutz<br>Gen 1 × 56kW 220/380V a.c. |
| **8713433**<br>*JNOK*<br>130203<br>Rt | **SENDAI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **330**<br>—<br>— | | **1988** Shikoku Dockyard Co. Ltd.—Takamatsu (846)<br>67,80 2,650<br>63,00 7,90 4,30<br>1 dk | **TM Patrol Ship** | Niigata<br>2 Oil 4SA each 6Cy. 310 × 460<br>1 876kW (2 550bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 96kW 225V 60Hz a.c.<br>2 Controllable pitch propellers |
| **9038189**<br>*JG5064*<br>133084<br>Gc Pfd Rdr<br>RTv | **SENDAI MARU**<br>**Hoyo Kaiun Sangyo K.K. (Hoyo Shipping Co. Ltd.)**<br>Yokohama, Kanagawa Pref. Japan | **147**<br>—<br>— | | **1991** Sagami Zosen Tekko K.K.—Yokosuka (251)<br>29,50 2,600<br>25,50 8,00 3,60<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 220 × 280 flexible couplings & dr geared<br>Niigata Eng. Co. Ltd. |
| **5320003** | **SENDANGAN**<br>**P.T. Pelayaran Udjana Saka Ombak**<br>Jakarta Indonesia | **138**<br>66<br>90 | | **1957** Carya SB. Co.—Tandjung Priok<br>*27,68* 5,54<br>... ... ...<br>1 dk | **M General Cargo**<br>1 Ha (4,7 × 2,6) | Oil 2SA 4Cy. 210 × 320<br>160bhp (118kW)<br>Hanseatische Mat. Ges.<br>Fuel (d.o.) |
| **7391575**<br>*A8OZ*<br>5151<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SENECA**<br>ex Excomm Merchant-79<br>**Cargill International S.A.**<br>Orient Ship Management Ltd.<br>Monrovia Liberia<br>SatCom: 1242456/SENE | **41 977**<br>32 220<br>84 790<br>T/cm<br>74,7 | AB | **1975** Brodogradiliste "Split"—Split (272)<br>252,86 14,809<br>248,83 32,24 20,30<br>P 34,2 B 7,7 1 dk<br>rf nil Bow/CM 120 Diam. 0,510 MH 1,5 | **M Ore/Bulk/Oil Carrier**<br>IGS Str. heavy cargoes DB<br>9 Ho/Ta 15,7 26,4 15,7 26,4 16,6 26,4 15,7 26,4 17,6 ER<br>G.94 202 L.(oil) 95 576 HeCls. BC<br>13 Ha (stl) (10,8 9,7 9,7 10,8 9,7 9,7 10,8 9,7 9,7 10,8 9,7 9,7 10,8 × 12,5) ER<br>2 Cargo pumps total 5 000T/hr | MAN<br>Oil 2SA 7Cy. 860 × 1600<br>17 500bhp (12 872kW)<br>Tvornica Dizel Motora "Split"<br>Gen 1 × 1000kW 2 × 935kW<br>Thw. thrust propeller<br>Fuel 325,0t (d.o.) 3 231,0t (hvf)-65,5pd |
| **7802134**<br>*V2CQ*<br>2044<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SENECA**<br>**Partenreederei m.s. "Seneca"**<br>Atlantic-Rhederei F. & W. Joch K.G.<br>Hamburg Antigua & Barbuda | **1 599**<br>1 166<br>3 659 | GL | **1979** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (178)<br>97,90 (BB) 13,72 5,811<br>89,41 13,71 6,02<br>F 17,7 2 dks | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>13 Ta ER<br>L.3 835 HeCls. C<br>3 Cargo pumps total 1 155T/hr | MaK<br>Oil 4SA 6Cy. 320 × 420 reduction shaft<br>1 655kW (2 250bhp)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 186,5kW 460V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7609843**<br>*WZS9037*<br>526717<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SENECA**<br>**Puget Sound Tug & Barge Co.**<br>Crowley Maritime Corporation<br>Seattle, Wa United States of America | **193**<br>81<br>— | AB | **1970** J. M. Martinac SB. Corp.—Tacoma, Wa (182)<br>10,37 3,709<br>31,86 10,32 4,42<br>1 dk<br>rf nil | **TM Tug**<br>Articulated Pusher | General Motors<br>2 Vee Oil 2SA each 8Cy. 230 × 254 reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive<br>Gen 2 × 115kW<br>Fuel 196,0t (d.o.) |
| **5320041**<br>*WB2864*<br>239602<br>Df Rdr Rt | **SENECA**<br>**Motor Tug Crusader Inc.**<br>Seattle, Wa United States of America | **158**<br>58<br>— | (AB) | **1940** Pennsylvania Shipyards Inc.—Beaumont, Tx (226)<br>28,66 7,01 3,372<br>27,34 6,99 3,61<br>1 dk<br>BK 102 conv Tug 79 | **M Fishing** | Alco<br>Oil 2SA 6Cy. 356 × 597<br>940bhp (691kW)<br>American Locomotive Co.<br>Gen 2 × 20kW<br>Fuel 61,0t |
| **7109647**<br>*IQNK*<br>106<br>Esd Rdr Rt | **SENECA**<br>**Salvatore e Giovanni Gancitano S.n.C.**<br>Mazara del Vallo Italy | **149**<br>66<br>— | | **1970** Cant. Nav. M. Morini & C.—Ancona (129)<br>29,60 6,94 2,598<br>26,55 6,81 3,41<br>1 dk | **Wood M Fishing**<br>Side Trawler Ref<br>Mchy.aft | MAN<br>Oil 4SA 6Cy. 235 × 330<br>500bhp (368kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **7224021**<br>*WYC9443*<br>532569 | **SENECA**<br>ex Sara T-90 ex Adventuress<br>ex Olympic Miler ex The Squire<br>**Pocahontas Inc.**<br>Boston, Ma United States of America | **131**<br>108<br>— | | **1971** Lantana Boatyard Inc.—Lantana, Fl<br>23,78 6,71 2,744<br>3,79 | **Aluminium Alloy M Fishing** | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7004457**<br>*EAFW*<br>Df Esd Gc<br>Rdr Rt | **SENECOZULUA**<br>**Junta de Obras del Puerto de Pasajes-San Sebastian**<br>Vigo Spain | **388**<br>224<br>580 | ✠**100A1** SS 9/90<br>hopper barge<br>Service within 3 miles of Pasajes Harbour<br>✠**LMC**<br>EL F ⅞"U2<br>FN 508 | **1970-4** Enrique Lorenzo y Cia. S.A.—Vigo (347)<br>43,72 9,25 3,099<br>41,03 9,00 3,36<br>RAD 1,3 F 4,3 1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Werkspoor<br>Oil 4SA 5Cy. 210 × 300 reverse to sc. shaft<br>410bhp (302kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 1 × 25kW 1 × 10kW |

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| **SENEGAL**<br>ex Francis Anne-86<br>**Atlantic Fishing "Kanaris"**<br>Stathakis Brothers & Basil Manoussos<br>Piraeus Greece | **157**<br>52<br>— | HR (BV) | **1963** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5067)<br>30,00 6,76<br>25,30 6,71 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (0,9 0,9 × 1,0) (0,9 × 0,9)<br>1W Der 1(3) | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>517bhp (380kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 30,0t (d.o.) 11kn |
| **SENEI MARU**<br>ex Tungho No. 3-87<br>**Fujiei Kaiun K.K.**<br>Kawasaki, Kanagawa Pref. Japan | **2 022**<br>—<br>3 738 | (NK) | **1975** K.K. Imai Seisakusho—Iwagi (150)<br>76,76 15,32 5,182<br>71,99 15,30 6,61<br>F 6,8 1 dk | **TM General Cargo**<br>G.4 709 B.4 302<br>2 Ha (each 24,6 × 5,1) ER<br>Der 2(16) | Akasaka AH28R<br>2 Oil 4SA each 6Cy. 280 × 440<br>2 700bhp (1 986kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW 440V 60Hz a.c.<br>Fuel 53,0t (d.o.) 178,0t (i.f.o.)-7,5pd 9,5kn |
| **SENEI MARU**<br>**Chiyoda Shipping Co. Ltd. (Chiyoda Kisen K.K.)**<br>Tokyo Japan | **1 310**<br>—<br>2 671 | NK | **1980** Sasaki Zosen K.K.—Kinoe (343)<br>82,00 5,360<br>76,03 12,51 5,82<br>P 19,2 F 12,5 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 649 | Hanshin 6ELS32<br>Oil 4SA 6Cy. 320 × 640<br>2 200bhp (1 618kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 1 × 180kW 1 × 120kW 445V 60Hz a.c.<br>11,5kn |
| **SENEI MARU**<br>**Hoei Kaiun K.K.**<br>Namikata, Ehime Pref. Japan | **499**<br>—<br>1 596 | | **1982** K.K. Uno Zosensho—Namikata (158)<br>72,61 11,02 4,160<br>68,00 11,00 6,15<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Makita GSLH633<br>Oil 4SA 6Cy. 330 × 530<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| **SENEI MARU No. 3**<br>ex Eishin Maru No. 8-90<br>**Fujiei Kaiun K.K.**<br>Kawasaki, Kanagawa Pref. Japan | **1 160**<br>—<br>2 771 | NK | **1981** Tokushima Zosen Sangyo K.K.—Komatsujima (1461)<br>74,75 14,52 5,336<br>70,00 14,50 7,30<br>2 dks<br>conv General Cargo 90 | **M Effluents Carrier**<br>Mchy.aft | Niigata 6M37X<br>Oil 4SA 6Cy. 370 × 540<br>1 324kW (1 800bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 120kW a.c. |
| **SENEIVO PRIMERO**<br>**Seneivo S.A.**<br>Pasajes Spain<br>SatCom: 1351175/EGZT | **226**<br>100<br>149 | BV | **1976** S.A. Balenciaga—Zumaya (271)<br>36,76 6,91 3,750<br>30,99 6,89 3,92<br>1 dk | **M Fishing**<br>Mchy.aft | A.B.C. 6MDXC<br>Oil 4SA 6Cy. 242 × 320<br>900bhp (662kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 98,5t (d.o.) 11,5kn |
| **SENEPESCA STAR**<br>ex Taiyo Maru No. 2-81<br>**Senepesca Co. Ltd.**<br>Dakar Senegal | **625**<br>288<br>749 | | **1970** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (693)<br>56,55 9,89 2,710<br>52,89 9,81 6,84<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>2 100bhp (1 545kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 176kW 445V a.c.<br>Controllable pitch propeller<br>Fuel 358,5t 13,5kn |
| **SENERA**<br>ex Arenes-74 ex Vesta<br>**Roald Jensen**<br>Svolvaer Norway | **146**<br>84<br>188 | (BV) | **1916** J. S. Figee—Vlaardingen<br>34,14 6,66 3,352<br>31,09 6,63 3,36<br>1 dk<br>R len 56 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>G.227<br>1 Ha (9,6 × 3,5) ER<br>1W Der 1(4) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>400bhp (294kW) NE 65<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.)-1,5pd 10kn |
| **SENG HING**<br>ex Bonastar-82 ex Tarinna-71<br>**Apollo Transport Sendirian Berhad**<br>Kuching Malaysia | **1 596**<br>718<br>1 920 | ✠Classed LR until 14/1/83 | **1955**-10 Grangemouth Dockyard Co. Ltd.—Grangemouth (515)<br>78,31 12,07 4,884<br>73,16 11,59 5,59<br>P 20,5 F 7,4 1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho 44,2 ER<br>G.2 673 B.2 551<br>10W Der 2(10) 8(5) | Polar<br>Oil 2SA 7Cy. 340 × 570<br>1 310bhp (964kW)<br>British Polar Engines Ltd. Glasgow<br>11kn |
| **SENG LEONG**<br>ex Cherry Manis-84<br>ex Singapore Meranti-79<br>ex Arina Holwerda-74 ex Haseldorf-70<br>**Apollo Line Sendirian Berhad**<br>Kuching Malaysia | **961**<br>501<br>1 438 | (GL) | **1957** Heinrich Brand Schiffswerft G.m.b.H. & Co. K.G.—Oldenburg (142)<br>69,47 10,75 4,217<br>61,85 10,52 4,75<br>P 19,2 F 11,0 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>G.2 006 B.1 927<br>4 Ha ER<br>5W Der 1(10) 4(3-5) 4(3) | Deutz RV6M366<br>Oil 4SA 6Cy. 420 × 660<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 89,0t 12kn |
| **SENG SOON CHEW**<br>ex Sin Hock Chew-90 ex Pacific Sky-82<br>ex Nassiouka-80 ex Neni-78<br>ex Finnriver-73 ex Taina-71<br>ex Manja Dan-68<br>**Trimhua Shipping Sendirian Berhad**<br>Kuching Malaysia | T.Mk<br>**2 129**<br>1 188<br>—<br>**3 260**<br>2 022<br>4 344 | ✠Classed LR until 20/2/87 | **1959**-11 Fr. Luerssen Werft G.m.b.H. & Co.—Bremen-Vegesack (13299)<br>99,70 14,56 —/6,738<br>90,00 14,51 8,21<br>RFD 10,7 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,1 27,9 16,0 ER<br>G.6 170 B.5 617<br>8W Der 1(25) 8(5) | B&W<br>4P Oil 2SA 5Cy. 500 × 1100<br>2 890bhp (2 126kW)<br>Frd. Krupp A.G. Essen<br>Gen 3 × 170kW 220V d.c.<br>Fuel 813,0t (d.o.) 13,5kn |
| **SENGETI/PERTAMINA 3007**<br>**Dynamic International Corp. S.A.**<br>P.N. Pertambangan Minyak Dan Gas Bumi Negara (PERTAMINA)<br>Panama Panama | *21 715*<br>*7 582*<br>29 952<br>T/cm<br>46,7 | ✠**100A1** SS 3/87<br>oil tanker<br>✠**LMC**<br>**IGS**<br>EL Jt 605,0/66,0U3<br>FN 7699<br>Kl | **1982**-10 Onomichi Zosen K.K.—Onomichi (303)<br>180,02 (BB) 30,03 8,856<br>171,00 30,00 15,02<br>F 15,3 1 dk<br>rf nil Bow/CM 90 Diam. 0,300 MH 2,1 | **M Tanker**<br>COW IGS (LR) SBT<br>10 Ta ER<br>L.(oil) 39 302 HeCls. B<br>4 Cargo pumps total 4 000T/hr | Sulzer 6RLB66<br>Oil 2SA 6Cy. 660 × 1400<br>11 100bhp (8 165kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 17,9kgf/cm$^2$ (17,6bar)<br>e(ex.g) (o.f.) 22,1kgf/cm$^2$ (21,7bar)<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 213,0t (d.o.) 930,0t (hvf)-39,0pd 15kn |
| **SENHO MARU**<br>**Showa Line Ltd. (Showa Kaiun K.K.)**<br>Tokyo Japan<br>SatCom: 1203520/JEPX | *107 915*<br>*71 505*<br>214 263<br>T/cm<br>72,4 | NK | **1985** Nippon Kokan K.K.—Tsu (95)<br>297,01 (BB) 50,04 19,833<br>285,02 50,00 26,73<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.233 456<br>9 Ha (stl) (15,7 × 19,4) (15,7 15,7 15,7 15,7 15,7 15,7 15,7 × 22,8) (14,6 × 17,6) ER | B&W 6L90MCE<br>Oil 2SA 6Cy. 900 × 2916<br>16 870bhp (12 409kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 700kW 450V 60Hz a.c.<br>Fuel 232,0t (d.o.) 4 635,0t (hvf)-51,5pd 13,5kn |
| **SENHO MARU**<br>**Senko Co. Ltd.**<br>Osaka, Osaka Pref. Japan | *1 324*<br>*397*<br>1 123 | NK | **1987** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1928)<br>68,74 (BB) 3,901<br>63,02 12,21 5,21<br>P 14,4 F 10,1 1 dk | **M Liquefied Gas Carrier**<br>LPG Ammonia<br>2 Ta ER<br>L.(gas) 1 321 | Akasaka A28<br>Oil 4SA 6Cy. 280 × 550 geared to sc. shaft<br>1 189bhp (875kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 180kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.) 166,5t (hvf)-3,0pd 11,25kn |
| **SENHO MARU**<br>**Nitto Unyu K.K. (Nitto Transportation Co. Ltd.)**<br>Kobe, Hyogo Pref. Japan | **196**<br>—<br>— | | **1977** Kanagawa Zosen—Kobe (177)<br>2,701<br>25,51 8,62 3,81<br>1 dk | **TM Tug** | Daihatsu 8VSHTB-26D<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **SENHO MARU**<br>**Fukushima Kaiun K.K.**<br>Kanda, Fukuoka Pref. Japan | **177**<br>—<br>— | | **1967** Osaka Zosensho—Osaka (266)<br>29,06 8,26 2,794<br>28,05 8,21 3,89<br>1 dk<br>RW | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 1 × 24kW 225V a.c.<br>Fuel 30,5t-6,0pd 13kn |

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| **7911727**<br>*PP2577*<br>Df Esd Gc<br>Rdr Rt | **SENHOR DO BONFIM**<br>**Delba Maritima Navegacao Ltda.**<br>Rio de Janeiro Brazil | *766*<br>*230*<br>1 021 | AB | **1982** MacLaren IC Est. e Servicos—Rio de Janeiro (254)<br>54,87 11,64 3,990<br>52,00 11,60 4,63<br>F 18,3 1 dk<br>rf nil | **TM Supply Ship**<br>Deck Cargo | Alpha<br>2 Vee Oil 4SA each 8Cy. 225 × 300<br>reduction geared to sc. shafts<br>2 480bhp (1 824kW)<br>Equipamentos Villares S.A.<br>Gen 2 × 128kW<br>Thw. thrust propeller fwd |
| **5320118**<br>*CSNN*<br>V-6-N<br>Df Esd Rdr<br>Rt | **SENHOR DOS MAREANTES**<br>**Empresa de Pesca de Viana S.a.r.l.**<br>Viana do Castelo Portugal | **1 289**<br>632<br>1 481 | ✠CLASS WITHDRAWN<br>15/1/92 | **1948**-8 Est. Nav. de Viana do Castelo—Viana do Castelo (1)<br>71,51 11,08 5,252<br>64,19 11,00 5,69<br>P 4,0 RQD 28,4 F 16,8<br>BK 191 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>1 Ho 27,7<br>In.1 379 | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 250kW (1 699bhp)<br>N.V. Werkspoor<br>Gen 1 × 300kW 1 × 90kW 220V d.c.<br>2 × 66kW 380V 50Hz a.c. 1 ×<br>220V d.c.<br>Fuel 444,0t |
| **7937422**<br>*WYC7688*<br>598066 | **SENHORA DA BOA VIAGE**<br>ex Morning Star<br>**Boa Viagem Fishing Corp.**<br>New Bedford, Ma United States of America | **140**<br>95<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*21,43* 6,74<br>3,51<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| **5320156**<br>*CUDK*<br>LX-45-N<br>Df Esd Gc<br>Rdr Rt | **SENHORA DA BOA VIAGEM**<br>**Atlantica Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **1 097**<br>442<br>1 037 | ✠Classed LR until<br>12/2/87 RP | **1956**-5 Est. Nav. de Viana do Castelo—Viana do Castelo (27)<br>67,21 11,08 4,830<br>60,00 11,04 5,50<br>2 dks<br>RW rf 483 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft | MAN<br>Oil 4SA 8Cy. 300 × 450 sr geared to sc.<br>1 960bhp (1 442kW) ✠ NE made78<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 1 × 128kW 3 × 120kW 400V |
| **7931428**<br>LX143C<br>Df Esd Pfd<br>Rdr Rt | **SENHORA DA HORA** | **199**<br>58<br>117 | | **1981** FOZNAVE, Est. Nav. da Figueira da Foz Lda.—Figueira da Foz (043)<br>33,91 8,01 3,550<br>28,61 7,82 3,61<br>1 dk | **M Fishing**<br>Stern Trawler | Alpha<br>Vee Oil 4SA 10Cy. 225 × 300 sr geared<br>shaft<br>1 450bhp (1 067kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S<br>Controllable pitch propeller |
| **5320144**<br>*CSNM*<br>V-7-N<br>Df Esd Rdr<br>Rt | **SENHORA DAS CANDEIAS**<br>**Empresa de Pesca de Viana S.a.r.l.**<br>Viana do Castelo Portugal | **1 266**<br>610<br>1 481 | **✠100A1** SS 1/90<br>trawler<br>Str. nav ice<br>**✠LMC**<br>EL (n) 1½"<br>FN 1072 | **1948**-8 Est. Nav. de Viana do Castelo—Viana do Castelo (2)<br>71,51 11,08 5,252<br>64,19 11,00 5,69<br>P 4,0 RQD 28,4 F 16,8<br>BK 191 | **M Fishing**<br>Side Trawler<br>3 Ho<br>G.1 379 | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 700bhp (1 250kW)<br>N.V. Werkspoor<br>✠ ndb (o.f.) 2/82 10kgf/cm² (9,9bar)<br>Gen 1 × 240kW 220V d.c. 1 × 200kW<br>380V 50Hz a.c. 1 × 130kW 220V d.c.<br>Fuel 444,0t |
| **7106839**<br>*VM5368*<br>332073<br>Df Esd Rdr<br>RTm | **SENHORA DE FATIMA**<br>**Sousa Fisheries Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **198**<br>132<br>— | | **1970** Dillingham Shipyards (W.A.) Pty. Ltd. —Fremantle, W.A. (203)<br>24,08 6,89 3,201<br>20,81 6,74 4,04<br>1 dk<br>BK 152 | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>In.96 | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 30kW 250/440V 50Hz a.c.<br>Fuel (d.o.) |
| **7021209**<br>Df Esd Rdr<br>Rt | **SENHORA MALAK**<br>ex Senhora Da Fe-83<br>**Societe D'Armements et Peches Nord Africains**<br>Casablanca Morocco | **179**<br>55<br>71 | ✠Classed LR until 5/74 | **1970**-10 Est. Sao Jacinto S.a.r.L.—Aveiro (79)<br>32,01 7,45 2,763<br>27,08 7,21 3,41<br>F 15,3<br>RW rf 787 BK 152 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 240 × 350<br>630bhp (463kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 28kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **7324754**<br>*SXEF*<br>9397<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SENICOLI SIERRA**<br>ex Polnord-88 ex Karen Reed-80<br>ex Nortrans Karen-78<br>ex Karen Reed-73<br>**Euroleader Shipping & Trading Corp.**<br>Thesarco Shipping Co. Ltd.<br>Piraeus Greece | T.Mk<br>**6 271**<br>3 295<br>10 099<br>**9 608**<br>5 981<br>13 869 | **100A1** SS 5/88<br>**LMC** **UMS**<br>EL Bt 550,0/58,0U2<br>FN 4490<br>(NV) | **1973** VEB Warnowwerft Warnemuende —Warnemuende (381)<br>145,37 (BB) 20,05 9,389/9,722<br>140,70 19,99 11,92<br>P 56,5 F 30,0 2 dks<br>rf 102 | **M General Cargo**<br>4 Ho<br>G.19 253 B.17 540<br>6 Ha (stl) (13,0 × 8,5) (21,2 21,2 19,8 19,8 × 7,7) (13,0 × 10,9)<br>15W Der 1(80) 2(23) 5(8) 2(5) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 2 × 452kW 1 × 440kW 380V<br>Fuel 1 219,5t (hvf) |
| **6424155**<br>*LKEV*<br>16035<br>Df Esd Gc<br>Rdr RTh | **SENILA**<br>ex Saltnes-88 ex Laukvik-85<br>ex Nyving-81 ex Cabal-75<br>**Jorgen Olsen**<br>Bodo Norway | **199**<br>109<br>376 | (NV) | **1964** Sandnessjoen Slip & M/V A/S —Sandnessjoen (8)<br>37,06 7,47 3,156<br>33,69 7,45 3,41<br>1 dk<br>rf 102 BK 76 | **M General Cargo**<br>Ice strengthened<br>1 Ho 23,0 ER<br>G.453 B.368<br>1 Ha (stl) (15,3 × 4,1) ER<br>2W Der 1(5) 1(2,5) | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>370bhp (272kW) NE 82<br>General Motors Corp., Detroit Diesel Allison<br>Div.<br>Gen 2 × 16kW 220V 50Hz a.c.<br>Controllable pitch propeller |
| **5142205**<br>*IKIT*<br>44<br>Df Esd Gc<br>Rdr Rt | **SENILIA**<br>ex Krista-91 ex Mascaretti Secondo-82<br>ex Astoria-80 ex Hans Pickenpack-63<br>**Siamar S.r.l.**<br>San Benedetto del Tronto Italy | **727**<br>421<br>— | RI (GL) | **1957** Norderwerft Koser & Meyer—Hamburg (831)<br>66,71 9,68 4,395<br>58,53 9,61 5,11<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho<br>B.500 | MaK<br>Oil 4SA 8Cy. 385 × 580<br>1 250bhp (919kW)<br>Maschinenbau Kiel A.G. |
| **6923319**<br>*SSEC*<br>Df Esd Gc<br>Rdr RTm/v | **SENIOR M.**<br>ex Helse-89 ex Gotia-88<br>ex Gronland II-86 ex Vela-80<br>**Mahoney Marine Services Co.**<br>Alexandria Egypt | T.Mk<br>**983**<br>568<br>1 998<br>**2 190**<br>1 451<br>— | GL | **1969** Schulte & Bruns—Emden (258)<br>90,89 12,86 5,160/6,585<br>83,19 12,79 7,70<br>B 11,6 F 9,8 2 dks<br>len 74 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.4 717 B.4 340<br>2 Ha (18,9 25,6 × 10,2) ER<br>Der 2(20) 4(5) | Deutz<br>2 Oil 4SA each 8Cy. 320 × 450 geared<br>2 640bhp (1 942kW)<br>Kloeckner Humboldt Deutz<br>Thw. thrust propeller fwd |
| **6822711**<br>*SW5947*<br>9683<br>Esd Rdr Rt | **SENIORITA**<br>ex Admiral Lunin-89 ex Kara-Dag-74<br>**Seniorita Shipping Co.**<br>Piraeus Greece | **1 001**<br>391<br>164 | (RS) | **1965** "Georgi Dimitrov" Shipyard—Varna<br>63,81 9,33 2,998<br>9,25 5,87<br>conv Passenger/Ferry 76<br>conv Training Ship 90 | **M Passenger/Ferry**<br>1 Ho ER<br>B.170<br>1 Ha (1,3 × 1,9) ER<br>Cr 1(1) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>830bhp (611kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **9005467**<br>*MNAH9*<br>719043<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>SatCom | **SENIORITY**<br>**Scottish Navigation Co. Ltd.**<br>F. T. Everard & Sons Management Ltd.<br>London United Kingdom | *3 493*<br>*1 604*<br>5 163 | **✠100A1**<br>bottom strengthened for loading and unloading aground<br>Ice Class 1D<br>**✠LMC** **UMS**<br>EL U 467,5/40,0U3<br>FN 2214 | **1991**-5 Appledore Shipbuilders Ltd.—Appledore (150)<br>99,47 16,61 5,420<br>95,00 16,50 6,80<br>F 7,5 1 dk<br>rf nil | **M General Cargo**<br>2 Ho ER<br>G.5 828<br>2 Ha (stl) (each 31,5 × 12,5) ER | Ruston<br>Oil 4SA 8Cy. 270 × 305 with clutches,<br>couplings & sr geared to sc. shaft<br>1 970kW (2 678bhp)<br>Ruston Diesels Ltd.<br>Gen 1 × 655kW 2 × 300kW 440V<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **7114989**<br>*J8FA4*<br>3329<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>SatCom<br>AMVER | **SENJ**<br>**Cross Seas Shipping Corp.**<br>Croatia Line<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**6 241**<br>3 526<br>12 176<br>**9 715**<br>6 261<br>15 322 | **✠100A1** SS 1/88<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL Bt 2⅛"U2<br>FN 4528<br>JR | **1972**-1 Cant. Nav. Breda S.p.A.—Venezia (268)<br>146,5$^1$ (BB) 21,06 —/9,145<br>135,11 21,01 12,50<br>F 16,5 2 dks<br>rf 152 | **M General Cargo**<br>5 Ho 18,9 23,1 9,4DTp&s 14,0 22,0 ER 11,7 7,0DTp&s<br>G.22 071 B.19 531<br>5 Ha (stl) (9,7 × 8,3) (14,0 14,0 12,8 × 9,9) ER (10,1 × 8,3)<br>16W Der 4(12) 2(10) 10(5) | Fiat<br>Oil 2SA 6Cy. 680 × 1200<br>7 650bhp (5 627kW)<br>Fiat S.G.M.<br>db (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 212,0t (d.o.) 1 216,0t (hvf)-27,0pd |

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| **SENJABAS**<br>ex Hepso Viking-90 ex Theviking-85<br>ex Soloyvag-83 ex Rosund-82<br>**A/S Sjoreker** | **215**<br>95<br>— | (NV) | **1975** Th. Hellesoy Skipsbyggeri A/S—Lofallstrand (92)<br>33,79 7,12 4,268<br>7,09 3,92<br>1 dk | **M Fishing**<br>Stern Trawler | Alpha 407-26VO<br>Oil 2SA 7Cy. 260 × 400<br>770bhp (566kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 81,5t (d.o.)-2,0pd 11kn |
| **SENJYO MARU**<br>ex Koriki Maru-89<br>**Aki Kaiun Y.K.**<br>Kurahashi, Japan<br>Hiroshima Pref. | **156**<br>—<br>380 | | **1978** Y.K. Furumoto Tekko Zosensho—Osaki (386)<br>*29,91* 2,950<br>7,51 4,50<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>Japan |
| **SENKAI MARU**<br>**Chiyoda Shipping Co. Ltd. (Chiyoda Kisen K.K.)**<br>Tokyo Japan | **695**<br>—<br>1 883 | | **1982** Sasaki Zosen K.K.—Kinoe (361)<br>72,40 4,547<br>68,00 11,51 5,01<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 149 | Akasaka A31<br>Oil 4SA 6Cy. 310 × 600<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller |
| **SENKAI MARU**<br>**Senko Co. Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **199**<br>—<br>696 | | **1986** Kishigami Zosen K.K.—Akitsu (1876)<br>... (BB) ... ...<br>49,51 9,01 5,52<br>2 dks | **M General Cargo**<br>Mchy.aft | Akasaka A24R<br>Oil 4SA 6Cy. 240 × 450 with clutches & reverse reduction geared to sc. shaft<br>550bhp (405kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SENKAKU MARU**<br>**Ethylene Yuso K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **563**<br>—<br>737 | | **1971** Ishikawajima Ship & Chemical Plant Co.—Tokyo (405)<br>57,00 9,94 3,506<br>52,00 9,91 5,85<br>1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 844 | Daihatsu<br>Oil 4SA 8Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 110kW 445V a.c.<br>10,75kn |
| **SENKAKU MARU**<br>**Zenmaru Kaiun Y.K.**<br>Shimokamagari, Japan<br>Hiroshima Pref. | **199**<br>—<br>693 | | **1977** Oka Zosen K.K.—Ushimado (241)<br>9,12<br>49,00 9,10 5,11<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SENKAKU MARU No. 18**<br>ex Wakashio Maru No. 33-89<br>ex Yae Maru No. 21-87<br>ex Manryo Maru No. 5<br>**Y.K. Senkaku Group**<br>Naha, Japan<br>Okinawa Pref. | **199**<br>—<br>— | | **1968** Kochiken Zosen—Kochi (365)<br>7,12 2,845<br>37,11 7,09 3,18<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SENKO MARU**<br>**Senko Co. Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **199**<br>—<br>696 | | **1986** Kishigami Zosen K.K.—Akitsu (1875)<br>... ... ...<br>49,51 9,01 5,52<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Akasaka A24R<br>Oil 4SA 6Cy. 240 × 450 with clutches & reverse reduction geared to sc. shaft<br>550bhp (405kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SENKOKU MARU**<br>**Pegaso Kogyo K.K.**<br>Japan | **499**<br>—<br>1 200 | | **1991** Miyoshi Zosen K.K.—Uwajima (287)<br>4,252<br>60,03 10,01 4,53<br>1 dk | **M Tanker**<br>Chemical | Hanshin<br>Oil<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SENNE**<br>**Societe Generale de Dragage S.A.**<br>Antwerpen Belgium | **100**<br>—<br>30 | (BV)<br>✠Classed LR until 5/54 | **1949**-10 Cochrane & Sons Ltd.—Selby (1349)<br>24,87 5,82 3,175<br>... ... ...<br>1 dk<br>R BK 140 | **M Tug**<br>1W | MWM<br>Oil 4SA 6Cy. 250 × 350 NE 65<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel (d.o.) 10kn |
| **SENNEVILLE**<br>**Pioneer Shipping Ltd.**<br>Great Lakes Bulk Carriers Inc. (GLBC)<br>Montreal, P.Q. Canada | **18 845**<br>13 768<br>28 471<br>T/cm<br>46,4 | AB<br>✠Classed LR until 12/72 | **1967**-11 Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1084)<br>222,51 22,94 8,230<br>216,57 22,86 12,10<br>Ba 29,9 F 10,7 1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho 28,6 29,2 29,2 29,2 29,2 30,1 ER<br>G.36 765<br>18 Ha (stl) (each 6,1 × 15,8) ER | MAN<br>Oil 2SA 6Cy. 780 × 1550<br>9 900bhp (7 282kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 535kW 1 × 232kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 591,5t (hvf) 15,5kn |
| **SENORITA**<br>ex Solar Eterna-89 ex Eastern Gloria-87<br>ex Tsukubasan Maru-87<br>**Ugland Bulk Partners IV**<br>Ugland Bulk Carriers A/S<br>Grimstad Norway (NIS)<br>SatCom: 1311516/LADN | *25 982*<br>*13 760*<br>43 648<br>T/cm<br>50,6 | NV (NK) | **1985** Hashihama Zosen—Tadotsu (834)<br>185,83 (BB) 11,319<br>177,02 30,41 16,21<br>P 31,1 F 12,8 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 28,0 28,0 28,0 28,0 27,2 ER<br>G.53 593 B.52 279 HeCls. B<br>5 Ha (stl) (19,2 20,8 20,8 20,8 20,8 × 15,3) ER<br>Cr 4(25) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>7 120kW (9 680bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 460kW 450V 60Hz a.c.<br>Fuel 263,0t (d.o.) 1 509,0t (hvf)-23,0pd 14kn |
| **SENPO MARU**<br>**Taisei Kaiun K.K.**<br>Yutaka, Japan<br>Hiroshima Pref. | **499**<br>—<br>1 170 | | **1979** Sasaki Zosen K.K.—Kinoe (330)<br>61,02 4,101<br>56,01 9,81 4,30<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| **SENRI MARU**<br>**Chitose Kaiun K.K. (Chitose Shipping Co. Ltd.)**<br>Tokyo Japan | **430**<br>—<br>1 085 | | **1983** Shitanoe Zosen K.K.—Usuki (1028)<br>4,220<br>49,90 9,80 4,50<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy.<br>Japan |
| **SENRYO MARU**<br>**Chiyoda Shipping Co. Ltd. (Chiyoda Kisen K.K.)**<br>Tokyo Japan | **2 583**<br>—<br>4 997 | NK | **1982** Sanuki Zosen Tekkosho K.K.—Takuma (1102)<br>103,31 (BB) 6,457<br>95,00 15,00 7,29<br>P 25,0 F 15,0 1 dk | **M Tanker**<br>IGS SBT<br>5 Ta ER<br>L.(oil) 5 349 | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 144,0t (d.o.) 228,0t (hvf) 12kn |
| **SENRYO MARU**<br>**K.K. Uyeno Unyu Shokai**<br>Yokohama, Japan<br>Kanagawa Pref. | **999**<br>—<br>2 473 | NK | **1984** Murakami Hide Zosen K.K.—Hakata (226)<br>82,50 5,201<br>77,02 12,01 5,77<br>P 18,3 F 9,8 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 999 | Hanshin<br>Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 112kW a.c.<br>12,5kn |
| **SENRYU MARU**<br>**Izumi Kisen K.K. (Izumi Shipping Co. Ltd.)**<br>Tokyo Japan | **499**<br>—<br>1 600 | | **1980** K.K. Yoshida Zosen Kogyo—Arida (352)<br>4,250<br>65,00 11,51 6,10<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin 6LU32<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SENSEI**<br>ex Mare Dorico-91<br>ex Kingdom Venture-80<br>**Sandrina Shipping Co. Ltd.**<br>Oceanbulk Maritime S.A.<br>Valletta Malta | **18 837**<br>10 280<br>30 702 | ✠**100A1** SS 6/91<br>Strengthened for heavy cargoes, No. 3 hold may be empty<br>✠**LMC**<br>EL Ht 2$\frac{7}{16}$"U3<br>FN 6941<br>RI | **1975**-5 K.K. Usuki Tekkosho—Saiki (1172)<br>178,39 (BB) 26,88 10,662<br>167,21 26,80 14,71<br>P 29,9 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 27,0 27,2 16,8 27,2 27,2 ER<br>G.38 660 B.37 237<br>5 Ha (stl) (17,6 17,6 9,6 17,6 17,6 × 15,0) ER<br>Der 5(22) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 420kW 445V 60Hz a.c.<br>Fuel 172,5t (d.o.) 1 666,0t (hvf)-38,5pd 15,5kn |

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| **8518974**<br>*JJ3467*<br>129107 | **SENSHIN MARU**<br>**Shinwa Kisen K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **699**<br>—<br>1 878 | | **1985** Sasaki Zosen K.K.—Kinoe (392)<br>77,37 (BB) 4,571<br>72,01 11,21 5,01<br>1 dk | **M Tanker**<br>10 Ta ER | Hanshin<br>Oil 4SA 6Cy. 300 × 480 with clutches<br>reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **8608365**<br>*7KLR*<br>129490<br>Esd Gc Rdr<br>Rt | **SENSHO MARU**<br>**Kinkai Yusen K.K. & Kitakyushu Unyu K.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **4 905**<br>—<br>7 606 | NK | **1987** Tohoku Zosen—Shiogama (218)<br>114,81 17,53 7,086<br>108,01 17,51 9,30<br>P 22,0 F 8,0 1 dk | **M Cement Carrier**<br>Mchy.aft<br>G.6 021 | Ito<br>Oil 4SA 6Cy. 500 × 880 with clutches,<br>couplings & reduction geared to sc.<br>2 714kW (3 690bhp)<br>Ito Tekkosho<br>Gen 5 × 294kW a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **8403911**<br>*JG4401*<br>128076<br>Gc Rdr Rt | **SENSHO MARU**<br>**Izumi Kisen K.K. (Izumi Shipping Co. Ltd.)**<br>Tokyo Japan | **3 627**<br>—<br>5 915 | NK | **1984** Naikai SB. & Eng. Co. Ltd.—Taguma Shipyard, Innoshima (493)<br>99,19 (BB) 6,771<br>92,03 17,01 8,26<br>P 19,9 F 9,8 1 dk | **M General Cargo**<br>3 Ho ER<br>G.7 230<br>3 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>3 160bhp (2 324kW)<br>Hitachi Zosen Hiroshima Works<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **8415316**<br>*7KDV*<br>126480<br>WK1-217<br>Rt | **SENSHO MARU**<br>**Masaru Hosokawa**<br>Taiji, Japan<br>Wakayama Pref. | **119**<br>—<br>— | | **1985** Katsuura Dockyard Co. Ltd.—Nachi-Katsuura (278)<br>35,01 2,610<br>30,10 6,61 2,75<br>1 dk | **M Fishing**<br>Side-fishing Tuna Ref<br>In.180 | Akasaka<br>Oil 4SA 6Cy. 240 × 410 sr geared to sc.<br>670bhp (493kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.) |
| **8014473**<br>*JCIR*<br>126466<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **SENSHU MARU**<br>**Nippon Yusen Kaisha, Mitsui O.S.K. Lines Ltd. & Kawasaki Kisen Kaisha Ltd.**<br>Osaka, Japan<br>Osaka Pref.<br>SatCom: 1200434/JCIR | *102 330*<br>*30 699*<br>69 594 | NK | **1984** Mitsui Eng. & SB. Co. Ltd., Chiba Works—Ichihara (1230)<br>283,01 (BB) 11,500<br>270,01 44,81 25,02<br>1 dk | **S Liquefied Gas Carrier**<br>LNG Pressurised<br>5 Ta (stl) ind spherical ER<br>L.(gas) 125 556<br>10 Cargo pumps total 10 000T/hr | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 2500kW 1 × 1200kW 450V<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 8 844,5t (o.f.) 225,0t (d.o.)-186,0pd |
| **6926957**<br>*JG2697*<br>107131<br>Df Rt | **SENSHU MARU**<br>**Y.K. Shoun Sangyo**<br>Ryugatake, Japan<br>Kumamoto Pref. | **199**<br>—<br>102 | | **1969** Shimoda Dockyard Co. Ltd.—Shimoda (167)<br>31,81 9,02 2,896<br>28,50 9,00 3,79<br>1 dk | **TM Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 350 × 550<br>Hanshin Nainenki Kogyo |
| **7927271**<br>*JKAW*<br>123193<br>Df Esd Gc<br>Pfd Rdr Rt | **SENSHU MARU**<br>**Akita Prefecture**<br>Akita, Japan<br>Akita Pref. | **187**<br>—<br>123 | | **1980** Miho Zosensho K.K.—Shimizu (1169)<br>40,80 8,44 2,701<br>34,02 7,31 3,08<br>1 dk | **M Research/Fishing**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320 reduction geared<br>shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7300112**<br>*JI2019*<br>93278 | **SENSHU MARU No. 2**<br>**Yoshio Ogawa**<br>Osaka, Japan<br>Osaka Pref. | **199**<br>—<br>365 | | **1963** Nishi Zosen K.K.—Imabari (111)<br>32,82 7,04 2,515<br>29,93 7,01 2,80<br>1 dk | **M General Cargo**<br>1 Ho<br>1 Ha (21,4 × 5,0) | Yanmar<br>Oil<br>120bhp (88kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **6423101**<br>Df Esd Gc<br>Pfd Rdr Rt | **SENSHU MARU No. 5**<br>ex Fukuyo Maru No. 1<br>ex Shofuku Maru No. 25<br>**S & S Marine Development Corp.** | **192**<br>98<br>— | | **1964** Kanasashi Co. Ltd.—Shimizu (618)<br>39,02 6,96 2,820<br>33,56 6,91 3,10<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>Niigata Eng. Co. Ltd. |
| **7238761**<br>Df Gc Rdr<br>Rt | **SENSHU MARU No. 15**<br>ex Miyaura Maru No. 15-79<br>**Armement de Nouvelle Caledonia** | **133**<br>55<br>— | | **1972** Sanuki Zosen Tekkosho K.K.—Takuma (665)<br>7,01<br>30,92 6,99 2,80<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo |
| **8304050**<br>*JIAC*<br>125737<br>ME1-800<br>Rt | **SENSHU MARU No. 28**<br>**Yuya Yamamoto**<br>Nansei, Japan<br>Mie Pref. | **439**<br>—<br>542 | | **1983** Miho Zosensho K.K.—Shimizu (1218)<br>57,59 (BB) 8,92 3,595<br>50,91 8,91 3,97<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.448 | Akasaka<br>Oil 4SA 6Cy. 280 × 550 with clutches<br>to sc. shaft<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.)<br>Gen 1 × 240kW 1 × 160kW 445V a.c.<br>Controllable pitch propeller |
| **8421016**<br>*7LFZ*<br>127619<br>ME1-820<br>Rdr RTv | **SENSHU MARU No. 30**<br>**Yuya Yamamoto**<br>Nansei, Japan<br>Mie Pref.<br>SatCom: 1200564/ULFZ | **457**<br>—<br>557 | | **1985** Miho Zosensho K.K.—Shimizu (1254)<br>57,59 (BB) 8,92 3,601<br>50,91 8,91 3,99<br>1 dk | **M Fishing**<br>Side-fishing Long-line Ref<br>In.192 | Akasaka<br>Oil 4SA 6Cy. 280 × 550 with clutches,<br>couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.)<br>Controllable pitch propeller |
| **7031606**<br>*YCLW*<br>Df Esd Gc<br>Pfd Rdr Rt | **SENTA 1**<br>ex Marigold-79 ex Nagayasu Maru-76<br>**P.T. Sentarum Lines**<br>Jakarta Indonesia | **2 987**<br>1 901<br>5 852 | KI (NK) | **1970** Imabari Zosen—Imabari (250)<br>101,96 16,34 6,536<br>98,60 16,29 8,16<br>P 19,9 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 490 B.7 213<br>2 Ha (stl) (27,1 27,8 × 8,3) ER<br>Der 4(15) | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>3 600bhp (2 648kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 132kW 450V 60Hz a.c.<br>Fuel 538,5t-13,5pd |
| **6812027**<br>*PLOR*<br>549<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SENTA 2**<br>ex Garsa Satu ex Shinsei Maru-73<br>**P.T. Sentarum Lines**<br>Jakarta Indonesia | **3 973**<br>2 411<br>5 970 | KI (NK) | **1968** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1110)<br>108,69 16,44 6,590<br>100,41 16,41 8,21<br>P 24,1 F 9,2 1 dk | **M General Cargo**<br>3 Ho ER<br>G.8 058 B.7 740<br>3 Ha (stl) (12,5 22,4 11,9 × 8,0) ER<br>Der 1(15) 3(10) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 180kW 445V 60Hz a.c.<br>Fuel 70,0t (d.o.) 700,0t (hvf)-12,0pd |
| **5320364**<br>*PKDU* | **SENTANA**<br>ex Watergeus-51<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **670**<br>59<br>— | | **1944** Marietta Mfg. Co.—Point Pleasant, WV (509)<br>*43,35* 10,09 4,966<br>42,98 10,06 5,74<br>1 dk | **S Tug** | U 3Cy. (3) 622 x 610<br>Skinner Engine Co.<br>Fuel 419,5t |
| **8419740**<br>*ELFR2*<br>7977<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SENTINEL**<br>ex Golar Nikko-89<br>Launched as Pacific Energy<br>**A.T.-Sentinel Inc.**<br>Conoco Shipping Co.<br>Monrovia Liberia<br>SatCom: 1241144/ELFR | *60 339*<br>*30 541*<br>106 650<br>T/cm<br>92,3 | NV (AB) | **1986** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2938)<br>235,29 (BB) 14,652<br>232,82 42,61 21,82<br>1 dk<br>rf nil Bow/CM 122 Diam. 0,410 MH 2,1 | **M Tanker**<br>COW IGS SBT<br>9 Ta ER<br>L.(oil) 121 019<br>3 Cargo pumps total 7 500T/hr | Sulzer<br>Oil 2SA 7Cy. 620 × 2150<br>13 887bhp (10 215kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 800kW 450V 60Hz a.c. |

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| **SENTINEL**<br>**Government of The Republic of India (Andaman & Nicobar Administration)**<br>The Shipping Corporation of India Ltd.<br>Bombay India | **2 625**<br>1 255<br>1 472 | IRS (AB) | **1982** Mazagon Dock Ltd.—Bombay (580)<br>81,34 4,111<br>74,00 14,41 7,29<br>B 43,6 2 dks<br>rf 102 | **TM Passenger/General Cargo/Ferry** —P<br>2 Ho ER<br>G.803 B.764<br>2 Ha ER<br>Der 4(-) | MAN G5V30/45ATL<br>2 Oil 4SA each 5Cy. 300 × 450 sr reverse geared to sc. shafts<br>2 120bhp (1 559kW)<br>Garden Reach Shipbuilders & Engineers Ltd. Ranchi<br>Gen 3 × 212kW<br>12kn |
| **SENTINEL**<br>**San Diego Transportation Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **199**<br>135<br>— | AB | **1976** McDermott Shipyard—Morgan City, La (218)<br>41,46 11,13 5,182<br>39,22 11,08 5,80<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 20Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 90kW<br>Fuel 782,5t (d.o.) 14kn |
| **SENTINEL II**<br>**Lib-Ore Steamship Co. Inc.**<br>Alcoa Steamship Co. Inc.<br>Monrovia Liberia<br>SatCom: 1241621/ELBY | *34 353*<br>*13 078*<br>47 503 | ✠100A1<br>caustic soda/heavy bulk carriers with 2 longitudinal bulkheads, strengthened for heavy cargoes Nos. 2 & 4 holds or Nos. 1, 3 & 5 holds may be empty, & also carriage of caustic soda in Nos. 1 3 & 5 wing tanks & slop tanks<br>✠LMC UMS<br>EL N† 660,0/84,0U2(a)<br>FN 10065 | **1982-3** Hitachi Zosen—Innoshima Works, Innoshima (4687)<br>209,00 32,24 11,000<br>200,01 32,21 18,11<br>F 13,5 1 dk<br>rf nil | **M Bulk Carrier/Tanker**<br>pt higher tensile steel DB<br>5 Ho 30,7 30,7 26,9 30,7 30,7<br>8 Wing Ta ER<br>G.45 875 L.20 108<br>5 Ha (stl) (19,2 23,0 19,2 23,0 × 14,4) (19,2 × 12,6) ER | B&W 7L67GFCA<br>Oil 2SA 7Cy. 670 × 1700<br>14 400bhp (10 592kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (o.f.) 17kgf/cm² (16,7bar)<br>AuxB (ex.g) & htr 21kgf/cm² (20,6bar) rcv 17kgf/cm² (16,7bar)<br>Gen 3 × 960kW 1 × 120kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 51,0t (d.o.) 2 245,0t (hvf) |
| **SENTOSA**<br>ex Shosei Maru-86<br>**Hua Tat Trading Pte. Ltd.**<br>Singapore Singapore | **3 334**<br>1 514<br>4 995<br>T/cm<br>13,5 | BV (NK) | **1978** Shimoda Dockyard Co. Ltd.—Shimoda (281)<br>105,21 15,52 6,716<br>98,02 15,51 7,83<br>P 28,1 F 10,4 1 dk<br>Bow/CM 52 Diam. 0,355 | **M Tanker**<br>10 Ta ER<br>L.(oil) 5 511 HeCls. CptB<br>2 Cargo pumps total 3 000T/hr | Ito M556HUS<br>Oil 4SA 6Cy. 550 × 900<br>5 200bhp (3 825kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 67,0t (d.o.) 295,0t (hvf)-15,0pd 14kn |
| **SENTOSA**<br>ex Riama ex Phoenix-83<br>ex Lim Glory-82 ex Shorei Maru-79<br>**P.T. Tanto Intim Line**<br>Jakarta Indonesia | **1 982**<br>1 273<br>3 764 | KI NK | **1969** Nishi Zosen K.K.—Imabari (116)<br>91,90 14,03 5,160<br>85,68 14,00 6,81<br>P 20,8 F 10,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 418 B.4 061<br>2 Ha (stl) (17,6 29,4 × 7,0) ER<br>3W Der 1(15) 2(10) | Hanshin Z6L46SH<br>Oil 4SA 6Cy. 460 × 680<br>2 400bhp (1 765kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 100kW 440V a.c.<br>Fuel 338,5t-8,0pd 12,5kn |
| **SENTOSA**<br>ex Navi Pride-91 ex Suri-89<br>ex Shoei Maru I-89 ex Shoei Maru-89<br>ex Taiyo Maru No. 8-84<br>**Navi Marine Services Pte. Ltd.**<br>Panama Panama | **1 258**<br>791<br>2 218 | NK | **1975** Hakata Zosen K.K.—Hakata (156)<br>73,14 12,02 5,157<br>71,51 11,99 5,49<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 935 | Hanshin 6LU38G<br>Oil 4SA 6Cy. 380 × 580<br>1 545kW (2 100bhp)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 80kW a.c. |
| **SENTOSA**<br>ex Melina-81 ex Melina I-81<br>ex Pelina-81 ex Vikla-72<br>**Wong Ding Ang**<br>Labuan Malaysia | **997**<br>678<br>1 790 | (NV) | **1961** Oy Laivateollisuus Ab—Turku/Abo (184)<br>73,21 10,44 4,998<br>66,91 10,39 6,25<br>2 dks<br>rf nil | **M General Cargo**<br>2 Ho 10,9 19,5 ER<br>G.2 492 B.2 152<br>2 Ha (10,9 19,5 × 5,4) ER<br>2W Cr 2(5) Der 2(5) | Crossley<br>Oil 2SA 8Cy. 267 × 343<br>1 010bhp (743kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 3 × 68kW 380V 50Hz a.c.<br>Fuel (d.o.) 11,5kn |
| **SENTOSA JAYA**<br>ex Holger-89 ex Lady Adeline-87<br>ex Adeline-87 ex Akak Crown-86<br>ex Adeline-85 ex Akak Crown-85<br>ex Adeline-77<br>**Joo Tat Shipping Pte. Ltd.**<br>Cahaya Samudera Shipping Pte. Ltd.<br>Panama Panama | **778**<br>494<br>2 030 | GL | **1977** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (824)<br>72,27 (BB) 12,83 4,449<br>65,51 12,81 4,50<br>P 10,7 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,0 ER<br>G.3 200 B.3 143<br>TEU 132 C.Ho 54/20' (40') C.Dk 78/20' (40')<br>1 Ha (stl) (43,8 × 10,2) ER | MaK 6M452AK<br>Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Fuel 5,5t (d.o.) 11kn |
| **SENTOSA MULIA**<br>ex Sadar Setia<br>**P.T. Pelayaran Lokal Birawa**<br>Palembang Indonesia | **163**<br>87<br>— | KI | **1970** P.N. Alir Menjay—Palembang<br>... ... ...<br>35,21 7,31 2,75<br>1 dk | **M General Cargo**<br>Mchy.aft | Ruston<br>Oil 4SA 8Cy. 203 × 273<br>204bhp (150kW) E made45 fitted70<br>Ruston & Hornsby Ltd. Lincoln |
| **SENTOSA PRIDE**<br>ex Orion Trader-91 ex Al Riyadh-85<br>**HSH Tanker Inc.**<br>Panama Panama<br>SatCom: 1330474/ORTR | **106 109**<br>88 481<br>236 767<br>T/cm<br>148,8 | NK | **1975** Mitsubishi Heavy Industries Ltd.—Nagasaki (1734)<br>321,83 52,43 19,889<br>304,00 52,38 25,68<br>F 15,3 1 dk<br>Bow/CM 173 Diam. 0,406 | **S Tanker**<br>COW IGS<br>19 Ta ER<br>L.(oil) 281 544 HeCls. BptC<br>3 Cargo pumps total 13 500T/hr | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 1 × 1400kW 2 × 680kW 450V 60Hz a.c.<br>Fuel 7 937,5t (o.f.) 219,5t (d.o.)-179,0pd 15,75kn |
| **SENTOSA SPIRIT**<br>**Sentosa Spirit Inc.**<br>Teekay Shipping Ltd.<br>Monrovia Liberia<br>SatCom: 1241352/SENT | *52 500*<br>*28 137*<br>97 161 | NK | **1989** Imabari Zosen—Marugame (1175)<br>246,84 (BB) 42,36 13,419<br>235,00 42,00 19,50<br>1 dk | **M Tanker**<br>COW IGS SBT<br>8 Ta ER<br>L.(oil) 110 812 | B&W 6S70MC<br>Oil 2SA 6Cy. 700 × 2674<br>10 151kW (13 800bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 480kW a.c.<br>14kn |
| **SENTRY**<br>**Harbor Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **199**<br>135<br>— | AB | **1977** McDermott Shipyard—Morgan City, La (225)<br>41,46 5,161<br>39,22 11,14 5,80<br>1 dk | **TM Tug** | General Motors 20-645-E7B<br>2 Vee Oil 2SA each 20Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 90kW<br>14,25kn |
| **SENWA MARU**<br>**Showa Line Ltd. (Showa Kaiun K.K.)**<br>Tokyo Japan<br>SatCom: 1203502/JLGD | **98 455**<br>70 766<br>194 399<br>T/cm<br>131,0 | NK | **1980** Nippon Kokan K.K.—Tsu (66)<br>300,01 (BB) 18,268<br>285,02 50,00 24,62<br>F 15,6 1 dk | **M Bulk Carrier**<br>11 Ho ER<br>G.214 448 HeCls. B<br>11 Ha (stl) (12,2 × 15,8) (12,5 12,5 12,5 12,5 12,5 12,5 12,5 12,5 12,5 × 22,8) ER | B&W 7L90GFC<br>Oil 2SA 7Cy. 900 × 2180<br>23 900bhp (17 580kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 760kW 1 × 720kW 450V 60Hz a.c.<br>Fuel 341,5t (d.o.) 7 896,0t (hvf)-140,0pd 13,75kn |
| **SENWA MARU**<br>**Kanae & Chuji Nakata**<br>Kurahashi, Hiroshima Pref. Japan | **198**<br>—<br>557 | | **1987** Kurinoura Dock K.K.—Yawatahama (239)<br>48,01 8,03 3,300<br>44,00 8,01 3,41<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 617 | Niigata<br>Oil 4SA 6Cy. 260 × 460 with clutches & reverse reduction geared to sc. shaft<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SENYA**<br>ex Lutz Schroder-86<br>**Confidence Maritime Ltd.**<br>Helmsing & Grimm (G.m.b.H. & Co.)<br>Limassol Cyprus | **5 009**<br>3 366<br>7 470 | GL | **1973** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (154)<br>124,49 16,41 7,070<br>114,03 16,39 9,25<br>P 22,6 F 12,8 1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>G.11 328 B.10 422<br>3 Ha (stl) (12,9 19,7 19,7 × 10,5) ER<br>Der 2(5-13) 3(5-10) | MaK 8M551AK<br>Oil 4SA 8Cy. 450 × 550 reverse reduction geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 240kW 380V 50Hz a.c.<br>15kn |

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| **8403650**<br>*JG4402*<br>128081<br>Gc Rdr RTv | **SENYO**<br>**Daito Unyu K.K. (Daito Transportation Co. Ltd.)**<br>Tokyo Japan | **170**<br>—<br>65 | | **1984** Hanasaki Zosensho—Yokosuka (195)<br>32,26 9,02 2,801<br>27,82 8,81 3,92<br>B 4,3 1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 with<br>flexible couplings & sr geared to sc.<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 64kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel 32,0t (d.o.) |
| **8125739**<br>*3FRG2*<br>13985-84B<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **SENYO GLORY**<br>**New Seagull Shipping S.A.**<br>Panama Panama | **8 050**<br>6 257<br>16 177 | NK | **1982** Kurinoura Dock K.K.—Yawatahama (171)<br>143,21 21,04 9,241<br>133,31 21,01 11,66<br>P 28,4 F 18,6 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>SBT<br>18 Ta ER<br>L.19 216 | Mitsubishi<br>Oil 2SA 7Cy. 450 × 1150<br>7 000bhp (5 149kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Controllable pitch propeller |
| **9000405**<br>*JL5913*<br>130668<br>Df Esd Gc<br>Pfd Rdr Rt | **SENYO MARU**<br>**Hiyoshi Kosan Ltd.**<br>Imabari, Ehime Pref. Japan | **3 576**<br>—<br>6 097 | NK | **1990** Nishi Zosen K.K.—Imabari (360)<br>105,27 6,920<br>98,00 15,50 8,80 | **M General Cargo**<br>G.7 657 B.7 382<br>2 Ha (stl) (30,1 29,2 × 8,4) ER | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>2 427kW (3 300bhp)<br>The Hanshin Diesel Works Ltd.<br>Thw. thrust propeller fwd |
| **7128095**<br>*JJ2739*<br>112520<br>Rdr | **SENYO MARU**<br>**Kawatetsu Unyu K.K.**<br>Kobe, Hyogo Pref. Japan | **945**<br>—<br>957 | | **1971** Kanasashi Co. Ltd.—Shimizu (1018)<br>65,31 14,05 3,398<br>62,01 14,00 4,20<br>1 dk | **TM General Cargo**<br>Mchy.aft<br>12bth P | Niigata<br>2 Oil 4SA each 6Cy. 200 × 260<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd.<br>Fuel 40,5t |
| **8415380**<br>*JK4423*<br>127346<br>Gc Rdr Rt | **SENYO MARU**<br>**Nissen Kisen K.K.**<br>Onomichi, Hiroshima Pref. Japan | **895**<br>—<br>2 204 | NK | **1984** Tokushima Zosen Sangyo K.K. —Komatsujima (1743)<br>79,02 (BB) 4,868<br>73,00 12,01 5,31<br>P 16,8 F 8,9 1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 2 300 | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8217477**<br>*JG2205*<br>117782<br>Df Gc Rdr Rt | **SENYO MARU**<br>**Toyo Line Co. Ltd.**<br>Shimizu, Shizuoka Pref. Japan | **699**<br>—<br>2 080 | NK | **1983** Narasaki Zosen K.K.—Muroran (1044)<br>76,51 (BB) 12,63 4,739<br>72,01 12,60 4,83<br>2 dks | **M General Cargo**<br>Wind-Assisted<br>1 Ho ER<br>B.2 230<br>1 Ha (stl) (38,4 × 8,6) ER | Pielstick<br>Oil 4SA 6Cy. 280 × 290 with clutches,<br>couplings & sr geared to sc. shaft<br>1 550bhp (1 140kW)<br>Nippon Kokan K.K. Tsurumi Works<br>Gen 3 × 72kW<br>Controllable pitch propeller<br>Fuel 117,0t (d.o.)-5,0pd |
| **7626918**<br>*JL4236*<br>120969<br>Rt | **SENYO MARU**<br>ex Shoei Maru-88<br>**Meiwa Kaiun K.K.**<br>Matsuyama, Ehime Pref. Japan | **531**<br>—<br>759 | | **1977** Shirahama Zosen K.K.—Honai (78)<br>10,04 4,001<br>55,48 10,01 4,60<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 186 | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| **7326477**<br>*JI2763*<br>115658<br>Rdr | **SENYO MARU**<br>**Muroran Marine Service K.K.**<br>Muroran, Hokkaido Pref. Japan | **193**<br>—<br>— | | **1973** Shin Yamamoto Zosensho—Kochi (169)<br>2,604<br>28,71 8,59 3,79<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **7927520**<br>*JL4664*<br>124081<br>Df Esd Gc<br>Pfd Rdr Rt | **SENZAN MARU**<br>**Shinwa Kisen K.K. & Chiyoda Shipping Co. Ltd.**<br>Kobe, Hyogo Pref. Japan | **1 401**<br>—<br>2 801 | NK | **1980** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1363)<br>77,60 5,474<br>72,01 12,31 5,92<br>P 18,9 F 11,3 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 955 | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 192kW |
| **7856563**<br>*8KAR*<br>93793 | **SENZAN MARU**<br>**Asia Kaiji Kogyo K.K.**<br>Yokohama, Kanagawa Pref. Japan | **107**<br>—<br>— | | **1963** Hashihama Zosen—Imabari (157)<br>26,00 2,320<br>22,20 6,50 2,90<br>1 dk | **M Tug** | Nippon Hatsudoki<br>Oil<br>Nippon Hatsudoki |
| **7903990**<br>*JK4106*<br>122196<br>Gc Rdr Rt | **SENZAN MARU No. 3**<br>**Kawaoka Kisen Y.K.**<br>Mihara, Hiroshima Pref. Japan | **199**<br>—<br>500 | | **1980** (Fwd & aft sections) Oka Zosen K.K. —Ushimado (256)<br>**1980** (Cargo section) Shinwa Sangyo K.K. —Higashino (372)<br>*51,39* 3,301<br>50,02 9,11 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **8313659**<br>*D9KU*<br>PHR-848613<br>Esd Rdr Rt | **SEO BONG**<br>ex Woo Sung No. 209-87<br>**Hanjin Transportation Co. Ltd.**<br>Pohàng South Korea | **911**<br>365<br>2 244 | KR | **1984** Pohang SB. Co. Ltd.—Pohang (PH7)<br>70,49 12,02 4,768<br>65,00 12,01 5,41<br>P 15,6 F 11,9 1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 189<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Ssang Yong Heavy Industries Co. Ltd<br>Gen 1 × 132kW 225V a.c. |
| **7829534**<br>*D7JJ*<br>YSR-783219<br>Rdr Rt | **SEO JIN No. 5**<br>**Dae Dong Shipping Co. Ltd.**<br>Yosu South Korea | **1 128**<br>661<br>1 818 | KR | **1979** Shin Ah SB. Co.—Chungmu<br>69,02 4,780<br>63,00 10,51 5,26<br>P 15,0 F 7,1 1 dk | **M Tanker**<br>L.(oil) 2 235 | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 56kW 225V a.c. |
| **8224016**<br>*D8NX*<br>BSR-825541<br>Df Esd Gc<br>Pfd Rdr Rt | **SEO JOO**<br>**Han Joo Tanker Co. Ltd.**<br>Busan South Korea | **1 598**<br>917<br>3 252 | KR | **1982** Bang-Eo Jin Shipyard Co.—Ulsan<br>82,23 5,390<br>74,02 12,81 6,13<br>P 16,2 F 6,4 1 dk | **M Tanker**<br>Bunkering<br>10 Ta ER<br>L.(oil) 3 859 | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Ssang Yong Heavy Industries Co. Ltd<br>Gen 2 × 200kW 225V a.c. |
| **6507725**<br>*6MXS*<br>BS-A-853<br>Df Esd Gc<br>Pfd Rdr Rt | **SEO KWANG**<br>ex Sam He No. 11-79<br>ex Kaki Maru No. 11<br>**Seo Kwang Fisheries Co. Ltd.**<br>Busan South Korea | **465**<br>239<br>— | (KR) | **1964** Miho Zosensho K.K.—Shimizu (518)<br>54,51 9,53<br>48,19 9,50 4,04<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.644<br>3 Ha (1,0 × 1,0) (1,9 1,9 × 1,9) | Akasaka<br>Oil 4SA 6Cy. 400 × 570<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 2 × 128kW 225V a.c. |
| **9031014**<br>*DSHH*<br>YSR-905149 | **SEO NAM No. 1**<br>**Seo Nam Shipping Co. Ltd.**<br>Yosu South Korea | **107**<br>—<br>57 | KR (Class cont.) | **1990** Nam Yang SB. Co. Ltd.—Mokpo<br>27,51 7,83 2,801<br>24,49 7,61 3,31<br>1 dk | **TM Tug**<br>Fire-fighting | Niigata<br>2 Oil 2SA each 6Cy. 160 × 210 with<br>flexible couplings & sr geared to sc.<br>Ssang Yong Heavy Industries Co. Ltd<br>2 Directional propellers |
| **7950383**<br>*6KWC*<br>BS02-A2058<br>Df Gc Pfd<br>Rdr Rt | **SEO WON No. 101**<br>ex Saraton No. 1-90<br>ex Han Gil No. 75-86<br>ex Asahi Maru No. 6-83<br>**Seo Won Fisheries Co. Ltd.**<br>Busan South Korea | **320**<br>161<br>— | KR | **1972** Kochi Jyuko K.K.—Kochi (1185)<br>49,74 3,480<br>43,21 8,31 3,61<br>P 24,1 F 10,1 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>3 Ha (stl) (each 1,4 × 1,1) | Akasaka<br>Oil 4SA 6Cy. 280 × 440<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 2 × 352kW 225V a.c. |

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| **SEO YEUN**<br>ex Ozuchi Maru-80<br>**Yong Nam Co. Ltd.**<br>Inchon South Korea | **287**<br>79<br>86 | KR | **1967** Shin Yamamoto Zosensho—Kochi (88)<br>31,81 9,66 3,150<br>29,01 9,58 4,40<br>1 dk<br>RW | **TM Tug** | MAN<br>2 Oil 4SA each 12Cy. 220 × 300<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 28kW 220V a.c.<br>12,5kn |
| **SEOK KONG No. 1**<br>ex Osaka Maru-74 ex Jyosei Maru-70<br>**Dai Han Coal Corporation (Korean Coal Corporation)**<br>Busan South Korea | **1 952**<br>1 040<br>3 156 | KR (NK) | **1964** Koyo Dockyard Co. Ltd.—Mihara (318)<br>89,49 12,83 5,568<br>82,48 12,81 6,46<br>P 18,9 F 11,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 129 B.3 794<br>2 Ha (21,5 22,1 × 6,3) ER<br>8W Der 4(10) 4(5) | Ito<br>Oil 4SA 6Cy. 460 × 690<br>1 800bhp (1 324kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 40kW 230V a.c.<br>Fuel 163,5t-3,5pd 12,25kn |
| **SEORAX**<br>ex Miyagi Maru-91<br>**Unifocus Line Corp.**<br>First Line Corp.<br>Panama Panama | *37 183*<br>*19 753*<br>64 714<br>T/cm<br>65,2 | NK | **1982** Hashihama Zosen—Tadotsu (814)<br>227,67 (BB) 12,742<br>218,02 32,21 18,32<br>P 12,5 F 19,9 1 dk | **M Bulk Carrier**<br>7 Ho 22,3 24,6 25,4 18,8 25,4 25,4 25,4 ER<br>G.75 545 HeCls. B<br>7 Ha (stl) (16,0 18,1 18,7 11,8 18,7 18,7 18,7 × 12,8) ER | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 264,0t (d.o.) 3 414,0t (hvf)-40,5pd 15kn |
| **SEOUL GAS**<br>**Gemini World Maritime S.A.**<br>Panama Panama | *3 901*<br>*1 170*<br>3 239 | GL KR | **1989** Korea SB. & Eng. Corp.—Busan (1046)<br>105,90 (BB)<br>99,90 16,10 8,00<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>Mchy.aft<br>L.(gas) 4 012 | Mitsubishi 6UEC37LA<br>Oil 2SA 6Cy. 370 × 880<br>2 346kW (3 189bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>Gen 2 × 240kW 1 × 56kW 220/440V a.c.<br>13,5kn |
| **SEOUL No. 17**<br>**Korea Asset Management Corp.**<br>Han Jin Sang Un Co.<br>Busan South Korea | **291**<br>186<br>437 | KR | **1980** Mokpo Shipyard Co. Ltd.—Mokpo<br>38,21 3,190<br>34,02 7,21 3,51<br>P 8,3 F 4,0 1 dk | **M General Cargo**<br>1 Ho<br>G.517 B.502<br>1 Ha (16,0 × 5,2) | Sumiyoshi<br>Oil 4SA 6Cy. 240 × 400<br>600bhp (441kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>Gen 1 × 44kW 225V a.c.<br>11,25kn |
| **SEOUL PIONEER**<br>**Korea Leasing Corp.**<br>Busan South Korea | **967**<br>689<br>2 241 | KR | **1989** Dae Dong SB. Co. Ltd.—Busan (323)<br>69,75 (BB) - 5,144<br>64,78 12,00 5,80<br>1 dk | **M Tanker**<br>Chemical<br>4 Ta ER<br>L.2 568 | Hanshin 6LUN28<br>Oil 4SA 6Cy. 280 × 480<br>1 177kW (1 600bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 104kW 445V a.c.<br>11,4kn |
| **SEOUL 88**<br>ex Putra Indah XII-89<br>ex Ryowa Maru-83<br>**P.T. Artha Samudra Indah**<br>Jakarta Indonesia | **1 096**<br>726<br>2 540 | KI | **1972** Kurinoura Dock K.K.—Yawatahama (97)<br>*72,61* 11,61 5,512<br>67,01 11,59 5,90<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Akasaka AH36<br>Oil 4SA 6Cy. 360 × 540<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SEPANJANG TAMBANGAN**<br>**P.T. Tambangan Jaya**<br>Banjarmasin Indonesia | **157**<br>104<br>— | KI | **1982** P. T. Haji Bachran—Banjarmasin<br>35,40 6,00 2,000<br>32,00 - 2,50<br>1 dk | **M General Cargo** | Baudouin 12F11SRM<br>Vee Oil 4SA 12Cy. 115 × 105<br>283kW (385bhp)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 2 220V a.c. |
| **SEPAT**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Darat Ministry of Land Communications)**<br>Jakarta Indonesia | **111**<br>35<br>— | KI | **1982** PT. Inggom Shipyard—Tanjung Priok<br>27,61 9,02<br>2,01<br>1 dk | **TM Ferry**<br>Mchy.aft | Deutz F5L413FR<br>2 Oil 4SA each 5Cy. 125 × 130<br>512bhp (377kW)<br>Kloeckner Humboldt Deutz West Germany<br>Fuel (d.o.) |
| **SEPIK DESTINY**<br>ex Gurubi-76 ex Gimada<br>**Morehead Shipping Pty. Ltd.**<br>Port Moresby Papua New Guinea | **210**<br>70<br>— | | **1955** Clelands (Successors) Ltd.—Wallsend (206)<br>*32,01* 7,93<br>... ... ...<br>1 dk | **TM General Cargo** | Gardner<br>2 Oil each 8Cy. 140 × 197<br>L. Gardner & Sons Ltd. Manchester |
| **SEPIK HARMONY**<br>ex Baiune<br>**Morehead Shipping Pty. Ltd.**<br>Port Moresby Papua New Guinea | **118**<br>58<br>135 | | **1964** Carrington Slipways Pty. Ltd.—Newcastle, N.S.W.<br>*24,51* 7,52<br>7,47<br>1 dk | **TM RoRo Cargo Barge**<br>8P<br>Bow door<br>1 Ho 18,2<br>Cr 1(10) | Cummins<br>2 Oil 4SA each 6Cy. 124 × 152<br>280bhp (206kW)<br>Cummins Engine Co. Ltd. Shotts<br>Gen 1 × 2kW 415V 50Hz a.c.<br>Fuel (d.o.) |
| **SEPINGGAN/PERTAMINA 3008**<br>**Excel Shipping S.A.**<br>P.N. Pertambangan Minyak Dan Gas Bumi Negara (PERTAMINA)<br>Panama Panama | *21 715*<br>*7 582*<br>29 941 | **✠100A1** SS 6/87<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL J† 605,0/66,0U3<br>FN 7699<br>KI | **1982**-12 Onomichi Zosen K.K.—Onomichi (304)<br>180,02 (BB) 30,03 8,856<br>171,00 30,00 15,02<br>F 15,0 1 dk<br>rf nil Bow/CM 90 Diam. 0,300 | **M Tanker**<br>IGS (LR)<br>10 Ta ER<br>L.(oil) 39 302 HeCls. ptB ptC<br>3 Cargo pumps total 3 000T/hr | Sulzer 6RLB66<br>Oil 2SA 6Cy. 660 × 1400<br>11 100bhp (8 165kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 18kgf/cm$^2$ (17,7bar)<br>e(ex.g) 22,5kgf/cm$^2$ (22,1bar)<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 213,0t (d.o.) 930,0t (hvf)-39,0pd 15kn |
| **SEPTEMBER MORN**<br>ex Acoustic Pioneer-90<br>ex September Morn-86<br>**Levy-Mellon Marine**<br>New Orleans, La United States of America | **282**<br>191<br>1 200 | (AB) | **1981** Halter Marine Inc.—Moss Point, Ms (991)<br>3,664<br>54,87 12,20 4,27<br>F 15,6 1 dk<br>rf 584 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors 12-645-E2<br>2 Vee Oil 2SA each 12Cy. 216 × 254 reverse reduction geared to sc. shafts<br>E made reconditioned & fitted81<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>12kn |
| **SEPTUAGESIMA**<br>**Beheermaatschappij de Donge B.V.**<br>Netherlands | *319*<br>*127*<br>600 | | **1991** N.V. Scheepswerf "de Donge" —Raamsdonksveer (4625)<br>41,05 2,552<br>36,48 8,50 3,40<br>1 dk | **M Stone Carrier** | Oil<br>.............. |
| **SEPURA**<br>**Government of Papua New Guinea (Department of Transport & Civil Aviation)**<br>Port Moresby Papua New Guinea | **636**<br>168<br>455 | ✠Classed LR until 9/1/87 | **1982**-12 Sing Koon Seng (Pte.) Ltd.—Singapore (594)<br>50,81 9,73 2,952<br>47,10 9,52 3,81<br>P 24,7 F 11,0 1 dk<br>rf 229 | **M Buoy & Lighthouse Tender**<br>1 Ho ER<br>1 Ha (stl) ER | Deutz SBA8M816<br>2 Oil 4SA each 8Cy. 142 × 160 with clutches, flexible couplings & dr geared to sc. shaft<br>1 120bhp (824kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 250kW 2 × 80kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 90,0t (d.o.)-5,0pd 11,75kn |
| **SEQUOYA**<br>ex Mobil Navigator-90<br>**Mobil Shipping & Transportation Co.**<br>Monrovia Liberia<br>SatCom: 1240616/NAVI | **18 843**<br>13 481<br>32 590<br>T/cm<br>38,8 | **✠100A1** SS 7/87<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL H† $2\frac{7}{16}$"U3<br>FN 6719 | **1973**-11 Haugesund M/V A/S—Haugesund (47)<br>170,69 25,94 11,329<br>163,07 25,90 15,30<br>F 16,2 1 dk<br>rf 76 Bow/CM 87 Diam. 0,410 MH 1,2 | **M Tanker**<br>IGS (LR)<br>17 Ta ER<br>L.(oil) 42 783 HeCls. BC<br>2 Cargo pumps total 2 800T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur<br>2 AuxB (o.f.) 12,5kgf/cm$^2$ (12,3bar)<br>Gen 3 × 410kW 450V 60Hz a.c.<br>Fuel 2 012,0t (d.o. & hvf)-45,5pd 16kn |

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|---|---|---|---|---|---|---|
| **8016952**<br>*ELBZ2*<br>7206<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SERAFIN TOPIC**<br>**Termar Navigation Co. Inc.**<br>Marfin Management S.A.M.<br>Monrovia Liberia | **19 945**<br>13 191<br>37 188<br>T/cm<br>45,5 | **✠100A1** SS 4/87<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2 & 4 holds<br>may be empty<br>**✠LMC**<br>EL (J†) 632,5/68,0U3<br>FN 7785 | **1982**-4 Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2772)<br>187,74 (BB) 28,45 10,762<br>178,01 28,41 15,32<br>P 4,9 B 29,6 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 27,2 27,2 27,2 27,2 28,8 ER<br>G.45 837 B.44 376 HeCls. B<br>5 Ha (stl) (16,0 × 12,5) (17,6 17,6 17,6<br>17,6 × 14,4) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (ex.g) 12kgf/cm² (11,8bar)<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 182,0t (d.o.) 2 920,0t (hvf)-44,0pd |
| **7104104**<br>*YBNT*<br>Rt | **SERAJU**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Negara (PERTAMINA)**<br>Jakarta Indonesia | **128**<br>109<br>94 | (AB) | **1971** Robin Shipyard (Pte.) Ltd.—Singapore (43)<br>29,11 7,62 2,848<br>26,83 7,42 3,36<br>1 dk<br>BK 102 | **TM Tug**<br>Mchy.aft | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 1 × 24kW 1 × 10kW<br>Fuel 55,0t (d.o.) |
| **8003515**<br>*YCXL*<br>Df Esd Gc<br>Pfd Rdr Rt | **SERAM**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **3 700**<br>1 720<br>4 165 | KI (BV) | **1981** IHC van Rees de Klop B.V.—Sliedrecht<br>(CO1138)<br>92,03 6,603<br>85,83 16,02 8,03<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 20,0<br>Hopper 4275T<br>Mchy.aft<br>Hopper 2 900<br>2 sandpumps each 605kW (820bhp) | Bolnes<br>2 Vee Oil 2SA each 14Cy. 190 × 350<br>geared to sc. shafts<br>3 800bhp (2 795kW)<br>"Bolnes" Motorenfabriek B.V.<br>Gen 4 × 280kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **8121173**<br>*3ENN2*<br>13257-83A<br>Df Esd Gc<br>Pfd Rdr Rt | **SERANG JAYA/PERTAMINA 3011**<br>**Jiomitoh S.A.**<br>P.N. Pertambangan Minyak Dan Gas Bumi Negara (PERTAMINA)<br>Panama Panama | *21 916*<br>*7 912*<br>29 990<br>T/cm<br>45,9 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL K† 632,5/68,0U3<br>FN 7705<br>KI | **1983**-6 Korea SB. & Eng. Corp.—Busan (2010)<br>179,97 (BB) 30,03 9,119<br>171,10 30,01 15,02<br>F 14,4 1 dk<br>rf nil Bow/CM 92 Diam. 0,300 | **M Tanker**<br>IGS (LR)<br>11 Ta ER<br>L.(oil) 38 786 HeCls. ptB<br>3 Cargo pumps total 3 000T/hr | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>11 100bhp (8 165kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 16kgf/cm² (15,7bar)<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 173,0t (d.o.) 1 333,0t (hvf)-35,0pd |
| **5388457**<br>*IUGB*<br>994<br>RTv | **SERAPO**<br>ex Westgarth-66<br>**Rimorchiatori Napoletani S.M.**<br>Napoli Italy | **263**<br>39<br>— | (RI)<br>✠LR class withdrawn 7/90 | **1954**-6 Charles Hill & Sons Ltd.—Bristol (390)<br>33,53 8,34 3,957<br>30,48 8,28 4,27<br>1 dk<br>RW BK 178 | **S Tug**<br>Salvage | T 3Cy. 419 686 & 1168 x 762<br>Plenty & Son Ltd.<br>Gen 1 × 10kW 1 × 4kW 220V d.c.<br>Fuel 93,5t (o.f.) |
| **6908151**<br>*9VYD*<br>383508<br>Df Esd Gc<br>Pfd Rdr Rt | **SERAYA**<br>ex Golden Bungin-86<br>ex Merry Anne Maru No. 68-79<br>ex Naniwa Maru No. 68-69<br>**Samta Private Ltd.**<br>Singapore Singapore | **2 853**<br>1 869<br>5 278<br>T/cm<br>11,5 | NK | **1969** Hashihama Zosen—Imabari (237)<br>100,21 14,53 6,251<br>93,00 14,51 7,29<br>P 19,6 F 10,4 1 dk<br>RW Bow/CM 48 Diam. 0,254 | **M Tanker**<br>8 Ta ER<br>L.(oil) 6 096 HeCls. C<br>2 Cargo pumps total 1 340T/hr | Hanshin<br>Oil 2SA 6Cy. 390 × 650<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 128kW 445V a.c.<br>Fuel 472,5t-10,0pd |
| **7234492**<br>*HP6089*<br>20552-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **SERAYA JAYA**<br>ex Eastern Pioneer-91 ex Tarros Ilex-88<br>ex Zim Manila-81 ex Tarros Ilex-79<br>ex Marisud Prima-78 ex Tarros Ilex-77<br>ex Cheshire Venture-77<br>**Joo Tat Shipping Pte. Ltd.**<br>Cahaya Samudera Shipping Pte. Ltd.<br>Panama Panama | T.Mk<br>**853**<br>456<br>—<br>**1 475**<br>821<br>1 905 | **✠100A1** CS 7/87<br>Ice Class 2 at a draught<br>not exceeding 4,176m<br>**✠LMC** **(UMS)**<br>EL P $1\frac{7}{16}$"U2<br>FN 1564 | **1972**-11 A. Vuyk & Zonen's Scheepswerven N.V.<br>—Capelle a/d Ijssel (859)<br>85,32 13,75 —/4,704<br>79,15 13,70 6,05<br>RAD 15,0 F 7,1 2 dks<br>rf nil | **M RoRo Cargo/Container Ship**<br>Vehicles Fixed-guides<br>Stern ramp<br>1 Ho 7,0DT 6,7DT 39,6 ER 1 TwD<br>13,7<br>TEU 113<br>C.Ho 44/20' (40') C.Dk 69/20' (40') incl.<br>33 ref C.<br>1 Ha (stl) ER<br>Cr 1(30) | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 reverse reductio<br>to sc. shaft<br>2 354kW (3 200bhp) NE 7/77<br>Mirrlees Blackstone (Stockport) Ltd.<br>Gen 3 × 144kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 243,0t (hvf) |
| **5160142**<br>*PKHP*<br>700<br>Esd Rt | **SERAYU**<br>ex Indari-74<br>**P.T. Dharma Sekawan**<br>Jakarta Indonesia | **282**<br>131<br>250 | (KI)<br>✠Classed LR until 6/60 | **1953**-10 Cant. Nav. Giuliano—Trieste (34)<br>45,60 7,52 2,528<br>40,01 7,50 3,00<br>Ba 10,1 F 8,9 1 dk & S dk<br>RW | **M General Cargo** OSD<br>Mchy.aft<br>G.440 B.404<br>2W | Crossley<br>Oil 2SA 4Cy. 265 × 345<br>315bhp (232kW)<br>Crossley Bros. Ltd.<br>Gen 1 × 16kW 115V d.c.<br>Fuel 23,5t |
| **8329294** | **SERAYU**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **139**<br>10<br>— | KI | **1971** Robin Shipyard (Pte.) Ltd.—Singapore<br>29,49 2,340<br>27,26 7,54 3,59<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7630452**<br>*UIHG*<br>M-33029<br>Df Esd Gc<br>Rdr Rt | **SERDEZH**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **710**<br>206<br>347 | RS | **1976** .............U.S.S.R.<br>53,73 (BB) 10,70 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW) E made74 fitted–<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd |
| **7129219**<br>*LZNA*<br>148<br>Esd Gc Pfd<br>Rdr RTm/h/v | **SERDICA**<br>ex Jolly Nero-90 ex Domino-78<br>**So Mejdunaroden Automobilen Transport (S.M.A.T.)**<br>Bourgas Bulgaria | **2 693**<br>1 234<br>5 864 | RI (BV) (NV)<br>Classed LR until 10/8/79 | **1972** Langvik Sarpsborg M/V—Sarpsborg<br>130,21 19,61 6,179<br>121,90 19,21 13,01<br>2 dks<br>rf 635 len 78 | **TM RoRo Cargo**<br>Stern door<br>Lane Length 1392<br>Mchy.aft<br>TEU 186 C. 186/20' | Pielstick<br>2 Oil 4SA each 8Cy. 400 × 460 sr gear<br>shafts<br>5 884kW (7 999bhp)<br>Lindholmen Motor AB.<br>Gen 2 × 420kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 701,0t (hvf) |
| **7348592**<br>*UIXI*<br>M-31235<br>Df Esd Gc<br>Pfd Rdr Rt | **SERDOLIK**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**2 100**<br>859<br>1 212 | RS | **1976** VEB Mathias-Thesen-Werft—Wismar (370)<br>82,02 13,62 5,201<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>B.163 In.1 055 L.9<br>3 Ha (1,5 × 1,9) (2,3 × 2,9) (2,6 × 2,3)<br>Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **7227906**<br>*UOEM*<br>M-30625<br>Df Esd Gc<br>Rdr RTv | **SEREBRYANKA**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1401415 | **1 971**<br>597<br>781 | RS | **1973** Stocznia Polnocna im. Bohaterow<br>Westerplatte—Gdansk (B422/02)<br>72,80 13,03 4,852<br>65,00 13,01 7,93<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.822<br>2 Ha (each 2,2 × 2,2)<br>4W Der 2(5) 4(1,5) | Sulzer<br>3 Oil 4SA each 6Cy. 250 × 300 total<br>(2 299kW) driving 3 gen. each 750kW<br>connected to elec. motor of 2 298<br>& sc. shaft<br>H. Cegielski<br>Gen 1 × 320kW 1 × 72kW 400V a.c.<br>Controllable pitch propeller |
| **7016515**<br>*UOVM*<br>M-29937<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SEREBRYANSK**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**5 630**<br>2 681<br>—<br>**8 874**<br>4 576<br>13 935 | RS | **1969** Kherson Shipyard—Kherson<br>152,81 20,60 7,800/9,389<br>140,01 20,58 11,99<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>G.19 170 B.17 423<br>5 Ha (stl) (9,8 × 8,9) (14,4 14,4 14,4 ×<br>10,9) ER (9,8 × 9,5)<br>Cr 5(8) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Fuel 272,5t (d.o.) 1 165,5t (hvf) |
| **5417739**<br>*UWWK*<br>M-22575<br>Df Esd Gc<br>Rdr Rt | **SEREBRYANSK**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **3 308**<br>1 390<br>2 495 | RS | **1963** Nikolayev Shipyard "Nosenko"—Nikolayev<br>99,37 14,05 5,550<br>90,00 14,03 7,24<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>3 Ho ER<br>In.3 270<br>3 Ha (each 3,5 × 4,1) ER<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total<br>(2 942kW) driving connected to<br>geared to sc. shaft<br>Gen 1 × 600kW 2 × 200kW 380V |

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| **SEREBRYANYY**<br>Dalryba<br>(Korsakov)<br>(U.S.S.R.) | *677*<br>*233*<br>495 | RS | **1985** U.S.S.R.<br>55,01 9,52 4,340<br>50,04 5,16<br>1 dk | **M Fish Carrier**<br>Ref<br>Ice strengthened | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>589kW (801bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 150kW a.c. |
| **SEREKUNDA No. 7**<br>ex Kaneshige Maru No. 15-88<br>ex Kiyofuji Maru No. 3-78<br>ex Kaio Maru No. 31<br>**Mohsam Fisheries Co. Ltd.**<br>Banjul<br>Gambia | **403**<br>211<br>505 | KR | **1968** Kanasashi Co. Ltd.—Shimizu (838)<br>53,55 8,64 3,607<br>47,99 8,62 4,09<br>P 13,2 B 11,0 F 8,0 1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>In.318<br>3 Ha | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>12kn |
| **SERENE**<br>ex Seaman-89 ex Summer Sea-86<br>ex Harima Maru-80<br>**Serene Maritime Co. Ltd.**<br>Valletta<br>Malta | T.Mk<br>**3 552**<br>2 565<br>**5 878**<br>4 068<br>9 630 | GL (NK) | **1971** Kurushima Dockyard Co. Ltd.—Imabari (650)<br>125,99 18,45 7,849<br>116,03 18,39 10,11<br>P 23,5 F 11,6 2 dks<br>RW | **M General Cargo**<br>3 Ho ER<br>G.13 575 B.12 905<br>3 Ha (stl) (12,3 26,9 26,9 × 8,0) ER<br>Der 1(50) 5(20) | Mitsubishi 7MT50<br>Oil 2SA 7Cy. 500 × 800<br>3 825kW (5 200bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 200kW 1 × 80kW 220/440V a.c.<br>Fuel 1 168,5t-18,5pd 13,25kn |
| **SERENE**<br>ex Altaire-87<br>**Magnus J. Polson**<br>Lerwick<br>United Kingdom | **510**<br>—<br>— | **✠100A1** SS 7/90<br>fishing vessel<br>**✠LMC**<br>EL I 442,5/22,0U2<br>FN 684 | **1979**-11 Myklebust Mek. Verksted A/S —Gurskebotn (9)<br>46,69 (BB) 9,02<br>42,25 9,01 7,17<br>2 dks<br>rf nil BK 152 len 84 | **M Fishing**<br>Side Trawler Seiner Ref<br>Mchy.aft | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292 with clutches, flexible couplings & sr geared to sc. shaft<br>1 430bhp (1 052kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 152kW 1 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust propellers fwd , 1 aft |
| **SERENE**<br>ex Antares-86<br>**I. W. Thomson**<br>Fraserburgh<br>United Kingdom | **225**<br>—<br>305 | **✠100A1** SS 6/88<br>fishing vessel<br>**✠LMC**<br>EL (F) 275,0/19,0U2<br>FN 396 | **1978**-11 Bentsen & Sonner Slipp & Mek. Verksted —Hollen (52)<br>38,82 (BB) 7,73 3,322<br>34,24 7,62 3,92<br>2 dks<br>rf 800 BK 203 len 81 | **M Fishing**<br>Side Trawler Seiner Ref<br>Mchy.aft | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>1 100bhp (809kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 72kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **SERENE HARVEST**<br>**Seiyo Reefer S.A.**<br>Panama<br>SatCom: 1333675/HARV<br>Panama | *8 483*<br>*3 619*<br>8 946 | NK | **1990** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (378)<br>141,00 (BB) 9,630<br>133,00 22,60 13,00<br>F 11,8 | **M Refrigerated Cargo**<br>Vehicles<br>4 Ho ER<br>In.12 457<br>TEU 30 C. 30/20'<br>4 Ha (stl) ER<br>Der 8(5) | Mitsubishi 6UEC52LS<br>Oil 2SA 6Cy. 520 × 1850<br>6 598kW (8 970bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 4 × 462kW a.c.<br>Fuel 240,43t (d.o.)-27,3pd 19kn |
| **SERENELL**<br>**James Tyrrell Ltd.**<br>Arklow Shipping Ltd.<br>Arklow<br>Irish Republic | **1 038**<br>596<br>1 632 | **✠100A1** CS 5/87<br>Ice Class 3 (cc)<br>**✠LMC** **UMS**<br>EL K 1⅛"U2<br>FN 900 | **1977**-5 Verolme Cork Dockyards Ltd.—Cork (909)<br>61,50 10,42 4,776<br>56,49 10,25 5,67<br>P 10,4 F 5,8 1 dk<br>rf 152 | **M General Cargo**<br>1 Ho 38,4 ER<br>G.1 822<br>1 Ha (stl) (36,6 × 8,3) ER | De Industrie<br>Vee Oil 2SA 6Cy. 220 × 380 reverse reduction geared to sc. shaft<br>1 004bhp (739kW)<br>B.V. Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Gen 2 × 52kW 1 × 40kW 380V 50Hz a.c.<br>Fuel 55,0t (d.o.) 9,75kn |
| **SERENISSIMA**<br>**Minitankers S.p.A.**<br>Palermo<br>SatCom: 1150451/IBJP<br>Italy | **6 495**<br>3 826<br>10 582 | RI | **1979** Cant. dell 'alto Adriatico—Trieste (208)<br>142,42 18,01 7,657<br>133,41 18,00 9,76<br>P 103,4 B 10,4 F 10,1 1 dk | **M Tanker**<br>17 Ta ER<br>L.(oil) 15 000 | Deutz RSBV12M540<br>Vee Oil 4SA 12Cy. 370 × 400 geared to sc. shaft<br>5 400bhp (3 972kW)<br>Kloeckner Humboldt Deutz West Germany<br>Gen 2 × 335kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 680,0t (d.o.)-18,0pd 14,75kn |
| **SERENITY**<br>ex Maizuru Maru-87<br>**Jennings International Inc.**<br>Port Vila<br>SatCom: 1576160/SRTY<br>Vanuatu | **34 920**<br>19 069<br>60 187<br>T/cm<br>63,0 | NK | **1974** Hitachi Zosen—Maizuru Works, Maizuru (4360)<br>224,52 (BB) 32,24 12,459<br>215,02 32,21 17,81<br>F 17,1 1 dk<br>conv Bulk Carrier 80 | **M Bulk Carrier**<br>Salt Self-unloader<br>7 Ho 27,2 22,4 24,0 24,0 24,0 24,0 24,0 ER<br>G.72 812 HeCls. ptB<br>7 Ha (stl) (16,0 × 12,8) (16,0 16,0 16,0 16,0 10,3 × 13,1) ER<br>Cr 2(32) | Sulzer 8RND76<br>Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW)<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 281,5t (d.o.) 3 877,5t (hvf)-54,0pd 15,5kn |
| **SERENITY**<br>**Serenity Shipping Corp.**<br>Maritime Services Aleuropa G.m.b.H.<br>Monrovia<br>SatCom: 1244204/SERE<br>Liberia | *13 382*<br>*6 809*<br>17 175 | GL | **1990** Schiffswerft "Neptun" GmbH.—Rostock (461)<br>158,91 (BB) 23,94 10,091<br>146,85 23,50 13,42<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.22 300 B.20 871<br>TEU 1033 C. 1033/20'<br>7 Ha (stl) (25,3 25,3p&s 25,3p&s 25,3p&s × 10,1) ER<br>Cr 2(40) 1(60) | Sulzer 5RTA58<br>Oil 2SA 5Cy. 580 × 1700<br>7 950kW (10 808bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>16,2kn |
| **SERENITY**<br>ex Danae-88 ex Negah-80<br>ex Otto Porr-78<br>**Paphian Shipping Co. Ltd.**<br>Limassol<br>Cyprus | **3 528**<br>2 535<br>6 168 | GL | **1972** Arnhemsche Schps. Maats.—Arnhem (461)<br>96,86 16,03 7,201<br>90,48 15,96 9,22<br>F 8,3 1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>G.8 161 B.7 877<br>3 Ha (stl) (12,9 25,3 19,3 × 10,9) ER | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 280kW 220/380V 50Hz a.c.<br>14kn |
| **SERGACH**<br>**Dalryba**<br>(Vladivostok)<br>(U.S.S.R.) | **710**<br>206<br>350 | RS | **1975** U.S.S.R.<br>53,73 (BB) 10,70 4,287<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 fwd<br>12,5kn |
| **SERGE-LUC**<br>ex Techno-Canada-79<br>**Bernard Arsenault**<br>Gaspe, P.Q.<br>Canada | **140**<br>27<br>— | ✠Classed LR until 6/71 | **1966**-12 Les Ch. Mar. Paspebiac Inc.—Paspebiac, P.Q. (20)<br>27,18 6,63 2,896<br>23,98 3,36<br>Box K | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>499bhp (367kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 240V 60Hz a.c. |
| **SERGENT DECROCQ**<br>**Port Autonome de Dunkerque**<br>Dunkerque<br>France | **131**<br>62<br>— | BV | **1975** Ziegler Freres—Dunkerque (189)<br>26,50 7,45 2,299<br>24,01 6,99 3,18<br>1 dk | **TM Firefloat** | Baudouin<br>2 Vee Oil 4SA each 12Cy. 150 × 150<br>860bhp (633kW)<br>Soc. des Moteurs Baudouin Marseille<br>12kn |
| **SERGEY BOTKIN**<br>**Government of The Socialist Republic of Vietnam**<br>Vietnam | T.Mk<br>**3 939**<br>1 842<br>7 466<br>**5 625**<br>2 953<br>7 560 | (RS) | **1956** Ch. de l'Atlantique—St. Nazaire (366)<br>129,70 16,84 6,890/7,522<br>120,50 16,79 10,11<br>2 dks<br>RW | **S General Cargo**<br>Ice strengthened<br>4 Ho 16,6 21,0 ER 17,9 19,9<br>G.10 030 B.9 159<br>4 Ha (stl) (10,2 10,5 × 7,2) ER (10,5 10,5 × 6,9)<br>8W Der 1(60) 1(40) 4(10) 4(6) | 2 S Turb dr geared to sc. shaft<br>4 500shp (3 310kW)<br>At. & Ch. de Bretagne Nantes<br>Fuel 872,0t (o.f.) 13,75kn |
| **SERGEY BURYACHEK**<br>**Soviet Danube Shipping Co.**<br>(Izmail)<br>(U.S.S.R.) | **3 587**<br>1 739<br>4 150 | RS | **1970** Navashinskiy Shipyard—Navashino<br>123,53 15,02 4,499<br>117,00 14,99 6,51<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 17,9 17,9 18,5 17,9 ER<br>B.5 800<br>4 Ha (stl) (12,0 12,0 13,7 13,7 × 8,3) ER<br>Cr 3(2,5-5) | Russkiy 8DR30/50-4<br>2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>11,75kn |

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| **6612037**<br>*UKZX*<br>M-25510<br>Df Esd Gc<br>Rdr Rt | **SERGEY EYZENSHTEYN**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | **2 717**<br>1 277<br>3 517 | RS | **1965** Santierul Naval Galatz—Galatz<br>100,77 14,38 5,773<br>91,09 14,30 6,84<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,5 14,4 17,3 ER 15,3<br>G.4 610 B.4 288<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5)<br>8W Der 1(15) 8(8) | Fiat<br>Oil 2SA 6Cy. 540 × 960<br>2 900bhp (2 133kW)<br>Fiat S.G.M.<br>Fuel 97,5t (d.o.) 192,0t (hvf) |
| **7332426**<br>*UIXD*<br>M-32144<br>Df Esd Gc<br>Rdr Rt | **SERGEY GRITSEVETS**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **3 587**<br>1 740<br>4 100 | RS | **1973** Navashinskiy Shipyard—Navashino<br>123,53 15,02 4,499<br>117,00 14,99 6,51<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 17,9 17,9 18,5 17,9 ER<br>B.4 940<br>4 Ha (stl) (12,0 12,0 13,7 13,7 × 8,3) ER<br>Cr 2(8) | Russkiy<br>2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works |
| **7315428**<br>*UULR*<br>M-30657<br>Df Esd Gc<br>Rdr Rt | **SERGEY GUSYEV**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | T.Mk<br>**3 935**<br>1 702<br>5 800<br>**6 550**<br>3 311<br>7 428 | RS | **1973** Stocznia Gdanska im. Lenina—Gdansk (B465/05)<br>135,41 (BB) 18,04 6,630/7,462<br>122,48 18,01 10,22<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER 11,2 6 TwD<br>G.11 491 B.10 746 In.267 L.417<br>TEU 112<br>C.Ho 88/20' (40') C.Dk 24/20' (40')<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s 13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd |
| **6726931**<br>*ENHC*<br>M-29745<br>Df Esd Gc<br>Pfd Rdr Rt | **SERGEY KADANCHIK**<br>ex Alatau-71<br>**Yugryba**<br>(Novorossiysk) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 152 | RS | **1967** VEB Volkswerft Stralsund—Stralsund (222)<br>82,17 13,64 5,160<br>73,00 13,61 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho ER<br>G.163 In.1 077<br>4 Ha (2,5 × 2,8) (2,5 × 2,2) (2,2 × 1,8) (1,3 × 1,3) ER<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **8404654**<br>*URMH*<br>M-27714<br>Df Esd Gc<br>Rdr RTm/h/v | **SERGEY KIROV**<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | *5 944*<br>*2 070*<br>7 410 | RS | **1983** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin<br>147,02 5,301<br>138,03 17,42 7,52<br>1 dk | **TM Tanker**<br>Ice strengthened<br>7 Ta ER<br>L.(oil) 7 980 | Sulzer<br>2 Oil 2SA each 8Cy. 360 × 600<br>4 160bhp (3 060kW)<br>"Zgoda" Zaklady Urzadzen Technicznych |
| **8116300**<br>*UFOD*<br>M-37670<br>Df Esd Gc<br>Rdr RTm/v | **SERGEY KORSHUNOVICH**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 931**<br>1 146<br>1 796 | RS | **1982** Stocznia Gdanska im. Lenina—Gdansk (B408/22)<br>93,91 5,671<br>85,02 15,91 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.35 In.1 947 L.39<br>4 Ha (0,6 × 0,6) (2,4 2,4 2,4 × 2,1)<br>Der 6(3) | Sulzer<br>Oil 4SA 8Cy. 400 × 480 geared to sc. shaft<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 1 × 1200kW 1 × 760kW 400V 50Hz<br>2 × 350kW 320V 50Hz a.c. |
| **7347378**<br>*UUBB*<br>M-17347<br>Df Esd Gc<br>Pfd Rdr Rt | **SERGEY KRAVKOV**<br>**Government of The Republic of Russia (Hydrographical Department of Ministry of Merchant Marine)**<br>(Arkhangelsk) (U.S.S.R.) | **1 139**<br>275<br>643 | RS | **1974** Oy Laivateollisuus Ab—Turku/Abo (295)<br>68,23 11,89 4,150<br>60,00 11,87 6,00<br>2 dks | **M Research**<br>Hydrographic<br>Ice strengthened<br>Mchy.aft<br>2 Ho<br>B.445<br>2 Ha (5,8 × 3,2) (1,9 × 1,7)<br>Cr 1(5) 1(2) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **6510411**<br>*UYUF*<br>M-28475<br>Df Esd Gc<br>Rdr Rt | **SERGEY LAZO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**13 881**<br>7 672<br>7 678 | RS | **1965** Admiralteiskiy Shipyard—St. Petersburg<br>162,01 20,02 7,024<br>150,02 19,94 12,50<br>3 dks | **TM Factory Ship**<br>Shellfish Cannery Ref<br>Ice strengthened<br>4 Ho ER<br>G.4 810<br>4 Ha (3,2 × 3,5) (2,9 × 2,7) (2,7 2,4 × 2,5) ER<br>12W Der 10(5) 2(3) | Skoda<br>2 Oil 2SA each 8Cy. 430 × 610<br>4 000bhp (2 942kW)<br>CKD Praha |
| **6802125**<br>*UNGT*<br>M-29814<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SERGEY LAZO**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | **4 059**<br>1 386<br>4 562 | RS | **1968** Cant. Nav. Breda S.p.A.—Venezia (255)<br>121,88 (BB) 17,05 7,522<br>110,01 17,01 11,31<br>4 dks, 5th dk fwd<br>RW | **M Refrigerated Cargo**<br>Ice strengthened<br>2 Ho ER 2 Ho 5 TwD<br>In.5 772<br>4 Ha (stl) (7,4 7,4 × 5,1) ER (7,4 7,4 × 5,1)<br>8W Der 8(3) | Fiat<br>Oil 2SA 7Cy. 680 × 1200<br>7 600bhp (5 590kW)<br>Fiat S.G.M.<br>Gen 4 × 300kW 400V 50Hz a.c. |
| **8222587**<br>*EOIW*<br>M-32398<br>Df Esd Gc<br>Rdr Rt | **SERGEY LEMESHYEV**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | **16 502**<br>8 577<br>24 110 | RS | **1983** "Georgi Dimitrov" Shipyard—Varna (153)<br>184,61 (BB) 22,81 10,100<br>172,12 14,15<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 20,3 13,9 19,6 13,9 20,5 12,3 13,9 ER<br>G.29 313<br>7 Ha (stl) (13,1 10,5 13,1 10,5 13,1 10,5 13,1 × —) ER<br>Cr 4(16) | B&W<br>Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW)<br>Bryansk Eng. Works |
| **7608588**<br>*UJBN*<br>M-31236<br>Df Esd Gc<br>Pfd Rdr Rt | **SERGEY LYULIN**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | **3 017**<br>1 246<br>2 118 | RS | **1976** VEB Volkswerft Stralsund—Stralsund (454)<br>101,83 (BB) 15,22 5,709<br>91,90 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha (each 2,2 × 2,2)<br>Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller |
| **8015908**<br>*UYAC*<br>M-37650<br>Df Esd Gc<br>Rdr RTv | **SERGEY MAKAREVICH**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 931**<br>1 146<br>1 794 | RS | **1981** Stocznia Gdanska im. Lenina—Gdansk (B408/17)<br>93,91 5,671<br>84,99 15,91 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.35 In.1 947 L.39<br>4 Ha (0,6 × 0,6) (2,4 2,4 2,4 × 2,1)<br>Der 6(3) | Sulzer<br>Oil 4SA 8Cy. 400 × 480 geared to sc. shaft<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 1 × 1200kW 1 × 760kW 400V 50Hz<br>2 × 350kW 320V 50Hz a.c. |
| **7304211**<br>*UWTT*<br>M-32002<br>Df Esd Rdr Rt | **SERGEY MIRONOV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **649**<br>211<br>395 | RS | **1972** ..............U.S.S.R.<br>54,82 9,96 4,115<br>5,06<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **7831006**<br>M-12576 | **SERGEY POKHLEBAYEV**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **245**<br>103<br>51 | RS | **1979** Nakhodkinskiy Shiprepairs Yard—Nakhodka<br>38,41 6,71 2,201<br>2,90<br>1 dk | **TM Ferry**<br>180dk P<br>Ice strengthened | 2 Oil 4SA each 8Cy. 180 × 220<br>Fuel (d.o.) |

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| **SERGEY SERDAKOV**<br>(U.S.S.R.) | 228<br>—<br>86 | RS | **1983** Yugoslavia | 35,83 9,10 3,150<br>30,00 9,01 4,50<br>1 dk | **TM Tug** | Sulzer 6ASL25/30<br>2 Oil 4SA each 6Cy. 250 × 300 geared to sc. shafts<br>Sour "Jugoturbina" Karlovac<br>11,5kn |
| **SERGEY SMIRNOV**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | **4 416**<br>1 994<br>5 485 | RS | **1979** Navashinskiy Shipyard—Navashino | 124,42 16,41 5,501<br>117,02 15,82 7,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.5 800<br>TEU 165 C. 165/20'<br>4 Ha (stl) (13,2 × 10,5) (13,2 13,2 13,2 × 12,8) ER<br>Cr 4(8) | Russkiy 6L36/45<br>2 Oil SA each 6Cy. 360 × 450<br>3 000bhp (2 207kW)<br>Russkiy-Diesel Works Leningrad<br>13kn |
| **SERGEY TYULENIN**<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | **4 136**<br>1 763<br>4 987 | RS | **1980** Volgograd Shipyard—Volgograd | 125,61 4,201<br>120,61 6,91<br>1 dk | **TM Tanker**<br>Ice strengthened<br>Mchy.aft | 2 Oil<br>6 000bhp (4 413kW)<br>U.S.S.R. |
| **SERGEY VASILIEV**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **2 717**<br>1 276<br>3 516 | RS | **1966** Santierul Naval Galatz—Galatz | 100,79 14,41 5,782<br>91,09 14,33 6,84<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,5 14,4 17,3 ER 15,3<br>G.4 641 B.4 288<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5)<br>9W Der 8(5) 1(1,5) | Fiat<br>Oil 2SA 6Cy. 540 × 960<br>2 900bhp (2 133kW)<br>Fiat S.G.M. Torino<br>Fuel 97,5t (d.o.) 182,0t (hvf) 13,75kn |
| **SERGEY VASILISIN**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **10 099**<br>3 929<br>10 118 | RS | **1967** Stocznia Gdanska im. Lenina—Gdansk (B64/13) | 164,01 21,34 8,421<br>149,00 21,26 12,65<br>3 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 959<br>5 Ha (4,5 4,5 4,5 4,5 × 3,9) (3,9 × 3,2) ER<br>18W Der 2(10) 14(5) 2(4) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>Gen 6 × 320kW 380V 1 × 80kW 220V<br>14kn |
| **SERGEY VAVILOV**<br>ex Furmanov-60<br>**Trimax Marketing (U.K.) Ltd.**<br>Kingstown St. Vincent and the Grenadines | **3 643**<br>1 164<br>1 540 | RS | **1957** Wartsila Kon. Crichton-Vulcan—Turku/Abo (1001) | 92,39 14,03 5,660<br>86,67 14,00 8,21<br>2 dks<br>conv General Cargo 60 | **M Research**<br>Ice strengthened | Sulzer<br>Oil 2SA 6Cy. 560 × 1000<br>2 400bhp (1 765kW)<br>Sulzer Bros. Ltd. Winterthur<br>13,5kn |
| **SERGEY YESENIN**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **10 152**<br>5 202<br>14 339 | RS | **1968** R.O. Brodogradiliste "3 Maj"—Rijeka (519) | 159,44 21,29 9,700<br>148,39 21,25 12,60<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 15,0 19,1 27,8 18,9 ER 19,2<br>G.22 276 B.20 417<br>5 Ha (stl) (9,8 × 9,3) (12,8 19,9 11,9 × 10,9) ER (10,3 × 9,5)<br>12W Der 12(5) | Sulzer 8RD76<br>Oil 2SA 8Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka |
| **SERGEY YESENIN**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | *4 407*<br>*1 322*<br>1 810 | RS | **1987** "Chernomorskiy" Shipyard—Nikolayev | 104,50 16,03 5,900<br>96,40 - 10,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Russkiy 6CHN40/46<br>2 Oil 4SA each 6Cy. 400 × 460 geared to sc. shaft<br>5 148kW (6 999bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller |
| **SERGEY YESENIN**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | *205*<br>*62*<br>31 | RS | **1989** U.S.S.R. | 37,60 7,21 1,690<br>33,97 - 2,90<br>1 dk | **M Ferry**<br>250dk P | Russkiy 12CHSN18/20 6CHSP15/18<br>3 Oil geared to sc. shaft<br>(centre) Oil 4SA 12Cy. 180 × 200<br>740kW (1 006bhp)<br>Russkiy-Diesel Works Leningrad<br>(wing) 2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp)<br>Russkiy-Diesel Works Leningrad<br>16,5kn |
| **SERGEYEVKA**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>209<br>332 | RS | **1983** U.S.S.R. | 53,75 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| **SERGIO ANZOLETTI**<br>**Lavori Marittimi e Dragaggi di Boscolo Alfredo Anzoletti & C. S.a.S.**<br>Chioggia Italy | *497*<br>*149*<br>— | RI | **1987** Cant. Nav. M.I.N.T.U.C. (S.R.L.)—Chioggia (003) | 46,48 - 2,831<br>43,50 10,98 3,80<br>1 dk | **TM Pontoon** | Cummins KTA-1150-M<br>2 Oil 4SA each 6Cy. 159 × 159<br>702kW (954bhp)<br>Cummins Engine Co. Inc. Columbus, In |
| **SERGO ZAKARIADZE**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | *16 502*<br>*7 411*<br>23 940 | RS | **1984** "Georgi Dimitrov" Shipyard—Varna (158) | 184,41 (BB) 10,211<br>172,02 22,81 14,18<br>1 dk | **M Bulk Carrier**<br>Cement<br>Ice strengthened Str. heavy cargoes<br>7 Ho 20,4 13,1 20,1 13,1 20,1 13,1 20,1 ER<br>G.27 015<br>7 Ha (stl) (13,1 × 9,9) (10,5 13,1 10,5 13,1 10,5 13,1 × 11,4) ER | B&W 6DKRN67/140-4<br>Oil 2SA 6Cy. 670 × 1400<br>12 000bhp (8 827kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 504kW 400V 50Hz a.c.<br>14,5kn |
| **SERICATA**<br>**Shell Tankers B.V.**<br>'s Gravenhage Netherlands<br>SatCom: 1300153/PHLE | *56 613*<br>*30 231*<br>84 000<br>T/cm<br>91,2 | ✠**100A1**<br>oil tanker<br>SPM<br>✠**LMC** **UMS**<br>**IGS**<br>EL U† 715,0/90,0U3<br>FN 14627 | **1986**-11 Hyundai Heavy Industries Co. Ltd.—Ulsan (415) | 244,51 (BB) 42,70 14,020<br>234,02 42,68 19,82<br>1 dk<br>rf nil Box K | **M Tanker**<br>COW IGS(LR) PL SBT<br>pt higher tensile steel<br>8 Ta ER<br>L.(oil) 104 085 | B&W 5L80MCE<br>Oil 2SA 5Cy. 800 × 2592 sr geared to sc. shaft<br>15 950bhp (11 732kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 1 × 1020kW 3 × 990kW 440V 60Hz a.c.<br>Fuel 329,0t (d.o.) 3 272,5t (hvf) 15kn |
| **SERIFE**<br>ex Spring Falcon-91<br>ex Sanko Falcon-86<br>**Bati Denizcilik ve Ticaret Ltd. Sirketi**<br>Istanbul Turkey | *24 643*<br>*13 377*<br>41 544 | NK | **1984** Mitsui Eng. & SB. Co. Ltd.—Tamano (1285) | 182,81 (BB) 11,016<br>174,00 30,51 15,78<br>P 20,8 F 12,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,8 26,8 26,8 26,8 26,0 ER<br>G.51 025 B.50 025 HeCls. B<br>5 Ha (stl) (16,7 19,2 19,2 19,2 18,4 × 15,6) ER<br>Cr 4(25) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>7 944kW (10 800bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 167,5t (d.o.) 1 695,0t (hvf)-23,5pd 14kn |
| **SERIFOS**<br>ex N.Z. Waitangi-80 ex Britannic-74<br>**Afromar Inc.**<br>Reefer and General Ship Management Co. Inc.<br>Panama Panama | T.Mk<br>**8 909**<br>4 970<br>12 435 | ✠**100A1** SS 2/87<br>DTa—veg. oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL i† $2\frac{7}{16}$"SQ<br>FN 5553 | **1967**-12 A. Stephen & Sons Ltd.—Glasgow (696) | 166,43 (BB) 22,69 9,856<br>152,41 22,56 13,87<br>F 16,8 2 dks, 3rd fwd of mchy space<br>rf 152 DK fwd | **M Refrigerated Cargo**<br>Vehicles<br>5 Ho. 21,4 22,7 19,5 20,3 ER 8,1DTp&s 19,5 9 TwD<br>G.2 331 B.2 152 In.16 604 L.568<br>8 Ha (stl) (8,9 × 5,4) (11,8 10,2 10,2 × 5,1) ER (3,8 × 6,3) (10,2 × 5,1) (3,6p&s × 2,4)<br>13W Cr 1(30) 2(7) 2(3) Der 1(60) 2(10) 2(7) 2(5) 2(4) 2(3) | Sulzer 8RND90<br>Oil 2SA 8Cy. 900 × 1550<br>12 946kW (17 600bhp)<br>A. Stephen & Sons Ltd. Glasgow<br>2 AuxB (1 o.f. 1 ex.g) 110lbf/in² (7,6bar)<br>Gen 4 × 440kW 450V 60Hz a.c.<br>Fuel 505,0t (d.o.) 2 483,0t (hvf)-61,0pd 19,5kn |

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| **6928242**<br>*9H2974*<br>2130<br>Esd Gc Rdr<br>Rt | **SERIFOS**<br>ex Sabrina Prima-89<br>ex Vincenzo Lupotto-70<br>**Sea Alliance Maritime Ltd.**<br>Seastar Navigation Co. Ltd.<br>Valletta Malta | **1 595**<br>1 038<br>3 261 | (RI) | **1969** Cant. Nav. Giuliano—Trieste (84)<br>90,81 13,24 5,690<br>82,00 13,21 6,81<br>1 dk | **M Tanker**<br>Oil Chemical<br>8 Ta ER | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 317kW (1 790bhp)<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 72,5kW 120/220V 50Hz a.c. |
| **6710011**<br>*SW5088*<br>9476<br>Df Esd Pfd<br>Rdr RTm/v | **SERIFOS**<br>ex Smarga-88 ex Marga-85<br>ex Thuntank 2-81<br>**Florinta Shipping Co.**<br>Alexandros Constas<br>Piraeus Greece | T.Mk<br>**764**<br>455<br>1 312<br>**947**<br>548<br>1 974 | HR (NV) | **1967** Falkenbergs Varv AB—Falkenberg (147)<br>71,38 11,54 3,561/4,560<br>67,09 11,51 5,49<br>P 21,1 F 18,9 1 dk<br>rf 51 | **M Tanker**<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 2 116 HeCls. C | Brons<br>Vee Oil 2SA 12Cy. 220 × 380<br>1 200bhp (883kW)<br>Appingedammer Brons<br>Gen 2 × 64kW 1 × 50kW 380V 50Hz a<br>Controllable pitch propeller<br>Fuel 96,5t (d.o.) |
| **8826527** | **SERINDIT**<br>ex Pelikan ex Peninsula<br>**P.T. Baruna Raya Logistics Inc.**<br>Jakarta Indonesia | **104**<br>54<br>— | KI | **1970** Camcraft Inc.—Crown Point, La<br>30,50 6,77 —<br>29,33 - 2,01<br>1 dk | **TM Crewboat** | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>1 176kW (1 599bhp)<br>General Motors Corp. Electro-Motive Di<br>Gen 1 × 59,2kW 208V a.c. |
| **8604838**<br>*GIFA*<br>PD 95 | **SERINGA**<br>**Seringa Fishing Co.**<br>Peterhead United Kingdom | **284**<br>179<br>96 | | **1987** Richards (Shipbuilders) Ltd.—Great Yarmouth (574)<br>26,80 3,390<br>23,19 7,41 4,02<br>1 dk | **M Fishing**<br>Seiner Ref<br>In.180 | Callesen<br>Oil 4SA 6Cy. 270 × 400 with clutches &<br>geared to sc. shaft<br>690bhp (508kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S<br>Controllable pitch propeller |
| **8837124**<br>*YDWY*<br>Rdr Rt | **SERITI**<br>ex Seven Pines<br>**P.T. Baruna Raya Logistics Inc.**<br>Jakarta Indonesia | **101**<br>38<br>— | KI | **1971** Sewart Seacraft Inc.—Berwick, La<br>25,90 - 1,850<br>- 5,73 2,80<br>1 dk | **Aluminium Alloy TrM Crewboat** | General Motors<br>3 Vee Oil 2SA each 12Cy. 108 × 127<br>3 477kW (4 727bhp)<br>General Motors Corp. |
| **5320754**<br>*CSNS*<br>LX-30-N<br>Df Esd Rt | **SERNACHE**<br>Lisboa Portugal | **901**<br>641<br>— | ✠LR class withdrawn 1/8/90 | **1948**-7 Schps. "De Gideon" v/h J. Koster Hzn. —Groningen (216)<br>65,51 9,76 4,515<br>58,98 9,71 5,21<br>P 24,1 F 20,8 1 dk<br>RW | **M Fishing**<br>Side-fishing Long-line Ref<br>Ice strengthened<br>Mchy.aft | Wichmann<br>Oil 2SA 5Cy. 300 × 450<br>1 103kW (1 500bhp) ✠ NE 7/78<br>A/S Wichmann<br>Gen 3 × 210kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7235094**<br>*UVKK*<br>M-25657<br>Df Esd Gc<br>Rdr Rt | **SERNOVODSK**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **1 542**<br>653<br>1 857 | RS | **1972** Intreprinderea Constr. Navale Constantza —Constantza (359)<br>80,24 11,94 4,900<br>5,69<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.2 450<br>3 Ha (stl) (8,2 × 5,9) (8,2 8,2 × 7,9) ER<br>Cr 3(5) | Sulzer<br>Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW)<br>Sour "Jugoturbina" |
| **6612221**<br>*UNUX*<br>M-28060<br>Df Esd Gc<br>Rdr Rt | **SEROGLAZKA**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **3 170**<br>1 225<br>1 424 | RS | **1966** ............U.S.S.R.<br>84,69 14,03 5,709<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 329<br>5 Ha (1,6 × 1,6) (1,3 1,3 × 1,5) (1,3 1,3 × 1,2)<br>4W Der 2(5) 2(1,5) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>20 000bhp (14 711kW)<br>Russkiy-Diesel Works<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **6925783**<br>*UOVC*<br>M-29935<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SEROV**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**5 630**<br>2 681<br>—<br>**8 874**<br>4 576<br>13 935 | RS | **1969** Kherson Shipyard—Kherson<br>152,81 20,60 7,800/9,021<br>140,01 20,58 11,99<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>B.17 420<br>5 Ha (stl) (9,8 × 8,9) (14,4 14,4 14,4 × 10,9) ER (9,8 × 9,5)<br>Cr 5(8) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Fuel 272,5t (d.o.) 1 165,5t (hvf) |
| **8033235**<br>*UNPG*<br>M-37999<br>Df Esd Gc<br>Rdr RTv | **SEROVO**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **744**<br>209<br>322 | RS | **1981** ............U.S.S.R.<br>53,74 10,71 4,290<br>- 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8725905**<br>*UUYP*<br>M-40448<br>Esd Rdr Rt | **SERPUKHOV**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1986** ............U.S.S.R.<br>54,82 9,95 4,140<br>50,30 - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>853kW (1 160bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| **7333705**<br>*DUSP*<br>227510<br>Df Esd Gc<br>RTm/h/v | **SERRA**<br>ex Serra Branca-83<br>**Matatag Shipping Corp.**<br>Dalex Shipping Co. S.A.<br>Manila Philippines | **9 111**<br>6 243<br>15 022 | BV (GL) | **1974** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (39)<br>140,98 20,48 8,840<br>134,17 20,43 11,74<br>F 11,6 2 dks | **M General Cargo**<br>4 Ho 22,0 28,9 7,6DT 3,8DT 23,4 ER 21,3 4 TwD 22,1 41,0 23,5 21,3<br>G.20 882 B.19 067<br>5 Ha (stl) (11,8 × 6,9) (12,4 13,9 13,1 × 8,7) ER (11,6 × 6,9)<br>10W Der 1(30) 6(4,5-10) 4(2,5-5) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Mecanica Pesada S.A.<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 287,5t (hvf)-28.0pd |
| **7432812**<br>Esd Rdr | **SERRA DO XISTRAL**<br>**Jose Vicente Gomez Paleo y otros**<br>Vivero Spain | **140**<br>—<br>— | | **1975** Jose Fernandez Garcia—Foz (29)<br>6,74<br>26,19 6,60 3,51<br>1 dk | **Wood M Fishing** | Carmelo Unanue<br>Oil 4SA 6Cy. 255 × 300<br>540bhp (397kW)<br>Carmelo Unanue |
| **5320821**<br>*PVFD* | **SERRANAUM**<br>ex Serrani I ex Ettan-47<br>**Serrana Navegacao Ltda.**<br>Santos Brazil | **173**<br>82<br>252 | | **1940** T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk<br>34,85 6,96 2,587<br>6,91<br>2 dks<br>len 43 | **M General Cargo**<br>1 Ho 18,2 ER<br>G.560 B.515<br>2W | Jonkopings<br>Oil 2SA 2Cy. 350 × 410<br>A/B Jonkopings Motfb.<br>Fuel 18,5t |
| **6826042**<br>Esd Rdr Rt | **SERRANO HEVIA**<br>**Jose Antonio Labayen Diaz**<br>Gijon Spain | **220**<br>103<br>141 | BV | **1968** Ast. Neptuno—Valencia (26)<br>31,20 7,01 2,490<br>27,01 6,99 3,79<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0) ER | Stork<br>Oil 4SA 8Cy. 210 × 300<br>485kW (659bhp)<br>Naval-Stork-Werkspoor S.A.<br>Fuel 71,0t (d.o.) |
| **8834110**<br>*HP5561*<br>19075-90<br>Df Esd Gc<br>Pfd Rdr Rt | **SERREKUNDA No. 3**<br>ex Eikyu Maru No. 35-89<br>**International Ocean Fisheries S.A.**<br>Puk Yang Fisheries Co. Ltd.<br>Panama Panama | **352**<br>184<br>513 | KR | **1974** Yamanishi Zosen K.K.—Ishinomaki (725)<br>56,60 3,470<br>49,70 9,10 5,60<br>F 14,9 2 dks | **M Fishing**<br>Stern-fishing | Akasaka<br>Oil 4SA 6Cy. 400 × 600<br>1 986kW (2 700bhp)<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.)<br>Gen 2 × 400kW 225V a.c. |

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|---|---|---|---|---|---|---|
| **SERSOU**<br>ex Epson Trader-90<br>ex Pepe Le Moko-86<br>**Societe Nationale de Transport Maritime & Compagnie Nationale Algerienne de Navigation Maritime (S.N.T.M./C.N.A.N.)**<br>Algeria<br>Alger | **19 337**<br>13 473<br>34 100 | | BV (AB) | **1982** Mitsubishi Heavy Industries Ltd. —Shimonoseki (840)<br>178,01 (BB) 27,44 10,777<br>168,00 27,01 15,02<br>P 27,8 F 11,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 24,7 27,2 27,2 27,2 26,3 ER<br>G.45 792 B.40 254 HeCls. B<br>5 Ha (stl) (12,8 19,2 19,2 19,2 19,2 × 12,8) ER<br>Cr 4(25) | Mitsubishi 6UEC60/150H<br>Oil 2SA 6Cy. 600 × 1500<br>10 800bhp (7 944kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 430kW 440V 60Hz a.c.<br>Fuel 121,5t (d.o.) 1 512,0t (hvf)-37,0pd 14,75kn |
| **SERTOSA CATORCE**<br>**Servicios Auxiliares de Puertos S.A. (SERTOSA)**<br>Spain<br>Cadiz | **261**<br>7<br>138 | **✠100A1**<br>tug<br>**✠LMC** | SS 4/90<br>**UMS**<br>EL (C) $\frac{13}{16}$"U2<br>FN 359 | **1972**-7 Soc. Met. Duro Felguera—Gijon (72)<br>32,21 8,84 3,753<br>28,17 8,40 4,32<br>RAD 1,0 RFD 11,0 1 dk<br>rf 508 BK 102 | **M Tug** | MWM<br>Oil 4SA 6Cy. 360 × 450 sr geared to sc. shaft<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 80kW 1 × 60kW 380V 50Hz a.c.<br>12,5kn |
| **SERTOSA CINCO**<br>**Servicios Auxiliares de Puertos S.A. (SERTOSA)**<br>Spain<br>Ceuta | **184**<br>0<br>— | **✠100A1**<br>tug<br>Spain & Portugal coasting service, also between Tangier and Melilla<br>**✠LMC** | SS 6/86<br>**CCS**<br>EL (b)<br>FN 314 | **1965**-2 Hijos de J. Barreras S.A.—Vigo (1332)<br>29,57 8,16 3,601<br>26,83 7,78 3,89<br>RAD 1,6 1 dk | **M Tug**<br>LR Cert SBP 32.0 Tonnes | Deutz SBV9M628<br>Oil 4SA 9Cy. 240 × 280 with flexible couplings & sr geared to sc. shaft<br>NE 7/90<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 60kW 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 56,0t (d.o.) 12,5kn |
| **SERTOSA DIECINUEVE**<br>**Servicios Auxiliares de Puertos S.A. (SERTOSA)**<br>Spain<br>Cadiz | **162**<br>11<br>92 | | AB | **1980** S.A. Balenciaga—Zumaya (296)<br>26,83 7,93 3,350<br>24,01 7,90 3,97<br>1 dk<br>rf 152 | **M Tug** | Alpha 14V23LU<br>Vee Oil 4SA 14Cy. 225 × 300 reverse reduction geared to sc. shaft<br>Cons. Echevarria Bermeo<br>Gen 2 × 40kW a.c.<br>Controllable pitch propeller<br>12kn |
| **SERTOSA DIECIOCHO**<br>**Servicios Auxiliares de Puertos S.A. (SERTOSA)**<br>Spain<br>Cadiz | **262**<br>80<br>179 | **✠100A1**<br>tug<br>**✠LMC** | SS 9/90<br>**UMS**<br>EL G 302,5/20,5U2<br>FN 425 | **1977** Enrique Lorenzo y Cia. S.A.—Vigo (385)<br>33,51 9,38 4,506<br>29,93 8,86 5,31<br>P 15,0 RAD 3,4 1 dk<br>rf 1143 BK 51 | **M Tug**<br>Fire-fighting | Alpha 8T23L-VO<br>2 Oil 4SA each 8Cy. 225 × 300 geared to sc. shaft<br>Cons. Echevarria Bermeo<br>Gen 2 × 72kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>12,5kn |
| **SERTOSA DIECISEIS**<br>**Servicios Auxiliares de Puertos S.A. (SERTOSA)**<br>Spain<br>Cadiz | **211**<br>21<br>— | **✠100A1**<br>tug<br>**✠LMC** | SS 12/88<br>**UMS**<br>EL (d) $\frac{13}{16}$"U2<br>FN 359 | **1974**-7 Soc. Met. Duro Felguera—Gijon (96)<br>31,22 8,64 4,655<br>28,55 8,08 4,47<br>RAD 3,1 RFD 5,2 1 dk<br>rf nil BK | **M Tug** | MWM TBD501-6<br>Oil 4SA 6Cy. 360 × 450 sr geared to sc. shaft<br>Fabrica de San Carlos S.A. San Fernando<br>Gen 2 × 60kW 1 × 16kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>12,5kn |
| **SERTOSA DIECISIETE**<br>**Servicios Auxiliares de Puertos S.A. (SERTOSA)**<br>Spain<br>Cadiz | **262**<br>80<br>179 | **✠100A1**<br>tug<br>**✠LMC** | SS 10/87<br>**UMS**<br>EL G 302,5/20,5U2<br>FN 425 | **1977** Enrique Lorenzo y Cia. S.A.—Vigo (384)<br>33,51 9,38 4,506<br>29,93 8,86 5,31<br>P 15,0 RAD 3,4 1 dk<br>rf 1143 BK 51 | **M Tug**<br>Fire-fighting | Alpha 8T23L-VO<br>Oil 4SA 8Cy. 225 × 300 geared to sc. shaft<br>Cons. Echevarria Bermeo<br>Gen 2 × 72kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>12,5kn |
| **SERTOSA DIEZ**<br>**Servicios Auxiliares de Puertos S.A. (SERTOSA)**<br>Spain<br>Cadiz | **184**<br>0<br>— | **✠100A1**<br>tug<br>Spain & Portugal coastal service, also between Tangier & Melilla<br>**✠LMC** | SS 6/88<br>**CCS**<br>EL (b)<br>FN 314 | **1966**-9 Hijos de J. Barreras S.A.—Vigo (1356)<br>29,57 8,16 3,601<br>26,85 7,78 3,89<br>RAD 1,6 1 dk<br>RW rf 533 BK 64 | **M Tug** | Deutz SBV9M628<br>Oil 4SA 9Cy. 240 × 280 with flexible couplings & sr geared to sc. shaft<br>NE 12/91<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 60kW 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 56,0t (d.o.) 12,5kn |
| **SERTOSA NUEVE**<br>**Servicios Auxiliares de Puertos S.A. (SERTOSA)**<br>Spain<br>Cadiz | **184**<br>0<br>— | **✠100A1**<br>tug<br>Spain & Portugal coastal service, also between Tangier and Melilla<br>**✠LMC** | SS 12/89<br>**UMS**<br>**CCS**<br>EL (b)<br>FN 314 | **1966**-4 Hijos de J. Barreras S.A.—Vigo (1358)<br>29,57 8,16 3,601<br>26,85 7,78 3,89<br>RAD 1,6 1 dk<br>RW rf 533 BK 64 | **M Tug** | Deutz SBV9M628<br>Oil 4SA 9Cy. 240 × 280 with flexible couplings & sr geared to sc. shaft<br>NE 7/91<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 60kW 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 56,0t (d.o.) 12,5kn |
| **SERTOSA OCHO**<br>**Servicios Auxiliares de Puertos S.A. (SERTOSA)**<br>Spain<br>Ceuta | **184**<br>0<br>— | **✠100A1**<br>tug<br>Spain & Portugal coasting service, also between Tangier and Melilla<br>**✠LMC** | SS 2/91<br>**UMS**<br>**CCS**<br>EL (b)<br>FN 314 | **1965**-7 Hijos de J. Barreras S.A.—Vigo (1344)<br>29,57 8,16 3,601<br>26,83 7,78 3,89<br>RAD 1,6 1 dk<br>RW rf 533 BK 64 | **M Tug** | Deutz SBV9M628<br>Oil 4SA 9Cy. 240 × 280 with flexible couplings & sr geared to sc. shaft<br>NE 5/91<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 60kW 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 56,0t (d.o.) 12,5kn |
| **SERTOSA ONCE**<br>**Servicios Auxiliares de Puertos S.A. (SERTOSA)**<br>Spain<br>Cadiz | **143**<br>23<br>41 | **✠100A1**<br>tug<br>Cadiz services<br>**✠LMC** | SS 3/86<br>**CCS**<br>EL (b) $\frac{7}{8}$"U1<br>FN 288 | **1968**-6 Ast. de Cadiz—Sevilla (115)<br>28,00 8,16 3,372<br>25,00 7,70 3,79<br>RAD 1,6 RFD 4,6 1 dk<br>rf 914 BK 152 | **M Tug** | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>Naval-Stork-Werkspoor S.A. San Carlos<br>Gen 2 × 30kW 220V d.c.<br>Controllable pitch propeller<br>13kn |
| **SERTOSA QUINCE**<br>**Servicios Auxiliares de Puertos S.A. (SERTOSA)**<br>Spain<br>Cadiz | **211**<br>21<br>— | **✠100A1**<br>tug<br>**✠LMC** | SS 11/87<br>**UMS**<br>EL (d) $\frac{13}{16}$"U2<br>FN 359 | **1974**-6 Soc. Met. Duro Felguera—Gijon (95)<br>31,22 8,64 4,655<br>28,55 8,08 4,47<br>RAD 3,1 RFD 5,2<br>rf nil BK | **M Tug** | MWM TBD501-6<br>Oil 4SA 6Cy. 360 × 450 sr geared to sc. shaft<br>Fabrica de San Carlos S.A. San Fernando<br>Gen 2 × 60kW 1 × 16kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>12,5kn |
| **SERTOSA VEINTE**<br>**Servicios Auxiliares de Puertos S.A. (SERTOSA)**<br>Spain<br>Cadiz | **162**<br>—<br>92 | | AB | **1980** S.A. Balenciaga—Zumaya (297)<br>26,83 7,93 3,350<br>24,01 7,90 3,97<br>1 dk<br>rf 152 | **M Tug**<br>Mchy.aft | Alpha 14V23LU<br>Vee Oil 4SA 14Cy. 225 × 300 reverse reduction geared to sc. shaft<br>Cons. Echevarria Bermeo<br>Gen 2 × 40kW a.c.<br>Controllable pitch propeller<br>12kn |
| **SERTOSA VEINTICINCO**<br>**Servicios Auxiliares de Puertos S.A. (SERTOSA)**<br>Spain<br>Cadiz | *186*<br>*56*<br>159 | | BV | **1986** S.A. Balenciaga—Zumaya (312)<br>27,51 3,301<br>24,01 8,21 4,42<br>1 dk | **M Tug** | Alpha<br>Vee Oil 4SA 14Cy. 225 × 300 geared to sc. shaft<br>Cons. Echevarria Spain<br>Controllable pitch propeller<br>13,25kn |
| **SERTOSA VEINTICUATRO**<br>**Servicios Auxiliares de Puertos S.A. (SERTOSA)**<br>Spain<br>Cadiz | *186*<br>*56*<br>159 | | BV | **1985** S.A. Balenciaga—Zumaya (311)<br>27,51 3,301<br>24,01 8,21 4,42<br>1 dk | **M Tug** | Alpha<br>Vee Oil 4SA 14Cy. 225 × 300 geared to sc. shaft<br>Cons. Echevarria Bermeo<br>Controllable pitch propeller<br>13,25kn |
| **SERTOSA VEINTIDOS**<br>**Servicios Auxiliares de Puertos S.A. (SERTOSA)**<br>Spain<br>La Coruna | **381**<br>63<br>240 | | BV | **1983** S.A. Balenciaga—Zumaya (305)<br>30,71 4,171<br>27,82 9,76 5,11<br>1 dk | **M Tug** | Alpha 12V23L-VO<br>2 Vee Oil 4SA each 12Cy. 225 × 300 sr geared to sc. shaft<br>Cons. Echevarria Bermeo |

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|---|---|---|---|---|---|---|---|
| 8101549<br>*EAXU*<br>A1-2-211-L4<br>Df Esd Pfd<br>Rdr RTm/h/v | **SERTOSA VEINTITRES**<br>Launched as Betelgeuse<br>**Servicios Auxiliares de Puertos S.A. (SERTOSA)**<br>Algeciras Spain | **174**<br>24<br>92 | | AB | **1982** S.A. Balenciaga—Zumaya (304)<br>26,80 3,350<br>24,01 7,92 3,97<br>P 16,8 B 4,3 F 5,5 1 dk<br>rf 450 | **M Tug** | Alpha<br>Vee Oil 4SA 14Cy. 225 × 300 sr gea<br>shaft<br>Cons. Echevarria<br>Gen 2 × 60kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 86,5t (d.o.)-6,5pd |
| 7308736<br><br>528755 | **SERVAL**<br>**Penrod Drilling Corporation**<br>Morgan City, La United States of America | **137**<br>93<br>— | | | **1970** Breaux's Bay Craft Inc.—Loreauville, La<br>... ... ...<br>31,96 6,28 3,03<br>1 dk | **Aluminium Alloy TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 800bhp (1 324kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| 7905649<br>*TCGE*<br>5829<br>Esd Rdr Rt | **SERVET DEVAL**<br>ex Reyhan-90<br>**Deval Shipping & Trading Co. (Deval Denizcilik ve Ticaret A.S.)**<br>Istanbul Turkey | **1 997**<br>1 209<br>3 800 | | | **1989** Celiktekne Sanayii ve Ticaret A.S.—Tuzla (10)<br>110,01 6,501<br>15,41<br>1 dk | **M General Cargo** | Sulzer<br>Oil<br>4 300bhp (3 163kW)<br>"Zgoda" Zaklady Urzadzen Technicznych |
| 5320871<br><br>3284<br>Rdr RTv | **SERVIBURNU**<br>**T.D.I. Liman Isletmesi**<br>Istanbul Turkey | **108**<br>30<br>— | | (GL) | **1961** D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1077)<br>26,17 6,71 2,579<br>3,46 | **M Tug** | Deutz<br>Oil 4SA 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz<br>Gen 1 × 60kW 220V d.c.<br>Fuel (d.o.) |
| 7938854<br>*HO3337*<br>11402-81<br>Rt | **SERVICE**<br>ex Hokuo Maru No. 2-80<br>ex Hokuo Maru<br>**Starfish International Fisheries S.A.**<br>Panama Panama | **169**<br>38<br>— | | | **1957** Narasaki Zosen K.K.—Muroran (243)<br>...<br>35,01 6,30 3,31<br>1 dk | **M Fishing** | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo |
| 7397177<br><br><br>Esd Rdr Rt | **SERVICE IX**<br>ex Abu Moosa 1-90 ex Hatta Jacks-86<br>**Fal Energy Co. Ltd.**<br>Fal Bunkering Co. Ltd.<br>Sharjah United Arab Emirates | **101**<br>71<br>— | | BV | **1974** Promet Private Ltd.—Singapore (55)<br>22,56 1,982<br>22,36 6,70 2,59<br>1 dk | **TM Tug** | Caterpillar<br>2 Oil 4SA each 6Cy. 159 × 203<br>Caterpillar Tractor Co. |
| 7011149<br>*A6E2191*<br>UAE/SHJ/590<br>Rdr Rt | **SERVICE V**<br>ex Amina-90 ex Hasnaa-87<br>ex Midorikai Maru No. 1-80<br>**Fal Energy Co. Ltd.**<br>Fal Bunkering Co. Ltd.<br>Sharjah United Arab Emirates | **1 452**<br>758<br>3 125 | | (NK) | **1969** Watanabe Zosen K.K.—Hakata (105)<br>83,27 12,22 5,639<br>77,02 12,20 6,20<br>P 17,7 F 8,6 1 dk | **M Tanker**<br><br>4 Ta ER<br>L.(oil) 3 392 | Fuji<br>Oil 4SA 8Cy. 400 × 580<br>2 400bhp (1 765kW)<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 104kW 1 × 40kW 445V 60Hz<br>Fuel 134,0t (d.o.)-8,5pd |
| 6814776<br><br><br>Esd Pfd Rdr<br>Rt | **SERVICE VII**<br>ex Bunair-90 ex Zubayya-85<br>ex Sharif 4-82 ex Al Jabbar-81<br>**Fal Energy Co. Ltd.**<br>Fal Bunkering Co. Ltd.<br>Sharjah United Arab Emirates | **126**<br>—<br>85 | ✠**100A1**<br>tug<br>✠**LMC** | SS 8/86<br><br><br>EL (b) $\frac{7}{8}$"<br>FN 269 | **1968**-6 R. Dunston (Hessle) Ltd.—Hessle (S857)<br>28,07 7,75 2,744<br>25,02 7,32 3,41<br>1 dk<br>rf 533 BK 152 | **M Tug** | Blackstone<br>Oil 4SA 8Cy. 222 × 292 reverse reduction<br>to sc. shaft<br>Lister Blackstone Ltd.<br>Gen 2 × 30kW 440V 50Hz a.c.<br>Fuel 38,0t (d.o.) |
| | | | | | **SURVEYS OVERDUE — REPAIRS REQUIRED — CLASS SUSPENDED 17/7/91** | | |
| 6416495<br>*A6E2013*<br><br>Df RdrRTm | **SERVICE XIX**<br>ex Ghalla-90 ex Al Gattarah<br>ex Ilaria Montanari-77 ex Carlopia I-70<br>**Fal Energy Co. Ltd.**<br>Fal Bunkering Co. Ltd.<br>Sharjah United Arab Emirates | **786**<br>531<br>1 166<br>T/cm<br>4,0 | | (AB) (RI) | **1964** Cant. Nav. Soc. Nettuno—Reggio nell Emilia (14 /B)<br>68,92 9,53 2,871<br>64,75 9,50 3,41<br>F 4,6 1 dk<br>RW rf nil Bow/CM 36 Diam. 0,152 | **TM Tanker**<br><br>10 Ta ER<br>L.(oil) 1 598<br>1 Cargo pumps total 150T/hr | Alpha<br>2 Oil 2SA each 5Cy. 240 × 400<br>514kW (699bhp)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 2 × 40kW a.c. 2 × 20kW a.c.<br>Fuel (d.o.) |
| 7501431<br>*HO2899*<br>13033-PEXT<br>Rdr Rt | **SERVICES TANKER**<br>ex Laureano Mairena-86 ex Biei Maru<br>**Caribbean Tankers Inc.**<br>Panama Panama | **669**<br>480<br>1 406 | | BV | **1975** Kyoei Zosen K.K.—Mihara (63)<br>65,35 10,83 4,250<br>60,00 10,80 4,80<br>1 dk | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 1 544 | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo<br>Fuel 76,0t-4,5pd |
| 7340825<br>*HP6165*<br>20691-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv | **SERVIPORT II**<br>ex Moena-90 ex Seaforth Saga<br>ex Protector ex Seaforth Saga-83<br>**Sociedad Colombiana de Servicios Portuarios S.A.**<br>Panama Panama | **776**<br>144<br>1 030 | ✠**100A1**<br>tug<br>✠**LMC** | SS 8/90<br><br><br>EL L 1$\frac{3}{16}$"U2<br>FN 881 | **1975**-7 Drypool Eng. & D.D. Co. Ltd.—Selby (1558)<br>58,48 12,04 4,522<br>51,77 11,80 5,21<br>F 22,0 1 dk<br>rf 508 conv Deck Cargo Fire-fighting Tug/Supply Ship 83<br>conv Patrol Ship Fire-fighting 88 | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | Polar<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>reduction geared to sc. shafts<br>British Polar Engines Ltd.<br>Gen 3 × 246kW 440V 60Hz a.c.<br>Bow jet pump<br>Fuel 589,5t (d.o.) |
| 7020994<br><br><br>Df Esd Rt | **SERWAL**<br>**Stocznia Szczecinska im. Adolfa Warskiego**<br>Szczecin Poland | **115**<br>29<br>28 | | PR | **1969** Gdynska Stocznia Remontowa—Gdynia (H800/326)<br>25,43 2,501<br>23,47 6,81 3,41<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 12kW 220V a.c. |
| 7127869<br>*EWST*<br>M-14591<br>Df Esd Rdr<br>Rt | **SERYSHEVO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **570**<br>215<br>309 | | RS | **1971** ............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| 5021425<br>*JWPK*<br>14759<br>DfRTm | **SESAM**<br>ex Arrow Sun-72 ex Arrow Star-68<br>ex Arabo-66 ex Tanja-60<br>**Idar Paulsen**<br>Sandnessjoen Norway | *574*<br>*287*<br>559 | | (NV) | **1957** Leirvik Sveis A/S—Leirvik (16)<br>52,41 8,56 3,252<br>8,54 5,49<br>2 dks<br>rf nil len 86 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 400 B.789<br><br>1 Ha (stl) (27,8 × 4,8) ER<br>3W Der 1(4) 1(3) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>390bhp (287kW)<br>Maschinenbau Kiel A.G.<br>Gen 2 × 16kW 220V 50Hz a.c.<br>Fuel 51,0t (d.o.)-1,5pd |
| 8110643<br>*DIDM*<br><br>Df Esd Gc<br>Rdr RTm/v | **SESAM**<br>**H.F. Matthiesen Seetransport K.G.**<br>Hamburg Federal Republic of Germany | **499**<br>315<br>1 768 | | GL | **1981** Schiffsw. Hugo Peters—Wewelsfleth (586)<br>82,48 11,33 3,534<br>76,82 11,31 5,41<br>P 12,5 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,4 ER<br>G.2 914 B.2 909<br>TEU 48 C. 48/20'<br>1 Ha (stl) (49,8 × 9,0) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 reverse redu<br>to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 92kW 1 × 41kW 220/380<br>Thw. thrust propeller fwd |
| 7646827<br>*UEVI*<br>M-33695 | **SESARTIS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **187**<br>48<br>80 | | RS | **1977** ............U.S.S.R.<br>31,60 7,35 2,839<br>3,54<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.100<br><br>1 Ha (stl) (1,4 × 1,1)<br>1W Der 1(4,75) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| 7332268<br>*EGFW*<br>148<br>Esd Rdr Rt | **SESERMENDI BARI**<br>**Sesermendi Bari S.A.**<br>Ondarroa Spain | **261**<br>88<br>— | | (BV) | **1974** S.A. Balenciaga—Zumaya (232)<br>38,21 7,80<br>35,59 7,79 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Vee Oil 4SA 12Cy. 225 × 300<br>1 200bhp (883kW)<br>Cons. Echevarria |

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|---|---|---|---|---|---|
| **SESINI**<br>ex Axis No. 1-90<br>ex Kobe Maru No. 2-77<br>Panama<br>Panama | **1 594**<br>858<br>2 722 | BV HR (NK) | **1963** Onomichi Zosen K.K.—Onomichi (117)<br>83,11 12,04 5,131<br>77,48 11,99 6,00<br>P 21,7 F 8,0 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.3 113 B.2 806<br>2 Ha (11,9 25,9 × 6,0) ER<br>9W Der 4(15) 2(10) | Oil 4SA 6Cy. 450 × 640<br>1 650bhp (1 214kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 25kW 105V d.c.<br>Fuel 181,0t-6,0pd 11,5kn |
| **SESSO**<br>ex Sessoy-87<br>**Dyk-Ett AB**<br>Solvesborg Sweden | **140**<br>31<br>— | | **1972** Sigbjorn Iversen M/V. Skips.—Flekkefjord (21)<br>25,40 7,47<br>23,75 7,12 2,52<br>1 dk | **M RoRo Cargo/Ferry** 60P<br>1 Ho 5,0 ER<br>1 Ha (stl) (2,9 × 1,9) ER | Deutz<br>Oil 4SA 6Cy. 135 × 160<br>360bhp (265kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 24kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 10kn |
| **SESTRORETSK**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **4 787**<br>1 966<br>6 270 | RS | **1972** Vyborg Shipyard—Vyborg<br>130,31 17,35 6,932<br>119,00 8,54<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>4 Cell. Ho ER<br>TEU 218 C.Ho 138/20' C.Dk 80/20'<br>4 Ha (stl) ER | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>H. Cegielski Poznan<br>15kn |
| **SESTRORETSK**<br>ex MB-7015<br>**Government of The Republic of Russia (Ministry of Shipbuilding)**<br>(Sankt-Peterburg) (U.S.S.R.) | **233**<br>4<br>91 | RS | **1969** VEB Schiffswerft "Edgar Andre" —Magdeburg (7015)<br>34,78 8,51 2,750<br>30,41 8,21 3,87<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>11,25kn |
| **SETA MARU**<br>**Setouchi Kaihatsu Kogyo K.K.**<br>Kobe, Hyogo Pref. Japan | **195**<br>—<br>— | | **1979** Kanbara Zosen K.K.—Onomichi (241)<br>31,50 2,701<br>27,01 8,81 3,61<br>1 dk | **TM Tug** | Mitsubishi S16N-TK<br>2 Vee Oil 4SA each 16Cy. 160 × 180 reduction geared to sc. shafts<br>Mitsubishi Heavy Industries Ltd. Kobe |
| **SETAREH DARYA**<br>ex Thalassa-74<br>**Gulf Shipping Co. S.A.**<br>Khorramshahr Iran | **499**<br>272<br>681 | (BV) | **1956** N.V. Schpsw. "Appingedam"—Appingedam (176)<br>52,71 8,51 3,353<br>47,86 8,39 3,59<br>1 dk | **M General Cargo**<br>1 Ho 30,9 ER<br>G.934 B.892<br>2 Ha (each 12,1 × 4,9) ER<br>2W Der 2(3) | Deutz<br>Oil 4SA 8Cy. 220 × 280 sr geared to sc. shaft<br>550bhp (405kW) NE made60 fitted—<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 46kW<br>Fuel 50,0t 10kn |
| **SETCO GAJAH MADA**<br>**P.T. Multi-Setco S.A.**<br>Reliance Pacific Shipping Ltd.<br>Panama Panama | *12 691*<br>*4 969*<br>17 879 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>EL E† 577,5/56,0U3<br>FN 5492<br>KI | **1983**-1 Daewoo SB. & Heavy Machinery Ltd. —Okpo (5003)<br>157,99 (BB) 25,84 7,019<br>149,99 25,81 10,80<br>P 29,6 F 13,2 1 dk<br>rf nil Bow/CM 81 Diam. 0,250 MH 1,2 | **M Tanker**<br>10 Ta ER<br>L.(oil) 22 081 HeCls. BptC<br>3 Cargo pumps total 1 500T/hr | B&W 6L45GFC<br>Oil 2SA 6Cy. 450 × 1200<br>5 914bhp (4 350kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (o.f.) 17,9kgf/cm$^2$ (17,6bar)<br>e(ex.g) 21,9kgf/cm$^2$ (21,5bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 130,0t (d.o.) 390,0t (hvf)-20,0pd 14kn |
| **SETCO MAMMOTH**<br>**P.T. Multi-Setco S.A.**<br>Reliance Pacific Shipping Ltd.<br>Panama Panama<br>SatCom: 1332506/SEMO | *12 691*<br>*4 969*<br>17 879 | ✠**100A1** SS 5/87<br>oil tanker<br>✠**LMC**<br>EL E† 577,5/56,0U3<br>FN 5492<br>KI | **1982**-12 Daewoo SB. & Heavy Machinery Ltd. —Okpo (5002)<br>157,99 (BB) 25,84 7,019<br>149,99 25,81 10,80<br>P 29,6 F 13,2 1 dk<br>rf nil Bow/CM 81 Diam. 0,250 MH 1,2 | **M Tanker**<br>4 Ta 6 Wing Ta ER<br>L.(oil) 22 081 HeCls. BptC<br>3 Cargo pumps total 1 500T/hr | B&W 6L45GFCA<br>Oil 2SA 6Cy. 450 × 1200<br>5 914bhp (4 350kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (o.f.) 17,9kgf/cm$^2$ (17,6bar)<br>e(ex.g) 21,9kgf/cm$^2$ (21,5bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 130,0t (d.o.) 390,0t (hvf)-20,0pd 14kn |
| **SETIA DAMAI**<br>ex Sumitoku Maru No. 5-89<br>ex Shinryu Maru No. 7<br>**Yamato Maritime Affairs Trading Corp.**<br>Panama Panama | **459**<br>270<br>900 | | **1972** Mategata Zosen K.K.—Namikata<br>52,00 4,301<br>44,00 11,00 5,21<br>1 dk | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>11kn |
| **SETIF II**<br>ex Protoklitos III-89 ex Montoba-87<br>ex Kildonan Venture-86<br>**Societe Nationale de Transport Maritime & Compagnie Nationale Algerienne de Navigation Maritime (S.N.T.M./C.N.A.N.)**<br>Alger Algeria | *20 253*<br>*11 502*<br>33 109<br>T/cm<br>41,5 | BV (NV)<br>✠Classed LR until 8/87 | **1982**-8 Minami-Nippon Zosen K.K.—Usuki (553)<br>183,52 (BB) 26,67 10,773<br>172,02 26,61 15,02<br>P 29,9 F 15,0 1 dk<br>rf nil DK in way of Nos. 2, 3, 4 & 5 cargo holds | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 27,2 27,2 20,8 27,2 27,2 ER<br>G.41 584 B.39 788 HeCls. B<br>5 Ha (stl) (16,8 × 12,8) (16,8 28,0 16,8 16,8 × 15,0) ER<br>Cr 5(25) | B&W 7L55GFCA<br>Oil 2SA 7Cy. 550 × 1380<br>10 500bhp (7 723kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 171,5t (d.o.) 2 115,0t (hvf)-31,0pd 14,75kn |
| **SETIT**<br>ex Samha-86 ex Asma-82<br>ex Choju Maru No. 18-76<br>ex Mitsu Maru-70<br>**Sudan Shipping Line Ltd.**<br>Port Sudan Sudan | **832**<br>483<br>1 222 | NK | **1964** Kurushima Dockyard Co. Ltd.—Imabari (241)<br>60,99 9,56 4,260<br>55,50 9,50 4,75<br>P 12,8 F 7,1 1 dk<br>RW Diam. 0,175 | **M Tanker**<br>CBT<br>3 Ta ER<br>L.(oil) 1 700<br>2 Cargo pumps total 600T/hr | Daihatsu<br>Oil 2SA 8Cy. 260 × 320<br>830bhp (611kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 20kW 220V a.c.<br>Fuel 40,5t-2,5pd 10,5kn |
| **SETO**<br>**Mitsui Engineering & Shipbuilding Co. Ltd. (Mitsui Zosen K.K.)**<br>Tamano, Okayama Pref. Japan | **1 328**<br>—<br>— | | **1982** Mitsui Eng. & SB. Co. Ltd.—Tamano (F516251)<br>42,52<br>38,28 25,01 4,02<br>1 dk | **D-E Crane Ship** | Deutz SBA6M816<br>Oil 4SA 6Cy. 142 × 160 total 421bhp (310kW) driving 2 gen. each 270kW 450V a.c. connected to 2 elec. motors each of 340shp (250kW) & dr geared to sc. shafts<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>2 Directional propellers aft, 1 fwd |
| **SETO**<br>**Shikoku Kisen K.K.**<br>Naoshima, Kagawa Pref. Japan | **695**<br>—<br>— | | **1983** Fujiwara Zosensho—Omishima (81)<br>... ... ...<br>49,92 16,71 3,81<br>1 dk | **M RoRo Cargo/Ferry**<br>Deck Cargo 350dk P<br>Trailers 22<br>Mchy.aft | Oil 4SA 6Cy.<br>2 354kW (3 200bhp)<br>Japan<br>12kn |
| **SETO**<br>**Nippon Shio Kaiso K.K.**<br>Takamatsu, Kagawa Pref. Japan | **148**<br>—<br>300 | | **1983** Koa Sangyo K.K.—Takamatsu (513)<br>47,00 2,901<br>43,52 8,21 4,63<br>1 dk | **M General Cargo**<br>Salt<br>1 Ho ER<br>G.978 B.648<br>1 Ha (stl) ER | Hanshin 6LU24G<br>Oil 4SA 6Cy. 240 × 410<br>550bhp (405kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SETO**<br>**Kurushima Kosan Co. Ltd.**<br>Matsuyama, Ehime Pref. Japan | **145**<br>—<br>— | NK | **1983** Kishigami Zosen K.K.—Akitsu (1588)<br>29,32 2,963<br>27,34 8,01 3,81<br>1 dk | **TM Tug** | Daihatsu 6PSHTDM-26H<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 44kW<br>11,25kn |
| **SETO BREEZE**<br>**Los Andes Shipping Navigation S.A.**<br>Panama Panama<br>SatCom: 1331264/SEBZ | *52 484*<br>*23 308*<br>98 731<br>T/cm<br>89,6 | NK | **1988** Koyo Dockyard Co. Ltd.—Mihara (2005)<br>246,84 (BB) 42,03 12,209<br>235,00 42,00 19,50<br>1 dk<br>Bow/CM 125 Diam. 0,410 MH 0,6 | **M Tanker**<br>COW IGS SBT<br>Mchy.aft<br>L.(oil) 110 814<br>3 Cargo pumps total 7 500T/hr | B&W 6S70MCE<br>Oil 2SA 6Cy. 700 × 2674<br>8 628kW (11 730bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 680kW a.c.<br>14kn |

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| **8909915**<br>*P3LG3*<br>708828<br>Df Esd Gc<br>Pfd Rdr Rt | **SETO IRIS**<br>**Seto Marine Ltd.**<br>Limassol Cyprus | *3 546*<br>*2 110*<br>5 364 | NK | **1989** Shin Kurushima Dockyard Co. Ltd.<br>—Hashihama, Imabari (2650)<br>105,42 (BB) 5,319<br>97,00 18,00 7,00<br>P 19,0 F 8,5 | **M General Cargo**<br>G.7 370 B.6 480<br>2 Ha (stl) (18,8 37,7 × 9,8) ER<br>Der 1(25) 2(15) | Hanshin<br>Oil 4SA 6Cy. 380 × 760<br>2 060kW (2 801bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 112kW a.c. |
| **7916583**<br>*JLMO*<br>121890<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SETO MARU**<br>**Navix Line Ltd. & Tamai Shosen K.K.**<br>Tokyo Japan<br>SatCom: 1201105/JLMO | **36 300**<br>24 143<br>62 412<br>T/cm<br>63,7 | NK | **1980** Namura SB. Co. Ltd.—Imari (840)<br>225,00 32,24 12,389<br>217,02 32,20 17,81<br>F 15,3 1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.74 807 HeCls. ptB<br>7 Ha (stl) (each 16,6 × 13,1) | MAN<br>Vee Oil 4SA 14Cy. 520 × 550<br>sc. shaft<br>14 770bhp (10 864kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 1 × 540kW 2 × 400kW<br>Fuel 134,0t (d.o.) 2 673,5t (hvf) |
| **8627074**<br>*JL5230*<br>126364<br>Rt | **SETO MARU**<br>**Daishin Kisen K.K.**<br>Hojo, Japan<br>Ehime Pref. | **602**<br>—<br>1 539 | | **1984** Kinoura Zosen K.K.—Hakata (138)<br>66,50 4,320<br>60,00 13,01 6,30<br>1 dk | **M Sand Carrier** | Akasaka<br>Oil<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **7052014**<br>*JG2892*<br>109804<br>Gc Rdr Rt | **SETO MARU**<br>ex Tsuru Maru No. 3<br>**Aki Marine K.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **255**<br>—<br>— | | **1970** Shimoda Dockyard Co. Ltd.—Shimoda<br>(182)<br>29,01 8,56 2,794<br>26,52 8,51 3,89<br>1 dk | **TM Tug**<br>Pusher | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7115634**<br>*JK3563*<br>110777<br>Rdr Rt | **SETO MARU**<br>**Aki Marine K.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **188**<br>—<br>— | | **1971** Kanagawa Zosen—Kobe (110)<br>27,31 7,68 2,299<br>25,00 7,62 3,61<br>1 dk<br>RW | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7424877**<br>Df Rdr Rt | **SETO MARU** | **134**<br>59<br>— | | **1974** Nagasaki Zosen K.K.—Nagasaki (507)<br>37,29 7,22 2,413<br>30,79 7,19 4,60<br>1 dk | **M Fishing**<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8006048**<br>*HQEW3*<br>Gc Rdr Rt | **SETO REEFER**<br>ex Chinuya Maru-88<br>Honduras | **315**<br>163<br>689 | | **1980** K.K. Yoshida Zosen Kogyo—Arida (333)<br>... ...<br>56,01 9,20 4,91<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 275 × 450<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. |
| **8217312**<br>*C6II2*<br>715968<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SETOKAZE**<br>ex Day Star-91<br>**Nippo Trans S.A.**<br>Nassau Bahamas<br>SatCom: 1103753/SETO | *10 906*<br>*6 037*<br>18 566 | NK | **1983** Minami-Nippon Zosen K.K.—Usuki (560)<br>151,31 (BB) 9,200<br>140,14 22,78 12,02<br>P 28,5 F 12,0 1 dk | **M Tanker**<br>Oil Chemical<br>18 Ta ER<br>L.21 810 | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1250<br>6 800bhp (5 002kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 128,0t (d.o.) 971,0t (hvf)-21,0 |
| **7824998**<br>*JG3960*<br>123560<br>Df Esd Gc<br>Pfd Rdr Rt | **SETOUCHI MARU**<br>**Nippon Denshin Denwa Kosha<br>(Japan Telegraph & Telephone<br>Corp.)**<br>Tokyo Japan | **818**<br>—<br>500 | | **1979** Koyo Dockyard Co. Ltd.—Mihara (870)<br>64,70 11,33 3,501<br>56,22 11,31 4,73<br>2 dks | **TM Cable-layer** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>to sc. shafts<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7653569**<br>*JK3592*<br>115281 | **SETOUCHI MARU**<br>**Setonaikai Jari K.K.**<br>Okayama, Japan<br>Okayama Pref. | **462**<br>255<br>609 | | **1973** Y.K. Tokai Zosensho—Tsukumi<br>52,00 4,101<br>48,01 10,00 5,52<br>1 dk | **M Sand Carrier** | Fuji<br>Oil<br>1 500bhp (1 103kW)<br>Fuji Diesel Co. Ltd. |
| **8914908**<br>*JJ3744*<br>131861<br>Rdr Rt | **SETOUCHI MARU No. 2**<br>**Noboru Okochi**<br>Ieshima, Japan<br>Hyogo Pref. | **410**<br>—<br>1 106 | | **1990** Hamamoto Zosensho K.K.—Tokushima<br>(731)<br>59,27 (BB) 4,222<br>52,00 12,00 5,90<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 300 × 530<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. |
| **8840298**<br>*JK4991*<br>131766<br>Rt | **SETOUCHI MARU No. 7**<br>**Setonaikai Jari K.K.**<br>Okayama, Japan<br>Okayama Pref. | **436**<br>—<br>— | | **1990** Ieshima Dock K.K.—Ieshima<br>49,00 1,000<br>47,00 12,00 3,70<br>1 dk | **M Sand Carrier** | Hanshin<br>Oil<br>The Hanshin Diesel Works Ltd. |
| **7917185**<br>Esd Gc Rt | **SETRA III**<br>**Government of Mexico (Secretaria<br>de Communicaciones y<br>Transportes Servicio de<br>Transbordadores, Direccion<br>General)**<br>Mexico | **1 078**<br>323<br>618 | **100A1**<br>Class contemplated<br>FN 935 | **1985** Ast. de Marina—Coatzacoalcos (22)<br>60,03 15,63 1,801<br>51,85 15,00 3,03<br>1 dk | **M RoRo Cargo/Ferry** | Dorman<br>2 Oil 4SA each 8Cy. 159 × 165<br>730bhp (537kW)<br>Dorman Diesels Ltd.<br>2 propellers aft, 1 fwd |
| **8406391**<br>*JEKI*<br>127677<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **SETSUYO MARU**<br>**Asahi Kaiun K.K. & Nippon Yusen<br>Kaisha**<br>Tokyo Japan<br>SatCom: 1200120/JEKI | *88 921*<br>*56 133*<br>170 808<br>T/cm<br>123,6 | NK | **1985** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Kure (2914)<br>290,00 17,528<br>280,02 46,00 23,73<br>F 29,6 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.186 417<br>9 Ha (stl) ER | Sulzer<br>Oil 2SA 6Cy. 840 × 2400 reverse<br>to sc. shaft<br>13 930bhp (10 246kW)<br>Ishikawajima Harima Heavy Ind.<br>Gen 1 × 600kW 1 × 100kW<br>Fuel 279,0t (d.o.) 4 810,0t (hvf) |
| **8805937**<br>*SMEP*<br>Rdr Rt | **SETTE MARI**<br>**Sture & Morgan Larsson**<br>Hono Sweden | *291*<br>*117*<br>— | | **1987** Gotaverken Arendal AB—Goteborg<br>(656-065)<br>28,48<br>25,81 7,69 6,30<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>G.193 In.160 | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190<br>sc. shaft<br>1 020bhp (750kW)<br>Caterpillar Inc.<br>Thw. thrust propeller fwd |
| **7385136**<br>*ELFN5*<br>7948<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SETTEBELLO**<br>**Amazon Transport Inc.**<br>OMI Corp.<br>Monrovia Liberia<br>SatCom: 1241672/SELO | **160 415**<br>143 833<br>322 446<br>T/cm<br>176,0 | ✠CLASS WITHDRAWN at<br>Owners' request 8/6/91 | **1983**-8 SETENAVE, Est. Nav. de Setubal—Setubal<br>(106)<br>Cmd.**1986**-7<br>346,24 57,36 22,229<br>333,89 57,31 28,50<br>1 dk<br>rf nil Bow/CM 168 Diam. 0,610 MH 1,8 | **S Tanker**<br>COW IGS SBT<br>22 Ta ER<br>L.(oil) 375 400<br>4 Cargo pumps total 20 000T/hr | 2 S Turb dr geared to sc. shaft<br>35 507shp (26 118kW)<br>Kuaerner Brug A/S<br>Gen 2 × 2000kW 1 × 1500kW<br>Fuel 13 421,5t 416,5t-180,0pd |
| **8137902**<br>*IUIR*<br>1079<br>Rt | **SETTEBELLO**<br>ex Enosis<br>**Delcomar S.r.l.**<br>Napoli Italy | **338**<br>66<br>215 | (RI) | **1966** Bekris & Eleftheropoulos—Perama<br>57,82 9,02 1,691<br>51,69 9,01 1,81<br>1 dk | **TM General Cargo** | MWM<br>2 Vee Oil 4SA each 16Cy. 140 ×<br>1 648bhp (1 212kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **8036598**<br>620472 | **SETTLER**<br>**Frontier Fishing Corp.**<br>New Bedford, Ma United States<br>of America | **185**<br>130<br>— | | **1980** Edward T. Gamage Inc.—East Boothbay, Me<br>*25,39* 7,14<br>3,76<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>840bhp (618kW)<br>Caterpillar Tractor Co. |

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| SETTSU<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo<br>Japan | **3 111**<br>—<br>1 883 | | **1984** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1114)<br>105,42 14,64 5,701<br>100,11 14,61 8,01<br>1 dk | **TM Patrol Ship** | Pielstick 12PC2-5V-400<br>2 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shafts<br>15 600bhp (11 475kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| SETTSU MARU<br>**K.K. Hanshin Shipping**<br>Osaka, Osaka Pref.<br>Japan | **499**<br>—<br>1 180 | | **1975** Murakami Hide Zosen K.K.—Hakata (128)<br>10,22 4,115<br>57,99 10,19 6,41<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Niigata 8L25BX<br>Oil 4SA 8Cy. 250 × 320<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata |
| SETTSU MARU<br>**Shiomi Kaiun K.K.**<br>Yoshiumi, Ehime Pref.<br>Japan | **476**<br>—<br>1 231 | | **1987** K.K. Taihei Kogyo—Akitsu (1958)<br>73,03 (BB) 11,82 3,709<br>68,00 11,80 6,61<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 630 B.2 460<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches, flexible couplings & sr geared to sc. shaft<br>1 300bhp (956kW)<br>Hanshin Nainenki Kobe |
| SETTSU MARU<br>**Kusakabe Kisen K.K.**<br>Kobe, Hyogo Pref.<br>Japan | **435**<br>—<br>— | | **1972** Shikoku Dockyard Co. Ltd.—Takamatsu (759)<br>38,92 9,12 3,201<br>36,00 9,10 4,70<br>1 dk<br>RW | **TM Tug**<br>Pusher | Daihatsu<br>2 Oil 4SA each 6Cy. 320 × 380<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>12,5kn |
| SETTSU MARU<br>**Hamako Kensetsu K.K.**<br>Sakai, Osaka Pref.<br>Japan | **164**<br>—<br>— | | **1963** Namura SB. Co. Ltd.—Osaka (337)<br>29,21 7,65 2,388<br>28,50 7,61 3,51<br>1 dk<br>RW | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 20kW 220V a.c.<br>Fuel 21,5t |
| SETTSU MARU<br>**Osaka City (Port & Harbour Bureau)**<br>Osaka, Osaka Pref.<br>Japan | **135**<br>—<br>— | | **1987** Osaka Zosensho—Osaka (444)<br>30,20 9,20 2,601<br>25,50 8,30 3,58<br>1 dk | **TM Tug** | Yanmar M200L-ST<br>2 Oil 4SA each 6Cy. 200 × 260 with clutches & dr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 60kW 220V 60Hz a.c.<br>Fuel 22,5t (d.o.) 4,0t (hvf)-5,5pd 11kn |
| SETTSU MARU No. 3<br>**Settsu Kaiun K.K.**<br>Kobe, Hyogo Pref.<br>Japan | **498**<br>—<br>1 599 | | **1983** Yoshiura Zosen—Kure (286)<br>72,90 4,231<br>68,00 11,60 7,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Japan<br>Fuel (d.o.) 10,5kn |
| SETTSU MARU No. 5<br>**Chen An Maritime Co. Ltd.**<br>China* | **482**<br>249<br>828 | | **1963** Kanda Zosensho K.K.—Kure (74)<br>50,70 8,06 3,633<br>46,51 8,01 3,99<br>1 dk | **M General Cargo**<br>1 Ho ER<br>B.911<br>1 Ha (23,2 × 5,3) ER | Oil 4SA 6Cy. 325 × 460<br>700bhp (515kW)<br>Nippon Hatsudoki Kobe<br>Gen 1 × 5kW 110V d.c.<br>Fuel 43,5t-2,5pd 11,5kn |
| SETTSU MARU No. 5<br>**Settsu Kaiun K.K.**<br>Kobe, Hyogo Pref.<br>Japan | **393**<br>—<br>1 131 | | **1983** Yoshiura Zosen—Kure (287)<br>66,30 3,920<br>62,01 10,30 6,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil<br>1 050bhp (772kW)<br>The Hanshin Diesel Works Ltd. Japan<br>Fuel (d.o.) 10,5kn |
| SETTSU MARU No. 7<br>**Settsu Kaiun K.K.**<br>Kobe, Hyogo Pref.<br>Japan | **495**<br>—<br>1 308 | | **1988** Shin Kurushima Dockyard Co. Ltd.—Akitsu (2573)<br>71,02 (BB) 12,02 3,911<br>66,00 12,00 7,00<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.3 004 B.2 583 | Hanshin 6LH28RG<br>Oil 4SA 6Cy. 280 × 460 with clutches & sr reverse geared to sc. shaft<br>956kW (1 300bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| SETTSU MARU No. 8<br>**Settsu Kaiun K.K.**<br>Kobe, Hyogo Pref.<br>Japan | **492**<br>—<br>1 200 | | **1975** Oura Dock—Namikata (103)<br>11,03<br>58,98 11,00 6,33<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Hanshin 6LUD32<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe |
| SETUBAL<br>ex Bon Chance ex Julie D-80<br>ex Palm Bounty-75<br>**J & C Fishing Corp.**<br>United States of America | **123**<br>83<br>— | | **1970** Sermons Shipyard—Tarpon Springs, Fl<br>23,78 6,76<br>3,48<br>1 dk | **M Fishing** | Oil<br>360bhp (265kW)<br>U.S.A. |
| SETYA PRATAMA<br>ex Man Ho 1-90 ex Tien Wei-89<br>ex King Tai-85 ex San Fair-81<br>**P.T. Pelayaran Setya Graha Sarana Maritim**<br>Jakarta<br>Indonesia | **3 230**<br>1 908<br>5 204 | | **1971** Nipponkai Heavy Ind. Co. Ltd.—Toyama (158)<br>104,32 15,07 6,300<br>98,00 14,99 8,01<br>P 22,9 F 10,4 1 dk<br>RW rf 102 | **M General Cargo**<br>2 Ho 34,4 35,6 ER<br>G.6 612 B.6 308<br>2 Ha (stl) (26,0 27,2 × 7,4) ER<br>12W Der 2(15) 2(10) | Akasaka 6DH51SS<br>Oil 4SA 6Cy. 510 × 840<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW 450V 60Hz a.c.<br>Fuel 68,0t (d.o.) 395,0t (hvf)-12,0pd 13kn |
| SEUNG JIN<br>ex Apollo-85 ex C. K. Apollo-85<br>ex Golar Arrow-75<br>**Joong Ang Shipping Co. Ltd.**<br>Inchon<br>South Korea | **17 383**<br>8 756<br>26 558<br>T/cm<br>35,6 | KR (NV) | **1967** Mitsubishi Heavy Industries Ltd.—Kobe (976)<br>175,32 23,53 10,110<br>167,09 23,50 14,51<br>P 36,0 B 9,2 F 15,0 1 dk<br>rf nil conv Bulk Carrier 72 | **M Bulk Carrier**<br>Vehicles<br>Str. heavy cargoes<br>5 Ho 26,5 27,2 23,7 27,2 23,7 ER<br>G.32 760 B.30 923 HeCls. B<br>5 Ha (13,5 × 8,0) (18,6 13,4 18,6 13,5 × 10,7) ER<br>14W Der 2(15) 4(10) 6(5) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 360kW 440V 60Hz a.c.<br>Fuel 89,0t (d.o.) 1 284,0t (hvf)-33,0pd 15kn |
| SEUNGLI<br>ex Kano Maru-81<br>**Government of The Democratic People's Republic of North Korea**<br>North Korea | **401**<br>195<br>— | | **1969** Narasaki Zosen K.K.—Muroran (699)<br>47,15 8,64 3,455<br>42,02 8,62 3,48<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| SEUTE DEERN<br>**Clipper Deutsches Jugendwerk zur See E.V.**<br>Cuxhaven<br>Federal Republic of Germany | **769**<br>446<br>— | GL | **1961** Rheinstahl Nordseewerke—Emden (335)<br>64,17 10,06 2,350<br>57,38 10,05 3,38<br>F 5,2 1 dk<br>len 79 | **TM Ferry/General Cargo**<br>770dk P<br>Ice strengthened<br>2 Ho ER<br>G.145 B.131<br>2 Ha (stl) (1,5 × 0,9) (2,9 × 1,9) ER<br>Der 1(1,5) | MWM TRH435AU<br>2 Oil 4SA each 8Cy. 250 × 350<br>1 440bhp (1 059kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 65kW 220/380V 50Hz a.c.<br>Fuel (d.o.) 15,5kn |
| SEVA<br>**Calcutta Port Trust**<br>Calcutta<br>India | **1 351**<br>364<br>667 | IRS<br>✠Classed LR until 8/9/78 | **1963**-10 Simons-Lobnitz Ltd.—Renfrew (1168)<br>73,92 12,35 3,890<br>67,06 12,20 5,19<br>F 34,8 1 dk, 2nd dk clear of mchy. space<br>RW rf 457 | **TS Tug/ Tender** | T 6Cy. (2) 406 (2) 622 & (2) 1029 × 686<br>Simons-Lobnitz Ltd. Renfrew<br>Gen 2 × 120kW 220V d.c.<br>Fuel 254,0t (o.f.) |
| SEVALD<br>ex Lofotfjell-81 ex Lofotoy-80<br>ex Joceres-72<br>**P/R Knut og Terje Sevaldsen**<br>Knut Sevaldsen<br>Bronnoysund<br>Norway | *826*<br>*324*<br>569 | NV | **1971** Elbewerften Boizenburg/Rosslau—Rosslau (419)<br>57,30 10,11 3,430<br>10,09 5,62<br>F 11,9 2 dks<br>rf nil len 90 | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>2 Ha<br>2W Der 1(5) 1(3) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW) NE 75<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 30kW 1 × 12kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 45,0t (d.o.)-3,5pd 11kn |

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| **6925795**<br>*UVWU*<br>M-29934<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SEVAN**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**5 630**<br>2 681<br>—<br>**8 874**<br>4 576<br>13 639 | **1969** Kherson Shipyard—Kherson<br>152,81 20,60 7,800/9,389<br>RS 140,01 20,58 11,99<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>G.19 170 B.17 423<br>5 Ha (stl) (9,8 × 8,9) (14,4 14,4 14,4 × 10,9) ER (9,8 × 9,5)<br>Cr 5(8) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Fuel 272,5t (d.o.) 1 165,5t (hvf) |
| **7029938**<br>*UFZY*<br>M-28888<br>Df Esd Gc<br>Rdr Rt | **SEVAN**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **1 754**<br>545<br>1 660 | **1968** ..............Kerch<br>83,57 12,02 4,652<br>RS 74,00 11,97 5,34<br>1 dk | **M Tanker**<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 2 034 HeCls. BC<br>2W Der 2(0,5) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Fuel 126,0t (d.o.)-7,5pd |
| **8218720**<br>*ELNV2*<br>9457<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SEVASTAKI**<br>ex Amsterdam-91<br>ex Nedlloyd Amsterdam-89<br>ex Rahim-86 ex Eastern Moon-84<br>**Clipper Sea Transports Inc.**<br>Monrovia Liberia | *12 811*<br>*7 382*<br>17 240 | **1984** VEB Warnowwerft Warnemuende —Warnemuende (248)<br>BV 158,27 23,09 10,151<br>146,01 23,06 13,42<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho ER 4 TwD<br>G.25 665 B.23 556<br>TEU 642<br>C.Ho 342/20' (40') C.Dk 300/20' (40') incl. 30 ref C.<br>7 Ha (stl) (18,6 × 13,0) (19,2p&s 19,2p&s 19,2p&s × 7,8) ER<br>9W Der 1(125) 4(35) 4(5-10) | MAN<br>Oil 2SA 7Cy. 700 × 1200<br>5 884kW (7 999bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 2 × 640kW 1 × 452kW 380V |
| **8902448**<br>*P3ZV3*<br>709143<br>Df Esd Gc<br>Pfd Rdr RTv | **SEVASTOPOL**<br>**Sevastopol Shipping Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Limassol Cyprus<br>SatCom: 1100654 | *24 606*<br>*13 297*<br>42 263<br>T/cm<br>49,1 | **1990** Hyundai Heavy Industries Co. Ltd.—Ulsan (693)<br>NV 182,80 30,50 11,200<br>15,95<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.51 124 B.48 568<br>5 Ha (stl) ER<br>Cr 4 | B&W<br>Oil 2SA 5Cy. 600 × 1944<br>8 377kW (11 389bhp)<br>Hyundai Heavy Industry Co. Ltd. Industr Plant Div.<br>Gen 3 × 500kW 440V 60Hz a.c. |
| **6862931**<br>*ULTS*<br>M-19828 | **SEVASTOPOL**<br>**Amur River Shipping Co.**<br>(Nikolayevsk-na-Amure) (U.S.S.R.) | **487**<br>106<br>107 | **1956** ..............U.S.S.R.<br>44,46 9,48 3,361<br>RS 4,42<br>1 dk | **TM Tug** | 2 Oil 2SA each 6Cy. 300 × 500<br>Fuel (d.o.) |
| **8728579**<br>M-36746<br>Df Gc Rdr<br>RTv | **SEVASTOPOLETS-1**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | *1 208*<br>*362*<br>501 | **1986** ..............U.S.S.R.<br>46,80 21,40 2,600<br>RS 45,16 - 4,00 | **TD-E Crane Pontoon**<br>Deck Cargo<br>Ice strengthened | Russkiy<br>3 Oil driving gen. of 100kW connected motors each of 428shp (315kW)<br>(centre) Oil 4SA 6Cy. 250 × 340<br>345kW (469bhp)<br>(wing) 2 Oil 4SA each 8Cy. 250 × 34<br>1 068kW (1 452bhp)<br>propeller port<br>propeller starboard |
| **8728581**<br>*UVEX*<br>M-38556<br>Df Gc Rdr<br>RTv | **SEVASTOPOLETS-2**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | *1 208*<br>*362*<br>501 | **1986** ..............U.S.S.R.<br>46,80 21,40 2,600<br>RS 45,60 - 4,00<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo<br>Ice strengthened | Russkiy<br>3 Oil driving gen. of 100kW connected motors each of 428shp (315kW)<br>(centre) Oil 4SA 6Cy. 250 × 340<br>345kW (469bhp)<br>(wing) 2 Oil 4SA each 8Cy. 250 × 34<br>1 068kW (1 452bhp) |
| **8728593**<br>*UPVD*<br>M-38559<br>Df Gc Rdr<br>RTv | **SEVASTOPOLETS-3**<br>**Ukrvtorchermet**<br>(Sevastopol) (U.S.S.R.) | *1 208*<br>*362*<br>501 | **1987** ..............U.S.S.R.<br>46,80 21,40 2,600<br>RS 45,60 - 4,00<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo<br>Ice strengthened | Russkiy<br>3 Oil driving gen. of 100kW connected motors each of 428shp (315kW)<br>(centre) Oil 4SA 6Cy. 250 × 340<br>345kW (469bhp)<br>(wing) 2 Oil 4SA each 8Cy. 250 × 34<br>1 068kW (1 452bhp) |
| **8728608**<br>*UHLY*<br>M-38565<br>Df Gc Rdr<br>RTv | **SEVASTOPOLETS-4**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *1 208*<br>*362*<br>501 | **1989** ..............U.S.S.R.<br>46,80 21,40 2,600<br>RS 45,60 - 4,00 | **TD-E Crane Pontoon**<br>Deck Cargo | Russkiy<br>3 Oil driving gen. of 100kW connected motors each of 428shp (315kW)<br>(centre) Oil 4SA 6Cy. 250 × 340<br>345kW (469bhp)<br>Russkiy-Diesel Works<br>(wing) 2 Oil 4SA each 8Cy. 250 × 34<br>1 068kW (1 452bhp)<br>Russkiy-Diesel Works |
| **8826747**<br>M-38566<br>Df Esd Gc<br>Rdr RTv | **SEVASTOPOLETS-5**<br>**Soyuznickel**<br>(U.S.S.R.) | *1 208*<br>*362*<br>501 | **1989** ..............U.S.S.R.<br>46,80 21,40 2,600<br>RS 45,60 - 4,00 | **TrD-E Crane Pontoon**<br>Deck Cargo | Russkiy<br>3 Oil driving gen. of 100kW connected motors each of 428shp (315kW)<br>(centre) Oil 4SA 6Cy. 250 × 340<br>345kW (469bhp)<br>Russkiy-Diesel Works<br>(wing) 2 Oil 4SA each 8Cy. 250 × 34<br>1 068kW (1 452bhp)<br>Russkiy-Diesel Works |
| **8826759**<br>*UFBK*<br>M-38058<br>Df Esd Gc<br>Pfd Rdr Rt | **SEVASTOPOLSKAYA BUKHTA**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | *6 989*<br>*2 105*<br>5 250 | **1989** "61 Kommunar" Shipyard—Nikolayev<br>133,95 18,00 6,480<br>RS 119,90 - 10,70<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>In.7 050 | B&W<br>Oil 4SA 6Cy. 450 × 1200<br>3 960kW (5 384bhp)<br>Bryansk Eng. Works<br>Gen 3 × 500kW a.c. |
| **7052595**<br>*EWGB*<br>M-30488<br>Df Esd Gc<br>Rdr Rt | **SEVASTOPOLSKIY RYBAK**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | **631**<br>199<br>324 | **1970** ..............U.S.S.R.<br>54,82 9,96 3,931<br>RS 49,99 5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>2 Ho<br>In.287<br>2 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **6729622**<br>*DUST*<br>222642<br>Df Esd Rdr<br>Rt | **SEVEN LOG MASTER**<br>ex Asia Pacific-76 ex Shinkyo Maru-73<br>**Seven Brothers Shipping Corp.**<br>Manila Philippines | **2 067**<br>1 832<br>3 444 | **1967** Ujina Zosensho—Hiroshima (473)<br>89,72 12,81 5,741<br>(NK) 83,01 12,78 6,76<br>P 18,9 F 8,0 1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 299 B.4 008<br>2 Ha (17,6 29,1 × 6,4) ER<br>Der 1(15) 2(10) | Oil 4SA 6Cy. 460 × 680<br>2 100bhp (1 545kW)<br>Nippon Hatsudoki<br>Gen 2 × 80kW 445V a.c.<br>Fuel 312,0t (d.o.)-7,0pd |

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| **SEVEN OAKS**<br>ex Ada-78 ex Nordvaer-77<br>ex Nordskott-70<br>**Laertis Maritime Co. S.A.**<br>Panama Panama | T.Mk<br>**363**<br>132<br>498 | (NV) | **1954** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (96)<br>50,50 8,82 3,268<br>45,60 8,79 4,58<br>2 dks<br>RW rf 76 | **M General Cargo**<br>Ref<br>2 Ho ER<br>G.821 B.680 In.85<br>2 Ha (4,8 5,9 × 2,5) ER<br>4W Der 1(10) 4(3) | Deutz<br>Oil 4SA 8Cy. 320 × 540<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 1 × 20kW 220V d.c.<br>Fuel 28,5t (d.o.) 10,5kn |
| **SEVEN OCEAN**<br>**Berman Lines Inc.**<br>Ichizan Kinkai Kisen Co. Ltd.<br>Manila Philippines<br>SatCom: 1700573/SOCN | *15 884*<br>*8 993*<br>26 455 | NK | **1991** Hakodate Dock Co. Ltd.—Hakodate (743)<br>9,540<br>160,00 26,00 13,30<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.33 917 B.32 681<br>5 Ha (stl) (13,8 19,2 19,2 19,2 19,2 × 13,1) ER<br>Cr 4(25) | B&W 6L50MCE<br>Oil 2SA 6Cy. 500 × 1620<br>5 820kW (7 912bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>14,5kn |
| **SEVEN SEAS**<br>**Eugene C. McKay**<br>Juneau, Ak United States of America | **129**<br>72<br>— | | **1944** Al Larson Boat Shop—San Pedro, Ca<br>*23,93* 6,86<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Stern Trawler | Imperial<br>Oil 4SA 6Cy. 290 × 380<br>320bhp (235kW)<br>Atlas Imperial D.E. Co. Oakland, Ca |
| **SEVEN SEAS BRIDGE**<br>**Pearl Maritime Co. Ltd.**<br>Overseas Maritime Agency Ltd.<br>Majuro Marshall Islands<br>SatCom: 1554121/SSBR | *40 801*<br>*13 643*<br>35 331 | NK | **1975** Kawasaki Heavy Ind. Ltd.—Kobe (1231)<br>264,50 32,21 12,040<br>247,99 32,19 19,89<br>F 43,9 1 dk | **TM Container Ship**<br>Fixed-guides<br>10 Cell. Ho 13,7 12,9 12,9 12,9 12,9 29,1 28,4 ER 27,5 12,9 13,7<br>TEU 2068<br>C.Ho 358/20' 349/40' C.Dk 1012/20'(40') incl. 128 ref C.<br>10 Ha (stl) ER 4 Ha (stl)<br>14 Wing Ha (stl) ER 8 Wing Ha (stl) | MAN K10SZ105/180<br>2 Oil 2SA each 10Cy. 1050 × 1800<br>80 000bhp (58 845kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 4 × 1100kW 450V 60Hz a.c.<br>Fuel 1 329,0t (d.o.) 7 597,0t (hvf)-254,5pd 25,75kn |
| **SEVEN SEAS S.R.**<br>ex North Vancouver Ferry No. 5-60<br>**Cranberry Sailor Inn Ltd.**<br>Vancouver, B.C. Canada | **823**<br>608<br>— | | **1941** West Coast Salvage & Contracting Co. Ltd.—Vancouver, B.C.<br>*38,87* 13,67<br>... ... ...<br>1 dk | **Wood M Ferry**<br>—P | Oil 4SA 8Cy. 280 × 380<br>Union Diesel Engine Co. Oakland, Ca<br>2 propellers aft, 1 fwd |
| **SEVEN STAR**<br>ex Kaiyo Maru No. 11-89<br>ex Akebono Maru No. 16-83<br>**Escorim Trade S.A.**<br>Kingstown St. Vincent and the Grenadines | **492**<br>171<br>429 | KR | **1967** Nichiro Zosen—Hakodate (232)<br>52,43 9,53 3,992<br>47,48 9,50 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 420 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SEVEN SUPERPOWER**<br>ex Dindo-81 ex Guardian-77<br>ex Don Reynaldo-73<br>**Seven Brothers Shipping Corp.**<br>Manila Philippines | **3 746**<br>2 654<br>6 006 | ✠Classed LR until 28/4/82 | **1972**-2 Imai Zosen—Kochi (304)<br>104,86 16,06 6,779<br>98,76 16,01 8,21<br>P 24,1 F 13,8 1 dk<br>RW rf 152 | **M General Cargo**<br>2 Ho 24,9 25,9 ER<br>G.8 457 B.8 024<br>2 Ha (stl) (25,6 26,6 × 7,7) ER<br>4W Der 1(20) 1(15) 2(10) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW 220V 60Hz a.c.<br>Fuel 61,0t (d.o.) 366,0t (hvf) 9kn |
| **SEVENSEAS**<br>ex Sevenseas Highway-88<br>**Green Spanker Shipping S.A.**<br>Eisho Kisen K.K.<br>Monrovia Liberia | **8 496**<br>5 989<br>12 672 | NK | **1979** Imabari Zosen—Marugame (1059)<br>174,81 (BB) 8,019<br>164,01 26,81 9,89<br>F 155,8 2 dks | **M Vehicles Carrier**<br>Cars 3200<br>Mchy.aft | Pielstick 16PC2-5V-400<br>Vee Oil 4SA 16Cy. 400 × 460<br>13 600bhp (10 004kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 660kW 450V 60Hz a.c.<br>Fuel 254,0t (d.o.) 2 083,5t (hvf)-46,5pd 18kn |
| **SEVER**<br>**Incom Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**1 940**<br>680<br>706 | RS | **1967** ............U.S.S.R.<br>71,02 13,11 5,020<br>64,01 8,23<br>2 dks | **D-E Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>In.996<br>3 Ha (each 2,2 × 2,2)<br>2W Der 2(3) | 3 Oil 4SA each 6Cy. 318 × 330 total 3 000bhp (2 207kW) driving gen. connected to elec. motor & sc. shaft<br>Kharkov<br>Controllable pitch propeller<br>13,25kn |
| **SEVER**<br>(Murmansk) (U.S.S.R.) | *204*<br>*83*<br>264 | RS | **1985** ............U.S.S.R.<br>36,01 7,65 2,500<br>35,50 - 3,10<br>1 dk | **M Tanker**<br>Bunkering<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>U.S.S.R. |
| **SEVERN**<br>ex Moncada-89<br>Launched as Belic<br>**Severn Shipping Co. Ltd.**<br>Valletta Malta | **9 328**<br>6 165<br>15 251 | BV RCB<br>✠Classed LR until 25/3/77 | **1975**-11 Austin & Pickersgill Ltd.—South Dock, Sunderland (451)<br>141,00 20,48 8,865<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,9 ER 21,4<br>4 TwD<br>G.21 508 B.19 721<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,8 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(30) 10(10) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>5 517kW (7 500bhp)<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 1 282,0t (hvf) 14,75kn |
| **SEVERN MERCHANT**<br>**Earnbank Sand & Gravel Co. Ltd.**<br>D. Taylor<br>Gloucester United Kingdom | **122**<br>71<br>142 | ✠Classed LR until 6/64 | **1936**-2 Charles Hill & Sons Ltd.—Bristol (233)<br>28,10 5,97 2,166<br>27,13 5,95 2,44<br>RQD 8,9 F 2,2 1 dk<br>R | **M General Cargo**<br>1 Ho 16,6 ER<br>1 Ha (15,3 × 4,3) ER<br>1W Der 1(1) | Ruston<br>Oil 4SA 4Cy. 205 × 275<br>Ruston & Hornsby Ltd. Lincoln<br>Fuel 3,0t 7,5kn |
| **SEVERN SIDE**<br>**Alan J., Annette, David A. & Michael Pratt**<br>Gloucester United Kingdom | **244**<br>148<br>406 | ✠Classed LR until 4/66 | **1952**-12 Sharpness Shipyard Ltd.—Sharpness (83)<br>41,00 6,51 2,458<br>38,26 6,48 2,77<br>RQD 7,7 1 dk<br>RW | **M General Cargo Barge**<br>1 Ho 28,9 ER<br>2 Ha (9,6 10,0 × 4,8) ER | Ruston<br>Oil 4SA 5Cy. 205 × 275<br>170bhp (125kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Fuel 4,5t (d.o.) 7,5kn |
| **SEVERN TRADER**<br>**Fox Elms Ltd.**<br>Gloucester United Kingdom | **119**<br>65<br>142 | ✠Classed LR until 3/62 | **1932**-12 Charles Hill & Sons Ltd.—Bristol (196)<br>6,00 2,172<br>27,13 5,95 2,44<br>RQD 6,8 F 1,9 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>1 Ha ER<br>1W Der 1(1) | Gardner<br>Oil 4SA 8Cy. 137 × 195<br>152bhp (112kW) NE 54<br>L. Gardner & Sons Ltd. Manchester<br>Fuel 3,0t (d.o.) 7,75kn |
| **SEVERNAYA**<br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Sankt-Peterburg) (U.S.S.R.) | **1 082**<br>340<br>700 | RS | **1977** Brodogradiliste "Tito"—Belgrade (904)<br>68,20 12,30 3,452<br>63,40 11,99 4,50<br>1 dk | **TM Dredger**<br>Bucket<br>Mchy.aft | B&W 7-26MTBF-40<br>2 Oil 4SA each 7Cy. 260 × 400<br>2 310bhp (1 699kW)<br>Titovi Zavodi "Litostroj" Ljubljana |
| **SEVERNAYA DVINA**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | *2 081*<br>*624*<br>583 | RS | **1984** VEB Schiffswerft "Neptun"—Rostock (108)<br>79,96 3,752<br>70,90 14,41 5,21<br>1 dk | **TD-E Dredger**<br>Bucket | S.K.L.<br>2 Oil total 1 550bhp (1 140kW) driving gen. connected to elec. motor<br>(i) Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>(ii) Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |

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| **6926452**<br>*UPDU*<br>M-27394<br>Df Esd Gc<br>Rdr Rt | **SEVERNAYA PALMIRA**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**2 407**<br>866<br>1 451 | RS | **1967** ..............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 14,00 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.157 In.1 296<br>5 Ha (1,8 1,8 1,8 × 1,8) (1,3 1,3 × 1,2)<br>4W Der 2(5) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **5321382**<br>*UQTJ*<br>M-10992 | **SEVERNYY**<br>**Azov Shipping Co.**<br>(Kerch) (U.S.S.R.) | **2 751**<br>1 495<br>1 600 | | **1953** ..............U.S.S.R.<br>90,66 18,32 3,506<br>5,11 | **D-E RoRo Cargo/Ferry**<br>Rail Vehicles<br>Lane Length 223<br>Rail Wagons 26<br>1 Ho<br>G.160<br>1 Ha (2,5 × 1,6) | 4 Oil 4SA each 6Cy. 318 × 330 driving<br>connected to elec. motor & geared |
| **6910374**<br>*ESIJ*<br>M-29128<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEVERNYY POLYUS**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **13 572**<br>6 895<br>10 043 | RS | **1969** Stocznia Gdanska im. Lenina—Gdansk (B69/08)<br>164,01 21,34 8,078<br>149,00 21,21 12,65<br>2 dks & S dk | **M Factory Ship** OSD<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.10 010<br>5 Ha (stl) (each 4,5 × 3,9) ER<br>16W Der 2(10) 14(5) | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Stocznia Gdanska im. Lenina |
| **7038733**<br>*ESGK*<br>M-29923<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SEVERNYY VETER**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **5 093**<br>2 399<br>5 170 | RS | **1969** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,220<br>120,96 16,79 9,56<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho<br>In.7 350<br>4 Ha (each 4,8 × 5,1) ER<br>8W Der 8(3) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total<br>(5 296kW) driving gen. connected<br>motor & geared to sc. shaft |
| **7518159**<br>*URSR*<br>M-32196 | **SEVERO-KURILSK**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **710**<br>207<br>350 | RS | **1975** ..............U.S.S.R.<br>53,73 (BB) 10,52 4,331<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller double ended |
| **7941758**<br>*EOUY*<br>M-36625<br>Df Esd Gc<br>Rdr RTv | **SEVERO-ZADONSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>327 | RS | **1980** ..............U.S.S.R.<br>53,74 10,71 4,290<br>- 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>1 Ho<br>In.218<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(3,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd |
| **6603036**<br>*UPTT*<br>M-12161<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SEVERODONETSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **18 029**<br>11 081<br>10 111 | RS<br>✠Classed LR until 6/68 | **1966**-8 Mitsubishi Heavy Industries Ltd. —Yokohama (869)<br>174,33 24,06 7,322<br>160,00 24,01 14,81<br>P 19,2 F 32,4 3 dks, 4th dk in holds<br>RW rf nil | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.14 425<br>5 Ha (each 3,8 × 4,5) ER<br>14W Der 2(10) 8(5) 2(3) 2(1,5) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>5 500bhp (4 046kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 6 × 520kW 400V 50Hz a.c. |
| **6925800**<br>*UOSZ*<br>M-29932<br>Df Esd Gc<br>Rdr Rt | **SEVERODONETSK**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**5 630**<br>2 681<br>—<br>**8 874**<br>4 576<br>13 935 | RS | **1968** Kherson Shipyard—Kherson<br>152,81 20,60 7,800/9,389<br>140,01 20,58 11,99<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,6<br>G.19 170 B.17 420<br>5 Ha (stl) (9,8 × 8,9) (14,4 14,4 14,4 × 10,9) ER (9,8 × 9,5)<br>Cr 10(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Fuel 272,5t (d.o.) 1 165,5t (hvf) |
| **6702959**<br>*UQNG*<br>M-27688<br>Df Esd Gc<br>Rdr Rt | **SEVERODVINSK**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**2 263**<br>624<br>—<br>**3 210**<br>1 519<br>4 303 | RS | **1966** VEB Schiffswerft "Neptun"—Rostock (233)<br>105,92 14,61 5,439/6,579<br>95,71 14,53 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>B.5 787<br>4 Ha (stl) (9,9 × 7,0) (10,3 10,3 × 8,9) ER (9,6 × 8,8)<br>8W Der 1(35) 4(5) 4(3) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>VEB Dieselmotorenwerk Rostock (DMR<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (d.o.) |
| **6521915**<br>*UJNK*<br>M-8772<br>Df Esd Rdr Rt | **SEVERODVINSKIY**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **1 972**<br>678<br>1 702 | RS<br>✠Classed LR until 6/68 | **1966**-9 A. Stephen & Sons Ltd.—Glasgow (686)<br>82,05 14,28 4,128<br>76,82 13,72 5,19<br>Ba 25,3 1 dk<br>rf nil | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Ice strengthened 1 Ho 6,1<br>1 Hopper 21,9 ER:Twin side arms<br>Dredging depth 15,0<br>Hopper 1 183<br>2 sandpumps each 343kW (460bhp)<br>1 Ha ER<br>Der 2(6) | Mirrlees<br>2 Oil 4SA each 6Cy. 381 × 457 total<br>(2 207kW) driving 2 gen. each<br>connected to 2 elec. motors each<br>(662kW) (CC) & sc. shafts<br>Mirrlees National Ltd.<br>Gen 1 × 350kW 2 × 150kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **6617477**<br>*UPTV*<br>M-12166<br>Df Esd Gc<br>Pfd Rdr Rt | **SEVEROURALSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**18 029**<br>11 083<br>10 151 | RS<br>✠Classed LR until 2/68 | **1966**-11 Mitsubishi Heavy Industries Ltd. —Yokohama (871)<br>174,33 24,06 7,322<br>160,00 24,01 14,79<br>P 19,2 F 32,4 3 dks, 4th dk in holds (perforated)<br>rf nil | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.14 425<br>5 Ha (each 3,8 × 4,5) ER<br>14W Der 2(10) 8(5) 2(3) 2(1,5) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>5 500bhp (4 046kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 6 × 520kW 400V 50Hz a.c. |
| **6916483**<br>*ESJE*<br>M-29144<br>Df Esd Gc<br>Rdr Rt | **SEVERYANIN**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **2 944**<br>1 299<br>1 338 | RS | **1969** Stocznia Gdanska im. Lenina—Gdansk (B26/29)<br>83,11 13,85 5,500<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.284 In.1 566<br>5 Ha (4,8 × 2,2) (1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>H. Cegielski<br>Controllable pitch propeller |
| **7743766**<br>*TCDS*<br>1096<br>Rdr RTv | **SEVILAY**<br>ex Basaran ex Saros-58 ex Sezar-35<br>ex Caesar II-33 ex Caesar<br>**Salih Basaran**<br>Istanbul Turkey | **308**<br>165<br>406 | | **1905** Earle's SB. & Eng. Co. Ltd.—Hull<br>48,06 7,01 3,290<br>... ... ...<br>RQD 19,6 F 7,4 1 dk<br>rf 1067 Box K 152 conv Salvage Ship 58 | **M General Cargo** | Alpha<br>Oil 2SA 5Cy. 240 × 400<br>221kW (300bhp) NE made fitted<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri |
| **7386946**<br>*V2HF*<br>2163<br>Df Esd Gc<br>Rdr RTm/h/v | **SEVILLA**<br>ex Widar-89 ex Wiking-86<br>**Sunrise Navigation Co. Ltd.**<br>Oldenburg-Portugiesische Dampfschiffs-Rhederei G.m.b.H<br>Hamburg Antigua & Barbuda | **1 414**<br>956<br>3 311 | GL | **1973** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (692)<br>93,20 14,76 5,520<br>82,81 14,51 7,95<br>F 7,7 2 dks | **M General Cargo**<br>1 Ho 51,3 ER<br>G.5 802 B.5 428<br>TEU 192 C. 192/20' incl. 16 ref C.<br>1 Ha (stl) (51,3 × 10,3) ER | MaK<br>Oil 4SA 6Cy. 450 × 550 reduction<br>shaft<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau<br>Fuel 193,0t |

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| **SEVILLA WAVE**<br>**Pimpernel Shipping Co. Ltd.**<br>Teo Shipping Corp.<br>Limassol Cyprus<br>SatCom: 1100277/SEVI | *15 933*<br>*10 335*<br>26 858<br>T/cm<br>35,2 | ✠**100A1** SS 11/91<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>✠**LMC**<br>EL Gt 577,5/60,0U3<br>FN 6291 | **1986**-11 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (258)<br>183,09 (BB) 22,46 10,511<br>171,69 22,41 14,23<br>P 28,7 F 15,9 1 dk<br>rf nil DK | **M Bulk Carrier**<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>7 Ho 17,8 19,5 20,8 13,6 20,0 22,4 16,8 ER<br>G.35 553 B.30 263<br>7 Ha (stl) (10,1 12,0 13,6 8,0 13,6 14,4 8,8 × 11,4) ER<br>Cr 4(16) | Sulzer 5RND68M<br>Oil 2SA 5Cy. 680 × 1250<br>9 500bhp (6 988kW)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (Comp) 6,4kgf/cm² (6,3bar)<br>Gen 3 × 460kW 440V 60Hz a.c.<br>Fuel 150,0t (d.o.) 1 259,5t (hvf) 17,75kn |
| **SEVILLA 92**<br>ex Caribbean Princess-90<br>**Islena de Navegacion S.A. (ISNASA)**<br>Spain | *399*<br>—<br>125 | NV | **1986** A/S Fjellstrand—Omastrand (1574)<br>38,82 1,551<br>36,50 9,44 3,97<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 310dk P | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 185 geared to sc. shafts<br>3 890bhp (2 861kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 60kW 220V 60Hz a.c. |
| **SEVINCLER III**<br>ex Haydar Dilmac-85<br>**Sevincler Ins. Nakliyat Sanayi ve Ticaret A.S.**<br>Istanbul Turkey | **296**<br>146<br>400 | (BV) | **1951** Gutehoffnungshuette Oberhausen—Walsum<br>31,58 6,84 2,693<br>... ... ... | **M Fish Carrier**<br>2 Ha (each 2,1 × 1,9) ER<br>3W Der 3(1,25) | MAN<br>Oil 4SA 6Cy. 285 × 420<br>330bhp (243kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 20,5t (d.o.) 10,5kn |
| **SEVKAR**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **710**<br>207<br>351 | RS | **1975** .............U.S.S.R.<br>53,73 (BB) 10,70 4,287<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 fwd 12,5kn |
| **SEVKET YARDIMCI**<br>Launched as Karadeniz 6<br>**Yardimci Denizcilik ve Ticaret Ltd. Sirketi**<br>Istanbul Turkey | **3 996**<br>2 575<br>6 500 | AB | **1985** Degas Izmir Tersanesi Gemi Insaat ve Demir Imalat—Izmir (27)<br>(BB) 6,908<br>99,37 16,51 8,82<br>P 21,1 F 11,9 1 dk<br>rf 152 | **M General Cargo**<br>3 Ho ER<br>G.8 948 B.8 240<br>3 Ha (stl) ER<br>Der 2(22) 2(10) | Hanshin 6EL44<br>Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd. Japan<br>Gen 2 × 180kW a.c. 1 × 80kW a.c. 13,5kn |
| **SEVMORGEOLOGIYA**<br>**Sevmorgeologiya**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400663/USJM | *4 504*<br>*1 351*<br>1 592 | RS | **1989** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,810<br>96,40 - 10,20<br>2 dks | **M Research**<br>Geophysical Seismographic<br>Ice strengthened | Pielstick 6PC2-5L-400<br>2 Oil 4SA each 6Cy. 400 × 460 geared to sc. shaft<br>5 152kW (7 004bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller 15,9kn |
| **SEVMORPUT**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1400660/UHBY | *38 226*<br>*11 468*<br>33 980 | RS | **1988** Zaliv Shipyard—Kerch<br>260,31 11,800<br>236,61 32,21 18,32<br>1 dk | **Nuclear S Barge Carrier**<br>Icebreaker Heavy-load<br>74 Lighters or TEU C.1336/20' | 2 S Turb geared to sc. shaft<br>29 399shp (21 625kW)<br>Russkiy U.S.S.R.<br>Fuel (nuclear) 20,5kn |
| **SEVRYBA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **10 075**<br>3 965<br>9 892 | RS | **1965** Stocznia Gdanska im. Lenina—Gdansk (B64/05)<br>165,51 21,29 8,421<br>149,00 21,24 12,60<br>3 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.10 332<br>5 Ha (4,5 4,5 4,5 4,5 × 4,0) (4,0 × 3,2) ER<br>18W Der 2(10) 14(5) 2(4) | B&W 5-74VTBF-160<br>Oil 2SA 5Cy. 740 × 1600<br>7 200bhp (5 296kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 6 × 320kW 380V 1 × 80kW 220V 14kn |
| **SEVSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **629**<br>220<br>393 | RS | **1970** .............U.S.S.R.<br>54,82 9,96 4,080<br>49,99 5,06<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>2 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller 12,5kn |
| **SEWA**<br>**Government of The Republic of Sierra Leone (Port Authority)**<br>Freetown Sierra Leone | **392**<br>109<br>186 | ✠Classed LR until 23/8/85 | **1972**-10 Scheepsw. & Mach. Fab. "De Liesboch" B.V.—Jutphaas (132)<br>36,58 9,99 3,849<br>33,28 9,45 4,50<br>1 dk<br>rf 483 | **TM Tug** | Deutz SBA8M528<br>2 Oil 4SA each 8Cy. 220 × 280 reverse reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 128kW 1 × 50kW 415V 50Hz a.c. 12kn |
| **SEWA MARU No. 3**<br>**Murase Kaiun K.K.**<br>Namikata, Ehime Pref. Japan | **691**<br>—<br>961 | NK | **1989** Shirahama Zosen K.K.—Honai (140)<br>65,00 (BB) - 4,050<br>60,00 11,00 5,10<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>Mchy.aft<br>L.(gas) 1 200 | Akasaka A31R<br>Oil 4SA 6Cy. 310 × 600<br>1 177kW (1 600bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 120kW a.c. |
| **SEWARD JOHNSON**<br>**Harbor Branch Oceanographic Institution Inc.**<br>Fort Pierce, Fl United States of America<br>SatCom: 1500416/RVSJ | **299**<br>203<br>— | AB | **1984** Atlantic Marine Inc.—Fort George Island, Fl (197)<br>53,65 4,023<br>48,77 10,98 4,88<br>B 13,5 F 4,3 1 dk<br>rf 610 | **TM Research/ Diving Support** | Caterpillar 3512TA<br>2 Vee Oil 4SA each 12Cy. 170 × 190 sr geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 270kW 470V 60Hz a.c.<br>Directional thrust propellers fwd , 1 aft<br>Fuel 198,0t (d.o.)-3,5pd 13kn |
| **SEWELLS POINT**<br>**Moran Trade Corp.**<br>Moran Towing of Pennsylvania Inc.<br>Wilmington, De United States of America | **237**<br>161<br>— | AB | **1977** Jakobson Shipyard Inc.—Oyster Bay, NY (457)<br>3,950<br>30,03 8,84 5,03<br>1 dk<br>BK 64 | **M Tug** | General Motors 12-645-E7B<br>Vee Oil 2SA 12Cy. 230 × 254 reverse reduction geared to sc. shaft<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 60kW 12,5kn |
| **SEXTUM**<br>ex Ercole Lauro-82<br>**Navitalia S.r.l.**<br>Mediterranean Shipping Co. S.r.l.<br>Napoli Italy | **26 750**<br>14 290<br>25 868 | AB RI | **1980** Italcantieri S.p.A.—Genova (4372)<br>208,13 (BB) 30,56 10,661<br>191,85 30,51 18,22<br>2 dks | **M Container Ship**<br>Fixed-guides —cbn 12bth P<br>5 Cell. Ho ER 1 Cell. Ho<br>TEU 1454<br>C.Ho 874/20' (40') C.Dk 580/20' (40') incl. 108 ref C.<br>24 Ha (stl) ER 6 Ha (stl) | GMT B550.16V<br>2 Vee Oil 4SA each 16Cy. 550 × 590 sr geared to sc. shaft<br>44 800bhp (32 953kW)<br>Grandi Motori Trieste Trieste<br>Gen 4 × 1000kW 440V 60Hz a.c.<br>Fuel 418,0t (d.o.) 3 241,0t (hvf) 22,25kn |
| **SEYANG ACE**<br>**Seyang Shipping Co. Ltd.**<br>Inchon South Korea | *4 255*<br>*2 572*<br>6 934 | KR | **1988** Inchon Eng. & SB. Corp.—Inchon (S-163)<br>7,851<br>115,02 20,52<br>1 dk | **M Bulk Carrier**<br>2 Ho ER<br>G.9 209 B.8 403<br>2 Ha (stl) ER | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>2 868kW (3 899bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon 14,75kn |
| **SEYBOUSE 1**<br>**Entreprise Portuaire de Skikda E.P.S.**<br>Alger Algeria | **261**<br>69<br>239 | BV | **1972** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1151)<br>33,48 3,442<br>29,70 8,92 4,32 | **M Tug** | MaK 9M452AK<br>Oil 4SA 9Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 120,0t (d.o.) 13kn |

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| **7211414**<br>*7TAR*<br>Df Esd Rdr<br>RTh | **SEYBOUSE 2**<br>**Entreprise Portuaire d'Arzew E.P.A.**<br>Alger Algeria | **261**<br>69<br>— | BV | **1973** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1152)<br>33,48 3,455<br>29,72 8,92 4,32<br>1 dk | **M Tug** | MaK<br>Oil 4SA 9Cy. 320 × 450<br>Atlas-MaK Maschinenbau<br>Gen 1 × 88kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 120,0t (d.o.) |
| **7219052**<br>*7TAT*<br>Df Esd Rdr<br>RTh | **SEYBOUSE 3**<br>**Entreprise Portuaire de Bejaia E.P.B.**<br>Alger Algeria | **261**<br>69<br>— | BV | **1972** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1153)<br>33,48 3,455<br>29,72 8,92 4,32 | **M Tug** | MaK<br>Oil 4SA 9Cy. 320 × 450<br>Atlas-MaK Maschinenbau<br>Gen 1 × 88kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 120,0t (d.o.) |
| **7225908**<br>*7TAU*<br>Df Esd Rdr<br>RTh | **SEYBOUSE 4**<br>**Entreprise Portuaire d'Arzew E.P.A.**<br>Alger Algeria | **261**<br>69<br>— | BV | **1972** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1154)<br>33,51 9,38 3,690<br>29,60 8,92 4,30 | **M Tug** | MaK<br>Oil 4SA 9Cy. 320 × 450<br>Atlas-MaK Maschinenbau<br>Gen 1 × 88kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 120,0t (d.o.) |
| **7326439**<br>Df Esd Rdr<br>RTh | **SEYBOUSE 5**<br>**Societe Nationale de Transport Maritime & Compagnie Nationale Algerienne de Navigation Maritime (S.N.T.M./C.N.A.N.)**<br>Alger Algeria | **261**<br>69<br>— | (BV) | **1973** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1158)<br>33,48 9,38 3,455<br>29,70 8,92 4,32 | **M Tug** | MaK<br>Oil 4SA 9Cy. 320 × 450<br>Atlas-MaK Maschinenbau<br>Gen 1 × 88kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 120,0t (d.o.) |
| **6826808**<br>*TC3358*<br>3884<br>Rdr Rt | **SEYDI REIS**<br>**Petrol Ofisi Gemi Isletme Mudurlugu**<br>Istanbul Turkey | **496**<br>278<br>1 118 | ✠LR class withdrawn-Owners' request 3/91 | **1968**-12 Denizcilik Anonim Sirketi Beykoz Tersanesi—Beykoz (12)<br>61,12 9,33 3,683<br>55,00 9,30 4,12<br>P 13,5 F 8,6 1 dk<br>rf nil | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 363 | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 15kW 1 × 8kW 110V<br>Fuel 30,5t (d.o.)-3,0pd |
| **7431442**<br>*6VKG*<br>0318<br>Df Esd Rdr<br>RTm | **SEYDOU NOROU TAAL II**<br>ex Yene<br>**Societe des Pecheries Senegalaises de l'Atlantique (SOPESEA)**<br>Dakar Senegal | **282**<br>90<br>— | (BV) | **1972** Leninskaya Kuznitsa—Kiyev (Kiev)<br>36,00 8,11<br>30,00 4,14<br>1 dk | **M Fishing**<br>Side-fishing | MGO<br>Vee Oil 4SA 12Cy. 175 × 180/19<br>810bhp (596kW) E made69 fitted<br>Soc. Alsacienne de Const. Mec. (S<br>Gen 3 × 83kW 380V 50Hz a.c.<br>Fuel 80,5t (d.o.) |
| **7800411**<br>*CNTW*<br>Rt | **SEYF EL MWAJ**<br>**Societe Marocaine des Produits de la Mer (SOMAMER)**<br>Casablanca Morocco | **307**<br>93<br>— | BV | **1980** S.N.C.N.M. (Soc. Nouv. des Ch. Nav. Marocains S.A.)—Morocco (6)<br>34,90 3,641<br>30,36 8,34 4,45<br>1 dk | **M Fishing**<br>Stern Trawler Ref | MaK<br>Oil 4SA 6Cy. 240 × 330<br>960bhp (706kW)<br>Krupp MaK. Maschinebau G.m.b.H |
| **5321502**<br>2706<br>Rdr RTv | **SEYHAN**<br>ex Empire Conjuror-48<br>**T.C. Bayindirlik Bakanligi Karayollari Genel Mudurlugu - Makine Ikmal Mudurlugu**<br>Istanbul Turkey | **512**<br>183<br>— | ✠Classed LR until 17/9/71 | **1945**-5 Fleming & Ferguson Ltd.—Paisley (699)<br>48,77 11,31<br>46,94 10,98 3,81<br>RW rf nil | **S Dredger**<br>Bucket<br>Mchy.aft | C 2Cy. 457 & 914 x 610<br>700ihp (515kW)<br>Fleming & Ferguson Ltd. |
| **7107340**<br>*EWAZ*<br>M-12360<br>Df Esd Rdr<br>Rt | **SEYMCHAN**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **570**<br>215<br>313 | RS | **1970** ............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 9,30 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknec (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **8138645**<br>*EKLO*<br>M-12769<br>Df Esd Gc<br>Pfd Rdr Rt | **SEYSMORAZVEDCHIK**<br>**Government of The Republic of Russia (Ministry of Geology)**<br>(Baku) (U.S.S.R.) | **174**<br>52<br>37 | RS | **1983** ............U.S.S.R.<br>30,00 7,00 2,591<br>- - 3,65<br>1 dk | **M Research** | S.K.L.<br>Oil<br>VEB Schwermasch. "Karl Liebknec (SKL) |
| **7651406**<br>Rdr | **SEZAKI MARU**<br>**Superb Ocean Navigation S.A.** | **497**<br>338<br>1 050 | | **1966** Yamanaka Zosen K.K.—Namikata (28)<br>49,94 4,360<br>48,62 8,81 4,40<br>1 dk | **M General Cargo**<br>G.1 281 B.1 146<br>1 Ha (27,5 × 5,7) ER | Oil<br>900bhp (662kW) |
| **6406672**<br>*YTHI* | **SEZANA**<br>ex PB 33-59<br>**Poljoprivredna Zadruga "Jedinstvo"** | **132**<br>74<br>120 | JR | **1951** Brodogradiliste "Vicko Krstulovic" —Split<br>30,31 5,49 2,591<br>27,84 5,44<br>1 dk<br>RW | **M General Cargo**<br>2 Ho 7,3 8,0<br>G.170 B.156<br>2 Ha (each 3,9 × 2,5)<br>2W Der 2(1) | Daimler<br>Oil 4SA 6Cy. 150 × 190<br>225bhp (166kW) NE 57<br>Daimler-Benz A.G.<br>Gen 1 × 1kW 24V d.c.<br>Fuel (d.o.) |
| **5018399**<br>*SV7351*<br>8328<br>Df Esd Rdr<br>RTm/h | **SFAKIA**<br>ex Abdullah-82 ex Anna Broere-75<br>**Sfakia Shipping Co.**<br>Piraeus Greece | **463**<br>220<br>803 | **✠100A1** SS 10/88<br>oil tanker<br>**✠LMC**<br>EL j 1⅛"SQ<br>FN 678 | **1961**-7 D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1091)<br>59,31 8,69 3,506<br>54,89 8,60 3,74<br>P 17,1 F 9,8 1 dk<br>RW rf 127 | **M Tanker**<br>10 Ta ER<br>L.(oil) 934 | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Kloeckner Humboldt Deutz<br>(wtdb 150lbf/in$^2$ (10,4bar) )<br>Gen 1 × 10kW 2 × 8kW 110V d.c<br>Fuel 68,5t (d.o.)-3,0pd |
| **8213342**<br>*SV9176*<br>8152<br>Gc Rt | **SFAKIA**<br>ex Serafim-85<br>**Naftiliakes Touristikes Epichirisis Notioditikis Kritis Sfakia S.A.**<br>Piraeus Greece | **250**<br>150<br>— | | **1985** Vassiliadis Yard—Salamis (42)<br>29,34 6,84 1,891<br>27,61 6,51 2,80<br>1 dk | **TM Ferry** | Baudouin<br>2 Vee Oil 4SA each 12Cy. 115 × 1<br>880bhp (647kW)<br>Soc. des Moteurs Baudouin |
| **7022526**<br>*TSLB*<br>TG367<br>Df Esd Gc<br>Rdr Rt | **SFAX**<br>**Compagnie Tunisienne de Navigation S.A. (COTUNAV)**<br>Tunis Tunisia | **2 807**<br>1 481<br>4 345<br>**4 237**<br>2 340<br>5 800 | BV | **1971** S.A. Juliana Const. Gijonesa—Gijon (196)<br>111,97 15,63 6,173/—<br>101,96 15,60 9,20<br>1 dk & S dk | **M General Cargo/Tanker** OSD/CSD<br>Wine<br>3 Ho 20 Ta ER<br>G.7 100 B.6 532 L.532<br>3 Ha (11,5 × 6,5) (11,5 20,7 × 7,7) ER | B&W<br>Oil 2SA 8Cy. 420 × 900<br>4 400bhp (3 236kW)<br>La Maquinista Terrestre y Mar (MTM |
| **8728878**<br>*USOZ*<br>M-43157<br>Rt | **SFINKS**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | *165*<br>*49*<br>27 | RS | **1989** ............Yugoslavia<br>23,53 9,00 3,250<br>21,04 - 3,51<br>1 dk | **TM Tug**<br>Pusher | MAN<br>2 Oil 4SA each 10Cy. 128 × 142<br>shafts<br>MAN Nutzfahrzeuge A.G.<br>Gen 2 × 50kW a.c.<br>2 Directional propellers |
| **7802706**<br>*WHAC*<br>641083<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SGT. MATEJ KOCAK**<br>ex John B. Waterman-83<br>**Wilmington Trust Co., as Trustee**<br>Waterman Steamship Corp.<br>New York, NY United States of America<br>SatCom: 1502411/WHAC | **29 091**<br>18 895<br>24 032 | AB | **1981** Sun Ship Inc.—Chester, Pa (679)<br>250,25 10,210<br>233,48 32,16 20,73<br>F 20,2 2 dks<br>rf nil len 84 | **S RoRo Cargo/General Cargo** CSD<br>Logistics Ship<br>Stern ramp<br>5 Cell. Ho ER<br>TEU 1512<br>C.Ho 938/20' (40') C.Dk 574/20' (40')<br>incl. 60 ref C.<br>5 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>General Electric Co.<br>Gen 2 × 2000kW<br>Thw. thrust propeller fwd |

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| **SGT. WILLIAM R. BUTTON**<br>**Wilmington Trust Co., as Trustee**<br>Braintree V Maritime Corp.<br>Boston, Ma United States of America<br>SatCom: 1501272/BTTN | **32 903**<br>25 384<br>26 523 | AB | **1986** General Dynamics Corp.—Quincy, Ma (65)<br>205,19 9,770<br>187,33 32,16 25,00<br>rf nil | **M RoRo Cargo**<br>Mchy.aft<br>TEU 530 C. 530/20'<br>Cr 5(39) | Werkspoor 18TM410<br>2 Vee Oil 4SA each 18Cy. 410 × 470 sr geared to sc. shaft<br>26 400bhp (19 419kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 3 × 2500kW 480V 60Hz a.c.<br>Directional thrust propellers fwd<br>Fuel 3 130,0t (hvf)-127,5pd 18kn |
| **SHA HE**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570167/SAHE | *19 915*<br>*9 263*<br>26 025 | ZC (GL) | **1983** A.G. "Weser" Seebeckwerft—Bremerhaven (1033)<br>170,02 (BB) 28,45 10,700<br>158,20 28,40 15,45<br>F 17,4 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 1234<br>C.Ho 610/20' (40') C.Dk 624/20' (40') incl. 60 ref C.<br>8 Ha (stl) ER<br>14 Wing Ha (stl) ER<br>Cr 2(36) | MAN K7SZ70/150C<br>Oil 2SA 7Cy. 700 × 1500<br>15 715bhp (11 559kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 690kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 280,5t (d.o.) 1 793,5t (hvf) 17,75kn |
| **SHA HE KOU**<br>ex Willow-83 ex Mammoth Willow-78<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **1 856**<br>807<br>3 285 | ZC (AB) | **1978** Sumitomo Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (1064)<br>134,50 5,150<br>125,00 34,20 7,50<br>F 18,9 1 dk | **TM Barge Carrier Dock Ship**<br>Mchy.aft<br>TEU 108 C.dk 108/20' | Pielstick 6PC2-2L-400<br>2 Oil 4SA each 6Cy. 400 × 460 geared to sc. shafts<br>5 880bhp (4 325kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>10,25kn |
| **SHA TIN**<br>**The Hongkong Salvage & Towage Co. Ltd.**<br>Hong Kong Hong Kong (British) | **188**<br>55<br>281 | BV | **1989** Imamura Zosen—Kure (333)<br>24,60 9,15 3,501<br>22,39 8,51 4,73<br>1 dk | **TM Tug** | Niigata 6L25CXE<br>2 Oil 4SA each 6Cy. 250 × 320 with clutches, flexible couplings & reduction geared to sc. shafts<br>E made88<br>Niigata Eng. Co. Ltd. Ota<br>Gen 2 × 64kW 380V 50Hz a.c.<br>2 Directional propellers<br>12,3kn |
| **SHA TIN PRINCE**<br>**Silver Earth Shipping Ltd.**<br>Hong Kong Hong Kong (British) | **1 042**<br>375<br>1 200 | | **1990** Runzhou Shipyard—Zhenjiang, Jiangsu Prov.<br>3,627<br>61,12 12,00 4,80 | **TM Sludge Carrier** | 2 Oil<br>............. |
| **SHAALAN**<br>Launched as Khaled II<br>**Suez Canal Authority**<br>Port Said Egypt | **220**<br>—<br>— | ✠Classed LR until 15/6/79 | **1968**-11 Soc. du Canal pour les Const. Navales —Port Said<br>23,02 13,52 1,601<br>22,69 13,19 2,75<br>1 dk<br>rf nil | **D-E Crane Pontoon** | Deutz<br>3 Oil 4SA each 6Cy. 135 × 160 total 675bhp (497kW) driving 3 gen. each 75kW 115V d.c. connected to 2 elec. motors each of 125shp (92kW) & sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 21kW 115V d.c.<br>Directional propeller , 1 fwd |
| **SHAAM**<br>**Gulf Cement Co. Ltd.**<br>Ajman General Services & Supplies Co. W.L.L.<br>Ras al Khaimah United Arab Emirates | **8 586**<br>5 539<br>14 407 | **✠100A1** SS 4/91<br>bulk carrier<br>**✠LMC**<br>EL (B†)<br>FN 4225 | **1981**-7 Shikoku Dockyard Co. Ltd.—Takamatsu (813)<br>138,03 21,04 8,462<br>21,01 11,51<br>F 10,1 1 dk<br>rf 305 | **TM Bulk Carrier**<br>4 Ho 23,2 25,5 25,5 24,7 ER<br>G.17 662 B.17 338<br>4 Ha (stl) (13,3 × 9,6) (15,7 15,7 15,7 × 11,0) ER<br>Cr 4(5) | MaK 6M453AK<br>2 Oil 4SA each 6Cy. 320 × 420 sr geared to sc. shafts<br>4 000bhp (2 942kW)<br>Ube Industries Ltd. Ube<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 220kW 450V 50Hz a.c.<br>Fuel 68,0t (d.o.) 209,5t (hvf) |
| **SHABAB OMAN**<br>ex Captain Scott-78<br>**Government of The Sultanate of Oman (Ministry of Youth Affairs)**<br>Oman | **264**<br>55<br>— | | **1971** Herd & Mackenzie Ltd.—Buckie (235)<br>43,90 8,59 4,649 (aft)<br>8,54 4,73<br>1 dk | **Wood Aux TM Training Vessel**<br>Schooner<br>Mchy.aft | Gardner<br>2 Oil 4SA each 8Cy. 140 × 197 reverse reduction geared to sc. shafts<br>460bhp (338kW)<br>Gardner Engines Ltd. Manchester<br>10kn |
| **SHABAR**<br>**Suez Canal Authority**<br>Port Said Egypt | **143**<br>—<br>67 | GL | **1958** Schps. L. Smit & Zoon—Kinderdijk (366)<br>27,39 7,83 3,074<br>25,00 7,26 3,81<br>1 dk | **M Tug** | General Motors 16-278-A<br>Vee Oil 2SA 16Cy. 222 × 267 reverse reduction geared to sc. shaft<br>General Motors Corp. Cleveland, Oh |
| **SHABDA**<br>ex Akwadu-85<br>**Barclays Bank of Ghana Ltd.**<br>Takoradi Ghana | **1 083**<br>443<br>— | ✠Classed LR until 23/6/82 | Lch.**1966** Cmd.**1969**-2 Newport SB. & Eng. Ltd. —Newport, Mon. (93)<br>72,90 11,61 5,030<br>63,56 11,59 7,85<br>B 9,5 2 dks<br>rf 610 Box K | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.1 001 | Mirrlees<br>Oil 4SA 6Cy. 483 × 686 with flexible coupling<br>2 308bhp (1 698kW)<br>Mirrlees National Ltd. Stockport<br>Gen 3 × 160kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>15kn |
| **SHABONEE**<br>ex Mobil Producer-91<br>**Mobil Shipping & Transportation Co.**<br>Monrovia Liberia<br>SatCom: 1241221/PROD | **18 258**<br>11 536<br>31 102<br>T/cm<br>39,1 | **✠100A1** SS 7/88<br>oil tanker<br>**✠LMC** **UMS**<br>EL H† $2\frac{7}{16}$"U3<br>FN 6534 | **1974**-11 Rauma-Repola Oy—Rauma/Raumo (225)<br>170,49 (BB) 25,96 9,957<br>161,55 25,93 14,51<br>P 36,3 F 18,0 1 dk<br>Bow/CM 85 Diam. 0,250 MH 1,8 | **M Tanker**<br>DB<br>33 Ta ER<br>L.(oil) 36 851 HeCls. B<br>4 Cargo pumps total 2 000T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Oy Wartsila Ab Turku/Abo<br>WTAuxB primary 50kgf/cm² (49,1bar) secondary 18kgf/cm² (17,7bar) Spt 275°C 15kgf/cm² (14,8bar) hs580,7<br>AuxB 8kgf/cm² (7,9bar)<br>Gen 2 × 576kW 440V 60Hz a.c.<br>Fuel 155,5t (d.o.) 1 543,5t (hvf)-44,5pd 16,25kn |
| **SHABOOT**<br>ex Desyataya Pyatiletka-77<br>**Rafidian Fisheries Co. Ltd.**<br>Basrah Iraq | T.Mk<br>**2 327**<br>842<br>1 163 | BV (RS) | **1976** "Chernomorskiy" Shipyard—Nikolayev<br>83,90 14,03 5,720<br>76,21 14,00 7,42<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>B.236 In.1 348 L.14<br>3 Ha (2,0 × 2,0) (2,5 × 2,5) (2,0 × 2,0)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12,25kn |
| **SHABWAH**<br>**The Yemen Ports & Shipping Corp.**<br>Aden Yemeni Republic | *212*<br>*63*<br>77<br>T/cm<br>1,8 | **✠100A1** SS 5/91<br>tug<br>People's Democratic Republic of Yemen coastal service<br>**✠LMC**<br>EL (D) 220,0/14,0U2<br>FN 301 | **1987**-4 McTay Marine Ltd.—Bromborough (69)<br>28,38 8,67 3,512<br>26,52 8,01 3,31<br>1 dk<br>rf - | **TM Tug**<br>Tractor Pollution Control | MAN 6L20/27<br>2 Oil 4SA each 6Cy. 200 × 270 with flexible couplings & dr geared to sc. shafts<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 2 × 80kW 1 × 38kW 415V 50Hz a.c.<br>2 Directional propellers<br>10,75kn |
| **SHACHI MARU**<br>**Kansai Harbour Service Co. Ltd. (Kansai Kowan Service K.K.)**<br>Sakai, Osaka Pref. Japan | **100**<br>—<br>— | | **1979** Edogawa SB. Co. Ltd.—Tokyo (247)<br>20,70 1,750<br>18,70 7,00 2,80 | **TM Pollution & Surface Clearance Vessel**<br>Mchy.aft | General Motors 12V-71-TI<br>2 Vee Oil 2SA each 12Cy. 108 × 127 reduction geared to sc. shafts<br>1 020bhp (750kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| **SHAD 1**<br>ex Ernest I-91 ex Ernest T-89<br>ex Heleen C-89 ex Apricity-82<br>**Denver Shipping Ltd.**<br>Seawaves Shipping Services Co. Ltd.<br>Bandar Abbas Iran | **692**<br>496<br>1 183 | **✠100A1** M 9/89-9mos<br>**✠LMC**<br>EL m $1\frac{1}{4}$"SQ<br>FN 977 | **1967**-6 Clelands SB. Co. Ltd.—Wallsend (292)<br>68,23 10,60 3,722<br>64,01 10,52 4,73<br>P 14,4 RQD 16,8 RFD 10,1 F 8,3 1 dk<br>RW rf 152 | **M General Cargo**<br>2 Ho each 20,7 ER<br>G.1 666 B.1 506<br>2 Ha (stl) (each 15,2 × 6,4) ER | Blackstone<br>Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 50kW 1 × 30kW 1 × 25kW 220V d.c.<br>Fuel 37,5t (d.o.)-2,5pd 9,5kn |

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| **7416167**<br>*9KCX*<br>Esd Rdr Rt | **SHADAD**<br>ex Shanak-84<br>**Al-Kulaib International Trading & Construction Co. W.L.L. (A. K. Lines)**<br>Kuwait Kuwait | **200**<br>49<br>129 | BV | **1976** Ast. Zamacona S.A.—Bilbao (110)<br>31,40 3,301<br>27,31 7,50 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 ge<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Fuel 70,5t (d.o.) |
| **7416181**<br>Esd Rdr Rt | **SHADAD 2**<br>ex Hamoor-85<br>**Al-Kulaib International Trading & Construction Co. W.L.L. (A. K. Lines)**<br>Kuwait Kuwait | **200**<br>49<br>140 | BV. | **1976** Ast. Zamacona S.A.—Bilbao (112)<br>31,40 3,301<br>27,36 7,51 3,81<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 red<br>sc. shaft<br>545bhp (401kW)<br>Caterpillar Tractor Co. |
| **7217925**<br>*VPBA*<br>343842<br>Df Esd Gc<br>Rt | **SHADDAD**<br>**Caltex Oil (Hong Kong) Ltd.**<br>Hong Kong Hong Kong (British) | **298**<br>0<br>— | AB | **1972** Jakobson Shipyard Inc.—Oyster Bay, NY (450)<br>32,34 9,68 3,947<br>30,94 9,15 4,88<br>1 dk<br>rf 51 | **TM Tug** | General Motors<br>2 Oil 2SA each 12Cy. 230 × 254<br>General Motors Corp. |
| **8605789**<br>*A6E2238*<br>UAE/D/556<br>Esd Rdr RTv | **SHADEED**<br>**Jebel Ali Port Corporation**<br>Dubai United Arab Emirates | *239*<br>*71*<br>110 | ✠**100A1**<br>tug<br>Arabian Gulf and Gulf of Oman west of a line Ras al Hadd to Gwadar<br>✠**LMC**<br>EL F 332,0/19,0U2<br>FN 343 | **1987**-2 B.V. Bodewes Binnenvaart—Millingen a/d Rijn (790)<br>28,50 9,12 3,261<br>26,19 8,81 4,27<br>RFD 13,5 F 5,2 1 dk<br>rf 704 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 170 ×<br>clutches, flexible couplings & s<br>to sc. shafts<br>Caterpillar Inc.<br>Gen 2 × 125kW 380V 50Hz a.c.<br>Fuel 94,0t (d.o.)-7,5pd |
| **6517392**<br>*HZYA*<br>SA1262<br>Df Esd Gc<br>Pfd Rdr RTv | **SHADID**<br>ex Smit-Lloyd 5-82<br>**Elhawi Shipping Co. Ltd.**<br>Jeddah Saudi Arabia | **799**<br>324<br>782 | NV (AB) | **1965** Van der Giessen-de Noord N.V.—Krimpen a/d Ijssel (847)<br>59,77 11,71 4,314<br>53,52 11,31 5,16<br>F 19,9 1 dk<br>rf 102 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | De Industrie<br>2 Oil 4SA each 6Cy. 400 × 600<br>D. & J. Boot "De Industrie"<br>Gen 1 × 250kW 2 × 100kW 22<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 57,5t (d.o.) |
| **7736282**<br>*WYA2037*<br>588761 | **SHADOW**<br>**Tikede Inc.**<br>Brownsville, Tx United States of America | **104**<br>70<br>— | | **1977** Marine Mart Inc.—Port Isabel, Tx<br>*19,69*<br>6,13 3,46<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **6714419**<br>*UKCB*<br>M-27923<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SHADRINSK**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **4 531**<br>2 383<br>6 615 | RS | **1967** Stocznia Gdanska im. Lenina—Gdansk (B45/55)<br>123,83 16,74 7,241<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 291 B.7 137<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(50) 1(15) 8(5) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>H. Cegielski<br>Gen 2 × 200kW 1 × 80kW 400V<br>Fuel 85,5t (d.o.) 478,0t (hvf) |
| **8037554**<br>623756 | **SHADY LADY**<br>**Continental Towing Co. Inc.**<br>New Orleans, La United States of America | **174**<br>118<br>— | | **1980** .............Coden, Al<br>*26,89* 7,45<br>3,48<br>1 dk | **M Fishing** | Oil<br>700bhp (515kW) |
| **5032436**<br>191108<br>Rt | **SHAF**<br>ex Azuma Maru No. 8-64<br>**Tiger Steamship Co.**<br>Chalna Bangladesh | **497**<br>316<br>715 | (NK) | **1960** Kurushima Dockyard Co. Ltd.—Imabari (40)<br>53,45 8,06 3,393<br>48,93 8,01 3,79<br>P 11,3 F 5,5 1 dk<br>RW | **M General Cargo**<br>1 Ho 27,5 ER<br>G.1 029 B.948<br>1 Ha (25,7 × 5,0) ER<br>2W Der 3(3) | Nippon Hatsudoki<br>Oil 4SA 6Cy. 290 × 420<br>520bhp (382kW)<br>Nippon Hatsudoki<br>Gen 1 × 3kW<br>Fuel 23,5t |
| **6717978**<br>Df Esd Gc<br>Pfd Rdr Rt | **SHAFICO-1**<br>ex Ciclon-81<br>**Sharjah Fishing Co. (Shafico)**<br>Sharjah United Arab Emirates | **999**<br>417<br>— | ✠Classed LR until 14/5/82 | **1967**-11 Hijos de J. Barreras S.A.—Vigo (1359)<br>65,77 11,43 4,801<br>56,01 11,41 7,24<br>RFD 14,7 2 dks<br>RW rf 635 Box K 381 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 197kW 400V 50Hz a.c. |
| **8912687**<br>*9MBE6*<br>326100<br>Df Esd Gc<br>Pfd Rdr Rt<br>SatNav<br>SatCom | **SHAFINAZ RIA**<br>**Masaha Tankers (M) Sendirian Berhad**<br>Port Kelang Malaysia | **3 368**<br>2 158<br>6 612 | AB | **1990** Malaysia Shipyard & Eng. Sdn.—Johore Bahru (040)<br>100,00 6,401<br>95,50 16,80 8,00<br>1 dk | **M Tanker**<br>12 Wing Ta each 12,0 ER | Blackstone<br>Oil 4SA 16Cy. 222 × 292 reverse re<br>to sc. shaft<br>1 417bhp (1 042kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 175kW a.c. |
| **7731610**<br>373113 | **SHAFRANOE H**<br>ex Industries VII-82<br>**Sylvanus Hercules**<br>Georgetown, Demerara Guyana | **103**<br>51<br>— | | **1973** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>21,01 6,10<br>6,09 3,61<br>1 dk | **Wood M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7375909**<br>*S2HX*<br>C648<br>Esd Rdr Rt | **SHAGAR KONNYA**<br>ex Sanyo Maru No. 18-87<br>**Mariners Navigation Co. Ltd.**<br>Chittagong Bangladesh | **499**<br>325<br>1 016 | NK | **1973** Shin Nikko Zosen—Setoda (88)<br>10,04 4,090<br>52,02 10,01 4,35<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 1 144 | Yanmar<br>Oil 4SA 6Cy. 240 × 290<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 40kW a.c. |
| **8402230**<br>*S2WU*<br>1<br>Rt | **SHAH ALI**<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | *956*<br>*286*<br>300 | ✠**A1** SS 12/89<br>inland waterways ferry<br>✠**LMC**<br>EL 277,0/26,0U2(a)<br>FN 879 | **1985**-2 Orskov Christensens Staalskibs. A/S—Frederikshaven (133)<br>60,03 12,50 1,521<br>58,09 12,20 2,93<br>1 dk<br>rf 152 | **TM RoRo Cargo/Ferry**<br>Mchy.aft | Alpha<br>2 Oil 2SA each 5Cy. 260 × 400<br>1 100bhp (809kW)<br>B&W Alpha Diesel Div. of B&W Dies<br>Gen 2 × 60kW 380V 50Hz a.c.<br>2 Controllable pitch propellers |
| **7650608** | **SHAH BADAR**<br>ex Naikai Maru No. 21-81<br>**Nahar Shipping Lines Ltd.**<br>Chittagong Bangladesh | **498**<br>293<br>1 495 | BV | **1970** Hakata Zosen K.K.—Hakata (78)<br>61,35 4,471<br>57,00 10,00 6,46<br>1 dk | **M General Cargo** | Makita<br>Oil<br>1 400bhp (1 030kW)<br>Makita Diesel Co. Ltd. |
| **7300502** | **SHAH BADAR II**<br>ex Shah Jalal-83<br>ex Iho Maru No. 10-81<br>**Nahar Shipping Lines Ltd.**<br>Chittagong Bangladesh | **554**<br>350<br>1 445 | BV | **1969** Nishihara Zosen—Omishima (152)<br>60,99 9,33 4,573<br>56,70 9,30 4,70<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 102 B.1 944<br>1 Ha (stl) (32,4 × 5,7) ER | Matsue<br>Oil 4SA 6Cy. 330 × 480<br>1 100bhp (809kW)<br>Matsue Diesel K.K.<br>Fuel (d.o.) |
| **7927881**<br>*S2ZB*<br>384879<br>Rt | **SHAH JALAL**<br>**Bangladesh Inland Water Transport Corp.**<br>Narayanganj Bangladesh | **806**<br>375<br>311 | ✠**A1** SS 6/88<br>inland waterways ferry<br>✠**LMC**<br>EL (A) 275,0/26,0U2(a)<br>FN 876 | **1980**-10 Carl B. Hoffmanns Maskinfabrik—Esbjerg (32)<br>60,00 12,76<br>57,99 12,20 2,90<br>1 dk<br>rf - | **TM RoRo Cargo/Ferry**<br>—cbn 4bth 340dk P<br>Bow ramp side ramp (p & s) stern ramp<br>Mchy.aft | Alpha<br>2 Oil 2SA each 5Cy. 260 × 400<br>1 100bhp (809kW)<br>B&W Alpha Diesel Div. of B&W Dies<br>Gen 2 × 48kW 220V 50Hz a.c.<br>2 Controllable pitch propellers |

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| **SHAH MAKHDOOM**<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | *956*<br>*286*<br>300 | ✠**A1** SS 9/90<br>inland waterways ferry<br>✠**LMC**<br>EL 277,0/26,0U2(a)<br>FN 879 | **1985**-2 Orskov Christensens Staalskibs. A/S —Frederikshaven (130)<br>60,03 12,50 1,521<br>58,09 12,20 2,93<br>1 dk<br>rf 152 | **TM RoRo Cargo/Ferry**<br>Mchy.aft | Alpha 405-26VO<br>2 Oil 2SA each 5Cy. 260 × 400<br>1 100bhp (809kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 60kW 380V 50Hz a.c.<br>2 Controllable pitch propellers |
| **SHAH PARAN**<br>**Bangladesh Inland Water Transport Corp.**<br>Narayanganj Bangladesh | *956*<br>*286*<br>300<br>T/cm<br>6,3 | ✠**A1**<br>inland waterways ferry<br>✠**LMC**<br>EL 275,0/26,0U2(a)<br>FN 878 | **1987**-12 Morso Vaerft A/S—Nykobing (163)<br>60,03 1,882<br>58,02 12,20 2,93<br>1 dk<br>rf 145 | **TM RoRo Cargo/Ferry**<br>—cbn 4bth 340dk P<br>Bow ramp Side ramp (p & s) Stern ramp<br>Mchy.aft | Alpha 405-26VO<br>2 Oil 2SA each 5Cy. 260 × 400 with clutches & reverse reduction geared to sc. shafts<br>1 100bhp (809kW)<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 2 × 58kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>8kn |
| **SHAHAR**<br>**Gilloth Terminal Ltd.**<br>Ashdod Israel | **184**<br>135<br>326 | ✠Classed LR until 1/70 | **1968**-11 Israel Shipyards Ltd.—Haifa (16)<br>25,61 8,46<br>24,01 8,01 2,90<br>1 dk<br>rf 229 | **M Tank Barge**<br>Mchy.aft | Scania<br>Oil 4SA 6Cy. 127 × 145 reverse reduction geared to sc. shaft<br>A/B Scania Vabis Sodertalje<br>Gen 1 × 6kW 1 × 1kW 28V d.c. |
| **SHAHAT**<br>**Libya Fishing Co. (LIFCO)**<br>Tripoli Libya | **128**<br>33<br>— | ✠Classed LR until 4/2/87 | **1981**-8 Khalkis Shipyard S.A.—Khalkis (926)<br>24,57 (BB) 7,01 2,501<br>19,56 7,00 3,51<br>F 11,3 1 dk<br>rf 500 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 21,5t (d.o.) |
| **SHAHD FAYEZ**<br>ex Lampedusa-91 ex Adriatic Star-88<br>ex Nomi-85 ex Equator-84<br>ex Majorca Rose-84<br>ex Marine Cruiser-84<br>ex Princess of Tasmania-75<br>**Fayez Trading, Shipping & Contracting Co. Ltd.**<br>Jeddah Saudi Arabia | **3 992**<br>1 825<br>1 090 | HR RI<br>✠LR class withdrawn 3/91 | **1959**-9 N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (61)<br>113,32 17,73 4,744<br>103,99 17,68 11,05<br>B 15,0 1 dk & S dk<br>RW rf 457 | **TM Passenger/RoRo Cargo/Ferry** OSD 334P<br>Stern door/ramp<br>1 Ho 11,6<br>Der 1(6) 1(1,5) | Polar<br>2 Oil 2SA each 9Cy. 500 × 700<br>8 600bhp (6 326kW)<br>Nydqvist & Holm A/B Trollhattan<br>Directional thrust propellers fwd<br>Fuel 172,5t (d.o.) 17,75kn |
| **SHAHEDA**<br>ex Osco Guna I-91<br>**Cambrone Marine Pte. Ltd.**<br>Chuan Hup Agencies Pte. Ltd.<br>Singapore Singapore | **380**<br>97<br>436 | AB | **1983** Marcom Marine Services (Pte.) Ltd. —Singapore (T1450-16)<br>38,03 9,53 3,442<br>34,60 9,50 3,71<br>F 18,0 1 dk<br>rf 399 | **TM Tug/Supply Ship**<br>Deck Cargo | Caterpillar D348SCAC<br>2 Vee Oil 4SA each 12Cy. 137 × 165 sr reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd<br>12kn |
| **SHAHID**<br>ex Lillian XXIV-86 ex Fenja Buur-74<br>**Kazim Ahmed Darwish**<br>Bahrain Bahrain | **150**<br>90<br>354 | (AB) (BV) | **1973** Blaalids Slip & M/V A/S—Maloy (28)<br>33,00 7,01 2,980<br>30,99 7,00 3,36<br>P 7,1 F 7,4 1 dk | **TM General Cargo**<br>1 Ho 19,2 ER<br>G.365 B.320<br>1 Ha (stl) (16,9 × 5,0) ER<br>1W Cr 1(4) Der 1(4) | Scania DS1140M<br>2 Oil 4SA each 6Cy. 127 × 145 reverse reduction geared to sc. shafts<br>460bhp (338kW)<br>Saab-Scania Sodertalje<br>Gen 2 × 28kW 220V 50Hz a.c.<br>2 Directional propellers<br>Fuel 30,5t (d.o.) 9,5kn |
| **SHAHID ASSADI**<br>ex Firouzeh-83<br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Bandar Anzali Iran | **62**<br>13<br>— | ✠**100A1** SS 10/91<br>tug<br>Caspian Sea service<br>✠**LMC**<br>EL (A) ½"U1<br>FN 140 | **1974**-6 Scheeps. Damen B.V.—Hardinxveld (760)<br>17,81 5,82 2,788<br>16,51 5,62 2,80<br>1 dk<br>rf 51 BK 406 of FK | **M Tug**<br>Fire-fighting | Caterpillar D379SCAC<br>Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 25kW 380V 50Hz a.c. |
| **SHAHIN**<br>ex Salvixen ex Ryusho Maru-69<br>**Iran America Line Co. Ltd.**<br>Khorramshahr Iran | **130**<br>38<br>259 | (BV) | **1966** Ishibashi Kogyo—Kitakyushu<br>25,71 7,85 3,810<br>22,86 7,47 4,20<br>1 dk | **TM Tug** | Makita<br>2 Oil 4SA each 6Cy. 260 × 400<br>Makita Tekkosho Takamatsu<br>Gen 2 × 60kW 110V a.c.<br>2 Controllable pitch propellers<br>Fuel 26,5t (d.o.) 11kn |
| **SHAHINAZ**<br>ex Cunski-91 ex Samantha M-75<br>ex Lottinge-74<br>**Alzira Shipping Corp.**<br>Kingstown St. Vincent and the Grenadines | **4 037**<br>1 984<br>5 995 | ✠**100A1** SS 7/88<br>✠**LMC**<br>EL w 1$\frac{13}{16}$"SQ<br>FN 2602<br>JR | **1956**-7 Wm. Gray & Co. Ltd.—West Hartlepool (1280)<br>116,31 15,63 6,624<br>109,73 15,55 8,16<br>P 27,2 F 11,3 1 dk<br>RW rf 51 | **M General Cargo**<br>4 Ho 18,5 15,0 15,0 18,5 ER<br>G.7 593 B.7 200<br>4 Ha (each 11,6 × 7,3) ER<br>8W Der 8(5) | Polar<br>2 Oil 2SA each 6Cy. 340 × 570 with hydraulic couplings & sr geared to sc. shaft<br>2 240bhp (1 648kW)<br>British Polar Engines Ltd. Glasgow<br>db 100lbf/in² (6,9bar)<br>Gen 1 × 97kW 2 × 80kW 220V d.c.<br>Fuel 284,5t (d.o.)-5,5pd 9kn |
| **SHAHM**<br>**Suez Canal Authority**<br>Port Said Egypt | **721**<br>—<br>213 | ✠**100A1** SS 3/86<br>tug<br>✠**LMC**<br>EL (k) 1½"<br>FN 808 | **1960**-5 Schps. L. Smit & Zoon—Kinderdijk (Co411)<br>49,76 12,45 4,693<br>46,08 12,01 5,52<br>rf 483 | **TD-E Tug** | General Motors<br>4 Vee Oil 2SA each 16Cy. 222 × 267 driving 8 gen. each 540kW 300V d.c. connected to 4 elec. motors & sr geared to sc. shafts<br>General Motors Corp. Cleveland, Oh<br>Gen 3 × 140kW 220V d.c.<br>15kn |
| **SHAHM**<br>**Government of The Arab Republic of Egypt (Ministry of War - Port of Alexandria General Organisation)**<br>Alexandria Egypt | **120**<br>31<br>— | ✠Classed LR until 9/68 | **1962**-2 Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (1915)<br>29,06 6,91 2,763<br>26,12 6,51 3,26<br>RAD 1,9 RFD 3,4<br>BK 102 | **M Tug** | Lang<br>Oil 4SA 8Cy. 315 × 450 with flexible coupling<br>Lang Gepgyar Budapest |
| **SHAHNAZ KAROON**<br>ex Bodensee-75 ex Steinburg-73<br>**Mehdi Karoon**<br>Karoon Co. Ltd.<br>Khorramshahr Iran | **499**<br>294<br>737 | (GL) | **1957** Werft Nobiskrug G.m.b.H.—Rendsburg (596)<br>54,51 8,54 3,312<br>48,90 8,51 3,71<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 34,5 ER<br>G.920<br>2 Ha (each 14,2 × 5,0) ER<br>Der 2(2) | MaK MSU423<br>Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel (d.o.) 8,5kn |
| **SHAHRYAR**<br>ex Smit-Lloyd 51-69<br>**Bandar Abbas Supply & Service Co. Inc.**<br>Bandar Abbas Iran | **187**<br>76<br>— | (AB) | **1965** Brooke Marine Ltd.—Lowestoft (331)<br>32,87 6,63 1,969<br>30,48 6,56 3,76<br>1 dk<br>BK 25 | **TM Tender** 36P<br>Mchy.aft | Maybach<br>2 Oil 4SA each 6Cy. 185 × 200<br>3 900bhp (2 869kW)<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen<br>Gen 2 × 32kW 230V 50Hz a.c.<br>Fuel (d.o.) |
| **SHAIKAT**<br>**Government of The People's Republic of Bangladesh (Ministry of Food)**<br>Bangladesh | **215**<br>—<br>400 | | **1984** Highspeed SB. & Heavy Eng. Co. Ltd. —Dacca (83)<br>... ... ...<br>48,01 7,82 2,52 | **M General Cargo** | Deutz SBA6M816<br>Oil 4SA 6Cy. 142 × 160<br>390bhp (287kW)<br>Kloeckner Humboldt Deutz Ulm |

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| **5035036**<br>KT1061<br>Df RdrRTm | **SHAIKHAN 1**<br>ex Baltic-70 ex Kunlabori-55<br>**Shaikhan Ahmad Alfarsi Co.**<br>Kuwait Kuwait | **397**<br>211<br>574 | *Classed BC until 10/70 | **1948**-1 N.V. Bodewes Schps.—Martenshoek (365)<br>46,69 7,95<br>43,19 7,93 3,36<br>P 12,5 RQD 14,1 F 6,1 1 dk<br>R | **M General Cargo**<br>Mchy.aft<br>G.793 B.765<br>2W Der 2(2) | De Industrie<br>Oil 4SA 6Cy. 280 × 400<br>300bhp (221kW)<br>D. & J. Boot "De Industrie"<br>Fuel 23,5t (d.o.) |
| **6822577**<br>845<br>RTv | **SHAIMA**<br>ex Saad 7 ex Gray Beaver<br>ex Al Qader-82 ex Lady Howard-71<br>Sharjah United Arab Emirates | **142**<br>—<br>45 | ✠Classed LR until 27/11/87 | **1968**-10 Richards (Shipbuilders) Ltd.—Lowestoft (495)<br>28,96 7,62 3,125<br>26,22 7,17 3,66<br>1 dk<br>rf 533 BK 152 | **M Tug**<br>Fire-fighting Salvage | Ruston<br>Oil 4SA 6Cy. 260 × 368 reverse reduc<br>to sc. shaft<br>Ruston & Hornsby Ltd.<br>Gen 2 × 29kW 220V d.c.<br>Fuel 36,5t (d.o.) |
| **8406652**<br>*EYKM*<br>M-17568<br>Df Esd Gc<br>Pfd Rdr RTv | **SHAKHTYOR**<br>ex SB-922-89<br>(Sevastopol) (U.S.S.R.) | *2 050*<br>*615*<br>810 | RS | **1985** Rauma-Repola Oy—Uusikaupunki/Nystad (322)<br>69,20 15,40 5,100<br>60,10 15,03 7,00<br>1 dk | **TM Tug**<br>Fire-fighting Salvage<br>Ice strengthened | Pielstick<br>2 Oil 4SA each 6Cy. 400 × 460 sr gea<br>shafts<br>Russkiy-Diesel Works<br>Gen 2 × 450kW a.c. 3 × 200kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **7023829**<br>*EVGU*<br>M-30388<br>Df Esd Gc<br>Rdr Rt | **SHAKHTYOR**<br>**Murmansk Shipping Co.**<br>(Kaliningrad) (U.S.S.R.) | **224**<br>4<br>92 | RS | **1970** VEB Schiffswerft "Edgar Andre"<br>—Magdeburg (7030)<br>34,80 8,51 2,921<br>30,41 8,21 3,71<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **7438220**<br>*UPOW*<br>M-32946 | **SHAKHTYORSK**<br>ex RS-300 No. 67<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **164**<br>39<br>87 | RS | **1974** ..............U.S.S.R.<br>34,02 7,12 2,874<br>30,00 3,69<br>1 dk | **M Fishing**<br>Side-fishing Seiner<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **5244742**<br>*9KDO*<br>KT-1069<br>Df Esd<br>RTm/h | **SHAKIR**<br>ex Muna-83 ex Myra-70<br>**Ahmed Sayed Abdul Samad**<br>Kuwait Kuwait | **489**<br>242<br>701 | (BV) | **1957** Sleephelling Mij. "Scheveningen" N.V.<br>—Scheveningen (132)<br>52,18 8,51 3,214<br>47,99 8,41 3,56<br>B 13,5 F 7,7 1 dk<br>RW | **M General Cargo**<br>1 Ho 30,4 ER<br>G.934 B.878<br>2 Ha (each 9,3 × 5,0) ER<br>2W Der 2(3) | Bolnes<br>Oil 2SA 8Cy. 190 × 350 sr geared to sc<br>400bhp (294kW)<br>"Bolnes" Motorenfabriek N.V. Krimpen<br>Gen 2 110V d.c.<br>Fuel 40,5t (d.o.) |
| **5186237**<br>172247<br>Rt | **SHAKIR**<br>ex Khalid-77 ex Rockelm-52<br>**Sapta Dinga Corp.**<br>Chittagong Bangladesh | **235**<br>150<br>— | *Classed BC until 3/6/77 | **1946**-8 Kingston Shipyards—Kingston, Ont. (38)<br>34,60 9,17<br>32,01 9,15 4,12<br>BK 178 | **S Tug** | T 3Cy. 419 686 & 1168 x 762<br>Port Arthur SB. Co. Ltd. Port Ar<br>Fuel (o.f.) |
| **6515241**<br>*3EXZ8*<br>20877-PEXT<br>Df Esd Gc<br>Rdr Rt | **SHAKIR 2**<br>ex Leningrad-91<br>**Fraser Shipping Ltd.**<br>United Ship Management Ltd.<br>Panama Panama | **5 730**<br>3 127<br>9 594<br>**8 682**<br>4 861<br>11 855 | RI (PR) | **1965** Stocznia im. "Komuny Paryskiej"—Gdynia (B41/05)<br>152,58 19,44 7,703/8,750<br>141,59 19,41 11,64<br>1 dk & S dk | **M General Cargo** OSD/CSD 6bth P<br>Ice strengthened<br>5 Ho 17,0 21,0 18,9 ER 22,8 19,9<br>G.17 772 B.16 464<br>5 Ha (stl) (8,9 × 7,0) (13,8 13,8 × 8,9) ER (12,1 12,1 × 8,9)<br>20W Der 1(50) 1(30) 1(12) 5(10) 10(5) 2(1,5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski<br>Gen 2 × 320kW 1 × 200kW 400V 50Hz<br>Fuel (hvf)-25,0pd |
| **6822204**<br>*ATCT*<br>1297<br>Rt | **SHAKTAN**<br>**Cochin Port Trust**<br>Cochin India | **272**<br>—<br>— | ✠Classed LR until 10/69 | **1968**-8 D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1128)<br>33,66 9,38 3,404<br>30,26 8,91 4,27<br>1 dk<br>rf 610 BK 102 | **TM Tug**<br>Fire-fighting | MAN<br>2 Oil 4SA each 7Cy. 235 × 330 sr revers<br>to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 23kW 415V 50Hz a.c. |
| **7360447**<br>*ATYD*<br>1640<br>Df Esd Gc<br>Pfd Rdr Rt | **SHAKTI**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **12 013**<br>5 804<br>15 606 | ✠Classed LR until 2/2/79 | **1976**-1 Bremer Vulkan A.G.—Bremen-Vegesack (999)<br>168,46 (BB) 23,04 9,145<br>157,51 23,00 12,30<br>P 54,3 B 12,2 F 21,7 1 dk<br>rf 102 | **S Tanker**<br>Replenishment Ref<br>14 Ta ER<br>L.(oil) 16 453 | 2 S Turb dr geared to sc. shaft<br>16 500shp (12 137kW)<br>Bremer Vulkan A.G. Bremen-V<br>Gen 2 × 900kW 2 × 300kW 450V 60Hz<br>Fuel 1 316,0t (o.f.)-58,0pd |
| **8009428**<br>*VTQF*<br>2336<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SHAKTI DOOT**<br>ex Gemini-88 ex Narai-86<br>ex Kotka Rose-84 ex Ocean Runner-82<br>**Varun Shipping Co. Ltd.**<br>Bombay India | *17 751*<br>*11 579*<br>29 999<br>T/cm<br>38,2 | ✠**100A1** SS 3/87<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL I† 605,0/64,0U3<br>FN 6581 | **1982**-7 Kanda Zosensho K.K.—Kawajiri (263)<br>172,02 (BB) 26,04 10,738<br>162,01 26,01 14,61<br>P 9,8 F 14,1 1 dk<br>rf 13 Bow/CM 87 Diam. 0,310 MH 1,8 | **M Tanker**<br>IGS (LR)<br>15 Ta ER<br>L.(oil) 39 548<br>4 Cargo pumps total 3 000T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Hitachi Zosen Sakurajima Wor<br>AuxB (o.f.) 9kgf/cm² (8,9bar)<br>AuxB (Comp) 8,5kgf/cm² (8,4bar)<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 220,0t (d.o.) 1 730,0t (hvf)-27,0pd |
| **6907080**<br>*5ZUF*<br>10028<br>Df RTm/h | **SHAKWE**<br>**Government of The Republic of Kenya (Ministry of Tourism & Wildlife - Fisheries Department)**<br>Mombasa Kenya | **122**<br>35<br>— | ✠Classed LR until 26/1/83 | **1969**-6 African Marine & General Eng. Co. Ltd.<br>—Mombasa (442)<br>22,08 6,41 2,363<br>19,41 6,25 3,20<br>F 9,8<br>rf 864 BK 229 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 2,7<br>In.46<br>1 Ha (stl) (1,4 × 0,9)<br>Der 1(1) | Kelvin<br>Oil 4SA 8Cy. 165 × 184<br>320bhp (235kW)<br>Bergius Kelvin Co. Ltd.<br>Gen 2 × 40kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 25,5t (d.o.) |
| **6904387**<br>*AQNK*<br>317841<br>Df Esd Gc<br>Rdr RTv | **SHALAMAR**<br>**Pakistan National Shipping Corp.**<br>Karachi Pakistan | T.Mk<br>**6 081**<br>3 310<br>—<br>**8 942**<br>5 040<br>13 391 | ✠**100A1** CS 7/90<br>✠**LMC**<br>EL e† 2¼"U2<br>FN 4444 | **1970**-7 Karachi Shipyard & Eng. Works Ltd.<br>—Karachi (S88)<br>154,90 19,56 —/9,030<br>141,05 19,51 11,99<br>F 15,3 2 dks, 3rd dk fwd of mchy. space<br>RW rf nil | **M General Cargo**<br>5 Ho 18,2 20,9 20,1 15,4 22,4 8,2DT<br>G.19 255 B.17 273<br>5 Ha (stl) (9,8 12,7 11,2 12,7 10,7 × 7,0)<br>14W Der 1(50) 4(10) 12(5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>7 061kW (9 599bhp)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 1 234,5t (hvf) |
| **8127921**<br>*GDCL*<br>399393 | **SHALDER**<br>**Shetland Towage Ltd.**<br>Lerwick United Kingdom | **482**<br>0<br>235 | ✠**100A1** CS 8/88<br>tug<br>✠**LMC**<br>EL I 330,0/30,0U2(a)<br>FN 544 | **1983**-8 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (490)<br>37,44 11,82 5,376<br>35,01 11,31 4,20<br>F 19,6 1 dk<br>rf 203 | **TM Tug**<br>Tractor | Ruston<br>2 Vee Oil 4SA each 12Cy. 254 × 305<br>couplings & sr geared to sc. shafts<br>Ruston Diesels Ltd. Newto<br>Gen 3 × 80kW 440V 50Hz a.c.<br>2 Directional propellers<br>Fuel 141,0t (d.o.)-14,5pd |
| **7308748**<br>*WX8975*<br>281441 | **SHALLOW WATER**<br>**Berwick Marine Salvage Corp.**<br>Morgan City, La United States of America | **471**<br>320<br>— | | **1960** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*45,82* 9,78<br>3,26 | **M Fishing** | Oil<br>912bhp (671kW)<br>..............<br>Fuel (d.o.) |
| **8422539**<br>671588 | **SHALLOW WATER '84**<br>**Sahlman Seafoods Inc.**<br>Miami, Fl United States of America | **101**<br>69<br>— | | **1984** Steiner Shipyard Inc.—Bayou la Batre, Al (198)<br>22,86<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159 geared to sc<br>400bhp (294kW)<br>Cummins Engine Co. Inc. |

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| **SHALVA NADIBAIDZE**<br>Dalryba<br>(Vladivostok) (U.S.S.R.) | **18 011**<br>11 080<br>10 151 | RS<br>✠Classed LR until 12/67 | **1966**-5 Mitsubishi Heavy Industries Ltd.<br>—Yokohama (867)<br>174,33 24,03 7,322<br>160,00 23,91 14,86<br>P 19,2 F 32,4 3 dks, 4th dk in holds (perforated)<br>rf nil | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.14 467<br>5 Ha (3,7 3,7 3,7 3,7 3,5 × 4,5) ER<br>14W Der 2(10) 8(5) 2(3) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>5 500bhp (4 046kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 6 × 650kW 400V 50Hz a.c.<br>14,5kn |
| **SHAMAL**<br>**International Transport Shamal Inc.**<br>Panama Panama | **846**<br>133<br>941 | AB | **1976** Matsuura Tekko Zosen—Higashino (258)<br>55,00 11,23 4,817<br>50,02 11,21 5,21<br>F 27,5 1 dk | **M Tug**<br>Salvage | Fuji 16V27.5X-G<br>2 Vee Oil 4SA each 16Cy. 275 × 320 reverse reduction geared to sc. shaft<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 3 × 240kW a.c.<br>Thw. thrust propeller fwd<br>14,5kn |
| **SHAMAN**<br>**Shaman Inc.**<br>Juneau, Ak United States of America | **198**<br>135<br>— | | **1974** ............Tacoma, Wa<br>*28,53*<br>8,84 2,75<br>1 dk | **M Fishing** | Oil<br>1 125bhp (828kW)<br>U.S.A.<br>Fuel (d.o.) |
| **SHAMEKH**<br>**Suez Canal Authority**<br>Port Said Egypt | **560**<br>—<br>— | **A1** SS 8/91<br>Suez Canal service<br>**LMC**<br>EL (E) 275,0/31,8U1<br>FN 861 | **1953** N.V. Werf "Gusto"—Schiedam<br>39,40 19,41<br>38,99 19,00 3,08<br>1 dk<br>RW | **TD-E Crane Barge** | MAN<br>2 Oil 4SA each 8Cy. 175 × 220 total 320bhp (235kW) driving 2 gen. each 100kW 225V d.c. connected to 2 elec. motors & sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Nuernberg<br>Gen 1 × 30kW 225V d.c.<br>2 Directional propellers |
| **SHAMKHOR**<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | **3 455**<br>1 712<br>4 286 | RS | **1960** ............Baku<br>120,00 15,02 4,401<br>111,99 14,97 6,53<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 13,7 19,8 17,9 19,8 ER<br>G.5 485 B.5 174<br>4 Ha (11,8 13,7 13,7 13,7 × 8,0) ER<br>Cr 2(5) | Russkiy<br>2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW) E made73 fitted—<br>Russkiy-Diesel Works Leningrad<br>Fuel 75,0t (hvf) 11,5kn |
| **SHAMOKIN**<br>**Express Marine Inc.**<br>Philadelphia, Pa United States of America | **188**<br>128<br>— | AB | **1952** R.T.C. SB. Corp—Camden, NJ (209)<br>33,56 7,95 3,617<br>31,75 7,78 3,99<br>1 dk<br>BK 114 | **M Tug** | Fairbanks, Morse<br>Oil 2SA 10Cy. 207 × 254 sr geared to sc. shaft<br>E made44 refitted52<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 1 × 75kW a.c. 1 × 40kW a.c.<br>Fuel 114,0t |
| **SHAMOOK**<br>**Government of Canada (Department of Fisheries & Oceans)**<br>Ottawa Canada | **120**<br>32<br>— | ✠Classed LR until 14/9/79 | **1975**-6 Georgetown Shipyard Inc.—Georgetown, P.E.I. (33)<br>23,07 6,66 2,718<br>20,12 6,56 3,20<br>F 11,6 1 dk<br>rf 914 BK 127 | **M Research/Fishing** | Caterpillar D379SCAC<br>Vee Oil 4SA 8Cy. 159 × 203 sr geared to sc. shaft<br>565bhp (416kW) ✠ NE 11/77<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 40kW 1 × 15kW 220/120V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 21,5t 10kn |
| **SHAMROCK**<br>**Rederij Vanpree B.V.B.A.**<br>Zeebrugge Belgium | **111**<br>36<br>— | | **1966** H. Deweert—Oostende<br>29,20 - —<br>- - -<br>1 dk | **M Fishing**<br>Stern Trawler | Bolnes<br>Oil<br>420bhp (309kW)<br>"Bolnes" Motorenfabriek N.V. Krimpen a/d Lek |
| **SHAMROCK**<br>**Palacios Freezer Inc.**<br>Brownsville, Tx United States of America | **101**<br>69<br>— | | **1968** Rockport Yacht & Supply Co.—Rockport, Tx<br>*21,37* 6,56<br>2,39 | **M Fishing** | Oil<br>186bhp (137kW)<br>............<br>Fuel (d.o.) |
| **SHAMROCK**<br>**Martech International Inc.**<br>Anchorage, Ak United States of America | **101**<br>69<br>— | | **1975** Pierre B. Sain—Long Beach, Ca<br>*19,39* 7,17<br>2,01<br>1 dk<br>conv Fishing 76 | **M Launch** | Oil<br>400bhp (294kW)<br>U.S.A.<br>Fuel (d.o.) |
| **SHAMROCK OCHO**<br>ex Naniwa Maru No. 52-88<br>**Shamrock Shipping Co. S.A.**<br>Panama Panama | **2 962**<br>1 654<br>5 179<br>T/cm<br>12,4 | NK | **1977** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (525)<br>103,20 14,53 6,573<br>95,00 14,50 7,60<br>P 25,6 F 16,5 1 dk<br>Bow/CM 49 Diam. 0,300 | **M Tanker**<br>8 Ta ER<br>L.(oil) 5 564 HeCls. CptB<br>3 Cargo pumps total 2 650T/hr | Hanshin 6LU50A<br>Oil 4SA 6Cy. 500 × 800<br>2 795kW (3 800bhp)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 256kW 445V 60Hz a.c.<br>Fuel 30,0t (d.o.) 299,0t (hvf)-12,0pd 12,75kn |
| **SHAMROCK TRES**<br>ex Naniwa Maru No. 80-91<br>**Shamrock Shipping Co. S.A.**<br>Naniwa Tanker Co. Ltd.<br>Panama Panama | **2 988**<br>1 645<br>4 998 | NK | **1980** Higaki Zosen K.K.—Imabari (246)<br>103,26 6,031<br>95,81 15,51 7,32<br>P 25,0 F 11,6 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 5 847 | Hanshin 6LU54<br>Oil 4SA 6Cy. 540 × 860<br>4 500bhp (3 310kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 300kW 445V 60Hz a.c.<br>Fuel 48,0t (d.o.) 372,5t (hvf)-14,0pd 13,25kn |
| **SHAMS**<br>**Pakistan National Shipping Corp.**<br>Karachi Pakistan | **8 929**<br>5 300<br>11 300 | **✠100A1** CS 6/88<br>**✠LMC**<br>EL d† $2\frac{3}{16}$"SQ<br>FN 3967 | **1960**-12 Hitachi Zosen—Sakurajima Works, Osaka (3864)<br>143,26 20,02 6,732<br>133,00 20,01 9,81<br>P 9,5 B 38,8 F 17,1 2 dks<br>rf 152 | **TM Passenger/General Cargo**<br>Ref 1129P<br>5 Ho 13,9 21,3 15,9 13,3 19,8<br>G.11 546 B.10 396<br>5 Ha (4,7 7,1 7,1 7,1 5,5 × 5,1)<br>10W Der 5(-) | B&W 9-50VTBF-110<br>2 Oil 2SA each 9Cy. 500 × 1100<br>10 400bhp (7 650kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB 57lbf/in² (4,0bar)<br>e(ex.g) 93lbf/in² (6,5bar)<br>Gen 3 × 340kW 230V d.c.<br>Fuel 112,0t (d.o.) 983,5t (hvf) 14kn |
| **SHAMS**<br>**Suez Canal Authority**<br>Ismailia Egypt | **125**<br>80<br>79 | (GL) | **1980** Canal Naval Construction Co.—Port Said (Port Fuad) (173)<br>27,72 6,51 2,050<br>26,01 6,20 2,49<br>1 dk | **TM Tug/Tanker**<br>Water | MAN D2542MTE<br>2 Vee Oil 4SA each 12Cy. 125 × 142 reverse reduction geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Nuernberg<br>10kn |
| **SHAMS AL-KHALEEJ**<br>ex Susan Wright-87<br>ex Karumba Islander-75<br>ex King Islander-74<br>**Saudi Fisheries Co.**<br>Dammam Saudi Arabia | **354**<br>165<br>506 | NV<br>✠Classed LR until 14/7/78 | **1963**-7 Phoenix SB. & Eng. Co.—Devonport, Tas.<br>42,83 8,08 2,452<br>39,93 7,62 3,59<br>Ba 12,5 1 dk<br>rf 152<br>conv Livestock Carrier 74 | **TM Factory Ship**<br>Shellfish Ref<br>Mchy.aft<br>2 Ho 19,5 5,4 | Caterpillar<br>2 Oil 4SA each 6Cy. 165 × 184 with flexible couplings & sr reverse geared to sc. shafts<br>760bhp (559kW) NE 83<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 200kW 1 × 100kW 415V 50Hz a.c. |
| **SHAMSAN**<br>**Saleh Farid Enterprises**<br>Sharjah United Arab Emirates | **433**<br>252<br>566 | (AB) | **1976** Mangala Eng. Works PVT. Ltd.—Bombay (5)<br>47,50 2,248<br>44,71 10,25 3,00<br>1 dk | **TM General Cargo**<br>1 Ho 25,1 ER<br>1 Ha (25,1 × 7,0) ER | Kirloskar<br>2 Oil 4SA each 8Cy. 175 × 220 reverse reduction geared to sc. shafts<br>928bhp (683kW)<br>Kirloskar Oil Engines Ltd. Pune<br>Gen 2 × 20kW<br>8kn |
| **SHAN CHA**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **4 083**<br>1 773<br>1 135 | ZC | **1983** Guangzhou Shipyard—Guangzhou/Canton (424-2)<br>107,69 4,420<br>96,40 15,20 8,00<br>2 dks | **M Passenger/General Cargo/Ferry** —P | Hudong<br>Vee Oil 4SA 12Cy. 300 × 550<br>4 500bhp (3 310kW)<br>Shanghai Diesel Engine Works<br>People's Republic of China |

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| **7804651**<br>*HP5981*<br>20332-PEXT<br>Gc Rdr Rt | **SHAN FURYU**<br>ex Furyu Maru-90<br>**Shannon Maritime Corp.**<br>Panama Panama | **494**<br>—<br>1 620 | | **1978** Mategata Zosen K.K.—Namikata (152)<br>4,250<br>64,01 11,51 6,30<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 300 × 480<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. |
| **7525968**<br>*BOEC*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SHAN HAI GUAN**<br>ex Integrity-81<br>**Dalian Ocean Shipping Company (COSCO DALIAN)**<br>Dalian/Dairen China<br>SatCom: 1570516/SHHG | **10 709**<br>6 554<br>17 325 | ZC (BV) | **1977** Kyokuyo Zosen Tekko K.K.—Chofu (290)<br>151,50 22,43 9,500<br>142,00 22,40 12,75<br>P 33,0 F 12,2 2 dks | **M General Cargo**<br>4 Ho ER<br>G.23 609 B.21 774<br>4 Ha (stl) (14,8 15,0 18,0 15,0 × 11,0) ER<br>Der 1(60) 10(10) | B&W<br>Oil 2SA 9Cy. 450 × 900<br>7 900bhp (5 811kW)<br>Mitsui Eng. & SB. Co. Ltd. |
| **7735068** | **SHAN HU**<br>**China Ocean Shipping Co. (COSCO)**<br>China | **16 235**<br>7 319<br>— | | **1978** .............People's Republic of China<br>... ... ...<br>... ... ...<br>1 dk | **M Tanker** | Oil<br>.............. |
| **7381673**<br>*BSPC*<br>Df Esd Gc<br>Rdr Rt | **SHAN TOU**<br>ex CO 842-75<br>**Government of The People's Republic of China (Guangzhou Waterway Bureau)**<br>Guangzhou/Canton China | **1 924**<br>673<br>1 769 | ZC (BV) | **1975** B.V. Schps. & Mfbk. "De Biesbosch-Dordrecht"—Dordrecht (665)<br>83,85 13,11 4,509<br>78,00 13,00 5,00<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 18,0<br>Mchy.aft<br>Hopper 1 500<br>2 sandpumps each 537kW (720bhp) | Smit-Bolnes<br>2 Oil 2SA each 7Cy. 300 × 550<br>3 360bhp (2 471kW)<br>N.V. Smit & Bolnes<br>Thw. thrust propeller fwd<br>Fuel 262,0t |
| **5352123**<br>*BOZR*<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **SHAN YIN**<br>ex Indian Ocean-74 ex Tanganyika-71<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**6 314**<br>3 776<br>10 270<br>**9 575**<br>5 887<br>13 560 | ZC (GL)<br>✠Classed LR until 18/10/74 | **1961**-12 Deutsche Werft A.G.—Hamburg (783)<br>155,86 20,55 7,741/9,122<br>143,26 20,50 11,94<br>P 33,0 RAD 9,8 F 33,3 2 dks, 3rd dk in No. 3 hold<br>rf nil | **M General Cargo** 12P<br>5 Ho 18,9 24,5 22,4 ER 23,3 22,7<br>G.20 865 B.18 638 In.365<br>5 Ha (stl) (9,0 15,0 11,9 × 6,0) ER (11,9 11,9 × 6,0)<br>Der 1(120) 1(25) 6(5-10) 4(3-5) 6(5) 2(2) | MAN<br>Oil 2SA 6Cy. 780 × 1550<br>6 179kW (8 400bhp)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 240kW 230V a.c.<br>Fuel (hvf) |
| **8417534**<br>Esd Gc Rdr<br>Rt | **SHANAWAR**<br>**Karachi Port Trust**<br>Karachi Pakistan | **344**<br>106<br>242 | ✠**100A1**<br>tug<br>extended protected waters service<br>✠**LMC**<br>EL (G) 302,5/17,5U2(a)<br>FN 439 | **1985**-11 Neue Jadewerft G.m.b.H.—Wilhelmshaven (166)<br>34,35 10,14 3,504<br>32,26 9,50 4,09<br>RFD 8,0 1 dk<br>rf 246 | **TM Tug**<br>Fire-fighting Tractor | MAN<br>2 Oil 4SA each 8Cy. 250 × 300 with<br>couplings & dr geared to sc. shafts<br>MAN-B&W Diesel G.m.b.H.<br>Gen 2 × 88kW 1 × 36kW 400V 50Hz<br>2 Directional propellers |
| **7509811**<br>Esd Pfd Rdr<br>Rt | **SHANDHANI**<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **365**<br>84<br>164 | NK | **1975** Ito Iron Works & SB. Co. Ltd.—Sasebo (189)<br>44,00 9,02 2,134<br>39,98 9,00 3,64 | **TM Research**<br>Survey<br>1 Ha (stl) (1,9 × 2,9) ER | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240 sr geared<br>shafts<br>960bhp (706kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 3 × 44kW |
| **5117078**<br>*EI2459*<br>400650<br>RTv | **SHANDON**<br>ex Flying Dolphin-68<br>**Cork Harbour Commissioners**<br>Cork Irish Republic | **129**<br>—<br>19 | ✠**100A1** SS 6/86<br>tug<br>Cork harbour & within 3 miles of Roche Point<br>✠**LMC**<br>EL (a)<br>FN 225 | **1959**-6 F. Schichau G.m.b.H.—Bremerhaven (1697)<br>26,70 6,99 2,820<br>23,63 6,46 3,05<br>rf 711 BK 127 | **M Tug** | Deutz<br>Oil 4SA 8Cy. 320 × 450 with clutches<br>coupling & reverse geared to sc. shaft<br>Kloeckner Humboldt Deutz<br>Gen 1 × 20kW 1 × 7kW 220V d.c.<br>Fuel (d.o.) |
| **7724370**<br>*3EWA3*<br>15049-85A<br>Df Esd Gc<br>Rdr | **SHANDY**<br>ex Ana Teresa-85<br>**Landerdale Shipping Corp.**<br>Panama Panama | **3 743**<br>2 112<br>5 900 | AB (BV) | **1979** Ast. de Santander S.A.—Santander (143)<br>114,70 (BB) 6,681<br>103,20 16,00 8,60<br>P -F- 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 900<br>TEU 144 C.Ho 96/20' C.Dk 48/20'<br>2 Ha (stl) (each 26,5 × 10,3) ER<br>Der 4(6) | Deutz<br>Vee Oil 4SA 12Cy. 370 × 400 sr geared<br>shaft<br>5 700bhp (4 193kW)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 400kW a.c. |
| **6511843**<br>*9HAJ3*<br>2349<br>Esd Gc Pfd<br>Rdr RTv<br>AMVER | **SHANE**<br>ex Sonia I-89 ex Castle Point-87<br>ex Hudson Light-76<br>**Sonia Maritime Co. Ltd.**<br>Valletta Malta | *5 512*<br>*3 039*<br>8 422 | ✠Classed LR until 16/1/88 | **1965**-7 J. Readhead & Sons Ltd.—South Shields (616)<br>112,68 16,34 8,230<br>107,60 16,29 10,37<br>P 27,8 F 10,4 1 dk<br>RW rf 76 DK fwd | **M Bulk Carrier**<br>4 Ho 15,2 18,4 18,4 18,4 ER<br>G.10 389 B.10 141<br>4 Ha (stl) (9,6 × 9,4) (12,3 12,3 12,3 × 12,1) ER | Doxford<br>Oil 2SA 4Cy. 670 × 2100<br>4 900bhp (3 604kW)<br>Wm. Doxford & Sons (Engineers) Ltd.<br>Gen 1 × 400kW 2 × 250kW 440V<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (d.o.) |
| **8306735**<br>*BOBD*<br>Df Esd Gc<br>Pfd Rdr Rt | **SHANG CHENG**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **9 683**<br>4 637<br>12 553 | ZC | **1984** Dalian Shipyard—Dalian/Dairen (C120/1)<br>147,50 7,902<br>138,00 22,20 10,90<br>P 28,4 F 12,2 1 dk | **M Container Ship**<br>Fixed-guides<br>TEU 724 C. 724/20' | B&W<br>Oil 2SA 5Cy. 550 × 1380<br>7 480bhp (5 502kW)<br>Dalian Marine Diesel Engine Works |
| **5066229**<br>*BPJV*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SHANG HAI**<br>ex Kenghsin-78 ex Cathay-75<br>ex Baudouinville-61<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | T.Mk<br>**13 333**<br>7 394<br>10 009<br>**13 531**<br>7 485<br>11 230 | ZC<br>✠Classed LR until 23/4/76 | **1957**-10 S.A. Cockerill-Ougree—Hoboken (778)<br>170,00 21,37 8,217/8,567<br>156,00 21,30 12,30<br>B 94,2 F 22,3 2 dks, 3rd dk in Nos. 1, 2 & 3 holds, 4th dk in No. 3 hold<br>rf 254 | **S Passenger/General Cargo**<br>Ref 300bth P<br>6 Ho<br>In.418<br>6 Ha (stl) (5,3 10,5 4,1 × 5,0) (5,0 9,9 × 5,9) (5,7 × 5,0)<br>16W Der 1(20) 6(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>12 500shp (9 195kW)<br>S.A. Cockerill-Ougree<br>Gen 3 × 650kW 330V 50Hz a.c.<br>Fuel (o.f.) |
| **8830360**<br>Gc | **SHANG YUAN HANG XIU 1**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **927**<br>725<br>480 | | **1979** Yau Wing Co. Ltd.—Kowloon, Hong Kong<br>44,40 3,010<br>41,40 14,00 4,00<br>1 dk | **TM Work Ship** | A.B.C.<br>2 Oil 4SA each 6Cy. 242 × 320<br>1 324kW (1 800bhp)<br>Showa Precision Mchy. Co. Ltd.<br>Gen 2 × 300kW 1 × 120kW 380V |
| **7652060**<br>*HP5930*<br>20243-YJ<br>Rdr Rt | **SHANGHAI MARU No. 3**<br>ex Sumiyoshi Maru-90<br>**Shanghai Trading Co. Ltd.**<br>Panama Panama | **478**<br>—<br>710 | | **1973** Asahi Zosen K.K.—Sumoto<br>53,29 4,360<br>49,00 10,00 5,52<br>2dks | **M Sand Carrier**<br>G.920<br>1 Ha ER | Daihatsu<br>Oil<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7652761**<br>*HP6195*<br>20741-YJ<br>Rdr Rt | **SHANGHAI MARU No. 10**<br>ex Taisei Maru No. 10-91<br>**Shanghai Trading Co. Ltd.**<br>Panama Panama | **691**<br>378<br>1 016 | | **1974** Toei Sangyo—Japan<br>55,00 4,201<br>49,64 12,01 6,00<br>2dks | **M Sand Carrier**<br>G.800<br>1 Ha (18,6 × 9,9) ER | Hanshin<br>Oil<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. |
| **7526625**<br>*3ECW7*<br>18998-PEXT<br>Df Esd Gc<br>Rdr Rt | **SHANGHAI WISEMAN**<br>ex Atlantik-89 ex Celal Cesur-88<br>ex Mercandian Atlantic-82<br>**Eastern Wiseman Transports Inc.**<br>Panama Panama | T.Mk<br>**1 693**<br>1 107<br>4 665<br>**3 226**<br>2 288<br>5 609 | NV | **1977** Aalborg Vaerft A/S—Aalborg (216)<br>96,53 —/6,801<br>87,91 16,01 8,82<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.7 640 B.7 069<br>2 Ha (each 25,4 × 10,8) ER<br>Cr 4(5) | Alpha<br>Vee Oil 4SA 12Cy. 280 × 320<br>1 995bhp (1 467kW)<br>Alpha-Diesel A/S<br>Gen 2 × 144kW 1 × 72kW<br>Fuel 232,0t (d.o.)-9,5pd |

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| **SHANGRI-LA WORLD**<br>ex Skyward-91<br>**Kloster Cruise Ltd.**<br>Nassau<br>SatCom: 1104164/NCLC<br>Bahamas | **16 254**<br>7 998<br>2 110 | NV | **1969** A.G. "Weser" Werk Seebeck—Bremerhaven (942)<br>160,13 (BB) 22,84 6,711<br>137,01 22,80 13,90<br>4 dks<br>rf 602 | **TM Passenger Ship**<br>364cbn 920bth P | MAN V16V40/54<br>2 Vee Oil 4SA each 16Cy. 400 × 540<br>17 380bhp (12 784kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 5 × 665kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 170,5t (d.o.) 1 030,5t (hvf)-63,0pd 20kn |
| **SHANNON**<br>**Partrederi Shannon**<br>Esbjerg<br>Denmark | *493*<br>*198*<br>— | NV | **1985** Flekkefjord Slipp & Mask. A/S—Flekkefjord (135)<br>41,81 5,650<br>37,01 8,70 6,61<br>2 dks<br>rf 1300 | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 16Cy. 170 × 190 geared to sc. shaft<br>1 202bhp (884kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 110kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>12kn |
| **SHANNON ESTUARY I**<br>ex Scotscraig-86 ex Flying Duck-76<br>**C.W. Shipping Ltd.**<br>Limerick<br>Irish Republic | **176**<br>0<br>26 | **✠100A1** SS 11/85<br>tug<br>**✠LMC**<br>EL (b) $1\frac{1}{16}$"SQ<br>FN 301<br>**LAID UP — SURVEYS OVERDUE 11/89** | **1956**-10 A. & J. Inglis Ltd.—Glasgow (1564 P)<br>30,18 8,21 3,125<br>26,65 7,62 3,66<br>1 dk<br>RW rf 533 BK 127 | **M Tug** | Polar<br>Oil 2SA 6Cy. 340 × 570 sr geared to sc. shaft<br>British Polar Engines Ltd. Glasgow<br>Gen 1 × 75kW 1 × 30kW 220V d.c.<br>Fuel (d.o.) |
| **SHANNON FOSS**<br>**Foss Maritime Co.**<br>Seattle, Wa<br>United States of America | **162**<br>110<br>— | | **1957** Todd Shipyards Corp.—Seattle, Wa<br>*25,85* 7,40<br>... ... ...<br>1 dk | **M Tug** | Nordberg<br>Oil 4SA 8Cy. 330 × 419<br>Nordberg Manufacturing Co. St. Louis, Mo |
| **SHANNON HEATHER**<br>**Shannon Car Ferry Ltd.**<br>Limerick<br>Irish Republic | **300**<br>258<br>137 | **✠A1** SS 6/87<br>Shannon river service<br>**✠LMC**<br>EL (F) $\frac{7}{8}$"U1<br>FN 716 | **1968**-10 Philip & Son Ltd.—Dartmouth (6072)<br>57,00 13,75 0,915<br>45,12 13,72 2,14<br>1 dk<br>rf nil | **TM RoRo Cargo/Ferry**<br>250P<br>Bow door/ramp Stern door/ramp | Perkins<br>4 Oil 4SA each 6Cy. 98 × 127<br>360bhp (265kW)<br>F. Perkins Ltd. Peterborough<br>Gen 4 24V d.c.<br>4 Directional propellers aft, 2 fwd<br>Fuel 15,0t (d.o.) 9kn |
| **SHANNON III**<br>**Mal de Mer Fisheries Inc.**<br>New Bedford, Ma<br>United States of America | **123**<br>84<br>— | | **1977** ..............Pascagoula, Ms<br>*22,41* 6,41<br>3,38<br>1 dk | **M Fishing** | Oil<br>600bhp (441kW)<br>U.S.A.<br>Fuel (d.o.) |
| **SHANNON KAY**<br>**Bon Secour Boats Inc.**<br>New Orleans, La<br>United States of America | **137**<br>110<br>— | | **1987** Horton Boats Inc.—Bayou la Batre, Al<br>23,78 -<br>- 6,70 3,65<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>Caterpillar Inc. Peoria, Illinois |
| **SHANNON MICHAEL**<br>ex Talitha Cumi<br>**Richard A. Kalliainen**<br>Galveston, Tx<br>United States of America | **101**<br>68<br>— | | **1975** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **SHANNON WILLOW**<br>**Shannon Car Ferry Ltd.**<br>Limerick<br>Irish Republic | **360**<br>352<br>191 | **✠A1** SS 5/91<br>ferry<br>Shannon river service<br>**✠LMC**<br>EL 58,0/17,5U2<br>FN 773 | **1978**-8 Scott & Sons (Bowling) Ltd.—Bowling (455)<br>62,97 13,87 1,382<br>48,01 13,77 2,32<br>1 dk<br>rf nil | **TM RoRo Cargo/Ferry** | Penta TAMD120<br>4 Oil 4SA each 6Cy. 130 × 150 sr geared to sc. shafts<br>700bhp (515kW)<br>A/B Volvo-Penta Sweden<br>Gen 1 × 7,5kW 230V 50Hz a.c. 2 × 1,5kW 24V d.c.<br>2 Directional propellers , & 2 aft<br>10kn |
| **SHANTA SHIBANI**<br>ex Aegis Kingdom-79<br>**Hede Navigation (Pvt.) Ltd.**<br>Bombay<br>India | **15 387**<br>10 752<br>27 417<br>T/cm<br>34,4 | (AB)<br>**DAMAGED BY FIRE 12/86** | **1971** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (251)<br>182,94 (BB) 22,46 10,351<br>171,69 22,41 14,20<br>P 30,5 F 13,5 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 17,7 19,5 20,8 13,5 19,9 22,4 16,7 ER<br>G.35 902 B.31 641 HeCls. B<br>7 Ha (stl) (9,6 11,9 11,9 8,0 11,9 11,9 9,6 × 11,3) ER<br>14W Der 14(10) | MAN K7Z70/120E<br>Oil 2SA 7Cy. 700 × 1200<br>9 800bhp (7 208kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 256,0t (d.o.) 1 448,0t (hvf)-28,0pd 15kn |
| **SHANTAR**<br>**Dalryba**<br>(Vladivostok)<br>(U.S.S.R.) | T.Mk<br>**2 242**<br>728<br>1 025 | RS | **1972** VEB Volkswerft Stralsund—Stralsund (103)<br>81,97 13,62 5,250<br>73,00 13,61 9,56<br>2 dks | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>B.255 In.530<br>4 Ha (2,4 × 2,4) (1,5 1,5 × 1,5) (1,2 × 1,2)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **SHANTAR**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk)<br>(U.S.S.R.) | *182*<br>*54*<br>57 | RS | **1986** ..............U.S.S.R.<br>29,30 8,60 3,400<br>27,00 - 4,30<br>1 dk | **TM Tug**<br>Fire-fighting | Russkiy 8CHNSP25/34<br>2 Oil 4SA each 8Cy. 250 × 340<br>Russkiy-Diesel Works Leningrad<br>Controllable pitch propeller<br>Controllable pitch propeller |
| **SHANTELLE & NANCY**<br>ex Lady Grace<br>**N & A Fishing Corp.**<br>Providence, RI<br>United States of America | **135**<br>95<br>— | | **1969** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,84<br>3,38 | **M Fishing** | Oil<br>500bhp (368kW)<br>U.S.A.<br>Fuel (d.o.) |
| **SHANTI DOOT**<br>**Seatrans Shipping Co.**<br>Mormugao<br>India | **230**<br>138<br>— | IRS (NV) | **1972** S. K. Dhondy & Co.—Bombay (118)<br>40,04 9,02 2,134<br>2,21<br>1 dk<br>rf nil | **TM Tank Barge**<br>Bunkering Vessel<br>conv Barge — | General Motors<br>2 Vee Oil 2SA each 6Cy. 108 × 127<br>410bhp (302kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 1 24V d.c.<br>Fuel (d.o.) |
| **SHANTINATH No. 5**<br>**Shantilal Khushaldas & Brothers Pvt. Ltd.**<br>Mormugao<br>India | **266**<br>—<br>— | | **1962** Kanagawa Zosen—Kobe (48)<br>2,032<br>44,99 8,21 2,70<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | Kelvin<br>2 Oil 4SA each 6Cy. 165 × 184<br>Bergius Kelvin Co. Glasgow |
| **SHANTINATH No. 6**<br>**Shantilal Khushaldas & Brothers Pvt. Ltd.**<br>Mormugao<br>India | **266**<br>—<br>— | | **1962** Kanagawa Zosen—Kobe (49)<br>2,032<br>44,99 8,21 2,70<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | Mitsubishi<br>2 Oil 4SA each 6Cy. 135 × 160<br>Mitsubishi Nippon Heavy Ind. Tokyo |
| **SHANTINATH No. 7**<br>**Shantilal Khushaldas & Brothers Pvt. Ltd.**<br>Mormugao<br>India | **266**<br>—<br>— | | **1962** Kanagawa Zosen—Kobe (50)<br>2,032<br>44,99 8,21 2,70<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | Kelvin<br>2 Oil 4SA each 6Cy. 165 × 184<br>Bergius Kelvin Co. Glasgow |

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| **6511960** | **SHANTINATH No. 9**<br>**Shantilal Khushaldas & Brothers Pvt. Ltd.**<br>*Mormugao* India | **360**<br>—<br>498 | | **1965** Nagasaki Zosen K.K.—Nagasaki (106)<br>47,81 10,37 2,007<br>44,99 10,30 2,80<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | Kelvin<br>2 Oil 4SA 8Cy.<br>Bergius Kelvin Co. |
| **6511958** | **SHANTINATH No. 10**<br>**Shantilal Khushaldas & Brothers Pvt. Ltd.**<br>*Mormugao* India | **360**<br>—<br>498 | | **1965** Maebata Zosen Tekkosho K.K.—Sasebo (38)<br>47,81 10,37 2,007<br>44,99 10,30 2,80<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | Kelvin<br>2 Oil 4SA each 8Cy. 165 × 184<br>Bergius Kelvin Co. |
| **6511946** | **SHANTINATH No. 11**<br>**Shantilal Khushaldas & Brothers Pvt. Ltd.**<br>*Mormugao* India | **360**<br>—<br>498 | | **1965** Nagasaki Zosen K.K.—Nagasaki (107)<br>47,81 10,37 2,007<br>44,99 10,30 2,80<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | Kelvin<br>2 Oil 4SA each 8Cy. 165 × 184<br>Bergius Kelvin Co. |
| **6522658** | **SHANTINATH No. 12**<br>**Shantilal Khushaldas & Brothers Pvt. Ltd.**<br>*Mormugao* India | **360**<br>193<br>498 | | **1965** Fukae Zosen K.K.—Ogaki (94)<br>48,42 10,32 2,001<br>45,01 10,30 2,80 | **TM General Cargo Barge**<br>Mchy.aft | Kelvin<br>2 Oil 4SA each 8Cy. 165 × 184<br>Bergius Kelvin Co. Ltd. |
| **7419561**<br>*HP4808*<br>17655-88<br>Esd Rdr Rt | **SHANTOU**<br>ex Otone Maru-87<br>**T.K. Maritime S.A.**<br>South China Towing Co. Ltd.<br>Panama Panama | **256**<br>87<br>— | BV | **1974** Kanagawa Zosen—Kobe (143)<br>9,22 3,175<br>29,49 9,20 4,20<br>1 dk<br>RW | **TM Tug**<br>Mchy.aft | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **8615772**<br>*JK4643*<br>129515 | **SHANTY**<br>**Imayoshi Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **199**<br>—<br>692 | | **1987** K.K. Matsuura Zosensho—Kinoe (335)<br>57,36 9,43 3,252<br>53,01 9,40 5,52<br>2dks | **M General Cargo**<br>1 Ho ER<br>G.1 301 B.1 272<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 440 with clutches,<br>couplings & sr reverse geared to sc<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd. |
| **7705611**<br>*HP6367*<br>21023-PEXT<br>Rdr Rt | **SHANWEI**<br>ex Akagi Maru-91<br>**T.K. Maritime S.A.**<br>South China Towing Co. Ltd.<br>Panama Panama | **261**<br>—<br>— | | **1977** Kanagawa Zosen—Kobe (175)<br>3,101<br>29,01 9,21 4,22<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **8426535**<br>*BRSK*<br>Df Esd Pfd<br>Rdr Rt | **SHAO YAO**<br>ex Hong Wei 11-83<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **2 671**<br>1 664<br>669 | | **1979** Wenchong Shipyard—Huangpu/Whampoa<br>94,34 3,501<br>83,00 13,80 7,50<br>2 dks | **M General Cargo**<br>—bth P<br>2 Ho<br>2 Ha (stl) (6,5 4,5 × 4,4)<br>2W Der 2(1,5) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>2 340bhp (1 721kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 200kW 400V 50Hz a.c. |
| **7223302**<br>*WYZ7448*<br>539543 | **SHAPACY**<br>**Erwin W. Blocker, Trustee**<br>San Diego, Ca United States of America | **199**<br>81<br>— | | **1972** Campbell Industries—San Diego, Ca (85)<br>*27,47* 7,62<br>2,77 | **M Fish Carrier** | General Motors<br>Oil geared to sc shaft<br>725bhp (533kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| **8814184** | **SHAPINSAY**<br>**Orkney Islands Council**<br>Orkney Islands Shipping Co. Ltd.<br>Kirkwall United Kingdom | **199**<br>61<br>70<br>T/cm<br>2,1 | | **1989** Yorkshire D.D. Co. Ltd.—Hull (321)<br>30,21<br>... ... ...<br>1 dk | **TM RoRo Cargo/Ferry/ Landing Craft**<br>91dk P | Penta<br>2 Oil 4SA each 6Cy. 130 × 150 dr<br>shafts<br>560kW (761bhp)<br>A/B Volvo-Penta<br>Gen 2 × 50kW 440V 50Hz a.c.<br>Directional thrust propellers fwd<br>Fuel 10,6t (d.o.)-1,6pd |
| **7007241**<br>*ELJE8*<br>8503<br>Df Esd Gc<br>Pfd<br>AMVER | **SHAPLAEVERETT**<br>ex Nile-89 ex Corinto Maru-83<br>ex Bangluang<br>**Everett-Orient Line Inc.**<br>Monrovia Liberia | **7 243**<br>4 079<br>11 371 | NK | **1970** Mitsui SB. & Eng. Co. Ltd.—Tamano (873)<br>155,71 (BB) 21,85 9,021<br>145,01 21,80 10,60<br>2 dks, pt 3rd dk | **M General Cargo**<br>5 Ho<br>G.21 539 B.20 005<br>5 Ha (stl) (7,1 × 6,0) (13,5 × 8,0) (19,2 13,5 × 10,2) (10,5 × 7,0)<br>Cr 1(20) 1(15) 2(10,5) 1(10) Der 1(80) 2(20) 4(6) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>8 827kW (12 000bhp)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 640,0t-38,5pd |
| **8131714**<br>*UNAC*<br>M-31356<br>Df Esd Gc<br>Rdr RTv | **SHAPOSHNIKOVO**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1981** VEB Volkswerft Stralsund—Stralsund (529)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L.<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) |
| **7829302**<br>*EI2533*<br>401957<br>D 629<br>Rt | **SHARABAUN**<br>**John Murphy**<br>Dublin Irish Republic | **112**<br>56<br>— | | **1979** ............Malahide<br>... ... ...<br>24,24 7,01 3,15<br>1 dk | **Wood M Fishing** | Grenaa<br>Oil 6Cy. 240 × 300<br>810bhp (596kW)<br>Grenaa Motorfabrik, A/S |
| **6424375**<br>*HQQZ*<br>Df Esd Gc<br>Rdr RTm/v | **SHARAF EL DIN**<br>ex Al Amal-91 ex Maro-89<br>ex Sea Struggler-84 ex Elpirea-78<br>ex Zebras Success-78<br>ex Fredenhagen-76<br>**Opal Shipping Co.**<br>General Trading & Shipping<br>San Lorenzo Honduras | **1 589**<br>888<br>3 107 | GL (HR) | **1964** Luebecker Flender-Werke AG.—Luebeck (549)<br>81,23 12,83 5,865<br>76,51 12,81 7,07<br>P 14,4 F 7,4 2 dks<br>rf 102 len 68 | **M General Cargo**<br>Ice strengthened<br>2 Ho 19,8 20,4 ER<br>G.4 015 B.3 723<br>2 Ha ER<br>Cr 1(4) 1(3) Der 2(5-10) | MAN<br>Oil 4SA 8Cy. 400 × 600<br>1 850bhp (1 361kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 128kW 220V d.c.<br>Fuel 182,0t |
| **8131738**<br>*UNAL*<br>M-31359<br>Df Esd Gc<br>Rdr RTv | **SHARAPOVO**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1981** VEB Volkswerft Stralsund—Stralsund (531)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L.<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) |
| **7531216**<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SHARDA M**<br>ex Continental Carrier-91 ex Gem-82<br>**The Great Eastern Shipping Co. London Ltd.**<br>United Kingdom<br>SatCom: 1241367/ELSU | **14 925**<br>9 884<br>26 450<br>T/cm<br>34,0 | AB | **1977** Kasado Dock Co. Ltd.—Kudamatsu (294)<br>172,04 (BB) 22,92 10,345<br>162,01 22,86 14,41<br>P 28,1 F 11,0 1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.31 644<br>6 Ha (stl) (9,6 12,8 12,8 12,8 12,8 11,2 × 11,9) ER<br>Cr 5(15) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 440kW |
| **8624371** | **SHARI**<br>**Petroleum Development Oman LLC**<br>Mina Qaboos Oman | **34**<br>—<br>— | ✠**100A1** SS 8/90<br>launch extended protected waters service from the port of Mina Al Fahal<br>**LMC**<br>EL 110,0/12,0<br>FN 128 | **1973** Holland Launch B.V.—Zaandam (587)<br>18,14 5,57 1,961<br>16,57 5,40 2,32<br>1 dk<br>rf - | **TM Launch** | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 with<br>flexible couplings & sr reverse<br>shafts<br>506bhp (372kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 10kW 450V 50Hz a.c. |

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| **SHARIF**<br>ex Jiddah 2-81<br>**Prince Offshore Ltd.**<br>Sharjah<br>United Arab Emirates | **327**<br>81<br>— | (AB) | **1976** K.K. Imai Seisakusho—Iwagi (163)<br>9,22 3,601<br>34,22 9,20 3,92<br>F 14,1 1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 96kW a.c. 1 × 24kW a.c.<br>11kn |
| **SHARIYAHA**<br>**Mohamed Bin Masaood & Sons**<br>Abu Dhabi<br>United Arab Emirates | **145**<br>61<br>170 | BV (AB) | **1981** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS551)<br>25,00 8,51 1,601<br>24,01 8,21 2,37<br>P 2,2 1 dk<br>rf 152 | **TM Landing Craft**<br>Bow ramp<br>Mchy.aft | Penta<br>2 Oil 4SA each 6Cy. 105 × 130 reverse reduction geared to sc. shafts<br>312bhp (229kW)<br>A/B Volvo-Penta Sweden<br>Gen 2 × 12kW<br>6kn |
| **SHARK**<br>**Arabian Gulf Mechanical Service & Contracting Co. Ltd.**<br>Kuwait<br>Kuwait | **360**<br>100<br>160 | NK | **1972** Towa Zozen K.K.—Shimonoseki (434)<br>33,99 10,01 3,506<br>30,00 10,00 4,50<br>RQD 2,5 1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 310 × 380<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 104kW<br>13,5kn |
| **SHARK**<br>**Guyana Fisheries Ltd.**<br>Georgetown, Demerara<br>Guyana | **108**<br>48<br>98 | | **1983** Bender SB. & Repair Co. Inc.—Mobile, Al (179)<br>2,590<br>21,95 6,10 3,28<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 sr geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 3,25kW 32V d.c.<br>Fuel 43,5t (d.o.)-1,0pd 9,25kn |
| **SHARK II**<br>**Arabian Gulf Mechanical Service & Contracting Co. Ltd.**<br>Kuwait<br>Kuwait | **478**<br>164<br>— | (AB) | **1980** Shikoku Dockyard Co. Ltd.—Takamatsu (807)<br>3,710<br>37,01 10,01 4,73<br>F 14,4 1 dk<br>rf 500 | **TM Tug** | Yanmar 8ZL-UT<br>2 Oil 4SA each 8Cy. 280 × 340 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 2 × 160kW a.c.<br>13kn |
| **SHARK VII**<br>ex Irving Shark-90<br>**Atlantic Towing Ltd.**<br>Saint John, N.B.<br>Canada | **1 114**<br>1 105<br>1 880 | **✠100A1** SS 2/90<br>oil tanker<br>oil FP exceeding 60°C<br>Nova Scotia & New Brunswick coastal service and River & Gulf of St. Lawrence service<br>EL (n) 1¼"SQ<br>FN 1137 | **1965-1** Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1069)<br>61,12 15,57<br>59,14 15,24 3,97<br>RFD 4,9 1 dk<br>rf nil | **Tank Barge**<br>4 Ta ER<br>L.(oil) 2 524 | |
| **SHARK 2**<br>**Spring Tours Co.**<br>Egypt | **290**<br>—<br>100 | **100A1**<br>Class contemplated | **1991** Arab Contractors Mrn. Workshops Maasara Shipyard—Cairo (701)<br>3,250<br>26,00 6,60 | **TM Passenger Ship** | Caterpillar 3406TA<br>2 Oil 4SA each 6Cy. 137 × 165 geared to sc. shafts<br>Caterpillar Inc. Peoria, Illinois<br>8kn |
| **SHARK 10**<br>ex Centaur-90<br>**Arabian Gulf Mechanical Service & Contracting Co. Ltd.**<br>Kuwait<br>Kuwait | **428**<br>137<br>— | AB | **1981** Teraoka Shipyard Co. Ltd.—Nandan (197)<br>34,35 3,801<br>34,02 9,52 4,53<br>1 dk<br>rf 246 | **TM Tug**<br>Anchor-handling | Yanmar 6ZL-UT<br>2 Oil 4SA each 8Cy. 280 × 340 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 2 × 125kW a.c. 1 × 52kW a.c.<br>12kn |
| **SHARK-3**<br>**Arabian Gulf Mechanical Service & Contracting Co. Ltd.**<br>Kuwait<br>Kuwait | *217*<br>*65*<br>102 | NK | **1985** Yokohama Yacht Co. Ltd.—Yokohama (837-1)<br>28,00 8,84 2,310 (aft)<br>27,61 8,60 3,20<br>1 dk | **TM Tug**<br>Fire-fighting Tractor | Yanmar<br>2 Oil 4SA each 6Cy. 260 × 330 with clutches, flexible couplings & sr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>2 Directional propellers |
| **SHARK-4**<br>**Arabian Gulf Mechanical Service & Contracting Co. Ltd.**<br>Kuwait<br>Kuwait | *217*<br>*65*<br>101 | NK | **1985** Yokohama Yacht Co. Ltd.—Yokohama (837-2)<br>28,00 8,84 2,310 (aft)<br>27,01 8,60 3,20<br>1 dk | **TM Tug**<br>Fire-fighting Tractor | Yanmar<br>2 Oil 4SA each 6Cy. 260 × 330 with clutches, flexible couplings & sr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>2 Directional propellers |
| **SHARK-6**<br>ex Hokuto Maru-89<br>ex Yakumo Maru-87 ex Taisei Maru-84<br>**Arabian Gulf Mechanical Service & Contracting Co. Ltd.**<br>Kuwait | **298**<br>—<br>82 | NK | **1973** Towa Zozen K.K.—Shimonoseki (441)<br>36,20 9,83 3,837<br>31,50 9,80 4,43<br>1 dk | **TM Tug** | Niigata 8L25BX<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Tokyo |
| **SHARK-8**<br>ex Hercules-89<br>**Arabian Gulf Mechanical Service & Contracting Co. Ltd.**<br>Kuwait | **272**<br>—<br>— | NK | **1975** Matsuura Tekko Zosen—Higashino (250)<br>30,18 9,61 3,756<br>29,00 9,60 4,30<br>1 dk | **TM Tug** | Niigata 8L25BX<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Tokyo |
| **SHARLENE K**<br>**Seamaid Fishing Ltd.**<br>Vancouver, B.C.<br>Canada | **147**<br>86<br>— | | **1966** Benson Bros. SB. Co. (1960) Ltd. —Vancouver, B.C.<br>24,39 6,76<br>6,71 3,28<br>1 dk | **M Fishing**<br>Side Trawler | Oil 2SA 12Cy. 152 × 171<br>525bhp (386kW)<br>Jenbacher Werke A.G. Jenbach<br>11kn |
| **SHARM EL SHEIKH**<br>**The Egyptian Navigation Co. (ENC)**<br>Alexandria<br>Egypt | T.Mk<br>**2 039**<br>876<br>3 133 | GL | **1987** Suez Canal Authority—Port Fuad (173)<br>106,71 5,222<br>100,97 17,51 12,02<br>2 dks | **TM RoRo Cargo**<br>Ice strengthened<br>Stern door & ramp<br>L 15,00 W 8,00<br>Cargo Width 13,00 Clear height 6,00<br>Cars 359<br>Mchy.aft<br>B.11 430<br>TEU 257<br>C.Ho 177/20' (40') C.Dk 80/20' (40') | MaK 9M453AK<br>2 Oil 4SA each 9Cy. 320 × 420 with clutches, flexible couplings & sr geared to sc. shaft<br>6 022bhp (4 430kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 3 × 600kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 131,5t (d.o.) 535,5t (hvf)-28,0pd 17kn |
| **SHARON & ALI MICHELLE**<br>**Sharon & Ali Michelle Inc.**<br>Corpus Christi, Tx<br>United States of America | **100**<br>68<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,27* 6,23<br>2,75<br>1 dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SHARON A**<br>ex Captain Hook ex Tough Tide-79<br>**Svend Asp**<br>United States of America | **194**<br>131<br>— | | **1966** American Marine Corp.—New Orleans, La (964)<br>47,25 11,03 3,172<br>44,56 10,98 3,81<br>1 dk<br>conv Fishing 79 | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SHARON B**<br>**Northeast Towing Inc.**<br>Norfolk, Va<br>United States of America | **134**<br>67 | | **1951** Alexander Shipyards Inc.—New Orleans, La<br>*26,74* 7,62<br>3,28<br>1 dk | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy.<br>General Motors Corp. U.S.A. |
| **SHARON DAWN**<br>**Dominion Diving Ltd.**<br>Halifax, N.S.<br>Canada | **130**<br>58<br>— | | **1957** W. C. McKay & Sons Ltd.—Shelburne, N.S.<br>27,44 6,66<br>26,32 6,61<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Fairbanks, Morse<br>Oil 2SA 8Cy. 133 × 184<br>520bhp (382kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel (d.o.) |

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| **5422435**<br>318922<br>Df Esd Rdr<br>Rt | **SHARON DAWN II**<br>**Dominion Diving Ltd.**<br>Lunenburg, N.S. Canada | **166**<br>65<br>— | | **1963** R. W. Snyder—Dayspring, N.S.<br>*27,31* 7,12<br>27,28 7,04 | **Wood M Fishing**<br>Side-fishing | Fairbanks, Morse<br>Oil 4SA 8Cy. 133 × 184<br>Fairbanks Morse & Co. |
| **7303853**<br>*WYT8035*<br>545118<br>Df Esd Gc<br>Pfd Rdr Rt | **SHARON DEHART**<br>ex Thunder-90 ex David P. Guidry-81<br>**Gulfcoast Transit Co.**<br>Tampa, Fl United States of America | **169**<br>115<br>— | AB | **1973** Main Iron Works Inc.—Houma, La (273)<br>5,335<br>39,22 10,52 5,80<br>F 9,8 1 dk | **TM Tug** | Alco<br>2 Vee Oil 4SA each 16Cy. 229 × 267<br>reduction geared to sc. shafts<br>E made73 reconditioned & fitted83<br>Alco Engine Div. of White Industrial Power Inc.<br>Gen 2 × 137kW<br>Fuel 487,5t (d.o.) |
| **7940247**<br>*WSY8035*<br>602564 | **SHARON KAY**<br>**G. I.V. E. Inc.**<br>Lake Charles, La United States of America | **137**<br>93<br>— | | **1979** ............Pascagoula, Ms<br>*23,78* 7,01<br>3,51<br>1 dk | **Aluminium Alloy M Fishing** | Oil<br>750bhp (552kW) |
| **7611444**<br>561109 | **SHARON KAY**<br>**Charlie Flores Jr.**<br>Galveston, Tx United States of America | **116**<br>79<br>— | | **1974** Superior Fabricators Inc.—Bayou la Batre, Al<br>*20,58*<br>6,72 3,59<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>350bhp (257kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **8037578**<br>*KVS4325*<br>624325<br>Rt | **SHARON LORRAINE**<br>**Sea Pacific Inc.**<br>San Francisco, Ca United States of America | **195**<br>132<br>— | | **1980** James K. Walker Marine Inc.—Pascagoula, Ms.<br>*29,91* 9,15<br>3,71<br>1 dk | **M Fishing**<br>Shellfish | Cummins<br>Oil<br>1 400bhp (1 030kW)<br>Cummins Engine Co. Inc. |
| **8410110**<br>*GDZJ*<br>BCK 20<br>Esd Pfd Rdr<br>RTh/v | **SHARON LOUISE**<br>**Peter D. Simpson & others**<br>Richard Irvin & Sons Ltd.<br>Buckie United Kingdom | **157**<br>—<br>— | | **1985** Johs. Kristensen Skibsbyggeri A/S—Hvide Sand (174)<br>25,91 7,45<br>23,02 7,36 3,92<br>1 dk | **M Fishing**<br>Side-fishing Seiner<br>In.180 | Callesen<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S<br>Controllable pitch propeller |
| **6601961**<br>320799 | **SHARON MICHELE**<br>**Chetwynd Fisheries Ltd.**<br>Halifax, N.S. Canada | **107**<br>39<br>— | | **1965** Mclean's SB. Ltd.—Lunenburg, N.S.<br>*27,62* 6,86<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Cummins<br>Oil 12Cy. 140 × 152<br>Cummins Engine Co. Inc. |
| **5374327**<br>*WB4057*<br>250003<br>DfRTm | **SHARON P.**<br>ex Ernest Perdue-79 ex Ursa-73<br>ex ST 754<br>**South Puerto Rico Towing & Boat Service Inc.**<br>San Juan Puerto Rico (U.S.A.) | **146**<br>99<br>— | (AB) | **1944** Continental SB.—Brooklyn, NY (3)<br>26,34 7,32 2,401<br>24,67 7,01 3,15<br>1 dk<br>BK 76 | **M Tug** | General Motors<br>Oil 2SA 12Cy. 216 × 254<br>E made44 refitted51<br>General Motors Corp.<br>Gen 2 × 30kW 125V d.c.<br>Fuel 51,0t (d.o.) |
| **7005401**<br>HG-46<br>Rdr Rt | **SHARONA**<br>ex Boone 2-83 ex Kiire Maru No. 3-82<br>**The Israel Electric Corp. Ltd.**<br>Hadera Israel | **270**<br>106<br>— | AB | **1969** Towa Zosen K.K.—Shimonoseki (379)<br>31,70 9,53 3,150<br>28,00 9,50 4,32<br>1 dk<br>rf 500 | **TM Tug** | Fuji<br>2 Vee Oil 4SA each 12Cy. 275 × 320<br>sc. shafts<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 40kW 225V a.c.<br>2 Controllable pitch propellers<br>Fuel 44,5t (d.o.)-13,5pd |
| **7342782**<br>*2FYB*<br>186775<br>INS 274<br>Esd Pfd Rdr<br>Rt | **SHARONA**<br>ex Budding Rose-80<br>**The Don Fishing Co. (Peterhead) Ltd. & R. J. Gordon**<br>The Don Fishing Co. (Peterhead) Ltd.<br>Inverness United Kingdom | **114**<br>40<br>— | ✠Classed LR until 22/1/82 | **1974**-11 J. Lewis & Sons Ltd.—Aberdeen (389)<br>6,79<br>23,50 6,71 3,36<br>F 4,0<br>rf 1067 BK 152 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Blackstone<br>Oil 4SA 6Cy. 222 × 292 reverse reduction to sc. shaft<br>636bhp (468kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 35kW 415V 50Hz a.c. |
| **8307935**<br>*LADE4*<br>N-00838<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SHARPNES**<br>**Comboship International S.A.**<br>Jebsen Ship Management (Bergen) A/S<br>Bergen Norway (NIS)<br>SatCom: 1311521/LADE | *18 977*<br>*9 296*<br>29 402 | NV (NK) | **1985** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1121)<br>170,01 (BB) 27,54 10,016<br>162,01 27,51 14,20<br>F 15,0 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.36 208 B.36 035<br>TEU 514 C. 514/20' (40')<br>6 Ha (stl) (9,6 × 14,0) (19,2 19,2 19,2 × 23,0) (19,2 10,4 × 14,0) ER<br>Cr 3(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>5 517kW (7 500bhp)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 218,0t (d.o.) 1 112,0t (hvf)-21,5pd |
| **7941265**<br>*UGWW*<br>M-37758<br>Df Esd Gc<br>Rdr RTv | **SHATALOVO**<br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1980** ............U.S.S.R.<br>54,82 9,96 4,114<br>5,06<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.414<br>3 Ha (each 1,5 × 1,6)<br>Der 2(1,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7329871**<br>*HNSR*<br>Df Esd Gc<br>Rdr Rt | **SHATT AL BASRAH**<br>ex Granter-75<br>**Government of The Republic of Iraq (Ministry of Agriculture & Agrarian Reform- State Fisheries Co.)**<br>Basrah Iraq | **647**<br>210<br>404 | (RS) | **1973** Leninskaya Kuznitsa—Kiyev (Kiev)<br>54,79 9,99 4,680<br>49,41 9,81 5,01<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **6700078**<br>*UVLX*<br>M-27900<br>Df Esd Gc<br>Rdr Rt | **SHATURA**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 531**<br>2 383<br>6 637 | RS | **1966** Stocznia Gdanska im. Lenina—Gdansk (B45/48)<br>123,83 16,74 7,241<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 21,4 20,8 ER 20,8 19,2<br>B.7 137<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(60) 1(15) 8(5) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>H. Cegielski<br>Gen 2 × 200kW 1 × 80kW 400V<br>Fuel 85,5t (d.o.) 478,0t (hvf) |
| **5144899**<br>*GBXU*<br>301298<br>Df Esd Rdr<br>Rt | **SHAULA**<br>ex Mister Cornishman-90<br>ex Hazelgarth-89<br>**North Sea Tugs Ltd.**<br>Liverpool United Kingdom | **230**<br>0<br>406 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL (d)<br>FN 370 | **1959**-5 P. K. Harris & Sons Ltd.—Appledore (111)<br>32,01 8,67 4,268 (aft)<br>29,57 8,23 4,27<br>1 dk<br>rf 457 BK 51 | **M Tug** | Ruston<br>2 Oil 4SA each 7Cy. 318 × 381 with couplings & sr reverse geared to sc. shaft<br>Ruston & Hornsby Ltd.<br>Fuel 40,5t |
| **6926256**<br>*3EWA6*<br>18766-PEXT<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SHAULA S**<br>ex Pro Arctica-88 ex Roberto-88<br>ex Paula Howaldt Russ-79<br>ex Paula Howaldt-74<br>**Compania Naviera Shaula S.A.**<br>Mediterranean Shipping Co. S.A.<br>Panama Panama | *9 432*<br>*6 225*<br>15 180 | GL | **1969** Bremer Vulkan A.G.—Bremen-Vegesack (953)<br>139,50 (BB) 21,04 9,159<br>132,01 21,01 12,30<br>B 27,2 F 12,2 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 30,0 8,9 19,5 19,5 ER<br>G.21 660 B.19 061<br>5 Ha (stl) (10,5 × 8,0) (29,2 12,7 29,2 12,7 × 10,5) ER<br>10W Der 1(60) 1(25) 10(10) | *MAN<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Bremer Vulkan A.G.<br>Gen 3 × 320kW 450V a.c.<br>Fuel 993,5t |
| **7826908**<br>*WYN6268*<br>567629<br>Rdr Rt | **SHAVER**<br>ex John F-81 ex Capt. Miller-77<br>**Shaver Transportation Co.**<br>Portland, Or United States of America | **183**<br>156<br>— | | **1975** Halter Marine Services, Inc.—Pierre Part, La (468)<br>... ... ...<br>31,09 9,15 4,25<br>1 dk | **TM Tug** | 2 Oil<br>............ |

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| **SHAWNEE**<br>ex Cheyenne-85 ex Saggat-78<br>**Chang Bai Shan Shipping Co. Ltd.**<br>Orient Ship Management Ltd.<br>Hong Kong<br>Hong Kong (British) | **68 777**<br>47 207<br>122 171<br>T/cm<br>96,7 | AB (NV) | **1977** Thyssen Nordseewerke G.m.b.H.—Emden (455)<br>273,26 (BB) 39,04 16,517<br>258,07 39,01 23,55<br>1 dk<br>rf nil Bow/CM 133 Diam. 0,508 MH 1,5 | **M Ore/Bulk/Oil Carrier**<br>IGS DB<br>9 Ho/Ta 20,7 21,6 21,6 21,6 21,6 21,6 21,6 21,6 21,6 21,6 ER<br>G.135 624 L.(oil) 136 050 HeCls. B<br>9 Ha (13,4 × 14,4) (13,4 13,4 13,4 13,4 13,4 13,4 13,4 13,4 × 17,4) ER<br>4 Cargo pumps total 7 900T/hr | B&W 7K90GF<br>Oil 2SA 7Cy. 900 × 1800<br>21 700bhp (15 962kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>Gen 1 × 1300kW 2 × 816kW 1 × 600kW 440V 60Hz a.c.<br>Fuel 490,5t (d.o.) 6 456,0t (hvf)-84,5pd 15,75kn |
| **SHAWNEE**<br>**Graham Boats Inc.**<br>Biloxi, Ms<br>United States of America | **133**<br>90<br>— | | **1968** Graham Boats Inc.—Pascagoula, Ms<br>*21,71* 6,46<br>3,66 | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| **SHAYDUROVO**<br>**Yugryba**<br>(Ilyichyovsk)<br>(U.S.S.R.) | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1981** VEB Volkswerft Stralsund—Stralsund (530)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L. 8ND272<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>16,25kn |
| **SHAZA**<br>ex Southern Enterprise-67<br>**Jiwan Jeraj & Sons Ltd.**<br>Dar es Salaam<br>Tanzania | **239**<br>86<br>265 | ✠Classed LR until 11/63 | **1927**-3 Boele's Schps. & Mchf. N.V.—Bolnes (157)<br>39,32 7,37 2,483<br>36,58 7,32 2,75<br>RQD 11,3 1 dk<br>RW rf nil | **M Tanker**<br>6 Ta ER<br>L.(oil) 310<br>Der 1(0,5) | National Gas<br>Oil 4SA 6Cy. 254 × 330 sr geared to sc. shaft E made43 fitted59<br>National Gas & Oil Eng. Co. Ashton-under-Lyne<br>Gen 1 × 15kW 1 × 10kW 110V d.c.<br>Fuel 36,5t (d.o.)-1,5pd 6,5kn |
| **SHCHAPINO**<br>**Dalryba**<br>(Nevelsk)<br>(U.S.S.R.) | **163**<br>39<br>88 | RS | **1973** .............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (stl) (1,6 × 1,3)<br>Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| **SHE GANG TUO 2**<br>ex Ruby T-88 ex Kaiho Maru-87<br>**Shekou Industrial Zone Harbour Service Co.**<br>Shekou<br>China | **282**<br>104<br>— | | **1972** Ishikawajima Ship & Chemical Plant Co.—Tokyo (431)<br>32,83 9,53 3,280<br>26,50 9,50 4,30<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **SHE SHAN**<br>ex Pitsa T-90 ex Nibal-85 ex Peter-80<br>ex Sailor-76 ex Good Commander-76<br>ex Terushima Maru-74<br>**Shanghai Haihua Shipping Co.**<br>Shanghai<br>China | **2 994**<br>1 899<br>5 835 | ZC (BV) | **1971** Imabari Zosen—Imabari (264)<br>101,96 16,34 6,530<br>95,99 16,29 8,16<br>P 19,9 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 490 B.7 213<br>2 Ha (stl) (27,1 27,8 × 8,3) ER<br>Der 4(15) | Hanshin 6LU54<br>Oil 4SA 6Cy. 540 × 860<br>3 310kW (4 500bhp)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 132kW 450V a.c.<br>Fuel 537,5t 13,1kn |
| **SHEANNE**<br>**Teddy O'Shea**<br>Sligo<br>Irish Republic | **482**<br>307<br>650 | ✠**100A1** SS 8/88<br>fishing vessel<br>✠**LMC**<br>EL I 330,0/24,0U2<br>FN 780 | **1980**-9 Sterkoder M/V A/S—Kristiansund N. (87)<br>53,29 (BB) 9,53 5,801<br>46,82 9,50 7,14<br>F 9,2 2 dks<br>rf 1194 BK 127 len 85 | **M Fishing**<br>Stern Trawler Seiner<br>Mchy.aft | MaK 6M453AK<br>Oil 4SA 6Cy. 320 × 420 sr geared to sc. shaft<br>2 100bhp (1 545kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 248kW 1 × 160kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>13kn |
| **SHEARWATER**<br>**Yashima Marine (Liberia) Co. Ltd.**<br>Panama<br>Panama | *36 308*<br>*18 387*<br>46 036 | NK | **1986** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (1035)<br>203,99 (BB) 32,24 10,767<br>196,02 32,21 17,40<br>P 16,8 | **M Wood-chip Carrier**<br>6 Ho ER<br>G.88 667<br>6 Ha (stl) ER<br>Cr 3(12,5) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>5 362kW (7 290bhp)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>13,8kn |
| **SHEARWATER**<br>**Zapata Haynie Corp.**<br>New York, NY<br>United States of America | **607**<br>446<br>— | | **1944** .............Stockton, Ca<br>*50,66* 9,78<br>3,54<br>1 dk | **M Fishing** | Oil<br>1 060bhp (780kW)<br>U.S.A. |
| **SHEARWATER**<br>**Government of The United Kingdom (Department of Agriculture & Fisheries for Scotland)**<br>Leith<br>United Kingdom | **342**<br>124<br>305 | | **1968** Hall, Russell & Co. Ltd.—Aberdeen (939)<br>36,56 9,12 2,591<br>34,14 9,00 3,05<br>1 dk | **TM Dredger**<br>Mchy.aft | Kelvin<br>2 Oil 4SA each 6Cy. 165 × 184<br>360bhp (265kW)<br>Bergius Kelvin Co. Ltd. Glasgow<br>9kn |
| **SHEARWATER**<br>ex Guiding Light<br>**Shearwater of Panama City Inc.**<br>New Orleans, La<br>United States of America | **172**<br>117<br>— | | **1979** Master Boat Builders, Inc.—Bayou la Batre, Al<br>*26,89* 7,47<br>7,32 3,51<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | Oil<br>700bhp (515kW)<br>U.S.A. |
| **SHEARWATER BAY**<br>ex Zwartkops-79<br>**CDM (Pty.) Ltd.**<br>De Beers Marine (Pty.) Ltd.<br>Cape Town/ Kaapstad<br>South Africa | **2 017**<br>1 507<br>912 | GL | **1964** Fr. Luerssen Werft G.m.b.H. & Co.—Bremen-Vegesack (13328)<br>83,19 12,91 3,601/5,398<br>75,04 12,83 7,29<br>2 dks<br>conv Vehicles General Cargo 85 | **M Dredger**<br>Suction<br>Bow door/ramp Ice strengthened<br>G.4 789 B.4 388<br>2 Ha ER<br>Cr 4(-) | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580<br>1 900bhp (1 398kW)<br>Kloeckner Humboldt Deutz Koeln<br>13,5kn |
| **SHEBUNINO**<br>**Dalryba**<br>(Nevelsk)<br>(U.S.S.R.) | *738*<br>*221*<br>338 | RS | **1986** .............U.S.S.R.<br>53,74 10,71 4,400<br>47,92 - 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>971kW (1 320bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 300kW a.c. 3 × 160kW a.c. 2 × 135kW a.c.<br>Controllable pitch propeller |
| **SHED**<br>**Zapryba**<br>(Kaliningrad)<br>(U.S.S.R.) | **744**<br>213<br>332 | RS | **1981** .............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| **SHEDAR**<br>**Yugryba**<br>(Kerch)<br>(U.S.S.R.) | **1 920**<br>603<br>850 | (RS) | **1965** VEB Volkswerft Stralsund—Stralsund (7046)<br>79,81 13,24 5,201<br>71,02 13,16 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.87 In.952<br>5 Ha (0,9 0,9 × 0,9) (1,3 1,3 × 1,6) (2,3 × 3,5)<br>2W Der 2(1,5) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 660bhp (1 221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 270kW 220V d.c.<br>Controllable pitch propeller<br>12kn |

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| 7601346<br>*SULU*<br>Rt | **SHEDEED**<br>**Government of The Arab Republic of Egypt (Ministry of War - Port & Lighthouse Administration)**<br>Suez Egypt | **200**<br>—<br>— | (AB) | **1984** Egyptian SB. & Repairs Co.—Alexandria (6/80)<br>36,00 9,00<br>29,01 8,51 4,65<br>1 dk | **M Tug**<br>Salvage | MWM<br>2 Oil 4SA each 8Cy. 230 × 270<br>Motorenw. Mannheim A.G. (MWM) |
| 7733759 | **SHEDUVA** | **187**<br>48<br>80 | (RS) | **1978** ............U.S.S.R.<br>31,63 7,32 2,899<br>3,51<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (stl) (1,4 × 1,4)<br>1W Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| 7011204<br>*ELJS8*<br>8615<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SHEEBA**<br>ex Maggie-89 ex Esplanade-89<br>ex Katerina E-87 ex Westocean-80<br>ex Vestland<br>**Sea Polar Inc.**<br>Monrovia Liberia | **13 061**<br>10 087<br>22 920<br>T/cm<br>33,5 | AB BV (NV) | **1970** Haugesund M/V A/S—Haugesund (36)<br>162,85 (BB) 22,92 10,186<br>153,90 22,86 14,05<br>P 25,6 F 11,6 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 20,5 24,4 24,4 24,4 22,9 ER<br>G.29 835 B.29 130 HeCls. B<br>TEU 576<br>C. Ho 376/20' (40') C. Dk 200/20' (40')<br>5 Ha (stl) (14,0 18,9 18,9 18,9 18,9 × 15,4) ER<br>Cr 1(18) 2(12) 1(10) | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 460<br>sc. shaft<br>8 626kW (11 727bhp)<br>Lindholmens Varv. A/B<br>Gen 1 × 736kW 2 × 550kW 440V 60Hz<br>Controllable pitch propeller<br>Fuel 231,5t (d.o.) 1 887,0t (hvf)-32,5pd |
| 8719530<br>916288 | **SHEENA LYNN**<br>**Bon Secour Boats Inc.**<br>New Orleans, La United States of America | **137**<br>110<br>— | | **1987** Horton Boats Inc.—Bayou la Batre, Al<br>23,78 -<br>- 6,70 3,65<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Oil<br>............ |
| 8508137<br>Rdr Rt | **SHEENA MAC II**<br>**Bob McNab**<br>Honduras | **106**<br>72<br>— | | **1985** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,86<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159 geared to sc.<br>Cummins Diesel International Ltd. |
| 8109369<br>*VTFD*<br>1942<br>Df Esd Rdr<br>Rt | **SHEETAL**<br>**Uni General**<br>Unimarine Private Ltd.<br>Bombay India | **115**<br>38<br>81 | ✠100A1 SS 1/87<br>trawler<br>✠LMC<br>EL 25,0/16,0U2<br>FN 212 | **1982**-2 Scheepsw. "De Hoop" B.V.—Hardinxveld (763)<br>23,68 6,58 2,909<br>21,24 6,51 3,43<br>1 dk<br>rf 686 BK 76 | **M Fishing**<br>Stern Trawler Ref<br>In.70 | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 with clutche<br>couplings & sr reverse geared to sc<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 12kW 380V 50Hz a.c. |
| 7225403<br>Rt | **SHEGAYA**<br>**Government of The State of Kuwait (Ministry of Interior)**<br>Kuwait Kuwait | **215**<br>77<br>250 | ✠Classed LR until 9/75 | **1972**-9 Yokohama Zosen—Chiba (1341)<br>38,21 7,70 2,013<br>35,01 7,50 2,52<br>RQD 11,6 F 3,7 1 dk<br>rf 1219 | **M Tanker**<br>Water<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 reverse redu<br>geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 24kW 240V 50Hz a.c. |
| 7623758<br>*BYJV*<br>5468<br>Df Esd Gc<br>Rdr | **SHEH HENG No. 1**<br>**Sheh Heng Marine Products Co. Ltd.**<br>Kaohsiung China* | **359**<br>189<br>— | | **1975** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>43,74 7,60 3,036<br>38,61 7,50 3,36<br>P 22,3 F 4,9 1 dk | **M Fishing**<br>3 Ho 7,0 6,4 10,2 ER<br>4 Ha (stl) (1,3 1,3 × 1,3) (1,3 1,3 × 1,0) ER | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 200kW 1 × 176kW 220V a.c. |
| 6828583<br>*BVMD*<br>Df Esd Gc<br>Rdr Rt | **SHEH HONG No. 7**<br>ex Eastuna-69<br>**Sheh Hong Fishery Co. Ltd.**<br>Kaohsiung China* | **289**<br>151<br>98 | | **1968** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>40,19 7,37 2,845<br>35,01 7,09 3,20<br>P 19,9 F 7,4 1 dk | **M Fishing**<br>Stern Trawler<br>3 Ho 9,5 6,2 6,2 ER<br>In.240<br>3 Ha (1,9 × 1,6) (1,3 1,3 × 0,9) ER<br>2W Der 2(1) | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 64kW 230V a.c. |
| 7110842<br>*BVAS*<br>Df Esd Gc<br>Rdr Rt | **SHEH HONG No. 11**<br>**Sheh Hong Fishery Co. Ltd.**<br>Kaohsiung China* | **269**<br>189<br>— | | **1972** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>39,22 6,94 2,750<br>33,99 6,91 3,15<br>P 19,2 F 4,3 1 dk | **M Fishing**<br>Stern Trawler Ref<br>3 Ho 7,0 5,0 8,9 ER<br>In.255<br>4 Ha (1,0 1,0 1,2 1,2 × 1,0) ER<br>Der 1(1) | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 80kW 230V a.c. |
| 7613557<br>*BYJU*<br>5376<br>Df Gc Rdr | **SHEH YING No. 3**<br>**Sheh Ying Marine Products Co. Ltd.**<br>Kaohsiung China* | **359**<br>189<br>— | | **1974** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>43,59 7,57 3,041<br>38,61 7,50 3,36<br>P 22,0 F 4,9 1 dk | **M Fishing**<br>Ref<br>3 Ho 7,0 6,4 10,2 ER<br>In.384<br>4 Ha (1,3 × 1,3) (1,3 1,3 × 1,0) (1,3 × 1,3) ER | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 200kW 1 × 176kW 240V |
| 7738046<br>*CNCF*<br>Gc Rdr Rt | **SHEHERAZADE**<br>ex Kometa-37-73<br>**Transports Touristiques Intercontinentaux S.A. (TRANSTOUR)**<br>Tangier Morocco | **136**<br>88<br>46 | (BV) (GL) (RS) | **1972** Feodosiya Shipyard—Feodosiya (S-37)<br>35,11 11,00 3,601<br>30,00 6,00 1,81<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>116dk P | 2 Vee Oil 4SA each 12Cy. 180 × 200<br>1 800bhp (1 324kW)<br>Zvyezda Works |
| 5274278<br>*5B7023*<br>Esd Pfd Rdr<br>RTm | **SHEHNAZ**<br>ex Marmara I-91 ex Souad-79<br>ex Stavros H-77 ex Concord-71<br>ex Maria II-69 ex Pentland Firth-67<br>Turkey | **494**<br>263<br>787 | ✠Classed LR until 27/7/79 | **1955**-3 N.V. Bodewes Schps.—Martenshoek (412)<br>53,80 8,74 4,268<br>49,99 8,69 3,74<br>P 13,2 F 8,9 1 dk<br>RW rf 76 | **M General Cargo**<br>1 Ho 31,7comb. ER<br>G.1 106 B.1 034<br>2 Ha (11,5 12,1 × 5,1) ER<br>2W Der 2(2) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>500bhp (368kW)<br>N.V. Werkspoor<br>Gen 1 × 10kW 110V d.c.<br>Fuel 30,5t (d.o.) |
| 5335618<br>Rt | **SHEIKH ABDULAZIZ**<br>ex Southern Seas-65 ex Le Leonard-55<br>ex Maryguette-52 ex Rheinland-47<br>**Societa Armatoriale Somala**<br>Somali Republic | **248**<br>186<br>295 | | **1934** Meidericher Schiffswerft—Duisburg<br>37,98 6,53 2,744<br>6,48<br>P 8,9 F 4,9 1 dk<br>R | **M General Cargo**<br>1 Ho 23,0 ER<br>G.422 B.396<br>1 Ha (17,9 × —) ER<br>2W | Oil 4SA 6Cy. 220 × 330<br>228bhp (168kW) E made45 fitted50<br>Soc. Gen. de Const. Mec. (S.G.C.M.) La<br>Fuel 10,0t |
| 7819254<br>Esd Rdr Rt | **SHEIKH BASHIR**<br>**Government of The Democratic Republic of Somalia**<br>Mogadiscio Somali Republic | **121**<br>62<br>103 | | **1979** Brodogradiliste "Greben"—Vela Luka (809)<br>23,19 7,07 3,571<br>21,21 6,85 3,71<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler Side Trawler Seiner Ref | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 with clutche<br>couplings & sr reverse geared to sc.<br>360bhp (265kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 20kW 231/400V 50Hz a.c. |
| 7049706<br>*WY4090*<br>514589 | **SHEILA C**<br>ex Jean Ann<br>**Harold O. Creech**<br>Brownsville, Tx United States of America | **102**<br>69<br>— | | **1968** Toche Enterprises Inc.—Ocean Springs, Ms<br>*20,88* 6,74<br>3,46 | **M Fishing** | Oil<br>400bhp (294kW)<br>............<br>Fuel (d.o.) |
| 8208062<br>*DFWK*<br>2192<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SHEILA HAMMANN**<br>**Hammann & Prahm Bereederungsges. m.b.H. & Co. KG m.s. "Sheila Hammann"**<br>Wischhafen Federal Republic of Germany | T.Mk<br>**298**<br>153<br>1 113 | GL | **1983** Gebr. Koetter—Haren/Ems (76)<br>74,50 (BB) 9,53 2,880<br>70,52 9,48 4,91<br>P 13,8 F 5,2 2 dks | **M General Cargo**<br>1 Ho 49,8 ER<br>G.1 891 B.1 874<br>1 Ha (stl) (46,0 × 7,3) ER | Deutz<br>Oil 4SA 6Cy. 220 × 280 with flexible<br>sr reverse geared to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz<br>Thw. thrust propeller fwd |

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|---|---|---|---|---|---|
| **SHEILA KAROON**<br>ex Transglen-69 ex Jumana-66<br>**Karoon Co. Ltd.**<br>Khorramshahr Iran | **1 281**<br>727<br>356 | Classed LR until 6/71 | **1944** Alexander Findlay & Co.—Old Kilpatrick<br>68,59 11,94 1,893<br>66,10 11,59 4,27<br>Trunk 14,7 F 10,4 1 dk<br>rf nil conv RoRo Cargo/ Tank Landing Craft 56 | **TM RoRo Cargo**<br>Bow doors<br>1 Ho 42,3 ER<br>3 Ha (21,0 × 7,9) (4,8 4,8 × 2,4) ER<br>Cr 1(20) Der 1(5) 1(3) 1(0,75) | Paxman<br>4 Oil 4SA each 12Cy. 178 × 197 sr geared to sc. shafts<br>1 520bhp (1 118kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 4 × 30kW 220V d.c.<br>Fuel (d.o.) |
| **SHEILA MARIA**<br>ex Cantium-79 ex La Paloma-75<br>ex Spaarneborg-72<br>**Colt Marine Ltd.** | **392**<br>256<br>532 | (BV) | **1957** C. Amels & Zoon Scheepswerf—Makkum (209)<br>48,47 7,98 2,941<br>44,00 7,92 3,20<br>1 dk<br>RW rf 51 | **M General Cargo**<br>1 Ho 29,9 ER<br>G.760 B.713<br>2 Ha (w) (each 11,5 × 4,6) ER | Oil 4SA 8Cy. 127 × 140<br>397bhp (292kW) NE 80<br>Saab-Scania AB Sodertalje<br>Gen 2 × 5kW 110V d.c.<br>Fuel 22,5t (d.o.) 11kn |
| **SHEILA MORAN**<br>**Moran Atlantic Towing Corp.**<br>Moran Towing & Transportation Co. Inc.<br>Wilmington, De United States of America | **295**<br>200<br>— | AB | **1975** McDermott Shipyard—Morgan City, La (212)<br>10,37 4,282<br>36,56 10,32 4,91<br>F 4,3 1 dk | **TM Tug** | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 75kW<br>Fuel 406,5t (d.o.) 12kn |
| **SHEKETEH**<br>**State Fishing Corp.**<br>Takoradi Ghana | **1 296**<br>569<br>1 038 | ✠Classed LR until 2/90 | **1978**-12 Soc. Esercizio Cant.—Viareggio (621)<br>73,21 (BB) 12,02 5,014<br>62,79 12,01 7,90<br>rf 813 | **M Fishing**<br>Stern Trawler Ref<br>Side doors<br>Mchy.aft<br>In.1 221 | Deutz RSBV6M540<br>Oil 4SA 6Cy. 370 × 400 sr geared to sc. shaft<br>2 207kW (3 000bhp)<br>Kloeckner Humboldt Deutz West Germany<br>Gen 3 × 440kW 1 × 64kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>14,5kn |
| **SHEKSNALES**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 731**<br>1 318<br>3 780 | RS | **1964** Hollming Oy—Rauma/Raumo (165)<br>102,27 14,05 6,022<br>93,02 14,00 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,6 14,7 16,0 ER 17,5<br>G.5 171 B.4 769<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 259,0t (hvf) 13,5kn |
| **SHELBY ANN**<br>ex D. E. C. O. X<br>**Hard Bottom Fisheries Inc.**<br>United States of America | **115**<br>84<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>19,77 6,71<br>3,13<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SHELDON LYKES**<br>ex Alster Express-84<br>**Lykes Bros. Steamship Co. Inc.**<br>New Orleans, La United States of America<br>SatCom: 1502333/KRJP | T.Mk<br>**16 375**<br>12 401<br>15 400 | AB (GL) | **1969** Blohm + Voss A.G.—Hamburg (861)<br>201,05 (BB) 24,64 7,892<br>185,17 24,50 14,61<br>B 22,9 F 34,8 2 dks<br>rf nil len 73 | **M Container Ship**<br>Fixed-guides —cbn 4bth P<br>Ice strengthened<br>5 Cell. Ho ER<br>TEU 1104<br>C.Ho 678/20' (40') C.Dk 426/20' (40') incl. 28 ref C.<br>11 Ha (stl) ER<br>16 Wing Ha (stl) ER | MAN K9Z78/155<br>Oil 2SA 9Cy. 780 × 1550<br>15 750bhp (11 585kW)<br>Blohm + Voss A.G. Hamburg<br>Gen 1 × 650kW 2 × 385kW 1 × 290kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 183,0t (d.o.) 2 306,5t (hvf)-53,0pd 18,5kn |
| **SHELF**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *674*<br>*202*<br>561 | RS | **1986** .............U.S.S.R.<br>54,90 9,52 4,470<br>50,27 - 5,17<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>588kW (799bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 150kW a.c. |
| **SHELF**<br>**Government of The Republic of Russia (Ministry of Geology)**<br>(Vladivostok) (U.S.S.R.) | **380**<br>97<br>300 | (RS) | **1970** .............U.S.S.R.<br>54,49 7,95 2,001<br>3,51<br>1 dk | **TM General Cargo**<br>1 Ho<br>B.575<br>2 Ha (stl) (16,5 12,9 × 2,5) | 2 Vee Oil 4SA each 12Cy. 150 × 180<br>U.S.S.R.<br>10kn |
| **SHELF**<br>**Academy of Sciences**<br>(Kaliningrad) (U.S.S.R.) | **166**<br>18<br>38 | RS | **1977** .............U.S.S.R.<br>33,96 7,09 2,591<br>3,69<br>1 dk | **M Research**<br>Ice strengthened<br>Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9kn |
| **SHELF EXPRESS**<br>**Motorschip Shelf Express B.V.**<br>Vroon B.V.<br>Breskens Netherlands | *1 423*<br>*427*<br>1 550 | NV | **1986** Scheeps. Damen B.V.—Bergum (4454)<br>61,32 14,30 4,601<br>56,06 14,01 5,92<br>1 dk | **TM Supply Ship**<br>Deck Cargo Fire-fighting Search & Rescue | Deutz SBV8M628<br>2 Oil 4SA each 8Cy. 240 × 280 with flexible couplings & sr geared to sc. shafts<br>4 300bhp (3 163kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 580kW 1 × 275kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>11kn |
| **SHELF RANGER**<br>**The United Salvage Pty. Ltd.**<br>Australian Offshore Services Pty. Ltd.<br>Fremantle, W.A. Australia<br>SatCom: 1543336/RANG | *1 997*<br>*599*<br>2 060 | NV | **1987** Hudong Shipyard—Shanghai (1172)<br>69,19 (BB) 6,101<br>61,47 15,02 7,01.<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting 4cbn<br>Ice strengthened | Deutz<br>4 Oil 4SA each 9Cy. 240 × 280 sr geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 1400kW 2 × 500kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 841,5t (d.o.)-30,0pd 12kn |
| **SHELF SUPPORTER**<br>**Woodside Offshore Petroleum Pty. Ltd.**<br>Mermaid Sound Port & Marine Services Pty. Ltd.<br>Fremantle, W.A. Australia<br>See Register of Offshore Units | **1 595**<br>619<br>2 050 | NV | **1985** Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A. (222)<br>68,00 17,51 5,865<br>60,00 16,08 6,61<br>2 dks | **TD-E Supply Ship**<br>Deck Cargo Diving Support Fire-fighting 12cbn 12bth P | Pielstick 8PA5L255<br>4 Oil 4SA each 8Cy. 255 × 270 total 7 200bhp (5 296kW) driving 4 gen. each 1 220kW 600V a.c. connected to 2 elec. motors each of 2 040shp (1 501kW) & sr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 1 × 180kW 440V 60Hz a.c.<br>2 Directional propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 2 aft<br>Fuel 654,0t (d.o.) 10kn |
| **SHELIKOF**<br>ex State Hawk<br>**Robert F. Wood**<br>Wilmington, De United States of America | **196**<br>152<br>700 | AB | **1978** Blount Marine Corp.—Warren, RI (217)<br>45,70 10,93 3,083<br>41,92 10,69 3,69<br>F 11,9 1 dk<br>rf 457 | **TM Supply Ship**<br>Deck Cargo Anchor-handling | General Motors 12V-149<br>2 Vee Oil 2SA each 12Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>11kn |
| **SHELL AMERICA**<br>**Shell Offshore Inc.**<br>New Orleans, La United States of America<br>SatCom: 1503502/WFPV<br>Also Sat Comm ID 1503503/WFPV | **3 414**<br>1 329<br>2 577 | AB | **1983** Marinette Marine Corp.—Marinette, Wi (8264)<br>91,45 (BB) 18,29 6,247<br>86,87 17,99 8,54<br>F 42,7 3 dks<br>rf 1339 | **TD-E Research**<br>Geophysical | General Motors 20-645-E7<br>3 Vee Oil 2SA each 20Cy. 230 × 254 total 10 800bhp (7 944kW) driving 4 gen. each 2 600kW connected to 4 elec. motors each of 1 800shp (1 324kW) & sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>15kn |

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| **8511976**<br>*VJJL*<br>852026<br>Esd Rdr Rt | **SHELL COVE**<br>**J. Fenwick & Co. Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | *352*<br>*105*<br>— | **✠100A1**<br>tug<br>**✠LMC** **UMS**<br>EL F 275,0/19,0U2(a)<br>FN 458 | **1986**-9 North Queensland Engineers & Agents Pty. Ltd.—Cairns (128)<br>32,01 10,95 4,271<br>29,42 10,53 5,03<br>1 dk<br>rf 551 | **TM Tug**<br>Tractor | | Niigata<br>2 Oil 4SA each 6Cy. 280 × 320 with<br>flexible couplings & dr geared to<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 90kW 415V 50Hz a.c.<br>2 Directional propellers |
| **6810055**<br>*GYFZ*<br>335716<br>Gc Rdr Rt | **SHELL CRAFTSMAN**<br>ex Ardrossan-79<br>**Shell U.K. Ltd.**<br>Shell U.K. Oil Ltd.<br>London United Kingdom | *1 580*<br>*974*<br>2 257<br>T/cm<br>7,8 | **✠100A1** SS 3/88<br>oil tanker<br>**✠LMC** **UMS**<br>EL M $1\frac{1}{4}$"U2<br>FN 1404 | **1968**-5 Hall, Russell & Co. Ltd.—Aberdeen (937)<br>84,33 12,48 4,668<br>80,01 12,40 5,14<br>P 17,1 Trunk 52,8 F 10,4 1 dk<br>rf 152 Diam. 0,203 len 91 | **M Tanker**<br>13 Ta ER<br>L.(oil) 3 598<br>3 Cargo pumps total 900T/hr | HeCls. C | Alpha<br>Oil 4SA 6Cy. 280 × 320 sr geared to<br>1 170kW (1 591bhp) ✠ E made74<br>B&W Alpha-Diesel A/S<br>db 150lbf/in² (10,4bar)<br>Gen 3 × 180kW 415V 50Hz a.c. |
| **7219088**<br>*GPHK*<br>358523<br>Esd Gc Pfd<br>Rdr Rt | **SHELL DIRECTOR**<br>ex Caernarvon-79<br>**Shell U.K. Ltd.**<br>Shell U.K. Oil Ltd.<br>London United Kingdom | **1 210**<br>574<br>1 933<br>T/cm<br>6,1 | **✠100A1** SS 6/88<br>oil tanker<br>short international voyages<br>**✠LMC** **UMS**<br>EL L $1\frac{13}{16}$"U2<br>FN 1063 | **1972**-7 Appledore Shipbuilders Ltd.—Appledore (A.S.88)<br>66,20 11,51 5,001<br>61,50 11,46 5,82<br>P 19,9 F 8,9 1 dk<br>rf 152 Bow/CM 27 Diam. 0,203 | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 977<br>3 Cargo pumps total 810T/hr | HeCls. C | Polar<br>Vee Oil 4SA 8Cy. 250 × 300 reverse<br>geared to sc. shaft<br>1 200bhp (883kW)<br>British Polar Engines Ltd.<br>AuxB (o.f.) 10,5kgf/cm² (10,3bar)<br>Gen 2 × 120kW 440V 50Hz a.c.<br>Fuel 70,0t (d.o.)-6,5pd |
| **7234258**<br>*GPHP*<br>358762<br>Esd Gc Rdr<br>Rt | **SHELL EXPLORER**<br>ex Dundee-80<br>**Shell U.K. Ltd.**<br>Shell U.K. Oil Ltd.<br>London United Kingdom | **1 586**<br>760<br>2 733 | **✠100A1** SS 9/89<br>oil tanker<br>near Continental trading area & Bilbao<br>**✠LMC** **UMS**<br>EL M $1\frac{5}{16}$"U2<br>FN 1379 | **1972**-12 Appledore Shipbuilders Ltd.—Appledore (A.S.91)<br>78,95 12,58 5,225<br>74,12 12,50 6,10<br>P 18,9 F 11,0 1 dk<br>rf 152 | **M Tanker**<br>10 Ta ER | | Alpha<br>Vee Oil 4SA 14Cy. 225 × 300 sr geared<br>shaft<br>1 890bhp (1 390kW) ✠ E made72<br>refitted6/77<br>Alpha-Diesel A/S<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 2 × 130kW 440V 50Hz a.c.<br>Controllable pitch propeller |
| **7426643**<br>372882<br>Rt | **SHELL HENG FUNG**<br>**The Shell Co. of Hong Kong Ltd.**<br>Hong Kong Hong Kong (British) | **772**<br>471<br>1 162 | **✠100A1** SS 10/88<br>oil tanker<br>Hong Kong Colony waters service<br>**✠LMC**<br>EL (I)G $\frac{13}{16}$"U2<br>FN 830 | **1976**-5 Chung Wah SB. & Eng. Co. Ltd.—Hong Kong (155)<br>54,06 11,89 3,525<br>50,86 11,57 4,73<br>1 dk<br>rf 533 | **TM Tanker**<br>6 Ta ER<br>L.(oil) 8 672 | | M.T.U.<br>2 Oil 4SA each 6Cy. 175 × 205 reverse<br>geared to sc. shafts<br>760bhp (559kW)<br>M.T.U. Friedrichshafen<br>Gen 1 × 10kW 220V 50Hz a.c. |
| **7049196**<br>*WX9276*<br>298792 | **SHELL KEYS**<br>ex Zapata Shell Keys-79 ex Argosy<br>**Zapata Haynie Corp.**<br>Lake Charles, La United States of America | **520**<br>353<br>— | | **1965** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*49,93* 10,11 3,56<br>1 dk | **M Fishing** | | Oil<br>1 530bhp (1 125kW)<br>..............<br>Fuel (d.o.) |
| **7010860**<br>*C4FT*<br>707883<br>Esd Gc Rdr<br>Rt | **SHELL MARINER**<br>ex Bernard Lafitte-86 ex Ferton-80<br>ex Letizia Napoleone-78<br>**Shell Cyprus Shipping Co. Ltd. & Shell Cyprus Trading Co. Ltd.**<br>Limassol Cyprus | **1 463**<br>868<br>2 721 | BV (RI) | **1970** Cant. Nav. Sgorbini—La Spezia (60)<br>81,49 12,53 4,344<br>76,61 12,50 5,01<br>1 dk | **TM Tanker**<br>10 Ta ER<br>L.(oil) 3 389 | | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280<br>1 920bhp (1 412kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 38kW 220V 50Hz a.c.<br>Fuel 112,0t (d.o.)-7,5pd |
| **8013091**<br>*GCCQ*<br>398881<br>Df Esd Gc<br>Rdr RTm/v | **SHELL MARKETER**<br>**Shell U.K. Ltd.**<br>Shell U.K. Oil Ltd.<br>London United Kingdom | **1 599**<br>1 027<br>3 027<br>T/cm<br>8,8 | **✠100A1** SS 7/90<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL Q 440,0/38,0U2<br>FN 1466 | **1981**-11 Clelands SB. Co. Ltd.—Wallsend (355)<br>79,25 13,19 5,530<br>74,71 13,11 6,51<br>P 16,8 F 12,5 1 dk<br>rf 102 Bow/CM 33 Diam. 0,200 | **M Tanker**<br>DB<br>10 Ta ER<br>L.(oil) 3 510<br>5 Cargo pumps total 1 250T/hr | HeCls. CptB | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 with flexible<br>sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Mirrlees Blackstone (Stockport) Ltd.<br>Gen 3 × 230kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 32,0t (d.o.) 69,0t (hvf)-13,0pd |
| **7308085**<br>*WX9033*<br>506813 | **SHELL RIDGE**<br>**Ridge Trawlers Inc.**<br>Biloxi, Ms United States of America | **113**<br>77<br>— | | **1966** Graham Boats Inc.—Pascagoula, Ms<br>*23,11* 6,71 3,41 | **M Fishing** | | Oil<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) |
| **8013118**<br>*GCCN*<br>398882<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **SHELL SEAFARER**<br>**Shell U.K. Ltd.**<br>Shell U.K. Oil Ltd.<br>London United Kingdom | **1 599**<br>1 026<br>3 027<br>T/cm<br>8,8 | **✠100A1** SS 2/90<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL Q 440,0/38,0U2<br>FN 1466 | **1981**-11 Goole SB. & Repairing Co. Ltd.—Goole (599)<br>79,20 13,19 5,515<br>74,71 13,11 6,51<br>P 16,8 F 12,5 1 dk<br>rf 102 Bow/CM 33 Diam. 0,200 | **M Tanker**<br>DB<br>10 Ta ER<br>L.(oil) 3 510<br>5 Cargo pumps total 1 250T/hr | HeCls. CptB | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 with flexible<br>sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Mirrlees Blackstone (Stockport) Ltd.<br>Gen 3 × 230kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 32,0t (d.o.) 69,0t (hvf)-13,0pd |
| **8013106**<br>*GCCP*<br>399010<br>Df Esd Gc<br>Rdr RTm/v | **SHELL TECHNICIAN**<br>**Shell U.K. Ltd.**<br>Shell U.K. Oil Ltd.<br>London United Kingdom | **1 599**<br>1 027<br>3 027<br>T/cm<br>8,8 | **✠100A1** SS 9/91<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL Q 440,0/38,0U2<br>FN 1466 | **1982**-3 Clelands Shipbuilders Ltd.—Wallsend (356)<br>79,25 13,19 5,515<br>74,71 13,11 6,51<br>P 16,8 F 12,5 1 dk<br>rf 102 Bow/CM 33 Diam. 0,200 | **M Tanker**<br>DB<br>10 Ta ER<br>L.(oil) 3 510<br>5 Cargo pumps total 1 250T/hr | HeCls. CptB | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 with flexible<br>sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Mirrlees Blackstone (Stockport) Ltd.<br>Gen 3 × 230kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 32,0t (d.o.) 69,0t (hvf)-13,0pd |
| **6600723**<br>317710 | **SHELL WOR FUNG**<br>**The Shell Co. of Hong Kong Ltd.**<br>Hong Kong Hong Kong (British) | **215**<br>114<br>289 | **✠100A1** SS 8/87<br>oil tanker within Hong Kong River trade limits & between Hong Kong & Macao<br>**✠LMC**<br>EL (c)<br>FN 367 | **1966**-2 Cheoy Lee Shipyards Ltd.—Hong Kong (1554)<br>40,24 7,35 1,842<br>38,10 7,17 2,44<br>B 6,4 1 dk<br>rf 51 len 69 | **TM Tank Barge**<br>9 Ta ER<br>L.(oil) 369 | | Deutz<br>2 Oil 4SA each 8Cy. 120 × 140 sr<br>to sc. shafts<br>230bhp (169kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 5kW 24/36V d.c.<br>Fuel 2,5t (d.o.) |
| **5322269**<br>145266 | **SHELL-MEX 3**<br>**N. W. Woods**<br>London United Kingdom | **128**<br>100<br>152 | | **1916** Wm. Dobson & Co.—Newcastle upon Tyne<br>32,31 6,56<br>6,51<br>1 dk<br>R | **M Tank Barge**<br>2 Ta<br>L.(oil) 147 | | Ruston<br>Oil 4SA 5Cy. 137 × 203<br>E made47 fitted57<br>Ruston & Hornsby Ltd.<br>Fuel 8,0t-0,5pd |
| **7368516**<br>*ELHA8*<br>8055<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SHELLEY**<br>ex Sandra Farber-90 ex La Selva-81<br>ex Delchim Bearn-76<br>**Barton Shipping Co. Ltd.**<br>Botany Bay Management Services Pty. Ltd.<br>Monrovia Liberia | **3 986**<br>2 645<br>6 545 | NV (BV) | **1974** Scheepswerf "De Waal" N.V.—Zaltbommel (702)<br>111,51 16,72 7,180<br>104,02 16,51 8,79<br>1 dk<br>Bow/CM 46 Diam. 0,200 MH 0,9 | **M Tanker**<br>Chemical<br>Ice strengthened DB Stern disch.<br>11 Ta ER 10 Wing Ta<br>L.7 079 | | Wartsila<br>2 Oil 4SA each 6Cy. 320 × 350<br>5 220bhp (3 840kW) NE 81<br>Oy Wartsila Ab<br>Gen 3 × 500kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **7308762**<br>*WYZ2037*<br>527806<br>Rdr Rt | **SHELLEY FOSS**<br>**Foss Maritime Co.**<br>Seattle, Wa United States of America | **147**<br>100<br>— | | **1970** Albina Eng. & Mach. Works—Portland, Or (422)<br>*25,73* 9,15 3,048<br>4,32 | **M Tug** | | Oil<br>..............<br>Fuel (d.o.) |

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| **SHELLFISH**<br>**Aleutian Shellfish Inc.**<br>Seattle, Wa United States of America | **187**<br>127<br>— | | **1967** Pacific Fishermen Inc.—Seattle, Wa.<br>*25,64* 7,93<br>3,08 | **M Fishing** | Oil<br>600bhp (441kW)<br>.............<br>Fuel (d.o.) |
| **SHELLGUARANI**<br>**Shell Compania Argentina de Petroleo S.A.**<br>Monrovia Liberia | **1 750**<br>1 600<br>2 705 | ✠**A1** SS 7/90<br>oil tanker<br>Rivers Parana & Uruguay service limiting port seawards La Plata<br>✠**LMC**<br>EL (r) 1½"SQ<br>FN 1589 | **1963**-2 Ast. Argentinos Rio de La Plata S.A. (ASTARSA)—Tigre (111)<br>90,12 15,42<br>86,31 15,00 3,41<br>Ba 21,4 1 dk<br>rf nil | **TM Tank Barge**<br>10 Ta ER<br>L.(oil) 2 480 | Mirrlees<br>2 Oil 4SA each 8Cy. 248 × 318 sr reverse geared to sc. shafts<br>1 600bhp (1 177kW)<br>Mirrlees National Ltd. Stockport<br>db 100lbf/in² (6,9bar)<br>Fuel 66,0t-6,0pd 10,5kn |
| **SHELLTER**<br>ex Kaiei Maru No. 31-82<br>**Arasian Enterprise S.A.**<br>Panama Panama | **498**<br>320<br>1 099 | | **1968** Sokooshi Zosensho K.K.—Higashino (185)<br>52,43 9,22 4,090<br>47,91 9,20 4,40<br>1 dk | **M Tanker**<br>3 Ta ER | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 160kW d.c. 1 × 40kW a.c.<br>8,5kn |
| **SHELLTRANS**<br>**Shell Nederland Raffinaderij B.V.**<br>Shell Tankers B.V.<br>Rotterdam Netherlands | *8 806*<br>*3 279*<br>11 548<br>T/cm<br>25,9 | ✠**100A1** SS 5/87<br>oil tanker<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL C† 550,0/52,0U3<br>FN 4239 | **1982**-3 Valmet Oy Helsingin Telakka—Vuosaari, Helsinki/Helsingfors (307)<br>140,80 21,24 7,314<br>132,82 21,21 10,70<br>P 29,0 B 8,0 F 17,1 1 dk<br>rf nil Bow/CM 63 Diam. 0,406 MH 1,2 | **M Tanker**<br>DB DSS<br>8 Ta ER<br>L.(oil) 13 103 HeCls. ptB<br>8 Cargo pumps total 2 000T/hr | Wartsila 9R32<br>2 Oil 4SA each 9Cy. 320 × 350 reverse reduction geared to sc. shaft<br>5 560kW (7 559bhp)<br>Oy Wartsila Ab Vaasa/Vasa<br>2 AuxB (o.f.) 8,7kgf/cm² (8,6bar)<br>2 e(ex.g) 8,7kgf/cm² (8,6bar)<br>Gen 2 × 1900kW 2 × 330kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 110,0t (d.o.) 577,5t (hvf)-27,0pd 14kn |
| **SHELLY BAY**<br>**Shelly Bay Ltd.**<br>Intersea Operations Ltd.<br>Panama Panama | **8 635**<br>4 977<br>12 067 | AB | **1983** Imabari Zosen—Imabari (438)<br>137,29 (BB) 7,936<br>128,02 21,01 10,72<br>P 20,2 F 9,5 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>4 Ho ER<br>TEU 540 C.Ho 288/20' C.Dk 252/20'<br>14 Ha (stl) ER<br>Cr 1(30) | Mitsubishi 7UEC45HA<br>Oil 2SA 7Cy. 450 × 1150<br>7 000bhp (5 149kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 520kW<br>Thw. thrust Contr. pitch propeller fwd<br>16,25kn |
| **SHELMAC**<br>ex Jane and Ursula<br>**Boat Shelmac Inc.**<br>New Bedford, Ma United States of America | **188**<br>153<br>— | | **1964** Harvey F. Gamage S.B. Inc.—South Bristol, Me<br>*26,10* 7,12<br>3,33 | **Wood M Fishing** | Oil<br>765bhp (563kW)<br>.............<br>Fuel (d.o.) |
| **SHELTER BAY**<br>ex Needles-90<br>**Government of Canada (Ministry of Transportation & Highways for The Province of British Columbia)**<br>Victoria, B.C. Canada | **338**<br>230<br>— | | **1969** J. Manly Ltd.—New Westminster, B.C.<br>48,77 13,47<br>46,03 13,42 2,32<br>1 dk | **M RoRo Cargo/Ferry**<br>150dk P | General Motors<br>2 Oil 2SA each 6Cy. 127 × 142 geared to sc. shaft<br>460bhp (338kW) NE 71<br>General Motors Corp. U.S.A.<br>Gen 2 × 45kW 440V 60Hz a.c.<br>2 propellers aft, 1 fwd<br>Fuel 4,0t (d.o.) 7kn |
| **SHELTER ISLAND**<br>ex Wilmington ex R. D. Alexander-54<br>ex John N. Stewart-47<br>**Salmon Bay Barge Line Inc.**<br>Los Angeles-Long Beach, Ca United States of America | **120**<br>72<br>— | | **1926** Wm. Muller—San Pedro, Ca<br>*26,52* 6,84<br>6,79<br>1 dk | **Wood M Tug** | General Motors<br>Oil 2SA 12Cy. 216 × 254<br>NE 54<br>General Motors Corp. La Grange, Illinois<br>Fuel 7,0t |
| **SHEMAKHA**<br>ex Stepan Shaumyan-90<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | *6 052*<br>*2 070*<br>7 410 | RS | **1988** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin<br>147,00 17,44 5,300<br>137,46 - 7,50<br>1 dk | **TM Tanker**<br>Ice strengthened | Sulzer 8TAD36<br>2 Oil 2SA each 8Cy. 360 × 600<br>3 060kW (4 160bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 320kW a.c. |
| **SHEMARA**<br>**Sealord Products Ltd.**<br>Nelson New Zealand | **155**<br>55<br>— | **100A1**<br>fishing vessel<br>**LMC**<br>EL 150,0/21,0U2(a)<br>FN 245 | **1973** J. R. Hepworth & Co. (Hull) Ltd.—Paull (115)<br>26,20 6,87<br>23,24 6,86 3,66<br>1 dk<br>rf - BK 180 | **M Fishing**<br>Side-fishing Seiner Ref | Blackstone ESL6MK2<br>Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>469kW (638bhp)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 135kW 1 × 25kW 440V 50Hz a.c. |
| **SHEN DA**<br>ex Wismar-91<br>**Shenzhen Daxi Marine Shipping Co. Ltd.**<br>China | T.Mk<br>**3 715**<br>2 013<br>5 515<br>**5 715**<br>3 242<br>6 950 | DSRK GL | **1969**-1 VEB Mathias-Thesen-Werft—Wismar (221)<br>129,37 17,33 6,738/7,601<br>118,95 17,30 9,99<br>F 15,9 2 dks<br>rf 178 | **M General Cargo**<br>Ref 12P<br>Ice strengthened<br>4 Ho 16,7 19,4 24,4 ER 11,5<br>G.10 010 B.8 159 In.540<br>4 Ha (stl) (9,0 × 5,9) (12,1 17,9 × 9,9) ER (7,0 × 8,9)<br>12W Der 1(50) 4(7-14) 2(5-10) 6(3-5) | MAN K7Z60/105E<br>Oil 2SA 7Cy. 600 × 1050<br>5 149kW (7 000bhp)<br>Halberstadt Halberstadt<br>Gen 4 × 192kW 390V 50Hz a.c.<br>Fuel 1 221,5t (hvf) 14,5kn |
| **SHEN NON II**<br>**Chinese Petroleum Corporation**<br>Taiwan Navigation Co. Ltd.<br>Kaohsiung China* | *92 527*<br>*41 952*<br>152 856<br>T/cm<br>122,8 | AB (Class cont.) | **1991** China SB. Corp.—Kaohsiung (389)<br>273,00 (BB) 16,016<br>261,00 51,00 24,00<br>B 20,0 1 dk<br>Bow/CM 138 Diam. 0,600 | **M Tanker**<br>COW IGS SBT<br>15 Ta ER<br>L.(oil) 177 626<br>3 Cargo pumps total 10 500T/hr | Sulzer 7RTA72<br>Oil 2SA 7Cy. 720 × 2500 sr geared to sc. shaft<br>15 027kW (20 429bhp)<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Gen 2 × 1100kW 1 × 1000kW 1 × 800kW 450V 60Hz a.c.<br>Fuel 264,17t (d.o.) 3 603,9t (hvf)-63,22pd 14,79kn |
| **SHEN QUAN HAI**<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China | **27 491**<br>14 494<br>45 518 | ZC | **1984** Kawasaki Heavy Ind. Ltd.—Sakaide (1357)<br>189,03 (BB) 11,230<br>180,00 32,20 16,30<br>F 17,4 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.57 590<br>5 Ha (stl) ER | B&W 6L67GBE<br>Oil 2SA 6Cy. 670 × 1700<br>10 160bhp (7 473kW)<br>Kawasaki Heavy Ind. Ltd. Kobe |
| **SHEN YU No. 12**<br>**San Yu Fishing Co. Ltd.**<br>Kaohsiung China* | **252**<br>99<br>— | | **1969** Fong Kuo S.B. Co. Ltd.—Kaohsiung (144)<br>36,43 6,53<br>31,98 6,51 2,95<br>1 dk | **M Fishing**<br>Side-fishing | Hanshin<br>Oil<br>550bhp (405kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHEN ZHEN CHUN**<br>**Shenzhen Shipping Co.**<br>Shekou China | **134**<br>70<br>20 | ZC | **1985** "A. Fai" Engineers & Shiprepairers—Hong Kong<br>21,99 1,650<br>19,28 8,71 2,72<br>1 dk | **TM Ferry**<br>Twin Hull | Isotta Fraschini ID36SS8V<br>2 Vee Oil 4SA each 8Cy. 170 × 170<br>1 294kW (1 759bhp)<br>Isotta Fraschini S.p.A. Italy<br>Gen 2 × 40kW 380V a.c.<br>27kn |
| **SHEN ZHOU**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **16 499**<br>8 604<br>25 935 | (ZC) | **1975** Hudong Shipyard—Shanghai<br>185,50 (BB) 10,330<br>172,00 23,20 14,20<br>P 39,4 F 12,8 1 dk | **M Bulk Carrier**<br>6 Ho ER<br>G.30 968<br>6 Ha (stl) (each 10,2 × 11,6) ER<br>12W Der 12(10) | Hudong<br>Oil 2SA 6Cy. 750 × 1600<br>12 000bhp (8 827kW)<br>Hudong Shipyard Shanghai<br>Gen 3 × 400kW 400V 50Hz a.c.<br>12,5kn |

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| **7374204**<br>*ELFH2*<br>7897<br>Df Esd Gc<br>Pfd Rdr RTv | **SHENA**<br>ex Shenandoah-86<br>**Shena Inc.**<br>SMT Shipmanagement & Transport Ltd.<br>Monrovia Liberia | **16 307**<br>11 026<br>27 212<br>T/cm<br>34,7 | AB | **1974** Mitsui SB. & Eng. Co. Ltd.—Osaka (1008)<br>176,74 (BB) 22,92 10,557<br>168,00 22,86 14,10<br>P 33,3 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,8 20,5 21,2 21,2 21,2 21,7 ER<br>G.32 223 B.31 082<br>6 Ha (stl) (9,9 12,7 12,7 12,7 12,7 12,7 × 9,9) ER<br>Cr 5(10) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 1 827,0t (hvf) |
| **8210807**<br>*3ERS6*<br>17949-88B<br>Df Esd Gc<br>Rdr Rt | **SHENANDOAH**<br>ex Iris-89 ex Sanno Maru-88<br>**Fest Singapore S.A.**<br>Yamashita-Shinnihon Line (HK) Ltd.<br>Panama Panama | *3 912*<br>*2 430*<br>6 452 | NK | **1982** Nishi Zosen K.K.—Imabari (317)<br>105,60 6,846<br>98,60 16,33 8,40<br>P 19,8 F 11,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 528 B.8 054<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>4W Der 4(20) | Hanshin<br>Oil 4SA 6Cy. 440 × 880<br>2 942kW (4 000bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 148kW 445V 60Hz a.c.<br>Fuel 70,0t (d.o.) 482,0t (hvf)-11,0pd |
| **7401423**<br>*BNGY*<br>5337<br>Rdr | **SHENG AO No. 1**<br>**Chinese Petroleum Corporation**<br>Keelung China* | **263**<br>75<br>— | | **1974** K.K. Miura Zosensho—Saiki (505)<br>32,01 8,611/3,988<br>28,50 8,59 4,45<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd.<br>2 Controllable pitch propellers |
| **7419767**<br>*BNGZ*<br>5338<br>Rdr | **SHENG AO No. 2**<br>**Chinese Petroleum Corporation**<br>Keelung China* | **263**<br>75<br>— | | **1974** K.K. Miura Zosensho—Saiki (508)<br>32,01 8,611/3,988<br>28,50 8,59 4,45<br>1 dk | **TM Tug** | Niigata<br>2 Vee Oil 4SA each 12Cy. 250 × 320<br>Niigata Eng. Co. Ltd.<br>2 Controllable pitch propellers |
| **8830346**<br>*BPJX*<br>Df Esd Gc<br>Pfd Rdr Rt | **SHENG CHAN 1**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **433**<br>147<br>— | | **1944** Tampa Marine Corp.—Tampa, Fl<br>37,52 - 4,020<br>35,61 9,15 4,50<br>1 dk | **M Tug** | S.K.L.<br>Oil 4SA 8Cy. 320 × 480 reduction geared to sc. shaft<br>NE 70<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 80kW 110V a.c. |
| **7409891**<br>Esd Gc Rdr Rt | **SHENG CHAN 2**<br>ex Chang Jiang 3007-79<br>ex Ryuka Maru No. 1-78<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **422**<br>111<br>153 | KI (NK) | **1974** Mitsui SB. & Eng. Co. Ltd.—Tamano (HF1367)<br>32,50 9,33 3,800<br>29,20 9,30 4,85<br>1 dk | **TM Tug**<br>Pusher | Hanshin<br>2 Oil 4SA each 6Cy. 320 × 510<br>Hanshin Nainenki Kogyo<br>Fuel 65,0t-9,0pd |
| **7213735**<br>*BVWR*<br>Df Esd Gc<br>Rdr Rt | **SHENG CHIANG No. 12**<br>**Sing Chang Fisheries Co. Ltd.**<br>Kaohsiung China* | **321**<br>217<br>274 | | **1969** Korea SB. & Eng. Corp.—Pusan<br>43,59 7,52 2,896<br>38,61 7,50 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 5,9 7,5 10,2 ER<br>4 Ha (1,0 1,0 × 1,0) (1,5 1,5 × 1,5) ER<br>4W Der 4(1) | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 230V 60Hz a.c. |
| **8834421**<br>*BFGE*<br>Df Esd Gc<br>Rdr RTv | **SHENG HUA**<br>ex Jin Li-91<br>**Tianjin United Shipping Co. Ltd.**<br>Tianjin/Tientsin China | **926**<br>458<br>1 168 | ZC | **1983** Huanghai Shipyard—People's Republic of China<br>65,23 4,200<br>59,23 10,80 5,35<br>1 dk | **M General Cargo** | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>596kW (810bhp)<br>Shaanxi Diesel Engine Factory<br>Gen 2 × 90kW 400V a.c. |
| **7326752**<br>*BASN*<br>Df Esd Gc<br>Rdr RTv | **SHENG JING**<br>ex Jin Feng-89 ex Alan-85<br>**Shenyang Shipping Co.**<br>Dalian/Dairen China | **4 804**<br>3 046<br>7 600 | ZC (BV) | **1973** Watanabe Zosen K.K.—Hakata (154)<br>115,70 17,48 7,000<br>107,10 17,40 8,70<br>P 23,2 F 11,6 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho 40,6 38,1 ER<br>G.10 695 B.10 221<br>2 Ha (stl) (31,0 30,7 × 8,0) ER<br>4W Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Fuel 572,5t (hvf) |
| **7305837**<br>*BASL*<br>Df Esd Gc<br>Pfd Rdr RTv | **SHENG KAI**<br>ex Jutha Malee-90 ex Diana Skou-83<br>**Liaodong Shipping Enterprises Ltd.**<br>Dalian/Dairen China | T.Mk<br>**6 621**<br>3 739<br>10 680 | GL ZC<br>✠Classed LR until 18/5/84 | **1973**-7 Helsingor Skibsv. og Maskinbyg.—Helsingor (400)<br>156,38 19,87 8,120<br>142,00 19,84 11,09<br>Ba 47,9 F 30,5 2 dks<br>rf 152 | **M General Cargo**<br>Ref 8bth P<br>5 Ho 13,1 23,0 22,5 21,0 20,9 ER<br>G.20 248 B.18 979 In.1 175<br>5 Ha (stl) (6,3 × 4,5) (13,7 13,7 13,7 13,7 × 7,8) ER<br>18W Der 1(75) 1(30) 8(10) 10(5) | B&W<br>Oil 2SA 9Cy. 620 × 1400<br>7 944kW (10 800bhp)<br>Helsingor Skibsv. og Maskinbyg.<br>Gen 4 × 448kW 450V 60Hz a.c.<br>Fuel 2 685,5t (hvf) |
| **7942520**<br>*BPPZ*<br>Df Esd Gc<br>Pfd Rdr Rt | **SHENG LI 1**<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **2 485**<br>1 175<br>3 318 | ZC | **1977** Hudong Shipyard—Shanghai<br>102,10 5,701<br>92,00 13,80 6,50<br>P 23,8 F 10,7 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 4 232 | Hudong<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard<br>Gen 2 × 250kW 400V 50Hz a.c. |
| **7942532**<br>*BPPA*<br>Df Esd Gc<br>Pfd Rdr Rt | **SHENG LI 2**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **2 485**<br>1 175<br>3 596 | (ZC) | **1977** Hudong Shipyard—Shanghai<br>102,10 5,701<br>92,00 13,80 6,50<br>P 23,8 F 10,7 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 4 232 | Hudong<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard<br>Gen 2 × 250kW 400V 50Hz a.c. |
| **7942544**<br>*BPPE*<br>Df Esd Gc<br>Pfd Rdr Rt | **SHENG LI 3**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **2 485**<br>1 175<br>3 596 | (ZC) | **1977** Hudong Shipyard—Shanghai<br>102,10 5,701<br>92,00 13,80 6,50<br>P 31,1 F 14,1 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 4 160 | Hudong<br>Oil 2SA 6Cy. 430 × 820 reduction geared to sc. shaft<br>2 207kW (3 000bhp)<br>Hudong Shipyard<br>Gen 2 × 250kW 400V 50Hz a.c. |
| **7942556**<br>*BPRQ*<br>Df Esd Gc<br>Pfd Rdr Rt | **SHENG LI 4**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **2 485**<br>1 175<br>3 338 | ZC | **1977** Hudong Shipyard—Shanghai<br>102,10 5,701<br>92,00 13,80 6,50<br>P 23,8 F 10,7 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 4 160 | Hudong<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard<br>Gen 2 × 250kW 400V 50Hz a.c. |
| **7942568**<br>*BPRR*<br>Df Esd Gc<br>Pfd Rdr Rt | **SHENG LI 5**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **2 485**<br>1 175<br>3 596 | ZC | **1980** Hudong Shipyard—Shanghai<br>102,10 5,701<br>92,00 13,80 6,50<br>P 23,8 F 10,7 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 4 236 | Hudong<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard<br>Gen 2 × 250kW 400V 50Hz a.c. |
| **7942570**<br>*BPRS*<br>Df Esd Gc<br>Pfd Rdr Rt | **SHENG LI 6**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **2 485**<br>1 175<br>3 596 | ZC | **1980** Hudong Shipyard—Shanghai<br>102,10 5,701<br>92,00 13,80 6,50<br>P 23,8 F 10,7 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 4 236 | Hudong<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard<br>Gen 2 × 250kW 400V 50Hz a.c. |

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| **SHENG LI 7**<br>ex Nan Hai 601-84<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>China<br>Shanghai | **2 485**<br>1 175<br>3 576 | **1977** Hudong Shipyard—Shanghai<br>102,00 5,680<br>ZC 92,05 13,80 6,50<br>P 23,8 F 10,7 1 dk | **M Tanker**<br>5 Ta ER<br>L.(oil) 4 240 | Hudong 6ESDZ43/82B<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard Shanghai<br>Gen 2 × 250kW 400V 50Hz a.c.<br>14,5kn |
| **SHENG LI 8**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>China<br>Shanghai | **2 485**<br>1 175<br>3 576 | **1977** Hudong Shipyard—Shanghai<br>102,00 5,680<br>ZC 92,00 13,80 6,50<br>P 23,8 F 10,7 1 dk | **M Tanker**<br>5 Ta ER<br>L.(oil) 4 240 | Hudong 6ESDZ43/82B<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard Shanghai<br>Gen 2 × 250kW 400V 50Hz a.c.<br>14,5kn |
| **SHENG LI 9**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>China<br>Shanghai | **2 485**<br>1 175<br>3 576 | **1979** Hudong Shipyard—Shanghai<br>102,10 5,680<br>ZC 92,00 13,80 6,50<br>P 23,8 F 10,7 1 dk | **M Tanker**<br>5 Ho ER<br>L.(oil) 4 239 | Hudong 6ESDZ43/82C<br>Oil 4SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard Shanghai<br>Gen 2 × 250kW 400V 50Hz a.c.<br>14,5kn |
| **SHENG LI 10**<br>ex CHUANG YE 3-83<br>**Dalian Steam Shipping Co.**<br>China<br>Dalian/Dairen | **2 485**<br>1 175<br>3 576 | **1979** Hudong Shipyard—Shanghai<br>102,10 5,680<br>ZC 92,00 13,80 6,50<br>P 23,8 F 10,7 1 dk | **M Tanker**<br>5 Ta ER<br>L.(oil) 4 240 | Hudong 6ESDZ43/82B<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard Shanghai<br>Gen 2 × 250kW 400V 50Hz a.c.<br>14,5kn |
| **SHENG LI 11**<br>ex Chuang Ye 4-83<br>**Dalian Steam Shipping Co.**<br>China<br>Dalian/Dairen | **2 485**<br>1 175<br>3 576 | **1979** Hudong Shipyard—Shanghai<br>102,00 5,680<br>ZC 92,00 13,80 6,50<br>P 23,8 F 10,7 1 dk | **M Tanker**<br>5 Ta ER<br>L.(oil) 4 240 | Hudong 6ESDZ43/82B<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard Shanghai<br>Gen 2 × 250kW 400V 50Hz a.c.<br>14,5kn |
| **SHENG LI 202**<br>**Shengli Oil Field Offshore Drilling Co.**<br>China<br>Yantai | **436**<br>—<br>— | **1979** Qingdao Shipyard—Qingdao/Tsingtao<br>41,80 - 3,500<br>36,30 9,20 4,65<br>1 dk | **TM Tug** | Skoda 6L350IIPN<br>2 Oil 4SA each 6Cy. 350 × 500<br>Skoda Praha<br>Gen 2 × 100kW 200V a.c.<br>13kn |
| **SHENG LI 203**<br>**Shengli Oil Field Offshore Drilling Co.**<br>China<br>Yantai | **151**<br>—<br>— | **1979** Qingdao Shipyard—Qingdao/Tsingtao<br>27,00 - 2,300<br>24,50 6,80 3,20<br>1 dk | **M Tug** | Chinese Std. Type 6300<br>Oil 4SA 6Cy. 300 × 380<br>Zibo Fishing Vessel Diesel Engine Works Zibo<br>Gen 1 × 16kW 220V a.c.<br>10kn |
| **SHENG LI 204**<br>**Shengli Oil Field Offshore Drilling Co.**<br>China<br>Yantai | **151**<br>—<br>— | **1978** Hong Xing Shipyard—Qingdao<br>27,00 - 2,300<br>24,50 6,80 3,20<br>1 dk | **M Tug** | Chinese Std. Type 6300<br>Oil 4SA 6Cy. 300 × 380<br>Zibo Fishing Vessel Diesel Engine Works Zibo<br>Gen 1 × 16kW 220V a.c.<br>10kn |
| **SHENG LI 211**<br>**Shengli Oil Field Offshore Drilling Co.**<br>China<br>Yantai | **496**<br>149<br>— | **1987** Qingdao Shipyard—Qingdao/Tsingtao<br>46,22 - 1,810<br>ZC 42,50 9,80 3,20<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Caterpillar 3412T<br>2 Vee Oil 4SA each 12Cy. 137 × 152<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 90kW 162V a.c.<br>11kn |
| **SHENG LI 221**<br>**Shengli Oil Field Offshore Drilling Co.**<br>China<br>Yantai | **821**<br>246<br>577 | **1987** Qingdao Shipyard—Qingdao/Tsingtao<br>55,96 - 2,460<br>ZC 50,00 12,20 3,70<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | MAN 8L20/27<br>2 Oil 4SA each 8Cy. 200 × 270<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>Gen 2 × 120kW 400V a.c.<br>12,9kn |
| **SHENG LI 231**<br>ex Fuji Maru-85<br>**Shengli Oil Field Offshore Drilling Co.**<br>China<br>Yantai | **293**<br>107<br>— | **1981** Sagami Zosen Tekko K.K.—Yokosuka<br>(210)<br>34,85 3,200<br>30,25 9,60 4,20 | **TM Tug**<br>Mchy.aft | Niigata 6L28BX<br>2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| **SHENG LI 232**<br>**Shengli Oil Field Offshore Drilling Co.**<br>China<br>Yantai | **825**<br>247<br>389 | **1989** Qingdao Shipyard—Qingdao/Tsingtao<br>58,80 - 2,250<br>ZC 52,20 11,60 4,00<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Caterpillar<br>4 Vee Oil 4SA each 16Cy. 158 × 203<br>Ellicott Machine Corp. Baltimore, Md<br>Gen 3 × 840kW 600V a.c. 1 × 64kW<br>1 × 24kW 380V a.c.<br>13,5kn |
| **SHENG LI 261**<br>**Shengli Oil Field Offshore Drilling Co.**<br>China<br>Yantai | **1 197**<br>359<br>— | **1985** Wuchang Shipyard—Wuhan<br>58,60 - 5,100<br>ZC 50,00 13,00 6,50<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | MaK 12M282AK<br>2 Vee Oil 4SA each 12Cy. 240 × 280<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 560kW 2 × 250kW 440V a.c.<br>14kn |
| **SHENG LI 263**<br>**Shengli Oil Field Offshore Drilling Co.**<br>China<br>Yantai | **1 197**<br>359<br>1 276 | **1984** Wuchang Shipyard—Wuhan<br>68,80 - 5,100<br>ZC 50,00 13,00 6,50<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | MaK 12M282AK<br>2 Vee Oil 4SA each 12Cy. 240 × 280<br>MaK. Maschinenbau Kiel G.m.b.H . West Germany<br>Gen 2 × 560kW 2 × 250kW 440V a.c.<br>14kn |
| **SHENG LI 501**<br>**Shengli Oil Field Offshore Drilling Co.**<br>China<br>Yantai | **368**<br>280<br>— | **1979** Dagu Shipyard—Tianjin<br>42,50 - 1,500<br>39,10 12,60 3,10<br>1 dk | **TM Research** | Chinese Std. Type 12V150C<br>2 Vee Oil 4SA each 12Cy. 150 × 225<br>588kW (799bhp)<br>Changchun Diesel Engine Works Changchun<br>Gen 2 × 64kW 380V a.c.<br>10kn |
| **SHENG LI 502**<br>**Shengli Oil Field Offshore Drilling Co.**<br>China<br>Yantai | **367**<br>—<br>— | **1981** Dagu Shipyard—Tianjin<br>42,56 - 1,500<br>39,10 12,60 3,10<br>1 dk | **TM Research** | Chinese Std. Type<br>2 Vee Oil 4SA each 12Cy. 150 × 225<br>588kW (799bhp)<br>Showa Precision Mchy. Co. Ltd. Tsukaguchi<br>Gen 2 × 64kW 380V a.c.<br>10kn |
| **SHENG LI 607**<br>**Shengli Oil Field Offshore Drilling Co.**<br>China<br>Yantai | **104**<br>35<br>— | **1978** Xinhua Shipyard—Nanjing<br>28,45 - 1,410<br>24,00 5,40 2,70<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Chinese Std. Type 12V135C<br>2 Vee Oil 4SA each 12Cy. 135 × 140<br>Xianfeng Machinery Factory P.R. of China<br>11kn |
| **SHENG LI 608**<br>**Shengli Oil Field Offshore Drilling Co.**<br>China<br>Yantai | **104**<br>35<br>— | **1978** Xinhua Shipyard—Nanjing<br>28,45 - 1,410<br>24,00 5,40 2,70<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Chinese Std. Type 12V135C<br>2 Vee Oil 4SA each 12Cy. 135 × 140<br>Xianfeng Machinery Factory P.R. of China<br>11kn |
| **SHENG LI 609**<br>**Shengli Oil Field Offshore Drilling Co.**<br>China<br>Yantai | **104**<br>35<br>— | **1978** Xinhua Shipyard—Nanjing<br>28,45 - 1,410<br>24,00 5,40 2,70<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Chinese Std. Type 12V135C<br>2 Vee Oil 4SA each 12Cy. 135 × 140<br>Xianfeng Machinery Factory P.R. of China<br>11kn |
| **SHENG LI 610**<br>**Shengli Oil Field Offshore Drilling Co.**<br>China<br>Yantai | **104**<br>35<br>— | **1979** Xinhua Shipyard—Nanjing<br>28,45 - 1,410<br>24,00 5,40 2,70<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Chinese Std. Type 12V135C<br>2 Vee Oil 4SA each 12Cy. 135 × 140<br>Xianfeng Machinery Factory P.R. of China<br>11kn |

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| **8831091**<br>*BDBF*<br>Rt | **SHENG LI 611**<br>**Shengli Oil Field Offshore Drilling Co.**<br>Yantai China | **104**<br>35<br>46 | | **1979** Xinhua Shipyard—Nanjing<br>28,45 - 1,410<br>24,00 5,40 2,70<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Chinese Std. Type<br>2 Vee Oil 4SA each 12Cy. 135 × 140<br>Xianfeng Machinery Factory |
| **8830982**<br>*BDAP*<br>Esd Pfd Rdr<br>Rt | **SHENG LI 612**<br>**Shengli Oil Field Offshore Drilling Co.**<br>Yantai China | **337**<br>188<br>300 | | **1981** Wen Chou Shipyard—Wen Chou<br>43,50 - 3,000<br>39,00 8,20 3,50<br>1 dk | **M Tender**<br>2 Ta ER | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Guangzhou Diesel Engine Factory<br>Gen 1 × 64kW 1 × 40kW 380V a.c. |
| **8830970**<br>*BDAQ*<br>Esd Pfd Rdr<br>Rt | **SHENG LI 613**<br>**Shengli Oil Field Offshore Drilling Co.**<br>Yantai China | **337**<br>188<br>300 | | **1980** Yantai Shipyard—Yantai<br>43,50 - 3,000<br>39,00 8,20 3,50<br>1 dk | **M Tender** | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Showa Precision Mchy. Co. Ltd.<br>Gen 1 × 64kW 1 × 40kW 380V a.c. |
| **7035705**<br>*BOQO*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SHENG LONG**<br>ex Lamaz-88 ex Amazone-88<br>ex Oldenburg-86 ex Cape Hatteras-77<br>ex Arete-72<br>**Shekou Shipping & Transportation Co. Ltd.**<br>Shekou China | **2 899**<br>1 710<br>4 100 | ZC (GL) | **1971** Norderwerft J. R. Koser—Hamburg (872)<br>97,02 13,85 6,460<br>88,30 13,80 8,20<br>F 9,8 1 dk & S dk<br>rf nil | **M General Cargo** OSD/CSD<br>Ice strengthened<br>2 Ho 31,8 28,6 ER<br>G.6 032 B.5 503<br>TEU 64 C. 64/20'<br>2 Ha (stl) (19,5 22,1 × 10,2) ER<br>8W Der 1(25) 8(5) | MaK<br>Oil 4SA 8Cy. 450 × 550 reduction geared to<br>shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 282kW 1 × 172kW 400V<br>Fuel 47,0t (d.o.) 304,0t (hvf)-12,5pd |
| **5344190**<br>*3EPN3*<br>10867-PEXT<br>Df Esd Gc<br>Rdr RTh | **SHENG WEI**<br>ex Full Glory-85 ex Shotoku Maru-82<br>ex Koyo Maru No. 37-78<br>ex Daitoku Maru No. 5<br>ex Sumiyoshi Maru No. 38<br>**Sheng Wei Navigation Co. S.A.**<br>Panama Panama | **531**<br>291<br>612 | | **1960** Niigata Eng. Co. Ltd.—Niigata (307)<br>59,11 9,25 3,920<br>52,81 9,22 4,45<br>P & B 27,2 F 9,2 1 dk<br>RW | **M Refrigerated Cargo Fish Carrier**<br>2 Ho 12,6 21,7 ER<br>In.735<br>2 Ha (stl) (2,4 × 2,4) (2,7 × 2,7) ER<br>Der 4(1) | Niigata<br>Oil 4SA 6Cy. 430 × 620<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 128kW 1 × 16kW 210V a.c.<br>Fuel 295,5t (d.o.) |
| **8426585**<br>*BPGF*<br>Df Esd Gc<br>Pfd Rdr Rt | **SHENG XIN**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **3 858**<br>2 006<br>1 265 | | **1979** Qiuxin Shipyard—Shanghai<br>106,67 3,810<br>97,00 15,80 7,70<br>2 dks | **M General Cargo**<br>—bth P | Hudong<br>2 Oil 2SA each 6Cy. 430 × 820<br>6 000bhp (4 413kW)<br>Hudong Shipyard<br>Gen 3 × 250kW 400V 50Hz a.c. |
| **7349132**<br>*BAQI*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SHENG YUAN**<br>ex Adam Asnyk-91<br>**Liaodong Shipping Enterprises Ltd.**<br>Dalian/Dairen China | T.Mk<br>**6 966**<br>4 117<br>12 199<br>**9 631**<br>6 292<br>15 089 | ZC (GL) (PR) | **1974** A.G. "Weser" Werk Seebeck—Bremerhaven (975)<br>145,01 (BB) 21,04 9,430<br>134,02 21,01 12,25<br>P 54,0 F 33,0 2 dks, 3rd dk in holds 2 & 3 | **M General Cargo**<br>Ref<br>Str. for heavy cargoes Ice strengthened<br>5 Ho 15,0 19,7 21,0 21,0 22,4 ER<br>4 TwD<br>G.18 337 B.16 449 In.3 146<br>5 Ha (stl) (6,3 × 7,4) (13,1 12,7 12,7 8,9 × 8,4) ER<br>28W Der 1(75) 1(25) 12(10) 2(5) | MAN<br>Vee Oil 4SA 14Cy. 400 × 540 reduction<br>sc. shaft<br>6 436kW (8 750bhp)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 500kW 390V a.c.<br>Fuel 204,0t (d.o.) 1 158,5t (hvf) |
| **7305033**<br>*HP5331*<br>18936-90<br>Rdr Rt | **SHENGYANG**<br>ex Osumi Maru-89<br>**T.K. Maritime S.A.**<br>South China Towing Co. Ltd.<br>Panama Panama | **243**<br>—<br>— | BV | **1973** Kanagawa Zosen—Kobe (124)<br>9,22 3,099<br>31,37 9,20 4,20<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd.<br>2 Controllable pitch propellers |
| **7522320**<br>*3ELC6*<br>18457-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SHENSI**<br>ex Sishen-88<br>**Gladiator Bulk Carriers Inc.**<br>Jardine Ship Management Ltd.<br>Panama Panama | *88 675*<br>*29 422*<br>170 000<br>T/cm<br>123,0 | **100A1** CS 6/87<br>ore carrier<br>**LMC**<br>EL Z† 742,4/100,0U3<br>FN 20008<br>(AB) | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2521)<br>296,60 (BB) 48,05 17,077<br>281,00 48,00 23,20<br>F 16,5 1 dk<br>rf nil | **M Ore Carrier**<br>pt higher tensile steel<br>4 Ho ER<br>G.171 480 Ore 17 148 HeCls. B<br>10 Ha (stl) (11,9 × 8,2) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 13,5) ER | Sulzer<br>Oil 2SA 9Cy. 900 × 1550<br>22 177kW (30 150bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>e(ex.g) (ex.g) 12kgf/cm² (11,8bar)<br>AuxB (o.f.) 8,1kgf/cm² (8,0bar)<br>Gen 1 × 950kW 3 × 800kW 440V<br>Fuel 432,0t (d.o.) 9 708,0t (hvf)-90,0pd |
| **9031727**<br>*3EWN8*<br>20805-YJ<br>Df Esd Gc<br>Pfd Rdr Rt | **SHENTON**<br>**Hakata Shipping (Panama) S.A.**<br>Panama Panama | *6 092*<br>*3 082*<br>8 000 | BV | **1991** Hakata Zosen K.K.—Hakata (512)<br>7,800<br>105,50 18,20 12,00 | **M Container Ship**<br>Fixed-guides<br>3 Cell. Ho ER<br>TEU 400 C. 400/20'<br>6 Ha (stl) ER<br>Cr 2(35) | B&W<br>Oil 2SA 8Cy. 350 × 1050<br>4 463kW (6 067bhp)<br>Makita Diesel Co. Ltd.<br>Gen 4 × 347,5kW 100/440V a.c. |
| **7910137**<br>375266<br>Esd Rdr Rt | **SHENTON BLUFF**<br>**Northern Bluff Fisheries Pty. Ltd.**<br>*Darwin, N.T.* Australia | **150**<br>93<br>65 | | **1979** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A. (125)<br>22,53<br>21,70 6,75 3,76<br>1 dk | **M Fishing**<br>Stern Trawler Side Trawler Beam-trawl Shrimp-trawl<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 reverse<br>geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **8131702**<br>*UTYL*<br>M-31355<br>Df Esd Gc<br>Rdr RTv | **SHEPETOVKA**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | T.Mk<br>**3 147**<br>1 386<br>2 118 | RS | **1981** VEB Volkswerft Stralsund—Stralsund (528)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L.<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) |
| **8717312**<br>*VMTA*<br>Df Esd Gc<br>Pfd Rdr Rt | **SHEPPARTON**<br>**Government of The Commonwealth of Australia (Department of Defence)**<br>*Sydney, N.S.W.* Australia | *468*<br>*140*<br>76 | ✠**100A1**<br>✠**LMC** **UMS**<br>EL 275,0/19,0U2<br>FN 566 | **1990**-2 Eglo Engineering Pty. Ltd.—Port Adelaide, S.A. (6)<br>36,65 (BB) 13,13 2,104<br>33,75 12,80 3,96<br>1 dk<br>rf - | **TM Research**<br>Oceanographic Hydrographic Twin Hull | General Motors<br>2 Vee Oil 2SA each 12Cy. 123 × 127<br>clutches, flexible couplings & sr<br>to sc. shafts<br>810kW (1 101bhp)<br>General Motors Corp., Detroit Diesel<br>Div.<br>Gen 2 × 100kW 415V 50Hz a.c. |
| **7397103**<br>Esd Rt | **SHER-E-BANGLA**<br>**Bangladesh Railways Board**<br>Chittagong Bangladesh | **450**<br>—<br>168 | ✠ | **1975** Frd. Krupp Schiffsw.—Duisburg (541)<br>Assembled **1975** Dockyard & Engineering Works Ltd.—Narayanganj<br>70,11 13,21 1,296<br>66,76 12,81 2,65<br>B 59,5 1 dk<br>rf nil | **TrM Ferry** | MaK<br>3 Oil 4SA each 6Cy. 320 × 450<br>1 650bhp (1 214kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 80kW 1 × 51kW 380/220V |
| **7649312**<br>*HP5003*<br>14239-PEXT | **SHERATON**<br>ex Taiyo Maru No. 6-88<br>**Lim Beng Ho Shipping & Trading Co. Pte. Ltd.**<br>Panama Panama | **499**<br>272<br>1 000 | | **1970** Wakayama Zosen—Kainan<br>60,51 3,941<br>56,01 9,50 4,30<br>1 dk | **M General Cargo**<br>G.705 B.640<br>1 Ha (22,5 × 6,3) ER | Hanshin<br>Oil<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. |
| **6704672**<br>*HP5369*<br>19257-PEXT<br>Rdr Rt | **SHERATON II**<br>ex Toyo Maru No. 7-89<br>**Lim Beng Ho Shipping & Trading Co. Pte. Ltd.**<br>Panama Panama | **699**<br>—<br>640 | | **1966** Ujina Zosensho—Hiroshima (461)<br>67,59 10,75 3,201<br>61,02 10,72 4,50<br>1 dk | **M RoRo Cargo**<br>1 Ho ER | Hanshin<br>Oil 4SA 6Cy. 350 × 500<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 40kW 1 × 20kW 225V a.c.<br>Fuel 50,0t-4,0pd |

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| **SHERATON QUEEN**<br>ex Vertrouwen-87<br>**Talisman Trawlers Ltd.**<br>Lowestoft United Kingdom | **265**<br>156<br>— | **100A1**<br>fishing vessel<br>**LMC**<br>EL 137,5/22,0U2(a)<br>FN 393 | **1974** T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (1353)<br>36,12 8,00 3,302<br>32,40 7,90 4,20<br>F 3,7 1 dk<br>rf 950 BK 400 | **M Fishing**<br>Trawler<br>Mchy.aft | Bolnes 10DNL150/600<br>Oil 2SA 10Cy. 190 × 350 sr geared to sc. shaft<br>1 103kW (1 500bhp)<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Gen 2 × 48kW 380V 50Hz a.c.<br>10kn |
| **SHERBRO**<br>ex Nedlloyd Zaandam-91<br>ex Ursula Delmas-90<br>ex Etienne Denis-89<br>**Societe Navale et Commerciale Delmas-Vieljeux (S.N.C.D.V.)**<br>Dunkerque France<br>SatCom: 1110153 | *30 750*<br>*10 036*<br>31 978 | BV | **1984** Chantiers de L'Atlantique—St. Nazaire (F28)<br>189,41 (BB) 32,24 11,424<br>174,96 32,21 18,83<br>2 dks | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 1417<br>C.Ho 698/20' (40') 57/40' C.Dk 605/20' (40') incl. 180 ref C.<br>22 Ha (stl) ER 1 Ha (stl)<br>Cr 4(40) 2(10) | Sulzer 7RLB66<br>Oil 2SA 7Cy. 660 × 1400 with flexible couplings & sr geared to sc. shaft<br>10 151kW (13 800bhp)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 3 × 1000kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 297,5t (d.o.) 2 197,5t (hvf)-43,5pd 17,1kn |
| **SHEREEN**<br>ex Mohamed-78 ex Riyad-76<br>ex Yvonne-74 ex Hoan-73<br>ex Procyon-70 ex Patricia-61 ex Cito-60<br>ex Arion-55 ex Alcyone-51<br>**Nizar Gandour**<br>Beirut Lebanon | **356**<br>164<br>437 | (BV) (HR) | **1938** N.V. Schpsw. "Foxhol"—Foxhol (48)<br>44,71 7,55 2,896<br>7,50 3,20<br>P 10,4 RQD 13,8 F 7,4 1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho 24,3 ER<br>G.665 B.623<br>2 Ha (9,3 8,9 × 4,8) ER<br>2W Der 2(2) | Alpha 405-24VO<br>Oil 2SA 5Cy. 240 × 400<br>257kW (349bhp) NE 61<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 3kW 24V d.c.<br>Directional propeller<br>Fuel 22,5t (d.o.) 9kn |
| **SHEREMETYEVO**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163<br>—<br>—<br>1 182 | RS | **1974** .............U.S.S.R.<br>83,93 14,03 5,720<br>78,06 14,00 9,99<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>B.314 In.1 768 L.14<br>3 Ha (2,1 × 2,1) (2,5 × 2,5) (2,1 × 2,1)<br>Der 4(3) | CKD<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>10,25kn |
| **SHERIFA**<br>**Government of The Democratic Republic of The Sudan (Railways Department)**<br>Sudan | **297**<br>24<br>— | ✠Classed LR until 3/57 | **1955**-7 Scott & Sons—Bowling (404)<br>36,76 9,28 3,817<br>33,53 9,15 4,12<br>R BK 178 | **S Tug**<br>Der 1(0,5) | T 3Cy. 419 686 & 1168 x 762<br>Plenty & Son Ltd. Newbury<br>Fuel (o.f.) |
| **SHERIFF**<br>**Politician Shrimp Co. Inc.**<br>Galveston, Tx United States of America | **101**<br>68<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,82<br>1 dk | **Wood M Fishing** | Caterpillar<br>Oil<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **SHERIFF I**<br>**Fil S.A.**<br>Mar del Plata Argentina | **110**<br>83<br>130 | (AB) | **1984** S.A.N.Y.M. S.A.—Buenos Aires (34)<br>25,51 3,001<br>22,31 6,51 3,31<br>1 dk<br>rf nil | **M Fishing**<br>Stern Trawler Ref<br>In.140 | Caterpillar D353SCAC<br>Oil 4SA 6Cy. 159 × 203 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 24kW 380V 50Hz a.c.<br>10kn |
| **SHERPA**<br>ex Impala-80 ex Genepesca VIII°-70<br>**La Societe de Navigation d'Armement et de Peche (SONARP)**<br>Agadir Morocco | **1 370**<br>661<br>537 | (KR) (RI) | **1964** Cant. Nav. Breda S.p.A.—Venezia (226)<br>73,44 11,23 4,623<br>66,20 11,00 7,75<br>RQD 7,1 B 18,6 2 dks<br>RW | **D-E Fishing**<br>Side Trawler<br>2 Ho<br>In.566<br>2W Der 2(3) | Fiat B300.6L<br>3 Oil 4SA each 6Cy. 300 × 450 total 1 725bhp (1 269kW) driving 3 gen. each 580kW 390V a.c. connected to 2 elec. motors each of 650shp (478kW) & sr geared to sc. shaft<br>S.A. Fiat S.G.M. Torino<br>Controllable pitch propeller<br>Fuel 324,0t 13kn |
| **SHERRY BOAT**<br>**Sherry Nile Cruise Co.**<br>Cairo Egypt | **1 400**<br>—<br>400 | **A1**<br>inland waterways passenger ship<br>Nile service between Cairo and Asswan<br>**LMC**<br>EL 120,0/23,0U1<br>FN 909 | **1991**-1 Giza Shipyard—Cairo (892)<br>66,50 12,11<br>61,00 11,50 3,40<br>3 dks<br>rf nil | **TrM Passenger Ship** | Caterpillar 3406TA<br>3 Oil 4SA each 6Cy. 137 × 165 with clutches & sr reverse geared to sc. shafts<br>504kW (685bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 3 × 200kW 380V 50Hz a.c. |
| **SHERYNA**<br>ex Staria-89 ex Kaina-87<br>ex Mariyos Star-82 ex Moyle-78<br>**Loraine Marine Inc.**<br>Panama Panama | **1 255**<br>864<br>2 081 | **✠100A1** SS 12/89<br>**✠LMC**<br>EL M $1\frac{1}{4}$"U2<br>FN 1117 | **1967**-4 Boele's Schps. & Mchf. N.V.—Bolnes (1027)<br>69,86 11,08 5,208<br>64,80 10,98 6,25<br>RAD 11,9 F 7,1 1 dk, 2nd dk in hold<br>rf nil<br>conv Fixed-guides Container Ship 78 | **M General Cargo**<br>DSS<br>1 Ho 45,5 ER<br>G.2 938<br>TEU 60 C.Ho 38/20' C.Dk 22/20'<br>2 Ha (stl) (23,2 14,6 × 8,1) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 15kW 115/130V d.c.<br>Fuel 69,0t (d.o.) 12,75kn |
| **SHESTAKOVO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | *448*<br>*134*<br>207 | RS | **1987** .............U.S.S.R.<br>44,88 9,47 3,770<br>39,37 - 5,13<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref<br>Ice strengthened | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>588kW (799bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 150kW a.c. |
| **SHESTIDESYATILETIYE SSSR**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.)<br>SatCom: 1400615/UMSV | **9 479**<br>2 844<br>5 500<br>T/cm<br>21,0 | RS | **1982** "A. Zhdanov" SB. Yard—Leningrad<br>152,71 (BB) 19,23 6,581<br>139,40 13,11 | **M RoRo Cargo**<br>Ice strengthened<br>Slewing bow door & ramp<br>L 23,00 W 6,00 SWL 65<br>Cargo Width 5,00 Clear height 4,50<br>Cars 650 Trailers 80<br>TEU 306 C.306/20' | B&W 5K62EF<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 829,34t (d.o.)-21,4pd 16kn |
| **SHETLAND SERVICE**<br>ex Shetland Shore-80<br>**Offshore Marine Ltd.**<br>London United Kingdom | **872**<br>364<br>831 | **✠100A1** SS 7/91<br>Ice Class 3<br>**✠LMC**<br>EL M $1\frac{1}{4}$"U2<br>FN 890 | **1973**-1 Richards (Shipbuilders) Ltd.—Lowestoft (508)<br>60,05 11,92 4,449<br>54,26 11,43 4,96<br>F 22,6 1 dk<br>rf nil len 78<br>conv Deck Cargo Tug/Supply Ship 78 | **TM Stand-by Safety Vessel**<br>for offshore installations Fire-fighting<br>Mchy.aft | Blackstone ESL16MK2<br>2 Oil 4SA each 16Cy. 222 × 292 reverse reduction geared to sc. shafts<br>4 000bhp (2 942kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 320kW 1 × 110kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Bow jet pump<br>14kn |
| **SHETLAND TRADER**<br>ex Parkesgate-79<br>**John Fleming & Co. Ltd.**<br>Lerwick United Kingdom | **798**<br>447<br>1 133 | **✠100A1** SS 9/89<br>Ice Class 2<br>**✠LMC** **UMS**<br>EL J $1\frac{3}{16}$"U2<br>FN 863 | **1972**-1 J. Bolson & Son Ltd.—Poole (573)<br>60,91 10,19 3,899<br>57,56 10,11 4,88<br>RAD 15,6 F 5,2 1 dk<br>rf 76 | **M General Cargo**<br>1 Ho 35,9 ER<br>G.1 689 B.1 562<br>TEU 36<br>C.Ho 24/20' (40') C.Dk 12/20' (40')<br>1 Ha (stl) (27,0 × 7,7) ER | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>1 320bhp (971kW)<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 18kW 415V 50Hz a.c.<br>Fuel 40,5t (d.o.) 12kn |
| **SHETRUNJI**<br>**Government of The Republic of India (Director of Ports for The Gujarat State-Maritime Board)**<br>Bombay India | *232*<br>*70*<br>—<br>T/cm<br>0,7 | **✠100A1** SS 2/90<br>tug<br>State of Gujarat service<br>**✠LMC**<br>EL (c) 333,6/20,5U1<br>FN 312 | **1985**-5 Chowgule & Co. Pvt. Ltd.—Gogha Yard, Gogha (539)<br>29,42 8,54 3,201<br>25,99 8,03 3,97<br>F 14,4 1 dk<br>rf - Box K | **TM Tug**<br>Fire-fighting | MAN<br>2 Oil 4SA each 5Cy. 300 × 450 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Garden Reach Shipbuilders & Engineers Ltd. Ranchi<br>Gen 2 × 56kW 1 × 32kW 415V 50Hz a.c.<br>Fuel 62,0t (d.o.) 11,5kn |

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| **8729248**<br>M-42892<br>Esd Rdr Rt | **SHEVARDENI**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Poti) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1989** ............U.S.S.R.<br>26,52 6,50 2,321<br>23,63 - 3,08<br>1 dk | **M Fishing**<br>Stern Trawler Seiner<br>In.66 | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 25kW a.c. |
| **8022602**<br>*EISZ*<br>402215<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SHEVRELL**<br>**James Tyrrell Ltd.**<br>Arklow Shipping Ltd.<br>Arklow Irish Republic | *1 580*<br>*1 030*<br>3 033 | ✠**100A1** SS 4/91<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL O 412,5/34,0U2(a)<br>FN. 1295 | **1981**-10 Niestern-Sander B.V.—Delfzijl (506)<br>75,37 12,60 5,168<br>69,02 12,50 6,25<br>P 8,6 F 12,5 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 26,4 25,2 ER<br>G.3 058 B.3 006<br>2 Ha (stl) (each 21,0 × 9,3) ER | Brons<br>Vee Oil 2SA 12Cy. 220 × 380 with clu<br>flexible couplings & sr reverse gea<br>shaft<br>1 500bhp (1 103kW)<br>Brons Industrie N.V.<br>Gen 3 × 80kW 380V 50Hz a.c.<br>Fuel 159,5t (d.o.)-6,0pd |
| **7209552**<br>*BECD*<br>Df Esd Gc<br>Rdr Rt | **SHEY SIN No. 11**<br>**Shey Sin Fishery Co. Ltd.**<br>Kaohsiung China* | **264**<br>184<br>— | | **1972** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>39,22 6,94 2,750<br>33,99 6,91 3,15<br>P 19,2 F 4,3 1 dk | **M Fishing**<br>Side-fishing Ref<br>3 Ho 7,0 5,0 8,9 ER<br>In.255<br>4 Ha (1,0 1,0 × 1,0) (1,0 1,2 × 1,2) ER<br>Der 1(1) | Akasaka<br>Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Die Ltd.)<br>Gen 2 × 80kW 230V a.c. |
| **7037117**<br>*S2XU*<br>132<br>Df Esd Gc<br>Pfd Rdr Rt | **SHEZAN**<br>ex Tai An-85<br>**Aqua Lines Ltd.**<br>Chittagong Bangladesh | **8 211**<br>4 923<br>12 000 | AB | **1970** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (775)<br>146,77 (BB) 19,26 8,916<br>135,01 19,21 11,51<br>F 27,8 2 dks<br>rf 152 | **M General Cargo**<br>5 Ho 16,4 21,3 25,6 22,4 17,9 ER<br>G.18 151 B.16 622<br>5 Ha (stl) (8,3 × 5,9) (13,4 17,2 13,4 11,2 × 8,0) ER<br>12W Der 1(66) 2(20) 8(10) 6(5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 200kW 445V a.c.<br>Fuel 1 677,5t |
| **8832564**<br>*BRVV*<br>Df Esd Gc<br>Pfd Rdr Rt | **SHI BAO**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **3 948**<br>2 025<br>5 195 | ZC | **1986** Wuhu Shipyard—Wuhu<br>105,31 - 6,520<br>99,00 16,00 9,00<br>2 dks | **M General Cargo**<br>3 Ho ER<br>G.7 654 B.7 041<br>3 Ha (stl) (10,5 16,8 12,6 × 8,0) ER<br>Der 3(5) 1(10) | Chinese Std. Type<br>Oil 4SA 6Cy. 430 × 820<br>2 207kW (3 000bhp)<br>Hudong Shipyard<br>Gen 3 × 250kW 400V a.c. |
| **8504375**<br>*BTDQ*<br>Rdr Rt | **SHI GANG JIAO 1**<br>**Government of The People's Republic of China (Shijiu Port Authority Office)**<br>Qingdao/Tsingtao China | *157*<br>*47*<br>50 | (ZC) | **1985** Ishii Zosen—Chiba (172)<br>32,00 1,600<br>29,60 6,50 3,20<br>1 dk | **TM Ferry** | Yanmar<br>2 Oil 4SA each 6Cy. 130 × 150 with clu<br>flexible couplings & sr reverse gear<br>shafts<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8216980**<br>*BTCY* | **SHI GANG TUO 1**<br>**Government of The People's Republic of China**<br>China | **329**<br>98<br>121 | | **1982** Ishikawajima Ship & Chemical Plant Co. —Tokyo (547)<br>32,85 3,301<br>30,64 9,52 4,42<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320 dr geare<br>shafts<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8216992**<br>*BTCZ* | **SHI GANG TUO 2**<br>**Government of The People's Republic of China**<br>China | **328**<br>98<br>121 | | **1983** Ishikawajima Ship & Chemical Plant Co. —Tokyo (548)<br>32,85 3,301<br>30,64 9,52 4,42<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320 dr gea<br>shafts<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8324218** | **SHI GANG TUO 3**<br>**Government of The People's Republic of China (Shijiu Port Authority Office)**<br>Qingdao/Tsingtao China | **370**<br>111<br>107 | | **1984** Sagami Zosen Tekko K.K.—Yokosuka (223)<br>35,00 3,320<br>30,25 9,60 4,20<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340 with clu<br>flexible couplings & dr geared to sc. sh<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8324220** | **SHI GANG TUO 4**<br>**Government of The People's Republic of China (Shijiu Port Authority Office)**<br>Qingdao/Tsingtao China | **370**<br>111<br>124 | | **1984** Sagami Zosen Tekko K.K.—Yokosuka (224)<br>35,00 3,320<br>30,25 9,60 4,22<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340 with clu<br>flexible couplings & dr geared to sc. sh<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8832538** | **SHI HAI JIAO 4** ●<br>ex Ling Nan Chun ex Sui Hai Jiao 4-83<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **266**<br>159<br>— | | **1981** Wenchong Shipyard—Huangpu/Whampoa<br>40,00 1,500<br>36,00 7,40 2,90<br>1 dk | **TM Factory Ship**<br>Fish-factory | Chinese Std. Type<br>2 Vee Oil 4SA each 12Cy. 135 × 14<br>338kW (460bhp)<br>Shanghai Diesel Engine Works |
| **7128904**<br>*YJYH3*<br>549<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SHI HUI**<br>ex Feng Ping-89 ex Amelia Topic-88<br>**Shi Hui Maritime Ltd.**<br>Port Vila Vanuatu | *36 250*<br>*19 613*<br>62 355<br>T/cm<br>62,8 | ✠**100A1** CS 9/86<br>strengthened for ore cargoes—Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL N† 3"U3<br>FN 10764 | **1972**-3 Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2300)<br>223,02 (BB) 32,29 12,821<br>214,08 32,21 18,32<br>F 20,2 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 21,5 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.74 205<br>7 Ha (stl) (12,8 14,4 14,4 14,5 14,4 14,4 14,4 × 14,4) ER | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 3 412,0t |
| **8326723**<br>*BNSA*<br>Df Esd Gc<br>Pfd Rdr RTv | **SHI JIAN**<br>**Government of The People's Republic of China (East Sea Branch of the State Oceanic Administration)**<br>Shanghai China<br>SatCom: 1570250/NOEC | **769**<br>659<br>436 | ZC | **1979** Hudong Shipyard—Shanghai<br>94,73 5,001<br>83,00 14,00 7,80<br>B 16,8 2 dks | **TM Research**<br>Oceanographic<br>4W Der 2(5) | Hudong<br>2 Oil 4SA each 6Cy. 430 × 820<br>4 000bhp (2 942kW)<br>Hudong Shipyard<br>Gen 4 × 250kW 230V d.c. |
| **6823222**<br>*BOJY*<br>Df Esd Gc<br>Pfd Rdr RTv | **SHI JING SHAN**<br>ex Saxonia-77 ex Sunsaxonia-71<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**6 550**<br>4 320<br>13 021<br>**9 303**<br>6 473<br>14 970 | ZC (GL) | **1968** Flensburger Schiffsbau-Ges.—Flensburg (615)<br>139,52 21,06 8,213/9,020<br>132,00 21,00 12,30<br>B 26,0 F 14,1 2 dks | **M General Cargo**<br>5 Ho 16,2 29,7 9,6 19,7 19,7 ER<br>G.21 680 B.19 260<br>TEU 317 C. 317/20'<br>10W Der 1(60) 1(25) 10(5-10) | Fiat<br>Oil 2SA 6Cy. 680 × 1200<br>7 200bhp (5 296kW)<br>Borsig A.G.<br>Gen 2 × 328kW 1 × 128kW 450V<br>Fuel 99,5t (d.o.) 830,0t (hvf) |
| **7233163**<br>*BOBX*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SHI TANG HAI**<br>ex Dimitris A. Lemos-81<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570352/STKA | **35 545**<br>27 113<br>74 212<br>T/cm<br>70,6 | ZC<br>✠Classed LR until 13/3/81 | **1973**-4 R.O. Brodogradiliste "3 Maj"—Rijeka (550)<br>244,09 (BB) 32,29 13,401<br>235,00 32,20 18,60<br>F 18,3 1 dk<br>rf nil | **M Bulk Carrier**<br>8 Ho 21,6 26,4 19,5 25,4 20,3 26,2 19,5 25,4 ER<br>G.85 693<br>8 Ha (stl) (13,2 14,2 14,4 14,4 14,4 14,4 14,4 14,4 × 13,5) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 419,5t (d.o.) 5 045,5t (hvf) |

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| **SHI YAN 2**<br>Government of The People's Republic of China (South China Sea Geological Investigation Headquarters)<br>Guangzhou/Canton China | **655**<br>341<br>— | | **1980** Guangzhou Shipyard—Guangzhou/Canton<br>68,45 - 3,500<br>60,00 10,00 5,40<br>2 dks | **TM Research** | Chinese Std. Type 8300<br>2 Oil 4SA each 8Cy. 300 × 380<br>1 618kW (2 200bhp)<br>Hongwei Machinery Factory Sichuan.<br>Gen 2 × 980kW 400V a.c.<br>13kn |
| **SHI ZUI SHAN**<br>ex Lindinger Quetzal-78<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **1 599**<br>1 019<br>4 100 | ZC (BV) | **1976** Husumer Schiffsw.—Husum (1414)<br>91,45 (BB) 14,25 6,800<br>87,80 14,22 8,60<br>F 7,7 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 61,5 ER<br>G.6 351 B.5 785<br>2 Ha (stl) (18,9 25,1 × 10,0)<br>4W Der 2(20) 2(5) | Deutz RSBV8M540<br>Oil 4SA 8Cy. 370 × 400<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 160kW 380V 50Hz a.c.<br>Fuel 303,0t (d.o.)-15,0pd 14,25kn |
| **SHIAN FENG CHANG 16**<br>**Puffin Fishing Enterprises Ltd.** | **164**<br>79<br>— | | **1973** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>*28,38* 6,02<br>2,62<br>1 dk | **M Fishing**<br>Side Trawler | Matsui<br>Oil 4SA 6Cy. 260 × 470<br>240bhp (177kW)<br>Matsui Iron Works Co. Ltd. Japan<br>8,5kn |
| **SHIAN FENG CHANG 18**<br>**Puffin Fishing Enterprises Ltd.** | **164**<br>79<br>— | | **1973** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>*28,38* 6,02<br>2,62<br>1 dk | **M Fishing**<br>Side Trawler | Matsui<br>Oil 4SA 6Cy. 260 × 470<br>240bhp (177kW)<br>Matsui Iron Works Co. Ltd. Japan<br>8,5kn |
| **SHIAN FENG No. 11**<br>**Shian Feng Fishery Co. Ltd.**<br>Kaohsiung China* | **251**<br>170<br>— | | **1969** Chou Mao S.B. Co. Ltd.—Kaohsiung<br>36,33 6,41 2,515<br>31,53 6,38 3,00<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>3 Ho ER<br>In.200<br>4 Ha (1,0 × 0,8) (1,1 1,1 × 1,2) ER (1,0 × 0,8) | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>550bhp (405kW)<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Gen 2 × 64kW<br>10,5kn |
| **SHIASU MARU**<br>**Koyo Kisen K.K.**<br>Tokyo Japan | **698**<br>—<br>1 308 | NK | **1990** Nakatani Shipyard Co. Ltd.—Nomi (532)<br>68,84 (BB) 4,200<br>63,00 10,80 4,50<br>1 dk | **M Tanker**<br>Asphalt<br>Mchy.aft | Hanshin 6EL30G<br>Oil 4SA 6Cy. 300 × 600 reverse geared to sc. shaft<br>1 324kW (1 800bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHIBAURA**<br>ex Shibaura Maru<br>**Shibaura Tsusen K.K.**<br>San Lorenzo Honduras | **142**<br>44<br>— | BV | **1965** Kurushima Dockyard Co. Ltd.—Imabari (316)<br>25,61 7,83 3,161<br>3,51 | **M Tug** | 2 Oil 4SA each 6Cy. 325 × 460 geared to sc. shaft<br>Nippon Hatsudoki Tokyo<br>Gen 2 × 40kW<br>11,75kn |
| **SHIBAURA MARU No. 18**<br>ex Daito Kaisoku Maru No. 6-88<br>**Shibaura Kaiun K.K.**<br>Tokyo Japan | **134**<br>—<br>312 | | **1969** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (680)<br>38,00 7,42 2,600<br>34,00 7,22 2,80<br>1 dk<br>len 88 | **M General Cargo**<br>1 Ho ER<br>1 Ha (17,9 × 5,6) ER | Niigata<br>Oil 4SA 6Cy. 180 × 240<br>290bhp (213kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 66,0t |
| **SHIBAURA MARU No. 21**<br>**Shibaura Kaiun K.K.**<br>Tokyo Japan | **131**<br>—<br>350 | | **1990** .............Japan<br>35,50 2,800<br>33,00 8,30 3,00<br>1 dk | **M Cement Carrier** | Yanmar 6LAK-ST1<br>Oil 4SA 6Cy. 150 × 165<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **SHIBUKI No. 3**<br>**Miyako Ferry K.K.**<br>Hirara, Okinawa Pref. Japan | **129**<br>—<br>11 | | **1973** Hitachi Zosen—Kanagawa Works, Kawasaki (117055)<br>27,54 10,65 1,347<br>26,34 5,82 3,56<br>1 dk<br>RW | **Aluminium Alloy TM Hydrofoil Ferry**<br>—P | M.T.U. 12V493TY70<br>2 Vee Oil 4SA each 12Cy. 175 × 205<br>2 200bhp (1 618kW)<br>Ikegai Tekkosho Kawasaki |
| **SHICHIFUKU MARU No. 3**<br>ex Suwa Maru No. 31-79 | **189**<br>100<br>— | | **1963** Kanasashi Co. Ltd.—Shimizu (470)<br>39,02 6,96<br>33,53 6,91 3,10<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Fuji<br>Oil 4SA 6Cy. 300 × 430<br>Fuji Diesel Co. Ltd. Tateyama |
| **SHICHIRUI MARU No. 1**<br>ex Daiei Maru No. 23-86<br>**Shichirui Gyogyo K.K.**<br>Mihonoseki, Shimane Pref. Japan | **110**<br>—<br>109 | | **1977** Tokushima Zosen K.K.—Fukuoka (1227)<br>38,05 (BB) 6,96 2,439<br>31,55 6,95 2,75<br>1 dk | **M Fishing** | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **SHICHIRUI MARU No. 28**<br>ex Teno Maru No. 33<br>**Y.K. Naritomi Shoten**<br>Nagasaki, Nagasaki Pref. Japan | **142**<br>63<br>— | | **1960** K.K. Uwajima Zosensho—Uwajima (107)<br>*29,90* 6,02<br>6,00 3,00<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 270 × 400<br>Makita Tekkosho Takamatsu |
| **SHICHIRUI MARU No. 31**<br>**Shichirui Gyogyo K.K.**<br>Mihonoseki, Shimane Pref. Japan | **196**<br>—<br>275 | | **1980** Tokushima Zosen K.K.—Fukuoka (1356)<br>42,30 (BB) 2,901<br>38,03 7,12 3,36<br>1 dk | **M Fishing**<br>Seiner<br>Mchy.aft | Hanshin 6LU28<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe<br>12kn |
| **SHICHIRUI MARU No. 81**<br>ex Seizan Maru No. 81-88<br>**Shichirui Gyogyo K.K.**<br>Mihonoseki, Shimane Pref. Japan | **460**<br>—<br>589 | | **1973** Maebata Zosen Tekkosho K.K.—Sasebo (104)<br>55,48 8,44 3,937<br>48,49 8,41 4,12<br>1 dk | **M Fish Carrier**<br>Mchy.aft | Hanshin 6LU38<br>Oil 4SA 6Cy. 380 × 580<br>2 300bhp (1 692kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHIDAKA MARU**<br>**Sei Kurita**<br>Tokyo Japan<br>SatCom: 1204267/SIDK | *4 878*<br>*2 693*<br>6 182 | NK | **1984** Fukuoka Zosen K.K.—Fukuoka (1105)<br>115,02 (BB) 7,781<br>105,01 18,01 9,91<br>P 22,0 F 10,4 3 dks | **M Refrigerated Cargo**<br>Mchy.aft<br>In.6 689 | Mitsubishi 6UEC45HA<br>Oil 2SA 6Cy. 450 × 1150<br>6 840bhp (5 031kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 800kW 445V 60Hz a.c.<br>Fuel 124,5t (d.o.) 1 126,5t (hvf)-24,5pd 16,25kn |
| **SHIDUKI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **106**<br>—<br>— | | **1988** Sumidagawa Zosen K.K.—Tokyo (N62-14)<br>35,00 1,290<br>33,00 6,30 3,44<br>1 dk | **TM Patrol Ship** | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 190 × 230<br>2 400bhp (1 765kW)<br>Ikegai Tekkosho Kawasaki |
| **SHIELDHALL**<br>**Solent Steam Packet Ltd.**<br>Glasgow United Kingdom | **1 753**<br>999<br>1 870 | ✠Classed LR until 11/1/89 | **1955**-10 Lobnitz & Co. Ltd.—Renfrew (1132)<br>81,69 13,59 4,064<br>78,64 13,11 5,49<br>F 14,7 1 dk<br>RW rf 76 conv Ferry/ Sludge Carrier 91 | **TS Ferry**<br>Exhibition Ship 5cbn 8bth 80dk P<br>4 Ta ER | T 6Cy. (2) 381 (2) 635 & (2) 1016 x 762<br>1 600ihp (1 177kW)<br>Lobnitz & Co. Ltd. Renfrew<br>Gen 1 × 25kW 1 × 25kW 220V d.c.<br>Fuel 79,25t (o.f.) 9kn |
| **SHIGE MARU No. 5**<br>**Y.K. Hyogo Kensetsu**<br>Ieshima, Hyogo Pref. Japan | **197**<br>—<br>598 | | **1986** Y.K. Matsubara Koki Zosen—Onomichi<br>47,00 3,410<br>43,01 9,71 5,01<br>1 dk | **M Sand Carrier** | Fuji<br>Oil<br>850bhp (625kW)<br>Fuji Diesel Co. Ltd. Japan<br>12kn |

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| **8631013**<br>*JJ3550*<br>129293<br>Rdr Rt | **SHIGE MARU No. 26**<br><br>**Y.K. Okuyama Kaiun Kensetsu**<br>Ieshima, Japan<br>Hyogo Pref. | **489**<br>—<br>1 201 | | **1987** Sanyo Zosen K.K.—Mukaishima<br>65,00 13,02 4,220<br>60,00 13,00 6,80<br>1 dk | **M Sand Carrier** | Fuji<br>Oil 4SA 6Cy. 320 × 610<br>1 324kW (1 800bhp)<br>Fuji Diesel Co. Ltd. |
| **7929736**<br>*JM4812*<br>123361<br>Gc Rdr Rt | **SHIGEFUKU MARU No. 8**<br><br>**Shigefuku Kaiun Y.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **499**<br>—<br>1 200 | | **1980** K.K. Miura Zosensho—Saiki (585)<br>57,99 4,201<br>53,01 9,61 4,47<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo |
| **7927477**<br>*JI2988*<br>119701<br>Rdr Rt | **SHIGEFUKU MARU No. 11**<br>ex Kinyu Maru No. 7-89<br>**Shigefuku Kaiun Y.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **199**<br>—<br>250 | | **1980** Ura Kyodo Zosensho K.K.—Awaji (201)<br>... ... ...<br>42,02 7,51 3,36<br>1 dk | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8624993**<br>*JL5352*<br>127538<br>Gc Rt | **SHIGEHISA MARU**<br><br>**Aisho Kisen K.K.**<br>Ikeda, Japan<br>Kagawa Pref. | **105**<br>—<br>300 | | **1985** K.K. Uno Zosensho—Namikata<br>37,00 2,550<br>34,00 6,30 2,80<br>1 dk | **M General Cargo**<br><br>1 Ha (stl) (17,9 × 4,8) | Yanmar<br>Oil<br>200bhp (147kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8122593**<br>*JJ3321*<br>125229<br>Df Esd Gc<br>Rdr Rt | **SHIGEZURU MARU**<br><br>**Awaji Ferryboat Co. Ltd.**<br>Kobe, Japan<br>Hyogo Pref. | **1 457**<br>—<br>764 | | **1982** Wakamatsu Zosen K.K.—Wakamatsu (326)<br>71,61 3,714<br>65,03 13,71 5,01<br>2 dks | **TM RoRo Cargo/Ferry**<br>600dk P<br>Cars 37 Trailers 21<br>Mchy.aft | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340 with<br>flexible couplings & dr reverse geared<br>shafts<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 24,5t (d.o.) 69,0t (i.f.o.)-6,0pd |
| **5322831**<br>*VRBI*<br>315079<br>Rt | **SHIH TOU SHAN**<br><br>**The Shell Co. of Hong Kong Ltd.**<br>Hong Kong Hong Kong<br>(British) | **455**<br>159<br>841 | ✠100A1 SS 2/88<br>oil tanker<br>For service between Hong Kong & Macao<br>✠LMC<br>EL (g) 1"<br>FN 610 | **1960**-11 Hong Kong & Whampoa Dock Co. Ltd.<br>—Kowloon, Hong Kong (990)<br>43,90 10,57 2,972<br>43,90 10,37 3,51<br>1 dk<br>rf 102 | **TM Tank Barge**<br><br>6 Ta ER<br>L.(oil) 934 | Deutz<br>2 Oil 4SA each 12Cy. 120 × 140<br>500bhp (368kW) ✠ NE 66<br>Kloeckner Humboldt Deutz<br>Gen 1 × 14kW 380/220V a.c.<br>2 Directional propellers<br>Fuel 6,5t (d.o.) |
| **7904279**<br>*JM4590*<br>123258 | **SHIKASHIMA**<br><br>**Fukuoka Municipal Office**<br>Fukuoka, Japan<br>Fukuoka Pref. | **193**<br>—<br>54 | | **1979** Shimoda Dockyard Co. Ltd.—Shimoda (297)<br>28,88 7,50 1,823<br>26,52 7,12 2,57<br>1 dk | **M Ferry** | Daihatsu<br>Oil 4SA 6Cy. 220 × 280<br>600bhp (441kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8350956**<br>*JM4736*<br>124938 | **SHIKIJIMA MARU No. 51**<br><br>**Toshiki Arayashiki**<br>Aira, Japan<br>Kagoshima Pref. | **696**<br>459<br>2 121 | | **1983** Sokooshi Zosensho K.K.—Higashino (283)<br>68,00 12,50 4,900<br>... ... ... | **M General Cargo** | Oil |
| **7812490**<br>*JBWG*<br>121954<br>Df Esd Gc<br>Pfd Rdr Rt | **SHIKINE**<br><br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **959**<br>—<br>— | | **1979** K.K. Usuki Tekkosho—Usuki (996)<br>77,81 9,63 3,182<br>70,21 9,59 5,31<br>1 dk | **M Patrol Ship**<br>Mchy.aft | Niigata<br>2 Oil 4SA each 8Cy. 400 × 520<br>7 000bhp (5 149kW)<br>Niigata Eng. Co. Ltd. |
| **8313099**<br>*7LBQ*<br>127418<br>Df Esd Gc<br>Rdr Rt | **SHIKISHIMA MARU No. 13**<br><br>**Shikishima Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | *3 980*<br>*2 474*<br>6 438 | <br><br>NK | **1983** Nishi Zosen K.K.—Imabari (328)<br>105,62 (BB) 6,846<br>98,61 16,34 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.8 528 B.8 054<br><br>2 Ha (stl) (27,2 28,6 × 8,4) ER<br>Cr 2(25) Der 2(15) | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 200kW 1 × 128kW 445V 60Hz<br>Fuel 69,5t (d.o.) 481,5t (hvf) |
| **8503228**<br>*JPGI*<br>128279<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SHIKISHIMA MARU No. 17**<br><br>**Shikishima Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | *3 953*<br>*2 455*<br>6 462 | <br><br>NK | **1985** Nishi Zosen K.K.—Imabari (336)<br>105,87 (BB) 16,34 6,811<br>99,01 16,31 8,62<br>P 19,9 F 11,6 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.8 525 B.8 124<br><br>2 Ha (stl) ER | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 300bhp (2 427kW)<br>Kobe Hatsudoki K.K. |
| **7853107**<br>*JM3707*<br>117104 | **SHIKISHIMA MARU No. 21**<br><br>**Noriyoshi Arayashiki**<br>Aira, Japan<br>Kagoshima Pref. | **299**<br>167<br>1 150 | | **1974** Sokooshi Zosensho K.K.—Higashino<br>58,50 3,750<br>54,01 10,00 5,80<br>1 dk | **M General Cargo**<br>Mchy.aft | Sumiyoshi<br>Oil<br>1 500bhp (1 103kW)<br>Sumiyoshi Tekkosho |
| **7650218**<br>*JRNC*<br>120576<br>Gc Pfd Rdr | **SHIKISHIMA MARU No. 31**<br><br>**Toshiyoshi Shinyashiki**<br>Aira, Japan<br>Kagoshima Pref. | **699**<br>480<br>2 123 | | **1977** Sokooshi Zosensho K.K.—Higashino<br>73,11 12,50 3,801<br>67,01 7,70<br>2dks | **M General Cargo**<br><br><br>G.3 875 B.3 496<br><br>1 Ha (35,9 × 8,3) ER | Hanshin<br>Oil<br>2 200bhp (1 618kW)<br>The Hanshin Diesel Works Ltd. |
| **7810571**<br>*3FPD2*<br>14157-84B<br>Df Esd Gc<br>Pfd Rdr Rt | **SHIKISHIMA REEFER**<br><br>**Naviera Seatop S.A.**<br>Panama Panama | **2 461**<br>1 441<br>4 360 | <br><br>NK | **1979** Miyoshi Zosen K.K.—Uwajima (243)<br>122,48 6,532<br>114,00 16,01 9,71<br>2 dks<br>RW | **M Refrigerated Cargo**<br><br>4 Ho<br>In.5 465<br><br>3 Ha (stl) (each 7,1 × 6,0) ER<br>Der 6(5) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 193,0t (d.o.) 1 000,5t (hvf)-25,0pd |
| **8833972**<br>*LYMJ*<br>M-42267<br>Df Esd Gc<br>Rdr Rt | **SHILALE**<br><br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *359*<br>*107*<br>129 | <br><br>RS | **1990** ............U.S.S.R.<br>35,74 8,93 3,491<br>31,00 6,08<br>1dk | **M Fishing**<br>Stern Trawler Ref<br><br>In.98 | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 200kW a.c. |
| **6707741**<br>*UVPX*<br>M-29701<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SHILKA**<br><br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**2 280**<br>852<br>—<br>**3 234**<br>1 501<br>4 303 | <br><br>RS | **1966** VEB Schiffswerft "Neptun"—Rostock (236)<br>105,82 14,58 5,452/6,554<br>95,71 14,53 8,03<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 248 B.5 787<br><br>4 Ha (stl) (9,9 × 6,8) (10,2 10,2 × 8,9) ER<br>(9,6 × 8,8)<br>8W Der 1(35) 4(5) 4(3) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (d.o.) |
| **8813489**<br>*6MET*<br>BS02-A2830<br>Df Esd Gc<br>Pfd Rdr RTv | **SHILLA CHALLENGER**<br><br>**Silla Trading Co. Ltd.**<br>Busan South Korea<br>SatCom: 1660164/SHCH | **1 349**<br>611<br>1 916 | <br><br>KR | **1990** Campbell Industries—San Diego, Ca (146)<br>78,33 (BB) 5,586<br>68,70 13,72 7,93<br>2 dks | **M Fishing**<br>Side-fishing Tuna Purse Seiner Ref<br><br>In.1 614 | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254 with<br>flexible couplings & sr geared to<br>2 942kW (4 000bhp)<br>General Motors Corp. Electro-Motive<br><br>Gen 3 × 466,4kW 480V a.c.<br>Thw. thrust propeller fwd |

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| **SHILLA EXPLORER**<br>**Silla Trading Co. Ltd.**<br>Busan South Korea<br>SatCom: 1660140/EXPR | **1 349**<br>611<br>1 916 | KR | **1990** Campbell Industries—San Diego, Ca (144)<br>78,33 5,586<br>68,70 13,64 6,29<br>2 dks | **M Fishing**<br>Side-fishing Tuna Purse Seiner Ref<br>In.1 614 | General Motors 20-645-E7B<br>Vee Oil 2SA 20Cy. 230 × 254 with clutches, flexible couplings & sr geared to sc. shaft<br>2 942kW (4 000bhp)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 511,2kW 480V a.c.<br>Thw. thrust propeller fwd<br>15,9kn |
| **SHILLA PIONEER**<br>**Silla Trading Co. Ltd.**<br>Busan South Korea<br>SatCom: 1660145/SHPI | **1 349**<br>611<br>1 916 | KR | **1990** Campbell Industries—San Diego, Ca (145)<br>78,33 5,586<br>68,70 13,72 7,93 | **M Fishing**<br>Side-fishing Tuna Purse Seiner Ref<br>In.1 614 | General Motors 20-645-E7B<br>Vee Oil 2SA 20Cy. 230 × 254 with clutches, flexible couplings & sr geared to sc. shaft<br>2 942kW (4 000bhp)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 511,2kW 480V a.c.<br>Thw. thrust propeller fwd<br>15,9kn |
| **SHILLA SPIRIT**<br>**VSSI Tokyo Inc.**<br>Teekay Shipping Ltd.<br>Monrovia Liberia<br>SatCom: 1243354/SHLA | *59 289*<br>*31 739*<br>105 000<br>T/cm<br>91,8 | **✠100A1**<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL S† 687,5/87,0U3<br>FN 15016 | **1990**-4 Hyundai Heavy Industries Co. Ltd.—Ulsan (645)<br>244,05 (BB) 42,71 15,601<br>234,00 42,67 21,50<br>1 dk<br>rf nil Bow/CM 121 Diam. 0,410 MH 2,1 | **M Tanker**<br>COW(LR) IGS(LR) PL(LR) SBT(LR)<br>pt higher tensile steel Bow loading<br>5 Ta 4 Wing Ta ER<br>L.(oil) 126 762<br>3 Cargo pumps total 9 000T/hr | B&W 6S60MC<br>Oil 2SA 6Cy. 600 × 2292<br>10 120kW (13 758bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>2 AuxB (o.f.) 19,4kgf/cm² (19,1bar)<br>AuxB (Comp) 9kgf/cm² (8,9bar)<br>Gen 3 × 680kW 440V 60Hz a.c.<br>14kn |
| **SHILPA**<br>**Surya Sea Foods Pvt. Ltd.**<br>Visakhapatnam India | **179**<br>53<br>108 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL 372,0/20,0U2<br>FN 242<br>IRS | **1989**-3 Chungmu Shipyard Co. Ltd.—Chungmu (191)<br>27,40 7,38 2,806<br>23,00 7,20 3,30<br>F 14,0 1 dk<br>rf 400 BK 150<br>**SURVEYS OVERDUE — CLASS SUSPENDED 8/2/91** | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.120 | MAN D2842ME<br>Vee Oil 4SA 12Cy. 128 × 141 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>416kW (566bhp)<br>MAN Nutzfahrzeuge A.G. Nuernberg<br>Gen 2 × 52kW 440V 60Hz a.c. |
| **SHILUTE**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **3 017**<br>1 246<br>2 063 | RS | **1975** VEB Volkswerft Stralsund—Stralsund (431)<br>101,86 (BB) 15,22 5,709<br>91,83 15,21 9,68<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>6W Der 2(5) 4(2) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15kn |
| **SHILUVA**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | *359*<br>*107*<br>129 | RS | **1986** ............U.S.S.R.<br>35,72 8,92 3,490<br>31,00 - 6,07<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>588kW (799bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 200kW a.c. |
| **SHIMA MARU**<br>**Isewan Ferry K.K.**<br>Toba, Mie Pref. Japan | **1 286**<br>—<br>394 | | **1986** Kanda Zosensho K.K.—Kawajiri (300)<br>64,29 (BB) 3,152<br>60,00 13,50 4,53<br>1 dk | **TM RoRo Cargo/Ferry**<br>584dk P<br>Bow door/ramp<br>L 3,30 W 5,35<br>Stern door/ramp<br>L 3,35 W 5,60<br>Cars 42 | Daihatsu 6DLM-28<br>2 Oil 4SA each 6Cy. 280 × 360 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>2 250kW (3 059bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Thw. thrust Contr. pitch propeller fwd<br>15,2kn |
| **SHIMA MARU**<br>**Government of The People's Republic of China** | **960**<br>—<br>280 | | **1970** Kanda Zosensho K.K.—Kure (149)<br>62,41 12,83 2,896<br>57,99 12,81 4,20<br>1 dk | **TM Ferry**<br>700dk P | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 1 × 100kW 225V a.c.<br>Fuel 45,5t-8,0pd<br>15kn |
| **SHIMA MARU**<br>**Sanyo Kaiji Co. Ltd.**<br>Nagoya, Aichi Pref. Japan | **194**<br>—<br>122 | | **1983** Hikari Kogyo K.K.—Yokosuka (327)<br>32,85 3,301<br>26,52 9,52 4,32<br>1 dk | **TM Tug** | Yanmar 6ZL-DT<br>2 Oil 4SA each 6Cy. 280 × 340 sr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 80kW 440V 60Hz a.c.<br>2 Directional propellers<br>Fuel 49,0t (d.o.)-9,0pd<br>13kn |
| **SHIMADA**<br>ex Shimada Maru No. 1-88<br>**South China Shipping Line Inc.**<br>Panama Panama | **498**<br>276<br>984 | | **1966** Kanda Zosensho K.K.—Kure (115)<br>53,29 8,82 4,217<br>49,00 8,81 4,50<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 058 B.957<br>1 Ha (23,9 × 6,1) ER | Oil 4SA 6Cy. 325 × 460<br>850bhp (625kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 8kW 225V a.c.<br>Fuel 46,5t-3,0pd<br>10,5kn |
| **SHIMADA MARU**<br>**Osumi Kaiun K.K.**<br>Matsushima, Kumamoto Pref. Japan | **198**<br>—<br>700 | | **1984** Y.K. Ouchi Zosensho—Nakajima (178)<br>56,11 3,901<br>51,01 9,30 5,57<br>1 dk | **M General Cargo**<br>Mchy.aft | Matsui<br>Oil<br>750bhp (552kW)<br>Matsui Iron Works Co. Ltd. Japan<br>Fuel (d.o.)<br>10kn |
| **SHIMAJI**<br>**Kintetsu Shima Kanko Kisen K.K.**<br>Toba, Mie Pref. Japan | **199**<br>—<br>40 | | **1978** Kambara Marine Development & SB. Co. LTD.—Numakuma (235)<br>1,501<br>29,01 6,51 2,52<br>RW | **TM Ferry**<br>Mchy.aft | General Motors 12V-71-TI<br>2 Vee Oil 2SA each 12Cy. 108 × 127<br>1 050bhp (772kW)<br>General Motors Corp. U.S.A. |
| **SHIMAKAZE**<br>**Springs Navigation S.A.**<br>Panama Panama<br>SatCom: 1330351/SIMA | *10 734*<br>*5 808*<br>16 660<br>T/cm<br>28,0 | NK | **1983** K.K. Uwajima Zosensho—Uwajima (2243)<br>149,00 (BB) 22,84 8,619<br>140,01 22,80 11,99<br>P 28,1 F 11,0 1 dk<br>Bow/CM 82 Diam. 0,150 MH 2,1 | **M Tanker**<br>Chemical<br>DB<br>24 Ta ER<br>L.21 417<br>28 Cargo pumps total 5 520T/hr | Mitsubishi 6UEC52HA<br>Oil 2SA 6Cy. 520 × 1250<br>6 800bhp (5 002kW)<br>Kobe Hatsudoki K.K. Tarami<br>14,2kn |
| **SHIMANAMI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **123**<br>—<br>— | | **1977** Mitsubishi Heavy Industries Ltd. —Shimonoseki<br>26,00 1,130<br>24,50 6,29 3,04<br>1 dk | **Aluminium Alloy TrM Patrol Launch** | Mitsubishi 12DM20TK<br>3 Oil 4SA each 12Cy. 160 × 200<br>3 000bhp (2 207kW)<br>Mitsubishi Heavy Industries Ltd. Japan<br>Fuel 5,0t (d.o.)<br>22kn |
| **SHIMANE MARU**<br>**Shimane Prefecture**<br>Matsue, Shimane Pref. Japan | **139**<br>—<br>80 | | **1976** Wakamatsu Zosen K.K.—Wakamatsu (268)<br>29,16 6,53 2,744<br>28,99 6,51 2,82<br>1 dk | **M Research/Fishing**<br>Mchy.aft | M.T.U.<br>Vee Oil 4SA 12Cy. 175 × 205<br>770bhp (566kW)<br>Ikegai Tekkosho Kawasaki |
| **SHIMANOVSK** | **570**<br>215<br>313 | (RS) | **1970** ............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,42<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |

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| **9030199**<br>*JK5089*<br>132535<br>Rdr Rt | **SHIMANTO GAWA**<br>**Setonaikai Kisen Co. Ltd.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **699**<br>238 | | **1991** Kanda Zosensho K.K.—Kawajiri (339)<br>60,85 2,801<br>55,00 13,60 3,80 | **TM RoRo Cargo/Ferry**<br>Deck Cargo | Niigata<br>2 Oil 4SA each 6Cy. 260 × 275 gea<br>shafts<br>1 750kW (2 379bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 180kW 445V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **7828358**<br>*JG3884*<br>121746<br>Df Esd Pfd<br>Rdr Rt | **SHIME MARU No. 31**<br>**Koji Sano**<br>Choshi, Japan<br>Chiba Pref. | **156**<br>156 | | **1979** Daiwa Zosen—Choshi (230)<br>... ...<br>39,91 6,80 2,72<br>1 dk | **M Fishing**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo |
| **8204224**<br>*JG4312*<br>126018 | **SHIME MARU No. 32**<br>**Koji Sano**<br>Choshi, Japan<br>Chiba Pref. | **250**<br>—<br>— | | **1982** Minami-Kyushu Zosen K.K.—Kushikino (367)<br>41,00 2,652<br>36,89 7,51 3,13<br>1 dk | **M Fishing**<br>Side-fishing<br>6 Ho ER<br>6 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480 reverse reduc<br>to sc. shaft<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. |
| **8708787**<br>*JM5628*<br>129454 | **SHIMETA MARU No. 8**<br>**Hayashi Kaiun Y.K.**<br>Oyano, Japan<br>Kumamoto Pref. | **199**<br>—<br>669 | | **1987** Honda Zosen—Saiki (765)<br>51,01 (BB) 11,03 3,101<br>46,21 11,00 5,31 | **M General Cargo**<br>2 Ho ER<br>2 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>532kW (723bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 64kW 225V 60Hz a.c. |
| **7914705**<br>*8JWS*<br>122329<br>Rdr Rt | **SHIMIZU MARU No. 28**<br>**K.K. Shimizugumi**<br>Oga, Japan<br>Akita Pref. | **528**<br>—<br>1 000 | | **1979** K.K. Kanmasu Zosensho—Omishima (89)<br>50,00 2,601<br>48,10 17,00 3,30<br>1 dk | **M Crane Ship**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **7929346**<br>*8LBZ*<br>123581<br>Df Esd Gc<br>Rdr Rt | **SHIMOKITA**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **964**<br>—<br>371 | | **1980** Ishikawajima Ship & Chemical Plant Co.—Tokyo (506)<br>78,01 3,352<br>73,00 9,61 5,01<br>2 dks | **TM Patrol Ship** | Niigata<br>2 Oil 4SA each 8Cy. 400 × 520 reductio<br>to sc. shafts<br>7 000bhp (5 149kW)<br>Niigata Eng. Co. Ltd. |
| **7380930**<br>*JBUU*<br>116323<br>Gc Rdr | **SHIMOKITA MARU**<br>**Shinwa Naiko Kaiun K.K.**<br>Tokyo Japan | **2 995**<br>—<br>4 254 | NK | **1974** Shimoda Dockyard Co. Ltd.—Shimoda (231)<br>87,00 15,55 6,100<br>81,01 15,52 8,36<br>1 dk | **M Limestone Carrier**<br>Mchy.aft<br>G.3 047<br>4 Ha (10,2 × 8,9) (12,6 12,6 × 2,5) (16,8 × 8,9) | Akasaka<br>Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 2 × 128kW 225V a.c.<br>Fuel 23,5t (d.o.) 84,5t (hvf)-11,0pd |
| **7301855**<br>*ELIW5*<br>8436<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SHIMONE**<br>ex Niky-89 ex Star Castor-85<br>**Seamerit Inc.**<br>Monrovia Liberia | **14 611**<br>9 081<br>27 469<br>T/cm<br>34,6 | ✠**100A1** SS 4/87<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty<br>✠**LMC** **UMS**<br>EL Ft 2⅜"U2<br>FN 6305 | **1973**-3 Hakodate Dock Co. Ltd.—Hakodate (548)<br>177,96 22,92 10,700<br>167,80 22,86 14,71<br>P 33,0 F 14,1 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho 22,9 25,6 25,6 25,6 24,8 ER<br>G.32 639 B.32 284<br>5 Ha (stl) (13,9 × 9,4) (16,0 16,0 16,0 16,0 × 11,9) ER<br>4W Cr 4(15) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 1 654,0t (hvf) |
| **8806319**<br>*JL5746*<br>130572 | **SHIMOTSUI**<br>**Kansai Kyuko Ferry K.K.**<br>Takamatsu, Japan<br>Kagawa Pref. | **383**<br>—<br>139 | | **1988** Shin Kurushima Dockyard Co. Ltd.—Akitsu (2558)<br>41,64 2,801<br>37,80 11,00 3,81<br>1 dk | **TM RoRo Cargo/Ferry** 242dk P<br>Trailers 7<br>Mchy.aft | Niigata<br>2 Oil 4SA each 6Cy. 260 × 460 with fle<br>couplings & reverse reduction geared to<br>shafts<br>1 700bhp (1 250kW)<br>Niigata Eng. Co. Ltd. |
| **6601507**<br>Rdr | **SHIMOTSUI MARU**<br>**May-Nilad Shipping Corp.** | **526**<br>164<br>138 | | **1965** Hashihama Zosen—Imabari (194)<br>41,71 12,45 2,490<br>37,50 12,40 3,61<br>1 dk<br>RW | **TM Ferry** 850P | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>1 100bhp (809kW)<br>Daihatsu Kogyo<br>Gen 2 × 64kW 445V a.c. |
| **8213562**<br>*JG4298*<br>126187<br>Gc Rdr Rt | **SHIN AKASHIA MARU**<br>**Nippon Kaiun K.K. (Nippon Shipping Co. Ltd.)**<br>Tokyo Japan | **3 374**<br>—<br>3 056 | NK | **1983** Fukuoka Zosen K.K.—Fukuoka (1102)<br>110,80 (BB) 17,25 5,881<br>101,81 17,21 7,37<br>P 5,5 F 12,2 1 dk | **M Container Ship**<br>Fixed-guides<br>2 Cell. Ho ER<br>TEU 236 C. 236/20'<br>7 Ha (stl) ER<br>Cr 2(10) | Mitsubishi<br>Oil 2SA 7Cy. 450 × 1150<br>7 000bhp (5 149kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 400kW 445V 60Hz a.c.<br>Fuel 53,5t (d.o.) 214,0t (hvf)-20,0pd |
| **8703086**<br>*JK4674*<br>127990 | **SHIN AKITSU MARU**<br>**Nakamura Kaiun K.K.**<br>Akitsu, Japan<br>Hiroshima Pref. | **431**<br>—<br>1 310 | | **1987** Yamanaka Zosen K.K.—Namikata (338)<br>69,70 (BB) 11,23 4,022<br>65,03 11,21 6,51<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 605 B.2 131<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 460 sr reverse ge<br>shaft<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. |
| **7395923**<br>*6NAX*<br>BS-A-909<br>Df Esd Gc<br>Pfd Rdr Rt | **SHIN AN**<br>**Silla Trading Co. Ltd.**<br>Busan South Korea | **5 680**<br>2 971<br>4 960 | KR (NK) | **1974** Narasaki Zosen K.K.—Muroran (876)<br>114,64 6,250<br>105,14 17,58 11,28<br>F 23,8 2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Mchy.aft<br>In.3 059<br>3 Ha (each 3,2 × 3,2)<br>Der 2(5) 6(3) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 1 × 700kW 445V a.c.<br>Fuel 21 576,5t-25,0pd |
| **8319768**<br>*3EGY8*<br>19268-91<br>Gc Rdr Rt | **SHIN ASAHI**<br>ex Shinasahi Maru-90<br>**Fou Zee Shipping S.A.**<br>Panama Panama | *1 418*<br>*513*<br>1 454 | NK | **1983** Yamanaka Zosen K.K.—Namikata (268)<br>73,70 (BB) 4,232<br>69,01 11,70 4,26<br>2 dks | **M Refrigerated Cargo**<br>2 Ho ER<br>In.1 749<br>2 Ha (stl) (each 6,0 × 5,0) ER<br>4W Der 4(3) | Makita<br>Oil 4SA 6Cy. 370 × 590<br>1 618kW (2 200bhp)<br>Makita Diesel Co. Ltd.<br>Gen 3 × 200kW a.c. |
| **8221557**<br>*JK4403*<br>125870 | **SHIN ASAHI**<br>**Y.K. Sankyu Kaiun**<br>Kurahashi, Japan<br>Hiroshima Pref. | **150**<br>—<br>459 | | **1982** Kegoya Dock K.K.—Kure (835)<br>48,75 8,23 2,918<br>44,51 8,21 4,73<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 010 B.966<br>1 Ha (stl) ER | Yanmar<br>Oil 4SA 6Cy. 200 × 240 with clutche<br>couplings & sr geared to sc. shaf<br>480bhp (353kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **9042489** | **SHIN BANDAI MARU**<br>**Fukushima Kisen K.K.**<br>Japan | **195**<br>—<br>— | | **1991** Kanagawa Zosen—Kobe (368)<br>... ...<br>... ... ...<br>1 dk | **TM Tug** | Niigata<br>2 Oil<br>Niigata Eng. Co. Ltd. |
| **8301723**<br>*JAUJ*<br>126225<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **SHIN BUNGO MARU**<br>**Nisshin Kisen K.K. (Nisshin Kisen Co. Ltd.)**<br>Imabari, Japan<br>Ehime Pref.<br>SatCom: 1200546/JAUJ | *2 113*<br>*633*<br>2 052 | NK | **1982** Y.K. Tokai Zosensho—Tsukumi (618)<br>85,32 (BB) 5,023<br>79,02 13,21 7,95<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>3 Ho ER<br>In.2 850<br>3 Ha (stl) (each 4,9 × 4,3) ER<br>Der 6(4) | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>3 000bhp (2 207kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 360kW |

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| **SHIN CHITOSE**<br>**Kazumasa Kunishige**<br>Hofu,<br>Yamaguchi Pref.<br>Japan | **198**<br>—<br>668 | | **1989** Taiyo Zosen K.K.—Onoda<br>3,001<br>52,02 9,52 5,16 | (213) | **M General Cargo** | Hanshin<br>Oil<br>800bhp (588kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **SHIN CHOEI MARU No. 8**<br>**Y.K. Shigetoku Kisen**<br>Misumi,<br>Kumamoto Pref.<br>Japan | **499**<br>—<br>1 400 | | **1990** Honda Zosen—Saiki<br>4,052<br>70,00 12,00 7,00 | (813) | **M General Cargo** | Niigata 6M28HFT<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Thw. thrust propeller fwd |
| **SHIN CHUN**<br>**Wan Hai Steamship Co. Inc.**<br>Keelung<br>China* | *9 954*<br>*4 756*<br>14 263 | (AB) | **1987** Naikai SB. & Eng. Co. Ltd.—Setoda<br>151,59 (BB) 23,53 8,702<br>142,02 23,50 11,61<br>P 27,8 F 15,9 1 dk<br>rf nil | (519) | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER<br>TEU 640 C. 640/20'<br>7 Ha (stl) ER<br>Cr 1(30) | B&W 7L50MC<br>Oil 2SA 7Cy. 500 × 1620<br>8 460bhp (6 223kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 500kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>18,75kn |
| **SHIN CO-OP MARU**<br>**Kumazawa Kaiun Co. Ltd.**<br>Yokohama,<br>Kanagawa Pref.<br>SatCom: 1200374/JBLP<br>Japan | *4 007*<br>*1 741*<br>6 203 | NK | **1986** K.K. Usuki Tekkosho—Saiki<br>97,69 (BB) 7,651<br>90,00 17,01 8,92<br>P 43,0 F 15,3 1 dk | (1332) | **M Tanker**<br>Wind-Assisted<br>8 Ta ER<br>L.5 092 | Akasaka DM40AKFD<br>Oil 4SA 6Cy. 400 × 640 with clutches & geared to sc. shaft<br>2 001kW (2 720bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 300kW 60Hz a.c.<br>Controllable pitch propeller<br>12,7kn |
| **SHIN DAIEI MARU**<br>**Aibori Kaiun Y.K.**<br>Anan,<br>Tokushima Pref.<br>Japan | **199**<br>—<br>658 | | **1986** K.K. Miura Zosensho—Saiki<br>57,00 3,220<br>52,00 9,80 5,50<br>1 dk | (767) | **M General Cargo**<br>Mchy.aft | Niigata 6M26AGTE<br>Oil 4SA 6Cy. 260 × 460<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Japan |
| **SHIN EIKAN**<br>**Nakano Kisen Y.K.**<br>Hofu,<br>Yamaguchi Pref.<br>Japan | **495**<br>—<br>1 297 | | **1987** K.K. Saidaiji Zosensho—Okayama<br>77,00 12,72 3,370<br>70,00 12,70 6,00<br>1 dk | | **M General Cargo** | Akasaka DM38AK<br>Oil 4SA 6Cy. 380 × 600<br>1 103kW (1 500bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHIN EIYOSHI MARU**<br>**Daisan Kaiun Y.K.**<br>Ishida,<br>Nagasaki Pref.<br>Japan | **199**<br>—<br>573 | | **1990** K.K. Miura Zosensho—Saiki<br>57,00 (BB) 3,258<br>52,00 9,20 5,50 | (876) | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Niigata 6M26AGTE<br>Oil 4SA 6Cy. 260 × 460 reverse geared to sc. shaft<br>515kW (700bhp)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHIN FU TAI No. 11**<br>**Fu Tai Fishing Co. Ltd.**<br>Kaohsiung<br>China* | **230**<br>—<br>— | | **1969** Su-Ao SB. Co. Ltd.—Su Ao<br>36,58 6,94<br>31,98 6,91 3,00<br>1 dk | | **M Fishing**<br>Side-fishing | Niigata<br>Oil<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHIN FUJIKAWA MARU**<br>**Yasuhiko Fujii**<br>Hiroshima,<br>Hiroshima Pref.<br>Japan | **476**<br>—<br>550 | | **1989** K.K. Miura Zosensho—Saiki<br>3,911<br>58,02 13,21 5,82 | (862) | **M General Cargo** | Hanshin 6LŮD26<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHIN FUJISAN MARU**<br>**Sumihisa Kisen Y.K.**<br>Hinase,<br>Okayama Pref.<br>Japan | **997**<br>—<br>2 273 | | **1981** Shirahama Zosen K.K.—Honai<br>77,65 11,82 5,001<br>72,01 11,02 5,52<br>1 dk | (103) | **M Tanker**<br>Mchy.aft | Akasaka DM38AK<br>Oil 4SA 6Cy. 380 × 600<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHIN FUKUEI MARU**<br>**Noriyuki Maruyama**<br>Kitakyushu,<br>Fukuoka Pref.<br>Japan | **173**<br>—<br>494 | | **1990** Y.K. Furumoto Tekko Zosensho—Osaki<br>49,90 3,800<br>45,00 8,30 5,10<br>1 dk | | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) (26,6 × 6,3) ER | Matsui 6M26KGHS<br>Oil 4SA 6Cy. 260 × 400<br>Matsui Iron Works Co. Ltd. Ise |
| **SHIN FUTABA**<br>**K.K. Futaba Shokai**<br>Hiroshima,<br>Hiroshima Pref.<br>Japan | **496**<br>—<br>1 594 | | **1983** Mukaishima Zoki Co. Ltd.—Mukaishima<br>71,71 4,171<br>67,01 11,51 6,41<br>1 dk | (185) | **M General Cargo**<br>1 Ho ER<br>B.2 183<br>1 Ha (stl) ER | Niigata 6M31AGT<br>Oil 4SA 6Cy. 310 × 530 sr reverse geared to sc. shaft<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHIN HACHIRYU MARU**<br>**Hachiman Senpaku K.K.**<br>Kitakyushu,<br>Fukuoka Pref.<br>Japan | **515**<br>—<br>1 620 | | **1988** Yamanaka Zosen K.K.—Namikata<br>72,72 (BB) 4,323<br>68,00 11,50 6,70 | (371) | **M General Cargo**<br>G.811 | Hanshin 6LH28<br>Oil 4SA 6Cy. 280 × 460 with clutches & sr reverse geared to sc. shaft<br>1 030kW (1 400bhp)<br>The Hanshin Diesel Works Ltd. Japan<br>Controllable pitch propeller |
| **SHIN HIME**<br>ex Shinhime Maru-91<br>ex Shinwa Maru-87<br>**Fresh South Shipping S.A.**<br>Nisshin Kisen K.K. (Nisshin Kisen Co. Ltd.)<br>Panama<br>Panama | **497**<br>251<br>1 105 | NK | **1980** Honda Zosen—Saiki<br>69,65 4,001<br>64,52 11,02 4,04<br>2 dks | (682) | **M Refrigerated Cargo**<br>Mchy.aft<br>In.1 305 | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHIN HOWA MARU**<br>**Shinho Kisen Y.K.**<br>Kurahashi,<br>Hiroshima Pref.<br>Japan | **199**<br>—<br>692 | | **1986** K.K. Kamishima Zosensho—Higashino<br>54,11 3,450<br>49,51 9,01 5,52<br>1 dk | | **M General Cargo**<br>G.1 273 B.1 228 | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>550bhp (405kW)<br>Matsui Iron Works Co. Ltd. Ise<br>10,25kn |
| **SHIN HSING**<br>**Sincere Navigation Corp.**<br>Oak Steamship Co. Ltd.<br>Kaohsiung<br>China* | *11 532*<br>*4 757*<br>13 732<br>T/cm<br>30,4 | NK | **1987** Tsuneishi Zosen K.K.—Numakuma<br>141,34 (BB) 24,05 7,017<br>133,00 24,00 12,30<br>P 11,9 B 7,4 F 11,3 1 dk | (599) | **TM Bulk Carrier**<br>Self-unloader<br>2 Ho ER<br>G.16 766 B.14 168<br>2 Ha (stl) ER | Daihatsu 6DLM-26<br>2 Oil 4SA each 6Cy. 260 × 340 with clutches, flexible couplings & dr geared to sc. shafts<br>3 000bhp (2 207kW) E 6/87<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 560kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 163,5t (d.o.) 134,0t (hvf) 10kn |
| **SHIN HWA No. 1**<br>ex Chil Sung No. 75-89<br>ex Daishin Maru No. 7-67<br>**Lee Kyu-Han**<br>Pohang<br>South Korea | **418**<br>241<br>597 | KR | **1959** Hashihama Zosen—Imabari<br>49,31 7,35 3,385<br>45,50 7,29 3,79<br>P 11,3 F 5,8 1 dk | (77) | **M General Cargo**<br>G.873 B.853<br>1 Ha (23,6 × 4,5) ER<br>Der 4(2,5) | Oil 4SA 6Cy. 310 × 460<br>420bhp (309kW)<br>Nippon Hatsudoki Kobe<br>Gen 1 × 3kW 35V d.c.<br>Fuel 20,5t 9,5kn |

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| **8609060**<br>*JI3276*<br>128657 | **SHIN IBUKI MARU**<br>**Taiyo Shipping Co. Ltd. (Taiyo Kisen K.K.)**<br>Osaka, Japan<br>Osaka Pref. | **207**<br>—<br>400 | **1986** Sasaki Zosen K.K.—Kinoe (398)<br>41,53 2,801<br>38,51 8,21 3,03<br>1 dk | **M Cement Carrier**<br>G.300 | Daihatsu<br>Oil 4SA 6Cy. 220 × 260 with clutches<br>couplings & reverse reduction geared<br>shaft<br>700bhp (515kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8319330**<br>*JG4422*<br>128111<br>Esd Gc Rdr<br>Rt | **SHIN IWAKI MARU**<br>**Japan Com Shipping Co. Ltd.**<br>Tokyo Japan | **4 438**<br>—<br>5 754 | **1984** Mitsubishi Heavy Industries Ltd.—Nagasaki (1955)<br>NK 103,94 (BB) 17,02 7,001<br>97,01 17,01 10,42<br>P 9,5 1 dk | **M Coal/Oil Mixture Carrier**<br>Hot-cargoes<br>4 Cargo pumps total 1378T/hr<br>8 Wing Ta ER<br>L.4 799 | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 350kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **7354498**<br>*D7TY*<br>BSR-736443<br>Rdr Rt | **SHIN JIN**<br>ex Kasagi Maru-85<br>**Ku Ryuk Co. Ltd.**<br>Busan South Korea | **195**<br>68<br>74 | **1973** Ishikawajima Ship & Chemical Plant Co.—Tokyo (453)<br>KR 31,70 8,64 2,642<br>26,50 8,62 3,51<br>1 dk | **TM Tug**<br>Fire-fighting | Fuji<br>2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 48kW 445V a.c. |
| **8701648**<br>*JG4737*<br>130207<br>Esd Gc Rdr<br>Rt | **SHIN JU MARU**<br>**Kuribayashi Shosen Co. Ltd. (Kuribayashi Steamship Co. Ltd.)**<br>Tokyo Japan | **3 953**<br>—<br>4 455 | **1988** Imabari Zosen—Imabari (467)<br>129,75 (BB) 6,063<br>NK 124,31 20,01 14,71<br>1 dk | **M RoRo Cargo**<br>Pallets<br>Angled side door/ramp (p. f.)<br>L 16,50 W 7,00 SWL 50<br>Quarter stern door/ramp (p)<br>L 23,00 W 7,00 SWL 50<br>Lane Length 720 Cargo Width 20,00<br>Clear height 6,40<br>Trailers 37<br>Mchy.aft | Pielstick<br>Oil 4SA 6Cy. 570 × 750 geared to sc.<br>9 000bhp (6 620kW)<br>Nippon Kokan K.K. Tsurumi Works<br>Gen 3 × 470kW a.c. |
| **8706856**<br>*JK4649*<br>129520<br>Rt | **SHIN KANNON MARU**<br>ex Kotoku Maru No. 1-89<br>**Katsutoshi Morimoto**<br>Kurahashi, Japan<br>Hiroshima Pref. | **128**<br>—<br>340 | **1987** Kochi Jyuko K.K.—Kochi (1965)<br>36,61 2,901<br>33,00 7,00 3,10<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.340 | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>300bhp (221kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8915988**<br>*JG4880*<br>131901<br>Df Esd Gc<br>Pfd Rdr RTv | **SHIN KENYO MARU**<br>**Hoyo Kaiun Sangyo K.K. (Hoyo Shipping Co. Ltd.)**<br>Yokohama, Japan<br>Kanagawa Pref. | **4 413**<br>—<br>6 366<br>T/cm<br>16,2 | **1990** Kambara Marine Development & SB. Co. LTD.—Numakuma (OE-167)<br>NK 114,13 (BB) 6,497<br>107,00 17,60 8,30<br>P 23,4 F 13,1 1 dk | **M Cement Carrier**<br>2 Ho ER<br>G.5 309<br>12 Ha (stl) ER<br>Cr 2(2,7) | Hanshin<br>Oil 4SA 6Cy. 500 × 800 with clutches &<br>sc. shaft<br>2 383kW (3 240bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 1 × 450kW 1 × 400kW 1 ×<br>450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>thruster unit<br>Fuel 44,6t (d.o.) 131,2t (hvf)-10,5pd |
| **8627608**<br>*JK4510*<br>127995<br>Rt | **SHIN KISSHO MARU**<br>**Yaeko Kuramoto**<br>Hofu, Japan<br>Yamaguchi Pref. | **199**<br>—<br>700 | **1986** K.K. Kamishima Zosensho—Higashino<br>56,80 3,271<br>53,01 9,50 5,52<br>1 dk | **M General Cargo** | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. |
| **9032408**<br>*JJ3693*<br>132331<br>Rdr RTv | **SHIN KOBE**<br>**Nippon Kaijyo Butsuryu K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **499**<br>—<br>1 125 | **1991** Yamanaka Zosen K.K.—Namikata (510)<br>81,60 (BB) 3,863<br>74,50 12,80 6,80<br>1 dk | **M General Cargo**<br>1 Ho ER | Niigata<br>Vee Oil 4SA 16Cy. 255 × 270 sr geared<br>shaft<br>2 574kW (3 499bhp)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust Contr. pitch propeller fwd |
| **8823305**<br>*JH3167*<br>130077<br>Rt | **SHIN KONPIRA MARU**<br>**Mitsuru Nakagawa**<br>Toba, Japan<br>Mie Pref. | **199**<br>—<br>259 | **1989** Katsuura Dockyard Co. Ltd—Katsuura<br>41,00 2,510<br>37,00 8,80 2,70<br>1 dk | **M Sand Carrier** | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>272kW (370bhp)<br>Matsui Iron Works Co. Ltd. |
| **8626214**<br>*JM5287*<br>127732<br>Rdr Rt | **SHIN KOYO MARU**<br>**Koyo Senpaku K.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **497**<br>—<br>1 560 | **1984** Kishigami Zosen K.K.—Akitsu<br>71,53 4,501<br>65,99 11,51 6,71<br>1 dk | **M General Cargo**<br>G.2 675 B.2 476 | Hanshin<br>Oil<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **8621692**<br>*JH2987*<br>127581<br>Rt | **SHIN KOYO MARU**<br>**Yasukazu Makihara**<br>Gamagori, Japan<br>Aichi Pref. | **197**<br>—<br>699 | **1984** Sokooshi Zosensho K.K.—Higashino (289)<br>53,12 3,371<br>49,51 9,01 5,52<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd.<br>Fuel (d.o.) |
| **8514332**<br>*JI3265*<br>128643<br>Gc Pfd Rdr<br>Rt | **SHIN KYOKUHO MARU**<br>**Kyokuho Kaiun Y.K.**<br>Osaka, Japan<br>Osaka Pref. | **375**<br>—<br>888 | **1986** Teraoka Shipyard Co. Ltd.—Nandan (256)<br>52,55 3,900<br>48,00 8,90 4,40<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.516 | Hanshin<br>Oil 4SA 6Cy. 240 × 410<br>900bhp (662kW)<br>The Hanshin Diesel Works Ltd. |
| **8909795**<br>*JM5903*<br>131246<br>Rdr Rt | **SHIN KYOKUTO MARU**<br>**Narasaki Sangyo K.K. & Kyoei Kisen K.K.**<br>Saiki, Japan<br>Oita Pref. | **699**<br>—<br>1 938 | **1990** Mukaishima Zoki Co. Ltd.—Mukaishima (258)<br>74,67 4,640<br>70,00 11,20 5,30<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 256 | Hanshin<br>Oil 4SA 6Cy. 320 × 640 with clutches<br>couplings & reverse geared to sc.<br>1 471kW (2 000bhp)<br>Hanshin Nainenki Kogyo |
| **8508682**<br>*JG4541*<br>128803<br>Esd Gc Rdr<br>RTv | **SHIN KYOWA MARU**<br>**Kyowa Sangyo Kaiun K.K. (Kyowa Marine Transportation Co. Ltd.)**<br>Tokyo Japan | **2 845**<br>—<br>4 999 | **1985** Naikai SB. & Eng. Co. Ltd.—Setoda (504)<br>102,04 15,24 6,371<br>NK 95,03 15,21 7,52<br>P 27,8 F 9,5 1 dk<br>Bow/CM 51 Diam. 0,254 | **M Tanker**<br>8 Ta ER<br>L.(oil) 5 348<br>2 Cargo pumps total 2 400T/hr | Akasaka<br>Oil 4SA 6Cy. 410 × 800<br>2 940bhp (2 163kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 1 × 420kW 1 × 280kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 55,5t (d.o.) 224,0t (hvf)-8,0pd |
| **6928175**<br>*BVVC*<br>Df Esd Gc<br>Rdr | **SHIN LUNG No. 6**<br>**Shin Hing Fishing Co. Ltd.**<br>Kaohsiung China* | **252**<br>99<br>— | **1969** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>36,43 6,53<br>31,98 6,51 2,95<br>1 dk | **M Fishing**<br>Side-fishing | Niigata<br>Oil<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. |
| **7102194**<br>Df Esd Gc<br>Rdr Rt | **SHIN LUNG No. 11**<br>**Shin Lung Fishery Co. Ltd.**<br>Kaohsiung China* | **270**<br>156<br>— | **1971** Fong Kuo S.B. Co. Ltd.—Kaohsiung (SO1062)<br>39,22 6,96 2,744<br>33,99 6,91 3,15<br>P 19,2 F 4,3 1 dk | **M Fishing**<br>Side-fishing Ref<br>3 Ho 7,0 5,0 8,9 ER<br>In.250<br>4 Ha (1,0 1,0 1,2 1,2 × 1,0) ER<br>Der 1(1) | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 80kW 230V a.c. |
| **7110737**<br>Df Esd Gc<br>Pfd Rdr | **SHIN MAO**<br>**Shin Mao Fishing Co. Ltd.**<br>Kaohsiung China* | **150**<br>105<br>81 | **1971** Taiwan Machy. Mfg. Corp.—Kaohsiung (468)<br>33,91 5,85 2,413<br>29,72 5,82 2,82<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 230 × 380<br>550bhp (405kW)<br>Matsui Iron Works Co. Ltd.<br>Fuel (d.o.) |

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| **SHIN MINAMI MARU**<br>**Nisshin Kisen K.K. (Nisshin Kisen Co. Ltd.)**<br>Imabari,<br>Ehime Pref.<br>Japan | **698**<br>—<br>1 291 | NK | **1991** Shirahama Zosen K.K.—Honai (155)<br>4,212<br>63,00 10,80 4,50 | **M Tanker**<br>Asphalt | Hanshin 6LH31G<br>Oil 4SA 6Cy. 310 × 530<br>1 324kW (1 800bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHIN NICHIYO MARU**<br>**Taono Kaiun K.K.**<br>Hiroshima,<br>Hiroshima Pref.<br>Japan | **1 573**<br>—<br>1 750 | | **1986** K.K. Taihei Kogyo—Akitsu (1861)<br>83,27 (BB) 4,052<br>79,25 14,22 11,41 | **M Vehicles Carrier** | Hanshin 6EL38<br>Oil 4SA 6Cy. 380 × 760<br>2 800bhp (2 060kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHIN NIKKAI MARU**<br>**Nippon Kaiun K.K. (Nippon Shipping Co. Ltd.)**<br>Tokyo<br>Japan | **699**<br>—<br>2 161 | NK | **1984** Yamanaka Zosen K.K.—Namikata (286)<br>80,88 4,514<br>75,01 13,21 4,55<br>1 dk | **M General Cargo**<br>G.3 771 B.3 697<br>TEU 173 C. 173/20'<br>1 Ha (stl) (41,4 × 10,0) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>2 200bhp (1 618kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>12kn |
| **SHIN OGISHIMA MARU**<br>**Nippon Yusen Kaisha & Hachiuma Kisen K.K.**<br>Tokyo<br>SatCom: 1200124/JLNP<br>Japan | *101 135*<br>*65 141*<br>194 109<br>T/cm<br>131,0 | NK | **1981** Nippon Kokan K.K.—Tsu (70)<br>300,01 18,270<br>285,02 50,00 24,62<br>F 14,7 1 dk | **M Bulk Carrier**<br>11 Ho 20,5 21,0 21,0 21,0 21,0 21,0 21,0 21,0 21,0 21,0 21,0 ER<br>G.214 448 HeCls. B<br>11 Ha (stl) (12,2 × 15,8) (12,5 12,5 12,5 12,5 12,5 12,5 12,5 12,5 12,5 12,5 × 22,8) ER | B&W 7L90GFC<br>Oil 2SA 7Cy. 900 × 2180<br>23 900bhp (17 580kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 760kW 1 × 720kW 450V 60Hz a.c.<br>Fuel 336,5t (d.o.) 7 778,5t (hvf)-73,5pd 15,75kn |
| **SHIN OJI**<br>ex Shin Oji Maru-91<br>**El Barrio Shipping S.A.**<br>Panama<br>Panama | *36 517*<br>*17 200*<br>45 334 | NK | **1986** Imabari Zosen—Marugame (1142)<br>199,04 (BB) 11,000<br>189,01 32,21 21,59<br>1 dk | **M Wood-chip Carrier**<br>6 Ho ER<br>G.91 760<br>6 Ha (stl) (12,8 14,4 14,4 14,4 14,4 11,2 × 16,0) ER<br>Cr 3(12) | Sulzer 5RTA68<br>Oil 2SA 5Cy. 680 × 2000<br>9 320bhp (6 855kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 4 × 455kW a.c.<br>14kn |
| **SHIN OKUNI MARU**<br>ex Koei Maru-89<br>ex Atago Maru No. 5-87<br>**Maeda Kaiun Y.K.**<br>Hizen,<br>Saga Pref.<br>Japan | **199**<br>—<br>684 | | **1985** Y.K. Okajima Zoensho—Nakajima<br>54,31 3,301<br>49,51 9,30 5,59<br>1 dk | **M General Cargo**<br>G.1 470 B.1 360 | Niigata<br>Oil<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>10kn |
| **SHIN OSAKA MARU**<br>ex Victoria Maru-90 ex Victoria Bay-90<br>ex Do Nam No. 5-88 ex Dong Moon-79<br>ex Alto 1-74<br>ex Kumasachi Maru No. 1-73<br>**Ueno International Inc.**<br>Panama<br>Panama | **2 613**<br>1 575<br>4 890 | KR (NK) | **1966** Tohoku Zosen—Shiogama (81)<br>98,66 15,52 6,112<br>93,00 15,50 7,37<br>P 20,8 F 8,0 1 dk | **M General Cargo**<br>3 Ho ER<br>G.6 094 B.5 859<br>3 Ha (11,6 19,6 12,5 × 7,6) ER<br>12W Der 1(15) 3(10) | Hanshin<br>Oil 4SA 7Cy. 500 × 700<br>2 060kW (2 801bhp)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 120kW 445V a.c.<br>Fuel 410,5t 12,3kn |
| **SHIN PUNG**<br>ex Okura Maru-89<br>**Nova Marine S. de R.L.**<br>Shin Sung Shipping Co. Ltd.<br>Kingstown<br>St. Vincent and the Grenadines | **499**<br>350<br>1 651 | KR | **1977** K.K. Yoshida Zosen Kogyo—Arida<br>69,91 - 4,236<br>65,00 11,51 6,10<br>2dks | **M General Cargo**<br>G.2 900 B.2 450<br>1 Ha (36,5 × 8,6) ER | Makita<br>Oil<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. Japan<br>12kn |
| **SHIN RYOWA No. 5**<br>**Ryowa Kisen K.K.**<br>Ondo,<br>Hiroshima Pref.<br>Japan | **198**<br>—<br>700 | | **1988** K.K. Kamishima Zosensho—Higashino<br>54,48 3,800<br>49,50 9,00 5,50<br>1 dk | **M General Cargo** | Akasaka T26SR<br>Oil 4SA 6Cy. 260 × 440<br>625kW (850bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHIN RYUKO MARU**<br>**Kyoei Unyu K.K.**<br>Hakodate,<br>Hokkaido Pref.<br>Japan | **498**<br>—<br>1 275 | NK | **1984** Yamanaka Zosen K.K.—Namikata (283)<br>72,93 3,714<br>68,03 11,51 6,91<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 740 B.2 650<br>1 Ha (stl) (38,0 × 9,0) ER | Akasaka A28<br>Oil 4SA 6Cy. 280 × 550<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 31,5t (d.o.) 77,0t (hvf)-4,0pd 11,25kn |
| **SHIN SAKURA**<br>**Stevens Line Co. Ltd.**<br>Port Vila<br>SatCom: 1576206/SARA<br>Vanuatu | *4 148*<br>*2 151*<br>4 939 | NK | **1986** Imai Zosen—Kochi (541)<br>116,57 (BB) 7,014<br>108,01 16,60 10,01<br>F 13,2 3 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.5 759<br>3 Ha (stl) (each 7,1 × 6,4) ER<br>Der 6(5) | Mitsubishi 5UEC45LA<br>Oil 2SA 5Cy. 450 × 1350<br>3 310kW (4 500bhp)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 4 × 250kW a.c.<br>15,5kn |
| **SHIN SAKURA MARU**<br>**Mitsui O.S.K. Passenger Line Ltd. & Sawayama Steamship Co. Ltd.**<br>Mitsui O.S.K. Lines Ltd.<br>Osaka,<br>Osaka Pref.<br>SatCom: 1200463/JDHY<br>Japan | **17 389**<br>10 312<br>4 700 | NK | **1972** Mitsubishi Heavy Industries Ltd.—Kobe (1033)<br>175,83 (BB) 24,64 7,929<br>160,00 24,59 11,51<br>F 29,0 2 dks & S dk, pt 3rd dk<br>conv Passenger/General Cargo/ Exhibition Ship Ref 81 | **M Passenger/General Cargo**<br>142cbn 530bth P<br>5 Ha (stl) (6,7 × 5,1) (8,9 × 7,0) (13,4 13,4 6,3 × 8,0) ER<br>Der 4(6) | Mitsubishi 8UEC85/180D<br>Oil 2SA 8Cy. 850 × 1800<br>21 600bhp (15 888kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 5 × 750kW 450V 60Hz a.c.<br>Fuel 452,0t (d.o.) 956,0t (hvf)-80,5pd 21,25kn |
| **SHIN SANKYU MARU**<br>**Sankyu Kaiun K.K.**<br>Yoshiumi,<br>Ehime Pref.<br>Japan | **457**<br>—<br>1 223 | | **1986** Shitanoe Zosen K.K.—Usuki (1061)<br>69,40 (BB) 11,51 3,801<br>64,60 11,00 6,33<br>2 dks | **M General Cargo**<br>1 Ho ER 1 TwD<br>B.2 445<br>1 Ha (stl) ER | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHIN SEIZAN MARU**<br>**Tetsuo Shigeeda**<br>Hofu,<br>Yamaguchi Pref.<br>Japan | **350**<br>—<br>1 038 | | **1988** K.K. Kamishima Zosensho—Higashino<br>66,00 10,72 3,620<br>60,00 10,70 6,20<br>1 dk | **M General Cargo** | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHIN SENDAI**<br>**Golden Helm Shipping Co. S.A.**<br>Mitsui O.S.K. Lines Ltd.<br>Panama<br>SatCom: 1331237/SNDI<br>Panama | *34 261*<br>*17 283*<br>42 304<br>T/cm<br>55,0 | NK | **1988** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1154)<br>193,33 (BB) 32,24 10,326<br>185,20 32,20 16,80<br>F 156,9 1 dk | **M Wood-chip Carrier**<br>6 Ho ER<br>G.85 091<br>6 Ha (stl) ER<br>Cr 3(14,5) | Sulzer 6RTA52<br>Oil 2SA 6Cy. 520 × 1800<br>5 000kW (6 798bhp)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 118,0t (d.o.) 1 613,0t (hvf)-23,0pd 13,7kn |
| **SHIN SHO MARU**<br>**Kuribayashi Shosen Co. Ltd. (Kuribayashi Steamship Co. Ltd.)**<br>Tokyo<br>Japan | **3 950**<br>—<br>4 284 | NK | **1987** Imabari Zosen—Imabari (466)<br>129,75 (BB) 6,063<br>120,02 20,01 14,71<br>2 dks | **M RoRo Cargo**<br>Pallets Paper-carrying<br>Angled side door/ramp (p. f.)<br>L 16,50 W 7,00 SWL 50<br>Quarter stern door/ramp (p)<br>L 23,00 W 7,00 SWL 50<br>Lane Length 720 Cargo Width 20,00<br>Clear height 6,40<br>Trailers 37<br>Mchy.aft | Pielstick 6PC40L570<br>Oil 4SA 6Cy. 570 × 750 sr geared to sc. shaft<br>9 000bhp (6 620kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 2 × 850kW 450V a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 512,0t (hvf) 20,5t (i.f.o.)-25,5pd 17,5kn |

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| **8226193**<br>*JK4364*<br>127222<br>Rdr Rt | **SHIN SHOWA MARU**<br>**Nishizaki Unyu Shoji K.K.**<br>Hinase, Japan<br>Okayama Pref. | **132**<br>—<br>422 | | **1982** Hayashi Zosen—Higashino (131)<br>43,00 8,02 3,100<br>38,70 8,00 4,90 | **M General Cargo** | Oil |
| **8319354**<br>*JL5206*<br>127434 | **SHIN TAISEI MARU**<br>**Seiyo Kisen K.K.**<br>Kikuma, Japan<br>Ehime Pref. | **497**<br>—<br>1 545 | | **1983** K.K. Miura Zosensho—Saiki (683)<br>74,00 3,731<br>68,03 12,40 6,02<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 640<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. |
| **8815504**<br>*JJ3623*<br>130839<br>Rt | **SHIN TAISEI MARU No. 1**<br>**Y.K. Yamatake Kogyo**<br>Ieshima, Japan<br>Hyogo Pref. | **469**<br>—<br>619 | | **1989** K.K. Saidaiji Zosensho—Okayama (161)<br>51,00 3,220<br>46,00 10,50 5,40<br>1 dk | **M Sand Carrier** | Hanshin<br>Oil<br>The Hanshin Diesel Works Ltd. |
| **8221947**<br>*JAQV*<br>126208<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **SHIN TAKARA MARU**<br>**Nisshin Kisen K.K. (Nisshin Kisen Co. Ltd.)**<br>Imabari, Japan<br>Ehime Pref.<br>SatCom: 1200534/JAQV | **992**<br>550<br>2 085 | NK | **1982** Y.K. Tokai Zosensho—Tsukumi (615)<br>85,32 5,023<br>79,02 13,21 5,52<br>2 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.2 853<br>3 Ha (stl) (each 4,9 × 4,3) ER<br>Der 6(4) | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>3 000bhp (2 207kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 360kW |
| **8916085**<br>*JM5934*<br>131323<br>Rdr Rt | **SHIN TOKUICHI MARU**<br>**Tokumi Fukagawa**<br>Kuchinotsu, Japan<br>Nagasaki Pref. | **678**<br>—<br>1 400 | | **1990** Matsuura Tekko Zosen—Higashino (356)<br>70,00 4,252<br>65,00 11,00 5,00<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 340 × 660 reverse geared<br>shaft<br>1 398kW (1 901bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| **8603872**<br>*JK4509*<br>127994 | **SHIN TOMEI MARU**<br>**Toyo Koun K.K.**<br>Shinnanyo, Japan<br>Yamaguchi Pref. | **197**<br>—<br>— | | **1986** Ube Dockyard Co. Ltd.—Ube (198)<br>3,252<br>26,40 8,60 3,87<br>1 dk | **TM Tug**<br>Pusher | 2 Oil<br>Niigata Eng. Co. Ltd. |
| **9011193**<br>*JPHS*<br>133110<br>Df Esd Gc<br>Pfd Rdr Rt | **SHIN TONAMI**<br>**Gemma Co. Ltd.**<br>Iino Marine Service Co. Ltd.<br>Tokyo Japan | *39 219*<br>—<br>47 002<br>T/cm<br>56,5 | NK | **1991** Koyo Dockyard Co. Ltd.—Mihara (2023)<br>(BB) 11,017<br>192,00 32,20 22,69<br>1 dk | **M Wood-chip Carrier**<br>G.99 553<br>6 Ha (stl) (11,6 14,1 14,1 14,1 14,1 14,1 × 18,7) ER<br>Cr 3(14,5) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1850<br>10 200bhp (7 503kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **8703012**<br>*JI3304*<br>128705 | **SHIN TOSA MARU**<br>**Taiyo Shipping Co. Ltd. (Taiyo Kisen K.K.)**<br>Osaka, Japan<br>Osaka Pref. | **699**<br>—<br>1 926 | NK | **1987** Sasaki Zosen K.K.—Kinoe (507)<br>70,01 (BB) 11,03 4,661<br>62,01 11,00 5,06<br>1 dk | **M Cement Carrier**<br>6 Ta ER | Akasaka<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & reverse reduction gear<br>shaft<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.) |
| **6522244**<br>*D7JF*<br>BSR-655781<br>Df Esd Rdr<br>Rt | **SHIN WOONG**<br>ex Seo Jin No. 7-89<br>ex Shin Ah No. 11-79<br>ex Weol Mi No. 301-75<br>**Sam Hyun Co. Ltd.**<br>Busan South Korea | **885**<br>501<br>1 456 | KR (BV) | **1965** Cant. Nav. Breda S.p.A.—Venezia (237)<br>65,66 9,53 4,684<br>60,00 9,50 5,11<br>P 18,9 F 7,4 1 dk<br>len & deepened 75<br>conv Ref Fishing 75 | **M Tanker**<br>4 Ho ER<br>L.(oil) 1 385 | Makita<br>Oil 4SA 6Cy. 250 × 420<br>1 024bhp (753kW) NE made74 fitted7<br>Makita Diesel Co. Ltd.<br>Gen 2 × 92kW 440V a.c.<br>Fuel 340,5t (d.o.) |
| **8033003**<br>*CXOE*<br>Df Esd Gc<br>Rdr Rt | **SHIN WU No. 2**<br>ex Yung Yu-84<br>**Atunera Shin Wu S.A.**<br>Montevideo Uruguay | **352**<br>237<br>— | | **1981** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>43,64 7,68 2,901<br>38,10 7,60 3,38<br>P & B 24,1 1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 240 × 410<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 96kW 220V a.c. |
| **7921631**<br>*JL4749*<br>123877<br>Gc Rdr Rt | **SHIN YAMAKAWA MARU**<br>**Kyoei Unyu K.K.**<br>Hakodate, Japan<br>Hokkaido Pref. | **498**<br>—<br>1 592 | (NK) | **1979** Nishi Zosen K.K.—Imabari (206)<br>68,92 4,293<br>64,01 11,51 6,30<br>2 dks | **M General Cargo**<br>G.2 551 B.2 424<br>1 Ha (stl) (37,7 × 8,5) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 144kW |
| **8031938**<br>*D7KI*<br>YSR-803259<br>Df Rdr Rt | **SHIN YOUNG HIGH SPEED FERRY**<br>**Semo Co. Ltd.**<br>Yosu South Korea | **380**<br>210<br>65 | KR | **1980** Shin Yeong Iron Works—South Korea<br>45,39 2,337<br>41,00 7,41 3,31<br>P 3,1 B 8,3 F 10,1 1 dk | **M Ferry**<br>1 Ha (1,5 × 1,5) | Oil 4SA 6Cy. 280 × 320<br>1 800bhp (1 324kW)<br>Ssang Yong Heavy Industries Co. Ltd.<br>Gen 2 × 88kW 225V a.c. |
| **8035867**<br>*JK4288*<br>124638<br>Rt | **SHIN YOZAN MARU**<br>**Nomura Kisen Y.K.**<br>Akune, Japan<br>Kagoshima Pref. | **197**<br>—<br>446 | | **1981** Y.K. Ouchi Zosensho—Nakajima (166)<br>*40,30* 3,400<br>7,80 4,81<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil |
| **8706650**<br>*JI3309*<br>128710<br>Esd Gc Rdr<br>Rt | **SHIN YUFUTSU MARU**<br>**Eiko Senpaku K.K. & Nippon Marine Co. Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **3 466**<br>—<br>3 016 | NK | **1987** Naikai SB. & Eng. Co. Ltd.—Setoda (522)<br>108,31 (BB) 18,04 5,825<br>101,02 18,01 7,52<br>P 27,5 F 11,9 1 dk | **M Container Ship**<br>Fixed-guides<br>Mchy.aft<br>TEU 155 C. 155/20'<br>7 Ha (stl) | Mitsubishi<br>Oil 2SA 7Cy. 450 × 1350<br>4 807kW (6 535bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 2 × 450kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller |
| **8714231**<br>*6LGQ*<br>BS-A-2610<br>Df Esd Gc<br>Pfd Rdr Rt | **SHIN YUNG No. 51**<br>**Silla Trading Co. Ltd.**<br>Busan South Korea | **401**<br>—<br>443 | KR | **1988** Shin-A Shipbuilding Co. Ltd.—Chungmu (329)<br>53,50<br>48,01 8,91 3,76<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.598 | Niigata<br>Oil 4SA 6Cy. 280 × 480 sr geared<br>1 200bhp (883kW)<br>Ssang Yong Heavy Industries Co. Ltd. |
| **8717984**<br>*6NJJ*<br>BS02A2639<br>Rdr Rt | **SHIN YUNG No. 52**<br>**Silla Trading Co. Ltd.**<br>Busan South Korea | **401**<br>—<br>439 | KR | **1988** Shin-A Shipbuilding Co. Ltd.—Chungmu (330)<br>53,50 (BB) 8,92 3,670<br>48,01 8,90 3,76<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.598 | Niigata<br>Oil 4SA 6Cy. 280 × 480 sr geared<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. |
| **8815712**<br>*6MWO*<br>BS02-A2722 | **SHIN YUNG No. 53**<br>**Silla Trading Co. Ltd.**<br>Busan South Korea | **424**<br>274<br>504 | KR | **1989** Shin-A Shipbuilding Co. Ltd.—Chungmu (332)<br>55,20 9,21 3,747<br>49.50 9,20 3,85<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.574 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches<br>geared to sc. shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. |
| **8815724**<br>*6MWP*<br>BS02-A2728 | **SHIN YUNG No. 55**<br>**Silla Trading Co. Ltd.**<br>Busan South Korea | **424**<br>274<br>505 | KR | **1989** Shin-A Shipbuilding Co. Ltd.—Chungmu (333)<br>55,20 3,747<br>49,77 9,20 3,85<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.574 | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. |

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| **SHIN YUNG No. 56**<br>ex O Dae Yang No. 707-89<br>**Silla Trading Co. Ltd.**<br>Busan<br>South Korea | **384**<br>234<br>407 | KR | **1987** Dae Sun SB. & Eng. Co. Ltd.—Busan<br>53,29 3,649<br>46,89 8,70 3,76<br>P 26,6 F 6,1 1 dk | (309) | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.605 | Niigata<br>Oil 4SA 6Cy. 280 × 480 sr reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 280kW 225V a.c.<br>11,5kn |
| **SHIN YUNG No. 71**<br>ex Dong Yeong No. 81-88<br>ex Han Dok No. 2-85<br>**Silla Trading Co. Ltd.**<br>Inchon<br>South Korea | **422**<br>219<br>517 | KR | **1973** Dae Sun SB. & Eng. Co. Ltd.—Busan<br>54,79 8,64 3,420<br>49,00 8,62 4,02<br>P 26,3 F 15,0 1 dk | | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.663 | Niigata 6M28X<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 176kW 225V a.c.<br>12,5kn |
| **SHIN YUWA MARU**<br>**Hayashi Kaiun Y.K.**<br>Tokushima,<br>Tokushima Pref.<br>Japan | **199**<br>—<br>654 | | **1988** Hamamoto Zosensho K.K.—Tokushima<br>57,61 3,201<br>53,01 9,40 5,40<br>2 dks | (708) | **M General Cargo**<br>1 Ho ER 1 TwD<br>G.1 277 B.1 245<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHIN-EI**<br>ex Kiyo Maru No. 16-90<br>**Pan Asian Shipping & Trading Co. S.A.**<br>Panama<br>Panama | **696**<br>—<br>1 798 | | **1977** Sasaki Zosen K.K.—Kinoe<br>65,13 4,652<br>65,00 11,02 5,01<br>1 dk | (261) | **M Tanker**<br>Mchy.aft | Hanshin 6LU35<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHIN-EI MARU**<br>**Doei Unyu K.K.**<br>Ube,<br>Yamaguchi Pref.<br>Japan | *13 787*<br>—<br>21 493 | NK | **1991** Kanda Zosensho K.K.—Kawajiri<br>159,73 (BB) 9,016<br>152,50 24,20 13,20<br>1 dk | (335) | **M Cement Carrier**<br>13 Ho ER | B&W 6L42MC<br>Oil 2SA 6Cy. 420 × 1360<br>5 119kW (6 959bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>13kn |
| **SHIN-EIWA MARU**<br>**Eiwa Kaiun K.K.**<br>Kaminoseki,<br>Yamaguchi Pref.<br>Japan | **699**<br>—<br>1 350 | | **1983** Kishigami Zosen K.K.—Akitsu<br>64,01 (BB) 4,352<br>10,41 4,53<br>1 dk | (1640) | **M Tanker**<br>Asphalt<br>2 Ta | Hanshin 6LU32<br>Oil 4SA 6Cy. 320 × 510<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller |
| **SHIN-HOH**<br>ex Shinho Maru-90<br>**New Harvest S.A.**<br>Panama<br>SatCom: 1333530/SNHO<br>Panama | *106 771*<br>*66 588*<br>208 952<br>T/cm<br>144,1 | NK | **1982** Mitsubishi Heavy Industries Ltd.—Nagasaki<br>315,00 (BB) 50,04 18,326<br>302,50 50,00 24,60<br>B 31,4 1 dk | (1895) | **M Bulk Carrier**<br>Str. heavy cargoes<br>11 Ho 21,6 21,6 21,6 21,6 21,6 21,6 21,6 21,6 21,6 21,6 23,2 ER<br>G.217 618 HeCls. ptB<br>11 Ha (stl) (12,0 × 16,2) (12,0 12,0 12,0 12,0 12,0 12,0 12,0 12,0 12,0 12,0 × 21,6) ER | Mitsubishi 6UEC60/150H<br>2 Oil 2SA each 6Cy. 600 × 1500 with clutches, flexible couplings & sr geared to sc. shaft<br>6 546kW (8 899bhp)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 1 × 680kW 2 × 600kW 1 × 280kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 371,0t (d.o.) 5 024,0t (hvf)-47,0pd 12,5kn |
| **SHIN-KAKOGAWA MARU**<br>**Sanwa Shipping Co. Ltd. (Sanwa Shosen K.K.)**<br>Tokyo<br>SatCom: 1201107/UJMF<br>Japan | *70 595*<br>*37 166*<br>124 292 | NK | **1981** Hitachi Zosen—Ariake Works, Nagasu<br>259,52 (BB) 43,06 16,125<br>248,01 43,01 23,50<br>1 dk | (4665) | **M Bulk Carrier**<br>9 Ho ER<br>G.146 583<br>9 Ha (stl) (11,7 × 17,6) (13,7 13,7 13,7 13,7 13,7 13,7 13,7 13,7 × 19,2) ER | B&W 6L90GFCA<br>Oil 2SA 6Cy. 900 × 2180<br>19 900bhp (14 638kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 720kW 450V 60Hz a.c.<br>Fuel 263,5t (d.o.) 3 857,0t (hvf)-59,0pd 14,5kn |
| **SHINAKISAN MARU**<br>**Aki Kaiun K.K.**<br>Osaka,<br>Osaka Pref.<br>Japan | **1 952**<br>—<br>3 067 | | **1980** Kanda Zosensho K.K.—Kawajiri<br>93,00 12,32 5,492<br>85,02 12,31 6,91<br>F 6,8 1 dk | (253) | **M General Cargo**<br>Mchy.aft | Hanshin 6LU50A<br>Oil 4SA 6Cy. 500 × 800<br>3 200bhp (2 354kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 96kW 225V a.c.<br>Fuel 32,5t (d.o.) 200,0t (hvf)-9,0pd 14kn |
| **SHINANO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo<br>Japan | **500**<br>—<br>— | | **1978** Tohoku Zosen—Shiogama<br>63,35 7,82 2,700<br>57,67 7,80 4,30<br>1 dk | (178) | **TM Patrol Ship** | Fuji 6S32F<br>2 Oil 4SA each 6Cy. 320 × 500<br>3 000bhp (2 207kW)<br>Fuji Diesel Co. Ltd. Tateyama |
| **SHINANO MARU**<br>**Nippon Yusen Kaisha (NYK Line)**<br>Tokyo<br>SatCom: 1200133/UJVW<br>Japan | *76 104*<br>*42 124*<br>138 237<br>T/cm<br>105,0 | NK | **1981** Mitsubishi Heavy Industries Ltd.—Nagasaki<br>270,01 43,06 16,682<br>258,02 43,01 23,80<br>1 dk | (1868) | **M Bulk Carrier**<br>9 Ho 22,4 23,2 23,2 23,2 23,2 22,4 23,2 23,2 23,2 ER<br>G.156 397 Ore 85 387 HeCls. B<br>9 Ha (stl) (13,5 × 15,3) (16,0 16,0 16,0 16,0 16,0 16,0 16,0 16,0 × 18,6) ER | Sulzer 6RLA90<br>Oil 2SA 6Cy. 900 × 1900<br>20 400bhp (15 005kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 700kW 1 × 100kW 440V 60Hz a.c.<br>Fuel 254,0t (d.o.) 5 162,0t (hvf)-61,0pd 14kn |
| **SHINANO MARU**<br>ex Kakuyo Maru No. 1-85<br>**Goei Sangyo K.K.**<br>Tokyo<br>Japan | **499**<br>153<br>490 | NK (BV) | **1974** Hibikinada Dock Co. Ltd.—Kitakyushu<br>38,00 10,04 5,320<br>34,02 10,00 5,69<br>1 dk | (138) | **TM Tug**<br>Pusher | Daihatsu 6DSM-32<br>2 Oil 4SA each 6Cy. 320 × 380<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 104kW a.c.<br>13,75kn |
| **SHINANO MARU**<br>**Sanyo Kaiji Co. Ltd.**<br>Nagoya,<br>Aichi Pref.<br>Japan | **194**<br>—<br>114 | | **1984** Hikari Kogyo K.K.—Yokosuka<br>31,35 9,53 3,101<br>26,50 9,50 4,30<br>1 dk | (336) | **TM Tug** | Yanmar 6Z280L-ST<br>2 Oil 4SA each 6Cy. 280 × 360<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SHINANO MARU**<br>**Tokyo Kisen K.K.**<br>Japan | **165**<br>—<br>— | | **1991** Kanagawa Zosen—Kobe<br>... ... ...<br>... ... ...<br>1 dk | (364) | **TM Tug** | Niigata 6L25HX<br>2 Oil 4SA each 6Cy. 250 × 350<br>Niigata Eng. Co. Ltd. Japan |
| **SHINANOGAWA MARU**<br>**Kawasaki Kisen Kaisha Ltd. (Kawasaki Kisen K.K.)**<br>Kobe,<br>Hyogo Pref.<br>SatCom: 1203425/JKTN<br>Japan | **124 801**<br>91 442<br>241 168<br>T/cm<br>151,9 | NK | **1976** Mitsui SB. & Eng. Co. Ltd.—Ichihara<br>324,01 54,06 20,002<br>309,99 54,01 26,42<br>1 dk<br>Bow/CM 160 Diam. 0,410 | (1003) | **M Tanker**<br>7 Ta 8 Wing Ta ER<br>L.(oil) 296 126<br>3 Cargo pumps total 13 500T/hr | B&W 6L80MC<br>Oil 2SA 6Cy. 800 × 2592<br>22 140bhp (16 285kW) NE 87<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 1 × 1900kW 2 × 880kW 450V a.c.<br>13,8kn |
| **SHINBISHI**<br>Launched as Shinryo<br>**Tsukiboshi Kaiun K.K.**<br>Osaka,<br>Osaka Pref.<br>Japan | **248**<br>—<br>— | | **1982** Sanuki Zosen Tekkosho K.K.—Takuma<br>29,01 2,801<br>26,52 8,51 3,92<br>1 dk | (1106) | **TM Tug**<br>Pusher | Daihatsu 6DSM-28<br>2 Oil 4SA each 6Cy. 280 × 340 sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **SHINDAIEI MARU**<br>**Umemaru Kisen Y.K.**<br>Hakata,<br>Ehime Pref.<br>Japan | **197**<br>—<br>698 | | **1980** K.K. Kamishima Zosensho—Higashino<br>53,07 3,250<br>49,71 9,01 5,01<br>2 dks | (113) | **M General Cargo**<br>Mchy.aft | Matsue<br>Oil 4SA 6Cy. 240 × 290<br>Matsue Diesel K.K. Matsue |
| **SHINDAITO MARU**<br>**Miyagi Prefecture**<br>Ishinomaki,<br>Miyagi Pref.<br>Japan | **145**<br>—<br>— | | **1979** K.K. Murakami Zosensho—Ishinomaki<br>34,93<br>29,70 6,61 2,80<br>1 dk | (1038) | **M Fishing**<br>Training | Yanmar 6GL-UT<br>Oil 4SA 6Cy. 240 × 290<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |

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|---|---|---|---|---|---|---|---|---|---|
| **7912915**<br>*JM4611*<br>120712<br>Rdr Rt | **SHINDOKAI MARU**<br>**Dokai Tugboat Co. Ltd.**<br>Kitakyushu, Fukuoka Pref. Japan | **195**<br>67<br>— | | **1979**<br>29,52<br>1 dk | Kanagawa Zosen—Kobe<br>8,21 | 2,501<br>3,41 | (201) | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **8317344**<br>*3EKK3*<br>13033-PEXT1<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **SHINE HO**<br>ex Kiwi Queen-91<br>**THC International S.A.**<br>Panama Panama | *10 998*<br>*6 312*<br>17 722<br>T/cm<br>28,1 | NK | **1984**<br>147,00 (BB)<br>136,02<br>P 24,7 F 12,8 | Shikoku Dockyard Co. Ltd.—Takamatsu<br>22,81<br>1 dk | 9,002<br>12,22 | (829) | **M Bulk Carrier**<br>CBT<br>4 Ho ER<br>G.22 443 B.21 799 HeCls. B<br>4 Ha (stl) (16,3 19,5 19,5 19,5 × 12,0) ER<br>4W Cr 3(25) Der 1(25) | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>6 375bhp (4 689kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 360kW 1 × 260kW<br>Fuel 118,5t (d.o.) 910,0t (hvf)-20,0 |
| **7646229** | **SHINE STAR**<br>ex Settsu Maru No. 2-89<br>**Shen Ui Navigation S. de R.L.**<br>Honduras | **499**<br>—<br>1 620 | | **1970**<br>62,39<br>57,00<br>1 dk | Oura Dock—Namikata<br>11,00 | 4,071<br>4,14 | | **M General Cargo**<br>1 Ho<br>G.2 419 B.2 254<br>1 Ha (32,3 × 8,9) | Hanshin<br>Oil<br>1 500bhp (1 103kW)<br>The Hanshin Diesel Works Ltd. |
| **7302017**<br>10553<br>Df Esd Gc<br>Pfd Rdr Rt | **SHINE YEAR No. 66**<br>ex Kiyo Maru-87<br>**Shine Year Fishing Co. Ltd.**<br>Kaohsiung China* | **1 999**<br>1 141<br>2 943 | (NK) | **1973**<br>100,36<br>92,00<br>P 36,9 F 10,4<br>RW | K.K. Uwajima Zosensho—Uwajima<br>14,05<br>14,03<br>1 dk | 6,009<br>7,01 | (747) | **M Refrigerated Cargo**<br>In.3 366<br>3 Ha (stl) (7,0 7,0 5,5 × 5,0) ER<br>Der 6(3) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 400kW<br>Fuel 112,5t (d.o.) 616,5t (hvf)-17,5 |
| **7206615**<br>*3FYG2*<br>13750-84A<br>Df Esd Gc<br>Rdr Rt | **SHINEI**<br>ex Shinei Maru-83<br>**Ohryu Marina S.A.**<br>Panama Panama | T.Mk<br>**673**<br>417<br>2 287 | | **1971**<br>73,00<br>68,00<br>1 dk | Imamura Zosen—Kure<br>11,64<br>11,61 | —/4,954<br>6,71 | (176) | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo |
| **8817069**<br>*JG4818*<br>131147<br>Esd Gc Rdr<br>Rt | **SHINEI MARU**<br>**Kuribayashi Shosen Co. Ltd.**<br>**(Kuribayashi Steamship Co. Ltd.)**<br>Tokyo Japan | **3 954**<br>—<br>4 436 | NK | **1988**<br>129,75<br>120,00 | Imabari Zosen—Imabari<br>20,00 | 6,062<br>6,40 | (475) | **M RoRo Cargo**<br>Angled side door/ramp (p. f.)<br>L 16,50 W 7,00 SWL 50<br>Quarter stern door/ramp (p)<br>L 23,00 W 7,00 SWL 50<br>Lane Length 720 Cargo Width 20,00<br>Clear height 6,40<br>Trailers 60 | Pielstick<br>Oil 4SA 6Cy. 570 × 750 geared t<br>6 620kW (9 000bhp)<br>Nippon Kokan K.K. Tsurumi W<br>Gen 3 × 469kW a.c. |
| **7933268**<br>*JL4722*<br>123018 | **SHINEI MARU**<br>**Shinei Kisen K.K.**<br>Hojo, Ehime Pref. Japan | **573**<br>—<br>1 599 | | **1979**<br>*69,59*<br>1 dk | Mategata Zosen K.K.—Namikata<br>12,01 | 4,100<br>6,41 | (171) | **M General Cargo**<br>Mchy.aft | Oil |
| **9020041**<br>Df Esd Gc<br>Rdr Rt | **SHINEI MARU**<br>**Ichiyo Kaiun K.K.**<br>Japan | **499**<br>—<br>1 551 | | **1991**<br>70,00<br>1 dk | Honda Zosen—Saiki<br>11,50 | 4,180<br>7,00 | (821) | **M General Cargo** | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>883kW (1 200bhp)<br>Niigata Eng. Co. Ltd. |
| **7825095**<br>*JJ3166*<br>121069<br>Rdr Rt | **SHINEI MARU**<br>**Maruoka Kaiun K.K.**<br>Kakogawa, Hyogo Pref. Japan | **498**<br>—<br>1 575 | | **1979**<br>65,00<br>61,02<br>2 dks | Sasaki Zosen K.K.—Kinoe<br>11,51 | 4,401<br>4,53 | (329) | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. |
| **7815117**<br>*JG3760*<br>121686<br>Rdr Rt | **SHINEI MARU**<br>ex Kikuwa Maru-86<br>**Shinkai Yuso K.K.**<br>Tokyo Japan | **497**<br>—<br>973<br>T/cm<br>3,9 | (NK) | **1978**<br>55,20<br>49,92<br>P 12,2 F 7,7<br>RW Bow/CM 29 Diam. 0,200 | Kochi Jyuko K.K.—Kochi<br>9,01<br>1 dk | 4,293<br>4,53 | (1280) | **M Tanker**<br>CBT<br>6 Ta ER<br>L.(oil) 1 074 HeCls. ptB<br>2 Cargo pumps total 800T/hr | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka D Ltd.)<br>Gen 2 × 128kW<br>Fuel 13,5t (d.o.) 42,0t (hvf)-4,5pd |
| **8001713**<br>*JL4797*<br>123960 | **SHINEI MARU**<br>**Yahara Kisen K.K.**<br>Namikata, Ehime Pref. Japan | **489**<br>—<br>1 350 | | **1980**<br>60,03<br>1 dk | Mategata Zosen K.K.—Namikata<br>10,01 | 4,501<br>6,23 | (186) | **M General Cargo** | Makita<br>Oil<br>1 400bhp (1 030kW)<br>Makita Diesel Co. Ltd. |
| **8125272**<br>*JM5012*<br>124761<br>Rdr Rt | **SHINEI MARU**<br>**Daio Kaiun Co. Ltd. (Daio Kaiun Y.K.)**<br>Matsushima, Kumamoto Pref. Japan | **488**<br>—<br>1 296 | | **1981**<br>62,00<br>57,00<br>1 dk | Y.K. Furumoto Tekko Zosensho—Osaki<br>10,52<br>10,50 | 4,200<br>6,40 | (507) | **M General Cargo** | Oil |
| **7652527**<br>*JM2491*<br>100444<br>Gc Rdr | **SHINEI MARU**<br>ex Masuei Maru No. 5-79<br>**Nikawa Kaiun Y.K.**<br>Yutaka, Hiroshima Pref. Japan | **487**<br>—<br>1 050 | | **1967**<br>53,01<br>49,00<br>1 dk | Murakami Hide Zosen K.K.—Hakata<br>8,60 | 4,350<br>4,50 | | **M General Cargo**<br>1 Ha (26,9 × 5,3) ER | Hanshin<br>Oil<br>900bhp (662kW)<br>The Hanshin Diesel Works Ltd. |
| **8811089**<br>*JL5755*<br>130611<br>Rt | **SHINEI MARU**<br>**Shinmei Kaiun K.K.**<br>Takamatsu, Kagawa Pref. Japan | **440**<br>—<br>1 255 | | **1988**<br>60,00 (BB)<br>55,00<br>1 dk | Matsuura Tekko Zosen—Higashino<br>12,57<br>12,50 | 4,372<br>6,30 | (345) | **M Sand Carrier**<br>G.699 | Niigata<br>Oil 4SA 6Cy. 300 × 530<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd. |
| **8503618**<br>*JI3251*<br>128616 | **SHINEI MARU**<br>**Shoun Kaiun K.K. & Daiko Kaiun Co. Ltd.**<br>Osaka, Osaka Pref. Japan | **401**<br>—<br>850 | | **1985**<br>55,00<br>50,02<br>1 dk | Koa Sangyo K.K.—Takamatsu<br>9,01 | 3,631<br>4,12 | (522) | **M Tanker**<br>Chemical Acid<br>6 Ta ER<br>L.626 | Yanmar<br>Oil 4SA 6Cy. 280 × 450<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8708933**<br>*JK4707*<br>129529 | **SHINEI MARU**<br>**Y.K. Matsui Tanker**<br>Daiichi Tanker Co. Ltd.<br>Hinase, Okayama Pref. Japan | **342**<br>—<br>776 | | **1987**<br>52,02<br>48,01<br>1 dk | Mukaishima Zoki Co. Ltd.—Mukaishima<br>9,02<br>9,01 | 3,744<br>3,92 | (233) | **M Tanker**<br>Chemical<br>SBT<br>6 Ta ER<br>L.695 | Hanshin<br>Oil 4SA 6Cy. 260 × 440 with clutch<br>reduction geared to sc. shaft<br>900bhp (662kW)<br>The Hanshin Diesel Works Ltd. |
| **8150772**<br>*JK3605*<br>115423 | **SHINEI MARU**<br>**Y.K. Kuwahara Kaiun**<br>Matsushima, Kumamoto Pref. Japan | **199**<br>—<br>692 | | **1974**<br>51,87<br>48,01<br>1 dk | K.K. Saidaiji Zosensho—Okayama<br>8,01 | 3,320<br>5,21 | | **M General Cargo**<br>Mchy.aft | Matsui<br>Oil<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. |
| **8350073**<br>*JL3051*<br>102868 | **SHINEI MARU**<br>**Yamakawa Kaiun Y.K.**<br>Niihama, Ehime Pref. Japan | **199**<br>109<br>400 | | **1968**<br>37,22<br>33,00<br>1 dk | K.K. Miura Zosensho—Saiki<br>7,31 | 3,101<br>3,41 | (57) | **M General Cargo**<br>Mchy.aft | Usuki<br>Oil<br>450bhp (331kW) |

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| **SHINEI MARU**<br>**Shirahama Kisen Y.K.**<br>Anan,<br>Tokushima Pref.<br>Japan | **199**<br>—<br>614 | **1989**<br>58,51<br>53,00<br>1 dk | 9,50 | 3,200<br>5,42 | Y.K. Takasago Zosensho—Naruto | | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>588kW (799bhp)<br>The Hanshin Diesel Works Ltd. | 6LU26G<br>Akashi |
| **SHINEI MARU**<br>ex Onohama Maru-89<br>**Kochi Marine Service K.K.**<br>Kochi,<br>Kochi Pref.<br>Japan | **198**<br>—<br>52 | **1972**<br>28,38<br>25,00<br>1 dk | 8,64<br>8,62 | 2,572<br>3,51 | Ishikawajima Ship & Chemical Plant Co.—Tokyo | (423) | **TM Tug**<br>Mchy.aft | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 48kW 440V a.c. | Osaka<br>12kn |
| **SHINEI MARU**<br>**Shinto Bussan K.K.**<br>Niijima-hommura,<br>Tokyo Pref.<br>Japan | **197**<br>—<br>344 | **1978**<br>*36,09*<br>1 dk | 7,21 | 3,050<br>3,10 | Kazukane—Japan | (251) | **M General Cargo/Tanker** | Oil | Japan |
| **SHINEI MARU**<br>**K.K. Kyoei**<br>Niihama,<br>Ehime Pref.<br>Japan | **196**<br>—<br>420 | **1986**<br>45,83<br>42,02<br>1 dk | 7,51 | 3,188<br>3,41 | Koa Sangyo K.K.—Takamatsu | (523) | **M Tanker**<br>Chemical<br>4 Ta ER | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Matsui Iron Works Co. Ltd. | Ise |
| **SHINEI MARU**<br>**Showa Kaiyo K.K.**<br>Tokyo<br>Japan | **151**<br>—<br>— | **1982**<br>...<br>24,01<br>1 dk | ...<br>7,51 | ...<br>2,70 | Ishii Zosen—Chiba | (147) | **TM Crane Ship**<br>Twin Hull | Oil | Japan |
| **SHINEI MARU**<br>**Nitto Kaiun G.K.**<br>Ikeda,<br>Kagawa Pref.<br>Japan | **132**<br>—<br>290 | **1987**<br>35,82<br>32,00<br>1 dk<br>rf nil | 7,02<br>7,00 | 2,250<br>3,20 | Kimura Zosen K.K.—Yutaka | | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>280kW (381bhp)<br>Yanmar Diesel Engine Co. Ltd. | 6MAL-HTS<br>Japan |
| **SHINEI MARU**<br>**Teruo Murakami**<br>Takehara,<br>Hiroshima Pref.<br>Japan | **113**<br>—<br>400 | **1984**<br>41,00<br>36,00<br>1 dk | 7,50 | 3,000<br>4,70 | Hongawara Zosen K.K.—Fukuyama | (195) | **M General Cargo** | Matsui<br>Oil<br>450bhp (331kW)<br>Matsui Iron Works Co. Ltd. | Ise<br>8kn |
| **SHINEI MARU**<br>**Hayashida Kaiun Y.K.**<br>Sakaide,<br>Kagawa Pref.<br>Japan | **111**<br>—<br>250 | **1987**<br>33,20<br>30,00<br>1 dk | 7,20 | 2,200<br>2,80 | Koa Sangyo K.K.—Takamatsu | (528) | **M Tanker**<br>Chemical<br>4 Ta ER<br>L.(oil) 210 | Hanshin<br>Oil 4SA 4Cy. 170 × 210<br>500bhp (368kW)<br>The Hanshin Diesel Works Ltd. | D4T-TK<br>Akashi |
| **SHINEI MARU No. 1**<br>**Hisayoshi Nitta**<br>Tokushima,<br>Tokushima Pref.<br>Japan | **199**<br>—<br>684 | **1988**<br>56,04<br>52,00<br>2 dks | 9,21 | 3,309<br>5,57 | Yamanaka Zosen K.K.—Namikata<br>(BB) | (365) | **M General Cargo**<br>1 Ho ER<br>G.1 330 B.1 299<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 440 with clutches & reverse reduction geared to sc. shaft<br>880bhp (647kW)<br>The Hanshin Diesel Works Ltd. | Akashi |
| **SHINEI MARU No. 1**<br>ex Kiku Maru No. 27-78<br>**Kenji Yoshizawa** | **114**<br>49<br>— | **1970**<br>34,22<br>28,78<br>1 dk | 6,33<br>6,30 | 2,388<br>2,85 | Hayashikane SB. & Eng. Co. Ltd.—Nagasaki | (787) | **M Fishing**<br>Side Trawler<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **SHINEI MARU No. 2**<br>ex Kiku Maru No. 28-78<br>**Kenji Yoshizawa** | **114**<br>49<br>— | **1970**<br>34,22<br>28,78<br>1 dk | 6,33<br>6,30 | 2,388<br>2,85 | Hayashikane SB. & Eng. Co. Ltd.—Nagasaki | (788) | **M Fishing**<br>Side Trawler<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **SHINEI MARU No. 3**<br>ex Keisho Maru-86<br>ex Yusho Maru No. 1-81<br>**Marushige Kaiun K.K.**<br>Niihama,<br>Ehime Pref.<br>Japan | **499**<br>360<br>1 200 | **1974**<br>53,98<br>1 dk<br>RW | 9,50<br>9,48 | 4,40 | Sanuki Zosen Tekkosho K.K.—Takuma | (776) | **M Tanker**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 275 × 450<br>1 300bhp (956kW)<br>Makita Tekkosho | KNLH6275<br>Takamatsu |
| **SHINEI MARU No. 5**<br>**Shinei Kaiun Y.K.**<br>Shimotsu,<br>Wakayama Pref.<br>Japan | **498**<br>—<br>1 256 | **1989**<br>58,02 | 12,81 | 4,701<br>6,81 | Kurinoura Dock K.K.—Yawatahama | (262) | **M General Cargo** | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | 6M28BFT<br>Japan |
| **SHINEI MARU No. 5**<br>ex Margarita No. 33-88<br>ex Sumiriki Maru No. 7-88<br>ex Shinyo Maru No. 8-79<br>**Y.K. Donan Kaihatsu Kogyo**<br>Setano,<br>Hokkaido Pref.<br>Japan | **497**<br>—<br>800 | **1973**<br>53,19<br>49,00<br>2dks | 11,00 | 4,501<br>5,50 | Shin Nippon Jukogyo K.K.—Higashino | | **M Sand Carrier**<br>G.550 | Yanmar<br>Oil<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. | Japan<br>12kn |
| **SHINEI MARU No. 6**<br>**Shinei Kaiun Kensetsu K.K.**<br>Ieshima,<br>Hyogo Pref.<br>Japan | **499**<br>—<br>1 390 | **1988**<br>67,37<br>61,12<br>2 dks | 13,37<br>13,20 | 4,474<br>7,20 | Matsuura Tekko Zosen—Higashino<br>(BB) | (342) | **M Sand Carrier**<br>1 Ho ER<br>G.816<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 550 with clutches & reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd.<br>Thw. thrust Contr. pitch propeller fwd | Akashi |
| **SHINEI MARU No. 7**<br>ex Fukuju Maru-87 ex Taiho Maru-78<br>**Frabelle Fishing Corp.**<br>Manila<br>Philippines | **497**<br>—<br>1 279 | **1974**<br>58,60<br>53,98<br>1 dk | 10,52<br>10,49 | 4,192<br>4,50 | K.K. Matsuura Zosensho—Kinoe | (225) | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 413 | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo | 6LU32<br>Kobe<br>11,75kn |
| **SHINEI MARU No. 7**<br>**Infitico (Ghana) Ltd.**<br>Ghana | **299**<br>153<br>395 | **1972**<br>50,40<br>44,00<br>1 dk | 8,23<br>8,21 | 3,379<br>3,61 | Miho Zosensho K.K.—Shimizu | (832) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 420<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **SHINEI MARU No. 8**<br>**Y.K. Nakata Kensetsu**<br>Ieshima,<br>Hyogo Pref.<br>Japan | **498**<br>—<br>1 382 | **1989**<br>68,00<br>63,00<br>1 dk | 13,00 | 4,220<br>7,00 | K.K. Yoshida Zosen Kogyo—Arida | | **M Sand Carrier** | Matsue<br>Oil 4SA 6Cy. 230 × 280<br>736kW (1 001bhp)<br>Matsue Diesel K.K. | MF33-DID<br>Matsue |
| **SHINEI MARU No. 8**<br>**Aono Kaiun K.K.**<br>Niihama,<br>Ehime Pref.<br>Japan | **491**<br>—<br>1 293 | **1987**<br>64,50<br>60,00<br>1 dk | 10,22<br>10,01 | 4,250<br>4,60 | Mukaishima Zoki Co. Ltd.—Mukaishima | (230) | **M Tanker**<br>Chemical<br>SBT<br>8 Ta ER<br>L.600 | Niigata<br>Oil 4SA 6Cy. 260 × 460 with clutches & reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **SHINEI MARU No. 8**<br>**Hamada Kaiun Y.K.**<br>Tonosho,<br>Kagawa Pref.<br>Japan | **458**<br>—<br>400 | **1986**<br>46,00<br>1 dk | 10,51 | 2,720<br>5,36 | Hamamoto Zosensho K.K.—Tokushima<br>(BB) | (677) | **M Sand Carrier**<br>1 Ho ER<br>G.280<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. | 6LU26G<br>Akashi |

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| **8904044**<br>*JIYT*<br>129957<br>KO1-737<br>Rdr RTv | **SHINEI MARU No. 8**<br>**Haruo Sakata**<br>Yasuda, Kochi Pref. Japan<br>SatCom: 1203106/JIYT | **379**<br>—<br>— | **1989** Kanasashi Co. Ltd.—Shimizu (3193)<br>54,11 (BB) 8,72 3,400<br>47,50 8,70 3,75<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.507 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with flexible<br>sr reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. |
| **6903890**<br><br><br>Df Gc Pfd<br>Rdr Rt | **SHINEI MARU No. 8**<br>**Entreposto Frigorifico de Pesca de Mocambique Ltda.**<br>Quelimane Mozambique | **345**<br>183<br>— | **1968** Yamanishi Zosen K.K.—Ishinomaki (587)<br>47,99 8,41 3,302<br>42,02 8,39 3,76<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 350 × 520<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **8627218**<br>*JK4519*<br>127336<br>Rt | **SHINEI MARU No. 8**<br>**Nobuo Furumoto**<br>Kurahashi, Hiroshima Pref. Japan | **188**<br>—<br>380 | **1984** Hongawara Zosen K.K.—Fukuyama (200)<br>42,09 2,750<br>37,01 7,41 3,20<br>1 dk | **M Sand Carrier** | Yanmar<br>Oil<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7396977**<br><br><br><br>Rt | **SHINEI MARU No. 8**<br>Papua New Guinea | **115**<br>61<br>71 | **1973** Odo Zosen Tekko K.K.—Shimonoseki (198)<br>32,60 6,02 2,100<br>26,00 6,00 2,50<br>1 dk | **M Ferry**<br>Mchy.aft | —P Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>480bhp (353kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8627268**<br>*JL5269*<br>127471<br>Rt | **SHINEI MARU No. 10**<br>**Shinei Kaiun K.K.**<br>Imabari, Ehime Pref. Japan | **699**<br>—<br>2 006 | **1984** Kinoura Zosen K.K.—Hakata (117)<br>72,22 4,471<br>65,00 14,00 7,01<br>1 dk | **M Sand Carrier** | Niigata<br>Oil 4SA 6Cy. 340 × 620<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. |
| **8805755**<br>*JI3327*<br>128731 | **SHINEI MARU No. 10**<br>**Shinei Kaiun K.K.**<br>Shimotsu, Wakayama Pref. Japan | **494**<br>—<br>1 703 | **1988** Kurinoura Dock K.K.—Yawatahama (246)<br>60,02 12,62 4,715<br>55,00 12,60 6,50<br>1 dk | **M Sand Carrier**<br>G.999 | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>736kW (1 001bhp) E made87<br>The Hanshin Diesel Works Ltd. |
| **7613210**<br>*JK3819*<br>120267<br>Rdr Rt | **SHINEI MARU No. 11**<br>ex Eiho Maru No. 62-88<br>**Aono Kaiun K.K.**<br>Niihama, Ehime Pref. Japan | **199**<br>131<br>530 | **1976** Shin Nikko Zosen—Setoda (116)<br>7,85 3,101<br>44,02 7,82 3,26<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8916023**<br>*JE3016*<br>130777<br>Rt | **SHINEI MARU No. 16**<br>**Y.K. Shinei Suisan**<br>Karakuwa, Miyagi Pref. Japan | **119**<br>—<br>215 | **1989** Kidoura Zosen K.K.—Kesennuma (561)<br>37,46 (BB) 2,500<br>31,20 6,40 2,80<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.141 | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>592kW (805bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7518587**<br>*JM3885*<br>118076<br>Gc Rdr Rt | **SHINEI MARU No. 18**<br>ex Shiroyama Maru No. 10-82<br>**Yasuo Oishi**<br>Ieshima, Hyogo Pref. Japan | **199**<br>—<br>734 | **1975** K.K. Miura Zosensho—Saiki (515)<br>53,50 9,53 3,302<br>49,00 9,50 5,26<br>1 dk | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **8907498**<br>*JL5762*<br>130586<br>Rdr Rt | **SHINEI MARU No. 21**<br>**Aono Kaiun K.K.**<br>Niihama, Ehime Pref. Japan | **199**<br>—<br>526 | **1989** Murakami Hide Zosen K.K.—Hakata (296)<br>3,201<br>44,00 8,00 3,50<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. |
| **6818198**<br><br><br>Df Esd Pfd<br>Rdr Rt | **SHINEI MARU No. 26**<br>ex Nikko Maru No. 26<br>**Shindo Suisan** | **114**<br>44<br>— | **1968** Fukuoka Zosen K.K.—Fukuoka (920)<br>34,09 6,13 2,388<br>29,21 6,10 2,80<br>1 dk | **M Fishing**<br>Side-fishing | Akasaka<br>Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **6818203**<br><br><br>Df Esd Pfd | **SHINEI MARU No. 28**<br>ex Nikko Maru No. 28<br>**Shindo Suisan** | **114**<br>43<br>— | **1968** Fukuoka Zosen K.K.—Fukuoka (921)<br>34,09 6,13 2,388<br>29,21 6,10 2,80.<br>1 dk | **M Fishing**<br>Side-fishing | Akasaka<br>Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **7920118**<br>*7MFM*<br>120785<br>FS1-557<br>Df Esd Gc<br>Pfd Rdr RTv | **SHINEI MARU No. 32**<br>ex Seiwa Maru No. 18-88<br>**Shinei Suisan K.K.**<br>Iwaki, Fukushima Pref. Japan<br>SatCom: 1203741/JMFM | **299**<br>153<br>361 | **1979** Miho Zosensho K.K.—Shimizu (1113)<br>50,17 3,222<br>43,52 8,51 3,59<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **9011442**<br>*JJYR*<br>130857<br>Rdr RTv | **SHINEI MARU No. 35**<br>**Shintaro Yoshida**<br>Iwaki, Fukushima Pref. Japan<br>SatCom: 1204216/JJYR | **289**<br>—<br>298 | **1990** Yamanishi Zosen K.K.—Ishinomaki (987)<br>49,97 (BB) 3,500<br>43,00 8,40 3,58 | **M Fishing**<br>Long-line Ref<br>In.347 | Akasaka<br>Oil 4SA 6Cy. 280 × 480 sr geared to sc.<br>699kW (950bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Controllable pitch propeller |
| **8125686**<br>*7KQW*<br>126316<br>KO1-682<br>Rt | **SHINEI MARU No. 38**<br>**Haruo Sakata**<br>Yasuda, Kochi Pref. Japan | **299**<br>150<br>377 | **1982** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1492)<br>3,201<br>43,62 8,51 3,56<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>3 Ho<br>In.364<br>3 Ha (stl) | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 300kW 225V a.c. |
| **8301761**<br>*8LWF*<br>125011<br>FS1-337<br>RTv | **SHINEI MARU No. 63**<br>**Shintaro Yoshida**<br>Iwaki, Fukushima Pref. Japan<br>SatCom: 1200725/ILWF | **279**<br>—<br>534 | **1983** Yamanishi Zosen K.K.—Ishinomaki (892)<br>58,20 (BB) 9,83 4,760<br>50,25 9,81 6,13<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>5 Ho ER<br>In.476<br>5 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 400 × 640 with flexible<br>sr geared to sc. shaft<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 320kW 225V a.c.<br>Controllable pitch propeller |
| **8603688**<br>*JINN*<br>126438<br>KO1-775<br>Rdr RTv | **SHINEI MARU No. 81**<br>**Haruo Sakata**<br>Yasuda, Kochi Pref. Japan<br>SatCom: 1201660/JINN | **379**<br>—<br>— | **1986** Kanasashi Co. Ltd.—Shimizu (3100)<br>53,52 (BB) 8,74 3,401<br>46,89 8,70 3,76<br>1 dk | **M Fishing**<br>Long-line | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & sr reverse geared to sc.<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **9016246**<br>*JFBX*<br>131497<br>Rdr RTv | **SHINEI MARU No. 85**<br>**Haruo Sakata**<br>Yasuda, Kochi Pref. Japan<br>SatCom: 1204225/JFBX | **379**<br>—<br>— | **1991** Kanasashi Co. Ltd.—Shimizu (3241)<br>55,16 (BB) 8,72 3,401<br>48,10 8,70 3,75 | **M Fishing**<br>Long-line Ref<br>In.572 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & sr reverse geared to sc.<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. |
| **8017621**<br>*8LDB*<br>125422<br>KO1-608<br>Df Esd Pfd<br>Rdr Rt | **SHINEI MARU No. 88**<br>**Haruo Sakata**<br>Yasuda, Kochi Pref. Japan | **299**<br>151<br>— | **1980** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1396)<br>3,201<br>43,87 8,56 3,56<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo |

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| **SHING YUNG**<br>ex Timber Star-88<br>**Glory Navigation Co. Ltd.**<br>Keelung China* | **4 274**<br>2 765<br>7 088 | (NK) | **1981** Imai Zosen—Kochi (510)<br>107,19 17,63 6,879<br>100,01 17,61 8,72<br>P 20,2 F 10,4 1 dk | **M General Cargo**<br>G.9 671 B.8 939<br>2 Ha (stl) (each 28,7 × 8,9) ER<br>Der 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 132kW<br>12,25kn |
| **SHINGETSU MARU**<br>**Tsukiboshi Kaiun K.K.**<br>Osaka,<br>Osaka Pref. Japan | **499**<br>—<br>1 593 | NK | **1982** Sanuki Zosen Tekkosho K.K.—Takuma (1105)<br>68,46 (BB) 4,309<br>64,01 11,51 6,20<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 652 B.2 464<br>1 Ha (stl) (34,8 × 8,9) ER | Hanshin 6LUN28AG<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 80kW<br>11kn |
| **SHINGU MARU No. 2**<br>**Imahatsu Kaiun K.K.**<br>Namikata,<br>Ehime Pref. Japan | **487**<br>—<br>1 198 | | **1986** Kochi Jyuko K.K.—Kochi (1921)<br>65,00 (BB) 4,161<br>60,00 10,01 4,50<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 284 | Akasaka K28FD<br>Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| **SHINGU MARU No. 3**<br>**Imahatsu Kaiun K.K.**<br>Namikata,<br>Ehime Pref. Japan | **499**<br>—<br>1 196 | | **1986** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1920)<br>65,00 (BB) 4,152<br>60,00 10,01 4,50<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 284 | Akasaka K28FD<br>Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHINHAMA MARU**<br>**Kinzaburo Kanesaka**<br>Tobu Tanker K.K.<br>Yokohama,<br>Kanagawa Pref. Japan | **143**<br>—<br>250 | | **1980** Kanagawa Kigyo—Yokohama (130)<br>31,75 2,201<br>29,93 7,21 2,60<br>1dk | **M Tanker**<br>Mchy.aft | Yanmar 6ML-T<br>Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft<br>230bhp (169kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SHINHARUMI MARU**<br>**Nippon Kisen Kaisha Ltd. & Surugawan Eisen K.K.**<br>Shimizu,<br>Shizuoka Pref. Japan | **171**<br>—<br>— | NK | **1991** Sagami Zosen Tekko K.K.—Yokosuka (248)<br>33,20 8,82 3,020<br>29,00 8,80 3,80 | **TM Tug** | Yanmar T260-ET<br>2 Oil 4SA each 6Cy. 260 × 330 with clutches & reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>2 Directional propellers |
| **SHINHEIWA MARU**<br>**Nisshin Kisen K.K. (Nisshin Kisen Co. Ltd.)**<br>Imabari,<br>Ehime Pref. Japan | **999**<br>748<br>2 165 | NK | **1981** Y.K. Tokai Zosensho—Tsukumi (601)<br>77,93 5,086<br>72,00 12,00 5,50<br>1 dk | **M Tanker**<br>Asphalt<br>Mchy.aft | Hanshin<br>Oil<br>1 471kW (2 000bhp)<br>The Hanshin Diesel Works Ltd. Japan |
| **SHINHO MARU**<br>**Y.K. Hosei Unyu**<br>Kamo,<br>Shizuoka Pref. Japan | **497**<br>—<br>1 600 | | **1980** K.K. Uno Zosensho—Namikata (127)<br>71,00 4,261<br>65,03 11,51 6,02<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin 6LU35<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **SHINHO MARU**<br>**Nishi Nippon Kaiun K.K.**<br>Kitakyushu,<br>Fukuoka Pref. Japan | **199**<br>—<br>— | | **1976** Towa Zosen K.K.—Shimonoseki (492)<br>30,61 8,84 2,947<br>27,01 8,81 3,51<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Tokyo |
| **SHINHO MARU**<br>**Nissei Kaiun Y.K.**<br>Hakata,<br>Ehime Pref. Japan | **198**<br>—<br>540 | | **1986** Hakata Zosen K.K.—Hakata (333)<br>3,452<br>43,01 8,01 3,79<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Yanmar M200L-ST<br>Oil 4SA 6Cy. 200 × 260<br>500bhp (368kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **SHINHOYO MARU**<br>ex Fukucho Maru No. 1-83<br>**Takara Gyogyo K.K.**<br>Kesennuma,<br>Miyagi Pref. Japan | **495**<br>193<br>— | | **1980** Kanasashi Co. Ltd.—Shimizu (2056)<br>53,68 3,401<br>47,71 8,81 3,76<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft | Hanshin 6LU32<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHINING STAR**<br>ex Shin-En Maru-86<br>ex T. G. Shaughnessy-82<br>**Aurica Shipping Co. Ltd.**<br>Limassol Cyprus | **128 928**<br>97 655<br>256 263<br>T/cm<br>154,2 | NV (NK)<br>✠Classed LR until 2/82 | **1971-1** Nippon Kokan K.K.—Tsu (4)<br>338,11 (BB) 51,87 20,551<br>320,00 51,81 26,70<br>F 17,7 1 dk<br>rf 51 Bow/CM 164 Diam. 0,410 MH 1,5 | **M Tanker**<br>Storage<br>13 Ta ER<br>L.(oil) 309 345 HeCls. BC<br>4 Cargo pumps total 14 000T/hr | B&W 9K98FF<br>Oil 2SA 9Cy. 980 × 2000<br>34 200bhp (25 156kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 1 × 1040kW 2 × 880kW 450V 60Hz a.c.<br>Fuel 237,0t (d.o.) 9 186,5t (hvf)-100,0pd 14,5kn |
| **SHINKA MARU**<br>**Kuribayashi Shosen Co. Ltd. (Kuribayashi Steamship Co. Ltd.)**<br>Tokyo Japan | **6 163**<br>—<br>5 720 | NK | **1990** Hakodate Dock Co. Ltd.—Hakodate (8008)<br>139,72 (BB) 6,915<br>130,00 21,20 15,40<br>2 dks | **M RoRo Cargo** 12bth P<br>Paper-carrying<br>Quarter bow door/ramp (p)<br>L 16,50 W 7,00 SWL 50<br>Quarter stern door/ramp (p)<br>L 23,00 W 7,00 SWL 50<br>Clear height 5,20<br>B.17 834 | Pielstick 8PC40L570<br>Oil 4SA 8Cy. 570 × 750 with flexible couplings & sr geared to sc. shaft<br>7 944kW (10 800bhp)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 1 × 830kW 2 × 800kW 375/450V a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller<br>17,75kn |
| **SHINKAI**<br>**P.T. Aria Indonesia Jaya**<br>Indonesia | **165**<br>—<br>— | | **1971** Aki Kogyo K.K.—Kure (147)<br>28,99 7,83 2,801<br>24,01 7,80 3,61<br>1 dk | **TM Tug** | Hanshin<br>Oil<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 32kW 225V a.c.<br>Fuel 38,5t-7,0pd 9kn |
| **SHINKAI MARU**<br>**Shinkai Gyojo Kaihatsu K.K. (Deep Sea Fisheries Development)**<br>Tokyo<br>SatCom: 1201222/JQST Japan | **3 395**<br>1 708<br>3 535 | NK | **1975** Shikoku Dockyard Co. Ltd.—Takamatsu (781)<br>100,59 16,03 6,224<br>93,12 16,01 10,01<br>2 dks pt 3rd dk<br>RW | **M Research/Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice Strengthened<br>In.3 046<br>2 Ha (stl) (each 2,9 × 2,9) ER<br>Der 6(5) | Mitsubishi 7UET45/80D<br>Oil 2SA 7Cy. 450 × 800<br>5 000bhp (3 678kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 720kW 450V 60Hz a.c.<br>Fuel 402,0t (d.o.) 1 063,0t (hvf)-20,0pd 14kn |
| **SHINKAI MARU**<br>ex Star Aquarius-91<br>**Shin Nippon Kaiji Co. Ltd.**<br>Tokyo Japan | **782**<br>—<br>907 | NK NV | **1975** Bolsones Verft—Molde (241)<br>58,98 12,37 4,665<br>52,00 12,35 5,60<br>RFD -F - 1 dk<br>rf 1097 BK 119 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened<br>Mchy.aft | Polar F216V-D<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 256kW 1 × 154kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 469,5t (d.o.) 15,5kn |
| **SHINKAI MARU**<br>ex Oita Maru-87<br>**Y.K. Shindo Shoji**<br>Fukuoka,<br>Fukuoka Pref. Japan | **494**<br>—<br>193 | | **1975** K.K. Usuki Tekkosho—Usuki (936)<br>51,90 8,62 3,506<br>45,19 8,59 3,89<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Daihatsu 6DSM-26<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 200kW 225V a.c. |
| **SHINKAI MARU**<br>**Shinko Kaiun K.K.**<br>Kobe,<br>Hyogo Pref. Japan | **487**<br>—<br>1 560 | | **1983** Kishigami Zosen K.K.—Akitsu (1585)<br>73,31 (BB) 4,252<br>68,03 11,61 7,32<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.3 259 B.3 062<br>1 Ha (stl) ER | Yanmar 6T260L-ST<br>Oil 4SA 6Cy. 260 × 330 with flexible couplings & sr geared to sc. shaft<br>1 400bhp (1 030kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |

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| **8221686**<br>*7JIO*<br>125759 | **SHINKAI MARU**<br>**Shimane Prefecture**<br>Matsue, Japan<br>Shimane Pref. | **452**<br>—<br>455 | | **1983** Miho Zosensho K.K.—Shimizu (1213)<br>54,11 3,750<br>46,72 8,81 4,02<br>1 dk | **M Fishing**<br>Training Stern Trawler Ref<br>In.155 | Akasaka<br>Oil 4SA 6Cy. 300 × 480 with clut<br>to sc. shaft<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 280kW 225V a.c. |
| **8823903**<br>*JL5530*<br>130584<br>Gc Rdr Rt | **SHINKAI MARU No. 1**<br>**Hitoshi Umaki**<br>Niihama, Japan<br>Ehime Pref. | **199**<br>—<br>699 | | **1988** K.K. Kamishima Zosensho—Higashino<br>59,42 3,000<br>54,00 9,40 5,20<br>1 dk | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>662kW (900bhp)<br>The Hanshin Diesel Works Ltd. |
| **7232236**<br>*JJ2799*<br>112608<br>Gc Rdr Rt | **SHINKAI MARU No. 11**<br>**Yorigami Maritime Construction Co. Ltd. (Yorigami Kensetsu K.K.)**<br>Kobe, Japan<br>Hyogo Pref. | **250**<br>—<br>— | NK | **1972** Shimoda Dockyard Co. Ltd.—Shimoda (203)<br>29,01 8,54<br>26,50 8,51 3,89<br>F 15,9 1 dk | **TM Tug**<br>Pusher | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 60kW |
| **7330739**<br>*JLEM*<br>113889<br>Gc Rdr Rt | **SHINKAI MARU No. 12**<br>**Yorigami Maritime Construction Co. Ltd. (Yorigami Kensetsu K.K.)**<br>Kobe, Japan<br>Hyogo Pref. | **298**<br>87<br>— | | **1973** Daiko Dkyd Co. Ltd.—Osaka (79)<br>9,02 3,004<br>28,50 9,00 3,92<br>1 dk<br>RW | **TM Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 320 × 510<br>Hanshin Nainenki Kogyo |
| **7854773**<br>*JI2535*<br>107538 | **SHINKAI MARU No. 15**<br>ex Kumagai Maru No. 2-82<br>**Yorigami Maritime Construction Co. Ltd. (Yorigami Kensetsu K.K.)**<br>Kobe, Japan<br>Hyogo Pref. | **264**<br>—<br>— | | **1970** Hitachi Zosen—Innoshima<br>30,99 2,901<br>28,50 9,00 4,02<br>1 dk | **TM Tug**<br>Pusher | Daihatsu<br>2 Oil<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8838465**<br>*JL4326*<br>121022<br>MZ1-8<br>Rdr Rt | **SHINKAI MARU No. 25**<br>ex Shinsei Maru No. 25<br>**Y.K. Nakano Suisan**<br>Nango, Japan<br>Miyazaki Pref. | **117**<br>—<br>— | | **1978** Fujishin SB. Co.—Kamo<br>*30,10*<br>5,80 2,60<br>1 dk | **M Fishing** | Hanshin<br>Oil<br>294kW (400bhp)<br>The Hanshin Diesel Works Ltd. |
| **8817124**<br>*JJ3633*<br>129211<br>Rt | **SHINKAI MARU No. 28**<br>**Yorigami Maritime Construction Co. Ltd. (Yorigami Kensetsu K.K.)**<br>Kobe, Japan<br>Hyogo Pref. | **146**<br>—<br>— | | **1988** Kanrei Zosen K.K.—Naruto (329)<br>30,00 3,210<br>28,00 9,00 4,80<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 240 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8408612**<br>*JM5405*<br>127717 | **SHINKAI MARU No. 37**<br>**K.K. Masaki Shoten**<br>Fukue, Japan<br>Nagasaki Pref. | **497**<br>—<br>999 | | **1984** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1725)<br>65,00 3,723<br>60,03 12,51 6,23<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.878<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **8106109**<br>*JM5015*<br>124764<br>Rdr Rt | **SHINKANDA MARU**<br>**Fukushima Kaiun K.K.**<br>Kanda, Japan<br>Fukuoka Pref. | **190**<br>—<br>— | | **1981** K.K. Miura Zosensho—Saiki (622)<br>2,601<br>67,57 8,81 3,56<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **8035817**<br>*JK4283*<br>124540<br>Rt | **SHINKANNON MARU**<br>**Morihito Odawara**<br>Hakata, Japan<br>Ehime Pref. | **192**<br>—<br>534 | | **1981** Shin Nippon Jukogyo K.K.—Higashino (171)<br>*45,21* 3,250<br>8,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil |
| **8324206**<br>*JJ3370*<br>125310<br>Esd Gc Rdr<br>Rt | **SHINKANZAKI MARU**<br>**Yorigami Maritime Construction Co. Ltd. (Yorigami Kensetsu K.K.)**<br>Kobe, Japan<br>Hyogo Pref. | *390*<br>*117*<br>— | NK | **1984** Osaka Zosensho—Osaka (433)<br>36,45 3,801<br>32,01 9,52 4,32<br>F 15,0 1 dk | **TM Tug**<br>Anchor-handling | Hanshin<br>2 Oil 4SA each 6Cy. 280 × 480<br>The Hanshin Diesel Works Ltd. |
| **7123320**<br>*JG2166*<br>110992<br>Rdr | **SHINKASHIMA No. 7**<br>**Kashima Futo K.K.**<br>Kamisu, Japan<br>Ibaraki Pref. | **184**<br>61<br>— | | **1971** Ando SB. Co. Ltd.—Tokyo (217)<br>29,49 8,82 2,591<br>26,42 8,79 3,51<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **7236361**<br>*JG2169*<br>111002<br>Rdr | **SHINKASHIMA No. 8**<br>**Kashima Futo K.K.**<br>Kamisu, Japan<br>Ibaraki Pref. | **184**<br>—<br>— | | **1972** Ando SB. Co. Ltd.—Tokyo (221)<br>28,61 8,84 2,718<br>26,42 8,82 3,51<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **7354278**<br>*JG2171*<br>111016<br>Rdr Rt | **SHINKASHIMA No. 10**<br>**Kashima Futo K.K.**<br>Kamisu, Japan<br>Ibaraki Pref. | **176**<br>—<br>— | | **1973** Ando SB. Co. Ltd.—Tokyo (227)<br>26,01 8,23 2,791<br>24,01 8,21 3,51<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd. |
| **8625935**<br>*JI3264*<br>128642<br>Rt | **SHINKATSURA MARU**<br>**Nishizaki Unyu Shoji K.K.**<br>Tokyo Japan | **198**<br>—<br>697 | | **1985** K.K. Kamishima Zosensho—Higashino<br>55,61 3,220<br>51,01 9,40 5,41<br>1 dk | **M General Cargo** | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. |
| **8125430**<br>*JL4819*<br>123996<br>Gc Rdr Rt | **SHINKAWA MARU**<br>**Taisei Kosan K.K.**<br>Kikuma, Japan<br>Ehime Pref. | **199**<br>—<br>693 | | **1981** Y.K. Tokai Zosensho—Tsukumi (603)<br>53,95 3,261<br>49,71 9,30 5,21<br>1 dk | **M General Cargo** | Hanshin<br>Oil<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **8609084**<br>*3EQP6*<br>18591-KJ<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SHINKI MARU**<br>**Fresh South Shipping S.A.**<br>Nisshin Kisen K.K. (Nisshin Kisen Co. Ltd.)<br>Panama Panama<br>SatCom: 1331245/SNKI | *5 839*<br>*2 877*<br>6 568 | NK | **1987** Shikoku Dockyard Co. Ltd.—Takamatsu (841)<br>136,02 (BB) 7,316<br>128,02 18,01 10,49<br>F 9,5 3 dks | **M Refrigerated Cargo**<br>4 Ho ER<br>In.8 141<br>4 Ha (stl) (each 7,7 × 6,7) ER<br>Der 8(4) | B&W<br>Oil 2SA 5Cy. 500 × 1620<br>6 250bhp (4 597kW)<br>Mitsui Eng. & SB. Co. Ltd. |
| **7922958**<br>*JJ3104*<br>116083<br>Rdr Rt | **SHINKI MARU**<br>**K.K. Nakamura Kensetsu**<br>Mihama, Japan<br>Wakayama Pref. | **498**<br>—<br>— | | **1979** Muneta Zosen K.K.—Akashi (820)<br>... ... ...<br>46,00 16,01 3,00<br>1 dk | **M Crane Ship**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 450<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8841008**<br>*JL5908*<br>130662<br>Rt | **SHINKO**<br>**Daito Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **497**<br>—<br>1 237 | | **1990** K.K. Uno Zosensho—Namikata<br>64,48 4,150<br>59,98 10,00 4,38<br>1 dk | **M Tanker** | Hanshin<br>Oil<br>1 030kW (1 400bhp)<br>The Hanshin Diesel Works Ltd. |

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| **SHINKO MARU**<br>**Nippon Kaiun K.K. (Nippon Shipping Co. Ltd.)**<br>Tokyo<br>Japan | **3 611**<br>—<br>2 131 | | **1989** Fukuoka Zosen K.K.—Fukuoka (1152)<br>114,73 (BB) 20,60 4,963<br>105,00 20,20 11,95 | **TM RoRo Cargo/Ferry**<br>495P | Pielstick 9PC2-6L-400<br>2 Oil 4SA each 9Cy. 400 × 460 with flexible couplings & sr geared to sc. shafts<br>4 192kW (5 699bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 820kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 121,0t (d.o.) 277,0t (hvf)-38,7pd 19,5kn |
| **SHINKO MARU**<br>**Sanko Unyu K.K.**<br>Yokohama,<br>Kanagawa Pref.<br>Japan | **1 592**<br>—<br>3 611 | NK | **1983** Kurinoura Dock K.K.—Yawatahama (186)<br>89,01 6,001<br>83,01 13,01 6,71<br>P 22,3 F 11,9 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 3 400 | Hanshin 6EL38<br>Oil 4SA 6Cy. 380 × 760<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 160kW 1 × 56kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>12,5kn |
| **SHINKO MARU**<br>**Suonada Ferry K.K.**<br>Tokuyama,<br>Yamaguchi Pref.<br>Japan | **1 253**<br>—<br>621 | | **1972** Mitsubishi Heavy Industries Ltd. —Shimonoseki (717)<br>71,33 12,83 3,633<br>65,00 12,81 4,81<br>1 dk | **TM RoRo Cargo/Ferry**<br>Mchy.aft<br>440dk P | Daihatsu 6DSM-32<br>2 Oil 4SA each 6Cy. 320 × 380<br>4 000bhp (2 942kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 280kW 450V 60Hz a.c.<br>Fuel 75,0t-14,0pd 14,75kn |
| **SHINKO MARU**<br>**Sanwa Yuso K.K.**<br>Nippon Tanker K.K.<br>Kure,<br>Hiroshima Pref.<br>Japan | **999**<br>—<br>2 399 | NK | **1984** Nakatani Shipyard Co. Ltd.—Nomi (492)<br>84,21 (BB) 5,152<br>78,01 12,01 5,77<br>P 16,8 F 8,0 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 499 | Akasaka A34<br>Oil 4SA 6Cy. 340 × 660<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller<br>11,5kn |
| **SHINKO MARU**<br>ex Tokuei Maru No. 28-86<br>**Nagamune Kosan Y.K.**<br>Tokuyama,<br>Yamaguchi Pref.<br>Japan | **499**<br>150<br>579 | NK | **1977** Sanyo Zosen K.K.—Mukaishima (757)<br>49,43 4,031<br>45,09 10,01 4,42<br>P 2,2 F 18,6 1 dk | **TM Tug** | Akasaka AH36R<br>2 Oil 4SA each 6Cy. 360 × 540<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>12,25kn |
| **SHINKO MARU**<br>ex Shinko Maru No. 11-90<br>**Kakuyo Shoji K.K.**<br>Tokyo<br>Japan | **499**<br>—<br>1 583 | | **1978** K.K. Yoshida Zosen Kogyo—Arida (303)<br>*66,51* 4,170<br>11,51 6,10<br>1 dk | **M General Cargo** | Oil<br>Japan |
| **SHINKO MARU**<br>**Hisamoto Kisen K.K.**<br>Hinase,<br>Okayama Pref.<br>Japan | **499**<br>—<br>1 600 | | **1985** K.K. Yoshida Zosen Kogyo—Arida (411)<br>4,231<br>65,99 11,51 6,71<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 430 B.2 090<br>1 Ha (stl) ER | Akasaka DM30<br>Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHINKO MARU**<br>**Daiko Kaiun K.K.**<br>Japan | **499**<br>—<br>453 | | **1991** K.K. Miura Zosensho—Saiki (1011)<br>3,601<br>52,02 10,01 4,53<br>1 dk | **M Tanker**<br>Chemical | Hanshin 6LU26G<br>Oil 4SA 6Cy. 260 × 440<br>662kW (900bhp)<br>Hanshin Nainenki Kobe<br>Gen 2 × 104kW 1 × 24kW 225V a.c.<br>Fuel 88,0t (d.o.)-3,5pd 11,62kn |
| **SHINKO MARU**<br>**Shinko Kaiun K.K.**<br>Kaminoseki,<br>Yamaguchi Pref.<br>Japan | **497**<br>—<br>1 156 | | **1977** Shirahama Zosen K.K.—Honai (85)<br>... ... ...<br>53,78 10,01 4,42<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHINKO MARU**<br>ex Yasue Maru-90<br>**Masahito Shintaku**<br>Hiroshima,<br>Hiroshima Pref.<br>Japan | **497**<br>—<br>567 | | **1980** Hamamoto Zosensho K.K.—Tokushima (612)<br>3,010<br>40,21 10,00 4,81<br>1 dk | **M Sand Carrier** | Oil<br>Japan |
| **SHINKO MARU**<br>**Kotani Kaiun K.K.**<br>Osaka,<br>Osaka Pref.<br>Japan | **493**<br>—<br>1 580 | | **1980** K.K. Uno Zosensho—Namikata (131)<br>70,62 4,271<br>65,82 11,00 6,20<br>2 dks | **M General Cargo**<br>Mchy.aft | Hanshin 6LU32<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **SHINKO MARU**<br>ex East Sea-87<br>Launched as South Sea<br>**Yorigami Maritime Construction Co. Ltd. (Yorigami Kensetsu K.K.)**<br>Kobe,<br>Hyogo Pref.<br>Japan | **486**<br>—<br>1 005 | (AB) (NK) | **1977** K.K. Imai Seisakusho—Iwagi (177)<br>60,51 4,966<br>55,33 11,02 5,41<br>F 27,5 1 dk<br>rf 500 | **TM Tug** | Hanshin 6LUS40<br>2 Oil 4SA each 6Cy. 400 × 640<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 240kW<br>14,5kn |
| **SHINKO MARU**<br>**Shinko Kaiun K.K.**<br>Kobe,<br>Hyogo Pref.<br>Japan | **484**<br>—<br>1 117 | | **1981** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1448)<br>4,052<br>57,03 9,81 6,08<br>1 dk | **M General Cargo**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SHINKO MARU**<br>**Daiko Kaiun Co. Ltd.**<br>Osaka,<br>Osaka Pref.<br>Japan | **469**<br>—<br>576 | | **1970** Mukaishima Zoki Co. Ltd.—Mukaishima (122)<br>49,92 3,450<br>44,61 8,31 3,81<br>1 dk | **M Tanker**<br>Chemical | Makita<br>Oil<br>700bhp (515kW)<br>Makita Diesel Co. Ltd. Japan<br>10kn |
| **SHINKO MARU**<br>ex Matsuei Maru No. 72-82<br>**Government of The People's Republic of China**<br>China | **299**<br>150<br>— | | **1969** Niigata Eng. Co. Ltd.—Niigata (833)<br>48,85 8,34 3,252<br>43,21 8,31 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHINKO MARU**<br>**Shinko Kaiji Y.K.**<br>Hiroshima,<br>Hiroshima Pref.<br>SatCom: 1201661/JAYW<br>Japan | **201**<br>—<br>576 | | **1990** Kanawa Dockyard Co. Ltd.—Hiroshima (1005)<br>35,50 9,20 3,100<br>31,00 8,80 3,80<br>1 dk | **M Tug**<br>Fire-fighting | Yanmar T260-ET<br>2 Oil 4SA each 6Cy. 260 × 330 dr geared to sc. shaft<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 80kW 445V 60Hz a.c.<br>12kn |
| **SHINKO MARU**<br>**Takahashi Kaiun Y.K.**<br>Hiketa,<br>Kagawa Pref.<br>Japan | **199**<br>—<br>700 | | **1985** Y.K. Takasago Zosensho—Naruto (151)<br>3,452<br>51,01 9,01 5,52<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Yanmar S185L-UT<br>Oil 4SA 6Cy. 185 × 230 sr geared to sc. shaft<br>550bhp (405kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SHINKO MARU**<br>**Taiho Unyu K.K.**<br>Osaka,<br>Osaka Pref.<br>Japan | **198**<br>—<br>700 | | **1981** Kyoei Zosen K.K.—Mihara (116)<br>54,84 9,33 3,152<br>50,02 9,30 4,86<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 219 B.1 195<br>1 Ha (stl) ER | Akasaka DM26R<br>Oil 4SA 6Cy. 260 × 440<br>850bhp (625kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |

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| **7302134**<br>*JG3214*<br>114049<br>Rdr Rt | **SHINKO MARU**<br>**Nippon Marine Service & Engineering Co. Ltd. (Nippon Kaiji Kogyo K.K.)**<br>Kagoshima, Kagoshima Pref. Japan | **189**<br>—<br>71 | **1973** Sanyo Zosen K.K.—Mukaishima (657)<br>29,01 8,64 2,801<br>25,00 8,62 3,61<br>1 dk<br>RW | **TM Tug**<br>Fire-fighting | Fuji<br>2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Diesel Co. Ltd. |
| **5323407**<br>*JJOO*<br>81892<br>Rt | **SHINKO MARU**<br>**Nichibei Kosan K.K.**<br>Kitakyushu, Fukuoka Pref. Japan | **120**<br>—<br>220 | **1960** Hashihama Zosen—Imabari (104)<br>30,00 6,02 2,100<br>25,50 6,00 2,63<br>1 dk | **M Tank Barge**<br>Water | Oil 2SA 4Cy. 310 × 380 |
| **8220890**<br>*JI3109*<br>125098 | **SHINKO MARU No. 1**<br>**Shinko Kisen K.K.**<br>Shimotsu, Wakayama Pref. Japan | **199**<br>—<br>350 | **1982** Katsuura Dockyard Co. Ltd.—Nachi-Katsuura (256)<br>... ... ...<br>42,02 7,82 3,31<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 650 | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>830bhp (611kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7395894**<br>*JFCI*<br>115942<br>Df Esd Gc<br>Rdr RTv | **SHINKO MARU No. 2**<br>ex Fukuju Maru No. 25-85<br>ex Nadayoshi Maru No. 18-80<br>**Zenkoku Gyogyo Shinko K.K.**<br>Tokyo Japan<br>SatCom: 1200762/JFCI | **346**<br>178<br>373 | **1974** Miho Zosensho K.K.—Shimizu (980)<br>53,42 8,82 3,048<br>47,02 8,79 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 170 × 205<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo |
| **6729610**<br>*JK2509*<br>100638 | **SHINKO MARU No. 2**<br>**Yasushi Shintaku**<br>Hiroshima, Hiroshima Pref. Japan | **293**<br>181<br>345 | **1967** Kegoya Dock K.K.—Kure (318)<br>35,79 8,41 2,693<br>32,26 8,39 3,00<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Yanmar<br>Oil 4SA 12Cy. 200 × 240<br>560bhp (412kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8815499**<br>*JL5806*<br>131413<br>Rt | **SHINKO MARU No. 3**<br>**Shinko Kogyo K.K.**<br>Takamatsu, Kagawa Pref. Japan | **442**<br>—<br>1 207 | **1989** K.K. Saidaiji Zosensho—Okayama (160)<br>*54,60*<br>12,00 6,40<br>1 dk | **M Sand Carrier** | Hanshin<br>Oil<br>The Hanshin Diesel Works Ltd. |
| **5123455**<br>Df RTh | **SHINKO MARU No. 3**<br>ex Shinei Maru No. 31<br>ex Fukuoka Maru<br>South Korea | **299**<br>167<br>— | **1956** Miho Zosensho K.K.—Shimizu (210)<br>47,91 7,52<br>42,09 7,50 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Akasaka<br>Oil 4SA 6Cy. 370 × 520<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 64kW 1 × 12kW 220V 60Hz a<br>Fuel (hvf) |
| **7701926**<br>*JM3907*<br>118208<br>Esd Gc Rdr Rt | **SHINKO MARU No. 5**<br>ex Ryuei Maru No. 8-83<br>**Shinei Kaiun Y.K.**<br>Shimonoseki, Yamaguchi Pref. Japan | **499**<br>—<br>1 173 | **1977** Wakamatsu Zosen K.K.—Wakamatsu (273)<br>59,01 (BB) 10,04 4,272<br>54,01 10,00 4,53<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo |
| **8626927**<br>*JI3368*<br>128764<br>Rdr Rt | **SHINKO MARU No. 5**<br>ex Rita II-89 ex Hiyoshi Maru No. 18-88<br>**Kanesugi Kogyo K.K.**<br>Kishiwada, Osaka Pref. Japan | **498**<br>—<br>1 380 | **1974** K.K. Hatayama Zosensho—Yura<br>61,50 12,02 4,201<br>56,01 12,01 6,00<br>1 dk | **M Sand Carrier** | Oil<br>1 600bhp (1 177kW) |
| **8838013**<br>*JEAQ*<br>121559<br>IG1-595<br>Rdr Rt | **SHINKO MARU No. 5**<br>**Kenzo Hita**<br>Hitachi, Ibaraki Pref. Japan | **108**<br>—<br>— | **1981** K.K. Murakami Zosensho—Ishinomaki<br>*29,30*<br>6,20 2,50<br>1 dk | **M Fishing** | Hanshin<br>Oil<br>294kW (400bhp)<br>The Hanshin Diesel Works Ltd. |
| **8844206**<br>*JK5061*<br>131776<br>Rdr Rt | **SHINKO MARU No. 6**<br>**Kyoritsu Koun Y.K.**<br>Hinase, Okayama Pref. Japan | **199**<br>—<br>427 | **1990** Rinkai Kogyo K.K.—Setoda<br>45,30 - 3,150<br>42,00 8,00 3,60<br>1 dk | **M General Cargo**<br>1 Ha (stl) (20,0 × 5,0) ER | Sumiyoshi<br>Oil 4SA 6Cy. 250 × 450<br>Sumiyoshi Marine Diesel Co. Ltd |
| **8209925**<br>*JJ3327*<br>125243<br>Rdr Rt | **SHINKO MARU No. 7**<br>**Shinko Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **126**<br>—<br>— | **1982** Daiko Dkyd Co. Ltd.—Osaka (123)<br>23,00 2,800<br>21,00 8,50 3,50<br>1 dk | **TM Tug**<br>Pusher | Yanmar<br>2 Oil 4SA each 6Cy. 220 × 280<br>Yanmar Diesel Engine Co. Ltd. |
| **8504349**<br>*JH3091*<br>125710 | **SHINKO MARU No. 8**<br>**Shinko Sangyo K.K.**<br>Kamo, Shizuoka Pref. Japan | **499**<br>—<br>1 310 | **1985** Fujishin SB. Co.—Kamo (508)<br>65,56 (BB) 4,171<br>64,01 12,01 6,51<br>1 dk | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **8318960**<br>*JG4377*<br>126828 | **SHINKO MARU No. 8**<br>**Shinko Kaiun K.K.**<br>Tokyo Japan | **498**<br>—<br>1 238 | **1983** Kanmon Zosen K.K.—Shimonoseki (368)<br>61,32 10,22 4,249<br>56,52 10,20 4,53<br>1 dk | **M Tanker**<br>SBT<br>8 Ta ER<br>L.(oil) 1 300 | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **7009158**<br>Df Esd Gc<br>Pfd Rdr Rt | **SHINKO MARU No. 8** | **224**<br>96<br>265 | **1970** Kanasashi Co. Ltd.—Shimizu (971)<br>44,00 7,62 2,998<br>38,38 7,60 3,33<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. |
| **6618885**<br>*8LCD*<br>97876<br>Rdr Rt | **SHINKO MARU No. 8**<br>**Heian Kaiun K.K.**<br>Seidan, Hyogo Pref. Japan | **199**<br>—<br>124 | **1966** Kegoya Dock K.K.—Kure (285)<br>33,05 8,03 2,604<br>30,00 8,01 3,61<br>1 dk | **M Tug** | Fuji<br>2 Oil 4SA each 6Cy. 275 × 450 geared<br>Fuji Diesel Co. Ltd.<br>Gen 1 × 24kW 1 × 16kW 230V a.c.<br>Fuel 127,0t-5,0pd |
| **8151427**<br>*JL4403*<br>118960 | **SHINKO MARU No. 8**<br>**Yoshioka Kaiun Y.K.**<br>Anan, Tokushima Pref. Japan | **199**<br>—<br>638 | **1977** Toyohama Dock—Toyohama<br>51,01 3,001<br>46,00 7,80 3,26<br>1 dk | **M Tanker**<br>Mchy.aft | Niigata<br>Oil<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. |
| **8844830**<br>*JM6015*<br>131407<br>Gc Rdr Rt | **SHINKO MARU No. 8**<br>**Shinko Maru Y.K.**<br>Ryugatake, Kumamoto Pref. Japan | **199**<br>—<br>619 | **1990** Yano Zosen K.K.—Imabari<br>57,20 - 3,150<br>53,00 9,50 5,34<br>1 dk | **M General Cargo**<br>1 Ha (stl) (30,8 × 7,5) ER | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>Niigata Eng. Co. Ltd. |
| **9044437**<br>*JL5973*<br>131439<br>Df Esd Gc<br>Pfd Rdr RTv | **SHINKO MARU No. 8**<br>**Y.K. Toda Suisan**<br>Japan | **199**<br>—<br>— | **1991** Mikami Zosen K.K.—Japan (316)<br>... ... ...<br>... ... ... | **M Fishing/ Fish Carrier**<br>Ref | Oil<br>............ |

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| **SHINKO MARU No. 11**<br>**Shinkomaru Gyogyo K.K.**<br>Abashiri,<br>Hokkaido Pref.<br>Japan<br>SatCom: 1203376/UKKQ | **349**<br>—<br>853 | **1984** Narasaki Zosen K.K.—Muroran (1062)<br>62,82 (BB) 4,280<br>54,51 10,22 6,81<br>2 dks | **M Fishing**<br>Long-line<br>3 Ho ER<br>4 Ha (stl) ER | Akasaka DM36KFD<br>Oil 4SA 6Cy. 360 × 540 with clutches, flexible couplings & sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller |
| **SHINKO MARU No. 13**<br>**Shinko Kaiun K.K.**<br>Tokyo<br>Japan | **173**<br>—<br>378 | **1985** Maeno Zosen K.K.—Onoda (115)<br>40,01 7,83 3,001<br>36,02 7,80 3,20<br>1 dk | **M Tanker**<br>Chemical<br>SBT<br>6 Ta ER<br>L.310 | Daihatsu 6PKT-16<br>Oil 4SA 6Cy. 160 × 210 sr geared to sc. shaft<br>350bhp (257kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| **SHINKO MARU No. 15**<br>**Shinko Kaiun K.K.**<br>Tokyo<br>Japan | **342**<br>—<br>408 | **1969** Yokohama Yacht Co. Ltd.—Yokohama (593)<br>39,78 8,11 3,125<br>36,02 8,08 3,71<br>1 dk | **M Tanker**<br>Chemical<br>2 Ta (s.stl) ER<br>L.409 | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo , Kobe<br>Gen 1 × 32kW 220V 60Hz a.c.<br>Fuel 12,0t (hvf)-2,0pd 10kn |
| **SHINKO MARU No. 15**<br>**Kaiei Kisen Y.K.**<br>Namikata,<br>Ehime Pref.<br>Japan | **199**<br>—<br>677 | **1981** Sokooshi Zosensho K.K.—Higashino (266)<br>*52,22* 3,600<br>9,20 5,11<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>Japan |
| **SHINKO MARU No. 16**<br>**Shinko Kaiun Y.K.**<br>Ikata,<br>Ehime Pref.<br>Japan | **199**<br>—<br>626 | **1989** K.K. Miura Zosensho—Saiki (832)<br>58,70 (BB) 9,61 2,918<br>54,00 9,60 5,05<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.1 349 B.1 247<br>1 Ha (stl) ER | Niigata 6M26AGTE<br>Oil 4SA 6Cy. 260 × 460 with clutches & reverse geared to sc. shaft<br>588kW (799bhp)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHINKO MARU No. 18**<br>**Tomeyoshi Okada**<br>Ieshima,<br>Hyogo Pref.<br>Japan | **488**<br>—<br>1 135 | **1988** Nagashima Zosen K.K.—Nagashima<br>63,50 3,950<br>57,10 13,40 5,95<br>1 dk | **M Sand Carrier** | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHINKO MARU No. 18**<br>ex Kaiyo Maru No. 18-90<br>ex Koei Maru No. 56-86<br>**Shintaro Toda**<br>Uwajima,<br>Ehime Pref.<br>Japan | **279**<br>—<br>— | **1973** K.K. Goriki Zosensho—Ise (738)<br>8,23 3,175<br>43,11 8,21 3,56<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHINKO MARU No. 18**<br>ex Miyagi Maru No. 2-83<br>ex Ebisu Maru No. 1-80<br>ex Tosan Maru No. 8-79<br>**Evermast Capital Corp.** | **199**<br>—<br>329 | **1969** Fukuoka Zosen K.K.—Fukuoka (961)<br>41,36 7,01 2,998<br>37,55 6,99 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 290 × 440<br>1 000bhp (736kW)<br>Makita Tekkosho Takamatsu |
| **SHINKO MARU No. 18**<br>**Shinko Kaiun K.K.**<br>Tokyo<br>Japan | **199**<br>—<br>500 | **1985** Maeno Zosen K.K.—Onoda (116)<br>48,01 8,03 3,201<br>44,02 8,01 3,46<br>1 dk | **M Tanker**<br>SBT<br>6 Ta ER<br>L.(oil) 590 | Hanshin 6LU24<br>Oil 4SA 6Cy. 240 × 410 reverse reduction geared to sc. shaft<br>650bhp (478kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHINKO MARU No. 18** | **196**<br>56<br>133 | **1969** Kegoya Dock K.K.—Kure (433)<br>26,32 8,03 2,998<br>24,16 8,01 3,81<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 320 × 460<br>Kobe Hatsudoki K.K. Tarami<br>Gen 1 × 32kW 1 × 8kW 225V a.c.<br>Fuel 44,5t-7,0pd 6,5kn |
| **SHINKO MARU No. 21**<br>**Seibu Tanker K.K.**<br>Tokyo<br>Japan | **499**<br>—<br>1 199 | **1991** Kanmon Zosen K.K.—Shimonoseki (526)<br>65,00 (BB) 10,02 4,152<br>62,00 10,00 4,50<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 210 | Hanshin 6LU26<br>Oil 4SA 6Cy. 260 × 440<br>883kW (1 200bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller |
| **SHINKO MARU No. 21**<br>**Shinko Kaiun K.K.**<br>Namikata,<br>Ehime Pref.<br>Japan | **299**<br>—<br>942 | **1984** K.K. Namikata Zosensho—Namikata (117)<br>64,42 3,452<br>59,52 10,51 6,02<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 379<br>1 Ha (stl) ER | Makita<br>Oil 4SA 6Cy. 310 × 600<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| **SHINKO MARU No. 25**<br>**Hakuyo Kisen Y.K.**<br>Anan,<br>Tokushima Pref.<br>Japan | **499**<br>—<br>1 592 | **1990** Mategata Zosen K.K.—Namikata<br>74,00 4,000<br>69,00 12,00 6,90<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) (40,2 × 9,5) ER | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530<br>Niigata Eng. Co. Ltd. Japan |
| **SHINKO MARU No. 25**<br>**Seibu Tanker K.K.**<br>Tokyo<br>Japan | **498**<br>—<br>1 229 | **1984** Kanmon Zosen K.K.—Shimonoseki (369)<br>61,35 4,241<br>56,52 10,22 4,53<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 1 097 | Hanshin 6LUN28A<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller |
| **SHINKO MARU No. 28**<br>**Seibu Tanker K.K.**<br>Tokyo<br>Japan | **698**<br>—<br>1 700 | **1989** Kanmon Zosen K.K.—Shimonoseki (510)<br>74,98 (BB) 11,02 4,600<br>69,95 11,00 5,30<br>1 dk | **M Tanker**<br>Chemical<br>10 Ta ER<br>L.1 501 | Hanshin 6EL35<br>Oil 4SA 6Cy. 350 × 700 with clutches & sr geared to sc. shaft<br>1 765kW (2 400bhp)<br>The Hanshin Diesel Works Ltd. Japan<br>Controllable pitch propeller |
| **SHINKO MARU No. 28**<br>**Shinko Kaiun K.K.**<br>Namikata,<br>Ehime Pref.<br>Japan | **367**<br>—<br>1 044 | **1985** K.K. Namikata Zosensho—Namikata (128)<br>68,92 10,52 3,620<br>64,01 10,51 6,02<br>2 dks | **M General Cargo**<br>1 Ho ER<br>B.1 845<br>1 Ha (stl) ER | Hanshin 6LUN28A<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHINKO MARU No. 28**<br>ex Nomura Maru No. 28-89<br>**Shinko Gyogyo Seisan Kumiai**<br>Akasaki,<br>Tottori Pref.<br>Japan | **135**<br>—<br>— | **1978** K.K. Izutsu Zosensho—Nagasaki (786)<br>38,10 7,80<br>30,84 7,00 2,82<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Yanmar<br>Oil 4SA 6Cy. 280 × 340 reduction geared to sc. shaft<br>1 050bhp (772kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| **SHINKO MARU No. 28**<br>**Susumu Mizushima**<br>Noto,<br>Ishikawa Pref.<br>Japan | **127**<br>—<br>— | **1982** Ishimura Zosen—Kimaishi<br>*28,90*<br>5,60 2,40<br>1 dk | **M Fishing** | Daihatsu<br>Oil<br>221kW (300bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| **SHINKO MARU No. 30**<br>**Shinko Kaiun K.K.**<br>Kobe,<br>Hyogo Pref.<br>Japan | **181**<br>—<br>497 | **1979** Kochi Jyuko K.K.—Kochi (1347)<br>3,200<br>42,02 8,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHINKO MARU No. 31**<br>**Shinei Kaiun Y.K.**<br>Tokyo<br>Japan | **998**<br>—<br>1 882 | **1976** Kanmon Zosen K.K.—Shimonoseki (331)<br>74,50 (BB) 11,64 4,827<br>69,02 11,61 5,49<br>1 dk | **M Asphalt Carrier**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 100bhp (1 545kW)<br>Hanshin Nainenki Kogyo Kobe |

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| **8844787**<br>*JL5957*<br>132052<br>Rdr Rt | **SHINKO MARU No. 31**<br>**Shinko Kaiun K.K.**<br>Namikata, Ehime Pref. Japan | **499**<br>—<br>1 595 | | **1990** K.K. Namikata Zosensho—Namikata (168)<br>75,92 - 4,050<br>71,00 12,00 7,00<br>1 dk | **M General Cargo**<br>1 Ha (stl) (39,2 × 9,5) ER | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **7933048**<br>*JJ3185*<br>121094<br>Rdr | **SHINKO MARU No. 31**<br>**Shinko Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **181**<br>—<br>449 | | **1979** Kochi Jyuko K.K.—Kochi (1348)<br>3,210<br>42,02 8,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Hanshin Nainenki Kogyo |
| **8631843**<br>Rt | **SHINKO MARU No. 31**<br>**Delstar Marine Corp.**<br>Philippines | **109**<br>—<br>— | | **1977** Sanuki Zosen Tekkosho K.K.—Takuma<br>... ... ...<br>29,10 6,70 2,50<br>1 dk | **M Fishing**<br>Side-fishing | Oil |
| **7920900**<br>*JLCB*<br>123648<br>Esd Gc Rdr Rt | **SHINKO MARU No. 35**<br>**Seibu Tanker K.K.**<br>Tokyo Japan | **698**<br>—<br>1 442 | | **1980** Kanmon Zosen K.K.—Shimonoseki (355)<br>68,61 4,601<br>63,00 10,61 5,21<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. |
| **8718483**<br>*JM5712*<br>130358<br>Rt | **SHINKO MARU No. 35**<br>**Shinko Sangyo K.K.**<br>Kamo, Shizuoka Pref. Japan | **497**<br>—<br>1 400 | | **1988** K.K. Miura Zosensho—Saiki (810)<br>65,00<br>12,01 6,81 | **TM General Cargo** | Akasaka<br>2 Oil 4SA each 6Cy. 310 × 600<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **7323126**<br>*JK3407*<br>113047<br>Df Esd Pfd Rdr Rt | **SHINKO MARU No. 35**<br>ex Kaiko Maru No. 35-89<br>**Shinko Gyogyo Seisan Kumiai**<br>Akasaki, Tottori Pref. Japan | **254**<br>—<br>407 | | **1973** Tokushima Zosen K.K.—Fukuoka (1107)<br>47,17 7,62 3,201<br>42,02 7,60 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 300 × 480<br>1 600bhp (1 177kW)<br>Makita Tekkosho |
| **8203995**<br>*8KVI*<br>126093 | **SHINKO MARU No. 38**<br>**Seibu Tanker K.K.**<br>Tokyo Japan | **697**<br>462<br>1 439 | | **1982** Kanmon Zosen K.K.—Shimonoseki (363)<br>70,52 4,360<br>65,03 10,61 5,01<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 287 | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. |
| **8921523**<br>*JG4943*<br>131979<br>Rdr Rt | **SHINKO MARU No. 38**<br>**Kyodo Shosen K.K.**<br>Tokyo Japan | **498**<br>—<br>1 447 | | **1990** Shirahama Zosen K.K.—Honai (146)<br>72,10 (BB) 4,201<br>66,00 12,20 7,00 | **M General Cargo**<br>G.1 949 | Akasaka<br>Oil 4SA 6Cy. 310 × 600 with clutches &<br>sc. shaft<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller |
| **7535808**<br>*JNAI*<br>117895<br>Df Rdr Rt | **SHINKO MARU No. 38**<br>ex Ebisu Maru No. 35-88<br>ex Asahi Maru No. 85-85<br>ex Matsuo Maru No. 81-83<br>**Shinko Gyogyo Seisan Kumiai**<br>Hamada, Shimane Pref. Japan | **156**<br>—<br>— | | **1975** K.K. Yoshida Zosen Tekko—Kesennuma (220)<br>39,20 2,801<br>33,00 6,56 3,13<br>1 dk | **M Fish Carrier**<br>Ref<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 220 × 280<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8504430**<br>*JEVY*<br>128807<br>Df Gc Rdr Rt SatNav | **SHINKO MARU No. 51**<br>**Seibu Tanker K.K.**<br>Tokyo Japan | *1 996*<br>*897*<br>3 254 | NK | **1985** Kanmon Zosen K.K.—Shimonoseki (381)<br>84,54 (BB) 5,665<br>77,02 14,01 6,61<br>P 21,4 F 11,6 1 dk | **M Tanker**<br>Oil Chemical Wind-Assisted<br>Mchy.aft<br>L.3 094 | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>2 400bhp (1 765kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 224kW a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **7396135**<br>*JH2584*<br>116612<br>Df Esd Gc Pfd Rdr | **SHINKO MARU No. 72**<br>ex Takojima Maru No. 72-84<br>**Shinko Gyogyo Seisan Kumiai**<br>Hamada, Shimane Pref. Japan | **178**<br>—<br>— | | **1974** K.K. Usuki Tekkosho—Usuki (935)<br>38,41 6,61<br>34,22 6,58 3,05<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8823599**<br>*JK4911*<br>130975<br>Gc Rdr Rt | **SHINKOEI**<br>**Yukinori Nakano**<br>Ondo, Hiroshima Pref. Japan | **165**<br>—<br>459 | | **1988** Y.K. Furumoto Tekko Zosensho—Osaki<br>49,99 3,170<br>45,00 8,30 5,10<br>1 dk | **M General Cargo** | Matsue<br>Oil 4SA 6Cy. 240 × 420<br>405kW (551bhp)<br>Matsue Diesel K.K. |
| **8514320**<br>*JK4468*<br>127914 | **SHINKOSEI MARU**<br>**Keisei Kisen Y.K.**<br>Shimokamagari, Hiroshima Pref. Japan | **359**<br>—<br>984 | | **1985** Y.K. Takasago Zosensho—Naruto (152)<br>3,801<br>55,02 11,02 5,82<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 066 B.2 016<br>1 Ha (stl) ER | Matsui<br>Oil 4SA 6Cy. 250 × 470<br>1 000bhp (736kW)<br>Matsui Iron Works Co. Ltd. |
| **8820406**<br>*JJ3639*<br>129220<br>Rt | **SHINKYO MARU**<br>**Yorigami Maritime Construction Co. Ltd. (Yorigami Kensetsu K.K.)**<br>Kobe, Hyogo Pref. Japan | **295**<br>—<br>— | | **1988** Kanrei Zosen K.K.—Naruto (332)<br>37,20 2,500<br>34,00 12,80 3,20 | **TM Anchor Hoy** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>1 104kW (1 501bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8626020**<br>*JJ3392*<br>125335<br>Rdr Rt | **SHINKYO MARU**<br>**Shinkyo Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **175**<br>—<br>547 | | **1984** K.K. Saidaiji Zosensho—Okayama<br>49,81 3,401<br>46,21 8,21 4,86<br>1 dk | **M General Cargo** | Yanmar<br>Oil<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8021658**<br>*JL4796*<br>123956<br>Gc Rdr Rt | **SHINKYOKUYO MARU**<br>**Umagoshi Kisen K.K.**<br>Hakata, Ehime Pref. Japan | **298**<br>—<br>942 | | **1980** Omishima Dock K.K.—Kamiura (1087)<br>56,37 3,722<br>52,51 10,00 5,64<br>2 dks | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo |
| **7735587**<br>*JJ3127*<br>118866 | **SHINKYOSHIN MARU**<br>ex Shinyo Maru No. 2-80<br>**Kishin Kensetsu K.K.**<br>Kobe, Hyogo Pref. Japan | **197**<br>—<br>— | | **1978** Shinyo Tekko K.K.—Kobe (1036)<br>... ... ...<br>24,52 9,52 3,20<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil |
| **7432381**<br>*JM3732*<br>117051<br>Rdr | **SHINKYUSHU MARU**<br>**Dokai Tugboat Co. Ltd.**<br>Nagasaki, Nagasaki Pref. Japan | **190**<br>—<br>— | | **1975** Kanagawa Zosen—Kobe (149)<br>8,23 2,515<br>29,49 8,21 3,38<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **7818729**<br>*HQFY6*<br>L-0343254<br>Df Esd Gc Pfd Rdr Rt | **SHINMEI**<br>ex Shinmei Maru-89<br>**D.H. Marine S. de R.L.**<br>Hayashi Marine Co. Ltd.<br>San Lorenzo Honduras | **6 116**<br>3 078<br>3 845 | NK | **1979** Hakodate Dock Co. Ltd.—Hakodate (690)<br>113,19 (BB) 21,11 5,071<br>107,02 20,11 5,57<br>P 36,6 F 30,8 2 dks | **M Newsprint Carrier**<br>Bow door/ramp Quarter stern door/ramp<br>Mchy.aft<br>B.10 717 | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 sr<br>shaft<br>6 000bhp (4 413kW)<br>Nippon Kokan K.K. Tsurumi<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 125,0t (d.o.) 204,5t (hvf)-20,0 |

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| **SHINMEI MARU**<br>**K.K. Ajia Sekkei**<br>Kobe,<br>Hyogo Pref.<br>SatCom: 1201522/JKPW<br>Japan | *1 917*<br>*655*<br>1 908 | **1987** Teraoka Shipyard Co. Ltd.—Nandan (263)<br>84,33 (BB) 4,271<br>NK 78,01 13,01 7,40<br>2 dks | **M Refrigerated Cargo**<br>Mchy.aft<br>In.2 562 | Akasaka A34<br>Oil 4SA 6Cy. 340 × 660<br>1 471kW (2 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 360kW 440V 60Hz a.c.<br>12kn |
| **SHINMEI MARU**<br>**Fuji Kaiun K.K.**<br>Osaka,<br>Osaka Pref.<br>Japan | **699**<br>—<br>1 880 | **1986** Kishigami Zosen K.K.—Akitsu (1898)<br>72,93 4,601<br>68,00 11,41 5,01<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 150 | Hanshin 6LUN30ARG<br>Oil 4SA 6Cy. 300 × 480 with clutches & reverse reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHINMEI MARU No. 1**<br>**K.K. Kamishiro Suisan**<br>Kesennuma,<br>Miyagi Pref.<br>SatCom: 1200236/JJVJ<br>Japan | **409**<br>—<br>— | **1989** Niigata Eng. Co. Ltd.—Niigata (2138)<br>56,30 (BB) 8,92<br>49,15 8,90 3,85 | **M Fishing**<br>Long-line Ref | Niigata 6M28HFT<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **SHINMEI MARU No. 3**<br>**K.K. Kamishiro Suisan**<br>Kesennuma,<br>Miyagi Pref.<br>SatCom: 1200750/JGVG<br>Japan | **379**<br>—<br>487 | **1987** Niigata Eng. Co. Ltd.—Niigata (2033)<br>54,01 (BB) 3,441<br>47,91 8,72 3,81<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.558 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **SHINMEI MARU No. 8**<br>**K.K. Kamishiro Suisan**<br>Kesennuma,<br>Miyagi Pref.<br>SatCom: 1203105/JRLN<br>Japan | **379**<br>—<br>480 | **1990** Niigata Eng. Co. Ltd.—Niigata (2175)<br>54,56 (BB) 3,440<br>47,90 8,70 3,80 | **M Fishing**<br>Long-line Ref<br>In.486 | Niigata 6M28BFT<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **SHINMEI MARU No. 18**<br>**K.K. Kamishiro Suisan**<br>Kesennuma,<br>Miyagi Pref.<br>Japan | **314**<br>158<br>— | **1980** Niigata Eng. Co. Ltd.—Niigata (1700)<br>51,57 (BB) 8,79 3,290<br>45,65 8,60 3,66<br>1 dk | **TM Fishing**<br>Long-line<br>Mchy.aft | Niigata 6M28AFT<br>Oil 4SA 6Cy. 280 × 480<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHINMEI MARU No. 21**<br>**Shinmei Gyogyo Seisan Kumiai**<br>Kushimoto,<br>Wakayama Pref.<br>Japan | **259**<br>—<br>250 | **1981** Yamakawa Zosen Tekko K.K.—Kagoshima (658)<br>44,71 2,761<br>37,80 7,41 3,08<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>730bhp (537kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHINMEI MARU No. 31**<br>**K.K. Kamishiro Suisan**<br>Kesennuma,<br>Miyagi Pref.<br>Japan | **379**<br>—<br>424 | **1984** Niigata Eng. Co. Ltd.—Niigata (1800)<br>52,66 (BB) 3,341<br>46,69 8,70 3,71<br>1 dk | **M Fishing**<br>Long-line Ref<br>4 Ho ER<br>In.477<br>4 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **SHINMEI MARU No. 38**<br>**K.K. Kamishiro Suisan**<br>Kesennuma,<br>Miyagi Pref.<br>SatCom: 1204120/JMMG<br>Japan | **379**<br>—<br>— | **1988** Niigata Eng. Co. Ltd.—Niigata (2085)<br>54,06 (BB) 3,441<br>47,91 8,70 3,80<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.497 | Niigata 6M28BFT<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **SHINMEI MARU No. 58**<br>**K.K. Kamishiro Suisan**<br>Kesennuma,<br>Miyagi Pref.<br>Japan | **107**<br>—<br>— | **1989** Kesennuma Tekko—Kesennuma<br>*29,90*<br>6,40 2,60<br>1 dk | **M Fishing** | Niigata<br>Oil<br>324kW (440bhp)<br>Niigata Eng. Co. Ltd. Japan |
| **SHINMEI MARU No. 78**<br>**K.K. Kamishiro Suisan**<br>Kesennuma,<br>Miyagi Pref.<br>SatCom: 1203756/JGGW<br>Japan | **379**<br>—<br>447 | **1985** Niigata Eng. Co. Ltd.—Niigata (1852)<br>54,01 (BB) 3,390<br>47,91 8,72 3,76<br>1 dk | **M Fishing**<br>Long-line Ref | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **SHINMEITOKU MARU**<br>**Tetsushin Kisen Y.K.**<br>Kitakyushu,<br>Fukuoka Pref.<br>Japan | **199**<br>—<br>630 | **1974** K.K. Matsuo Tekko Zosensho—Matsue (283)<br>52,10 8,41 3,302<br>48,01 8,39 5,11<br>2 dks<br>RW | **M General Cargo**<br>1 Ho ER<br>1 Ha (26,3 × 5,9) ER | Daihatsu 6PSHTC-26D<br>Oil 4SA 6Cy. 260 × 320<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>11,5kn |
| **SHINMIYAGI MARU**<br>**Miyagi Prefecture**<br>Sendai,<br>Miyagi Pref.<br>SatCom: 1204502/JNTH<br>Japan | **499**<br>170<br>535 | **1976** Yamanishi Zosen K.K.—Ishinomaki (806)<br>55,71 10,39 3,861<br>48,01 9,01 4,22<br>1 dk | **M Research/Fishing**<br>Ref | Akasaka DM36R<br>Oil 4SA 6Cy. 360 × 540<br>1 650bhp (1 214kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHINMIYAGI MARU**<br>**Miyagi Prefecture**<br>Sendai,<br>Miyagi Pref.<br>SatCom: 1204354/JKMR<br>Japan | **450**<br>—<br>450 | **1991** Yamanishi Zosen K.K.—Ishinomaki (996)<br>58,50 (BB) 8,92 3,644<br>49,00 8,90 3,95 | **M Fishing**<br>Training Stern Trawler Ref<br>In.157 | Akasaka K31FD<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & sr geared to sc. shaft<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Thw. thrust Contr. pitch propeller fwd<br>13kn |
| **SHINMYOSHUN MARU**<br>**Y.K. Nakata Kaiun**<br>Wakayama,<br>Wakayama Pref.<br>Japan | **179**<br>—<br>400 | **1981** Oka Zosen K.K.—Ushimado (265)<br>... ... ...<br>43,01 8,21 3,03<br>1 dk | **M General Cargo**<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 385 × 600<br>Matsui Iron Works Co. Ltd. Ise |
| **SHINNECOCK**<br>**Gifford Marine Inc.**<br>New York, NY<br>United States of America | **297**<br>202<br>— | **1949** R.T.C. SB. Corp—Camden, NJ<br>*44,51* 6,81<br>2,98<br>1 dk | **M Fishing**<br>Side-fishing | Enterprise<br>Oil 8Cy. 305 × 381<br>800bhp (588kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>10kn |
| **SHINNICHI MARU**<br>ex Wakaba Maru No. 2-84<br>ex Hakuryu Maru No. 55<br>**Shin Nippon Kaiji K.K.**<br>Tokyo<br>Japan | **424**<br>—<br>— | **1967** K.K. Usuki Tekkosho—Usuki (667)<br>52,94 9,81 4,293<br>47,50 9,78 4,78<br>1 dk<br>conv Side-fishing Fishing 84 | **M Tug** | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320 geared to sc. shaft<br>Daihatsu Kogyo Osaka<br>Gen 2 × 280kW 445V<br>Thw. thrust propeller fwd<br>12,75kn |
| **SHINNICHI MARU No. 38**<br>**Shinnichi Gyogyo K.K.**<br>Tokyo<br>SatCom: 1201534/JBRT<br>Japan | **499**<br>216<br>— | **1979** Uchida Zosen—Ise<br>4,001<br>54,31 10,22 6,33<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 400 × 600<br>2 700bhp (1 986kW)<br>Hanshin Nainenki Kogyo Kobe |

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| **7425601**<br>*JG3499*<br>117701<br>Df Esd Gc<br>Rdr Rt | **SHINNICHIFUJI MARU**<br>**Nissan Senpaku K.K. (Nissan Senpaku Kaisha Ltd.)**<br>Tokyo Japan | **1 232**<br>—<br>3 373 | **1975** Sasaki Zosen K.K.—Kinoe (193)<br>83,80 13,01 5,792<br>78,01 12,98 7,65<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.4 696 B.3 634<br>1 Ha (40,3 × 9,1) ER | Makita<br>Oil 4SA 6Cy. 370 × 590<br>2 500bhp (1 839kW)<br>Makita Tekkosho<br>Gen 2 × 144kW 450V 60Hz a.c.<br>Fuel 36,0t (d.o.) 150,0t (i.f.o.)-9,0pd |
| **7904267**<br>*JM4646*<br>123241<br>Gc Rdr | **SHINNIKKAFUJI MARU**<br>**Ryoko Unyu K.K.**<br>Tokyo Japan | **1 960**<br>—<br>2 536 | **1979** Shimoda Dockyard Co. Ltd.—Shimoda (294)<br>78,90 5,109<br>73,00 13,01 7,22<br>2 dks | **M Limestone Carrier**<br>Self-unloader<br>1 Ha (stl) (36,0 × 9,0) ER | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.)<br>Gen 2 × 64kW 445V 60Hz a.c.<br>Fuel 10,0t (d.o.) 70,0t (i.f.o.)-4,0pd |
| **7740271**<br>*JK3981*<br>120448<br>Gc | **SHINNIKKO MARU**<br>**Hamaguchi Kaiun Y.K.**<br>Ryugatake, Kumamoto Pref. Japan | **199**<br>120<br>699 | **1978** Shin Nippon Jukogyo K.K.—Higashino (150)<br>... ...<br>47,91 9,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>800bhp (588kW) |
| **7375167**<br>*C6BM8*<br>375803<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **SHINOBU**<br>ex Shinobu Ananda-85<br>**Shinobu Shipping Co. Ltd.**<br>Lundqvist Rederierna<br>Nassau Bahamas | **39 349**<br>30 055<br>82 279<br>T/cm<br>73,5 | **1975** Onomichi Zosen K.K.—Onomichi (252)<br>231,99 (BB) 36,05 14,625<br>NV (NK) 220,00 36,00 19,59<br>P 15,9 RQD 31,1 B 12,5 F 18,9 1 dk<br>Bow/CM 116 Diam. 0,500 MH 0,9 | **M Tanker**<br>COW IGS SBT<br>14 Ta ER<br>L.(oil) 102 047 HeCls. BC<br>3 Cargo pumps total 8 250T/hr | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>14 932kW (20 300bhp)<br>Hitachi Zosen<br>Gen 2 × 900kW 400V 60Hz a.c.<br>Fuel 360,5t (d.o.) 3 421,5t (hvf)-70,0pd |
| **8114792**<br>*JH2904*<br>125676<br>Rdr RTv | **SHINOKITSU MARU**<br>**Nippon Kisen Kaisha Ltd. (Nippon Kisen K.K.)**<br>Shimizu, Shizuoka Pref. Japan | **186**<br>64<br>— | **1981** Sagami Zosen Tekko K.K.—Yokosuka (213)<br>30,51 2,601<br>27,49 8,81 3,41<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 sr geare shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 64kW 225V 60Hz a.c.<br>Fuel 27,5t (d.o.)-4,0pd |
| **8122397**<br>*JM4741*<br>124688 | **SHINOKUNI MARU**<br>**Koyo Senpaku K.K.**<br>Kitakyushu, Fukuoka Pref. Japan | **499**<br>—<br>1 000 | **1982** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1486)<br>4,301<br>64,01 11,21 6,23<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 425 B.2 254<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **7856721**<br>*JG3329*<br>116176<br>Df Esd Gc<br>Rdr Rt | **SHINONOME**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **125**<br>—<br>— | **1974** Mitsubishi Heavy Industries Ltd. —Shimonoseki<br>26,00 1,130<br>24,50 6,29 3,04<br>1 dk | **Aluminium Alloy TrM Patrol Launch** | Mitsubishi<br>3 Oil 4SA each 12Cy. 160 × 200<br>3 000bhp (2 207kW)<br>Mitsubishi Heavy Industries Ltd.<br>Fuel 5,0t (d.o.) |
| **8618920**<br>*SVQQ*<br>9647<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SHINOUSSA**<br>**Shinoussa Shipping Corp.**<br>Eletson Corporation<br>Piraeus Greece<br>SatCom: 1130270/SHIN | *27 793*<br>*13 451*<br>46 538<br>T/cm<br>51,2 | **1990** Korea SB. & Eng. Corp.—Busan (3038)<br>183,20 (BB) 12,198<br>GL 174,00 32,20 18,00<br>P 35,3 B 13,6 F 14,7 1 dk<br>Bow/CM 91 Diam. 0,300 MH 2,1 | **M Tanker**<br>COW IGS SBT DB DSS<br>3 Ta 4 Wing Ta 3 Ta ER<br>L.(oil) 55 888<br>4 Cargo pumps total 4 000T/hr | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>5 925kW (8 055bhp)<br>Korea Heavy Industries & Construction Co Ltd.<br>Gen 2 × 853kW 2 × 640kW 450V 60<br>Fuel 182,0t (d.o.) 1 244,0t (hvf)-25,0pd |
| **8911580**<br>*JM5851*<br>131288<br>Rdr Rt | **SHINPO MARU**<br>**Shimazu Kaiun Co. Ltd.**<br>Shimonoseki, Yamaguchi Pref. Japan | **499**<br>—<br>1 262 | **1989** Kanmon Zosen K.K.—Shimonoseki (515)<br>61,71 (BB) 4,200<br>57,00 10,20 4,50<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.1 161 | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>956kW (1 300bhp)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **8621848**<br>*JK4495*<br>127306<br>Rt | **SHINPO MARU**<br>**Mita Kaiun Y.K.**<br>Kanonji, Kagawa Pref. Japan | **199**<br>—<br>700 | **1984** K.K. Kamishima Zosensho—Higashino (156)<br>52,23 3,150<br>50,81 9,40 5,26<br>1 dk | **M General Cargo** | Matsui<br>Oil<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. |
| **7414353**<br>*JEHG*<br>116607<br>ME1-625<br>Df Esd Gc<br>Pfd Rdr Rt | **SHINPO MARU No. 2**<br>**Toshiya Uchiyama**<br>Owase, Mie Pref. Japan | **499**<br>—<br>— | **1974** K.K. Ichikawa Zosensho—Ise (1323)<br>9,22 3,836<br>54,21 9,20 4,25<br>1 dk<br>RW | **M Fishing**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 100bhp (1 545kW)<br>Hanshin Nainenki Kogyo |
| **8909678**<br>*JL5873*<br>131442<br>Rt | **SHINPO MARU No. 5**<br>**Kotoku Kaiun Y.K.**<br>Tokushima, Tokushima Pref. Japan | **199**<br>—<br>527 | **1989** Koa Sangyo K.K.—Takamatsu (551)<br>49,58 3,125<br>45,00 7,80 3,30<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.400 | Yanmar<br>Oil 4SA 6Cy. 240 × 420<br>588kW (799bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| **8350205**<br>*JJ3048*<br>118791<br>Gc Rdr Rt | **SHINPO MARU No. 8**<br>**Takeshi Noma**<br>Hakata, Ehime Pref. Japan | **199**<br>—<br>679 | **1977** K.K. Kawamoto Zosensho—Higashino<br>55,00 8,52 3,300<br>49,00 8,50 5,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Sumiyoshi<br>Oil<br>800bhp (588kW) |
| **8630409**<br>*JD2601*<br>127115<br>HK1-966<br>Rt | **SHINPO MARU No. 8**<br>**Y.K. Shintani Gyogyobu**<br>Hiroo, Hokkaido Pref. Japan | **118**<br>—<br>— | **1983** Yamanishi Zosen K.K.—Ishinomaki<br>28,70<br>6,60 3,00<br>1 dk | **M Fishing**<br>Side-fishing | Akasaka<br>Oil<br>324kW (440bhp)<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.) |
| **8125416**<br>*JJ3264*<br>121227<br>Rt | **SHINPO MARU No. 11**<br>**Masao Kojima**<br>Anan, Tokushima Pref. Japan | **197**<br>—<br>700 | **1981** Shin Nippon Jukogyo K.K.—Higashino (170)<br>55,00 (BB) 3,250<br>52,23 9,01 5,11<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.1 393 B.1 303<br>1 Ha (stl) ER<br>CSD | Sumiyoshi<br>Oil 4SA 6Cy. 280 × 450 with clutches couplings & reverse reduction gea shaft<br>800bhp (588kW)<br>Sumiyoshi Tekkosho |
| **8811091**<br>*JJ3540*<br>129208<br>Rt | **SHINPO MARU No. 18**<br>**Shinmei Kisen Y.K.**<br>Awaji, Hyogo Pref. Japan | **385**<br>—<br>1 119 | **1988** K.K. Matsuura Zosensho—Kinoe (357)<br>67,32 (BB) 10,52 3,821<br>62,00 10,50 6,00 | **M General Cargo**<br>G.1 848 B.1 701 | Sumiyoshi<br>Oil 4SA 6Cy. 280 × 500 with clutches couplings & sr reverse geared to sc<br>736kW (1 001bhp)<br>Sumiyoshi Marine Diesel Co. Ltd |
| **8708323**<br>*JH3116*<br>128490 | **SHINPO MARU No. 18**<br>**Suzuki Yusosen K.K.**<br>Nagoya, Aichi Pref. Japan | **279**<br>—<br>598 | **1987** Suzuki Shipyard Co. Ltd.—Yokkaichi (535)<br>49,00 3,361<br>44,81 8,31 3,81<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.583 | Matsui<br>Oil 4SA 6Cy. 250 × 470<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. |
| **5179040**<br><br><br>Df | **SHINPO MARU No. 20**<br>ex Kaio Maru No. 15-63<br>**Koo Dock Trading Co.** | **299**<br>180<br>— | **1954** Kanasashi Co. Ltd.—Shimizu (188)<br>*39,60* 7,19<br>7,14<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 370 × 520<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.) |
| **8631415**<br>*JM5647*<br>130359<br>Rdr Rt | **SHINPO MARU No. 28**<br>**Shinpo Kaiun Y.K.**<br>Hizen, Saga Pref. Japan | **196**<br>—<br>407 | **1987** Y.K. Ouchi Zosensho—Nakajima<br>47,20 10,02 2,800<br>42,00 10,00 5,10<br>1 dk | **M General Cargo** | Yanmar<br>Oil 4SA 6Cy. 240 × 420<br>382kW (519bhp)<br>Matsue Diesel K.K. |

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| **SHINPU**<br>**Fukuoka Prefecture**<br>Fukuoka,<br>Fukuoka Pref. Japan | **106**<br>—<br>23 | | **1987** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (898)<br>32,27 2,200<br>29,25 6,80 3,30<br>1 dk | **Aluminium Alloy TM Patrol Ship** | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 185 with clutches, flexible couplings & reduction geared to sc. shafts<br>5 440bhp (4 001kW)<br>M.T.U. Friedrichshafen West Germany<br>33kn |
| **SHINPUKU**<br>**Naikai Kenzai K.K.**<br>Karatsu,<br>Saga Pref. Japan | **499**<br>—<br>1 349 | | **1989** K.K. Uno Zosensho—Namikata<br>75,97 3,820<br>71,20 12,40 6,74<br>1 dk | **M General Cargo** | Niigata 6M28HFT<br>Oil 4SA 6Cy. 280 × 480<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd. Ota |
| **SHINPUKU MARU**<br>ex Kintoku Maru No. 15-89<br>**Shoichi Hanamoto**<br>Hiroshima,<br>Hiroshima Pref. Japan | **419**<br>—<br>487 | | **1987** K.K. Tago Zosensho—Nishi-izu<br>46,80 10,62 3,170<br>42,00 10,60 3,20<br>1 dk | **M Sand Carrier** | Yanmar MF26-HT<br>Oil 4SA 6Cy. 260 × 500<br>441kW (600bhp)<br>Matsue Diesel K.K. Matsue |
| **SHINPUKU MARU**<br>ex Wakachiba Maru<br>**Daiei Trading Co.** | **284**<br>124<br>— | | **1958** Miho Zosensho K.K.—Shimizu (237)<br>41,31 7,27<br>36,02 7,21 3,41<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Fuji<br>Oil 4SA 6Cy. 330 × 450<br>Fuji Diesel Co. Ltd. Tateyama |
| **SHINPUKU MARU**<br>ex Takeshima Maru No. 8-86<br>**Tank Petroleum Pte. Ltd.**<br>Singapore Singapore | **199**<br>134<br>500 | | **1975** Takeshima Zosen K.K.—Japan<br>46,00 2,901<br>42,02 7,51 3,41<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>600bhp (441kW)<br>Japan<br>10kn |
| **SHINPUKU MARU No. 3**<br>**Y.K. Shinpuku Suisan**<br>Nango,<br>Miyazaki Pref. Japan | **131**<br>—<br>— | | **1977** Tonoura Dock Co. Ltd.—Miyazaki<br>*29,30*<br>6,20 2,60<br>1 dk | **M Fishing** | Otsuka<br>Oil<br>346kW (470bhp)<br>K.K. Otsuka Tekkosho Oita |
| **SHINPUKU MARU No. 5**<br>**Tadamichi Matsumoto**<br>Fukushima,<br>Nagasaki Pref. Japan | **173**<br>—<br>600 | | **1983** Namura SB. Co. Ltd.—Imari (875)<br>41,53 3,601<br>38,00 10,51 5,52<br>1 dk | **M Sand Carrier** | Daihatsu<br>Oil<br>700bhp (515kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>Fuel (d.o.) 9,5kn |
| **SHINPUKU MARU No. 8**<br>**Y.K. Shinpuku Suisan**<br>Nango,<br>Miyazaki Pref. Japan | **134**<br>70<br>— | | **1980** Tonoura Dock Co. Ltd.—Miyazaki (3)<br>37,80 7,12 2,450<br>32,16 6,80 2,75<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft | Otsuka SODHS6S26<br>Oil 4SA 6Cy. 260 × 410<br>K.K. Otsuka Tekkosho Oita |
| **SHINPUKU MARU No. 10**<br>ex Fujiyama Maru-87<br>**Makino Kaiun K.K.**<br>Kasaoka,<br>Okayama Pref. Japan | **696**<br>—<br>1 116 | NK | **1986** Iwagi Zosen K.K.—Iwagi (114)<br>65,03 4,412<br>61,02 10,81 5,01<br>P 13,8 F 4,9 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>Mchy.aft<br>L.(gas) 1 423 | Daihatsu 6DLM-28S<br>Oil 4SA 6Cy. 280 × 360 with flexible couplings & sr geared to sc. shaft<br>1 630bhp (1 199kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 3 × 160kW a.c.<br>Controllable pitch propeller<br>11kn |
| **SHINPUKU MARU No. 15**<br>**Hirata Kaiun Y.K.**<br>Karatsu,<br>Saga Pref. Japan | **440**<br>—<br>1 050 | | **1985** K.K. Miura Zosensho—Saiki (722)<br>3,401<br>55,02 12,01 5,87<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita LN31L<br>Oil 4SA 6Cy. 310 × 600<br>1 200bhp (883kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| **SHINPUKU MARU No. 36**<br>**Y.K. Shinpuku Suisan**<br>Nango,<br>Miyazaki Pref. Japan | **119**<br>—<br>— | | **1990** Fujishin SB. Co.—Kamo (555)<br>37,00 - 2,750<br>31,00 6,50 2,92<br>1 dk | **M Fishing**<br>Long-line Ref | Yanmar T240-ET<br>Oil 4SA 6Cy. 240 × 310 with clutches & sr reverse geared to sc. shaft<br>618kW (840bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Controllable pitch propeller |
| **SHINREI MARU**<br>**Shinwa Kaiun K.K. (Shinwa Kaiun Kaisha Ltd.)**<br>Tokyo Japan<br>SatCom: 1201430/SNRE | *76 324*<br>*46 907*<br>146 019<br>T/cm<br>103,6 | NK | **1987** Mitsubishi Heavy Industries Ltd.—Nagasaki (1987)<br>268,00 (BB) 43,03 17,301<br>257,00 43,01 24,11<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.165 417<br>9 Ha (stl) ER | Sulzer 6RTA76<br>Oil 2SA 6Cy. 760 × 2200 sr geared to sc. shaft<br>9 253kW (12 580bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 378,0t (d.o.) 4 102,5t (hvf)-40,5pd 13,5kn |
| **SHINRIASU MARU**<br>**Iwate Prefecture (The Board of Education)**<br>Miyako,<br>Iwate Pref. Japan | **471**<br>—<br>— | | **1986** Tohoku Zosen—Shiogama (216)<br>56,32 9,12 3,601<br>49,03 9,11 3,92<br>1 dk | **M Fishing**<br>Training Stern Trawler | Akasaka DM28AKD<br>Oil 4SA 6Cy. 280 × 460 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>1 400bhp (1 030kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Thw. thrust Contr. pitch propeller fwd |
| **SHINRIKI MARU**<br>**Tanigawa Kaiun K.K.**<br>Nandan,<br>Hyogo Pref. Japan | **699**<br>—<br>2 100 | | **1986** Hakata Zosen K.K.—Hakata (336)<br>... ... ...<br>68,61 12,01 5,31<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin 6LU35G<br>Oil 4SA 6Cy. 350 × 550<br>The Hanshin Diesel Works Ltd. Japan |
| **SHINRIKI MARU**<br>ex Seiko Maru-90 ex Osei Maru-89<br>**Y.K. Shinriki Kisen**<br>Kurahashi,<br>Hiroshima Pref. Japan | **197**<br>—<br>606 | | **1985** Ura Kyodo Zosensho K.K.—Awaji (250)<br>2,901<br>52,02 9,52 5,11<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 324 B.969<br>1 Ha (stl) ER | Sumiyoshi<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida |
| **SHINRIKI MARU**<br>ex Sumiei Maru-85<br>**Soki Kisen K.K.**<br>Imabari,<br>Ehime Pref. Japan | **196**<br>—<br>698 | | **1981** Murakami S.B. Co. Ltd.—Naruto (131)<br>*50,60* 3,310<br>9,20 5,11<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>Japan |
| **SHINRIKI MARU**<br>ex Kinyo Maru-89<br>**Toyo Kaiun K.K.**<br>Sasebo,<br>Nagasaki Pref. Japan | **160**<br>81<br>320 | | **1975** Y.K. Furumoto Tekko Zosensho—Osaki<br>31,50 3,001<br>29,39 6,80 3,20<br>1 dk | **M General Cargo**<br>Mchy.aft | Yanmar<br>Oil<br>230bhp (169kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Fuel (d.o.) 9,25kn |
| **SHINRIKI MARU No. 1**<br>**Hitomi Hamanaka**<br>Kisarazu,<br>Chiba Pref. Japan | **299**<br>—<br>493 | | **1983** K.K. Kamishima Zosensho—Higashino (132)<br>44,76 3,050<br>40,01 9,01 4,65<br>1 dk | **M General Cargo**<br>Mchy.aft | Matsui<br>Oil<br>500bhp (368kW)<br>Matsui Iron Works Co. Ltd. Japan<br>Fuel (d.o.) 10,25kn |
| **SHINRIKI MARU No. 2**<br>**Tateishi Kaiun Y.K.**<br>Ieshima,<br>Hyogo Pref. Japan | **298**<br>—<br>940 | | **1990** K.K. Kamishima Zosensho—Higashino<br>62,35 3,780<br>55,00 10,50 6,20<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) (32,0 × 8,3) ER | Hanshin 6LH28G<br>Oil 4SA 6Cy. 280 × 460<br>The Hanshin Diesel Works Ltd. Akashi |

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| **7613193**<br>*JM3968*<br>118231<br>Gc Rdr | **SHINRIKI MARU No. 2**<br><br>**Yamamoto Kaiun Y.K.**<br>Hiketa, Japan<br>Kagawa Pref. | **199**<br>—<br>680 | **1976** Sasaki Zosen K.K.—Kinoe (256)<br>55,05 9,05 3,252<br>51,01 9,01 5,11<br>2 dks | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo |
| **8628119**<br>*JM5529*<br>129387<br>Rt | **SHINRIKI MARU No. 2**<br><br>**Eisho Kaiun Y.K.**<br>Kasaoka, Japan<br>Okayama Pref. | **198**<br>—<br>683 | **1986** K.K. Kamishima Zosensho—Higashino<br>56,32 3,290<br>51,01 9,50 5,52<br>1 dk | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd. |
| **6803179**<br>*JK2535*<br>100699 | **SHINRIKI MARU No. 3**<br><br>**Kiyoto Onda**<br>Hiroshima, Japan<br>Hiroshima Pref. | **194**<br>—<br>406 | **1967** K.K. Mochizuki Zosensho—Kinoe (36)<br>36,58 8,01 2,998<br>31,98 7,98 3,18<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 430<br>600bhp (441kW)<br>Hanshin Nainenki Kogyo |
| **9036741** | **SHINRIKI MARU No. 5**<br><br>**Syoei Co. Ltd.**<br>Japan | **499**<br>—<br>1 600 | **1991** Narasaki Zosen K.K.—Muroran (1122)<br>4,350<br>68,60 11,50 7,10 | **M General Cargo** | Akasaka<br>Oil 4SA 6Cy. 310 × 600 with clutches,<br>couplings & reverse geared to sc.<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Thw. thrust propeller fwd |
| **8720541**<br>*JM5722*<br>130413<br>Rdr Rt | **SHINRIKI MARU No. 5**<br><br>**Shinyo Kisen Y.K.**<br>Ishida, Japan<br>Nagasaki Pref. | **198**<br>—<br>699 | **1988** K.K. Kamishima Zosensho—Higashino<br>56,85 9,52 3,150<br>51,00 9,50 5,30<br>1 dk | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>662kW (900bhp)<br>The Hanshin Diesel Works Ltd. |
| **7903419**<br>*JJ3201*<br>121117<br>Rdr Rt | **SHINRIKI MARU No. 11**<br><br>**Tanigawa Kaiun K.K.**<br>Nandan, Japan<br>Hyogo Pref. | **294**<br>—<br>400 | **1979** Masui Zosensho K.K.—Nandan (156)<br>... ... ...<br>42,02 7,92 3,41<br>1 dk | **M Tanker**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. |
| **8822296**<br>*JJ3626*<br>131832<br>Rt | **SHINRIKI MARU No. 15**<br><br>**Yoheiji Arai**<br>Ieshima, Japan<br>Hyogo Pref. | **198**<br>—<br>590 | **1989** Shitanoe Zosen K.K.—Usuki (1095)<br>49,91 (BB) 3,450<br>46,00 10,50 5,68<br>1 dk | **M Sand Carrier**<br><br>1 Ho ER<br>B.402<br><br>1 Ha (stl) ER | Matsui<br>Oil 4SA 6Cy. 280 × 520 reverse gear<br>shaft<br>552kW (750bhp)<br>Matsui Iron Works Co. Ltd. |
| **7934731**<br>*JL3578*<br>108545<br>Rdr Rt | **SHINRIKI MARU No. 15**<br>ex Kaiyo Maru<br>**Fukuzo Kuroda**<br>Matsushima, Japan<br>Kumamoto Pref. | **184**<br>—<br>450 | **1970** Shinhama Dock K.K.—Anan (611)<br>35,23 3,501<br>34,63 8,01 3,66<br>1 dk | **M Sand Carrier** | Oil<br>650bhp (478kW) |
| **8615760**<br>*JJ3437*<br>125380<br>Rt | **SHINRIKI MARU No. 18**<br><br>**Nanban Kaiun K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **491**<br>—<br>1 386 | **1987** K.K. Matsuura Zosensho—Kinoe (333)<br>66,05 (BB) 13,03 4,401<br>60,00 13,01 6,96<br>2dks | **M Sand Carrier**<br><br>1 Ho ER<br>G.822<br><br>1 Ha (stl) ER | Makita<br>Oil 4SA 6Cy. 310 × 600 with clutches<br>reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd.<br>Thw. thrust propeller fwd |
| **9033086**<br>*JJ3772*<br>132271<br>Df Esd Gc<br>Pfd Rdr Rt | **SHINRIKI MARU No. 18**<br><br>**Miyatama Kaiun K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **488**<br>—<br>1 237 | **1991** Hitachi Zosen Mukaishima Marine Co. Ltd.<br>—Mukaishima (50)<br>64,69 (BB) 13,29 4,211<br>59,00 13,20 6,30 | **M General Cargo**<br>Stone<br>1 Ho ER<br>G.847<br><br>1 Ha (stl) ER | Matsui<br>Oil 4SA 6Cy. 310 × 550<br>736kW (1 001bhp)<br>Matsui Iron Works Co. Ltd. |
| **8633425**<br>*JK4603*<br>116432<br>Rt | **SHINRYO MARU No. 5**<br><br>**Akita Suisan K.K.**<br>Sakaiminato, Japan<br>Tottori Pref. | **121**<br>—<br>— | **1973** Kesennuma Tekko—Kesennuma<br>*29,10*<br>6,20 2,60<br>1 dk | **M Fishing**<br>Side-fishing | Oil |
| **8804139**<br>*JGAU*<br>130560<br>AM1-571<br>Rdr Rt | **SHINRYO MARU No. 75**<br><br>**K.K. Maruganame Gyogyobu**<br>Shiogama, Japan<br>Miyagi Pref. | **125**<br>—<br>— | **1988** Narasaki Zosen K.K.—Muroran (1105)<br>36,63 (BB) 2,501<br>30,00 7,00 2,80<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Akasaka<br>Oil 4SA 6Cy. 280 × 500 with clutches,<br>couplings & sr geared to sc. shaft<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Controllable pitch propeller |
| **8626496**<br>*JK4555*<br>127382<br>Rt | **SHINRYOWA**<br><br>**Ryowa Kisen K.K.**<br>Ondo, Japan<br>Hiroshima Pref. | **199**<br>—<br>695 | **1985** Y.K. Kaneko Zosensho—Hojo<br>54,01 3,410<br>49,51 9,01 5,74<br>1 dk | **M General Cargo** | Akasaka<br>Oil<br>550bhp (405kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **7109520**<br>*HP5277*<br>19090-PEXT<br>Gc Rdr Rt | **SHINRYU I**<br>ex Shinryu Maru-89<br>**Shinko Line S.A.**<br>Panama Panama | **499**<br>285<br>1 500 | **1971** Honda Zosen—Saiki (586)<br>64,50 11,03 4,249<br>60,00 11,00 4,35<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (32,0 × 8,6) ER | Usuki<br>Oil 4SA 6Cy. 350 × 500<br>1 350bhp (993kW)<br>Usuki Tekkosho |
| **8603286**<br>*JG4635*<br>129801<br>Esd Gc Rdr<br>Rt | **SHINRYU MARU**<br><br>**Kambara Kisen Co. Ltd. & Nissan Senpaku K.K.**<br>Tokyo Japan | **3 652**<br>—<br>5 375 | **1986** Shinhama Dock K.K.—Anan (770)<br>102,39 (BB) 19,03 5,211<br>NK 98,02 19,00 6,46<br>P 15,9 F 6,1 1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.6 769 B.6 619<br><br>1 Ha (stl) (61,1 × 13,0) ER | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **8011110**<br>*JM4617*<br>123343<br>Df Esd Gc<br>Pfd Rdr Rt | **SHINRYU MARU**<br><br>**Yahata Senpaku Kyogyo Kumiai**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **697**<br>—<br>2 050 | **1980** Kochi Jyuko (Eiho Zosen) K.K.—Kochi<br>(1397)<br>4,852<br>68,03 12,01 6,86<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo |
| **8626707**<br>*JL5372*<br>128288<br>Rt | **SHINRYU MARU**<br><br>**Y.K. Hasebe Kisen**<br>Namikata, Japan<br>Ehime Pref. | **499**<br>—<br>1 555 | **1985** Mategata Zosen K.K.—Namikata<br>70,80 4,420<br>65,99 11,51 6,71<br>1 dk | **M General Cargo** | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **7415747**<br>*JL4073*<br>113536<br>Gc Rdr Rt | **SHINRYU MARU**<br>ex Manki Maru-89 ex Taizan Maru-82<br>**Kanda Senpaku Kyogyo Kumiai**<br>Tsukumi, Japan<br>Oita Pref. | **498**<br>—<br>1 514 | **1974** K.K. Matsuura Zosensho—Japan (218)<br>66,88 11,03 4,407<br>62,01 11,00 6,10<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Tekkosho |
| **7425144**<br>*JFIB*<br>115492<br>Df Esd Pfd<br>Rdr RTv | **SHINRYU MARU**<br>ex Wakatori Maru-88<br>**Banyo Jitsugyo K.K.**<br>Tokyo Japan | **480**<br>143<br>426 | **1975** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka<br>(727)<br>49,38 8,44 3,683<br>42,98 8,41 3,89<br>1 dk | **M Training Ship**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 200kW 225V a.c. |

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| **SHINRYU MARU**<br>ex Kano Maru-84<br>**Kochi Marine Service K.K.**<br>Kochi,<br>Kochi Pref.<br>Japan | **174**<br>—<br>— | | **1967** Osaka Zosensho—Osaka (274)<br>8,23 2,769<br>28,05 8,21 3,87<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. Tateyama |
| **SHINRYU MARU No. 5**<br>**Hamamoto Kaijo Unso Y.K.**<br>Uchinomi,<br>Kagawa Pref.<br>Japan | **199**<br>133<br>550 | | **1976** Suzuki Shipyard Co. Ltd.—Yokkaichi (272)<br>8,84 3,401<br>38,82 8,81 3,81<br>1 dk | **M Tanker**<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **SHINRYU MARU No. 18**<br>ex Takashiro Maru No. 28-79<br>ex Zenko Maru No. 18<br>**Shinko Kaiun K.K.**<br>Tokyo<br>Japan | **963**<br>504<br>1 782 | | **1969** Kanasashi Co. Ltd.—Shimizu (870)<br>68,03 11,23 4,598<br>61,17 11,21 5,11<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>In.1 366 | Akasaka<br>Oil 4SA 6Cy. 440 × 650<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHINRYUSHO MARU**<br>**Tsurumaru Kensetsu Kogyo K.K.**<br>Kitakyushu,<br>Fukuoka Pref.<br>Japan | **157**<br>—<br>— | | **1987** Odo Zosen Tekko K.K.—Shimonoseki (327)<br>29,06 8,44<br>26,20 8,20 3,90<br>1 dk | **TM Tug**<br>Pusher | Yanmar T260-ST<br>2 Oil 4SA each 6Cy. 260 × 330 with clutches, flexible couplings & dr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>2 Directional propellers |
| **SHINSAIWAI MARU**<br>ex Nikko Maru No. 38-90<br>ex Shoei Maru No. 38-89<br>ex Shinko Maru No. 12-79<br>**Hashimoto Kisen K.K.**<br>Kure,<br>Hiroshima Pref.<br>Japan | **190**<br>56<br>— | | **1970** Sanyo Zosen K.K.—Mukaishima (583)<br>25,00 8,02 3,020<br>23,65 8,00 3,80<br>1 dk | **TM Tug**<br>Pusher | Hanshin<br>2 Oil<br>The Hanshin Diesel Works Ltd. Japan<br>Fuel (d.o.) 7kn |
| **SHINSAN MARU**<br>ex Schwanentor-89<br>**Shin Nippon Kaiji Co. Ltd.**<br>Tokyo<br>SatCom: 1200225/SNSS<br>Japan | *722*<br>*216*<br>959 | NK (GL) | **1977** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (757)<br>53,35 11,66 4,047<br>47,56 11,60 4,60<br>B & F 17,7 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | MWM TBD441V12<br>2 Vee Oil 4SA each 12Cy. 230 × 270<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 128kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>12,5kn |
| **SHINSAN MARU No. 7**<br>**K.K. Kosan Senpaku Shokai**<br>Kobe,<br>Hyogo Pref.<br>Japan | **292**<br>—<br>— | NK | **1973** Daiko Dkyd Co. Ltd.—Osaka (80)<br>30,99 9,02 2,998<br>28,50 9,00 3,89<br>F 18,3 1 dk<br>RW | **TM Tug**<br>Pusher | Daihatsu 8DS-26<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **SHINSAN MARU No. 8**<br>**Siam Steel Group International Co. Ltd.**<br>Thailand | **347**<br>—<br>— | | **1973** Daiko Dkyd Co. Ltd.—Osaka (81)<br>9,53 3,506<br>31,50 9,50 4,12<br>1 dk<br>RW | **TM Tug** | Daihatsu 8DS-26<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **SHINSEI**<br>**Nakauchi Kaiun K.K.**<br>Kaifu,<br>Tokushima Pref.<br>Japan | **499**<br>—<br>1 555 | | **1990** K.K. Matsuura Zosensho—Kinoe (371)<br>76,02 (BB) 12,02 4,261<br>70,00 12,00 7,20 | **M General Cargo**<br>1 Ho ER<br>G.2 617<br>1 Ha (stl) ER | Hanshin 6EL30G<br>Oil 4SA 6Cy. 300 × 600 with clutches, flexible couplings & reverse geared to sc. shaft<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Thw. thrust propeller fwd |
| **SHINSEI**<br>**Yabumoto Kisen Y.K.**<br>Hinase,<br>Okayama Pref.<br>Japan | **136**<br>—<br>290 | | **1988** Ura Kyodo Zosensho K.K.—Awaji (271)<br>39,00 2,600<br>35,00 7,00 2,80<br>1 dk | **M Tanker** | Matsui<br>Oil<br>Matsui Iron Works Co. Ltd. Japan |
| **SHINSEI MARU**<br>**N.S. Kisen Co. Ltd. & Shinsei Kaiun Kaisha Ltd.**<br>Tokyo<br>SatCom: 1201370/SNSE<br>Japan | *40 163*<br>*17 742*<br>65 707<br>T/cm<br>74,0 | NK | **1987** Namura SB. Co. Ltd.—Imari (887)<br>230,00 (BB) 36,05 11,380<br>222,03 36,01 17,30<br>P 12,2 B 24,1 F 13,8 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.76 132<br>7 Ha (stl) (17,9 17,0 12,8 17,0 12,8 17,0 × 15,0) (17,9T × 9,9) ER | Sulzer 7RTA62<br>Oil 2SA 7Cy. 620 × 2150<br>7 459kW (10 141bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 560kW 1 × 440kW 450V 60Hz a.c.<br>Fuel (d.o.)(hvf) 13,7kn |
| **SHINSEI MARU**<br>**Kuribayashi Kinkai Kisen K.K.**<br>Tokyo<br>Japan | **6 165**<br>—<br>5 705 | NK | **1990** Hakodate Dock Co. Ltd.—Hakodate (8007)<br>139,72 (BB) 6,915<br>130,00 21,20 15,40<br>2 dks | **M RoRo Cargo**<br>Paper-carrying 12bth P<br>Quarter bow door/ramp (p)<br>L 16,50 W 7,00 SWL 50<br>Quarter stern door/ramp (p)<br>L 23,00 W 7,00 SWL 50<br>B.17 837 | Pielstick 8PC40L570<br>Oil 4SA 8Cy. 570 × 750 with flexible couplings & sr geared to sc. shaft<br>7 944kW (10 800bhp)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 1 × 829,6kW 1 × 800kW 375/450V a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller<br>17,75kn |
| **SHINSEI MARU**<br>**Taisei Kisen K.K.**<br>Namikata,<br>Ehime Pref.<br>Japan | *2 645*<br>*1 310*<br>3 678 | NK | **1984** Higaki Zosen K.K.—Imabari (312)<br>86,04 5,725<br>80,02 14,51 8,51<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.5 787 B.5 524<br>2 Ha (stl) (15,6 26,0 × 8,0) ER<br>Der 1(15) 2(10) | Hanshin 6ELS32<br>Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 120kW 450V 60Hz a.c.<br>Fuel 49,0t (d.o.) 259,5t (hvf)-7,0pd 11kn |
| **SHINSEI MARU**<br>**Tabuchi Kaiun Kaisha Ltd. & Seiwa Kaiun K.K.**<br>Osaka,<br>Osaka Pref.<br>Japan | **1 578**<br>—<br>3 254 | NK | **1978** Higaki Zosen K.K.—Imabari (207)<br>84,21 5,695<br>78,52 13,01 6,41<br>P 19,9 F 9,5 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 3 365 | Daihatsu 8DSM-32<br>Oil 4SA 8Cy. 320 × 380<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 144kW 445V 60Hz a.c.<br>12,5kn |
| **SHINSEI MARU**<br>**Tsukiboshi Kaiun K.K.**<br>Osaka,<br>Osaka Pref.<br>Japan | **990**<br>—<br>3 000 | NK | **1988** Shinhama Dock K.K.—Anan (782)<br>83,61 5,320<br>78,00 13,00 7,40<br>2 dks | **M General Cargo**<br>G.3 836 B.3 700 | Niigata<br>Oil 4SA 6Cy. 340 × 620<br>1 692kW (2 300bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 146kW a.c. |
| **SHINSEI MARU**<br>ex Sun Lake-89 ex Daiten-85<br>**Gravel Kousan Ltd.**<br>Fukuoka,<br>Fukuoka Pref.<br>Japan | *737*<br>*221*<br>662 | NK | **1983** Sanyo Zosen K.K.—Mukaishima (868)<br>49,92 10,83 3,958<br>45,17 10,80 4,50<br>F 25,0 1 dk<br>conv Tug 91 | **TM Tug**<br>Pusher | Daihatsu 8DSM-28<br>2 Oil 4SA each 8Cy. 280 × 340 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 160kW<br>Thw. thrust Contr. pitch propeller fwd<br>12kn |
| **SHINSEI MARU**<br>**Nisshin Unyu K.K. & Sato Gyogyo K.K.**<br>Tokyo<br>Japan | **699**<br>—<br>2 079 | | **1990** Sanyo Zosen K.K.—Mukaishima (1022)<br>72,67 4,810<br>68,59 12,00 5,10<br>1 dk | **M Tanker**<br>10 Ta ER | Hanshin 6LH31G<br>Oil 4SA 6Cy. 310 × 530 reverse geared to sc. shaft<br>1 324kW (1 800bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHINSEI MARU**<br>ex Meiwa Maru No. 5-88<br>**Shinsei Kaiun K.K.**<br>Kawajiri,<br>Hiroshima Pref.<br>Japan | **499**<br>—<br>1 233 | | **1984** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1650)<br>64,83 (BB) 4,388<br>59,01 10,00 4,60<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 300 | Akasaka DM28A<br>Oil 4SA 6Cy. 280 × 460 sr geared to sc. shaft<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |

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| **8415342**<br>*JK4476*<br>127386 | **SHINSEI MARU**<br>**Shinyo Kaiun K.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **499**<br>—<br>1 590 | | **1984**<br>71,53<br>66,02<br>2 dks | Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1758)<br>(BB) 4,401<br>11,51 6,51 | **M General Cargo**<br>1 Ho ER<br>G.2 648 B.2 451<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480 sr geared to<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **7819008**<br>*JBHY*<br>122986<br>Esd Gc Pfd<br>Rdr Rt | **SHINSEI MARU**<br>**Oshima Kaiun K.K.**<br>Yoshiumi, Japan<br>Ehime Pref. | **498**<br>261<br>1 053 | NK | **1979**<br>68,36<br>64,01<br>2 dks | Setouchi Zosen K.K.—Kinoe (475)<br>11,03 3,836<br>11,00 4,09 | **M Refrigerated Cargo**<br>In.1 278<br>2 Ha (stl) (each 4,8 × 3,9) ER<br>Der 4(3) | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. |
| **7313389**<br>*8JNI*<br>115058<br>Df Esd Gc<br>Pfd Rdr | **SHINSEI MARU**<br>ex Seishu Maru No. 5-84<br>**Y.K. Shindo Shoji**<br>Fukuoka, Japan<br>Fukuoka Pref. | **485**<br>—<br>643 | | **1973**<br>55,48<br>49,00<br>1 dk | Miho Zosensho K.K.—Shimizu (869)<br>9,02 3,722<br>9,00 3,94 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo |
| **8627854**<br>*JK4621*<br>127902<br>Rt | **SHINSEI MARU**<br>ex Eishin Maru-89<br>**Toshinaga Masui**<br>Hiroshima, Japan<br>Hiroshima Pref. | **429**<br>—<br>1 292 | | **1985**<br>60,30<br>55,00<br>1 dk | Kinoura Zosen K.K.—Hakata<br>4,401<br>12,01 6,51 | **M Sand Carrier** | Niigata<br>Oil<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. |
| **8415823**<br>*JRJD*<br>128119<br>TK1-1181<br>Rdr RTv | **SHINSEI MARU**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan<br>SatCom: 1200215/JRJD | **379**<br>—<br>— | | **1984**<br>53,50<br>46,89<br>1 dk | Kanasashi Co. Ltd.—Shimizu (3045)<br>(BB) 8,74 3,401<br>8,70 3,76 | **M Fishing**<br>Long-line | Hanshin<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & sr reverse geared to sc<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **6811798**<br>Df Esd Gc<br>Pfd Rdr Rt | **SHINSEI MARU**<br>ex Koryo Maru No. 31 | **294**<br>161<br>— | | **1967**<br>49,08<br>43,49<br>1 dk | Kanasashi Co. Ltd.—Shimizu (818)<br>8,11 3,328<br>8,08 3,69 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo |
| **7122443**<br>Df Gc Pfd<br>Rdr | **SHINSEI MARU**<br>ex Shinsei Maru No. 18-84<br>**Government of The People's Republic of China**<br>China | **284**<br>143<br>— | | **1971**<br>48,67<br>42,60<br>1 dk | Kanasashi Co. Ltd.—Shimizu (1007)<br>8,13 3,252<br>8,11 3,61 | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **7001649**<br>*JJ2514*<br>107662<br>Rt | **SHINSEI MARU**<br>**Nipponkai Koun K.K.**<br>Takahama, Japan<br>Fukui Pref. | **199**<br>—<br>— | | **1969**<br>29,77<br>26,98<br>1 dk<br>RW | Shin Yamamoto Zosensho—Kochi (123)<br>8,23 2,794<br>8,21 3,79 | **TM Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 320 × 390<br>Hanshin Nainenki Kogyo |
| **7639226**<br>*JK3742*<br>115402<br>Gc Rdr Rt | **SHINSEI MARU**<br>**Marukuwa Y.K.**<br>Onomichi, Japan<br>Hiroshima Pref. | **199**<br>—<br>692 | | **1977**<br>...<br>49,00<br>1 dk | Oka Zosen K.K.—Ushimado (242)<br>... ...<br>9,11 5,11 | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8840688**<br>*JM5770*<br>130424<br>Rt | **SHINSEI MARU**<br>**Yamanaka Kaiun Y.K.**<br>Matsushima, Japan<br>Kumamoto Pref. | **199**<br>—<br>699 | | **1988**<br>*54,30*<br>1 dk | Y.K. Furumoto Tekko Zosensho—Osaki<br>3,320<br>9,40 5,60 | **M General Cargo** | Oil |
| **8625480**<br>*JI3222*<br>126486<br>Rt | **SHINSEI MARU**<br>**Toshio Kawabata**<br>Kainan, Japan<br>Wakayama Pref. | **198**<br>—<br>550 | | **1986**<br>48,21<br>45,01<br>1 dk | Kogushi Zosen K.K.—Okayama<br>3,101<br>7,80 3,31 | **M Tanker**<br>L.(oil) 547 | Matsui<br>Oil<br>500bhp (368kW)<br>Matsui Iron Works Co. Ltd. |
| **9038012** | **SHINSEI MARU**<br>**Shin Marubishi Kaiun K.K.**<br>Japan | **193**<br>—<br>— | | **1991**<br>...<br>... | Kanagawa Zosen—Kobe (359)<br>... ...<br>... ... | **TM Tug** | Yanmar<br>2 Oil<br>Yanmar Diesel Engine Co. Ltd. |
| **8627220**<br>*JK4520*<br>127337<br>Gc Rdr Rt | **SHINSEI MARU**<br>**Hideharu Morimoto**<br>Kurahashi, Japan<br>Hiroshima Pref. | **190**<br>—<br>512 | | **1984**<br>51,21<br>46,00<br>1 dk | Shin Nippon Jukogyo K.K.—Higashino (195)<br>3,350<br>8,21 5,01 | **M General Cargo**<br>G.1 229 B.1 152 | Yanmar<br>Oil<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8350293**<br>*JJ2678*<br>108932 | **SHINSEI MARU**<br>ex Koto Maru-87<br>**Kochi Marine Service K.K.**<br>Kochi, Japan<br>Kochi Pref. | **175**<br>—<br>— | | **1970**<br>28,05<br>26,01<br>1 dk | Osaka Zosensho—Osaka (317)<br>2,810<br>8,21 3,92 | **TM Tug** | Fuji<br>2 Oil |
| **7815038**<br>Df Esd Gc<br>Pfd Rdr Rt | **SHINSEI MARU No. 1**<br>ex Kiho Maru No. 11-89<br>ex Kamo Maru No. 78-83<br>**Noboru Kobayashi** | **284**<br>144<br>— | | **1978**<br>49,18<br>43,36<br>1 dk | Kanasashi Co. Ltd.—Kaijima Works, Shimizu (2008)<br>3,252<br>8,41 3,59 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **5323938** | **SHINSEI MARU No. 2**<br>**Liberation S.S. Co. Inc.** | **499**<br>293<br>742 | | **1956**<br>52,00<br>48,49<br>1 dk<br>RW | Ujina Zosensho—Hiroshima (305)<br>8,21 3,696<br>8,18 4,12 | **M General Cargo**<br>1 Ha ER | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>650bhp (478kW)<br>Niigata Tekkosho |
| **8514772**<br>*JQGC*<br>128835<br>TK1-1199<br>Rdr RTv | **SHINSEI MARU No. 2**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan<br>SatCom: 1204377/JQGC | **379**<br>—<br>— | | **1985**<br>53,52<br>46,89<br>1 dk | Kanasashi Co. Ltd.—Shimizu (3088)<br>(BB) 8,74 3,401<br>8,70 3,76 | **M Fishing**<br>Tuna Long-line | Hanshin<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & sr reverse geared to<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **8032140**<br>*JK4191*<br>122240 | **SHINSEI MARU No. 2**<br>**Y.K. Mashima Kisen**<br>Hinase, Japan<br>Okayama Pref. | **371**<br>226<br>570 | | **1980**<br>46,11<br>1 dk | Y.K. Furumoto Tekko Zosensho—Osaki (506)<br>3,200<br>8,50 4,02 | **M Tanker** | Oil |
| **8609008**<br>*JM5551*<br>127828<br>Esd Gc Pfd<br>Rdr Rt | **SHINSEI MARU No. 2**<br>**Fumio Nakamura**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **100**<br>—<br>— | | **1986**<br>26,00<br>24,00<br>1 dk | Nakatani Shipyard Co. Ltd.—Nomi (505)<br>3,910<br>9,20 6,10 | **M Tug**<br>Pusher | Niigata<br>Oil<br>Niigata Eng. Co. Ltd. |
| **8520094**<br>*JAAL*<br>128862<br>TK1-1205<br>Rdr RTv | **SHINSEI MARU No. 3**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan<br>SatCom: 1200520/JAAL | **379**<br>—<br>— | | **1986**<br>53,52<br>46,89<br>1 dk | Kanasashi Co. Ltd.—Shimizu (3101)<br>(BB) 8,74 3,401<br>8,70 3,76 | **M Fishing**<br>Side-fishing Long-line | Hanshin<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & sr reverse geared to<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |

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| **SHINSEI MARU No. 3**<br>**Isshin Kisen Y.K.**<br>Hinase,<br>Okayama Pref.<br>Japan | **131**<br>—<br>334 | **1987** Ura Kyodo Zosensho K.K.—Awaji (265)<br>38,50 2,600<br>35,00 7,00 2,80<br>1 dk | **M Tanker**<br>In.840 | Matsui ML624GA<br>Oil 4SA 6Cy. 240 × 400<br>350bhp (257kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **SHINSEI MARU No. 5**<br>**Shinsei Kaiun Y.K.**<br>Ikata,<br>Ehime Pref.<br>Japan | **699**<br>—<br>2 380 | **1984** Shirahama Zosen K.K.—Honai (118)<br>(BB) 4,501<br>68,03 14,01 7,22<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 340 × 620 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHINSEI MARU No. 5**<br>**Shinsei Kaiun Y.K.**<br>Hiroshima,<br>Hiroshima Pref.<br>Japan | **499**<br>—<br>495 | **1971** Yoshicho Zosen—Ise<br>42,02 5,001<br>38,00 10,00 5,11<br>1dk | **M General Cargo**<br>G.330<br>1 Ha ER | Matsui<br>Oil<br>1 000bhp (736kW)<br>Matsui Iron Works Co. Ltd. Japan<br>10kn |
| **SHINSEI MARU No. 5**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo<br>SatCom: 1204325/JBBJ<br>Japan | **379**<br>—<br>— | **1986** Kanasashi Co. Ltd.—Shimizu (3118)<br>53,52 (BB) 8,74 3,401<br>47,22 8,70 3,76<br>1 dk | **M Fishing**<br>Long-line | Hanshin<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHINSEI MARU No. 5**<br>**Y.K. Muraki Kaiun**<br>Hinase,<br>Okayama Pref.<br>Japan | **198**<br>127<br>650 | **1977** Ura Kyodo Zosensho K.K.—Awaji (174)<br>3,366<br>42,02 7,51 3,41<br>1 dk | **M Tanker**<br>Mchy.aft | Matsui 6M26KHS<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **SHINSEI MARU No. 5**<br>**Sanpo Kaiun Kyogyo Kumiai**<br>Nio,<br>Kagawa Pref.<br>Japan | **190**<br>—<br>430 | **1981** Y.K. Okajima Zoensho—Nakajima (194)<br>41,50 7,52 3,200<br>37,00 7,50 5,00<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Yanmar 6ML-HTS<br>Oil 4SA 6Cy. 200 × 240 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>480bhp (353kW)<br>Yanmar Diesel Engine Co. Ltd. Niigata |
| **SHINSEI MARU No. 6**<br>ex Toyo Maru No. 52<br>**Cancio Calma Associates Inc.** | **481**<br>271<br>483 | **1963** Ujina Zosensho—Hiroshima (411)<br>54,11 10,04 2,998<br>48,98 10,01 3,99<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (4,9 × 4,2) ER | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 28,5t-2,5pd 11kn |
| **SHINSEI MARU No. 6**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo<br>SatCom: 1202354/JCHM<br>Japan | **409**<br>—<br>— | **1987** Kanasashi Co. Ltd.—Shimizu (3128)<br>56,80 (BB) 8,84 3,452<br>49,61 8,81 3,84<br>1 dk | **M Fishing**<br>Long-line<br>G.610 B.556 | Hanshin 6LUN28AG<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHINSEI MARU No. 7**<br>ex Genkai Maru No. 2-79<br>**Yorigami Maritime Construction Co. Ltd. (Yorigami Kensetsu K.K.)**<br>Kobe,<br>Hyogo Pref.<br>Japan | **195**<br>—<br>385 | **1973** Odo Zosen Tekko K.K.—Shimonoseki (196)<br>(NK) 25,51 8,51 2,769<br>22,99 8,49 3,61<br>F 10,4 1 dk | **TM Tug**<br>Pusher | Daihatsu 6PSHTC-26D<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>9,5kn |
| **SHINSEI MARU No. 7**<br>**Takumi Fujimoto**<br>Kurahashi,<br>Hiroshima Pref.<br>Japan | **182**<br>—<br>550 | **1989** Taiyo Zosen K.K.—Onoda (215)<br>3,301<br>46,51 8,31 5,21 | **M General Cargo** | Yanmar<br>Oil<br>700bhp (515kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **SHINSEI MARU No. 8**<br>**Shinsei Kaiun Y.K.**<br>Ikata,<br>Ehime Pref.<br>Japan | **694**<br>—<br>2 100 | **1988** Shirahama Zosen K.K.—Honai (133)<br>75,11 (BB) 4,525<br>68,00 14,20 7,10<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>G.1 245<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 550 with clutches, flexible couplings & reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHINSEI MARU No. 8**<br>ex Fukuyoshi Maru No. 11-85<br>**Y.K. Shinsei Kaiun**<br>Shimokamagari,<br>Hiroshima Pref.<br>Japan | **480**<br>—<br>1 200 | **1980** Mategata Zosen K.K.—Namikata (182)<br>4,252<br>60,03 10,01 6,23<br>1 dk | **M General Cargo** | Hanshin<br>Oil<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **SHINSEI MARU No. 8**<br>ex Ebisu Maru No. 8-79<br>**Katsuta Gyogyo Kyodo Kumiai**<br>Shirahama,<br>Wakayama Pref.<br>Japan | **199**<br>—<br>— | **1973** K.K. Ichikawa Zosensho—Ise (1306)<br>3,099<br>41,00 7,40 3,41<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka AH28R<br>Oil 4SA 6Cy. 280 × 440 reverse geared to sc. shaft<br>993kW (1 350bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHINSEI MARU No. 8**<br>**Tadanobu Kuwano**<br>Hondo,<br>Kumamoto Pref.<br>Japan | **198**<br>—<br>500 | **1981** K.K. Saidaiji Zosensho—Okayama (81)<br>... ... ...<br>44,00 8,01 4,86<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin 6L26BGSH<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **SHINSEI MARU No. 8**<br>ex Kosei Maru No. 35-88<br>ex Koho Maru-84<br>**Shinsei Kaiun Y.K.**<br>Oyano,<br>Kumamoto Pref.<br>Japan | **174**<br>—<br>460 | **1980** Shin Nippon Jukogyo K.K.—Higashino (161)<br>45,01 3,150<br>43,21 8,01 5,01<br>1dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 420<br>600bhp (441kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHINSEI MARU No. 8**<br>ex Matsuyoshi Maru No. 7-86<br>**Yoshikazu Izumi**<br>Shimotsu,<br>Wakayama Pref.<br>Japan | **110**<br>—<br>200 | **1979** Y.K. Hashimoto Zosensho—Amakusa (60)<br>34,00 6,53 2,300<br>29,11 6,50 2,40<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>Matsui Iron Works Co. Ltd. Ise |
| **SHINSEI MARU No. 11**<br>ex Kaisho Maru-89<br>**Shinsei Kaiun Y.K.**<br>Ikata,<br>Ehime Pref.<br>Japan | **288**<br>—<br>844 | **1987** Yamanaka Zosen K.K.—Namikata (356)<br>53,32 (BB) 11,23 3,901<br>48,01 11,21 5,82<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>G.508<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHINSEI MARU No. 12**<br>ex Fujishima Maru-84<br>**Y.K. Shinsei Maru**<br>Niijima-hommura,<br>Tokyo Pref.<br>Japan | **149**<br>—<br>360 | **1978** Sokooshi Zosensho K.K.—Higashino (250)<br>39,50 3,069<br>35,51 7,10 4,60<br>2 dks | **M General Cargo**<br>Mchy.aft | Niigata 6M26ZG<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHINSEI MARU No. 18**<br>**Shinsei Kaiun Y.K.**<br>Hinase,<br>Okayama Pref.<br>Japan | **394**<br>—<br>889 | **1989** Sasaki Zosen K.K.—Kinoe (537)<br>56,23 3,900<br>52,00 9,40 4,20<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.674 | Niigata 6M26AGTE<br>Oil 4SA 6Cy. 260 × 460 with clutches & reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. Niigata |

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| **7706160**<br>*JRWE*<br>121286<br>SO1-1058<br>Df Esd Gc<br>Pfd Rdr Rt | **SHINSEI MARU No. 18**<br>ex Shoshin Maru No. 82-88<br>**Shinsei Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **348**<br>—<br>365 | **1977** Niigata Eng. Co. Ltd.—Niigata (1562)<br>48,87 8,51 3,360<br>42,80 8,50 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8728141**<br>*JM5382*<br>127020<br>OT1-22<br>Rt | **SHINSEI MARU No. 18**<br>**Kiyoto Miyamoto**<br>Tsukumi, Japan<br>Oita Pref. | **119**<br>—<br>— | **1984** Higashi Kyushu Zosen K.K.—Usuki<br>*28,10* 1,700<br>6,10 2,40<br>1 dk | **Reinforced Plastic M Fishing**<br>Side-fishing | Yanmar<br>Oil<br>272kW (370bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| **8105769**<br>*JK4233*<br>124552 | **SHINSEI MARU No. 21**<br>**Nakano Senpaku Y.K.**<br>Akitsu, Japan<br>Hiroshima Pref. | **199**<br>—<br>700 | **1981** K.K. Kamishima Zosensho—Higashino (118)<br>53,65 (BB) 9,00<br>49,87 5,01<br>1 dk | **M General Cargo** | Daihatsu<br>Oil 4SA 6Cy. 260 × 320 sr geared to sc<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8630514**<br>*JD2576*<br>125618<br>HK1-970<br>Rt | **SHINSEI MARU No. 26**<br>**Shigeru Itazawa**<br>Nemuro, Japan<br>Hokkaido Pref. | **123**<br>—<br>— | **1983** K.K. Otsuchi Kogyo—Iwate<br>28,70<br>6,00 2,60<br>1 dk | **M Fishing**<br>Side-fishing | Oil |
| **8114065**<br>*JK4242*<br>124569 | **SHINSEI MARU No. 28**<br>**Shinsei Kaiun Y.K.**<br>Akitsu, Japan<br>Hiroshima Pref. | **199**<br>—<br>700 | **1982** K.K. Kamishima Zosensho—Higashino (120)<br>53,65 3,250<br>48,49 9,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft<br>1 Ho<br>G.1 293 B.1 211<br><br>1 Ha (stl) | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>880bhp (647kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8417302**<br>*7KTN*<br>126329<br>KO1-657<br>Rdr Rt | **SHINSEI MARU No. 36**<br>**Kuniyoshi Matsushita**<br>Tosa-Shimizu, Japan<br>Kochi Pref. | **140**<br>—<br>191 | **1983** Nishii Dock Co. Ltd.—Ise (673)<br>40,37 2,528<br>32,11 6,01 2,82<br>1 dk | **Reinforced Plastic M Fishing**<br>Tuna Ref<br>3 Ho ER<br>In.109<br><br>4 Ha (stl) ER | Yanmar<br>Oil 4SA 6Cy. 280 × 360 sr geared to sc<br>1 010bhp (743kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 160kW 225V a.c. |
| **7379589**<br>*JEQO*<br>115015<br>AM1-513<br>Df Gc Pfd<br>Rdr | **SHINSEI MARU No. 51**<br>ex Takamiya Maru No. 33-87<br>ex Ozuru Maru No. 18-80<br>**Sadami Shimawaki**<br>Hachinohe, Japan<br>Aomori Pref. | **342**<br>176<br>454 | **1974** Miho Zosensho K.K.—Shimizu (962)<br>53,42 (BB) 8,82 3,252<br>47,12 8,79 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **7408316**<br>*JMYD*<br>117186<br>AM1-579<br>Df Esd Gc<br>Pfd Rdr Rt | **SHINSEI MARU No. 52**<br>ex Taiko Maru-89<br>ex Taiko Maru No. 7-88<br>**Sadami Shimawaki**<br>Hachinohe, Japan<br>Aomori Pref. | **299**<br>150<br>378 | **1974** Miho Zosensho K.K.—Shimizu (995)<br>50,60 8,51 3,099<br>44,00 8,49 3,43<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>809kW (1 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| **8827961**<br>*8JXH*<br>118698<br>HK1-932<br>Rt | **SHINSEI MARU No. 65**<br>**Ryohei Higemoto**<br>Hakodate, Japan<br>Hokkaido Pref. | **182**<br>—<br>— | **1980** K.K. Otsuchi Kogyo—Iwate<br>*34,40*<br>6,20 2,80<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Matsui<br>Oil<br>265kW (360bhp)<br>Matsui Iron Works Co. Ltd. |
| **8017762**<br>*8LEQ*<br>125431<br>HK1-1174<br>Df Esd Gc<br>Pfd Rdr Rt | **SHINSEI MARU No. 88**<br>ex Shofuku Maru No. 28-90<br>ex Fumi Maru No. 21-88<br>**Ryohei Higemoto**<br>Hakodate, Japan<br>Hokkaido Pref. | **299**<br>153<br>352 | **1981** Miho Zosensho K.K.—Shimizu (1186)<br>50,14 8,51 3,252<br>43,52 8,50 3,59<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510 reduction gear<br>shaft<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. |
| **7208883**<br>*HQCY2*<br>L-1922082<br>Df Esd Gc<br>Pfd Rdr | **SHINSEIKI GO**<br>ex Hiyoshi Maru No. 25-83<br>ex Hiyoshi Maru No. 11-81<br>ex Bishamon Maru<br>**Nomura Sogo Kaihatsu Co. Ltd.**<br>San Lorenzo Honduras | **297**<br>142<br>187 | **1970** Miho Zosensho K.K.—Shimizu (766)<br>49,71 7,42 3,188<br>(KR) 41,66 7,40 3,56<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 128kW 225V a.c. |
| **8351259**<br>*JK3979*<br>125842 | **SHINSHA MARU**<br>**Shinwa Kisen K.K.**<br>Kawajiri, Japan<br>Hiroshima Pref. | **129**<br>—<br>277 | **1983** Hongawara Zosen K.K.—Fukuyama (173)<br>36,70 2,900<br>33,00 6,80 3,00<br>1 dk | **M Tanker**<br>Chemical | Oil 4SA 6Cy. |
| **8114912**<br>*ELHG6*<br>8101<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **SHINSHIMA**<br>ex Shinshima Maru-88<br>**Aishima Line Co. Ltd.**<br>Monrovia Liberia | *12 874*<br>*8 063*<br>21 304 | **1982** Shin Yamamoto Zosensho—Kochi (261)<br>152,60 (BB) 9,707<br>NK 142,00 24,00 13,20<br>P 23,8 F 11,6 1 dk | **M Bulk Carrier**<br><br>4 Ho ER<br>G.28 331 B.27 022<br><br>4 Ha (stl) (17,6 20,0 20,0 20,0 × 12,7) ER<br>Cr 3(25) Der 1(25) | Sulzer<br>Oil 2SA 6Cy. 560 × 1150<br>5 914kW (8 040bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 360kW 450V 60Hz a.c.<br>Fuel 170,0t (d.o.) 1 091,5t (hvf)-25,0pd |
| **8303848**<br>*JAXF*<br>126229<br>Esd Gc Rdr<br>SatNav | **SHINSHO MARU**<br>**Fujimura Kisen K.K.**<br>Imabari, Japan<br>Ehime Pref. | *1 275*<br>*379*<br>1 242 | **1982** Kinoura Zosen K.K.—Hakata (88)<br>72,50 3,887<br>NK 67,01 11,02 4,14<br>2 dks | **M Refrigerated Cargo**<br><br>2 Ho ER<br>In.1 436<br><br>2 Ha (stl) (each 6,0 × 4,5) ER<br>Der 4(3) | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Gen 3 × 188kW |
| **8135241**<br>*JH2954*<br>125669<br>Rt | **SHINSHO MARU**<br>ex Sada Maru No. 23-88<br>**Shoseki Kogyo K.K.**<br>Tonosho, Japan<br>Kagawa Pref. | **199**<br>—<br>456 | **1982** Nagashima Zosen K.K.—Nagashima (138)<br>1,750<br>42,02 10,51 2,90<br>1 dk | **M General Cargo**<br>Stone<br>Mchy.aft | Oil |
| **8821266**<br>*JJ3723*<br>131840<br>Rt | **SHINSHO MARU**<br>**Matsuda Kisen K.K.**<br>Aioi, Japan<br>Hyogo Pref. | **199**<br>—<br>509 | **1989** Koa Sangyo K.K.—Takamatsu (538)<br>47,89 3,225<br>43,00 7,80 3,40<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.305 | Yanmar<br>Oil 4SA 6Cy. 240 × 420<br>441kW (600bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| **8504595**<br>*7KMN*<br>126666<br>AM1-531<br>Rdr Rt | **SHINSHO MARU No. 3**<br>ex Narita Maru No. 35-87<br>**Y.K. Shinsho Gyogyo**<br>Hachinohe, Japan<br>Aomori Pref. | **160**<br>—<br>— | **1985** Narasaki Zosen K.K.—Muroran (1075)<br>38,13 (BB) 7,42 3,220<br>7,41 4,63<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br><br>In.117 | Daihatsu<br>Oil 4SA 6Cy. 280 × 360 with clutches,<br>couplings & sr geared to sc. shaft<br>1 170bhp (861kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Controllable pitch propeller |
| **8701856**<br>*JK4669*<br>127985 | **SHINSHO MARU No. 7**<br>**K.K. Shinko Kaiun**<br>Onomichi, Japan<br>Hiroshima Pref. | **198**<br>—<br>700 | **1987** Shitanoe Zosen K.K.—Usuki (1065)<br>59,01 (BB) 9,53<br>54,31 9,50 5,52<br>1 dk | **M General Cargo**<br><br>2 Ho ER<br><br>2 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>The Hanshin Diesel Works Ltd. |

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| **SHINSHO MARU No. 10**<br>ex Erasan Maru<br>**K.K. Fuji Asahi**<br>Shimizu, Shizuoka Pref.<br>Japan | **499**<br>297<br>1 002 | **1967** Asakawa Zosen—Imabari (100)<br>54,01 4,101<br>49,00 9,01 4,60<br>1 dk | **M General Cargo**<br>G.1 179 B.1 019<br>1 Ha (24,3 × 5,3) ER | Makita<br>Oil<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. Japan<br>11kn |
| **SHINSHO MARU No. 16**<br>**Y.K. Maeda Senpaku**<br>Toba, Mie Pref.<br>Japan | **497**<br>—<br>1 000 | **1977** Suzuki Shipyard Co. Ltd.—Yokkaichi (280)<br>4,331<br>49,51 10,01 4,68<br>1 dk | **M Tanker**<br>Mchy.aft | Matsui MS28SC<br>Oil 4SA 6Cy. 280 × 420<br>1 000bhp (736kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **SHINSHO MARU No. 18**<br>ex Meitoku Maru-83<br>**Toba Sekiyu K.K.**<br>Toba, Mie Pref.<br>Japan | **498**<br>—<br>1 099 | **1976** Omishima Dock K.K.—Kamiura (1043)<br>11,03<br>57,99 11,02 4,37<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka AH28<br>Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHINSHO MARU No. 18**<br>ex Meiho Maru No. 18-89<br>**Shintaku Suisan K.K.**<br>Choshi, Chiba Pref.<br>Japan | **199**<br>—<br>— | **1984** K.K. Izutsu Zosensho—Nagasaki (877)<br>46,23 (BB)<br>7,41 3,89<br>1 dk | **M Fishing**<br>Purse Seiner Ref | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530 dr reverse geared to sc. shaft<br>1 220bhp (897kW)<br>Niigata Eng. Co. Ltd. Ota |
| **SHINSHO MARU No. 36**<br>ex Shoshin Maru No. 86-82<br>**Shintaku Suisan K.K.**<br>Choshi, Chiba Pref.<br>Japan | **167**<br>—<br>191 | **1978** Niigata Eng. Co. Ltd.—Miura (W-132)<br>36,91 3,021<br>30,36 6,91 3,10<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>Mchy.aft | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320 geared to sc. shaft<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **SHINSHO MARU No. 37**<br>ex Shinsho Maru No. 35-84<br>ex Chiyo Maru No. 1-80<br>**Shoichi Arakawa**<br>Misaki, Osaka Pref.<br>Japan | **199**<br>—<br>— | **1966** Miho Zosensho K.K.—Shimizu (604)<br>41,53 6,58<br>34,37 6,56 3,18<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHINSHO MARU No. 47**<br>ex Kaishin Maru No. 31-84<br>**Shoichi Arakawa**<br>Misaki, Osaka Pref.<br>Japan | **181**<br>—<br>219 | **1972** Miho Zosensho K.K.—Shimizu (834)<br>41,71 7,52 2,782<br>36,00 7,50 3,10<br>1 dk<br>conv Side-fishing Ref Fishing 84 | **M Fishing**<br>Long-line Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **SHINSHO MARU No. 51**<br>ex Suwa Maru No. 51-84 | **247**<br>—<br>320 | **1975** Yamanishi Zosen K.K.—Ishinomaki (785)<br>43,11 7,12 2,998<br>37,50 7,09 3,38<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | Niigata 6MG25BX<br>Oil 4SA 6Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **SHINSHO MARU No. 57**<br>**Shinsho Suisan K.K.**<br>Misaki, Osaka Pref.<br>Japan | **234**<br>—<br>— | **1990** ............Japan<br>*43,40*<br>8,20 3,30<br>1 dk | **M Fishing** | Oil<br>Japan |
| **SHINSHU MARU**<br>**Geishu Kaiun K.K.**<br>Hiroshima, Hiroshima Pref.<br>Japan | *3 933*<br>*2 469*<br>6 466 | **1982** Nishi Zosen K.K.—Imabari (319)<br>105,59 6,847<br>NK 98,61 16,34 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 528 B.8 054<br>2 Ha (stl) (27,2 28,6 × 8,4) ER<br>Der 4(15) | Mitsubishi 6UEC37/88H<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 148kW 1 × 128kW 450V 60Hz a.c.<br>Fuel 82,0t (d.o.) 507,0t (hvf)-10,0pd 12kn |
| **SHINSHU MARU**<br>**Shinwa Chemical Tanker K.K.**<br>Tokyo<br>Japan | **699**<br>—<br>750<br>T/cm<br>4,7 | **1979** Sanyo Zosen K.K.—Mukaishima (773)<br>61,80 3,901<br>NK 56,22 10,00 4,40<br>P 13,8 F 6,8 1 dk<br>RW Bow/CM 27 Diam. 0,127 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (C.mn.stl) ind spherical horizontal ER<br>L.(gas) 1 157<br>2 Cargo pumps total 600T/hr | Akasaka DM33<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 14,5t (d.o.) 61,0t (hvf)-5,0pd 12,25kn |
| **SHINSHU MARU No. 8**<br>**Sugimoto Kaiun Y.K.**<br>Anan, Tokushima Pref.<br>Japan | **198**<br>—<br>680 | **1976** K.K. Matsuura Zosensho—Kinoe (237)<br>52,10 9,05 3,201<br>48,52 9,01 5,11<br>2 dks | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHINSOMA MARU**<br>**K.K. Suwa Kaiun**<br>Tokyo<br>Japan | **498**<br>—<br>1 581 | **1983** Yamanaka Zosen K.K.—Namikata (275)<br>71,73 4,201<br>66,96 11,51 6,71<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Japan<br>Fuel (d.o.) 10,5kn |
| **SHINSOMA MARU**<br>**Fukushima Kisen K.K.**<br>Soma, Fukushima Pref.<br>Japan | **162**<br>—<br>— | **1988** Kanagawa Zosen—Kobe (320)<br>31,30 3,000<br>27,00 8,80 3,80<br>1 dk | **TM Tug** | Niigata 6L25CXE<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| **SHINSUI MARU**<br>**Nanpo Kaiun K.K.**<br>Makurazaki, Kagoshima Pref.<br>Japan | **993**<br>—<br>2 205<br>T/cm<br>7,3 | **1974** Murakami Hide Zosen K.K.—Hakata (116)<br>12,04 4,874<br>71,02 12,02 5,62<br>1 dk<br>RW Bow/CM 44 Diam. 0,300 | **M Tanker**<br>Molasses<br>CBT<br>10 Ta ER<br>L.65<br>1 Cargo pumps total 1 000T/hr | Akasaka AH36<br>Oil 4SA 6Cy. 360 × 540<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 22,0t (d.o.) 85,0t (hvf)-5,5pd 12,25kn |
| **SHINSUI MARU No. 3**<br>**Toshin Yusosen Co. Ltd.**<br>Tokyo<br>Japan | *2 821*<br>*1 323*<br>4 831 | **1979** Kishigami Zosen K.K.—Akitsu (1330)<br>95,26 6,465<br>NK 88,02 15,02 7,68<br>P 25,3 F 10,4 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 4 769 | Hanshin 6LU50A<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 65,0t (d.o.) 300,0t (hvf)-12,0pd 13kn |
| **SHINSUI MARU No. 5**<br>**Toshin Yusosen Co. Ltd.**<br>Tokyo<br>Japan | *3 125*<br>*1 564*<br>4 998 | **1984** Teraoka Shipyard Co. Ltd.—Nandan (237)<br>102,90 (BB) 6,373<br>NK 97,01 15,51 8,01<br>P 25,6 F 14,1 1 dk | **M Tanker**<br>Oil Chemical Wind-Assisted<br>10 Ta ER<br>L.5 549 | Hanshin 6EL44<br>Oil 4SA 6Cy. 440 × 880<br>3 800bhp (2 795kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 280kW a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>13,5kn |
| **SHINTA PERKASA**<br>ex Miyagi Maru No. 3-90<br>**Panca United Lines Ltd.**<br>Singapore<br>Singapore | *105*<br>*32*<br>— | **1974** Futtsu Kabushikigaisha—Tokyo<br>-<br>GL 22,80 6,00 2,45<br>1 dk | **M Tug** | Akasaka 6MH25SSR<br>Oil 4SA 6Cy. 250 × 400<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Tokyo<br>Gen 1 × 24kW 220V a.c.<br>Controllable pitch propeller<br>10kn |
| **SHINTAI MARU No. 20**<br>ex Hokuto Maru No. 18<br>ex Yakushi Maru No. 5<br>ex Ryubo Maru No. 5-66<br>**Panorama Fishing & Development** | **270**<br>140<br>— | **1962** Yamanishi Zosen K.K.—Ishinomaki (398)<br>40,80 7,57<br>36,40 7,50 3,36<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 300 × 440<br>Yanagihara Tekkosho Yoshida |

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| **7328358**<br>*JBEP*<br>130241<br>Df Esd Gc<br>Rdr RTm/h/v | **SHINTATSU MARU**<br>ex Steintor-88<br>**Shin Nippon Kaiji Co. Ltd.**<br>Tokyo Japan<br>SatCom: 1203723/SNST | **899**<br>—<br>910 | NK (GL) | **1973** J. G. Hitzler, Schiffswerft u. Maschinenfabrik<br>—Lauenburg (742)<br>57,50 12,02 4,513<br>50,60 11,70 5,60<br>B & F 21,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | MWM<br>2 Vee Oil 4SA each 16Cy. 230 ×<br>reduction geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM)<br>2 Controllable pitch propellers |
| **8221131**<br>*JK4387*<br>125852 | **SHINTATSU MARU No. 5**<br>**Shinshin Kisen Y.K.**<br>Ondo, Japan<br>Hiroshima Pref. | **199**<br>—<br>300 | | **1982** Sokooshi Zosensho K.K.—Higashino (281)<br>46,13 (BB)<br>45,01 8,21 5,01<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. |
| **7648461**<br>Esd Gc Rdr<br>Rt | **SHINTO MARU**<br>ex Toyo Maru No. 21<br>**Kuk Chang Shin Enterprise**<br>South Korea | **499**<br>—<br>1 530 | | **1973** K.K. Matsuo Tekko Zosensho—Matsue<br>64,14 4,311<br>59,97 11,00 6,51<br>1dk | **M Sand Carrier**<br>G.1 330<br>1 Ha (20,4 × 8,5) | Makita<br>Oil<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. |
| **7724693**<br>*JM4293*<br>120678<br>Gc Rdr Rt | **SHINTO MARU**<br>**Aki Marine K.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **499**<br>301<br>1 600 | | **1977** Iwagi Zosen K.K.—Iwagi (2)<br>4,261<br>65,03 11,51 6,33<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo |
| **8408600**<br>*JL5271*<br>127475 | **SHINTO MARU**<br>**Riko Kaiun K.K.**<br>Namikata, Japan<br>Ehime Pref. | **497**<br>—<br>1 599 | | **1984** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi<br>(1716)<br>71,30 (BB) 4,420<br>66,02 11,51 6,51<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 573 B.2 358<br>TEU 15 C. 15/20'<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480 sr geared<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **9015814**<br>*JG4985*<br>132037<br>Rt | **SHINTO MARU**<br>**Tateyama Kenzai K.K.**<br>Niijima Bussan K.K.<br>Tateyama, Japan<br>Chiba Pref. | **189**<br>—<br>525 | | **1990** Hitachi Zosen Mukaishima Marine Co. Ltd.<br>—Mukaishima (35)<br>48,46 3,070<br>44,00 9,30 4,70 | **M General Cargo**<br>1 Ho ER<br>G.907 B.832<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 260 × 460 with flexib<br>reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. |
| **8513974**<br>*JM5331*<br>127887<br>YG1-568<br>Rdr RTv | **SHINTO MARU No. 11**<br>**Shinyo Gyogyo K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref.<br>SatCom: 1203765/SHIN | **135**<br>—<br>— | | **1985** K.K. Izutsu Zosensho—Nagasaki (906)<br>43,79 8,06<br>34,90 7,61 3,08<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | Daihatsu<br>Oil 4SA 6Cy. 280 × 360<br>1 170bhp (861kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8605002**<br>*JM5554*<br>127894<br>YG1-570<br>Rt | **SHINTO MARU No. 21**<br>**Shinyo Gyogyo K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **135**<br>—<br>— | | **1986** K.K. Izutsu Zosensho—Nagasaki (916)<br>(BB) 2,952<br>37,01 7,92 3,23<br>1 dk | **M Fishing**<br>Side-fishing | Daihatsu<br>Oil 4SA 6Cy. 280 × 360 reverse re<br>to sc. shaft<br>1 170bhp (861kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Controllable pitch propeller |
| **8904642**<br>*JM5843*<br>130500<br>Rdr Rt | **SHINTO MARU No. 31**<br>**Shinyo Gyogyo K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **324**<br>—<br>627 | | **1989** K.K. Izutsu Zosensho—Nagasaki (970)<br>61,30 (BB) 4,280<br>55,75 8,90 4,40<br>1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 320 × 420 with clutch<br>couplings & reduction geared to<br>1 140kW (1 550bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **8411346**<br>*JM5318*<br>127035 | **SHINTO MARU No. 32**<br>**Shinyo Gyogyo K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **280**<br>—<br>543 | | **1984** K.K. Izutsu Zosensho—Nagasaki (885)<br>51,97 (BB) 3,501<br>44,20 8,60 3,99<br>1 dk | **M Fishing**<br>Side-fishing Seiner Ref<br>9 Ho ER<br>In.523<br>9 Ha (stl) ER | Yanmar<br>Oil 4SA 6Cy. 280 × 360 with clutch<br>couplings & sr reverse geared to<br>1 170bhp (861kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7736414**<br>*JM4360*<br>122724 | **SHINTO MARU No. 36**<br>**Shinyo Gyogyo K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **209**<br>—<br>— | | **1978** K.K. Murakami Zosensho—Ishinomaki<br>(1010)<br>*39,60*<br>7,31 3,71<br>1 dk | **M Fishing** | Daihatsu<br>Oil<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7828322**<br>*JM4599*<br>122904<br>Df Pfd Rdr<br>Rt | **SHINTO MARU No. 83**<br>**Shinyo Gyogyo K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **333**<br>—<br>— | | **1979** K.K. Izutsu Zosensho—Nagasaki (798)<br>51,95 3,501<br>45,12 8,21 3,97<br>1 dk | **M Fishing**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>Niigata Eng. Co. Ltd. |
| **7323061**<br>Df Esd Pfd<br>Rdr Rt | **SHINTO MARU No. 85**<br>Honduras | **199**<br>—<br>187 | | **1973** Kyokuyo Zosen Tekko K.K.—Chofu (261)<br>42,98 7,04 3,277<br>37,57 7,01 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **7608306**<br>*JM3905*<br>118204<br>Df Esd Pfd<br>Rdr Rt | **SHINTO MARU No. 88**<br>**Y.K. Shincho Suisan**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **328**<br>—<br>600 | | **1976** Tokushima Zosen K.K.—Fukuoka (1216)<br>50,42 8,03 3,652<br>43,82 8,01 3,92<br>1 dk | **M Fish Carrier**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. |
| **8815164**<br>*JM5790*<br>130489<br>Rdr Rt | **SHINTO No. 1**<br>**Saito Kaiun K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **131**<br>—<br>264 | | **1988** Nippon Zosen Tekko K.K.—Wakamatsu<br>(325)<br>32,50 3,520<br>30,00 9,60 5,60<br>1 dk | **TM Tug**<br>Pusher | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 360 with<br>geared to sc. shaft<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **5195367**<br>Df Esd Gc<br>Rdr | **SHINTOKI MARU No. 3**<br>ex Kotoshiro Maru No. 30<br>**Toen Sangyo Co. Ltd.**<br>South Korea | **480**<br>310<br>— | | **1960** K.K. Usuki Tekkosho—Saiki (517)<br>52,00 8,67 3,709<br>46,82 8,62 4,14<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Fuel 233,5t |
| **7321037**<br>*JL3958*<br>113381<br>Pfd Rdr Rt | **SHINTOKO MARU**<br>**Y.K. Kumamoto Kaiun**<br>Itsuwa, Japan<br>Kumamoto Pref. | **499**<br>—<br>1 140 | | **1973** Yamanaka Zosen K.K.—Namikata (120)<br>61,02 9,53 4,039<br>56,01 9,50 4,47<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 280 × 340<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7210422**<br>*3EXY5*<br>17349-87<br>Df Esd Gc<br>Pfd Rdr | **SHINTOKU**<br>ex Shintoku Maru-87<br>ex Benitoku Maru-76<br>**Shintoku Panama S.A.**<br>Panama Panama | **3 375**<br>2 393<br>6 535 | NK | **1972** Kochiken Zosen—Kochi (417)<br>101,10 16,24 7,252<br>95,00 16,21 8,21<br>P 14,4 F 10,4 1 dk<br>RW conv General Cargo 76 | **M Tanker**<br>Oil Chemical<br>Mchy.aft<br>L.6 851 | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 160kW 445V 60Hz a.c.<br>Fuel 67,0t (d.o.) 601,0t (hvf)-11,0 |

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| **SHINTOKU MARU**<br>**Teraoka Zosen K.K.**<br>Nandan,<br>Hyogo Pref.<br>Japan | **3 373**<br>918<br>2 204 | **1962** Nippon Kokan K.K.—Tsurumi Shipyard,<br>Yokohama (785)<br>100,82 14,53 5,115<br>90,00 14,51 7,01<br>2 dks | **M Training Ship**<br>1 Ho<br>1 Ha (3,9 × 2,9)<br>2W Der 2(3) | Mitsubishi 6UET45/75<br>Oil 2SA 6Cy. 450 × 750<br>2 700bhp (1 986kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 144kW 450V 60Hz a.c.<br>Fuel 657,5t-13,0pd 13kn |
| **SHINTOKU MARU**<br>**Koyo Kisen K.K.**<br>Tokyo<br>Japan | **472**<br>—<br>1 198 | **1987** Shin Kurushima Dockyard Co. Ltd.—Akitsu (2543)<br>NK 65,23 (BB) 10,04 4,163<br>60,00 10,00 4,42<br>P 16,8 F 8,0 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 200 | Hanshin 6LH28<br>Oil 4SA 6Cy. 280 × 460 with clutches & reduction geared to sc. shaft<br>875kW (1 190bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 1 × 120kW 1 × 32kW 225V a.c.<br>Controllable pitch propeller<br>11,5kn |
| **SHINTOKU MARU**<br>ex Shoei Maru ex Ryuo Maru<br>**K.K. Fuji Salvage**<br>Hakodate,<br>Hokkaido Pref.<br>Japan | **153**<br>55<br>— | **1960** Yokohama Zosen—Chiba<br>30,00 7,83 3,201<br>24,49 7,80 3,38 | **TM Tug** | Hanshin<br>2 Oil 4SA each 8Cy. 260 × 330<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 45kW 1 × 10kW 225V a.c.<br>Fuel 18,5t-5,0pd 11kn |
| **SHINTOKU MARU No. 21**<br>**Shinkichi Sasaki**<br>Karakuwa,<br>Miyagi Pref.<br>Japan | **119**<br>—<br>131 | **1989** Kidoura Zosen K.K.—Kesennuma (558)<br>35,91 (BB) 2,350<br>29,50 6,30 2,65 | **M Fishing**<br>Long-line Ref<br>In.160 | Sumiyoshi<br>Oil 4SA 6Cy. 250 × 450 with clutches, flexible couplings & geared to sc. shaft<br>537kW (730bhp)<br>Sumiyoshi Tekkosho Japan |
| **SHINTOKU MARU No. 25**<br>**K.K. Shinya Shoten**<br>Abashiri,<br>Hokkaido Pref.<br>SatCom: 1200473/JLLU<br>Japan | **499**<br>—<br>— | **1972** Narasaki Zosen K.K.—Muroran (792)<br>56,39 9,83 4,014<br>50,30 9,81 4,47<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHINTOKU MARU No. 33**<br>**K.K. Araya Shoten**<br>Abashiri,<br>Hokkaido Pref.<br>Japan | **124**<br>—<br>126 | **1979** Narasaki Senpaku Kogyo K.K.—Muroran (151)<br>37,90 2,801<br>30,97 7,38 4,63<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin 6MUH28<br>Oil 4SA 6Cy. 280 × 340 reduction geared to sc. shaft<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHINTOKU MARU No. 58**<br>ex Koei Maru No. 8-89<br>**K.K. Shinya Shoten**<br>Abashiri,<br>Hokkaido Pref.<br>Japan | **299**<br>153<br>— | **1978** K.K. Goriki Zosensho—Ise (806)<br>3,252<br>43,77 8,31 3,66<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna<br>Mchy.aft<br>In.400 | Niigata 6M28KEHS<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW 225V a.c.<br>Controllable pitch propeller<br>12,75kn |
| **SHINTOKU MARU NO. 1**<br>**Shikoku Shoko K.K.**<br>Marugame,<br>Kagawa Pref.<br>Japan | **198**<br>—<br>500 | **1991** Koa Sangyo K.K.—Takamatsu (562)<br>... ... ...<br>... ... ... | **M Cement Carrier**<br>L.175 | Matsui 6M26KGHS-1<br>Oil 4SA 6Cy. 260 × 400<br>441kW (600bhp)<br>Matsui Iron Works Co. Ltd. Ise |
| **SHINTOKYO MARU**<br>**Tokyo Harbor Construction Office (Tokyoko Kensetsu Jimusho)**<br>Tokyo<br>Japan | **197**<br>—<br>— | **1983** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Tokyo (2814)<br>31,89 1,300<br>29,90 7,84 2,90<br>1 dk | **M Research** | Oil 4SA 6Cy.<br>Japan |
| **SHINWA MARU**<br>**Shinwa Kaiun K.K. (Shinwa Kaiun Kaisha Ltd.)**<br>Tokyo<br>Japan<br>SatCom: 1201426/SNWA | *87 183*<br>*46 859*<br>156 326<br>T/cm<br>116,5 | **1987** Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1346)<br>NK 290,00 (BB) 16,501<br>276,03 45,01 24,21<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>8 Ho ER<br>G.183 255<br>8 Ha (stl) ER | B&W 5S80MCE<br>Oil 2SA 5Cy. 800 × 3056<br>11 067kW (15 046bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 740kW 1 × 500kW 450V 60Hz a.c.<br>Fuel 274,0t (d.o.) 3 647,0t (hvf)-46,0pd 13,6kn |
| **SHINWA MARU**<br>ex Sanwa Maru-84<br>**Hoyo Shosen Y.K.**<br>Saiki,<br>Oita Pref.<br>Japan | **14 261**<br>9 511<br>23 899 | **1979** Imabari Zosen—Marugame (1065)<br>160,38 (BB) 24,64 9,951<br>NK 150,02 24,60 13,62<br>P 26,9 F 12,8 1 dk | **M Bulk Carrier**<br>4 Ho 28,8 28,8 28,8 29,5 ER<br>G.31 182 B.29 841<br>4 Ha (stl) (18,4 19,9 19,9 19,9 × 12,8) ER<br>Cr 3(25) Der 1(25) | Pielstick 14PC2-5V-400<br>Vee Oil 4SA 14Cy. 400 × 460<br>9 100bhp (6 694kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 133,0t (d.o.) 1 116,0t (hvf)-30,0pd 14kn |
| **SHINWA MARU**<br>**Etsusaburo Hidaka**<br>Usuki,<br>Oita Pref.<br>Japan | **499**<br>—<br>1 000 | **1979** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1362)<br>... ... ...<br>65,51 11,51 6,10<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHINWA MARU**<br>**K.K. Shinwa Shokai**<br>Kawajiri,<br>Hiroshima Pref.<br>Japan | **499**<br>—<br>1 199 | **1990** Hitachi Zosen Mukaishima Marine Co. Ltd.<br>—Mukaishima (27)<br>66,50 (BB) 4,110<br>62,00 10,00 4,55<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 281 | Niigata 6M28BFT<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHINWA MARU**<br>**SMC Shipping & Lighterage Corp.** | **440**<br>218<br>— | **1960** Hashihama Zosen—Imabari (69)<br>50,04 7,85 3,607<br>44,99 7,80 3,89<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 370 × 520<br>Hanshin Nainenki Kogyo Kobe |
| **SHINWA MARU**<br>**Y.K. Fukushima Kaiun**<br>Anan,<br>Tokushima Pref.<br>Japan | **408**<br>—<br>999 | **1987** K.K. Yoshida Zosen Kogyo—Arida<br>72,30 11,02 3,420<br>66,00 11,00 6,20<br>1 dk | **M General Cargo** | Hanshin 6LH28RG<br>Oil 4SA 6Cy. 280 × 460<br>883kW (1 200bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHINWA MARU**<br>ex Eifuku Maru No. 3-87<br>ex Shinkai Maru No. 2-83<br>ex Kito Maru No. 8-81<br>**Shinwa Kisen K.K.**<br>Shimizu,<br>Shizuoka Pref.<br>Japan | **346**<br>—<br>730 | **1975** Shin Nikko Zosen—Setoda (109)<br>10,01 3,277<br>57,00 9,99 3,38<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Hanshin 6LU28<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHINWA MARU**<br>**Naga Kisen K.K.**<br>Anan,<br>Tokushima Pref.<br>Japan | **199**<br>—<br>581 | **1980** Y.K. Takasago Zosensho—Naruto (86)<br>3,100<br>49,92 8,60 5,11<br>1 dk | **M General Cargo** | Oil<br>Japan |
| **SHINWA MARU**<br>ex Taisho Maru No. 3-79<br>ex Kinsei Maru No. 5-62<br>**Manabu Tanaka**<br>Ryugatake,<br>Kumamoto Pref.<br>Japan | **194**<br>—<br>530 | **1959** Tsuneishi Zosen K.K.—Numakuma (25)<br>45,50 7,29 3,353<br>41,05 7,27 3,66<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER | Hanshin<br>Oil 4SA 6Cy. 290 × 410<br>550bhp (405kW)<br>Hanshin Nainenki Kogyo Kobe<br>10kn |

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| **8803903**<br>*JG4842*<br>130269<br>Rdr Rt | **SHINWA MARU No. 1**<br><br>**Y.K. Shinwa Shoji**<br>Chikura, Japan<br>Chiba Pref. | **143**<br>—<br>645 | | **1988** Iisaku Zosen K.K.—Shizuoka (88139)<br>40,52 2,471<br>38,51 8,50 2,80<br>1 dk | **M Tanker**<br>SBT<br>4 Ta ER | Sumiyoshi<br>Oil 4SA 6Cy. 230 × 400 with clutches,<br>couplings & reverse reduction<br>shaft<br>450bhp (331kW)<br>Sumiyoshi Marine Diesel Co. Ltd<br>Thw. thrust propeller fwd |
| **6902157**<br>*JK2875*<br>103049 | **SHINWA MARU No. 2**<br>ex Kozan Maru No. 11<br>**Shinwa Butsuryu K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **190**<br>—<br>350 | | **1968** Aki Kogyo K.K.—Kure (128)<br>33,53 6,53 2,718<br>33,36 6,51 3,00<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>6W Der 2(5) | Oil 4SA 6Cy. 270 × 400<br>350bhp (257kW)<br>Matsue Diesel K.K. |
| **8720412**<br>*JL5673*<br>129922<br>Rdr Rt | **SHINWA MARU No. 3**<br><br>**Heiki Kaiun K.K.**<br>Anan, Japan<br>Tokushima Pref. | **402**<br>—<br>1 000 | | **1988** K.K. Yoshida Zosen Kogyo—Arida<br>72,00 11,02 3,420<br>66,00 11,00 6,20<br>1 dk | **M General Cargo** | Hanshin<br>Oil<br>883kW (1 200bhp)<br>The Hanshin Diesel Works Ltd. |
| **7630799** | **SHINWA MARU No. 5**<br>ex Fujiasu Maru No. 2<br>**Illman Jones Inc.**<br>Rdr Rt | **950**<br>—<br>1 706 | | **1967** Asakawa Zosen—Imabari (111)<br>71,51 10,52 4,954<br>65,00 10,49 5,49<br>1 dk | **M Tanker**<br>Chemical<br>4 Ta ER<br>L.1 600 | Daihatsu<br>Oil<br>1 860bhp (1 368kW)<br>Daihatsu Kogyo<br>Gen 2 × 36kW 225V a.c.<br>Fuel 81,5t-6,0pd |
| **8839926**<br>*JL5786*<br>130605<br>Rt | **SHINWA MARU No. 5**<br><br>**Eiko Kaiun Y.K.**<br>Anan, Japan<br>Tokushima Pref. | **403**<br>—<br>1 021 | | **1989** K.K. Yoshida Zosen Kogyo—Arida<br>71,42 3,500<br>66,00 11,00 6,20<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (stl) (35,4 × 8,6) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>The Hanshin Diesel Works Ltd. |
| **7808841**<br>*JL4477*<br>122931<br>Gc Rdr Rt | **SHINWA MARU No. 7**<br><br>**Kanbara Kaiun Y.K.**<br>Kurahashi, Japan<br>Hiroshima Pref. | **496**<br>335<br>1 180 | | **1978** Imamura Zosen—Kure (243)<br>58,96 9,73 4,236<br>54,01 9,71 4,55<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo |
| **8011158**<br>*JL4798*<br>123961<br>Rt | **SHINWA MARU No. 28**<br>ex Shinyu Maru No. 28-87<br>**Onishi Kaiun K.K.**<br>Yutaka, Japan<br>Hiroshima Pref. | **992**<br>—<br>2 269 | | **1980** K.K. Matsuura Zosensho—Kinoe (280)<br>75,20 4,960<br>70,00 12,00 5,50<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 380 × 600<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| **8210596**<br>*JM5059*<br>124780<br>Esd Gc Rt | **SHINWASAN MARU**<br><br>**Sankyu Y.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **498**<br>—<br>1 600 | NK | **1982** K.K. Miura Zosensho—Saiki (663)<br>70,74 4,311<br>66,02 11,51 6,61<br>2 dks | **M General Cargo**<br><br>1 Ho ER<br>G.2 657 B.2 482<br><br>1 Ha (stl) (37,2 × 9,0) ER | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. |
| **7372517**<br>*H3GS*<br>6318-PEXT6<br>Df Esd Gc<br>Rdr RTm/h/v | **SHINY OCEAN**<br>ex Dang Murni-91 ex Ken Sea-88<br>ex Ken Grove-86 ex Easter Lily-80<br>**Shiny Ocean Marine Corp.**<br>Panama Panama | **9 288**<br>6 668<br>17 032 | NK | **1974** Imai Zosen—Kochi (331)<br>145,76 21,95 9,393<br>135,00 21,90 12,20<br>P 25,9 F 10,0 1 dk | **M Bulk Carrier**<br><br>4 Ho ER<br>G.21 900 B.20 539 HeCls. B<br><br>4 Ha (stl) (16,7 × 8,9) (21,0 21,0 21,0 ×<br>11,4) ER<br>4W Der 4(25) | Mitsubishi<br>Oil 2SA 8Cy. 520 × 1050<br>5 884kW (7 999bhp)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 360kW 445V 60Hz a.c.<br>Fuel 104,0t (d.o.) 1 133,0t (hvf)-26,5pd |
| **7626463**<br>*BKAC*<br>6018<br>Df Esd Gc<br>Pfd Rdr RTv | **SHINY RIVER**<br>ex Kao Wang-83<br>**Chuan Tung Navigation Co. Ltd.**<br>Kaohsiung China* | **3 794**<br>2 457<br>6 338 | | **1978** China SB. Corp.—Kaohsiung (10)<br>108,51 16,31 6,601<br>100,01 16,21 8,11<br>P 22,3 F 11,6 1 dk<br>rf 102 | **M General Cargo**<br><br>2 Ho 35,5 35,3 ER<br>G.8 496 B.7 996<br><br>2 Ha (stl) (28,1 27,2 × 8,3) ER<br>4W Der 2(20) 2(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 160kW 450V 60Hz a.c.<br>Fuel 557,0t (hvf) |
| **6824214**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **SHINYA MARU**<br>ex Kaiko Maru No. 8<br>**Astilleros Atlas Buenaventura** | **194**<br>70<br>— | | **1960** Niigata Eng. Co. Ltd.—Niigata (765)<br>42,35 6,61 2,896<br>34,90 6,58 3,18<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **5155355**<br><br><br>Df Rdr Rt | **SHINYA MARU No. 7**<br>ex Horyu Maru<br>**Commercial Fishing Corp.** | **199**<br>120<br>234 | | **1959** Azuma Zosen—Yokosuka (497)<br>40,09 6,91<br>35,82 6,81 3,41<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 460<br>650bhp (478kW)<br>Kobe Hatsudoki Seizosho<br>Fuel 130,0t |
| **8403105**<br>*JM5283*<br>126923 | **SHINYAGUMO MARU**<br><br>**Shinko Kaiun K.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **497**<br>—<br>1 599 | | **1984** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi<br>(1700)<br>4,401<br>66,02 11,51 6,51<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.2 557 B.2 318<br><br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480 sr geared<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **8106757**<br>*JJIF*<br>126167<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **SHINYO MARU**<br><br>**Shinwa Kaiun K.K. & Harumi**<br>**Senpaku Kaisha Ltd.**<br>Tokyo Japan<br>SatCom: 1201271/SIYO | **24 932**<br>15 945<br>41 513<br>T/cm<br>50,8 | NK | **1982** Mitsubishi Heavy Industries Ltd.—Nagasaki<br>(1892)<br>192,54 (BB) 30,03 10,777<br>183,01 30,01 15,42<br>F 12,5 1 dk | **M Bulk Carrier**<br><br><br>G.52 012<br><br>4 Ha (stl) (11,2 × 10,0) (28,0 28,0 17,6 ×<br>14,0) ER<br>Cr 4(16) | MAN<br>Vee Oil 4SA 16Cy. 400 × 540<br>geared to sc. shaft<br>10 000bhp (7 356kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 470kW 450V 60Hz a.c.<br>Fuel 278,5t (d.o.) 2 434,0t (hvf)-30,5pd |
| **8410902**<br>*JGUE*<br>128185<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SHINYO MARU**<br><br>**Sekihyo Seibaku K.K.**<br>Sendai, Japan<br>Miyagi Pref.<br>SatCom: 1201321/JGUE | *4 980*<br>*2 402*<br>5 472 | NK | **1985** Yamanishi Zosen K.K.—Ishinomaki (906)<br>128,02 (BB) 16,44 7,263<br>120,02 16,41 9,96<br>P 29,9 F 14,1 1 dk | **M Refrigerated Cargo**<br><br>4 Ho ER<br>In.5 663<br><br>4 Ha (stl) ER | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1350<br>5 000bhp (3 678kW)<br>Kobe Hatsudoki K.K. |
| **7722310**<br>*JM4358*<br>120770<br>Rdr | **SHINYO MARU**<br><br>**Eiko Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **1 936**<br>—<br>3 421 | | **1978** Hakata Zosen K.K.—Hakata (183)<br>... ... ...<br>83,01 14,01 6,41<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 200bhp (1 618kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 96kW 225V a.c.<br>Fuel 29,5t (d.o.) 92,5t (i.f.o.)-7,0pd |
| **8400593**<br>*JFCL*<br>128130<br>RTv | **SHINYO MARU**<br>Launched as Kamitaka Maru<br>**Government of Japan (Ministry of**<br>**Education)**<br>Tokyo University of Fisheries (Tokyo<br>Suisan-Daigaku)<br>Tokyo Japan<br>SatCom: 1200706/JFCL | **649**<br>—<br>584 | | **1984** Sumitomo Heavy Industries Ltd.—Uraga<br>Shipyard, Yokosuka (1130)<br>60,03 (BB) 10,62 4,201<br>53,01 10,61 6,81<br>2 dks | **M Fishing**<br>Training Stern Trawler | Niigata<br>Oil 4SA 8Cy. 255 × 270 with clutches<br>couplings & sr geared to sc. shaft<br>2 100bhp (1 545kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |

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| **SHINYO MARU**<br>**Toyo Plast Kogyo K.K.**<br>Imabari,<br>Ehime Pref.<br>Japan | **499**<br>—<br>1 600 | | **1984** Mategata Zosen K.K.—Namikata (1005)<br>70,80 4,401<br>65,99 11,51 6,51<br>1 dk | **M General Cargo**<br>G.2 608 B.2 451 | Akasaka<br>Oil<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11,25kn |
| **SHINYO MARU**<br>ex Kairyu Maru-86 ex Sumi Maru-82<br>**Shin Nippon Kaiji Co. Ltd.**<br>Tokyo<br>Japan | **498**<br>155<br>576 | NK | **1974** Towa Zosen K.K.—Shimonoseki (467)<br>50,50 10,01 4,064<br>44,99 9,99 4,50<br>F 18,0 1 dk | **TM Tug**<br>1 Ha (1,9 × 1,9) ER<br>Cr 1(5) | Niigata 6L31EZ<br>2 Oil 4SA each 6Cy. 310 × 380<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW a.c.<br>Fuel 557,0t-11,0pd 14kn |
| **SHINYO MARU**<br>**Arita Kaiun K.K.**<br>Osaka,<br>Osaka Pref.<br>Japan | **497**<br>—<br>1 293 | | **1983** K.K. Yoshida Zosen Kogyo—Arida (378)<br>66,30 11,41 4,120<br>... ... ...<br>1 dk | **M General Cargo** | Oil<br>Japan |
| **SHINYO MARU**<br>**Miyazaki Prefecture**<br>Miyazaki,<br>Miyazaki Pref.<br>Japan | **496**<br>188<br>466 | | **1977** K.K. Usuki Tekkosho—Usuki (968)<br>51,90 8,62 3,501<br>45,22 8,60 3,92<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Daihatsu 6DSM-26<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| **SHINYO MARU**<br>**Sanyo Kaiun K.K.**<br>Kitakyushu,<br>Fukuoka Pref.<br>Japan | **492**<br>—<br>1 230 | | **1978** Wakamatsu Zosen K.K.—Wakamatsu (288)<br>61,02 (BB) 10,04 4,044<br>56,01 10,00 4,40<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>13kn |
| **SHINYO MARU**<br>**Kiyo Kisen Y.K.**<br>Hinase,<br>Okayama Pref.<br>Japan | **486**<br>319<br>1 399 | | **1974** K.K. Uno Zosensho—Namikata (70)<br>10,01 4,573<br>57,00 9,99 6,58<br>2 dks<br>RW | **M General Cargo**<br>Mchy.aft | Hanshin 6LU32<br>Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **SHINYO MARU**<br>ex Shirochidori-87<br>**Banyo Jitsugyo K.K.**<br>Tokyo<br>Japan | **425**<br>166<br>— | | **1975** K.K. Goriki Zosensho—Ise (778)<br>8,21 3,328<br>42,19 8,18 3,64<br>1 dk<br>RW | **M Fishing**<br>Training<br>Mchy.aft | Hanshin 6LUD32G<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHINYO MARU**<br>**Kazuo Murasumi**<br>Ieshima,<br>Hyogo Pref.<br>Japan | **389**<br>—<br>963 | | **1987** Shitanoe Zosen K.K.—Usuki (1075)<br>60,00 (BB) 12,02<br>54,89 12,01 6,30<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Fuji 6S32G<br>Oil 4SA 6Cy. 320 × 610<br>1 767bhp (1 300kW)<br>Fuji Diesel Co. Ltd. Tateyama |
| **SHINYO MARU**<br>**Wakashima Kaiun Y.K.**<br>Shimonoseki,<br>Yamaguchi Pref.<br>Japan | **299**<br>—<br>607 | | **1982** Yamakawa Zosen Tekko K.K.—Kagoshima (663)<br>3,350<br>46,21 8,11 3,61<br>1 dk | **M Tanker** | Oil<br>Japan |
| **SHINYO MARU**<br>ex Chofuku Maru No. 18<br>**Government of The People's Republic of China**<br>China | **293**<br>153<br>— | | **1971** Uchida Zosen—Ise (692)<br>*42,98* 7,65<br>7,62 3,51<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 420<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHINYO MARU**<br>ex Daishin Maru-84<br>**Yoshitada Izumi**<br>Nagahama,<br>Ehime Pref.<br>Japan | **199**<br>—<br>514 | | **1969** Nishi Zosen K.K.—Imabari (106)<br>44,00 7,04 3,301<br>40,01 7,00 5,21<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>550bhp (405kW)<br>Makita Tekkosho Japan<br>10kn |
| **SHINYO MARU**<br>ex Showa Maru No. 1-80<br>**Koshin Kaiun K.K.**<br>Matsuyama,<br>Ehime Pref.<br>Japan | **199**<br>138<br>650 | | **1974** Kogushi Zosen K.K.—Okayama<br>46,00 3,101<br>41,51 7,70 3,41<br>1 dk | **M Tanker**<br>Oil Chemical<br>Mchy.aft | Yanmar<br>Oil<br>750bhp (552kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>12kn |
| **SHINYO MARU**<br>**Takeyoshi Fuji**<br>Kurahashi,<br>Hiroshima Pref.<br>Japan | **199**<br>—<br>699 | | **1989** K.K. Kawamoto Zosensho—Higashino<br>54,74 3,590<br>49,60 9,20 5,93<br>1 dk | **M General Cargo** | Akasaka K26SR<br>Oil 4SA 6Cy. 260 × 480<br>625kW (850bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHINYO MARU**<br>**Wako Kisen K.K.**<br>Hakata,<br>Ehime Pref.<br>Japan | **198**<br>—<br>698 | | **1980** K.K. Mochizuki Zosensho—Kinoe (113)<br>54,64 9,02 3,271<br>49,00 9,01 5,01<br>2 dks | **M General Cargo**<br>Mchy.aft | Akasaka 6MH25SSR<br>Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Tokyo |
| **SHINYO MARU**<br>**Niijima Bussan K.K.**<br>Niijima-hommura,<br>Tokyo Pref.<br>Japan | **186**<br>—<br>493 | | **1988** Hitachi Zosen—Mukaishima<br>48,20 9,32 3,070<br>44,00 9,30 4,70<br>1 dk | **M General Cargo** | Mitsubishi S6U-MTK<br>Oil 4SA 6Cy. 240 × 260<br>250kW (340bhp)<br>Mitsubishi Heavy Industries Ltd. Sagamihara |
| **SHINYO MARU**<br>ex Koei Maru-90<br>**Nanyo Kaiun K.K.**<br>Tokyo<br>Japan | **170**<br>—<br>308 | | **1980** K.K. Tago Zosensho—Nishi-izu (177)<br>2,550<br>29,90 7,60 2,80<br>1 dk | **M Tanker** | Oil<br>Japan |
| **SHINYO MARU**<br>**Markwarth Shipping Co. Ltd.**<br>Honiara<br>Solomon Islands | **154**<br>—<br>248 | | **1972** Hanasaki Zosensho—Yokosuka (151)<br>36,50 6,74 2,655<br>33,00 6,71 2,90<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 200 × 260<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **SHINYO MARU**<br>**Hamaguchi Kaiun K.K.**<br>Kasaoka,<br>Okayama Pref.<br>Japan | **147**<br>—<br>450 | | **1985** Y.K. Furumoto Tekko Zosensho—Osaki<br>47,76 3,101<br>42,02 8,01 4,91<br>1 dk | **M General Cargo** | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>550bhp (405kW)<br>Matsui Iron Works Co. Ltd. Ise<br>10kn |
| **SHINYO MARU**<br>**Shinyo Kaiun Y.K.**<br>Kawasaki,<br>Kanagawa Pref.<br>Japan | **111**<br>—<br>350 | | **1986** K.K. Tago Zosensho—Nishi-izu<br>36,50 7,87 2,450<br>34,50 7,85 2,65<br>1 dk | **M Tanker** | Sumiyoshi<br>Oil<br>257kW (349bhp)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida |
| **SHINYO MARU**<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Indonesia | **106**<br>49<br>— | | **1955** Kure Zosensho—Kure (13)<br>*29,45* 5,39<br>5,34<br>RQD 4,0 1 dk<br>BK 94 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>Niigata Tekkosho Niigata<br>Fuel 23,0t 10,25kn |

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| **7740362**<br>*JG3833*<br>121565<br>Rdr | **SHINYO MARU No. 1**<br>ex Komei Maru No. 8-82<br>**Shinyo Kaiun Y.K.**<br>Kawasaki, Kanagawa Pref. Japan | **199**<br>—<br>400 | **1978** Honai Jukogyo K.K.—Honai (17)<br>*35,61* 2,400<br>7,60 2,70<br>1 dk | **M Tanker** | Oil |
| **8823484**<br>*JG4774*<br>130303<br>Rt | **SHINYO MARU No. 1**<br>**Y.K. Shin Maru**<br>Manazuru, Kanagawa Pref. Japan | **198**<br>—<br>405 | **1988** K.K. Tago Zosensho—Nishi-izu<br>39,02 2,640<br>35,07 9,00 2,90<br>1 dk | **M Sand Carrier** | Sumiyoshi<br>Oil 4SA 6Cy. 260 × 470<br>382kW (519bhp)<br>Sumiyoshi Marine Diesel Co. Ltd |
| **8350188**<br>*JL4204*<br>117454<br>Gc Rdr | **SHINYO MARU No. 2**<br>**Y.K. Kawasaki Kisen**<br>Matsushima, Kumamoto Pref. Japan | **199**<br>—<br>709 | **1975** K.K. Mochizuki Zosensho—Kinoe<br>53,19 3,310<br>49,00 8,40 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil<br>1 000bhp (736kW) |
| **6908319**<br>Rt | **SHINYO MARU No. 2** | **195**<br>69<br>— | **1969** Shin Yamamoto Zosensho—Kochi (110)<br>29,77 8,23 2,744<br>26,98 8,21 3,89<br>1 dk<br>RW | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 28kW 220V a.c.<br>Fuel 55,0t-7,0pd |
| **7736567**<br>*JK3986*<br>120452<br>Rt | **SHINYO MARU No. 2**<br>ex Kojin Maru No. 8-90<br>**Yoshisuke Shibata**<br>Tamano, Okayama Pref. Japan | **129**<br>67<br>302 | **1978** Y.K. Furumoto Tekko Zosensho—Osaki (382)<br>39,12 2,400<br>34,00 7,60 3,90<br>1 dk | **M General Cargo** | Oil |
| **7852438**<br>*JL3719*<br>111537 | **SHINYO MARU No. 3**<br>**Kaoru Shintaku**<br>Hiroshima, Hiroshima Pref. Japan | **492**<br>—<br>500 | **1972** Shin Nippon Jukogyo K.K.—Higashino (158)<br>46,00 3,801<br>41,00 11,00 4,70<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>500bhp (368kW) |
| **8217283**<br>*JK4400*<br>125866<br>Rt | **SHINYO MARU No. 3**<br>**K.K. Galba Kogyo**<br>Namikata, Ehime Pref. Japan | **198**<br>—<br>649 | **1982** K.K. Matsuo Tekko Zosensho—Matsue (2015)<br>54,31 3,201<br>50,02 9,01 5,31<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 257 B.978<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>630bhp (463kW)<br>The Hanshin Diesel Works Ltd. |
| **8720395**<br>*JK4743*<br>Rt | **SHINYO MARU No. 5**<br>**Mishima Kensetsu Sangyo K.K.**<br>Fukuyama, Hiroshima Pref. Japan | **499**<br>—<br>1 391 | **1988** Shin Kurushima Dockyard Co. Ltd.—Japan (2568)<br>*61,80* 13,02 4,460<br>13,00 7,00 | **M General Cargo** | Oil |
| **7205439**<br>*JM5891*<br>131277<br>Gc Rdr Rt | **SHINYO MARU No. 7**<br>ex Sanyo 88-89<br>ex Sanyo Maru No. 7-88<br>ex Kyowa Maru No. 1-78<br>ex Sumiei Maru No. 26<br>ex Sumiei Maru No. 12<br>**Eishin Senpaku K.K.**<br>Kitakyushu, Fukuoka Pref. Japan | **585**<br>—<br>1 000 | **1970** Sokooshi Zosensho K.K.—Higashino (215)<br>57,00 10,04 4,198<br>52,00 10,01 4,60<br>1 dk | **M General Cargo**<br>Mchy.aft | Fuji<br>Oil 4SA 6Cy. 320 × 500<br>1 350bhp (993kW)<br>Fuji Diesel Co. Ltd. |
| **8910043**<br>*JK4766*<br>127923<br>Rt | **SHINYO MARU No. 8**<br>**Nanyo Kisen K.K.**<br>Shimokamagari, Hiroshima Pref. Japan | **499**<br>—<br>1 600 | **1989** Yamanaka Zosen K.K.—Namikata (380)<br>72,73 (BB) 4,283<br>68,00 11,50 6,70<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 371 B.2 174 | Akasaka<br>Oil 4SA 6Cy. 280 × 480 with clutch<br>couplings & sr reverse geared to<br>1 030kW (1 400bhp)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |
| **8805107**<br>*JK4793*<br>129606<br>Rt | **SHINYO MARU No. 8**<br>**Shinyo Kaiun K.K.**<br>Hinase, Okayama Pref. Japan | **332**<br>—<br>698 | **1988** Mukaishima Zoki Co. Ltd.—Mukaishima (238)<br>9,02 3,550<br>48,00 9,00 3,90<br>1 dk | **M Tanker**<br>Chemical<br>SBT<br>6 Ta ER<br>L.695 | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>662kW (900bhp)<br>The Hanshin Diesel Works Ltd. |
| **8028967**<br>*JK4208*<br>124573<br>Gc Rdr Rt | **SHINYO MARU No. 8**<br>**Y.K. Hiramoto Kisen**<br>Kamagari, Hiroshima Pref. Japan | **179**<br>—<br>265 | **1980** Kyoei Zosen K.K.—Mihara (108)<br>35,77 7,01 2,845<br>32,01 7,00 3,10<br>1 dk | **M Tanker**<br>Oil Chemical<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 230 × 380<br>300bhp (221kW)<br>Matsui Iron Works Co. Ltd. |
| **7652694**<br>*JL4046*<br>117262 | **SHINYO MARU No. 11**<br>**Nobuyuki Tajii**<br>Hiroshima, Hiroshima Pref. Japan | **466**<br>—<br>800 | **1973** Shin Nippon Jukogyo K.K.—Higashino<br>53,50 4,501<br>49,00 11,00 5,52<br>2dks | **M Sand Carrier**<br>G.550 | Yanmar<br>Oil<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **9020235**<br>Df Esd Gc Rdr Rt | **SHINYO MARU No. 13**<br>**Sanshu Kensetsu Sangyo K.K.**<br>Japan | **499**<br>—<br>1 458 | **1991** Hitachi Zosen Mukaishima Marine Co. Ltd. —Mukaishima (51)<br>- - 4,610<br>62,00 13,20 7,60<br>1 dkj | **M General Cargo** | Niigata<br>Oil 4SA 6Cy. 340 × 620<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7948017**<br>Rt | **SHINYO MARU No. 25**<br>ex Suzu Maru No. 3-85<br>Sierra Leone | **288**<br>139<br>— | **1969** Miho Zosensho K.K.—Shimizu (703)<br>49,46 8,03 3,001<br>8,01 3,51<br>1 dk | **M Fishing**<br>Tuna | Hanshin<br>Oil 4SA 6Cy.<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd. |
| **8630411**<br>*JD2599*<br>127116<br>HK1-960<br>Rt | **SHINYO MARU No. 31**<br>**Shigeru Kine**<br>Nemuro, Hokkaido Pref. Japan | **127**<br>—<br>— | **1983** Fukui Zosen K.K.—Japan<br>29,00<br>6,20 2,70<br>1 dk | **M Fishing**<br>Side-fishing | Yanmar<br>Oil<br>338kW (460bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| **7937111**<br>*7KXC*<br>119467<br>Df Esd Pfd Rdr Rt | **SHINYO MARU No. 38**<br>ex Yakushi Maru No. 27-86<br>**Toshinobu Kasaoka**<br>Uwajima, Ehime Pref. Japan | **154**<br>—<br>— | **1976** Nichiro Zosen—Ishinomaki (368)<br>38,85<br>33,00 6,70 3,10<br>1 dk | **M Fishing**<br>Purse<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **8811821**<br>*JL5648*<br>129933 | **SHINYO MARU No. 51**<br>**Toshinobu Kasaoka**<br>Uwajima, Ehime Pref. Japan | **199**<br>—<br>387 | **1988** Mikami Zosen K.K.—Japan (300)<br>46,13 (BB) 7,52 1,971<br>41,00 7,50 3,80<br>1 dk | **M Live-fish Carrier** | Niigata<br>Oil 4SA 6Cy. 260 × 460 reverse redu<br>to sc. shaft<br>805bhp (592kW)<br>Niigata Eng. Co. Ltd. |
| **8712817**<br>*JM5645*<br>129475<br>Gc Rdr Rt | **SHINYO MARU No. 62**<br>**Yoshitake Kaiun K.K.**<br>Okawa, Fukuoka Pref. Japan | **274**<br>—<br>580 | **1987** Odo Zosen Tekko K.K.—Shimonoseki (338)<br>47,90 9,02 3,150<br>43,50 9,00 3,50<br>1 dk | **M Sludge Carrier**<br>Mchy.aft | Yanmar<br>Oil<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8921688**<br>*JM5982*<br>131326<br>Pfd Rdr Rt | **SHINYO No. 5**<br>**K.K. Shinko Sangyo**<br>Nagasaki, Nagasaki Pref. Japan | **498**<br>—<br>1 760 | **1990** Honda Zosen—Saiki (807)<br>65,80 (BB) 4,650<br>60,00 12,50 6,50<br>1 dk | **M Sand Carrier** | Niigata<br>Oil 4SA 6Cy. 300 × 530<br>625kW (850bhp)<br>Niigata Eng. Co. Ltd. |

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| **SHINYOH MARU**<br>ex Shuei Maru-79<br>ex Seiko Maru No. 8-76<br>ex Nichiwa Maru<br>Honduras | **811**<br>499<br>1 315 | | **1965** Kochi Jyuko K.K.—Kochi (505)<br>60,99 9,25 4,319<br>57,00 9,20 4,60<br>1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 670 | Hanshin<br>Oil 4SA 6Cy. 350 × 500<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 8kW 2 × 6kW 105V a.c.<br>Fuel 81,5t | Kobe<br>12kn |
| **SHINYU MARU**<br>**Tokuyama Genseki Yuso K.K.**<br>Tokuyama,<br>Yamaguchi Pref.<br>Japan | **499**<br>—<br>1 597 | | **1977** Daiko Dkyd Co. Ltd.—Osaka (101)<br>11,54<br>65,03 11,51 6,33<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo | 6LUD32<br>Kobe |
| **SHINYU MARU**<br>**Tabuchi Kaiun Kaisha Ltd. & Niihama Shipping Co. Ltd.**<br>Niihama,<br>Ehime Pref.<br>Japan | **499**<br>—<br>1 226 | NK | **1987** Mukaishima Zoki Co. Ltd.—Mukaishima (235)<br>64,50 10,04 4,166<br>60,00 10,00 4,50<br>P 15,9 F 7,7 1 dk | **M Tanker**<br>Oil Chemical<br>SBT<br>8 Ta ER<br>L.1 250 | Daihatsu<br>Oil 4SA 6Cy. 240 × 320 with clutches & sr reverse geared to sc. shaft<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 3 × 90kW | Moriyama |
| **SHINYU MARU**<br>**Miike Kaiun K.K.**<br>Goshonoura,<br>Kumamoto Pref.<br>Japan | **405**<br>—<br>1 132 | | **1985** K.K. Miura Zosensho—Saiki (721)<br>64,75 — 3,801<br>63,02 10,51 6,02 | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. | 6LUN28AG<br>Akashi |
| **SHINYU MARU**<br>**Jitsuo Tsuchiya**<br>Shinsei Yusosen K.K.<br>Yokohama,<br>Kanagawa Pref.<br>Japan | **228**<br>—<br>500 | | **1979** Oshima Kogyo K.K.—Yokosuka (54-SH-5)<br>39,50 (BB) 2,550<br>37,50 8,21 2,80<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>500bhp (368kW)<br>Mitsubishi Heavy Industries Ltd. | Japan |
| **SHINYU MARU No. 5**<br>ex Merit No. 5-90<br>ex Koyo Maru No. 31-90<br>**K.K. Gomaru**<br>Yaizu,<br>Shizuoka Pref.<br>Japan | **299**<br>149<br>— | KR | **1976** K.K. Goriki Zosensho—Ise (787)<br>50,04 3,252<br>43,45 8,30 3,65<br>1 dk | **M Fishing**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>809kW (1 100bhp)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 200kW 225V a.c. | Kobe<br>11,7kn |
| **SHINYU MARU No. 7**<br>ex Taiho Maru No. 18-90<br>**Sanyo Kaiji K.K.**<br>Hiroshima,<br>Hiroshima Pref.<br>Japan | **438**<br>—<br>1 153 | | **1987** K.K. Yoshida Zosen Kogyo—Arida<br>67,00 12,52 3,670<br>62,00 12,50 5,80<br>1 dk | **M Sand Carrier** | Niigata<br>Oil 4SA 6Cy. 340 × 620<br>883kW (1 200bhp)<br>Niigata Eng. Co. Ltd. | 6M34AGT<br>Tokyo |
| **SHINYU MARU No. 18**<br>**Setsufu Y.K.**<br>Sakaide,<br>Kagawa Pref.<br>Japan | **199**<br>—<br>700 | | **1977** Murakami S.B. Co. Ltd.—Naruto<br>53,50 3,801<br>50,02 9,01 5,01<br>1 dk | **M General Cargo**<br>1 Ha (stl) (26,9 × 7,0) ER | Hanshin<br>Oil<br>100bhp (74kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>12kn |
| **SHINZAN**<br>ex Shinzan Maru-83<br>**Y.N. Shipping S.A.**<br>Panama<br>Panama | *2 638*<br>*1 499*<br>4 179 | NK | **1983** Sanyo Zosen K.K.—Mukaishima (857)<br>84,66 14,53 6,246<br>78,01 14,51 8,62<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.5 841 B.5 402<br>2 Ha (stl) (16,9 24,7 × 9,0) ER<br>Der 2(20) 1(15) | Akasaka<br>Oil 4SA 6Cy. 380 × 600 reverse reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 176kW | 6DM38AK<br>Yaizu<br>11kn |
| **SHINZAN**<br>**Toyako Yuransen K.K.**<br>Abuta,<br>Hokkaido Pref.<br>Japan | **199**<br>—<br>45 | | **1963** Kushiro Senpaku Tekko K.K.—Kushiro (38)<br>30,99 1,601<br>27,31 6,20 2,11<br>1 dk | **M Ferry**<br>536dk P | Yanmar<br>Oil<br>180bhp (132kW)<br>Yanmar Diesel Engine Co. Ltd. | Japan |
| **SHINZAN MARU**<br>**Navix Line Ltd.**<br>Tokyo<br>SatCom: 1201130/JCGJ<br>Japan | *115 741*<br>*40 592*<br>200 999 | NK | **1987** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (361)<br>320,00 (BB) 53,07 16,528<br>310,02 53,00 24,82<br>F 277,1 1 dk | **M Ore Carrier**<br>G.133 676<br>6 Ha (stl) (each 32,4 × 16,0) ER | B&W<br>Oil 2SA 6Cy. 900 × 2916<br>12 188kW (16 570bhp)<br>Mitsui Eng. & SB. Co. Ltd. | 6L90MCE<br>Tamano<br>13,5kn |
| **SHINZAN MARU No. 12**<br>**Shoshin Kaiun G.K.**<br>Matsushima,<br>Kumamoto Pref.<br>Japan | **499**<br>—<br>1 105 | | **1981** K.K. Miura Zosensho—Saiki (617)<br>65,00 11,21 3,822<br>61,32 10,51 6,28<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. | 6LUN28AG<br>Akashi |
| **SHIOJI**<br>**Government of Japan (Ministry of Transportation - Bureau of Ports & Harbors - No. 3 Harbor Construction Bureau)**<br>Kobe,<br>Hyogo Pref.<br>Japan | **167**<br>—<br>28 | | **1974** Hikari Kogyo K.K.—Yokosuka (262)<br>25,00 1,340<br>23,25 12,40 2,49<br>1 dk | **TM Pollution & Surface Clearance Vessel**<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 16Cy. 108 × 127 geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Fuel (d.o.) | 16V-71-N<br>U.S.A.<br>10,5kn |
| **SHIOJI MARU**<br>**Government of Japan (Ministry of Education)**<br>Tokyo University of Mercantile Marine (Tokyo Shosen Daigaku Jitsu-shu Sen-unko Center)<br>Tokyo<br>Japan | **425**<br>—<br>269 | | **1987** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2957)<br>49,94 3,001<br>46,00 10,01 3,81 | **M Training Ship** | Daihatsu<br>Oil 4SA 6Cy. 260 × 340 with clutches, flexible couplings & sr geared to sc. shaft<br>875kW (1 190bhp)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 1 × 400kW 450V 60Hz a.c. 2 × 160kW 205V 50Hz a.c.<br>Controllable pitch propeller<br>Directional thrust propellers fwd , 1 aft | 6DLM-26SL<br>Moriyama<br>14,12kn |
| **SHIOJI MARU**<br>**Nagoya Kisen K.K. (Nagoya Kisen Kaisha Ltd.)**<br>Nagoya,<br>Aichi Pref.<br>Japan | **190**<br>—<br>— | | **1986** Kanagawa Zosen—Kobe (283)<br>33,30 3,201<br>29,01 9,21 4,22<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd. | Niigata |
| **SHIOJI No. 2**<br>**Nippon Shio Kaiso K.K.**<br>Tokyo<br>Japan | **499**<br>—<br>1 549 | | **1990** K.K. Matsuura Zosensho—Kinoe (375)<br>75,83 (BB) 12,02 4,111<br>70,00 12,00 7,00 | **M General Cargo**<br>Salt<br>1 Ho ER<br>G.2 617<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 320 × 640<br>1 398kW (1 901bhp)<br>The Hanshin Diesel Works Ltd.<br>Thw. thrust propeller fwd | 6EL32<br>Akashi |
| **SHIOKAZE**<br>Panama<br>SatCom: 1331346/SHIO<br>Panama | **10 157**<br>6 820<br>16 982 | NK | **1980** Minami-Nippon Zosen K.K.—Usuki (532)<br>151,31 9,716<br>140,01 22,81 12,02<br>P 28,7 F 12,2 1 dk | **M Tanker**<br>Oil Chemical<br>Mchy.aft<br>L.21 770 | B&W<br>Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 400kW 445V a.c. | 7L45GFC<br>Tamano<br>13,25kn |

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| **7828097**<br>*JK4062*<br>122086<br>Rdr Rt | **SHIOKAZE**<br>**Hiragori Koro Y.K.**<br>Yanai, Yamaguchi Pref. Japan | **106**<br>—<br>— | | **1978** Binan Senpaku Kogyo K.K.—Innoshima (5303)<br>33,05 1,800<br>27,00 5,80 2,40<br>1 dk | **M Ferry** | Oil |
| **8313142**<br>*JG4336*<br>126704<br>Rdr Rt | **SHIOMI MARU**<br>ex Kanagawa Maru-90<br>**Tomakomai Kaiun K.K.**<br>Tomakomai, Hokkaido Pref. Japan | **229**<br>—<br>— | | **1983** Sagami Zosen Tekko K.K.—Yokosuka (222)<br>3,301<br>32,52 9,81 4,40<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 320 with<br>flexible couplings & sr reverse<br>shafts<br>Niigata Eng. Co. Ltd. |
| **7950503**<br>*JIUB*<br>108650<br>AM1-439<br>Rdr Rt | **SHIOMI MARU No. 51**<br>ex Taga Maru No. 21-82<br>**Masateru Kawamura**<br>Hachinohe, Aomori Pref. Japan | **319**<br>160<br>— | | **1970** Kochiken Zosen—Kochi (398)<br>*43,71*<br>8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Niigata<br>Oil<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. |
| **7036424**<br>*7MCT*<br>114244<br>AM1-347<br>Df Esd Gc<br>Pfd Rdr RTv | **SHIOMI MARU No. 55**<br>ex Choko Maru No. 21-87<br>ex Nanryu Maru No. 7<br>**Masae Kawamura**<br>Hachinohe, Aomori Pref. Japan | **368**<br>174<br>813 | | **1970** Niigata Eng. Co. Ltd.—Niigata (885)<br>54,23 8,51 3,353<br>47,66 8,49 3,76<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7901954**<br>*WQZ5952*<br>616432<br>Df Esd Gc<br>Pfd Rdr RTv | **SHIP ISLAND**<br>**SEACOR Marine Inc.**<br>New Orleans, La United States of America | **297**<br>202<br>1 200 | AB | **1980** Halter Marine Inc.—New Orleans, La (828)<br>58,20 3,700<br>51,82 12,20 4,27<br>F 16,2 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>sc. shafts<br>E (p) made75 reconditioned &<br>General Motors Corp.<br>E (s) made74 reconditioned &<br>General Motors Corp.<br>Gen 2 × 98kW<br>Thw. thrust propeller fwd |
| **7904487**<br>*C4QQ*<br>707882<br>Df Esd Gc<br>Pfd Rdr Rt | **SHIPBROKER**<br>ex Ocean Seagull-86<br>**Seabase Shipping Ltd.**<br>Capitol World Holdings S.A.<br>Limassol Cyprus | **14 826**<br>9 196<br>25 400<br>T/cm<br>34,8 | BV<br>✠Classed LR until 1/90 | **1980**-1 "Georgi Dimitrov" Shipyard—Varna (135)<br>185,22 (BB) 22,86 10,232<br>172,12 22,81 14,15<br>P 15,9 F 16,8 1 dk<br>rf nil DK | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho 20,4 13,1 20,1 13,1 20,1 13,1 20,1 ER<br>G.32 478<br>7 Ha (stl) (13,1 × 10,0) (10,5 13,1 10,5 13,1 10,5 13,1 × 11,4) ER<br>Cr 4(10) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>8 827kW (12 000bhp)<br>H. Cegielski<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 278,0t (d.o.) 1 466,0t (hvf) |
| **7729722**<br>*LZDV*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SHIPKA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria<br>SatCom: 1435222/SHIP | **15 662**<br>9 721<br>24 070<br>T/cm<br>34,4 | BR | **1979** "Georgi Dimitrov" Shipyard—Varna (132)<br>185,20 (BB) 22,86 10,100<br>171,69 22,80 14,15<br>P 36,3 F 16,8 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 20,4 13,1 20,1 13,1 20,1 13,1 20,1 ER<br>G.32 478 HeCls. B<br>7 Ha (stl) (13,2 × 9,9) (10,5 13,1 10,6 13,1 10,6 13,1 × 11,4) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 300,0t (d.o.) 1 585,0t (hvf)-34,0 |
| **8834823**<br>*UHTW*<br>M-41909<br>Df Esd Gc<br>Rdr Rt | **SHIPUNSKIY**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *741*<br>*222*<br>332 | RS | **1990** ............U.S.S.R.<br>53,75 10,72 4,041<br>47,93 6,02 | **M Fishing**<br>Seiner<br>In.218 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 300kW a.c. 3 × 160kW a.c.<br>Controllable pitch propeller |
| **6720652**<br>412-M<br>Rt | **SHIPYARD 1**<br>ex Tosa Maru-77<br>**Karachi Shipyard & Engineering Works Ltd.**<br>Karachi Pakistan | **160**<br>50<br>— | NK | **1967** Kanagawa Zosen—Kobe (75)<br>27,11 7,62 3,085<br>24,49 7,60 3,61<br>1 dk<br>RW | **TM Tug** | Nippon Hatsudoki<br>2 Oil 4SA each 6Cy. 325 × 460<br>Nippon Hatsudoki<br>Gen 3 × 16,25kW |
| **7200697**<br>*4XIY*<br>MS270 | **SHIQMONA**<br>ex Julien C-83 ex N. F. Candies<br>**Israel Oceanographic & Limnological Research Ltd.**<br>Haifa Israel | **172**<br>91<br>— | | **1963** Breaux's Bay Craft Inc.—Loreauville, La (640)<br>*25,00* 6,71<br>3,64<br>conv Crewboat 83 | **TM Research**<br>Oceanographic | General Motors<br>2 Oil<br>1 008bhp (741kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| **7325514**<br>*EPCA*<br>02<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SHIR KOOH**<br>ex Sir Charles-88<br>ex Sir Charles Hambro-87<br>**National Iranian Tanker Co.**<br>Bandar Abbas Iran<br>SatCom: 1745135/EPCA | **140 465**<br>120 732<br>285 700<br>T/cm<br>157,0 | NV | **1973** Stord Verft A/S—Stord (675)<br>347,84 (BB) 51,85 22,143<br>331,45 51,82 28,40<br>1 dk<br>rf 152 Bow/CM 178 Diam. 0,600 | **S Tanker**<br>COW IGS<br>15 Ta ER<br>L.(oil) 381 834<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Kuaerner Brug A/S<br>Gen 1 × 1400kW 1 × 1200kW 440V<br>Fuel 11 613,5t (o.f.) 414,5t (d.o.)-162,5 |
| **8213770**<br>*JAXB*<br>125816 | **SHIRAFUJI MARU**<br>**Government of Japan (Ministry of Agriculture & Forestry - Fisheries Agency)**<br>Ondo, Hiroshima Pref. Japan | **138**<br>—<br>150 | | **1983** Mitsubishi Heavy Industries Ltd.—Shimonoseki (856)<br>36,50 2,971<br>31,02 6,91 2,95<br>1 dk | **M Research/ Fishery Survey Vessel** | Daihatsu<br>Oil 4SA 6Cy. 220 × 280 with clutches,<br>couplings & dr reverse geared to sc.<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Controllable pitch propeller |
| **7856587**<br>*8LDG*<br>97662 | **SHIRAFUJI MARU**<br>**Binan Senpaku Kogo K.K.**<br>Innoshima, Hiroshima Pref. Japan | **116**<br>—<br>— | | **1965** K.K. Usuki Tekkosho—Japan<br>26,98 5,32 2,400<br>23,42 5,30 2,65<br>1 dk | **M Cable-layer** | Mercedes Benz<br>Oil<br>500bhp (368kW)<br>Ikegai Tekkosho |
| **7852816**<br>*JFYV*<br>114004 | **SHIRAHAGI MARU**<br>**Government of Japan (Ministry of Agriculture & Forestry - Fisheries Agency)**<br>Tokyo Japan | **366**<br>75<br>198 | | **1973** Fukushima Zosen Ltd.—Matsue (261)<br>46,64 3,510<br>40,01 7,41 3,71<br>1 dk | **TM Research/Fishing**<br>Side-fishing | Fuji<br>2 Oil<br>2 600bhp (1 912kW)<br>Fuji Diesel Co. Ltd. |
| **8909161**<br>*JG4872*<br>131115<br>Rt | **SHIRAHAMA MARU**<br>**Tokyowan Ferry K.K.**<br>Yokosuka, Kanagawa Pref. Japan | **2 610**<br>—<br>600 | | **1989** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1164)<br>79,09 - 3,500<br>72,90 16,00 4,80<br>2 dks | **TM RoRo Cargo/Ferry** | Niigata<br>2 Oil 4SA each 6Cy. 340 × 620<br>2 750kW (3 739bhp)<br>Niigata Eng. Co. Ltd.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **6911691**<br>*JG2669*<br>106121<br>Rdr Rt | **SHIRAHAMA MARU**<br>**Izumi Line K.K.**<br>Sakai, Osaka Pref. Japan | **1 998**<br>—<br>512 | | **1969** Taguma Zosen—Innoshima (70)<br>77,02 16,03 3,556<br>72,70 16,01 5,01<br>1 dk<br>RW | **M RoRo Cargo/Ferry**<br>720dk P<br>Trailers 35 | Pielstick<br>Oil 4SA 8Cy. 400 × 460<br>3 400bhp (2 501kW)<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 192kW 220V a.c.<br>Fuel 18,0t (d.o.) 46,0t (i.f.o.)-6,0 |
| **7034440**<br>*JH2305*<br>108757<br>Rdr Rt | **SHIRAITO**<br>**Surugawan Car Ferry K.K.**<br>Fuji, Shizuoka Pref. Japan | **489**<br>—<br>102 | | **1970** Shimoda Dockyard Co. Ltd.—Shimoda (175)<br>54,01 10,24 2,591<br>50,91 10,22 3,61<br>2 dks | **TM RoRo Cargo/Ferry**<br>320dk P<br>Cars 19 | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>1 324kW (1 800bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 64kW 225V a.c. |

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| **SHIRAKABA MARU**<br>**Showa Marine Kogyo Ltd.**<br>Japan | **150**<br>—<br>— | | **1991** Sagami Zosen Tekko K.K.—Yokosuka (252)<br>...<br>27,00 8,80 3,50 | **TM Tug** | Niigata<br>2 Oil geared to sc. shafts<br>Niigata Eng. Co. Ltd. Japan |
| **SHIRAKAMI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **501**<br>130<br>— | | **1977** Tohoku Zosen—Shiogama (175)<br>63,35 7,82 2,690<br>57,67 7,80 4,30<br>1 dk | **TM Patrol Ship** | Fuji 6S32F<br>2 Oil 4SA each 6Cy. 320 × 500<br>3 000bhp (2 207kW)<br>Fuji Diesel Co. Ltd. Tateyama |
| **SHIRAKAWA MARU**<br>**Kyushu Shosen K.K.**<br>Nagasaki,<br>Nagasaki Pref. Japan | **774**<br>—<br>185 | | **1967** Taguma Zosen—Innoshima (53)<br>49,79 13,24 2,591<br>44,56 13,21 3,81<br>1 dk<br>RW | **M RoRo Cargo/Ferry**<br>700P | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>1 700bhp (1 250kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 40kW 225V a.c.<br>14,5kn |
| **SHIRANE MARU**<br>**Toyo Kensetsu K.K. (Toyo Construction Co. Ltd.)**<br>Osaka,<br>Osaka Pref. Japan | **107**<br>—<br>— | | **1975** Naikai SB. & Eng. Co. Ltd.—Taguma Shipyard, Innoshima (398)<br>23,50 8,22 1,550<br>21,50 8,20 2,20<br>1 dk<br>RW | **TM Anchor Hoy** | Yanmar 6KFL<br>2 Oil 4SA each 6Cy. 145 × 170<br>280bhp (206kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SHIRAOI MARU**<br>**Yashima Marine (Liberia) Co. Ltd.**<br>Panama Panama | *30 677*<br>*18 531*<br>40 007 | NK | **1989** Oshima Shipbuilding co. Ltd.—Nagasaki (10114)<br>195,00 (BB) 29,83 10,724<br>187,00 29,80 16,30 | **M Wood-chip Carrier**<br>5 Ho ER<br>G.79 904<br>5 Ha (stl) (22,4 × 12,4) (19,2 12,8 19,2 19,2 × 17,1) ER | Sulzer 6RTA52<br>Oil 2SA 6Cy. 520 × 1800<br>6 032kW (8 201bhp)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 175,6t (d.o.) 1 068,5t (hvf)-21,5pd 14,5kn |
| **SHIRASAGI MARU**<br>**Nippon Yusen Kaisha & Mitsubishi Ore Transport Co. Ltd.**<br>Tokyo Japan<br>SatCom: 1200126/JQNV | *77 458*<br>*45 113*<br>146 939<br>T/cm<br>104,9 | NK | **1986** Namura SB. Co. Ltd.—Imari (883)<br>272,04 (BB) 17,619<br>260,03 43,01 24,01<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.158 404 HeCls. ptB<br>9 Ha (stl) (15,2 × 16,0) (15,2 15,2 15,2 15,2 15,2 15,2 15,2 15,2 × 19,2) ER | Sulzer 6RTA76<br>Oil 2SA 6Cy. 760 × 2200<br>11 219bhp (8 252kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 580kW 450V 60Hz a.c.<br>Fuel 270,0t (d.o.) 3 790,0t (hvf)-39,5pd 13kn |
| **SHIRASAGI MARU**<br>**Kawazoe Eiko Y.K.**<br>Kobe,<br>Hyogo Pref. Japan | **198**<br>—<br>— | | **1961** Osaka Zosensho—Osaka (158)<br>33,00 8,21 2,896<br>28,00 8,18 3,81<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 25kW 225V d.c.<br>Fuel 20,5t-7,0pd |
| **SHIRASE MARU**<br>South Korea | **115**<br>—<br>— | | **1964** Nagasaki Zosen K.K.—Nagasaki (101)<br>32,82 5,54 2,236<br>28,50 5,50 2,70<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Kanegafuchi<br>Oil 4SA 6Cy. 280 × 410<br>Kanegafuchi Nainenki Tokyo |
| **SHIRATORI MARU No. 21**<br>**Nagoyako Tsusen Kyusui K.K.**<br>Nagoya,<br>Aichi Pref. Japan | **104**<br>—<br>157 | | **1964** Sodeno Zosensho—Nagoya<br>27,40 2,600<br>23,90 5,50 2,80<br>1 dk | **M Tanker**<br>Water | Yanmar<br>Oil 4SA 5Cy.<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| **SHIRAYURI MARU**<br>**Bantan Renraku Kisen K.K.**<br>Awaji,<br>Hyogo Pref. Japan | **152**<br>—<br>28 | | **1962** Osaka Zosensho—Osaka (210)<br>32,70 6,02 1,750<br>29,50 6,00 2,60<br>1 dk | **M Passenger/Ferry** | Oil 4SA 6Cy. 300 × 420<br>Kinoshita Tekkosho Akashi |
| **SHIRAYURI MARU No. 2**<br>**Sankyo Kaiun Y.K., K.K. Uyeno Unyu Shokai & Uyeno Chemical Unyu K.K.**<br>Kaminoseki,<br>Yamaguchi Pref. Japan | **999**<br>—<br>2 524 | NK | **1987** Shin Kurushima Dockyard Co. Ltd.—Akitsu (1976)<br>84,44 (BB) 12,43 5,133<br>78,01 12,40 5,82<br>P 17,4 F 8,6 1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.2 749 | Hanshin 6EL35<br>Oil 4SA 6Cy. 350 × 700 with clutches & reduction geared to sc. shaft<br>1 269kW (1 725bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 1 × 160kW 1 × 120kW 450V a.c.<br>Controllable pitch propeller<br>12,3kn |
| **SHIRDEL VANANCA**<br>ex Normandy-67 ex Gatinals-54<br>**Andranik A. Carapetian**<br>Bandar Abbas Iran | **385**<br>184<br>518 | (BV) | **1949** Ch. Navals de Caen—Blaineville (192)<br>51,69 7,17 3,125<br>7,12 3,66<br>1 dk | **M General Cargo**<br>2 Ho 14,4 13,9 ER<br>2 Ha (7,5 5,2 × 3,5) ER<br>Der 2(2) | Werkspoor<br>Oil 4SA 6Cy. 300 × 480<br>395bhp (291kW)<br>Ziegler Freres Dunkerque<br>Gen 2 × 35kW 2 × 5kW 110V d.c.<br>Fuel (d.o.) 10,5kn |
| **SHIREEN**<br>ex Faience-67<br>**Ali Reza Karoon**<br>Khorramshahr Iran | **530**<br>278<br>617 | ✠Classed LR until 19/9/68 | **1948**-1 Clelands (Successors) Ltd.—Wallsend (109)<br>57,31 8,28 3,423<br>53,55 8,23 3,51<br>P 14,4 RQD 18,0 B 4,0 F 5,8 1 dk<br>R rf 51 | **M General Cargo**<br>1 Ho 20,4 ER<br>G.1 079 B.991<br>1 Ha (12,5 × 4,7) ER<br>2W | Crossley<br>Oil 2SA 7Cy. 265 × 345<br>525bhp (386kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 38kW 2 × 25kW 220V d.c.<br>Fuel 29,5t (d.o.) 10kn |
| **SHIRETOKO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **965**<br>259<br>— | | **1978** Mitsui Eng. & SB. Co. Ltd.—Tamano (1191)<br>3,201<br>73,00 9,61 5,31<br>1 dk | **TM Patrol Ship** | Niigata 8L40X<br>2 Oil 4SA each 8Cy. 400 × 520<br>7 000bhp (5 149kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHIRIRI**<br>**Guyana Marine Foods Ltd.**<br>Georgetown,<br>Demerara Guyana | **105**<br>47<br>— | | **1974** Desco Marine—St. Augustine, Fl<br>*21,58* 6,10<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side Trawler | Caterpillar 3406TA<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,5kn |
| **SHIRLEY**<br>**Island Tanker S.A.**<br>Panama Panama<br>SatCom: 1333403/SHIR | **60 814**<br>46 245<br>130 286<br>T/cm<br>97,2 | AB | **1975** Hitachi Zosen—Innoshima (4400)<br>266,71 (BB) 41,46 16,815<br>255,00 41,41 22,20<br>1 dk<br>rf 89 Bow/CM 135 Diam. 0,410 MH 1,5 | **M Tanker**<br>IGS<br>15 Ta ER<br>3 Cargo pumps total 8 985T/hr | B&W 9K84EF<br>Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 900kW 2 × 480kW 440V 60Hz a.c.<br>Fuel 4 943,0t 15kn |
| **SHIRLEY ANN** | **126**<br>81<br>— | | **1974** Nick Wowcerk Boat Building Co. —Wilmington, Ca<br>*19,60* 5,80<br>3,15<br>1 dk | **M Fishing** | Oil<br>450bhp (331kW)<br>U.S.A. |

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| **7923328**<br>*WYR3766*<br>630184<br>Esd Gc Pfd<br>Rdr Rt | **SHIRLEY BRUCE**<br>**Bruce Enterprises Inc.**<br>Gibson, La United States of America | **273**<br>185<br>1 200 | (AB) | **1980** Halter Marine Inc.—Lockport, La (886)<br>54,87 3,664<br>51,82 12,20 4,27<br>F 15,6 1 dk | **TM Supply Ship**<br>Deck Cargo<br>G.127 L.937 | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 254<br>reduction geared to sc. shafts<br>2 500bhp (1 839kW) E made recondition<br>fitted80<br>General Motors Corp. Electro-Motive Di<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd |
| **5324803**<br>*WJDH*<br>289283<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER | **SHIRLEY LYKES**<br>**Government of The United States of America (Department of Transportation)**<br>New Orleans, La United States of America | T.Mk<br>**8 762**<br>5 046<br>11 588<br>**11 891**<br>7 780<br>14 526 | AB | **1962** Bethlehem Steel Co. Inc. SB. Div.—Sparrows Point, Md (4589)<br>180,60 21,09 8,203/9,175<br>172,98 21,04 12,65<br>RQD 46,7 F 30,2 2 dks<br>RW rf nil len 72 | **S General Cargo/Container Ship**<br>Fixed-guides 6cbn 12bth P<br>3 Ho ER 10 TwD<br>G.23 378 B.21 785 In.463<br>TEU 204<br>C.Ho 60/20' (40') C.Dk 144/20' (40')<br>8 Ha (stl) (11,1 × 5,4) (12,1 12,9 × 7,6) (12,4p,c,s × 5,1) (10,6 × 7,6) ER (9,1 × 7,6)<br>20W Der 1(60) 4(35) 12(15) 4(10) | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>General Electric Co.<br>Gen 2 × 600kW 450V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 937,5t (o.f.)-53,0pd |
| **8618982**<br>Esd Rdr<br>RTm/h/v | **SHIRLEY SMITH**<br>**The Maritime Services Board of New South Wales**<br>*Sydney, N.S.W.* Australia | **156**<br>—<br>— | | **1987** Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (202)<br>24,52 3,001<br>22,00 8,01 4,02<br>1 dk | **TM Tug**<br>Fire-fighting | General Motors<br>2 Vee Oil 2SA each 12Cy. 123 × 127<br>& dr reverse geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allis<br>Div.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **8713081**<br>*JHFM*<br>128497<br>Rdr RTv<br>AMVER | **SHIROCHIDORI**<br>**Mie Prefecture**<br>Shima, Mie Pref. Japan<br>SatCom: 1201533/SIRO | **453**<br>—<br>460 | | **1987** K.K. Goriki Zosensho—Ise (1000)<br>59,21 10,67 3,690<br>50,02 9,11 3,92<br>1 dk | **M Fishing**<br>Training<br>In.102 | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8627256**<br>*JL5263*<br>127470<br>Gc Rdr Rt | **SHIROGANE MARU**<br>**Daito Kaiun K.K.**<br>Namikata, Ehime Pref. Japan | **499**<br>—<br>1 595 | | **1984** K.K. Yoshida Zosen Kogyo—Arida (395)<br>75,37 4,150<br>70,01 11,51 6,71<br>1 dk | **M General Cargo**<br>G.2 742 B.2 404 | Hanshin<br>Oil<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. |
| **8202018**<br>*JHZH*<br>126115<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SHIROMINE MARU**<br>**Nippon Yusen Kaisha (NYK Line)**<br>Tokyo Japan<br>SatCom: 1200152/JHZN | *54 171*<br>*29 190*<br>92 067<br>T/cm<br>90,8 | NK | **1982** Imabari Zosen—Marugame (1104)<br>247,00 (BB) 13,421<br>235,01 42,02 19,03<br>B 12,2 F 23,5 1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.109 628 HeCls. B<br>7 Ha (stl) (12,8 × 16,0) (16,8 16,8 16,8 16,8 16,8 14,4 × 19,2) ER | Sulzer<br>Oil 2SA 5Cy. 900 × 1900<br>17 000bhp (12 505kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 600kW 1 × 550kW 450V 60Hz<br>Fuel 491,5t (d.o.) 4 542,5t (hvf)-49,0pd |
| **7916571**<br>*JLMV*<br>121891<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SHIROTAE MARU**<br>**Nippon Yusen Kaisha & Mitsubishi Ore Transport Co. Ltd.**<br>Tokyo Japan<br>SatCom: 1200130/JLMV | *76 967*<br>*41 927*<br>140 152<br>T/cm<br>104,6 | NK | **1981** Namura SB. Co. Ltd.—Imari (843)<br>270,01 43,03 16,782<br>260,00 43,01 24,01<br>1 dk | **M Bulk Carrier**<br>9 Ho each 23,1 ER<br>G.158 882 HeCls. B<br>9 Ha (stl) (15,1 × 16,0) (15,1 15,1 15,1 15,1 15,1 15,1 15,1 15,1 × 19,2) ER | MAN<br>Vee Oil 4SA 18Cy. 520 × 550 sr geared to<br>shaft<br>18 990bhp (13 968kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 1 × 800kW 2 × 440kW 450V 60Hz<br>Fuel 257,5t (d.o.) 4 599,5t (hvf)-56,0pd |
| **7714492**<br>*JG3688*<br>121423<br>Rdr Rt | **SHIROYAMA MARU**<br>**Nippon Suisan Kaisha Ltd.**<br>Tokyo Japan | **139**<br>54<br>— | | **1977** Nagasaki Zosen K.K.—Nagasaki (616)<br>37,75 2,450<br>32,01 6,71 2,90<br>1 dk | **M Fishing**<br>Pair Trawler<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>780bhp (574kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7920819**<br>*JM4703*<br>123270<br>Rdr Rt | **SHIROYAMA MARU No. 7**<br>**Shiroyama Kaiun Y.K.**<br>Saiki, Oita Pref. Japan | **289**<br>—<br>750 | | **1980** K.K. Miura Zosensho—Saiki (577)<br>... ... ...<br>56,16 10,71 5,62<br>1 dk | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |
| **7814735**<br>*EQHP*<br>Df Esd Gc<br>Pfd Rdr Rt | **SHIRVAN**<br>**National Iranian Tanker Co.**<br>Khorramshahr Iran<br>SatCom: 1745117/EQHP | **41 440**<br>28 283<br>69 360 | NV (AB) | **1979** Mitsubishi Heavy Industries Ltd.—Yokohama (996)<br>216,21 (BB) 41,05 12,212<br>205,01 41,01 16,82<br>F 16,2 1 dk<br>rf nil MH 1,5 | **M Tanker**<br>IGS<br>L.(oil) 5 673 | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 1 × 1340kW a.c. 2 × 670kW a.c.<br>Thw. thrust propeller fwd |
| **7912173**<br>*UQFS*<br>M-37616<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SHIRVAN**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(Yevpatoriya) (U.S.S.R.) | **2 700**<br>943<br>1 392 | RS | **1982** R.O. Brodogradiliste "3 Maj"—Rijeka (618)<br>98,99 17,43 3,201<br>91,17 17,01 6,10<br>1 dk | **TD-E Crane Ship**<br>Ice strengthened<br>Mchy.aft | Sulzer<br>2 Oil 4SA each 8Cy. 250 × 300 total 4<br>(3 178kW) driving gen. connected to<br>motor & geared to sc. shafts<br>Sour "Jugoturbina"<br>Thw. thrust propeller fwd |
| **8207197**<br>*ULKM*<br>M-41618<br>Df Esd Gc<br>Pfd Rdr RTv | **SHIRVAN 2**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | *2 971*<br>*891*<br>1 326 | RS | **1985** R.O. Brodogradiliste "Uljanik"—Pula (314)<br>98,98 17,43 3,200<br>92,40 6,10<br>1 dk | **TD-E Crane Ship** | Sulzer<br>2 Oil 4SA each 8Cy. 250 × 300 total 3<br>(4 350bhp) driving 4 gen. each 200<br>connected to 2 elec. motors each<br>(1 100kW) & geared to sc. shafts<br>Sour "Jugoturbina" |
| **8207202**<br>*UOCV*<br>M-41632<br>Df Esd Gc<br>Pfd Rdr RTv | **SHIRVAN 3**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | *2 971*<br>*891*<br>1 326 | RS | **1986** "Titovo Brodogradiliste"—Kraljevica (462)<br>98,99 17,43 3,201<br>92,40 17,01 6,13<br>1 dk | **TD-E Crane Ship** | Sulzer<br>2 Oil 4SA each 8Cy. 250 × 300 total 4<br>(3 178kW) driving 4 gen. each 200<br>connected to 2 elec. motors each<br>(1 100kW) & sr geared to sc. shafts<br>Sour "Jugoturbina"<br>Thw. thrust propeller fwd |
| **7534000**<br>*UWQB*<br>M-32470 | **SHIRVINTA**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **180**<br>32<br>85 | RS | **1975** ............U.S.S.R.<br>31,60 7,35 2,839<br>3,54<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **8840274**<br>*JK5013*<br>131747<br>Pfd Rdr Rt | **SHISAKA MARU**<br>**Shiro Sumito**<br>Kurahashi, Hiroshima Pref. Japan | **194**<br>—<br>315 | | **1990** Kyoei Zosen K.K.—Mihara<br>41,80 3,100<br>38,00 7,80 3,45<br>1 dk | **M Tanker**<br>Chemical | Yanmar<br>Oil 4SA 6Cy. 240 × 420<br>Yanmar Diesel Engine Co. Ltd. |
| **7337799**<br>*UEIB*<br>M-31699 | **SHISHA**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **180**<br>50<br>75 | RS | **1973** ............U.S.S.R.<br>31,60 7,32 2,899<br>3,51<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (1,5 × 1,2)<br>Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Fuel (d.o.) |

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| **SHISHALDIN**<br>**John K. Sjong**<br>Seattle, Wa<br>United States of America | **198**<br>134<br>— | | **1979** Bender SB. & Repair Co. Inc.—Mobile, Al<br>*28,75* 9,15<br>3,38<br>1 dk | **TM Fishing**<br>Crab | Caterpillar 3412TA<br>2 Vee Oil 4SA each 12Cy. 137 × 152<br>1 040bhp (765kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SHISHI MARU**<br>**Nipponkai Eisen K.K.**<br>Niigata, Niigata Pref.<br>Japan | **199**<br>—<br>200 | | **1981** Niigata Eng. Co. Ltd.—Niigata (1725)<br>30,31 8,62 3,214<br>26,01 8,60 3,71<br>1 dk | **TM Tug** | Niigata 6L25BX<br>2 Oil 4SA each 6Cy. 250 × 320 reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Ota |
| **SHIV I**<br>Nigeria | **139**<br>89<br>— | | **1984** Quality Shipyards Inc.—Houma, La (172)<br>27,21 ... ...<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>625bhp (460kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SHIVA PRIYA**<br>**D. B. Bandodkar & Sons P. Ltd.**<br>Panaji<br>India | **640**<br>435<br>925 | BV | **1982** Shivam Engineers Pvt. Ltd.—Khandola, Goa (013)<br>55,50 2,501<br>53,52 10,01 3,20<br>1 dk | **TM General Cargo Barge**<br>1 Ho ER<br>1 Ha (stl) (34,8 × 7,0) ER | Kirloskar W8V175/22M<br>2 Oil 4SA each 8Cy. 175 × 220 sr geared to sc. shafts<br>510bhp (375kW)<br>Kirloskar Oil Engines Ltd. Pune |
| **SHIVA PRIYA**<br>**D. B. Bandodkar & Sons P. Ltd.**<br>Panaji<br>India | **640**<br>435<br>800 | BV | **1983** Shivam Engineers Pvt. Ltd.—Khandola, Goa (014)<br>55,43 10,04 2,501<br>53,50 10,00 3,20<br>1 dk | **TM General Cargo Barge**<br>1 Ho ER<br>1 Ha ER | MAN<br>Oil 4SA 8Cy. 175 × 220 geared to sc. shafts<br>510bhp (375kW)<br>Kirloskar Oil Engines Ltd. Pune |
| **SHIVA-1**<br>**High Sea Foods Ltd.**<br>Visakhapatnam<br>India | **150**<br>—<br>48 | | **1988** "K" Shipyard Construction Co.—Fremantle, W.A. (105)<br>25,33 3,101<br>23,93 7,41 3,74<br>1 dk | **M Fishing**<br>Stern Trawler Refrigerated Cargo<br>In.120 | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches & sr reverse geared to sc. shaft<br>503bhp (370kW)<br>Caterpillar Inc. U.S.A. |
| **SHIVAJI**<br>**Jawaharlal Nehru Port Trust**<br>Bombay<br>India | *320*<br>*96*<br>145 | ✠**100A1**<br>tug<br>✠**LMC** **UMS**<br>EL F 275,0/19,0U2<br>FN 413<br>IRS | **1989**-6 Hyundai Heavy Industries Co. Ltd.—Ulsan (282)<br>33,00 9,82 2,900<br>30,50 9,50 4,02<br>1 dk<br>rf 250 | **TM Tug**<br>Tractor | MAN 12V20/27<br>2 Vee Oil 4SA each 12Cy. 200 × 270 dr geared to sc. shafts<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 2 × 90kW 415V 50Hz a.c. |
| **SHIVELUCH**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy)<br>(U.S.S.R.) | **658**<br>244<br>296 | RS | **1968** ..............U.S.S.R.<br>54,26 9,38 3,591<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **SHIVNERI**<br>ex Kendari No. 3-90<br>**Garware Shipping Corporation Ltd.**<br>Bombay<br>India | **3 743**<br>2 523<br>6 283 | NK | **1979** K.K. Taihei Kogyo—Akitsu (1311)<br>106,43 16,44 6,702<br>97,95 16,40 8,15<br>P 21,1 F 11,4 1 dk | **M General Cargo**<br>G.8 346 B.7 653<br>2 Ha (stl) (28,4 28,5 × 8,3) ER<br>Cr 4(15) Der 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>2 795kW (3 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 320kW a.c.<br>12,5kn |
| **SHIWAKU MARU**<br>ex Kokusai Maru No. 11-82<br>**Sanoyasu Shoji K.K.**<br>Osaka, Osaka Pref.<br>Japan | **493**<br>—<br>— | | **1972** Shinhama Dock K.K.—Anan (136)<br>52,51 2,801<br>46,00 10,00 3,31<br>1 dk | **TM RoRo Cargo/Ferry**<br>421P | Niigata<br>2 Oil<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Japan<br>13,5kn |
| **SHIZUKI**<br>**Koshien Kosoku Ferry K.K.**<br>Numakuma, Hiroshima Pref.<br>Japan | **2 992**<br>—<br>907 | | **1985** Shinhama Dock K.K.—Anan (762)<br>89,95 4,001<br>84,31 16,62 5,52<br>2 dks | **TM RoRo Cargo/Ferry**<br>602dk P<br>Cars 30 Trailers 30 | Daihatsu 6DLM-28<br>4 Oil 4SA each 6Cy. 280 × 360 sr reverse geared to sc. shafts<br>7 200bhp (5 296kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>Thw. thrust Contr. pitch propeller fwd<br>17,5kn |
| **SHKIPER GYEK**<br>**Glavrybvod**<br>(Vladivostok)<br>(U.S.S.R.)<br>SatCom: 1401234/UZNL | *2 618*<br>*785*<br>715 | RS | **1989** Danyard A/S—Frederikshavn (696)<br>88,90 (BB) 13,62 4,850<br>79,73 13,60 6,60<br>2 dks | **M Fishery Support Ship**<br>Ice Strengthened<br>In.54 | Pielstick 6PC2-5L-400<br>2 Oil 4SA each 6Cy. 400 × 460 with clutches, flexible couplings & sr geared to sc. shaft<br>5 152kW (7 004bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 628kW 1 × 620kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>19,2kn |
| **SHKODRA**<br>ex Vampo-79 ex Fineo-69<br>**Albanian State Shipping Enterprise**<br>Durres<br>Albania | **8 649**<br>5 130<br>12 501 | (RI) | **1959** Cant. Nav. Riuniti—Ancona (248)<br>147,61 19,16 8,999<br>135,11 19,03 11,92<br>2 dks<br>RW | **M General Cargo** CSD<br>6 Ho 19,5 18,2 16,0 ER 10,5 20,5 19,4<br>G.18 567 B.16 021<br>6 Ha (stl) (8,3 10,7 8,3 × 8,6) ER (4,6 × 6,4) (10,7 8,3 × 8,6)<br>12W Der 1(30) 12(5) | B&W 6-74VTBF-160<br>Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW)<br>Cant. Nav. Riuniti Ancona<br>Gen 3 × 200kW 1 × 120kW 220V d.c.<br>Fuel 1 130,0t (hvf) 16kn |
| **SHKOTOVO**<br>**Primorsk Shipping Co.**<br>(Nakhodka)<br>(U.S.S.R.) | *2 968*<br>*920*<br>2 853 | RS | **1990** Hollming Oy—Rauma/Raumo (286)<br>97,40 14,23 4,900<br>90,44 14,20 6,50<br>1 dk | **M Tanker**<br>4 Ta 4 Wing Ta ER<br>L.3 231 | Pielstick 6PC2-5L-400<br>Oil 4SA 6Cy. 400 × 460 geared to sc. shaft<br>3 942bhp (2 900kW)<br>Russkiy-Diesel Works U.S.S.R.<br>Gen 1 × 400kW a.c. 2 × 300kW a.c.<br>Controllable pitch propeller<br>13kn |
| **SHKOTOVO**<br>**Dalryba**<br>(Nevelsk)<br>(U.S.S.R.) | **667**<br>258<br>315 | (RS) | **1967** ..............U.S.S.R.<br>54,26 9,38 3,690<br>49,99 9,30 4,96<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.361<br>2 Ha (each 1,6 × 1,5)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW) E made65 fitted67<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **SHKVAL**<br>ex Bakke Reefer-75<br>**Yugryba**<br>(Sevastopol)<br>(U.S.S.R.) | T.Mk<br>**4 104**<br>2 087<br>4 680 | RS (NV) | **1963** Oresundsvarvet A/B—Landskrona (175)<br>126,42 17,28 7,290<br>116,24 17,20 10,32<br>3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 297 | **M Refrigerated Cargo**<br>4 Ho<br>G.609 In.5 960<br>4 Ha (8,0 7,7 7,7 7,7 × 4,5)<br>8W Der 8(5) | Gotaverken<br>Oil 2SA 8Cy. 630 × 1300<br>6 650bhp (4 891kW)<br>A/B Gotaverken Goteborg<br>Gen 4 × 330kW 220V d.c.<br>Fuel 1 210,0t (hvf)-26,5pd 17kn |
| **SHKVAL**<br>**Kaspmorneftegazflot**<br>(Baku)<br>(U.S.S.R.) | **368**<br>25<br>155 | RS | **1958** ..............U.S.S.R.<br>44,40 9,48 3,341<br>4,42<br>1 dk | **TM Tug**<br>Ice strengthened<br>Der 1(1,5) | Russkiy<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 12,25kn |

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| **6719809**<br>*EMRS*<br>S-27128<br>Df Rdr | **SHLISSELBURG**<br>ex Baltiyskiy-61-91<br>**IS-PTKF "Continent"**<br>(Sankt-Peterburg) (U.S.S.R.) | **1 865**<br>927<br>2 140 | RS | **1966** "Krasnoye Sormovo" Shipyard—Gorkiy<br>95,87 13,21 3,410<br>13,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 192<br>3 Ha (stl) (each 16,5 × 9,3) ER | | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7308803**<br>271491 | **SHOAL HARBOR**<br>**Berwick Marine Salvage Corp.**<br>Morgan City, La United States of America | **171**<br>54<br>— | | **1956** J. F. Bellinger & Son—Jacksonville, Fl<br>*37,46* 7,32<br>2,11 | **M Fishing** | | Oil<br>600bhp (441kW)<br>.............<br>Fuel (d.o.) |
| **7647742**<br>*WYL8687*<br>580958 | **SHOALS**<br>**Travler Shrimp Co.**<br>Tampa, Fl United States of America | **113**<br>76<br>— | | **1977** Steiner Shipyard Inc.—Bayou la Batre, Al<br>*20,18* 6,71<br>3,46<br>1dk | **M Fishing** | | Oil<br>365bhp (268kW)<br>Fuel (d.o.) |
| **7823774**<br>*JL4638*<br>123052<br>Esd Gc Rdr Rt | **SHOAN MARU No. 2**<br>**Shoko Kisen K.K.**<br>Ogaki, Hiroshima Pref. Japan | **600**<br>—<br>623 | NK | **1979** Sanyo Zosen K.K.—Mukaishima (776)<br>57,26 3,712<br>52,02 9,42 4,47<br>P 12,8 F 8,6 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 684 | | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 192kW |
| **8616685**<br>*JG4652*<br>129822<br>Gc Rdr Rt | **SHOAN MARU No. 3**<br>**Daiichi Kaiun Co. Ltd. (Daiichi Kaiun K.K.)**<br>Tokyo Japan | *710*<br>*213*<br>503 | NK | **1987** Minami-Kyushu Zosen K.K.—Kushikino (517)<br>55,05 3,001<br>50,02 10,01 4,32<br>P 16,2 F 10,4 1 dk | **M Liquefied Gas Carrier**<br>LPG Ammonia Pressurised Ref<br>1 Ta ER<br>L.(gas) 543 | | Hanshin<br>Oil 4SA 6Cy. 240 × 410 with clutches &<br>reduction geared to sc. shaft<br>800bhp (588kW)<br>The Hanshin Diesel Works Ltd. |
| **8911205**<br>*JI3383*<br>128776<br>Rt | **SHOAN MARU No. 5**<br>**Yokota Kaiun Y.K.**<br>Shimotsu, Wakayama Pref. Japan | **315**<br>—<br>351 | NK | **1990** Shitanoe Zosen K.K.—Usuki (1106)<br>47,23 (BB) 9,32 2,950<br>43,00 9,30 3,80<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Ammonia Pressurised<br>L.(gas) 400 | | Yanmar<br>Oil 4SA 6Cy. 240 × 310 sr reverse geared to sc.<br>shaft<br>736kW (1 001bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| **8223505**<br>*JL5183*<br>127396<br>Rdr Rt | **SHOBI MARU No. 2**<br>**Shiroyama Kisen K.K.**<br>Namikata, Ehime Pref. Japan | **636**<br>—<br>1 212 | | **1983** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1576)<br>66,22<br>60,41 10,00 4,50<br>1 dk | **M Tanker**<br>Asphalt<br>6 Ta ER<br>L.1 182 | | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8408739**<br>*JL5343*<br>127529 | **SHODOSHIMA MARU**<br>**Shodoshima Kosoku K.K.**<br>Takamatsu, Kagawa Pref. Japan | **1 363**<br>—<br>240 | | **1984** Sanuki Zosen Tekkosho K.K.—Takuma (1135)<br>64,95 2,501<br>59,97 11,00 3,51<br>1 dk | **TM RoRo Cargo/Ferry**<br>Bow door/ramp Stern door/ramp<br>Trailers 19 | 488dk P | Makita<br>2 Oil 4SA each 6Cy. 300 × 480 sr geared to sc.<br>shafts<br>3 000bhp (2 207kW)<br>Makita Diesel Co. Ltd. |
| **7607974**<br>Rdr Rt | **SHODOSHIMA MARU No. 1**<br>ex Shodoshima Maru-84<br>**Viva Shipping Lines Inc.**<br>Batangas Philippines | **698**<br>—<br>600 | | **1976** Sanuki Zosen Tekkosho K.K.—Takuma (830)<br>2,901<br>50,02 13,31 3,81 | **TM RoRo Cargo/Ferry**<br>Trailers 18 | 488dk P | Makita<br>2 Oil 4SA each 6Cy. 300 × 480<br>3 000bhp (2 207kW)<br>Makita Diesel Co. Ltd. |
| **7225659**<br>Rdr Rt | **SHODOSHIMA MARU No. 1**<br>**Government of The People's Republic of China** | **499**<br>200<br>— | | **1972** Sanuki Zosen Tekkosho K.K.—Takuma (656)<br>50,81 2,502<br>47,00 10,80 3,41<br>1 dk<br>RW | **TM Ferry** | 480P | Makita<br>2 Oil 4SA each 6Cy. 290 × 440<br>2 000bhp (1 471kW)<br>Makita Tekkosho |
| **8014851**<br>*JL4707*<br>125456<br>Rdr | **SHODOSHIMA MARU No. 8**<br>ex Tamataka Maru No. 77-90<br>**Shodoshima Kosoku K.K.**<br>Takamatsu, Kagawa Pref. Japan | **644**<br>—<br>100 | | **1980** Sanuki Zosen Tekkosho K.K.—Takuma (1068)<br>... ...<br>55,00 11,00 3,48<br>1 dk | **TM RoRo Cargo/Ferry**<br>Trailers 22 | 480dk P | Makita<br>2 Oil 4SA each 6Cy. 300 × 480<br>2 000bhp (1 471kW)<br>Makita Diesel Co. Ltd. |
| **7918309**<br>Gc Rdr Rt | **SHODOSHIMA MARU No. 8**<br>ex Tamataka Maru No. 75-89<br>**Government of The People's Republic of China**<br>China | **642**<br>—<br>100 | | **1979** Shikoku Dockyard Co. Ltd.—Takamatsu (806)<br>2,501<br>55,02 14,01 3,51 | **TM RoRo Cargo/Ferry**<br>Cars 22 | 480dk P | Makita<br>2 Oil 4SA each 6Cy. 300 × 480<br>2 600bhp (1 912kW)<br>Makita Diesel Co. Ltd. |
| **7814022**<br>*3EOZ8*<br>20510-YJ<br>Df Esd Gc<br>Pfd Rdr RTv | **SHOEI**<br>ex Shoei Maru-90<br>**Shoei Lines (Panama) S.A.**<br>Iino Marine Service Co. Ltd.<br>Panama Panama<br>SatCom: 1335121/SHOE | *36 992*<br>*16 916*<br>63 405<br>T/cm<br>66,8 | NK | **1979** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2721)<br>217,71 (BB) 36,05 12,208<br>207,02 36,01 18,29<br>1 dk<br>Bow/CM 108 Diam. 0,406 MH 1,5 | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 76 200<br>2 Cargo pumps total 5 500T/hr | HeCls. CptB | Pielstick<br>Vee Oil 4SA 18Cy. 400 × 460 geared to sc. shaft<br>8 606kW (11 700bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 720kW 450V 60Hz a.c.<br>Fuel 185,5t (d.o.) 2 628,0t (hvf)-39,0pd |
| **8204664**<br>*P3BR4*<br>709237<br>Df Esd Gc<br>Rdr Rt | **SHOEI**<br>ex Asia Sirius-91<br>**Orlando Shipping Ltd.**<br>Limassol Cyprus | **3 007**<br>1 720<br>5 119 | NK | **1982** Tokushima Zosen Sangyo K.K.—Komatsujima (1507)<br>96,04 5,968<br>89,50 16,21 7,20<br>P 18,6 F 8,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 067 B.5 408<br>2 Ha (stl) ER | | Akasaka<br>Oil 4SA 6Cy. 410 × 800<br>2 427kW (3 300bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 140kW a.c. |
| **8816455**<br>*JG4814*<br>131140<br>Esd Gc Rdr Rt | **SHOEI MARU**<br>**Showa Yusosen Co. Ltd. (Showa Yusosen K.K.)**<br>Tokyo Japan | **699**<br>—<br>1 899 | NK | **1988** Sasaki Zosen K.K.—Kinoe (523)<br>68,37 (BB) 4,812<br>64,00 12,00 5,30<br>1 dk | **M Tanker**<br>10 Ta<br>L.(oil) 2 204 | | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 324kW (1 800bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 81kW a.c. |
| **8217386**<br>*JM5221*<br>124781 | **SHOEI MARU**<br>**Y.K. Shoei Kaiun**<br>Minamata, Kumamoto Pref. Japan | **497**<br>—<br>1 578 | | **1983** K.K. Miura Zosensho—Saiki (673)<br>70,57 4,422<br>66,02 11,51 6,51<br>1 dk | **M General Cargo**<br>Mchy.aft<br>G.2 575 B.2 471 | | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **8718627**<br>*JK4830*<br>130943 | **SHOEI MARU**<br>**Teruyuki Horiguchi**<br>Hiroshima, Hiroshima Pref. Japan | **496**<br>—<br>1 000 | | **1988** Shitanoe Zosen K.K.—Usuki (1081)<br>55,00 (BB) 11,53 4,052<br>50,02 11,50 5,40<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **7722308**<br>*HP6338*<br>20975-PEXT<br>Rdr Rt | **SHOEI MARU**<br>ex Shoei Maru No. 2-91<br>**United Marine Lines S.A.**<br>Panama Panama | **493**<br>291<br>1 185 | | **1977** Hakata Zosen K.K.—Hakata (182)<br>4,201<br>55,02 9,61 4,42<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo |
| **7414432**<br>*JL4154*<br>118965<br>Rdr Rt | **SHOEI MARU**<br>**Hashimoto Kaiun Y.K.**<br>Nakajima, Ehime Pref. Japan | **492**<br>—<br>1 005 | | **1975** Mukaishima Zoki Co. Ltd.—Mukaishima (151)<br>9,22 3,988<br>52,00 9,20 4,40<br>1 dk<br>RW | **M Tanker**<br>Chemical<br>Mchy.aft | | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |

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| **SHOEI MARU**<br>**Matsuda Kisen K.K.**<br>Aioi,<br>Hyogo Pref. | Japan | **364**<br>—<br>664 | | **1978** Kyoei Zosen K.K.—Mihara<br>46,41 3,501<br>42,02 8,51 3,66<br>1 dk | (81) | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo | 6L26BSH<br>Kobe |
| **SHOEI MARU**<br>**Harada Kaiun Y.K.**<br>Kasaoka,<br>Okayama Pref. | Japan | **199**<br>—<br>500 | | **1980** Oka Zosen K.K.—Ushimado<br>3,301<br>50,02 9,11 5,06<br>1 dk | (257) | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | 6M28AFT<br>Niigata |
| **SHOEI MARU**<br>ex Yusho Maru No. 10-86<br>**Shoei Kaiun Y.K.**<br>Hizen,<br>Saga Pref. | Japan | **197**<br>—<br>650 | | **1979** K.K. Miura Zosensho—Saiki<br>3,552<br>50,02 9,01 5,31<br>1 dk | (573) | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 275 × 450<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. | GNLH6275<br>Takamatsu |
| **SHOEI MARU**<br>**Koki Terada**<br>Susaki,<br>Kochi Pref. | Japan | **168**<br>—<br>420 | | **1979** Imai Zosen—Kochi<br>3,052<br>35,51 9,01 4,53<br>1 dk | (391) | **M Sand Carrier**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. | 6M26ZE<br>Niigata |
| **SHOEI MARU**<br>**Y.K. Hoei Senpaku**<br>Onomichi,<br>Hiroshima Pref. | Japan | **157**<br>—<br>486 | | **1987** Sanyo Dock K.K.—Onomichi<br>40,80 3,510<br>37,01 9,20 5,01<br>1 dk | | **M Sand Carrier** | Matsui<br>Oil 4SA 6Cy. 240 × 240<br>650bhp (478kW)<br>Matsui Iron Works Co. Ltd. | ML624GHS<br>Ise<br>10kn |
| **SHOEI MARU No. 1**<br>**Kitakyushu Unyu K.K. (Kitakyushu Transportation Co. Ltd.)**<br>Kitakyushu,<br>Fukuoka Pref. | Japan | **902**<br>—<br>1 438 | | **1968** Kanmon Zosen K.K.—Shimonoseki<br>60,79 10,32 4,598<br>56,01 10,29 5,72<br>1 dk | (285) | **M Cement Carrier**<br>2 Ho ER | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Kogyo<br>Gen 2 × 64kW 225V a.c.<br>Fuel 65,0t-4,0pd | Osaka<br>10,5kn |
| **SHOEI MARU No. 1**<br>**Katsukura Gyogyo K.K.**<br>Kesennuma,<br>Miyagi Pref.<br>SatCom: 1200273/JGXC | Japan | **409**<br>—<br>486 | | **1985** Miho Zosensho K.K.—Shimizu<br>55,61 (BB) 8,72 3,501<br>49,00 8,70 3,87<br>1 dk | (1260) | **M Fishing**<br>Long-line Ref | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & dr geared to sc. shaft<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **SHOEI MARU No. 1**<br>ex Koan Maru No. 20<br>**Fujio Hakozaki**<br>Kobe,<br>Hyogo Pref. | Japan | **284**<br>—<br>480 | | **1961** Towa Zosen K.K.—Shimonoseki<br>31,25 3,501<br>29,49 8,01 4,02<br>1 dk | (260) | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil<br>550bhp (405kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Japan<br>6kn |
| **SHOEI MARU No. 2**<br>**S. & S. Marine Services Co. Ltd.**<br>Tokyo | Japan | **697**<br>—<br>750 | NK | **1981** Shirahama Zosen K.K.—Honai<br>61,19 4,014<br>55,50 10,01 4,63<br>P 12,8 F 5,2 1 dk | (100) | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 158 | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 116kW | 6M31AET<br>Niigata<br>12,75kn |
| **SHOEI MARU No. 2**<br>**Katsukura Gyogyo K.K.**<br>Kesennuma,<br>Miyagi Pref.<br>SatCom: 1203111/JGYG | Japan | **379**<br>—<br>467 | | **1987** Miho Zosensho K.K.—Shimizu<br>54,62 (BB) 8,64 3,391<br>48,01 8,60 3,76<br>1 dk | (1312) | **M Fishing**<br>Long-line<br>G.730 B.651 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **SHOEI MARU No. 3**<br>**Katsukura Gyogyo K.K.**<br>Kesennuma,<br>Miyagi Pref.<br>SatCom: 1201717/JNAG | Japan | **379**<br>—<br>— | | **1988** Niigata Eng. Co. Ltd.—Niigata<br>54,06 (BB) 3,441<br>47,91 8,70 3,80<br>1 dk | (2086) | **M Fishing**<br>Long-line Ref<br>In.486 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller | 6M28BFT<br>Niigata |
| **SHOEI MARU No. 5**<br>ex Sewa Maru No. 2-89<br>**S. & S. Marine Services Co. Ltd.**<br>Tokyo | Japan | **534**<br>—<br>757 | NK | **1977** Shirahama Zosen K.K.—Honai<br>61,20 4,002<br>55,50 10,00 4,60<br>P 12,6 F 4,4 1 dk | (83) | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 180 | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 177kW (1 600bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 120kW a.c. | DM33R<br>Yaizu |
| **SHOEI MARU No. 5**<br>**Y.K. Shoei Suisan**<br>Kesennuma,<br>Miyagi Pref.<br>SatCom: 1200537/JKKB | Japan | **379**<br>—<br>472 | | **1990** Miho Zosensho K.K.—Shimizu<br>48,19 (BB) 8,62 3,407<br>48,00 8,60 3,75<br>1 dk | (1371) | **M Fishing**<br>Long-line Ref<br>In.687 | Akasaka<br>Oil 4SA 6Cy. 280 × 480 with clutches & sr reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | K28FD<br>Yaizu |
| **SHOEI MARU No. 5**<br>ex Anei Maru No. 88-88<br>ex Dai Maru No. 31-83<br>**Katsukura Gyogyo K.K.**<br>Kesennuma,<br>Miyagi Pref. | Japan | **299**<br>152<br>— | | **1980** K.K. Goriki Zosensho—Ise<br>3,252<br>43,77 8,31 3,66<br>1 dk | (832) | **M Fishing**<br>Tuna<br>Mchy.aft<br>In.438 | Daihatsu<br>Oil 4SA 6Cy. 260 × 340<br>1 170bhp (861kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 250kW 225V a.c. | 6DLM-26<br>Osaka<br>12,5kn |
| **SHOEI MARU No. 5**<br>**New Nippo Co. Ltd. (K.K. New Nippo)**<br>Ishinomaki,<br>Miyagi Pref.<br>SatCom: 1201423/JBTE | Japan | **279**<br>—<br>622 | | **1982** K.K. Murakami Zosensho—Ishinomaki<br>58,20 9,86 4,415<br>50,40 9,81 6,08<br>1 dk | (1121) | **M Fishing**<br>Stern Trawler Ref<br>5 Ho ER<br>In.490<br>6 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 400 × 640<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Controllable pitch propeller | AH40AK<br>Yaizu |
| **SHOEI MARU No. 5**<br>**Shoei Kisen Y.K.**<br>Sakaide,<br>Kagawa Pref. | Japan | **138**<br>—<br>250 | | **1986** Shinhama Dock K.K.—Tamano<br>32,20 3,000<br>28,50 7,20 3,15<br>1 dk | (225) | **M Tanker**<br>Chemical<br>2 Ta ER<br>L.250 | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>340bhp (250kW)<br>Yanmar Diesel Engine Co. Ltd. | Amagasaki |
| **SHOEI MARU No. 7**<br>**Katsukura Gyogyo K.K.**<br>Kesennuma,<br>Miyagi Pref. | Japan | **344**<br>171<br>417 | | **1980** Miho Zosensho K.K.—Shimizu<br>52,41 8,82 3,390<br>46,00 8,81 3,76<br>1 dk | (1188) | **M Fishing**<br>Long-line<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460 reduction geared to sc. shaft<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | DM28AFD<br>Yaizu |
| **SHOEI MARU No. 7**<br>**Shoei Kaiun K.K.**<br>Ube,<br>Yamaguchi Pref. | Japan | **198**<br>—<br>200 | | **1979** Maeno Zosen K.K.—Onoda<br>38,54 7,83 2,800<br>34,19 7,80 3,00<br>1 dk | (38) | **M Tanker**<br>Chemical<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 230 × 380<br>Matsui Iron Works Co. Ltd. | MU623CS<br>Japan |

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| **8626094**<br>*JK4417*<br>127199<br>Rt | **SHOEI MARU No. 8**<br>ex Tamayoshi Maru No. 18-89<br>**Shoei Sangyo K.K.**<br>Onomichi,<br>Hiroshima Pref.<br>Japan | **498**<br>—<br>1 240 | **1984**<br>65,51<br>60,00<br>1 dk | Kimura Zosen K.K.—Yutaka<br>13,20 | 4,301<br>7,12 | | **M Sand Carrier** | Hanshin<br>Oil<br>1 500bhp (1 103kW)<br>The Hanshin Diesel Works Ltd. |
| **7320837**<br>Rdr Rt | **SHOEI MARU No. 8**<br>**Sea Mariner Shipping Inc.** | **489**<br>—<br>660 | **1973**<br>44,99<br>1 dk<br>RW | Hakata Zosen K.K.—Hakata<br>11,03<br>11,00 | 3,048<br>5,49 | (132) | **M Sand Carrier**<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **9036715**<br>*JQFE*<br>132200<br>Df Esd Gc<br>Pfd Rdr RTv | **SHOEI MARU No. 8**<br>**Y.K. Shoei Suisan**<br>Japan | **409**<br>—<br>474 | **1991**<br>49,90 | Miho Zosensho K.K.—Shimizu<br>9,00 | 3,490<br>3,85 | (1397) | **M Fishing**<br>Long-line | Akasaka<br>Oil 4SA 6Cy. 280 × 500<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **7920194**<br>*JJYT*<br>124235<br>MG1-1103<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOEI MARU No. 8**<br>ex Fukuyoshi Maru No. 3-84<br>**Katsukura Gyogyo K.K.**<br>Kesennuma,<br>Miyagi Pref.<br>Japan | **314**<br>160<br>372 | **1979**<br>51,52<br>44,81<br>1 dk | Miho Zosensho K.K.—Shimizu<br>8,62<br>8,60 | 3,282<br>3,61 | (1150) | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **7935022**<br>*JM4676*<br>123356<br>Rdr Rt | **SHOEI MARU No. 8**<br>**Shoei Kaiun K.K.**<br>Ube,<br>Yamaguchi Pref.<br>Japan | **199**<br>—<br>300 | **1979**<br>41,20<br>37,00<br>1 dk | Maeno Zosen K.K.—Onoda<br>8,00 | 3,00 | | **M Tanker**<br>Mchy.aft | Oil |
| **9020869** | **SHOEI MARU No. 8**<br>**Shoei Kaiun K.K.**<br>Japan | **199**<br>—<br>440 | **1991**<br>43,01<br>1 dk | Taiyo Zosen K.K.—Onoda<br>7,82 | 3,101<br>3,36 | (226) | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.342 | Hanshin<br>Oil 6Cy. 260 × 400 with clutches & gear<br>shaft<br>625kW (850bhp)<br>Hanshin Nainenki |
| **5413537**<br>Df Esd Rdr | **SHOEI MARU No. 8**<br>South Korea | **192**<br>75<br>— | **1963**<br>41,58<br>33,99<br>1 dk | Kanasashi Co. Ltd.—Shimizu<br>7,29<br>7,24 | 3,20 | (502) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 440<br>Niigata Eng. Co. Ltd. |
| **6610273**<br>Df Esd Pfd<br>Rdr | **SHOEI MARU No. 8**<br>ex Fukuichi Maru No.33-70<br>**Seishin Suisan**<br>South Korea | **190**<br>65<br>— | **1965**<br>*34,90*<br>34,42<br>1 dk | Miho Zosensho K.K.—Shimizu<br>6,61<br>6,58 | 3,20 | (568) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. |
| **8515752**<br>*JM5334*<br>127891 | **SHOEI MARU No. 11**<br>**Shoei Kaiun K.K.**<br>Ube,<br>Yamaguchi Pref.<br>Japan | **334**<br>—<br>725 | **1985**<br>55,00<br>50,02<br>1 dk | Maeno Zosen K.K.—Onoda<br>8,64<br>8,60 | 3,501<br>4,02 | (118) | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 440 reverse reductio<br>to sc. shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **8713172**<br>*JL5668*<br>129918<br>Rdr Rt | **SHOEI MARU No. 11**<br>**Torii Kaiun Y.K.**<br>Komatsushima,<br>Tokushima Pref.<br>Japan | **157**<br>—<br>426 | **1988**<br>45,00<br>42,00<br>1 dk | Imura Zosen K.K.—Komatsushima<br>8,02<br>8,00 | 3,260<br>4,90 | (225) | **M General Cargo** | Oil<br>Matsui Iron Works Co. Ltd. |
| **8135162**<br>*JL4881*<br>126200 | **SHOEI MARU No. 12**<br>ex Shinchoai Maru-85<br>**Takeuchi Kaiun Y.K.**<br>Takuma,<br>Kagawa Pref.<br>Japan | **199**<br>—<br>667 | **1982**<br>50,50<br>1 dk | Hashimoto Zosen—Japan<br>9,01 | 3,200<br>5,01 | (88) | **M General Cargo** | Oil |
| **7818080**<br>*JD2325*<br>118530<br>Df Gc Rdr<br>Rt | **SHOEI MARU No. 18**<br>ex Shinei Maru No. 8-86<br>**Shoei Sangyo K.K.**<br>Onomichi,<br>Hiroshima Pref.<br>Japan | **477**<br>—<br>1 597 | **1979**<br>63,51<br>60,00<br>2 dks<br>RW | Kinoura Zosen K.K.—Hakata<br>12,50 | 4,301<br>6,30 | (36) | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **8815061**<br>*JJOS*<br>130751<br>MG1-1671<br>Df Esd Gc<br>Pfd Rdr RTv | **SHOEI MARU No. 18**<br>**Katsukura Gyogyo K.K.**<br>Kesennuma,<br>Miyagi Pref.<br>SatCom: 1204410/JJOS<br>Japan | **419**<br>—<br>590 | **1988**<br>61,68<br>52,30 | Miho Zosensho K.K.—Shimizu<br>(BB)<br>8,90 | 3,743<br>4,15 | (1344) | **M Fishing**<br>Long-line Ref<br>In.563 | Akasaka<br>Oil 4SA 6Cy. 310 × 530 with clutches, fl<br>couplings & sr geared to sc. shaft<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 2 × 560kW 445V a.c. |
| **7920821**<br>*JM4786*<br>123416<br>Rdr Rt | **SHOEI MARU No. 18**<br>**Y.K. Oita Kisen**<br>Kunimi,<br>Oita Pref.<br>Japan | **197**<br>—<br>467 | **1980**<br>42,02<br>1 dk | K.K. Miura Zosensho—Saiki<br>8,01 | 3,010<br>4,81 | (583) | **M General Cargo**<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Matsui Iron Works Co. Ltd. |
| **7653818**<br>Rt | **SHOEI MARU No. 18**<br>ex Seizan Maru No. 68-84<br>**Shoei Gyogyo K.K.** | **189**<br>—<br>— | **1972**<br>...<br>36,81<br>1 dk | Fujiwara Zosensho—Omishima<br>...<br>6,80 | ...<br>3,20 | (32) | **M Fishing** | Oil |
| **7855387**<br>*JK3659*<br>115337 | **SHOEI MARU No. 21**<br>**Shoei Sangyo K.K.**<br>Onomichi,<br>Hiroshima Pref.<br>Japan | **291**<br>—<br>375 | **1973**<br>38,94<br>35,51<br>1 dk | Kanayama Zosen K.K.—Japan<br>9,50 | 2,601<br>2,80 | | **M Sand Carrier**<br>Mchy.aft | Kubota<br>Oil<br>700bhp (515kW)<br>Kubota Tekkosho |
| **8706818**<br>*7LHP*<br>127156<br>HK1-1052<br>Rdr RTv | **SHOEI MARU No. 23**<br>**Kiichiro Manya**<br>Nemuro,<br>Hokkaido Pref.<br>SatCom: 1202313/ULHP<br>Japan | **379**<br>—<br>— | **1987**<br>53,52<br>46,89<br>1 dk | Kanasashi Co. Ltd.—Shimizu<br>(BB) 8,74<br>8,70 | 3,401<br>3,76 | (3127) | **M Fishing**<br>Long-line<br>G.557 B.492 | Akasaka<br>Oil 4SA 6Cy. 280 × 480 with clutches, fl<br>couplings & sr reverse geared to sc. sh<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **8630772**<br>*JL5453*<br>129071<br>Rdr Rt | **SHOEI MARU No. 28**<br>ex Tenyo Maru-89<br>**Shoei Sangyo K.K.**<br>Onomichi,<br>Hiroshima Pref.<br>Japan | **489**<br>—<br>1 323 | **1987**<br>62,50<br>57,00<br>1 dk | Y.K. Matsubara Koki Zosen—Onomichi<br>12,52<br>12,50 | 4,420<br>6,30 | | **M Sand Carrier** | Oil<br>956kW (1 300bhp) |
| **8916164**<br>*JKIL*<br>130779<br>MG1-1737<br>Df Esd Gc<br>Rdr RTv | **SHOEI MARU No. 28**<br>**Katsukura Gyogyo K.K.**<br>Kesennuma,<br>Miyagi Pref.<br>SatCom: 1200555/JKIL<br>Japan | **379**<br>—<br>— | **1990**<br>54,05<br>47,90<br>1 dk | Niigata Eng. Co. Ltd.—Niigata<br>(BB)<br>8,70 | 3,440<br>3,80 | (2153) | **M Fishing**<br>Long-line Ref<br>In.477 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, fl<br>couplings & sr geared to sc. shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8622256**<br>*JL5164*<br>126372<br>Rdr Rt | **SHOEI MARU No. 35**<br>**K.K. Futaba Shokai**<br>Hiroshima,<br>Hiroshima Pref.<br>Japan | **499**<br>—<br>1 507 | **1983**<br>72,01<br>1 dk | K.K. Yoshida Zosen Kogyo—Arida<br>11,51 | 4,201<br>6,61 | (387) | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Fuel (d.o.) |

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| **SHOEI MARU No. 36**<br>**Shoei Kensetsu K.K.**<br>Tokushima,<br>Tokushima Pref. Japan | **699**<br>—<br>2 097 | **1985** Kinoura Zosen K.K.—Hakata<br>73,21<br>68,00 14,00 7,12<br>1 dk | **M Sand Carrier** | Akasaka<br>Oil<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11,5kn |
| **SHOEI MARU No. 37**<br>**Y.K. Shoei Kaiun**<br>Tokushima,<br>Tokushima Pref. Japan | **421**<br>—<br>1 098 | **1985** K.K. Yoshida Zosen Kogyo—Arida<br>71,40 3,601<br>65,99 11,00 6,20<br>1 dk | **M General Cargo** | MaK<br>Oil<br>1 300bhp (956kW)<br>Makita Diesel Co. Ltd. Japan<br>11kn |
| **SHOEI MARU No. 38**<br>**Y.K. Shoei Kaiun**<br>Tokushima,<br>Tokushima Pref. Japan | **696**<br>—<br>2 043 | **1987** Kasado Dock Co. Ltd.—Kudamatsu (366)<br>73,82 (BB) 14,64 4,522<br>69,02 14,61 7,40<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>G.1 545<br>1 Ha (stl) ER | Fuji<br>Oil 4SA 6Cy. 320 × 470 with clutches, flexible couplings & dr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **SHOEI MARU No. 38**<br>ex Kinei Maru No. 58<br>**Yuji Yamagata**<br>Hachinohe,<br>Aomori Pref. Japan | **138**<br>—<br>— | **1972** Nichiro Zosen—Japan<br>*30,50*<br>6,20 2,90<br>1 dk | **M Fishing** | Oil<br>316kW (430bhp)<br>Japan |
| **SHOEI MARU No. 38**<br>ex Shoei Maru No. 8-86<br>ex Nissho Maru No. 23-84<br>ex Kaiei Maru No. 31-80<br>**Shoei Gyogyo K.K.** | **116**<br>32<br>— | **1976** Minami-Nippon Zosen K.K.—Kushikino (252)<br>37,19 7,55 2,482<br>31,12 6,96 2,80<br>1 dk | **M Fishing**<br>Mchy.aft | Niigata 6L28BX<br>Oil 4SA 6Cy. 280 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **SHOEI MARU No. 51**<br>**Y.K. Shoei Kaiun**<br>Tokushima,<br>Tokushima Pref. Japan | **696**<br>—<br>2 050 | **1987** Kasado Dock Co. Ltd.—Kudamatsu (367)<br>75,01 (BB) 14,64 4,522<br>69,02 14,61 7,40<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>G.1 545<br>1 Ha (stl) ER | Fuji 6H32<br>Oil 4SA 6Cy. 320 × 470 with clutches, flexible couplings & sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **SHOEI MARU No. 52**<br>**Shoei Kensetsu K.K.**<br>Tokushima,<br>Tokushima Pref. Japan | **695**<br>—<br>2 050 | **1987** Kasado Dock Co. Ltd.—Kudamatsu (368)<br>75,01 (BB) 14,64 4,522<br>69,02 14,61 7,40<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>G.1 545<br>1 Ha (stl) ER | Fuji 6H32<br>Oil 4SA 6Cy. 320 × 470 with clutches, flexible couplings & sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **SHOEI MARU No. 52**<br>**Kiichiro Banya**<br>Nemuro,<br>Hokkaido Pref. Japan<br>SatCom: 1200536/JRXG | **321**<br>—<br>— | **1989** Kanasashi Co. Ltd.—Shimizu (3211)<br>50,03 (BB) - 3,250<br>43,50 8,40 3,60<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.419 | Akasaka K28FD<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHOEI MARU No. 52**<br>**Yorozuya Mitsue**<br>Nemuro,<br>Hokkaido Pref. Japan | **304**<br>156<br>— | **1975** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1199)<br>49,28 8,31 3,296<br>43,57 8,28 3,64<br>1 dk | **M Fishing**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHOEI MARU No. 72**<br>**Kiichiro Manya**<br>Nemuro,<br>Hokkaido Pref. Japan | **109**<br>—<br>— | **1979** Sanuki Zosen Tekkcsho K.K.—Takuma<br>*26,80*<br>5,60 2,20<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Matsui<br>Oil<br>265kW (360bhp)<br>Matsui Iron Works Co. Ltd. Ise |
| **SHOEI MARU No. 88**<br>ex Shoei Maru No. 18-88<br>ex Asahi Maru No. 8-86<br>**Taishin Gyogyo K.K.**<br>Yaizu,<br>Shizuoka Pref. Japan | **374**<br>187<br>518 | **1974** Miho Zosensho K.K.—Shimizu (973)<br>55,45 8,54 3,556<br>47,02 8,51 3,94<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin 6LU35<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHOEI No. 7**<br>ex Yusho Maru No. 12-90<br>ex Sakaki Maru No. 15-81<br>**Shoei Maritime S.A.**<br>Jang Yung Line Ltd.<br>Panama Panama | T.Mk<br>**227**<br>146<br>696 | **1977** Asahi Zosen K.K.—Sumoto (175)<br>56,34 3,020<br>KR 52,00 10,00 4,85<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin 6LUD26FG<br>Oil 4SA 6Cy. 260 × 440<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHOFU**<br>**Eurus Maritime S.A.**<br>Panama Panama<br>SatCom: 1332401/SHFU | *4 936*<br>*3 026*<br>6 532 | **1986** Kochi Jyuko K.K.—Kochi (2467)<br>124,69 (BB) 7,317<br>NK 117,00 17,81 9,86<br>P 24,1 F 9,2 3 dks | **M Refrigerated Cargo**<br>Vehicles<br>4 Ho ER<br>In.7 362<br>4 Ha (stl) (each 8,2 × 6,2) ER<br>Der 8(5) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1350<br>7 000bhp (5 149kW)<br>Kobe Hatsudoki K.K. Kobe<br>17kn |
| **SHOFUKU MARU**<br>**Masahiko Kitano**<br>Takamatsu,<br>Kagawa Pref. Japan | **455**<br>—<br>886 | **1988** Shitanoe Zosen K.K.—Usuki (1088)<br>49,55 (BB) 4,580<br>44,30 9,98 5,40<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Niigata 6M28BGT<br>Oil 4SA 6Cy. 280 × 480<br>736kW (1 001bhp) E made88<br>Niigata Eng. Co. Ltd. Niigata |
| **SHOFUKU MARU**<br>**Matsuura Kaiun K.K.**<br>Ieshima,<br>Hyogo Pref. Japan | **420**<br>—<br>1 140 | **1986** Sokooshi Zosensho K.K.—Higashino<br>61,30 3,780<br>56,01 13,01 5,80<br>1 dk | **M Sand Carrier** | Yanmar Z280L-ET<br>Oil 4SA 280 × 360<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **SHOFUKU MARU**<br>**Asahi Kaiun K.K.**<br>Aikawa,<br>Niigata Pref. Japan | **279**<br>—<br>956 | **1984** Niigata Eng. Co. Ltd.—Niigata (1826)<br>49,97 3,707<br>45,01 11,02 5,21<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>G.574<br>1 Ha (stl) ER | Niigata 6M26AGTE<br>Oil 4SA 6Cy. 260 × 460<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHOFUKU MARU**<br>**Shofuku Kisen K.K.**<br>Hakata,<br>Ehime Pref. Japan | **199**<br>—<br>678 | **1985** Y.K. Furumoto Tekko Zosensho—Osaki<br>56,75 2,920<br>52,00 9,81 4,96<br>1 dk | **M General Cargo** | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>11kn |
| **SHOFUKU MARU**<br>ex Shinsei Maru No. 13-82<br>ex Kaijo Maru-80<br>**Kaiko Kisen Y.K.**<br>Iyo,<br>Ehime Pref. Japan | **190**<br>—<br>849 | **1971** Sasaki Zosen K.K.—Kinoe (158)<br>9,02 3,099<br>48,01 9,00 4,81 | **M General Cargo** | Matsue<br>Oil<br>900bhp (662kW)<br>Matsue Diesel K.K. Matsue |

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| **9011179**<br>*JRUL*<br>130913<br>MG1-1776<br>Esd Gc Rdr<br>RTv | **SHOFUKU MARU No. 1**<br>**K.K. Usufuku Honten**<br>Kesennuma, Japan<br>Miyagi Pref.<br>SatCom: 1201777/JRUL | **439**<br>—<br>— | **1990** Kanasashi Co. Ltd.—Shimizu (3233)<br>58,01 (BB) 3,600<br>51,00 9,00 3,95 | **M Fishing**<br>Long-line Ref | Akasaka<br>Oil 4SA 6Cy. 310 × 530 with clutches,<br>couplings & sr reverse geared to sc<br>1 250kW (1 699bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **8410469**<br>*7KRC*<br>126652<br>MG1-1336<br>Rdr RTv | **SHOFUKU MARU No. 8**<br>**K.K. Usufuku Honten**<br>Kesennuma, Japan<br>Miyagi Pref.<br>SatCom: 1204123/JKRC | **409**<br>—<br>— | **1984** Kanasashi Co. Ltd.—Shimizu (3037)<br>55,45 (BB) 3,501<br>49,03 8,81 3,81<br>1 dk | **M Fishing**<br>Side-fishing Long-line | Akasaka<br>Oil 4SA 6Cy. 300 × 480 with clutches,<br>couplings & sr reverse geared to sc<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **8823915**<br>*JK4765*<br>127922<br>Rdr Rt | **SHOFUKU MARU No. 8**<br>**Mitani Kaiun Y.K.**<br>Shimokamagari, Japan<br>Hiroshima Pref. | **354**<br>—<br>344 | **1988** Kyoei Zosen K.K.—Mihara<br>44,50 3,500<br>40,00 9,50 5,00<br>1 dk | **M General Cargo** | Matsui<br>Oil 4SA 6Cy. 260 × 470<br>331kW (450bhp)<br>Matsui Iron Works Co. Ltd. |
| **8622610**<br>*JF2104*<br>120048<br>Rt | **SHOFUKU MARU No. 8**<br>**Usui Kaiun Y.k.**<br>Shimokamagari, Japan<br>Hiroshima Pref. | **191**<br>—<br>209 | **1984** Nagamatsu Zosensho—Japan<br>32,69 2,101<br>9,01 2,42<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd.<br>Fuel (d.o.) |
| **8109826**<br>*8JIS*<br>124987<br>MG1-1220<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOFUKU MARU No. 18**<br>**K.K. Usufuku Honten**<br>Kesennuma, Japan<br>Miyagi Pref. | **344**<br>170<br>— | **1981** K.K. Goriki Zosensho—Ise (838)<br>3,252<br>46,82 8,81 3,71<br>1 dk | **M Fishing**<br>Tuna Long-line<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **9009621**<br>*JRLX*<br>130908<br>MG1-1762<br>Rdr RTv | **SHOFUKU MARU No. 28**<br>**K.K. Usufuku Honten**<br>Kesennuma, Japan<br>Miyagi Pref.<br>SatCom: 1203115/JRLX | **379**<br>—<br>— | **1990** Kanasashi Co. Ltd.—Shimizu (3226)<br>54,71 (BB) 8,72 3,401<br>48,10 8,70 3,75<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.491 | Akasaka<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & sr reverse geared to sc<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **7900754**<br>*JG3883*<br>121745 | **SHOFUKU MARU No. 35**<br>ex Kaiun Maru No. 35-84<br>**Tsuneo Mikawa**<br>Asahi, Japan<br>Chiba Pref. | **157**<br>—<br>200 | **1979** Nagasaki Zosen K.K.—Nagasaki (683)<br>36,00 6,84 2,352<br>33,02 6,80 2,77<br>1 dk | **M Fish Carrier**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **9037549**<br>*JGQA*<br>132223<br>Df Esd Gc<br>Pfd Rdr RTv | **SHOFUKU MARU No. 38**<br>**K.K. Usufuku Honten**<br>Kesennuma, Japan<br>Miyagi Pref. | **409**<br>—<br>— | **1991** Kanasashi Co. Ltd.—Shimizu (3273)<br>56,70 (BB) 8,82 3,450<br>49,60 8,80 3,84 | **M Fishing**<br>Long-line Ref<br>In.517 | Akasaka<br>Oil 4SA 6Cy. 280 × 500 with clutches,<br>couplings & sr reverse geared to sc<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **8509973**<br>*JGXG*<br>128189<br>MG1-1414<br>Rdr RTv | **SHOFUKU MARU No. 58**<br>**K.K. Usufuku Honten**<br>Kesennuma, Japan<br>Miyagi Pref.<br>SatCom: 1204404/JGXG | **289**<br>—<br>— | **1985** Kanasashi Co. Ltd.—Shimizu (3076)<br>48,01 (BB) 8,23 3,501<br>42,02 8,21 3,51<br>1 dk | **M Fishing**<br>Side-fishing Long-line | Akasaka<br>Oil 4SA 6Cy. 260 × 440 with clutches,<br>couplings & sr reverse geared to sc<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **8909616**<br>*JKEB*<br>130772<br>MG1-1720<br>Rdr RTv | **SHOFUKU MARU No. 68**<br>**K.K. Usufuku Honten**<br>Kesennuma, Japan<br>Miyagi Pref.<br>SatCom: 1200254/JKEB | **379**<br>—<br>— | **1989** Kanasashi Co. Ltd.—Shimizu (3195)<br>54,11 (BB) 8,72 3,400<br>47,50 8,70 3,75 | **M Fishing**<br>Long-line Ref<br>In.543 | Akasaka<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & sr reverse geared to sc<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **8621056**<br>*JM5586*<br>129414 | **SHOFUKU MARU No. 75**<br>**Fukuho Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **311**<br>—<br>— | **1986** K.K. Watanabe Zosensho—Nagasaki<br>(1100)<br>48,01 8,31 4,22<br>1 dk | **M Fishing**<br>Seiner | Daihatsu<br>Oil<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Fuel (d.o.) |
| **6706474**<br>Df Esd Pfd<br>Rdr Rt | **SHOFUKU MARU No. 78**<br>**Toa Suisan** | **196**<br>106<br>— | **1967** K.K. Izutsu Zosensho—Nagasaki (472)<br>36,78 6,63<br>36,00 6,61 3,26<br>1 dk | **M Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 325 × 460<br>730bhp (537kW)<br>Nippon Hatsudoki |
| **7736347**<br>*JM4443*<br>122790<br>Df Gc Pfd<br>Rdr Rt | **SHOFUKU MARU No. 81**<br>**Fukuho Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **392**<br>—<br>— | **1978** K.K. Watanabe Zosensho—Nagasaki (756)<br>55,00 8,51<br>49,51 8,50 4,09<br>1 dk | **M Fishing/ Fish Carrier**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 310 × 380 reduction gear<br>shaft<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. |
| **8800262**<br>*JM5622*<br>129503 | **SHOFUKU MARU No. 85**<br>**Fukuho Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **320**<br>—<br>461 | **1987** K.K. Watanabe Zosensho—Nagasaki<br>(1115)<br>56,32 (BB) 8,34 4,101<br>49,92 8,21 4,22<br>1 dk | **M Fishing**<br>Stern-fishing<br>In.450 | Daihatsu<br>Oil 4SA 6Cy. 320 × 400 with clutches,<br>couplings & sr reverse geared to sc<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7323097**<br>*JM3648*<br>114876<br>Df Esd Pfd<br>Rdr Rt | **SHOFUKU MARU No. 86**<br>**Fukuho Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **344**<br>—<br>462 | **1973** Tokushima Zosen K.K.—Fukuoka (1108)<br>51,52 7,83 3,449<br>45,01 7,80 3,89<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>2 100bhp (1 545kW)<br>Niigata Eng. Co. Ltd. |
| **8921121**<br>*JRGW*<br>130900<br>MG1-1752<br>Rdr RTv | **SHOFUKU MARU No. 88**<br>**K.K. Usufuku Honten**<br>Kesennuma, Japan<br>Miyagi Pref.<br>SatCom: 1202130/JRGW | **379**<br>—<br>— | **1990** Kanasashi Co. Ltd.—Shimizu (3216)<br>54,71 (BB) 8,72 3,400<br>48,10 8,70 3,75<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.493 | Akasaka<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & sr reverse geared to sc<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **7935553**<br>*JM3996*<br>120628<br>Df Gc Pfd<br>Rdr Rt | **SHOFUKU MARU No. 88**<br>**Fukuho Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **260**<br>—<br>— | **1977** K.K. Watanabe Zosensho—Nagasaki (711)<br>50,02 7,68<br>42,63 7,60 3,61<br>1 dk | **M Fishing/ Fish Carrier**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 310 × 380 reduction gear<br>shaft<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. |
| **7801116**<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOFUKU MARU No. 88**<br>ex Shofuku Maru No. 28-88<br>**Asia Staff Food Trading Corp.** | **254**<br>124<br>— | **1978** K.K. Goriki Zosensho—Ise (808)<br>3,101<br>40,67 8,01 3,46<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **9005716**<br>*JL5964*<br>132059<br>Gc Rdr Rt | **SHOGEN MARU**<br>**Hirokawa Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | **988**<br>—<br>1 311 | **1991** Shirahama Zosen K.K.—Honai (150)<br>70,60 (BB) 4,493<br>NK 65,00 12,00 5,50<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta CR ER<br>L.(gas) 1 500 | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>1 765kW (2 400bhp)<br>The Hanshin Diesel Works Ltd<br>Gen 2 × 200kW a.c. |

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| **SHOGI MARU No. 8**<br>**Shogi Kisen K.K.**<br>Hizen,<br>Saga Pref. Japan | **699**<br>—<br>770 | NK | **1979** Setouchi Zosen K.K.—Kinoe (483)<br>60,30 10,04 4,090<br>55,50 10,00 4,63<br>P 14,1 F 8,0 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 189 | Hanshin 6LU32<br>Oil 4SA 6Cy. 320 × 510<br>1 650bhp (1 214kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 360kW<br>Fuel 99,5t (d.o.)-5,5pd 12kn |
| **SHOGO MARU**<br>**Hinode Kisen K.K. & Showa Kaiun K.K.**<br>Tokyo Japan<br>SatCom: 1203507/IKUY | **48 775**<br>34 169<br>89 127<br>T/cm<br>78,1 | NK | **1982** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (986)<br>241,10 (BB) 38,05 14,021<br>230,03 38,00 19,99<br>F 14,4 1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.105 725 HeCls. B<br>7 Ha (stl) (14,7 × 13,1) (15,7 15,7 15,7 15,7 15,7 15,7 × 16,4) ER | Pielstick 12PC4V-570<br>Vee Oil 4SA 12Cy. 570 × 620 sr geared to sc. shaft<br>12 600bhp (9 268kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 590kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 180,0t (d.o.) 3 457,0t (hvf)-40,5pd 14kn |
| **SHOGUN**<br>ex Kitagami Maru-90<br>**Chembridge Tankers Ltd.**<br>Panama Panama | *717*<br>*299*<br>1 115 | BV (NK) | **1977** Mukaishima Zoki Co. Ltd.—Mukaishima (161)<br>58,15 3,971<br>53,50 10,41 4,02<br>P 13,2 F 8,9 1 dk<br>RW | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.1 146 | Otsuka SOD6-29C<br>Oil 4SA 6Cy. 290 × 420<br>1 000bhp (736kW)<br>K.K. Otsuka Tekkosho Oita<br>Gen 2 × 192kW<br>10,75kn |
| **SHOHAKU MARU**<br>**Hojo Kyodo Kaiun K.K.**<br>Hojo,<br>Ehime Pref. Japan | **699**<br>—<br>1 993 | | **1986** Asakawa Zosen—Imabari (335)<br>80,50 (BB) 13,24 4,401<br>75,01 13,20 7,62<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.4 412 B.3 466<br>1 Ha (stl) ER | Makita 6LN35L<br>Oil 4SA 6Cy. 350 × 680<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Controllable pitch propeller |
| **SHOHAKU MARU**<br>**Sankyo Kaiun Y.K., K.K. Uyeno Unyu Shokai & Uyeno Chemical Unyu K.K.**<br>Kaminoseki,<br>Yamaguchi Pref. Japan | **499**<br>—<br>1 252 | NK | **1987** Murakami Hide Zosen K.K.—Hakata (268)<br>62,77 4,201<br>58,22 10,01 4,91<br>P 15,3 F 7,7 1 dk | **M Tanker**<br>Oil Chemical<br>Mchy.aft<br>L.1 300 | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 75kW a.c. |
| **SHOHEI MARU**<br>**Heiwa Kaiun K.K.**<br>Yokohama,<br>Kanagawa Pref. Japan | **114**<br>—<br>430 | | **1983** Iisaku Zosen K.K.—Shizuoka (113)<br>36,98 2,600<br>35,00 7,85 2,70<br>1 dk | **M Tanker**<br>Mchy.aft | Matsui<br>Oil<br>350bhp (257kW)<br>Matsui Iron Works Co. Ltd. Japan<br>Fuel (d.o.) 8,5kn |
| **SHOHEI MARU**<br>**Yoshitome Kaiun K.K.**<br>Kagoshima,<br>Kagoshima Pref. Japan | **108**<br>—<br>— | | **1989** Kambara Marine Development & SB. Co. LTD.—Numakuma<br>25,00 2,100<br>23,00 8,50 2,99<br>1 dk | **TM Tug** | Niigata 6NSCM<br>2 Oil 4SA each 6Cy. 190 × 260<br>Niigata Eng. Co. Ltd. Ota |
| **SHOHEI MARU No. 21**<br>**Heiwa Kaiun K.K.**<br>Yokohama,<br>Kanagawa Pref. Japan | **145**<br>—<br>471 | | **1987** Iisaku Zosen K.K.—Shizuoka (87133)<br>40,52 2,552<br>38,51 8,51 2,82<br>1 dk | **M Tanker**<br>4 Ta ER | Matsui<br>Oil 4SA 6Cy. 240 × 400 with clutches & reverse reduction geared to sc. shaft<br>420bhp (309kW)<br>Matsue Nainenki Kogyo Mie<br>Thw. thrust propeller fwd |
| **SHOHEI MARU No. 28**<br>**Heiwa Kaiun K.K.**<br>Yokohama,<br>Kanagawa Pref. Japan | **115**<br>—<br>430 | | **1985** Iisaku Zosen K.K.—Shizuoka (85124)<br>37,06 2,600<br>35,00 7,85 2,70<br>1 dk | **M Tanker**<br>SBT | Matsui MU323DGSC<br>Oil 4SA 3Cy. 230 × 380 with clutches & reverse reduction geared to sc. shaft<br>350bhp (257kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **SHOHO MARU**<br>**Showa Line Ltd. (Showa Kaiun K.K.)**<br>Tokyo Japan<br>SatCom: 1203511/IKVT | **75 281**<br>53 151<br>145 229<br>T/cm<br>103,0 | NK | **1982** Nippon Kokan K.K.—Tsu (77)<br>273,01 (BB) 17,541<br>260,00 43,01 23,80<br>P 43,9 F 14,4 1 dk | **M Bulk Carrier**<br>9 Ho ER<br>G.160 542 HeCls. ptB<br>9 Ha (stl) (12,6 × 16,0) (14,5 14,5 14,5 14,5 14,5 14,5 14,5 14,5 × 19,6) ER | Pielstick 14PC4V-570<br>Vee Oil 4SA 14Cy. 570 × 620 sr geared to sc. shaft<br>15 000bhp (11 033kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 1 × 800kW 2 × 640kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 384,5t (d.o.) 4 678,0t (hvf)-52,0pd 13,75kn |
| **SHOHO MARU**<br>**Shinwa Kaiun K.K. (Shinwa Kaiun Kaisha Ltd.)**<br>Tokyo Japan<br>SatCom: 1201201/SHOH | *43 651*<br>*19 818*<br>70 583<br>T/cm<br>74,7 | NK | **1981** Mitsubishi Heavy Industries Ltd.—Nagasaki (1881)<br>227,60 (BB) 36,05 12,326<br>217,00 36,00 18,90<br>1 dk | **M Bulk Carrier**<br>6 Ho ER<br>G.86 363 HeCls. ptB<br>6 Ha (stl) (14,4 × 12,8) (17,6 17,6 14,4 17,6 17,6 × 16,0) ER | MAN 14V52/55A<br>Vee Oil 4SA 14Cy. 520 × 550 sr geared to sc. shaft<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 1 × 550kW 2 × 480kW 450V 60Hz a.c.<br>Fuel 286,5t (d.o.) 3 788,0t (hvf)-41,5pd 14,25kn |
| **SHOHO MARU**<br>**Showa Yusosen Co. Ltd. (Showa Yusosen K.K.)**<br>Tokyo Japan | **2 988**<br>—<br>5 801 | NK | **1984** K.K. Usuki Tekkosho—Usuki (1543)<br>104,73 6,701<br>98,02 15,51 7,83<br>P 28,1 F 10,4 1 dk | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 5 548 HeCls. BC<br>3 Cargo pumps total 3 700T/hr | Hanshin 6EL44<br>Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 4 × 285kW a.c.<br>13,5kn |
| **SHOHO MARU**<br>**Oura Kisen K.K.**<br>Namikata,<br>Ehime Pref. Japan | **697**<br>—<br>1 400 | | **1979** K.K. Yoshida Zosen Kogyo—Arida (325)<br>... ... ...<br>71,61 12,01 6,61<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 330 × 530<br>2 100bhp (1 545kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| **SHOHO MARU**<br>**Komura Kisen K.K.**<br>Osaka,<br>Osaka Pref. Japan | **499**<br>349<br>1 000 | | **1978** Sokooshi Zosensho K.K.—Higashino (253)<br>*54,59* 4,250<br>9,71 4,50<br>1 dk | **M Tanker** | Oil<br>Japan |
| **SHOHO MARU**<br>**Kawaguchi Kaiun K.K.**<br>Setoda,<br>Hiroshima Pref. Japan | **499**<br>—<br>1 126 | | **1981** Omishima Dock K.K.—Kamiura (1101)<br>4,150<br>55,00 9,61 4,40<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| **SHOHO MARU**<br>**Y.K. Myoei Kisen**<br>Hinase,<br>Okayama Pref. Japan | **498**<br>—<br>1 195 | | **1988** Mukaishima Zoki Co. Ltd.—Mukaishima (251)<br>64,33 10,20 4,165<br>60,00 10,00 4,50<br>1 dk | **M Tanker**<br>Chemical<br>SBT<br>8 Ta<br>L.1 300 | Niigata 6M28BFT<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>736kW (1 001bhp) E made88<br>Niigata Eng. Co. Ltd. Niigata |
| **SHOHO MARU**<br>**Nissho Kisen K.K.**<br>Hinase,<br>Okayama Pref. Japan | **496**<br>—<br>1 251 | | **1986** Sasaki Zosen K.K.—Kinoe (501)<br>64,22 4,201<br>60,03 10,01 4,53<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 399 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & reverse reduction ggeared to sc. shaft<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHOHO MARU**<br>**Tofuku Kisen K.K., Taiheiyo Kisen Kaisha Ltd. & Taiheiyo Enkai Kisen K.K.**<br>Onomichi,<br>Hiroshima Pref. Japan | **493**<br>—<br>1 250 | | **1989** Murakami Hide Zosen K.K.—Hakata (297)<br>4,192<br>62,01 10,01 4,53<br>1 dk | **M Tanker**<br>Chemical | Hanshin 6LH28<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Japan |

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| **7501716**<br>*JM3958*<br>118223<br>Rdr Rt | **SHOHO MARU**<br><br>**Nishi Nippon Kaiun K.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **199**<br>—<br>— | **1976** Towa Zosen K.K.—Shimonoseki<br>30,61 8,82 2,947<br>27,01 8,81 3,51<br>1 dk | (493) | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **8844220**<br>*JK4905*<br>131790<br>Rdr Rt | **SHOHO MARU**<br><br>**Matsuo Takeda**<br>Akitsu, Japan<br>Hiroshima Pref. | **199**<br>—<br>696 | **1990** Kyoei Zosen K.K.—Mihara<br>57,00 3,200<br>52,00 9,50 5,40<br>1 dk | | **M General Cargo** | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>Niigata Eng. Co. Ltd. |
| **7920936**<br>*JM4687*<br>123296<br>Rdr Rt | **SHOHO MARU**<br><br>**Kowa Kogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **197**<br>—<br>77 | **1980** Odo Zosen Tekko K.K.—Shimonoseki<br>30,61 2,810<br>27,01 8,81 3,51<br>1 dk | (261) | **TM Pollution & Surface Clearance Vessel** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **7903067**<br>*JJ3167*<br>121070<br>Rdr Rt | **SHOHO MARU**<br><br>**Nitto Unyu K.K. (Nitto Transportation Co. Ltd.)**<br>Kobe, Japan<br>Hyogo Pref. | **196**<br>—<br>— | **1979** Kanagawa Zosen—Kobe<br>2,701<br>25,51 8,62 3,81<br>1 dk | (198) | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8220826**<br>*JJ3119*<br>121181 | **SHOHO MARU**<br><br>**Matsuda Kisen K.K.**<br>Aioi, Japan<br>Hyogo Pref. | **187**<br>—<br>375 | **1982** Kyoei Zosen K.K.—Mihara<br>39,98 2,966<br>36,02 7,51 3,00<br>1 dk | (121) | **M Tanker**<br>Chemical<br>4 Ta ER<br>L.(oil) 263 | Yanmar<br>Oil 4SA 6Cy. 240 × 420<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **5325247**<br>*7LJE*<br>89133<br>Rt | **SHOHO MARU**<br>ex Kanda Maru-87 ex Shoho Maru-79<br>**Y.K. Seiwa Kaiun**<br>Ogaki, Japan<br>Hiroshima Pref. | **162**<br>—<br>— | **1961** Osaka Zosensho—Osaka<br>29,04 7,65 2,388<br>26,01 7,60 3,56<br>1 dk | (188) | **TM Tug** | Fuji<br>2 Oil 4SA each 8Cy. 275 × 320<br>Fuji Diesel Co. Ltd.<br>Gen 1 × 20kW 220V d.c.<br>Fuel 26,5t-4,0pd |
| **6419306**<br>*JJ2043*<br>93868 | **SHOHO MARU No. 2**<br><br>**Kai Kisen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **198**<br>—<br>279 | **1964** Onomichi Zosen K.K.—Onomichi<br>37,62 6,66 2,794<br>33,99 6,61 3,20<br>1 dk<br>RW | (135) | **M Tanker**<br>1 Ta ER<br>L.(oil) 143 | Oil 4SA 5Cy. 240 × 380<br>325bhp (239kW)<br>Nippon Hatsudoki<br>Fuel 13,0t-1,5pd |
| **9004750**<br>*JK5051*<br>132461<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOHO MARU No. 3**<br><br>**Shoho Kisen Y.K.**<br>Kaminoseki, Japan<br>Yamaguchi Pref. | **199**<br>—<br>535 | **1990** Taiyo Zosen K.K.—Onoda<br>48,03 8,05 3,150<br>44,15 8,00 3,45<br>1 dk | (222) | **M Tanker**<br>6 Ta ER<br>L.(oil) 572 | Hanshin<br>Oil 4SA 6Cy. 260 × 440 with clutches &<br>sc. shaft<br>625kW (850bhp)<br>The Hanshin Diesel Works Ltd. |
| **7930280**<br>*JK4050*<br>122135<br>Esd Gc Rdr<br>Rt | **SHOHO MARU No. 8**<br><br>**Komura Kisen K.K.**<br>Osaki, Japan<br>Hiroshima Pref. | **499**<br>—<br>1 558 | **1980** Sokooshi Zosensho K.K.—Higashino<br>69,50 4,223<br>65,00 11,51 6,20<br>2 dks | (258) | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>Niigata Eng. Co. Ltd. |
| **7326556**<br>*JI2767*<br>115681<br>Esd | **SHOHO MARU No. 8**<br><br>**Kai Kisen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **199**<br>—<br>517 | **1973** Okayama Zosen K.K.—Hinase<br>7,55 3,302<br>39,25 7,52 3,51<br>1 dk<br>RW | (236) | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 240 × 400<br>550bhp (405kW)<br>Hanshin Nainenki Kogyo |
| **7018898**<br>*JRXQ*<br>105139<br>Df Gc Pfd<br>Rdr | **SHOHO MARU No. 11**<br>ex Sumiho Maru No. 1-84<br>ex Daisen Maru No. 21<br>**Y.K. Moriichi Suisan**<br>Susaki, Japan<br>Kochi Pref. | **199**<br>79<br>— | **1970** Miho Zosensho K.K.—Shimizu<br>42,30 6,71 2,769<br>35,01 6,68 3,26<br>1 dk | (729) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 440<br>850bhp (625kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.) |
| **8838477**<br>*JADH*<br>118406<br>HK1-632<br>Rdr Rt | **SHOHO MARU No. 58**<br><br>**Shoho Suisan K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | **124**<br>—<br>— | **1976** Narasaki Zosen K.K.—Muroran<br>*32,30*<br>7,30 4,40<br>1 dk | | **M Fishing** | Niigata<br>Oil<br>397kW (540bhp)<br>Niigata Eng. Co. Ltd. |
| **7236610**<br><br><br>Df Gc Rdr<br>Rt | **SHOICHI MARU No. 3**<br>ex Shoichi Maru No. 2-81<br>ex Nikko Maru No. 18-80 | **284**<br>141<br>373 | **1972** Miho Zosensho K.K.—Shimizu<br>49,41 8,23 3,347<br>43,01 8,21 3,56<br>1 dk | (842) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7713747**<br>*JG3678*<br>119344<br>Df | **SHOICHI MARU No. 5**<br><br>**K.K. Takeuchi Kaisoten**<br>Tokyo Japan | **234**<br>—<br>245 | **1977** Hanasaki Zosensho—Yokosuka<br>38,51 2,401<br>36,28 7,80 2,70<br>1 dk | (169) | **M Tanker**<br>Mchy.aft | Sumiyoshi<br>Oil 4SA 6Cy. 260 × 400<br>360bhp (265kW)<br>Sumiyoshi Marine Diesel Co. Ltd |
| **7709590**<br>*7KNC*<br>119479<br>Df Rdr | **SHOICHI MARU No. 17**<br>ex Eisho Maru No. 32-84<br>**K.K. Nijyuisseiki Shinsha**<br>Ishinomaki, Japan<br>Miyagi Pref. | **214**<br>86<br>— | **1977** Minami-Kyushu Zosen K.K.—Kushikino<br>41,61 7,22 2,621<br>34,02 6,93 2,93 | (270) | **M Fishing**<br>Purse<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8217439**<br>*JBSM*<br>125051<br>MG1-1267<br>Rdr Rt | **SHOICHI MARU No. 18**<br><br>**K.K. Nijyuisseiki Shinsha**<br>Ishinomaki, Japan<br>Miyagi Pref. | **135**<br>—<br>129 | **1982** K.K. Murakami Zosensho—Ishinomaki<br>38,28 (BB) 7,60<br>30,94 7,00 2,80<br>1 dk | (1118) | **M Fishing**<br>Seiner | Yanmar<br>Oil 4SA 6Cy. 280 × 360<br>1 050bhp (772kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7512662**<br>*JH2632*<br>118342<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOICHI MARU No. 21**<br>ex Yamasan Maru No. 1-87<br>**K.K. Nijyuisseiki Shinsha**<br>Ishinomaki, Japan<br>Miyagi Pref. | **116**<br>33<br>— | **1975** Kochi Jyuko K.K.—Kochi<br>7,01 2,337<br>30,94 6,99 2,70<br>1 dk<br>RW | (1205) | **M Fishing**<br>Mchy.aft | Daihatsu<br>Oil 4SA 8Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7035626**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **SHOICHI MARU No. 28** | **254**<br>129<br>— | **1970** Yamanishi Zosen K.K.—Ishinomaki<br>47,60 7,93<br>41,20 7,90 3,46 | (645) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 250 × 410<br>900bhp (662kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **7424956**<br>*JRHW*<br>117110<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOICHI MARU No. 32**<br>ex Teno Maru No. 16-85<br>ex Sada Maru No. 11-81<br>**K.K. Nijyuisseiki Shinsha**<br>Ishinomaki, Japan<br>Miyagi Pref. | **299**<br>—<br>— | **1975** K.K. Goriki Zosensho—Ise<br>8,01 3,175<br>43,79 7,98 3,69<br>1 dk<br>RW | (772) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **7018719**<br><br><br>Df Esd Gc<br>Pfd Rdr | **SHOICHI MARU No. 87**<br>ex Nadayoshi Maru No. 1<br>**Linji Sheng** | **332**<br>166<br>— | **1969** Miho Zosensho K.K.—Shimizu<br>51,77 8,03 3,048<br>46,11 8,01 3,61<br>1 dk | (711) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo |

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| **SHOICHI MARU No. 88**<br>ex Shoyu Maru No. 18-79<br>**K.K. Kinshu Takamatsu Gyogyo**<br>Ohata, Aomori Pref. Japan | **432**<br>219<br>— | **1969** Miho Zosensho K.K.—Shimizu (725)<br>55,48 9,02 3,404<br>49,54 9,00 4,02<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHOJIN MARU**<br>**Hirokawa Kaiun K.K.**<br>Imabari, Ehime Pref. Japan | **994**<br>—<br>2 256 | **1984** Shirahama Zosen K.K.—Honai (113)<br>79,10 (BB) 5,208<br>73,21 12,01 5,62<br>1 dk | **M Tanker**<br>Asphalt<br>8 Ta ER<br>L.1 901 | Hanshin<br>Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller |
| **SHOJU**<br>ex Shoju Maru No. 5-72<br>ex Reishu Maru-67 ex Tsuruhi Maru-61<br>**Samta Private Ltd.**<br>Singapore Singapore | **310**<br>130<br>569 | **1960** Towa Zosen K.K.—Shimonoseki (249)<br>31,70 8,62 3,506<br>(NK) 29,49 8,56 4,02<br>F 4,6 1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 608 | Makita<br>Oil 4DA 6Cy. 240 × 500<br>250bhp (184kW) E made59 fitted60<br>Makita Diesel Co. Ltd. Takamatsu<br>Fuel 30,5t 6kn |
| **SHOJU MARU**<br>**Idemitsu Tanker Co. Ltd.**<br>Tokyo Japan<br>SatCom: 1200512/JBSK | *143 166*<br>*77 051*<br>258 034<br>T/cm<br>166,0 | **1986** Mitsubishi Heavy Industries Ltd.—Nagasaki (1981)<br>NK 314,99 (BB) 19,278<br>303,51 60,01 28,45<br>1 dk<br>Bow/CM 146 Diam. 0,800 MH 0,9 | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 304 948<br>4 Cargo pumps total 16 070T/hr | Sulzer 7RTA84M<br>Oil 2SA 7Cy. 840 × 2900<br>14 827kW (20 157bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 1670kW 1 × 650kW 450V a.c.<br>Fuel 380,0t (d.o.) 4 500,0t (i.f.o.)-61,0pd 14kn |
| **SHOJU MARU**<br>**Koyo Kaiun K.K.**<br>Kanonji, Kagawa Pref. Japan<br>SatCom: 1201745/JIGT | *1 415*<br>*505*<br>1 383 | **1985** Kishigami Zosen K.K.—Akitsu (1787)<br>71,00 (BB) 4,352<br>NK 65,03 12,41 4,40<br>2 dks | **M Refrigerated Cargo**<br>2 Ho ER<br>In.1 817<br>2 Ha (stl) ER | Akasaka A34<br>Oil 4SA 6Cy. 340 × 660<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 320kW a.c.<br>12,75kn |
| **SHOJU MARU No. 15**<br>ex Sumiyoshi Maru No. 18<br>ex Asukawa Maru-85<br>**Y.K. Matsuo Kaiun**<br>Shimabara, Nagasaki Pref. Japan | **198**<br>134<br>680 | **1978** Y.K. Furumoto Tekko Zosensho—Osaki (380)<br>3,300<br>47,00 8,31 5,01<br>2 dks | **M General Cargo** | Oil 4SA 6Cy.<br>750bhp (552kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **SHOJYU MARU No. 5**<br>ex Hojuzan Maru-88<br>**Y.K. Morie Kaiun**<br>Goshonoura, Kumamoto Pref. Japan | **199**<br>124<br>750 | **1975** Y.K. Hashimoto Zosensho—Amakusa<br>53,01 3,350<br>49,00 9,01 5,21<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil<br>800bhp (588kW)<br>Japan<br>10kn |
| **SHOKAI MARU**<br>**Kazuo Yamashita**<br>Minami-chita, Aichi Pref. Japan | **199**<br>—<br>366 | **1972** Hamajima Zosen K.K.—Japan<br>37,50 2,801<br>34,29 7,00 3,20<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>500bhp (368kW)<br>Japan<br>9kn |
| **SHOKAKU MARU**<br>**Showa Denko K.K. & Taiheiyo Enkai Kisen K.K.**<br>Tokyo Japan | **828**<br>—<br>736 | **1968** Ishikawajima Ship & Chemical Plant Co. —Tokyo (369)<br>57,00 9,91 3,480<br>52,00 9,89 5,82<br>1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta rectangular ER<br>L.(gas) 834 | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 110kW 445V a.c.<br>10kn |
| **SHOKAKU MARU**<br>ex Hoshin-87 ex Hoshin Maru-87<br>**Kakuyo Kaiun Shoji Y.K.**<br>Nagasaki, Nagasaki Pref. Japan | **498**<br>—<br>1 209 | **1971** Higaki Zosen K.K.—Imabari (130)<br>57,31 9,43 4,115<br>51,72 9,40 4,50<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 213 | Makita<br>Oil 4SA 6Cy. 330 × 500<br>1 300bhp (956kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 36kW 225V a.c.<br>Fuel 42,5t-5,0pd 11kn |
| **SHOKAKU MARU**<br>**Hosho Kisen Y.K.**<br>Matsushima, Kumamoto Pref. Japan | **495**<br>—<br>1 500 | **1990** Sasaki Zosen K.K.—Kinoe (545)<br>64,40 4,226<br>60,00 10,00 4,50<br>1 dk | **M Tanker**<br>8 Ta ER | Akasaka K28R<br>Oil 4SA 6Cy. 280 × 480 reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHOKAKU MARU No. 2**<br>**Showa Denko K.K. & Tofuku Kisen K.K.**<br>Onomichi, Hiroshima Pref. Japan | **1 557**<br>—<br>1 543 | **1981** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (291)<br>NK 73,89 12,63 4,512<br>69,02 12,60 6,33<br>P 20,5 F 9,5 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 1 498 | Hanshin 6EL35<br>Oil 4SA 6Cy. 350 × 700<br>2 400bhp (1 765kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 280kW 450V 60Hz a.c.<br>Fuel 42,0t (d.o.) 158,5t (hvf)-7,0pd 13,5kn |
| **SHOKAN MARU**<br>ex Kinugasa Maru<br>**Showa Kaiyo K.K.**<br>Tokyo Japan | **177**<br>—<br>— | **1966** Osaka Zosensho—Osaka (260)<br>29,06 8,26 2,794<br>28,05 8,21 3,89<br>1 dk<br>RW | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 1 × 28kW 1 × 20kW 225V a.c.<br>Fuel 35,5t |
| **SHOKEI MARU**<br>**Odomari Kaiun Y.K.**<br>Anan, Tokushima Pref. Japan | **497**<br>—<br>1 600 | **1986** Murakami S.B. Co. Ltd.—Naruto (167)<br>70,97 4,401<br>66,02 11,51 6,71<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 412 B.2 191<br>1 Ha (stl) ER | Hanshin 6LUN28A<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller |
| **SHOKEI MARU**<br>**Namikata Kairiku Yuso K.K.**<br>Namikata, Ehime Pref. Japan | **496**<br>—<br>1 332 | **1984** K.K. Uno Zosensho—Namikata (171)<br>73,18 3,912<br>68,00 12,01 6,91<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.3 581 B.3 485<br>TEU 64 C. 64/20' (40')<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHOKEI MARU No. 3**<br>**Taihei Kaiun K.K. & Y.K. Mori Kaiun Kensetsu**<br>Imabari, Ehime Pref. Japan | **698**<br>—<br>1 958 | **1988** Higaki Zosen K.K.—Imabari (361)<br>73,59 14,42 4,499<br>68,00 14,40 7,10<br>1 dk | **M Sand Carrier**<br>G.1 274 | Niigata 6M34AGT<br>Oil 4SA 6Cy. 340 × 620<br>1 471kW (2 000bhp) E made88<br>Niigata Eng. Co. Ltd. Japan |
| **SHOKEI MARU No. 5**<br>**Taihei Kaiun K.K.**<br>Imabari, Ehime Pref. Japan | **694**<br>—<br>2 100 | **1984** Tokushima Zosen Sangyo K.K. —Komatsujima (1731)<br>73,51 4,522<br>68,00 14,20 7,12<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.1 270<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 340 × 620<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHOKEI MARU No. 6**<br>**Showa Gyogyo K.K.**<br>Yaizu, Shizuoka Pref. Japan<br>SatCom: 1204407/SHOC | **409**<br>—<br>— | **1984** Kanasashi Co. Ltd.—Shimizu (3047)<br>55,45 (BB) 8,84 3,450<br>49,00 8,81 3,46<br>1 dk | **M Fishing**<br>Long-line Ref<br>5 Ho ER<br>5 Ha (stl) ER | Akasaka DM30FD<br>Oil 4SA 6Cy. 300 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 400bhp (1 030kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |

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| **7916404**<br>*JM4784*<br>123414<br>Esd Rdr Rt | **SHOKEI MARU No. 7**<br>**Okinawa Jyari Hanbai K.K.**<br>Naha, Japan<br>Okinawa Pref. | **697**<br>—<br>1 600 | | **1979** Matsuura Tekko Zosen—Higashino<br>61,30 12,53 4,320<br>55,00 12,50 5,90<br>2 dks | (277) | **M Sand Carrier**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. |
| **8317124**<br>*JDZX*<br>127553<br>SO1-975<br>Rdr RTv | **SHOKEI MARU No. 7**<br>**Showa Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref.<br>SatCom: 1204145/SHOB | **379**<br>—<br>— | | **1983** Kanasashi Co. Ltd.—Shimizu<br>53,90 8,74 3,401<br>47,50 8,70 3,76<br>1 dk | (3016) | **M Fishing**<br>Side-fishing Tuna Long-line<br>5 Ho ER<br>5 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 280 × 460 with clutches,<br>couplings & sr reverse geared to sc.<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.) |
| **8622062**<br>*JM4112*<br>120822<br>Rt | **SHOKEI MARU No. 8**<br>ex Kinei Maru No. 8-89<br>ex Shokei Maru No. 8-88<br>**Aishin Kisen K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **695**<br>—<br>1 751 | | **1983** K.K. Taihei Kogyo—Akitsu<br>70,80 4,171<br>65,00 14,00 6,51<br>1 dk | (1623) | **M Sand Carrier** | Niigata<br>Oil<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd.<br>Fuel (d.o.) |
| **8011483**<br>*JL4774*<br>123920<br>Rdr Rt | **SHOKEN MARU**<br>**Yoshida Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | **694**<br>—<br>1 250 | | **1980** Sasaki Zosen K.K.—Kinoe<br>62,57 4,355<br>58,02 10,01 5,52<br>1 dk | (269) | **M Tanker**<br>Chemical<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.) |
| **8627787**<br>*JL5305*<br>127512<br>Rt | **SHOKEN MARU**<br>**Shoken Kaiun Kigyo Kumiai**<br>Anan, Japan<br>Tokushima Pref. | **499**<br>—<br>1 580 | | **1985** Yamanaka Zosen K.K.—Namikata<br>73,18 4,231<br>68,00 11,51 6,71<br>1 dk | | **M General Cargo**<br>G.2 495 B.2 444 | Hanshin<br>Oil<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. |
| **8106290**<br>*JD2433*<br>124485<br>HK1-789<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOKEN MARU No. 88**<br>**K.K. Shokenmaru Gyogyobu**<br>Wakkanai, Japan<br>Hokkaido Pref. | **124**<br>—<br>— | | **1981** Narasaki Zosen K.K.—Muroran<br>38,31 (BB) 7,40 2,420<br>30,97 7,38 4,63<br>2 dks | (1018) | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 280 × 340 reduction geared<br>shaft<br>1 025bhp (754kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7300423**<br>*HO3705*<br>9543-YJ | **SHOKI**<br>ex Kinsei Maru No. 8-81<br>**Arasian Enterprise S.A.**<br>Panama Panama | **364**<br>212<br>635 | | **1968** Nishihara Zosen—Omishima<br>43,52 8,03 3,633<br>43,41 8,01 4,02<br>1 dk | (133) | **M General Cargo**<br>1 Ho ER<br>1 Ha (24,0 × 5,0) ER<br>1W Der 1(1,5) | Oil 4SA 6Cy. 270 × 420<br>650bhp (478kW)<br>Matsue Diesel K.K.<br>Fuel 20,5t |
| **7123813**<br>*JHXL*<br>110780<br>Esd Rdr Rt | **SHOKI**<br>ex Shinko Maru No. 11-83<br>**Y.K. Shoki Sangyo**<br>Imabari, Japan<br>Ehime Pref. | **143**<br>—<br>61 | | **1971** Sanyo Zosen K.K.—Mukaishima<br>7,04 2,801<br>26,50 7,01 3,31<br>1 dk<br>RW | (608) | **M Tug**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>Hanshin Nainenki Kogyo |
| **8628066**<br>*JM5526*<br>129315<br>Rt | **SHOKI MARU**<br>**Sueji Tanaka**<br>Hiroshima, Japan<br>Hiroshima Pref. | **421**<br>—<br>700 | | **1986** K.K. Kamishima Zosensho—Higashino<br>3,320<br>45,01 10,00 5,31<br>1 dk | | **M Sand Carrier** | Niigata<br>Oil<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **8839691**<br>*JM5923*<br>131352<br>Gc Rdr Rt | **SHOKI MARU**<br>**Tamaryu Kaiun Y.K.**<br>Ishida, Japan<br>Nagasaki Pref. | **293**<br>—<br>1 049 | | **1989** K.K. Kamishima Zosensho—Higashino<br>54,24 3,900<br>46,00 11,50 5,60<br>1 dk | | **M Sand Carrier**<br>1 Ha (stl) (15,4 × 9,0) ER | Matsui<br>Oil 4SA 6Cy. 280 × 520<br>Matsui Iron Works Co. Ltd. |
| **8844270**<br>*JD2450*<br>128596<br>Rdr Rt | **SHOKI MARU**<br>**Teshio Kaiun Kogyo Kumiai**<br>Teshio, Japan<br>Hokkaido Pref. | **198**<br>—<br>699 | | **1990** K.K. Kamishima Zosensho—Higashino<br>51,89 3,250<br>45,00 10,50 5,30<br>1 dk | | **M Sand Carrier**<br>1 Ha (stl) (14,3 × 7,8) ER | Matsui<br>Oil 4SA 6Cy. 280 × 520<br>Matsui Iron Works Co. Ltd. |
| **8907278**<br>*3EXP7*<br>18918-90<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOKO**<br>**Ohryu Marina S.A.**<br>Panama Panama | *4 792*<br>*2 430*<br>7 959 | NK | **1990** Asakawa Zosen—Imabari<br>111,30 (BB) 6,735<br>103,00 18,20 8,95<br>1 dk | (348) | **M Tanker**<br>Oil Chemical | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 780kW (3 779bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.)<br>Gen 2 × 320kW 450V 60Hz a.c. |
| **7370583**<br>*JMLC*<br>118892<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SHOKO MARU**<br>ex Pan Alliance-78<br>**The Sanko Steamship Co. Ltd.**<br>**(Sanko Kisen K.K.)**<br>Tokyo Japan<br>SatCom: 1200660/TRAB | **51 032**<br>36 083<br>87 366<br>T/cm<br>83,5 | NK | **1976** Koyo Dockyard Co. Ltd.—Mihara<br>245,37 13,564<br>235,01 38,91 19,05<br>1 dk<br>Bow/CM 123 Diam. 0,510 MH 0,9 | (672) | **M Tanker**<br>Mchy.aft<br>L.(oil) 113 223<br>3 Cargo pumps total 8 250T/hr<br>HeCls. C | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 880kW 450V 60Hz a.c.<br>Fuel 519,5t (d.o.) 4 123,5t (hvf)-70,0pd |
| **7616559**<br>*JL4287*<br>119019<br>Rdr Rt | **SHOKO MARU**<br>**Hirokawa Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | **999**<br>686<br>1 141 | | **1976** Shirahama Zosen K.K.—Honai<br>11,23<br>62,01 11,21 5,11<br>1 dk | (77) | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 607 | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo |
| **5325443**<br>*7LZP*<br>89835 | **SHOKO MARU**<br>**Kazuo Kamisaka**<br>Handa, Japan<br>Aichi Pref. | **197**<br>—<br>339 | | **1962** Nippon Kokan K.K.—Shimizu<br>39,22 7,04 2,134<br>37,01 7,01 3,15<br>1 dk | (197) | **M General Cargo**<br>1 Ho ER | Kinoshita<br>Oil 4SA 4Cy. 270 × 400<br>210bhp (154kW)<br>Kinoshita Tekkosho<br>Fuel 10,0t-1,0pd |
| **8626068**<br>*JI3220*<br>126550<br>Rt | **SHOKO MARU**<br>**Shigeyuki Sato**<br>Osaka, Japan<br>Osaka Pref. | **133**<br>—<br>440 | | **1984** Imura Zosen K.K.—Komatsushima<br>40,00 2,530<br>38,00 8,40 2,85<br>1 dk | | **M Tanker**<br>L.(oil) 549 | Oil<br>450bhp (331kW) |
| **7932795**<br>*JI2984*<br>117452 | **SHOKO MARU No. 3**<br>ex Nishiki Maru No. 38<br>**Shoji Nishio**<br>Yura, Japan<br>Wakayama Pref. | **100**<br>—<br>200 | | **1975** Takebe Zosen—Takamatsu<br>29,77 2,440<br>27,00 5,50 2,60<br>1 dk | (59) | **M Tanker**<br>Mchy.aft | Kubota<br>Oil 4SA 6Cy. 145 × 200<br>Kubota Tekkosho |
| **8706791**<br>*JL5643*<br>129038 | **SHOKO MARU No. 18**<br>**Shoko Suisan Y.K.**<br>Uwajima, Japan<br>Ehime Pref. | **323**<br>—<br>— | | **1987** Ishii Zosen—Chiba<br>57,21 8,74 3,990<br>51,01 8,70 4,22 | (208) | **M Fish Carrier**<br>G.665 | Matsui<br>Oil 4SA 6Cy. 250 × 470 with clutches<br>geared to sc. shaft<br>1 000bhp (736kW)<br>Matsui Iron Works Co. Ltd.<br>Thw. thrust propeller fwd |
| **8420957**<br>*JJWV*<br>126370 | **SHOKO MARU No. 78**<br>**Shoko Suisan Y.K.**<br>Uwajima, Japan<br>Ehime Pref. | **199**<br>—<br>452 | | **1985** Ishii Zosen—Chiba<br>49,64 3,352<br>43,90 7,82 3,81<br>1 dk | (168) | **M Fish Carrier**<br>4 Ho ER<br>In.451<br>8 Ha (stl) ER | Matsui<br>Oil 4SA 6Cy. 250 × 470 sr geared to<br>1 000bhp (736kW)<br>Matsui Iron Works Co. Ltd.<br>Thw. thrust propeller fwd |

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| **SHOKO MARU No. 88**<br>**Shoko Suisan Y.K.**<br>Uwajima,<br>Ehime Pref. Japan | 198<br>—<br>452 | | **1986** Ishii Zosen—Chiba (188)<br>49,64 3,350<br>43,90 7,82 3,81<br>1 dk | **M Fish Carrier** | Matsui MS25GSC-3<br>Oil 4SA 6Cy. 250 × 470 geared to sc. shaft<br>1 000bhp (736kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Thw. thrust propeller fwd |
| **SHOKYU**<br>ex Tatsuei Maru-89<br>**Hisakatsu Suta**<br>Himeji,<br>Hyogo Pref. Japan | 196<br>112<br>400 | | **1980** Y.K. Takasago Zosensho—Naruto (83)<br>... ...<br>44,00 7,82 4,81<br>1dk | **M General Cargo**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 250 × 400<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SHOKYU MARU**<br>ex Shokyu-78 ex Shokyu Maru-78<br>**Sekola Panama S.A.**<br>Panama Panama | 1 819<br>968<br>3 469 | | **1965** Setoda Zosensho Co. Ltd.—Setoda (186)<br>82,20 12,25 6,122<br>77,02 12,20 6,61<br>1 dk<br>RW rf 297 Bow/CM 34 Diam. 0,203 | **TM Tanker**<br>6 Ta ER<br>L.(oil) 3 691 HeCls. C<br>2 Cargo pumps total 1 000T/hr | Daihatsu 8PSTBM-26D<br>2 Oil 4SA each 8Cy. 260 × 320<br>1 700bhp (1 250kW)<br>Daihatsu Kogyo Osaka<br>Gen 1 × 24kW 1 × 16kW 225V 60Hz a.c.<br>Fuel 106,0t (d.o.)-5,0pd 9,5kn |
| **SHOKYU MARU**<br>**Showa Yusosen Co. Ltd. (Showa Yusosen K.K.)**<br>Tokyo Japan | 697<br>—<br>1 835<br>T/cm<br>6,0 | | **1978** Shirahama Zosen K.K.—Honai (87)<br>4,652<br>65,03 11,51 5,06<br>1 dk<br>RW Bow/CM 30 Diam. 0,305 | **TM Tanker**<br>10 Ta ER<br>L.(oil) 2 145 HeCls. ptB<br>2 Cargo pumps total 1 600T/hr | Yanmar 6U-ST<br>2 Oil 4SA each 6Cy. 200 × 240<br>1 300bhp (956kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Fuel 35,0t (d.o.)-4,5pd |
| **SHOMEI MARU No. 11**<br>**Three Star Shipping Inc.** | 417<br>244<br>750 | | **1964** Jogashima Zosen—Miura (3)<br>45,95 8,46 3,455<br>42,50 8,40 3,76<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 800 | Sumiyoshi<br>Oil 4SA 6Cy. 300 × 420<br>400bhp (294kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>8,5kn |
| **SHOMEI MARU No. 51**<br>**Y.K. Eiwa Kaiun**<br>Kawasaki,<br>Kanagawa Pref. Japan | 498<br>—<br>1 150 | | **1979** Suzuki Shipyard Co. Ltd.—Yokkaichi (320)<br>4,252<br>55,02 10,22 4,63<br>1 dk | **M Tanker**<br>Mchy.aft | Matsui MS245GTSC<br>Oil 4SA 6Cy. 245 × 470<br>1 200bhp (883kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **SHONAN MARU**<br>**Kyodo Senpaku Kaisha Ltd.**<br>Tokyo Japan | 916<br>—<br>624 | NK | **1972** Hitachi Zosen—Mukaishima (4391)<br>70,54 10,24 4,731<br>63,51 10,19 5,21<br>F 3,1 1 dk<br>RW conv Whaler 88 | **M Research/ Whaler**<br>Mchy.aft | B&W 9-50VBF-90<br>Oil 2SA 9Cy. 500 × 900<br>5 500bhp (4 046kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Fuel 440,0t-13,0pd 15kn |
| **SHONAN MARU**<br>**Okinawa Prefecture, Okinawa Suisan Katogakko**<br>Naha,<br>Okinawa Pref. Japan | 491<br>162<br>— | | **1976** Miho Zosensho K.K.—Shimizu (1017)<br>52,30 8,64 3,683<br>45,19 8,62 3,92<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Akasaka AH28<br>Oil 4SA 6Cy. 280 × 440<br>993kW (1 350bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHONAN MARU**<br>**Kanagawa Prefecture, Misaki Suisan Kotogakko**<br>Miura,<br>Kanagawa Pref. Japan<br>SatCom: 1201501/JBMX | 485<br>—<br>505 | | **1987** Niigata Eng. Co. Ltd.—Niigata (2027)<br>56,01 (BB) 3,836<br>49,00 9,21 4,02<br>1 dk | **M Fishing**<br>Training Side-fishing Long-line<br>In.106 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>1 030kW (1 400bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller<br>11kn |
| **SHONAN MARU**<br>ex Kyokko Maru No. 5-86<br>**Fukada Salvage & Marine Works Co. Ltd. (Fukada Salvage Kensetsu K.K.)**<br>Osaka,<br>Osaka Pref. Japan | 215<br>—<br>71 | | **1973** Sanyo Zosen K.K.—Mukaishima (672)<br>8,84 3,010<br>26,01 8,82 3,81<br>1 dk<br>RW | **M Tug** | Fuji 6S32FH<br>2 Oil 4SA each 6Cy. 320 × 500<br>Fuji Diesel Co. Ltd. Tateyama |
| **SHONAN MARU No. 2**<br>**Kyodo Senpaku Kaisha Ltd.**<br>Tokyo Japan<br>SatCom: 1204513/JFCF | 916<br>—<br>626 | NK | **1972** Hitachi Zosen—Mukaishima (4392)<br>70,54 10,24 4,763<br>63,51 10,19 5,21<br>F 3,1 1 dk<br>RW conv Whaler 88 | **M Research/ Whaler**<br>Mchy.aft | B&W 9-50VBF-90<br>Oil 2SA 9Cy. 500 × 900<br>5 500bhp (4 046kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Fuel 440,0t-13,0pd 15kn |
| **SHONAN MARU No. 11**<br>ex Masuei Maru No. 25-86<br>**Shonan Kaiun K.K.**<br>Komatsushima,<br>Tokushima Pref. Japan | 193<br>—<br>— | | **1978** Osaka Zosensho—Osaka (388)<br>... ...<br>25,51 8,60 3,81<br>1 dk<br>RW | **TM Tug** | Niigata 6L25BX<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| **SHONEN NO FUNE KYOKAI 21 SEIKI GO**<br>ex Hiyama Maru-88<br>**Shonen No Fune Kyokai**<br>Tokyo Japan | 8 729<br>—<br>2 624 | | **1976** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (754)<br>144,61 18,72 10,580<br>136,00 18,41 14,00<br>2 dks | **TM RoRo Cargo/Ferry**<br>Rail Vehicles | Daihatsu 6DSM-32<br>8 Oil 4SA each 6Cy. 320 × 380<br>9 416kW (12 801bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 3 × 400kW 445V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel-26,0pd 18,25kn |
| **SHOOTING STAR**<br>**Olympic Offshore Boats Inc.**<br>Morgan City, La United States of America | 129<br>88<br>— | | **1965** St. Charles Steel Works—Thibodaux, La (62)<br>*23,72*<br>7,32 3,20 | **TM Research** | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127<br>750bhp (552kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **SHOQRAH**<br>**Yemen Fishing Corp.**<br>Aden Yemeni Republic | 330<br>100<br>— | | **1974** Nichiro Zosen—Ishinomaki (352)<br>45,42<br>39,98 8,30 4,09<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Akasaka AH27<br>Oil 4SA 6Cy. 270 × 420<br>809kW (1 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHOREHAM**<br>ex Ballygarvey-90<br>**Powell Duffryn Shipping Ltd.**<br>Stephenson Clarke Shipping Ltd.<br>Belfast United Kingdom | 1 599<br>914<br>2 535 | ✠100A1 CS 5/87<br>part (cc)<br>✠LMC<br>EL O 412,5/34,0U2(a)<br>FN 1373 | **1982**-4 Goole Shipbuilders Ltd.—Goole (600)<br>77,09 13,19 4,963<br>71,81 13,11 6,00<br>P 13,2 F 8,0 1 dk<br>rf 76 | **M General Cargo**<br>2 Ho 24,3comb. 23,8comb. ER<br>G.3 082 B.3 038 HeCls. ptB<br>2 Ha (stl) (15,8 17,6 × 10,6) ER | MaK 6M453AK<br>Oil 4SA 6Cy. 320 × 420 with clutches, flexible couplings & sr geared to sc. shaft<br>2 450bhp (1 802kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 250kW 2 × 140kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 20,0t (d.o.) 90,0t (hvf)-6,5pd 12kn |
| **SHORELINE V**<br>**Peabody Shoreline Inc.**<br>Houston, Tx United States of America | 111<br>75<br>— | | **1980** .............Lockport, La<br>*17,68* 7,32<br>2,14<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>600bhp (441kW)<br>U.S.A. |
| **SHORELINE VII**<br>**James P. Crawford**<br>Houston, Tx United States of America | 158<br>107<br>— | | **1980** Bollinger Machine Shop & Shpyd Inc.<br>—Lockport, La<br>*19,21* 8,54<br>2,14<br>1 dk | **M Supply Ship**<br>Deck Cargo | General Motors 8V-71-TI<br>Vee Oil 2SA 8Cy. 108 × 127<br>600bhp (441kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |

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|---|---|---|---|---|---|---|
| 8312409<br>*3EVH2*<br>13446-83<br>Df Esd Gc<br>Rdr Rt | **SHORI**<br>**Victoria Steamship Inc.**<br>Daishin Senpaku K.K. (Daishin Shipping Co. Ltd.)<br>Panama Panama | *2 669*<br>*1 530*<br>3 918 | NK | **1983** Kinoura Zosen K.K.—Hakata (103)<br>86,34 14,03 6,128<br>80,02 14,00 8,72<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.6 143 B.5 618<br>TEU 64 C. 64/20' (40')<br>2 Ha (stl) (14,0 27,3 × 8,4) ER<br>Der 3(25) | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 120kW |
| 7824819<br>*8KLD*<br>123542<br>Df Esd Gc<br>Pfd Rdr RTv | **SHORITSU MARU**<br>**Showa Yusosen Co. Ltd. & Kaisho Shipping Co. Ltd.**<br>Tokyo Japan<br>SatCom: 1200702/IKLD | **49 704**<br>32 746<br>81 278<br>T/cm<br>81,2 | NK | **1979** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2729)<br>237,65 39,93 12,664<br>227,62 39,91 19,03<br>1 dk<br>Bow/CM 114 Diam. 0,556 | **M Tanker**<br>11 Ta ER<br>L.(oil) 96 705<br>3 Cargo pumps total 7 500T/hr<br>HeCls. CptB | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 1000kW 2 × 560kW 450V 60Hz<br>Fuel 475,5t (d.o.) 2 372,5t (hvf)-59,5pd |
| 7514646<br>*YISH*<br>Df Esd Gc<br>Rdr Rt | **SHOROOK**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **959**<br>263<br>397 | ✠CLASS WITHDRAWN 29/1/92 | **1976**-3 Niigata Eng. Co. Ltd.—Niigata (1372)<br>57,82 10,52 3,614<br>52,10 10,51 4,81<br>F 22,9 1 dk, 2nd dk fwd of mchy. space<br>rf 495 | **TM Pilot Ship** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 reverse<br>geared to sc. shafts<br>1 722kW (2 341bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 320kW 1 × 200kW 385V 50Hz a |
| 8903064<br>*MNXW3*<br>Df Esd Gc<br>Rdr RTv | **SHORT SEA TRADER**<br>**Short Sea Europe PLC**<br>F. T. Everard & Sons Management Ltd.<br>London United Kingdom | *2 230*<br>*1 001*<br>3 263 | GL | **1991** Cochrane Shipbuilders Ltd.—Selby (168)<br>99,73 - 4,258<br>96,00 12,50 6,35<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 575 B.4 477<br>TEU 114 C.Ho 86/20' C.Dk 28/20'<br>1 Ha (stl) (70,2 × 10,1) ER | Alpha<br>Oil 4SA 8Cy. 225 × 300 with clutches,<br>couplings & sr geared to sc. shaft<br>749kW (1 018bhp)<br>MAN-B&W Diesel A/S<br>Gen 1 × 324kW 3 × 84kW 220/380V a<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 8511550<br>Rt | **SHORTLAND**<br>**Government of State of New South Wales (Urban Transit Authority-Ferries Division)**<br>*Newcastle, N.S.W.* Australia | *174*<br>—<br>76 | ✠Classed LR until 7/87 | **1986**-4 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (187)<br>18,62 9,30 1,501<br>17,00 8,84 2,49<br>1 dk<br>rf nil BK 18 | **TM Ferry**<br>Twin Hull<br>200dk P | Gardner<br>2 Oil 4SA each 8Cy. 121 × 152 with<br>reverse geared to sc. shafts<br>384bhp (282kW)<br>L. Gardner & Sons Ltd. United<br>Gen 1 × 6,5kW 415V 50Hz a.c. 2 ×<br>24V d.c.<br>Fuel 1,5t (d.o.) |
| 7856446<br>*JG2789*<br>107244<br>Esd Gc Rdr<br>Rt | **SHORYU**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **200**<br>—<br>— | | **1970** Nippon Kokan K.K.—Asano Dockyard, Yokohama. (149)<br>27,50 10,41 2,240<br>25,50 10,39 3,79<br>1 dk | **TM Firefloat**<br>Twin Hull | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 175 × 205<br>2 200bhp (1 618kW)<br>Ikegai Tekkosho |
| 9011090<br>*JG4955*<br>132004<br>Rt | **SHORYU**<br>**Toko Service K.K.**<br>Tokyo Japan | **181**<br>—<br>— | | **1990** Kanagawa Zosen—Kobe (348)<br>33,20<br>29,00 8,80 3,80<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| 8921274<br>*JH3205*<br>130104<br>Gc Pfd Rdr<br>Rt | **SHORYU**<br>**Isewan Bosai K.K.**<br>Toba, Japan<br>Mie Pref. | **100**<br>—<br>19 | NK | **1990** Mitsubishi Heavy Industries Ltd.—Nagasaki (2040)<br>35,00 1,301<br>32,10 6,10 3,12<br>1 dk | **TM Patrol Ship** | Mitsubishi<br>2 Vee Oil 4SA each 16Cy. 160 × 180 with<br>& sr reverse geared to sc. shafts<br>2 720bhp (2 001kW)<br>Mitsubishi Heavy Industries Ltd. |
| 8901688<br>*3ERV7*<br>19553-YJ<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav | **SHORYU EMMY**<br>**Nikibu Transport S.A.**<br>Panama Panama<br>SatCom: 1333125/SREY | *4 540*<br>*2 318*<br>6 999 | NK | **1989** Kanasashi Co. Ltd.—Toyohashi (3205)<br>114,84 (BB) 17,82 6,530<br>106,00 17,80 8,50<br>P 27,9 F 17,2 1 dk | **M Tanker**<br>Chemical<br>SBT<br>L.8 387 | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 089kW (4 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 4 × 216kW a.c. |
| 8204456<br>*JJLA*<br>126174<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SHORYU MARU**<br>**Showa Line Ltd. (Showa Kaiun K.K.)**<br>Tokyo Japan<br>SatCom: 1203514/JJLA | *50 086*<br>*28 581*<br>89 132<br>T/cm<br>78,1 | NK | **1983** Nippon Kokan K.K.—Tsu (80)<br>240,09 (BB) 14,042<br>230,03 38,02 19,99<br>F 14,1 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 19,5 20,1 20,1 20,1 20,1 20,1 20,1 20,1 20,1 ER<br>G.105 140<br>9 Ha (stl) (11,2 × 13,1) (10,0 10,0 10,0 10,0 10,0 10,0 10,0 10,0 × 16,3) ER | Pielstick<br>Vee Oil 4SA 12Cy. 570 × 620 sr geared to<br>shaft<br>14 200bhp (10 445kW)<br>Nippon Kokan K.K. Tsurumi Works,<br>Gen 3 × 590kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 205,0t (d.o.) 3 714,0t (hvf)-41,0pd |
| 8201959<br>*JG4262*<br>126068 | **SHORYU MARU**<br>**Kyodo Shosen K.K.**<br>Tokyo Japan | **499**<br>338<br>1 592 | | **1982** Honda Zosen—Saiki (701)<br>71,33 4,319<br>66,02 11,82 6,23<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 755 B.2 552<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. |
| 8408624<br>*JM5286*<br>127731 | **SHORYU MARU**<br>**Yahata Senpaku Kyogyo Kumiai**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **497**<br>—<br>1 599 | | **1984** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1726)<br>71,53 4,420<br>65,99 11,51 6,71<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 666 B.2 468<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480 sr geared to sc.<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| 8350217<br>Gc Rdr Rt | **SHORYU MARU**<br>**Shinko Line S.A.** | **199**<br>—<br>650 | | **1975** Toyohama Dock—Toyohama<br>51,90 3,301<br>48,01 8,50 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. |
| 8514423<br>*JG4609*<br>128946 | **SHORYU MARU**<br>**Matsuura Kigyo K.K.**<br>Yokohama, Japan<br>Kanagawa Pref. | **185**<br>—<br>— | | **1986** Ura Kyodo Zosensho K.K.—Awaji (253)<br>3,801<br>26,50 9,00 3,90<br>1 dk | **TM Tug**<br>Pusher | Akasaka<br>2 Oil 4SA each 6Cy. 280 × 460<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| 7740075<br>*JI2865*<br>119578<br>Gc Rdr Rt | **SHORYU MARU No. 5**<br>**Okamoto Kaiun K.K.**<br>Fukuyama, Japan<br>Hiroshima Pref. | **496**<br>—<br>1 598 | | **1978** Kimura Zosen K.K.—Yutaka (496)<br>66,53 4,250<br>64,01 11,51 6,10<br>1 dk | **M General Cargo**<br>Mchy.aft<br>G.2 778 B.2 498<br>1 Ha (37,8 × 8,4) | Oil<br>1 600bhp (1 177kW)<br>Matsui Iron Works Co. Ltd. |
| 8705539<br>*JG4721*<br>130183<br>Esd Gc Rdr<br>RTv | **SHOSEI MARU**<br>**Showa Yusosen Co. Ltd. (Showa Yusosen K.K.)**<br>Tokyo Japan | **1 599**<br>—<br>3 280<br>T/cm<br>9,1 | NK | **1987** Sasaki Zosen K.K.—Kinoe (511)<br>84,99 (BB) 13,03 5,995<br>79,51 13,01 6,61<br>P 26,9 F 12,2 1 dk<br>Bow/CM 40 Diam. 0,300 | **M Tanker**<br>SBT<br>10 Ta ER<br>L.3 348<br>2 Cargo pumps total 2 000T/hr | Hanshin<br>Oil 4SA 6Cy. 380 × 760 with clutches,<br>couplings & reduction geared to sc.<br>2 380bhp (1 751kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 180kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd, 1<br>Fuel 27,0t (d.o.) 127,0t (hvf)-8,0pd |
| 8706741<br>*JJ3516*<br>129177<br>Gc Rdr Rt | **SHOSEI MARU**<br>**Taiyo Kaihatsu K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **698**<br>—<br>1 986 | NK | **1987** Hakata Zosen K.K.—Hakata (355)<br>74,94 4,614<br>70,01 11,51 5,01<br>P 16,8 F 7,1 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 199 | Makita<br>Oil 4SA 6Cy. 330 × 640<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd.<br>Gen 3 × 93kW a.c. |

**SHOSEI MARU**
**Mineo Matsuda**
Mitsuboshi Kaiun Kaisha Ltd.
(Mitsuboshi Kaiun K.K.)
Mukaishima,
Hiroshima Pref.
Japan
**499**
—
1 600
**1988** K.K. Matsuura Zosensho—Kinoe (356)
73,49 (BB) 11,84 4,261
68,00 11,80 7,01
2 dks
**M General Cargo**
Hanshin 6LH28RG
Oil 4SA 6Cy. 280 × 460 with clutches, flexible couplings & sr geared to sc. shaft
1 200bhp (883kW)
The Hanshin Diesel Works Ltd. Akashi

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**SHOSEI MARU**
**Y.K. Matsuda Kaiun**
Matsushima,
Kumamoto Pref.
Japan
**199**
—
500
**1977** Odo Zosen Tekko K.K.—Shimonoseki (225)
44,71 (BB) 8,03 3,201
41,00 8,01 3,31
1 dk
**M Tanker**
Mchy.aft
Hanshin 6L26BSH
Oil 4SA 6Cy. 260 × 400
600bhp (441kW)
Hanshin Nainenki Kogyo Kobe

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**SHOSEI MARU**
**Y.K. Shosei Kaiun**
Ieshima,
Hyogo Pref.
Japan
**199**
—
564
**1990** Masui Zosensho K.K.—Nandan (216)
51,00 (BB) 3,400
46,00 10,50 5,61
2 dks
**M General Cargo**
1 Ho ER
B.644
1 Ha (stl) ER
Matsui
Oil 6Cy.
515kW (700bhp)
Matsui Iron Works Co. Ltd. Ise

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**SHOSEI MARU**
**Tadayoshi Yoneda**
Osaka,
Osaka Pref.
Japan
**135**
—
190
**1981** Imura Zosen K.K.—Komatsushima (208)
31,20 2,350
28,00 6,50 2,70
1 dk
**M Tanker**
Mchy.aft
L.(oil) 240
Yanmar 6RAL
Oil 4SA 6Cy. 170 × 205
200bhp (147kW)
Yanmar Diesel Engine Co. Ltd. Amagasaki

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**SHOSEI MARU No. 1**
**Government of The People's Republic of China**
China
**2 729**
1 553
4 999
**1976** Tokushima Zosen Sangyo K.K.—Komatsujima (500)
NK 97,11 14,53 6,706
90,00 14,51 7,52
P 21,7 F 15,6 1 dk
**M Tanker**
Mchy.aft
L.(oil) 4 714
Hanshin
Oil 4SA 6Cy. 460 × 740
3 200bhp (2 354kW)
Hanshin Nainenki Kogyo Kobe
Gen 2 × 240kW
Fuel-10,5pd 12,5kn

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**SHOSEI MARU No. 1**
**Maekawa Kaiun K.K.**
Nandan,
Hyogo Pref.
Japan
**499**
—
1 188
**1984** Uchida Zosen—Ise (833)
61,12 4,328
56,01 9,81 4,63
1 dk
**M Tanker**
4 Ta ER
L.(oil) 1 150
Hanshin
Oil 4SA 6Cy. 260 × 440
1 000bhp (736kW)
The Hanshin Diesel Works Ltd. Akashi

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**SHOSEI MARU No. 1**
ex Shotoku Maru No. 11
**Sho Shu Hachi**
**113**
47
—
**1967** Tokushima Zosen K.K.—Fukuoka (708)
34,22 5,64 2,363
29,39 5,62 2,72
1 dk
**M Fishing**
Side-fishing
Mchy.aft
Daihatsu
Oil 4SA 6Cy. 250 × 320
540bhp (397kW)
Daihatsu Kogyo Osaka

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**SHOSEI MARU No. 2**
ex Yuwa Maru-90
**Maekawa Kaiun K.K.**
Nandan,
Hyogo Pref.
Japan
**699**
—
2 128
**1986** K.K. Miura Zosensho—Saiki (753)
75,01 4,817
NK 70,01 11,21 5,41
P 15,6 F 7,1 1 dk
**M Tanker**
10 Ta ER
L.(oil) 2 250
Hanshin 6EL30
Oil 4SA 6Cy. 300 × 600
1 600bhp (1 177kW)
The Hanshin Diesel Works Ltd. Akashi
Controllable pitch propeller
11,5kn

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**SHOSEI MARU No. 2**
ex Shotoku Maru No. 12
**Sho Shu Hachi**
**114**
47
—
**1967** Tokushima Zosen K.K.—Fukuoka (710)
34,22 5,64 2,363
29,39 5,62 2,70
1 dk
**M Fishing**
Side-fishing
Mchy.aft
Daihatsu
Oil 4SA 6Cy. 250 × 320
540bhp (397kW)
Daihatsu Kogyo Osaka

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**SHOSEI MARU No. 8**
**Sanwa Shoji K.K.**
Kobe,
Hyogo Pref.
Japan
**696**
—
1 924
**1986** Kurinoura Dock K.K.—Yawatahama (230)
74,50 (BB) 4,809
NK 70,01 11,21 5,31
P 16,8 F 7,4 1 dk
**M Tanker**
10 Ta ER
L.(oil) 2 150
Akasaka A31
Oil 4SA 6Cy. 310 × 600
1 125kW (1 529bhp)
Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu
Controllable pitch propeller
12,72kn

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**SHOSEI MARU No. 8**
**Toyota Kisen K.K.**
Yutaka,
Hiroshima Pref.
Japan
**499**
267
1 100
**1976** Tokushima Zosen Sangyo K.K.—Komatsujima (515)
9,45 4,401
53,01 9,42 4,60
1 dk
**M Tanker**
Mchy.aft
Hanshin
Oil 4SA 6Cy. 260 × 440
1 200bhp (883kW)
Hanshin Nainenki Kogyo Kobe

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**SHOSEI MARU No. 8**
**Shosei Suisan K.K.**
Narao,
Nagasaki Pref.
SatCom: 1201461/SHSE
Japan
**135**
—
122
**1987** K.K. Izutsu Zosensho—Nagasaki (937)
46,41 (BB) 8,77 2,801
37,01 7,90 3,23
1 dk
**M Fishing**
Stern-fishing
Niigata 6MG28CX
Oil 4SA 6Cy. 280 × 350
1 170bhp (861kW)
Niigata Eng. Co. Ltd. Niigata
Controllable pitch propeller

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**SHOSEI MARU No. 15**
**Shoei Kisen K.K.**
Saiki,
Oita Pref.
Japan
**498**
—
1 594
**1982** Y.K. Tokai Zosensho—Tsukumi (616)
4,320
68,20 11,51 6,20
1 dk
**M General Cargo**
Oil
Japan

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**SHOSEI MARU No. 18**
**Shosei Suisan K.K.**
Narao,
Nagasaki Pref.
Japan
**324**
—
—
**1989** K.K. Watanabe Zosensho—Nagasaki (1152)
59,55 (BB) 8,42 4,000
49,89 8,40 4,40
1 dk
**M Fishing**
In.392
Niigata 8MG28HX
Oil 4SA 8Cy. 280 × 370
1 570bhp (1 155kW)
Niigata Eng. Co. Ltd. Japan

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**SHOSEI MARU No. 38**
**Shosei Suisan K.K.**
Narao,
Nagasaki Pref.
Japan
**326**
—
400
**1982** K.K. Izutsu Zosensho—Nagasaki (854)
(BB) 7,98
45,80 7,80 3,81
1 dk
**M Fishing**
Side-fishing Seiner
Niigata 6M34AFT
Oil 4SA 6Cy. 340 × 620 sr reverse geared to sc. shaft
2 000bhp (1 471kW)
Niigata Eng. Co. Ltd. Japan

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**SHOSEI MARU No. 58**
**Shosei Suisan K.K.**
Narao,
Nagasaki Pref.
Japan
**309**
—
—
**1990** K.K. Watanabe Zosensho—Nagasaki (1175)
59,57 (BB) 4,001
49,90 8,40 4,40
**M Fishing**
Niigata 8MG28HX
Oil 4SA 8Cy. 280 × 370
1 155kW (1 570bhp)
Niigata Eng. Co. Ltd. Ota

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**SHOSEI MARU No. 58**
**Shosei Suisan K.K.**
Narao,
Nagasaki Pref.
Japan
**189**
—
—
**1977** K.K. Izutsu Zosensho—Nagasaki (747)
40,64 7,09
34,96 7,00 3,54
1 dk
**M Fishing/ Fish Carrier**
Mchy.aft
Hanshin 6LU28G
Oil 4SA 6Cy. 280 × 440
1 200bhp (883kW)
The Hanshin Diesel Works Ltd. Akashi

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**SHOSEKI MARU**
**Showa Shell Senpaku K.K.**
Tokyo
SatCom: 1200701/JCET
Japan
**39 890**
22 137
59 535
T/cm
25,7
**1979** Kawasaki Heavy Ind. Ltd.—Kobe (1310)
210,01 (BB) 36,02 11,915
NK 200,01 36,01 18,72
1 dk
Bow/CM 104 Diam. 0,410 MH 2,1
**M Tanker**
Mchy.aft
L.73 646
3 Cargo pumps total 6 000T/hr
MAN 12V52/55A
Vee Oil 4SA 12Cy. 520 × 550
12 660bhp (9 312kW)
Kawasaki Heavy Ind. Ltd. Kobe
Gen 1 × 360kW 2 × 272kW 450V 60Hz a.c.
Fuel 200,0t (d.o.) 2 208,5t (hvf)-38,0pd 14,5kn

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**SHOSEN MARU No. 1**
ex Kinriki Maru No. 1-82
**Masahiro Tanihara**
Kurahashi,
Hiroshima Pref.
Japan
**199**
—
462
**1980** Y.K. Kaneko Zosensho—Hojo (136)
3,150
41,00 7,80 4,91
1 dk
**M General Cargo**
Oil
Japan

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|---|---|---|---|---|---|
| **8603781**<br>*JD2444*<br>128524<br>Rdr Rt | **SHOSEN MARU No. 8**<br>**Wakkanai Kaiun Kyogyo Kumiai**<br>Wakkanai, Hokkaido Pref. Japan | **117**<br>—<br>250 | **1986** Narasaki Zosen K.K.—Muroran (1074)<br>33,52 6,92 2,600<br>29,00 6,90 2,90<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 160 × 200 with clutches,<br>couplings & sr geared to sc. shaft<br>350bhp (257kW)<br>Niigata Eng. Co. Ltd. |
| **7639472**<br>*JM3977*<br>120532<br>Rdr Rt | **SHOSEN MARU No. 11**<br>**Shosen Kaiun K.K.**<br>Sasebo, Nagasaki Pref. Japan | **497**<br>—<br>1 107 | **1976** Ito Iron Works & SB. Co. Ltd.—Sasebo (196)<br>58,81 9,33 4,198<br>54,01 9,30 4,45<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo |
| **7912513**<br>*JH2797*<br>124351<br>Rdr | **SHOSEN MARU No. 15**<br>**Shosen Kaiun K.K.**<br>Sasebo, Nagasaki Pref. Japan | **493**<br>—<br>1 141 | **1980** Hakata Zosen K.K.—Hakata (222)<br>4,201<br>55,02 9,61 4,42<br>1 dk | **M Tanker**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 275 × 450<br>1 300bhp (956kW)<br>Makita Diesel Co. Ltd. |
| **7323293**<br>*JM5225*<br>124785<br>Gc Rdr | **SHOSHIN MARU**<br>ex Matsushima No. 2-83<br>ex Matsushima Maru No. 2-83<br>**Y.K. Suruga Kaiun**<br>Tokyo Japan | **699**<br>—<br>1 476 | **1973** Sasaki Zosen K.K.—Kinoe (180)<br>78,01 11,03 4,901<br>72,07 11,00 5,90<br>1 dk | **M Tanker**<br>5 Ta ER<br>L.(oil) 2 313 | Hanshin<br>Oil<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo |
| **8712829**<br>*JG4720*<br>130179<br>Esd Gc Rdr<br>RTv | **SHOSHIN MARU**<br>**Showa Yusosen Co. Ltd. (Showa Yusosen K.K.)**<br>Tokyo Japan | **498**<br>—<br>1 187<br>T/cm<br>5,0 | **1987** Sasaki Zosen K.K.—Kinoe (510)<br>64,24 4,152<br>NK 60,00 10,01 4,30<br>P 18,6 F 8,3 1 dk<br>Bow/CM 32 Diam. 0,200 | **M Tanker**<br>SBT<br>8 Ta ER<br>L.1 242<br>4 Cargo pumps total 1 600T/hr | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches,<br>couplings & reverse reduction geared<br>shaft<br>1 190bhp (875kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 96kW 440V 60Hz a.c.<br>Fuel 7,5t (d.o.) 48,0t (hvf)-3,5pd |
| **8604943**<br>*JK4639*<br>128020 | **SHOSHIN MARU No. 3**<br>**Shoshin Kisen K.K.**<br>Hinase, Okayama Pref. Japan | **339**<br>—<br>698 | **1986** Mukaishima Zoki Co. Ltd.—Mukaishima (222)<br>51,97 9,20 3,550<br>48,01 9,02 3,92<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.695 | Hanshin<br>Oil 4SA 6Cy. 260 × 440 with clutches &<br>reduction geared to sc. shaft<br>900bhp (662kW)<br>The Hanshin Diesel Works Ltd. |
| **8604955**<br>*JK4640*<br>129511 | **SHOSHIN MARU No. 5**<br>**Shoshin Kisen K.K.**<br>Hinase, Okayama Pref. Japan | **339**<br>—<br>698 | **1986** Mukaishima Zoki Co. Ltd.—Mukaishima (223)<br>51,97 9,20 3,550<br>48,01 9,01 3,92<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.695 | Hanshin<br>Oil 4SA 6Cy. 260 × 440 with clutches &<br>reduction geared to sc. shaft<br>900bhp (662kW)<br>The Hanshin Diesel Works Ltd. |
| **5026243**<br>*JDOW*<br>85431 | **SHOSHIN MARU No. 6**<br>ex Miyako Maru No. 2-83<br>ex Asahi Maru<br>**Matsutaro Kamogawa**<br>Ichikawa, Hyogo Pref. Japan | **153**<br>—<br>— | **1960** Ishikawajima Jukogyo—Tokyo (788)<br>*25,21* 7,65 2,515<br>7,62 3,41<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 300 × 430<br>Fuji Diesel Co. Ltd.<br>Fuel 18,5t |
| **7627027**<br>*JL4365*<br>119023<br>Gc Rdr | **SHOSHIN MARU No. 8**<br>**Toyo Kisen K.K.**<br>Niihama, Ehime Pref. Japan | **198**<br>112<br>680 | **1977** K.K. Miura Zosensho—Saiki (526)<br>54,62 3,452<br>50,02 9,01 5,31<br>2 dks | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8621317**<br>*JK4377*<br>127204<br>Rt | **SHOSHIN MARU No. 8**<br>**Katsuji Imura**<br>Tokuyama, Yamaguchi Pref. Japan | **179**<br>—<br>380 | **1983** Takebe Zosen—Takamatsu (103)<br>37,09 3,090<br>7,41 3,20<br>1 dk | **M Tanker**<br>Alcohol<br>Mchy.aft | Yanmar<br>Oil<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8510257**<br>*JE2847*<br>126667<br>AM1-482<br>Rdr Rt | **SHOSHIN MARU No. 8**<br>**K.K. Marukichi**<br>Hachinohe, Aomori Pref. Japan | **125**<br>—<br>165 | **1985** Niigata Eng. Co. Ltd.—Niigata (1857)<br>37,62 (BB) 7,42<br>30,99 7,00 3,15<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>2 Ho ER<br>In.118<br>2 Ha (stl) ER | Pielstick<br>Oil 4SA 6Cy. 255 × 270 with clutches,<br>couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8909848**<br>*JJIJ*<br>130856<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOSHIN MARU No. 11**<br>**Koyo Suisan K.K.**<br>Hachinohe, Aomori Pref. Japan | **125**<br>—<br>— | **1989** Niigata Eng. Co. Ltd.—Niigata (2151)<br>36,29 (BB) 2,501<br>30,00 7,20 2,80 | **M Fishing**<br>Stern Trawler Ref<br>In.103 | Niigata<br>Oil 4SA 6Cy. 255 × 270 with clutches,<br>couplings & sr geared to sc. shaft<br>713kW (969bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8403985**<br>*JBOK*<br>126662<br>AM1-472<br>Rdr Rt | **SHOSHIN MARU No. 15**<br>**K.K. Marukichi**<br>Hachinohe, Aomori Pref. Japan | **135**<br>—<br>157 | **1984** Niigata Eng. Co. Ltd.—Niigata (1818)<br>38,36 (BB) 7,01 2,550<br>31,91 6,61 2,87<br>1 dk | **M Fishing**<br>Side-fishing Cuttle Ref<br>Mchy.aft<br>In.150 | Niigata<br>Oil 4SA 6Cy. 260 × 460 with clutches,<br>couplings & sr geared to sc. shaft<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7395947**<br>*JCSP*<br>117215<br>AM1-226<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOSHIN MARU No. 18**<br>**Koyo Suisan K.K.**<br>Hachinohe, Aomori Pref. Japan | **355**<br>153<br>— | **1974** Niigata Eng. Co. Ltd.—Niigata (1312)<br>55,94 9,02 3,277<br>49,69 9,00 3,54<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 400 × 600<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. |
| **8130655**<br>*7JEJ*<br>124319<br>AM1-481<br>RTv | **SHOSHIN MARU No. 20**<br>ex Hakuryu Maru No. 72-85<br>**Koyo Suisan K.K.**<br>Hachinohe, Aomori Pref. Japan<br>SatCom: 1200323/UJEJ | **349**<br>131<br>— | **1982** Niigata Eng. Co. Ltd.—Niigata (1737)<br>49,76 3,610<br>49,03 9,16 5,72<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>4 Ho ER<br>In.394<br>8 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 400 × 520 with flexible co<br>sr geared to sc. shaft<br>2 500bhp (1 839kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8005185**<br>*JE2599*<br>123185<br>Gc Rdr | **SHOSHIN MARU No. 22**<br>**K.K. Marukichi**<br>Hachinohe, Aomori Pref. Japan | **120**<br>—<br>— | **1980** K.K. Murakami Zosensho—Ishinomaki (1053)<br>36,58 (BB)<br>29,70 6,51 2,54<br>1 dk | **M Fishing**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. |
| **8204339**<br>*JE2723*<br>125035<br>Rt | **SHOSHIN MARU No. 23**<br>**K.K. Marukichi**<br>Hachinohe, Aomori Pref. Japan | **251**<br>—<br>345 | **1982** K.K. Murakami Zosensho—Ishinomaki (1108)<br>47,71 (BB)<br>40,70 7,70 3,26<br>1 dk | **M Fishing**<br>Side-fishing Seiner<br>7 Ho ER<br>7 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **8317253**<br>*JBNN*<br>126605<br>AM1-468<br>Rdr RTv | **SHOSHIN MARU No. 28**<br>**K.K. Marukichi**<br>Hachinohe, Aomori Pref. Japan<br>SatCom: 1204105/JBNN | **259**<br>—<br>257 | **1983** Niigata Eng. Co. Ltd.—Niigata (1786)<br>44,35 (BB) 2,952<br>39,02 7,71 3,28<br>1 dk | **M Fishing**<br>Side-fishing Long-line Ref<br>5 Ho ER<br>In.274<br>5 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7217315**<br>*JETP*<br>111238<br>Df Esd Gc<br>Pfd Rdr | **SHOSHIN MARU No. 32**<br>ex Shinei Maru-84<br>**K.K. Marukichi**<br>Hachinohe, Aomori Pref. Japan | **304**<br>—<br>392 | **1971** Miho Zosensho K.K.—Shimizu (813)<br>51,06 8,03 3,322<br>42,98 8,01 3,71<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.) |

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|---|---|---|---|---|
| **SHOSHIN MARU No. 38**<br>**Koyo Suisan K.K.**<br>Hachinohe,<br>Aomori Pref.<br>SatCom: 1202373/JMZB<br>Japan | **409**<br>—<br>— | **1989** Niigata Eng. Co. Ltd.—Niigata (2122)<br>49,32 (BB) 3,486<br>49,15 8,90 3,85<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.565 | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & sr geared to sc. shaft<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **SHOSHIN MARU No. 50**<br>ex Sumiyoshi Maru No. 73-85<br>**K.K. Maruyoshi Suisan**<br>Hachinohe,<br>Aomori Pref.<br>Japan | **423**<br>221<br>486 | **1971** Miho Zosensho K.K.—Shimizu (781)<br>55,50 9,02 3,556<br>49,00 9,00 3,97<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 480<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **SHOSHIN MARU No. 51**<br>ex Zenko Maru No. 51<br>**Sirichai Fishery Co. Ltd.**<br>Thailand | **451**<br>238<br>— | **1971** Kanasashi Co. Ltd.—Shimizu (1032)<br>55,94 8,84 3,499<br>49,51 8,82 4,04<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHOSHIN MARU No. 53**<br>ex Kyowa Maru No. 15-89<br>**K.K. Maruyoshi Suisan**<br>Hachinohe,<br>Aomori Pref.<br>Japan | **373**<br>192<br>483 | **1978** Miho Zosensho K.K.—Shimizu (1103)<br>54,31 9,02 3,483<br>47,60 9,01 3,87<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Niigata 6M31GX<br>Oil 4SA 6Cy. 310 × 460<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHOSHIN MARU No. 53**<br>ex Ginyo Maru No. 18-79<br>**K.K. Marukichi**<br>Hachinohe,<br>Aomori Pref.<br>Japan | **320**<br>159<br>— | **1972** Kochiken Zosen—Kochi (432)<br>8,23 3,061<br>44,33 8,21 3,36<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHOSHIN MARU No. 55**<br>ex Taiko Maru No. 28-79<br>**Government of The People's Republic of China**<br>China | **311**<br>150<br>— | **1969** Kanasashi Co. Ltd.—Shimizu (982)<br>49,84 8,23 3,302<br>43,69 8,21 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHOSHIN MARU No. 56**<br>ex Tamikawa Maru No. 35-81<br>**K.K. Maruyoshi Suisan**<br>Hachinohe,<br>Aomori Pref.<br>Japan | **461**<br>—<br>645 | **1972** Miho Zosensho K.K.—Shimizu (849)<br>57,03 9,43 3,766<br>50,53 9,40 3,99<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 650bhp (1 214kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHOSHIN MARU No. 58**<br>ex Yakushi Maru No. 63-89<br>**Koyo Suisan K.K.**<br>Hachinohe,<br>Aomori Pref.<br>SatCom: 1201441/JECM<br>Japan | **349**<br>—<br>— | **1987** Sanuki Zosen Tekkosho K.K.—Takuma (1173)<br>69,30 (BB) 4,152<br>63,00 10,61 6,96 | **M Fishing**<br>Ref<br>In.1 064 | Oil 4SA 6Cy. 310 × 530<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHOSHIN MARU No. 60**<br>**K.K. Marukichi**<br>Hachinohe,<br>Aomori Pref.<br>SatCom: 1203646/JMVN<br>Japan | **409**<br>—<br>— | **1988** Niigata Eng. Co. Ltd.—Niigata (2081)<br>55,81 (BB) 3,480<br>49,15 8,91 3,87<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.567 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & sr geared to sc. shaft<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **SHOSHIN MARU No. 62**<br>**K.K. Marukichi**<br>Hachinohe,<br>Aomori Pref.<br>SatCom: 1201645/MARU<br>Japan | **135**<br>—<br>— | **1986** Niigata Eng. Co. Ltd.—Niigata (1880)<br>43,01 7,50 2,723<br>34,80 3,05<br>1 dk | **M Fishing**<br>Stern-fishing | Niigata 6MG28BXF<br>Oil 4SA 6Cy. 280 × 350 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 170bhp (861kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHOSHIN MARU No. 68**<br>**K.K. Maruyoshi Suisan**<br>Hachinohe,<br>Aomori Pref.<br>SatCom: 1203743/JMVP<br>Japan | **409**<br>—<br>— | **1988** Niigata Eng. Co. Ltd.—Niigata (2082)<br>55,81 (BB) 3,480<br>49,15 8,91 3,87<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.567 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & sr geared to sc. shaft<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **SHOSHIN MARU No. 82**<br>**K.K. Marukichi**<br>Hachinohe,<br>Aomori Pref.<br>SatCom: 1200475/JMYN<br>Japan | **409**<br>—<br>— | **1989** Niigata Eng. Co. Ltd.—Niigata (2121)<br>49,32 (BB) 3,486<br>49,15 8,90 3,85<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.565 | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & sr geared to sc. shaft<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **SHOSHIN MARU No. 83**<br>**K.K. Marukichi**<br>Hachinohe,<br>Aomori Pref.<br>Japan | **351**<br>172<br>— | **1979** Niigata Eng. Co. Ltd.—Niigata (1626)<br>3,352<br>47,02 8,72 3,71<br>1 dk | **M Fishing**<br>Side-fishing Ref | Niigata<br>Oil<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Japan |
| **SHOSHIN MARU No. 85**<br>**Koyo Suisan K.K.**<br>Hachinohe,<br>Aomori Pref.<br>Japan | **344**<br>164<br>439 | **1980** Niigata Eng. Co. Ltd.—Niigata (1687)<br>54,28 (BB) 3,617<br>47,53 8,91 3,76<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft | Niigata 6M31AFT<br>Oil 4SA 6Cy. 310 × 530 reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHOSHIN MARU No. 86**<br>ex Takamiya Maru No. 25-83<br>**K.K. Marukichi**<br>Hachinohe,<br>Aomori Pref.<br>Japan | **471**<br>236<br>587 | **1973** Miho Zosensho K.K.—Shimizu (929)<br>57,05 9,43 3,607<br>50,55 9,40 4,02<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin 6LU35<br>Oil 4SA 6Cy. 350 × 550<br>1 650bhp (1 214kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHOSHIN MARU No. 88**<br>**Koyo Suisan K.K.**<br>Hachinohe,<br>Aomori Pref.<br>SatCom: 1201525/JBJV<br>Japan | **379**<br>—<br>429 | **1983** Niigata Eng. Co. Ltd.—Niigata (1773)<br>52,63 (BB) 3,341<br>46,56 8,72 3,71<br>1 dk | **M Fishing**<br>Side-fishing Long-line<br>4 Ho ER<br>4 Ha (stl) ER | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **SHOSHONE**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va<br>United States of America | **15 626**<br>9 380<br>27 375<br>T/cm<br>37,4 | **1957** Sun SB. & Dry Dock Co.—Chester, Pa (600)<br>AB 188,98 10,246<br>180,22 25,46 12,81<br>P 37,2 F 25,0 1 dk<br>rf nil Bow/CM 85 Diam. 0,250 | **S Tanker**<br>Replenishment<br>27 Ta ER<br>L.(oil) 29 733<br>4 Cargo pumps total 3 760T/hr | 2 S Turb dr geared to sc. shaft<br>20 460shp (15 050kW)<br>Westinghouse Elec. Corp. U.S.A.<br>Gen 2 × 500kW 18kn |
| **SHOSHONE**<br>**Trinity Resources Corp.**<br>Juneau, Ak<br>United States of America | **118**<br>82<br>— | **1979** Freeman Howard Inc.—Gold Beach, Or<br>*19,91* 6,84<br>3,43<br>1 dk | **Aluminium Alloy M Fishing**<br>Side-fishing Long-line Crab Ref | Caterpillar D353SCAC<br>Oil 4SA 6Cy. 159 × 203<br>475bhp (349kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **8613798**<br>*ELIP5*<br>8380<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SHOSHONE SPIRIT**<br>**VSSI Carriers Inc.**<br>Teekay Norbulk Ltd.<br>Monrovia Liberia<br>SatCom: 1243630/SHON | *58 086*<br>*38 365*<br>111 809<br>T/cm<br>94,6 | **✠100A1**<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL T† 739,3/87,0U3<br>FN 14853 | **1989**-1 R.O. Brodogradiliste "3 Maj"—Rijeka (640)<br>246,82 (BB) 42,52 15,524<br>235,01 42,49 20,71<br>F 19,0 1 dk<br>rf nil Bow/CM 120 Diam. 0,406 | **M Tanker**<br>COW(LR) IGS(LR) PL(LR) SBT(LR) DB<br>16 Ta ER<br>L.(oil) 124 197<br>6 Cargo pumps total 8 900T/hr | Sulzer<br>Oil 2SA 5Cy. 720 × 2500<br>10 549kW (14 341bhp)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>WTAuxB (o.f.) 18,4kgf/cm² (18,1bar)<br>WTAuxB (o.f.) 18,4kgf/cm² (18,1bar)<br>AuxB (Comp) 8,2kgf/cm² (8,1bar)<br>Gen 3 × 840kW 450V 60Hz a.c.<br>Fuel 242,95t (d.o.) 2 635,58t (hvf) |
| **7040891**<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOTA**<br>ex Kerch-91<br>**Shota Shipping Co. Ltd.**<br>Anglo-Georgian Shipping<br>Valletta Malta | **10 814**<br>5 671<br>16 540<br>T/cm<br>25,8 | RS | **1970** ..............Kerch<br>162,36 (BB) 21,42 8,910<br>150,02 21,39 11,23<br>1 dk<br>Bow/CM 59 MH 0,9 | **M Tanker**<br>Ice strengthened Stern disch.<br>21 Ta ER<br>L.(oil) 20 710 HeCls. BC<br>3 Cargo pumps total 2 211T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) E fitted—<br>H. Cegielski<br>Gen 3 × 300kW |
| **8908739**<br>*JMIR*<br>131153<br>Esd Gc Rdr<br>Rt SatNav | **SHOTA MARU**<br>**Toei Reefer Line Ltd.**<br>Tokyo Japan | *1 594*<br>*588*<br>1 494 | NK | **1989** Kurinoura Dock K.K.—Yawatahama (267)<br>79,69 (BB) 4,272<br>73,00 12,40 4,30<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>3 Ho ER 3 TwD<br>In.2 257<br>3 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 260 × 980<br>1 471kW (2 000bhp)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 500kW a.c. |
| **6707753**<br>*UUGF*<br>M-29783<br>Df Esd Gc<br>Rdr RTv | **SHOTA RUSTAVELI**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400201/UUGF | **20 499**<br>10 857<br>5 696 | RS | **1968** VEB Mathias-Thesen-Werft—Wismar (128)<br>175,77 25,00 8,090<br>155,00 23,55 13,52<br>3 dks & Prom dk | **TM Passenger/General Cargo**<br>276cbn 650bth P<br>Ice strengthened<br>3 Ho<br>G.2 600<br>2 Ha (each 5,6 × 5,0)<br>Cr 4(3,25) | Sulzer<br>2 Oil 2SA each 7Cy. 760 × 1550<br>21 000bhp (15 447kW)<br>H. Cegielski |
| **6816451**<br>Df Esd Gc<br>Pfd | **SHOTEN MARU**<br>ex Ise Maru No. 2<br>**Tosei Sangyo K.K. (Tosei Industries Co. Ltd.)** | **192**<br>62<br>— | | **1967** Miho Zosensho K.K.—Shimizu (635)<br>41,71 6,61<br>35,01 6,58 3,18<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 440<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |
| **7506132**<br>*JG3510*<br>117723<br>Rdr Rt | **SHOTO MARU No. 1**<br>**Y.K. Murakinao Kaiun**<br>Tokyo Japan | **488**<br>—<br>1 149 | | **1975** Hanasaki Zosensho—Yokosuka (163)<br>52,24 9,02 4,000<br>48,66 9,00 4,35<br>1 dk | **M Tanker** | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. |
| **7723015**<br>*JM4452*<br>120723<br>Esd Gc Rdr<br>Rt | **SHOTOKU MARU**<br>**Matsushima Kaiun K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **2 959**<br>—<br>4 916 | NK | **1978** K.K. Usuki Tekkosho—Usuki (985)<br>99,01 15,02 6,330<br>92,61 14,99 7,52<br>F 9,2 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 383<br>2 Ha (stl) (24,7 24,4 × 7,0) ER | Hanshin<br>Oil 4SA 6Cy. 460 × 740<br>3 500bhp (2 574kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 150kW 440V 60Hz a.c.<br>Fuel 18,0t (d.o.) 111,5t (i.f.o.)-9,5pd |
| **7377892**<br>*JG3401*<br>116113<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOTOKU MARU**<br>**Iwasaki Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | *1 158*<br>*403*<br>1 022 | NK | **1973** Kyokuyo Zosen Tekko K.K.—Chofu (265)<br>66,71 11,03 4,496<br>60,99 10,98 5,01<br>P 16,5 F 7,7 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 1 505 | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 480kW<br>Fuel 156,5t-7,0pd |
| **8223816**<br>*7JID*<br>126726<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SHOTOKU MARU**<br>**Tokuyo Kaiun K.K.**<br>Tokyo Japan | **433**<br>—<br>1 256 | NK | **1983** Narasaki Zosen K.K.—Muroran (1047)<br>70,77 4,069<br>64,11 11,51 6,61<br>P 6,8 2 dks | **M Refrigerated Cargo**<br>2 Ho ER<br>In.1 477<br>2 Ha (stl) (each 5,0 × 4,0) ER | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 240kW<br>Controllable pitch propeller |
| **9021289**<br>*JM6059*<br>132621<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOTOKU MARU No. 7**<br>**Tomiei Kaiun Y.K.**<br>Japan | **340**<br>—<br>576 | | **1991** K.K. Mukai Zosensho—Nagasaki (631)<br>- 3,960<br>53,30 8,90 4,40<br>1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 320 × 420<br>1 550bhp (1 140kW)<br>Niigata Eng. Co. Ltd. |
| **6610857**<br>Esd Pfd Rdr<br>Rt | **SHOTOKU MARU No. 8**<br>**Wilma Fishing Co.** | **199**<br>99<br>— | | **1966** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (586)<br>39,83 7,04 2,845<br>35,01 6,81 3,31<br>1 dk<br>RW | **M Fish Carrier**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 440<br>820bhp (603kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |
| **8820377**<br>*JM5805*<br>131220<br>Rt | **SHOTOKU MARU No. 18**<br>**Shotoku Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **135**<br>—<br>120 | | **1989** K.K. Izutsu Zosensho—Nagasaki (962)<br>47,75 (BB) 8,75 2,900<br>38,00 8,10 3,31<br>1 dk | **M Fishing**<br>Purse Seiner | Niigata<br>Oil 4SA 6Cy. 280 × 370<br>861kW (1 171bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7322500**<br>Df Gc Pfd<br>Rdr | **SHOTOKU MARU No. 21**<br>ex Seishu Maru No. 37-83<br>ex Baek Du San No. 1-76<br>**Frabelle Fishing Corp.**<br>Manila Philippines | **431**<br>215<br>511 | | **1973** Miho Zosensho K.K.—Shimizu (902)<br>57,41 10,29 3,696<br>48,98 9,00 4,12<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |
| **8713184**<br>*JM5700*<br>130343<br>NS1-1024<br>Rdr RTv | **SHOTOKU MARU No. 21**<br>**Shotoku Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref.<br>SatCom: 1201550/JMTU | **135**<br>—<br>122 | | **1987** K.K. Izutsu Zosensho—Nagasaki (938)<br>46,41 (BB) 8,77 2,801<br>37,01 7,90 3,23<br>1 dk | **M Fishing**<br>Stern-fishing | Niigata<br>Oil 4SA 6Cy. 280 × 350<br>1 170bhp (861kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8029143**<br>*JM4797*<br>124734<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOTOKU MARU No. 21**<br>**Shotoku Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **116**<br>—<br>— | | **1981** Nagasaki Zosen K.K.—Nagasaki (755)<br>37,85 7,40 2,350<br>31,04 7,00 2,77<br>1 dk | **M Fishing**<br>Seiner | Niigata<br>Oil 4SA 6Cy. 280 × 320 reduction<br>shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **7334589**<br>*JM3653*<br>115001<br>Df Rdr Rt | **SHOTOKU MARU No. 23**<br>**Shotoku Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **391**<br>—<br>566 | | **1973** Wakamatsu Zosen K.K.—Wakamatsu (238)<br>53,78 8,23 3,639<br>48,01 8,21 4,20<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. |
| **9033385**<br>*JM5990*<br>132615<br>Rdr Rt | **SHOTOKU MARU No. 23**<br>**Shotoku Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **338**<br>—<br>577 | | **1991** K.K. Mukai Zosensho—Nagasaki (633)<br>62,14 (BB) 8,97 3,961<br>53,30 8,90 4,40 | **M Fishing/ Fish Carrier**<br>Ref<br>In.497 | Niigata<br>Oil 4SA 6Cy. 320 × 420 with clutc<br>geared to sc. shaft<br>1 140kW (1 550bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **5187281**<br>Df | **SHOTOKU MARU No. 23**<br>ex Kin-Ei Maru No. 3-65<br>South Korea | **228**<br>105<br>— | | **1955** Osaka Zosensho—Osaka (96)<br>*32,59* 6,61<br>32,01 6,58 3,26<br>F 4,6 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 300 × 440<br>400bhp (294kW)<br>Ikegai Tekkosho |

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| **U MARU No. 28**<br>ku Maru No. 12-76<br>**sheries Import & Export** | **239**<br>133<br>— | **1962** Fukuoka Zosen K.K.—Fukuoka<br>*37,50*<br>7,10 3,41<br>1 dk | **M Fishing**<br>Tuna | Oil<br>Japan |
| **U MARU No. 31**<br>**Kaiun Y.K.**<br>Japan<br>i Pref.<br>1201343/TOMI | **135**<br>—<br>— | **1985** K.K. Mukai Zosensho—Nagasaki (561)<br>... ...<br>34,98 7,60 3,05<br>1 dk | **M Fishing**<br>Side-fishing | Niigata<br>Oil 4SA 6Cy. 280 × 350<br>1 170bhp (861kW)<br>Niigata Eng. Co. Ltd. Japan<br>Fuel (d.o.) 12,75kn |
| **U MARU No. 31**<br>**ng Yuyeh Co. Ltd.**<br>China* | **116**<br>21<br>150 | **1976** Nagasaki Zosen K.K.—Nagasaki (580)<br>37,32 7,01 2,363<br>30,94 6,99 2,80<br>1 dk | **M Fish Carrier** | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Tokyo |
| **U MARU No. 31**<br>ku Maru No. 18<br>**n Fishing Industries** | **111**<br>24<br>— | **1968** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (710)<br>35,11 6,71 2,388<br>29,47 6,68 2,80<br>1 dk | **M Fishing**<br>Side-fishing | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **U MARU No. 33**<br>**Suisan K.K.**<br>Japan<br>Pref. | **113**<br>—<br>— | **1968** Tokushima Zosen K.K.—Fukuoka (732)<br>34,22 6,15 2,464<br>29,49 6,13 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 250 × 320<br>540bhp (397kW)<br>Daihatsu Kogyo Osaka |
| **U MARU No. 35**<br>**Gyogyo Co. Ltd.** | **361**<br>204<br>— | **1972** Shimoda Dockyard Co. Ltd.—Shimoda (325)<br>8,03 3,398<br>47,53 8,01 3,87<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **U MARU No. 35**<br>**Suisan K.K.**<br>,<br>Japan<br>i Pref. | **258**<br>—<br>418 | **1982** K.K. Mukai Zosensho—Nagasaki (515)<br>49,05 (BB) 3,069<br>42,80 7,70 3,41<br>1 dk | **M Fishing**<br>Side-fishing Seiner Ref<br>8 Ho ER<br>In.336<br>8 Ha (stl) ER | Niigata 6MG28BX<br>Oil 4SA 6Cy. 280 × 320 with clutches & sr geared to sc. shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Japan |
| **U MARU No. 35**<br>**Suisan K.K.**<br>Japan<br>Pref. | **114**<br>—<br>— | **1968** Tokushima Zosen K.K.—Fukuoka (781)<br>34,73 6,13 2,464<br>29,49 6,10 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 250 × 320<br>500bhp (368kW)<br>Daihatsu Kogyo Osaka |
| **KU MARU No. 38**<br>**Gyogyo Co. Ltd.** | **362**<br>206<br>— | **1972** Shimoda Dockyard Co. Ltd.—Shimoda (218)<br>8,03<br>47,53 8,01 3,87<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **KU MARU No. 38**<br>**Suisan K.K.**<br>,<br>Japan<br>i Pref. | **257**<br>—<br>418 | **1982** K.K. Mukai Zosensho—Nagasaki (516)<br>49,05 (BB) 2,907<br>42,80 7,71 3,43<br>1 dk | **M Fish Carrier**<br>Ref<br>8 Ho ER<br>In.336<br>8 Ha (stl) ER | Niigata 6MG28BX<br>Oil 4SA 6Cy. 280 × 320 with clutches & sr geared to sc. shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **KU MARU No. 52**<br>**un Y.K.**<br>,<br>Japan<br>i Pref. | **339**<br>—<br>576 | **1989** K.K. Mukai Zosensho—Nagasaki (618)<br>53,30 3,960<br>47,00 8,90 4,40<br>1 dk | **M Fishing/ Fish Carrier** | Niigata 6MG32CLX<br>Oil 4SA 6Cy. 320 × 420 sr geared to sc. shaft<br>1 140kW (1 550bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **KU MARU No. 52**<br>o Maru No. 31-83<br>**shi Gyogyo K.K.**<br>,<br>Japan<br>o Pref.<br>1201644/JKYC | **299**<br>145<br>— | **1979** Fujishin SB. Co.—Kamo (343)<br>43,67 3,250<br>43,46 8,50 3,59<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>Akasaka Diesels Ltd. Yaizu |
| **KU MARU No. 53**<br>o Maru No. 87-81<br>**shi Gyogyo K.K.**<br>,<br>Japan<br>o Pref.<br>1201631/JHDY | **314**<br>156<br>— | **1979** Uchida Zosen—Ise (793)<br>3,280<br>44,96 8,60 3,61<br>1 dk<br>RW | **M Fishing**<br>Tuna<br>Mchy.aft | Hanshin 6LUN28AG<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo Kobe |
| **KU MARU No. 55**<br>**shi Gyogyo K.K.**<br>,<br>Japan<br>o Pref. | **199**<br>—<br>— | **1982** Sasaki Zosen K.K.—Kinoe<br>-<br>- 6,20 3,20<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref | Fuji<br>Oil<br>346kW (470bhp)<br>Fuji Diesel Co. Ltd. Japan |
| **KU MARU No. 55**<br>**u Suisan K.K.**<br>,<br>Japan<br>a Pref. | **124**<br>—<br>— | **1969** Tokushima Zosen K.K.—Fukuoka (813)<br>33,36 6,13 2,591<br>30,51 6,10 3,00<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>500bhp (368kW)<br>Daihatsu Kogyo Osaka |
| **KU MARU No. 56**<br>**u Suisan K.K.**<br>ki,<br>Japan<br>ki Pref. | **339**<br>—<br>576 | **1990** K.K. Mukai Zosensho—Nagasaki (620)<br>61,76 (BB) - 3,960<br>53,30 8,90 4,40<br>1 dk | **M Fishing/ Fish Carrier**<br>In.496 | Niigata 6MG32CLX<br>Oil 4SA 6Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>1 140kW (1 550bhp)<br>Niigata Eng. Co. Ltd. Ota<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **KU MARU No. 57**<br>**sin Shui Chan Co. Ltd.**<br>China* | **208**<br>—<br>— | **1981** Nagasaki Zosen K.K.—Nagasaki (786)<br>41,03 2,752<br>38,51 7,41 3,18<br>1 dk | **M Fishing**<br>Seiner | Niigata 6MG25CX<br>Oil 4SA 6Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Ota |
| **OKU MARU No. 58**<br>**ishi Gyogyo K.K.**<br>a,<br>Japan<br>do Pref. | **259**<br>—<br>— | **1983** Sasaki Zosen K.K.—Kinoe<br>... ...<br>35,16 7,26 2,90<br>1 dk | **M Fishing**<br>Tuna Refrigerated Cargo | Fuji<br>Oil<br>520bhp (382kW)<br>Fuji Diesel Co. Ltd. Tateyama |
| **OKU MARU No. 61**<br>**Kaiun Y.K.**<br>ki,<br>Japan<br>aki Pref.<br>: 1204153/JKOI | **349**<br>—<br>919 | **1987** K.K. Mukai Zosensho—Nagasaki (582)<br>70,82 (BB) 10,62 4,192<br>63,51 10,61 7,01<br>2 dks | **M Fishing**<br>Stern-fishing Ref<br>In.323 | Niigata<br>Oil 4SA 6Cy. 280 × 350 with flexible couplings & sr geared to sc. shaft<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |

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| **8319495**<br>*7LSY*<br>124467<br>HK1-893<br>Rdr RTv | **SHOTOKU MARU No. 63**<br>**Daiin Oishi Gyogyo K.K.**<br>Urakawa, Japan<br>Hokkaido Pref.<br>SatCom: 1201260/OISI | **279**<br>—<br>— | **1983** Sanuki Zosen Tekkosho K.K.—Takuma<br>(1123)<br>59,03 (BB) 3,982<br>51,01 9,91 6,13<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>4 Ho ER<br>In.465<br>6 Ha (stl) ER | Fuji<br>Oil 4SA 6Cy. 400 × 620 sr geared<br>2 600bhp (1 912kW)<br>Fuji Diesel Co. Ltd.<br>Controllable pitch propeller |
| **7231505**<br>Df Pfd Rdr<br>Rt | **SHOTOKU MARU No. 63**<br>ex Nomura Maru No. 61-80<br>**Trans Pacific Journey Fishing**<br>Philippines | **177**<br>—<br>247 | **1972** Tokushima Zosen K.K.—Fukuoka (1066)<br>40,39 6,63 2,947<br>34,07 6,61 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **7735642**<br>*JM4501*<br>122776<br>Df Gc Pfd<br>Rdr Rt | **SHOTOKU MARU No. 65**<br>ex Daiho Maru No. 58-88<br>**Fukagawa Suisan K.K.**<br>Ushibuka, Japan<br>Kumamoto Pref. | **144**<br>—<br>— | **1978** K.K. Watanabe Zosensho—Nagasaki (761)<br>42,68 6,61<br>36,10 6,41 2,95<br>1 dk<br>len 82 | **M Fishing/ Fish Carrier**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 250 × 290 reduction<br>shaft<br>430bhp (316kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7935527**<br>*JM3971*<br>120527<br>Df Gc Pfd<br>Rdr Rt | **SHOTOKU MARU No. 66**<br>ex Ebisu Maru No. 36-89<br>ex Genpuku Maru No. 37-86<br>**Fukagawa Suisan K.K.**<br>Ushibuka, Japan<br>Kumamoto Pref. | **133**<br>—<br>— | **1976** K.K. Watanabe Zosensho—Nagasaki (705)<br>38,99 6,61<br>32,54 6,41 2,93<br>1 dk | **M Fishing/ Fish Carrier**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 290 reduction<br>shaft<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **8810499**<br>*JBBV*<br>124477<br>HK1-1138<br>Rdr RTv | **SHOTOKU MARU No. 68**<br>**Daiin Oishi Gyogyo K.K.**<br>Urakawa, Japan<br>Hokkaido Pref.<br>SatCom: 1202327/JBBV | **379**<br>—<br>— | **1988** Sanuki Zosen Tekkosho K.K.—Takuma<br>(1188)<br>56,70 (BB) 3,401<br>48,52 8,70 3,78<br>1 dk | **M Fishing** | Fuji<br>Oil 4SA 6Cy. 320 × 610<br>1 030kW (1 400bhp)<br>Fuji Diesel Co. Ltd. |
| **8105818**<br>*JLSJ*<br>123767<br>NS1-1027<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOTOKU MARU No. 71**<br>ex Jinkyu Maru No. 21-88<br>**Shotoku Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **299**<br>151<br>— | **1981** Kanasashi Co. Ltd.—Shimizu (2068)<br>50,45 3,252<br>44,05 8,40 3,59<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. |
| **6809264**<br>Df Esd Pfd<br>Rdr Rt | **SHOTOKU MARU No. 71**<br>ex Yusei Maru No. 76<br>**Wilma Fishing Co.** | **198**<br>105<br>— | **1967** Fukuoka Zosen K.K.—Fukuoka (908)<br>40,95 6,91 2,896<br>35,18 6,61 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Usuki<br>Oil 4SA 6Cy. 320 × 460<br>800bhp (588kW)<br>Usuki Tekkosho |
| **8904159**<br>*7KQY*<br>131224<br>NS1-1042<br>Rdr RTv | **SHOTOKU MARU No. 72**<br>**Tomiei Kaiun Y.K.**<br>Nagasaki, Japan<br>Nagasaki Pref.<br>SatCom: 1201722/TKQY | **409**<br>—<br>— | **1989** Niigata Eng. Co. Ltd.—Niigata (2130)<br>55,83 (BB) 3,486<br>49,15 8,90 3,85 | **M Fishing**<br>Long-line Ref<br>In.570 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches,<br>couplings & sr geared to sc. shaft<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8904161**<br>*7LEP*<br>131225<br>NS1-1044<br>Rdr RTv | **SHOTOKU MARU No. 73**<br>**Tomiei Kaiun Y.K.**<br>Nagasaki, Japan<br>Nagasaki Pref.<br>SatCom: 1201733/JLEP | **409**<br>—<br>— | **1989** Niigata Eng. Co. Ltd.—Niigata (2131)<br>55,83 (BB) 3,486<br>49,15 8,90 3,85 | **M Fishing**<br>Long-line Ref<br>In.570 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches,<br>couplings & sr geared to sc. shaft<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7714571**<br>*8LZG*<br>121313<br>NS1-999<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOTOKU MARU No. 73**<br>ex Yakushi Maru No. 7-86<br>**Tomiei Kaiun Y.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **284**<br>138<br>355 | **1977** Niigata Eng. Co. Ltd.—Niigata (1567)<br>48,32 8,23 3,361<br>42,17 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8708191**<br>*8KZE*<br>129443<br>NS1-1013<br>Rdr RTv | **SHOTOKU MARU No. 75**<br>**Shotoku Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref.<br>SatCom: 1203103/TKZE | **409**<br>—<br>— | **1987** Niigata Eng. Co. Ltd.—Niigata (2062)<br>55,78 (BB)<br>49,15 8,91 3,87 | **M Fishing**<br>Long-line Ref<br>Mchy.aft<br>In.573 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches,<br>couplings & sr geared to sc. shaft<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **6823870**<br>*JKNJ*<br>102384<br>FO1-348<br>Df Esd Pfd<br>Rdr Rt | **SHOTOKU MARU No. 75**<br>ex Tamashima Maru No. 1<br>**Shotoku Suisan K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **113**<br>—<br>— | **1968** Tokushima Zosen K.K.—Fukuoka (750)<br>34,22 6,02 2,363<br>29,80 6,00 2,77<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **9020819**<br>*JNTI*<br>132612<br>Rdr RTv | **SHOTOKU MARU No. 78**<br>**Shotoku Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref.<br>SatCom: 1204334/JNTI | **409**<br>—<br>— | **1991** Niigata Eng. Co. Ltd.—Niigata (2211)<br>55,83 (BB) 3,486<br>49,15 8,90 3,85 | **M Fishing**<br>Long-line Ref | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches,<br>couplings & sr reverse geared<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7506297**<br>*JNBT*<br>117741<br>NS1-1011<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOTOKU MARU No. 78**<br>ex Shotoku Maru No. 72-89<br>ex Jinkyu Maru No. 18-88<br>**Eisho Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **342**<br>154<br>— | **1975** Kanasashi Co. Ltd.—Shimizu (1196)<br>49,28 8,31 3,302<br>43,57 8,28 3,66<br>1 dk | **M Fishing**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 460<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **6823882**<br>*JM2876*<br>102385<br>FO1-349<br>Rt | **SHOTOKU MARU No. 78**<br>ex Tamashima Maru No. 2<br>**Shotoku Suisan K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **114**<br>—<br>— | **1968** Tokushima Zosen K.K.—Fukuoka (751)<br>34,22 6,02 2,363<br>29,80 6,00 2,77<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **9019951**<br>*JBDT*<br>128504<br>Df Esd Gc<br>Pfd Rdr RTv | **SHOTOKU MARU No. 81**<br>**Daiin Oishi Gyogyo K.K.**<br>Urakawa, Japan<br>Hokkaido Pref.<br>SatCom: 1204512/JBDT | **378**<br>—<br>— | **1991** Fujishin SB. Co.—Kamo (567)<br>56,56 3,461<br>48,95 8,90 3,80 | **M Fishing**<br>Long-line Ref | Matsui<br>Oil 4SA 6Cy. 310 × 550 with clutches<br>geared to sc. shaft<br>1 029kW (1 399bhp)<br>Matsui Iron Works Co. Ltd.<br>Controllable pitch propeller |
| **9036337**<br>*JBFB*<br>128506<br>Df Esd Gc<br>Pfd Rdr RTv | **SHOTOKU MARU No. 83**<br>**Daiin Oishi Gyogyo K.K.**<br>Urakawa, Japan<br>Hokkaido Pref. | **379**<br>—<br>— | **1991** Fujishin SB. Co.—Kamo (571)<br>56,56 3,400<br>48,95 8,90 3,80<br>1 dk | **M Fishing**<br>Long-line Ref | Matsui<br>Oil 4SA 6Cy. 310 × 550 with clutches<br>geared to sc. shaft<br>1 029kW (1 399bhp)<br>Matsui Iron Works Co. Ltd.<br>Controllable pitch propeller |
| **8320858**<br>*JM5271*<br>126968 | **SHOTOKU MARU No. 86**<br>**Tomiei Kaiun Y.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **276**<br>—<br>386 | **1983** K.K. Mukai Zosensho—Nagasaki (525)<br>52,00 (BB) 8,08 3,161<br>45,00 8,01 4,00<br>1 dk | **M Fishing**<br>Purse Seiner Ref<br>8 Ho ER<br>In.334<br>8 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 320 with clutches<br>geared to sc. shaft<br>1 170bhp (861kW)<br>Niigata Eng. Co. Ltd. |

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| **SHOTOKU MARU No. 87**<br>**Tomiei Kaiun Y.K.**<br>Japan | **340**<br>—<br>— | | **1991** Nagasaki Zosen K.K.—Nagasaki (1086)<br>- - 3,850<br>53,50 9,00 4,45<br>1 dk | **M Fishing** | Niigata 6MG32CLX<br>Oil 4SA 6Cy. 320 × 420<br>1 550bhp (1 140kW)<br>Niigata Eng. Co. Ltd. Japan |
| **SHOTOKU MARU No. 87**<br>**Tomiei Kaiun Y.K.**<br>Nagasaki,<br>Nagasaki Pref.<br>Japan | **204**<br>—<br>— | | **1982** K.K. Mukai Zosensho—Nagasaki (508)<br>38,92 3,201<br>7,21 3,20<br>1 dk | **M Fish Carrier**<br>Mchy.aft | Niigata 6MG25CX<br>Oil 4SA 6Cy. 250 × 320 geared to sc. shaft<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHOTOKU MARU No. 88**<br>ex Shinryu Maru No. 38-88<br>**Iitoyo Suisan K.K.**<br>Kobe,<br>Hyogo Pref.<br>Japan | **456**<br>—<br>400 | | **1960** Miho Zosensho K.K.—Shimizu (260)<br>53,01 8,87 4,000<br>47,53 8,81 4,22<br>1 dk | **M General Cargo**<br>Ref<br>Mchy.aft<br>G.571 B.516<br>4W Der 4(1) | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 100,5t 10,75kn |
| **SHOU AN HAI**<br>ex Bocita-88 ex Tectus-87<br>ex Canadian Bridge-78<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China<br>SatCom: 1570444/SAHA | *62 811*<br>*38 281*<br>119 500<br>T/cm<br>94,8 | ✠Classed LR until 14/10/88<br>ZC | **1974**-11 Harland & Wolff Ltd.—Belfast (1692)<br>261,53 (BB) 40,77 1,630<br>250,73 40,70 22,00<br>F 20,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 22,4 22,0 22,0 22,0 22,0 22,0 22,0 22,0 21,0 ER<br>G.131 875<br>9 Ha (stl) (13,2 13,7 13,7 13,7 13,7 13,7 13,7 13,7 13,7 × 20,1) ER<br>Der 1(6) | B&W<br>Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW)<br>Harland and Wolff Ltd. Belfast<br>Gen 1 × 750kW 3 × 675kW 440V 60Hz a.c.<br>Fuel 5 099,5t (hvf) 15,5kn |
| **SHOU CHANG HAI**<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **27 766**<br>14 290<br>45 149 | ZC | **1984** Namura SB. Co. Ltd.—Imari (878)<br>189,00 (BB) 32,24 11,240<br>182,00 32,20 16,60<br>F 14,1 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.57 724<br>5 Ha (stl) ER | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>9 550bhp (7 025kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 1 823,0t (d.o. & hvf)-25,5pd 14,5kn |
| **SHOU FENG**<br>**Hualien Harbour Bureau**<br>Hualien China* | **195**<br>39<br>— | | **1980** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>32,01 8,82 2,901<br>30,82 8,81 3,92<br>1 dk<br>rf 699 | **TM Tug** | Niigata 6MG25BX<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 64kW 225V a.c.<br>12kn |
| **SHOU GUANG HAI**<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China<br>SatCom: 1570325/SGHA | **27 766**<br>14 290<br>45 149<br>T/cm<br>11,2 | ZC | **1985** Namura SB. Co. Ltd.—Imari (881)<br>189,00 (BB) 32,24 11,240<br>182,00 32,20 16,60<br>P 22,3 F 16,8 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.57 724<br>5 Ha (stl) ER | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>9 550bhp (7 025kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 1 823,0t (d.o. & hvf)-25,5pd 14,5kn |
| **SHOU NING HAI**<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **27 766**<br>14 290<br>45 130 | ZC | **1985** Namura SB. Co. Ltd.—Imari (879)<br>189,00 (BB) 32,24 11,240<br>182,00 32,20 16,60<br>F 4,9 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.57 724<br>5 Ha (stl) ER | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>9 550bhp (7 025kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 1 823,0t (d.o. & hvf)-25,5pd 14,5kn |
| **SHOU SHAN**<br>ex Monique Schroder-79<br>**Government of The People's Republic of China (Fujian Province Shipping Co. - Fuzhou Branch)**<br>Fuzhou/Foochow China | T.Mk<br>**2 737**<br>1 657<br>4 790<br>**4 287**<br>2 611<br>6 425 | ZC (GL) | **1966** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (341)<br>116,48 16,62 6,363/7,544<br>106,70 16,60 9,40<br>P 26,3 F 15,0 2 dks | **M General Cargo**<br>3 Ho ER<br>G.8 998 B.8 254<br>5 Ha (stl) (8,5 8,8 8,8 8,8 8,8 × 6,0) ER<br>Der 1(40) 1(20) 10(5) | Fiat<br>Oil 2SA 6Cy. 520 × 960<br>3 900bhp (2 869kW)<br>Borsig A.G. West Berlin<br>Gen 3 × 216kW 380V 50Hz a.c.<br>15kn |
| **SHOU SHAN No. 3**<br>**Chinese Petroleum Corporation**<br>Kaohsiung China* | *492*<br>*252*<br>980 | | **1988** China SB. Corp.—Kaohsiung (347)<br>40,00 10,22 4,000<br>38,80 10,00 4,70<br>1 dk | **TM Tank Barge**<br>L.(oil) 1 000 | Cummins VTA-28-M<br>2 Vee Oil 4SA each 12Cy. 140 × 152 dr geared to sc. shafts<br>496bhp (365kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **SHOULAN**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | *997*<br>*299*<br>707 | RS | **1987** Rauma-Repola Oy—Savonlinna (472)<br>56,11 11,21 3,652<br>47,43 11,02 4,81<br>1 dk | **TM Tanker**<br>Chemical<br>5 Ta ER | Russkiy 12CHSN18/20<br>2 Oil 4SA each 12Cy. 180 × 200<br>1 472kW (2 001bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 200kW a.c.<br>2 Directional propellers<br>2 Thw. thrust propellers<br>10,5kn |
| **SHOUN HOPE**<br>**Sungo Shipping Co. S.A.**<br>Hidaka Kaiun K.K. (Hidaka Kaiun Co. Ltd.)<br>Panama Panama | *4 083*<br>*2 138*<br>6 704 | NK | **1984** Taihei Kogyo K.K.—Hashihama, Imabari (1653)<br>107,65 (BB) 6,970<br>98,61 17,01 8,51<br>P 21,7 F 11,9 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>15 Ta ER<br>L.7 484 | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 450V 60Hz a.c.<br>Fuel 123,5t (d.o.) 670,0t (hvf)-13,0pd 13kn |
| **SHOUN MARU**<br>**Yamato Kogyo K.K.**<br>Ieshima,<br>Hyogo Pref.<br>Japan | **496**<br>—<br>— | | **1978** Kochi Jyuko K.K.—Kochi (1277)<br>2,852<br>43,01 16,01 3,41<br>1 dk<br>RW | **M Supply Ship**<br>Mchy.aft | Yanmar 6MAL-DHT<br>2 Oil 4SA each 6Cy. 200 × 240<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SHOUN MARU**<br>**Ichiyo Kaiun K.K.**<br>Takuma,<br>Kagawa Pref.<br>Japan | **492**<br>—<br>1 404 | | **1990** Honda Zosen—Saiki (816)<br>72,60 4,222<br>67,00 11,50 6,70 | **M General Cargo** | Niigata 6M30FT<br>Oil 4SA 6Cy. 300 × 530<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Japan |
| **SHOUN MARU**<br>**Y.K. Nakamatsu Koun**<br>Hiroshima,<br>Hiroshima Pref.<br>Japan | **262**<br>—<br>420 | | **1970** K.K. Matsuo Tekko Zosensho—Matsue<br>41,51<br>35,79 8,21 3,51<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Matsue<br>Oil<br>700bhp (515kW)<br>Matsue Nainenki Kogyo Japan<br>11kn |
| **SHOUN MARU No. 2**<br>**Yamato Kogyo K.K.**<br>Osaka,<br>Osaka Pref.<br>Japan | **955**<br>—<br>— | | **1980** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1278)<br>... ...<br>53,01 17,51 4,02<br>1 dk | **TM Crane Ship**<br>Mchy.aft | Yanmar<br>2 Oil 4SA each 6Cy. 240 × 290<br>2 000bhp (1 471kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SHOUN MARU No. 2**<br>**Kiyohide Kawasaki**<br>Kitakyushu,<br>Fukuoka Pref.<br>Japan | **498**<br>—<br>411 | | **1990** Amakusa Zosen K.K.—Amakusa<br>47,00 - 2,750<br>42,00 12,00 5,50<br>1 dk | **M Sand Carrier** | Niigata 6M28BGT<br>Oil 4SA 6Cy. 280 × 480<br>Niigata Eng. Co. Ltd. Japan |
| **SHOUN MARU No. 3**<br>**Y.K. Nakamatsu Koun**<br>Hiroshima,<br>Hiroshima Pref.<br>Japan | **199**<br>—<br>626 | | **1988** Mukaishima Zoki Co. Ltd.—Mukaishima<br>51,60 3,210<br>47,00 10,50 5,35<br>1 dk | **M Sand Carrier** | Niigata 6M26AGTE<br>Oil 4SA 6Cy. 260 × 460<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. Japan |

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| **8133994**<br>*3ETU*<br>6978-PEXT<br>Rdr Rt | **SHOUN MARU No. 5**<br>**Taiheiyo Kaiun S.A.**<br>Panama Panama | **471**<br>283<br>800 | | **1962** Watanabe Zosen K.K.—Hakata<br>54,01 3,450<br>49,20 7,60 3,81<br>1 dk | **M Tanker**<br>16 Wing Ta ER<br>L.(oil) 1 000 | Makita<br>Oil 4SA 6Cy. 280 × —<br>500bhp (368kW)<br>Makita Tekkosho<br>Fuel 22,5t-2,0pd |
| **6821391**<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOUN MARU No. 8**<br>ex Narita Maru No. 8<br>Philippines | **192**<br>—<br>— | | **1968** K.K. Goriki Zosensho—Ise (666)<br>7,24 2,794<br>37,19 7,22 3,18<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo |
| **7937628**<br>*JI3022*<br>119735<br>Rdr Rt | **SHOUN MARU No. 8**<br>**Iemitsu Yamauchi**<br>Osaka, Japan<br>Osaka Pref. | **116**<br>—<br>150 | | **1980** Osaki Zosen K.K.—Hokudan (85)<br>27,21 2,400<br>- 5,70 2,60<br>1dk | **M Tanker** | Kubota<br>Oil 4SA 6Cy. 200 × 240<br>150bhp (110kW)<br>Kubota Tekkosho (Sakai Diesel Pla |
| **7715123**<br>*JK3963*<br>120370<br>Rdr Rt | **SHOUN MARU No. 10**<br>**Fukuju Kisen Y.K.**<br>Hirado, Japan<br>Nagasaki Pref. | **498**<br>—<br>1 180 | | **1977** Towa Zosen K.K.—Shimonoseki (504)<br>59,01 10,52 4,201<br>54,01 10,51 4,53<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo |
| **8021452**<br>*7JGV*<br>124299<br>IT1-183<br>Df Esd Gc<br>Pfd Rdr RTv | **SHOUN MARU No. 11**<br>ex Shoun Maru No. 51-90<br>**Toshiaki Kanazawa**<br>Miyako, Japan<br>Iwate Pref.<br>SatCom: 1204457/JJGV | **224**<br>98<br>— | | **1980** Niigata Eng. Co. Ltd.—Japan (1706)<br>44,33 (BB) 2,952<br>39,02 7,71 3,31<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8519409**<br>*JL5413*<br>127520<br>Rt | **SHOUN MARU No. 11**<br>**Meiwa Kaiun Y.K.**<br>Kawajiri, Japan<br>Hiroshima Pref. | **199**<br>—<br>700 | | **1985** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (1851)<br>54,89 3,282<br>51,01 9,31 5,49<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 336 B.1 311<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>800bhp (588kW)<br>The Hanshin Diesel Works Ltd. |
| **7651119**<br>*JG3229*<br>113955 | **SHOUN MARU No. 18**<br>**Toei Shipping Co. Ltd. (Toei Kaiun K.K.)**<br>Yokohama, Japan<br>Kanagawa Pref. | **498**<br>—<br>761 | | **1972** Taisei Zosen K.K.—Higashino<br>36,50 3,101<br>32.80 14,00 3,81<br>1 dk | **M** | Oil<br>700bhp (515kW) |
| **7818597**<br>*8JUL*<br>121376<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOUN MARU No. 20**<br>**Katsuse Gyogyo K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **183**<br>84<br>252 | | **1978** Niigata Eng. Co. Ltd.—Niigata (1613)<br>42,02 7,42 2,820<br>36,40 7,41 3,15<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **8910885**<br>*JL5881*<br>131450<br>Rt | **SHOUN MARU No. 21**<br>**Nakajima Kisen Y.K.**<br>Anan, Japan<br>Tokushima Pref. | **496**<br>—<br>1 414 | | **1990** Murakami S.B. Co. Ltd.—Naruto (186)<br>75,45 (BB) - 3,623<br>70,01 12,00 6,50<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 736 B.2 626<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutche<br>couplings & reduction geared to s<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. |
| **8915122**<br>*JJEJ*<br>130723<br>IT1-269<br>Rdr RTv | **SHOUN MARU No. 21**<br>**Kanakan Gyogyo K.K.**<br>Iwaizumi, Japan<br>Iwate Pref.<br>SatCom: 1200275/JJEJ | **289**<br>—<br>— | | **1989** Niigata Eng. Co. Ltd.—Niigata (2137)<br>47,69 (BB) 3,205<br>42,00 8,20 3,55 | **M Fishing**<br>Long-line Ref | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutche<br>couplings & sr reverse geared to s<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7921148**<br>*7JTL*<br>123089<br>IT1-168<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOUN MARU No. 22**<br>**Kanbei Kanazawa**<br>Iwaizumi, Japan<br>Iwate Pref. | **196**<br>84<br>250 | | **1979** Niigata Eng. Co. Ltd.—Niigata (1658)<br>42,42 3,014<br>36,43 7,41 3,18<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **7106475**<br>*JRZV*<br>107098<br>AM1-352<br>Df Esd Gc<br>Rdr Rt | **SHOUN MARU No. 25**<br>ex Choko Maru No. 25-87<br>ex Iijima Maru No. 5-78<br>**Noriaki Koshido**<br>Hachinohe, Japan<br>Aomori Pref. | **315**<br>159<br>438 | | **1970** Miho Zosensho K.K.—Shimizu (753)<br>52,02 8,26 3,074<br>45,62 8,23 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7036436**<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOUN MARU No. 27**<br>ex Yoshi Maru No. 38-79<br>**Hemei Fishing Co. Ltd.**<br>China* | **284**<br>139<br>656 | | **1970** Niigata Eng. Co. Ltd.—Niigata (1002)<br>47,66 8,23 3,201<br>42,55 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7018783**<br>*JNSQ*<br>108654<br>AM1-526<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOUN MARU No. 51**<br>ex Nikko Maru No. 21-87<br>**Noriaki Koshido**<br>Hachinohe, Japan<br>Aomori Pref. | **404**<br>220<br>561 | | **1970** Miho Zosensho K.K.—Shimizu (718)<br>55,48 9,02 3,404<br>49,54 9,00 4,02<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 330 × 520<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. |
| **9011325**<br>*JRMX*<br>130927<br>Rdr RTv | **SHOUN MARU No. 51**<br>**Kanazawa Gyogyo K.K.**<br>Miyako, Japan<br>Iwate Pref.<br>SatCom: 1201757/JRMX | **319**<br>—<br>— | | **1990** Niigata Eng. Co. Ltd.—Niigata (2183)<br>49,75 (BB) 3,249<br>43,75 8,30 3,60 | **M Fishing**<br>Long-line Ref<br>Mchy.aft<br>In.408 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches<br>couplings & sr geared to sc. shaft<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8514045**<br>*3ENB4*<br>15441-86<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SHOUN POLESTAR**<br>**Orange Field Steamship Co. Inc.**<br>Panama Panama | *4 509*<br>*2 140*<br>6 756 | NK | **1986** Kochi Jyuko K.K.—Kochi (2441)<br>113,32 (BB) 6,319<br>104,02 18,01 8,01<br>P 26,0 F 11,3 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>15 Ta ER<br>L.7 403 | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>4 068bhp (2 992kW)<br>Hitachi Zosen Hiroshima Wor<br>Gen 2 × 240kW a.c. |
| **9003976**<br>*JG4884*<br>131908<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOURIN MARU**<br>**Sankyo Kaiun Y.K., K.K. Uyeno Unyu Shokai & Uyeno Chemical Unyu K.K.**<br>Yokohama, Japan<br>Kanagawa Pref. | **355**<br>—<br>871 | NK | **1990** Murakami Hide Zosen K.K.—Hakata (317)<br>53,52 3,961<br>49,50 9,50 4,20<br>P 14,7 F 6,0 1 dk | **M Tanker**<br>Chemical | Yanmar<br>Oil 4SA 6Cy. 280 × 450<br>736kW (1 001bhp)<br>Matsue Diesel K.K.<br>Gen 3 × 64kW a.c. |
| **7129843**<br>*EPBH*<br>273<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SHOUSH**<br>ex British Surveyor-76<br>**National Iranian Tanker Co.**<br>Denholm Ship Management (U.K.) Ltd.<br>Khorramshahr Iran<br>SatCom: 1745127/EPBH | **113 788**<br>83 711<br>226 319<br>T/cm<br>141,9 | NV<br>✠Classed LR until 31/1/87<br>HeCls. B | **1972**-3 Mitsui SB. & Eng. Co. Ltd.—Ichihara (872)<br>324,21 (BB) 48,82 19,622<br>309,99 48,77 25,30<br>F 27,2 1 dk<br>rf 178 Bow/CM 161 Diam. 0,660 | **S Tanker**<br>IGS<br>13 Ta ER<br>L.(oil) 272 380<br>4 Cargo pumps total 16 000T/hr | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 1200kW 1 × 500kW<br>Fuel 8 169,0t (o.f.)-159,5pd |

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| **SHOWA MARU**<br>**The Sun Shipholding Inc.**<br>Monrovia<br>SatCom: 1241436/SHOW<br>Liberia | *55 924*<br>*25 395*<br>91 252<br>T/cm<br>85,7 | **1981** Hashihama Zosen—Tadotsu (809)<br>246,79 (BB) 13,701<br>NK 236,02 39,62 21,01<br>1 dk<br>Bow/CM 126 Diam. 0,410 MH 1,5 | **M Tanker**<br>SBT<br>Mchy.aft<br>L.(oil) 111 272<br>3 Cargo pumps total 7 487T/hr | B&W 7L80GFCA<br>Oil 2SA 7Cy. 800 × 1950<br>18 600bhp (13 681kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 288,0t (d.o.) 3 075,0t (hvf)-54,5pd 14,75kn |
| **SHOWA MARU**<br>**Showa Yusosen Co. Ltd. (Showa Yusosen K.K.)**<br>Tokyo<br>Japan | **3 198**<br>—<br>5 786<br>T/cm<br>6,6 | **1986** K.K. Usuki Tekkosho—Usuki (1555)<br>104,76 (BB) 6,700<br>NK 98,02 16,01 7,83<br>P 31,4 F 12,2 1 dk<br>Bow/CM 53 Diam. 0,350 | **TM Tanker**<br>SBT<br>10 Ta ER<br>L.(oil) 5 548 HeCls. BC<br>2 Cargo pumps total 3 000T/hr | Hanshin 6EL32<br>2 Oil 4SA each 6Cy. 320 × 640 with clutches & reverse reduction geared to sc. shafts<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 200kW 1 × 140kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 88,0t (d.o.) 145,5t (hvf)-6,0pd 12,5kn |
| **SHOWA MARU**<br>**Eiwa Unyu K.K.**<br>Shimonoseki,<br>Yamaguchi Pref.<br>Japan | **699**<br>—<br>1 803 | **1982** Ube Dockyard Co. Ltd.—Ube (171)<br>70,62 11,03 4,611<br>65,03 11,00 5,01<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 148 | Hanshin 6EL30<br>Oil 4SA 6Cy. 300 × 600<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe<br>Controllable pitch propeller |
| **SHOWA MARU**<br>**Kinkai Yusen Kaisha Ltd. (Kinkai Yusen K.K.)**<br>Tokyo<br>Japan | **499**<br>—<br>1 227 | **1976** K.K. Uno Zosensho—Namikata (85)<br>71,56 12,04 3,861<br>66,02 12,01 7,42<br>2 dks | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHOWA MARU**<br>**Mutsumi Kaiun Y.K.**<br>Tokyo<br>Japan | **499**<br>—<br>493 | **1983** Tsuneishi Zosen K.K.—Numakuma (746)<br>49,92 2,652<br>46,00 12,01 3,71<br>1 dk | **TM Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 920 | Yanmar S185L-ET<br>2 Oil 4SA each 6Cy. 185 × 230 sr geared to sc. shafts<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SHOWA MARU**<br>**Heisei Kaiun Y.K.**<br>Kisarazu,<br>Chiba Pref.<br>Japan | **494**<br>—<br>— | **1989** Y.K. Matsubara Koki Zosen—Onomichi<br>*45,00*<br>· 12,00 2,90<br>1 dk | **M General Cargo** | Oil<br>Japan |
| **SHOWA MARU**<br>**Y.K. Showa Kaiun Kogyo**<br>Ieshima,<br>Hyogo Pref.<br>Japan | **468**<br>—<br>1 089 | **1987** Nagashima Zosen K.K.—Nagashima<br>62,00 13,42 3,920<br>56,00 13,40 5,95<br>1 dk | **M Sand Carrier** | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHOWA MARU**<br>ex Shintohoku Maru No. 1<br>**Showa Enterprise Co. Ltd. (Showa Kigyo K.K.)**<br>Yokohama,<br>Kanagawa Pref.<br>Japan | **269**<br>128<br>423 | **1958** Uchida Zosen—Ise (514)<br>40,34 7,01 3,341<br>36,00 6,99 3,61<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>1 Ha (14,0 × 4,1) ER | Sumiyoshi<br>Oil 4SA 6Cy. 250 × 390<br>NE 62<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>Fuel 16,5t-1,0pd 9kn |
| **SHOWA MARU**<br>ex Seiwa Maru-81<br>**Bright Star Marine S.A.**<br>Honduras | **199**<br>—<br>541 | **1975** Shin Nikko Zosen—Setoda (104)<br>43,69 7,52<br>40,04 7,50 3,38<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Hanshin 6L26AGSH<br>Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHOWA MARU**<br>ex Shin Puku Maru No. 13-85<br>**Masayuki Ozono**<br>Kamikoshiki,<br>Kagoshima Pref.<br>Japan | **192**<br>—<br>300 | **1982** Y.K. Tokai Zosensho—Tsukumi (610)<br>... ...<br>46,61 10,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>............. |
| **SHOWA MARU**<br>ex Tomiei Maru-88<br>**Isamu Nishide**<br>Wakayama,<br>Wakayama Pref.<br>Japan | **185**<br>—<br>495 | **1982** K.K. Kamishima Zosensho—Higashino (131)<br>47,81 3,252<br>42,02 8,01 5,01<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.984 B.902<br>2 Ha (stl) ER | Matsui 6M26KGHS<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **SHOWA MARU No. 1**<br>**Showa Gyogyo K.K.**<br>Yaizu,<br>Shizuoka Pref.<br>SatCom: 1204501/JEGW<br>Japan | **414**<br>—<br>— | **1985** Kanasashi Co. Ltd.—Shimizu (3058)<br>55,48 (BB) 8,84 3,452<br>49,00 8,79 3,81<br>1 dk | **M Fishing**<br>Wind-Assisted Side-fishing Long-line Ref | Akasaka DM30FD<br>Oil 4SA 6Cy. 300 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 400bhp (1 030kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11,5kn |
| **SHOWA MARU No. 2**<br>**Toyo Kaiun K.K.**<br>Namikata,<br>Ehime Pref.<br>Japan | **698**<br>—<br>1 782 | **1980** Sasaki Zosen K.K.—Kinoe (272)<br>69,80 11,03 4,601<br>65,03 11,02 5,01<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin 6LU35<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHOWA MARU No. 3**<br>**K.K. Showa Kisen**<br>Hinase,<br>Okayama Pref.<br>Japan | **299**<br>—<br>698 | **1983** K.K. Mochizuki Zosensho—Kinoe (123)<br>52,53 3,501<br>48,01 8,60 3,92<br>1 dk | **M Tanker**<br>Mchy.aft | Niigata<br>Oil<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Japan<br>Fuel (d.o.) 10kn |
| **SHOWA MARU No. 3**<br>ex Taisei Maru No. 1-79<br>**Junnosuke Sanami**<br>Yokohama,<br>Kanagawa Pref.<br>Japan | **294**<br>135<br>— | **1968** Kanasashi Co. Ltd.—Shimizu (912)<br>50,14 8,41 3,099<br>43,19 8,39 3,48<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHOWA MARU No. 3**<br>**Y.K. Hiramatsu Shokai**<br>Sasebo,<br>Nagasaki Pref.<br>Japan | **199**<br>—<br>640 | **1987** Honda Zosen—Saiki (766)<br>53,01 (BB) 11,03 3,101<br>47,91 11,00 5,21 | **M General Cargo**<br>2 Ho ER<br>2 Ha (stl) ER | Niigata 6M28BGT<br>Oil 4SA 6Cy. 280 × 480<br>500kW (680bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 48kW 225V a.c.<br>9kn |
| **SHOWA MARU No. 5**<br>**Tadayoshi Kisen K.K.**<br>Namikata,<br>Ehime Pref.<br>Japan | **699**<br>—<br>1 752 | **1981** Sasaki Zosen K.K.—Kinoe (351)<br>69,80 11,26 4,568<br>65,21 11,00 5,14<br>1 dk | **M Tanker**<br>10 Ta ER | Hanshin 6EL30<br>Oil 4SA 6Cy. 300 × 600<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHOWA MARU No. 5**<br>**Nihama Kisen K.K.**<br>Nihama,<br>Ehime Pref.<br>Japan | **199**<br>116<br>588 | **1976** K.K. Usuki Tekkosho—Usuki (960)<br>54,89 9,05 3,175<br>50,02 9,01 3,56<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy.<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHOWA MARU No. 5**<br>**Masayoshi Mino**<br>Higashiura,<br>Hyogo Pref.<br>Japan | **184**<br>—<br>395 | **1982** Y.K. Furumoto Tekko Zosensho—Osaki (516)<br>3,800<br>39,40 7,60 4,60<br>1 dk | **M General Cargo** | Oil<br>Japan |

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| **8817021**<br>*JM5813*<br>130443<br>Rdr Rt | **SHOWA MARU No. 5**<br>**Y.K. Hiramatsu Shokai**<br>Sasebo, Japan<br>Nagasaki Pref. | **182**<br>—<br>451 | **1989** Honda Zosen—Saiki (780)<br>49,76 (BB) 3,150<br>45,00 10,20 5,20 | **M General Cargo**<br>Stone<br>1 Ho ER<br>B.228<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 260 × 460 sr revers<br>shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust propeller fwd |
| **7101528**<br>*JK3293*<br>110671<br>Rdr | **SHOWA MARU No. 8**<br>**Inajo Tadokoro**<br>Kochi, Japan<br>Kochi Pref. | **199**<br>—<br>450 | **1970** K.K. Matsuura Zosensho—Kinoe (165)<br>39,91 8,44 2,801<br>36,02 8,39 3,18<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (16,1 × 2,9) ER<br>Der 1(10) | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 10kW 100V d.c. |
| **8625519**<br>*JK4507*<br>127325<br>Rdr Rt | **SHOWA MARU No. 8**<br>**Koyo Kisen Y.K.**<br>Hofu, Japan<br>Yamaguchi Pref. | **198**<br>—<br>300 | **1986** Hongawara Zosen K.K.—Fukuyama<br>44,00 3,301<br>40,01 7,51 3,51<br>1 dk | **M Tanker**<br>Chemical | Yanmar<br>Oil 4SA 6Cy. 200 × 260<br>441kW (600bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| **8841034**<br>*JK4980*<br>131030<br>Rt | **SHOWA MARU No. 8**<br>**Hideko Matsumoto**<br>Tachibana, Japan<br>Yamaguchi Pref. | **170**<br>—<br>439 | **1990** Y.K. Furumoto Tekko Zosensho—Osaki<br>49,96 3,220<br>45,00 8,30 5,10<br>1 dk | **M General Cargo** | Yanmar<br>Oil 4SA 6Cy. 240 × 420<br>Matsue Diesel K.K. |
| **9037563**<br>*JIHT*<br>131559<br>Rdr Rt | **SHOWA MARU No. 11**<br>**Showa Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **409**<br>—<br>— | **1991** Kanasashi Co. Ltd.—Shimizu (3277)<br>56,70 (BB) 8,82 3,450<br>49,90 8,80 3,84 | **M Fishing**<br>Long-line Ref<br>In.527 | Akasaka<br>Oil 4SA 6Cy. 310 × 530 with clutche<br>couplings & sr reverse geared t<br>1 177kW (1 600bhp)<br>Akasaka Tekkosho K.K., (Akasaka De<br>Ltd.) |
| **8135538**<br>*JK4330*<br>124580 | **SHOWA MARU No. 11**<br>**Fukusho Kaiun Y.K.**<br>Shimokamagari, Japan<br>Hiroshima Pref. | **198**<br>—<br>503 | **1982** Hamamoto Zosensho K.K.—Tokushima (632)<br>3,600<br>41,10 9,01 4,81<br>1 dk | **M General Cargo** | Oil |
| **8032516**<br>*JG4152*<br>121846 | **SHOWA MARU No. 11**<br>ex Shoho Maru No. 11-87<br>**Showa Marine Sangyo K.K.**<br>Yokohama, Japan<br>Kanagawa Pref. | **173**<br>—<br>— | **1980** Sanriku Zosen Tekko K.K.—Japan<br>... ...<br>27,21 7,21 3,51<br>1 dk | **M Tug** | Oil |
| **8313415**<br>*JM5267*<br>127024<br>Rdr Rt | **SHOWA MARU No. 17**<br>**Y.K. Sato Kenzaiten**<br>Oshima, Japan<br>Nagasaki Pref. | **483**<br>—<br>980 | **1983** Ube Dockyard Co. Ltd.—Ube (181)<br>55,00 9,63 4,252<br>50,81 9,61 4,91<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 319 B.1 274<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 440 with clutche<br>reduction geared to sc. shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **7354814**<br>*JDSM*<br>115139<br>SO1-791<br>Df Esd Gc<br>Rdr Rt | **SHOWA MARU No. 23**<br>**Showa Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **396**<br>—<br>460 | **1973** Miho Zosensho K.K.—Shimizu (946)<br>54,79 8,72 3,607<br>48,49 8,69 3,87<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka De<br>Ltd.) |
| **8001608**<br>*JDGI*<br>124334<br>SO1-917<br>Df Esd Pfd<br>Rdr Rt | **SHOWA MARU No. 26**<br>**Showa Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **299**<br>151<br>— | **1980** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1386)<br>3,201<br>43,62 8,51 3,56<br>1 dk | **M Fishing**<br>Pair Trawler<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka De<br>Ltd.) |
| **8017633**<br>*JDJF*<br>124394<br>SO1-926<br>Df Esd Pfd<br>Rdr Rt | **SHOWA MARU No. 33**<br>**Showa Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **299**<br>150<br>— | **1980** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1432)<br>3,201<br>43,87 8,51 3,56<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka De<br>Ltd.) |
| **8118322**<br>*8LTG*<br>125688<br>SO1-953<br>Rdr RTv | **SHOWA MARU No. 85**<br>**Showa Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref.<br>SatCom: 1201770/SHOA | **349**<br>—<br>634 | **1982** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1398)<br>55,83 4,101<br>50,02 11,51 6,81 | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>1 Ho ER<br>In.828<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 8Cy. 310 × 380<br>2 500bhp (1 839kW)<br>Niigata Eng. Co. Ltd. |
| **7338614**<br>*JCOD*<br>111137<br>Df Esd Gc<br>Pfd Rdr<br>AMVER | **SHOYO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **1 841**<br>506<br>— | **1972** Hitachi Zosen—Maizuru Works, Maizuru (158)<br>80,02 12,32 4,573<br>73,00 12,30 6,51<br>2 dks | **M Research**<br>Survey | Fuji<br>2 Vee Oil 4SA each 12Cy. 320 × 3<br>4 800bhp (3 531kW)<br>Fuji Diesel Co. Ltd.<br>Gen 3 × 1250kW 450V 60Hz a.c.<br>Fuel 409,5t-20,5pd |
| **8907890**<br>*JG4923*<br>131950<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOYO MARU**<br>**Showa Yusosen Co. Ltd. (Showa Yusosen K.K.)**<br>Tokyo Japan | **3 217**<br>—<br>4 997 | **1989** K.K. Usuki Zosensho—Usuki (1598)<br>104,74 (BB) 16,02 6,033<br>NK 99,27 16,00 7,80<br>P 27,9 F 11,0 1 dk | **TM Tanker**<br>10 Ta ER<br>L.(oil) 5 542 | Hanshin<br>2 Oil 4SA each 6Cy. 320 × 640<br>2 942kW (4 000bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 1 × 600kW a.c. 2 × 200kW a<br>Thw. thrust propeller fwd |
| **8319184**<br>*JNQD*<br>127444<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **SHOYO MARU**<br>**Kasuga Kaiun K.K. (Kasuga Shipping Co. Ltd.)**<br>Hakata, Japan<br>Ehime Pref.<br>SatCom: 1203233/JNQD | *1 987*<br>*799*<br>2 120 | **1984** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1651)<br>NK 83,90 5,022<br>78,01 13,61 7,85<br>2 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.2 788<br>3 Ha (stl) (each 4,9 × 4,8) ER<br>Der 6(5) | Akasaka<br>Oil 4SA 6Cy. 370 × 720<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka De<br>Ltd.)<br>Gen 2 × 360kW |
| **7220439**<br>*JDRD*<br>112792<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SHOYO MARU**<br>**Government of Japan (Ministry of Agriculture & Forestry - Fisheries Agency)**<br>Tokyo Japan<br>SatCom: 1203742/JDRD | **1 362**<br>422<br>— | **1972** Yamanishi Zosen K.K.—Ishinomaki (691)<br>72,01 11,03 5,004<br>(NK) 65,00 11,00 5,59<br>F 48,8 1 dk | **M Research/Fishing**<br>3 Ha (1,9 × 2,3) (1,6 1,6 × 1,6) ER | Niigata<br>2 Oil 4SA each 6Cy. 310 × 380 ge<br>4 000bhp (2 942kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 400kW 1 × 200kW 450<br>Fuel 391,0t-11,0pd |
| **8816998**<br>*JL5714*<br>129995<br>Rdr Rt | **SHOYO MARU**<br>**Imahatsu Kaiun K.K.**<br>Namikata, Japan<br>Ehime Pref. | **699**<br>—<br>1 998 | **1988** Asakawa Zosen—Imabari (340)<br>4,922<br>66,02 12,01 5,01<br>1 dk | **M Tanker** | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |
| **8920804**<br>*JL5862*<br>130640<br>Rt | **SHOYO MARU**<br>**Ishizaki Kisen K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **696**<br>—<br>245 | **1990** Kanda Zosensho K.K.—Kawajiri (334)<br>55,90 14,08 2,800<br>50,00 13,60 3,81<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 340<br>sc. shafts<br>1 626kW (2 211bhp)<br>Daihatsu Diesel Mfg. Co. Ltd<br>Gen 2 × 180kW a.c. |

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| **SHOYO MARU**<br>**Asahi Kisen K.K.**<br>Numakuma,<br>Hiroshima Pref.<br>Japan | **498**<br>—<br>1 598 | **1981** Yamanaka Zosen K.K.—Namikata (253)<br>68,71 4,252<br>64,01 11,51 6,13<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 715 B.2 434<br>1 Ha (stl) ER | Makita<br>Oil 4SA 6Cy. 330 × 530<br>1 500bhp (1 103kW)<br>Makita Diesel Co. Ltd. | Takamatsu |
| **SHOYO MARU**<br>**Taiko Gyogyo K.K.**<br>Kesennuma,<br>Miyagi Pref.<br>SatCom: 1203124/JRMQ<br>Japan | **439**<br>—<br>510 | **1990** Miho Zosensho K.K.—Shimizu (1359)<br>56,49 (BB) 3,611<br>49,80 8,90 3,97 | **M Fishing**<br>Long-line Ref<br>In.721 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd. | 6M31AFTE<br>Niigata |
| **SHOYO MARU**<br>**Wakkanai Enyo Gyogyo K.K.**<br>Wakkanai,<br>Hokkaido Pref.<br>SatCom: 1201274/JAFA<br>Japan | **349**<br>131<br>— | **1980** Narasaki Zosen K.K.—Muroran (997)<br>56,01 3,450<br>49,00 9,25 5,62<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 400 × 520 reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. | 6MG40CX<br>Niigata |
| **SHOYO MARU**<br>ex Fukuichi Maru No. 8<br>**Government of The People's Republic of China** | **275**<br>145<br>— | **1961** Miho Zosensho K.K.—Shimizu (311)<br>46,00 7,57<br>40,49 7,50 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. | Niigata<br>10,5kn |
| **SHOYO MARU**<br>**Shoyo Kisen Kaisha Ltd.**<br>Japan | **260**<br>—<br>— | **1991** Shin Yamamoto Zosensho—Kochi (332)<br>... ... ...<br>... ... ... | **TM Tug** | Niigata<br>2 Oil<br>Niigata Eng. Co. Ltd. | Japan |
| **SHOYO MARU**<br>**Sansho Kaiun K.K.**<br>Kobe,<br>Hyogo Pref.<br>Japan | **198**<br>—<br>698 | **1984** K.K. Yoshida Zosen Kogyo—Arida<br>56,01 3,271<br>52,00 9,20 5,41<br>1 dk | **M General Cargo**<br>G.1 350 B.1 300 | Matsui<br>Oil<br>700bhp (515kW)<br>Matsui Iron Works Co. Ltd. | Ise<br>9,5kn |
| **SHOYO MARU**<br>**Jyujio Hashimoto**<br>Shimokamagari,<br>Hiroshima Pref.<br>Japan | **192**<br>—<br>700 | **1984** Y.K. Takasago Zosensho—Naruto (133)<br>50,02 3,210<br>45,01 10,00 5,36<br>1 dk | **M Sand Carrier** | Matsui<br>Oil<br>600bhp (441kW)<br>Matsui Iron Works Co. Ltd.<br>Fuel (d.o.) | Japan<br>10kn |
| **SHOYO MARU**<br>**Societe de Peche Mitsu**<br>Guinea | **184**<br>65<br>213 | **1967** Wakamatsu Zosen K.K.—Wakamatsu (170)<br>37,90 6,84<br>31,88 6,81 3,18<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **SHOYO MARU No. 1**<br>ex Anei Maru No. 8-81<br>**Masaki Hamaguchi**<br>Nansei,<br>Mie Pref.<br>Japan | **434**<br>202<br>— | **1976** Uchida Zosen—Ise (767)<br>9,15<br>50,35 9,11 4,12<br>1 dk<br>RW | **M Fishing** | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **SHOYO MARU No. 2**<br>**Nichido Kaiun K.K.**<br>Tsuruga,<br>Fukui Pref.<br>Japan | **196**<br>—<br>— | **1975** Shin Yamamoto Zosensho—Kochi (187)<br>31,50 8,62 2,007<br>29,75 8,59 3,81<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. | 6L25BX<br>Niigata |
| **SHOYO MARU No. 3**<br>ex Keifuku Maru No. 2-67<br>**Pelican Fishing Corp.** | **219**<br>93<br>— | **1957** Nishii Dock Co. Ltd.—Nansei (22)<br>*34,60* 6,61 2,896<br>32,97 6,58 3,41<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 326 × 460<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Fuel 85,5t | Yaizu |
| **SHOYO MARU No. 3**<br>**Shoyo Kisen Y.K.**<br>Matsushima,<br>Kumamoto Pref.<br>Japan | **199**<br>—<br>630 | **1988** Y.K. Takasago Zosensho—Naruto<br>52,00 10,32 3,200<br>48,00 10,30 5,30<br>1 dk | **M General Cargo** | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>588kW (799bhp)<br>Niigata Eng. Co. Ltd. | 6M28BGT<br>Tokyo |
| **SHOYO MARU No. 8**<br>**Taisei Trading** | **124**<br>42<br>— | **1971** Narasaki Zosen K.K.—Muroran (772)<br>34,90 7,12<br>29,93 7,09 2,67<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 440<br>956kW (1 300bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | AH28<br>Yaizu |
| **SHOYO MARU No. 18** | **374**<br>177<br>— | **1972** Mie Shipyard Co. Ltd.—Yokkaichi (70)<br>55,10 8,41<br>46,41 8,39 3,79<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 700bhp (1 250kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **SHOYO MARU No. 18**<br>ex Tokuyoshi Maru No. 1-86<br>**Wakkanai Enyo Gyogyo K.K.**<br>Wakkanai,<br>Hokkaido Pref.<br>Japan | **124**<br>—<br>— | **1981** Niigata Eng. Co. Ltd.—Niigata (1708)<br>36,40 (BB) 2,452<br>30,82 7,41 4,68<br>2 dks | **M Fishing**<br>Stern Trawler | Niigata<br>Oil 4SA 6Cy. 280 × 320 reduction geared to sc. shaft<br>1 025bhp (754kW)<br>Niigata Eng. Co. Ltd. | 6MG28BX<br>Ota |
| **SHOYO MARU No. 38**<br>**K.K. Maruriki Asakura Shoten**<br>Abashiri,<br>Hokkaido Pref.<br>Japan | **124**<br>—<br>126 | **1979** Narasaki Senpaku Kogyo K.K.—Muroran (150)<br>37,90 (BB) 2,801<br>30,97 7,38 4,63<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 340 reduction geared to sc. shaft<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | 6U28<br>Yaizu |
| **SHOYOH**<br>**Noma Chips S.A.**<br>Panama<br>SatCom: 1333352/SHOY<br>Panama | *39 145*<br>*16 899*<br>42 968 | **1990** Hashihama Zosen—Tadotsu (867)<br>199,90 (BB) 10,324<br>NK 191,50 32,20 22,45<br>1 dk | **M Wood-chip Carrier** | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1850<br>6 554kW (8 910bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | 6UEC52LS<br>Yaizu<br>14,4kn |
| **SHOYU**<br>ex Shoyu Maru-83<br>**Max Line Co. Ltd. Inc.**<br>Panama<br>Panama | **198**<br>69<br>170 | **1967** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (659)<br>35,79 7,17<br>31,60 7,14 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 460<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **SHOYU MARU**<br>**Miyazaki Kaiun K.K.**<br>Namikata,<br>Ehime Pref.<br>Japan | **697**<br>—<br>1 824 | **1985** Sasaki Zosen K.K.—Kinoe<br>76,97 4,571<br>71,00 11,21 7,12<br>1 dk | **M Tanker**<br>L.(oil) 2 194 | Akasaka<br>Oil<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu<br>12,25kn |

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| **8805119**<br>*JL5676*<br>129925<br>Rt | **SHOYU MARU**<br>**Sanei Unyu Kiko K.K.**<br>Anan, Japan<br>Tokushima Pref. | **294**<br>—<br>495 | | **1988** Mukaishima Zoki Co. Ltd.—Mukaishima (250)<br>8,62 3,140<br>46,00 8,60 3,60<br>1 dk | **M Tanker**<br>Chemical<br>SBT<br>Mchy.aft<br>L.350 | Daihatsu<br>Oil 4SA 6Cy. 220 × 300 with clutch<br>reduction geared to sc. shaft<br>900kW (1 224bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **9020182**<br>*JIUP*<br>131551<br>Esd Gc Rdr<br>RTv | **SHOYU MARU No. 18**<br>**K.K. Ichimaru**<br>Yaizu, Japan<br>Shizuoka Pref.<br>SatCom: 1204405/JIUP | **349**<br>—<br>857 | | **1991** Miho Zosensho K.K.—Shimizu (1398)<br>63,51 (BB) 4,453<br>55,65 12,00 7,24<br>2 dks | **M Fishing**<br>Seiner Ref<br>In.1 231 | Akasaka<br>Oil 4SA 6Cy. 400 × 640 with clutch<br>couplings & sr geared to sc. shaf<br>1 986kW (2 700bhp)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Thw. thrust propeller |
| **7217286**<br>Df Esd Gc<br>Pfd | **SHOYU MARU No. 25**<br>**Shoei Suisan K.K.** | **383**<br>176<br>491 | | **1971** Miho Zosensho K.K.—Shimizu (800)<br>54,95 9,76 3,556<br>46,49 8,49 3,94<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **7302615**<br>Df Gc Pfd<br>Rdr | **SHOYU MARU No. 35** | **432**<br>216<br>562 | | **1973** Miho Zosensho K.K.—Shimizu (878)<br>57,41 9,02 3,836<br>49,00 9,00 4,09<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **8029038**<br>*8LQF*<br>124406<br>SO1-932<br>Df Esd Gc<br>Pfd Rdr Rt | **SHOYU MARU No. 38**<br>**K.K. Ichimaru**<br>Yaizu, Japan<br>Shizuoka Pref. | **349**<br>—<br>653 | | **1981** Miho Zosensho K.K.—Shimizu (1196)<br>11,43 4,350<br>56,70 11,41 6,84<br>2 dks | **M Fishing**<br>Seiner | Akasaka<br>Oil 4SA 6Cy. 380 × 600<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 3 × 264kW 445V a.c. |
| **8910689**<br>*JISH*<br>130098<br>SO1-1078<br>Df Esd Gc<br>Rdr Rt | **SHOYU MARU No. 88**<br>**K.K. Ichimaru**<br>Yaizu, Japan<br>Shizuoka Pref. | **409**<br>—<br>503 | | **1989** Miho Zosensho K.K.—Shimizu (1361)<br>49,14 (BB) - 3,499<br>- 8,70 3,85<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.687 | Akasaka<br>Oil 4SA 6Cy. 280 × 500 with clutch<br>geared to sc. shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **8224004**<br>*JM5256*<br>126964<br>Esd Gc Rdr<br>Rt | **SHOZUI MARU**<br>**Matsushima Kaiun K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **2 997**<br>—<br>5 514 | NK | **1983** Ube Dockyard Co. Ltd.—Ube (178)<br>99,50 15,55 6,517<br>92,03 15,51 7,73<br>P 25,0 F 11,9 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 046 B.5 826<br>2 Ha (stl) (24,7 25,2 × 7,5) ER | Hanshin<br>Oil 4SA 6Cy. 460 × 740<br>3 500bhp (2 574kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 130kW 440V 60Hz a.c.<br>Fuel 29,0t (d.o.) 97,0t (hvf)-10,5pd |
| **8005977**<br>*JG4108*<br>121883<br>Esd Gc Rdr<br>Rt | **SHOZUI MARU**<br>**Showa Yusosen Co. Ltd. (Showa Yusosen K.K.)**<br>Tokyo Japan | **2 957**<br>—<br>5 689<br>T/cm<br>13,4 | NK | **1980** K.K. Usuki Tekkosho—Usuki (1516)<br>105,36 6,701<br>98,02 15,51 7,83<br>P 28,1 F 10,7 1 dk<br>Bow/CM 54 Diam. 0,355 | **M Tanker**<br>10 Ta ER<br>L.(oil) 5 541 HeCls. CptB<br>3 Cargo pumps total 3 700T/hr | Hanshin<br>Oil 4SA 6Cy. 540 × 850<br>5 000bhp (3 678kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 280kW 445V 60Hz a.c.<br>Fuel 52,5t (d.o.) 237,5t (hvf)-16,5pd |
| **8727719**<br>M-36977 | **SHPROT**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Sukhumi) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1985** .............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp) |
| **5326306** | **SHRAVAN**<br>**Bombay Port Trust**<br>*Bombay* India | **1 348**<br>477<br>— | ✠Classed LR until 10/64 | **1962**-11 Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Tokyo (817)<br>42,42 22,43<br>40,37 22,00 4,22<br>1 dk<br>rf nil | **TM Crane Pontoon** | MAN<br>2 Oil 4SA each 5Cy. 235 × 330 sr<br>to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) |
| **6602173**<br>*ATSG*<br>1772<br>Df Esd Rdr<br>Rt | **SHREE VISHNU**<br>ex Vega De Loyola-77<br>**Reshamwala Pte. Ltd.**<br>Bombay India | T.Mk<br>**704**<br>271<br>1 118<br>**1 220**<br>719<br>1 870 | ✠CLASS WITHDRAWN<br>22/1/92<br>**DELAYED IN SHATT—AL—ARAB** | **1966**-6 Basse-Sambre-Corcho S.A.—Santander<br>(91)<br>71,94 11,16 3,772/5,303<br>65,66 11,10 6,10<br>Ba 12,2 RFD 7,7 2 dks<br>RW rf nil | **M General Cargo**<br>Mchy.aft | Stork<br>Oil 4SA 6Cy. 390 × 680<br>1 500bhp (1 103kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 2 × 90kW 1 × 25kW 220V |
| **5314078**<br>*VWPF*<br>315756<br>Df Esd Rdr<br>RTh | **SHREEKANT**<br>ex Unicoaster-72 ex Jai Vakrangi-67<br>ex Sardar Patel-63 ex Henry Denny-60<br>ex Carina-52<br>**Tayebbhai Mohamedbhai & Husseinibhai Mahomedbhai**<br>Bombay India | **499**<br>279<br>579 | (NK) | **1952** N.V. Scheepsbouw Unie—Groningen (255)<br>52,99 8,31 3,385<br>47,50 8,26 3,46<br>P 15,0 RQD 18,0 F 7,1 1 dk<br>R | **M General Cargo**<br>2 Ho 16,6 15,0 ER<br>G.943 B.853<br>2 Ha (3,2 6,4 × 4,3) ER<br>Der 4(1,5) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW)<br>N.V. Werkspoor<br>Gen 2 × 22kW 1 × 20kW 110V<br>Fuel 31,5t (d.o.) |
| **8007377**<br>B7003 | **SHRESTHA**<br>**Bombay Port Trust**<br>Bombay India | **670**<br>170<br>265 | (IRS) | **1982** Mazagon Dock Ltd.—Bombay (569)<br>45,60 18,42 1,812<br>43,79 18,00 3,81<br>1 dk<br>rf nil | **TM Crane Pontoon**<br>Mchy.aft | Kirloskar<br>2 Oil 4SA each 8Cy. 175 × 220 with<br>flexible couplings & sr reverse<br>shafts<br>852bhp (627kW)<br>Kirloskar Oil Engines Ltd.<br>2 Directional propellers<br>Thw. thrust propeller fwd |
| **7308827**<br>*WC8587*<br>259924 | **SHREWSBURY**<br>**Gifford Marine Inc.**<br>Cape Charles, Va United States of America | **198**<br>119<br>— | | **1950** R.T.C. SB. Corp—Camden, NJ<br>*39,78* 6,86<br>2,60<br>1 dk | **M Fishing** | Oil<br>800bhp (588kW)<br>.............<br>Fuel (d.o.) |
| **8827193**<br>*VVRV*<br>2287<br>Rt | **SHREYAS I**<br>**Shreyas Seafoods Pvt. Ltd.**<br>Visakhapatnam India | **116**<br>35<br>105 | IRS (AB) | **1988** Alcock, Ashdown Ltd.—Bhavnagar<br>23,50 (BB) 7,50 2,830<br>20,35 7,30 3,23<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 8Cy.<br>296kW (402bhp)<br>Caterpillar Inc.<br>Gen 2 × 42,4kW 415V 50Hz a.c.<br>Fuel 50,0t (d.o.) |
| **8827208**<br>*VVRW*<br>2288<br>Rt | **SHRI SHABARI I**<br>**Shri Shabari Fisheries Ltd.**<br>Bombay India | **116**<br>35<br>105 | IRS | **1988** Alcock, Ashdown Ltd.—Bhavnagar<br>23,50 (BB) 7,50 2,830<br>20,35 7,30 3,23<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 8Cy.<br>296kW (402bhp)<br>Caterpillar Inc.<br>Gen 2 × 42,4kW 415V 50Hz a.c.<br>Fuel 50,0t (d.o.) |
| **7236646**<br>YYP-3036<br>Df Esd Gc<br>Pfd Rdr Rt | **SHRIMVEN 1**<br>ex Kaho Maru No. 36-88<br>**Shrimven C.A.**<br>Guiria Venezuela | **299**<br>153<br>392 | KR | **1972** Miho Zosensho K.K.—Shimizu (845)<br>50,40 8,23 3,379<br>44,20 8,21 3,61<br>P 9,8 F 8,3 1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo |

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|---|---|---|---|---|---|
| **SHROPSHIRE**<br>ex Stainless Fighter-91<br>ex Shoun Telstar-89<br>**Bibby Bulk Carriers Ltd. & Britain Steamship Co.**<br>Bibby International Services (IOM) Ltd. Bahamas<br>Nassau<br>SatCom: 1103703/SHRO | *7 145*<br>*4 134*<br>12 749 | **100A1** SS 2/89<br>oil, molasses and chemical tanker<br>SG 1,85 (cr) tanks, 1,5 wing tanks, in association with a list of defined cargoes<br>**LMC**<br>EL Z 522,5/50,0U3(a)<br>FN 3620<br>(NK) | **1985** K.K. Taihei Kogyo—Akitsu (1746)<br>123,30 (BB) 20,03 8,789<br>116,00 20,00 11,20<br>P 31,2 F 10,5 1 dk<br>rf 100 | **M Tanker**<br>Oil Chemical Molasses<br>SBT<br>19 Ta (s.stl) ER<br>L.14 189 | B&W 7L35MC<br>Oil 2SA 7Cy. 350 × 1050<br>3 501kW (4 760bhp)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>e(ex.g) (ex.g) 13,5kgf/cm$^2$ (13,3bar)<br>AuxB (o.f.) 9,5kgf/cm$^2$ (9,4bar)<br>Gen 3 × 360kW 440V 60Hz a.c.<br>13kn |
| **SHTIL**<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1985** ............U.S.S.R.<br>35,17 8,01 3,120<br>33,25 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>-<br>U.S.S.R. |
| **SHTORM**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **124**<br>37<br>20 | RS | **1983** ............U.S.S.R.<br>28,71 6,35 1,480<br>2,49<br>1 dk | **M Ferry** 250dk P | Oil<br>............. |
| **SHTRALZUND**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | *7 765*<br>*2 329*<br>3 372 | RS | **1988** VEB Volkswerft Stralsund—Stralsund (809)<br>120,47 19,03 6,630<br>107,00 19,02 12,22<br>3 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>In.3 900 | S.K.L. 6VDS48/42AL-2<br>2 Oil 4SA each 6Cy. 420 × 480 with clutches, flexible couplings & reduction geared to sc. shaft<br>5 298kW (7 203bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 1500kW a.c. 2 × 760kW a.c.<br>Controllable pitch propeller<br>15,5kn |
| **SHTURMAN YELAGIN**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | T.Mk<br>**2 690**<br>926<br>1 496 | RS | **1967** ............U.S.S.R.<br>84,71 14,03 5,701<br>78,06 14,00 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **SHU JIN**<br>ex Shokei Maru No. 5-80<br>ex Miho Maru No. 8-78<br>**Shujin Co. Ltd.**<br>Cheju South Korea | **655**<br>337<br>1 131 | KR | **1973** Taisei Zosen K.K.—Higashino<br>53,65 4,420<br>48,01 11,00 5,52<br>P 8,6 1 dk | **M Sand Carrier**<br>G.836 B.830<br>2 Ha (each 17,6 × 8,7) ER<br>Der 2(1) | Akasaka AH28<br>Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 36kW 225V a.c.<br>12,75kn |
| **SHU YU QUAN**<br>ex Cherry Crystal-80 ex Maren Skou-79<br>**Shangdong Province Marine Shipping Co.**<br>Qingdao/Tsingtao China | T.Mk<br>**4 920**<br>2 658<br>6 706<br>**7 075**<br>4 036<br>9 250 | ZC<br>✠Classed LR until 10/80 | **1961**-12 Kieler Howaldtswerke A.G.—Kiel (1116)<br>137,94 18,09 7,189/8,570<br>126,32 18,00 10,85<br>P 23,2 F 26,0 2 dks<br>RW rf 102 | **M General Cargo**<br>Ref 12bth P<br>Ice strengthened<br>5 Ho 14,3 19,8 17,6 22,4 15,8<br>G.13 580 B.12 360 In.396<br>5 Ha (stl) (8,8 12,4 10,9 12,8 8,0 × 6,1)<br>16W Der 1(30) 1(25) 2(10) 14(5) | MAN<br>Oil 2SA 6Cy. 780 × 1400<br>7 760bhp (5 708kW)<br>Kieler Howaldtswerke A.G. Kiel<br>Gen 4 × 250kW 440V 60Hz a.c.<br>Fuel 1 371,5t (hvf) 16,5kn |
| **SHU' ALAH**<br>ex Alarm-66 ex St. Ewe<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **432**<br>5<br>— | ✠Classed LR until 2/57 | **1919**-6 Murdoch & Murray Ltd.—Port Glasgow (288)<br>43,59 8,84 4,484<br>41,15 8,82 4,93<br>F 11,0<br>R BK 152 | **S Tug** | T 3Cy. 464 724 & 1226 × 711<br>Ross & Duncan Glasgow<br>Fuel 183,0t (o.f.) 12kn |
| **SHUAIBA**<br>**Sharjah Port Authority**<br>Sharjah United Arab Emirates | **357**<br>0<br>— | ✠**100A1** SS 12/89<br>tug<br>✠**LMC**<br>EL (e)<br>FN 469 | **1967**-6 Tokushima Zosen Sangyo K.K. —Komatsujima (257)<br>37,83 9,28 3,817<br>34,22 9,15 4,55<br>RAD 1,9<br>RW rf 584 | **M Tug** | Hanshin<br>Oil 4SA 6Cy. 460 × 660<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 88kW 225V 50Hz a.c.<br>Controllable pitch propeller |
| **SHUAIBA**<br>**Qatar General Petroleum Corp. (Offshore Operations)**<br>Shell Internationale Petroleum Mij. B.V.<br>Doha Qatar | *144*<br>*43*<br>— | ✠**100A1** SS 7/91<br>Arabian Gulf and Gulf of Oman service<br>**LMC**<br>EL 222,0/16,0U2<br>FN 280 | **1982**-11 FRITIMCO—Bergum<br>30,89 6,74 1,650<br>27,64 6,53 3,59<br>F 4,9 1 dk | **TM Tug/ Supply Launch**<br>Deck Cargo Fire-fighting 12dk P | M.T.U. 12V396TB83<br>2 Vee Oil 4SA each 12Cy. 165 × 185 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 60kW 400V 50Hz a.c.<br>Fuel 14,0t (d.o.)-6,0pd 22kn |
| **SHUANG FENG HAI**<br>ex Kohfukusan Maru-78<br>**Shanghai Harbour Towing Corp.**<br>Shanghai China | **55 483**<br>36 656<br>97 442 | (NK) (ZC) | **1968** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (853)<br>251,74 (BB) 38,05 15,990<br>240,00 38,00 21,26<br>1 dk<br>conv Ore/Oil Carrier 79 | **M Trans-shipment Storage Ship**<br>4 Ho ER 8 Wing Ta<br>G.51 836 L.(oil) 118 180<br>10 Ha (stl) (8,9 8,9 8,9 8,9 8,9 10,8 10,8 10,8 10,8 10,8 × 10,8) ER | Sulzer 9RD90<br>Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 544kW 450V 60Hz a.c.<br>Fuel 5 286,5t-67,0pd 16,5kn |
| **SHUBERTOVO**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **640**<br>220<br>333 | RS | **1969** ............U.S.S.R.<br>54,23 9,38 3,820<br>48,72 9,22 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.418<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **SHUE CHI**<br>**Shue Chi Fishing Co. Ltd.**<br>Kaohsiung China* | **150**<br>105<br>81 | | **1971** Taiwan Machy. Mfg. Corp.—Kaohsiung (499)<br>33,91 5,85 2,413<br>29,72 5,82 2,82<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel (d.o.) 9kn |
| **SHUE CHI No. 2**<br>**Shue Chi Fishing Co. Ltd.**<br>Kaohsiung China* | **150**<br>105<br>81 | | **1971** Taiwan Machy. Mfg. Corp.—Kaohsiung (500)<br>33,91 5,85 2,413<br>29,72 5,82 2,82<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel (d.o.) 9kn |
| **SHUEI MARU**<br>**Murakami Kaiun K.K.**<br>Hojo, Ehime Pref. Japan | **699**<br>—<br>797 | NK | **1975** K.K. Imai Seisakusho—Iwagi (138)<br>57,61 10,22 4,012<br>53,01 10,19 4,50<br>P 14,4 F 6,8 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 086 | Hanshin 6LUD32G<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 120kW<br>Fuel 77,0t-5,5pd 10kn |
| **SHUEI MARU No. 3**<br>**Murakami Kaiun K.K.**<br>Hojo, Ehime Pref. Japan | **631**<br>—<br>650 | NK | **1978** Kochiken Zosen—Kochi (678)<br>55,78 10,39 3,777<br>50,58 9,21 4,22<br>P 12,2 F 6,8 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 842 | Akasaka DM28A<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 119,5t (d.o.)-4,0pd 11,25kn |

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| **8217257**<br>*3EKE7*<br>18529-89<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **SHUEI QUEEN**<br>ex Koshu Maru-89<br>**Shuei Shipping S.A.**<br>Panama Panama | *13 888*<br>*8 044*<br>23 360 | NK | **1983** K.K. Uwajima Zosensho—Uwajima<br>157,99 (BB) 9,972<br>148,01 24,60 13,62<br>P 25,6 F 11,9 1 dk | (2281) | **M Bulk Carrier**<br>4 Ho ER<br>G.29 224 B.23 308<br>4 Ha (stl) (19,2 × 11,2) (24,8 24,8 24,0 × 12,8) ER<br>Cr 2(26) 2(24,5) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1250<br>4 413kW (6 000bhp)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 268,0t (d.o.) 1 059,0t (hvf) |
| **7419494**<br>*BKFC*<br>8258<br>Df Esd Gc<br>Rdr RTv | **SHUEN HSING**<br>ex Joanna-82 ex Karimata Radja-80<br>**Sincere Navigation Corp.**<br>Oak Steamship Co. Ltd.<br>Kaohsiung China* | **6 698**<br>3 991<br>10 750 | NK | **1975** Imabari Zosen—Imabari<br>123,32 20,55 8,113<br>115,02 20,50 10,60<br>P 27,8 F 15,9 1 dk | (329) | **M Limestone Carrier**<br>2 Ho 43,7 42,4 ER<br>G.8 582<br>6 Ha (13,1 × 11,2) (3,2 4,5 × 6,5) (3,2 4,5 × 7,9) (32,4 × 11,2)<br>Cr 1(15) Der 2(15) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1250<br>6 800bhp (5 002kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 224kW<br>Fuel 759,0t-20,5pd |
| **6413390**<br><br><br>Df Esd Gc<br>Rdr | **SHUFUKU MARU No. 8** | **283**<br>153<br>— | | **1963** Kanasashi Co. Ltd.—Shimizu<br>46,84 7,75 2,998<br>41,48 7,70 3,46<br>1 dk | (552) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 326 × 460<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **7426514**<br><br><br>Rdr Rt | **SHUHAIR** | **147**<br>51<br>— | | **1975** Minami-Nippon Zosen K.K.—Kushikino<br>28,73 6,51 —<br>24,52 3,10<br>1 dk | (231) | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 180 × 230<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7372658**<br>*3ESG8*<br>20629-YJ<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SHUHO**<br>ex Shuho Maru-91<br>**Resta Shipping S.A.**<br>Panama Panama<br>SatCom: 1335216/SHUH | *132 820*<br>*99 953*<br>269 895<br>T/cm<br>161,5 | NK | **1975** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Chita<br>337,07 (BB) 54,54 20,024<br>320,00 54,49 27,01<br>1 dk<br>Bow/CM 160 Diam. 0,406 MH 0,9 | (2348) | **M Tanker**<br>SBT<br>20 Ta ER<br>L.(oil) 319 938 HeCls. B<br>4 Cargo pumps total 18 000T/hr | Sulzer<br>Oil 2SA 6Cy. 840 × 2400<br>17 065kW (23 200bhp) NE 87<br>Ishikawajima Harima Heavy Ind.<br>Gen 1 × 1600kW 2 × 800kW<br>450V a.c. |
| **7607728**<br>*JI2894*<br>119523<br>Df Esd Gc<br>Rdr Rt | **SHUHO MARU**<br>**Taiyo Shipping Co. Ltd. (Taiyo Kisen K.K.)**<br>Osaka, Japan<br>Osaka Pref. | **698**<br>—<br>2 139 | NK | **1976** Sasaki Zosen K.K.—Kinoe<br>69,55 11,43 5,023<br>65,03 11,41 6,81<br>2 dks | (307) | **M General Cargo**<br>1 Ho ER<br>G.3 098 B.2 557<br>1 Ha (38,4 × 8,4) ER | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 128kW |
| **7853195**<br>*JL4121*<br>117408 | **SHUHO MARU**<br>**Shinei Kaiun K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **499**<br>—<br>1 000 | | **1975** Shirahama Zosen K.K.—Honai<br>57,59 4,201<br>52,00 9,61 4,50<br>1 dk | | **M Tanker**<br>Chemical | Hanshin<br>Oil<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. |
| **7530573**<br>*JM4074*<br>114374<br>Gc Rdr Rt | **SHUHO MARU No. 5**<br>**Hidemichi Kihama**<br>Naha, Japan<br>Okinawa Pref. | **499**<br>357<br>1 200 | | **1976** Omishima Dock K.K.—Kamiura<br>62,00 11,02 3,900<br>58,00 11,00 4,35<br>1 dk | (1042) | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 119 | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **7853298**<br>*JM4235*<br>118213 | **SHUHO MARU No. 11**<br>**Shoei Kaiun K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **360**<br>—<br>655 | | **1977** Shinwa Sangyo K.K.—Higashino<br>50,50 3,701<br>44,86 8,01 4,09<br>1 dk | | **M Tanker**<br>Mchy.aft | Niigata<br>Oil<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. |
| **7724887**<br>*JM4366*<br>122731<br>Rdr Rt | **SHUHO MARU No. 15**<br>**Shoei Kaiun K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **699**<br>—<br>1 550 | | **1978** K.K. Miura Zosensho—Saiki<br>70,01 11,23 3,752<br>65,03 11,21 6,28<br>1 dk | (551) | **M Tanker**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 460<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. |
| **7709851**<br>*JRZG*<br>121305<br>Gc Rdr Rt | **SHUHO MARU No. 18**<br>ex Eiko Maru-85<br>ex Ryowa Maru No. 18-84<br>**Umewaka Kaiun Y.K.**<br>Namikata, Japan<br>Ehime Pref. | **497**<br>—<br>1 583 | | **1977** Yoshiura Zosen—Kure<br>69,40 4,152<br>65,03 11,51 6,08<br>2 dks | (260) | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **8021581**<br>*JM5017*<br>124657<br>Rdr Rt | **SHUHO MARU No. 21**<br>**Shoei Kaiun K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **479**<br>—<br>962 | | **1981** Maeno Zosen K.K.—Onoda<br>54,70 3,850<br>50,00 9,40 4,30<br>1 dk | (66) | **M Tanker** | Hanshin<br>Oil<br>The Hanshin Diesel Works Ltd. |
| **7735056**<br>*BOPK*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **SHUI CHENG**<br>ex Shao Xing-87<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**7 011**<br>3 503<br>—<br>**10 326**<br>5 479<br>13 720 | ZC | **1978** Shanghai Shipyard—Shanghai<br>161,90 —/9,220<br>148,00 21,20 12,50<br>F 13,8 2 dks | | **M General Cargo**<br>Ice strengthened<br>4 Ho ER 1 Ho<br>B.19 925<br>5 Ha (stl) (12,7 × 8,0) (15,0 15,0 9,8 × 9,0) ER (9,0 × 8,0)<br>14W Der 1(60) 8(10) 6(5) | Hudong<br>Oil 2SA 6Cy. 760 × 1600<br>9 000bhp (6 620kW)<br>Shanghai Diesel Engine Works<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel (d.o.) |
| **7648796**<br>*3ESA*<br>12737-83<br>Gc Rdr<br>AMVER | **SHUI HING**<br>ex Kensho Maru-81<br>ex Mitsushio Maru No. 5<br>**Kat Li Shipping S.A.**<br>Panama Panama | **476**<br>260<br>1 300 | | **1968** Okayama Zosen K.K.—Hinase<br>54,51 4,501<br>49,51 9,20 4,60<br>1dk | (180) | **M General Cargo**<br>1 Ha (24,6 × 6,0) ER | Daihatsu<br>Oil<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8426547**<br>*BRSL*<br><br>Df Esd Rdr Rt | **SHUI XIAN**<br>ex Hong Wei 12-83<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **2 715**<br>1 662<br>700 | | **1976** Guangzhou Shipyard—Guangzhou/Canton<br>94,20 3,601<br>86,00 13,80 7,50<br>2 dks | | **M General Cargo**<br>2 Ho<br>2 Ha (stl) (6,6 4,7 × 4,7)<br>6W Der 2(1,5)<br>—bth P | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>2 340bhp (1 721kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 250kW 400V 50Hz a.c. |
| **8421470**<br>*JI3217*<br>126546 | **SHUKA MARU**<br>**Kokuka Sangyo Co. Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **193**<br>—<br>293 | | **1984** Mukaishima Zoki Co. Ltd.—Mukaishima<br>39,91 7,22 2,977<br>36,20 7,21 3,20<br>1 dk | (205) | **M Tanker**<br>Chemical<br>1 Ta ER<br>L.210 | Yanmar<br>Oil 4SA 6Cy. 200 × 240 with<br>geared to sc. shaft<br>305bhp (224kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8905256**<br>*JG4782*<br>131096<br>Rdr Rt | **SHUKO MARU**<br>**Sanko Unyu K.K.**<br>Yokohama, Japan<br>Kanagawa Pref. | **497**<br>—<br>1 265 | | **1989** Kurinoura Dock K.K.—Yawatahama<br>64,98 10,02 4,278<br>60,00 10,00 4,50<br>1 dk | (270) | **M Tanker**<br>Chemical<br>SBT<br>8 Ta ER<br>L.1 250 | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>1 030kW (1 400bhp)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |

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| **SHUKO MARU No. 1**<br>**Frabelle Fishing Corp.** | **363**<br>180<br>639 | | **1961** Shikoku Dockyard Co. Ltd.—Takamatsu (608)<br>47,05 7,14 3,302<br>42,52 7,09 3,56<br>1 dk | **M Tanker**<br>Chemical<br>3 Ta ER<br>L.650 | Makita<br>Oil 4SA 6Cy. 280 × 420<br>500bhp (368kW)<br>Makita Tekkosho Takamatsu<br>Gen 1 × 7,5kW 110V d.c.<br>9kn |
| **SHUKO MARU No. 6**<br>ex Mexphalte Maru No. 6-73<br>**Shuko Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **1 476**<br>—<br>1 767<br>T/cm<br>7,0 | NK | **1968** Setoda Zosensho Co. Ltd.—Setoda (226)<br>76,89 11,23 4,903<br>70,01 11,21 6,61<br>P 18,6 F 7,7 1 dk<br>RW Bow/CM 36 Diam. 0,200 | **M Asphalt Carrier**<br>8 Ta ER<br>L.1 695<br>2 Cargo pumps total 600T/hr | Daihatsu 8PSHTCM-26D<br>2 Oil 4SA each 8Cy. 260 × 320 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 90kW 445V 60Hz a.c.<br>Fuel 36,0t (d.o.) 67,0t (hvf)-7,5pd 12,5kn |
| **SHUMNYY**<br>(Nakhodka) (U.S.S.R.) | *228*<br>—<br>86 | RS | **1984** ............Yugoslavia<br>35,84 9,30 3,150<br>30,00 9,01 4,50<br>1 dk | **TM Tug** | Sulzer 6ASL25/30<br>2 Oil 4SA each 6Cy. 250 × 300 geared to sc. shafts<br>Sour "Jugoturbina" Karlovac<br>11,5kn |
| **SHUN AN**<br>ex Hagiura Maru No. 12-85<br>Honduras | **485**<br>285<br>966 | | **1968** Murakami Hide Zosen K.K.—Hakata (52)<br>53,01 4,150<br>49,00 9,01 5,41<br>1 dk | **M General Cargo**<br>G.1 215 B.1 108<br>1 Ha (24,2 × 5,1) ER | Oil 4SA 6Cy. 320 × 460<br>1 000bhp (736kW)<br>Kobe Hatsudoki K.K. Japan<br>12kn |
| **SHUN DE**<br>**Shun Gang Passenger Corp.**<br>Rong Qi China | **235**<br>70<br>26 | ZC | **1987** Fairey Marinteknik Shipbuilders (S) Pte. Ltd. —Singapore (112)<br>34,04 1,220<br>31,01 9,36 3,44<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | M.T.U. 12V396TB83<br>2 Vee Oil 4SA each 12Cy. 165 × 185 with clutches, flexible couplings & sr geared to sc. shafts<br>1 610bhp (1 184kW)<br>M.T.U. Friedrichshafen West Germany<br>2 Water jet propulsion units |
| **SHUN DIAN 1**<br>ex Cheung Kong-87 ex Kaiho Maru-79<br>**Shunde County Power Plant**<br>Guangzhou/Canton China | **499**<br>279<br>1 000 | (BV) | **1970** Asakawa Zosen—Imabari<br>54,98 3,800<br>49,50 9,60 4,20<br>1dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 256 | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 150bhp (846kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 30kW 225V 60Hz a.c.<br>10,5kn |
| **SHUN FENG**<br>ex Shell Shun Fung-83<br>**Huaying Petroleum Joint Venture Co. Ltd.**<br>Shekou China | **899**<br>642<br>1 608 | (ZC)<br>✠Classed LR until 10/10/83 | **1965**-11 Hong Kong & Whampoa Dock Co. Ltd. —Kowloon, Hong Kong (1044)<br>54,86 14,41 3,200<br>52,32 14,17 4,11<br>1 dk<br>rf 152 | **TM Tanker**<br>3 Ta ER<br>L.(oil) 1 851 | Rolls Royce<br>2 Oil 4SA each 6Cy. 130 × 152 reverse reduction geared to sc. shafts<br>446bhp (328kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 1 × 5kW 110V d.c.<br>Fuel 59,5t (d.o.) |
| **SHUN FENG**<br>**Shun Gang Passenger Corp.**<br>Rong Qi China | *521*<br>*167*<br>42 | | **1988** Precision Marine Holding Pty. Ltd. —Fremantle, W.A. (876)<br>39,70 (BB) 1,450<br>35,70 12,90 3,70<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 352dk P | MWM TBD604BV16<br>2 Vee Oil 4SA each 16Cy. 170 × 195 with clutches, flexible couplings & sr geared to sc. shafts<br>4 566bhp (3 359kW)<br>Motorenw. Mannheim A.G. (MWM) West Germany<br>2 Water jet propulsion units |
| **SHUN HE**<br>ex Christian Maersk-88<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | *21 394*<br>*8 068*<br>24 937 | GL ZC<br>✠Classed LR until 10/3/88 | **1968**-4 (Aft section) A/S Bergens M/V—Bergen (461)<br>**1980** (Fwd & cargo sections) Hitachi Zosen —Innoshima Works, Innoshima<br>197,09 (BB) 29,75 10,500<br>185,46 29,70 16,00<br>2 dks<br>rf nil len & widened 80<br>conv Ref General Cargo 80 | **M Container Ship**<br>Fixed-guides 6th P<br>9 Cell. Ho 15,0 12,8 12,8 12,8 12,8 12,8 12,8 12,8 ER 12,8<br>G.35 050<br>TEU 1218<br>C.Ho 626/20' (40') C.Dk 592/20' (40') incl. 60 ref C.<br>20 Ha (stl) ER 1 Ha (stl)<br>2 Wing Ha (stl) | B&W 9-84VT2BF-180<br>Oil 2SA 9Cy. 840 × 1800<br>15 226kW (20 700bhp)<br>A/S Akers M/V Oslo<br>Gen 3 × 700kW 220/440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 380,5t (d.o.) 3 405,5t (hvf)-70,0pd 21,25kn |
| **SHUN JIANG**<br>ex American Career-80<br>ex American Venture-78<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **3 984**<br>2 316<br>6 594 | ZC (AB) (NK) | **1976** Okayama Zosen K.K.—Hinase (255)<br>108,50 6,501<br>99,00 18,80 8,60<br>P 19,6 F 9,2 2 dks<br>rf 152 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 270<br>C.Ho 126/20' (40') C.Dk 144/20' (40')<br>5 Ha (stl) ER<br>Cr 1(38) | Makita<br>Oil 4SA 6Cy. 540 × 850<br>5 200bhp (3 825kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 3 × 200kW 445V 60Hz a.c.<br>13kn |
| **SHUN QUAN**<br>**Shangdong Province Marine Shipping Co.**<br>Qingdao/Tsingtao China | **481**<br>267<br>671 | ZC | **1981** Nanjing Shipyard—Nanjing/Nanking<br>53,56 - 3,600<br>48,00 8,80 4,20<br>1 dk | **M General Cargo**<br>2 Ho ER<br>2 Ha (stl) (each 8,1 × 4,2) ER | Chinese Std. Type 6300<br>Oil 4SA 6Cy. 300 × 370<br>294kW (400bhp)<br>Guangzhou Diesel Engine Factory Guangzhou/Canton<br>Gen 2 × 50kW 400V a.c.<br>10kn |
| **SHUN SANG No. 3**<br>ex Eihei Maru-82<br>**Hiep Shing Hing Navigation Co. (Panama) Ltd. S.A.**<br>McRink Management (Panama) Ltd. S.A.<br>Kingstown St. Vincent and the Grenadines<br>SatCom: 1376165/SHSA | **1 387**<br>764<br>1 971 | NK | **1962** Nippon Kokan K.K.—Shimizu (193)<br>78,90 12,86 4,893<br>72,80 12,81 5,69<br>P 16,2 F 6,8 1 dk<br>RW | **M Refrigerated Cargo**<br>3 Ho ER<br>In.1 903<br>4 Ha (2,3 × 2,2) (1,8 1,8 × 1,8) (1,6 × 1,6) ER<br>8W Der 2(5) 2(3) 2(1,5) | Akasaka KD7SS<br>Oil 4SA 7Cy. 470 × 670<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 240kW 445V a.c.<br>Fuel 632,0t-6,5pd 13,75kn |
| **SHUN SHUI**<br>**Shun Gang Passenger Corp.**<br>Rong Qi China | **538**<br>161<br>41 | ZC | **1991** Austal Ships Pty. Ltd.—Henderson, W.A.<br>40,00 1,300<br>35,50 12,90 3,70 | **TM Ferry**<br>Twin Hull 354dk P | MWM TBD604BV16<br>2 Vee Oil 4SA each 16Cy. 170 × 195 geared to sc. shafts<br>1 236kW (1 680bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 118kW 380V a.c.<br>32kn |
| **SHUN YI**<br>ex Boswell-83<br>**Chinese-Tanzanian Joint Shipping Co.**<br>Guangzhou/Canton China<br>SatCom: 1570240/SHYI | **9 324**<br>6 150<br>15 160 | ZC<br>✠Classed LR until 8/83 | **1979**-7 Austin & Pickersgill Ltd.—Southwick, Sunderland (1389)<br>144,00 20,48 7,060<br>137,50 20,42 11,75<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 6,8DTp&s 4,5DTp&s 22,8 ER 21,3 3 TwD 21,0 42,6 11,4<br>G.20 315 B.18 670 L.1 060<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>14W Der 1(26) 3(22) 2(5) | Sulzer 4RND68M<br>Oil 2SA 4Cy. 680 × 1250<br>7 600bhp (5 590kW)<br>G. Clark & N.E.M. Ltd. Sunderland<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 144,0t (d.o.) 1 202,5t (hvf) 15kn |
| **SHUN ZHI**<br>ex Bei Feng-91 ex Sunrex-86<br>ex Kyoho Maru-84<br>**Dalian Beiyang Steamship Co. Ltd.**<br>Dalian/Dairen China | **1 948**<br>1 242<br>3 762 | ZC (NK) | **1971** Nishi Zosen K.K.—Imabari (131)<br>91,90 14,05 5,740<br>84,98 14,00 6,80<br>P 19,6 F 10,4 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.4 569 B.3 912<br>2 Ha (stl) (14,8 31,5 × 7,0) ER<br>Der 3(15) | Hanshin 6L46SH<br>Oil 4SA 6Cy. 460 × 680<br>1 912kW (2 599bhp)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 120kW 445V a.c.<br>Fuel 360,5t-10,0pd 11kn |

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| **8125533**<br>*7JEG*<br>125262<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SHUN-EI MARU**<br>**Nippon Kisen Kaisha Ltd. & Hinode Kisen K.K.**<br>Kobe, Hyogo Pref. Japan<br>SatCom: 1200310/UJEG | *15 163*<br>*7 882*<br>23 404 | NK | **1983** Hashihama Zosen—Tadotsu (820)<br>159,49 (BB) 10,026<br>150,02 24,60 14,03<br>P 29,0 F 13,2 2 dks | **M General Cargo**<br>Heavy-load<br>4 Ho ER 4 TwD<br>G.29 609 B.27 484<br>TEU 362 C. 362/20'<br>4 Ha (stl) (16,1 × 11,5) (20,0 20,0 20,0 × 13,1) ER<br>Der 1(200) 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1250<br>8 160bhp (6 002kW)<br>Akasaka Tekkosho K.K., (A<br>Ltd.)<br>Gen 3 × 360kW 450V 60<br>Fuel 130,0t (d.o.) 1 318,0t |
| **7323451**<br>*HP4990*<br>14229-PEXT1<br>Rdr | **SHUNDE**<br>ex Shenzhen-88 ex Awa Maru-88<br>**T.K. Maritime S.A.**<br>South China Towing Co. Ltd.<br>Panama Panama | **191**<br>—<br>— | BV | **1973** Kanagawa Zosen—Kobe (128)<br>32,82 8,28 2,299<br>29,49 8,21 3,41<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 ×<br>Niigata Eng. Co. Ltd. |
| **8514667**<br>*JG4626*<br>129763 | **SHUNEI MARU**<br>**Tokyo Harbor Construction Office (Tokyoko Kensetsu Jimusho)**<br>Tokyo Japan | **192**<br>—<br>149 | | **1986** Ishikawajima Ship & Chemical Plant Co. —Tokyo (569)<br>31,50 2,701<br>28,00 9,50 3,51<br>1 dk | **TM Utility Vessel** | Daihatsu<br>2 Oil 4SA each 6Cy. 180 ×<br>600bhp (441kW)<br>Daihatsu Diesel Mfg. Co. L<br>2 Controllable pitch propell<br>Thw. thrust Contr. pitch pro |
| **7107091**<br>*JEIU*<br>111619<br>Rdr Rt | **SHUNEI MARU No. 9**<br>ex Yamato Maru No. 21-87<br>ex Toei Maru No. 21-82<br>ex Sanpuku Maru No. 11<br>**Muneta Zosen K.K.**<br>Akashi, Hyogo Pref. Japan | **379**<br>112<br>374 | NK | **1971** Sanyo Zosen K.K.—Mukaishima (613)<br>35,10 9,02 3,917<br>31,90 9,00 4,00<br>1 dk<br>RW | **TM Tug**<br>Pusher | Fuji<br>2 Oil 4SA each 8Cy. 320 ×<br>Fuji Diesel Co. Ltd.<br>Fuel 254,0t-11,0pd |
| **8822325**<br>*JJ3647*<br>129229<br>Rt | **SHUNEI MARU No. 18**<br>**Osaka Wan Kaihatsu Kanri K.K.**<br>Osaka, Osaka Pref. Japan | **198**<br>—<br>— | | **1989** K.K. Usuki Zosensho—Usuki (1592)<br>28,00 8,62 3,300<br>27,89 8,60 3,80<br>1 dk | **TM Tug**<br>Pusher | Yanmar<br>2 Oil 4SA each 6Cy. 280 ×<br>flexible couplings & rev<br>Yanmar Diesel Engine Co. |
| **7731074**<br>Rt | **SHUNEI MARU No. 28**<br>ex Shintoku Maru No. 1<br>**Hyundae Shipbuilding & Heavy Industries Co. Ltd.** | **192**<br>46<br>— | | **1971** Y.K. Tokai Zosensho—Tsukumi<br>28,00 2,801<br>22,70 8,00 3,80<br>1 dk | **M Tug**<br>Pusher | Oil |
| **8150655**<br>*HP5869*<br>20136-PEXT<br>Rdr RTv | **SHUNFU**<br>ex Eikichi Maru No. 38-90<br>**Super Line Shipping S.A.**<br>Panama Panama<br>SatCom: 1335115/SHUN | **199**<br>118<br>650 | | **1971** Shinhama Dock K.K.—Anan<br>52,00 3,501<br>48,49 9,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Matsue<br>Oil<br>1 000bhp (736kW)<br>Matsue Nainenki Kogyo |
| **8840042**<br>*JK5002*<br>131736<br>Rt | **SHUNKO MARU**<br>**Teruo Nakayama**<br>Hiroshima, Hiroshima Pref. Japan | **496**<br>—<br>828 | | **1989** Kyoei Zosen K.K.—Mihara<br>44,00 3,850<br>40,00 11,50 5,50<br>1 dk | **M Sand Carrier** | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>Niigata Eng. Co. Ltd. |
| **8801838**<br>*JL5603*<br>129881 | **SHUNKO MARU**<br>**Wako Kisen K.K.**<br>Hakata, Ehime Pref. Japan | **480**<br>—<br>1 271 | | **1987** Shin Kurushima Dockyard Co. Ltd.—Akitsu (1992)<br>65,23 (BB) 4,301<br>60,00 10,01 4,55<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 200 | Niigata<br>Oil 4SA 6Cy. 280 × 480 w<br>reverse reduction geare<br>662kW (900bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 144kW 1 × 48 |
| **7853028**<br>*JFDG*<br>115943<br>AMVER | **SHUNPU MARU**<br>**Government of Japan (Ministry of Transportation - Meteorological Observatory Agency)**<br>Kobe, Hyogo Pref. Japan | **366**<br>—<br>94 | | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo<br>48,49 2,920<br>44,00 7,80 3,92<br>1 dk | **M Research**<br>Weather | Daihatsu<br>Oil<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Lt |
| **8001488**<br>*JG4035*<br>121825<br>Gc Rdr Rt | **SHUNRAN MARU**<br>**Hoyu Kaiun K.K.**<br>Yokohama, Kanagawa Pref. Japan | **998**<br>—<br>2 429<br>T/cm<br>7,8 | NK | **1980** Imamura Zosen—Kure (261)<br>79,51 12,02 4,992<br>74,02 12,01 5,52<br>P 18,9 F 11,0 1 dk<br>Bow/CM 42 Diam. 0,250 | **M Tanker**<br>10 Ta ER<br>L.2 849 HeCls. ptB<br>2 Cargo pumps total 1 200T/hr | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 200bhp (1 618kW)<br>Hanshin Nainenki Kogyo<br>Fuel 33,5t-7,5pd |
| **7416301**<br>*JG3511*<br>117727<br>Rdr Rt | **SHUNSEI**<br>ex Kariyushi 1<br>**Ishizaki Kisen K.K.**<br>Matsuyama, Ehime Pref. Japan | **129**<br>—<br>12 | | **1975** Hitachi Zosen—Kanagawa Works, Kawasaki (117064)<br>27,54 10,80 1,372<br>26,34 5,84 3,56<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry** | M.T.U.<br>2 Vee Oil 4SA each 12Cy.<br>2 200bhp (1 618kW)<br>Ikegai Tekkosho |
| **8510142**<br>*JL5389*<br>128310 | **SHUNSEI MARU**<br>**Wako Kisen K.K.**<br>Hakata, Ehime Pref. Japan | **499**<br>—<br>1 559 | | **1985** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1853)<br>73,03 4,031<br>68,03 12,41 7,01<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.3 081 B.3 025<br>TEU 70 C. 70/20'<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480 s<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **8017736**<br>*JM4842*<br>123458 | **SHUNSEI MARU No. 3**<br>**Haruo Kaiun K.K.**<br>Namikata, Ehime Pref. Japan | **498**<br>—<br>1 600 | | **1980** Mategata Zosen K.K.—Namikata (201)<br>4,501<br>64,01 11,02 6,23<br>1 dk | **M General Cargo** | Makita<br>Oil<br>1 400bhp (1 030kW)<br>Makita Diesel Co. Ltd. |
| **8701868**<br>*JK4670*<br>127986 | **SHUNSHO MARU No. 8**<br>**K.K. Shinko Kaiun**<br>Onomichi, Hiroshima Pref. Japan | **198**<br>—<br>700 | | **1987** Shitanoe Zosen K.K.—Usuki (1066)<br>59,01 (BB) 9,53<br>54,31 9,50 5,52<br>1 dk | **M General Cargo**<br>2 Ho ER<br>2 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>The Hanshin Diesel Works L |
| **7929360**<br>*JJ3233*<br>121162<br>Rdr Rt | **SHUNWA MARU**<br>**Y.K. Ogasawara Kaiun**<br>Omishima, Ehime Pref. Japan | **299**<br>—<br>670 | | **1980** Jyonan Zosen K.K.—Ube (136)<br>52,18 8,62 3,385<br>48,01 8,60 3,81<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 240 × 420<br>800bhp (588kW)<br>Matsue Diesel K.K. |
| **8506737**<br>*JQNX*<br>128847<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SHUNYO MARU**<br>**Honma Senpaku Co. Ltd. (Honma Senpaku K.K.)**<br>Tokyo Japan<br>SatCom: 1201465/JQNX | *3 999*<br>*2 110*<br>5 002 | NK | **1985** Shimoda Dockyard Co. Ltd.—Shimoda (345)<br>111,97 (BB) 16,44 7,314<br>104,02 16,40 9,61<br>P 29,0 F 15,3 1 dk | **M Refrigerated Cargo**<br>3 Ho ER<br>In.5 172<br>3 Ha (stl) (each 6,5 × 5,0) ER | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1350<br>4 450bhp (3 273kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 280kW a.c. |
| **7621140**<br>*JL4350*<br>120920<br>Esd Gc Rdr | **SHUNYO MARU**<br>**Yaegawa Kaiun K.K.**<br>Anan, Tokushima Pref. Japan | **1 450**<br>—<br>3 500 | | **1977** Sasaki Zosen K.K.—Kinoe (311)<br>84,00 5,528<br>82,02 13,50 7,80<br>2 dks | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 380 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (A<br>Ltd.)<br>Gen 2 × 180kW 450V 60<br>Fuel 25,0t (d.o.) 210,0t (h |

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| **SHUNYO MARU**<br>Tsukiboshi Kaiun K.K.<br>Japan<br>Osaka,<br>Osaka Pref. | **699**<br>—<br>2 098 | NK | **1984** Kishimoto Zosen K.K.—Kinoe<br>76,87 12,02 5,020<br>72,01 12,01 7,29<br>P 11,9 B 2,8 F 4,6 2 dks | (538) | **M General Cargo**<br>1 Ho ER<br>G.3 350 B.3 100<br>1 Ha (stl) ER | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530 sr geared to sc. shaft<br>1 360bhp (1 000kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 96kW 1 × 80kW 225V 60Hz a.c.<br>Fuel 82,5t (d.o.)-5,0pd 13,25kn |
| **SHUNYO MARU**<br>Y.K. Kyoriki Kisen<br>Japan<br>Hinase,<br>Okayama Pref. | **499**<br>—<br>1 200 | | **1977** Kochi Jyuko K.K.—Kochi<br>4,301<br>54,01 10,01 4,53<br>1 dk<br>RW | (1243) | **M Tanker**<br>Mchy.aft | Hanshin 6LU28<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHUNYO MARU**<br>Government of Japan (Ministry of Agriculture & Forestry - Fisheries Agency)<br>Japan<br>Shimizu,<br>Shizuoka Pref. | **393**<br>97<br>— | | **1973** Narasaki Zosen K.K.—Muroran<br>47,80 9,32 3,900<br>42,35 9,30 5,90<br>2 dks | (824) | **M Research/Fishing**<br>Side-fishing Oceanographic<br>Mchy.aft | Fuji 6M27.5FH<br>2 Oil 4SA each 6Cy. 275 × 320 geared to sc. shaft<br>2 600bhp (1 912kW)<br>Fuji Diesel Co. Ltd. Tateyama |
| **SHUNYO MARU**<br>Wakayoshi Kaiun K.K.<br>Japan<br>Saga,<br>Saga Pref. | **199**<br>—<br>546 | | **1979** K.K. Watanabe Zosensho—Nagasaki<br>46,00 7,95<br>41,20 7,80 3,31<br>1 dk | (811) | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 230 × 280<br>600bhp (441kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHUNYO MARU No. 1**<br>Yuasa Kaiun Y.K.<br>Japan<br>Saiki,<br>Oita Pref. | **197**<br>—<br>600 | | **1986** Shitanoe Zosen K.K.—Usuki<br>52,02<br>9,31 5,31<br>1 dk | (1057) | **M General Cargo**<br>Mchy.aft | Akasaka A24FD<br>Oil 4SA 6Cy. 240 × 450<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHUNYO MARU No. 3**<br>Kira Kisen Y.K.<br>Japan<br>Hinase,<br>Okayama Pref. | **339**<br>—<br>780 | | **1990** Sasaki Zosen K.K.—Kinoe<br>50,98 3,700<br>49,80 9,00 4,00<br>1 dk | (543) | **M Tanker**<br>Chemical<br>6 Ta ER | Niigata 6M26BGT<br>Oil 4SA 6Cy. 260 × 460 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>625kW (850bhp)<br>Niigata Eng. Co. Ltd. Niigata |
| **SHUNYO MARU No. 8**<br>ex Kaio Maru No. 51-85<br>Kanefuji Gyogyo K.K.<br>Japan<br>Hakodate,<br>Hokkaido Pref. | **490**<br>—<br>— | | **1973** Kanasashi Co. Ltd.—Shimizu<br>55,40 9,22 3,785<br>48,67 9,20 4,20<br>1 dk | (1093) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka 6DH36SS<br>Oil 4SA 6Cy. 360 × 540<br>1 650bhp (1 214kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHUNYO MARU No. 8**<br>Akio Shiba<br>Japan<br>Komatsushima,<br>Tokushima Pref. | **199**<br>—<br>699 | | **1977** Hakata Zosen K.K.—Hakata<br>... ... ...<br>50,02 9,01 5,31<br>1 dk | (176) | **M General Cargo**<br>Mchy.aft | Hanshin 6LUD26<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SHUNYO MARU No. 11**<br>Shiraishi Kaiun K.K.<br>Japan<br>Hakata,<br>Ehime Pref. | **199**<br>—<br>699 | | **1987** Y.K. Furumoto Tekko Zosensho—Osaki<br>58,20 9,32 3,240<br>54,00 9,30 5,50<br>1 dk | | **M General Cargo** | Hanshin 6LU26G<br>Oil 4SA 6Cy. 260 × 440<br>588kW (799bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SHUNYO MARU No. 12**<br>Kanefuji Gyogyo K.K.<br>Japan<br>Hakodate,<br>Hokkaido Pref.<br>SatCom: 1202357/JDXH | **409**<br>—<br>492 | | **1989** Miho Zosensho K.K.—Shimizu<br>55,60 (BB) 8,72 3,501<br>49,00 8,70 3,85 | (1345) | **M Fishing**<br>Long-line Ref<br>In.644 | Akasaka K31FD<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 177kW (1 600bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| **SHUNYO MARU No. 18**<br>ex Matsusei Maru No. 1-80<br>Kanefuji Gyogyo K.K.<br>Japan<br>Hakodate,<br>Hokkaido Pref. | **344**<br>171<br>461 | | **1970** Miho Zosensho K.K.—Shimizu<br>53,29 8,51 3,175<br>47,02 8,49 3,76<br>1 dk | (749) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHUNYO MARU No. 78**<br>ex Kochi Maru No. 66-82<br>Kanefuji Gyogyo K.K.<br>Japan<br>Hakodate,<br>Hokkaido Pref. | **404**<br>210<br>957 | | **1972** Miho Zosensho K.K.—Shimizu<br>55,48 9,02 3,582<br>48,98 9,00 3,94<br>1 dk | (797) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 460<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **SHUNYO MARU No. 118**<br>Kanefuji Gyogyo K.K.<br>Japan<br>Hakodate,<br>Hokkaido Pref. | **499**<br>216<br>690 | | **1979** Narasaki Senpaku Kogyo K.K.—Muroran<br>61,45 3,911<br>53,75 10,41 6,20<br>2 dks | (148) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka AH40<br>Oil 4SA 6Cy. 400 × 600<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHUNYO MARU No. 128**<br>Kanefuji Gyogyo K.K.<br>Japan<br>Hakodate,<br>Hokkaido Pref. | **163**<br>—<br>— | | **1984** K.K. Yoshida Zosen Tekko—Kesennuma<br>... ... ...<br>32,01 6,61 3,00<br>1 dk | (325) | **M Fishing**<br>Side-fishing | Oil<br>Japan |
| **SHUNYO MARU No. 158**<br>Kanefuji Gyogyo K.K.<br>Japan<br>Hakodate,<br>Hokkaido Pref.<br>SatCom: 1204340/KKIT | **379**<br>—<br>475 | | **1991** Yamanishi Zosen K.K.—Ishinomaki<br>57,31 (BB) 8,92 3,913<br>49,90 8,90 5,50 | (991) | **M Fishing**<br>Long-line Ref<br>In.511 | Akasaka K28SFD<br>Oil 4SA 6Cy. 280 × 500 with clutches, flexible couplings & sr geared to sc. shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SHUNYO MARU No. 168**<br>Kanefuji Gyogyo K.K.<br>Japan<br>Hakodate,<br>Hokkaido Pref.<br>SatCom: 1201720/KKHQ | **499**<br>—<br>832 | | **1990** Yamanishi Zosen K.K.—Ishinomaki<br>74,46 (BB) 12,22 5,632<br>64,00 12,20 7,25 | (980) | **M Fishing**<br>Stern Trawler Ref<br>In.923 | Akasaka 8AH40AKD<br>Oil 4SA 8Cy. 400 × 640 with clutches, flexible couplings & sr geared to sc. shaft<br>2 207kW (3 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller |
| **SHUNYO MARU No. 178**<br>Kanefuji Gyogyo K.K.<br>Japan<br>Hakodate,<br>Hokkaido Pref.<br>SatCom: 1204256/KKHL | **349**<br>—<br>959 | | **1987** Miho Zosensho K.K.—Shimizu<br>70,19 (BB) 10,62 4,152<br>60,10 10,61 6,96 | (1316) | **M Fishing**<br>Side-fishing<br>In.1 434 | Akasaka<br>Oil 4SA 310 × 530 with clutches, flexible couplings & sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Thw. thrust Contr. pitch propeller fwd |
| **SHURA KOBER**<br>Murmansk Shipping Co.<br>(Murmansk)<br>(U.S.S.R.) | T.Mk<br>**2 117**<br>850<br>—<br>**3 389**<br>1 615<br>4 687 | RS | **1971** VEB Schiffswerft "Neptun"—Rostock<br>105,67 15,60 —/6,770<br>96,02 15,59 8,01<br>2 dks | (322) | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3<br>B.6 510<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER (9,9 × 7,0)<br>8W Der 1(40) 1(20) 2(10) 8(5) | MAN K6Z57/80<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt Halberstadt<br>Fuel 78,0t (d.o.) 313,0t (hvf) 14kn |

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| **7816812**<br>*JIMT*<br>122975<br>Esd Gc Rdr<br>RTm | **SHURI**<br>**Imabari Senpaku Y.K. & Kinkai Yusen K.K.**<br>Miyakubo, Japan<br>Ehime Pref. | **3 887**<br>—<br>4 346 | NK | **1979** Imabari Zosen—Imabari (380)<br>129,95 (BB) 5,676<br>120,02 20,01 5,74<br>2 dks | **M RoRo Cargo**<br>Side door/ramps 1(p) 1(s)<br>L 12,50 W 4,50 SWL 38<br>Cargo Width 4,50 Clear height 5,20<br>Cars 44 Lorries 55<br>Mchy.aft | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460<br>10 400bhp (7 650kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 500kW 450V 60Hz a<br>Fuel 77,0t (d.o.) 424,5t (hvf)-2 |
| **8727678**<br>*UKXD*<br>M-41150<br>Esd Rdr Rt | **SHURSHA**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *723*<br>*206*<br>414 | RS | **1985** ............U.S.S.R.<br>54,82 9,95 4,140<br>50,30 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>853kW (1 160bhp)<br>VEB Schwermasch. "Karl Lieb<br>(SKL)<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| **8017918**<br>*JI3057*<br>119788<br>Esd Gc Rdr<br>Rt | **SHUSEI MARU**<br>**Taiyo Shipping Co. Ltd. (Taiyo Kisen K.K.)**<br>Osaka, Japan<br>Osaka Pref. | **698**<br>—<br>2 098 | NK | **1980** Sasaki Zosen K.K.—Kinoe (342)<br>69,55 11,43 5,023<br>65,00 11,41 5,11<br>2 dks | **M Limestone Carrier**<br>G.3 022 B.2 817<br>1 Ha (38,4 × 8,5) ER | Hanshin<br>Oil 4SA 6Cy. 320 × 640<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 61,25kW |
| **7006223**<br>*UNKP*<br>M-17276<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SHUSHENSKOYE**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **2 873**<br>1 305<br>3 950 | RS | **1970** Nystads Varv Ab—Uusikaupunki/Nystad (251)<br>102,27 14,03 6,211<br>93,02 14,00 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>B.5 171<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas<br>Fuel 30,5t (d.o.) 254,0t (hvf) |
| **7024885**<br>*UOZV*<br>S-30550<br>Df Esd Gc<br>Rdr Rt | **SHUSHENSKOYE**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>2 925 | RS | **1970** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,20 13,21 3,420<br>108,01 5,54<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 48<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Lieb<br>(SKL) |
| **6905874**<br>*ERSL*<br>M-30323<br>Df Esd Gc<br>Pfd Rdr Rt | **SHUSHENSKOYE**<br>**Kaspryba**<br>(Bautino) (U.S.S.R.) | **1 115**<br>426<br>650 | RS | **1969**-9 VEB Mathias-Thesen-Werft—Wismar (132)<br>65,74 11,51 3,620<br>59,82 11,10 5,36<br>2 dks | **M Fishing**<br>Side-fishing Suction Ref<br>Ice strengthened<br>2 Ho ER<br>In.795<br>2 Ha (each 1,9 × 1,9) ER<br>Cr 2(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>VEB Schwermasch. "Karl Lieb<br>(SKL)<br>Gen 2 × 272kW 1 × 192kW |
| **8032554**<br>*JK4221*<br>124528 | **SHUSHUN MARU No. 1**<br>**Y.K. Doi Kisen**<br>Ondo, Japan<br>Hiroshima Pref. | **187**<br>—<br>493 | | **1980** Shin Nippon Jukogyo K.K.—Higashino (166)<br>... ...<br>43,21 8,01 5,01<br>1 dk | **M General Cargo** | Oil |
| **8841137**<br>*JK5082*<br>131819<br>Rt | **SHUTTLE No. 1**<br>**Geibi Shosen K.K.**<br>Okimi, Japan<br>Hiroshima Pref. | **372**<br>—<br>— | | **1990** Kambara Marine Development & SB. Co. LTD.—Numakuma<br>49,00 2,700<br>37,70 9,50 3,60<br>1 dk | **M Ferry**<br>330dk P | Daihatsu<br>Oil 4SA 6Cy. 260 × 340<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8844581**<br>*JK5050*<br>132460<br>Rdr Rt | **SHUTTLE No. 2**<br>**Boyo Kisen K.K.**<br>Yanai, Japan<br>Yamaguchi Pref. | **386**<br>—<br>— | | **1990** Kanbara Zosen K.K.—Onomichi<br>49,00 2,700<br>37,70 9,50 3,60<br>1 dk | **M Ferry**<br>—dk P | Oil |
| **7005396**<br>*JK3099*<br>105765<br>Rdr Rt | **SHUWA MARU**<br>ex Tokuho Maru-84<br>**Morimoto Kaiun Y.K.**<br>Tokushima, Japan<br>Tokushima Pref. | **198**<br>—<br>488 | | **1970** Towa Zosen K.K.—Shimonoseki (368)<br>41,66 7,62 3,302<br>36,99 7,60 3,61<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 240 × 400<br>500bhp (368kW)<br>Hanshin Nainenki Kogyo |
| **8718615**<br>*JG4756*<br>130238 | **SHUWA MARU**<br>**Taikyo Kosan K.K.**<br>Tokyo Japan | **198**<br>—<br>422 | | **1988** Shitanoe Zosen K.K.—Usuki (1080)<br>43,01 (BB) 7,52<br>39,04 7,51 3,51<br>1 dk | **M Tanker**<br>Edible Oil | Yanmar<br>Oil 4SA 6Cy. 240 × 310 sr gea<br>815bhp (599kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8129589**<br>*UKIR*<br>M-17524<br>Df Esd Gc<br>Rdr RTm/h/v | **SHUYA**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(Murmansk) (U.S.S.R.) | **4 810**<br>1 588<br>5 834 | RS | **1983** Rauma-Repola Oy—Rauma/Raumo (278)<br>115,80 17,05 7,001<br>105,01 17,01 8,51<br>1 dk | **M Tanker**<br>Replenishment<br>Ice strengthened<br>1 Ho 8 Ta ER<br>B.121 L.(oil) 6 308 HeCls. ptB ptC<br>1 Ha (2,5 × 3,2) ER | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>2 465kW (3 351bhp)<br>Bryansk Eng. Works<br>Gen 3 × 264kW 380V 50Hz a<br>Controllable pitch propeller<br>Fuel 88,0t (d.o.) 400,0t (hvf)-16 |
| **8035142**<br>*UZXS*<br>M-38003<br>Df Esd Gc<br>Rdr RTm/h/v | **SHUYA**<br>(Arkhangelsk) (U.S.S.R.) | **1 085**<br>229<br>404 | RS | **1982** ............U.S.S.R.<br>58,58 12,68 4,690<br>51,62 5,92<br>1 dk | **D-E Tug**<br>Salvage<br>Ice strengthened | 2 Oil driving gen. connected to |
| **7943263**<br>*USHA*<br>M-12687<br>Df Esd Gc<br>Rdr RTv | **SHUYA**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **163**<br>39<br>87 | RS | **1981** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Lieb<br>(SKL)<br>Controllable pitch propeller |
| **7327689**<br>*JG3275*<br>114637<br>Gc Rdr Rt | **SHUYO MARU**<br>**Azuma Shipping Co. Ltd. (Azuma Kaiun K.K.)**<br>Tokyo Japan | **13 246**<br>—<br>21 805<br>T/cm<br>33,8 | NK | **1973** Tsuneishi Zosen K.K.—Numakuma (276)<br>164,09 (BB) 24,06 9,348<br>155,00 24,01 12,50<br>P 32,4 F 18,0 1 dk | **M Cement Carrier**<br>Self-unloader<br>2 Ho ER<br>G.18 266 HeCls. ptB<br>Cr 2(-) | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400<br>sc. shaft<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind.<br>Gen 3 × 440kW 450V 60Hz a<br>Fuel 98,5t (d.o.) 388,0t (hvf)-26 |
| **7714844**<br>*JI2913*<br>119604<br>Esd Gc Rdr<br>Rt | **SHUYO MARU**<br>**Taiyo Shipping Co. Ltd. (Taiyo Kisen K.K.)**<br>Osaka, Japan<br>Osaka Pref. | **699**<br>—<br>2 097 | NK | **1977** Sasaki Zosen K.K.—Kinoe (315)<br>69,55 5,023<br>65,00 11,41 5,11<br>2 dks | **M Limestone Carrier**<br>Mchy.aft<br>B.2 818<br>2 Ha (stl) | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasa<br>Ltd.) |
| **8703737**<br>*JL5688*<br>129976<br>Rdr Rt | **SHUYO MARU**<br>**Kiyomitsu Yokoi**<br>Tonosho, Japan<br>Kagawa Pref. | **139**<br>—<br>330 | | **1987** Shinhama Dock K.K.—Tamano (231)<br>39,21 7,02 2,800<br>35,00 7,00 3,00<br>1 dk | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil<br>Yanmar Diesel Engine Co. Ltd. |
| **9005728**<br>*JK5079*<br>132504<br>Df Esd Gc<br>Rdr Rt | **SHUYOH MARU**<br>**Y.K. Shuyo Kisen**<br>Hinase, Japan<br>Okayama Pref. | **698**<br>—<br>923 | NK | **1991** Shirahama Zosen K.K.—Honai (151)<br>65,00 (BB) - 4,050<br>60,00 11,00 5,10<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 200 | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>1 324kW (1 800bhp)<br>Niigata Eng. Co. Ltd. |

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| **SHUZAN MARU**<br>**Tsukiboshi Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | 2 511<br>—<br>4 380 | | 1974 Higaki Zosen K.K.—Imabari (157)<br>14,81 6,478<br>76,99 14,79 7,60<br>1 dk<br>RW | **M Cement Carrier**<br>Mchy.aft | Hanshin 6LUS40<br>Oil 4SA 6Cy. 400 × 640<br>2 800bhp (2 060kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 112kW 225V a.c.<br>Fuel 28,0t (d.o.) 146,0t (i.f.o.)-7,0pd 11,5kn |
| **SHVENCHENIS**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | 187<br>48<br>80 | RS | 1978 ..............U.S.S.R.<br>31,63 7,32 2,899<br>3,51<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (stl) (1,3 × 1,0)<br>1W Der 1(1,5) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,5kn |
| **SHVENTOY**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>2 154<br>762<br>1 134 | RS | 1972 VEB Volkswerft Stralsund—Stralsund (344)<br>81,95 13,62 5,201<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,75kn |
| **SHWAY PALEI**<br>ex 701-81<br>**Myanma Five Star Line**<br>Yangon Union of Myanmar | 363<br>204<br>357 | NV | 1979 Storviks M/V A/S—Kristiansund N. (93)<br>35,90 3,201<br>33,15 8,50 5,16<br>1 dk | **M Refrigerated Cargo**<br>2 Ho ER<br>G.594<br>2 Ha (stl) (each 2,5 × 2,5)<br>Der 1(3-5) 1(2,5-5) | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 reduction geared to sc. shaft<br>485bhp (357kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Controllable pitch propeller<br>Fuel 92,0t (d.o.)-2,5pd 10kn |
| **SHWE PYI THA**<br>ex Hluttaw<br>**Myanma Petroleum Enterprises**<br>Yangon Union of Myanmar | 498<br>330<br>1 125 | | 1978 Burma Dockyard Corp.—Rangoon<br>66,30 10,22 3,801<br>4,02<br>1 dk | **TM Tanker** | Oil<br>..............<br>12kn |
| **SHWE-LUN-PYAN**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | 118<br>48<br>101 | ✠ | 1982-9 Lewis Offshore Ltd.—Stornoway (7903)<br>28,40 8,18 1,574<br>25,13 8,01 1,86<br>P 6,1 1 dk<br>rf nil | **TM Landing Craft**<br>Vehicles Deck Cargo<br>Bow door<br>Mchy.aft | Caterpillar 3406TA<br>2 Oil 4SA each 6Cy. 137 × 165 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>550bhp (405kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 19kW 415V 50Hz a.c. |
| **SHYAMA RANI**<br>**Shyama Coastal Shipping Pvt. Co. Ltd.**<br>Mormugao India | 432<br>298<br>500 | (BV) | 1976 Goa Shipyard Ltd.—Goa (1052)<br>49,13 9,15 1,831<br>47,00 8,74 2,49<br>1 dk | **TM General Cargo Barge**<br>1 Ho ER<br>G.352<br>1 Ha (27,9 × 7,0) ER | Cummins<br>2 Oil 4SA each 6Cy. 130 × 152 reverse reduction geared to sc. shafts<br>436bhp (321kW)<br>Kirloskar Oil Engines Ltd. Pune<br>Gen 1 × 415kW 24V 50Hz a.c.<br>8,75kn |
| **SHYANG MOU No. 11**<br>**Shyang Mou Ocean Enterprise Co. Ltd.**<br>Kaohsiung China* | 351<br>178<br>— | | 1974 Taiwan Machy. Mfg. Corp.—Kaohsiung<br>43,59 7,57 3,041<br>38,61 7,50 3,36<br>P 22,0 F 4,9 1 dk<br>rf 152 BK | **M Fishing**<br>Ref<br>3 Ho 7,0 6,4 10,0 ER<br>In.384<br>4 Ha (1,3 × 1,3) (1,3 1,3 × 1,0) (1,3 × 1,3) ER | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 170kW 1 × 144kW 220V a.c.<br>11,5kn |
| **SHYANG MOU No. 12**<br>**Shyang Mou Ocean Enterprise Co. Ltd.**<br>Kaohsiung China* | 356<br>181<br>— | | 1974 Taiwan Machy. Mfg. Corp.—Kaohsiung<br>43,59 7,57 3,041<br>38,61 7,50 3,36<br>P 22,3 F 4,9 1 dk | **M Fishing**<br>Ref<br>3 Ho 7,0 6,4 10,2 ER<br>In.384<br>4 Ha (stl) (1,3 1,3 × 1,3) (1,3 1,3 × 1,0) ER | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata<br>11,5kn |
| **SHYANG YUN**<br>ex Chieh Sheng-86 ex Koshin Maru-84<br>**Ta Ying Steamship Co. Ltd.**<br>Kaohsiung China* | 950<br>654<br>1 600 | | 1971 Higaki Sangyo—Imabari (64)<br>64,52 10,62 4,573<br>60,00 10,49 6,51<br>1 dk | **M General Cargo**<br>1 Ho 41,7 ER<br>G.2 483 B.2 108<br>1 Ha (35,0 × 7,0) ER<br>Der 1(15) | Makita FSHC633<br>Oil 4SA 6Cy. 330 × 500<br>1 400bhp (1 030kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 30kW 225V a.c.<br>13,25kn |
| **SHYAULYAY**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>2 352<br>788<br>1 490 | RS | 1967 ..............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 14,00 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,5kn |
| **SHYE JIN No. 1**<br>**Shye Jin Ocean Enterprise Co. Ltd.**<br>Panama Panama | 426<br>203<br>— | | 1985 Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>48,80 8,02 2,510<br>8,00 3,15<br>1 dk | **M Fishing**<br>Long-line Ref | Sumiyoshi S26T<br>Oil 4SA 6Cy. 260 × 470<br>736kW (1 001bhp)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida |
| **SI...**<br>France | 112<br>—<br>— | | 1990 Ch. Nav. O.C.E.A.—Les Sables d'Olonne<br>21,32 -<br>19,03 9,61 3,31<br>1 dk | **Aluminium Alloy TM Fishing**<br>Twin Hull Tuna Ref<br>In.70 | MAN D2866LE<br>2 Oil 4SA each 6Cy. 128 × 155 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>360kW (489bhp)<br>MAN Nutzfahrzeuge A.G. Nuernberg<br>13kn |
| **SI-HONG No. 126**<br>ex Shin Yuk No. 10<br>**Si-Tai Fishery Co. Ltd.**<br>Kaohsiung China* | 200<br>—<br>— | | 1980 Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing** | Oil<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Fuel (d.o.) |
| **SIA**<br>ex Vostok 5-91<br>**Sia Shipping Ltd.**<br>Unimar S.A. Maritime Services<br>Valletta Malta | 4 458<br>2 060<br>5 935 | BV RS | 1965 "A. Zhdanov" SB. Yard—Leningrad<br>121,95 16,74 7,090<br>113,01 16,69 8,31<br>P -B -F - 1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 870 B.7 300<br>4 Ha (stl) (11,1 × 8,0) (13,3 13,3 × 9,6) ER (13,3 × 9,6)<br>Cr 4(5) | B&W 9-50VTBF-110<br>Oil 2SA 9Cy. 500 × 1100<br>3 825kW (5 200bhp)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 330,0t (hvf) 14,5kn |
| **SIAC I**<br>ex Diama-81 ex Ryoun Maru No. 7-75<br>**Inter-Arika S.A.**<br>Nouadhibou Mauritania | 390<br>184<br>— | (BV) (RI) | 1968 Yamanishi Zosen K.K.—Ishinomaki<br>*50,60* 8,82<br>46,11 8,81 3,81<br>2 dks | **M Fishing**<br>Side Trawler | Akasaka 6DM38SS<br>Oil 4SA 6Cy. 380 × 560<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller<br>Fuel 278,0t (d.o.) 12,75kn |

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| **7124843**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **SIAC II**<br>ex Dublin III ex Chuyo Maru No. 21<br>**Inter-Arika S.A.**<br>Nouadhibou Mauritania | **349**<br>188<br>— | <br><br>(RI) | **1971** Yamanishi Zosen K.K.—Ishinomaki (682)<br>54,41 9,05 3,353<br>48,44 9,01 5,87<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Pielstick<br>Oil 4SA 6Cy. 400 × 460<br>2 500bhp (1 839kW)<br>Niigata Eng. Co. Ltd.<br>Fuel (d.o.) |
| **8825042**<br><br><br>Rt | **SIAG**<br>ex Pellworm II<br>**Norwegian Maritime Group A/S**<br>Conakry Guinea | **149**<br>62<br>— | <br><br>GL | **1972** Husumer Schiffswerft,<br>- 9,62 1,300<br>29,62 - 2,32 | **M RoRo Cargo/Ferry**<br>Ice strengthened | MWM<br>Vee Oil 4SA 12Cy. 140 × 180 reverse geared to sc. shaft<br>1 103kW (1 500bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 22,4kW 220/380V a.c. |
| **8328288** | **SIAGA PRATAMA 3**<br>ex Layar Pertama<br>**P.T. Tytyan Samodra Shipping Co.**<br>Samarinda Indonesia | **126**<br>6<br>— | <br><br>KI | **1981** C.V. Megah Mulia—Samarinda<br>24,16 2,790<br>21,70 7,00 3,61<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Oil 6Cy.<br>Mitsubishi Heavy Industries Ltd. |
| **7221574**<br>*YDJV*<br><br>Rdr RTh | **SIAGA PRATAMA 5**<br>ex Haruhiko Maru<br>**P.T. Tytyan Samodra Shipping Co.**<br>Tanjung Pinang Indonesia | **102**<br>29<br>— | <br><br>KI (NK) | **1970** Kochi Jyuko (Eiho Zosen) K.K.—Kochi<br>31,40 6,58 2,240<br>23,02 6,51 2,90<br>1 dk | **M Tug**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 370 × 520<br>Hanshin Nainenki Kogyo |
| **8329505**<br>*YCXP*<br><br>Rt | **SIAGA UTAMA 1**<br>ex Osam Might<br>**P.T. Tytyan Samodra Shipping Co.**<br>Sorong Indonesia | **110**<br>0<br>— | <br><br>KI | **1972** ..............Japan<br>26,50 2,220<br>24,01 6,80 2,42<br>1 dk | **M Tug** | Otsuka<br>Oil 4SA 6Cy. 300 × 460<br>K.K. Otsuka Tekkosho |
| **8826503** | **SIAGA UTAMA 2**<br>ex Prima Mulia<br>**P.T. Tytyan Samodra Shipping Co.**<br>Palembang Indonesia | **103**<br>9<br>— | <br><br>KI | **1984** P.T. Karya Mulia—Palembang<br>22,58 6,72 2,500<br>20,50 - 2,79<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 152<br>Caterpillar Inc.<br>Gen 1 × 10kW 220V a.c. |
| **8826515** | **SIAGA UTAMA 3**<br>19<br>**P.T. Tytyan Samodra Shipping Co.**<br>Palembang Indonesia | **101**<br>19<br>— | <br><br>KI | **1984** C.V. Hidup Sejahtera Palembang<br>23,00 6,50 2,300<br>21,00 - 2,85<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 152<br>Caterpillar Inc.<br>Gen 1 × 20kW 380V a.c. |
| **7014816**<br>*YBLJ*<br><br>Rt | **SIAK**<br><br>**P.T. Citra Jala Sakti**<br>Jakarta Indonesia | **136**<br>9<br>121 | <br><br>KI (BV) | **1970** Robin Shipyard (Pte.) Ltd.—Singapore (26)<br>29,11 7,47 2,848<br>26,83 7,42 3,36<br>1 dk<br>BK 102 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 6Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 1 × 24kW 1 × 10kW<br>Fuel 78,0t (d.o.) |
| **5354779**<br><br><br>Df Esd Rdr | **SIAM MARINE**<br>ex Sivilai ex Lagaligo-75<br>ex Teluk Tomini-75 ex Taimyr-58<br>**Madam Poonsri Sutharom**<br>Bangkok Thailand | **1 199**<br>446<br>1 050 | | **1952** "Gheorghiu Dej" Shipyard—Budapest<br>*68,80* 10,06<br>... ...<br>1 dk | **TM General Cargo**<br>3 Ha (each 7,0 × 3,9)<br>Der 6(2) | Lang<br>2 Oil 4SA each 8Cy. 216 × 310<br>800bhp (588kW)<br>Ganz Waggon & Eng. Works |
| **7430010**<br>*HSB2144*<br><br>Rdr Rt | **SIAM MONGKOL**<br>ex Motoshima Maru No. 8-87<br>**Siam Mongkol Marine Co. Ltd.**<br>Bangkok Thailand | **1 005**<br>703<br>2 045 | | **1974** Kyokuyo Zosen Tekko K.K.—Chofu (274)<br>77,27 12,02 5,081<br>71,02 11,99 5,49<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo |
| **6803973**<br>*HSPI*<br><br>Rdr Rt | **SIAM NALEN**<br>ex Asuka No. 2-82<br>ex Daikoku Maru No. 18-76<br>ex Mitsu Maru No. 2<br>**Nathalin Co. Ltd.**<br>Bangkok Thailand | **499**<br>337<br>1 000 | | **1967** Sasaki Zosen K.K.—Kinoe (111)<br>50,02 9,02 4,101<br>48,01 9,00 4,50<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 1 265 | Makita<br>Oil 4SA 6Cy. 330 × 470<br>1 100bhp (809kW)<br>Makita Tekkosho<br>Gen 1 × 16kW 1 × 12kW 220V a.c.<br>Fuel 35,5t-3,0pd |
| **7535183**<br>*HSPE*<br><br>Rt | **SIAM NATEE**<br>ex Tomoe V-78 ex Ozu Maru-77<br>**Nathalin Co. Ltd.**<br>Bangkok Thailand | **669**<br>391<br>1 116 | <br><br>(BV) | **1966** Kurinoura Dock K.K.—Yawatahama (43)<br>57,64 8,82 4,496<br>51,85 8,79 4,65<br>1 dk<br>Bow/CM 32 Diam. 0,203 | **M Tanker**<br>CBT SBT<br>4 Ta ER<br>L.(oil) 1 372<br>2 Cargo pumps total 700T/hr | Makita<br>Oil<br>900bhp (662kW)<br>Makita Tekkosho<br>Fuel 44,5t (d.o.)-2,0pd |
| **7026041**<br>*HSB2108*<br><br>Rdr Rt | **SIAM NAVIN**<br>ex Taisei Maru No. 51-83<br>**Siam Mongkol Marine Co. Ltd.**<br>Thailand | **1 422**<br>860<br>3 244<br>T/cm<br>8,4 | | **1970** Watanabe Zosen K.K.—Hakata (116)<br>83,22 12,22 5,487<br>77,02 12,20 6,20<br>1 dk<br>Bow/CM 35 Diam. 0,203 | **M Tanker**<br>8 Ta ER<br>L.(oil) 3 553<br>2 Cargo pumps total 1 000T/hr | Daihatsu<br>Oil 4SA 8Cy. 260 × 320<br>2 000bhp (1 471kW)<br>Daihatsu Kogyo<br>Gen 2 × 80kW 450V a.c.<br>Fuel 24,0t (d.o.) 99,5t (hvf)-7,5pd |
| **7926069**<br>*ELAX2*<br>6982<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SIAM STAR**<br>ex Swire Star-83 ex Michele-81<br>**John Swire & Sons Ltd. & Halsbury Shipping Ltd.**<br>Monrovia Liberia | T.Mk<br>**3 527**<br>1 945<br>6 919<br>**6 783**<br>3 918<br>9 744<br>T/cm<br>21,7 | ✠**100A1** SS 6/90<br>container ship<br>✠**LMC**<br>EL Z 529,1/54,0U2(a)<br>FN 3475 | **1981**-8 Mie Shipyard Co. Ltd.—Yokkaichi (199)<br>120,81 (BB) 20,86 —/7,914<br>110,90 20,81 10,52<br>F 17,7 2 dks<br>rf 610 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 14,3 13,6 13,6 13,6 13,6 ER<br>TEU 576<br>C.Ho 228/20' (40') C.Dk 348/20' (40')<br>10 Ha (stl) ER<br>Cr 1(-) | Mitsubishi<br>Oil 2SA 7Cy. 450 × 1150<br>7 000bhp (5 149kW)<br>Kobe Hatsudoki K.K.<br>WTAuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 97,5t (d.o.) 549,0t (hvf)-18,5pd |
| **7025322**<br>*HSOG*<br>1179/2519<br>Esd Gc Rdr | **SIAM VANICH No. 3**<br>ex Chatchawal-82 ex Kofuku Maru-77<br>**Siam Merchant Marine Co. Ltd.**<br>Bangkok Thailand | **1 475**<br>824<br>2 435 | <br><br>(NK) | **1969** Fukushima Zosen Ltd.—Matsue (227)<br>74,99 11,84 5,411<br>68,03 11,82 6,20<br>P 17,4 F 7,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 880 B.2 706<br>2 Ha (stl) (12,1 21,4 × 6,2) ER<br>Der 1(15) 2(7,5) | Oil 4SA 6Cy. 380 × 580<br>1 800bhp (1 324kW)<br>Nippon Hatsudoki<br>Gen 2 × 96kW 445V a.c.<br>Fuel 208,5t-6,5pd |
| **7631793**<br>*HSB2000*<br>BK1350 | **SIAM VANICH 1**<br><br>**Siam Merchant Marine Co. Ltd.**<br>Bangkok Thailand | **469**<br>386<br>800 | | **1980** Bangkok SB. Co.—Bangkok (028)<br>49,03 9,00 3,752<br>46,00 4,27<br>1 dk | **M General Cargo**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>550bhp (405kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7631808** | **SIAM VANICH 2**<br><br>**Siam Merchant Marine Co. Ltd.**<br>Bangkok Thailand | **469**<br>386<br>600 | | **1980** Bangkok SB. Co.—Bangkok (029)<br>49,03 9,00 3,752<br>46,00 4,27<br>1 dk | **M General Cargo**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>550bhp (405kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7534440** | **SIAM VARICH**<br>ex Ehime Maru No. 2-82 ex Koho Maru<br>**Siam Mongkol Marine Co. Ltd.**<br>Bangkok Thailand | **794**<br>590<br>2 031 | | **1972** Shirahama Zosen K.K.—Honai (48)<br>77,50 10,83 4,573<br>71,51 10,80 5,01<br>1 dk | **M Tanker**<br>5 Ta ER<br>L.(oil) 2 341 | Hanshin<br>Oil<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. |
| **7123954**<br>*HSB2100*<br><br>Rdr Rt | **SIAM VARIN**<br>ex Fuji Maru No. 17-83<br>**Siam Mongkol Marine Co. Ltd.**<br>Thailand | **1 002**<br>660<br>2 462 | | **1971** Hashihama Zosen—Imabari (319)<br>12,04 5,004<br>72,01 11,99 5,49<br>1 dk<br>RW | **M Tanker**<br>5 Ta ER | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 80kW 445V a.c.<br>Fuel 86,5t-6,0pd |
| **7607986**<br>*HSB2002*<br><br>Gc Rdr Rt | **SIAM VEERA**<br>ex Fukuun-89<br>ex Fukuun Maru No. 23-89<br>**Siam Mongkol Marine Co. Ltd.**<br>Thailand | **997**<br>757<br>2 369 | | **1976** Sanuki Zosen Tekkosho K.K.—Takuma (831)<br>12,04 5,001<br>72,12 12,01 5,52<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 100bhp (1 545kW)<br>Hanshin Nainenki Kogyo |

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| **SIAMAK**<br>**Iran Brothers**<br>Khorramshahr<br>Iran | **210**<br>144<br>457 | | **1969** Yorkshire D.D. Co. Ltd.—Hull (145)<br>39,63 7,12 2,439<br>38,56 7,01 2,75<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | Gardner<br>2 Oil 4SA each 8Cy. 140 × 197<br>400bhp (294kW)<br>L. Gardner & Sons Ltd. Manchester |
| **SIAMSUPACHAI**<br>ex Siriwatana-88 ex Kodama-86<br>ex Toho Maru No. 1-84<br>ex Shuko Maru-72<br>**Siam Gas & Oil Transport Co. Ltd.**<br>Bangkok<br>Thailand | **2 570**<br>1 621<br>4 542<br>T/cm<br>10,0 | NK | **1968** Shin Naniwa Dock Co. Ltd.—Osaka (18)<br>92,79 13,24 6,630<br>86,11 13,21 6,99<br>P 19,6 F 8,3 1 dk<br>Bow/CM 54 Diam. 0,350 | **M Tanker**<br>9 Ta ER<br>L.(oil) 5 384 HeCls. BC<br>2 Cargo pumps total 1 700T/hr | Akasaka 6DH46SS<br>Oil 4SA 6Cy. 460 × 720<br>1 839kW (2 500bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 64kW 445V a.c.<br>Fuel 20,0t (d.o.) 134,0t (hvf)-8,0pd 12,5kn |
| **SIAN**<br>ex Irina-91 ex Coenraad Kuhlman-86<br>**Shipping Co. Intertrade S.A.**<br>Wijnne & Barends B.V.<br>San Lorenzo<br>Honduras | **1 397**<br>949<br>2 723 | **✠100A1** SS 10/90<br>Ice Class 3<br>**✠LMC**<br>EL N $1\frac{5}{16}$"U2<br>FN 1186 | **1975**-9 Scheepswerf en Reparatiebedrijf "Harlingen" B.V.—Harlingen (46)<br>73,41 11,82 5,515<br>65,51 11,49 6,61<br>RAD 12,2 F 8,6 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 47,4 ER<br>G.2 798 B.2 789<br>1 Ha (stl) (37,1 × 9,3) ER | Brons 12GV-H<br>Vee Oil 2SA 12Cy. 220 × 380<br>1 500bhp (1 103kW)<br>Appingedammer Brons Appingedam<br>Gen 2 × 28kW 220/380V 50Hz a.c.<br>Directional propeller<br>Fuel 154,0t (d.o.) |
| **SIANG HING**<br>ex Hoe Hing-81 ex Kashima Maru-79<br>**Ethid (Malaysia) Sendirian Berhad**<br>Labuan<br>Malaysia | **499**<br>319<br>1 021 | (BV) | **1970** K.K. Usuki Tekkosho—Usuki (772)<br>56,11 8,84 4,201<br>52,00 8,79 4,40<br>1 dk | **M Tanker**<br>5 Ta ER<br>L.866<br>len 73 | Usuki<br>Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Usuki Tekkosho Usuki<br>Gen 2 × 40kW 225V a.c.<br>Fuel 45,5t 12kn |
| **SIANIRI**<br>**P.T. Pelayaran Nasional Indonesia (PELNI)**<br>Jakarta<br>Indonesia | **977**<br>443<br>1 650 | KI (NV) | **1978** Storviks M/V A/S—Kristiansund N. (82)<br>71,51 12,93 4,420<br>65,41 12,70 7,12<br>F - 2 dks | **M General Cargo**<br>2 Ho ER<br>2 Ha (13,2 18,9 × 7,0) ER | Kromhout 9FDHD240<br>Oil 4SA 9Cy. 240 × 260<br>1 625bhp (1 195kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 3 × 96kW 220/380V 50Hz a.c.<br>12kn |
| **SIANTAN**<br>**P.T. Siantan Kembang**<br>Tanjung Pinang<br>Indonesia | **249**<br>117<br>— | (KI) | **1930** .............Sabang<br>43,01 2,440<br>38,16 7,31 3,00<br>1 dk | **TM Tanker** | Paxman<br>2 Oil 4SA<br>750bhp (552kW) NE 59<br>Davey, Paxman & Co. Ltd. Colchester |
| **SIARKOPOL**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin<br>Poland | **6 964**<br>4 922<br>9 755<br>T/cm<br>20,4 | PR (NV) | **1974** Lodose Varv A/B—Lodose (159)<br>146,11 16,03 7,621<br>139,68 16,01 11,00<br>1 dk<br>Bow/CM 37 Diam. 0,273 | **M Tanker**<br>Oil Chemical Sulphur<br>Ice strengthened<br>8 Ta<br>4 Ta ind rectangular ER<br>L.(oil) 5 608 HeCls. C<br>Sulphur 5607<br>10 Cargo pumps total 1 560T/hr | Ruston 12CSVM<br>2 Vee Oil 4SA each 12Cy. 254 × 305 with hydraulic couplings & geared to sc. shaft<br>4 670bhp (3 435kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 3 × 197kW 450V 1 × 20kW 440V a.c.<br>Fuel 432,0t (d.o.) 14kn |
| **SIAU**<br>ex Eastern Hope-89 ex Happy Star-86<br>ex Boswick-81<br>**Bethesda Navigation S.A.**<br>Panama<br>Panama | **3 827**<br>2 637<br>7 052 | KR (NK) | **1975** K.K. Uwajima Zosensho—Uwajima (841)<br>106,46 17,05 7,106<br>98,00 17,00 8,69<br>P 18,9 B 7,7 F 10,1 1 dk | **M General Cargo**<br>G.8 815 B.8 212<br>2 Ha (30,5 28,7 × 8,3) ER<br>Der 1(50) 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 132kW<br>Fuel 517,0t-13,5pd 12,25kn |
| **SIAULIAI**<br>ex Kompozitor Borodin-92<br>**Lithuanian Shipping Company (LISCO)**<br>Klaipeda<br>Lithuania | *6 894*<br>*2 068*<br>4 673 | RS | **1985** VEB Schiffswerft "Neptun"—Rostock (164)<br>125,90 (BB) 16,22 5,660<br>117,50 - 11,60<br>2 dks | **TM RoRo Cargo**<br>Angled stern door/ramp (s)<br>L 20,50 W 5,50 SWL 55<br>Lane Length 896 Cargo Width 1,87<br>Clear height 3,55<br>Cars 370<br>TEU 136 C. 136/20' (40') | S.K.L. 6VDS48/42AL-2<br>2 Oil 4SA each 6Cy. 420 × 480 with flexible couplings & reduction geared to sc. shafts<br>7 200bhp (5 296kW)<br>VEB Maschinenbau Halberstadt Halberstadt<br>Gen 2 × 640kW 2 × 400kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 78,0t (d.o.) 510,0t (hvf) 15,75kn |
| **SIBA**<br>ex Amanecida-91 ex Quickthorn-90<br>ex Tanmerack-73<br>San Lorenzo<br>Honduras | **1 598**<br>869<br>2 481 | **✠100A1** SS 6/87<br>Ice Class 3<br>**✠LMC**<br>EL M $1\frac{1}{4}$"SQ<br>FN 1481 | **1967**-9 Ailsa SB. Co. Ltd.—Troon (524)<br>85,35 12,93 4,934<br>79,25 12,81 5,87<br>P 16,5 F 10,7 1 dk<br>rf 152 | **M General Cargo**<br>2 Ho each 25,6 ER<br>G.3 358 B.3 146<br>2 Ha (stl) (each 18,5 × 8,5) ER<br>12W Der 3(8) 1(5) | Polar<br>Oil 2SA 6Cy. 500 × 700<br>2 400bhp (1 765kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 150kW 220V d.c.<br>Fuel 269,5t (d.o.) 13kn |
| **SIBA APRICA**<br>ex Niels Rask-84 ex Niels Alba-81<br>ex Niels Staerke-77<br>**SIBA S.p.A. (Societa Importazione Bestiame Alevamento S.p.A.)**<br>Bari<br>Italy | T.Mk<br>**498**<br>282<br>1 377 | RI (BV) | **1975** Sonderborg Skibsvaerft A/S—Sonderborg (75)<br>71,81 13,06 3,556<br>65,99 13,01 6,30<br>2 dks<br>conv General Cargo 84 | **M Livestock Carrier**<br>Ice strengthened<br>Mchy.aft | MaK 8M451AK<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 96kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf) 11kn |
| **SIBA BRESCIA**<br>ex Espresso Sardegna-82<br>**SIBA S.p.A. (Societa Importazione Bestiame Alevamento S.p.A.)**<br>Bari<br>Italy | **2 431**<br>1 339<br>3 731 | RI | **1967** Cant. Nav. "Luigi Orlando"—Livorno (123)<br>116,72 (BB) 17,53 5,106<br>108,51 17,51 10,70<br>B 15,9 1 dk & S dk<br>RW rf 102<br>conv Wine Vegetable oil Passenger/RoRo Cargo 82 | **TM Livestock Carrier** OSD<br>1 Ho 2 Ta<br>len 76 | Sulzer 6RD44<br>2 Oil 2SA each 6Cy. 440 × 760<br>6 800bhp (5 002kW)<br>C.R.D. Adriatico Trieste<br>Gen 3 × 150kW 390V 50Hz a.c.<br>Fuel 80,0t (d.o.) 515,0t (hvf)-20,0pd 16,5kn |
| **SIBA FOGGIA**<br>ex Bruno Alpina-85 ex Austerity-78<br>ex Cortia-74<br>**SIBA S.p.A. (Societa Importazione Bestiame Alevamento S.p.A.)**<br>Bari<br>Italy | **498**<br>264<br>1 140 | RI<br>✠Classed LR until 8/8/74 | **1962**-4 Lodose Varv A/B—Lodose (137)<br>71,43 10,42 3,849<br>65,18 10,38 6,18<br>F 8,3 1 dk & S dk<br>rf 102<br>conv General Cargo 78 | **M Livestock Carrier** OSD<br>Ice strengthened<br>Mchy.aft | MWM TBRH348SU<br>Oil 4SA 6Cy. 320 × 480<br>883kW (1 200bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 164kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **SIBA GERU**<br>ex Pezzata Rossa-86 ex Pirholm-79<br>ex Nerlandia-76<br>**SIBA S.p.A. (Societa Importazione Bestiame Alevamento S.p.A.)**<br>Bari<br>Italy | **492**<br>352<br>— | RI (NV) | **1964** Hatlo Verksted A/S—Ulsteinvik (21)<br>75,80 10,62 3,780<br>68,00 10,61 3,81<br>B 34,8 F 15,0 1 dk<br>rf nil<br>conv General Cargo 80 | **M Livestock Carrier**<br>Mchy.aft | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Gen 1 × 205kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 84,0t 12,25kn |
| **SIBARI**<br>**Government of the Republic of Italy (Ente Ferrovie dello Stato - Direzione Generale - Settore Autonomo Navigazione)**<br>Messina<br>Italy | **5 767**<br>2 105<br>1 199 | RI | **1969** Italcantieri S.p.A.—Castellammare di Stabia (4231)<br>141,51 18,80 6,122<br>130,51 18,39 7,80<br>2 dks<br>rf 203 | **TM RoRo Cargo/Ferry**<br>Rail Vehicles 2000dk P<br>Stern & side doors<br>Lane Length 430 Clear height 4,43<br>Cars 100 Rail Wagons 43 | Fiat C420.6L<br>4 Oil 4SA each 6Cy. 420 × 500 geared to sc. shafts<br>10 800bhp (7 944kW)<br>Fiat S.G.M. Torino<br>Gen 4 × 815kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft<br>15kn |
| **SIBAYAK**<br>**P.T. Pelayaran Nasional Indonesia (PELNI)**<br>Jakarta<br>Indonesia | **1 103**<br>641<br>1 650 | KI (NV) | **1977** Ulstein Hatlo A/S—Ulsteinvik (149)<br>71,91 4,380<br>65,41 12,70 7,12<br>F - 2 dks | **M Passenger/General Cargo**<br>2 Ho ER<br>G.3 390<br>2 Ha (13,2 18,9 × 8,0) ER<br>Der 2(20) 2(5) | Kromhout 9FDHD240<br>Oil 4SA 9Cy. 240 × 260<br>1 625bhp (1 195kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 3 × 96kW 1 × 48kW 220/380V 50Hz a.c.<br>12kn |

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| **7606956**<br>*PLXK*<br>Df Esd Rt | **SIBELA**<br>**P.T. Pelayaran Nasional Indonesia (PELNI)**<br>Jakarta Indonesia | **1 103**<br>641<br>1 650 | KI (NV) | **1977** Aukra Bruk A/S—Aukra (62)<br>71,91 4,380<br>65,41 12,70 7,12<br>F - 2 dks | **M Passenger/General Cargo**<br>2 Ho ER<br>G.3 390<br>2 Ha (13,2 18,9 × 8,0) ER<br>Der 2(20) 2(5) | Kromhout<br>Oil 4SA 9Cy. 240 × 260<br>1 600bhp (1 177kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 96kW 1 × 48kW 220/380 |
| **8614479**<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **SIBENIK**<br>**Larkspur Shipping Co. S.A.**<br>Slobodna Plovidba<br>Valletta Malta | *28 155*<br>*14 909*<br>48 320<br>T/cm<br>54,4 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes Nos. 2 & 4 holds may be empty<br>Ice Class 1D<br>✠**LMC** **UMS**<br>EL L† 632,5/70,0U3<br>FN 8913<br>JR (Class cont.) | **1989**-11 Brodogradiliste "Split"—Split (358)<br>192,00 (BB) 32,05 11,723<br>183,00 32,00 16,70<br>F 15,6 1 dk<br>rf nil DK | **M Bulk Carrier**<br>5 Ho ER<br>G.57 006<br>5 Ha (stl) (19,1 × 13,3) (19,1 19,1 19,1 19,1 × 16,0) ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>9 181kW (12 482bhp)<br>Tvornica Dizel Motora "Split"<br>AuxB (o.f.) 7,1kgf/cm² (7,0bar)<br>e(ex.g) (ex.g) 7,1kgf/cm² (7,0bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 182,0t (d.o.) 1 596,9t (hvf)-40,5pd |
| **7430084**<br>*9VCU*<br>384066<br>Df Esd Gc<br>Pfd Rdr Rt | **SIBERIA MARU**<br>**Seaspirit (S) Pte. Ltd.**<br>Navix Line Ltd.<br>Singapore Singapore | **5 089**<br>2 597<br>6 749 | NK | **1975** Mie Shipyard Co. Ltd.—Yokkaichi (130)<br>122,51 18,52 6,655<br>114,00 18,50 8,49<br>P 22,9 F 17,1 1 dk<br>RW | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho<br>TEU 310 C. 310/20'<br>6 Ha (stl) ER | Mitsubishi<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Akasaka Tekkosho K.K., (Akasaka Die Ltd.)<br>Gen 2 × 360kW 445V 60Hz a.c.<br>Fuel 99,0t (d.o.) 463,5t (hvf)-20,5pd |
| **7905869**<br>*AQOS*<br>368002<br>Df Esd Gc<br>Pfd Rdr Rt | **SIBI**<br>**Pakistan National Shipping Corp.**<br>Karachi Pakistan | **7 703**<br>4 335<br>—<br>**12 010**<br>6 957<br>16 469 | AB | **1981** Stocznia Gdanska im. Lenina—Gdansk (B346/03)<br>155,15 9,202/9,735<br>145,01 22,81 13,21<br>F 29,0 2 dks<br>rf nil | **M General Cargo**<br>4 Ho 5 TwD<br>G.24 380 B.22 851<br>TEU 380<br>C.Ho 272/20' (40') C.Dk 108/20' (40')<br>7 Ha (stl) ER<br>Der 1(80) 5(22) 4(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>11 200bhp (8 238kW)<br>H. Cegielski<br>Gen 3 × 520kW 440V 60Hz a.c.<br>Fuel 240,0t (d.o.) 1 480,0t (hvf)-33,0pd |
| **7107144**<br>*PJLR*<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **SIBIG VENTURE**<br>ex Venture Espana-82<br>ex Conoco Espana-78<br>**Sibig N.V.**<br>International Transport Contractors Holland B.V.<br>Willemstad Netherlands Antilles & Aruba | **21 166**<br>15 723<br>44 144<br>T/cm<br>100,0 | AB | **1972** Astilleros Espanoles S.A.—Factoria de Cadiz, Cadiz (91)<br>222,28 (BB) 42,07 9,551<br>207,42 42,00 12,58<br>F 18,3 1 dk<br>rf nil Bow/CM 156 Diam. 0,800 shortened 82<br>conv for offshore installations Tanker 82 | **M Semi-submersible Deck Cargo Ship**<br>Heavy-load<br>Mchy.aft<br>6 Cargo pumps total 10 500T/hr | Sulzer<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Ast. Espanoles S.A. Manises Wo<br>Gen 3 × 950kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 295,5t (d.o.) 4 621,0t (hvf)-74,0pd |
| **7717250**<br>*IPNM*<br>1319<br>Esd Gc Rdr<br>RTm/v | **SIBILLA**<br>**Societa Campania Regionale Marittima S.p.A. (CAREMAR)**<br>Napoli Italy | **994**<br>402<br>613 | RI | **1979** Cant. Nav. "Luigi Orlando"—Livorno (147)<br>69,60 14,03 3,610<br>64,29 14,00 4,81<br>2 dks | **TM RoRo Cargo/Ferry**<br>1000dk P<br>Bow door/ramp Stern door/ramp | GMT<br>2 Vee Oil 4SA each 12Cy. 230 × 270<br>reduction geared to sc. shaft<br>5 040bhp (3 707kW)<br>Grandi Motori Trieste<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 95,5t (d.o.)-15,0pd |
| **7604491**<br>*UWDS*<br>M-33502<br>Df Esd Gc<br>Rdr RTv | **SIBIR**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1401505/UWDS | **18 171**<br>2 923<br>4 096 | RS | **1977** Baltic SB. & Eng. Works—Leningrad<br>147,99 30,00 11,000<br>136,00 28,01 17,20<br>4 dks | **Nuclear TrT-E Icebreaker**<br>Ice strengthened<br>1 Ho<br>B.1 092<br>2 Ha (each 1,9 × 2,3)<br>Cr 2(3,25) | 4 S Turb<br>75 001shp (55 168kW) driving 4 gen.<br>27 500kW connected to 3 elec. mot<br>shafts<br>2 NR<br>Fuel (nuclear) |
| **6413132**<br>*UEEY*<br>M-27568<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SIBIR**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **6 133**<br>2 947<br>5 285 | RS | **1963** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,211<br>120,96 16,77 9,53<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.6 937<br>4 Ha (each 3,8 × 3,6) ER<br>8W Der 8(3) 1(1) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total<br>(5 296kW) driving gen. connected<br>motor & geared to sc. shaft |
| **6505363**<br>*UEPK*<br>M-28021<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SIBIRLES**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **3 179**<br>1 430<br>4 140 | RS | **1964** Nikolayev Shipyard "Nosenko"—Nikolayev<br>104,40 14,36 6,370<br>94,52 14,33 7,14<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 15,3 17,5 ER 16,6<br>G.5 316 B.4 818<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5)<br>8W Der 1(15) 8(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works<br>Fuel 92,5t (d.o.) 201,0t (hvf) |
| **7324613**<br>*USMJ*<br>M-17326<br>Df Esd Gc<br>Pfd Rdr Rt | **SIBIRNEFT**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | **3 468**<br>1 607<br>4 932 | RS | **1973** Rauma-Repola Oy—Rauma/Raumo (222)<br>106,13 15,45 6,720<br>97,01 15,40 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>B.187 L.(oil) 5 908<br>1 Ha (stl) (2,2 × 3,2) ER<br>1W Der 1(2) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Bryansk Eng. Works |
| **7808308**<br>*ULCJ*<br>M-17438<br>Df Esd Gc<br>Pfd Rdr Rt | **SIBIRSKIY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **2 635**<br>—<br>1 474 | RS | **1980** Oy Wartsila Ab—Helsinki/Helsingfors (427)<br>69,75 18,01 6,457<br>60,84 17,62 9,02<br>1 dk | **TM Tug/ Icebreaker**<br>Salvage Diving 12bth P<br>Ice Strengthened<br>Cr 2(5) 2(3) | Pielstick<br>2 Oil 4SA each 6Cy. 400 × 460<br>Oy Wartsila Ab<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **8100416**<br>*EMGF*<br>Df Esd Gc<br>Pfd Rdr RTv | **SIBIRSKIY-2128**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *3 500*<br>*1 324*<br>3 950 | | **1982** Valmet Oy Pansion Tehdas—Turku/Abo (391)<br>127,70 15,40 3,490<br>123,55 - 5,45<br>1 dk | **TM General Cargo** | Russkiy<br>2 Oil 4SA each 6Cy. 360 × 450<br>1 324kW (1 800bhp)<br>Russkiy-Diesel Works<br>Gen 3 × 100kW a.c. 1 × 50kW a.c. |
| **8100428**<br>*EMLY*<br>Df Esd Gc<br>Pfd Rdr RTv | **SIBIRSKIY-2129**<br>**White Sea & Onega River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | *3 500*<br>*1 324*<br>3 052 | | **1983** Valmet Oy Pansion Tehdas—Turku/Abo (392)<br>128,43 15,65 3,001<br>125,00 - 5,45<br>1 dk | **TM General Cargo** | Russkiy<br>2 Oil 4SA each 6Cy. 360 × 450<br>1 324kW (1 800bhp)<br>Russkiy-Diesel Works<br>Gen 2 × 132kW a.c. 1 × 100kW a.c. |
| **8104187**<br>*UJZB*<br>Df Esd Gc<br>Pfd Rdr RTv | **SIBIRSKIY-2131**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *3 978*<br>*1 194*<br>3 507 | | **1982** Hollming Oy—Rauma/Raumo (248)<br>129,50 15,80 3,680<br>125,75 - 6,00<br>1 dk | **TM General Cargo** | Russkiy<br>2 Oil 4SA each 6Cy. 360 × 450<br>1 324kW (1 800bhp)<br>Russkiy-Diesel Works<br>Gen 3 × 110kW a.c. 1 × 58kW a.c. |
| **8211136**<br>*EMAE*<br>Df Esd Gc<br>Pfd Rdr RTv | **SIBIRSKIY-2132**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *3 978*<br>*1 194*<br>3 507 | | **1983** Hollming Oy—Rauma/Raumo (249)<br>129,50 15,80 3,680<br>125,75 - 6,00<br>1 dk | **TM General Cargo** | Russkiy<br>2 Oil 4SA each 6Cy. 360 × 450<br>1 324kW (1 800bhp)<br>Russkiy-Diesel Works<br>Gen 3 × 110kW a.c. 1 × 58kW a.c. |

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| **SIBIRSKIY-2133**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *3 978*<br>*1 194*<br>3 507 | | **1983** Hollming Oy—Rauma/Raumo (250)<br>129,50 15,80 3,680<br>125,75 - 6,00<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>B.5 400<br>4 Ha (stl) ER | Russkiy 6CHRPN36/45<br>2 Oil 4SA each 6Cy. 360 × 450<br>1 324kW (1 800bhp)<br>Russkiy-Diesel Works U.S.S.R.<br>Gen 3 × 110kW a.c. 1 × 58kW a.c.<br>10kn |
| **SIBIRTSEVO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *448*<br>*134*<br>134 | RS | **1986** ............U.S.S.R.<br>44,88 9,47 3,770<br>39,37 - 5,15<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref<br>Ice strengthened | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>588kW (799bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 150kW a.c. |
| **SIBIRTSYEVO**<br>ex Manzovka-73<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **3 179**<br>1 430<br>4 167 | RS | **1965** ............U.S.S.R.<br>104,50 14,41 6,371<br>95,71 14,28 7,12<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 15,3 17,5 ER 13,8<br>G.5 430 B.5 316<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5)<br>8W Der 1(15) 8(5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 92,5t (d.o.) 201,0t (hvf) 13,75kn |
| **SIBIRYAK**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **3 170**<br>1 225<br>1 460 | RS | **1967** ............U.S.S.R.<br>84,69 14,03 5,701<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.294 In.1 330<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **SIBIU**<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **2 099**<br>973<br>3 150<br>**3 090**<br>2 086<br>4 400 | RNR | **1965** Santierul Naval Galatz—Galatz<br>98,30 13,92 5,500/6,592<br>90,91 13,87 8,13<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho -DT 15,6 21,7 20,8 ER<br>G.6 264 B.5 800<br>4 Ha (stl) (— × —) (8,9 14,7 14,4 × 6,0) ER<br>10W Der 10(3-5) | Sulzer<br>Oil 2SA 5Cy. 560 × 1000<br>2 500bhp (1 839kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 108kW 1 × 57kW 230V d.c.<br>Fuel 228,5t (d.o.) 12,5kn |
| **SIBO**<br>ex Jasibo-82 ex Northern Venture-81<br>ex Crail-80 ex Tiege-63 ex Stella-62<br>**Compania Naviera Panakarine S.A.**<br>Panama Panama | **270**<br>125<br>427 | Classed LR until 8/5/81<br>(GL) | **1949** Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack<br>44,07 7,04 3,061<br>40,75 7,00 3,41<br>P 9,2 F 4,6 1 dk<br>RW rf 102 len 53 | **TM General Cargo**<br>G.610 B.550<br>1 Ha (19,0 × 3,5) ER | MWM<br>2 Oil 4SA each 6Cy. 250 × 370<br>500bhp (368kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 5kW 1 × 1,5kW 24V d.c.<br>9kn |
| **SIBOLANGIT**<br>**P.T. Pelayaran Nasional Indonesia (PELNI)**<br>Jakarta Indonesia | **977**<br>443<br>1 727 | KI (NV) | **1978** Storviks M/V A/S—Kristiansund N. (81)<br>71,91 12,93 4,380<br>65,41 12,70 7,12<br>F - 2 dks | **M General Cargo**<br>2 Ho ER<br>G.3 570<br>2 Ha (13,2 18,9 × 8,0) ER<br>Der 2(20) 1(5) | Kromhout 9FDHD240<br>Oil 4SA 9Cy. 240 × 260<br>1 700bhp (1 250kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 3 × 96kW 220/380V 50Hz a.c. |
| **SIBON**<br>ex Jose T. Sibon-83<br>**Gadsound Ltd.**<br>Penzance United Kingdom | **208**<br>101<br>159 | BV | **1965** Hijos de J. Barreras S.A.—Vigo (1347)<br>33,69 6,28 3,404<br>29,01 6,20 3,76<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>575bhp (423kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 74,0t (d.o.) 11,25kn |
| **SIBONEY**<br>ex Pyramid Vega-73<br>ex Sacal Borincano-73<br>**Ferry Lineas Argentinas S.A.**<br>Buenos Aires Argentina | **631**<br>429<br>1 714 | (AB) | **1967** (Fwd & aft sections) American Marine Corp. —New Orleans, La (935)<br>**1968** (Cargo section) American Marine Corp. —New Orleans, La<br>93,27 13,57 3,941<br>88,93 13,42 3,97<br>RQD 15,9 B 22,0 2 dks<br>rf 279 len 69 | **Aluminium Alloy TM RoRo Cargo**<br>1 Ho 61,8 | General Motors 16-278-A<br>2 Oil 2SA each 16Cy. 222 × 267 sr reverse geared to sc. shafts<br>3 200bhp (2 354kW) E made43 refitted67<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Fuel 133,0t (hvf) 14,5kn |
| **SIBONEY**<br>**Government of The Republic of Cuba**<br>La Habana Cuba | **385**<br>109<br>— | ✠Classed LR until 9/69 | **1968**-4 Ast. Celaya—Bilbao (89)<br>40,82 8,28 2,604<br>35,87 8,21 4,02<br>F 6,4 1 dk<br>rf nil | **TM Buoy Ship**<br>Mchy.aft | Stork<br>2 Oil 4SA each 6Cy. 210 × 300 reverse reduction geared to sc. shafts<br>910bhp (669kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 80kW 220V 60Hz a.c. |
| **SIBREGHEL**<br>**Merconopsis Corp.**<br>Singapore Singapore<br>SatCom: 1715540/TRUR | **42 813**<br>34 092<br>89 467<br>T/cm<br>81,2 | NK | **1975** Namura SB. Co. Ltd.—Imari (803)<br>245,07 39,04 12,991<br>231,99 38,99 18,70<br>Ba 16,5 1 dk<br>Bow/CM 120 Diam. 0,410 MH 0,9 | **M Tanker**<br>Mchy.aft<br>L.(oil) 111 002<br>3 Cargo pumps total 8 250T/hr | Sulzer 7RND90<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 880kW<br>Fuel 3 149,5t (d.o.) 15,5kn |
| **SIBRIS**<br>**Phaedra Sea Transport Ltd.**<br>Wonsild & Son<br>Limassol Cyprus | **826**<br>404<br>1 391 | **✠100A1** SS 8/89<br>oil tanker<br>Ice Class 3<br>**✠LMC**<br>EL k 1$\frac{1}{8}$"SQ<br>FN 893 | **1964**-12 N.V. Schps. & Mfbk. "De Biesbosch" —Dordrecht (459)<br>75,44 9,50 3,715<br>65,51 9,43 4,20<br>P 19,6 F 13,5 1 dk<br>rf 102 len 71 | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 865 HeCls. BC<br>2 Cargo pumps total 530T/hr | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>ndb 3/87 10,1kgf/cm² (9,9bar)<br>Gen 2 × 48kW 220V d.c.<br>Fuel 23,5t (d.o.)-3,0pd 11,5kn |
| **SIBSA**<br>**Chalna Port Authority**<br>Chittagong Bangladesh | *256*<br>*76*<br>91 | ✠Classed LR until 7/84 | **1983**-4 Detlef Hegemann Rolandwerft G.m.b.H. & Co. KG. —Berne (121)<br>31,40 9,38 3,322<br>28,00 9,16 3,92<br>1 dk<br>rf 246 | **TM Tug** | Deutz RSBA8M528<br>2 Oil 4SA each 8Cy. 220 × 280 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 80kW 1 × 25kW 400V 50Hz a.c.<br>Fuel 40,0t (d.o.) |
| **SIBYL W**<br>ex Imperial Quebec-87<br>**Coastal Shipping Ltd.**<br>Montreal, P.Q. Canada | **4 679**<br>2 797<br>6 566 | **✠100A1** CS 5/90<br>oil tanker<br>**✠LMC**<br>EL x 1$\frac{13}{16}$"SQ<br>FN 2587 | **1957**-12 Collingwood Shipyards—Collingwood, Ont. (161)<br>114,31 15,88 6,808<br>107,27 15,85 8,26<br>P 34,8 F 13,5 1 dk<br>rf nil | **M Tanker**<br>18 Ta ER<br>L.(oil) 8 118 HeCls. BC | Fairbanks, Morse<br>2 Oil 2SA each 8Cy. 206 × 508 with hydraulic couplings & sr geared to sc. shaft<br>2 560bhp (1 883kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>2 WTAuxB 200lbf/in² (13,8bar)<br>Gen 1 × 200kW 1 × 125kW 230V 60Hz a.c.<br>Bow jet pump<br>Fuel 249,0t (d.o.)-13,0pd 11,75kn |
| **SICILIA**<br>ex Anglia Express-90<br>**"Tirrenia" di Navigazione S.p.A.**<br>Napoli Italy | **6 779**<br>2 355<br>4 412 | ✠Classed LR until 31/3/89<br>RI | **1976**-11 Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1198)<br>147,61 (BB) 22,84 6,601<br>135,01 22,61 14,10<br>B 41,2 2 dks, 3rd dk aft<br>rf 610 | **M RoRo Cargo** 12bth P<br>Stern door & ramp & Quarter door/ramp (p)<br>Mchy.fwd<br>TEU 233 C. 233/20' incl. 20 ref C. | MAN 16V52/55A<br>Vee Oil 4SA 16Cy. 520 × 550 dr geared to sc. shaft<br>11 769kW (16 000bhp)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 64,5t (d.o.) 435,0t (hvf) 19,5kn |

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| **5306497**<br>*ZCRG*<br>706902<br>PfdRTm | **SICOM**<br>ex Nadir-86 ex Monica-84 ex Nialed-82<br>ex Modan-81 ex Saint Modan-79<br>**Anthony Edward Combie & Simon Samson Recail**<br>Castries St. Lucia | **488**<br>243<br>624 | ✠Classed LR until 7/12/88 | **1960**-10 Schpsw. Gebr. Coops N.V.—Hoogezand (223)<br>50,53 8,11 3,398<br>47,27 8,01 3,43<br>P 10,7 F 6,4 1 dk<br>RW rf nil | **M General Cargo**<br>2 Ho 13,1 14,7 ER<br>G.951 B.906<br>2 Ha (9,9 10,9 × 5,0) ER | English Electric<br>Oil 4SA 6Cy. 254 × 305 sr reverse<br>shaft<br>630bhp (463kW)<br>English Electric Co. Ltd.<br>Gen 2 × 30kW 1 × 15kW 220V d.c.<br>Fuel 54,0t (d.o.) |
| **7021144**<br>*TUN2141*<br>AN739<br>Df Esd | **SICRUS 1**<br>**Societe Ivoirienne de Crustaces (SICRUS)**<br>Abidjan Cote d'Ivoire | **131**<br>63<br>— | (BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (52/039)<br>25,20 6,81 2,302<br>21,72 6,71 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.148<br>1 Ha (1,1 × 1,6) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduc<br>to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co.<br>Fuel 48,5t (d.o.) |
| **7014830**<br>*TUN2142*<br>AN740<br>Esd Rt | **SICRUS 2**<br>ex Khobat I-72<br>**Societe Ivoirienne de Crustaces (SICRUS)**<br>Abidjan Cote d'Ivoire | **131**<br>63<br>— | (BV) | **1970** Ch. Normands Reunis—Courseulles-sur-Mer (14)<br>24,80 6,81 2,490<br>22,31 6,71 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.142<br>1 Ha (1,1 × 1,6) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr geared<br>380bhp (280kW)<br>Caterpillar Tractor Co.<br>Fuel 48,5t (d.o.) |
| **7022930**<br>*TUN2143*<br>AN741<br>Esd Rt | **SICRUS 3**<br>ex Khobat VIII-71<br>**Societe Ivoirienne de Crustaces (SICRUS)**<br>Abidjan Cote d'Ivoire | **131**<br>63<br>— | (BV) | **1970** Ch. Normands Reunis—Courseulles-sur-Mer (15)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.142<br>1 Ha (1,1 × 1,6) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co.<br>Fuel 48,5t (d.o.) |
| **7021156**<br>*TUN2145*<br>AN743<br>Df Esd Rt | **SICRUS 5**<br>ex Nagroor V-71<br>**Societe Ivoirienne de Crustaces (SICRUS)**<br>Abidjan Cote d'Ivoire | **131**<br>63<br>— | (BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (52/040)<br>25,20 6,81 2,302<br>21,72 6,71 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.148<br>1 Ha (1,1 × 1,6) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduc<br>to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co.<br>Fuel 48,5t (d.o.) |
| **7021168**<br>*TUN2146*<br>AN744<br>Df Esd | **SICRUS 6**<br>ex Nagroor VI-71<br>**Societe Ivoirienne de Crustaces (SICRUS)**<br>Abidjan Cote d'Ivoire | **131**<br>63<br>— | (BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (52/041)<br>25,20 6,81 2,302<br>21,72 6,71 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.148<br>1 Ha (1,1 × 1,6) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduc<br>to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co.<br>Fuel 48,5t (d.o.) |
| **7022992**<br>*TUN2147*<br>AN745<br>Df Esd | **SICRUS 7**<br>ex Nagroor VII-71<br>**Societe Ivoirienne de Crustaces (SICRUS)**<br>Abidjan Cote d'Ivoire | **131**<br>66<br>— | (BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (52/042)<br>25,20 6,81 2,302<br>21,72 6,71 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.148<br>1 Ha (1,1 × 1,6) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduc<br>to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co.<br>Fuel 48,5t (d.o.) |
| **8128054**<br><br>0885 | **SICULA PESCA**<br>**International Fishing Co. Ltd.**<br>Valletta Malta | **150**<br>—<br>— | | **1981** G. De Vincenzi—Trapani<br>29,49 6,63<br>22,59 6,61 3,20<br>1 dk | **M Fishing**<br>Stern Trawler | Blackstone<br>Oil 4SA 8Cy. 222 × 292 geared to sc<br>547bhp (402kW)<br>Mirrlees Blackstone (Stamford) Ltd. |
| **6719524**<br><br>8-635<br>Df Esd Rt | **SID TAJANI**<br>ex Tarzan-83<br>**Societe Pecatlan S.A.**<br>Agadir Morocco | **239**<br>84<br>364 | BV | **1967** Const. Nav. Santodomingo—Vigo (333)<br>32,01 7,14 3,271<br>27,51 7,12 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>In.155<br>1 Ha (1,4 × 1,1) | MWM<br>Oil 4SA 8Cy. 180 × 260 reduction gear<br>shaft<br>360kW (489bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 105kW 1 × 30kW 220/380V<br>Fuel 63,0t (d.o.) |
| **5377563**<br>*LEOV*<br>14322<br>Rdr Rt | **SIDDIS GIRL**<br>ex Sirafjord-89 ex Vegtind-86<br>**Egil Olsen A/S**<br>Haugesund Norway | **182**<br>59<br>— | (NV) | **1954** Stord Verft A/S—Stord (27)<br>31,91 6,91 2,693<br>28,35 6,89 3,46<br>1 dk<br>RW BK 102 | **M Ferry**<br>100dk P | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>240bhp (177kW)<br>A/S Wichmann<br>Fuel (d.o.) |
| **7404229**<br>*LAYD*<br>18685<br>Rdr Rt | **SIDDIS PILOT**<br>**ANS Stavanger Offshore**<br>O. H. Meling & Co.<br>Stavanger Norway | T.Mk<br>**496**<br>229<br>745 | NV | **1976** Nieuwe Noord Nederlandse Scheepswerven B.V.—Groningen (386)<br>58,27 12,02 4,122<br>51,34 5,90<br>F - 1 dk<br>rf 953 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.aft | Polar<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>A/B Bofors Nohab<br>Gen 2 × 170kW 1 × 56kW 440V<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7421837**<br>*LAJP*<br>18592<br>Df Esd Gc<br>Pfd Rdr Rt | **SIDDIS SAILOR**<br>**ANS Stavanger Offshore**<br>O. H. Meling & Co.<br>Stavanger Norway | *1 138*<br>*341*<br>893 | NV | **1975** Schps. "Hoogezand" J. Bodewes —Hoogezand (179)<br>62,87 12,02 4,118<br>54,34 11,99 6,00<br>F - 2 dks<br>rf 953 | **TM Tug/Supply Ship**<br>Stand-by Safety Deck Cargo Anchor-handling Fire-fighting<br>Mchy.aft<br>len 78 | Alpha<br>2 Vee Oil 4SA each 10Cy. 225 × 300<br>Alpha-Diesel A/S<br>Gen 2 × 170kW 1 × 56kW 440V<br>Thw. thrust propeller fwd |
| **7434846**<br><br><br>RTv | **SIDE**<br>**T.D.I. Liman Isletmesi**<br>Izmir Turkey | **100**<br>—<br>— | | **1979** Denizcilik Bankasi T.A.O., Alaybey Tersanesi —Izmir (29)<br>26,17 7,12 2,640<br>24,01 6,71 3,64<br>1 dk | **M Tug** | A.B.C.<br>Oil 4SA 6Cy. 242 × 320<br>Anglo-Belgian Co. |
| **8323458**<br>*ELFB5*<br>7852<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SIDELIA**<br>**Island Tanker No. 1 Shipping Inc.**<br>Shell Tankers B.V.<br>Monrovia Liberia<br>SatCom: 1240442/SIDE | *50 272*<br>*25 376*<br>79 999<br>T/cm<br>86,3 | AB | **1987** Kawasaki Heavy Ind. Ltd.—Sakaide (1381)<br>243,85 (BB) 13,120<br>234,02 40,01 19,11<br>1 dk<br>rf 102 Bow/CM 122 Diam. 0,450 MH 2,1 | **M Tanker**<br>COW IGS SBT<br>7 Ta ER<br>L.(oil) 100 694<br>4 Cargo pumps total 8 800T/hr | B&W<br>Oil 2SA 5Cy. 800 × 2592<br>14 000bhp (10 298kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 1 × 520kW a.c. 2 × 480kW a.c.<br>Fuel 348,0t (d.o.) 2 185,0t (hvf)-38,0 |
| **8100789**<br>*IBQA*<br>1537<br>Df Esd Gc<br>Pfd Rdr RTh | **SIDERACRUX**<br>**Sidermar di Navigazione S.p.A.**<br>Napoli Italy | **2 997**<br>859<br>7 988 | RI | **1983** Cantieri Navali Riuniti S.p.A.—Palermo (918)<br>100,01 17,63 6,801<br>95,03 17,61 9,02<br>2 dks | **M General Cargo**<br>2 Ho ER<br>B.5 498<br>2 Ha (stl) ER | GMT<br>Oil 4SA 6Cy. 420 × 500<br>3 500bhp (2 574kW)<br>Grandi Motori Trieste<br>Thw. thrust Contr. pitch propeller fwd |
| **8806929**<br>*EHWI*<br><br>Rdr Rt | **SIDERAL**<br>ex Polaris-89<br>**Francisco Gude Gonzalez**<br>Gijon Spain | **395**<br>118<br>271 | BV | **1988** Astilleros Armon—Navia (158)<br>37,00 3,650<br>31,50 8,11 4,20<br>1 dk | **M Fishing**<br>Side-fishing Long-line Ref<br>In.304 | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 with<br>flexible couplings & reverse reduct<br>sc. shaft<br>588kW (799bhp)<br>Caterpillar Inc. |
| **8100739**<br>*IBCH*<br>1533<br>Esd Gc Pfd<br>Rdr RTh | **SIDERALTAIR**<br>**Sidermar di Navigazione S.p.A.**<br>Napoli Italy | **2 997**<br>859<br>8 010 | RI | **1982** Italcantieri S.p.A.—Castellammare di Stabia (4387)<br>100,01 17,63 6,801<br>95,00 17,61 9,02<br>2 dks | **M General Cargo**<br>2 Ho ER<br>B.5 498<br>2 Ha (stl) ER | GMT<br>Oil 4SA 5Cy. 420 × 500 sr geared<br>3 500bhp (2 574kW)<br>Grandi Motori Trieste<br>Thw. thrust Contr. pitch propeller fwd |
| **8100777**<br>*IBNX*<br>1536<br>Esd Gc Pfd<br>Rdr RTh | **SIDERCASTOR**<br>**Sidermar di Navigazione S.p.A.**<br>Napoli Italy | **2 997**<br>859<br>7 988 | RI | **1982** Cantieri Navali Riuniti S.p.A.—Palermo (917)<br>100,13 17,63 6,801<br>95,05 17,61 9,02<br>1 dk | **M General Cargo**<br>Mchy.aft | GMT<br>Oil 4SA 5Cy. 420 × 500<br>3 500bhp (2 574kW)<br>Grandi Motori Trieste |

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| **SIDERGEMMA**<br>**Sidermar di Navigazione S.p.A.**<br>Napoli Italy | **1 577**<br>483<br>4 430 | RI | **1971** Cant. Nav. "Luigi Orlando"—Livorno (137)<br>89,67 14,05 5,665<br>85,02 14,03 8,51<br>2 dks | **TM General Cargo**<br>2 Ho 30,6 30,3 ER<br>G.3 514<br>2 Ha (stl) (25,3 24,6 × 8,0) ER | Ansaldo 326S<br>2 Oil 4SA each 6Cy. 320 × 420<br>1 950bhp (1 434kW)<br>C.R.D. Adriatico Trieste<br>Gen 2 × 100kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 123,0t (d.o.) 11,75kn |
| **SIDERPOLLUX**<br>**Sidermar di Navigazione S.p.A.**<br>Napoli Italy | **2 997**<br>859<br>8 010 | RI | **1982** Italcantieri S.p.A.—Castellammare di Stabia (4388)<br>100,13 17,63 6,801<br>95,03 17,61 9,02<br>2 dks | **M General Cargo**<br>2 Ho ER<br>B.5 498<br>2 Ha (stl) ER | GMT A420.5L<br>Oil 4SA 5Cy. 420 × 500 sr geared to sc. shaft<br>3 500bhp (2 574kW)<br>Grandi Motori Trieste Trieste<br>Thw. thrust Contr. pitch propeller fwd |
| **SIDERSIRIO**<br>**Sidermar di Navigazione S.p.A.**<br>Napoli Italy | **1 578**<br>472<br>4.304 | RI | **1971** Cant. Nav. "Luigi Orlando"—Livorno (134)<br>89,67 14,05 5,665<br>85,02 14,03 8,51<br>2 dks | **TM General Cargo**<br>2 Ho 30,6 30,3 ER<br>G.3 514<br>2 Ha (stl) (25,3 24,6 × 8,0) ER | 2 Oil 4SA each 6Cy. 320 × 420<br>1 950bhp (1 434kW)<br>C.R.D. Adriatico Trieste<br>Gen 2 × 100kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 123,0t (d.o.) 10kn |
| **SIDERSPICA**<br>**Sidermar di Navigazione S.p.A.**<br>Napoli Italy | **1 577**<br>483<br>4 319 | RI | **1972** Cant. Nav. "Luigi Orlando"—Livorno (136)<br>89,67 14,05 5,665<br>85,02 14,03 8,51<br>2 dks | **TM General Cargo**<br>2 Ho 30,6 30,3 ER<br>G.3 514<br>2 Ha (stl) (25,3 24,6 × 8,0) ER | 2 Oil 4SA each 6Cy. 320 × 420<br>2 010bhp (1 478kW)<br>C.R.D. Adriatico Trieste<br>Gen 2 × 100kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 123,0t (d.o.) 11,75kn |
| **SIDERVEGA**<br>**Sidermar di Navigazione S.p.A.**<br>Napoli Italy | **1 577**<br>473<br>4 302 | RI | **1970** Cant. Nav. "Luigi Orlando"—Livorno (133)<br>89,67 14,05 5,665<br>85,02 14,03 8,51<br>2 dks | **TM General Cargo**<br>2 Ho 30,6 30,3 ER<br>G.3 514<br>2 Ha (stl) (25,3 24,6 × 8,0) ER | 2 Oil 4SA each 6Cy. 320 × 420<br>1 950bhp (1 434kW)<br>C.R.D. Adriatico Trieste<br>Gen 2 × 100kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 123,0t (d.o.) 10kn |
| **SIDHARTA**<br>**P.T. Gal. Kap. Surya Karya Sakti**<br>Dumai Indonesia | **173**<br>28<br>— | ✠Classed LR until 15/1/82<br>KI | **1973**-9 Provincial Kaohsiung Junior Coll of Mar. Tech. Shyd.—Kaohsiung<br>29,49 8,18<br>26,01 8,04 3,61<br>1 dk<br>rf 152 | **TM Tug** | Alpha 405-26VO<br>2 Oil 2SA each 5Cy. 260 × 400<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 30,5kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>10kn |
| **SIDI ABOU EL ABBAS EL MOURSY**<br>**Alexandria Port Authority**<br>Alexandria Egypt | **378**<br>31<br>— | (AB) | **1976** Robin Shipyard (Pte.) Ltd.—Singapore (235)<br>4,141<br>36,02 9,01 4,53<br>1 dk<br>rf 508 | **TM Tug** | MAN<br>2 Oil 4SA each 6Cy. 250 × 300 reverse reduction geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 80kW<br>Fuel 249,0t (d.o.) 12kn |
| **SIDI ABOU EL HASSAN EL SHAZLI**<br>**Alexandria Port Authority**<br>Alexandria Egypt | **128**<br>1<br>57 | (AB) | **1976** Robin Shipyard (Pte.) Ltd.—Singapore (242)<br>29,11 7,45 2,848<br>26,85 7,42 3,38<br>1 dk<br>BK 152 | **TM Tug** | 2 Oil 4SA each 6Cy. 230 × 270 reverse reduction geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 24kW<br>Fuel 63,0t 12kn |
| **SIDI BANNOUR**<br>**Government of The Kingdom of Morocco (Ministere de L'Equipment & de La Promotion Nationale)**<br>Morocco | **162**<br>62<br>— | BV | **1984** Alblas Scheepswerf—Krimpen a/d Ijssel ((3145))<br>26,01 8,23 3,250<br>23,86 7,80 4,50<br>1 dk | **TM Tug** | Deutz<br>2 Vee Oil 4SA each 16Cy. 142 × 160 with clutches & sr reverse geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln |
| **SIDI BISHR**<br>Launched as Sidi Abdelrahman<br>**The Egyptian Navigation Co. (ENC)**<br>Alexandria Egypt<br>SatCom: 1622425/SUOR | **4 528**<br>2 675<br>6 772 | AB | **1979** Suez Canal Authority—Port Fuad (616)<br>117,96 18,50 7,562<br>108,74 16,01 9,50<br>P 11,3 B 17,7 F 10,7 2 dks<br>rf 102 | **M General Cargo**<br>Ref<br>Ice strengthened<br>4 Ho<br>G.9 174 B.8 353 In.283<br>4 Ha (stl) (21,0 21,0 10,5 10,5 × 6,4)<br>Der 1(50) 1(15) 2(10) 8(5) | Sulzer 6RND56<br>Oil 2SA 6Cy. 560 × 1000<br>5 000bhp (3 678kW)<br>Cie. de Const. Mec. Sulzer, CCM France<br>Gen 3 × 192kW<br>15kn |
| **SIDI DAOUI**<br>ex Pavlos B.-77<br>**Maroc Phosphor Ocean (MARPHOCEAN)**<br>Casablanca Morocco | **26 111**<br>19 536<br>50 999<br>T/cm<br>52,6 | BV<br>✠ | **1976**-2 Dok- en Werf Mij. Wilton-Fijenoord B.V.—Schiedam (807)<br>205,52 (BB) 29,93 12,331<br>194,62 29,88 17,10<br>1 dk | **M Bulk Carrier**<br>7 Ho 24,7 20,2 20,5 20,5 20,5 20,5 20,5 ER<br>G.56 944<br>7 Ha (stl) (each 13,7 × 14,8) ER | MAN K6SZ78/155<br>Oil 2SA 6Cy. 780 × 1550<br>13 800bhp (10 151kW)<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 244,5t (d.o.) 2 448,0t (hvf)-45,0pd 14kn |
| **SIDI GHOSIA**<br>ex Sidi-Bouzid-65<br>**Government of The Kingdom of Morocco (Ministere de L'Equipment & de La Promotion Nationale)**<br>Safi Morocco | **169**<br>17<br>231 | (BV) | **1963** Ch. & At. du Maroc—Casablanca<br>29,01 7,62 2,750<br>26,01 3,61<br>1 dk | **M Tug**<br>1 Ha (1,4 × 1,8) | MAN<br>Oil 4SA 7Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 70kW 2 × 40kW 220V d.c.<br>Fuel 46,5t (d.o.) 10,5kn |
| **SIDI ISMAIL**<br>**Government of The Kingdom of Morocco (Ministere de L'Equipment & de La Promotion Nationale)**<br>Morocco | **162**<br>62<br>— | BV | **1984** Alblas Scheepswerf—Krimpen a/d Ijssel ((3146))<br>26,01 8,23 3,250<br>23,86 7,80 4,50<br>1 dk | **TM Tug** | Deutz<br>2 Vee Oil 4SA each 16Cy. 142 × 160 with clutches & sr reverse geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln |
| **SIDI KRIER**<br>**The Egyptian Navigation Co. (ENC)**<br>Alexandria Egypt<br>SatCom: 1622422/SUCR | **4 548**<br>2 675<br>6 772 | AB | **1984** Suez Canal Authority—Port Fuad (168)<br>118,01 16,03 7,551<br>108,62 16,01 9,50<br>P 11,6 B 18,0 F 11,0 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER 2 Ho<br>G.9 175 B.8 354 In.283<br>4 Ha (stl) (21,0 21,0 × 6,4) ER (10,5 10,5 × 6,4)<br>Der 8(5) | Sulzer 6RD56<br>Oil 2SA 6Cy. 560 × 1000<br>5 000bhp (3 678kW)<br>Cie. de Const. Mec. Sulzer, CCM France<br>Gen 3 × 720kW a.c.<br>15kn |
| **SIDI MOUSSA**<br>ex Santa Lucia-51<br>Launched as Santa Rita<br>**Societe Cherifienne de Remorquage et d'Assistance**<br>Casablanca Morocco | **169**<br>64<br>— | (BV) | **1948** Cant. Nav. Solimano—Savona (8)<br>28,35 7,14 4,299<br>... ... ...<br>1 dk<br>R | **M Tug**<br>5 Ha (1,8 × 1,3) (3,9 × 2,5) (1,2 0,9 × 0,7) (0,4 × 0,4) | Deutz<br>Oil 4SA 8Cy. 220 × 280 NE 63<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 35kW 1 × 30kW 110V d.c.<br>Fuel 24,5t (d.o.) 12kn |
| **SIDI YAQUT EL ARSH**<br>**Alexandria Port Authority**<br>Alexandria Egypt | **128**<br>1<br>57 | (AB) | **1977** Robin Shipyard (Pte.) Ltd.—Singapore (243)<br>29,11 7,45 2,850<br>26,83 7,42 3,36<br>1 dk<br>BK 152 | **TM Tug** | MWM TBD440-6<br>2 Oil 4SA each 6Cy. 230 × 270 geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 24kW<br>12kn |
| **SIDNEY**<br>**Marceline Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1977** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,46<br>1 dk | **M Fishing** | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |

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| **7626190**<br>*WYL5445*<br>578098<br>Esd Gc Pfd<br>Rdr Rt | **SIDNEY FOSS**<br>**Foss Maritime Co.**<br>Seattle, Wa United States of America | **198**<br>134<br>— | AB | **1976** McDermott Shipyard—New Iberia, La (106)<br>38,41 4,166<br>34,65 10,37 4,88<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 25<br>reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive D<br>Gen 2 × 115kW |
| **7216268**<br>*WY9218*<br>505719 | **SIDNEY SOLAR**<br>ex Blue Water II ex Peggy G-82<br>**Solar's Marine Salvage & River Sand**<br>Morgan City, La United States of America | **293**<br>199<br>— | | **1966** Halter Marine Fabricators, Inc.—Moss Point, Ms (146)<br>*47,37* 11,64 3,048<br>47,20 11,59 3,66<br>1 dk | **TM Cable-layer** | 2 Oil<br>1 200bhp (883kW)<br>..............<br>Fuel (d.o.) |
| **5398464**<br>*ODAD*<br>B4070<br>Df Esd Rdr<br>RTm/h | **SIDON**<br>ex Apollonia III-80 ex Liesbeth-75<br>ex Zephyr-69<br>**Farouk Ali Laban**<br>Beirut Lebanon | **499**<br>288<br>681 | ✠Classed LR until 17/7/81 | **1957**-2 Schpsw. Bodewes Gruno—Foxhol (141)<br>51,52 8,41 3,417<br>47,00 8,31 3,48<br>P 12,2 RQD 17,7 F 7,4 1 dk<br>R rf nil | **M General Cargo**<br>1 Ho 31,3 ER<br>G.991 B.949<br>2 Ha (each 10,7 × 5,3) ER<br>2W Der 2(3) | Brons<br>Oil 4SA 6Cy. 290 × 450<br>395bhp (291kW)<br>Appingedammer Brons<br>Fuel 52,0t (d.o.) |
| **7115658**<br>*UHTX*<br>M-31491<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SIDOR KOVPAK**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | T.Mk<br>**5 928**<br>2 767<br>—<br>**9 173**<br>4 859<br>13 738 | RS | **1971** Kherson Shipyard—Kherson<br>152,81 20,65 7,481/9,370<br>140,01 20,58 12,04<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>G.19 170 B.17 420<br>5 Ha (stl) (9,8 × 8,9) (14,4 14,4 14,4 × 10,9) ER (9,8 × 9,5)<br>2W Cr 6(8) Der 1(60) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Fuel 272,5t (d.o.) 1 165,5t (hvf) |
| **7607144**<br>*PLXQ*<br>Esd Rdr Rt | **SIDUARSI**<br>**P.T. Pelayaran Nasional Indonesia (PELNI)**<br>Jakarta Indonesia | **977**<br>443<br>1 700 | KI (NV) | **1978** Kleven M/V A/S—Ulsteinvik (31)<br>71,51 12,93 4,401<br>65,41 12,70 7,12<br>F - 2 dks | **M General Cargo**<br>2 Ho ER<br>G.3 570<br>2 Ha (13,2 18,9 × 8,0) ER<br>Der 2(20) 1(5) | Kromhout<br>Oil 4SA 9Cy. 240 × 260<br>1 625bhp (1 195kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 96kW 220/380V 50Hz a.c. |
| **9001899**<br>*DCYE*<br>Df Esd Gc<br>Rdr Rt | **SIEBENNUS GERJETS**<br>**Gerjets Muschelzucht und Fischereigesellschaft m.b.H. & Co. KG**<br>Hooksiel Federal Republic of Germany | *161*<br>*48*<br>110 | GL (Class cont.) | **1990** Constructie & Scheepsbouw van Santen B.V. —Sliedrecht (278)<br>32,26 2,401<br>25,15 9,00<br>1 dk | **TM Fishing**<br>Shellfish | Penta<br>2 Oil geared to sc. shafts<br>A/B Volvo-Penta |
| **8003931**<br>*DKCH*<br>1896<br>Df Esd Gc<br>Rdr RTm/v | **SIEGFRIED LEHMANN**<br>**Reederei Hans Lehmann OHG**<br>Luebeck Federal Republic of Germany | **999**<br>682<br>2 570 | GL | **1980** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (869)<br>80,80 (BB) 13,44 5,041<br>75,65 13,42 5,19<br>F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,8 ER<br>G.4 233 B.4 219<br>TEU 154 C.Ho 84/20' C.Dk 70/20'<br>1 Ha (stl) (52,2 × 10,8) ER | MWM<br>Oil 4SA 8Cy. 320 × 480 reduction gear<br>shaft<br>1 287bhp (947kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Thw. thrust propeller fwd |
| **7600885**<br>*SQGA*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SIEMIATYCZE**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdansk Poland | T.Mk<br>**3 540**<br>1 679<br>5 190<br>**5 544**<br>2 930<br>6 390 | ✠Classed LR until 7/10/77<br>PR | **1976**-10 Stocznia Szczecinska im. A. Warskiego —Szczecin (B432/07)<br>123,70 (BB) 17,02 6,582/7,320<br>113,75 17,00 9,78<br>P 38,5 F 14,4 2 dks<br>rf 152 DK fwd | **M General Cargo**<br>Ref 8bth P<br>Ice strengthened<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>G.8 584 B.8 372 In.966<br>TEU 48<br>C.Ho 36/20' (40') C.Dk 12/20' (40')<br>6 Ha (stl) (7,0 × 6,0) (12,5 12,5 × 8,0) ER (3,0 × 3,8) (3,0p&s × 4,0)<br>6W Cr 3(5) Der 1(40) 6(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 154,5t (d.o.) 525,5t (hvf)-19,0pd |
| **6702131**<br>*EFSE*<br>8715<br>Df Esd Rt | **SIEMPRE QUINTANERO**<br>**Eliseo Ares Otero y otros**<br>La Coruna Spain | **299**<br>151<br>220 | (BV) | **1967** Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijon (R.70)<br>38,44 7,24 3,531<br>33,30 7,19 3,97<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>2 Ha (each 1,0 × 1,0) | Baudouin<br>2 Oil 4SA each 8Cy. 185 × 200 geare<br>800bhp (588kW)<br>Soc. des Moteurs Baudouin<br>Fuel (d.o.) |
| **6801365**<br>*EFMT*<br>73<br>Rt | **SIEMPRE SAGRADA**<br>**Pedro Figuereo Alonso**<br>Ondarroa Spain | **154**<br>46<br>202 | BV | **1967** S.L. Ardeag—Bilbao (39)<br>29,37 2,896<br>24,01 6,41 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Baudouin<br>Vee Oil 4SA 12Cy. 150 × 150 geared<br>450bhp (331kW)<br>Soc. des Moteurs Baudouin |
| **8600715**<br>5879<br>Df Esd Gc<br>Pfd Rdr Rt | **SIEMPRE SANTA ROSA**<br>**Frigorifico Mellino S.A.**<br>Mar del Plata Argentina | **110**<br>83<br>130 | (AB) | **1986** S.A.N.Y.M. S.A.—Buenos Aires (37)<br>25,51 2,890<br>22,92 6,51 3,31<br>1 dk<br>BK 76 | **M Fishing**<br>Side Trawler Ref<br>In.145 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 reverse<br>geared to sc. shaft<br>540bhp (397kW)<br>Caterpillar Inc.<br>Gen 2 × 60kW a.c. |
| **8706052**<br>*EDVL*<br>Rdr Rt | **SIEMPRE TERIN**<br>**Antonio Marinas Lanza**<br>Gijon Spain | **115**<br>53<br>105 | | **1987** Astilleros Armon—Navia (152)<br>27,31 3,001<br>22,51 6,51 3,51<br>1 dk | **M Fishing**<br>Ref<br>In.126 | Baudouin<br>Oil 4SA 6Cy. 160 × 190 with clutches,<br>couplings & reverse reduction gear<br>shaft<br>430bhp (316kW)<br>Soc. des Moteurs Baudouin |
| **8308123**<br>Df Esd Gc<br>Rdr RTv<br>SatCom | **SIENNA**<br>ex Dido-89 ex Stadido-88<br>**Sienna Maritime Inc.**<br>Neda Maritime Agency Co. Ltd.<br>Greece | *41 766*<br>*20 217*<br>77 769<br>T/cm<br>68,0 | **100A1**<br>oil tanker<br>**LMC** **UMS**<br>**IGS**<br>EL P† 660,0/78,0U3(a)<br>FN 11456<br>(NV) | **1986** Samsung Shipbuilding & Heavy Industries Co. Ltd.—Koje (1034)<br>228,50 (BB) 32,27 10,120<br>218,45 32,24 20,20<br>1 dk<br>rf nil Bow/CM 115 | **M Tanker**<br>Oil Chemical<br>COW IGS(LR) PL SBT<br>pt higher tensile steel DB DSS<br>Mchy.aft<br>12 Ta<br>L.87 112<br>12 Cargo pumps total 900T/hr | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>9 180kW (12 480bhp)<br>Hyundai SB. & Heavy Industries<br>AuxB (o.f.) 9,2kgf/cm$^2$ (9,1bar)<br>2 AuxB (1 o.f. 1 ex.g) 9,2kgf/cm$^2$<br>Gen 2 × 1200kW 2 × 850kW 450 |
| **8408959**<br>*PHLZ*<br>PI3653<br>Gc Rdr RTv | **SIER**<br>**Wagenborg Passagiersdiensten B.V.**<br>Wagenborg Shipping B.V.<br>Delfzijl Netherlands | *1 121*<br>*419*<br>299 | BV | **1985** Schpsw. Hoogezand B.V.—Hoogezand (227)<br>58,02 13,80 1,601<br>54,62 13,01 5,47<br>2 dks | **TM RoRo Cargo/Ferry**<br>Deck Cargo 1000dk P<br>Clear height 4,60<br>Cars 46 Trailers 12<br>Mchy.aft | MaK<br>2 Oil 4SA each 6Cy. 240 × 280 with<br>flexible couplings & sr reverse<br>shafts<br>1 630bhp (1 199kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 140kW 380V 50Hz a.c.<br>2 Bow jet pumps<br>Fuel 41,5t (d.o.) |
| **7725556**<br>*SQJN*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SIERADZ**<br>**Anglo-Polish Shipping Venture Ltd. (Polsko Brytyjskie Przedsiewziecie Zeglugowe, Spolka Akcyjna)**<br>Polish Steamship Co. (Polska Zegluga Morska)<br>Szczecin Poland | **2 997**<br>1 613<br>4 361 | ✠Classed LR until 12/12/80<br>PR | **1979**-5 Scotstoun Marine Ltd.—Scotstoun (238)<br>95,03 14,64 6,060<br>87,99 14,60 7,60<br>P 19,2 F 7,1 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 31,2 30,0 ER<br>G.5 798 B.5 655<br>2 Ha (stl) (each 23,7 × 8,9) ER<br>Cr 2(5-10) | Sulzer<br>Oil 4SA 6Cy. 400 × 480 sr geared<br>3 000bhp (2 207kW)<br>"Zgoda" Zaklady Urzadzen Techn<br>Gen 2 × 260kW 1 × 80kW 440V<br>Controllable pitch propeller<br>Fuel 24,0t (d.o.) 188,0t (hvf)-10,0pd |

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|---|---|---|---|---|---|
| **SIERRA**<br>**Government of The Republic of Cuba (Flota Atunera de Cuba)**<br>La Habana Cuba | **705**<br>378<br>659 | RCB (BV) | **1966** Ast. Celaya—Bilbao (79)<br>52,02 9,02 3,747<br>49,61 9,01 4,25<br>2 dks<br>RW | **M Fishing**<br>Side-fishing Ref<br>3 Ho ER<br>In.555<br>3 Ha (each 1,6 × 1,6) ER<br>Der 2(1) | MAN<br>Oil 4SA 9Cy. 300 × 450<br>1 300bhp (956kW)<br>Cia. Euskalduna S.A. Bilbao<br>Fuel 291,0t (d.o.) 12,75kn |
| **SIERRA ANCARES**<br>**Pesquera Carral S.A.**<br>La Coruna Spain | **248**<br>128<br>— | (BV) | **1971** Construcciones Navales P. Freire S.A.—Vigo (66)<br>36,94 7,29 3,450<br>32,09 7,24 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 320 × 450 sr geared to sc. shaft<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 95,0t (d.o.) 11,5kn |
| **SIERRA ARACENA**<br>ex Puerto Cadiz-86<br>**Maritima del Norte (Panama) S.A.**<br>Maritima del Norte S.A.<br>Panama Panama<br>SatCom: 1332661/ARAC | **1 377**<br>667<br>2 703 | **✠100A1** SS 8/87<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Q 44,0/38,0U2<br>FN 1869 | **1979**-1 Ast. del Cadagua W. E. Gonzalez S.A. —Bilbao (108)<br>92,74 (BB) 5,146<br>85,12 14,22 7,73<br>P 18,3 Ba 18,3 B 7,4 F 9,5 1 dk & S dk<br>rf nil | **M Refrigerated Cargo** OSD<br>4 Ho 15,3 12,8 12,8 12,8 ER 4 TwD<br>In.3 809<br>4 Ha (stl) (each 5,1 × 5,5)<br>Cr 3(3) | Deutz SBV8M358<br>Oil 4SA 8Cy. 400 × 580 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 360kW 380V 50Hz a.c.<br>Fuel 120,0t (d.o.) 320,0t (hvf)-9,5pd 12kn |
| **SIERRA ARALAR**<br>ex Faro Cadiz-86<br>**Maritima del Norte (Panama) S.A.**<br>Maritima del Norte S.A.<br>Panama Panama<br>SatCom: 1332126/ARAL | T.Mk<br>**1 377**<br>667<br>2 703 | **✠100A1** SS 4/91<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Q 440,0/38,0U2<br>FN 1850 | **1979**-6 Ast. del Cadagua W. E. Gonzalez S.A. —Bilbao (110)<br>92,77 (BB) 14,23 5,144<br>84,44 14,20 7,70<br>P 18,3 Ba 18,3 F 9,5 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M Refrigerated Cargo**<br>Mchy.aft<br>4 Ho 14,8 12,4 12,4 12,4 4 TwD<br>In.3 809<br>4 Ha (stl) (each 5,1 × 5,5)<br>Cr 3(3) | Deutz SBV8M358<br>Oil 4SA 8Cy. 400 × 580 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 360kW 380V 50Hz a.c.<br>Fuel 120,0t (d.o.) 320,0t (hvf)-9,5pd 12kn |
| **SIERRA CAZORLA**<br>**Maritima del Norte (Panama) S.A.**<br>Maritima del Norte S.A.<br>Panama Panama<br>SatCom: 1335314/SCLA | *2 618*<br>*1 009*<br>2 725 | **✠100A1** SS 8/88<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Q 440,0/38,0U2<br>FN 1846 | **1984**-10 Maritima del Musel S.A.—Gijon (249)<br>91,85 (BB) 14,25 5,071<br>84,26 14,20 7,70<br>P 19,6 F 11,3 2 dks<br>rf nil | **M Refrigerated Cargo** 3cbn<br>4 Ho 14,6 13,4 13,4 13,4 ER 4 TwD<br>In.3 942<br>4 Ha (stl) (each 4,9 × 5,4) ER<br>Cr 3(-) | MaK<br>Oil 4SA 8Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>2 400kW (3 263bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 1 × 520kW 2 × 360kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 78,0t (d.o.) 437,0t (hvf)-9,0pd 13kn |
| **SIERRA EXPRESS**<br>ex Cordillera Express-83<br>**Hapag-Lloyd A.G.**<br>Hamburg Federal Republic of Germany | *27 970*<br>*13 124*<br>23 020 | GL | **1977** Stocznia Gdanska im. Lenina—Gdansk (B463/02)<br>203,99 (BB) 30,99 10,002<br>193,53 30,82 15,60<br>F 20,5 1 dk | **M Container Ship**<br>Fixed-guides Ref<br>6 Cell. Ho 16,4 16,0 16,0 16,0 17,3 14,7 ER<br>In.1 380 HeCls. B<br>TEU 1202<br>C.Ho 516/20' 181/40' C.Dk 324/20' (40') incl. 366 ref C.<br>11 Ha (stl) ER<br>22 Wing Ha (stl) ER<br>Cr 1(40) | Sulzer 10RND90<br>Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW)<br>H. Cegielski Poznan<br>Gen 4 × 960kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 642,0t (d.o.) 3 190,5t (hvf)-100,5pd 21kn |
| **SIERRA GRANA**<br>**Maritima del Norte (Panama) S.A.**<br>Maritima del Norte S.A.<br>Panama Panama<br>SatCom: 1332141/GRNA | *2 754*<br>*951*<br>2 388 | **✠100A1** SS 1/91<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL P 440,0/36,0U2<br>FN 1950 | **1978**-8 Maritima del Musel S.A.—Gijon (196)<br>100,64 (BB) 13,64 4,922<br>93,15 13,61 7,32<br>F 7,4 2 dks<br>rf nil len 87 | **M Refrigerated Cargo**<br>4 Ho 13,4 12,2 7,3DTp&s 12,2 12,2 ER 4 TwD<br>In.3 370<br>4 Ha (each 4,8 × 5,0) ER<br>Cr 3(3) | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580<br>2 600bhp (1 912kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 224kW 380V 50Hz a.c.<br>Fuel 546,0t (d.o.)-10,5pd 13kn |
| **SIERRA GRANERA**<br>**Maritima del Norte (Panama) S.A.**<br>Maritima del Norte S.A.<br>Panama Panama<br>SatCom: 1332274/GRAN | *2 481*<br>*808*<br>2 196 | **✠100A1** SS 9/89<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL P 440,0/36,0U2<br>FN 1874 | **1978**-8 Maritima de Axpe S.A.—Bilbao (101)<br>97,97 (BB) 13,62 4,901<br>89,49 13,61 7,32<br>F 7,1 2 dks<br>rf nil len 87 | **M Refrigerated Cargo** 5bth P<br>4 Ho 12,5 11,4 11,4 11,4 ER 4 TwD<br>In.3 370<br>4 Ha (each 4,8 × 5,0) ER<br>Cr 3(3) | Deutz SBV8M358<br>Oil 4SA 8Cy. 400 × 580<br>2 600bhp (1 912kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 400kW 380V 50Hz a.c.<br>Fuel 546,0t (d.o.)-10,5pd 13kn |
| **SIERRA GREDOS**<br>**Maritima del Norte (Panama) S.A.**<br>Maritima del Norte S.A.<br>Panama Panama<br>SatCom: 1333331/GRED | *2 754*<br>*951*<br>3 062 | **100A1** SS 3/90<br>**LMC** **UMS**<br>EL P 440,0/36,0U2(a)<br>FN 1950<br>(BV) | **1979** Maritima del Musel S.A.—Gijon (201)<br>100,62 (BB) 13,62 4,922<br>93,15 13,60 7,32<br>B 16,8 F 7,1 2 dks<br>rf nil DK len 86 | **M Refrigerated Cargo** 5bth P<br>6 Ho ER<br>In.4 298<br>Cr 3(3) | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580<br>1 912kW (2 599bhp)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 224kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 546,0t (d.o.)-10,5pd 13kn |
| **SIERRA GUADALUPE**<br>**Maritima del Norte (Panama) S.A.**<br>Maritima del Norte S.A.<br>Panama Panama<br>SatCom: 1333332/GUPE | *2 481*<br>*808*<br>2 480 | **✠100A1** SS 1/90<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL P 440,0/36,0U2<br>FN 1874 | **1979**-2 Enrique Lorenzo y Cia. S.A.—Vigo (388)<br>97,62 (BB) 13,64 4,901<br>89,50 13,61 7,32<br>F 7,4 1 dk<br>rf nil DK in way of holds len 85 | **M Refrigerated Cargo** 5bth P<br>4 Ho 12,4 12,1 12,1 12,1 ER 4 TwD<br>In.3 370<br>4 Ha (stl) (each 4,8 × 5,0) ER<br>Cr 2(3) | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580<br>2 600bhp (1 912kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 224kW 380V 50Hz a.c.<br>Fuel 546,0t (d.o.)-10,5pd 13kn |
| **SIERRA GUADARRAMA**<br>**Maritima del Norte (Panama) S.A.**<br>Maritima del Norte S.A.<br>Panama Panama<br>SatCom: 1333333/GUMA | *2 477*<br>*865*<br>2 480 | **✠100A1** SS 11/89<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL P 440,0/36,0U2<br>FN 1644 | **1978**-10 Enrique Lorenzo y Cia. S.A.—Vigo (387)<br>86,64 (BB) 13,64 4,901<br>78,52 13,61 7,32<br>F 7,4 2 dks<br>rf nil DK in way of holds | **M Refrigerated Cargo** 5bth P<br>4 Ho 12,4 12,1 12,1 12,1 ER 4 TwD<br>In.3 370<br>4 Ha (each 4,8 × 5,0) ER<br>Cr 2(3) | Deutz SBV8M358<br>Oil 4SA 8Cy. 400 × 580<br>2 600bhp (1 912kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 224kW 380V 50Hz a.c.<br>Fuel 546,0t (d.o.)-10,5pd 13kn |
| **SIERRA LOPEZ**<br>**Boapesca S.A.**<br>Vigo Spain | **609**<br>218<br>457 | **✠100A1** SS 12/86<br>stern trawler<br>**✠LMC**<br>EL Z 1⅜"U1<br>FN 807 | **1968**-3 Hijos de J. Barreras S.A.—Vigo (1366)<br>53,85 10,55 5,093<br>46,00 10,41 7,12<br>2 dks<br>RW rf 584 Box K 406 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 550bhp (1 140kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 240kW 380V 50Hz a.c.<br>11,75kn |
| **SIERRA MADRE**<br>**Union Oil Co. of California**<br>West Coast Shipping Co.<br>Los Angeles-Long Beach, Ca United States of America<br>SatCom: 1500451/SIMA | **21 351**<br>15 276<br>40 631<br>T/cm<br>52,0 | AB | **1981** National Steel & SB. Co.—San Diego, Ca (417)<br>200,72 (BB) 30,54 10,743<br>192,03 30,48 15,09<br>F 15,6 1 dk<br>rf nil Bow/CM 95 Diam. 0,254 MH 1,5 | **S Tanker**<br>IGS SBT DB<br>16 Ta ER<br>L.(oil) 47 788 HeCls. ptB ptC<br>19 Cargo pumps total 18 700T/hr | 2 S Turb dr geared to sc. shaft<br>13 000shp (9 562kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1500kW 480V 60Hz a.c.<br>Fuel 1 703,0t (o.f.) 250,0t (d.o.)-53,0pd 15,5kn |
| **SIERRA MADRE**<br>ex Laurel No. 1-89<br>**RL Gemini S.A.**<br>Wealth Ocean Services Ltd.<br>Panama Panama | **2 564**<br>1 808<br>6 237 | NK | **1981** Kochi Jyuko K.K.—Kochi (2201)<br>96,67 6,916<br>89,50 17,40 7,35<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.11 160 B.10 348<br>2 Ha (stl) (15,3 30,7 × 8,9) ER<br>Der 1(20) 2(15) | Akasaka A37<br>Oil 4SA 6Cy. 370 × 720<br>1 912kW (2 599bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 150kW a.c.<br>12kn |
| **SIERRA MORENA**<br>**Garrido Pesqueras S.L.**<br>Santander Spain | **359**<br>167<br>— | ✠Classed LR until 27/10/82 | **1961**-9 Astilleros del Talleres—Santander (30)<br>40,82 7,70<br>37,98 7,60 4,32<br>F 7,1<br>RW rf 737 BK 178 | **M Fishing**<br>Side Trawler | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW) NE 75<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |

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| **6801547**<br>*EAEG*<br>8757<br>Df Esd Gc<br>Pfd Rdr Rt | **SIERRA PAZ**<br>**Boapesca S.A.**<br>Vigo Spain | **609**<br>218<br>457 | ✠**100A1** M 12/86-10mos<br>stern trawler<br>✠**LMC**<br>EL z $1\frac{3}{8}$″U1<br>FN 805 | **1968**-4 Hijos de J. Barreras S.A.—Vigo (1367)<br>53,85 10,55 5,093<br>46,00 10,41 7,09<br>2 dks<br>RW rf 584 BK 406 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 550bhp (1 140kW)<br>Hijos de J. Barreras<br>Gen 2 × 240kW 380V 50Hz a.c. |
| | | | **SURVEYS OVERDUE — CLASS SUSPENDED 10/6/91** | | | |
| **8218770** | **SIERRA 6**<br>**Sierra Fishing Co.**<br>Freetown Sierra Leone | **110**<br>—<br>— | | **1982** Bender SB. & Repair Co. Inc.—Mobile, Al (163)<br>... ... ...<br>23,78 6,71 3,51<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 geared t<br>415bhp (305kW)<br>Caterpillar Tractor Co. |
| **8218782** | **SIERRA 7**<br>**Sierra Fishing Co.**<br>Freetown Sierra Leone | **110**<br>—<br>— | | **1982** Bender SB. & Repair Co. Inc.—Mobile, Al (164)<br>... ... ...<br>23,78 6,71 3,51<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 geared t<br>415bhp (305kW)<br>Caterpillar Tractor Co. |
| **8218794** | **SIERRA 8**<br>**Sierra Fishing Co.**<br>Freetown Sierra Leone | **110**<br>—<br>— | | **1982** Bender SB. & Repair Co. Inc.—Mobile, Al (165)<br>... ... ...<br>23,78 6,71 3,51<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 geared t<br>415bhp (305kW)<br>Caterpillar Tractor Co. |
| **8218809** | **SIERRA 9**<br>**Sierra Fishing Co.**<br>Freetown Sierra Leone | **110**<br>—<br>— | | **1982** Bender SB. & Repair Co. Inc.—Mobile, Al (166)<br>... ... ...<br>23,78 6,71 3,51<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 geared t<br>415bhp (305kW)<br>Caterpillar Tractor Co. |
| **8218811** | **SIERRA 10**<br>**Sierra Fishing Co.**<br>Freetown Sierra Leone | **110**<br>—<br>— | | **1982** Bender SB. & Repair Co. Inc.—Mobile, Al (167)<br>... ... ...<br>23,78 6,71 3,51<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 165 geared t<br>415bhp (305kW)<br>Caterpillar Tractor Co. |
| **8218823** | **SIERRA 11**<br>**Sierra Fishing Co.**<br>Freetown Sierra Leone | **110**<br>—<br>— | | **1982** Bender SB. & Repair Co. Inc.—Mobile, Al (168)<br>... ... ...<br>23,78 6,71 3,51<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 165 geared t<br>415bhp (305kW)<br>Caterpillar Tractor Co. |
| **8218835** | **SIERRA 12**<br>**Sierra Fishing Co.**<br>Freetown Sierra Leone | **110**<br>—<br>— | | **1982** Bender SB. & Repair Co. Inc.—Mobile, Al (169)<br>... ... ...<br>23,78 6,71 3,51<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 165 geared t<br>415bhp (305kW)<br>Caterpillar Tractor Co. |
| **8416669**<br>Rdr Rt | **SIERRA 18**<br>**Sierra Fishing Co.**<br>Freetown Sierra Leone | **177**<br>53<br>107 | | **1985** Chungmu Shipyard Co. Ltd.—Chungmu (140)<br>29,39 7,17 2,518<br>24,01 7,00 3,31<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with clutc<br>flexible couplings & sr reverse geared t<br>shaft<br>685bhp (504kW)<br>Caterpillar Tractor Co. |
| **8416671**<br>Rdr Rt | **SIERRA 19**<br>**Sierra Fishing Co.**<br>Freetown Sierra Leone | **177**<br>53<br>107 | | **1985** Chungmu Shipyard Co. Ltd.—Chungmu (141)<br>29,39 7,17 2,493<br>24,01 7,00 3,31<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with clutc<br>flexible couplings & sr reverse geared t<br>shaft<br>685bhp (504kW)<br>Caterpillar Tractor Co. |
| **8416683**<br>Rdr Rt | **SIERRA 20**<br>**Sierra Fishing Co.**<br>Freetown Sierra Leone | *177*<br>*53*<br>107 | | **1985** Chungmu Shipyard Co. Ltd.—Chungmu (142)<br>29,39 7,17 2,518<br>24,01 7,00 3,31<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>In.133 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with clutc<br>flexible couplings & sr reverse geared t<br>shaft<br>685bhp (504kW)<br>Caterpillar Tractor Co. |
| **8416695**<br>Rdr Rt | **SIERRA 21**<br>**Sierra Fishing Co.**<br>Freetown Sierra Leone | *177*<br>*53*<br>107 | | **1985** Chungmu Shipyard Co. Ltd.—Chungmu (143)<br>29,39 7,17 2,518<br>24,01 7,00 3,31<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>In.133 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with clutc<br>flexible couplings & sr reverse geared t<br>shaft<br>685bhp (504kW)<br>Caterpillar Tractor Co. |
| **6700626**<br>1786<br>Df Esd Pfd<br>Rdr Rt | **SIETE DE JULIO**<br>ex Narrondo-72<br>**Boupamar S.A.**<br>Marin Spain | **373**<br>178<br>427 | | **1966** Ast. de Murueta S.A.—Guernica (78)<br>42,98 7,68 3,899<br>BV 38,00 7,60 4,37<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.393<br>3 Ha (each 1,0 × 1,0) ER | Krupps<br>Oil 4SA 8Cy. 295 × 420<br>875bhp (644kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel (d.o.) |
| **7944906**<br>*WQZ3502*<br>609358 | **SIETE LOBOS**<br>ex Isabelle Kirk<br>**El Lobito Inc.**<br>Brownsville, Tx United States of America | **114**<br>80<br>— | | **1979** .............Brownsville, Tx<br>*20,82* 6,10<br>3,46<br>1 dk | **M Fishing** | Oil<br>340bhp (250kW) |
| **7024603**<br>*EGBN*<br>2186<br>Esd Gc Pfd<br>Rt | **SIETEVILLAS**<br>**Juan Romo Arrieta**<br>San Sebastian Spain | **233**<br>74<br>— | | **1970** S.A. Balenciaga—Zumaya<br>*34,78* 6,51 3,277<br>(BV) 6,48 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.170<br>2 Ha (each 1,0 × 1,0) ER | Alpha<br>Oil 2SA 8Cy. 260 × 400 sr geared to sc.<br>800bhp (588kW)<br>Cons. Echevarria<br>Fuel 88,0t (d.o.) |
| **8615291**<br>*JXPQ*<br>20352<br>Rdr Rt | **SIFJORDVAERING**<br>**Arild Ludviksen**<br>Tromso Norway | **223**<br>89<br>— | | **1987** H. & E. Nordtveit A/S—Nordtveitgrend (77)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Mitsubishi<br>Oil geared to sc. shaft<br>Mitsubishi Heavy Industries Ltd. |
| **6605462**<br>*SVET*<br>7618<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SIFNOS**<br>ex Hondo-80<br>**Afromar Inc.**<br>Reefer and General Ship Management Co. Inc.<br>Piraeus Greece | T.Mk<br>**7 335**<br>3 782<br>10 465<br>**10 663**<br>5 772<br>13 107 | ✠**100A1** CS 1/88<br>DTsf & TwDa—veg. oil or latex<br>Ice Class 3<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL gt $2\frac{7}{16}$″SQ<br>FN 4995 | **1966**-5 Eriksbergs M/V A/B—Goteborg (597)<br>156,14 21,42 8,402/9,399<br>144,99 21,34 13,11<br>F 24,4 2 dks, 3rd dk clear of No. 2 hold<br>rf 279 | **M General Cargo**<br>Ref<br>5 Ho 26,5comb. 20,8 18,4 18,4 19,2 ER<br>G.19 356 B.16 949 In.1 372<br>12 Ha (stl) (5,1 5,1 5,1 5,1 × 3,8) (15,1 15,1 15,1 15,1 15,1 15,1 15,1 15,1 × 7,1) ER<br>4W Cr 6(8) 1(5) Der 1(65) 4(5-10) | B&W<br>Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Eriksbergs M/V A/B<br>AuxB 114lbf/in² (7,9bar)<br>Gen 2 × 340kW 2 × 280kW 440V<br>Fuel 1 879,5t (hvf)-46,5pd |
| | | | **LAID UP — SURVEYS & RMC SURVEYS OVERDUE 1/86** | | | |
| **5067376**<br>*SWSO*<br>8065<br>Esd Gc Pfd<br>Rdr RTm/h | **SIFNOS EXPRESS**<br>ex Sifnos-90 ex Atlas I-87<br>ex Cerdic Ferry-81<br>**Hellenic Coastal Lines C. Ventouris Sons Shipping Co.**<br>Ventouris Sea Lines<br>Piraeus Greece | **3 333**<br>1 832<br>1 007 | HR (BV)<br>✠Classed LR until 20/11/81 | **1961**-5 Ailsa SB. Co. Ltd.—Troon (508)<br>110,17 16,79 3,868<br>103,33 16,01 9,91<br>B 39,1 1 dk & S dk<br>RW rf 152 | **TM Passenger/RoRo Cargo/Ferry** OSD<br>35bth 25dk P<br>Stern door/ramp<br>1 TwD 97,5<br>TEU 25 C. 25/20'<br>1 Ha (stl) (10,9 × 4,2)<br>Cr 1(20) | Paxman<br>2 Vee Oil 4SA each 16Cy. 248 × 26<br>couplings & sr reverse geared to sc.<br>3 360bhp (2 471kW)<br>Davey, Paxman & Co. Ltd.<br>Gen 4 × 150kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 262,0t (d.o.) |

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| **SIGAL**<br>ex Emcol Clipper-88 ex Germanic-86<br>ex Joanna Borchard-84<br>ex Zim Melbourne-83 ex Germanic-80<br>**K/S Sira Transporter**<br>Brodrene Klovning Rederi<br>Haugesund Norway (NIS) | T.Mk<br>**3 650**<br>2 623<br>7 267 | GL | **1980** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (796)<br>126,27 18,01 6,505<br>115,53 8,69<br>P 18,0 F 11,9 2 dks | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>G.10 215 B.9 640<br>TEU 462 C. 462/20' | MaK 8M552AK<br>Oil 4SA 8Cy. 450 × 520 reduction geared to sc. shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>16,5kn |
| **SIGAWALE**<br>ex Lin Fa Shan-67<br>**Morehead Shipping Pty. Ltd.**<br>Atlas Barge Pty. Ltd.<br>Suva Fiji | **254**<br>112<br>— | ✠Classed LR until 1/71 | **1956**-8 Cheoy Lee Shipyards Ltd.—Hong Kong (643)<br>*39,32* 6,89 2,140<br>38,71 6,71 2,52<br>P 10,1 Trunk 20,5 F 4,6 1 dk<br>rf 152 len 58 | **M Tanker**<br>Storage Bunkering Vessel<br>8 Ta ER<br>L.(oil) 386 HeCls. C | Crossley<br>Oil 2SA 5Cy. 178 × 229 sr geared to sc. shaft<br>200bhp (147kW)<br>Crossley Bros. Ltd. Manchester<br>Fuel 15,0t 8,5kn |
| **SIGAY**<br>**Batangas Bay Carriers Inc.**<br>Manila Philippines | **197**<br>123<br>372 | | **1979** Sandoval Shipyards Inc.—Navotas<br>8,28<br>37,75 8,23 2,37<br>1 dk | **M Tanker** | Oil<br>450bhp (331kW) |
| **SIGGBAS**<br>ex West Plover-86<br>**K/S Remoy Standby A/S**<br>Remoy Shipping A/S<br>Aalesund Norway | *1 104*<br>*331*<br>889 | NV | **1974** Scheepswerf "Waterhuizen" N.V. J. Pattje<br>—Waterhuizen (301)<br>58,70 11,49 3,817<br>52,66 11,46 5,52<br>F 23,2 2 dks<br>rf 297 len 78 | **TM Supply Ship**<br>Deck Cargo 12P<br>Mchy.aft<br>3 Ta<br>L.104<br>1W Der 1(5) | De Industrie 6D7HD<br>2 Oil 4SA each 6Cy. 305 × 460<br>1 860bhp (1 368kW)<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Gen 2 × 170kW 1 × 56kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 357,5t (d.o.)-15,0pd 12kn |
| **SIGGEN II**<br>ex Siggen-85<br>**Partenreederei m.s. "Siggen II"**<br>Hamburg Antigua & Barbuda | **996**<br>666<br>2 206 | BV (GL) | **1977** Imamura Zosen—Kure (213)<br>78,97 12,43 4,771<br>73,00 12,41 7,22<br>P 13,2 F 58,0 2 dks | **M General Cargo**<br>1 Ho 52,8 ER<br>G.4 023 B.3 928<br>TEU 104 C. 104/20'<br>1 Ha (stl) (43,8 × 10,0) ER | Yanmar 6Z-ST<br>Oil 4SA 6Cy. 280 × 340<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>12kn |
| **SIGHVATUR**<br>ex Bjartur ex Vikurberg-81<br>ex Grimseyingur-76 ex Bjartur-72<br>**Visir H/f**<br>Grindavik Iceland | **232**<br>88<br>— | | **1965** VEB Elbewerft—Boizenburg<br>33,94 7,22<br>31,63 7,19 3,59<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Lister Blackstone Ltd. Stamford<br>Fuel (d.o.) |
| **SIGHVATUR BJARNSON**<br>ex Haforn-81 ex Petur Jonsson-80<br>ex Eldey-73<br>**Fiskimjolsverksmidjan I.V.M. H/f**<br>Vestmannaeyjar Iceland | **370**<br>179<br>— | NV | **1968** Stalvik h.f.—Gardabaer (8)<br>47,38 8,01 3,963<br>7,90 3,97<br>1 dk<br>rf 1092 BK 102 len 76 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho ER<br>2 Ha (each 2,5 × 1,6) ER<br>1W Der 1(3) | Alpha<br>Vee Oil 4SA 12Cy. 225 × 300<br>1 860bhp (1 368kW) NE 77<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 49kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>Fuel (d.o.) |
| **SIGIRI**<br>ex Bosisa-90 ex Osa Dragon-87<br>**Mahsan Shipping Co.**<br>Colombo Sri Lanka | **954**<br>443<br>1 190 | GL<br>✠Classed LR until 19/2/82 | **1972**-5 Vosper Thornycroft Uniteers (Pte.) Ltd.<br>—Singapore (B.912)<br>56,47 13,39 3,899<br>51,87 13,11 4,58<br>F 24,1 1 dk<br>rf 127 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Deutz SBA12M528<br>2 Vee Oil 4SA each 12Cy. 220 × 280 reverse reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 180kW 1 × 96kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>14,5kn |
| **SIGLAR**<br>**P/R Siglar**<br>Olav Nakken<br>Bergen Norway | *596*<br>*334*<br>883 | NV | **1967** Smedvik Mek. Verksted A/S—Tjorvag (12)<br>55,10 8,26 5,101<br>52,91 8,23 4,40<br>2 dks<br>RW rf 1097 BK 132 len 83 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>3 Ta 2 Ho ER<br>5 Ha (2,5 × 3,2) (2,9 × 1,9) (2,9 2,9 × 1,6) (2,9 × 3,2) ER<br>1W Der 1(3) | Wichmann<br>Oil 2SA 8Cy. 280 × 420<br>1 250bhp (919kW)<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 152kW 1 × 78kW 1 × 43kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **SIGLFIRDINGUR**<br>ex Fontur-79 ex Sudurnes-76<br>ex Varoy-74<br>**Siglfirdingur H/f**<br>Siglufjordur Iceland | T.Mk<br>**377**<br>161<br>— | NV | **1969** Storviks M/V A/S—Kristiansund N. (36)<br>53,17 9,25 3,995<br>47,30 9,22 6,51<br>2 dks | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>2 Ha (2,5 × 1,4) (2,6 × 2,2) ER<br>1W Der 1(2) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 132kW 1 × 116kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **SIGLUNES**<br>**Larus Gudmundsson**<br>Grundarfjordur Iceland | **101**<br>31<br>— | | **1970** Thorgeir & Ellert h/f—Akranes (22)<br>26,37 6,02<br>22,81 6,00 3,00<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **SIGLUVIK**<br>**Thormodur Rammi H/f**<br>Siglufjordur Iceland | **450**<br>148<br>379 | **✠100A1** SS 10/87<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>EL I $\frac{15}{16}$"U2<br>FN 627 | **1974**-3 Ast. de Huelva S.A.—Huelva (1)<br>47,55 (BB) 9,61 4,509<br>39,17 9,49 6,51<br>F 15,3 2 dks<br>rf 508 Box K conv Stern Trawler Fishing 87 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | MAN<br>Oil 4SA 8Cy. 300 × 450 sr geared to sc. shaft<br>1 700bhp (1 250kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 2 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **SIGMA**<br>ex Laguna-78<br>**Sigma Shipping Inc.**<br>Monrovia Liberia | **3 992**<br>2 493<br>6 225 | BV (AB) | **1970** Hashihama Zosen—Imabari (273)<br>110,70 16,46 6,655<br>101,91 16,41 8,11<br>P 22,3 F 10,4 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho each 35,2 ER<br>G.8 622 B.8 207<br>2 Ha (stl) (each 27,2 × 8,6) ER<br>4W Der 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 160kW 400V 60Hz a.c.<br>Fuel 80,0t (d.o.) 400,0t (hvf)-11,5pd 12,5kn |
| **SIGMA No. 2**<br>ex Evangeline-86 ex Anita No. 8-84<br>ex Kaisei Maru No. 65-84<br>ex Sea Bird No. 2-75<br>**Anita No. 8 Inc.**<br>Panama Panama | **437**<br>217<br>547 | | **1973** Miho Zosensho K.K.—Shimizu (868)<br>57,46 3,658<br>49,00 9,01 4,09<br>1 dk | **M Fishing**<br>Side-fishing<br>In.417 | Hanshin 6LUD35<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 264kW 445V 60Hz a.c.<br>Fuel (d.o.) 12kn |
| **SIGMUND JAHN**<br>ex Fliegerkosmonaut der DDR Sigmund Jahn-90<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | T.Mk<br>**5 970**<br>3 508<br>9 410<br>**9 231**<br>5 234<br>12 685 | DSRK GL | **1979** VEB Schiffswerft "Neptun"—Rostock (427)<br>149,99 (BB) 21,06 —/9,051<br>140,67 21,00 11,33<br>P 36,0 B & F 39,4 2 dks | **M General Cargo**<br>3 Ho 29,7 34,6 34,6 ER 3 TwD<br>G.18 432 B.17 000<br>TEU 436<br>C.Ho 232/20' (40') C.Dk 204/20' (40')<br>5 Ha (stl) (22,1 × 11,2) (25,9p&s 25,9p&s × 7,6) ER<br>Der 1(80) 5(22) | MAN K9Z60/105E<br>Oil 2SA 9Cy. 600 × 1050<br>6 624kW (9 005bhp)<br>VEB Maschinenbau Halberstadt Halberstadt<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel 223,5t (d.o.) 1 181,5t (hvf)-36,0pd , 16,6kn |
| **SIGNAKO**<br>ex Fairy-76 ex Mercantic-74<br>**P/R Signako**<br>Herstein Halvorsen<br>Haugesund Norway | *525*<br>*276*<br>620 | BV | **1964** H. C. Christensens Staalskibsv. af 1949<br>—Marstal (84)<br>48,01 9,15 3,334<br>43,21 9,10 3,46<br>1 dk | **M General Cargo** 2P<br>Ice strengthened<br>2 Ho ER<br>G.968 B.831<br>2 Ha (each 9,9 × 6,0) ER<br>2W | Alpha 405-24VO<br>Oil 2SA 5Cy. 240 × 400<br>221kW (300bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 30kW 220V d.c.<br>Fuel 61,0t (d.o.)-1,5pd 11kn |

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| **7000217**<br>*OUSM3*<br>D-23426<br>Df Esd Pfd<br>Rdr RTm/h/v | **SIGNE**<br>ex Svea Bay-90 ex Odin Bay-87<br>ex Janne Frem-82 ex Signe Junior-74<br>**Bent Emanuel Christiansen**<br>Chr. Jensen, Soeborg og Benthin's Eftf. A/S (CJ Shipping)<br>Saeby Denmark (DIS) | T.Mk<br>**299**<br>158<br>722 | | **1969** A/S Nordsoevaerftet—Ringkobing (49)<br>49,71 8,34 3,479<br>BV 44,43 8,30 5,49<br>B 8,6 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 30,5comb. ER<br>G.1 312 B.1 159<br>2W Der 2(2,5) | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>441kW (600bhp)<br>Alpha-Diesel A/S<br>Gen 2 × 35kW 1 × 25kW 380V 50<br>Controllable pitch propeller<br>Fuel 48,0t (d.o.)-2,0pd |
| **7637656**<br>*V2QE*<br>2530<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SIGRID**<br>ex Helge-89 ex Helgazee-85<br>ex Silvia-83<br>**Sigrid Shipping Co. Ltd.**<br>Oskar Wehr K.G. (G.m.b.H. & Co.)<br>St. John's Antigua & Barbuda | **1 599**<br>1 012<br>3 035 | | **1977** Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen (333)<br>GL 80,68 14,33 5,122<br>74,66 14,01 6,33<br>P 11,9 F 8,9 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 43,5 ER<br>G.3 171<br>1 Ha (stl) (43,5 × 11,2) ER | MWM<br>Oil 4SA 6Cy. 330 × 360 reduction ge shaft<br>2 205kW (2 998bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 250kW 1 × 153kW 440V<br>Controllable pitch propeller<br>Fuel 272,5t (d.o.)-9,0pd |
| **5327491**<br><br><br>Df Esd Rdr<br>RTm/v | **SIGRID**<br><br>**Sud Trasporti Marittimi di Vittorio Illiano e C.**<br>Italy | **346**<br>175<br>478 | | **1950** Ewald Berninghaus—Koeln-Deutz (711)<br>44,12 7,52 2,861<br>(GL) 43,54 3,26<br>P 9,2 F 4,9 1 dk<br>RW len 53 | **M General Cargo**<br>Ice strengthened<br>2 Ho each 11,5 ER<br>G.728 B.670<br>2 Ha (each 11,5 × 5,0) ER<br>Der 2(2) | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>250bhp (184kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **6729634**<br>*OVQR*<br>D1536<br>Esd Rdr Rt | **SIGRIDUR**<br><br>**Skaubosten A/S**<br>Skagen Denmark | **225**<br>117<br>330 | | **1967** Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V.—Monnickendam (116)<br>BV 36,40 7,22<br>33,94 7,19 3,00<br>1 dk | **M Dredger/Sand Carrier**<br>Suction<br>1 Ha (15,0 × 5,0) ER | Alpha<br>Oil 2SA 5Cy. 240 × 400<br>268kW (364bhp)<br>Alpha-Diesel A/S<br>Fuel (d.o.) |
| **7817062**<br>*TFZR*<br>1739<br>Esd Pfd Rdr<br>Rt | **SIGRUN**<br>ex Jarvsaar-86<br>**Theodor Nordquist og Svavar Petursson**<br>Isafjordur Iceland | **138**<br>47<br>61 | | **1979** Valmet Oy, Kotka Shipyard—Kotka (297)<br>26,90 7,24 3,101<br>24,01 7,21 6,08<br>F - 1 dk | **M Fishing**<br>Icebreaker Stern Trawler<br>Ice strengthened<br>Mchy.aft | Wartsila<br>Oil 4SA 6Cy. 240 × 310 reduction ge shaft<br>1 000bhp (736kW)<br>Oy Wartsila Ab<br>Controllable pitch propeller |
| **5327544**<br>*TFSZ*<br>0185<br>Df Esd Rdr<br>Rt | **SIGTHOR**<br>ex Sigurpall-77<br>Launched as Vidir<br>**Visir H/f**<br>Husavik Iceland | **169**<br>51<br>— | | **1963** A/B Marstrands M/V—Marstrand (46)<br>31,86 6,76 3,353<br>(NV) 29,47 6,71<br>1 dk<br>rf 1847 BK 203 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>2 Ha (1,4 1,9 × 1,4) ER<br>1W Der 1(2) | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>600bhp (441kW)<br>Lister Blackstone Ltd. |
| **7112034**<br>*C6IJ2*<br>715974<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SIGUITA**<br>ex Aguita-89 ex Sampaguita Hill-87<br>ex Shinzui Maru-85<br>**Eiger Shipping Co. Ltd.**<br>Tschudi & Eitzen A/S<br>Nassau Bahamas | *67 536*<br>*34 378*<br>115 775<br>T/cm<br>89,4 | | **1971** Mitsubishi Heavy Industries Ltd.—Hiroshima (222)<br>NK (NV) 260,87 (BB) 40,67 16,031<br>247,00 40,61 24,01<br>1 dk | **M Bulk Carrier**<br>9 Ho 20,8 21,5 20,8 20,8 20,8 23,1 20,8 23,1 20,8 ER<br>G.140 144 HeCls. B<br>9 Ha (stl) (14,4 × 14,4) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 17,6) ER | Sulzer<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 650kW 450V 60Hz a.c.<br>Fuel 525,0t (d.o.) 6 221,0t (hvf)-77,0pd |
| **8813063**<br>*P3PV3*<br>708975<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **SIGULDA**<br><br>**Sigulda Shipping Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Limassol Cyprus<br>SatCom: 1100444/SIGU | *11 822*<br>*3 546*<br>11 600 | | **1989** (Aft section) Jos. L. Meyer G.m.b.H. & Co. —Papenburg (621)<br>GL **1989**-10 (Fwd section) Husumer Schiffswerft,<br>158,00 8,212<br>148,80 21,30 13,90<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>Ice strengthened<br>Mchy.aft<br>3 Ta<br>L.(gas) 15 097 | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>4 300kW (5 846bhp)<br>H. Cegielski<br>Gen 2 × 1080kW 1 × 810kW 380V<br>Fuel 99,24t (d.o.) 711,97t (hvf) |
| **6500870**<br>*UYXV*<br>M-26912<br>Df Esd Gc<br>Rdr Rt | **SIGULDA**<br><br>**Zapryba**<br>(Riga) (U.S.S.R.) | **3 251**<br>1 630<br>4 375 | | **1962** VEB Schiffswerft "Neptun"—Rostock (246)<br>104,20 14,43 6,579<br>RS 95,71 14,38 7,90<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 16,7 21,3 ER 15,5 14,7<br>G.5 916 B.5 635<br>4 Ha (stl) (8,9 × 5,9) (10,9 × 7,0) ER (7,7 7,7 × 7,0)<br>8W Der 1(40) 1(15) 2(5) 6(3) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **8228361**<br>*UUPJ*<br>M-27725<br>Df Esd Gc<br>Rdr RTm/h/v | **SIGULDA**<br><br>**Baltmorport**<br>(Riga) (U.S.S.R.) | **745**<br>223<br>1 068 | | **1984** .............U.S.S.R.<br>56,19 11,21 3,701<br>RS 4,45<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil<br>............ |
| **7702669**<br>*TFMO*<br>1530<br>Df Esd Gc<br>Pfd Rdr Rt | **SIGURBJORG**<br><br>**Magnus Gamallelsson**<br>Olafsfjordur Iceland | **516**<br>182<br>445 | | **1979** Slippstodin h/f—Akureyri (60)<br>55,00 10,29 4,446<br>NV 48,27 10,28 6,91<br>2 dks<br>rf 965 Box K 254 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Wartsila<br>Vee Oil 4SA 12Cy. 250 × 300<br>2 690bhp (1 979kW) NE 86<br>Nohab Diesel A/B |
| **6705963**<br>*TFOO*<br>1019<br>Df Esd Rdr<br>Rt | **SIGURBORG**<br>ex Freyja-80 ex Sveinbjornsson-77<br>**Saehamar H/f**<br>Vestmannaeyjar Iceland | **219**<br>89<br>— | | **1966** A/S Hommelvik M/V—Hommelvik (108)<br>34,60 7,22 3,722<br>(NV) 30,43 7,19 5,69<br>1 dk<br>rf 902 BK 119 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>2 Ha (1,9 2,5 × 1,4) ER<br>1W Der 1(2,5) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Lister Blackstone Ltd.<br>Gen 2 × 50kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **5327635**<br>*TFMR*<br>0183<br>Df Esd Gc<br>Rdr | **SIGURDUR**<br><br>**Isfelag Vestmannaeyjar h.f.**<br>Reykjavik Iceland | **914**<br>766<br>336 | ✠**100A1** SS 11/89<br>trawler<br>Str. nav. ice<br>✠**LMC**<br>EL (n)gt 1⅜"SQ<br>FN 1044 | **1960**-9 A.G. "Weser" Werk Seebeck —Bremerhaven (869)<br>72,52 10,34 5,150<br>66,10 10,30 5,49<br>1 dk & S dk<br>rf 381 Box K 305 newdeck 77<br>conv Side Trawler Fishing 77 | **M Fishing** OSD<br>Side-fishing Seiner<br>Cr 2(5) | Nohab<br>Vee Oil 4SA 12Cy. 250 × 300 with fle coupling & sr geared to sc. shaft<br>2 400bhp (1 765kW) ✠ NE 3/78<br>A/B Bofors Nohab<br>db 100lbf/in² (6,9bar)<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (d.o.) |
| **5137250**<br>*TFQX*<br>0068<br>Df Esd Rdr<br>Rt | **SIGURDUR BJARNASON**<br>ex Kristinn-83 ex Stigandi-80<br>ex Berga-77 ex Asgeir Kristjan-70<br>ex Gudrun Thorkelsdottir-67<br>**B. Njalsson og B. Baldvinsson**<br>Gardur Iceland | **158**<br>65<br>— | | **1959** Skaalurens Skibsbyggeri A/S—Rosendal (196/10)<br>(NV) 30,97 6,43 3,271<br>29,27 6,41 3,41<br>1 dk<br>rf 1351 BK 102 len 65 | **M Fishing**<br>Side-fishing<br>1 Ho<br>1 Ha (1,9 × 1,5)<br>1W Der 1(2,5) | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>400bhp (294kW)<br>A/S Wichmann<br>Fuel (d.o.) |
| **5302257**<br>*TFVX*<br>0173<br>Df Esd Rdr<br>Rt | **SIGURDUR OLAFSSON**<br>ex Sigurdur Sveinsson-79<br>ex Sigurvon-78 ex Runolfur-71<br>**Sigurdur H/f**<br>Hornafjordur Iceland | **123**<br>50<br>— | | **1960** Lindstols Skips & Batbyg. A/S—Risor (255)<br>(NV) 26,90 6,15<br>6,10 3,26<br>1 dk<br>rf 749 BK 102 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,4 × 1,5) ER<br>1W Der 1(2,5) | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>300bhp (221kW)<br>A/S Wichmann<br>Gen 1 × 18kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **6620838**<br>*TFDH*<br>1016<br>Df Esd Rdr<br>Rt | **SIGURDUR PALMASON**<br>ex Fylkir-84 ex Palmi-84<br>ex Sigurbjorg-79<br>**Meleyri H/f**<br>Hvammstangi Iceland | **277**<br>132<br>— | | **1966** Slippstodin h/f—Akureyri (1)<br>39,17 7,73<br>36,20 7,70 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 320 × 480<br>950bhp (699kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel (d.o.) |

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| **SIGURDUR THORLEIFSSON**<br>ex Hrafn Sveinbjarnarson-90<br>**Thorbjorn H/f**<br>Grindavik Iceland | 214<br>86<br>— | | **1967** VEB Elbewerft—Boizenburg<br>34,90 7,22 2,699<br>29,60 7,19 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Lister Blackstone Ltd. Stamford<br>Fuel (d.o.) |
| **SIGURFARI**<br>ex Nordaldan-75<br>**P/f Joensen & Olsen**<br>Klakksvik Faeroes (Danish) | T.Mk<br>444<br>194<br>543 | NV | **1969** P/f Skala Skipasmidja—Skala (15)<br>45,98 8,51<br>39,43 8,49 6,79<br>2 dks<br>rf 1295 BK 102 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>3 Ha (1,6 2,9 2,9 × 1,5) ER<br>1W Der 1(3) | Jonkopings<br>Oil 4SA 8Cy. 260 × 400<br>960bhp (706kW)<br>A/B Jonkopings Motfb. Jonkoping<br>Gen 2 × 95kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 130,0t (d.o.) 12kn |
| **SIGURFARI**<br>ex Fridrik Sigurdsson-85 ex Andvari-81<br>ex Hronn-77 ex Freydis-73<br>ex Sigurborg-72<br>**Saedis H/f**<br>Olafsfjordur Iceland | 196<br>86<br>— | (BV) | **1965** Schpsw. "De Beer"—Zaandam (202)<br>34,22 7,27 3,229<br>32,14 7,22 5,77<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>1 Ho ER<br>In.180<br>2 Ha (1,8 × 1,3) (2,0 × 1,5) ER<br>Der 1(2,5) 1(1,5) | Kromhout<br>Oil 4SA 8Cy. 240 × 260<br>625bhp (460kW)<br>Kromhout Motorenfabriek Amsterdam<br>Fuel (d.o.) 12kn |
| **SIGURFARI**<br>ex Glomfjord-86<br>**Knorr H/f**<br>Vestmannaeyjar Iceland | 114<br>47<br>— | NV | **1984** Strandby Skibsvaerft I/S—Strandby (79)<br>23,12<br>20,02 6,81 3,36<br>2 dks<br>rf 381 BK 152 | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 68kW 1 × 14kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **SIGURVON**<br>ex Budafell-72 ex Sigurvon-70<br>**Fiskidjan Freyja H/f**<br>Sudureyri Iceland | 192<br>71<br>— | (NV) | **1964** Lindstols Skips & Batbyg. A/S—Risor (259)<br>35,06 7,07<br>30,99 7,01 3,66<br>1 dk<br>rf 1300 BK 89 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>2 Ha (1,4 2,5 × 1,4) ER<br>1W Der 1(2,5) | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>600bhp (441kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 25kW 1 × 5kW 220V d.c.<br>Fuel (d.o.) |
| **SIGYN**<br>**Swedish Nuclear Fuel & Waste Management AB**<br>Rederiaktiebolaget Gotland<br>Oskarshamn Sweden<br>SatCom: 1370422/SLGW | *4 166*<br>*1 249*<br>2 044 | ✠**100A1** SS 8/89<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL U 467,5/46,0U2<br>FN 2022<br>(BV) | **1982**-10 Soc. Nouvelle des At. & Ch. du Havre —Le Havre (260)<br>90,33 18,04 4,011<br>81,97 18,00 6,66<br>B & F 58,6 1 dk<br>rf nil | **TM RoRo Cargo/ Irradiated Nuclear Fuel Carrier**<br>pt higher tensile steel<br>Stern door/ramp<br>L 12,00 W 10,00 SWL 380<br>Lane Length 100 Cargo Width 9,00<br>Clear height 5,65<br>1 Ho ER<br>1 Ha (stl) ER<br>Cr 2(1) | Alpha 6SL28L-VO<br>2 Oil 4SA each 6Cy. 280 × 320 with clutches, flexible couplings & sr geared to sc. shafts<br>3 180bhp (2 339kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>AuxB (o.f.) 8,1kgf/cm² (8,0bar)<br>Gen 3 × 440kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>11kn |
| **SIHAM**<br>**Oasis Oil Co. of Libya Inc.**<br>Libya | 300<br>—<br>370 | ✠**100A1**<br>hopper barge<br>extended protected waters service<br>✠**LMC**<br>EL (D) 220,0/16,0U2<br>FN 424 | **1984**-9 Fleet International (U.K.) Ltd.—Chatham (W1084)<br>39,53 8,51 2,101<br>39,20 8,21 2,60<br>1 dk<br>rf nil | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Caterpillar 3406TA<br>Oil 4SA 6Cy. 137 × 165 with clutches, flexible couplings & sr geared to sc. shaft<br>362bhp (266kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 12kW 220V 50Hz a.c.<br>Directional propeller<br>Fuel 8,0t (d.o.) |
| **SIHAN**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | 662<br>—<br>387 | ✠CLASS WITHDRAWN 29/1/92 | **1975**-11 Towa Zosen K.K.—Shimonoseki (479)<br>45,70 11,03 4,612<br>41,23 11,00 5,41<br>F 26,0 1 dk<br>rf 610 | **M Tug** | Hanshin 6LU54<br>Oil 4SA 6Cy. 540 × 860<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 230kW 385V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>Fuel 225,5t (d.o.) |
| **SIKEOYNESS**<br>ex FS 180 ex FP 180<br>**Second Oceanic Corp.**<br>New York, NY United States of America | 507<br>345<br>— | (AB) | **1944** Higgins Industries Inc.—New Orleans, La (46)<br>*51,27* 9,81<br>50,68 9,76 4,35<br>F 8,0 1 dk<br>rf 152 | **TM General Cargo**<br>2 Ho ER<br>2 Ha ER | Cooper Bessemer<br>2 Oil 4SA each 6Cy. 330 × 406<br>800bhp (588kW)<br>Cooper-Bessemer Corp. U.S.A. |
| **SIKHOTE-ALIN**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | 633<br>224<br>289 | RS | **1968** .............U.S.S.R.<br>54,11 9,38 3,760<br>49,99 9,30 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **SIKOR I**<br>**Sampat Fisheries Ltd.**<br>Tema Ghana | 122<br>98<br>— | (AB) | **1974** Ast. IMESA—Salina Cruz (89)<br>... ...<br>20,50 6,10 3,43<br>1 dk | **M Fishing**<br>1 Ho 8,2<br>1 Ha | MWM<br>Oil 4SA 16Cy. 140 × 180 reverse reduction geared to sc. shaft<br>500bhp (368kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 2kW d.c.<br>Fuel 34,5t (d.o.) 8kn |
| **SIKOR II**<br>**Sampat Fisheries Ltd.**<br>Tema Ghana | 122<br>98<br>— | (AB) | **1974** Ast. IMESA—Salina Cruz (90)<br>—<br>20,50 6,10 3,43<br>1 dk | **M Fishing**<br>1 Ho 8,2<br>1 Ha | MWM<br>Oil 4SA 16Cy. 140 × 180 reverse reduction geared to sc. shaft<br>500bhp (368kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 2kW d.c.<br>Fuel 34,5t (d.o.) 8kn |
| **SIKOR III**<br>**Sampat Fisheries Ltd.**<br>Tema Ghana | 122<br>98<br>— | (AB) | **1974** Ast. IMESA—Salina Cruz (91)<br>... ...<br>20,50 6,10 3,43<br>1 dk | **M Fishing**<br>1 Ho 8,2<br>1 Ha | MWM<br>Oil 4SA 16Cy. 140 × 180 reverse reduction geared to sc. shaft<br>500bhp (368kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 2kW d.c.<br>8kn |
| **SIL**<br>**Boanova S.A.**<br>Pescanova S.A.<br>Vigo Spain | *2 156*<br>*647*<br>2 497 | BV | **1987** Const. Nav. Santodomingo—Vigo (470)<br>78,52 (BB) 14,33 5,071<br>70,01 14,01 6,02<br>B 9,5 F 35,1 2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.1 600 | Deutz<br>2 Oil 4SA each 8Cy. 240 × 280 with flexible couplings & sr geared to sc. shafts<br>3 850bhp (2 832kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 680kW 1 × 360kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 120,0t (d.o.) 650,0t (i.f.o.)-14,0pd 14kn |
| **SIL TIDE**<br>**Tidewater Marine Pacific Inc.**<br>Tidewater Marine Service Inc.<br>Port Vila Vanuatu | 100<br>67<br>— | AB | **1983** Service Machine & SB. Corp.—Amelia, La (147)<br>39,02 9,17 2,598<br>37,34 9,15 3,51<br>F 17,4 1 dk<br>rf 457 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Caterpillar D379SCAC<br>2 Vee Oil 4SA each 8Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 62kW<br>10kn |

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|---|---|---|---|---|---|---|---|
| **7340681**<br>*DUFK*<br>228013<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SILAGO EXPRESS**<br>ex Welsh Jay-86<br>ex Welsh Troubadour-80<br>**Maunlad Navigation Inc.**<br>Dalex Shipping Co. S.A.<br>Manila Philippines | **9 069**<br>6 170<br>15 179<br>T/cm<br>60,3 | ✠**100A1**<br>✠**LMC** | SS 5/88<br>EL Z 2⅛"U2<br>FN 4317 | **1974**-4 Austin & Pickersgill Ltd.—South Dock, Sunderland (442)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>3 TwD<br>G.21 425 B.19 649<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>Der 1(30) 10(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>G. Clark & N.E.M. Ltd.<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 122,5t (d.o.) 1 134,0t (hvf)-22,0pd |
| **8426042**<br>223904<br>Rt | **SILANGAN**<br>ex El Salvador<br>**Silangan Development Corp.**<br>Manila Philippines | **366**<br>198<br>— | | | **1977** Filipino Shipyard & Iron Works, Inc.—Pasig<br>11,00<br>43,36 10,99 3,46<br>1 dk | **M Landing Craft** | Oil<br>730bhp (537kW) |
| **6609793**<br>228115<br>Rt | **SILAW**<br>**Grand Asian Shipping Lines Inc.**<br>Manila Philippines | **118**<br>77<br>150 | | | **1966** Sandoval Shipyards Inc.—Consolacion<br>30,00 6,58 1,524<br>27,94 6,55 2,49<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>Mchy.aft<br>L.(gas) 99 | Caterpillar<br>Oil 4SA 6Cy. 114 × 140<br>205bhp (151kW)<br>Caterpillar Tractor Co. |
| **8325561**<br>*ELFE8*<br>7879<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SILBA**<br>**Scan Tank I Inc.**<br>Tankerska Plovidba<br>Monrovia Liberia<br>SatCom: 1242227/ELFE | *46 632*<br>*26 702*<br>82 424<br>T/cm<br>88,0 | BV | | **1986** R.O. Brodogradiliste "Uljanik"—Pula (356)<br>210,50 12,640<br>203,03 48,01 18,01<br>F 11,0 1 dk<br>Bow/CM 103 Diam. 0,030 MH 1,8 | **M Tanker**<br>COW IGS SBT Stern disch.<br>11 Ta ER<br>L.(oil) 101 633 HeCls. BC<br>3 Cargo pumps total 7 200T/hr | B&W<br>Oil 2SA 4Cy. 800 × 2592<br>11 500bhp (8 459kW)<br>R.O. Tvornica Elektricnih Stroj. i Ured. "Uljanik"<br>Gen 4 × 780kW 440V 60Hz a.c.<br>Fuel 2 936,0t (hvf)-40,5pd |
| **7635579**<br>*Y4OX*<br>Rt | **SILBERMOWE**<br>**Fischerei-Produktionsgenossenschaft Warnemunde**<br>Warnemuende Federal Republic of Germany | **117**<br>38<br>59 | DSRK | | **1977** Stocznia "Ustka"—Ustka (B403/02)<br>26,24 7,27 3,050<br>22,99 7,22 3,48 | **M Fishing**<br>Stern Trawler<br>In.98 | Sulzer<br>Oil geared to sc. shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech. |
| **5037527**<br>*HQPA7*<br>L-0332579<br>Df Esd Rdr<br>RTm/v | **SILENA**<br>ex Gertrud Mau-87 ex Gerda Freese-79<br>ex Basbeck-67<br>**Silena International Trade S. de R.L.**<br>RMS Lubeck Schiffahrtsgesellschaft m.b.H.<br>San Lorenzo Honduras | **398**<br>254<br>705 | GL | | **1956** Stader Schiffsw. G.m.b.H.—Stade (182)<br>51,52 8,87 3,520<br>46,00 8,82 3,89<br>P 10,4 F 6,4 1 dk | **M General Cargo**<br>1 Ho 28,5 ER<br>G.880 B.830<br>2 Ha (12,1 10,9 × 5,4) ER | MaK<br>Oil 4SA 8Cy. 290 × 420<br>382kW (519bhp)<br>Maschinenbau Kiel A.G.<br>Gen 1 × 5,5kW 24V d.c.<br>Fuel (d.o.) |
| **8845157**<br>0247<br>Df Esd Gc<br>Rdr RTv | **SILENE**<br>ex Kaspiy-92<br>**Port of Riga Authority**<br>Riga Latvia | **756**<br>328<br>1 192 | RS | | **1967** ............U.S.S.R.<br>52,60 11,00 4,160<br>5,52<br>1 dk<br>rf - | **M Oil Pollution Recovery**<br>Surface Clearance Vessel<br>Ice strengthened<br>L.888 | Russkiy<br>Oil 4SA 6Cy. 250 × 340<br>331kW (450bhp)<br>Russkiy-Diesel Works |
| **7112357**<br>*WYZ2883*<br>529872<br>Rt | **SILENT LADY**<br>ex Shaylen Nicholas-90<br>ex Flying Diamond I-86<br>**David R. Wilson**<br>Juneau, Ak United States of America | **199**<br>135<br>— | | | **1970** Zigler Shipyards Inc.—Jennings, La (212)<br>10,98 3,836<br>42,12 10,96 4,58<br>1 dk<br>conv Deck Cargo Supply Ship 86 | **M Fishing**<br>Side Trawler Ref | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7516773**<br>*SQKP*<br>Df Esd Gc<br>Rdr Rt | **SILESIA**<br>**Polish Baltic Shipping Co. (Polska Zegluga Baltycka)**<br>Kolobrzeg Poland | T.Mk<br>**7 414**<br>3 804<br>1 074<br>—<br>1 757<br>T/cm<br>50,5 | PR | | **1979** Stocznia Szczecinska im. A. Warskiego —Szczecin (B490/02)<br>127,64 (BB) 19,46 5,060/5,423<br>120,02 19,41 7,32<br>2 dks | **TM Passenger/RoRo Cargo/Ferry** 123cbn 460bth 523dk P<br>Bow ramp Stern ramp Ice strengthened<br>Cars 277 | Sulzer<br>4 Oil 4SA each 6Cy. 400 × 480 sr geared<br>shafts<br>16 800bhp (12 357kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 5 × 664kW 1 × 152kW 400V 50Hz<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel (hvf)-74,0pd |
| **8907541**<br>*ELMP2*<br>9201<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SILIQUA**<br>**Eternal Tankship Ltd.**<br>The Sanko Steamship Co. Ltd. (Sanko Kisen K.K.)<br>Monrovia Liberia | **54 962**<br>27 471<br>96 117 | NK | | **1991** Namura SB. Co. Ltd.—Imari (908)<br>241,78 13,624<br>232,00 42,00 20,40<br>1 dk | **M Tanker**<br>DSS<br>9 Ta ER<br>L.(oil) 112 579 | B&W<br>Oil 2SA 7Cy. 600 × 2292<br>10 151kW (13 800bhp)<br>Hitachi Zosen Sakurajima Wor |
| **8824115**<br>Rt | **SILISTEA 3**<br>**A.F.D.J. Galatz (Administratia Fluviala a Dunarii de Jos - Galatz)**<br>Galatz Romania | **746**<br>734<br>1 500 | RNR | | **1980** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin<br>60,25 - 3,400<br>59,75 11,30 4,00<br>1 dk | **TM General Cargo Barge** | Uzina '23 August'<br>2 Oil 4SA each 8Cy. 175 × 205<br>Uzina '23 August'<br>Gen 2 × 1,8kW 24V d.c. |
| **8824139**<br>Rt | **SILISTEA 7**<br>**A.F.D.J. Galatz (Administratia Fluviala a Dunarii de Jos - Galatz)**<br>Galatz Romania | **746**<br>734<br>1 500 | RNR | | **1981** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin<br>60,25 - 3,400<br>59,75 11,30 4,00<br>1 dk | **TM General Cargo Barge** | Uzina '23 August'<br>2 Oil 4SA each 8Cy. 175 × 205<br>Uzina '23 August'<br>Gen 2 × 1,8kW 24V d.c. |
| **6722284**<br>*HP5935*<br>20253-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv | **SILJA**<br>ex Grete Theresa-90<br>**K/S Silja**<br>Alba Shipping Ltd. A/S<br>Balboa Panama | **611**<br>411<br>1 240 | ✠**100A1**<br>oil tanker<br>Ice Class 3<br>✠**LMC** | SS 6/89<br>EL (J) $\frac{15}{16}$" ptU2<br>FN 925 | **1967**-8 Kroegerwerft G.m.b.H.—Rendsburg (1345)<br>72,85 9,83 3,703<br>66,99 9,66 4,14<br>P 22,6 F 16,2 1 dk<br>rf 51 len 81 | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 819 HeCls. B | MWM<br>Oil 4SA 8Cy. 230 × 270 reverse reduction<br>to sc. shaft<br>810bhp (596kW) NE 8/74<br>Motorenw. Mannheim A.G. (MWM)<br>AuxB (o.f.) 12kgf/cm$^2$ (11,8bar)<br>✠ NAuxB (o.f.) 1/81 10,5kgf/cm$^2$<br>Gen 2 × 40kW 1 × 27kW 380V 50Hz<br>Thw. thrust propeller fwd |
| **7346843**<br>*OYDD*<br>H555<br>Rdr Rt | **SILJA MARTINE**<br>**Henning B. Jensen**<br>Esbjerg Denmark | **170**<br>75<br>— | | | **1973** Aabenraa Maskinfabrik & Flydedok —Aabenraa (20)<br>37,39<br>28,00 7,00 3,00 | **M Fishing**<br>Mchy.aft | Callesen<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik<br>Fuel (d.o.) |
| **8715259**<br>*OJSC*<br>1792<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>CollRdr | **SILJA SERENADE**<br>**Effjohn Oy AB**<br>Oy Silja Line Ab<br>Helsinki/ Helsingfors Finland | *58 376*<br>*35 961*<br>4 648<br>T/cm<br>49,3 | ✠**100A1**<br>passenger/vehicle ferry<br>Ice Class 1AS<br>moveable decks<br>✠**LMC** | **UMS**<br>EL Q† 687,5/81,0U3<br>FN 9485 | **1990**-11 Masa—Yards Inc. Turku (1301)<br>203,03 (BB) 31,93 7,116<br>180,66 31,50 21,00<br>5 dks<br>rf nil | **TM Passenger/RoRo Cargo** 937cbn 2626bth P 30bth D<br>Bow door & ramp<br>L 4,90 W 6,00<br>Stern door/ramp<br>L 4,90 W 12,50<br>Lane Length 1775 Clear height 4,60<br>Cars 450 | Wartsila<br>4 Oil 4SA each 9Cy. 460 × 580 with<br>flexible couplings & sr geared to sc.<br>32 580kW (44 293bhp)<br>Wartsila diesel OY<br>e(ex.g) (ex.g) 11,2kgf/cm$^2$ (11,0bar)<br>7 e(ex.g) (ex.g) 11,2kgf/cm$^2$ (11,0bar)<br>2 AuxB (o.f.) 8,7kgf/cm$^2$ (8,6bar)<br>Gen 2 × 3280kW 2 × 2460kW<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Thw. thrust Contr. pitch propeller<br>Fuel 142,4t (d.o.) 1 501,62t (hvf)-80,0pd |

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| **SILJA SYMPHONY**<br>**Effjohn Oy AB**<br>Oy Silja Line Ab<br>Sweden | *58 377*<br>*35 961*<br>4 648 | **100A1**<br>Class contemplated | **1991** Kvaerner Masa Yards Inc.—Turku (1309)<br>203,03 7,101<br>180,02 31,51 9,33<br>FN 7353 | **TM Passenger/RoRo Cargo**<br>937cbn 2626bth P 30bth D<br>Lane Length 1775<br>Cars 470 Trailers 52 | Wartsila 9R46<br>4 Oil 4SA each 9Cy. 460 × 580 with clutches, flexible couplings & sr geared to sc. shafts<br>32 580kW (44 293bhp)<br>Wartsila diesel OY Turku/Abo<br>Gen 2 × 3280kW 2 × 2460kW 660V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Thw. thrust Contr. pitch propeller<br>Fuel 142,4t (d.o.) 1 501,62t (hvf)-80,0pd 21kn |
| **SILJAN**<br>ex Veavag ex Willem<br>ex Herzogin Ingeborg<br>**Arvid Martinsen**<br>Sortland<br>Norway | **261**<br>131<br>— | GL | **1911** Rickmers Reismuhlen Rhederei u. Schiffbau —Bremerhaven (162)<br>36,07 7,07 —<br>32,52 7,03 4,25<br>P -F - 1 dk<br>len 56<br>conv Sealer — | **M Stand-by Safety Vessel**<br>for offshore installations<br>2 Ho ER<br>2 Ha (2,5 × 2,7) (2,9 × 2,9) ER<br>1W Der 1(-) | Callesen 6-427-FOT<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW) NE 74<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Controllable pitch propeller 10kn |
| **SILKA**<br>**Fishing Farm "Sarkana Baka"**<br>Ventspils<br>Latvia | **658**<br>280<br>431 | RS | **1955** Stocznia Gdanska im. Lenina—Gdansk (B10/58)<br>59,24 9,05 4,331<br>53,85 9,01 4,91<br>1 dk | **S Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.347<br>2 Ha (1,5 3,0 × 1,5)<br>1W Der 1(1,5) | C 4Cy. (2) 330 & (2) 770 × 730<br>1 000ihp (736kW)<br>Sweden 12kn |
| **SILKE**<br>**m.s. "Silke" Harald Lunstedt Schiffahrts KG**<br>Assel<br>Federal Republic of Germany | *1 636*<br>*661*<br>1 910 | GL | **1986** Schiffsw. Hugo Peters—Wewelsfleth (621)<br>82,48 (BB) 3,782<br>76,82 11,31 5,41<br>P 12,5 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,4 ER<br>G.2 953 B.2 945<br>TEU 44 C. 44/20' (40')<br>1 Ha (stl) (49,8 × 9,0) ER | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280 with flexible couplings & sr geared to sc. shaft<br>815bhp (599kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 92kW a.c. 1 × 46kW a.c.<br>Thw. thrust propeller fwd 10,5kn |
| **SILKE**<br>ex Sylvia Epsilon-85<br>**Seaflower Transport & Trading Co. N.V.**<br>Sandfirden Rederij B.V.<br>Willemstad<br>Netherlands Antilles & Aruba | *1 599*<br>*1 102*<br>3 214 | ✠**100A1** SS 6/88<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL Q 440,0/38,0U2<br>FN 1536 | **1978**-3 B.V. Scheepswerf "Ferus Smit"—Foxhol (220)<br>81,72 14,08 5,501<br>74,50 14,00 6,61<br>P 14,7 F 10,4 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 24,9 25,9 ER<br>G.3 859 B.3 534<br>2 Ha (stl) (each 21,4 × 10,2) ER | Brons 12TD200<br>Vee Oil 2SA 12Cy. 220 × 380 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>Brons Industrie Group Alphen a/d Rijn<br>Gen 3 × 92kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 160,0t (d.o.)-5,5pd 11,25kn |
| **SILKE POLAX**<br>**Rederiet Nielsen og Bresling**<br>Faborg<br>Denmark (DIS) | T.Mk<br>**1 588**<br>1 135<br>2 035 | BV (GL) | **1975** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (762)<br>75,44 4,636<br>72,60 11,84 6,61<br>F 5,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 46,7 ER<br>G.3 315 B.3 230<br>TEU 91 C. 91/20'<br>1 Ha (stl) (44,9 × 9,3) ER | MaK 6M452AK<br>Oil 4SA 6Cy. 320 × 450<br>1 320bhp (971kW)<br>Atlas-MaK Maschinenbau Kiel 11,5kn |
| **SILKYWAY**<br>ex Day Cosmos-91<br>**Silkyway Maritime Inc.**<br>Gold Bridge Shipping Ltd.<br>Panama<br>Panama | *1 353*<br>*664*<br>2 187 | NK | **1984** K.K. Usuki Tekkosho—Usuki (1536)<br>75,95 5,073<br>69,96 12,01 6,02<br>P 15,2 F 7,0 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>Mchy.aft | Akasaka A28<br>Oil 4SA 6Cy. 280 × 550<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SILLERY**<br>ex Imperial Verdun-79<br>**Canada Steamship Lines Inc.**<br>Quebec, P.Q.<br>Canada | **734**<br>694<br>1 263 | ✠**A1** Lake SS 5/84<br>oil tanker<br>FP above 120°F<br>River St. Lawrence service to between Ile d' Orleans & Montreal<br>**LMC**<br>EL (j) 1$\frac{1}{16}$"SQ<br>FN 783 | **1963**-8 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (33)<br>53,65 11,31<br>51,29 10,98 4,27<br>1 dk<br>rf 305 | **TM Tanker**<br>3 Ta ER<br>L.(oil) 1 493 HeCls. C | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127 with flexible couplings<br>1 050bhp (772kW)<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 7,5kW 115V 60Hz a.c.<br>2 Directional propellers<br>Fuel 3,5t (d.o.) |
| | | **LAID UP — SURVEYS OVERDUE 5/89** | | | |
| **SILM III**<br>ex Tazzoli-87 ex Tora-86 ex Esco 11-82<br>ex Asiatic Hunter<br>**Research S.r.l.**<br>Napoli<br>Italy | **125**<br>42<br>— | RI (AB) (GL) | **1974** Sea Services (Pte.) Ltd.—Singapore (Y42)<br>25,30 7,24 2,699<br>23,50 7,21 3,38<br>1 dk | **TM Tug** | Caterpillar<br>2 Oil 4SA each 6Cy. 140 × 165<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 42,5t (d.o.) 10kn |
| **SILNI**<br>ex B-42-69<br>**"Brodospas" Poduzece za Offshore, Teglenje i Spasavanje**<br>Split<br>Croatia | **226**<br>—<br>165 | JR<br>LR class withdrawn- Owners' request 21/2/91 | Cmpl.**1956** Brodogradiliste "Zadar"—Zadar<br>32,80 8,41 3,696<br>30,36 7,90 4,14<br>1 dk<br>RW rf nil BK 191 rebuilt 69 | **M Tug** | Alpha<br>Oil 2SA 8Cy. 290 × 490<br>E made65 fitted69<br>Titovi Zavodi "Litostroj" Ljubljana<br>Gen 3 × 48kW 400V 50Hz a.c.<br>Controllable pitch propeller 11kn |
| **SILOPI**<br>**Boru Hatlari Ile Petrol Tasima Anonim Sirketi (BOTAS) (Botas Petroleum Pipeline Corp.)**<br>Iskenderun<br>Turkey | **353**<br>98<br>— | ✠Classed LR until 20/10/89 | **1988**-6 Sedef Gemi Endustrisi A.S.—Gebze (58)<br>32,42 2,890<br>31,02 9,31 3,89<br>1 dk<br>rf 305 | **TM Tug**<br>Tractor | Deutz SBV6M628<br>2 Oil 4SA each 6Cy. 240 × 280 with flexible couplings & dr geared to sc. shafts<br>Kloeckner Humboldt Deutz West Germany<br>Gen 2 × 104kW 400V 50Hz a.c.<br>2 Directional propellers<br>Fuel 55,0t (d.o.)-12,0pd 12kn |
| **SILS**<br>ex Los Andes-79<br>**Oceana Shipping A.G.**<br>Suisse-Atlantique Societe de Navigation Maritime S.A.<br>Basle<br>Switzerland | **17 874**<br>10 746<br>28 306<br>T/cm<br>39,5 | ✠**100A1** CS 10/86<br>strengthened for heavy cargoes Nos. 2 & 5 holds may be empty<br>✠**LMC** **UMS**<br>EL Gt 2$\frac{3}{8}$"U3<br>FN 6621 | **1976**-10 Mitsui Eng. & SB. Co. Ltd.—Tamano (1061)<br>179,71 (BB) 25,07 9,767<br>171,02 25,01 13,70<br>P 30,5 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho 19,5 21,6 21,8 21,8 21,8 21,8 ER<br>G.37 328<br>6 Ha (stl) (10,5 12,1 12,1 12,1 12,1 12,1 × 11,2) ER<br>Cr 6(15) | B&W 7K67GF<br>Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 14kgf/cm² (13,8bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 176,0t (d.o.) 1 753,5t (hvf) 15kn |
| **SILUET**<br>**Dalryba**<br>(Vladivostok)<br>(U.S.S.R.) | **1 722**<br>571<br>1 660 | RS | **1969** .............Kerch<br>83,57 12,04 4,649<br>74,00 11,97 5,34<br>1 dk | **M Tanker**<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 2 034 HeCls. BC<br>2W Der 2(0,5) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Fuel 126,0t (d.o.)-7,5pd 13,75kn |
| **SILUMBA**<br>**P.T. (Persero) Pann Multi Finance**<br>Jakarta<br>Indonesia | **1 103**<br>641<br>1 650 | KI (NV) | **1978** Aukra Bruk A/S—Aukra (63)<br>71,91 4,301<br>65,41 12,70 7,12<br>F - 2 dks | **M Passenger/General Cargo**<br>2 Ho ER<br>G.3 570<br>2 Ha (13,2 18,9 × 8,0) ER<br>Der 2(20) 2(5) | Kromhout 9FDHD240<br>Oil 4SA 9Cy. 240 × 260<br>1 600bhp (1 177kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 3 × 96kW 1 × 48kW 220/380V 50Hz a.c. 12kn |
| **SILVA**<br>**Hellstroms Fisk, B Hellstrom & Co.**<br>Kaskinen/Kasko<br>Finland | *329*<br>*109*<br>— | | **1990** Stocznia "Ustka"—Ustka (A219/1)<br>3,401<br>31,68 8,51 4,02 | **M Fishing**<br>Stern Trawler | Wartsila 6R22<br>Oil 4SA 6Cy. 220 × 240<br>Oy Wartsila Ab Finland<br>Controllable pitch propeller |

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| **5327996**<br>*SFPU*<br>Df Esd Rt | **SILVA**<br>**H/B Silva Fraktservice**<br>Ockero Sweden | **199**<br>117<br>297 | (BV) | **1939** Karlstads Varv A/B—Karlstad (113)<br>33,13 7,35 3,302<br>7,32 3,36<br>1 dk<br>R BK 165 | **M General Cargo**<br>1 Ho ER<br>G.453<br>1 Ha (14,8 × 5,1) ER<br>2W Der 2(1,5) | Penta<br>Oil 4SA 6Cy. 130 × 150<br>290bhp (213kW) E made78 fitted—<br>A/B Volvo-Penta<br>Controllable pitch propeller |
| **5328005**<br>*LDOK*<br>8544<br>Rdr Rt | **SILVA**<br>ex Corona III ex Klem II ex Silva<br>**Jacob Kr. Hansen**<br>Aalesund Norway | **165**<br>76<br>183 | ✠Classed LR until 5/38 | **1910**-3 Hawthorns & Co. Ltd.—Leith (123)<br>36,89 5,82 3,620<br>5,80 3,66<br>1 dk<br>R BK 191 len 51<br>conv Whaler 51 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>3 Ha (3,3 3,6 × 1,9) (0,9 × 0,9) ER<br>1W Der 1(4) | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>325bhp (239kW) NE 66<br>Caterpillar Tractor Co.<br>Fuel 25,5t (d.o.)-1,5pd |
| **8800327**<br>*HBFB*<br>131<br>AMVER | **SILVAPLANA**<br>**Oceana Shipping A.G.**<br>Suisse-Atlantique Societe de Navigation Maritime S.A.<br>Basle Switzerland | *37 519*<br>*22 604*<br>68 789<br>T/cm<br>67,0 | NV | **1990** Hyundai Heavy Industries Co. Ltd.—Ulsan (630)<br>225,00 (BB) 32,24 13,201<br>215,63 32,20 18,32<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 24,6 23,0 23,0 23,0 23,0 23,0 24,0 ER<br>G.80 428 B.76 407<br>7 Ha (stl) (14,4 × 12,0) (14,4 14,4 14,4 14,4 14,4 14,4 × 15,0) ER | B&W<br>Oil 2SA 6Cy. 600 × 2292<br>8 994kW (12 227bhp)<br>Hyundai Engine & Machinery Co. Ltd.<br>Gen 3 × 550kW 1 × 104kW 440V a.c.<br>Fuel 200,0t (d.o.) 2 900,0t (hvf)-32,2pd |
| **7900508**<br>*3EGV9*<br>21259-PEXT<br>Df Gc Pfd<br>Rdr Rt | **SILVAR MAC**<br>ex Showa Maru No. 25-92<br>**Daito (Panama) S.A.**<br>Panama Panama | **344**<br>174<br>434 | NK | **1979** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1298)<br>3,301<br>46,51 8,81 3,71<br>1 dk | **M Fishing**<br>Side-fishing Tuna<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8134637**<br>*LLTJ*<br>19813<br>Esd Pfd Rdr Rt | **SILVER**<br>**Aar Stein Skjelde**<br>Haugesund Norway | *291*<br>*130*<br>160 | | **1982** Rabben Mek. Verksted—Bekkjarvik<br>32,05 3,725<br>- 20,71 7,19<br>1 dk<br>len 89 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Grenaa<br>Oil 4SA 6Cy. 240 × 300<br>600bhp (441kW)<br>Grenaa Motorfabrik, A/S |
| **5328081**<br>184228 | **SILVER**<br>**Joseph Yambode & Co. Ltd.**<br>Lagos Nigeria | **120**<br>82<br>224 | | **1952** Wm. Weatherhead & Sons Ltd.—Berwick (636)<br>*25,91* 6,13<br>... ... ...<br>1 dk | **M General Cargo Barge**<br>1 Ho 17,0 ER<br>1 Ha (14,4 × 4,1) ER | Foden<br>Oil<br>100bhp (74kW) E made54 fitted74<br>Fodens Ltd. |
| **8827466**<br>*ELNK3*<br>9370<br>Df Esd Gc<br>Pfd Rdr Rt | **SILVER AN**<br>ex Ding Hu Shan-90<br>**Silver An Navigation Inc.**<br>Monrovia Liberia | *24 008*<br>*12 362*<br>35 000 | ZC | **1985** Dalian Shipyard—Dalian/Dairen<br>195,00 11,000<br>185,00 28,40 15,80<br>P 28,8 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>G.47 417<br>6 Ha (stl) (15,4 15,8 16,0 16,0 16,0 16,0 × 14,8) ER | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>8 165kW (11 100bhp)<br>Dalian Marine Diesel Engine Works<br>Gen 2 × 550kW 1 × 390kW 400V a.c. |
| **5223499**<br>*OUIO*<br>H620<br>Df Esd Pfd<br>Rdr Rt | **SILVER BANK**<br>ex Marian Ellen-74<br>**Bjarne Hansen P/R**<br>Thyboron Denmark | **285**<br>129<br>— | | **1961** Schps. & Mfbk. A. de Jong N.V.—Vlaardingen (110)<br>43,90 7,40<br>38,69 7,31 3,97<br>RW | **M Fishing**<br>Side Trawler | Bolnes<br>Vee Oil 2SA 16Cy. 390 × 350<br>960bhp (706kW)<br>"Bolnes" Motorenfabriek N.V. |
| **8033974**<br>615699 | **SILVER BAY**<br>ex Quest-Heron-90<br>ex Clearwater-Heron-89<br>ex Donna Denise<br>**Mechanics Services Inc.**<br>Seattle, Wa United States of America | **185**<br>129<br>— | | **1979** ............Slidell, La.<br>*28,05* 8,87<br>3,76<br>1 dk | **M Fishing** | Oil<br>900bhp (662kW) |
| **7308853**<br>*WB3014*<br>251041 | **SILVER BAY**<br>**Meco Fishing Corp.**<br>New Bedford, Ma United States of America | **163**<br>63<br>— | | **1946** Sturgeon Bay SB. & D.D. Co.—Sturgeon Bay, Wi<br>*26,89* 6,89<br>3,36<br>1 dk | **M Fishing** | Oil<br>562bhp (413kW)<br>............<br>Fuel (d.o.) |
| **6609896**<br>*HO5274*<br>11968-82<br>Df Esd Pfd<br>Rdr RTh | **SILVER BEACH**<br>ex Helgard-81 ex Heli-79<br>ex Westervik-79 ex Selstein-75<br>ex Sine Bres-74 ex Cowes-74<br>ex Sine Bres-72<br>**Panmarine Inc.**<br>Panama Panama | T.Mk<br>**298**<br>171<br>832 | BV (NV) | **1966** Batservice Verft A/S—Mandal (526)<br>55,00 9,33 3,506<br>50,02 9,30 3,56<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 35,9 ER<br>G.1 566 B.1 344<br>2 Ha (stl) (each 13,3 × 6,0) ER<br>4W Der 2(5) | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>510bhp (375kW)<br>Alpha-Diesel A/S<br>Gen 2 × 18,5kW 1 × 9kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 37,5t (d.o.)-2,5pd |
| **7308865**<br>*WB6366*<br>254840<br>Gc | **SILVER BEACH**<br>ex Leo Huff II ex Ruby W ex YMS 405<br>**Standard Products Co. Inc.**<br>Reedville, Va United States of America | **258**<br>117<br>— | | **1943** Henry C. Grebe & Co. Inc.—Chicago, Illinois<br>... ... ...<br>41,46 7,62 3,66<br>1 dk<br>conv Fishing — | **Wood TM** | 2 Vee Oil 2SA 8Cy.<br>1 000bhp (736kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| **8716033**<br>*ELJI7*<br>8534<br>Df Esd Gc<br>Pfd Rdr RTv | **SILVER BELL**<br>**Sun Liberty Shipping Corp.**<br>Korea Line Corp.<br>Monrovia Liberia<br>SatCom: 1242175/KLSB | *110 350*<br>*64 050*<br>207 672 | KR NK | **1989** Samsung Shipbuilding & Heavy Industries Co. Ltd.—Koje (1065)<br>311,92 18,020<br>300,00 50,00 25,70<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.238 784<br>9 Ha (stl) (15,8 × 17,0) (15,8 15,8 15,8 15,8 15,8 15,8 15,8 15,8 × 23,0) ER | B&W<br>Oil 2SA 6Cy. 800 × 2592<br>12 122kW (16 480bhp)<br>Korea Heavy Industries & Construction Co. Ltd.<br>Gen 5 × 530kW a.c. |
| **7222906**<br>360730 | **SILVER BENITO**<br>ex Father Thames-79<br>**Matthews & Son Ltd.**<br>London United Kingdom | **457**<br>357<br>62 | ✠Classed LR until 23/11/79 | **1973**-7 Southern Shipbuilders (London) Ltd.—Faversham (003)<br>47,27 7,68 1,220<br>42,98 7,65 2,75<br>1 dk<br>rf 254 | **TM Restaurant Launch** 308P<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 6Cy. 121 × 152<br>368bhp (271kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 95kW 2 × 75kW 230V 50Hz a.c. |
| **8827454**<br>*ELNK5*<br>9372<br>Df Esd Gc<br>Rdr Rt | **SILVER BIN**<br>ex E Mei Shan-90<br>**Silver Bin Navigation Inc.**<br>Monrovia Liberia | *24 277*<br>*12 482*<br>38 925 | ZC | **1986** Bohai Shipyard—Dalian/Dairen<br>195,00 10,980<br>185,00 28,40 15,80<br>P 28,8 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>G.48 524<br>6 Ha (stl) (15,4 15,8 16,0 16,0 16,0 16,0 × 14,3) ER<br>Cr 3(15) | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>8 165kW (11 100bhp)<br>Dalian Marine Diesel Engine Works<br>Gen 3 × 442kW 400V a.c. |
| **7817397**<br>*WYC8364*<br>598904<br>Df Esd Gc<br>Pfd Rdr Rt | **SILVER CHALICE**<br>**Chalice Trawlers Corp.**<br>Fort Bragg, Ca United States of America | **132**<br>90<br>— | | **1978** Atlantic Marine Inc.—Fort George Island, Fl (178)<br>25,30 6,91 3,658<br>22,71 6,71 4,42<br>1 dk | **M Fishing**<br>Stern Trawler<br>In.338 | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 90kW |
| **7356393**<br>*P3BG3*<br>708654<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SILVER CHARIOT**<br>ex Maris Sportsman-88<br>ex Ile de France I-83 ex Royan-82<br>**Silver Chariot Shipping Co. Ltd.**<br>Silver Carriers S.A.<br>Limassol Cyprus | *12 440*<br>*7 043*<br>17 000 | BV<br>✠Classed LR until 11/3/77 | **1976**-6 Marine Industrie Ltee.—Sorel, P.Q. (420)<br>159,09 (BB) 22,86 10,008<br>146,72 22,80 13,21<br>P 33,0 F 33,6 2 dks<br>rf nil | **M General Cargo/Container Ship**<br>Fixed-guides<br>4 Ho 24,0 24,7 24,7 27,0 ER 7 TwD<br>G.25 074 B.22 021<br>TEU 544 C.Ho 296/20' C.Dk 248/20'<br>8 Ha (stl) (13,2 19,5p&s 19,5p&s 19,5p&s × 8,0) ER (4,8 × 8,0)<br>Cr 2(20) 4(12,5) 1(5) | MAN<br>Vee Oil 4SA 14Cy. 520 × 550 sr geared to sc. shaft<br>14 000bhp (10 298kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 575kW 440V 60Hz a.c.<br>Fuel 243,5t (d.o.) 634,5t (hvf)-47,0pd |

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| **SILVER CLIPPER**<br>**Silver Lines Inc.**<br>Monrovia Liberia | **17 769**<br>11 659<br>27 518<br>T/cm<br>38,6 | AB | **1967** Taiwan SB. Corp.—Keelung (8)<br>181,11 25,07 10,262<br>168,00 25,00 13,80<br>P 30,8 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,7 21,7 20,2 21,7 21,7 21,7 ER<br>G.38 124 B.31 892 HeCls. B<br>6 Ha (stl) (10,2 13,0 11,6 13,2 13,2 13,3 × 11,9) ER<br>12W Der 12(5) | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Ishikawajima Harima Heavy Ind. Japan<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 227,0t (d.o.) 2 094,0t (hvf)-40,5pd 15kn |
| **SILVER CLOUD**<br>ex New Phase-90 ex Kildare-88<br>**Sycamore Shipping Ltd.**<br>Societe Anonyme Monegasque d'Administration Maritime et Aerienne (S.A.M.A.M.A.)<br>Panama Panama<br>SatCom: 1333736/SILV | **83 714**<br>64 441<br>155 450<br>T/cm<br>117,2 | **✠100A1** SS 2/87<br>strengthened for ore cargoes, Nos. 2, 4, 6, 8 & 10 holds may be empty (cc)<br>**✠LMC** **(UMS)**<br>EL Y† 3 13/16"U3<br>FN 19029 | **1972**-10 Eriksbergs M/V A/B (Lindholmen Div.)—Goteborg (649)<br>291,65 (BB) 45,19 17,019<br>279,26 45,12 23,02<br>F 19,2 1 dk<br>rf nil Bow/CM 141 Diam. 0,410 MH 0,9 | **M Ore/Bulk/Oil Carrier**<br>pt higher tensile steel DB<br>11 Ho/Ta 16,8 16,8 16,8 16,8 16,8 17,6 16,8 16,8 16,8 16,8 17,6 ER<br>G.170 728 L.(oil) 173 979 HeCls. CptB<br>11 Ha (stl) (14,0 × 14,0) (14,0 14,0 14,0 14,0 14,0 14,0 14,0 14,0 14,0 14,0 × 20,2) ER<br>4 Cargo pumps total 10 256T/hr | B&W 8K98FF<br>Oil 2SA 8Cy. 980 × 2000<br>30 400bhp (22 361kW)<br>Eriksbergs M/V A/B Goteborg<br>2 WTAuxB (o.f.) primary 50kgf/cm² (49,1bar) secondary 14kgf/cm² (13,8bar)<br>e(ex.g) 15,6kgf/cm² (15,3bar) Spt 14,3kgf/cm² (14,1bar)<br>Gen 1 × 900kW 2 × 824kW 440V 60Hz a.c. 16,25kn |
| **SILVER CORAL**<br>ex Mar Coral-91 ex Coral Gas-90<br>ex Helen-79<br>**Silver Moon Shipping Corp.**<br>V. Ships Norway A/S<br>Nassau Bahamas | **1 780**<br>896<br>2 524 | AB (NV) | **1970** Seutelvens Verksted—Fredrikstad (98)<br>77,09 12,73 5,868<br>70,01 12,70 7,12<br>P 17,7 F 11,0 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>4 Ta (stl) cyl horizontal ER<br>L.(gas) 2 200 | Sulzer<br>Oil 2SA 7Cy. 360 × 600<br>1 820bhp (1 339kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 256kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 292,5t (hvf)-8,5pd 13kn |
| **SILVER DAWN**<br>ex Kiyoharu Maru-88<br>**Celand Corp.**<br>Panama Panama | **3 600**<br>2 001<br>5 637 | NK | **1964** Kasado Dock Co. Ltd.—Kudamatsu (229)<br>107,96 15,45 6,503<br>100,11 15,40 8,21<br>P 21,4 F 17,7 1 dk | **M Cement Carrier**<br>3 Ho ER<br>G.4 217<br>Der 4(3) | Mitsubishi 6SD52/76H<br>Oil 4SA 6Cy. 520 × 760<br>2 600bhp (1 912kW)<br>Ube Tekkosho Ube<br>Gen 2 × 128kW 445V 60Hz a.c.<br>Fuel 65,0t (d.o.) 72,5t (hvf)-9,5pd 12kn |
| **SILVER DIGNITY**<br>ex Wien-91 ex Hapag Lloyd Wien-83<br>ex Wien-82<br>**Silver Dignity Shipping Co. Ltd.**<br>Silver Carriers S.A.<br>Limassol Cyprus | **28 266**<br>21 246<br>50 597<br>T/cm<br>51,5 | GL | **1976** Flensburger Schiffsbau-Ges.—Flensburg (641)<br>215,53 28,10 12,521<br>205,01 28,01 17,33<br>P 37,2 F 14,4 1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 19,8 17,9 32,3comb. 18,9 32,3comb. 18,9 16,9 ER<br>G.65 231 B.62 419<br>TEU 1409<br>C.Ho 830/20' (40') C.Dk 579/20' (40') incl. 20 ref C.<br>9 Ha (stl) (12,5 × 16,9) (12,5 12,5 12,5 12,5 12,5 12,5 12,5 12,5 × 22,0) ER | MAN 14V52/55A<br>Vee Oil 4SA 14Cy. 520 × 550 reduction geared to sc. shaft<br>9 268kW (12 600bhp)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 684kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 333,5t (d.o.) 2 314,5t (hvf)-48,0pd 15,25kn |
| **SILVER DOLPHIN**<br>**Brekkaa Fisheries Inc.**<br>Seattle, Wa United States of America | **199**<br>138<br>— | | **1973** Marine Construction & Design Co. (MARCO)—Seattle, Wa<br>*27,99* 8,34<br>2,82<br>1 dk | **M Fishing**<br>Side-fishing Crab | Caterpillar<br>Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SILVER DOLPHIN**<br>**Western Co-ordinators Ltd.**<br>St. John's, Nfl. Canada | **190**<br>130<br>— | | **1965** Benson Bros. SB. Co. (1960) Ltd.—Vancouver, B.C. (12)<br>*27,74* 7,47<br>7,42 3,84 | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SILVER DOLPHIN**<br>**West Point Fishing Corp. (Pty.) Ltd.**<br>Cape Town/Kaapstad South Africa | **137**<br>102<br>— | | **1968** Louw & Halvorsen Ltd.—Kaapstad/Cape Town<br>23,17 7,42<br>3,18<br>1 dk | **Wood M Fishing** | General Motors<br>Vee Oil 2SA 12Cy. 146 × 146<br>700bhp (515kW)<br>General Motors Corp. U.S.A. |
| **SILVER DREAM**<br>**Meadford Shipping S.A.**<br>Stavros Daifas Marine Enterprises S.A.<br>Monrovia Liberia | *13 911*<br>*7 162*<br>20 392<br>T/cm<br>30,1 | GL (AB) | **1985** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1279)<br>153,50 (BB) 27,77 10,090<br>145,01 22,71 13,82<br>P 27,8 F 10,4 2 dks<br>rf nil | **M General Cargo**<br>4 Ho ER<br>G.25 754 B.24 807<br>TEU 534<br>C.Ho 318/20'(40') C.Dk 216/20' (40') incl. 24 ref C.<br>4 Ha (stl) (18,8 × 10,0) (18,8 18,8 18,8 × 17,4) ER<br>Cr 4(30) | B&W 5L60MC<br>Oil 2SA 5Cy. 600 × 1944<br>6 355kW (8 640bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 124,5t (d.o.) 988,0t (hvf)-25,5pd 15kn |
| **SILVER EAGLE**<br>ex Rio La Plata-87<br>Launched as Rio Del Plata<br>**Edward O. Sanchez Sr. & Edward O. Sanchez Jr.**<br>Sanchez Marine Services<br>New Bedford, Ma United States of America | **185**<br>—<br>— | | **1984** Sanchez Marine Services—Fall River, Ma (8210)<br>32,47 4,879<br>10,22 5,21<br>1 dk | **M Tug**<br>Salvage | General Motors<br>Vee Oil 2SA 16Cy. 230 × 254 geared to sc. shaft<br>General Motors Corp. Electro-Motive Div. La Grange |
| **SILVER ENERGY**<br>ex Faedra-90 ex Alcazar-85<br>**Silver Energy Shipping Co. Ltd.**<br>Silver Carriers S.A.<br>Valletta Malta | **72 952**<br>58 319<br>150 764<br>T/cm<br>113,6 | GL<br>✠Classed LR until 7/1/85 | **1971**-4 Astilleros Espanoles S.A.—Factoria de Cadiz, Cadiz (90)<br>282,91 (BB) 45,57 17,196<br>272,02 45,50 22,51<br>1 dk<br>rf nil Bow/CM 146 Diam. 0,510 | **M Tanker**<br>COW IGS<br>14 Ta ER<br>L.(oil) 183 517 HeCls. B<br>3 Cargo pumps total 10 500T/hr | B&W 7K98FF<br>Oil 2SA 7Cy. 980 × 2000<br>26 600bhp (19 566kW)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 3 × 750kW 440V 60Hz a.c.<br>Fuel (hvf) 16kn |
| **SILVER EXPRESS**<br>ex Dock Express Virginia-89<br>ex Elbeland-88 ex Lloyd California-87<br>ex Elbeland-84 ex S. A. Elbeland-81<br>ex Elbeland-80<br>**Silver Express Shipping Ltd.**<br>Silver Carriers S.A.<br>Limassol Cyprus | T.Mk<br>**7 771**<br>5 476<br>—<br>**12 754**<br>8 664<br>17 800 | GL | **1979** Howaldtswerke-Deutsche Werft A.G. —Kiel (138)<br>159,95 (BB) 22,92 8,060/9,649<br>150,50 22,86 12,76<br>P 28,1 F 36,3 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 25,3 46,1 32,4 ER 3 TwD<br>G.25 037 B.23 081<br>TEU 773<br>C.Ho 353/20' (40') C.Dk 420/20' (40') incl. 100 ref C.<br>5 Ha (stl) (19,5 × 13,4) (39,0p&s 26,2p&s × 8,0) ER<br>9W Der 1(190) 4(36) 1(22,5) | Sulzer 6RND68M<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 552kW 1 × 220kW 450V 60Hz a.c.<br>Fuel 190,0t (d.o.) 1 397,0t (hvf)-40,5pd 17,25kn |
| **SILVER FAITH**<br>ex Good Faith-88 ex Finntimber-87<br>**Marine Victory S.A.**<br>Silver Carriers S.A.<br>Nassau Bahamas | **15 646**<br>9 064<br>23 698<br>T/cm<br>34,0 | BV (NV) | **1975** VEB Mathias-Thesen-Werft—Wismar (104)<br>177,04 (BB) 22,89 10,110<br>167,70 22,86 14,03<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>5 Ho ER<br>G.29 538 B.29 413 HeCls. B<br>TEU 694<br>10 Ha (stl) (8,2p&s × 6,7) (21,7p&s 21,7p&s 21,7p&s 21,7p&s × 8,9) ER<br>Cr 4(25) | MAN K8Z70/120<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 640kW 440V 60Hz a.c.<br>Fuel 277,5t (d.o.) 1 433,5t (hvf)-40,5pd 15,5kn |
| **SILVER FENG**<br>ex Xanadu-89 ex Artemis Island-87<br>**Silver Feng Navigation Inc.**<br>Monrovia Liberia | **10 932**<br>6 555<br>18 880 | NK | **1976** K.K. Uwajima Zosensho—Uwajima (951)<br>146,08 22,86 9,311<br>137,01 22,84 12,60<br>P 23,8 F 10,7 1 dk | **M General Cargo**<br>4 Ho ER<br>G.23 755 B.22 707<br>4 Ha (stl) (16,0 × 9,6) (19,2 19,2 19,2 × 11,2) ER<br>Der 4(25) | Mitsubishi 6UEC52/105E<br>Oil 2SA 6Cy. 520 × 1050<br>5 884kW (7 999bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 316kW 445V a.c. 14,25kn |

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| 7356381<br>*P3BF3*<br>708598<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SILVER GLORY**<br>ex Maris Otter-88 ex Rochefort-83<br>**Silver Glory Marine Ltd.**<br>Silver Carriers S.A.<br>Limassol Cyprus | *12 440*<br>*7 043*<br>16 217 | BV<br>✠Classed LR until 11/3/77 | **1976**-3 Marine Industrie Ltee.—Sorel, P.Q. (419)<br>159,09 (BB) 22,81 10,040<br>146,84 22,80 13,21<br>P 33,0 F 33,6 2 dks<br>rf nil | **M General Cargo/Container Ship**<br>Fixed-guides<br>Str. heavy cargoes<br>4 Ho 24,0 24,7 24,7 27,0 ER 7 TwD<br>G.25 074 B.22 021<br>TEU 544 C.Ho 296/20' C.Dk 248/20'<br>8 Ha (stl) (13,2 19,5p&s 19,5p&s 19,5p&s × 8,0) ER (4,8 × 8,0)<br>Cr 2(20) 4(12,5) 1(5) | MAN<br>Vee Oil 4SA 14Cy. 520 × 550 sr<br>shaft<br>13 600bhp (10 004kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 575kW 460V 60Hz a.c.<br>Fuel 244,0t (d.o.) 1 316,5t (hvf)-46,0 |
| 8314768<br>*SZIG*<br>8885<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SILVER HAPPINESS**<br>ex Als Trust-87 ex Silver Happiness-86<br>**Silver Happiness Shipping Co. S.A.**<br>Stavros Daifas Marine Enterprises S.A.<br>Piraeus Greece | *13 911*<br>*7 162*<br>20 401 | GL (AB) | **1984** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1278)<br>153,52 (BB) 22,76 10,105<br>145,01 22,70 13,80<br>P 27,8 F 10,4 2 dks | **M General Cargo**<br>4 Ho ER<br>G.25 754 B.24 807<br>TEU 534<br>C.Ho 318/20' (40') C.Dk 216/20' (40') incl. 24 ref C.<br>4 Ha (stl) (18,8 × 10,0) (18,8 18,8 18,8 × 17,4) ER<br>Cr 4(30) | B&W<br>Oil 2SA 5Cy. 600 × 1944<br>6 355kW (8 640bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 124,5t (d.o.) 988,0t (hvf)-25,5pd |
| 6828698<br>*GYIA*<br><br>BF 378<br>Df Esd Pfd<br>Rdr Rt | **SILVER HARVEST**<br>ex Ennie en Appie-80<br>**William W. Jack & others**<br>Banff United Kingdom | **100**<br>—<br>— | | **1968** W. Visser & Zoon N.V. Werf "De Lastdrager"—Den Helder (59)<br>30,33<br>27,51 6,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Kromhout<br>Oil 4SA 8Cy. 240 × 260<br>700bhp (515kW)<br>Kromhout Motorenfabrik |
| 7000621<br>*EICY*<br>402433<br>D 88<br>Esd Pfd Rdr<br>Rt | **SILVER HARVEST II**<br>ex Pieter van Aris-86<br>**Ben Eadair Fishing Co. Ltd.**<br>Dublin Irish Republic | **157**<br>55<br>— | | **1969** W. Visser & Zoon N.V. Werf "De Lastdrager"—Den Helder (62)<br>30,54 7,09<br>26,98 7,00 3,51<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Bolnes<br>Oil<br>1 200bhp (883kW) NE 79<br>"Bolnes" Motorenfabriek B.V. |
| 6804056<br>*GYHZ*<br>377677<br>PZ 622<br>Df Esd Rdr<br>Rt | **SILVER HARVESTER**<br>ex Jan Maarten-79 ex Rose Marie-72<br>**William Michael Hosking & others.**<br>Penzance United Kingdom | **192**<br>93<br>— | | **1967** Scheepswerf "Vooruit" C.V.—Zaandam (327)<br>*32,44* 7,12 3,048<br>7,01 3,51<br>1 dk<br>len 82 | **M Fishing**<br>Side Trawler<br>len 82<br>Mchy.aft | Kromhout<br>Oil 4SA 8Cy. 240 × 260<br>705bhp (519kW)<br>Kromhout Motorenfabrik |
| 8309115<br>*DUXL*<br>228187<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SILVER HAWK III**<br><br>**Cadenza Marine Corp.**<br>Manila Philippines | *14 031*<br>*8 355*<br>23 849 | NK | **1985** Minami-Nippon Zosen K.K.—Usuki (572)<br>160,00 (BB) 24,44 9,915<br>150,02 24,41 13,62<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.30 546 B.29 211<br>TEU 590 C. 590/20' (40')<br>4 Ha (stl) (18,6 × 11,2) (24,8 24,8 24,8 × 12,8) ER<br>Cr 1(30) 3(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600<br>5 500bhp (4 046kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 360kW 445V 60Hz a.c.<br>Fuel 89,0t (d.o.) 898,0t (hvf)-19,0pd |
| 7405546<br>*ELFR6*<br>7981<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SILVER HILL**<br>ex Amstelmeer-86<br>**Golden Hill Shipping Inc.**<br>Mercury Shipping Co. Ltd.<br>Monrovia Liberia | **32 055**<br>24 575<br>54 611<br>T/cm<br>62,4 | **100A1** CS 1/90<br>strengthened for ore cargoes, Nos. 2, 4, & 6 holds may be empty<br>Ice Class 3<br>**LMC**<br>EL N† 3$\frac{1}{16}$"U3<br>FN 10111<br>(PR) | **1975**-4 Stocznia im. "Komuny Paryskiej"—Gdynia (B521/208)<br>221,47 (BB) 32,29 12,402<br>205,49 32,20 17,00<br>F 19,6 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 17,5 29,7 18,0 27,9 18,0 30,6 15,3 ER<br>G.74 625 HeCls. B<br>10 Ha (stl) (each 11,6 × 11,6) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) & rcv 7kgf/cm² (6,9bar)<br>Gen 3 × 640kW 400V 50Hz a.c.<br>Fuel 2 895,5t (hvf) |
| 7359436<br>*P3HJ4*<br><br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SILVER HOLT**<br>ex Nyholt-91<br>**Silver Holt shipping Co. Ltd.**<br>Silver Carriers S.A.<br>Limassol Cyprus | **17 645**<br>12 098<br>31 501<br>T/cm<br>39,2 | NV | **1975** Oy Wartsila Ab—Turku/Abo (1217)<br>170,72 (BB) 25,94 11,373<br>163,07 25,89 15,32<br>F - 1 dk<br>rf 76 | **M Tanker**<br>Chemical<br>DB<br>30 Ta ER<br>L.36 688<br>4 Cargo pumps total 2 000T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Oy Wartsila Ab<br>Gen 3 × 660kW 440V 60Hz a.c.<br>Fuel 244,0t (d.o.) 2 370,5t (hvf)-49,0pd |
| 7500425<br>*3EXD6*<br>D129-39<br>87-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **SILVER HOPE I**<br>ex Silver Hope-88 ex Silver Ace-84<br>ex Emily Moon-83<br>ex Blue Andromeda-77<br>**Val Can Maritime S.A.**<br>Panama Panama | **4 668**<br>3 066<br>4 733 | (NK) | **1976** Ube Dockyard Co. Ltd.—Ube (151)<br>120,10 18,04 8,925<br>110,01 18,01 10,19<br>1 dk | **M Vehicles Carrier**<br>Cars 1190<br>Mchy.aft | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460 sr<br>shaft<br>10 400bhp (7 650kW)<br>Nippon Kokan K.K. Tsurumi<br>Gen 2 × 320kW |
| 7359412<br>*P3HN4*<br><br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SILVER HORN**<br>ex Nyhorn-91<br>**Silver Horn Shipping Co.**<br>Silver Carriers S.A.<br>Limassol Cyprus | **17 645**<br>12 098<br>31 501<br>T/cm<br>39,2 | NV | **1975** Oy Wartsila Ab—Turku/Abo (1215)<br>170,72 (BB) 25,94 11,373<br>163,38 25,89 15,32<br>F - 1 dk<br>rf 76 Diam. 0,310 | **M Tanker**<br>Chemical<br>DB<br>30 Ta ER<br>L.35 000<br>18 Cargo pumps total 4 800T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Oy Wartsila Ab<br>Gen 3 × 660kW 440V 60Hz a.c.<br>Fuel 244,0t (d.o.) 2 370,5t (hvf)-49,0pd |
| 7816719<br>*ELIM3*<br>8354<br>Df Esd Gc<br>Pfd Rdr Rt | **SILVER HUA**<br>ex Hong Qi 185-88<br>**Silver Sen Navigation Inc.**<br>Monrovia Liberia | **4 422**<br>1 820<br>4 887 | BV (ZC) | **1980** Brodogradiliste "Split"—Split (298)<br>107,02 15,22 6,401<br>98,91 15,19 8,01<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.6 294<br>4 Ha (stl) (each 9,0 × 8,3)<br>8W Der 8(10) | Sulzer<br>Oil 2SA 6Cy. 440 × 760<br>2 207kW (3 000bhp)<br>Sour "Jugoturbina"<br>Gen 3 × 232kW 400V 50Hz a.c. |
| 7531072<br>*SWXN*<br>8482<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SILVER IBEX**<br>ex Albion-83<br>**Ibex Shipping Co. S.A.**<br>Stavros Daifas Marine Enterprises S.A.<br>Piraeus Greece | **10 418**<br>6 201<br>18 448 | GL | **1976** Tsuneishi Zosen K.K.—Numakuma (332)<br>148,22 22,92 9,614<br>140,01 22,86 13,01<br>P 29,6 F 10,7 2 dks | **M General Cargo**<br>4 Ho 19,6 26,9 26,9 26,9 ER 4 TwD<br>G.22 329 B.20 903<br>TEU 232<br>C.Ho 120/20' (40') C.Dk 112/20' (40')<br>4 Ha (stl) (12,8 × 9,6) (16,4 16,4 16,4 × 11,3) ER<br>Cr 4(15) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>6 914kW (9 400bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 360kW 220/440V 60Hz a.c.<br>Fuel 142,0t (d.o.) 1 473,5t (hvf)-27,3 |
| 5424926<br>*WG7036*<br>270744<br>Rdr Rt | **SILVER ICE**<br>ex Dolphin ex New Tide-70 ex Tiger-63<br>**F/V Tiger Inc.**<br>Seattle, Wa United States of America | **188**<br>128<br>— | | **1955** Equitable Equipment Co.—Madisonville, La (870)<br>*35,79* 9,66 2,417<br>35,36 9,61 2,82<br>B 6,1 F 3,7 1 dk<br>rf nil conv Deck Cargo Supply Ship 70 | **TM Fishing**<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 ×<br>590bhp (434kW)<br>General Motors Corp.<br>Fuel 48,0t |
| 5417820<br>*CYBJ*<br>319260<br>Df Esd Gc<br>Rdr RTm/h | **SILVER ISLE**<br><br>**Pioneer Shipping Ltd.**<br>Great Lakes Bulk Carriers Inc. (GLBC)<br>Montreal, P.Q. Canada | **18 126**<br>12 169<br>27 199<br>T/cm<br>43,2 | ✠**100A1** Lake SS 10/90<br>Great Lakes & River St. Lawrence service<br>✠**LMC**<br>EL (o†) 2$\frac{3}{8}$"SQ<br>FN 7542 | **1963**-4 Verolme Cork Dockyards Ltd.—Cork (662)<br>222,51 22,99 8,160 FW<br>217,02 22,86 11,89<br>Ba 26,6 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho 29,2 29,2 29,2 29,2 29,2 27,4 ER<br>G.35 715<br>18 Ha (stl) (each 6,1 × 17,0) ER | MAN<br>Oil 2SA 6Cy. 780 × 1550<br>9 000bhp (6 620kW)<br>Verolme Machinefabriek<br>2 AuxB (1 o.f. 1 ex.g) 100lb/in²<br>Gen 2 × 435kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 626,0t (hvf) |
| 7115270<br><br>350665<br>SH 21<br>Df Esd Rdr<br>Rt | **SILVER KATONKEL**<br><br>**West Point Fishing Corp. (Pty.) Ltd.**<br>Cape Town/Kaapstad South Africa | **134**<br>102<br>— | | **1971** Louw & Halvorsen Ltd.—Kaapstad/Cape Town<br>24,39 7,68 3,226<br>23,47 7,47 3,51<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>480bhp (353kW)<br>Caterpillar Tractor Co. |

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| **SILVER KING**<br>Launched as King Fisher<br>**Camarose Trawling Co. Ltd.**<br>Dublin<br>Irish Republic | **248**<br>160<br>— | | **1980** W. Visser & Zoon B.V. Werf "De Lastdrager" —Den Helder (92)<br>27,26 3,901<br>23,80 7,51 4,22 | **M Fishing**<br>Side Trawler | Kromhout 6F/SW240<br>Oil 4SA 6Cy. 240 × 260 sr geared to sc. shaft<br>950bhp (699kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Controllable pitch propeller |
| **SILVER KRIS**<br>ex Asean Progress-90<br>ex Asean Pride-90 ex Hin Ann-88<br>ex World Oceanic-86<br>ex Fortune King-83<br>ex Samos Progress-80<br>ex Santa Amalia-76<br>**Silver Kris Maritime Ltd.**<br>Thai Shipping & Chartering Co. Ltd.<br>Valletta<br>Malta | **9 058**<br>6 147<br>15 139 | NK (AB) | **1973** Austin & Pickersgill Ltd.—South Dock, Sunderland (437)<br>140,87 20,45 8,859<br>134,17 20,43 11,74<br>B 5,8 F 11,6 2 dks<br>rf nil | **M General Cargo** CSD<br>5 Ho 21,4 29,7 11,4 22,8 ER 24,3<br>G.21 727 B.19 901<br>5 Ha (stl) (11,5 × 6,7) (12,1 13,7 12,8 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(30) 10(10) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>G. Clark & N.E.M. Ltd. Wallsend<br>Gen 3 × 350kW<br>15kn |
| **SILVER LAKE**<br>ex Lago-75<br>**Seyang Shipping Co. Ltd.**<br>Inchon<br>South Korea | **3 760**<br>2 375<br>6 160 | KR (NK) | **1974** Asakawa Zosen—Imabari (231)<br>106,46 16,36 6,684<br>97,95 16,31 8,16<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 293 B.7 343<br>2 Ha (stl) (28,4 28,5 × 8,3) ER<br>4W Der 4(15) | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 160kW 445V 60Hz a.c.<br>Fuel 557,0t (hvf)-13,0pd 12,75kn |
| **SILVER LEADER**<br>**Silver Leader Shipping Co. S.A.**<br>Stavros Daifas Marine Enterprises S.A.<br>Piraeus<br>Greece | **17 065**<br>10 334<br>28 104 | GL (AB) | **1984** Hitachi Zosen—Innoshima Works, Innoshima (4769)<br>178,21 (BB) 23,14 10,610<br>167,21 23,11 14,76<br>P 29,6 F 11,6 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.38 555 B.33 607<br>5 Ha (stl) (12,0 19,2 19,2 19,2 17,6 × 11,4) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>7 061kW (9 599bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 450,4kW 220/440V 60Hz a.c.<br>14,5kn |
| **SILVER LINING**<br>ex Sunset-75 ex Silver Lining-75<br>**Steven M. Livingston**<br>Gloucester, Ma<br>United States of America | **117**<br>84<br>— | | **1968** Alexander Mowatt—Gulfport, Ms<br>*21,74* 6,25<br>3,15 | **M Fishing** | Oil<br>300bhp (221kW)<br>..............<br>Fuel (d.o.) |
| **SILVER MAS**<br>**Prosperity Five Enterprise Pte. Ltd.**<br>Singapore<br>Singapore | **121**<br>1<br>449 | NK | **1976** Nam Cheong Dockyard Sdn. Bhd.—Miri, Sarawak (274)<br>23,19 7,40 2,431<br>22,03 7,01 2,87<br>F 11,0 1 dk | **TM Tug**<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 22kW<br>10kn |
| **SILVER MAS IX**<br>ex Salvail-86 ex Asiatic Dart-81<br>**P.T. Rimba Kayah Indah Sumatera**<br>Jambi<br>Indonesia | **175**<br>22<br>— | KI (AB) | **1975** Sea Services (Pte.) Ltd.—Singapore (Y107)<br>28,85 2,950<br>26,55 7,66 3,51<br>1 dk | **M Tug** | Caterpillar<br>Vee Oil 4SA 16Cy. 137 × 165 reverse reduction geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 32kW a.c.<br>11,5kn |
| **SILVER MAS VIII**<br>ex Salvury-86 ex Asiatic Fury-81<br>**P.T. Rimba Karya Indah**<br>Jakarta<br>Indonesia | **177**<br>11<br>— | KI (AB) | **1977** Sea Services (Pte.) Ltd.—Singapore (Y109)<br>2,931<br>26,57 7,66 3,56<br>1 dk | **M Tug** | Yanmar 6GL-ET<br>Oil 4SA 6Cy. 240 × 290 reverse reduction geared to sc. shaft<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 32kW<br>11,5kn |
| **SILVER PACIFIC**<br>ex Kyuho Maru No. 58-89<br>ex Eitan Maru-84<br>**Kyokuto Shipping S.A.**<br>Panama<br>Panama | **495**<br>269<br>375 | | **1962** Kanasashi Co. Ltd.—Shimizu (435)<br>56,62 9,05<br>50,47 9,00 4,30<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ho ER | Akasaka<br>Oil 4SA 6Cy. 420 × 600<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 120kW 230V a.c.<br>12,25kn |
| **SILVER PALOMA**<br>ex Sassnitz-86<br>**Vytina Maritime Shipping Co.**<br>Arkadia Lines S.A.<br>Piraeus<br>Greece | **6 530**<br>3 533<br>1 850 | HR (DSRK) | **1959** VEB Schiffswerft "Neptun"—Rostock (116)<br>137,50 18,39 5,792<br>125,00 18,22 7,52<br>3 dks<br>RW rf 406 | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 11cbn 27bth 800dk P<br>Side doors 1(p) 1(s) Stern door Ice strengthened<br>Lane Length 380 Cargo Width 2,50<br>Clear height 4,65 | Halberstadt<br>4 Oil 4SA each 9Cy. 470 × 660 geared to sc. shafts<br>9 600bhp (7 061kW)<br>Halberstadt Halberstadt<br>Gen 4 × 552kW 1 × 80kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 169,5t (d.o.)-39,5pd 18kn |
| **SILVER PHOENIX**<br>ex Takeshima Maru-88<br>**Hakata Phoenix S.A.**<br>Panama<br>Panama | **4 496**<br>2 716<br>8 105 | NK | **1978** Miyoshi Zosen K.K.—Uwajima (238)<br>127,00 (BB) 8,686<br>116,00 19,00 9,70<br>3 dks | **M Refrigerated Cargo**<br>4 Side doors<br>4 Ho ER<br>In.8 947<br>4 Ha (6,4 × 4,8) (7,1 7,1 7,1 × 5,9) ER<br>Der 4(5) | Pielstick 18PC2-5V-400<br>Vee Oil 4SA 18Cy. 400 × 460<br>8 606kW (11 700bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 560kW 445V 60Hz a.c.<br>Fuel 296,0t (d.o.) 1 006,0t (hvf)-45,0pd 16kn |
| **SILVER PRIDE**<br>**Silver Pride Shipping Ltd.**<br>Shipping Management S.A.M. (V. SHIPS)<br>Nassau<br>Bahamas<br>SatCom: 1103374/SPRD | *2 856*<br>*857*<br>3 595 | **100A1**<br>Class contemplated<br>FN 1943<br>NK | **1990** Teraoka Shipyard Co. Ltd.—Nandan (290)<br>95,55 (BB) 5,764<br>89,00 14,80 7,00•<br>P 20,8 F 12,2 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>L.(gas) 2 800 | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>2 427kW (3 300bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 280kW a.c. |
| **SILVER QUEEN 2**<br>**Silver Ferry K.K.**<br>Hachinohe, Aomori Pref.<br>Japan | **4 821**<br>—<br>2 524 | | **1982** Niigata Eng. Co. Ltd.—Niigata (1750)<br>120,63 (BB) 20,53 5,152<br>110,01 20,50 11,66 | **TM RoRo Cargo/Ferry**<br>439dk P<br>Bow door & ramp<br>Side door/ramp (s. f.)<br>Stern door/ramp<br>Cars 68 Lorries 52 | Pielstick 8PC2-5L-400<br>2 Oil 4SA each 8Cy. 400 × 460 sr geared to sc. shafts<br>10 400bhp (7 650kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 720kW 445V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 55,0t (d.o.) 309,5t (hvf)-29,0pd 16,9kn |
| **SILVER QUEST**<br>ex Pieter Louwe-78<br>**James Jack & others**<br>Banff<br>United Kingdom | **107**<br>—<br>— | | **1970** T. van den Beldt Thz. Schpsw. "Voorwaarts" —Westgraftdijk (434)<br>30,15 6,99<br>26,90 6,89 3,71 | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 8Cy. 270 × 360<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz Koeln |
| **SILVER RIVER**<br>ex Nathurn-86 ex Sea Trent-82<br>ex Seacon-71<br>**Mezeron Ltd.**<br>Ramsey<br>Isle of Man (British) | **202**<br>140<br>373 | GL<br>✠Classed LR until 14/8/82 | **1968**-7 Schiffsw. Schloemer GmbH & Co. K.G. —Oldersum (185)<br>44,66 7,35 2,674<br>40,01 7,18 3,08<br>P 7,1 F 4,0 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 28,5 ER<br>G.522 B.483<br>1 Ha (stl) (24,4 × 5,1) ER | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>371kW (504bhp) NE 90<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 8kW 400V 50Hz a.c.<br>Fuel 10,5t (d.o.) 10,5kn |
| **SILVER SANDS**<br>**Trawler Silver Sands Inc.**<br>Mobile, Al<br>United States of America | **102**<br>69<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,27* 6,23<br>2,75<br>1 dk | **Wood M Fishing**<br>Shrimp-trawl | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **7345045**<br>*C6DW3*<br>715265<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SILVER SEA**<br>ex Silver Athens-88<br>**Pelaton Maritime Transport Inc.**<br>Terra-Marine Shipmanagement (Pvt.) Ltd.<br>Nassau Bahamas | **9 947**<br>6 092<br>15 166 | **100A1** SS 6/88<br>strengthened for heavy cargoes<br>**LMC**<br>EL At 2"U3<br>FN 4315<br>(AB) | **1973** Jurong Shipyard Ltd.—Singapore (1007)<br>143,41 (BB) 19,87 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 141 B.18 989<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460<br>shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind.<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 2 × 308kW 450V 60Hz a.c.<br>Fuel 110,0t (d.o.) 1 100,0t (hvf)-20,0 |
| **5201752**<br>*HO2726*<br>10563-LI<br>Esd Pfd Rdr<br>RTm | **SILVER SEA**<br>ex Aragonite-84 ex Lady Roslin-82<br>**Bermatec Establishment Walder Associates**<br>Panama Panama | **651**<br>304<br>552 | ✠Classed LR until 22/3/89 | **1958**-9 Ardrossan Dockyard Ltd.—Ardrossan (426)<br>53,19 9,78 4,101<br>49,99 9,30 4,88<br>Ba 18,0 RQD 2,5 F 9,2 1 dk<br>RW rf 152 | **M Passenger/General Cargo**<br>2 Ho each 10,0 ER<br>B.691<br>2 Ha (each 6,7 × 5,1) ER<br>Der 1(4) 1(2) | Polar<br>Oil 2SA 5Cy. 340 × 570<br>625kW (850bhp)<br>British Polar Engines Ltd.<br>Gen 2 × 40kW 1 × 20kW 220V<br>Fuel 48,5t (d.o.) |
| **7617199**<br>*ELEN3*<br>7737<br>Df Esd Gc<br>Pfd Rdr Rt | **SILVER SHAN**<br>ex Gunung Klabat-85 ex Handsome-78<br>**Silver Shan Navigation Inc.**<br>Monrovia Liberia | **3 774**<br>2 679<br>6 509 | KI NK | **1976** Higaki Zosen K.K.—Imabari (183)<br>105,57 16,36 6,820<br>98,61 16,34 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>G.8 383 B.7 909<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 4(15) | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 132kW |
| **7722578**<br>*HPIJ*<br>8769-78D<br>Df Esd Gc<br>Pfd Rdr Rt | **SILVER SHING**<br>ex Soun-89 ex Carole-87<br>ex Kong Kat-84 ex Moges Mawar-79<br>**Silver Shing Navigation Inc.**<br>Panama Panama | **3 743**<br>2 599<br>6 387 | NK | **1978** Kurushima Dockyard Co. Ltd.—Imabari (2054)<br>100,39 (BB) 16,03 7,106<br>96,81 16,01 8,62<br>P 17,7 F 11,6 1 dk | **M General Cargo**<br>G.8 385 B.7 776<br>2 Ha (stl) (26,5 31,4 × 7,7) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 900kW |
| **7718010**<br>*H9PY*<br>10035-PEXT1<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SILVER SKY**<br>ex Silver Star I-88 ex Silver Star-80<br>**Micaili Compania de Navegacion S.A.**<br>Panama Panama | **9 436**<br>6 914<br>17 635 | **100A1** SS 2/91<br>bulk carrier<br>**LMC**<br>EL Dt 550,0/62,0U2<br>FN 4769<br>(NK) | **1977** Imabari Zosen—Imabari (366)<br>146,68 (BB) 9,054<br>136,00 22,86 12,20<br>P 23,9 F 15,0 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.22 585 B.21 665<br>4 Ha (14,4 × 9,6) (17,6 17,6 17,6 × 11,2) ER<br>Der 4(25) | B&W<br>Oil 2SA 6Cy. 550 × 1380<br>5 914kW (8 040bhp)<br>Hitachi Zosen Sakurajima<br>AuxB(c) (Comp) 8,2kgf/cm² (8,1bar)<br>Gen 2 × 320kW 450V 60Hz a.c.<br>Fuel 116,5t (d.o.) 1 157,0t (hvf)-30,0 |
| **7942465**<br>*ELEW3*<br>7810<br>Df Esd Gc<br>Pfd Rdr Rt | **SILVER SONG**<br>ex Hong Qi 123-85<br>**Silver Shan Navigation Inc.**<br>Monrovia Liberia | **12 469**<br>6 000<br>18 886 | BV (ZC) | **1978** Jiangnan Shipyard—Shanghai<br>162,01 9,500<br>153,02 22,00 13,01<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>Ore 21 378<br>5 Ha (stl) (11,2 12,8 12,8 12,8 11,2 × 11,2) ER<br>10W Der 10(8) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>10 800bhp (7 944kW)<br>H. Cegielski<br>Gen 3 × 400kW 400V 50Hz a.c. |
| **8221480**<br>*ELLP4*<br>8995<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SILVER SORREL**<br>**Yental Shipping Corp.**<br>Monrovia Liberia | *15 289*<br>*9 023*<br>25 404 | NK | **1983** Imabari Zosen—Imabari (422)<br>160,00 (BB) 25,23 10,229<br>150,02 25,21 14,03<br>P 26,9 F 12,8 1 dk | **M Bulk Carrier**<br>4 Ho 28,8 28,8 28,8 29,5 ER<br>G.32 730 B.31 087<br>4 Ha (stl) (18,4 21,6 21,6 21,6 × 12,8) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 7Cy. 560 × 1150<br>9 450bhp (6 951kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 139,0t (d.o.) 1 352,0t (hvf) |
| **7700441**<br>*P3IS2*<br>708279<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SILVER STAR**<br>ex Scopi One-87 ex Ponte Sampayo-83<br>**Silver Star Shipping Co. Ltd.**<br>Hellenic Star Shipping Co. S.A.<br>Limassol Cyprus | T.Mk<br>**6 414**<br>4 416<br>—<br>**9 379**<br>6 663<br>15 883 | ✠Classed LR until 7/2/90<br>NV | **1978**-10 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (314)<br>144,00 21,42 8,965<br>134,02 21,40 12,20<br>P 7,4 F 11,0 2 dks<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 24,7 30,7 12,7 30,7 ER 4 TwD<br>G.21 147 B.20 290 In.1 756<br>4 Ha (stl) (13,5 × 8,0) (20,2 7,5 20,2 × 12,6) ER<br>8W Der 8(5-10) | B&W<br>Oil 2SA 7Cy. 450 × 900<br>4 524kW (6 150bhp)<br>Ast. Espanoles S.A. Sesa<br>Gen 1 × 530kW 2 × 240kW 440V<br>Fuel 844,0t (hvf) |
| **6717100**<br><br>2474<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SILVER STAR**<br>ex Eirik Raude-86<br>ex Mundogas Bermuda-76<br>**Stargas S.p.A.**<br>Valletta Malta<br>SatCom: 1256211/SLLV | **5 889**<br>3 223<br>7 014<br>T/cm<br>16,8 | RI (NV) | **1967** A.G. "Weser" Werk Seebeck—Bremerhaven (926)<br>116,31 17,56 7,700<br>107,02 17,51 11,21<br>F 15,3 1 dk<br>rf nil Bow/CM 61 Diam. 0,203 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta (C.mn.stl) free standing cyl horizontal ER<br>L.(gas) 6 176 HeCls. B<br>6 Cargo pumps total 1 110T/hr | MAN<br>Oil 2SA 5Cy. 700 × 1200<br>5 500bhp (4 046kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 385kW 440V 60Hz a.c.<br>Fuel 209,5t (d.o.) 1 060,0t (hvf)-20,5 |
| **7204667**<br>*J8BT8*<br>2653<br>Df Esd Gc<br>Pfd Rdr Rt | **SILVER STAR**<br>ex O-Grace-91 ex Al Fayrouz-89<br>ex New Genstar-85 ex Tow Trader-84<br>ex Shuyo Maru-73<br>**Clemenza Shipping Inc.**<br>O Line Ltd.<br>Kingstown St. Vincent and the Grenadines | **2 904**<br>2 063<br>6 936 | **100A1** SS 1/91<br>**LMC**<br>EL W 495,0/50,0U2<br>FN 2990<br>(NK) | **1971** Hashihama Zosen—Imabari (315)<br>105,31 17,25 7,346<br>98,00 17,20 13,31<br>2 dks<br>RW rf 203 | **M General Cargo**<br>2 Ho ER<br>G.14 157 B.13 081<br>2 Ha (stl) (28,5 30,7 × 8,8) ER<br>Der 4(15) | B&W<br>Oil 2SA 6Cy. 420 × 900<br>3 016kW (4 100bhp)<br>Hitachi Zosen Hiroshima<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 2 × 160kW 440V 60Hz a.c.<br>Fuel 771,0t |

**SURVEYS OVERDUE — CLASS SUSPENDED 17/1/92**

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| **7308877**<br>*WC6800*<br>240744 | **SILVER STAR**<br>**Fish Meal Co.**<br>Biloxi, Ms United States of America | **144**<br>50<br>— | | **1941** J. H. Whitehurst—Beaufort, NC<br>32,01 6,15<br>2,54 | **Wood M Fishing** | Oil<br>320bhp (235kW)<br>............<br>Fuel (d.o.) |
| **6703472**<br>*OIQZ*<br>3591<br>Esd Rdr RTv | **SILVER STAR**<br>ex Nordstrand II-83 ex Moby Dick-79<br>Launched as Frisia XI<br>**Laiva oy Matkailu**<br>Hameenlinna/Tavastehus Finland | **123**<br>53<br>— | (GL) | **1966** C. Cassens Schiffswerft—Emden (83)<br>30,05 5,82 0,931<br>28,61 5,80 1,66<br>1 dk | **TM Ferry** 160P<br>Ice strengthened<br>Mchy.aft | Daimler<br>2 Oil 4SA each 6Cy. 150 × 190<br>320bhp (235kW)<br>Daimler-Benz A.G. |
| **6727454**<br>*3EWS6*<br>18791-PG<br>Rt | **SILVER STAR III**<br>ex Panormitis-88<br>**Avraham Ozsinay**<br>Panama Panama | **401**<br>220<br>— | HR | **1967** Argo SB. & Repairing Co.—Perama (59)<br>44,30 7,83 2,515<br>38,51 7,82 3,84<br>2 dks | **TM Ferry/General Cargo** —P<br>2 Ho<br>2 Ha<br>1W Der 2(1) | S.K.L.<br>2 Oil 4SA each 8Cy. 240 × 360<br>1 156bhp (850kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel 30,5t (d.o.) |
| **6514182**<br>*3BEH*<br>372916<br>Df Esd Gc<br>Pfd Rdr Rt | **SILVER STAR No. 1**<br>ex Hae Chang No. 11-79<br>ex Fuku Maru No. 5<br>**Inter Islands Fishing Co. Ltd.**<br>Port Louis Mauritius | **235**<br>115<br>— | (KR) | **1965** Kanasashi Co. Ltd.—Shimizu (642)<br>43,21 7,55 2,896<br>37,98 7,50 3,38<br>P 18,9 F 5,2 1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>In.345 | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. |
| **7921186**<br>*P3IM3*<br>708821<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SILVER TARGET**<br>ex Merak Eighty-89<br>**Silver Target Shipping Co.**<br>Silver Carriers S.A.<br>Limassol Cyprus | **23 925**<br>17 217<br>42 883<br>T/cm<br>51,6 | AB | **1980** Nippon Kokan K.K.—Shimizu (384)<br>194,52 (BB) 30,54 11,620<br>184,51 30,48 17,76<br>F 11,0 1 dk, portable dks in holds<br>rf 51 | **M Bulk Carrier**<br>Vehicles<br>5 Ho ER<br>G.52 984 HeCls. ptB<br>5 Ha (stl) (16,4 17,6 17,6 17,6 17,6 × 12,5) ER<br>Cr 4(10) | Pielstick<br>Vee Oil 4SA 10Cy. 570 × 620<br>shaft<br>14 000bhp (10 298kW)<br>Nippon Kokan K.K. Tsurum<br>Gen 1 × 600kW a.c. 2 ×<br>Fuel 193,5t (d.o.) 2 982,5t |

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| **SILVER VENUS**<br>ex Tropical Venus-90<br>**Silver Venus Shipping S.A.**<br>D.S. Marine Ltd.<br>Panama Panama | **4 659**<br>3 376<br>7 882 | BV NK (KR) | **1975** K.K. Uwajima Zosensho—Uwajima (838)<br>114,26 17,63 7,189<br>103,99 17,61 9,00<br>P 19,6 F 11,0 1 dk | **M General Cargo**<br>2 Ho 39,4 39,8 ER<br>G.10 601 B.10 028<br>2 Ha (30,7 34,1 × 8,7) ER<br>Der 2(20) 2(15) | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Fuel 584,0t-14,0pd 12kn |
| **SILVER VIKING**<br>ex Silver Viking II-59<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **138**<br>67<br>152 | | **1958** Yarrows Ltd.—Victoria, B.C. (169)<br>21,70 6,74 3,048<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SILVER WAVE**<br>**E. H. Bendiksen**<br>Seattle, Wa United States of America | **198**<br>135<br>— | | **1978** .............Marysville, Wa<br>*32,22* 9,76<br>3,23<br>1 dk | **M Fishing** | Oil<br>1 125bhp (828kW)<br>U.S.A. |
| **SILVERFJORD**<br>ex Chung Shing-87 ex Silverfjord-83<br>**Wave Shipping Inc.**<br>Monrovia Liberia | **18 247**<br>12 807<br>28 876<br>T/cm<br>40,0 | GL (NV) | **1972** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (295)<br>179,00 26,04 11,494<br>173,56 26,01 16,21<br>P 37,8 B 12,8 F 15,6 1 dk<br>rf nil | **M Bulk Carrier**<br>Vehicles<br>6 Ho 15,0 22,4 22,4 22,4 22,4 23,1 ER<br>G.33 494 B.33 054 HeCls. B<br>TEU 852<br>C.Ho 712/20' (40') C.Dk 140/20' (40')<br>11 Ha (stl) (6,3 × 11,9) (18,6p&s 18,6p&s 18,6p&s 18,6p&s 18,6p&s × 10,2) ER<br>Cr 6(12,5) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>R.O. Tvornica Dizel Motora "Uljanik" Pula<br>Gen 3 × 456kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 292,5t (d.o.) 1 674,5t (hvf)-40,5pd 15kn |
| **SILVERFJORD**<br>ex Jean Enevoldsen-85<br>ex Buccaneer-81<br>**Bent F. Knudsen**<br>Esbjerg Denmark | *255*<br>*108*<br>— | | **1974** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (110)<br>35,74 7,24<br>28,10 7,21 3,46<br>1 dk | **M Fishing**<br>Side-fishing | Callesen 6-427-FOT<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik Abenra<br>Fuel (d.o.) |
| **SILVERFJORD**<br>**Kent Krusell Fartygsservice AB**<br>Stockholm Sweden | **214**<br>132<br>49 | | **1980** Oregrund M/V AB—Oregrund (B43)<br>33,05 6,71 1,140<br>31,20 6,20 2,82<br>1 dk | **Aluminium Alloy TM Ferry** 250P<br>Mchy.aft | Scania DSI1440M<br>2 Oil 4SA each 8Cy. 127 × 140 geared to sc. shafts<br>800bhp (588kW)<br>Saab-Scania Sodertalje |
| **SILVERFORS**<br>ex Crescent-91 ex Pelago-88<br>ex Westero Av Hono-81<br>ex Shamrock-79 ex Rattvik-70<br>**Johnny Andersson**<br>Skillinge Sweden | *217*<br>*70*<br>— | NV | **1965** A/B Marstrandsverken—Marstrand (2)<br>37,32 6,84 2,617<br>33,91 6,71 3,59<br>1 dk<br>rf 1847 BK 259 len 71 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>4 Ha (0,9 × 1,3) (1,4 × 1,4) (1,4 × 1,1) (0,9 × 1,0) ER<br>1W Der 1(2,5) 1(0,25) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 14kW 1 × 6kW 110V d.c.<br>Fuel (d.o.) |
| **SILVERGATE**<br>ex Silver Trident-87 ex Astyanax-86<br>ex Sliedrecht-81<br>**Gardenia Maritime Inc.**<br>Societe Anonyme Monegasque d'Administration Maritime et Aerienne (S.A.M.A.M.A.)<br>Panama Panama | **30 621**<br>21 374<br>67 826<br>T/cm<br>63,6 | AB | **1975** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (927)<br>223,98 (BB) 32,21 13,602<br>214,00 32,19 18,70<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>9 Ho 21,9 16,0 16,0 15,8 15,8 16,0 32,0 16,0 16,0 ER<br>G.76 291<br>10 Ha (stl) (9,6 × 11,2) (9,1 9,1 9,1 9,1 9,1 9,1 9,1 9,1 9,1 × 12,8) ER<br>Cr 2(10) | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 470kW 440V 60Hz a.c.<br>Fuel 2 337,0t (hvf)-46,5pd 15kn |
| **SILVERPILEN**<br>**Kent Krusell Fartygsservice AB**<br>Stockholm Sweden | **225**<br>148<br>— | | **1974** Boghammar Marin A/B—Lidingo (1057)<br>35,08 1,501<br>33,61 7,01 3,03<br>1 dk | **Aluminium Alloy TrM Ferry** 300dk P | Penta TAMD121<br>3 Oil 4SA each 6Cy. 130 × 150 with flexible couplings & sr reverse geared to sc. shafts<br>1 899bhp (1 397kW)<br>A/B Volvo-Penta Goteborg<br>21kn |
| **SILVERSIDE**<br>ex H. K. T. Silverside-60<br>ex Silverside-49<br>**P.T. Adhiguna Shipyard**<br>Jakarta Indonesia | **276**<br>164<br>— | (KI) | **1943** Jakobson Shipyard Inc.—Oyster Bay, NY<br>*32,74* 7,68 3,884<br>32,62 7,62 4,60<br>F 8,3 1 dk<br>BK 102 | **M Tug** | Enterprise<br>Oil 4SA 8Cy. 406 × 508<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Gen 1 × 109kW 110V<br>Fuel 127,0t (d.o.) |
| **SILVERSIDE**<br>**Guyana Fisheries Ltd.**<br>Georgetown, Demerara Guyana | **108**<br>48<br>98 | | **1984** Bender SB. & Repair Co. Inc.—Mobile, Al (192)<br>2,590<br>21,95 6,11 3,28<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 sr geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 3,25kW 32V d.c.<br>Fuel 43,5t (d.o.)-1,0pd 9,25kn |
| **SILVERSTONE**<br>ex Tarak Labiad-84<br>**Navicar S.A.**<br>Vigo Spain | **981**<br>376<br>1 626 | GL (BV) | **1983** Construcciones Navales P. Freire S.A.—Vigo (214)<br>88,02 18,37 4,201<br>77,53 18,01 15,52<br>2 dks | **M Vehicles Carrier**<br>Cars 800<br>Mchy.aft | Pielstick 6PC2-5L-400<br>Oil 4SA 6Cy. 400 × 460 sr geared to sc. shaft<br>3 900bhp (2 869kW)<br>Ast. Espanoles S.A. Olaveaga Works, Bilbao<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>16,25kn |
| **SILVERTARNAN**<br>**A/B Goteborg-Styrso Skargardstrafik**<br>Goteborg Sweden | *230*<br>*96*<br>— | | **1986** A/B Djupviks Batvarv—Djupvik (332)<br>30,23 —<br>26,90 7,73 3,10<br>1 dk | **Aluminium Alloy TM Ferry** 300dk P | Penta TAMD121C<br>2 Oil 4SA each 6Cy. 130 × 150 sr geared to sc. shafts<br>734bhp (540kW)<br>A/B Volvo-Penta Goteborg<br>2 Controllable pitch propellers<br>16,5kn |
| **SILVERTHORN**<br>ex Shamrock Enterprise-90<br>**Lazard Leasing Services Ltd.**<br>Coe Metcalf Shipping Ltd.<br>Liverpool United Kingdom | **995**<br>652<br>1 694 | **✠100A1**<br>**✠LMC** **UMS**<br>EL M 385,0/32,0U2<br>FN 1030 | **1982**-4 Schpsw. Bodewes Gruno—Foxhol (252)<br>69,30 11,10 4,292<br>63,91 11,00 5,11<br>P 12,8 F 9,5 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 42,6 ER<br>G.1 993<br>TEU 60<br>C.Ho 36/20' (40') C.Dk 24/20' (40')<br>1 Ha (stl) (37,2 × 7,8) ER | Alpha<br>Vee Oil 4SA 8Cy. 225 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>1 240bhp (912kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 3 × 44kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 95,0t (d.o.)-4,0pd 11kn |
| **SILVERY SEA**<br>**A. J. Manson & others**<br>Oban United Kingdom | **113**<br>85<br>— | | **1976** Schps. "De Dageraad" B.V.—Woubrugge (538)<br>27,11 7,85<br>24,31 7,82 4,12<br>1 dk | **M Fishing**<br>Side Trawler Seiner<br>Mchy.aft | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford |
| **SILVI**<br>ex Kinkai Maru No. 2-64<br>**Silvi Trading Corp.**<br>Chittagong Bangladesh | **486**<br>290<br>742 | NK (PR) | **1963** Imabari Zosen—Imabari (112)<br>53,09 7,85 3,560<br>47,99 7,80 3,99<br>P 10,4 F 5,5 1 dk<br>RW | **M General Cargo**<br>G.1 050 B.998<br>1 Ha (24,2 × 4,8) ER<br>Der 4(3) | Makita<br>Oil 4SA 6Cy. 320 × 470<br>800bhp (588kW)<br>Makita Tekkosho Takamatsu<br>Gen 1 × 5kW<br>Fuel 19,5t 11,5kn |

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| **8417235**<br>*DLWV*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SILVIA**<br>**Renken Schiffahrts K.G.**<br>Christian Jurgensen und Brink & Wolffel<br>Rendsburg Federal Republic of Germany | *1 584*<br>*615*<br>1 901 | GL | **1985** Husumer Schiffsw.—Husum (1495)<br>82,02 11,49 3,510<br>77,53 11,31 5,41<br>P 13,2 F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 51,6 ER<br>G.2 662<br>1 Ha (stl) (50,3 × 9,0) ER | MAN<br>Oil 4SA 8Cy. 200 × 270 with<br>sr geared to sc. shaft<br>600bhp (441kW)<br>Masch. Augsburg-Nuernberg (MA<br>Gen 2 × 112kW 1 × 52kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7653313**<br>*YCLF*<br>Rdr Rt | **SILVIA**<br>ex Putra Indah III-82 ex Putra Indah<br>ex Yashio Maru No. 2-78<br>ex Toyu Maru No. 1<br>**P.T. Artha Samudra Indah**<br>Jakarta Indonesia | **496**<br>242<br>1 088 | KI | **1969** Hakata Zosen K.K.—Hakata<br>53,88 4,131<br>49,51 9,30 4,70<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 165 | Oil 4SA 6Cy. 325 × 520<br>1 200bhp (883kW)<br>Nippon Hatsudoki |
| **6608567**<br>*CXNB*<br>7594<br>Esd Rdr Rt | **SILVIA ANA**<br>ex Kochi Maru-83<br>**Los Cipreses S.A.**<br>Montevideo Uruguay | **886**<br>472<br>121 | NK | **1966** Hashihama Zosen—Imabari (200)<br>58,80 11,32 2,693<br>55,00 11,30 4,00<br>1 dk<br>RW | **TM RoRo Cargo/Ferry** | Hanshin<br>978dk P 2 Oil 4SA each 6Cy. 350 × 500<br>1 544kW (2 099bhp)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 86kW 225V a.c. |
| **7512739**<br>*DVPK*<br>229894<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SILVIA I**<br>ex Silver Cardinal-84<br>**Transporte Navieros Inc.**<br>Fairmont Shipping (H.K.) Ltd.<br>Manila Philippines | **5 826**<br>3 493<br>10 009 | NK | **1976** Mie Shipyard Co. Ltd.—Yokkaichi (156)<br>116,52 18,55 8,814<br>106,99 18,51 10,98<br>P 23,5 F 9,5 1 dk<br>RW | **M Tanker**<br>Oil Chemical Molasses<br>Mchy.aft<br>L.9 360 | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 360kW 445V 60Hz a.c. |
| **7713199**<br>*EHQS*<br>Df Esd Gc<br>Rdr RTm/h | **SILVIA MARIA DEL MAR**<br>ex Kady-84 ex Silvia Maria Del Mar-83<br>ex Silvia Del Mar-83<br>Launched as Leticia Del Mar<br>**Medlines S.A.**<br>Contenemar S.A.<br>Bilbao Spain | **1 588**<br>1 073<br>3 432 | GL | **1979** Maritima de Axpe S.A.—Bilbao (104)<br>86,21 (BB) 14,03 5,900<br>79,02 14,01 8,03<br>P 8,0 F 5,8 2 dks | **M General Cargo**<br>Mchy.aft<br>G.7 756<br>TEU 98 C. 98/20 incl. 80 ref C.<br>5 Ha (stl) (each 12,5 × 10,5) | Deutz<br>Oil 4SA 8Cy. 400 × 580 reduction<br>shaft<br>3 000bhp (2 207kW)<br>Hijos de J. Barreras S.A.<br>Gen 1 × 1236kW |
| **8714906**<br>*IXSX*<br>1608<br>Df Esd Rdr<br>RTv | **SILVIA ONORATO**<br>**San Cataldo S.p.A.**<br>Napoli Italy | *275*<br>*82*<br>117 | RI | **1987** Cant. Nav. di Pesaro—Pesaro (62)<br>32,42 9,28 3,899<br>29,01 8,62 4,27<br>1 dk | **M Tug**<br>Salvage | Polar<br>Vee Oil 4SA 12Cy. 250 × 300 with<br>flexible couplings & sr geared<br>Nohab Diesel A/B<br>Gen 3 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 95,0t (d.o.)-11,0pd |
| **6511099**<br>*EAJA*<br>3854<br>Df Esd Rdr<br>Rt | **SILVIA SEGUNDO**<br>**Compania de Remolcadores Ibaizabal S.A.**<br>Bilbao Spain | **101**<br>30<br>— | (AB) | **1965** Ast. de T. Ruiz de Velasco—Bilbao (87)<br>26,90 6,13 2,550<br>25,00 6,10 3,00<br>1 dk<br>RW | **M Tug** | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>Soc. Espanola de Const. Nav.<br>Fuel 33,5t |
| **8914087**<br>*3EUP7*<br>18733-90<br>Df Esd Gc<br>Pfd Rdr Rt<br>SatNav | **SILVIA SKY**<br>**Heisei Navigation S.A.**<br>Mitsui & Co. Ltd.<br>Panama Panama | *5 055*<br>*2 537*<br>6 695 | NK | **1990** Dae Sun SB. & Eng. Co. Ltd.—Busan (356)<br>103,00 (BB) 17,82 6,851<br>93,92 17,80 7,30<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.11 834 B.11 211<br>2 Ha (stl) (25,3 26,6 × 12,5) ER<br>Der 2(25) 2(20) | Hanshin<br>Oil 4SA 6Cy. 460 × 740 sr geared<br>2 501kW (3 400bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 141kW a.c. |
| **8805212**<br>*3EUB6*<br>18057-88A<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SILVICULTURE**<br>**Yashima Marine (Liberia) Co. Ltd.**<br>Panama Panama | *34 739*<br>*19 093*<br>42 921 | NK | **1988** Oshima Shipbuilding co. Ltd.—Nagasaki (10112)<br>203,05 (BB) 32,22 10,324<br>194,00 32,20 20,40<br>P 20,2 B 12,8 F 14,1 1 dk | **M Wood-chip Carrier**<br>6 Ho ER<br>G.88 184<br>6 Ha (stl) (16,0 × 12,5) (16,0 16,0 12,8 15,8 15,8 × 18,7) ER<br>Cr 6(14,5) | Sulzer<br>Oil 2SA 6Cy. 520 × 1800<br>5 826kW (7 920bhp)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 217,0t (d.o.) 1 554,0t (hvf)-1,5 |
| **6803313**<br>*5BMO*<br>707328<br>Df Esd Gc<br>Rdr Rt | **SILVIO S**<br>ex Spitsbergen-88 ex Santa Lucia-84<br>ex Coolhaven-75 ex Frost Scan-74<br>ex Spitsbergen-72<br>**Enalia Navigation Ltd.**<br>Lagousses Shipping Co. S.A.<br>Limassol Cyprus | T.Mk<br>**697**<br>376<br>1 480<br>**1 499**<br>950<br>1 803 | **✠100A1** SS 12/85<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL M 1¼"U2<br>FN 1415 | **1968**-2 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (352)<br>82,58 12,25 4,420/4,915<br>74,53 11,97 7,01<br>F 8,0 2 dks<br>rf 152 | **M Refrigerated Cargo**<br>Mchy.aft<br>In.2 464 | Pielstick<br>Oil 4SA 6Cy. 400 × 460 sr geared<br>1 912kW (2 599bhp)<br>At. & Ch. de Nantes (Bretagne-Loire)<br>Gen 3 × 120kW 380V 50Hz a.c. |

**LAID UP — SURVEYS OVERDUE — REPAIRS REQUIRED 12/89**

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| **7023324**<br>Esd Rdr Rt | **SILY**<br>**Office d'Amenagement de Boke (OFAB)**<br>Conakry Guinea | **148**<br>14<br>134 | (BV) | **1970** Gutehoffnungshuette Sterkrade A.G. —Walsum<br>28,02 8,56 2,801<br>25,25 8,16 3,41<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz<br>Gen 1 × 23kW 1 × 11kW 110V<br>Fuel 56,0t (d.o.) |
| **5185063**<br>*H3BG*<br>1309-70D<br>Df Esd Gc<br>Rdr Rt | **SIM LEE**<br>ex Mariana-80 ex Giant Leader-79<br>ex Dufton Bay-78 ex Speed One-76<br>ex Lianga Bay-74<br>ex Kenei Maru No. 3-70<br>**Eastern Summit Marine Corp S.A.**<br>Panama Panama | **3 791**<br>2 154<br>5 866 | (NK) | **1961** Kawasaki Dockyard Co. Ltd.—Kobe (1008)<br>110,11 15,45 6,722<br>101,91 15,40 8,21<br>P 27,2 F 9,5 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.7 807 B.7 145<br>3 Ha (12,8 12,5 24,8 × 7,0) ER<br>11W Der 2(15) 6(10) | MAN<br>Oil 2SA 6Cy. 520 × 900<br>2 800bhp (2 060kW)<br>Kawasaki Dockyard Co. Ltd.<br>Gen 2 × 88kW 445V a.c.<br>Fuel 354,5t-10,0pd |
| **8019411**<br>Esd Rdr Rt | **SIMACH 2**<br>**Servicios Industriales de la Marina (SIMA PERU)**<br>Chimbote Peru | **81**<br>4<br>62 | **✠100A1**<br>tug<br>harbour service<br>**✠LMC**<br>EL (C) 220,0/17,0U2<br>FN 213 | **1984**-11 SIMA Serv. Ind. de la Marina Chimbote (SIMACH) —Chimbote (437)<br>22,81 7,50 2,891<br>20,20 7,10 3,41<br>B 7,4 1 dk<br>rf 711 | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 146 × 146 with<br>flexible couplings & sr reverse<br>shaft<br>General Motors Corp., Detroit Diesel<br>Div.<br>Gen 2 × 15kW 220V 60Hz a.c.<br>Fuel 11,5t (d.o.) |
| **5246001**<br>*HSKG*<br>Df Esd Gc<br>Rdr | **SIMALI 1**<br>ex Siam Queen-76 ex Nikitas II-74<br>ex Nordhaff-71 ex Naguilan-69<br>ex Atlas-59<br>**Siam Maritime Lines Co. Ltd.**<br>Bangkok Thailand | T.Mk<br>**2 742**<br>1 437<br>5 080 | (GL) | **1951** Flensburger Schiffsbau-Ges.—Flensburg (530)<br>116,29 15,07 7,332<br>107,22 15,02 9,25<br>F 9,8 2 dks<br>RW | **M General Cargo**<br>4 Ho 18,2 26,5 17,5 15,3<br>G.8 883 B.8 254<br>4 Ha (stl) (7,0 16,0 16,0 9,0 × 5,9)<br>10W Der 1(54) 1(15) 8(5) 2(3) 2(1) | MAN<br>6P 2 Oil 4SA each 9Cy. 400 × 460<br>3 600bhp (2 648kW)<br>Masch. Augsburg-Nuernberg (MAN<br>Gen 3 × 80kW 230V d.c.<br>Fuel 508,0t (d.o.) |
| **5356002**<br>*PUXW*<br>Df Esd | **SIMANSUR**<br>ex Terezina-66 ex FNP Plaul-54<br>ex Salte 53-53<br>**Navegacao Alianca Ltda.**<br>Brazil | **1 706**<br>1 030<br>2 500 | | **1951** Uraga Dock Co. Ltd.—Uraga Shipyard, Yokosuka<br>85,35 12,50 4,268<br>79,25 5,29<br>1 dk<br>conv Tanker 66 | **M General Cargo**<br>Mchy.aft<br>G.2 565 | Oil 4SA 6Cy. 450 × 600<br>850bhp (625kW)<br>Kawasaki Dockyard Co. Ltd. |
| **5062479**<br>*CSPT*<br>Df Esd Gc<br>Rdr RTv | **SIMAO CUNHA**<br>ex Capitao Joao Vilarinho-87<br>**Sociedade Pesca Ferreira da Cunha Ltda.**<br>Aveiro Portugal<br>SatCom: 1706116 | **1 185**<br>767<br>— | (BV)<br>✠Classed LR until 31/1/84 | **1952**-5 Est. Nav. do Mondego—Figueira da Foz (23)<br>66,73 11,03 4,706<br>60,33 10,98 5,49<br>P 18,6 F 20,8<br>RW | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft | Polar<br>Oil 4SA 12Cy. 250 × 300<br>2 100bhp (1 545kW) NE 71<br>Nohab Diesel A/B<br>Controllable pitch propeller |

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| **SIMAR**<br>ex Asian Sapphire ex Wave Ruler-82<br>ex Lotus Greeta-81 ex Kuwa Mariya-81<br>ex Otori Maru<br>ex Rakuyo Maru No. 11-71<br>**P.T. Mahakam Maskapai Pelayaran Nusantara**<br>Jakarta Indonesia | **448**<br>270<br>680 | KI (NK) | **1960** Kurushima Dockyard Co. Ltd.—Imabari (65)<br>50,65 8,06 3,571<br>46,00 8,01 4,02<br>P 11,0 F 5,2 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.916 B.863<br>1 Ha (22,4 × 4,9) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 320 × 460<br>650bhp (478kW)<br>Nippon Hatsudoki Kobe<br>Gen 1 × 5kW 110V d.c.<br>Fuel 27,5t 10,5kn |
| **SIMARA EXPRESS**<br>ex First Jay-86 ex London Grenadier-79<br>**Maunlad Navigation Inc.**<br>Dalex Shipping Co. S.A.<br>Manila Philippines | **9 210**<br>6 091<br>15 138 | ✠**100A1** SS 9/86<br>✠**LMC**<br>EL Z 2⅛"U2<br>FN 4317 | **1972**-4 Austin & Pickersgill Ltd.—South Dock, Sunderland (432)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 425 B.19 649<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 8(10) 2(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>AuxB (Comp) 100lbf/in² (6,9bar)<br>Gen 3 × 280kW 440V 60Hz a.c.<br>15kn |
| **SIMARITO**<br>**P.T. Pelayaran Nasional Indonesia (PELNI)**<br>Jakarta Indonesia | **977**<br>443<br>1 650 | KI (NV) | **1977** Sandnessjoen Slip & M/V A/S —Sandnessjoen (34)<br>71,91 4,401<br>65,41 12,70 7,12<br>F - 2 dks | **M General Cargo**<br>2 Ho ER<br>G.3 570<br>2 Ha (13,2 18,9 × 8,0) ER<br>Der 2(20) 1(5) | Kromhout 9FDHD240<br>Oil 4SA 9Cy. 240 × 260<br>1 700bhp (1 250kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 3 × 96kW 220/380V 50Hz a.c. |
| **SIMBA**<br>**Kenya Ports Authority**<br>Mombasa Kenya | **359**<br>—<br>— | ✠Classed LR until 15/1/82 | **1951**-9 A. & J. Inglis Ltd.—Glasgow (1429 P)<br>39,78 9,17 3,683<br>36,58 9,15 4,63<br>R rf 381 | **TS Tug**<br>1 Ho<br>1 Ha (0,9 × 1,3) | T 6Cy. (2) 356 (2) 584 & (2) 978 x 610<br>Aitchison, Blair Ltd. Clydebank<br>Gen 1 × 16kW 110V d.c.<br>Fuel 74,0t (o.f.) 11kn |
| **SIMBA**<br>**Tanzania Harbours Authority**<br>Dar es Salaam Tanzania | *208*<br>*62*<br>109 | ✠**100A1** SS 3/89<br>tug<br>**LMC**<br>EL E 275,0/23,0U2<br>FN 320 | **1983**-4 Tille Scheepsbouw B.V.—Kootstertille (233)<br>30,21 8,06 3,310<br>26,95 7,80 4,04<br>RFD 12,2 1 dk<br>rf 1168 BK 51 | **TM Tug**<br>Fire-fighting Salvage | Deutz SBV8M628<br>2 Oil 4SA each 8Cy. 240 × 280 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 1 × 26kW 415V 50Hz a.c.<br>Fuel 78,0t (d.o.) |
| | | **SURVEYS OVERDUE — CLASS SUSPENDED 27/9/91** | | | |
| **SIMBA** | **129**<br>87<br>— | | **1969** Breaux's Bay Craft Inc.—Loreauville, La<br>... ... ...<br>31,96 6,25 2,72<br>1 dk | **Aluminium Alloy TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 500bhp (1 103kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **SIMBA II**<br>**Kenya Ports Authority**<br>Mombasa Kenya | **362**<br>103<br>203 | ✠CLASS WITHDRAWN 12/6/91 | **1984**-2 Ferguson-Ailsa Ltd.—Troon (560)<br>36,00 10,29 3,514<br>32,21 9,76 4,45<br>B 12,5 RFD 5,5 1 dk<br>rf 56 | **TM Tug**<br>Fire-fighting | Ruston 8RKCM<br>2 Vee Oil 4SA each 8Cy. 254 × 305 with clutches, flexible couplings & sr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 2 × 85kW 1 × 20kW 440V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 100,0t (d.o.)-3,5pd 14,5kn |
| **SIMBAD**<br>ex Carinigo-87<br>**European Sea Transport Corp.**<br>Acomarit Services Maritimes S.A.<br>Nassau Bahamas | **1 464**<br>540<br>2 053 | BV | **1981** Soc. Met. Duro Felguera—Gijon (158)<br>109,51 (BB) 16,62 3,961<br>101,53 16,51 11,51<br>1 dk & S dk | **M Vehicles Carrier** OSD<br>Side door/ramps 1(p) 1(s) 2 Stern door/ramps<br>Cars 750<br>Mchy.aft | MAN 6L40/54A<br>Oil 4SA 6Cy. 400 × 540 reduction geared to sc. shaft<br>3 750bhp (2 758kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena |
| **SIMBAD**<br>ex Semia-70<br>**Omnium Marocain Commercial et Industrial (OMACI)**<br>Agadir Morocco | **249**<br>85<br>— | ✠Classed LR until 10/10/80 | **1967**-7 Verolme Scheepswerf Heusden N.V. —Heusden (681 /E)<br>36,71 7,35<br>32,14 7,21 4,02<br>P 5,8 F 6,4<br>rf 991 BK 178 | **M Fishing**<br>Side Trawler<br>Der 1(5) | Ruston<br>Oil 4SA 6Cy. 203 × 273 sr geared to sc. shaft<br>755bhp (555kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 80kW 1 × 24kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 34,5t (d.o.) 11kn |
| **SIMBRA**<br>**Twenty Grand Marine Service Inc.**<br>Tidewater Marine Service Inc.<br>Morgan City, La United States of America | **133**<br>90<br>— | | **1981** Henry's Boatbuilding Inc.—Morgan City, La (25)<br>19,82 7,93<br>2,60<br>1 dk | **M Tug** | General Motors 8V-71-TI<br>Vee Oil 2SA 8Cy. 108 × 127<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| **SIMBY**<br>ex Les Deux Freres Express-89<br>ex St. Nicolas Express ex Seeden-87<br>ex Ida II-86 ex Ida Baago-82<br>ex Hanne Moller-67<br>**God is Able Shipping S. de R.L.**<br>San Lorenzo Honduras | **298**<br>144<br>395 | (BV) | **1960** Husumer Schiffsw.—Husum (1166)<br>40,52 7,95 2,998<br>38,74 7,85 3,26<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.538 B.510<br>1 Ha (19,2 × 4,8) ER<br>2W Der 2(3) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>299bhp (220kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 5kW 220V d.c.<br>Fuel 27,5t (d.o.) 10kn |
| **SIMCOE**<br>**Canada Steamship Lines Inc.**<br>Great Lakes Bulk Carriers Inc. (GLBC)<br>Toronto, Ont. Canada | **18 102**<br>13 456<br>28 439<br>T/cm<br>45,6 | ✠**100A1** Lake SS 3/90<br>Great Lakes & River St. Lawrence service<br>✠**LMC**<br>EL (o†) 2⅜"SQ<br>FN 7557 | **1966**-6 Collingwood Shipyards—Collingwood, Ont. (182)<br>222,51 22,97 8,263 FW<br>216,16 22,86 12,10<br>P 28,1 F 17,4 1 dk<br>RW rf nil | **M Bulk Carrier**<br>6 Ho ER<br>G.36 840<br>17 Ha (stl) (each 6,1 × 14,3) ER | Fairbanks, Morse<br>Caterpillar<br>6 Oil all sr geared to sc. shaft<br>9 400bhp (6 914kW)<br>(i) 4 2SA each 12Cy. 206 × 254<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>(ii) 2 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 500kW 1 × 250kW 575V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 457,0t (hvf) 15kn |
| **SIMCOE**<br>**Government of Canada (Transport Canada)**<br>Ottawa Canada | **961**<br>361<br>457 | ✠Classed LR until 23/6/78 | **1962**-11 Canadian Vickers Ltd.—Montreal, P.Q. (279)<br>54,72 11,64 4,014<br>50,35 11,59 4,73<br>P 25,6 F 8,0 1 dk<br>rf 152 | **TD-E Buoy & Supply Ship**<br>Ice strengthened<br>1 Ho 9,4 ER<br>1 Ha (stl) (4,3 × 3,1) ER<br>Der 1(10) | Paxman<br>2 Vee Oil 4SA each 12Cy. 248 × 267 total 3 000bhp (2 207kW) driving 4 gen. each 410kW 600V d.c. connected to 2 elec. motors each of 1 000shp (736kW) (CC) & sc. shafts<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 2 × 230kW 115/230V d.c.<br>Fuel 156,0t (d.o.) 13kn |
| **SIME**<br>ex PR 36 Dupin-91<br>**Poduzece "Zemunik" Co.**<br>Split Croatia | **221**<br>66<br>— | | **1955** Brodogradiliste "Split"—Split<br>32,79 7,93 —<br>- - 4,13<br>1 dk<br>conv Tug 91 | **M Fishing** | MAN<br>Oil<br>956kW (1 300bhp) E fitted73<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>10,5kn |
| **SIMELIA**<br>ex Ocean Pearl-84<br>**New Guinea Marine Products Pty. Ltd.**<br>Port Moresby Papua New Guinea | **211**<br>142<br>— | (NV) | **1973** Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A. (126)<br>24,21<br>23,32 6,81 3,97<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Caterpillar D353SCAC<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |

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|---|---|---|---|---|---|---|---|
| **7512612**<br>*C6JS3*<br>716395<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SIMEON CH**<br>ex White Eagle-91 ex Sun Laurel-87<br>ex Golden Laurel-85<br>Nassau Bahamas | **29 729**<br>22 903<br>61 709<br>T/cm<br>26,3 | AB | **1977** Hitachi Zosen—Sakai (4516)<br>225,03 (BB) 12,453<br>215,02 32,19 17,81<br>F 16,2 1 dk<br>rf 69 | **M Bulk Carrier**<br>7 Ho ER<br>G.74 247<br>7 Ha (stl) (each 16,0 × 13,1) ER | HeCls. B | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Hitachi Zosen<br>Gen 3 × 400kW<br>Fuel 160,5t (d.o.) 3 264,5t (hvf)-4 |
| **7640847**<br>*YQEE*<br>368<br>Df Esd Gc<br>Rdr Rt | **SIMERIA**<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **4 399**<br>1 928<br>6 136<br>**6 253**<br>4 024<br>8 750 | RNR | **1976** Santierul Naval Braila—Braila<br>130,77 (BB) 17,71 6,600/8,100<br>121,19 10,24<br>1 dk & S dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | OSD/CSD | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski<br>Gen 3 × 250kW 400V 50Hz a.c. |
| **8902436**<br>*P3YY3*<br>709126<br>Df Esd Gc<br>Pfd Rdr RTv | **SIMFEROPOL**<br>**Simferopol Shipping Co. Ltd.**<br>Black Sea Shipping Co. (BLASCO)<br>Limassol Cyprus<br>SatCom: 1100627 | *24 606*<br>*13 297*<br>42 263<br>T/cm<br>49,1 | NV (Class cont.) | **1990** Hyundai Heavy Industries Co. Ltd.—Ulsan (692)<br>182,20 30,50 11,200<br>15,95<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.51 124 B.48 568<br>5 Ha (stl) ER<br>Cr 4 | | B&W<br>Oil 2SA 5Cy. 600 × 1944<br>8 377kW (11 389bhp)<br>Hyundai Engine & Machinery Co. |
| **7235733**<br>*OWTI*<br>Df Esd Gc<br>Pfd Rdr RTv | **SIMIUTAQ**<br>ex Atlantic-86<br>**Royal Greenland Fisheries & Supplies Gronlands Hjemmestyres (Trawlervirkomhed)**<br>Godthab/Nuk Greenland (Danish)<br>SatCom: 1610320/OWTI | T.Mk<br>**1 343**<br>411<br>— | NV | **1973** Soviknes Verft A/S—Sovik (76)<br>76,51 12,63 5,682<br>65,56 12,60 8,16<br>3 dks<br>rf 991 BK 196 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft<br>In.1 520 | | Deutz<br>2 Oil 4SA each 8Cy. 320 × 450<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 520kW 1 × 160kW 3<br>Fuel (d.o.) |
| **6711962**<br>*OVOR*<br>H834<br>Esd Pfd Rdr | **SIMMELHOLM**<br>ex Anne Lundgaard-86<br>ex Laila Morup-81<br>ex Helene Jacobsen-70<br>**Jorgen Dahl Madsen**<br>Esbjerg Denmark | **149**<br>73<br>178 | (BV) | **1967** VEB Rosslauer Schiffswerft—Rosslau<br>33,58 6,61 2,699<br>29,57 6,58 3,31<br>F 6,1 1 dk<br>BK 69 | **M Fishing**<br>Side Trawler<br>2 Ho 4,6 6,7 ER<br>2 Ha (stl) (each 1,5 × 1,2) ER<br>1W Der 1(0,5) | | Aabenra<br>Oil 4SA 6Cy. 270 × 400<br>560bhp (412kW) NE 73<br>Aabenraa Motorfabrik<br>Gen 2 × 16kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.) |
| **8132885**<br>*WYR7306*<br>635926<br>Rdr Rt | **SIMMENTAL**<br>**Twenty Grand Marine Service Inc.**<br>Tidewater Marine Service Inc.<br>Morgan City, La United States of America | **133**<br>90<br>— | | **1981** Henry's Boatbuilding Inc.—Morgan City, La (26)<br>19,82 7,93<br>2,60<br>1 dk | **M Tug** | | General Motors<br>Vee Oil 2SA 8Cy. 108 × 127<br>General Motors Corp., Detroit Diesel Div. |
| **8200864**<br>*HJNF*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SIMON BOLIVAR**<br>**Flota Mercante Grancolombiana S.A.**<br>Isla de San Andres Colombia | **12 286**<br>6 487<br>15 969 | AB | **1984** Stocznia Gdanska im. Lenina—Gdansk (B349/05)<br>158,99 (BB) 9,751<br>148,14 24,87 15,88<br>F 13,8 3 dks<br>rf nil | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>4 Ho ER 8 TwD<br>G.22 200 B.20 694 In.4 776<br>TEU 427<br>C.Ho 241/20' (40') C.Dk 186/20' (40') incl. 8 ref C.<br>6 Ha (stl) (19,9 19,9p&s 19,9p&s × 8,1) (9,1 × 7,4) ER<br>8W Cr 4(25) Der 1(80) 6(15) 2(8) | | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW)<br>H. Cegielski<br>Gen 4 × 1040kW a.c.<br>Fuel 482,0t (d.o.) 1 078,0t (hvf)-38, |
| **5328732**<br>*CGSJ*<br>313105<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SIMON FRASER**<br>**Government of Canada (Transport Canada)**<br>Ottawa Canada<br>SatCom: 1560123/CGSJ | **1 353**<br>431<br>484 | ✠Classed LR until 23/6/78 | **1960**-2 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (306)<br>62,26 12,86 4,268<br>56,16 12,81 5,57<br>P & B 33,6 F 8,0 1 dk<br>rf 305 | **TD-E Buoy & Supply Ship**<br>Ice strengthened<br>1 Ho 10,9<br>1 Ha (stl) (5,2 × 4,2)<br>Der 1(15) 1(1) | | Alco<br>2 Vee Oil 4SA each 12Cy. 229 × 2<br>3 332bhp (2 451kW) driving 2 g<br>1 150kW 750V d.c. connected t<br>each of 1 450shp (1 067kW) (C<br>Dominion Eng. Works<br>Gen 2 × 240kW 230V d.c.<br>Fuel 178,0t (d.o.) |
| **8112500**<br>*C6DQ3*<br>715224<br>Df Esd Gc<br>Pfd Rdr RTv | **SIMON LABRADOR**<br>ex Seaway Labrador-91<br>**Royal Bank Leasing Ltd.**<br>Denholm Ship Management (U.K.) Ltd.<br>Nassau Bahamas<br>SatCom: 1104707/SLAB | *2 809*<br>*842*<br>3 060 | NV | **1983** Brattvag Skipsinnredning—Brattvag (40)<br>80,50 18,42 6,084<br>72,00 16,81 7,12<br>1 dk<br>len 91<br>conv Research/ Survey Mother Ship for submersibles 88 | **TD-E Research**<br>Seismographic Survey | | Wartsila<br>4 Oil 4SA each 8Cy. 220 × 240 tot<br>(6 961bhp) driving 4 gen. each<br>a.c. connected to 2 elec. motors<br>2 000shp (1 471kW) & sr geared<br>Oy Wartsila Ab<br>Gen 4 × 1220kW 600V 60Hz a.c.<br>440V 60Hz a.c.<br>2 Directional propellers<br>2 Thw. thrust propellers fwd |
| **6929806**<br>RTh | **SIMON RUIERO**<br>**Sisco Shipping Co.** | **103**<br>46<br>67 | | **1968** Steamships Trading Co. Ltd.—Port Moresby<br>*18,96* 6,10<br>... ...<br>B 2,5 F 6,8 1 dk<br>BK 76 | **M Passenger/General Cargo**<br>1 Ho 9,6<br>G.136 In.6<br>1 Ha (5,9 × 4,2)<br>1W Der 1(2) | 36P | Rolls Royce<br>Oil 4SA 6Cy. 130 × 152<br>170bhp (125kW)<br>Rolls-Royce of Australia Pty. Ltd.<br>Gen 1 × 22kW 1 × 6kW 240/440<br>Fuel 5,5t (d.o.) |
| **8304749**<br>*PHMG*<br>HD 30<br>Esd Rdr RTh | **SIMON SENIOR**<br>**Rederij S. Koorn en Zonen B.V.**<br>Den Helder Netherlands | *331*<br>*188*<br>— | | **1983** Scheepswerf Visser B.V.—Den Helder (101)<br>38,77<br>8,01 4,40<br>1 dk | **M Fishing**<br>Side-fishing Cutter | | Kromhout<br>Oil 4SA 9Cy. 240 × 260 with flexib<br>sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 76kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 101,5t (d.o.)-7,5pd |
| **8919221**<br>*DGPS*<br>16375<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav | **SIMONE**<br>**m.s. "Simone" Schiffahrtsgesellschaft Logemann KG**<br>Peter Dohle Schiffahrts-KG. (G.m.b.H. & Co.)<br>Hamburg Federal Republic of Germany | *1 568*<br>*556*<br>1 890 | GL | **1990** Arminius—werke G.m.b.H.—Bodenwerder (10514)<br>81,20 11,33 3,660<br>77,40 11,30 5,40<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 823 B.2 777<br>TEU 72 C.Ho 48/20' C.Dk 24/20'<br>1 Ha (stl) (50,4 × 9,0) ER | | MaK<br>Oil 4SA 6Cy. 240 × 330 with clutc<br>couplings & sr reverse geared t<br>600kW (816bhp)<br>Krupp MaK. Maschinebau G.m.b.H<br>Gen 2 × 85,6kW 1 × 48kW 220/3<br>Thw. thrust propeller fwd Tunnel thrus<br>Fuel 105,4t (d.o.)-3,0pd |
| **8516598**<br>*DCIT*<br>Df Esd Gc<br>Rdr RTm/v<br>SatNav | **SIMONE**<br>**Briese-Schiffahrts G.m.b.H. & Co. KG m.s. "Simone"**<br>Briese-Schiffahrts G.m.b.H. & Co. KG<br>Leer Federal Republic of Germany | *1 416*<br>*528*<br>1 550 | GL | **1986** Schiffsw. Julius Diedrich GmbH & Co. K.G. —Oldersum (153)<br>79,02 (BB) 11,61 3,301<br>75,62 10,91 5,16<br>P 14,7 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 54,6 ER<br>G.2 716 B.2 712<br>TEU 80 C. 80/20' (40')<br>1 Ha (stl) (50,0 × 8,5) ER<br>Cr 1(6) | | Deutz<br>Oil 4SA 6Cy. 240 × 280 with clutc<br>couplings & sr reverse geared t<br>600kW (816bhp)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 94kW 1 × 44kW 380V<br>Thw. thrust propeller fwd<br>Fuel 70,0t (d.o.)-2,5pd |
| **8208878**<br>*DCKD*<br>2678<br>Df Esd Gc<br>Rdr RTm/h/v | **SIMONE**<br>**Thekla Schepers K.G. m.s. "Simone" & Co.**<br>Rhein-Nord-Ostsee Befrachtungs G.m.b.H.<br>Haren/Ems Federal Republic of Germany | **997**<br>580<br>2 319 | GL | **1982** Detlef Hegemann Rolandwerft G.m.b.H. —Bremen (122)<br>80,29 (BB) 11,41 4,250<br>75,44 11,36 4,96<br>P 12,2 RQD 50,3 F 6,1 2 dks | **M General Cargo**<br>1 Ho 54,6 ER<br>G.3 250 B.3 222<br>1 Ha (stl) (46,2 × 9,3) ER | | Deutz<br>Oil 4SA 6Cy. 240 × 280 sr geared t<br>599bhp (441kW)<br>Kloeckner Humboldt Deutz<br>Thw. thrust propeller fwd |

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| **SIMONE MARTINI**<br>**Sicilia Regionale Marittima S.p.A. (SI.RE.MAR.)**<br>Palermo Italy | **1 493**<br>724<br>513 | RI | **1985** Nuovi Cantieri Apuania S.p.A.—Marina di Carrara (1124)<br>71,02 (BB) 14,03 3,610<br>64,29 14,03 4,81<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo | Fiat BL230.12V<br>2 Vee Oil 4SA each 12Cy. 230 × 310 with clutches, flexible couplings & sr geared to sc. shafts<br>5 040bhp (3 707kW)<br>S.A. Fiat S.G.M. Torino<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **SIMONS BOLIVARS**<br>ex Simon Bolivar-91<br>**Latvian Shipping Company**<br>Riga Latvia | **8 694**<br>3 816<br>9 141<br>T/cm<br>23,5 | RS | **1981** "Georgi Dimitrov" Shipyard—Varna (201)<br>148,67 (BB) 21,49 7,651<br>136,00 21,01 10,90<br>P -F - 1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>6 Cell. Ho 14,7 15,3 14,6 14,6 14,6 14,6 ER<br>TEU 490<br>C.Ho 246/20'(40') C.Dk 244/20'(40')<br>11 Ha (stl) ER | B&W 6DKRN67/140<br>Oil 2SA 6Cy. 670 × 1400<br>9 048bhp (6 655kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 504kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 304,0t (d.o.) 1 071,0t (hvf)-43,0pd 17,8kn |
| **SIMOON**<br>**International Transport Simoon Inc.**<br>Panama Panama | **846**<br>133<br>928 | AB | **1977** Matsuura Tekko Zosen—Higashino (262)<br>55,00 11,23 4,847<br>50,02 11,21 5,21<br>F 27,5 1 dk<br>rf 348 | **TM Tug**<br>Salvage | Fuji 16V27.5X-G<br>2 Vee Oil 4SA each 16Cy. 275 × 320 reverse reduction geared to sc. shafts<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 3 × 240kW 445V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 935,0t (hvf)-30,5pd 14,5kn |
| **SIMPLON**<br>ex Lukas-90 ex Lukasturm-89<br>**Simplon N.V.**<br>Reederei Horst Zeppenfeld G.m.b.H. & Co. K.G.<br>Willemstad Netherlands Antilles & Aruba | **889**<br>322<br>1 360 | GL | **1974** Elsflether Werft A.G.—Elsfleth/Weser (387)<br>56,14 14,33 4,598<br>51,01 14,00 5,21<br>B & F 20,5 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened | Deutz SBA12M528<br>2 Vee Oil 4SA each 12Cy. 220 × 280 geared to sc. shaft<br>2 560kW (3 480bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 240kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 188,0t (d.o.) 14,75kn |
| **SIMPLON**<br>**Armement Dhellemmes S.A.**<br>Concarneau France | **222**<br>79<br>300 | BV | **1982** Con. Mec. de Normandie—Cherbourg (34/07)<br>34,02 8,31 3,501<br>31,02 7,92 4,27<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>1 Ho<br>In.180<br>2 Ha (stl) | Crepelle 6PSN3<br>Oil 4SA 6Cy. 260 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>800bhp (588kW)<br>Soc. Nouvelle des Moteurs Crepelle Lille<br>Gen 1 × 72kW 1 × 59kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 50,0t (d.o.)-3,0pd 12,25kn |
| **SIMPSON BROS.**<br>**Mayport Fisheries Inc.**<br>Fernandina Beach, Fl United States of America | **159**<br>60<br>— | | **1942** Herreshoff Mfg. Co.—Bristol, Ri<br>*29,75* 6,76<br>... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil<br>400bhp (294kW)<br>National Supply Co. Springfield, Oh |
| **SIMSON**<br>**Bugsier-Reederei-und Bergungs-G.m.b.H.**<br>Limassol Cyprus | **1 599**<br>162<br>— | GL | **1973** F. Schichau G.m.b.H.—Bremerhaven (1757)<br>77,40 13,24 5,820<br>68,71 13,21 6,61<br>F 27,2 1 dk | **TM Tug**<br>Salvage<br>Ice strengthened<br>Der 1(10) | Deutz RBV12M350<br>2 Vee Oil 4SA each 12Cy. 400 × 500 reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 4 × 330kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd 16kn |
| **SIMSON**<br>**Oxelosunds Hamn AB**<br>Oxelosund Sweden | **253**<br>75<br>— | **✠100A1** SS 6/91<br>tug Baltic service<br>Ice Class 1<br>**✠LMC**<br>EL (c)<br>FN 369 | **1966**-4 A/B Asi-Verken—Amal (76)<br>30,87 8,44 4,115<br>27,89 8,41 4,81<br>RFD 6,4 1 dk<br>rf 737 BK 102 | **M Tug**<br>Tender 60P<br>Cr 1(1) | Polar<br>Oil 2SA 8Cy. 340 × 570<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 72kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 51,0t (d.o.)-7,0pd 12,5kn |
| **SIN BO No. 27**<br>ex Sin Bo No. 73-89<br>ex Sam Boo No. 3-88<br>ex Dae Won No. 33-84<br>ex Takatori Maru No. 11-72<br>**Sin Bo Fisheries Co. Ltd.**<br>Busan South Korea | **229**<br>109<br>— | (KR) | **1964** Kanasashi Co. Ltd.—Shimizu (583)<br>43,72 7,57 3,052<br>38,54 7,50 3,31<br>P 16,8 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.307<br>4 Ha (1,0 1,0 × 1,0) (1,2 1,2 × 1,2) ER | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>478kW (650bhp)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 72kW 230V a.c.<br>10,5kn |
| **SIN BO No. 63**<br>ex Sam Song No. 17-88<br>ex Shinmei Maru No. 31-73<br>ex Hokushu Maru No. 21-68<br>**Bae Jong-Tae**<br>Busan South Korea | **176**<br>74<br>— | (KR) | **1963** Miho Zosensho K.K.—Shimizu (374)<br>38,64 6,91 2,881<br>33,38 6,90 3,15<br>P 16,2 F 6,8 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.229<br>3 Ha (1,1 × 0,8) (1,1 1,1 × 1,3) ER | Fuji<br>Oil 4SA 6Cy. 300 × 420<br>650bhp (478kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 96kW 225V a.c.<br>11kn |
| **SIN BO No. 71**<br>ex Se Yang No. 35-86 ex Sam In No. 6<br>ex Gojyo Maru No. 8-73<br>ex Fukyu Maru No. 25<br>**Sin Bo Fisheries Co. Ltd.**<br>Busan South Korea | **222**<br>111<br>— | (KR) | **1962** Kanasashi Co. Ltd.—Shimizu (451)<br>41,51 7,35<br>36,58 7,31 3,41<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.270<br>4 Ha (1,3 1,3 1,3 0,7 × 1,3) ER | Niigata<br>Oil 4SA 6Cy. 310 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 54kW 230V a.c.<br>11kn |
| **SIN BO No. 72**<br>ex Dai Ho No. 11-85<br>ex Lucky Star No. 101-79<br>ex Ohzuru Maru No. 2-72<br>**Sin Bo Fisheries Co. Ltd.**<br>Busan South Korea | **183**<br>88<br>211 | (KR) | **1963** Niigata Eng. Co. Ltd.—Niigata (563)<br>38,94 6,96 2,801<br>34,50 6,91 3,10<br>P 14,7 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>2 Ho 5,6 13,5 ER<br>In.216<br>2 Ha (1,3 × 1,0) (1,5 × 1,5) ER | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 48kW 225V 60Hz a.c.<br>10kn |
| **SIN COMENTARIOS**<br>**Sin Comentarios S.L.**<br>Gijon Spain | **222**<br>82<br>— | (BV) | **1974** Ast. Gondan—Puerto de Figueras (107)<br>34,70 7,04<br>30,00 7,01 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>1 000bhp (736kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 103,5t (d.o.) 10,5kn |
| **SIN DA**<br>ex Kembla-91 ex Nedlloyd Kembla-91<br>Singapore Singapore | T.Mk<br>**11 496**<br>6 719<br>13 098 | AB | **1971** Mitsubishi Heavy Industries Ltd.—Kobe (1026)<br>162,52 22,92 8,949<br>152,03 22,86 13,52<br>P 41,5 F 28,7 3 dks<br>rf 203 | **M General Cargo**<br>6 Ho 15,7 20,8 21,6 21,6 21,6 ER 13,2<br>G.25 833 B.24 154<br>9 Ha (stl) (8,2 × 5,4) (13,4 13,4p&s 13,4p&s 13,4p&s × 7,9) ER (9,9 × 7,9)<br>12W Cr 4(12,5) Der 12(10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 1 762,0t (hvf) 17kn |
| **SIN DONG HAE**<br>ex Kinei Maru No. 35-88<br>**Jeong Chang Mulsan Co. Ltd.**<br>Busan South Korea | **299**<br>135<br>349 | KR | **1977** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1228)<br>46,56 3,278<br>41,18 7,82 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SIN FAT**<br>ex Coral Sea I-90 ex Ringo-90<br>ex Tenei Maru No. 20-89<br>**Anstel Shipping Corp.**<br>Kingstown St. Vincent and the Grenadines | **199**<br>100<br>401 | | **1970** K.K. Yoshida Zosen Kogyo—Arida<br>39,30 3,300<br>35,00 7,98 3,60<br>1 dk | **M Sand Carrier** | Oil<br>Japan |

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| **7213747**<br>*BVWK*<br><br>Df Esd Gc<br>Rdr Rt | **SIN HAI No. 3**<br><br>**Sin Ho Sing Ocean Enterprise Co. Ltd.**<br>Kaohsiung China* | **321**<br>217<br>274 | | **1969** Korea SB. & Eng. Corp.—Pusan<br>43,59 7,52 2,896<br>38,61 7,50 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 5,9 7,5 10,2 ER<br>4 Ha (1,0 1,0 × 1,0) (1,5 1,5 × 1,5) ER<br>4W Der 4(1) | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 230V 60Hz |
| **7003477**<br>*9VXZ*<br>383502<br>Df Esd Gc<br>Rdr RTm/h/v | **SIN HUA**<br>ex Tesina-86 ex Andra-84<br>ex Marheike-79 ex Eastern River-75<br>ex Cap Sunion-74<br>**Sin Lian Shipping Pte. Ltd.**<br>Lian Huat Shipping Co. (Pte.) Ltd.<br>Singapore Singapore | T.Mk<br>**2 823**<br>1 869<br>5 700<br>**5 031**<br>3 422<br>7 470 | GL | **1969** Werft Nobiskrug G.m.b.H.—Rendsburg (664)<br>125,02 (BB) 17,25 6,554/7,640<br>116,03 17,20 10,11<br>F 14,4 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 20,2 29,4 28,6 ER 3 TwD<br>G.11 227 B.10 422<br>3 Ha (stl) (13,2 × 8,0) (19,5 19,5 × 10,5) ER<br>4W Cr 3(10) Der 1(60) 4(10) | MaK<br>Vee Oil 4SA 12Cy. 450 ×<br>shaft<br>5 500bhp (4 046kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 330kW 1 × 15<br>Fuel 651,5t (hvf) |
| **7023946**<br>*9VXS*<br>383503<br>Df Esd Gc<br>Rdr RTm/h/v | **SIN LIAN**<br>ex Anna Wesch-86 ex Scol Trident-78<br>ex Anna Wesch-76<br>**Sin Lian Shipping Pte. Ltd.**<br>Lian Huat Shipping Co. (Pte.) Ltd.<br>Singapore Singapore | T.Mk<br>**1 746**<br>1 051<br>3 488<br>**3 436**<br>2 140<br>5 438 | GL | **1970** Gebr. Schuerenstedt KG.<br>—Bardenfleth/Weser (1354)<br>105,95 (BB) 16,11 5,100/6,643<br>97,01 16,01 8,31<br>P 18,3 F 10,7 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 36,5 32,0 ER<br>G.7 872 B.7 334<br>TEU 186 C. 186/20' (40')<br>2 Ha (stl) (each 24,6 × 10,5) ER<br>4W Der 1(50) 1(20) 2(8) | MaK<br>Oil 4SA 8Cy. 450 × 550 sr<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 232kW 1 × 124<br>220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 366,0t (d.o.)-15,0pd |
| **7206081**<br>*9VKN*<br>384804<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SIN LOONG**<br>ex Nedlloyd Napier-91<br>ex Straat Napier-77<br>**Sin Loong Shipping Pte. Ltd.**<br>Singapore Singapore | T.Mk<br>**12 123**<br>7 042<br>12 147 | GL (BV) | **1972** N.V. Koninklijke Maats. "De Schelde"<br>—Vlissingen (343)<br>165,00 24,08 8,883<br>155,00 24,01 13,21<br>3 dks | **M General Cargo**<br>Ref<br>4 Ho 26,0 24,0 27,2 17,6<br>G.22 081 B.21 434 In.2 449<br>TEU 416 C. 416/20'<br>4 Ha (stl) (19,2 × 8,0) (19,2 × 5,2) (19,2 12,8 × 6,2) ER<br>6 Wing Ha (stl) (19,2p&s 19,2p&s 12,8p&s × 5,2) ER<br>Cr 2(24) 4(8) | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>12 872kW (17 500bhp)<br>N.V. Koninklijke Maats. "De<br>Gen 1 × 935kW 2 × 650<br>220/440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 239,0t (d.o.) 2 376,5t ( |
| **6422884**<br>*6MAK*<br>BS-A-9<br>Df Esd Gc<br>Rdr Rt | **SIN NAM No. 11**<br>ex Pioneer No. 8-88<br>ex Matsuei Maru No. 5-70<br>**Sin Nam Industrial Co. Ltd.**<br>Busan South Korea | **228**<br>112<br>— | (KR) | **1964** Kanasashi Co. Ltd.—Shimizu (607)<br>43,21 7,52 2,896<br>37,98 7,50 3,38<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.298 | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 92kW 230V a.c. |
| **5411278**<br>*6LWY*<br>BS-A-96<br>Df Esd Gc<br>Rdr | **SIN NAM No. 31**<br>ex Jinam No. 218-82<br>ex Genryo Maru No. 21-70<br>**Sin Nam Industrial Co. Ltd.**<br>Busan South Korea | **230**<br>116<br>— | (KR) | **1962** Kanasashi Co. Ltd.—Shimizu (488)<br>42,35 7,35 2,998<br>37,14 7,29 3,41<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.292 | Akasaka<br>Oil 4SA 6Cy. 300 × 420<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Ak<br>Ltd.)<br>Gen 2 × 60kW 230V a.c. |
| **7743778**<br>*6KXN*<br>BS-A-290<br>Df Esd Gc<br>Pfd Rdr Rt | **SIN NAM No. 101**<br>ex Sam In No. 1-79<br>ex Okiya Maru No. 15-67<br>**Sin Nam Industrial Co. Ltd.**<br>Busan South Korea | **346**<br>189<br>— | (KR) | **1962** K.K. Usuki Tekkosho—Saiki<br>48,93 3,432<br>42,75 7,90 3,81<br>P 18,9 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.460<br>4 Ha (1,1 1,1 × 1,4) (1,6 1,6 × 1,6) | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 230V a.c.<br>Fuel 175,0t |
| **7006986**<br>*9VCD*<br>384103<br>Df Esd Gc<br>Pfd Rdr Rt | **SIN NGA**<br>ex Rica-89 ex Africana-89 ex Apus-86<br>**Singang Shipping Pte. Ltd.**<br>Lian Huat Shipping Co. (Pte.) Ltd.<br>Singapore Singapore | T.Mk<br>**1 670**<br>1 004<br>—<br>**3 275**<br>2 088<br>4 422 | GL<br>✠Classed LR until 8/89 | **1970**-2 J.-J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (659)<br>100,56 (BB) 15,35 —/6,757<br>91,24 15,22 8,31<br>P 16,8 F 11,9 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 29,8 31,0 ER<br>G.6 680 B.6 337<br>TEU 185 C. 185/20'<br>2 Ha (stl) (each 25,3 × 10,3) ER<br>4W Der 4(20) | Deutz<br>Oil 4SA 8Cy. 370 × 400 sr<br>2 355kW (3 202bhp)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 184kW 440V 60Hz<br>Fuel 86,0t (d.o.) 370,0t (hvf)- |
| **8032918**<br>*BYUD*<br><br>Df Esd Rdr | **SIN SHIH HANG No. 22**<br><br>**Sin Shih Hang Fishery Co. Ltd.**<br>Kaohsiung China* | **436**<br>280<br>— | | **1979** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>47,30 8,39 3,110<br>41,05 8,31 3,61<br>P 19,9 F 5,2 1 dk<br>rf 191 | **M Fishing**<br>Mchy.aft<br>4 Ho 4,3 3,8 4,3 12,9<br>In.538<br>5 Ha (stl) (1,0 1,0 × 1,0) (1,5 1,5 × 1,6) (1,3 × 0,9) | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 200kW 1 × 120 |
| **7046924**<br>*9VKZ*<br>384775<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SIN TONG**<br>ex Kingston-91 ex Nedlloyd Kingston-91<br>**Lian Jin Shipping Pte. Ltd.**<br>Singapore Singapore | *12 403*<br>*7 482*<br>16 920 | AB GL | **1971** Mitsui SB. & Eng. Co. Ltd.—Tamano (879)<br>162,52 22,92 8,916<br>152,00 22,86 13,52<br>P 41,2 F 28,1 3 dks<br>rf 229 | **M General Cargo**<br>6 Ho 15,7 20,8 21,6 21,6 21,6 ER 13,2<br>G.25 833 B.24 154<br>9 Ha (stl) (8,2 × 5,4) (13,4 13,4p&s 13,4p&s 13,4p&s × 7,9) ER (9,9 × 7,9)<br>12W Cr 2(12,5) Der 4(10) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>7 796kW (10 599bhp)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 420kW 1 × 176<br>Fuel 1 612,5t (hvf) |
| **5015608**<br>*9WUQ*<br>324891<br>Esd RTh | **SIN YANG**<br>ex Swift Carrier-79 ex Kota Berlian-79<br>ex Southern Spray-73 ex Anabisi-66<br>**Tang Tiew Yong**<br>Kuching Malaysia | **802**<br>590<br>864 | ✠Classed LR until 6/4/82 | **1958**-10 N.V. Scheepsbouw Unie—Groningen (278)<br>57,31 9,53 3,703<br>52,10 9,26 5,85<br>2 dks<br>rf nil | **M General Cargo** CSD<br>1 Ho 32,9 ER<br>G.1 669 B.1 572<br>1 Ha (23,7 × 5,6) ER<br>4W Der 4(10) | Crossley<br>Oil 2SA 5Cy. 368 × 483<br>930bhp (684kW)<br>Crossley Bros. Ltd.<br>Gen 1 × 11kW 1 × 10kW<br>Fuel 187,0t (d.o.) |
| **8917699**<br>*DMXL*<br>4327<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>AMVER | **SINA**<br>Completed as Emma Helene<br>**Briese Schiffahrts G.m.b.H. & Co. KG m.s. "Emma Helene"**<br>Briese-Schiffahrts G.m.b.H. & Co. KG<br>Leer Federal Republic of Germany | *3 000*<br>*1 644*<br>4 260 | GL | **1990** Dorbyl Marine Pty. Ltd.—Durban (103)<br>100,00 (BB) 14,20 5,413<br>94,20 14,00 7,45<br>2 dks | **M General Cargo**<br>1 Ho ER 1 TwD<br>G.5 663 B.5 550<br>TEU 240 C.Ho 117/20'(40') C.Dk 123/20' (40') incl. 9 ref C.<br>1 Ha (stl) (62,3 × 11,1) ER<br>Cr 2(25) | MWM<br>Oil 4SA 6Cy. 330 × 360 with<br>sr geared to sc. shaft<br>1 600kW (2 175bhp)<br>Motorenw. Mannheim A.G. (M<br>Gen 2 × 196kW 1 × 196<br>220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd Tun<br>Fuel 48,6t (d.o.) 247,3t (i.f.o.)- |
| **7912393**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **SINAI**<br><br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **1 192**<br>456<br>1 286 | ✠CLASS WITHDRAWN 29/1/92 | **1980**-5 IHC Smit B.V.—Kinderdijk (CO1132)<br>66,81 12,45 3,501<br>61,50 12,43 4,40<br>RQD 21,1 F 6,8 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Dredging depth 12.0<br>Mchy.aft<br>Hopper 600 | MWM<br>2 Oil 4SA each 6Cy. 230 ×<br>geared to sc. shafts<br>1 020bhp (750kW)<br>Motorenw. Mannheim A.G. (M<br>Gen 2 × 202kW 1 × 136 |
| **5328914**<br>*SUBC*<br><br>Rt | **SINAI**<br>ex Loutfi-58 ex Moumtaza-56<br>**Compagnie Orientale des Petroles d'Egypte**<br>Suez Egypt | **362**<br>273<br>500 | Classed BC until 22/1/86 | **1943** F. T. Everard & Sons Ltd.—Greenhithe<br>48,62 9,17 2,248<br>44,81 9,15 2,67<br>F 11,3 1 dk<br>conv RoRo Cargo/ Landing Craft 47 | **TM General Cargo** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 159<br>geared to sc. shafts<br>1 020bhp (750kW) NE made<br>Caterpillar Tractor Co. |
| **7122895**<br><br>AJZL-10039<br>Rdr Rt | **SINAMAICA**<br>ex Chitose Maru-77<br>**Government of The Republic of Venezuela (Ministeiro de Comunicaciones)**<br>Maracaibo Venezuela | **196**<br>67<br>57 | (NK) | **1971** Ishikawajima Ship & Chemical Plant Co.<br>—Tokyo (421)<br>28,35 8,67 3,090<br>25,00 8,62 3,48<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 8Cy. 260 ×<br>Daihatsu Diesel Mfg. Co. Ltd<br>Gen 2 × 72kW |

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|---|---|---|---|---|---|
| **SINAN**<br>**Sinan Gemisi Donatma Istiraki**<br>Istanbul Turkey | **493**<br>277<br>1 975 | BV (GL) | **1977** Gunsin Gemi Insaat ve Ticaret Ltd. Sti.<br>—Balat, Istanbul (16)<br>74,05 11,00 4,801<br>66,40 6,00<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.2 575 B.2 343<br>2 Ha (stl) (11,9 19,2 × 5,8) ER<br>Cr 1(5) 2(3) | CSD S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480 dr geared to sc. shaft<br>264bhp (194kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,25kn |
| **SINAR ANITA**<br>ex Sinar Azlina-91<br>**Lobelia Shipping Corp.**<br>Monrovia Liberia | *6 524*<br>*2 717*<br>7 576 | NK | **1986** Honda Zosen—Saiki (737)<br>108,41 (BB) 7,527<br>99,90 18,01 8,06<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.15 691 B.14 105<br>2 Ha (stl) (21,0 30,8 × 11,2) ER<br>Der 4(20) | Ito<br>Oil 4SA 6Cy. 500 × 880<br>3 300bhp (2 427kW)<br>Ito Tekkosho Shimizu<br>Gen 3 × 162kW a.c.<br>12,25kn |
| **SINAR HARAPAN II**<br>**P.T. Perusahaan Pelayaran Pedjaka**<br>Samarinda Indonesia | **392**<br>275<br>— | KI | **1982** P. T. Kayumas—Samarinda<br>46,15 10,00 2,400<br>42,40 3,00<br>1 dk | **TM Landing Craft**<br>Deck Cargo | Yanmar<br>2 Oil 4SA 6Cy.<br>706kW (960bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 1 × 21,04kW 380V a.c. |
| **SINAR MAS**<br>**P.T. Pelayaran Mulyono Santoso**<br>Samarinda Indonesia | **261**<br>151<br>— | KI | **1981** P.T. Kaltim Shipyard—Samarinda<br>36,65 - 1,900<br>33,65 8,50 2,70<br>1 dk | **TM Landing Craft**<br>Deck Cargo | Caterpillar 3306TA<br>2 Oil 4SA each 6Cy. 121 × 152<br>280kW (381bhp)<br>Caterpillar Inc. Peoria, Illinois<br>8kn |
| **SINAR PALEMBANG II**<br>**P.T. Pelayaran Lokal "Sriguna"**<br>Palembang Indonesia | **172**<br>93<br>— | (KI) | **1959** ..............Palembang<br>... ... ...<br>34,19 7,01 2,19<br>1 dk | **M General Cargo** | General Motors<br>Vee Oil 2SA 8Cy. 165 × 178<br>500bhp (368kW) E made42 fitted59<br>General Motors Corp. U.S.A.<br>Gen 1 × 5kW 115V |
| **SINAR SAKTI**<br>ex Sri Melati-77 ex Kam Kong-71<br>ex Kongo Maru-69<br>**Aconas Sendirian Berhad**<br>Penang Malaysia | **907**<br>444<br>1 976 | (NK) | **1959** Shikoku Dockyard Co. Ltd.—Takamatsu (515)<br>66,50 9,76 4,446<br>60,99 9,71 5,01<br>P 18,9 F 8,0 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.1 624 B.1 559<br>2 Ha (12,5 15,0 × 5,0) ER<br>4W Der 2(5) 2(3) | Akasaka<br>Oil 4SA 6Cy. 420 × 600<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 4kW 100V d.c.<br>Fuel 102,5t 11kn |
| **SINAR SUCHEN**<br>**Ivory Shipholding S.A.**<br>Panama Panama | *6 302*<br>*3 793*<br>7 719 | NK | **1986** K.K. Usuki Tekkosho—Usuki (1551)<br>105,31 (BB) 18,72 7,346<br>98,02 18,71 7,95<br>P 17,4 F 80,5 2 dks | **M General Cargo**<br>G.15 782 B.14 276<br>2 Ha (stl) (22,4 31,5 × 11,0) ER<br>Der 4(20) | Ito M506EUS<br>Oil 4SA 6Cy. 500 × 880<br>3 090bhp (2 273kW)<br>Ito Tekkosho Shimizu<br>12kn |
| **SINAR SUHING**<br>ex Amur No. 5-91<br>**Asahi Marine Ltd.**<br>Limassol Cyprus | **3 946**<br>2 315<br>6 379<br>T/cm<br>50,0 | NK | **1985** Kambara Marine Development & SB. Co. LTD.—Numakuma (122)<br>96,02 (BB) 5,090<br>89,97 20,01 5,31<br>F 6,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 527 B.8 149<br>2 Ha (stl) ER<br>Cr 1(25) Der 2(25) | Hanshin 6EL38<br>Oil 4SA 6Cy. 380 × 760<br>2 802bhp (2 061kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Fuel 46,0t (d.o.) 437,0t (hvf)-7,0pd |
| **SINAR SUKIM**<br>**Sea Gull Shipholding S.A.**<br>Panama Panama | *6 327*<br>*2 694*<br>7 594 | NK | **1986** Higaki Zosen K.K.—Imabari (338)<br>107,30 (BB) 18,04 7,481<br>99,07 18,01 8,01<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.15 728 B.14 010<br>2 Ha (stl) (23,0 31,2 × 11,2) ER<br>Der 4(20) | Ito<br>Oil 4SA 6Cy. 500 × 880<br>3 300bhp (2 427kW)<br>Ito Tekkosho Shimizu<br>12kn |
| **SINAR SURYA**<br>ex Sri Mahkota-77 ex Ocean Life-73<br>ex Union Pacific-72 ex Wyrallah-69<br>ex Colorado del Mar-67 ex Tamata-66<br>ex Colorado del Mar-64 ex Wyrallah-61<br>**Aconas Sendirian Berhad**<br>Penang Malaysia | **1 062**<br>544<br>1 080 | *Classed BC until 6/61 | **1934** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (609)<br>68,59 11,18 3,874<br>65,54 11,13 3,97<br>RQD 33,0 B 7,1 F 9,2 1 dk<br>R | **M General Cargo**<br>Ref<br>2 Ho<br>G.1 407 B.1 311 In.289<br>2 Ha (12,1 9,9 × 4,2)<br>4W Der 1(7) 1(4) 2(3) | B&W 6-50MTF-90<br>Oil 2SA 6Cy. 500 × 900<br>1 090bhp (802kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 225,5t (d.o.) 10,5kn |
| **SINAR SURYA**<br>ex Pulau Ranai-81 ex Kaiwa Maru-81<br>**P.T. Istana Mutiara Mas**<br>Jakarta Indonesia | **683**<br>582<br>1 582 | KI | **1970** Nishi Zosen K.K.—Imabari (129)<br>10,04 3,641<br>58,20 10,01 5,01<br>1 dk<br>RW | **M Tanker**<br>4 Ta ER | Oil 4SA 6Cy. 330 × 520<br>1 300bhp (956kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 1 × 80kW 440V a.c.<br>11kn |
| **SINARSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>350 | RS | **1978** ..............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller 1 fwd<br>12,5kn |
| **SINBAD**<br>**Saranac Corp.**<br>Nassau Bahamas<br>SatCom: 1103155/SINB | *28 933*<br>*11 702*<br>47 168<br>T/cm<br>49,9 | NV | **1990** Daewoo SB. & Heavy Machinery Ltd. —Okpo (5043)<br>184,72 (BB) 12,540<br>174,72 30,41 19,31<br>1 dk<br>Bow/CM 93 Diam. 0,350 | **M Tanker**<br>IGS SBT<br>3 Ta 4 Wing Ta 4 Ta ER<br>L.56 791<br>5 Cargo pumps total 4 250T/hr | B&W 6L60MC<br>Oil 2SA 6Cy. 600 × 1944<br>9 950kW (13 527bhp)<br>Korea Heavy Industries & Construction Co. Ltd. Changwon<br>Gen 3 × 640kW 1 × 150kW 440V 60Hz a.c.<br>Fuel 213,0t (d.o.) 1 868,0t (hvf)-30,5pd 14,5kn |
| **SINBEE No. 1**<br>**Sim Chek Siang Shipping Sendirian Berhad**<br>Kuching Malaysia | **752**<br>425<br>1 251 | GL | **1983** Indonesia Onshore/Offshore (Pte.) Ltd. —Singapore (29)<br>54,87 15,24 2,523<br>54,74 15,23 3,05<br>RQD 10,1 B & F 16,2 1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar 3412T<br>2 Vee Oil 4SA each 12Cy. 137 × 152 reverse reduction geared to sc. shafts<br>698bhp (513kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |
| **SINCERE MAJESTIC**<br>ex Golden Bliss-90<br>**Sincere Oceancarrier Corp.**<br>Panama Panama | **19 633**<br>13 923<br>34 320<br>T/cm<br>40,3 | AB | **1976** Osaka Zosensho—Osaka (362)<br>185,50 (BB) 11,148<br>175,01 26,01 15,52<br>P 30,5 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 24,6 33,6 16,0 33,6 26,2 ER<br>G.44 817 B.41 323 HeCls. ptB<br>5 Ha (stl) (14,4 20,8 8,7 20,8 15,1 × 12,6) ER<br>Cr 5(10) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 380kW<br>Fuel 155,5t (d.o.) 1 808,5t (hvf)-42,0pd 15kn |
| **SINCERE No. 5**<br>**Sincere Maritime Corp.**<br>Monrovia Liberia | **10 471**<br>7 355<br>17 567<br>T/cm<br>28,2 | AB | **1974** Narasaki Zosen K.K.—Muroran (849)<br>153,04 22,26 8,994<br>143,01 22,20 11,99<br>P 27,5 F 11,0 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho ER<br>G.22 737<br>4 Ha (stl) (18,2T × 8,9) (19,5 19,5 19,5 × 11,5) ER<br>Der 4(20) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 300kW a.c.<br>Fuel 85,5t (d.o.) 1 679,5t (hvf)-27,5pd 14,75kn |

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| 7380370<br>*H3ND*<br>6470-PEXT4<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SINCERE No. 8**<br>ex Delsur-87 ex Dahil Sayo-85<br>ex Shing On-83<br>**Sincere Steamship Corp.**<br>Panama Panama | **12 692**<br>8 388<br>22 070<br>T/cm<br>30,0 | AB | **1974** Nippon Kokan K.K.—Shimizu (334)<br>155,66 (BB) 22,92 9,907<br>145,70 22,86 13,62<br>P 12,2 F 9,8 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 21,7 21,5 21,8 21,8 23,5 ER<br>G.29 098 B.25 060<br>5 Ha (stl) (11,2 × 8,0) (13,4 13,4 13,4 13,4 × 9,6) ER<br>2W Cr 4(10) Der 2(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW)<br>Sumitomo S.B. & Mchy. Co. Ltd.<br>Gen 2 × 310kW 1 × 170kW<br>Fuel 1 338,0t |
| 5383615<br>*HPCN*<br>435-69<br>Df EsdRTm | **SINCERE ORIENT**<br>ex Voorloper-68 ex Sofala-55<br>**Sun Yuan Co. Ltd.**<br>Panama Panama | **1 030**<br>491<br>1 407 | ✠Classed LR until 30/8/74 | **1937**-10 Henry Robb Ltd.—Leith (241)<br>74,58 11,36 4,242<br>70,11 11,28 6,41<br>F 9,2 1 dk & S dk<br>R rf 127 | **TM General Cargo** OSD<br>2P<br>2 Ho 18,9 23,7 ER<br>G.2 577 B.2 356<br>2 Ha (8,5 10,3 × 4,8) ER<br>6W Der 6(5) | Polar<br>2 Oil 2SA each 5Cy. 340 × 570<br>1 450bhp (1 067kW)<br>British Auxiliaries Ltd.<br>Gen 3 × 50kW 220V d.c.<br>Fuel 158,5t (d.o.) |
| 7203338<br>*3EZE6*<br>18871-TT<br>Df Esd Gc<br>Pfd Rdr Rt | **SINCERE VICTORY**<br>ex Sealeader-88 ex Euroleader-86<br>ex Tacoma Maru-75<br>**Sincere Bulk Carrier Shipping Corp.**<br>Panama Panama | **17 926**<br>12 172<br>31 449<br>T/cm<br>41,9 | BV (AB) (NK) | **1972** Tsuneishi Zosen K.K.—Numakuma (249)<br>181,67 (BB) 25,46 11,024<br>169,96 25,40 15,32<br>P 29,0 F 11,6 1 dk<br>rf 102 | **M Bulk Carrier**<br>G.40 211 B.39 206<br>5 Ha (stl) (14,0 19,8 19,9 19,9 19,9 × 12,3) ER<br>Der 5(25) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 3 × 400kW a.c.<br>Fuel 2 365,5t-39,5pd |
| 7602936<br>*SXJJ*<br>9585<br>Df Esd Gc<br>Pfd Rdr Rt | **SINCERITY**<br>ex Pacific Arrow-89<br>**Sea Byron S.A.**<br>Island Trading Inc.<br>Piraeus Greece | **9 106**<br>6 481<br>16 626 | NK | **1976** Kochi Jyuko K.K.—Kochi (942)<br>141,97 21,82 9,094<br>133,74 21,80 12,22<br>P 26,0 F 12,5 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 577 B.20 016<br>4 Ha (stl) (14,4 × 9,9) (20,5 20,5 20,5 × 10,9) ER<br>Der 4(25) | Mitsubishi<br>Oil 2SA 8Cy. 520 × 1050<br>5 884kW (7 999bhp)<br>Akasaka Tekkosho K.K., (Akasaka Ltd.)<br>Gen 2 × 316kW 450V a.c.<br>Fuel 1 434,5t-25,5pd |
| 7234210<br>Df Esd Gc<br>Pfd Rdr Rt | **SINCERITY**<br>ex Ocean Reefer-84 ex Santo Maru-81<br>**Shin Ho Sing Ocean Enterprise Co. Ltd.**<br>China* | **984**<br>509<br>1 358 | (NK) | **1972** Nishii Dock Co. Ltd.—Ise (250)<br>71,40 10,62 4,814<br>63,99 10,60 5,52<br>P 25,0 F 7,7 1 dk<br>RW | **M Refrigerated Cargo**<br>Mchy.aft<br>3 Ho<br>In.1 627<br>3 Ha (stl) (each 3,9 × 3,4)<br>Der 6(3) | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 200bhp (1 618kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Fuel 350,5t-7,5pd |
| 5080093<br>*IRIR*<br>779<br>Df Esd Rdr<br>RTm/h | **SINDACO MALVITO V**<br>ex Rusbel-79 ex Cornelis Broere-73<br>ex Cornelis B.-60<br>**Vetor S.r.l.**<br>Roma Italy | **490**<br>248<br>774 | RI<br>✠Classed LR until 4/1/74 | **1958**-8 D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1064)<br>58,78 8,69 3,506<br>54,34 8,60 3,74<br>P 16,2 F 9,8 1 dk<br>RW rf 127 | **M Tanker**<br>Water<br>10 Ta ER<br>L.914 | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>650bhp (478kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 10kW 2 × 8kW 110V<br>Fuel 56,0t (d.o.)-2,5pd |
| 8121161<br>*3EEZ2*<br>12836-83A<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SINDANG/PERTAMINA 3010**<br>**Jiomica S.A.**<br>P.N. Pertambangan Minyak Dan Gas Bumi Negara (PERTAMINA)<br>Panama Panama | **19 249**<br>11 888<br>29 996 | **✠100A1** SS 11/87<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL Kt 632,5/66,0U3<br>FN 7705<br>Kl | **1982**-12 Korea SB. & Eng. Corp.—Busan (2009)<br>179,97 (BB) 30,03 9,119<br>171,10 30,01 15,02<br>P 8,9 F 14,4 1 dk<br>rf nil Bow/CM 92 Diam. 0,300 | **M Tanker**<br>COW IGS (LR) SBT<br>11 Ta ER<br>L.(oil) 38 786 HeCls. ptB<br>3 Cargo pumps total 3 000T/hr | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>11 100bhp (8 165kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 16kgf/cm² (15,7bar)<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 173,0t (d.o.) 1 333,0t (hvf)-35, |
| 8020135<br>*C4WM*<br>Df Esd Gc<br>Rdr RTm/h/v | **SINDBAD**<br>**Matthiesen Schiffahrts K.G.**<br>Limassol Cyprus | T.Mk<br>**499**<br>316<br>1 769 | GL | **1981** Schiffsw. Hugo Peters—Wewelsfleth (580)<br>82,48 11,33 3,541<br>76,82 11,31 5,41<br>P 12,2 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,4 ER<br>G.2 914 B.2 909<br>TEU 48 C. 48/20'<br>1 Ha (stl) (49,8 × 8,9) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 reverse<br>to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 92kW 1 × 41kW<br>Thw. thrust propeller fwd |
| 8417522<br>Esd Gc Rdr<br>Rt | **SINDBAD**<br>**Karachi Port Trust**<br>Karachi Pakistan | **344**<br>106<br>242 | **✠100A1**<br>tug<br>extended protected waters service<br>**✠LMC**<br>EL (G) 302,5/17,5U2(a)<br>FN 440 | **1985**-11 Neue Jadewerft G.m.b.H. —Wilhelmshaven (165)<br>34,35 10,14 3,504<br>32,26 9,53 4,09<br>RFD 8,0 1 dk<br>rf 246 | **TM Tug**<br>Fire-fighting Tractor | MAN<br>2 Oil 4SA each 8Cy. 250 × 300<br>couplings & dr geared to sc.<br>MAN-B&W Diesel G.m.b.H.<br>Gen 2 × 88kW 1 × 36kW 400V<br>2 Directional propellers |
| 7108083<br>*9KDQ*<br>KT1151<br>Rdr Rt | **SINDBAD**<br>ex Fars-77 ex Hill Tide-69 ex M.E.L. 1<br>**International Marine & Petroleum Co. K.S.C.**<br>Kuwait Kuwait | **194**<br>131<br>— | (BV) | **1957** Burton Construction & SB. Corp.—Port Arthur, Tx (246)<br>*41,03* 10,42 2,788<br>40,92 10,37 3,36 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>4 Oil 2SA each 6Cy. 127 × 142<br>shafts<br>1 200bhp (883kW)<br>General Motors Corp. |
| 7047588<br>289186<br>Esd Gc Rdr<br>Rt | **SINDBAD**<br>ex Ruby-86 ex Dot<br>**Whitesea Shipping & Supply Co.**<br>Sharjah United Arab Emirates | **158**<br>110<br>— | AB GL | **1969** Halter Marine Services, Inc.—New Orleans, La (215)<br>9,48 4,280<br>31,88 9,47 5,01<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 ×<br>reduction geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 100kW a.c.<br>Fuel (d.o.) |
| 5173814 | **SINDBAD GLORY**<br>ex John Herbert-81<br>**Sindbad Shipping Co.**<br>Dubai United Arab Emirates | **137**<br>0<br>— | ✠Classed LR until 19/10/79 | **1955**-8 Henry Robb Ltd.—Leith (444)<br>28,25 7,52 2,985<br>26,22 7,01 3,51<br>RW rf 381 BK 178 | **TM Tug**<br>20P | Crossley<br>2 Oil 2SA each 5Cy. 267 × 343<br>Crossley Bros. Ltd.<br>Fuel 20,5t |
| 7126217 | **SINDE**<br>**Government of The Union of Myanmar**<br>Yangon Union of Myanmar | **130**<br>—<br>51 | | **1971** Yokohama Yacht Co. Ltd.—Yokohama (633-1)<br>29,49 1,220<br>6,71 2,32<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | Kubota<br>2 Oil 4SA each 6Cy. 200 × 220<br>150bhp (110kW)<br>Kubota Tekkosho (Sakai Diesel Plant |
| 8203737<br>*VWBQ*<br>1993<br>Df Esd Gc<br>Pfd Rdr Rt | **SINDHU 1**<br>**The Oil & Natural Gas Commission**<br>Bombay India | *1 310*<br>*471*<br>1 782 | IRS (NV) | **1984** Mazagon Dock Ltd.—Bombay (745)<br>58,25 13,31 5,930<br>52,02 13,01 6,76<br>RFD 17,4 F 17,4 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Normo<br>2 Vee Oil 4SA each 12Cy. 250 ×<br>clutches, flexible couplings<br>shafts<br>A/S Bergens M/V<br>Gen 2 × 672kW 2 × 220kW<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller |
| 8203749<br>*VWGG*<br>2023<br>Df Esd Gc<br>Pfd Rdr Rt | **SINDHU 2**<br>Launched as Sindhu II<br>**The Oil & Natural Gas Commission**<br>Bombay India | *1 310*<br>*471*<br>1 853 | IRS (NV) | **1985** Mazagon Dock Ltd.—Bombay (746)<br>58,22 (BB) 13,03 5,941<br>51,62 13,01 6,76<br>RFD 17,4 F 17,4 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Normo<br>2 Vee Oil 4SA each 12Cy. 250 ×<br>clutches, flexible couplings<br>shafts<br>A/S Bergens M/V<br>Gen 2 × 672kW 2 × 220kW<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller |

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| **SINDHU 3**<br>**The Oil & Natural Gas Commission**<br>Bombay<br>India | 1 310<br>*471*<br>1 827 | IRS (NV) | **1985** Goa Shipyard Ltd.—Goa (1111)<br>57,99 (BB) 13,31 5,935<br>51,30 13,00 6,74<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Normo KVMB-12<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>A/S Bergens M/V Bergen<br>Gen 2 × 672kW 2 × 220kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>14,5kn |
| **SINDHU 4**<br>**The Oil & Natural Gas Commission**<br>Bombay<br>India | 1 310<br>*470*<br>1 780 | IRS (NV) | **1986** Mazagon Dock Ltd.—Bombay (748)<br>58,63 13,31 5,943<br>51,62 13,01 6,76<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Normo KVMB-12<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>BMV Maskin A/S Bergen<br>Gen 2 × 672kW 2 × 220kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>14,5kn |
| **SINDHU 5**<br>**The Oil & Natural Gas Commission**<br>Bombay<br>India | 1 302<br>*391*<br>1 823 | IRS (NV) | **1985** Inchon Eng. & SB. Corp.—Inchon (S-104)<br>5,946<br>51,62 13,01 6,76<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Polar<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 560kW 2 × 220kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **SINDHU 6**<br>**The Oil & Natural Gas Commission**<br>Bombay<br>India | 1 302<br>*391*<br>1 820 | IRS (NV) | **1985** Inchon Eng. & SB. Corp.—Inchon (S-105)<br>55,07 5,946<br>51,62 13,01 6,76<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Polar<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 560kW 2 × 220kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>14kn |
| **SINDHU 7**<br>**The Oil & Natural Gas Commission**<br>Bombay<br>India | 1 302<br>*391*<br>1 820 | IRS (NV) | **1985** Inchon Eng. & SB. Corp.—Inchon (S-107)<br>55,07 5,946<br>51,62 13,01 6,76<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Polar<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 560kW 2 × 220kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>14kn |
| **SINDHU 8**<br>**The Oil & Natural Gas Commission**<br>Bombay<br>India | 1 302<br>*391*<br>1 820 | IRS (NV) | **1985** Inchon Eng. & SB. Corp.—Inchon (S-108)<br>55,07 5,946<br>51,62 13,01 6,76<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Polar<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 560kW 2 × 220kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>14kn |
| **SINDHU 9**<br>**The Oil & Natural Gas Commission**<br>Bombay<br>India | 1 302<br>*391*<br>1 820 | IRS (NV) | **1985** Inchon Eng. & SB. Corp.—Inchon (S-109)<br>55,07 5,946<br>51,62 13,01 6,76<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Polar<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 560kW 2 × 220kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>14kn |
| **SINDHU 10**<br>**The Oil & Natural Gas Commission**<br>Bombay<br>India | 1 302<br>*391*<br>1 820 | IRS (NV) | **1985** Inchon Eng. & SB. Corp.—Inchon (S-110)<br>55,07 13,16 5,946<br>51,62 13,01 6,76<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Polar F212V-D<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 560kW 2 × 220kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>14kn |
| **SINDHU 11**<br>**The Oil & Natural Gas Commission**<br>Bombay<br>India | 1 302<br>*391*<br>1 820 | IRS (NV) | **1985** Inchon Eng. & SB. Corp.—Inchon (S-111)<br>55,07 13,16 5,946<br>51,62 13,01 6,76<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Polar F212V-D<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 560kW 2 × 220kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>14kn |
| **SINDHU 12**<br>**The Oil & Natural Gas Commission**<br>Bombay<br>India | 1 302<br>*391*<br>1 820 | IRS (NV) | **1985** Inchon Eng. & SB. Corp.—Inchon (S-112)<br>55,07 13,16 5,946<br>51,62 13,01 6,76<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Polar F212V-D<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 560kW 2 × 220kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>14kn |
| **SINDHU 14**<br>**The Oil & Natural Gas Commission**<br>Bombay<br>India | 1 323<br>*459*<br>1 812 | IRS (NV) | **1987** Mazagon Dock Ltd.—Bombay (763)<br>58,60 13,03 5,943<br>51,62 13,01 6,76<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | Normo KVMB-12<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>BMV Maskin A/S Bergen<br>Gen 2 × 672kW 2 × 220kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>14,5kn |
| **SINDI**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Tallinn)<br>(U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1985** ............U.S.S.R.<br>54,82 9,95 4,140<br>50,30 - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>853kW (1 160bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |

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| **8715314**<br>*3EVS6*<br>18756-PEXT1<br>Rt<br>AMVER | **SINDIA**<br>**Crystal Shipping Co. S.A.**<br>Marifran Internacional S.A.<br>Panama Panama<br>SatCom: 1331571/SIND | *36 986*<br>*22 691*<br>70 456<br>T/cm<br>66,6 | BV | **1988** Hashihama Zosen—Tadotsu (861)<br>225,00 (BB) 13,258<br>215,00 32,20 18,30<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.81 803 B.78 000<br>7 Ha (stl) (14,2 × 12,8) (16,8 16,8 16,8 16,8 16,8 16,8 × 14,4) ER | B&W<br>Oil 2SA 5Cy. 700 × 2268<br>7 414kW (10 079bhp)<br>Mitsui Eng. & SB. Co. Ltd. |
| **6519027**<br>*3ELE6*<br>18107-89<br>Esd Gc Rdr<br>RTm | **SINDIBAD I**<br>ex Al Kamar III-88 ex Sindibad-88<br>ex Espresso Rosso-82<br>ex Canguro Rosso-78<br>**Khaled Ali Fouda**<br>Panama Panama | T.Mk<br>**4 156**<br>2 509<br>1 859 | RI (NV) | **1965** Navalmeccanica Cant. Nav.—Castellammare di Stabia (638)<br>126,35 19,26 5,469<br>115,91 19,21 13,47<br>2 dks, pt 3rd & 4th dks | **TM Passenger/RoRo Cargo/Ferry** 377bth 336dk P<br>Bow door & stern door/ramp | Fiat<br>2 Oil 2SA each 7Cy. 600 × 800<br>7 722kW (10 498bhp)<br>S.A. Fiat S.G.M.<br>Gen 4 × 480kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (hvf) |
| **7410228**<br>8-526<br>Df Esd Gc<br>Pfd Rdr Rt | **SINDIBAD I**<br>ex Dong Soo No. 110-79<br>**La Societe Maroco Coreene de Peche**<br>Agadir Morocco | **675**<br>324<br>— | (KR) | **1974** Miho Zosensho K.K.—Shimizu (998)<br>57,79 10,34 3,836<br>51,52 10,30 6,66<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.596<br>2 Ha (each 2,2 × 2,2) ER | Akasaka<br>Oil 4SA 6Cy. 400 × 600<br>2 380bhp (1 751kW)<br>Akasaka Tekkosho K.K., (Akasaka Ltd.)<br>Gen 2 × 200kW 440V a.c. |
| **7416507**<br>*CNHN*<br>8-522<br>Df Esd Gc<br>Pfd Rdr RTv | **SINDIBAD II**<br>ex Dong Soo No. 111-79<br>**La Societe Maroco Coreene de Peche**<br>Agadir Morocco<br>SatCom: 1140106/SIND | **656**<br>309<br>315 | KR | **1975** Miho Zosensho K.K.—Shimizu (1006)<br>57,79 10,34 3,836<br>51,52 10,29 6,66<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.596<br>2 Ha (each 2,2 × 2,2) | Akasaka<br>Oil 4SA 6Cy. 400 × 600<br>2 380bhp (1 751kW)<br>Akasaka Tekkosho K.K., (Akasaka Ltd.)<br>Gen 2 × 200kW 445V a.c. |
| **7424700**<br>*TFFH*<br>1433<br>Df Esd Gc<br>Pfd Rdr Rt | **SINDRI**<br>ex Skinney-77<br>**Fiskimjolsverksmidjan I.V.M. H/f**<br>Vestmannaeyjar Iceland | **296**<br>87<br>325 | NV | **1975** Storviks M/V A/S—Kristiansund N. (71)<br>46,46 9,15 4,344<br>40,01 9,05 6,51<br>F - 1 dk & S dk<br>rf 1600 BK 152 | **M Fishing** OSD<br>Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft<br>In.280 | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 600bhp (1 177kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 124kW 220V 50Hz a.c.<br>Controllable pitch propeller |
| **5285954**<br>*HSLK*<br>69424 | **SINDSUSIAM**<br>ex Prospera-64 ex Honesta-62<br>ex Chong Ya-57<br>**Madam Poonsri Sutharom**<br>Bangkok Thailand | **3 578**<br>2 769<br>— | | **1944** ........<br>99,90 15,30 4,268<br>15,24<br>1 dk, pt 2nd dk | **TM General Cargo** | General Motors<br>2 Oil 2SA each 12Cy. 216 × 254<br>General Motors Corp. |
| **7607340**<br>*PLXO*<br>Df Esd Rt | **SINDULANG**<br>**P.T. Pelayaran Nasional Indonesia (PELNI)**<br>Jakarta Indonesia | **1 103**<br>641<br>1 650 | KI (NV) | **1977** Ulstein Hatlo A/S—Ulsteinvik (151)<br>71,91 4,380<br>65,41 12,70 7,12<br>F - 2 dks | **M Passenger/General Cargo**<br>2 Ho ER<br>G.3 390<br>2 Ha (13,2 18,9 × 8,0) ER<br>Der 2(20) 2(5) | Kromhout<br>Oil 4SA 9Cy. 240 × 260<br>1 625bhp (1 195kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 96kW 1 × 48kW 220/3 |
| **7507069**<br>*OVZG2*<br>D-12558<br>Df Esd Pfd<br>Rdr Rt | **SINE BOYE**<br>**I/S Rederiet Erik B. Kromann II**<br>Hermann C. Boye & Co.<br>Marstal Denmark (DIS) | **299**<br>151<br>700 | BV | **1976** A/S Nordsovaerftet—Ringkobing (112)<br>49,71 8,34 3,455<br>44,46 8,28 5,49<br>P 8,0 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 30,7 ER<br>G.1 312 B.1 159<br>1 Ha (27,5 × 4,9) ER<br>2W Der 1(5) 1(3) | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S<br>Gen 2 × 35kW 1 × 25kW 380V 5<br>Controllable pitch propeller<br>Fuel 49,0t (d.o.)-3,0pd |
| **8711291**<br>Df Esd Gc<br>Rdr Rt | **SINEGORSK**<br>(U.S.S.R.) | *6 775*<br>*2 936*<br>7 365 | RS | **1991** Ast. Reunidos del Nervion S.A.—Bilbao (562)<br>132,72 19,87 6,881<br>122,08 - 8,82<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho ER<br>TEU 294 C. 294/20'<br>4 Ha (stl) ER<br>Cr 4(20) | B&W<br>Oil 2SA 6Cy. 420 × 1360<br>6 960bhp (5 119kW)<br>Bryansk Eng. Works<br>Gen 2 × 440kW 1 × 400kW 380<br>Controllable pitch propeller |
| **7534127**<br>*URQT*<br>M-32953<br>Df Esd Gc<br>Rdr Rt | **SINEGORYE**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **710**<br>206<br>352 | RS | **1975** .............U.S.S.R.<br>53,73 (BB) 10,52 4,331<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller double ended a |
| **8018900**<br>*TCSU*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SINEM UZUNDEMIR**<br>ex Atlantica-91 ex Voyager-86<br>ex El Challenger-85<br>**Hudem Denizcilik Ticaret A.S. (Hudem Shipping A.S.)**<br>Uzundemir Group of Shipping (Uzundemir Gemi Isletmeciligi Kollektif Sirketi)<br>Turkey | **14 582**<br>10 924<br>26 350 | **✠100A1** SS 6/91<br>bulk carrier strengthened for heavy cargoes No. 3 hold may be empty<br>**✠LMC**<br>EL Ft 577,5/66,0U2<br>FN 6332 | **1981**-11 Austin & Pickersgill Ltd.—Southwick, Sunderland (1402)<br>181,29 22,86 10,402<br>170,80 22,71 14,36<br>F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 22,4 28,8 15,2 29,6 29,6 ER<br>G.34 630 B.32 583<br>5 Ha (stl) (13,3 20,0 8,7 20,0 20,0 × 12,6) ER<br>Cr 5(15) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW)<br>Clark Hawthorn Ltd.<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 450kW 440V 60Hz a.c. |
| **5046712**<br>*WY4306*<br>295011<br>Rdr Rt | **SINEPUXENT**<br>ex Blue Laker-64 ex Zebrula-60<br>ex FS 231<br>**Zapata Haynie Corp.**<br>Morgan City, La United States of America | **522**<br>355<br>346 | (AB) | **1944** Higgins Industries Inc.—New Orleans, La (97)<br>54,82 9,81 3,201<br>50,68 9,76 4,35<br>1 dk<br>rf 152 | **TM General Cargo**<br>2 Ho ER<br>G.759 B.691<br>2 Ha ER<br>2W Der 2(5) | General Motors<br>2 Oil 2SA each 6Cy. 222 × 267<br>1 000bhp (736kW)<br>General Motors Corp.<br>Fuel 119,0t |
| **7109037**<br>*9VBC*<br>344238<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SINFA**<br>ex Dorthe Oldendorff-88<br>**Sinzhong Lines Pte. Ltd.**<br>Lian Huat Shipping Co. (Pte.) Ltd.<br>Singapore Singapore | **9 078**<br>6 224<br>15 017 | GL | **1971** Austin & Pickersgill Ltd.—Southwick, Sunderland (872)<br>140,98 20,45 8,862<br>134,17 20,43 11,74<br>F 12,8 2 dks<br>rf 25 | **M General Cargo** CSD 4cbn 6bth P<br>5 Ho 22,0 28,8 11,5 23,4 ER 24,2 3 TwD<br>G.21 425 B.19 648<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(60) 1(30) 10(5-10) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd.<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 104,0t (d.o.) 1 004,0t (hvf)-25,0 |
| **5427124**<br>*TUN2199*<br>Df Esd Pfd<br>Rt | **SINFRA**<br>ex Fridrika-77<br>**Ivoirgel**<br>Abidjan Cote d'Ivoire | **176**<br>60<br>111 | (BV) | **1963** Haarlemsche Schps. Maats.—Haarlem (579)<br>28,00 6,81<br>25,25 6,71 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,3)<br>Der 1(2) | Crepelle<br>Oil 4SA 8Cy. 250 × 280<br>800bhp (588kW)<br>Etab. Crepelle<br>Fuel 26,0t (d.o.) |
| **7336276**<br>*9WYG*<br>325023 | **SING YONG**<br>**Tung Fong Shipping & Trading Sendirian Berhad**<br>Kuching Malaysia | **618**<br>341<br>— | | **1972** Nam Cheong Dockyard Sdn. Bhd.—Miri, Sarawak<br>*48,10*<br>... ... ...<br>1 dk | **TM General Cargo** | Deutz<br>2 Oil each 8Cy. 219 × 279<br>800bhp (588kW) E made fitted72<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |

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| **SINGA ACE**<br>**Ow Brothers (Pte.) Ltd.**<br>Singapore Singapore | *42 577*<br>*12 774*<br>18 293 | NK | **1984** Tsuneishi Zosen K.K.—Numakuma (542)<br>198,80 (BB) 28,83 8,719<br>166,02 28,80 13,00<br>2 dks len 87 | **M RoRo Cargo/ Vehicles Carrier** | Mitsubishi 6UEC60HA<br>Oil 2SA 6Cy. 600 × 1500<br>9 960bhp (7 326kW)<br>Ube Industries Ltd. Ube<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 213,0t (d.o.) 1 720,5t (hvf)-32,0pd 17,5kn |
| **SINGA GOLD**<br>ex Singa Sun-90 ex Singa Luck-90<br>ex An Xi-87 ex Jia Fa-86 ex Ekowati-85<br>ex Alexandra-81 ex Kuching-76<br>**Singa Sun Maritime S.A.**<br>Kingstown St. Vincent and the Grenadines | **2 989**<br>2 085<br>5 953 | BV (NK) (ZC) | **1970** Kochi Jyuko K.K.—Kochi (635)<br>101,12 16,03 6,808<br>94,01 15,98 8,21<br>P 18,3 B 4,9 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 350 B.7 000<br>2 Ha (stl) (25,8 28,0 × 7,7) ER<br>Der 1(50) 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 133kW<br>Fuel 65,0t (d.o.) 422,0t (hvf)-9,5pd 12,5kn |
| **SINGA HITAM**<br>**Southern Ocean Services Pte. Ltd.**<br>Singapore Singapore | *549*<br>*164*<br>1 000 | AB | **1984** Southern Ocean SB. Co. (Pte.) Ltd. —Singapore (152)<br>40,01 11,03 4,574<br>36,50 11,00 5,01<br>F 18,6 1 dk<br>rf 450 | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | Yanmar<br>2 Vee Oil 4SA each 12Cy. 280 × 360 with clutches, flexible couplings & sr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 128kW<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>13kn |
| **SINGA LAUT**<br>**P.T. Perusahaan Pelayaran Pedjaka**<br>Samarinda Indonesia | **343**<br>204<br>— | KI | **1982** P.T. Kaltim Shipyard—Samarinda<br>43,75 10,00 2,400<br>39,50 - 3,00<br>1 dk | **TM Landing Craft**<br>Deck Cargo | Yanmar<br>2 Oil 4SA each 6Cy. 155 × 180<br>970kW (1 319bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 1 × 15kW 110V a.c. |
| **SINGA LAUT I**<br>ex Quince Alma-87 ex Bantry Bay I-81<br>ex Bantry Bay-78<br>**P.B.C. Petro Bunk Co. Ltd.** | **506**<br>272<br>899 | NK<br>✠Classed LR until 3/1/81 | **1968**-12 Hong Kong & Whampoa Dock Co. Ltd. —Kowloon, Hong Kong (1062)<br>54,49 10,85 3,258<br>50,37 10,67 3,66<br>P 12,5 RFD 8,0 1 dk<br>rf 152 | **TM Tanker**<br>8 Ta ER<br>L.(oil) 1 006 | MAN<br>2 Oil 4SA each 6Cy. 160 × 180 reverse reduction geared to sc. shafts<br>940bhp (691kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 20kW 110V d.c.<br>Fuel 24,5t (d.o.) 11kn |
| **SINGA RAJA**<br>ex Ote Maru No. 6<br>**Compania De Navegacion Lionstate S.A.**<br>Panama Panama | **361**<br>189<br>540 | (NK) | **1963** K.K. Taihei Kogyo—Akitsu (121)<br>45,88 7,42 3,404<br>41,79 7,40 3,71<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 608 | Kanegafuchi<br>Oil 4SA 6Cy. 275 × 400<br>500bhp (368kW)<br>Kanegafuchi Nainenki Tokyo<br>Gen 1 × 7kW 1 × 5kW 105V d.c.<br>Fuel 25,5t-1,5pd 10kn |
| **SINGA RANGER**<br>ex Norman Ranger-92<br>ex Singa Wilranger-90 ex Fox-88<br>ex Kassia-86<br>ex New Westminster City-83<br>**K/S Norman Ranger**<br>Norman International A/S<br>Monrovia Liberia | **16 113**<br>11 984<br>26 246<br>T/cm<br>36,8 | ✠**100A1**<br>strengthened for ore cargoes—Nos. 1 and 4 holds may be empty (cc)<br>✠**LMC**<br>EL G† 2$\frac{11}{16}$"U2<br>FN 6452<br>(BV) | **1972**-2 Upper Clyde Shipbuilders Ltd. (Govan Division)—Govan (115)<br>174,10 (BB) 25,51 9,951<br>163,38 25,46 14,03<br>F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 19,2 28,3 20,1 28,3 28,1 ER<br>G.38 295 B.31 965<br>5 Ha (stl) (10,2 19,2 10,9 19,2 19,2 × 12,1) ER<br>Cr 5(15) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>8 532kW (11 599bhp)<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 161,5t (d.o.) 1 640,0t (hvf) 15,25kn |
| **SINGA SAGA**<br>ex Dona Paz II-87 ex Dona Paz-81<br>**Dona Corp.**<br>Singa Ship Management Pte. Ltd.<br>Monrovia Liberia | **16 243**<br>11 056<br>26 586 | ✠**100A1** SS 8/88<br>strengthened for heavy cargoes<br>Nos. 1 and 4 holds or Nos. 1 and 3 may be empty ((cc))<br>✠**LMC**<br>EL F† 2$\frac{5}{8}$"U2<br>FN 6452 | **1977**-3 Govan Shipbuilders Ltd.—Govan, Glasgow (225)<br>175,14 (BB) 25,53 9,964<br>163,38 25,46 14,03<br>F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 19,1 28,3 20,1 28,3 28,1 ER<br>G.33 989 B.31 953<br>5 Ha (10,2 19,2 10,9 19,2 19,2 × 12,1) ER<br>Cr 5(15,25) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 134,0t (d.o.) 1 648,0t (hvf) 15kn |
| **SINGA SAILOR**<br>ex Olmeca-88 ex Fresno City-82<br>**Singa Swan Shipping Corp.**<br>Singa Ship Management Pte. Ltd.<br>Monrovia Liberia | **15 956**<br>11 896<br>26 289<br>T/cm<br>36,8 | ✠**100A1** M 12/85-12mos<br>strengthened for ore cargoes, Nos. 1 & 4 holds may be empty ((cc))<br>✠**LMC**<br>EL G† 2$\frac{11}{16}$"U2<br>FN 6452 | **1970**-12 Upper Clyde Shipbuilders Ltd. (Govan Division)—Govan (844)<br>173,59 (BB) 25,51 9,937<br>163,38 25,46 14,03<br>F 12,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 19,2 28,3 20,1 28,3 28,3 ER<br>G.38 361 B.31 723<br>5 Ha (stl) (10,3 19,2 10,9 19,2 19,2 × 12,1) ER<br>Cr 5(15) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 505kW 440V 60Hz a.c.<br>Fuel 157,5t (d.o.) 1 663,5t (hvf) 15,25kn |
| **SINGA SKY**<br>ex Yaqui-88 ex Prince Rupert City-82<br>**Singa Sky Shipping Corp.**<br>Singa Ship Management Pte. Ltd.<br>Monrovia Liberia | **15 956**<br>11 896<br>26 289<br>T/cm<br>36,8 | ✠**100A1** SS 8/89<br>strengthened for ore cargoes, Nos. 1 & 4 holds may be empty (cc)<br>✠**LMC**<br>EL G† 2$\frac{11}{16}$"U2<br>FN 6452 | **1970**-7 Upper Clyde Shipbuilders Ltd. (Govan Division)—Govan (841)<br>173,59 (BB) 25,51 9,964<br>163,38 25,46 14,03<br>F 12,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 19,2 28,3 20,1 28,3 28,1 ER<br>G.38 361 B.31 723<br>5 Ha (stl) (10,2 19,2 10,9 19,2 19,2 × 12,1) ER<br>Cr 5(15) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 505kW 440V 60Hz a.c.<br>Fuel 157,5t (d.o.) 1 663,5t (hvf) 15,25kn |
| **SINGA STAR**<br>ex Holy Queen-84<br>**North Sea Shuttle Co.**<br>Lundqvist Rederierna<br>Nassau Bahamas<br>SatCom: 1104421/TRAD | **44 572**<br>33 237<br>87 281<br>T/cm<br>83,5 | NV (NK) | **1975** Koyo Dockyard Co. Ltd.—Mihara (667)<br>245,37 38,99 13,564<br>235,31 38,94 19,05<br>1 dk<br>Bow/CM 123 Diam. 0,406 | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 113 223 HeCls. BC<br>3 Cargo pumps total 8 250T/hr | Sulzer 7RND90<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 880kW<br>Fuel 448,5t (d.o.) 3 896,5t (hvf)-69,5pd 15,5kn |
| **SINGA SUN**<br>ex Don Salvador III-87<br>**Sun Maritime Corp.**<br>Singa Ship Management Pte. Ltd.<br>Monrovia Liberia | *16 103*<br>*8 996*<br>26 586 | ✠**100A1** SS 12/90<br>strengthened for heavy cargoes Nos. 1 & 4 holds or Nos. 1 & 3 holds may be empty ((cc))<br>✠**LMC**<br>EL F† 2$\frac{5}{8}$"U2<br>FN 6452<br>**LAID UP — SURVEYS OVERDUE 11/85** | **1976**-11 Govan Shipbuilders Ltd.—Govan, Glasgow (223)<br>175,14 (BB) 25,53 9,964<br>163,38 25,46 14,03<br>F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 19,1 28,3 20,1 28,3 28,1 ER<br>G.38 212<br>5 Ha (stl) (12,1 19,2 10,9 19,2 19,2 × 12,1) ER<br>Cr 5(15) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 136,0t (d.o.) 1 648,0t (hvf) 15kn |
| **SINGA SWAN**<br>ex Lacandon-88 ex Victoria City-83<br>**Singa Swan Shipping Corp.**<br>Singa Ship Management Pte. Ltd.<br>Monrovia Liberia | **15 956**<br>11 896<br>26 289<br>T/cm<br>36,8 | ✠**100A1** SS 7/89<br>strengthened for ore cargoes Nos. 1 & 4 holds may be empty ((cc))<br>✠**LMC**<br>EL G† 2$\frac{11}{16}$"U2<br>FN 6452 | **1970**-12 Upper Clyde Shipbuilders Ltd. (Clydebank Div.)—Clydebank (843 G)<br>173,59 (BB) 25,51 9,961<br>163,38 25,46 14,03<br>F 12,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 19,2 28,3 20,1 28,3 28,1 ER<br>G.38 361 B.31 723<br>5 Ha (stl) (10,2 19,2 10,9 19,2 19,2 × 12,1) ER<br>Cr 5(15) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 505kW 440V 60Hz a.c.<br>Fuel 157,5t (d.o.) 1 663,5t (hvf) 15,25kn |
| **SINGA WILRIVER**<br>ex Dorado-89 ex Crown Atland-85<br>ex Atland-82<br>**Wilriver Shipping Corp.**<br>Anders Wilhelmsen & Co. ANS<br>Nassau Bahamas<br>SatCom: 1104326/WRIV | **18 272**<br>12 498<br>31 650<br>T/cm<br>38,1 | NV<br>✠Classed LR until 14/2/86 | **1979**-6 Eriksbergs M/V A/B—Goteborg (708)<br>170,77 (BB) 26,09 11,345<br>163,23 26,06 14,91<br>P 34,8 F 17,1 1 dk<br>rf 51 Bow/CM 85 Diam. 0,410 MH 1,8 | **M Tanker**<br>Oil Chemical<br>IGS Stern disch.<br>20 Ta ER<br>L.42 101<br>4 Cargo pumps total 3 594T/hr | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW)<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 500kW 1 × 140kW 440V 60Hz a.c.<br>Fuel-53,0pd 16kn |

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| **7824845**<br>*S6FS*<br>383669<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SINGANG**<br>ex Flensburg-87 ex Nigerian Brewer-83<br>Launched as Flensburg<br>**Singang Shipping Pte. Ltd.**<br>Lian Huat Shipping Co. (Pte.) Ltd.<br>Singapore Singapore | *4 858*<br>*2 636*<br>7 550 | GL | **1979** Flensburger Schiffsbau-Ges.—Flensburg (654)<br>117,71 (BB) 18,52 5,960<br>110,01 18,51 7,95<br>P 14,1 F 9,2 2 dks | **M General Cargo**<br>3 Ho 3 TwD<br>G.8 940 B.8 647<br>TEU 371 C.Ho 147/20' C.Dk 224/20'<br>3 Ha (stl) (18,9 25,2 18,9 × 12,8) ER<br>Der 4(12-24) | MaK<br>Oil 4SA 6Cy. 450 × 550 reductio<br>shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 260kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8333283**<br>*9V3216*<br>383197<br>Esd Gc Pfd<br>Rdr RTv | **SINGAORA**<br>**Amethyst Marine Pte. Ltd.**<br>Chuan Hup Holdings Ltd.<br>Singapore Singapore<br>SatCom: 1715366/GSIN | *488*<br>*146*<br>— | AB | **1984** Yamakawa Zosen Tekko K.K.—Kagoshima (673)<br>3,771<br>38,99 10,00 4,50<br>1 dk | **TM Diving Support Ship**<br>for offshore installations | Fuji<br>2 Oil 4SA each 6Cy. 230 × 260<br>2 200bhp (1 618kW)<br>Fuji Diesel Co. Ltd.<br>Fuel (d.o.) |
| **9014107**<br>*JMOY*<br>132343<br>Df Esd Gc<br>Pfd Rdr RTv | **SINGAPORE BRIDGE**<br>**Kawasaki Kisen Kaisha Ltd. &**<br>**Nippon Kisen Kaisha Ltd.**<br>Kobe, Japan<br>Hyogo Pref. | *17 156*<br>—<br>22 215 | NK | **1991** Shin Kurushima Dockyard Co. Ltd.—Onishi (2712)<br>186,00 (BB) 9,531<br>174,00 27,60 14,00<br>1 dk | **M Container Ship**<br>Fixed-guides<br>TEU 1138 C. 1138/20'(40') incl. 200 ref C.<br>17 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 600 × 2292<br>14 400bhp (10 592kW)<br>Kawasaki Heavy Ind. Ltd. |
| **7435307**<br>*9V3382*<br>383536<br>Df Esd Gc<br>Rdr Rt | **SINGAPORE EAGLE**<br>ex Sudertor-89<br>**Maritime (Pte.) Ltd.**<br>Singapore Singapore | *1 021*<br>*306*<br>1 213 | AB (GL) | **1976** Vosper Thornycroft (Pte.) Ltd—Singapore (B.965)<br>56,70 13,42 4,201<br>51,50 13,14 4,82<br>B & F 18,3 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Deutz<br>2 Vee Oil 4SA each 12Cy. 220 ×<br>geared to sc. shafts<br>Kloeckner Humboldt Deutz<br>Gen 1 × 437,5kW a.c. 1 × 187, |
| **8217116**<br>*JJSL*<br>126189<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SINGAPORE FONTAINE**<br>**Hozan Shosen Kaisha**<br>Tokyo Japan | *3 260*<br>*1 589*<br>3 901 | NK | **1983** Kochi Jyuko K.K.—Kochi (2280)<br>92,23 6,568<br>85,02 16,21 6,86<br>3 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.4 326<br>3 Ha (stl) (each 5,0 × 5,1) ER<br>Der 6(4) | Pielstick<br>Oil 4SA 6Cy. 400 × 460 sr geared<br>4 500bhp (3 310kW)<br>Ishikawajima Harima Heavy Ind. (IH<br>Gen 1 × 640kW 2 × 600kW 45<br>Fuel 134,0t (d.o.) 590,0t (hvf)-12,5p |
| **8315839**<br>*3EJQ5*<br>17757-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **SINGAPORE GLORY**<br>ex China Express-87<br>**VSSI Containers Inc.**<br>Teekay Shipping (Canada) Ltd.<br>Panama Panama | *7 343*<br>*3 080*<br>8 200 | BV | **1985** Zhonghua Shipyard—Shanghai (8203)<br>7,802<br>112,53 21,01 10,52<br>1 dk | **M Container Ship**<br>Fixed-guides<br>TEU 480 C. 480/20' | Sulzer<br>Oil 2SA 5Cy. 560 × 1150<br>7 500bhp (5 517kW)<br>Dalian Marine Diesel Engine Works<br>Gen 2 × 416kW 450V 60Hz a.c. |
| **7303073**<br>*HP4927*<br>17799-88A<br>Df Esd Gc<br>Pfd Rdr RTv | **SINGAPORE JAYA**<br>ex Dorli-87<br>**O.K. Shipping Pte. Ltd.**<br>Cahaya Samudera Shipping Pte. Ltd.<br>Panama Panama | T.Mk<br>**856**<br>460<br>—<br>**1 477**<br>825<br>1 929 | **✠100A1** SS 4/90<br>Ice Class 2 at a draught not exceeding 4.176m and maximum speed of 12 knots<br>**✠LMC** **(UMS)**<br>EL P $1\frac{7}{16}$"U2<br>FN 1564 | **1973**-5 A. Vuyk & Zonen's Scheepswerven B.V.<br>—Capelle a/d Ijssel (860)<br>85,32 13,75 —/4,706<br>79,15 13,70 6,05<br>RAD 15,0 F 7,1 2 dks<br>rf nil | **M RoRo Cargo/Container Ship**<br>Vehicles Fixed-guides<br>Stern ramp Ice strengthened<br>Stern door/ramp<br>L 7,10 W 5,75<br>Cargo Width 5,75 Clear height 4,90<br>1 Ho 7,0DT 6,7DT 39,6 ER 1 TwD<br>TEU 113<br>C.Ho 44/20' (40') C.Dk 69/20' (40') incl. 33 ref C.<br>1 Ha (stl) ER<br>Cr 1(30) | Werkspoor<br>Oil 4SA 6Cy. 410 × 470 sr geared<br>3 200bhp (2 354kW)<br>Stork-Werkspoor Diesel N.V.<br>Gen 3 × 144kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 243,0t (hvf) |
| **8808599**<br>*DEFL*<br>4594<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SINGAPORE SENATOR**<br>**Buxmar Container Schiffahrtsges. m.b.H. & Co. KG**<br>NSB Niederelbe Schiffahrtsges. m.b.H. & Co. KG<br>Bremen Federal Republic of Germany<br>SatCom: 1120121/SISE | *18 000*<br>*10 484*<br>26 288 | GL | **1989** Bremer Vulkan A.G.—Bremen-Vegesack (63)<br>176,51 (BB) 27,72 10,505<br>166,99 27,50 14,30<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>3 Cell. Ho ER<br>TEU 1786<br>C.Ho 708/20'(40') C.Dk 1078/207'(40') incl. 70 ref C.<br>9 Ha (stl) ER<br>Cr 3(40) | B&W<br>Oil 2SA 7Cy. 600 × 1944<br>10 000kW (13 595bhp)<br>Bremer Vulkan A.G.<br>Gen 1 × 800kW 3 × 560kW<br>450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **8331297**<br>*9WNL*<br>325168<br>Rdr Rt | **SINGAWAN HIJAU**<br>**Shing Liang Shipping Sendirian Berhad**<br>Kuching Malaysia | **296**<br>157<br>259 | NK | **1981** Far East Shipyard Co. Sdn. Bhd.—Sibu, Sarawak<br>38,00 9,45<br>35,21 2,44<br>P 6,4 | **TM RoRo Cargo/ Landing Craft** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 15<br>730bhp (537kW)<br>Caterpillar Tractor Co. |
| **8217960**<br>*9WVK*<br>325113<br>Rdr Rt | **SINGAWAN JAYA**<br>**Shing Liang Shipping Sendirian Berhad**<br>Kuching Malaysia | **165**<br>62<br>— | AB | **1983** Far East Shipyard Co. Sdn. Bhd.—Sibu, Sarawak (FE89)<br>30,00 2,312<br>27,67 7,31 3,36<br>F 12,8 1 dk<br>rf nil | **TM Stand-by Safety Vessel**<br>Mchy.fwd | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 ×<br>couplings & sr reverse geared t<br>1 450bhp (1 067kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 80kW a.c. 2 × 28kW a.c.<br>Thw. thrust propeller fwd |
| **8217972**<br>*9WVL*<br>325114<br>Rdr Rt | **SINGAWAN MAJU**<br>**Shing Liang Shipping Sendirian Berhad**<br>Kuching Malaysia | **165**<br>62<br>— | AB | **1983** Far East Shipyard Co. Sdn. Bhd.—Sibu, Sarawak (FE90)<br>30,00 2,312<br>27,67 7,31 3,36<br>F 12,8 1 dk<br>rf nil | **TM Stand-by Safety Vessel**<br>Mchy.fwd | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 ×<br>couplings & sr reverse geared t<br>1 450bhp (1 067kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 80kW a.c. 2 × 28kW a.c.<br>Thw. thrust propeller fwd |
| **8217984**<br>*9WGE*<br>325132<br>Rdr Rt | **SINGAWAN SUBUR**<br>**Shing Liang Shipping Sendirian Berhad**<br>Kuching Malaysia | **165**<br>62<br>— | AB | **1983** Far East Shipyard Co. Sdn. Bhd.—Sibu, Sarawak (FE91)<br>30,00 2,301<br>27,67 7,31 3,36<br>F 12,8 1 dk<br>rf nil | **TM Stand-by Safety Vessel**<br>Mchy.fwd | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 ×<br>couplings & sr reverse geared t<br>1 450bhp (1 067kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 80kW a.c. 2 × 28kW a.c.<br>Thw. thrust propeller fwd |
| **7716000**<br>*PHMZ*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SINGELGRACHT**<br>**C.V. Scheepv. Onderneming "Schippersgracht"**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands | T.Mk<br>**1 599**<br>1 080<br>3 482 | **✠100A1** SS 5/90<br>Ice Class 1A at a draught not exceeding 5,97m<br>**✠LMC**<br>EL T 467,5/44,0U2<br>FN 1985 | **1978**-5 Miho Zosensho K.K.—Shimizu (1083)<br>80,24 (BB) 16,11 5,971<br>74,88 16,01 10,49<br>RFD 10,4 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 49,8 ER 1 TwD<br>G.7 316 B.7 159<br>TEU 165<br>C.Ho 136/20' (40') C.Dk 29/20' (40')<br>1 Ha (stl) (44,4 × 12,8) ER<br>Cr 2(15) | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel 58,0t (d.o.) 333,5t (hvf) |
| **7326142**<br>Rt | **SINGHASAMUT**<br>**Bangkok Sea Transport Co. Ltd.**<br>Bangkok Thailand | **232**<br>—<br>— | (AB) | **1973** Nerimit Kan Song ......—Thailand (7)<br>29,27 8,54<br>... ... ...<br>1 dk | **TM Tug** | 2 Oil geared to sc. shafts<br>.............<br>Fuel (d.o.) |
| **7733125**<br>585441 | **SINGLETON FLEETS 10**<br>**Singleton Shrimp Inc.**<br>Galveston, Tx United States of America | **101**<br>68<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 geare<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel 316,0t |

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|---|---|---|---|---|---|
| **SINGLETON FLEETS 23**<br>Henry C. Singleton Sr.<br>Galveston, Tx United States of America | **102**<br>69<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 316,0t 10kn |
| **SINGLETON FLEETS 37**<br>John Bankston<br>Galveston, Tx United States of America | **102**<br>69<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 316,0t 10kn |
| **SINGLETON FLEETS 38**<br>Peter G. Edwards<br>Galveston, Tx United States of America | **102**<br>69<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 316,0t 10kn |
| **SINGLETON FLEETS 40**<br>Edward Hayden<br>Galveston, Tx United States of America | **102**<br>69<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 316,0t 10kn |
| **SINGLETON FLEETS 41**<br>Edward Hayden<br>Galveston, Tx United States of America | **102**<br>69<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 316,0t 10kn |
| **SINGLETON FLEETS 45**<br>Singleton Fleets Inc.<br>Galveston, Tx United States of America | **102**<br>69<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 316,0t 10kn |
| **SINGLETON FLEETS 46**<br>Henry C. Singleton Jr.<br>Galveston, Tx United States of America | **102**<br>69<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 316,0t 10kn |
| **SINGLETON FLEETS 48**<br>Buck Simpson<br>Galveston, Tx United States of America | **103**<br>70<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Cummins KT-1150-M<br>Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Fuel 316,0t 10kn |
| **SINGLETON FLEETS 49**<br>Buck Simpson<br>Galveston, Tx United States of America | **103**<br>70<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Cummins KT-1150-M<br>Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Fuel 316,0t 10kn |
| **SINGLETON FLEETS 50**<br>Buck Simpson<br>Galveston, Tx United States of America | **103**<br>70<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Cummins KT-1150-M<br>Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Fuel 316,0t 10kn |
| **SINGLETON FLEETS 51**<br>Buck Simpson<br>Galveston, Tx United States of America | **103**<br>70<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Cummins KT-1150-M<br>Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Fuel 316,0t 10kn |
| **SINGLETON FLEETS 52**<br>Buck Simpson<br>Galveston, Tx United States of America | **103**<br>70<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Cummins KT-1150-M<br>Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Fuel 316,0t 10kn |
| **SINGLETON FLEETS 53**<br>Buck Simpson<br>Galveston, Tx United States of America | **103**<br>70<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Cummins KT-1150-M<br>Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Fuel 316,0t 10kn |
| **SINGLETON FLEETS 54**<br>Buck Simpson<br>Galveston, Tx United States of America | **103**<br>70<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Cummins KT-1150-M<br>Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Fuel 316,0t 10kn |
| **SINGOLARITA**<br>ex Singularity-87<br>**Montemare di Navigagazione S.A.S.**<br>Napoli Italy | T.Mk<br>**1 597**<br>960<br>4 156 | ✠Classed LR until 14/4/87<br>RI | **1977**-6 Swan Hunter Shipbuilders Ltd.—Readhead Shipyard, S. Shields (594)<br>89,72 14,28 6,379<br>83,19 14,20 8,56<br>RFD 7,1 2 dks<br>rf 203 | **M General Cargo**<br>Ice strengthened<br>2 Ho 30,6 29,3 ER 2 TwD<br>G.5 917 B.5 556<br>TEU 122<br>C.Ho 90/20' (40') C.Dk 32/20' (40')<br>2 Ha (stl) (each 24,9 × 10,1) ER<br>Cr 1(20) Der 2(5) | Alpha 18V23L-VO<br>Vee Oil 4SA 18Cy. 225 × 300 sr geared to sc. shaft<br>2 790bhp (2 052kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 129kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller<br>Fuel 322,0t (d.o.)-9,5pd 12,5kn |
| **SINGYI-6**<br>**Petrochemical Industries Corp.**<br>Yangon Union of Myanmar | **130**<br>—<br>25 | (BV) | **1976** Yokohama Yacht Co. Ltd.—Yokohama (728-1)<br>26,98 7,60 1,401<br>24,49 7,17 2,11<br>1 dk | **TM Tug**<br>Pusher | Kubota M6D20BS<br>2 Oil 4SA each 6Cy. 200 × 240<br>Kubota Tekkosho (Sakai Diesel Plant) Sakai<br>10kn |
| **SINGYI-7**<br>**Petrochemical Industries Corp.**<br>Yangon Union of Myanmar | **130**<br>—<br>25 | (BV) | **1976** Yokohama Yacht Co. Ltd.—Yokohama (728-2)<br>26,98 7,60 1,401<br>24,49 7,17 2,11<br>1 dk | **TM Tug**<br>Pusher | Kubota M6D20BS<br>2 Oil 4SA each 6Cy. 200 × 240<br>Kubota Tekkosho (Sakai Diesel Plant) Sakai<br>10kn |
| **SINGYI-8**<br>**Petrochemical Industries Corp.**<br>Yangon Union of Myanmar | **130**<br>—<br>25 | (BV) | **1976** Yokohama Yacht Co. Ltd.—Yokohama (728-3)<br>26,98 7,60 1,401<br>24,49 7,17 2,11<br>1 dk | **TM Tug**<br>Pusher | Kubota M6D20BS<br>2 Oil 4SA each 6Cy. 200 × 240<br>Kubota Tekkosho (Sakai Diesel Plant) Sakai<br>10kn |
| **SINGYI-9**<br>**Petrochemical Industries Corp.**<br>Yangon Union of Myanmar | **130**<br>—<br>25 | (BV) | **1976** Yokohama Yacht Co. Ltd.—Yokohama (728-4)<br>26,98 7,60 1,401<br>24,49 7,17 2,11<br>1 dk | **TM Tug**<br>Pusher | Kubota M6D20BS<br>2 Oil 4SA each 6Cy. 200 × 240<br>Kubota Tekkosho (Sakai Diesel Plant) Sakai<br>10kn |
| **SINGYI-10**<br>**Petrochemical Industries Corp.**<br>Yangon Union of Myanmar | **130**<br>—<br>25 | (BV) | **1976** Yokohama Yacht Co. Ltd.—Yokohama (728-5)<br>26,98 7,60 1,401<br>24,49 7,17 2,11<br>1 dk | **TM Tug**<br>Pusher | Kubota M6D20BS<br>2 Oil 4SA each 6Cy. 200 × 240<br>Kubota Tekkosho (Sakai Diesel Plant) Sakai<br>10kn |

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|---|---|---|---|---|---|---|
| 5329164<br>*4QRJ*<br>130114 | **SINHABAHU**<br>**Government of The Democratic Socialist Republic of Sri Lanka (Government Stores Department)**<br>Colombo Sri Lanka | **461**<br>2<br>— | ✠Classed LR until 4/42 | **1938**-6 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (323)<br>40,19 10,06 4,573<br>10,01<br>F 11,0<br>R | **TS Tug**<br>Der 1(5) | T 6Cy. (2) 371 (2) 635 & (2) 101<br>Ferguson Bros. (Port Glasgow) L<br>Fuel 142,0t (c) |
| 8000678<br>Esd Rt | **SINHABAHU II**<br>**Government of The Democratic Socialist Republic of Sri Lanka (Ports Authority)**<br>Colombo Sri Lanka | **265**<br>0<br>109 | ✠**100A1** SS 9/85<br>tug<br>Sri Lanka coasting service<br>✠**LMC**<br>EL F 275,0/19,0U2<br>FN 362 | **1980**-7 Yokohama Yacht Co. Ltd.—Yokohama (773)<br>33,71 8,89 3,412<br>29,16 8,41 3,99<br>RAD ,7 F 14,7 1 dk<br>rf 610 | **TM Tug** | Akasaka<br>2 Oil 4SA each 6Cy. 280 × 460<br>Akasaka Tekkosho K.K., (Akasak Ltd.)<br>Gen 2 × 96kW 410V 50Hz a.c.<br>2 Controllable pitch propellers |
| 7328152<br>708325<br>Rt | **SINIKURT**<br>**Sofis Holdings Ltd.**<br>Hong Kong Hong Kong (British) | **198**<br>123<br>— | | **1972** Metalock (S) Pte. Ltd.—Singapore<br>26,27 5,52 2,134<br>5,49<br>1 dk<br>conv non-propelled General Cargo Barge 72 | **M General Cargo**<br>1 Ho ER<br>1 Ha (2,4 × 3,6) ER<br>Cr 1(3) | Gardner<br>Oil 4SA 8Cy. 140 × 197<br>204bhp (150kW) E made51 adde<br>L. Gardner & Sons Ltd.<br>Fuel 10,0t (d.o.)-0,5pd |
| 8009820 | **SINITO**<br>**Sociedade Gafanhense Ltda.**<br>Portugal | **228**<br>—<br>— | | **1983** CARNAVE, Estaleiros Navais S.A.R.L.—Aveiro (19)<br>34,52<br>29,37 7,65 3,64<br>1 dk | **Wood M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>In.150<br>2 Ha (stl) ER | MaK<br>Oil 4SA 6Cy. 240 × 330 with clu couplings & sr geared to sc. s<br>1 500bhp (1 103kW)<br>MaK. Maschinenbau G.m.b.H.<br>Controllable pitch propeller |
| 7640770<br>*UHUE*<br>M-33070 | **SINITSINO**<br>ex RS-300 No. 86<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1976** ..............U.S.S.R.<br>34,02 7,09 2,902<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.78<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebkne (SKL) |
| 5329188<br>*YIAY* | **SINJAR**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **129**<br>57<br>— | ✠Classed LR until 8/63 | **1961**-7 Rolandwerft G.m.b.h.—Bremen (891)<br>25,99 6,35 1,524<br>21,75 6,00 2,90<br>RFD 9,5 1 dk<br>rf nil | **TM Tender**<br>—P | MAN<br>2 Oil 4SA each 8Cy. 175 × 220 geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN |
| 8003424 | **SINJOOR 1**<br>**Port of Antwerp Authority**<br>Antwerpen Belgium | **1 071**<br>1 070<br>1 849 | | **1982** St. Pieter Scheepsw.—Hemixem (274)<br>70,80 13,11 4,420<br>66,25 13,01 5,01<br>1 dk | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Dredging depth 22.0<br>1 Ho ER<br>Hopper 1 500 | A.B.C.<br>2 Oil 4SA each 6Cy. 256 × 310 s shafts<br>1 500bhp (1 103kW)<br>Anglo-Belgian Corporation N.V.<br>Gen 2 × 1040kW 380V 50Hz a.c.<br>2 Directional propellers<br>Thw. thrust propeller fwd |
| 6901531<br>Esd | **SINKAT**<br>**Government of The Democratic Republic of The Sudan (Railways Department)**<br>Port Sudan Sudan | **220**<br>70<br>— | ✠Classed LR until 5/70 | **1969**-4 Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (91)<br>34,32 8,36 3,887<br>31,02 8,23 3,97<br>1 dk<br>rf 991 BK 127 | **M Tug** | MAN<br>Oil 4SA 9Cy. 300 × 450 reverse r to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN<br>Gen 2 × 22kW 1 × 10kW 115V |
| 6610223<br>*YBQA*<br>1480<br>Esd Rdr Rt | **SINMA EMPAT**<br>ex Binamarga I<br>**P.T. Pelayaran Sinar Maluku Shipping Line**<br>Jakarta Indonesia | **780**<br>462<br>738 | KI | **1965** Fukuoka Zosen K.K.—Fukuoka (766)<br>58,68 9,86 3,506<br>56,19 9,81 5,16<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.1 393 B.1 305<br>2 Ha (8,2 12,6 × 4,5) ER<br>4W Der 2(5) 2(2,5) | MAN<br>Oil 4SA 8Cy. 235 × 330<br>765bhp (563kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 1 × 30kW 230V d.c.<br>Fuel 89,5t (d.o.) |
| 5319432<br>*PKUL*<br>Esd Rt | **SINMA SATU**<br>ex Selat Bangka<br>**P.T. Sinma Line**<br>Jakarta Indonesia | **762**<br>407<br>589 | (KI) | **1961** K.K. Usuki Tekkosho—Saiki (532)<br>57,94 9,83 3,950<br>53,50 9,80 5,16<br>P 16,8 B 12,2 F 9,8 2 dks | **M General Cargo**<br>G.2 488 B.2 395<br>2 Ha (8,8 10,5 × 4,5) ER<br>Der 4(3) | MAN<br>Oil 4SA 8Cy. 235 × 330<br>600bhp (441kW)<br>Mitsubishi Nippon Heavy Ind.<br>Fuel 61,0t (d.o.) |
| 5329205<br>310912<br>Gc Rdr<br>RTm/v | **SINMAC**<br>**McAllister Towing & Salvage Inc.**<br>Montreal, P.Q. Canada | **224**<br>118<br>— | | **1958** Marine Industrie Ltee.—Sorel, P.Q. (240)<br>29,27 7,95 3,175<br>1 dk | **M Tug** | Alco<br>Oil 4SA 8Cy. 317 × 330<br>E made39 fitted58<br>American Locomotive Co. |
| 8514289<br>*3EWL8*<br>20803-PEXT<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SINO ALLIANCE**<br>ex Mitchell-91<br>**Sino-Alliance Ltd.**<br>B & S Enterprise Co. Ltd.<br>Panama Panama | *4 843*<br>*3 004*<br>7 961 | BV | **1986** Taihei Kogyo K.K.—Hashihama, Imabari (1846)<br>114,03 (BB) 7,233<br>104,02 18,41 9,12<br>1 dk | **M Bulk Carrier**<br>2 Ho ER<br>G.10 713 B.10 106<br>2 Ha (stl) (29,4 32,2 × 9,0) ER<br>Der 4(15) | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>2 582kW (3 510bhp)<br>Hitachi Zosen Hiroshima<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 103,5t (d.o.) 412,0t (i.f.o.)-11,0 |
| 7360693<br>*J8DK4*<br>2993<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SINO CREDIT**<br>ex Maloja II-90 ex Maloja-86<br>ex Petra Crown-83 ex Maloja-79<br>ex Ida-79 ex Vinland-79<br>ex Maersk Tempo-78 ex Vinland-77<br>**Sino Credit Shipping Inc.**<br>Pacific International Lines (Pte.) Ltd.<br>Kingstown St. Vincent and the Grenadines | **7 679**<br>4 978<br>10 220 | GL<br>✠Classed LR until 5/6/81 | **1974**-9 Gebr. Schuerenstedt KG.—Bardenfleth/Weser (1363)<br>143,82 (BB) 18,57 7,523<br>134,09 18,50 10,16<br>P 24,4 F 11,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 26,2 38,9 26,2 ER<br>G.15 093 B.14 711<br>TEU 456 C. 456/20'<br>3 Ha (stl) (26,2 38,7 26,2 × 15,0) ER<br>Cr 2(30) | MAN<br>2 Oil 4SA each 6Cy. 400 × 540 s shaft<br>6 700bhp (4 928kW)<br>Masch. Augsburg-Nuernberg (MAN<br>Gen 3 × 484kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller<br>Fuel 112,0t (d.o.) 426,0t (hvf)-21,0 |
| 8218512<br>*J8XP*<br>2484<br>Df Esd Gc<br>Pfd Rdr Rt | **SINO OCEAN**<br>ex Sinofa-88 ex Nigeria Express-85<br>**Sino Ocean Shipping Inc.**<br>Pacific International Lines (Pte.) Ltd.<br>Kingstown St. Vincent and the Grenadines | *7 343*<br>*3 136*<br>8 655 | BV | **1985** Zhonghua Shipyard—Shanghai (8202)<br>131,81 21,01 7,802<br>122,81 19,00 10,52<br>1 dk | **M Container Ship**<br>Fixed-guides<br>5 Ho ER<br>TEU 480 C. 480/20'<br>5 Ha (stl) ER | Sulzer<br>Oil 2SA 5Cy. 560 × 1150<br>7 500bhp (5 517kW)<br>Dalian Marine Diesel Engine Works<br>Gen 2 × 416kW 450V 60Hz a.c. |
| 6922004<br>*YQPV*<br>920<br>Df Esd Gc<br>Rdr Rt | **SINOE**<br>Launched as Leo<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **2 691**<br>1 075<br>1 646 | RNR (PR) | **1969** Stocznia Gdanska im. Lenina—Gdansk (B22/08)<br>87,97 (BB) 14,53 5,601<br>83,65 14,51 7,45<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 590<br>3 Ha (each 1,9 × 1,9)<br>4W Der 4(1,5) | Fiat<br>Vee Oil 4SA 6Cy. 300 × 450<br>2 500bhp (1 839kW)<br>H. Cegielski<br>Gen 1 × 640kW 2 × 252kW<br>Controllable pitch propeller<br>Fuel 897,0t |
| 7039311<br>*3EDN8*<br>20010-HK<br>Df Gc Rdr<br>Rt | **SINOKO ACE**<br>ex Senyo Maru-90<br>**Sinoko Shipping S.A.**<br>Panama Panama | **4 399**<br>1 728<br>6 097 | (NK) | **1970** K.K. Taihei Kogyo—Akitsu (262)<br>107,27 16,26 6,147<br>100,03 16,21 10,37<br>P 21,4 B 9,8 F 10,7 2 dks | **M General Cargo**<br>2 Ho ER<br>G.4 544<br>2 Ha (stl) (each 23,0 × 7,0) ER | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 500bhp (2 574kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 152kW 445V 60Hz a.c.<br>Fuel 226,5t-12,0pd |

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|---|---|---|---|---|---|---|
| **SINOKO STAR**<br>ex Komei Maru No. 1-89<br>**Ore World Shipping S.A.**<br>Panama Panama | **497**<br>—<br>1 409 | | 63,20 4,101<br>57,00 13,01 5,80<br>1 dk | **1976** Suzuki Zosen Tekkosho—Shimizu | **M Sand Carrier**<br>Mchy.aft | Hanshin<br>Oil<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Japan<br>12kn |
| **SINOKO SUN**<br>ex Fukujin Maru No. 13-89<br>ex Sanei Maru No. 1-82<br>**Ore World Shipping S.A.**<br>Panama Panama | **491**<br>—<br>1 200 | | 54,01 3,801<br>48,49 11,00 5,80<br>1 dk | **1974** Segami Tekko—Japan | **M Sand Carrier**<br>1 Ha (29,0 × 5,0) ER | Fuji<br>Oil<br>1 400bhp (1 030kW)<br>Fuji Diesel Co. Ltd. Japan<br>12,25kn |
| **SINOLION**<br>ex Katwijk-91 ex Nedlloyd Katwijk-91<br>ex Arrow Emperor-89<br>ex Nedlloyd Katwijk-89<br>Panama Panama | T.Mk<br>**7 884**<br>4 265<br>13 348 | AB | 162,52 22,92 8,949<br>152,00 22,86 13,52<br>P 41,5 F 28,7 3 dks<br>rf nil | **1971** Mitsubishi Heavy Industries Ltd.—Kobe (1027) | **M General Cargo**<br>6 Ho 15,7 20,8 21,6 21,6 21,6 ER 13,2<br>G.25 833 B.23 080<br>TEU 322 C.322/20'<br>9 Ha (stl) (8,2 × 5,4) (13,4 13,4p&s 13,4p&s 13,6p&s × 7,9) ER (9,9 × 7,9)<br>12W Der 5(12,5) 12(10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 1 762,0t (hvf) 17kn |
| **SINOP**<br>(Kaliningrad) (U.S.S.R.) | **744**<br>209<br>332 | RS | 53,75 10,72 4,290<br>6,02<br>1 dk | **1982** ..............U.S.S.R. | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| **SINOPA**<br>**P.T. Pelayaran Nasional Indonesia (PELNI)**<br>Jakarta Indonesia | **1 103**<br>641<br>1 650 | KI (NV) | 71,51 4,380<br>65,41 12,70 7,12<br>F - 2 dks | **1977** Molde Verft A/S—Hjelset | **M Passenger/General Cargo**<br>2 Ho ER<br>G.3 390<br>2 Ha (13,2 18,9 × 8,0) ER<br>Der 2(20) 2(5) | Kromhout 9FDHD240<br>Oil 4SA 9Cy. 240 × 260<br>1 625bhp (1 195kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 3 × 96kW 1 × 48kW 220/380V 50Hz a.c.<br>12kn |
| **SINPYAUNG**<br>**Board of Management for The Port of Yangon**<br>Yangon Union of Myanmar | **743**<br>206<br>579 | ✠Classed LR until 3/61 | 59,19 11,97 3,677<br>49,18 11,28 4,88<br>1 dk<br>RW rf 305 | **1959**-5 Pacific Islands S.B. Co. Ltd.—Hong Kong (202) | **TM Buoy Ship** | Alpha<br>2 Oil 2SA each 5Cy. 290 × 490 with hydraulic couplings<br>1 200bhp (883kW)<br>Alpha-Diesel A/S Frederikshavn<br>2 Controllable pitch propellers |
| **SINSEI MARU**<br>**Y.K. Taoyama Kaiun**<br>Japan | **499**<br>—<br>912 | | 4,010<br>58,00 10,50 4,50 | **1991** K.K. Miura Zosensho—Saiki (1017) | **M General Cargo** | Daihatsu 6DLM-24<br>Oil 4SA 6Cy. 240 × 320<br>736kW (1 001bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| **SINTHU BHUKET**<br>ex Mambang-59 ex Tandjong Oeban-47<br>**Chinteik Brothers**<br>Songkia Thailand | **194**<br>85<br>236 | Classed LR until 1/60 | 37,42 7,37 2,413<br>35,23 7,29 2,75<br>RQD 10,1 F 5,8 1 dk | **1946** Australian Commonwealth Shipping Board—Sydney, N.S.W. | **TM General Cargo**<br>Mchy.aft | Kromhout<br>2 Oil 2SA each 4Cy. 190 × 350<br>NE 54<br>N.V. Kromhout Motorenfabriek Amsterdam |
| **SINTRA**<br>ex Lux Baltic-89 ex Aranjuez-87<br>ex Isla de Tenerife-87<br>ex Lucia de Perez-85 ex Hvita-84<br>ex Lucia de Perez-83<br>**VINAVE - Empresa de Navegacao Maritima Ltda.**<br>Ponta Delgada Portugal | **1 516**<br>1 001<br>3 498 | NV RP (BV)<br>✠Classed LR until 19/12/87 | 96,55 5,719<br>88,12 15,00 8,21<br>P 11,3 B 9,2 F 8,0 2 dks<br>rf 635 | **1981**-11 Ast. Construcciones S.A.—Meira (165) | **M General Cargo**<br>Wine<br>3 Ho 8,4 5,2DTp&s 27,3 27,3 ER<br>G.6 422 L.187<br>TEU 235<br>C.Ho 116/20' (40') C.Dk 119/20' (40')<br>5 Ha (stl) (6,4 × 10,4) (12,9 12,9 12,9 12,9 × 12,9) ER | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 with flexible couplings & sr geared to sc. shaft<br>3 236kW (4 399bhp)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 210kW 440V 60Hz a.c.<br>Fuel 60,5t (d.o.) 278,5t (hvf) 15kn |
| **SINULOG**<br>ex Toyofuku Maru-89<br>**Compania Naviera Mohícan S.A.**<br>North Sea Maritime Corp.<br>Panama Panama | **1 599**<br>1 028<br>1 513 | | 94,90 16,06 4,553<br>86,90 16,01 7,85<br>1 dk | **1971** Kanda Zosensho K.K.—Kure (158) | **M Vehicles Carrier**<br>Quarter stern door/ramps 1(p) 1(s)<br>Mchy.aft | Hanshin 6L50BSH<br>Oil 4SA 6Cy. 500 × 700<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 136kW<br>Fuel 236,5t (d.o.)-7,5pd 13kn |
| **SINUS**<br>ex Ursula Flint-84 ex Mercur-75<br>**Reederei m.s. "Sinus" Fred Treichel**<br>Walther Moller & Co. (G.m.b.H. & Co.)<br>Hamburg Antigua & Barbuda | T.Mk<br>**299**<br>194<br>770 | GL | 54,06 9,38 3,261<br>49,05 9,30 5,41<br>2 dks | **1966** Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen (276) | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 542 B.1 429<br>1 Ha (w) (26,5 × 5,4) ER | MWM TRH435SU<br>Oil 4SA 6Cy. 250 × 350 reverse reduction geared to sc. shaft<br>550bhp (405kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>10kn |
| **SINYAVINO**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**2 323**<br>857<br>1 268 | RS | 83,90 14,03 5,709<br>78,03 13,97 10,04<br>2 dks | **1971** ..............U.S.S.R. | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,25kn |
| **SINZHONG**<br>ex Orient Venture-89<br>**Sinzhong Lines Pte. Ltd.**<br>Lian Huat Shipping Co. (Pte.) Ltd.<br>Singapore Singapore | **2 496**<br>1 808<br>6 001 | GL (NK) | 95,61 16,82 6,817<br>89,52 16,81 10,49<br>2 dks | **1982** Murakami Hide Zosen K.K.—Hakata (197) | **M General Cargo**<br>2 Ho ER<br>G.10 262 B.9 608<br>2 Ha (stl) (25,2 25,9 × 8,9) ER<br>Der 2(20) 2(15) | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 176kW<br>Fuel-12,5pd 12kn |
| **SIO**<br>ex Kepwealth-86 ex Germa Karma-84<br>**Cenam Shipping Ltd.**<br>Budapest Hungary | *3 416*<br>*1 891*<br>5 210 | NV | 81,01 (BB) 16,54 7,214<br>75,90 16,51 8,97<br>2 dks<br>rf 102 | **1979** Singapore Slpwy & Eng. Co. (Pte.) Ltd.—Singapore (118) | **M General Cargo**<br>Newsprint<br>Ice strengthened Str. heavy cargoes<br>1 Ho ER<br>G.6 527 B.6 343<br>TEU 145 C.Ho 105/20' C.Dk 40/20'<br>1 Ha (stl) (49,9 × 13,1) ER<br>Cr 1(15-40) | MaK 9M453AK<br>Oil 4SA 9Cy. 320 × 420 geared to sc. shaft<br>3 400bhp (2 501kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 144kW 2 × 100kW 1 × 72kW 380V 50Hz a.c.<br>Fuel 40,0t (d.o.) 430,0t (hvf)-11,0pd 13kn |
| **SIONING II**<br>ex Pegasus II<br>**Roberto Wijanco**<br>Manila Philippines | **243**<br>183<br>390 | | 7,75<br>41,46 7,74 2,70<br>1 dk | **1975** Eng. Equipment Inc.—Manila | **M General Cargo** | Oil<br>250bhp (184kW) |
| **SIOUX**<br>**Partenreederei m.s. "Sioux"**<br>Atlantic-Rhederei F. & W. Joch K.G.<br>Hamburg Antigua & Barbuda | T.Mk<br>**3 541**<br>2 274<br>6 400<br>T/cm<br>12,2 | GL | 115,02 (BB) 15,85 7,157<br>106,48 15,80 8,01<br>RQD 67,7 B 11,3 F 10,4 1 dk<br>Bow/CM 67 Diam. 0,254 | **1981** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (191) | **M Tanker**<br>Oil Chemical<br>Ice strengthened DB Stern disch.<br>12 Wing Ta ER<br>L.(oil) 6 341<br>4 Cargo pumps total 1 400T/hr | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550 sr geared to sc. shaft<br>3 400bhp (2 501kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 328kW 3 × 186kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>14kn |
| **SIOUX**<br>**Puget Sound Tug & Barge Co.**<br>Crowley Maritime Corporation<br>Seattle, Wa United States of America | **193**<br>81<br>— | AB | 10,47 3,712<br>31,96 10,37 4,40<br>1 dk | **1970** J. M. Martinac SB. Corp.—Tacoma, Wa (183) | **TM Tug** | General Motors<br>2 Oil 2SA each 8Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 115kW<br>12,5kn |

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| **7308891**<br>*WL6709*<br>278744 | **SIOUX CITY**<br>ex Conneaut ex PCS 1444 ex YMS 474<br>**Ray A. Lawrence**<br>San Francisco, Ca United States of America | **196**<br>133<br>— | | **1944** Harbor Boat Building Co.—Terminal Island, Ca<br>*38,26* 7,45<br>3,33<br>conv Minesweeper —<br>conv Submarine Submarine-chaser — | **Wood M Fishing** | Oil<br>1 000bhp (736kW)<br>.............<br>Fuel (d.o.) |
| **5329358**<br>*KACR*<br>247169<br>Df Esd Gc | **SIOUX FALLS VICTORY**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **7 607**<br>4 561<br>10 871 | AB | **1945** California SB. Corp.—Los Angeles, Ca (V36)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co.<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) |
| **8808886** | **SIP 1**<br>**S.I.P. (Societe Internationale de Peche)**<br>Agadir Morocco | **486**<br>146<br>330 | BV | **1990** IMC—Tonnay-Charente (317)<br>39,71 9,63 3,801<br>34,42 9,52 4,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.295 | Deutz<br>Vee Oil 4SA 16Cy. 142 × 160<br>flexible couplings & sr reverse<br>shaft<br>706kW (960bhp)<br>Kloeckner Humboldt Deutz |
| **8808898** | **SIP 2**<br>**S.I.P. (Societe Internationale de Peche)**<br>Agadir Morocco | *486*<br>*146*<br>330 | BV | **1990** IMC—Tonnay-Charente (318)<br>39,71 9,63 3,801<br>34,42 9,52 4,02 | **M Fishing**<br>Stern Trawler Ref<br>In.295 | Deutz<br>Vee Oil 4SA 16Cy. 142 × 160<br>flexible couplings & sr reverse<br>shaft<br>706kW (960bhp)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 128kW 380V a.c. |
| **8808903** | **SIP 3**<br>**S.I.P. (Societe Internationale de Peche)**<br>Agadir Morocco | *486*<br>*146*<br>330 | BV (Class cont.) | **1990** IMC—Tonnay-Charente (319)<br>39,71 3,801<br>34,42 9,52 4,02 | **M Fishing**<br>Stern Trawler Ref | Deutz<br>Vee Oil 4SA 16Cy. 142 × 160<br>1 052bhp (774kW)<br>Kloeckner Humboldt Deutz |
| **8808915** | **SIP 4**<br>**S.I.P. (Societe Internationale de Peche)**<br>Agadir Morocco | *486*<br>*146*<br>330 | BV | **1990** IMC—Tonnay-Charente (320)<br>39,71 9,63 3,801<br>34,42 9,52 4,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.295 | Deutz<br>Vee Oil 4SA 16Cy. 142 × 160<br>flexible couplings & sr reverse<br>shaft<br>706kW (960bhp)<br>Kloeckner Humboldt Deutz |
| **8808927** | **SIP 5**<br>**S.I.P. (Societe Internationale de Peche)**<br>Agadir Morocco | *486*<br>*146*<br>330 | BV | **1990** IMC—Tonnay-Charente (321)<br>39,71 3,801<br>34,42 9,52 4,02 | **M Fishing**<br>Stern Trawler Ref | Deutz<br>Vee Oil 4SA 16Cy. 142 × 160<br>1 052bhp (774kW)<br>Kloeckner Humboldt Deutz |
| **6505882**<br>*YTCO*<br>7T-206<br>Df Esd Rt | **SIPAN**<br>ex Grada Westers-74<br>**Atlantska Plovidba**<br>Dubrovnik Croatia | **375**<br>237<br>550 | JR (BV) | **1965** Schpsw. "Friesland" N.V.—Lemmer (38)<br>49,56 7,93 2,971<br>45,09 7,90 3,26<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.807 B.755<br>2 Ha (each 11,5 × 4,6) ER<br>2W Der 2(2) | MWM<br>Oil 4SA 6Cy. 250 × 350<br>350bhp (257kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 10kW 110V d.c.<br>Fuel 38,5t (d.o.) |
| **7313602**<br>*IBIS*<br>11<br>Df Esd Gc<br>Pfd Rdr Rt | **SIPEA**<br>ex Ancon-73<br>**"CIANE-ANAPO" Compagnia di Navigazione e Bunkeraggi S.p.A.**<br>Augusta Italy | **3 994**<br>2 334<br>7 546<br>T/cm<br>15,8 | RI<br>✠Classed LR until 24/8/79 | **1973**-7 Fukuoka Zosen K.K.—Fukuoka (1016)<br>119,00 (BB) 16,54 7,303<br>111,00 16,50 9,00<br>P 28,1 F 11,9 1 dk<br>rf 152 Bow/CM 47 Diam. 0,300 | **M Tanker**<br>Chemical<br>Stern disch.<br>10 Wing Ta ER<br>L.9 417<br>4 Cargo pumps total 2 100T/hr | B&W<br>Oil 2SA 9Cy. 420 × 900<br>5 750bhp (4 229kW)<br>Hitachi Zosen Hiroshima<br>Gen 3 × 520kW 445V 60Hz a.c. |
| **8700852** | **SIPECHE I**<br>**Overseas Fish Traders Corp.**<br>Nouadhibou Mauritania | *280*<br>*85*<br>187 | BV | **1987** Astilleros Armon—Navia (163)<br>32,52 3,901<br>28,48 8,51 4,63<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl<br>In.230 | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190<br>reverse reduction geared to sc.<br>780kW (1 060bhp)<br>Caterpillar Inc.<br>Gen 2 × 124,8kW 220/380V a.c. |
| **5329372**<br>*WJ5928*<br>275270<br>RdrRTm | **SIPSEY**<br>**Marvel Leasing Inc.**<br>Wilmington, De United States of America | **162**<br>110<br>— | | **1957** Bludworth Shipyard Inc.—Houston, Tx<br>*23,60* 7,93<br>... ... ...<br>1 dk | **TM Tug** | Fairbanks, Morse<br>2 Oil 2SA each 7Cy. 133 × 184<br>Fairbanks Morse & Co.<br>Gen 2 × 30kW 110/208V 60Hz a.c.<br>Fuel (d.o.) |
| **6921048**<br>*H8XI*<br>8977-PEXT1<br>Df Esd Gc<br>Pfd Rdr Rt | **SIR ADMIRAL**<br>ex Western Maru No. 1-80<br>ex Tanshu Maru-80<br>**Pescasa Fisheries S.A.**<br>Panama Panama | **302**<br>99<br>326 | NK RI | **1969** Miho Zosensho K.K.—Shimizu (696)<br>41,00 8,03 3,050<br>36,02 8,01 3,61<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 240 × 405<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 104kW |
| **7015157**<br>*P2SA*<br>000034<br>Esd Rdr Rt | **SIR ALAN**<br>**Marine Haulage & Storage Pty. Ltd.**<br>Morehead Shipping Pty. Ltd.<br>Port Moresby Papua New Guinea | **281**<br>144<br>248 | (AB) | **1970** Universal Dockyard Ltd.—Kowloon, Hong Kong (65)<br>38,87 9,48 1,718<br>36,58 9,15 2,14<br>1 dk | **TrM RoRo Cargo/ Landing Craft**<br>Bow door<br>1 Ho 8,0 ER<br>1 Ha (stl) (2,9 × 1,8) ER | Caterpillar<br>3 Oil 4SA each 6Cy. 121 × 152<br>360bhp (265kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 50kW 1 × 16kW<br>Fuel 287,5t |
| **5201659**<br>148366<br>Rt | **SIR ALAN HERBERT**<br>ex Lady Jean-74<br>**National Westminster Bank PLC**<br>London United Kingdom | **118**<br>83<br>142 | | **1926** Short Bros. Ltd.—Rochester<br>*27,80* 6,58 2,286<br>6,53<br>1 dk | **Wood Aux M General Cargo Barge**<br>Spritsail<br>1 Ho 16,3 ER<br>G.195<br>2 Ha (9,7 × 3,0) (3,0 × 2,4) ER<br>3W Cr 1(1,5) | Oil 127 × 130<br>112bhp (82kW) NE 73<br>.............<br>Fuel 3,0t (d.o.) |
| **6617154**<br>*GSRE*<br>309987<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SIR BEDIVERE**<br>**Government of The United Kingdom (Director General of Supplies & Transport (Naval) Ministry of Defence (Navy))**<br>London United Kingdom | *6 207*<br>*1 862*<br>2 443 | **✠100A1** SS 4/89<br>**✠LMC**<br>EL y 1⅞"U2<br>FN 2860 | **1967**-5 Hawthorn, Leslie (Shipbuilders) Ltd.—Hebburn (760)<br>126,02 17,94 3,979<br>111,64 17,68 7,93<br>P 36,6 Trunk 56,1 F 20,5 2 dks<br>rf nil | **TM RoRo Cargo/ Tank Landing Troopship**<br>pt higher tensile steel Bow & stern doors<br>2 Ho 12,3 10,2 ER<br>3 Ha (stl) (2,4 14,5 × 3,9) (13,5 × 4,7) ER<br>Cr 1(20) 2(8,5) | Mirrlees<br>2 Oil 4SA each 10Cy. 483 × 686<br>9 400bhp (6 914kW)<br>Mirrlees National Ltd.<br>2 ndb 5/88 7kgf/cm² (6,9bar)<br>Gen 4 × 400kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **8414166**<br>Esd Rdr Rt | **SIR BEVOIS**<br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Public Limited Company (Red Funnel Group)**<br>Southampton United Kingdom | *250*<br>*75*<br>94 | ✠LR class withdrawn-Owners' request 22/10/90 | **1985**-8 McTay Marine Ltd.—Bromborough (58)<br>29,37 9,12 4,580<br>28,00 9,01 3,71<br>1 dk<br>rf - | **TM Tug**<br>Tractor | Kromhout<br>2 Oil 4SA each 6Cy. 240 × 260<br>flexible couplings & sr geared<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 80kW 440V 50Hz a.c.<br>2 Directional propellers |
| **6418613**<br>*FS2344*<br>Esd Rdr RTh | **SIR CEDRIC**<br>ex Pen Arun-74 ex Lantyan ex Roselyne<br>**Societe Pte. Derrien-Bichue**<br>France | **311**<br>141<br>— | | **1943** R. Dunston Ltd.—Thorne<br>43,16 6,56 2,286<br>6,53<br>1 dk<br>RW rf nil conv General Cargo — | **M Dredger/Sand Carrier**<br>Suction<br>1 Ho 13,4 ER<br>1 Ha ER | Crossley<br>Oil 5Cy. 267 × 343<br>275bhp (202kW)<br>Crossley Bros. Ltd.<br>Gen 1 × 6kW 1 × 5kW 110V a.c.<br>Fuel (d.o.) |

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| **SIR CHARLES PARSONS**<br>**Bishopsgate Colliers Ltd.**<br>Lothian Shipping Ltd.<br>London United Kingdom | *14 201*<br>*6 275*<br>22 530<br>T/cm<br>34,2 | ✠**100A1** SS 8/90<br>bulk carrier<br>✠**LMC** **UMS**<br>EL F† 577,5/66,0U2<br>FN 5631 | **1985**-7 Govan Shipbuilders Ltd.—Govan, Glasgow (262)<br>154,87 (BB) 24,54 9,021<br>148,01 24,52 13,52<br>F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>pt higher tensile steel DSS<br>4 Ho each 27,2 ER<br>G.26 147 B.25 522 HeCls. ptB<br>4 Ha (stl) (19,2 20,0 20,0 19,2 × 17,0) ER | Mirrlees KMR8MK3<br>Oil 4SA 8Cy. 400 × 457 with clutches, flexible couplings & sr geared to sc. shaft<br>5 921bhp (4 355kW)<br>Mirrlees Blackstone (Stockport) Ltd. Stockport<br>2 AuxB (1 o.f. 1 ex.g) 7,1kgf/cm² (7,0bar)<br>Gen 1 × 1300kW 2 × 400kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 28,5t (d.o.) 240,0t (hvf)-17,5pd 12,5kn |
| **SIR DAVID MARTIN**<br>**Government of State of New South Wales (Urban Transit Authority-Ferries Division)**<br>Sydney, N.S.W. Australia | **238**<br>95<br>50 | ✠**100A1**<br>for Sydney Harbour and Port Jackson service<br>✠**LMC**<br>EL 260,0/16,0U2<br>FN 374 | **1990**-12 North Queensland Engineers & Agents Pty. Ltd.—Cairns (172)<br>34,80 10,00 2,390<br>29,35 9,56 3,18<br>1 dk<br>rf - | **Aluminium Alloy TM Ferry**<br>Twin Hull | MWM TBD604BV16<br>2 Vee Oil 4SA each 16Cy. 170 × 195 with clutches, flexible couplings & sr geared to sc. shafts<br>3 360kW (4 568bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 32kW 415V 50Hz a.c.<br>2 Water jet propulsion units |
| **SIR EMMANUEL QUIST**<br>**Government of The Republic of Ghana (Ports Authority)**<br>Takoradi Ghana | **216**<br>—<br>— | ✠Classed LR until 8/60 | **1959**-4 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (421)<br>34,27 8,08 3,309<br>31,83 7,62 3,66<br>RW rf 229 | **TS Tug** | T 6Cy. (2) 283 (2) 445 & (2) 737 x 559<br>Ferguson Bros. (Port Glasgow) Ltd. Port Glasgow<br>Fuel (o.f.) |
| **SIR EMMANUEL QUIST**<br>**Government of The Republic of Ghana (Ports Authority)**<br>Takoradi Ghana | *209*<br>*62*<br>— | GL | **1989** Scheeps. Damen B.V.—Gorinchem (3150)<br>8,03<br>7,80 4,05 | **TM Tug** | Cummins KTA-50-M<br>2 Vee Oil 4SA each 16Cy. 159 × 159 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Cummins Engine Co. Ltd. Daventry<br>Gen 1 × 52kW 220/380V a.c.<br>10,3kn |
| **SIR ERIC SHARP**<br>**Cable and Wireless (Marine) Ltd.**<br>Hamilton Bermuda (British)<br>SatCom: 1105240/ZCAC | *6 141*<br>*1 842*<br>3 523 | ✠**100A1**<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL W 495,0/50,0U2<br>FN 2858 | **1989**-3 Swan Hunter Shipbuilders Ltd.—Wallsend (128)<br>115,00 18,22 6,318<br>101,30 18,00 10,10<br>rf 100 | **D-E Cable-layer Repair Ship** | Ruston 12RKCM<br>2 Vee Oil 4SA each 12Cy. 254 × 305 total 572kW (778bhp) driving 2 gen. each 2 000kW 600V a.c. 2 gen. each 750kW 600V a.c. connected to 2 elec. motors each of 2 991shp (2 200kW) rev. red. geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>gen. arranged as emergency propulsion<br>AuxB (o.f.) 4,6kgf/cm² (4,6bar)<br>AuxB (o.f.) 4,6kgf/cm² (4,6bar)<br>2 Bow jet pumps ,1 aft<br>Fuel 138,0t (d.o.) 16kn |
| **SIR FRANCIS SPRING**<br>**Madras Port Trust**<br>Calcutta India | **233**<br>4<br>— | ✠Classed LR until 10/42 | **1938**-12 Hooghly Docking & Eng. Co. Ltd. —Calcutta (172)<br>27,64 9,20 3,810<br>9,15<br>R | **TS Tug** | T 6Cy. (2) 298 (2) 495 & (2) 851 x 559<br>Plenty & Son Ltd. Newbury<br>Fuel 55,0t (o.f.) 9kn |
| **SIR GALAHAD**<br>**Government of The United Kingdom (Director General of Supplies & Transport (Naval) Ministry of Defence (Navy))**<br>London United Kingdom | *8 861*<br>*2 658*<br>3 077 | ✠**100A1**<br>bottom strengthened for loading and unloading aground<br>✠**LMC** **UMS**<br>EL Z 522,5/54,0U2<br>FN 3538 | **1987**-12 Swan Hunter Shipbuilders Ltd.—Wallsend (125)<br>140,47 20,02 4,574<br>126,02 19,51 8,56<br>P 40,3 F 16,8 3 dks<br>rf nil | **TM RoRo Cargo/ Tank Landing Troopship**<br>Accommodation<br>Bow door/ramp Stern door/ramp<br>Mchy.aft | Mirrlees KMR9MK3<br>2 Oil 4SA each 9Cy. 400 × 457 with clutches, flexible couplings & sr geared to sc. shafts<br>13 310bhp (9 790kW)<br>Mirrlees Blackstone (Stockport) Ltd. Stockport<br>2 db 7,6kgf/cm² (7,5bar) hs25,1<br>Gen 4 × 540kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>18kn |
| **SIR GERAINT**<br>**Government of The United Kingdom (Director General of Supplies & Transport (Naval) Ministry of Defence (Navy))**<br>London United Kingdom | **4 473**<br>2 179<br>2 443 | ✠**100A1** CS 7/88<br>✠**LMC**<br>EL y 1⅞"SQ<br>FN 2860 | **1967**-7 A. Stephen & Sons Ltd.—Glasgow (691)<br>125,58 17,91 3,982<br>111,64 17,68 7,93<br>P 36,6 Trunk 56,1 F 20,5 2 dks<br>rf nil | **TM RoRo Cargo/ Tank Landing Troopship**<br>pt higher tensile steel Bow & stern doors<br>2 Ho 12,3 10,2 ER<br>3 Ha (stl) (2,4 14,5 × 3,9) (13,5 × 4,7) ER<br>Cr 1(20) 2(8,5) | Mirrlees<br>2 Oil 4SA each 10Cy. 483 × 686<br>9 400bhp (6 914kW)<br>Mirrlees National Ltd. Ashton-under-Lyne<br>2 wtdb 115lbf/in² (8,0bar)<br>Gen 4 × 400kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 17,25kn |
| **SIR GORDON II**<br>**Government of The Republic of Ghana (Ports Authority)**<br>Takoradi Ghana | **201**<br>—<br>— | ✠Classed LR until 10/48 | **1948**-4 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (385)<br>32,67 7,04 3,277<br>... ... ... | **TS Tug** | T 6Cy. (2) 283 (2) 445 & (2) 737 x 559<br>Ferguson Bros. (Port Glasgow) Ltd. Port Glasgow<br>Fuel (o.f.) |
| **SIR HENRY MORGAN**<br>ex Aulemic-85 | **128**<br>58<br>— | | **1979** .............Venezuela<br>*23,99* 6,10<br>3,20<br>1 dk | **M Tender** | Caterpillar D379TA<br>Vee Oil 4SA 8Cy. 159 × 203<br>550bhp (405kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>17kn |
| **SIR HUMPHREY GILBERT**<br>**Government of Canada (Transport Canada)**<br>Ottawa Canada<br>SatCom: 1560754/CGGN | **2 152**<br>693<br>960 | ✠Classed LR until 23/6/78 | **1959**-5 Davie SB. Ltd.—Lauzon, P.Q. (614)<br>67,21 14,69 4,979<br>61,57 14,62 6,43<br>P & B 33,3 F 8,6 1 dk, 2nd dk except in No. 2 hold & mchy. space<br>rf 229 | **TD-E Icebreaker Buoy Supply Ship**<br>2 Ho 6,7 8,9<br>2 Ha (3,5 5,7 × 4,2)<br>Der 1(20) 1(3) 2(1) | Fairbanks, Morse<br>4 Oil 2SA each 8Cy. 207 × 508 total 5 120bhp (3 766kW) driving 4 gen. each 865kW 300V d.c. connected to 2 elec. motors each of 2 125shp (1 563kW) (CC) & sc. shafts<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 3 × 200kW 230V d.c.<br>Fuel 552,0t (d.o.) 13kn |
| **SIR JAMES**<br>ex Vic 82-48<br>**Ian A. Dutch**<br>London United Kingdom | **146**<br>51<br>— | ✠Classed LR until 3/57 | **1945**-3 John Harker Ltd.—Knottingley (183)<br>25,96 6,15 2,636<br>24,39 6,10 2,90<br>P 2,2 RQD 5,8 F 4,3 1 dk | **S General Cargo Barge**<br>Mchy.aft | C 2Cy. 267 & 559 x 356<br>Elliott & Garrood Beccles |
| **SIR JAMES DOUGLAS**<br>**Government of Canada (Transport Canada)**<br>Ottawa Canada | **564**<br>173<br>186 | ✠Classed LR until 23/6/78 | **1956**-10 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (283)<br>45,88 9,45 3,163<br>39,63 9,15 4,12<br>1 dk<br>rf 229 | **TM Buoy & Lighthouse Tender**<br>Ice strengthened<br>Mchy.aft<br>1 Ho 8,0<br>2 Ha (stl) (3,2 × 2,4) (0,6 × 0,6)<br>Der 1(10) 2(1) | Crossley<br>2 Oil 2SA each 6Cy. 267 × 343 with hydraulic couplings<br>1 140bhp (839kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 100kW 115/230V d.c.<br>Fuel 89,0t (d.o.) 12kn |
| **SIR JOHN**<br>ex Johnaki-81 ex Esthel-80<br>**Zefyros Shipping & Trading Corp.**<br>Bilinder Marine Corp. S.A.<br>Piraeus Greece<br>SatCom: 1130606/SIRJ | **81 348**<br>63 179<br>155 200<br>T/cm<br>114,5 | AB (NV) | **1977** A/B Gotaverken Arendal—Goteborg (889)<br>288,07 44,23 17,150<br>278,21 44,20 22,46<br>1 dk<br>rf nil Bow/CM 143 Diam. 0,500 MH 2,1 | **M Tanker**<br>COW IGS<br>12 Ta ER<br>L.(oil) 188 087 HeCls. BC<br>2W 4 Cargo pumps total 12 000T/hr | B&W 8K90GF<br>Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 1250kW 440V 60Hz a.c.<br>Fuel 619,5t (d.o.) 9 291,0t (hvf)-97,0pd 16kn |
| **SIR JOHN**<br>ex Amex-86 ex Glorious Trader-82<br>**Marine Way S.A.**<br>Piraeus Greece | **9 449**<br>5 914<br>15 135 | AB | **1978** China SB. Corp.—Kaohsiung (69)<br>143,41 (BB) 19,84 9,032<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 ER 4 TwD<br>G.20 161 B.19 009<br>5 Ha (9,1 19,8 9,1 9,1 9,1 × 9,9) ER<br>14W Der 14(10) | Pielstick 12PC2-2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>13,5kn |

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| 7510846<br>*CGDT*<br>383347<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SIR JOHN FRANKLIN**<br>ex Franklin-81<br>**Government of Canada (Transport Canada)**<br>Ottawa Canada<br>SatCom: 1560103/CGDT | **5 910**<br>1 678<br>2 865 | ✠Classed LR until 2/5/80 | **1979**-3 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (222)<br>98,33 19,87 7,165<br>87,64 19,51 10,85<br>2 dks<br>rf 610 DK fwd | **TD-E Icebreaker** | Alco<br>6 Vee Oil 4SA each 16Cy. 229 ×<br>17 700bhp (13 019kW) driving<br>1 804kW 384V a.c. connected<br>each of 6 800shp (5 002kW)<br>MLW Industries<br>Gen 3 × 750kW 440V 60Hz a.c.<br>Bow jet pump<br>Fuel 1 783,0t (d.o.)-2 215,0pd |
| 5413630<br>*EITW*<br>402327<br>Esd Gc Rdr<br>RTv | **SIR JOSEPH BAZALGETTE**<br>**Corporation of Dublin**<br>Dublin Irish Republic | **2 258**<br>992<br>2 187 | ✠**100A1** SS 12/88<br>sludge carrier<br>for service on River Liffey<br>and 18 miles seawards<br>✠**LMC**<br>EL s $1\frac{9}{16}$"SQ<br>FN 1634 | **1963**-11 James Lamont & Co. Ltd.—Port Glasgow (399)<br>89,52 14,23 12,801<br>85,04 13,72 5,49<br>1 dk<br>RW rf 76 | **TM Sludge Carrier**<br>3 Ho 12,8 18,2 17,6 ER | Ruston<br>2 Oil 4SA each 6Cy. 318 × 368 w<br>couplings & sr reverse geared<br>3 000bhp (2 207kW) ✠ NE 7/72<br>Ruston Paxman Diesels Ltd.<br>Gen 3 × 82kW 415V 50Hz a.c.<br>Fuel (d.o.) |
| 8120313<br>*A9D2147*<br>A/1862<br>Esd Gc Pfd<br>Rdr RTm/h/v | **SIR MASOOD**<br>**Bahrain Marine Contracting**<br>Manama Bahrain | **350**<br>123<br>247 | AB | **1982** Theriot-MODEC Enterprises Inc.—Larose, La (110)<br>33,53 3,412<br>30,79 10,37 3,97<br>1 dk | **TM Tug**<br>Anchor-handling | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 ×<br>reduction geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 90kW<br>Thw. thrust propeller fwd |
| 6728642<br>*GVTA*<br>335624<br>Df Esd Gc<br>Pfd Rdr Rt | **SIR PERCIVALE**<br>**Government of The United Kingdom (Director General of Supplies & Transport (Naval) Ministry of Defence (Navy))**<br>London United Kingdom | **4 473**<br>2 179<br>2 443 | ✠**100A1** CS 12/88<br>✠**LMC**<br>EL y 1⅞"U2<br>FN 2860 | **1968**-3 Swan Hunter & Tyne S.Bs. Ltd. (Hawthorn Leslie)—Hebburn (762)<br>126,02 17,94 3,979<br>111,64 17,68 7,93<br>P 36,6 Trunk 56,1 F 20,5 2 dks<br>rf nil | **TM RoRo Cargo/ Tank Landing Troopship**<br>pt higher tensile steel Bow & stern doors<br>2 Ho 12,3 10,2 ER<br>3 Ha (stl) (2,4 14,5 × 3,9) (13,5 × 4,7) ER<br>Cr 1(20) 2(8,5) | Mirrlees<br>2 Oil 4SA each 10Cy. 483 × 686<br>9 400bhp (6 914kW)<br>Mirrlees National Ltd.<br>2 ndb 2/88 7kgf/cm$^2$ (6,9bar)<br>Gen 4 × 400kW 1 × 150kW 440<br>Thw. thrust propeller fwd |
| 7391903<br>*VGSS*<br>347522<br>Df Esd Gc<br>Pfd Rdr Rt | **SIR ROBERT BOND**<br>**Marine Atlantic Inc.**<br>St. John's, Nfl. Canada | **11 197**<br>7 324<br>3 726 | ✠**100A1** CS 1/89<br>Ice Class 2<br>✠**LMC**<br>EL Z 2⅛"U2<br>FN 4263 | **1975**-10 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (59)<br>135,34 21,72 5,106<br>122,66 21,33 13,42<br>B 36,6 2 dks<br>rf nil conv Rail Vehicles RoRo Cargo 78 | **TM RoRo Cargo/Ferry**<br>Rail Vehicles 47cbn 200dk P<br>Side door (p) Stern door & ramp<br>Lane Length 659<br>B.11 575 | Ruston<br>4 Vee Oil 4SA each 12Cy. 254 × 3<br>sc. shafts<br>8 800bhp (6 473kW)<br>Ruston Paxman Diesels Ltd.<br>Gen 3 × 400kW 460V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 244,0t (d.o.)-25,5pd |
| 8608432<br>*3BFT*<br>710810 | **SIR SEEWOOSAGUR**<br>**Government of Mauritius (Marine Authority)**<br>Port Louis Mauritius | **254**<br>86<br>174 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL (F) 307,3/20,5U2(a)<br>FN 342 | **1987**-4 Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (198)<br>29,25 9,64 4,770<br>27,00 9,00<br>RFD 5,2 1 dk<br>rf 127 | **TM Tug**<br>Fire-fighting Tractor Pollution Control | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280 wi<br>couplings & sr geared to sc. sha<br>Kloeckner Humboldt Deutz<br>Gen 2 × 68kW 400V 50Hz a.c.<br>2 Directional propellers |
| 5329700<br>*VTFV*<br>159614 | **SIR SHANMUKHAM**<br>**Cochin Port Trust**<br>Cochin India | **685**<br>356<br>— | ✠ | **1937**-7 Wm. Simons & Co. Ltd.—Renfrew (716)<br>50,60 10,11 3.887<br>10,06<br>R | **TS Hopper/Dredger**<br>Suction Bottom doors<br>1 Ho 4,8 ER<br>1 Ha (0,9 × 1,0) ER | T 6Cy. (2) 279 (2) 470 & (2) 762 × 5<br>Wm. Simons & Co. Ltd.<br>Fuel 69,0t (o.f.) |
| 7028130<br>*VKTH*<br>332854<br>Df Esd Gc<br>Rdr RTm/h/v | **SIR THOMAS HILEY**<br>**Government of State of Queensland (Port of Brisbane Authority)**<br>*Brisbane, Queensland* Australia | **4 006**<br>1 300<br>4 172 | ✠**100A1** CS 2/86<br>hopper dredger<br>✠**LMC**<br>EL T 1¾"U2<br>FN 2277 | **1971**-3 Walkers Ltd.—Maryborough, Queensland (59)<br>102,88 16,59 5,665<br>96,07 16,46 7,24<br>1 dk<br>rf nil | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery Barge-unloading)<br>Twin side arms Dredging depth 20,0<br>Hopper 3600T<br>1 Ho 33,0 ER<br>Hopper 2 301<br>2 sandpumps each 1268kW (1700bhp)<br>1 Ha (stl) (3,1 × 2,9) ER<br>Der 2(6) 2(5) | Ruston<br>3 Oil 4SA each 9Cy. 318 × 368 tota<br>(5 428kW) driving 3 gen. each 1<br>d.c. connected to 2 elec. motors<br>1 700shp (1 250kW) (CC) & sc. s<br>Ruston & Hornsby Ltd.<br>Gen 3 × 275kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 437,0t (hvf) |
| 6704373<br>*GVMA*<br>334639<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SIR TRISTRAM**<br>**Government of The United Kingdom (Director General of Supplies & Transport (Naval) Ministry of Defence (Navy))**<br>London United Kingdom | **4 775**<br>1 930<br>2 443 | ✠**100A1** CS 6/90<br>✠**LMC** **UMS**<br>EL y 1⅞"U2<br>FN 3086 | **1967**-9 Hawthorn, Leslie (Shipbuilders) Ltd. —Hebburn (761)<br>134,85 17,94 3,979<br>120,48 17,68 7,93<br>P 36,6 Trunk 56,1 F 20,5 2 dks<br>rf nil len 85<br>conv RoRo Cargo/ Landing Ship Troopship 82 | **TM RoRo Cargo/ Tank Landing Troopship**<br>Accommodation<br>Bow door Stern door<br>pt higher tensile steel<br>Mchy.aft<br>Cr 1(20) 2(8,5) | Mirrlees<br>2 Oil 4SA each 10Cy. 483 × 686<br>9 400bhp (6 914kW)<br>Mirrlees National Ltd.<br>2 wtdb 100lbf/in$^2$ (6,9bar)<br>Gen 5 × 500kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 8415495<br>*CGJY*<br>809762<br>Df Esd Gc<br>Pfd Rdr RTv | **SIR WILFRED GRENFELL**<br>**Government of Canada (Transport Canada)**<br>Ottawa Canada<br>SatCom: 1560122/CGJY | **2 403**<br>664<br>1 265 | ✠Classed LR until 6/88 | **1987**-12 Marystown Shipyard Ltd.—Marystown, Nfl. (37)<br>68,41 15,30 5,501<br>59,59 14,99 7,29<br>F 32,0 1 dk<br>rf 602 conv Fire-fighting Anchor-handling Tug/Supply Ship 87 | **TM Search & Rescue Ship**<br>Ice strengthened | Deutz<br>4 Oil with clutches, flexible couplings<br>sc. shafts<br>12 862bhp (9 461kW)<br>(i) 2 Vee Oil 4SA each 16Cy. 240 ×<br>Kloeckner Humboldt Deutz<br>(ii) 2 Oil 4SA each 9Cy. 240 × 280<br>Kloeckner Humboldt Deutz<br>Gen 2 × 1120kW 2 × 440kW 44<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 900,0t (d.o.) |
| 8320456<br>*CGJK*<br>807038<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SIR WILFRID LAURIER**<br>**Government of Canada (Transport Canada)**<br>Ottawa Canada<br>SatCom: 1560115/CGJK | **3 812**<br>1 533<br>1 647<br>T/cm<br>66,4 | ✠Classed LR until 11/87 | **1986**-11 Collingwood Shipyards—Collingwood, Ont. (230)<br>82,96 16,24 6,081<br>75,01 16,20 7,75<br>P & B 44,9 F 10,7 1 dk<br>rf 508 DK fwd | **TD-E Icebreaker Buoy Supply Ship**<br>1 Ho 10,4 ER<br>1 Ha (stl) (5,4 × 4,6) ER<br>Cr 1(28) | Alco<br>3 Vee Oil 4SA each 16Cy. 228 ×<br>10 650bhp (7 834kW) driving 3<br>2 100kW 600V a.c. connected to<br>each of 3 549shp (2 611kW)<br>Bombardier Inc.<br>Gen 1 × 500kW 600V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 726,5t (hvf) |
| 8320482<br>*CGUM*<br>807685<br>Df Esd Gc<br>Pfd Rdr RTv | **SIR WILLIAM ALEXANDER**<br>**Government of Canada (Transport Canada)**<br>Ottawa Canada<br>SatCom: 1560116/CGUM | **3 728**<br>1 503<br>1 660 | ✠Classed LR until 6/88 | **1987**-3 Marine Industrie Ltee.—Sorel, P.Q. (451)<br>83,01 16,26 6,001<br>75,67 16,21 7,75<br>P & B 44,9 F 13,5 1 dk<br>rf 508 DK (frames 102/152) | **TD-E Icebreaker Buoy Supply Ship** | Alco<br>3 Vee Oil 4SA each 16Cy. 228 ×<br>8 973bhp (6 600kW) driving 3<br>2 100kW 600V a.c. connected to<br>each of 3 550shp (2 611kW)<br>Bombardier Inc.<br>Gen 1 × 500kW 600V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 783,7t (d.o.) |
| 8127012<br>*LMKS*<br>19898<br>Df Esd Gc<br>Rdr Rt | **SIRA ODIN**<br>ex Sira Girl-83<br>**K/S Sira PSV**<br>Brodrene Klovning Rederi<br>Haugesund Norway | **489**<br>222<br>1 300 | NV | **1983** (Aft & pt cargo sections) Stord Verft A/S —Stord<br>**1983** (Fwd & pt cargo sections) Haugesunds Slip A/S—Haugesund (132)<br>58,55 13,03 5,621<br>6,51<br>2 dks<br>rf 851 | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened | Deutz<br>2 Oil 4SA each 9Cy. 240 × 280<br>4 050bhp (2 979kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 255kW 1 × 90kW 44<br>Thw. thrust propeller fwd<br>Fuel 660,0t (d.o.)-10,0pd |

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| **SIRA SUPPORTER**<br>ex Drive Supporter-85<br>**K/S Sira PSV**<br>Brodrene Klovning Rederi<br>Haugesund Norway | T.Mk<br>**485**<br>218<br>1 300 | NV | **1983** FEAB Marstrandsverken—Marstrand (165)<br>58,53 4,722<br>50,02 13,01 6,51<br>2 dks<br>rf 851 | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened | Alpha 8SL28L-VO<br>2 Oil 4SA each 8Cy. 280 × 320 with clutches, flexible couplings & sr geared to sc. shafts<br>4 240bhp (3 119kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 1 × 640kW 1 × 492kW 1 × 308kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 610,0t (d.o.)-13,0pd 16,5kn |
| **SIRACUSA**<br>ex Simone-Marie-67<br>**Palmino di Mauro** | **156**<br>—<br>— | | **1935** Beliard, Crighton & Cie, S.A.—Oostende<br>32,49 6,51<br>30,69 6,30 3,56<br>1 dk<br>R | **M Fishing**<br>Side-fishing<br>4 Ha (0,9 0,7 0,6 0,6 × 1,0) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW) NE 56<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 27,5t 10kn |
| **SIRAF**<br>ex Costa de Normandia-90<br>**Industrial Fishing Co.**<br>Bandar Abbas Iran | *860*<br>*353*<br>1 311 | BV | **1987** Ast. Gondan—Puerto de Figueras (273)<br>68,00 (BB) 5,070<br>60,00 11,81 7,00<br>2 dks | **M Fishing**<br>Stern Trawler Processing Ref<br>In.1 613 | MaK 6M453AK<br>Oil 4SA 6Cy. 320 × 420 with clutches, flexible couplings & sr geared to sc. shaft<br>1 466kW (1 993bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Controllable pitch propeller<br>Fuel 517,5t (hvf) 13,4kn |
| **SIRAFISK**<br>ex Meilandstind-86<br>**Sirafisk A/S**<br>Haugesund Norway | **178**<br>62<br>— | | **1979** Solstrand Slip & Batbyggeri A/S —Tomrefjord (27)<br>27,21 7,62<br>23,98 7,61 6,28<br>1 dk | **M Fishing**<br>Side-fishing Seiner<br>Mchy.aft | Grenaa 6FR24TK<br>Oil 4SA 6Cy. 240 × 300 geared to sc. shaft<br>810bhp (596kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>Thw. thrust propeller fwd., 1 aft |
| **SIRAH**<br>ex Akebono Maru No. 55-74<br>**Yemen Fishing Corp.**<br>Aden Yemeni Republic | **1 490**<br>771<br>1 766 | (NK) | **1966** Mitsubishi Heavy Industries Ltd. —Shimonoseki (634)<br>83,34 12,02 5,512<br>77,30 11,99 5,72<br>P 3,4 F 28,1 2 dks<br>RW rf 610 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>2 Ho 17,9 20,1<br>In.1 554<br>2 Ha (2,8 × 3,5) (2,8 × 2,8)<br>4W | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 360kW<br>Fuel 499,0t-13,0pd 13,75kn |
| **SIRAH I**<br>ex Esperanza-91<br>ex Koshin Maru No. 11-87<br>**Mohsam Fisheries Co. Ltd.**<br>Banjul Gambia | **499**<br>260<br>— | RI | **1972** Narasaki Zosen K.K.—Muroran (816)<br>62,90 10,04 3,950<br>55,25 10,01 4,02<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SIRATUS**<br>**Concord Tankship Ltd.**<br>Shell Tankers B.V.<br>Monrovia Liberia<br>SatCom: 1244275/ELMV | **54 962**<br>27 471<br>96 121 | NK | **1991** Namura SB. Co. Ltd.—Imari (907)<br>241,78 13,624<br>232,00 42,00 20,40<br>1 dk | **M Tanker**<br>9 Ta ER<br>L.(oil) 112 579 | B&W 7S60MC<br>Oil 2SA 7Cy. 600 × 2292<br>10 151kW (13 800bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 4 × 393kW a.c.<br>14kn |
| **SIREN**<br>**The Corporation of Trinity House**<br>London United Kingdom<br>SatCom: 1440650/MYBT | **1 425**<br>455<br>— | ✠Classed LR until 12/60 | **1960**-2 J. Samuel White & Co. Ltd.—Cowes (2003)<br>67,37 11,56 3,976<br>62,49 11,43 7,17<br>2 dks, 3rd dk except in mchy. space<br>RW rf 229 | **TD-E Lighthouse Tender**<br>1 Ho 12,5<br>1 Ha (3,4 × 3,4)<br>Der 1(15) | English Electric<br>4 Oil 4SA each 6Cy. 254 × 305 total 2 168bhp (1 595kW) driving 4 gen. each 292kW 230V d.c. connected to 2 elec. motors each of 725shp (533kW) (WL) & sc. shafts<br>English Electric Co. Preston<br>Gen 4 × 75kW 220V d.c.<br>13,5kn |
| **SIRENA**<br>ex Sirena I-89 ex Favorita-85<br>ex Moldanger-77<br>**Lucrecia Shipping Co.**<br>Ugland Bulk Carriers A/S<br>Grimstad Norway (NIS)<br>SatCom: 1312561/LAZF | *36 078*<br>*21 226*<br>66 091<br>T/cm<br>61,2 | NV | **1975** Hakodate Dock Co. Ltd.—Hakodate (555)<br>219,08 (BB) 32,31 13,659<br>207,98 32,26 18,57<br>1 dk | **M Bulk Carrier**<br>7 Ho 21,0 22,7 24,0 19,2 24,0 24,0 24,0 ER<br>G.80 069 B.71 541<br>7 Ha (stl) (12,6 × 10,5) (13,8 14,4 9,6 14,4 14,4 14,4 × 13,4) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 309,0t (d.o.) 3 652,5t (hvf)-61,0pd 15kn |
| **SIRENA**<br>ex Blue Eyes I-90 ex Miyo Maru-88<br>**Pharos Shipping Co.**<br>Piraeus Greece | **996**<br>619<br>2 190 | HR | **1974** Kochi Jyuko K.K.—Kochi (820)<br>11,84 5,309<br>67,98 11,82 5,62<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Makita KSLH633<br>Oil 4SA 6Cy. 330 × 530<br>2 000bhp (1 471kW)<br>Makita Tekkosho Takamatsu |
| **SIRENE**<br>ex Adeline<br>**Schiffswerft und Bergungsuntern Hellmut Wulf**<br>Dietrich von Wahl<br>Elsfleth Federal Republic of Germany | **118**<br>86<br>185 | | **1912** Schpsw. Gebr. Coops N.V.—Hoogezand<br>29,75 5,16 2,250<br>28,61 5,15 2,42<br>RQD 2,5 1 dk<br>len 54deepened 27 | **M General Cargo** | Deutz<br>Oil 4SA 3Cy. 240 × 360<br>E made38 fitted—<br>Humboldt-Deutzmotoren Koeln-Deutz<br>7kn |
| **SIRET**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **2 156**<br>803<br>1 138 | RNR | **1971** VEB Volkswerft Stralsund—Stralsund (327)<br>82,00 13,64 5,200<br>77,50 13,62 7,24<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 055<br>2 Ha (stl) (2,9 2,3 × 2,3)<br>4W Der 4(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 336kW 2 × 256kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 650,5t (d.o.) 13,5kn |
| **SIREVAGSBUEN**<br>ex Hordafisk-91 ex Marianne Kleven-88<br>ex Sonja Pedersen-78<br>**Rederiet Sirevagsbuen ANS**<br>Hans S. Kleven<br>Egersund Norway | *217*<br>*93*<br>181 | BV | **1972** Soby Motorfabrik og Staalskibsvaerft—Soby (41)<br>35,51 7,35 3,050<br>30,05 7,32 3,66<br>1 dk<br>len 81 | **M Fishing**<br>Ice strengthened<br>Mchy.aft<br>In.200 | Alpha 6L23/30<br>Oil 4SA 6Cy. 225 × 300 reduction geared to sc. shaft<br>809kW (1 100bhp) NE 85<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 72kW 1 × 50kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 38,0t (d.o.) 13,6kn |
| **SIRI**<br>Launched as Shakti<br>**Visakhapatnam Port Trust**<br>Madras India | **337**<br>130<br>145 | IRS<br>✠Classed LR until 16/1/80 | **1975**-10 Hooghly Docking & Eng. Co. Ltd. —Calcutta (417)<br>36,56 8,95 3,614<br>31,91 8,50 5,01<br>1 dk<br>rf nil | **TM Tug**<br>Fire-fighting | MAN G6V30/45ATL<br>2 Oil 4SA each 6Cy. 300 × 450 reverse reduction geared to sc. shafts<br>Garden Reach Workshops Ranchi<br>Gen 2 × 128kW 415V 50Hz a.c.<br>Fuel (d.o.) 11,5kn |
| **SIRI**<br>**Hojgaard & Schultz A/S**<br>Kobenhavn Denmark | *264*<br>*79*<br>— | | **1989** Ekstrand Verksted A/S—Stathelle (78)<br>48,60 7,80 2,901<br>46,90 7,50 - | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>1 Ho<br>G.300 | Penta TMD122A<br>Oil 4SA 6Cy. 130 × 150 with clutches, flexible couplings & sr geared to sc. shaft<br>221kW (300bhp)<br>A/B Volvo-Penta Goteborg |
| **SIRI BHUM**<br>Launched as Maritime Region<br>**Regional Container Lines Co. Ltd.**<br>Ship-Control Services (Pte.) Ltd.<br>Bangkok Thailand<br>SatCom: 1567101/SIBM | **4 973**<br>2 802<br>6 994 | ✠**100A1** SS 1/91<br>container ship<br>✠**LMC**<br>EL V 495,0/44,0U3(a)<br>FN 3293 | **1981**-1 K.K. Usuki Tekkosho—Usuki (1511)<br>121,90 (BB) 20,07 6,965<br>113,49 20,01 9,00<br>F 20,2 1 dk<br>rf nil<br>len 87 | **M Container Ship**<br>Fixed-guides<br>DSS<br>TEU 558 C. 558/20' (40')<br>10 Ha (stl) ER<br>Cr 2(40) | Pielstick 12PC2-2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 9,9kgf/cm² (9,8bar)<br>Gen 3 × 330kW 445V 60Hz a.c.<br>Fuel 99,0t (d.o.) 452,5t (hvf)-18,0pd 15,5kn |

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| **8605260**<br>Esd Gc Rdr<br>Rt | **SIRIK**<br>**Government of The Islamic Republic of Iran (National Iranian Navy)**<br>Iran | *445*<br>*133*<br>— | ✠Classed LR until 3/90 | **1989**-3 B.V. Scheepswerf K. Damen—Hardinxveld-Giessendam (651)<br>47,00 8,70 2,920<br>44,79 8,55 5,50<br>RFD 10,7 1 dk<br>rf - BK | **TM Crewboat**<br>Mchy.aft | Mitsubishi<br>2 Vee Oil 4SA each 16Cy. 240 ×<br>clutches, flexible couplings &<br>to sc. shafts<br>4 860kW (6 607bhp)<br>Mitsubishi Heavy Industries Ltd<br>Gen 2 × 104kW 380V 50Hz a.c. |
| **7118026**<br>*6VJO*<br>Df Esd Rt | **SIRIMANA**<br>**Societe Senegalaise d'Armement a la Peche (SOSAP)**<br>Dakar Senegal | **288**<br>86<br>363 | (BV) | **1971** Schiffswerft u. Masch. Max Sieghold —Bremerhaven (154)<br>36,81 8,62 3,753<br>31,81 8,49 4,30<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>8 Ta<br>L.173<br>Der 1(7) 2(2) | Baudouin<br>Vee Oil 4SA 12Cy. 185 × 200<br>950bhp (699kW)<br>Soc. des Moteurs Baudouin |
| **8915641**<br>*YEIU*<br>Rt | **SIRIMAU**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Ambon Indonesia | *6 041*<br>*1 812*<br>1 400 | GL KI | **1991** Jos. L. Meyer G.m.b.H. & Co.—Papenburg (629)<br>99,80 (BB) 18,30 4,200<br>90,50 18,00 9,40<br>4 dks | **TM Passenger/Ferry**<br>17cbn 54bth 915dk P<br>Mchy.aft<br>1 Ho<br>G.530 B.490<br>1 Ha (stl) | MaK<br>2 Oil 4SA each 6Cy. 320 × 420<br>couplings & sr geared to sc. s<br>3 200kW (4 350bhp)<br>Krupp MaK. Maschinebau G.m.b.H<br>Gen 4 × 420kW 220/380V a.c.<br>Thw. thrust Contr. pitch propeller |
| **8329282**<br>*PLUS*<br>Rt | **SIRIMAU**<br>**P.T. Pelayaran Lokal Seroja**<br>Ambon Indonesia | **188**<br>79<br>188 | (KI) | **1957** .............Japan<br>32,26 2,201<br>28,00 6,00 3,20<br>1 dk | **M General Cargo** | Niigata<br>Oil 4SA 6Cy. 280 × 410<br>400bhp (294kW)<br>Niigata Eng. Co. Ltd. |
| **7905651**<br>*TC3729*<br>4783<br>Rdr RTv | **SIRIN III**<br>**Anadolu Nakliyat ve Ticaret A.S.**<br>Istanbul Turkey | **392**<br>218<br>950 | | **1980** Cemal Yildirim Ve Kardesleri—Istanbul (2)<br>53,55 7,50 3,201<br>... ... ...<br>1 dk | **M General Cargo** | S.K.L.<br>Oil<br>VEB Schwermasch. "Karl Liebkne<br>(SKL) |
| **7946758**<br>3885 | **SIRINBAHCE**<br>**Su-De-Nak A.S.**<br>Silivri Turkey | **256**<br>108<br>400 | | **1968** Mehmet Oyar—Istanbul<br>41,15 2,701<br>36,50 7,56 3,10<br>1 dk | **M General Cargo** | S.K.L.<br>Oil 4SA 6Cy. 175 × 240<br>750bhp (552kW)<br>VEB Schwermasch. "Karl Liebkne<br>(SKL) |
| **8825420**<br>*IWNB*<br>267<br>Rdr Rt | **SIRIO Q**<br>**Oceanpesca S.r.l. di Giuseppe Quinci**<br>Mazara del Vallo Italy | *445*<br>*133*<br>— | RI | **1988** SINAM s.r.l.—Mazara del Vallo (3)<br>41,40 - —<br>35,98 8,80 6,18<br>1 dk | **M Fishing** | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>552kW (750bhp)<br>Mirrlees Blackstone (Stamford) Ltd |
| **7417226**<br>*YJYJ2*<br>556<br>Esd Gc Rdr<br>Rt | **SIRIO TIDE**<br>ex Fritz Tide-83<br>**Tidewater Ventures Inc.**<br>Tidewater Marine Service Inc.<br>Port Vila Vanuatu | **264**<br>179<br>— | AB (RI) | **1975** Halter Marine Fabricators, Inc.—Moss Point, Ms (485)<br>59,14 12,20 4,474<br>54,74 12,19 5,18<br>F 17,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 ×<br>reduction geared to sc. shaft<br>General Motors Corp. Electro-Motiv<br>Gen 2 × 150kW a.c.<br>Fuel 606,5t (d.o.) |
| **5352331**<br>Df Esd Pfd<br>Rdr Rt | **SIRION**<br>ex Tankfjord-75<br>Nigeria | **497**<br>217<br>864 | (BV) | **1962** Karlstads Varv A/B—Karlstad (143)<br>61,70 8,64 3,353<br>57,56 8,62 3,71<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 076 | MWM<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 51,0t (d.o.) |
| **5312381**<br>*PVGI*<br>Df Rt | **SIRIRI**<br>ex Santa Luiza-77 ex Vliestroom-52<br>ex Marsdiep-51<br>**Joaquim Fonseca Navegacao Industria e Comercio S.A. (JONASA)**<br>Recife Brazil | **742**<br>612<br>— | (GL)<br>Classed LR until 4/53 | **1944** Motherwell Bridge & Eng. Co. Ltd. —Motherwell<br>61,07 9,17 3,631<br>4,73<br>1 dk & S dk<br>RW conv RoRo Cargo/ Tank Landing Craft — | **TM General Cargo** OSD<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 159 × 20<br>geared to sc. shafts<br>NE 72<br>Caterpillar Tractor Co. |
| **8100507**<br>*DJKL*<br>2128<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SIRIUS**<br>ex Maersk Bella-86 ex Sirius-85<br>**Flensburger Container Schiffahrtsges. m.b.H. & Co. "Sirius" K.G.**<br>Flensburger Befrachtungskontor Uwe C. Hansen G.m.b.H. & Co. K.G.<br>Flensburg Federal Republic of Germany | **9 081**<br>5 770<br>11 639 | GL | **1981** Flender Werft A.G.—Luebeck (624)<br>147,40 (BB) 22,46 8,160<br>140,04 22,41 10,80<br>P 26,3 F 14,4 3 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 17,5 45,8 27,2 ER<br>G.15 574<br>TEU 737<br>C.Ho 280/20' (40') C.Dk 457/20' (40')<br>incl. 48 ref C.<br>3 Ha (stl) (12,6 × 10,6) (40,0 26,4 × 18,4) ER<br>Cr 4(25) | MaK<br>Oil 4SA 6Cy. 580 × 600 sr geared<br>8 120bhp (5 973kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 800kW 2 × 692kW 450<br>Controllable pitch propeller<br>Fuel 172,5t (d.o.) 1 147,5t (hvf)-23,5 |
| **5386461**<br>*SZOB*<br>2652<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SIRIUS**<br>ex Chania-71 ex Warwickshire-65<br>**Hellenic Cruises A.N.E. Hellas**<br>Kavounides Shipping Co. S.A. Ltd.<br>Piraeus Greece | **8 917**<br>5 247<br>9 743 | ✠Classed LR until 6/65 | **1948**-8 Fairfield SB. & Eng. Co. Ltd.—Govan, Glasgow (733)<br>151,80 18,39 8,383<br>143,26 18,29 10,83<br>P 13,2 B 58,0 F 16,5 2 dks, 3rd dk clear of mchy. space<br>RW conv Passenger/General Cargo 65 | **S Passenger Ship**<br>—cbn 300bth P<br>Side door<br>16W Der 1(35) 2(10) | 2 S Turb dr geared to sc. shaft<br>7 000shp (5 149kW)<br>Fairfield SB. & Eng. Co. Ltd.<br>Fuel 1 199,0t (o.f.) |
| **8605193**<br>*C6BT7*<br>708866<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SIRIUS**<br>**Asgard Shipholding S.A.**<br>Nassau Bahamas | *5 561*<br>*2 392*<br>6 700 | NK | **1986** Dong Hae SB. Co. Ltd.—Ulsan (8547)<br>107,70 (BB) 17,02 7,001<br>100,62 17,01 11,92<br>2 dks | **M General Cargo**<br>2 Ho ER 2 TwD<br>G.13 110 B.11 875<br>2 Ha (stl) (27,3 28,0 × 9,8) ER<br>Der 4(30) | B&W<br>Oil 2SA 6Cy. 350 × 1050 sr geared<br>3 300bhp (2 427kW)<br>Hitachi Zosen<br>Gen 3 × 220kW 445V 60Hz a.c.<br>Thw. thrust propeller |
| **7362287**<br>*SQEK*<br>Df Esd Gc<br>Rdr Rt | **SIRIUS**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich "Dalmor"**<br>Gdynia Poland | T.Mk<br>**2 650**<br>1 105<br>1 563 | PR | **1974** Stocznia Gdanska im. Lenina—Gdansk (B419/204)<br>88,19 15,07 5,601<br>80,02 14,99 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.400 In.1 500 L.30<br>4 Ha (2,2 2,2 × 2,2) (1,6 × 1,6) (1,2 × 0,9)<br>4W Der 4(2) | Sulzer<br>Oil 4SA 6Cy. 400 × 480<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Techn<br>Gen 1 × 560kW 2 × 504kW 400<br>2 × 224kW 280V d.c.<br>Controllable pitch propeller |
| **7322457**<br>*HQGU2*<br>L-2633478<br>Df Esd Gc<br>Pfd Rdr Rt | **SIRIUS**<br>ex Delphinus-90<br>ex Chief Dragon No. 777-89<br>ex Chief Phoenix-83<br>ex Hakuyo Maru-80<br>**Sirius Navigation S.A.**<br>Island Enterprises (Pte.) Ltd.<br>San Lorenzo Honduras | **1 665**<br>543<br>2 051 | BV (NK) | **1973** Kurushima Dockyard Co. Ltd.—Imabari (758)<br>81,90 13,64 5,157<br>74,99 13,62 7,40<br>2 dks<br>RW | **M Refrigerated Cargo Fish Carrier**<br>2 Ho 23,4 21,0 ER<br>In.1 108<br>2 Ha (stl) (each 7,1 × 4,8)<br>Der 4(2) | Akasaka<br>Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 300kW<br>Fuel 259,0t-11,0pd |
| **6523236**<br>*LW4156*<br>Df Esd Gc<br>RdrRTm | **SIRIUS**<br>ex G. T. O. 1°-75<br>**Pesqueria Dalia S.r.l.**<br>Mar del Plata Argentina | **608**<br>291<br>629 | (RI) | **1965** Soc. Esercizio Cant.—Viareggio (548)<br>59,77 9,17 3,709<br>52,86 9,16 4,60<br>P 3,4 RQD 2,2 B 4,3 F 4,9 1 dk | **M Fishing**<br>Side Trawler<br>2 Ho each 10,9 ER<br>2 Ha (each 1,5 × 1,5) ER<br>Der 1(3) 1(1,5) | Ansaldo<br>Oil 4SA 8Cy. 320 × 420<br>1 300bhp (956kW)<br>S.A. Ansaldo Stab. Mecc.<br>Gen 3 220V 50Hz a.c.<br>Fuel 223,5t (d.o.) |

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| **SIRIUS**<br>**Black Sea Shipping Co. (BLASCO)**<br>(U.S.S.R.) | **500**<br>—<br>100 | RS (Class cont.) | **1990** AB Nya Oskarshamns Varv—Oskarshamn (525)<br>41,00 - 1,701<br>10,00 -<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | M.T.U. 16V396TB84<br>2 Vee Oil 4SA each 16Cy. 165 × 185<br>4 080kW (5 547bhp)<br>M.T.U. Friedrichshafen West Germany<br>Gen 2 × 64kW a.c.<br>33kn |
| **SIRIUS**<br>**Stichting Sirius**<br>Amsterdam Netherlands<br>SatCom: 1300144/PHNA | **439**<br>115<br>— | | **1950** Boele's Schps. & Mchf. N.V.—Bolnes (8179)<br>45,97 8,43 3,011<br>42,00 8,40 5,63<br>2 dks<br>conv Buoy Tender 81 | **M Research**<br>Biological | MAN R556N11<br>Oil 4SA 6Cy. 365 × 550<br>478kW (650bhp)<br>J. & K. Smit's Scheeps. Kinderdijk<br>12kn |
| **SIRIUS**<br>**R.O. "Luka" Rijeka OOUR Plovni Objekti**<br>Rijeka Croatia | **208**<br>—<br>— | JR | **1976** Dante Castracani—Ancona (108)<br>29,85 8,56 4,001<br>25,61 8,01 4,09<br>1 dk | **M Tug** | Alpha 14V23L-VO<br>Vee Oil 4SA 14Cy. 225 × 300 reverse reduction geared to sc. shaft<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 42kW 380V a.c.<br>Fuel 57,0t<br>13kn |
| **SIRIUS**<br>**Sirius Seetreckergesellschaft m.b.H.**<br>Hapag-Lloyd Transport & Service G.m.b.H.<br>Bremen Federal Republic of Germany | **203**<br>—<br>65 | GL | **1977** Jadewerft (Wilhelmshaven) G.m.b.H. —Wilhelmshaven (139)<br>28,50 8,44 2,893<br>26,52 8,41 3,43<br>1 dk | **TM Tug**<br>Tractor<br>Ice strengthened | Deutz SBA8M528<br>2 Oil 4SA each 8Cy. 220 × 280 reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>12kn |
| **SIRIUS**<br>**Government of The Republic of Ecuador (Instituto Nacional de Pesca)**<br>Manta Ecuador | **195**<br>55<br>98 | NK | **1979** Uchida Zosen—Ise (784)<br>33,20 7,22 2,801<br>30,10 7,21 3,20<br>F 5,5 1 dk | **M Fishing**<br>Training Stern Trawler Ref<br>Mchy.aft<br>In.36 | Yanmar 6ML-DT<br>Oil 4SA 6Cy. 200 × 240 sr geared to sc. shaft<br>550bhp (405kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 112kW<br>10,75kn |
| **SIRIUS**<br>**Government of State of New South Wales (Urban Transit Authority-Ferries Division)**<br>*Sydney, N.S.W.* Australia | **186**<br>78<br>200 | ✠Classed LR until 3/1/86 | **1984**-10 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (163)<br>25,38 10,04<br>23,40 9,61 2,04<br>1 dk<br>rf nil | **Aluminium Alloy TM Ferry**<br>Twin Hull | M.T.U. 6V396TC62<br>2 Vee Oil 4SA each 6Cy. 165 × 185 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 224bhp (900kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Fuel 8,5t (d.o.) |
| **SIRIUS**<br>**Government of The Oriental Republic of Uruguay (Armada Nacional del Uruguay - Servicio de Buques Auxiliares) (SEBAX)**<br>Uruguay | **150**<br>—<br>— | **100A1**<br>Class contemplated | **1989** S.C.R.A. Serv. de Const. Repar. y Armamento—Montevideo (21)<br>1,901<br>33,56 10,01 2,82 | **TM Buoy Tender** | General Motors<br>2 Oil geared to sc. shafts<br>General Motors Corp. U.S.A. |
| **SIRIUS**<br>**Karl J. Sjodin & Gene O. Higgins**<br>Seattle, Wa United States of America | **144**<br>107<br>— | | **1963** Bellinger Shipyards Inc.—Jacksonville, Fl<br>*22,13* 7,01<br>3,31<br>1 dk | **M Fishing** | Caterpillar<br>Oil<br>350bhp (257kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SIRIUS**<br>ex ST 677<br>**Rimorchiatori Riuniti Panfido e C. S.p.A.**<br>Venezia Italy | **139**<br>43<br>— | (AB) (RI) | **1944** American Machy. Corp.—Beresford, Fl (27)<br>26,19 7,07 2,998<br>25,00 7,04 3,15<br>1 dk | **M Tug**<br>Salvage | Oil 2SA 6Cy. 318 × 406<br>Clark Bros. Co.<br>Gen 2 × 30kW<br>Fuel 24,0t (d.o.)<br>10,5kn |
| **SIRIUS**<br>**Superintendencia del Terminal Petrolero de Balao (SUINBA)**<br>Balao Ecuador | **130**<br>7<br>— | BV | **1981** Deltawerf B.V.—Sliedrecht (618)<br>24,03<br>21,95 6,82 2,75<br>1 dk | **TM Tug** | General Motors 12V-71-TI<br>2 Vee Oil 2SA each 12Cy. 108 × 127 sr reverse geared to sc. shafts<br>General Motors Corp. U.S.A. |
| **SIRIUS**<br>**Sevastopol Port Authority**<br>(Sevastopol) (U.S.S.R.) | **124**<br>101<br>20 | RS | **1983** ............U.S.S.R.<br>28,71 6,35 1,480<br>2,49<br>1 dk | **M Ferry**<br>250dk P | Oil<br>............ |
| **SIRIUS**<br>ex Shamix-87 ex Slusen-86<br>**Karl Lykke Madsen**<br>Koge Denmark | **109**<br>66<br>119 | BV | **1970** A/S Nordsovaerftet—Ringkobing (66)<br>23,83 6,61 2,083<br>22,28 6,58 2,67<br>1 dk | **M Cement Carrier**<br>2 Ta ER<br>G.96 | Scania<br>Oil 4SA 6Cy. 127 × 145<br>230bhp (169kW)<br>A/B Scania Vabis Sodertalje<br>Fuel 1,5t (d.o.)-1,0pd<br>8kn |
| **SIRIUS**<br>**Soviet Danube Shipping Co.**<br>(Ust Dunaysk) (U.S.S.R.) | *106*<br>*32*<br>14 | RS | **1985** ............U.S.S.R.<br>23,15 6,24 1,850<br>20,00 2,80<br>1 dk | **M Ferry**<br>70dk P<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>U.S.S.R. |
| **SIRIUS COVE**<br>**J. Fenwick & Co. Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **231**<br>13<br>— | ✠**100A1** SS 8/90<br>tug<br>✠**LMC**<br>EL G ⅞"U2<br>FN 331 | **1975**-8 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (110)<br>28,73 9,73 3,480<br>24,82 9,40 3,92<br>1 dk<br>rf nil BK | **TM Tug** | Blackstone ESL8MK2<br>2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 72kW 415V 50Hz a.c.<br>12kn |
| **SIRIUS GAS**<br>ex Vitolla-81<br>**Pentramar Shipping S.A.**<br>Panama Panama | **2 464**<br>1 325<br>3 070 | NK | **1980** Tokushima Zosen Sangyo K.K. —Komatsujima (1427)<br>93,35 5,265<br>87,03 14,41 6,51<br>P 22,9 F 13,5 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 2 511 | Akasaka DM46<br>Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 176kW<br>13,25kn |
| **SIRIUS HIGHWAY**<br>**Express Car Carriers S.A.**<br>Panama Panama<br>SatCom: 1332346/SHWY | *44 576*<br>*13 372*<br>14 332 | NK | **1984** Kurushima Dockyard Co. Ltd.—Onishi (2368)<br>179,31 (BB) 32,29 9,121<br>173,56 32,26 12,65 | **M Vehicles Carrier**<br>Cars 4800<br>Mchy.aft | B&W 7L60MC<br>Oil 2SA 7Cy. 600 × 1944<br>14 560bhp (10 710kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Thw. thrust propeller fwd<br>18,5kn |
| **SIRIUS II**<br>ex G. T. O. II"<br>**Macchiavello y Compania**<br>Mar del Plata Argentina | **610**<br>296<br>629 | (RI) | **1966** Soc. Esercizio Cant.—Viareggio (563)<br>59,77 9,17 3,709<br>52,86 9,16 4,60<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho each 10,9 ER<br>2 Ha (each 1,5 × 1,5) ER<br>Der 1(3) 1(1,5) | Ansaldo<br>Oil 4SA 8Cy. 320 × 420<br>1 300bhp (956kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 3 220V 50Hz a.c.<br>13,25kn |
| **SIRIUS III**<br>ex G. T. O. III"<br>**Macchiavello y Compania**<br>Buenos Aires Argentina | **611**<br>305<br>624 | (RI) | **1967** Soc. Esercizio Cant.—Viareggio (560)<br>59,77 9,17 3,709<br>52,86 9,16 4,60<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho each 10,9 ER<br>2 Ha (each 1,5 × 1,5) ER<br>Der 1(3) 1(1,5) | Ansaldo<br>Oil 4SA 8Cy. 320 × 420<br>1 300bhp (956kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 3 220V 50Hz a.c.<br>13,25kn |

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| **7945223**<br>*IMEU*<br>1815 | **SIRIUS 660**<br>**Dragomar S.p.A.**<br>Civitavecchia Italy | **588**<br>559<br>1 320 | RI | **1972** IHC Smit B.V.—Kinderdijk<br>59,09 9,53 3,241<br>57,99 9,50 3,36<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull | Deutz<br>2 Vee Oil 4SA each 12Cy. 120 × 14<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz<br>2 Directional propellers |
| **7348451**<br>*EVBH*<br>2067<br>Df Esd Gc<br>Pfd Rdr Rt | **SIRIUSS**<br>ex Mikelis Buka-91<br>**Liepaja Ocean Fishing Fleet**<br>Liepaya Latvia | T.Mk<br>**2 100**<br>859<br>1 212 | RS | **1975** VEB Mathias-Thesen-Werft—Wismar (356)<br>82,05 13,62 5,200<br>73,00 13,61 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.163 In.1 129<br>3 Ha (1,6 × 1,9) (2,3 × 2,9) (2,8 × 2,5)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 gea<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **8714748**<br>*PHMV*<br>24266<br>Df Esd Gc<br>Rdr Rt | **SIROCCO**<br>ex Boeran-91<br>**Gerrit Tilma**<br>Wagenborg Shipping B.V.<br>Delfzijl Netherlands | *851*<br>*490*<br>1 260<br>T/cm<br>5,6 | BV | **1988** B.V. Scheepswerf "Ferus Smit"—Foxhol (250)<br>64,33 10,55 3,380<br>59,98 10,50 4,00<br>P 13,3 B 5,2 F 7,3 1 dk | **M General Cargo**<br>1 Ho 43,2 ER<br>G.1 811 B.1 726<br>1 Ha (stl) (40,8 × 8,0) ER | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with fle<br>& sr geared to sc. shaft<br>578kW (786bhp)<br>Caterpillar Inc.<br>Gen 1 × 44kW 1 × 26kW 380V 5<br>Fuel 56,0t (d.o.)-3,4pd |
| **7613002**<br>*3FLH*<br>7760-77A<br>Df Esd Gc<br>Pfd Rdr Rt | **SIROCCO**<br>**International Transport Sirocco Inc.**<br>Panama Panama | **846**<br>133<br>942 | AB | **1976** Matsuura Tekko Zosen—Higashino (257)<br>54,97 11,18 4,776<br>50,07 11,16 5,19<br>F 27,5 1 dk | **M Tug** | Fuji<br>2 Vee Oil 4SA each 16Cy. 275 × 32<br>reduction geared to sc. shaft<br>Fuji Diesel Co. Ltd.<br>Gen 3 × 240kW a.c.<br>Thw. thrust propeller fwd |
| **8129096**<br>*C4EP*<br>707814<br>Df Esd Gc<br>Rdr Rt | **SIROCCO 6101**<br>**Subtec Marine Services**<br>Limassol Cyprus | **958**<br>283<br>— | BV (AB) | **1982** Sing Koon Seng (Pte.) Ltd.—Singapore (593)<br>4,293<br>61,12 12,01 4,88<br>F 20,8 1 dk<br>rf 500 | **TM Research/ Supply Ship**<br>Survey | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 14<br>reduction geared to sc. shafts<br>2 100bhp (1 545kW)<br>General Motors Corp., Detroit Diesel Al<br>Div.<br>Gen 2 × 175kW a.c. 1 × 65kW a.c. |
| **6912310**<br>*IKCI*<br>1655<br>Df Rt | **SIROLO**<br>ex Saint Quay-70 ex ST 699<br>**Salvatore Palermo e C. - Ricuperi di Bordo S.N.C.**<br>Napoli Italy | **139**<br>23<br>— | RI (BV) | **1944** Equitable Equipment Co.—Madisonville, La (390)<br>26,42 7,24 2,871<br>24,69 7,00 3,26<br>1 dk | **M Tug**<br>Salvage | Enterprise<br>Oil 4SA 8Cy. 305 × 381<br>Enterprise Engine & Foundry Co. San F<br>Fuel 51,0t (d.o.) |
| **5347300**<br>*YBWE*<br>545/L<br>Df Esd Rdr<br>Rt | **SIRONTALO I**<br>ex Yana-78 ex Sylvia-73<br>**P.T. Pelayaran Nusantara Gapsu**<br>Surabaya Indonesia | **498**<br>337<br>894 | (KI)<br>✠Classed LR until 9/3/79 | **1958**-4 N.V. Schpsb. v/h Th. J. Fikkers—Foxhol (91)<br>56,95 9,30 3,620<br>51,52 9,20 4,02<br>RQD 15,3 F 8,6 1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho 39,9 ER<br>G.1 204 B.1 085<br>2W Der 2(2) | Brons<br>Oil 4SA 8Cy. 290 × 450<br>500bhp (368kW)<br>Appingedammer Brons<br>Fuel 86,5t |
| **7527045**<br>*PKHC*<br>1130/L<br>Esd Rt | **SIRONTALO III**<br>ex Surya Putra-82 ex Laupa-76<br>ex Naiko<br>**P.T. Pelayaran "Sirontalo"**<br>Jakarta Indonesia | **710**<br>469<br>610 | (KI)<br>✠Classed LR until 9/58 | **1953**-10 C.R.D. Adriatico—San Marco, Trieste<br>55,33 9,48<br>50,91 9,45 2,93<br>1 dk & S dk | **M General Cargo** OSD<br>Mchy.aft | Enterprise<br>Oil 4SA 8Cy. 305 × 381<br>480bhp (353kW)<br>Enterprise Engine & Foundry Co. San F<br>Gen 1 × 27kW 125V d.c. |
| **5160544**<br>*PKMV*<br>997/L<br>Rt | **SIRONTALO IV**<br>ex Indra<br>**P.T. Pelayaran "Sirontalo"**<br>Jakarta Indonesia | **528**<br>370<br>599 | (KI) | **1957** Vereenigde Prauwen Verer—Tandjung Priok (424)<br>55,38 9,22 2,490<br>51,69 9,20 5,03<br>1 dk & S dk | **M General Cargo** OSD<br>Ref<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 6Cy. 159 × 203 ge<br>shaft<br>400bhp (294kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 9,5kW 110V a.c. |
| **8329270**<br>*YCLG*<br>Rt | **SIRONTALO V**<br>ex Waleposan ex Susie I<br>**P.T. Bandar Jaya**<br>Jakarta Indonesia | **509**<br>301<br>— | KI | **1962** Kishigami Zosen K.K.—Akitsu<br>50,40 3,901<br>48,14 8,31 4,30<br>1 dk | **M General Cargo** | Kinoshita<br>Oil 4SA 6Cy. 300 × 480<br>650bhp (478kW)<br>Kinoshita Tekkosho |
| **5162865**<br>*HO4980*<br>7305-PEXT2<br>Df Esd Rt | **SIROPE**<br>ex Irene-S-77<br>**Sirope Trading & Transportation Co. Inc.**<br>Panama Panama | **471**<br>250<br>675 | (BV) | **1958** Handel & Schpsb. Mij. Kramer & Booy N.V. —Kootstertille (104)<br>53,29 8,72 3,252<br>47,50 8,51 3,61<br>1 dk<br>RW | **M General Cargo**<br>G.929 B.892<br>2 Ha (each 12,1 × 5,1) ER<br>2W Der 2(2) | MWM<br>Oil 4SA 6Cy. 320 × 480 geared to sc. sh<br>395bhp (291kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 66,0t (d.o.) |
| **8914154**<br>*DMXJ*<br>Df Esd Gc<br>Rdr RTm/h/v | **SIRRAH**<br>**Heinrich Schoning Schiffahrts KG m.s. "Sirrah"**<br>Haren/Ems Federal Republic of Germany | *2 440*<br>*1 063*<br>2 991 | GL | **1990** Est. Nav. de Viana do Castelo—Viana do Castelo (155)<br>87,47 (BB) 13,02 4,827<br>82,10 13,00 7,10<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.4 650<br>TEU 202 C.Ho 104/20'<br>C.Dk 98/20' incl. 30 ref C.<br>1 Ha (stl) (57,4 × 10,2) ER | Alpha<br>Oil 4SA 6Cy. 280 × 320 with clutches, fle<br>couplings & sr reverse geared to sc. sh<br>835kW (1 135bhp)<br>B&W Alpha Diesel Div. of B&W Diesel A/S<br>Gen 1 × 250kW 2 × 149kW 220/380<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7915175**<br>*5ANW*<br>TUPP50<br>Df Esd Gc<br>Pfd Rdr RTv | **SIRT**<br>Launched as El Hashaishi<br>**General National Maritime Transport Co.**<br>Tobruk Libya | T.Mk<br>**4 643**<br>2 276<br>6 565<br>**7 696**<br>4 193<br>9 420 | ✠**100A1** SS 2/90<br>✠**LMC** **UMS**<br>EL 522,5/53,0U2<br>FN 3710 | **1981**-9 VEB Schiffswerft "Neptun"—Rostock (301)<br>133,79 (BB) 19,03 —/8,127<br>125,84 18,99 10,49<br>P 31,7 F 12,8 2 dks | **M General Cargo**<br>pt higher tensile steel<br>3 Ho 17,7 30,1 30,1 ER 3 TwD<br>G.13 329 B.12 597<br>TEU 271<br>C.Ho 175/20' (40') C.Dk 96/20' (40')<br>3 Ha (stl) (12,5 × 10,4) (25,5 25,5 × 13,0) ER<br>Der 1(100) 3(22,5) 2(18) | MAN<br>Oil 2SA 7Cy. 600 × 1050<br>7 000bhp (5 149kW)<br>VEB Maschinenbau Halberstadt<br>AuxB (Comp) 8,2kgf/cm² (8,1bar)<br>Gen 4 × 400kW 390V 50Hz a.c.<br>Fuel 198,5t (d.o.) 767,5t (hvf)-24,5pd |
| **7621736**<br>*TCAN*<br>5087<br>Df Esd Gc<br>Pfd Rdr RTv | **SIRT**<br>ex Germa Lady-83<br>**Turkish Libyan Joint Maritime Transport Stock Co. (Turkiye Libya Deniz Nakliyati Ortak A.S.)**<br>Istanbul Turkey | *3 416*<br>*1 891*<br>5 210 | NV | **1978** Singapore Slpwy & Eng. Co. (Pte.) Ltd. —Singapore (108)<br>80,78 (BB) 16,54 5,820<br>75,90 16,51 9,02<br>2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho ER<br>G.6 527 B.6 343<br>TEU 145 C.Ho 105/20' C.Dk 40/20'<br>1 Ha (stl) (49,7 × 13,1) ER<br>Cr 1(15-40) | MaK<br>Oil 4SA 9Cy. 320 × 420 geared to sc. sh<br>3 400bhp (2 501kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 1 × 144kW 2 × 100kW 1 × 2<br>380V 50Hz a.c.<br>Fuel 44,0t (d.o.) 460,0t (hvf)-10,0pd |
| **6705664**<br>*J8FC8*<br>3349<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h<br>AMVER | **SISAK**<br>**Corisles Shipping Corp. Ltd.**<br>Tankerska Plovidba<br>Kingstown St. Vincent and the Grenadines | **23 697**<br>17 113<br>41 049<br>T/cm<br>49,0 | BV JR | **1967** Brodogradiliste "Split"—Split (213)<br>201,02 (BB) 28,05 11,469<br>190,00 28,00 16,01<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes<br>7 Ho ER<br>G.65 156 HeCls. B<br>7 Ha (stl) (11,5 × 9,9) (14,3 14,3 14,3 14,3 14,3 14,3 × 13,4) ER<br>5W Cr 3(8) Der 2(10) | Fiat<br>Oil 2SA 9Cy. 750 × 1320<br>13 500bhp (9 930kW)<br>S.A. Fiat S.G.M.<br>Gen 3 × 360kW 450V d.c.<br>Fuel 220,5t (d.o.) 2 119,0t (hvf)-37,5pd |
| **8915562**<br>*OXYW*<br>D-3203 | **SISAK**<br>**Government of The Kingdom of Denmark (Den Danske Stat - Justitsministeriet)**<br>Godthab/Nuk Greenland (Danish) | **161**<br>48<br>— | (NV) | **1989** Soby Motorfabrik og Staalskibsvaerft—Soby (72)<br>27,58 6,50 2,800<br>23,00 3,33<br>1 dk | **M Patrol Ship**<br>Ice strengthened | Cummins<br>Vee Oil 4SA 12Cy. 159 × 159 with<br>flexible couplings & sr geared to sc.<br>597kW (812bhp)<br>Cummins Engine Co. Ltd.<br>Gen 2 × 52kW 380V 50Hz a.c. |

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| **SISAL**<br>ex Africa-85 ex Don Ambrosio-83<br>**Navisur S.A. de C.V.**<br>Progreso Mexico | **3 937**<br>2 577<br>6 170 | GL (AB) | **1970** Setoda Zosensho Co. Ltd.—Setoda (228)<br>111,00 16,24 6,703<br>101,99 16,21 8,21<br>P 22,0 F 9,2 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho each 35,9 ER<br>G.8 494 B.8 024<br>2 Ha (stl) (each 29,2 × 7,6) ER<br>4W Der 4(5) | B&W 6-42VT2BF-90<br>Oil 2SA 6Cy. 420 × 900<br>2 427kW (3 300bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 157kW 220/440V 60Hz a.c.<br>Fuel 49,0t (d.o.) 401,0t (hvf)-8,5pd 11,5kn |
| **SISCO**<br>ex Olga Scheu-79<br>Honiara Solomon Islands | **249**<br>159<br>337 | (GL) | **1960** Heinrich Brand Schiffswerft G.m.b.H. & Co. K.G.—Oldenburg (153)<br>41,38 7,27 2,261<br>37,50 7,26 2,54<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 21,3 ER<br>G.508 B.480<br>1 Ha (21,3 × 5,7) ER<br>Der 2(2) | MaK MV361<br>Oil 4SA 4Cy. 215 × 360<br>200bhp (147kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 60kW 24V<br>Fuel (d.o.) 8kn |
| **SISINA**<br>**Sisina Shrimps Naftiki N.E.**<br>Piraeus Greece | *433*<br>*134*<br>333 | HR (Class cont.) | **1991** N.A.B. S.A., Chris. Lykomitros & Ptnrs. S.A.—Perama (248)<br>39,20 9,30 3,370<br>32,10 9,28 4,85 | **M Fishing**<br>Stern Trawler Ref | MAN<br>Oil with flexible couplings & sr geared to sc. shaft<br>1 080kW (1 468bhp)<br>MAN B&W Diesel Aktiengesellschaft West Germany |
| **SISKIN ARROW**<br>ex Monique L. D.-90<br>**Gearbulk Shipowning Ltd.**<br>Kristian Gerhard Jebsen Skipsrederi A/S<br>Nassau Bahamas<br>SatCom: 1103307/SISK | *26 130*<br>*11 832*<br>39 273<br>T/cm<br>47,2 | BV NV | **1985** Stocznia im. "Komuny Paryskiej"—Gdynia (B538/02)<br>183,22 29,09 11,800<br>175,32 29,01 16,31<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.43 628 B.42 397<br>TEU 1584<br>5 Ha (stl) (20,8 × 20,4) (25,6 25,6 25,6 × 23,0) (20,8 × 20,4) ER<br>Cr 2(25) | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>11 215bhp (8 249kW)<br>H. Cegielski Poznan<br>Gen 3 × 720kW 450V 60Hz a.c.<br>Fuel 31,0t (d.o.) 3 035,0t (hvf)-26,0pd 13,5kn |
| **SISSEL ELISABETH**<br>ex Hargun-89 ex Terje 9-56<br>**KS Hjonnevag Rederi**<br>Floro Norway | *558*<br>*245*<br>— | NV | **1936** Deutsche Schiff u. Masch.—Wesermuende (544)<br>47,58 8,03 4,954<br>45,24 7,98 5,92<br>2 dks<br>R rf 914 BK 157 len 71<br>conv Whaler 57 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>2 Ha (3,2 5,3 × 3,3) ER<br>1W Der 1(4,5) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW) NE 67<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 162kW 1 × 38kW 1 × 30kW 220V 50Hz a.c.<br>Fuel 81,5t (d.o.) 10kn |
| **SISSILI RIVER**<br>**State Shipping Corporation (Black Star Line)**<br>Takoradi Ghana | T.Mk<br>**8 589**<br>4 403<br>11 571<br>**13 004**<br>7 506<br>16 640 | ✠**100A1** SS 4/90<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC**<br>EL F† 577,5/58,0U3<br>FN 5525 | **1980**-3 Hyundai Heavy Industries Co. Ltd.—Ulsan (120)<br>167,32 (BB) 22,92 9,791/10,176<br>154,01 22,86 13,01<br>B 28,1 F 29,9 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo** 4cbn 6bth P<br>5 Ho 14,0 20,3 20,8 22,4 ER 20,8 5 TwD<br>G.23 506 B.21 109<br>TEU 500 C.Ho 261/20' C.Dk 239/20'<br>8 Ha (stl) (7,0 12,8p&s 19,2p&s 19,2p&s × 7,8) ER (12,8 × 7,8)<br>8W Der 1(80) 7(25) | Sulzer 6RND76M<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (ex.g) 7,5kgf/cm² (7,4bar)<br>✠ NAuxB (o.f.) 0/88 7,1kgf/cm² (7,0bar)<br>Gen 3 × 780kW 450V 60Hz a.c.<br>Thw. thrust propeller<br>Fuel 314,5t (d.o.) 1 437,0t (hvf) 18kn |
| **SISSY WATSON**<br>ex Angela M ex D. E. McAllister-80<br>**Watson Marine Services Inc.**<br>New York, NY United States of America | **202**<br>137<br>— | (AB) | **1915** Staten Island SB. Co.—Port Richmond, NY (650)<br>*25,70* 7,52<br>28,20 7,47 3,99<br>1 dk<br>R BK 152 | **M Tug** | General Motors<br>Vee Oil 2SA 16Cy. 222 × 267 sr geared to sc. shaft<br>E made44 fitted53<br>General Motors Corp. Detroit, Mi<br>Controllable pitch propeller |
| **SISTALLO**<br>**Pescanova S.A.**<br>Vigo Spain | **275**<br>118<br>— | BV<br>✠Classed LR until 24/10/75 | **1967**-4 Enrique Lorenzo y Cia. S.A.—Vigo (311)<br>34,45 8,11 3,501<br>30,00 8,01 3,92<br>RAD 7,1 F 17,4 1 dk<br>RW rf 381 | **M Fishing**<br>Side-fishing | MAN<br>2 Oil 4SA each 6Cy. 160 × 180 dr geared to sc. shaft<br>800bhp (588kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 140kW 1 × 6kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 87,0t (d.o.) 11kn |
| **SISTAN**<br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Bandar Khomeini Iran | **167**<br>52<br>138 | ✠**100A1** SS 2/89<br>tug<br>Persian Gulf service<br>✠**LMC**<br>EL B ¾"U2<br>FN 265 | **1974**-7 Towa Zosen K.K.—Shimonoseki (452)<br>27,92 7,35 3,074<br>25,23 6,99 3,51<br>RAD 2,5 1 dk<br>rf 584 | **M Tug**<br>Fire-fighting | Caterpillar D399SCAC<br>Vee Oil 4SA 16Cy. 159 × 203 reverse reduction geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 52kW 225V 50Hz a.c. |
| **SISTER SACHA**<br>ex Mr. Lawrence<br>**James B. Rukin**<br>Mobile, Al United States of America | **110**<br>75<br>— | | **1973** ..............Mobile, Al<br>*20,85* 6,71<br>3,38<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) |
| **SISTRO**<br>ex Manuel Nores-89<br>**Celcamar S.A.**<br>Vigo Spain | **522**<br>156<br>170 | BV (GL) | **1978** Const. Nav. Santodomingo—Vigo (417)<br>49,00 4,311<br>39,65 8,51 6,15<br>2 dks<br>len 81 | **M Fishing**<br>Stern Trawler | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280 geared to sc. shaft<br>1 103kW (1 500bhp)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 488kW 380V a.c.<br>12kn |
| **SISU**<br>**Finnish Board of Navigation (Merenkulkuhallitus)**<br>Helsinki/Helsingfors Finland | **7 094**<br>367<br>9 815 | | **1976** Oy Wartsila Ab—Helsinki/Helsingfors (403)<br>104,60 23,80 8,308<br>95,81 22,51 12,12 | **TD-E Icebreaker** | Pielstick 12PC2-5V-400<br>5 Vee Oil 4SA each 12Cy. 400 × 460 total 23 250bhp (17 102kW) driving 5 gen. connected to 4 elec. motors each of 5 500shp (4 046kW) & sc. shafts<br>Oy Wartsila Ab Vaasa/Vasa<br>2 Controllable pitch propellers , 2 fwd<br>Fuel 2 032,0t (hvf)-101,5pd 18,5kn |
| **SISU**<br>ex Brenda Louise-80<br>**City Viewer Inc.**<br>New Bedford, Ma United States of America | **143**<br>97<br>— | | **1977** ..............Mobile, Al<br>*22,96*<br>6,71 3,38<br>1 dk | **M Fishing** | Oil<br>675bhp (497kW)<br>U.S.A. |
| **SITAXA**<br>ex Tank Queen-91 ex Al Arous-89<br>ex Lucerna-88<br>**Tschudi & Eitzen Tankers A/S**<br>Tschudi & Eitzen A/S<br>Oslo Norway (NIS)<br>SatCom: 1310177/LAWX | *22 988*<br>*15 879*<br>39 865<br>T/cm<br>49,8 | ✠**100A1** SS 12/86<br>oil tanker (cc)<br>Ice Class 3<br>✠**LMC** **(UMS)**<br>EL J† 2⅝"U3<br>FN 8244 | **1975**-11 Davie SB. Ltd.—Lauzon, P.Q. (686)<br>182,89 32,31 11,418<br>173,74 32,28 15,17<br>F 19,2 1 dk<br>rf nil Bow/CM 91 Diam. 0,310 conv Tanker 83 | **M Tanker**<br>Replenishment<br>24 Ta ER<br>L.(oil) 52 556 HeCls. BC<br>4 Cargo pumps total 4 000T/hr | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>G. Clark & N.E.M. Ltd. Wallsend<br>2 WTAuxB 19,3kgf/cm² (19,0bar) hs728,8<br>AuxB (ex.g) 8,3kgf/cm² (8,2bar)<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel 294,5t (d.o.) 2 767,5t (hvf)-45,0pd 15,5kn |
| **SITHEA**<br>ex Oriental King-89<br>**K/S Arosa**<br>Tschudi & Eitzen A/S<br>Oslo Norway (NIS) | *22 324*<br>*13 017*<br>36 138 | NV (NK) | **1982** Imabari Zosen—Marugame (1095)<br>189,74 (BB) 10,862<br>178,01 27,61 15,22<br>P 30,5 F 12,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 28,0 28,0 28,0 28,0 28,8 ER<br>G.48 797 B.46 631<br>5 Ha (stl) (18,4 × 13,6) (20,0 20,0 20,0 20,0 × 15,3) ER<br>Cr 4(25) | Sulzer 6RLB66<br>Oil 2SA 6Cy. 660 × 1400<br>9 599kW (13 050bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 276,0t (d.o.) 2 012,0t (hvf)-34,5pd 14,5kn |
| **SITI AZERINA**<br>ex Siti Hamidah-87<br>**Sansei Maritime S.A.**<br>Panama Panama | *5 619*<br>*2 310*<br>6 709 | NK | **1984** Kochi Jyuko K.K.—Kochi (2400)<br>100,18 (BB) 7,576<br>89,82 18,81 8,01<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.12 846 B.11 815<br>TEU 151 C. 151/20'(40')<br>2 Ha (stl) (each 18,5 × 10,2) ER<br>Der 2(25) 2(20) | B&W 5L35MC<br>Oil 2SA 5Cy. 350 × 1050<br>2 795kW (3 800bhp)<br>Makita Diesel Co. Ltd. .Takamatsu<br>Gen 2 × 240kW a.c.<br>13kn |

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| **8323159**<br>*3EYU5*<br>17536-88A<br>Df Esd Gc<br>Pfd Rdr Rt | **SITI AZLINA**<br>**Tibly Shipping Co. Ltd.**<br>Bormill Line Sendirian Berhad<br>Panama Panama | *4 908*<br>*3 102*<br>7 988 | | NK | **1984** Imai Zosen—Kochi (525)<br>110,34 7,254<br>102,01 18,31 9,38<br>P 18,9 F 8,0 1 dk | **M General Cargo**<br>2 Ho ER<br>G.10 439 B.9 831<br>2 Ha (stl) (29,4 32,2 × 10,2) ER<br>Der 1(130) 4(25) | B&W<br>Oil 2SA 7Cy. 350 × 1050<br>4 760bhp (3 501kW)<br>Hitachi Zosen Hiroshima<br>Gen 2 × 200kW |
| **8318867**<br>*9WGZ*<br>325158<br>Df Esd Gc<br>Pfd Rdr Rt | **SITI HAJAR**<br>**Bormill Line Sendirian Berhad**<br>B & S Enterprise Co. Ltd.<br>Kuching Malaysia | *3 995*<br>*2 433*<br>6 397 | | NK | **1984** Imai Zosen—Kochi (526)<br>105,62 6,846<br>98,61 16,34 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 528 B.8 054<br>2 Ha (stl) (27,2 28,6 × 8,4) ER<br>Cr 1(50) 2(25) Der 2(15) | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 220kW |
| **8312239**<br>*9WGF*<br>325133<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SITI NORJAS**<br>**Bormill Line Sendirian Berhad**<br>B & S Enterprise Co. Ltd.<br>Kuching Malaysia | *3 957*<br>*2 433*<br>6 519 | | NK | **1983** Imai Zosen—Kochi (523)<br>105,62 6,846<br>98,61 16,31 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 528 B.8 054<br>2 Ha (stl) (27,2 28,6 × 8,4) ER<br>4W Der 2(20) 2(15) | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 148kW 445V 60Hz a.c.<br>Fuel 70,0t (d.o.) 488,5t (hvf)-11,5pd |
| **7102596**<br>*H9JK*<br>11088-PEXT3<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SITIA BAY**<br>ex Ageliki K-90 ex Helen G.-88<br>ex Aegis Scope-85<br>**Lutecia Investment Trust Inc.**<br>Sterling Shipmanagement Ltd.<br>Panama Panama | T.Mk<br>**7 847**<br>4 611<br>15 262<br>**11 069**<br>7 430<br>19 016 | ✠Classed LR until 3/11/77 | BV (AB) | **1971**-6 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (246)<br>147,00 (BB) 22,86 —/9,900<br>136,00 22,80 13,50<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 16,0 28,2 11,2 26,9 15,0 5 TwD<br>G.25 624 B.24 128<br>5 Ha (stl) (10,9 × 7,7) (18,7 6,7 18,7 8,2 × 12,5) ER<br>8W Cr 2(5) Der 8(10) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Ast. Espanoles S.A.<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 153,5t (d.o.) 1 533,0t (hvf) |
| **7607132**<br>*PLXP*<br><br>Esd Rdr Rt | **SITIUNG**<br>ex Niaga XVIII-78<br>**P.T. Pelayaran Nasional Indonesia (PELNI)**<br>Jakarta Indonesia | **977**<br>443<br>1 700 | | KI (NV) | **1977** Kleven M/V A/S—Ulsteinvik (30)<br>71,51 12,93 4,401<br>65,41 12,70 7,12<br>F - 2 dks | **M General Cargo**<br>2 Ho ER<br>B.3 570<br>2 Ha (13,2 18,9 × 8,0) ER<br>Der 2(20) 1(5) | Kromhout<br>Oil 4SA 9Cy. 240 × 260<br>1 625bhp (1 195kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 96kW 220/380V 50Hz a.c. |
| **5330424**<br>*VJJP*<br>852427<br>Df Esd Rdr<br>Rt | **SITKA II**<br>ex Sitka-86<br>**Malcolm Burns Reid**<br>Lord Howe Island Shipping Co.<br>*Sydney, N.S.W.* Australia | **288**<br>138<br>400 | | BV | **1963** H. C. Christensens Staalskibsv. af 1949 —Marstal (83)<br>42,96 7,62 2,836<br>38,41 7,60 3,10<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.561 B.530<br>1 Ha (19,2 × 5,0) ER<br>2W Der 2(2) | Alpha<br>Oil 2SA 5Cy. 240 × 400<br>221kW (300bhp)<br>Alpha-Diesel A/S<br>Fuel (d.o.) |
| **7308798**<br>*WI4871*<br>289317<br>Df Esd Gc<br>Rdr Rt | **SITKIN ISLAND**<br>ex Kona-90 ex Shishaldin-77<br>ex Sentinel ex MHC 39 ex AM 412<br>**Kona General Partnership**<br>Seattle, Wa United States of America | **369**<br>288<br>— | | | **1944** Defoe SB. Co.—Bay City, Mi<br>*46,46* 7,12<br>3,46<br>1 dk | **TM Fishing** | Cooper Bessemer<br>2 Oil<br>1 800bhp (1 324kW)<br>Cooper-Bessemer Corp.<br>Fuel (d.o.) |
| **5330436**<br><br><br>RTh | **SITRA**<br>ex Christine Moran-52<br>**Bahrain Petroleum Co. Ltd. (BAPCO)**<br>Sitra Bahrain | **183**<br>77<br>— | | (AB) | **1942** Gulfport Boiler & Welding Works Inc. —Port Arthur, Tx (196)<br>31,09 7,35 3,464<br>29,27 7,32 3,76<br>1 dk<br>rf nil BK 51 | **D-E Tug** | General Motors<br>Vee Oil 2SA 12Cy. 216 × 267 driving<br>814kW 560V d.c. connected to ele<br>& sr geared to sc. shaft<br>General Motors Corp.<br>Gen 1 × 30kW 120V d.c.<br>Fuel 86,5t (d.o.) |
| **8314067**<br>*UGWC*<br>M-37736<br>Df Esd Gc<br>Rdr RTv | **SITSYONIYA**<br>**Zapryba**<br>(Vladivostok) (U.S.S.R.) | *249*<br>*74*<br>89 | | RS | **1985** Stocznia "Ustka"—Ustka (B275/11)<br>29,80 8,19 3,280<br>26,37 4,00<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | Sulzer<br>Oil 4SA 6Cy. 200 × 240 geared to sc.<br>750bhp (552kW)<br>H. Cegielski<br>Gen 2 × 100kW a.c.<br>Controllable pitch propeller |
| **7720867**<br>*XYNM*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SITTWE**<br>ex Sit Tway-89<br>**Myanma Five Star Line**<br>Yangon Union of Myanmar | T.Mk<br>**4 604**<br>3 183<br>9 330<br>**7 546**<br>5 261<br>11 660 | | GL | **1980** Flensburger Schiffsbau-Ges.—Flensburg (651)<br>133,81 (BB) 21,04 6,981/8,270<br>124,01 21,01 11,03<br>P 20,2 F 8,9 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 3 TwD<br>G.16 300 B.14 985<br>TEU 400<br>C.Ho 224/20' (40') C.Dk 176/20' (40')<br>incl. 24 ref C.<br>3 Ha (stl) (19,2 × 10,5) (25,6 25,6 × 15,4) ER<br>5W Der 2(25-50) 3(12-24) | MaK<br>Oil 4SA 8Cy. 450 × 550 reduction gea<br>shaft<br>5 400bhp (3 972kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 320kW<br>Fuel 96,5t (d.o.) 770,0t (hvf)-20,5pd |
| **6505325**<br>*SMFE*<br><br>Df Esd Rdr<br>Rt | **SITULA**<br>ex Neptun-68<br>**Rederi AB Situla**<br>Visby Sweden | **500**<br>327<br>1 080 | ✠**100A1** SS 6/89<br>oil tanker<br>Ice Class 3<br>✠**LMC**<br>EL J 357,5/30,0U2(a)<br>FN 808 | | **1965**-3 Rolandwerft G.m.b.h.—Bremen (923)<br>61,91 10,44 3,760<br>56,01 10,42 3,99<br>P 20,2 F 13,2 1 dk<br>rf 51 | **M Tanker**<br>9 Ta ER<br>L.(oil) 1 441 HeCls. C | Deutz<br>Oil SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz<br>AuxB 150lbf/in² (10,4bar)<br>Fuel 43,0t-5,0pd |
| **5246908**<br>*SEOH*<br><br>Df Esd Rdr<br>Rt | **SIVA**<br>ex Madeleine-85 ex Lina-80 ex Niva-78<br>ex Dinah-76 ex Nanny-64<br>**Marintjanst A. Druce AB**<br>Vaxholm Sweden | **381**<br>200<br>474 | | BV | **1960** Schpsb. Firma Hijlkema & Zonen —Martenshoek (2/72)<br>47,99 7,75 2,995<br>43,29 7,68 3,15<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.728 B.686<br>2 Ha (each 10,9 × 4,8) ER<br>2W Der 2(2) | Penta<br>Oil 4SA 6Cy. 130 × 150 sr reverse ge<br>shaft<br>340bhp (250kW) NE 82<br>A/B Volvo-Penta |
| **5292505**<br>*OVTW2*<br>D-11709<br>Df Esd Pfd<br>RdrRTm | **SIVAL**<br>ex Stevnsboen-77 ex Reinhard Danz-69<br>**Partrederiet for m.v. Sival**<br>Janus Andersen & Co.<br>Aalborg Denmark (DIS) | **499**<br>298<br>766 | | GL | **1961** Husumer Schiffsw.—Husum (1201)<br>57,33 8,69 3,161<br>52,05 8,67 3,71<br>P 10,7 F 6,1 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 36,8 ER<br>G.1 080 B.1 010<br>2 Ha (w) (each 15,4 × 5,0) ER | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz<br>Fuel 32,5t (d.o.) |
| **6929090**<br>*ESJZ*<br>M-30329<br>Df Esd Gc<br>Pfd Rdr Rt | **SIVASH**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 139 | | RS | **1969** VEB Volkswerft Stralsund—Stralsund (272)<br>82,17 13,64 5,201<br>73,00 13,59 9,50<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 075<br>4 Ha (2,5 × 2,8) (1,6 × 2,2) (2,3 2,3 × 2,3)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 ge<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **8421896**<br>*UIRP*<br>M-41430<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SIVASH**<br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Odessa) (U.S.S.R.) | *2 081*<br>*624*<br>583 | | RS | **1984** VEB Schiffswerft "Neptun"—Rostock (107)<br>79,96 3,752<br>70,90 14,41 5,21<br>1 dk | **D-E Dredger**<br>Bucket | S.K.L.<br>2 Oil total 1 550bhp (1 140kW) drivi<br>connected to elec. motor<br>(i) Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>(ii) Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |

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| **VERT SENIOR**<br>Hanne Birgithe-86<br>**/S Sivert**<br>ardo<br>Norway | **146**<br>43<br>137 | | **1980** Bentsen & Sonner Slipp & Mek. Verksted —Hollen (35)<br>24,59 7,35 3,301<br>21,01 5,85<br>2 dks | **M Fishing**<br>Side Trawler Seiner Ref<br>Mchy.aft | Grenaa 6F24<br>Oil 4SA 6Cy. 240 × 300 geared to sc. shaft<br>600bhp (441kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **VONA**<br>x Ekfjord-76<br>unched as Tankfjord<br>**ederi-AB Sivona**<br>nbad Shipping A/B<br>Sweden<br>rango | **1 199**<br>810<br>2 541<br>T/cm<br>8,4 | NV | **1970** Flekkefjord Slipp & Mask. A/S—Flekkefjord (101)<br>85,88 12,02 4,611<br>79,48 12,01 5,06<br>P -F - 1 dk<br>rf 51 Bow/CM 54 Diam. 0,254 len 71 | **M Tanker**<br>CBT Ice strengthened<br>13 Ta ER<br>L.(oil) 3 300<br>2 Cargo pumps total 550T/hr | Wartsila<br>Oil 4SA 8Cy. 250 × 300<br>2 500bhp (1 839kW) NE 88<br>Wartsila Diesel AB Trollhattan<br>Gen 3 × 68kW 1 × 40kW 380V 50Hz a.c. |
| **VUCH**<br>**ar-Eastern Shipping Co. (FESCO)**<br>agadan) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1984** ............U.S.S.R.<br>35,17 8,01 3,120<br>33,25 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel** | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works U.S.S.R.<br>8kn |
| **W-AINA**<br>Tunstein-80 ex Uloy-74<br>**me Benonisen**<br>Norway<br>olvaer | **216**<br>111<br>335 | | **1900** Stavanger Stob. & Dok—Stavanger (37)<br>41,46 6,13 3,652<br>... ... ...<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.368<br>2 Ha (each 6,0 × 3,4) ER<br>2W Der 2(3) | Wichmann<br>Oil 2SA 5Cy. 280 × 420<br>500bhp (368kW) E made58 fitted71<br>A/S Wichmann Rubbestadneset<br>Fuel 13,0t-2,0pd 10kn |
| **X MADUN**<br>**adun Shipping Co Ltd.**<br>uisse-Outremer Reederei A.G. (Swiss Overseas Ship Management Corp.)<br>assau Bahamas | *1 949*<br>*870*<br>2 854 | GL | **1985** Scheeps. Damen B.V.—Gorinchem (8202)<br>89,31 (BB) 12,53 4,352<br>85,50 12,51 6,35<br>F 6,8 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho 63,3 ER<br>G.3 950<br>TEU 158<br>C.Ho 78/20' (40') C.Dk 80/20' (40')<br>1 Ha (stl) (63,3 × 10,1) ER | MaK 6M332AK<br>Oil 4SA 6Cy. 240 × 330 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>600bhp (441kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Thw. thrust propeller fwd<br>10kn |
| **X SHILLINGS**<br>**ose F. Beauchamp & Abelardo Cordova**<br>anto Domingo Dominican Rep. | **303**<br>164<br>— | | **1943** Burger Boat Co.—Manitowoc, Wi<br>*41,46* 7,47 3,480<br>... ... ...<br>1 dk | **Wood TM General Cargo**<br>Ref | Cooper Bessemer<br>2 Oil 4SA each 8Cy. 205 × 280<br>Cooper-Bessemer Corp. Grove City, Pa |
| **X STAR**<br>Akebono Maru No. 18-89<br>**scorim Trade S.A.**<br>ngstown St. Vincent and the Grenadines | **499**<br>167<br>431 | KR | **1967** Narasaki Zosen K.K.—Muroran (611)<br>52,48 9,53 3,905<br>47,48 9,50 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 420 × 600<br>1 177kW (1 600bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 320kW 445V a.c.<br>11kn |
| **YANAH**<br>**-Zaabi Transport & General Contracting Co.**<br>Saudi Arabia | **216**<br>59<br>— | Classed LR until 23/4/76 | **1963**-7 J. Bolson & Son Ltd.—Poole (542)<br>30,13 7,50 2,521<br>27,74 7,32 3,59<br>F 9,2 1 dk<br>rf 457 | **TM Tender**<br>1 Ha<br>Der 1(1) | Paxman<br>2 Vee Oil 4SA each 4Cy. 178 × 197 sr reverse geared to sc. shafts<br>396bhp (291kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 2 × 50kW 220V d.c.<br>Fuel (d.o.) |
| **YANIE**<br>**evryba**<br>lurmansk) (U.S.S.R.) | **2 986**<br>1 328<br>1 334 | RS | **1966** Stocznia Gdanska im. Lenina—Gdansk (B26/14)<br>83,11 13,85 5,500<br>75,01 13,80 9,10<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.284 In.1 566<br>5 Ha (4,8 × 2,2) (1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Sulzer 8TD48<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Controllable pitch propeller<br>11,75kn |
| **YAYUSHCHIY**<br>**apryba**<br>alingrad) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1981** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8VD36/24-1<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| **JARM**<br>**/R Nils Holms Sonner**<br>le Holm<br>ristiansund Norway | **296**<br>125<br>— | | **1958** Kjode & Kjode A/S—Bergen (1)<br>40,57 7,07<br>7,01 3,66<br>1 dk<br>len 63 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Alpha<br>Oil 2SA 8Cy. 240 × 400<br>680bhp (500kW) NE 66<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) |
| **JAVARBORG**<br>x Thorunn Hyrna-81<br>**javarborg H/f**<br>andgerdi Iceland | **452**<br>213<br>600 | (NV) | **1981** Stocznia Remontowa "Nauta"—Gdynia (369)<br>46,66<br>43,87 8,01 6,51<br>1 dk | **M Fishing**<br>Side Trawler Purse Seiner Processing Ref | Wichmann 6AXAG<br>Oil 2SA 6Cy. 300 × 450<br>1 800bhp (1 324kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 132kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>13,25kn |
| **JERNAROY**<br>**ndre Endresen**<br>tavanger Norway | **236**<br>116<br>— | (NV) | **1959** Brodrene Lothe A/S—Haugesund (7)<br>38,87 7,32<br>34,50 7,29 3,15<br>1 dk<br>rf 495 BK 196 | **M RoRo Cargo/Ferry** 343P<br>Mchy.aft<br>1 Ho 9,8<br>1 Ha (2,5 × 1,6)<br>1W Der 1(3) | Normo<br>Oil 4SA 8Cy. 250 × 360<br>400bhp (294kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 30kW 220V 50Hz a.c.<br>Fuel 5,0t (d.o.)-2,0pd |
| **JOBJORN**<br>**cheeles Eftf. A/S**<br>redrikstad Norway | **194**<br>0<br>— | (NV)<br>✠Classed LR until 10/10/75 | **1950**-7 Lodose Varv A/B—Lodose (106)<br>28,00 8,41 4,217<br>25,91 8,31 5,01<br>1 dk<br>BK 152 | **M Tug**<br>Ice strengthened | Wichmann<br>Oil 2SA 9Cy. 300 × 450 NE 75<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 67kW 1 × 44kW 230V 50Hz a.c. |
| **JOBORREN**<br>x Kerstin-67<br>**o H. G. Stalby**<br>oteborg Sweden | **117**<br>78<br>157 | | **1916** N.V. Schps. Gebr. Pot—Bolnes<br>*26,19* 6,51<br>6,48 3,08<br>1 dk<br>R BK 208 | **Aux M General Cargo**<br>Galleas<br>1 Ho 11,9 ER<br>2 Ha (1,5 × 2,9) (8,0 × 3,9) ER<br>Der 1(1) | Jonkopings<br>Oil 2SA 2Cy. 350 × 410<br>150bhp (110kW) E made42 fitted55<br>A/B Jonkopings Motfb. Jonkoping<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **JOBRIS**<br>x Gullfinnur-77<br>**P/R Sjobris**<br>Per Gunnar Voldsund<br>alesund Norway | *1 286*<br>*599*<br>— | NV | **1969** P/f Skala Skipasmidja—Skala (13)<br>69,65 9,83 5,800<br>62,92 9,81 7,22<br>1 dk & S dk<br>len 88 | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>2 Ho ER<br>In.536<br>3 Ha (3,6 3,6 × 2,9) (3,2 × 5,0) ER<br>2W Der 2(3) | Wartsila<br>Oil 4SA 8Cy. 320 × 350<br>3 278kW (4 456bhp) NE 88<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 1600kW 1 × 1000kW 1 × 176kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Thw. thrust propeller |
| **JOBRIS**<br>**tockholms Skargardstrafik AB**<br>tockholm Sweden | *231*<br>*102*<br>50 | | **1987** Marinteknik Verkstads AB.—Oregrund (B63)<br>38,21 6,79 1,191<br>36,66 6,76 2,44<br>1 dk | **Aluminium Alloy TrM Ferry** | Scania<br>3 Vee Oil 4SA each 8Cy. 127 × 140 with clutches & sr reverse geared to sc. shafts<br>1 137bhp (836kW)<br>Saab-Scania Sodertalje |

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| 8133736<br>*LCZF*<br>17189<br>Df Esd Gc<br>Pfd Rdr Rt | **SJOFARENEN**<br>**Norsk Selskab til Skibbrudnes Redning**<br>Oslo Norway | **185**<br>40<br>— | NV | **1968** Smedvik Mek. Verksted A/S—Tjorvag (18)<br>28,38 7,73<br>23,50 4,04<br>1 dk<br>rf 1397 | **M Search & Rescue Ship** | | General Motors<br>Vee Oil 2SA 8Cy. 146 × 146 geared<br>1 280bhp (942kW)<br>General Motors Corp., Detroit Diesel<br>Div.<br>Gen 2 × 42kW 220V 50Hz a.c. |
| 6614748<br>*TFHG*<br>1013<br>Df Esd Rdr<br>Rt | **SJOFN**<br>ex Akurey-89 ex Thorkatla II-87<br>**Borgey H/f**<br>Hornafjordur Iceland | **199**<br>72<br>— | (NV) | **1966** Skaalurens Skibsbyggeri A/S—Rosendal (209/23)<br>34,60 7,35<br>30,82 7,32 3,71<br>1 dk<br>rf 1359 BK 102 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>2 Ha (0,7 × 0,9) (2,9 × 1,2) ER<br>1W Der 1(3) | | Stork<br>Oil 4SA 8Cy. 210 × 300<br>660bhp (485kW)<br>Gebr. Stork & Co. N.V.<br>Gen 1 × 28kW 1 × 25kW<br>Fuel (d.o.) |
| 8129424<br>*SKLJ*<br><br>Rdr Rt | **SJOGULL**<br>**Stockholms Skargardstrafik AB**<br>Stockholm Sweden | *209*<br>*101*<br>50 | | **1982** Oregrund M/V AB—Oregrund (B49)<br>38,33 6,79 1,170<br>33,46 6,76 2,27<br>1 dk | **Aluminium Alloy TrM Ferry** | 300dk P | Scania<br>3 Oil 4SA each 8Cy. 127 × 140 with<br>flexible couplings & sr reverse gea<br>shafts<br>1 065bhp (783kW)<br>Saab-Scania |
| 5369281<br>*LDPK*<br>9000<br>Df Esd Gc<br>Rdr Rt | **SJOHELT**<br>ex Tromstral I-79 ex Ornen 3-53<br>**A/S Kristiansunds Mek. Verksted og Batbyggeri**<br>Kopervik Norway | **296**<br>103<br>— | (NV) | **1930** A/S Akers M/V—Oslo (457)<br>41,97 7,29 4,090<br>38,41 7,24 4,27<br>1 dk<br>R rf 932 BK 191 len 57<br>conv Whaler 53 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>1 Ho 11,8 ER<br>3 Ha (1,0 × 2,2) (2,5 1,6 × 1,6) ER | | MaK<br>Oil 4SA 6Cy. 320 × 450<br>850bhp (625kW) NE 67<br>Atlas-MaK Maschinenbau<br>Gen 1 × 45kW 1 × 40kW 220V d.c.<br>Fuel (d.o.) |
| 5308067<br>*LCQT*<br>13638<br>Esd Rdr Rt | **SJOKURS**<br>ex Salten-67<br>**Sorlandets Seilende Skoleskibs Institution**<br>Kristiansand Norway | **677**<br>349<br>— | (NV) | **1953** Trosvik Verksted A/S—Brevik (65)<br>53,01 8,56 3,645<br>8,51 5,67<br>F 4,3 2 dks<br>BK 178 | **M Training Ship**<br>Ref<br>In.60<br>2 Ha (2,2 1,6 × 1,9)<br>2W Der 1(5) 1(1,5) | 93P | Polar<br>Oil 2SA 6Cy. 340 × 570<br>870bhp (640kW)<br>Nydqvist & Holm A/B<br>Fuel 51,0t (d.o.)-3,5pd |
| 8602878<br>*TFMS*<br>1833<br>Df Esd Gc<br>Rdr Rt | **SJOLI**<br>**Sjolastodin H/f**<br>Hafnarfjordur Iceland | *1 469*<br>*440*<br>— | BV | **1987** Flekkefjord Slipp & Mask. A/S—Flekkefjord (140)<br>56,42 (BB) 5,720<br>48,01 12,62 7,70<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft<br>2 Ho<br>In.700 | | Wartsila<br>Oil 4SA 6Cy. 320 × 350 geared to sc.<br>2 989bhp (2 199kW)<br>Oy Wartsila Ab<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 7103552<br>*TFQQ*<br>1602<br>Df Esd Gc<br>Pfd Rdr Rt | **SJOLI**<br>ex Botral II-81<br>**Sjolastoir H/f**<br>Hofdakaupstadur Iceland | T.Mk<br>**386**<br>178<br>— | NV<br>**DAMAGED BY FIRE 6/85** | **1971** Kaarbos M/V A/S—Harstad (69)<br>49,74 9,02 4,407<br>35,03 9,00 6,20<br>2 dks<br>rf 1499 BK 102 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | | Wichmann<br>Oil 2SA 8Cy. 280 × 420<br>1 200bhp (883kW)<br>A/S Wichmann<br>Gen 2 × 112kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 5290703<br>*LKXX*<br>13536<br>Esd Rdr Rt | **SJOLYST**<br>ex Rav-76<br>**Odd Haugen**<br>Aalesund Norway | **153**<br>55<br>— | | **1952** Vaagland Batbyggeri A/L—Vaagland (44)<br>*29,42* 7,22<br>7,19<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>510bhp (375kW) E made65 fitted73<br>Alpha-Diesel A/S<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7041340<br>*LNOS*<br>17473<br>Rdr Rt | **SJONA**<br>ex Aroy-78<br>**Helgeland Trafikkselskap A/S**<br>Sandnessjoen Norway | **147**<br>51<br>20 | | **1970** Flekkefjord Slipp & Mask. A/S—Flekkefjord (104)<br>26,04 7,01 2,439<br>24,26 6,99<br>1 dk | **M RoRo Cargo/Ferry**<br>Deck Cargo<br>Mchy.aft | 80dk P | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel 11,0t (d.o.)-1,5pd |
| 8619510<br>*LALK*<br>20480<br>Rdr Rt | **SJOVAER**<br>**Partrederi Sjovaer**<br>Jostein Sandoy M.fl.<br>Maloy Norway | *562*<br>*233*<br>— | | **1988** Eidsvik Skipsbyggeri A/S—Uskedal ((79))<br>39,30<br>34,02 8,50 4,17<br>1 dk | **M Fishing**<br>Side-fishing Long-line Ref<br>In.157 | | Mitsubishi<br>Vee Oil 4SA 12Cy. 160 × 180 sr geared<br>shaft<br>880bhp (647kW)<br>Mitsubishi Heavy Industries Ltd.<br>Controllable pitch propeller |
| 5376507<br>*LDCJ*<br><br>Rdr Rt | **SJOVARDEN**<br>ex Eidsvaering-75 ex Varangis-68<br>ex Tordonn-49<br>**Harald Kjerringvag**<br>Trondheim Norway | **382**<br>162<br>406 | ✱Classed BC until 9/33 | **1925** Smith's Dock Ltd.—South Bank, Middlesbrough (810)<br>41,76 7,95 4,211<br>7,93 4,27<br>1 dk<br>R BK 191 conv Whaler 49 | **M Tug** | | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>NE 67<br>Caterpillar Tractor Co.<br>Fuel 41,5t (d.o.)-4,0pd |
| 7392751<br>*LGYE*<br>19156<br>Esd Pfd Rdr Rt | **SJOVARDEN**<br>ex Hoyland-87 ex Bountiful-78<br>**M/S Sjovarden A/S**<br>Trondheim Norway | **158**<br>63<br>— | | **1978** Tees Marine Services Ltd.—Middlesbrough<br>25,91 6,81<br>22,10 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>750bhp (552kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Controllable pitch propeller |
| 7303293<br>*LKKW*<br>18018<br>Rdr Rt | **SJOVEG**<br>ex Haroy-88<br>**Government of The Kingdom of Norway (Den Norske Stat - Statens Vegvesen Nordland)**<br>Bodo Norway | **170**<br>61<br>— | (NV) | **1973** J. M. Kleivset—Bardset, Nordmore<br>29,95 7,01<br>26,52 6,99 3,56<br>1 dk<br>rf 1237 BK 119 | **M Ferry/General Cargo**<br>1 Ho ER<br>1 Ha (1,9 × 1,9) ER | 100dk P | Callesen<br>Oil 4SA 4Cy. 270 × 400<br>460bhp (338kW)<br>Aabenraa Motorfabrik, Heinrich Callesen<br>A/S<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| 7739777<br>*LIKA*<br>19397<br>Rdr Rt | **SJOVEIEN**<br>ex Olaf Scheel-79<br>**Government of The Kingdom of Norway (Den Norske Stat - Kirke- og Undervisningsdepartementet Kontoret for Sjomannskoler)**<br>Oslo Norway | **339**<br>105<br>— | (NV) | **1964** Mjellem & Karlsen A/S—Bergen (84)<br>40,67 8,11<br>34,80 4,35<br>RFD - 1 dk<br>rf 1092 Box K 102 | **M Mission Training Ship**<br>Mchy.aft | | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>600bhp (441kW)<br>A/S Wichmann<br>Gen 3 × 24kW 230V 50Hz a.c. |
| 5198656<br>*HP4696*<br>14014-PEXT<br>Df Esd Pfd<br>RdrRTm | **SJOVIK**<br>ex Deep Diver-85 ex Seiko-76<br>ex Kvitfjell-72 ex Tottan-60<br>ex Morris Dance-51<br>**Nordic Fishing Management Inc.**<br>Panama Panama | **490**<br>193<br>610 | ✠<br>(NV) | **1940**-10 Goole SB. & Repairing Co. Ltd.—Goole (351)<br>49,87 8,44 3,810<br>46,18 8,39 4,58<br>1 dk<br>RW conv Escort Trawler —<br>conv Side Trawler Fishing 51 conv General Cargo/ Sealer 76 | **M Salvage Ship**<br>Ice strengthened<br>2 Ho each 8,9 ER<br>2 Ha (1,6 × 2,8) (2,5 × 3,4)<br>Der 1(3) | | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW) NE 64<br>MaK. Maschinenbau Kiel G.m.b.H<br>Gen 2 × 45kW 220V d.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 7717092<br>*WYH7542*<br>587409<br>Df Esd Gc<br>Pfd Rdr RTv | **SJOVIND**<br>ex Termination-91 ex Sybil Freeman-90<br>**Sjovind Enterprises Inc.**<br>Seattle, Wa United States of America<br>SatCom: 1506742/SJND | **285**<br>194<br>— | (AB) | **1977** Quality Equipment Inc.—Houma, La (142)<br>11,61 3,682<br>54,87 11,59 4,27<br>F 16,8 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd |

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| **RBERG**<br>ardi-83<br>**Kjolbro A/S**<br>Faeroes (Danish) | T.Mk<br>**397**<br>188<br>422 | NV | **1974** Langsten Slip & Batbyggeri A/S—Tomra i Romsdal (66)<br>40,47 8,69 4,452<br>34,80 8,67 6,51<br>2 dks<br>rf 1300 BK 119 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho ER<br>In.391<br>1 Ha (2,4 × 1,9) ER<br>1W Der 1(3) | Wichmann 4AXA<br>Oil 2SA 4Cy. 300 × 450<br>1 100bhp (809kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 116kW 380V 50Hz a.c.<br>Fuel 74,0t (d.o.)-5,5pd 12kn |
| **R TOLLAKSSON**<br>Faeroes (Danish) | **446**<br>172<br>— | NV | **1976** P/f Skala Skipasmidja—Skala (27)<br>47,25<br>38,59 9,00<br>1 dk & S dk<br>rf 1003 BK 102 len 84 | **M Fishing** OSD<br>Ice strengthened<br>Mchy.aft | Polar<br>Oil 4SA 8Cy. 250 × 300<br>1 540bhp (1 133kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 96kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **LIJA**<br>ena-83 ex Triana-75<br>**ping Co. S.A.**<br>ka Plovidba<br>n St. Vincent and the Grenadines | *15 847*<br>*10 351*<br>26 958 | ✠**100A1** CS 1/88<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL F† $2\frac{5}{16}$"U3<br>FN 6286<br>JR | **1973**-5 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (156)<br>182,84 (BB) 22,46 10,554<br>171,69 22,41 14,20<br>P 30,8 F 15,9 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>7 Ho 17,6 19,5 19,8 14,3 19,8 22,3 16,7 ER<br>G.35 885<br>7 Ha (stl) (8,9 11,9 11,9 8,0 11,9 11,9 9,6 × 11,4) ER<br>14W Der 14(5-10) 2(3) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 2 × 460kW 1 × 350kW 440V 60Hz a.c.<br>Fuel (hvf) 16kn |
| **SK**<br>**ent of The Republic of**<br>**a (Ministry of Transport**<br>**eering)**<br>(U.S.S.R.) | **1 657**<br>417<br>583 | RS | **1981** VEB Schiffswerft "Neptun"—Rostock (101)<br>79,64 - 3,752<br>70,90 14,81 5,21<br>1 dk | **TD-E Dredger**<br>Bucket | S.K.L.<br>2 Oil total 1 550bhp (1 140kW) driving gen. connected to elec. motor<br>(i) Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>(ii) Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **SK**<br>a) (U.S.S.R.) | **744**<br>213<br>332 | RS | **1978** ............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(3,25) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller ,1 fwd<br>12,5kn |
| **FELL**<br>Nanoq-91 ex Ice Star-86<br>**h/f (Samband Line)**<br>management Ltd.<br>Norway (NIS) | **1 021**<br>593<br>1 778 | (NV) | **1979** Orskovs Staalskibsvaerft I/S—Frederikshavn (95)<br>80,19 (BB) 13,26 4,276<br>72,34 7,70<br>1 dk & S dk<br>rf nil | **M Refrigerated Cargo** OSD<br>Side door Ice strengthened<br>Mchy.aft<br>2 Ho 2 TwD<br>In.2 689<br>2 Ha (stl) (each 6,1 × 4,9)<br>Cr 2(5) | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420<br>3 005bhp (2 210kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 238kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel-11,0pd 14,5kn |
| d-73<br>**felag Skagfirdinga H/f**<br>Iceland | **299**<br>92<br>— | NV | **1972** Kaarbos M/V A/S—Harstad (72)<br>45,42 9,22 4,407<br>39,65 9,17 6,51<br>F - 2 dks<br>rf 1499 BK 102 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Crepelle 8SN3<br>Oil 4SA 8Cy. 260 × 280<br>1 848bhp (1 359kW) NE 86<br>Societe Moteurs Duvant Crepelle Valenciennes |
| **TOL**<br>**atane i Sogn og Fjordane**<br>Norway | **494**<br>240<br>— | (NV) | **1970** Loland Motorverstad A/S—Leirvik i Sogn (30)<br>44,66 10,62 2,858<br>40,52 10,60 4,20<br>1 dk<br>rf 754 BK 152 | **M RoRo Cargo/Ferry** 300P<br>Bow door Stern door<br>Lane Length 126 Cargo Width 8,00<br>Clear height 4,20<br>Cars 32 Trailers 1<br>Mchy.aft | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>900bhp (662kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 52kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| n-90<br>**e AS**<br>rine AS<br>nd Norway | **7 570**<br>4 285<br>1 219 | NV | **1975** Aalborg Vaerft A/S—Aalborg (206)<br>130,21 19,77 4,954<br>119,46 17,75 6,48<br>3 dks len 82 | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 335bth 1465dk P<br>Ice strengthened side doors<br>Lane Length 272 Clear height 4,50<br>Cars 400<br>Mchy.aft | Werkspoor 6TM410<br>4 Oil 4SA each 6Cy. 410 × 470 dr geared to sc. shafts<br>11 768kW (15 999bhp)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 1 × 620kW 4 × 516kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 355,5t (hvf)-26,5pd 21kn |
| **EXPRESS**<br>olm Express-91<br>nd-86<br>**m.v. Skagen Express**<br>Chartering AB<br>nn<br>Sweden | **195**<br>102<br>30 | NV | **1977** Westermoen Hydrofoil A/S—Alta (65)<br>26,65 9,02<br>26,12<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 166dk P<br>Mchy.aft | M.T.U. D398TA<br>2 Vee Oil 4SA each 12Cy. 175 × 205<br>2 200bhp (1 618kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>26kn |
| **BANK**<br>**aartonderneming**<br>**enbank C.V.**<br>rg Shipping B.V.<br>Netherlands | *1 999*<br>*1 203*<br>3 000 | BV (Class cont.) | **1991** Scheepswerf G. Bijlsma & Zn. B.V.—Wartena (656)<br>82,04 - 4,940<br>78,59 12,50 6,60<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.4 519<br>TEU 128 C. 128/20'<br>1 Ha (stl) (53,3 × 10,3) ER | Caterpillar 3606TA<br>Oil 4SA 6Cy. 280 × 300 sr geared to sc. shaft<br>1 619kW (2 201bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 1 × 190kW 1 × 95kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd Tunnel thruster unit<br>Fuel 161,0t (d.o.)-6,5pd 11,5kn |
| **AK**<br>e-83<br>**nsen**<br>Denmark | *244*<br>*122*<br>— | | **1973** D. & J. Boot Schpsw. "De Industrie"—Alphen a/d Rijn (271)<br>37,90 7,24<br>34,50 7,21 3,46<br>1 dk len 84 | **M Fishing**<br>Side-fishing | Alpha 406-26VO<br>Oil 2SA 6Cy. 260 × 400<br>660bhp (485kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **N**<br>**Shipping N.A.**<br>Schiffahrts-Verwaltungs<br>.H.<br>d<br>Netherlands Antilles & Aruba | *2 511*<br>*1 547*<br>4 161 | ✠**100A1**<br>Ice Class 1B when engine set at 1517kW<br>✠**LMC**<br>EL P 440,0/32,0U3<br>FN 1713 | **1990**-7 B.V. Scheepswerf "Ferus Smit"—Foxhol (278)<br>88,29 (BB) 13,21 5,743<br>84,90 13,17 7,00<br>RAD 13,8 F 7,3 1 dk<br>rf nil | **M General Cargo**<br>Steel hatch covers (no fixed fire extinguishing system fitted in the cargo hold)<br>pt higher tensile steel<br>1 Ho ER<br>G.5 663<br>2 Ha (stl) (each 26,0 × 10,2) ER | Wartsila 8V25<br>Vee Oil 4SA 8Cy. 250 × 300 with flexible couplings & sr geared to sc. shaft<br>1 690kW (2 298bhp)<br>Wartsila Diesel AB Trollhattan<br>Gen 1 × 220kW 1 × 140kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Bow jet pump<br>12kn |
| **RAK**<br>**nent of The Kingdom of**<br>**ay (Den Norske Stat -**<br>**torat for**<br>**kraftverkene)**<br>m A/S<br>Norway | *7 172*<br>*2 151*<br>7 150 | NV | **1976** Einar Ogrey A/S—Vagsbygd (1)<br>99,75 35,41 5,149<br>93,35 32,22 7,75<br>2 dks<br>rf 1600 len 81 | **TM Cable-layer Barge**<br>Mchy.aft<br>Cr 2(5) 2(2,5) | Normo<br>3 Vee Oil 4SA each 12Cy. 250 × 300<br>5 268bhp (3 875kW) NE 81<br>A/S Bergens M/V Bergen<br>Gen 4 × 400kW 380V 50Hz a.c.<br>2 Directional propellers<br>Directional thrust propellers fwd<br>10kn |
| **RDINGUR**<br>lk-89<br>Geirmundsson-79<br>**n H/f**<br>felag Skagfirdinga H/f<br>okur<br>Iceland | **407**<br>173<br>406 | NV | **1972** Flekkefjord Slipp & Mask. A/S—Flekkefjord (109)<br>46,56 9,53 4,303<br>40,70 9,50 6,61<br>2 dks<br>rf 157 BK 13 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Wichmann<br>Oil 2SA 7Cy. 300 × 450<br>1 750bhp (1 287kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 126kW 220V 50Hz a.c.<br>Fuel (d.o.) |

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| **7647857**<br>*WYC3002*<br>580886 | **SKAGIT EAGLE**<br>ex Kevin & Brian<br>**Quest Marine Inc.**<br>Biloxi, Ms United States of America | **185**<br>129<br>— | | **1977** Kevin & Brian—Lacombe, La<br>*28,05* 8,87 3,79<br>1dk | **M Fishing** | Oil<br>900bhp (662kW)<br>Fuel (d.o.) |
| **5051638**<br>*JWUC*<br>14838<br>Df Rt | **SKAGTIND**<br>ex Brim-90 ex Brettingen-67<br>**Skagnes Shipping A/S**<br>Sortland Norway | *460*<br>*222*<br>539 | NV | **1958** Bodo Skibsverft M/V A/S—Bodo (27)<br>44,38 8,56 3,701<br>39,63 8,54<br>1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 24,9 ER<br>G.850<br>2 Ha (stl) (each 8,4 × 4,7) ER<br>2W Der 2(3) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>400bhp (294kW) NE 67<br>Atlas-MaK Maschinenbau<br>Gen 2 × 6,75kW 110V d.c.<br>Fuel (d.o.) |
| **7023128**<br>*LNMY*<br>17463<br>Df Esd Gc<br>Pfd Rdr Rt | **SKAIDI**<br>**Hammerfest Industrifiske A/S**<br>Hammerfest Norway | T.Mk<br>**299**<br>102<br>520 | NV | **1970** Sterkoder M/V A/S—Kristiansund N. (16)<br>46,69 9,02 4,560<br>40,19 9,00 6,43<br>2 dks<br>BK 152 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho ER<br>2 Ha (2,2 × 1,9) (2,2 × 1,6) ER | Wichmann<br>Oil 2SA 8Cy. 280 × 420<br>1 200bhp (883kW)<br>A/S Wichmann<br>Gen 2 × 100kW 220V 50Hz a.c.<br>Fuel 51,0t (d.o.)-5,0pd |
| **8034928**<br>*UVKQ*<br>M-39880<br>Df Esd Gc<br>Rdr RTm/h/v | **SKALA**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **744**<br>209<br>332 | RS | **1982** .............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **5176799**<br>*5B2434*<br>367464<br>Df Esd Rdr Rt | **SKALA DEMIS**<br>ex Gloria-82 ex Jules Berthiere-73<br>ex Lise Hojsgaard-62<br>**Freesia Maritime Co. Ltd.** | **499**<br>313<br>955 | ✠Classed LR until 13/1/84 | **1961**-5 Schps. "Hoogezand" J. Bodewes —Hoogezand (104)<br>61,09 9,30 3,645<br>55,61 9,20 4,07<br>RQD 15,3 F 12,5 1 dk<br>RW rf 152 | **M General Cargo**<br>Ice strengthened<br>1 Ho 37,9 ER<br>G.1 110 B.1 041<br>3W Der 3(3) | MaK<br>Oil 4SA 8Cy. 290 × 420<br>760bhp (559kW)<br>Maschinenbau Kiel A.G.<br>Fuel 72,0t (d.o.) |
| **8716887**<br>*XPTL*<br>Df Esd Gc<br>Pfd Rdr RTv | **SKALABERG**<br>**P/f J. F. Kjolbro A/S**<br>Klakksvik Faeroes (Danish)<br>SatCom: 1610430/XPTL | *2 385*<br>*715*<br>1 240 | NV | **1989** Bruces Verkstads AB—Landskrona (17)<br>67,01 6,050<br>58,81 13,81 8,77 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.1 528 | Wartsila<br>Oil 2SA 12Cy. 280 × 360 geared to<br>3 600kW (4 894bhp)<br>Wartsila-Wichmann A/S<br>Gen 1 × 1264kW 2 × 715kW 440V<br>Thw. thrust propeller fwd |
| **7502083**<br>*XPTI*<br>D2306<br>Df Esd Gc<br>Rdr Rt | **SKALABERG I**<br>ex Skalaberg-89<br>**P/f J. F. Kjolbro A/S**<br>Klakksvik Faeroes (Danish) | T.Mk<br>**840**<br>320<br>840 | NV | **1976** Hasund Smie & Sveiseverk A/S—Ulsteinvik (18)<br>60,79 11,00 6,400<br>52,51 10,98 7,32<br>F - 2 dks<br>rf 996 BK 279 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 370 × 400<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 216kW 2 × 150kW 380V |
| **8802571**<br>*OW2402*<br>D3070<br>Df Esd Gc<br>Rdr Rt | **SKALAFJALL**<br>**P/f Val**<br>Skala Faeroes (Danish) | *1 805*<br>*563*<br>2 491 | NV | **1987** P/f Skala Skipasmidja—Skala (45)<br>60,33<br>51,52 13,01<br>2 dks<br>rf 749 BK 399 | **M Fishing**<br>Stern Trawler<br>Ice strengthened | Wartsila<br>Oil 4SA 16Cy. 320 × 350<br>3 373kW (4 586bhp)<br>Oy Wartsila Ab<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **7833092**<br>*EOUA*<br>M-36624<br>Df Esd Gc<br>Rdr RTv | **SKALAT**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>327 | RS | **1980** .............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7211232**<br>*UWNH*<br>M-31043<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SKALISTYY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **2 154**<br>762<br>1 134 | RS | **1972** VEB Volkswerft Stralsund—Stralsund (332)<br>82,20 13,64 5,201<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 075<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **7627716**<br>*EMKL*<br>M-31252<br>Df Esd Gc<br>Pfd Rdr Rt | **SKALISTYY BEREG**<br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**8 324**<br>4 201<br>—<br>**11 746**<br>6 385<br>9 288 | RS | **1977** VEB Mathias-Thesen-Werft—Wismar (206)<br>152,30 7,449<br>141,99 22,20 13,59<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>6 Ho ER<br>G.1 876 In.13 000<br>6 Ha (stl) (2,5 2,5 6,0 6,0 6,0 6,0 × 4,0) ER<br>11W Der 2(10) 7(5) | MAN<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>VEB Maschinenbau Halberstadt |
| **7524598**<br>*EWBN*<br>M-12442 | **SKALNYY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>94 | RS | **1975** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7364027**<br>*LAOB2*<br>N-00456<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SKAN BENEDIKTE**<br>ex Osco Benedikte-90<br>ex Osco Stripe-88 ex Carbo Stripe-75<br>**Benedikte II K/S**<br>Univan Management Services AS<br>Bergen Norway (NIS)<br>SatCom: 1312241/LAOB | **20 466**<br>14 942<br>33 950<br>T/cm<br>39,4 | NV | **1974** Eriksbergs M/V A/B (Lindholmen Div.) —Goteborg (679)<br>171,81 (BB) 26,93 11,850<br>162,41 26,54 15,63<br>1 dk<br>Bow/CM 86 Diam. 0,300 MH 0,9 | **M Tanker**<br>Chemical<br>DB<br>36 Ta ER<br>L.45 917 HeCls. CptB<br>16 Cargo pumps total 6 087T/hr | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW)<br>Eriksbergs M/V A/B<br>Gen 3 × 428kW 440V 60Hz a.c.<br>Fuel 199,0t (d.o.) 1 768,0t (hvf)-52,0pd |
| **7388736**<br>*LANM2*<br>N-00453<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SKAN GRETE**<br>ex Osco Tone-90 ex Osco Spirit-89<br>ex Saga Spirit-74<br>**Grete K/S**<br>Univan Management Services AS<br>Bergen Norway (NIS)<br>SatCom: 1312234/LANM | **20 466**<br>14 942<br>33 951<br>T/cm<br>39,4 | NV | **1974** Eriksbergs M/V A/B (Lindholmen Div.) —Goteborg (681)<br>171,81 (BB) 26,55 11,850<br>163,02 26,50 15,63<br>P -F - 1 dk<br>Bow/CM 86 Diam. 0,300 MH 0,9 | **M Tanker**<br>Chemical<br>DB<br>36 Ta ER<br>L.45 917 HeCls. CptB<br>16 Cargo pumps total 3 900T/hr | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW)<br>Eriksbergs M/V A/B<br>Gen 3 × 428kW 440V 60Hz a.c.<br>Fuel 199,0t (d.o.) 1 768,5t (hvf)-52,0pd |
| **7725154**<br>*OYRI4*<br>D-33244<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SKANDERBORG**<br>ex Dana Arabia-84<br>**Borgships Inc.**<br>Holdingaktieselskabet Dannebrog<br>Rungsted Denmark (DIS)<br>SatCom: 1610403/SKAN | T.Mk<br>**5 093**<br>1 909<br>8 002 | **✠100A1** M 3/89-6mos<br>heavy lift roll on — roll off cargo ship<br>movable decks<br>**✠LMC** **UMS**<br>EL F† 577,5/60,0U3<br>FN 4759 | **1979**-10 Nippon Kokan K.K.—Shimizu (377)<br>135,01 (BB) 24,29 6,681<br>124,01 24,01 14,36<br>RFD 10,7 2 dks, Upr intermediate hoistable dk fwd & Lwr hoistable dk aft light cargoes only<br>rf nil DK | **M RoRo Cargo** 6bth P<br>1 Ho 59,2 ER<br>B.18 569<br>TEU 476 C.Ho 36/20' C.RoRo Dk 176/20' C.Dk 264/20' incl. 12 ref C.<br>2 Ha (stl) (26,6 × 8,0) (21,3 × 9,0) ER<br>Cr 1(36) Der 1(120) | B&W<br>Oil 2SA 6Cy. 550 × 1380<br>8 040bhp (5 914kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 8kgf/cm$^2$ (7,8bar)<br>Gen 3 × 920kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 42,0t (d.o.) 1 468,0t (hvf)-24,5pd |
| **8108781**<br>*LKSO*<br>19700<br>Df Esd Gc<br>Pfd Rdr Rt | **SKANDI BETA**<br>**K/S A/S Austevoll Supply II**<br>K/S A/S Austevoll Supply<br>Bergen Norway | **494**<br>148<br>1 392 | NV | **1982** Hermann Suerken GmbH & Co. KG. —Papenburg (310)<br>67,87 14,81 5,006<br>59,62 14,51 6,91<br>F - 2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting Oil Recovery<br>8 Ta cyl vert<br>G.170 L.(oil) 1 050 | Wichmann<br>4 Oil 2SA each 6Cy. 300 × 450 geared to shafts<br>A/S Wichmann<br>Gen 2 × 1256kW 2 × 244kW<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd |

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| **SKANDI CAPTAIN**<br>ex Far Captain-89 ex Tender Captain-86<br>**K/S Brovig DOF Pipe Carriers**<br>Brovig Offshore A/S<br>Farsund Norway | T.Mk<br>**1 370**<br>631<br>2 500 | NV | **1979** Ulstein Hatlo A/S—Ulsteinvik (165)<br>81,08 18,04 4,323<br>76,21 18,01 7,12<br>F - 2 dks<br>rf nil conv Deck Cargo Pipe-carrier Supply Ship 81 | **TM Stand-by Safety Vessel**<br>for offshore installations Fire-fighting | MaK 6M453AK<br>2 Oil 4SA each 6Cy. 320 × 420 sr geared to sc. shafts<br>4 800bhp (3 531kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 1200kW 1 × 244kW 1 × 172kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 2 aft<br>14kn |
| **SKANDI FALCON**<br>**K/S Brovig DOF Pipe Carriers**<br>Brovig Offshore A/S<br>Farsund Norway | *2 637*<br>*791*<br>3 118 | NV | **1990** Moss Rosenberg Verft A/S—Moss ((41))<br>81,90 18,00 4,349<br>- - 4,35<br>2 dks | **TM Supply Ship**<br>Deck Cargo | Normo<br>2 Oil 4SA each 6Cy. 320 × 360 geared to sc. shafts<br>4 856kW (6 602bhp)<br>BMV Bergen Diesel A/S Bergen<br>Gen 2 × 1540kW 2 × 300kW 440V 60Hz a.c.<br>2 Thw. thrust propellers fwd<br>2 Thw. thrust propellers |
| **SKANDI FJORD**<br>**K/S A/S District Supply I**<br>Austevoll Management A/S<br>Bergen Norway<br>SatCom: 1311241/LMAI | *3 254*<br>*976*<br>3 119 | **100A1** CS 2/88<br>offshore well stimulation<br>ship DP(AM)<br>**LMC** **UMS**<br>EL 990,0/42,0<br>FN 2047<br>(NV) | **1983** Kaldnes M/V A/S—Tonsberg (216)<br>87,91 18,65 4,750<br>80,02 18,46 7,12<br>F 18,3 1 dk<br>rf - conv Deck Cargo Pipe-carrier Supply Ship 85 | **TM Offshore Well-Stimulation Vessel** | Wichmann 9AXAG<br>2 Oil 2SA each 9Cy. 300 × 450 with clutches, flexible couplings & sr geared to sc. shafts<br>7 200bhp (5 296kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 1400kW 2 × 250kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 2 aft<br>14,5kn |
| **SKANDI FORTUNE**<br>ex North Fortune-90<br>ex Northern Fortune-89<br>**K/S Brovig DOF Pipe Carriers**<br>Brovig Offshore A/S<br>Farsund Norway | T.Mk<br>**1 582**<br>868<br>3 366 | NV | **1983** Ulstein Hatlo A/S—Ulsteinvik (181)<br>80,50 5,003<br>75,32 17,51 7,32<br>2 dks | **TM Supply Ship**<br>Deck Cargo Pipe-carrier | Normo KVMB-12<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>6 120bhp (4 502kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 1256kW 2 × 244kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 2 aft<br>Fuel 1 328,0t (d.o.)-18,0pd 14kn |
| **SKANDI HAV**<br>**K/S Brovig DOF Pipe Carriers**<br>Brovig Offshore A/S<br>Farsund Norway | T.Mk<br>**1 593**<br>752<br>3 104 | NV | **1983** Trondhjems M/V, Aker Trondelag A/S —Trondheim (839)<br>87,69 4,750<br>80,02 18,46 7,12<br>2 dks | **TM Supply Ship**<br>Deck Cargo Pipe-carrier<br>10 Ta (stl) cyl vert<br>G.453 | Wichmann 9AXAG<br>2 Oil 2SA each 9Cy. 300 × 450 with clutches, flexible couplings & sr geared to sc. shafts<br>7 200bhp (5 296kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 1400kW 2 × 252kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 2 aft<br>14,5kn |
| **SKANDI HAWK**<br>**K/S Brovig DOF Pipe Carriers**<br>Brovig Offshore A/S<br>Farsund Norway | *2 637*<br>*791*<br>4 000 | NV | **1990** Brattvag Skipsverft A/S (43)<br>81,90 5,700<br>76,20 18,00 | **TM Supply Ship**<br>Deck Cargo<br>B.396 L.1 470 L.(oil) 1 367 | Normo BRM-6<br>2 Oil 4SA each 6Cy. 320 × 360 geared to sc. shafts<br>4 856kW (6 602bhp)<br>BMV Bergen Diesel A/S Bergen<br>Gen 2 × 1680kW 2 × 300kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Thw. thrust Contr. pitch propeller fwd<br>12kn |
| **SKANDI SURVEYOR**<br>ex Seisearch-81 ex Jaster-75<br>ex Patuda-74<br>**P/R Okland ANS**<br>Torunn Okland<br>Bergen Norway (NIS)<br>SatCom: 1311744/LNQK | T.Mk<br>**1 333**<br>345<br>— | ✠**100A1** SS 8/87<br>✠**LMC**<br>EL (o) $1\frac{7}{16}$"U2<br>FN 1236 | **1969**-1 Newport SB. & Eng. Ltd.—Newport, Mon. (96)<br>72,90 11,61 4,877<br>63,56 11,59 7,85<br>B 6,4 2 dks<br>rf 610 Box K 305 conv Stern Trawler Fishing 75 | **M Research**<br>Seismographic<br>Mchy.aft<br>2 Ha (stl)<br>Der 2(1) | Mirrlees<br>Oil 4SA 6Cy. 483 × 686<br>2 308bhp (1 698kW)<br>Mirrlees National Ltd. Stockport<br>Gen 1 × 248kW 1 × 192kW 1 × 144kW 440V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 336,5t (d.o.) 15kn |
| **SKANDIA**<br>**Nordisk Sten og Grus Kompagni A/S**<br>A/S Danena<br>Aarhus Denmark | **498**<br>188<br>— | | **1969** Limfjords-Vaerftet A/S—Aalborg (25)<br>58,07 10,32 3,798<br>52,99 10,29 3,99<br>1 dk | **M Dredger/Sand Carrier**<br>Suction<br>Mchy.aft | MaK<br>Oil 4SA 6Cy.<br>Atlas-MaK Maschinenbau Kiel<br>Fuel (d.o.) |
| **SKANDIA K.**<br>ex Miranda-91<br>**Juan J. Rodriguez**<br>La Guaira Venezuela | **559**<br>218<br>693 | ✠Classed LR until 8/4/85 | **1950**-5 Canadian Vickers Ltd.—Montreal, P.Q. (244)<br>55,94 9,17 3,366<br>51,82 9,15 5,49<br>1 dk & S dk<br>RW rf 76 | **M General Cargo**<br>Ref<br>2 Ho 15,8 16,4 ER<br>G.1 420 B.1 311 In.35<br>2 Ha (9,0 8,5 × 4,8) ER<br>5W Der 1(15) 4(5) | OSD Nordberg<br>Oil 4SA 6Cy. 330 × 420<br>900bhp (662kW)<br>Nordberg Manufacturing Co. St. Louis, Mo<br>Gen 3 × 45kW 110V d.c.<br>Fuel 71,0t (d.o.) 9kn |
| **SKANEVIK**<br>**Hardanger Sunnhordlandske D/S**<br>Bergen Norway | **378**<br>143<br>— | | **1967** Ulstein M/V A/S—Ulsteinvik (47)<br>44,33 9,94 2,833<br>39,50 9,20 3,66<br>1 dk<br>rf 1003 BK 152 | **TM RoRo Cargo/Ferry**<br>Cars 30<br>Mchy.aft | Wichmann<br>348P 2 Oil 2SA each 3Cy. 280 × 420<br>900bhp (662kW)<br>A/S Wichmann Rubbestadneset<br>Fuel 18,5t (d.o.)-3,0pd |
| **SKANLILL**<br>ex Skanlith-83<br>**Gullan Irene Karolina Andersson**<br>A/B Broderna Hoglund<br>Kalmar Sweden | T.Mk<br>**400**<br>260<br>1 094 | BV | **1974** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (335)<br>64,62 11,08 3,588<br>57,84 11,00 6,20<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 46,4 1 TwD 39,7<br>G.2 585 B.2 316<br>1 Ha (stl) (32,3 × 8,0) ER | Callesen 8-427-HT<br>Oil 4SA 8Cy. 270 × 400<br>1 000bhp (736kW)<br>Aabenraa Motorfabrik Abenra<br>Gen 2 × 45kW 1 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 68,0t (d.o.) 11kn |
| **SKANLITH**<br>**Partrederiet Skanlith**<br>John Christensen Jespergaard<br>Aeroskobing Denmark (DIS) | *1 093*<br>*639*<br>1 800 | BV | **1989** Sakskobing Mask. og Skibsvaerft —Sakskobing (40)<br>67,00 10,30 4,501<br>62,00 10,20<br>2 dks | **M General Cargo**<br>Ice strengthened<br>TEU 62 C. 62/20'<br>Cr 1(12) | Alpha 6L23/30<br>Oil 4SA 6Cy. 225 × 300 with clutches & sr geared to sc. shaft<br>749kW (1 018bhp)<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 3 × 88,8kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>11,7kn |
| **SKANSATANGI**<br>ex Sjurdaklettur-82 ex Ranafossur-80<br>**P/f Bacalao**<br>Torshavn Faeroes (Danish) | **217**<br>83<br>200 | NV (BV) | **1963** At. & Ch. de la Manche—Dieppe (C1168)<br>35,36 7,22 3,302<br>31,20 7,17 3,76<br>P -F - 1 dk<br>conv Side-fishing Fishing 79 | **M Fishing**<br>Stern Trawler<br>2 Ha (1,2 × 1,0) (1,6 × 1,3)<br>Der 1(5) | Alpha<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW) NE 79<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 95kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 39,0t (d.o.) 11,5kn |

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| **7646841**<br>*EOEC*<br>M-34686<br>Df Esd Gc<br>Rdr Rt | **SKAP**<br><br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **744**<br>213<br>350 | RS | **1977** ............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd |
| **7414042**<br>*JXNQ*<br>18467<br>Df Esd Gc<br>Pfd Rdr Rt | **SKARBJORN**<br><br>**Skarbjorns Rederi A/S**<br>Aalesund Norway | **493**<br>229<br>— | NV | **1975** Soviknes Verft A/S—Sovik (16)<br>54,95 8,89 4,496<br>46,11 8,87 4,60<br>1 dk & S dk<br>rf 1097 BK 140 len 82 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>Mchy.aft<br>In.409<br>OSD | Alpha<br>Vee Oil 4SA 10Cy. 225 × 300<br>1 550bhp (1 140kW)<br>Alpha-Diesel A/S<br>Gen 2 × 109kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 152,5t (d.o.) |
| **6810081**<br>*LNZH*<br>16947<br>Df Esd Gc<br>Rdr RTh | **SKARBO VIKING**<br>ex Bjornoy-87<br>**Bernt Skarbovik A/S**<br>Aalesund Norway | T.Mk<br>**415**<br>176<br>579 | NV | **1968** Smedvik Mek. Verksted A/S—Tjorvag (15)<br>45,45 8,56 —/4,471<br>40,04 8,54 6,68<br>2 dks<br>rf 114 BK 13 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>3 Ho 5,4 3,5 15,4 ER<br>4 Ha (stl) (3,0 × 1,9) (3,5 × 2,5) (1,5 × 1,9) (1,5 × 1,5) ER<br>1W Der 1(3) | Wichmann<br>Oil 2SA 8Cy. 280 × 420<br>1 000bhp (736kW)<br>A/S Wichmann<br>Gen 2 × 92kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **6406701**<br>*YTHS*<br>3T-117<br>Rt | **SKARDA**<br><br>**"Adria" Kombinat za Ulov Preradu i Promet Ribom**<br>Zadar Croatia | **113**<br>78<br>180 | JR | **1955** Brodogradiliste "Zadar"—Zadar<br>27,59 6,51 3,271<br>24,01 6,46<br>1 dk | **Wood M Fish Carrier**<br>1 Ho 13,0<br>1 Ha (4,5 × 2,5)<br>1W Der 1(1) | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>300bhp (221kW) NE 70<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 7kW 24V d.c.<br>Fuel 6,0t (d.o.) |
| **7383035**<br>*TFQN*<br>1416<br>Df Esd Pfd<br>Rdr Rt | **SKARDSVIK**<br><br>**Silar og Fiskimjolsverksmioja Akraness h/f**<br>Akranes Iceland | **347**<br>151<br>406 | (NV) | **1975** Batservice Verft A/S—Mandal (619)<br>43,57 8,31<br>37,62 8,21 4,22<br>2 dks<br>rf 1148 BK 145 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>3 Ta ER<br>3 Ha (each 2,0 × 2,5) ER | Wichmann<br>Oil 2SA 5Cy. 300 × 450<br>1 250bhp (919kW)<br>A/S Wichmann<br>Gen 2 × 104kW 1 × 24kW 380V 50H<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **8718914**<br>*LAPQ*<br>20517<br>Rdr Rt | **SKAREGG**<br><br>**P/R Skaregg ANS**<br>Johan Karsten Skjong<br>Aalesund Norway | *499*<br>*149*<br>— | | **1989** L. H. Salthammer Batbyggeri A/S—Vestnes ((54))<br>53,00<br>10,40 6,52 | **M Fishing**<br>Stern Trawler Ref<br>In.260 | Caterpillar<br>Oil geared to sc. shaft<br>Caterpillar Inc. |
| **6810471**<br>*TFNG*<br>1023<br>Df Esd Rdr<br>Rt | **SKARFUR**<br>ex Fylkir-80 ex Eyjaver-79<br>ex Solvi Bjarnason-77 ex Slettanes-74<br>**Fiskanes H/f**<br>Grindavik Iceland | **227**<br>97<br>— | | **1967** VEB Elbewerft—Boizenburg<br>34,75 7,22 2,706<br>29,60 7,19 3,81<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Lister Blackstone Ltd.<br>Fuel (d.o.) |
| **7727310**<br>*SFTJ*<br><br>Esd Gc Rdr<br>Rt | **SKARGARDEN**<br><br>**Waxholms Angfartygs A/B**<br>Vaxholm Sweden | **315**<br>155<br>60 | | **1978** Oregrund M/V AB—Oregrund (B38)<br>35,01 7,42 1,401<br>32,11 7,23 2,47<br>2 dks | **Aluminium Alloy QM Ferry**<br>399dk P | Scania<br>4 Oil 4SA each 6Cy. 127 × 145 revers geared to sc. shafts<br>1 080bhp (794kW)<br>Saab-Scania |
| **7424750**<br>*LAQE*<br>18636<br>Esd Gc Rdr<br>Rt | **SKARHAUG**<br><br>**P/R Skarhaug ANS**<br>Ivar Bjornoy<br>Aalesund Norway | *347*<br>*144*<br>224 | | **1975** Fiskerstrand Verft A/S—Alesund (28)<br>30,21 7,35 3,601<br>25,91 7,32 5,82<br>1 dk | **M Fishing**<br>Mchy.aft | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| **6714835**<br>*LLJU*<br>16740<br>Df Esd Gc<br>Pfd Rdr Rt | **SKARHEIM**<br><br>**Bernt Skarbovik A/S**<br>Aalesund Norway | *761*<br>*360*<br>— | NV | **1967** Soviknes Verft A/S—Sovik (67)<br>49,87 8,87 4,573<br>44,02 8,84 4,73<br>2 dks<br>rf 1143 BK 119 | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>2 Ho ER<br>2 Ha (1,9 × 1,5) (2,9 × 1,9) ER<br>1W Der 1(5) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 116kW 220V 50Hz a.c.<br>Fuel 81,5t (d.o.) |
| **5192896**<br>*LDTX*<br>14253<br>Rdr Rt | **SKARHOLM**<br>ex Kongsvag-87<br>**Klaus Kristoffersen**<br>Haugesund Norway | *150*<br>*45*<br>— | | **1955** Gravdal Skipsbyggeri—Sunde<br>29,47 6,25<br>6,23<br>1 dk<br>len 56 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Aabenra<br>Oil 4SA 3Cy. 270 × 400<br>240bhp (177kW) NE 65<br>Aabenraa Motorfabrik<br>Fuel (d.o.) |
| **8805353**<br>*LAML*<br>20492<br>Rdr Rt | **SKARNSUND**<br><br>**Innherredsferja A/S**<br>Levanger Norway | *330*<br>*108*<br>100 | (NV) | **1988** Statland Mek. Verksted—Nord-Statland ((64))<br>3,150<br>11,00 4,02<br>1 dk | **M RoRo Cargo/Ferry**<br>200dk P | Alpha<br>Oil 4SA 6Cy. 225 × 300<br>566kW (769bhp)<br>MAN-B&W Diesel A/S<br>Gen 2 × 97kW 230V 50Hz a.c. |
| **8317825**<br>*OIRR*<br>1614<br>Esd Gc Rdr<br>RTv | **SKARPEN**<br><br>**Government of The Republic of Finland (Ministry of Merchant Marine)**<br>Turku/Abo Finland | *120*<br>*36*<br>34 | | **1983** Rauma-Repola Oy—Savonlinna (460)<br>23,91 6,61 2,701<br>20,71 3,51<br>1 dk | **M RoRo Cargo/Ferry**<br>37dk P | Wartsila<br>Oil 4SA 6Cy. 240 × 310 with clutches couplings & sr reverse geared to s<br>865bhp (636kW)<br>Oy Wartsila Ab<br>Gen 1 × 44kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 10,0t (d.o.)-2,0pd |
| **6501769**<br>*SLZE*<br><br>Esd Rdr RTv | **SKARPO**<br><br>**Waxholms Angfartygs A/B**<br>Vaxholm Sweden | **166**<br>60<br>— | | **1965** A/B Broderna Larssons Varv—Kristinehamn (412)<br>28,91 6,84 2,661<br>25,48 6,81 2,90<br>1 dk | **M Ferry**<br>233P | Alpha<br>Oil 2SA 7Cy. 240 × 400<br>560bhp (412kW)<br>Alpha-Diesel A/S<br>Gen 2 × 20kW 220V d.c.<br>Fuel 9,0t (d.o.)-2,0pd |
| **5331088**<br>*GQKC*<br>145680<br>EsdRTm | **SKARTHI**<br><br>**S.M.P. (Services) Ltd.**<br>Scarborough United Kingdom | **112**<br>36<br>112 | ✠**100A1** SS 12/90<br>hopper dredger<br>✠**LMC**<br>EL (a)<br>FN 223 | **1952**-7 W. J. Yarwood & Sons Ltd.—Northwich (875)<br>25,79 6,91 1,905<br>24,36 6,71 2,44<br>1 dk<br>RW | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Dredging depth 9,1<br>Mchy.aft<br>Hopper 54<br>Cr 1(3) | Scania<br>Oil 4SA 6Cy. 127 × 145 reverse redu to sc. shaft<br>230bhp (169kW) NE 5/71<br>Saab-Scania<br>Fuel 2,5t (d.o.) |
| **5331105**<br>*XPQZ*<br>J2838 | **SKARVASTEINUR**<br>ex Mik-58<br>**Tvoroyri Kommuna**<br>Tvoroyri Faeroes (Danish) | **103**<br>49<br>152 | | **1950** Kolding Nye Skibs. & Baadebyggeri —Kolding<br>*23,60* 6,74<br>6,68 2,70<br>1 dk | **Wood Aux M General Cargo**<br>Galleas<br>2 Ha (3,4 5,3 × 4,1)<br>Der 1(2) | Penta<br>Oil 4SA 6Cy. 120 × 140<br>225bhp (166kW) NE 66<br>A/B Volvo-Penta<br>Fuel (d.o.) |
| **7947192**<br>*SJOL*<br><br>Rdr Rt | **SKARVEN**<br><br>**A/B Goteborg-Styrso Skargardstrafik**<br>Goteborg Sweden | **106**<br>33<br>— | | **1981** A/B Djupviks Batvarv—Djupvik (309)<br>28,81 7,50<br>... ... ... | **TM Ferry**<br>300P | Penta<br>2 Oil 4SA each 6Cy. 130 × 150<br>656bhp (483kW)<br>A/B Volvo-Penta<br>Thw. thrust propeller fwd |

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|---|---|---|---|---|---|
| KARVO<br>R Skarvo<br>te L. Edvardsson<br>ono<br>Sweden | **138**<br>62<br>— | | **1964** Th. Hellesoy & Pile—Lofallstrand<br>27,74 6,79<br>6,63 3,43<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | Jonkopings<br>Oil 4SA 7Cy. 260 × 400<br>650bhp (478kW)<br>A/B Jonkopings Motfb. Jonkoping<br>Fuel (d.o.) 11kn |
| **KARVOY**<br>Roro G-89 ex Gardenia-84<br>Fernbay-74<br>**dia Shipping Corp.**<br>umber Ship Services Ltd.<br>Bahamas<br>ssau | **1 889**<br>908<br>3 433 | NV | **1974** Kristiansands M/V A/S—Kristiansand S. (219)<br>124,16 16,03 4,979<br>111,89 16,01 11,61<br>2 dks<br>conv RoRo Cargo 74 | **TM Passenger/RoRo Cargo**<br>Bow door/ramp Stern door/ramp<br>Ice strengthened<br>Lane Length 725 Cargo Width 5,00<br>Clear height 5,30<br>Mchy.aft<br>G.13 580 B.11 214 | Normo LDM-9<br>4 Oil 4SA each 9Cy. 250 × 300 sr geared to sc. shafts<br>5 040bhp (3 707kW)<br>A/S Bergens M/V Bergen<br>Gen 1 × 426kW 2 × 320kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 46,0t (d.o.) 361,0t (hvf)-17,0pd 14,5kn |
| **KARVOY JUNIOR**<br>Skaregg Junior-89 ex Skaregg-88<br>Per Roald ex Kjell Severin<br>**/S Skarvoy**<br>istiansund Norway | *196*<br>*61*<br>— | | **1967** Langsten Slip & Batbyggeri A/S—Tomra i Romsdal (35)<br>28,35 —<br>25,43 6,52 5,57<br>1 dk<br>len 82 | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 sr geared to sc. shaft<br>850bhp (625kW) NE 75<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 30kW 220V 50Hz a.c.<br>Fuel 21,0t (d.o.)-2,5pd 10kn |
| **KARVUR**<br>Cutter II-73<br>**/f A/S Beta**<br>uglafjord Faeroes (Danish) | **403**<br>212<br>236 | NV (BV) | **1969** VEB Rosslauer Schiffswerft—Rosslau (3287)<br>37,70 8,21 3,468<br>33,00 8,18 5,49<br>1 dk<br>rf 191 BK 102 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 8,5 ER<br>In.332<br>1 Ha ER | Wichmann<br>Oil 2SA 4Cy. 300 × 450<br>1 200bhp (883kW) NE 78<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 140kW 1 × 96kW 380V 50Hz a.c.<br>Fuel 162,5t (d.o.) 9,5kn |
| **KAT**<br>**overnment of The Republic of Russia (Ministry of Gas Industry)**<br>(U.S.S.R.) | **3 878**<br>—<br>4 500 | RS (Class cont.) | **1989** Wartsila Marine Industries Inc.—Turko/abo (376)<br>92,03 4,501<br>85,02 17,01 7,01<br>1 dk | **TD-E Diving Support Ship**<br>for offshore installations | Wartsila 12V22<br>4 Vee Oil 4SA each 12Cy. 220 × 240 total 1 304kW (1 773bhp) driving gen. of 200kW a.c. connected to 2 elec. motors each of 2 175shp (1 600kW) geared to sc. shafts<br>Oy Wartsila Ab Vaasa/Vasa<br>2 Directional propellers<br>12kn |
| **KAT**<br>**amchatka Shipping Co.**<br>Petropavlovsk -<br>(U.S.S.R.)<br>Kamchatskiy) | *235*<br>*104*<br>455 | RS | **1987** ............U.S.S.R.<br>35,17 3,120<br>33,25 8,01 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>U.S.S.R. |
| **KAT**<br>**evryba**<br>Murmansk) (U.S.S.R.) | **210**<br>55<br>112 | RS | **1983** ............U.S.S.R.<br>25,81 11,71 2,680<br>3,36<br>1 dk | **TM Fishing**<br>Twin Hull<br>Ice strengthened | 2 Oil<br>............. |
| **KAT**<br>**ugryba**<br>Kerch) (U.S.S.R.) | *191*<br>*85*<br>323 | RS | **1986** ............U.S.S.R.<br>29,45 8,15 3,120<br>28,50 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| **SKATER**<br>ex Tundra Skater-91 ex Hilco Skater-88<br>**Sprinter Shipping S.A.**<br>Enterprises Shipping & Trading S.A.<br>Nassau Bahamas | T.Mk<br>**6 633**<br>3 477<br>—<br>**9 002**<br>5 078<br>12 545 | NV | **1981** A/S Framnaes M/V—Sandefjord (195)<br>146,34 24,54 —/9,814<br>136,30 23,06 14,81<br>P 12,2 B 9,8 F 20,5 5 dks<br>rf nil | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>4 Ho 30,6 20,1 20,1 ER 28,5<br>In.15 935<br>TEU 148 C. 148/20' (40')<br>6 Ha (stl) (12,6 × 10,3) (12,6p&s 12,6p&s × 5,3) ER (12,6 × 10,3)<br>Cr 4(10) | B&W 5L80GFCA<br>Oil 2SA 5Cy. 800 × 1950<br>14 000bhp (10 298kW)<br>A/B Gotaverken Goteborg<br>Gen 4 × 900kW 440V 60Hz a.c.<br>Fuel 344,0t (d.o.) 2 020,0t (hvf)-51,0pd 20kn |
| **SKAUBAY**<br>ex Skaudrott-91 ex Kosmos Spirit-91<br>ex Atlantic Spirit-90<br>ex Atlantic Peace-88 ex Cys Olympia-84<br>**SPT Skaubay KS**<br>Skaugen PetroTrans Inc.<br>Oslo Norway (NIS)<br>SatCom: 1311572/LAFC | *53 014*<br>*24 766*<br>84 631<br>T/cm<br>95,1 | **✠100A1** SS 8/88<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL T† 715,0/87,0U3<br>FN 14280 | **1983**-6 Stocznia im. "Komuny Paryskiej"—Gdynia (B555/201)<br>248,62 (BB) 41,64 12,474<br>236,46 41,61 18,78<br>F 18,9 1 dk<br>rf nil Bow/CM 124 Diam. 0,410 MH 2,1 | **M Tanker**<br>IGS (LR) SBT pt higher tensile steel DSS<br>11 Ta ER<br>L.(oil) 99 844<br>3 Cargo pumps total 10 500T/hr | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>19 080bhp (14 034kW)<br>H. Cegielski Poznan<br>2 WTAuxB (o.f.) 17,8kgf/cm$^2$ (17,5bar)<br>AuxB (ex.g) 7,6kgf/cm$^2$ (7,5bar)<br>Gen 3 × 720kW 440V 60Hz a.c.<br>Fuel 499,0t (d.o.) 3 997,5t (hvf) |
| **SKAUBORG**<br>ex Ocean Great-91<br>**Skauborg KS**<br>S & C Marine AS<br>Oslo Norway (NIS) | *23 195*<br>*13 367*<br>38 135 | NV (NK) | **1983** Imabari Zosen—Marugame (1118)<br>189,97 (BB) 28,45 11,016<br>180,02 28,41 15,32<br>P 28,7 F 12,8 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.49 051 B.46 998<br>5 Ha (stl) (12,8 24,8 24,8 19,2 19,2 × 14,4) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>9 600bhp (7 061kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 450kW 450V 60Hz a.c.<br>Fuel 191,5t (d.o.) 1 980,5t (hvf)-23,0pd 13,5kn |
| **SKAUBRYN**<br>ex Skeena-91<br>**Skaubryn KS**<br>S & C Marine AS<br>Oslo Norway (NIS)<br>SatCom: 1312536/LAJV | T.Mk<br>**19 305**<br>11 796<br>25 098<br>**33 059**<br>21 928<br>41 668 | NV | **1982** A/S Nye Fredriksstad Mek. Verk. —Fredrikstad (441)<br>182,51 32,29 9,011/12,018<br>173,23 26,84 26,80<br>3 dks | **M RoRo Cargo/ Vehicles Carrier**<br>Angled stern door/ramp (a)<br>L 45,15 W 12,50 SWL 208<br>Lane Length 19085<br>Cargo Width 12,46 Clear height 6,70<br>Cars 4033<br>B.69 445<br>TEU 1061 C. 1061/20' (40') | B&W 7L67GFCA<br>Oil 2SA 7Cy. 670 × 1700<br>15 200bhp (11 181kW)<br>A/S Nye Fredriksstad Mek. Verk. Fredrikstad<br>Gen 3 × 1400kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 442,0t (d.o.) 3 503,0t (hvf)-51,0pd 14,5kn |
| **SKAUFAST**<br>ex Coral Sea-89 ex Toryo Maru-88<br>**Skaufast KS**<br>S & C Marine AS<br>Oslo Norway (NIS)<br>SatCom: 1310671/LAZQ | **43 699**<br>33 310<br>87 175<br>T/cm<br>88,6 | NV (NK) | **1980** Kurushima Dockyard Co. Ltd.—Onishi (2125)<br>243,00 42,04 12,731<br>230,00 42,00 19,80<br>1 dk | **M Tanker**<br>COW IGS<br>Mchy.aft<br>L.(oil) 105 914<br>3 Cargo pumps total 7 500T/hr | MAN 16V52/55A<br>Vee Oil 4SA 16Cy. 520 × 550<br>12 416kW (16 880bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 1 × 560kW 2 × 440kW 450V 60Hz a.c.<br>Fuel 300,0t (d.o.) 2 853,0t (hvf)-53,5pd 14,5kn |
| **SKAUFJORD**<br>ex Jalinga-91 ex Pernas Dulang-87<br>**SPT Skaufjord KS**<br>Skaugen PetroTrans Inc.<br>Sandefjord Norway (NIS)<br>SatCom: 1312572/LAOG | *52 509*<br>*23 149*<br>84 656<br>T/cm<br>35,8 | **✠100A1** SS 10/88<br>oil tanker<br>**✠LMC** **(UMS)**<br>**IGS**<br>EL T† 715,0/87,0U3<br>FN 14245 | **1983**-12 Stocznia im. "Komuny Paryskiej" —Gdynia (B557/02)<br>247,20 (BB) 41,64 12,451<br>236,00 41,61 18,75<br>1 dk<br>rf nil Bow/CM 125 Diam. 0,510 MH 1,8 | **M Tanker**<br>COW(LR) IGS(LR) PL(LR) SBT(LR)<br>pt higher tensile steel<br>11 Ta ER<br>L.(oil) 96 978<br>3 Cargo pumps total 3 100T/hr | Sulzer 6RND90M<br>Oil 2SA 6Cy. 900 × 1550<br>19 080bhp (14 034kW)<br>H. Cegielski Poznan<br>2 WTAuxB (o.f.) 17,8kgf/cm$^2$ (17,5bar)<br>AuxB (ex.g) 8,7kgf/cm$^2$ (8,6bar)<br>Gen 2 × 800kW 1 × 720kW 440V 60Hz a.c.<br>Fuel 345,5t (d.o.) 3 997,5t (hvf) |
| **SKAUGRAN**<br>**Skaugran KS**<br>S & C Marine AS<br>Oslo Norway (NIS)<br>SatCom: 1311146/LADB | T.Mk<br>**16 366**<br>9 367<br>34 139<br>**28 137**<br>20 126<br>42 424 | NV | **1979** A/S Fredriksstad M/V—Fredrikstad (435)<br>182,51 32,31 10,381/12,018<br>173,21 32,26 25,81<br>3 dks<br>rf nil | **M RoRo Cargo/ Vehicles Carrier**<br>Quarter stern door/ramp (s)<br>L 45,15 W 22,80 SWL 208<br>Cars 3504<br>Mchy.aft<br>B.67 313<br>TEU 895 C.Dk 895/20'(40') | B&W 8L67GF<br>Oil 2SA 8Cy. 670 × 1700<br>14 945bhp (10 993kW)<br>B&W Maskinfabrik Kobenhavn<br>Gen 3 × 1076kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>15kn |
| **SKAUGULF**<br>ex Jacinth-91<br>**SPT Skaugulf KS**<br>Skaugen PetroTrans Inc.<br>Sandefjord Norway (NIS)<br>SatCom: 1313214/LAOE | **30 754**<br>21 370<br>68 817<br>T/cm<br>65,8 | NV | **1981** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (984)<br>224,09 32,24 13,432<br>219,01 32,20 19,03<br>1 dk<br>Bow/CM 114 Diam. 0,410 MH 0,9 | **M Tanker**<br>COW IGS<br>Mchy.aft<br>L.(oil) 75 604<br>7 Cargo pumps total 4 746T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 4 × 950kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 038,0t (d.o. & hvf)-46,0pd 14,75kn |

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| **8009571**<br>*LAOH2*<br>N-00625<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SKAULAKE**<br>ex Janus-91<br>**SPT Skaulake KS**<br>Skaugen PetroTrans Inc.<br>Sandefjord Norway (NIS)<br>SatCom: 1313215/LAOH | **31 961**<br>23 791<br>67 208<br>T/cm<br>64,9 | NV | **1982** Tsuneishi Zosen K.K.—Numakuma (478)<br>225,51 (BB) 13,431<br>216,01 32,21 19,03<br>P 10,7 B 11,9 F 19,9 1 dk<br>Bow/CM 110 Diam. 0,450 MH 0,9 | **M Tanker**<br>COW IGS PL SBT<br>9 Ta ER<br>L.(oil) 68 863 HeCls. BC<br>3 Cargo pumps total 6 000T/hr | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>12 900bhp (9 489kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 740kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 193,5t (d.o.) 2 042,0t (hvf)-46,0 |
| **8009569**<br>*LAOF2*<br>N-00622<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SKAUSTREAM**<br>ex Jaguar-91<br>**SPT Skaustream KS**<br>Skaugen PetroTrans Inc.<br>Sandefjord Norway (NIS)<br>SatCom: 1312146/LAOF | **31 926**<br>23 759<br>58 327<br>T/cm<br>65,9 | NV | **1981** Tsuneishi Zosen K.K.—Numakuma (477)<br>228,00 (BB) 32,21 13,431<br>216,01 32,06 19,03<br>P 10,7 B 11,9 F 19,9 1 dk<br>Bow/CM 110 Diam. 0,450 MH 0,9 | **M Tanker**<br>COW IGS SBT<br>7 Ta ER<br>L.(oil) 74 388<br>3 Cargo pumps total 6 000T/hr | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>14 400bhp (10 592kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 880kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 193,0t (d.o.) 2 042,0t (hvf)-43,0 |
| **8921822**<br>*LAED4*<br>N-01018<br>Df Esd Gc<br>Rdr<br>AMVER | **SKAUTOPP**<br>ex Western Skautopp-91<br>**BS Skautopp KS**<br>S & C Marine AS<br>Oslo Norway (NIS)<br>SatCom: 1312403/LAED | *23 272*<br>*13 681*<br>42 004<br>T/cm<br>47,6 | NV | **1990** Oshima Shipbuilding co. Ltd.—Nagasaki (10133)<br>179,99 (BB) 30,52 11,228<br>172,00 30,50 15,80<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.52 125 B.49 832<br>5 Ha (stl) (14,4 19,2 19,2 19,2 19,2 × 15,3) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 520 × 1800<br>5 296kW (7 200bhp)<br>Diesel United Ltd.<br>Gen 3 × 410kW 440V 60Hz a.c.<br>Fuel 107,79t (d.o.) 1 346,19t (hvf)-23 |
| **8025317**<br>*LAMP4*<br>N-01114<br>Df Esd Gc<br>Pfd Rdr<br>AMVER | **SKAUTROLL**<br>ex World Mercury-91<br>ex Star Mercury-87 ex Star Teresa-85<br>Launched as World Teresa<br>**Skautroll KS**<br>S & C Marine AS<br>Oslo Norway (NIS) | *21 968*<br>*12 947*<br>37 497<br>T/cm<br>44,6 | ✠**100A1** SS 7/88<br>bulk carrier<br>strengthened for heavy cargoes, holds Nos. 2 & 4 may be empty<br>timber deck cargoes<br>✠**LMC**<br>EL K† 632,5/68,0U3(a)<br>FN 7833 | **1983**-7 Osaka Zosensho—Osaka (411)<br>186,21 (BB) 28,45 11,245<br>178,01 28,40 15,60<br>P 30,8 F 14,7 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 27,2 28,0 25,6 28,0 27,2 ER<br>G.46 939 B.46 068<br>5 Ha (stl) (16,0 16,8 16,0 16,8 16,8 × 13,6) ER<br>Cr 5(25) | B&W<br>Oil 2SA 8Cy. 550 × 1380<br>12 000bhp (8 827kW)<br>Hitachi Zosen Sakurajima<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 470kW 450V 60Hz a.c.<br>Fuel 181,5t (d.o.) 1 968,0t (hvf) |
| **8002080**<br>*LAWM2*<br>N-00697<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SKAW PRINCE**<br>ex Iver Expert-90 ex White Excelsior-89<br>**Filey International Inc.**<br>Wind Management AS<br>Oslo Norway (NIS)<br>SatCom: 1310174/LAWM | **22 082**<br>14 738<br>38 598 | AB | **1981** Onomichi Zosen K.K.—Onomichi (298)<br>182,30 (BB) 31,42 10,951<br>172,02 31,40 17,23<br>1 dk<br>rf nil | **M Tanker**<br>IGS SBT<br>7 Ta ER<br>L.(oil) 45 658<br>3 Cargo pumps total 3 900T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>12 000bhp (8 827kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 600kW 450V 60Hz a.c. |
| **7393339**<br>*LAIH2*<br>N-00289<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SKAW PRINCESS**<br>ex Iver Christina-91 ex Dagfred-89<br>ex Dagitab-88 ex Salina-86 ex Alkes-83<br>ex Alice Redfield-80<br>**Corsair Holding Inc.**<br>Wind Management AS<br>Oslo Norway (NIS)<br>SatCom: 1310166/LAIH | **31 878**<br>22 711<br>57 372<br>T/cm<br>57,2 | NV<br>✠Classed LR until 21/2/88 | **1978**-6 Cammell Laird Shipbuilders Ltd. —Birkenhead (1369)<br>210,01 (BB) 32,31 12,466<br>202,50 32,25 16,41<br>P 25,3 1 dk<br>rf nil Bow/CM 106 Diam. 0,360 MH 2,4 | **M Tanker**<br>IGS<br>21 Ta ER<br>L.(oil) 71 731<br>6 Cargo pumps total 6 400T/hr | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>12 799kW (17 400bhp)<br>G. Clark & N.E.M. Ltd.<br>Gen 3 × 780kW 450V 60Hz a.c. |
| **8109199**<br>*DZCD*<br>230840<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **SKAW TRADER**<br>ex Clipper Hope-84<br>**Kasunduan Shipping Corp.**<br>Anglo-Eastern Ship Management Ltd.<br>Manila Philippines | **10 234**<br>7 638<br>18 757<br>T/cm<br>28,2 | NK | **1982** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (301)<br>146,08 (BB) 22,89 9,297<br>137,01 22,86 12,60<br>P 29,3 F 15,9 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.23 197 B.22 378 HeCls. B<br>4 Ha (stl) (16,0 × 9,6) (19,2 19,2 19,2 × 11,2) ER<br>4W Der 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1250 reverse red<br>to sc. shaft<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 340kW 445V 60Hz a.c.<br>Fuel 177,5t (d.o.) 1 519,0t (hvf)-25,5 |
| **8413394**<br>*OZMK*<br>D2964<br>Esd Gc Rdr<br>RTm/v | **SKAWBANK**<br>**Jorgen Ottesen**<br>Skagen Denmark | *442*<br>*199*<br>221 | BV | **1984** Orskov Christensens Staalskibs. A/S —Frederikshaven (147)<br>34,96 8,03 3,950<br>30,97 8,01 4,02<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>In.260 | Alpha<br>Oil 4SA 6Cy. 225 × 300 with clutches<br>couplings & sr geared to sc. shaft<br>999bhp (735kW)<br>B&W Alpha Diesel Div. of B&W Dies<br>Gen 2 × 80kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 92,5t (d.o.) |
| **6806690**<br>*OXDS*<br>D1899<br>Df Esd Pfd<br>Rdr Rt | **SKAWBOEN**<br>ex Sagoland-71<br>**Ole Kristoffersen**<br>Skagen Denmark | **164**<br>76<br>— | BV | **1967** VEB Rosslauer Schiffswerft—Rosslau (S.750/17)<br>33,63 6,61 2,699<br>29,57 6,58 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho ER<br>G.146<br>4 Ha (each 1,2 × 1,2) ER<br>Der 2(0,25) | Polar<br>Oil 4SA 6Cy. 250 × 300<br>662kW (900bhp)<br>Nydqvist & Holm A/B<br>Gen 2 × 52kW 220V a.c.<br>Fuel 28,5t (d.o.) |
| **6416926**<br>*UZVE*<br>M-10168<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SKAZOCHNIK ANDERSEN**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 794**<br>1 553<br>2 570 | RS<br>✠Classed LR until 9/67 | **1965**-2 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (802)<br>102,70 16,03 5,550<br>91,01 16,01 11,13<br>RFD 10,1 2 dks, 3rd dk in Nos. 1 2 & 3 holds<br>4th dk in Nos. 1 & 2 holds<br>rf 203 DK fwd | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 4 Ta<br>B.304 In.3 395 L.134<br>5 Ha (1,9 1,9 × 1,9) (2,8 2,8 × 3,0) (2,9 × 3,8)<br>6W Der 2(7) 4(3) | B&W<br>Oil 2SA 6Cy. 500 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 3 × 340kW 1 × 168kW 440<br>Controllable pitch propeller |
| **8827351**<br>*V8V2009*<br>0110<br>Rt | **SKBB KEMAJUAN 301**<br>**Syarikat Kejuruteraan Bumiputra Belait Sendirian Berhad**<br>Bandar Seri Begawan Brunei | **810**<br>243<br>— | BV | **1989** Green Bay Marine (Pty.) Ltd.—Singapore (P70)<br>59,00 2,510<br>51,30 12,00 3,80<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Oil 4SA each 12Cy. 170 × 190<br>1 908kW (2 594bhp)<br>Caterpillar Inc.<br>Gen 3 × 655kW 220V 50Hz a.c.<br>Fuel 151,89t (d.o.) |
| **8827363**<br>*V8V2010*<br>0111<br>Rt | **SKBB KEMAJUAN 302**<br>**Syarikat Kejuruteraan Bumiputra Belait Sendirian Berhad**<br>Bandar Seri Begawan Brunei | **810**<br>243<br>— | BV | **1989** Green Bay Marine (Pty.) Ltd.—Singapore (P71)<br>- 2,500<br>55,45 12,00 3,80<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Oil 4SA each 12Cy. 170 × 190<br>1 908kW (2 594bhp)<br>Caterpillar Inc.<br>Gen 3 × 655kW 220V 50Hz a.c.<br>Fuel 151,89t (d.o.) |
| **8827349**<br>*V8V2011*<br>0112<br>Rt | **SKBB KEMAJUAN 303**<br>**Syarikat Kejuruteraan Bumiputra Belait Sendirian Berhad**<br>Bandar Seri Begawan Brunei | *810*<br>*243*<br>— | BV | **1989** Green Bay Marine (Pty.) Ltd.—Singapore (P72)<br>- 2,500<br>51,53 12,00 3,80<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Oil 4SA each 12Cy. 170 × 190<br>1 908kW (2 594bhp)<br>Caterpillar Inc.<br>Gen 3 × 655kW 220V 50Hz a.c. |
| **7615505**<br>*TFSM*<br>1483<br>Esd Rdr Rt | **SKEIDFAXI**<br>**Sementsverksmidja Rikisins (Iceland State Cement Works)**<br>Akranes Iceland | **400**<br>281<br>650 | | **1977** Thorgeir & Ellert h/f—Akranes (33)<br>46,82<br>8,75 3,71<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>Caterpillar Tractor Co. |
| **5210260**<br>*MQXV*<br>181878<br>RTm | **SKELLIG**<br>ex Loch Eynort-73 ex Valonia-62<br>**F. A. W. Kirk**<br>Glasgow United Kingdom | **135**<br>43<br>18 | | **1947** Wivenhoe Shipyard Ltd.—Wivenhoe<br>29,62 6,81 2,566<br>6,76<br>1 dk | **Wood M Pilot Tender** 71P<br>Der 1(1,5) | Crossley<br>Oil 2SA 4Cy. 265 × 345<br>240bhp (177kW)<br>Crossley Bros. Ltd.<br>Gen 1 × 10kW 1 × 7,5kW 22<br>Fuel 17,5t (d.o.) |

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| **SKELTON CROSS**<br>**Cory Towage (Tees) Ltd.**<br>Middlesbrough United Kingdom | **193**<br>0<br>124 | **✠100A1** SS 4/89<br>tug<br>service in Schelde estuary, also the North Sea Canal with occasional voyages not more than five miles offshore<br>**✠LMC**<br>EL (G)E $\frac{13}{16}$"U2<br>FN 339 | **1976**-6 Scott & Sons (Bowling) Ltd.—Bowling (453)<br>28,30 8,95 2,839<br>27,36 8,81 3,56<br>1 dk<br>rf 762 | **TM Tug** | Ruston 6RKCM<br>2 Oil 4SA each 6Cy. 254 × 305 geared to sc. shafts<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 2 × 36kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 24,5t (d.o.) 10kn |
| **SKENDERBEG**<br>See No. 5331260 GJERGJ KASTRIOTI (SKENDERBEG) in the Register | **1 925** | | | | |
| **SKI HOOK**<br>ex Favonio-87 ex Carlos Otero-70<br>**Geopesca S.A.**<br>Panama Panama | **244**<br>121<br>226 | (BV) | **1962** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (151)<br>38,84 6,86 3,731<br>33,15 3,92<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | M.T.M.<br>Oil 4SA 8Cy. 295 × 420<br>700bhp (515kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 71,0t (d.o.) 11,75kn |
| **SKIATHOS**<br>ex Zephyros II-91<br>**Skiathos Shipping Co.**<br>Piraeus Greece | **18 805**<br>13 593<br>34 235<br>T/cm<br>41,5 | **✠100A1** SS 3/87<br>strengthened for heavy cargoes, holds Nos. 2 & 5 may be empty<br>**✠LMC**<br>EL It $2\frac{1}{2}$"U3(a)<br>FN 7110 | **1977**-7 Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1096)<br>178,01 (BB) 27,06 10,954<br>170,01 27,01 14,81<br>P 30,5 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>12 Ho/Ta 18,9p&s 21,7p&s 21,7p&s 21,7p&s 21,7p&s 21,7p&s ER<br>G.44 637 B.38 774<br>6 Ha (stl) (10,5 12,2 12,2 12,2 12,2 12,2 × 11,6) ER<br>12W Der 12(10) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 14kgf/cm² (13,8bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 152,0t (d.o.) 1 825,0t (hvf) 15,5kn |
| **SKIATHOS**<br>ex Megalochari-77 ex Anna-Maria-66<br>**Skiathos Shipping & Tourist Co. S.A.**<br>Piraeus Greece | **716**<br>372<br>170 | GL | **1965** D. C. Anastassiades & A. Ch. Tsortanides —Perama (30)<br>60,00 10,06 3,361<br>52,51 10,01 4,32<br>2 dks<br>RW | **TM Ferry** —P | Deutz RBV6M545<br>2 Oil 4SA each 6Cy. 320 × 450<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln |
| **SKIATHOS**<br>ex Pagasitikos-87 ex Dionisis-78<br>ex Lucie Vollmers-73<br>**G. Dioletas Shipping Co.**<br>Volos Greece | **498**<br>347<br>788 | (BV) (GL) | **1956** Hugo Peters—Wewelsfleth (76/480)<br>60,15 9,02 3,252<br>56,82 8,91 3,66<br>P 11,6 F 6,1 1 dk<br>RW | **M General Cargo**<br>1 Ho 37,8 ER<br>G.1 103 B.1 049<br>2 Ha (17,9 8,9 × 5,4) ER<br>3W Der 3(2) | Deutz RV6M545<br>Oil 4SA 6Cy. 320 × 450<br>430bhp (316kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 23,0t 10kn |
| **SKIATHOS REEFER**<br>ex Nissos Skiathos-88 ex Antarctic-86<br>ex Antarcticore-75<br>**Magna Compania Naviera S.A.**<br>Transcontinental Maritime & Trading S.A.<br>Piraeus Greece | **4 847**<br>2 540<br>7 823 | GL (NV) | **1970** Drammen Slip & Verk.—Drammen (67)<br>140,65 (BB) 18,04 8,294<br>130,00 18,00 10,55<br>F 39,1 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102 | **M Refrigerated Cargo**<br>Side doors 5(p) 5(s)<br>4 Ho 22,1 20,6 ER 22,1 19,8 11 TwD<br>In.9 339<br>4 Ha (stl) (7,1 6,9 × 4,4) ER (6,9 6,9 × 4,4)<br>8W Der 8(5) | Sulzer 9RD68<br>Oil 2SA 9Cy. 680 × 1250<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 4 × 530kW 450V 60Hz a.c.<br>Fuel 1 770,0t (hvf) 22,5kn |
| **SKIER**<br>ex Tundra Skier-91 ex Hilco Skier-88<br>**Skier Shipping S.A.**<br>Enterprises Shipping & Trading S.A.<br>Nassau Bahamas | T.Mk<br>**6 606**<br>3 494<br>8 795<br>**8 835**<br>4 985<br>12 475 | NV | **1981** A/S Framnaes M/V—Sandefjord (194)<br>156,17 (BB) 23,04 —/9,816<br>145,01 23,00 14,84<br>F - 5 dks | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 4(p) 4(s)<br>4 Ho 30,7 21,7 19,8 ER 28,1<br>In.15 328<br>TEU 135 C. 135/20'<br>4 Ha (stl) (12,5 × 7,7) (12,5 12,5 × 10,9) ER (12,5 × 10,9)<br>4W Cr 4(10) | Sulzer 6RND90M<br>Oil 2SA 6Cy. 900 × 1550<br>20 100bhp (14 785kW)<br>A/S Horten Verft Horten<br>Gen 4 × 900kW 440V 60Hz a.c.<br>Fuel 380,0t (d.o.) 2 300,0t (hvf)-82,0pd 22kn |
| **SKIFTET**<br>**Government of The Republic of Finland (Ministry of Merchant Marine)**<br>Mariehamn Finland | *961*<br>*355*<br>240 | | **1985** Valmetin Laivateollisuus Oy—Turku/Abo (360)<br>48,52 10,72 3,901<br>42,91 10,51 5,26 | **M RoRo Cargo/Ferry** 250dk P<br>Ice strengthened | Wartsila 12V22HF<br>Vee Oil 4SA 12Cy. 220 × 240 with clutches, flexible couplings & sr geared to sc. shaft<br>1 604kW (2 181bhp)<br>Oy Wartsila Ab Vaasa/Vasa<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13kn |
| **SKIKDA**<br>ex Kutaisi-73<br>**Societe Nationale de Transport Maritime des Hydrocarbures et des Produits Chimiques (S.N.T.M./Hyproc)**<br>Alger Algeria | **14 717**<br>8 733<br>22 610 | **100A1** SS 11/86<br>oil tanker<br>**LMC**<br>EL Et $2\frac{7}{8}$"U1<br>FN 6254<br>(RS) | **1970** Brodogradiliste i Tvornica Dizel Motora "Split" (224)<br>186,19 23,47 9,722<br>174,20 23,40 12,50<br>P 40,6 F 21,1 1 dk<br>rf nil | **M Tanker**<br>16 Ta ER<br>L.(oil) 29 665 HeCls. BC<br>3 Cargo pumps total 2 400T/hr | B&W 7-74VT2BF-160<br>Oil 2SA 7Cy. 740 × 1600<br>10 500bhp (7 723kW)<br>R.O. Tvornica Dizel Motora "Uljanik" Pula<br>2 WTAuxB (o.f.) 12,5kgf/cm² (12,3bar)<br>e(ex.g) 16,5kgf/cm² (16,2bar) Spt 12,5kgf/cm² (12,3bar)<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 202,5t (d.o.) 1 867,5t (hvf) 17kn |
| **SKILAK**<br>**Harbor Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **171**<br>116<br>230<br>T/cm<br>1,1 | BV | **1963** Pacific Coast Eng. Co.—Alameda, Ca<br>35,29 11,03<br>10,98 2,16<br>1 dk<br>Diam. 0,102 | **TM Tanker/ Landing Craft**<br>Bow ramp<br>5 Ta ER<br>L.(oil) 494 HeCls. C | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165<br>840bhp (618kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 2,0t (d.o.)-0,5pd 8,5kn |
| **SKIMMER**<br>ex Union Emerald-89 ex Elan-82<br>**Omnibus Ltd.**<br>Kingstown St. Vincent and the Grenadines | *703*<br>*395*<br>1 180 | GL | **1976** Van Rossum's Scheepsbouw B.V.—Dreumel (815-74)<br>60,08 9,56 3,201<br>57,46 9,52 3,81<br>P 12,5 1 dk | **M General Cargo**<br>1 Ho 37,9 ER<br>G.1 527 B.1 461<br>1 Ha (stl) (34,3 × 7,3) ER | Cummins KTA-50-M<br>Vee Oil 4SA 16Cy. 159 × 159<br>728kW (990bhp) NE 91<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 50kW 220/380V 50Hz a.c.<br>Fuel 39,5t (d.o.) 10kn |
| **SKINNEY**<br>ex Isleifur IV-86<br>**Skinney H/f**<br>Hornafjordur Iceland | **172**<br>69<br>— | (NV) | **1964** Orens M/V—Trondheim (31)<br>33,23 6,96 3,353<br>29,16 6,91 3,54<br>1 dk<br>rf 1410 BK 102 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>2 Ha (1,6 2,4 × 1,5) ER<br>1W Der 1(3) | Stork<br>Oil 4SA 6Cy. 210 × 300 sr geared to sc. shaft<br>450bhp (331kW)<br>Kon. Mach. Stork & Co. N.V. Zwolle<br>Gen 1 × 28kW 1 × 25kW 1 × 6kW 220V d.c.<br>Fuel (d.o.) |
| **SKIPJACK**<br>**Luzon Stevedoring Corporation**<br>Manila Philippines | **271**<br>163<br>— | (AB) | **1969** Iloilo Dock & Eng. Co.—Iloilo (99)<br>32,31 8,49 3,214<br>28,66 8,08 4,12<br>RQD 2,8 F 11,6 1 dk | **M Tug** | MWM<br>Oil 4SA 6Cy. 320 × 480 sr geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 98kW 1 × 65kW<br>Fuel 203,0t (d.o.) |
| **SKIPJACK**<br>**Government of The Republic of India (Director of Central Institute of Fisheries Operatives)**<br>Calcutta India | **192**<br>114<br>119 | Classed LR until 10/1/89 | **1982**-11 Garden Reach Shipbuilders & Engineers Ltd.—Calcutta (1048)<br>32,62 7,50 3,201<br>28,25 7,41 3,74<br>F 13,8 1 dk<br>rf 991 BK 102 | **M Fishing**<br>Stern Trawler<br>1 Ho<br>2 Ha (stl) | MAN R8V16/18TL<br>Oil 4SA 8Cy. 160 × 180 with clutches, flexible couplings & dr geared to sc. shaft<br>519kW (706bhp)<br>Garden Reach Shipbuilders & Engineers Ltd. Calcutta<br>Gen 2 × 128kW 415V 50Hz a.c.<br>Controllable pitch propeller |

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| **5105453**<br>*HOHA*<br>2692-72A<br>Df Esd Gc<br>Rdr Rt | **SKIPPER**<br>ex Conti Med-74<br>ex Clipper Argonaut-74<br>ex Sovereign Crystal-74 ex Erika-70<br>**Josy Compania Naviera S.A.**<br>P. & F. Marine Enterprises Ltd.<br>Panama Panama | **1 971**<br>917<br>3 556<br><br>**3 005**<br>1 704<br>5 019 | (GL)<br>✠Classed LR until 8/9/82 | **1957** A.G. "Weser" Werk Seebeck—Bremerhaven (831)<br>95,94 14,10 6,084/7,392<br>87,66 14,00 8,77<br>P 21,4 F 15,6 1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD/CSD<br>2 Ho 28,3 24,1 ER<br>G.6 293 B.5 676<br>2 Ha (stl) (each 17,9 × 5,0) ER<br>8W Der 1(25) 1(10) 8(5) | Deutz<br>2 Oil 4SA each 6Cy. 420 × 660 geare<br>2 500bhp (1 839kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 150kW 2 × 100kW 230V<br>Fuel 302,0t |
| **5141017**<br>*IXVI*<br>1662<br>Df Esd Gc<br>Pfd Rdr Rt | **SKIPPER**<br>ex Halsingborg-88<br>**Societe di Navigazione Ultramar di Parascandolo Nicola & C. S.n.c.**<br>Napoli Italy | **1 030**<br>392<br>440 | BV RI | **1960** Svendborg Skibsvaerft A/S—Svendborg (91)<br>80,90 13,39 3,607<br>79,15 12,91 7,98<br>2 dks<br>rf 305 | **D-E RoRo Cargo/Ferry**<br>Rail Vehicles 640dk P | Frichs<br>5 Oil 4SA each 6Cy. 185 × 260 total<br>(1 633kW) driving 5 gen. each 220k<br>d.c. connected to 2 elec. motors ea<br>1 300shp (956kW) (CC) & geared t<br>Kosan Frichs A/S<br>Gen 4 × 220kW 220/230V d.c.<br>2 Controllable pitch propellers aft, 1 fwd<br>Fuel 35,5t (d.o.) |
| **8319811**<br>*FUBJ*<br><br>DP 590122<br>Rt | **SKIPPER**<br>ex General Drouot<br>**Michel Le Bail**<br>Dieppe France | **109**<br>35<br>194 | | **1984** Forges Caloin—Etaples (38)<br>25,00 6,86 3,015<br>21,49 6,80 3,61<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>1 Ha (stl) ER | MGO<br>Vee Oil 4SA 12Cy. 175 × 180 with clu<br>flexible couplings & sr geared to sc<br>600bhp (441kW)<br>Soc. Alsacienne de Const. Mec. de Mulhouse (S.A.C.M.)<br>Controllable pitch propeller |
| **7732822**<br><br>584311 | **SKIPPER & DAVID**<br>**John Fernandez**<br>Galveston, Tx United States of America | **119**<br>81<br>— | | **1977** .............Brazoria, Tx<br>*21,34*<br>6,51 3,66<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) |
| **7636456**<br>*ATZP*<br><br>Df Esd Gc<br>Rdr Rt | **SKIPPER I**<br>**Government of The Republic of India (Director of Central Institute of Fisheries Operatives)**<br>Cochin India | **264**<br>163<br>— | (NV) | **1980** Goa Shipyard Ltd.—Goa (1075)<br>33,51 8,36 3,974<br>28,05 8,01 4,40<br>F - 1 dk<br>rf 876 BK 203 | **M Research/Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 geared t<br>750bhp (552kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 82kW 1 × 42kW 440V 60H |
| **7818133**<br>*ATVG*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **SKIPPER II**<br>**Government of The Republic of India (Director of Central Institute of Fisheries Operatives)**<br>Cochin India | **175**<br>65<br>— | (BV) | **1979** Svendborg Skibsvaerft A/S—Svendborg (160)<br>28,33 7,62 3,031<br>25,02 7,60 3,61<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>B&W Alpha-Diesel A/S<br>Fuel 30,0t (d.o.) |
| **7818145**<br>*ATVH*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **SKIPPER III**<br>**Government of The Republic of India (Director of Central Institute of Fisheries Operatives)**<br>Cochin India | **175**<br>65<br>— | (BV) | **1979** Svendborg Skibsvaerft A/S—Svendborg (161)<br>28,33 7,62 3,031<br>25,02 7,60 3,61<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>B&W Alpha-Diesel A/S<br>Fuel 30,0t (d.o.) |
| **7506194**<br>*5BBB*<br>707163<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SKIPPER N**<br>ex Unieurope-84<br>**Markventure Navigation Co. Ltd.**<br>Limassol Cyprus | **19 993**<br>13 438<br>36 405<br>T/cm<br>45,3 | **✠100A1** SS 12/86<br>strengthened for heavy<br>cargoes, Nos. 2 & 4 holds<br>may be empty<br>**✠LMC**<br>EL I† 2⅞"U2(a)<br>FN 7623 | **1977**-4 Imabari Zosen—Marugame (1038)<br>189,31 (BB) 27,67 10,702<br>178,01 27,60 15,22<br>P 32,0 RQD 2,5 B 2,5 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 25,6 28,0 28,0 28,0 28,0 ER<br>G.46 743 B.44 774<br>5 Ha (stl) (14,4 × 12,1) (18,3 18,3 18,3 18,3 × 13,8) ER<br>Cr 4(22) Der 1(15) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 233,5t (d.o.) 2 497,5t (hvf) |
| **7533991**<br>*UITK*<br>M-32469 | **SKIRVITYE**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **180**<br>32<br>77 | RS | **1975** .............U.S.S.R.<br>31,63 7,32 2,340<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7942996**<br>*JWRM*<br>20557<br>Rdr Rt | **SKIVIK**<br>ex Sjoveg-89 ex Donna-81<br>**Torris Products Ltd. AS**<br>Bodo Norway | **156**<br>48<br>— | (NV) | **1957** Kaarbos M/V A/S—Harstad (21)<br>28,78 8,16<br>3,26<br>1 dk | **M Ferry**<br>Vehicles 100dk P | Normo<br>Oil 2SA 6Cy. 220 × 320 geared to sc<br>300bhp (221kW)<br>A/S Bergens M/V |
| **7222255**<br>*LGEO*<br>17823<br>Df Rdr Rt | **SKJERGAR**<br>**Oygarden & Sotra Rutelag L/L**<br>Bergen Norway | **322**<br>161<br>— | (NV) | **1972** Skaalurens Skibsbyggeri A/S—Rosendal (219/32)<br>37,19 9,43<br>33,56 9,38 4,22<br>1 dk<br>rf 1250 BK 81 | **M RoRo Cargo/Ferry** 231P<br>Cars 22<br>Mchy.aft<br>Cr 2(1,5) | Wichmann<br>Oil 2SA 5Cy. 280 × 420<br>825bhp (607kW)<br>A/S Wichmann<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 20,5t (d.o.) |
| **7321764**<br>*LMNJ*<br>18234<br>Df Esd Gc<br>Rdr Rt | **SKJERVOYFISK**<br>ex Vikheim-82<br>**Skjervoy Havfiskeselskap A/S**<br>Tromso Norway | **358**<br>139<br>— | NV | **1974** Vaagland Batbyggeri A/S—Vaagland (85)<br>46,72 8,87<br>36,00 8,84 4,32<br>2 dks<br>rf 1003 BK 107 len 79 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho 16,9<br>2 Ha (stl) (1,9 1,5 × 1,6)<br>Der 1(1,5) | Wichmann<br>Oil 2SA 5Cy. 300 × 450<br>1 250bhp (919kW)<br>A/S Wichmann<br>Gen 2 × 152kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 101,5t (d.o.) |
| **7120732**<br>*LCBG*<br>17744<br>Rdr Rt | **SKJONGNES**<br>ex Anny Kraemer-78<br>**Sameiet Skjongnes**<br>Martin Skjong<br>Aalesund Norway | **296**<br>89<br>— | NV | **1971** Storviks M/V A/S—Kristiansund N. (46)<br>46,51 9,00 4,560<br>39,78 8,97 6,51<br>2 dks<br>rf 1600 BK 178 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,9 × 2,5) ER | Wichmann<br>Oil 2SA 7Cy. 300 × 450<br>1 600bhp (1 177kW)<br>A/S Wichmann<br>Gen 1 × 125kW 1 × 83kW 220V<br>Fuel (d.o.) |
| **7825564**<br>*LINZ*<br>19405<br>Df Esd Gc<br>Pfd Rdr | **SKJOTNINGBERG**<br>ex Havoytral-90 ex Havoyfisk-87<br>**Havoytral A/S**<br>Hammerfest Norway | **243**<br>95<br>— | NV | **1979** Ejnar S. Nielsen M/V A/S—Harstad (32)<br>33,48 8,64 4,369<br>28,53 8,60 6,51<br>F - 2 dks<br>rf 996 BK 89 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Wichmann<br>Oil 2SA 4Cy. 300 × 450<br>1 350bhp (993kW)<br>A/S Wichmann<br>Gen 2 × 132kW 220V 50Hz a.c. |
| **7725142**<br>*OYRJ4*<br>D-33242<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SKODSBORG**<br>ex Dana Africa-84<br>**Borgships Inc.**<br>Holdingaktieselskabet Dannebrog<br>Rungsted Denmark (DIS)<br>SatCom: 1610402/SKOD | T.Mk<br>**5 093**<br>1 909<br>8 002 | **✠100A1**<br>heavy lift roll on—roll off<br>cargo ship<br>movable decks<br>**✠LMC** **UMS**<br>EL F† 577,5/60,0U3<br>FN 4759 | **1979**-7 Nippon Kokan K.K.—Shimizu (376)<br>135,01 (BB) 24,29 6,681<br>124,01 24,01 14,36<br>RFD 10,7 2 dks, Upr intermediate hoistable dk fwd & Lwr hoistable dk aft light cargoes only<br>rf nil DK | **M RoRo Cargo**<br>Stern door & ramp<br>L 14,50 W 8,50 SWL 200<br>Lane Length 1416 Cargo Width 6,00<br>Clear height 6,30<br>Cars 396 Trailers 111<br>1 Ho 59,2 ER<br>B.18 569<br>TEU 476<br>C.Ho 36/20' C.RoRo Dk 176/20' C.Dk 264/20' incl. 12 ref C.<br>2 Ha (stl) (26,6 × 8,0) (21,3 × 9,0) ER<br>Cr 1(36) Der 1(120) | B&W<br>Oil 2SA 6Cy. 550 × 1380<br>8 040bhp (5 914kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 8kgf/cm² (7,9<br>Gen 3 × 920kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 42,0t (d.o.) 1 468,0t (hvf)-24,5 |

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| **SKOGAFOSS**<br>ex Ostebay-84 ex Kalymnos-81<br>Launched as Ostebay<br>**Skoga Line Ltd.**<br>The Iceland Steamship Co. Ltd.<br>(EIMSKIP)<br>St. John's Antigua & Barbuda<br>SatCom: 1304137/VWQT | T.Mk<br>**1 592**<br>1 183<br>4 070<br>**3 722**<br>2 703<br>5 840 | GL | **1979** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (850)<br>109,96 (BB) 16,06 —/5,383<br>98,65 16,01 8,46<br>P 11,0 F 10,1 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.7 850 B.7 345<br>TEU 308<br>C.Ho 144/20' (40') C.Dk 164/20' (40')<br>incl. 20 ref C.<br>2 Ha (stl) (25,3 38,3 × 12,7) ER<br>Cr 2(35) | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550 sr geared to sc. shaft<br>2 990bhp (2 199kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 448kW 3 × 208kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 88,0t (d.o.) 491,5t (hvf)-13,5pd 13kn |
| **SKOGEY**<br>ex Gullberg-74 ex Gullver-72<br>**Haukur Runolfsson H/f**<br>Hornafjordur Iceland | **207**<br>80<br>— | | **1965** VEB Elbewerft—Boizenburg<br>33,96 7,22<br>7,19 3,59<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Lister Blackstone Ltd. Stamford<br>Fuel (d.o.) |
| **SKOGOY**<br>**Ofotens og Vesteraalens D/S A/S**<br>Narvik Norway | *225*<br>*72*<br>100 | NV | **1991** Harding Verft A/S—Rosendal (259)<br>... ... ...<br>28,76 8,01 | **TM Ferry**<br>Twin Hull 130dk P | General Motors<br>2 Oil 4SA each 16Cy. 146 × 146 geared to sc. shafts<br>2 682kW (3 646bhp)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| **SKOLJKA II**<br>**Plava Laguna-Hotelsko Turisticko Poduzece**<br>Pula Croatia | **119**<br>40<br>90 | | **1981** Brodogradiliste "Greben"—Vela Luka (811)<br>23,70 7,19 3,271<br>19,89 6,86 3,71<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler & Side Trawler<br>Mchy.fwd<br>1 Ho<br>In.85<br>1 Ha (stl) | Pielstick 6PA4V185VG<br>Oil 4SA 6Cy. 185 × 210 sr geared to sc. shaft<br>580kW (789bhp)<br>R.O. Tvornica Dizel Motora "Uljanik" Pula<br>Gen 2 × 64kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>10kn |
| **SKOLYE**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **744**<br>213<br>350 | RS | **1978** ..............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller ,1 fwd<br>12,75kn |
| **SKOMVAER**<br>**Government of The Kingdom of Norway (Den Norske Stat - Kystdirektoratet, Fyravdelingen)**<br>Oslo Norway | *629*<br>*188*<br>454<br>T/cm<br>30,1 | | **1985** Sigbjorn Iversen M/V. Skips.—Flekkefjord (50)<br>43,82 10,22 4,080<br>38,00 10,01 4,91<br>P 16,8 B 4,0 F 9,8 1 dk | **M General Cargo/ Lighthouse Tender**<br>Ref<br>3 Ho ER<br>B.500<br>3 Ha (stl) (1,4 1,4 × 1,1) (8,5 × 2,8) ER<br>Cr 1(-) | Normo<br>Oil 4SA 6Cy. 250 × 300 sr geared to sc. shaft<br>1 350bhp (993kW)<br>Normo Gruppen A/S Norway<br>Gen 1 × 116kW 1 × 72kW 1 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 180,0t (d.o.)-2,0pd 11kn |
| **SKOMVAER**<br>**Government of The Kingdom of Norway (Den Norske Stat - Kystdirektoratet, Fyravdelingen)**<br>Oslo Norway | **248**<br>112<br>406 | (NV) | **1937** Kristiansands M/V A/S—Kristiansand S. (168)<br>39,63 6,74 2,591<br>36,28 6,68 3,05<br>P 11,0 F 6,1 1 dk<br>R | **M Tanker**<br>CBT<br>Mchy.aft<br>L.(oil) 125 | Wichmann<br>Oil 2SA 5Cy. 280 × 420<br>500bhp (368kW) NE 63<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 36kW 1 × 12kW 220V 50Hz a.c.<br>Fuel 30,5t (d.o.) 9kn |
| **SKOOKUM CHIEF**<br>**Amil A. Larman**<br>Seattle, Wa United States of America | **256**<br>200<br>— | | **1915** ..............Seattle, Wa<br>*36,61* 9,17<br>2,14 | **Wood M Fishing** | Oil<br>160bhp (118kW)<br>..............<br>Fuel (d.o.) |
| **SKOPELOS**<br>ex Viking 2-79 ex Gotlandia-78<br>**North Sporades Shipping Co. Ltd.**<br>Piraeus Greece | **1 414**<br>457<br>381 | ✠**100A1** SS 1/90<br>car ferry<br>Greek Islands service<br>Ice Class 3<br>✠**LMC**<br>EL r 1½"SQ<br>FN 1547 | **1965**-7 A/S Langesunds M/V—Langesund (52)<br>71,00 14,58 3,830<br>64,70 14,10 9,81<br>2 dks, 3rd dk except in mchy. space<br>rf 152 | **TM Passenger/RoRo Cargo/Ferry**<br>77bth 543dk P<br>Bow & stern doors | MWM<br>2 Oil 4SA each 8Cy. 360 × 450 with Vulcan couplings & sr geared to sc. shafts<br>4 800bhp (3 531kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 210kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 87,0t (d.o.)-12,5pd 15kn |
| **SKOPELOS**<br>ex Panagis K.-85 ex Aeolis-84<br>ex Brave Enterprise-82<br>ex Happy Event-77<br>ex Brave Enterprise-76 ex Mirasol-73<br>ex Midas-67<br>**E. Lemonis, P. Vavouliotis & N. Krikidis**<br>Volos Greece | **492**<br>216<br>750 | (BV) (RI) | **1948** Cant. Nav. del Tirreno e Riuniti—Riva Trigoso (207)<br>61,19 9,94 3,531<br>56,29 9,91<br>B 11,0 1 dk & S dk<br>RW rf 152 | **M General Cargo** OSD<br>2 Ho 15,9 19,4 ER<br>G.1 756 B.1 671<br>2 Ha (each 10,0 × 3,9) ER<br>4W Der 1(10) 4(3) | Fiat<br>Oil 2SA 4Cy. 360 × 650<br>690bhp (508kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 1 × 45kW 2 × 12kW 220V d.c.<br>Fuel 148,5t (d.o.) 10,5kn |
| **SKOPIN**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **163**<br>39<br>94 | RS | **1975** ..............U.S.S.R.<br>33,96 7,09 2,902<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9kn |
| **SKORABERG**<br>ex Orion-83<br>**P/f J. F. Kjolbro A/S**<br>Klakksvik Faeroes (Danish) | T.Mk<br>**352**<br>139<br>— | NV | **1977** P/f Skala Skipasmidja—Skala (29)<br>39,68<br>34,52 8,88 6,35<br>2 dks<br>rf 1003 BK 152 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft<br>In.350 | Alpha 8L23/30<br>Oil 4SA 8Cy. 225 × 300<br>1 240bhp (912kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 120kW 380V 50Hz a.c. |
| **SKORODUM**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>316 | RS | **1978** ..............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(3,25) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller 1 fwd.<br>12,5kn |
| **SKORPIO**<br>ex Skejnaes-86<br>**Partrederi Skorpio**<br>Henning Nielsen<br>Esbjerg Denmark | *241*<br>*102*<br>— | | **1973** Assens Skibsvaerft A/S—Assens (268)<br>36,81 7,24 3,150<br>33,61 7,21 3,46<br>1 dk | **M Fishing**<br>Side Trawler | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **SKORPIOS**<br>ex Irini-89 ex Arco Dart-78<br>ex Pen Dart-73 ex Sand Dart-64<br>**Marisant Ltd.**<br>Piraeus Greece | **496**<br>199<br>813 | ✠ | **1957**-8 P. K. Harris & Sons Ltd.—Appledore (67)<br>53,04 9,25 3,506<br>48,77 9,15 3,97<br>1 dk<br>rf nil | **M Dredger**<br>Suction<br>Single side arm<br>1 Ho 15,8 ER<br>1 sandpump<br>1 Ha ER | Dorman<br>Oil 4SA 12Cy. 273 × 305<br>720bhp (530kW) NE 63<br>W. H. Dorman & Co. Ltd. Stafford<br>Gen 1 × 190kW 1 × 69kW 1 × 20kW 400V 50Hz a.c.<br>Fuel (d.o.) |

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| **5021011**<br>*SV3745*<br>38 | **SKORPIOS**<br>ex Apricity-65<br>**A. & C. Aronis**<br>Thessaloniki Greece | **394**<br>208<br>533 | (HR)<br>✠Classed LR until 12/65 | **1933**-10 G. Brown & Co.—Greenock (184)<br>*43,53* 7,80 2,833<br>43,44 7,78 3,13<br>RQD 25,3 B 2,8 F 5,8 1 dk Well dk<br>R | **M General Cargo**<br>1 Ho 26,6 ER<br>G.768 B.731<br>2 Ha (10,3 — × 5,0) ER<br>2W Der 2(1,5) | Newbury<br>Oil 2SA 5Cy. 320 × 400<br>475bhp (349kW)<br>Newbury Diesel Co. Ltd.<br>Fuel 27,5t (d.o.) |
| **8006397** | **SKORPIOS II**<br>**Naviera y Turismo Skorpios**<br>Chile | **985**<br>—<br>645 | | **1988** Kochifas Shipyard—Puerto Montt (1)<br>68,41 2,870<br>63,02 10,01 4,22 | **M Ferry** | Oil<br>1 160bhp (853kW)<br>............. |
| **8511421**<br>*TFSV*<br>2140<br>Rdr Rt<br>AMVER | **SKOTTA**<br>ex Imaq-Fisk-91<br>**Skotta P/F**<br>Hafnarfjordur Iceland | *296*<br>*88*<br>— | (NV) | **1986** Herfjord Slipp & Verksted A/S—Revsnes (43)<br>27,61 8,01 —<br>24,21 3,92<br>2 dks<br>rf 1092 | **M Fishing**<br>Side-fishing Long-line Ref<br>Ice strengthened<br>In.180 | Callesen<br>Oil 4SA 5Cy. 270 × 400<br>575bhp (423kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S<br>Gen 2 × 120kW 380V 50Hz a.c. |
| **7127857**<br>*EWSU*<br>M-14592<br>Df Esd Rdr Rt | **SKOVORODINO**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | **600**<br>220<br>309 | RS | **1971** .............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **7419145**<br>2969<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **SKRADIN**<br>ex Korean Fir-86<br>**Slobodna Plovidba**<br>Valletta Malta | **10 959**<br>7 416<br>19 055<br>T/cm<br>29,5 | AB | **1976** Korea SB. & Eng. Corp.—Busan (1003)<br>154,31 (BB) 22,81 9,240<br>145,98 22,75 12,53<br>P 27,8 F 10,4 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 25,3 26,6 26,6 26,5 ER<br>G.22 677 B.21 788 HeCls. B<br>4 Ha (stl) (17,2 20,1 20,1 18,7 × 10,9) ER<br>4W Der 4(20) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW)<br>Hitachi Zosen<br>Gen 3 × 273kW 450V 60Hz a.c.<br>Fuel 140,5t (d.o.) 1 222,0t (hvf)-24,5pd |
| **7023532**<br>*OW2064*<br>D2197<br>Df Esd Rdr Rt | **SKRAPUR**<br>ex Cutter I-74<br>**P/f A/S Beta**<br>Fuglafjord Faeroes (Danish) | **403**<br>212<br>236 | NV (BV) | **1970** VEB Rosslauer Schiffswerft—Rosslau (3286)<br>37,70 8,21 3,468<br>33,00 8,18 5,49<br>1 dk<br>rf 191 BK 102 | **M Fishing**<br>Stern Trawler<br>1 Ho 8,5 ER<br>In.332<br>1 Ha (2,2 × 2,2) ER | Wichmann<br>Oil 2SA 4Cy. 300 × 450 reduction shaft<br>1 200bhp (883kW) NE 78<br>A/S Wichmann<br>Gen 1 × 112kW 1 × 96kW 380V 50Hz<br>Fuel 162,5t (d.o.) |
| **7117682**<br>*3EKV7*<br>19314-PEXT<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SKRIM**<br>ex Cetra Centaurus-84<br>**Blue Tram Shipping Inc.**<br>Einar Lange Management A/S<br>Panama Panama<br>SatCom: 1333377/SKRI | *86 093*<br>*65 769*<br>170 414<br>T/cm<br>117,9 | BV | **1972** Chantiers de France-Dunkerque—Dunkerque (274)<br>299,27 (BB) 43,82 18,320<br>283,45 43,79 23,75<br>1 dk<br>Bow/CM 145 Diam. 0,410 MH 1,2 | **M Ore/Oil Carrier**<br>CBT IGS SBT DB<br>4 Ho 16 Wing Ta ER<br>G.97 240 L.(oil) 171 394 HeCls. BC<br>12 Ha (stl) (11,4 × 11,2) (11,4 11,4 11,4 11,4 11,4 11,4 11,4 11,4 11,4 11,4 11,4 × 13,7) ER<br>2 Cargo pumps total 10 000T/hr | B&W<br>Oil 2SA 8Cy. 980 × 2000<br>22 361kW (30 400bhp)<br>Soc. des Forges & At. du Creusot<br>Gen 1 × 840kW 2 × 725kW 440V 50Hz<br>Fuel 315,0t (d.o.) 6 250,0t (hvf)-101,5pd |
| **6863260**<br>*USYE*<br>M-27505 | **SKRIPLEV**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Magadan) (U.S.S.R.) | **433**<br>181<br>539 | RS | **1963** .............U.S.S.R.<br>49,26 8,23 3,250<br>3,64<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho<br>B.567<br>2 Ha (stl) (8,2 9,3 × 5,0)<br>Cr 1(1,5) | Russkiy<br>Oil 2SA 4Cy. 300 × 500<br>Russkiy-Diesel Works<br>Fuel (d.o.) |
| **8813087**<br>*9HGG3*<br>2619<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SKRIVERI**<br>**Skriveri Shipping Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Valletta Malta<br>SatCom: 1256273/SKRI | *11 822*<br>*3 546*<br>11 906 | GL | **1990** Jos. L. Meyer G.m.b.H. & Co.—Papenburg (623)<br>158,00 8,200<br>148,00 21,30 13,90<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>3 Ta<br>L.(gas) 15 096 | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>5 826kW (7 920bhp)<br>H. Cegielski |
| **8726040**<br>M-27745 | **SKRIVERI**<br>**Baltic Shipping Co.**<br>(Riga) (U.S.S.R.) | *745*<br>*223*<br>1 068 | RS | **1987** .............Romania<br>56,19 11,21 3,700<br>53,20 4,44<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Ice strengthened | S.K.L.<br>2 Oil 4SA each 6Cy. 180 × 260<br>574kW (780bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 100kW a.c. |
| **7005607**<br>Df Esd Gc<br>Rdr Rt | **SKROMNYY**<br>**Government of The Islamic Republic of Mauritania (West African Marine Development)** | **746**<br>190<br>365 | (RS) | **1960** "61 Kommunar" Shipyard—Nikolayev<br>63,58 9,50 4,430<br>59,14 9,45 5,49<br>1 dk | **D-E Whaler**<br>Ice strengthened<br>1 Ho<br>1 Ha (0,9 × 1,3) | 4 Oil 4SA each 6Cy. 318 × 330<br>(2 942kW) driving 4 gen. each<br>connected to elec. motor & sc. shaft<br>Gen 2 × 300kW 1 × 50kW 230V d.c. |
| **6611368**<br>*LGER*<br>16531<br>Gc Rdr Rt | **SKRUE**<br>ex Nordvik-88 ex Langsteigen-81<br>ex Tommelise-75<br>**Skagen ANS**<br>Haugesund Norway | *229*<br>*103*<br>406 | (NV) | **1966** L. H. Salthammer Batbyggeri A/S—Vestnes (98)<br>37,60 7,42 3,163<br>33,71 7,41 3,41<br>P 9,5 F 4,3 1 dk<br>rf 297 BK 132 | **M General Cargo**<br>Ice strengthened<br>1 Ho 23,9 ER<br>G.497 B.442<br>1 Ha (18,6 × 4,5) ER<br>2W Der 2(3) | Caterpillar<br>Oil 4SA 6Cy. 137 × 165 sr geared<br>365bhp (268kW) NE 73<br>Caterpillar Tractor Co.<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.)-1,5pd |
| **8826761**<br>*UUXQ*<br>M-27764<br>Df Esd Gc<br>Rdr RTv | **SKRUNDA**<br>**Baltic Shipping Co.**<br>(Riga) (U.S.S.R.) | *745*<br>*223*<br>1 068 | RS | **1990** .............Romania<br>56,19 11,21 3,700<br>53,20 4,44 | **TM Hopper Barge**<br>Bottom doors<br>Ice strengthened<br>Hopper 600 | S.K.L.<br>2 Oil 4SA each 6Cy. 180 × 260<br>780bhp (574kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 100kW a.c. |
| **6860488**<br>*UOJR*<br>M-24604 | **SKRUNDA**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | **258**<br>99<br>141 | (RS) | **1955** .............East Germany<br>38,51 7,37 2,931<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.267<br>4 Ha (each 1,2 × 1,2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **5331533**<br>*USZN*<br>M-12128<br>Df Esd Gc<br>Rdr Rt | **SKRYPLEV**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | **4 699**<br>2 297<br>2 600 | RS<br>✠Classed LR until 8/63 | **1962**-12 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (793)<br>102,39 16,03 5,581<br>91,01 16,01 11,10<br>RFD 10,4 2 dks<br>rf 203 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 TwD<br>G.143 In.3 271<br>3 Ha (2,8 2,8 × 2,9) (3,4 × 2,3)<br>6W Der 2(7) 4(3) | B&W<br>Oil 2SA 6Cy. 500 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 3 × 340kW 1 × 168kW<br>Controllable pitch propeller |
| **5331557**<br>*CGGD*<br>310131<br>RTm/h/v | **SKUA**<br>ex D.O.T. 75-60<br>**Marine Salvage Co. Ltd.**<br>Ottawa Canada | **1 102**<br>690<br>518 | | **1946** Sir Wm. Arrol & Co. Ltd.—Glasgow<br>*67,06* 11,59<br>... ... ...<br>1 dk<br>rf nil conv RoRo Cargo/ Tank Landing Craft — | **TM General Cargo**<br>1 Ho 32,3 ER<br>Der 1(30) 2(3) | Paxman<br>4 Oil 4SA each 12Cy. 178 × 197<br>shafts<br>1 320bhp (971kW)<br>Davey, Paxman & Co. Ltd.<br>Gen 4 × 30kW 225V d.c.<br>Fuel (d.o.) |

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| **SKUA**<br>ex Union Gem-89<br>**White Cliffs Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines | **698**<br>397<br>1 010 | <br><br>GL | **1977** Scheepswerf "Grave" B.V.—Grave (65)<br>60,03 9,50 3,241<br>57,61 9,45 3,79<br>P 12,8 1 dk | **M General Cargo**<br><br>1 Ho 38,0 ER<br>G.1 552 B.1 441<br><br>1 Ha (stl) (34,5 × 7,4) ER | General Motors 16V-149<br>Vee Oil 2SA 16Cy. 146 × 146 reverse reduction geared to sc. shaft<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>10kn |
| **SKUDEFJORD**<br>ex Igor Grusomer-90<br>**Bjorn Nornes**<br>Skudeneshavn Norway | *104*<br>*41*<br>30 | **100A1**<br>stern trawler<br>**LMC**<br><br>FN 222<br>(RS) | **1989** Sosnovka Shipyard—Sosnovka (765)<br>25,51 7,01 2,391<br>22,03 6,78 3,31<br>F 9,7 1 dk<br>rf - BK 120 | **M Fishing**<br>Stern Trawler<br><br>In.64 | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260 dr reverse geared to sc. shaft<br>220kW (299bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 16kW 380V 50Hz a.c.<br>9,5kn |
| **SKUGVUR**<br>ex Cutter III-74<br>**P/f Handils & Fristivirkio V/S**<br>Fuglafjord Faeroes (Danish) | **403**<br>207<br>236 | <br><br>NV | **1970** VEB Rosslauer Schiffswerft—Rosslau (3288)<br>37,70 8,21 3,468<br>33,00 8,18 5,49<br>1 dk<br>rf 191 BK 102 | **M Fishing**<br>Stern Trawler<br>1 Ho 8,5 ER<br>In.332<br><br>1 Ha ER | Wichmann<br>Oil 2SA 4Cy. 300 × 450 reduction geared to sc. shaft<br>1 200bhp (883kW) NE 78<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 112kW 1 × 96kW 380V 50Hz a.c.<br>Fuel 162,5t (d.o.) 9,5kn |
| **SKULD**<br><br>**A/S Em. Z. Svitzer**<br>Aarhus Denmark | **299**<br>—<br>189 | <br><br>BV | **1970** Aarhus Flydedok og Maskinkp. A/S—Aarhus (142)<br>31,81 9,63 4,045<br>28,81 9,59 4,65<br>B 11,9 F 4,6 1 dk | **M Tug/ Icebreaker**<br><br>1 Ho 1,8<br><br>1 Ha (1,2 × 2,1) | MaK<br>2 Oil 4SA each 6Cy. 320 × 450 geared to sc. shaft<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 180kW 1 × 150kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 152,5t (d.o.) 13,5kn |
| **SKULPTOR GOLUBKINA**<br><br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400147/UHRO | T.Mk<br>**12 843**<br>5 594<br>17 971 | <br><br>RS | **1977** Stocznia Gdanska im. Lenina—Gdansk (B481/03)<br>181,90 (BB) 28,25 9,641<br>165,00 28,21 18,01<br>F - 2 dks | **M RoRo Cargo**<br>10bth P<br>Ice strengthened<br>Quarter stern door/ramp (s)<br>L 36,00 W 7,00 SWL 60<br>1 Ho -DTp&s 85,6 ER<br>B.32 840 L.594<br>TEU 634<br>C.Ho 53/20' C.RoRo Dk 375/20' C.Dk 206/20' incl. 80 ref C.<br>1 Ha (stl) (13,1s × 7,3) ER | Sulzer 16ZV40/48<br>2 Vee Oil 4SA each 16Cy. 400 × 480 reduction geared to sc. shaft<br>20 800bhp (15 300kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 760kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 375,5t (d.o.) 3 333,5t (hvf)-71,0pd 20,5kn |
| **SKULPTOR KONENKOV**<br><br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400712/UUXO | T.Mk<br>**12 718**<br>5 717<br>18 462 | <br><br>RS | **1976** Stocznia Gdanska im. Lenina—Gdansk (B481/01)<br>181,41 (BB) 28,25 9,830<br>165,00 28,20 18,01<br>F - 2 dks | **M RoRo Cargo**<br>10bth P<br>Ice strengthened<br>Quarter stern door/ramp (s)<br>L 36,00 W 7,00 SWL 60<br>1 Ho -DTp&s 85,6 ER<br>B.32 846 L.594<br>TEU 634<br>C.Ho 53/20' C.RoRo Dk 375/20' C.Dk 206/20' incl. 80 ref C.<br>1 Ha (stl) (13,1s × 6,9) ER | Sulzer 16ZV40/48<br>2 Vee Oil 4SA each 16Cy. 400 × 480 reduction geared to sc. shaft<br>20 800bhp (15 300kW) NE 86made85<br>Stocznia Gdanska im. Lenina Poland<br>Gen 3 × 760kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 375,5t (d.o.) 3 333,5t (hvf)-71,0pd 20,5kn |
| **SKULPTOR VUCHETICH**<br><br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400723/UBUD | T.Mk<br>**12 718**<br>5 618<br>18 462 | <br><br>RS | **1976** Stocznia Gdanska im. Lenina—Gdansk (B481/02)<br>181,41 (BB) 28,25 9,640<br>165,00 28,20 18,01<br>F - 2 dks | **M RoRo Cargo**<br>10bth P<br>Ice strengthened<br>Quarter stern door/ramp (s)<br>L 36,00 W 7,00 SWL 60<br>1 Ho -DTp&s 85,6 ER<br>B.32 846 L.594<br>TEU 634<br>C.Ho 53/20' C.RoRo Dk 375/20' C.Dk 206/20' incl. 80 ref C.<br>1 Ha (stl) (13,1s × 7,3) ER | Sulzer 16ZV40/48<br>2 Vee Oil 4SA each 16Cy. 400 × 480 reduction geared to sc. shaft<br>20 800bhp (15 300kW) E 89made76<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 760kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 375,5t (d.o.) 3 333,5t (hvf)-71,0pd 20,5kn |
| **SKULPTOR ZALKALNS**<br><br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1401705/ESXV | T.Mk<br>**12 843**<br>5 710<br>18 462 | <br><br>RS | **1978** Stocznia Gdanska im. Lenina—Gdansk (B481/04)<br>181,41 (BB) 28,25 9,641<br>165,00 28,21 18,01<br>F - 2 dks | **M RoRo Cargo**<br>10bth P<br>Ice strengthened<br>Quarter stern door/ramp (s)<br>L 36,00 W 7,00 SWL 60<br>1 Ho -DTp&s 85,6 ER<br>B.32 846 L.594<br>TEU 634<br>C.Ho 53/20' C.RoRo Dk 375/20' C.Dk 206/20' incl. 80 ref C.<br>1 Ha (stl) (13,1s × 7,3) ER | Sulzer 16ZV40/48<br>2 Vee Oil 4SA each 16Cy. 400 × 480 reduction geared to sc. shaft<br>20 800bhp (15 300kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 760kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 375,5t (d.o.) 3 333,5t (hvf)-71,0pd 20,5kn |
| **SKULPTORS TOMSKIS**<br>ex Skulptor Tomskiy-91<br>**Latvian Shipping Company**<br>Riga Latvia<br>SatCom: 1401103/ULDB | *9 552*<br>*3 201*<br>7 673 | <br><br>RS | **1986** Aalborg Vaerft A/S—Aalborg (248)<br>138,20 (BB) 23,02 8,200<br>126,00 21,51 13,10<br>3 dks, 4th dk in Nos. 2 & 3 holds | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s) Ice strengthened<br>4 Ho 18,8 22,6 22,5 ER 17,5 9 TwD<br>In.10 723<br>TEU 142<br>C.Ho 84/20' (40') C.Dk 58/20' (40') incl. 20 ref C.<br>4 Ha (stl) (12,5 12,5 12,5 × 10,5) ER (8,4 × 10,5)<br>Cr 4(8) | B&W 6DKRN67/170<br>Oil 2SA 6Cy. 670 × 1700<br>13 050bhp (9 599kW)<br>Bryansk Eng. Works Bryansk<br>Gen 4 × 720kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 163,0t (d.o.) 1 420,0t (hvf) 20,3kn |
| **SKULTE**<br><br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Riga) (U.S.S.R.) | *768*<br>*221*<br>329 | <br><br>RS | **1988** ..............U.S.S.R.<br>53,70 10,71 4,400<br>47,92 - 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 300kW a.c. 3 × 150kW a.c.<br>Controllable pitch propeller |
| **SKUMUR**<br><br>**Hafbodi H/f**<br>Grindavik Iceland | **241**<br>76<br>200 | <br><br>NV | **1987** Lunde Varv & Verkstads AB.—Ramvik (225)<br>34,02 8,77 —<br>29,01 4,07<br>2 dks<br>rf 1097 | **M Fishing**<br>Stern Trawler Shrimp-trawl Processing Ref<br>Ice strengthened<br>Mchy.aft<br>In.240 | Normo<br>Oil 4SA 6Cy. 250 × 300 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>990bhp (728kW)<br>BMV Bergen Diesel A/S Bergen<br>Gen 2 × 175kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **SKUMUR**<br>ex Skirnir-73 ex Katrin-61<br>**Lunde Varv och Verkstads AB**<br>Harnosand Sweden | **152**<br>60<br>— | <br><br>(NV) | **1960** Loland Motorverstad A/S—Leirvik i Sogn (12)<br>6,48 3,271<br>29,01 6,41 3,41<br>1 dk<br>rf 1351 BK 102 len 81 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft<br>1W | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>400bhp (294kW)<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 12kW 220V 50Hz a.c.<br>Fuel (d.o.) |

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| **8819720**<br>*PHMW*<br><br>Esd Rdr RTv | **SKUTSKAR**<br><br>**van Nievelt, Goudriaan & Co. B.V.**<br>Rotterdam Netherlands<br>SatCom: 1300334 | *4 059*<br>*2 097*<br>6 275<br>T/cm<br>14,5 | ✠**100A1**<br>general, container and oil (FP exceeding 60°C) cargoes, or oil cargoes.<br>CR(s.stl) in cargo tanks 1, 2, 3 & 4.<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL V 495,0/42,0U3<br>FN 2380 | **1989**-12 Van der Giessen-de Noord B.V. —Krimpen a/d Ijssel (945)<br>99,55 (BB) 17,01 6,520<br>93,30 17,00 8,51<br>B 8,3 F 7,8 1 dk<br>rf nil Bow/CM 46 Diam. 0,200 | **M General Cargo/Tanker**<br>Deck-guides<br>2 Ho/Ta 1 Ta 2 Ho/Ta ER<br>B.6 800 L.(oil) 7 195<br>TEU 253<br>C.Ho 118/20'(40') C.Dk 135/20'(40')<br>4 Ha (stl) (each 13,6 × 13,0) ER<br>Cr 2(20)<br>2 Cargo pumps total 1 200T/hr | Normo<br>Oil 4SA 8Cy. 320 × 360 with clutches couplings & sr geared to sc. shaft<br>3 275kW (4 452bhp)<br>BMV Bergen Diesel A/S<br>Gen 1 × 845kW 2 × 342kW 440V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 28,31t 93,81t (hvf)-12,8pd |
| **7362524**<br>*TFKD*<br>1383<br>Df Esd Gc<br>Pfd Rdr Rt | **SKUTULL**<br>ex Hafthor-91 ex Baldur-78<br>**Togarautgerd Isafjardar H/f**<br>Isafjordur Iceland | **793**<br>242<br>382 | ✠**100A1** SS 9/89<br>Ice Class 3<br>✠**LMC**<br>EL K 1⅜"U2<br>FN 985 | **1974**-7 Stocznia im. "Komuny Paryskiej"—Gdynia (B425/205)<br>60,46 11,38 4,909<br>52,84 11,31 7,32<br>B 7,7 RFD 7,1 2 dks<br>rf 584 Box K 305 conv Stern Trawler Fishing 75<br>conv Fishery Patrol 86 | **M Fishing**<br>Stern Trawler | Sulzer<br>Oil 4SA 6Cy. 400 × 480 sr geared to sc.<br>3 000bhp (2 207kW)<br>"Zgoda" Zaklady Urzadzen Technic<br>Emy propulsion by motoring M.E. drive<br>Gen 1 × 288kW 400V 50Hz a.c. 305V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7407714**<br>*JXVI*<br>18524<br>Df Esd Rdr Rt | **SKUTVIK**<br>ex Tungenes-87<br>**Ofotens og Vesteraalens D/S A/S**<br>Narvik Norway | *2 075*<br>*968*<br>840 | (NV) | **1975** Trondhjems M/V, Aker Trondelag A/S —Trondheim (721)<br>80,02 11,82 3,112<br>11,51 4,53<br>2 dks<br>rf 500 len 84 | **TM RoRo Cargo/Ferry** 399dk P<br>Bow door Stern door & ramp<br>Cars 67 | Normo<br>2 Oil 4SA each 8Cy. 250 × 300 geared shafts<br>2 550bhp (1 876kW)<br>Normo Gruppen A/S<br>Gen 2 × 72kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 31,5t (d.o.)-7,0pd |
| **7384194**<br>*UNHS*<br>M-32662<br>Df Esd Gc<br>Rdr Rt | **SKVORTSOV-STEPANOV**<br><br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | T.Mk<br>**3 935**<br>1 702<br>5 800<br>**6 550**<br>3 311<br>7 347 | RS | **1974** Stocznia Gdanska im. Lenina—Gdansk (B465/13)<br>135,41 (BB) 18,04 6,630/7,460<br>122,48 18,01 10,22<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER 11,2 6 TwD<br>G.11 491 B.10 745 In.267 L.417<br>TEU 112<br>C.Ho 88/20' (40') C.Dk 24/20' (40')<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s 13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd |
| **5262756**<br>*HQAF5*<br><br>Esd PfdRTm | **SKY**<br>ex Stilianos-85 ex Olna Firth-75<br>**Brave Admiral S.A.**<br>Honduras | **499**<br>295<br>787 | ✠Classed LR until 13/3/87 | **1957**-2 N.V. Bodewes Schps.—Martenshoek (426)<br>53,80 8,77 3,671<br>49,99 8,70 3,74<br>P 13,2 F 8,6 1 dk<br>RW rf 76 | **M General Cargo**<br>2 Ho 15,8 15,9 ER<br>G.1 106 B.1 034<br>2 Ha (11,5 12,1 × 5,1) ER<br>2W Der 2(2) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>500bhp (368kW)<br>N.V. Werkspoor<br>Gen 1 × 10kW 110V d.c.<br>Fuel 45,5t (d.o.) |
| **7616420**<br>*JK3818*<br>120266<br>Rdr Rt | **SKY ACE**<br>ex Shinsei Maru No. 8-81<br>**Asaoka Kaiun Y.K.**<br>Takehara, Hiroshima Pref. Japan | **499**<br>—<br>1 155 | | **1976** Oka Zosen K.K.—Ushimado (236)<br>59,11 9,63 4,166<br>55,00 9,61 4,40<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo |
| **7700154**<br>*PJIA*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SKY BIRD**<br>ex Mirzam-89 ex Arai Ava-89<br>ex Mirzam-89 ex Jan Wilhelm-87<br>**Orica Shipping N.V.**<br>J. Poulsen Shipping A/S<br>Willemstad Netherlands Antilles & Aruba | T.Mk<br>**999**<br>653<br>2 225<br>**2 873**<br>1 987<br>4 305 | GL | **1977** Schulte & Bruns—Emden (279)<br>91,12 14,53 4,828/6,791<br>82,50 14,51 8,51<br>P 11,3 F 6,1 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 65,9 ER<br>G.6 753 B.6 020<br>TEU 155<br>C.Ho 95/20' (40') C.Dk 60/20' (40')<br>1 Ha (stl) (51,2 × 10,2) ER<br>Cr 2(20) | Deutz<br>Oil 2SA 6Cy. 370 × 400<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 320,0t (d.o.) |
| **8501323** | **SKY HAWK**<br><br>Nigeria | **139**<br>89<br>— | | **1984** Quality Shipyards Inc.—Houma, La (176)<br>27,21<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>625bhp (460kW)<br>Caterpillar Tractor Co. |
| **7638234**<br>*BFAE*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **SKY HOVER**<br>ex Liyang-89 ex Mirasol-86<br>ex Polsund-86 ex Ambon-82<br>ex Hornsund-81 ex Torasund-78<br>ex Nortrans Tora-77 ex Torasund-77<br>**Tianjin Marine Shipping Co.**<br>Tianjin/Tientsin China | T.Mk<br>**6 016**<br>3 263<br>9 478<br>**9 580**<br>5 831<br>13 753 | NV ZC | **1977** VEB Warnowwerft Warnemuende —Warnemuende (303)<br>152,75 (BB) 20,35 —/9,370<br>140,70 20,30 11,90<br>P -F - 2 dks<br>rf 102 | **M General Cargo**<br>3 Ho ER 1 Ho<br>G.21 312 B.19 307<br>TEU 307 C. 307/20'<br>6 Ha (stl) (13,0 × 8,4) (21,2p&s 19,7p&s × 7,7) ER (13,0 × 10,9)<br>Der 1(80) 3(22) 1(8) 4(-) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 452kW 380V 50Hz a.c. |
| **8024026**<br>*GYYP*<br>718927<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SKY PRINCESS**<br>ex Fairsky-88<br>**P&O Steam Navigation Co.**<br>P&O Lines Ltd.<br>London United Kingdom<br>SatCom: 1442264/SKYPX | T.Mk<br>**43 692**<br>27 161<br>7 673 | ✠**100A1** SS 4/89<br>✠**LMC**<br>EL M† 632,5/73,0U3<br>FN 10469 | **1984**-4 Ch. du Nord et de la Mediterranee—La Seyne (1436)<br>240,39 (BB) 27,84 8,151<br>203,03 27,81 23,75<br>B 185,7 7 dks<br>rf 394 | **TS Passenger Ship** 580cbn 1600bth P<br>pt higher tensile steel<br>Mchy.aft | 4 S Turb dr geared to sc. shafts<br>29 500shp (21 699kW)<br>Cons. Nav. & Ind. de la Mediterranee (C.N.I.M)<br>3 WTB 75kgf/cm² (73,6bar) Spt 513°C 66kgf/cm² (64,8bar) hs5420,9<br>sg 20,3kgf/cm² (20,0bar)<br>Gen 4 × 2250kW 1 × 1560kW<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 3 354,0t (o.f.) 238,0t (d.o.) |
| **7908976**<br>*3EXH6*<br>18163-89<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SKY REEFER**<br><br>**M.H. Maritima S.A.**<br>Honma Senpaku Co. Ltd. (Honma Senpaku K.K.)<br>Panama Panama<br>SatCom: 1330124/SKYS | **5 132**<br>3 015<br>6 043 | NK | **1979** Minami-Nippon Zosen K.K.—Usuki (527)<br>137,01 17,56 7,167<br>127,01 17,51 10,01<br>P 30,5 F 13,2 2 dks | **M Refrigerated Cargo**<br>4 Ho ER<br>In.7 049<br>4 Ha (stl) (each 7,0 × 6,0) ER<br>Der 4(5) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1250<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 440kW 445V 60Hz a.c.<br>Fuel 424,0t (d.o.) 1 358,0t (hvf) |
| **7802691**<br>*HP5736*<br>19955-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **SKY SEAL**<br>ex Black Seal-90<br><br>Panama Panama | **254**<br>173<br>664 | (AB) | **1978** RYSCO Shipyard, Inc.—Blountstown, Fl (34)<br>56,39 3,644<br>54,36 11,60 4,27<br>F 17,1 1 dk | **TM Research**<br>Seismographic Survey | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × reduction geared to sc. shafts<br>2 500bhp (1 839kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 210kW<br>Thw. thrust propeller fwd |
| **6922169**<br>*LAJT4*<br>N-01032<br>Df Esd Gc<br>RdrRTm | **SKY TRADER**<br>ex Thuntank 10-90 ex Credo-74<br>**Sky Trader ANS**<br>Torkel Alendal Shipmanagement A/S<br>Haugesund Norway (NIS) | **1 564**<br>919<br>2 991<br>T/cm<br>20,3 | NV | **1969** Solvesborgs Varv A/B—Solvesborg (74)<br>87,18 12,02 4,992<br>82,10 12,01 6,30<br>2 dks<br>rf 51 Diam. 0,203 len & deepened 77 | **M Tanker**<br>Chemical<br>CBT SBT Ice strengthened<br>12 Wing Ta ER<br>L.3 595<br>2 Cargo pumps total 1 100T/hr | Alpha<br>Vee Oil 4SA 12Cy. 225 × 300<br>1 470bhp (1 081kW)<br>Alpha-Diesel A/S<br>Gen 2 × 112kW 1 × 44kW 380V<br>Controllable pitch propeller<br>Fuel 71,0t (d.o.)-6,0pd |

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| **SKYBRIDGE**<br>ex Cecilia-86 ex European Express-85<br>ex Ville de Providence-82 ex Condor-81<br>ex Astir-80<br>**Neways Transport Corp. S.A.**<br>Panama Panama | *4 954*<br>*3 005*<br>5 880 | (GL) (NK) | **1975** Salamis Shipyards S.A.—Salamis (121)<br>120,00 5,311<br>107,50 20,30 8,18<br>F 10,4 2 dks | **TM Container Ship**<br>Fixed-guides<br>TEU 486<br>C.Ho 180/20' (35') (40') C.Dk 306/20' (35') (40')<br>11 Ha (stl) ER | MaK 6M551AK<br>2 Oil 4SA each 6Cy. 450 × 550 geared to sc. shafts<br>8 000bhp (5 884kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 4 × 240kW a.c.<br>14,5kn |
| **SKYECLIFFE**<br>ex Seaventure I-82 ex Erimo Maru-77<br>**Skyecliffe Co.**<br>Panama Panama | **2 639**<br>1 409<br>3 837 | NK (HR) | **1961** Namura SB. Co. Ltd.—Osaka (321)<br>96,78 13,85 5,970<br>90,00 13,80 7,12<br>P 23,5 F 7,7 1 dk<br>RW | **M General Cargo**<br>3 Ho 15,3 31,1 14,3 ER<br>G.5 079 B.4 754<br>3 Ha (8,5 × 5,7) (24,6 8,7 × 6,1) ER<br>11W Der 1(30) 6(10) 2(5) | Ito<br>Oil 4SA 8Cy. 470 × 700<br>2 800bhp (2 060kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 85kW 445V 60Hz a.c.<br>Fuel 225,5t (d.o.)-10,0pd 13kn |
| **SKYFROST**<br>ex Byron No. 16-89<br>ex Taisei Maru No. 16-86<br>**Transatlantic Discovery S.A.**<br>Laskaridis Shipping Co. Ltd.<br>Panama Panama | **1 894**<br>1 146<br>2 749 | NK | **1970** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (756)<br>97,29 13,44 5,716<br>90,00 13,42 6,68<br>P 34,9 F 10,2 1 dk | **M Refrigerated Cargo Fish Carrier**<br>4 Ho ER<br>In.2 949<br>3 Ha (stl) (5,3 6,3 6,3 × 3,9) ER<br>Der 6(3) | Mitsubishi 7UET45/75C<br>Oil 2SA 7Cy. 450 × 750<br>4 400bhp (3 236kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 3 × 132kW 445V 60Hz a.c.<br>Fuel 881,0t-15,5pd 16kn |
| **SKYHILL**<br>ex Tong Bai Shan-90 ex Turtle Bay-80<br>ex Indus-79<br>Panama Panama | T.Mk<br>**6 382**<br>3 188<br>9 017<br>**9 699**<br>6 657<br>12 100 | ZC<br>✠Classed LR until 11/79 | **1969**-10 Eriksbergs M/V A/B—Goteborg (630)<br>140,03 21,54 7,887/9,520<br>129,54 21,49 12,83<br>F 17,7 2 dks, 3rd dk in No. 4 hold, light cargoes only<br>rf 127 | **M General Cargo**<br>Ref<br>4 Ho 19,2 18,3 24,7 25,6 ER<br>G.16 874 B.15 606 In.1 061<br>8 Ha (stl) (6,6 6,6 × 4,8) (12,8 12,8 19,1 19,1 19,1 19,1 × 7,9) ER<br>4W Cr 3(12) 1(5) Der 1(100) 2(22) 1(3) | Pielstick 10PC2V-400<br>2 Vee Oil 4SA each 10Cy. 400 × 460 sr geared to sc. shaft<br>8 800bhp (6 473kW)<br>Eriksbergs M/V A/B Goteborg<br>Gen 1 × 752kW 2 × 600kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 549,5t (hvf)-33,0pd 16,5kn |
| **SKYLARK**<br>ex Tong Jiang-90 ex Trier-78<br>**Seagull Marine Ltd.**<br>Valletta Malta | T.Mk<br>**4 988**<br>2 830<br>6 570<br>**7 066**<br>4 424<br>8 873 | ZC (GL) | **1967** Blohm + Voss A.G.—Hamburg (851)<br>135,36 (BB) 19,49 7,421/8,640<br>122,00 19,30 11,05<br>P 38,8 B 10,4 F 22,6 2 dks | **M General Cargo**<br>Ref 8bth P<br>Ice strengthened<br>5 Ho 16,0 24,5 19,5 16,7 ER 17,6<br>G.13 687 B.12 608 In.276 L.295<br>TEU 170 C.170/20'<br>5 Ha (stl) (10,5 × 5,0) (16,7 12,5 12,5 × 6,0) ER (12,1 × 5,0)<br>18W Der 1(60) 14(5-10) 4(3-5) 1(3) | MAN K7Z70/120D<br>Oil 2SA 7Cy. 700 × 1200<br>6 179kW (8 400bhp)<br>Blohm + Voss A.G. Hamburg<br>Gen 3 × 325kW 400V 50Hz a.c.<br>Fuel 1 115,5t (hvf) 17kn |
| **SKYLARK**<br>**Tatsushima Shosen K.K. (Tatsushima Merchant Marine Co. Ltd.)**<br>Matsuyama, Ehime Pref. Japan<br>SatCom: 1204250/JLWB | **1 977**<br>992<br>3 804 | NK | **1982** Kitanihon Zosen K.K.—Hachinohe (172)<br>92,92 (BB) 15,52 6,454<br>84,92 15,51 6,76<br>3 dks | **M Refrigerated Cargo** CSD<br>3 Ho ER<br>In.4 354<br>3 Ha (stl) (each 5,5 × 5,0) ER<br>Der 3(5) | Mitsubishi 7UEC37/88H<br>Oil 2SA 7Cy. 370 × 880<br>3 347kW (4 550bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 560kW 445V 60Hz a.c.<br>Fuel 108,0t (d.o.) 719,5t (hvf)-18,0pd 14,5kn |
| **SKYLGE**<br>**Lambertus Switynk**<br>Wagenborg Shipping B.V.<br>Harlingen Netherlands | *1 272*<br>*672*<br>1 800 | BV | **1991** Scheepswerf en Reparatiebedrijf "Harlingen" B.V.—Harlingen (94)<br>79,10 3,700<br>74,31 10,50 4,75 | **M General Cargo**<br>Ice strengthened Str. heavy cargoes | A.B.C. 6MDZC<br>Oil 4SA 6Cy. 256 × 310<br>944kW (1 283bhp)<br>Anglo-Belgian Corporation N.V. Gent/Gand<br>10kn |
| **SKYLIGHT**<br>ex Orion-88 ex Marretje-84<br>**B.V.B.A. Skylight**<br>Nieuwpoort Belgium | **132**<br>48<br>— | | **1970** Akerboom Yacht & Scheeps.—Bergum (115)<br>30,24 -<br>28,55 6,53 2,93<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | A.B.C.<br>Oil<br>441kW (600bhp) NE 81<br>Anglo-Belgian Corporation N.V. Gent/Gand |
| **SKYLINE**<br>ex Mobil Engineer-88<br>**Skyline Maritime Co. Ltd.**<br>Valletta Malta<br>SatCom: 1256136/SKYL | **17 466**<br>12 017<br>32 590<br>T/cm<br>38,7 | **✠100A1** SS 6/88<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL Ht 2$\frac{7}{16}$"U3<br>FN 6719 | **1973**-7 Haugesund M/V A/S—Haugesund (46)<br>170,69 (BB) 25,94 11,329<br>163,07 25,90 15,30<br>F 16,2 1 dk<br>rf 76 Bow/CM 87 Diam. 0,310 MH 1,2 | **M Tanker**<br>CBT(LR) COW(LR) IGS(LR)<br>15 Ta ER<br>L.(oil) 42 783 HeCls. BC<br>2 Cargo pumps total 2 752T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur<br>2 AuxB (o.f.) 12,5kgf/cm² (12,3bar)<br>Gen 3 × 410kW 440V 60Hz a.c.<br>Fuel 2 052,5t (hvf)-42,5pd 15,75kn |
| **SKYMAN**<br>ex Everdawn-86<br>**Orchestra Shipping Co. Ltd.**<br>Transman Shipping Enterprises S.A.<br>Limassol Cyprus | **11 679**<br>6 892<br>17 160 | BV | **1977** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1217)<br>154,79 (BB) 22,43 9,367<br>144,99 22,41 13,39<br>2 dks | **M General Cargo**<br>4 Ho ER<br>G.24 730 B.23 300<br>TEU 420 C.420/20' incl. 32 ref C.<br>4 Ha (stl) (13,5 × 8,9) (20,2 20,2 13,5 × 12,0) ER<br>Cr 1(25) 2(15) Der 1(80) 4(10) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 450kW 440V a.c.<br>Fuel 136,0t (d.o.) 1 240,5t (hvf)-39,0pd 15,7kn |
| **SKYMASTER**<br>ex Sela-74<br>**Skymaster Marine Co. Ltd.**<br>Castalia Compania Naviera S.A.<br>Piraeus Greece | **1 057**<br>640<br>1 745 | (GL)<br>**DAMAGED BY FIRE 7/79** | **1963** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1098)<br>66,45 10,22 5,106<br>59,97 10,20 6,13<br>2 dks<br>RW | **M General Cargo**<br>1 Ho 39,6 ER<br>G.2 267 B.2 052<br>2 Ha<br>4W Der 4(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 050bhp (772kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 117,0t (d.o.)-3,5pd 11kn |
| **SKYRIVER**<br>ex Jin Sha-90<br>Panama Panama | T.Mk<br>**7 775**<br>4 479<br>13 676<br>**11 150**<br>6 514<br>15 586 | ZC<br>✠Classed LR until 5/68 | **1967**-7 Doxford & Sunderland SB. & Eng. Co. Ltd. —Pallion Shipyard, Sld (878)<br>159,38 21,42 8,503/9,354<br>147,83 21,34 12,95<br>P 14,1 B 26,0 F 14,1 2 dks<br>RW rf 152 DK fwd | **M General Cargo**<br>5 Ho 19,2 14,4 9,2DT 24,3 23,4 ER 20,9<br>G.42 124 B.21 431<br>5 Ha (stl) (10,9 13,4 13,4 13,4 × 7,6) ER (10,9 × 7,6)<br>16W Der 1(50) 4(10) 12(5) | Sulzer 7RD76<br>Oil 2SA 7Cy. 760 × 1550<br>8 238kW (11 200bhp)<br>G. Clark & N.E.M. Ltd. Sunderland<br>Gen 3 × 340kW 380V 50Hz a.c.<br>16kn |
| **SKYROS**<br>ex Ding-89 ex On Ding-88 ex Orania-79<br>**Great Sea Holdings Ltd.**<br>Tony Travel & Agency Ltd.<br>Valletta Malta | **19 920**<br>12 242<br>34 281<br>T/cm<br>42,8 | BV (NV) | **1966** Uddevallavarvet A/B—Uddevalla (271)<br>196,32 25,99 10,884<br>184,41 25,91 14,64<br>P 42,7 F 17,4 1 dk<br>rf 69 | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>7 Ho 18,9 18,9 18,9 17,9 19,2 18,9 21,0 ER<br>G.41 092 B.40 369<br>7 Ha (stl) (13,0 × 11,0) (13,0 13,0 13,0 13,0 13,0 13,0 × 12,6) ER<br>2W Cr 3(8) Der 2(8) | B&W 7-74VT2BF-160<br>Oil 2SA 7Cy. 740 × 1600<br>7 723kW (10 499bhp)<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 340kW 440V 60Hz a.c.<br>Fuel 2 272,0t (hvf) 15,75kn |
| **SKYROS**<br>ex Engeland-81 ex Andy Mitchell-73<br>**Architug Shipping S.A.**<br>San Lorenzo Honduras | **228**<br>33<br>215 | HR (BV)<br>✠Classed LR until 18/1/85 | **1968**-5 Clelands SB. Co. Ltd.—Wallsend (297)<br>30,94 8,67 3,899<br>28,12 8,23 4,27<br>RFD 5,8 1 dk<br>rf 381 Box K 89 | **TM Tug** | Ruston<br>2 Oil 4SA each 6Cy. 203 × 273 sr geared to sc. shafts<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 40kW 220V d.c.<br>2 Controllable pitch propellers<br>Fuel 132,0t (d.o.) 13kn |
| **SKYSCRAPER No. 1**<br>**Kowloon Cement Corp. Ltd.**<br>Hong Kong Hong Kong (British) | *604*<br>*333*<br>1 077 | **✠100A1**<br>barge<br>extended protected waters service from Hong Kong, Macau and Guangzhou<br>EL K 357,5/28,0U2<br>FN 712 | **1987**-10 Chung Wah SB. & Eng. Co. Ltd.—Hong Kong (216)<br>47,10 11,05 3,458<br>45,83 11,00 4,53<br>1 dk<br>rf nil conv Cement Carrier Self-unloader 90 | **Cement Barge Self-unloader**<br>2 Ho ER | |

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|---|---|---|---|---|---|---|
| **8833984**<br>*UJCU*<br>M-43453<br>Esd Rdr Rt | **SL-2 PROFESSOR PAVLOVSKIY**<br>**Government of The Republic of Russia (Ministry of Shipbuilding)**<br>(Otradnove) (U.S.S.R.) | **155**<br>46<br>21 | RS | **1989** ............U.S.S.R.<br>28,80 6,12 2,050<br>25,25 - 3,66<br>1 dk | **TM Research**<br>Geophysical | Russkiy<br>2 Oil<br>(p) Oil 4SA 12Cy. 150 × 180<br>Russkiy-Diesel Works<br>(s) Oil 4SA 6Cy. 150 × 180<br>Russkiy-Diesel Works<br>Gen 2 × 30kW a.c. |
| **8512102**<br>*JXAM*<br>20187<br>Rdr Rt | **SLAATTEROY**<br>**K. Halstensen A/S**<br>Bergen Norway | *1 296*<br>*468*<br>— | NV | **1986** Th. Hellesoy Skipsbyggeri A/S—Lofallstrand (112)<br>61,91 11,99<br>55,20 5,52<br>2 dks | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>In.1 800 | Wichmann<br>Oil 2SA 8Cy. 280 × 360<br>3 260bhp (2 398kW)<br>A/S Wichmann<br>Gen 1 × 1280kW 2 × 252kW 220V<br>Thw. thrust propeller fwd |
| **6605216**<br>*XPSS*<br>D1252<br>Df Esd Pfd<br>Rdr Rt | **SLAETTABERG**<br>ex Olavur I Todnesbug-84<br>ex Nordhav-80 ex Safir-69<br>**P/f J. F. Kjolbro A/S**<br>Klakksvik Faeroes (Danish) | **187**<br>62<br>— | BV | **1965** VEB Rosslauer Schiffswerft—Rosslau<br>32,26 7,42<br>28,00 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>560bhp (412kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel 23,5t (d.o.)-2,5pd |
| **7397517**<br>*LAXR2*<br>N-00728<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SLAGEN**<br>ex Sunstinnes-90 ex Neu-Ulm-88<br>ex Hapag Lloyd Parana-86<br>ex Neu-Ulm-86 ex Bari-79 ex Petra-76<br>Launched as Bari<br>**Tweendeck VIII K/S**<br>Skibsaktieselskapet Karlander<br>Kristiansand Norway (NIS) | T.Mk<br>**5 870**<br>3 616<br>9 504<br>**9 674**<br>6 408<br>12 764 | GL | **1974** VEB Schiffswerft "Neptun"—Rostock (389)<br>149,87 (BB) 21,06 7,678/9,051<br>140,04 21,01 11,31<br>P 29,9 F 40,0 2 dks<br>rf nil | **M General Cargo**<br>Heavy-load<br>Ice strengthened<br>3 Ho 19,5 34,1 33,5 ER<br>G.20 186 B.18 198 In.108<br>TEU 420<br>C.Ho 236/20' (40') C.Dk 184/20' (40')<br>5 Ha (stl) (20,2 × 11,5) (26,0p&s 26,0p&s × 7,6) ER<br>5W Cr 2(25) Der 1(150) 3(22) | MAN<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>Halberstadt<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 223,5t (d.o.) 1 181,5t (hvf)-36,0pd |
| **5362685**<br>*PKWR*<br>1945/L<br>Rdr Rt | **SLAMAT ANUGERAH**<br>ex Adhiguna Anugerah-76<br>ex Toa Maru-71 ex Yuwa Maru-62<br>**P.T. Perusahaan Pelayaran Nusantara Sri Indrapura**<br>Jakarta Indonesia | **470**<br>183<br>562 | (KI) | **1959** Taiyo Zosen—Nagasaki (188)<br>47,60 7,65 3,429<br>43,24 7,60 3,76<br>1 dk | **M General Cargo**<br>1 Ho 26,3 ER<br>G.572 B.539<br>1 Ha (18,3 × 5,1) ER<br>2W Der 3(2) | Oil 4SA 6Cy. 290 × 420<br>520bhp (382kW)<br>Nippon Hatsudoki<br>Gen 1 × 12kW 115V<br>Fuel 30,5t |
| **7936818** | **SLAMET BAHARI**<br>ex Adri II<br>**P.T. Perusahaan Pelayaran Nusantara Sri Indrapura**<br>Jakarta Indonesia | **623**<br>334<br>752 | (KI)<br>✠Classed LR until 1/61 | **1954**-5 Schpsw. Kraaier—Zaandam<br>56,52 9,33 2,928<br>50,30 9,30 5,11<br>1 dk | **M General Cargo** | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW)<br>N.V. Werkspoor<br>Gen 2 × 64kW 230V a.c. |
| **7350806**<br>*YCCO* | **SLAMET III**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **732**<br>505<br>711<br>T/cm<br>4,1 | KI | **1975** PT. Adiguna Sb & Eng.—Tanjung Priok (50)<br>57,26 3,099<br>52,00 9,00 4,02<br>1 dk<br>Bow/CM 38 | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 050<br>2 Cargo pumps total 300T/hr | Niigata<br>Oil 4SA 6Cy. 200 × 260 geared to sc. sh<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 48kW 440V a.c.<br>Fuel 36,5t (d.o.) |
| **7397608**<br>Esd Rdr Rt | **SLAMET IV**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **653**<br>347<br>711<br>T/cm<br>4,1 | KI | **1975** PT. Adiguna Sb & Eng.—Tanjung Priok (53)<br>57,26 9,02 3,099<br>52,00 9,00 3,99<br>1 dk<br>Bow/CM 38 Diam. 0,076 | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 050<br>2 Cargo pumps total 300T/hr | Niigata<br>Oil 4SA 6Cy. 200 × 260<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd.<br>Fuel 36,5t (d.o.) |
| **7409425**<br>*YBMI*<br>Esd Rdr Rt | **SLAMET VIII**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **653**<br>347<br>700<br>T/cm<br>4,1 | KI | **1977** PT. Adiguna Sb & Eng.—Tanjung Priok (54)<br>57,26 3,101<br>52,02 9,01 4,02<br>1 dk<br>Bow/CM 38 Diam. 0,076 | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 050<br>2 Cargo pumps total 300T/hr | Niigata<br>Oil 4SA 6Cy. 200 × 260<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd.<br>Fuel 36,5t (d.o.) |
| **7409437**<br>*YCFV*<br>Esd Rdr Rt | **SLAMET X**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **621**<br>329<br>700<br>T/cm<br>4,1 | KI | **1977** PT. Adiguna Sb & Eng.—Tanjung Priok (55)<br>57,26 3,101<br>52,02 9,01 4,02<br>1 dk<br>Bow/CM 38 Diam. 0,076 | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 050<br>2 Cargo pumps total 300T/hr | Niigata<br>Oil 4SA 6Cy. 200 × 260<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd.<br>Fuel 36,5t (d.o.) |
| **7416753** | **SLAMET XVII**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **653**<br>—<br>700 | KI | **1980** PT. Adiguna Sb & Eng.—Tanjung Priok (56)<br>57,26 3,101<br>52,02 9,01 4,02<br>1 dk | **M Tanker**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 200 × 260<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. |
| **7431454** | **SLAMET XX**<br>ex Slamet XVIII ex Kalimambang<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **116**<br>68<br>137 | KI | **1967** P.T. Indomarine—Tanjung Priok<br>... ...<br>26,95 6,00 2,06<br>1 dk | **M Tanker**<br>Mchy.aft | MAN<br>Oil 4SA 6Cy. 121 × 140<br>145bhp (107kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 1 × 1,5kW |
| **6917463**<br>*LZRO*<br>569<br>Df Esd Gc<br>Rdr RTv | **SLANCHEV BRIAG**<br>**Okeansky Ribolov (Bulgarian Ocean Fishing)**<br>Bourgas Bulgaria | **5 942**<br>2 844<br>5 170 | BR | **1967** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,82 7,220<br>120,96 16,77 9,56<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.7 298<br>4 Ha (each 4,8 × 5,1) ER<br>8W Der 8(3) | Sulzer<br>4 Oil 4SA each 6Cy. 250 × 300 total<br>(3 960kW) driving 4 gen. connected<br>motors & sc. shaft<br>NE 82<br>Gen 3 × 240kW 1 × 80kW 400V<br>Fuel 220,0t (d.o.) 1 000,0t (hvf)-22,0pd |
| **7941095**<br>*YQGW*<br>476<br>Df Esd Gc<br>Rdr Rt | **SLANIC**<br>**Navrom Shipping Company**<br>Constantza Romania | **2 473**<br>1 039<br>3 134<br>**3 531**<br>1 748<br>4 795 | RNR | **1979** Santierul Naval Braila—Braila<br>106,05 14,84 5,630/7,060<br>93,50 8,54<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 5(3) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>3 000bhp (2 207kW)<br>Bryansk Eng. Works<br>Gen 3 × 450kW 400V 50Hz a.c.<br>Fuel 454,0t |
| **7624324**<br>*9H3572*<br>2911<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SLANO**<br>ex Valkenier-87<br>**Slano Shipping Co. Ltd.**<br>Atlantska Plovidba<br>Valletta Malta | T.Mk<br>**1 479**<br>891<br>2 811 | BV JR | **1978** B.V. Scheepswerven Gebr. van Diepen—Waterhuizen (1013)<br>88,19 15,60 5,576<br>74,99 15,51 7,57<br>2 dks<br>rf nil | **M Heavy-load Carrier**<br>1 Ho 51,3 ER<br>G.3 817<br>1 Ha (stl) (47,3 × 11,5) ER<br>2W Der 2(180) | MaK<br>Oil 4SA 8Cy. 320 × 420 geared to sc.<br>1 839kW (2 500bhp)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 132kW 380V 50Hz a.c.<br>Fuel 323,0t (d.o.)-8,0pd |
| **7941760**<br>*EOUM*<br>M-36626<br>Df Esd Gc<br>Rdr RTv | **SLANTSY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>327 | RS | **1980** ............U.S.S.R.<br>53,73 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(3,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd |

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| **SLAPY**<br>**Czechoslovak Ocean Shipping International Joint Stock Co. (Ceskoslovenska Namorni Plavba)**<br>Praha Czechoslovakia<br>SatCom: 1436105/OLGT | T.Mk<br>**6 890**<br>4 425<br>12 826<br>**10 416**<br>6 718<br>15 236 | ✠**100A1** SS 4/86<br>strengthened for heavy cargoes, hold No. 3 may be empty<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL 550,0/60,0U2<br>FN 4606 | **1981**-3 R.O. Brodogradiliste "3 Maj"—Rijeka (601)<br>145,55 (BB) 21,65 8,140/9,116<br>135,01 21,61 12,50<br>P 13,8 F 15,6 2 dks<br>rf nil | **M General Cargo**<br>4 Ho 22,3 31,0 14,4 31,7 ER 4 TwD<br>G.22 826 B.20 805<br>4 Ha (stl) (12,8 × 7,7) (19,3 6,4 19,3 × 10,3) ER<br>8W Der 8(5-10) | Sulzer 4RND68M<br>Oil 2SA 4Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Yugoslavia<br>AuxB (Comp) 6kgf/cm² (5,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 184,0t (d.o.) 950,5t (hvf)-26,0pd 14,75kn |
| **SLATINA**<br>**Navrom Shipping Company**<br>Constantza Romania | **2 473**<br>1 039<br>—<br>**3 531**<br>1 748<br>4 560 | RNR (BV) | **1973** Santierul Naval Galatz—Galatz<br>106,20 14,81 5,639/7,060<br>92,66 14,79 8,51<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 22,1 ER<br>G.6 371 B.5 992<br>3 Ha (stl) (13,4 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(3-5) | Sulzer 6RD44<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina" Karlovac<br>Gen 2 × 160kW 1 × 100kW 400V 50Hz a.c.<br>Fuel 272,5t 14kn |
| **SLAUTNOYE**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **1 542**<br>654<br>1 857 | RS | **1973** Intreprinderea Constr. Navale Constantza —Constantza (363)<br>80,24 11,94 4,900<br>5,69<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.2 450<br>3 Ha (stl) (8,2 × 5,9) (8,2 8,2 × 7,9) ER<br>Cr 3(5) | Sulzer 6TAD36<br>Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW)<br>Sour "Jugoturbina" Karlovac<br>12,5kn |
| **SLAVA KERCHI**<br>ex SRTM 1243-74<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | **558**<br>160<br>293 | RS | **1965** ..............U.S.S.R.<br>54,23 9,38 3,718<br>49,99 9,25 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW) NE 73<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **SLAVEN**<br>ex Limhamn-69<br>**JADROLINIJA P.O.**<br>Rijeka Croatia | **397**<br>157<br>124 | JR | **1960** A/S Bergens M/V—Bergen (438)<br>45,29 10,11 3,010<br>41,89 9,76 4,07<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo 300dk P | Scania<br>4 Oil 4SA each 6Cy. 127 × 135 geared to sc. shafts<br>740bhp (544kW) NE 66<br>A/B Scania Vabis Sodertalje<br>Gen 2 × 104kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 22,5t (d.o.) 10,5kn |
| **SLAVEN**<br>ex S-48 ex PT-88-63<br>**Komunalno Poduzece**<br>Split Croatia | **126**<br>50<br>120 | JR | **1951** Brodogradiliste "Vicko Krstulovic" —Split<br>30,00 5,52 2,271<br>27,84 5,49 2,49<br>1 dk<br>conv General Cargo 73 | **M Tanker**<br>Mchy.aft<br>L.(oil) 170 | Alpha<br>Oil 2SA 3Cy. 200 × 340<br>135bhp (99kW)<br>R.O. Tvornica Dizel Motora "Uljanik" Pula<br>Gen 1 × 2,5kW 24V d.c.<br>6,5kn |
| **SLAVGOROD**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 344**<br>944<br>1 338 | RS | **1969** Stocznia Gdanska im. Lenina—Gdansk (B26/28)<br>83,11 13,85 5,500<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.284 In.1 566<br>5 Ha (4,8 × 2,0) (1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Sulzer 8TD48<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>H. Cegielski Poznan<br>Controllable pitch propeller<br>12,75kn |
| **SLAVIANKA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria<br>SatCom: 1435214/SLAV | **15 662**<br>9 721<br>24 574<br>T/cm<br>35,0 | BR | **1978** "Georgi Dimitrov" Shipyard—Varna (126)<br>185,20 (BB) 22,86 10,210<br>172,14 22,80 14,15<br>P 36,3 F 16,8 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 20,4 13,1 20,1 13,1 20,1 13,1 20,1 ER<br>G.32 478 HeCls. B<br>7 Ha (stl) (13,2 × 9,9) (10,5 13,1 10,6 13,1 10,6 13,1 × 11,4) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 311,0t (d.o.) 1 589,0t (hvf)-34,0pd 14,5kn |
| **SLAVIJA I**<br>ex Slavija-76 ex Skipper Clement-76<br>ex Jens Kofoed-65<br>**JADROLINIJA P.O.**<br>Rijeka Croatia | **3 035**<br>1 454<br>735 | JR (BV) (NV) | **1963** Bartram & Sons Ltd.—Sunderland (397)<br>88,25 16,21 4,223<br>80,02 16,18 5,34<br>2 dks & S dk<br>rf 152 | **TM Passenger/RoRo Cargo/Ferry** OSD<br>1200P | MAN<br>4 Oil 4SA each 9Cy. 300 × 450 geared to sc. shafts<br>5 240bhp (3 854kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>Gen 4 × 282kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 16kn |
| **SLAVONIJA**<br>ex Srbija-91 ex Konkar Poseidon-87<br>**Malta Cross Shipping Co. Ltd.**<br>Croatia Line<br>Valletta Malta | **16 992**<br>11 514<br>24 432 | AB | **1980** R.O. Brodogradiliste "Uljanik"—Pula (326)<br>193,35 (BB) 22,97 10,259<br>181,62 22,90 14,15<br>P 32,7 F 13,8 1 dk, 2nd dk except in No. 1 hold<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 29,6 26,4 27,2 27,2 26,4 ER 4 TwD<br>G.32 819 B.31 346<br>TEU 598 C.Ho 388/20' (40') C.Dk 210/20' (40') incl. 42 ref C.<br>9 Ha (stl) (19,2 19,2p&s 19,2p&s 19,2p&s 19,2p&s × 8,0) ER<br>Cr 6(25) | B&W 6L67GFC<br>Oil 2SA 6Cy. 670 × 1700<br>9 520bhp (7 003kW)<br>R.O. Tvornica Dizel Motora "Uljanik" Pula<br>Gen 4 × 632kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 200,0t (d.o.) 1 783,0t (hvf)-41,5pd 16kn |
| **SLAVSK**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>94 | RS | **1975** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9kn |
| **SLAVUTA**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **710**<br>207<br>350 | RS | **1975** ..............U.S.S.R.<br>53,73 (BB) 10,70 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 fwd<br>12,75kn |
| **SLAVYANETS**<br>**Slavyansk Ship Repair Yard**<br>(Vladivostok) (U.S.S.R.) | *270*<br>*81*<br>89 | RS | **1990** ..............Yugoslavia<br>35,78 9,49 3,282<br>30,23 - 4,50<br>1 dk | **M Tug**<br>Fire-fighting | Sulzer 6ASL25D<br>2 Oil 4SA each 6Cy. 250 × 300<br>Yugoslavia<br>Gen 1 × 150kW a.c.<br>Controllable pitch propeller<br>13,5kn |
| **SLAVYANKA**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400764/UGSH | *4 295*<br>*1 305*<br>3 642 | RS | **1989** Hellenic Shipyards—Skaramanga (1162)<br>103,00 (BB) 7,200<br>93,40 17,00 9,65<br>1 dk | **M Refrigerated Cargo**<br>Ice strengthened<br>3 Ho ER 2 TwD<br>In.4 879<br>TEU 62 C. 62/20' incl. 20 ref C.<br>3 Ha (stl)<br>Cr 3(8) | B&W 5L50MC<br>Oil 2SA 5Cy. 500 × 1620<br>5 701kW (7 751bhp)<br>H. Cegielski Poznan<br>Gen 4 × 500kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Thw. thrust propeller<br>16,8kn |

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| **8136324**<br>*EULQ*<br>M-39765<br>Df Esd Gc<br>Rdr RTm/h/v | **SLAVYANKA**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **744**<br>209<br>332 | RS | **1983** ............U.S.S.R.<br>53,75 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Li<br>(SKL) |
| **7421253**<br>*UKQD*<br>M-32787<br>Df Esd Gc<br>Rdr Rt | **SLAVYANOGORSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **720**<br>221<br>351 | RS | **1974** ............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.295<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Li<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller double |
| **7430838**<br>*UKWI*<br>M-32788 | **SLAVYANOSERBSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **720**<br>221<br>351 | RS | **1974** ............U.S.S.R.<br>53,73 10,72 4,288<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.295<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Li<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller double<br>Fuel (d.o.) |
| **6517380**<br>*ULKD*<br>M-12157<br>Df Esd Gc<br>Rdr Rt | **SLAVYANSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **18 012**<br>11 082<br>10 180 | ✠Classed LR until 9/67<br>RS | **1966**-2 Mitsubishi Heavy Industries Ltd.<br>—Yokohama (866)<br>174,30 24,03 7,322<br>160,00 24,01 14,86<br>P 19,2 F 32,4 3 dks, 4th dk in holds (perforated)<br>RW rf nil | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.14 424<br>5 Ha (3,7 3,7 3,7 3,7 3,5 × 4,5) ER<br>14W Der 2(10) 8(5) 2(3) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>5 500bhp (4 046kW)<br>Mitsubishi Heavy Industries |
| **6714445**<br>*ULTN*<br>M-28068<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SLAVYANSK**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**5 630**<br>2 681<br>—<br>**8 874**<br>4 576<br>13 796 | RS | **1966** Kherson Shipyard—Kherson<br>152,81 20,65 —/9,370<br>140,01 20,58 12,04<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>G.19 170 B.17 420<br>5 Ha (stl) (9,8 × 8,9) (14,4 14,4 14,4 × 10,9) ER (9,8 × 9,5)<br>Cr 10(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Fuel 272,5t (d.o.) 1 165,5t (h |
| **8726002**<br>*ULVG*<br>M-27754<br>Rt | **SLAVYANSKAYA**<br>**Dalmorgidrostroy**<br>(Nakhodka) (U.S.S.R.) | *745*<br>*223*<br>1 068 | RS | **1988** ............Romania<br>56,19 11,21 3,700<br>53,20 11,19 4,44<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Ice strengthened | S.K.L.<br>2 Oil 4SA each 6Cy. 180 ×<br>574kW (780bhp)<br>VEB Schwermasch. "Karl Li<br>(SKL)<br>Gen 2 × 100kW a.c. |
| **7741380**<br>*EUPM*<br>M-35196<br>Df Esd Gc<br>Rdr Rt | **SLAVYANSKIY**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | T.Mk<br>**3 384**<br>1 443<br>1 815 | RS | **1978** ............U.S.S.R.<br>103,10 16,01 5,801<br>94,01 10,22<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (stl) (1,9 × 1,6) (2,5 × 2,7) (2,7 × 2,9)<br>Der 6(3) | Skoda<br>2 Oil 4SA each 6Cy. 525 ×<br>6 000bhp (4 413kW)<br>CKD Praha<br>Controllable pitch propeller |
| **8111623**<br>703861 | **SLB 1**<br>**Scott Lithgow Ltd.**<br>Greenock United Kingdom | **3 182**<br>2 612<br>6 699 | **✠100A1** SS 11/91<br>pontoon<br>EL (M) 194,0/32,0U2<br>FN 2154 | **1983**-6 Scott Lithgow Ltd.—Port Glasgow (1001)<br>100,18 14,36 6,023<br>100,01 14,01 7,52<br>1 dk<br>rf nil | **Deck Cargo Pontoon** | |
| **8111635**<br>389143 | **SLB 2**<br>**Scott Lithgow Ltd.**<br>Greenock United Kingdom | **3 182**<br>2 612<br>6 650 | **✠100A1** SS 6/91<br>pontoon<br>EL (M) 194,0/32,0U2<br>FN 2154 | **1982**-8 Smith's Dock Ltd—South Bank, Middlesbrough (1351)<br>100,18 14,18 6,023<br>100,01 14,01 7,52<br>1 dk<br>rf nil | **Deck Cargo Pontoon** | |
| **8111647**<br>389138 | **SLB 3**<br>**Scott Lithgow Ltd.**<br>Greenock United Kingdom | **3 182**<br>2 612<br>6 650 | **✠100A1**<br>pontoon<br>EL (M) 194,0/32,0U2<br>FN 2154 | **1982**-2 Smith's Dock Ltd—South Bank, Middlesbrough (1348)<br>100,18 14,18 6,023<br>100,01 14,01 7,52<br>1 dk<br>rf nil | **Deck Cargo Pontoon** | |
| **7320588**<br>389566<br>M 319<br>Df Esd Rdr Rt | **SLEBECH**<br>ex Beti Donosti-81<br>**Galaza Fisheries Ltd.**<br>Milford Haven United Kingdom | **207**<br>108<br>— | BV | **1974** Astilleros del Atlantico S.A.—Santander (161)<br>35,82 6,81<br>30,03 6,79 3,71<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 040bhp (765kW)<br>Atlas-MaK Maschinenbau<br>Fuel 90,5t (d.o.) |
| **7362988**<br>*GCCL*<br>398384<br>M 321<br>Df Esd Rdr Rt | **SLEBECH THREE**<br>ex Beti Iruna-81<br>**Coingate Ltd.**<br>Cmaine (Shipping) Ltd.<br>Milford Haven United Kingdom | **218**<br>87<br>— | BV | **1974** Astilleros del Atlantico S.A.—Santander (162)<br>35,79 3,601<br>30,03 6,80 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 320bhp (971kW)<br>Atlas-MaK Maschinenbau |
| **5206752**<br>*GCCK*<br>389567<br>M 320<br>Df Esd Rt | **SLEBECH TWO**<br>ex Lequeitio Segundo-81<br>**Oderule Ltd.**<br>Cmaine (Shipping) Ltd.<br>Milford Haven United Kingdom | **196**<br>91<br>100 | (BV) | **1961** Ast. de Murueta S.A.—Guernica (47)<br>33,61 6,46 3,250<br>28,81 6,41 3,66<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Krupps<br>Oil 4SA 6Cy. 295 × 420<br>550bhp (405kW)<br>La Maquinista Terrestre y Mar<br>Fuel (d.o.) |
| **7908108**<br>*WYD2401*<br>591482<br>Esd Pfd Rdr Rt | **SLEEP ROBBER**<br>**Sleep Robber Inc.**<br>Coos Bay, Or United States of America | **144**<br>111<br>— | | **1978** Hiilstrom SB. Co.—Coos Bay, Or<br>... ... ...<br>23,50 6,72 3,36<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 15<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **7733292**<br>*WYC4219*<br>586044 | **SLEEPING BEAUTY**<br>**Trawler Sleeping Beauty Inc.**<br>Mobile, Al United States of America | **127**<br>87<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,97*<br>6,74 3,79<br>1 dk | **Reinforced Plastic M Fishing**<br>Side-fishing | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| **8816053**<br>*LARR*<br>20538<br>Rdr Rt | **SLEIPNER**<br>**P/R Flaggruten ANS**<br>Det Stavangerske Dampskibesselskab A/S (DSD Shipping A/S)<br>Stavanger Norway | *430*<br>*138*<br>50 | NV | **1989** A/S Fjellstrand—Omastrand (1589)<br>- 9,44<br>38,82 3,91<br>R | **Aluminium Alloy TM Ferry**<br>Twin Hull 250P | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 16<br>sc. shafts<br>4 078kW (5 544bhp)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 70kW 230V 50Hz a.<br>2 Water jet propulsion units |

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| **SLEIPNER**<br>**A/S Em. Z. Svitzer**<br>Odense Denmark<br>SatCom: 1610274/OXJG | **249**<br>6<br>98 | ✠**100A1** SS 5/89<br>tug<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL F 275,0/25,0U1<br>FN 390 | **1981**-1 Dannebrog Vaerft A/S—Aarhus (176)<br>32,42 9,50 3,847<br>29,11 9,01 4,37<br>RQD ,7 RFD 6,4 1 dk<br>rf 584 | **M Tug**<br>Fire-fighting | Alpha 12U28L-VO<br>Vee Oil 4SA 12Cy. 280 × 320 sr geared to sc. shaft<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 258kW 1 × 41kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 98,0t (d.o.)-10,0pd 15kn |
| **SLEMMESTAD**<br>**Milford Marine Nigeria Ltd.**<br>Kristian Gerhard Jebsen Skipsrederi A/S<br>Oslo Norway | **841**<br>629<br>1 200 | | **1959** Braten Slip & Rep. Verksted—Porsgrunn<br>52,84 10,55<br>10,49<br>1 dk | **M Cement Carrier**<br>2 Ho each 15,0<br>Cr 1(2) | Oil 4SA 8Cy. 153 × 140<br>300bhp (221kW) NE 62<br>Brodrene Klemsdal A/S Fredrikstad<br>Gen 1 × 7,5kW 220V a.c.<br>Fuel 3,0t (d.o.)-1,5pd |
| **SLEPYASHCHIY**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1981** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8VD36/24-1<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| **SLETREAL**<br>**Derin Shipping & Trading Co. Inc.**<br>Monrovia Liberia | *5 451*<br>*2 034*<br>8 366 | NV | **1983** Aukra Bruk A/S—Aukra (76)<br>113,42 5,501<br>109,56 20,31 8,62<br>1 dk | **TM Tanker**<br>Mchy.aft | Wartsila 4R32<br>2 Oil 4SA each 4Cy. 320 × 350 geared to sc. shafts<br>3 600bhp (2 648kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 3 × 332kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **SLETTA**<br>ex Kiwi Ace-90<br>**Skibsaktieselskapet Karlander**<br>Fredrikstad Norway (NIS) | **9 856**<br>6 766<br>17 692 | NV (NK) | **1982** Shikoku Dockyard Co. Ltd.—Takamatsu (816)<br>147,00 22,84 9,016<br>136,00 22,80 12,20<br>P 26,0 F 12,2 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.21 823 B.21 463<br>4 Ha (stl) (14,7 × 10,2) (21,0 21,0 21,0 × 12,0) ER<br>4W Der 4(25) | B&W 8L45GFCA<br>Oil 2SA 8Cy. 450 × 1200<br>7 890bhp (5 804kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 360kW 440V 60Hz a.c.<br>13,75kn |
| **SLETTANES**<br>**Fafnir H/f**<br>Thingeyri Iceland | T.Mk<br>**471**<br>188<br>— | NV | **1983** Slippstodin h/f—Akureyri (65)<br>50,91 4,401<br>44,76 9,80 6,76<br>2 dks<br>rf 749 BK 267 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Wichmann 5AXA<br>Oil 2SA 5Cy. 300 × 450 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 448kW 1 × 280kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **SLETTBAKUR**<br>ex Stella Kristina-73<br>**Utgerdarfelag Akureyringa H/f**<br>Akureyri Iceland | T.Mk<br>**902**<br>636<br>712 | NV | **1968** Soviknes Verft A/S—Sovik (70)<br>69,75 (BB) 10,24 4,973<br>62,34 10,20 7,01<br>P 13,8 B 10,4 F 19,9 2 dks<br>rf 851 BK 221 conv Stern Trawler Fishing 87 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 9,3 15,0 ER<br>In.956<br>2 Ha (2,9 × 1,9) (3,5 × 2,9) ER<br>Der 2(1) | Normo<br>Oil 4SA 6Cy. 320 × 360 reduction geared to sc. shaft<br>3 000bhp (2 207kW) NE 87<br>A/S Bergens M/V Bergen<br>Gen 1 × 960kW 1 × 305kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 20,0t (d.o.) 280,0t (i.f.o.)-6,0pd 14kn |
| **SLETTER**<br>ex Hibiscus Trader-90<br>ex Nortween Sletter-90<br>ex Arc Aeolos-89<br>ex City of Canterbury-81<br>**Tweendeck VI K/S**<br>Karlander Shipping Services A/S<br>Fredrikstad Norway (NIS) | T.Mk<br>**7 247**<br>4 839<br>13 217<br>**10 318**<br>7 307<br>16 342 | ✠**100A1** SS 1/91<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL C† 2$\frac{1}{16}$"U3<br>FN 4647 | **1976**-9 Bremer Vulkan A.G.—Bremen-Vegesack (1011)<br>150,09 (BB) 21,11 8,027/9,367<br>139,50 21,01 12,30<br>P 14,1 F 14,7 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 16,9 19,5 18,5 24,0 18,9 ER<br>5 TwD<br>G.23 483 B.20 944<br>TEU 322 C.Ho 190/20' C.Dk 132/20'<br>5 Ha (stl) (10,4 × 8,0) (12,7 12,7 17,9 12,7 × 10,4) ER<br>Cr 3(12,5) Der 1(60) 1(30) 2(12,5) | MAN K6Z70/120E<br>Oil 2SA 6Cy. 700 × 1200<br>8 976bhp (6 602kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>2 AuxB (1 o.f. 1 Comp) 9kgf/cm² (8,9bar)<br>Gen 3 × 548kW 450V 60Hz a.c.<br>Fuel 258,0t (d.o.) 1 172,0t (hvf)-28,0pd 15kn |
| **SLETTVAR**<br>ex Vassholm-91 ex Brattstein-89<br>ex Feie-86<br>**Jostein Knutsvik**<br>Kristiansand Norway | *217*<br>*65*<br>213 | | **1951** Stord Verft A/S—Stord (12)<br>*29,33* 6,89 4,268<br>6,86<br>1 dk | **M Fishing**<br>Side Trawler<br>G.198 In.30<br>2 Ha (3,9 × 2,9) (1,9 × 1,9) ER<br>1W Der 1(4) | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>550bhp (405kW) NE 71<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 21,5t (d.o.)-2,0pd 9,5kn |
| **SLEVIK**<br>ex Nortween Slevik-90<br>ex Arc Odysseus-89<br>ex City of Winchester-81<br>**Tweendeck V K/S**<br>Karlander Shipping Services A/S<br>Fredrikstad Norway (NIS) | T.Mk<br>**7 525**<br>4 493<br>12 950<br>**10 318**<br>7 307<br>16 330 | ✠**100A1** SS 4/89<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL C† 2$\frac{1}{16}$"U3<br>FN 4647 | **1976**-6 Bremer Vulkan A.G.—Bremen-Vegesack (1009)<br>150,02 (BB) 21,11 8,027/9,354<br>139,50 21,01 12,30<br>P 13,8 F 14,7 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 16,9 19,5 18,5 24,0 18,9 ER<br>5 TwD<br>G.23 483 B.20 944<br>TEU 322 C.Ho 190/20' C.Dk 132/20'<br>5 Ha (stl) (10,4 × 8,0) (12,7 12,7 17,9 12,7 × 10,4) ER<br>Cr 3(12,5) Der 1(60) 1(30) 2(12,5) | MAN K6Z70/120E<br>Oil 2SA 6Cy. 700 × 1200<br>8 976bhp (6 602kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>2 AuxB (1 o.f. 1 Comp) 9kgf/cm² (8,9bar)<br>Gen 3 × 548kW 450V 60Hz a.c.<br>Fuel 258,0t (d.o.) 1 172,0t (hvf)-28,0pd 15kn |
| **SLEVIK**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Negara (PERTAMINA)**<br>Jakarta Indonesia | **298**<br>147<br>549 | (GL) | **1960** Buesumer Schiffswerft W. u. E. Sielaff —Buesum (196)<br>46,64 8,16 2,877<br>42,14 8,11 3,00<br>P 12,2 F 5,8 1 dk<br>RW rf nil | **M General Cargo**<br>1 Ho 26,9comb. ER<br>G.855 B.794<br>2 Ha (7,9 11,8 × 5,1) ER<br>4W Der 1(10) 4(3) | MaK<br>Oil 4SA 6Cy. 290 × 410<br>560bhp (412kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 18kW 1 × 15kW 1 × 10kW 220V d.c.<br>Fuel 35,5t (d.o.) 10kn |
| **SLEZA**<br>**Przedsieborstwo Uslug Morskich (Ship-Service) (P.U.M.)**<br>Szczecin Poland | **690**<br>327<br>1 000 | PR | **1977** Wroclawska Stocznia Rzeczna—Wroclaw (B443/05)<br>60,97 9,63 3,652<br>58,50 9,30 4,09<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 182 | Sulzer 6ASL25/30<br>Oil 4SA 6Cy. 250 × 300 geared to sc. shaft<br>940bhp (691kW)<br>H. Cegielski Poznan<br>Gen 2 × 160kW 1 × 48kW 400V<br>Fuel (d.o.)-4,5pd 12,25kn |
| **SLICK CHICK**<br>**Roland E. Thompson**<br>Tampa, Fl United States of America | **103**<br>70<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1 dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SLIEVE DONARD**<br>**Pacific Coast Fisheries Pty. Ltd.**<br>Brisbane, Queensland Australia | **173**<br>145<br>— | | **1978** R. Miller—Brisbane, Queensland<br>... ... ...<br>21,70 7,35 2,49<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar 3406TA<br>Oil 4SA 6Cy. 137 × 165<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **SLIPCO SATU**<br>**Singapore Slipway & Engineering Co. (Pte.) Ltd.**<br>Singapore Singapore | **25**<br>—<br>— | **A1** SS 10/87<br>tug<br>protected waters service<br>**LMC**<br>EL 35,0/12,7FSWR<br>FN 72 | **1983** Singapore Slpwy & Eng. Co. (Pte.) Ltd. —Singapore (160)<br>12,45 4,58 1,910<br>10,75 4,41 2,27<br>RFD 4,3 1 dk<br>rf - BK 5 | **M Tug** | Daf DKS1160M<br>Oil 4SA 6Cy. 130 × 146 sr reverse geared to sc. shaft<br>DAF Nederland Bedrijfswagen B.V. Eindhoven |

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|---|---|---|---|---|---|---|
| **7320007**<br>*YQCN*<br>297<br>Df Esd Gc<br>Rdr Rt | **SLOBOZIA**<br>**Navrom Shipping Company**<br>Constantza Romania | 2 473<br>1 039<br>2 961<br>**3 531**<br>1 748<br>4 800 | RNR (BV) | **1973** Santierul Naval Galatz—Galatz<br>106,13 14,81 5,641/7,062<br>92,66 14,79 8,51<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strenghtened<br>3 Ho 18,9 20,9 20,5 ER<br>G.6 344 B.5 822<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>10W Der 1(15) 10(5) | Sulzer<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina"<br>Gen 2 × 160kW 1 × 100kW<br>Fuel 299,5t |
| **8813075**<br>*9HGF3*<br>2618<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SLOKA**<br>**Sloka Shipping Co. Ltd.**<br>Latvian Shipping Company<br>Valletta Malta<br>SatCom: 1256262/SLOK | *11 821*<br>*3 546*<br>11 906 | GL | **1990** Jos. L. Meyer G.m.b.H. & Co.—Papenburg (622)<br>158,00 - 8,202<br>148,80 21,30 13,90<br>1 dk<br>Bow/CM 74 Diam. 0,254 | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>Mchy.aft<br>3 Ta<br>L.(gas) 15 096<br>8 Cargo pumps total 1 900T/hr | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>4 300kW (5 846bhp)<br>H. Cegielski<br>Gen 2 × 1024,8kW 1 × 769,6k<br>220/380V 50Hz a.c.<br>Fuel 116,85t (d.o.) 838,23t (hvf)-1 |
| **7812880**<br>*PJKW*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom | **SLOMAN RANGER**<br>**Ranger Shipping Co. N.V.**<br>Sloman Neptun Schiffahrts-Aktiengesellschaft<br>Willemstad Netherlands Antilles & Aruba | **999**<br>477<br>2 570 | GL | **1979** Howaldtswerke-Deutsche Werft A.G. —Kiel (146)<br>91,95 (BB) 18,14 3,655<br>79,20 18,01 7,90<br>F 10,7 2 dks | **TM RoRo Cargo/General Cargo**<br>Stern door/ramp Ice strengthened<br>Lane Length 344 Cargo Width 7,65<br>Clear height 5,50<br>Trailers 30<br>Mchy.aft<br>1 Ho 69,0<br>B.6 182 L.904<br>TEU 260<br>C.Ho 132/20' C.Dk 146/20' incl. 20 ref C.<br>1 Ha (stl) (68,2 × 15,0)<br>Cr 2(25) | Deutz<br>2 Vee Oil 4SA each 12Cy. 220 ×<br>geared to sc. shafts<br>3 200bhp (2 354kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 184kW 440V 60Hz a.c<br>Thw. thrust propeller fwd<br>Fuel 90,5t (d.o.) 356,0t (hvf)-12,0p |
| **7812892**<br>*PJIG*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>SatCom | **SLOMAN RECORD**<br>**Parera Shipping Co. N.V.**<br>Sloman Neptun Schiffahrts-Aktiengesellschaft<br>Willemstad Netherlands Antilles & Aruba | **999**<br>477<br>2 560 | GL | **1979** Howaldtswerke-Deutsche Werft—Hamburg (147)<br>91,90 (BB) 18,14 3,655<br>79,20 18,01 7,90<br>F 10,7 2 dks | **TM RoRo Cargo/General Cargo**<br>Stern door/ramp Ice strengthened<br>Lane Length 344 Cargo Width 7,65<br>Clear height 5,50<br>Trailers 30<br>Mchy.aft<br>1 Ho 69,0<br>B.6 182 L.904<br>TEU 260<br>C.Ho 132/20' C.Dk 146/20' incl. 20 ref C.<br>1 Ha (stl) (68,2 × 15,0)<br>Cr 2(25) | Deutz<br>2 Vee Oil 4SA each 12Cy. 220 ×<br>geared to sc. shafts<br>2 880bhp (2 118kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 184kW 440V 60Hz a.c<br>Thw. thrust propeller fwd<br>Fuel 90,5t (d.o.) 356,0t (hvf)-12,0p |
| **8126719**<br>*PJKV*<br>4354<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SLOMAN REGENT**<br>**Regent Shipping Co. N.V.**<br>Sloman Neptun Schiffahrts-Aktiengesellschaft<br>Willemstad Netherlands Antilles & Aruba<br>SatCom: 1750262/PJKV | **999**<br>481<br>2 561 | GL | **1982** Werft Nobiskrug G.m.b.H.—Rendsburg (711)<br>91,95 (BB) 18,14 3,647<br>79,23 18,01 7,90<br>F 10,7 2 dks | **TM RoRo Cargo/General Cargo**<br>Stern door/ramp Ice strengthened<br>Lane Length 344 Cargo Width 7,65<br>Clear height 5,50<br>Trailers 30<br>Mchy.aft<br>1 Ho 69,0<br>B.6 182 L.963<br>TEU 260<br>C.Ho 132/20' C.Dk 146/20' incl. 20 ref C.<br>1 Ha (stl) (68,2 × 15,0)<br>Cr 2(25) | Deutz<br>2 Oil 4SA each 8Cy. 240 × 280 s<br>to sc. shafts<br>2 880bhp (2 118kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 184kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 76,5t (d.o.) 349,0t (hvf)-12,5p |
| **7812907**<br>*PJGK*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SLOMAN RIDER**<br>**Rider Shipping Co. N.V.**<br>Sloman Neptun Schiffahrts-Aktiengesellschaft<br>Willemstad Netherlands Antilles & Aruba<br>SatCom: 1120613/DHMJ | **999**<br>476<br>2 570 | GL | **1979** Howaldtswerke-Deutsche Werft A.G. —Kiel (148)<br>91,95 (BB) 18,14 3,655<br>79,20 18,01 7,90<br>F 10,7 2 dks | **TM RoRo Cargo/General Cargo**<br>Stern door/ramp Ice strengthened<br>Lane Length 344 Cargo Width 7,65<br>Clear height 5,50<br>Trailers 30<br>Mchy.aft<br>1 Ho 69,0<br>B.6 182 L.904<br>TEU 260<br>C.Ho 132/20' C.Dk 146/20' incl. 20 ref C.<br>1 Ha (stl) (68,2 × 15,0)<br>Cr 2(25) | Deutz<br>2 Vee Oil 4SA each 12Cy. 220 × 2<br>geared to sc. shafts<br>2 880bhp (2 118kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 184kW 440V 60Hz a.c<br>Thw. thrust propeller fwd<br>Fuel 90,5t (d.o.) 356,0t (hvf)-12,0pd |
| **7812921**<br>*PJGM*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SLOMAN RUNNER**<br>**Runner Shipping Co. N.V.**<br>Sloman Neptun Schiffahrts-Aktiengesellschaft<br>Willemstad Netherlands Antilles & Aruba<br>SatCom: 1120611/DEIZ | T.Mk<br>**999**<br>481<br>2 560 | GL | **1979** Howaldtswerke-Deutsche Werft—Hamburg (150)<br>92,08 (BB) 18,14 3,655<br>79,20 18,01 7,90<br>F 10,7 2 dks | **TM RoRo Cargo/General Cargo**<br>Stern door/ramp Ice strengthened<br>Lane Length 896 Cargo Width 1,87<br>Clear height 3,55<br>Trailers 30<br>1 Ho 69,0 ER<br>B.6 182 L.904<br>TEU 260<br>C.Ho 132/20' C.Dk 146/20' incl. 20 ref C.<br>1 Ha (stl) (68,2 × 15,0) ER<br>Cr 2(25) | Deutz<br>2 Vee Oil 4SA each 12Cy. 220 × 2<br>geared to sc. shafts<br>2 880bhp (2 118kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 184kW 440V 60Hz a.c<br>Thw. thrust propeller fwd<br>Fuel 90,5t (d.o.) 318,5t (hvf)-12,0pd |
| **7629025**<br>Rdr Rt | **SLON**<br>**Morski Port Handlowy Gdansk**<br>Gdansk Poland | **111**<br>0<br>— | PR | **1975** Leningradskiy Petrozavod—Leningrad (579)<br>24,21 6,94 2,240<br>2,98<br>1 dk | **TM Tug** | Russkiy<br>2 Oil 4SA each 6Cy. 250 × 340<br>Russkiy-Diesel Works<br>Gen 2 × 24kW 380V a.c. |
| **7718888**<br>*LAZZ2*<br>N-00783<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SLORA**<br>ex Slora Excel-91 ex Katy V-89<br>ex Yanoshima Maru-87<br>ex Tenkei Maru-78<br>**K/S Slora**<br>Karlander Shipping Services A/S<br>Fredrikstad Norway (NIS) | *11 049*<br>*6 354*<br>17 556 | NV (NK) | **1977** Tsuneishi Zosen K.K.—Numakuma (408)<br>146,01 (BB) 9,278<br>138,03 22,31 12,48<br>P 28,4 F 11,6 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.22 075 B.21 395<br>4 Ha (13,5 × 9,6) (19,5 19,5 19,5 × 11,2) ER<br>Der 4(25) | B&W<br>Oil 2SA 6Cy. 550 × 1380<br>8 000bhp (5 884kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 360kW 450V 60Hz a.c.<br>Fuel 163,0t (d.o.) 1 239,5t (hvf)-28,0 |
| **7725324**<br>*PHMR*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SLOTERGRACHT**<br>ex Westafcarrier-79<br>**C.V. Scheepv. Onderneming "Klarenbeek"**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands | T.Mk<br>**1 599**<br>1 080<br>3 482 | **✠ 100A1** SS 4/91<br>Ice Class 1A at a draught not exceeding 5.97m<br>**✠LMC**<br>EL T 467,5/44,0U2<br>FN 1985 | **1978**-7 Miho Zosensho K.K.—Shimizu (1085)<br>80,19 (BB) 16,13 5,971<br>74,88 16,01 10,49<br>RFD 10,4 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 49,8 1 TwD<br>G.7 316 B.7 159<br>TEU 165<br>C.Ho 136/20' (40') C.Dk 29/20' (40')<br>1 Ha (stl) (44,4 × 12,8) ER<br>Cr 2(15) | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo<br>Gen 4 × 200kW 445V 60Hz a.c<br>Fuel 58,0t (d.o.) 333,5t (hvf) |
| **7236191**<br>*5APG*<br>Df Esd Gc<br>Pfd Rdr RTh | **SLOUG**<br>ex AGIP Sardegna-85<br>**Libyan National Oil Corp. (LNOC)**<br>AGIP (NAME) Ltd.<br>Tripoli Libya | **126 147**<br>107 002<br>251 502<br>T/cm<br>160,1 | **100A1** SS 1/89<br>oil storage barge for service at Bo Bouri field, Libya<br>**(LMC)**<br>FN 25600<br>(AB) (RI) | **1973** Italcantieri S.p.A.—Monfalcone (4260)<br>348,93 (BB) 52,15 20,013<br>330,70 51,81 25,60<br>1 dk<br>Bow/CM 174 Diam. 0,508 MH 1,8 conv Tanker 89 | **M Processing Tanker**<br>Storage Vessel for offshore installations<br>COW IGS pt higher tensile steel<br>15 Ta ER<br>L.(oil) 315 052 HeCls. BC<br>4 Cargo pumps total 14 000T/hr | GMT<br>Oil 2SA 10Cy. 1060 × 1900<br>25 009kW (34 000bhp)<br>Fiat S.G.M.<br>WTAuxB 31,6kgf/cm$^2$ (31,0bar) Sr<br>16,3kgf/cm$^2$ (16,0bar)<br>WTAuxB 31,6kgf/cm$^2$ (31,0bar) Sr<br>16,3kgf/cm$^2$ (16,0bar)<br>Gen 1 × 1400kW 2 × 1200kW<br>440V 60Hz a.c.<br>Fuel 11 390,0t-130,0pd |

| Ship / Owner / Port / Flag | Tonnages | Class | Built / Builder / Dimensions | Type / Description | Machinery |
|---|---|---|---|---|---|
| **SLOVENIJA**<br>**Malta Cross Shipping Co. Ltd.**<br>Croatia Line<br>Valletta<br>Malta | **9 700**<br>5 680<br>14 425 | ✠**100A1** SS 10/88<br>strengthened for heavy cargoes<br>Ice Class 3 up to 9 metres draught<br>✠**LMC**<br>✠**Lloyd's RMC**<br>FN 4947<br>JR | **1980**-12 VEB Warnowwerft Warnemuende —Warnemuende (420)<br>156,85 21,85 9,238<br>146,64 21,81 11,92<br>P 46,7 F 29,3 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 18,8 21,1 18,8 5,0DTp&s 25,1 ER 16,4 7 TwD<br>G.17 670 B.16 723 In.780 L.685<br>TEU 307 C.Ho 179/20' (40') C.Dk 128/20' (40')<br>8 Ha (stl) (10,4 × 10,0) (15,9p&s 15,9p&s 20,5p&s × 7,7) ER (5,3 × 3,5)<br>Cr 1(5) Der 1(80) 3(22) 8(5-10) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 355bhp (8 352kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>WTAuxB (o.f.) 8,5kgf/cm² (8,4bar) hs41,1<br>AuxB (ex.g) & htr 11,5kgf/cm² (11,3bar) rcv 8,5kgf/cm' (8,3bar)<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel 234,0t (d.o.) 1 454,0t (hvf)-39,5pd 16,75kn |
| **SLURRY EXPRESS**<br>**River Co-op Ltd.**<br>Monrovia<br>SatCom: 1244153/SLRY<br>Liberia | **48 478**<br>33 160<br>125 180 | AB | **1978** Hitachi Zosen—Osaka Works, Sakai (4566)<br>240,52 (BB) 42,02 17,041<br>232,01 42,00 23,37<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Slurry<br>Str. heavy cargoes<br>5 Ho ER<br>G.73 839<br>7 Ha (stl) (each 16,8 × 15,3) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 880kW a.c.<br>Fuel-61,5pd 13,5kn |
| **SLV-36**<br>**Zapryba**<br>(Sankt-Peterburg)<br>(U.S.S.R.) | *191*<br>*85*<br>323 | RS | **1985** ............U.S.S.R.<br>29,45 8,15 3,120<br>28,50 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works Leningrad |
| **SLV-53**<br>**Zapryba**<br>(Tallinn)<br>(U.S.S.R.) | *192*<br>*62*<br>247 | RS | **1988** ............U.S.S.R.<br>29,45 8,15 3,120<br>27,50 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| **SLV-54**<br>**Kaspryba**<br>(Astrakhan)<br>(U.S.S.R.) | *191*<br>*85*<br>314 | RS | **1988** ............U.S.S.R.<br>29,45 8,15 3,120<br>27,50 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works Leningrad |
| **SLV-308**<br>**Dalryba**<br>(Vladivostok)<br>(U.S.S.R.) | **201**<br>74<br>325 | RS | **1980** ............U.S.S.R.<br>29,17 7,80 3,120<br>28,50 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works Leningrad |
| **SLV-311**<br>**Dalryba**<br>(Vladivostok)<br>(U.S.S.R.) | **201**<br>74<br>326 | RS | **1983** ............U.S.S.R.<br>29,16 7,80 3,120<br>3,61 | **M Pollution & Surface Clearance Vessel** | Oil<br>............ |
| **SLV-312**<br>**Dalryba**<br>(Nevelsk)<br>(U.S.S.R.) | *191*<br>*85*<br>326 | RS | **1985** ............U.S.S.R.<br>29,17 7,80 3,120<br>28,50 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works Leningrad |
| **SLV-313**<br>**Dalryba**<br>(Nevelsk)<br>(U.S.S.R.) | *191*<br>*85*<br>326 | RS | **1986** ............U.S.S.R.<br>29,17 7,80 3,120<br>28,50 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works Leningrad |
| **SLV-314**<br>**Dalryba**<br>(Sovetskaya Gavan)<br>(U.S.S.R.) | *191*<br>*85*<br>326 | RS | **1987** ............U.S.S.R.<br>29,17 7,80 3,120<br>28,50 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works Leningrad |
| **SLV-315**<br>**Dalryba**<br>(Vladivostok)<br>(U.S.S.R.) | *191*<br>*85*<br>326 | RS | **1989** ............U.S.S.R.<br>29,19 7,80 3,122<br>28,53 - 3,61 | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>224bhp (165kW)<br>Russkiy-Diesel Works Leningrad<br>7,5kn |
| **SLV-363**<br>**Kaspmorneftegazflot**<br>(Baku)<br>(U.S.S.R.) | **235**<br>120<br>445 | RS | **1983** ............U.S.S.R.<br>35,18 8,01 3,120<br>3,61 | **M Pollution & Surface Clearance Vessel** | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works U.S.S.R.<br>8kn |
| **SLV-370**<br>**Kaspmorneftegazflot**<br>(Baku)<br>(U.S.S.R.) | **235**<br>120<br>445 | RS | **1984** ............U.S.S.R.<br>35,18 8,01 3,120<br>3,61<br>1 dk | **M Pollution & Surface Clearance Vessel** | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works U.S.S.R.<br>8kn |
| **SLV-397**<br>**Soviet Danube Shipping Co.**<br>(U.S.S.R.) | *228*<br>*104*<br>426 | RS | **1988** ............U.S.S.R.<br>35,17 8,01 3,120<br>33,25 7,99 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works Leningrad |
| **SLV-400**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Ilyichyovsk)<br>(U.S.S.R.) | *235*<br>*120*<br>435 | RS | **1989** ............U.S.S.R.<br>35,18 8,01 3,122<br>33,28 - 3,61<br>1 dk | **M Pollution & Surface Clearance Vessel** | Russkiy 6CHN18/22<br>Oil 4SA 6Cy. 180 × 220<br>225bhp (166kW)<br>U.S.S.R.<br>8kn |
| **SLV-410**<br>**Kaspmorneftegazflot**<br>(Baku)<br>(U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1990** ............U.S.S.R.<br>35,18 8,00 3,122<br>33,28 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel** | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>225bhp (166kW)<br>Russkiy-Diesel Works Leningrad<br>8kn |
| **SLV-411**<br>**Kaspmorneftegazflot**<br>(Baku)<br>(U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1991** ............U.S.S.R.<br>35,18 8,02 3,122<br>33,28 - 3,61<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>225bhp (166kW)<br>Russkiy-Diesel Works Leningrad<br>8kn |
| **SMAEY**<br>ex Gudlaugur Gudmundsson-83<br>**Enni H/f**<br>Vestmannaeyjar<br>Iceland | **161**<br>55<br>— | | **1982** Bernhardsson Skipasmidjustod h/f —Isafjordur (51)<br>26,01<br>24,77 7,26 5,62<br>2 dks | **M Fishing**<br>Stern Trawler | Grenaa 6FR24TK<br>Oil 4SA 6Cy. 240 × 300 reduction geared to sc. shaft<br>895bhp (658kW)<br>Grenaa Motorfabrik, A/S Grenaa |
| **SMAIP I**<br>ex Carita No. 3<br>ex Yuryo Maru No. 8-82<br>**S.M.A.I.P.**<br>Nouadhibou<br>Mauritania | **359**<br>175<br>— | RI | **1971** Yamanishi Zosen K.K.—Ishinomaki (677)<br>54,39 9,02 3,328<br>48,42 9,00 5,87<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 400 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SMAIP IV**<br>ex Alcantara-87<br>**S.M.A.I.P.**<br>Nouadhibou<br>Mauritania | **356**<br>153<br>— | RI<br>✠Classed LR until 7/31 | **1929**-5 Cochrane & Sons Ltd.—Selby (1044)<br>—<br>42,78 7,32 4,58<br>1 dk | **M Fishing**<br>Side Trawler | Stork<br>Oil 4SA 9Cy. 240 × 260<br>1 100bhp (809kW) NE 71<br>Stork-Werkspoor Diesel B.V. Netherlands |
| **SMAIP V**<br>ex Maria Andrade Rainho<br>**S.M.A.I.P.**<br>Nouadhibou<br>Mauritania | **196**<br>68<br>150 | RI RP | **1988** FOZNAVE, Est. Nav. da Figueira da Foz Lda.—Figueira da Foz (042)<br>34,00 (BB) 8,26 3,100<br>28,60 7,23 3,60<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.140 | Alpha 10V23L-VO<br>Vee Oil 4SA 10Cy. 225 × 300 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 450bhp (1 067kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Controllable pitch propeller |

| | | | | | | |
|---|---|---|---|---|---|---|
| **7735109**<br>*PBVJ*<br>1387<br>Esd Gc Pfd<br>Rdr Rt | **SMAL AGT**<br>**Government of The Kingdom of The Netherlands (Rijkswaterstaat)**<br>Rijswijk, Zuid Holland Netherlands | **613**<br>279<br>1 320 | | **1961** J. Boel et Fils S.A.—Tamise/Temse<br>53,95 9,20 3,704<br>52,86 3,79<br>P -F - 1 dk<br>conv Stone Carrier — | **TM Oil Pollution Recovery**<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 6Cy. 159 × 203<br>600bhp (441kW)<br>Caterpillar Tractor Co. |
| **8319031**<br>*CNPF*<br>6-127<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SMARA II**<br>ex Asian Rex-89<br>**Union Maritime Marocco - Scandinave (UNIMAR)**<br>Casablanca Morocco | *3 170*<br>*1 493*<br>3 827 | **100A1** SS 12/88<br>**LMC**<br>EL S 467,5/42,0U2<br>FN 2120<br>(NK) | **1984** Kitanihon Zosen K.K.—Hachinohe (182)<br>93,71 (BB) 15,52 6,440<br>84,92 15,51 9,45<br>F 6,5 2 dks | **M Refrigerated Cargo**<br>No fixed fire extinguishing system fitted in cargo holds<br>3 Ho ER<br>In.4 536<br>3 Ha (stl) ER | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Kobe Hatsudoki K.K.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 280kW 445V 60Hz a.c. |
| **7705116**<br>*LGSE*<br>19135<br>Df Esd Gc<br>Pfd Rdr Rt | **SMARAGD**<br>**Partrederi Smaragd ANS**<br>Per Smadal<br>Aalesund Norway | *757*<br>*271*<br>681 | NV | **1978** Vaagland Batbyggeri A/S—Vaagland (91)<br>55,00 9,00 5,333<br>49,00 6,84<br>2 dks<br>rf 838 BK 127 len 87 & 81 | **M Fishing**<br>Side Trawler Seiner<br>Ice strengthened<br>Mchy.aft | Caterpillar<br>Oil 4SA 8Cy. 280 × 300 geared to<br>2 224kW (3 024bhp) NE 90<br>Caterpillar Inc.<br>Gen 1 × 230kW 2 × 152kW 22<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 196,0t (d.o.) |
| **7928794**<br>*SPGA*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SMARAGD**<br>**Trans-Pool Krugel & Partner**<br>Transerz Reedereikontor G.m.b.H.<br>Hamburg Poland | **499**<br>299<br>1 600 | GL (PR) | **1980** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (919)<br>85,86 (BB) 11,38 3,040<br>84,04 11,31 3,08<br>P 18,6 F 5,5 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho 57,4 ER<br>G.3 260 B.3 247<br>TEU 90<br>C.Ho 54/20'(40') C.Dk 36/20'(40')<br>1 Ha (stl) (55,3 × 8,9) | Deutz<br>Oil 4SA 8Cy. 220 × 280 reduction shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 61,5kW 220/380V 50Hz a<br>Thw. thrust propeller fwd |
| **6712162**<br>*XPYV*<br>D1543<br>Df Esd Pfd<br>Rdr | **SMARAGD**<br>ex Turkis-69<br>**P/F Prestsker**<br>Runavik Faeroes (Danish) | **187**<br>62<br>— | BV | **1967** VEB Rosslauer Schiffswerft—Rosslau<br>32,26 7,42 2,801<br>28,00 7,40 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.176<br>2 Ha (each 1,2 × 0,9) ER<br>Der 1(0,5) | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) NE 71<br>Alpha-Diesel A/S<br>Fuel 33,0t (d.o.) |
| **8917716**<br>*OJDB*<br>Df Esd Gc<br>Pfd Rdr Rt | **SMARAGDEN**<br>**Rederi AB Engship**<br>Nauvo/Nagu Finland | *3 818*<br>*2 029*<br>4 452 | GL | **1991** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (1058)<br>103,50 (BB) 16,24 6,070<br>96,90 16,00 8,00<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 820 B.6 603<br>TEU 372<br>C.Ho 134/20'(40') C.Dk 238/20'(40') incl. 50 ref C.<br>3 Ha (stl) (12,4 × 10,2) (25,1 25,1 × 12,8) ER | Wartsila<br>Oil 4SA 9Cy. 320 × 350 with flexib<br>sr geared to sc. shaft<br>3 330kW (4 527bhp)<br>Oy Wartsila Ab<br>Gen 4 × 246kW 220/380V a.c.<br>Controllable pitch propeller |
| **7612591**<br>*P3SZ3*<br>709053<br>Esd Gc Rdr Rt<br>AMVER | **SMARO**<br>ex Celtic Ambassador-90<br>ex Jack Wharton-87<br>**Oceanlaser Shipping Ltd.**<br>Stavros Roussos Management & Chartering S.A.<br>Limassol Cyprus | T.Mk<br>**1 597**<br>1 056<br>4 161 | ✠**100A1** SS 2/87<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL R 440,0/40,0U2<br>FN 1894 | **1977**-10 Richards (Shipbuilders) Ltd.—Lowestoft (532)<br>89,72 14,28 6,039<br>83,19 14,20 8,56<br>RFD 7,1 1 dk<br>rf 203 | **M General Cargo**<br>2 Ho 30,6 29,3 2 TwD<br>G.5 917 B.5 556<br>TEU 122<br>C.Ho 90/20' (40') C.Dk 32/20' (40')<br>2 Ha (stl) (each 24,9 × 10,1) ER<br>Cr 1(20) Der 2(5) | Alpha<br>Vee Oil 4SA 18Cy. 225 × 300 sr g<br>shaft<br>2 790bhp (2 052kW)<br>Alpha-Diesel A/S<br>Gen 3 × 129kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fw<br>Fuel 314,0t (d.o.)-9,5pd |
| **7327691**<br>*YTJG*<br>Df Esd Gc<br>Pfd Rdr Rt | **SMEDEREVO**<br>ex Accord-87 ex New Bounty-87<br>ex Ryusei Maru-85 ex Hoshun Maru-82<br>**Beogradska Plovidba**<br>Beograd Yugoslavia | **86 401**<br>26 295<br>162 597<br>T/cm<br>114,8 | NK | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2330)<br>292,46 (BB) 44,56 18,033<br>278,82 44,51 24,49<br>1 dk | **M Ore/Oil Carrier**<br>Adapted for Ore cargoes only<br>5 Ho 44,7 46,6 22,6 46,6 44,5 ER<br>G.89 467 HeCls. B<br>9 Ha (stl) (14,4 × 8,9) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 12,6) ER | Sulzer<br>Oil 2SA 8Cy. 1050 × 1800<br>32 000bhp (23 538kW)<br>Ishikawajima Harima Heavy Ind. (I.H<br>Gen 2 × 1200kW 450V 60Hz a.c.<br>Fuel 444,5t (d.o.) 7 896,5t (hvf)-104, |
| **5198694**<br>*LHUN*<br>7815<br>Df Esd Pfd<br>Rdr RTh | **SMEDVIK**<br>ex Kvitungen-69 ex Vesle Truls-36<br>ex Helgehorn<br>**Smedvik M/V A/S**<br>Aalesund Norway | **168**<br>51<br>203 | (NV) | **1920** Tangen Verft—Kragero<br>*32,56* 6,74 3,798<br>32,42 6,71 3,84<br>1 dk<br>rebuilt 51 | **Wood M General Cargo/ Sealer**<br>1 Ho 8,5 ER<br>1 Ha (2,5 × 1,8) ER<br>Der 1(5) | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>600bhp (441kW) NE 55<br>A/S Wichmann<br>Gen 1 × 20kW 1 × 15kW 110V<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **8829335**<br>Esd Rdr Rt | **SMELI**<br>**Varna Port Authority**<br>Varna Bulgaria | **330**<br>—<br>10 | BR | **1955** "Georgi Dimitrov" Shipyard—Varna<br>21,14 3,80 1,050<br>2,15<br>1 dk | **M Tug** | Russkiy<br>Oil 4SA 6Cy. 150 × 180<br>Russkiy-Diesel Works<br>Gen 1 × 12,5kW |
| **6863416**<br>*UQWD*<br>M-1991 | **SMELYY**<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | **368**<br>25<br>156 | RS | **1953** ..............U.S.S.R.<br>44,51 9,48 3,341<br>4,42<br>1 dk | **TM Tug**<br>Ice strengthened<br>Der 1(1,5) | Russkiy<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works<br>Fuel (d.o.) |
| **7038173**<br>*USPH*<br>M-29522<br>Df Esd Gc<br>Rdr Rt | **SMENA**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | T.Mk<br>**4 054**<br>1 677<br>—<br>**5 922**<br>2 948<br>8 230 | RS | **1970** "A. Zhdanov" SB. Yard—Leningrad<br>129,95 (BB) 17,84 —/7,830<br>121,01 17,81 9,83<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,3 17,9 3,1DTp&s 17,9 19,5 ER 13,2 5 TwD<br>B.9 780 L.320<br>5 Ha (stl) (8,3 × 7,0) (11,2 11,2 11,2 × 9,9) ER (8,3 × 7,0)<br>4W Cr 3(3-8) Der 1(40) 4(5) | B&W<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works<br>Gen 2 × 300kW 1 × 200kW 1<br>Fuel 239,5t (d.o.) 363,5t (hvf)-17,5pd |
| **7504081**<br>*UKWE*<br>727<br>Rdr Rt | **SMENA**<br>ex Gambero-89 ex Uyu-86<br>Launched as Vissia<br>**Lenrybprom**<br>(Sankt-Peterburg) (U.S.S.R.) | *147*<br>*44*<br>56 | BV (RI) | **1980** Cant. Nav. Fratelli Maccioni—Viareggio (12)<br>27,92 6,46 2,974<br>24,44 6,43 3,56<br>1 dk | **M Fishing**<br>Side Trawler | Blackstone<br>Oil 4SA 6Cy. 222 × 292 geared to s<br>441kW (600bhp) E made74 fitted80<br>Mirrlees Blackstone (Stamford) Ltd<br>Gen 2 × 203kW 440V a.c.<br>Controllable pitch propeller |
| **6863442**<br>*UIWI*<br>M-7501 | **SMERCH**<br>**Caspian Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **368**<br>25<br>157 | RS | **1958** ..............U.S.S.R.<br>44,51 9,40 3,361<br>4,42<br>1 dk | **TM Tug**<br>Ice strengthened | Russkiy<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works<br>Fuel (d.o.) |
| **7438115**<br>Esd Rdr Rt | **SMEREK**<br>**Centrala Produktow Naftowych Okregowa Dyrekcja w Szczecinie**<br>Szczecin Poland | **342**<br>131<br>419 | PR | **1974** Wroclawska Stocznia Rzeczna—Wroclaw (ZB400/C1)<br>43,39 8,46 3,001<br>39,50 8,11 3,41<br>1 dk | **M Tanker**<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 458 | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>428bhp (315kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 38kW 400V a.c.<br>Fuel (d.o.)-2,0pd |
| **6412475**<br>*JXHX*<br>18421<br>Df Esd Rdr<br>Rt | **SMINES**<br>ex Nornes-80 ex Niweco-78<br>ex Huginn II-74<br>**P/R Smines**<br>Maloy Norway | *242*<br>*108*<br>— | NV | **1964** Orens M/V—Trondheim (30)<br>33,23 6,94 3,658<br>29,16 6,86 3,54<br>F - 2 dks<br>rf 1440 BK 102 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft<br>2 Ha (2,4 × 1,5) (1,5 × 1,0) | Stork<br>Oil 4SA 6Cy. 210 × 300<br>450bhp (331kW)<br>Gebr. Stork & Co. N.V.<br>Gen 2 × 80kW 230V 50Hz a.c.<br>Fuel (d.o.) |

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| **SMIPE I**<br>ex Smaip III-90 ex Almada-87<br>**Sociedad Mauritana de Armamento y Pesca**<br>Nouadhibou Mauritania | **442**<br>195<br>— | (RI)<br><br>✠ | **1953**-10 Est. Nav. do Mondego—Figueira da Foz (18)<br>51,21 8,44 4,039<br>... ...<br>RW | **M Fishing**<br>Side Trawler | MaK<br>Oil 4SA 8Cy. 385 × 580<br>1 000bhp (736kW)<br>Maschinenbau Kiel A.G. Kiel |
| **SMIRDAN**<br>**Navrom Shipping Company**<br>Constantza Romania | **1 955**<br>921<br>2 960<br>**3 374**<br>1 574<br>4 620 | RNR | **1979** Santierul Naval Braila—Braila (1342)<br>105,97 14,84 5,622/7,062<br>93,50 14,79 8,54<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,3 21,4 20,7 ER<br>G.6 420 B.5 898<br>TEU 80<br>3 Ha (stl) (11,3 × 7,9) (14,7 14,7 × 9,7) ER<br>6W Der 3(5) | B&W 5-50VT2BF-110<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 450kW 400V 50Hz a.c.<br>13,5kn |
| **SMIRDAN**<br>**Intreprinderea de Exploatare a Floti Maritime NAVROM**<br>Galatz Romania | **195**<br>61<br>49 | RNR | **1975** Santierul Naval Braila—Braila<br>29,29 8,21 3,290<br>27,01 4,30<br>1 dk | **TM Tug**<br>Ice strengthened | Russkiy 6DP30/50-5-2<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 25kW 230V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 39,5t (d.o.) 12,5kn |
| **SMIT BALI**<br>ex Asiatic Flame-81<br>**P.T. Aria Indonesia Jaya** | **177**<br>11<br>— | (AB) | **1976** Sea Services (Pte.) Ltd.—Singapore (Y108)<br>2,931<br>26,57 7,66 3,56<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 240 × 290<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 2 × 32kW a.c.<br>11,5kn |
| **SMIT BELAIT**<br>ex Smit Java-85<br>**Smit Tak Towage & Salvage (S) Pte. Ltd.**<br>Nassau Bahamas<br>SatCom: 1104452/SBEI | *622*<br>*186*<br>500 | AB | **1983** Sing Koon Seng (Pte.) Ltd.—Singapore (608)<br>42,02 11,43 4,607<br>36,00 11,41 5,01<br>F 14,4 1 dk<br>rf 323 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Pollution Control | Kromhout 8F/SW240<br>2 Oil 4SA each 8Cy. 240 × 260 sr geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 1 × 250kW 2 × 195kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 260,0t (d.o.)-9,5pd 12kn |
| **SMIT COLOMBO**<br>ex Smit Enterprise-83<br>**B.V. Bergings en Transportbedrijf van den Akker**<br>Nassau Bahamas<br>SatCom: 1104256/CXZN | **494**<br>—<br>382 | **✠100A1** SS 5/90<br>tug<br>**✠LMC**<br>EL (h) 1¼"U2<br>FN 578 | **1972**-12 N.V. Schps. v/h H. H. Bodewes —Millingen a/d Rijn (702)<br>43,85 10,65 4,553<br>37,52 10,32 5,06<br>F 16,2 1 dk<br>rf 508 | **TM Tug**<br>Fire-fighting | Allen 9S37-E<br>2 Oil 4SA each 9Cy. 325 × 370 sr geared to sc. shafts<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 3 × 119kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 259,0t (d.o.) 14kn |
| **SMIT CYCLONE**<br>ex R. B. Brunel-78 ex Magnus XI-75<br>**Smit Tak Heavy Lift (S) Pte. Ltd.**<br>Nassau Bahamas<br>See Register of Offshore Units | **2 876**<br>1 891<br>3 743 | GL | **1969** Howaldtswerke-Deutsche Werft A.G. —Kiel (530119)<br>75,98 24,03 3,358<br>24,02 4,68<br>1 dk | **Aux TM Salvage Crane Barge**<br>Pile-driver<br>Der 1(1000) | General Motors 16V-92<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr geared to sc. shafts<br>1 200bhp (883kW)<br>Detroit Diesel Detroit, Mi<br>Gen 1 × 355kW 2 × 175kW 380V 50Hz a.c.<br>2 Directional propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **SMIT DENEMARKEN**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | **193**<br>0<br>— | BV | **1979** B.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (622)<br>28,43 3,152<br>25,53 8,51 3,38<br>1 dk | **TM Tug** | Kromhout 6F240<br>2 Oil 4SA each 6Cy. 240 × 260 reverse reduction geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>2 Controllable pitch propellers<br>Fuel 161,5t 12,5kn |
| **SMIT DUITSLAND**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Majuro Marshall Islands | **193**<br>—<br>— | BV | **1979** B.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (625)<br>28,42 8,52 3,322<br>25,52 8,50 3,38<br>1 dk | **TM Tug**<br>Mchy.aft | Kromhout 6F240<br>2 Oil 4SA each 6Cy. 240 × 260 reverse reduction geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>2 Controllable pitch propellers<br>Fuel 161,5t 12,5kn |
| **SMIT ENGELAND**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | *160*<br>*48*<br>— | BV | **1984** Scheepswerf Bijlholt B.V.—Foxhol (619)<br>25,46 8,41 2,701<br>23,50 7,80 3,71<br>B 4,0 F 11,3 1 dk | **TM Tug** | Kromhout<br>2 Oil 4SA each 6Cy. 240 × 260 with flexible couplings & sr geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 35kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 57,0t (d.o.)-7,0pd 12,25kn |
| **SMIT FINLAND**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | **193**<br>0<br>— | BV | **1979** B.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (621)<br>28,43 3,152<br>25,53 8,51 3,38<br>1 dk | **TM Tug** | Kromhout 6F240<br>2 Oil 4SA each 6Cy. 240 × 260 reverse reduction geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>2 Controllable pitch propellers<br>Fuel 161,5t 12,5kn |
| **SMIT FLORIANA**<br>ex Smit Falcon-87 ex F32-85<br>**Smit Tak B.V.**<br>Naviera Armamex S.A de C.V.<br>Panama Panama | **345**<br>49<br>— | AB | **1976** K.K. Imai Seisakusho—Iwagi (157)<br>34,80 9,22 3,988<br>34,02 9,21 4,25<br>F 14,1 1 dk<br>rf 450 | **TM Tug**<br>Fire-fighting | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 144kW a.c. 1 × 24kW a.c.<br>11,5kn |
| **SMIT FRANKRIJK**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | **193**<br>0<br>— | BV | **1981** B.V. Schps. & Ghbw. v/h Jonker & Stans —Hendrik-Ido-Ambacht (356)<br>28,43 3,152<br>25,02 8,41 4,22<br>1 dk | **TM Tug** | Kromhout 6FCHD240<br>2 Oil 4SA each 6Cy. 240 × 260 reverse reduction geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>2 Controllable pitch propellers<br>Fuel 161,5t 12,5kn |
| **SMIT HUNTER**<br>ex Happy Hunter-82<br>**Smit Tak Towage & Salvage (S) Pte. Ltd.**<br>Nassau Bahamas<br>SatCom: 1104276/CZCG | **861**<br>124<br>810 | **✠100A1** SS 7/91<br>tug<br>**✠LMC** **UMS**<br>EL L 385,0/30,0U2<br>FN 819 | **1978**-6 Arnhemsche Schps. Maats.—Arnhem (477)<br>52,08 12,07 5,522<br>46,08 11,75 6,02<br>B & F 27,8 1 dk<br>rf - | **TM Tug** | Deutz RSBV6M540<br>2 Oil 4SA each 6Cy. 370 × 400 reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 280kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 708,0t (d.o.)-23,5pd 11kn |
| **SMIT IERLAND**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | **193**<br>0<br>— | BV | **1979** B.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (624)<br>28,43 3,152<br>25,53 8,51 3,38<br>1 dk | **TM Tug** | Kromhout 6F240<br>2 Oil 4SA each 6Cy. 240 × 260 reverse reduction geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>2 Controllable pitch propellers<br>Fuel 161,5t 12,5kn |
| **SMIT ISO-4**<br>**Smit Iso Maintenance B.V.**<br>River Sea Marine Services<br>Rotterdam Netherlands | **—**<br>—<br>— | **A1** SS 7/89<br>inland waterways oil and chemical barge, type IV<br>FN 253 | **1973** .............New Orleans, La<br>- 9,53 2,590<br>18,74 9,50 3,96<br>1 dk | **Tank Barge**<br>Oil Chemical<br>5 Ta | |

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| **8521464**<br>*PHOQ*<br>22500<br>Esd Gc Rdr<br>RTm/v | **SMIT JAPAN**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | *236*<br>*71*<br>120 | | BV | **1986** Schps. Barkmeijer Stroobos B.V.—Stroobos (235)<br>28,61 9,02 3,401<br>25,00 8,72 4,22<br>1 dk | **TM Tug**<br>Fire-fighting | Kromhout<br>2 Oil 4SA each 6Cy. 240 × 260<br>couplings & sr geared to sc.<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 35kW 380V a.c.<br>2 Controllable pitch propellers<br>Fuel 103,5t (hvf) |
| **8315267**<br>*C6JB8*<br>706655<br>Esd Gc Rdr<br>Rt | **SMIT LABUAN**<br>ex Offshore Power-90<br>**Smit Tak Towage & Salvage (S) Pte. Ltd.**<br>Nassau Bahamas | **505**<br>152<br>575 | | AB | **1983** Tonoura Dock Co. Ltd.—Miyazaki (67)<br>40,01 10,04 3,850<br>36,02 10,01 4,22<br>F 17,4 1 dk<br>rf 102 | **TM Supply Ship**<br>Deck Cargo | Yanmar<br>2 Oil 4SA each 6Cy. 260 × 330<br>to sc. shafts<br>2 800bhp (2 060kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 240kW a.c.<br>Thw. thrust propeller fwd |
| **7306817**<br>*C6CB4*<br>710713<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SMIT LANGKAWI**<br>ex Smit-Lloyd 104-90<br>**Smit-Lloyd B.V.**<br>Nassau Bahamas | **1 294**<br>527<br>1 111 | | AB | **1973** Scheepswerf "De Waal" N.V.—Zaltbommel (697)<br>63,89 13,31 5,584<br>60,56 12,98 6,35<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Werkspoor<br>2 Oil 4SA each 6Cy. 410 × 470<br>shafts<br>Stork-Werkspoor Diesel N.V.<br>Gen 4 × 136kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 650,5t (d.o.) |
| **7402453**<br>*C6CJ8*<br>710746<br>Df Esd Gc<br>Pfd Rdr RTv | **SMIT LONDON**<br>**Smit Internationale Sleepbootmaaschappij "Smit London" B.V.**<br>Smit Tak B.V.<br>Nassau Bahamas<br>SatCom: 1104655/SMTL | **2 273**<br>377<br>2 687 | ✠**100A1**<br>tug<br>Ice Class 3<br>✠**LMC** | SS 4/90<br>EL S 2⅛"U2<br>FN 1489 | **1975**-9 N.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (611)<br>74,83 (BB) 15,78 6,814<br>65,00 15,30 7,60<br>B & F 44,2 2 dks<br>rf nil | **TM Tug**<br>Fire-fighting Salvage | Werkspoor<br>2 Oil 4SA each 9Cy. 410 × 470<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 560kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7321829**<br>*C6CA5*<br>710708<br>Df Esd Gc<br>Rdr Rt | **SMIT MADURA**<br>ex Smit-Lloyd 51-89<br>ex Smit-Lloyd 35-75<br>**Smit Tak Towage & Salvage (S) Pte. Ltd.**<br>Nassau Bahamas | **799**<br>326<br>874 | | AB | **1973** Walkers Ltd.—Maryborough, Queensland (69)<br>54,82 12,30 4,446<br>49,43 12,02 4,98<br>F 4,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | De Industrie<br>2 Oil 4SA each 8Cy. 305 × 460<br>shafts<br>N.V. Motorenfabriek "De Industrie"<br>Gen 2 × 135kW 220V d.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7606310**<br>*C6IX3*<br>712853<br>Df Esd Gc<br>Pfd Rdr Rt | **SMIT MANTA**<br>ex Smit-Lloyd 62-86<br>**ASCoSMIT Marine Ltd.**<br>Nassau Bahamas | *1 896*<br>*568*<br>2 270 | | AB | **1977** Scheepswerf "De Waal" B.V.—Zaltbommel (711)<br>65,87 (BB) 14,05 5,950<br>60,03 14,01 7,32<br>F 22,0 1 dk<br>rf nil conv Deck Cargo Supply Ship 87 | **TM Diving Support Ship**<br>for offshore installations | Bolnes<br>2 Vee Oil 2SA each 14Cy. 190 ×<br>sc. shafts<br>4 200bhp (3 089kW)<br>"Bolnes" Motorenfabriek B.V.<br>Gen 2 × 260kW 3 × 160kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 750,0t (d.o.)-10,0pd |
| **7606308**<br>*PHTO*<br>14906<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SMIT MARLIN**<br>ex Smit-Lloyd 61-85<br>**Smit International (Smit Internationale Nederland BV)**<br>Rotterdam Netherlands | **1 599**<br>737<br>2 270 | | AB | **1977** Scheepswerf "De Waal" B.V.—Zaltbommel (710)<br>65,87 (BB) 14,05 5,950<br>60,03 14,01 7,22<br>1 dk<br>rf nil conv Deck Cargo Supply Ship 85<br>conv Maintenance Ship for offshore installations 89 | **TM Supply Ship**<br>Deck Cargo | Bolnes<br>2 Vee Oil 2SA each 14Cy. 190 ×<br>sc. shafts<br>4 200bhp (3 089kW)<br>"Bolnes" Motorenfabriek B.V.<br>Gen 2 × 260kW 3 × 160kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 750,0t (d.o.)-10,0pd |
| **7800459**<br>*V7AC4*<br>MI01019<br>Rdr Rt | **SMIT NEDERLAND**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Majuro Marshall Islands | **193**<br>0<br>— | | BV | **1979** N.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (619)<br>28,42 8,52 3,152<br>25,52 8,50 3,38<br>1 dk | **TM Tug** | Kromhout<br>2 Oil 4SA each 6Cy. 240 × 260<br>geared to sc. shafts<br>Stork-Werkspoor Diesel B.V.<br>2 Controllable pitch propellers<br>Fuel 161,5t |
| **7522136**<br>*C6CJ9*<br>710747<br>Df Esd Gc<br>Pfd Rdr RTv | **SMIT NEW YORK**<br>**Smit Internationale Sleepbootmaatschappij Smit New York B.V.**<br>Smit Tak B.V.<br>Nassau Bahamas<br>SatCom: 1103631/SMNY | **1 826**<br>306<br>1 568 | ✠**100A1**<br>tug<br>✠**LMC** | SS 7/91<br>EL Q 2"U2<br>FN 1239 | **1977**-2 Verolme Scheepswerf Heusden B.V.—Heusden (934)<br>67,54 14,53 6,236<br>58,73 14,20 6,89<br>B & F 37,2 2 dks<br>rf nil | **TM Tug**<br>Fire-fighting Salvage Pollution Control | Werkspoor<br>2 Oil 4SA each 6Cy. 410 × 470<br>shafts<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 416kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller<br>Fuel 221,5t (d.o.) 1 237,5t (hvf) |
| **8515295**<br>*PHOU*<br>22375<br>Esd Gc Rdr<br>RTm/v | **SMIT NIGERIA**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | *236*<br>*71*<br>139 | | BV | **1986** Tille Scheepsbouw B.V.—Kootstertille (250)<br>28,61 9,38 3,401<br>25,00 8,70 4,22<br>1 dk | **TM Tug**<br>Fire-fighting | Kromhout<br>2 Oil 4SA each 6Cy. 240 × 260<br>couplings & sr geared to sc.<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 35kW 380V a.c.<br>2 Controllable pitch propellers<br>Fuel 103,5t (hvf) |
| **8325080**<br>*PHPF*<br>21528<br>Esd Rdr<br>RTm/h/v | **SMIT NOORWEGEN**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | *160*<br>*48*<br>63 | | BV | **1984** Scheepswerf Bijlholt B.V.—Foxhol (618)<br>25,81 8,06 2,701<br>23,50 7,80 3,71<br>B 4,0 F 11,3 1 dk | **TM Tug** | Kromhout<br>2 Oil 4SA each 6Cy. 240 × 260<br>couplings & sr geared to sc.<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 35kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 57,0t (d.o.)-7,0pd |
| **8213885**<br>*PHOK*<br>21280<br>AMVER | **SMIT ORCA**<br>ex Orca-86<br>**Smit Tak B.V.**<br>Rotterdam Netherlands<br>See Register of Offshore Units | *835*<br>*250*<br>835 | | BV | **1983** Schps. Barkmeijer Stroobos B.V.—Stroobos (224)<br>49,87 11,79 3,801<br>43,01 11,51 4,73<br>1 dk | **TM Tug/ Diving Tender Anchor-handling**<br>Salvage<br>Cr 1(8-16) | MAN<br>2 Oil 4SA each 7Cy. 200 × 270<br>couplings & sr geared to sc.<br>Brons Industrie N.V.<br>Gen 3 × 250kW 1 × 125kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **8521701**<br>*PHOZ*<br>22437<br>Esd Gc Rdr<br>RTm/v | **SMIT POLEN**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | *236*<br>*71*<br>120 | | BV | **1986** Tille Scheepsbouw B.V.—Kootstertille (251)<br>28,60 9,38 3,450<br>25,00 8,70 4,20<br>1 dk | **TM Tug**<br>Fire-fighting | Kromhout<br>2 Oil 4SA each 6Cy. 240 × 260<br>& sr geared to sc. shafts<br>Stork-Werkspoor Diesel B.V.<br>2 Controllable pitch propellers<br>Fuel 103,5t (hvf) |
| **8325107**<br>*PHPJ*<br>21668<br>Esd Rdr<br>RTm/h/v | **SMIT PORTUGAL**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | *160*<br>*48*<br>626 | | BV | **1984** Scheepswerf Bijlholt B.V.—Foxhol (620)<br>25,46 8,41 3,010<br>23,50 7,80 3,71<br>B 4,0 F 11,3 1 dk | **TM Tug** | Kromhout<br>2 Oil 4SA each 6Cy. 240 × 260<br>couplings & sr geared to sc.<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 35kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 57,0t (d.o.)-7,0pd |

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| **SMIT ROTTERDAM**<br>**Smit Tak B.V.**<br>Nassau Bahamas | 2 273<br>377<br>2 686 | ✠**100A1** SS 10/89<br>tug<br>Ice Class 3<br>✠**LMC**<br>EL S 2⅛"U2<br>FN 1489 | **1975**-4 N.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (610)<br>74,83 (BB) 15,78 6,814<br>65,00 15,30 7,60<br>B & F 44,2 2 dks<br>rf nil | **TM Tug**<br>Fire-fighting Salvage | Werkspoor 9TM410<br>2 Oil 4SA each 9Cy. 410 × 470<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 3 × 560kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>13kn |
| **SMIT RUSLAND**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | 193<br>0<br>— | BV | **1979** B.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (623)<br>28,43 3,152<br>25,53 8,51 3,38<br>1 dk | **TM Tug** | Kromhout 6F240<br>2 Oil 4SA each 6Cy. 240 × 260 reverse reduction geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 3 × 37,6kW 380V a.c.<br>2 Controllable pitch propellers<br>Fuel 161,5t 12,6kn |
| **SMIT SIBERIE**<br>Launched as Smit Spanje<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | *236*<br>*71*<br>139 | BV | **1986** Schps. Barkmeijer Stroobos B.V.—Stroobos (234)<br>28,61 9,38 3,401<br>25,00 8,72 4,22<br>1 dk | **TM Tug**<br>Fire-fighting | Kromhout 6FFHD240<br>2 Oil 4SA each 6Cy. 240 × 260 with flexible couplings & sr geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 35kW 380V a.c.<br>2 Controllable pitch propellers<br>Fuel 103,5t (hvf) 11,5kn |
| **SMIT SINGAPORE**<br>**Smit International Sleepboot Maatschappij "Smit Singapore" B.V.**<br>Smit Tak B.V.<br>Nassau Bahamas<br>SatCom: 1103444/SING | *2 673*<br>*802*<br>1 985 | ✠**100A1**<br>tug<br>Ice Class 3<br>✠**LMC**<br>EL R 556,0/54,0U2(a)<br>FN 1494 | **1984**-5 Niestern-Sander B.V.—Delfzijl (790)<br>75,32 (BB) 15,68 6,805<br>65,21 15,31 7,60<br>1 dk, 2nd dk except in machy space<br>rf nil | **TM Tug**<br>Fire-fighting Salvage Anchor-handling<br>LR Cert SBP 178.5Tonnes | Werkspoor 9TM410<br>2 Oil 4SA each 9Cy. 410 × 470 with flexible couplings & sr geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>2 TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 2 × 800kW 2 × 592kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 175,0t (d.o.) 1 800,0t (hvf)-45,0pd 15,75kn |
| **SMIT SITRA**<br>ex Eerland 24-84<br>**Smit Tak Towage & Salvage (S) Pte. Ltd.**<br>Nassau Bahamas | 29<br>0<br>— | **100A1**<br>tug<br>for service 5 miles off Dutch coast in reasonable weather<br>✠**LMC**<br>EL (A) 165,0/13,0U1<br>FN 96 | **1977** N.V. Shipyard Schouten—Muiden (807)<br>15,24 4,86 1,963<br>13,85 4,40 2,49<br>1 dk<br>rf 1041 | **M Tug** | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127 reverse reduction geared to sc. shaft<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 24kW 24V d.c. |
| **SMIT SULAWESI**<br>ex Mwokozi-90<br>**Smit Tak Towage & Salvage (S) Pte. Ltd.**<br>Nassau Bahamas | 672<br>207<br>578 | ✠**100A1** SS 8/90<br>tug<br>✠**LMC**<br>EL J 357,5/26,0U2<br>FN 692 | **1984**-8 Ferguson-Ailsa Ltd.—Port Glasgow (492)<br>45,65 12,02 4,568<br>41,00 11,51 5,36<br>F 26,3 1 dk<br>rf 584 | **TM Tug**<br>Fire-fighting Salvage | Ruston 12RKCM<br>2 Vee Oil 4SA each 12Cy. 254 × 305 with clutches, flexible couplings & sr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 3 × 84kW 440V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 311,5t (d.o.) 15,5kn |
| **SMIT SUMATERA**<br>**Smit Tak Towage & Salvage (S) Pte. Ltd.**<br>Nassau Bahamas<br>SatCom: 1103106/SSUM | *622*<br>*186*<br>493 | AB | **1983** Sing Koon Seng (Pte.) Ltd.—Singapore (607)<br>42,02 11,43 4,596<br>36,00 11,41 5,01<br>F 14,4 1 dk<br>rf 323 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Pollution Control | Kromhout 8F/SW240<br>2 Oil 4SA each 8Cy. 240 × 260 sr geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 1 × 250kW 2 × 195kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 260,0t (d.o.)-9,5pd 12kn |
| **SMIT ZWEDEN**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | 193<br>0<br>— | BV | **1979** N.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (620)<br>28,43 3,152<br>25,53 8,51 3,38<br>1 dk | **TM Tug** | Kromhout 6F240<br>2 Oil 4SA each 6Cy. 240 × 260 reverse reduction geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>2 Controllable pitch propellers<br>Fuel 161,5t 12,5kn |
| **SMIT-LLOYD CAIRO**<br>ex Palmer Surveyor-89<br>ex Smit-Lloyd Cairo-86<br>ex Smit-Lloyd 32-82<br>**Pacific Overseas Management Corp.**<br>Kingstown St. Vincent and the Grenadines | 772<br>287<br>406 | HR (AB) (BV) | **1968** Adelaide Ship Cons. Pty. Ltd.—Adelaide, S.A. (54)<br>59,75 11,71 4,315<br>53,52 11,31 5,16<br>F 19,9 1 dk<br>rf 102 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Der 1(10) | De Industrie<br>2 Oil 4SA each 6Cy. 400 × 600<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Gen 2 × 100kW 1 × 20kW 220V d.c.<br>2 Controllable pitch propellers<br>Bow jet pump<br>Fuel 253,0t (d.o.) 14kn |
| **SMIT-LLOYD MATSAS 1**<br>ex Smit-Lloyd 7-79<br>**Smit-Lloyd Matsas (Hellas) Shipping Co.**<br>Loucas G. Matsas Salvage & Towage Maritime Co.<br>Kavalla Greece | 800<br>324<br>753 | HR (AB) | **1965** Van der Giessen-de Noord N.V.—Krimpen a/d Ijssel (848)<br>59,77 11,71 4,112<br>53,52 11,31 5,16<br>F 19,9 1 dk<br>rf 102 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | De Industrie<br>2 Oil 4SA each 6Cy. 400 × 600<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 1 × 250kW 2 × 100kW 220V d.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 57,5t (d.o.) 14kn |
| **SMIT-LLOYD MATSAS 2**<br>ex Smit-Lloyd 8-79<br>**Smit-Lloyd Matsas (Hellas) Shipping Co.**<br>Loucas G. Matsas Salvage & Towage Maritime Co.<br>Kavalla Greece | 784<br>305<br>681 | HR (AB) | **1966** Schps. "De Hoop" N.V.—Lobith (260)<br>59,77 11,71 4,314<br>53,52 11,31 5,16<br>F 19,9 1 dk<br>rf 102 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Cr 1(35) Der 1(15) 1(9) | De Industrie<br>2 Oil 4SA each 6Cy. 400 × 600<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 1 × 165kW 2 × 100kW 220V d.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 281,5t (d.o.) 14kn |
| **SMIT-LLOYD MATSAS 3**<br>ex Smit-Lloyd 14-80<br>**Smit-Lloyd Matsas (Hellas) Shipping Co.**<br>Loucas G. Matsas Salvage & Towage Maritime Co.<br>Piraeus Greece | 772<br>288<br>689 | HR (AB) | **1967** Van der Giessen-de Noord N.V.—Krimpen a/d Ijssel (859)<br>59,77 11,71 4,314<br>53,52 11,31 5,16<br>F 19,9 1 dk<br>rf 76 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | De Industrie<br>2 Oil 4SA each 6Cy. 400 × 600<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Gen 1 × 165kW 2 × 100kW 220V d.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 280,5t (d.o.) 14kn |
| **SMIT-LLOYD MATSAS 5**<br>ex Smit-Lloyd 43-86<br>**Smit-Lloyd Matsas (Hellas) Offshore Maritime Co.**<br>Loucas G. Matsas Salvage & Towage Maritime Co.<br>Piraeus Greece | 743<br>267<br>865 | HR (AB) | **1972** N.V. Schps. v/h H. H. Bodewes—Millingen a/d Rijn (697)<br>53,14 12,30 4,439<br>49,31 12,03 4,96<br>F 14,4 1 dk<br>rf 229 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P | De Industrie<br>2 Oil 4SA each 8Cy. 305 × 460<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Gen 2 × 135kW 220V d.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 274,5t (d.o.) 13kn |
| **SMIT-LLOYD SUEZ**<br>ex Smit-Lloyd 50-86<br>**Smit-Lloyd Shilbaya (Egypt) Ltd.**<br>Suez Egypt | 796<br>327<br>748 | AB | **1975** Scheepswerf "De Waal" B.V.—Zaltbommel (707)<br>56,19 12,30 4,433<br>50,86 11,99 4,96<br>F 15,6 1 dk<br>rf 229 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | De Industrie 8D7HD<br>2 Oil 4SA each 8Cy. 305 × 460<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Gen 2 × 135kW 220V d.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>13kn |
| **SMIT-LLOYD 25**<br>**Smit-Lloyd B.V.**<br>Rotterdam Netherlands | 996<br>493<br>1 082 | AB | **1982** Schpsw. Hoogezand B.V.—Hoogezand (217)<br>57,46 4,811<br>50,02 12,21 5,82<br>F 20,2 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P | Kromhout 9F/SW240<br>2 Oil 4SA each 9Cy. 240 × 260 with flexible couplings & sr geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 1 × 150kW 2 × 140kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 433,0t (d.o.)-7,0pd 11,5kn |

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| **8113669**<br>*PHRT*<br>20752<br>Esd Gc Rdr<br>Rt | **SMIT-LLOYD 26**<br>**Smit-Lloyd B.V.**<br>Rotterdam Netherlands | **996**<br>493<br>1 082 | AB | **1982** Tille Scheepsbouw B.V.—Kootstertille (232)<br>57,46 12,53 4,809<br>52,53 12,21 5,82<br>F 20,2 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Kromhout<br>2 Oil 4SA each 9Cy. 240 ×<br>couplings & sr geared to<br>Stork-Werkspoor Diesel B.V<br>Gen 1 × 150kW 2 × 140<br>2 Controllable pitch propelle<br>Thw. thrust Contr. pitch prop<br>Fuel 433,0t (d.o.)-7,0pd |
| **8125052**<br>*PHRU*<br>Esd Gc Rdr<br>Rt | **SMIT-LLOYD 27**<br>**Smit-Lloyd B.V.**<br>Rotterdam Netherlands | **996**<br>493<br>1 082 | AB | **1982** B.V. Scheepswerf "Ferus Smit"—Foxhol (231)<br>57,46 4,501<br>50,02 12,21 5,82<br>F 20,2 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>12bth P | Kromhout<br>2 Oil 4SA each 9Cy. 240 ×<br>couplings & sr geared to<br>Stork-Werkspoor Diesel B.V<br>Gen 1 × 150kW 2 × 140<br>2 Controllable pitch propelle<br>Thw. thrust Contr. pitch prop<br>Fuel 433,5t (d.o.)-7,0pd |
| **8121408**<br>*PHRX*<br>Esd Gc Rdr<br>Rt | **SMIT-LLOYD 28**<br>**Smit-Lloyd B.V.**<br>Rotterdam Netherlands | *996*<br>*493*<br>1 082 | AB | **1983** Scheeps. "Voorwaarts" B.V.—Hoogezand (229)<br>57,46 12,53 4,811<br>52,53 12,21 5,82<br>F 20,2 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>12bth P | Kromhout<br>2 Oil 4SA each 9Cy. 240 ×<br>couplings & sr geared to<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 150kW 2 × 140<br>2 Controllable pitch propelle<br>Thw. thrust Contr. pitch prop<br>Fuel 433,5t (d.o.)-7,0pd |
| **8121276**<br>*PHRY*<br>Esd Gc Rdr<br>Rt | **SMIT-LLOYD 29**<br>**Smit-Lloyd B.V.**<br>Rotterdam Netherlands | **996**<br>493<br>1 082 | AB | **1982** Scheepswerf Bijlholt B.V.—Foxhol (613)<br>60,03 12,53 4,811<br>57,03 12,21 5,82<br>F 20,2 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>12bth P | Kromhout<br>2 Oil 4SA each 9Cy. 240 ×<br>couplings & sr geared to<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 150kW 2 × 140<br>2 Controllable pitch propeller<br>Thw. thrust Contr. pitch prop<br>Fuel 433,5t (d.o.)-7,0pd |
| **8121355**<br>*PHRZ*<br>Esd Gc Rdr<br>Rt | **SMIT-LLOYD 30**<br>**Smit-Lloyd B.V.**<br>Rotterdam Netherlands | **996**<br>493<br>1 083 | AB | **1983** Schpsw. Hoogezand B.V.—Hoogezand (218)<br>57,46 12,53 4,811<br>52,53 12,21 5,82<br>F 22,0 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>12bth P | Kromhout<br>2 Oil 4SA each 9Cy. 240 ×<br>couplings & sr geared to<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 150kW 2 × 140<br>2 Controllable pitch propeller<br>Thw. thrust Contr. pitch prop<br>Fuel 433,5t (d.o.)-7,0pd |
| **8213897**<br>*PHQA*<br>Esd Gc Pfd<br>Rdr RTm/h/v | **SMIT-LLOYD 31**<br>**Smit-Lloyd B.V.**<br>Rotterdam Netherlands | *1 089*<br>*326*<br>1 100 | AB | **1983** Niestern-Sander B.V.—Delfzijl (789)<br>57,46 12,53 4,801<br>52,53 12,21 5,82<br>F 16,8 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>3cbn 12bth P | Kromhout<br>2 Oil 4SA each 9Cy. 240 ×<br>couplings & sr geared to<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 150kW 2 × 140<br>2 Controllable pitch propeller<br>Thw. thrust Contr. pitch prop<br>Fuel 433,5t (d.o.)-7,0pd |
| **8213902**<br>*PHQB*<br>Esd Gc Pfd<br>Rdr RTm/h/v | **SMIT-LLOYD 32**<br>**Smit-Lloyd B.V.**<br>Rotterdam Netherlands | *1 089*<br>*326*<br>1 083 | AB | **1983** Schpsw. Hoogezand B.V.—Hoogezand (219)<br>57,46 12,53 4,811<br>52,53 12,21 5,82<br>F 22,0 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>12bth P | Kromhout<br>2 Oil 4SA each 9Cy. 240 ×<br>couplings & sr geared to<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 150kW 2 × 140<br>2 Controllable pitch propeller<br>Thw. thrust Contr. pitch prop<br>Fuel 433,5t (d.o.)-7,0pd |
| **8213914**<br>*PHQO*<br>21471<br>Esd Gc Pfd<br>Rdr RTm/h/v | **SMIT-LLOYD 33**<br>**Smit-Lloyd B.V.**<br>Rotterdam Netherlands | *1 089*<br>*326*<br>1 104 | AB | **1984** Tille Scheepsbouw B.V.—Kootstertille (235)<br>57,43 12,53 4,811<br>50,02 12,21 5,82<br>F 22,0 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Kromhout<br>2 Oil 4SA each 9Cy. 240 ×<br>couplings & sr geared to<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 150kW 2 × 140<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch prope<br>Fuel 433,5t (d.o.)-7,0pd |
| **8517633**<br>*PHPB*<br>Esd Gc Rdr<br>RTv | **SMIT-LLOYD 55**<br>**Smit-Lloyd B.V.**<br>Rotterdam Netherlands | *1 222*<br>*366*<br>1 258 | AB | **1988** Schpsw. en Mach. Ysselwerf B.V.—Capelle a/d Ijssel (328)<br>57,21 13,52 4,801<br>50,02 13,21 6,13<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | Wartsila<br>4 Oil with clutches, flexible co<br>sc. shafts<br>(i) 2 Oil 4SA each 8Cy. 220<br>Oy Wartsila Ab<br>(ii) 2 Oil 4SA each 6Cy. 220<br>Oy Wartsila Ab<br>Gen 2 × 752kW 440V 60Hz<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch pro<br>Fuel 503,0t (d.o.)-26,5pd |
| **8517621**<br>*PHNZ*<br>Esd Gc Rdr<br>Rt | **SMIT-LLOYD 56**<br>**Smit-Lloyd B.V.**<br>Rotterdam Netherlands | *1 256*<br>*377*<br>1 000 | AB | **1987** Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (418)<br>58,04 5,061<br>52,68 13,21 6,10<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Wartsila<br>4 Oil with flexible couplings &<br>shafts<br>(i) 2 Oil 4SA each 8Cy. 220 ×<br>Oy Wartsila Ab<br>(ii) 2 Oil 4SA each 6Cy. 220 ×<br>Oy Wartsila Ab<br>Gen 2 × 800kW 440V 60Hz<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch prop<br>Fuel 503,0t (d.o.)-26,5pd |
| **8517645**<br>*PHOH*<br>Df Esd Gc<br>Rdr Rt | **SMIT-LLOYD 57**<br>**Smit-Lloyd B.V.**<br>Rotterdam Netherlands | *1 256*<br>*377*<br>1 000 | AB | **1987** Schpsw. en Mach. Ysselwerf B.V.—Capelle a/d Ijssel (330)<br>57,21 4,801<br>50,02 13,21 6,13<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Wartsila<br>4 Oil with clutches, flexible co<br>sc. shafts<br>(i) 2 Oil 4SA each 8Cy. 220 ×<br>Oy Wartsila Ab<br>(ii) 2 Oil 4SA each 6Cy. 220 ×<br>Oy Wartsila Ab<br>Gen 2 × 800kW 440V 60Hz<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch prop<br>Fuel 503,0t (d.o.)-26,5pd |
| **7909724**<br>*C6DD6*<br>711150<br>Df Esd Gc<br>Rdr Rt | **SMIT-LLOYD 71**<br>**Smit-Lloyd B.V.**<br>Nassau Bahamas | **1 235**<br>513<br>2 000 | AB | **1980** B.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (627)<br>60,36 14,00 5,011<br>52,51 13,71 6,51<br>F 21,7 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>Pollution Control<br>Moonpool | Bolnes<br>2 Vee Oil 2SA each 18Cy. 19<br>sc. shafts<br>"Bolnes" Motorenfabriek B.V.<br>Gen 2 × 270kW 440V 60Hz<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 545,5t (d.o.)-23,5pd |

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| **SMIT-LLOYD 72**<br>**Smit-Lloyd B.V.**<br>Nassau Bahamas | **1 236**<br>459<br>1 280 | **1981** Tille Scheepsbouw B.V.—Kootstertille (226)<br>AB 60,48 14,00 5,250<br>52,23 13,71 6,51<br>F 22,0 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>6 Ta cyl vert<br>G.170 L.686 | Bolnes 18VDNL150/600<br>2 Vee Oil 2SA each 18Cy. 190 × 350 sr geared to sc. shafts<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Gen 2 × 270kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 545,5t (d.o.)-23,5pd 14kn |
| **SMIT-LLOYD 73**<br>**Smit-Lloyd B.V.**<br>Rotterdam Netherlands | **1 236**<br>459<br>1 285 | **1982** Schpsw. Hoogezand B.V.—Hoogezand (211)<br>AB 60,48 14,00 5,250<br>52,23 13,71 6,51<br>F 22,0 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>6 Ta cyl vert<br>G.170 L.686 | Bolnes 18VDNL150/600<br>2 Vee Oil 2SA each 18Cy. 190 × 350 sr geared to sc. shafts<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Gen 2 × 270kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 545,5t (d.o.)-23,5pd 14kn |
| **SMIT-LLOYD 74**<br>**Smit-Lloyd B.V.**<br>Nassau Bahamas | **1 235**<br>459<br>1 280 | **1982** Scheeps. "Voorwaarts" B.V.—Hoogezand (228)<br>AB 60,51 14,00 5,250<br>52,23 13,71 6,51<br>F 22,0 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>6 Ta cyl vert<br>G.170 L.686 | Bolnes 18VDNL150/600<br>2 Vee Oil 2SA each 18Cy. 190 × 350 sr geared to sc. shafts<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Gen 2 × 270kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 545,5t (d.o.)-23,5pd 14kn |
| **SMIT-LLOYD 75**<br>**Smit-Lloyd B.V.**<br>Rotterdam Netherlands | **1 235**<br>459<br>1 280 | **1982** Tille Scheepsbouw B.V.—Kootstertille (227)<br>AB 60,48 14,00 5,250<br>52,23 13,71 6,51<br>F 22,0 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>6 Ta cyl vert<br>G.170 L.686 | Bolnes 18VDNL150/600<br>2 Vee Oil 2SA each 18Cy. 190 × 350 sr geared to sc. shafts<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Gen 2 × 270kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 545,5t (d.o.)-23,5pd 14kn |
| **SMIT-LLOYD 90**<br>ex Atlas-85<br>Launched as Atlantic Atlas<br>**Smit-Lloyd Odin B.V.**<br>Rotterdam Netherlands | *1 028*<br>*396*<br>1 487 | **1985** "Titovo Brodogradiliste"—Kraljevica (438)<br>64,42 14,13 5,401<br>NV 56,42 13,81 6,91<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P | Sulzer 16ASV25/30<br>2 Vee Oil 4SA each 16Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Sour "Jugoturbina" Karlovac<br>Gen 2 × 137kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 659,0t (d.o.)-11,0pd 12kn |
| **SMIT-LLOYD 91**<br>ex Hercules-85<br>Launched as Atlantic Hercules<br>**Smit-Lloyd Odin B.V.**<br>Rotterdam Netherlands | *868*<br>—<br>1 484 | **1985** "Titovo Brodogradiliste"—Kraljevica (437)<br>64,42 14,13 4,725<br>NV 56,42 13,81 6,91<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P | Sulzer 16ASV25/30<br>2 Vee Oil 4SA each 16Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Sour "Jugoturbina" Karlovac<br>Gen 2 × 137kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 659,0t (d.o.)-11,0pd 12kn |
| **SMIT-LLOYD 92**<br>Launched as Poseidon<br>**Smit-Lloyd B.V.**<br>Rotterdam Netherlands | *868*<br>*123*<br>1 487 | **1985** "Titovo Brodogradiliste"—Kraljevica (445)<br>64,42 14,13 5,401<br>NV 56,42 13,81 6,91<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P | Sulzer 16ASV25/30<br>2 Vee Oil 4SA each 16Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Sour "Jugoturbina" Karlovac<br>Gen 2 × 137kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 659,0t (d.o.)-11,0pd 12kn |
| **SMIT-LLOYD 105**<br>**Smit-Lloyd B.V.**<br>Nassau Bahamas | **1 292**<br>524<br>1 111 | **1973** B.V. Scheepswerven v/h H. H. Bodewes —Millingen a/d Rijn (709)<br>AB 63,89 13,31 5,584<br>60,56 12,98 6,35<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Werkspoor 6TM410<br>2 Oil 4SA each 6Cy. 410 × 470 sr geared to sc. shafts<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 4 × 136kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 650,5t (d.o.) 15,5kn |
| **SMIT-LLOYD 106**<br>**Smit-Lloyd B.V.**<br>Nassau Bahamas | **1 294**<br>526<br>1 111 | **1973** B.V. Scheepswerven v/h H. H. Bodewes —Millingen a/d Rijn (710)<br>AB 63,94 13,29 5,068<br>60,56 13,00 6,35<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Werkspoor 6TM410<br>2 Oil 4SA each 6Cy. 410 × 470 sr geared to sc. shafts<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 4 × 136kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 650,5t (d.o.) 15,5kn |
| **SMIT-LLOYD 107**<br>ex Smit Matsas 3-90<br>ex Smit-Lloyd 107-86<br>**Stoneham Bay Shipping Co. Ltd.**<br>Nassau Bahamas<br>SatCom: 1104346/ANJA | **1 291**<br>524<br>1 111 | **1974** B.V. Scheepswerven v/h H. H. Bodewes —Millingen a/d Rijn (711)<br>AB 63,89 13,31 5,061<br>60,56 12,98 6,35<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Werkspoor 6TM410<br>2 Oil 4SA each 6Cy. 410 × 470 sr geared to sc. shafts<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 4 × 136kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 650,5t (d.o.) 15,5kn |
| **SMIT-LLOYD 108**<br>**Smit-Lloyd B.V.**<br>Nassau Bahamas | **1 292**<br>524<br>1 111 | **1974** Van der Giessen-de Noord N.V. —Alblasserdam (898)<br>AB 63,91 13,29 5,068<br>60,56 13,00 6,35<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Werkspoor 6TM410<br>2 Oil 4SA each 6Cy. 410 × 470 sr geared to sc. shafts<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 4 × 136kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 650,5t (d.o.) 15,5kn |
| **SMIT-LLOYD 109**<br>**Smit-Lloyd B.V.**<br>Nassau Bahamas | **1 292**<br>524<br>1 111 | **1974** Van der Giessen-de Noord N.V. —Alblasserdam (899)<br>AB 63,89 13,31 5,061<br>60,56 12,98 6,35<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Werkspoor 6TM410<br>2 Oil 4SA each 6Cy. 410 × 470 sr geared to sc. shafts<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 4 × 136kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 650,5t (d.o.) 15,5kn |
| **SMIT-LLOYD 110**<br>**Smit-Lloyd B.V.**<br>Nassau Bahamas | **1 292**<br>523<br>1 070 | **1975** B.V. Scheepswerven v/h H. H. Bodewes —Millingen a/d Rijn (718)<br>AB 63,91 13,29 5,061<br>60,56 13,00 6,35<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Werkspoor 6TM410<br>2 Oil 4SA each 6Cy. 410 × 470 sr geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 4 × 136kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 650,5t (d.o.) 15,5kn |

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| **7402427**<br>*C6CH3*<br>710733<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SMIT-LLOYD 111**<br>**Smit-Lloyd B.V.**<br>Nassau Bahamas | **1 292**<br>525<br>1 070 | AB | **1975** B.V. Scheepswerven v/h H. H. Bodewes —Millingen a/d Rijn (719)<br>63,91 13,29 5,061<br>60,56 12,98 6,35<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Werkspoor<br>2 Oil 4SA each 6Cy. 410 ×<br>shafts<br>Stork-Werkspoor Diesel B.V<br>Gen 4 × 136kW 440V 60H<br>2 Controllable pitch propelle<br>Thw. thrust propeller fwd<br>Fuel 650,5t (d.o.) |
| **7402465**<br>*C6DN6*<br>715206<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SMIT-LLOYD 112**<br>**Smit-Lloyd B.V.**<br>Nassau Bahamas | **1 293**<br>526<br>1 039 | (AB) | **1975** Scheepswerf "De Waal" B.V.—Zaltbommel (705)<br>63,91 13,29 5,061<br>60,56 12,98 6,35<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Werkspoor<br>2 Oil 4SA each 6Cy. 410 ×<br>shafts<br>Stork-Werkspoor Diesel B.V.<br>Gen 4 × 136kW 440V 60H<br>2 Controllable pitch propelle<br>Thw. thrust propeller fwd<br>Fuel 650,5t (d.o.) |
| **7412018**<br>*C6DU6*<br>715256<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SMIT-LLOYD 114**<br>**Smit-Lloyd B.V.**<br>Nassau Bahamas | **1 292**<br>526<br>1 070 | AB | **1975** B.V. Scheepswerven v/h H. H. Bodewes —Millingen a/d Rijn (722)<br>63,89 5,061<br>60,56 12,98 6,35<br>F 33,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Werkspoor<br>2 Oil 4SA each 6Cy. 410 ×<br>shafts<br>Stork-Werkspoor Diesel B.V.<br>Gen 4 × 136kW 440V 60H<br>2 Controllable pitch propelle<br>Thw. thrust propeller fwd<br>Fuel 650,5t (d.o.) |
| **7412020**<br>*C6DN7*<br>715207<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SMIT-LLOYD 115**<br>**Smit-Lloyd B.V.**<br>Nassau Bahamas | **1 292**<br>526<br>1 089 | AB | **1975** Arnhemsche Schps. Maats.—Arnhem (472)<br>63,91 13,29 5,061<br>60,56 12,98 6,35<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Werkspoor<br>2 Oil 4SA each 6Cy. 410 ×<br>shafts<br>Stork-Werkspoor Diesel B.V.<br>Gen 4 × 136kW 440V 60Hz<br>2 Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 650,5t (d.o.) |
| **7422312**<br>*C6DN8*<br>715208<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SMIT-LLOYD 116**<br>**Smit-Lloyd B.V.**<br>Nassau Bahamas<br>SatCom: 1104703/CZDN | **1 293**<br>526<br>1 046 | AB | **1976** Scheepswerf "De Waal" B.V.—Zaltbommel (709)<br>63,91 13,29 5,101<br>60,56 13,01 6,35<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Werkspoor<br>2 Oil 4SA each 6Cy. 410 ×<br>shafts<br>Stork-Werkspoor Diesel B.V.<br>Gen 4 × 136kW 440V 60Hz<br>2 Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 650,5t (d.o.) |
| **7422295**<br>*C6DO5*<br>711139<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SMIT-LLOYD 117**<br>**Smit-Lloyd B.V.**<br>Nassau Bahamas<br>SatCom: 1104701/CZDO | **1 293**<br>526<br>1 039 | AB | **1976** Scheepswerf "De Waal" B.V.—Zaltbommel (708)<br>63,94 13,29 5,101<br>58,12 13,01 6,33<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Werkspoor<br>2 Oil 4SA each 6Cy. 410 ×<br>shafts<br>Stork-Werkspoor Diesel B.V.<br>Gen 4 × 136kW 440V 60Hz<br>2 Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 650,5t (d.o.) |
| **7508879**<br>*C6JT5*<br>716403<br>Df Gc Pfd<br>Rdr Rt<br>AMVER | **SMIT-LLOYD 118**<br>ex Biehl Trader-91<br>**Smit-Lloyd B.V.**<br>Nassau Bahamas | **1 184**<br>484<br>1 295 | AB | **1977** Campbell Industries—San Diego, Ca (116)<br>63,91 13,31 5,341<br>60,56 13,01 6,35<br>F 28,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Pollution Control | Enterprise<br>2 Vee Oil 4SA each 16Cy. 4<br>sc. shafts<br>Delaval Turbine Inc. (Enterpri<br>Gen 4 × 136kW a.c.<br>2 Controllable pitch propeller |
| **7508881**<br>*C6JT4*<br>716404<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SMIT-LLOYD 119**<br>ex Biehl Traveler-91<br>**Smit-Lloyd B.V.**<br>Nassau Bahamas | **1 181**<br>484<br>1 295 | AB | **1977** Campbell Industries—San Diego, Ca (117)<br>63,91 13,31 5,341<br>60,56 13,00 6,35<br>F 28,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Pollution Control | Enterprise<br>Vee Oil 4SA 16Cy. 432 × 5<br>shafts<br>Delaval Turbine Inc. (Enterpri<br>Gen 4 × 136kW a.c.<br>2 Controllable pitch propeller |
| **8202795**<br>*PHSK*<br>Df Esd Gc<br>Rdr Rt | **SMIT-LLOYD 120**<br>**Smit-Lloyd Ranger B.V.**<br>Rotterdam Netherlands | **1 502**<br>577<br>1 500 | AB | **1983** (Aft section) B.V. Schps. & Mfbk. "De Biesbosch-Dordrecht"—Dordrecht<br>**1983** (Fwd section) Scheepswerf "De Waal" B.V. —Zaltbommel (719)<br>63,40 14,74 5,750<br>55,20 14,71 7,01<br>F 24,1 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>6 Ta | Werkspoor<br>2 Oil 4SA each 6Cy. 410 ×<br>shafts<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 270kW 440V 60Hz<br>2 Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8202800**<br>*PHSN*<br>Df Esd Gc<br>Pfd Rdr Rt | **SMIT-LLOYD 121**<br>**Smit-Lloyd Ranger B.V.**<br>Rotterdam Netherlands | **1 502**<br>577<br>1 500 | AB | **1983** (Aft section) B.V. Schps. & Mfbk. "De Biesbosch-Dordrecht"—Dordrecht<br>**1983** (Fwd section) Scheepswerf "De Waal" B.V. —Zaltbommel (720)<br>63,43 5,750<br>55,20 14,71 7,01<br>F 24,1 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Werkspoor<br>2 Oil 4SA each 6Cy. 410 ×<br>shafts<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 270kW 440V 60Hz<br>2 Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8213952**<br>*PHSA*<br>Df Esd Gc<br>Pfd Rdr Rt | **SMIT-LLOYD 122**<br>**Smit-Lloyd B.V.**<br>Rotterdam Netherlands | *1 654*<br>*496*<br>2 000 | AB | **1983** B.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (631)<br>63,35 5,750<br>57,74 14,71 7,01<br>F 24,1 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened | Werkspoor<br>2 Oil 4SA each 6Cy. 410 ×<br>shafts<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 270kW 440V 60Hz<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **8215912**<br>*PHSC*<br>Df Esd Gc<br>Pfd Rdr Rt | **SMIT-LLOYD 123**<br>**Smit-Lloyd B.V.**<br>Rotterdam Netherlands | *1 654*<br>*496*<br>1 500 | AB | **1983** B.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (632)<br>63,33 5,750<br>57,71 14,71 7,01<br>F 24,1 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened | Werkspoor<br>2 Oil 4SA each 6Cy. 410 ×<br>shafts<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 270kW 440V 60Hz<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **8521581**<br>*PHLU*<br>17418Z<br>Rt | **SMITBARGE 1**<br>**Smit Internationale Transport B.V.**<br>Rotterdam Netherlands | *5 688*<br>*1 706*<br>13 980 | ✠ **100A1** SS 6/91<br>pontoon<br>EL (S) 610,0/40,0<br>FN 3485 | **1986**-6 Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel (938)<br>91,72 30,76 6,168<br>91,45 30,48 7,62<br>1 dk<br>rf nil | **Deck Cargo Pontoon** | |
| **8505886**<br>*PHLX*<br>17330Z | **SMITBARGE 2**<br>**Smit Internationale Transport B.V.**<br>Rotterdam Netherlands | **5 688**<br>1 706<br>13 980 | ✠ **100A1** SS 11/89<br>pontoon<br>EL S 610,0/40,0<br>FN 3485 | **1985**-9 Austin & Pickersgill Ltd.—Southwick, Sunderland (1433)<br>91,72 30,76 6,168<br>91,45 30,48 7,62<br>1 dk<br>rf nil | **Deck Cargo Pontoon** | Gen 1 × 28kW 240V 50Hz |

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| **SMITH ISLAND**<br>ex FS 216<br>**Zapata Haynie Corp.**<br>Reedville, Va United States of America | **541**<br>367<br>— | (AB) | **1944** Higgins Industries Inc.—New Orleans, La (82)<br>*51,46* 9,78<br>3,56<br>1 dk<br>conv General Cargo — | **M Fishing**<br>Side-fishing | Oil<br>1 800bhp (1 324kW)<br>U.S.A.<br>Fuel (d.o.) |
| **SMITH POINT**<br>ex Argus<br>**Smith Point Fisheries Inc.**<br>Reedville, Va United States of America | **323**<br>220<br>— | | **1930** Spedden SB. Co.—Baltimore, Md<br>*43,29* 7,35<br>3,76 | **M Fishing** | Fairbanks, Morse<br>Oil<br>1 000bhp (736kW)<br>Fairbanks, Morse & Co. U.S.A.<br>Fuel (d.o.) |
| **SMITHBANK**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | **326**<br>—<br>163 | AB (BV) | **1970** N.V. Schps. v/h H. H. Bodewes—Millingen a/d Rijn (687)<br>39,68 13,29 4,903<br>36,35 12,60 5,87<br>1 dk<br>rf 450 | **M Tug**<br>Tractor | Kromhout<br>2 Oil 4SA each 8Cy. 240 × 260 geared to sc. shaft NE 80<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 77kW 380V 50Hz a.c.<br>Directional propeller<br>13kn |
| **SMJELI**<br>**″Brodospas″ Poduzece za Offshore, Teglenje i Spasavanje**<br>Split Croatia | *353*<br>*106*<br>180 | JR (Class cont.) | **1990** Brodogradiliste ″Jozo Lozovina-Mosor″—Trogir (198)<br>29,92 10,72<br>25,40 10,70 5,27<br>1 dk | **TM Tug** | Pielstick 6PA6L280<br>2 Oil 4SA each 6Cy. 280 × 290 with hydraulic couplings & sr geared to sc. shafts<br>TDM ″Jugoturbina″ Karlovac<br>2 Controllable pitch propellers<br>13,5kn |
| **SMOLA**<br>**More og Romsdal Fylkesbatar**<br>Kristiansund Norway | **465**<br>193<br>— | | **1968** A. M.-Liaaen Skibs. & M/V.—Alesund (112)<br>45,42 10,22 3,366<br>40,19 10,20 4,20<br>1 dk<br>rf 749 BK 140 | **TM RoRo Cargo/Ferry** 300P<br>Clear height 4,20<br>Cars 31<br>Mchy.aft | Aabenra 6-427-FOT<br>2 Oil 4SA each 6Cy. 270 × 400<br>1 380bhp (1 015kW)<br>Aabenraa Motorfabrik Abenra<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **SMOLENSK**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400710/UVEL | **15 639**<br>7 557<br>22 447 | RS | **1981** Valmet Oy Helsingin Telakka—Vuosaari, Helsinki/Helsingfors (305)<br>205,42 (BB) 31,15 9,721<br>190,68 31,01 22,08<br>4 dks | **M RoRo Cargo** 12bth P<br>Ice strengthened<br>Quarter stern door/ramp (s. a.)<br>L 36,00 W 7,00 SWL 60<br>B.55 418<br>TEU 1499<br>C.Ho 87/20' C.Ro/Ro Dk 885/20'(40')<br>C.Dk 527/20'(40')<br>2 Ha (stl) (12,5p&s × 7,6) ER | MAN 14V52/55A<br>2 Vee Oil 4SA each 14Cy. 520 × 550 reduction geared to sc. shaft<br>19 850bhp (14 601kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 1000kW 1 × 130kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (hvf) 21,75kn |
| **SMOLENSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *1 409*<br>*422*<br>484 | RS | **1985** Baltiya Shipyard—Klaypeda<br>59,00 13,02 4,870<br>55,00 8,90<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | Skoda 6L525IIPS<br>Oil 4SA 6Cy. 525 × 720<br>1 618kW (2 200bhp)<br>CKD Praha Praha<br>Gen 1 × 500kW a.c. 2 × 150kW a.c.<br>Controllable pitch propeller |
| **SMOLNY**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdansk Poland | **5 736**<br>3 142<br>9 470<br>**8 718**<br>5 017<br>11 866 | PR | **1968** Stocznia im. ″Komuny Paryskiej″—Gdynia (B41/D02)<br>152,61 19,44 7,722/8,776<br>141,64 19,36 11,66<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>5 Ho 17,0 21,0 18,9 ER 22,8 19,9<br>G.17 772 B.16 464<br>5 Ha (stl) (8,9 × 7,0) (13,8 13,8 × 8,9) ER (12,1 12,1 × 8,9)<br>20W Der 1(50) 1(30) 6(10) 10(5) 2(1,5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>Gen 2 × 320kW 1 × 200kW 400V 50Hz a.c.<br>Fuel 1 545,5t (hvf)-25,0pd 15,25kn |
| **SMOLNYY**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Yuzhnyy) (U.S.S.R.)<br>SatCom: 1400107/UIUQ | **25 663**<br>14 015<br>27 970 | RS | **1980** Cant. Nav. Breda S.p.A.—Venezia (291)<br>197,42 (BB) - 10,100<br>184,51 29,01 17,86<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>Ice strengthened<br>4 Ta (stl) ER<br>L.(gas) 37 348 | B&W 7DKRN80/160<br>Oil 2SA 7Cy. 800 × 1600<br>23 400bhp (17 212kW)<br>Bryansk Eng. Works Bryansk |
| **SMOLNYY**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**2 948**<br>1 330<br>1 316 | RS | **1969** Stocznia Gdanska im. Lenina—Gdansk (B26/32)<br>83,11 13,85 5,500<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.284 In.1 566<br>5 Ha (4,8 × 2,2) (1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Sulzer 8TD48<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>H. Cegielski Poznan<br>Controllable pitch propeller<br>12,75kn |
| **SMOLYANINOVO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>336 | RS | **1977** ............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. ″Karl Liebknecht″ (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>12,5kn |
| **SMORBUKK**<br>ex Fenring-80 ex Askoy-79<br>**A/S Nesodden-Bundefjord D/S**<br>Oslo Norway | **404**<br>229<br>— | (NV) | **1965** Loland Motorverstad A/S—Leirvik i Sogn (21)<br>41,36 9,50 2,883<br>37,39 9,25 3,36<br>1 dk & S dk<br>rf 749 BK 170 | **M RoRo Cargo/Ferry** OSD<br>Deck Cargo 500dk P | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>600bhp (441kW)<br>A/S Wichmann Rubbestadneset<br>2 propellers aft, 1 fwd<br>Fuel (d.o.) 11kn |
| **SMYRIL**<br>ex Morten Mols-75<br>**Foroyar Landsstyri**<br>Strandfaraskip Landsins<br>Torshavn Faeroes (Danish) | T.Mk<br>**2 430**<br>1 003<br>**4 269**<br>2 568<br>803 | **✠100A1** SS 5/88<br>Faroe Islands service also between Seydisfjord, Lerwick and Bergen<br>Ice Class 3<br>**✠LMC**<br>EL S 1⅝″U2<br>FN 2203 | **1969**-6 Aalborg Vaerft A/S—Aalborg (181)<br>92,66 16,72 4,166<br>83,70 16,50 9,81<br>B 56,4 2 dks, 3rd dk clear of mchy. space<br>rf 152 | **TM Passenger/RoRo Cargo/Ferry**<br>48cbn 186bth 314dk P<br>Bow door & ramp<br>L 5,00 W 3,30 SWL 36<br>2 Side door/ramps 1(p) 1(s)<br>L 5,00 W 3,70 SWL 36<br>Stern door/ramp<br>L 4,00 W 3,70 SWL 36<br>Lane Length 600 Cargo Width 3,50<br>Clear height 3,98<br>Cars 120 | B&W 14-26MTBF-40V<br>4 Vee Oil 4SA each 14Cy. 260 × 400 sr geared to sc. shafts<br>11 080bhp (8 150kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 1 × 624kW 2 × 528kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 142,0t (d.o.) 19,5kn |
| **SMYRNA**<br>ex Clivia-88 ex Shannon-86<br>ex Ogden Congo-85<br>**Seavenus Shipping Ltd.**<br>Limassol Cyprus | **20 711**<br>13 985<br>38 011<br>T/cm<br>43,4 | BV | **1974** Sanoyasu Dockyard Co. Ltd.—Osaka (329)<br>180,63 (BB) 27,64 12,072<br>170,03 27,60 17,02<br>P 34,5 F 16,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Vehicles<br>5 Ho 20,6 27,3 27,2 27,2 26,4 ER<br>G.43 352 B.41 012 HeCls. ptB<br>5 Ha (stl) (11,2 16,8 16,8 16,8 16,8 × 12,2) ER<br>Cr 4(8) | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 235,0t (d.o.) 2 318,0t (hvf)-53,0pd 14,75kn |
| **SMYRNI**<br>ex Ace Hero-86<br>**Marbulk Shipping Co. Ltd.**<br>Marmaras Navigation Ltd.<br>Limassol Cyprus | **8 989**<br>6 313<br>16 657<br>T/cm<br>26,3 | NK | **1977** Kochi Jyuko K.K.—Kochi (962)<br>141,94 21,82 9,099<br>133,74 21,81 12,22<br>P 26,0 F 12,5 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 577 B.20 016<br>4 Ha (stl) (14,3 × 8,9) (20,5 20,5 20,5 × 10,9) ER<br>Der 4(25) | B&W 9K45GF<br>Oil 2SA 9Cy. 450 × 900<br>7 900bhp (5 811kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 316kW 445V 60Hz a.c.<br>Fuel 194,0t (d.o.) 1 195,0t (hvf)-29,0pd 14kn |

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| **8816821**<br>*CUEN*<br>Rdr Rt | **SNABMAR**<br>**Sociedade Nacional dos Armadores de Bacalhau S.a.r.l.**<br>Lisboa Portugal | **184**<br>72<br>110 | **100A1**<br>Class contemplated | **1989** Polyships S.A.—Vigo (90017)<br>... ... ...<br>23,63 8,01 4,22<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Shrimp-trawl Ref | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with<br>& sr geared to sc. shaft<br>526kW (715bhp)<br>Caterpillar Inc. |
| **9021643**<br>LX-87-N<br>Esd Rdr RTv | **SNABPESCA**<br>**Sociedade Nacional dos Armadores de Bacalhau S.a.r.l.**<br>Lisboa Portugal | *185*<br>*111*<br>— | **100A1**<br>Class contemplated<br>FN 288 | **1991** Polyships S.A.—Vigo (90018)<br>28,50 8,20 2,860<br>23,60 8,00 4,20<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl Ref<br>In.138 | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with<br>reduction geared to sc. shaft<br>526kW (715bhp)<br>Caterpillar Inc.<br>Controllable pitch propeller |
| **7207243**<br>*TFAM*<br>1615<br>Df Esd Pfd<br>Rdr RTv | **SNAEFARI**<br>ex Keilir-90 ex Einar Benediktsson-84<br>ex Boston Sea Sprite-82<br>**Utgerdarfelagid Bardinn H/f**<br>Hafnarfjordur Iceland | **311**<br>108<br>168 | **✠100A1** SS 8/88<br>stern trawler<br>**✠LMC** **UMS**<br>EL I 1"U2<br>FN 393 | **1972**-8 Fairmile Construction Co. Ltd.—Berwick-on-Tweed (670)<br>*33,32* 8,21 3,201<br>30,79 8,18 4,58<br>B & F 18,3 1 dk<br>rf 1067 BK 152 | **M Fishing**<br>Stern Trawler<br>1 Ha (stl) (1,8 × 1,2)<br>Der 1(2) | MaK<br>Oil 4SA 8Cy. 240 × 280<br>809kW (1 100bhp) E made74 fitted<br>Krupp MaK. Maschinebau G.m.b.H. |
| **8718885**<br>*TFON*<br>1976<br>Rdr Rt | **SNAEFUGL**<br>**Skipaklettur H/f**<br>Reydarfjordur Iceland | *1 151*<br>*345*<br>— | BV | **1989** Flekkefjord Slipp & Mask. A/S—Flekkefjord (143)<br>51,14<br>12,02 7,15 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>In.600 | MaK<br>Oil 4SA 6Cy. 320 × 420 geared to<br>1 839kW (2 500bhp)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 250kW 380V a.c.<br>Controllable pitch propeller |
| **7934389**<br>606004 | **SNAFU**<br>ex El Gato-90 ex Singleton Fleets 35<br>**Daniel Johns**<br>Miami, Fl United States of America | **102**<br>69<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 geared<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel 316,0t |
| **7643447**<br>*YQSU*<br>383<br>Df Esd Gc<br>Rdr Rt | **SNAGOV**<br>**Navrom Shipping Company**<br>Constantza Romania | **2 473**<br>1 039<br>3 077<br>**3 531**<br>1 748<br>4 737 | RNR | **1977** Santierul Naval Braila—Braila (1312)<br>106,20 14,84 5,630/7,060<br>93,50 8,54<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Bryansk Eng. Works<br>Gen 3 × 450kW 400V 50Hz a.c.<br>Fuel 454,0t |
| **6928632**<br>*ICNO*<br>1116<br>Df Esd Gc<br>Pfd Rdr RTv | **SNAM ELBA**<br>ex Esso Liguria-84<br>**SNAM S.p.A.**<br>Palermo Italy<br>SatCom: 1150575/ICNO | **30 444**<br>18 606<br>25 235 | AB RI | **1970** Italcantieri S.p.A.—Genova (1647)<br>207,73 (BB) 29,32 9,170<br>195,99 29,27 18,47<br>1 dk<br>rf nil | **S Liquefied Gas Carrier**<br>LNG<br>4 Ta (alu) ind rectangular ER<br>L.(gas) 41 005 | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Ansaldo Meccanico Nucleare S.p.A.<br>Gen 2 × 1450kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (o.f.) |
| **6905616**<br>*ICSO*<br>1114<br>Df Esd Gc<br>Pfd Rdr RTv | **SNAM PALMARIA**<br>ex Esso Brega-84<br>**SNAM S.p.A.**<br>Palermo Italy<br>SatCom: 1150375/ICSO | **30 444**<br>18 606<br>25 235 | AB RI | **1969** Italcantieri S.p.A.—Genova (1645)<br>207,73 (BB) 29,29 9,170<br>195,99 29,27 18,47<br>1 dk<br>rf nil | **S Liquefied Gas Carrier**<br>LNG<br>4 Ta (alu) ind rectangular ER<br>L.(gas) 41 005 | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Ansaldo Meccanico Nucleare S.p.A.<br>Gen 2 × 1250kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (o.f.) |
| **8008151**<br>Df Esd Gc<br>Rdr Rt | **SNAPPER**<br>**Government of The Republic of Trinidad & Tobago**<br>Port of Spain Trinidad & Tobago | **292**<br>0<br>91 | **✠100A1** SS 6/90<br>tug<br>Trinidad, Tobago & Windward Islands service & service in the Gulf of Paria<br>**✠LMC**<br>EL (G) 302,5/20,5U2(a)<br>FN 395 | **1981**-1 B.V. Scheepswerven v/h H. H. Bodewes—Millingen a/d Rijn (757)<br>31,12 9,61 3,218<br>28,00 9,50 4,60<br>1 dk | **TM Tug** | MaK<br>2 Oil 4SA each 6Cy. 240 × 330<br>geared to sc. shafts<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 90kW 1 × 10kW |
| **5109227**<br>*J8IF*<br>2188<br>Rdr Rt | **SNAPPER**<br>ex Striltun-87 ex Etne-83<br>**Jeffrey L. King & John A. Lewis**<br>Kingstown St. Vincent and the Grenadines | **265**<br>98<br>— | BV (NV) | **1962** Skaalurens Skibsbyggeri A/S—Rosendal (199/13)<br>42,42 8,51 2,756<br>39,53 8,49 3,38<br>1 dk<br>rf 500 BK 107 len 72 | **M Ferry/General Cargo** 100P<br>1 Ho 17,3 ER<br>1 Ha (stl) (3,0 × 2,4) ER<br>Cr 1(4) | Wichmann<br>Oil 2SA 5Cy. 280 × 420<br>368kW (500bhp)<br>A/S Wichmann<br>Gen 2 × 44kW 440V a.c.<br>Fuel 21,5t (d.o.)-2,0pd |
| **8314172**<br>*C6DP4*<br>715217<br>Esd Rdr Rt | **SNAPPER**<br>**Government of The Commonwealth of The Bahamas (Nassau Port Authority)**<br>Nassau Bahamas | **161**<br>4<br>— | **✠100A1**<br>tug<br>Bahamas inter island and Straits of Florida service<br>**LMC**<br>EL (B) 276,0/18,0U2(a)<br>FN 283 | Lch.**1984**-6 Cmpl.**1988**-4 Scheeps. Damen B.V.—Netherlands ((3155))<br>26,09 8,06 3,261<br>23,78 7,82 4,04<br>RFD 12,2 1 dk<br>rf 1181 BK 51 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 170 × 190<br>clutches, flexible couplings & sr<br>to sc. shafts<br>Caterpillar Inc.<br>Gen 2 × 60kW 220V 60Hz a.c. |
| **7917587**<br>*ICNS*<br>600<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SNARK**<br>ex OT Acid-90<br>**Mediterranea di Navigazione S.r.l.**<br>Pescara Italy<br>SatCom: 1150704/ICNS | **5 985**<br>3 138<br>8 693 | RI (Class cont.) NV | **1981** AB Oskarshamns Varv—Oskarshamn (433)<br>129,62 19,41 6,957<br>122,61 19,02 8,77<br>P 30,2 F 20,8 1 dk | **M Tanker**<br>Chemical<br>Ice strengthened<br>cs 11<br>16 Ta<br>5 Ta (s.stl) ER<br>L.10 818<br>HeCls. C | Sulzer<br>Oil 4SA 8Cy. 400 × 480 sr geared<br>4 269kW (5 804bhp)<br>"Zgoda" Zaklady Urzadzen<br>Gen 2 × 720kW 1 × 568kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 65,0t (d.o.) 484,5t (hvf)-20,5pd |
| **7533886**<br>*EWIT*<br>M-12444 | **SNARSKIY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>94 | RS | **1975** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **7644049**<br>*UPSL*<br>M-33137 | **SNEGIRYOVO**<br>ex RS-300 No. 92<br>**Dalryba**<br>(Korsakov) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1977** ............U.S.S.R.<br>34,02 7,12 2,874<br>30,00 3,71<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **7646384** | **SNEH IV**<br>**Sanghi Beverages Pvt. Ltd.**<br>Bombay India | **368**<br>—  | (BV) | **1975** Modern Mechanical & Marine Works Pte. Ltd.—Versave<br>46,61 9,00 2,566<br>45,01<br>1 dk | **TM General Cargo**<br>Mchy.aft | Cummins<br>2 Oil 2SA each 6Cy. 330 × 386<br>E made72 fitted—<br>Kirloskar Cummins Ltd.<br>Gen 1 × 320kW |
| **8519203**<br>*FIAY*<br>DP 651320<br>Rdr Rt | **SNEKKAR**<br>**Societe d'Exploitation de l'Armement Leveau**<br>Dieppe France | **664**<br>232<br>676 | BV | **1988** At. & Ch. de la Manche—Dieppe (1345)<br>49,97 5,390<br>46,72 12,31 5,16<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.550 | Wartsila<br>Oil 4SA 6Cy. 320 × 350 with<br>couplings & sr geared to sc.<br>2 400bhp (1 765kW)<br>Wartsila Diesel France<br>Controllable pitch propeller |

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| **SNEKKAR**<br>**Argenpez S.A.**<br>Buenos Aires Argentina | **413**<br>133<br>340 | ✠Classed LR until 7/69<br>(BV) | **1961**-8 Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B21/10)<br>47,76 8,41 3,798<br>43,77 8,31 4,70<br>F 9,5<br>RW rf 737 BK 178 | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>In.334 | MaK<br>Oil 4SA 7Cy. 400 × 600<br>1 380bhp (1 015kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 40kW 110V<br>Controllable pitch propeller<br>Fuel 112,0t (d.o.) 14kn |
| **SNEKKAR NORDIC**<br>**Copropriete Nordic Snekkar**<br>Dieppe France | *641*<br>*226*<br>676 | BV | **1984** At. & Ch. de la Manche—Dieppe (1321)<br>49,97 12,63 5,122<br>46,72 12,31 7,50<br>2 dks | **M Fishing**<br>Stern Trawler Processing Ref<br>Ice strengthened<br>In.550 | Wartsila<br>Oil 4SA 6Cy. 320 × 350 with clutches, flexible couplings & sr geared to sc. shaft<br>2 725bhp (2 004kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Controllable pitch propeller<br>14,25kn |
| **SNESTAD**<br>ex Urania-89 ex Garden Moon-87<br>ex Tonin-74<br>**K/S Snestad**<br>A. F. Klaveness & Co. A/S<br>Oslo Norway (NIS) | **28 656**<br>22 047<br>62 503<br>T/cm<br>62,8 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.) —Nagoya (2277)<br>223,02 (BB) 32,26 12,818<br>213,01 32,21 18,32<br>F 15,6 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho ER<br>G.74 048<br>7 Ha (stl) (12,8 14,4 14,4 14,4 14,4 14,4 14,4 × 14,4) ER<br>Der 14(5) | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 394,0t (d.o.) 3 292,0t (hvf)-48,5pd 13kn |
| **SNEZHNOGORSK**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **1 542**<br>654<br>1 857 | RS | **1972** Intreprinderea Constr. Navale Constantza —Constantza (360)<br>80,24 11,94 4,900<br>5,69<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.2 450<br>3 Ha (stl) (8,2 × 5,9) (8,2 8,2 × 7,9) ER<br>Cr 3(5) | Sulzer 6TAD36<br>Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW)<br>Sour "Jugoturbina" Karlovac<br>12,5kn |
| **SNEZHNOGORSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **601**<br>234<br>373 | RS | **1971** Yaroslavskiy Shipyard—Yaroslavl<br>54,23 9,38 3,899<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.418<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **SNEZHNYY**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **744**<br>209<br>332 | RS | **1982** ..............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| **SNEZHURA**<br>**Yugryba**<br>(Ilychyovsk) (U.S.S.R.) | **255**<br>88<br>126 | RS | **1952** ..............East Germany<br>38,51 7,37 2,701<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.267<br>4 Ha (each 1,2 × 1,2)<br>Der 1(1) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| **SNIEZKA**<br>**Przedsieborstwo Uslug Morskich (Ship-Service) (P.U.M.)**<br>Szczecin Poland | **525**<br>182<br>695<br>T/cm<br>2,1 | PR | **1970** Stocznia "Wisla"—Gdansk (ZW1/01)<br>57,61 9,45 3,350<br>55,38 9,02 3,76<br>1 dk<br>Bow/CM 32 Diam. 0,075 | **M Tanker**<br>Water<br>Ice strengthened<br>4 Ta ER<br>L.665<br>2 Cargo pumps total 300T/hr | Sulzer<br>Oil 4SA 8Cy. 220 × 320 reverse reduction geared to sc. shaft<br>400bhp (294kW)<br>H. Cegielski Poznan<br>Gen 3 × 80kW 400V a.c.<br>Controllable pitch propeller<br>Fuel 18,5t (d.o.)-2,5pd 8,5kn |
| **SNIMOS ACE**<br>**Mitsui O.S.K. Lines Ltd., Nippon Yusen Kaisha & Sankyu Inc.**<br>Mitsui O.S.K. Lines Ltd.<br>Tokyo Japan<br>SatCom: 1200165/UJVV | *18 866*<br>*4 262*<br>21 858 | NK | **1983** Mitsubishi Heavy Industries Ltd.—Nagasaki (1917)<br>162,01 (BB) 38,05 6,371<br>152,63 38,00 9,02<br>F 26,6 1 dk | **TM RoRo Cargo/ Heavy-load Deck Cargo Carrier**<br>2 Stern ramps<br>Mchy.aft | MAN 7L40/54A<br>2 Oil 4SA each 7Cy. 400 × 540 with flexible couplings & sr geared to sc. shafts<br>8 750bhp (6 436kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 480kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 280,0t (d.o.) 2 760,0t (hvf)-27,5pd 13kn |
| **SNOEKGRACHT**<br>ex Westaftrader-81<br>**B.V. Scheepv. Onderneming "Noorbeek"**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands | T.Mk<br>**1 599**<br>1 080<br>3 482 | **✠100A1** SS 7/87<br>Ice Class 1A at a draught not exceeding 5.97m<br>**✠LMC**<br>EL T 467,5/44,0U2<br>FN 1985 | **1978**-6 Miho Zosensho K.K.—Shimizu (1084)<br>80,22 (BB) 16,13 5,971<br>74,88 16,01 10,49<br>RFD 10,4 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 49,8 1 TwD<br>G.7 316 B.7 159<br>TEU 165<br>C.Ho 136/20' (40') C.Dk 29/20' (40')<br>1 Ha (stl) (44,4 × 12,8) ER<br>Cr 2(15) | Hanshin 6LUS40<br>Oil 4SA 6Cy. 400 × 640<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 4 × 200kW 445V 60Hz a.c.<br>Fuel 58,0t (d.o.) 333,5t (hvf) 12,75kn |
| **SNOOPY**<br>**Mabuhay Vinyl**<br>Cebu City Philippines | **399**<br>243<br>539 | | **1980** Philippine Iron Cons. & Marine Works Inc. —Jasa-an, Mindanao (44)<br>0,931<br>42,45 10,00 2,57<br>1 dk | **TM Chemical Carrier** | Caterpillar<br>2 Oil geared to sc. shafts<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SNOPAC**<br>ex Energy Service I-89<br>**Snopac Products Inc.**<br>Seattle, Wa United States of America<br>SatCom: 1501122/SNOP | **1 315**<br>882<br>— | (AB) | **1978** Burton Shipyard Inc.—Port Arthur, Tx (515)<br>57,92 4,385<br>56,39 12,20 4,91<br>F 22,3 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Fairbanks, Morse<br>2 Vee Oil 2SA each 12Cy. 206 × 257 reverse reduction geared to sc. shafts<br>E made53 reconditioned & fitted78<br>Fairbanks, Morse (Canada) Ltd. Canada<br>Gen 2 × 150kW<br>Thw. thrust propeller fwd<br>12kn |
| **SNOROVISTYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **1 074**<br>232<br>440 | RS | **1976** ..............U.S.S.R.<br>58,55 12,68 4,690<br>51,62 5,90<br>1 dk | **D-E Tug**<br>Salvage<br>Ice strengthened | 2 Oil 4SA each 6Cy. 300 × 380 driving 2 gen. connected to elec. motor & geared to sc. shaft<br>U.S.S.R.<br>13,25kn |
| **SNORRE**<br>**Main Food A/S**<br>Rederiservice A/S<br>Tromso Norway | *236*<br>*74*<br>350 | BV | **1976** Karlstadsverken FEAB—Karlstad (113)<br>27,44 7,09 4,241<br>25,30 7,01 5,64<br>2 dks | **M Fishing**<br>Side Trawler | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Controllable pitch propeller<br>Fuel 21,5t (d.o.) 11,5kn |
| **SNORRI STURLUSON**<br>**Grandi H/f**<br>Reykjavik Iceland | **979**<br>341<br>793 | **✠100A1** SS 10/87<br>stern trawler<br>Ice Class 2<br>**✠LMC**<br>EL M 1¼"U2<br>FN 1133 | **1973**-9 Ast. Luzuriaga S.A.—Pasajes (312)<br>68,66 11,71 4,801<br>59,21 11,60 7,52<br>F 21,1 2 dks<br>rf 838 Box K 597 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | MAN<br>2 Oil 4SA each 8Cy. 300 × 450 geared to sc. shaft<br>2 820bhp (2 074kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>db 8kgf/cm² (7,9bar)<br>Gen 2 × 380kW 1 × 136kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 16kn |

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|---|---|---|---|---|---|---|
| **6420082**<br>*9H2971*<br>2124<br>Df Esd Gc<br>RdrRTm | **SNOW**<br>ex Arion I-92 ex Ruby Bay-87<br>ex Aruba Bay-82 ex Polar Viking-74<br>Valletta Malta | T.Mk<br>**539**<br>231<br>945<br><br>**1 221**<br>743<br>1 676 | RI<br>✠Classed LR until<br>7/10/87 | **1964**-11 Solvesborgs Varv A/B—Solvesborg (67)<br>72,80 11,03 3,722/5,017<br>66,25 11,00 7,19<br>F 10,7 2 dks<br>rf 102 DK fwd | **M Refrigerated Cargo**<br>Ice strengthened 2P<br>3 Ho 16,0 12,1 14,0 ER 3 TwD<br>In.1 988<br>3 Ha (stl) (each 5,1 × 4,7) ER<br>6W Der 6(3) | Polar<br>Oil 2SA 6Cy. 340 × 570<br>1 658bhp (1 220kW)<br>Nydqvist & Holm A/B<br>Gen 3 × 96kW 440V 60Hz a.c.<br>Fuel 167,5t (d.o.) |
| **7321075**<br>*C6ID8*<br>708320<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SNOW CRYSTAL**<br>**Critical Shipping Ltd.**<br>Frigomaris Shipping G.m.b.H.<br>Nassau Bahamas | **10 703**<br>5 713<br>15 710 | **✠100A1** CS 10/88<br>**✠LMC UMS**<br>**✠Lloyd's RMC**<br>EL Ft 2$\frac{5}{8}$"U2<br>FN 6332 | **1973**-12 Ch. Nav. de La Ciotat—La Ciotat (286)<br>173,31 (BB) 24,69 10,300<br>160,00 24,66 14,91<br>F 18,9 4 dks, 5th dk in Nos. 2 & 3 holds<br>rf 102 DK fwd | **M Refrigerated Cargo**<br>Side doors 5(p) 5(s) pt higher tensile steel<br>5 Ho 26,1 21,3 18,6 ER 25,6 21,0<br>17 TwD<br>In.17 319<br>TEU 16 C.Dk 16/20'<br>5 Ha (stl) (9,2 10,8 10,8 × 10,3) ER (10,8<br>9,2 × 10,3)<br>Cr 8(5) | Sulzer<br>Oil 2SA 8Cy. 900 × 1550<br>17 065kW (23 200bhp)<br>Cie. de Const. Mec. Sulzer (CCM Su<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 2 × 850kW 2 × 750kW 440V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 340,0t (d.o.) 2 740,0t (hvf)-90,0p |
| **7228302**<br>*C6ID9*<br>706824<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SNOW DRIFT**<br>ex Greenfield-89 ex South Cathay-85<br>ex Snow Drift-84<br>**Salut Shipping Ltd.**<br>Frigomaris Shipping G.m.b.H.<br>Nassau Bahamas | **10 705**<br>5 711<br>15 710 | **✠100A1** CS 2/88<br>**✠LMC UMS**<br>**✠Lloyd's RMC**<br>EL Ft 2$\frac{5}{8}$"U2<br>FN 6332 | **1973**-2 Ch. Nav. de La Ciotat—La Ciotat (283)<br>173,31 (BB) 24,69 10,300<br>160,00 24,66 14,91<br>F 18,9 4 dks, 5th dk in Nos. 2 and 3 holds<br>rf 102 DK fwd | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 5(p) 5(s) pt higher tensile steel<br>5 Ho 26,1 21,3 18,6 ER 25,6 21,0<br>17 TwD<br>In.17 319<br>TEU 16 C.Dk 16/20'<br>5 Ha (stl) (9,2 10,8 10,8 × 10,3) ER (10,8<br>9,2 × 10,3)<br>Cr 8(5) | Sulzer<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Cie. de Const. Mec. Sulzer (CCM Su<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 2 × 850kW 2 × 750kW 440V<br>Thw. thrust propeller fwd (plated over)<br>Fuel 340,0t (d.o.) 2 740,0t (hvf)-90,0p |
| **7823023**<br>*VG6223*<br>391861<br>Esd Rdr Rt | **SNOW DRIFT**<br>**Snow Drift Fishing Ltd.**<br>Vancouver, B.C. Canada | **115**<br>32<br>— | | **1979** Allied Shipbuilders Ltd.—North Vancouver,<br>B.C. (215)<br>24,31 7,01<br>22,03 7,00 3,66 | **M Fishing** | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 reverse<br>geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| **7114953**<br>*C6IE6*<br>708317<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SNOW FLOWER**<br>ex Malayan Empress-85<br>ex Snow Flower-83<br>**Crosos Shipping Ltd.**<br>Frigomaris Shipping G.m.b.H.<br>Nassau Bahamas | **10 712**<br>5 702<br>12 782 | **✠100A1** SS 2/87<br>**✠LMC (UMS)**<br>**✠Lloyd's RMC**<br>EL Ft 2$\frac{5}{8}$"U2<br>FN 6332 | **1972**-2 Ch. Nav. de La Ciotat—La Ciotat (279)<br>173,31 (BB) 24,69 10,302<br>160,00 24,66 14,91<br>F 18,9 4 dks, 5th dk clear of mchy. space<br>rf 102 DK fwd | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 5(p) 5(s) pt higher tensile steel<br>5 Ho 26,1 21,3 18,6 ER 25,6 21,0<br>17 TwD<br>In.17 319<br>TEU 16 C.Dk 16/20'<br>5 Ha (stl) (9,2 10,8 10,8 × 10,3) ER (10,8<br>9,2 × 10,3)<br>Cr 8(5) | Sulzer<br>Oil 2SA 8Cy. 900 × 1550<br>23 202bhp (17 066kW)<br>Cie. de Const. Mec. Sulzer (CCM Su<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 2 × 850kW 2 × 750kW 450V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 345,5t (d.o.) 2 242,5t (hvf)-81,5p |
| **7616298**<br>*C6DI3*<br>711179<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h<br>AMVER | **SNOW HAWK**<br>ex Catherine V-90<br>ex Titika Halcoussi-88<br>**Kamet Shipping Ltd.**<br>Sunscot Technical Services (1991) Ltd.<br>Nassau Bahamas | **9 437**<br>6 044<br>15 199 | BV<br>✠Classed LR until<br>14/12/87 | **1977**-3 Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2592)<br>143,41 (BB) 19,84 9,062<br>134,12 19,82 12,32<br>2 dks, 2nd dk perforated in holds<br>rf 152 DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 160 B.19 008<br>5 Ha (stl) (9,1 19,8 9,1 9,1 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick<br>Vee Oil 4SA 14Cy. 400 × 460 sr gear<br>shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 310kW 1 × 170kW 450V<br>Fuel (hvf) |
| **7121126**<br>*WAH2152*<br>534721<br>Df Esd Gc<br>Rdr RTv | **SNOW KING**<br>ex Island Princess-87 ex Gemini-78<br>**Royal Seafoods Inc.**<br>Seattle, Wa United States<br>of America<br>SatCom: 1500471/SNKI | **1 478**<br>1 198<br>— | NV | **1971** Campbell Industries—San Diego, Ca (81)<br>65,84 12,81 5,792<br>5,36<br>1 dk | **M Fishing**<br>Ref | Normo<br>Oil 4SA 12Cy. 250 × 300 reduction ge<br>shaft<br>2 425kW (3 297bhp) NE 87<br>BMV Bergen Diesel A/S<br>Gen 1 × 1200kW 2 × 300kW 440V |
| **7382782**<br>*ELCP3*<br>7334<br>Df Esd Gc<br>Pfd Rdr Rt | **SNOW QUEEN**<br>ex Chemical Discoverer-91<br>ex Bow Queen-82<br>**Seaqueen Maritime Inc.**<br>Monrovia Liberia | **3 383**<br>2 317<br>5 984<br>T/cm<br>12,8 | NV | **1975** Soviknes Verft A/S—Sovik (79)<br>105,36 15,85 7,035<br>101,53 15,79 8,31<br>P -F - 1 dk<br>rf 76 Bow/CM 47 Diam. 0,152 | **M Tanker**<br>Chemical<br>Ice strengthened DB Stern disch.<br>2 Wing Ta 5 Ta ER 10 Wing Ta<br>L.6 461<br>18 Cargo pumps total 3 600T/hr | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 sr gear<br>shaft<br>6 000bhp (4 413kW)<br>Lindholmen Motor AB.<br>Gen 3 × 325kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 485,0t (hvf)-25,0pd |
| **7122950**<br>*3BFE*<br><br>Df Gc Pfd<br>Rdr | **SNOW REEFER**<br>ex Masa Maru No. 18-82<br>**Ben High Seas Co. Ltd.**<br>Mauritius | **299**<br>154<br>— | | **1971** Kanasashi Co. Ltd.—Shimizu (1012)<br>52,05 8,54 3,404<br>45,27 8,51 5,80<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 150bhp (846kW)<br>Hanshin Nainenki Kogyo |
| **8225929**<br>*WXX8591*<br>586452<br>Rdr Rt | **SNOW RIVER**<br>ex Melena Theriot-91<br>**Marine Asset Management Corp.**<br>Trico Marine Inc.<br>Golden Meadow, United States<br>La of America | **190**<br>129<br>— | | **1977** Universal Iron Works—Houma, La (147)<br>3,450<br>50,30 12,20 3,97<br>1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 14<br>1 800bhp (1 324kW)<br>General Motors Corp., Detroit Diesel A<br>Div. |
| **7235977**<br>*ELHP8*<br>8175<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SNOWBIRD**<br>ex Garefowl-89 ex Rossetti-78<br>**Snowbird Shipping Ltd.**<br>Sunscot Technical Services (1991) Ltd.<br>Monrovia Liberia | *17 728*<br>*10 829*<br>29 812<br>T/cm<br>38,0 | **✠100A1** SS 3/88<br>strengthened for heavy<br>cargoes, Nos. 2 & 5 holds<br>may be empty<br>**✠LMC UMS**<br>EL Gt 2$\frac{3}{8}$"U3<br>FN 6776 | **1973**-5 N.V. Boelwerf S.A.—Tamise/Temse (1474)<br>190,02 (BB) 22,99 10,813<br>181,03 22,92 14,51<br>P 33,3 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho 19,5 20,5 26,9 21,0 26,9 23,2<br>ER<br>G.36 964 B.35 236<br>6 Ha (stl) (11,2 × 8,0) (14,0 18,2 14,2 18,2<br>14,2 × 9,9) ER<br>18W Der 6(20) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>A.C.E.C.<br>TOH (o.f.) 5kgf/cm² (4,9bar)<br>TOH (ex.g) 5kgf/cm² (4,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 273,5t (d.o.) 1 934,5t (hvf) |
| **7049158**<br>*WX5556*<br>501812 | **SNOWBIRD**<br>ex Quinhagak-75 ex Apollo ex FSR 399<br>**Snowbird Inc.**<br>Seattle, Wa United States<br>of America | **488**<br>331<br>— | | **1944** Ingalls SB. Corp.—Decatur, Al<br>*50,75* 9,76<br>3,51 | **M Fishing** | Oil<br>1 000bhp (736kW)<br>.............<br>Fuel (d.o.) |
| **8811754**<br>*3EBF7*<br>18180-89<br>Df Esd Gc<br>Pfd Rdr Rt<br>SatNav | **SNOWDON**<br>**Geisel Compania Maritima S.A.**<br>Panama Panama<br>SatCom: 1332214/MEBF | *3 219*<br>*966*<br>3 814 | NK | **1989** Higaki Zosen K.K.—Imabari (366)<br>99,13 (BB) 16,02 5,349<br>92,00 16,00 7,20<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta<br>L.(gas) 3 200 | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 427kW (3 300bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 3 × 161kW a.c. |
| **6904741**<br><br><br>Df Esd Gc<br>Rdr Rt | **SNP-1**<br>**Sociedad Nacional de Pesquera**<br>Callao Peru | **176**<br>56<br>— | **✠100A1** SS 8/88<br>stern trawler<br>**LMC**<br>EL i $\frac{15}{16}$"U1<br>FN 317 | **1968**-11 Aukra Bruk A/S—Aukra (35)<br>32,62 7,50<br>28,50 7,40 3,69<br>B & F 15,9 1 dk<br>rf 1143 BK 102 | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 sr ge<br>shaft<br>680bhp (500kW)<br>Caterpillar Tractor Co.<br>Controllable pitch propeller<br>Thw. thrust propeller |
| **5332757**<br>*LKXB*<br>10888<br>Df Esd Rt | **SNURP VIII**<br>**Henry Kalve**<br>Bergen Norway | **131**<br>50<br>203 | (NV) | **1943** Skaalurens Skibsbyggeri A/S—Rosendal (162)<br>*28,05* 6,71 3,493<br>27,26 6,66 3,79<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho ER<br>1 Ha (4,3 × 2,1) ER | Alpha<br>Oil 2SA 4Cy. 240 × 400<br>177kW (241bhp) NE 48<br>Frederikshavn Jernstoberi & Mask<br>A/S<br>Gen 1 × 9kW 110V d.c.<br>Fuel (d.o.) |

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| **SO KANG**<br>**Korea Development Leasing Corp.**<br>Woo Yang Shipping Co. Ltd.<br>Busan South Korea | **995**<br>594<br>2 125 | KR | **1978** Inchon Eng. & SB. Corp.—Inchon<br>71,51 5,014<br>65,77 11,00 5,62<br>P 13,8 F 7,4 1 dk | **M General Cargo**<br>G.2 159<br>2 Ha (stl) (4,5 5,8 × 1,6) | Makita KNLH630<br>Oil 4SA 6Cy. 300 × 480<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 60kW 220V a.c.<br>10,75kn |
| **SO YANG**<br>**Ssang Yong Shipping Co. Ltd.**<br>Busan South Korea | *4 744*<br>*1 892*<br>7 901<br>T/cm<br>16,3 | KR | **1988** Dong Hae SB. Co. Ltd.—Ulsan (8753)<br>111,97 7,060<br>106,03 17,81 9,10<br>P 20,8 F 9,5 1 dk | **M Cement Carrier**<br>Self-unloader<br>2 Ho ER<br>G.6 725 | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>2 516kW (3 421bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 280kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd Tunnel thruster unit<br>Fuel 45,7t (d.o.) 320,1t (hvf)-12,8pd |
| **SOACHIP XI**<br>**Zhoushan Marine Fisheries Co.**<br>Shenjiamen China | **299**<br>89<br>— | ZC | **1987** Dalian Fishing—Dalian<br>44,38 - —<br>38,00 7,60 3,75 | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>736kW (1 001bhp)<br>Dalian Fishing Dalian<br>Gen 2 × 120kW 400V a.c.<br>12kn |
| **SOACHIP XII**<br>**Zhoushan Marine Fisheries Co.**<br>Shenjiamen China | **299**<br>89<br>— | ZC | **1987** Dalian Fishing—Dalian<br>44,38 - —<br>38,00 7,60 3,75 | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Dalian Fishing Dalian<br>Gen 2 × 120kW 400V a.c.<br>12kn |
| **SOACHIP XIII**<br>**Zhoushan Marine Fisheries Co.**<br>Shenjiamen China | **299**<br>89<br>— | ZC | **1988** Dalian Fishing—Dalian<br>44,38 - —<br>38,00 7,60 3,75 | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>736kW (1 001bhp)<br>Dalian Fishing Dalian<br>Gen 2 × 120kW 400V a.c.<br>12kn |
| **SOACHIP XIV**<br>**Zhoushan Marine Fisheries Co.**<br>Shenjiamen China | **299**<br>89<br>— | ZC | **1988** Dalian Fishing—Dalian<br>44,38 - —<br>38,00 7,60 3,75 | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>736kW (1 001bhp)<br>Dalian Fishing Dalian |
| **SOANKA**<br>ex Krka-88 ex Matthias Rehder-74<br>**Soanka Shipping Co. Ltd.**<br>Rassem Shipping Agency<br>Beirut Lebanon | **2 335**<br>1 412<br>3 220 | GL JR | **1968** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (136)<br>92,11 13,64 5,614<br>85,02 13,62 6,61<br>P 16,8 F 10,4 1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho each 29,5 ER<br>G.4 823 B.4 388<br>8W Der 8(3) | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 125kW 380V 50Hz a.c.<br>Fuel 254,0t (hvf) 13kn |
| **SOARER ADONIS**<br>**Escobar Shipping Corp.**<br>Kambara Kisen Co. Ltd.<br>Manila Philippines | *26 014*<br>*13 673*<br>43 590 | NK | **1985** Tsuneishi Zosen K.K.—Numakuma (536)<br>185,83 (BB) 30,43 11,319<br>176,99 30,41 16,21<br>F 12,8 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 28,0 28,0 28,0 28,0 27,2 ER<br>G.53 594 B.52 280<br>TEU 1076<br>C.Ho 516/20' (40') C.Dk 560/20' (40')<br>5 Ha (stl) (19,2 20,8 20,8 20,8 20,8 × 15,3) ER<br>Cr 4(25) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>9 680bhp (7 120kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 460kW 440V 60Hz a.c.<br>Fuel 271,75t (d.o.) 1 549,25t (hvf)-26,5pd 14kn |
| **SOARER BELLONA**<br>**Mercury Shipping Corp.**<br>Manila Philippines | *26 014*<br>*13 673*<br>43 609 | NK | **1985** Tsuneishi Zosen K.K.—Numakuma (537)<br>185,83 (BB) 30,43 11,319<br>177,02 30,41 16,21<br>F 12,8 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.53 593 B.52 279<br>5 Ha (stl) ER | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>9 680bhp (7 120kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 460kW 440V 60Hz a.c.<br>Fuel 271,75t (d.o.) 1 549,25t (hvf)-26,5pd 14kn |
| **SOARER ZEN**<br>**Clio Marine Inc.**<br>World Marine Co. Ltd.<br>Panama Panama<br>SatCom: 1332152/SORZ | *25 891*<br>*13 673*<br>43 665 | NK | **1989** Tsuneishi Zosen K.K.—Numakuma (622)<br>185,84 (BB) 30,43 11,319<br>177,00 30,40 16,20<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.53 594 B.52 280<br>5 Ha (stl) (19,2 20,8 20,8 20,8 20,8 × 15,3) ER<br>Cr 4(30) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>7 120kW (9 680bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 460kW 440V 60Hz a.c.<br>Fuel 276,0t (d.o.) 1 574,0t (hvf)-27,0pd 14kn |
| **SOARES DUTRA**<br>**Government of The Federative Republic of Brazil (Comando da Forca de Transporte da Marinha) (TRANSPOMAR)**<br>Rio de Janeiro Brazil | **5 026**<br>—<br>4 125 | (AB) | **1957** Ishikawajima Jukogyo—Tokyo (749)<br>119,44 16,06 6,268<br>110,22 16,01 8,46<br>2 dks | **TS General Cargo/ Troopship** CSD<br>Ref | 2 S Turb dr geared to sc. shafts<br>4 800shp (3 531kW)<br>Ishikawajima Jukogyo Tokyo<br>Fuel 847,5t (o.f.) 15kn |
| **SOASIU**<br>ex Shinshu Maru No. 7<br>**P.T. East Indonesian Fishery**<br>Jakarta Indonesia | **200**<br>77<br>— | KI | **1967** Uchida Zosen—Ise (642)<br>6,51 2,744<br>35,97 6,48 3,20<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SOAVINA No. 5**<br>**Roman Antonio Montero**<br>Panama Panama | **121**<br>43<br>— | (BV) | **1972** Yokohama Yacht Co. Ltd.—Yokohama (691-1)<br>25,66 2,102<br>24,16 6,00 2,47<br>1 dk | **M Fishing**<br>Side Trawler Ref | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>410bhp (302kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| **SOAVINA No. 7**<br>**Roman Antonio Montero**<br>Panama Panama | **121**<br>43<br>— | (BV) | **1972** Yokohama Yacht Co. Ltd.—Yokohama (659-3)<br>25,66 2,102<br>24,16 6,00 2,47<br>1 dk | **M Fishing**<br>Side-fishing Ref | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>410bhp (302kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| **SOBAREIRO**<br>**Pesqueras Loira S.A.**<br>Marin Spain | *329*<br>*98*<br>169 | ✠**100A1**<br>stern trawler<br>✠**LMC**<br>FN 338 | **1988**-9 Factoria Naval de Marin S.A.—Marin (22)<br>3,452<br>28,53 8,31 3,51<br>1 dk<br>rf 300 Box K 300 | **M Fishing**<br>Stern Trawler Ref<br>In.165 | Deutz SBA8M528<br>Oil 4SA 8Cy. 220 × 280 with flexible couplings & sr geared to sc. shaft<br>735kW (999bhp)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 120kW 1 × 80kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **SOBOLINYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *738*<br>*221*<br>332 | RS | **1989** .............U.S.S.R.<br>53,75 10,71 4,041<br>47,93 - 6,02 | **M Fishing**<br>Stern Trawler Seiner Ref<br>In.218 | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 318bhp (969kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 300kW a.c. 3 × 160kW a.c.<br>Controllable pitch propeller<br>12,7kn |
| **SOBRE WORLD**<br>ex Taisei Maru No. 55-78<br>**Xin Chun Shipping Pte. Ltd.**<br>Singapore Singapore | **1 420**<br>1 063<br>3 493 | NK | **1971** Asakawa Zosen—Imabari (196)<br>86,37 13,85 5,460<br>81,01 13,80 6,35<br>P 17,7 F 13,8 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 4 287 | Daihatsu 6DSM-26F<br>2 Oil 4SA each 6Cy. 260 × 320<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>12kn |

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| **5332824**<br>*EDSW*<br>8380<br>Df Esd Gc<br>Rdr Rt | **SOBROSO**<br><br>**Pescanova S.A.**<br>Vigo Spain | **573**<br>295<br>— | (BV) | **1962** Ast. Construcciones S.A.—Vigo (35)<br>*48,80* 8,36 4,230<br>48,80 8,31 4,75<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>2 Ha (each 1,9 × 1,3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>971kW (1 320bhp)<br>Kloeckner Humboldt Deutz<br>Fuel 172,5t (d.o.) |
| **6611667**<br>*OZRV*<br>A377<br>Df Esd Rdr<br>RTm | **SOBY-FAERGEN**<br>ex Ostbornholm-80<br>**Hurtigruten Faaborg-Aero K/S**<br>Trafikselskabet Soby-Faaborg<br>Soby Denmark | **294**<br>151<br>471 | BV | **1966** Kalmar Varv A/B—Kalmar (416)<br>49,20 9,53 3,201<br>44,51 9,50 8,01<br>1 dk & S dk | **M General Cargo** OSD<br>Side doors<br>1 Ho 33,6 1 TwD 44,9<br>G.1 800 B.1 630<br>1 Ha (2,9 × 3,9) ER | Deutz<br>Oil 4SA 6Cy. 320 × 450 sr geared to<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 37,5kW 380V a.c.<br>Directional propeller<br>Fuel 61,0t (d.o.) |
| **6406050**<br>*YTWL*<br>5T-550<br>Rt | **SOCA**<br>ex Levan-65 ex Bonaster<br>**Ivica Rakuljic & Ivica Naranca**<br>Split Croatia | **128**<br>55<br>152 | JR | **1952** Brodogradiliste "Vicko Krstulovic" —Split (77)<br>30,00 5,49 2,410<br>27,84 5,47 2,49<br>1 dk | **M General Cargo**<br>2 Ho each 7,5<br>G.170 B.156<br>2 Ha (each 4,0 × 2,4)<br>1W Cr 1(2) Der 1(1) | Alpha<br>Oil 2SA 3Cy. 200 × 340<br>150bhp (110kW)<br>Titovi Zavodi "Litostroj"<br>Gen 1 × 2,5kW 24V d.c. |
| **6910398**<br>*UFLX*<br>M-29038<br>Df Esd Gc<br>Rdr Rt | **SOCHI**<br><br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**5 630**<br>2 681<br>—<br><br>**8 874**<br>4 576<br>13 806 | RS | **1967** Kherson Shipyard—Kherson<br>152,81 20,65 —/9,370<br>140,01 20,58 12,04<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>G.19 170 B.17 420<br>5 Ha (stl) (9,8 × 8,9) (14,4 14,4 14,4 × 10,9) ER (9,8 × 9,5)<br>Cr 10(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Fuel 272,5t (d.o.) 1 165,5t (hvf) |
| **8214346**<br>*GFVP*<br>364590<br>Esd Gc Pfd<br>Rdr RTm/v | **SOCIALITY**<br>ex Stevonia-87<br>**F. T. Everard & Sons Ltd.**<br>Goole United Kingdom | T.Mk<br>**799**<br>585<br>2 415 | ✠**100A1** SS 2/91<br>Ice Class 3<br>btm strengthened for loading and discharging aground, 40T steel coil cargoes in hold, container cargoes in hold and on Upper deck hatch covers<br>✠**LMC** **UMS**<br>EL O 412,5/34,0U2(a)<br>FN 1380 | **1986**-2 Cochrane Shipbuilders Ltd.—Selby (127)<br>79,00 12,78 4,552<br>73,00 12,60 6,30<br>P 9,2 F 7,1 1 dk<br>rf 196 | **M General Cargo**<br>DSS<br>1 Ho 52,0 ER 1 TwD<br>G.3 530 B.3 491<br>TEU 94<br>C.Ho 62/20' (40') C.Dk 32/20' (40')<br>1 Ha (stl) (51,3 × 10,3) ER | MaK<br>Oil 4SA 6Cy. 240 × 280 with clutches,<br>couplings & sr geared to sc. shaft<br>1 285bhp (945kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 128kW 1 × 105kW 1 ×<br>415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 135,5t (d.o.)-4,0pd |
| **5332850**<br>*EERZ*<br>1463<br>Df Esd Rt | **SOCIEDAD GAZTELUBIDE**<br>ex Gatelubide-54<br>**Martomar S.L.**<br>San Sebastian Spain | **172**<br>70<br>— | (BV) | **1952** Ast. de Murueta S.A.—Guernica (11)<br>*29,78* 6,41<br>6,38<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ha (1,0 × 0,7) (1,0 1,0 × 1,0) ER<br>Der 2(-) | Sulzer<br>Oil 2SA 4Cy. 290 × 500<br>400bhp (294kW)<br>Halberg Masch.<br>Fuel 59,0t (d.o.) |
| **7020255**<br>*EFEZ*<br>2197<br>Esd Rdr Rt | **SOCIEDAD GAZTELUPE**<br><br>**Martomar S.L.**<br>Pasajes Spain | **203**<br>82<br>— | (BV) | **1970** S.A. Balenciaga—Zumaya (182)<br>... ... ...<br>30,79 6,51 3,51 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Duvant<br>Oil 4SA 6Cy. 315 × 480<br>600bhp (441kW)<br>Carmelo Unanue |
| **5332874**<br>*EDIB*<br>1638<br>Df Esd | **SOCIEDAD OLLAGORRA**<br><br>**Martomar S.L.**<br>San Sebastian Spain | **165**<br>122<br>— | (BV) | **1961** S.A. Balenciaga—Zumaya<br>*30,79* 6,23 3,150<br>6,18 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Sulzer<br>Oil 2SA 4Cy. 290 × 500<br>400bhp (294kW)<br>Soc. Espanola de Const. Nav.<br>Fuel (d.o.) |
| **9000168**<br>*C6KA9*<br>720407<br>Df Esd Gc<br>Rdr RTv | **SOCIETY ADVENTURER**<br><br>**Society Adventurer Shipping Co. Ltd.**<br>Rauma-Repola O/Y<br>Nassau Bahamas<br>SatCom: 1103725/ADVE | *8 378*<br>*2 526*<br>1 100 | NV (Class cont.) | **1991** Rauma Yards Oy—Rauma/Raumo (306)<br>122,80 (BB) 4,700<br>105,45 18,00 12,40<br>1 dk | **TM Passenger Ship** 94cbn 188bth P<br>Ice strengthened | MaK<br>2 Oil 4SA each 8Cy. 320 × 420 geared to<br>shafts<br>5 880kW (7 994bhp)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 1160kW 2 × 1040kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 491,91t (d.o.)-33,0pd |
| **6924959**<br>*ELJD8*<br>8495<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SOCIETY EXPLORER**<br>ex Lindblad Explorer-85<br>**Vienna International Shipping Corp.**<br>Discoverer Reederei G.m.b.H.<br>Monrovia Liberia<br>SatCom: 1241223/SOEX | *2 398*<br>*773*<br>559 | NV | **1969** Nystads Varv Ab—Uusikaupunki/Nystad (260)<br>72,88 14,03 4,198<br>64,90 14,00 8,01<br>B 44,9 F 4,0 3 dks<br>rf 406 | **M Passenger Ship** 50cbn 92bth P<br>Side door Ice strengthened<br>1 Ha (stl) (2,5 × 3,9)<br>Cr 4(5,5) | MaK<br>2 Oil 4SA each 8Cy. 320 × 450 geared to<br>3 800bhp (2 795kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 288kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 254,0t (d.o.)-11,5pd |
| **5332898**<br>*WC6451*<br>223246<br>RdrRTm | **SOCONY 8**<br><br>**Stone Towing Line**<br>Wilmington, NC United States of America | **215**<br>146<br>— | (AB) | **1923** Todd Shipyards Corp.—Brooklyn, NY (25)<br>7,37 3,658<br>30,64 7,32 3,89<br>1 dk<br>R | **S Tug** | C 2Cy. 470 & 1016 x 660<br>White Fuel Oil Eng. Co.<br>Gen 1 × 7,5kW 115V d.c.<br>Fuel (o.f.) |
| **8428844**<br><br><br>Rt | **SOCOTRA**<br><br>**Yemen Fishing Corp.**<br>Aden Yemeni Republic | *286*<br>*84*<br>— | | **1976** Guangzhou Fishing Vessel Shipyard —Guangzhou<br>44,82 7,60<br>2,70<br>1 dk | **M Fishing** | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 370<br>441kW (600bhp)<br>Guangzhou Diesel Engine Factory |
| **8221404**<br>*ELDJ8*<br>7501<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **SOCRATES**<br><br>**Heliotrope Shipping Corp.**<br>Monrovia Liberia<br>SatCom: 1242720/SOCR | *17 066*<br>*10 334*<br>28 166<br>T/cm<br>35,4 | AB | **1984** Hitachi Zosen—Innoshima Works, Innoshima (4729)<br>178,21 (BB) 23,14 10,610<br>167,21 23,11 14,76<br>P 29,6 F 11,6 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.38 555 B.33 607<br>5 Ha (stl) (18,7 18,7 12,4 18,7 12,4 × 12,8) ER<br>Cr 4(25) | B&W<br>Oil 2SA 7Cy. 550 × 1380<br>9 950bhp (7 319kW)<br>Hitachi Zosen Sakurajima<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 132,0t (d.o.) 1 633,0t (hvf)-29,5pd |
| **7226287**<br>*P3HD2*<br>708336<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SOCRATES**<br>ex Silaga-87 ex Asian Liner-80<br>ex London Cavalier-79<br>**Olympos Shipping Co. Ltd.**<br>Anpo Shipping Co. Ltd.<br>Limassol Cyprus | **8 844**<br>6 390<br>15 139 | ✠**100A1** SS 7/91<br>✠**LMC**<br>EL Z 2⅛"U2<br>FN 4317 | **1972**-11 Austin & Pickersgill Ltd.—South Dock, Sunderland (435)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 425 B.19 649<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(30) 8(10) 2(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd<br>AuxB (Comp) 100lbf/in² (6,9bar)<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 124,0t (d.o.) 1 150,0t (hvf)-23,5pd |
| **7216555**<br>*WX5398*<br>502838<br>Df Esd Gc<br>Rdr Rt | **SOCRATES**<br><br>**Allied Towing Corp.**<br>Norfolk, Va United States of America | **194**<br>132<br>— | | **1966** Burton Construction & SB. Corp.—Port Arthur, Tx (369)<br>8,95 3,556<br>35,13 8,87 4,09<br>1 dk | **M Tug** | Fairbanks, Morse<br>2 Oil 2SA each 8Cy. 207 × 254<br>E made54<br>Fairbanks, Morse & Co.<br>Fuel (d.o.) |

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| **ODAN**<br>x Lore I-90 ex Orion III-84<br>**ermann Hagenah**<br>ilhelm Tietjen Befrachtungsges. m.b.H.<br>usum<br>Federal Republic of Germany | **499**<br>329<br>950 | GL | **1966** Husumer Schiffsw.—Husum (1235)<br>59,59 9,94 3,639<br>53,01 9,91 4,09<br>P 11,3 F 6,4 1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.1 206 B.1 070<br>2 Ha (stl) (17,3 9,6 × 5,0) ER<br>Der 3(3) | MaK 6MU451A<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Atlas-MaK Maschinenbau Kiel<br>11,5kn |
| **ODRUZHESTVO**<br>**alryba**<br>ladivostok) (U.S.S.R.)<br>atCom: 1401406/UPQY | *32 096*<br>*10 281*<br>10 070 | RS | **1988** Rauma-Repola Oy—Rauma/Raumo (301)<br>179,20 (BB) 7,800<br>165,20 28,00 22,45<br>2 dks | **M Factory Ship**<br>Fish-factory Crab Cannery Ref<br>Mchy.aft<br>In.9 023 | Wartsila 8R32<br>2 Oil 4SA each 8Cy. 320 × 350 with clutches, flexible couplings & dr geared to sc. shaft<br>6 472kW (8 799bhp)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 1920kW a.c. 3 × 1920kW a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 1 009,0t (d.o.) 3 675,0t (hvf) 14,3kn |
| **OEI MARU**<br>**ayakoma Unyu K.K.**<br>obe,<br>Hyogo Pref.<br>Japan | **160**<br>—<br>— | | **1982** Kanagawa Zosen—Kobe (244)<br>30,51 2,701<br>26,01 8,81 3,81<br>1 dk | **TM Tug** | Fuji 6L27.5X<br>2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Diesel Co. Ltd. Tateyama |
| **OELA**<br>x La Canche-77<br>**orekin Pty. Ltd.**<br>*remantle, W.A.*<br>Australia | **499**<br>166<br>170 | BV | **1965** A.G. "Weser" Werk Seebeck—Bremerhaven (912)<br>52,79 9,53 5,560 (aft)<br>45,50 9,50 6,81<br>2 dks<br>conv Stern Trawler Fishing 80 | **D-E Research/Fishing**<br>Stern Trawler Biological Oceanographic 12bth P<br>1 Ho<br>In.388<br>2 Ha (each 1,3 × 2,6) | Deutz<br>2 Oil 4SA each 6Cy. 270 × 360 total 1 800bhp (1 324kW) driving 2 gen. each 755kW 380V a.c. connected to 2 elec. motors each of 690shp (508kW) & sr geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 80kW 280V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 147,0t (d.o.)-4,5pd 11kn |
| **OEMANTRI BRODJONEGORO**<br>**.T. Pupuk Sriwidjaja (PUSRI)**<br>akarta<br>Indonesia | **7 343**<br>4 348<br>11 196 | GL KI | **1977** Mitsubishi Heavy Industries Ltd.—Yokohama (968)<br>114,51 20,05 6,035<br>109,40 20,01 10,01<br>P 20,2 F 8,0 1 dk | **TM Bulk Carrier**<br>Self-unloader<br>1 Ho 74,1 ER<br>G.12 751<br>10 Ha (stl) (4,5 6,3 6,3 6,3 6,3 6,3 6,3 6,3 6,3 6,3 × 3,5) ER | Daihatsu 8DSM-32<br>2 Oil 4SA each 8Cy. 320 × 380 reduction geared to sc. shafts<br>5 000bhp (3 678kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 450kW 1 × 100kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 510,0t (d.o.)-20,0pd 12kn |
| **OERJO**<br>x Sofi-57 ex Chiao Tung ex Bonbon<br>**amerlin (Sabang Merauke Lines)**<br>adim Prawirodirdjo<br>urabaya<br>Indonesia | **858**<br>—<br>1 422 | | **1942** ............Kobe<br>64,62 9,45<br>9,40 5,49 | **M General Cargo** | Oil<br>............ |
| **SOERYA 81**<br>**P.T. Sinar Abadi Cemerling**<br>Ambon<br>Indonesia | **172**<br>58<br>— | KI NV | **1989** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A. (177)<br>24,97 - 3,401<br>- 7,80 7,79 | **M Fishing**<br>Side Trawler Shrimp-trawl Ref | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 with clutches & reverse reduction geared to sc. shaft<br>296kW (402bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 85kW 415V 50Hz a.c.<br>8,7kn |
| **SOERYA 82**<br>**P.T. Sinar Abadi Cemerling**<br>Ambon<br>Indonesia | **171**<br>58<br>— | KI NV | **1989** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A. (181)<br>24,97 3,401<br>7,80<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 with clutches & reverse reduction geared to sc. shaft<br>296kW (402bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 85kW 415V 50Hz a.c.<br>8,7kn |
| **SOERYA 83**<br>**P.T. Sinar Abadi Cemerling**<br>Ambon<br>Indonesia | **172**<br>58<br>— | KI NV | **1989** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A. (178)<br>24,97 - 3,401<br>- 7,79 | **M Fishing**<br>Side Trawler Shrimp-trawl Ref | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 with clutches & reverse reduction geared to sc. shaft<br>296kW (402bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 85kW 415V 50Hz a.c.<br>8,7kn |
| **SOERYA 85**<br>**P.T. Sinar Abadi Cemerling**<br>Ambon<br>Indonesia | **171**<br>59<br>— | KI NV | **1989** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A. (182)<br>24,97 3,401<br>7,80<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>296kW (402bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 85kW 415V 50Hz a.c.<br>8,7kn |
| **SOERYA 86**<br>**P.T. Sinar Abadi Cemerling**<br>Ambon<br>Indonesia | **171**<br>59<br>— | KI NV | **1989** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A. (183)<br>24,97 3,401<br>7,80<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 with clutches & reverse reduction geared to sc. shaft<br>296kW (402bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 85kW 415V 50Hz a.c.<br>8,7kn |
| **SOERYA 87**<br>**P.T. Sinar Abadi Cemerling**<br>Ambon<br>Indonesia | **171**<br>59<br>— | KI NV | **1989** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A. (184)<br>24,97 3,401<br>7,80<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 with clutches & reverse reduction geared to sc. shaft<br>296kW (402bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 85kW 415V 50Hz a.c.<br>8,7kn |
| **SOERYA 88**<br>**P.T. Sinar Abadi Cemerling**<br>Ambon<br>Indonesia | **171**<br>59<br>— | KI NV | **1989** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A. (185)<br>24,97 3,401<br>7,80<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>296kW (402bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 85kW 415V 50Hz a.c.<br>8,7kn |
| **SOERYA 89**<br>**P.T. Sinar Abadi Cemerling**<br>Ambon<br>Indonesia | **171**<br>59<br>— | KI NV | **1989** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A. (186)<br>24,97 3,401<br>7,80<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>296kW (402bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 85kW 415V 50Hz a.c.<br>8,7kn |
| **SOFALA**<br>ex Alhambra-86 ex Benisa-78<br>**Somaped S.A.**<br>Panama<br>SatCom: 1331207/ARBU<br>Panama | T.Mk<br>**1 599**<br>944<br>4 166 | ✠Classed LR until 23/1/86<br>BV | **1968-9** S.A. Juliana Const. Gijonesa—Gijon (172)<br>80,75 (BB) 12,63 5,779<br>73,51 12,59 8,92<br>P 14,4 F 10,1 2 dks<br>RW rf 76 | **M General Cargo**<br>2 Ho each 26,2 ER 2 TwD<br>G.3 570 B.3 379<br>2 Ha (stl) (16,7 18,6 × 6,0) ER<br>Cr 4(3) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 152kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>16,5kn |
| **SOFALA**<br>**Government of The People's Republic of Mozambique (Emodraga E.E.)**<br>Sofala<br>Mozambique | **317**<br>271<br>— | **✠100AN** SS 4/88<br>dredger<br>Mozambique coastal service<br>FN 493 | **1983-5** N.V. Scheepswerf "de Donge"—Raamsdonksveer (04325)<br>35,54 11,41 1,851<br>35,01 11,32 2,75<br>1 dk<br>rf nil | **Dredger**<br>Dipper | Gen 1 × 40kW 1 × 14kW 380V 50Hz a.c. |

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| **5182102**<br>*ODIS*<br>B4145<br>Df Esd Rdr<br>Rt | **SOFI**<br>ex Ahmed M-85 ex Ghada H-82<br>ex Niki-79 ex Karel-75<br>**Safia A. R. Wazi Moukahal**<br>Rassem Shipping Agency<br>Beirut Lebanon | **724**<br>424<br>925 | ✠Classed LR until 3/2/84 | **1956**-5 N.V. Scheeps. "Vooruitgang"—Foxhol (181)<br>62,74 9,76 4,293<br>57,66 9,61<br>P 14,4 RQD 30,8 RFD 28,7 2 dks<br>RW rf 102 | **M General Cargo**<br>Mchy.aft<br>G.1 634 B.1 505 | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 101,5t |
| **6403503**<br>*LZDS*<br>20/1<br>Df Esd Gc<br>Rdr Rt | **SOFIA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **2 850**<br>1 248<br>4 630<br>**4 400**<br>2 474<br>6 310 | BR | **1963** "Georgi Dimitrov" Shipyard—Varna (201)<br>114,18 14,99 6,322/7,560<br>103,79 14,94 9,35<br>2 dks | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho ER<br>B.8 222<br>4 Ha (stl) (each 11,5 × 7,4) ER<br>8W Der 1(30) 8(5) | MAN<br>Oil 2SA 6Cy. 600 × 1050<br>3 250bhp (2 391kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 139kW 1 × 19kW 400V a.c. |
| **8806163**<br>*OIZK*<br>3149<br>Esd Gc Pfd<br>Rdr RTm/h/v | **SOFIA**<br>**Oy Langh Ship AB**<br>Rederi AB Engship<br>Piikio Finland | *3 826*<br>*2 043*<br>4 300 | GL | **1989** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (1039)<br>104,81 (BB) 16,25 5,550<br>97,40 16,00 7,75<br>P 13,0 B. 6,2 F 14,8 2 dks | **M General Cargo**<br>Paper-carrying<br>Ice strengthened Str. heavy cargoes<br>1 Ho 65,8 ER<br>G.6 461 B.6 367<br>TEU 326<br>C.Ho 140/20'(40') C.Dk 186/20'( 40')<br>1 Ha (stl) (65,0 × 12,8) ER | Wartsila<br>Oil 4SA 8Cy. 320 × 350 with flexible<br>sr geared to sc. shaft<br>2 960kW (4 024bhp)<br>Oy Wartsila Ab<br>Gen 1 × 540kW 2 × 148kW 220/380<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7018446**<br>*5ZWV*<br>10089<br>Df Esd Gc<br>Rdr RTm/h/v | **SOFIA**<br>ex Edith Essberger-85<br>**Allied Oil Services Ltd.**<br>Mombasa Kenya | **988**<br>545<br>1 572<br>T/cm<br>5,8 | GL | **1970** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (715)<br>69,19 10,75 4,646<br>63,81 10,72 4,70<br>P 18,6 RQD 35,7 F 8,3 1 dk<br>Bow/CM 45 Diam. 0,203 | **M Tanker**<br>Chemical<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 1 804 HeCls. C<br>4 Cargo pumps total 336T/hr | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz<br>Fuel 110,0t (d.o.)-5,0pd |
| **5224596**<br>Df Esd Gc<br>Rdr RTv | **SOFIA**<br>ex Tuborg-91 ex Anouce-89<br>ex Cayo Quitasuenos-86 ex Marimar-85<br>**Tuborg Shipping Co. Ltd.**<br>Belize Belize | **685**<br>322<br>1225 | (BV) | **1959** Empresa Nacional "Elcano"—Sevilla (34)<br>72,60 11,23 3,906<br>65,82 11,21 6,20<br>P 7,1 RQD 41,2 B 14,7 F 9,5 1 dk & S dk | **M General Cargo**<br>2 Ho 15,0 24,0 ER<br>G.2 532 B.2 372<br>2 Ha (stl) (10,9 17,5 × 5,0) ER<br>6W Cr 6(3) Der 1(12) 6(3) | Sulzer<br>Oil 2SA 5Cy. 360 × 600<br>1 300bhp (956kW) NE 67<br>Empresa Nacional "Bazan" de C.N.M. S.A<br>Fuel (d.o.) |
| **5359444**<br>*SV3959*<br>5354<br>Df RdrRTm | **SOFIA**<br>ex Evangelia-77 ex Maria Pia-76<br>ex Maria S-74 ex Milos 111-73<br>ex Thomas M.-67 ex Ngakoa-46<br>**Elias Xafas**<br>Piraeus Greece | **494**<br>310<br>759 | ✠Classed LR until 16/4/81 | **1938**-6 N.V. Schbwf. v/h De Groot & Van Vliet —Slikkerveer (215)<br>58,68 8,26 3,233<br>48,77 8,23 3,38<br>P 9,5 B on RQD 3,1 RQD 20,2 F 3,4 1 dk<br>R rf nil len 58 | **M General Cargo**<br>1 Ho 35,0 ER<br>G.1 159<br>2 Ha (11,6 18,0 × 5,4) ER<br>2W Der 2(1,5) | Blackstone<br>Oil 4SA 8Cy. 222 × 292 sr geared to sc.<br>480bhp (353kW) ✠ NE 12/63<br>Lister Blackstone Ltd.<br>Gen 1 × 23kW 110V d.c.<br>Fuel 24,5t (d.o.) |
| **8816730**<br>*CNA2479*<br>Esd Rdr Rt | **SOFIA**<br>**Kaben Peche**<br>Casablanca Morocco | *395*<br>*118*<br>300 | BV | **1989** Construcciones Navales P. Freire S.A.—Vigo (367)<br>37,17 8,52 3,852<br>31,53 8,51 6,23<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.315 | Wartsila<br>Oil 4SA 6Cy. 220 × 240 with flexible<br>sr geared to sc. shaft<br>772kW (1 050bhp)<br>Cons. Echevarria |
| **6917918**<br>*3EPO7*<br>19475-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SOFIA N**<br>ex Damodar Tasaka-89<br>**Sofia Trading Maritime Co. S.A.**<br>Panama Panama | **23 579**<br>18 216<br>45 332<br>T/cm<br>49,2 | BV IRS<br>✠Classed LR until 8/89 | **1969**-11 Brodogradiliste "Split"—Split (238)<br>193,50 (BB) 29,06 11,869<br>184,51 29,00 16,18<br>F 16,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes<br>7 Ho 17,1 24,6 20,7 20,7 20,7 20,7 20,7 ER<br>G.50 173<br>7 Ha (stl) (10,2 × 10,0) (12,0 12,0 12,0 12,0 12,0 12,0 × 12,5) ER | MAN<br>Oil 2SA 6Cy. 680 × 1600<br>10 151kW (13 800bhp)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 272kW 450V 60Hz a.c.<br>Fuel 271,5t (d.o.) 3 223,0t (hvf) |
| **8002523**<br>*OWTL2*<br>D-13200<br>Df Esd Gc<br>Pfd RTm/h/v | **SOFIE THERESA**<br>ex Amanda-88<br>**I/S Sofie Theresa**<br>Tankskibsrederiet Herning A/S (Herning Shipping A/S)<br>Struer Denmark (DIS)<br>SatCom: 1610453/OWTL | **1 599**<br>1 121<br>3 512 | **✠100A1** SS 4/91<br>chemical tanker<br>Type 2*, CR(s.stl) SG1.9, 1—6 (cr) tanks and slop tanks, SG 1.2, 1—5 wing tanks, in association with a list of defined cargoes<br>Ice Class 1A<br>**✠LMC** **UMS**<br>EL S 467,5/36,0U3<br>FN 1827 | **1982**-1 Oy Navire Ab—Naantali/Nadendal (NY-72)<br>87,00 14,03 6,276<br>80,02 14,01 8,82<br>P 10,1 B 5,2 F 13,2 2 dks<br>rf nil Bow/CM 38 Diam. 0,125 | **M Tanker**<br>Chemical<br>DB<br>6 Ta 10 Wing Ta ER<br>L.3 399 HeCls. C<br>12 Cargo pumps total 1 080T/hr | Wartsila<br>Oil 4SA 8Cy. 320 × 350 sr geared to sc.<br>3 358bhp (2 470kW)<br>Oy Wartsila Ab<br>AuxB (o.f.) 14kgf/cm² (13,8bar)<br>e(ex.g) rcv & htr 14kgf/cm² (13,8bar)<br>Gen 1 × 360kW 2 × 248kW 380V<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **7311501**<br>*UDOT*<br>M-25659<br>Df Esd Gc<br>Rdr Rt | **SOFIYSK**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **1 542**<br>654<br>1 857 | RS | **1973** Intreprinderea Constr. Navale Constantza —Constantza (361)<br>80,24 11,94 4,900<br>5,69<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.2 450<br>3 Ha (stl) (8,2 × 5,9) (8,2 8,2 × 7,9) ER<br>Cr 3(5) | Sulzer<br>Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW)<br>Sour "Jugoturbina" |
| **7037935**<br>*ESAX*<br>M-12300<br>Df Esd Rdr<br>Rt | **SOFIYSK**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **633**<br>223<br>286 | RS | **1968** ..............U.S.S.R.<br>54,23 9,38 3,760<br>49,99 9,30 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.283<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW |
| **7824699**<br>*IPWM*<br>210<br>Esd Rdr Rt | **SOFOCLE**<br>**Gaspare Asaro**<br>Mazara del Vallo Italy | **177**<br>86<br>— | RI | **1980** Cant. Nav. M. Morini & C.—Ancona (168)<br>32,67 7,04 2,831<br>25,28 7,01 3,66<br>1 dk | **M Fishing**<br>Stern Trawler | MaK<br>Oil 4SA 6Cy. 240 × 330 reverse reductio<br>to sc. shaft<br>1 000bhp (736kW)<br>MaK. Maschinenbau G.m.b.H. |
| **6829264**<br>Df Esd Gc<br>Pfd Rdr Rt | **SOFRIMA No. 1**<br>ex Dae Yong No. 1-82<br>ex Fukujin Maru No. 21-77<br>ex Hokuetsu Maru No. 21<br>**Sofrima**<br>Daerim Fishery Co. Ltd.<br>Nouadhibou Mauritania | **123**<br>40<br>— | (KR) | **1968** Nichiro Zosen—Hakodate (266)<br>35,51 6,53 2,490<br>29,60 6,51 2,80<br>F 9,5 1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.104<br>1 Ha (6,7 × 1,9) | Fuji<br>Oil 4SA 6Cy. 275 × 410<br>900bhp (662kW)<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 28kW 225V a.c. |
| **6911603**<br>Df Esd Gc<br>Rdr Rt | **SOFRIMA No. 2**<br>ex Dae Yong No. 2-82<br>ex Hokkai Maru No. 38-76<br>ex Oyama Maru No. 68<br>**Sofrima**<br>Daerim Fishery Co. Ltd.<br>Nouadhibou Mauritania | **124**<br>44<br>— | (KR) | **1968** Narasaki Zosen K.K.—Muroran (662)<br>34,14 7,12 2,388<br>31,22 7,09 2,67<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo<br>Gen 3 × 40kW 220V a.c. |
| **8618516**<br>*JJ3503*<br>129160 | **SOFU MARU**<br>**Hayakoma Unyu K.K.**<br>Kobe, Hyogo Pref. Japan | **164**<br>—<br>— | | **1987** Kanagawa Zosen—Kobe (294)<br>30,87 2,701<br>26,01 8,81 3,81<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 275 × 320 with<br>geared to sc. shafts<br>Fuji Diesel Co. Ltd. |
| **6509151**<br>*9V2343*<br>344354<br>Rt | **SOFU MARU**<br>**San-Chuan Marine Pte. Ltd.** | **145**<br>43<br>— | (NK) (NV) | **1964** Shin Yamamoto Zosensho—Kochi (37)<br>26,42 7,57 2,515<br>24,01 7,50 3,41<br>1 dk<br>rf 500 | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 350 × 480<br>Fuji Diesel Co. Ltd.<br>Gen 1 × 24kW 225V 60Hz a.c. |

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| **SOFULAR III**<br>**Sofuoglu Denizcilik ve Ticaret Anonim Sirketi**<br>Istanbul Turkey | **844**<br>299<br>1 600 | BV | **1976** Celiktrans Deniz Insaat—Istanbul (53)<br>- 9,43 3,790<br>- 9,40 4,11<br>1 dk | **M General Cargo**<br>2 Ta ER<br>G.1 189 B.906<br>2 Ha (stl) (20,0 × 6,0) (12,0 × 5,0) ER | S.K.L. 8NVD48A-2<br>Oil 4SA 8Cy. 320 × 480<br>971kW (1 320bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10kn |
| **SOFULAR-I**<br>**Sofuoglu Denizcilik ve Ticaret Anonim Sirketi**<br>Istanbul Turkey | **498**<br>282<br>1 100 | | **1968** Gemi-is Kolleketif Sirketi—Fener, Istanbul<br>58,50 9,00 4,500<br>- 7,26 -<br>1 dk | **M General Cargo**<br>2 Ho ER<br>2 Ha (stl) ER<br>Der 4(2) | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>500bhp (368kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>7kn |
| **SOFUOGLU II**<br>ex Nalan-86<br>**Sofuoglu Denizcilik ve Ticaret Anonim Sirketi**<br>Istanbul Turkey | **996**<br>589<br>1 320 | AB | **1983** Gemi Insaat Kollektif Sirketi—Balat, Istanbul (41)<br>- - 4,480<br>- 9,61 5,01<br>P 12,5 F 5,5 1 dk<br>rf nil | **M General Cargo**<br>2 Ho each 20,4 ER<br>G.1 700 B.1 525<br>2 Ha (stl) (each 16,0 × 6,0) ER<br>Der 2(5) | Skoda 6L350IIPN<br>Oil 4SA 6Cy. 350 × 500<br>980bhp (721kW)<br>CKD Praha Praha<br>Gen 2 × 64kW a.c. 1 × 18kW a.c.<br>11kn |
| **SOFYA PEROVSKAYA**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 723**<br>1 302<br>3 930 | RS | **1967** Hollming Oy—Rauma/Raumo (173)<br>102,27 14,03 6,201<br>93,20 13,97 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>G.5 171 B.4 785<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 30,5t (d.o.) 254,0t (hvf)<br>13,5kn |
| **SOGAY**<br>**Bordavila S.A.**<br>Gijon Spain | **200**<br>86<br>— | BV | **1976** Ast. Ojeda y Aniceto S.A.—Aviles (22)<br>32,29 7,09 3,550<br>27,87 7,01 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Volund DMT630<br>Oil 4SA 6Cy. 300 × 410 geared to sc. shaft<br>750bhp (552kW)<br>A/S Volund Kobenhavn<br>Controllable pitch propeller<br>Fuel 102,5t (d.o.)<br>10,75kn |
| **SOGDA**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **710**<br>206<br>347 | RS | **1976** ..............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>12,75kn |
| **SOGETSU MARU**<br>**Hayakoma Unyu K.K.**<br>Kobe, Hyogo Pref. Japan | **299**<br>—<br>— | | **1980** Kanagawa Zosen—Kobe (212)<br>3,101<br>31,27 9,21 4,22<br>1 dk | **TM Tug** | Fuji 6L27.5X<br>2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Diesel Co. Ltd. Tateyama |
| **SOGNEFJELL**<br>ex Sunrise-89 ex Olympia-83<br>**Sognefjorden A/S**<br>Bergen Norway | **141**<br>103<br>— | ✠Classed LR until 11/53 | **1952**-7 Gustafsson & Andersson—Lidingo<br>*26,74* 5,59<br>... ... ...<br>1 dk | **Aluminium Alloy TM Launch**<br>—P | Penta<br>2 Oil 4SA each 6Cy. 121 × 140<br>300bhp (221kW) NE 58<br>A/B Penta Goteborg |
| **SOGNEFJORD**<br>**Fylkesbaatane i Sogn og Fjordane**<br>Floro Norway | *1 439*<br>*470*<br>607 | (NV) | **1984** Tronderverftet A/S—Hommelvik (52)<br>73,51 13,90 3,731<br>65,72 13,71 4,50<br>1 dk<br>rf 196 | **M RoRo Cargo/Ferry**<br>399dk P<br>Bow door Stern door Ice strengthened<br>Lane Length 450<br>Cars 90 Trailers 9 | Wichmann<br>Oil 2SA 7Cy. 300 × 450<br>3 000bhp (2 207kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 120kW 220V 50Hz a.c.<br>2 Controllable pitch propellers aft, 1 fwd<br>Thw. thrust Contr. pitch propeller fwd<br>14,75kn |
| **SOGNEKONGEN**<br>**Fylkesbaatane i Sogn og Fjordane**<br>Floro Norway | *409*<br>*128*<br>50 | NV | **1987** A/S Fjellstrand—Omastrand (1580)<br>38,82 1,551<br>35,84 9,42 3,92<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull<br>201dk P | M.T.U. 16V396TB84<br>2 Vee Oil 4SA each 16Cy. 165 × 185 sr geared to sc. shafts<br>5 000bhp (3 678kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 38kW 220V 50Hz a.c.<br>2 Water jet propulsion units<br>Fuel 10,5t (d.o.)<br>36,5kn |
| **SOGNSVANN**<br>ex Finnvann-90 ex Malaysian Pride<br>**K/S Sognsvann**<br>Bjornebo Rederi A.S.<br>Oslo Norway<br>SatCom: 1312370/LAIT | *4 222*<br>*2 204*<br>7 018<br>T/cm<br>15,9 | NV (NK) | **1984** Fukuoka Zosen K.K.—Fukuoka (1113)<br>106,51 (BB) 18,24 6,601<br>99,01 18,20 8,11<br>P 19,2 F 10,4 1 dk<br>Bow/CM 48 Diam. 0,200 MH 1,8 | **M Tanker**<br>Oil Chemical Molasses<br>DB<br>10 Wing Ta ER<br>L.7 885<br>4 Cargo pumps total 1 560T/hr | Mitsubishi 6UEC37/88H<br>Oil 2SA 6Cy. 370 × 880<br>2 438kW (3 314bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 445V a.c.<br>12,25kn |
| **SOGUT-I**<br>**D.B. Deniz Nakliyati T.A.S. Genel Mudurlugu (Turkish Cargo Lines)**<br>Istanbul Turkey | **1 594**<br>1 053<br>2 637 | AB | **1987** Celiktekne Sanayii ve Ticaret A.S.—Istanbul (7)<br>80,09 5,608<br>70,11 12,91 5,62<br>F 7,1 1 dk | **M General Cargo**<br>1 Ho 51,3 ER<br>G.3 683 B.3 498<br>2 Ha (stl) ER<br>Der 1(5) 3(3) | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450 sr reverse geared to sc. shaft<br>1 900bhp (1 398kW)<br>Atlas-MaK Maschinenbau West Germany<br>Gen 2 × 192kW 1 × 67kW 220/380V 50Hz a.c.<br>Fuel 260,0t (d.o.)-6,5pd 12kn |
| **SOHEIR**<br>ex Suehiro Maru No. 18-78<br>ex Denei No. 1-71<br>**Mobil Oil Egypt (S.A.A.)**<br>Port Said Egypt | **906**<br>597<br>1 583 | AB | **1965** Watanabe Zosen K.K.—Hakata (65)<br>62,36 9,50 4,476<br>57,00 9,48 4,93<br>P 12,8 F 5,2 1 dk<br>RW rf 102 | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 931 | Oil 4SA 6Cy. 390 × 540<br>1 300bhp (956kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 20kW<br>Fuel 92,5t-5,0pd 12,5kn |
| **SOHGEN MARU**<br>ex Hakuho Maru-89<br>**K.K. Kaiyo Biotechnology Kenkyusho**<br>Tokyo Japan<br>SatCom: 1200256/JNQK | **3 205**<br>1 018<br>1 364 | NK | **1967** Mitsubishi Heavy Industries Ltd. —Shimonoseki (632)<br>94,95 14,82 5,695<br>86,00 14,80 7,30<br>F 46,0 3 dks | **TD-E Research**<br>Oceanographic<br>32P<br>Cr 1(15) | MAN G6V30/42ATL<br>4 Oil 4SA each 6Cy. 300 × 420 total 3 236kW (4 399bhp) driving 4 gen. each 750kW connected to 2 elec. motors & sc. shafts<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 760kW a.c. 2 × 160kW a.c. 1 × 80kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 860,5t-10,0pd 12,5kn |
| **SOHNA**<br>**Port Qasim Authority**<br>Karachi Pakistan | **111**<br>27<br>59 | ✠**100A1** SS 3/88<br>tug<br>for service within 25 miles of Port Qasim<br>✠**LMC**<br>EL (B) 220,0/12,5U1<br>FN 242 | **1979**-1 R. Dunston (Hessle) Ltd.—Hessle (918)<br>26,60 7,52 2,671<br>22,51 7,21 3,51<br>1 dk<br>rf 762 Box K 127 | **TM Tug** | Kelvin TA8<br>2 Oil 4SA each 8Cy. 165 × 184 reverse reduction geared to sc. shafts<br>Kelvin Diesels Ltd. Glasgow<br>Gen 2 × 40kW 440V 50Hz a.c.<br>Fuel 23,0t (d.o.) 10kn |
| **SOHO MARU**<br>**Hayakoma Unyu K.K.**<br>Kobe, Hyogo Pref. Japan | **296**<br>—<br>— | | **1982** Kanagawa Zosen—Kobe (240)<br>35,51 10,70 3,101<br>31,25 9,21 4,22<br>1 dk | **TM Tug** | Fuji 6L27.5G<br>2 Oil 4SA each 6Cy. 275 × 320 sr geared to sc. shafts<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 106kW 220V 60Hz a.c.<br>Fuel 52,0t (d.o.)-11,0pd 12kn |

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| **7938892** | **SOHO MARU**<br>**G.A.P. Fishing Corp.** | | **111**<br>35<br>— | **1971**<br>*29,51*<br>1 dk | Kimura Zosen—Nagasaki<br>6,80 2,70 | | **M Fishing** | Oil |
| **7740312**<br>*JE2389*<br>121325<br>Rdr | **SOHO MARU No. 12**<br>**K.K. Fukushima Gyogyo**<br>Hachinohe,<br>Aomori Pref. | Japan | **147**<br>—<br>— | **1978**<br>*33,50*<br>1 dk | K.K. Murakami Zosensho—Ishinomaki<br>6,71 2,70 | (1003) | **M Fish Carrier** | Daihatsu<br>Oil<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **9021320**<br>*JE3037*<br>130885<br>Rdr Rt | **SOHO MARU No. 17**<br>**K.K. Fukushima Gyogyo**<br>Hachinohe,<br>Aomori Pref. | Japan | **340**<br>—<br>— | **1991**<br>62,82<br>56,00 | Nagasaki Zosen K.K.—Nagasaki<br>(BB) 9,02 3,952<br>9,00 4,43 | (1083) | **M Fishing**<br>Ref | Daihatsu<br>Oil 4SA 6Cy. 320 × 360 with clutches<br>to sc. shaft<br>1 140kW (1 550bhp)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8703610**<br>*JE2918*<br>129694 | **SOHO MARU No. 18**<br>**K.K. Fukushima Gyogyo**<br>Hachinohe,<br>Aomori Pref. | Japan | **219**<br>—<br>461 | **1987**<br>50,50<br>43,01<br>1 dk | K.K. Murakami Zosensho—Ishinomaki<br>(BB) 8,74 3,455<br>8,70 4,07 | (1205) | **M Fishing**<br>Seiner<br>In.401 | Niigata<br>Oil 4SA 6Cy. 280 × 350 with clutches,<br>couplings & reduction geared to sc.<br>1 170bhp (861kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7815442**<br>Df Gc Pfd<br>Rdr | **SOHO MARU No. 26**<br>**Government of The People's Republic of China** | China | **170**<br>—<br>— | **1978**<br>41,20<br>35,01<br>1 dk | K.K. Murakami Zosensho—Ishinomaki<br>7,01 2,87 | (1011) | **M Fishing**<br>Side-fishing | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.) |
| **8304098**<br>*JE2791*<br>126602 | **SOHO MARU No. 27**<br>**K.K. Fukushima Gyogyo**<br>Hachinohe,<br>Aomori Pref. | Japan | **202**<br>—<br>293 | **1983**<br>43,36<br>35,72<br>1 dk | K.K. Murakami Zosensho—Ishinomaki<br>(BB) 7,57<br>7,27 2,90 | (1132) | **M Fishing**<br>Seiner Ref<br>6 Ho ER<br>In.247<br>6 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>1 220bhp (897kW)<br>Niigata Eng. Co. Ltd. |
| **8633085**<br>*JE2821*<br>126665<br>AM1-535<br>Rt | **SOHO MARU No. 33**<br>**K.K. Fukushima Gyogyo**<br>Hachinohe,<br>Aomori Pref. | Japan | **108**<br>—<br>— | **1985**<br>*29,50*<br>1 dk | K.K. Murakami Zosensho—Japan<br>7,00 3,00 | | **M Fishing**<br>Side-fishing | Niigata<br>Oil<br>368kW (500bhp)<br>Niigata Eng. Co. Ltd. |
| **8403806**<br>*JE2818*<br>126641 | **SOHO MARU No. 36**<br>**K.K. Fukushima Gyogyo**<br>Hachinohe,<br>Aomori Pref. | Japan | **266**<br>—<br>362 | **1984**<br>47,00<br>40,21<br>1 dk | K.K. Murakami Zosensho—Ishinomaki<br>(BB)<br>7,70 3,51 | (1158) | **M Fishing**<br>Side-fishing Seiner Ref<br>7 Ho ER<br>In.281<br>7 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>1 220bhp (897kW)<br>Niigata Eng. Co. Ltd. |
| **8130394**<br>*7JCU*<br>124294 | **SOHO MARU No. 37**<br>**K.K. Fukushima Gyogyo**<br>Hachinohe,<br>Aomori Pref. | Japan | **247**<br>—<br>371 | **1982**<br>47,70<br>40,70<br>1 dk | K.K. Murakami Zosensho—Ishinomaki<br>8,00 2,928<br>7,70 3,90 | (1101) | **M Fishing**<br>Seiner Ref<br>7 Ho ER<br>In.312<br>7 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **8608951**<br>*JE2891*<br>129661 | **SOHO MARU No. 38**<br>**K.K. Fukushima Gyogyo**<br>Hachinohe,<br>Aomori Pref. | Japan | **198**<br>—<br>— | **1986**<br>46,06<br>39,40<br>1 dk | Nagasaki Zosen K.K.—Nagasaki<br>(BB) 3,282<br>7,71 3,71 | (1010) | **M Fishing**<br>Ref<br>In.374 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches,<br>couplings & sr reverse geared to sc.<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust propeller |
| **8804024**<br>*JMWH*<br>130699<br>AM1-536<br>Rdr RTv | **SOHO MARU No. 58**<br>**Marukai Co. Ltd.**<br>Hachinohe,<br>Aomori Pref.<br>SatCom: 1202123/JMWH | Japan | **349**<br>—<br>1 058 | **1988**<br>71,30<br>61,02<br>2 dks | Kitanihon Zosen K.K.—Hachinohe<br>(BB) 10,62 4,187<br>10,60 7,00 | (228) | **M Fishing**<br>Side-fishing Ref<br>In.1 482 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches,<br>couplings & sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **8820638**<br>*JE2981*<br>130705<br>Rt | **SOHO MARU No. 63**<br>**K.K. Fukushima Gyogyo**<br>Hachinohe,<br>Aomori Pref. | Japan | **135**<br>—<br>— | **1989**<br>45,40<br>36,50 | Nagasaki Zosen K.K.—Nagasaki<br>(BB) 2,800<br>7,82 3,20 | (1053) | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 280 × 370<br>1 170bhp (861kW)<br>Niigata Eng. Co. Ltd. |
| **7812402**<br>Df Rdr Rt | **SOHO MARU No. 63**<br>**BM Universal Marine & Fishing Corp.** | Philippines | **116**<br>22<br>— | **1978**<br>37,29<br>30,94<br>1 dk | Nagasaki Zosen K.K.—Nagasaki<br>2,371<br>7,00 2,77 | (662) | **M Fishing**<br>Seiner | Daihatsu<br>Oil 4SA 6Cy. 280 × 340 reduction<br>shaft<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7727827**<br>*JE2388*<br>121324<br>Df Gc Rdr<br>Rt | **SOHO MARU No. 67**<br>ex Soho Maru No. 1-85<br>**Y.K. Shoryu Kaiun**<br>Nagasaki,<br>Nagasaki Pref. | Japan | **149**<br>—<br>— | **1978**<br>37,29<br>31,04<br>1 dk | Nagasaki Zosen K.K.—Nagasaki<br>7,70 2,371<br>7,00 2,77 | (636) | **M Fishing**<br>Seiner | Daihatsu<br>Oil 4SA 6Cy. 180 × 230<br>630bhp (463kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8423739**<br>*7KNS*<br>128178<br>AM1-485<br>Rdr Rt | **SOHO MARU No. 68**<br>**K.K. Fukushima Gyogyo**<br>Hachinohe,<br>Aomori Pref. | Japan | **125**<br>—<br>— | **1985**<br>*29,91* | Kakusei Zosen K.K.—Hachinohe<br>6,90 2,90 | (168) | **M Fishing**<br>Stern Trawler | Oil |
| **8820640**<br>*JE2982*<br>130726<br>Rdr RTv | **SOHO MARU No. 83**<br>**K.K. Fukushima Gyogyo**<br>Hachinohe,<br>Aomori Pref.<br>SatCom: 1203231/SOHO | Japan | **135**<br>—<br>— | **1989**<br>45,40<br>38,60 | Nagasaki Zosen K.K.—Nagasaki<br>(BB) 2,800<br>7,80 3,20 | (1055) | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 280 × 370<br>1 170bhp (861kW)<br>Niigata Eng. Co. Ltd. |
| **8001933**<br>Df Gc Pfd<br>Rdr Rt | **SOHO MARU No. 83** | China* | **116**<br>24<br>— | **1980**<br>37,01<br>31,07<br>1 dk | Nagasaki Zosen K.K.—Nagasaki<br>7,50 2,371<br>7,01 2,80 | (732) | **M Fishing**<br>Seiner | Daihatsu<br>Oil 4SA 6Cy. 280 × 340 reduction<br>shaft<br>1 170bhp (861kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8312473**<br>*JBNO*<br>126606<br>AM1-467 | **SOHO MARU No. 85**<br>**K.K. Fukushima Gyogyo**<br>Hachinohe,<br>Aomori Pref. | Japan | **304**<br>—<br>666 | **1983**<br>62,06<br>52,00<br>1 dk | Kitanihon Zosen K.K.—Hachinohe<br>(BB) 4,220<br>9,61 6,30 | (180) | **M Fishing**<br>Side-fishing Ref<br>3 Ho ER<br>In.908<br>6 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutc<br>geared to sc. shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. |
| **7123215**<br>Df Esd Gc<br>Rdr Rt | **SOHO MARU No. 163**<br>ex Soho Maru No. 83-80<br>**G.A.P. Fishing Corp.** | | **111**<br>35<br>132 | **1971**<br>36,45<br>30,82<br>1 dk | K.K. Usuki Tekkosho—Usuki<br>6,94 2,426<br>6,91 2,80 | (810) | **M Fishing**<br>Side Trawler<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |

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| **SOHOH**<br>**Nok Co. Ltd. S.A.**<br>Boyang Ltd.<br>Panama<br>SatCom: 1332504/SOHO<br>Panama | *4 426*<br>*2 222*<br>5 163 | NK | **1989** Kyokuyo Zosen K.K.—Chofu (2641)<br>120,70 (BB) 16,62 6,814<br>112,90 16,60 10,00<br>1 dk, 2nd & 3rd dk in holds only | **M Refrigerated Cargo**<br>3 Ho ER 6 TwD<br>In.6 757<br>3 Ha (stl) (7,1 × 5,4) (7,1 7,1 × 6,4) ER<br>Der 6(5) | Mitsubishi 6UEC37LA<br>Oil 2SA 6Cy. 370 × 880<br>3 089kW (4 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 462kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>17kn |
| **SOHRAB**<br>Launched as Shipyard 2<br>**Karachi Shipyard & Engineering Works Ltd.**<br>Karachi<br>Pakistan | **282**<br>78<br>111 | ✠**100A1** SS 12/87<br>tug<br>✠**LMC**<br>EL H 332,0/22,0U2<br>FN 419 | **1983**-3 Karachi Shipyard & Eng. Works Ltd. —Karachi (144)<br>36,96 9,40 3,355<br>30,66 9,01 4,65<br>RAD ,7 B 4,9 1 dk<br>rf 686 BK 76 | **TM Tug** | Sulzer 6ASL25/30<br>2 Oil 4SA each 6Cy. 250 × 300 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>H. Cegielski Poznan<br>Gen 2 × 77kW 1 × 40kW 380V 50Hz a.c.<br>Fuel 47,0t (d.o.)-0,5pd 12kn |
| **SOHWA MARU**<br>**Uwakai Kisen K.K.**<br>Mikame,<br>Ehime Pref.<br>Japan | **1 623**<br>987<br>3 275 | NK | **1982** Hakata Zosen K.K.—Hakata (262)<br>88,30 5,871<br>82,00 12,50 6,51<br>P 21,1 F 11,6 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 3 250 | Akasaka A37<br>Oil 4SA 6Cy. 370 × 720 with clutches & reverse reduction geared to sc. shaft<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 200kW 1 × 144kW 1 × 44kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 53,5t (d.o.) 157,0t (hvf)-5,0pd 12,75kn |
| **SOHYA**<br>**Crown Reefer S.A.**<br>Panama<br>SatCom: 1333731/SOYA<br>Panama | *4 574*<br>*2 474*<br>5 517 | NK | **1990** Fukuoka Zosen K.K.—Fukuoka (1159)<br>120,20 (BB) 7,164<br>109,80 16,40 9,95<br>P 25,6 F 10,8 | **M Refrigerated Cargo**<br>9 Ho ER<br>In.6 371<br>9 Ha (stl) ER | Mitsubishi 8UEC37LA<br>Oil 2SA 8Cy. 370 × 880<br>3 707kW (5 040bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 154,48t (d.o.)-16,4pd 16kn |
| **SOJU MARU No. 7**<br>ex Daito Kaisoku Maru No. 5<br>**Shoichi Takyo**<br>Yokosuka,<br>Kanagawa Pref.<br>Japan | **146**<br>—<br>356 | | **1968** Hanasaki Zosensho—Yokosuka (127)<br>36,02 7,73 2,845<br>34,24 7,70 3,10<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 180 × 240<br>350bhp (257kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SOKAI No. 2**<br>**Government of Japan (Ministry of Transportation - Bureau of Ports & Harbors - No. 2 Harbor Construction Bureau)**<br>Yokohama,<br>Kanagawa Pref.<br>Japan | **378**<br>—<br>127 | | **1979** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (433)<br>39,70 3,301<br>36,00 14,20 5,00<br>1 dk<br>RW len 89 | **TM Pollution & Surface Clearance Vessel**<br>Twin Hull<br>Mchy.aft<br>HeCls. C | Daihatsu<br>2 Oil 4SA each 6Cy. 220 × 280<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **SOKE**<br>**D.B. Deniz Nakliyati T.A.S. Genel Mudurlugu (Turkish Cargo Lines)**<br>Istanbul<br>Turkey | *1 594*<br>*1 053*<br>2 700<br>T/cm<br>7,9 | AB | **1987** Celiktekne Sanayii ve Ticaret A.S.—Istanbul (227)<br>80,09 (BB) 5,201<br>70,11 12,90 5,62<br>P 11,0 F 12,2 2 dks<br>rf nil | **M General Cargo**<br>2 Ho ER<br>2 Ha (stl) ER | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 192kW 380V 50Hz a.c.<br>Fuel 260,0t (d.o.)-6,5pd 12kn |
| **SOKHNA ANTA**<br>ex Le Malouin-91 ex Valloire-72<br>**Fari Peche Ltd.**<br>Kingstown<br>St. Vincent and the Grenadines | **156**<br>52<br>— | BV | **1966** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5150)<br>27,13 6,74 2,661<br>6,68 3,56<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>In.100<br>2 Ha (each 0,9 × 1,0) | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>412kW (560bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 30,0t (d.o.) 11kn |
| **SOKNA**<br>ex Birte-89 ex Arktis-82<br>ex Tor Timber-75 ex Arktis-72<br>**Sokna K/S**<br>Auklandshamn Management A/S<br>Haugesund<br>Norway (NIS) | T.Mk<br>**498**<br>371<br>1 370 | BV (GL) | **1970** Husumer Schiffsw.—Husum (1292)<br>76,31 11,99 3,950<br>69,19 11,90 6,41<br>F 6,4 2 dks | **M General Cargo**<br>Portable-guides<br>Ice strengthened<br>1 Ho 52,8 ER<br>G.2 705 B.2 591<br>TEU 72<br>C.Ho 10/20' (30') 15/40' C.Dk 16/20' (30') 8/40'<br>1 Ha (stl) (43,8 × 7,6) ER | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>13,25kn |
| **SOKNATUN**<br>**Soknatun Inc.**<br>O. H. Meling & Co.<br>Haugesund<br>Norway (NIS) | **1 599**<br>1 149<br>2 958 | NV | **1972** Stocznia Gdanska im. Lenina—Gdansk (B431/206)<br>84,16 13,62 5,296<br>77,50 13,59 6,41<br>P 21,1 F 13,2 1 dk<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho 27,8 27,7 ER<br>G.3 862 B.3 559<br>2 Ha (stl) (each 21,9 × 8,0) ER<br>4W Der 4(5) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 84kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 274,5t (d.o.)-7,5pd 12,75kn |
| **SOKO EDER**<br>ex Jaime Lopez Tapia-88<br>**Auxiliar Maritima del Puerto de Bilbao S.A.**<br>Bilbao<br>Spain | **125**<br>47<br>— | (GL) | **1970** S.A. Juliana Constructora Gijonesa—Bilbao (15)<br>24,64 2,693<br>22,03 6,81 3,20<br>1 dk | **M Tug** | MAN<br>Vee Oil 4SA 12Cy. 160 × 180 sr geared to sc. shaft<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>9kn |
| **SOKO MARU**<br>**Soko Kaiun K.K.**<br>Kitakyushu,<br>Fukuoka Pref.<br>Japan | **498**<br>—<br>1 100 | | **1976** Nakatani Shipyard Co. Ltd.—Nomi<br>59,80 4,031<br>53,60 10,00 4,60<br>1 dk | **M**<br>4 Ta ER<br>L.1 101 | Hanshin<br>Oil<br>1 350bhp (993kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11,5kn |
| **SOKOL**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa)<br>(U.S.S.R.) | T.Mk<br>**5 630**<br>2 681<br>—<br>**8 874**<br>4 576<br>13 738 | RS | **1969** Kherson Shipyard—Kherson<br>152,81 20,65 7,800/9,389<br>140,01 20,58 12,04<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>G.19 170 B.17 420<br>5 Ha (stl) (9,8 × 8,9) (14,4 14,4 14,4 × 10,9) ER (9,8 × 9,5)<br>2W Cr 6(8) Der 1(60) | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 272,5t (d.o.) 1 165,5t (hvf) 17kn |
| **SOKOL**<br>**Kaspryba**<br>(Makhachkala)<br>(U.S.S.R.) | *191*<br>*85*<br>314 | RS | **1987** ..............U.S.S.R.<br>29,45 8,15 3,120<br>28,50 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad |
| **SOKOL**<br>**Pesquera Iquique S.A.**<br>Iquique<br>Chile | **140**<br>—<br>183 | | **1965** A.G. "Weser" Werk Seebeck—Bremerhaven (893)<br>25,46 7,24<br>21,26 7,01 3,51 | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 6Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SOKOL**<br>**Soviet Danube Shipping Co.**<br>(Izmail)<br>(U.S.S.R.) | *106*<br>*31*<br>14 | RS | **1987** ..............U.S.S.R.<br>23,15 6,24 1,850<br>20,00 2,80<br>1 dk | **M Ferry** 70dk P<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>U.S.S.R. |

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| 7379747<br>*ELIG5*<br>8308<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SOKOLICA**<br>ex Sokolica II-88 ex Argosy-84<br>ex Sokolica-83<br>**Sokolica Transport Inc.**<br>OMI Corp.<br>Monrovia Liberia<br>SatCom: 1243656/SOCA | **76 883**<br>53 253<br>133 300<br>T/cm<br>121,0 | (NV) (PR) | **1975** Mitsubishi Heavy Industries Ltd.—Yokohama (952)<br>293,00 (BB) 48,06 —<br>284,64 47,99 20,30<br>F - 1 dk<br>Bow/CM 142 Diam. 0,406 MH 1,5 | **M Tanker**<br>COW IGS Ice strengthened<br>13 Ta ER<br>L.(oil) 173 721 HeCls. CptB<br>3 Cargo pumps total 10 500T/hr | Sulzer<br>Oil 2SA 10Cy. 900 × 1550<br>21 331kW (29 000bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Fuel 502,0t (d.o.) 8 771,0t (hvf)-85,0pd |
| 6929105<br>*ESKC*<br>M-30335<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SOKOLINOYE**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 139 | RS | **1969** VEB Volkswerft Stralsund—Stralsund (275)<br>82,00 13,62 5,190<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (2,5 × 2,8) (2,5 × 2,2) (2,2 × 1,8) (1,3 × 1,3)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geare<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| 8843044<br>*UPVE*<br>M-41389<br>Esd Rdr RTv | **SOKOLNIKI**<br>**Kaliningradskiy Tralflot**<br>(Kaliningrad) (U.S.S.R.) | *4 407*<br>*1 322*<br>1 810 | RS | **1991** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,900<br>96,40 - 10,20<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>G.870 In.2 219 L.35 | Pielstick<br>Oil 4SA 6Cy. 400 × 460 geared to sc<br>7 004bhp (5 152kW)<br>Russkiy-Diesel Works |
| 7620330<br>*UIKL*<br>M-33767<br>Df Esd Gc<br>Rdr Rt | **SOKOLOVKA**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **710**<br>207<br>351 | RS | **1976** ..............U.S.S.R.<br>53,73 (BB) 10,70 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller double ended at |
| 7833262<br>*UBNO*<br>M-37025<br>Df Esd Gc<br>Rdr RTv | **SOKOLOVO**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | T.Mk<br>**3 385**<br>1 435<br>1 815 | RS | **1980** ..............U.S.S.R.<br>103,71 16,01 5,798<br>94,01 10,24<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (stl) (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>6 900bhp (5 075kW)<br>CKD Praha |
| 8031201<br>*UBKS*<br>M-31319<br>Df Esd Gc<br>Pfd Rdr RTv | **SOKRAT**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**3 090**<br>1 393<br>2 117 | RS | **1980** VEB Volkswerft Stralsund—Stralsund (504)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR |
| 7533898<br>*EWIU*<br>M-12445 | **SOKUR**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>94 | RS | **1975** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| 7353303<br>*3EIO5*<br>17730-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv | **SOL**<br>ex Ken Sky-91 ex Jeddah Cement I-87<br>ex Maritime Winner-81<br>**Palm Bay Inc.**<br>Panama Panama<br>SatCom: 1332544/KNSK | **22 126**<br>16 440<br>41 751<br>T/cm<br>44,3 | NV (AB) | **1973** Sanoyasu Dockyard Co. Ltd.—Osaka (327)<br>182,81 (BB) 27,64 4,020<br>173,01 27,59 17,25<br>P 6,8 F 11,6 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.53 660 B.44 938<br>5 Ha (stl) (10,5 18,2 18,3 18,3 18,3 × 10,9) ER<br>Cr 5(10) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 3 × 408kW 440V 60Hz a.c. |
| 5285409<br>*HQIA5*<br>Df Esd Rt | **SOL**<br>ex Themostoklis P-89 ex Epivate-84<br>ex Prinses Wilhelmina-75<br>**Silas Compania Naviera**<br>Honduras | **480**<br>269<br>864 | (HR)<br>✠Classed LR until 7/1/77 | **1951**-11 N.V. Schbwf. v/h De Groot & Van Vliet —Slikkerveer (284)<br>55,78 9,12 3,582<br>49,36 9,00 4,09<br>P 12,8 F 9,8 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.1 042 B.965<br>2 Ha ER<br>2W Der 2(3) | Brons<br>Oil 4SA 8Cy. 290 × 450<br>500bhp (368kW)<br>Appingedammer Brons<br>Fuel 73,0t |
| 9036117 | **SOL**<br>**Societe Maritime Marco-Polonaise S.A.**<br>Agadir Morocco | **171**<br>51<br>330 | BV | **1990** Stocznia "Wisla"—Gdansk (1103)<br>25,71 3,682<br>22,46 7,41 4,02 | **M Fishing**<br>Stern Trawler | MAN<br>Oil<br>570bhp (419kW)<br>MAN Nutzfahrzeuge A.G. |
| 7028960<br>*ELAQ5*<br>6929<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SOL DO BRASIL**<br>ex Ariane I-84 ex Sultana-76<br>Launched as Sultanacore<br>**m.v. Ariane I Shipping Corp.**<br>Maritime Services Aleuropa G.m.b.H.<br>Monrovia Liberia | T.Mk<br>**6 168**<br>3 580<br>8 555<br>**7 992**<br>4 764<br>9 881 | ✠**100A1** SS 7/88<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Z $2\frac{1}{8}$"U2<br>FN 4414 | **1970**-12 A/S Bergens M/V—Bergen (639)<br>147,86 20,05 8,586/9,170<br>135,77 20,01 12,50<br>F 13,8 1 dk<br>rf 102 conv Refrigerated Cargo 84 | **M Refrigerated Cargo Fruit Juice Carrier**<br>1 Ta 4 Wing Ta ER 2 Wing Ta<br>L.7 932 | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW)<br>Akers/Nylands Verksted<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 524kW 1 × 392kW<br>450V 60Hz a.c.<br>Fuel 361,5t (d.o.) 1 358,5t (hvf) |
| 8706313 | **SOL DO MAIO**<br>**Interbase E.P.**<br>Sao Vicente Cape Verde Republic | **121**<br>40<br>— | BV | **1985** V.S.R. B.V.—Made ((4123))<br>22,71 —<br>7,01 3,51<br>1 dk | **M Fishing**<br>Tuna | Caterpillar<br>Oil 4SA 6Cy. 121 × 152 geared to s<br>299bhp (220kW)<br>Caterpillar Inc. |
| 6510784<br>*H2DE*<br>701672<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **SOL EXPRESS**<br>ex Earl Siward-81 ex Dover-77<br>**Chanson Shipping Co. Ltd.** | **3 640**<br>1 255<br>818 | (GL)<br>✠Classed LR until 24/6/83 | **1965**-6 Swan, Hunter & Wigham Richardson Ltd. —Wallsend (2013)<br>112,48 16,79 4,115<br>105,62 16,77 10,52<br>2 dks, 3rd dk except in mchy. space<br>RW rf 305 conv RoRo Cargo/Ferry 89 | **TS RoRo Cargo/Ferry**<br>Stationary Restaurant Ship<br>Bow & stern door | 4 S Turb dr geared to sc. shafts<br>12 000shp (8 827kW)<br>Wallsend Slipway Engineers Ltd<br>Gen 4 × 350kW 220V d.c.<br>Thw. thrust Contr. pitch propeller<br>Fuel (o.f.) |
| 5428269<br>*LLHD*<br>17031<br>Df Esd Rt | **SOL KARI**<br>ex Floeyen-79 ex Skudeholm-72<br>ex Fjaerholmen-68 ex Mimi Hansen-64<br>ex Hinrich Koppelmann-63<br>**Jarle Stabben**<br>Kristiansund Norway | **298**<br>167<br>490 | GL | **1955** Husumer Schiffsw.—Husum (1076)<br>45,17 8,28 3,169<br>39,50 8,26 3,48<br>P 8,9 F 5,8 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.623 B.595<br>1 Ha (20,8 × 4,9) ER<br>2W Der 1(5) | Wichmann<br>Oil 2SA 5Cy. 280 × 420<br>750bhp (552kW)<br>A/S Wichmann<br>Controllable pitch propeller |
| 7382586<br>*LAIP4*<br>N-00986<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SOL TRANSPORTER**<br>ex Gefion Atlantic-90 ex Ficus-89<br>**Solship A/S**<br>Stavanger Norway (NIS)<br>SatCom: 1312303/LAIP | **18 973**<br>12 903<br>32 229<br>T/cm<br>36,8 | ✠**100A1** SS 2/91<br>oil tanker (cc)<br>✠**LMC** **UMS**<br>EL It $3\frac{1}{16}$"U2<br>FN 6719 | **1976**-2 Haugesund M/V A/S—Haugesund (53)<br>170,69 (BB) 25,96 11,373<br>163,07 25,90 15,30<br>F 18,9 1 dk<br>rf 76 Bow/CM 88 Diam. 0,360 | **M Tanker**<br>21 Ta ER<br>L.(oil) 42 445<br>4 Cargo pumps total 3 600T/hr | MAN<br>2 Oil 4SA each 6Cy. 520 ×<br>shaft<br>8 826kW (11 999bhp)<br>Masch. Augsburg-Nuernberg<br>Gen 2 × 736kW 440V 60Hz a.c.<br>Controllable pitch propeller |

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| **SOLA**<br>ex Natascha-91<br>**Polish Baltic Shipping Co. (Polska Zegluga Baltycka)**<br>Kolobrzeg Poland | *910*<br>*273*<br>1 002 | (GL) | **1988** Schiffswerft u. Mfbk. Cassens G.m.b.H. —Emden (183)<br>69,10 (BB) 2,501<br>65,80 9,46 4,90<br>1 dk | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho ER<br>G.1 655 B.1 560<br>TEU 36 C. 36/20'<br>1 Ha (stl) (37,8 × 7,4) ER | MWM TBD604-6<br>Oil 4SA 6Cy. 170 × 195 sr reverse geared to sc. shaft<br>529kW (719bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 104kW 1 × 42kW 220/380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 46,88t (d.o.) 9kn |
| **SOLA**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Koga"**<br>Hel Poland | **181**<br>54<br>100 | PR | **1967** Gdynska Stocznia Remontowa—Gdynia (TR27/319)<br>29,15 7,52 3,210<br>23,09 7,50 4,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho ER<br>In.140 | Sulzer<br>Oil 4SA 6Cy. 220 × 240<br>419kW (570bhp) NE 90<br>H. Cegielski Poznan<br>Gen 1 × 50kW 1 × 48kW 400V a.c.<br>Controllable pitch propeller<br>10,3kn |
| **SOLA FIDE**<br>**Rederij Korf**<br>Urk Netherlands<br>SatCom: 1301101 | **527**<br>—<br>— | | **1989** Schps. Barkmeijer Stroobos B.V.—Stroobos (245)<br>43,97 - -<br>- - - | **M Fishing**<br>Side Trawler Beam-trawl Ref | Stork-Werkspoor 6SW280<br>Oil 4SA 6Cy. 280 × 300 geared to sc. shaft<br>1 471kW (2 000bhp)<br>Stork-Werkspoor Diesel B.V. Netherlands |
| **SOLA GRATIA**<br>ex Vertrouwen-91<br>**A. Tanis**<br>Goedereede Netherlands | *366*<br>*109*<br>— | | **1980** Tille Scheepsbouw B.V.—Kootstertille (212)<br>41,20 —<br>37,39 8,03 4,04<br>1 dk<br>len 86 | **M Fishing**<br>Side Trawler Beam-trawl | Bolnes 12VDNL150/600<br>Vee Oil 2SA 12Cy. 190 × 350 geared to sc. shaft<br>1 800bhp (1 324kW)<br>"Bolnes" Motorenfabriek B.V. Netherlands |
| **SOLA GRATIA**<br>**Zeevisserijmij J. Kaptijn B.V.**<br>Urk Netherlands | **359**<br>111<br>— | | **1982** Scheepswerf Metz—Urk (59)<br>43,09 -<br>- 8,51 4,63<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Bolnes<br>Oil<br>2 340bhp (1 721kW)<br>"Bolnes" Motorenfabriek B.V. Netherlands |
| **SOLA GRATIA**<br>ex Prins Maurits-80<br>**V.o.f. Rederij Daalder**<br>Oosterend, Texel Netherlands | *281*<br>*84*<br>— | | **1974** Scheepswerf en Reparatiebedrijf "Harlingen" B.V.—Harlingen (42)<br>38,18 7,88 —<br>33,86 7,80 4,12<br>1 dk<br>len 86 | **M Fishing**<br>Side-fishing | Kromhout 9FCHD240<br>Oil 4SA 9Cy. 240 × 260<br>1 425bhp (1 048kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **SOLA No. 6**<br>ex Taiyo Maru No. 6-83<br>ex Manryo Maru No. 32<br>**Inter-Arika S.A.** | **377**<br>187<br>— | | **1967** Narasaki Zosen K.K.—Muroran (618)<br>48,82 8,41 3,404<br>42,80 8,39 3,81<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SOLABARRIETA ANAYAK**<br>**Hermanos Solabarrieta Arrizabalaga**<br>Ondarroa Spain | **240**<br>82<br>142 | BV | **1972** Ast. de Murueta S.A.—Guernica (108)<br>37,44 7,47 3,480<br>32,01 7,42 3,92<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Alpha<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Cons. Echevarria Bermeo<br>Fuel (d.o.) 12kn |
| **SOLAN**<br>**D. Sutherland**<br>Inverness United Kingdom | **235**<br>147<br>129 | | **1985** James N. Miller & Sons Ltd.—St. Monance (1022)<br>25,94 3,468<br>23,12 7,36 3,92<br>1 dk | **M Fishing**<br>Side Trawler Seiner | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>650bhp (478kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SOLANA No. 6**<br>ex Toyo Maru No. 15-90<br>ex Kinei Maru No. 85-80<br>**Pacific Tuna Co. Ltd.**<br>Port Vila Vanuatu | **299**<br>148<br>— | | **1972** Niigata Eng. Co. Ltd.—Niigata (1150)<br>48,93 8,34 3,252<br>43,59 8,31 3,66<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SOLANO**<br>**Oy Nielsen Shipping Services Ltd.**<br>OY Henry Nielsen AB<br>Helsinki/Helsingfors Finland<br>SatCom: 1623103/OISI | *8 966*<br>*3 222*<br>7 700 | NV | **1984** Rauma-Repola Oy—Rauma/Raumo (286)<br>120,22 21,04 6,716<br>111,21 21,01 14,51<br>2 dks | **M RoRo Cargo**<br>Pallets Paper-carrying<br>Side doors 2(s) Ice strengthened<br>Stern door/ramp<br>L 12,00 W 13,60<br>Lane Length 1184 Cargo Width 13,00<br>Clear height 6,20<br>Trailers 21<br>Mchy.aft<br>1 Ho<br>B.13 264<br>TEU 146 C. 146/20' | Wartsila 16V32<br>Vee Oil 4SA 16Cy. 320 × 350<br>7 749bhp (5 700kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 600kW 3 × 275kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **SOLANO**<br>**Maritime Reefer Transport Ltd.**<br>Szczecin Poland | *3 226*<br>*1 178*<br>2 397 | PR | **1984** Stocznia im. "Komuny Paryskiej"—Gdynia (B361/201)<br>94,87 5,601<br>87,53 15,00 7,83<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>In.3 400 | Sulzer 6ZL40/48<br>Oil 4SA 6Cy. 400 × 480<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice |
| **SOLANO**<br>**International Transport Solano Inc.**<br>Panama Panama | **846**<br>133<br>— | AB | **1977** Matsuura Tekko Zosen—Higashino (263)<br>55,00 11,23 4,601<br>50,02 11,21 5,21<br>F 27,2 1 dk | **TM Tug**<br>Fire-fighting Salvage | Fuji 16V27.5X-G<br>2 Vee Oil 4SA each 16Cy. 275 × 320 reverse reduction geared to sc. shafts<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 3 × 240kW<br>14,5kn |
| **SOLAR**<br>ex Gulfsolar-85<br>**American Heavy Lift Shipping Co.**<br>Wilmington, De United States of America<br>SatCom: 1502230/WJLP | **18 116**<br>11 560<br>31 300<br>T/cm<br>42,0 | AB | **1959** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4571)<br>196,55 25,73 10,557<br>187,46 25,61 13,42<br>P 37,8 B 10,7 F 23,5 1 dk<br>RW rf nil Bow/CM 101 Diam. 0,356 | **S Tanker**<br>30 Ta ER<br>L.(oil) 39 728 HeCls. BC<br>4 Cargo pumps total 4 540T/hr | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 500kW<br>Fuel 2 713,0t (o.f.)-81,0pd 17,5kn |
| **SOLAR WING**<br>**United Car Transport Corp. S.A.**<br>Monrovia Liberia<br>SatCom: 1242332/SOLR | *41 604*<br>*12 482*<br>13 224<br>T/cm<br>41,5 | NK | **1988** Sanoyas Corp.—Mizushima (1088)<br>187,03 (BB) 8,219<br>179,89 32,21 27,82<br>2 dks | **M Vehicles Carrier** | Sulzer 8RTA58<br>Oil 2SA 8Cy. 580 × 1700<br>9 128kW (12 410bhp)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 100,0t-38,5pd 19kn |
| **SOLARA**<br>ex Maya-87 ex Eridan-79<br>ex Austrian Sailor-78 ex Wien-76<br>ex Seeadler-72<br>**Solara Shipping Co. Ltd.**<br>Rassem Shipping Agency<br>Beirut Lebanon | T.Mk<br>**777**<br>401<br>1 500<br><br>**1 476**<br>1 050<br>2 564 | (GL) | **1966** Jos. L. Meyer—Papenburg (547)<br>74,81 11,87 4,020/5,747<br>67,01 11,76 6,81<br>B 14,1 F 7,7 2 dks | **M General Cargo**<br>1 Ho 50,4 ER<br>G.3 391 B.3 087<br>2 Ha (stl) (14,4 15,6 × 7,7) ER<br>6W Der 1(21) 2(5) 4(3) | Deutz RBV6M358<br>Oil 4SA 6Cy. 400 × 580<br>1 600bhp (1 177kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 75kW 380V 50Hz a.c.<br>Fuel 140,0t (d.o.) 13,5kn |
| **SOLARIS**<br>**Shell Tankers B.V.**<br>'s Gravenhage Netherlands<br>SatCom: 1300133/PHQI | *56 456*<br>*32 733*<br>84 000 | ✠**100A1** SS 5/88<br>oil tanker<br>SPM<br>✠**LMC** **UMS**<br>**IGS**<br>EL Ut 715,0/90,0U3<br>FN 14627 | **1985**-11 Hyundai Heavy Industries Co. Ltd.—Ulsan (352)<br>244,51 (BB) 42,73 14,601<br>234,02 42,68 19,82<br>1 dk<br>rf nil | **M Tanker**<br>COW IGS(LR) PL SBT<br>pt higher tensile steel<br>cs 4<br>8 Ta ER<br>8 Ta (stl) ER<br>L.(oil) 103 639<br>8 Cargo pumps total 13 200T/hr | B&W 5L80MCE<br>Oil 2SA 5Cy. 800 × 2592<br>16 000bhp (11 769kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>TOH (o.f.) 7,7kgf/cm² (7,6bar)<br>TOH (o.f.) 7,7kgf/cm² (7,6bar)<br>Gen 1 × 1500kW 3 × 990kW 440V 60Hz a.c.<br>Fuel 172,5t (d.o.) 2 157,5t (hvf)-43,0pd 15kn |

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|---|---|---|---|---|---|---|
| **7625342**<br>*IBSJ*<br>963<br>Df Esd Gc<br>Pfd Rdr RTv | **SOLARO**<br>**Carbocoke Armamento S.p.A.**<br>Palermo Italy<br>SatCom: 1150313/IBSJ | **4 652**<br>2 660<br>8 067<br>T/cm<br>16,7 | RI | **1978** Cant. Nav. M. & B. Benetti—Viareggio (113)<br>129,83 16,44 7,051<br>116,67 16,41 8,92<br>1 dk<br>Bow/CM 74 Diam. 0,254 | **M Tanker**<br>Chemical<br>CBT<br>12 Ta ER<br>L.99 000 HeCls. ptB ptC<br>20 Cargo pumps total 1 740T/hr | Fiat<br>2 Oil 4SA each 6Cy. 420 × 500 geared<br>5 296kW (7 200bhp)<br>S.A. Fiat S.G.M.<br>Gen 4 × 2388,8kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 26,0t (d.o.) 495,0t (hvf)-19,0pd |
| **8802636**<br>*9WTE*<br>M66<br>Esd Rdr Rt | **SOLAS**<br>**Government of Malaysia (Director of Marine - Sabah)**<br>Labuan Malaysia | *684*<br>*205*<br>— | **100A1**<br>Class contemplated | **1989** Sabah Shipyard Sdn. Bhd.—Labuan (142)<br>50,00 10,70 2,601<br>47,60 10,50 4,00<br>1 dk. | **M Buoy & Lighthouse Tender** | Blackstone<br>Oil 4SA 6Cy. 222 × 292 with clutches,<br>couplings & sr geared to sc. shaft<br>691kW (939bhp)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 160kW 240/415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **5210636**<br>*LMRZ*<br>11687<br>Rdr Rt | **SOLAS**<br>ex Borgoy-74 ex Lofting-66 ex Atlas-58<br>ex Herta-47<br>**P/R Solas**<br>Rolf Leiren<br>Bergen Norway | **254**<br>147<br>284 | (NV) | **1937** J. J. Sietas Schiffswerft—Cranz (324)<br>38,99 6,71 2,337<br>36,91 6,66 2,60<br>P 8,3 F 4,9 1 dk<br>R rf 500 | **M General Cargo**<br>1 Ho 21,3 ER<br>G.425<br>2 Ha (5,1 11,6 × 4,4) ER<br>2W Der 2(2) | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>400bhp (294kW) NE made75 fitted79<br>General Motors Corp., Detroit Diesel<br>Div.<br>Fuel 6,0t (d.o.)-1,0pd |
| **7727413**<br>*LHBG*<br>19189<br>Esd Rdr Rt | **SOLBAKK**<br>**Rogaland Trafikkselskap A/S**<br>Stavanger Norway | **652**<br>352<br>258 | (NV) | **1978** Moss Rosenberg Verft A/S—Stavanger (208)<br>64,32 11,46 3,101<br>54,01 11,26 4,22<br>1 dk<br>rf 1740 BK 170 | **M RoRo Cargo/Ferry** 399dk P<br>Bow door Stern door<br>Cars 50<br>Mchy.aft | Normo<br>Oil 4SA 8Cy. 250 × 300 geared to sc.<br>1 300bhp (956kW)<br>A/S Bergens M/V<br>Controllable pitch propeller , 1 fwd |
| **6914344**<br>*TFRE*<br>1558<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SOLBAKUR**<br>ex Dagstjarnan-87 ex Ran-81<br>ex C. S. Forester-80<br>**Utgerdarfelag Akureyringa H/f**<br>Akureyri Iceland | **743**<br>238<br>381 | ✠**100A1** SS 1/91<br>stern trawler<br>✠**LMC**<br>EL (I)ct $1\frac{3}{16}$"U2<br>FN 900 | **1969**-8 Charles D. Holmes & Co. Ltd.—Beverley (1051)<br>51,62 11,00<br>49,08 10,98 7,35<br>B 9,8 2 dks<br>rf 1067 BK 152 | **M Fishing**<br>Stern Trawler<br>Mchy.fwd<br>1 Ho 9,6<br>1 Ha (stl) (7,4 × 1,1)<br>Der 1(3) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 950bhp (1 434kW)<br>N.V. Werkspoor<br>db 80lbf/in² (5,6bar)<br>Gen 2 × 150kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 183,0t (d.o.) |
| **7302378**<br>*TFIN*<br>1276<br>Df Esd Gc<br>Pfd Rdr Rt | **SOLBAKUR**<br>ex Adalvik-90 ex Drangey-89<br>**Utgerdarfelag Akureyringa H/f**<br>Akureyri Iceland | T.Mk<br>**560**<br>180<br>359 | ✠**100A1** SS 9/86<br>stern trawler<br>Ice Class 3<br>✠**LMC**<br>EL (I)J 1"U2<br>FN 766 | **1973**-3 Narasaki Zosen K.K.—Muroran (808)<br>53,70 9,53 4,566<br>47,83 9,50 6,51<br>B & F 18,6 2 dks<br>rf 787 Box K 457 len 86 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Crepelle<br>Oil 4SA 8Cy. 260 × 280 sr geared to sc<br>1 618kW (2 200bhp) NE 9/86<br>Societe Moteurs Duvant Crepelle<br>Gen 2 × 430kW 1 × 200kW 380V<br>Controllable pitch propeller |
| **7360239**<br>*TFFT*<br>1397<br>Df Esd Gc<br>Pfd Rdr Rt | **SOLBERG**<br>**Saeberg H/f**<br>Olafsfjordur Iceland | **500**<br>178<br>339 | ✠**100A1** SS 12/87<br>stern trawler<br>Ice class 3<br>✠**LMC**<br>EL J 1"U2<br>FN 755 | **1974**-9 S.I.C.C.Na.—St. Malo (136)<br>50,73 10,65 4,642<br>43,19 10,30 7,17<br>2 dks<br>rf 1270 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Crepelle<br>Vee Oil 4SA 12Cy. 260 × 280 sr geared<br>shaft<br>1 324kW (1 800bhp)<br>Crepelle et Cie.<br>Gen 2 × 100kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7350595**<br>*TFFS*<br>1359<br>Df Esd Pfd<br>Rdr Rt | **SOLBORG**<br>ex Sturlaugur II-75<br>**Solfari H/f**<br>Faskrudsfjordur Iceland | **138**<br>63<br>— | | **1974** Bernhardsson Skipasmidjustod h/f<br>—Isafjordur (49)<br>30,84 6,74<br>26,47 6,71 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 6Cy. 121 × 152 geared<br>850bhp (625kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7224332**<br>*LAVK2*<br>N-00643<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SOLBULK**<br>ex Sideris-89 ex Antenor-78<br>**Solbulk Shipping A/S**<br>Solstad Shipping A/S<br>Skudeneshavn Norway (NIS) | **16 848**<br>11 334<br>27 158<br>T/cm<br>35,2 | AB | **1972** Mitsui SB. & Eng. Co. Ltd.—Osaka (927)<br>176,74 (BB) 22,92 10,516<br>168,00 22,86 14,10<br>P 33,3 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,8 20,5 21,2 21,2 21,2 21,7<br>ER<br>G.36 224 B.31 100<br>6 Ha (stl) (12,3 12,7 12,7 12,7 12,7 12,7 ×<br>9,9)<br>Cr 5(8) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 237,5t (d.o.) 1 569,5t (hvf) |
| **7906215**<br>*YQIN*<br>534<br>Df Esd Gc<br>Rdr Rt | **SOLCA**<br>**Navrom Shipping Company**<br>Constantza Romania | T.Mk<br>**2 475**<br>917<br>2 960<br><br>**3 540**<br>1 621<br>4 620 | RNR | **1979** Santierul Naval Braila—Braila (1340)<br>105,97 14,81 5,630/7,062<br>93,35 14,79 8,49<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 19,4 21,4 22,1 ER<br>G.5 912 B.5 389<br>TEU 80<br>3 Ha (stl) (12,0 × 8,0) (15,3 15,3 × 10,2)<br>ER<br>6W Der 3(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Bryansk Eng. Works<br>Gen 3 × 450kW 400V 50Hz a.c.<br>Fuel 454,0t |
| **5275038**<br>*LLKU*<br>12481<br>Df Rt | **SOLDAG**<br>ex Oyholm-74 ex Gobi-70 ex Perny-66<br>ex Narvik-61<br>**Elsa Ernsten**<br>Harstad Norway | **228**<br>122<br>371 | NV | **1945** Karlstads Varv A/B—Karlstad (121)<br>36,38 7,35 3,226<br>32,92 7,32 3,41<br>1 dk<br>BK 165 | **M General Cargo**<br>1 Ho ER<br>G.453<br>1 Ha (13,1 × 4,1) ER<br>2W Der 1(5) 1(3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW) NE made73 fitted77<br>Caterpillar Tractor Co.<br>Gen 1 × 22kW 220V d.c.<br>Fuel 14,0t (d.o.)-2,0pd |
| **6902963**<br>*IVPT*<br>266<br>Df Esd Gc<br>Pfd Rdr Rt | **SOLDANELLA**<br>ex Sadikia ex Copemar Primo<br>ex Vittorio Puddu ex Biancamaria<br>**Ulmer S.p.A.**<br>Cagliari Italy | **139**<br>67<br>— | | **1968** Cant. Nav. Elio Gaetani—Civitanova Marche<br>31,50 7,01<br>24,49 7,00 3,38 | **Wood M Fishing**<br>Side-fishing | Ansaldo<br>Oil 4SA 4Cy. 320 × 420<br>530bhp (390kW)<br>Ansaldo Meccanico Nucleare S.p.A. |
| **7233553**<br>*LAQD2*<br>N-00482<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SOLDROTT**<br>ex Med Sea-89 ex Stream Bantayan-86<br>ex Stream Bollard-85<br>**Soldrott K/S**<br>Solstad Shipping A/S<br>Skudeneshavn Norway (NIS) | **19 407**<br>14 020<br>33 024<br>T/cm<br>41,9 | AB | **1973** Osaka Zosensho—Osaka (331)<br>185,38 (BB) 26,04 11,367<br>175,01 26,00 16,11<br>F 11,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Vehicles<br>5 Ho 26,9 31,9 11,2 31,9 26,3 ER<br>G.41 371 B.40 068<br>5 Ha (stl) (16,7 17,6 × 12,6) (7,9 × 9,9)<br>(17,6 16,7 × 12,6) ER<br>Cr 3(8) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (IHI)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 2 140,0t (hvf) |
| **5344384**<br>*IRTA*<br>1313<br>Df Esd Rdr<br>RTm/v | **SOLE PRIMO**<br>ex Sun XIX-79<br>**Rimorchiatori Napoletani S.M.**<br>Napoli Italy | **190**<br>53<br>— | RI<br>✠Classed LR until<br>16/5/80 | **1956**-10 Philip & Son Ltd.—Dartmouth (1289)<br>32,67 7,90 3,576<br>30,48 7,78 3,87<br>1 dk<br>RW rf 533 BK 178 | **M Tug** | Ruston<br>Oil 4SA 6Cy. 381 × 508 sr reverse<br>shaft<br>Ruston & Hornsby Ltd.<br>Gen 2 × 12kW 110V d.c.<br>Fuel (d.o.) |
| **5344396**<br>*IRTB*<br>1315<br>Df Esd Rdr<br>RTm/v | **SOLE SECONDO**<br>ex Sun XX-79<br>**Rimorchiatori Napoletani S.M.**<br>Napoli Italy | **190**<br>53<br>— | RI<br>✠Classed LR until<br>25/1/80 | **1957**-5 Philip & Son Ltd.—Dartmouth (1290)<br>32,67 7,90 3,360<br>30,48 7,78 3,87<br>1 dk<br>RW rf 533 BK 178 | **M Tug** 77P | Ruston<br>Oil 4SA 6Cy. 381 × 508 sr reverse<br>shaft<br>Ruston & Hornsby Ltd.<br>Gen 1 × 30kW 2 × 12kW 110V<br>Fuel (d.o.) |
| **7349089**<br>*DBFI*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **SOLEA**<br>**Government of The Federal Republic of Germany (Bundesminister fur Ernahrung Landwirtschaft und Forsten)**<br>Hamburg Federal Republic of Germany | **337**<br>106<br>114 | GL | **1974** Schiffswerft u. Masch. Max Sieghold<br>—Bremerhaven (162)<br>35,39 9,05 3,569<br>29,19 9,00 4,40<br>B & F 17,1 1 dk | **M Research/Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>Der 1(3) | Deutz<br>Oil 4SA 6Cy. 220 × 280 reverse<br>to sc. shaft<br>870bhp (640kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller |

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|---|---|---|---|---|---|
| **SOLEA**<br>**Golden Sea Produce Ltd.**<br>J. & A. Gardner & Co. (Management) Ltd.<br>Glasgow United Kingdom | *235*<br>*74*<br>326 | **✠100A1**<br>extended European trading area service with with occasional voyages to the Faroe Isles<br>**✠LMC**<br>EL E 275,0/17,5U2<br>FN 346 | **1989**-7 Campbeltown Shipyard Ltd.—Campbeltown (085)<br>33,51 7,61 3,413<br>30,20 7,60 3,80<br>P 8,6 F 5,9 1 dk<br>rf 400 | **M Live-fish Carrier**<br>2 Ho ER<br>2 Ha (stl) ER<br>Cr 1(2) | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches, flexible couplings & sr geared to sc. shaft<br>459kW (624bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 60kW 1 × 15kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>8,5kn |
| **SOLEA**<br>**Prakla-Seismos AG**<br>Bremen Federal Republic of Germany | **160**<br>50<br>73 | | **1982**-3 Motorenwerk Bremerhaven G.m.b.H. —Bremerhaven (915)<br>GL 29,37 8,06 1,201<br>28,02 8,02 2,06<br>F 6,8 1 dk | **TM Research**<br>Seismographic | MAN<br>2 Vee Oil 4SA each 12Cy. 125 × 142 sr geared to sc. shafts<br>562bhp (413kW)<br>Masch. Augsburg-Nuernberg (MAN) Nuernberg<br>Gen 2 × 60kW 220/380V 50Hz a.c.<br>2 Directional propellers<br>9kn |
| **SOLEDAD**<br>**Piana y Compania S.L.**<br>Vigo Spain | **169**<br>88<br>314 | | **1966** Const. Nav. Santodomingo—Vigo (347)<br>28,12 6,43 3,302<br>(BV) 25,07 6,41 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.65<br>3 Ha (0,5 × 0,4) (1,0 1,0 × 1,0) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 43,0t (d.o.)<br>10kn |
| **SOLEDAD RUA**<br>**Remolcadores Unidos Argentinos S.A. (R.U.A.S.A.)**<br>Buenos Aires Argentina | **267**<br>54<br>195 | | **1983** Ast. Mestrina S.A.—Tigre (65)<br>3,201<br>(AB) 33,00 9,42 4,32<br>1 dk | **TM Tug** | MAN 9L25/30<br>Oil 4SA 9Cy. 250 × 300 sr reverse geared to sc. shafts<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Gen 2 × 80kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>13kn |
| **SOLEIL**<br>**United Co. for Floating Hotels**<br>Cairo Egypt | **1 600**<br>—<br>480 | **100A1**<br>Class contemplated<br>FN 947 | **1991** Shalkami Shipyard—Cairo (5/89)<br>68,03 12,30 1,101<br>63,02 11,51 3,51 | **TM Passenger Ship** | Caterpillar<br>2 Oil 4SA each 8Cy. 137 × 152 sr reverse geared to sc. shafts<br>514kW (699bhp)<br>Caterpillar Inc. Peoria, Illinois |
| **SOLEIL**<br>**Kyosho Kisen K.K., Tokushima Kosokusen K.K. & Kobe Senpaku K.K.**<br>Japan | **297**<br>—<br>— | | **1991** Mitsui Eng. & SB. Co. Ltd.—Tamano (TH1619)<br>43,20 1,400<br>10,80 3,50 | **TM Ferry**<br>Twin Hull 300dk P | Pielstick 16PA4V200VG<br>2 Vee Oil 4SA each 16Cy. 200 × 210 geared to sc. shafts<br>7 200bhp (5 296kW)<br>Niigata Eng. Co. Ltd. Japan<br>36,5kn |
| **SOLEIL D'ORIENT**<br>ex Seahire II-84 ex Gulf Queen-77<br>ex Alibut I-69<br>**Comex Middle East**<br>Panama Panama | **219**<br>140<br>— | | **1967** Scheepswerf "Vooruit" C.V.—Zaandam<br>*25,30* 7,01<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,5kn |
| **SOLEIMAN**<br>**National Iranian Tanker Co.**<br>Bandar Bushehr Iran | *1 019*<br>*305*<br>1 463 | **✠100A1**<br>offshore supply ship<br>**✠LMC**<br>EL (L) 555,3/34,0U2(a)<br>FN 956 | **1984**-5 Kanrei Zosen K.K.—Naruto (302)<br>61,12 12,76 4,301<br>55,50 12,21 5,01<br>P 24,7 1 dk<br>rf 381 | **TM Supply Ship**<br>Deck Cargo Fire-fighting | Deutz SBV8M628<br>2 Oil 4SA each 8Cy. 240 × 280 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>3 700bhp (2 722kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 240kW 385V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 510,5t (d.o.)<br>13kn |
| **SOLENA**<br>ex World Fame-86<br>**Solena Shipping Co.**<br>Deutsche Shell Tanker Gesellschaft m.b.H.<br>Monrovia Liberia<br>SatCom: 1242437/SOLE | *51 771*<br>*27 041*<br>81 561 | ✠Classed LR until 30/11/86 | GL **1980**-10 Imabari Zosen—Marugame (1082)<br>243,85 (BB) 42,07 13,028<br>235,01 42,00 18,52<br>1 dk<br>rf 102 | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 100 564 | B&W 6L90GFC<br>Oil 2SA 6Cy. 900 × 2180<br>20 500bhp (15 079kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 271,0t (d.o.) 2 924,5t (hvf)<br>15,75kn |
| **SOLENT RAIDER**<br>ex James Rayel-89 ex Vermion-84<br>ex Bebington-83 ex Pando-77<br>**John H. Whitaker (Tankers) Ltd.**<br>Poole United Kingdom | **605**<br>329<br>1 056<br>T/cm<br>5,5 | ✠Classed LR until 1/78 | BV **1968**-1 Appledore Shipbuilders Ltd.—Appledore (A.S.38)<br>58,91 10,70 2,947<br>56,24 10,38 3,51<br>Trunk 29,6 1 dk<br>rf nil Diam. 0,203 len 69 | **M Tank Barge**<br>DB<br>10 Ta ER<br>L.(oil) 987 HeCls. C<br>2 Cargo pumps total 500T/hr | Ruston<br>Oil 4SA 6Cy. 203 × 273 sr reverse geared to sc. shaft<br>755bhp (555kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 60kW 220V d.c.<br>Fuel 39,5t (d.o.)<br>9,25kn |
| **SOLENT SCENE**<br>**Walter Charles & Caroline Hogg, Mark John & Jennifer Ann Rayment**<br>Southampton United Kingdom | **131**<br>76<br>— | | **1974** Bideford Shipyard (1973) Ltd.—Bideford (Y.55)<br>27,44 6,99 1,448<br>25,91 6,72 2,29<br>2 dks | **TM Ferry** | Gardner 8LXB<br>2 Oil 4SA each 8Cy. 121 × 152<br>306bhp (225kW)<br>L. Gardner & Sons Ltd. Manchester<br>10kn |
| **SOLEY**<br>ex Norbrit Waal-88 ex Selbydyke-85<br>**Bjorgun H/f**<br>Reykjavik Iceland | **1 448**<br>929<br>2 995 | ✠Classed LR until 14/1/88 | GL **1979**-2 Cochrane Shipbuilders Ltd.—Selby (106)<br>79,43 13,26 4,920<br>74,02 13,20 6,00<br>P 15,6 RAD 15,6 RFD 6,8 F 7,4 1 dk<br>rf nil conv General Cargo 88 | **M Hopper/Dredger**<br>Suction Bottom doors<br>Single side arm Dredging depth 25,0/40,0<br>Mchy.aft<br>Hopper 1 500 | Mirrlees KMR6<br>Oil 4SA 6Cy. 381 × 457 with flexible couplings & reduction geared to sc. shaft<br>2 207kW (3 000bhp)<br>Mirrlees Blackstone (Stockport) Ltd. Stockport<br>Gen 2 × 109kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 323,0t (hvf)<br>13kn |
| **SOLFELL**<br>ex Olafur Magnusson-84<br>**Njordur H/f**<br>Hrisey Iceland | **187**<br>84<br>— | | **1960** Brattvag Skipsinnredning & J. Johansens Sveiseverks.—Brattvag (9)<br>(NV) 36,20 6,76 3,322<br>33,74 6,74 3,56<br>1 dk<br>rf 1397 BK 102 len 65 | **M Fishing**<br>Side Trawler<br>2 Ho<br>2 Ha (0,9 × 0,9) (3,5 × 1,5)<br>1W Der 1(3) | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>600bhp (441kW)<br>A/S Wichmann Rubbestadneset<br>Fuel (d.o.) |
| **SOLFJORD**<br>**P/R Jorgensen**<br>Kjell Jorgensen<br>Bergen Norway | *549*<br>*330*<br>549 | | **1966** Leirvik Sveis A/S—Leirvik (27)<br>53,45 8,54 3,857<br>NV 48,93 8,50 5,52<br>B 9,2 F 7,1 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 27,9 ER<br>G.1 051 B.995<br>1 Ha (stl) (22,0 × 5,0) ER<br>2W Der 1(5) 1(3) | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>570bhp (419kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 64kW 2 × 5kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 30,5t (d.o.)-2,0pd<br>11kn |
| **SOLFONN**<br>**K/S A/S Solfonn**<br>Sigval Bergesen<br>Stavanger Norway | **1 598**<br>632<br>2 203 | | **1983** Hermann Suerken GmbH & Co. KG. —Papenburg (313)<br>NV 67,85 15,91 6,441<br>58,81 15,61 7,47<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.aft<br>5 Ta cyl vert<br>G.340 | Alpha 12U28L-VO<br>4 Vee Oil 4SA each 12Cy. 280 × 320 with clutches, flexible couplings & sr geared to sc. shafts<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 2120kW 2 × 308kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 1 aft<br>16,5kn |

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|---|---|---|---|---|---|---|---|---|
| 5333452<br>*LKQC*<br>10854<br>RdrRTm | **SOLFRID**<br>**Nyslep**<br>Narvik Norway | 135<br>57<br>— | | | **1942** Johan Drage—Rognan i Saltdal<br>*25,91* 7,78 2,744<br>7,73 | **Wood M Ferry**<br>Mchy.aft | 150P | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>300bhp (221kW) NE 60<br>A/S Wichmann<br>Gen 2 × 15kW 220V a.c.<br>Fuel 3,0t (d.o.) |
| 6716754<br>*LMBS*<br>16803<br>Df Esd Rdr<br>RTh | **SOLHAV**<br>**A/S Rydningen K/S**<br>Bergen Norway | 200<br>145<br>549 | | NV | **1967** Leirvik Sveis A/S—Leirvik (30)<br>45,70 8,54 3,487<br>40,04 8,50 5,52<br>B 9,2 F 7,1 1 dk & S dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 27,9 ER<br>G.1 051 B.994<br>1 Ha (stl) (22,0 × 5,0) ER<br>2W Der 1(5) 1(3) | OSD | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>535bhp (394kW)<br>Caterpillar Tractor Co.<br>Gen 3 × 5kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 30,5t (d.o.)-2,0pd |
| 6815146<br>*LAHE*<br>17059<br>Df Esd Rdr<br>Rt | **SOLHEIM SENIOR**<br>ex Feiebas-77<br>**Svein Solheim P/R**<br>Molde Norway | 213<br>86<br>— | | | **1968** G. Eides Sonner Skips—Hoylandsbygd (80)<br>33,58 7,35 4,901<br>29,29 7,29<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>G.200 In.60 | | Caterpillar<br>Oil<br>850bhp (625kW) NE 81<br>Caterpillar Inc. |
| 8008187<br>*MNCW8*<br>B12285<br>PD 63<br>Esd Rdr Rt | **SOLI DEO GLORIA**<br>**Osprey Trawlers Ltd.**<br>Peterhead United Kingdom | 397<br>119<br>— | | | **1981** Boele's Schps. & Mchf. B.V.—Bolnes (1070)<br>39,93<br>9,01 4,73<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl<br>Mchy.aft | | Deutz<br>Oil 4SA 9Cy. 240 × 280 geared to sc.<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz |
| 8817394<br>*PHQL*<br>Rt | **SOLI DEO GLORIA**<br>**H. Tanis & Zn.**<br>Goedereede Netherlands | *363*<br>*109*<br>— | | | **1989** Bodewes Schpsw. "Volharding" Foxhol B.V.<br>—Foxhol (303)<br>39,00 3,300<br>37,44 8,25 4,40<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref | | Stork-Werkspoor<br>Oil 4SA 9Cy. 280 × 300 sr geared to sc<br>2 000bhp (1 471kW)<br>Stork-Werkspoor Diesel B.V. |
| 7221536<br>*PHSM*<br>16314<br>Esd Pfd Rdr<br>Rt | **SOLI DEO GLORIA**<br>**J. & M. Padmos**<br>Goedereede Netherlands | 164<br>58<br>— | | | **1972** W. Visser & Zoon N.V. Werf "De Lastdrager"—Den Helder (70)<br>32,90 7,07<br>28,20 7,01 3,59<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | | Bolnes<br>Oil 2SA 10Cy. 190 × 350<br>883kW (1 200bhp)<br>"Bolnes" Motorenfabriek N.V. |
| 5333490<br>*PHPN*<br>24034<br>Df Esd Pfd<br>Rt | **SOLI DEO GLORIA**<br>**H. G. Blank**<br>Katwijk aan Zee Netherlands | *152*<br>*45*<br>— | | | **1960** D. & J. Boot Schpsw. "De Industrie"<br>—Alphen a/d Rijn (1288)<br>30,48 6,58<br>26,20 6,50 3,41<br>1 dk<br>RW | **M Fishing**<br>Side Trawler | | De Industrie<br>Oil 4SA 7Cy. 250 × 350<br>595bhp (438kW)<br>D. & J. Boot "De Industrie" |
| 7023283<br>*DZXG*<br>225168<br>Esd Rdr Rt | **SOLID DOS**<br>ex Hai Rong-80 ex Tomoaki Maru-76<br>**Solid Shipping Lines Corp.**<br>Manila Philippines | 1 479<br>761<br>2 778 | | NK | **1967** Daiko Dkyd Co. Ltd.—Osaka (50)<br>82,50 11,84 5,314<br>76,51 11,82 6,20<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.3 080 B.2 926<br>TEU 100 C. 100/20'<br>2 Ha (stl) (13,7 24,0 × 6,0) ER<br>6W Der 3(10) | | Daihatsu<br>Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 80kW 445V 60Hz a.c.<br>Fuel 132,0t-6,0pd |
| 6812120<br>*DZHD*<br>225305<br>Rdr | **SOLID TRES**<br>ex Takasugawa Maru No. 8-80<br>**Solid Shipping Lines Corp.**<br>Manila Philippines | 947<br>578<br>1 879 | | NK | **1968** Koyo Dockyard Co. Ltd.—Mihara (388)<br>75,14 11,31 4,801<br>70,01 11,28 7,29<br>P 14,1 2 dks | **M General Cargo**<br>2 Ho ER<br>G.3 980 B.3 662<br>TEU 100 C. 100/20'<br>2 Ha (stl) (15,0 24,6 × 6,4) ER<br>Der 3(6) | | Nippon Hatsudoki<br>Oil 4SA 6Cy. 380 × 580<br>1 800bhp (1 324kW)<br>Nippon Hatsudoki<br>Gen 2 × 64kW 440V 60Hz a.c.<br>Fuel 107,5t (d.o.)-6,5pd |
| 6918510<br>*DVFQ*<br>225073<br>Gc Rdr Rt | **SOLID UNO**<br>ex Nissho Maru-80<br>**Solid Shipping Lines Corp.**<br>Manila Philippines | 986<br>564<br>2 026 | | NK | **1968** Kishimoto Zosen—Kinoe (278)<br>70,01 11,03 5,055<br>65,00 11,00 5,59<br>P 14,4 F 8,0 1 dk | **M General Cargo**<br>G.2 266 B.1 979<br>TEU 100 C. 100/20'<br>1 Ha (34,6 × 5,9) ER<br>Der 2(8) | | Nippon Hatsudoki<br>Oil 4SA 6Cy. 380 × 580<br>1 800bhp (1 324kW)<br>Nippon Hatsudoki<br>Gen 2 × 64kW 440V 60Hz a.c.<br>Fuel 107,5t (d.o.)-6,5pd |
| 7013185<br>*Y6JX* | **SOLIDARITAT**<br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | 302<br>105<br>— | | DSRK | **1957** VEB Elbewerft—Boizenburg<br>47,96 8,34 2,699<br>46,72 3,00<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>216bhp (159kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 1 × 12,75kW 1 × 3,5kW 230V |
| 8813934<br>*SNGB*<br>Df Esd Gc<br>Rdr RTv | **SOLIDARNOSC**<br>**K/S Difko LXVIII**<br>Polish Steamship Co. (Polska Zegluga Morska)<br>Szczecin Poland<br>SatCom: 1703323/SNGB | *41 252*<br>*25 569*<br>73 470<br>T/cm<br>70,0 | NV (Class cont.) | PR | **1991** B & W Skibsvaerft A/S—Kobenhaven (934)<br>228,60 14,119<br>224,60 32,24 19,00<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.85 440<br>9 Ha (stl) ER | | B&W<br>Oil 2SA 5Cy. 600 × 2292<br>8 018kW (10 901bhp)<br>Hyundai Engine & Machinery Co. Ltd.<br>Gen 1 × 100kW 440V 60Hz a.c. |
| 7005645<br>Df Esd Gc<br>Rdr Rt | **SOLIDARNYY**<br>**Government of The Islamic Republic of Mauritania (West African Marine Development)** | 746<br>190<br>365 | | (RS) | **1960** "61 Kommunar" Shipyard—Nikolayev<br>63,58 9,50 4,430<br>59,14 9,45 5,49<br>1 dk | **D-E Whaler**<br>Ice strengthened<br>1 Ho<br>1 Ha (0,9 × 1,3) | | 4 Oil 4SA each 6Cy. 318 × 330 total<br>(2 942kW) driving 4 gen. each<br>connected to elec. motor & sc. shaft<br>Gen 2 × 300kW 1 × 50kW 230V d.c. |
| 7647675<br>*WYG6981*<br>580386 | **SOLIDEZ**<br>ex Trans Gulf IX<br>**Solidez Inc.**<br>Brownsville, Tx United States of America | 101<br>68<br>— | | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1dk | **Wood M Fishing**<br>Shrimp-trawl | | Oil<br>365bhp (268kW)<br>Fuel (d.o.) |
| 7618246<br>*FVRU*<br>Gc Rdr<br>RTm/v | **SOLIDOR II**<br>ex Langeland II-89 ex Langeland To-78<br>**Emeraude Lines S.A.**<br>St. Malo France | 2 158<br>1 032<br>622 | ✠Classed LR until 7/4/89 | BV | **1977**-7 "Combiship" B.V.—Hoogezand (C128)<br>70,01 (BB) 16,24 3,810<br>63,51 15,87 10,14<br>B 49,1 2 dks, intermediate dk portside (2nd & intermediate dks light cargoes only)<br>rf nil | **TM RoRo Cargo/Ferry**<br>Ice strengthened<br>Bow door/ramp<br>Stern door/ramp<br>Cars 90 | 600dk P | MaK<br>2 Oil 4SA each 6Cy. 320 × 450 sr<br>shafts<br>2 612kW (3 551bhp)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 360kW 1 × 350kW 380V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 30,5t (d.o.) 61,0t (hvf)-15,0pd |
| 7436416<br>*EVNN*<br>M-32193<br>Df Esd Gc<br>Rdr Rt | **SOLIGALICH**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | 710<br>217<br>350 | | RS | **1974** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller double ended at |
| 7306374<br>*UVPY*<br>M-30962<br>Df Esd Gc<br>Rdr Rt | **SOLIGORSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | 686<br>216<br>308 | | RS | **1973** Yaroslavskiy Shipyard—Yaroslavl<br>49,89 (BB) 10,72 4,250<br>46,21 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.275<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller double ended at |

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| **SOLIKAMSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>350 | RS | **1978** ............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller 1 fwd<br>12,75kn |
| **SOLIMAN REYS**<br>ex Deichtor-84<br>**Exploitatie Maatschappij Soliman Reys B.V.**<br>Rederij "De Bruinvis"<br>Ijmuiden Netherlands | **488**<br>166<br>715 | GL | **1969** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (710)<br>54,51 11,28 3,556<br>49,20 11,00 3,97<br>F 17,4 1 dk<br>conv Deck Cargo Supply Ship 84 | **M Research**<br>Geophysical<br>Der 1(5) | MWM TB12RS18/22<br>2 Vee Oil 4SA each 12Cy. 180 × 220 reverse reduction geared to sc. shaft<br>1 900bhp (1 398kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 112kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 279,5t (d.o.)<br>12,5kn |
| **SOLIMAR**<br>ex Eastern Ranger-86<br>**Empresa Naviera Santa S.A.**<br>Callao Peru | *36 551*<br>*17 982*<br>61 335<br>T/cm<br>64,1 | AB | **1981** Oshima Shipbuilding co. Ltd.—Nagasaki (10052)<br>225,00 (BB) 32,24 12,521<br>216,01 32,21 18,42<br>P 11,9 B 6,1 1 dk<br>rf nil Bow/CM 112 Diam. 0,500 MH 1,8 | **M Tanker**<br>9 Ta ER<br>L.(oil) 72 968 HeCls. C<br>2 Cargo pumps total 6 000T/hr | Sulzer 6RND76M<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel-45,5pd<br>15kn |
| **SOLIN**<br>ex Spyros A. Lemos-88<br>**Adria Maritime Ltd.**<br>Jadranska Slobodna Plovidba (JADROSLOBODNA)<br>Valletta Malta | **16 794**<br>8 843<br>23 240<br>T/cm<br>13,7 | NV | **1985**-1 VEB Mathias-Thesen-Werft—Wismar (130)<br>176,61 (BB) 22,86 10,195<br>167,42 14,00<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.29 817 B.29 223<br>TEU 863<br>C.Ho 400/20' (40') C.Dk 463/20' (40')<br>10 Ha (stl) (13,6p&s × 7,5) (19,5p&s 19,5p&s 19,5p&s 19,5p&s × 8,9) ER<br>Cr 4(25) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>9 500bhp (6 988kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 664kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 331,0t (d.o.) 1 738,0t (hvf)-31,5pd<br>15kn |
| **SOLKATTEN**<br>ex Fjordtroll-88<br>**Sandra A/B**<br>Hono Sweden | **194**<br>108<br>— | (NV) | **1972** Westermoen Hydrofoil A/S—Mandal (24)<br>26,65<br>26,09 9,00 2,60<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 140dk P<br>Mchy.aft | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 175 × 205 sr geared to sc. shafts<br>2 200bhp (1 618kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 1 × 12kW 220V 50Hz a.c.<br>Fuel (d.o.)<br>28kn |
| **SOLNECHNIK**<br>**Government of The Republic of Iraq (Ministry of Agriculture & Agrarian Reform- State Fisheries Co.)**<br>Iraq | **649**<br>211<br>404 | (RS) | **1974** ............U.S.S.R.<br>54,82 9,94 4,109<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,4 × 1,6)<br>2W Der 2(1,25) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **SOLNECHNIK**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **171**<br>51<br>88 | RS | **1984** ............U.S.S.R.<br>34,02 7,12 2,901<br>3,66<br>1 dk | **M Fishing** | S.K.L.<br>Oil<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **SOLNECHNOGORSK**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**8 061**<br>4 089<br>—<br>**9 518**<br>5 261<br>11 303 | (RS) | **1958** Stocznia Gdanska im. Lenina—Gdansk (B54/10)<br>153,90 19,44 8,271/8,770<br>141,61 19,41 12,60<br>2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,8 20,8 20,8 ER 23,7 19,2<br>G.18 026 B.16 847<br>5 Ha (stl) (7,4 11,5 11,5 × 6,4) ER (11,5 8,3 × 6,4)<br>16W Der 1(60) 1(25) 2(10) 14(5) | Fiat C750.8L<br>Oil 2SA 8Cy. 750 × 1320<br>8 000bhp (5 884kW)<br>S.A. Fiat S.G.M. Torino<br>Fuel 1 020,0t (hvf)<br>18,25kn |
| **SOLNECHNOGORSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **720**<br>204<br>350 | RS | **1973** ............U.S.S.R.<br>53,75 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.275<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.)<br>13kn |
| **SOLNECHNYY**<br>**Primorsk Shipping Co.**<br>(Nakhodka) (U.S.S.R.) | **1 630**<br>594<br>1 660 | RS | **1969** ............Kerch<br>83,55 12,04 4,650<br>74,00 11,97 5,34<br>1 dk | **M Tanker**<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 2 034 HeCls. BC | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Fuel 126,0t (d.o.)-7,5pd<br>13,25kn |
| **SOLNECHNYY**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **699**<br>262<br>329 | RS | **1967** ............U.S.S.R.<br>54,23 9,38 3,690<br>49,99 9,33 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,6 × 1,5)<br>4W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW) E made63 fitted67<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>11,75kn |
| **SOLNECHNYY BEREG**<br>**Vostokrybkholodflot**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**8 324**<br>4 201<br>—<br>**11 755**<br>6 385<br>9 288 | RS | **1975** VEB Mathias-Thesen-Werft—Wismar (203)<br>152,25 22,23 7,800<br>141,99 22,18 13,62<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>6 Ho ER<br>B.1 876 In.13 026<br>6 Ha (stl) (2,5 2,5 6,0 6,0 6,0 6,0 × 3,9) ER<br>Der 9(5) | MAN K9Z60/105<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>Halberstadt Halberstadt<br>17,25kn |
| **SOLNECHNYY LUCH**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **5 220**<br>3 250<br>3 058 | RS<br>✠Classed LR until 1/67 | **1964**-12 Hitachi Zosen—Mukaishima (4016)<br>114,99 17,43 5,601<br>105,01 17,40 8,84<br>P 30,2 F 11,0 2 dks<br>rf 102 DK | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>4 Ho ER<br>B.2 020 In.511<br>4 Ha (1,9 × 1,8) (1,9 1,9 × 1,9) (0,9 × 1,2) ER<br>6W Der 4(3) 2(1) | B&W 6-50VTBF-110<br>Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>14,75kn |
| **SOLNES**<br>ex Olavson-87 ex Consten-72<br>ex Tobitrader-69<br>**Julius Solnes**<br>Harstad Norway | **299**<br>196<br>555 | BV | **1964** Aarhus Flydedok og Maskinkp. A/S—Aarhus (124)<br>45,34 8,67 3,125<br>43,19 8,64 3,46<br>1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 30,4 ER<br>G.708 B.623<br>1 Ha (stl) (25,0 × 5,4) ER<br>2W Der 1(9) 1(3) | Alpha 405-24VO<br>Oil 2SA 5Cy. 240 × 400<br>257kW (349bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 25kW 220V 50Hz a.c.<br>Fuel 30,5t (d.o.)-1,5pd<br>9,25kn |
| **SOLNTSEDAR**<br>**Yugryba**<br>(Novorossiysk) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 225 | RS | **1969** VEB Volkswerft Stralsund—Stralsund (258)<br>82,00 13,64 5,300<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |

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| **7534139**<br>*USCG*<br>M-32846<br>Df Esd Gc<br>Rdr Rt | **SOLNTSYEVO**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **710**<br>207<br>350 | RS | **1975** ...............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebkne<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller double ende |
| **7522124**<br>*PHPK*<br>24083<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SOLO**<br>ex Smit Houston-90<br>**Stitching Greenpeace Nederland**<br>Rotterdam Netherlands | *2 167*<br>*650*<br>1 568 | **✠100A1**<br>tug<br>**✠LMC**<br>SS 7/86<br>EL Q 2"U2<br>FN 1240 | **1977**-5 Verolme Scheepswerf Heusden B.V.<br>—Heusden (935)<br>67,54 (BB) 14,51 6,235<br>58,73 14,20 6,91<br>B & F 37,2 2 dks<br>rf nil conv Fire-fighting Salvage Pollution Control Tug 90 | **TM Research**<br>Biological | Werkspoor<br>2 Oil 4SA each 6Cy. 410 × 470 s<br>to sc. shafts<br>9 200bhp (6 767kW)<br>Stork-Werkspoor Diesel B.V.<br>TOH (o.f.) 10kgf/cm² (9,9bar)<br>TOH (o.f.) 10kgf/cm² (9,9bar)<br>Gen 3 × 416kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller<br>Fuel 221,5t (d.o.) 1 237,5t (hvf) |
| **8826058**<br>*9V3417*<br>384239<br>Df Esd Rdr<br>Rt | **SOLO**<br>ex Kutilang-90 ex Kirby Smith-80<br>**Xin Hui Shipping Pte. Ltd.**<br>Singapore Singapore | *172*<br>*51*<br>— | AB KI | **1970** Halter Marine Inc.—New Orleans, La (277)<br>34,40 1,200<br>30,80 7,30 3,48<br>1 dk | **M Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 ×<br>reduction geared to sc. shaft<br>General Motors-Detroit Diesel Allis<br>Gen 1 × 80kW a.c. |
| **8002339**<br><br>385748<br>Esd Rdr Rt | **SOLO 2**<br>**Solo Fishing Co. Pty. Ltd.**<br>*Townsville, Queensland* Australia | **138**<br>84<br>— | (NV) | **1980** Australian SB. Industries (W.A.) Pty. Ltd<br>—Fremantle, W.A. (177)<br>22,59 6,89 2,752<br>21,26 6,23 3,10 | **M Fishing**<br>Side Trawler Shrimp-trawl<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **8023929**<br><br>385749<br>Rt | **SOLO 3**<br>**Solo Fishing Co. Pty. Ltd.**<br>*Townsville, Queensland* Australia | **138**<br>84<br>— | (NV) | **1980** Australian SB. Industries (W.A.) Pty. Ltd<br>—Fremantle, W.A.<br>23,02 6,89<br>21,37 6,27 3,10<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **7727322**<br>*SFXY*<br><br>Rdr Rt | **SOLOGA**<br>**Waxholms Angfartygs A/B**<br>Vaxholm Sweden | **174**<br>64<br>40 | | **1978** Gotaverken Finnboda AB—Stockholm (403)<br>27,51 7,19 3,090<br>26,40 3,51<br>1 dk | **M Ferry**<br>233dk P | Hedemora<br>Vee Oil 4SA 6Cy. 185 × 210 gear<br>405kW (551bhp)<br>AB Hedemora Verkstader<br>Controllable pitch propeller |
| **7388815**<br><br>716393<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom<br>AMVER | **SOLOGNE**<br>**European Navigation Co. Ltd. (EURONAV)**<br>Euronav (UK) Agencies Ltd.<br>Nassau Bahamas | **69 016**<br>50 992<br>135 500<br>T/cm<br>102,8 | BV | **1977** Eriksbergs M/V A/B—Goteborg (690)<br>280,68 (BB) 16,701<br>266,71 41,41 21,95<br>P 50,3 B 33,6 F 24,7 1 dk<br>BK 1829 Bow/CM 140 Diam. 0,500 | **M Tanker**<br>COW IGS<br>12 Ta ER<br>L.(oil) 167 697 HeCls. BC<br>4 Cargo pumps total 12 000T/hr | B&W<br>Oil 2SA 10Cy. 840 × 1800<br>25 000bhp (18 389kW)<br>Eriksbergs M/V A/B<br>Gen 2 × 1125kW 1 × 1062kW<br>Fuel 489,0t (d.o.) 5 635,0t (hvf)-91 |
| **6714457**<br>*UGTJ*<br>M-25360<br>Df Esd Rdr | **SOLOMBALA**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **1 161**<br>553<br>1 765 | RS | **1967** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (2036)<br>74,55 11,33 4,001<br>67,39 11,28 5,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,4 13,6 14,2 ER<br>G.2 176 B.2 092<br>3 Ha (stl) (each 8,6 × 5,6) ER<br>6W Der 1(12) 6(2,5) | Lang<br>Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar<br>Fuel 96,5t (d.o.) |
| **7124075**<br>*3EWT5*<br>18095-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SOLOMON**<br>ex Doryforos-87<br>**Uncle Solomon Ltd.**<br>Panama Panama | **19 107**<br>13 204<br>33 311<br>T/cm<br>40,4 | AB | **1972** Mitsui SB. & Eng. Co. Ltd.—Tamano (908)<br>182,61 (BB) 25,66 10,942<br>174,00 25,61 14,91<br>P 31,4 F 12,2 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 17,4 22,3 22,4 22,4 22,4 22,4 ER<br>Ore 38 819 HeCls. B<br>6 Ha (stl) (10,9 × 9,9) (12,8 12,8 12,8 12,8 12,8 × 10,9) ER<br>12W Der 12(9) | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 165,5t (d.o.) 1 629,5t (hvf)-38,5 |
| **7328102**<br>*VTNW*<br>2308<br>Rdr Rt | **SOLOMON**<br>ex Morlang Mette-87 ex Mette Steen-77<br>**Ellon Hinengo Ltd.**<br>Calcutta India | T.Mk<br>**299**<br>192<br>975 | NV (BV) | **1973** P/f Skala Skipasmidja—Skala (23)<br>55,28 10,52 3,301<br>49,69 10,49 5,67<br>2 dks | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>2W Der 1(5) 1(3) | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Alpha-Diesel A/S<br>Gen 2 × 32kW 1 × 12kW 380V<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **8602323**<br>*H4CM* | **SOLOMON CHIEFTAIN**<br>**Government of The Solomon Islands (National Fisheries Development)**<br>Honiara Solomon Islands | **632**<br>—<br>100 | (NV) | **1988** Australian SB. Industries (W.A.) Pty. Ltd<br>—Fremantle, W.A. (259)<br>57,19 (BB) 4,462<br>50,02 11,50 6,89<br>1 dk | **M Fishing**<br>Stern-fishing Tuna Seiner Ref<br>In.855 | Niigata<br>Oil 4SA 8Cy. 310 × 380 with clutche<br>couplings & sr geared to sc. shaf<br>1 877kW (2 552bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **7917848**<br><br>Df Gc Rdr | **SOLOMON FISHER**<br>Solomon Islands | **121**<br>40<br>— | | **1979** Nishii Zosen—Japan<br>36,50<br>28,02 5,91 2,77<br>1 dk | **M Fishing**<br>Tuna | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>540bhp (397kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8114481**<br>*H4FI*<br>SI-27<br>Df Esd Gc<br>Pfd Rdr Rt | **SOLOMON KARIQA**<br>**Government of The Solomon Islands (Ministry of Transport & Communications)**<br>Honiara Solomon Islands | **143**<br>—<br>— | | **1981** K.K. Murakami Zosensho—Ishinomaki (1078)<br>... (BB) ... ...<br>27,01 6,41 2,60<br>1 dk | **M Research/Fishing**<br>Training Survey | Akasaka<br>Oil 4SA 6Cy. 220 × 390<br>500bhp (368kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 225V 60Hz a.c. |
| **8602311**<br>*H4BF*<br>702 | **SOLOMON PREMIER**<br>**Government of The Solomon Islands (National Fisheries Development)**<br>Honiara Solomon Islands | **499**<br>—<br>100 | NV | **1988** Australian SB. Industries (W.A.) Pty. Ltd<br>—Fremantle, W.A. (258)<br>57,00 (BB)<br>50,02 11,51 6,68<br>1 dk | **M Fishing**<br>Stern-fishing Tuna Seiner Ref<br>In.855 | Niigata<br>Oil 4SA 8Cy. 310 × 330 with clutche<br>couplings & sr geared to sc. shaf<br>2 552bhp (1 877kW)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust propeller fwd |
| **5317874**<br>*H8ZV*<br>10761-81<br>Df Esd Gc<br>Pfd Rdr Rt | **SOLOMON STAR**<br>ex Seishu Maru No. 3-80<br>ex Seiju Maru No. 3-64<br>**Star of the Pacific S.A.**<br>Panama Panama | **1 184**<br>765<br>1 294 | (KR) | **1957** Kanasashi Co. Ltd.—Shimizu (261)<br>75,01 11,03 4,293<br>64,70 11,00 5,31<br>1 dk<br>RW | **M General Cargo**<br>Ref<br>In.1 507<br>3 Ha (stl) (each 1,9 × 1,9) ER | Akasaka<br>Oil 4SA 6Cy. 470 × 670<br>1 700bhp (1 250kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 1 × 213kW 220V a.c. |

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| **SOLON TURMAN**<br>**Government of The United States of America (Department of Transportation)**<br>New Orleans, La United States of America | T.Mk<br>**8 762**<br>5 046<br>11 774<br>**11 891**<br>7 780<br>14 759 | AB | **1961** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4581)<br>180,60 21,09 8,203/9,170<br>172,98 21,04 12,68<br>F 29,9 2 dks<br>RW rf nil len 71 | **S General Cargo/Container Ship**<br>Fixed-guides 6cbn 12bth P<br>3 Ho ER 11 TwD<br>G.23 905 B.22 542 In.463<br>TEU 204<br>C.Ho 60/20' (40') C.Dk 144/20' (40')<br>8 Ha (stl) (9,9 × 5,4) (12,1 12,9 × 7,6) (12,4p,c,s × 5,1) ER (10,6 9,1 × 7,6)<br>16W Der 1(60) 4(35) 12(15) 4(10) | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 937,5t (o.f.)-53,0pd 18kn |
| **SOLOVIETSKIY**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **2 327**<br>842<br>1 163 | RS | **1974** ............U.S.S.R.<br>83,93 14,03 5,720<br>78,06 14,00 9,99<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>B.314 In.1 768 L.14<br>3 Ha (2,1 × 2,1) (2,5 × 2,5) (2,1 × 2,1)<br>Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>12,25kn |
| **SOLOVKI**<br>ex Vanemuyne-68 ex Artek-66<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **1 002**<br>392<br>164 | RS | **1964** "Georgi Dimitrov" Shipyard—Varna<br>63,81 9,35 2,998<br>5,87<br>1 dk | **M Passenger/Ferry**<br>21cbn 39bth 221dk P<br>1 Ho ER<br>B.170<br>1 Ha (3,0 × 1,9) ER<br>Cr 1(1) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>830bhp (611kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>13kn |
| **SOLOVKIY**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | *424*<br>*127*<br>29 | RS | **1990** Kvaerner Fjellstrand —a/s.—Omastrand (1599)<br>38,80 9,44 1,590<br>36,00 - 3,92 | **TM Ferry**<br>Twin Hull 286dk P | M.T.U. 16V396TB84<br>2 Vee Oil 4SA each 16Cy. 165 × 185 geared to sc. shafts<br>4 080kW (5 547bhp)<br>M.T.U. Friedrichshafen West Germany<br>Gen 2 × 64kW a.c.<br>33kn |
| **SOLOVYOVSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>350 | RS | **1978** ............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller 1 fwd<br>12,75kn |
| **SOLOYVAG**<br>ex Green Isle II-84<br>**P/R Soloyvag**<br>Anders Solheim<br>Molde Norway | *243*<br>*116*<br>— | | **1977** Herd & Mackenzie Ltd.—Buckie (266)<br>26,52 7,70<br>24,08 7,32 3,69<br>1 dk | **M Fishing**<br>Stern Trawler<br>2 Ho<br>2 Ha (stl) | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Thw. thrust propeller fwd<br>11kn |
| **SOLRUN**<br>**Baldur H/f**<br>Bolungarvik Iceland | **298**<br>134<br>— | NV | **1984** Skipasmidastod Njardvikur h/f—Njardvik (6)<br>35,95 8,51<br>33,91 5,34<br>1 dk | **M Fishing**<br>Stern Trawler<br>Ice strengthened | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>990bhp (728kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 110kW 1 × 72kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **SOLRUN**<br>ex Arnar-91 ex Bliki ex Hringur-80<br>ex Olafur Tryggvason-76<br>**Solrun H/f**<br>Arskogsstrond/ Arskogssandur Iceland | **148**<br>56<br>— | (NV) | **1960** Eidsvik Skipsbyggeri A/S—Uskedal (14)<br>29,95 6,43 3,271<br>24,69 6,41 3,41<br>1 dk<br>rf 140 BK 102 len 78 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>1 Ha (1,9 × 1,5) ER<br>1W Der 1(1,5) | Stork<br>Oil 4SA 6Cy. 210 × 300<br>400bhp (294kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Fuel (d.o.) |
| **SOLSEA**<br>ex Sotiras-89 ex Wanderer-87<br>**KS Seasol**<br>Solstad Shipping A/S<br>Skudeneshavn Norway (NIS) | **15 394**<br>10 601<br>27 570<br>T/cm<br>34,4 | AB<br>✠Classed LR until 2/2/88 | **1973**-6 Nippon Kokan K.K.—Shimizu (320)<br>174,10 (BB) 22,92 10,973<br>164,60 22,86 14,71<br>P 38,1 B 10,1 F 15,9 1 dk<br>rf nil DK in way of Nos. 2-6 holds | **M Bulk Carrier**<br>Str. ore cargoes<br>6 Ho 18,4 19,5 20,4 20,4 20,4 23,3 ER<br>G.36 118 B.29 398<br>6 Ha (stl) (10,2 × 7,9) (11,0 11,8 11,8 11,8 11,8 × 9,5) ER<br>Cr 5(8) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 1 901,0t (hvf) 15,5kn |
| **SOLSKAR**<br>ex Underas Sandtag III-80<br>**Rederi A/B Skargardsgrus**<br>Varmdo Sweden | **241**<br>133<br>320 | | **1946** Hjalmare Docka—Arboga<br>37,77 6,91 2,801<br>6,86<br>len 59 | **M General Cargo Barge**<br>1 Ha (23,8 × 5,4) ER | Skandiaverken<br>2 Oil 2SA each 6Cy. 380 × 410 geared to sc. shaft<br>306bhp (225kW)<br>Skandiaverken A/B Lysekil<br>Gen 1 × 40kW 380V<br>Fuel 3,0t (d.o.) 7,5kn |
| **SOLSKJAER**<br>ex Breistrand-85 ex Andenesfisk V-78<br>ex Andenesfisk II-73<br>**K/S Solskjaer**<br>Ottar Thu<br>Aalesund Norway | **297**<br>127<br>— | NV | **1965** Kaarbos M/V A/S—Harstad (46)<br>41,31 8,06 4,325<br>29,01 8,01 4,20<br>1 dk<br>rf 1351 BK 81 | **M Fishing**<br>Stern Trawler<br>1 Ho<br>1 Ha (3,9 × 2,9)<br>1W Der 1(2) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>809kW (1 100bhp) NE 90<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 110kW 1 × 97kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **SOLSKJEL**<br>**More og Romsdal Fylkesbatar**<br>Kristiansund Norway | **565**<br>252<br>250 | (NV) | **1981** Nordfjord Verft A/S—Nordfjordeid ((137))<br>64,34 11,26<br>56,01 11,26 4,32<br>1 dk<br>rf nil | **M RoRo Cargo/Ferry**<br>399dk P<br>Bow door Stern door<br>Cars 50 | MWM<br>Oil 4SA 6Cy. 320 × 480<br>1 250bhp (919kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 80kW 220V 50Hz a.c.<br>Controllable pitch propeller , 1 fwd |
| **SOLSTICIO**<br>ex Ilha de Luanda-84<br>Launched as Iona<br>**Sociedade de Pesca do Miradouro Ltda.**<br>Aveiro Portugal | **924**<br>552<br>635 | BV (RP) | **1972** Est. Nav. de Viana do Castelo—Viana do Castelo (81)<br>60,36 10,14 4,071<br>51,26 9,99 4,32<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.670 | MaK<br>Oil 4SA 6Cy. 385 × 580<br>1 250bhp (919kW)<br>Atlas-MaK Maschinenbau Kiel |
| **SOLSTRAUM**<br>**K/S Solstraum**<br>Anders Utkilens Rederi A/S<br>Bergen Norway<br>SatCom: 1312365/LDEB | *3 998*<br>*1 914*<br>6 519<br>T/cm<br>14,7 | NV | **1990** Aukra Industrier A/S—Aukra (84)<br>101,70 (BB) 18,25<br>94,00 8,90<br>1 dk<br>Bow/CM 48 Diam. 0,203 | **M Tanker**<br>Oil Chemical<br>SBT Ice strengthened<br>14 Wing Ta ER<br>L.6 847<br>14 Cargo pumps total 3 220T/hr | Normo BRM-8<br>Oil 4SA 8Cy. 320 × 360 geared to sc. shaft<br>3 233kW (4 395bhp)<br>BMV Bergen Diesel A/S Bergen<br>Gen 1 × 990kW 3 × 322kW 1 × 125kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd Tunnel thruster unit<br>Fuel 120,0t (d.o.) 360,0t (i.f.o.)-15,0pd 14kn |
| **SOLSUND**<br>ex Strilfjord-90 ex Austra-89<br>ex Torghatten-87<br>**Faxe Ferry & Freight Ab**<br>Oskarshamn Sweden | **251**<br>98<br>— | (NV) | **1969** Sandnessjoen Slip & M/V A/S —Sandnessjoen (21)<br>33,86 8,95<br>30,00 8,89 3,76<br>B 7,1 F 10,1 1 dk<br>rf 1245 BK 102 | **M RoRo Cargo/Ferry**<br>Deck Cargo 175dk P<br>Cars 20<br>Mchy.aft<br>Der 1(5) 1(2) | Normo<br>Oil 4SA 5Cy. 250 × 300<br>650bhp (478kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 50kW 220V 50Hz a.c.<br>Fuel 20,5t (d.o.) 11,5kn |

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| **7375246**<br>*LASU2*<br>N-00599<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom<br>AMVER | **SOLSYN**<br>ex Flag Marina-89 ex World Finch-86<br>ex World Finance-85<br>**Solsyn K/S**<br>Solstad Shipping A/S<br>Skudeneshavn Norway (NIS) | **20 082**<br>14 777<br>33 034<br>T/cm<br>41,3 | **1974** Osaka Zosensho—Osaka (344)<br>184,97 (BB) 26,04 11,381<br>NV (AB) 174,99 26,00 16,11<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Vehicles<br>5 Ho 28,0 32,7 11,9 32,7 28,8 ER<br>G.41 396 B.40 088<br>5 Ha (stl) (16,7 17,6 × 12,6) (8,0 × 9,9) (17,6 17,6 × 12,7) ER<br>Cr 3(8) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 1 666,5t (hvf) |
| **8123731**<br>2892<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SOLTA**<br>**Adria Maritime Ltd.**<br>Jadranska Slobodna Plovidba (JADROSLOBODNA)<br>Valletta Malta | *18 259*<br>*9 405*<br>29 785 | **1984** Brodogradiliste "Split"—Split (319)<br>189,59 22,84 10,818<br>BV JR 182,02 22,80 15,19<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho ER<br>G.35 763<br>TEU 570<br>C.Ho 426/20' (40') C.Dk 144/20' (40')<br>5 Ha (stl) (15,3 18,8 18,8 18,8 18,8 × 12,8) ER<br>Cr 3(22) | MAN<br>Oil 2SA 5Cy. 700 × 1500<br>11 225bhp (8 257kW)<br>Tvornica Dizel Motora "Split"<br>Gen 3 × 580kW 450V 60Hz a.c. |
| **7120251**<br>*YTNN*<br>2T-297<br>Rt | **SOLTANKA**<br>**JADROLINIJA P.O.**<br>Rijeka Croatia | **426**<br>222<br>181 | **1971** "Titovo Brodogradiliste"—Kraljevica (405)<br>48,01 10,80 2,201<br>JR 41,46 9,02 2,49<br>1 dk | **TM RoRo Cargo/Ferry** —P<br>Bow door<br>Mchy.aft | Isotta Fraschini<br>2 Vee Oil 4SA each 8Cy. 170 × 170<br>846kW (1 150bhp) NE 89<br>Isotta Fraschini S.p.A.<br>Gen 1 × 80kW 220V 50Hz a.c. |
| **5405334**<br>*LKXS*<br>16800<br>Df Pfd Rt | **SOLV TRANS**<br>ex Ripnes-86 ex Ida Baago-67<br>ex Ebba Klit-63<br>**P/R Solv Trans**<br>Aalesund Norway | **160**<br>51<br>240 | **1957** H. C. Christensens Staalskibsv. af 1949 —Marstal (64)<br>BV 33,79 6,51 2,667<br>30,51 6,48 2,95<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.340<br>1 Ha (12,9 × 4,1) ER<br>2W Der 1(2,5) | Callesen<br>Oil 4SA 6Cy. 250 × 300<br>260bhp (191kW) NE 72<br>Aabenraa Motorfabrik, Heinrich Callesen A/S |
| **5401900**<br>*LCFC*<br>13834<br>Rdr Rt | **SOLVANG III**<br>ex Pressnes-76 ex Brit Marit-68<br>ex Inger Marie Ora-63 ex Susan-54<br>ex Mary Clausen-46<br>**Brodrene Bjergstad Befraktning ANS**<br>Haugesund Norway | **149**<br>85<br>180 | **1944** H. C. Christensens Staalskibsv.—Marstal (46)<br>BV 31,96 6,00 2,591<br>29,98 5,95 2,72<br>P 8,6 1 dk | **Aux M General Cargo**<br>1 Ho 16,4 ER<br>G.278 B.227<br>1 Ha (12,1 × 3,0) ER<br>2W Der 1(3) | Wichmann<br>Oil 2SA 4Cy. 200 × 300 reduction gear<br>shaft<br>221kW (300bhp) NE 64<br>A/S Wichmann<br>Controllable pitch propeller<br>Fuel 8,0t (d.o.)-1,0pd |
| **6804317**<br>*LMWW*<br>16923<br>Df Esd Rdr<br>Rt | **SOLVAR VIKING**<br>ex Liaskjeren-90 ex Storhav-89<br>ex Glomfjord-86<br>**P/R Solvar**<br>Magne Alvsvag<br>Haugesund Norway | **287**<br>140<br>— | **1967** Vaagland Batbyggeri A/S—Vaagland (74)<br>38,87 7,68<br>29,67 7,65 3,81<br>1 dk<br>len 71 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Alpha<br>Oil 2SA 7Cy. 240 × 400<br>595bhp (438kW)<br>Alpha-Diesel A/S<br>Fuel (d.o.) |
| **7381635**<br>*JWLO*<br>18322<br>Df Esd Gc<br>Pfd Rdr Rt | **SOLVBAS**<br>ex Normand Produce-84<br>**K/S A/S Solvbas**<br>Remoy Management A/S<br>Aalesund Norway | *1 310*<br>*393*<br>797 | **1974** Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen (302)<br>NV 53,78 11,92 4,750<br>47,60 11,49 5,52<br>2 dks<br>rf 297 | **TM Supply Ship**<br>Deck Cargo 4P | De Industrie<br>2 Oil 4SA each 6Cy. 305 × 460<br>2 000bhp (1 471kW)<br>N.V. Motorenfabriek "De Industrie"<br>Gen 2 × 170kW 1 × 56kW 440V 60Hz a<br>Directional thrust propellers fwd ,2 aft<br>Fuel 391,0t (d.o.)-8,0pd |
| **8405804**<br>*XYCO*<br>BT-10129<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SOLVEIG**<br>ex Pacific Clipper-88<br>**Burma Navigation Corporation**<br>Yangon Union of Myanmar<br>SatCom: 1510120/SOLV | *13 737*<br>*8 096*<br>23 484<br>T/cm<br>33,0 | **1985** K.K. Uwajima Zosensho—Uwajima (2382)<br>155,84 (BB) 9,968<br>NK 148,01 24,60 13,62<br>P 24,7 F 10,4 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.29 308 B.28 567<br>4 Ha (stl) (15,2 × 11,2) (19,2 19,2 19,2 × 12,8) ER<br>Cr 2(25) Der 2(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600<br>6 090bhp (4 480kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 400kW 1 × 300kW 450V 60Hz<br>Fuel 131,5t (d.o.) 1 118,0t (hvf)-19,0pd |
| **7417680**<br>*OWLZ*<br>D2323<br>Rdr Rt | **SOLVEIG HOLM**<br>ex Marius Boel-80<br>**Vagn Holm Nielsen**<br>Esbjerg Denmark | *406*<br>*162* | **1975** A/S De Smithske—Aalborg (2)<br>45,52 8,23 2,490<br>NV 40,77 8,18 4,22<br>1 dk<br>rf 1148 BK 145 len 84 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>3 Ho ER<br>3 Ha (each 1,0 × 1,0) ER | Alpha<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Alpha-Diesel A/S<br>Gen 2 × 64kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7807419**<br>*TFBK*<br>1556<br>Df Esd Gc<br>Pfd Rdr Rt | **SOLVI BJARNASSON**<br>**Talkni H/f**<br>Arsael Egilsson<br>Onundafjordur Iceland | **404**<br>137<br>— | **1980** Thorgeir & Ellert h/f—Akranes (34)<br>46,69 9,20<br>41,00 9,01 4,20 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Wichmann<br>Oil 2SA 7Cy. 300 × 450<br>1 800bhp (1 324kW)<br>A/S Wichmann |
| **7305203**<br>*UVPG*<br>M-30961<br>Df Esd Gc<br>Rdr Rt | **SOLVYCHEGODSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **686**<br>216<br>308 | **1972** ............U.S.S.R.<br>49,92 (BB) 10,72 4,250<br>RS 46,21 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.275<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller double ended at |
| **5344736**<br>RTm | **SOLWAY LASS**<br>ex Tui Nasavusavu-85 ex Lawedua<br>ex Sundeved-76 ex Bent<br>ex Solway Lass-38 ex Adolf ex Stina<br>**Timothy David Lloyd**<br>Australia | **128**<br>87<br>157 | **1902** G. & H. Bodewes—Martenshoek<br>27,61 5,90 2,699<br>5,87<br>R | **Iron Aux M General Cargo**<br>Ketch<br>2 Ho 4,8 8,3<br>2 Ha (1,9 8,3 × 3,9)<br>Der 1(1) · | Oil 2SA 2Cy.<br>110bhp (81kW) E —<br>Frederikshavn Jernstoberi & Maskinfab<br>A/S<br>Gen 1 × 30kW 24V<br>Fuel (d.o.) |
| **7815260**<br>330<br>Df Esd Gc<br>Pfd Rdr Rt | **SOMACOPP IV**<br>ex Shoichi Maru No. 52-87<br>**Somacopp S.A.**<br>Nouadhibou Mauritania | **299**<br>153<br>395 | **1978** Miho Zosensho K.K.—Shimizu (1093)<br>50,14 8,51 3,222<br>RI 43,52 8,50 3,59<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **6908228**<br>Df Gc Pfd<br>Rdr Rt | **SOMACOPP V**<br>ex Shinsei Maru No. 5-81<br>**Somacopp S.A.**<br>Nouadhibou Mauritania | **371**<br>144<br>— | **1968** Yamanishi Zosen K.K.—Ishinomaki (595)<br>53,19 8,82 3,328<br>RI 47,02 8,79 3,79<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 700bhp (1 250kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **6723159**<br>Df Esd Gc<br>Pfd Rdr Rt | **SOMACOPP VII**<br>ex Balboa No. 1-86<br>ex Dae Yang No. 12-83<br>ex Kyoshin Maru No. 57-82<br>**Somacopp S.A.**<br>Nouadhibou Mauritania | **549**<br>184<br>1 245 | **1967** Niigata Eng. Co. Ltd.—Niigata (703)<br>57,36 9,73 3,760<br>(KR) (NK) (RI) 51,31 9,71 4,17<br>2 dks | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.475<br>2 Ha (1,1 × 1,1) (2,2 × 3,2) ER<br>Der 2(1,5) | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 240kW 445V a.c.<br>Fuel 231,5t |
| **7227475**<br>Df Esd Gc<br>Pfd Rdr Rt | **SOMAPECHE RAJA 1**<br>ex Rosso I ex Shoyo Maru<br>**Sociedad de Asistencia Tecnica y Comercial S.L. (SATECO)**<br>Nouadhibou Mauritania | **349**<br>165<br>— | **1972** Narasaki Zosen K.K.—Muroran (801)<br>56,98 9,02 3,455<br>(RI) 51,72 9,00 5,72<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Niigata<br>Oil 4SA 8Cy. 310 × 380<br>2 300bhp (1 692kW)<br>Niigata Eng. Co. Ltd. |

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|---|---|---|---|---|---|
| **SOMARCO I**<br>ex Roble-87 ex Laimun-86<br>ex Hitachi Maru-70 ex Hiryu Maru<br>**Sociedad Maritima y Comercial (SOMARCO)**<br>Valparaiso Chile | **240**<br>118<br>— | (BV) | **1961** Tsurumi Dock—Yokohama (762)<br>32,44 8,84 3,001<br>29,01 8,51 4,30<br>1 dk<br>rf 279 | **TM Tug**<br>1 Ha (stl) (0,9 × 0,9) | Fuji<br>2 Oil 4SA each 6Cy. 275 × 450<br>NE 69<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 80kW 445V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 35,0t (d.o.) 13kn |
| **SOMARCO II**<br>ex Potoi-91 ex Island No. 8-84<br>ex Narushio-78<br>**World Maritime Commerce Corp.**<br>Panama Panama | **199**<br>66<br>— | (BV) | **1971** Kanagawa Zosen—Kobe (108)<br>30,26 8,44 3,250<br>26,83 8,39 3,79<br>1 dk<br>RW | **TM Tug** | Nippon Hatsudoki<br>2 Oil 4SA each 6Cy. 325 × 520<br>Nippon Hatsudoki Kobe<br>12kn |
| **SOMARCO III**<br>ex Hung Hom-91 ex Kuroshio-77<br>**World Maritime Commerce Corp.**<br>Panama Panama | **198**<br>0<br>— | BV | **1970** Towa Zosen K.K.—Shimonoseki (390)<br>32,26 2,901<br>28,50 9,01 3,81<br>1 dk | **TM Tug**<br>Mchy.aft | Hanshin<br>2 Oil 4SA each 6Cy. 350 × 550<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 28kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel (d.o.) 13,8kn |
| **SOMAURIPECT 1**<br>ex Shoun Maru No. 18-87<br>ex Eiho Maru No. 132-83<br>**Satema**<br>Nouadhibou Mauritania | **124**<br>—<br>— | (RI) | **1973** Narasaki Zosen K.K.—Muroran (825)<br>37,72 7,42 2,280<br>31,12 7,40 4,70<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Hanshin 6LUN28<br>Oil 4SA 6Cy. 280 × 480<br>1 350bhp (993kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SOMBEKE**<br>**Exmar Lux S.A.**<br>Aemas Luxembourg S.A.<br>Luxembourg Luxembourg<br>SatCom: 1253132/LXSA | *21 907*<br>*7 225*<br>28 261<br>T/cm<br>39,3 | **100A1**<br>Class contemplated<br>FN 7093 | **1990** N.V. Boelwerf S.A.—Tamise/Temse (1533)<br>165,66 (BB) 26,53 11,720<br>157,26 26,50 18,60<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>3 deck tanks<br>3 Ta (C.mn.stl) ind prismatic ER<br>L.(gas) 33 619<br>6 Cargo pumps total 1 800T/hr | B&W 6L60MC<br>Oil 2SA 6Cy. 600 × 1944<br>10 441kW (14 195bhp)<br>Tvornica Dizel Motora "Split" Split<br>Gen 4 × 608kW 450V 60Hz a.c.<br>Fuel 356,71t (d.o.) 1 980,68t (hvf)-36,0pd 16,5kn |
| **SOMERS ISLES**<br>ex Theodor Storm-85<br>ex Baltic Heron-83<br>ex Theodor Storm-78<br>**m.s. "Theodor Storm" Schiffahrtsges. Schluter K.G.**<br>Hamburg Federal Republic of Germany | **999**<br>700<br>2 720 | GL | **1977** Kroegerwerft G.m.b.H.—Rendsburg (1447)<br>84,26 (BB) 13,52 4,960<br>75,37 13,49 5,11<br>P 13,8 F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.5 034 B.4 601<br>TEU 149 C. 149/20'<br>1 Ha (stl) (49,8 × 10,2) ER | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420<br>3 000bhp (2 207kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Thw. thrust propeller fwd<br>14kn |
| **SOMES**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **2 156**<br>803<br>1 138 | RNR | **1971** VEB Volkswerft Stralsund—Stralsund (328)<br>82,00 13,64 5,200<br>77,50 13,62 7,24<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.1 055<br>2 Ha (stl) (2,9 × 2,3) (2,2 × 2,2)<br>4W Der 4(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 336kW 2 × 256kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 650,5t (d.o.) 13,5kn |
| **SOMMEN**<br>**O. F. Ahlmark & Co. Eftr. A/B**<br>Karlstad Sweden | T.Mk<br>**1 655**<br>1 289<br>**4 050**<br>2 551<br>4 109 | GL | **1983** Zhonghua Shipyard—Shanghai (8105)<br>105,82 (BB) 17,56 —/6,989<br>96,02 17,51 9,02<br>P 11,3 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho 65,8 ER<br>G.7 930<br>TEU 310 C. 310/20' (40')<br>2 Ha (stl) (25,8 38,4 × 13,9) ER<br>Cr 2(36) | Mitsubishi 6UEC37/88H<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13,5kn |
| **SOMONE**<br>**Societe Senegalaise d'Armement a la Peche (SOSAP)**<br>Dakar Senegal | **302**<br>136<br>122 | (BV) | **1969** Con. Mec. de Normandie—Cherbourg<br>35,01 8,67<br>31,40 8,49 3,79<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>8 Ta<br>In.170<br>8 Ha (each 1,1 × 1,1)<br>Der 2(1) | MGO<br>Vee Oil 4SA 12Cy. 175 × 180/192<br>850bhp (625kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.) Mulhouse<br>Gen 2 × 144kW 220/380V 50Hz a.c.<br>Fuel (d.o.) 11kn |
| **SOMPORT**<br>ex Leon-90 ex Northern Shell-87<br>ex Frobisher Transport-77<br>ex Axel Heiberg-74 ex Olau Syd-72<br>**Petromarine S.A.**<br>Bordeaux France<br>SatCom: 1111202/FNCB | **7 286**<br>4 921<br>10 187<br>T/cm<br>22,8 | (NV)<br>✠Classed LR until 12/87 | **1970**-1 Helsingor Skibsv. og Maskinbyg.—Helsingor (390)<br>167,75 18,52 7,138<br>156,09 18,01 9,30<br>P 32,4 F 19,2 1 dk<br>rf 102 Diam. 0,250 len 81 | **M Tanker**<br>Ice strengthened Stern disch.<br>28 Ta ER<br>L.(oil) 14 148<br>4 Cargo pumps total 4 912T/hr<br>HeCls. B | B&W 7-62VTBF-140<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 500kW 1 × 360kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 962,0t (hvf)-36,5pd 18,5kn |
| **SOMSUK**<br>ex Wing Peng ex Kwok Wah<br>ex Fortune Light ex Kafar<br>ex Yamasho Maru-72<br>ex Hosho Maru-67<br>**Eastern Shipping (Bangkok) Ltd.**<br>Bangkok Thailand | **2 055**<br>1 120<br>3 074 | (NK) | **1948** Mitsubishi Jukogyo—Kobe (823)<br>90,30 12,55 5,766<br>84,97 12,50 7,19<br>P 28,1 F 10,1 1 dk<br>RW rf 102 | **M General Cargo**<br>2 Ho 32,3comb. 28,6comb.<br>G.4 019 B.3 551<br>4 Ha (5,8 8,5 7,8 5,8 × 5,4)<br>6W Der 1(20) 8(5) | Oil 4SA 6Cy. 435 × 650<br>2P 1 500bhp (1 103kW) NE 59<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 40kW 105V d.c.<br>Fuel 247,0t (hvf) 10,5kn |
| **SOMTRANS II**<br>**Rederij Somtrans N.V.**<br>Antwerpen Belgium | **2 453**<br>— | **✠A1**<br>inland waterways oil and chemical tanker, type III, in association with a list of defined cargoes, LS 'O'<br>**LMC**<br>EL 201,0/32,0U2<br>FN 1407 | **1989**-9 Jh. van Eijk & Zn.—Sliedrecht (368)<br>105,00 10,50 3,152<br>102,95 10,46 3,20<br>Trunk 77,9 1 dk<br>rf nil | **M Tanker**<br>Oil Chemical<br>12 Ta ER | Caterpillar 3512TA<br>Vee Oil 4SA 12Cy. 170 × 190 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>865kW (1 176bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 1 × 40kW 1 × 32kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **SON CA**<br>ex Kondopoga-90<br>**Joint Venture VIETSOVLIGHTER**<br>Haiphong Vietnam | **3 031**<br>1 377<br>3 797 | RS | **1967** Navashinskiy Shipyard—Navashino (872)<br>104,50 14,41 6,046<br>94,52 14,30 7,12<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 15,3 17,5 ER 16,6<br>G.5 229 B.4 829<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5)<br>8W Der 1(15) 8(5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 133kW (2 900bhp)<br>Bryansk Eng. Works Bryansk<br>Gen 2 × 275kW a.c.<br>Fuel 92,5t (d.o.) 201,0t (hvf) 12kn |
| **SON HIGH**<br>ex Champagne Star<br>**James Ivey High**<br>Houma, La United States of America | **135**<br>92<br>— | | **1978** Master Marine Inc.—Bayou la Batre, Al<br>*23,57* 6,76<br>3,38<br>1dk | **M Fishing** | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SON'S PRIDE**<br>**Son's Pride Inc.**<br>Mobile, Al United States of America | **114**<br>77<br>— | | **1977** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*21,98*<br>6,76 3,38<br>1 dk | **M Fishing** | General Motors 12V-71-N<br>Vee Oil 2SA 12Cy. 108 × 127<br>330bhp (243kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| **SONA**<br>**Fishguard Shipping & Investment Co. S.A.**<br>Panama Panama | *138*<br>*42*<br>100 | AB | **1988** S.L. Ardeag—Bilbao (146)<br>27,72 7,22 2,554<br>24,16 7,21 3,41<br>F 3,2 1 dk<br>rf 902 | **TM Fishing**<br>Stern Trawler | Penta TAMD121<br>2 Oil 4SA each 6Cy. 130 × 150 sr geared to sc. shafts<br>734bhp (540kW)<br>A/B Volvo-Penta Sweden<br>12kn |

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| **5418513**<br>317484<br>Df Esd Gc<br>Rdr Rt | **SONAR KAKON**<br>ex Qaumi I-85 ex Yeroyannis M.-68<br>**Progressive Shipping Lines Ltd.**<br>Chittagong Bangladesh | **832**<br>438<br>762 | AB (NK) | Lch.**1963** Cmpl.**1967** Neorion & Michanourgia<br>Syros S.A.—Syros<br>9,66 3,798<br>60,84 9,61 4,09<br>P 13,8 F 6,1 1 dk<br>RW rf 51 len 67 | (3) | **M Tanker**<br>10 Ta ER | B&W<br>Oil 2SA 5Cy. 350 × 620<br>1 400bhp (1 030kW)<br>A/S Burmeister & Wain's Maskin<br>Skibsbyggeri<br>Gen 2 × 92kW |
| **7019438**<br>Rt | **SONAR KAMOL**<br>ex Saima IV-84 ex Masayoshi<br>ex Masayoshi Maru No. 1-81<br>**Orient Riverine Transportation Ltd.**<br>Chittagong Bangladesh | **537**<br>337<br>1 100 | | **1969** Nishi Zosen K.K.—Imabari<br>54,01 9,22 4,049<br>49,59 9,20 4,50<br>P 14,1 F 8,6 1 dk | (118) | **M Tanker**<br>Chemical<br>2 Ta ER<br>L.1 293 | Sumiyoshi<br>Oil 4SA 6Cy. 280 × 420<br>750bhp (552kW)<br>Sumiyoshi Marine Diesel Co. Ltd |
| **7005140**<br>*IQVT*<br>110<br>Esd Gc Pfd<br>Rdr Rt | **SONAR PRIMA**<br>ex Ida Erre-90 ex Ieranto-87<br>ex Sussexbrook-83<br>**Sonar S.r.l.**<br>Castellammare Italy<br>di Stabia | **1 598**<br>901<br>2 947 | RI<br>✠Classed LR until<br>26/8/83 | **1970**-4 Cochrane & Sons Ltd.—Selby<br>86,34 12,93 5,030<br>80,78 12,81 6,25<br>RQD 16,5 RFD 8,3 F 8,9 1 dk<br>rf 152 | (1527) | **M General Cargo**<br>Ice strengthened<br>2 Ho 28,6 29,2 ER<br>G.3 822 B.3 483<br>2 Ha (stl) (19,8 20,4 × 7,9) ER<br>Der 4(3) | Ruston<br>Oil 4SA 8Cy. 318 × 368 sr rever<br>shaft<br>2 100bhp (1 545kW)<br>English Electric Diesels Ltd. Rusto<br>Div.<br>Gen 2 × 75kW 1 × 60kW 220 |
| **6726199**<br>*IOET*<br>116<br>Df Esd Gc<br>Pfd RdrRTm | **SONAR SECONDA**<br>ex Punta Scutari-90 ex Padami-85<br>ex Aquitania-79 ex Henriette Retzlaff-74<br>**Sonar S.r.l.**<br>Castellammare Italy<br>di Stabia | **1 597**<br>991<br>3 105 | RI<br>✠Classed LR until<br>26/4/85 | **1967**-12 Clelands SB. Co. Ltd.—Wallsend<br>91,29 13,34 5,188<br>85,35 13,26 6,35<br>P 17,1 RAD 16,2 F 9,2 1 dk<br>rf 127 | (295) | **M General Cargo**<br>Ice strengthened<br>2 Ho 25,9 26,9 ER<br>G.3 935 B.3 612<br>2 Ha (stl) (24,2 23,0 × 8,6) ER<br>Der 8(3) | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>2 140bhp (1 574kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 60kW 380V 50Hz a.c.<br>Fuel 190,0t (d.o.) |
| **8209066**<br>*YCTG*<br>Df Esd Gc<br>Rdr SatNav<br>AMVER | **SONBAI**<br>**Government of The Republic of**<br>**Indonesia (Direktorat Jenderal**<br>**Perhubungan Laut - Ministry of**<br>**Sea Communications)**<br>Kupang Indonesia | *9 474*<br>*4 815*<br>13 605 | KI NK | **1983** Sasebo Heavy Industries Co. Ltd.—Sasebo<br>Yard, Sasebo<br>134,02 (BB) 21,75 - 9,462<br>126,02 21,71 12,02<br>P 45,5 F 26,0 1 dk | (316) | **M General Cargo**<br>3 Ho ER 1 Ho<br>G.17 955 B.16 369 In.1 000 L.1 001<br>TEU 226 C. 226/20' (40')<br>6 Ha (stl) (12,8 × 7,6) (19,2p&s 19,2p&s ×<br>7,8) ER (12,8 × 10,3)<br>Cr 2(35) Der 2(15) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 720kW |
| **7802108**<br>*DJFQ*<br>Esd Rdr Rt | **SONDERBURG**<br>ex Kuselwind-91<br>**Hans Werner Nissen**<br>Kappeln Federal Republic<br>of Germany | **499**<br>335<br>120 | GL | **1979** Jadewerft (Wilhelmshaven) G.m.b.H.<br>—Wilhelmshaven<br>46,51 8,54 2,471<br>41,03 8,51 3,26<br>1 dk | (146) | **TM Ferry**<br>465dk P | MWM<br>2 Vee Oil 4SA each 12Cy. 160 ×<br>1 500bhp (1 103kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Thw. thrust propeller fwd |
| **7638246**<br>*Y5BZ*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SONDERSHAUSEN**<br>**Deutsche Seereederei Rostock**<br>**GmbH**<br>Rostock Federal Republic<br>of Germany<br>SatCom: 1630105/SOND | T.Mk<br>**7 479**<br>3 712<br>10 689<br>**11 127**<br>6 020<br>11 780 | DSRK GL | **1977** VEB Warnowwerft Warnemuende<br>—Warnemuende<br>150,37 (BB) 21,87 —/8,960<br>140,09 21,80 13,59<br>F 15,3 2 dks, 3rd dk in Nos. 2 - 4 holds | (351) | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER<br>13,6 8 TwD<br>G.17 878 B.17 036 In.587 L.403<br>TEU 368<br>C.Ho 244/20' (40') C.Dk 124/20' (40')<br>9 Ha (stl) (12,9 12,9p&s 25,1p&s 12,9p&s<br>× 8,1) ER (3,5p&s × 2,6)<br>4W Cr 4(8) Der 1(60) 4(12) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>VEB Dieselmotorenwerk Rostock (<br>Gen 4 × 400kW 1 × 88kW 380<br>Fuel 301,0t (d.o.) 1 198,0t (hvf)-41 |
| **5043021**<br>*OYJC*<br>H258<br>Df Esd Pfd<br>Rt | **SONDERSTRAND**<br>ex Berti N-65<br>**P/R Sonderstrand**<br>Erik H. Andersen<br>Skagen Denmark | **101**<br>47<br>— | | **1960** Schpsw. Kramer & Booy "De Rietpol"<br>—Spaarndam<br>26,32 6,20 2,998<br>22,20 6,00 3,10 | (116) | **M Fishing**<br>Side Trawler<br>Mchy.aft | Volund<br>Oil 4SA 4Cy.<br>300bhp (221kW)<br>A/S Volund<br>Fuel (d.o.) |
| **8333257**<br>*WC2949*<br>257581<br>Rdr Rt | **SONDHEIMER**<br>ex Bennett ex Annie G ex Betty Brent<br>**Fletcher Transportation Corp.**<br>Jacksonville, Fl United States<br>of America | **201**<br>99<br>— | | **1949** .............Greenville, Ms<br>— <br>27,44 7,32 2,39<br>1 dk | | **TM Tug** | General Motors<br>2 Oil 2SA each 12Cy. 216 × 267<br>General Motors Corp. |
| **6614968**<br>*EFAW*<br>736<br>Gc Rdr Rt | **SONDICA**<br>**Government of Spain (Ministerio de**<br>**Obras Publicas)**<br>Cadiz Spain | **1 005**<br>516<br>— | ✠Classed LR until 2/70 | **1966**-9 Soc. Espanola de Const. Nav.—Cadiz<br>61,02 11,74 4,058<br>57,99 11,50 4,81<br>RFD 14,1 1 dk<br>rf nil | (126) | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>1 100bhp (809kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 2 × 80kW 380V 50Hz a.c. |
| **7531735**<br>*TCPD*<br>4987<br>Df Esd Gc<br>Rdr RTv | **SONDUREN 2**<br>**Government of The Republic of**<br>**Turkey (Turkiye Cumhuriyeti**<br>**Devlet Demiryollari Limanlar**<br>**Isletmesi Muessesesi)**<br>Izmir Turkey | **295**<br>167<br>188 | (AB) | **1982** Denizcilik Bankasi T.A.O., Alaybey Tersanesi<br>—Izmir<br>36,23 9,30 3,869<br>32,80 8,91 5,11<br>1 dk<br>rf nil | (37) | **M Tug**<br>Fire-fighting | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300 sr g<br>shaft<br>B&W Alpha Diesel Div. of B&W Dies<br>Gen 2 × 80kW<br>Controllable pitch propeller |
| **7531670**<br>Rdr RTv | **SONDUREN 3**<br>**Government of The Republic of**<br>**Turkey (Turkiye Cumhuriyeti**<br>**Ulastirma Bakanligi ve Deniz**<br>**Isleri Daire Baskanligi - Ministry**<br>**of Public Transport)**<br>Izmir Turkey | **295**<br>167<br>188 | (AB) | **1982** Denizcilik Bankasi T.A.O., Alaybey Tersanesi<br>—Izmir<br>36,23 9,30 3,869<br>32,80 8,91 5,11<br>1 dk<br>rf nil | (38) | **M Tug**<br>Fire-fighting | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300 sr g<br>shaft<br>B&W Alpha Diesel Div. of B&W Dies<br>Gen 2 × 80kW<br>Controllable pitch propeller |
| **7531711**<br>3725<br>Rdr RTv | **SONDUREN 4**<br>**Government of The Republic of**<br>**Turkey (Turkiye Cumhuriyeti**<br>**Ulastirma Bakanligi ve Deniz**<br>**Isleri Daire Baskanligi - Ministry**<br>**of Public Transport)**<br>Istanbul Turkey | **295**<br>167<br>188 | (AB) | **1982** Denizcilik Bankasi T.A.O., Alaybey Tersanesi<br>—Izmir<br>36,23 9,30 3,869<br>32,80 8,91 5,11<br>1 dk<br>rf nil | (39) | **M Tug**<br>Fire-fighting | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300 sr g<br>shaft<br>B&W Alpha Diesel Div. of B&W Dies<br>Gen 2 × 80kW<br>Controllable pitch propeller |
| **7531723**<br>Rdr RTv | **SONDUREN 5**<br>**Government of The Republic of**<br>**Turkey (Turkiye Cumhuriyeti**<br>**Ulastirma Bakanligi ve Deniz**<br>**Isleri Daire Baskanligi - Ministry**<br>**of Public Transport)**<br>Izmir Turkey | **295**<br>167<br>188 | (AB) | **1982** Denizcilik Bankasi T.A.O., Alaybey Tersanesi<br>—Izmir<br>36,23 9,30 3,869<br>32,80 8,91 5,11<br>1 dk<br>rf nil | (40) | **M Tug**<br>Fire-fighting | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300 sr g<br>shaft<br>B&W Alpha Diesel Div. of B&W Dies<br>Gen 2 × 80kW<br>Controllable pitch propeller |
| **7531694**<br>Rdr RTv | **SONDUREN 6**<br>**Government of The Republic of**<br>**Turkey (Turkiye Cumhuriyeti**<br>**Ulastirma Bakanligi ve Deniz**<br>**Isleri Daire Baskanligi - Ministry**<br>**of Public Transport)**<br>Istanbul Turkey | **295**<br>167<br>188 | (AB) | **1983** Denizcilik Bankasi T.A.O., Alaybey Tersanesi<br>—Izmir<br>36,23 9,30 3,869<br>32,80 8,91 5,11<br>1 dk<br>rf nil | (41) | **M Tug**<br>Fire-fighting | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300 sr g<br>shaft<br>B&W Alpha Diesel Div. of B&W Dies<br>Gen 2 × 80kW<br>Controllable pitch propeller |

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| **SONDUREN 7**<br>**Government of The Republic of Turkey (Turkiye Cumhuriyeti Ulastirma Bakanligi ve Deniz Isleri Daire Baskanligi - Ministry of Public Transport)**<br>Izmir Turkey | **295**<br>167<br>188 | **1984** Denizcilik Bankasi T.A.O., Alaybey Tersanesi —Izmir (42)<br>(AB) 36,23 9,30 3,869<br>32,80 8,91 5,11<br>1 dk<br>rf nil | **M Tug**<br>Fire-fighting | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300 sr geared to sc. shaft<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 80kW<br>Controllable pitch propeller<br>13kn |
| **SONDUREN 8**<br>**Government of The Republic of Turkey (Turkiye Cumhuriyeti Ulastirma Bakanligi ve Deniz Isleri Daire Baskanligi - Ministry of Public Transport)**<br>Istanbul Turkey | **290**<br>152<br>— | **1986** Turkiye Gemi Sanayii A.S. Alaybey Tersanesi —Izmir (43)<br>(AB) 36,23 9,30 3,869<br>32,80 8,91 5,11<br>1 dk<br>rf nil | **M Tug**<br>Fire-fighting | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300 sr geared to sc. shaft<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 80kW a.c. 1 × 20kW a.c.<br>Controllable pitch propeller<br>13kn |
| **SONDUREN 9**<br>**Government of The Republic of Turkey (Turkiye Cumhuriyeti Ulastirma Bakanligi ve Deniz Isleri Daire Baskanligi - Ministry of Public Transport)**<br>Istanbul Turkey | **299**<br>127<br>— | **1982** Denizcilik Bankasi T.A.O.—Haskoy, Istanbul (85)<br>(AB) 36,23 9,45 3,652<br>32,80 8,91 5,11<br>F 13,5 1 dk | **M Tug**<br>Fire-fighting | Alpha 16V23L-VO<br>Vee Oil 4SA 16Cy. 225 × 300 sr geared to sc. shaft<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 80kW<br>Controllable pitch propeller<br>13kn |
| **SONDUREN 10**<br>**Government of The Republic of Turkey (Turkiye Cumhuriyeti Ulastirma Bakanligi ve Deniz Isleri Daire Baskanligi - Ministry of Public Transport)**<br>Istanbul Turkey | **394**<br>82<br>— | **1987** Turkiye Gemi Sanayii A.S.—Haskoy, Istanbul (88)<br>(AB) 36,25 3,652<br>33,00 8,91 5,11<br>1 dk | **M Tug**<br>Fire-fighting | Alpha 16V23L-VO<br>Vee Oil 4SA 16Cy. 225 × 300 sr geared to sc. shaft<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 80kW a.c.<br>Controllable pitch propeller<br>13kn |
| **SONDUREN 11**<br>**Government of The Republic of Turkey (Turkiye Cumhuriyeti Ulastirma Bakanligi ve Deniz Isleri Daire Baskanligi - Ministry of Public Transport)**<br>Istanbul Turkey | **394**<br>82<br>— | **1981** Denizcilik Bankasi T.A.O.—Halic, Istanbul (204)<br>(AB) 36,45 3,650<br>32,31 8,91 5,11<br>F 13,5 1 dk<br>rf nil | **M Tug**<br>Fire-fighting | Alpha 16V23L-VO<br>Vee Oil 4SA 16Cy. 225 × 300 sr geared to sc. shaft<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 80kW<br>Controllable pitch propeller<br>13kn |
| **SONDUREN 12**<br>**Government of The Republic of Turkey (Turkiye Cumhuriyeti Ulastirma Bakanligi ve Deniz Isleri Daire Baskanligi - Ministry of Public Transport)**<br>Istanbul Turkey | **394**<br>82<br>— | **1982** Denizcilik Bankasi T.A.O.—Halic, Istanbul (205)<br>(AB) 36,45 3,650<br>32,31 8,91 5,11<br>F 13,5 1 dk<br>rf nil | **M Tug**<br>Fire-fighting | Alpha 16V23L-VO<br>Vee Oil 4SA 16Cy. 225 × 300 sr geared to sc. shaft<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 80kW<br>Controllable pitch propeller<br>13kn |
| **SONEIRO**<br>Launched as Rio Grande Del Sur<br>**Luis Lopez Rodriguez**<br>La Coruna Spain | **169**<br>80<br>115 | **1964** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (146)<br>(BV) 30,00 6,43 3,404<br>6,38 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0)<br>Der 1(-) | Duvant<br>Oil 4SA 6Cy. 315 × 480<br>600bhp (441kW) E made74 fitted—<br>Carmelo Unanue Zumaya<br>Fuel (d.o.)<br>11,5kn |
| **SONG BA**<br>ex Poel-81<br>**Government of The Socialist Republic of Vietnam (Maritime Technical School No. 1)**<br>Haiphong Vietnam | T.Mk<br>**550**<br>230<br>840 | **1961** VEB Peene-Werft—Wolgast (75)<br>59,21 9,83 3,658<br>(DSRK) 53,01 9,78 5,80<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,8 ER<br>G.1 518 B.1 426<br>2 Ha (stl) (each 11,1 × 8,3) ER<br>Cr 2(3) | S.K.L. R8DV148<br>Oil 4SA 8Cy. 320 × 480<br>405kW (551bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 40kW 2 × 28kW 390V 50Hz a.c.<br>Fuel (d.o.)<br>10kn |
| **SONG BEN HAI**<br>ex Santa Trinidad-78<br>**Vietnam Ocean Shipping Co. (VOSCO)**<br>Haiphong Vietnam | **7 097**<br>4 753<br>11 844 | **1974** Kanda Zosensho K.K.—Japan (185)<br>135,24 20,05 7,919<br>NK 125,00 20,01 10,19<br>P 24,4 F 10,7 1 dk | **M General Cargo**<br>4 Ho ER<br>G.14 815 B.14 267<br>4 Ha (stl) (16,1 15,0 18,6 14,2 × 8,9) ER<br>4W Der 4(15) | B&W 8K42EF<br>Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 224kW<br>Fuel 1 039,5t (hvf)-19,5pd<br>12,5kn |
| **SONG CAM**<br>ex Heiyo Maru-81<br>**Haiphong Shipping Co.**<br>Haiphong Vietnam | **489**<br>256<br>1 232 | **1973** Murakami Hide Zosen K.K.—Hakata (108)<br>59,00 10,52 4,050<br>56,01 10,49 5,70<br>2 dks<br>RW | **M General Cargo**<br>Mchy.aft<br>G.1 600 | Hanshin 6LU32<br>Oil 4SA 6Cy. 320 × 510<br>1 030kW (1 400bhp)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 100kW a.c.<br>11kn |
| **SONG CHANH**<br>ex Miyahime Maru-82<br>**Quang Ninh Shipping Co.**<br>Haiphong Vietnam | **999**<br>535<br>2 042 | **1969** Shinhama Dock K.K.—Anan (583)<br>70,52 11,54 4,939<br>(NK) 65,00 11,51 5,72<br>P 16,8 F 10,1 1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 276 B.2 078<br>1 Ha (stl) (31,9 × 6,5) ER<br>6W Der 1(12) 1(10) | Akasaka 6DH38SS<br>Oil 4SA 6Cy. 380 × 560<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 450V 60Hz a.c.<br>Fuel 108,5t-6,0pd<br>12kn |
| **SONG CHANH 505**<br>**Quang Ninh Shipping Co.**<br>Haiphong Vietnam | *499*<br>*286*<br>600 | **1987** Ha Long Shipyard—Quang Ninh<br>56,22 - 3,000<br>- 9,00 4,00<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.1 043<br>2 Ha (stl) (10,5 12,0 × 6,2) ER | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>425kW (578bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) East Germany<br>Gen 2 × 30kW a.c.<br>10kn |
| **SONG CHENG**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **9 683**<br>4 637<br>13 058 | **1987** Dalian Shipyard—Dalian/Dairen (C120/6)<br>147,50 8,000<br>ZC 138,00 22,20 10,90 | **M Container Ship**<br>Fixed-guides<br>TEU 724 C. 724/20' | B&W 5L55GB<br>Oil 2SA 5Cy. 550 × 1380<br>7 480bhp (5 502kW)<br>Dalian Marine Diesel Engine Works Dalian/Dairen |
| **SONG CHU**<br>ex Suzeric-78 ex Cardinal-72<br>ex Asahi Maru No. 52-71<br>**Vietnam Ocean Shipping Co. (VOSCO)**<br>Haiphong Vietnam | **6 216**<br>3 974<br>10 280 | **1969** Kurushima Dockyard Co. Ltd.—Imabari (495)<br>(NK) 126,02 19,03 7,736<br>117,00 19,00 9,99<br>P 23,5 F 10,7 1 dk<br>RW | **M General Cargo**<br>4 Ho ER<br>G.12 933 B.12 560<br>4 Ha (stl) (10,9 × 9,2) (20,9 20,9 17,3 × 9,3) ER<br>Der 4(15) | Mitsubishi D28A<br>Oil 2SA 7Cy. 500 × 800<br>5 200bhp (3 825kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 350kW a.c.<br>13kn |
| **SONG DA 2**<br>ex Andizhan-85<br>**Vietnam Shipping Co. (VINASHIP)**<br>Haiphong Vietnam | T.Mk<br>**1 885**<br>846<br>—<br>**3 174**<br>1 700<br>4 296 | **1958** VEB Schiffswerft "Neptun"—Rostock (251)<br>104,22 14,43 —/6,590<br>(RS) 95,71 14,36 7,90<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 16,7 21,3 ER 15,5 14,7<br>G.5 916 B.5 635<br>4 Ha (stl) (7,7 7,7 × 6,9) ER (8,9 8,9 × 6,9)<br>8W Der 1(15) 8(5) | Goerlitzer 8SV55UA<br>2 Oil 4SA each 8Cy. 365 × 550 geared to sc. shaft<br>1 838kW (2 499bhp)<br>Goerlitzer Masch. Goerlitz<br>Gen 3 × 184kW 400V a.c.<br>Fuel 394,0t (d.o.)<br>10kn |

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| **7522461**<br>*XVZN*<br><br>Df Esd Gc<br>Pfd Rdr RTv | **SONG DAY**<br>ex Houng Ta-78<br>**Vietnam Ocean Shipping Co.**<br>**(VOSCO)**<br>Haiphong Vietnam | **6 051**<br>4 118<br>10 023 | <br><br>NK | **1976** Hashihama Zosen—Imabari (594)<br>127,95 18,34 7,773<br>119,00 18,32 9,89<br>P 24,4 F 10,7 1 dk | **M General Cargo**<br><br>4 Ho 22,1 21,7 21,7 21,7 ER<br>G.13 036 B.12 440<br><br>4 Ha (stl) (16,0 16,4 15,7 15,7 × 8,9) ER<br>4W Der 2(20) 2(15) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 125,0t (d.o.) 816,0t (hvf) |
| **8416891**<br>*XVSJ*<br><br>Esd Rdr Rt | **SONG DINH 1**<br>ex Shong Zin ex Neftegaz-32-87<br>**VIETSOVPETRO -Vietnam Soviet**<br>**Joint Venture Corp.**<br>Saigon Vietnam | **2 737**<br>821<br>1 382 | <br><br>(RS) | **1985** Stocznia Gdanska im. Lenina—Gdansk (B92/58)<br>81,39 4,940<br>71,46 15,97 7,20<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Sulzer<br>2 Oil 4SA each 6Cy. 400 × 480 gea<br>shafts<br>"Zgoda" Zaklady Urzadzen Technic<br>Gen 3 × 384kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **6508030**<br><br><br>Rdr Rt | **SONG DO HO**<br>ex Shoto Maru<br>**Daehung Shipping Corp.**<br>North Korea | **1 019**<br>469<br>1 632 | <br><br>(NK) | **1964** Koyo Dockyard Co. Ltd.—Mihara (326)<br>67,82 10,62 4,725<br>62,01 10,60 5,39<br>P 17,1 F 6,8 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.1 915 B.1 785<br><br>2 Ha (11,7 13,7 × 5,4) ER<br>6W Der 1(7) 1(5) | Oil 4SA 6Cy. 380 × 520<br>1 200bhp (883kW)<br>Nippon Hatsudoki<br>Gen 2 × 56kW 445V a.c.<br>Fuel 84,5t-4,0pd |
| **8839031**<br><br><br>Df Esd Gc<br>Rdr Rt | **SONG DOC 1**<br><br>**Minh Hai Import Export Co.**<br>Saigon Vietnam | **145**<br>80<br>100 | | **1987** ............Ho Chi Minh City<br>26,70 - 2,600<br>- 6,80 3,40<br>1 dk | **M Refrigerated Cargo** | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 reductio<br>sc. shaft<br>382kW (519bhp)<br>Caterpillar Inc.<br>Gen 1 × 65kW a.c. 1 × 42kW a.c. |
| **7611561**<br>*XVZP*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **SONG DUONG**<br>Launched as Dalworth<br>**Vietnam Ocean Shipping Co.**<br>**(VOSCO)**<br>Haiphong Vietnam | **9 178**<br>6 445<br>15 210 | ✠**100A1** SS 7/88<br><br>✠**LMC**<br>EL Z 522,5/54,0U2<br>FN 4427 | **1979**-2 Austin & Pickersgill Ltd.—Southwick,<br>Sunderland (1380)<br>144,00 20,45 8,872<br>137,50 20,43 11,76<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br><br>5 Ho 21,0 31,2 11,4 22,8 ER 21,3<br>4 TwD<br>G.21 375<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 ×<br>8,5) ER (11,4 × 6,7)<br>Der 1(60) 10(10) | Sulzer<br>Oil 2SA 4Cy. 680 × 1250<br>7 600bhp (5 590kW)<br>Hawthorn, Leslie (Engineers) Ltd.<br>2 AuxB (1 Comp 1 o.f.) 7kgf/cm² (6,9ba<br>Gen 3 × 350kW 440V 60Hz a.c. |
| **8514590**<br>*BOZC*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SONG HE**<br><br>**Shanghai Ocean Shipping Company**<br>**(COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570224/SOHE | *24 438*<br>*12 159*<br>33 265 | <br><br>ZC (GL) | **1986** Seebeckwerft A.G.—Bremerhaven (1062)<br>199,20 (BB) 28,63 10,370<br>187,36 28,40 15,45<br>F 17,4 2 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>6 Cell. Ho 14,5 15,3 29,1 29,1 29,1<br>29,9 ER<br>TEU 1668<br>C.Ho 848/20' (40') C.Dk 820/20' (40')<br>incl. 54 ref C.<br>10 Ha (stl) ER<br>20 Wing Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 700 × 2268<br>11 995bhp (8 823kW)<br>B&W Maskinfabrik Div. of B&W Diesel A<br>Gen 1 × 1000kW 2 × 800kW 1 x<br>450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 302,0t (d.o.) 1 723,5t (hvf) |
| **5070531**<br>*XVAU*<br><br>Df Esd Gc<br>Rdr Rt | **SONG KIEN 4**<br>ex Bertuah ex Bagus-85<br>ex Sigrid Adele-74<br>**Government of The Socialist**<br>**Republic of Vietnam (Kien Giang**<br>**Import Export Co. (KIGIMEX))**<br>Saigon Vietnam | **923**<br>701<br>1 199 | <br><br>(BV) (KI) | **1958** Kalmar Varv A/B—Kalmar (391)<br>65,36 9,50 3,969<br>59,14 9,48 5,29<br>P & B 31,4 F 9,5 1 dk<br>RW rf 127 len 70 | **M General Cargo**<br>Ice strengthened<br>1 Ho 44,1 ER<br>G.2 065 B.1 865<br><br>2 Ha (18,2 × 6,1) (15,8 × 5,9) ER<br>2W Der 2(3) | Deutz<br>Oil 4SA 8Cy. 270 × 360<br>690bhp (508kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 27kW 1 × 15kW 115V d.c<br>Fuel 87,5t (d.o.) |
| **8833788**<br>*XVGV*<br><br>Rdr Rt | **SONG KIEN 5**<br><br>**Government of The Socialist**<br>**Republic of Vietnam (Kien Giang**<br>**Import Export Co. (KIGIMEX))**<br>Saigon Vietnam | *373*<br>*186*<br>400 | | **1987** Benkien Eng. Factory—Haiphong<br>48,50 - 3,200<br>- 8,20 4,10<br>1 dk | **M General Cargo**<br><br>2 Ho ER | Yanmar<br>Oil 4SA 6Cy. 200 × 240 reduction gea<br>shaft<br>346kW (470bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 48kW a.c. |
| **8839043**<br>*XVNC*<br><br>Df Esd Gc<br>Rdr Rt | **SONG LAM**<br><br>**VIETPETRO Co.**<br>Haiphong Vietnam | **338**<br>102<br>300 | | **1972** ............People's Republic of China<br>- - 2,983<br>- 8,19 3,49<br>1 dk | **M Tanker** | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>People's Repu |
| **8839067**<br>*XVAY*<br><br>Df Esd Gc<br>Rdr Rt | **SONG LAM 4**<br><br>**Nghe Tinh River Sea Maritime**<br>**Transport Co.**<br>Haiphong Vietnam | **566**<br>352<br>600 | | **1983** Benkien Eng. Factory—Haiphong<br>54,10 - 3,200<br>- 8,50 4,20<br>1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.963<br><br>2 Ha (stl) (12,6 10,8 × 5,8) ER | S.K.L.<br>Oil 4SA 8Cy. 180 × 260 reduction gea<br>shaft<br>294kW (400bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 1 × 50kW a.c. 1 × 30kW a.c. |
| **7315856**<br>*BOKG*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **SONG LIN**<br><br>**Guangzhou Ocean Shipping**<br>**Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | T.Mk<br>**6 275**<br>3 094<br>9 754<br><br>**9 713**<br>5 408<br>13 698 | ZC<br><br>✠Classed LR until<br>22/11/74 | **1973**-11 Brodogradiliste i Tvornica Dizel Motora<br>"Split" (262)<br>160,12 (BB) 21,85 —/9,430<br>148,00 21,79 12,25<br>F 14,7 2 dks, 3rd dk in way of No. 2 hold<br>rf nil | **M General Cargo**<br><br>5 Ho 18,9 19,5 26,9 26,9 ER 17,2<br>G.20 138 B.18 539 HeCls. B<br><br>5 Ha (stl) (10,5 × 5,0) (12,8 18,7 18,7 ×<br>8,0) ER (7,3 × 8,0)<br>16W Der 1(120) 2(12) 14(5) | MAN<br>Oil 2SA 6Cy. 780 × 1550<br>11 400bhp (8 385kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 504kW 450V 60Hz a.c.<br>Fuel 215,0t (d.o.) 1 708,0t (hvf)-42,5 |
| **5332977**<br>*XVMB*<br><br>Df Esd Gc<br>RdrRTm | **SONG NHUE**<br>ex Unique Star-80<br>ex Beaufort Career-76<br>ex Caribbean Star-75 ex Soei Maru-70<br>**Vietnam Shipping Co. (VINASHIP)**<br>Haiphong Vietnam | **7 125**<br>4 147<br>10 395 | <br><br>(NK) | **1960** Harima Zosensho—Aioi (519)<br>136,56 18,06 8,357<br>128,28 18,01 11,00<br>F 10,4 2 dks, pt 3rd dk<br>RW | **M General Cargo** CSD<br>2P<br>4 Ho 17,1 23,3 9,9DT 8,3DT 23,5 15,6<br>G.14 130 B.12 766<br><br>5 Ha (stl) (8,2 × 6,0) (16,0 9,1 12,8 × 7,0)<br>(8,3 × 6,0)<br>14W Der 1(40) 2(20) 2(10) 10(6) | Sulzer<br>Oil 2SA 7Cy. 720 × 1250<br>4 708kW (6 401bhp)<br>Harima Zosensho<br>Gen 3 × 192kW 445V 60Hz a.c.<br>Fuel 1 016,0t (hvf) |
| **7927984**<br>*LENA3*<br>N-00154<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SONG OF AMERICA**<br><br>**Song of America Inc.**<br>Royal Caribbean Cruises Ltd.<br>Oslo Norway (NIS)<br>SatCom: 1313507/LENA | *37 584*<br>*18 764*<br>5 237 | <br><br>NV | **1982** Oy Wartsila Ab—Helsinki/Helsingfors (431)<br>214,51 (BB) 32,64 7,000<br>179,10 28,41 17,35<br>5 dks<br>rf 572 | **TM Passenger Ship**<br>633cbn 1575bth P | Sulzer<br>4 Oil 4SA each 8Cy. 400 × 480 wi<br>flexible couplings & sr geared to s<br>16 476kW (22 399bhp)<br>Oy Wartsila Ab<br>Gen 5 × 1720kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propelle<br>Fuel 224,5t (d.o.) 1 639,5t (hvf)-4 |
| **7325629**<br>*LATY2*<br>N-00598<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SONG OF FLOWER**<br>ex Explorer Starship-89 ex Begonia-86<br>Launched as Fernhill<br>**Seven Sea Bahamas Ltd.**<br>Skaugen Marine AS<br>Oslo Norway (NIS)<br>SatCom: 1310152/LATY | *8 282*<br>*2 676*<br>3 433 | <br><br>NV | **1974** Kristiansands M/V A/S—Kristiansand S.<br>(220)<br>124,19 (BB) 16,03 4,979<br>111,89 16,01 11,61<br>2 dks<br>rf 1207 conv RoRo Cargo 86 | **TM Passenger Ship**<br>135cbn 265bth P<br>Ice strengthened<br>Mchy.aft | Wichmann<br>2 Vee Oil 2SA each 10Cy. 280 × 3<br>& sr geared to sc. shafts<br>7 480bhp (5 502kW) NE 86<br>A/S Wichmann<br>Gen 1 × 2000kW a.c. 2 ×<br>2 Controllable pitch propellers |

| | | | | | |
|---|---|---|---|---|---|
| **SONG OF NORWAY**<br>**Song of Norway Inc.**<br>Royal Caribbean Cruises Ltd.<br>Oslo Norway (NIS)<br>SatCom: 1310564/LNVP | **23 005**<br>12 716<br>4 525 | NV | **1970** Oy Wartsila Ab—Helsinki/Helsingfors (392)<br>194,32 (BB) 24,03 6,700<br>163,15 23,98 14,20<br>4 dks<br>rf 399 len 78 | **TM Passenger Ship** 540cbn 1196bth P<br>Side doors<br>Mchy.aft | Sulzer 9ZH40/48<br>4 Oil 2SA each 9Cy. 400 × 480 geared to sc. shafts<br>18 000bhp (13 240kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 7 × 752kW 1 × 200kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 1 727,5t (hvf)-64,0pd 20,5kn |
| **SONG RIM**<br>ex Challenger I-87 ex Adonis T-84<br>ex Theoharis-80 ex Tivano-75<br>**Government of The Democratic People's Republic of North Korea**<br>North Korea | T.Mk<br>**5 121**<br>3 570<br>11 047<br>**9 615**<br>6 393<br>16 050 | ✠Classed LR until 25/1/89 | **1971**-11 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (139)<br>144,79 (BB) 20,68 7,125/9,329<br>135,62 20,65 12,73<br>2 dks<br>rf nil DK fwd | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 32,0 4 TwD<br>G.22 374 B.21 410<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 3 × 352kW 380V 50Hz a.c.<br>Fuel 1 478,5t (hvf)-28,5pd 16kn |
| **SONG SAI GON**<br>ex Olivine-86 ex Denmark Maru-78<br>**Vietnam Sea Transport & Chartering Co.**<br>Saigon Vietnam | **8 774**<br>4 838<br>10 784 | BV (NK) | **1965** Kawasaki Dockyard Co. Ltd.—Kobe (1060)<br>151,42 (BB) 21,06 8,891<br>140,01 21,01 12,50<br>F 25,3 2 dks, pt 3rd dk<br>RW | **M General Cargo**<br>Ref<br>ER 4 Ho 9 TwD<br>G.13 652 B.12 697 In.2 050 L.507<br>5 Ha (stl) (8,2 × 5,2) (11,9 11,9 11,9 × 7,5) ER (11,2 × 7,5)<br>14W Der 4(2) 10(3,5) | MAN K8Z70/120C<br>Oil 2SA 8Cy. 700 × 1200<br>7 356kW (10 001bhp)<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 3 × 300kW 445V a.c.<br>Fuel 1 393,0t-35,5pd 15kn |
| **SONG SHAN**<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **12 448**<br>6 548<br>16 670 | ZC<br>✠Classed LR until 28/2/86 | **1984**-12 R.O. Brodogradiliste "3 Maj"—Rijeka (624)<br>157,60 22,94 9,380<br>148,50 22,90 13,00<br>P 13,8 F 13,2 2 dks<br>rf nil DK in way of Nos. 2, 3 & 4 holds | **M General Cargo**<br>4 Ho 20,3 30,4 30,4 17,6 ER 7 TwD<br>G.24 295 B.22 000<br>TEU 512<br>C.Ho 316/20' (40') C.Dk 196/20' (40')<br>7 Ha (stl) (12,5 × 10,3) (25,5p&s 25,5p&s 12,7p&s × 7,8) ER<br>18W Der 6(22) | Sulzer 6RLB56<br>Oil 2SA 6Cy. 560 × 1150<br>7 668bhp (5 640kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Yugoslavia<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 261,0t (d.o.) 841,0t (hvf) 15,25kn |
| **SONG THAO**<br>ex Tymlat-75<br>**Vietnam Shipping Co. (VINASHIP)**<br>Haiphong Vietnam | **1 179**<br>547<br>1 324 | (RS) | **1960** "Gheorghiu Dej" Shipyard—Budapest<br>74,50 11,36 4,001<br>67,39 11,32 5,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,4 13,6 14,2 ER<br>G.2 176 B.2 092<br>3 Ha (stl) (each 8,6 × 5,5) ER<br>3W Der 3(1) | Lang 8LD315RF<br>Oil 4SA 8Cy. 315 × 450<br>736kW (1 001bhp)<br>Lang Gepgyar Budapest<br>Fuel 96,5t (d.o.) 10,25kn |
| **SONG THU**<br>ex Marine Trader-82<br>ex Sotetsu Maru No. 1<br>**Da Nang Shipping Co. (DANASCO)**<br>Da Nang Vietnam | **997**<br>534<br>1 865 | (NK) | **1968** Wakamatsu Zosen K.K.—Wakamatsu (180)<br>70,95 11,31 4,847<br>65,00 11,28 5,59<br>P 14,1 F 7,7 1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 460<br>2 Ha (stl) (each 14,4 × 6,0) ER<br>2W Der 2(12) | Hanshin 62L43SH<br>Oil 4SA 6Cy. 430 × 620<br>1 471kW (2 000bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 60kW a.c.<br>Fuel 104,5t-7,5pd 12,5kn |
| **SONG THUONG**<br>ex Shing Ta-78<br>**Vietnam Ocean Shipping Co. (VOSCO)**<br>Haiphong Vietnam | **6 051**<br>4 118<br>10 028 | NK | **1976** Kochiken Zosen—Kochi (592)<br>127,97 18,34 7,773<br>119,00 18,31 9,91<br>P 24,4 F 10,7 1 dk | **M General Cargo**<br>4 Ho 22,1 21,7 21,7 21,7 ER<br>G.13 036 B.12 450<br>4 Ha (stl) (16,0 16,4 15,7 15,7 × 8,9) ER<br>4W Der 2(20) 2(15) | Mitsubishi 6UEC52/105D<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 125,0t (d.o.) 816,0t (hvf) 13,5kn |
| **SONG TIEN 1**<br>**Tien Giang Shipping Co.**<br>Saigon Vietnam | **691**<br>350<br>1 000 | | **1985** ............Ho Chi Minh City<br>- - 3,700<br>- 10,50 4,50<br>1 dk | **M General Cargo**<br>G.1 085<br>2 Ha (stl) ER<br>Cr 1 | Skoda 6L350IIPN<br>Oil 4SA 6Cy. 350 × 500<br>721kW (980bhp)<br>CKD Praha Praha<br>Gen 2 × 50kW a.c.<br>9kn |
| **SONG TIEN 2**<br>ex Sanwa Maru ex Kenyo Maru-84<br>**Tien Giang Shipping Co.**<br>Saigon Vietnam | **499**<br>321<br>1 548 | NK | **1980** Kimura Zosen K.K.—Yutaka (70)<br>67,70 4,352<br>63,02 11,51 4,40<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 720 B.2 438<br>1 Ha (stl) (37,4 × 7,0) ER<br>Der 2(10) | Hanshin 6LH32<br>Oil 4SA 6Cy. 320 × 500<br>1 177kW (1 600bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 72kW a.c.<br>11kn |
| **SONG ZHU MEI YI HAO**<br>ex Nordica-90 ex Nordic Saga-86<br>ex Ilka-81<br>**Fuzhou Pine Bamboo Plum Shipping Co. Ltd.**<br>Fuzhou/Foochow China | T.Mk<br>**492**<br>293<br>995 | (GL) | **1971** Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (172)<br>64,12 10,09 3,360<br>58,58 10,00 6,25<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 41,7 ER<br>G.2 362 B.2 213<br>1 Ha (stl) (31,3 × 7,7) ER<br>2W Der 1(3-5) 1(3) | MWM TBD440-8<br>Oil 4SA 8Cy. 230 × 270<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 40kW 1 × 25kW 220/380V 50Hz a.c.<br>Fuel 76,0t (d.o.) 11,5kn |
| **SONG ZHU MEI 2**<br>ex Hua Zhan 1-90 ex Svea Baltic-89<br>ex Diogo de Silves-87<br>ex Nacional Troia-86<br>ex Jeanette Helleskov-79<br>ex Manchester Trader-75<br>ex Jeanette Helleskov-73<br>**Fuzhou Pine Bamboo Plum Shipping Co. Ltd.**<br>Fuzhou/Foochow China | T.Mk<br>**495**<br>324<br>288 | ZC (BV) | **1972** N.V. Bodewes Schps.—Martenshoek (515)<br>73,92 11,84 3,710<br>66,50 11,80 6,77<br>P 14,7 F 10,7 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 47,4 ER<br>G.3 260 B.2 985<br>2 Ha (stl) (21,8 12,5 × 6,1)<br>3W Der 3(3) | Deutz RBV6M545<br>Oil 4SA 6Cy. 320 × 450<br>809kW (1 100bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 76kW 2 × 56kW 1 × 20kW 380V a.c.<br>Fuel 135,0t (d.o.) 11kn |
| **SONGHAI No. 1**<br>ex BP Alert-83 ex Pronto-76<br>**Songhai Petroleum Co. Ltd.**<br>Lagos Nigeria | **652**<br>310<br>1 008<br>T/cm<br>5,6 | ✠Classed LR until 20/7/88 | **1967**-6 Cochrane & Sons Ltd.—Selby (1508)<br>58,91 10,70<br>56,24 10,37 3,36<br>Trunk 22,9 1 dk<br>rf nil Diam. 0,203 len 70 | **M Tank Barge**<br>Mchy.aft<br>2 Cargo pumps total 500T/hr | Mirrlees<br>Oil 4SA 6Cy. 248 × 318 reverse geared<br>708bhp (521kW)<br>Mirrlees National Ltd. Stockport<br>Gen 2 × 60kW 1 × 38kW 220V d.c. |
| **SONIA**<br>ex Wind Splendour-90 ex Vega-88<br>ex Messiniaki Avgi-80<br>**Ant Bulkoil Carriers Ltd.**<br>Valletta Malta | **18 643**<br>13 034<br>32 907<br>T/cm<br>39,5 | NV | **1978** Oy Wartsila Ab—Perno (1228)<br>171,35 25,73 11,381<br>163,38 25,71 15,30<br>1 dk<br>rf 76 Bow/CM 77 Diam. 0,310 MH 1,8 | **M Tanker**<br>8 Ta 16 Wing Ta ER<br>L.(oil) 41 578<br>4W Cr 1(10)<br>8 Cargo pumps total 3 600T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Oy Wartsila Ab Turku/Abo<br>Gen 3 × 660kW 440V 60Hz a.c.<br>15,75kn |
| **SONIA**<br>Launched as Lakshmi<br>**Marshall Seafoods Pte. Ltd.**<br>Bombay India | **115**<br>38<br>81 | ✠100A1 SS 9/86<br>trawler<br>✠LMC<br>EL 25,0/16,0U2<br>FN 212 | **1981**-11 Scheepsw. "De Hoop" B.V.—Hardinxveld (760)<br>23,68 6,58 2,909<br>21,24 6,51 3,43<br>1 dk<br>rf 686 BK 76 | **M Fishing**<br>Side Trawler Ref<br>In.70 | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 12kW 380V 50Hz a.c. |
| **SONIA ESPERANZA**<br>ex Lady Rhona-77<br>**Bob McNab**<br>Roatan Honduras | **127**<br>85<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>28,88<br>6,71 2,75<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl | General Motors<br>Vee Oil 2SA 12Cy. 137 × 165<br>365bhp (268kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Fuel (d.o.) |

**5351272** *HQFJ6*
Df Esd Rdr
RTm/h
**SONIA G**
ex Aphormarjegs-90 ex King Julio-87
ex Fedros-86 ex Talita-77
Honduras
T.Mk **779** 327 1 190
✠LR class withdrawn-
Owners' request 13/10/89
**1961**-12 Boele's Schps. & Mchf. N.V.—Bolnes (994)
77,17 11,03 4,020
69,75 10,75 6,51
F 8,6 2 dks
rf nil
**M General Cargo**
2 Ho 17,3 28,1 ER
G.2 558 B.2 427
2 Ha (11,3 × 5,0) (19,8 × 4,9) ER
6W Der 1(15) 1(10) 3(5) 2(3)
Werkspoor
Oil 4SA 8Cy. 390 × 680
1 000bhp (736kW)
N.V. Werkspoor
Gen 3 × 55kW 220V d.c.
Fuel 152,5t (d.o.)

**5408623**
Df Esd Gc
Rdr Rt
**SONIA I**
ex Hakko Reefer-82 ex Kinshu Maru-77
ex Sanwa Maru
**Tuna Sur S.A.**
Uruguay
**328** 180 482
NK
**1963** Kanasashi Co. Ltd.—Shimizu (528)
50,60 7,95 3,425
44,51 7,90 3,76
P 22,9 F 6,4 1 dk
conv Side-fishing Fishing 77
**M Refrigerated Cargo**
In.634
3 Ha (each 1,6 × 1,6) ER
Makita
Oil 4SA 6Cy. 350 × 500
950bhp (699kW)
Makita Tekkosho

**7739014**
U192-00756
**SONIA Mc II**
ex Shallow Water-84
**Bob McNab**
Roatan Honduras
**112** 75 —
**1978** Steiner Shipyard Inc.—Bayou la Batre, Al
*20,46* 6,71
3,43
1 dk
**M Fishing**
Trawler Shrimp-trawl
Caterpillar
Oil 4SA 6Cy. 159 × 203
365bhp (268kW)
Caterpillar Tractor Co.

**6822228** *EACH*
1198
Df Esd Pfd
Rdr Rt
**SONIA ROSAL**
**Jose Marti Peix S.A.**
Huelva Spain
**217** 73 144
BV
**1968** Ast. Zamacona S.A.—Bilbao (28)
31,09 7,22 3,455
26,50 7,19 3,92
1 dk
**M Fishing**
Side Trawler
2 Ho ER
G.160
2 Ha (each 1,3 × 1,3) ER
Stork
Oil 4SA 8Cy. 210 × 300
580bhp (427kW)
Naval-Stork-Werkspoor S.A.
Fuel 52,0t (d.o.)

**5334092**
**SONIA ROSAL**
**Manuel Gomez Morcego**
Huelva Spain
**148** 84 —
**1947** B. Ferradas—Domayo
*23,96* 6,10
... ... ...
**Wood S Fishing**
Side Trawler
C 2Cy. 298 & 613 x 406
..............
Fuel (o.f.)

**7104178** *9HLT3*
2857
Df Esd Gc
Pfd Rdr
RTm/h/v
AMVER
**SONIC**
ex Sonia M-91 ex Strathmuir-82
ex Mulbera-75
**Euston Shipping Co. Ltd.**
Valletta Malta
T.Mk **7 233** 3 474 9 964 **11 143** 5 947 13 300
✠**100A1** CS 12/86
✠**LMC**
EL E† 2½"U2
FN 5232
**1971**-12 Swan Hunter Shipbuilders Ltd.—Wallsend (24)
156,98 (BB) 23,25 8,706/9,608
144,79 23,17 12,96
P 38,8 F 29,0 2 dks, 3rd dk in Nos. 2, 3 & 4 holds
rf 102 DK fwd
**M General Cargo**
Ref
4 Ho 17,1 18,4 24,3 24,3 ER
G.22 120 B.19 946 In.806
TEU 366
C.Ho 232/20' C.Dk 134/20' incl. 56 ref C.
7 Ha (stl) (13,2 × 8,0) (14,2 × 10,9) (19,9p&s 19,9p&s × 8,0) ER (4,8 × 3,6)
4W Cr 6(11) 2(5) Der 1(100) 4(10)
Sulzer
Oil 2SA 6Cy. 900 × 1550
17 400bhp (12 799kW)
Hawthorn, Leslie (Engineers) Ltd.
2 AuxB (1 o.f. 1 ex.g) 100lbf/in²
rcv 100lbf/in² (6,9bar)
Gen 3 × 600kW 1 × 350kW
Fuel 243,0t (d.o.) 1 964,0t (hvf)-6

**7524627** *OPAS*
Z 19
Esd Pfd Rdr
RTm/v
**SONJA**
**Andre Vantorre**
Zeebrugge Belgium
**147** 53 —
**1973** N.V. Scheepswerven L. de Graeve —Zeebrugge
30,70 - -
- 7,19 -
1 dk
**M Fishing**
Side Trawler
A.B.C.
Oil 4SA 8Cy. 242 × 320
700bhp (515kW)
Anglo-Belgian Co. N.V.

**8611221** *V2GT*
Esd Rdr Rt
**SONJA B**
**W. Bockstiegel Reederei G.m.b.H. & Co. KG m.s. "Sonja B"**
Antigua & Barbuda
*1 984* *895* 2 818
GL
**1989** Scheeps. Damen B.V.—Gorinchem (8210)
89,30 - 4,332
86,04 12,50 6,35
2 dks
**M General Cargo**
Ice strengthened Str. heavy cargoes
1 Ho 63,3 ER
G.3 983
TEU 150 C. 150/20'
1 Ha (stl) (63,3 × 10,1) ER
Deutz
Oil 4SA 6Cy. 240 × 280 with flex
reverse reduction geared to sc
927kW (1 260bhp)
Kloeckner Humboldt Deutz
Gen 2 × 84kW 1 × 38kW 220
Thw. thrust propeller fwd

**7234480** *OZTT*
D2048
Df Esd Gc
Pfd Rdr Rt
**SONJA DORIS**
ex Margrethe Ahl-88 ex Stormy-82
**Svend Kristensen**
Esbjerg Denmark
**273** 131 —
(NV)
**1972** Sakskobing Mask. og Skibsvaerft —Sakskobing (8)
87,74 8,23 4,109
82,00 8,21 4,22
1 dk
rf 1148 BK 145
**M Fishing**
Side Trawler
Ice strengthened
3 Ha (each 1,1 × 1,1) ER
Alpha
Oil 2SA 9Cy. 260 × 400
900bhp (662kW)
Alpha-Diesel A/S
Gen 2 × 40kW 380V 50Hz a.c.
Controllable pitch propeller
Fuel (d.o.)

**8416451** *OWCZ*
928
Rdr Rt
**SONJA GRONBJERG**
**Andreas Gronbjerg Pedersen**
Esbjerg Denmark
*538* *210* —
**1985** Johs. Kristensen Skibsbyggeri A/S—Hvide Sand (176)
41,31 (BB)
35,74 9,61 6,71
3 dks
**M Fishing**
Ref
Alpha
Oil 4SA 6Cy. 225 × 300 geared t
1 100bhp (809kW)
MAN-B&W Diesel A/S

**7104166** *OXMC2*
D-11764
Df Esd Pfd
Rdr RTm/h/v
**SONJA HOVE**
ex Stevnsland-83 ex Mor-Sines-76
ex Ruth Klint-72
**Jens C. H. Christensen**
Thuro Denmark (DIS)
T.Mk **399** 260 1 250
BV
**1971** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (306)
64,62 (BB) 11,03 3,588
56,98 11,00 6,20
2 dks
**M General Cargo**
1 Ho ER
G.2 532 B.2 263
1 Ha (stl) ER
3W Der 3(3-5)
Blackstone
Oil 4SA 8Cy. 222 × 292 sr geared
1 000bhp (736kW)
Lister Blackstone Mirrlees Marine
Gen 2 × 45kW 380V 50Hz a.c.
Controllable pitch propeller
Fuel 63,5t (d.o.)-3,0pd

**6721383** *OWXG*
H750
Df Esd Pfd
Rdr
**SONJA JENSEN**
ex Malene-75 ex Gigant-70
Launched as Zircon
**Gert Erland Sondergaard Madsen**
Thyboron Denmark
**149** 70 172
(BV)
**1968** VEB Rosslauer Schiffswerft—Rosslau (D.561/24)
33,58 6,61 2,699
29,57 6,58 3,31
1 dk
**M Fishing**
Side Trawler
Ice strengthened
2 Ha (each 1,6 × 1,2) ER
Alpha
Oil 2SA 6Cy. 260 × 400
600bhp (441kW) NE 72
Alpha-Diesel A/S
Controllable pitch propeller
Fuel (d.o.)

**5150757** *WD3765*
238401
Df Rdr Rt
**SONJA V.**
ex Hilo ex Hilo Packet-81
ex Catherine Moran-60
ex Sheila Moran-47 ex YTM 732
ex Canasatego ex Sheila Moran
**Magdalena Hoffman**
San Francisco, Ca United States of America
**137** 60 —
(AB)
**1939** Pennsylvania Shipyards Inc.—Beaumont, Tx (210)
28,81 6,74
27,13 6,71 3,28
1 dk
**D-E Tug**
General Motors
Vee Oil 2SA 12Cy. 216 × 254 dr
connected to 2 elec. motors & s
shaft
General Motors Corp.
Fuel 72,0t

**5158797**
1011
**SONMEZLER**
ex Ilgaz ex Esperos-34
**Sonmez Denizcilik ve Ticaret A.S.**
Istanbul Turkey
**497** 285 1 016
✠Classed LR until 7/59
**1920**-8 N.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld
8,54
54,95 4,42
1 dk
**M General Cargo**
S.K.L.
Oil 2SA 6Cy. 320 × 480
400bhp (294kW) NE made fitted
VEB Schwermasch. "Karl Liebknecht"
(SKL)

**6909777** *DFCG*
4216
Df Esd Gc
Rdr RTm/h/v
SatNav
AMVER
**SONNE**
**Partenreederi m.s. "Sonne"**
RF Reedereigemeinschaft Forschungsschiffahrt G.m.b.H.
Bremen Federal Republic of Germany
*3 516* *1 055* 1 274
GL
**1968** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (350)
97,61 14,23 5,800
89,90 14,20 9,30
B & F 37,8 3 dks
len 91
conv Fish-factory Stern Trawler Factory Fishing 77
**D-E Research/ Mother Ship**
for submersibles Oceanographic
Stern ramp
Mchy.aft
Cr 1(8) Der 1(5)
MaK
4 Oil 4SA each 8Cy. 240 × 28
(2 942kW) driving 2 gen. each
a.c. 2 gen. each 364kW 220V
2 elec. motors each of 1 563
& sr geared to sc. shaft
Atlas-MaK Maschinenbau
Controllable pitch propeller
Thw. thrust Contr. pitch propeller
Fuel 918,0t (d.o.)-8,0pd

**7715496** *DEQG*
Df Esd Gc.
Pfd Rdr
RTm/h/v
**SONNE**
**Seefischmarkt Cuxhaven G.m.b.H.**
Deutsche Fischfang-Union G.m.b.H. & Co. KG
Cuxhaven Federal Republic of Germany
SatCom: 1120166
**932** 434 585
GL
**1978** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (393)
54,21 11,05 4,301
46,51 11,02 6,35
2 dks
**M Fishing**
Stern Trawler
Ice strengthened
MaK
Oil 4SA 8Cy. 320 × 450 reduction
shaft
2 400bhp (1 765kW)
Atlas-MaK Maschinenbau

| | | | | | |
|---|---|---|---|---|---|
| **SONNODD**<br>ex Liv Marit-85 ex Single Boy-77<br>ex Vestholm-75 ex S. A. Gudmand-74<br>ex Harun-73<br>**Tore Jan Sonstadbo**<br>Haugesund Norway | *741*<br>*256*<br>773 | BV (GL) | **1967** Ruhrorter Schiffs. u. Masch.—Duisburg (388)<br>57,84 9,07 3,201<br>51,03 9,00 3,69<br>1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.968 B.858<br>1 Ha (27,5 × 5,4) ER<br>1W Der 1(6) | Alpha<br>Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW) NE 73<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 110kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 10,5kn |
| **SONNY**<br>**P.T. Pelayaran Maluku**<br>Jakarta Indonesia | **408**<br>249<br>630 | | **1956** Vereenigde Prauwen Verer—Tandjung Priok (422)<br>55,38 9,22<br>51,69<br>1 dk & S dk | **M General Cargo** OSD<br>Ref<br>Mchy.aft<br>2 Ha (each 8,8 × 3,9)<br>Der 4(-) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>400bhp (294kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,25kn |
| **SONNY BOY**<br>ex Mokihana<br>**Knut Johansen**<br>Ketchikan, Ak United States of America | **161**<br>120<br>— | | **1973** Martinolich SB. Corp.—Tacoma, Wa<br>*24,21* 7,62<br>27,44 3,79<br>1 dk | **M Fishing** | Caterpillar D379SCAC<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 11,5kn |
| **SONO**<br>**J. Turner**<br>Guernsey Channel Islands (British) | **167**<br>99<br>— | | **1945** Manitowoc SB. Co.—Manitowoc, Wi<br>*33,59* 9,78<br>... ... ...<br>1 dk | **TrM RoRo Cargo/ Landing Craft**<br>Bow door<br>Mchy.aft | Gray<br>3 Oil 2SA each 6Cy. 114 × 127<br>600bhp (441kW)<br>Gray Marine Motor Co. Detroit, Mi<br>7kn |
| **SONORA**<br>ex Gina Luisa-82<br>**Transportes Maritimos del Pacifico S.A.**<br>Transportacion Maritima Mexicana S.A. de C.V.<br>Manzanillo Mexico | T.Mk<br>**10 090**<br>6 355<br>15 785<br>**16 087**<br>10 320<br>22 267 | **✠100A1** SS 6/89<br>strengthened for heavy cargoes<br>container cargoes in holds and on hatch covers<br>**✠LMC** **UMS**<br>EL It 605,0/64,0U3<br>FN 6838 | **1979**-6 Hitachi Zosen—Innoshima Works, Innoshima (4613)<br>178,26 (BB) 26,57 —/10,408<br>168,00 26,50 14,20<br>P 20,5 F 14,7 2 dks<br>rf nil DK | **M General Cargo/ Container Ship Heavy-load**<br>10 Ho 17,6 15,0 27,2 28,8 16,0 - - - - - ER<br>G.31 594 B.29 812<br>TEU 816<br>C.Ho 444/20'(40') C.Dk 372/20'(40') incl. 40 ref C.<br>9 Ha (stl) (12,8 12,8p&s × 8,3) (25,6p&s 25,6p&s 12,8p&s × 10,5) ER<br>Cr 5(20) Der 1(250) 4(10) | B&W 8L67GF<br>Oil 2SA 8Cy. 670 × 1700<br>15 000bhp (11 033kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (ex.g) & htr 12kgf/cm² (11,8bar) rcv 8,2kgf/cm² (8,1bar)<br>AuxB (o.f.) 8,2kgf/cm² (8,1bar)<br>Gen 3 × 700kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 381,0t (d.o.) 1 894,5t (hvf) |
| **SONORA**<br>ex Kolymales-91<br>San Lorenzo Honduras | **2 725**<br>1 331<br>4 045 | RS | **1963** Hollming Oy—Rauma/Raumo (163)<br>102,11 14,05 6,001<br>93,02 14,00 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,6 14,7 16,0 ER 17,5<br>G.5 171 B.4 769<br>4 Ha (stl) (9,9 9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>1W Cr 2(3) Der 3(5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 259,0t (hvf) 13,5kn |
| **SONRISA**<br>ex Hokuo Maru No. 25-86<br>ex Choyo Maru No. 55<br>**Intermiso S.A.**<br>Honduras | **349**<br>159<br>— | RI | **1974** Narasaki Zosen K.K.—Muroran (861)<br>57,51 9,02 3,455<br>50,50 9,00 5,59<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin 6LUS40<br>Oil 4SA 6Cy. 400 × 640<br>2 300bhp (1 692kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SONS OF THUNDER**<br>ex Draco ex Dantzler Ocean Springs-78<br>**Sons of Thunder Inc.**<br>Philadelphia, Pa United States of America | **166**<br>113<br>— | | **1967** Halter Marine Services, Inc.—New Orleans, La (174)<br>*36,49* 9,15 2,998<br>36,28 9,12 3,51<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Cr 1(15) | 2 Oil<br>2 000bhp (1 471kW)<br>..............<br>Fuel (d.o.) |
| **SONSONATE**<br>**Government of The Republic of El Salvador (Comision Ejecutiva del Puerto de Acajutla)**<br>Acajutla El Salvador | **76**<br>—<br>— | **A1** SS 3/85<br>tug<br>Acajutla harbour service<br>EL 50,0/16,0<br>FN 199<br>(AB) | **1961** Todd Shipyards Corp. (Houston Div.) —Houston, Tx (275)<br>21,95 6,35 —<br>20,68 6,33 3,26<br>1 dk<br>rf - BK 76 | **M Tug** | Fairbanks, Morse<br>Oil 2SA 10Cy. 133 × 184 sr reverse geared to sc. shaft<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 1 × 8kW 220V 60Hz a.c. 1 × 3kW 1 × 2kW 32V d.c. |
| **SONYA VIKING**<br>ex Omega 806-90 ex Rissa Supplier-87<br>ex Balder Rissa-86<br>**Viking Supply Ships A/S**<br>Viking Management A/S<br>Panama Panama | T.Mk<br>**856**<br>77<br>1 050 | NV | **1982** Fosen M.V.—Fevag (29)<br>64,67 4,720<br>56,39 13,81 6,91<br>F - 2 dks<br>rf 13 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P | Polar F316V<br>2 Vee Oil 4SA each 16Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 640kW 2 × 245kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 794,0t (d.o.)-28,0pd 16kn |
| **SOO GEUN HO**<br>ex Yamafuji Maru-76<br>**Korea Daehung Shipping Co.**<br>Chungjin North Korea | **1 990**<br>1 143<br>3 407 | (NK) | **1970** Shin Naniwa Dock Co. Ltd.—Osaka (26)<br>88,02 13,06 5,589<br>82,00 13,01 6,61<br>P 18,9 F 8,9 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.4 263 B.3 923<br>2 Ha (stl) (15,7 29,1 × 7,0) ER<br>Der 2(15) 1(10) | Akasaka<br>Oil 4SA 6Cy. 460 × 720<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 125kW 445V a.c.<br>Fuel 274,5t-8,5pd 13kn |
| **SOO YANG**<br>**Ssang Yong Shipping Co. Ltd.**<br>Busan South Korea | **3 787**<br>2 391<br>5 654 | KR (NK) | **1969** Nipponkai Heavy Ind. Co. Ltd.—Toyama (144)<br>110,24 15,02 6,503<br>103,99 15,00 8,41<br>P 21,4 F 8,6 1 dk | **M Cement Carrier**<br>Mchy.aft<br>G.4 988 | Akasaka<br>Oil 4SA 6Cy. 510 × 840<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 140kW 445V a.c.<br>Fuel 317,0t-9,5pd 12kn |
| **SOON AIK**<br>ex Hokuyu Maru-82<br>**Xin Bo Shipping Pte. Ltd.**<br>Singapore Singapore | **696**<br>507<br>1 649 | NK | **1972** Nishii Dock Co. Ltd.—Ise (228)<br>65,77 10,04 4,312<br>59,42 10,01 4,96<br>P 14,4 F 7,1 1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 666 | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>1 500bhp (1 103kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 64kW 225V a.c.<br>Fuel 32,5t-6,0pd 11kn |
| **SOON AN**<br>ex Taisei Maru-81<br>**Xin An Shipping Pte. Ltd.**<br>Singapore Singapore | **1 102**<br>652<br>2 387 | NK | **1969** Imai Zosen—Kochi (276)<br>72,85 11,64 5,503<br>67,01 11,61 5,82<br>P 17,1 F 8,3 1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 692 | Daihatsu 8PSHTCM-26D<br>2 Oil 4SA each 8Cy. 260 × 320 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 36kW 225V a.c.<br>Fuel 92,5t-6,5pd 11kn |
| **SOON BEE No. 2**<br>ex Telisai-86<br>**Southern Navigation Sendirian Berhad**<br>Labuan Malaysia | **886**<br>468<br>1 368 | ✠Classed LR until 24/8/85 | **1970**-7 Jurong Shipbuilders Pte. Ltd.—Singapore (65)<br>56,70 13,06 2,147<br>53,29 13,03 4,02<br>1 dk<br>rf nil | **TM General Cargo Barge**<br>1 Ho 35,2 ER<br>G.1 756 B.1 642 In.6<br>1 Ha (stl) (20,1 × 7,7) ER<br>2W Der 2(5) | Rolls Royce<br>2 Oil 4SA each 8Cy. 130 × 152<br>760bhp (559kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 2 × 56kW 400V 50Hz a.c.<br>Fuel 65,0t (d.o.) 9,5kn |
| **SOON CHUAN**<br>ex Hong Eng-58 ex Concordia-52<br>ex San Rafael-51<br>**Madam Tan Swee Lay**<br>Penang Malaysia | **203**<br>118<br>203 | | **1945** Johnston's Tyneside Foundry Pty. —Melbourne, Victoria<br>36,58 7,35 2,458<br>34,52 7,17 2,75<br>1 dk | **TM General Cargo**<br>1 Ho<br>G.283<br>1 Ha (11,8 × 3,6)<br>4W | Ruston<br>2 Oil 4SA each 6Cy. 205 × 275<br>Ruston & Hornsby Ltd. Lincoln<br>Fuel 25,5t 9kn |

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|---|---|---|---|---|---|---|
| **7335765**<br>*9V3373*<br>384083<br>Rdr Rt | **SOON HIN**<br>ex Shosei Maru-81<br>**Dafa Shipping Pte. Ltd.**<br>Singapore Singapore | **1 011**<br>720<br>2 617 | NK | **1972** Higaki Zosen K.K.—Imabari (131)<br>77,42 12,53 4,546<br>72,01 12,50 5,36<br>P 17,1 F 11,3 1 dk | **M Tanker**<br>5 Ta ER | Daihatsu<br>2 Oil 4SA each 6Cy. 220 ×<br>1 800bhp (1 324kW)<br>Daihatsu Diesel Mfg. Co. Lt<br>Gen 2 × 64kW 225V a.c.<br>Fuel 67,0t-7,5pd |
| **7026388**<br>*9V3520*<br>384576<br>Rdr Rt | **SOON HOE**<br>ex Nippo Maru No. 73-82<br>**Xin Kang Shipping Pte. Ltd.**<br>Singapore Singapore | *1 345*<br>*816*<br>2 435 | NK | **1969** Ujina Zosensho—Hiroshima (497)<br>76,56 11,61 5,487<br>70,01 11,59 5,90<br>P 15,9 F 11,6 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 991 | Daihatsu<br>2 Oil 4SA each 8Cy. 260 ×<br>2 000bhp (1 471kW)<br>Daihatsu Kogyo<br>Gen 2 × 64kW 450V a.c.<br>Fuel 106,5t-7,5pd |
| **5177705**<br>*HO2564*<br>649-67<br>Rt | **SOON HONG**<br>ex Jurong-67 ex Serudom-62<br>ex Empire Sealion-47<br>**Cosmos Shipping Co. S.A.**<br>Panama Panama | **495**<br>308<br>— | ✱Classed BC until 10/66 | **1945**-9 Henry Scarr Ltd.—Hessle (473)<br>45,17 8,26 3,048<br>42,98 8,23 5,49<br>2 dks | **M General Cargo**<br>Mchy.aft | Polar<br>Oil 2SA 4Cy. 250 × 420<br>British Polar Engines Ltd. |
| **8327935**<br>*D8GK*<br>YSR-834071<br>Rdr Rt | **SOON PUNG**<br>ex Tacoma No. 3-90<br>**Semo Co. Ltd.**<br>Yosu South Korea | **104**<br>15<br>10 | KR | **1983** Korea Tacoma Marine Industries Ltd—Masan<br>26,01<br>23,09 10,20 2,70<br>1 dk | **TM Passenger Ship** | M.T.U.<br>2 Vee Oil 4SA each 8Cy. 1<br>1 510kW (2 053bhp)<br>M.T.U. Friedrichshafen Gmb<br>Gen 1 × 30kW 220V a.c. |
| **7109582**<br>*9V3389*<br>384150<br>Rdr Rt | **SOON SENG**<br>ex Eishin No. 5-81<br>ex Gowa Maru No. 3-80<br>ex Shintaiyo Maru ex Tenju Maru No. 6<br>**Dafa Shipping Pte. Ltd.**<br>Singapore Singapore | **972**<br>663<br>2 261 | NK | **1970** Kishimoto Zosen—Kinoe (388)<br>74,45 (BB) 12,53 4,653<br>68,51 12,50 5,49<br>P 15,0 F 5,5 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 814 | Matsui<br>Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Matsui Iron Works Co. Ltd.<br>Gen 2 × 48kW a.c.<br>Fuel 66,0t-5,0pd |
| **8729896**<br>*J8DK3*<br>2992<br>Rdr Rt | **SOON THAI**<br>ex Chuan-Li-90<br>ex Hoyoshi Maru No. 11-89<br>**Goodyear Maritime S.A.**<br>Kingstown St. Vincent and the Grenadines | **495**<br>308<br>1 164 | | **1973** Y.K. Tokai Zosensho—Tsukumi<br>52,00 11,02 4,200<br>47,00 11,00 5,50<br>1 dk | **M Sand Carrier** | Fuji<br>Oil<br>Fuji Diesel Co. Ltd. |
| **7237913**<br>*9VDT*<br>384176<br>Df Esd Gc<br>Pfd Rdr Rt | **SOON WAH**<br>ex Japan Tuna-83<br>**Xin Hui Shipping Pte. Ltd.**<br>Singapore Singapore | *3 984*<br>*2 193*<br>6 543 | NK | **1972** Watanabe Zosen K.K.—Hakata (148)<br>119,51 (BB) 15,45 6,546<br>110,95 15,40 7,70<br>P 31,7 F 21,7 1 dk<br>RW Bow/CM 40 Diam. 0,216 len 89 | **M Tanker**<br>CBT<br>8 Ta ER<br>L.(oil) 5 296<br>2 Cargo pumps total 500T/hr | Akasaka<br>Oil 4SA 6Cy. 510 × 840<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Ak<br>Ltd.)<br>Gen 3 × 220kW 445V 60Hz<br>Fuel 243,5t (d.o.) 656,5t (hv |
| **8606317**<br>*D9CT*<br>BSR-876335<br>Df Esd Gc<br>Rdr Rt | **SOON YANG**<br>**Ssang Yong Shipping Co. Ltd.**<br>Busan South Korea | *5 645*<br>*2 389*<br>8 705 | KR | **1987** Dong Hae SB. Co. Ltd.—Ulsan (8540)<br>116,01 7,001<br>110,01 19,21 9,22<br>F 9,5 1 dk | **M Cement Carrier**<br>Self-unloader<br>2 Ho 33,6 36,8 ER<br>G.8 500<br>2 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>4 560bhp (3 354kW)<br>Ssang Yong Heavy Industrie<br>Gen 2 × 280kW 445V 60Hz<br>Thw. thrust Contr. pitch prop |
| **8613358**<br>*DJUW*<br>2490<br>Rt | **SOONECK**<br>**m.s. "Sooneck" Horst Striesow K.G.**<br>Deutsche Conti Schiffahrtsgesellschaft m.b.H.<br>Rendsburg Federal Republic of Germany | *1 616*<br>*645*<br>2 019 | GL | **1986** Schiffsw. Hugo Peters—Wewelsfleth (613)<br>82,48 3,901<br>76,82 11,31 5,41<br>P 12,5 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,7 ER<br>G.2 953 B.2 945<br>TEU 76 C. 76/20' (40')<br>1 Ha (stl) (49,8 × 9,0) ER | MWM<br>Oil 4SA 6Cy. 230 × 270 wi<br>couplings & sr reverse g<br>815bhp (599kW)<br>Motorenw. Mannheim A.G. (<br>Gen 1 × 190kW 2 × 82k<br>Thw. thrust propeller fwd<br>Fuel 96,0t (d.o.)-3,0pd |
| **7374931**<br>*H3VT*<br>5661-75C<br>Df Esd Gc<br>Pfd Rdr Rt | **SOONY**<br>ex Santa Rosa I-91<br>**TTM Transport S.A.**<br>Panama Panama | **3 969**<br>2 800<br>6 755 | NK | **1975** Nishi Zosen K.K.—Imabari (163)<br>107,35 6,920<br>98,99 16,49 8,49<br>P 22,3 F 9,8 1 dk | **M General Cargo**<br>G.9 028 B.8 491<br>2 Ha (26,9 28,7 × 8,3) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Ak<br>Ltd.)<br>Gen 2 × 288kW |
| **8201404**<br>*HO3873*<br>14700-85<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **SOOSC BEIJING**<br>ex SSS Seattle-84<br>**Shanghai Offshore Oil Service Corp.**<br>Panama Panama | *1 252*<br>*375*<br>1 174 | **✠100A1** SS 2/90<br>offshore tug/supply ship<br>**✠LMC** **UMS**<br>EL (N) 907,5/36,0U2<br>FN 1038 | **1983**-10 Hudong Shipyard—Shanghai (1145)<br>60,89 13,57 5,052<br>54,01 13,01 6,20<br>F 25,3 1 dk<br>rf 246 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>4 Ta ind cyl horizontal ER | MAN<br>4 Vee Oil 4SA each 12Cy. 2<br>clutches, flexible coupling<br>shafts øNE 6/86 (port ou<br>✠ NE 6/86<br>Masch. Augsburg-Nuernberg<br>Gen 2 × 250kW 2 × 244<br>2 Controllable pitch propeller<br>Thw. thrust Contr. pitch prope<br>Fuel 432,0t (d.o.)-20,5pd |
| **7380148**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **SOPECHE III**<br>ex Koshin Maru<br>ex Koshin Maru No. 21-84<br>ex Choyo Maru No. 57<br>**Inter-Arika S.A.**<br>Nouadhibou Mauritania | **347**<br>153<br>— | RI | **1974** Narasaki Zosen K.K.—Muroran (877)<br>57,49 8,23 3,226<br>50,50 8,21 3,61<br>1 dk | **M Fishing**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 400 × 600<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Ak<br>Ltd.) |
| **6411940**<br>*EECP*<br>2333 | **SOPEHICA PRIMERO**<br>ex Capricho de Colindres<br>**Manexport S.A.**<br>Santander Spain | **149**<br>59<br>— | | **1964** Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijon (R.47)<br>25,99 6,43 3,125<br>23,47 6,41 3,51<br>RW | **M Fishing**<br>Side Trawler | Kromhout<br>Oil 2SA 5Cy. 240 × 260<br>335bhp (246kW)<br>Kromhout Motorenfabrik<br>Fuel 29,5t (d.o.) |
| **6417762**<br>*EEDR* | **SOPEHICA SEGUNDO**<br>ex Capricho Montanes<br>**Manexport S.A.**<br>Santander Spain | **149**<br>59<br>— | | **1964** Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijon (R.48)<br>25,99 6,43 3,125<br>23,47 6,41 3,51<br>RW | **M Fishing**<br>Side Trawler | Kromhout<br>Oil 2SA 5Cy. 240 × 260<br>335bhp (246kW)<br>Kromhout Motorenfabrik<br>Fuel 29,5t (d.o.) |
| **8614625** | **SOPESCA III**<br>**Gentil**<br>Brazil | **100**<br>—<br>— | | **1987** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (176)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>.............. |
| **6816190**<br>*P3NC*<br>394256<br>Df Esd Gc<br>Rdr Rt | **SOPHIA**<br>ex Castle Venture-88 ex Leo-88<br>ex Nagan Palm-79 ex Shinyo Maru-72<br>**Mylord Shipping Co. Ltd.**<br>Limassol Cyprus | **2 712**<br>1 763<br>4 703 | HR (NK) | **1968** Koyo Dockyard Co. Ltd.—Mihara (501)<br>98,28 14,64 6,109<br>90,99 14,58 7,32<br>P 21,4 F 9,8 1 dk<br>**STRANDED AFTER FIRE 1/91** | **M General Cargo**<br>2 Ho ER<br>G.5 921 B.5 679<br>2 Ha (stl) (24,9 24,3 × 7,9) ER<br>Der 1(15) 3(10) | Mitsubishi<br>Oil 2SA 7Cy. 390 × 650<br>3 000bhp (2 207kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 120kW<br>Fuel 366,0t-10,0pd |

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| **SOPHIA TH.**<br>ex Silvia-89 ex Antonios K-85<br>ex Myosei Maru-83<br>**Marigold Maritime Co. Ltd.**<br>Piraeus Greece | **399**<br>248<br>1 780 | | **1971** Yoshino Zosen—Japan (31)<br>65,00 4,701<br>60,00 10,51 6,71<br>1dk | **M General Cargo**<br>G.2 487 B.2 301<br>1 Ha (35,1 × 7,0) ER | Makita<br>Oil<br>1 400bhp (1 030kW)<br>Makita Diesel Co. Ltd. Japan<br>11kn |
| **SOPHIE**<br>ex Joliette-72 | **1 838**<br>933<br>3 217 | (BV) | **1953** Schps. "De Hoop" N.V.—Lobith (214)<br>92,92 12,81 5,392<br>12,76<br>P 7,1 B & F 67,7 1 dk & S dk<br>rf 51 len 59 | **M General Cargo** OSD<br>Ref 2P<br>4 Ho 13,7 13,4 12,9 12,4<br>G.5 675 B.5 336 In.150<br>4 Ha (stl) (7,4 8,0 7,4 7,4 × 5,9)<br>8W Der 1(20) 8(5) | Baldwin<br>2 Oil 4SA each 8Cy. 310 × 460 geared to sc. shaft<br>2 500bhp (1 839kW)<br>Swiss Locomotive & Mch. Works Winterthur<br>Gen 3 × 105kW 220V d.c.<br>Fuel 335,5t (d.o.) 13kn |
| **SOPHIE C.**<br>**Soundwind Maritime Ltd.**<br>Westwind Africa Line Ltd.<br>Piraeus Greece | **14 651**<br>9 046<br>27 348<br>T/cm<br>39,1 | AB | **1978** Koyo Dockyard Co. Ltd.—Mihara (788)<br>169,60 (BB) 26,32 9,722<br>163,40 26,31 13,59<br>P 3,7 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho ER<br>G.32 419 B.31 863<br>5 Ha (stl) (13,2 18,4 13,5 18,4 14,4 × 11,9) ER<br>Cr 4(25) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 460kW a.c.<br>16kn |
| **SOPHIE LOUISE**<br>**Electcatch Ltd.**<br>Alliance Fish Whitby Ltd.<br>Whitby United Kingdom | *117*<br>*67*<br>52 | | **1989** James N. Miller & Sons Ltd.—St. Monance (1035)<br>18,28 6,77 3,410<br>15,62 6,71 3,75 | **M Fishing**<br>Stern Trawler & Side Trawler Ref<br>In.80 | Kelvin TGSC8<br>Oil 4SA 8Cy. 165 × 184 with clutches, flexible couplings & sr geared to sc. shaft<br>394kW (536bhp)<br>Kelvin Diesels Ltd., GEC Diesels Glasgow |
| **SOPHIE MARIE**<br>ex Sovereign Clipper-78<br>**Sophie Marie Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1973** ............Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>365bhp (268kW)<br>U.S.A. |
| **SOPHIE P**<br>**Sineteristiki Eptanisiaki Touristiki Aktoploia S.A.**<br>Piraeus Greece | **619**<br>104<br>200 | HR | **1985** "Naus" Shipyard Philippou Bros. S.A. —Perama (148)<br>65,89 13,62 2,301<br>60,00 13,61 3,51<br>2 dks | **TM RoRo Cargo/Ferry** | Deutz<br>2 Vee Oil 4SA each 8Cy. 142 × 160 reverse reduction geared to sc. shafts<br>1 240bhp (912kW)<br>Kloeckner Humboldt Deutz Koeln |
| **SOPHIE RICKMERS**<br>ex Transporter-90 ex Durmus Usta-89<br>ex Haci Mustafa Torlak-88<br>**Mai Shipping Co. Ltd.**<br>Reederei Bertram Rickmers G.m.b.H.<br>St. John's Antigua & Barbuda | *4 218*<br>*2 618*<br>7 250 | AB | **1985** Denizcilik Bankasi T.A.O.—Pendik (002)<br>111,31 (BB) 7,601<br>102,22 17,01 9,02<br>P 22,3 F 13,8 2 dks | **M General Cargo**<br>3 Ho ER<br>G.9 769 B.8 665<br>3 Ha (stl) ER<br>Cr 1(12) 1(9) 1(6) | Sulzer 6ZL40/48<br>Oil 4SA 6Cy. 400 × 480 sr geared to sc. shaft<br>4 350bhp (3 200kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 252kW a.c. 1 × 80kW a.c.<br>Controllable pitch propeller<br>13kn |
| **SOPKA GEROYEV**<br>**Yugryba**<br>(Novorossiysk) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 255 | RS | **1970** VEB Volkswerft Stralsund—Stralsund (287)<br>82,02 13,59 5,190<br>73,00 13,57 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>B.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,75kn |
| **SOPOCHNOYE**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *738*<br>*221*<br>332 | RS | **1986** ............U.S.S.R.<br>53,74 10,71 4,360<br>47,92 - 6,50<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>871kW (1 184bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen. 1 × 300kW a.c. 3 × 160kW a.c. 2 × 135kW a.c.<br>Controllable pitch propeller |
| **SOPRUS**<br>**Estonian Shipping Co.**<br>Tallinn Estonia | **490**<br>104<br>191 | RS | **1956** Admiralteiskiy Shipyard—St. Petersburg (685)<br>45,60 11,03 2,701<br>4,02<br>1 dk | **M Ferry**<br>Ice strengthened | 2 Oil 4SA each 8Cy. 240 × 360<br>............<br>Fuel (d.o.) 10,5kn |
| **SOR-TROMS**<br>**Sor-Troms Fiskeriselskap A/S**<br>Harstad Norway | T.Mk<br>**299**<br>102<br>— | NV | **1971** Kaarbos M/V A/S—Harstad (71)<br>45,42 9,20<br>39,65 9,17 6,53<br>2 dks<br>rf 1300 BK 348 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,2 × 2,2) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 99kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **SORACHI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **330**<br>—<br>— | | **1984** Tohoku Zosen—Shiogama (209)<br>67,80 2,652<br>60,00 7,92 4,42<br>1 dk | **TM Patrol Ship** | Niigata<br>2 Oil 4SA each 6Cy. 310 × 460<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd. Niigata<br>2 Controllable pitch propellers |
| **SORACHI MARU**<br>**Hokusei Kaiun K.K.**<br>Tokyo Japan | **3 367**<br>—<br>5 788 | (NK) | **1966** Tohoku Zosen—Shiogama (77)<br>101,45 14,74 6,909<br>94,01 14,71 8,72<br>P 19,9 B 9,8 1 dk | **M General Cargo**<br>3 Ho ER<br>G.6 747 B.6 383<br>3 Ha (11,5 23,2 17,9 × 6,7) ER | Daihatsu 6PSTBM-26D<br>4 Oil 4SA each 6Cy. 260 × 320 geared to sc. shaft<br>2 600bhp (1 912kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 90kW 450V 60Hz a.c.<br>Fuel 72,0t (d.o.) 72,5t (hvf)-11,0pd 12,5kn |
| **SORAL**<br>ex Pinguin-72 ex Ritornel-65<br>ex Deo Gloria-55<br>**Hans F. K. Frederiksen**<br>Nakskov Denmark | **190**<br>108<br>284 | BV | **1933** N.V. Sch. Delfzijl v/h Sander—Delfzijl (134)<br>38,44 6,68 2,591<br>6,63<br>RQD 9,8 F 4,3 1 dk<br>R conv General Cargo 72 | **M Dredger**<br>Suction<br>1 Ho 18,9<br>G.161<br>1 Ha (9,9 × 4,8)<br>1W Der 1(3) | Brons<br>Oil 4SA 4Cy. 270 × 340<br>160bhp (118kW)<br>Appingedammer Brons Appingedam<br>Gen 1 × 24kW<br>Fuel 9,0t (d.o.) 7,5kn |
| **SORAYA**<br>ex Dila-88 ex Franziska Kurz-80<br>ex Kings River-74<br>**Soraya Shipping Co. Ltd.**<br>Tristar Shipping SARL<br>Valletta Malta | **2 008**<br>1 610<br>3 716 | **100A1** SS 5/88<br>**LMC**<br>EL Q 440,0/38,0U2<br>FN 1767<br>(GL) (NV) | **1972** Smedvik Mek. Verksted A/S—Tjorvag (35)<br>93,27 14,05 5,055<br>87,00 14,00 6,30<br>P 12,2 RAD 12,2 F 7,7 1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.4 959 B.4 632<br>2 Ha (stl) (26,9 28,8 × 10,2) ER<br>4W Der 4(10) | MAN<br>Vee Oil 4SA 12Cy. 250 × 300 reduction geared to sc. shaft<br>1 618kW (2 200bhp) NE 5/88<br>MAN-B&W Diesel G.m.b.H. West Germany<br>Gen 2 × 128kW 1 × 56kW 380V 50Hz a.c.<br>Fuel 293,5t (d.o.) 12,25kn |
| **SORBOEN**<br>**Karl N. Meyloysund**<br>Bodo Norway | *296*<br>*123*<br>— | | **1985** Herfjord Slipp & Verksted A/S—Revsnes (41)<br>27,44<br>8,01 4,35<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Oil geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SORBU**<br>ex Morild-71 ex Arnhild-66 ex Sunda-57<br>**Karin Olsen**<br>Narvik Norway | **117**<br>68<br>173 | (BV) | **1940** Karlstads Varv A/B—Karlstad (115)<br>26,88 6,41 2,998<br>24,36 6,35 3,05<br>RAD 5,2 1 dk<br>RW BK 165 | **M General Cargo**<br>1 Ho 14,0 ER<br>1 Ha (8,9 × 3,8) ER<br>1W Der 1(3) | Grenaa<br>Oil 2SA 2Cy. 350 × 410<br>180bhp (132kW) E made50 fitted60<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel 5,0t (d.o.) 7,5kn |

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| **8112079**<br>*EQLG*<br><br>Esd Rdr Rt | **SOREH**<br><br>**Government of The Islamic Republic of Iran (Ports & Shipping Organization)**<br>Bandar Khomeini Iran | *206*<br>*62*<br>135 | ✠**100A1** SS 9/89<br>tug<br>**LMC**<br>EL E 275,0/22,0U2<br>FN 320<br>**SURVEYS OVERDUE — CLASS SUSPENDED 17/4/91** | **1983**-6 Alblas Scheepswerf—Krimpen a/d Ijssel ((3127))<br>30,21 8,06 3,310<br>26,95 7,80 4,04<br>RFD 12,2 1 dk<br>rf 1168 BK 51 | **TM Tug** | Deutz<br>2 Oil 4SA each 6Cy. 240 ×<br>flexible couplings & sr re<br>shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 64kW 380V 50Hz<br>Fuel 68,0t (d.o.) |
| **5413082**<br>*J8DX5*<br>3098<br>Df Esd Rdr<br>RTm | **SOREL POINT**<br>ex Uno-84 ex Susse W-80<br>ex Danasund-77 ex Volmer-74<br>ex Rainer Carstens-65<br>**Caribanks Shipping Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **298**<br>169<br>470 | (GL) | **1963** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (55)<br>42,70 7,55 2,780<br>39,15 7,50 3,10<br>P 11,0 F 4,0 1 dk | **M General Cargo**<br>1 Ho 26,5 ER<br>G.651 B.595<br><br>1 Ha (20,5 × 5,0) ER | Cummins<br>Oil 4SA 6Cy. 159 × 159 re<br>to sc. shaft<br>370bhp (272kW) NE 80<br>Cummins Engine Co. Inc.<br>Gen 1 × 10kW 1 × 5kW<br>Fuel (d.o.) |
| **5334482**<br>*OYCN*<br>H215<br>Df Esd Pfd<br>Rt | **SOREN NORDFISK**<br><br>**P/R Soren Nordfisk**<br>Poul Erik Nielsen & Sonner<br>Skagen Denmark | **123**<br>59<br>— | | **1960** Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V.—Monnickendam (69)<br>27,01 6,23 2,801<br>6,20<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>550bhp (405kW) NE 74<br>Alpha-Diesel A/S<br>Fuel (d.o.) |
| **7118117**<br>*OXUQ2*<br>D-11880<br>Df Esd Gc<br>Rdr Rt | **SOREN TH.**<br>ex Sigrid S-85<br>**P/R Soren Th.**<br>Svendborg Enterprise A/S<br>Faborg Denmark (DIS) | **499**<br>342<br>1 384 | BV | **1971** Svendborg Skibsvaerft A/S—Svendborg (136)<br>75,42 (BB) 12,93 4,166<br>68,00 12,91 5,62<br>F 10,7 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho each 25,6 ER<br>G.3 044 B.2 662<br><br>2 Ha (stl) (18,5T 18,5 × 10,3) ER<br>4W Der 1(12) 3(5) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 100kW 380V 50Hz<br>Controllable pitch propeller<br>Fuel 169,5t (d.o.)-4,5pd |
| **8014708**<br>*VTFM*<br>1949<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SOREN TOUBRO**<br>ex Oak Star-82<br>**Larsen & Toubro Ltd.**<br>Bombay India | **15 708**<br>11 863<br>27 048<br>T/cm<br>38,6 | ✠**100A1** M 8/91-30mos<br>bulk carrier<br>strengthened for heavy<br>cargoes hold Nos. 2 & 4<br>may be empty<br>✠**LMC**<br>EL G† 577,5/60,0U3<br>FN 6646<br>IRS | **1981**-9 (Aft section) Nipponkai Heavy Ind. Co. Ltd. —Toyama (219)<br>**1981**-9 Rinkai Kogyo K.K.—Setoda (54)<br>191,29 (BB) 22,94 9,494<br>182,81 22,86 13,49<br>P 27,2 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel.<br>5 Ho 25,4 32,0 22,4 32,0 32,0 ER<br>G.38 296 B.32 447<br><br>5 Ha (stl) (16,0 20,8 12,8 20,8 22,4 × 11,5) ER<br>Cr 4(-) | B&W<br>Oil 2SA 7Cy. 550 × 1380<br>10 500bhp (7 723kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (Comp) 8kgf/cm$^2$ (7,9<br>Gen 3 × 400kW 450V 60Hz<br>Fuel 209,0t (d.o.) 1 579,5t (h |
| **6511647**<br><br><br>Rt | **SORENGANA**<br><br>**North Western Trading Co. Ltd.**<br>Madang Papua New Guinea | **115**<br>51<br>132 | | **1965** Tohoku Zosen—Shiogama (63 C)<br>26,80 6,10 2,185<br>24,46 5,90 2,80<br>1 dk | **M General Cargo**<br>Mchy.aft | Yanmar<br>Oil 2SA 5Cy. 200 × 280<br>Yanmar Diesel Engine Co. Lt |
| **5413692**<br>*CB-4035*<br><br>Df Esd Pfd<br>Rdr Rt | **SORFOLD**<br>ex Olafur Johannesson-63<br>Launched as Andvari<br>**Pesquera Nueva Esterella S.A.**<br>Valparaiso Chile | **797**<br>314<br>— | NV<br>✠Classed LR until 8/71 | **1951**-3 Hall, Russell & Co. Ltd.—Aberdeen (825)<br>61,57 9,20 4,598<br>56,06 9,15 5,90<br>RQD 28,7 F 10,4 1 dk<br>RW rf 559 BK 203 | **M Fishing**<br>Side Trawler<br>3 Ho ER<br><br>3 Ha (2,5 × 2,5) (2,6 5,3 × 5,4) ER | Wichmann<br>Oil 2SA 7Cy. 300 × 450<br>2 800bhp (2 060kW) NE 81<br>A/S Wichmann<br>Gen 1 × 128kW 1 × 96kW<br>220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1<br>Fuel 8,0t (d.o.) |
| **8033118**<br>*UPKZ*<br>M-34757<br>Df Esd Gc<br>Rdr RTv | **SORGU**<br><br>**Zapryba**<br>(Pyarnu) (U.S.S.R.) | T.Mk<br>**282**<br>80<br>150 | RS | **1981** ...,.........U.S.S.R.<br>35,72 8,82 3,429<br>5,95<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.110<br>1 Ha (1,3 × 1,3)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360 gea<br>340bhp (250kW)<br>VEB Schwermasch. "Karl Lie<br>(SKL) |
| **7803293**<br>*YDCR*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **SORIDO**<br>ex Astove-82<br>**P.T. Multi Transpeche Indonesia**<br>Jakarta Indonesia | **304**<br>97<br>— | KI (BV) | **1980** Ch. Normands Reunis—Courseulles-sur-Mer (55)<br>37,60 9,71 3,701<br>35,22 8,22 4,35<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | MGO<br>Vee Oil 4SA 12Cy. 175 × 18<br>1 100bhp (809kW)<br>Soc. Alsacienne de Const. M<br><br>Fuel 77,5t (d.o.) |
| **7315260**<br>*OUKT3*<br>D-23358<br>Df Esd Gc<br>Pfd Rdr Rt | **SORINE KOSAN**<br>ex Sorine Tholstrup-90 ex Devon-81<br>**J. Lauritzen A/S**<br>Lauritzen Kosan Tankers A/S<br>Koge Denmark (DIS) | **1 599**<br>1 044<br>2 035 | BV | **1974** Firma C. Amels & Zoon Schpswf. & Mfbk. "Welgelegen"—Makkum (316)<br>79,51 13,44 5,830<br>71,00 13,19 6,05<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>2 Ta horizontal ER<br>L.(gas) 2 494<br>4 Cargo pumps total 520T/hr | MaK<br>Oil 4SA 6Cy. 450 × 550<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau |
| **5334561**<br>*LDTY*<br>8583<br>Esd Pfd Rdr<br>RTm | **SORLANDET**<br><br>**Stiftelsen Fullriggeren "Sorlandet"**<br>Kristiansand Norway | **559**<br>154<br>— | NV | **1927** P. Hoivolds M/V A/S—Kristiansand S. (1)<br>56,70 8,87 4,420<br>48,16 8,84 5,19<br>2 dks<br>R rf 1372 BK 229 | **Aux M Training Ship**<br>Ship-rig | Deutz<br>Oil 4SA 8Cy. 142 × 160<br>564bhp (415kW) NE 80<br>Kloeckner Humboldt Deutz<br>Gen 1 × 60kW 1 × 12kW<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **8837813**<br>*J8DQ3*<br>3040 | **SORMOVO**<br><br>**Buatanship Corp.**<br>Kingstown St. Vincent and the Grenadines | *4 911*<br>*1 623*<br>5 984 | RS (Class cont.) | **1990** "Krasnoye Sormovo" Shipyard—Gorkiy<br>139,83 4,541<br>134,02 16,57 6,71<br>1 dk | **TM General Cargo**<br><br>4 Ho ER<br>G.6 843<br>TEU 140 C. 140/20'<br>4 Ha (stl) (each 18,7 × 11,8) ER | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 4<br>2 636bhp (1 939kW)<br>VEB Schwermasch. "Karl Lieb<br>(SKL)<br>Gen 3 × 150kW a.c. |
| **6919227**<br>*ERDH*<br>S-30104<br>Df Esd Gc<br>Rdr Rt | **SORMOVSKIY-2**<br><br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>2 925 | RS | **1968** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,20 13,21 3,420<br>108,01 13,00 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br><br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 4<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Lieb<br>(SKL) |
| **6919502**<br>*ERDK*<br>S-30120<br>Df Esd Gc<br>Rdr Rt | **SORMOVSKIY-5**<br><br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>2 925 | RS | **1968** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,20 13,21 3,420<br>108,01 13,00 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br><br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 4<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Lieb<br>(SKL) |
| **6920082**<br>*ERDL*<br>S-30134<br>Df Esd Gc<br>Rdr Rt | **SORMOVSKIY-6**<br><br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>2 925 | RS | **1969** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,20 13,21 3,420<br>108,01 13,00 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br><br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 4<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Lieb<br>(SKL) |
| **6919954**<br>*ERDM*<br>S-30135<br>Df Esd Gc<br>Rdr Rt | **SORMOVSKIY-7**<br><br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>2 925 | RS | **1969** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,20 13,21 3,420<br>108,01 13,00 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br><br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 4<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Lieb<br>(SKL) |

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| **SORMOVSKIY-9**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>2 925 | RS | **1969**<br>114,20<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,420<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn | |
| **SORMOVSKIY-12**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>2 925 | RS | **1969**<br>114,20<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,420<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn | |
| **SORMOVSKIY-14**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>2 925 | RS | **1969**<br>114,20<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,420<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn | |
| **SORMOVSKIY-18**<br>**Western River Shipping Co.**<br>(Kaliningrad) (U.S.S.R.) | **2 484**<br>1 321<br>2 925 | RS | **1970**<br>114,20<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,420<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn | |
| **SORMOVSKIY-19**<br>**Western River Shipping Co.**<br>(Kaliningrad) (U.S.S.R.) | **2 484**<br>1 321<br>2 925 | RS | **1970**<br>114,20<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,420<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn | |
| **SORMOVSKIY-23**<br>ex 750-Letiye Goroda Gorkogo-91<br>**Western River Shipping Co.**<br>(Kaliningrad) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1971**<br>114,03<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,650<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn | |
| **SORMOVSKIY-27**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1973**<br>114,03<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,650<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn | 6NVD48-2U |
| **SORMOVSKIY-28**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1973**<br>114,03<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,650<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,0 18,0 18,0 × 9,3) | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn | 6NVD48-2U |
| **SORMOVSKIY-29**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1973**<br>114,03<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,650<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 380 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn | |
| **SORMOVSKIY-31**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1973**<br>114,03<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,650<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,0 18,0 18,0 × 9,3) | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn | 6NVD48A-2U |
| **SORMOVSKIY-33**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1974**<br>114,03<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,650<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn | 6NVD48-2U |
| **SORMOVSKIY-34**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1974**<br>114,03<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,650<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,0 18,0 18,0 × 9,3) | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn | 6NVD48-2U |
| **SORMOVSKIY-40**<br>**Amur River Shipping Co.**<br>(Nikolayevsk-na-Amure) (U.S.S.R.) | **2 484**<br>1 321<br>3 147 | RS | **1978**<br>114,03<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,669<br>5,49 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,5kn | 6NVD48-2U |
| **SORMOVSKIY-41**<br>**Western River Shipping Co.**<br>(Kaliningrad) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1980**<br>114,03<br>108,03<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,671<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn | 6NVD48-2U |
| **SORMOVSKIY-42**<br>**Western River Shipping Co.**<br>(Kaliningrad) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1980**<br>114,03<br>108,03<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,671<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn | 6NVD48-2U |
| **SORMOVSKIY-43**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1981**<br>114,03<br>108,03<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,423<br>5,54 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn | 6NVD48-2U |
| **SORMOVSKIY-44**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1981**<br>114,23<br>108,03<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,423<br>5,54 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn | 6NVD48-2U |
| **SORMOVSKIY-45**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1982**<br>114,03<br>108,03<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,21<br>13,00 | 3,671<br>5,54 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn | 6NVD48-2U |

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| 8135100<br>*UFSH*<br>S-39506<br>Df Esd Gc<br>Rdr RTm/v | **SORMOVSKIY-46**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | 2 466<br>988<br>3 134 | RS | **1983**<br>114,03<br>108,03<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy<br>13,21<br>13,00 | <br>3,671<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 ×<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Li<br>(SKL) |
| 8226428<br>*EVDU*<br>S-39535<br>Df Esd Gc<br>Rdr RTm/v | **SORMOVSKIY-48**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | 2 466<br>988<br>3 134 | RS | **1983**<br>114,03<br>108,03<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy<br>13,21<br>13,00 | <br>3,671<br>5,54 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 ×<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Li<br>(SKL) |
| 8332784<br>*ULSO*<br>S-40093<br>Df Esd Gc<br>Rdr RTm/v | **SORMOVSKIY-49**<br>**Western River Shipping Co.**<br>(Kaliningrad) (U.S.S.R.) | *2 466*<br>*988*<br>3 135 | RS | **1984**<br>114,02<br>110,76<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy<br>13,22<br>13,00 | <br>3,671<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 ×<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Li<br>(SKL) |
| 8332796<br>*ULLP*<br>S-40096<br>Df Esd Gc<br>Rdr RTm/v | **SORMOVSKIY-50**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *2 466*<br>*988*<br>3 135 | RS | **1983**<br>114,02<br>110,76<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy<br>13,22<br>13,00 | <br>3,671<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 ×<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Li<br>(SKL) |
| 8628133<br>*UOSK*<br>S-42184<br>Df Esd Gc<br>Rdr RTv | **SORMOVSKIY-53**<br>**Western River Shipping Co.**<br>(Kaliningrad) (U.S.S.R.) | *2 466*<br>*988*<br>3 135 | RS | **1986**<br>114,02<br>110,76<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy<br>13,22<br>13,00 | <br>3,671<br>5,50 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 ×<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Li<br>(SKL) |
| 7421095<br>*USIR*<br>S-32176<br>Df Esd Gc<br>Rdr Rt | **SORMOVSKIY-109**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | 2 484<br>1 321<br>3 134 | RS | **1974**<br>114,03<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy<br>13,21<br>13,00 | <br>3,650<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 ×<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Li<br>(SKL) |
| 7436545<br>*EURK*<br>S-32177<br>Df Esd Gc<br>Rdr Rt | **SORMOVSKIY-110**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | 2 484<br>1 321<br>3 134 | RS | **1974**<br>114,03<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy<br>13,21<br>13,00 | <br>3,650<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 ×<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Li<br>(SKL) |
| 7517351<br>*EURL*<br>S-32178<br>Df Esd Gc<br>Rdr Rt | **SORMOVSKIY-111**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | 2 484<br>1 321<br>3 134 | RS | **1975**<br>114,03<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy<br>13,21<br>13,00 | <br>3,650<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 ×<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Li<br>(SKL) |
| 7518214<br>*UBHJ*<br>S-32829<br>Df Esd Gc<br>Rdr Rt | **SORMOVSKIY-112**<br>**Amur River Shipping Co.**<br>(Nikolayevsk-na-Amure) (U.S.S.R.) | 2 484<br>1 321<br>3 134 | RS | **1975**<br>114,03<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy<br>13,21<br>13,00 | <br>3,650<br>5,54 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 ×<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Li<br>(SKL) |
| 7741392<br>*UMXY*<br>S-34727<br>Df Esd Gc<br>Rdr Rt | **SORMOVSKIY-117**<br>**Amur River Shipping Co.**<br>(Nikolayevsk-na-Amure) (U.S.S.R.) | 2 484<br>1 321<br>3 134 | RS | **1979**<br>114,03<br>108,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy<br>13,21<br>13,00 | <br>3,671<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,0 18,0 18,0 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 ×<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Li<br>(SKL) |
| 7943287<br>*UVBJ*<br>S-37269<br>Df Esd Gc<br>Rdr RTm/h/v | **SORMOVSKIY-118**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | 2 484<br>1 321<br>3 134 | RS | **1981**<br>114,03<br>108,03<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy<br>13,21<br>13,00 | <br>3,671<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 ×<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Lie<br>(SKL) |
| 8035154<br>*UZIO*<br>S-37931<br>Df Esd Gc<br>Rdr RTm/v | **SORMOVSKIY-119**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) (U.S.S.R.) | 2 484<br>1 321<br>3 134 | RS | **1982**<br>114,03<br>108,03<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy<br>13,21<br>13,00 | <br>3,671<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 ×<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Lie<br>(SKL) |
| 8133578<br>*EMHI*<br>S-37932<br>Df Esd Gc<br>Rdr RTm/v | **SORMOVSKIY-121**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) (U.S.S.R.) | 2 484<br>1 321<br>3 134 | RS | **1982**<br>114,03<br>108,03<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy<br>13,21<br>13,00 | <br>3,671<br>5,54 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 ×<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Lie<br>(SKL) |
| 8227410<br>*ENCM*<br>S-38034<br>Df Esd Gc<br>Rdr RTm/v | **SORMOVSKIY-122**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) (U.S.S.R.) | 2 466<br>988<br>3 134 | RS | **1984**<br>114,23<br>108,03<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy<br>13,21<br>13,00 | <br>3,671<br>5,54 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 4<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Lie<br>(SKL) |
| 8725632<br>*UKRR*<br>S-38035<br>Rt | **SORMOVSKIY-123**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) (U.S.S.R.) | *2 466*<br>*988*<br>3 155 | RS | **1985**<br>114,02<br>110,76<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy<br>13,22<br>13,00 | <br>3,670<br>5,53 | **TM General Cargo** | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 4<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Lie<br>(SKL) |
| 7942946<br>*UYOW*<br>S-32372<br>Df Esd Gc<br>Rdr RTm/h/v | **SORMOVSKIY-3001**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | 2 398<br>1 374<br>3 100 | RS | **1981**<br>113,98<br><br>1 dk | ..............Bulgaria<br><br>13,02 | <br>3,750<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 308<br>4 Ha (stl) (17,9 17,5 17,9 18,6 × 9,4) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 4<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Lieb<br>(SKL) |
| 7945869<br>*USBE*<br>S-32377<br>Df Esd Gc<br>Rdr RTm/h/v | **SORMOVSKIY-3003**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | 2 398<br>1 374<br>3 100 | RS | **1981**<br>113,98<br><br>1 dk | ..............Bulgaria<br><br>13,02 | <br>3,750<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 308<br>4 Ha (stl) (17,9 17,5 17,9 18,6 × 9,4) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 4<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Lieb<br>(SKL) |
| 8035166<br>*UILU*<br>S-32380<br>Esd Gc Pfd<br>Rt | **SORMOVSKIY-3006**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) (U.S.S.R.) | 2 398<br>1 374<br>3 100 | RS | **1982**<br>114,08<br><br>1 dk | ..............Bulgaria<br>13,52<br>13,02 | <br>3,660<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 280<br>4 Ha (stl) (17,9 17,5 17,9 18,6 × 9,4) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 4<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Lieb<br>(SKL) |

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| **SORMOVSKIY-3051**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | *3 041*<br>*936*<br>3 134 | RS | **1984** Est. Nav. de Viana do Castelo—Viana do Castelo (130)<br>119,03 13,03 3,750<br>112,05 13,02 6,00<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20' (40')<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>11,25kn |
| **SORMOVSKIY-3052**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | *3 041*<br>*936*<br>3 134 | RS | **1984** Est. Nav. de Viana do Castelo—Viana do Castelo (131)<br>119,21 13,42 3,752<br>112,05 13,21 6,02<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20' (40')<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>10,5kn |
| **SORMOVSKIY-3053**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | *3 041*<br>*936*<br>3 134 | RS | **1985** Est. Nav. de Viana do Castelo—Viana do Castelo (132)<br>119,13 13,42 3,752<br>112,43 13,21 6,05<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20' (40')<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>11,25kn |
| **SORMOVSKIY-3054**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | *3 041*<br>*936*<br>3 134 | RS | **1985** Est. Nav. de Viana do Castelo—Viana do Castelo (133)<br>119,13 13,42 3,733<br>112,43 13,21 6,05<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20' (40')<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>10,5kn |
| **SORMOVSKIY-3055**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *3 041*<br>*936*<br>3 134 | RS | **1986** Est. Nav. de Viana do Castelo—Viana do Castelo (134)<br>119,21 13,42 3,733<br>112,05 13,02 6,05<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20' (40')<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>10,5kn |
| **SORMOVSKIY-3056**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *3 041*<br>*936*<br>3 134 | RS | **1986** Est. Nav. de Viana do Castelo—Viana do Castelo (135)<br>119,21 13,42 3,733<br>112,53 13,21 6,02<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20' (40')<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>10,5kn |
| **SORMOVSKIY-3057**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *3 041*<br>*936*<br>3 134 | RS | **1987** Est. Nav. de Viana do Castelo—Viana do Castelo (136)<br>119,21 13,42 3,733<br>112,53 13,21 6,02<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20' (40')<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>10,5kn |
| **SORMOVSKIY-3058**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *3 041*<br>*936*<br>3 134 | RS | **1987** Est. Nav. de Viana do Castelo—Viana do Castelo (137)<br>119,21 13,42 3,733<br>112,53 13,21 6,02<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20' (40')<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>10,5kn |
| **SORMOVSKIY-3060**<br>**Western River Shipping Co.**<br>(Kaliningrad) (U.S.S.R.) | *3 048*<br>*1 112*<br>3 134 | RS | **1988** Est. Nav. de Viana do Castelo—Viana do Castelo (141)<br>118,70 3,752<br>112,50 13,21 6,02<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20' (40')<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>10,5kn |
| **SORMOVSKIY-3063**<br>**Northern River Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | *3 048*<br>*1 112*<br>3 134 | RS | **1989** Est. Nav. de Viana do Castelo—Viana do Castelo (144)<br>119,20 13,40 3,752<br>112,50 13,20 6,00<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20' (40')<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 280kW (1 740bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>10,5kn |
| **SORMOVSKIY-3064**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *3 048*<br>*1 112*<br>3 391 | RS | **1989** Est. Nav. de Viana do Castelo—Viana do Castelo (145)<br>118,70 13,40 4,760<br>112,50 13,21 6,00<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20' (40')<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 280kW (1 740bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>10,5kn |
| **SORMOVSKIY-3066**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) (U.S.S.R.) | *3 048*<br>*1 112*<br>2 700 | RS | **1990** Est. Nav. de Viana do Castelo—Viana do Castelo (147)<br>119,20 13,40 4,760<br>112,50 13,20 6,00<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20' (40')<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 280kW (1 740bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10,5kn |
| **SORMOVSKIY-3067**<br>**Volga-Don River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *3 048*<br>*1 112*<br>3 391 | RS (Class cont.) | **1990** Est. Nav. de Viana do Castelo—Viana do Castelo (148)<br>119,20 13,40<br>112,50 13,20 6,00<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20' (40')<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 280kW (1 740bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>10,5kn |

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| **8704561**<br>*UWXQ*<br>Df Esd Gc<br>Pfd Rdr RTv | **SORMOVSKIY-3068**<br>**Northern River Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | *3 048*<br>*1 112*<br>2 700 | RS (Class cont.) | **1990** Est. Nav. de Viana do Castelo—Viana do Castelo (149)<br>119,20 13,40 3,752<br>112,50 13,20 6,00<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20'<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 280kW (1 740bhp)<br>VEB Schwermasch. "Karl Liebkn<br>(SKL)<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller |
| **5031298**<br>*3XAN*<br>Df Esd Gc<br>Pfd Rt | **SORO**<br>ex Hoststjerna-81 ex Autumn Star-64<br>**Nouvelle Soguipeche**<br>Conakry Guinea | **267**<br>115<br>— | (BV) (NV) | **1957** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B17/25)<br>39,35 6,74 3,620<br>35,56 6,70 3,92<br>2 dks<br>RW BK 196 len 66 | **M Fishing**<br>Side-fishing<br>1 Ho 3 Ta<br>2 Ha (2,5 2,8 × 1,9) | Caterpillar<br>Vee Oil 4SA 16Cy. 159 × 203<br>970bhp (713kW) NE 75<br>Caterpillar Tractor Co.<br>Gen 1 × 58kW 1 × 56kW<br>220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel-4,0pd |
| **5334597**<br>*PUJP* | **SOROCABA**<br>**Servicos de Navegacao da Amazonia e de Administracao do Porto do Para**<br>Belem Brazil | **160**<br>98<br>— | | **1913** James Rees & Sons Co.—Pittsburgh, Pa<br>*35,00* 7,98<br>... ... ...<br>1 dk<br>R | **S General Cargo** | Steam - x -<br>............ |
| **7438153**<br>*ITEC*<br>3546 | **SOROCAIMA**<br>ex Sagittaire-74<br>**Mantelli e C. - Impresa Generale di Costruzioni S.p.A.**<br>Genova Italy | **705**<br>368<br>1 050 | RI (BV) | **1937** J. & K. Smit's Scheeps.—Kinderdijk<br>61,35 9,40 3,734<br>59,16 9,35 4,50<br>1 dk | **M Hopper/Dredger**<br>Trailing Cutter Suction Bottom doors<br>Single side arm<br>Hopper 660<br>1 sandpump 746kW (1000bhp) | Oil 4SA 8Cy. 247 × 226<br>1 016bhp (747kW) NE 60<br>Forges & Ch. de la Mediterranee |
| **5366241**<br>*9H3229*<br>2467<br>Pfd Rdr<br>RTm/v | **SOROCCO**<br>ex Socotra-90 ex Fergus H-87<br>ex Proba-86 ex Tourmaline-82<br>**Sorocco Shipping Co. Ltd.**<br>Pilar Shipping Co. Ltd.<br>Valletta Malta | **1 461**<br>821<br>2 469 | **✠100A1** SS 11/87<br>**✠LMC**<br>EL q<br>FN 1365 | **1962**-11 Ailsa SB. Co. Ltd.—Troon (513)<br>81,62 12,12 5,214<br>76,82 11,74 6,02<br>P 16,2 F 13,2 1 dk<br>RW rf 152 | **M General Cargo**<br>2 Ho 22,8 23,4 ER<br>G.2 926 B.2 869<br>2 Ha (stl) (17,6 17,8 × 7,1) ER<br>8W Der 4(5) 4(3) | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>1 800bhp (1 324kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 60kW 220V d.c.<br>Fuel 148,5t (hvf) |
| **7520023**<br>*URQS*<br>M-7957 | **SOROCHINSK**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **710**<br>206<br>338 | RS | **1975** ............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebkne<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller double ende |
| **8422955**<br>*EODX*<br>M-34480<br>Df Esd Gc<br>Pfd Rdr Rt | **SOROKALETIYE POBEDY**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | *38 792*<br>*21 468*<br>67 980 | RS | **1985** Zaliv Shipyard—Kerch (906)<br>242,81 13,601<br>228,02 32,21 18,01<br>1 dk | **M Tanker**<br>L.(oil) 71 000 | B&W<br>Oil 2SA 7Cy. 800 × 1600<br>16 568bhp (12 187kW)<br>Bryansk Eng. Works<br>Gen 1 × 800kW 3 × 500kW 44 |
| **5389310**<br>*SW4885*<br>9380<br>Df Esd Gc<br>Pfd Rdr Rt | **SOROKOS**<br>ex Wigry-88<br>**Vergolivada Shipping Co.**<br>Tsakos Shipping & Trading S.A.<br>Piraeus Greece | **797**<br>323<br>514 | (PR) | **1962** Stocznia im. "Komuny Paryskiej"—Gdynia (B20/06)<br>61,24 9,83 4,420<br>57,92 9,81 5,21<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice stengthened<br>2 Ho<br>In.480 | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 375bhp (1 011kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 184kW 1 × 160kW<br>1 × 22kW 230V d.c. |
| **7625043**<br>*EHQH*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SOROLLA**<br>ex Baroja-88<br>**Compania Valenciana de Navegacion S.A.**<br>Cadiz Spain<br>SatCom: 1351277 | **20 618**<br>14 001<br>38 401<br>T/cm<br>44,8 | **✠100A1** CS 9/88<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 1, 4 & 6 holds or Nos. 2 & 4 holds may be empty<br>**✠LMC**<br>EL Jt 605,0/66,0U3<br>FN 7879 | **1979**-1 Astilleros Espanoles S.A.—Factoria de Puerto Real, Cadiz (9)<br>186,67 (BB) 29,06 9,751<br>175,01 29,01 16,01<br>F 15,9 1 dk<br>rf nil DK in way of holds | **M Bulk Carrier**<br>Cement<br>6 Ho 19,0 21,5 22,4 14,1 22,4 14,1 ER<br>G.44 073<br>6 Ha (stl) (9,9 12,4 12,4 9,9 14,9 9,9 × 14,0) ER | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A. Manise<br>AuxB (ex.g) 8kgf/cm² (7,9bar)<br>2 AuxB (1 o.f. 1 ex.g) 6,5kgf/cm²<br>Gen 3 × 375kW 450V 60Hz a.c.<br>Fuel 227,0t (d.o.) 1 207,0t (hvf)-29, |
| **6704907**<br>*LKEQ*<br>16679<br>Rdr Rt | **SOROY**<br>**Finnmark Fylkesrederi og Ruteselskap**<br>Hammerfest Norway | **272**<br>156<br>— | (NV) | **1967** Loland Motorverstad A/S—Leirvik i Sogn (24)<br>37,65 8,74 3,550<br>33,51 8,50 3,71<br>1 dk<br>rf 749 BK 119 | **M Ferry/General Cargo**<br>98P<br>1 Ho ER<br>1 Ha (3,7 × 2,5) ER<br>Cr 1(3) | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>535bhp (394kW)<br>Caterpillar Tractor Co.<br>Fuel 13,0t (d.o.)-2,0pd |
| **8906729**<br>1757 | **SORRENTO JET**<br>**Navigazione Libera del Golfo S.p.A.**<br>Napoli Italy | **366**<br>249<br>85 | RI | **1990** FBM Marine Limited—Cowes (1264)<br>41,03 -<br>- 7,65 2,84 | **Aluminium Alloy TM Ferry** | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 ×<br>sc. shafts<br>2 090kW (2 841bhp)<br>M.T.U. Friedrichshafen GmbH |
| **7338066**<br>*UVOB*<br>M-32132 | **SORTAVALA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **720**<br>221<br>350 | RS | **1973** ............U.S.S.R.<br>53,75 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.275<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknech<br>(SKL)<br>Fuel (d.o.) |
| **7504299**<br>*LAOJ*<br>18632<br>Df Esd Gc<br>Rdr Rt | **SORTLAND**<br>**A/S Havfisk**<br>Melbu Norway | T.Mk<br>**296**<br>94<br>— | NV | **1975** Sterkoder M/V A/S—Kristiansund N. (39)<br>47,17 9,00 4,268<br>40,16 8,97 6,46<br>F - 2 dks<br>rf 1600 BK 152 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Wichmann<br>Oil 2SA 6Cy. 300 × 450<br>1 800bhp (1 324kW)<br>A/S Wichmann<br>Gen 2 × 100kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **6402080**<br>*JXCJ*<br>18390<br>Df Esd Pfd<br>RdrRTm | **SORVANG**<br>ex Mogens Graesborg-74<br>**A/S Gangso Shipping**<br>Maloy Norway | **296**<br>193<br>550 | BV | **1964** Orskovs Staalskibsvaerft I/S—Frederikshavn (25)<br>48,14 8,67 3,099<br>43,21 8,64 3,56<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho 10,9 14,0 ER<br>G.707 B.623<br>2 Ha (each 10,8 × 5,0) ER<br>2W Der 2(2) | Alpha<br>Oil 2SA 4Cy. 260 × 400<br>400bhp (294kW) NE 69<br>Alpha-Diesel A/S<br>Fuel 30,5t (d.o.)-1,5pd |
| **8904680**<br>*JJ3653*<br>129235<br>Rt | **SORYU MARU**<br>**Hayakoma Unyu K.K.**<br>Kobe, Hyogo Pref. Japan | **226**<br>—<br>— | | **1989** Kanagawa Zosen—Kobe (327)<br>35,50 3,100<br>31,25 9,20 4,20 | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Diesel Co. Ltd. |
| **7735446**<br>*JM4367*<br>122732 | **SORYU MARU**<br>**Fuji Kaiun K.K.**<br>Onoda, Yamaguchi Pref. Japan | **199**<br>—<br>402 | | **1978** Maeno Zosen K.K.—Onoda (33)<br>2,850<br>36,02 8,51 3,03<br>1 dk | **M Tanker**<br>Chemical | Oil |

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| **SOS**<br>**Hans Iversen**<br>Skagen Denmark | *187*<br>*59*<br>166 | BV | **1984** Marstal Team Staal ApS—Marstal (89)<br>26,22 2,601<br>22,81 7,03 5,80<br>2 dks | **M Fishing**<br>Stern Trawler<br>Ice strengthened | MAN<br>2 Vee Oil 4SA each 12Cy. 125 × 142 with clutches, flexible couplings & sr geared to sc. shaft<br>992bhp (730kW)<br>MAN Masch. Augsburg-Nuernberg A.G. Nuernberg<br>Controllable pitch propeller |
| **SOSHU MARU**<br>**Y.K. Daikatsu Maru & Y.K. Matazo Maru**<br>Miura, Kanagawa Pref. Japan | **138**<br>—<br>143 | | **1989** K.K. Murakami Zosensho—Ishinomaki (1228)<br>39,44 (BB) - 2,900<br>33,96 7,40 3,20<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>In.115 | Sumiyoshi S25RD<br>Oil 4SA 6Cy. 250 × 450 sr geared to sc. shaft<br>736kW (1 001bhp)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida |
| **SOSI INSPECTOR**<br>ex Oil Endeavour-87<br>ex Marie De Grace-76<br>**Sosi Navigation Inc.**<br>Panama Panama<br>See Register of Offshore Units | **1 936**<br>648<br>1 692 | BV | **1967** Ch. Nav. de La Ciotat—Le Trait (183)<br>84,82 16,49 5,639<br>74,99 13,50 8,62<br>P 26,0 B & F - 2 dks<br>conv Stern Trawler Fishing 77 | **D-E Diving Support Ship**<br>for offshore installations<br>Cr 1(30) | MAN R8V22/30ATL<br>3 Oil 4SA each 8Cy. 220 × 300 total 3 450bhp (2 538kW) driving 3 gen. each 680kW 550V d.c. connected to 2 elec. motors each of 1 100shp (809kW) & sr geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 625kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Bow jet pump<br>Stern jet pump<br>Fuel-10,0pd 14,5kn |
| **SOSNOGORSK**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**5 630**<br>2 681<br>—<br>**8 874**<br>4 576<br>13 738 | RS | **1969** Kherson Shipyard—Kherson<br>152,81 20,65 7,800/9,392<br>140,01 20,58 12,04<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>G.19 170 B.17 420<br>5 Ha (stl) (9,8 × 8,9) (14,4 14,4 14,4 × 10,9) ER (9,8 × 9,5)<br>Cr 6(8) Der 1(60) | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 272,5t (d.o.) 1 165,5t (hvf) 17kn |
| **SOSNOGORSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **686**<br>216<br>308 | RS | **1973** ..............U.S.S.R.<br>49,89 (BB) 10,70 4,250<br>46,21 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.275<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 fwd<br>13kn |
| **SOSNOVETS**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **1 531**<br>637<br>1 857 | RS | **1970** Intreprinderea Constr. Navale Constantza —Constantza (338)<br>80,17 11,94 4,900<br>5,69<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.2 450<br>3 Ha (stl) (8,2 × 5,9) (8,2 8,2 × 7,9) ER<br>Cr 3(5) | Sulzer 6TAD36<br>Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW)<br>Sour "Jugoturbina" Karlovac<br>12kn |
| **SOSNOVKA**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **1 540**<br>653<br>1 870 | RS | **1971** Intreprinderea Constr. Navale Constantza —Constantza (342)<br>80,24 11,94 4,900<br>5,69<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.2 450<br>3 Ha (stl) (8,2 × 5,9) (8,2 8,2 × 7,9) ER<br>Cr 3(5) | Sulzer 6TAD36<br>Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW)<br>Sour "Jugoturbina" Karlovac<br>12,25kn |
| **SOSNOVOBORSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **720**<br>221<br>351 | RS | **1974** ..............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.295<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 fwd<br>12,5kn |
| **SOSPAN**<br>**Compania Naviera El Sarten S.A.**<br>Panama Panama | *718*<br>*215*<br>1 300 | BV | **1990** Scheepsbouwwerf Slob B.V.—Papendrecht (388)<br>57,03 4,301<br>54,77 10,01 | **M Hopper/Dredger**<br>Suction Bottom doors | Caterpillar<br>Oil geared to sc. shaft<br>547bhp (402kW)<br>Caterpillar Inc. Peoria, Illinois<br>7kn |
| **SOSTIS**<br>ex Bamburgh-85 ex Atlas-84<br>ex Bamburgh-84<br>**Mani Maritime Co.**<br>Piraeus Greece | **119**<br>0<br>— | ✠Classed LR until 13/12/89 | **1956**-3 P. K. Harris & Sons Ltd.—Appledore (59)<br>28,45 7,14 2,536<br>25,61 7,09 3,20<br>rf 432 | **M Tug** | General Motors<br>Oil 2SA 12Cy. 216 × 254 with hydraulic coupling & sr geared to sc. shaft<br>E made44 refitted56<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 28kW 110V d.c.<br>Fuel 34,5t (d.o.) 11,25kn |
| **SOTA POVEDA**<br>**Eduardo de la Sota Poveda S.A.**<br>Bilbao Spain | **291**<br>157<br>414 | (BV) | **1961** Ast. Celaya—Bilbao (62)<br>*42,28* 8,03 2,845<br>8,01 3,20<br>2 dks | **M General Cargo** CSD<br>Mchy.aft<br>2 Ha (4,1 × 11,8) (5,5 × 11,2) | Oil 2SA 7Cy. 190 × 350<br>350bhp (257kW)<br>Empresa Nacional "Elcano" Valencia<br>Fuel 61,0t (d.o.) 10,5kn |
| **SOTAVENTO**<br>**Companhia Nacional de Navegacao "Arca Verde"**<br>Sao Vicente Cape Verde Republic | **499**<br>209<br>300 | GL | **1987** Schiffswerft u. Mfbk. Cassens G.m.b.H. —Emden (179)<br>45,01 3,010<br>39,02 9,61 4,32<br>F 32,4 1 dk | **M Passenger/RoRo Cargo/Ferry**<br>G.510 B.458 | MAN 6L20/27<br>Oil 4SA 6Cy. 200 × 270 reduction geared to sc. shaft<br>815bhp (599kW)<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Controllable pitch propeller<br>10,5kn |
| **SOTAVENTO**<br>ex Emfasa-53<br>**Jeronimo Costas Costas**<br>Vigo Spain | **153**<br>89<br>— | | **1945** Ast. del Cantabrico Angel Riva Suardiaz —Gijon<br>*27,50* 6,10<br>... ... ... | **M Fishing**<br>Side-fishing<br>Mchy.aft | Krupps<br>Oil 4SA 6Cy. 295 × 420<br>La Maquinista Terrestre y Mar (MTM) Barcelona |
| **SOTIRAS**<br>ex Co-op Express I-90<br>**Sotiras Navigation Inc.**<br>Piraeus Greece | **31 133**<br>23 242<br>58 055<br>T/cm<br>60,1 | (NK) | **1982** Hitachi Zosen—Maizuru Works, Maizuru (4714)<br>210,01 (BB) 32,24 12,424<br>201,00 32,20 19,21<br>F 14,1 1 dk | **M Bulk Carrier**<br>Vehicles<br>Side doors 1(p) 1(s)<br>5 Ho ER<br>G.77 261 HeCls. ptB<br>TEU 102 C.Dk 102/20' (40')<br>5 Ha (stl) (18,4 20,0 20,0 20,0 20,0 × 12,8) ER<br>Cr 4(10) | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 510kW 450V 60Hz a.c.<br>Fuel 199,5t (d.o.) 1 871,5t (hvf)-42,5pd 14,1kn |
| **SOTIRIOS**<br>ex Stella Mavra-82 ex La Perla-79<br>ex Unterweser-72<br>**Komninos Farmakadis**<br>Piraeus Greece | **485**<br>279<br>690 | (GL) | **1957** C. Luehring Schiffswerft GmbH & Co. KG —Brake/Unterweser (5603)<br>57,31 8,54 3,090<br>51,95 8,51 3,46<br>P 11,3 F 7,7 1 dk<br>RW len 65 | **M General Cargo**<br>1 Ho 36,8 ER<br>G.970 B.912<br>2 Ha (14,5 12,9 × 5,0) ER<br>Der 3(2) | MaK MAU423<br>Oil 4SA 8Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>9,5kn |

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| 7421954<br>*OIHN*<br>53<br>Df Esd Gc<br>Pfd Rdr RTv | **SOTKA**<br>**Neste Oy**<br>Naantali/ Nadendal Finland<br>SatCom: 1623140/OIHN | *11 290*<br>*4 937*<br>15 954<br>T/cm<br>29,5 | NV | **1976** Werft Nobiskrug G.m.b.H.—Rendsburg (687)<br>164,47 22,26 9,502<br>150,02 22,20 12,02<br>P -F - 1 dk<br>rf nil Bow/CM 84 Diam. 0,250 | **M Tanker/ Icebreaker**<br>IGS Ice strengthened<br>8 Ta ER<br>L.(oil) 16 215 HeCls. BC<br>8 Cargo pumps total 2 560T/hr | MaK<br>2 Vee Oil 4SA each 12Cy. 450 × 55<br>sc. shaft<br>11 474kW (15 599bhp)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 2800kW 2 × 416kW 380V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 924,5t (hvf)-20,5pd |
| 7600330<br>*9MOC*<br>Esd Gc Rdr<br>Rt | **SOTONG**<br>ex Asiatic Charm-80<br>**Government of Malaysia (Royal Malaysian Navy)**<br>Malaysia | **233**<br>33<br>— | (AB) | **1977** Sea Services (Pte.) Ltd.—Singapore (Y129)<br>29,49 8,79 4,250<br>... ... ...<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240 geare<br>shafts<br>Yanmar Diesel Engine Co. Ltd. |
| 5334808<br>*LEXI*<br>547<br>Rdr Rt | **SOTRA**<br>**Arnold Asle Hjorth**<br>Bergen Norway | **136**<br>72<br>— | (NV) | **1903** Mjellem & Karlsen A/S—Bergen (21)<br>*31,98* 5,85 2,947<br>5,80 3,05<br>1 dk<br>R BK 127 len 10 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>240bhp (177kW) E made55 fitted67<br>A/S Wichmann<br>Fuel (d.o.) |
| 8827052<br>*LAYN*<br>20597<br>Rt | **SOTRAOIL**<br>ex O. V. K. IV-90<br>**Sotratank A/S**<br>Bergen Norway | *479*<br>*143*<br>— | NV | **1968** Seutelvens Verksted—Fredrikstad (96)<br>55,19 9,50 —<br>- - 4,30<br>1 dk<br>conv Sludge Carrier — | **M Tanker** | Caterpillar<br>Oil 4SA 12Cy. 137 × 152<br>397kW (540bhp) NE 90<br>Caterpillar Inc.<br>Gen 2 × 108kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd |
| 7017351<br>*LLOB*<br>17411<br>Df Rdr Rt | **SOTRATANK**<br>ex Brasken-85<br>**Sotratank A/S**<br>Bergen Norway | *257*<br>*99*<br>366 | | **1970** J. M. Kleivset—Bardset, Nordmore (167)<br>35,21 7,01<br>31,50 7,00 3,66<br>1 dk<br>conv General Cargo 85 | **M Tanker**<br>4 Ta ER<br>L.(oil) 418 | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| 6407470<br>*IUKF*<br>32<br>Df Esd Gc<br>Rdr RTh | **SOTTOMARINA**<br>ex Virginia-64<br>**Tiozzo Mare S.n.C. di Marco Tiozzo e C.**<br>Chioggia Italy | **465**<br>232<br>417 | RI | **1964** Cant. Nav. Visentini Mario & Figlio—Loreo (10)<br>55,73 7,83 3,041<br>52,74 7,80 3,71<br>1 dk<br>RW len 76 | **M General Cargo**<br>2 Ho ER | Ansaldo<br>Oil 4SA 4Cy. 265 × 410<br>200bhp (147kW) E made53 fitted64<br>S.A. Ansaldo Stab. Mecc. |
| 7417082<br>*WYT6800*<br>557404<br>Esd Rt | **SOU'WESTER III**<br>**Phu Steve Nguyen**<br>Tampa, Fl United States of America | **127**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (F175)<br>22,86 2,744<br>6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Ref | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| 5044623<br>*ODJJ*<br>B4147<br>Df Esd Gc<br>Pfd Rdr Rt | **SOUAD**<br>ex Rassem-87 ex Rhon-81 ex Bindal-64<br>**Rassem Steamship Co. S.A.R.L.**<br>Beirut Lebanon | T.Mk<br>**2 729**<br>1 565<br>4 775<br>**4 321**<br>2 510<br>6 070 | DSRK | **1960** A/B Ekensbergs Varv—Stockholm (221)<br>114,33 15,45 —/7,189<br>108,92 15,40 9,76<br>P 33,0 F 11,9 2 dks | **M General Cargo** 2bth P<br>Ice strengthened<br>3 Ho 28,1comb. 22,5 14,1 ER<br>G.8 836 B.8 108<br>4 Ha (stl) (9,7 9,7 15,3 9,7 × 6,7) ER<br>10W Der 1(25) 10(5) | B&W<br>Oil 2SA 7Cy. 500 × 1100<br>3 800bhp (2 795kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 2 × 250kW 1 × 208kW 440V 6<br>Fuel 701,0t (d.o.) |
| 7528415<br>Df Esd Gc<br>Rt | **SOUELLABA**<br>**L'Office National des Ports du Cameroun (O.N.P.C.)**<br>Douala Cameroon | **180**<br>120<br>— | (BV) | **1975** Scheeps. Damen B.V.—Gorinchem (781)<br>22,18 3,436<br>19,99 6,01 3,43<br>1 dk | **TM Tug**<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>General Motors Corp., Detroit Diesel All<br>Div. |
| 7390856<br>*SV5969*<br>4346<br>Esd Rdr Rt | **SOULA**<br>ex Sotiria-90 ex Lamnalco 11-87<br>ex Lamnalco Hawk-82<br>**West Greek Fisheries Maritime Co.**<br>Piraeus Greece<br>See Register of Offshore Units | **124**<br>57<br>253 | HR<br>✠Classed LR until 18/1/89 | **1974**-9 Halter Marine Services, Inc.—New Orleans, La (426)<br>30,48 7,55 2,631<br>26,45 7,32 3,20<br>F 15,0 1 dk<br>rf 1168 conv Supply Launch Diving Support 89 | **TM Fishing** | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127 w<br>& sr reverse geared to sc. shafts<br>1 050bhp (772kW)<br>General Motors Corp.<br>Gen 2 × 24kW 220/440V 60Hz a.c. |
| 6724969<br>*P3ZG*<br>394651<br>Df Esd Gc<br>Rdr RTh | **SOULA H**<br>ex Valle de Orozco-81<br>**Erinos Navigation Co.**<br>Limassol Cyprus | **1 506**<br>878<br>3 819 | HR<br>✠Classed LR until 1/6/86 | **1968**-4 Ast. de T. Ruiz de Velasco—Bilbao (98)<br>87,71 12,96 6,433<br>80,02 12,90 7,60<br>Ba 13,8 F 10,4 1 dk<br>RW rf 102 | **M General Cargo**<br>2 Ho 25,6 27,5 ER<br>2 Ha (stl) (each 17,9 × 6,4) ER<br>Der 8(3) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 2 × 150kW 220V d.c.<br>Fuel 585,0t (d.o.) |
| 7808592<br>*EQHJ*<br>Df Esd Gc<br>Pfd Rdr Rt | **SOUMAR**<br>ex Esteghlal-83 ex Abtin-80<br>**Government of The Islamic Republic of Iran (Ports & Shipping Organization)**<br>Khorramshahr Iran | **4 415**<br>2 101<br>4 965 | ✠**100A1** SS 3/89<br>hopper dredger<br>✠**LMC**<br>EL W 495,0/50,0U2<br>FN 2229 | **1979**-4 IHC Smit B.V.—Kinderdijk (CO1120)<br>96,02 17,56 6,370<br>88,04 17,51 7,80<br>P 28,4 F 16,2 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 18,0<br>Hopper 4200T<br>Mchy.aft<br>Hopper 3 000<br>2 sandpumps each 1362kW (1826bhp)<br>Cr 1(15) | MWM<br>2 Oil 4SA each 6Cy. 360 × 450 revers<br>geared to sc. shafts<br>4 500bhp (3 310kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 4 × 310kW 390V 60Hz a.c.<br>Thw. thrust propeller fwd |

**SURVEYS OVERDUE — CLASS SUSPENDED 1/9/91**

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|---|---|---|---|---|---|---|
| 6923292<br>*6VHV*<br>216<br>Df Esd Rt | **SOUMBEDIOUNE**<br>**Societe de Gestion & D'Armement a la Peche (SOGEDAP)**<br>Dakar Senegal | **302**<br>136<br>122 | BV | **1969** Con. Mec. de Normandie—Cherbourg<br>35,01 8,67 3,560<br>31,45 8,49 4,25<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>8 Ta<br>In.170<br>8 Ha (each 1,1 × 1,1)<br>Der 2(1) | MGO<br>Vee Oil 4SA 12Cy. 175 × 180/192<br>850bhp (625kW)<br>Soc. Alsacienne de Const. Mec. (SAC<br>Gen 2 × 144kW 220/380V 50Hz a.c.<br>Fuel (d.o.) |
| 7110373<br>*7TEM*<br>Df Pfd Rdr<br>RTh | **SOUMMAM-2**<br>**Entreprise Portuaire d'Arzew E.P.A.**<br>Alger Algeria | **235**<br>—<br>— | BV | **1971** Towa Zosen K.K.—Shimonoseki (395)<br>32,31 8,44 3,201<br>29,01 8,40 4,02<br>1 dk | **TM Tug** | Pielstick<br>2 Oil 4SA each 8Cy. 185 × 210<br>Ch. de l'Atlantique<br>Gen 2 × 70kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 69,0t (d.o.) |
| 7110385<br>*7TEN*<br>Df Pfd Rdr<br>RTh | **SOUMMAM-3**<br>**Entreprise Portuaire de Bejaia E.P.B.**<br>Alger Algeria | **235**<br>—<br>— | BV | **1971** Towa Zosen K.K.—Shimonoseki (396)<br>32,31 8,44 3,201<br>29,01 8,40 4,02<br>1 dk | **TM Tug** | Pielstick<br>2 Oil 4SA each 8Cy. 185 × 210<br>Ch. de l'Atlantique<br>Gen 2 × 70kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 69,0t (d.o.) |
| 7903081<br>*JJ3175*<br>121081<br>Rdr Rt | **SOUN MARU**<br>**Hayakoma Unyu K.K.**<br>Kobe, Hyogo Pref. Japan | **298**<br>—<br>— | | **1979** Kanagawa Zosen—Kobe (200)<br>3,101<br>31,27 9,21 4,22<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Diesel Co. Ltd. |
| 7371678<br>*HQII6*<br>L-0342889<br>Df Esd Gc<br>Pfd Rdr Rt | **SOUND BAY**<br>ex Mulpha Tampin-91<br>ex Amur Career-89 ex Blue Bottle-80<br>**Vivari Maritime S. de R.L.**<br>San Lorenzo Honduras | **9 156**<br>5 576<br>15 180 | NK | **1974** Hashihama Zosen—Imabari (537)<br>138,46 21,44 9,011<br>128,00 21,40 11,99<br>P 25,1 F 9,4 1 dk | **M General Cargo**<br>4 Ho ER<br>G.19 099 B.18 425<br>4 Ha (stl) (12,3 19,5 19,5 18,7 × 10,5) ER<br>4W Der 4(22) | Mitsubishi<br>Oil 2SA 8Cy. 520 × 1050<br>5 884kW (7 999bhp)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 320kW a.c.<br>Fuel 1 430,0t (hvf)-29,0pd |

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| **SOUND CORAL**<br>ex Valverde-90 ex Edda Skate-78<br>**OSA Marine Services Asia**<br>Nassau Bahamas | **498**<br>218<br>813 | RI<br>✠Classed LR until 19/10/84 | **1975**-9 Brodogradiliste "Tito"—Apatin (924)<br>55,40 12,12 3,861<br>48,80 11,61 4,88<br>F 19,2 1 dk<br>rf 1092 | **TM Tug/Supply Ship**<br>Deck Cargo | Alpha 14V23LU<br>2 Vee Oil 4SA each 14Cy. 225 × 300 reverse reduction geared to sc. shafts<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 112kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **SOUND OF ISLAY**<br>**Government of Newfoundland & Labrador (Department of Transportation)**<br>St. John's, Nfl. Canada | **2 249**<br>888<br>— | ✠Classed LR until 5/69 | **1968**-4 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (452)<br>43,41 9,53 1,582<br>38,13 9,15 2,29<br>F 9,5 1 dk<br>rf nil | **TM RoRo Cargo/Ferry**<br>Stern door/ramp<br>93P | Kelvin<br>2 Oil 4SA each 8Cy. 165 × 184 sr reverse geared to sc. shafts<br>640bhp (471kW)<br>Bergius Kelvin Co. Ltd. Glasgow<br>Gen 2 × 24kW 240V 50Hz a.c.<br>Bow jet pump<br>10,75kn |
| **SOUND OF SANDA**<br>ex Lymington-75<br>**Western Ferries (Clyde) Ltd.**<br>Harrisons (Clyde) Ltd.<br>Campbeltown United Kingdom | **275**<br>139<br>46 | | **1938** Wm. Denny & Bros. Ltd.—Dumbarton (1322)<br>45,12 11,21 1,728<br>40,31 7,93 2,75<br>1 dk<br>R rf nil | **M RoRo Cargo/Ferry**<br>Deck Cargo 161dk P<br>Bow door/ramp<br>L 1,20 W 3,04<br>2 Stern door/ramp<br>L 1,20 W 3,04<br>Lane Length 77 Cargo Width 3,04<br>Clear height 4,16<br>Cars 16 | Allen<br>Oil 4SA 12Cy. 230 × 300<br>400bhp (294kW)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 2 × 19,5kW 110V d.c.<br>2 Controllable pitch propellers aft, 1 fwd<br>Fuel 5,0t-1,0pd 7kn |
| **SOUND OF SCARBA**<br>ex Olandssund III<br>**Western Ferries (Clyde) Ltd.**<br>Harrisons (Clyde) Ltd.<br>Campbeltown United Kingdom | **175**<br>67<br>91 | | **1960** A/B Asi-Verken—Amal<br>2,680<br>... ... ...<br>rf 140 | **M RoRo Cargo/Ferry**<br>200dk P<br>Bow door/ramp<br>L 1,20 W 3,58<br>Stern door/ramp<br>L 1,20 W 3,58<br>Cargo Width 3,58 Clear height 3,40 | Oil<br>.............<br>Gen 1 × 8kW 230V 50Hz a.c.<br>Controllable pitch propeller , & 1 fwd<br>Fuel 9,5t (d.o.)-1,0pd 7kn |
| **SOUND OF SEIL**<br>ex Freshwater-86<br>**Western Ferries (Clyde) Ltd.**<br>Harrisons (Clyde) Ltd.<br>Southampton United Kingdom | **363**<br>146<br>82 | | **1959** Ailsa SB. Co. Ltd.—Troon (505)<br>49,99 12,96 1,829<br>44,20 9,15 3,05<br>1 dk<br>RW rf nil | **M RoRo Cargo/Ferry**<br>Deck Cargo 620dk P<br>Bow door/ramp<br>L 1,20 W 3,58<br>Stern door/ramp<br>L 1,20 W 3,58<br>Lane Length 118 Cargo Width 3,58<br>Clear height 4,70 | Crossley<br>2 Oil 2SA each 8Cy. 178 × 229<br>640bhp (471kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 60kW 225V d.c.<br>2 Controllable pitch propellers aft, 1 fwd<br>Fuel 9,0t (d.o.) 10,5kn |
| **SOUND OF SHUNA**<br>ex Olandssund IV-73<br>**Western Ferries (Clyde) Ltd.**<br>Harrisons (Clyde) Ltd.<br>Campbeltown United Kingdom | **244**<br>85<br>143 | | **1962** A/B Asi-Verken—Amal<br>41,92 9,02 2,540<br>40,04 9,00 3,51<br>1 dk<br>rf 69 | **TM RoRo Cargo/Ferry**<br>200dk P<br>Bow door/ramp<br>L 1,20 W 3,58<br>Stern door/ramp<br>L 1,20 W 3,58<br>Lane Length 121 Cargo Width 3,58<br>Clear height 4,72<br>Cars 25 | 4 Oil 4SA each 6Cy. 120 × 145 geared to sc. shafts<br>480bhp (353kW)<br>Albin Motor Kristinehamn<br>2 Controllable pitch propellers 1, fwd<br>Fuel 11,0t (d.o.)-1,5pd 7kn |
| **SOUND OF SLEAT**<br>ex De Hoorn-88<br>**Western Ferries (Clyde) Ltd.**<br>Harrisons (Clyde) Ltd.<br>Glasgow United Kingdom | **466**<br>155<br>224 | | **1961** B.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld<br>40,82 15,32 3,201<br>37,39 15,21 4,86<br>1 dk | **TM RoRo Cargo/Ferry**<br>Bow door/ramp<br>L 1,20<br>Stern door/ramp<br>L 1,20<br>Lane Length 148 Cargo Width 4,60<br>Clear height 5,50 | Stork<br>2 Oil 4SA each 8Cy. 210 × 300<br>650bhp (478kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd |
| **SOUND PEARL**<br>ex Valchiara-90 ex Edda Skald-79<br>**OSA Marine Services Asia**<br>Nassau Bahamas | **498**<br>218<br>813 | RI<br>✠Classed LR until 19/10/84 | **1975**-9 Brodogradiliste "Tito"—Macvanska Mitrovica (923)<br>55,40 12,12 3,861<br>48,80 11,61 4,88<br>F 19,2 1 dk<br>rf 1092 | **TM Tug/Supply Ship**<br>Deck Cargo | Alpha 14V23LU<br>2 Vee Oil 4SA each 14Cy. 225 × 300<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 112kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **SOUND ROYAL**<br>ex Southern Cross-91<br>**Moon Rise S.A.**<br>Panama Panama | *5 506*<br>*2 273*<br>6 836 | NK | **1989** Nishi Zosen K.K.—Imabari (355)<br>97,13 (BB) 18,02 7,493<br>89,95 18,00 7,95<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.12 821 B.11 896<br>2 Ha (stl) (19,8 26,0 × 10,1)<br>Cr 4(25) | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>2 427kW (3 300bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 148kW a.c. |
| **SOUND TRUCK**<br>**Sea Truck Rederi A/S**<br>Sea Truck Shipping A/S<br>Sandnes Norway | T.Mk<br>**2 597**<br>779<br>2 490 | NV | **1983** Ulstein Hatlo A/S—Ulsteinvik (182)<br>80,83 4,984<br>76,21 18,01 7,12<br>1 dk<br>conv Deck Cargo Pipe-carrier Supply Ship 88 | **TM Supply Ship**<br>Deck Cargo Stand-by Safety for offshore installations | Polar SF112VS-F<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>6 120bhp (4 502kW)<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 1256kW 1 × 244kW 1 × 172kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 2 aft<br>15kn |
| **SOUNDA**<br>ex Farouche-78<br>**L'Agence Transcongolaise des Communications**<br>Pointe Noire People's Republic of Congo | **218**<br>—<br>— | (BV) | **1958** Ziegler Freres—Dunkerque (113)<br>31,73 8,36 3,607<br>29,49 7,62<br>1 dk<br>RW | **M Tug**<br>1 Ha (1,9 × 1,1) | Werkspoor<br>Oil 4SA 8Cy. 330 × 600<br>Ziegler Freres Dunkerque<br>Gen 2 × 50kW 110V d.c.<br>Fuel 93,5t (d.o.) 11kn |
| **SOUNDCEM I**<br>**Cockburn Cement Ltd.**<br>Fremantle, W.A. Australia | **269**<br>81<br>522 | **✠100A1** SS 7/87<br>hopper barge<br>Port of Fremantle, Swan & Canning rivers service<br>**✠LMC**<br>EL (E) ¾"U2<br>FN 456 | **1972**-5 Marine Research Contractors Pty. Ltd. —Fremantle, W.A. (3)<br>43,62 8,34<br>42,37 8,01 2,75<br>RAD 8,0 RFD 6,1 1 dk<br>rf nil | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Caterpillar 3406TA<br>Oil 4SA 6Cy. 137 × 165<br>265bhp (195kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 24V a.c.<br>Directional propeller<br>Fuel 8,0t (d.o.) 6,5kn |
| **SOUNDCEM II**<br>**Cockburn Cement Ltd.**<br>Fremantle, W.A. Australia | **269**<br>81<br>— | **✠100A1** SS 7/87<br>hopper barge<br>Port of Fremantle, Swan & Canning rivers service<br>**✠LMC**<br>EL (E) ¾"U2<br>FN 456 | **1972**-5 Marine Research Contractors Pty. Ltd. —Fremantle, W.A. (4)<br>43,62 8,34 2,299<br>42,37 8,01 2,75<br>RAD 8,0 RFD 6,1 1 dk<br>rf nil | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Caterpillar 3406TA<br>Oil 4SA 6Cy. 137 × 165<br>265bhp (195kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 24V a.c.<br>Directional propeller |
| **SOUNDCEM III**<br>**Cockburn Cement Ltd.**<br>Fremantle, W.A. Australia | **269**<br>81<br>500 | **✠A1** SS 7/87<br>hopper barge<br>Port of Freemantle, Swan & Canning River service<br>**✠LMC**<br>EL 247,5/19,0U2<br>FN 455 | **1983**-7 Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A. (214)<br>43,62 8,03 2,301<br>42,25 8,01 2,75<br>RAD 7,4 RFD 8,9 1 dk | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Caterpillar 3406T<br>Oil 4SA 6Cy. 137 × 165 with clutches, flexible couplings & sr geared to sc. shaft<br>250bhp (184kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 84kW 24V d.c.<br>Directional propeller<br>Fuel 1,0t (d.o.) |

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| 9030670<br>969715 | **SOUNDS OF PACIFIC**<br>**Islands Cruise Line (Pacific) Inc.**<br>Honolulu, Hi United States of America | **232**<br>—<br>50 | | **1991** Oceanfast Pty Ltd.—Henderson, W.A.<br>8,30<br>37,60 7,51 3,20<br>2 dks | **TM Ferry**<br>149dk P | MWM<br>2 Vee Oil 4SA each 16Cy. 170 × 195<br>clutches, flexible couplings & sr<br>shafts<br>2 472kW (3 361bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>2 Water jet propulsion units |
| **6612908**<br>*JQDH*<br>98380<br>Df Gc Rdr<br>RTv | **SOUNDS OF SETO**<br>ex Tosa Maru-88<br>**Tsuneishi Shipbuilding Co. Ltd.**<br>**(Tsuneishi Zosen K.K.)**<br>Numakuma, Japan<br>Hiroshima Pref. | **5 059**<br>—<br>1 101 | | **1966** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (619)<br>96,74 15,85 3,709<br>84,00 15,80 5,44<br>B 12,8 1 dk<br>len 89<br>conv Rail Vehicles Passenger/RoRo Cargo/Ferry 89 | **TM Ferry**<br>Mchy.aft<br>470dk P | B&W<br>2 Vee Oil 4SA each 14Cy. 260 × 400<br>sc. shafts<br>3 398kW (4 620bhp)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 560kW 1 × 280kW 445V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 106,3t (d.o.)-18,84pd |
| **8836235**<br>597229 | **SOURDOUGH**<br>**Rondys Inc.**<br>Seattle, Wa United States of America | **589**<br>514<br>— | | **1945** .............Brunswick, Ga<br>- - -<br>50,59 9,78 4,57 | **M Fishing**<br>Side-fishing | Oil |
| **8908662**<br>812096 | **SOURIS LADY**<br>**Usen Fisheries (1983) Ltd.**<br>Charlottetown, Canada<br>P.E.I. | **563**<br>263<br>— | AB | **1989** Georgetown Shipyard Inc.—Georgetown,<br>P.E.I. (50)<br>41,00 -<br>35,20 9,80 5,70<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>ice strengthened | Caterpillar<br>Vee Oil 4SA 16Cy. 170 × 190 with clutches,<br>flexible couplings & sr geared to sc.<br>1 037kW (1 410bhp)<br>Caterpillar Inc.<br>Gen 2 × 135kW |
| **7941100**<br>*YQGX*<br>526<br>Df Esd Gc<br>Rdr Rt | **SOUSA**<br>**Romanian-Libyan Joint Stock Company for Maritime Transport (ROLISHIP)**<br>Constantza Romania | **2 473**<br>1 039<br>3 134<br>**3 531**<br>1 748<br>4 795 | RNR | **1979** Santierul Naval Braila—Braila<br>106,03 14,84 5,630/7,060<br>93,50 8,54<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 5(3) | Sulzer<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina"<br>Gen 3 × 420kW 380V 50Hz a.c.<br>Fuel 327,0t |
| **8802284**<br>*J8FF3*<br>3368<br>Df Esd Gc<br>Rdr RTv | **SOUSAH**<br>**Societe Port Co.**<br>Kingstown St. Vincent and the Grenadines | *208*<br>*62*<br>— | **100A1**<br>Class contemplated<br>FN 330 | **1991** Scheeps. Damen B.V.—Gorinchem (3167)<br>30,01 3,430<br>27,79 7,80 4,05 | **TM Tug** | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280 geared to sc.<br>shafts<br>Kloeckner Humboldt Deutz |
| **6518205**<br>*HQBS9*<br>Esd Rt | **SOUSOU EXPRESS**<br>ex Masiques-87<br>Honduras | **304**<br>163<br>478 | ✠Classed LR until 11/12/81 | **1966**-2 Ast. de Tarragona—Tarragona<br>37,01 7,50 3,918<br>32,31 7,47 4,78<br>2 dks<br>rf 51 | **M General Cargo**<br>Mchy.aft | Alpha<br>Oil 2SA 5Cy. 240 × 400 with hydraulic<br>257kW (349bhp)<br>Alpha-Diesel A/S<br>Gen 2 × 5kW 220V 50Hz a.c.<br>Controllable pitch propeller |
| **7708807**<br>*CNFL*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SOUSS**<br>**Societe Marocaine de Navigation Fruitiere (SOFRUMA)**<br>Casablanca Morocco | **2 384**<br>1 240<br>4 193 | BV | **1978** Miho Zosensho K.K.—Shimizu (1070)<br>105,01 (BB) 6,562<br>97,01 16,01 9,56<br>1 dk | **M Refrigerated Cargo**<br>3 Ho 18,7 26,6 14,3 ER<br>In.4 899 HeCls. B<br>4 Ha (stl) (each 6,4 × 6,4) ER<br>4W Der 8(5) | Hanshin<br>Oil 4SA 6Cy. 580 × 1050<br>6 500bhp (4 781kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 153,0t (d.o.) 76,0t (hvf)-18,0pd |
| **7308956**<br>*KHCI*<br>255659 | **SOUTH BEACH**<br>ex Hildago ex Stanolind 3 ex PCS 1397<br>**Ampro Fisheries Inc.**<br>Reedville, Va United States of America | **260**<br>176<br>— | | **1944** South Coast Co.—Newport Beach, Ca<br>*38,38* 7,45<br>3,48 | **Wood TM Fishing** | General Motors<br>2 Oil<br>1 200bhp (883kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| **7381453**<br>*LADI4*<br>N-00848<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SOUTH BREEZE**<br>ex Happy Fighter-91<br>ex Asian Energy-89<br>ex Energy Courage-88<br>ex Pan Asia Courage-80<br>**K/S Happy Fighter**<br>Farsund Ship Management A/S<br>Farsund Norway (NIS)<br>SatCom: 1311507/LADI | **103 994**<br>90 839<br>231 490<br>T/cm<br>148,2 | NV (NK) | **1975** Hyundai SB. & Heavy Industry—Ulsan (7303)<br>319,30 53,00 19,537<br>305,00 52,99 25,30<br>1 dk<br>Bow/CM 159 Diam. 0,650 | **S Tanker**<br>CBT COW IGS<br>17 Ta ER<br>L.(oil) 287 907 HeCls. B<br>3 Cargo pumps total 15 000T/hr | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 1 × 1440kW 2 × 720kW 440V<br>Fuel 5 963,5t (o.f.) 153,5t (d.o.)-176,5pd |
| **7353896**<br>*H2VX*<br>702061<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **SOUTH CALM**<br>ex Maryli-91 ex Angele N-89<br>ex Golden Prince-83<br>**South Calm Shipping Co.**<br>Limassol Cyprus | **15 411**<br>10 464<br>26 548<br>T/cm<br>36,8 | BV | **1974** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1176)<br>171,99 25,05 10,202<br>160,00 25,00 14,10<br>P 35,7 B 26,0 F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 18,2 26,3 26,3 26,3 26,3 ER<br>G.35 113 B.34 329<br>5 Ha (stl) (10,4 × 10,9) (17,6 17,6 17,6 17,6 × 15,0) ER<br>Cr 4(22) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>8 496kW (11 550bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 1 930,5t-43,5pd |
| **7419119**<br>*P3LA2*<br>708163<br>Df Esd Gc<br>Pfd Rdr Rt | **SOUTH COUNTY**<br>ex Roebuck-82<br>**Transatlantic Maritime Co. Ltd.**<br>Limassol Cyprus | **5 974**<br>3 485<br>9 119 | ✠**100A1** SS 3/90<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC**<br>EL Y 1$\frac{13}{16}$"U3<br>FN 3418 | **1976**-10 Dae Sun SB. & Eng. Co. Ltd.—Busan (185)<br>125,00 19,13 7,563<br>117,81 19,00 10,01<br>P 24,1 F 9,8 1 dk<br>rf nil DK | **M General Cargo**<br>3 Ho 21,4 33,4 27,3 ER<br>G.11 144 B.10 939<br>TEU 234 C.Ho 158/20' C.Dk 76/20'<br>3 Ha (stl) (12,5 × 8,8) (25,0 19,7 × 13,5) ER<br>Der 5(15) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>4 560kW (6 199bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar<br>Gen 3 × 400kW 220/440V 60Hz a.c.<br>Fuel 157,0t (d.o.) 779,0t (hvf) |
| **7229485**<br>*J8CE3*<br>2736<br>Df Esd Gc<br>Rdr RTm/v | **SOUTH FISH**<br>**Compagnie Nationale de Navigation (C.N.N.)**<br>Feronia International Shipping (F.I.SH)<br>Kingstown St. Vincent and the Grenadines | **251**<br>27<br>200 | BV | **1972** Ch. & At. de la Perriere—Lorient (372)<br>41,18 7,57 3,001<br>38,51 7,51 3,79<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Pollution Control 12bth P | MGO<br>2 Vee Oil 4SA each 16Cy. 175 × 180<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.<br>Gen 2 × 102kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 69,0t (d.o.) |
| **7110828**<br>*BVAQ*<br>Df Esd Gc<br>Rdr Rt | **SOUTH GOOD No. 1**<br>**South Good Fishery Co. Ltd.**<br>Kaohsiung China* | **264**<br>184<br>— | | **1971** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>39,20 6,91 2,750<br>33,99 6,90 3,15<br>P 19,2 F 4,3 1 dk | **M Fishing**<br>Side-fishing Ref<br>3 Ho 7,0 5,0 8,9 ER<br>In.255<br>4 Ha (1,0 1,0 1,2 1,2 × 1,0) ER<br>Der 1(1) | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 80kW 230V a.c. |
| **7385760**<br>*3EUX5*<br>18046-PEXT1<br>Df Esd Gc<br>Rdr RTv | **SOUTH ISLAND**<br>ex Laura I-89 ex Lucott Cross-87<br>ex Alpha Dynamic-86<br>ex Aegis Dynamic-85<br>**Pal Shipping Inc.**<br>Overseas Shipping Co. S.A.<br>Panama Panama<br>SatCom: 1330171/SISL | **12 322**<br>8 899<br>20 950 | AB GL<br>✠Classed LR until 23/12/76 | **1975**-5 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (275)<br>159,01 (BB) 23,02 9,780<br>148,01 22,80 13,52<br>P 7,4 F 12,2 & 5 holds 2 dks, 2nd dk hinged in Nos. 2, 4<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,7 27,8 15,7 28,5 16,9 5 TwD<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,6 × 12,5) ER<br>Cr 4(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 282kW (9 900bhp)<br>Ast. Espanoles S.A.<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)- |

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| **SOUTH ISLANDS**<br>**South Island Shipping Co. Ltd.**<br>Limassol Cyprus | **8 887**<br>6 498<br>15 147<br>T/cm<br>24,3 | **✠100A1** M 10/90-10mos<br>**✠LMC**<br>EL Z 522,5/54,0U2(a)<br>FN 4427 | **1986**-3 Smith's Dock Ltd—South Bank, Middlesbrough (1357)<br>144,00 20,48 8,867<br>137,50 20,43 11,76<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 22,8 ER 21,3 3 TwD<br>G.21 379 B.19 536<br>TEU 126<br>C.Ho 82/20' (40') C.Dk 44/20' (40')<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 6(15) 4(10) | Sulzer 5RLB56<br>Oil 2SA 5Cy. 560 × 1150<br>6 400bhp (4 708kW)<br>Clark Kincaid Ltd. Greenock<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 130,0t (d.o.) 989,5t (hvf) 14,5kn |
| **SOUTH MOLLE CAPRICORN**<br>ex Telford Capricorn-86<br>**Ansett Transport Industries Ltd.**<br>Townsville, Queensland Australia | **294**<br>116<br>60 | | **1983** North Queensland Engineers & Agents Pty. Ltd.—Cairns (111)<br>29,21 11,51 1,750<br>25,51 11,21 2,85<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull —dk P | General Motors 16V-92-TA<br>2 Vee Oil 2SA each 16Cy. 123 × 127 with clutches & sr geared to sc. shafts<br>2 400bhp (1 765kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| **SOUTH MOLLE REEF**<br>ex Telford Reef-86<br>**Ansett Transport Industries Ltd.**<br>Bowen, Queensland Australia | **173**<br>40<br>20 | | **1982** North Queensland Engineers & Agents Pty. Ltd.—Cairns (107)<br>22,81 9,20 1,601<br>19,51 8,72 2,75<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | General Motors 12V-92-TA<br>2 Vee Oil 2SA each 12Cy. 123 × 127 sr reverse geared to sc. shafts<br>1 600bhp (1 177kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>2 Controllable pitch propellers |
| **SOUTH PACIFIC**<br>**Southern Pacific Transport Corp.**<br>Cebu City Philippines | **230**<br>115<br>300 | | **1975** ............Lapu-Lapu<br>7,35<br>37,98 7,32<br>1 dk | **M General Cargo** | Oil<br>400bhp (294kW) |
| **SOUTH PASSAGE**<br>**Latitude Fisheries Pty. Ltd.**<br>Fremantle, W.A. Australia | **307**<br>—<br>— | | **1988** E.M.S. Holdings Pty. Ltd.—Munster, W.A. (15)<br>29,01 7,40 3,101<br>25,02 7,21 3,92<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.110 | Caterpillar 3508TA<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches, flexible couplings & sr geared to sc. shaft<br>715bhp (526kW)<br>Caterpillar Inc. Peoria, Illinois |
| **SOUTH SEA**<br>ex Labella-91 ex Gambit Leader-90<br>ex Happy Leader-90<br>ex Yukong Leader-89 ex Jarabella-82<br>**K/S Gambit Leader**<br>Farsund Ship Management A/S<br>Oslo Norway (NIS)<br>SatCom: 1313541/LAOM | **114 761**<br>97 763<br>261 354<br>T/cm<br>154,4 | NV (KR) | **1974** Nippon Kokan K.K.—Tsu (25)<br>338,13 (BB) 51,87 20,932<br>320,56 51,82 26,73<br>F 25,0 1 dk<br>rf 51 Bow/CM 171 Diam. 0,750 | **S Tanker**<br>COW IGS<br>12 Ta ER<br>L.(oil) 312 000 HeCls. BC<br>4 Cargo pumps total 16 000T/hr | 2 S Turb dr geared to sc. shaft<br>31 000shp (22 802kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1500kW 1 × 480kW 440V 60Hz a.c.<br>Fuel 10 963,0t (o.f.)-154,5pd 15kn |
| **SOUTH SEA**<br>**Nanyang Gas Carrier Inc.**<br>Oil Gas Carrier (HK) Ltd.<br>Monrovia Liberia | **3 092**<br>1 667<br>2 674 | AB | **1980** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (288)<br>89,01 (BB) 16,03 4,971<br>82,53 16,01 7,19<br>P 20,8 F 9,8 1 dk<br>rf 165 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>4 Ta ind ER<br>L.(gas) 3 000 | MaK 9M453AK<br>Oil 4SA 9Cy. 320 × 420 sr geared to sc. shaft<br>3 400bhp (2 501kW)<br>Ube Industries Ltd. Ube<br>Gen 3 × 190kW<br>14,75kn |
| **SOUTH SEA**<br>ex Grethe Thias-91<br>**Anton L. Carlsson**<br>Hirtshals Denmark | **110**<br>33<br>— | | **1985** Bygg-Vesta AB—Linkoping —<br>20,48<br>6,71 3,28<br>1 dk | **Reinforced Plastic TM Fishing**<br>Stern Trawler Processing Ref | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 152 geared to sc. shafts<br>1 250bhp (919kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SOUTH SEAS**<br>**TMF Inc.**<br>Elizabeth City, NC United States of America | **130**<br>88<br>— | | **1968** Master Marine Inc.—Bayou la Batre, Al<br>*22,19* 6,81<br>3,56<br>1 dk | **M Fishing** | Oil<br>425bhp (313kW)<br>.............<br>Fuel (d.o.) |
| **SOUTH SHIELDS**<br>ex Three Star-88<br>**Intership Trading S.A.**<br>Blue Flag Navigation Ltd.<br>Panama Panama | **9 753**<br>6 535<br>16 898 | (NK) | **1974** K.K. Usuki Tekkosho—Saiki (1189)<br>146,93 22,05 8,900<br>138,00 22,00 11,90<br>P 25,0 F 10,1 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.21 467 B.20 498<br>4 Ha (stl) (16,0 20,1 21,1 20,1 × 11,2) ER<br>4W Der 4(25) | Pielstick 14PC2-2V-400<br>Vee Oil 4SA 14Cy. 400 × 460<br>5 149kW (7 000bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 300kW a.c.<br>Fuel 1 317,0t (hvf)-26,0pd 14,5kn |
| **SOUTH SHINE**<br>ex Sinar Sujoy-90<br>ex Eastern Freedom-88<br>**Crown International (Overseas) Inc.**<br>Hohkok Shipping & Management Co. Ltd.<br>Panama Panama | **3 823**<br>2 726<br>6 483 | BV (NK) | **1975** Higaki Zosen K.K.—Imabari (170)<br>105,57 16,36 6,817<br>98,60 16,33 8,40<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>2 Ho 37,1 35,8 ER<br>G.8 291 B.7 670<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 4(15) | Hanshin 6LU50A<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 132kW<br>Fuel 94,5t (d.o.) 506,0t (hvf)-12,0pd 12,5kn |
| **SOUTH STAR**<br>ex South Bay-85 ex Carbay-84<br>**South Star Shipping Co. Ltd.**<br>Valletta Malta | *43 867*<br>*25 101*<br>77 987<br>T/cm<br>69,6 | AB | **1972** Brodogradiliste i Tvornica Dizel Motora "Split" (249)<br>236,56 32,39 14,923<br>226,32 32,26 20,40<br>1 dk<br>rf nil Bow/CM 118 Diam. 0,410 | **M Ore/Bulk/Oil Carrier**<br>IGS SBT Str. heavy cargoes DB<br>8 Ho/Ta 26,5 14,7 26,5 15,7 14,7 26,5 14,7 27,4 ER<br>G.85 578 L.(oil) 86 389 HeCls. BC<br>12 Ha (stl) (each 9,8 × 12,5) ER<br>Der 2(10) 2(5)<br>2 Cargo pumps total 5 000T/hr | MAN K7Z86/160F<br>Oil 2SA 7Cy. 860 × 1600<br>17 500bhp (12 872kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 800kW 2 × 720kW 450V 60Hz a.c.<br>Fuel 363,5t (d.o.) 3 337,5t (hvf)-65,5pd 14kn |
| **SOUTH STAR**<br>ex Capo Sud-91<br>**Stargas S.p.A.**<br>Venezia Italy | **4 472**<br>2 329<br>6 815<br>T/cm<br>15,5 | RI | **1970** Cant. Nav. di Pietra Ligure—Pietra Ligure (5)<br>117,15 16,01 6,885<br>108,01 15,98 8,59<br>1 dk | **TM Tanker/Liquefied Gas Carrier**<br>Chemical LPG<br>10 Ta<br>3 Ta (stl) cyl horizontal ER<br>L.4 836 L.(gas) 2 703<br>8 Cargo pumps total 450T/hr | Deutz<br>2 Oil 4SA each 6Cy. 400 × 580 geared to sc. shaft<br>4 600bhp (3 384kW)<br>Kloeckner Humboldt Deutz Koeln |
| **SOUTH STAR**<br>ex Isuzu Maru No. 21-87<br>**Sociedad Southern Star Fisheries S. de R. L.**<br>Dong Sung Shipping Co. Ltd.<br>San Lorenzo Honduras | **253**<br>130<br>315 | KR | **1973** Yamanishi Zosen K.K.—Ishinomaki (740)<br>47,81 8,03 2,998<br>41,20 8,01 3,41<br>P 26,0 F 6,4 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka AH27<br>Oil 4SA 6Cy. 270 × 420<br>809kW (1 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 176kW 225V a.c.<br>11,5kn |
| **SOUTH STEYNE**<br>Melbourne, Victoria Australia | **1 203**<br>536<br>— | ✠Classed LR until 1/39 | **1938**-7 Henry Robb Ltd.—Leith (267)<br>67,82 11,64 3,810<br>7,75<br>2 dks<br>R BK 178 | **S Ferry**<br>1674P | T 4Cy. 610 940 & (2) 1168 x 838<br>Harland and Wolff Ltd. Belfast<br>2 propellers aft, 1 fwd<br>Fuel 118,0t (o.f.) 12,5kn |
| **SOUTH TRADER**<br>ex Venezuela-91<br>**Leander Navigation Ltd.**<br>Multifleet Marine Ltd.<br>Nassau Bahamas | *11 996*<br>*6 198*<br>12 148 | **✠100A1** SS 1/86<br>DTsf—liquid cargoes oil FP above 65.5°C. SG up to 1.5<br>**✠LMC** (UMS)<br>**✠Lloyd's RMC**<br>EL Dt 2¾"U2<br>FN 5556 | **1971**-1 N.V. Koninklijke Maats. "De Schelde" —Vlissingen (340)<br>169,09 24,06 9,195<br>155,15 23,31 12,50<br>Ba 56,4 F 31,4 2 dks, 3rd dk in Nos. 3 & 4 holds<br>rf nil | **M General Cargo**<br>Pallets Ref 12bth P<br>Side doors 5(p) 5(s)<br>5 Ho 12,5 24,9 27,9 20,8 ER 14,4 8 TwD<br>G.15 081 B.14 234 In.3 326<br>TEU 80 C. 80/20'<br>7 Ha (stl) (7,5 × 5,0) (16,0 15,9 13,5 13,5 × 8,0) ER (4,0 4,0 × 5,9)<br>18W Cr 2(12,5) 2(5) Der 1(100) 2(10) 8(5) | Sulzer 8RND76<br>Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW)<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 720kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 127,5t (d.o.) 1 490,5t (hvf) 20kn |

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| **7127273**<br>*LANZ2*<br>N-00433<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SOUTH WIND**<br>ex Happy Cecilie-91<br>ex Captain Gregos-88 ex Losina-82<br>**K/S Happy Cecilie**<br>Farsund Ship Management A/S<br>Farsund Norway (NIS)<br>SatCom: 1311373/LANZ | **53 786**<br>42 345<br>126 505<br>T/cm<br>104,8 | NV (BV) | **1972** Hitachi Zosen—Innoshima (4306)<br>278,01 (BB) 44,25 15,633<br>265,01 44,20 21,59<br>1 dk<br>Bow/CM 132 Diam. 0,650 MH 1,5 | **M Tanker**<br>COW IGS PL SBT DB<br>12 Ta ER<br>L.(oil) 150 450 HeCls. BC<br>4 Cargo pumps total 8 000T/hr | B&W<br>Oil 2SA 10Cy. 840 × 1800<br>25 000bhp (18 389kW)<br>Hitachi Zosen Sakurajima<br>Gen 1 × 760kW 2 × 380kW 450V<br>Fuel 254,0t (d.o.) 3 779,0t (hvf)-85,5pd |
| **7385801**<br>*C4JL*<br>707836<br>Df Esd Gc<br>Rdr RTv | **SOUTH WIND**<br>ex Aegis Topic-86<br>**Akita Shipping Co. Ltd.**<br>Overseas Shipping Co. S.A.<br>Limassol Cyprus<br>SatCom: 1100312/SOWD | **12 357**<br>8 350<br>20 950 | GL (AB)<br>✠Classed LR until<br>3/11/77 | **1974**-12 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (279)<br>159,01 (BB) 23,02 9,767<br>148,01 22,80 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,7 27,8 15,7 28,5 16,9 5 TwD<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,6 × 12,5) ER<br>Cr 4(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 282kW (9 900bhp)<br>Ast. Espanoles S.A. Manises Wo<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd |
| **7947350**<br>*WQZ4492*<br>611933<br>RTv | **SOUTH WIND**<br>**T. & S. Trawlers Inc.**<br>Norfolk, Va United States of America<br>SatCom: 1500752/SOUW | **135**<br>92<br>— | | **1979** .............Coden, Al<br>*22,44* 6,76 3,38<br>1 dk | **M Fishing** | Oil<br>500bhp (368kW) |
| **6803569**<br>*WN4200*<br>291566 | **SOUTHAMPTON**<br>**Menhaden Fisheries Inc.**<br>Boston, Ma United States of America | **298**<br>228<br>— | | **1963** Bellinger Shipyards Inc.—Jacksonville, Fl<br>*44,51* 6,81 3,41<br>1 dk | **TM Fishing**<br>Side-fishing | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 159 × 203<br>1 020bhp (750kW)<br>Caterpillar Tractor Co. |
| **8520769**<br>Rdr Rt | **SOUTHELLA**<br>ex Myrefisk I-91<br>**J. Marr Ltd.**<br>Hull United Kingdom | *1 129*<br>*338*<br>700 | NV | **1986** Sigbjorn Iversen M/V. Skips.—Flekkefjord (66)<br>51,52 (BB) 5,708<br>43,82 11,51 7,73<br>2 dks<br>rf 102 BK 348 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>In.580 | Wichmann<br>Oil 2SA 6Cy. 280 × 420 geared to sc. sh<br>2 448bhp (1 801kW)<br>A/S Wichmann<br>Gen 1 × 700kW 2 × 308kW 440V |
| **7391197**<br>*KHTB*<br>591902<br>Df Esd Gc<br>Pfd Rdr Rt | **SOUTHERN**<br>ex El Paso Southern-83<br>**Argent Marine Services Inc.**<br>Wilmington, De United States of America | **69 472**<br>54 928<br>75 171<br>T/cm<br>102,5 | AB | **1978** Newport News SB. & D.D. Co.—Newport News, Va (608)<br>289,11 (BB) 41,18 11,913<br>276,16 41,15 25,91<br>Trunk 189,6 1 dk<br>rf nil Bow/CM 121 Diam. 0,406 | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>6 Ta (36% Ni.stl) membrane prismatic ER<br>L.(gas) 126 541<br>11 Cargo pumps total 12 309T/hr | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Delaval Turbine Inc.<br>Gen 2 × 2150kW<br>Thw. thrust propeller fwd<br>Fuel 6 101,5t (o.f.) 473,5t (d.o.)-188,0pd |
| **7929712**<br>*DZLE*<br>231418<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SOUTHERN ACE**<br>ex Arcadia Ace-90 ex Gateway Ace-89<br>ex Oriental Plenum-88<br>ex Olympus Ace-88<br>**Sinagtala Maritime Management Inc.**<br>Manila Philippines<br>SatCom: 1700516/SOAC | **11 753**<br>6 783<br>18 335 | NK | **1980** Mitsui Eng. & SB. Co. Ltd.—Tamano (1219)<br>190,00 32,29 9,016<br>180,00 32,25 10,20 | **M Vehicles Carrier**<br>Mchy.aft<br>Cr 1(20) | B&W<br>Oil 2SA 8Cy. 670 × 1700<br>12 799kW (17 400bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 750kW a.c. |
| **8613413**<br>*3ETU5*<br>17236-87<br>Rt<br>AMVER | **SOUTHERN ANGEL**<br>**NL Balsam Shipping (Panama) S.A.**<br>Panama Panama<br>SatCom: 1332441/SANG | *22 053*<br>*8 889*<br>21 902 | NK | **1987** Imabari Zosen—Imabari (463)<br>169,93 (BB) 8,502<br>156,83 26,81 14,91<br>1 dk | **M Bulk Carrier/ Vehicles Carrier**<br>6 Ho ER<br>G.30 200<br>6 Ha (stl) ER | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600<br>4 560kW (6 199bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **8404393**<br>*3EFH3*<br>12785-PEXT4<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **SOUTHERN ARROW**<br>**Oriente Maritime S.A.**<br>Panama Panama<br>SatCom: 1333614/SARW | *3 957*<br>*2 560*<br>6 550 | NK | **1984** Dae Dong SB. Co. Ltd.—Busan (274)<br>107,60 16,44 6,739<br>101,43 16,40 8,26<br>P 20,2 F 9,2 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 441 B.8 221<br>2 Ha (stl) (29,0 30,0 × 8,5) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 160kW a.c. |
| **5337757**<br>*ZSLE*<br>350383<br>Df Esd Pfd<br>RTm | **SOUTHERN ATALANTA**<br>ex Atalanta-77 ex Stadt Enckhuysen-64<br>**Atlantic Fishing Enterprises (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **247**<br>117<br>— | | **1956** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (486)<br>40,64 7,07<br>36,12 6,99 3,69<br>RW | **M Fishing**<br>Side Trawler | Brons<br>Oil 4SA 8Cy. 290 × 450<br>550bhp (405kW)<br>Appingedammer Brons<br>Gen 2 × 15kW 110V d.c.<br>Fuel (d.o.) |
| **6415673** | **SOUTHERN AVENGER**<br>ex Dahlia-77<br>**South Atlantic Fishing Co. Ltd.** | **339**<br>99<br>189 | ✠Classed LR until 6/66 | **1964**-11 Hall, Russell & Co. Ltd.—Aberdeen (917)<br>42,60 8,16<br>37,65 8,08 4,20<br>F 7,1<br>RW rf 762 BK 152 | **M Fishing**<br>Side Trawler<br>2 Ho 8,8 3,8<br>5 Ha (0,9 × 1,0) (1,0 × 1,3) (1,6 1,6 × 1,0) (1,5 × 1,5) | Alpha<br>Oil 2SA 7Cy. 310 × 490 with hydraulic c<br>840bhp (618kW)<br>Alpha-Diesel A/S<br>Gen 1 × 40kW 1 × 25kW 110V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **6806638**<br>*WX7326*<br>505322<br>Df Rdr Rt | **SOUTHERN BRANCH**<br>ex Carol Hale-90<br>ex Nicole D. Defelice II<br>**Robbins Maritime Inc.**<br>New Orleans, La United States of America | **144**<br>98<br>— | | **1966** McDermott Shipyard—Amelia, La (130)<br>32,11 2,817<br>29,72 8,54 3,54<br>1 dk | **M Tug** | General Motors<br>Oil<br>General Motors Corp. |
| **8412467**<br>*3ECY3*<br>14340-84A<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **SOUTHERN BRAVE**<br>**Southern Route Maritime S.A.**<br>Panama Panama | *14 921*<br>*8 855*<br>25 402 | NK | **1984** Imabari Zosen—Imabari (445)<br>159,77 25,23 10,240<br>149,99 25,21 14,03<br>P 26,9 F 12,8 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.32 014 B.30 501<br>4 Ha (stl) (18,4 21,6 21,6 21,6 × 12,8) ER<br>Cr 3(30) Der 1(25) | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>7 000bhp (5 149kW)<br>Hitachi Zosen Hiroshima Works<br>Gen 3 × 340kW a.c. |
| **8610966** | **SOUTHERN CHALLENGER**<br>**Southernsea Crafts Ltd.**<br>India | **157**<br>—<br>— | | **1984** "K" Shipyard Construction Co.—Fremantle, W.A. (96)<br>—<br>22,81<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 geared<br>407bhp (299kW)<br>Caterpillar Inc. |
| **9019999**<br>*3EQF8*<br>20558-PEXT1<br>Df Esd Gc<br>Pfd Rdr RTv | **SOUTHERN CLIPPER**<br>**South Fuji Shipping S.A.**<br>Panama Panama<br>SatCom: 1335157/SCLP | *2 667*<br>*1 361*<br>3 670 | NK | **1991** Higaki Zosen K.K.—Imabari (393)<br>86,01 (BB) 14,52 5,724<br>79,99 14,50 5,90 | **M General Cargo**<br>2 Ho ER<br>G.5 786 B.5 523<br>2 Ha (stl) (15,6 26,0 × 8,0) ER<br>Der 1(15) 2(10) | Hanshin<br>Oil 4SA 6Cy. 320 × 640<br>1 471kW (2 000bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 81kW a.c. |
| **7733137**<br>*WYC4493*<br>585857 | **SOUTHERN COMFORT**<br>**Alvin O. Zar**<br>New Orleans, La United States of America | **161**<br>112<br>— | | **1977** .............Biloxi, Ms<br>*25,09*<br>7,32 3,59<br>1 dk | **M Fishing** | Oil<br>450bhp (331kW) |
| **7050602**<br>*WYT8456*<br>517039 | **SOUTHERN COMFORT**<br>ex Lady Eunice<br>**Sco Be Corp.**<br>Morgan City, La United States of America | **101**<br>68<br>— | | **1968** Enterprises Inc.—Ocean Springs, Ms<br>*20,88* 6,74<br>3,41 | **M Fishing** | Oil<br>350bhp (257kW)<br>Fuel (d.o.) |

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| **SOUTHERN CROSS**<br>ex Trade-80 ex Mormactrade-77<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America<br>SatCom: 1503367/TTTT | T.Mk<br>**6 596**<br>3 804<br>—<br>**9 259**<br>5 530<br>12 718 | AB | **1962** Sun SB. & Dry Dock Co.—Chester, Pa (622)<br>147,30 20,78 —/9,576<br>139,60 20,73 12,65<br>F 11,9 2 dks, 3rd dk fwd<br>RW rf nil | **S General Cargo**<br>Ref 12P<br>Ice strengthened<br>5 Ho 17,8 20,5 22,1 ER 23,6 20,5<br>G.16 329 B.14 841 In.1 112<br>TEU 124 C.Ho 56/20' C.Dk 68/20'<br>5 Ha (stl) (7,5 × 4,8) (11,4 12,1 × 6,7) ER (12,1 10,6 × 6,7)<br>Der 1(75) 1(20) 16(10) | 2 S Turb dr geared to sc. shaft<br>12 100shp (8 900kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 4 226,5t (o.f.) 18kn |
| **SOUTHERN CROSS**<br>ex Julia S-81 ex Ketty-79<br>ex Anna Sietas-71<br>**Southern Cross Shipping Ltd.**<br>Limassol Cyprus | **476**<br>317<br>752 | (GL) | **1951** Schiffsw. W. Holst—Hamburg (177)<br>51,26 8,06 3,280<br>8,01 3,81<br>P 9,2 F 5,5 1 dk<br>RW len & deepened 55 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.991<br>2 Ha (8,9 × 5,3) (17,5 × 5,0) ER<br>Der 2(2) 1(1,5) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW) NE 65<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>8kn |
| **SOUTHERN CROSS**<br>ex Anton D-83 ex Foulque-80<br>**Atlantic Fishing Enterprises (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **224**<br>89<br>215 | (BV) | **1964** Forges & Ch. de La Mediterranee—Le Havre (390 /2)<br>30,99 7,24<br>26,50 7,14 4,04<br>1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing Ref<br>9 Ta<br>In.146<br>8 Ha (each 1,4 × 1,4)<br>2W Der 2(1) | MGO<br>Vee Oil 4SA 12Cy. 175 × 180/192<br>550bhp (405kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.) Mulhouse<br>Fuel (d.o.) 9,5kn |
| **SOUTHERN CROSS**<br>**American Dredging Co.**<br>Philadelphia, Pa United States of America | **179**<br>78<br>— | | **1949** Alexander Shipyards Inc.—New Orleans, La<br>*24,91* 7,62<br>... ... ...<br>1 dk | **M Tug** | General Motors<br>Oil 2SA 12Cy.<br>E made42 fitted49<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 30kW 120V d.c.<br>Fuel (d.o.) |
| **SOUTHERN CROSS**<br>See No. 7900479 MINAMI JUJISEI in the Register | **166** | | | | |
| **SOUTHERN CROSS**<br>ex Nightwalker<br>**Marty G. Kimmons**<br>New Orleans, La United States of America | **119**<br>81<br>— | | **1980** .............Dulac, La<br>*21,19* 7,32<br>2,87<br>1 dk | **M Fishing** | Oil<br>600bhp (441kW)<br>U.S.A. |
| **SOUTHERN CROSS**<br>ex Kenneys Pride II<br>**Gold Coast Seafood Inc.**<br>Tampa, Fl United States of America | **116**<br>79<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,61* 6,18<br>3,36<br>1 dk | **Reinforced Plastic M Fishing**<br>Shrimp-trawl | General Motors 12V-71-N<br>Vee Oil 2SA 12Cy. 108 × 127<br>365bhp (268kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 1 × 30kW |
| **SOUTHERN CROSS**<br>ex Singleton Fleets 56<br>**Joseph P. Shell**<br>Galveston, Tx United States of America | **103**<br>70<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Cummins KTA-1150-M<br>Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Fuel 316,0t 10kn |
| **SOUTHERN CROSS I**<br>**Ocean Forest Shipping Ltd.**<br>Panama Panama | **39 652**<br>13 655<br>47 909<br>T/cm<br>61,4 | NK | **1973** Tsuneishi Zosen K.K.—Numakuma (278)<br>217,02 (BB) 32,24 10,661<br>206,99 32,19 20,50<br>1 dk | **M Wood-chip Carrier**<br>6 Ho ER<br>G.93 832 B.90 056<br>6 Ha (stl) (16,3 16,3 16,3 10,1 16,3 16,3 × 13,5) ER<br>Der 3(12) | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Fuel 1 822,0t 14,75kn |
| **SOUTHERN CROSS MARU**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Osaka Pref. Japan<br>SatCom: 1200464/JFVC | *35 234*<br>*16 215*<br>33 637 | NK | **1987** Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1345)<br>205,32 (BB) 32,29 11,500<br>189,01 32,25 21,21 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho<br>TEU 2020 C. 2020/20' incl. 602 ref C.<br>20 Ha (stl) | B&W 7S70MCE<br>Oil 2SA 7Cy. 700 × 2674<br>12 512kW (17 010bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 1660kW 3 × 1240kW 1 × 100kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>19,69kn |
| **SOUTHERN CROSS No. 1**<br>**Feng Li Maritime Corp.**<br>Panama Panama | *6 631*<br>*2 476*<br>2 935 | NK | **1985** Honda Zosen—Saiki (732)<br>106,13 17,02 5,360<br>98,51 17,01 10,27 | **M Vehicles Carrier** | Mitsubishi 6UEC37L<br>Oil 2SA 6Cy. 370 × 880<br>3 400bhp (2 501kW)<br>Kobe Hatsudoki K.K. Kobe |
| **SOUTHERN CROSS 8**<br>**Mitsuwa Shipping S.A.**<br>Panama Panama | *2 795*<br>*1 235*<br>4 201 | NK | **1984** Towa Zosen K.K.—Shimonoseki (555)<br>94,01 6,268<br>87,00 14,41 7,52<br>1 dk | **M Tanker**<br>Chemical<br>18 Ta ER<br>L.2 326 | Hanshin<br>Oil 4SA 6Cy. 380 × 760<br>2 800bhp (2 060kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 280kW 445V 60Hz a.c.<br>13,25kn |
| **SOUTHERN CRUSADER**<br>ex Ixia-77<br>**South Atlantic Fishing Co. Ltd.**<br>Georgetown Cayman Islands (British) | **339**<br>96<br>189 | ✠Classed LR until 11/66 | **1965**-4 Hall, Russell & Co. Ltd.—Aberdeen (921)<br>42,60 8,16<br>37,65 8,08 4,20<br>F 7,1<br>RW rf 762 BK 152 | **M Fishing**<br>Side Trawler<br>2 Ho 8,8 3,8<br>5 Ha (0,9 × 1,0) (1,0 × 1,3) (1,6 1,6 × 1,0) (1,5 × 1,5)<br>Cr 1(1) | Alpha<br>Oil 2SA 7Cy. 310 × 490 with hydraulic coupling<br>840bhp (618kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 40kW 1 × 25kW 110V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 12kn |
| **SOUTHERN CRUSADER**<br>**Joao Carlos Fishing Group.**<br>New Bedford, Ma United States of America | **130**<br>88<br>— | | **1968** Master Marine Inc.—Bayou la Batre, Al<br>*22,19* 6,76<br>3,56 | **M Fishing** | Oil<br>425bhp (313kW)<br>.............<br>Fuel (d.o.) |
| **SOUTHERN DRAGON**<br>**T.T. Marine S.A.**<br>Panama Panama | *5 604*<br>*2 922*<br>9 195 | NK | **1985** Fukuoka Zosen K.K.—Fukuoka (1119)<br>116,01 (BB) 18,34 8,013<br>108,01 18,31 10,22<br>P 22,3 F 10,4 1 dk<br>Bow/CM 56 Diam. 0,250 | **M Tanker**<br>Oil Chemical Molasses<br>22 Ta ER<br>L.10 369<br>16 Cargo pumps total 3 150T/hr | Mitsubishi<br>Oil 2SA 7Cy. 370 × 880<br>4 409bhp (3 243kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 320kW 445V 60Hz a.c.<br>Fuel 100,0t (d.o.) 727,5t (hvf)-14,5pd 13,5kn |
| **SOUTHERN ELEGANCE**<br>ex Gripen av Malmo-86<br>ex Nordschau-84 ex Gripen-76<br>**Tropical Cruise Line S.A.**<br>Panama Panama | *2 084*<br>*1.169*<br>309 | (BV) (GL) (NV) | **1956** Aalborg Vaerft A/S—Aalborg (115)<br>70,24 13,03 3,828<br>65,69 12,98 5,82<br>F 4,0 2 dks<br>conv RoRo Cargo/Ferry — | **TM Ferry**<br>987dk P<br>Ice strengthened | Polar<br>2 Vee Oil 2SA each 10Cy. 340 × 570<br>3 250bhp (2 391kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 4 × 160kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 55,0t (d.o.)-18,5pd 15,5kn |
| **SOUTHERN EXPLORER**<br>ex Pioneer<br>**San Pedro Tuna Association Inc.**<br>Long Beach, Ca United States of America | **183**<br>99<br>— | | **1944** Allarsens Boat Shop—Terminal Island, Ca<br>*26,34* 7,45<br>27,74 3,48 | **Wood M Fishing** | Oil<br>400bhp (294kW)<br>.............<br>Fuel (d.o.) |

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| 7308970<br>*WB2802*<br>246595 | **SOUTHERN EXPLORER**<br>ex Sea Spray<br>**Explorer Fisheries Inc.**<br>Juneau, Ak United States of America | **135**<br>71<br>— | | **1944** Pacific Boat Building Co.—Tacoma, Wa<br>*23,99* 6,76<br>3,26 | **Wood M Fishing** | Oil<br>400bhp (294kW)<br>............<br>Fuel (d.o.) |
| 6416732<br>CTA 77<br>Df Esd Gc<br>Pfd Rdr | **SOUTHERN FIGHTER**<br>ex Yellowfin-77 ex Northella-73<br>**Atlantic Fishing Enterprises (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **1 701**<br>573<br>— | ✠Classed LR until 24/9/76 | **1964**-9 Hall, Russell & Co. Ltd.—Aberdeen (909)<br>74,83 12,37<br>65,38 12,35 8,08<br>2 dks<br>rf 762 BK 178 | **D-E Fishing**<br>Side-fishing | English Electric<br>3 Oil 4SA each 8Cy. 254 × 305 total<br>(2 381kW) driving 3 gen. each<br>d.c. connected to elec. motor of 2<br>(1 545kW) & sc. shaft<br>English Electric Co. Ltd. Newto<br>Gen 3 × 180kW 225V d.c. |
| 8331390<br>*VPQM*<br>708169 | **SOUTHERN FREEDOM**<br>**Southern Tuna Corp. Ltd.**<br>Georgetown Cayman Islands (British) | **928**<br>541<br>— | | **1972** San Diego Mar. Co.—San Diego, Ca<br>*59,17* 11,00<br>4,53<br>1 dk | **M Fishing** | Oil 6Cy. 220 × 260<br>3 600bhp (2 648kW)<br>Alco Engine Div. of White Industrial<br>Inc. |
| 8905177<br>*3EJM7*<br>18500-89<br>Df Esd Gc<br>Pfd Rdr Rt | **SOUTHERN GARLAND**<br>**Norte Comercio S.A.**<br>Panama Panama | *5 015*<br>*2 362*<br>7 623<br>T/cm<br>7,4 | NK | **1989** Hakata Zosen K.K.—Hakata (387)<br>107,00 (BB) 18,23 7,370<br>99,00 18,20 9,40<br>1 dk | **M Tanker**<br>Oil Chemical Molasses<br>14 Ta ER<br>L.8 504 | Hanshin<br>Oil 4SA 6Cy. 500 × 800 reverse geared<br>shaft<br>3 310kW (4 500bhp)<br>The Hanshin Diesel Works Ltd. |
| 5182669<br>*9WZR*<br>325072<br>Df RTm/v | **SOUTHERN GLORY**<br>ex Southern Cross-79 ex Lisa Miller-79<br>ex Karoon-68<br>**Perkapalan Sinwen Marine Sendirian Berhad**<br>Jesselton Shipping (Pte.) Ltd.<br>Kuching Malaysia | **2 427**<br>1 281<br>3 203 | ✠Classed LR until 7/10/83 | **1951**-8 N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (40)<br>93,07 13,26 5,341<br>88,55 13,11 5,95<br>P & B 48,2 F 8,3 1 dk<br>RW rf 114 | **TM General Cargo**<br>Ref<br>3 Ho 13,4 26,2 ER 23,7<br>G.4 425 B.4 176 In.49<br>3 Ha (stl) (7,9 15,7 × 5,4) ER (14,4 × 5,4)<br>10W Der 1(25) 10(5) | Polar<br>2 Oil 2SA each 5Cy. 340 × 570<br>1 450bhp (1 067kW)<br>British Polar Engines Ltd.<br>Gen 3 × 120kW 220V d.c.<br>Fuel 131,0t (d.o.) |
| 5208633<br>*ZUAN*<br>350051<br>EsdRTm | **SOUTHERN HARRIER**<br>ex Linaria-82<br>**Atlantic Fishing Enterprises (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **359**<br>120<br>189 | ✠Classed LR until 8/62 | **1961**-1 Cook, Welton & Gemmell Ltd.—Beverley (967)<br>42,63 8,18<br>38,28 8,08 4,20<br>F 7,1<br>RW rf 762 BK 178 | **M Fishing**<br>Side Trawler<br>2 Ho 8,2 3,8<br>5 Ha (0,9 × 1,0) (1,0 × 1,3) (1,6 1,6 × 1,0) (1,5 × 1,5)<br>Cr 1(1) | Alpha<br>Oil 2SA 7Cy. 290 × 490<br>840bhp (618kW)<br>Alpha-Diesel A/S<br>Gen 1 × 40kW 1 × 25kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 30,5t (d.o.) |
| 8914855<br>*3ECP8*<br>19016-90<br>Df Esd Gc<br>Pfd Rdr RTv | **SOUTHERN HAWK**<br>**Southern Chemical Carriers S.A.**<br>Panama Panama<br>SatCom: 1333422/HAWK | *5 006*<br>*2 645*<br>9 009 | NK | **1990** Asakawa Zosen—Imabari (350)<br>112,00 (BB) 7,604<br>104,30 18,80 9,50<br>1 dk | **M Tanker**<br>Chemical | Mitsubishi<br>Oil 2SA 7Cy. 370 × 880<br>3 244kW (4 410bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Gen 2 × 320kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| 8036299<br>617863 | **SOUTHERN HERITAGE**<br>ex Captain Seagle<br>**Albert N. Clark Jr.**<br>Jacksonville, Fl United States of America | **117**<br>79<br>— | | **1980** St. Augustine Shipbuilding—St. Augustine, Fl<br>*20,61* 6,18<br>3,36<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>415bhp (305kW)<br>Caterpillar Tractor Co. |
| 7419418<br>*3EUD3*<br>16011-PEXT3<br>Df Esd Gc<br>Pfd Rdr RTv | **SOUTHERN HOPE**<br>ex Mild Sea-88 ex Regent Radiance-85<br>**Silver Hope S.A.**<br>Panama Panama | **6 051**<br>4 118<br>10 033 | NK | **1975** Kochiken Zosen—Kochi (586)<br>127,95 18,34 7,765<br>119,00 18,30 9,90<br>P 24,3 F 10,6 1 dk<br>rf 5 | **M General Cargo**<br>4 Ho 22,1 21,7 21,7 21,7 ER<br>G.13 036 B.12 450<br>4 Ha (stl) (16,0 16,4 15,7 15,7 × 8,9) ER<br>12W Der 2(20) 2(15) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>4 560kW (6 199bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel (hvf) |
| 6724309<br>*ZSVQ*<br>350799<br>CTA 99<br>Df Esd Gc<br>Pfd Rdr Rt | **SOUTHERN INVADER**<br>ex Ocean Maid-82 ex Ishikari Maru-77<br>**Atlantic Fishing Enterprises (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **549**<br>191<br>380 | (NK) | **1967** Wakamatsu Zosen K.K.—Wakamatsu (166)<br>57,43 9,53 3,804<br>51,80 9,50 4,20<br>2 dks | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>G.509 In.450<br>3 Ha (stl) (2,2 2,2 × 2,2) (1,9 × 1,3) ER | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 300kW 445V a.c.<br>Fuel 236,5t-6,5pd |
| 8314902<br>*3ELY5*<br>17097-87<br>Df Esd Gc<br>Pfd Rdr Rt<br>SatNav<br>AMVER | **SOUTHERN ISLAND**<br>Launched as Dimitris E<br>**Sojitsu Shipping S.A.**<br>Shinko Maritime Co. Ltd.<br>Panama Panama | *14 348*<br>*8 320*<br>23 209 | AB NK | **1987** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2861)<br>164,30 (BB) 10,091<br>155,45 22,86 14,15<br>F 13,2 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 18,4 26,4 19,2 26,4 26,4 ER<br>G.29 336 B.28 459<br>TEU 704<br>C.Ho 426/20' (40') C.Dk 278/20' (40')<br>5 Ha (stl) (12,8 19,2 12,8 19,2 19,2 × 17,3) ER<br>Cr 5(25) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 with<br>couplings & sr geared to sc. shaft<br>5 164kW (7 021bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 550kW a.c. 1 × 190kW a.c.<br>Controllable pitch propeller |
| 8118683<br>*H9ZI*<br>10312-PEXT4<br>Df Esd Gc<br>Rdr RTm/h/v | **SOUTHERN KING**<br>ex Latangan-88 ex Mercante-82<br>**Oriente Maritime S.A.**<br>Panama Panama | **2 495**<br>1 732<br>5 112 | NK | **1981** K.K. Taihei Kogyo—Akitsu (1475)<br>96,04 16,24 5,967<br>89,50 16,20 7,20<br>P 18,6 F 8,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 129 B.5 404<br>2 Ha (stl) (21,0 33,6 × 8,3)<br>Der 3(15) | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>2 427kW (3 300bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 120kW a.c.<br>Fuel 60,0t (d.o.) 360,0t (hvf)-10,5pd |
| 7934303<br>600354 | **SOUTHERN LADY**<br>ex Singleton Fleets 26<br>**Willie Gene Dasher**<br>Galveston, Tx United States of America | **102**<br>69<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>1 Ho | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 geared<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel 316,0t |
| 7371886<br>*A8SF*<br>5236<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SOUTHERN LION**<br>**Interocean Tanker Corp.**<br>Monrovia Liberia<br>SatCom: 1241312/AHSF | **126 850**<br>107 174<br>269 085<br>T/cm<br>150,0 | AB | **1975** Hitachi Zosen—Sakai (4373)<br>330,97 (BB) 21,896<br>315,98 51,19 28,30<br>1 dk<br>rf 107 Bow/CM 166 Diam. 0,610 MH 1,8 | **S Tanker**<br>IGS<br>17 Ta ER<br>4 Cargo pumps total 15 720T/hr | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Hitachi Zosen Sakurajima<br>Gen 2 × 1900kW<br>Fuel 10 391,0t (o.f.) |
| 8127438<br>*WUS6489*<br>648914<br>Esd Gc Pfd<br>Rdr Rt | **SOUTHERN MOON**<br>**Jackson Marine Corp.**<br>Zapata Gulf Marine Corporation<br>Corpus Christi, Tx United States of America | **296**<br>201<br>1 200 | AB | **1982** Halter Marine Inc.—Calumet, La (1055)<br>54,87 3,663<br>51,85 12,20 4,27<br>F 15,6 1 dk | **TM Supply Ship**<br>Deck Cargo Fire-fighting | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 ×<br>reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 99kW |
| 7939341<br>*WYB7134*<br>600399 | **SOUTHERN NIGHTS**<br>**Southern Nights Trawlers**<br>New Orleans, La United States of America | **189**<br>128<br>— | | **1978** .............Biloxi, Ms<br>*26,40* 7,93<br>3,69<br>1 dk | **M Fishing** | Oil<br>670bhp (493kW) |

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| **SOUTHERN OPAL**<br>ex Fei Long-88 ex Hua Long-86<br>ex Lilac Ace-85 ex Reiyo Maru-78<br>**Diboll Holdings Corp.**<br>Panama<br>Panama | **2 905**<br>2 059<br>6 928 | BV NK | **1971** Hashihama Zosen—Imabari (289)<br>105,31 17,25 7,346<br>98,00 17,20 7,80<br>2 dks<br>RW rf 203 | **M General Cargo**<br>2 Ho ER<br>G.14 524 B.13 448<br>2 Ha (stl) (28,6 30,7 × 8,9) ER<br>12W Der 4(15) | B&W 6K42EF<br>Oil 2SA 6Cy. 420 × 900<br>4 100bhp (3 016kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 160kW 445V a.c.<br>Fuel 761,0t-16,0pd 12,5kn |
| **SOUTHERN PACIFIC I**<br>ex Norfish Buenaventura-89<br>ex Isabella-88 ex Elektra-72<br>**Southern Pacific Partners S.A.**<br>Panama<br>Panama | **169**<br>80<br>169 | BV | **1967** VEB Rosslauer Schiffswerft—Rosslau<br>33,60 6,66 2,995<br>29,55 6,60 3,30<br>1 dk<br>rf 597 BK 152 | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>Ice strengthened<br>2 Ho 4,8 6,8 ER<br>In.180<br>2 Ha (stl) (each 1,6 × 1,2) ER<br>2W Der 1(3) 1(0,5) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW) E made70 fitted72<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 16kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 19,5t (d.o.) 12kn |
| **SOUTHERN PATRIOT**<br>ex Harvest Apollo-79 ex Doncos-70<br>**South Atlantic Fishing Co. Ltd.**<br>Cayman Islands (British)<br>Georgetown | **519**<br>210<br>193 | (BV) | **1962** Ast. Construcciones S.A.—Vigo (33)<br>*44,96* 8,23<br>44,96 8,21 4,50<br>RW conv Side Trawler Fishing 80 | **M Fishing**<br>Side-fishing Tuna Rod-fishing<br>2 Ha (each 1,9 × 0,9) | Krupps<br>Oil 4SA 6Cy. 295 × 420<br>950bhp (699kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 20,5t 11kn |
| **SOUTHERN PEARL**<br>ex Sun Ocean-85 ex Garza Ocean-85<br>**Winners Marine S.A.**<br>Panama<br>Panama | **4 182**<br>2 736<br>7 465 | KR (NK) | **1973** Kurinoura Dock K.K.—Yawatahama (104)<br>109,05 17,05 7,087<br>101,81 17,00 8,59<br>P 23,8 B 5,5 F 11,6 1 dk | **M General Cargo**<br>Mchy.aft<br>G.9 385 B.8 599<br>2 Ha (27,3 27,9 × 8,5)<br>Der 4(15) | Makita GSLH654<br>Oil 4SA 6Cy. 540 × 850<br>4 800bhp (3 531kW)<br>Makita Tekkosho Takamatsu<br>Fuel 732,5t-14,5pd 13,5kn |
| **SOUTHERN PRIDE**<br>**Hig's Point Inc.**<br>United States of America<br>Beaufort-Morehead City, NC | **116**<br>79<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,61* 6,18<br>3,36<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl | General Motors 12V-71-N<br>Vee Oil 2SA 12Cy. 108 × 127<br>365bhp (268kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In |
| **SOUTHERN PRINCESS**<br>ex Albar Harmony-91<br>ex Southern Highway-89<br>Panama<br>Panama | **8 554**<br>5 100<br>8 513 | NK | **1977** Imabari Zosen—Marugame (1041)<br>152,36 (BB) 24,74 8,021<br>145,00 24,70 9,75 | **M Vehicles Carrier**<br>Cars 2000<br>Mchy.aft | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>8 385kW (11 399bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 640kW 450V 60Hz a.c.<br>Fuel 288,5t (d.o.) 1 795,0t (hvf)-38,0pd 18kn |
| **SOUTHERN QUEEN**<br>**Nikko Line S.A.**<br>Panama<br>Panama | **3 450**<br>2 364<br>6 236 | NK | **1981** Fukuoka Zosen K.K.—Fukuoka (1091)<br>106,13 (BB) 16,54 6,751<br>98,61 16,51 8,21<br>P 23,2 F 11,9 1 dk<br>Bow/CM 52 | **M Tanker**<br>Oil Chemical Molasses<br>Mchy.aft<br>L.6 801<br>5 Cargo pumps total 1 600T/hr | Akasaka A41<br>Oil 4SA 6Cy. 410 × 800<br>3 300bhp (2 427kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 280kW<br>12,5kn |
| **SOUTHERN QUEEN**<br>**S. G. Giuseppe Fishing Inc.**<br>San Diego, Ca<br>United States of America | **199**<br>103<br>— | | **1947** Tacoma Boatbuilding Co. Inc.—Tacoma, Wa<br>*27,86* 8,08<br>3,15 | **M Fishing** | Oil<br>700bhp (515kW)<br>.............<br>Fuel (d.o.) |
| **SOUTHERN RAIDER**<br>ex San Sebastian-77<br>ex S. Sebastian-73 ex Cap d'Ailly-68<br>**South Atlantic Fishing Co. Ltd.**<br>Georgetown<br>Cayman Islands (British) | **458**<br>193<br>360 | (BV) (RI) | **1956** A.G. "Weser" Werk Seebeck—Bremerhaven (812)<br>54,31 8,97<br>47,99 8,92 4,65<br>R rf 711 conv Side Trawler Fishing 80 | **M Fishing**<br>Side-fishing Tuna Rod-fishing<br>1 Ho 15,0<br>5 Ha (stl) (each 0,9 × 0,9)<br>Der 3(2) | Deutz<br>2 Oil with hydraulic coupling & geared to sc. shaft<br>1 360bhp (1 000kW)<br>(i) Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>(ii) Oil 4SA 6Cy. 240 × 360<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 40kW 110V d.c.<br>Fuel 157,5t (d.o.) 13kn |
| **SOUTHERN RANGER**<br>ex Bluefin-77 ex Junella-73<br>**Atlantic Fishing Enterprises (Pty.) Ltd.**<br>Cape Town/Kaapstad<br>South Africa | **1 440**<br>557<br>— | ✠Classed LR until 10/9/76 | **1962-7** Hall, Russell & Co. Ltd.—Aberdeen (900)<br>*67,27* 11,76<br>63,56 11,74 8,01<br>2 dks<br>rf 762 BK 178 | **D-E Fishing**<br>Stern Trawler | English Electric<br>3 Oil 4SA each 8Cy. 254 × 305 total 3 237bhp (2 381kW) driving 3 gen. each 560kW 303V d.c. connected to elec. motor of 2 100shp (1 545kW) & sc. shaft<br>English Electric Co. Ltd. Rugby<br>Gen 3 × 180kW 225V d.c.<br>15,5kn |
| **SOUTHERN REEF**<br>ex Seiyo Maru-88<br>**Jubilee Shipping Corp.**<br>Manila<br>Philippines<br>SatCom: 1700452/REEF | **8 153**<br>3 696<br>9 128 | NK | **1974** Nipponkai Heavy Ind. Co. Ltd.—Toyama (174)<br>164,19 22,51 8,179<br>154,62 22,46 10,29<br>3 dks | **M RoRo Cargo**<br>Cars 2050<br>Mchy.aft | Pielstick 18PC2-5V-400<br>Vee Oil 4SA 18Cy. 400 × 460<br>10 800bhp (7 944kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 800kW 445V 60Hz a.c.<br>Fuel 168,0t (d.o.) 1 488,0t (hvf)-37,0pd 17,25kn |
| **SOUTHERN REEFER**<br>**Tachibana Kaiun Y.K.**<br>Imabari, Ehime Pref.<br>Japan<br>SatCom: 1201706/JPCN | *1 416*<br>*504*<br>1 363 | NK | **1984** Kishigami Zosen K.K.—Akitsu (1697)<br>71,00 (BB) 4,352<br>65,03 12,41 4,40<br>2 dks | **M Refrigerated Cargo**<br>2 Ho ER<br>In.1 834<br>2 Ha (stl) ER | Akasaka A34<br>Oil 4SA 6Cy. 340 × 660<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SOUTHERN RIVER**<br>ex Juanita Patrick-86<br>**Marine Asset Management Corp.**<br>Trico Marine Inc.<br>New Orleans, La<br>United States of America | **285**<br>194<br>— | (AB) | **1977** Quality Equipment Inc.—Houma, La (143)<br>3,683<br>54,87 11,60 4,27<br>F 16,8 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>12kn |
| **SOUTHERN SAINT**<br>ex St. Jean Baptiste De La Salle-77<br>**South Atlantic Fishing Co. Ltd.**<br>Georgetown<br>Cayman Islands (British) | **550**<br>203<br>— | (BV) | **1958** Handel & Schpsb. Mij. Kramer & Booy N.V. —Kootstertille (105)<br>55,00 9,10<br>47,99 9,00 4,81<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Der 1(3) | Deutz<br>Oil 4SA 6Cy. 420 × 660<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 149,5t (d.o.) 14kn |
| **SOUTHERN SEAHORSE**<br>ex J. H. Levy-78<br>**Ocean Ventures Inc.**<br>Morgan City, La<br>United States of America | **195**<br>133<br>— | | **1966** American Marine Corp.—New Orleans, La (953)<br>47,60 11,03 3,172<br>44,56 10,98 3,81<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SOUTHERN SEAS**<br>ex Chicken of the Sea<br>**White Star Fishing Co. Inc.**<br>San Juan<br>Puerto Rico (U.S.A.) | **476**<br>200<br>— | | **1945** Birchfield Boiler Inc.—Tacoma, Wa<br>*39,99* 9,17<br>4,27 | **M Fishing** | Oil<br>1 560bhp (1 147kW)<br>.............<br>Fuel (d.o.) |
| **SOUTHERN SERVICE** | **285**<br>194<br>381 | | **1964** Burton Construction & SB. Corp.—Port Arthur, Tx (366)<br>46,94 11,59 3,033<br>45,19 3,66 | **M Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 650bhp (1 214kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 11kn |

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| **6517081**<br>*ZGBW*<br>373703<br>Df Esd Rdr<br>Rt | **SOUTHERN SKY**<br>ex Atlantic Sky-83<br>**Fenton Investments Ltd.** | **499**<br>281<br>1 027 | (BV) | **1965** Boele's Schps. & Mchf. N.V.—Bolnes (1022)<br>66,60 10,47 3,701<br>63,10 10,25 3,76<br>1 dk & S dk | **M General Cargo** OSD<br>Ref<br>2 Ho ER<br>G.1 942 B.1 871 In.770<br>2 Ha (9,6 × 4,5) (16,2 × 5,3) ER<br>Der 1(3-15) 2(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **8520575**<br>*3EFY5*<br>15914-86A<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SOUTHERN STAR**<br>**NL Balsam Shipping (Panama) S.A.**<br>Panama Panama<br>SatCom: 1332365/SSTR | *22 531*<br>*9 227*<br>22 133 | NK | **1986** Mitsubishi Heavy Industries Ltd. —Shimonoseki (887)<br>170,01 (BB) 27,06 8,527<br>158,40 27,01 9,81<br>1 dk | **M General Cargo Vehicles Carrier**<br>Quarter stern door/ramp (s)<br>L 25,00 W 4,50<br>Clear height 3,50<br>Cars 717<br>G.33 329 B.31 991<br>6 Ha (stl) (12,0 × 12,0) (15,2 15,2 15,2 15,2 15,2 × 19,8) ER<br>Cr 1(20) 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600<br>4 502kW (6 121bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 600kW 450V 60Hz a.c. |
| **8627000**<br>*C6DZ8*<br>191910 | **SOUTHERN STAR**<br>ex Lady of the Isles-88 ex Melbider<br>**J. McKee & Partners Ltd.**<br>Nassau Bahamas | **341**<br>—<br>147 | (NV) | **1973** Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (85)<br>7,95 2,690<br>35,36 7,93<br>1 dk<br>conv Patrol — | **TM General Cargo**<br>Ref 5cbn 10bth P<br>G.155 In.21<br>Cr 2(3) | English Electric<br>2 Oil 4SA each 8Cy. 165 × 184<br>488bhp (359kW)<br>English Electric Diesels Ltd.<br>Gen 3 × 40kW 1 × 12kW 415V 50Hz |
| **5166550**<br>*WY4388*<br>244219<br>RTv | **SOUTHERN STAR**<br>ex Jonathan B ex J. F. Heil-72<br>ex DPC 12-46<br>**Star Towing Corp.**<br>Beaufort- United States<br>Morehead City, NC of America | **146**<br>99<br>— | (AB) | **1943** George Lawley & Son Corp.—Neponset, Ma (1300)<br>25,91 7,37<br>25,00 7,32 3,20<br>1 dk<br>BK 76 | **M Tug**<br>1W | General Motors<br>Oil 2SA 8Cy. 216 × 254<br>General Motors Corp.<br>Fuel 71,0t (d.o.) |
| **7050119**<br>*WY2767*<br>512472 | **SOUTHERN STAR**<br>**Nguyet T. Milam**<br>Houma, La United States<br>of America | **126**<br>85<br>— | | **1968** Master Marine Inc.—Bayou la Batre, Al<br>*21,74* 6,76<br>3,46 | **M Fishing** | Oil<br>425bhp (313kW)<br>.............<br>Fuel (d.o.) |
| **8427905**<br>222289<br>Rt | **SOUTHERN STAR S**<br>ex Roden V ex Oil Queen V<br>**Southland Express Inc.**<br>Manila Philippines | **210**<br>122<br>— | | **1974** Sandoval Shipyards Inc.—Navotas<br>7,35<br>35,67 7,32 3,26<br>1 dk | **M Tanker** | Oil<br>190bhp (140kW) |
| **7113002**<br>*VLHJ*<br>851249<br>Df Esd Gc<br>Pfd Rdr RTv | **SOUTHERN SURVEYOR**<br>ex Kurderen-82 ex Kurd-82<br>ex Ranger Callisto-73<br>**Government of The Commonwealth of Australia (Commonwealth Scientific & Industrial Research Organisation) (CSIRO)**<br>Associated Steamships Pty. Ltd.<br>*Hobart, Tas.* Australia<br>SatCom: 1543167/SSVR | *1 459*<br>*437*<br>793 | ✠**100A1** SS 8/90<br>Ice Class 3<br>DP(AA)<br>✠**LMC**<br>EL M $1\frac{5}{16}$"U2<br>FN 1136 | **1972**-5 Brooke Marine Ltd.—Lowestoft (374)<br>66,15 12,25 4,890<br>56,85 12,20 7,78<br>2 dks<br>rf 1067 conv Stern Trawler Ref Fishing 83<br>conv Diving Support Depot Ship for submersibles 90 | **M Research/Fishing**<br>Stern Trawler Biological Oceanographic Ref<br>2 Ho 13,4 10,9 ER<br>7 Ha (stl) (0,9 × 0,9) (2,2 × 2,2) (0,6 × 0,6) (7,1 × 3,5) (2,1 × 2,1) (0,6 × 0,7) (0,9 × 1,0) | English Electric<br>Vee Oil 4SA 16Cy. 254 × 305 with clu<br>flexible couplings & sr geared to sc.<br>2 600bhp (1 912kW)<br>Ruston Paxman Diesels Ltd.<br>Gen 3 × 850kW 440V 60Hz a.c.<br>1 × 250kW 1 × 150kW 220V d.c.<br>Controllable pitch propeller<br>2 Thw. thrust Contr. pitch propellers fwd<br>Directional thrust propellers fwd<br>Fuel 330,0t (d.o.) |
| **7204681**<br>*3FOL*<br>8127-PEXT2<br>Df Esd Gc<br>Pfd Rdr Rt | **SOUTHERN TRADER**<br>ex Vanguard 8-87 ex Somaria-78<br>ex Kyowa Maru No. 8-78<br>**Feliz Lines Corp.**<br>Panama Panama | **4 999**<br>3 658<br>9 836 | KR NK | **1971** I'mabari Zosen—Imabari (278)<br>124,31 19,56 7,500<br>117,02 19,51 9,76<br>P 21,7 F 12,5 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.13 242 B.12 491<br>2 Ha (stl) (35,1 36,4 × 11,2) ER<br>Der 4(20) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 224kW<br>Fuel 764,0t-23,5pd |
| **6725755**<br>*ZHER6*<br>710627<br>Esd Pfd Rt | **SOUTHERN VICTOR**<br>ex Southern Star-86<br>ex Atlas Secondo-82 ex Mavedito-72<br>**South Atlantic Fishing Co. Ltd.**<br>Georgetown Cayman Islands<br>(British) | **611**<br>329<br>624 | (RI) | **1967** Soc. Esercizio Cant.—Viareggio (558)<br>64,32 10,44 4,293<br>55,20 10,42 7,07<br>2 dks<br>RW | **M Fishing**<br>Stern Trawler<br>2 Ho | Ansaldo<br>Oil 4SA 8Cy. 320 × 420<br>1 300bhp (956kW)<br>S.A. Ansaldo Stab. Mecc. |
| **8421341**<br>*DUNC*<br>229773<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **SOUTHERN VIRGO**<br>**Intermodal Shipping Inc.**<br>Manila Philippines | *19 864*<br>*11 551*<br>33 347 | NK | **1985** Kanda Zosensho K.K.—Kawajiri (291)<br>179,51 (BB) 27,64 10,767<br>170,01 27,61 15,02<br>P 18,0 F 12,2 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.42 820 B.41 185<br>5 Ha (stl) (16,8 × 12,0) (19,2 19,2 19,2 19,2 × 14,4) ER<br>Cr 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600 reverse<br>to sc. shaft<br>7 730bhp (5 686kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 3 × 370kW a.c. |
| **7641918**<br>*ZHER7*<br>710628 | **SOUTHERN WARRIOR**<br>ex Southern Queen-86<br>ex Ocean Queen-82<br>**South Atlantic Fishing Co. Ltd.**<br>Georgetown Cayman Islands<br>(British) | **399**<br>296<br>— | | **1968** Kanasashi Co. Ltd.—Shimizu<br>44,20 8,11<br>5,74<br>1 dk | **M Fishing**<br>Ref | Daihatsu<br>Oil 4SA 8Cy. 260 × 380<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8019801**<br>*WAQ4621*<br>625927<br>Df Esd Rdr<br>Rt | **SOUTHERN WIND**<br>ex Seahawker-90 ex Sablefish<br>**Southern Wind Inc.**<br>Seattle, Wa United States<br>of America | **493**<br>—<br>— | | **1980** Mitchel Duane Phares—Wilmington, Ca<br>43,90 3,536<br>- 9,76 4,17<br>1 dk<br>len 90 | **TM Fishing**<br>Crab Processing Ref | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 14<br>sc. shafts<br>1 350bhp (993kW)<br>General Motors Corp., Detroit Diesel<br>Div. |
| **5335797**<br>*VDQX*<br>174082<br>Df EsdRTm | **SOUTHISLE**<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **101**<br>56<br>89 | | **1942** Star Shipyard (Mercer's) Ltd.—New Westminster, B.C.<br>*23,05* 6,28<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho 9,9<br>Der 1(3) | Waukesha<br>Oil 6Cy. 178 × 210<br>310bhp (228kW) NE 60<br>Waukesha Engine Div. Dresser Indu<br>Inc.<br>Gen 2 × 4kW 2 × 2kW 37V d.c. |
| **8323721**<br>*JQXI*<br>128078<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **SOUTHLAND MARU**<br>**Sunny Shipping K.K.**<br>Tokyo Japan | *11 867*<br>*5 472*<br>18 703 | NK | **1984** Kurushima Dockyard Co. Ltd.—Onishi (2323)<br>150,50 (BB) 9,273<br>142,02 21,81 12,81<br>P 10,4 F 10,1 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.19 499 B.19 186<br>TEU 48 C. 48/20'<br>5 Ha (stl) (21,0 21,0 21,0 21,0 12,7 × 16,8) ER | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1150<br>5 200bhp (3 825kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 412kW a.c. |
| **6707909**<br>*3DTF*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SOUTHLAND STAR**<br>**Pacific Coast Shipping Co. (Bermuda)**<br>Blue Star Ship Management Ltd.<br>Suva Fiji | T.Mk<br>**7 786**<br>4 333<br>11 038<br>**11 393**<br>6 503<br>13 290 | ✠**100A1** CS 8/88<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL it $2\frac{7}{16}$"U2<br>FN 5635 | **1967**-5 Bremer Vulkan A.G.—Bremen-Vegesack (929)<br>168,36 (BB) 22,33 8,941/9,961<br>157,26 22,26 13,57<br>P 60,4 F 34,5 1 dk<br>rf 102 DK fwd conv Refrigerated Cargo 78 | **M Container Ship/ Refrigerated Cargo**<br>Fixed-guides<br>In.17 914<br>TEU 340 C.Ho 208/20' (40') C.Dk 132/20' (40') incl. 208 ref C. | MAN<br>Oil 2SA 9Cy. 860 × 1600<br>20 700bhp (15 226kW)<br>Bremer Vulkan A.G.<br>2 AuxB (1 o.f. 1 ex.g) 100<br>Gen 4 × 400kW 440V 60Hz a.c. |

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| **SOUTHPORT**<br>**Pesquera San Miguel Ltda.**<br>Valparaiso Chile | *516*<br>*154*<br>510 | BV | **1988** Marco Chilena S.A.—Iquique (184)<br>41,00 9,50<br>37,13 9,28 4,73<br>1 dk | **M Fishing**<br>Seiner<br>5 Ta ER<br>G.395 | Caterpillar 3516TA<br>Vee Oil 4SA 16Cy. 170 × 190 with clutches, flexible couplings & sr geared to sc. shaft<br>1 037kW (1 410bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 58kW 380V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Thw. thrust propeller<br>12kn |
| **SOUTHPORT II**<br>ex Elka J-78<br>**City of Southport Inc.**<br>Crisfield, Md United States of America | **146**<br>99<br>— | | **1974** Andy International Inc.—Brownsville, Tx<br>*24,14*<br>6,14 3,38<br>1 dk | **M Fishing** | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203<br>342bhp (252kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **SOUTHSEA**<br>**WIGHTlink Ltd. (Isle of Wight Ferries)**<br>Portsmouth United Kingdom | **986**<br>531<br>182 | | **1948** Wm. Denny & Bros. Ltd.—Dumbarton (1411)<br>61,04 14,53 2,134<br>55,35 14,03 3,20<br>1 dk<br>RW rf nil | **TM Ferry/General Cargo**<br>1331dk P<br>B.108<br>1 Ha (stl) (3,0 × 6,1) | Sulzer<br>2 Oil 2SA each 8Cy. 320 × 380<br>1 900bhp (1 398kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 60kW 225V d.c.<br>Fuel 26,5t (d.o.) 14kn |
| **SOUTHSEA MANA**<br>ex F. B. Walker-72<br>**Southsea Island Cruises Ltd.**<br>Suva Fiji | **132**<br>90<br>— | | **1955** F. B. Walker & Sons—Pascagoula, Ms<br>*26,43* 6,71<br>2,75<br>1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Oil 2SA each 6Cy. 127 × 142<br>600bhp (441kW)<br>General Motors Corp. Detroit, Mi<br>Fuel (d.o.) 10kn |
| **SOUTHWARD**<br>**Kloster Cruise Ltd.**<br>Nassau Bahamas<br>SatCom: 1104165/NCLD | **16 607**<br>8 390<br>2 388 | NV | **1971** Cant. Nav. del Tirreno e Riuniti—Riva Trigoso (288)<br>163,38 (BB) 22,79 6,503<br>137,01 22,76 13,92<br>B & F - 5 dks<br>rf 64 conv Passenger/RoRo Cargo 77 | **TM Passenger Ship**<br>366cbn 918bth P | Fiat<br>4 Oil 4SA each 10Cy. 420 × 500 geared to sc. shafts<br>18 000bhp (13 240kW)<br>Fiat S.G.M. Torino<br>Gen 5 × 665kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 226,5t (d.o.) 982,5t (hvf)-69,0pd 21,5kn |
| **SOUTHWESTER**<br>**Seacoast Products Inc.**<br>Morgan City, La United States of America | **471**<br>320<br>— | | **1960** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*45,82* 9,78<br>3,26<br>1 dk | **M Fishing** | Oil<br>912bhp (671kW)<br>..............<br>Fuel (d.o.) |
| **SOUTHWESTERN VICTORY**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **7 637**<br>4 620<br>10 897 | AB | **1945** California SB. Corp.—Los Angeles, Ca (V70)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Allis Chalmers Mfg. Co. Milwaukee, Wi<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| **SOUTOMAYOR**<br>**Sociedade de Pesca de Mariscos Lda. (PESCAMAR)**<br>Mozambique | **573**<br>295<br>— | (BV) | **1962** Ast. Construcciones S.A.—Vigo (34)<br>*48,80* 8,36 4,217<br>8,31 4,75<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>2 Ha (each 1,9 × 1,3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 300bhp (956kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 172,5t (d.o.) 12,25kn |
| **SOUVIENS TOI**<br>**Roger Buisson**<br>Cherbourg France | **107**<br>34<br>45 | (BV) | **1982** Con. Mec. de Normandie—Cherbourg (23/02)<br>23,02 3,401<br>19,69 7,56 3,97<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>1 Ho<br>In.76<br>1 Ha (stl) | Poyaud A12150SRHM<br>Vee Oil 4SA 12Cy. 150 × 180 with clutches, flexible couplings & sr geared to sc. shaft<br>600bhp (441kW)<br>Poyaud-S.S.C.M. Surgeres<br>Controllable pitch propeller<br>11kn |
| **SOVATA**<br>**Navrom Shipping Company**<br>Constantza Romania | **2 473**<br>1 039<br>3 077<br>**3 531**<br>1 748<br>4 737 | RNR | **1978** Santierul Naval Braila—Braila (1325)<br>106,03 14,84 5,630/7,062<br>93,50 14,79 8,51<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (11,3 × 8,1) (14,7 14,7 × 9,7) ER<br>6W Der 6(5) | B&W 5-50VT2BF-110<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 450kW 400V 50Hz a.c.<br>Fuel 454,0t 13,5kn |
| **SOVEJA**<br>**Navrom Shipping Company**<br>Constantza Romania | **2 473**<br>1 039<br>3 134<br>**3 531**<br>1 748<br>4 795 | RNR | **1977** Santierul Naval Braila—Braila (1316)<br>106,03 14,81 5,630/7,060<br>93,48 14,79 8,54<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 5(5) | B&W 5-50VT2BF-110<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 450kW 400V 50Hz a.c.<br>Fuel 128,0t (d.o.) 14kn |
| **SOVEREIGN**<br>**General Marine Services Inc.**<br>Morgan City, La United States of America | **297**<br>202<br>1 524 | AB | **1970** Halter Marine Fabricators, Inc.—Moss Point, Ms (278)<br>3,912<br>50,22 11,59 4,58<br>F 14,4 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 900bhp (2 869kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 98kW<br>Fuel 244,0t (d.o.) |
| **SOVEREIGN OF THE SEAS**<br>**Sovereign of The Seas Ltd.**<br>Royal Caribbean Cruises Ltd.<br>Oslo Norway (NIS)<br>SatCom: 1310532/LAEB | *73 192*<br>*45 003*<br>7 283 | NV | **1987** Chantiers de l'Atlantique—St. Nazaire (A29)<br>268,33 (BB) 7,551<br>236,02 32,21 15,12<br>6 dks | **TM Passenger Ship**<br>1138cbn 2282bth P | Pielstick 9PC20L400<br>4 Oil 4SA each 9Cy. 400 × 550 with flexible couplings & reduction geared to sc. shafts<br>27 840bhp (20 478kW)<br>Alsthom-Atlantique St. Denis<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 2 373,0t (d.o.) 21,25kn |
| **SOVEREIGN SERVICE**<br>**Offshore Marine International Ltd.**<br>Zapata Gulf Marine Corporation<br>Port Vila Vanuatu | **497**<br>200<br>— | AB | **1975** Bel-Aire Shipyard Ltd.—Vancouver, B.C. (239 B)<br>61,98 12,25 4,420<br>56,70 12,20 5,19<br>F 16,5 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | General Motors 16-645-E5<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 200kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>14,5kn |
| **SOVEREIGN VENTURE**<br>**Sovereignty Carriers Inc.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia<br>SatCom: 1240342/TROF | **19 441**<br>13 496<br>37 871<br>T/cm<br>45,5 | **✠100A1** SS 9/91<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC**<br>EL Jt 2⅝"U3<br>FN 7783 | **1977**-6 Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2599)<br>187,74 (BB) 28,43 10,764<br>178,01 28,40 15,32<br>F 14,7 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 27,2 27,2 27,2 27,2 28,8 ER<br>G.45 830 B.44 357<br>5 Ha (stl) (16,0 × 12,5) (17,6 17,6 17,6 17,6 × 14,4) ER<br>Cr 2(25) 2(15) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 336kW 450V 60Hz a.c.<br>Fuel 179,0t (d.o.) 2 866,5t (hvf) 15,5kn |

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| **8826852**<br>*USXC*<br>M-22342 | **SOVETSKOYE**<br><br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Nevelsk) (U.S.S.R.) | *738*<br>*221*<br>332 | <br><br>RS | **1989** ............U.S.S.R.<br>53,75 10,71 4,361<br>47,93 - 6,02 | **M Fishing**<br>Stern Trawler Seiner Ref<br><br>In.218 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 318bhp (969kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 160kW a.c. 1 × 300kW a.c<br>Controllable pitch propeller |
| **7030016**<br>*UMBT*<br>M-29899<br>Df Esd Gc<br>Rdr Rt | **SOVGAVAN**<br><br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**2 690**<br>926<br>1 496 | <br><br>RS | **1968** ............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 14,00 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **7642728**<br>*UWWF*<br>M-34598<br>Df Esd Gc<br>Rdr Rt | **SOVGAVANSKIY KOMSOMOLETS**<br><br>**Dalryba**<br>(Mago) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | <br><br>RS | **1977** ............U.S.S.R.<br>83,90 14,03 5,720<br>10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>B.236 In.1 348 L.14<br>3 Ha (2,4 × 2,4) (2,0 2,0 × 2,0)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Controllable pitch propeller |
| **5336002**<br><br>M-10162<br>Df Esd Gc<br>Rdr Rt | **SOVIETSK**<br><br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 732**<br>1 465<br>—<br>**4 699**<br>2 298<br>2 260 | RS<br><br>✠Classed LR until 10/64 | **1963**-9 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (796)<br>102,70 16,03 5,471<br>91,01 16,01 11,13<br>RFD 10,4 2 dks, upper dk in Nos. 1, 2 & 3 holds, lower dk in Nos. 1 & 2 holds<br>rf 203 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>In.3 537<br>5 Ha (stl) (2,9 2,9 2,9 × 2,9) (0,9 0,9 × 0,9)<br>6W Der 2(7) 4(3) | B&W<br>Oil 2SA 6Cy. 500 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 3 × 340kW 1 × 168kW 400V<br>Controllable pitch propeller |
| **8212582**<br>*UKVA*<br>M-41611<br>Df Esd Gc<br>Rdr RTv | **SOVIETSKAYA ARMENIYA**<br><br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | *11 450*<br>*3 435*<br>3 985 | <br><br>RS | **1985** R.O. Brodogradiliste "Uljanik"—Pula (362)<br>154,55 18,30 4,500<br>147,00 - 13,45<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 200P<br>Stern door | B&W<br>2 Oil 2SA each 6Cy. 450 × 900<br>11 830bhp (8 702kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 3 × 604kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **7362483**<br>*UUXG*<br>M-30666<br>Df Esd Gc<br>Pfd Rdr Rt | **SOVIETSKAYA BURYATIYA**<br><br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **10 151**<br>3 959<br>10 094 | <br><br>RS | **1974** Stocznia Gdanska im. Lenina—Gdansk (B69/30)<br>164,01 21,34 8,259<br>149,00 21,21 12,65<br>2 dks & S dk | **M Factory Ship** OSD<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 896<br>5 Ha (stl) (each 4,5 × 3,9) ER<br>16W Der 2(10) 14(5) | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Stocznia Gdanska im. Lenina |
| **8225371**<br>*UNVP*<br>M-41633<br>Df Esd Gc<br>Rdr RTv | **SOVIETSKAYA BYELORUSSIYA**<br><br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | *11 450*<br>*3 435*<br>3 985 | <br><br>RS | **1986** R.O. Brodogradiliste "Uljanik"—Pula (366)<br>154,55 18,30 4,500<br>147,00 - 13,45<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 200P | B&W<br>2 Oil 2SA each 6Cy. 450 × 900 sr reve<br>to sc. shafts<br>11 830bhp (8·702kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 3 × 604kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8212568**<br>*UYYQ*<br><br>Df Esd Gc<br>Rdr Rt | **SOVIETSKAYA GRUZIYA**<br><br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | **11 455**<br>3 435<br>3 950 | <br><br>RS | **1985** R.O. Brodogradiliste "Uljanik"—Pula (360)<br>154,31 4,252<br>147,02 17,51 13,01<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 200P<br>Stern door | B&W<br>2 Oil 2SA each 6Cy. 450 × 900<br>11 830bhp (8 702kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 3 × 604kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8212570**<br>*UOOR*<br>M-41605<br>Df Esd Gc<br>Rdr RTv | **SOVIETSKAYA KALMYKIYA**<br><br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | *11 450*<br>*3 435*<br>3 985 | <br><br>RS | **1985** R.O. Brodogradiliste "Uljanik"—Pula (361)<br>155,55 18,30 4,500<br>147,00 - 13,45<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 200P<br>Stern door | B&W<br>2 Oil 2SA each 6Cy. 450 × 900<br>11 830bhp (8 702kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 3 × 604kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8212594**<br>*UIUM*<br>M-41630<br>Df Esd Gc<br>Rdr RTv | **SOVIETSKAYA KIRGIZIYA**<br><br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | *11 450*<br>*3 435*<br>3 985 | <br><br>RS | **1986** R.O. Brodogradiliste "Uljanik"—Pula (363)<br>154,55 18,30 4,501<br>147,00 - 13,45<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 200P | B&W<br>2 Oil 2SA each 6Cy. 450 × 900<br>11 830bhp (8 702kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 3 × 604kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8705046**<br>*UBHR*<br>M-42025<br>Df Esd Gc<br>Pfd Rdr RTv | **SOVIETSKAYA KONSTITUTSIYA**<br><br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *3 816*<br>*1 144*<br>1 727 | <br><br>RS | **1988** Stocznia im. "Komuny Paryskiej"—Gdynia (B408/34)<br>93,96 15,90 5,670<br>85,00 - 10,00<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br><br>G.300 In.1 500 | Sulzer<br>Oil 4SA 6Cy. 400 × 480 geared to sc.<br>5 350bhp (3 935kW)<br>"Zgoda" Zaklady Urzadzen Techniczn<br>Gen 1 × 1200kW a.c. 2 × 800kW a.c<br>Controllable pitch propeller |
| **5336038**<br>*UEMZ*<br>M-22533<br>Df Esd Gc<br>Rdr Rt | **SOVIETSKAYA LATVIYA**<br><br>**Zapryba**<br>(Riga) (U.S.S.R.) | **3 308**<br>1 390<br>2 366 | <br><br>RS | **1961** Nikolayev Shipyard "Nosenko"—Nikolayev<br>99,35 14,03 5,550<br>90,00 14,00 7,19<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>3 Ho ER<br>In.3 230<br><br>3 Ha (each 4,2 × 3,7) ER<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total<br>(2 942kW) driving gen. of 3 040kW<br>to elec. motor & geared to sc. shaft<br>Gen 1 × 600kW 2 × 200kW 380V |
| **5336040**<br>*UBMD*<br>M-26402<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SOVIETSKAYA LITVA**<br><br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **10 026**<br>4 656<br>9 900 | <br><br>RS | **1959** Stocznia Gdanska im. Lenina—Gdansk (B62/04)<br>155,15 20,05 8,221<br>142,02 19,97 11,66<br>3 dks<br>RW | **TS Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>3 Ho ER 2 Ho<br>In.10 159<br>5 Ha (6,0 6,0 6,0 × 3,9) ER (6,0 6,0 × 3,9)<br>14W Der 12(5) 2(3) 1(2,5) | C 8Cy. (4) 440 & (4) 950 x 950 with<br>hydraulic coupling<br>5 400ihp (3 972kW)<br>"Zgoda" Zaklady Urzadzen Techniczn<br>Gen 4 × 250kW 1 × 50kW 220V<br>Fuel (o.f.) |
| **7623007**<br>*UMTX*<br>M-34140<br>Df Esd Gc<br>Pfd Rdr Rt | **SOVIETSKAYA NEFT**<br><br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | **88 692**<br>58 932<br>150 500 | <br><br>RS | **1980** Zaliv Shipyard—Kerch (505)<br>295,21 (BB) 45,04 17,000<br>277,10 25,40<br>1 dk | **S Tanker**<br><br>12 Ta ER<br>L.(oil) 183 783 | 2 S Turb geared to sc. shaft<br>30 000shp (22 067kW)<br>Kirov Works<br>Thw. thrust propeller fwd , 1 aft |

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| **SOVIETSKAYA RODINA**<br>Zapryba<br>(Riga)<br>(U.S.S.R.) | **3 230**<br>1 130<br>2 551 | RS | **1961** ..............U.S.S.R.<br>99,35 14,03 5,722<br>90,00 14,00 7,24<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>3 Ho ER<br>In.3 230<br>3 Ha (each 3,5 × 4,1) ER<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total 4 000bhp (2 942kW) driving gen. of 3 040kW connected to elec. motor & geared to sc. shaft<br>Kharkov<br>Gen 1 × 600kW 2 × 200kW 380V<br>15kn |
| **SOVIETSKAYA RODINA**<br>United Volga River Shipping Co.<br>(Astrakhan)<br>(U.S.S.R.) | **2 780**<br>1 553<br>3 146 | RS | **1979** Est. Nav. de Viana do Castelo—Viana do Castelo (108)<br>118,80 13,21 3,731<br>112,50 13,01 6,00<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>B.3 000<br>4 Ha (13,1 13,1 18,6 18,6 × 9,2) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>11,25kn |
| **SOVIETSKAYA ROSSIYA**<br>Dalryba<br>(Vladivostok)<br>(U.S.S.R.) | T.Mk<br>**22 668**<br>10 434<br>26 050 | RS | **1961** Nikolayev Shipyard "Nosenko"—Nikolayev<br>217,33 27,94 10,851<br>27,91 19,05<br>3 dks<br>conv Whale-oil Ref Factory Ship 91 | **TM Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>36 Ta 9 Ho ER<br>B.8 230 In.3 980 L.21 652<br>3 Ha (3,9 × 3,9) (3,9 × 2,9) (1,9 × 1,9) ER<br>12W Cr 2(5) Der 6(10) 4(5) 2(3) | B&W 6-74VTBF-160<br>2 Oil 2SA each 6Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>16kn |
| **SOVIETSKAYA SIBIR**<br>Dalryba<br>(Petropavlovsk - Kamchatskiy)<br>(U.S.S.R.) | **13 087**<br>5 997<br>10 094 | RS | **1973** Stocznia Gdanska im. Lenina—Gdansk (B69/26)<br>164,01 21,34 8,090<br>149,00 21,21 12,65<br>2 dks & S dk | **M Factory Ship** OSD<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 896<br>5 Ha (stl) (each 4,5 × 3,9) ER<br>16W Der 2(10) 14(5) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>14,5kn |
| **SOVIETSKAYA UKRAINA**<br>Yugryba<br>(Ilyichyovsk)<br>SatCom: 1400502/UDTI<br>(U.S.S.R.) | **22 891**<br>9 757<br>25 720 | RS | **1959** Nikolayev Shipyard "Nosenko"—Nikolayev<br>217,48 27,94 10,831<br>27,91 19,05<br>3 dks | **TM Factory Ship**<br>Whale-oil Ref<br>Ice strengthened<br>36 Ta 4 Ho ER<br>B.8 750 In.5 590 L.31 570<br>3 Ha (3,9 × 3,9) (3,9 × 2,9) (1,9 × 1,9) ER<br>10W Cr 2(5) Der 2(10) 8(5) | B&W 6-74VTBF-160<br>2 Oil 2SA each 6Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>16kn |
| **SOVIETSKAYA YAKUTIYA**<br>Northern Shipping Co.<br>(Arkhangelsk)<br>(U.S.S.R.) | **3 590**<br>1 804<br>4 000 | RS | **1972** Navashinskiy Shipyard—Navashino<br>123,50 15,04 4,499<br>117,00 14,99 6,53<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 17,9 17,9 18,5 17,9 ER<br>G.6 040 B.5 800<br>4 Ha (stl) (12,0 12,0 13,7 13,7 × 8,3) ER<br>Cr 2(8) | Russkiy 8DR30/50-4<br>2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>11,75kn |
| **SOVIETSKIE PROFSOYUZY**<br>Dalryba<br>(Petropavlovsk - Kamchatskiy)<br>(U.S.S.R.) | T.Mk<br>**2 690**<br>926<br>1 496 | RS | **1968** "Chernomorskiy" Shipyard—Nikolayev<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **SOVIETSKIY DAGESTAN**<br>Caspian Shipping Co.<br>(Baku)<br>(U.S.S.R.) | *11 450*<br>*3 435*<br>3 950 | RS | **1984** R.O. Brodogradiliste "Uljanik"—Pula (358)<br>154,46 4,501<br>147,00 18,31 13,47<br>2 dks | **TM Passenger/RoRo Cargo/Ferry** 200P<br>Rail Vehicles<br>Stern door<br>Cars 22 Trailers 65 | B&W 6K45GFCA<br>2 Oil 2SA each 6Cy. 450 × 900<br>11 830bhp (8 702kW)<br>R.O. Tvornica Dizel Motora "Uljanik" Pula<br>Gen 3 × 604kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>17,25kn |
| **SOVIETSKIY KAZAKHSTAN**<br>Caspian Shipping Co.<br>(Baku)<br>(U.S.S.R.) | **8 840**<br>4 075<br>2 510 | RS | **1968** "Krasnoye Sormovo" Shipyard—Gorkiy<br>133,71 18,29 4,401<br>127,21 18,27 12,02<br>2 dks | **TrD-E RoRo Cargo/Ferry** 290P<br>Rail Vehicles<br>Stern door<br>1 Ho<br>B.155<br>1 Ha (1,6 × 1,9) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving gen. connected to 3 elec. motors & geared to sc. shafts<br>U.S.S.R.<br>Thw. thrust propeller fwd<br>16kn |
| **SOVIETSKIY KHUDOZHNIK**<br>Georgian Shipping Co.<br>(Batumi)<br>SatCom: 1401522/UICD<br>(U.S.S.R.) | **15 663**<br>9 493<br>24 354 | RS | **1976** "Georgi Dimitrov" Shipyard—Varna (115)<br>185,20 (BB) 22,86 10,102<br>171,69 22,81 14,15<br>P 36,3 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 20,1 13,8 19,5 13,8 19,6 13,8 19,5 ER<br>B.29 214<br>7 Ha (stl) (13,2 × 9,9) (10,7 13,0 10,7 13,0 10,7 13,0 × 11,3) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 278,0t (d.o.) 1 466,0t (hvf)<br>14,5kn |
| **SOVIETSKIY MORYAK**<br>Northern Shipping Co.<br>(Arkhangelsk)<br>(U.S.S.R.) | **1 699**<br>765<br>2 483 | RS | **1971** Okean Shipyard—Nikolayev<br>82,00 12,53 5,430<br>74,91 12,48 6,02<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,6 15,0 15,7 ER<br>G.2 980 B.2 870<br>3 Ha (stl) (each 10,7 × 8,0) ER<br>Cr 2(8) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>2 500bhp (1 839kW)<br>CKD Praha Praha<br>Fuel 135,0t (hvf)<br>12,75kn |
| **SOVIETSKIY NAKHICHEVAN**<br>Caspian Shipping Co.<br>(Baku)<br>(U.S.S.R.) | *11 450*<br>*3 435*<br>3 985 | RS | **1986** R.O. Brodogradiliste "Uljanik"—Pula (367)<br>154,55 18,30 4,500<br>147,00 - 13,45<br>2 dks | **TM Passenger/RoRo Cargo/Ferry** 200P<br>Rail Vehicles | B&W 6K45GFCA<br>2 Oil 2SA each 6Cy. 450 × 900<br>11 830bhp (8 702kW)<br>R.O. Tvornica Elektricnih Stroj. i Ured. "Uljanik" Pula<br>Gen 3 × 604kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>17,25kn |
| **SOVIETSKIY POGRANICHNIK**<br>Northern Shipping Co.<br>(Arkhangelsk)<br>(U.S.S.R.) | **1 684**<br>754<br>2 483 | RS | **1970** Okean Shipyard—Nikolayev<br>82,00 12,53 5,430<br>74,91 12,48 6,02<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,6 15,0 15,7 ER<br>G.2 980 B.2 870<br>3 Ha (stl) (each 10,7 × 8,0) ER<br>Cr 2(8) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>2 500bhp (1 839kW)<br>CKD Praha Praha<br>Fuel 135,0t (hvf)<br>12,75kn |
| **SOVIETSKIY SAKHALIN**<br>Dalryba<br>(Nevelsk)<br>(U.S.S.R.) | **10 036**<br>4 663<br>9 900 | RS | **1960** Stocznia Gdanska im. Lenina—Gdansk (B62/07)<br>155,12 20,05 8,200<br>142,02 19,94 11,66<br>3 dks<br>RW | **TS Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>3 Ho ER 2 Ho<br>In.10 269<br>5 Ha (5,7 5,7 5,7 × 4,1) ER (5,7 5,7 × 4,1)<br>14W Der 1(25) 12(5) 2(3) | C 8Cy. (4) 440 & (4) 950 x 950 with LP turb & hydraulic coupling<br>5 400ihp (3 972kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 4 × 250kW 1 × 50kW 220V<br>Fuel (o.f.)<br>13kn |
| **SOVIETSKIY SEVER**<br>Northern River Shipping Co.<br>(Arkhangelsk)<br>(U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1972** Volodarskiy Shipyard—Rybinsk<br>114,03 13,21 3,652<br>108,01 5,54<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.3 397<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,5kn |

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| **8838582**<br>*UUQL*<br>M-43047<br>Df Esd Gc<br>Rdr Rt | **SOVIETSKIY SOYUZ**<br><br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.) | *20 646*<br>*6 194*<br>2 750 | RS | **1989** Baltic SB. & Eng. Works—Leningrad<br>150,02 30,00 11,000<br>130,59 - 17,23<br>4 dks | **Nuclear TrT-E Icebreaker** | 3 S Turb<br>71 781shp (52 799kW) driving gen. co<br>elec. motor |
| **8212556**<br>*UDZN*<br>M-37634<br>Df Esd Gc<br>Rdr RTm/h/v | **SOVIETSKIY TADZHIKISTAN**<br><br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | *11 450*<br>*3 435*<br>3 950 | RS | **1984** R.O. Brodogradiliste "Uljanik"—Pula (359)<br>154,57 18,29 5,501<br>147,02 17,51 13,47<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 200P<br>Stern door | B&W<br>2 Oil 2SA each 6Cy. 450 × 900<br>11 830bhp (8 702kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 3 × 604kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **6812467**<br>*UTNY*<br>M-27806<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SOVIETSKIY TURKMENISTAN**<br><br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | **8 840**<br>4 075<br>2 510 | RS | **1963** "Krasnoye Sormovo" Shipyard—Gorkiy<br>133,71 18,29 4,401<br>127,21 17,76 12,02<br>2 dks | **TrD-E RoRo Cargo/Ferry**<br>Rail Vehicles 290P<br>Stern door<br>1 Ho<br>B.155<br>1 Ha (1,6 × 1,9) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total<br>(5 296kW) driving gen. connected<br>motors & geared to sc. shafts<br>Thw. thrust propeller fwd |
| **6926464**<br>*UZSY*<br>M-28850<br>Df Esd Gc<br>Rdr Rt | **SOVIETSKIY UZBEKISTAN**<br><br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | **8 840**<br>4 075<br>2 510 | RS | **1967** "Krasnoye Sormovo" Shipyard—Gorkiy<br>133,71 18,29 4,401<br>127,21 12,02<br>2 dks | **TrD-E RoRo Cargo/Ferry**<br>Rail Vehicles 290P<br>Stern door<br>1 Ho<br>B.155<br>1 Ha (1,6 × 1,9) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total<br>(5 296kW) driving gen. connected<br>motors & geared to sc. shafts<br>Thw. thrust propeller fwd |
| **6908929**<br>*UZLF*<br>M-29311<br>Df Esd Gc<br>Rdr Rt | **SOVIETSKIY VOIN**<br><br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **1 684**<br>754<br>2 485 | RS | **1968** Vyborg Shipyard—Vyborg<br>82,00 12,53 5,430<br>74,91 12,48 6,02<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,6 15,0 15,7 ER<br>G.2 980 B.2 870<br>3 Ha (stl) (each 10,7 × 8,0) ER<br>Cr 2(8) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>2 500bhp (1 839kW)<br>CKD Praha<br>Fuel 135,0t (hvf) |
| **7644063**<br>*ENZV*<br>M-34509<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SOVIETSKIYE PROFSOYUZY**<br><br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400270/ENZV | T.Mk<br>**7 649**<br>3 778<br>—<br>**11 750**<br>5 949<br>13 512 | RS | **1977** Kherson Shipyard—Kherson<br>162,31 (BB) 22,23 —/9,230<br>144,61 22,18 13,39<br>F 12,8 2 dks<br>rf 196 | **M General Cargo**<br>Ice strengthened<br>5 Ho 10,3 22,6 15,3 29,6' 15,4 ER<br>5 TwD<br>G.21 340 B.19 230<br>TEU 388 C.Ho 320/20' C.Dk 68/20'<br>9 Ha (stl) (6,1 × 5,8) (19,2p&s 12,8p&s<br>25,3p&s 12,8p&s × 8,0) ER<br>4W Cr 3(12) Der 1(63) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 460,5t (d.o.) 1 033,5t (hvf) |
| **7111925**<br>*EWWK*<br>M-30593<br>Df Esd Gc<br>Rdr Rt | **SOVIETSKOYE PRIMORYE**<br><br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**13 123**<br>7 013<br>9 995 | RS | **1971** Stocznia Gdanska im. Lenina—Gdansk (B69/19)<br>164,01 21,34 8,081<br>149,00 21,21 12,65<br>2 dks & S dk | **M Factory Ship** OSD<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 976<br>5 Ha (each 4,5 × 3,9) ER<br>16W Der 2(10) 14(5) | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Stocznia Gdanska im. Lenina |
| **7008996**<br>*ESJL*<br>M-30610<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SOVIETSKOYE ZAPOLYARYE**<br><br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | T.Mk<br>**13 757**<br>7 567<br>9 948 | RS | **1969** Stocznia Gdanska im. Lenina—Gdansk (B69/11)<br>164,01 21,34 8,081<br>149,00 21,21 12,65<br>2 dks & S dk | **M Factory Ship** OSD<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 976<br>5 Ha (each 4,5 × 3,9) ER<br>16W Der 2(10) 14(5) | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>H. Cegielski |
| **7388621**<br>*UIHB*<br>M-33394<br>Esd Gc Rdr Rt | **SOVISPAN -1**<br><br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.) | **280**<br>127<br>128 | RS (BV) | **1975** Const. Nav. Santodomingo—Vigo (511)<br>29,19 7,52 3,601<br>25,48 7,50 5,39<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>1 Ho<br>In.146<br>1 Ha (1,7 × 1,9) | MAN<br>Oil 4SA 8Cy. 160 × 180<br>625bhp (460kW)<br>Empresa Nacional "Bazan" de C.N.M. S<br>Fuel 115,0t (d.o.) |
| **8133449**<br>*UDMY*<br>M-39873<br>Df Esd Gc<br>Rdr RTm/h/v | **SOVREMENNIK**<br><br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1982** .............U.S.S.R.<br>54,84 9,96 4,114<br>5,06<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **9016416**<br>*JI3453*<br>131703<br>Rdr Rt | **SOWA MARU**<br><br>**K.K. K.S. Marine & Kato Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **498**<br>—<br>752 | | **1991** K.K. Miura Zosensho—Saiki (1002)<br>57,30 3,600<br>52,00 10,00 4,50<br>1 dk | **M Tanker**<br>Chemical | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>662kW (900bhp)<br>Hanshin Nainenki<br>Gen 2 × 104kW 1 × 24kW 225V a.c.<br>Fuel 88,0t (d.o.)-3,5pd |
| **7518800**<br>*HSJW*<br>351000739<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SOYA**<br>ex Soya Maru-92 ex Marc Theil-88<br>ex Swee Lean-87 ex Lusty-78<br>**Precious Shipping Ltd.**<br>Bangkok Thailand | **6 997**<br>4 088<br>12 048 | NK | **1975** Ujina Zosensho—Hiroshima (546)<br>128,77 19,62 8,252<br>120,00 19,60 10,50<br>P 23,3 F 10,7 1 dk | **M Bulk Carrier**<br>Mchy.aft<br>G.14 134 B.13 842<br>Der 1(20) 3(15) | B&W<br>Oil 2SA 7Cy. 450 × 900<br>4 524kW (6 150bhp)<br>Hitachi Zosen Hiroshima Wo<br>Gen 2 × 240kW a.c.<br>Fuel 194,5t (d.o.) 1 155,5t (hvf)-25,0pd |
| **7718668**<br>*JQUB*<br>121639<br>Df Esd Gc<br>Pfd Rdr Rt | **SOYA**<br><br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **3 138**<br>988<br>— | | **1978** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (961)<br>98,61 15,63 5,201<br>90,02 15,61 8,01<br>3 dks | **TM Patrol Ship** | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 ×<br>sc. shafts<br>15 600bhp (11 475kW)<br>Nippon Kokan K.K. Tsurumi Wo<br>Gen 1 × 520kW 1 × 120kW 450V |
| **8630203**<br>*JJ3438*<br>125381<br>Rdr Rt | **SOYA MARU No. 1**<br><br>**Okada Kaiun Y.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **479**<br>—<br>821 | | **1986** K.K. Saidaiji Zosensho—Okayama<br>50,40 10,52 3,820<br>46,00 10,50 5,40<br>1 dk | **M Sand Carrier** | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>662kW (900bhp)<br>The Hanshin Diesel Works Ltd |
| **7227487**<br>*JD2178*<br>110092<br>Esd Rdr Rt | **SOYA MARU No. 2**<br><br>**Higashi Nipponkai Ferry K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | **988**<br>—<br>668 | | **1972** Narasaki Zosen K.K.—Muroran (794)<br>65,92 13,01 3,099<br>60,00 11,51 4,32<br>1 dk | **TM RoRo Cargo/Ferry** —dk P<br>Cars 35 Lorries 9 | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7534555**<br>*JD2088*<br>106351 | **SOYA MARU No. 5**<br>ex Taikan Maru No. 7-75<br>**Higashi Nipponkai Ferry K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | **790**<br>—<br>326 | | **1971** Nakamura Zosen Tekkosho—Matsue (102)<br>60,99 12,81 3,125<br>57,00 12,78 3,99<br>1 dk | **TM RoRo Cargo/Ferry** 484dk P<br>Cars 13 Trailers 18 | Daihatsu<br>2 Oil<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd<br>Fuel 44,5t |
| **8631685**<br>*JJ3577*<br>130792<br>Rdr Rt | **SOYA MARU No. 8**<br><br>**Y.K. Soya Kaiun**<br>Ieshima, Japan<br>Hyogo Pref. | **447**<br>—<br>605 | | **1988** K.K. Saidaiji Zosensho—Okayama<br>51,00 10,52 3,220<br>46,00 10,50 5,40<br>1 dk | **M Sand Carrier** | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>552kW (750bhp)<br>The Hanshin Diesel Works Ltd |

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| **SOYA MARU No. 10**<br>**Higashi Nipponkai Ferry K.K.**<br>Wakkanai, Hokkaido Pref. Japan | **1 554**<br>—<br>702 | | **1984** Naikai SB. & Eng. Co. Ltd.—Taguma Shipyard, Innoshima (489)<br>70,21 (BB) 3,812<br>64,01 14,51 4,63<br>1 dk | **TM RoRo Cargo/Ferry**<br>Cars 62 Trailers 25 | 650dk P | Daihatsu 6DSM-28<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches & dr geared to sc. shafts<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 260kW 225V a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 57,0t (d.o.) 16,4kn |
| **SOYA MARU No. 11**<br>**Higashi Nipponkai Ferry K.K.**<br>Wakkanai, Hokkaido Pref. Japan | **1 982**<br>—<br>695 | | **1986** Naikai SB. & Eng. Co. Ltd.—Setoda (509)<br>76,54 (BB) 3,752<br>70,01 14,51 4,70<br>1 dk | **TM RoRo Cargo/Ferry**<br>Cars 68 Trailers 27 | 650dk P | Daihatsu 6DSM-28<br>2 Oil 4SA each 6Cy. 280 × 360 with clutches, flexible couplings & dr reverse geared to sc. shafts<br>3 800bhp (2 795kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Thw. thrust Contr. pitch propeller fwd<br>18,1kn |
| **SOYDAN OKAN**<br>ex Imdat Okan-85 ex Kulacoglu-80<br>**Mustafa Okan ve Kardesleri Kollektif Sirketi**<br>Mersin Turkey | **499**<br>289<br>955 | (AB) | **1970** Gesan Tersanesi—Sutluce, Istanbul (6)<br>58,27 9,02 3,728<br>52,28 9,00 4,17<br>P 12,8 F 6,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.1 019 B.991<br>2 Ha (stl) ER<br>Der 2(1,5) | | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>825bhp (607kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Fuel 40,5t (d.o.) 8kn |
| **SOYKINO**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Sankt-Peterburg) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1989** ..............U.S.S.R.<br>31,85 7,08 2,100<br>27,80 - 3,15 | **M Fish Carrier**<br>Ref<br>In.100 | | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>232kW (315bhp)<br>Russkiy-Diesel Works U.S.S.R.<br>Gen 2 × 25kW a.c.<br>10,2kn |
| **SOYO**<br>**Government of The People's Republic of Angola (Direccao Nacional da Industria das Pescas)**<br>Inter-Burgo Co. Ltd.<br>Luanda Angola | **304**<br>163<br>210 | KR (BV) | **1984** Construcciones Navales P. Freire S.A.—Vigo (201)<br>34,68 3,500<br>29,01 8,31 6,10<br>2 dks | **M Fishing**<br>Stern Trawler | | Caterpillar<br>Vee Oil 4SA 16Cy. 159 × 203 with flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 380V 50Hz a.c.<br>12,25kn |
| **SOYO MARU**<br>**Azuma Shipping Co. Ltd. (Azuma Kaiun K.K.)**<br>Tokyo Japan | **6 998**<br>—<br>11 320 | NK | **1974** Kochi Jyuko K.K.—Kochi (811)<br>141,31 (BB) 20,02 7,722<br>130,05 19,99 10,01<br>P 26,9 F 14,4 1 dk | **M Cement Carrier**<br>Self-unloader<br>2 Ho 39,6 34,3 ER<br>G.8 842 | HeCls. ptB | MAN V14V40/54<br>Vee Oil 4SA 14Cy. 400 × 540<br>8 000bhp (5 884kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 380kW 445V 60Hz a.c.<br>Fuel 71,0t (d.o.) 228,0t (hvf)-17,5pd 12,5kn |
| **SOYO MARU**<br>**Mitsuru Kisen Y.K.**<br>Hakata, Ehime Pref. Japan | **2 313**<br>1 416<br>4 442 | NK | **1981** Imamura Zosen—Kure (273)<br>96,25 (BB) 14,25 6,595<br>89,01 14,00 7,32<br>P 24,1 F 14,4 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 4 299 | | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 144kW 1 × 60kW 440V 60Hz a.c.<br>Fuel 54,5t (d.o.) 303,0t (hvf)-10,0pd 12kn |
| **SOYO MARU**<br>**Government of Japan (Ministry of Agriculture & Forestry - Fisheries Agency)**<br>Tokyo Japan | **494**<br>140<br>— | | **1970** K.K. Usuki Tekkosho—Usuki (760)<br>50,81 9,33 3,601<br>45,01 9,30 4,55<br>1 dk | **M Research/Fishing** | | Daihatsu<br>2 Oil 4SA each 6Cy. 220 × 280 geared to sc. shaft<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 250kW 450V a.c.<br>Fuel 167,5t 13kn |
| **SOYO MARU**<br>**Okii Kaiun K.K.**<br>Ogaki, Hiroshima Pref. Japan | **494**<br>—<br>1 600 | | **1990** Watanabe Zosen—Japan<br>73,28 - 4,420<br>68,60 11,50 7,10<br>1 dk | **M General Cargo**<br>1 Ha (stl) (34,0 × 9,0) ER | | Hanshin 6LH28LG<br>Oil 4SA 6Cy. 280 × 530<br>The Hanshin Diesel Works Ltd. Akashi |
| **SOYO MARU No. 78**<br>**Hokuichi Gyogyo K.K.**<br>Wakkanai, Hokkaido Pref. Japan | **124**<br>—<br>— | | **1980** Nagasaki Zosen K.K.—Nagasaki (737)<br>38,00 7,45 2,452<br>32,11 7,41 4,63<br>1 dk | **M Fishing**<br>Seiner Ref<br>Mchy.aft | | Daihatsu<br>Oil 4SA 6Cy. 280 × 400<br>550bhp (405kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **SOYOKAZE**<br>ex Soyokaze Maru-89<br>**Soyokaze Marine Corp.**<br>Monrovia Liberia<br>SatCom: 1240646/ELJH | *2 907*<br>*1 544*<br>4 248 | NK | **1972** Taguma Zosen—Innoshima (106)<br>97,16 14,81 6,236<br>90,00 14,79 7,60<br>P 25,3 F 12,2 1 dk<br>RW | **M Refrigerated Cargo**<br>3 Ho ER<br>In.3 895<br>3 Ha (stl) (4,5 4,8 4,8 × 4,0) ER<br>Cr 6(2) Der 6(5) | | Niigata 12MGV40X<br>Vee Oil 4SA 12Cy. 400 × 520<br>4 119kW (5 600bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 1 188,0t-22,0pd 14,75kn |
| **SOYU MARU**<br>**Hayakoma Unyu K.K.**<br>Kobe, Hyogo Pref. Japan | **199**<br>—<br>—<br>T/cm<br>2,6 | | **1991** Kanagawa Zosen—Kobe (355)<br>33,00 11,00 3,100<br>28,50 9,20 4,20<br>1 dk | **TM Tug** | | Niigata 6L28HX<br>2 Oil 4SA each 6Cy. 280 × 370 reduction geared to sc.shafts<br>Niigata Eng. Co. Ltd. Ota<br>Gen 2 × 96kW 225V 60Hz a.c.<br>2 Directional propellers<br>Thw. thrust propeller fwd<br>Fuel 5,0t (d.o.) 70,0t (hvf)-7,5pd 13,73kn |
| **SOYU MARU**<br>**K.K. Kyuei Kensetsu**<br>Ogaki, Hiroshima Pref. Japan | **174**<br>—<br>— | | **1969** Osaka Zosensho—Osaka (310)<br>24,52 8,64 2,693<br>22,61 8,62 3,79<br>1 dk<br>RW | **TM Tug** | | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Kogyo Osaka<br>Gen 2 × 48kW 225V a.c.<br>Fuel 41,5t-8,0pd |
| **SOYUZ**<br>**Lenrybprom**<br>(Sankt-Peterburg) (U.S.S.R.) | *270*<br>*81*<br>89 | RS | **1988** ..............Yugoslavia<br>35,78 9,49 3,280<br>30,23 4,50<br>1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | | Sulzer 6ASL25D<br>2 Oil 4SA each 6Cy. 250 × 300<br>Yugoslavia<br>Gen 1 × 150kW a.c.<br>Controllable pitch propeller |
| **SOYUZ-3**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 137 | RS | **1968** VEB Volkswerft Stralsund—Stralsund (251)<br>82,02 13,62 5,201<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.163 In.1 094<br>4 Ha (2,4 2,4 2,7 × 2,4) (1,5 × 1,9)<br>4W Der 2(5) 2(3) | | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **SOYUZ-4**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | T.Mk<br>**2 690**<br>926<br>1 496 | RS | **1969** ..............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |

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| **7044990**<br>*ESKS*<br>M-30422<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SOYUZ-5**<br><br>**Dalryba**<br>(Korsakov) (U.S.S.R.) | T.Mk<br>**2 690**<br>926<br>1 496 | RS | **1969**<br>84,71<br>78,06<br>2 dks | ..............U.S.S.R.<br>14,03<br>13,97 | <br>5,700<br>10,04 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **7210575**<br>*EWRX*<br>M-30936 | **SOYUZ-9**<br><br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **686**<br>216<br>318 | RS | **1971**<br>49,23<br>46,21<br>1 dk | Yaroslavskiy Shipyard—Yaroslavl<br>(BB) 10,72 | <br>4,250<br>6,02 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho<br>In.275<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebkne<br>(SKL)<br>Thw. thrust propeller double ende |
| **7232016**<br>*UVQO*<br>M-30937 | **SOYUZ-10**<br><br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **686**<br>216<br>318 | RS | **1972**<br>49,23<br>46,21<br>1 dk | ..............U.S.S.R.<br>(BB) 10,72 | <br>4,250<br>6,02 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho<br>In.275<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebkne<br>(SKL)<br>Thw. thrust propeller double ende |
| **8514734**<br>*JJ3468*<br>129108 | **SOZAN MARU**<br><br>**Hayakoma Unyu K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **226**<br>—<br>— | | **1985**<br>35,51<br>31,25<br>1 dk | Kanagawa Zosen—Kobe<br><br>9,21 | (280)<br>3,101<br>4,22 | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 275 × 320<br>shafts<br>Fuji Diesel Co. Ltd. |
| **8306682**<br>*YTCS*<br><br>Rt | **SOZINA**<br><br>**Luka Bar-Preduzece**<br>Bar Yugoslavia | **169**<br>—<br>— | JR | **1983**<br>25,20<br>23,50<br>1 dk | Schiffswerft Johann Oelkers K.G.—Hamburg<br>8,69<br>8,50 | (587)<br>3,720<br>3,61 | **TM Tug**<br>Fire-fighting Tractor | Deutz<br>2 Oil 4SA each 6Cy. 220 × 280<br>flexible couplings & sr geared<br>Kloeckner Humboldt Deutz<br>Gen 2 × 33kW 380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 30,0t (d.o.) |
| **8301840**<br>*LZGB*<br>111669<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SOZOPOL**<br><br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **2 401**<br>1 375<br>3 134 | BR | **1982**<br>114,61<br>111,84<br>1 dk | "Ivan Dimitrov" Shipyard—Rousse<br>13,26<br>13,01 | (378)<br>3,680<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,1) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebkne<br>(SKL) |
| **6928450**<br>*ENKT*<br>M-12279<br>Df Esd Rdr<br>Rt | **SOZVEZDIE**<br><br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **699**<br>262<br>284 | (RS) | **1967**<br>54,23<br>49,99<br>1 dk | ..............U.S.S.R.<br>9,38<br>9,30 | <br>3,690<br>4,75 | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.361<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW) E made64 fitted<br>VEB Schwermasch. "Karl Liebkne<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **8725840**<br>*UPXA*<br>M-41851<br>Esd Rdr Rt | **SOZVEZDIYE**<br><br>**Zapryba**<br>(Petropavlovsk - (U.S.S.R.)<br>Kamchatskiy) | *738*<br>*221*<br>332 | RS | **1988**<br>53,74<br>47,92<br>1 dk | ..............U.S.S.R.<br>10,71<br>- | <br>4,400<br>6,00 | **M Fishing**<br>Stern Trawler Ref | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebkne<br>(SKL)<br>Gen 1 × 300kW a.c. 3 × 160kW<br>2 × 135kW a.c.<br>Controllable pitch propeller |
| **8138736**<br><br>M-23147<br>RTm/v | **SP-5**<br><br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **145**<br>58<br>148 | RS | **1983**<br>35,74<br><br>1 dk | ..............U.S.S.R.<br>7,50 | <br>1,710<br>2,42 | **M General Cargo**<br>Mchy.aft | Oil<br><br>.............. |
| **8228127**<br><br>M-23163<br>RTv | **SP-6**<br><br>**Dalryba**<br>(Murmansk) (U.S.S.R.) | **145**<br>58<br>148 | RS | **1984**<br>35,74<br><br>1 dk | ..............U.S.S.R.<br>7,40 | <br>1,710<br>2,42 | **M General Cargo**<br>Mchy.aft | Oil<br><br>.............. |
| **8726246**<br><br>M-23180 | **SP-7**<br><br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Nevelsk) (U.S.S.R.) | *159*<br>*47*<br>148 | RS | **1985**<br>35,75<br>33,50<br>1 dk | ..............U.S.S.R.<br>7,50<br>- | <br>1,710<br>2,40 | **M Deck Cargo Pontoon**<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp) |
| **8726258**<br><br>M-23199 | **SP-8**<br><br>**Dalryba**<br>(Ust-Kamchatsk) (U.S.S.R.) | *159*<br>*47*<br>186 | RS | **1986**<br>35,75<br>33,50<br>1 dk | ..............U.S.S.R.<br>7,50<br>- | <br>1,820<br>2,40 | **M Deck Cargo Pontoon**<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp) |
| **8726260**<br><br>M-23200 | **SP-9**<br><br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | *159*<br>*47*<br>— | RS | **1987**<br>35,75<br>33,50<br>1 dk | ..............U.S.S.R.<br>7,50<br>- | <br><br>2,40 | **M Deck Cargo Pontoon**<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp) |
| **8726272**<br><br>M-23220 | **SP-10**<br><br>**Dalryba**<br>(Magadan) (U.S.S.R.) | *159*<br>*47*<br>186 | RS | **1988**<br>35,75<br>33,50<br>1 dk | ..............U.S.S.R.<br>7,50<br>- | <br>1,820<br>2,40 | **M Deck Cargo Pontoon**<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp) |
| **8834756**<br><br>M-12972<br>Df Esd Gc<br>Rdr Rt | **SP-11**<br><br>**Dalryba**<br>(Petropavlovsk - (U.S.S.R.)<br>Kamchatskiy) | *159*<br>*47*<br>186 | RS | **1990**<br>35,77<br>33,50<br>1 dk | ..............U.S.S.R.<br>7,50<br>- | <br>1,821<br>2,42 | **M Deck Cargo Pontoon** | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>224bhp (165kW)<br>Russkiy-Diesel Works |
| **8726284**<br><br>M-12864 | **SPA-1**<br><br>**Sakhalin Shipping Co. (SASCO)**<br>(Uglegorsk) (U.S.S.R.) | *162*<br>*48*<br>167 | RS | **1986**<br>35,82<br>33,63<br>1 dk | ..............U.S.S.R.<br>7,20<br>- | <br>1,850<br>2,40 | **M RoRo Cargo/ Pontoon**<br>Deck Cargo<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>220kW (299bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **8726296**<br><br>M-12864 | **SPA-2**<br><br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - (U.S.S.R.)<br>Kamchatskiy) | *162*<br>*48*<br>167 | RS | **1987**<br>35,82<br>33,63<br>1 dk | ..............U.S.S.R.<br>7,20<br>- | <br>1,850<br>2,40 | **M RoRo Cargo/ Pontoon**<br>Deck Cargo<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>220kW (299bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **8726301**<br><br>M-12909 | **SPA-3**<br><br>**Sakhalin Shipping Co. (SASCO)**<br>(Sovetskaya Gavan) (U.S.S.R.) | *162*<br>*48*<br>167 | RS | **1987**<br>35,82<br>33,63<br>1 dk | ..............U.S.S.R.<br>7,20<br>- | <br>1,850<br>2,40 | **M RoRo Cargo/ Pontoon**<br>Deck Cargo<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>220kW (299bhp) |
| **8726313**<br><br>M-12911 | **SPA-4**<br><br>**Sakhalin Shipping Co. (SASCO)**<br>(Korsakov) (U.S.S.R.) | *192*<br>*57*<br>118 | RS | **1988**<br>35,82<br>33,63<br>1 dk | ..............U.S.S.R.<br>7,20<br>- | <br>1,850<br>2,40 | **M Deck Cargo Pontoon**<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>220kW (299bhp) |

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| SPA-5<br>**Far-Eastern Shipping Co. (FESCO)**<br>(U.S.S.R.) | *162*<br>*48*<br>167 | RS | **1988** .............U.S.S.R.<br>35,82 7,20 1,850<br>33,63 - 2,40<br>1 dk | **M RoRo Cargo/ Pontoon**<br>Deck Cargo<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>220kW (299bhp)<br>U.S.S.R. |
| SPA-7<br>**Sakhalin Shipping Co. (SASCO)**<br>(Aleksandrovsk-Sakhalinskiy) (U.S.S.R.) | *162*<br>*48*<br>167 | RS | **1988** .............U.S.S.R.<br>35,82 7,20 1,850<br>33,63 2,40<br>1 dk | **M RoRo Cargo/ Pontoon**<br>Deck Cargo<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>220kW (299bhp)<br>U.S.S.R. |
| SPA-8<br>**Sakhalin Shipping Co. (SASCO)**<br>(Vanino) (U.S.S.R.) | *162*<br>*48*<br>167 | RS | **1988** .............U.S.S.R.<br>35,84 1,851<br>33,63 7,21 2,42<br>1 dk | **M RoRo Cargo/ Pontoon**<br>Deck Cargo | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>230kW (313bhp)<br>Russkiy-Diesel Works Leningrad<br>8,75kn |
| SPA-9<br>**Far-Eastern Shipping Co. (FESCO)**<br>(U.S.S.R.) | *162*<br>*48*<br>167 | RS | **1989** .............U.S.S.R.<br>35,82 7,20 1,850<br>33,63 - 2,40 | **M RoRo Cargo/ Pontoon**<br>Deck Cargo | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>230kW (313bhp)<br>Russkiy-Diesel Works U.S.S.R.<br>8,75kn |
| SPA-10<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *162*<br>*48*<br>167 | RS | **1989** .............U.S.S.R.<br>35,84 7,20 1,851<br>33,63 - 2,42<br>1 dk | **M RoRo Cargo/ Pontoon**<br>Deck Cargo | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>299bhp (220kW)<br>Russkiy-Diesel Works Leningrad<br>8,75kn |
| SPA-11<br>**Sakhalin Shipping Co. (SASCO)**<br>(Korsakov) (U.S.S.R.) | *162*<br>*48*<br>167 | RS | **1989** .............U.S.S.R.<br>35,84 7,20 1,851<br>33,63 - 2,42 | **M RoRo Cargo/ Pontoon**<br>Deck Cargo<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>312bhp (229kW)<br>Russkiy-Diesel Works Leningrad<br>8,7kn |
| SPA-12<br>**Sakhalin Shipping Co. (SASCO)**<br>(Aleksandrovsk-Sakhalinskiy) (U.S.S.R.) | *162*<br>*48*<br>167 | RS | **1989** .............U.S.S.R.<br>35,84 7,21 1,851<br>33,63 - 2,42 | **M RoRo Cargo/ Pontoon**<br>Deck Cargo | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>312bhp (229kW)<br>Russkiy-Diesel Works Leningrad<br>8,7kn |
| SPA-14<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Eqvekinot) (U.S.S.R.) | *162*<br>*48*<br>167 | RS | **1990** .............U.S.S.R.<br>35,84 7,21 1,851<br>33,63 - 2,42<br>1 dk | **M RoRo Cargo/ Pontoon**<br>Deck Cargo | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>312bhp (229kW)<br>Russkiy-Diesel Works Leningrad<br>8,7kn |
| SPABUNKER I<br>**Compania Iberica de Remolcadores del Estrecho S.A. (CIRESA)**<br>Compania Espanola de Petroleos S.A. (CEPSA)<br>Santa Cruz de Tenerife Spain | **1 999**<br>1 995<br>4 851 | BV | **1983** Jose Valina Lavandeira—La Coruna (15)<br>76,51 5,684<br>75,01 16,01 6,81<br>1 dk | **TM Tank Barge**<br>Bunkering Vessel<br>8 Ta ER<br>L.(oil) 5 014 | Deutz SBA12M816<br>2 Vee Oil 4SA each 12Cy. 142 × 160 with clutches & sr geared to sc. shafts<br>1 236kW (1 680bhp)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 480kW 380V 50Hz a.c.<br>7,6kn |
| SPABUNKER II<br>**Compania Iberica de Remolcadores del Estrecho S.A. (CIRESA)**<br>Compania Espanola de Petroleos S.A. (CEPSA)<br>Ceuta Spain | *2 227*<br>*1 458*<br>4 851 | BV | **1984** Jose Valina Lavandeira—La Coruna (16)<br>76,51 5,684<br>75,11 16,01 6,81<br>1 dk | **TM Tank Barge**<br>Bunkering Vessel<br>8 Ta ER<br>L.5 014 | Deutz<br>2 Vee Oil 4SA each 12Cy. 142 × 160 with clutches & sr geared to sc. shafts<br>1 236kW (1 680bhp)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 480kW 380V 50Hz a.c.<br>7,6kn |
| SPABUNQUER CUATRO<br>**Compania Iberica de Remolcadores del Estrecho S.A. (CIRESA)**<br>Santa Cruz de Tenerife Spain | *647*<br>*421*<br>1 421 | BV (Class cont.) | **1991** Union Naval de Levante S.A.—Valencia (199)<br>4,540<br>39,37 11,20 5,30<br>1 dk | **TM Tank Barge**<br>Bunkering Vessel<br>8 Ta ER<br>L.1 596 | Mitsubishi S6A2-MPTA<br>2 Oil 4SA each 6Cy. 145 × 160 with clutches, flexible couplings & sr geared to sc. shafts<br>396kW (538bhp)<br>Mitsubishi Heavy Industries Ltd. Sagamihara<br>2 Directional propellers |
| SPACE<br>ex Eastern Pace-88<br>ex World President-87<br>**Raycom Co. Ltd.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | *37 955*<br>*22 086*<br>69 041<br>T/cm<br>65,4 | ✠**100A1** SS 10/89<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC** **UMS**<br>EL N† 660,0/76,0U3(a)<br>FN 11054 | **1984**-8 Koyo Dockyard Co. Ltd.—Mihara (1023)<br>228,96 (BB) 32,26 13,423<br>218,02 32,20 18,50<br>F 18,3 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 23,8 24,6 24,2 24,2 24,2 24,2 24,2 ER<br>G.78 024 B.76 274<br>7 Ha (stl) (16,8 16,9 17,3 17,3 17,3 17,3 15,5 × 12,8) ER | B&W 7L67GB<br>Oil 2SA 7Cy. 670 × 1700<br>13 099bhp (9 635kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11,5kgf/cm² (11,3bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 254,0t (d.o.) 2 945,0t (hvf) |
| SPACE I<br>ex Howard Jones-88 ex Castle Cove-79<br>**P.T. Space**<br>Sorong Indonesia | **214**<br>—<br>111 | KI (AB)<br>✠Classed LR until 20/10/78 | **1967**-7 Adelaide Ship Cons. Pty. Ltd.—Adelaide, S.A. (36)<br>30,64 8,54 3,887<br>27,67 8,08 4,58<br>1 dk<br>rf 864 BK 25 | **M Tug** | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 reverse reduction geared to sc. shaft<br>Mirrlees National Ltd. Stockport<br>Gen 2 × 40kW 415V 50Hz a.c.<br>Fuel 32,0t<br>12kn |
| SPAGNA<br>ex Alghero-89<br>**Rimorchiatori Riuniti Porto di Genova S.r.l.**<br>Napoli Italy | **121**<br>17<br>— | RI | **1959** Cant. Nav. Solimano—Savona (28)<br>23,98 6,63 3,201<br>21,14 6,61 3,92<br>1 dk<br>RW | **M Tug** | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln |
| SPANISH QUEEN II<br>ex Capt. Brett-81 ex Lori L-78<br>**Spanish Queen Ltd.**<br>Nassau Bahamas | **140**<br>78<br>— | | **1973** Desco Marine—St. Augustine, Fl (F121)<br>22,86 6,74 2,744<br>3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar 3406TA<br>Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW) E made72 reconditioned & fitted80<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.)<br>10kn |
| SPARHAWK I<br>ex Mister Lobster Eleni ex Kon Tiki I<br>**Sparhawk Corp.**<br>New Bedford, Ma United States of America | **189**<br>95<br>— | | **1968** Atlantic Marine Inc.—Fort George Island, Fl<br>*23,02* 7,35<br>2,62 | **M Fishing** | Oil<br>425bhp (313kW)<br>.............<br>Fuel (d.o.) |
| SPARK<br>ex Wespe-85<br>**Hydronave Maritime Co.**<br>Piraeus Greece | **425**<br>216<br>940 | GL | **1968** Schiffswerft u. Masch. Max Sieghold —Bremerhaven (143)<br>55,71 9,50 3,652<br>50,02 9,40 4,12<br>P 12,8 F 6,8 1 dk | **M Tanker**<br>Ice strengthened<br>6 Ta ER<br>L.(oil) 1 132 | MWM D4846U<br>Oil 4SA 6Cy. 320 × 480<br>550bhp (405kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>10kn |
| SPARKLE MOON<br>ex Sunny Pioneer-87<br>**Unifocus Line Corp.**<br>World Marine Corp.<br>Panama Panama | **11 441**<br>7 996<br>20 203<br>T/cm<br>31,4 | KR (NK) | **1975** Kanawa Dockyard Co. Ltd.—Hiroshima (202)<br>157,99 23,45 9,538<br>147,99 23,40 13,01<br>P 33,9 F 11,3 1 dk | **M Bulk Carrier**<br>4 Ho 27,5 27,7 27,7 27,7 ER<br>G.26 179 B.25 081<br>4 Ha (stl) (19,5 × 11,2) (20,9 20,9 20,9 × 12,8) ER<br>4W Der 4(25) | Mitsubishi 6UEC65/135D<br>Oil 2SA 6Cy. 650 × 1350<br>10 000bhp (7 356kW)<br>Ube Industries Ltd. Ube<br>Gen 2 × 460kW 450V 60Hz a.c.<br>Fuel 106,5t (d.o.) 1 313,5t (hvf)-37,5pd 15,25kn |

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| **7375935**<br>*HPYV*<br>8418-PEXT4<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SPARKLE SUN**<br>ex Hayarobi-87 ex Splendid Hope-85<br>ex Seiho Maru-78<br>**Unifocus Line Corp.**<br>World Marine Corp.<br>Panama Panama | **15 053**<br>10 863<br>27 575<br>T/cm<br>37,3 | KR (NK) | **1974** Shin Yamamoto Zosensho—Kochi (171)<br>181,52 (BB) 25,23 10,073<br>170,01 25,20 14,00<br>P 28,1 F 12,5 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.35 088 B.33 465<br>5 Ha (stl) (14,7 20,8 20,8 20,8 20,8 × 11,8)<br>Der 5(25) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>Fuel 2 246,5t-39,0pd |
| **8313271**<br><br>231846<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SPARKLES**<br>ex Sparkle-91<br>**Solid Shipping Lines Corp.**<br>Manila Philippines | *2 730*<br>*1 505*<br>3 841 | NK | **1983** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (1621)<br>88,88 (BB) 5,630<br>81,95 15,00 8,16<br>B 14,4 2 dks | **M General Cargo**<br>2 Ho ER<br>G.6 061 B.5 881<br>TEU 137 C. 137/20' (40') incl. 20 ref C.<br>2 Ha (stl) (19,6 25,9 × 10,2) ER<br>Der 1(28) 2(20) | Akasaka<br>Oil 4SA 6Cy. 380 × 600<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasak<br>Ltd.)<br>Gen 2 × 200kW |
| **8802698**<br><br>715072<br>N 183 | **SPARKLING SEA**<br><br>**Roderick John, Trevor Ernest &**<br>**John Ernest McKee**<br>Newry United Kingdom | **191**<br>107<br>— | | **1988** Scheeps. Damen B.V.—Gorinchem (4173)<br>22,86 3,201<br>7,12 | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 wit<br>couplings & sr reverse geared<br>519kW (706bhp)<br>Caterpillar Inc. |
| **7392945**<br>*2JBU*<br><br>PD 137<br>Rt | **SPARKLING STAR**<br><br>**J. C. Buchan Jnr. & others**<br>Lunar Fishing Co. Ltd.<br>Peterhead United Kingdom | **104**<br>—<br>— | | **1975** Scheepswerf en Reparatiebedrijf "Harlingen"<br>B.V.—Harlingen (43)<br>26,60<br>7,29 3,69 | **M Fishing**<br>Side-fishing | Blackstone<br>Oil<br>750bhp (552kW)<br>Mirrlees Blackstone (Stamford) Li |
| **7907350**<br>*DKNZ*<br>16195<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SPAROS**<br>Launched as Inka<br>**Partenreederei m.s. "Sparos"**<br>Reederei Gebruder Person K.G.<br>Luebeck Federal Republic of Germany | **995**<br>603<br>2 515 | GL | **1979** Schiffsw. Hugo Peters—Wewelsfleth (570)<br>86,67 (BB) 12,83 4,871<br>78,24 12,81 4,96<br>P 12,5 F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 29,2 27,5 ER<br>G.4 007 B.3 846<br>TEU 139 C. 139/20'<br>2 Ha (stl) (each 24,6 × 10,2) ER | MaK<br>Oil 4SA 6Cy. 320 × 450 reductio<br>shaft<br>1 999bhp (1 470kW)<br>MaK. Maschinenbau G.m.b.H.<br>Thw. thrust propeller fwd<br>Fuel 225,0t (d.o.)-6,5pd |
| **6922224**<br>*9H3533*<br>2756<br>Df Esd Gc<br>Rdr RTm/h/v | **SPARTA**<br>ex Laita-87<br>**Alma Maritime Co. Ltd.**<br>Chimeron Shipping & Trading Inc.<br>Valletta Malta | T.Mk<br>**840**<br>425<br>1 315<br>**1 546**<br>895<br>1 855 | BV | **1969** Scheepswerf "De Waal" N.V.—Zaltbommel<br>(690)<br>87,53 11,82 4,064/4,801<br>78,39 11,79 6,51<br>2 dks<br>rf 279 | **M Refrigerated Cargo** 10P<br>Ice strengthened<br>3 Ho 17,3 14,3 13,7 ER<br>In.2 402<br>3 Ha (stl) (each 7,3 × 3,9) ER<br>6W Der 6(3) | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>1 839kW (2 500bhp)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 200kW 1 × 88kW 380<br>Fuel 239,0t (d.o.) |
| **5425516**<br>*KOEA*<br>251361<br>Df Gc Pfd<br>Rdr Rt | **SPARTA**<br>ex Doris Moran-81 ex Accomac-73<br>ex Sparrows Point-72<br>ex Julia C. Moran-63<br>ex Dauntless No. 15-55<br>ex Major Randolf F. Hernandez<br>**Crescent Towing & Salvage Co. Inc.**<br>New Orleans, La United States of America | **249**<br>169<br>— | (AB) | **1943** Jakobson Shipyard Inc.—Oyster Bay, NY<br>(295)<br>35,06 7,68 3,884<br>32,62 7,62 4,17<br>1 dk<br>BK 102 | **M Tug** | General Motors<br>Oil 2SA 16Cy. 222 × 267 sr & rev<br>sc. shaft<br>E made45 fitted63<br>General Motors Corp.<br>Gen 3 × 25kW<br>Fuel 127,0t (d.o.) |
| **5336387**<br>*WE6147*<br>264500<br>Df Esd Gc<br>Rdr RTm/v | **SPARTAN**<br><br>**Michconsin Inc.**<br>Cleveland, Oh United States of America | **4 244**<br>2 033<br>3 084 | AB | **1952** Christy Corp.—Sturgeon Bay, Wi (369)<br>125,13 18,19 5,665<br>119,69 18,14 7,32<br>F 17,1 2 dks<br>RW rf 305 | **TS Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 60cbn 520dk P<br>Lane Length 113 Cargo Width 3,29 | U 8Cy. (4) 572 x 660<br>8 000ihp (5 884kW)<br>Skinner Engine Co.<br>Gen 2 × 500kW 240V 60Hz a.c.<br>Fuel 598,5t (c)-71,0pd |
| **7105196**<br>*DVNS*<br>213431<br>Esd Rdr<br>RTh/v | **SPARTAN**<br><br>**Luzon Stevedoring Corporation**<br>Iloilo Philippines | **301**<br>80<br>— | (AB) | **1971** Iloilo Dock & Eng. Co.—Iloilo (94)<br>35,06 8,54 3,823<br>31,32 8,23 4,42<br>1 dk<br>rf 610 | **TM Tug**<br>Mchy.aft<br>1W Der 1(3) | MWM<br>2 Oil 4SA each 12Cy. 140 × 180<br>to sc. shafts<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 60kW 220V 60Hz a.c.<br>Fuel 146,5t (d.o.) |
| **5336399**<br>*WH6645*<br>273515<br>Df Gc Rdr<br>Rt | **SPARTAN**<br><br>**Motor Tug Crusader Inc.**<br>New York, NY United States of America | **144**<br>60<br>— | (AB) | **1957** Calumet Shipyard & D.D. Co.—Chicago,<br>Illinois (230)<br>27,18 7,52<br>25,86 7,29 3,41<br>1 dk<br>BK 102 | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 222 × 267 sr<br>sc. shaft<br>General Motors Corp.<br>Fuel 77,0t |
| **7634381**<br><br>596900<br>Esd Gc Pfd<br>Rdr Rt | **SPARTAN**<br>ex Domar Captain-89<br>**Sheridan Transportation Co.**<br>Philadelphia, Pa United States of America | **142**<br>96<br>— | AB | **1978** Zigler Shipyards Inc.—Mermentau, La<br>(251)<br>53,52 5,106<br>31,25 10,37 5,36<br>F 19,6 1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 2<br>reduction geared to sc. shafts<br>General Motors Corp. Electro-Motiv<br>Gen 2 × 99kW |
| **7204100**<br>*WYZ2859*<br>529696<br>Rt | **SPARTAN**<br><br>**Robert J. Henrichs**<br>Juneau, Ak United States of America | **135**<br>94<br>— | | **1970** Bender Welding & Machine Co. inc.—Mobile,<br>Al<br>*23,47* 6,84<br>3,38<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW) |
| **6601454**<br>*HO5293*<br>9308-KJ<br>Rdr | **SPARTAN I**<br>ex Sansha Maru No. 11-81<br>**Panas Shipping Co. Ltd.**<br>Panama Panama | **492**<br>280<br>899 | | **1965** K.K. Taihei Kogyo—Akitsu (152)<br>53,32 8,44 3,849<br>48,52 8,41 4,22<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (24,9 × 8,0) ER | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo<br>Fuel 22,5t-0,5pd |
| **7047526**<br>*HP4558*<br>13082-PEXT<br>Esd Gc Pfd<br>Rdr Rt<br>AMVER | **SPARTAN II**<br>ex Spartan-86 ex Spartan I-86<br>ex Spartan Service-86<br>**Curtain Bros. (PNG) Pty. Ltd.**<br>Panama Panama | **297**<br>202<br>508 | AB | **1969** Burton Construction & SB. Corp.—Port<br>Arthur, Tx (450)<br>52,74 3,861<br>51,97 12,26 4,58<br>F 14,7 1 dk<br>rf 246 | **TrM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 2<br>reduction geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 100kW<br>Thw. thrust propeller<br>Fuel (d.o.) |
| **8329945**<br>*SV4993*<br>7336<br>Rt | **SPARTI**<br>ex Andrew Scott<br>**Greek Tankershipping Co. Ltd.**<br>Piraeus Greece | **234**<br>122<br>— | | **1962** ..........<br>... ... ...<br>... ...<br>1 dk | **M Tanker** | Oil |
| **5422241**<br>*IJAC*<br>529<br>Df Esd Rdr<br>RTm/h/v | **SPARVIERO**<br>ex Robbenplate-86<br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italy | **276**<br>90<br>142 | RI (GL) | **1963** A.G. "Weser" Werk Seebeck—Bremerhaven<br>(897)<br>31,58 9,22 4,241<br>28,00 8,70 4,70<br>1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | Deutz<br>Oil 4SA 6Cy. 400 × 580 reverse red<br>to sc. shaft<br>Kloeckner Humboldt Deutz<br>Gen 2 × 48kW 1 × 46kW 380V<br>Fuel (d.o.) |
| **7329405**<br>*ISFA*<br>564<br>Esd Rt | **SPARVIERO**<br><br>**Cooperativa Pescatori S.r.l. San Pietro Apostolo**<br>Salerno Italy | **195**<br>88<br>— | (RI) | **1973** Cant. Nav. Codecasa—Viareggio (F20)<br>35,49 7,14 1,829<br>28,33 7,12 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz |

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| **SPASSK**<br>Dalryba<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**17 996**<br>11 065<br>10 159 | RS<br>✠Classed LR until 7/67 | **1965**-12 Mitsubishi Heavy Industries Ltd. —Yokohama (865) | 174,30 24,01 7,319<br>160,00 24,00 14,81<br>P 19,2 F 32,4 3 dks, 4th dk in holds (perforated)<br>rf nil | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.14 423<br>5 Ha (3,7 3,7 3,7 3,7 3,5 × 4,5) ER<br>14W Der 2(10) 8(5) 2(3) 2(1,5) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>5 500bhp (4 046kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>14,25kn |
| **SPASSKOYE**<br>Zapryba<br>(Klaypeda) (U.S.S.R.) | **356**<br>107<br>138 | RS | **1984** ..............U.S.S.R. | 35,74 8,92 3,429<br>29,62 5,97<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.110<br>1 Ha (1,3 × 1,3)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360 geared to sc. shaft<br>340bhp (250kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,5kn |
| **SPAUWER**<br>ex Vesta-91<br>**Spauwer Dredging B.V.**<br>Yerseke Netherlands | *1 736*<br>*520*<br>3 495 | GL | **1979** Gutehoffnungshuette Sterkrade A.G. —Walsum (1136) | 82,50 (BB) - 4,460<br>78,96 13,00 6,18<br>RQD 21,7 F 6,4 1 dk<br>len & widened 91<br>conv Chemical Waste-incinerator Ship 91 | **M Hopper/Dredger**<br>Suction Bottom doors<br>Dredging depth 32,0<br>Mchy.aft<br>Hopper 1 750 | MWM TBD440-8K<br>Oil 4SA 8Cy. 230 × 270 reverse reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>11,25kn |
| **SPC CAPRICORN**<br>**Neptank Bunkering Services Pte. Ltd.**<br>Neptune Shipmanagement Services (Pte.) Ltd.<br>Singapore Singapore | *2 187*<br>*1 303*<br>4 286 | | **1989** President Marine Pte. Ltd.—Jurong, Singapore (NV-022) | 84,00 - 5,807<br>78,25 14,60 7,00<br>1 dk | **TM Tanker**<br>Bunkering<br>5 Ta 5 Ta ER<br>L.(oil) 4 430 | Yanmar M220-EN<br>2 Oil 4SA each 6Cy. 220 × 300 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 766kW (2 401bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 99kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd Tunnel thruster unit<br>Fuel 114,86t (d.o.) 11,5kn |
| **SPC TAURUS**<br>**Hong Lam Bunkering Pte. Ltd.**<br>Singapore Singapore | *2 924*<br>*1 912*<br>6 010 | NK | **1990** Dynamic Marine—Singapore (033) | 89,00 6,399<br>83,60 16,30 7,75<br>1 dk | **TM Tanker**<br>Bunkering | Yanmar M220-EN<br>2 Oil 4SA each 6Cy. 220 × 300 sr geared to sc. shafts<br>1 472kW (2 001bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 165kW 440V 50Hz a.c.<br>Thw. thrust propeller fwd Tunnel thruster unit<br>Fuel 130,0t (d.o.)-3,5pd 10,5kn |
| **SPECIALITY**<br>**F. T. Everard & Sons Ltd.**<br>Nassau Bahamas | **1 597**<br>1 053<br>4 245 | ✠**100A1** SS 9/87<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL R 440,0/40,0U2<br>FN 1894 | **1977**-10 Goole SB. & Repairing Co. Ltd.—Goole (592) | 89,72 14,28 6,039<br>83,19 14,20 8,56<br>RFD 7,1 1 dk & S dk<br>rf 203 | **M General Cargo** OSD<br>2 Ho 30,6 29,3 2 TwD<br>G.5 921 B.5 557<br>TEU 122<br>C.Ho 90/20' (40') C.Dk 32/20' (40')<br>2 Ha (stl) (each 24,9 × 10,1) ER<br>Cr 1(20) Der 2(5) | Alpha 18V23L-VO<br>Vee Oil 4SA 18Cy. 225 × 300 sr geared to sc. shaft<br>2 790bhp (2 052kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 108kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 322,0t (d.o.)-9,5pd 12,5kn |
| **SPECO GIANT**<br>ex Glorea-88 ex Crucis-83<br>ex Chuyo Maru-83<br>**Speco Investment S.A.**<br>Panama Panama | **2 489**<br>1 562<br>4 914 | NK | **1978** Kochiken Zosen—Kochi (674) | 97,17 15,54 6,215<br>89,95 15,50 7,55<br>P 22,4 B 5,8 F 11,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 861 B.5 005<br>2 Ha (stl) (15,0 29,8 × 7,9) ER<br>3W Der 2(25) 1(15) | Akasaka DM46<br>Oil 4SA 6Cy. 460 × 720<br>2 354kW (3 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 165kW 445V 60Hz a.c.<br>Fuel 69,5t (d.o.) 452,5t (hvf)-11,0pd 12,75kn |
| **SPECO KING**<br>ex Inna-87 ex Bontang-81<br>**Speco Maritime S.A.**<br>Panama Panama | **2 495**<br>1 763<br>5 030 | NK | **1978** Higaki Zosen K.K.—Imabari (208) | 96,25 6,131<br>89,97 15,51 7,52<br>P 21,1 B 5,2 F 9,8 1 dk | **M General Cargo**<br>Mchy.aft<br>G.5 975 B.5 474<br>2 Ha (stl) (17,6 31,1 × 8,3)<br>Der 3(15) | Hanshin 6LU46A<br>Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 132kW 445V a.c.<br>12kn |
| **SPECO QUEEN**<br>ex Marie-88 ex Fortitude Pine-86<br>**Speco Navigation S.A.**<br>Panama Panama | **2 495**<br>1 721<br>5 116 | NK | **1979** K.K. Taihei Kogyo—Akitsu (1342) | 96,04 5,968<br>89,52 16,21 7,22<br>P 18,6 F 8,0 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 109 B.5 358<br>2 Ha (stl) (20,2 32,2 × 8,3) ER<br>Der 3(15) | Makita KSLH641<br>Oil 4SA 6Cy. 410 × 650<br>3 100bhp (2 280kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 240kW<br>Fuel 53,5t (d.o.) 365,5t (hvf)-9,0pd 11kn |
| **SPECTRUM**<br>**Shell Tankers B.V.**<br>'s Gravenhage Netherlands<br>SatCom: 1300135/PHRE | *56 456*<br>*32 733*<br>83 651 | ✠**100A1** SS 8/88<br>oil tanker<br>SPM<br>✠**LMC** **UMS**<br>**IGS**<br>EL U† 715,0/90,0U3<br>FN 14627 | **1985**-12 Hyundai Heavy Industries Co. Ltd.—Ulsan (353) | 244,53 (BB) 42,73 14,601<br>234,02 42,68 19,82<br>1 dk<br>rf nil | **M Tanker**<br>COW IGS(LR) PL SBT<br>pt higher tensile steel<br>cs 4<br>8 Ta (stl) ER<br>L.(oil) 103 639 | B&W 5L80MCE<br>Oil 2SA 5Cy. 800 × 2592<br>16 009bhp (11 776kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>TOH (o.f.) 7,7kgf/$cm^2$ (7,6bar)<br>2 TOH (1 o.f. 1 ex.g) 7,7kgf/$cm^2$ (7,6bar)<br>Gen 1 × 1500kW 3 × 990kW 440V 60Hz a.c.<br>Fuel 217,5t (d.o.) 2 904,5t (hvf) 15kn |
| **SPEEDWELL**<br>ex Hoyo Maru No. 65-78<br>**Speedwell Inc.**<br>Seattle, Wa United States of America | **687**<br>612<br>— | | **1968** Sanuki Zosen Tekkosho K.K.—Takuma (331) | *47,49*<br>45,22 8,81 3,71<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner | Oil<br>1 650bhp (1 214kW)<br>Japan |
| **SPENCER BAY**<br>ex Ontginner 1-79<br>**Consolidated Diamond Mines of SWA Ltd.**<br>De Beers Marine (Pty.) Ltd.<br>Cape Town/ Kaapstad South Africa | **1 022**<br>356<br>780 | ✠**100A1** SS 9/86<br>hopper dredger<br>South West Africa and west coast of South Africa coastal service<br>✠**LMC**<br>EL (i)I $1\frac{1}{8}$"SQ<br>FN 873 | **1966**-6 N.V. Scheeps. v.d. Werf—Deest (320) | 57,94 12,17 3,233<br>52,51 12,01 4,60<br>RAD 11,3 F 11,3 1 dk<br>rf nil | **M Hopper/Dredger**<br>Bottom doors<br>Dredging depth 39,0<br>6 Ho each 2,9 ER<br>Hopper 450<br>Der 4(5) | Deutz<br>2 Vee Oil 4SA each 12Cy. 142 × 160 sr geared to sc. shaft<br>800bhp (588kW) ✠ NE 2/81<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 280kW 1 × 48kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 54,0t (d.o.) 9kn |
| **SPERLING**<br>ex Ramona-89 ex Coalpit-83 ex Drot-82<br>**P/R Ramona**<br>Karl Borge Jensen | **149**<br>76<br>— | (BV) | **1970** Soby Motorfabrik og Staalskibsvaerft—Soby (38) | 34,65 6,28 2,972<br>25,30 6,20 2,65<br>1 dk<br>len 75 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Callesen 6-427-FO<br>Oil 4SA 6Cy. 270 × 400<br>480bhp (353kW)<br>Aabenraa Motorfabrik Abenra<br>Fuel (d.o.) |
| **SPES**<br>**Y. Neveu**<br>Fecamp France | **107**<br>—<br>— | | **1988** SOCARENAM—Boulogne (132) | 24,60 7,38 3,123<br>21,24 7,20 3,80<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Baudouin 12F160SR<br>Vee Oil 4SA 12Cy. 160 × 190 with clutches, flexible couplings & sr geared to sc. shaft<br>441kW (600bhp)<br>Soc. des Moteurs Baudouin Marseille<br>Controllable pitch propeller |
| **SPES MAGNA**<br>**J. Duthie & P. Buchan**<br>Newry United Kingdom | **474**<br>267<br>— | | **1976** Scheepswerf "Vooruit" C.V.—Zaandam (350) | 27,01<br>7,82 4,12<br>1 dk | **M Fishing**<br>Side-fishing Seiner Ref | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Controllable pitch propeller<br>12kn |

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| 8808939<br>PD 397 | **SPES MELIOR V**<br>**P. Buchan**<br>Peterhead United Kingdom | *281*<br>*113*<br>— | | **1990** McCrindle (Shipbuilders) Ltd.—Ardrossan (442)<br>... ...<br>24,39 | **M Fishing**<br>Stern Trawler Seiner | Deutz<br>Oil 4SA 8Cy. 142 × 160 geared<br>Kloeckner Humboldt Deutz |
| 7720324<br>117<br>Esd Rdr Rt | **SPES PRIMA**<br>Launched as Mare Nostrum<br>**Cooperativa Mare Nostrum**<br>Porto Empedocle Italy | **150**<br>—<br>— | | **1978** G. De Vincenzi—Trapani (11/77)<br>28,25 6,63<br>22,00 6,61 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Blackstone<br>Oil 4SA 8Cy. 222 × 292 reductio<br>shaft<br>Mirrlees Blackstone (Stamford) Ltd |
| 8328783<br>*FUKG*<br>LO 554168<br>Esd Rdr Rt | **SPES UNICA II**<br>**Jean Burguin & Paul Le Port**<br>Groupement des Pecheurs Etellois<br>Lorient France | **127**<br>55<br>— | BV | **1981** Ateliers du Bastion—Les Sables d'Olonne<br>26,09 6,91 3,580<br>22,43 4,09<br>1 dk | **M Fishing** | Duvant<br>Oil 4SA 6Cy. 255 × 300 sr geare<br>575bhp (423kW)<br>Moteurs Duvant<br>Gen 2 × 36kW 380V a.c.<br>Controllable pitch propeller |
| 6921945<br>*5BGG*<br>707241<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SPETSAE**<br>ex Hohkokusan Maru-84<br>**Waterscale Marine Ltd.**<br>Limassol Cyprus | **30 355**<br>22 079<br>57 769 | NK NV | **1969** Mitsui SB. & Eng. Co. Ltd.—Tamano (854)<br>222,99 (BB) 32,24 11,878<br>213,01 32,21 17,91<br>F 17,7 1 dk | **M Bulk Carrier**<br>Vehicles<br>6 Ho ER<br>G.65 787<br>conv Bulk Carrier 72<br>6 Ha (stl) (16,8 17,2 17,2 17,2 17,2 17,2 × 12,8) ER<br>Cr 3(5) | B&W<br>Oil 2SA 7Cy. 760 × 1600<br>13 100bhp (9 636kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 292,0t (d.o.) 1 923,5t (hvf)-43 |
| 7711464<br>*GXZL*<br>377899<br>A 4<br>Esd Rdr Rt | **SPEYSIDE**<br>**Caley Fisheries (Peterhead) Ltd., Adam Main, Andrew J. Stewart & George Robb**<br>Aberdeen United Kingdom | **194**<br>65<br>137 | ✠**100A1** SS 3/88<br>stern trawler<br>✠**LMC**<br>EL (F) 275,0/22,0U1<br>FN 268 | **1978**-4 Richards (Shipbuilders) Ltd.—Lowestoft (540)<br>26,52 7,88 3,231<br>23,02 7,80 3,81<br>F 12,5 1 dk<br>rf 483 BK 152 | **M Fishing**<br>Stern Trawler | Blackstone<br>Oil 4SA 8Cy. 222 × 292 sr geare<br>900bhp (662kW)<br>Mirrlees Blackstone (Stamford) Ltd<br>Gen 1 × 80kW 1 × 70kW 440V<br>Controllable pitch propeller |
| 7043843<br>*MGUZ8*<br>712763<br>Df Esd Gc<br>Rdr Rt | **SPHEROID**<br>ex Niekerk-87 ex Roro Trader-85<br>ex Starmark-81<br>**Belfast Freight Ferries Ltd.**<br>Wallem Shipmanagement (Isle of Man) Ltd.<br>Douglas Isle of Man (British) | *7 171*<br>*3 737*<br>2 838 | NV | **1971** Langvik Sarpsborg M/V—Sarpsborg<br>124,20 4,954<br>100,03 19,21 13,21<br>2 dks<br>rf 648 len 90 | **TM RoRo Cargo**<br>Stern door<br>Trailers 52<br>Mchy.aft<br>G.8 860 | Pielstick<br>2 Oil 4SA each 8Cy. 400 × 460<br>8 000bhp (5 884kW)<br>Lindholmen Motor AB.<br>Gen 1 × 552kW 1 × 420kW 44<br>Thw. thrust propeller fwd<br>Fuel 656,5t (d.o.)-24,5pd |
| 7718345<br>*SSEO*<br>3580<br>Df Esd Gc<br>Pfd Rdr Rt | **SPHINX**<br>ex Sphinx I-90 ex Atlantic Princess-90<br>ex Green Light-86 ex Sendan-84<br>ex Sendan Maru-83<br>**Egyptian International Shipping Corp.**<br>Alexandria Egypt | **9 832**<br>6 604<br>15 762 | NK | **1978** Kochi Jyuko K.K.—Kochi (2023)<br>149,82 22,86 9,025<br>140,00 21,80 12,20<br>P 27,8 F 10,4 2 dks | **M General Cargo**<br>3 Ho ER<br>G.21 336 B.19 862<br>3 Ha (stl) (12,8 × 8,5) (27,2 27,2 × 10,5) ER<br>Cr 5(25) | Sulzer<br>Oil 2SA 6Cy. 560 × 1150<br>5 914kW (8 040bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 460kW 450V 60Hz a.c. |
| 8917845<br>*VTYD*<br>2475 | **SPIC DIAMOND**<br>**Southern Petrochemical Industries Corp. Ltd. (SPIC)**<br>Madras India | **17 600**<br>—<br>17 577 | **100A1**<br>Class contemplated<br>FN 6340<br>KR (Class cont.) | **1991** Hyundai Heavy Industries Co. Ltd.—Ulsan (700)<br>160,00 8,314<br>153,50 25,90 15,40 | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>IGS DB<br>3 Ta CR ind ER<br>L.(gas) 22 713 | B&W<br>Oil 2SA 6Cy. 500 × 1910<br>6 986kW (9 498bhp)<br>Hyundai Engine & Machinery Co. L |
| 8100088<br>*VVKF*<br>2166<br>RTv SatCom | **SPIC EMERALD**<br>ex Johnson Chemstream-86<br>**Southern Petrochemical Industries Corp. Ltd. (SPIC)**<br>Madras India | *11 712*<br>*6 135*<br>17 465<br>T/cm<br>29,1 | NV | **1983** A/S Nakskov Skibsvaerft—Nakskov (232)<br>149,41 9,113<br>141,51 22,41 11,76<br>1 dk<br>Bow/CM 71 Diam. 0,152 MH 3,0 | **M Tanker**<br>Oil Chemical<br>Ice strengthened DB<br>30 Ta ER<br>L.21 192<br>22 Cargo pumps total 5 000T/hr | B&W<br>Oil 2SA 7Cy. 550 × 1380<br>10 500bhp (7 723kW)<br>B&W Maskinfabrik Div. of B&W Die<br>Gen 3 × 480kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 7431181<br>*VVGM*<br>2130<br>Df Esd Gc<br>Pfd Rdr Rt | **SPIC PEARL**<br>ex Ibn Albanna-85<br>**Southern Petrochemical Industries Corp. Ltd. (SPIC)**<br>Madras India | **13 514**<br>8 251<br>23 116<br>T/cm<br>32,6 | IRS NV (BV) | **1978** Scheepsw. "De Hoop" B.V.—Lobith (288)<br>174,20 23,04 10,053<br>162,69 23,00 13,01<br>1 dk | **M Tanker**<br>Chemical<br>22 Ta ER<br>L.25 849<br>20 Cargo pumps total 2 320T/hr | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 4<br>geared to sc. shaft<br>11 474kW (15 599bhp)<br>Ch. de l'Atlantique<br>Gen 2 × 1800kW 2 × 680kW 4<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 135,0t (d.o.) 2 116,5t (hvf) |
| 8000458<br>*9VDA*<br>384112<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SPICA**<br>**Orchid Spica (Singapore) Pte. Ltd.**<br>Singapore Singapore<br>SatCom: 1715151/SPIC | **13 043**<br>7 974<br>13 852 | NK | **1981** Kanasashi Co. Ltd.—Toyohashi (1305)<br>189,74 (BB) 8,824<br>180,07 32,21 12,32 | **M Vehicles Carrier**<br>Side doors 1(p) 2(s) 2 Stern door/ramps<br>Cars 5469<br>Mchy.aft | Pielstick<br>Vee Oil 4SA 12Cy. 570 × 620 gea<br>18 000bhp (13 240kW)<br>Ishikawajima Harima Heavy Ind. (IH<br>Gen 3 × 880kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 8807674<br>*C6HA7*<br>715366<br>Rt | **SPICA**<br>**Mar de Coloso S.A.**<br>Nassau Bahamas | *6 935*<br>*2 739*<br>8 229 | NK | **1989** Dong Hae SB. Co. Ltd.—Ulsan (8857)<br>114,50 7,214<br>107,00 18,50 8,00<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.16 850 B.15 447<br>2 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>2 427kW (3 300bhp)<br>Mitsui Eng. & SB. Co. Ltd. |
| 9016076<br>*3EAX9*<br>21018-YJ<br>Rt<br>AMVER | **SPICA**<br>**Rising Sun Line S.A.**<br>Shinsei Kaiun Co. Ltd.<br>Panama Panama | *5 024*<br>*2 893*<br>6 900 | NK | **1991** Fukuoka Zosen K.K.—Fukuoka (1163)<br>117,81 (BB) - 7,605<br>109,70 17,80 10,02 | **M Refrigerated Cargo**<br>In.7 665<br>4 Ha (stl) (9,0 × 6,0) (9,0p&s 9,0 × 7,5) ER<br>Der 8(5) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1350<br>5 296kW (7 200bhp)<br>Kobe Hatsudoki K.K. |
| 8500082<br>*DPSW*<br>14730<br>Df Esd Pfd<br>Rdr Rt | **SPICA**<br>**Partenreederei m.s. "Spica"**<br>Hans Peter Wegener<br>Hamburg Federal Republic of Germany | *2 564*<br>*879*<br>3 050 | GL | **1985** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (980)<br>87,91 (BB) 12,83 4,957<br>86,59 12,81 7,45<br>P 19,6 F 8,6 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 58,5 ER<br>G.4 763<br>TEU 153<br>C. 108/20' (40') C.Dk 45/20' (40')<br>1 Ha (stl) (55,9 × 10,4) ER | Wartsila<br>Oil 4SA 8Cy. 220 × 240 with flexib<br>sr geared to sc. shaft<br>1 190bhp (875kW)<br>Oy Wartsila Ab<br>Controllable pitch propeller |
| 8836716<br>Df Esd Gc<br>Rdr Rt | **SPICA**<br>**Government of The Republic of Italy (Ministero Marina Mercantile)**<br>Italy | **1 751**<br>1 070<br>— | RI | **1990** Fincantieri-Cant. Nav. Italiani S.p.A.—La Spezia (5848)<br>80,70 11,82 4,300<br>71,51 11,80 5,60<br>2 dks | **TM Pollution Control Vessel**<br>Oil Recovery | GMT<br>2 Vee Oil 4SA each 16Cy. 230 × 3<br>5 840kW (7 940bhp)<br>Fincantieri-Cant. Nav. Italiani S.p.A.<br>Motori) |
| 7405297<br>*HP5682*<br>19880-PEXT<br>Gc Rdr Rt | **SPICA STAR**<br>ex Suruga-90<br>**Spica Navigation S.A.**<br>Panama Panama | **698**<br>446<br>2 170 | | **1974** Yamanaka Zosen K.K.—Namikata (135)<br>12,04<br>68,00 12,02 5,01<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |

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| **SPICE ISLANDER**<br>ex Coral Cat-90<br>Panama<br>SatCom: 1333625/SPIC<br>Panama | **729**<br>264<br>330 | | **1985** North Queensland Engineers & Agents Pty. Ltd.—Cairns (121)<br>37,27 12,50 2,352<br>33,51 12,01 4,50<br>1 dk | **TM Passenger Ship**<br>Twin Hull<br>21cbn 60bth P | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| **SPIDER**<br>ex Orcombe-81 ex Kristina Coast-75<br>ex Botno-70 | **286**<br>153<br>589 | (GL) (NV) | **1962** Westermoen Batbyggeri—Mandal (486)<br>48,29 8,51 3,366<br>43,79 8,46 3,41<br>1 dk<br>rf nil | **M General Cargo**<br>1 Ho 30,4 ER<br>G.1 189 B.1 076<br>2 Ha (stl) (each 10,6 × 3,6) ER<br>2W Der 2(2,5) | MaK<br>Oil 4SA 6Cy. 230 × 300<br>650bhp (478kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 20kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 11kn |
| **SPIDOLA**<br>**Zapryba**<br>(Riga)<br>(U.S.S.R.) | **508**<br>174<br>279 | RS | **1960** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,650<br>44,35 8,79 4,32<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 1,6 × 1,7)<br>1W Der 1(1,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW) NE 69<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 10,5kn |
| **SPIEKEROOG I**<br>**Nordseebad Spiekeroog G.m.b.H.**<br>Spiekeroog<br>Federal Republic of Germany | **460**<br>204<br>130 | GL | **1981** Schiffsw. Julius Diedrich GmbH & Co. K.G. —Oldersum (141)<br>46,77 9,56 1,310<br>42,42 9,52 2,98<br>1 dk | **TM Ferry**<br>775P<br>Mchy.aft | MWM TBD604-6<br>2 Oil 4SA each 6Cy. 160 × 185 reverse reduction geared to sc. shafts<br>734bhp (540kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 184kW a.c. 1 × 105kW a.c.<br>Water jet propulsion units fwd<br>11kn |
| **SPIEKEROOG II**<br>ex Hannover-91 ex Stadt Neustadt-82<br>ex Hannover-81<br>**Nordseebad Spiekeroog G.m.b.H.**<br>Hooksiel<br>Federal Republic of Germany | **298**<br>211<br>50 | GL | **1981** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (166)<br>47,91 8,51 1,440<br>43,01 8,50 2,01<br>1 dk | **M Ferry**<br>680dk P<br>Ice strengthened<br>Mchy.aft | Paxman 12SETCRM<br>Vee Oil 4SA 12Cy. 160 × 190<br>1 215bhp (894kW) NE 88<br>Dorman Diesels Ltd. Stafford |
| **SPIEKEROOG III**<br>**Nordseebad Spiekeroog G.m.b.H.**<br>Spiekeroog<br>Federal Republic of Germany | **113**<br>66<br>54 | GL | **1967** Husumer Schiffsw.—Husum (1244)<br>33,56 6,99 1,450<br>29,52 6,81 2,27<br>1 dk | **M Ferry**<br>330P | Deutz<br>Oil 4SA 8Cy. 142 × 160 reverse reduction geared to sc. shaft<br>420bhp (309kW) NE 82<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 8kW 231/400V 50Hz a.c.<br>Fuel (d.o.) 11,5kn |
| **SPILVE**<br>**Zapryba**<br>(Tallinn)<br>(U.S.S.R.) | *1 895*<br>*568*<br>690 | RS | **1986** VEB Volkswerft Stralsund—Stralsund (715)<br>62,25 13,82 5,220<br>55,00 13,81 9,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>B.55 In.580 L.18 | S.K.L. 8VD26/20AL-2<br>2 Oil 4SA each 8Cy. 200 × 260 sr geared to sc. shaft<br>1 766kW (2 401bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 640kW a.c. 3 × 568kW a.c. 1 × 260kW a.c.<br>Controllable pitch propeller<br>12,9kn |
| **SPINIFEX**<br>**Elder-Prince Marine Services Pty. Ltd.**<br>*Fremantle, W.A.*<br>Australia | **185**<br>121<br>91 | | **1966** John Franetovich & Co.—Fremantle, W.A.<br>27,34 7,68 1,321<br>27,03 7,62 1,96<br>2 dks | **QM Landing Craft**<br>Bow doors<br>Mchy.aft | Perkins<br>Rolls Royce<br>4 Oil<br>250bhp (184kW)<br>(centre) 2 2SA each 6Cy. 92 × 127<br>Perkins Engines Ltd. United Kingdom<br>(wing) 2 4SA each 6Cy. 130 × 152<br>Rolls-Royce Ltd. United Kingdom<br>Fuel 14,0t (d.o.)-2,0pd 8kn |
| **SPINNINGDALE**<br>**Burrlot Ltd.**<br>Aberdeen<br>United Kingdom | **103**<br>35<br>— | ✠**100A1** SS 5/89<br>trawler<br>✠**LMC**<br>EL e<br>FN 225 | **1968**-3 J. Lewis & Sons Ltd.—Aberdeen (355)<br>*24,27* 6,35<br>23,65 6,25 3,28<br>1 dk<br>RW rf 1067 BK 152 | **M Fishing**<br>Side Trawler<br>1 Ho 7,8 ER<br>4 Ha (0,6 0,7 × 0,7) (1,0 1,0 × 1,0) ER | Blackstone<br>Oil 4SA 6Cy. 222 × 292 sr reverse geared to sc. shaft<br>495bhp (364kW)<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 10kW 220V d.c.<br>Fuel 16,5t (d.o.) 10kn |
| **SPIRIT**<br>ex Santa Lucia-89 ex Elstree Grange-84<br>**White Tankers Pte. Ltd.**<br>Transpetrol Services N.V.<br>Singapore<br>SatCom: 1715611/SPIR<br>Singapore | **36 697**<br>24 310<br>66 609<br>T/cm<br>64,8 | ✠**100A1** SS 5/88<br>oil tanker<br>Type C chemicals in cargo tanks, in association with an approved list of cargoes<br>((cc))<br>✠**LMC** **UMS**<br>**IGS**<br>EL P† 660,0/78,0U3<br>FN 11048 | **1979**-10 Harland & Wolff Ltd.—Belfast (1710)<br>228,28 (BB) 32,29 13,324<br>220,68 32,25 17,81<br>F 17,7 1 dk<br>rf nil Bow/CM 113 Diam. 0,410 MH 2,1 | **M Tanker**<br>Oil Chemical<br>IGS (LR) pt higher tensile steel<br>17 Ta ER<br>L.76 714<br>4 Cargo pumps total 8 000T/hr | B&W 6K90GF<br>Oil 2SA 6Cy. 900 × 1800<br>20 500bhp (15 079kW)<br>Harland and Wolff Ltd. Belfast<br>WTAuxB (o.f.) 31kgf/cm² (30,4bar) Spt 260°C 28,5kgf/cm² (28,0bar) hs90,4<br>2 AuxB (1 o.f. 1 ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 780kW 440V 60Hz a.c.<br>Fuel 312,0t (d.o.) 4 418,0t (hvf) 15,5kn |
| **SPIRIT**<br>ex Norman Spirit-91 ex John G-88<br>ex John Gregos-84<br>**K/S Norman Bulk Carriers II**<br>Bergshav A/S<br>Grimstad<br>Norway (NIS) | **15 422**<br>10 483<br>27 476<br>T/cm<br>38,6 | NV (AB) | **1977** Oshima Shipbuilding co. Ltd.—Nagasaki (014)<br>169,55 (BB) 26,34 9,613<br>163,02 26,31 13,62<br>F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 20,2 27,2 20,8 27,2 24,0 ER<br>G.35 714 B.31 369 HeCls. B<br>5 Ha (stl) (12,5 14,4 12,8 14,4 12,8 × 11,9) ER<br>Cr 5(15) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>8 496kW (11 550bhp)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 179,0t (d.o.) 1 653,5t (hvf)-40,0pd 15kn |
| **SPIRIT**<br>ex Sea Harvester-90 ex Palisana-78<br>**Park West Childrens Fund Inc.**<br>Tacoma, Wa<br>United States of America | **3 809**<br>2 151<br>5 310 | (AB) | **1945** Pennsylvania Shipyards Inc.—Beaumont, Tx (326)<br>103,23 15,27 7,138<br>97,95 15,24 8,84<br>P 27,5 F 11,6 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>3 Ho 13,0 24,0 20,5 ER<br>In.3 245<br>3 Ha (6,1 12,3 12,3 × 6,1) ER<br>10W Der 2(10) 8(5) | Nordberg<br>Oil 2SA 6Cy. 545 × 735<br>1 700bhp (1 250kW)<br>Nordberg Manufacturing Co. St. Louis, Mo<br>Gen 2 × 250kW 220V d.c.<br>Fuel 990,5t 10kn |
| **SPIRIT**<br>ex Bon Secours I-86<br>**Oudekerk B.V.**<br>Middelburg<br>Netherlands | **103**<br>—<br>— | BV | **1964** N.V. Bodewes Schps.—Martenshoek (477)<br>24,64 6,76 2,648<br>22,99 6,41 3,20<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| **SPIRIT OF COMPETITION**<br>ex Marina-85 ex Marina I-82<br>ex Marina-80<br>**Pacifica Shipping 1985 Ltd.**<br>Lyttelton<br>New Zealand | **1 599**<br>738<br>2 431 | BV | **1977** Niigata Eng. Co. Ltd.—Niigata (1518)<br>108,64 16,03 4,901<br>98,51 16,02 10,32<br>2 dks | **M RoRo Cargo**<br>2 Ho ER<br>B.8 893 | Pielstick 8PC2-5L-400<br>Oil 4SA 8Cy. 400 × 460 reduction geared to sc. shaft<br>5 200bhp (3 825kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 400kW 3 × 280kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 341,5t (d.o.) 17,25kn |

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| **7383451**<br>*Y5GN*<br><br>Rt<br>AMVER | **SPIRIT OF DUBLIN**<br>ex Fichtelberg-91<br>Launched as Tor Caledonia<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | **3 973**<br>1 700<br>7 597<br>T/cm<br>23,6 | DSRK GL | **1975** Kristiansands M/V A/S—Kristiansand S. (222)<br>137,55 - 7,176<br>120,00 20,60 14,71<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp<br>L 12,00 W 7,28 SWL 65<br>Lane Length 1139 Cargo Width 3,10<br>Clear height 6,17<br>Cars 600<br>TEU 327 C. 327/20' | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 ×<br>sc. shafts<br>8 826kW (11 999bhp)<br>Lindholmen Motor AB.<br>Gen 3 × 420kW 440V a.c.<br>2 Controllable pitch propellers |
| **6823521**<br>*3DSQ*<br>706921<br>Df Esd Gc<br>Pfd Rdr Rt | **SPIRIT OF FREE ENTERPRISE**<br>ex Daphne-83 ex Irish Shamrock-82<br>ex Daphne-82 ex Bravo Contender-74<br>ex Sealord Contender-69<br>**SOFE Shipping Enterprises Ltd.**<br>Suva Fiji | **997**<br>455<br>1 555 | (BV) (NV) | **1968** Soc. Nouvelle des At. & Ch. du Havre—Le Havre (195)<br>92,03 18,01 4,763<br>80,47 17,40 7,01<br>1 dk & S dk | **TM RoRo Cargo**<br>12bth P<br>Stern ramp Ice strengthened<br>Mchy.aft<br>B.7 893 | MaK<br>2 Oil 4SA each 8Cy. 320 × 450<br>2 800bhp (2 060kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 240kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 254,0t (d.o.)-7,0pd |
| **7725374**<br>*ZMHV*<br>875335<br>Df Esd Gc<br>Pfd Rdr Rt | **SPIRIT OF FREEDOM**<br>ex Mercandian Exporter II-87<br>**Pacifica Shipping 1985 Ltd.**<br>Lyttelton New Zealand | T.Mk<br>**1 599**<br>835<br>3 297 | NV | **1979** Frederikshavn Vaerft A/S—Frederikshavn (381)<br>105,62 (BB) 18,83 4,971<br>96,02 18,82 8,91<br>2 dks<br>rf 648 | **M RoRo Cargo**<br>Side door (s) Stern door/ramp<br>Mchy.aft<br>B.10 188<br>TEU 200 C.RoRo Dk 58/20' C.Dk 142/20' | MaK<br>Vee Oil 4SA 12Cy. 320 × 420 sr<br>shaft<br>4 500bhp (3 310kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 482,0t (d.o.)-13,0pd |
| **8917663**<br>*S7JS*<br><br>Df Esd Gc<br>Rdr Rt | **SPIRIT OF KOXE**<br>**Pecheries Maritimes Seychelloises**<br>Port Victoria Seychelles | **489**<br>274<br>220 | BV | **1991** Construction Navales Stento S.A.R.L. —Balaruc—les—Bains (081/89)<br>45,60 (BB) 3,600<br>41,75 11,10 4,70 | **Reinforced Plastic TM Fishing**<br>Side-fishing Tuna Seiner Ref<br>In.240 | MWM<br>2 Oil 4SA each 6Cy. 170 × 195<br>geared to sc. shafts<br>1 262kW (1 716bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 107,2kW 230/400V 50Hz<br>2 Directional propellers<br>Thw. thrust propeller fwd |
| **7237822**<br>*3EQG7*<br>19498-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **SPIRIT OF PRASLIN**<br>ex Arce-78 ex Taisei Maru-76<br>**Transport Investments Shipping Ltd.**<br>Mahe Shipping Co. Ltd.<br>Panama Panama | **3 295**<br>2 077<br>6 375<br>T/cm<br>14,9 | NV (NK) | **1972** Shin Yamamoto Zosensho—Kochi (158)<br>104,81 15,93 6,791<br>98,00 15,91 8,00<br>P 25,0 F 16,2 1 dk<br>RW Bow/CM 52 Diam. 0,350 | **M Tanker**<br>Oil Molasses<br>Stern disch.<br>1 Ta 10 Wing Ta 2 Wing Ta ER<br>L.(oil) 7 651<br>3 Cargo pumps total 1 625T/hr | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 200bhp (3 089kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Fuel 392,0t-13,5pd |
| **8226208**<br>*VL5130*<br>850626 | **SPIRIT OF ROYLEN**<br>**Roylen Cruises Pty. Ltd.**<br>*Brisbane, Queensland* Australia | **277**<br>203<br>— | | **1982** International Catamarans Pty. Ltd.—Hobart, Tas.<br>29,21 11,51<br>28,15 11,21 2,90<br>2 dks | **TM Ferry**<br>—dk P | MWM<br>2 Oil 4SA 8Cy. sr reverse geared to<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **7821178**<br>*WXVH*<br>653210<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SPIRIT OF TEXAS**<br>**Connecticut National Bank**<br>Seahawk Management Inc.<br>Wilmington, De United States of America<br>SatCom: 1502622/WXVH | **24 384**<br>19 513<br>37 061<br>T/cm<br>45,9 | AB | **1982** Levingston SB. Co.—Orange, Tx (753)<br>186,49 (BB) 28,43 10,729<br>177,98 28,38 15,30<br>F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.37 236<br>6 Ha (stl) ER | Enterprise<br>2 Vee Oil 4SA each 12Cy. 432 ×<br>sc. shaft<br>15 600bhp (11 475kW)<br>Delaval Turbine Inc. (Enterprise Div.)<br>Gen 3 × 625kW a.c. 1 × 150kW |
| **7200776**<br>*WV2226*<br>297530<br>Rt | **SPIRIT OF THE NORTH**<br>ex Cypress Seahorse ex L. A. Levy-77<br>**Spirit of The North Fisheries Inc.**<br>United States of America | **183**<br>122<br>— | | **1965** American Marine Corp.—New Orleans, La (904)<br>10,67 3,074<br>43,39 3,66<br>1 dk<br>conv Supply Ship 79 | **TM Fishing**<br>Crab | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 ×<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7644805**<br>*HP4839*<br>14112-PEXT | **SPIRIT OF 76**<br>**Universal Del Mar S.A.**<br>Panama Panama | **100**<br>68<br>— | | **1976** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Fuel (d.o.) |
| **6522464**<br>*SZMH*<br>420<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **SPIROS**<br>ex Trysbej-69 ex Carib Trader-68<br>**Suarez Compania Naviera S.A.**<br>Andros Greece | **28 046**<br>18 546<br>61 017<br>T/cm<br>65,6 | AB | **1965** Kure Zosensho—Kure (91)<br>235,82 (BB) 32,26 12,364<br>224,95 32,21 16,11<br>P 40,3 F 17,4 1 dk<br>rf 76 Bow/CM 112 Diam. 0,450 conv Tanker 78 | **M Tanker**<br>for offshore installations<br>IGS SBT Bow loading<br>10 Ta ER<br>L.(oil) 63 040 HeCls. BC<br>3 Cargo pumps total 5 100T/hr | B&W<br>Oil 2SA 10Cy. 740 × 1600<br>16 500bhp (12 137kW)<br>Hitachi Zosen Sakurajim<br>Gen 1 × 600kW 2 × 480kW 450<br>Fuel 330,0t (d.o.) 1 500,0t (hvf)-56,0 |
| **6506654**<br>*HQDC5*<br>L-0322189<br>Df Esd Rdr<br>RTm/v | **SPIROS**<br>ex Helene Clipper-87 ex Diana Lion-75<br>ex Diana Wonsild-73 ex Eilenburg-70<br>**Eurotas Compania Naviera S.A.**<br>San Lorenzo Honduras | **397**<br>225<br>1 186 | GL HR | **1965** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (511)<br>66,22 10,57 3,960<br>60,41 10,52 6,56<br>F 6,4 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>G.2 390 B.2 195<br>2 Ha (each 16,7 × 6,4) ER<br>Der 1(12) 5(3) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>MaK. Maschinenbau Kiel G.m.b.H<br>Gen 3 × 60kW 220/380V<br>Fuel (d.o.) |
| **5204053**<br>*SW3484*<br>9245<br>Df Esd Rdr<br>RTh/v | **SPIROS LEKKAS**<br>ex Laurent Chambon-87<br>**Portolos Salvage S.A.**<br>United Tugboats Ltd. & Portolos Salvage S.A.<br>Piraeus Greece | **258**<br>62<br>— | BV | **1960** N.V. Schps. & Ghbw. v/h Jonker & Stans —Hendrik-Ido-Ambacht (285)<br>33,30 8,41 3,703<br>4,50<br>1 dk | **M Tug** | Oil 4SA 8Cy. 310 × 460<br>Swiss Locomotive & Mch. Works<br>Gen 2 × 50kW 220V d.c.<br>Fuel (d.o.) |
| **7211725**<br>*SZUC*<br>9121<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SPIROS M.**<br>ex Golden Harvest-91 ex Akademos-87<br>**Assini Maritime Inc.**<br>Xouthos Compania Naviera S.A.<br>Piraeus Greece | **12 893**<br>8 505<br>22 637<br>T/cm<br>32,0 | **100A1** SS 4/87<br>strengthened for heavy cargoes, Nos. 2 & 4 holds or No. 3 hold may be empty<br>**LMC** **UMS**<br>EL Et 577,5/58,0U3(a)<br>FN 5664<br>(AB) | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2204)<br>164,34 (BB) 22,92 9,870<br>155,45 22,86 13,57<br>1 dk<br>rf nil DK in way of Nos. 2, 3, 4 & 5 holds | **M Bulk Carrier**<br>Vehicles<br>5 Ho ER<br>G.30 454 B.29 507 HeCls. ptB<br>5 Ha (stl) (16,0 16,0 9,6 16,0 16,0 × 12,5) ER<br>Cr 5(10) | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460 with<br>geared to sc. shafts<br>5 884kW (7 999bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (Comp) 8,8kgf/cm² (8,7bar)<br>e(ex.g) 14,7kgf/cm² (14,5bar)<br>Gen 2 × 310kW 1 × 200kW 450V<br>Fuel 177,0t (d.o.) 1 252,0t (hvf)-29,0 |
| **8729391**<br>*UGZX*<br>M-12936<br>Esd Rdr Rt | **SPITAK**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | *448*<br>*134*<br>207 | RS | **1989** ..............U.S.S.R.<br>44,89 3,771<br>39,37 9,48 5,14<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref<br>In.210 | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 150kW a.c. |
| **5336868**<br>*MPTP*<br>149705 | **SPITHEAD**<br>**David Anthony Haggis**<br>London United Kingdom | **162**<br>107<br>— | | **1915** Osbourne, Graham & Co. Ltd.—Sunderland<br>33,84 6,41 2,286<br>... ... ...<br>1 dk<br>R | **M General Cargo Barge** | Blackstone<br>Oil 4SA 3Cy. 222 × 292<br>E made51 fitted61<br>Blackstone & Co. Ltd. |
| **5077137**<br>*MNSF*<br>168183<br>EsdRTm | **SPITHEAD TRADER**<br>ex Colne Trader-75 ex Walcrag-62<br>ex Springcrag-54 ex Empire Crag-46<br>**Geoffrey Charles Yell**<br>London United Kingdom | **329**<br>145<br>437 | ✠Classed LR until 3/63 | **1941**-6 J. Pollock, Sons & Co. Ltd.—Faversham (1777)<br>41,46 7,68 2,998<br>39,58 7,62 3,28<br>P 11,3 F 5,8 1 dk<br>conv General Cargo — | **M Crane Ship**<br>2 Ho 7,9 5,4 ER | Crossley<br>Oil 2SA 6Cy. 265 × 345<br>330bhp (243kW)<br>Crossley Bros. Ltd.<br>Gen 2 × 10kW 50V d.c.<br>Fuel 16,5t (d.o.) |

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| SPK-8<br>Sevryba<br>(Murmansk) (U.S.S.R.) | *254*<br>*76*<br>50 | **1989** ..............U.S.S.R. | 28,83 12,20 1,131<br>RS 28,61 - 2,62<br>1 dk | **TD-E Crane Pontoon** | Russkiy 6CH1A23/30<br>2 Oil 4SA each 6Cy. 230 × 300 total 330bhp (243kW) driving gen. connected to elec. motor<br>Russkiy-Diesel Works Leningrad<br>5kn |
| SPK-144<br>Rybakkolkhozsoyuz - Association of Collective Fishing<br>(Tallinn) (U.S.S.R.) | *529*<br>*158*<br>188 | **1956** ..............East Germany | 38,35 14,00 1,950<br>RS 38,00 3,20<br>1 dk | **TM Crane Pontoon**<br>Deck Cargo | S.K.L. R8DV136<br>2 Oil 4SA each 8Cy. 240 × 360 588kW (799bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| SPK-395<br>Sevryba<br>(Murmansk) (U.S.S.R.) | *254*<br>*76*<br>19 | **1988** ..............U.S.S.R. | 28,78 12,20 1,010<br>RS 28,60 - 2,60<br>1 dk | **TD-E Crane Pontoon** | Russkiy 6CHSP23/30<br>2 Oil 4SA each 6Cy. 230 × 300 total 224kW (305bhp) driving gen. connected to elec. motor<br>Russkiy-Diesel Works Leningrad |
| SPK-1/35<br>Soviet Danube Shipping Co.<br>(Kiliya) (U.S.S.R.) | *606*<br>*182*<br>211 | **1985** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest | RS 36,52 18,72 2,110<br>36,30 3,20<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo | S.K.L. 6VD26/20AL-1<br>Oil 4SA 6Cy. 200 × 260 total 530kW (721bhp) driving gen. of 100kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| SPK-10/16<br>Far-Eastern Shipping Co. (FESCO)<br>(Vladivostok) (U.S.S.R.) | *486*<br>*145*<br>262 | **1986** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest | RS 34,32 15,82 2,000<br>34,10 - 3,10<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo | S.K.L. 6VD26/20AL-1<br>2 Oil 4SA each 6Cy. 200 × 260 total 1 060kW (1 441bhp) driving gen. of 50kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| SPK-10/35<br>Novorossiysk Shipping Co. (NOVOSHIP)<br>(Tuapse) (U.S.S.R.) | *606*<br>*181*<br>211 | **1987** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest | RS 36,52 18,72 2,110<br>36,30 - 3,20<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo | S.K.L. 6VD26/20AL-1<br>Oil 4SA 6Cy. 200 × 260 total 530kW (721bhp) driving gen. of 100kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| SPK-11/16<br>Government of The Republic of Russia (Ministry of Wood, Wood-Pulp & Paper Wood-Working Industry)<br>(U.S.S.R.) | *486*<br>*145*<br>262 | **1986** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest | (RS) 34,32 15,82 2,000<br>34,10 3,10<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo | S.K.L. 6VD26/20AL-1<br>2 Oil 4SA each 6Cy. 200 × 260 total 1 060kW (1 441bhp) driving gen. of 50kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| SPK-11/35<br>Government of The Republic of Russia (Ministry of Shipbuilding)<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *606*<br>*181*<br>211 | **1987** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest | RS 36,52 18,72 2,110<br>36,30 3,20<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo<br>Ice strengthened | S.K.L. 6VD26/20AL-1<br>Oil 4SA 6Cy. 200 × 260 total 530kW (721bhp) driving gen. of 100kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| SPK-13/16<br>Glavmorrechstroy<br>(Riga) (U.S.S.R.) | *486*<br>*145*<br>262 | **1987** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest | RS 34,32 15,82 2,000<br>32,74 3,10<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo | S.K.L. 6VD26/20AL-1<br>2 Oil 4SA each 6Cy. 200 × 260 total 1 060kW (1 441bhp) driving gen. of 50kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| SPK-14/16<br>Glavmorrechstroy<br>(Murmansk) (U.S.S.R.) | *486*<br>*145*<br>262 | **1988** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest | RS 34,32 15,82 2,000<br>32,74 3,10<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo | S.K.L. 6VD26/20AL-1<br>2 Oil 4SA each 6Cy. 200 × 260 total 1 060kW (1 441bhp) driving gen. of 50kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| SPK-14/35<br>Far-Eastern Shipping Co. (FESCO)<br>(Nakhodka) (U.S.S.R.) | *606*<br>*181*<br>211 | **1988** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest | RS 36,52 18,72 2,110<br>36,30 3,20 | **TD-E Crane Pontoon**<br>Deck Cargo<br>Ice strengthened | S.K.L. 6VD26/20AL-1<br>Oil 4SA 6Cy. 200 × 260 total 530kW (721bhp) driving gen. of 100kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| SPK-15/35<br>Sevzapmorgidrostroy<br>(Sankt-Peterburg) (U.S.S.R.) | *606*<br>*181*<br>211 | **1988** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest | RS 36,52 18,72 2,110<br>36,30 3,20<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo<br>Ice strengthened | S.K.L. 6VD26/20AL-1<br>Oil 4SA 6Cy. 200 × 260 total 530kW (721bhp) driving gen. of 100kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| SPK-16/16<br>Glavmorrechstroy<br>(Liepaya) (U.S.S.R.) | *486*<br>*145*<br>262 | **1989** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest | RS 34,32 15,82 2,000<br>32,74 - 3,10 | **TD-E Crane Pontoon**<br>Deck Cargo<br>Cr 1(16) | S.K.L. 6VD26/20AL-1<br>Oil 4SA 6Cy. 200 × 260 total 530kW (721bhp) driving gen. of 50kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>4kn |
| SPK-16/35<br>Dalryba<br>(Nevelsk) (U.S.S.R.) | *606*<br>*181*<br>211 | **1988** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest | RS 36,52 18,72 2,110<br>36,30 3,20<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo<br>Ice strengthened | S.K.L. 6VD26/20AL-1<br>Oil 4SA 6Cy. 200 × 260 total 530kW (721bhp) driving gen. of 100kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| SPK-17/35<br>P/O Articmorneftegazvedka<br>(Murmansk) (U.S.S.R.) | *606*<br>*181*<br>211 | **1988** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest | RS 36,52 18,72 2,110<br>36,30 3,20<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo<br>Ice strengthened | S.K.L. 6VD26/20AL-1<br>Oil 4SA 6Cy. 200 × 260 total 530kW (721bhp) driving gen. of 100kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| SPK-18/35<br>Murmansk Shipyard<br>(Murmansk) (U.S.S.R.) | *606*<br>*181*<br>211 | **1988** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest | RS 36,52 18,72 2,110<br>36,30 - 3,20<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo<br>Ice strengthened | S.K.L. 6VD26/20AL-1<br>Oil 4SA 6Cy. 200 × 260 total 530kW (721bhp) driving gen. of 100kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| SPK-19/35<br>Murmansk Area Salvage & Towage Agency<br>(Murmansk) (U.S.S.R.) | *606*<br>*181*<br>211 | **1989** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest | RS 36,53 - 2,112<br>36,33 18,72 3,20<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo<br>Cr 1(35) | S.K.L. 6VD26/20AL-1<br>Oil 4SA 6Cy. 200 × 260 total 530kW (721bhp) driving gen. of 100kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>3,7kn |
| SPK-21/35<br>Murmansk Sea Construction Group<br>(Murmansk) (U.S.S.R.) | *606*<br>*181*<br>211 | **1989** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest | RS 36,52 18,72 2,112<br>36,30 - 3,20 | **TD-E Crane Pontoon**<br>Deck Cargo<br>Cr 1(35) | S.K.L. 6VD26/20AL-1<br>Oil 4SA 6Cy. 200 × 260 total 530kW (721bhp) driving gen. of 100kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>3,7kn |

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| **8730417**<br>M-42749 | **SPK-23/35**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | *606*<br>*181*<br>211 | RS | **1989** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest<br>36,53<br>36,33 | 18,72 | 2,112<br>3,20 | **TD-E Crane Pontoon**<br>Deck Cargo<br>Cr 1(35) | S.K.L.<br>Oil 4SA 6Cy. 200 × 260 total 530kW driving gen. of 100kW connected motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8826888**<br>M-42750 | **SPK-24/35**<br>**SOVCOMFLOT Akp**<br>(Tallinn) (U.S.S.R.) | *606*<br>*181*<br>211 | RS | **1989** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest<br>36,53<br>36,33 | 18,72<br>- | 2,112<br>3,20 | **TD-E Crane Pontoon**<br>Deck Cargo<br>Cr 1(35) | S.K.L.<br>Oil 4SA 6Cy. 200 × 260 total 530kW driving gen. of 100kW connected motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8826890**<br>M-42751 | **SPK-25/35**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Uglegorsk) (U.S.S.R.) | *606*<br>*181*<br>211 | RS | **1990** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest<br>36,53<br>36,33 | 18,72<br>- | 2,112<br>3,20 | **TD-E Crane Pontoon**<br>Deck Cargo<br>Cr 1(35) | S.K.L.<br>Oil 4SA 6Cy. 200 × 260 total 530kW driving gen. of 100kW connected motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8833996**<br>M-42752<br>Df Esd Gc<br>Rdr Rt | **SPK-26/35 VANO KHOKHOBAYA**<br>**Georgian Shipping Co.**<br>(Poti) (U.S.S.R.) | *606*<br>*181*<br>211 | RS | **1990** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest<br>36,53<br>36,33<br>1dk | 18,72 | 2,112<br>3,20 | **TD-E Crane Pontoon**<br>Deck Cargo | S.K.L.<br>2 Oil 4SA each 6Cy. 200 × 260 total (530kW) driving gen. of 100kW con elec. motors each of 197shp (145k<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8834770**<br>M-42753<br>Df Esd Gc<br>Rdr Rt | **SPK-27/35**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *606*<br>*181*<br>211 | RS | **1990** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest<br>36,52<br>36,30<br>1 dk | 18,72<br>- | 2,110<br>3,20 | **TD-E Crane Pontoon**<br>Deck Cargo<br>Ice strengthened<br>Cr 1(35) | S.K.L.<br>Oil 4SA 6Cy. 200 × 260 total 530kW driving gen. of 100kW connected motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8838609**<br>M-42755<br>Df Esd Gc<br>Rdr Rt | **SPK-29/35**<br>**Murmanrybprom**<br>(Murmansk) (U.S.S.R.) | *606*<br>*181*<br>211 | RS | **1990** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest<br>36,53<br>36,33<br>1 dk | 18,72<br>- | 2,112<br>3,20 | **TD-E Crane Pontoon**<br>Deck Cargo<br>Ice strengthened | S.K.L.<br>2 Oil 4SA each 6Cy. 200 × 260 total (530kW) driving gen. of 100kW con elec. motors each of 197shp (145k<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8226741**<br>M-39641<br>RTv | **SPK-3/16**<br>(Tallinn) (U.S.S.R.) | **486**<br>145<br>262 | RS | **1983** .............U.S.S.R.<br>34,32<br>1 dk | 15,83 | 2,001<br>3,10 | **TD-E Crane Pontoon** | S.K.L.<br>2 Oil 4SA each 6Cy. 200 × 260 total (1 441bhp) driving gen. connected motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8228385**<br>M-39644<br>RTv | **SPK-4/16**<br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Batumi) (U.S.S.R.) | *486*<br>*145*<br>262 | RS | **1984** .............U.S.S.R.<br>34,32<br>1 dk | 15,83 | 2,001<br>3,10 | **TD-E Crane Pontoon** | S.K.L.<br>2 Oil 4SA each 6Cy. 200 × 260 total (1 441bhp) driving gen. connected motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8726557**<br>M-39618<br>Rt | **SPK-40/25**<br>**St.Petersburg Specialized Department Glavspetspromstroy**<br>(Sankt-Peterburg) (U.S.S.R.) | **569**<br>134<br>240 | RS | **1981** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest<br>36,52<br>34,85<br>1 dk | 17,82 | 1,800<br>3,20 | **TD-E Crane Pontoon**<br>Deck Cargo | S.K.L.<br>2 Oil 4SA each 6Cy. 200 × 260 total (1 441bhp) driving gen. of 25kW con elec. motors each of 197shp (145k<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8726569**<br>M-39626<br>Rt | **SPK-46/25**<br>**Government of The Republic of Russia (Ministry of Shipbuilding)**<br>(Nikolayev) (U.S.S.R.) | *569*<br>*134*<br>240 | RS | **1982** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest<br>36,52<br>34,85<br>1 dk | 17,82 | 1,800<br>3,20 | **TD-E Crane Pontoon**<br>Deck Cargo | S.K.L.<br>Oil 4SA 6Cy. 320 × 480 total 485kW driving gen. of 24kW a.c. connected motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8726337**<br>M-39659 | **SPK-5/35**<br>**Remrybflot**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *606*<br>*182*<br>211 | RS | **1986** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest<br>36,52<br>36,30<br>1 dk | 18,72<br>- | 2,110<br>3,20 | **TD-E Crane Pontoon**<br>Deck Cargo<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 200 × 260 total 530kW driving gen. of 100kW connected motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8136776**<br>M-39635<br>RTv | **SPK-52/25**<br>**Caspian Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **564**<br>169<br>240 | RS | **1983** .............U.S.S.R.<br>35,51<br>1 dk | 17,84 | 1,801<br>3,20 | **TD-E Crane Pontoon** | S.K.L.<br>2 Oil 4SA each 6Cy. 200 × 260 total (1 441bhp) driving gen. connected motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8226430**<br>M-39637<br>RTv | **SPK-54/25**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(Salekhard) (U.S.S.R.) | **564**<br>169<br>240 | RS | **1983** .............U.S.S.R.<br>36,53<br>1 dk | 17,84 | 1,801<br>3,20 | **TD-E Crane Pontoon** | S.K.L.<br>2 Oil 4SA each 6Cy. 200 × 260 total (1 441bhp) driving gen. connected motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8227161**<br>M-39638<br>RTv | **SPK-55/25**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(U.S.S.R.) | **564**<br>169<br>240 | RS | **1983** .............U.S.S.R.<br>36,53<br>1 dk | 17,84 | 1,801<br>3,20 | **TD-E Crane Pontoon** | S.K.L.<br>2 Oil 4SA each 6Cy. 200 × 260 total (1 441bhp) driving gen. connected motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8227422**<br>M-39639<br>RTv | **SPK-56/25**<br>(Norilisk) (U.S.S.R.) | *564*<br>*169*<br>240 | RS | **1984** .............U.S.S.R.<br>36,53<br>1 dk | 17,84 | 1,801<br>3,20 | **TD-E Crane Pontoon** | S.K.L.<br>2 Oil 4SA each 6Cy. 200 × 260 total (1 441bhp) driving gen. connected motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8227769**<br>M-39642<br>RTv | **SPK-57/25**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *564*<br>*169*<br>240 | RS | **1984** .............U.S.S.R.<br>36,53<br>1 dk | 17,84 | 1,801<br>3,20 | **TD-E Crane Pontoon** | S.K.L.<br>2 Oil 4SA each 6Cy. 200 × 260 total (1 441bhp) driving gen. connected motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8228139**<br>M-39643<br>RTv | **SPK-58/25**<br>**Government of The Republic of Russia (Ministry of Geology)**<br>(Salekhard) (U.S.S.R.) | *564*<br>*169*<br>240 | RS | **1984** .............U.S.S.R.<br>36,53<br>1 dk | 17,84 | 1,801<br>3,20 | **TD-E Crane Pontoon** | S.K.L.<br>2 Oil 4SA each 6Cy. 200 × 260 total (1 441bhp) driving gen. connected motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |

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| **SPK-59/25**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | *564*<br>*169*<br>240 | RS | **1985** ..............U.S.S.R.<br>36,52 17,82 1,800<br>34,85 3,20<br>1 dk | **TD-E Crane Pontoon** | Russkiy 8CHNP25/34<br>2 Oil 4SA each 8Cy. 250 × 340 total 1 060kW (1 441bhp) driving gen. of 30kW connected to 2 elec. motors each of 197shp (145kW)<br>Russkiy-Diesel Works Leningrad<br>4kn |
| **SPK-6/16**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | *486*<br>*145*<br>262 | RS | **1984** ..............U.S.S.R.<br>34,32 15,83 2,001<br>3,10<br>1 dk | **TD-E Crane Pontoon** | S.K.L. 6VD26/20AL-1<br>2 Oil 4SA each 6Cy. 200 × 260 total 1 060kW (1 441bhp) driving gen. connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **SPK-63/25**<br>**Government of The Republic of Russia (Ministry of Shipbuilding)**<br>(Sevastopol) (U.S.S.R.) | *564*<br>*169*<br>240 | RS | **1985** ..............U.S.S.R.<br>36,52 17,82 1,800<br>34,85 3,20<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo<br>Ice strengthened | Russkiy 8CHNP25/34<br>2 Oil 4SA each 8Cy. 250 × 340 total 1 060kW (1 441bhp) driving gen. of 30kW connected to 2 elec. motors each of 197shp (145kW)<br>Russkiy-Diesel Works Leningrad |
| **SPK-7/16**<br>**Glavmorrechstroy**<br>(Novorossiysk) (U.S.S.R.) | *486*<br>*145*<br>262 | RS | **1985** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest<br>34,32 15,82 2,000<br>34,10 - 3,10<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo | S.K.L. 6VD26/20AL-1<br>2 Oil 4SA each 6Cy. 200 × 260 total 1 060kW (1 441bhp) driving gen. of 50kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>2 Controllable pitch propellers<br>3,7kn |
| **SPK-7/35**<br>**Novorossiyskmorgidrostroy**<br>(Batumi) (U.S.S.R.) | *606*<br>*181*<br>211 | RS | **1987** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest<br>36,52 18,72 2,110<br>36,30 - 3,20<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo<br>Ice strengthened | S.K.L. 6VD26/20AL-1<br>Oil 4SA 6Cy. 200 × 260 total 530kW (721bhp) driving gen. of 100kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **SPK-8/35**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *606*<br>*181*<br>211 | RS | **1987** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest<br>36,52 18,72 2,110<br>36,30 - 3,20<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo<br>Ice strengthened | S.K.L. 6VD26/20AL-1<br>Oil 4SA 6Cy. 200 × 260 total 530kW (721bhp) driving gen. of 100kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **SPK-9/16**<br>**Glavmorrechstroy**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **486**<br>—<br>262 | RS | **1986** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest<br>34,32 15,82 2,000<br>34,10 - 3,10<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo | S.K.L. 6VD26/20AL-1<br>2 Oil 4SA each 6Cy. 200 × 260 total 1 060kW (1 441bhp) driving gen. of 50kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **SPK-9/35**<br>**St. Petersburg Specialised Agency "Spetstrans"**<br>(Sankt-Peterburg) (U.S.S.R.) | *606*<br>*181*<br>211 | RS | **1987** Angyalfold Shipyard, Ganz Danubius Shipyard—Budapest<br>36,52 18,72 2,110<br>36,30 3,20<br>1 dk | **TD-E Crane Pontoon**<br>Deck Cargo<br>Ice strengthened | S.K.L. 6VD26/20AL-1<br>Oil 4SA 6Cy. 200 × 260 total 530kW (721bhp) driving gen. of 100kW connected to 2 elec. motors each of 197shp (145kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **SPLENDID HARVEST**<br>**Regulus Maritime S.A.**<br>Monrovia Liberia<br>SatCom: 1241450/SPDH | *8 483*<br>*3 619*<br>8 955 | NK | **1988** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (364)<br>141,00 (BB) 8,168<br>133,00 20,62 13,01<br>F 11,6 | **M Refrigerated Cargo**<br>Vehicles<br>4 Ho ER<br>In.12 457<br>TEU 30 C. 30/20'<br>4 Ha (stl) ER<br>Der 8(5) | Mitsubishi 6UEC52LS<br>Oil 2SA 6Cy. 520 × 1850<br>6 598kW (8 970bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 4 × 462kW a.c.<br>19kn |
| **SPLIT**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | **15 090**<br>8 154<br>22 630 | RS | **1965** Brodogradiliste "Split"—Split (165)<br>186,01 23,45 9,811<br>174,02 23,35 12,55<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 27 Ta ER<br>B.587 L.(oil) 29 672 HeCls. BC<br>1 Ha (3,5 × 5,1)<br>5W Der 4(5)<br>3 Cargo pumps total 1 950T/hr | B&W 8-74VT2BF-160<br>Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>R.O. Tvornica Dizel Motora "Uljanik" Pula<br>Fuel 2 296,5t (d.o.)-42,5pd<br>17kn |
| **SPLIT**<br>ex Mira-87 ex Paloma-83<br>ex Finnsailor-83 ex Paloma-83<br>**Mid Adriatic Shipping & Trading Inc.**<br>Jadranska Slobodna Plovidba (JADROSLOBODNA)<br>Kingstown St. Vincent and the Grenadines | **12 619**<br>7 739<br>22 042 | GL | **1981** VEB Mathias-Thesen-Werft—Wismar (122)<br>178,52 (BB) 22,92 10,091<br>167,42 22,86 14,03<br>P 30,5 F 12,2 2 dks | **M Bulk Carrier**<br>Ice strengthened<br>4 Ho 27,6 26,4 26,4 26,4 ER 4 TwD<br>G.23 900 B.23 353 HeCls. B<br>TEU 793 C. Ho 400/20' (40') C. Dk 393/20' (40')<br>8 Ha (stl) (18,0p&s × 5,6) (25,6p&s 25,6p&s 25,6p&s × 8,1) ER<br>Cr 6(25) | MAN K8Z70/120<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 640kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 640,0t (d.o.) 1 700,0t (hvf)-37,0pd 15,5kn |
| **SPLIT BARGE 46**<br>**Suez Canal Authority**<br>Port Said Egypt | **730**<br>—<br>1 500 | GL | **1985** Port Said Engineering Works—Port Said (641)<br>65,89 11,03 3,126<br>62,84 11,00 4,02<br>RQD 14,4 F 13,2 1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Hopper 750 | Cummins<br>2 Vee Oil 4SA each 12Cy. 140 × 152 with clutches, flexible couplings & dr geared to sc. shafts<br>1 106bhp (814kW)<br>Cummins Engine Co. Inc. Columbus, In<br>2 Directional propellers<br>8kn |
| **SPLIT BARGE 47**<br>**Suez Canal Authority**<br>Port Said Egypt | **730**<br>—<br>1 500 | (GL) | **1985** Port Said Engineering Works—Port Said (642)<br>65,89 11,03 3,147<br>62,84 11,00 4,02<br>RQD 14,4 F 13,2 1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft<br>Hopper 750 | Cummins VTA-1710-M1<br>2 Vee Oil 4SA each 12Cy. 140 × 152 with clutches, flexible couplings & dr geared to sc. shafts<br>1 106bhp (814kW)<br>Cummins Engine Co. Inc. Columbus, In<br>2 Directional propellers |
| **SPLIT BARGE 48**<br>**Suez Canal Authority**<br>Port Said Egypt | **780**<br>—<br>— | GL | **1986** Port Said Engineering Works—Port Said (643)<br>62,95 11,05 3,417<br>62,84 11,02 4,02<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Hopper 750 | Cummins VTA-1710-M<br>2 Vee Oil 4SA each 12Cy. 140 × 152 geared to sc. shaft<br>1 106bhp (814kW)<br>Cummins Engine Co. Inc. Columbus, In<br>2 Directional propellers<br>8kn |
| **SPLIT BARGE 49**<br>**Suez Canal Authority**<br>Port Said Egypt | **780**<br>—<br>— | GL | **1987** Port Said Engineering Works—Port Said (644)<br>62,95 11,03 3,126<br>62,84 11,02 4,02<br>RQD 14,1 F 13,2 1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Hopper 750 | Cummins VTA-1710-M<br>2 Vee Oil 4SA each 12Cy. 140 × 152 with clutches, flexible couplings & dr geared to sc. shafts<br>1 106bhp (814kW)<br>Cummins Engine Co. Inc. Seymour, In<br>2 Directional propellers<br>8kn |
| **SPLIT ONE**<br>**Dublin Port & Docks Board**<br>Dublin Irish Republic | **248**<br>235<br>— | | **1975** Schiffsw. Hans Boost Trier Masch. und Stahlbau KG.—Trier<br>*41,00* 8,41<br>3,08<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull | Deutz<br>2 Vee Oil 4SA each 12Cy. 120 × 140<br>680bhp (500kW)<br>Kloeckner Humboldt Deutz Koeln<br>7,5kn |

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| **8633176**<br>712265 | **SPLIT TWO**<br>ex SL 75<br>**Dean & Dyball Shipping Ltd.**<br>Poole United Kingdom | **248**<br>235<br>535 | | **1975** Deggendorfer Werft u. Eisenbau Ges. m.b.H.<br>—Deggendorf<br>41,00 8,40 —<br>- - 3,10<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull | Iveco Aifo S.p.A<br>2 Oil 4SA each 6Cy. 145 × 130<br>flexible couplings & geared to<br>368kW (500bhp)<br>IVECO AIFO S.p.A.<br>2 Directional propellers |
| **7204394**<br>*OUMP*<br>324<br>Esd Rdr RTh | **SPODSBJERG**<br>ex Aero-Pilen-74<br>**A/S Sydfyenske Dampskibsselskab (SFDS)**<br>Taars Denmark | **498**<br>199<br>407 | BV | **1972** Husumer Schiffsw.—Husum (1417)<br>67,26 11,51 2,710<br>62,79 11,50 3,46<br>1 dk<br>BK 102 len 76 | **TM RoRo Cargo/Ferry**<br>300dk P<br>Ice strengthened<br>Bow door & ramp<br>L 12,00 W 3,35<br>Stern door & ramp<br>L 12,00 W 3,35<br>Lane Length 250 Cargo Width 3,35<br>Clear height 4,50<br>Cars 48 Lorries 14<br>Mchy.aft | Alpha<br>2 Vee Oil 4SA each 8Cy. 225 ×<br>2 080bhp (1 530kW)<br>Alpha-Diesel A/S<br>Gen 2 × 150kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 37,0t (d.o.)-3,0pd |
| **7214325**<br>*WYX2004*<br>544785<br>Rdr Rt | **SPOKANE**<br>**State of Washington (Department of Transportation)**<br>Seattle, Wa United States of America | **3 246**<br>1 198<br>— | AB | **1973** Todd Pacific Shipyards Corp.—Seattle, Wa (53)<br>134,12 26,52 5,182<br>127,41 26,47 7,55<br>1 dk | **D-E RoRo Cargo/Ferry** | General Motors<br>4 Vee Oil 2SA each 16Cy. 230 ×<br>11 500bhp (8 459kW) driving<br>1 900kW 325V a.c. connected<br>each of 8 500shp (6 252kW)<br>General Motors Corp. Electro-Mot<br>Gen 2 × 550kW 450V 60Hz a.c.<br>2 propellers aft, 1 fwd |
| **8500238**<br>*PHRD*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SPONSALIS**<br>**Shell Tankers B.V.**<br>'s Gravenhage Netherlands<br>SatCom: 1300152/PHRD | *56 613*<br>*30 231*<br>84 000<br>T/cm<br>91,2 | **✠100A1** SS 12/88<br>oil tanker<br>SPM<br>**✠LMC** **UMS**<br>**IGS**<br>EL Ut 715,0/90,0U3<br>FN 14627 | **1986**-11 Hyundai Heavy Industries Co. Ltd.—Ulsan (414)<br>244,51 (BB) 42,70 14,601<br>234,02 42,68 19,82<br>1 dk<br>rf nil | **M Tanker**<br>COW IGS(LR) PL SBT<br>pt higher tensile steel<br>8 Ta ER<br>L.(oil) 104 085 | B&W<br>Oil 2SA 5Cy. 800 × 2592 sr gear<br>15 950bhp (11 732kW)<br>Hyundai SB. & Heavy Industries<br>TOH (o.f.) 7,7kgf/cm² (7,6bar)<br>2 TOH (1 o.f. 1 ex.g) 7,7kgf/cm²<br>Gen 1 × 1500kW 3 × 990kW<br>Fuel 329,0t (d.o.) 3 272,5t (hvf) |
| **6711833**<br>*XPUA*<br>D1501<br>Esd Pfd Rdr<br>RTm | **SPORID**<br>ex Citrin-69<br>**A/S P/f Fiskamjol**<br>Gotu Faeroes (Danish) | **153**<br>68<br>— | BV | **1967** VEB Rosslauer Schiffswerft—Rosslau (3205)<br>33,58 6,61 2,699<br>29,55 6,58 3,31<br>F 6,1 1 dk<br>rf 610 BK 152 | **M Fishing**<br>Side-fishing<br>2 Ho 4,7 6,7 ER<br>In.180<br>2 Ha (each 1,6 × 1,2) ER<br>2W Der 1(3) 1(0,5) | Grenaa<br>Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW) E made72 fitted<br>Grenaa Motorfabrik, A/S<br>Gen 1 × 28kW 1 × 12kW 220V<br>Controllable pitch propeller<br>Fuel 16,5t (d.o.) |
| **7221835**<br>*A8UX*<br>5306<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SPORT**<br>ex Andros Transport-87<br>**Sport Shipping Corp.**<br>Monrovia Liberia | **13 732**<br>10 027<br>22 258 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Tokyo (2265)<br>164,34 (BB) 22,92 9,868<br>155,45 22,86 13,57<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 23,7 25,6 18,2 25,6 26,2 ER<br>G.30 684 B.29 560<br>5 Ha (stl) (16,0 16,0 9,6 16,0 16,0 × 12,5) ER<br>5W Der 5(10) | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460 sr<br>shaft<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.<br>Gen 2 × 310kW 1 × 200kW<br>Fuel 178,0t (d.o.) 1 270,0t (hvf) |
| **8133671**<br>*UEHG*<br>M-39495<br>Df Esd Gc<br>Rdr RTm/h/v | **SPOSOBNYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>209<br>322 | RS | **1982** ..............U.S.S.R.<br>53,75 10,49 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebkne<br>(SKL) |
| **8728892**<br>M-43152 | **SPOSOBNYY**<br>**Novorossiysk Port Authority**<br>(Novorossiysk) (U.S.S.R.) | *165*<br>*49*<br>27 | RS | **1989** ..............Yugoslavia<br>23,50 9,00 3,250<br>21,01 - 3,50<br>1 dk | **TM Tug**<br>Pusher | MAN<br>2 Oil 4SA each 10Cy. 128 × 142<br>shafts<br>MAN Nutzfahrzeuge A.G.<br>Gen 2 × 50kW a.c.<br>2 Directional propellers |
| **7945754**<br>*USQD*<br>M-12704<br>Esd Rdr RTv | **SPOSOBNYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **163**<br>39<br>87 | RS | **1981** ..............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknec<br>(SKL)<br>Controllable pitch propeller |
| **8136788**<br>M-12774<br>Rdr RTh/v | **SPP-11**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **183**<br>91<br>125 | RS | **1983** ..............U.S.S.R.<br>35,74 7,50 1,710<br>2,42<br>1 dk | **M General Cargo**<br>Ice strengthened<br>Mchy.aft | Oil<br>............. |
| **8228141**<br>M-12803<br>Rdr RTh/v | **SPP-12**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **183**<br>91<br>125 | RS | **1984** ..............U.S.S.R.<br>35,74 7,50 1,710<br>2,42<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>............. |
| **8038261**<br>M-12747<br>Gc Rdr<br>RTh/v | **SPP-12**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Poronaysk) (U.S.S.R.) | **153**<br>59<br>164 | RS | **1982** ..............U.S.S.R.<br>*35,73* 7,22 2,401<br>... ... ...<br>1 dk | **M General Cargo** | Oil<br>............. |
| **8726416**<br>M-12808<br>Rt | **SPP-13**<br>**Dalryba**<br>(Okhotsk) (U.S.S.R.) | *183*<br>*91*<br>125 | RS | **1984** ..............U.S.S.R.<br>35,75 7,50 1,710<br>33,50 2,40<br>1 dk | **M Deck Cargo Pontoon**<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp) |
| **8133683**<br>M-12748 | **SPP-13**<br>(U.S.S.R.) | **153**<br>59<br>164 | RS | **1982** ..............U.S.S.R.<br>... ... ...<br>... ... ...<br>1 dk | **M General Cargo**<br>Ice strengthened<br>Mchy.aft | Oil<br>............. |
| **8726428**<br>M-12834<br>Rt | **SPP-14**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | *193*<br>*58*<br>125 | RS | **1985** ..............U.S.S.R.<br>35,75 7,50 1,710<br>33,50 2,40<br>1 dk | **M Deck Cargo Pontoon**<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp) |
| **8139053**<br>M-12773<br>Gc Rdr<br>RTm/v | **SPP-14**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Uglegorsk) (U.S.S.R.) | **153**<br>59<br>164 | RS | **1983** ..............U.S.S.R.<br>35,72 7,19 1,850<br>2,42<br>1 dk | **M General Cargo**<br>Ice strengthened<br>Mchy.aft | Oil<br>............. |
| **8726430**<br>M-12836<br>Rt | **SPP-15**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | *193*<br>*58*<br>125 | RS | **1985** ..............U.S.S.R.<br>35,75 7,50 1,710<br>33,50 2,40<br>1 dk | **M Deck Cargo Pontoon**<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp) |

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| SPP-15<br>**Sakhalin Shipping Co. (SASCO)**<br>(Aleksandrovsk-Sakhalinskiy) (U.S.S.R.) | **153**<br>59<br>164 | RS | **1983**<br>35,72<br><br>1 dk | .............U.S.S.R.<br>7,22 | <br>1,850<br>2,42 | **M General Cargo**<br>Ice strengthened<br>Mchy.aft | Oil<br><br>............. |
| SPP-16<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | *193*<br>*58*<br>125 | RS | **1986**<br>35,75<br>33,50<br>1 dk | .............U.S.S.R.<br>7,50 | <br>1,710<br>2,40 | **M Deck Cargo Pontoon**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>U.S.S.R. |
| SPP-16<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | **153**<br>59<br>164 | RS | **1983**<br>35,72<br>...<br>1 dk | .............U.S.S.R.<br>7,22<br>... | <br>2,401<br>... | **M General Cargo**<br>Ice strengthened<br>Mchy.aft | Oil<br><br>............. |
| SPP-17<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *193*<br>*58*<br>125 | RS | **1986**<br>35,75<br>33,50<br>1 dk | .............U.S.S.R.<br>7,50 | <br>1,710<br>2,40 | **M Deck Cargo Pontoon**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>U.S.S.R. |
| SPP-17<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Beringovskiy) (U.S.S.R.) | **153**<br>59<br>164 | RS | **1983**<br>35,72<br>...<br>1 dk | .............U.S.S.R.<br>7,22<br>... | <br>2,401<br>... | **M General Cargo**<br>Ice strengthened<br>Mchy.aft | Oil<br><br>............. |
| SPP-18<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *193*<br>*58*<br>125 | RS | **1986**<br>35,75<br>33,50<br>1 dk | .............U.S.S.R.<br>7,50 | <br>1,710<br>2,40 | **M Deck Cargo Pontoon**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>U.S.S.R. |
| SPP-18<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Beringovskiy) (U.S.S.R.) | **153**<br>59<br>164 | RS | **1984**<br>35,74<br><br>1 dk | .............U.S.S.R.<br>7,22 | <br>1,850<br>2,42 | **M General Cargo**<br>Mchy.aft | Oil<br><br>............. |
| SPP-19<br>**Government of The Republic of Ukraine (Ministry of Housing & Communal Services)**<br>(Magadan) (U.S.S.R.) | *193*<br>*58*<br>125 | RS | **1987**<br>35,75<br>33,50<br>1 dk | .............U.S.S.R.<br>7,50 | <br>1,710<br>2,40 | **M Deck Cargo Pontoon**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>U.S.S.R. |
| SPP-19<br>**Sakhalin Shipping Co. (SASCO)**<br>(Uglegorsk) (U.S.S.R.) | **153**<br>59<br>164 | RS | **1984**<br>35,74<br><br>1 dk | .............U.S.S.R.<br>7,22 | <br>1,850<br>2,42 | **M General Cargo**<br>Mchy.aft | Oil<br><br>............. |
| SPP-20<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *193*<br>*58*<br>125 | RS | **1987**<br>35,75<br>33,50<br>1 dk | .............U.S.S.R.<br>7,50 | <br>1,710<br>2,40 | **M Deck Cargo Pontoon**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>U.S.S.R. |
| SPP-20<br>**Sakhalin Shipping Co. (SASCO)**<br>(Aleksandrovsk-Sakhalinskiy) (U.S.S.R.) | **153**<br>59<br>164 | RS | **1984**<br>35,74<br><br>1 dk | .............U.S.S.R.<br>7,22 | <br>1,850<br>2,42 | **M General Cargo**<br>Mchy.aft | Oil<br><br>............. |
| SPP-21<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *193*<br>*58*<br>125 | RS | **1988**<br>35,75<br>33,50<br>1 dk | .............U.S.S.R.<br>7,50 | <br>1,710<br>2,40 | **M Deck Cargo Pontoon**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>U.S.S.R. |
| SPP-21<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | *153*<br>*59*<br>164 | RS | **1984**<br>35,72<br>33,63<br>1 dk | .............U.S.S.R.<br>7,20<br>- | <br>1,850<br>2,40 | **M General Cargo** | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>220kW (299bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>8,7kn |
| SPP-22<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | *166*<br>*49*<br>164 | RS | **1985**<br>35,72<br>33,63<br>1 dk | .............U.S.S.R.<br>7,20 | <br>1,850<br>2,40 | **M Deck Cargo Pontoon**<br>Ice strengthened | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>220kW (299bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| SPP-24<br>**Sakhalin Shipping Co. (SASCO)**<br>(Aleksandrovsk-Sakhalinskiy) (U.S.S.R.) | *166*<br>*49*<br>164 | RS | **1985**<br>35,72<br>33,63<br>1 dk | .............U.S.S.R.<br>7,20 | <br>1,850<br>2,40 | **M Deck Cargo Pontoon**<br>Ice strengthened | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>220kW (299bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| SPP-25<br>**Sakhalin Shipping Co. (SASCO)**<br>(Korsakov) (U.S.S.R.) | *166*<br>*49*<br>164 | RS | **1985**<br>35,72<br>33,63<br>1 dk | .............U.S.S.R.<br>7,20<br>- | <br>1,850<br>2,40 | **M Deck Cargo Pontoon**<br>Ice strengthened | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>220kW (299bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| SPP-27<br>**Sakhalin Shipping Co. (SASCO)**<br>(Korsakov) (U.S.S.R.) | *166*<br>*49*<br>164 | RS | **1986**<br>35,72<br>33,63<br>1 dk | .............U.S.S.R.<br>7,20 | <br>1,850<br>2,40 | **M Deck Cargo Pontoon**<br>Ice strengthened | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>220kW (299bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| SPP-28<br>**Sakhalin Shipping Co. (SASCO)**<br>(Uglegorsk) (U.S.S.R.) | *166*<br>*49*<br>164 | RS | **1986**<br>35,72<br>33,63<br>1 dk | .............U.S.S.R.<br>7,20 | <br>1,850<br>2,40 | **M Deck Cargo Pontoon**<br>Ice strengthened | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>220kW (299bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **SPRANTE**<br>Launched as Emma<br>**Sprante Schiffahrts-Verwaltungs G.m.b.H.**<br>Emden<br>Federal Republic of Germany | *1 899*<br>*984*<br>2 300 | GL | **1986** Schiffswerft u. Mfbk. Cassens G.m.b.H. —Emden (169)<br>82,10<br>76,51<br>P 15,6 F 6,8 | <br><br>12,65<br>12,62<br>2 dks | <br><br>4,171<br>4,70 | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,0 ER<br>G.3 370<br>TEU 147 C.Ho 62/20' C.Dk 85/20'<br>1 Ha (stl) (51,3 × 10,1) ER | MWM TBD444-6<br>Oil 4SA 6Cy. 230 × 320 with flexible couplings & sr reverse geared to sc. shaft<br>1 495bhp (1 100kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 88kW 1 × 40kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>11kn |
| **SPRANTE DIAMOND**<br>ex Sunderland City-89 ex Epos-87<br>ex Ymnos-80 ex Ville d'Orient-79<br>ex Ymnos-78<br>Launched as Diakan Spirit<br>**Hibiscus Shipping Co. Ltd.**<br>Sprante Schiffahrts-Verwaltungs G.m.b.H.<br>Limassol<br>Cyprus | **6 053**<br>4 555<br>9 275 | ✠**100A1**<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC** **(UMS)**<br>EL Y 522,5/52,0U2<br>FN 3382 | **1978**-7 United Shipping Yard Co.—Perama (80)<br>126,02 (BB)<br>118,52<br>P 12,8 F 8,6<br>rf nil | <br>18,11<br>18,01<br>1 dk | <br>8,002<br>10,52 | **M General Cargo**<br><br>3 Ho 16,9 39,7 26,9 ER<br>G.13 141 B.12 650<br><br>3 Ha (stl) (12,7 × 10,9) (33,5 25,4 × 13,4) ER<br>Cr 5(16) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>4 413kW (6 000bhp)<br>Crossley Premier Engines Ltd. Manchester<br>Gen 3 × 368kW 1 × 132kW 440V 60Hz a.c.<br>Fuel 134,0t (d.o.) 770,0t (hvf)-22,0pd 14kn |

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| **8008084**<br>*V2PF*<br>2505<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SPRANTE RUBIN**<br>ex Rogen-89 ex Fast Sea-88<br>ex Noordzee-85<br>**Rubin Shipping Co. Ltd.**<br>Sprante Schiffahrts-Verwaltungs G.m.b.H.<br>St. John's Antigua & Barbuda | T.Mk<br>**1 599**<br>1 027<br>3 575<br>**3 505**<br>2 166<br>6 550 | GL | **1980** Schpsw. "Friesland" B.V.—Lemmer (371)<br>81,92 (BB) 16,24 5,982/8,624<br>75,09 16,01 10,52<br>P 17,4 F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 1 TwD<br>G.6 739<br>TEU 178<br>C.Ho 138/20'(40') C.Dk 40/20'(40')<br>1 Ha (stl) (49,4 × 13,0) ER<br>Cr 2(25) | MWM<br>Oil 4SA 8Cy. 330 × 360 reduction shaft<br>2 500bhp (1 839kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **7808279**<br>*ULCI*<br>M-17435<br>Df Esd Gc<br>Pfd Rdr Rt | **SPRAVYEDLIVYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **2 635**<br>—<br>1 474 | RS | **1980** Oy Wartsila Ab—Helsinki/Helsingfors (424)<br>69,75 18,01 6,457<br>60,84 17,62 9,02<br>2 dks | **TM Tug/ Icebreaker**<br>Salvage Diving 12bth P<br>Ice strengthened<br>Cr 2(5) 2(3) | Pielstick<br>2 Oil 4SA each 6Cy. 400 × 460<br>Oy Wartsila Ab<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **5137913**<br>*KEJD*<br>282849<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SPRAY**<br>ex Gulfspray-85<br>**American Heavy Lift Shipping Co.**<br>Wilmington, De United States of America<br>SatCom: 1502271/SPRY | **18 150**<br>11 608<br>31 300<br>T/cm<br>42,0 | AB | **1960** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4572)<br>196,55 25,73 10,557<br>187,46 25,61 13,42<br>P 37,8 B 10,7 F 23,5 1 dk<br>RW rf nil Bow/CM 101 Diam. 0,356 | **S Tanker**<br>30 Ta ER<br>L.(oil) 39 728 HeCls. BC<br>4 Cargo pumps total 4 540T/hr | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co.<br>Gen 2 × 500kW<br>Fuel 2 701,5t (o.f.)-79,5pd |
| **7934157**<br>*WQZ3918*<br>603749 | **SPRAY II**<br>**F/V Spray Inc.**<br>Gloucester, Ma United States of America | **150**<br>102<br>— | | **1979** Canaveral SB. Corp.—Cape Canaveral, Fl<br>*23,08* 6,76<br>3,76<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>560bhp (412kW)<br>Caterpillar Tractor Co. |
| **5046803**<br>*VOJJ*<br>178548<br>Df Esd Pfd<br>Rdr | **SPRAY V**<br>ex Blue Spray-68 ex Challenge-48<br>**Atlantic Attractions Ltd.**<br>St. John's, Nfl. Canada | **399**<br>242<br>— | Classed LR until 12/69 | **1946** J. H. Mathis Co.—Camden, NJ (172)<br>42,93 7,88 3,963<br>39,02 7,85 4,65<br>RQD 17,7 F 8,6<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 11,5<br>In.217<br>1W | Fairbanks, Morse<br>Oil 2SA 7Cy. 355 × 430<br>805bhp (592kW)<br>Fairbanks Morse & Co.<br>Fuel 59,0t |
| **5337082**<br>*Y4SJ*<br>Df Esd Rdr<br>Rt | **SPREE**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **132**<br>46<br>— | DSRK | **1956** Stralsund Schiffbau-u. Reparaturswerft —Stralsund<br>26,45 6,71 3,531<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 21kW 110V d.c. |
| **5337123**<br>RTm | **SPRIGG CARROLL** | **232**<br>144<br>— | (AB) | **1903** Pusey & Jones Corp.—Wilmington, De<br>*32,25* 7,37<br>30,54 7,32 3,56<br>1 dk<br>R rf 610 | **M Ferry** 279P | General Motors<br>Oil 2SA 12Cy. 216 × 267<br>550bhp (405kW) E made45 fitted49<br>General Motors Corp.<br>Gen 1 × 20kW 1 × 10kW 120V d.c.<br>Directional propeller<br>Fuel (d.o.) |
| **7021704**<br>*VJSY*<br>343566<br>Esd Gc Rdr<br>Rt | **SPRIGHTLY**<br>**Kirung Investments Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **646**<br>281<br>— | AB | **1943** Levingston SB. Co.—Orange, Tx (249)<br>41,31 10,11 4,646<br>40,85 10,06 5,19<br>F 12,5 2 dks | **D-E Tug**<br>Salvage | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 267<br>connected to 2 elec. motors & sr<br>shaft<br>General Motors Corp.<br>Gen 2 × 30kW 1 × 20kW<br>Thw. thrust propeller fwd |
| **6903412**<br>*IWEM*<br>1649<br>Df Esd Gc<br>Rdr RTm/h/v | **SPRING**<br>ex Jellyn-87 ex Mari-Lift-85<br>ex Mariaeck-81<br>**White Star Enterprise S.r.l.**<br>Sadav Line S.r.l.<br>Napoli Italy | T.Mk<br>**677**<br>138<br>1 087 | RI (GL) | **1969** T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (Z88)<br>92,00 13,09 2,861<br>87,03 12,98 8,44<br>2 dks<br>len 75 | **TM RoRo Cargo**<br>Bow door Stern door Ice strengthened<br>1 Ho 64,9 ER<br>G.4 105 B.3 964<br>2 Ha (stl) (2,3 × 3,5) (15,1 × 5,7) ER<br>4W Der 2(80) | Caterpillar<br>2 Oil 4SA each 16Cy. 159 × 203 geared<br>shafts<br>2 360bhp (1 736kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 160kW 1 × 44kW 380V<br>Thw. thrust propeller fwd<br>Fuel 274,5t (d.o.) |
| **8220383**<br>*PHUG*<br>17280Z<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SPRING BEAR**<br>ex Spring Dream-85<br>**Zeerederij Zuid-Holland B.V.**<br>Dammers & van der Heide's Shipping & Trading Co. B.V.<br>Rotterdam Netherlands<br>SatCom: 1300376 | *12 615*<br>*4 253*<br>9 472 | ✠**100A1**<br>certified container securing arrangements<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL G† 577,5/60,0U3(a)<br>FN 5285 | **1984**-3 Hyundai Heavy Industries Co. Ltd.—Ulsan (271)<br>152,00 (BB) 24,08 8,619<br>141,00 24,01 13,47<br>F 39,4<br>rf nil | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 4(p) 4(s) pt higher tensile steel<br>DSS<br>4 Ho 18,0 23,2 23,2 23,2 ER 12 TwD<br>In.13 148<br>TEU 214<br>C.Ho 124/20' (40') C.Dk 90/20' (40')<br>7 Ha (stl) (20,7 × 14,4) (18,1p&s 18,1p&s 18,1p&s × 9,5) ER<br>Cr 4(16) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 600bhp (8 532kW)<br>Hyundai SB. & Heavy Industries<br>AuxB (o.f.) 8,1kgf/cm² (8,0bar)<br>e(ex.g) 8,5kgf/cm² (8,4bar)<br>Gen 4 × 745kW 450V 60Hz a.c.<br>Fuel 244,5t (d.o.) 1 669,5t (hvf) |
| **8213677**<br>*XYEL*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SPRING BEE**<br>ex Spring Bird-84<br>**Solea Inc.**<br>Ahrenkiel Shipping (H.K.) Ltd.<br>Yangon Union of Myanmar | *12 113*<br>*4 733*<br>10 113 | GL<br>✠Classed LR until 12/88 | **1984**-3 Koyo Dockyard Co. Ltd.—Mihara (1057)<br>150,70 (BB) 24,08 8,600<br>140,42 24,01 13,42<br>F 39,4 4 dks<br>rf 279 | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 4(p) 4(s) DSS<br>4 Ho 19,7 23,3 23,3 23,3 ER 12 TwD<br>In.13 077<br>TEU 287<br>C.Ho 128/20' (40') C.Dk 159/20' (40')<br>7 Ha (stl) (22,4 × 14,0) (18,0p&s 18,0p&s 18,0p&s × 9,5) ER<br>Cr 4(16) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>8 532kW (11 599bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 1000kW 2 × 500kW<br>Fuel 280,5t (d.o.) 1 628,0t (hvf)-41,0 |
| **8213665**<br>*PHUH*<br>17279Z<br>Df Esd Gc<br>Rdr RTh/v<br>AMVER | **SPRING BOB**<br>ex Spring Blossom-85<br>**Zeerederij Noord-Holland B.V.**<br>Dammers & van der Heide's Shipping & Trading Co. B.V.<br>Rotterdam Netherlands<br>SatCom: 1300375 | *12 111*<br>*4 717*<br>10 098 | ✠**100A1** CS 2/89<br>certified container securing arrangements<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL F† 577,5/58,0U3(a)<br>FN 5256 | **1984**-2 Koyo Dockyard Co. Ltd.—Mihara (1056)<br>150,70 (BB) 24,08 8,629<br>140,42 24,01 13,42<br>F 39,4 4 dks<br>rf 279 | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 4(p) 4(s) pt higher tensile steel<br>DSS<br>4 Ho 19,7 23,3 23,3 23,3 ER 12 TwD<br>In.13 077<br>TEU 287<br>C.Ho 128/20' (40') C.Dk 159/20' (40')<br>7 Ha (stl) (22,4 × 14,0) (18,0p&s 18,0p&s 18,0p&s × 9,5) ER<br>Cr 4(16) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 2 × 1000kW 2 × 500kW<br>Fuel 280,5t (d.o.) 1 628,0t (hvf)-41,0 |
| **8317148**<br>*3FJI2*<br>13882-84B<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **SPRING BRIDE**<br>**Altair Way S.A.**<br>Panama Panama<br>SatCom: 1330450/BRDE | *12 340*<br>*4 347*<br>10 126 | NK | **1984** Kurushima Dockyard Co. Ltd.—Onishi (2285)<br>147,61 (BB) 8,121<br>138,00 24,01 13,42<br>F 27,2 | **M Refrigerated Cargo**<br>Vehicles<br>4 Ho ER<br>In.13 323<br>TEU 215 C. 215/20' (40') incl. 32 ref C.<br>7 Ha (stl) (20,4 × 14,0) (18,0p&s 18,0p&s 18,0p&s × 9,5) ER<br>Cr 4(16) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd. |
| **8307753**<br>*DUHH*<br>240055<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SPRING CONDOR**<br>ex Sanko Condor-86<br>**Spring Condor Corp.**<br>Manila Philippines<br>SatCom: 1700355/DUHH | *24 111*<br>*13 019*<br>41 098<br>T/cm<br>48,1 | NK | **1984** Oshima Shipbuilding co. Ltd.—Nagasaki (10077)<br>185,20 (BB) 11,102<br>176,03 29,51 15,83<br>P 22,3 B 17,4 F 16,8 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,2 27,6 28,4 27,6 26,8 ER<br>G.50 416 B.49 443 HeCls. B<br>5 Ha (stl) (14,4 19,2 19,2 19,2 19,2 × 15,0) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>7 370bhp (5 421kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 216,0t (d.o.) 1 651,0t (hvf) |

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|---|---|---|---|---|---|
| **SPRING COVE**<br>**North Western Shipping & Towage Co. Pty. Ltd.**<br>Burnie, Tas. Australia | **222**<br>0<br>110 | **✠100A1** CS 9/88<br>tug<br>**✠LMC**<br>EL (c) $\frac{13}{16}$"U1<br>FN 351 | **1968**-8 Adelaide Ship Cons. Pty. Ltd.—Adelaide, S.A. (44)<br>30,64 8,54 3,912<br>27,67 8,08 4,58<br>1 dk<br>rf 864 BK 25 | **M Tug** | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 reverse reduction geared to sc. shaft<br>Mirrlees National Ltd. Stockport<br>Gen 2 × 40kW 415V 50Hz a.c.<br>12kn |
| **SPRING DELIGHT**<br>**Corcoran Ltd.**<br>Atlantic Marine Ltd.<br>Hong Kong Hong Kong (British) | *12 783*<br>*4 245*<br>9 891<br>T/cm<br>27,1 | GL<br>✠LR class withdrawn-<br>Owners' request 25/5/90 | **1984**-2 Korea SB. & Eng. Corp.—Busan (1022)<br>152,30 (BB) 24,08 8,619<br>140,49 24,01 13,42<br>F 40,0 4 dks<br>rf nil | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 4(p) 4(s) DSS<br>4 Ho 18,7 20,2 20,2 20,2 ER 12 TwD<br>B.12 830 In.12 830<br>TEU 290<br>C.Ho 128/20' (40') C.Dk 162/20' (40')<br>7 Ha (stl) (21,4 × 16,3) (18,2p&s 18,2p&s 18,2p&s × 9,4) ER<br>Cr 4(16) | B&W 6L67GBE<br>Oil 2SA 6Cy. 670 × 1700<br>7 679kW (10 440bhp)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 4 × 598kW 220/440V 60Hz a.c.<br>Fuel 277,5t (d.o.) 1 417,0t (hvf)-36,0pd 18kn |
| **SPRING DRAKE**<br>ex Sanko Drake-86<br>**Spring Drake Corp.**<br>Monrovia Liberia<br>SatCom: 1241545/TRZF | *24 643*<br>*13 377*<br>41 526<br>T/cm<br>48,7 | NK | **1985** Mitsui Eng. & SB. Co. Ltd.—Tamano (1287)<br>182,81 (BB) 11,015<br>174,02 30,51 15,78<br>P 20,8 B 15,6 F 12,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,8 26,8 26,8 26,8 26,0 ER<br>G.51 025 B.50 025 HeCls. B<br>5 Ha (stl) (16,7 19,2 19,2 19,2 18,4 × 15,6) ER<br>Cr 4(25) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>7 160bhp (5 267kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 167,5t (d.o.) 1 695,0t (hvf)-23,5pd 14kn |
| **SPRING DREAM**<br>ex Spring Desire-89<br>**Bigginhill Co. Ltd.**<br>Wallem Shipmanagement Ltd.<br>Hong Kong Hong Kong (British) | *12 783*<br>*4 245*<br>9 906<br>T/cm<br>27,1 | **✠100A1**<br>certified container securing arrangements<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL F† 577,5/58,0U3(a)<br>FN 5259<br>(NK) | **1984**-3 Korea SB. & Eng. Corp.—Busan (1023)<br>152,30 (BB) 24,08 8,618<br>140,52 24,00 13,42<br>P 32,4 B 14,1 F 40,0 4 dks<br>rf nil | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 4(p) 4(s) pt higher tensile steel DSS<br>4 Ho 18,7 20,2 20,2 20,2 ER 12 TwD<br>In.12 830<br>TEU 290<br>C.Ho 128/20' (40') C.Dk 162/20' (40')<br>7 Ha (stl) (21,4 × 16,3) (18,2p&s 18,2p&s 18,2p&s × 9,4) ER<br>Cr 4(16) | B&W 6L67GBE<br>Oil 2SA 6Cy. 670 × 1700<br>8 532kW (11 599bhp)<br>Hyundai SB. & Heavy Industries Ulsan<br>AuxB (o.f.) fitted3/84 9,2kgf/cm² (9,1bar)<br>e(ex.g) fitted3/84 9,2kgf/cm² (9,1bar)<br>Gen 4 × 748kW 450V 60Hz a.c.<br>Fuel 277,5t (d.o.) 1 417,0t (hvf)-36,0pd 18kn |
| **SPRING GANNET**<br>ex Sanko Gannet-86<br>**Spring Gannet Corp.**<br>Panama Panama<br>SatCom: 1331476/TRXC | *24 943*<br>*14 148*<br>42 842 | NK | **1985** Mitsubishi Heavy Industries Ltd.—Nagasaki (1938)<br>189,52 (BB) 30,03 10,994<br>181,01 30,01 15,73<br>F 12,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,6 28,8 28,8 28,8 28,8 ER<br>G.54 070 B.53 164 HeCls. B<br>5 Ha (stl) (each 19,2 × 15,0) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>7 965bhp (5 859kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 183,0t (d.o.) 1 370,0t (hvf)-27,0pd 14,25kn |
| **SPRING HAWK**<br>ex Sanko Hawk-86<br>**Spring Hawk Corp.**<br>NYK Ship Management Co. Ltd.<br>Panama Panama<br>SatCom: 1331413/TRYU | *22 009*<br>*12 589*<br>37 694 | NK | **1984** Kanasashi Co. Ltd.—Toyohashi (3011)<br>188,02 (BB) 28,05 10,842<br>180,02 28,01 15,42<br>F 16,8 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho each 28,8 ER<br>G.47 588 B.45 961 HeCls. B<br>5 Ha (stl) (each 19,2 × 14,0) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>6 936bhp (5 102kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 122,5t (d.o.) 1 435,5t (hvf)-22,5pd 14kn |
| **SPRING HORSE**<br>ex Kii-80 ex Kii Maru<br>**Ruam Lamlang Transport Co. Ltd.**<br>Thailand | **1 049**<br>542<br>1 698 | (NK) | **1965** K.K. Usuki Tekkosho—Saiki (1058)<br>68,26 10,44 4,776<br>63,02 10,42 5,41<br>P 15,6 F 6,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 102 B.2 007<br>2 Ha (16,9 16,1 × 7,0) ER | Hanshin Z6ZSH43/62<br>Oil 4SA 6Cy. 430 × 620<br>1 650bhp (1 214kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 48kW<br>Fuel 68,0t 11kn |
| **SPRING PANDA**<br>ex Spring Ballad-85<br>Launched as Spring Blossom<br>**Zeerederij Rijnmond B.V.**<br>Dammers & van der Heide's Shipping & Trading Co. B.V.<br>Rotterdam Netherlands<br>SatCom: 1300360 | *12 111*<br>*4 717*<br>10 140 | **✠100A1**<br>certified container securing arrangements<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL F† 577,5/58,0U3(a)<br>FN 5256 | **1984**-1 Koyo Dockyard Co. Ltd.—Mihara (1055)<br>150,70 (BB) 24,08 8,502<br>140,42 24,01 13,42<br>F 39,4 4 dks<br>rf 279 | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 4(p) 4(s) pt higher tensile steel DSS<br>4 Ho 19,7 23,3 23,3 23,3 ER 12 TwD<br>In.13 077<br>TEU 287<br>C.Ho 128/20' (40') C.Dk 159/20' (40') incl. 32 ref C.<br>7 Ha (stl) (22,4 × 14,0) (18,0p&s 18,0p&s 18,0p&s × 9,5) ER<br>Cr 4(16) | B&W 6L67GB<br>Oil 2SA 6Cy. 670 × 1700<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 2 × 1000kW 2 × 500kW 450V 60Hz a.c.<br>Fuel 280,5t (d.o.) 1 628,0t (hvf)-41,0pd 19kn |
| **SPRING PEACOCK**<br>ex Sanko Peacock-86<br>**Spring Peacock Corp.**<br>Monrovia Liberia<br>SatCom: 1241543/TRSW | *24 111*<br>*13 019*<br>41 093 | NK | **1984** Oshima Shipbuilding co. Ltd.—Nagasaki (10080)<br>185,20 (BB) 29,55 11,102<br>176,03 29,51 15,83<br>F 12,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,2 27,6 28,4 27,6 26,8 ER<br>G.50 416 B.49 443 HeCls. B<br>5 Ha (stl) (14,4 19,2 19,2 19,2 19,2 × 15,0) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>7 370bhp (5 421kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 216,0t (d.o.) 1 651,0t (hvf)-24,5pd 14kn |
| **SPRING STORK**<br>ex Sanko Stork-86<br>**Spring Stork Corp.**<br>Monrovia Liberia<br>SatCom: 1241524/TRLL | *24 643*<br>*13 377*<br>41 545<br>T/cm<br>48,7 | NK | **1984** Mitsui Eng. & SB. Co. Ltd.—Tamano (1284)<br>182,81 (BB) 11,015<br>174,02 30,51 15,78<br>P 33,6 B 15,6 F 16,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,8 26,8 26,8 26,8 26,0 ER<br>G.51 025 B.50 025 HeCls. B<br>5 Ha (stl) (16,8 19,2 19,2 19,2 18,4 × 15,6) ER<br>Cr 4(25) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>7 160bhp (5 267kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 167,5t (d.o.) 1 695,0t (hvf)-23,5pd 14kn |
| **SPRING SWALLOW**<br>ex Sanko Swallow-86<br>**Spring Swallow Corp.**<br>Manila Philippines<br>SatCom: 1700340/DUHI | *24 111*<br>*13 019*<br>41 090<br>T/cm<br>48,1 | NK | **1985** Oshima Shipbuilding co. Ltd.—Nagasaki (10079)<br>185,20 (BB) 11,102<br>176,03 29,51 15,83<br>P 22,3 B 17,4 F 12,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,2 27,6 28,4 27,6 26,8 ER<br>G.50 416 B.49 443 HeCls. B<br>5 Ha (stl) (14,4 19,2 19,2 19,2 19,2 × 15,0) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>7 370bhp (5 421kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 216,0t (d.o.) 1 651,0t (hvf)-24,5pd 14kn |
| **SPRING SWIFT**<br>ex Sanko Swift-86<br>**Spring Swift Corp.**<br>Monrovia Liberia<br>SatCom: 1241540/TRSU | *24 643*<br>*13 377*<br>41 517 | NK | **1984** Mitsui Eng. & SB. Co. Ltd.—Tamano (1286)<br>182,81 (BB) 11,015<br>174,02 30,51 15,78<br>P 20,8 F 12,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,8 26,8 26,8 26,8 26,0 ER<br>G.51 025 B.50 025 HeCls. B<br>5 Ha (stl) (16,7 19,2 19,2 19,2 18,4 × 15,6) ER<br>Cr 4(25) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>7 160bhp (5 267kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 167,5t (d.o.) 1 695,0t (hvf)-23,5pd 14kn |
| **SPRING TIGER**<br>ex Spring Breeze-90<br>**N.V. Shipping Co. Spring Tiger**<br>Dammers & van der Heide's Shipping & Trading Co. B.V.<br>Willemstad Netherlands Antilles & Aruba<br>SatCom: 1750227/TIGE | *12 340*<br>*4 347*<br>10 110 | NK | **1984** Kurushima Dockyard Co. Ltd.—Onishi (2283)<br>147,60 (BB) 8,121<br>138,00 24,00 13,40<br>F 27,2 4 dks | **M Refrigerated Cargo**<br>Vehicles<br>4 Ho ER<br>In.13 323<br>TEU 215 C. 215/20' (40') incl. 32 ref C.<br>7 Ha (stl) (20,4 × 14,0) (18,0p&s 18,0p&s 18,0p&s × 9,5) ER<br>Cr 4(16) | B&W 6L67GB<br>Oil 2SA 6Cy. 670 × 1700<br>8 532kW (11 599bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 5 × 616kW a.c.<br>19kn |

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| **8307791**<br>*ELEL7*<br>7724<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SPRING VEGA**<br>ex Sanko Vega-86<br>**Spring Vega Corp.**<br>Monrovia Liberia<br>SatCom: 1241546/TRZJ | *24 111*<br>*13 019*<br>41 081<br>T/cm<br>48,1 | NK | **1985** Oshima Shipbuilding co. Ltd.—Nagasaki (10081)<br>185,20 (BB) 11,102<br>176,03 29,51 15,83<br>P 22,3 B 17,4 F 16,8 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,2 27,6 28,4 27,6 26,8 ER<br>G.50 416 B.49 443 HeCls. B<br>5 Ha (stl) (14,4 19,2 19,2 19,2 19,2 × 15,0)<br>ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>7 370bhp (5 421kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 216,0t (d.o.) 1 651,0t (hvf)-24,5pd |
| **8903777** | **SPRING 1**<br>**Spring Tours Co.**<br>Cairo Egypt | **1 400**<br>—<br>400 | **A1**<br>inland waterways<br>passenger ship: Nile<br>service between Cairo &<br>Asswan<br>**LMC**<br>EL 165,0/17,5<br>FN 805 | **1990**-4 Arab Contractors Mrn. Workshops Maasara Shipyard—Cairo - (703)<br>63,00 11,53<br>55,50 11,02 3,51<br>1 dk<br>rf 200 | **TM Passenger Ship**<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152<br>flexible couplings & sr geared to sc<br>592kW (805bhp)<br>Caterpillar Inc.<br>Gen 3 × 200kW 380V 50Hz a.c. |
| **9008809**<br>*SCIY*<br>Df Gc Rdr<br>Rt | **SPRINGAREN**<br>**A/S D/S Oresund**<br>Svenska Rederi AB Oresund<br>Malmo Sweden | *424*<br>*139*<br>50 | NV | **1991** Kvaerner Fjellstrand —a/s.—Omastrand (1608)<br>38,80 -<br>36,50 9,44 3,96 | **TM Ferry**<br>Twin Hull 255dk P | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 185<br>sc. shafts<br>3 998kW (5 435bhp)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 64kW 380V 50Hz a.c.<br>2 Water jet propulsion units<br>Fuel (d.o.) |
| **7398262**<br>*WYT8012*<br>547301 | **SPRINGBUCK**<br>**Portal Boat Co.**<br>Morgan City, La United States of America | **199**<br>135<br>— | | **1972** Halter Marine Fabricators, Inc.—Moss Point, Ms (355)<br>12,20 3,518<br>53,19 12,17 4,27<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Kromhout<br>2 Oil 4SA each 9Cy. 240 × 260<br>Stork-Werkspoor Diesel B.V. |
| **8219009**<br>653075 | **SPRINGTIDE**<br>**Sahlman Seafoods Inc.**<br>Miami, Fl United States of America | **105**<br>72<br>— | | **1982** Steiner Shipyard Inc.—Bayou la Batre, Al (138)<br>22,81 2,401<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| **9030424**<br>*9VJL*<br>384723<br>Df Esd Gc<br>Rdr Rt | **SPRINGWIND**<br>**Hiap-Choon**<br>Singapore Singapore | *4 982*<br>*2 626*<br>8 150 | NK | **1991** Sing Koon Seng SB. & Eng. Ltd.—Singapore (693)<br>7,515<br>102,00 17,50 9,50 | **M Tanker**<br>Chemical | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>3 310kW (4 500bhp)<br>The Hanshin Diesel Works Ltd. |
| **7716555**<br>*C6KT2*<br>720737<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SPRINTER**<br>ex Tundra Sprinter-91<br>ex Hilco Sprinter-88<br>**Sprinter Shipping S.A.**<br>Enterprises Shipping & Trading S.A.<br>Nassau Bahamas | T.Mk<br>**4 982**<br>3 493<br>8 810<br>**8 831**<br>6 606<br>12 475 | NV | **1979** A/S Framnaes M/V—Sandefjord (191)<br>156,14 (BB) 23,04 8,365/9,816<br>145,01 23,00 14,81<br>P - 5 dks | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 5(p) 5(s)<br>4 Ho 30,7 21,7 19,8 ER 28,1<br>In.15 328<br>TEU 135 C. 135/20'<br>4 Ha (stl) (12,5 × 7,7) (12,5 12,5 × 10,9)<br>ER (12,5 × 10,9)<br>4W Cr 1(10) 1(5,5) 3(5) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>20 100bhp (14 785kW)<br>A/S Horten Verft<br>Gen 4 × 900kW 440V 60Hz a.c.<br>Fuel 380,0t (d.o.) 2 300,0t (hvf)-82,0pd |
| **7819814**<br>*C4FV*<br>707733<br>Df Esd Rdr<br>Rt | **SPRINTER**<br>ex Gersom-86<br>**Saligot Shipping Services Co. Ltd.**<br>Soetermeer, Fekkes' Cargadoorskantoor B.V.<br>Limassol Cyprus | **575**<br>400<br>965 | BV | **1979** Schps. Barkmeijer Stroobos B.V.—Stroobos (212)<br>59,47 9,91 3,239<br>55,30 9,81 3,81<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 203 B.1 152<br>1 Ha (stl) ER | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>760bhp (559kW)<br>Caterpillar Tractor Co. |
| **7526170**<br>*LANI2*<br>N-00415<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SPRITE**<br>ex Norman Sprite-91<br>ex Theofilos J. Vatis-88<br>**K/S Norman Bulk Carriers III**<br>Bergshav A/S<br>Grimstad Norway (NIS) | **15 422**<br>10 483<br>27 470<br>T/cm<br>38,6 | NV (AB) | **1977** Oshima Shipbuilding co. Ltd.—Nagasaki (015)<br>169,55 (BB) 26,34 9,614<br>163,02 26,31 13,62<br>F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 20,2 27,2 20,8 27,2 24,0 ER<br>G.35 707 B.31 369 HeCls. B<br>5 Ha (stl) (12,5 14,4 12,8 14,4 12,8 × 11,9)<br>ER<br>5W Cr 5(15) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>8 496kW (11 550bhp)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 450kW 444V 60Hz a.c.<br>Fuel 209,0t (d.o.) 1 813,0t (hvf)-41,0pd |
| **5337202**<br>*OWPY*<br>A247<br>Esd Gc Pfd<br>Rdr Rt | **SPROGO**<br>**Government of The Kingdom of Denmark (Danske Statsbaner)**<br>Korsor Denmark | **3 836**<br>1 294<br>1 260 | BV | **1962** Helsingor Skibsv. og Maskinbyg.—Helsingor (360)<br>109,12 17,23 4,598<br>108,03 17,20 7,12<br>2 dks<br>RW rf 297 | **TM RoRo Cargo/Ferry**<br>Rail Vehicles 1500dk P<br>Cars 210 | B&W<br>2 Oil 2SA each 7Cy. 500 × 900<br>7 800bhp (5 737kW)<br>Helsingor Skibsv. og Maskinbyg.<br>Gen 4 × 368kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 132,0t (d.o.) |
| **7734167**<br>*D5HV*<br>5329<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SPRUCE**<br>ex Mammoth Spruce-78 ex Flash IV-78<br>**Lash Carriers Inc.**<br>B.V. Netherlands Maritime Agencies (NMA)<br>Monrovia Liberia | **1 380**<br>362<br>8 172 | AB | **1975** Sumitomo SB. & Mchy. Co. Ltd.—Uraga Shipyard, Yokosuka (CCK40100)<br>112,50 34,22 4,355<br>103,76 34,21 6,51<br>F 14,7 1 dk<br>rf nil conv non-propelled Barge Carrier 78 | **TM Barge Carrier**<br>Heavy-load | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>reduction geared to sc. shafts<br>4 300bhp (3 163kW) NE added78<br>General Motors Corp. Electro-Motive<br>Gen 2 × 220kW |
| **7610402**<br>*USWB*<br>M-33429 | **SPRUT**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**4 769**<br>2 048<br>3 541 | RS | **1978** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B400/01)<br>117,46 17,43 6,640<br>107,45 11,00<br>2 dks | **TM Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>In.4 544<br>4 Ha (stl) (2,2 × 2,2) (2,9 2,9 2,9 × 2,9)<br>Der 8(5) | Sulzer<br>2 Oil 4SA each 6Cy. 400 × 480 geared<br>7 200bhp (5 296kW)<br>"Zgoda" Zaklady Urzadzen Techniczn |
| **7817098**<br>M-17473<br>Df Esd Gc<br>Rdr Rt | **SPRUT**<br>ex Swan Ocean-82<br>**P/O Articmorneftegazvedka**<br>(Murmansk) (U.S.S.R.)<br>See Register of Offshore Units | **2 194**<br>615<br>750 | RS (NV) | **1979** Oy Wartsila Ab—Turku/Abo (1245)<br>77,02 17,51 5,350<br>66,53 14,51 7,83<br>2 dks | **TD-E Diving Maintenance Support**<br>for offshore installations Fire-fighting<br>Moonpool<br>Cr 1(50) | Wartsila<br>3 Oil 4SA each 6Cy. 320 × 350<br>(5 462kW) driving 3 gen. each<br>a.c. connected to 2 elec. motors<br>2 000shp (1 471kW) & sc. shafts<br>Oy Wartsila Ab<br>Gen 1 × 298kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Directional thrust propellers fwd |
| **8632134** | **SPTA-1**<br>**Sistema Portuario Tampico Altamira**<br>Tampico Mexico | **338**<br>101<br>— | AB | **1988** 'AUMAZ', Ast. Unidos de Mazatlan S.A. de C.V.—Mazatlan (004)<br>- - —<br>30,52 8,99 -<br>1 dk | **TM Tug** | Deutz<br>2 Oil 4SA each 8Cy. 240 × 280<br>Kloeckner Humboldt Deutz<br>Gen 2 × 100kW a.c. |
| **8906169** | **SPTA-2**<br>**Sistema Portuario Tampico Altamira**<br>Tampico Mexico | **331**<br>99<br>— | AB | **1989** 'AUMAZ', Ast. Unidos de Mazatlan S.A. de C.V.—Mazatlan (009)<br>32,10 4,750<br>30,52 9,00<br>1 dk | **TM Tug** | Deutz<br>2 Oil 4SA each 8Cy. 240 × 280<br>shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 63kW a.c. |

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| **SPTA-3**<br>**Sistema Portuario Tampico Altamira**<br>Tampico Mexico | **331**<br>99<br>— | AB | **1989** 'AUMAZ', Ast. Unidos de Mazatlan S.A. de C.V.—Mazatlan (010)<br>32,10 4,750<br>30,52 9,00<br>1 dk | **TM Tug** | Deutz SBV8M628<br>2 Oil 4SA each 8Cy. 240 × 280 geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 63kW a.c.<br>10kn |
| **SPURN HAVEN**<br>ex Lady Edwina-70<br>**Conoco Ltd.**<br>Spurn Shipping Co. Ltd.<br>Grimsby United Kingdom | **247**<br>87<br>— | ✠**100A1** SS 9/89<br>Humber service & 5 miles seaward of Humber Light Vessel<br>✠**LMC**<br>EL c<br>FN 327 | **1966**-4 J. Lewis & Sons Ltd.—Aberdeen (350)<br>32,09 7,83 3,137<br>28,96 7,62 3,66<br>F 14,1 1 dk<br>RW rf 152 | **TM Supply Ship** | Paxman<br>2 Oil 4SA each 6Cy. 178 × 197 reverse reduction geared to sc. shafts<br>674bhp (496kW)<br>Davey, Paxman & Co. Ltd. Colchester |
| **SPURT**<br>ex Nisse-65 ex Lugano-55 ex Arak-51<br>**Sun Financial Panama Corp. S.A.**<br>Panama Panama | **499**<br>254<br>650 | ✠Classed LR until 7/11/75 | **1946**-11 N.V. Bodewes Schps.—Martenshoek (319)<br>53,04 8,44 3,480<br>46,72 8,39 3,51<br>P 14,7 RQD 13,8 F 8,0 1 dk<br>RW | **M General Cargo**<br>1 Ho 28,2 ER<br>G.991 B.892<br>2W Der 2(2) | Bolnes<br>Oil 2SA 6Cy. 300 × 400<br>450bhp (331kW) ✠ E made41 fitted46<br>"Bolnes" Motorenfabriek Krimpen a/d Lek<br>Fuel 518,0t<br>8kn |
| **SPYRIDON CH**<br>ex Linda-87 ex Rossana-84<br>ex Juliana-80<br>**Wavemaker Shipping Co. Ltd.**<br>Limassol Cyprus | **17 878**<br>11 770<br>28 765<br>T/cm<br>38,8 | BV (AB) | **1971** Taiwan SB. Corp.—Keelung (27)<br>181,34 25,05 10,243<br>168,23 25,00 13,80<br>P 30,8 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 16,9 21,1 20,1 21,7 21,7 21,7 ER<br>G.38 124 B.31 893 HeCls. B<br>6 Ha (stl) (10,2 12,9 11,7 13,1 13,1 13,1 × 12,0) ER<br>12W Der 12(5) | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 223,5t (d.o.) 2 062,5t (hvf)-39,0pd 15,25kn |
| **SPYROS**<br>ex Romy-88<br>ex Northeastern Star No. 5-87<br>ex Esso Yoshino Maru-84<br>**Spyros Shipping Co.**<br>Piraeus Greece | **996**<br>654<br>2 180 | HR | **1974** Tokushima Zosen Sangyo K.K. —Komatsujima (380)<br>75,11 11,31 5,101<br>69,50 11,28 5,49<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 552 | Akasaka AH38<br>Oil 4SA 6Cy. 380 × 560<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11,5kn |
| **SPYROS**<br>**Herwa Ltd.** | **536**<br>420<br>244 | (BV) | **1972** "Naus" Shipyard Philippou Bros. S.A. —Perama<br>55,96 9,00 2,131<br>54,36 3,00<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 sr geared to sc. shafts<br>720bhp (530kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>14kn |
| **SPYROS B**<br>ex Coronia-87<br>**Arnamar Shipping Co. Ltd.**<br>A. B. Maritime Inc.<br>Limassol Cyprus | **11 870**<br>7 613<br>19 470<br>T/cm<br>28,8 | AB BV | **1970** Hitachi Zosen—Innoshima (4283)<br>156,22 22,66 9,534<br>146,01 22,61 12,88<br>P 29,6 F 11,3 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 21,5 21,5 21,5 21,5 23,3 ER<br>G.26 699 B.23 727 HeCls. B<br>5 Ha (stl) (12,3 × 8,6) (14,4 14,4 14,4 14,4 × 10,4) ER<br>10W Der 10(10) | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 133,0t (d.o.) 1 237,5t (hvf)-30,5pd 14kn |
| **SPYROS II**<br>**G. Souliotis & S. Lainas**<br>Piraeus Greece | **622**<br>437<br>80 | | **1977** Vassiliadis Yard—Salamis (31)<br>49,97<br>43,52 10,32 | **TM Ferry** OSD | Kelvin<br>2 Oil<br>416bhp (306kW)<br>Kelvin Diesels Ltd. Glasgow |
| **SPYROS K**<br>ex Robinson-70 ex Skolpenbank-65<br>**Atlantic Fishing Enterprises Angelos K.**<br>G. Kantas & C. Kyriazis<br>Piraeus Greece | **574**<br>279<br>860 | (BV) | Lch.**1943** Cmpl.**1945** N.V. Mch. & Schps. P. Smit, Jr.—Rotterdam<br>55,55 9,20 4,192<br>9,15 4,75<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ho<br>3 Ha (each 1,8 × 1,8)<br>Der 1(1) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 500bhp (1 103kW) NE 63<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 172,5t (d.o.) 13,5kn |
| **SPYROS S**<br>**Georgios Souliotis**<br>Piraeus Greece | **555**<br>300<br>— | | **1973** Vassiliadis Bros.—Salamis (15)<br>45,29 10,42<br>38,79<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | MAN<br>2 Oil 4SA 6Cy.<br>800bhp (588kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg |
| **SQUALO BIANCO**<br>**Giuseppe Rum**<br>Napoli Italy | **115**<br>71<br>14 | RI | **1973** Cant. Nav. Seaflight—Messina (23)<br>27,13 10,01 3,501<br>22,66 6,04 2,75<br>1 dk<br>R | **Aluminium Alloy TM Hydrofoil Ferry**<br>120dk P | M.T.U. 12V493TY60<br>2 Vee Oil 4SA each 12Cy. 175 × 205<br>2 200bhp (1 618kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>33kn |
| **SQUALO I**<br>ex Squalo-84<br>**Ciro Favazza e Lido Petracci**<br>Portoferraio Italy | **109**<br>40<br>— | | **1976** Cant. Nav. A. Giorgetti—Viareggio (22)<br>28,61 6,05 2,517<br>24,52 6,04 2,93<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Baudouin<br>Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille |
| **SQUALUS**<br>**Trondhjem Bugser AS**<br>Trondheim Norway | **261**<br>73<br>— | RI | **1967** N.V. Schps. v/h H. H. Bodewes—Millingen a/d Rijn (662)<br>32,97 8,62 2,501<br>30,99 8,60 3,66<br>1 dk | **TM Tug**<br>Salvage | Deutz<br>2 Oil 4SA each 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers |
| **SQUARE I**<br>ex Bahati-86<br>**Square General Contracting Co.**<br>Abu Dhabi United Arab Emirates | **483**<br>398<br>640 | HR (GL) | **1977** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (759)<br>37,50 11,16 2,702<br>36,00 11,02 4,78<br>1 dk | **TM Cement Barge**<br>Mchy.aft | Deutz BF12L714<br>2 Vee Oil 4SA each 12Cy. 120 × 140 geared to sc. shaft<br>460bhp (338kW)<br>Kloeckner Humboldt Deutz Koeln<br>5kn |
| **SQUARE SHOOTER**<br>**Square Shooter Inc.**<br>Mobile, Al United States of America | **103**<br>70<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1 dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | General Motors<br>Oil<br>365bhp (268kW)<br>General Motors Corp. U.S.A. |
| **SQUIRREL**<br>ex Tairyo Maru-89<br>**Compania Naviera Mohican S.A.**<br>North Sea Maritime Corp.<br>Panama Panama | **494**<br>283<br>1 599 | | **1975** Kochi Jyuko K.K.—Kochi (887)<br>11,03 4,141<br>60,94 11,00 5,85<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Hanshin 6LUD32G<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SRA MANUELA**<br>ex Dona Manuela-75 ex Kogane Maru<br>**Aguilar Shipping Lines Co. Inc.**<br>Manila Philippines | **308**<br>168<br>— | | **1962** Shikoku Dockyard Co. Ltd.—Takamatsu (625)<br>41,69 7,04 2,985<br>36,99 7,00 3,20<br>1 dk | **M Ferry** | Kinoshita<br>Oil 4SA 6Cy. 340 × 460<br>Kinoshita Tekkosho Akashi |
| **SRAKANE**<br>**Yugo-Arab Shipping Co. SAL**<br>Losinjska Plovidba OOUR Brodarstvo<br>Limassol Cyprus | *4 839*<br>*2 239*<br>5 896<br>T/cm<br>15,9 | ✠**100A1**<br>✠**LMC** **UMS**<br>EL X 595,0/46,0U3<br>FN 2605 | **1986**-11 R.O. Brodogradiliste "3 Maj"—Rijeka (639)<br>99,22 19,54 6,163<br>93,00 19,50 8,51<br>P 7,7 F 16,2 1 dk<br>rf nil | **M General Cargo**<br>DSS<br>3 Ho 11,9 25,9 27,3 ER<br>G.8 223 B.7 442<br>TEU 336<br>C.Ho 151/20' (40') C.Dk 185/20' (40')<br>5 Ha (stl) (6,2 × 7,9) (25,8p&s 25,8p&s × 7,7) ER<br>Cr 2(25) | Sulzer 5RTA38<br>Oil 2SA 5Cy. 380 × 1100<br>3 535bhp (2 600kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>AuxB (o.f.) 6,1kgf/cm² (6,0bar)<br>e(ex.g) 6,1kgf/cm² (6,0bar)<br>Gen 3 × 417kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 65,5t (d.o.) 304,0t (hvf) |

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| **7319670**<br>*LZKS*<br>111829<br>Df Esd Gc<br>Pfd Rdr Rt | **SREDETZ**<br>ex Roada-86 ex Adelaide-84<br>ex Tambu Express-84<br>ex Seaspead Master-80<br>ex Laura Russotti-76<br>**So Mejdunaroden Automobilen Transport (S.M.A.T.)**<br>Bourgas Bulgaria | **3 263**<br>1 300<br>4 937 | BR (AB) (BV) | **1975** Cant. Nav. Cassaro—Messina (140)<br>141,71 (BB) 18,83 5,817<br>129,60 18,80 13,70<br>2 dks<br>rf nil | **TM Passenger/RoRo Cargo/Ferry** OSD<br>96bth 326dk P<br>Stern door/ramps 1(p) 1(s)<br>Ice strengthened<br>Mchy.aft | Werkspoor<br>2 Oil 4SA each 9Cy. 410 × 470 sr<br>shafts<br>10 400bhp (7 650kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 4 × 360kW 220/380V 50Hz a.c<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 190,0t (d.o.) 540,0t (hvf)-20,0pd |
| **6423682**<br>*LZEO*<br>41<br>Df Esd Gc<br>Rdr RTh | **SREDNA GORA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **6 107**<br>3 493<br>9 609 | BR<br>✠Classed LR until 2/71 | **1964**-10 Nippon Kokan K.K.—Shimizu (219)<br>126,02 17,66 7,600<br>118,01 17,61 10,22<br>F 11,9 1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>4 Ho 19,9 20,8 20,8 20,8 ER<br>B.12 006<br>4 Ha (stl) (11,2 × 7,6) (13,4 13,4 13,4 × 9,1) ER | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>3 850bhp (2 832kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 149kW 390V 50Hz a.c.<br>Fuel (hvf) |
| **7740659**<br>*EWTD*<br>M-33193<br>Df Esd Gc<br>Rdr Rt | **SREDNEKOLYMSKIY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>350 | RS | **1978** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller 1 fwd |
| **7740661**<br>*ENMM*<br>M-35514<br>Df Esd Gc<br>Rdr Rt | **SREDNEURALSKIY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>350 | RS | **1978** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller 1 fwd |
| **8138657**<br>*UBKB*<br>M-40340<br>Df Esd Gc<br>Rdr RTm/h/v | **SREDNYAYA KOSA**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | **722**<br>217<br>418 | RS | **1983** .............U.S.S.R.<br>54,84 9,96 4,111<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **8037190**<br>*ATSM*<br>1768<br>Esd Gc Rdr<br>Rt | **SREE LAKSHMI**<br>**Pron Magnate Pvt. Ltd.**<br>Visakhapatnam India | **116**<br>79<br>57 | IRS (AB) | **1978** Ast. I MESA—Salina Cruz<br>23,17 7,35 2,240<br>21,39 7,33 3,28<br>1 dk<br>BK | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr geared to<br>280bhp (206kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 10kW 120V 50Hz a.c.<br>Fuel 39,5t (d.o.) |
| **7224930**<br>*9WZY*<br>325077<br>Rdr | **SRI ARIKA**<br>ex Shikishima Seven-80<br>ex Shikishima Maru No. 7-78<br>**Kusin Jaya Sendirian Berhad**<br>Kuching Malaysia | **950**<br>613<br>1 944 | (BV) | **1967** Watanabe Zosen K.K.—Hakata<br>71,10 11,00 4,954<br>64,98 10,98 5,59<br>1 dk | **M General Cargo**<br>3 Ho ER<br>G.2 395 B.2 171<br>3 Ha ER<br>1W Der 1(10) | Oil 4SA 6Cy. 325 × 520<br>1 300bhp (956kW)<br>Nippon Hatsudoki<br>Gen 2 × 64kW 445V a.c. |
| **5344877**<br>*9WAC*<br>324794<br>Rt | **SRI ASAHAN**<br>ex Sungei Asahan-73<br>**Tang & Sim Shipping Sendirian Berhad**<br>Labuan Malaysia | **194**<br>97<br>231 | | **1950** N.V. Schpsw. "De Vooruitgang" v/h D. Boot —Alphen a/d Rijn (1199)<br>38,89 7,32 2,198<br>7,27<br>P 10,7 F 7,4 1 dk | **M General Cargo**<br>1 Ho 16,5 ER<br>B.422<br>2W | De Industrie<br>Oil 4SA 3Cy. 280 × 400<br>D. & J. Boot "De Industrie"<br>Fuel 8,0t |
| **5054915**<br>*9WBK*<br>324825<br>Rt | **SRI BAKO**<br>ex Montes-78 ex Juliet-68 ex Paula-66<br>ex Juliet-65 ex Bulan Mas-64 ex Leti-62<br>ex Samuel Jacob-51<br>**Bako Shipping Corp. Sendirian Berhad**<br>Labuan Malaysia | **570**<br>300<br>472 | (AB) | **1946** Albina Eng. & Mach. Works—Portland, Or (232)<br>55,20 8,87 2,591<br>8,82<br>P 11,0 F 8,3 1 dk | **M General Cargo**<br>Mchy.aft<br>B.823<br>4W | Enterprise<br>Oil 2SA 6Cy. 305 × 457<br>Enterprise Engine & Foundry Co. San<br>Fuel 32,5t |
| **7530145**<br>*9MTG*<br>324189<br>Esd Gc Rdr<br>Rt | **SRI BANANG**<br>**Government of Malaysia (Johore Port Authority)**<br>Penang Malaysia | **177**<br>—<br>82 | AB | **1976** Penang SB. Corp. Sdn. Bhd.—Penang (14422)<br>29,42 7,83 3,712<br>26,01 7,80 3,94<br>F 11,3 1 dk | **TM Tug**<br>Fire-fighting | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146<br>General Motors Corp., Detroit Diesel Div. |
| **5337408**<br>*9WYZ*<br>325054 | **SRI BARAM**<br>**Syarikat Perkapalan Mutiara Sendirian Berhad**<br>Kuching Malaysia | **212**<br>96<br>244 | ✠Classed LR until 7/4/78 | **1953**-9 Cheoy Lee Shipyards Ltd.—Hong Kong (606)<br>35,06 6,71 2,452<br>33,05 3,23<br>1 dk<br>RW 59<br>conv 55 | **M Tanker**<br>Mchy.aft | Gardner<br>Oil 4SA 8Cy. 135 × 195 sr geared to<br>152bhp (112kW) NE 57<br>L. Gardner & Sons Ltd. |
| **6504876**<br>.<br>315141 | **SRI DUNGUN**<br>**Rompin Mining Co. Ltd.**<br>Malaysia | **192**<br>107<br>— | | ............<br>*37,13* 9,17<br>9,12<br>1 dk | **TM General Cargo** | Thornycroft<br>2 Oil 4SA each 6Cy. 121 × 165<br>J. I. Thornycroft & Co. Ltd. |
| **7928574**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **SRI INDERA SAKTI**<br>**Government of Malaysia (Royal Malaysian Navy)**<br>Kuala Lumpur Malaysia | **4 509**<br>1 800<br>2 011 | | **1980** Bremer Vulkan A.G.—Bremen-Vegesack (1027)<br>100,01 4,901<br>91,22 15,02 11,03<br>2 dks | **TM RoRo Cargo/ Logistics Ship** | Deutz<br>2 Oil 4SA each 6Cy. 370 × 400<br>6 000bhp (4 413kW)<br>Kloeckner Humboldt Deutz<br>Thw. thrust propeller fwd |
| **7205300**<br>*YCVS*<br><br>Gc Rdr Rt | **SRI INDRA**<br>ex Kitahime Maru-81<br>ex Shinyu Maru No. 18<br>**P.T. Istana Mutiara Mas**<br>Jakarta Indonesia | **1 065**<br>679<br>2 841 | KI | **1972** Yoshiura Zosen—Kure (219)<br>72,83 12,07 5,150<br>72,52 12,02 5,49<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 788 | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Ltd.)<br>Gen 2 × 48kW 225V a.c.<br>Fuel 60,0t |
| **7335507**<br><br><br>Rdr | **SRI INDRAPURA I**<br>ex Fukuyoshi Maru No. 7-80<br>**P.T. Perusahaan Pelayaran Nusantara Sri Indrapura**<br>Jakarta Indonesia | **496**<br>298<br>1 292 | KI | **1969** Higaki Zosen K.K.—Imabari (97)<br>55,60 9,40 4,600<br>51,80 9,38 4,70<br>1 dk | **M General Cargo**<br>2 Ho<br>G.1 922 B.1 745<br>2 Ha | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd<br>Gen 1 × 56kW 225V a.c. |
| **5337446**<br>*9MTH*<br>324011<br>Esd Rt | **SRI KEMASIK**<br>ex Sri Rompin-66<br>**Pantai Timor Angkutan Sendirian Berhad**<br>Penang Malaysia | **187**<br>1<br>— | ✠Classed LR until 31/8/81 | **1961**-3 Taikoo Dockyard & Eng. Co.—Quarry Bay, Hong Kong (472)<br>29,42 7,55 3,271<br>26,22 7,47 3,81<br>rf 762 | **M Tug** | Crossley<br>Oil 2SA 6Cy. 267 × 343 with<br>reverse geared to sc. shaft<br>Crossley Bros. Ltd.<br>Gen 1 × 40kW 1 × 19kW<br>220V d.c.<br>Fuel (d.o.) |

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| **SRI KRANG**<br>**Coastal Transport (Sandakan) Sendirian Berhad**<br>Labuan Malaysia | **237**<br>138<br>— | ✠Classed LR until 15/1/82 | **1963**-7 Hong Kong & Whampoa Dock Co. Ltd. —Kowloon, Hong Kong (1020)<br>36,28 7,80 2,610<br>32,01 7,62 2,90<br>P 8,6 Trunk 17,7 RFD 4,6 1 dk<br>rf 51 | **M Tanker**<br>Mchy.aft | Gardner<br>Oil 4SA 8Cy. 140 × 197 sr reverse geared to sc. shaft<br>190bhp (140kW)<br>L. Gardner & Sons Ltd. Manchester<br>7,5kn |
| **SRI LAMBANG**<br>ex Kim In VII ex Sogetsu Maru-76<br>**P.T. Kunangan Citra Bahari**<br>Jakarta Indonesia | **104**<br>33<br>233 | KI (NK) | **1964** Shin Yamamoto Zosensho—Kochi (44)<br>24,67 6,51 2,579<br>22,89 6,48 2,90<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 270 × 400<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 17,5kW<br>12,5kn |
| **SRI LANJUT**<br>ex Kilkenny-76 ex Sri Lanjut-73<br>ex Sri Trengganu-66<br>**Tang & Sim Shipping Sendirian Berhad**<br>Kuching Malaysia | **241**<br>99<br>209 | Classed LR until 26/3/76 | **1956**-5 Taikoo Dockyard & Eng. Co.—Quarry Bay, Hong Kong (417)<br>39,17 7,68 1,848<br>36,58 7,62 2,60<br>Ba 8,6 RAD 9,8 F 5,5 1 dk<br>rf 152 | **TM General Cargo**<br>1 Ho 21,8 ER<br>G.360 B.310<br>1 Ha (17,6 × 4,8) ER<br>2W Der 2(2) | Kelvin<br>2 Oil 4SA each 6Cy. 152 × 229 sr geared to sc. shafts<br>264bhp (194kW)<br>Bergius Co. Ltd. Glasgow<br>Gen 1 × 30kW 415V d.c.<br>Fuel 7,5t (d.o.) 8,5kn |
| **SRI LATA**<br>**Sharmila Fisheries Pvt. Ltd.**<br>India | *121*<br>—<br>— | IRS (Class cont.) | **1991** Hooghly Dock & Port Engineers Ltd. —Calcutta (453)<br>- -<br>1 dk | **M Fishing**<br>Stern Trawler & Side Trawler | Caterpillar<br>Oil geared to sc. shaft<br>Caterpillar Inc. U.S.A. |
| **SRI LEDANG**<br>**Jasib Shipyard & Engineering (M) Sendirian Berhad**<br>Penang Malaysia | **177**<br>—<br>82 | AB | **1976** IHC (Malaysia) Sdn. Bhd.—Penang (14413)<br>7,83 3,712<br>26,01 7,79 3,92<br>F 11,3 1 dk | **TM Tug**<br>Fire-fighting | General Motors 16V-149<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 65kW<br>Fuel 49,0t (d.o.) 11kn |
| **SRI LIKU**<br>**Usaha Malaysia Timor Sendirian Berhad**<br>Kuching Malaysia | **473**<br>291<br>— | | **1972** Nam Cheong Dockyard Sdn. Bhd.—Miri, Sarawak<br>*47,22* ... ...<br>1 dk | **TM General Cargo**<br>2 Ha ER<br>Cr 1(-) Der 1(-) | Deutz<br>2 Oil each 8Cy. 220 × 280<br>800bhp (588kW) E made fitted72<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| **SRI MEWAH III**<br>**Syarikat Samling Timber Sendirian Berhad**<br>Miri Malaysia | *152*<br>*60*<br>184 | NK | **1979** Sin Chin Seng—Singapore<br>34,90 1,659<br>32,69 6,80 2,32<br>1 dk | **M Tank Barge** | Oil 4SA 8Cy. 142 × 160<br>424bhp (312kW)<br>Singapore<br>10kn |
| **SRI MEWAH IV**<br>**Syarikat Samling Timber Sendirian Berhad**<br>Miri Malaysia | *152*<br>*60*<br>184 | NK | **1979** Sin Chin Seng—Singapore<br>34,90 1,659<br>32,69 6,80 2,32<br>1 dk | **M Tank Barge** | Oil 4SA 8Cy. 142 × 160<br>424bhp (312kW)<br>Singapore<br>10kn |
| **SRI MEWAH V**<br>**Syarikat Samling Timber Sendirian Berhad**<br>Miri Malaysia | *152*<br>*60*<br>184 | NK | **1979** Sin Chin Seng—Singapore<br>34,90 1,659<br>32,69 6,80 2,32<br>1 dk | **M Tank Barge** | Oil 4SA 8Cy. 142 × 160<br>424bhp (312kW)<br>Singapore<br>10kn |
| **SRI MEWAH VI**<br>**Syarikat Samling Timber Sendirian Berhad**<br>Miri Malaysia | *152*<br>*60*<br>184 | NK | **1979** Sin Chin Seng—Singapore<br>34,90 1,659<br>32,69 6,80 2,32<br>1 dk | **M Tank Barge** | Oil 4SA 8Cy. 142 × 160<br>424bhp (312kW)<br>Singapore<br>10kn |
| **SRI NAM HUA No. 2**<br>**Thai Hong Shipping Sendirian Berhad**<br>Kuching Malaysia | **378**<br>257<br>— | | **1974** Ocean Shipyard Co. Sdn. Bhd.—Sibu, Sarawak<br>40,24 9,22<br>3,23<br>1 dk | **TM General Cargo** | 2 Vee Oil 4SA each 12Cy. 135 × 140<br>480bhp (353kW)<br>Dong Feng Marine Diesel Co. Ltd.<br>Province of Taiwan<br>9kn |
| **SRI NAM HUA No. 3**<br>**Sri Nang Hwa Shipping Sendirian Berhad**<br>Labuan Malaysia | **473**<br>372<br>— | | **1976** Ocean Shipyard Co. Sdn. Bhd.—Sibu, Sarawak<br>*49,69* 9,83<br>... ... ...<br>1 dk | **TM General Cargo** | 2 Vee Oil 4SA each 12Cy. 135 × 140<br>480bhp (353kW)<br>Dong Feng Marine Diesel Co. Ltd.<br>Province of Taiwan<br>8kn |
| **SRI PERMAISURI**<br>ex Weipa-80<br>**Bogor Jaya Sendirian Berhad**<br>Kuching Malaysia | **321**<br>86<br>224 | ✠Classed LR until 8/6/84 | **1968**-5 North Queensland Engineers & Agents Pty. Ltd.—Cairns (16)<br>42,30 9,58 1,817<br>37,95 9,25 2,04<br>Ba 7,1 RQD 17,1 F 3,4 1 dk<br>len 69 | **TM Landing Craft**<br>Bow door<br>Mchy.aft | Cummins<br>2 Oil 4SA each 6Cy. 140 × 152 sr reverse geared to sc. shafts<br>470bhp (346kW)<br>Cummins Engine Co. Ltd. Shotts<br>Gen 1 × 56kW 1 × 25kW 415V 50Hz a.c.<br>9kn |
| **SRI PINANG**<br>ex Hokuho Maru-79 ex Orient-74<br>**Eastern Tankers Pte. Ltd.**<br>Eastern Shipping & Trading Co. (Pte.) Ltd.<br>San Lorenzo Honduras | **869**<br>561<br>1 455 | NK | **1966** Asakawa Zosen—Imabari (83)<br>63,86 9,61 4,496<br>57,99 9,58 5,11<br>P 16,5 F 8,9 1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 894 HeCls. B | Makita<br>Oil 4SA 6Cy. 380 × 540<br>1 200bhp (883kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 17,5kW 110V d.c.<br>Fuel 59,0t (d.o.)-3,0pd 13,25kn |
| **SRI PUJUT**<br>**Yong Hung Shipping Sendirian Berhad**<br>Labuan Malaysia | **721**<br>490<br>— | | **1974** Moon Kee Lighterage—Kowloon, Hong Kong<br>52,89 10,06 3,506<br>10,02 4,12<br>RQD 9,2 1 dk | **TM General Cargo**<br>B.1 388<br>2 Ha (13,3 12,8 × 7,6) ER<br>2W Der 1(30) 1(20) | Deutz<br>2 Vee Oil 4SA each 12Cy. 127 × 152<br>1 050bhp (772kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 40kW 230V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 45,5t (d.o.) 10kn |
| **SRI RAMA**<br>ex Sam Hong I ex Kay Chuan VII-76<br>ex Harumi Maru<br>**P.T. Payung Samudra**<br>Jakarta Indonesia | **115**<br>34<br>231 | KI (NK) | **1963** Setoda Zosensho Co. Ltd.—Setoda (135)<br>26,29 6,99 2,439<br>24,01 6,52 3,19<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 270 × 400<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 28kW<br>10,5kn |
| **SRI SIBU**<br>Singapore Singapore | **201**<br>101<br>— | | **1965** Kall Teck Pte. Ltd.—Singapore<br>36,28 7,75 1,563<br>33,51 2,37<br>1 dk | **TM Tanker**<br>Mchy.aft | Cummins<br>2 Oil 4SA each 6Cy. 140 × 152<br>Cummins Engine Co. Inc. Columbus, In. |
| **SRI TABAH**<br>ex Tapah-82<br>**Teo Yong Luan**<br>Kuching Malaysia | **402**<br>97<br>524 | ✠Classed LR until 12/2/82 | **1956**-10 Straits Steamship Co. Ltd.—Penang<br>51,92 10,09 2,972<br>48,39 10,06 5,80<br>B 8,0 1 dk & S dk<br>RW rf nil | **M General Cargo** OSD<br>2 Ho 12,1 10,3 ER<br>2 Ha (stl) (6,7 7,9 × 4,8) ER<br>Der 2(5) 2(2) | Ruston<br>Oil 4SA 7Cy. 260 × 368 sr geared to sc. shaft<br>585bhp (430kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 75kW 220V d.c.<br>Fuel (d.o.) |
| **SRI TANJONG**<br>**Government of Malaysia (Public Works Department)**<br>Port Kelang Malaysia | **90**<br>—<br>150 | ✠**AN**<br>inland waterways ferry<br>**LMC**<br>FN 200 | **1988**-9 Hong Leong-Lurssen—Penang (1214)<br>22,71 13,29 1,001<br>18,32 9,16 1,71<br>1 dk<br>rf nil | **TM RoRo Cargo/Ferry** | MAN D2866ME<br>2 Oil 4SA each 6Cy. 128 × 155<br>250kW (340bhp)<br>MAN Nutzfahrzeuge A.G. Nuernberg<br>2 Directional propellers |

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| **8826967**<br>*YDPO*<br>Rt | **SRIGUNTING**<br>ex Shenandoah<br>**P.T. Baruna Raya Logistics Inc.**<br>Jakarta Indonesia | **100**<br>68<br>— | KI | **1969** Camcraft Inc.—Crown Point, La<br>30,50 6,77 —<br>29,32 - 2,01<br>1 dk | **TM Crewboat** | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 14<br>2 354kW (3 200bhp)<br>General Motors Corp.<br>Gen 1 × 60kW 416V a.c. |
| **8129694** | **SRIJANI**<br>**Government of The People's Republic of Bangladesh (Ministry of Forests)**<br>Bangladesh | **100**<br>—<br>150 | (KR) | **1982** Chungmu Shipyard Co. Ltd.—Chungmu (113)<br>... ... ...<br>...<br>1 dk | **TM Launch** | Yanmar<br>2 Oil<br>Yanmar Diesel Engine Co. Ltd. |
| **5413836**<br>*HPPI*<br>472-69<br>RTm | **SRIKANDI**<br>ex Taisei Maru No. 12-69<br>**Yuni Navigation Co. Ltd.**<br>Panama Panama | **483**<br>218<br>716 | (BV) | **1957** Koyo Dock—Saizaki (50)<br>*47,58* 8,41 3,734<br>8,36 4,02<br>1 dk<br>RW rf 76 | **M Tanker**<br>8 Ta ER<br>L.(oil) 833 | Niigata<br>Oil 4SA 6Cy. 310 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 7,5kW 1 × 5kW 110V d.c.<br>Fuel (d.o.) |
| **7712171** | **SRIMUKHA**<br>**Kakinada Port Department**<br>Kakinada India | **240**<br>—<br>250 | | **1975** Bharati Shipyard Pvt. Ltd.—Kakinada<br>35,11 8,69 1,531<br>33,02 8,41 2,42<br>1 dk | **TM Tanker/ Deck Cargo Ship**<br>Mchy.aft | Torpedo-Rijeka<br>2 Oil 4SA each 4Cy. 112 × 140 geared<br>shafts<br>Tvornica Motora "Torpedo" |
| **7124130**<br>*HSB2077*<br>Df Gc Rdr<br>Rt | **SRINAPA**<br>ex Kaiko Maru No. 85-83<br>**Prachak Pakdi Co. Ltd.**<br>Thailand | **499**<br>322<br>1 200 | | **1971** Sanuki Zosen Tekkosho K.K.—Takuma (606)<br>52,20 9,66 4,242<br>52,02 9,61 4,50<br>1 dk<br>RW | **M Tanker**<br>CBT<br>4 Ta ER<br>L.(oil) 1 446 HeCls. C<br>2 Cargo pumps total 800T/hr | Makita<br>Oil 4SA 6Cy. 330 × 500<br>1 400bhp (1 030kW)<br>Makita Tekkosho<br>Fuel 406,5t (d.o.) |
| **5323172**<br>*HSKD*<br>149791<br>Df Esd Gc<br>Rdr Rt | **SRIPHINYO**<br>ex Shinei Maru No. 8-73<br>**Madam Poonsri Sutharom**<br>Bangkok Thailand | **1 827**<br>980<br>3 053 | (NK) | **1960** Kawasaki Dockyard Co. Ltd.—Kobe (995)<br>84,97 12,76 5,665<br>78,01 12,70 6,56<br>P 19,9 F 8,6 1 dk<br>rf 107 | **M General Cargo**<br>2 Ho 16,0 35,6 ER<br>G.3 745 B.3 507<br>2 Ha (9,2 26,6 × 5,5) ER<br>Der 1(40) 6(10) | Kinoshita<br>Oil 4SA 6Cy. 470 × 680<br>1 600bhp (1 177kW)<br>Kinoshita Tekkosho<br>Gen 2 × 50kW 225V d.c.<br>Fuel 187,0t (d.o.) |
| **7352244**<br>*3EZN8*<br>20959-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SRIPINA**<br>ex Nisima-91 ex Canis Major-90<br>ex Sevi-88 ex Siti Anita-88<br>ex Canis Major-83 ex Luxuriant-79<br>Panama Panama | **6 648**<br>4 734<br>11 526 | NK | **1973** Hashihama Zosen—Imabari (522)<br>129,05 20,32 7,971<br>119,00 20,30 10,10<br>P 23,0 F 11,0 1 dk | **M General Cargo**<br>3 Ho ER<br>G.15 089 B.14 366<br>TEU 210 c.210/20'<br>3 Ha (stl) (19,3 23,0 34,2 × 10,5) ER<br>Der 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>4 560kW (6 199bhp)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 200kW<br>Fuel 154,0t (d.o.) 940,0t (hvf)-20,5pd |
| **6404399**<br>*HSOA*<br>BK1329<br>Esd Rdr RTh | **SRIVICHAI**<br>**Thai Oil Co. Ltd.**<br>Bangkok Thailand | **1 511**<br>657<br>2 088 | **✠100A1** CS 1/89<br>oil tanker (cc)<br>Malaysian, Singapore and Borneo service also to Hong Kong<br>**✠LMC**<br>EL p 1 9/16"SQ<br>FN 1346 | **1964**-3 Smith's Dock Ltd.—South Bank, Middlesbrough (1272)<br>81,54 12,86 3,906<br>74,99 12,60 5,34<br>F 7,1 1 dk<br>rf 152 | **TM Tanker**<br>Mchy.aft<br>Cr 2(0,5) | Mirrlees<br>2 Oil 4SA each 6Cy. 248 × 318 sr<br>to sc. shafts<br>1 056bhp (777kW)<br>Mirrlees National Ltd.<br>Gen 1 × 40kW 1 × 30kW 220V d.c.<br>Fuel (d.o.) |
| **7920596**<br>*YCTA*<br>Df Esd Gc<br>Rdr RTm/h/v | **SRIWIJAYA**<br>**P.T. Djakarta Lloyd**<br>Palembang Indonesia | T.Mk<br>**8 720**<br>4 734<br>—<br>**13 084**<br>9 016<br>17 618 | GL KI | **1981** Schlichting-Werft G.m.b.H.—Travemuende (1426)<br>158,38 (BB) 25,61 —/9,502<br>146,77 25,51 13,52<br>P 28,7 F 26,3 3 dks | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho ER 7 TwD<br>G.25 750 B.24 620<br>TEU 686<br>C.Ho 340/20' (40') C.Dk 346/20' (40')<br>incl. 50 ref C.<br>7 Ha (stl) (12,7 × 10,5) (19,5p&s 25,4p&s 25,4p&s × 8,0) ER<br>Der 2(30-50) 4(12-25) | MAN<br>Oil 2SA 7Cy. 700 × 1250<br>12 390bhp (9 114kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 900kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 383,5t (d.o.) 1 521,5t (hvf)-45,5pd |
| **5102712**<br>*ODKP*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SROUR**<br>ex Samar-89 ex Fotis-83 ex Nolese-75<br>ex Else Retzlaff-71<br>**Mohamed Ali Aldoreihy & Moustafa Soleiman**<br>Ahmed Sayed Issa Maritime Agency<br>Tripoli Lebanon | **1 574**<br>789<br>2 366 | GL (RI) | **1961** Elsflether Werft A.G.—Elsfleth/Weser (333)<br>77,50 12,25 5,398<br>71,20 12,20 5,80<br>RQD 43,6 F 7,7 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>2 Ho 22,1 24,6 ER<br>G.3 224 B.3 026<br>2 Ha (stl) (15,6 17,9 × 6,7) ER<br>Der 4(3-5) 4(3) | MaK<br>Oil 4SA 8Cy. 385 × 580 geared to sc.<br>1 650bhp (1 214kW)<br>Maschinenbau Kiel A.G.<br>Gen 2 × 70kW 1 × 40kW 1 ×<br>Fuel (d.o.) |
| **8228397**<br>M-21107<br>Rdr RTh/v | **SRP-150K-10**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Vanino) (U.S.S.R.) | **167**<br>56<br>164 | RS | **1984** .............U.S.S.R.<br>35,74 7,19 1,710<br>2,42<br>1 dk | **M General Cargo** | Oil<br>............. |
| **6900719**<br>Df Esd Rdr<br>Rt | **SRTM-1233**<br>**Government of The Socialist Republic of Vietnam** | **699**<br>262<br>296 | (RS) | **1966** .............U.S.S.R.<br>54,21 9,30 3,798<br>49,99 9,22 4,70<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>4W Der 1(2) 3(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **6900721**<br>Df Esd Rdr<br>Rt | **SRTM-1234**<br>**Government of The Socialist Republic of Vietnam** | **699**<br>262<br>296 | (RS) | **1966** .............U.S.S.R.<br>54,21 9,30 3,798<br>49,99 9,22 4,70<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>4W Der 1(2) 3(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **6901000**<br>*ENFN*<br>M-6015<br>Df Esd Rdr<br>Rt | **SRTM-8-437**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **699**<br>258<br>326 | (RS) | **1966** .............U.S.S.R.<br>54,23 9,38 3,690<br>49,99 9,22 4,88<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(1) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **6901141**<br>*UTHS*<br>M-28469<br>Df Esd Rdr<br>Rt | **SRTM-8-481**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **680**<br>252<br>341 | (RS) | **1966** .............U.S.S.R.<br>54,23 9,38 3,701<br>49,99 9,22 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **6901153**<br>*UTHU*<br>M-28582<br>Df Esd Rdr<br>Rt | **SRTM-8-482**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **680**<br>252<br>341 | (RS) | **1966** .............U.S.S.R.<br>54,23 9,38 3,701<br>49,99 9,22 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |

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| **SRTM-8430**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | 680<br>252<br>331 | RS | **1965** ..............U.S.S.R.<br>54,26 9,48 3,690<br>49,99 9,22 4,86<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **SRTM-8432**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | 699<br>262<br>329 | RS | **1965** ..............U.S.S.R.<br>54,23 9,38 3,690<br>49,99 9,22 4,88<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **SRTM-8435**<br>**Bangladesh Fisheries Development Corp.** | 680<br>252<br>330 | (RS) | **1966** ..............U.S.S.R.<br>54,21 9,30 3,683<br>49,99 9,22 4,70<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>4W Der 1(2) 3(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **SRTM-8439**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | 667<br>259<br>326 | RS | **1967** ..............U.S.S.R.<br>54,26 9,38 3,690<br>49,99 9,22 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **SRTM-8450**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | 699<br>262<br>344 | RS | **1966** ..............U.S.S.R.<br>54,21 9,38 3,690<br>49,99 9,25 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12,5kn |
| **SRTM-8451**<br>**Bangladesh Fisheries Development Corp.** | 699<br>262<br>283 | (RS) | **1966** ..............U.S.S.R.<br>54,21 9,30 3,683<br>49,99 9,22 4,70<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>4W Der 1(2) 3(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **SRTM-8452**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | 699<br>262<br>284 | RS | **1966** ..............U.S.S.R.<br>54,21 9,40 3,690<br>49,99 9,22 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.361<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **SRTM-8453**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | 699<br>262<br>284 | RS | **1966** ..............U.S.S.R.<br>54,21 9,40 3,690<br>49,99 9,22 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.361<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12,5kn |
| **SRTM-8454**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | 699<br>262<br>344 | RS | **1966** ..............U.S.S.R.<br>54,21 9,38 3,690<br>49,99 9,22 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12,25kn |
| **SRTM-8457**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | 699<br>262<br>284 | RS | **1966** ..............U.S.S.R.<br>54,21 9,40 3,690<br>49,99 9,22 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.361<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **SRTM-8459**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | 699<br>262<br>283 | RS | **1966** ..............U.S.S.R.<br>54,21 9,40 3,620<br>49,99 9,22 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.361<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **SRTM-8480**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | 680<br>252<br>335 | RS | **1966** ..............U.S.S.R.<br>54,23 9,33 3,831<br>49,99 9,22 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **SRTM-8483**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | 680<br>252<br>335 | RS | **1966** ..............U.S.S.R.<br>54,23 9,33 3,830<br>49,99 9,22 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **SR714E**<br>**Tankstore Pte. Ltd.**<br>Singapore Singapore | 85<br>—<br>— | ✠A SS 4/89<br>pontoon for protected<br>waters service at Palau<br>Busing | **1985**-3 Hitachi Zosen Robin Dockyard (Pte.) Ltd.<br>—Singapore (37020)<br>30,00 5,26<br>30,00 5,01 1,22<br>1 dk<br>FN 187 rf nil | **Pontoon** | |

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| **8031627**<br>*D7MO*<br>CMR-804468<br>Rdr Rt | **SSANG YONG**<br>**Ssang Yong Shipping Co. Ltd.**<br>Chungmu South Korea | **497**<br>255<br>769 | KR | **1980** Chungmu Shipyard Co. Ltd.—Chungmu<br>53,80 3,301<br>48,01 9,20 3,81<br>P 10,7 F 6,1 1 dk | **M General Cargo**<br>G.1 053 B.1 010<br>1 Ha (24,1 × 6,1)<br>Der 1(5) 1(3) | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Ssang Yong Heavy Industries Co. Ltd<br>Gen 2 × 42kW 220V a.c. |
| **7013173** | **SSH 19**<br>ex No. 19 ex Seelowe-72<br>**Stroitelen i Technicheski Flot**<br>Varna Bulgaria | **295**<br>100<br>— | BR (DSRK) | **1957** VEB Elbewerft—Boizenburg<br>47,96 8,34 2,699<br>3,00<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>1 Ho ER<br>Hopper 320<br>1 Ha (stl) (25,9 × 5,4) ER | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>216bhp (159kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 16kW 1 × 7kW 230V 50Hz a.c. |
| **7017026** | **SSH 21**<br>ex No. 21 ex Seeteufel-72<br>**Stroitelen i Technicheski Flot**<br>Varna Bulgaria | **295**<br>100<br>— | BR (DSRK) | **1957** VEB Elbewerft—Boizenburg<br>47,96 8,34 2,699<br>3,00<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>1 Ho ER<br>Hopper 320<br>1 Ha (stl) (25,9 × 5,4) ER | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>216bhp (159kW)<br>Halberstadt<br>Gen 1 × 16kW 1 × 7kW 230V 50Hz a.c. |
| **7013147** | **SSH 23**<br>ex No. 23 ex Frieden-72<br>**Stroitelen i Technicheski Flot**<br>Varna Bulgaria | **295**<br>100<br>— | BR (DSRK) | **1956** VEB Elbewerft—Boizenburg<br>47,96 8,34 2,699<br>3,00<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>1 Ho ER<br>Hopper 320<br>1 Ha (25,9 × 5,4) ER | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>216bhp (159kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 16kW 1 × 7,5kW 230V 50Hz a.c. |
| **8822985**<br>*9V3418*<br>384240<br>Df Esd Rdr Rt | **SSP 878**<br>**Hacienda Shipping Ltd.**<br>Singapore Singapore | *177*<br>*53*<br>128 | AB | **1989** President Marine Pte. Ltd.—Jurong, Singapore (032)<br>- 2,410<br>24,40 8,00 3,00<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>Caterpillar Inc.<br>Gen 2 × 80kW a.c. |
| **5180881**<br>*LZEG*<br>73<br>Df Rdr Rt | **SSSV-51**<br>ex Galata ex Kamtchia<br>**Government of The People's Republic of Bulgaria (Board of Prevention of Pollution of the Sea Waters)**<br>Bourgas Bulgaria | **327**<br>95<br>341 | BR | **1960** "Ivan Dimitrov" Shipyard—Rousse (149)<br>49,31 7,22 3,090<br>47,02 7,17 3,41<br>P 16,5 B 5,2 F 6,8 1 dk<br>conv General Cargo — | **M Tanker/ Pollution Processing Vessel**<br>2 Ho ER<br>G.547 B.500<br>2 Ha (each 7,6 × 3,5) ER<br>Cr 1(-) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>400bhp (294kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 24kW 120V d.c.<br>Fuel 21,5t |
| **8835891**<br>*OPHE*<br>Df Esd Gc<br>Rdr Rt | **ST ANTONIUS**<br>**B.V.B.A. Rederij Antares**<br>Oostende Belgium | **109**<br>—<br>— | | **1989** Industrielle des Pecheries (IdP) S.V. —Oostende<br>23,99 - -<br>- - -<br>1 dk | **M Fishing** | Caterpillar<br>Oil<br>211kW (287bhp)<br>Caterpillar Inc. |
| **7121700**<br>*CB3701*<br>Df Esd Gc<br>Rdr Rt | **ST JOHN**<br>ex Bonaparte-88 ex Snekkar-86<br>ex Dogger Bank-82<br>**Sociedad Pesquera Eicomar Ltda.**<br>Valparaiso Chile | **596**<br>236<br>418 | BV | **1972** Stocznia im. "Komuny Paryskiej"—Gdynia (B423/02)<br>54,21 4,601<br>48,37 11,04 4,70<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.510 | Crepelle<br>Vee Oil 4SA 12Cy. 260 × 280<br>2 000bhp (1 471kW)<br>Crepelle et Cie.<br>Gen 2 × 197kW 1 × 144kW 380V 50Hz<br>Controllable pitch propeller<br>Fuel 205,5t (d.o.) |
| **7120794**<br>*9H2990*<br>2156<br>Df Esd Gc<br>Rdr RTh | **ST. ANDREAS**<br>ex Andra-90 ex Bleue Mer-89<br>ex Macorix-88 ex Strombeek-81<br>ex Mini Star-73<br>**Seawind Co. Ltd.**<br>Valletta Malta | **1 585**<br>1 170<br>3 099 | NV | **1971** Sterkoder M/V A/S—Kristiansund N. (20)<br>79,91 14,36 5,271<br>74,83 14,30 6,35<br>P 9,2 F 5,2 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho 24,9 26,9 ER<br>G.4 100 B.3 764<br>2 Ha (stl) (19,8 24,0 × 9,9) ER<br>4W Der 2(10) 2(5) | Polar<br>Vee Oil 4SA 16Cy. 250 × 300<br>2 800bhp (2 060kW)<br>Nydqvist & Holm A/B<br>Gen 2 × 144kW 380V 50Hz a.c.<br>Fuel 250,0t (d.o.)-9,0pd |
| **7365681**<br>*GGCH*<br>Df Esd Gc<br>Rdr Rt | **ST. ANDREW**<br>ex Eize Willem Fokke-90<br>**The Colne Shipping Co. Ltd.**<br>United Kingdom | **212**<br>79<br>— | | **1975** Holland Launch B.V.—Zaandam<br>35,06 7,57<br>30,89 7,50 4,02<br>1 dk | **M Fishing**<br>Side-fishing | MaK<br>Oil<br>1 300bhp (956kW)<br>Atlas-MaK Maschinenbau |
| **5212115**<br>*GJKU*<br>303809<br>Df Esd Gc<br>Rdr RTm/v | **ST. ANNE**<br>ex Lord St. Vincent-80<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **596**<br>244<br>— | **✠100A1** SS 7/89<br>for service within the sea area enclosed between the Parallels of Latitude 62°N & 48°N, the Meridian of Longitude 15°W and the coast of Europe<br>**✠LMC**<br>EL j 1¼"<br>FN 704 | **1962**-9 Cook, Welton & Gemmell Ltd.—Beverley (981)<br>*50,75* 9,28<br>49,87 9,15 4,96<br>F 8,6<br>RW rf 762 BK 203 conv Side Trawler Fishing 80 | **M Stand-by Safety Vessel**<br>for offshore installations | Mirrlees<br>Oil 4SA 8Cy. 381 × 508<br>1 400bhp (1 030kW)<br>Mirrlees, Bickerton & Day<br>db 100lbf/in² (6,9bar)<br>Gen 2 × 60kW 1 × 15kW 220V d.c.<br>Fuel (d.o.) |
| **5171658**<br>Df Esd Rdr<br>RTm | **ST. ANNE**<br>ex St. Anne of Alderney-86<br>ex Baltzborg-79 ex Juto-77<br>ex Jens Rand-74<br>**Francis L. Earl**<br>Basseterre St. Kitts-Nevis | **300**<br>187<br>550 | BV | **1963** Orskovs Staalskibsvaerft I/S—Frederikshavn (22)<br>45,34 8,67 3,099<br>43,21 8,64 3,46<br>P 13,2 F 8,9 1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho 10,9 14,0 ER<br>G.707 B.623<br>2 Ha (w) (each 10,8 × 5,0) ER<br>2W Der 2(2) | Alpha<br>Oil 2SA 5Cy. 240 × 400<br>221kW (300bhp)<br>Alpha-Diesel A/S<br>Controllable pitch propeller<br>Fuel 30,5t (d.o.) |
| **5305481** | **ST. ANTHONY**<br>**Government of Canada (Ministry of National Defence)**<br>Ottawa Canada | **622**<br>151<br>— | ✠Classed LR until 8/61 | **1957**-2 Saint John Dry Dock Co. Ltd.—St. John, N.B. (32)<br>46,16 10,42 4,268<br>41,15 10,06 5,49<br>B & F 27,5 1 dk | **M Tug**<br>Salvage | Fairbanks, Morse<br>Oil 2SA 12Cy. 206 × 508 with flexible<br>sr geared to sc. shaft<br>Canadian Locomotive Co. Ltd.<br>Controllable pitch propeller |
| **7649257**<br>*HO3996*<br>12467-82<br>Rdr | **ST. ANTHONY**<br>ex Hosei Maru No. 5-82<br>**Compania Maritima de San Agustin S.A.**<br>Panama Panama | **474**<br>292<br>1 180 | | **1969** Fujishin SB. Co.—Kamo (200)<br>55,07 4,420<br>49,41 9,61 4,86<br>1dk | **M General Cargo**<br>G.864 B.795<br>1 Ha (24,7 × 6,5) ER | Niigata<br>Oil<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. |
| **8428014**<br>Rt | **ST. ANTHONY-IV**<br>Zamboanga Philippines | **133**<br>72<br>— | | **1982** L. Dellariarte—Zamboanga<br>6,74<br>26,22 6,71 2,90<br>1 dk | **M Fishing** | Oil<br>300bhp (221kW) |
| **7405649**<br>*OEMZ*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **ST. ANTON**<br>ex Andrea-85 ex Cairnash-83<br>**Minibulk Schiffahrtsges. m.b.H. & Co. K.G.**<br>Osterreichischer Lloyd Ship Management G.m.b.H.<br>Wien Austria | *2 300*<br>*1 413*<br>4 028 | GL<br>✠Classed LR until 1/83 | **1976**-12 Stocznia Gdanska im. Lenina—Gdansk (B473/01)<br>91,70 13,64 5,971<br>85,20 13,61 7,45<br>RQD 16,5 F 8,6 1 dk<br>rf 51 len 83 | **M General Cargo**<br>Ice strengthened<br>2 Ho 27,8 35,3 ER<br>G.5 155 B.4 835<br>2 Ha (stl) (23,6 31,2 × 8,0) ER | GMT<br>Vee Oil 4SA 12Cy. 300 × 450 reduct<br>sc. shaft<br>2 500bhp (1 839kW)<br>H. Cegielski<br>Gen 1 × 110kW 2 × 104kW 380V<br>Controllable pitch propeller<br>Fuel 26,5t (d.o.) 223,5t (hvf) |
| **5305522**<br>*KQVU*<br>248438<br>Df Esd Gc | **ST. AUGUSTINE VICTORY**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **7 602**<br>4 548<br>10 754 | (AB) | **1945** Bethlehem-Fairfield—Baltimore, Md (2502)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co.<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) |

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| **ST. BLAIZE**<br>ex Rosebank-91 ex Virgo-89<br>ex Victory-86<br>**Yectis Shipping Corp. Inc.**<br>Sounion Management Ltd.<br>Kingstown St. Vincent and the Grenadines | **18 600**<br>8 943<br>28 048<br>T/cm<br>35,5 | AB | **1978** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (959)<br>173,01 (BB) 24,44 11,281<br>163,02 24,41 15,52<br>P 33,0 F 11,9 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho ER<br>G.38 805 HeCls. B<br>5 Ha (stl) (14,7 × 10,5) (19,6 19,5 19,5 19,5 × 13,1) ER<br>Cr 4(22,5) 1(20) | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 560kW a.c.<br>Fuel 228,0t (d.o.) 1 565,0t (hvf)-40,0pd 16kn |
| **ST. BUDOC**<br>ex Foylegarth-83 ex Foylemore-69<br>**Falmouth Towage Co. Ltd.**<br>Falmouth United Kingdom | **208**<br>0<br>— | ✠Classed LR until 13/6/84 | **1958**-8 W. J. Yarwood & Sons Ltd.—Northwich (913)<br>31,55 8,46 3,595<br>28,96 8,08 3,97<br>RW rf 610 BK 152 | **M Tug** | Ruston<br>Oil 4SA 7Cy. 381 × 508 dr reverse geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 35kW 1 × 10kW 220V d.c.<br>Fuel (d.o.) |
| **ST. CANUTE**<br>ex Othonia-60 ex Sct. Knud-59<br>**Fowey Harbour Commissioners**<br>Fowey United Kingdom | **139**<br>—<br>— | | **1931** Frederikshavn Vaerft & Flydedok A/S —Frederikshavn (192)<br>26,24 7,65 3,556<br>... ... ...<br>R | **S Tug/ Icebreaker** | T 3Cy. 330 511 & 883 x 610<br>Helsingors Jernskibs og Mask'byg. Helsingor<br>Thw. thrust propeller fwd |
| **ST. CAROLUS**<br>**B.V.B.A. St. Carolus**<br>Oostende Belgium | *281*<br>—<br>— | | **1981** Schps. van Langerbrugge—Gent/Gand (6200)<br>34,60 8,41 3,401<br>30,66 8,40 4,42<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | A.B.C.<br>Oil<br>864kW (1 175bhp) NE 90<br>Anglo-Belgian Corporation N.V. Gent/Gand |
| **ST. CATHERINE**<br>**WIGHTlink Ltd. (Isle of Wight Ferries)**<br>London United Kingdom | **2 036**<br>856<br>540 | | **1983** Henry Robb Ltd.—Leith (534)<br>77,02 2,452<br>75,62 16,81 4,53<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo 680dk P<br>Bow door/ramp<br>Stern door/ramp<br>Clear height 5,20<br>Cars 142 Trailers 24 | MAN 6V25/30<br>3 Oil 4SA each 6Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>2 700bhp (1 986kW)<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 156kW 415V 50Hz a.c.<br>2 Directional propellers , 1 fwd<br>12kn |
| **ST. CECILIA**<br>**NWS 3 Ltd.**<br>WIGHTlink Ltd. (Isle of Wight Ferries)<br>London United Kingdom | *2 968*<br>*904*<br>908 | | **1987** Cochrane Shipbuilders Ltd.—Selby (135)<br>76,94 17,02 2,501<br>75,00 16,81 4,53<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo 1000dk P<br>Bow door/ramp<br>L 5,90 W 3,70<br>Stern door/ramp<br>L 5,90 W 3,70<br>Cars 142 | MAN 6L25/30<br>3 Oil 4SA each 6Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>3 267bhp (2 403kW)<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 3 × 156kW 415V 50Hz a.c.<br>2 Directional propellers , 1 fwd<br>13kn |
| **ST. CHRISTOPH**<br>ex Christiane-85 ex Cairnelm-83<br>**Minibulk Schiffahrtsges. m.b.H. & Co. K.G.**<br>Osterreichischer Lloyd Ship Management G.m.b.H.<br>Wien Austria | *2 300*<br>*1 413*<br>4 028 | ✠Classed LR until 1/83<br>GL | **1977**-1 Stocznia Gdanska im. Lenina—Gdansk (B473/02)<br>91,70 13,64 5,936<br>85,20 13,61 7,45<br>RQD 16,5 F 8,3 1 dk<br>rf 51 len 83 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.5 155 B.4 835<br>2 Ha (stl) (23,6 31,2 × 8,0) ER | GMT B300.12SS<br>Vee Oil 4SA 12Cy. 300 × 450 sr geared to sc. shaft<br>2 500bhp (1 839kW)<br>H. Cegielski Poznan<br>Gen 1 × 110kW 2 × 104kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 26,5t (d.o.) 223,5t (hvf) 13,5kn |
| **ST. CHRISTOPHE**<br>ex Hilary-85<br>**N. Lutchmeeraidoo**<br>Port Louis Mauritius | **303**<br>196<br>— | (AB) | **1971** Globe Engineering Works—Kaapstad/Cape Town (152)<br>37,22 7,80 3,506<br>32,21 7,78 4,20<br>.P 12,2 F 5,2 1 dk<br>rf 305 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 220 × 280 reverse reduction geared to sc. shaft<br>930bhp (684kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 88kW<br>Fuel 187,0t 13kn |
| **ST. CHRISTOPHER**<br>ex Pietertje Elizabeth-86<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **324**<br>132<br>— | | **1975** Boot-Lemmer B.V.—Lemmer (1352)<br>40,09 8,01<br>7,98 4,35<br>1 dk<br>len 78 | **M Fishing**<br>Side Trawler | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>1 760bhp (1 295kW)<br>Kloeckner Humboldt Deutz Koeln<br>14kn |
| **ST. CHRISTOPHER**<br>ex Heinz-Heino-80 ex Aeolus-56<br>ex Heinz Brey-54<br>**Caribbean Cruising Co. N.V.**<br>Philipsburg Netherlands Antilles & Aruba | **158**<br>112<br>— | (BV) | **1932** Scheepswerven Gebr. Niestern—Delfzijl<br>*34,14* 5,77<br>32,21 5,74 2,39<br>1 dk<br>R len 57 | **M General Cargo**<br>2 Ha (7,2 × 3,3) (9,8 × 3,5)<br>1W Der 2(0,5) | Oil 4SA 2Cy. 270 × 420<br>100bhp (74kW)<br>Deutsche Werke A.G. Kiel<br>Fuel 4,0t (d.o.) 6kn |
| **ST. CHRISTOPHER**<br>**Sidney Jeff Clopton**<br>Pensacola, Fl United States of America | **133**<br>90<br>— | | **1969** Master Marine Inc.—Bayou la Batre, Al<br>*22,19* 6,76<br>3,56 | **M Fishing** | Oil<br>350bhp (257kW)<br>............<br>Fuel (d.o.) |
| **ST. CHRISTOPHER LIKONI**<br>**Kenya Bus Services (Mombasa) Ltd.**<br>Mombasa Kenya | **105**<br>98<br>— | | **1957** African Marine & General Eng. Co. Ltd. —Mombasa<br>33,53 10,55 1,016<br>27,44 10,52 1,73<br>1 dk | **TM Ferry** —dk P | Gardner<br>2 Oil 4SA each 6Cy. 140 × 197 through fluid couplings<br>L. Gardner & Sons Ltd. United Kingdom |
| **ST. CLAIR**<br>**Bell Steamship Co.**<br>American Steamship Co.<br>Wilmington, De United States of America | **27 482**<br>22 681<br>45 648<br>T/cm<br>63,6 | AB | **1976** Bay Shipbuilding Corporation—Sturgeon Bay, Wi (714)<br>234,73 28,05 9,170<br>231,66 27,97 15,85<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Self-unloader<br>5 Ho ER<br>26 Ha (stl) ER | General Motors 20-645-E7<br>3 Vee Oil 2SA each 20Cy. 230 × 254 sr geared to sc. shaft<br>7 944kW (10 800bhp)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 600kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 678,5t (d.o.) 14,5kn |
| **ST. CLAIR**<br>ex Terje Vigen-77 ex S. F. Panther-75<br>ex Peter Pan-73<br>**P&O Scottish Ferries Ltd.**<br>Aberdeen United Kingdom | **4 467**<br>1 890<br>1 061 | **100A1** CS 3/88<br>ferry<br>Ice Class 2<br>**LMC**<br>EL U 500,0/52,0U1<br>FN 3237<br>(GL) | **1965** Luebecker Flender-Werke AG.—Luebeck (550)<br>123,27 18,57 4,750<br>113,11 18,01 10,60<br>2 dks & 1 part dk & 1 movable dk<br>rf 399 | **TM Passenger/RoRo Cargo/Ferry**<br>152cbn 366bth 369dk P<br>Bow door/ramp<br>L 4,34 W 4,13 SWL 100<br>Stern door/ramp<br>L 4,25 W 5,00 SWL 100<br>Lane Length 286 Cargo Width 4,00<br>Cars 210<br>Der 2(3) | Pielstick 12PC2V-400<br>2 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shafts<br>10 080bhp (7 414kW)<br>Ottensener Eisenwerk A.G. Hamburg<br>✠ NAuxB (o.f.) 10/85 10,1kgf/cm² (9,9bar)<br>Gen 4 × 560kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 76,0t (d.o.) 224,0t (hvf)-30,5pd 16kn |
| **ST. CLAUDE**<br>ex Eben Haezer-89<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | *266*<br>*79*<br>— | | **1981** Scheepswerf "Vooruit" C.V.—Zaandam (364)<br>35,62 3,801<br>7,52 4,12<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280 geared to sc. shaft<br>1 800bhp (1 324kW)<br>Kloeckner Humboldt Deutz West Germany |

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| **8201351**<br>*ZCSY*<br>708319<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ST. CLOUD**<br>**Yorkshire Bank Lease Management Ltd.**<br>Fenwick Shipping Services Ltd.<br>Hong Kong Hong Kong (British) | *12 539*<br>*6 143*<br>18 411<br>T/cm<br>29,9 | ✠**100A1** SS 2/90<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>✠**LMC**<br>EL D† 550,0/62,0U2<br>FN 5180 | **1985**-3 Guangzhou Shipyard—Guangzhou/Canton (1107)<br>160,00 22,05 8,802<br>149,99 22,00 12,53<br>P 27,2 F 12,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 20,4 21,6 21,6 21,6 21,6 ER<br>G.23 865 B.22 505<br>5 Ha (stl) (14,0 16,0 16,0 16,0 16,0 × 11,2) ER<br>Cr 4(15) | B&W<br>Oil 2SA 5Cy. 550 × 1380<br>6 700bhp (4 928kW)<br>Hudong Shipyard<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11,5kgf/cm$^2$ (11,3bar)<br>Gen 3 × 376kW 450V 60Hz a.c.<br>Fuel 143,0t (d.o.) 1 115,5t (hvf) |
| **7206457**<br>*P3CZ2*<br>708026<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ST. COSMAS AETOLOS**<br>ex Musashi-91 ex Cassiopeia Maru-85<br>ex Ocean Harmony-81<br>**Kitsa Shipping Co. Ltd.**<br>Limassol Cyprus | **30 778**<br>22 152<br>62 650<br>T/cm<br>58,8 | BV (AB) (NK) | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.) —Nagoya (2278)<br>223,02 (BB) 32,24 12,818<br>213,01 32,20 18,39<br>F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 21,5 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.74 064 HeCls. ptB<br>7 Ha (stl) (12,8 14,4 14,4 14,4 14,4 14,4 14,4 × 14,4) ER | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>10 298kW (14 000bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 195,0t (d.o.) 3 492,0t (hvf)-48,5pd |
| **7404853**<br>*GFTG*<br>706138<br>LT 332<br>Esd Gc RTv | **ST. CROIX**<br>ex Atlas-86 ex Maarten-76<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | *240*<br>*72*<br>— | | **1974** Ch. & Arme. A. Seghers—Oostende (C56)<br>35,29 7,50 3,226<br>7,47 4,09<br>1 dk | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz |
| **7365069**<br>*C6HG9*<br>708118<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **ST. CYBI**<br>ex Stena Sailor-89 ex Dundalk-80<br>**Sealink U.K. Ltd. (SEALINK STENA LINE)**<br>Nassau Bahamas | T.Mk<br>**2 353**<br>735<br>2 495 | ✠**100A1** SS 1/88<br>✠**LMC**<br>EL T 1¾″U2<br>FN 2966 | **1975**-1 Verolme Cork Dockyards Ltd.—Cork (874)<br>119,00 16,49 4,617<br>110,01 16,26 10,70<br>B 35,7 2 dks<br>rf 279 | **TM RoRo Cargo** 6cbn 12bth P<br>Bow door/ramp Stern door/ramp<br>Bow door & ramp<br>W 6,00<br>2 Stern door/ramp<br>W 4,20<br>1 Ho 48,0<br>TEU 70 C.RoRo Dk. 35/40' incl. 30 ref C. | Polar<br>4 Vee Oil 4SA each 12Cy. 250 × 300 ge<br>sc. shafts<br>8 400bhp (6 179kW)<br>British Polar Engines Ltd.<br>Gen 1 × 256kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 240,0t (d.o.)-23,0pd |
| **7901447**<br>*MLDT4*<br>LT90<br>Df Esd Rdr<br>RTv | **ST. DAVID'S**<br>ex Elizabeth-89<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | *280*<br>*84*<br>— | | **1980** Scheepswerf "Vooruit" C.V.—Zaandam (360)<br>36,10<br>34,52 7,51 3,43<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Deutz<br>Oil 4SA 8Cy. 240 × 280 geared to sc. sh<br>1 177kW (1 600bhp) E made79<br>Kloeckner Humboldt Deutz<br>Gen 2 × 93,6kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd Tunnel thruster<br>Fuel 90,0t (d.o.) |
| **7100469**<br>*WX9059*<br>508927 | **ST. DOMINIC**<br>ex Miss Dianne-89 ex Neva J<br>ex Captain Hibo-76 ex Chief Paul Pitts<br>**Richard Bui Lan**<br>Corpus Christi, Tx United States of America | **101**<br>69<br>— | | **1967** Rockport Yacht & Supply Co.—Rockport, Tx<br>*21,37* 6,56<br>2,37<br>1 dk | **M Fishing** | Oil<br>380bhp (280kW)<br>.............<br>Fuel (d.o.) |
| **7127118**<br>*DYOA*<br>227543<br>Esd Gc Rdr<br>Rt | **ST. EDWARD**<br>ex Eduardo I-85 ex Futaba-85<br>ex Futaba Maru No. 1-83<br>**Azucar Shipping Corp.**<br>Manila Philippines | T.Mk<br>**499**<br>317<br>1 549 | | **1971** Kishimoto Zosen—Kinoe (411)<br>63,91 11,00 4,268<br>60,00 10,98 4,35<br>2 dks | **M General Cargo**<br>1 Ho ER | Niigata<br>Oil 4SA 8Cy. 250 × 320<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 40kW 220V a.c.<br>Fuel 57,0t |
| **5257476**<br>*GIAJ*<br>303299<br>Df Esd Gc<br>Rdr RTm/h/v | **ST. ELIZABETH**<br>ex Northern Reward-82<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **595**<br>246<br>— | ✠**100A1** SS 3/88<br>for service within the sea area enclosed between Parallels of 62°N & 48°N, the Meridian of Longitude 15°W & the coast of Europe<br>✠**LMC**<br>EL (J) 1¼″<br>FN 704 | **1962**-7 Cook, Welton & Gemmell Ltd.—Beverley (980)<br>*50,75* 9,28 4,190<br>49,87 9,15 4,96<br>F 8,6<br>RW rf 762 BK 203 conv Side Trawler Fishing 83 | **M Stand-by Safety Vessel**<br>for offshore installations | National Gas<br>Oil 4SA 8Cy. 381 × 508<br>1 400bhp (1 030kW)<br>Mirrlees National Ltd.<br>db 100lbf/in$^2$ (6,9bar)<br>Gen 2 × 50kW 220V d.c. |
| **5073143**<br>*WIJT*<br>272077<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **ST. EMILION**<br>ex Banner-83<br>ex Cities Service Miami-76<br>**Clayton Tankers Inc.**<br>Crest Tankers Inc.<br>St. Louis, Mo United States of America<br>SatCom: 1501252/STEM | **19 474**<br>13 025<br>35 156<br>T/cm<br>46,4 | AB | **1956** Bethlehem-Sparrows Point Shipyard —Sparrows Pt., Md (4544)<br>201,48 27,56 10,869<br>192,03 27,44 13,80<br>P 41,8 B 11,0 F 24,7 1 dk<br>RW rf 203 Bow/CM 98 Diam. 0,254 MH 1,2 | **S Tanker**<br>Oil Chemical<br>32 Ta ER<br>L.(oil) 43 210 HeCls. B<br>11 Cargo pumps total 3 498T/hr | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co.<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel-91,5pd |
| **8907228**<br>*MMDA5*<br>718794<br>Df Esd Gc<br>Pfd Rdr Rt | **ST. FAITH**<br>**NWS 5 Ltd.**<br>WIGHTlink Ltd. (Isle of Wight Ferries)<br>London United Kingdom | *3 009*<br>*914*<br>574 | | **1990** Cochrane Shipbuilders Ltd.—Selby (169)<br>76,09 24,40 2,479<br>72,40 17,22 4,52<br>1 dk | **TrM RoRo Cargo/Ferry** 1000P<br>Deck Cargo<br>Bow door/ramp<br>L 5,05 W 5,20 SWL 15<br>Stern door/ramp<br>L 5,05 W 5,20 SWL 18<br>Cargo Width 5,20 | MAN-Sulzer<br>3 Oil 4SA each 6Cy. 250 × 300 with<br>couplings & reduction geared to sc.<br>1 986kW (2 700bhp)<br>MAN B&W Diesel Aktiengesellschaft<br>Gen 3 × 300kW 3 × 156kW 415V<br>3 Controllable pitch propellers |
| **7427867**<br>*3BBU*<br>356391<br>Rt | **ST. GABRIEL**<br>ex Patriote-85 ex Chi Sheng No. 1-74<br>**La Compagnie de Peche Mauricienne Ltee.**<br>Port Louis Mauritius | **160**<br>100<br>— | | **1967** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>*31,73* 6,23<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA<br>720bhp (530kW)<br>.............<br>Fuel (d.o.) |
| **7106774**<br>Df Gc Pfd<br>Rdr Rt | **ST. GARIB-E-NAWAZ**<br>ex Mitsu Maru No. 35-80<br>**Barisal Fishing Co. Ltd.**<br>Chittagong Bangladesh | **124**<br>41<br>139 | NK | **1969** K.K. Usuki Tekkosho—Usuki (743)<br>35,01 7,04 2,610<br>31,40 7,01 2,72<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>In.108 | Usuki<br>Oil 4SA 6Cy. 280 × 450<br>1 100bhp (809kW)<br>Usuki Tekkosho<br>Gen 2 × 64kW |
| **5054783**<br>*HQCA8*<br>Df Esd Rdr<br>RTv | **ST. GEORGE**<br>ex Lefkimmi-88 ex Caribbean Victory-86<br>ex Newfoundland Container-85<br>ex Roe Deer-77 ex Norbrae-74<br>ex Buffalo-72<br>**Renaissance Maritime Inc.**<br>San Lorenzo Honduras | **1 482**<br>575<br>1 820 | (BV)<br>✠Classed LR until 1/6/85 | **1962**-1 Ardrossan Dockyard Ltd.—Ardrossan (430)<br>78,64 12,98 5,036<br>73,16 12,50 7,62<br>F 9,5 1 dk, 2nd dk except in way of No. 1 hatchway<br>RW rf 102 conv General Cargo 72 | **M Container Ship**<br>Fixed-guides<br>2 Cell. Ho 12,8 28,6 ER<br>TEU 101<br>2 Ha (stl) ER | Polar<br>Oil 2SA 7Cy. 500 × 700<br>2 800bhp (2 060kW)<br>British Polar Engines Ltd.<br>Gen 3 × 87kW 220V d.c.<br>Fuel 71,0t (d.o.) |
| **7940209**<br>*WQZ3656*<br>603711 | **ST. GEORGE**<br>ex Fairhaven ex Nancy Louise-79<br>**St. George Marine Inc.**<br>Juneau, Ak United States of America | **181**<br>123<br>— | | **1979** .............Moss Point, Ms<br>*23,57* 7,14<br>3,69<br>1 dk | **M Fishing** | Oil<br>900bhp (662kW) |
| **5305871**<br>*WB2357*<br>239275<br>Df Esd Pfd<br>Rdr Rt | **ST. GEORGE**<br>**Boat St. George Inc.**<br>Gloucester, Ma United States of America | **176**<br>99<br>— | (AB) | **1940** Snow Shipyard Inc.—Rockland, Me<br>34,75 7,19<br>31,55 7,01 3,92<br>RQD 12,8 F 4,9 | **Wood M Fishing**<br>Side Trawler<br>1 Ho 8,3<br>2 Ha | Cooper Bessemer<br>Oil 4SA 8Cy. 330 × 405<br>550bhp (405kW) NE 50<br>Cooper-Bessemer Corp.<br>Fuel 26,5t |
| **8328886** | **ST. GEORGE**<br>**Earthmovers Solomons Ltd.**<br>Honiara Solomon Islands | **124**<br>—<br>— | | **1970** New Guinea SB. Co. Pty. Ltd.—Rabaul<br>*24,05* 6,41<br>... ...<br>1 dk | **TM General Cargo Barge** | Cummins<br>2 Oil<br>134bhp (99kW)<br>Cummins Engine Co. Inc. |

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| **ST. GEORGE II**<br>**Boat St. George Inc.**<br>Gloucester, Ma United States of America | **185**<br>126<br>— | | **1979** Canaveral SB. Corp.—Cape Canaveral, Fl<br>*27,80* 7,32<br>3,92<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **ST. GEORGES**<br>ex Jacob-84 ex Soli Deo Gloria-80<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **217**<br>79<br>— | | **1974** Holland Launch N.V.—Zaandam (521)<br>34,96 7,57<br>30,87 7,50 4,02<br>1 dk | **M Fishing**<br>Side Trawler Ref | Deutz<br>Oil 4SA 6Cy.<br>1 100bhp (809kW)<br>Kloeckner Humboldt Deutz Koeln |
| **ST. GLUVIAS**<br>ex Cruiser-81 ex Clonmel-73<br>**Falmouth Towage Co. Ltd.**<br>Falmouth United Kingdom | **207**<br>0<br>— | **✠100A1** SS 7/88<br>tug<br>**✠LMC**<br>EL (e) $\frac{15}{16}$"SQ<br>FN 355 | **1959**-4 T. Mitchison Ltd.—Gateshead (88)<br>32,36 8,51 3,537<br>29,14 8,08 4,09<br>1 dk<br>rf 483 BK 51 | **M Tug**<br>Fire-fighting | Polar<br>Oil 2SA 6Cy. 340 × 570 with flexible coupling & dr geared to sc. shaft<br>British Polar Engines Ltd. Glasgow<br>Fuel 30,5t 11kn |
| **ST. GOUSEL AZAM**<br>ex Shotoku Maru No. 18-80<br>ex Wakashio Maru No. 21-78<br>**Barisal Fishing Co. Ltd.**<br>Chittagong Bangladesh | **162**<br>79<br>205 | NK | **1970** Uchida Zosen—Ise (685)<br>38,41 6,84 2,861<br>33,38 6,81 3,00<br>P 18,9 F 6,1 1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>In.180 | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>700bhp (515kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 80kW<br>11,5kn |
| **ST. HELEN**<br>**WIGHTlink Ltd. (Isle of Wight Ferries)**<br>London United Kingdom | *2 983*<br>*908*<br>537 | | **1983** Henry Robb Ltd.—Leith (535)<br>76,97 17,23 2,452<br>75,01 16,81 4,53<br>1 dk | **TM RoRo Cargo/Ferry** 680dk P<br>Deck Cargo<br>Bow door/ramp<br>Stern door/ramp<br>Clear height 5,20<br>Cars 142 Trailers 24 | MAN 6V25/30<br>3 Oil 4SA each 6Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>2 700bhp (1 986kW)<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 156kW 415V 50Hz a.c.<br>2 Directional propellers , 1 fwd<br>12kn |
| **ST. HELENA**<br>**St. Helena Line Ltd.**<br>Curnow Shipping Ltd.<br>London United Kingdom<br>SatCom: 1441730 | *6 767*<br>*2 030*<br>3 130<br>T/cm<br>15,3 | **✠100A1**<br>passenger ship<br>cargo oil (FP 60°C and above) in DTm<br>CG<br>**✠LMC** **UMS**<br>EL (X) 553,0/56,0U2<br>FN 2774 | **1990**-10 A. & P. Appledore Aberdeen—Aberdeen (1000)<br>105,00 19,23 6,016<br>95,00 19,20 10,00<br>P & B 41,6 F 25,3 2 dks, 3rd dk (f & a of DTm)<br>rf nil | **TM Passenger/General Cargo**<br>Livestock 49cbn 128bth P<br>2 Ho 2 Ta ER<br>B.3 750<br>TEU<br>52 C.H0 36/20' C.Dk 16/20' incl. 12 ref C.<br>2 Ha (stl) (6,5 × 6,0) (13,3 × 11,0)<br>Cr 2(12,5) Der 2(10) | Mirrlees K6M<br>2 Oil 4SA each 6Cy. 400 × 457 with clutches & reduction geared to sc. shafts<br>4 050kW (5 506bhp)<br>Mirrlees Blackstone (Stockport) Ltd. Stockport<br>AuxB (o.f.) 9,2kgf/cm$^2$ (9,1bar)<br>2 AuxB (1 o.f. 1 ex.g) 9,2kgf/cm$^2$ (9,1bar)<br>Gen 2 × 1000kW 2 × 1000kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 54,0t (d.o.) 760,0t (i.f.o.)-21,0pd 14,5kn |
| **ST. IRENE**<br>ex Hillero-78<br>**Pesquera Coquimbo Dos Ltda.**<br>Valparaiso Chile | **438**<br>224<br>610 | (NV)<br>Classed LR until 24/10/83 | **1966** A/S Hommelvik M/V—Hommelvik (102)<br>46,94 8,26 4,839<br>42,52 8,23 4,70<br>P 15,0 F 10,1 1 dk<br>rf 1245 BK 127 len 71 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>3 Ho 7,0 7,0 8,0 ER<br>3 Ha (stl) (3,5 × 3,2) (2,9 × 6,0) (2,5 × 3,2) ER<br>1W Der 1(3) | Alpha<br>Vee Oil 4SA 10Cy. 225 × 300 sr geared to sc. shaft<br>1 550bhp (1 140kW) NE 76<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 51kW 1 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel-16,5pd 12,5kn |
| **ST. JAKOB**<br>ex Leony-85 ex Cairnoak-83<br>**Minibulk Schiffahrtsges. m.b.H. & Co. K.G.**<br>Osterreichischer Lloyd Ship Management G.m.b.H.<br>Wien Austria | *2 300*<br>*1 413*<br>4 028 | GL<br>✠Classed LR until 1/83 | **1977**-2 Stocznia Gdanska im. Lenina—Gdansk (B473/03)<br>91,70 13,64 5,971<br>85,20 13,61 7,45<br>RQD 16,5 F 8,6 1 dk<br>rf 51 len & deepened 83 | **M General Cargo**<br>Ice strengthened<br>2 Ho 27,8 35,3 ER<br>G.5 155 B.4 835<br>2 Ha (stl) (23,6 31,2 × 8,0) ER | GMT B300.12SS<br>Vee Oil 4SA 12Cy. 300 × 450 sr geared to sc. shaft<br>2 500bhp (1 839kW)<br>H. Cegielski Poznan<br>Gen 1 × 110kW 1 × 104kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 26,5t (d.o.) 223,5t (hvf) 13,5kn |
| **ST. JAMES**<br>ex Eleu-79<br>**River Parishes Co. Inc.**<br>Baton Rouge, La United States of America | **297**<br>125<br>— | (AB) | **1929** Bethlehem Steel Co.—San Francisco, Ca (5339)<br>38,41 8,59 4,439<br>35,67 8,54 4,88<br>1 dk<br>R | **TM Tug** | Fairbanks, Morse<br>2 Oil 2SA each 6Cy. 216 × 254<br>NE 57<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 139,0t |
| **ST. JAMES**<br>ex Albert-86<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | *289*<br>*90*<br>— | | **1974** Schps. "De Rietpol", J. E. Verharen —Spaarndam (51)<br>38,56 3,080<br>7,80 4,09<br>1 dk<br>len 83 | **M Fishing**<br>Side-fishing<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>11kn |
| **ST. JOHN**<br>ex China Pride-87 ex Emerald Glory-85<br>ex Makikawa Maru-82<br>**Saros Maritime Co. Ltd.**<br>Societe Anonyme Monegasque d'Administration Maritime et Aerienne (S.A.M.A.M.A.)<br>Limassol Cyprus<br>SatCom: 1100233/JOHN | **76 250**<br>65 192<br>156 109<br>T/cm<br>117,6 | HR NK | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2276)<br>305,04 43,34 17,450<br>290,03 43,29 24,69<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>IGS DB<br>7 Ho/Ta 23,9 23,9 48,0 24,0 48,0 28,8 24,9 8 Wing Ta ER<br>G.136 805 L.(oil) 187 453 HeCls. ptB ptC<br>9 Ha (stl) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 16,5 14,4 × 16,2) ER<br>3 Cargo pumps total 10 500T/hr | Sulzer 8RND105<br>Oil 2SA 8Cy. 1050 × 1800<br>32 000bhp (23 538kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 1200kW 450V 60Hz a.c.<br>Fuel 316,0t (d.o.) 9 263,0t (hvf)-109,0pd 16,25kn |
| **ST. JOHN**<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | *312*<br>*93*<br>— | **✠100A1**<br>trawler<br>**✠LMC**<br>EL 151,2/24,0U2(a)<br>FN 402 | **1987**-3 Amels B.V.—Makkum (410)<br>36,50 8,11<br>32,47 8,01 4,37<br>P 1,0 F 9,5 1 dk<br>rf - BK 305 | **M Fishing**<br>Side Trawler Beam-trawl Ref<br>In.175 | Deutz SBV8M628<br>Oil 4SA 8Cy. 240 × 280 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 76kW 1 × 65kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10kn |
| **ST. JOHN**<br>ex Hanko-85 ex St. Halvard-70<br>**Kolfinn Sogn**<br>Fredrikstad Norway | **176**<br>82<br>— | (NV) | **1953** Holmens Verft—Risor (84)<br>32,01 5,95 2,185<br>5,92 2,62<br>1 dk<br>BK 119 | **M Ferry** 294P | General Motors<br>Oil 2SA 8Cy. 165 × 178<br>513bhp (377kW) E made43 refitted53<br>General Motors Corp. Detroit, Mi<br>Fuel 10,0t (d.o.)-2,5pd |
| **ST. JOSEPH**<br>ex Mariana II-85 ex Koun Maru-85<br>**Azucar Shipping Corp.**<br>Manila Philippines | T.Mk<br>**470**<br>322<br>1 454 | | **1971** K.K. Matsuura Zosensho—Kinoe (168)<br>60,81 10,04 4,420<br>57,00 10,01 4,50<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 955 B.1 826<br>1 Ha (31,8 × 7,3) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 20kW<br>Fuel 28,5t-4,5pd 12kn |
| **ST. JOSEPH**<br>**Mauryea Calvera Torrente**<br>Mexico | **168**<br>63<br>— | ✠ | **1944**-5 Newcastle SB. Co. Ltd.—Nanaimo, B.C.<br>36,38 7,75<br>... ... ...<br>1 dk<br>conv Minesweeper — | **Wood M General Cargo** | Vivian<br>Oil 4SA 10Cy. 230 × 305<br>Vivian Diesels & Munitions Ltd. Vancouver, B.C. |

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| **6401701**<br>*GMSE*<br>305953<br>Df Esd Gc<br>Rdr RTm/h/v | **ST. KITTS**<br>ex Ella Hewett-79<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **522**<br>181<br>— | **✠100A1** SS 11/89<br>for service within the sea area enclosed between the Parallels of Latitude 62°N & 48°N, the Meridian of Longitude 15°W and the coast of Europe<br>**✠LMC**<br>EL (i) 1¼"<br>FN 685 | **1964**-3 Charles D. Holmes & Co. Ltd.—Beverley (986)<br>*49,99* 9,28 4,015<br>48,54 9,15 4,96<br>F 8,6<br>RW rf 762 BK 152 conv Side Trawler Fishing 78 | **M Stand-by Safety Vessel**<br>for offshore installations<br>1 Ha (w) (1,8 × 1,1) 2 Ha (stl) (each 3,9 × 1,1) | National Gas<br>Oil 4SA 8Cy. 381 × 508<br>1 280bhp (942kW)<br>Mirrlees National Ltd.<br>Gen 1 × 200kW 200V 2 × 60kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 137,0t (d.o.) |
| **7036292**<br>Rdr Rt | **ST. KRISTOPHER**<br>ex Muroran-90 ex Muroran Maru-87<br>**Viva Shipping Lines Inc.**<br>Batangas Philippines | **1 215**<br>378<br>956 | | **1970** Narasaki Zosen K.K.—Muroran (739)<br>74,71 (BB) 12,83 3,861<br>69,02 12,81 4,70<br>1 dk | **TM RoRo Cargo/Ferry**<br>358P | Daihatsu<br>4 Oil 4SA each 8Cy. 260 × 320 geared shafts<br>6 400bhp (4 708kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 100kW 225V a.c.<br>Fuel 80,0t (d.o.)-15,0pd |
| **7119862**<br>Esd Rdr Rt | **ST. LORENZO**<br>ex Sweet Faith-90<br>ex Hakodate Maru No. 11-87<br>**Viva Shipping Lines Inc.**<br>Batangas Philippines | **1 492**<br>499<br>1 014 | | **1971** Narasaki Zosen K.K.—Muroran (755)<br>82,81 16,18 4,242<br>76,23 14,03 5,11<br>1 dk | **TM RoRo Cargo/Ferry**<br>400P<br>Mchy.aft | Niigata<br>4 Oil 4SA each 8Cy. 250 × 320 geared shafts<br>5 320bhp (3 913kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 104kW 445V 60Hz a.c.<br>Fuel 132,0t (d.o.)-14,0pd |
| **8504674**<br>*C6JC9*<br>716250<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **ST. LOUIS**<br>ex Margaletta-90 ex Kuo Hsiung-90<br>**Rosalta Maritime S.A.**<br>Nassau Bahamas | *8 166*<br>*3 490*<br>8 994 | (NK) | **1985** Towa Zosen K.K.—Shimonoseki (563)<br>130,00 (BB) 7,016<br>120,00 21,01 11,16<br>P 10,1 F 12,8 1 dk | **M Container Ship**<br>Fixed-guides<br>3 Cell. Ho 14,7 34,5 35,2 ER<br>TEU 400<br>C.Ho 238/20' (40') C.Dk 162/20' (40'9 incl. 30 ref C.<br>9 Ha (stl) ER<br>Cr 2(40) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1350<br>5 850bhp (4 303kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 430kW 445V 60Hz a.c.<br>Fuel 89,0t (d.o.) 483,5t (hvf)-18,5pd |
| **5211977**<br>*GIAN*<br>301694<br>Df Esd Gc<br>Rdr RTm/h/v | **ST. LOUIS**<br>ex Lord Jellicoe-82<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **596**<br>224<br>— | **✠100A1** SS 10/87<br>for service within the sea area enclosed between Parallels of 62°N & 48°N, the Meridian of Longtitude 15°W & the coast of Europe<br>**✠LMC**<br>EL (J) 1¼"<br>FN 704 | **1962**-6 Cook, Welton & Gemmell Ltd.—Beverley (979)<br>*50,75* 9,28<br>49,87 9,15 4,96<br>F 8,6<br>RW rf 762 BK 203 conv Side Trawler Fishing 83 | **M Stand-by Safety Vessel**<br>for offshore installations | Mirrlees<br>Oil 4SA 8Cy. 381 × 508<br>1 400bhp (1 030kW)<br>Mirrlees, Bickerton & Day<br>Gen 2 × 50kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **7033018**<br>*J8CB*<br>2028<br>Df Esd Gc<br>Rdr RTm/h/v | **ST. LUCY**<br>ex Dag Arawak-86 ex Donina-85<br>ex Andy's Pride-84 ex Leo Pride-80<br>ex Marocsand-77<br>**Donina Shipping Ltd.**<br>Gulf Oceanic Shipmanagement (Pte.) Ltd.<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**999**<br>646<br>2 200<br>**1 999**<br>1 289<br>3 400 | GL | **1970** Heinrich Brand Schiffswerft G.m.b.H. & Co. K.G.—Oldenburg (186)<br>92,33 (BB) 13,59 4,661/6,090<br>82,00 13,52 7,19<br>P 14,1 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 36,3 29,0 2 TwD<br>G.4 813 B.4 247<br>2 Ha (stl) (19,2 25,3 × 8,3) ER<br>8W Der 2(20) 8(5) | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 126kW 360V 50Hz a.c.<br>Fuel 244,0t (d.o.) |
| **5297622**<br>*GHNM*<br>302611<br>Df Esd Rdr<br>RTm/h/v | **ST. LUKE**<br>ex Robert Hewett-79<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **519**<br>181<br>— | **✠100A1** SS 4/89<br>**✠LMC**<br>EL v 2¼"SQ<br>ptMS<br>FN 697 | **1961**-3 Cook, Welton & Gemmell Ltd.—Beverley (963)<br>*49,99* 9,28 4,015<br>49,36 9,15 4,96<br>F 8,6<br>RW rf 762 BK 203 conv Side Trawler Fishing 79 | **M Stand-by Safety Vessel**<br>for offshore installations | Mirrlees<br>Oil 4SA 8Cy. 381 × 508<br>1 168bhp (859kW)<br>Mirrlees, Bickerton & Day<br>db 100lbf/in² (6,9bar)<br>Gen 1 × 170kW 170V d.c. 2 × 60<br>1 × 53kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 122,0t (d.o.) |
| **8300200**<br>*V2HE*<br>2162<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **ST. MAGNUS**<br>ex Jolly Indaco-86 ex St. Magnus-85<br>**Antje Maritime Ltd.**<br>Mammoet-Hansa Linie A.G.<br>Bremen Antigua & Barbuda | *16 169*<br>*6 592*<br>21 541 | GL | **1984** Bremer Vulkan A.G.—Bremen-Vegesack (33)<br>156,06 (BB) 32,03 9,021<br>145,01 32,01 12,60<br>F 19,9 2 dks | **TM RoRo Cargo/General Cargo/ Heavy-load Carrier**<br>Ice strengthened<br>Stern door/ramp<br>L 13,40 W 26,00<br>Angled side ramp (p&/s)<br>L 24,16 W 5,00<br>Lane Length 2500 Cargo Width 26,00<br>Clear height 6,90<br>Trailers 188<br>1 Ho<br>B.24 235<br>TEU 1413<br>C.Ho 507/20' (40') C.Dk 906/20' (40') incl. 100 ref C.<br>1 Ha (stl) (76,4T × 9,3)<br>Cr 2(50) Der 1(800) | MaK<br>2 Oil 4SA each 6Cy. 580 × 600 sr ge shafts<br>16 320bhp (12 004kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 1480kW 2 × 560kW 400V<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **5191701**<br>Df Esd Gc<br>Pfd Rdr Rt | **ST. MARC**<br>ex Madeleine-90 ex C.T.M.A.-75<br>ex Koldinghus-69<br>Honduras | **729**<br>391<br>1 031 | (BV) | **1959** Aarhus Flydedok og Maskinkp. A/S—Aarhus (105)<br>77,35 11,05 4,001<br>70,01 11,00 6,25<br>F 10,1 1 dk & S dk<br>RW rf 76 | **M General Cargo**<br>OSD 12P<br>1 Ho 45,0 ER<br>B.2 114<br>2 Ha (2,5 × 2,7) (38,3 × 6,4) ER<br>Der 2(3) | B&W<br>Oil 2SA 6Cy. 350 × 620<br>1 680bhp (1 236kW)<br>Helsingor Skibsv. og Maskinbyg<br>Gen 2 × 70kW 220V d.c.<br>Fuel 161,5t |
| **9038543**<br>Df Esd Gc<br>Rdr RTv | **ST. MARTIN**<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | *428*<br>*128*<br>— | **100A1**<br>Class contemplated<br>FN 465 | Approx.**1991** Stocznia im. "Komuny Paryskiej" —Gdynia (B676/04)<br>40,00 4,000<br>35,20 8,50 4,70 | **M Fishing**<br>Side Trawler Beam-trawl | Deutz<br>Oil 4SA 9Cy. 240 × 280 geared to s<br>973kW (1 323bhp)<br>Kloeckner Humboldt Deutz |
| **7215795**<br>504779 | **ST. MARTIN**<br>ex Matagorda<br>**Vincent Hoan Vu**<br>Corpus Christi, Tx United States of America | **120**<br>82<br>— | | **1966** Bishop SB. Corp.—Aransas Pass, Tx<br>*22,29* 6,53 3,41 | **M Fishing** | Oil<br>340bhp (250kW)<br>.............<br>Fuel (d.o.) |
| **7515688**<br>551566 | **ST. MARTIN**<br>ex Lady Rebel<br>**Gio van Cao**<br>Mobile, Al United States of America | **112**<br>76<br>— | | **1973** .............Pascagoula, Ms<br>*22,41* 6,41 3,38<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>350bhp (257kW) |
| **7050066**<br>*WZS6915*<br>514546 | **ST. MARY I**<br>ex Nelly Rose-89 ex Lady Marjorie-77<br>ex Scott Joe<br>**Joe Viet Tran**<br>Houma, La United States of America | **118**<br>80<br>— | | **1968** Bollinger Machine Shop & Shpyd Inc. —Lockport, La<br>*21,86* 6,71 3,36 | **M Fishing** | Oil<br>425bhp (313kW)<br>Fuel (d.o.) |

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| **ST. MATTHEW**<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | *428*<br>*128*<br>— | **100A1**<br>Class contemplated<br>FN 467 | **1991** Brodogradiliste "Begej"—Zrenjanin (227)<br>40,01 4,001<br>35,21 8,51 4,73<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref | Deutz SBV9M628<br>Oil 4SA 9Cy. 240 × 280<br>1 798bhp (1 323kW)<br>Kloeckner Humboldt Deutz Koeln |
| **ST. MATTHEW**<br>ex Polar Shell ex Chief-77 ex YOG 86<br>**Polar Shell Fisheries Inc.**<br>Juneau, Ak United States of America | **297**<br>170<br>— | (AB) (NV) | **1945** R.T.C. SB. Corp—Camden, NJ (161)<br>*52,13* 9,76<br>4,58<br>P 15,0 F 7,4 1 dk<br>conv Tanker — | **M Fishing**<br>Mchy.aft | General Motors<br>Oil 2SA 8Cy. 222 × 267 with clutch and sr reverse geared to sc. shaft<br>700bhp (515kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **ST. MAWES**<br>ex Ionia-88<br>**Falmouth Towage Co. Ltd.**<br>Falmouth United Kingdom | **187**<br>0<br>— | ✠LR class withdrawn-Owners' request 21/1/91 | **1960**-8 Henry Scarr Ltd.—Hessle (771)<br>30,41 7,98 3,531<br>27,44 7,62 3,97<br>RW rf 381 BK 152 | **M Tug** | Polar<br>Oil 2SA 6Cy. 340 × 570 reverse reduction geared to sc. shaft<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 30kW 220V d.c.<br>Fuel 57,0t (d.o.) 10kn |
| **ST. MICHAEL**<br>ex Jeanette B-90 ex St. Michael-89<br>**Treffer Shipping N.V.**<br>Willemstad Netherlands Antilles & Aruba | **825**<br>478<br>930 | BV | **1979** Scheepswerf en Reparatiebedrijf "Harlingen" B.V.—Harlingen (53)<br>63,61 3,302<br>59,97 9,49 4,60<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.1 541 B.1 502<br>1 Ha (33,6 × 7,3) ER | Deutz SBA12M816<br>Vee Oil 4SA 12Cy. 142 × 160<br>750bhp (552kW) NE 82<br>Kloeckner Humboldt Deutz Koeln<br>10,5kn |
| **ST. MICHAEL**<br>ex Dirkje-89 ex Michael Bianca-82<br>ex Pieter Jacob-79<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **206**<br>85<br>— | | **1974** Scheepsw. West-Vlaamse N.V.—Oostkamp (C75)<br>34,50<br>7,62 3,71<br>1 dk | **M Fishing**<br>Side Trawler | Deutz<br>Oil<br>1 200bhp (883kW) NE 81<br>.............. |
| **ST. MICHAEL**<br>ex Capt. B-90 ex Dr. Henry<br>**Tony Franulovich**<br>Seattle, Wa United States of America | **173**<br>118<br>— | | **1979** Master Boat Builders, Inc.—Bayou la Batre, Al<br>*26,89* 7,47<br>7,32 3,51<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | Oil<br>600bhp (441kW)<br>U.S.A. |
| **ST. MICHAEL LIKONI**<br>**Kenya Bus Services (Mombasa) Ltd.**<br>Mombasa Kenya | **105**<br>88<br>61 | ✠Classed LR until 16/10/81 | **1960**-2 African Marine & General Eng. Co. Ltd.—Mombasa (340)<br>33,53 10,55 1,016<br>27,44 10,52 1,73<br>1 dk | **TM Ferry**<br>300P | Gardner<br>2 Oil 4SA each 6Cy. 140 × 197 through fluid couplings<br>290bhp (213kW)<br>L. Gardner & Sons Ltd. Manchester<br>2 Directional propellers<br>Fuel 3,5t (d.o.) 7kn |
| **ST. MICHAELIS**<br>**Tankschiffreederei m.s. "St. Michaelis" Dr. August Oetker KG**<br>Hamburg-Sudamerikanische Dampfschifffahrts-Ges. Eggert u. Amsinck<br>Hamburg Federal Republic of Germany | **26 937**<br>19 177<br>45 574 | GL | **1981** A.G. "Weser"—Bremen (1413)<br>182,96 (BB) 32,24 12,089<br>174,00 32,21 16,11<br>P 15,9 F 12,8 1 dk<br>Bow/CM 92 Diam. 0,400 MH 1,8 | **M Tanker**<br>Oil Chemical<br>COW IGS PL SBT Stern disch.<br>12 Ta ER<br>L.(oil) 45 672 HeCls. BC<br>4 Cargo pumps total 3 500T/hr | MAN K7SZ70/125BL<br>Oil 2SA 7Cy. 700 × 1250<br>12 520bhp (9 209kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 900kW 1 × 800kW 440V 60Hz a.c.<br>Fuel 285,5t (d.o.) 2 152,0t (hvf)-40,5pd 14,5kn |
| **ST. NICHOLAS**<br>**St. Nicholas Inc.**<br>Gloucester, Ma United States of America | **137**<br>93<br>— | | **1965** Frank L. Sample, Jr. Inc.—Boothbay Harbor, Me<br>*25,67* 6,89<br>3,54 | **Wood M Fishing** | Oil<br>760bhp (559kW)<br>..............<br>Fuel (d.o.) |
| **ST. NICOLAS**<br>ex Courser-88 ex Court Lady-85<br>**Magellan Maritime Ltd.**<br>Panama Panama | **9 783**<br>6 911<br>17 769<br>T/cm<br>27,7 | **100A1** SS 10/91<br>bulk carrier<br>**LMC**<br>EL D† 550,0/68,0U2(a)<br>FN 4796<br>(NK) | **1977** Tsuneishi Zosen K.K.—Numakuma (410)<br>146,00 (BB) 22,33 9,279<br>138,00 22,30 12,45<br>P 31,3 RQD 22,3 F 11,3 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 20,4 26,2 26,2 28,5 ER<br>G.22 473 B.21 787<br>4 Ha (13,5 × 9,6) (19,5 19,5 19,5 × 11,1) ER<br>Der 4(25) | Pielstick 12PC2-5V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 737kW (7 799bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 8,1kgf/cm² (8,0bar)<br>Gen 2 × 360kW 450V 60Hz a.c.<br>Fuel 130,0t (d.o.) 1 105,0t (hvf)-21,0pd 14,25kn |
| **ST. NIKOLAI**<br>**Tankschiffreederei m.s. "St. Nikolai" Dr. August Oetker KG**<br>Hamburg-Sudamerikanische Dampfschifffahrts-Ges. Eggert u. Amsinck<br>Hamburg Federal Republic of Germany | **26 937**<br>19 177<br>45 574 | GL | **1982** A.G. "Weser"—Bremen (1414)<br>182,96 (BB) 32,24 12,091<br>174,00 32,21 16,11<br>P 15,9 F 12,8 1 dk<br>Bow/CM 92 Diam. 0,400 MH 1,8 | **M Tanker**<br>Oil Chemical<br>COW IGS PL SBT Stern disch.<br>12 Ta ER<br>L.(oil) 45 672 HeCls. BC<br>4 Cargo pumps total 3 500T/hr | MAN K7SZ70/125BL<br>Oil 2SA 7Cy. 700 × 1250<br>12 520bhp (9 209kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 900kW 1 × 800kW 440V 60Hz a.c.<br>Fuel 285,5t (d.o.) 2 152,0t (hvf)-40,5pd 14,5kn |
| **ST. NIKOLAS I**<br>ex Rickmers Hangzhou-90<br>ex Hoegh Normania-89<br>ex Als Reliance-88 ex Normannia-86<br>ex Mentor-85 ex City of London-83<br>ex Mentor-81<br>**Black King Shipping Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**10 867**<br>5 544<br>15 479<br>**16 482**<br>8 871<br>21 180 | ✠**100A1** CS 1/90<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL H† 605,0/70,0U2<br>FN 6234 | **1980**-7 Scotts' SB. Co. Ltd.—Greenock (750)<br>164,57 (BB) 26,07 —/10,653<br>155,02 26,01 14,20<br>P 32,7 F 25,3 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 14,0 24,3 24,0 24,0 24,8 5 TwD<br>G.30 514 B.28 932<br>TEU 795<br>C.Ho 427/20'(40') C.Dk 368/20'(40')<br>9 Ha (stl) (10,7 × 8,5) (19,2p&s × 8,0) (19,2p&s 19,2p&s 19,2p&s × 10,3) ER<br>9W Der 3(35) 5(22) 1(10) | Sulzer 7RND76M<br>Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Scotts' Engineering Co. Ltd. Greenock<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) rcv & htr 7kgf/cm² (6,9bar)<br>Gen 3 × 1000kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 191,5t (d.o.) 1 687,0t (hvf) 18kn |
| **ST. OLA**<br>**P&O Scottish Ferries Ltd.**<br>Aberdeen United Kingdom | *2 571*<br>*771*<br>701 | ✠**100A1** CS 1/91<br>United Kingdom coastal service & to Orkney & Shetland Islands<br>✠**LMC**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1554 | **1974**-10 Hall, Russell & Co. Ltd.—Aberdeen (963)<br>70,21 14,46 4,101<br>65,51 13,72 9,99<br>B 42,4 2 dks<br>rf 203 | **TM RoRo Cargo/Ferry/ Livestock Carrier**<br>400dk P<br>Bow door/ramp Stern door/ramp<br>TEU 30<br>C.RoRo Dk 30/20' (40') incl. 6 ref C. | Polar SF112VS-F<br>2 Vee Oil 4SA each 12Cy. 250 × 300 sr geared to sc. shafts<br>4 200bhp (3 089kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 150kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 57,5t (d.o.)-13,5pd 14kn |
| **ST. PADARN**<br>ex Stormy-79 ex Nordsjobas-78<br>**Bremond Shipping Corp.**<br>United Fishing Enterprises (Pty.) Ltd.<br>Cape Town South Africa | **418**<br>209<br>— | (NV)<br>✠Classed LR until 10/83 | **1967** Smedvik Mek. Verksted A/S—Tjorvag (13)<br>47,12 8,31 4,876<br>42,02 8,26 6,46<br>2 dks<br>rf 1097 BK 152 len 70 | **M Fishing**<br>Side-fishing Seiner Ref<br>2 Ho 3 Ta ER<br>5 Ha (1,8 1,8 1,8 × 2,5) (2,5 2,9 × 3,2) ER<br>1W Der 1(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 136kW 1 × 60kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 122,0t (d.o.)-4,0pd 12kn |
| **ST. PATRICK**<br>ex Gavina-89 ex St. Patrick-86<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | *475*<br>*142*<br>719 | ✠**100A1** SS 5/90<br>✠**LMC**<br>EL (H) $\frac{7}{8}$"U2<br>FN 521 | **1975**-10 Richards (Shipbuilders) Ltd.—Great Yarmouth (524)<br>39,71 9,17 3,683<br>34,22 9,15 6,05<br>2 dks<br>rf 406<br>conv Stern Trawler Fishing 90 | **M Stand-by Safety Vessel**<br>for offshore installations Fire-fighting<br>1 Ho 13,1 ER<br>In.234 | Ruston 6ATCM<br>Oil 4SA 6Cy. 317 × 368<br>1 650bhp (1 214kW)<br>Ruston Paxman Diesels Ltd. United Kingdom<br>Gen 1 × 372kW 1 × 120kW 1 × 80kW 1 × 25kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 94,5t (d.o.) 12kn |

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| **5022481**<br>*GHSX*<br>301677<br>Df Esd Gc<br>Rdr Rt | **ST. PAUL**<br>ex Arctic Vandal-79<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **530**<br>180<br>— | ✠**100A1** SS 9/87<br>for service within the sea area enclosed between the Parallels of Latitude 62°N & 48°N, the Meridian of Longitude 15°W & the coast of Europe<br>✠**LMC**<br>EL 1¼"<br>FN 704 | **1961**-11 Cook, Welton & Gemmell Ltd.—Beverley (968)<br>*50,75* 9,28 4,192<br>49,87 9,15 4,96<br>F 8,6<br>RW rf 762 BK 203 conv Side Trawler Fishing 79 | **M Stand-by Safety Vessel**<br>for offshore installations | Mirrlees<br>Oil 4SA 8Cy. 381 × 508<br>1 400bhp (1 030kW)<br>Mirrlees, Bickerton & Day<br>Thw. thrust propeller fwd |
| **7832555**<br>*6MID*<br>BS-A-526<br>Df Esd Gc<br>Pfd Rdr Rt | **ST. PEDRO No. 51**<br>ex Hiyoshi Maru No. 18-72<br>ex Fukuyo Maru<br>**Hai Chung Industries Co. Ltd.**<br>Busan South Korea | **183**<br>96<br>— | (KR) | **1963** Yamanishi Zosen K.K.—Ishinomaki<br>38,51<br>33,71 6,90 3,15<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.249<br>3 Ha (each 1,1 × 1,3) | Fuji<br>Oil 4SA 6Cy. 300 × 430<br>650bhp (478kW)<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 51kW 220V a.c. |
| **6423084**<br>*6MAR*<br>BS-A-1596<br>Df Esd Gc<br>Pfd Rdr Rt | **ST. PEDRO No. 61**<br>ex Kaisei No. 113-79<br>ex Shinei Maru No. 1-73<br>**Hae Woi Industrial Co. Ltd.**<br>Busan South Korea | **189**<br>89<br>— | (KR) (NK) | **1964** Kanasashi Co. Ltd.—Shimizu (591)<br>39,07 6,96 2,794<br>34,02 6,91 3,10<br>P 9,5 B 4,9 F 4,3 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.206 | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 62kW 230V a.c. |
| **6400898**<br>*HLBB*<br>BS-A-1581<br>Df Esd Rdr Rt | **ST. PEDRO No. 62**<br>ex Choko Maru No. 17-73<br>**Hae Woi Industrial Co. Ltd.**<br>Busan South Korea | **196**<br>87<br>— | (KR) | **1963** Miho Zosensho K.K.—Shimizu (382)<br>38,64 6,96<br>33,89 6,91 3,15<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 400<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **7646449**<br>*HQAZ9*<br>Df Esd Gc<br>Rdr Rt | **ST. PEDRO No. 63**<br>ex King Star No. 81-79<br>**Atlas de Honduras Fisheries**<br>Honduras | **449**<br>155<br>— | (KR) | **1967** Kanasashi Co. Ltd.—Shimizu<br>46,33<br>40,98 7,70 3,46<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>In.306<br>4 Ha (1,0 1,0 × 0,8) (1,6 1,6 × 1,4) | Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 116kW 230V a.c. |
| **6924820**<br>Df Esd Gc<br>Pfd Rdr Rt | **ST. PETER**<br>ex Aboitiz Concarrier VIII-91<br>ex Davao Transport-82<br>ex Yamafuku Maru-78<br>San Lorenzo Honduras | **2 833**<br>2 023<br>4 293 | **100A1** SS 10/88<br>Philippine coasting service<br>**LMC**<br>EL S 467,5/42,0U2<br>FN 1856<br>(AB) (NK) | **1969** Imai Zosen—Kochi (272)<br>93,70 14,78 5,995<br>86,30 14,40 7,09<br>P 21,1 F 10,5 1 dk<br>RW rf 100 | **M General Cargo**<br>2 Ho - 35,7 ER<br>G.5 652 B.5 339<br>TEU 170 170/20'(40')<br>2 Ha (stl) (16,7 29,4 × 10,2) ER<br>Der 1(15) 2(10) | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>2 060kW (2 801bhp)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 152kW 440V 60Hz a.c.<br>Fuel 402,5t-9,0pd |
| **7910034**<br>*WYC7518*<br>596937 | **ST. PETER III**<br>ex Laurentine III<br>**On van Hoang**<br>Mobile, Al United States of America | **114**<br>77<br>— | | **1978** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>... ... ...<br>24,41 6,72 3,41<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>Caterpillar Tractor Co. |
| **7392672**<br>*GUYK*<br>376312<br>LT 144<br>Df Esd Gc<br>Pfd Rdr Rt | **ST. PHILLIP**<br>ex Kerry Kathleen-90 ex St. Phillip-86<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | *475*<br>*142*<br>719 | ✠**100A1** SS 3/90<br>✠**LMC**<br>EL (H) ⅞"U2<br>FN 521 | **1976**-2 Richards (Shipbuilders) Ltd.—Great Yarmouth (525)<br>39,71 9,17 4,014<br>34,22 9,15 6,05<br>2 dks<br>rf 406 conv Stern Trawler Fishing 90 | **M Stand-by Safety Vessel**<br>for offshore installations Fire-fighting<br>1 Ho 13,1 ER | Ruston<br>Oil 4SA 6Cy. 318 × 368 sr geared<br>1 650bhp (1 214kW)<br>Ruston Paxman Diesels Ltd.<br>Gen 1 × 372kW 1 × 120kW<br>1 × 25kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **5278133**<br>497<br>Df Esd Pfd Rt | **ST. PIERRE**<br>ex Pierre & Louis-69<br>**Societe de Peche Abidjanaise (S.O.P.A.)**<br>Abidjan Cote d'Ivoire | **151**<br>43<br>— | | **1949** At. & Ch. de la Manche—Dieppe (2802)<br>*28,02* 6,53<br>... ...<br>1 dk | **M Fishing**<br>Side Trawler | MAN<br>Oil 4SA 6Cy. 285 × 420<br>375bhp (276kW) NE 52<br>Soc. Gen. de Const. Mec. (S.G.C.M)<br>Fuel 19,5t (d.o.) |
| **6921012**<br>*J8XX*<br>2492<br>Df Esd Gc<br>Rdr Rt | **ST. PIETRO No. 108**<br>ex Eiryo Maru No. 68-88<br>ex Sumiyoshi Maru No. 68-83<br>**St. Pietro Co. Ltd.**<br>Sunford Finance (H.K.) Ltd.<br>Kingstown St. Vincent and the Grenadines | **374**<br>178<br>— | KR | **1969** Miho Zosensho K.K.—Shimizu (701)<br>54,31 8,41<br>49,08 8,39 3,87<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 330 × 520<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. |
| **5085407**<br>*GHBG*<br>301708<br>Esd Rdr<br>RTm/v | **ST. PIRAN**<br>ex Dalegarth-84<br>**Falmouth Towage Co. Ltd.**<br>Falmouth United Kingdom | **306**<br>—<br>— | ✠**100A1** SS 2/87<br>tug<br>✠**LMC**<br>EL (e)<br>FN 455 | **1960**-6 Henry Scarr Ltd.—Hessle (765)<br>39,07 9,05 3,734<br>35,06 8,69 4,27<br>1 dk<br>RW rf 533 BK 152 | **M Tug**<br>Salvage | Polar<br>Oil 2SA 7Cy. 340 × 570 sr reverse<br>shaft<br>British Polar Engines Ltd.<br>Gen 3 × 40kW 220V d.c.<br>Fuel 71,0t (d.o.) |
| **7029275**<br>*GJWT*<br>714177<br>Df Esd Gc<br>Rdr Rt | **ST. ROGNVALD**<br>ex Marino Torre-90 ex Rhone-87<br>ex Rhonetal-75 ex Norcape-74<br>Launched as Rhonetal<br>**P&O Scottish Ferries Ltd.**<br>Aberdeen United Kingdom | T.Mk<br>**2 645**<br>1 590<br>3 100 | **100A1** CS 5/91<br>roro — ferry<br>**LMC**<br>EL T 472,0/44,0U2(a)<br>FN 2840<br>(BV) (GL) (RI) | **1970** Orenstein & Koppel A.G.—Luebeck (671)<br>103,76 18,78 5,030<br>92,03 18,50 12,35<br>2 dks<br>rf 356 | **TM RoRo Cargo**<br>Lane Length 696<br>Mchy.aft | MaK<br>2 Oil 4SA each 8Cy. 450 × 550<br>shafts<br>6 000bhp (4 413kW)<br>Atlas-MaK Maschinenbau |
| **7381702**<br>*GYVE*<br>706146<br>LT 300<br>Df Esd Gc<br>Pfd Rdr Rt | **ST. ROSE**<br>ex Alida-85 ex Lubbertje Kramer-84<br>ex Alida-77<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **241**<br>126<br>— | | **1974** T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (1355)<br>34,02 7,75 3,201<br>30,00 7,70 4,20<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz |
| **7325382**<br>*GFFC*<br>LT 304<br>Esd Rdr Rt | **ST. SIMON**<br>ex Cornelis Jannetje-85<br>ex Andries De Vries-81<br>ex Steven Willem-78<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **211**<br>72<br>— | | **1974** Schpsbw. & Rep. Gebr. Sander N.V. —Delfzijl (268)<br>33,53 7,55 3,785<br>29,49 7,50 4,09<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Kloeckner Humboldt Deutz |
| **6602812**<br>*GSBA*<br>303542<br>Df Esd Pfd<br>Rdr RTm/v | **ST. STEPHEN**<br>ex Kingsabbey-88 ex Rudi-M-80<br>ex Teviot-79<br>**Stephen McKitterick**<br>Belfast United Kingdom | **645**<br>241<br>833 | GL (AB) (BV) | **1966** Burntisland S.B. Co. Ltd.—Burntisland (414)<br>56,70 10,14 3,429<br>52,74 9,81 4,04<br>B 14,1 F 9,2 1 dk<br>rf 152 conv LPG Liquefied Gas Carrier 80 | **M Tanker**<br>Effluents<br>CBT<br>9 Ta ER<br>L.877<br>2 Cargo pumps total 380T/hr | Paxman<br>Vee Oil 4SA 8Cy. 248 × 267<br>736kW (1 001bhp)<br>Davey, Paxman & Co. Ltd.<br>Gen 1 × 120kW 1 × 95kW<br>220/380V 60Hz a.c.<br>Fuel 35,5t (d.o.)-3,0pd |
| **7222839**<br>*GBCB*<br>388170<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **ST. SUNNIVA**<br>ex N. F. Panther-87 ex Lasse II-79<br>ex Djursland-74<br>**P&O Scottish Ferries Ltd.**<br>Aberdeen United Kingdom | **4 211**<br>1 484<br>939 | ✠**100A1** CS 1/90<br>United Kingdom coastal service, and to Orkney and Shetland Islands<br>Ice Class 2<br>✠**LMC**<br>EL V 1⅞"U2<br>FN 2836 | **1972**-11 Helsingor Skibsv. og Maskinbyg. —Helsingor (399)<br>104,04 18,93 4,617<br>94,01 18,60 11,56<br>B 62,2 2 dks<br>rf 102 | **TM RoRo Cargo/Ferry**<br>1004dk P<br>Bow door/ramp<br>L 8,96 W 5,13 SWL 42<br>Stern door/ramp<br>L 8,96 W 5,13 SWL 42<br>Lane Length 393 Cargo Width 4,90<br>Clear height 4,32<br>Cars 200 | Stork-Werkspoor<br>2 Vee Oil 4SA each 12Cy. 280 ×<br>sc shafts<br>9 462bhp (6 960kW) NE 3/87<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 588kW 3 × 500kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |

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| **ST. THOMAS**<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | *312*<br>*93*<br>— | ✠**100A1**<br>trawler<br>✠**LMC**<br>EL 151,2/24,0U2(a)<br>FN 402 | **1987**-5 Scheepswerf Visser B.V.—Den Helder (114)<br>36,50 8,11<br>32,47 8,01 4,37<br>P 1,0 F 9,5 1 dk<br>rf - BK 305 | **M Fishing**<br>Side Trawler Beam-trawl Ref<br>In.175 | Deutz SBV8M628<br>Oil 4SA 8Cy. 240 × 280 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 76kW 1 × 65kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10kn |
| **ST. VINCENT**<br>ex Johannes Post-86<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **248**<br>129<br>— | | **1973** Scheepswerf G. Bijlsma & Zn. N.V.<br>—Wartena (590)<br>38,00 7,70<br>... ... ...<br>1 dk<br>len 80 | **M Fishing**<br>Side-fishing Ref | Deutz<br>Oil 4SA 8Cy. 240 × 280<br>1 600bhp (1 177kW) NE 80<br>Kloeckner Humboldt Deutz Koeln |
| **ST. XAVIER MARIS STEL**<br>ex Star Coast-85 ex Lone Stevns-76<br>ex Edith-74<br>**Societe de Navigation des Tuamoto SARL**<br>Tahiti French Polynesia | **299**<br>188<br>490 | BV | **1967** Martin Jansen G.m.b.H. & Co. K.G.<br>Schiffswft. u. Fbk.—Leer (85)<br>44,15 7,52 2,833<br>41,00 7,50 3,18<br>1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 28,5 ER<br>G.652 B.623<br>1 Ha (stl) (20,5 × 5,0) ER<br>2W Der 2(2) | Alpha<br>Oil 2SA 4Cy. 240 × 400<br>340bhp (250kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 25,5t (d.o.)-1,5pd 10kn |
| **ST.-ANNA-STRAND**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Belgium | **249**<br>74<br>134 | BV (Class cont.) | **1991** N.V. Scheepswerf van Rupelmonde<br>—Rupelmonde (465)<br>30,50 - 3,600<br>28,00 8,70 4,60<br>1 dk | **TM Tug** | A.B.C. 6MDZC<br>2 Oil 4SA each 6Cy. 256 × 310 with clutches, flexible couplings & reduction geared to sc. shafts<br>Anglo-Belgian Corporation N.V. Gent/Gand<br>Gen 2 × 108kW 400V 50Hz a.c.<br>2 Thw. thrust propellers Directional<br>13kn |
| **ST-CERGUE**<br>ex El Amaan-91<br>**Helica S.A.**<br>Suisse-Atlantique Societe de Navigation Maritime S.A.<br>Basle Switzerland<br>SatCom: 1754220/STCE | **36 455**<br>27 983<br>75 485<br>T/cm<br>70,0 | AB | **1983** Verolme Est. Reunidos do Brasil S.A.<br>—Angra dos Reis (B70)<br>241,89 (BB) 32,26 13,575<br>233,79 32,20 18,72<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho each 26,4 ER<br>G.87 273 HeCls. B<br>7 Ha (stl) (each 16,8 × 12,8) ER | MAN K8SZ70/150C<br>Oil 2SA 8Cy. 700 × 1500<br>17 960bhp (13 211kW)<br>Mecanica Pesada S.A. Taubate<br>Gen 2 × 672kW<br>14kn |
| **STAALOY**<br>**P/R Rasmus Dronen**<br>Kristoffer Dronen<br>Bergen Norway | *1 276*<br>*390*<br>— | NV | **1972** Molde Verft A/S—Hjelset<br>60,28 10,04 6,503<br>55,02 10,01 7,90<br>2 dks<br>rf 1300 BK 152 len 72 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>3 Ho 3 Ta ER<br>8 Ha (2,2 2,2 2,2 2,2 2,2 2,2 × 1,6) (2,2 × 3,2) (2,5 × 1,6) ER<br>Der 3(5) | Wichmann<br>Oil 2SA 9Cy. 300 × 450<br>3 000bhp (2 207kW) NE 77<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 248kW 1 × 76kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **STAATSOLIE IV**<br>**Staatsolie Maatschappij Surinamen N.V.**<br>Paramaribo Surinam | **808**<br>452<br>1 500 | BV | **1989** Surinaamse Dok + Scheepsbouw Mij.,<br>—Paramaribo, Surinam ((8674))<br>62,01 12,50 2,901<br>59,17 12,20 3,31<br>1 dk | **TM Tanker**<br>8 Ta ER<br>L.(oil) 1 670 | General Motors 12V-71-TA<br>2 Vee Oil 2SA each 12Cy. 108 × 127 sr geared to sc. shafts<br>1 264kW (1 718bhp)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| **STAATSOLIE V**<br>**Staatsolie Maatschappij Surinamen N.V.**<br>Paramaribo Surinam | **992**<br>646<br>1 535 | BV | **1988** Surinaamse Dok + Scheepsbouw Mij.,<br>—Paramaribo, Surinam ((8616))<br>62,00 12,50 3,200<br>59,17 12,21 4,00<br>1 dk | **TM Tanker**<br>8 Ta ER<br>L.(oil) 1 670 | General Motors 12V-71-TI<br>2 Vee Oil 2SA each 12Cy. 108 × 127 sr geared to sc. shafts<br>1 264kW (1 718bhp)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| **STABERG**<br>ex Olympic Liberty-88<br>ex London Earl-83<br>**K/S Staberg**<br>Helmer Staubo & Co.<br>Oslo Norway (NIS) | *15 611*<br>*10 255*<br>27 540<br>T/cm<br>34,9 | ✠**100A1** SS 5/87<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL Ft 2⅝"U2<br>FN 6332 | **1977**-9 Austin & Pickersgill Ltd.—Southwick, Sunderland (909)<br>183,04 22,76 10,713<br>170,85 22,70 14,36<br>F 14,7 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 14,0 21,7 23,1 10,3 23,1 12,0 23,1 ER<br>G.35 304 B.32 728<br>7 Ha (stl) (7,0 13,5 13,5 7,1 13,5 7,1 13,5 × 11,9) ER<br>Cr 4(15) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 370kW 440V 60Hz a.c.<br>Fuel 246,0t (d.o.) 1 463,0t (hvf) 15kn |
| **STABILITY**<br>**F. T. Everard & Sons Ltd.**<br>Nassau Bahamas | **1 597**<br>1 053<br>4 245 | ✠**100A1** SS 7/87<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL R 440,0/40,0U2<br>FN 1917 | **1978**-4 Goole SB. & Repairing Co. Ltd.—Goole (593)<br>91,09 14,28 6,380<br>83,19 14,20 8,84<br>RFD 6,4 1 dk & S dk<br>rf 203 | **M General Cargo** OSD<br>Mchy.aft<br>2 Ho 30,6 29,3 2 TwD<br>G.5 921 B.5 557<br>TEU 122 C.Ho 90/20' (40') C.Dk 32/20' (40')<br>2 Ha (stl) (each 24,9 × 10,1)<br>Cr 1(20) Der 2(5) | Alpha 18V23L-VO<br>Vee Oil 4SA 18Cy. 225 × 300 sr geared to sc. shaft<br>2 790bhp (2 052kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 108kW 1 × 90kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 322,0t (d.o.)-9,5pd 12,5kn |
| **STABILNYY**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **169**<br>40<br>94 | RS | **1971** .............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| **STACEY FOSS**<br>**Foss Maritime Co.**<br>Seattle, Wa United States of America | **199**<br>135<br>— | AB | **1976** Fairhaven Shipyard Inc.—Bellingham, Wa (47)<br>33,53 10,39 4,125<br>32,36 10,37 4,83<br>1 dk | **TM Tug** | General Motors 8-645-E2<br>2 Oil 2SA each 8Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 115kW<br>13kn |
| **STACEY RAY**<br>**John Zar Jr.**<br>New Orleans, La United States of America | **142**<br>97<br>— | | **1978** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,81<br>3,41<br>1 dk | **M Fishing**<br>Shrimp-trawl | General Motors 12V-71-TI<br>Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Fuel 59,0t |
| **STACKE**<br>ex Einar-73<br>**Henning Kielberg**<br>Stockholm Sweden | **160**<br>52<br>— | ✠Classed LR until 25/7/75 | **1948**-4 Lodose Varv A/B—Lodose (90)<br>26,01 7,88 3,960<br>24,21 7,80 4,20<br>RW BK 152 | **M Tug/ Icebreaker**<br>Tender 55P | Crossley<br>Oil 2SA 8Cy. 368 × 483<br>NE 4/60<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 85kW 1 × 25kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 66,0t (d.o.) 12kn |
| **STACY M.**<br>ex Kay Lynn<br>**B. & W. Fisheries Inc.**<br>Corpus Christi, Tx United States of America | **119**<br>81<br>— | | **1979** Rockport Yacht & Supply Co.—Rockport, Tx<br>*22,47* 6,76<br>3,05<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **5360601**<br>*CYDT*<br>194454<br>Df Esd Gc<br>Rdr RTh/v | **STADACONA**<br>ex Thunder Bay-69<br>**Canada Steamship Lines Inc.**<br>Toronto, Ont. Canada | **12 450**<br>9 972<br>18 256<br>T/cm<br>36,0 | **BS✻** SS 4/86<br>Great Lakes & River St.<br>Lawrence service<br>**MBS✻**<br>CT11644 C40 ptS35<br>FN 6133 | **1952**-11 Port Arthur SB. Co. Ltd.—Port Arthur, Ont. (110)<br>202,19 20,48 7,398 FW<br>197,19 20,43 10,67<br>F 18,3 1 dk<br>RW rf 76 conv Bulk Carrier 67 | **S Bulk Carrier** 4bth P<br>Self-unloader<br>5 Ho 31,0 31,0 21,9 21,9 34,7 ER<br>G.18 730<br>19 Ha (stl) (each 3,3 × 13,1) ER | U 4Cy. (4) 686 x 762<br>3 600ihp (2 648kW)<br>Canadian Vickers Ltd.<br>2 WTB 325lbf/in² (22,5bar) Spt<br>315lbf/in² (21,8bar) hs889,6<br>db 30lbf/in² (2,1bar)<br>Gen 2 × 600kW 2 × 300kW 1 ×<br>440V 60Hz a.c.<br>Fuel 705,0t (o.f.) |
| **5230818**<br>*LNFV*<br>14547<br>Df Esd Rt | **STADHAV**<br>ex Femung-66 ex Megrunn-64<br>**P/R T. og A. Hansen**<br>Tromso Norway | **208**<br>81<br>— | | **1956** Brodrene Lothe A/S—Haugesund (1)<br>33,53 7,14<br>29,37 7,12 3,64<br>1 dk<br>rf 1440 BK 127 | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>1 Ho<br>1W Der 1(4) | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) NE 75<br>Alpha-Diesel A/S |
| **7379266**<br>*SVOV*<br>7799<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **STADION**<br>**Ventura Maritima S.A.**<br>Fomentos Armadora S.A.<br>Piraeus Greece<br>SatCom: 1130155/STAD | **18 221**<br>12 313<br>33 527<br>T/cm<br>41,4 | AB | **1975** Kanasashi Co. Ltd.—Tsukama Works, Shimizu (1100)<br>182,15 (BB) 27,03 10,897<br>169,98 26,98 15,19<br>P 27,5 F 12,8 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho 25,3 27,3 21,7 26,6 27,2 ER<br>G.41 524 B.39 142<br>5 Ha (stl) (12,5 16,7 12,8 16,7 16,7 × 11,9) ER<br>Der 5(15) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 400kW a.c.<br>Fuel 170,5t (d.o.) 1 997,5t (hvf)-46,5pd |
| **7714208**<br>*PHRB*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STADIONGRACHT**<br>ex Seliba-78<br>**B.V. Coaster Exploitatie Mij. Roco**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands | T.Mk<br>**1 598**<br>1 078<br>3 414 | **✠100A1** SS 8/87<br>Ice Class 1A at a draught not exceeding 5.97m<br>**✠LMC** **UMS**<br>EL T 467,5/44,0U2<br>FN 1987 | **1978**-2 Miho Zosensho K.K.—Shimizu (1075)<br>80,24 (BB) 16,13 5,971<br>74,88 16,01 10,52<br>RFD 9,8 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 49,8 1 TwD<br>G.7 303 B.7 157<br>TEU 165<br>C.Ho 136/20' (40') C.Dk 29/20' (40')<br>1 Ha (stl) (44,4 × 12,8) ER<br>Cr 2(15) | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel 80,5t (d.o.) 274,0t (hvf) |
| **7022485**<br>*DEPL*<br>Df Esd Rdr<br>RTm/h/v<br>SatNav | **STADT EMDEN**<br>ex Ostsee I-91 ex Elizabeth-77<br>ex Pietertje Elizabeth-75<br>**Ember Fischereigesellschaft m.b.H.**<br>Emden Federal Republic of Germany | **152**<br>55<br>— | GL | **1970** Holland Launch N.V.—Zaandam (467)<br>31,78 7,04 2,591<br>28,53 7,01 3,41<br>1 dk<br>len 76 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Stork<br>Oil 4SA 8Cy. 210 × 300 reverse reduc<br>to sc. shaft<br>660bhp (485kW)<br>Stork-Werkspoor Diesel B.V. |
| **5337771**<br>*DJUY*<br>RTm | **STADT KIEL**<br>**Forderverein m.s. "Stadt Kiel" E.V.**<br>Kiel Federal Republic of Germany | **253**<br>144<br>— | GL | **1934** Friedr. Krupp Germaniawerft, A.G.—Kiel (532)<br>28,10 7,32 2,693<br>7,27 3,00<br>1 dk<br>R rf 381 len 50 | **M Ferry** 335P | MaK<br>Oil 4SA 8Cy. 290 × 420<br>520bhp (382kW) NE 54<br>Maschinenbau Kiel A.G.<br>Fuel 13,0t (d.o.) |
| **8506464**<br>*DCBZ*<br>4147<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **STADT NORDEN**<br>ex Delmas Zaire-90 ex Stadt Norden-89<br>**m.s. "Stadt Norden" Fresa Schiffahrtsbeteiligungs-G.m.b.H. & Co. KG**<br>Thien & Heyenga Bereederungs- und Befrachtungsgesellschaft m.b.H.<br>Leer Federal Republic of Germany | *2 800*<br>*1 138*<br>2 985 | GL | **1986** Seebeckwerft A.G.—Bremerhaven (1061)<br>85,55 (BB) 15,24 4,403<br>80,02 15,22 6,76<br>P 12,5 B 59,8 F 6,4 2 dks | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho 51,3 ER<br>G.5 166 B.5 130<br>TEU 246<br>C.Ho 118/20' C.Dk 128/20' incl. 16 ref C.<br>1 Ha (stl) (49,6 × 12,6) ER<br>Cr 2(25) | Deutz<br>Oil 4SA 9Cy. 240 × 280 with flexible c<br>sr geared to sc. shaft<br>1 840bhp (1 353kW).<br>Kloeckner Humboldt Deutz<br>Gen 2 × 275kW 1 × 248kW<br>220/440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 55,0t (d.o.) 190,0t (hvf)-5,0pd |
| **7303126**<br>*DMEA*<br>Df Esd Pfd<br>Rdr Rt | **STADT TONNING**<br>ex Deo Volente-89<br>ex De Jonge Johannes-81<br>**FGT Tonning G.m.b.H.**<br>Toenning Federal Republic of Germany | **173**<br>62<br>69 | GL | **1973** W. Visser & Zoon N.V. Werf "De Lastdrager"—Den Helder (72)<br>34,15 7,07 —<br>6,99 3,59<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Kromhout<br>Oil 4SA 9Cy. 240 × 260 reverse reduc<br>to sc. shaft<br>909kW (1 236bhp)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 36,8kW 220/380V a.c. |
| **6424416**<br>*V2FL*<br>2117<br>Df Esd Rdr<br>RTm/v | **STADT WANGEN**<br>ex Sebastian-87 ex Steinburg-85<br>ex Nordlicht II-76<br>**Partenreederei m.s. "Stadt Wangen"**<br>Hamburg Antigua & Barbuda | T.Mk<br>**424**<br>285<br>1 112 | GL | **1964** Schlichting-Werft G.m.b.H.—Travemuende (1341)<br>61,60 10,75 3,809<br>56,32 10,60 6,00<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 237 B.1 953<br>2 Ha (stl) (18,4 10,3 × 6,0) ER | MaK<br>Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Maschinenbau Kiel A.G. |
| **7002643**<br>*ICDF*<br>785<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **STAFFETTA ADRIATICA**<br>ex Canguro Giallo-73<br>**"Tirrenia" di Navigazione S.p.A.**<br>Palermo Italy | **4 736**<br>1 818<br>3 373 | RI | **1969** Cant. Nav. Apuania—Marina di Carrara (92)<br>141,03 19,03 5,881<br>122,92 19,00 11,41<br>B 15,0 2 dks | **TD-E Passenger/RoRo Cargo** 6cbn 36bth P<br>Stern door<br>TEU 145<br>1 Ha (19,5 × 9,6) | Fiat<br>4 Oil 4SA each 6Cy. 420 × 500 total 1<br>(7 944kW) driving 4 gen. each 1<br>a.c. connected to 2 elec. motors e<br>4 200shp (3 089kW) & sc. shafts<br>Fiat S.G.M.<br>Gen 1 × 120kW 520V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 480,0t (d.o.)-32,0pd |
| **7027693**<br>*ICCB*<br>337<br>Df Esd Gc<br>Pfd Rdr Rt | **STAFFETTA TIRRENICA**<br>ex Canguro Biondo-73<br>**"Tirrenia" di Navigazione S.p.A.**<br>Cagliari Italy | **4 623**<br>2 295<br>3 374 | RI | **1971** Cant. Nav. Apuania—Marina di Carrara (95)<br>141,10 19,03 5,868<br>123,25 19,00 11,41<br>2 dks | **TD-E RoRo Cargo/Ferry** CSD —P<br>Stern door<br>Mchy.aft | Fiat<br>4 Oil 4SA each 6Cy. 420 × 500 total 1<br>(7 944kW) driving 4 gen. each 1<br>a.c. connected to 2 elec. motors e<br>4 200shp (3 089kW) & sc. shafts<br>Fiat S.G.M.<br>Gen 1 × 120kW 520V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 480,0t (d.o.)-32,0pd |
| **7417642**<br>*ZELP*<br>378090<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STAFFORDSHIRE**<br>**Bibby Navigation Ltd.**<br>Bibby International Services (IOM) Ltd.<br>Hong Kong Hong Kong (British) | **45 311**<br>32 073<br>56 188 | **✠100A1** SS 4/89<br>liquefied gas carrier Propane, butane, butadiene, propylene, anhydrous ammonia in independent tanks for SG up to 0.682 (full tanks) or naphtha cargoes SG from 0.725 to 0.80 percentage filling by volume from 95% to 86% respectively, max. vapour pressure 0.24bar, min. cargo temp. minus 48°C<br>Ice Class 3<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC (LG)**<br>**IGS**<br>EL Qt $3\frac{1}{16}$"U3<br>FN 12032 | **1977**-9 Chantiers de France-Dunkerque —Dunkerque (297)<br>Cmd.**1979**-7<br>226,30 34,24 13,031<br>215,50 34,21 21,62<br>Ba 15,9 1 dk<br>rf nil DK | **M Liquefied Gas Carrier** CSD<br>LPG Ammonia Atmospheric Ref.<br>IGS (LR) pt higher tensile steel<br>4 Ta (36% Ni.stl) ind prismatic ER<br>L.(gas) 74 537<br>16 Cargo pumps total 8 400T/hr | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>23 450bhp (17 249kW)<br>Cie. de Const. Mec. Sulzer, CCM<br>AuxB (o.f.) 9kgf/cm² (8,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar) rcv 8,5<br>Gen 4 × 930kW 450V 60Hz a.c.<br>Fuel 488,5t (d.o.) 4 375,0t (hvf) |

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| **STAFNES**<br>**Hilmar Magnusson og Oddur Samuelsson**<br>Keflavik Iceland | *377*<br>*113*<br>— | NV | **1988** Moen Slip & Mek. Verksted A/S—Kolvereid (33)<br>34,60<br>8,01 4,50<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref<br>Ice strengthened<br>In.420 | Wartsila 8V22<br>Vee Oil 4SA 8Cy. 220 × 240<br>1 119kW (1 521bhp)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 600kW 1 × 288kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Thw. thrust propeller |
| **STAH**<br>ex Sunrise Shoun-86<br>**Societe Nationale de Transport Maritime des Hydrocarbures et des Produits Chimiques (S.N.T.M./Hyproc)**<br>Arzew Algeria | **3 389**<br>1 909<br>6 165<br>T/cm<br>11,9 | BV (NK) | **1980** Kurinoura Dock K.K.—Yawatahama (153)<br>105,39 6,765<br>97,19 16,01 8,01<br>P 26,0 F 13,2 1 dk<br>Bow/CM 40 Diam. 0,200 | **M Tanker**<br>Oil Chemical Molasses<br>DB<br>10 Wing Ta ER<br>L.6 481<br>4 Cargo pumps total 1 600T/hr | Akasaka DM47K<br>Oil 4SA 6Cy. 470 × 760<br>3 600bhp (2 648kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 67,5t (d.o.) 477,5t (hvf)-12,0pd 12,75kn |
| **STAINLESS COMMANDER**<br>ex Golden Yon-89 ex Golden Star-83<br>**Naval Alliance S.A.**<br>Panama Panama | **4 656**<br>2 873<br>8 322 | NV (NK) | **1976** Nishi Zosen K.K.—Imabari (172)<br>111,54 17,53 8,019<br>103,03 17,51 9,95<br>P 22,9 F 12,2 1 dk | **M Tanker**<br>Oil Chemical<br>Mchy.aft<br>L.8 897 | Mitsubishi 6UET52/90D<br>Oil 2SA 6Cy. 520 × 900<br>4 413kW (6 000bhp)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 360kW 450V 60Hz a.c.<br>13,75kn |
| **STAINLESS DUKE**<br>ex Philchem-88 ex Silverhawk-85<br>**Imperial Transports S.A.**<br>Panama Panama<br>SatCom: 1331606/STDU | **6 183**<br>3 153<br>10 563 | NV<br>✠Classed LR until 14/10/88 | **1969**-12 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1332)<br>130,21 (BB) 20,12 7,523<br>122,54 19,97 9,37<br>P 32,4 F 13,8 1 dk<br>rf 152 Bow/CM 67 Diam. 0,250 | **M Tanker**<br>Oil Chemical<br>DB<br>8 Ta (s.stl) ER<br>L.8 841 HeCls. BptC | Pielstick<br>Vee Oil 4SA 14Cy. 400 × 460 dr geared to sc. shaft<br>4 788kW (6 509bhp)<br>Crossley Premier Engines Ltd. Manchester<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 209,0t (hvf)-23,0pd 14,5kn |
| **STAINLESS EMPEROR**<br>ex Golden Pioneer-88<br>ex Kyoei Maru No. 8-84<br>**Interoperators S.A.**<br>Panama Panama | *3 405*<br>*1 482*<br>5 684 | NV (NK) | **1978** Honda Zosen—Saiki (643)<br>102,50 6,766<br>94,00 16,00 8,30<br>P 26,0 F 11,0 1 dk | **M Tanker**<br>Oil Chemical<br>Mchy.aft | Makita KSLH647<br>Oil 4SA 6Cy. 470 × 760<br>3 016kW (4 100bhp)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 176kW 445V 60Hz a.c.<br>Fuel 93,0t (d.o.) 463,0t (hvf)-11,0pd 12,5kn |
| **STAINLESS GOVERNOR**<br>ex Shoun Victoria-89<br>**Royal Legend S.A.**<br>Panama Panama<br>SatCom: 1332374/VICT | *4 711*<br>*2 350*<br>7 578 | NK | **1985** Taihei Kogyo K.K.—Hashihama, Imabari (1721)<br>115,02 (BB) 6,919<br>106,00 17,81 8,82<br>P 24,1 F 15,6 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>20 Ta (s.stl) ER<br>L.8 207 | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>4 068bhp (2 992kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 240kW a.c.<br>13kn |
| **STAINLESS KING**<br>ex Berlin-88 ex Alchimist Berlin-80<br>ex Chemartemis-80<br>ex Alchimist Berlin-79<br>**Golden Pegasus Business S.A.**<br>Panama Panama | **1 558**<br>1 131<br>3 014 | NV (GL) | **1970** Rolandwerft G.m.b.h.—Bremen (972)<br>89,29 12,35 5,500<br>82,30 12,30 6,38<br>P 21,4 F 14,1 1 dk | **M Tanker**<br>Chemical<br>Ice strengthened<br>10 Ta (s.stl) 6 Wing Ta ER<br>L.3 562<br>12 Cargo pumps total 1 190T/hr | MaK<br>Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>1 398kW (1 901bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 80kW 380V 50Hz a.c.<br>Fuel 142,0t (d.o.)-7,0pd 12,5kn |
| **STAINLESS LADY**<br>ex Ametist-89 ex Kimia Jaya-86<br>ex Chemical Distributor-83<br>**Gas Oil Operators Maritime Co. S.A.**<br>Panama Panama | T.Mk<br>**999**<br>788<br>2 545<br>T/cm<br>3,2 | NV (GL) | **1970** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1142)<br>86,42 12,07 5,187<br>80,02 12,02 7,20<br>F 8,3 2 dks<br>Bow/CM 48 Diam. 0,152 | **M Tanker**<br>Chemical<br>Ice strengthened<br>1 Ta 5 Ta (s.stl) ER 10 Wing Ta<br>L.2 915 HeCls. C<br>17 Cargo pumps total 925T/hr | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>1 398kW (1 901bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 144kW 1 × 50kW 450V 60Hz a.c.<br>12kn |
| **STAINLESS LEADER**<br>ex Shoun Venus-89<br>**Transpacific Liberty S.A.**<br>Panama Panama<br>SatCom: 1331747/VENU | *4 711*<br>*2 350*<br>7 544 | NV (NK) | **1985** Taihei Kogyo K.K.—Hashihama, Imabari (1770)<br>115,02 (BB) 6,919<br>106,03 17,81 8,82<br>P 24,4 F 15,6 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>20 Ta (s.stl) ER<br>L.8 207 | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>4 068bhp (2 992kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 240kW 450V 60Hz a.c.<br>13kn |
| **STAINLESS MARINER**<br>ex Shoun Venture-89<br>**Liberty Transport S.A.**<br>Panama Panama<br>SatCom: 1331777/VENT | *4 711*<br>*2 350*<br>7 569 | NK | **1985** Taihei Kogyo K.K.—Hashihama, Imabari (1771)<br>115,02 (BB) 6,919<br>106,00 17,81 8,82<br>P 24,4 F 15,6 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>20 Ta (s.stl) ER<br>L.8 207 | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>2 992kW (4 068bhp)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 240kW a.c.<br>13kn |
| **STAINLESS MARU No. 1**<br>**Yata Kisen K.K.**<br>Anan, Tokushima Pref. Japan | **281**<br>—<br>735<br>T/cm<br>3,3 | | **1970** Tokushima Zosen Sangyo K.K. —Komatsujima (306)<br>47,35 8,51 3,760<br>42,98 8,49 4,02<br>1 dk<br>RW Bow/CM 24 Diam. 0,102 | **M Tanker**<br>Chemical<br>SBT<br>2 Ta (s.stl) ER<br>L.479 HeCls. C<br>2 Cargo pumps total 240T/hr | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>750bhp (552kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 36kW 225V a.c.<br>Fuel 5,0t (d.o.) 25,5t (hvf)-2,5pd 9kn |
| **STAINLESS MARU No. 2**<br>**Kojima Shosen K.K.**<br>Osaka, Osaka Pref. Japan | **497**<br>—<br>1 123 | | **1976** K.K. Matsuo Tekko Zosensho—Matsue (285)<br>9,22 4,192<br>53,50 9,20 4,50<br>1 dk<br>RW | **M Tanker**<br>Chemical | Makita<br>Oil 4SA 6Cy. 275 × 450<br>1 200bhp (883kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| **STAINLESS PRINCESS**<br>ex Nova Lisboa-89<br>ex Stainless Transporter-70<br>**Transpacific Alliance S.A.**<br>Panama Panama | **1 160**<br>649<br>2 879<br>T/cm<br>8,8 | NV (RP) | **1969** Schiffswerft Ernst Menzer O.H.G. —Geesthacht (485)<br>86,72 (BB) 12,25 5,841<br>81,34 12,20 7,19<br>P 22,0 F 11,9 1 dk & S dk<br>rf nil Diam. 0,100 | **M Tanker** OSD<br>Chemical<br>Ice strengthened<br>14 Ta (s.stl) ER<br>L.2 392 HeCls. C<br>14 Cargo pumps total 560T/hr | MaK<br>Oil 4SA 6Cy. 450 × 550<br>2 200bhp (1 618kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 160kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 172,5t (d.o.)-8,0pd 12,5kn |
| **STAINLESS QUEEN**<br>ex Omaniah-88 ex Opobo-80<br>ex Terkol-72<br>**Silver Pegasus S.A.**<br>Panama Panama | **2 726**<br>1 621<br>4 925 | ✠**100A1** SS 12/88<br>chemical tanker<br>Type A Nos. 1 — 5 c tanks, Type B Nos. 1 — 5 wing tanks, in association with an approved list of chemical cargoes, SG 1.86 in c tanks (cc)<br>Ice Class 3<br>✠**LMC**<br>EL S 1$\frac{5}{8}$"U2<br>FN 2136 | **1971**-7 Kroegerwerft G.m.b.H.—Rendsburg (1350)<br>106,03 (BB) 14,71 6,433<br>97,01 14,51 7,50<br>P 26,3 F 24,4 1 dk<br>rf nil | **M Tanker**<br>Chemical<br>DB<br>10 Ta 5 Ta (s.stl) ER<br>L.5 258 | Alpha<br>2 Vee Oil 4SA each 16Cy. 225 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>4 320bhp (3 178kW)<br>Alpha-Diesel A/S Frederikshavn<br>2 wtdb 12kgf/cm² (11,8bar)<br>Gen 2 × 448kW 1 × 288kW 1 × 160kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 295,5t (d.o.)-14,0pd 14,5kn |
| **STAINLESS SAILOR**<br>ex Shoun Vanguard-90<br>**Northern Legend S.A.**<br>Panama Panama<br>SatCom: 1330326/VANG | *4 711*<br>*2 350*<br>7 575 | NK | **1985** Taihei Kogyo K.K.—Hashihama, Imabari (1768)<br>115,02 (BB) 6,919<br>106,00 17,81 8,82<br>P 24,1 F 15,6 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>20 Ta (s.stl) ER<br>L.8 207 | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>4 068bhp (2 992kW)<br>Hitachi Zosen Hiroshima Works, Innoshima |
| **STAINLESS SUPPORTER**<br>ex Shoko Maru-89<br>**European Transports S.A.**<br>Panama Panama | **3 627**<br>2 330<br>6 535 | NK | **1980** Kurinoura Dock K.K.—Yawatahama (144)<br>108,18 6,919<br>99,98 16,01 8,01<br>P 27,2 F 16,5 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>Mchy.aft<br>L.7 277 | Hanshin 6LU50A<br>Oil 4SA 6Cy. 500 × 800<br>2 942kW (4 000bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 1 × 280kW 2 × 160kW 445V a.c.<br>12,75kn |

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| **8112677**<br>*TFRJ*<br>1609<br>Rdr Rt | **STAKFELL**<br>**Utgerdarfelag Nordur Thingeyinga H/f**<br>Olafur H. Kjartanson<br>Thorshofn Iceland | T.Mk<br>**471**<br>172<br>430 | NV | **1982** Sterkoder Mek Verksted A/S (Storviks Yard)<br>—Kristiansund N. (95 A)<br>50,75<br>44,00 10,33 6,76<br>2 dks<br>rf 1575 BK 178 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Wichmann<br>Oil 2SA 6Cy. 300 × 450 with clu<br>couplings & sr geared to sc. s<br>2 400bhp (1 765kW)<br>A/S Wichmann<br>Gen 1 × 800kW 1 × 226kW 3 |
| **7808281**<br>*ULJV*<br>M-17436<br>Df Esd Gc<br>Pfd Rdr Rt | **STAKHANOVETS**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **2 635**<br>—<br>1 628 | RS | **1980** Oy Wartsila Ab—Helsinki/Helsingfors (425)<br>72,07 18,02 6,700<br>60,84 17,62 9,02<br>2 dks | **TM Tug/ Icebreaker**<br>Salvage Diving 12bth P<br>Ice strengthened<br>Cr 2(5) 2(3) | Pielstick<br>2 Oil 4SA each 6Cy. 400 × 460<br>Oy Wartsila Ab<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7616767**<br>*USUL*<br>M-17405<br>Df Esd Gc<br>Pfd Rdr Rt | **STAKHANOVETS KOTOV**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**4 026**<br>1 200<br>5 717 | RS | **1978** Hollming Oy—Rauma/Raumo (217)<br>139,40 20,25 6,281<br>117,20 20,20 12,60<br>1 dk | **TM RoRo Cargo/ Dock Ship Heavy-load**<br>Ice strengthened<br>Stern door/ramp<br>L 16,00 W 13,00<br>1 Ho 90,9<br>B.10 020<br>TEU 286 C.Ho 216/20' C.Dk 70/20'<br>Cr 2(350) | Pielstick<br>2 Oil 4SA each 6Cy. 400 × 460 g<br>shafts<br>4 722kW (6 420bhp)<br>Oy Wartsila Ab<br>Gen 3 × 564kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 117,0t (d.o.) 1 117,5t (hvf)-24 |
| **7616781**<br>*ESVO*<br>M-17419<br>Df Esd Gc<br>Pfd Rdr RTv | **STAKHANOVETS PETRASH**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400453/ESVO | T.Mk<br>**4 028**<br>1 200<br>5 717 | RS | **1979** Hollming Oy—Rauma/Raumo (219)<br>139,40 20,25 6,281<br>117,20 20,20 12,60<br>1 dk | **TM RoRo Cargo/ Dock Ship Heavy-load**<br>Ice strengthened<br>Stern door/ramp<br>L 16,00 W 13,00<br>1 Ho 90,9 ER<br>B.10 020<br>TEU 286 C.Ho 216/20' C.Dk 70/20'<br>Cr 2(350) | Pielstick<br>2 Oil 4SA each 6Cy. 400 × 460 g<br>shafts<br>4 722kW (6 420bhp)<br>Oy Wartsila Ab<br>Gen 3 × 564kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 117,0t (d.o.) 1 117,5t (hvf)-24 |
| **7616779**<br>*ESVD*<br>M-17416<br>Df Esd Gc<br>Pfd Rdr RTv | **STAKHANOVETS YERMOLENKO**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400742/ESVD | T.Mk<br>**4 026**<br>1 200<br>5 717 | RS | **1978** Hollming Oy—Rauma/Raumo (218)<br>139,40 20,25 6,281<br>117,20 20,20 12,60<br>1 dk | **TM RoRo Cargo/ Dock Ship Heavy-load**<br>Ice strengthened<br>Stern door/ramp<br>L 16,00 W 13,00<br>1 Ho 90,9<br>B.10 020<br>TEU 286 C.Ho 216/20' C.Dk 70/20'<br>Cr 2(350) | Pielstick<br>2 Oil 4SA each 6Cy. 400 × 460 g<br>shafts<br>4 722kW (6 420bhp)<br>Oy Wartsila Ab<br>Gen 3 × 564kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 117,0t (d.o.) 1 117,5t (hvf)-24 |
| **6711900**<br>*TFAY*<br>1036<br>Df Esd Pfd<br>Rdr Rt | **STAKKANES**<br>ex Steinanes-86 ex Happasaell-86<br>ex Gylfi-83 ex Brimnes-81<br>ex Gunnar Jonsson-79<br>ex Larus Sveinsson-77 ex Gudbjorg-74<br>**Skagstrendingur H/f**<br>Skagastrond Iceland | **247**<br>110<br>224 | | **1967** VEB Elbewerft—Boizenburg (442)<br>39,02 7,22 2,699<br>36,78 7,19 3,81<br>1 dk<br>len 75 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Lister Blackstone Ltd.<br>Fuel (d.o.) |
| **6411756**<br>*TFMD*<br>0247<br>Df Esd Gc<br>Pfd Rdr Rt | **STAKKAVIK**<br>ex Hugrun-86<br>**Bakkafiskur h.f.**<br>Eyrarbakki Iceland | **167**<br>61<br>— | (NV) | **1964** A/B Marstrands M/V—Marstrand (49)<br>31,86 6,74 3,353<br>29,47 6,71 3,61<br>1 dk<br>rf 1803 BK 203 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>1 Ha (2,9 × 1,5) ER<br>1W Der 1(2) 1(0,5) | Polar<br>Oil 2SA 6Cy. 250 × 300<br>675bhp (497kW)<br>Nydqvist & Holm A/B<br>Fuel (d.o.) |
| **8028486**<br>*LKDX*<br>19649<br>Rdr Rt | **STAKO**<br>**P/R Torgfrakt**<br>A/S Torghatten Trafikkselskap<br>Bronnoysund Norway | T.Mk<br>**498**<br>316<br>1 450 | NV | **1981** FEAB Marstrandsverken—Marstrand (155)<br>67,77 13,82 3,050<br>61,50 7,01<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 407<br>2 Ha (stl) (each 8,9 × 14,0) ER<br>Der 1(-) | Wichmann<br>Oil 2SA 6Cy. 300 × 450<br>1 600bhp (1 177kW)<br>A/S Wichmann<br>Gen 2 × 184kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **5144409**<br>*XPZL*<br>D823<br>Df Esd Rdr<br>Rt | **STAKSAFOSSUR**<br>ex Nypuberg-90 ex Jatnaklettur-83<br>ex Havsoki-79<br>**p/f Hjaltarstod**<br>Tvoroyri Faeroes (Danish) | **255**<br>87<br>— | (NV) | **1961** Brattvag Skipsbyggeri A/S—Brattvag (11)<br>37,01 7,37<br>32,01 7,32 3,81<br>1 dk<br>rf 1397 BK 119 conv Side-fishing Fishing — | **M Fishing**<br>Stern Trawler<br>3 Ho ER<br>3 Ha (0,9 × 1,2) (1,6 1,6 × 1,3) ER<br>1W Der 1(4) | Wichmann<br>Oil 2SA 4Cy. 300 × 450<br>1 000bhp (736kW) NE 74<br>A/S Wichmann<br>Gen 2 × 18kW 220V 50Hz a.c.<br>Fuel (d.o.)-2,0pd |
| **8226442**<br>*UIFF*<br>M-39802<br>Df Esd<br>RTm/h/v | **STALAKTIT**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | *171*<br>*51*<br>88 | RS | **1983** ............U.S.S.R.<br>34,02 7,12 2,901<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened | S.K.L.<br>Oil<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknech<br>(SKL) |
| **5077682**<br>*LNXH*<br>16993<br>Df Esd Rdr<br>Rt | **STALBAS**<br>ex Tralbas-74<br>ex Commandant Charcot-68<br>ex Jean Charcot-55<br>**P/R m.s. Stalbas**<br>Remoy Management A/S<br>Aalesund Norway | **913**<br>351<br>472 | NV (BV) | **1955** Beliard, Crighton & Cie. S.A.—Oostende (156)<br>58,76 9,43 4,642<br>52,43 9,40 5,34<br>2 dks<br>RW rf 1003 BK 203 conv Side Trawler Fishing 74 | **M Fishing**<br>Purse Seiner<br>2 Ha (each 2,8 × 1,0) | Wartsila<br>Vee Oil 4SA 12Cy. 220 × 240 sr g<br>shaft<br>2 180bhp (1 604kW) NE made78<br>Oy Wartsila Ab<br>Gen 3 × 272kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Directional thrust propellers fwd , 1 |
| **8714293**<br>*LAHZ*<br>20490<br>Rdr Rt | **STALBJORN**<br>**P/R Stalbjorn**<br>Molde Norway | **184**<br>—<br>250 | | **1988** Herfjord Slipp & Verksted A/S—Revsnes ((53))<br>31,70 3,601<br>31,50 9,01<br>2 dks | **M Fishing**<br>Side-fishing Long-line Processing Ref<br>In.152 | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 sr g<br>shaft<br>1 075bhp (791kW)<br>Caterpillar Inc.<br>Controllable pitch propeller |
| **6424478**<br>*LMOY*<br>16080<br>Rdr Rt | **STALBUEN**<br>**Odd-Jan Godtlibsen**<br>Tromso Norway | **199**<br>83<br>— | (NV) | **1964** Kleven M/V A/S—Ulsteinvik (8)<br>30,97 6,81 3,449<br>27,01 6,76 3,51<br>1 dk<br>rf 1300 BK 114 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>2 Ha (0,9 × 0,9) (2,7 × 1,8) ER<br>1W Der 1(3) | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>600bhp (441kW)<br>A/S Wichmann<br>Gen 1 × 18kW 1 × 15kW 220V<br>Fuel (d.o.) |
| **7734179**<br>*LGSA*<br>19137<br>Rdr Rt | **STALEGG JUNIOR**<br>ex Kvaloyvag-84<br>**Olav Johnsen & Sonner AS**<br>Stavanger Norway | *310*<br>*93*<br>— | NV (BV) | **1978** Karstensens Skibsvaerft & Maskinvaerksted I/S—Skagen (350)<br>34,88 7,01 3,501<br>24,03 5,59<br>2 dks<br>rf 996 BK 152 len 82 | **M Fishing**<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 144kW 220V 50Hz a.c. |
| **7810129**<br>*LHOK*<br>19275<br>Df Esd Gc<br>Pfd Rdr RTv | **STALEGG SENIOR**<br>**P/R Beitveit ANS**<br>Einar Beitveit<br>Aalesund Norway | **215**<br>82<br>275 | | **1979** Sigbjorn Iversen M/V. Skips.—Flekkefjord (53)<br>33,48<br>28,53 7,62 3,84<br>1 dk | **M Fishing**<br>Side-fishing Long-line<br>Mchy.aft | Alpha<br>Oil 2SA 7Cy. 260 × 400<br>770bhp (566kW)<br>Alpha-Diesel A/S<br>Gen 2 × 80kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 52,5t (d.o.) |

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| **STALEY BRIDGE**<br>**J. P. Rowland**<br>London<br>United Kingdom | **297**<br>122<br>363 | | **1940** Scott & Sons—Bowling (354)<br>42,07 7,50 3,048<br>7,45<br>P 11,3 B 2,2 F 5,2 1 dk<br>R | **M Salvage Ship**<br>1 Ho 27,4 ER<br>G.453<br>2 Ha (each 8,0 × 4,4) ER<br>2W Der 2(1,25) | Newbury<br>Oil 4Cy. 320 × 425<br>400bhp (294kW)<br>Newbury Diesel Co. Ltd. Newbury<br>Gen 1 × 2,5kW 51/75V d.c.<br>Fuel 20,5t (d.o.) 10,5kn |
| **STALFINN**<br>ex Bastesen-89<br>**O. Lorentsen Fiskebatrederi A/S**<br>Tromso<br>Norway | **232**<br>86<br>— | | **1979** H. & E. Nordtveit A/S—Nordtveitgrend (71)<br>32,42 7,55 4,171<br>29,01 7,51 6,43<br>1 dk | **M Fishing**<br>Side Trawler Whaler Long-line<br>Mchy.aft | Alpha 406-26VO<br>Oil 2SA 6Cy. 260 × 400 geared to sc. shaft<br>500bhp (368kW)<br>B&W Alpha-Diesel A/S Frederikshavn |
| **STALLION**<br>ex Cagayan Express-89 ex Kiribati II-81<br>ex Choei Maru-80<br>**Barako Shipping Corp.**<br>Panama<br>Panama | **2 571**<br>1 589<br>4 196 | (NK) | **1967** Kurushima Dockyard Co. Ltd.—Imabari (397)<br>89,62 14,46 6,028<br>83,01 14,41 7,09<br>P 18,8 F 8,9 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 331 B.4 989<br>2 Ha (17,6 27,2 × 7,0) ER<br>Der 3(10) | Hanshin<br>Oil 4SA 6Cy. 460 × 680<br>2 200bhp (1 618kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 300kW 2 × 88kW 445V 60Hz a.c.<br>Fuel 127,0t-7,0pd 11,5kn |
| **STALLO**<br>**Hammerfest Industrifiske A/S**<br>Hammerfest<br>Norway | **299**<br>101<br>520 | NV | **1971** Sterkoder M/V A/S—Kristiansund N. (18)<br>46,69 9,02 4,490<br>40,19 9,00 6,43<br>2 dks<br>rf 1600 BK 152 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho ER<br>2 Ha (2,1 × 1,9) (2,2 × 1,6) ER | Wichmann<br>Oil 2SA 8Cy. 280 × 420<br>1 200bhp (883kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 100kW 220V 50Hz a.c.<br>Fuel 51,0t (d.o.)-5,0pd 12,5kn |
| **STALODD**<br>ex Staltor-78 ex Kvaenangen-73<br>ex Helgoyfiord-70<br>**Odd Lorentzen**<br>Tromso<br>Norway | **240**<br>86<br>— | (NV) | **1967** Ejnar S. Nielsen M/V A/S—Harstad (9)<br>35,49 7,35 3,982<br>31,07 7,32<br>2 dks<br>rf 1250 BK 89 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,5 × 2,2) ER<br>1W Der 1(3) | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>600bhp (441kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 38kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **STALRINGEN**<br>**P/R Stalringen**<br>Johan Lund<br>Sandnessjoen<br>Norway | **263**<br>119<br>— | (NV) | **1956** Aukra Bruk A/S—Aukra (3)<br>35,56 7,01 3,499<br>32,54 6,99 3,66<br>2 dks<br>rf 1397 BK 127 len 67 | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>3 Ha (1,3 3,5 2,9 × 2,2) ER<br>1W Der 1(3) | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) NE 67<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 15kW 1 × 7,5kW 220V d.c.<br>Fuel 35,5t (d.o.)-2,5pd 10kn |
| **STALSK**<br>**Dalryba**<br>(Nakhodka)<br>(U.S.S.R.) | **710**<br>207<br>351 | RS | **1975** ..............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 fwd<br>12,5kn |
| **STALSUND**<br>**P/R Stalsund**<br>Johan Eltvik<br>Maloy<br>Norway | **202**<br>90<br>— | | **1972** Eidsvik Skipsbyggeri A/S—Uskedal (28)<br>37,90 7,35<br>26,98 7,32 3,79<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 40,5t (d.o.)-2,5pd 10kn |
| **STALTIND**<br>ex Ole Wirum-75<br>**A/S Havfisk**<br>Melbu<br>Norway | T.Mk<br>**497**<br>198<br>550 | NV | **1967** Storviks M/V A/S—Kristiansund N. (27)<br>53,80 10,04 4,471<br>46,21 10,00 6,99<br>2 dks<br>rf 1397 BK 152 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho ER<br>In.496<br>1 Ha (1,9 × 1,4) ER<br>1W Der 1(1) | Normo<br>Oil 4SA 9Cy. 250 × 300<br>1 760bhp (1 295kW) NE 82<br>A/S Bergens M/V Bergen<br>Gen 2 × 170kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 188,0t (d.o.)-4,0pd 13kn |
| **STALTOR**<br>**P/R Enoksen & Olsen**<br>Tromso<br>Norway | *1 105*<br>*331*<br>350 | NV | **1989** Const. Nav. Santodomingo—Vigo (635)<br>47,60 (BB)<br>42,02 11,90 7,32<br>2 dks | **M Fishing**<br>Stern Trawler Shrimp-trawl Processing Ref<br>Ice strengthened<br>In.425 | Wartsila 6R32D<br>Oil 4SA 6Cy. 320 × 350 with clutches, flexible couplings & sr geared to sc. shaft<br>2 199kW (2 990bhp)<br>Cons. Echevarria Bermeo<br>Gen 1 × 1250kW 1 × 383kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller |
| **STALVARD**<br>ex Kanutta-66<br>**Ole D. Eggesvik**<br>Aalesund<br>Norway | *453*<br>*219*<br>457 | NV | **1958** Alssund Skibsvaerft A/S—Sonderborg (25)<br>44,30 8,56 3,710<br>39,63 8,54 5,31<br>1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.566 B.538<br>2 Ha (stl) (each 9,6 × 4,5) ER.<br>Der 2(3) | Alpha 406-24VO<br>Oil 2SA 6Cy. 240 × 400<br>309kW (420bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 10kW 110V d.c.<br>Fuel 32,5t (d.o.)-2,0pd 10kn |
| **STALVIK**<br>**Thormodur Rammi H/f**<br>Siglufjordur<br>Iceland | **364**<br>168<br>— | (NV) | **1973** Stalvik h.f.—Gardabaer (17)<br>53,83 9,10<br>47,50 9,02 6,51<br>2 dks<br>rf 1600 BK 178 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Wichmann 7AXA<br>Oil 2SA 7Cy. 300 × 450<br>1 750bhp (1 287kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 184kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **STALVIK**<br>ex Peder Aarseth-90 ex Borgundoy-55<br>ex Star II-54 ex Polarsonne-47<br>**Partrederiet Stalvik ANS**<br>Tromso<br>Norway | **301**<br>127<br>386 | NV | **1941** A/S Fredriksstad M/V—Fredrikstad (312)<br>42,25 7,62 4,090<br>37,50 7,60 4,27<br>1 dk<br>rf 978 BK 191 conv Whaler 54 | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>G.424 In.57<br>2 Ha (1,2 × 1,5) (4,8 × 2,5) ER<br>2W Der 2(-) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW) E made68 fitted80<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 112kW 220V 50Hz a.c.<br>Fuel (d.o.) 10kn |
| **STALWART**<br>**Calcutta Port Trust**<br>Calcutta<br>India | **456**<br>—<br>— | ✠Classed LR until 12/63 | **1949**-2 J. I. Thornycroft & Co. Ltd.—Southampton (4117)<br>38,87 9,78 3,842<br>35,84 9,76 4,25<br>F 11,6<br>RW | **TS Tug**<br>1W | T 6Cy. (2) 298 (2) 483 & (2) 813 x 533<br>J. I. Thornycroft & Co. Ltd. Southampton<br>Gen 1 × 15kW 220V d.c.<br>Fuel 123,0t (o.f.) 11kn |
| **STALWART**<br>**San Diego Transportation Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca<br>United States of America | **199**<br>135<br>— | AB | **1976** McDermott Shipyard—Morgan City, La (219)<br>41,46 11,13 5,182<br>39,22 11,08 5,85<br>1 dk<br>BK 51 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 20Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 90kW<br>14kn |
| **STAMAR**<br>ex Andreas P-91 ex Patricia Trader-87<br>**Stamar KS**<br>Helmer Staubo & Co.<br>Oslo<br>Norway | *16 507*<br>*9 205*<br>27 046<br>T/cm<br>34,7 | GL (NK) | **1977** Naikai SB. & Eng. Co. Ltd.—Setoda (418)<br>172,52 (BB) 10,643<br>164,01 23,11 14,76<br>P 32,7 F 11,3 1 dk | **M Bulk Carrier**<br>5 Ho 26,1 25,2 16,5 24,3 26,9 ER<br>G.33 942 B.32 459<br>5 Ha (stl) (16,8 × 9,4) (10,4 16,8 16,8 16,8 × 11,5) ER<br>Cr 5(25) | B&W 8K62EF<br>Oil 2SA 8Cy. 620 × 1400<br>7 870kW (10 699bhp)<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 500kW 220/440V 60Hz a.c.<br>Fuel 146,5t (d.o.) 2 544,0t (hvf)-39,0pd 15kn |

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| 7520229<br>*LADT2*<br>N-00103<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STAMARINER**<br>ex Hansa Mariner-88<br>ex Cape Otway-87<br>**K/S Stamariner**<br>Helmer Staubo & Co.<br>Oslo Norway (NIS) | **18 073**<br>11 784<br>32 505<br>T/cm<br>42,4 | ✠**100A1** CS 11/91<br>strengthened for heavy<br>cargoes No. 3 hold may<br>be empty<br>✠**LMC** **UMS**<br>EL Jt 2½"U3<br>FN 7110 | **1976**-12 Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1093)<br>179,03 (BB) 27,06 10,675<br>170,01 27,01 14,81<br>P 32,4 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 25,7 27,1 19,2 27,1 27,1 ER<br>G.39 843<br>5 Ha (stl) (16,7 × 13,2) (18,3 12,1 18,3<br>18,3 × 14,9) ER<br>Cr 4(16-22) | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 152,0t (d.o.) 1 936,0t (hvf) |
| 5358048<br>*SV3763*<br>43<br>EsdRTm | **STAMATA II**<br>ex Agios Ioannis Theologos-71<br>ex Angelika-68 ex The Marquis-66<br>ex Camroux I-60<br>**Papaioannou Brothers**<br>Thessaloniki Greece | **324**<br>151<br>427 | (HR)<br>✠Classed LR until 7/66 | **1934**-12 J. Pollock, Sons & Co. Ltd.—Faversham (1465)<br>41,61 7,65 2,985<br>39,58 7,62 3,28<br>P 11,3 F 5,8 1 dk<br>R | **M General Cargo**<br>1 Ho 22,9 ER<br>G.537 B.495<br>1 Ha (19,4 × 4,8) ER<br>2W Der 2(1,5) | Polar<br>Oil 2SA 4Cy. 250 × 420<br>300bhp (221kW) NE 45<br>British Polar Engines Ltd.<br>Gen 2 × 5kW 110V d.c.<br>Fuel 18,5t (d.o.) |
| 7516096<br>*SV3532*<br>5260<br>Gc Rdr Rt | **STAMATIOS F.**<br>**H. Fourikis**<br>Piraeus Greece | **408**<br>294<br>20 | | **1976** Vassiliadis Bros.—Salamis (25)<br>40,01 10,83<br>35,51 1,96<br>1 dk | **TM Ferry** | S.K.L.<br>2 Oil<br>400bhp (294kW)<br>VEB Schwermasch. "Karl Liebkne<br>(SKL) |
| 9005522<br>*3EGQ8*<br>20161-YJ<br>Df Esd Gc<br>Pfd Rdr Rt | **STAMFORD**<br>**Hiro Shipping (Panama) S.A.**<br>Panama Panama | *6 092*<br>*3 082*<br>8 000 | BV | **1990** Hakata Zosen K.K.—Hakata (511)<br>7,601<br>105,52 18,22 11,03 | **M Container Ship**<br>Fixed-guides<br>3 Cell. Ho ER<br>TEU 400 C. 400/20'<br>6 Ha (stl) ER<br>Cr 2(35) | B&W<br>Oil 2SA 8Cy. 350 × 1050<br>4 477kW (6 087bhp)<br>Makita Corporation<br>Gen 4 × 347,5kW 100/440V 60Hz |
| 8036055<br>*WJ6635*<br>261833<br>Rdr Rt | **STAMFORD**<br>ex Thomas Tracy-71<br>**Red Star Towing & Transportation Co. Inc.**<br>New York, NY United States of America | **256**<br>7<br>— | AB | **1951** Levingston SB. Co.—Orange, Tx (464)<br>3,747<br>30,46 8,23 4,27<br>1 dk<br>BK 64 | **M Tug** | General Motors<br>Vee Oil 2SA 16Cy. 230 × 254 sr r<br>sc. shaft<br>General Motors Corp., Detroit Dies<br>Div.<br>Gen 2 × 30kW d.c. |
| 5337953<br>*ILML*<br>1353<br>Esd RdrRTm | **STAMIA**<br>ex Lagaba-80 ex Niki 1-79<br>ex Stamia-79<br>**Marnavi S.r.l.**<br>Napoli Italy | **977**<br>529<br>1 496 | RI | **1961** Cant. Gardano & Giampieri—Porto Recanati (47)<br>71,99 11,31 3,734<br>66,30 11,26 4,07<br>1 dk | **M Tanker**<br>8 Ta ER | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 050bhp (772kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 114kW 220V 50Hz a.c.<br>110V d.c.<br>Fuel (d.o.) |
| 6914394<br>*P3II2*<br>708248<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **STAMINA**<br>ex Glyfada-86 ex Golden Minerva-80<br>ex Hoegh Minerva-78<br>**Hesperides Shipping Ltd.**<br>Limassol Cyprus | T.Mk<br>**13 896**<br>9 652<br>24 502<br>T/cm<br>34,4 | AB (NV) | **1969** Kaldnes M/V A/S—Tonsberg (181)<br>180,32 (BB) 22,92 10,211<br>168,59 22,86 13,72<br>P 38,5 F 18,0 1 dk<br>rf 51 | **M Bulk Carrier**<br>Vehicles<br>Str. heavy cargoes<br>6 Ho 22,4 19,6 19,6 19,6 19,6 20,4<br>ER<br>G.28 940 B.28 322<br>6 Ha (stl) (each 13,3 × 10,2) ER<br>12W Der 12(6-12) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>10 500bhp (7 723kW)<br>Sulzer Bros. Ltd.<br>Gen 2 × 532kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 185,0t (d.o.) 2 146,0t (hvf)-36, |
| 7627390<br>*P3KT4*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **STAMON**<br>ex Concepcion-91 ex Styrax-88<br>ex Kyokusho-79 ex Leonila-78<br>**Austral Shipping Ltd.**<br>Goldenport Compania Naviera (Cyprus) Ltd.<br>Limassol Cyprus | **9 796**<br>6 589<br>17 509 | NK | **1977** Shikoku Dockyard Co. Ltd.—Takamatsu (795)<br>148,10 (BB) 21,74 9,370<br>137,50 21,70 12,20<br>P 25,5 F 10,5 1 dk | **M Bulk Carrier**<br>G.21 866 B.21 329<br>4 Ha (stl) (14,0 × 8,9) (20,2 20,2 20,2 ×<br>10,5) ER<br>Der 4(25) | Mitsubishi<br>Oil 2SA 8Cy. 520 × 1050<br>5 884kW (7 999bhp)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 720kW a.c. |
| 8407694<br>*SXHB*<br>345<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STAMOS**<br>**Nueva Gloria Corp.**<br>Chios Greece<br>SatCom: 1133152/SXHB | *35 835*<br>*22 199*<br>63 865<br>T/cm<br>64,0 | AB | **1985** B & W Skibsvaerft A/S—Kobenhaven (915)<br>225,03 (BB) 32,31 13,101<br>213,77 32,25 18,01<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho 26,2 22,7 22,7 22,7 22,7 22,7<br>25,3 ER<br>G.79 110 B.75 190 HeCls. B<br>7 Ha (stl) (each 14,4 × 15,0) ER | B&W<br>Oil 2SA 5Cy. 700 × 2268<br>11 780bhp (8 665kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 500kW a.c. |
| 6872039<br>*UWYD*<br>M-20081 | **STAMUKHA**<br>**Yugryba**<br>(Taganrog) (U.S.S.R.) | **257**<br>91<br>106 | (RS) | **1951** ............U.S.S.R.<br>38,51 7,24 2,830<br>3,51<br>1 dk | **M Fishing**<br>2 Ho<br>In.275<br>4 Ha (each 1,2 × 1,2)<br>Der 1(1) | Oil<br>............<br>Fuel (d.o.) |
| 7224837<br>*LAJA*<br>20465<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **STAMVEIEN**<br>ex Sir Caradoc-88 ex Grey Master-83<br>**A/S Rogaland Kystferger AB**<br>Stavanger Norway | *6 036*<br>*4 018*<br>3 302 | NV<br>✠Classed LR until<br>19/8/88 | **1973** Trosvik Verksted A/S—Brevik (97)<br>124,01 (BB) 16,03 4,979<br>114,33 16,01 11,61<br>B 10,1 2 dks<br>rf 1194 | **TM RoRo Cargo**<br>12bth P<br>Bow, side & stern doors Ice strengthened<br>1 Ho 112,7 ER | Normo<br>4 Oil 4SA each 9Cy. 250 × 300 wi<br>flexible couplings & sr geared to<br>3 708kW (5 041bhp)<br>Normo Gruppen A/S<br>Gen 1 × 426kW 2 × 320kW 380V<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 487,5t (d.o.) |
| 8036641<br>616131 | **STAN TRU**<br>**Stanley L. Styron**<br>Mobile, Al United States of America | **178**<br>121<br>— | | **1979** Sherman Shipyard Inc.—Panama City, Fl<br>*24,66* 7,32<br>3,84<br>1 dk | **M Fishing** | Cummins<br>2 Oil 4SA each 6Cy. 159 × 159<br>730bhp (537kW)<br>Cummins Engine Co. Inc. |
| 8133035<br>627199 | **STAN-L I**<br>ex Mr. Manuel<br>**Stanley L. Styron**<br>Norfolk, Va United States of America | **135**<br>109<br>— | | **1980** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71<br>3,13<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| 7224796<br>*SXUG*<br>8634<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STANDARD ENDEAVOUR**<br>ex Kartini-84 ex Chalmette-80<br>**Grotta Di Nymphe Shipping Co.**<br>Standard Bulk Transport Corp.<br>Piraeus Greece | **31 634**<br>22 463<br>68 314<br>T/cm<br>63,6 | AB (KI) | **1972** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (892)<br>224,01 (BB) 32,24 13,599<br>214,00 32,19 18,70<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>9 Ho 21,7 16,0 16,0 16,0 16,0 16,0<br>32,0 16,0 16,0 ER<br>G.75 889 HeCls. B<br>10 Ha (stl) (9,6 × 11,2) (9,0 9,0 9,0 9,0 9,0<br>9,0 9,0 9,0 9,0 × 12,8) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 2 × 460kW 440V 60Hz a.c.<br>Fuel 247,0t (d.o.) 2 436,5t (hvf)-49 |
| 8841802<br>*WB3276*<br>243309<br>Df Esd Gc<br>Rdr Rt | **STANDARD No. 3**<br>ex Port Vincent<br>**Chevron U.S.A. Inc.**<br>Chevron Shipping Co.<br>San Francisco, Ca United States of America | **199**<br>87<br>— | (AB) | **1943** Canulette SB. Co.—Slidell, La (4)<br>- 3,686<br>28,73 7,62 4,08<br>1 dk | **M Tug** | Enterprise<br>Oil 4SA 8Cy. 406 × 508<br>Enterprise Engine & Foundry Co. |
| 7327615<br>*SVTI*<br>9032<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STANDARD VIRTUE**<br>ex Florence Virginia-86 ex Maro-85<br>**Onda del Norte Shipping Co.**<br>Standard Bulk Transport Corp.<br>Piraeus Greece | **32 511**<br>23 022<br>66 493<br>T/cm<br>61,2 | AB | **1973** Hakodate Dock Co. Ltd.—Hakodate (544)<br>219,08 (BB) 32,29 13,691<br>208,01 32,25 18,55<br>P 36,0 F 14,7 1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.72 645 B.71 452<br>7 Ha (stl) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Ishikawajima Harima Heavy Ind.<br>Gen 2 × 440kW |

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| **STANDBY MASTER**<br>**K/S Strand Sea Service A/S**<br>Aalesund Norway | **497**<br>194<br>— | NV | **1981** Voldnes Skipsverft A/S—Fosnavaag (31)<br>42,25 4,201<br>36,02 10,01 5,80<br>2 dks<br>rf nil | **M Stand-by Safety Pollution Control**<br>Fire-fighting for offshore installations<br>Ice strengthened<br>Cr 1(3) 1(2) | Deutz SBA12M816<br>2 Vee Oil 4SA each 12Cy. 142 × 160 sr geared to sc. shaft<br>1 370bhp (1 008kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 320kW 1 × 44kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>13kn |
| **STANDWEAR**<br>ex Bright Star-85 ex Kyoju Maru-85<br>**Standwear Shipping Co.**<br>Limassol Cyprus | **12 147**<br>7 306<br>19 095 | BV NK | **1972** Mitsubishi Heavy Industries Ltd. —Shimonoseki (704)<br>160,13 23,07 9,462<br>148,04 23,02 12,40<br>P 26,0 F 12,5 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.23 437 B.22 546<br>4 Ha (stl) (18,7 × 10,9) (20,2 20,2 20,2 × 12,0) ER<br>Der 4(25) | Mitsubishi 7UEC65/135C<br>Oil 2SA 7Cy. 650 × 1350<br>6 694kW (9 101bhp)<br>Ube Tekkosho Ube<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 152,5t (d.o.) 1 374,5t (hvf)-30,0pd 14kn |
| **STANECHAKKER**<br>**Royal Bank Leasing Ltd.**<br>Shetland Towage Ltd.<br>Lerwick United Kingdom | **392**<br>0<br>185 | **✠100A1** CS 5/88<br>tug<br>**✠LMC**<br>EL J 357,5/30,0U2<br>FN 503 | **1978**-6 Hall, Russell & Co. Ltd.—Aberdeen (976)<br>37,98 10,55 4,388<br>32,95 10,01 5,24<br>F 13,2 1 dk<br>rf 1003 Box K 152 docking skeg aft | **TM Tug**<br>Fire-fighting<br>Mchy.aft | Ruston 12RKCM<br>2 Vee Oil 4SA each 12Cy. 254 × 305 sr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 2 × 80kW 1 × 78kW 440V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>14kn |
| **STANELCO**<br>ex Siraholm-81<br>**Alcatel Telefon Norway A/S**<br>Oslo Norway<br>SatCom: 1312450/LADS | **1 598**<br>1 000<br>2 900 | NV | **1975** Brattvag Skipsinnredning—Brattvag (32)<br>64,22 13,31 4,744<br>56,22 12,53 7,73<br>P 11,0 F 6,1 2 dks<br>rf nil conv General Cargo 82 | **M General Cargo/ Cable-layer**<br>Ice strengthened<br>1 Ho 40,0 ER<br>G.3 200 B.3 143<br>1 Ha (stl) (35,5 × 10,4) ER | Normo LDMB-9<br>Oil 4SA 9Cy. 250 × 300<br>1 575bhp (1 159kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 334kW 1 × 156kW 2 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 122,0t (d.o.)-6,0pd 12kn |
| **STANGALA**<br>ex Ma Vont Mad-60<br>**Madame Nicole Borg Loumagne**<br>Abidjan Cote d'Ivoire | **109**<br>40<br>— | | **1958** Const. Navales Malouines—St. Malo<br>*22,35* 6,94<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ha (0,9 × 0,9)<br>Der 1(1,5) | Baudouin<br>2 Oil 4SA each 6Cy. 140 × 180 geared to sc. shaft<br>330bhp (243kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 18,5t (d.o.) 9kn |
| **STANGSKAR**<br>ex Carribean-79 ex Bandit-77<br>ex Kakiann-74 ex Gullborg-74<br>ex Jane Bruun-72 ex Vikingen-70<br>**Alf Johanson**<br>Vastervik Sweden | **134**<br>64<br>— | NV | **1961** Bolsones Verft—Molde (180)<br>29,01 6,74<br>6,71 3,36<br>1 dk<br>rf 1059 BK 140 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>3 Ho ER<br>4 Ha (0,9 × 0,9) (0,7 × 1,1) (1,3 × 1,2) (0,7 × 1,1) ER | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>900bhp (662kW)<br>A/S Wichmann Rubbestadneset<br>Fuel (d.o.) |
| **STANISLAV KOSIOR**<br>**Ukraine River Fleet Administration**<br>(Kherson) (U.S.S.R.) | **2 484**<br>1 321<br>2 925 | RS | **1969** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,20 13,21 3,420<br>108,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 298<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn |
| **STANISLAV MONYUSHKO**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | T.Mk<br>**14 368**<br>7 480<br>9 796 | RS | **1965** Stocznia Gdanska im. Lenina—Gdansk (B64/08)<br>165,54 21,34 8,111<br>149,00 21,26 12,65<br>3 dks | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>5 Ho ER<br>In.10 104<br>5 Ha (4,1 4,0 4,0 4,0 × 4,5) (4,5 × 3,5) ER<br>18W Der 2(10) 14(5) 2(4) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>Gen 6 × 320kW 380V 1 × 80kW 220V<br>15kn |
| **STANISLAV YUDIN**<br>**Kaliningradmorneftegazprom**<br>(Kaliningrad) (U.S.S.R.) | *24 822*<br>*7 447*<br>5 600 | RS | **1985** Oy Wartsila Ab—Turku/Abo (1284)<br>183,30 36,40 8,910<br>173,20 - 13,00<br>1 dk | **TD-E Crane Ship**<br>Cr 1(1600) | Wartsila 12V32<br>3 Vee Oil 4SA each 12Cy. 320 × 350 total 16 701bhp (12 285kW) driving 2 gen. each 552kW a.c. connected to 4 elec. motors each of 1 903shp (1 400kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>2 Thw. thrust propellers fwd , 2 aft<br>11,5kn |
| **STANISLAW**<br>**Przedsiebiorstwo Robot Czerpalnych I Podwodnych - Gdansk**<br>Gdansk Poland | **131**<br>36<br>— | PR | **1957** VEB Schiffswerft "Edgar Andre" —Magdeburg<br>28,55 6,53<br>26,55 6,48 3,00<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 27kW 1 × 25,5kW 1 × 7kW 220V d.c. |
| **STANISLAW KULCZYNSKI**<br>**Polish Steamship Co. (Polska Zegluga Morska)**<br>Szczecin Poland<br>SatCom: 1703312/SQPQ | **21 456**<br>12 479<br>33 627<br>T/cm<br>42,6 | PR | **1988** Stocznia Szczecinska im. A. Warskiego —Szczecin (B545/04)<br>195,03 10,651<br>185,02 25,32 15,12<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>5 Ha (stl) (20,0 26,4 20,0 26,4 20,0 × 12,8) ER | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>7 322kW (9 954bhp)<br>H. Cegielski Poznan<br>Gen 3 × 504kW a.c. 1 × 100kW a.c.<br>14,6kn |
| **STANKO STAIKOV**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria<br>SatCom: 1435232/STST | **9 549**<br>3 586<br>9 141 | BR | **1983** "Georgi Dimitrov" Shipyard—Varna (203)<br>148,67 (BB) 21,49 7,651<br>136,00 21,01 10,90<br>1 dk | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho 14,7 15,3 14,6 14,6 14,6 14,6 ER<br>TEU 412 C.Ho 246/20' (40') C.Dk 166/20' (40')<br>11 Ha (stl) ER | B&W 6DKRN67/140-4<br>Oil 2SA 6Cy. 670 × 1400<br>9 048bhp (6 655kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 504kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>18kn |
| **STANLEY B. BUTLER**<br>**B & D Fisheries Inc.**<br>Providence, RI United States of America | **115**<br>47<br>— | | **1938** Morse Boat Building Co.—Thomaston, Me<br>*26,40* 6,38<br>3,36 | **Wood M Fishing** | Deutz<br>Oil<br>240bhp (177kW)<br>Motorenfabrik Deutz Koeln-Deutz<br>Fuel (d.o.) |
| **STANMORE**<br>ex Zanoobia-91 ex Kusi-87<br>ex Freightline One-85 ex Translink-84<br>ex Madouri-80 ex Moundra-77<br>ex Salome-73<br>Honduras | T.Mk<br>**1 599**<br>895<br>4 457 | GL | **1966** Jos. L. Meyer—Papenburg (531)<br>99,19 15,04 6,060<br>93,50 15,00 11,05<br>P 5,5 2 dks<br>len 69 | **M RoRo Cargo**<br>Paper-carrying<br>Side doors Stern door & ramp<br>Ice strengthened<br>Lane Length 948 Clear height 4,25<br>1 Ho ER<br>G.9 377 B.8 495<br>2 Ha ER<br>Cr 1(3) | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500<br>2 950bhp (2 170kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 120,0t (d.o.) 469,0t (hvf)-10,0pd 13kn |
| **STANSHION 1**<br>ex Golden Samrosa I ex Sinar Mas-82<br>ex Che Sing No. 1-76<br>ex Hwa Kuo No. 1-74<br>ex Nichiseto Maru-72<br>**Stanshion International Co. Ltd.**<br>Thailand | **574**<br>351<br>950 | | **1960** Kishigami Zosen K.K.—Akitsu (208)<br>50,81 8,36 3,887<br>46,13 8,31 4,30<br>1 dk<br>RW | **M General Cargo**<br>G.975 B.909<br>1 Ha (20,2 × 5,2) ER | Sumiyoshi<br>Oil 4SA 6Cy. 370 × 520<br>650bhp (478kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>Gen 1 × 7,5kW 110V d.c.<br>Fuel 16,5t 10kn |

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| **7436698**<br>Df | **STANVAC KAEKTOEK**<br>**Standard Vacuum Oil Co.**<br>United States of America | **260**<br>71<br>— | (AB) | **1958** Cheoy Lee Shipyards Ltd.—Hong Kong (676)<br>3,277<br>25,15 7,78 3,74<br>1 dk<br>BK 25 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 x<br>geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 20kW<br>Fuel 55,0t (d.o.) |
| **5409079** | **STANVAC THELMA**<br>**P.T. Stanvac Indonesia**<br>Tandjung Uban Indonesia | **141**<br>— | | **1950** Scheepswerf "De Waal" N.V.—Zaltbommel (633)<br>*18,54* 4,20 1,378<br>4,14 2,21<br>1 dk<br>rf nil | **M General Cargo**<br>2 Ho<br>B.50<br>2 Ha | Buda<br>Oil 4SA 6Cy. 133 × 165 sr revers<br>shaft<br>120bhp (88kW)<br>Buda Co. |
| **7374278**<br>*A8XY*<br>5385<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STANWICH**<br>ex Yates Trader-89 ex Sivana-79<br>**Yates Trader Shipping Corp.**<br>B ø H Ship Management Company<br>Monrovia Liberia<br>SatCom: 1241116/YATR | **68 630**<br>52 588<br>138 973<br>T/cm<br>104,0 | **✠100A1** SS 10/86<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL wt 3¾"U3<br>FN 17267 | **1975**-9 Mitsui SB. & Eng. Co. Ltd.—Tamano (1016)<br>271,03 (BB) 44,07 17,050<br>260,00 44,00 22,41<br>1 dk<br>rf nil Bow/CM 135 Diam. 0,510 MH 1,5 | **M Tanker**<br>COW IGS (LR)<br>15 Ta ER<br>L.(oil) 159 347 HeCls. BC<br>3 Cargo pumps total 10 500T/hr | B&W<br>Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>2 WTAuxB 18kgf/cm² (17,7bar) hs<br>e(ex.g) 26kgf/cm² (25,5bar) Spt<br>18kgf/cm² (17,7bar)<br>Gen 1 × 900kW 2 × 750kW 45<br>Fuel 341,5t (d.o.) 6 724,0t (hvf)-94 |
| **7824572**<br>*TFNB*<br>1545<br>Df Esd Gc<br>Rdr RTm/h/v | **STAPAFELL**<br>**Samband Islenzkra Samvinnufelaga & Oliufelagid H/f**<br>Samskip h/f (Samband Line)<br>Keflavik Iceland | **1 432**<br>979<br>2 038 | GL | **1979** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (763)<br>75,75 13,24 4,834<br>70,03 13,21 5,01<br>P 22,3 F 7,4 1 dk | **M Tanker**<br>Fish-oil<br>Ice strengthened<br>10 Ta ER<br>L.2 641 | Deutz<br>Oil 4SA 6Cy. 370 × 400 reduction<br>shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz<br>Thw. thrust propeller fwd |
| **6710346**<br>*TFTB*<br>1121<br>Df Esd Gc<br>Pfd Rdr Rt | **STAPAVIK**<br>ex Thorleifur Jonsson-88<br>ex Arsaell Sigurdsson-84 ex Dagny-81<br>ex Milly Ekkenga-70<br>**Thormodur Rammi H/f**<br>Sugandafjordur Iceland | **403**<br>160<br>— | GL | **1966** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (514)<br>49,15 8,69 3,804<br>43,16 8,51 4,32<br>B & F 39,7 1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **7014218**<br>*XPRW*<br>D1664<br>Df Esd Pfd<br>Rdr Rt | **STAPIN**<br>**P/f Regn**<br>Toftir Faeroes (Danish) | **132**<br>69<br>— | NV | **1969** p/f Vestmanna Skipasmidja & M/V —Vestmannaeyjar (5)<br>30,13 6,53<br>26,22 6,49 3,15<br>2 dks<br>rf 737 BK 102 len 74 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>1W Der 1(2) | Alpha<br>Oil 2SA 3Cy. 260 × 400<br>300bhp (221kW) E made65 fitted7<br>Alpha-Diesel A/S<br>Gen 1 × 50kW 1 × 16kW 380V<br>Fuel (d.o.) |
| **5357044**<br>*SV5695*<br>318<br>Df Esd Gc<br>Rdr RTm/v<br>AMVER | **STAR**<br>ex Akti-76 ex Texaco Europe-69<br>ex Europe-59<br>**Anavatos Shipping Co.**<br>Chios Greece | **10 286**<br>6 102<br>16 258<br>T/cm<br>26,4 | ✠Classed LR until 3/3/82 | **1956**-11 A/S Framnaes M/V—Sandefjord (154)<br>161,47 19,59 9,265<br>152,81 19,51 11,64<br>P 34,5 B 10,7 F 18,6 1 dk<br>RW rf 25 Bow/CM 77 Diam. 0,250 | **M Tanker**<br>Stern disch.<br>32 Ta ER<br>L.(oil) 21 039 HeCls. BptC<br>6 Cargo pumps total 2 050T/hr | Gotaverken<br>Oil 2SA 9Cy. 680 × 1500<br>6 750bhp (4 965kW)<br>A/B Gotaverken<br>Gen 2 × 240kW 1 × 200kW 22<br>Fuel 1 422,5t (d.o.)-22,5pd |
| **5008265**<br>*P3ZW*<br>701617<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **STAR**<br>ex Samos Star-84 ex Albatros-82<br>**Doryssa Shipping Co. Ltd.**<br>Limassol Cyprus | **1 585**<br>830<br>2 733 | GL (DSRK) | **1961** VEB Schiffswerft "Neptun"—Rostock (516)<br>82,45 12,63 5,711<br>72,55 12,55 6,71<br>P 17,7 F 9,8 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 24,0 22,1 ER<br>G.3 300 B.3 077<br>2 Ha (16,7 17,3 × 6,4) ER<br>8W Der 8(3-5) | S.K.L.<br>Oil 4SA 6Cy. 470 × 660<br>1 365bhp (1 004kW)<br>Halberstadt<br>Gen 3 × 80kW 390V 50Hz a.c.<br>Fuel 97,5t (d.o.) |
| **6521094**<br>*HQAY5*<br>Df Esd Rdr<br>Rt | **STAR**<br>ex Marika-87 ex Konstantinos K-85<br>ex Castro-83 ex Norsklint-78<br>**Marathon Shipping Co. S. de R. L.**<br>Honduras | **1 221**<br>899<br>2 174 | ✠Classed LR until 11/65 | **1965**-11 Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen (273)<br>73,13 11,23 5,320<br>67,72 11,00 6,15<br>Ba 13,8 F 10,7 2 dks<br>rf 127 | **M General Cargo**<br>Ice strengthened<br>1 Ho 51,0 ER 1 TwD<br>G.3 274 B.2 648<br>2 Ha (stl) (16,8 17,0 × 6,7) ER<br>4W Der 4(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>883kW (1 200bhp)<br>Kloeckner Humboldt Deutz |
| **7702956**<br>*HP5376*<br>19272-RH<br>Df Esd Gc<br>Rdr Rt | **STAR**<br>ex Venuss-92 ex Venus-89<br>ex Steven K-88 ex Star Venus-84<br>**Atlantic Coast Investment Inc.**<br>Omegafreight Shipping & Trading B.V.<br>Panama Panama | **991**<br>662<br>1 930 | **✠100A1** M 1/88-7mos<br>**✠LMC** **UMS**<br>EL N 412,5/34,0U2<br>FN 1128 | **1978**-4 Schpsw. Gebr. Coops B.V.—Hoogezand (269)<br>71,38 11,94 4,528<br>65,03 11,87 5,47<br>RAD 13,2 F 5,8 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho 22,0 22,7 ER<br>G.2 448 B.2 320<br>2 Ha (stl) (each 18,5 × 7,6) ER<br>Cr 2(5) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 80kW 220/380V 50Hz a.c |
| **7354890**<br>*C6II9*<br>715973<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STAR AFRICA**<br>ex Texaco Africa-90<br>**Texaco Panama Inc.**<br>Texaco Marine Services Inc.<br>Nassau Bahamas<br>SatCom: 1104675 | **126 974**<br>108 087<br>274 597<br>T/cm<br>148,0 | **✠100A1** SS 4/90<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL E* 4⅝"U3<br>FN 26215 | **1974**-7 Mitsui SB. & Eng. Co. Ltd.—Ichihara (980)<br>331,55 (BB) 56,06<br>318,02 56,01 26,42<br>F 22,9 1 dk<br>rf nil | **S Tanker**<br>COW(LR) IGS(LR) pt higher tensile steel<br>20 Ta ER<br>L.(oil) 328 000 HeCls. B<br>4 Cargo pumps total 15 000T/hr | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd.<br>2 WTB 75kgf/cm² (73,6bar) Spt 51<br>63,6kgf/cm² (62,4bar) hs3697,<br>Gen 1 × 1800kW 1 × 1350kW 4<br>Fuel 12 368,0t (o.f.) 281,0t (d.o.) |
| **8303032**<br>*GFBK*<br>701173<br>Df Esd Gc<br>Pfd Rdr Rt | **STAR ALTAIR**<br>**Star Offshore Services Marine Ltd.**<br>Aberdeen United Kingdom | *1 704*<br>*654*<br>2 270 | **✠100A1** SS 4/90<br>offshore supply ship<br>**✠LMC**<br>EL Q 137,5/42,0U2<br>FN 1344 | **1985**-4 Cochrane Shipbuilders Ltd.—Selby (128)<br>68,33 15,80 5,214<br>61,02 15,51 6,51<br>F 22,3 1 dk<br>rf 399 | **TM Supply Ship**<br>Deck Cargo Fire-fighting 12bth P | Allen<br>2 Oil 4SA each 6Cy. 325 × 370 w<br>flexible couplings & sr geared t<br>5 000bhp (3 678kW)<br>NEI-A.P.E. Ltd.-W. H. Allen<br>Gen 2 × 1200kW 2 × 250kW 4<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers<br>Fuel 334,5t (d.o.) |
| **8508280**<br>*ELKQ7*<br>8806<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>AMVER | **STAR AMERICA**<br>ex Canadian Rainbow-91<br>ex Star Canadian-90<br>ex Canadian Rainbow-89<br>**A/S Billabong**<br>Monrovia Liberia<br>SatCom: 1241772 | *20 929*<br>*9 446*<br>30 168<br>T/cm<br>38,5 | NK | **1985** Sanoyas Corp.—Mizushima (1078)<br>169,33 (BB) 10,918<br>160,00 26,60 16,00<br>P 10,7 F 11,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.38 884 B.37 749<br>TEU 1240 C. 1240/20'(40') incl. 96 ref C.<br>6 Ha (stl) ER<br>Cr 1(40) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>7 392kW (10 049bhp)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 249,0t (d.o.) 1 246,5t (hvf)-29,0 |
| **5429043**<br>191090<br>Df Esd Rt | **STAR ANTARES**<br>ex Tilly-63<br>**Star Shipping Line Ltd.**<br>Chittagong Bangladesh | **482**<br>231<br>752 | ✠Classed LR until 11/54 | **1954**-11 Scheeps. "Voorwaarts"—Martenshoek (165)<br>53,35 8,95 3,385<br>48,29 8,79 3,71<br>P 12,2 F 8,6 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.925 B.861<br>2W Der 2(3) | Brons<br>Oil 4SA 8Cy. 290 × 450<br>368kW (500bhp)<br>Appingedammer Brons<br>Fuel 51,0t |
| **7502966**<br>*GWAS*<br>359115<br>Df Esd Gc<br>Pfd Rdr Rt | **STAR ARIES**<br>**Star Offshore Services Marine Ltd.**<br>Aberdeen United Kingdom | *1 763*<br>*528*<br>2 336 | **✠100A1** SS 8/91<br>offshore supply ship<br>**✠LMC**<br>EL (P) 1½"U2<br>FN 1251 | **1977**-2 Schpsw. en Mach. Ysselwerf B.V. —Capelle a/d Ijssel (167)<br>66,93 14,56 4,763<br>61,52 14,51 5,82<br>F 15,3 1 dk<br>rf nil | **TM Supply Ship**<br>Deck Cargo Pipe-carrier | Polar<br>2 Vee Oil 4SA each 12Cy. 250 x<br>sc. shafts<br>4 800bhp (3 531kW)<br>British Polar Engines Ltd.<br>Gen 2 × 240kW 2 × 160kW<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller<br>Fuel 832,0t (d.o.) |

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| **STAR AUSTANGER**<br>ex Anthony Rainbow-92<br>**Westfal-Larsen & Co. A/S**<br>Norway (NIS)<br>Bergen<br>SatCom: 1313337/LANY | *20 915*<br>*9 446*<br>30 173<br>T/cm<br>38,4 | NV (Class cont.) NK | **1985** Sanoyas Corp.—Mizushima (1069)<br>169,32 (BB) 10,918<br>160,03 26,61 16,01<br>F 11,3 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.38 884 B.37 748<br>TEU 1240 C. 1240/20'(40')<br>6 Ha (stl) ER | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>10 050bhp (7 392kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima |
| **STAR AVJET**<br>ex Texaco Avjet-90<br>**Texaco Refining & Marketing Inc.**<br>Texaco Marine Services Inc.<br>Dover, De<br>United States of America | **284**<br>193<br>— | AB | **1980** Jakobson Shipyard Inc.—Oyster Bay, NY (462)<br>32,01 3,917<br>29,88 9,76 4,86<br>1 dk<br>rf 610 | **TM Tug** | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>12kn |
| **STAR BALTIC**<br>ex Texaco Baltic-91<br>**Manufacturers Hanover Trust Co., Trustee**<br>Texaco Marine Services Inc.<br>Nassau<br>Bahamas<br>SatCom: 1103671/BALT | **18 380**<br>11 361<br>31 502<br>T/cm<br>37,0 | NV | **1976** A/S Horten Verft—Horten (188)<br>168,76 25,91 11,151<br>161,50 25,89 14,66<br>P -F - 1 dk<br>Bow/CM 87 Diam. 0,254 MH 1,5 | **M Tanker**<br>24 Ta ER<br>L.(oil) 41 160 HeCls. ptB<br>6 Cargo pumps total 3 000T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>A/S Horten Verft Horten<br>Gen 1 × 1200kW 2 × 600kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 116,0t (d.o.) 2 150,0t (hvf)-41,5pd 16kn |
| **STAR BAY**<br>ex Shinei Maru-89<br>**Cargo Bay Maritime Inc.**<br>Heung-A Shipping Co. Ltd.<br>Panama<br>Panama | **698**<br>477<br>2 059 | BV (NK) | **1981** Yamanaka Zosen K.K.—Namikata (255)<br>80,78 4,385<br>75,01 13,81 4,42<br>2 dks | **M General Cargo**<br>G.4 587 B.4 234<br>2 Ha (stl) (12,4 32,0 × 10,9)<br>Der 1(16,5) | Nippon Hatsudoki 6PA6L<br>Oil 4SA 6Cy. 280 × 290<br>1 545kW (2 100bhp)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 2 × 192kW 445V a.c.<br>Controllable pitch propeller<br>14,5kn |
| **STAR BEACON**<br>ex John A. McCone-91<br>**Regina Marium Inc.**<br>Panama<br>Panama | **71 080**<br>58 761<br>149 998<br>T/cm<br>121,1 | AB | **1969** Kockums M/V A/B—Malmo (520)<br>285,30 48,82 16,071<br>274,81 48,77 24,52<br>F 24,1 1 dk<br>rf nil Bow/CM 140 Diam. 0,406 MH 1,8<br>shortened 80 | **S Tanker**<br>COW IGS SBT<br>Mchy.aft<br>HeCls. BC<br>2 Cargo pumps total 8 000T/hr | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW) Stal-Laval<br>Kockums M/V A/B Malmo<br>Gen 1 × 1000kW 1 × 840kW 1 × 275kW 440V 60Hz a.c.<br>Fuel 10 391,0t (o.f.) 178,0t (d.o.)-147,5pd 15,5kn |
| **STAR BERGEN**<br>ex Texaco Bergen-91<br>**Manufacturers Hanover Trust Co., Trustee**<br>Texaco Marine Services Inc.<br>Nassau<br>Bahamas<br>SatCom: 1103675/BERG | **18 378**<br>11 367<br>31 502<br>T/cm<br>37,0 | NV | **1977** A/S Horten Verft—Horten (192)<br>168,79 25,94 11,158<br>161,53 25,91 14,66<br>1 dk<br>rf 76 Bow/CM 87 Diam. 0,254 MH 1,5 | **M Tanker**<br>8 Ta 16 Wing Ta ER<br>L.(oil) 41 160 HeCls. CptB<br>6 Cargo pumps total 3 000T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>A/S Horten Verft Horten<br>Gen 1 × 1200kW 2 × 600kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 116,0t (d.o.) 2 150,0t (hvf)-41,5pd 16kn |
| **STAR BLENDER**<br>ex Anita-84<br>**P.V.B.A. Verbeke Bunkering**<br>Belgium | **—**<br>—<br>718 | **A1** SS 12/91<br>inland waterways oil tanker<br>**LMC**<br>EL 150,0/24,0<br>FN 600 | **1963** Schps. "De Gideon" v/h J. Koster Hzn. —Groningen (252)<br>64,98 7,09 —<br>63,20 7,00 2,49<br>1 dk<br>rf 51 | **M Tank Barge**<br>10 Ta ER | Bolnes<br>Oil 2SA 6Cy. 190 × 350 reverse reduction geared to sc. shaft<br>300bhp (221kW)<br>"Bolnes" Motorenfabriek N.V. Krimpen a/d Lek<br>Gen 1 × 2,5kW 220V 50Hz a.c. 1 × 1,5kW 24V d.c. |
| **STAR CANOPUS**<br>ex Canopus-78<br>**Adirondack Shipping Corp.**<br>Piraeus<br>Greece | **19 866**<br>13 659<br>34 221<br>T/cm<br>41,5 | AB | **1977** Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1064)<br>179,03 (BB) 27,06 10,958<br>170,01 27,01 14,81<br>P 29,9 F 12,2 1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho ER<br>G.39 907 B.38 423<br>6 Ha (stl) (10,5 12,2 12,2 12,2 12,2 12,2 × 11,5) ER<br>Cr 5(20) | B&W 7K67GF<br>Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 560kW a.c.<br>Fuel (hvf)-46,5pd 17kn |
| **STAR CAPELLA**<br>**Star Offshore Services Marine Ltd.**<br>Aberdeen United Kingdom | **1 599**<br>827<br>2 036 | **✠100A1** SS 3/88<br>offshore supply ship<br>**✠LMC**<br>EL (Q) $1\frac{11}{16}$" ptU2(a)<br>FN 1355 | **1983**-3 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (488)<br>68,46 16,18 5,212<br>61,50 15,51 6,51<br>F 18,9 1 dk<br>rf 254 | **TM Supply Ship**<br>Deck Cargo Water | Polar<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>5 076bhp (3 734kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 800kW 2 × 200kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 1 aft<br>Fuel 74,0t (d.o.) 243,5t (hvf) 12,5kn |
| **STAR CAPRICORN**<br>ex Springeren-85<br>**Co. Ve. Mar. Eolie**<br>Trapani<br>Italy | **133**<br>73<br>14 | RI (NV) | **1967** Cant. Navali L. Rodriquez—Messina (122)<br>29,01 10,22 1,361<br>24,41 6,10<br>1 dk<br>R | **Aluminium Alloy TM Hydrofoil Ferry**<br>115dk P | Maybach MB820DB<br>2 Vee Oil 4SA each 12Cy. 170 × 207<br>1 986kW (2 700bhp) NE 75<br>Maybach Mercedes-Benz Motorenbau Stuttgart<br>Gen 1 × 10kW 2 × 0,6kW 220V 50Hz a.c.<br>Fuel 3,0t (d.o.) 34kn |
| **STAR CARIBBEAN**<br>ex Texaco Caribbean-90<br>**Lexington Tankships Ltd.**<br>Texaco Marine Services Inc.<br>Panama<br>Panama<br>SatCom: 1331301/CEGL | **125 856**<br>104 496<br>274 347<br>T/cm<br>161,3 | AB | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2483)<br>337,04 54,56 21,048<br>320,02 54,50 27,01<br>P 54,9 1 dk<br>rf 13 Bow/CM 166 Diam. 0,850 | **S Tanker**<br>COW IGS<br>22 Ta ER<br>L.(oil) 337 850 HeCls. B<br>5 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 1500kW 440V 60Hz a.c.<br>Fuel 13 285,0t (o.f.) 121,0t (d.o.)-176,5pd 16kn |
| **STAR CEBU**<br>ex Star Sulu-88 ex Star Ching-83<br>ex Star Boxford-82<br>**Transocean Transport Corp.**<br>Magsaysay Lines Inc.<br>Manila<br>Philippines<br>SatCom: 1700331/DZMW | **19 147**<br>11 385<br>29 709<br>T/cm<br>38,5 | NV | **1973** A/S Bergens M/V—Bergen (631)<br>171,91 26,19 10,764<br>161,98 25,91 14,89<br>P 32,4 B 17,7 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 21,0 24,9 24,9 24,9 24,9 ER<br>G.35 461 B.34 352<br>5 Ha (stl) (12,8 × 17,9) (24,0 24,7 24,6 24,0 × 21,5) ER<br>Cr 2(25) | MAN V12V52/55<br>Vee Oil 4SA 12Cy. 520 × 550<br>12 000bhp (8 827kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 787,0t (hvf) 15,75kn |
| **STAR CENTAURUS**<br>ex Jovian Laurel-91<br>**Foxmore Co. Ltd.**<br>Piraeus<br>Greece<br>SatCom: 1131203/CENT | *24 653*<br>*13 871*<br>42 592 | (NK) | **1985** Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1303)<br>182,81 (BB) 11,216<br>174,02 30,51 15,78<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,9 27,2 27,2 27,2 26,4 ER<br>G.51 025 B.50 025<br>5 Ha (stl) (16,8 19,2 19,2 19,2 18,3 × 15,6) ER<br>Cr 5(25) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>6 193kW (8 419bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Fuel 183,5t (d.o.) 1 792,5t (hvf) 14kn |
| **STAR CHERRY**<br>ex Palmstar Cherry-88<br>**Palm Star Lines Pte. Ltd.**<br>Singapore<br>Singapore<br>SatCom: 1715534/TROL | **51 501**<br>35 898<br>96 531<br>T/cm<br>82,5 | NK | **1976** Jurong Shipyard Ltd.—Singapore (1013)<br>243,01 14,929<br>230,03 40,01 19,82<br>F 16,2 1 dk<br>Bow/CM 115 Diam. 0,510 MH 0,9 | **M Tanker**<br>CBT IGS<br>10 Ta ER<br>L.(oil) 121 270<br>3 Cargo pumps total 8 250T/hr | Sulzer 7RND90<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 760kW<br>15,5kn |
| **STAR DAVANGER**<br>ex Star Denver-89 ex Star Enterprise-85<br>**Westfal-Larsen & Co. A/S**<br>Bergen<br>Norway (NIS)<br>SatCom: 1311333/LAJG | **23 263**<br>15 462<br>43 793<br>T/cm<br>50,8 | NV (AB) | **1978** Kawasaki Heavy Ind. Ltd.—Sakaide (1274)<br>183,01 (BB) 12,040<br>174,43 31,11 16,31<br>P 29,0 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho each 12,8 ER<br>G.47 352 B.47 172<br>TEU 1464 C. 1464/20'<br>9 Ha (stl) (each 12,8 × 26,3) ER<br>Cr 2(30) | MAN K7SZ70/125<br>Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 672kW 440V 60Hz a.c.<br>Fuel-43,5pd 15,5kn |

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| **7346609**<br>*P3PR2*<br>708416<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **STAR DELTA**<br>ex Docedelta-87<br>**Polyglory Marine Co. Ltd.**<br>Limassol Cyprus | **24 559**<br>16 067<br>51 119<br>T/cm<br>52,4 | AB | **1974** Verolme Est. Reunidos do Brasil S.A.<br>—Angra dos Reis (869 /B39)<br>205,49 (BB) 12,421<br>194,62 29,88 17,07<br>1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 24,6 20,1 20,5 20,5 20,5 20,5<br>20,5 ER<br>G.59 162 HeCls. B<br>7 Ha (stl) (each 13,6 × 14,3) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 155<br>13 800bhp (10 151kW)<br>Ishikawajima do Brasil<br>Gen 3 × 450kW 440V 6<br>Fuel 235,0t (d.o.) 2 542,0 |
| **7700714**<br>*LAXS2*<br>N-00810<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STAR DERBY**<br>ex Star Carrier-85<br>**A/S Billabong**<br>Univan Ship Management Ltd.<br>Bergen Norway (NIS)<br>SatCom: 1311501/LAXS | **23 592**<br>15 776<br>43 700<br>T/cm<br>50,8 | NV | **1979** Kawasaki Heavy Ind. Ltd.—Sakaide (1275)<br>183,01 (BB) 31,15 12,001<br>174,02 31,11 16,31<br>P 29,0 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho each 12,8 ER<br>G.47 352<br>TEU 1464 C. 1464/20'<br>9 Ha (stl) (each 12,8 × 26,3) ER<br>Cr 2(30) | MAN<br>Oil 2SA 7Cy. 700 × 125<br>13 300bhp (9 783kW)<br>Kawasaki Heavy Ind. Ltd<br>Gen 3 × 672kW 440V 6 |
| **7507265**<br>*LEQZ3*<br>N-00025<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STAR DIEPPE**<br>ex Star Shiraz-79 ex Star Dieppe-77<br>**A/S Billabong**<br>Bergen Norway (NIS)<br>SatCom: 1310463/LEQZ | **26 477**<br>14 838<br>43 082<br>T/cm<br>49,7 | NV | **1977** Mitsui Eng. & SB. Co. Ltd.—Tamano (1077)<br>182,91 (BB) 31,17 12,031<br>174,02 31,09 16,31<br>P 29,0 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho each 12,8 ER<br>G.47 232<br>TEU 1272<br>9 Ha (each 12,8 × 26,2) ER<br>Cr 2(30) | B&W<br>Oil 2SA 7Cy. 670 × 140<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd<br>Gen 3 × 670kW 440V 6<br>Fuel 2 830,5t (hvf)-45,5p |
| **7304003**<br>*WYZ9121*<br>545834<br>Df Gc Rdr<br>Rt | **STAR DIESEL CHIEF**<br>ex Texaco Diesel Chief-90<br>**Texaco Refining & Marketing Inc.**<br>Texaco Marine Services Inc.<br>Dover, De United States<br>of America | **296**<br>201<br>— | AB | **1973** Jakobson Shipyard Inc.—Oyster Bay, NY<br>(451)<br>4,039<br>33,30 9,76 5,19<br>1 dk<br>BK 51 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12C<br>General Motors Corp.<br>Gen 2 × 125kW<br>Fuel 172,5t (d.o.) |
| **7620615**<br>*LAOL2*<br>N-00478<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STAR DJERVANGER**<br>ex Star World-89<br>**Westfal-Larsen & Co. A/S**<br>Bergen Norway (NIS)<br>SatCom: 1313130/LAOL | **23 796**<br>14 929<br>43 051<br>T/cm<br>50,4 | NV<br>✠Classed LR until 4/89 | **1978**-1 Mitsui Eng. & SB. Co. Ltd.—Tamano<br>(1152)<br>182,91 (BB) 31,17 12,034<br>174,02 31,11 16,31<br>P 29,0 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho each 12,8 ER<br>G.47 232<br>TEU 1344<br>9 Ha (stl) (each 12,8 × 26,3) ER<br>Cr 2(30) | B&W<br>Oil 2SA 7Cy. 670 × 140<br>9 636kW (13 100bhp)<br>Mitsui Eng. & SB. Co. Ltd<br>Gen 3 × 700kW 450V 6<br>Fuel 239,0t (d.o.) 2 830,5 |
| **7507253**<br>*LAEP4*<br>N-00865<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STAR DOVER**<br>ex Star Esfahan-79 ex Star Dover-77<br>**Eagle Maritime S.A.**<br>Univan Ship Management Ltd.<br>Bergen Norway (NIS)<br>SatCom: 1312165/LAEP | **23 691**<br>14 851<br>43 082<br>T/cm<br>49,7 | NV | **1977** Mitsui Eng. & SB. Co. Ltd.—Tamano (1076)<br>182,91 (BB) 31,17 12,031<br>174,02 31,09 16,31<br>P 29,0 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho each 12,8 ER<br>G.47 232<br>TEU 1272 C. 1272/20' incl. 40 ref C.<br>9 Ha (stl) (each 12,8 × 26,2) ER<br>Cr 2(30) | B&W<br>Oil 2SA 7Cy. 670 × 140<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd<br>Gen 3 × 670kW 440V 6<br>Fuel 2 829,5t (hvf)-45,5p |
| **7500310**<br>*VRPK*<br>711274<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STAR DRAGON**<br>ex Star Centaurus-88 ex Centaurus-78<br>**Silver Lake Shipping Ltd.**<br>Univan Ship Management Ltd.<br>Hong Kong Hong Kong<br>(British) | *19 895*<br>*12 981*<br>34 214<br>T/cm<br>41,5 | AB | **1977** Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1065)<br>179,03 (BB) 27,03 10,902<br>170,01 27,01 14,81<br>P 29,9 F 12,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Mchy.aft | B&W<br>Oil 2SA 7Cy. 670 × 140<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd<br>Gen 3 × 560kW a.c. |
| **7309106**<br>*WY2455*<br>508438 | **STAR DUST**<br>**William R. Wilson**<br>Juneau, Ak United States<br>of America | **125**<br>85<br>— | | **1967** Master Marine Inc.—Bayou la Batre, Al<br>*22,13*<br>6,76 3,20 | **M Fishing** | Oil<br>380bhp (280kW)<br>...........<br>Fuel (d.o.) |
| **5230478**<br>384951<br>Df Esd Pfd<br>Rt | **STAR DUST OF TORTOLA**<br>ex Stardust-81 ex Mecklenburg-69<br>**Star Fishing & Shipping Lines Ltd.**<br>Road Harbour British<br>Virgin Islands | **291**<br>138<br>— | (GL) | **1955** Schiffbau-Ges. Unterweser A.G.<br>—Bremerhaven (385)<br>42,32 7,95 3,506<br>7,93 3,81<br>P 6,1 F 4,0 1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>600bhp (441kW)<br>Kloeckner Humboldt Deut<br>Fuel (d.o.) |
| **8005109**<br>*LAWO2*<br>N-00756<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STAR EAGLE**<br>**Aquarius Carriers Corp. S.A.**<br>A/S Billabong<br>Bergen Norway (NIS)<br>SatCom: 1310664/LAWO | *24 479*<br>*11 773*<br>39 749 | NV | **1981** Mitsui Eng. & SB. Co. Ltd.—Tamano (1234)<br>179,61 (BB) 29,44 11,972<br>170,01 29,41 16,26<br>F - 1 dk | **M Bulk Carrier/Container Ship**<br>Fixed-guides<br>Str. heavy cargoes<br>9 Ho each 12,3 ER<br>G.41 991<br>TEU 1448<br>C.Ho 648/20' (40') C.Dk 800/20' (40')<br>9 Ha (stl) (each 12,3 × 24,6) ER<br>Cr 2(40) | B&W<br>Oil 2SA 6Cy. 670 × 170<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd<br>Gen 3 × 800kW 450V 6<br>Thw. thrust Contr. pitch p<br>Fuel 372,0t (d.o.) 2 384,0 |
| **8907515**<br>*3EIB7*<br>18509-89<br>Df Esd Gc<br>Pfd Rdr Rt | **STAR EIGHT**<br>**Eight Shipping S.A.**<br>Panama Panama | *1 649*<br>*696*<br>2 674 | NK | **1989** Murakami Hide Zosen K.K.—Hakata (298)<br>5,062<br>76,00 12,80 5,80<br>1 dk | **M Tanker** | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works |
| **7516553**<br>*ELMC4*<br>9099<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **STAR EUROPA**<br>ex Cielo d'Europa-91<br>ex Star Mallard-89<br>ex Hoegh Mallard-87<br>**Santa Monica Shipping Co. Ltd.**<br>Compagnie pour la Gestion des Affaires<br>Maritimes et Industrielle S.A.M.<br>(COGEMAR)<br>Monrovia Liberia | **25 847**<br>17 137<br>45 063<br>T/cm<br>56,0 | NV RI | **1977** Kawasaki Heavy Ind. Ltd.—Sakaide (1250)<br>200,51 (BB) 30,87 11,556<br>190,46 30,82 15,70<br>P -F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>10 Ho each 13,1 ER<br>G.50 138 B.49 962 HeCls. ptB<br>TEU 1800<br>C.Ho 120/20' 410/40' C.Dk 380/20'<br>240/40'<br>10 Ha (stl) (13,1 × 16,7) (13,1 13,1 13,1<br>13,1 13,1 13,1 13,1 13,1 13,1 × 25,3)<br>ER<br>Cr 2(30) | MAN<br>Oil 2SA 8Cy. 700 × 1250<br>11 181kW (15 201bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 950kW 450V 6<br>Fuel 606,5t (d.o.) 3 466,5 |
| **8220072**<br>*LACV4*<br>N-00996<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **STAR EVANGER**<br>ex Celestine-90 ex Birdie-89<br>ex Lily Star-87<br>**Westfal-Larsen & Co. A/S**<br>Bergen Norway (NIS)<br>SatCom: 1312310/LACV | *30 163*<br>*14 331*<br>44 959<br>T/cm<br>54,7 | NV<br>✠LR class withdrawn-<br>Owners' request 10/90 | **1984**-3 Kawasaki Heavy Ind. Ltd.—Sakaide<br>(1354)<br>211,21 (BB) 30,87 11,521<br>200,01 30,80 16,51<br>F 15,9 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes DSS<br>6 Ho 16,9 33,2 25,3 12,8 33,2 25,3<br>ER<br>G.56 340 HeCls. B<br>TEU 2303<br>C.Ho 1251/20' (40') C.Dk 1020/20'<br>(40') 16/40'<br>6 Ha (stl) (12,6 × 15,4) (33,6 25,6 12,8<br>33,6 × 25,8) (25,6T × 20,8) ER<br>Cr 1(35) 1(31) | B&W<br>Oil 2SA 6Cy. 670 × 170<br>11 107kW (15 100bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 500kW 450V 6<br>Fuel 266,0t (d.o.) 3 384,0 |
| **8011330**<br>*LAHE2*<br>N-00250<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **STAR EVVIVA**<br>**K/S A/S Billabong II**<br>William Hansen Rederi<br>Bergen Norway (NIS)<br>SatCom: 1310745 | **21 293**<br>13 765<br>39 718 | NV | **1982** Mitsui Eng. & SB. Co. Ltd.—Tamano (1235)<br>179,61 (BB) 29,44 11,986<br>170,01 29,41 16,26<br>P 11,6 F 18,6 1 dk | **M Bulk Carrier/Container Ship**<br>Fixed-guides<br>Str. heavy cargoes<br>9 Ho each 12,3 ER<br>G.41 991 HeCls. B<br>TEU 1448<br>C.Ho 648/20' (40') C.Dk 800/20' (40')<br>9 Ha (stl) (each 12,3 × 24,6) ER<br>Cr 2(40) | B&W<br>Oil 2SA 6Cy. 670 × 170<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd<br>Gen 3 × 800kW 440V 6<br>Thw. thrust Contr. pitch p<br>Fuel 431,0t (d.o.) 2 642,0 |
| **7806025**<br>*OW2140*<br>3114<br>Df Esd Gc<br>Rdr Rt | **STAR FINLANDIA**<br>ex Kiribati-87 ex Primero Reefer-86<br>ex El Primero-86<br>**P/f Star Shipping**<br>Torshavn Faeroes (Danish) | **1 213**<br>508<br>1 811 | BV | **1981** Ast. de Huelva S.A.—Huelva (114)<br>74,71 14,23 4,571<br>68,99 14,20 9,71<br>1 dk | **M RoRo Cargo**<br>Ref<br>Stern door/ramp<br>3 Ho ER<br>In.3 568 | Alpha<br>Vee Oil 4SA 14Cy. 225 ×<br>couplings & sr geared<br>2 100bhp (1 545kW)<br>Cons. Echevarria<br>Gen 3 × 280kW 440V 6<br>Controllable pitch propelle |

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| **STAR FLORIDA**<br>**Sun Venus Inc.**<br>Univan Ship Management Ltd.<br>Monrovia Liberia<br>SatCom: 1242210/FLOR | *25 345*<br>*11 625*<br>40 790 | NV | **1985** Hyundai Heavy Industries Co. Ltd.—Ulsan (319)<br>187,20 (BB) 29,47 11,818<br>178,01 29,41 16,26<br>1 dk | **M Bulk Carrier/Container Ship**<br>Fixed-guides<br>Str. heavy cargoes<br>9 Ho ER<br>G.42 198<br>TEU 1064 C. 1064/20' (40')<br>9 Ha (stl) (each 12,3 × 24,6) ER<br>Cr 2(37) | B&W 7L60MCE<br>Oil 2SA 7Cy. 600 × 1944<br>10 030bhp (7 378kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 100,5t (d.o.) 2 586,0t (hvf)-31,0pd 15kn |
| **STAR FLYER**<br>Launched as Star Clipper<br>**White Star Clippers S.A.**<br>Star Clippers S.A.<br>Luxembourg Luxembourg<br>SatCom: 1546231 | *2 298*<br>*869*<br>300 | ✠**100A1**<br>sailing passenger ship<br>✠**LMC**<br>EL O 412,5/38,0U2<br>FN 1695 | **1991**-5 Schps. van Langerbrugge—Gent/Gand (2183)<br>111,57 15,14 5,501<br>70,30 15,00 9,10<br>RAD 11,2 RFD 19,5 3 dks<br>rf - | **Aux M Passenger Ship**<br>Barquentine 88cbn 180bth P | Caterpillar 3512TA<br>Vee Oil 4SA 12Cy. 170 × 190 with clutches, flexible couplings & sr geared to sc. shaft<br>1 014kW (1 379bhp)<br>Caterpillar Inc. Peoria, Illinois<br>elec. motor of 340shp (250kW) Emergency electric motor for main engine<br>Gen 2 × 540kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 180,0t (d.o.) 12kn |
| **STAR FLYTE**<br>**Boat Torque Cruises Pty. Ltd.**<br>Fremantle, W.A. Australia | **336**<br>151<br>60 | | **1988** Wavemaster International Pty. Ltd.—Willetton, W.A.<br>41,00 - 1,100<br>- 8,50 3,10<br>2 dks | **Aluminium Alloy TM Ferry**<br>504dk P | M.T.U. 12V396TB83<br>2 Vee Oil 4SA each 12Cy. 165 × 185 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>2 280kW (3 100bhp)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |
| **STAR FRASER**<br>**Sun Orion Inc.**<br>Univan Ship Management Ltd.<br>Monrovia Liberia<br>SatCom: 1242211/FRAS | *25 345*<br>*11 625*<br>40 840 | NV | **1985** Hyundai Heavy Industries Co. Ltd.—Ulsan (321)<br>187,31 (BB) 29,47 11,821<br>178,01 29,41 16,26<br>1 dk | **M Bulk Carrier/Container Ship**<br>Fixed-guides<br>Str. heavy cargoes<br>9 Ho ER<br>G.42 198<br>TEU 1064 C. 1064/20' (40')<br>9 Ha (stl) (each 12,3 × 24,6) ER<br>Cr 2(37) | B&W 7L60MCE<br>Oil 2SA 7Cy. 600 × 1944<br>10 030bhp (7 378kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 100,5t (d.o.) 2 586,0t (hvf)-31,0pd 15kn |
| **STAR FUEL CHIEF**<br>ex Texaco Fuel Chief-90<br>**Texaco Refining & Marketing Inc.**<br>Texaco Marine Services Inc.<br>Dover, De United States of America | **296**<br>201<br>— | AB | **1973** Jakobson Shipyard Inc.—Oyster Bay, NY (452)<br>4,039<br>33,30 9,76 5,19<br>1 dk<br>BK 51 | **TM Tug** | General Motors 12-645-E7B<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 125kW<br>Fuel 172,5t (d.o.) |
| **STAR FUJI**<br>**Sun Jupiter Inc.**<br>Univan Ship Management Ltd.<br>Monrovia Liberia<br>SatCom: 1242207/FUJI | *25 345*<br>*11 625*<br>40 850 | NV | **1985** Hyundai Heavy Industries Co. Ltd.—Ulsan (320)<br>187,31 (BB) 29,47 11,821<br>178,01 29,41 16,26<br>1 dk | **M Bulk Carrier/Container Ship**<br>Fixed-guides<br>Str. heavy cargoes<br>9 Ho ER<br>G.42 198<br>TEU 1064 C. 1064/20' (40')<br>9 Ha (stl) (each 12,3 × 24,6) ER<br>Cr 2(37) | B&W 7L60MCE<br>Oil 2SA 7Cy. 600 × 1944<br>10 030bhp (7 378kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 100,5t (d.o.) 2 586,0t (hvf)-31,0pd 15kn |
| **STAR GEIRANGER**<br>**Minastar Shipping Corp.**<br>Westfal-Larsen & Co. A/S<br>Monrovia Liberia<br>SatCom: 1242420/GEIR | *27 972*<br>*13 106*<br>43 131<br>T/cm<br>51,0 | NV | **1986** Kawasaki Heavy Ind. Ltd.—Sakaide (1398)<br>201,00 (BB) 11,815<br>192,01 29,41 16,26<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>10 Ho ER<br>G.47 700 B.47 374<br>TEU 1588<br>C.Ho 852/20' C.Dk 736/20' incl 60 ref C.<br>10 Ha (stl) (12,3T × 13,2) (12,3 12,3 12,3 12,3 12,3 12,3 12,3 12,3 × 24,6) (12,3 × 18,3) ER<br>Cr 2(40) | B&W 5L70MCE<br>Oil 2SA 5Cy. 700 × 2268<br>9 940bhp (7 311kW)<br>Kawasaki Heavy Ind. Ltd. Sakaide<br>Gen 3 × 800kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>15,5kn |
| **STAR GEORGIA**<br>ex Texaco Georgia-90<br>**Texaco Refining & Marketing Inc.**<br>Texaco Marine Services Inc.<br>Dover, De United States of America<br>SatCom: 1502101/WLDW | **16 514**<br>10 173<br>26 755<br>T/cm<br>36,3 | AB | **1964** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4598)<br>184,31 23,91 10,643<br>175,27 23,78 13,49<br>P 38,1 B 10,4 F 23,5 1 dk<br>RW rf nil Bow/CM 91 Diam. 0,310 MH 1,2 | **S Tanker**<br>Oil Chemical<br>41 Ta ER<br>L.(oil) 33 766 HeCls. BptC<br>9 Cargo pumps total 3 861T/hr | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 1 994,0t (o.f.)-72,0pd 17,5kn |
| **STAR GRAN**<br>Launched as Triton<br>**Kraft Line S.A.**<br>A/S Billabong<br>Bergen Norway (NIS)<br>SatCom: 1312170 | *27 192*<br>*12 918*<br>43 759 | NV | **1986** Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1329)<br>197,80 (BB) 11,718<br>188,50 29,41 16,26<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>10 Ho ER<br>G.47 645 B.47 335<br>TEU 1532 C. 1532/20'<br>10 Ha (stl) ER<br>Cr 2(40) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>10 122bhp (7 445kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 800kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>16,25kn |
| **STAR GRINDANGER**<br>**Minastar Shipping Corp.**<br>Westfal-Larsen & Co. A/S<br>Monrovia Liberia<br>SatCom: 1242424/GRIN | *27 972*<br>*13 106*<br>43 131<br>T/cm<br>51,2 | NV | **1986** Kawasaki Heavy Ind. Ltd.—Sakaide (1399)<br>201,00 (BB) 11,824<br>192,01 29,41 16,26<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>10 Ho ER<br>G.47 700 B.47 374<br>TEU 1588<br>C.Ho 852/20' C.Dk 736/20' incl 60 ref C.<br>10 Ha (stl) (each 12,3 × 24,6) ER | B&W 5L70MCE<br>Oil 2SA 5Cy. 700 × 2268<br>9 073bhp (6 674kW)<br>Kawasaki Heavy Ind. Ltd. Sakaide<br>Gen 3 × 800kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 186,0t (d.o.) 2 160,0t (hvf)-29,5pd 15,5kn |
| **STAR GRIP**<br>**Great Apollon Shipping S.A.**<br>A/S Billabong<br>Bergen Norway (NIS)<br>SatCom: 1330241 | *27 192*<br>*12 918*<br>43 712 | NV | **1986** Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1328)<br>197,80 (BB) 29,44 11,000<br>188,50 29,41 16,26<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>10 Ho ER<br>G.47 645 B.47 335<br>TEU 1532 C. 1532/20'<br>10 Ha (stl) ER<br>Cr 2(40) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>10 120bhp (7 444kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 800kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>16,25kn |
| **STAR HERCULES**<br>**Star Offshore Services Marine Ltd.**<br>Aberdeen United Kingdom | T.Mk<br>**1 598**<br>635<br>2 300 | ✠**100A1** SS 1/90<br>offshore supply ship<br>✠**LMC**<br>EL (S) 467,5/40,0U3<br>FN 1780 | **1980**-2 Appledore Shipbuilders Ltd.—Appledore (A.S.126)<br>82,56 17,61 4,474<br>73,31 17,26 7,01<br>2 dks<br>rf nil conv Deck Cargo Diving Support Cable-layer Repair Supply Ship 88<br>conv Deck Cargo Diving Support Supply Ship 89<br>conv Deck Cargo Diving Support Cable-layer Repair Supply Ship 89 | **TM Supply Ship**<br>Deck Cargo Diving Support<br>Moonpool | Ruston 12RKCM<br>2 Vee Oil 4SA each 12Cy. 254 × 305 sr geared to sc. shafts<br>5 640bhp (4 149kW)<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 3 × 650kW 1 × 300kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd , & 1 aft<br>13kn |
| **STAR HERO**<br>ex Golden River-91 ex Black Eagle II-91<br>Launched as Pace<br>**Oceanic Delight Maritime Inc.**<br>Barber Ship Management Ltd.<br>Panama Panama | *88 285*<br>*53 502*<br>133 000 | **100A1** SS 3/91<br>oil tanker<br>**LMC**<br>**IGS**<br>EL Z† 742,5/100,0U3(a)<br>FN 19340 | **1991**-3 Intreprinderea Constr. Navale Constantza —Constantza (460)<br>302,88 (BB) 46,04 16,525<br>283,00 46,00 22,55<br>F 18,4 1 dk<br>rf nil | **M Tanker**<br>COW IGS(LR) PL(LR)<br>SBT(LR) pt higher tensile steel<br>11 Ta ER<br>L.(oil) 196 260 | MAN K10SZ70/150C<br>Oil 4SA 10Cy. 700 × 1500<br>13 976kW (19 000bhp)<br>Intreprinderea de Const. de Masini Resita Resita<br>WTAuxB (o.f.) primary 45,9kgf/cm² (45,1bar) secondary 16,8kgf/cm² (16,5bar)<br>AuxB (o.f.) 7,1kgf/cm² (7,0bar)<br>e(ex.g) (ex.g) 7,1kgf/cm² (7,0bar)<br>Gen 3 × 1000kW 400V 50Hz a.c.<br>15kn |

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|---|---|---|---|---|---|---|
| **7620603**<br>*ZCKP*<br>373531<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STAR HONG KONG**<br>**World Planet Shipping Ltd.**<br>World-Wide Shipping Agency Ltd.<br>Hong Kong Hong Kong<br>(British) | **26 925**<br>14 397<br>43 052 | ✠**100A1** SS 5/88<br>strengthened for heavy<br>cargoes, hold Nos. 2, 4, 6<br>& 8 may be empty<br>✠**LMC** **UMS**<br>EL M† 639,2/73,0U3(a)<br>FN 8253 | **1978**-5 Mitsui Eng. & SB. Co. Ltd.—Tamano (1153)<br>182,91 (BB) 31,17 12,034<br>174,02 31,11 16,31<br>P 29,0 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel DSS<br>9 Ho each 12,8 ER<br>G.47 232<br>TEU 1344<br>9 Ha (stl) (each 12,8 × 26,2) ER<br>Cr 2(30) | B&W<br>Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 8kgf/c<br>Gen 3 × 700kW 450V 60Hz<br>Fuel 239,0t (d.o.) 2 831,0t (h |
| **7818808**<br>*3EUL2*<br>11839-PEXT5<br>Df Esd Gc<br>Pfd Rdr RTv | **STAR HOPE**<br>ex Toyo-87 ex Sunny Reefer-83<br>**Media Maritime S.A.**<br>Shinsei Kaiun Co. Ltd.<br>Panama Panama<br>SatCom: 1330603/TOYO | **4 999**<br>2 993<br>6 077 | NK | **1979** Minami-Nippon Zosen K.K.—Usuki (526)<br>137,01 17,51 7,170<br>127,01 17,48 10,01<br>P 30,5 F 13,2 2 dks | **M Refrigerated Cargo**<br>Vehicles<br>4 Ho<br>In.7 051<br>4 Ha (stl) (each 7,0 × 6,0) ER<br>Der 4(5) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1250<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 440kW 445V 60Hz |
| **6507830**<br>*3BEQ*<br>399455<br>Df Esd Gc<br>Rdr Rt | **STAR HOPE**<br>ex Kaiyo Maru No. 2-82<br>ex Fukucho Maru No. 18<br>**Sea Venture Ltd.**<br>Port Louis Mauritius | **251**<br>127<br>— | | **1964** Miho Zosensho K.K.—Shimizu (505)<br>45,55 7,62<br>39,93 7,60 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Sumiyoshi<br>Oil 4SA 6Cy. 330 × 470<br>750bhp (552kW)<br>Sumiyoshi Marine Diesel Co. |
| **7388724**<br>*5LXB*<br>5647<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STAR HOUSTON**<br>ex Texaco Houston-90<br>ex Houston Getty-88<br>**Texaco Panama Inc.**<br>Texaco Marine Services Inc.<br>Monrovia Liberia<br>SatCom: 1242406/HOUS | *66 816*<br>*51 471*<br>136 100<br>T/cm<br>102,8 | NV | **1975** Eriksbergs M/V A/B—Goteborg (678)<br>280,07 41,20 16,701<br>268,00 21,98<br>1 dk<br>BK 102 Bow/CM 136 Diam. 0,500 | **M Tanker**<br>COW IGS SBT Bow loading<br>12 Ta ER<br>L.(oil) 167 598 HeCls. BC<br>4 Cargo pumps total 12 000T/hr | B&W<br>Oil 2SA 10Cy. 840 × 1800<br>25 000bhp (18 389kW)<br>Eriksbergs M/V A/B<br>Gen 3 × 900kW 440V 60Hz<br>Fuel 483,5t (d.o.) 5 572,0t (h |
| **7320631**<br>*9V3321*<br>383771<br>RTv | **STAR I**<br>ex SM Petroleum I-88<br>ex Superstar 1-87<br>ex Asiatic Supplier-80<br>**AA Petroleum Pte. Ltd.**<br>Singapore Singapore | **452**<br>259<br>657 | AB | **1973** Sing Koon Seng Ltd.—Singapore (117)<br>43,59 10,14 3,179<br>41,15 9,76 3,97<br>B 9,8 1 dk<br>rf nil | **TM Tanker**<br>1 Ho 3,6 8 Ta ER<br>L.(oil) 460<br>1 Ha (stl) (2,7 × 1,5) | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137<br>730bhp (537kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 28kW 440V 50Hz a<br>2 Thw. thrust propellers<br>Fuel 29,5t (d.o.)-3,0pd |
| **7351769**<br>*9VEA*<br>384293<br>Esd Gc Rdr Rt | **STAR II**<br>ex Sunrise Lily-90 ex Sumire Maru-86<br>**Hai Yin Diesel Trading Pte. Ltd.**<br>Singapore Singapore | **1 992**<br>1 442<br>4 411 | NK | **1973** Imamura Zosen—Kure (191)<br>96,63 13,85 6,289<br>90,40 13,80 7,22<br>P 23,5 F 14,1 1 dk<br>len 82 | **M Tanker**<br>Mchy.aft<br>L.(oil) 4 448 | Hanshin<br>Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>The Hanshin Diesel Works Ltd<br>Gen 2 × 240kW 445V 60Hz<br>Fuel 49,0t (d.o.) 265,0t (i.f.o.) |
| **8036512**<br><br>620974 | **STAR II**<br>ex Lady Nina<br>**Kennedy Engine Co. Ltd.**<br>Mobile, Al United States<br>of America | **108**<br>74<br>— | | **1980** .............Bayou la Batre, Al<br>*22,65* 6,71<br>3,38<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) |
| **7376800**<br>*C6IS7*<br>716192<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STAR ITALIA**<br>ex Texaco Italia-90 ex Asir-90<br>ex Texaco Italia-83<br>**Texaco Panama Inc.**<br>Texaco Marine Services Inc.<br>Nassau Bahamas<br>SatCom: 1103137/ITAL | *129 973*<br>*94 292*<br>263 620<br>T/cm<br>158,0 | AB | **1974** Mitsubishi Heavy Industries Ltd.—Nagasaki (1732)<br>338,63 (BB) 53,68 20,551<br>320,02 53,62 26,40<br>F 21,4 1 dk<br>rf nil Bow/CM 173 Diam. 0,406 MH 1,2 | **S Tanker**<br>CBT COW IGS<br>22 Ta ER<br>HeCls. B<br>4 Cargo pumps total 16 000T/hr | 2 S Turb dr geared to sc. sha<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Lt<br>Gen 2 × 1500kW 440V 60Hz<br>Fuel 11 349,0t (o.f.)-168,5pd |
| **8835035**<br>*9V3511*<br>384558<br>Rdr Rt | **STAR IV**<br>ex Shoho Maru-90<br>**AA Petroleum Pte. Ltd.**<br>Singapore Singapore | **199**<br>120<br>449 | NK | **1975** Y.K. Furumoto Tekko Zosensho—Osaki (362)<br>43,10 2,997<br>39,00 7,00 3,30<br>1 dk | **M Tanker** | Hanshin<br>Oil 4SA 6Cy. 240 × 400<br>441kW (600bhp)<br>The Hanshin Diesel Works Ltd<br>Gen 2 × 16kW a.c. |
| **7376812**<br>*ELLH6*<br>8941<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STAR JAPAN**<br>ex Texaco Japan-90<br>**Texaco Panama Inc.**<br>Texaco Marine Services Inc.<br>Monrovia Liberia<br>SatCom: 1241732 | *129 973*<br>*94 292*<br>267 732<br>T/cm<br>158,0 | AB | **1975** Mitsubishi Heavy Industries Ltd.—Nagasaki (1733)<br>377,00 (BB) 53,62 20,551<br>320,00 53,60 26,40<br>F 21,4 1 dk<br>rf nil Bow/CM 173 Diam. 0,406 | **S Tanker**<br>COW IGS<br>20 Ta ER<br>HeCls. B<br>4 Cargo pumps total 16 000T/hr | 2 S Turb dr geared to sc. sha<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Lt<br>Gen 2 × 1500kW a.c.<br>Fuel 11 581,0t (o.f.)-168,5pd |
| **7525700**<br>*VRIS*<br>715721<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STAR JASMINE**<br>ex Nordhval-89<br>**Foxmore Co. Ltd.**<br>Univan Ship Management Ltd.<br>Hong Kong Hong Kong<br>(British) | *19 820*<br>*12 748*<br>34 291<br>T/cm<br>41,2 | ✠**100A1** CS 8/87<br>strengthened for heavy<br>cargoes Nos. 2 & 5 holds<br>may be empty<br>✠**LMC** **UMS**<br>EL I† 605,0/64,0U3<br>FN 7110 | **1978**-2 Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1099)<br>179,03 (BB) 27,06 11,031<br>170,01 27,01 14,81<br>P 30,8 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho ER<br>G.44 271 B.38 818<br>6 Ha ER<br>Cr 6(15) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 3 × 480kW 450V 60Hz a |
| **7389053**<br>*C6BI*<br>399805<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STAR KANSAS**<br>ex Texaco Kansas-90<br>ex Kansas Getty-88<br>ex Malmros Merrimac-79<br>**Getty Marine Corp.**<br>Texaco Marine Services Inc.<br>Nassau Bahamas<br>SatCom: 1104132/KANG | *65 407*<br>*39 903*<br>112 999<br>T/cm<br>94,9 | AB (NV) | **1976** A/B Gotaverken Arendal—Goteborg (883)<br>253,19 44,25 15,460<br>244,10 44,20 22,43<br>1 dk<br>rf nil Bow/CM 109 Diam. 0,508 shortened 79 | **M Tanker**<br>COW IGS SBT Bow loading<br>10 Ta ER<br>L.(oil) 131 867 HeCls. B<br>3 Cargo pumps total 9 000T/hr | B&W<br>Oil 2SA 8Cy. 900 × 1800<br>24 800bhp (18 242kW)<br>A/B Gotaverken<br>Gen 3 × 1250kW 440V 60Hz<br>Fuel 584,0t (hvf)-81,5pd |
| **8026684**<br>*P3ID2*<br>708191<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STAR KING**<br>ex Ocean King-87<br>**Indian River Shipping Ltd.**<br>Limassol Cyprus | **19 589**<br>14 583<br>34 750<br>T/cm<br>39,9 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2 & 4 holds<br>may be empty<br>✠**LMC** **UMS**<br>EL I† 605,0/64,0U3<br>FN 7289 | **1984**-6 Astilleros Espanoles S.A.—Factoria de<br>Olaveaga, Bilbao (351)<br>197,70 (BB) 24,26 11,151<br>184,99 24,21 15,19<br>P 8,3 F 18,9 1 dk<br>rf nil DK in way of all holds | **M Bulk Carrier**<br>5 Ho 22,4 29,8 29,8 29,8 27,3 ER<br>G.46 637 HeCls. B<br>5 Ha (stl) (13,2 19,0 19,0 19,0 19,0 × 13,5)<br>ER<br>Cr 4(16) | B&W<br>Oil 2SA 5Cy. 670 × 1700<br>10 877bhp (8 001kW)<br>Ast. Espanoles S.A.<br>AuxB (Comp) 6,9kgf/cm² (6,8b<br>Gen 3 × 440kW 450V 60Hz a<br>Fuel 245,0t (d.o.) 1 908,0t (hvf) |
| **8322519**<br>*LAOX2*<br>N-00491<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STAR LANGANGER**<br>ex Hawthorn Hill-89<br>Launched as Geliga<br>**A/S Taranger**<br>Westfal-Larsen & Co. A/S<br>Bergen Norway (NIS)<br>SatCom: 1313535/LAOX | *29 275*<br>*13 292*<br>41 425<br>T/cm<br>54,8 | NV (AB) | **1986** Hyundai Heavy Industries Co. Ltd.—Ulsan (340)<br>195,43 (BB) 32,31 11,019<br>184,72 32,25 16,51<br>F 14,1 1 dk<br>rf 838 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.56 445<br>TEU 1969<br>C.Ho 1063/20' (40') C.Dk 906/20' (40')<br>7 Ha (stl) ER<br>Cr 4(30) | Sulzer<br>Oil 2SA 5Cy. 680 × 2000<br>6 951kW (9 450bhp)<br>Hyundai SB. & Heavy Industrie<br>Gen 3 × 550kW 450V 60Hz a |
| **8322507**<br>*LAPM2*<br>N-00543<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STAR LEIKANGER**<br>ex Maritime Wisdom-89<br>ex Wisteria Hill-87 ex Gemar-86<br>**A/S Taranger**<br>Westfal-Larsen & Co. A/S<br>Bergen Norway (NIS)<br>SatCom: 1310541/LAPM | *29 275*<br>*13 292*<br>41 409<br>T/cm<br>54,8 | NV (AB) | **1986** Hyundai Heavy Industries Co. Ltd.—Ulsan (339)<br>195,03 (BB) 32,31 11,000<br>184,72 32,25 16,51<br>1 dk<br>rf 838 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.56 445<br>7 Ha (stl) ER<br>Cr 4(30) | Sulzer<br>Oil 2SA 5Cy. 680 × 2000<br>9 450bhp (6 951kW)<br>Hyundai SB. & Heavy Industrie<br>Gen 3 × 550kW 450V 60Hz a |
| **8421846**<br>*HO4075*<br>14769-85<br>Gc Rdr Rt | **STAR LIGHT**<br>**Macau-Hong Kong Terminal Ltd.**<br>Panama Panama | *969*<br>*394*<br>1 150 | BV | **1984** Guangzhou Shipyard—Guangzhou/Canton (B4108)<br>51,21 3,571<br>48,24 12,81 5,49<br>1 dk | **TM General Cargo**<br>2 Ho ER<br>B.1 718<br>TEU 24 C. 24/20'<br>2 Ha (stl) (each 12,5 × 9,9) ER<br>Der 1(35) | Caterpillar<br>2 Oil 4SA each 8Cy. 135 ×<br>804bhp (591kW)<br>Caterpillar Tractor Co. |

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| **STAR LIGHT**<br>ex Sound Kuny-91 ex Barcelona-91<br>ex Nichizan Maru-90<br>**Virginia Lily Tanker Corp.**<br>Kingstown St. Vincent and the Grenadines | **498**<br>323<br>1 584 | KR | **1979** Yamanaka Zosen K.K.—Namikata (188)<br>69,07 4,335<br>64,01 11,51 6,10<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Hanshin 6LH33G<br>Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe |
| **STAR LILY**<br>ex Nordkyn-89<br>**Foxmore Co. Ltd.**<br>Univan Ship Management Ltd.<br>Hong Kong Hong Kong (British) | *19 820*<br>*12 748*<br>34 291<br>T/cm<br>41,2 | ✠**100A1** CS 4/87<br>strengthened for heavy cargoes Nos. 2 & 5 holds may be empty<br>✠**LMC** **UMS**<br>EL It 2½"U3<br>FN 7110 | **1977**-7 Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1098)<br>179,03 (BB) 27,06 10,956<br>170,01 27,01 14,81<br>P 30,8 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho ER<br>G.39 914 B.38 818<br>6 Ha (stl) (10,5 12,1 12,1 12,1 12,1 12,1 × 11,5) ER<br>Cr 6(15) Der 2(3) | B&W 6L67GF<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 13kgf/cm$^2$ (12,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>15,5kn |
| **STAR LIVORNO**<br>ex Wieldrecht-90<br>**Maatschappij Motorschip Wieldrecht B.V.**<br>Van Ommeren Shipping B.V.<br>Rotterdam Netherlands<br>SatCom: 1303105 | **26 171**<br>16 913<br>41 880<br>T/cm<br>50,2 | BV | **1982** Oresundsvarvet AB—Landskrona (281)<br>186,54 30,05 11,856<br>180,02 30,01 16,79<br>1 dk | **M Bulk Carrier**<br>Portable-guides<br>5 Ho ER<br>G.51 680 B.50 598<br>TEU 1502 C.Ho 892/20' C.Dk 610/20'<br>5 Ha (stl) ER<br>Cr 4(36) | B&W 4L90GFCA<br>Oil 2SA 4Cy. 900 × 2180<br>13 000bhp (9 562kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 680kW 450V 60Hz a.c.<br>16kn |
| **STAR LONDON**<br>ex Texaco London-90 ex Bishah-90<br>ex Texaco London-83<br>**Texaco Panama Inc.**<br>Texaco Marine Services Inc.<br>Nassau Bahamas<br>SatCom: 1103140/LOND | *131 850*<br>*106 234*<br>272 739<br>T/cm<br>166,8 | AB | **1976** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (235)<br>344,33 53,65 20,529<br>325,31 53,57 26,42<br>1 dk<br>rf nil Bow/CM 167 Diam. 0,406 MH 1,2 | **S Tanker**<br>COW IGS SBT<br>15 Ta ER<br>L.(oil) 335 217 HeCls. BC<br>6 Cargo pumps total 16 000T/hr | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) Kawasaki<br>Empresa Nacional "Bazan" de C.N.M. S.A. El Ferrol<br>Gen 2 × 1200kW 1 × 960kW 440V 60Hz a.c.<br>Fuel 12 294,0t (o.f.) 299,5t (d.o.)-171,5pd 15,5kn |
| **STAR LORRAINE**<br>ex Woensdrecht-90<br>**Maatschappij Motorschip Woensdrecht B.V.**<br>Van Ommeren Shipping B.V.<br>Rotterdam Netherlands<br>SatCom: 1303106 | **26 171**<br>16 914<br>41 880<br>T/cm<br>49,2 | BV | **1982** Oresundsvarvet AB—Landskrona (282)<br>186,54 30,05 11,858<br>180,02 30,01 16,79<br>1 dk | **M Bulk Carrier**<br>Portable-guides<br>Ice strengthened<br>5 Ho ER<br>G.51 680 B.50 598<br>TEU 1502 C.Ho 892/20' C.Dk 610/20'<br>5 Ha (stl) (12,8 × 15,3) (25,8 25,8 25,8 12,8 × 25,3) ER<br>Cr 4(36) | B&W 4L90GFCA<br>Oil 2SA 4Cy. 900 × 2180<br>10 195kW (13 860bhp)<br>A/B Gotaverken Goteborg<br>Gen 4 × 540kW 440V a.c.<br>16,1kn |
| **STAR LOUISIANA**<br>ex Texaco Texas-90 ex Texas Getty-88<br>ex Malmros Monitor-79<br>**Texaco Panama Inc.**<br>Texaco Marine Services Inc.<br>Nassau Bahamas<br>SatCom: 1104133/TEXG | *65 407*<br>*39 903*<br>115 829<br>T/cm<br>94,9 | AB (NV) | **1975** (Aft & pt cargo sections) LISNAVE, Est. Nav. de Lisboa S.A.R.L.—Lisboa<br>**1975** (Fwd & pt cargo sections) A/B Gotaverken —Goteborg (880)<br>255,51 44,25 16,600<br>243,44 44,20 22,43<br>1 dk<br>rf nil Bow/CM 109 Diam. 0,508 shortened 79 | **M Tanker**<br>COW IGS SBT Bow loading<br>8 Ta ER<br>L.(oil) 131 867 HeCls. BC<br>3 Cargo pumps total 9 000T/hr | B&W 8K90GF<br>Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 1250kW 440V 60Hz a.c.<br>Fuel 584,0t (d.o.) 7 981,0t (hvf)-96,0pd 16kn |
| **STAR MAGNATE**<br>**Frankolyn Shipping Ltd.**<br>World-Wide Shipping Agency Ltd.<br>Hong Kong Hong Kong (British) | **26 925**<br>14 401<br>43 051 | ✠**100A1** SS 6/88<br>strengthened for heavy cargoes, Nos. 2, 4, 6 & 8 holds may be empty<br>✠**LMC** **UMS**<br>EL Mt 640,0/73,0U3<br>FN 8253 | **1978**-8 Mitsui Eng. & SB. Co. Ltd.—Tamano (1154)<br>182,91 (BB) 31,17 12,034<br>174,02 31,11 16,31<br>P 29,0 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho each 12,8 ER<br>G.47 232<br>TEU 1344<br>9 Ha (stl) (each 12,8 × 26,2) ER<br>Cr 2(30) | B&W 7K67GF<br>Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 700kW 450V 60Hz a.c.<br>Fuel-44,5pd 15kn |
| **STAR MASSACHUSETTS**<br>ex Texaco Massachusetts-90<br>**Texaco Refining & Marketing Inc.**<br>Texaco Marine Services Inc.<br>Dover, De United States of America<br>SatCom: 1502110/KAAD | **16 515**<br>10 174<br>19 683<br>T/cm<br>36,3 | AB | **1963** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4596)<br>184,31 23,91 10,643<br>175,27 23,78 13,49<br>P 38,1 B 10,4 F 23,5 1 dk<br>RW rf nil Bow/CM 91 Diam. 0,310 MH 1,2 | **S Tanker**<br>Oil Chemical<br>27 Ta ER<br>L.(oil) 33 102 HeCls. B<br>5 Cargo pumps total 3 975T/hr | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 2 007,5t (o.f.)-72,0pd 17,5kn |
| **STAR MERCHANT**<br>ex Westwood Merchant-90<br>ex Hoegh Merchant-83<br>**Vincida Maritime Inc.**<br>Leif Hoegh & Co. A/S<br>Nassau Bahamas<br>SatCom: 1103611/MERC | **27 104**<br>17 099<br>44 895<br>T/cm<br>56,7 | NV | **1977** Mitsubishi Heavy Industries Ltd.—Nagasaki (1787)<br>201,02 (BB) 30,87 11,526<br>192,01 30,82 15,70<br>P -F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>10 Ho each 13,1 ER<br>G.50 248 B.49 962 HeCls. ptB<br>TEU 1800<br>C.Ho 120/20' 410/40' C.Dk 380/20' 240/40'<br>10 Ha (stl) (13,1 × 16,8) (13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 × 25,3) ER<br>Cr 2(30) | Sulzer 7RND76M<br>Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 950kW 440V 60Hz a.c.<br>Fuel 417,0t (d.o.) 3 156,0t (hvf)-37,5pd 15,25kn |
| **STAR MERIT**<br>ex Westwood Merit-90<br>ex Hoegh Merit-83<br>**Zinnia Steamship Inc.**<br>Leif Hoegh & Co. A/S<br>Nassau Bahamas<br>SatCom: 1103607/MERI | **27 104**<br>17 099<br>44 895<br>T/cm<br>56,4 | NV | **1977** Mitsubishi Heavy Industries Ltd.—Nagasaki (1788)<br>201,02 (BB) 30,87 11,526<br>192,72 30,82 15,73<br>P -F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>10 Ho each 13,1 ER<br>G.50 248 B.49 962 HeCls. ptB<br>TEU 1800<br>C.Ho 120/20' 410/40' C.Dk 380/20' 240/40'<br>10 Ha (stl) (13,1 × 16,9) (13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 × 25,3) ER<br>Cr 2(30) | Sulzer 7RND76M<br>Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 950kW 440V 60Hz a.c.<br>Fuel 417,0t (d.o.) 3 156,0t (hvf)-37,5pd 15,25kn |
| **STAR MISSISSIPPI**<br>ex Texaco Mississippi-90<br>ex Mississippi-59 ex South Mountain-50<br>**Texaco Refining & Marketing Inc.**<br>Texaco Marine Services Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1502120/KWEQ | **15 688**<br>11 296<br>26 588<br>T/cm<br>36,3 | AB | **1944** (Aft section) Sun SB. & Dry Dock Co. —Chester, Pa (303)<br>**1964** (Fwd & cargo sections) Newport News SB. & D.D. Co.—Newport News, Va<br>190,05 22,64 10,208<br>181,06 22,56 13,26<br>RQD 33,0 B 12,2 F 22,6 1 dk<br>RW rf 89 Bow/CM 91 Diam. 0,310 MH 1,2<br>len & widened & deepened 64 | **T-E Tanker**<br>Oil Chemical<br>33 Ta ER<br>L.(oil) 34 688 HeCls. BptC<br>10 Cargo pumps total 3 450T/hr | S Turb<br>7 240shp (5 325kW) driving gen. of 4 320kW 2300V a.c. connected to elec. motor of 6 000shp (4 413kW) (Sy)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 1 514,0t (o.f.)-46,5pd 14,5kn |
| **STAR MONTANA**<br>ex Texaco Montana-90<br>**Texaco Refining & Marketing Inc.**<br>Texaco Marine Services Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1502111/KNDL | **16 584**<br>10 329<br>26 973<br>T/cm<br>36,3 | AB | **1965** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4600)<br>184,31 23,91 8,679<br>175,27 23,78 13,49<br>P 38,1 B 10,4 F 23,5 1 dk<br>RW rf nil Bow/CM 91 Diam. 0,310 MH 1,2 | **S Tanker**<br>Oil Chemical<br>27 Ta ER<br>L.(oil) 33 766 HeCls. B<br>5 Cargo pumps total 3 975T/hr | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 2 007,5t (o.f.)-72,0pd 17,5kn |
| **STAR MUSKETEER**<br>ex Westwood Musketeer-90<br>ex Hoegh Musketeer-83<br>**Hopkins Steamship Inc.**<br>Leif Hoegh & Co. A/S<br>Nassau Bahamas<br>SatCom: 1103633/MUSK | **27 104**<br>17 099<br>44 895<br>T/cm<br>56,2 | NV | **1977** Mitsubishi Heavy Industries Ltd.—Nagasaki (1789)<br>201,02 (BB) 30,87 10,061<br>192,72 30,82 15,73<br>P -F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>10 Ho each 13,1 ER<br>G.50 248 B.49 962 HeCls. ptB<br>TEU 1800<br>C.Ho 120/20' 410/40' C.Dk 380/20' 240/40'<br>10 Ha (stl) (13,1 × 16,7) (13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 × 25,3) ER<br>Cr 2(30) | Sulzer 7RND76M<br>Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 950kW 440V 60Hz a.c.<br>Fuel 417,0t (d.o.) 3 156,0t (hvf)-37,5pd 15,25kn |

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| **7607778**<br>*HQDD2*<br>L-1922172<br>Df Esd Gc<br>Pfd Rdr Rt | **STAR No. 707**<br>ex Sanei Maru No. 38-87<br>**Sampesca S. de R.L.**<br>Sam Young Fisheries Co. Ltd.<br>San Lorenzo Honduras | **284**<br>141<br>371 | KR | **1976** K.K. Goriki Zosensho—Ise (782)<br>8,23 3,410<br>43,11 8,21 3,56<br>1 dk | **M Fishing**<br>Stern-fishing Tuna<br>Mchy aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 200kW 225V a.c. |
| **8124797**<br>*P3MP3*<br>708910<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **STAR NITSA**<br>ex Marble-89 ex Asian Beauty-85<br>**Niagara Navigation Co. Ltd.**<br>Univan Ship Management Ltd.<br>Limassol Cyprus<br>SatCom: 1100457/NITA | *21 886*<br>*12 561*<br>39 641 | **100A1** SS 7/87<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2 & 4 holds<br>may be empty<br>**LMC**<br>EL I† 605,0/73,0U2(a)<br>FN 7777<br>(NK) | **1983** Sasebo Heavy Industries Co. Ltd.—Sasebo<br>Yard, Sasebo (313)<br>189,52 (BB) 28,05 10,796<br>180,02 28,01 15,19<br>1 dk<br>rf nil DK | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho ER<br>G.46 584 B.45 631<br>5 Ha (stl) (20,8 × 12,5) (20,8 20,8 20,8<br>16,0 × 14,0) ER<br>Cr 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 600 × 1500<br>5 546kW (7 540bhp)<br>Kobe Hatsudoki K.K.<br>AuxB(c) (Comp) 8kgf/cm² (7,9ba<br>Gen 2 × 440kW 1 × 200kW 4 |
| **7330026**<br>*3EKF5*<br>17775-RB<br>Df Esd Gc<br>Pfd Rdr RTv | **STAR OF AMERICA**<br>ex Starman America-86 ex Starman-77<br>**Petromac Offshore International Co. Inc.**<br>Superpesa Transportes Maritimos Ltda.<br>Panama Panama | T.Mk<br>**1 629**<br>681<br>1 790<br>**2 515**<br>1 247<br>2 087 | ✠**100A1** CS 6/89<br>Ice Class 2<br>✠**LMC**<br>EL (o) 1$\frac{5}{16}$"U2<br>FN 1841 | **1974**-5 Brooke Marine Ltd.—Lowestoft (393)<br>93,63 15,27 3,880/4,120<br>83,83 15,24 6,71<br>2 dks<br>rf nil | **TM RoRo Cargo/General Cargo/ Heavy-load Carrier**<br>Bow door/ramp Stern ramp<br>1 Ho ER 1 TwD<br>G.1 865 B.1 634<br>1 Ha (31,0 × 6,8) ER<br>Der 1(150) | Allen<br>2 Vee Oil 4SA each 12Cy. 242 ×<br>reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>W. H. Allen, Sons & Co. Ltd.<br>Gen 3 × 220kW 415V 50Hz a.c.<br>Fuel 524,0t (d.o.)-11,0pd |
| **7400003**<br>*ELJJ3*<br>8538<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STAR OF MAGELLAN**<br>ex Princess Progress-89<br>ex Princess 1-86<br>**Ivyleigh Shipping Inc.**<br>Ravenscroft Shipping Inc.<br>Monrovia Liberia | **33 407**<br>23 476<br>60 214 | AB | **1976** Sasebo Heavy Industries Co. Ltd.—Sasebo<br>Yard, Sasebo (246)<br>203,00 (BB) 32,24 12,991<br>199,02 32,19 18,22<br>P 35,4 F 14,1 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho ER<br>5 Ha (stl) ER | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Ishikawajima Harima Heavy Ind. (<br>Gen 2 × 720kW |
| **7384479**<br>*ELNE5*<br>9324<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STAR OF MARIA**<br>ex Maria d'Amato-90<br>ex South Pacific-86 ex Konitsa-83<br>ex Engiadina-79 ex Gunnar Carlsson-78<br>**Haulin Maritime Inc.**<br>Ravenscroft Shipping Inc.<br>Monrovia Liberia | **30 339**<br>24 536<br>55 012<br>T/cm<br>61,4 | RI (NV) | **1975** Stocznia im. "Komuny Paryskiej"—Gdynia<br>(B521/212)<br>221,19 (BB) 32,21 12,408<br>206,59 32,19 17,02<br>F 11,6 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 17,5 29,7 18,0 27,9 18,0 30,6<br>15,3 ER<br>G.74 625 HeCls. B<br>10 Ha (stl) (each 11,7 × 11,7) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski<br>Gen 3 × 640kW 380V 50Hz a.c.<br>Fuel 331,0t (d.o.) 3 033,0t (hvf)-5 |
| **5077670**<br><br><br>Df Esd Rdr<br>Rt | **STAR OF MASSAWA**<br>ex AMINA II ex Minerva II-79<br>ex Commandant A. Kerhuel-69<br>**Government of The People's Democratic Republic of Ethiopia (Ministry of Transport & Communication - Marine Transport Authority)**<br>Ethiopia | **1 194**<br>559<br>1 590 | (BV) | **1956** Ch. Reunis Loire-Normandie—Nantes (644)<br>69,30 11,26 4,331<br>67,04 10,51 5,95<br>P 15,6 RQD 22,3 F 9,2 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.1 969 B.1 789<br>3 Ha (9,7 × 6,0) (7,6 7,4 × 7,4) ER<br>3W Der 1(5) 2(3) | Sulzer<br>Oil 2SA 6Cy. 360 × 600<br>936bhp (688kW)<br>Ch. de l'Atlantique<br>Gen 3 × 180kW 220V d.c.<br>Fuel 77,0t (d.o.) |
| **5135745**<br>*HZAP*<br><br>Esd Pfd<br>RTm/v | **STAR OF MEDINA**<br>ex Moira-66 ex Greenfinch-66<br>ex Empire Daffodil-46 ex Caribe II-40<br>Jeddah Saudi Arabia | **392**<br>111<br>534 | ✠Classed LR until 1/70 | **1940**-3 Gebr. van Diepen—Waterhuizen (841)<br>57,31 8,49 2,820<br>52,00 8,46 4,91<br>1 dk & S dk | **M General Cargo** OSD<br>1 Ho 33,0 ER<br>G.1 198 B.1 144<br>2 Ha (each 10,0 × 5,2) ER<br>2W Der 2(2) | Deutz<br>Oil 4SA 7Cy. 280 × 450<br>350bhp (257kW)<br>Humboldt-Deutzmotoren<br>Gen 1 × 2,5kW 220V d.c. 1 ×<br>Fuel 15,0t (d.o.) |
| **7211646**<br>*HOUD*<br>13027-83A<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STAR OF MIRANDA**<br>ex Panamax Universe-84<br>ex Roberts Bank-82<br>**Lobelia Marine Inc.**<br>Ravenscroft Shipping Inc.<br>Panama Panama | **31 562**<br>22 319<br>68 499<br>T/cm<br>63,6 | AB | **1972** Nippon Kokan K.K.—Tsurumi Shipyard,<br>Yokohama (890)<br>224,01 (BB) 32,24 13,571<br>214,00 32,19 18,70<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 21,7 15,7 16,0 16,0 15,8 15,8<br>27,3 15,8 15,8 ER<br>G.75 910<br>10 Ha (stl) (9,6 × 11,2) (9,1 9,1 9,1 9,1 9,1<br>9,1 9,1 9,1 9,1 × 12,8) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 3 × 460kW 440V 60Hz a.c.<br>Fuel 2 795,0t |
| **7821166**<br>*KNDM*<br>642934<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **STAR OF TEXAS**<br>**Asco Falcon II Shipping Co.**<br>Seahawk Management Inc.<br>New York, NY United States of America<br>SatCom: 1502621/KNDM | **24 384**<br>19 513<br>37 061<br>T/cm<br>45,9 | AB | **1981** Levingston SB. Co.—Orange, Tx (752)<br>186,49 (BB) 28,45 10,759<br>178,01 28,38 15,32<br>F 12,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes DB<br>6 Ho ER<br>G.37 236 HeCls. ptB<br>6 Ha (stl) ER | Enterprise<br>2 Vee Oil 4SA each 12Cy. 432 ×<br>sc. shaft<br>15 600bhp (11 475kW)<br>Delaval Turbine Inc. (Enterprise Di<br>Gen 3 × 625kW<br>Fuel 195,0t (d.o.) 1 744,5t (hvf)-41 |
| **5205253**<br>*YJZC3*<br>699<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>SatCom | **STAR OF VENICE**<br>ex Amalfi-91 ex Betsy Ross-89<br>ex Albatross-88 ex Alegro-85<br>ex Albatros-84 ex Najla-81 ex Leda-79<br>**Valgas Trading Ltd.**<br>Stargas S.p.A.<br>Port Vila Vanuatu | *6 269*<br>*2 363*<br>2 002 | NV | **1953** Swan, Hunter & Wigham Richardson Ltd.<br>—Wallsend (1823)<br>133,51 17,43 6,097<br>125,28 17,38 9,15<br>F 50,9 2 dks, pt 3rd dk<br>RW rf 305 | **TS Passenger/General Cargo**<br>Ref 202cbn 484bth P<br>3 Ho 10,9 14,1 18,9<br>G.2 088 In.450<br>3 Ha (stl) (7,4 × 2,9) (7,4 7,3 × 4,1) ER<br>Cr 3(1-3) | 4 S Turb dr geared to sc. shafts<br>13 000shp (9 562kW)<br>Wallsend Slipway Engineers Ltd.<br>Gen 1 × 600kW 3 × 350kW 2<br>Fuel 616,5t (o.f.)-91,5pd |
| **7357048**<br>*S6EE*<br>375886<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STAR ORCHID**<br>ex Palmstar Orchid-88<br>**Palm Star Lines Pte. Ltd.**<br>Singapore Singapore<br>SatCom: 1715535/TRUD | **51 501**<br>35 898<br>96 530<br>T/cm<br>82,5 | NK | **1976** Jurong Shipyard Ltd.—Singapore (1012)<br>242,98 14,929<br>230,00 39,98 19,79<br>F 16,2 1 dk<br>Bow/CM 115 Diam. 0,510 MH 0,9 | **M Tanker**<br>CBT IGS<br>10 Ta ER<br>L.(oil) 121 270<br>3 Cargo pumps total 8 250T/hr | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Ishikawajima Harima Heavy Ind. (<br>Gen 2 × 720kW |
| **8309220**<br>*VRII*<br>711319<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **STAR ORCHID**<br>ex High Challenge-89<br>**Foxmore Co. Ltd.**<br>Univan Ship Management Ltd.<br>Hong Kong Hong Kong (British) | **20 276**<br>12 429<br>34 607 | BV NK | **1984** Mitsubishi Heavy Industries Ltd.—Kobe<br>(1142)<br>176,03 10,762<br>168,03 27,01 15,24<br>F 12,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.46 947 B.40 303<br>5 Ha (stl) (12,8 19,2 19,2 19,2 19,2 × 12,8)<br>ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 4Cy. 580 × 1700<br>5 649kW (7 680bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 131,0t (d.o.) 1 572,0t (hvf)-21 |
| **5357276**<br>*KGKV*<br>265981<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **STAR OREGON**<br>ex Texaco New York-90<br>ex New York-60<br>**Leased Tankers Inc.**<br>Texaco Inc.<br>Dover, De United States of America<br>SatCom: 1502103/KGKV | **23 460**<br>18 254<br>42 667<br>T/cm<br>50,2 | AB | **1953** (Aft section) Newport News SB. & D.D. Co.<br>—Newport News, Va (496)<br>**1972** (Fwd section) Maryland SB. & D.D. Co.<br>—Baltimore, Md<br>220,38 (BB) 27,49 10,867<br>209,10 27,44 14,89<br>F 30,8 1 dk<br>RW rf 203 Bow/CM 110 Diam. 0,250 MH 1,2 | **S Tanker**<br>18 Ta ER<br>HeCls. BC<br>6 Cargo pumps total 1 464T/hr | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Newport News SB. & D.D. Co.<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 2 308,5t (o.f.)-79,5pd |
| **8105272**<br>*3EDC2*<br>12889-83<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STAR ORIENT**<br>**Grace Co. S.A.**<br>International United Shipping Agency Ltd.<br>Panama Panama | **19 652**<br>14 133<br>37 599<br>T/cm<br>45,3 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy<br>cargoes, hold Nos. 2 & 4<br>may be empty<br>timber deck cargoes<br>✠**LMC**<br>EL K† 632,5/68,0U3<br>FN 7835 | **1982**-12 Hudong Shipyard—Shanghai (1125)<br>186,21 (BB) 28,45 11,212<br>178,01 28,41 15,60<br>P 30,5 F 14,1 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 27,2 28,0 25,6 28,0 27,2 ER<br>G.46 939 B.46 068<br>5 Ha (stl) (16,0 16,8 16,0 16,8 16,8 × 13,6)<br>ER<br>Cr 5(25) | B&W<br>Oil 2SA 8Cy. 550 × 1380<br>12 000bhp (8 827kW)<br>Hitachi Zosen Hiroshima<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 470kW 450V 60Hz a.c.<br>Fuel 181,5t (d.o.) 1 966,0t (hvf) |
| **7383358**<br>*C6KA6*<br>720404<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STAR PEMBROKE**<br>ex Texaco Stockholm-91<br>**Manufacturers Hanover Trust Co., Trustee**<br>Texaco Marine Services Inc.<br>Nassau Bahamas<br>SatCom: 1103673/PEMB | **18 378**<br>11 367<br>31 502<br>T/cm<br>37,0 | NV | **1977** A/S Horten Verft—Horten (190)<br>168,74 (BB) 25,94 11,158<br>161,88 25,91 14,66<br>P -F - 1 dk<br>rf 76 Bow/CM 87 Diam. 0,254 MH 1,5 | **M Tanker**<br>8 Ta 16 Wing Ta ER<br>L.(oil) 41 159 HeCls. CptB<br>6 Cargo pumps total 3 000T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>A/S Horten Verft<br>Gen 1 × 1200kW 2 × 600kW<br>Thw. thrust Contr. pitch propeller<br>Fuel 116,0t (d.o.) 2 150,0t (hvf) |

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| **STAR POLARIS**<br>**Star Offshore Services Marine Ltd.**<br>Aberdeen United Kingdom | *1 420*<br>*426*<br>1 903 | NV | **1983** Ulstein Hatlo A/S—Ulsteinvik (185)<br>64,42 6,187<br>56,42 13,81 7,14<br>1 dk<br>rf 246 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P<br>4 Ta (stl) cyl vert<br>G.227 | Wartsila 9R32<br>2 Oil 4SA each 9Cy. 320 × 350 with clutches, flexible couplings & sr geared to sc. shafts<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 640kW 2 × 245kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>16,5kn |
| **STAR PRINCESS**<br>Launched as Sitmar FairMajesty<br>**Cosedia Marine Inc.**<br>P&O Lines Ltd.<br>Monrovia Liberia<br>SatCom: 1240247/STAR | *63 524*<br>*32 185*<br>7 506 | ✠**100A1**<br>passenger ship<br>✠**LMC** **UMS**<br>EL R† 687,0/95,0U2<br>FN 10604 | **1989**-3 Chantiers de l'Atlantique—St. Nazaire (B29)<br>245,60 (BB) 32,23 8,125<br>201,40 32,20 20,45<br>P & B 188,0 4 dks<br>rf 700 DK | **TD-E Passenger Ship**<br>735cbn 1621bth P<br>pt higher tensile steel | MAN 8L58/64<br>4 Oil 4SA each 8Cy. 580 × 640 total 38 880kW (52 858bhp) driving 4 gen. each 9 410kW 6 600V a.c. connected to 2 elec. motors each of 16 314shp (12 000kW) geared to sc. shafts<br>MAN B&W Diesel Aktiengesellschaft Augsburg<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>3 e(ex.g) 12,2kgf/cm² (12,0bar)<br>2 Thw. thrust propellers fwd<br>Thw. thrust propeller<br>21kn |
| **STAR PROVIDENCE**<br>ex Sea Skimmer-90 ex Gemini-80<br>**GATX Third Aircraft Corp.**<br>Texaco Marine Services Inc.<br>Houston, Tx United States of America | **197**<br>133<br>— | AB | **1941** Weaver Shipyard—Orange, Tx<br>**1980** (Fwd section) Todd Shipyards Corp. —Galveston, Tx (55)<br>... ... ...<br>36,68 10,67 6,79<br>F 23,8 1 dk<br>len 80 | **TM Tug** | General Motors 20-645-E7<br>2 Vee Oil 2SA each 20Cy. 230 × 254 reverse reduction geared to sc. shafts<br>E made75 fitted80<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>12,25kn |
| **STAR QUEEN**<br>ex Alexia-90 ex Ghadames-86<br>ex Eric-79 ex Passaat Santos-77<br>ex Shipmair III-76 ex Cairnventure-74<br>**Rainbow Shipping Co. S.A.**<br>A. Economides Shipping Ltd.<br>San Lorenzo Honduras | **1 502**<br>849<br>2 642 | ✠**100A1** SS 8/86<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL M 1¼"U2<br>FN 1311 | **1969**-12 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (792)<br>77,55 11,92 5,741<br>70,16 11,82 6,86<br>P 15,3 F 11,0 2 dks<br>rf 152 | **M General Cargo**<br>1 Ho 46,7 ER<br>G.3 126 B.3 118<br>2 Ha (stl) (each 16,7 × 6,1) ER<br>4W Der 2(5) 2(3) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 84kW 384V 50Hz a.c.<br>Fuel 150,5t (d.o.) 11,25kn |
| **STAR REX**<br>ex Kashima Maru No. 18-89<br>ex Iwachi Maru No. 18-79<br>**L. L. Vanuatu Co. Ltd.**<br>Port Vila Vanuatu | **298**<br>144<br>368 | (BV) | **1970** Miho Zosensho K.K.—Shimizu (748)<br>49,38 8,13 2,998<br>42,98 8,08 3,56<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **STAR RHODE ISLAND**<br>ex Texaco Rhode Island-90<br>**Texaco Refining & Marketing Inc.**<br>Texaco Marine Services Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1502106/WFDW | **16 584**<br>10 329<br>19 992<br>T/cm<br>36,3 | AB | **1964** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4599)<br>184,31 23,91 8,679<br>175,27 23,78 13,49<br>P 38,1 B 10,4 F 23,5 1 dk<br>RW rf nil Bow/CM 91 Diam. 0,310 MH 1,2 | **S Tanker**<br>27 Ta ER<br>L.(oil) 33 766 HeCls. B<br>5 Cargo pumps total 3 975T/hr | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 2 007,5t (o.f.)-72,0pd 17,5kn |
| **STAR SAGA**<br>**P/R Star VIII**<br>P/f Star Shipping<br>Torshavn Faeroes (Danish) | **823**<br>407<br>1 700 | NV | **1984** P/f Skala Skipasmidja—Skala (41)<br>77,63 4,341<br>69,60 13,01 7,12<br>2 dks | **M RoRo Cargo**<br>Pallets Ref 3cbn<br>Ice strengthened<br>G.3 341 B.3 114<br>TEU 42 C. 42/20'<br>1 Ha (stl) (10,2 × 5,1) ER<br>Cr 1(25) | Alpha 12U28L-V0<br>Vee Oil 4SA 12Cy. 280 × 320 sr geared to sc. shaft<br>2 745bhp (2 019kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 1 × 450kW 2 × 184kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 48,5t (d.o.) 155,5t (hvf)-9,0pd 14,25kn |
| **STAR SEA**<br>ex Sound City-91 ex Vivari-91<br>ex Nova-90 ex Good Wood-79<br>**Panther Shipping Corp.**<br>Kingstown St. Vincent and the Grenadines | **3 934**<br>2 653<br>6 516 | BV (NK) | **1975** Dae Dong SB. Co. Ltd.—Busan (137)<br>109,05 16,46 6,720<br>101,43 16,41 8,26<br>P 20,2 F 11,3 1 dk | **M General Cargo**<br>Mchy.aft<br>G.8 488 B.8 146<br>2 Ha (stl) (29,1 30,1 × 8,4)<br>Der 2(15) 2(10) | Makita<br>Oil 4SA 6Cy. 470 × 760<br>4 100bhp (3 016kW)<br>Makita Tekkosho Takamatsu<br>Fuel 472,5t-13,5pd 13,5kn |
| **STAR SIRIUS**<br>**Star Offshore Services Marine Ltd.**<br>Aberdeen United Kingdom | *1 558*<br>*467*<br>2 000 | NV | **1985** Sterkoder M/V A/S—Kristiansund N. (102)<br>65,03 6,401<br>56,42 14,51 7,42<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P | Wartsila 9R32<br>2 Oil 4SA each 9Cy. 320 × 350 with clutches, flexible couplings & sr geared to sc. shafts<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 664kW 2 × 245kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>12kn |
| **STAR SKANDIA**<br>ex Skandia-91 ex Star Skandia-87<br>ex Coaster Conny-81<br>**Star Shipping Danmark ApS**<br>Kobenhavn Denmark (DIS) | **460**<br>302<br>1 150 | NV | **1978** Gravdal Skipsbyggeri—Sunde (369)<br>63,28 11,03 4,112<br>58,30 11,00 8,67<br>1 dk & S dk<br>rf 399<br>len 78 | **M Pallets Carrier** OSD<br>Side door Stern door Ice strengthened<br>1 Ho ER<br>B.2 987<br>1 Ha (12,9 × 6,2) ER<br>1W Der 1(28) | Caterpillar D399SCAC<br>Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 82kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>11,5kn |
| **STAR SKANDINAVIA**<br>ex Texaco Skandinavia-90<br>**Texaco Panama Inc.**<br>Texaco Marine Services Inc.<br>Nassau Bahamas<br>SatCom: 1104145/SKAN | **13 222**<br>7 076<br>20 300<br>T/cm<br>31,2 | NV | **1962** A/S Fredriksstad M/V—Fredrikstad (378)<br>176,33 22,56 9,341<br>163,07 22,51 12,15<br>P 42,7 B 16,5 F 26,0 1 dk<br>RW rf 25 Bow/CM 80 Diam. 0,254 MH 0,9 | **M Tanker**<br>33 Ta ER<br>L.(oil) 26 687 HeCls. B<br>6 Cargo pumps total 3 000T/hr | Gotaverken<br>Oil 2SA 7Cy. 760 × 1500<br>8 750bhp (6 436kW)<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 2 × 332kW 1 × 220kW 440V 60Hz a.c.<br>Fuel 31,0t (d.o.) 1 820,0t (hvf)-30,0pd 15kn |
| **STAR SKARVEN**<br>ex Star Orion-89 ex Star Atalaya-87<br>ex Atalaya-85 ex Chase Two-79<br>ex Atalaya-78<br>**A/S Billabong**<br>Univan Ship Management Ltd.<br>Bergen Norway (NIS) | *13 069*<br>*6 163*<br>16 560 | NV<br>✠Classed LR until 9/6/87 | **1978**-2 Hyundai SB. & Heavy Industry—Ulsan (1659)<br>163,96 22,94 8,649<br>155,33 22,86 11,82<br>P 25,6 F 15,9 1 dk<br>rf nil DK | **M Bulk Carrier**<br>Pulp Newsprint<br>Ice strengthened<br>4 Ho 13,4 26,8 26,8 26,8 ER<br>B.18 558<br>TEU 540<br>C.Ho 360/20' (40') C.Dk 180/20' (40')<br>4 Ha (13,4T × 9,1) (26,8 26,8 26,8 × 17,9) ER<br>Cr 2(30) | MAN K7SZ70/120<br>Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 725kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15kn |
| **STAR SKOGANGER**<br>ex Petraia-89 ex Aldebaran-86<br>ex Khalij Enterprise-78<br>Launched as Aldebaran<br>**K/S Skogbulk**<br>Westfal-Larsen & Co. A/S<br>Bergen Norway (NIS)<br>SatCom: 1311462/LASS | *12 804*<br>*5 371*<br>16 560<br>T/cm<br>32,0 | NV<br>✠Classed LR until 15/6/89 | **1977**-11 Hyundai SB. & Heavy Industry—Ulsan (1657)<br>163,96 22,94 8,649<br>155,33 22,86 11,82<br>P 25,6 F 15,9 1 dk<br>rf nil DK | **M Bulk Carrier**<br>Pulp Newsprint<br>Ice strengthened<br>4 Ho 13,4 26,8 26,8 26,8 ER<br>B.18 558<br>TEU 540<br>C.Ho 360/20' (40') C.Dk 180/20' (40')<br>4 Ha (13,4T × 9,1) (26,8 26,8 26,8 × 17,9) ER<br>Cr 2(30) | MAN K6Z70/120E<br>Oil 2SA 6Cy. 700 × 1200<br>6 841kW (9 300bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 713kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15kn |

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| **7386893** | **STAR SOUTH AMERICA** | **130 958** | | **1976** "ASTANO", Astilleros y Talleres del | **S Tanker** | 2 S Turb dr geared to sc. shaft |
| *ELMO6* | ex Texaco South America-90 | 111 266 | | Noroeste S.A.—El Ferrol (240) | COW IGS | 32 000shp (23 538kW) |
| 9197 | **Texaco Panama Inc.** | 268 522 | AB | 346,44 (BB) 53,65 20,498 | 13 Ta ER | Empresa Nacional "Bazan" de C.N.M |
| Df Esd Gc | Texaco Marine Services Inc. | T/cm | | 325,71 53,60 26,40 | HeCls. BC | |
| Pfd Rdr RTv | Monrovia Liberia | 168,8 | | 1 dk | 4 Cargo pumps total 16 000T/hr | Gen 2 × 1500kW a.c. 1 × 960kW |
| AMVER | SatCom: 1242650/SOUT | | | rf nil BK Bow/CM 174 Diam. 0,406 | | Fuel 15 374,5t (o.f.) 27,0t (d.o.)-157,5 |
| **8411047** | **STAR SPICA** | *1 558* | | **1985** Ulstein Hatlo A/S—Ulsteinvik (195) | **TM Tug/Supply Ship** | Wartsila |
| *GFKY* | | *467* | | 65,03 6,357 | Deck Cargo Anchor-handling | 2 Oil 4SA each 9Cy. 320 × 350 with |
| 701178 | **Star Offshore Services Marine Ltd.** | 2 100 | NV | 56,42 14,51 7,42 | 2cbn 12bth P | flexible couplings & sr geared to sc |
| Df Esd Gc | Aberdeen United Kingdom | T/cm | | 2 dks | | Oy Wartsila Ab |
| Pfd Rdr Rt | | 8,1 | | | | Gen 2 × 664kW 2 × 245kW 440V |
| | | | | | | 2 Controllable pitch propellers |
| | | | | | | Thw. thrust Contr. pitch propeller fwd |
| **7703534** | **STAR STRONEN** | *12 768* | ✠**100A1** SS 6/88 | **1978**-7 Hyundai Heavy Industries Co. Ltd.—Ulsan | **M Bulk Carrier** | MAN |
| *LAHG2* | ex Star Castor-90 ex Forest Island-88 | *5 674* | Ice Class 1A | (1678) | Pulp Newsprint | Oil 2SA 6Cy. 700 × 1200 |
| N-00248 | ex Star Forest-86 ex Anderso-86 | 16 797 | ✠**LMC** **UMS** | 163,96 22,94 8,649 | 4 Ho 13,4 26,8 26,8 26,8 ER | 9 300bhp (6 841kW) |
| Df Esd Gc | ex Chase Three-79 ex Anderso-78 | T/cm | EL F† 577,5/58,0U3 | 155,33 22,86 11,82 | B.18 558 | Kawasaki Heavy Ind. Ltd. |
| Pfd Rdr RTv | **A/S Billabong** | 32,0 | FN 5387 | P 25,6 F 15,9 1 dk | TEU 540 | 2 AuxB (1 o.f. 1 ex.g) 7,2kgf/cm² (7, |
| SatCom | Bergen Norway (NIS) | | | rf nil DK | C.Ho 360/20' (40') C.Dk 180/20' (40') | Gen 3 × 725kW 450V 60Hz a.c. |
| AMVER | | | | | 4 Ha (13,4T × 9,1) (26,8 26,8 26,8 × 17,9) | Controllable pitch propeller |
| | | | | | ER | Thw. thrust propeller fwd |
| | | | | | Cr 2(30) | Fuel 162,0t (d.o.) 1 024,0t (hvf) |
| **7430199** | **STAR SUN** | **6 098** | | **1975** Narasaki Zosen K.K.—Muroran (900) | **M General Cargo** | Mitsubishi |
| *J8DW7* | ex Ocean Menary-91 | 4 132 | | 127,64 18,32 7,824 | | Oil 2SA 6Cy. 520 × 1050 |
| 3092 | ex Blue Mercury-89 | 10 192 | NK | 118,98 18,29 9,89 | 3 Ho ER | 6 200bhp (4 560kW) |
| Df Esd Gc | **Seven Star Maritime S.A.** | | | P 23,8 F 10,6 1 dk | G.13 774 B.13 183 | Akasaka Tekkosho K.K., (Akasaka Dies |
| Pfd Rdr Rt | Traistar Shipping Co. Ltd. | | | | | Ltd.) |
| | Kingstown St. Vincent and | | | | 3 Ha (stl) (15,3 30,0 18,7 × 8,9) | Gen 2 × 240kW 445V 60Hz a.c. |
| | the Grenadines | | | | Der 4(20) | Fuel 94,5t (d.o.) 819,0t (hvf)-18,5pd |
| **7501077** | **STAR TAMPA** | **289** | | **1975** Wiley Mfg. Co.—Port Deposit, Md (1008) | **M Tug** | General Motors |
| *WYU9860* | ex Texaco Tampa-90 | 197 | | 9,83 4,166 | | 2 Vee Oil 2SA each 12Cy. 230 × 254 |
| 569612 | **Texaco Inc.** | — | AB | 32,59 9,78 5,14 | | reduction geared to sc. shaft |
| Df Esd Gc | Texaco Marine Services Inc. | | | 1 dk | | General Motors Corp. Electro-Motive Di |
| Pfd Rdr Rt | Philadelphia, Pa United States | | | | | |
| | of America | | | | | Gen 2 × 100kW |
| | | | | | | Fuel 218,5t (d.o.) |
| **7411404** | **STAR TAURUS** | **774** | | **1975** Bolsones Verft—Molde (240) | **TM Supply Ship** | Polar |
| *C6ZM* | | 326 | | 58,98 12,37 5,247 | Deck Cargo | 2 Vee Oil 4SA each 16Cy. 250 × 300 |
| 363677 | **Essar International Ltd.** | 1 000 | NV | 52,00 12,35 5,59 | Ice strengthened | 7 040bhp (5 178kW) |
| Df Esd Gc | Essar Shipping Ltd. | | | RFD -F 23,5 1 dk | Mchy.aft | A/B Bofors Nohab |
| Pfd Rdr RTh | Nassau Bahamas | | | rf 1097 BK 119 | | Gen 2 × 256kW 1 × 154kW 440V |
| | | | | | | 2 Controllable pitch propellers |
| | | | | | | Thw. thrust propeller fwd |
| | | | | | | Fuel 469,5t (d.o.) |
| **8017815** | **STAR TRADER** | **70 853** | | **1981** Mitsubishi Heavy Industries Ltd.—Nagasaki | **M Tanker** | Sulzer |
| *7JNI* | ex Kyokuwa Maru-89 | 40 885 | | (1875) | COW IGS SBT | Oil 2SA 7Cy. 900 × 1900 |
| 123792 | **Star Shipping Co. Ltd.** | 119 990 | NK | 241,03 46,03 15,901 | 11 Ta ER | 23 800bhp (17 506kW) |
| Df Esd Gc | Taiheiyo Marine Management Co. Ltd. | | | 230,03 46,00 23,02 | L.(oil) 139 120 | Mitsubishi Heavy Industries Ltd. |
| Rdr RTv | Tokyo Japan | | | 1 dk | 3 Cargo pumps total 10 500T/hr | Gen 1 × 770kW 2 × 660kW 450V |
| SatNav | SatCom: 1203321/UJNI | | | | | Fuel 353,0t (d.o.) 3 213,0t (hvf)-63,0pd |
| AMVER | | | | | | |
| **7907879** | **STAR TRADER** | T.Mk | | **1980** Batservice Verft A/S—Mandal (658) | **M Tanker** | Normo |
| *9H3263* | ex Listraum-90 ex Alk-87 | **1 192** | | 79,15 14,05 5,022 | Chemical | Vee Oil 4SA 12Cy. 250 × 300 |
| 2548 | **Mjolner Shipping Ltd.** | 880 | (NV) | 74,02 14,01 6,91 | Ice strengthened | 1 997bhp (1 469kW) |
| Df Esd Gc | Torkel Alendal Shipmanagement A/S | 2 710 | | P - 2 dks | 12 Ta ER | A/S Bergens M/V |
| Pfd Rdr Rt | Valletta Malta | | | rf nil | L.2 620 HeCls. C | Gen 3 × 198kW 440V 60Hz a.c. |
| | | | | | 12 Cargo pumps total 960T/hr | Controllable pitch propeller |
| | | | | | | Thw. thrust propeller fwd |
| | | | | | | Fuel 140,0t-7,5pd |
| **6518308** | **STAR TRADER** | **424** | | **1965** Ruhrorter Schiffs. u. Masch.—Duisburg | **M General Cargo** | MWM |
| *SKLV* | ex Star-Trader-82 ex Alexander-79 | 254 | | (358) | Ice strengthened | Oil 4SA 6Cy. 320 × 480 geared to sc |
| | **Valentin Metsalo** | 630 | (GL) | 55,30 9,07 3,101 | 1 Ho ER | 500bhp (368kW) |
| Df Esd Rdr | Lidingo Sweden | | | 3,51 | G.850 B.818 | Motorenw. Mannheim A.G. (MWM) |
| Rt | | | **IN PORT DAMAGED 5/80** | P 11,3 F 6,8 1 dk | | |
| | | | | | 1 Ha (stl) (25,4 × 5,9) ER | |
| | | | | | 2W Der 2(3) | |
| **7375569** | **STAR TRONDANGER** | **16 585** | | **1975** Sanoyasu Dockyard Co. Ltd.—Osaka (342) | **M Bulk Carrier** | Mitsubishi |
| *LAQQ2* | ex Trondanger-89 | 11 605 | | 169,53 (BB) 26,67 10,810 | | Oil 2SA 8Cy. 650 × 1350 |
| N-00516 | ex Atlantic Rainbow-89 | 28 864 | NV (BV) | 160,00 26,60 15,02 | 6 Ho 16,6 28,5 14,8 15,7 28,5 14,1 | 9 406kW (12 788bhp) |
| Df Esd Gc | ex Iran Bandar-79 | T/cm | | P 30,2 F - 1 dk | ER | Ube Industries Ltd. |
| Pfd Rdr | ex Atlantic Rainbow-77 | 37,7 | | rf nil | G.34 584 B.34 071 HeCls. B | Gen 3 × 400kW 450V 60Hz a.c. |
| RTm/v | **Cardigan Shipping Co. Ltd.** | | | | TEU 809 C. 809/20' incl. 50 ref C. | Fuel 157,5t (d.o.) 2 093,0t (hvf)-38,0pd |
| AMVER | Westfal-Larsen & Co. A/S | | | | 6 Ha (stl) (13,2 × 15,0) (28,5 12,7 12,7 | |
| | Bergen Norway (NIS) | | | | 28,5 12,7 × 20,5) ER | |
| | SatCom: 1313546/LAQQ | | | | Cr 2(26) | |
| **7102651** | **STAR TULSA** | *67 244* | | **1971** Eriksbergs M/V A/B—Goteborg (640) | **M Tanker** | B&W |
| *6ZDR* | ex Texaco Tulsa-90 ex Tulsa Getty-88 | *51 591* | | 280,07 (BB) 41,20 16,714 | COW IGS SBT Bow loading | Oil 2SA 10Cy. 840 × 1800 |
| 6087 | ex Markland-77 | 131 350 | NV | 268,00 41,15 21,95 | 14 Ta ER | 25 000bhp (18 389kW) |
| Df Esd Gc | **Texaco Panama Inc.** | T/cm | | F 25,6 1 dk | L.(oil) 167 905 HeCls. BC | Eriksbergs M/V A/B |
| Pfd Rdr RTv | Texaco Marine Services Inc. | 102,9 | | rf 102 Bow/CM 136 Diam. 0,508 | 4 Cargo pumps total 10 000T/hr | Gen 1 × 1000kW 3 × 495kW 440V |
| AMVER | Monrovia Liberia | | | | | Fuel 5 735,5t (d.o. & hvf)-91,0pd |
| | SatCom: 1242415/TULG | | | | | |
| **7375557** | **STAR TUVA** | **16 811** | | **1975** Sanoyasu Dockyard Co. Ltd.—Osaka (341) | **M Bulk Carrier** | Mitsubishi |
| *LAQT2* | ex Tuva-89 ex Pacific Rainbow-89 | 11 388 | | 169,02 (BB) 26,65 10,813 | | Oil 2SA 8Cy. 650 × 1350 |
| N-00524 | ex Iran Pars-79 ex Pacific Rainbow-77 | 28 861 | NV (BV) | 160,00 26,60 15,00 | 6 Ho 16,6 28,5 14,9 15,7 28,5 14,1 | 9 415kW (12 800bhp) |
| Df Esd Gc | **Tuva K/S** | T/cm | | 1 dk | ER | Ube Industries Ltd. |
| Pfd Rdr | Univan Ship Management Ltd. | 37,7 | | rf nil BK 394 | G.34 584 B.34 071 HeCls. B | Gen 3 × 400kW 450V 60Hz a.c. |
| RTh/v | Bergen Norway (NIS) | | | | TEU 720 C. 720/20' | Fuel 157,5t (d.o.) 2 093,0t (hvf)-38,0pd |
| AMVER | SatCom: 1310540/LAQT | | | | 6 Ha (stl) (13,2 × 15,0) (28,5 12,7 12,7 | |
| | | | | | 28,5 12,7 × 20,5) ER | |
| | | | | | Cr 2(26) | |
| **7620835** | **STAR V** | **999** | | **1976** K.K. Ichikawa Zosensho—Ise (1332) | **M Tanker** | Makita |
| *9V3340* | ex Atago Maru-89 | 659 | | 11,03 4,880 | Mchy.aft | Oil 4SA 6Cy. 330 × 530 |
| 383916 | ex Howa Maru No. 21-87 | 2 118 | NK | 70,34 11,00 5,52 | | 2 000bhp (1 471kW) |
| Rdr Rt | **Hai Yin Diesel Trading Pte. Ltd.** | | | 1 dk | | Makita Diesel Co. Ltd. |
| | Singapore Singapore | | | | | |
| **8119170** | **STAR VEGA** | **1 599** | ✠**100A1** SS 3/88 | **1983**-3 Ailsa Shipbuilders Ltd.—Troon (558) | **TM Supply Ship** | Polar |
| *GCXN* | | 827 | offshore supply ship | 68,46 16,18 5,212 | Deck Cargo Water | 2 Vee Oil 4SA each 12Cy. 250 × 30 |
| 701152 | **Star Offshore Services Marine Ltd.** | 2 036 | ✠**LMC** | 61,50 15,51 6,51 | | clutches, flexible couplings & sr |
| Esd Gc Pfd | Aberdeen United Kingdom | | EL (Q) $1\frac{11}{16}$" ptU2(a) | F 18,9 1 dk | | shafts |
| Rdr RTm/h/v | | | FN 1355 | rf 254 | | 5 076bhp (3 734kW) |
| | | | | | | British Polar Engines Ltd. |
| | | | | | | Gen 2 × 800kW 2 × 200kW |
| | | | | | | 2 Controllable pitch propellers |
| | | | | | | 2 Thw. thrust Contr. pitch propelle |
| | | | | | | Fuel 74,0t (d.o.) 243,5t (hvf) |

| | | | | | |
|---|---|---|---|---|---|
| **STAR VERAGUAS**<br>ex Texaco Veraguas-90<br>**Wellington Tankships Ltd.**<br>Texaco Marine Services Inc.<br>Panama Panama<br>SatCom: 1331306/VERA | **125 856**<br>104 496<br>274 165 | AB | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Kure (2482)<br>337,02 (BB) 54,56 21,002<br>320,02 54,51 27,01<br>1 dk<br>rf nil | **S Tanker**<br>IGS<br>22 Ta ER | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 1800kW<br>16kn |
| **STAR VII**<br>ex Koyo Maru No. 5-91<br>**AA Petroleum Pte. Ltd.**<br>Singapore Singapore | **998**<br>667<br>2 408 | NK | **1977** Kishigami Zosen K.K.—Akitsu (450)<br>78,31 5,112<br>72,01 12,01 5,52<br>P 18,3 F 12,5 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 312 | Akasaka DM38AR<br>Oil 4SA 6Cy. 380 × 600<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 208kW<br>12kn |
| **STAR VIII**<br>ex Eizo Maru No. 18-89<br>**AA Petroleum Pte. Ltd.**<br>Singapore Singapore | **498**<br>303<br>1 162 | NK | **1974** Kyoei Zosen K.K.—Mihara (58)<br>59,77 10,04 3,819<br>54,95 10,00 4,30<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin 6LU28<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe<br>10kn |
| **STAR VIKING**<br>**P/R Star VII**<br>P/f Star Shipping<br>Torshavn Faeroes (Danish) | **823**<br>407<br>1 700 | NV | **1983** P/f Skala Skipasmidja—Skala (40)<br>77,63 4,355<br>69,60 13,01 7,12<br>2 dks | **M RoRo Cargo**<br>Pallets Ref<br>Ice strengthened<br>Side door/ramp (s)<br>L 6,00 W 7,00<br>Stern ramp<br>L 8,50 W 5,40<br>B.3 114<br>TEU 42 C. 42/20'<br>Cr 1(25) | Alpha 12U28L-VO<br>Vee Oil 4SA 12Cy. 280 × 320 sr geared to sc. shaft<br>2 745bhp (2 019kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 1 × 450kW 2 × 184kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 48,5t (d.o.) 155,5t (hvf)-9,0pd 14,25kn |
| **STAR WARS II**<br>ex Co-Operator No. 4-81<br>**Tanyac Fishing Ltd.**<br>Vancouver, B.C. Canada | **113**<br>58<br>— | | **1944** Harbour Boat Yards Ltd.—Vancouver, B.C.<br>23,37 6,43 2,871<br>6,38 | **Wood M Fishing**<br>Side-fishing<br>1 Ho 9,2<br>1 Ha (4,2 × 3,6)<br>1W | Oil 6Cy. 255 × 330<br>Heaps Eng. Co. (1940) Ltd. Vancouver, B.C.<br>Fuel 5,5t 9,5kn |
| **STAR WESTCHESTER**<br>ex Texaco Westchester-90<br>ex Brazil Glory-88<br>**Texaco Panama Inc.**<br>Texaco Overseas Holdings Inc.<br>Nassau Bahamas<br>SatCom: 1104152/BRGL | *49 754*<br>*22 406*<br>88 389 | AB | **1981** Ishikawajima do Brasil—Rio de Janeiro<br>(122)<br>246,84 (BB) 39,93 12,183<br>236,81 39,91 19,03<br>1 dk<br>Bow/CM 121 Diam. 0,500 | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 102 495 HeCls. BC<br>3 Cargo pumps total 7 500T/hr | Pielstick 10PC4-2V-570<br>Vee Oil 4SA 10Cy. 570 × 620 with flexible couplings & sr geared to sc. shaft<br>15 000bhp (11 033kW)<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 1 × 800kW 2 × 560kW 450V 60Hz a.c.<br>Fuel 193,0t (d.o.) 2 428,5t (hvf) 15kn |
| **STAR WESTMINSTER**<br>ex Texaco Westminster-90<br>**Texaco Overseas Tankship Ltd.**<br>Texaco Marine Services Inc.<br>London United Kingdom<br>SatCom: 1441210/GBYM | *49 809*<br>*22 574*<br>79 999<br>T/cm<br>84,6 | AB | **1981** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2718)<br>246,87 (BB) 12,191<br>236,81 39,91 19,03<br>1 dk<br>Bow/CM 124 Diam. 0,410 MH 2,1 | **M Tanker**<br>IGS SBT<br>11 Ta ER<br>L.(oil) 103 555<br>3 Cargo pumps total 7 487T/hr | Pielstick 10PC4-2V-570<br>Vee Oil 4SA 10Cy. 570 × 620 geared to sc. shaft<br>15 000bhp (11 033kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Japan<br>Gen 1 × 800kW 2 × 560kW 440V 60Hz a.c.<br>14,5kn |
| **STAR WILMINGTON**<br>ex Texaco Wilmington-90<br>ex Brazil Pride-88<br>**Texaco Panama Inc.**<br>Texaco Marine Services Inc.<br>Nassau Bahamas<br>SatCom: 1104151/BRPD | *49 754*<br>*22 721*<br>96 296 | AB | **1983** Ishikawajima do Brasil—Rio de Janeiro<br>(123)<br>246,84 (BB) 39,93 13,018<br>236,81 39,91 19,03<br>1 dk | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 102 495 HeCls. BC | Pielstick 10PC4-2V-570<br>Vee Oil 4SA 10Cy. 570 × 620 with flexible couplings & sr geared to sc. shaft<br>15 000bhp (11 033kW)<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 1 × 800kW 2 × 560kW 450V 60Hz a.c.<br>Fuel 193,0t (d.o.) 2 428,5t (hvf) 15kn |
| **STAR WINDSOR**<br>ex Texaco Windsor-90<br>ex Globtik Windsor-80<br>**Texaco Overseas Tankship Ltd.** •<br>Texaco Marine Services Inc.<br>London United Kingdom<br>SatCom: 1441206/GBLR | *49 809*<br>*22 574*<br>79 997<br>T/cm<br>86,5 | AB | **1980** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2717)<br>246,84 (BB) 12,701<br>236,81 39,91 19,03<br>1 dk<br>rf 13 Bow/CM 122 MH 1,8 | **M Tanker**<br>IGS SBT<br>11 Ta ER<br>L.(oil) 103 555<br>4 Cargo pumps total 7 500T/hr | Pielstick 10PC4-2V-570<br>Vee Oil 4SA 10Cy. 570 × 620<br>17 400bhp (12 799kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>14,8kn |
| **STAR-ACE**<br>ex Stamford-89 ex Searex-89<br>ex Lambamba-88 ex Silver Med-88<br>Launched as Lis Bewa<br>Honduras | **5 350**<br>3 419<br>8 113 | ✠Classed LR until 11/10/89 | **1978**-10 Est. EBIN/So S.A.—Porto Alegre (85)<br>127,39 (BB) 18,27 8,065<br>117,07 17,96 10,27<br>P 26,3 F 12,8 2 dks<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>3 Ho 20,0 29,3 29,5 3 TwD<br>G.11 412 B.10 597<br>3 Ha (stl) (13,0 × 8,0) (19,5 19,5 × 10,5) ER<br>Der 2(22) 3(12) | Pielstick 8PC2-5L-400<br>Oil 4SA 8Cy. 400 × 460 sr geared to sc. shaft<br>3 825kW (5 200bhp)<br>Blohm + Voss A.G. Hamburg<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 99,0t (d.o.) 635,0t (hvf) 15kn |
| **STARA PLANINA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **6 106**<br>3 661<br>9 423 | BR<br>✠Classed LR until 6/71 | **1964**-12 Nippon Kokan K.K.—Shimizu (218)<br>126,02 17,66 7,601<br>118,01 17,61 10,19<br>F 11,9 1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>4 Ho 19,9 20,8 20,8 20,8 ER<br>G.12 576<br>4 Ha (stl) (11,2 × 7,6) (13,4 13,4 13,4 × 9,1) ER<br>Cr 1(8) | B&W 5-50VT2BF-110<br>Oil 2SA 5Cy. 500 × 1100<br>3 850bhp (2 832kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 150kW 390V 50Hz a.c.<br>Fuel (hvf) |
| **STARATELNYY**<br>**Novorossiysk Port Authority**<br>(Novorossiysk) (U.S.S.R.) | *165*<br>*49*<br>27 | RS | **1989** ..............Yugoslavia<br>23,50 9,00 3,250<br>21,01 - 3,50<br>1 dk | **TM Tug**<br>Pusher | MAN D2840LE<br>2 Oil 4SA each 10Cy. 128 × 142 geared to sc. shafts<br>MAN Nutzfahrzeuge A.G. Nuernberg<br>Gen 2 × 50kW a.c.<br>2 Directional propellers<br>10kn |
| **STARBOUND**<br>**The Starbound Partnership**<br>Seattle, Wa United States of America<br>SatCom: 1501354/STAR | **1 533**<br>1 042<br>1 388 | NV | **1989** Dakota Creek Industries Inc.—Anacortes, Wa<br>(22)<br>73,15 14,63 5,489<br>62,72 14,03 9,75 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.1 755 | Normo BRM-9<br>Oil 4SA 9Cy. 320 × 360 with clutches, flexible couplings & sr geared to sc. shaft<br>3 520kW (4 785bhp)<br>BMV Bergen Diesel A/S Bergen<br>Gen 3 × 800kW 1 × 300kW 480V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>15kn |
| **STARBRITE**<br>**Sedroc Inc.**<br>Philadelphia, Pa United States of America | **134**<br>91<br>— | | **1974** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,84<br>3,38<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar D348SCAC<br>Vee Oil 4SA 12Cy. 137 × 165<br>725bhp (533kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **STARCREST**<br>ex Quo Vadis D. M.-78<br>**Puffin Fishing Enterprises Ltd.**<br>Kingstown St. Vincent and the Grenadines | **381**<br>127<br>396 | (NV) | **1972** Vaagland Batbyggeri A/S—Vaagland (83)<br>*36,18* 7,95<br>33,86 7,93 4,25<br>1 dk<br>rf 1168 BK 119 | **M Fishing**<br>Side Trawler Ref<br>6 Ho ER<br>6 Ha (each 2,4 × 1,4) ER | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 40kW 2 × 32kW 1 × 12kW 220V 50Hz a.c.<br>Thw. thrust propeller double ended aft, 1 fwd<br>11,5kn |

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|---|---|---|---|---|---|---|
| 5338907<br>*WC6774*<br>259366<br>Df Esd | **STARCREST**<br>**Ocean Salvage Inc.**<br>San Diego, Ca United States of America | 199<br>87<br>— | | **1949** San Diego Mar. Co.—San Diego, Ca<br>8,26<br>33,46 8,23 4,04<br>1 dk | **Wood M Fishing** | General Motors<br>Oil 2SA 6Cy. 222 × 267<br>615bhp (452kW)<br>General Motors Corp. |
| 5288102<br>*ELJM3*<br>8562<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom | **STARDRILL**<br>ex Five Star-89 ex Eniwetok-85<br>ex Australind-82 ex Dapo Star-81<br>ex Queensgarth-77<br>**K/S Stardrill**<br>Odfjell Drilling & Consulting Co. A/S<br>Monrovia Liberia | 9 432<br>4 642<br>15 633 | ✠**100A1** SS 9/87<br>drill ship<br>✠**LMC**<br>EL (K†) 632,5/78,0U2<br>FN 4730 | **1959**-9 Blyth Dry Docks & SB. Co. Ltd.—Blyth (370)<br>172,80 32,80 8,535<br>146,01 21,34 11,05<br>P 28,7 B 7,7 F 15,0 1 dk, 2nd dk clear of machy space & midship side compartments<br>rf 76 conv Ore Carrier 83 | **M Drilling Ship**<br>Moonpool<br>Mchy.aft<br>Cr 2(100) 1(40) | Doxford<br>Oil 2SA 4Cy. 670 × 2320<br>4 400bhp (3 236kW)<br>N.E. Marine Eng. Co. Ltd.<br>(2 AuxB 100lbf/in² (6,9bar) )<br>Gen 5 × 1200kW 600V 60Hz a.c<br>Fuel 1 333,0t (hvf) |
| 7832062<br>*WYC7375*<br>597114 | **STARDUST**<br>**Walker Fisheries Inc.**<br>Philadelphia, Pa United States of America | 170<br>116<br>— | | **1978** Deep Sea Boat Builders Inc.—Bayou la Batre, Al<br>*23,02* 7,32<br>3,87<br>1 dk | **M Fishing**<br>Shellfish | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 ×<br>700bhp (515kW)<br>General Motors Corp., Detroit Die Div. |
| 8826462 | **STARDUST**<br>**P.T. Tridharma Wahana**<br>Samarinda Indonesia | 109<br>50<br>— | KI | **1981** Dok Aneka Teknik—Samarinda<br>30,35 6,10 1,400<br>28,70 - 1,83<br>1 dk | **TM Landing Craft**<br>Deck Cargo | Yanmar<br>2 Oil 4SA each 8Cy. 145 × 170<br>324kW (440bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| 8100997<br>*DVKN*<br>231334<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **STARFEST**<br>ex Yamashiro Maru-90<br>**Intermodal Shipping Inc.**<br>Navix Ship Management Co. Ltd.<br>Manila Philippines<br>SatCom: 1700514/DVKN | *35 716*<br>*20 830*<br>64 643 | NK | **1982** Namura SB. Co. Ltd.—Imari (858)<br>224,95 (BB) 32,26 12,820<br>217,00 32,20 17,80<br>F 15,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.74 996<br>7 Ha (stl) (each 16,6 × 13,2) ER | MAN<br>Vee Oil 4SA 10Cy. 520 × 550<br>7 760kW (10 550bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 1 × 440kW 2 × 400kW 4<br>Fuel 118,5t (d.o.) 1 886,5t (hvf)-3 |
| 7931870<br>*CLAQ*<br>Df Esd Gc<br>Rdr | **STARFISH**<br>ex Tuma-91<br>**Transportes a Graneles S.A.**<br>La Habana Cuba | 3 908<br>1 840<br>5 533 | ✠**100A1** SS 6/89<br>✠**LMC** **UMS**<br>EL T 467,5/38,0U3(a)<br>FN 2456<br>RCB | **1981**-5 Ast. de Santander S.A.—Santander (154)<br>109,45 (BB) 15,83 6,512<br>101,00 15,80 8,51<br>P 7,7 F 11,6 1 dk<br>rf nil | **M Cement Carrier**<br>Self-unloader<br>4 Ho 30,8p&s 29,4p&s ER<br>G.4 632 | B&W<br>Oil 2SA 5Cy. 450 × 900<br>4 400bhp (3 236kW)<br>Ast. Espanoles S.A. Manise<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 10,0t (d.o.) 307,5t (hvf) |
| 8023577<br>Esd Rt | **STARFISH IX**<br>ex Singleton Fleets 63-80<br>**Starfish Navigation Ltd.** | 127<br>87<br>— | | **1980** Desco Marine—St. Augustine, Fl (F252)<br>22,00<br>21,34 6,72 2,75<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>Ref | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 gea<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel 316,0t |
| 8023565<br>*ZGHR*<br>384972<br>Esd Rt | **STARFISH VIII**<br>ex Singleton Fleets 62-80<br>**Starfish Navigation Ltd.**<br>Georgetown Cayman Islands (British) | 127<br>87<br>— | | **1980** Desco Marine—St. Augustine, Fl (F251)<br>22,00<br>21,34 6,72 2,75<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>Ref | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 gea<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel 316,0t |
| 8117897<br>Esd Rt | **STARFISH XII**<br>**Starfish Navigation Ltd.** | 127<br>87<br>— | | **1981** Desco Marine—St. Augustine, Fl (F306)<br>22,00<br>21,34 6,72 2,75<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>Ref | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 gea<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel 316,0t |
| 8522729<br>*ZGIW*<br>385004<br>Rt | **STARFISH XIV**<br>ex Singleton Fleets 57-80<br>**Raysnow Fishing Co. Ltd.**<br>Georgetown Cayman Islands (British) | 106<br>72<br>— | | **1980** Desco Marine—St. Augustine, Fl<br>22,26<br>20,91 6,25 2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| 8117902<br>Esd Rt | **STARFISH XIX**<br>**Starfish Navigation Ltd.** | 127<br>87<br>— | | **1981** Desco Marine—St. Augustine, Fl (F305)<br>22,00<br>21,34 6,72 2,75<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>Ref | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 gea<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel 316,0t |
| 8522731<br>*ZGIX*<br>385005<br>Rt | **STARFISH XV**<br>ex Singleton Fleets 58-80<br>**Raysnow Fishing Co. Ltd.**<br>Georgetown Cayman Islands (British) | 106<br>72<br>— | | **1980** Desco Marine—St. Augustine, Fl<br>22,26<br>20,91 6,25 2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| 8522743<br>*ZGIY*<br>385006<br>Rt | **STARFISH XVI**<br>ex Singleton Fleets 59-80<br>**Raysnow Fishing Co. Ltd.**<br>Georgetown Cayman Islands (British) | 106<br>72<br>— | | **1980** Desco Marine—St. Augustine, Fl<br>22,26<br>20,91 6,25 2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| 8522755<br>*ZGIX*<br>385007<br>Rt | **STARFISH XVII**<br>ex Singleton Fleets 60-80<br>**Raysnow Fishing Co. Ltd.**<br>Georgetown Cayman Islands (British) | 106<br>72<br>— | | **1980** Desco Marine—St. Augustine, Fl<br>22,26<br>20,91 6,25 2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| 8522767<br>*ZGKA*<br>385008<br>Rt | **STARFISH XVIII**<br>ex Singleton Fleets 61-80<br>**Raysnow Fishing Co. Ltd.**<br>Georgetown Cayman Islands (British) | 106<br>72<br>— | | **1980** Desco Marine—St. Augustine, Fl<br>22,26<br>20,91 6,25 2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| 8117914<br>Esd Rt | **STARFISH XX**<br>**Starfish Navigation Ltd.** | 127<br>87<br>— | | **1981** Desco Marine—St. Augustine, Fl (F307)<br>22,00<br>21,34 6,72 2,75<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>Ref | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 gea<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel 316,0t |
| 8117926<br>Esd Rt | **STARFISH XXII** | 127<br>87<br>— | | **1981** Desco Marine—St. Augustine, Fl (F308)<br>22,00<br>21,34 6,72 2,75 | **Reinforced Plastic M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>Ref | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 gea<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel 316,0t |
| 5338933<br>149696 | **STARGATE**<br>ex Wilfred-53<br>**Dennis Spencer Roberts**<br>London United Kingdom | 106<br>60<br>193 | ✠ | **1926**-4 J. R. Piper—Greenwich, London (330)<br>*26,89* 6,51<br>... ... ...<br>1 dk<br>R | **TM General Cargo Barge**<br>1 Ho 16,5<br>1 Ha (15,4 × 4,7) | Kelvin<br>2 Oil 4SA each 2Cy. 150 × 23<br>88bhp (65kW) NE —<br>Bergius Co. Ltd.<br>Fuel (d.o.) |
| 7384235<br>*OZGV*<br>D2049<br>Esd Pfd Rdr<br>Rt | **STARHOLM**<br>ex Tobis-89<br>**Jens Aksel Borup**<br>Hirtshals Denmark | 273<br>131<br>— | BV (NV) | **1973** Sakskobing Mask. og Skibsvaerft—Sakskobing (9)<br>39,45 8,23<br>33,99 8,20 4,22<br>1 dk<br>rf 1148 BK 145 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>3 Ha (each 1,1 × 1,1) ER | Alpha<br>Oil 4SA 6Cy. 225 × 300<br>930bhp (684kW) NE 81<br>B&W Alpha Diesel Div. of B&W Die<br>Gen 2 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |

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| **STARITSA**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | **695**<br>342<br>227 | RS | **1955** VEB Elbewerft—Boizenburg<br>57,26 9,10 2,440<br>4,12<br>1 dk | **D-E Fish Carrier**<br>2 Ho<br>In.600<br>2 Ha (each 1,9 × 1,5)<br>Cr 2(1) | Oil total 600bhp (441kW) driving gen. connected to elec. motor<br>.............<br>Fuel (d.o.) 9,25kn |
| **STARKODDER**<br>**Norrsundet Bruks Ab**<br>Norrsundet Sweden | *197*<br>*59*<br>— | ✠Classed LR until 30/3/79 | **1953**-6 A/B Finnboda Varf—Stockholm (352)<br>29,72 8,13 4,293<br>26,98 7,80 4,53<br>rf 800 | **M Tug/ Icebreaker**<br>Ice strengthened<br>1W Der 3(-) | Polar<br>—P Oil 2SA 6Cy. 345 × 580<br>✠ NE made48 fitted53<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 70kW 220/250V d.c.<br>Controllable pitch propeller<br>Fuel 30,5t (d.o.)-3,5pd 12kn |
| **STARLET**<br>ex Ekole Creek-71<br>**Loucas G. Matsas Salvage & Towage Maritime Co.**<br>Piraeus Greece | **158**<br>30<br>— | ✠Classed LR until 1/1/87 | **1959**-9 P. K. Harris & Sons Ltd.—Appledore (121)<br>31,09 8,77 2,979<br>28,05 8,23 3,36<br>1 dk<br>rf 762 BK 25 | **TM Tug** | Crossley<br>Oil 4SA 8Cy. 220 × 280 sr geared to sc. shafts<br>✠ NE made62 fitted74<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| **STARLET No. 901**<br>ex Shofuku Maru No. 78-91<br>**Escorim Trade S.A.**<br>Kingstown St. Vincent and the Grenadines | **362**<br>176<br>433 | KR | **1980** K.K. Goriki Zosensho—Ise (828)<br>53,56 3,530<br>46,50 8,81 3,71<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Akasaka AH27<br>Oil 4SA 6Cy. 270 × 420<br>809kW (1 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **STARLIGHT**<br>ex Hellespont Conquest-85<br>**Interpleader Marine Co. Ltd.**<br>Navitas Compania Maritima S.A.<br>Limassol Cyprus<br>SatCom: 1100126/STAR | **24 800**<br>16 973<br>43 112<br>T/cm<br>49,6 | ✠**100A1** SS 5/91<br>strengthened for heavy cargoes Nos. 2 & 5 holds may be empty<br>✠**LMC**<br>EL Kt $3\frac{1}{16}$"U2<br>FN 8470 | **1977**-4 Namura SB. Co. Ltd.—Imari (810)<br>193,53 (BB) 29,47 11,710<br>184,00 29,41 16,62<br>F 15,6 1 dk<br>rf 18 | **M Bulk Carrier**<br>6 Ho 19,4 24,6 21,3 24,6 24,6 24,6 ER<br>G.56 079<br>6 Ha (stl) (12,6 15,5 13,1 15,5 15,5 15,5 × 12,0) ER<br>Cr 3(22) Der 12(5) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 380kW 450V 60Hz a.c.<br>Fuel-44,5pd 14,5kn |
| **STARLIGHT V**<br>**Joseph & Lyris Vesprey, Agnes Joseph & Dunstan M.B. Cromwell**<br>Castries St. Lucia | **103**<br>65<br>142 | | **1962** L. Steill—L'Esterre, Carriacou Island<br>*21,31* 6,84<br>... ... ...<br>1 dk | **Wood Aux M General Cargo/Ferry**<br>100P<br>1 Ho 18,2 ER<br>2 Ha (2,1 × 1,6) (1,5 × 1,3) ER<br>Der 1(2,5) 1(1) | 2 Oil each 4Cy. 152 × 229<br>176bhp (129kW)<br>Dobbies Co. Ltd. Glasgow<br>Fuel (d.o.) |
| **STARLING**<br>**Tatsushima Shosen K.K. (Tatsushima Merchant Marine Co. Ltd.)**<br>Matsuyama, Ehime Pref. Japan<br>SatCom: 1204130/JIHV | **1 977**<br>991<br>3 847 | NK | **1982** Kitanihon Zosen K.K.—Hachinohe (173)<br>92,92 (BB) 15,52 6,454<br>84,92 15,51 6,76<br>3 dks | **M Refrigerated Cargo** CSD<br>3 Ho ER<br>In.4 337<br>3 Ha (stl) (each 5,5 × 5,0) ER<br>Der 3(5) | Mitsubishi 7UEC37/88H<br>Oil 2SA 7Cy. 370 × 880<br>4 550bhp (3 347kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 560kW 450V 60Hz a.c.<br>Fuel 118,5t (d.o.) 708,0t (hvf)-18,0pd 14,5kn |
| **STARLITE**<br>**Aleutian Spray Fisheries Inc.**<br>Seattle, Wa United States of America<br>SatCom: 1504120/STAR | **192**<br>134<br>— | | **1978** Marine Construction & Design Co. (MARCO) —Seattle, Wa (348)<br>37,34 9,71 3,050<br>33,69 9,44 4,40<br>F - 1 dk | **M Fishing**<br>Stern Trawler Crab<br>In.270<br>Cr 1(11) | Caterpillar D399SCAC<br>Vee Oil 4SA 16Cy. 159 × 203 reverse reduction geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 155kW 1 × 53kW<br>Thw. thrust propeller fwd<br>12kn |
| **STARMAN**<br>ex Van Fort-86<br>**Paros Marine Co. Ltd.**<br>Transman Shipping Enterprises S.A.<br>Limassol Cyprus | **18 320**<br>12 989<br>34 039 | ✠**100A1** SS 4/88<br>bulk carrier strengthened for heavy cargoes, No. 3 hold may be empty<br>✠**LMC**<br>EL Jt 605,0/76,0U2<br>FN 7384 | **1978**-12 K.K. Usuki Tekkosho—Saiki (1201)<br>182,73 (BB) 27,69 11,043<br>172,02 27,60 15,32<br>P 29,9 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 21,4 27,2 27,2 27,2 27,2 ER<br>G.43 303 B.41 164<br>5 Ha (stl) (13,5 × 1,3) (17,6 17,6 17,6 17,6 × 15,0) ER<br>Cr 5(25) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 440kW 445V 60Hz a.c.<br>Fuel 220,5t (d.o.) 1 928,0t (hvf) 15,5kn |
| **STARMAN ASIA**<br>ex Gloria Virentium-82<br>**Mahaai Shipping Co. N.V.**<br>Mammoet Shipping B.V.<br>Willemstad Netherlands Antilles & Aruba | **1 599**<br>645<br>2 487 | ✠**100A1** SS 12/87<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL N $1\frac{7}{16}$" ptU2<br>FN 2049 | **1977**-5 C. Luehring Schiffswerft GmbH & Co. KG —Brake/Unterweser (7601)<br>80,37 20,25 4,150<br>74,20 20,01 7,60<br>2 dks<br>rf nil | **TM RoRo Cargo/General Cargo/ Heavy-load Carrier**<br>Stern ramp Str. heavy cargoes<br>1 Ho 40,0 ER<br>B.2 498<br>1 Ha (stl) (40,0 × 10,9) ER<br>Der 2(400) | S.K.L. 8NVD48A-2<br>2 Oil 4SA each 8Cy. 320 × 480 sr geared to sc. shafts<br>2 640bhp (1 942kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 132kW 390V 50Hz a.c.<br>Fuel 385,5t (d.o.)-7,5pd 10kn |
| **STARMAN AUSTRALIA**<br>ex Stahleck-81<br>**Mahaai Shipping Co. N.V.**<br>Mammoet Shipping B.V.<br>Willemstad Netherlands Antilles & Aruba | *3 483*<br>*1 045*<br>3 010 | GL | **1977** Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (13452)<br>91,50 16,90 5,150<br>85,02 16,81 8,26<br>F 7,7 2 dks | **TM RoRo Cargo/General Cargo/ Heavy-load Carrier**<br>Bow doors & ramp<br>Stern ramp Ice strengthened<br>1 Ho 44,9 ER<br>G.3 268 B.3 251<br>1 Ha (stl) (40,7 × 8,9) ER<br>Cr 2(12,5) Der 2(216) | MWM TBD510-6<br>2 Oil 4SA each 6Cy. 330 × 360<br>5 600bhp (4 119kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 470kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **STAROBELSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **720**<br>221<br>351 | RS | **1974** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.295<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 fwd<br>12,5kn |
| **STAROBYELSKIY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>350 | RS | **1978** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8VD36/24A-1<br>Oil 4SA 8Cy. 240 × 360<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>12,75kn |
| **STARODUB**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **163**<br>39<br>89 | RS | **1973** .............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **STARODUBSKOYE**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **710**<br>206<br>349 | RS | **1976** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>12,75kn |

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| 7052181<br>*SQCT*<br>Df Esd Gc<br>RdrRTm | **STAROGARD GDANSKI**<br>ex Cometa-73<br>**Polskie Towarzystwo Okretowe S.A.**<br>Szczecin Poland | T.Mk<br>**936**<br>437<br>1 881 | PR (BV) | **1971** Ast. Construcciones S.A.—Meira (118)<br>79,51 14,33 4,801<br>73,87 14,30 8,41<br>P 19,6 RFD 22,9 2 dks | **M RoRo Cargo** 4P<br>Stern door/ramp<br>W 4,00<br>Trailers 20<br>1 Ho ER 1 TwD<br>L.80<br>TEU 95 95/20'<br>4 Ha (stl) (12,6p&s 25,3p&s × 5,4) ER | Werkspoor<br>Oil 4SA 6Cy. 410 × 470<br>3 150bhp (2 317kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 2 × 200kW 1 × 192kW 450V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 284,5t (hvf) |
| 5268580<br>*OWFN*<br>D1949<br>Df Esd Pfd<br>Rt | **STARSEA**<br>ex Paderborn-72<br>**P/R Starsea**<br>Harry M. S. Jensen<br>Esbjerg Denmark | **324**<br>147<br>— | (GL) | **1958** Schiffbau-Ges. Unterweser A.G.<br>—Bremerhaven (403)<br>43,97 7,95 3,277<br>40,01 7,80 3,81<br>RW | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| 7394371<br>*ELMM2*<br>9177<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STARSHINE**<br>ex Golden Progress-89<br>ex Hoan Maru-84<br>**Supernova Maritime Inc.**<br>Ravenscroft Shipping Inc.<br>Monrovia Liberia | **35 068**<br>19 089<br>61 059<br>T/cm<br>63,0 | NK | **1975** Hitachi Zosen—Maizuru Works, Maizuru (4456)<br>224,52 (BB) 32,24 12,447<br>214,99 32,19 17,81<br>F 17,1 1 dk | **M Bulk Carrier**<br>G.72 776<br>7 Ha (stl) (16,0 × 12,8) (16,0 16,0 16,0 16,0 16,0 16,0 × 13,1) ER | Sulzer<br>Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW)<br>Hitachi Zosen Maizuru<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 247,0t (d.o.) 3 555,0t (hvf) |
| 7902295<br>*ELAJ4*<br>6872<br>Df Esd Gc<br>Pfd Rdr Rt | **STARSHIP ATLANTIC**<br>ex Atlantic-88<br>**Merchant Ships Trustees Ltd. as Trustees**<br>Monrovia Liberia | **19 337**<br>8 357<br>7 000 | AB (BV) | **1982** Cons. Nav. & Ind. de la Mediterranee (CNIM)<br>—La Seyne (1432)<br>204,81 (BB) 13,966<br>172,02 27,36 17,15<br>3 dks<br>rf nil | **TM Passenger Ship** 543cbn 1292bth P<br>Mchy.aft | GMT<br>2 Oil 2SA each 10Cy. 600 × 1250<br>30 000bhp (22 067kW)<br>Grandi Motori Trieste<br>Gen 4 × 1700kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 7211517<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STARSHIP MAJESTIC**<br>ex Sun Princess-89<br>ex Spirit of London-74<br>**Noel Shipping Ltd.**<br>Nassau Bahamas<br>SatCom: 1104553/SSMC | **17 503**<br>9 014<br>2 352 | ✠100A1 CS 9/87<br>**LMC**<br>EL Et 2½"U2<br>FN 5395 | **1972**-10 Cant. Nav. del Tirreno e Riuniti—Riva Trigoso (290)<br>163,30 (BB) 24,82 6,522<br>137,01 22,80 16,57<br>4 dks<br>rf 610 | **TM Passenger Ship** 264cbn 700bth P | Fiat<br>4 Oil 4SA each 10Cy. 420 × 500<br>shafts<br>18 000bhp (13 240kW)<br>Fiat S.G.M.<br>2 AuxB (o.f.) 100lbf/in² (6,9bar)<br>4 e(ex.g) 100lbf/in² (6,9bar)<br>Gen 6 × 665kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 234,5t (d.o.) 971,5t (hvf) |
| 5260679<br>*C6IF7*<br>715953<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **STARSHIP OCEANIC**<br>ex Royale Oceanic-85 ex Oceanic-85<br>**Premier Cruise Lines Ltd.**<br>Nassau Bahamas | T.Mk<br>**19 500**<br>9 839<br>8 738 | AB (RI)<br>✠Classed LR until 18/11/79 | **1965**-3 C.R.D. Adriatico—Monfalcone (1876)<br>238,44 (BB) 29,44 8,630<br>205,42 29,42 14,74<br>B & F 210,4 Upr. B & F 199,7 3 dks, 4th dk except in mchy. space<br>RW rf 610 | **TS Passenger Ship** 554cbn 1562bth P<br>Ice strengthened<br>2 Ho each 20,1 ER<br>2 Ha (stl) (each 6,2 × 4,5) ER<br>Cr 4(-) | 4 S Turb dr geared to sc. shafts<br>60 500shp (44 501kW)<br>C.R.D. Adriatico<br>Gen 4 × 1820kW 2 × 480kW<br>Fuel 4 366,5t (o.f.) 252,0t (d.o.) |
| 7200609<br>*HO2340*<br>12083-PEXT<br>Rt | **STARSS-1**<br>ex Inca Tide-86 ex Inca-77<br>**Perumpullykadan Shipping Co. Inc.**<br>Panama Panama | **127**<br>87<br>— | | **1961** Burton Construction & SB. Corp.—Port Arthur, Tx<br>28,96 6,91<br>6,86 3,13<br>1 dk | **TM Supply Launch** | General Motors<br>2 Vee Oil 2SA each 8Cy. 108 × 127<br>2 200bhp (1 618kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| 6812754<br>*OWSJ2*<br>D-13067<br>Df Esd Gc<br>RdrRTm | **START**<br>ex Thunpall 1-86 ex Tor Francia-73<br>ex Francia-71<br>**Partrederiet Energi**<br>Marstal Denmark (DIS) | T.Mk<br>**499**<br>362<br>1 223 | BV (NV) | **1968** Gerh. Voldnes A/S Skips.—Fosnavaag (8)<br>68,03 10,01 3,760<br>62,51 9,99 5,69<br>B 11,0 2 dks<br>len & deepened 73 | **M General Cargo**<br>Ice strengthened Side doors<br>1 Ho ER<br>G.2 367 B.2 231<br>1 Ha (35,9 × 6,2) ER | Polar<br>Oil 4SA 6Cy. 250 × 300<br>900bhp (662kW)<br>Nydqvist & Holm A/B<br>Gen 2 × 39kW 1 × 17kW 220V<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 6915697<br>*V2QM*<br>2538<br>Df Esd Gc<br>Rdr Rt | **STARTRADER**<br>ex Popi-89 ex Kishinev-89<br>**Daniel Shipping Co. Ltd.**<br>St. John's Antigua & Barbuda | **1 993**<br>998<br>3 957 | (RS) | **1968** Navashinskiy Shipyard—Navashino<br>123,50 15,02 4,499<br>117,00 14,99 6,51<br>1 dk<br>conv General Cargo 89 | **TM Cement Carrier**<br>Self-unloader<br>Ice strengthened<br>4 Ho 17,9 17,9 18,5 17,9 ER<br>G.6 040 B.5 400<br>4 Ha (stl) (12,0 12,0 13,7 13,7 × 8,3) ER<br>Cr 3(5) | Russkiy<br>2 Oil 2SA each 8Cy. 300 × 500<br>1 472kW (2 001bhp) E fitted—<br>Russkiy-Diesel Works<br>Gen 3 × 300kW 400V a.c.<br>Fuel 217,5t (hvf) |
| 5009673<br>*LKPP*<br>14277<br>Df Esd Rdr<br>RTm | **STARTRANS**<br>ex Aldor Ingebrigtsen-88<br>**Startrans A/S**<br>Steinar Eide<br>Tromso Norway | **199**<br>100<br>— | NV | **1955** Lindstols Skips & Batbyg. A/S—Risor (250)<br>32,67 6,71 3,315<br>29,01 6,68 3,36<br>P -F - 1 dk<br>BK 152 len 75<br>conv Ref General Cargo 89 | **M Live-fish Carrier**<br>1 Ho 14,7 ER<br>In.297<br>1 Ha (stl) (5,4 × 3,5) ER<br>Der 1(1,5) | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW) NE 68<br>Alpha-Diesel A/S<br>Gen 1 × 48kW 1 × 40kW 220V<br>Fuel (d.o.) |
| 6821080<br>*C6CM4*<br>710760<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **STARWARD**<br>**Kloster Cruise Ltd.**<br>Nassau Bahamas<br>SatCom: 1104163/NCLB | **12 949**<br>6 197<br>3 241 | NV | **1968** A.G. "Weser" Werk Seebeck—Bremerhaven (935)<br>160,13 22,84 6,700<br>137,01 22,81 13,92<br>3 dks<br>rf 602 conv Passenger/RoRo Cargo 77 | **TM Passenger Ship** 378cbn 928bth P<br>Side door Stern door/ramp | MAN<br>2 Vee Oil 4SA each 16Cy. 400 ×<br>17 380bhp (12 784kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 1 × 720kW 5 × 526kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 165,5t (d.o.) 1 032,5t (hvf) |
| 8016536<br>617807<br>Df Esd Gc<br>Pfd Rdr Rt | **STARWARD**<br>**Aleutian Spray Fisheries Inc.**<br>Seattle, Wa United States of America | **197**<br>140<br>— | | **1980** Marine Construction & Design Co. (MARCO)<br>—Seattle, Wa (383)<br>37,37 4,877<br>33,69 9,44 4,40<br>1 dk | **M Fishing**<br>Stern Trawler Crab<br>Cr 1(11) | Caterpillar<br>Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. |
| 7051228<br>*USPK*<br>M-29524<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **STARYY BOLSHEVIK**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**3 760**<br>1 677<br>—<br>**5 923**<br>2 948<br>8 230 | RS | **1970** "A. Zhdanov" SB. Yard—Leningrad<br>129,98 (BB) 17,84 6,590/7,830<br>121,01 17,81 9,83<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,3 17,9 3,1DTp&s 17,9 19,5 ER 13,2 5 TwD<br>G.10 775 B.9 780 L.320<br>5 Ha (stl) (8,3 × 7,0) (11,2 11,2 11,2 × 9,9) ER (8,3 × 7,0)<br>4W Cr 3(3-8) Der 1(40) 4(5) | B&W<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works<br>Gen 2 × 300kW 1 × 200kW<br>Fuel 239,5t (d.o.) 363,5t (hvf) |
| 7640859<br>*UIMJ*<br>M-33030<br>Df Esd Gc<br>Rdr Rt | **STASHKOVO**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **710**<br>206<br>349 | RS | **1976** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebk<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd |
| 7645407<br>*EORD*<br>M-33855<br>Df Esd Gc<br>Rdr Rt | **STASIS SHEYNAUSKAS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **744**<br>213<br>350 | RS | **1977** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebk<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd |

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| **STASSFURT**<br>ex Olinda-86<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock<br>Federal Republic of Germany | *22 466*<br>*10 413*<br>36 626 | DSRK GL | **1985** EMAQ-Engenharia & Maquinas S.A.—Rio de Janeiro (366)<br>193,81 (BB) 27,64 10,242<br>183,01 27,61 14,81<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 16,9 19,4 16,9 22,9 17,3 22,9 16,9 ER<br>G.47 309 B.42 525<br>7 Ha (stl) (9,3 11,8 9,3 15,1 9,3 15,1 9,3 × 13,5) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>8 832kW (12 007bhp)<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 3 × 480kW 1 × 100kW 220/440V 60Hz a.c.<br>15kn |
| **STATE**<br>ex Empire State-90<br>ex Empire State V-78 ex Barrett-74<br>Launched as President Jackson<br>**Government of The United States of America (Department of Transportation)**<br>United States of America | **13 319**<br>7 158<br>10 600 | AB | **1952** New York SB. Corp.—Camden, NJ (485)<br>8,259<br>152,25 22,26 14,91<br>RQD 4,9 B 57,0 4 dks<br>rf nil conv Passenger/General Cargo 52<br>conv Passenger/General Cargo/ Troopship 73 | **S Passenger/General Cargo/ Training Ship**<br>2 Ho ER 2 Ho<br>4 Ha (stl) (5,3 5,3 × 9,7) ER (5,3 5,3 × 9,7)<br>Der 8(-) | 2 S Turb dr geared to sc. shaft<br>16 940shp (12 460kW)<br>General Electric Co. U.S.A.<br>Gen 3 × 600kW 220V d.c.<br>19kn |
| **STATE CHALLENGE**<br>**Great Abaco Shipping Co. Ltd.**<br>Nassau<br>Bahamas | **198**<br>135<br>450 | AB | **1978** Zigler Shipyards Inc.—Mermentau, La (257)<br>54,87 11,61 3,623<br>49,69 11,59 4,27<br>F 12,5 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar D398SCAC<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>11kn |
| **STATE DEFENDER**<br>ex Osco Service II-83<br>Panama<br>Panama | **265**<br>180<br>1 200 | AB | **1982** Halter Marine Inc.—Chickasaw, Al (1079)<br>... ... ...<br>58,68 12,20 4,58<br>F 17,1 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | General Motors 12-645-E7B<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd<br>12kn |
| **STATE DIAMOND**<br>**National Boat Corp.**<br>Wilmington, De<br>United States of America | **183**<br>124<br>— | AB | **1972** Halter Marine Fabricators, Inc.—Moss Point, Ms (306)<br>3,645<br>50,47 11,59 4,27<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>Fuel 249,0t (d.o.) |
| **STATE EBONY**<br>**National Boat Corp.**<br>Wilmington, De<br>United States of America | **254**<br>173<br>— | (AB) | **1976** Blount Marine Corp.—Warren, RI (193)<br>58,53 11,89 3,582<br>53,29 11,84 4,27<br>F 11,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 305,0t (d.o.)<br>12kn |
| **STATE FLAMINGO**<br>**National Boat Corp.**<br>Wilmington, De<br>United States of America | **182**<br>124<br>1 000 | (AB) | **1980** Zigler Shipyards Inc.—Jennings, La (269)<br>3,074<br>45,73 10,67 3,69<br>F 9,5 1 dk<br>rf 457 | **TM Supply Ship**<br>Deck Cargo | General Motors 12V-149<br>2 Vee Oil 2SA each 12Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 75kW<br>11kn |
| **STATE IVORY**<br>**National Boat Corp.**<br>Wilmington, De<br>United States of America | **310**<br>211<br>— | (AB) | **1975** Blount Marine Corp.—Warren, RI (192)<br>58,50 11,89 3,531<br>53,29 11,84 4,25<br>F 11,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>Fuel 305,0t (d.o.)<br>12kn |
| **STATE OF ANDHRA PRADESH**<br>**The Shipping Corporation of India Ltd.**<br>Bombay<br>India | T.Mk<br>**10 066**<br>4 882<br>16 078<br>**14 264**<br>7 706<br>20 628 | ✠**100A1** SS 9/87<br>Ice Class 3<br>✠**LMC**<br>EL E† 577,5/64,0U2<br>FN 5529<br>IRS | **1977**-11 Mitsubishi Heavy Industries Ltd.—Kobe (1085)<br>162,01 22,94 —/10,523<br>149,99 22,86 14,00<br>P 31,7 F 14,7 2 dks<br>rf 102 | **M General Cargo**<br>5 Ho 18,2 22,1 24,0 21,5 21,5 ER<br>G.27 765 B.26 186<br>TEU 339<br>9 Ha (stl) (10,5 13,5p&s 13,5p&s 13,5p&s 13,5p&s × 7,7) ER<br>Cr 2(22) 2(17) 1(10) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 620kW 450V 60Hz a.c.<br>Fuel 213,0t (d.o.) 961,0t (hvf)<br>15kn |
| **STATE OF GUJARAT**<br>**The Shipping Corporation of India Ltd.**<br>Bombay<br>India | **11 497**<br>7 303<br>16 789 | **100A1** SS 12/89<br>strengthened for heavy cargoes<br>Ice Class 3<br>**LMC**<br>EL D† 550,0/54,0U3<br>FN 4881<br>IRS (AB) | **1984** Hindustan Shipyard Ltd.—Visakhapatnam (171015)<br>141,87 (BB) 22,84 10,399<br>131,15 22,80 14,41<br>F 14,1 2 dks<br>rf nil Box K | **M General Cargo**<br>4 Ho 21,7 20,1 25,5 23,3 ER<br>G.23 130 B.21 113<br>TEU 316 C. 316/20′ (40′)<br>4 Ha (stl) (13,5 13,5 18,7 18,7 × 10,5) ER<br>Cr 4(20) | MAN 16V40/54A<br>Vee Oil 4SA 16Cy. 400 × 540 with flexible couplings & sr geared to sc. shaft<br>9 082bhp (6 680kW)<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>AuxB (Comp) 8,1kgf/cm² (8,0bar)<br>Gen 3 × 512kW 450V 60Hz a.c.<br>Fuel 188,0t (d.o.) 1 006,0t (hvf)<br>15,75kn |
| **STATE OF HARYANA**<br>**The Shipping Corporation of India Ltd.**<br>Bombay<br>India | **11 493**<br>7 302<br>16 799 | AB IRS | **1983** Hindustan Shipyard Ltd.—Visakhapatnam (171014)<br>141,92 (BB) 22,92 10,386<br>131,60 22,80 14,43<br>F 12,8 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho ER<br>G.23 130 B.21 113<br>TEU 316 C. 316/20′ (40′)<br>4 Ha (stl) ER<br>Cr 4(20) | MAN 16V40/54A<br>Vee Oil 4SA 16Cy. 400 × 540 sr geared to sc. shaft<br>9 100bhp (6 694kW)<br>Garden Reach Shipbuilders & Engineers Ltd. Ranchi<br>Gen 3 × 512kW<br>15,75kn |
| **STATE OF MAINE**<br>ex Upshur-73 ex President Hayes-52<br>**Government of The United States of America (Department of Transportation)**<br>Castine, Me<br>United States of America | **13 319**<br>7 158<br>10 600 | AB | **1952** New York SB. Corp.—Camden, NJ (487)<br>162,74 22,26 8,357<br>152,25 22,20 14,91<br>RQD 4,9 B 57,0 4 dks<br>rf nil conv Passenger/General Cargo 52<br>conv Passenger/General Cargo/ Troopship 73 | **S Passenger/General Cargo/ Training Ship**<br>2 Ho ER 2 Ho<br>4 Ha (stl) (5,3 5,3 × 9,7) ER (5,3 5,3 × 9,7) | 2 S Turb dr geared to sc. shaft<br>12 500shp (9 195kW)<br>General Electric Co. U.S.A.<br>Gen 3 × 600kW<br>Fuel (d.o.) |
| **STATE OF MANIPUR**<br>**The Shipping Corporation of India Ltd.**<br>Bombay<br>India | T.Mk<br>**10 249**<br>5 893<br>16 078<br>**14 261**<br>8 749<br>20 628 | ✠**100A1** SS 9/87<br>Ice Class 3<br>✠**LMC**<br>EL E† 577,5/64,0U2<br>FN 5529<br>IRS | **1978**-1 Mitsubishi Heavy Industries Ltd.—Kobe (1086)<br>162,01 22,94 —/10,521<br>149,99 22,86 14,00<br>P 31,7 F 14,7 2 dks<br>rf 102 | **M General Cargo**<br>5 Ho 18,2 22,1 24,0 21,5 21,5 ER<br>G.27 765 B.26 186<br>TEU 339<br>9 Ha (stl) (10,5 13,5p&s 13,5p&s 13,5p&s 13,5p&s × 7,7) ER<br>Cr 2(22) 2(17) 1(10) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 620kW 450V 60Hz a.c.<br>Fuel 213,0t (d.o.) 961,0t (hvf)<br>15kn |
| **STATE OF NAGALAND**<br>**The Shipping Corporation of India Ltd.**<br>Bombay<br>India | T.Mk<br>**10 249**<br>5 893<br>16 024<br>**14 262**<br>8 749<br>20 574 | ✠**100A1** SS 1/88<br>Ice Class 3<br>✠**LMC**<br>EL E† 577,5/64,0U2<br>FN 5529<br>IRS | **1978**-2 Mitsubishi Heavy Industries Ltd.—Kobe (1087)<br>162,74 22,94 —/10,402<br>149,99 22,86 14,00<br>P 31,7 F 14,7 2 dks<br>rf 102 | **M General Cargo**<br>5 Ho 18,2 22,1 24,0 21,5 21,5 ER<br>G.27 765 B.26 186<br>TEU 339<br>9 Ha (stl) (10,5 13,5p&s 13,5p&s 13,5p&s 13,5p&s × 7,7) ER<br>Cr 2(22) 2(17) 1(10) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 620kW 450V 60Hz a.c.<br>Fuel 213,0t (d.o.) 961,0t (hvf)<br>15kn |

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|---|---|---|---|---|---|---|
| **7700532**<br>*VTDV*<br>1938<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STATE OF ORISSA**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | *11 497*<br>*7 303*<br>16 804 | **100A1** SS 5/91<br>strengthened for heavy cargoes<br>Ice Class 3<br>**LMC**<br>EL D† 550,0/54,0U3<br>FN 4901<br>IRS (AB) | **1986** Hindustan Shipyard Ltd.—Visakhapatnam (171016)<br>141,94 (BB) 22,92 10,361<br>131,71 22,80 14,41<br>F 14,1 2 dks<br>rf nil | **M General Cargo**<br>4 Ho 21,7 20,1 25,5 23,3 ER<br>G.23 130 B.21 113<br>TEU 316 C. 316/20'<br>4 Ha (stl) (13,5 13,5 18,7 18,7 × 10,5) ER<br>Cr 4(20) | MAN<br>Vee Oil 4SA 16Cy. 400 × 540 wi<br>couplings & sr geared to sc. s<br>6 680kW (9 082bhp)<br>MAN-B&W Diesel G.m.b.H.<br>AuxB (Comp) 8,2kgf/cm² (8,1bar)<br>Gen 3 × 512kW 450V 60Hz a.c.<br>Fuel 188,0t (d.o.) 1 006,0t (hvf) |
| **7627376**<br>*ATQO*<br>1595<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STATE OF TRIPURA**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | T.Mk<br>**10 063**<br>4 897<br>16 037<br>**14 261**<br>7 720<br>20 587 | **✠100A1** SS 12/87<br>Ice Class 3<br>**✠LMC**<br>EL E† 577,5/64,0U2<br>FN 5530<br>IRS | **1978**-7 Mitsubishi Heavy Industries Ltd.—Kobe (1090)<br>162,01 22,94 —/10,521<br>150,02 22,86 14,00<br>P 31,7 F 14,7 2 dks<br>rf 102 | **M General Cargo**<br>5 Ho 18,2 22,1 24,0 21,5 21,5 ER<br>5 TwD<br>G.27 765 B.26 186<br>TEU 339<br>9 Ha (stl) (10,5 13,5p&s 13,5p&s 13,5p&s 13,5p&s × 7,7) ER<br>Cr 2(22) 2(17) 1(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) (ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 620kW 450V 60Hz a.c.<br>Fuel 209,5t (d.o.) 946,0t (hvf) |
| **6615912**<br>Esd Rdr Rt | **STATE POINT** | **198**<br>134<br>640 | (AB) | **1965** American Marine Corp.—New Orleans, La (922)<br>45,73 10,85 3,061<br>43,39 10,67 3,66<br>F 11,3 1 dk<br>rf 457 | **TM Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 ×<br>reduction geared to sc. shafts<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 48kW<br>Fuel 121,0t |
| **7717717**<br>*WYG7644*<br>588647<br>Esd Pfd Rdr Rt | **STATE PROGRESS**<br>**American Sea Market Corp.**<br>Miami, Fl United States of America | **497**<br>338<br>450 | (AB) | **1977** Zigler Shipyards Inc.—Mermentau, La (256)<br>54,87 11,61 3,582<br>49,69 11,59 4,27<br>F 12,5 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 ×<br>reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 160,0t |
| **7205104**<br>*WYZ6047*<br>536440<br>Esd Rdr Rt | **STATE QUEEN**<br>**National Boat Corp.**<br>Wilmington, De United States of America | **194**<br>132<br>— | (AB) | **1971** Halter Marine Fabricators, Inc.—Moss Point, Ms (321)<br>3,380<br>47,25 11,59 3,97<br>F 12,8 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 ×<br>reduction geared to sc. shafts<br>1 600bhp (1 177kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW<br>Fuel 154,5t (d.o.) |
| **7412147**<br>*WYU9067*<br>564045<br>Esd Pfd Rdr Rt | **STATE ROYAL**<br>**National Boat Corp.**<br>Wilmington, De United States of America | **254**<br>173<br>— | (AB) | **1975** Blount Marine Corp.—Warren, RI (NB-184)<br>58,50 11,89 3,531<br>53,29 11,87 4,25<br>F 12,2 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 ×<br>reduction geared to sc. shafts<br>E made75 reconditioned & refi<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>Fuel 305,0t (d.o.) |
| **7216646**<br>*WV6510*<br>299106<br>Rdr Rt | **STATE SURF**<br>ex State Wave-84<br>**Security Moorings Inc.** | **196**<br>133<br>— | | **1965** Bludworth Shipyard Inc.—Houston, Tx (6200)<br>3,226<br>36,33 8,53 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Oil 4SA each 6Cy. 159 × 203<br>1 000bhp (736kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7237547**<br>*WZG8705*<br>543281<br>Esd Rdr Rt | **STATE TREASURE**<br>**National Boat Corp.**<br>Wilmington, De United States of America | **185**<br>126<br>— | AB | **1972** Halter Marine Fabricators, Inc.—Moss Point, Ms (307)<br>3,645<br>50,47 11,59 4,27<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 ×<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW<br>Fuel 249,0t (d.o.) |
| **7412135**<br>*WYU8890*<br>561685<br>Esd Pfd Rdr Rt | **STATE YANKEE**<br>**National Boat Corp.**<br>Wilmington, De United States of America | **310**<br>211<br>— | (AB) | **1974** Blount Marine Corp.—Warren, RI (Nb183)<br>54,84 11,89 3,547<br>53,29 11,87 4,25<br>F 11,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 ×<br>reduction geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>Fuel 305,0t (d.o.) |
| **7414066**<br>*YJZB5*<br>693<br>Df Esd Gc<br>Pfd Rdr Rt | **STATESMAN SERVICE**<br>**Offshore Marine International Ltd.**<br>Zapata Gulf Marine Corporation<br>Port Vila Vanuatu | **497**<br>200<br>— | AB | **1975** Bel-Aire Shipyard Ltd.—Vancouver, B.C. (240 A)<br>61,98 12,27 4,385<br>56,70 12,20 5,19<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 ×<br>reduction geared to sc. shafts<br>Electro-Motive Div. Gen. Motors<br>Gen 2 × 200kW a.c.<br>Thw. thrust propeller fwd |
| **8003345**<br>*LADL4*<br>N-00842<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **STATRADER**<br>ex Protank Trader-90<br>ex A. M. Trader-88<br>Launched as Mosor Trader<br>**Statrader K/S**<br>Helmer Staubo & Co.<br>Oslo Norway (NIS)<br>SatCom: 1311515/LADL | *22 585*<br>*13 151*<br>40 520<br>T/cm<br>51,3 | **✠100A1**<br>oil tanker<br>caustic soda in cargo<br>tanks max. filling 68%<br>(depth) with cargo SG 1.5<br>**✠LMC** **UMS**<br>**IGS**<br>EL K† 632,5/68,0U3<br>FN 7959 | **1983**-9 Brodogradiliste "Jozo Lozovina-Mosor" —Trogir (182)<br>175,90 (BB) 32,03 11,229<br>168,89 32,00 15,12<br>F 14,1 1 dk<br>rf nil Bow/CM 87 Diam. 0,152 | **M Tanker**<br>Oil Chemical<br>COW (LR) IGS (LR) PL (LR) SBT (LR)<br>DB<br>6 Ta 10 Wing Ta ER<br>L.(oil) 43 597 HeCls. C<br>4 Cargo pumps total 1 200T/hr | B&W<br>Oil 2SA 5Cy. 670 × 1700<br>10 876bhp (8 000kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>2 AuxB (o.f.) 18,3kgf/cm² (18,0bar)<br>e(ex.g) 18,3kgf/cm² (18,0bar)<br>Gen 3 × 584kW 450V 60Hz a.c.<br>Fuel 299,0t (d.o.) 1 539,5t (hvf) |
| **5339248**<br>*LDRG*<br>7860<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **STATSRAAD LEHMKUHL**<br>ex Grossherzog Friedrich August<br>**Stiftelsen Seilskipet Statsraad Lehmkuhl**<br>Bergen Norway<br>SatCom: 1311661/LDRG | **1 701**<br>764<br>— | | **1914** J. C. Tecklenborg A.G.—Wesermuende (263)<br>*78,70* 12,65 5,182<br>12,60 7,32<br>3 dks<br>R | **Aux M Training Vessel**<br>Barque<br>Mchy.aft<br>Cr 1(2,5) Der 1(-) | Normo<br>Oil 2SA 8Cy. 220 × 320<br>450bhp (331kW) NE 55<br>A/S Bergens M/V<br>Gen 1 × 40kW 1 × 24kW 110V<br>Fuel (d.o.) |
| **9013098**<br>*LCKS*<br>20615 | **STAVANGER**<br>**Rogaland Trafikkselskap A/S**<br>Stavanger Norway | *2 871*<br>*861*<br>1 435 | (NV) | **1990** Liaaen Nordfjord A/S—Nordfjordeid ((11))<br>... ... ...<br>87,03 14,81 7,42 | **M RoRo Cargo/Ferry**<br>—dk P | Wartsila<br>Oil 2SA 8Cy. 280 × 360<br>2 207kW (3 000bhp)<br>Wartsila-Wichmann A/S<br>Gen 2 × 232kW 1 × 97kW 220V |
| **8307129**<br>*LADY4*<br>N-00991<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STAVANGER BOSS**<br>ex Lithgow-90 ex Stellaris-90<br>**KS Stavanger Boss**<br>Det Stavangerske Dampskibesselskab A/S (DSD Shipping A/S)<br>Stavanger Norway (NIS)<br>SatCom: 1312317/LADY | **50 272**<br>25 376<br>89 636<br>T/cm<br>86,3 | NV (AB) | **1985** Kawasaki Heavy Ind. Ltd.—Sakaide (1366)<br>243,85 (BB) 13,120<br>234,02 40,01 19,11<br>1 dk<br>rf 102 Bow/CM 123 Diam. 0,450 | **M Tanker**<br>COW IGS SBT<br>7 Ta ER<br>L.(oil) 98 680<br>4 Cargo pumps total 8 800T/hr | B&W<br>Oil 2SA 5Cy. 800 × 2592<br>10 298kW (14 000bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 1 × 520kW a.c. 2 × 480kW |
| **8313128**<br>*LAFA4*<br>N-00895<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **STAVANGER BREEZE**<br>ex Yuyo Breeze-90<br>**K/S Stavanger Breeze**<br>Det Stavangerske Dampskibesselskab A/S (DSD Shipping A/S)<br>Stavanger Norway (NIS)<br>SatCom: 1311626/LAFA | *22 563*<br>*11 070*<br>37 660<br>T/cm<br>44,6 | NV (NK) | **1985** Onomichi Zosen K.K.—Onomichi (315)<br>181,21 (BB) 28,05 11,472<br>171,02 28,01 17,02<br>F 11,9 1 dk<br>Bow/CM 88 Diam. 0,410 MH 1,5 | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 45 615<br>4 Cargo pumps total 3 600T/hr | Sulzer<br>Oil 2SA 5Cy. 580 × 1700<br>5 995kW (8 150bhp)<br>Hitachi Zosen<br>Gen 3 × 490kW 450V 60Hz a.c. |

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| **STAVANGER OAK**<br>ex Seki Oak-90 ex Crown Seki Oak-86<br>ex Seki Oak-82<br>**K/S Stavanger Oak**<br>Det Stavangerske Dampskibesselskab<br>A/S (DSD Shipping A/S)<br>Stavanger Norway (NIS)<br>SatCom: 1312326/LAEI | *22 943*<br>*10 786*<br>37 350 | NV (NK) | **1981** Hashihama Zosen—Tadotsu (806)<br>170,52 (BB) 11,226<br>161,02 30,01 16,51<br>F 11,6 1 dk<br>Bow/CM 83 Diam. 0,410 MH 1,5 | **M Tanker**<br>COW IGS DB<br>Mchy.aft<br>L.(oil) 44 629<br>12 Cargo pumps total 3 858T/hr | Pielstick 9PC2-5L-400<br>2 Oil 4SA each 9Cy. 400 × 460 reduction geared to sc. shaft<br>8 606kW (11 700bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 2450kW 2 × 560kW 450V 60Hz a.c.<br>Fuel 246,5t (d.o.) 1 637,0t (hvf)-35,5pd 13,5kn |
| **STAVANGER OCEAN**<br>**K/S Stavanger Ocean**<br>Det Stavangerske Dampskibesselskab<br>A/S (DSD Shipping A/S)<br>Stavanger Norway (NIS) | *25 803*<br>*11 222*<br>41 465<br>T/cm<br>46,7 | NV (Class cont.) NK | **1991** Imabari Zosen—Marugame (1182)<br>181,60 (BB) 11,766<br>172,00 30,00 18,40<br>1 dk<br>Bow/CM 91 | **M Tanker**<br>COW IGS DB<br>4 Cargo pumps total 3 740T/hr | B&W 5S60MC<br>Oil 2SA 5Cy. 600 × 2292<br>7 135kW (9 700bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 4 × 286kW a.c.<br>14,5kn |
| **STAVANGER PRIDE**<br>ex Hillard-90 ex Petragen Two-88<br>**K/S Stavanger Pride**<br>Det Stavangerske Dampskibesselskab<br>A/S (DSD Shipping A/S)<br>Stavanger Norway (NIS)<br>SatCom: 1312355/LAEZ | **19 867**<br>13 293<br>40 520<br>T/cm<br>40,5 | AB | **1982** Korea SB. & Eng. Corp.—Busan (2008)<br>183,60 (BB) 25,94 10,704<br>172,22 25,91 14,33<br>P 36,3 F 18,0 1 dk<br>rf nil Bow/CM 88 Diam. 0,360 MH 1,8 | **M Tanker**<br>IGS DB Stern disch.<br>22 Ta ER<br>L.(oil) 39 500<br>4 Cargo pumps total 3 095T/hr | Sulzer 6RLA66<br>Oil 2SA 6Cy. 660 × 1400<br>11 100bhp (8 165kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 760kW<br>14kn |
| **STAVANGER PRINCE**<br>ex Tarim River-90 ex Narnian Sea-88<br>**K/S Stavanger Prince**<br>Det Stavangerske Dampskibesselskab<br>A/S (DSD Shipping A/S)<br>Stavanger Norway (NIS)<br>SatCom: 1310737/LAGJ | **54 055**<br>36 273<br>87 464 | NV (AB) | **1979** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2716)<br>246,87 (BB) 13,020<br>236,81 39,91 19,03<br>1 dk<br>rf 13 | **M Tanker**<br>COW IGS SBT<br>15 Ta ER<br>L.(oil) 103 191 | Pielstick 10PC4-2V-570<br>Vee Oil 4SA 10Cy. 570 × 620 sr geared to sc. shaft<br>11 033kW (14 999bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 800kW 2 × 560kW 440V 60Hz a.c.<br>Fuel 2 625,5t (hvf) 14kn |
| **STAVANGER SUN**<br>ex Glefi III-90 ex Atlantic Amity-90<br>**K/S Stavanger Sun**<br>Det Stavangerske Dampskibesselskab.<br>A/S (DSD Shipping A/S)<br>Stavanger Norway (NIS)<br>SatCom: 1312307/LAEC | *50 272*<br>*25 376*<br>89 636<br>T/cm<br>86,3 | AB | **1985** Kawasaki Heavy Ind. Ltd.—Sakaide (1367)<br>(BB) 12,191<br>234,02 40,01 19,11<br>1 dk<br>Bow/CM 123 Diam. 0,450 | **M Tanker**<br>COW IGS SBT<br>7 Ta ER<br>L.(oil) 98 680<br>4 Cargo pumps total 8 800T/hr | B&W 5L80MC<br>Oil 2SA 5Cy. 800 × 2592<br>14 000bhp (10 298kW)<br>Kawasaki Heavy Ind. Ltd. Kobe |
| **STAVENTO**<br>ex Andria-89 ex Hai Keum-86<br>ex Eastern Jade-81 ex Marquee-80<br>ex Eastern Jade-79<br>**White Hopes Maritime Ltd.**<br>Seacoral Maritime Services Inc.<br>Limassol Cyprus | **19 624**<br>12 879<br>34 213<br>T/cm<br>40,4 | AB (KR) | **1972** Osaka Zosensho—Osaka (323)<br>185,50 (BB) 26,01 11,148<br>174,96 25,96 15,50<br>P 30,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 24,7 32,7 15,1 32,7 25,6 ER<br>G.42 595 HeCls. ptB<br>5 Ha (stl) (13,5 19,2 8,7 19,2 15,1 × 12,6) ER<br>14W Der 14(10) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 324kW 450V 60Hz a.c.<br>Fuel-33,0pd 15,25kn |
| **STAVFJORD**<br>ex Stavseng-89 ex Lys-Bris-82<br>ex Johav-73<br>**A/S Vestfart**<br>Villy J. Jacobsen A/S<br>Mo Norway | *689*<br>*296*<br>— | NV | **1973** Elbewerften Boizenburg/Rosslau<br>—Boizenburg (204)<br>49,56 (BB) 10,16<br>44,00 10,11 5,62<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 450<br>1 Ha (stl) (22,4 × 6,2) ER<br>2W Der 1(5) 1(3) | MWM TBD440-6<br>Oil 4SA 6Cy. 230 × 270<br>810bhp (596kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 30kW 1 × 12kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **STAVRAKIS II**<br>ex Karin Lehmann-80<br>**Stavrakis Maritime Co.**<br>Stavros Roussos Management &<br>Chartering S.A.<br>Piraeus Greece | **1 584**<br>1 127<br>2 999 | GL (NV) | **1971** Batservice Verft A/S—Arendal (568)<br>79,96 13,80 5,315<br>74,50 13,76 6,53<br>P 12,2 F 7,4 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 947 B.3 621<br>2 Ha (stl) (each 20,7 × 10,2) ER<br>4W Der 4(5) | Deutz SBV6M358<br>Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 80kW 1 × 36kW 220V 50Hz a.c.<br>Fuel 271,5t (d.o.)-7,0pd 13kn |
| **STAVRONIKOS**<br>ex Iceberg-87 ex Maria Tsiris-85<br>ex Fes-75<br>**Lamet Shipping S.A.**<br>San Lorenzo Honduras | **498**<br>291<br>954 | BV<br>✠Classed LR until 12/4/85 | **1962**-4 E. J. Smit & Zoon's Schpsw. N.V.<br>—Westerbroek (765)<br>74,68 10,70 3,728<br>68,10 10,49 6,05<br>P 16,5 F 10,1 2 dks<br>RW rf 102 conv Ref General Cargo 79 | **M Refrigerated Cargo** CSD<br>2 Ho 18,1 26,3 2 TwD 19,8 23,3<br>In.1 699<br>2 Ha (stl) (15,0 × 6,4) (10,8 × 6,0) ER<br>Der 4(10) 2(5) | Bolnes<br>Oil 2SA 8Cy. 300 × 500<br>1 435bhp (1 056kW)<br>L. Smit & Zoon Kinderdijk<br>Gen 3 × 65kW 220V d.c.<br>Fuel (d.o.) 13,5kn |
| **STAVROPOL**<br>**Omniserve Shipping Co. Ltd.**<br>Acomarit Services Maritimes S.A.<br>Limassol Cyprus<br>SatCom: 1100423/STAV | **17 950**<br>12 995<br>29 990<br>T/cm<br>37,7 | NV (Class cont.)<br>✠CLASS WITHDRAWN at Owners' request 3/5/91 | **1982**-6 Hellenic Shipyards—Skaramanga (1123)<br>170,69 26,04 10,991<br>162,01 26,00 14,46<br>P 32,0 F 17,4 1 dk<br>rf nil Bow/CM 78 | **M Tanker**<br>IGS<br>7 Ta ER 14 Wing Ta<br>L.(oil) 40 139<br>4 Cargo pumps total 3 600T/hr | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>8 832kW (12 007bhp)<br>H. Cegielski Poznan<br>Gen 2 × 528kW 1 × 500kW 440V 60Hz a.c.<br>Fuel 211,0t (d.o.) 1 592,0t (hvf) 15,5kn |
| **STAVROS**<br>ex Dupe Bakare-78 ex Rythme-77<br>**Compania Kos International**<br>Kos International (Belgium) S.A. | **10 315**<br>6 100<br>15 655 | (AB) | **1957** Mitsubishi Heavy Ind. Reorganised Ltd.<br>—Kobe (876)<br>153,32 20,30 9,351<br>143,26 20,27 12,50<br>P 30,5 F 11,6 2 dks<br>RW rf 102 | **S General Cargo**<br>Mchy.aft<br>5 Ho<br>B.20 218<br>5 Ha<br>Der 10(5) | 2 S Turb dr geared to sc. shaft<br>7 000shp (5 149kW) Westinghouse<br>Mitsubishi Heavy Ind. Reorg. Kobe<br>Gen 2 × 300kW a.c.<br>Fuel 3 166,0t (o.f.) |
| **STAVROS G. L.**<br>**South Caribbean Shipping Co. Ltd.**<br>Chios Greece<br>SatCom: 1130167/STGL | **163 810**<br>145 963<br>357 054<br>T/cm<br>194,8 | **✠100A1** SS 9/90<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL G* 5"U3<br>FN 30947 | **1976**-2 Kockums M/V A/B—Malmo (551)<br>362,75 60,05 22,327<br>350,35 60,00 28,33<br>F 17,1 1 dk<br>rf nil Bow/CM 178 Diam. 0,610 | **S Tanker**<br>IGS (LR) pt higher tensile steel<br>27 Ta ER<br>L.(oil) 441 276<br>4 Cargo pumps total 22 550T/hr | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW) Stal-Laval<br>Kockums M/V A/B Malmo<br>2 WTB 76kgf/cm² (74,6bar) Spt 510°C<br>65,6kgf/cm² (64,4bar) hs3010,0<br>2 sg 12,6kgf/cm² (12,4bar)<br>Gen 1 × 2000kW 2 × 1600kW 440V 60Hz a.c.<br>Fuel 7 973,0t (o.f.) 297,0t (d.o.) 15,5kn |
| **STAVROS H**<br>ex Solentbrook-82<br>**Kemp Navigation Co. Ltd.**<br>Limassol Cyprus | **1 597**<br>1 131<br>2 982 | HR<br>✠CLASS WITHDRAWN 6/3/91 | **1972**-7 Drypool Eng. & D.D. Co. Ltd.—Hull (1541)<br>86,34 12,93 5,098<br>80,78 12,81 6,25<br>RQD 16,5 RFD 8,3 F 9,2 1 dk<br>rf 152 | **M General Cargo**<br>Ice strengthened<br>2 Ho 28,6 29,2 ER<br>G.3 844 B.3 503<br>2 Ha (stl) (19,8 20,4 × 7,9) ER<br>4W Der 4(3) | Ruston<br>Oil 4SA 8Cy. 318 × 368 reverse reduction geared to sc. shaft<br>1 545kW (2 100bhp)<br>Ruston Paxman Diesels Ltd. Lincoln<br>Gen 3 × 66kW 415V 50Hz a.c.<br>12kn |
| **STAVROS S**<br>**M. Stathakis & Brothers**<br>Piraeus Greece | **120**<br>50<br>61 | (GL) | **1969** D. C. Anastassiades & A. Ch. Tsortanides<br>—Perama (60)<br>... ...<br>6,20 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 2SA 4Cy. 260 × 400<br>400bhp (294kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) |
| **STAVROS T**<br>ex Philippos-83 ex Sinergasia-70<br>ex George Callitsis-69 ex Monksville-64<br>ex Ebony-58<br>**Dimiko Naftiki Eteria**<br>Piraeus Greece | **421**<br>233<br>701 | (HR)<br>✠Classed LR until 8/64 | **1947**-10 Scott & Sons—Bowling (381)<br>45,14 7,50 3,810<br>43,44 7,47<br>RQD 24,1 B 2,2 F 6,8 1 dk<br>BK 152 | **M General Cargo**<br>2 Ho 11,3 15,0 ER<br>G.736 B.668<br>2 Ha (7,3 9,8 × 4,5) ER<br>2W Der 2(2) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW) NE 57<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 60kW 1 × 35kW 220V d.c.<br>Fuel 16,5t (d.o.) 12kn |

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| 5292165<br>*SV3766*<br>8<br>Rt | **STAVROULA X.**<br>ex Regina Madre-65 ex Magda 1°-57<br>ex Tigullio-56 ex Bice-54<br>**M. & P. Hondrogiannoglou & Co.**<br>Mytilene Greece | **229**<br>157<br>457 | (HR) | **1949** Cant. Nav. del Levante—Casier<br>41,20 7,42<br>37,11 7,40 3,79<br>1 dk | **M General Cargo**<br>1 Ho 35,2 ER<br>G.566<br>2 Ha (7,6 — × 4,2) ER<br>2W Der 2(1,5) | MaK<br>Oil 4SA 8Cy. 260 × 470<br>375bhp (276kW) NE 57<br>Maschinenbau Kiel A.G. |
| **8214968**<br>*PHSJ*<br>21041<br>Esd Rdr Rt | **STEADY**<br>ex Yvonne-89<br>**Klaas Koster**<br>Wagenborg Shipping B.V.<br>Delfzijl Netherlands | *998*<br>*555*<br>1 440 | **100A1**<br>**LMC**<br>EL I U2<br>FN 1060<br>(BV) | **1983** B.V. Scheepswerf "Ferus Smit"—Foxhol (232)<br>79,90 10,06 3,204<br>74,91 9,96 4,22<br>P -F - 1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 073 B.2 010<br>2 Ha (stl) (25,8 24,9 × 7,6) ER | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 with<br>flexible couplings & sr geared to<br>802kW (1 090bhp)<br>Caterpillar Tractor Co.<br>Gen 1 × 40kW 1 × 26,4kW<br>380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **5339444**<br><br>372822<br>Df Esd Rdr<br>Rt | **STEADY**<br><br>**R., H. & D. Hanoman**<br>Road Harbour British Virgin Islands | **370**<br>180<br>474 | BV | **1954** N.V. Sch. Delfzijl v/h Sander—Delfzijl (198)<br>48,06 7,73 2,877<br>43,19 7,70 3,15<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 28,1 ER<br>G.658 B.616<br>2 Ha (10,6 10,1 × 4,5) ER<br>2W Der 2(1,75) | Brons<br>Oil 4SA 4Cy. 290 × 450<br>220bhp (162kW)<br>Appingedammer Brons<br>Fuel 33,5t (d.o.) |
| **5083289**<br>*HO3369*<br>9059-PEXT4<br>Df Esd Pfd<br>Rdr RTh/v | **STEADY MARINER**<br>ex Alice D-80 ex Steady Mariner-80<br>ex Alice D-77 ex Pollux-69<br>ex Cycloop-63<br>**Matsube Navigation Inc.**<br>Panama Panama | **226**<br>10<br>— | (BV) | **1953** Gebroeders Fikkers—Foxhol (82)<br>29,82 8,26 3,452<br>29,60 8,21 4,12<br>1 dk<br>R | **M Tug**<br>Der 1(2) | General Motors<br>Vee Oil 2SA 16Cy. 146 × 146 geared<br>NE —<br>General Motors Corp., Detroit Diesel<br>Div.<br>Gen 1 × 35kW 1 × 11kW 110V d.c.<br>Fuel (d.o.) |
| **7944592**<br>*WQZ2273*<br>607452 | **STEAK LADY**<br>ex Miss Mickie<br>**Leadrew Swindell**<br>Mobile, Al United States of America | **122**<br>83<br>— | | **1979** ............Moss Point, Ms<br>*21,83* 6,71<br>3,41<br>1 dk | **M Fishing** | Oil<br>700bhp (515kW) |
| **8707317** | **STEAM HAMMER**<br><br>**Vickers Shipbuilding & Engineering Ltd.**<br>United Kingdom | **150**<br>—<br>— | **✠100A1**<br>inland waterways barge<br>FN 432 | **1989** Mannings Marine—Liverpool (001)<br>27,22 11,22 3,000<br>27,00 11,00 5,00<br>1 dk | **Steam-supply Pontoon** | |
| **8008709**<br>*YQLD*<br>582<br>Df Esd Rt | **STEAUA DE MARE 1**<br>ex Delfin ex TC-02<br>**Centrala Delta Dunari**<br>Sulina Romania | **131**<br>44<br>62 | RNR (PR) | **1981** Stocznia "Ustka"—Ustka (B410/63)<br>25,68 7,22 2,910<br>24,36 3,48<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho<br>In.125 | Sulzer<br>Oil 4SA 6Cy. 200 × 240 geared to<br>570bhp (419kW)<br>Puckie Zaklady Mech.<br>Gen 1 × 32kW 1 × 29,25kW 400V<br>Controllable pitch propeller |
| **8008694**<br>*YQLC*<br>583<br>Esd Rdr Rt | **STEAUA DE MARE 2**<br>ex Morunul ex TC-01<br>**Centrala Delta Dunari**<br>Sulina Romania | **131**<br>44<br>62 | RNR (PR) | **1981** Stocznia "Ustka"—Ustka (B410/62)<br>25,68 7,22 2,910<br>24,36 3,48<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho<br>In.125 | Sulzer<br>Oil 4SA 6Cy. 200 × 240 geared to<br>570bhp (419kW)<br>H. Cegielski<br>Gen 1 × 32kW 1 × 29,25kW 400V<br>Controllable pitch propeller |
| **5316698**<br>*WA8082*<br>244275<br>Rt | **STEDFAST**<br>ex Joven ex Seal Beach-81<br>ex Mercury-61<br>**Langaker Marine Inc.**<br>San Francisco, Ca United States of America | **146**<br>99<br>— | (AB) | **1943** Consolidated SB. Corp.—New York, NY (3152)<br>*24,72* 7,37<br>25,00 7,32 3,20<br>BK 76 | **M Tug** | General Motors<br>Oil 2SA 8Cy. 216 × 254 sr & reverse<br>shaft<br>General Motors Corp.<br>Fuel 71,0t |
| **5387788**<br>*DA9327*<br><br>Rdr RTv | **STEDINGEN**<br>ex Weserflug 1-85<br>**E. H. Harms G.m.b.H. & Co. Car Feeder Service**<br>Bremen Federal Republic of Germany | **1 145**<br>1 012<br>914 | (GL) | **1960** C. Luehring Schiffswerft GmbH & Co. KG —Brake/Unterweser (6001)<br>45,22 25,20 2,501<br>40,87 25,00 4,02<br>1 dk | **TM General Cargo**<br>Aircraft | Deutz<br>4 Oil 2SA each 12Cy. 120 × 140<br>shafts<br>680bhp (500kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 2kW 24V<br>2 Directional propellers , 2 fwd<br>Fuel 10,0t (d.o.) |
| **8503503**<br>*OIVR*<br><br>Df Esd Gc<br>Rdr RTv | **STEEL**<br>ex Finn-91<br>**Laivanisannistoyhtio Steel**<br>FG-Shipping Oy Ab<br>Raahe/Brahestad Finland<br>SatCom: 1623136 | **1 562**<br>469<br>— | NV | **1987** Hollming Oy—Rauma/Raumo (263)<br>40,20 15,50 6,700<br>14,37 10,01<br>3 dks | **TM Tug**<br>Pusher<br>Ice strengthened | Sulzer<br>2 Oil 4SA each 6Cy. 400 × 480<br>shafts<br>Oy Wartsila Ab<br>Gen 1 × 720kW 2 × 523kW<br>380V 50Hz a.c.<br>2 Controllable pitch propellers |
| **8411554**<br>*PHVD*<br>22112<br>Df Esd Gc<br>Pfd Rdr Rt | **STEEL SHUTTLE**<br><br>**General Shipping & Chartering Services V.o.f. "GENCHART"**<br>Rotterdam Netherlands | *993*<br>*545*<br>1 715<br>T/cm<br>6,2 | **✠100A1** SS 9/90<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL J 357,5/26,0U2(a)<br>FN 971 | **1985**-10 Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (416)<br>64,78 11,10 4,282<br>59,90 11,00 5,21<br>P 11,0 F 4,9 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 42,0 ER<br>G.1 955 B.1 851<br>1 Ha (stl) (33,0 × 8,0) ER | Bolnes<br>Oil 2SA 5Cy. 190 × 350 with<br>sr geared to sc. shaft<br>950bhp (699kW)<br>"Bolnes" Motorenfabriek B.V.<br>Gen 2 × 75kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 92,0t (d.o.) |
| **8411542**<br>*PHVJ*<br>22015<br>Df Esd Gc<br>Pfd Rdr Rt | **STEEL SPRINTER**<br><br>**General Shipping & Chartering Services V.o.f. "GENCHART"**<br>Rotterdam Netherlands | *993*<br>*545*<br>1 715 | **✠100A1** SS 7/90<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL J 357,5/26,0U2(a)<br>FN 971 | **1985**-7 Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (415)<br>64,78 11,10 4,311<br>59,90 11,00 5,21<br>P 11,0 F 4,9 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 42,0 ER<br>G.1 955 B.1 851<br>1 Ha (stl) (33,0 × 8,0) ER | Bolnes<br>Oil 2SA 5Cy. 190 × 350 with<br>sr geared to sc. shaft<br>950bhp (699kW)<br>"Bolnes" Motorenfabriek B.V.<br>Gen 2 × 75kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 92,0t (d.o.) |
| **7113258**<br>*P3LB3*<br>708934<br>Df Esd Gc<br>Rdr RTm/v | **STEEL TRADER**<br>ex Ago-90 ex Sun-90 ex Sun Fish-89<br><br>Limassol Cyprus | **240**<br>69<br>203 | HR (BV) | **1971** Ch. & At. de la Perriere—Lorient (366)<br>41,15 7,57 3,001<br>38,51 7,51 3,79<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>24P | Polar<br>2 Oil 4SA each 6Cy. 250 × 300<br>to sc. shafts<br>Nydqvist & Holm A/B<br>Gen 2 × 102kW 220/380V 50Hz<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 63,0t (d.o.) |
| **5322439**<br>*GSXX*<br>186210<br>Esd Pfd Rdr<br>RTm/v | **STEEL WELDER**<br>ex Shell Welder-74<br>**Northwood (Fareham) Ltd.**<br>London United Kingdom | **500**<br>185<br>— | ✠Classed LR until 27/6/75 | **1955**-3 Clelands (Successors) Ltd.—Wallsend (193)<br>52,10 9,05 3,191<br>48,77 8,84 3,43<br>P 15,6 F 7,1 1 dk<br>RW rf 51<br>conv Tanker — | **M Dredger/Sand Carrier**<br>Suction<br>1 Ho 18,0 ER<br>G.24 | Crossley<br>Oil 2SA 6Cy. 265 × 345<br>570bhp (419kW)<br>Crossley Bros. Ltd.<br>Gen 3 × 60kW 110V d.c.<br>Fuel (d.o.) |

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| **STEEN**<br>ex Ingrid I-82 ex Steenborg-81<br>**Bruno Klimaschewski**<br>Elsfleth Federal Republic of Germany | **299**<br>160<br>470 | GL | **1961** Schiffsw. Hugo Peters—Wewelsfleth (512)<br>44,66 8,01 2,896<br>40,01 3,20<br>P 9,2 F 5,2 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.609 B.563<br>1 Ha (21,6 × 5,0) ER<br>Der 2(2) | Deutz RV6M536<br>Oil 4SA 6Cy. 270 × 360<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>8,5kn |
| **STEENBANK**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Majuro Marshall Islands | **253**<br>0<br>— | AB | **1973** B.V. Scheepswerven v/h H. H. Bodewes—Millingen a/d Rijn (705)<br>33,25 9,58 —<br>31,32 9,21 3,81<br>1 dk | **TM Tug** | Kromhout<br>2 Oil 4SA each 6Cy. 240 × 260<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 1 × 90kW 1 × 80kW 380V 50Hz a.c.<br>11,5kn |
| **STEENBORG**<br>ex Berta Morgenroth-81<br>**Gunther Wulf**<br>Glueckstadt Federal Republic of Germany | T.Mk<br>**297**<br>181<br>781 | GL | **1967** Ruhrorter Schiffs. u. Masch.—Duisburg (408)<br>54,97 9,63 3,353<br>50,02 9,61 5,39<br>B 10,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 598 B.1 427<br>2 Ha (stl) (15,6 8,3 × 5,4) ER<br>Der 3(3) | MaK 6MU451<br>Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Atlas-MaK Maschinenbau Kiel<br>8,75kn |
| **STEEVE D**<br>ex Eole-89<br>**2431-5145 Quebec Inc.**<br>Gaspe, P.Q. Canada | **124**<br>59<br>— | | **1968** Enterprises Maritime (1966) Inc.—Gaspe, P.Q<br>24,30 6,60<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **STEFAMAR**<br>**Chr. & J. Laoumtzis**<br>Thessaloniki Greece | **133**<br>47<br>— | (HR) | **1978** Homatas Brothers Shipyard—Thessaloniki<br>31,58 6,51 3,001<br>27,61<br>1 dk | **M Ferry** | Kelvin<br>Oil 4SA 8Cy. 165 × 184<br>440bhp (324kW)<br>Kelvin Diesels Ltd. Glasgow<br>11kn |
| **STEFAN**<br>ex Stefan Batory-89 ex Maasdam-68<br>**City Shipping International Inc.**<br>Stena Rederi AB<br>Nassau Bahamas | T.Mk<br>**11 693**<br>5 637<br>7 170 | ✠**100A1** SS 12/89<br>✠**LMC**<br>EL (ht) $2\frac{5}{16}$"SQ<br>FN 4905 | **1952**-7 Dok- en Werf Mij. Wilton-Fijenoord N.V.—Schiedam (733)<br>153,42 21,09 8,764<br>145,01 21,01 12,81<br>B & F 134,5 2 dks, 3rd dk clear of mchy. space, 4th dk in Nos. 1 & 2 holds<br>RW rf 152 conv Ref Passenger/General Cargo 90 | **S Passenger/General Cargo**<br>Accommodation Ship Ref<br>325cbn 779bth P<br>3 Ho<br>G.2 652 B.2 257 In.432<br>3 Ha (stl) (6,1 8,3 7,7 × 5,4)<br>Cr 2(3) | 2 S Turb dr geared to sc. shaft<br>8 500shp (6 252kW) ✠ E made45 fitted52<br>General Electric Co. Erie, Pa<br>✠ 2 WTB 525lbf/in$^2$ (36,2bar) Spt 243,4°C hs1431,4<br>✠ db fitted3/74 5kgf/cm$^2$ (4,9bar)<br>Gen 6 × 250kW 220V d.c.<br>Fuel 1 815,5t (o.f.)-61,5pd 16,5kn |
| **STEFAN**<br>ex Sanderskoppel-86<br>**m.s. "Stefan" Schiffahrtsgesellschaft m.b.H.**<br>Wien Austria | *1 992*<br>*1 143*<br>2 777 | GL | **1977** Rinkai Kogyo K.K.—Setoda (32)<br>79,13 12,43 5,422<br>73,00 12,40 7,22<br>P 13,2 F 58,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,8 ER<br>G.4 023 B.3 928<br>TEU 104 C. 104/20'<br>1 Ha (stl) (43,7 × 9,9) ER | Yanmar 6Z-ST<br>Oil 4SA 6Cy. 280 × 340 reverse geared to sc. shaft<br>1 177kW (1 600bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 107kW 440V 60Hz a.c.<br>Fuel 190,0t (d.o.)-5,0pd 10,5kn |
| **STEFAN**<br>ex Bernhard Schepers-86<br>**I/S Hanne Hansen**<br>Marstal Denmark | **290**<br>174<br>510 | BV | **1960** Jadewerft G.m.b.H.—Wilhelmshaven (74)<br>51,21 7,57 2,240<br>48,01 7,50 2,75<br>P 9,2 F 5,5 1 dk<br>len 78 | **M General Cargo**<br>1 Ho ER<br>G.849 B.781<br>1 Ha (w) (30,4 × 5,3) ER<br>Der 2(1) | Deutz RA6M528<br>Oil 4SA 6Cy. 220 × 280 geared to sc. shaft<br>290bhp (213kW)<br>Kloeckner Humboldt Deutz Koeln<br>8,5kn |
| **STEFAN**<br>**Przedsiebiorstwo Robot Czerpalnych I Podwodnych - Gdansk**<br>Gdansk Poland | **132**<br>35<br>— | PR | **1964** VEB Schiffswerft "Edgar Andre"—Magdeburg<br>28,76 6,53 2,601<br>26,67 6,48 3,00<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 27kW 1 × 7kW 230V d.c.<br>10,5kn |
| **STEFAN CZARNIECKI**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdansk Poland | **6 869**<br>3 638<br>10 625<br>**10 208**<br>5 700<br>12 045 | PR | **1967** A/S Nakskov Skibsvaerft—Nakskov (181)<br>152,97 19,84 7,900/8,519<br>138,51 19,80 12,10<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>8bth P<br>Ice strengthened<br>3 Ho ER 2 Ho<br>G.19 565 B.17 532<br>5 Ha (8,7 × 5,4) (14,7 12,4 × 8,1) ER (12,4 12,4 × 8,1)<br>16W Der 1(65) 1(30) 6(10) 10(5) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>H. Cegielski Poznan<br>Gen 3 × 328kW 400V a.c.<br>Fuel 1 561,5t (hvf)-28,0pd 16kn |
| **STEFAN KARADJA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **4 393**<br>1 937<br>6 136<br>**6 260**<br>4 024<br>8 749 | BR (RNR) | **1975** Santierul Naval Galatz—Galatz<br>130,77 17,68 6,601/8,100<br>121,21 10,19<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.12 130 B.11 067<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 200kW 400V 50Hz a.c.<br>Fuel 721,5t (hvf) 15,75kn |
| **STEFAN STARZYNSKI**<br>**French-Polish Shipping Co. (Francusko-Polskie Towarzystwo Zeglugowe)**<br>Polish Ocean Lines (Polskie Linie Oceaniczne)<br>Gdynia Poland<br>SatCom: 1703106/SQLE | **30 076**<br>14 364<br>22 619 | PR | **1981** Chantiers de l'Atlantique—St. Nazaire (N27)<br>200,26 (BB) 31,75 9,519<br>185,55 31,70 18,80<br>F 18,9 1 dk, 2nd dk aft of mchy space | **M RoRo Cargo/Container Ship**<br>Fixed-guides Deck-guides<br>Quarter stern door/ramp (s)<br>L 35,50 W 7,50 SWL 105<br>Lane Length 544 Cargo Width 7,50<br>Clear height 6,47<br>Cars 675<br>5 Cell. Ho<br>B.40 713<br>TEU 1417<br>C.Ho 438/20' C.RoRo Dk 317/20' C.Dk 662/20' incl. 150 ref C.<br>14 Ha (stl) ER | Sulzer 10RND90<br>Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW)<br>H. Cegielski Poznan<br>Gen 4 × 960kW 1 × 120kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 660,5t (d.o.) 3 068,5t (hvf)-101,5pd 21kn |
| **STEFANESTI**<br>**Navrom Shipping Company**<br>Constantza Romania | **1 955**<br>421<br>2 960<br>**3 430**<br>1 767<br>4 620 | RNR | **1983** Santierul Naval Braila—Braila (1264)<br>106,03 14,84 5,630/7,062<br>93,48 14,81 13,72<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 19,4 21,4 22,1 ER<br>G.5 912 B.5 389<br>TEU 80 C. 80/20'<br>3 Ha (stl) (12,0 × 8,0) (15,4 15,4 × 10,2) ER<br>Der 3(5) | B&W 5DKRN50/110-2<br>Oil 2SA 5Cy. 500 × 1100<br>3 000bhp (2 207kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 450kW 400V 50Hz a.c.<br>13,75kn |
| **STEFANIA**<br>ex Shireen-88 ex Crescent-88<br>ex Hakozaki Maru-81<br>**Compania Naviera Stefania S.A.**<br>Mediterranean Shipping Co. S.A.<br>Panama Panama | **21 786**<br>13 581<br>16 304 | GL (NK) | **1969** Mitsubishi Heavy Industries Ltd.—Kobe (1014)<br>212,50 (BB) 30,03 9,524<br>200,00 30,00 16,30<br>F 23,5 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER 2 Cell. Ho<br>TEU 1010<br>C.Ho 656/20' (40') C.Dk 354/20' (40')<br>5 Ha ER 2 Ha | Sulzer 9RND105<br>Oil 2SA 9Cy. 1050 × 1800<br>25 156kW (34 200bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 1000kW 220/440V 60Hz a.c.<br>Fuel 3 718,5t-108,5pd 23kn |
| **STEFANIE**<br>ex Cosmea-90 ex Elke Kahrs-84<br>ex Baltic Concord-74<br>Launched as Elke Kahrs<br>**Partenreederei m.s. "Stefanie"**<br>Reederei Gerd A. Gorke<br>Hamburg Antigua & Barbuda | T.Mk<br>**499**<br>338<br>1 245<br>**999**<br>737<br>2 300 | GL | **1969** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (608)<br>74,02 10,83 3,953/5,058<br>68,28 10,80 6,08<br>P 12,2 F 10,1 2 dks<br>rf 152 | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,7 ER<br>G.2 432 B.2 169<br>TEU 63 C. 63/20'<br>1 Ha (stl) (40,1 × 7,6) ER | MaK 8MU451AK<br>Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 24kW 1 × 18kW 380V 50Hz a.c.<br>Fuel 108,5t (d.o.) 12,5kn |

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| **5426455**<br>*HO2925*<br>10621-AB<br>Df Esd Rdr<br>RTm/v | **STEFANO**<br>ex Birte-84 ex Birte Flint-76<br>**Bimini Sea Line S.A.**<br>Panama Panama | **299**<br>177<br>490 | (GL) | **1963** Norderwerft Koser & Meyer—Hamburg (853)<br>47,12 8,54 2,699<br>43,54 8,49 3,03<br>P 11,3 F 6,4 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 26,9 ER<br>G.641 B.584<br>1 Ha (21,1 × 5,4) ER<br>2W Der 2(2) | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 24kW 220V<br>Fuel 12,5t (d.o.) |
| **7519749**<br>*SXFG*<br>9265<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **STEFANOS**<br>ex Iligan-87 ex Sunset-86<br>ex Heidenheim-83<br>**Highstart Compania Naviera S.A.**<br>Piraeus Greece | *9 837*<br>*6 858*<br>15 767 | (AB) (GL) | **1978** A.G. "Weser"—Bremen (1406)<br>149,82 (BB) 21,04 9,251<br>139,27 21,01 12,27<br>P 24,1 F 10,1 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>5 Ho 18,7 17,9 17,2 24,7 18,7 ER<br>5 TwD<br>G.22 304 B.20 406<br>TEU 228<br>C.Ho 180/20'(40') C.Dk 48/20'(40')<br>5 Ha (stl) (12,5 × 7,7) (12,6 12,6 17,2 12,6 × 10,2) ER<br>10W Der 1(75) 10(10) | MAN<br>Oil 2SA 6Cy. 700 × 1250<br>9 250bhp (6 804kW)<br>A.G. "Weser"<br>Gen 3 × 464kW 440V 60Hz a.c.<br>Fuel 139,5t (d.o.) 1 329,0t (hvf)-32,5pd |
| **5057888**<br>*SYPF*<br>8203<br>Df Esd Rt | **STEFANOS**<br>ex Caleyo-81 ex Venturo-60<br>**Asterisk Maritime Co.**<br>Piraeus Greece | **2 275**<br>1 034<br>3 500 | ✠CLASS DELETED 4/60<br>**STRANDED 1985** | **1960**-4 Soc. Met. Duro Felguera—Gijon (34)<br>92,33 13,16 6,395<br>84,41 13,11 7,65<br>P 6,8 F 10,1 1 dk<br>R | **M General Cargo**<br>4 Ho 15,2 14,6 12,8 10,9<br>4 Ha (3,0 3,0 2,8 2,8 × 0,3) | B&W<br>Oil 2SA 7Cy. 420 × 750<br>1 960bhp (1 442kW)<br>Babcock & Wilcox Espanola S.A.<br>Gen 2 × 100kW 220V d.c. |
| **7216672**<br>L-0323493<br>Rdr Rt | **STEFANOS**<br>ex Martina-91 ex Task Tide-87<br>San Lorenzo Honduras | **198**<br>135<br>— | HR (AB) | **1965** American Marine Corp.—New Orleans, La (914)<br>11,00 3,175<br>50,30 10,95 3,81<br>F 15,9 1 dk<br>len 72 | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 20<br>reduction geared to sc. shafts<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 48kW<br>Fuel (d.o.) |
| **7111822**<br>*SV3774*<br>3481<br>Esd Gc Pfd<br>Rt | **STEFANOS FRANGOS**<br>**Stephanos & Prokopios S. Frangos**<br>Piraeus Greece | **416**<br>87<br>250 | | **1970** General Shipyards of Greece—Eleusis (154)<br>44,61 10,60 1,823<br>40,01 9,20 2,60<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292<br>600bhp (441kW)<br>Lister Blackstone Mirrlees Marine<br>Gen 1 × 63kW 1 × 28kW 240/415V<br>2 Directional propellers |
| **6703379**<br>*9H3199*<br>2404<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **STEFANOS M**<br>ex Zanet-90 ex Conmar Carrier-89<br>ex Susanne Flindt-85 ex Tobicruiser-74<br>**Mediterranean Sea Ltd.**<br>Mantzavinos Bros.<br>Valletta Malta | **399**<br>232<br>980 | HR (BV) | **1966** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (264)<br>56,88 10,62 3,658<br>53,01 10,60<br>B 9,5 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 37,8 1 TwD 37,1<br>G.2 025 B.1 862<br>2 Ha (stl) (15,0 10,7 × 7,0) ER<br>3W Der 3(3,5) | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S<br>Gen 2 × 40kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 55,0t (d.o.)-3,0pd |
| **7208730**<br>*TFRT*<br>1213<br>Df Esd Pfd<br>Rdr Rt | **STEFNIR**<br>ex Sigurfari-86 ex Nattfari-83<br>ex Heimaey-81<br>**Hradfrystistod Vestmannaeyja H/f**<br>Vestmannaeyjar Iceland | **117**<br>49<br>— | | **1972** Slippstodin h/f—Akureyri (38)<br>25,91 6,71 3,125<br>24,59<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 230 × 270<br>Motorenw. Mannheim A.G. (MWM)<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **5138084**<br>*SFVI*<br>Esd Rdr Rt | **STEGE**<br>ex Koptra-91 ex Gullmartank-70<br>ex Hake-55 ex Oaxen VIII-43 ex Stege<br>ex Mars<br>**P/R Koptra**<br>Ake Sigfrid Karlsson<br>Goteborg Sweden | **141**<br>70<br>163 | | **1897** Arentz & Rosenfeldt—Kjobenhavn<br>30,13 6,30 2,896<br>6,25<br>P 11,9 1 dk<br>R conv Tug 55 | **M Tanker**<br>4 Ta<br>L.(oil) 198 | Penta<br>Oil 4Cy.<br>185bhp (136kW) NE 58<br>A/B Volvo-Penta<br>Fuel (d.o.) |
| **6930477**<br>*DKRR*<br>Esd Rdr<br>RTm/v | **STEIN**<br>**Kieler Verkehrs A.G. (KVAG)**<br>Kiel Federal Republic of Germany | **113**<br>—<br>— | GL | **1969** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1141)<br>25,00 7,62 3,128<br>22,00 7,22 3,79<br>1 dk | **M Tug**<br>Ice strengthened | MWM<br>Oil 4SA 6Cy. 320 × 480<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel (d.o.) |
| **7336757**<br>*LMEG*<br>18162<br>Df Esd Gc<br>Rdr Rt | **STEINBJORN**<br>ex Jylland-89<br>**A/S Steinbjorn**<br>Bergen Norway | **425**<br>300<br>1 109 | NV | **1973** Lindstols Skips & Batbyg. A/S—Risor (273)<br>63,61 10,01 3,771<br>58,81 9,99 6,18<br>2 dks<br>rf nil len 80 | **M General Cargo**<br>Pallets<br>Side doors Ice strengthened<br>1 Ho 40,0 1 TwD<br>G.1 714 B.1 544<br>2 Ha (stl) (20,5 12,1 × 8,0) ER<br>1W Cr 1(5) Der 1(3-5) | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>990bhp (728kW)<br>A/S Wichmann<br>Gen 1 × 40kW 1 × 20kW 220V 50Hz a.c.<br>Fuel 59,0t (d.o.)-4,0pd |
| **7612644**<br>*DEEH*<br>Df Esd Pfd<br>Rdr RTv | **STEINBOCK**<br>**Sirius Seetreckergesellschaft m.b.H.**<br>Hapag-Lloyd Transport & Service G.m.b.H.<br>Bremen Federal Republic of Germany | **203**<br>—<br>60 | GL | **1977** Jadewerft (Wilhelmshaven) G.m.b.H. —Wilhelmshaven (140)<br>28,53 8,44 2,893<br>26,52 8,40 3,43<br>1 dk | **TM Tug**<br>Tractor<br>Ice strengthened | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280 reductio<br>to sc. shafts<br>Kloeckner Humboldt Deutz |
| **7500750**<br>*DIMR*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **STEINKIRCHEN**<br>ex DFL Hamburg-90 ex Steinkirchen-88<br>ex Mosta-88 ex Regine-86<br>**Partenreederi m.s. "Steinkirchen"**<br>SAL Schiffahrtskontor Altes Land G.m.b.H.<br>Hamburg Federal Republic of Germany | **1 599**<br>1 012<br>3 882 | GL | **1976** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (772)<br>93,53 14,53 6,050<br>83,95 14,51 6,43<br>P 15,9 B & F 66,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 60,0 ER<br>G.6 055 B.5 668<br>TEU 210 C.Ho 94/20'<br>C.Dk 116/20' incl. 25 ref C.<br>1 Ha (stl) (51,3 × 10,3) ER | Deutz<br>Oil 4SA 8Cy. 370 × 400 reduction gea<br>shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 221kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 270,0t (d.o.) |
| **7430670**<br>*LAQP2*<br>N-00536<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STEINSTAD**<br>ex Airone SB-89 ex Anatole P-87<br>ex A. P.-85 ex Dagan-83<br>ex Causeway-76<br>**K/S Steinstad**<br>A. F. Klaveness & Co. A/S<br>Oslo Norway (NIS) | **32 829**<br>25 778<br>60 740<br>T/cm<br>62,3 | ✠**100A1** CS 1/91<br>✠**LMC** **UMS**<br>EL Ot $3\frac{1}{16}$"U3<br>FN 10742<br>(NV) | **1976**-5 A/S Burmeister & Wain's Skibsbyggeri —Kobenhavn (887)<br>224,42 32,31 12,605<br>213,85 32,24 17,99<br>1 dk<br>rf nil DK throughout holds | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 26,9 23,3 23,3 23,3 23,3 23,3 23,3 ER<br>G.79 903 B.76 303<br>7 Ha (stl) (each 14,4 × 15,0) ER | B&W<br>Oil 2SA 7Cy. 800 × 1600<br>18 500bhp (13 608kW)<br>A/S Burmeister & Wain's Motor-og M<br>1971<br>2 WTAuxB (1 o.f. 1 ex.g) 7kgf/cm² (6.8<br>Gen 3 × 600kW 440V 60Hz a.c. |
| **8516794**<br>*OW2380*<br>Rdr Rt | **STEINTOR**<br>**P/f Prestfjall**<br>Hvalba Faeroes (Danish) | **828**<br>—<br>— | NV | **1985** L. H. Salthammer Batbyggeri A/S—Vestnes ((115))<br>49,20<br>42,40 10,10 4,75<br>2 dks<br>rf 1300 | **M Fishing**<br>Side Trawler<br>Ice strengthened | Wartsila<br>Vee Oil 4SA 12Cy. 220 × 240<br>2 400bhp (1 765kW)<br>Oy Wartsila Ab<br>Gen 1 × 800kW 2 × 331kW 380V<br>Thw. thrust Contr. pitch propeller fwd |
| **7041493**<br>*TFNT*<br>1134<br>Df Esd Pfd<br>Rdr Rt | **STEINUNN**<br>ex Ingibjorg-73 ex Arnfirdingur II-72<br>**Stakkholt H/f**<br>Olafsvik Iceland | **115**<br>33<br>— | | **1971** Stalvik h.f.—Gardabaer (14)<br>31,09 6,71<br>22,71 6,68 3,36<br>1 dk<br>len 82 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>656bhp (483kW)<br>Caterpillar Tractor Co.<br>Controllable pitch propeller<br>Fuel (d.o.) |

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| **STEIR**<br>ex Arctic-87<br>**Compagnie Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Port aux Francais, Kerguelen<br>Antarctic Terr. (French) | *2 966*<br>*1 437*<br>3 514 | BV | **1978** E. J. Smit & Zoon's Schpsw. B.V.—Westerbroek (813)<br>**1983** (Additional cargo section) Boele's Schps. & Mchf. B.V.—Bolnes<br>101,28 (BB) 13,59 5,260<br>92,66 13,50 8,11<br>P 18,0 F 14,1 2 dks<br>rf nil len 83 | **M Refrigerated Cargo**<br>4 Ho 17,5 - 16,3 17,5 ER 4 TwD<br>In.5 341<br>4 Ha (stl) (each 10,3 × 8,0) ER<br>Cr 1(3) Der 6(5) | Deutz RSBV6M540<br>Oil 4SA 6Cy. 370 × 400 reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Fuel 285,5t 13,5kn |
| **STELIE**<br>ex Rhea M.-82<br>**Sylvain Theriault**<br>Caraquet, N.B.<br>Canada | **120**<br>85<br>— | | **1963** Le Chantier Naval Ltee.—Middle Caraquet, N.B.<br>*25,00* 6,56<br>25,00 6,51 3,10<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois |
| **STELIOS A.**<br>ex Meropi-85 ex Waveney-69<br>ex Waveney Star-65 ex Orient-64<br>ex Zaandijk-62 ex Orient-61<br>**Blue Star Co. Ltd.**<br>Thessaloniki<br>Greece | **487**<br>281<br>681 | (HR)<br>✠Classed LR until 1/5/75 | **1956**-9 Schpsw. Bodewes Gruno—Foxhol (140)<br>51,52 8,39 3,423<br>47,00 8,31 3,48<br>P 12,2 RQD 17,7 F 7,1 1 dk<br>RW rf nil | **M General Cargo**<br>1 Ho 29,0 ER<br>G.991 B.949<br>2 Ha (10,7 11,2 × 5,3) ER<br>2W Der 2(-) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>395bhp (291kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 5kW 110V d.c.<br>Fuel 52,0t (d.o.) 9kn |
| **STELLA**<br>ex Suwa Maru-86<br>**Poseidon Marine Transport Pte. Ltd.**<br>Kapal Management (Pte.) Ltd.<br>Singapore<br>Singapore<br>SatCom: 1715262/STEL | *35 760*<br>*20 518*<br>64 780 | NK | **1983** Namura SB. Co. Ltd.—Imari (859)<br>224,98 (BB) 32,26 12,821<br>217,02 32,21 17,81<br>F 14,7 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.75 151 HeCls. B<br>7 Ha (stl) (each 16,6 × 13,2) ER | MAN 12V52/55A<br>Vee Oil 4SA 12Cy. 520 × 550 sr geared to sc. shaft<br>12 660bhp (9 312kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 219,0t (d.o.) 2 215,5t (hvf)-34,5pd 14,25kn |
| **STELLA**<br>ex Transocean Pioneer-87 ex Petrel-84<br>ex Papyros-79<br>**Talbott Shipping Inc.**<br>Byzantine Maritime Corp.<br>Piraeus<br>Greece | **14 039**<br>10 785<br>22 059<br>T/cm<br>30,0 | AB | **1974** Nippon Kokan K.K.—Shimizu (330)<br>155,71 (BB) 22,99 9,907<br>145,70 22,86 13,59<br>P 12,2 F 10,1 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 21,7 21,5 21,8 21,8 23,5 ER<br>G.29 987 B.25 848<br>5 Ha (stl) (11,2 × 8,0) (13,4 13,4 13,4 13,4 × 9,6) ER<br>10W Der 10(10) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW)<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 2 × 310kW 1 × 175kW 450V 60Hz a.c.<br>Fuel 117,5t (d.o.) 2 254,0t (hvf) 15kn |
| **STELLA**<br>**Trans-Channel Ltd.**<br>London<br>United Kingdom | **1 425**<br>455<br>— | ✠Classed LR until 12/61 | **1961**-10 J. Samuel White & Co. Ltd.—Cowes (2007)<br>67,34 11,56 3,976<br>62,62 11,43 7,17<br>2 dks, 3rd dk except in mchy. space<br>RW rf 254 | **TD-E Lighthouse Tender**<br>1 Ho 12,5<br>1 Ha (3,4 × 3,4)<br>Der 1(15) | English Electric<br>4 Oil 4SA each 6Cy. 254 × 305 total 2 168bhp (1 595kW) driving 4 gen. each 292kW 230V d.c. connected to 2 elec. motors each of 725shp (533kW) (WL) & sc. shafts<br>English Electric Co. Preston<br>Gen 4 × 75kW 220V d.c.<br>13,5kn |
| **STELLA**<br>ex BA 815-89<br>**Costruzioni Cicuttin S.N.C.**<br>Porto Nogaro<br>Italy | **1 192**<br>1 164<br>— | RI | **1968** Scheepsw. & Mach. Fab. "De Liesboch" B.V.—Jutphaas<br>63,43 13,77 3,418<br>59,75 13,71 4,30<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Mchy.aft | Caterpillar D343<br>2 Oil 4SA each 6Cy. 137 × 165<br>536kW (729bhp)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **STELLA**<br>ex Stella Maru No. 1 ex Stella Maru-76<br>ex Nikko Maru No. 1-67<br>**Southern Fisheries Ltd.**<br>Port Louis<br>Mauritius | **300**<br>140<br>— | | **1957** Miho Zosensho K.K.—Shimizu (216)<br>45,50 7,22<br>37,50 7,19 3,66<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata<br>11,25kn |
| **STELLA**<br>ex Constellation-82<br>**Intermarine de Panama S.A.**<br>Panama<br>Panama | **191**<br>130<br>— | AB | **1972** Burton Construction & SB. Corp.—Port Arthur, Tx (463)<br>53,65 11,64 3,658<br>49,00 11,59 4,27<br>F 15,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Fairbanks, Morse<br>2 Oil 2SA 12Cy. reverse reduction geared to sc. shafts<br>E made56 fitted72<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>Gen 2 × 99kW a.c. |
| **STELLA**<br>ex Ina-L-59 ex Mary-55<br>**Georg Fehner**<br>Brake<br>Federal Republic of Germany | **174**<br>90<br>225 | (BV) | **1927** Bos & Dykman—Groningen<br>6,13 2,286<br>34,40 6,10 2,49<br>P 7,4 F 3,4 1 dk<br>R | **M General Cargo**<br>1 Ho 22,1 ER<br>G.340 B.311<br>2 Ha (4,9 × 2,9) (8,9 × 3,5) ER<br>1W Der 2(0,5) | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>199bhp (146kW) NE 61<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 7,0t (d.o.) 7kn |
| **STELLA**<br>ex Vernikou Elli II-84<br>**Naftiki Eteria Thalassion Metaforon Stella**<br>Piraeus<br>Greece | **160**<br>120<br>269 | (AB) | **1975** Vernicos—Perama (1010)<br>31,50 6,20 2,807<br>28,28 6,18 3,20<br>1 dk | **M Tanker**<br>Mchy.aft | Caterpillar D343SCAC<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **STELLA**<br>**Hapag-Lloyd A.G.**<br>Hapag-Lloyd Transport & Service G.m.b.H.<br>Bremen<br>Federal Republic of Germany | **157**<br>—<br>300 | GL | **1967** Jadewerft G.m.b.H.—Wilhelmshaven (107)<br>29,52 7,85 3,120<br>27,26 7,50 3,84<br>1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | Deutz SBV8M545<br>Oil 4SA 8Cy. 320 × 450 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 28kW 220/380V 50Hz a.c.<br>Fuel 33,5t (d.o.) 12,5kn |
| **STELLA A**<br>ex Stella-74 ex Calypso-71<br>ex Elfriede-62<br>**Molendo Shipping Co. Ltd.** | **1 518**<br>1 073<br>2 083 | (AB) (HR) | **1950** Howaldtswerke A.G.—Kiel (921)<br>75,44 11,00 4,877<br>70,01 10,95 6,51<br>B 17,1 F 7,1 2 dks<br>RW rf 102 | **M General Cargo** CSD<br>2 Ho each 23,4 ER<br>G.3 158 B.2 816<br>8W Der 2(6) 6(3) | MAN<br>Oil 4SA 6Cy. 365 × 500<br>800bhp (588kW)<br>Howaldtswerke A.G. Kiel<br>Gen 2 × 65kW 1 × 45kW 220V d.c.<br>Fuel 81,5t (d.o.) 10,5kn |
| **STELLA ATLANTIC**<br>ex Alta Mar-91 ex Annika-84<br>ex Skogcell Forester-78<br>**K/B Bulk 7**<br>Erik Thun A/B<br>Ystad<br>Sweden | T.Mk<br>**1 599**<br>1 018<br>3 993 | **✠100A1** SS 8/88<br>Ice class 1A<br>**✠LMC** **UMS**<br>EL Q 1½"U2<br>FN 1814 | **1975**-1 Falkenbergs Varv AB—Falkenberg (165)<br>87,08 13,09 5,862<br>84,41 12,97 8,51<br>P 16,2 RFD 10,1 F 10,7 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 56,3 ER<br>G.5 562 B.5 011<br>2 Ha (stl) (32,0 17,0 × 10,2) ER<br>Cr 2(15) | Polar F212V-D<br>Vee Oil 4SA 12Cy. 250 × 300 sr geared to sc. shaft<br>2 801bhp (2 060kW) NE 2/86<br>Wartsila Diesel AB Trollhattan<br>Gen 3 × 165kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **STELLA AZZURRA**<br>ex Baltico-89<br>**Sicula Partenopea di Navigazione S.p.A.**<br>Pescara<br>Italy<br>SatCom: 1150231/IBAB | **12 973**<br>7 249<br>19 985 | RI | **1982** Nuovi Cantieri Apuania S.p.A.—Marina di Carrara (1123)<br>156,34 (BB) 24,24 8,487<br>149,46 24,21 11,92<br>1 dk | **M Tanker**<br>18 Ta ER<br>L.(oil) 27 100 | Sulzer 6RLB56<br>Oil 2SA 6Cy. 560 × 1150<br>9 000bhp (6 620kW)<br>Sulzer Bros. Ltd. Winterthur |
| **STELLA DEL MARE**<br>**Vitale Inc.**<br>Gloucester, Ma<br>United States of America | **198**<br>134<br>— | | **1979** Canaveral SB. Corp.—Cape Canaveral, Fl<br>*25,70* 7,62<br>3,71<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **5354315**<br>*VGQP*<br>198025<br>Df Esd Gc<br>Rdr RTm/h/v | **STELLA DESGAGNES**<br>ex New York News-86 ex Tecumseh-67<br>**Transport Desgagnes Inc.**<br>Le Groupe Desgagnes (1981) Inc.<br>Quebec, P.Q. Canada | **3 536**<br>2 607<br>5 735 | ✠**100A1** SS 3/88<br>Great Lakes and limited coasting service between Belle Isle and New York<br>**LMC**<br>EL u 1½"SQ<br>FN 2197 | **1956**-4 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (19)<br>106,41 13,34 5,487<br>104,55 13,28 7,73<br>P 13,5 F 8,6 1 dk<br>rf nil len & deepened 59 | **M Bulk Carrier**<br>5 Ho 17,0 17,6 23,7 14,0 14,0 ER<br>G.4 707 B.4 520<br>6 Ha (stl) (9,1 12,1 7,3 9,1 9,1 6,7 × 7,9) ER | Fairbanks, Morse<br>Oil 2SA 10Cy. 206 × 508 with hydr<br>& sr geared to sc. shaft<br>1 880bhp (1 383kW) NE made44 re<br>Fairbanks Morse & Co.<br>wtdb 300lbf/in² (20,7bar)<br>Gen 2 × 100kW 220V d.c.<br>Fuel 58,5t (d.o.) |
| **5399004**<br>*IVYZ*<br>1370<br>Rdr Rt | **STELLA DI LIPARI**<br>ex Zitmar-81 ex Zit-57 ex Lind-49<br>**Marnavi S.r.l.**<br>Napoli Italy | **1 219**<br>581<br>1 715 | RI (BV) (NV) | **1949** A/B Ekensbergs Varv—Stockholm (195)<br>71,18 10,80 4,573<br>65,79 10,75 4,86<br>P 17,4 F 11,0 1 dk | **M Tanker**<br>Water<br>10 Ta ER<br>L.(oil) 2 350 | Polar<br>Oil 2SA 6Cy. 340 × 570<br>960bhp (706kW)<br>Atlas-Diesel A/B<br>Fuel 140,0t |
| **7102716**<br>*PJYR*<br><br>Df Esd Gc<br>Rdr RTm/v | **STELLA DUVAL**<br><br>**Shipping Co. Stella 1 N.V.**<br>Willemstad Netherlands Antilles & Aruba | **1 585**<br>975<br>3 255<br>T/cm<br>8,8 | BV | **1971** Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (371)<br>82,91 13,59 5,830<br>74,99 13,50 6,48<br>1 dk<br>Bow/CM 29 Diam. 0,203 | **M Tanker**<br>Chemical Sulphur<br>2 Ta ER<br>L.1 785 HeCls. C<br>4 Cargo pumps total 680T/hr | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>2 400bhp (1 765kW)<br>Kloeckner Humboldt Deutz<br>Gen 4 × 110kW 380V 50Hz a.c.<br>Fuel 68,5t (d.o.)-6,5pd |
| **5368079**<br>*HO2543*<br>7953-PEXT<br>Df RdrRTm | **STELLA E.**<br>ex Chalyps-76 ex Trentonia II-66<br>ex Trentonia-64 ex Alja-58<br>**Unity Shipping Co. Ltd.**<br>Panama Panama | **459**<br>255<br>589 | (BV) | **1951** N.V. Scheepsbouw Unie—Groningen (251)<br>49,51 8,18 3,106<br>8,13<br>1 dk | **M General Cargo**<br>1 Ho 30,4 ER<br>2 Ha (8,7 12,1 × 5,2) ER<br>2W Der 2(3) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>360bhp (265kW)<br>Maschinenbau Kiel A.G.<br>Gen 1 × 8kW 1 × 3kW 50V d.c.<br>Fuel 51,0t (d.o.) |
| **7433218**<br>*3ECH8*<br>19074-90<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **STELLA F**<br>ex Rio de Janeiro-90<br>ex Lloyd Argentina-89<br>**Agean Sea S.A.**<br>Seaways Shipping Enterprises Ltd.<br>Panama Panama | **8 948**<br>6 464<br>14 854 | BV | **1981** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (145)<br>140,98 20,55 8,819<br>134,17 20,44 11,74<br>2 dks, 3rd dk in No. 4 hold | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 21,5 19,0 18,2 6,8DTp 6,8DTs 19,8 21,3 6 TwD<br>G.21 360 B.18 098 L.1 212<br>5 Ha (stl) (11,7 × 6,7) (12,1 13,7 13,0 × 8,5) ER (11,5 × 6,7)<br>10W Der 1(50) 2(10) 8(5) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>6 179kW (8 400bhp)<br>Mecanica Pesada S.A.<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 287,5t (hvf)-28,0pd |
| **8403325**<br>*3FQW2*<br>13931-84A<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **STELLA FAIRY**<br>ex Sun Ace-84<br>**Toshin Line S.A.**<br>Mitsuhama Kisen K.K.<br>Panama Panama | *3 150*<br>*1 550*<br>4 364 | NK | **1984** Tokushima Zosen Sangyo K.K. —Komatsujima (1671)<br>89,29 (BB) 6,257<br>81,51 15,00 9,66<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 088 B.6 879<br>TEU 106 C. 106/20' (40')<br>2 Ha (stl) (14,0 26,6 × 10,2) ER<br>Der 2(25) 1(20) | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 200kW |
| **7008740**<br>*9H2992*<br>2158<br>Df Esd Gc<br>Pfd RdrRTm | **STELLA I**<br>ex Tara Trader-90<br>ex Catalina Llabres-89<br>ex Begona del Mar-84<br>**Min River Shipping Co. Ltd.**<br>Masonic Shipping & Trading Co. Ltd.<br>Valletta Malta | *778*<br>*447*<br>1 085 | (GL) | **1970** Maritima del Musel S.A.—Gijon (117)<br>61,65 10,47 3,886<br>54,01 10,42 4,40<br>P 12,2 F 6,4 1 dk | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho 37,6 ER<br>G.1 648 B.1 473<br>1 Ha (stl) (33,0 × 7,6) ER | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>809kW (1 100bhp)<br>Soc. Espanola de Const. Nav.<br>Gen 1 × 40kW 2 × 32kW 220/380V<br>Fuel 58,0t (d.o.) |
| **7101372**<br>*HO5752*<br>15608-86<br>Df Esd Gc<br>Rdr Rt | **STELLA I**<br>ex Caddo-86 ex Cherokee-79<br>ex Chickasaw<br>**Stella Marquesa Naviera S.A.**<br>Panama Panama<br>SatCom: 1332302/STEL | *216*<br>*64*<br>— | | **1966** Breaux's Bay Craft Inc.—Loreauville, La<br>37,01 7,57 1,631<br>32,80 7,28 3,46<br>1 dk | **Aluminium Alloy TM Supply Launch**<br>Deck Cargo Crewboat 22bth 44dk P | M.T.U.<br>2 Vee Oil 4SA each 8Cy. 165 × 185 w<br>& sr geared to sc. shafts<br>2 030bhp (1 493kW) NE 3/86<br>M.T.U. Friedrichshafen |
| **5340156**<br>*WB7269*<br>251941<br>Rt | **STELLA II**<br><br>**Easton Picton Co.**<br>Moran Towing of Texas Inc.<br>Wilmington, De United States of America | **132**<br>63<br>— | (AB) | **1947** Levingston SB. Co.—Orange, Tx (412)<br>28,05 6,76<br>26,75 6,71 3,15<br>1 dk<br>BK 51 | **M Tug** | General Motors<br>Oil 2SA 16Cy. 222 × 267<br>NE 61<br>General Motors Corp. |
| **7321049**<br>*HP6132*<br>20634-PEXT1<br>Gc Rdr Rt | **STELLA JAY**<br>ex Fu Tat No. 1-91<br>ex Eisei Maru No. 12-91<br>ex Taisho Maru No. 5-88<br>ex Eisei Maru No. 12-85<br>**Sofianery Corp.**<br>Panama Panama | **496**<br>316<br>1 623 | | **1973** Yamanaka Zosen K.K.—Namikata (121)<br>68,41 11,54 4,217<br>63,99 11,51 6,10<br>2 dks<br>RW | **M General Cargo**<br>Mchy.aft<br>1 Ho<br>G.2 592 B.2 471<br>1 Ha (37,6 × 8,6) | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 40kW 225V a.c.<br>Fuel 109,5t-5,5pd |
| **5417533**<br>*IUHH*<br>18 | **STELLA LUCENTE**<br>ex Sagittario Mazara<br>**Nicolo Bellarmino**<br>Mazara del Vallo Italy | **108**<br>46<br>— | | **1963** Cant. Nav. F. Giacalone—Mazara del Vallo<br>29,62 6,35 3,150<br>24,46 6,30 3,00<br>1 dk | **Wood M Fishing**<br>Side-fishing | Ansaldo<br>Oil 4SA 4Cy. 265 × 410<br>300bhp (221kW)<br>S.A. Ansaldo Stab. Mecc. |
| **6901804**<br>*WJGH*<br>518517<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **STELLA LYKES**<br>ex President Taylor-89<br>ex Korean Mail-78<br>**Lykes Bros. Steamship Co. Inc.**<br>New Orleans, La United States of America<br>SatCom: 1502377/WJGH | T.Mk<br>**11 559**<br>6 727<br>18 289<br>**15 949**<br>10 002<br>22 630 | AB | **1968** Newport News SB. & D.D. Co.—Newport News, Va (589)<br>184,41 25,05 9,500/10,681<br>177,55 25,00 14,18<br>F 32,7 2 dks, 3rd dk in No. 1-4 holds, 4th dk in No. 3 & 4 holds<br>RW rf nil | **S General Cargo**<br>Ref 12bth P<br>6 Ho 19,5DTp&s 22,8 21,3 21,3 ER 18,9 18,2 15,0 14 TwD<br>B.29 849 In.594 L.2 757<br>TEU 409 C. 409/20' (40')<br>7 Ha (stl) (8,6 × 6,8) (12,9 12,9 12,9 × 7,7) ER (10,6 10,6 8,3 × 7,7)<br>24W Der 1(70) 20(20) 4(15) | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>General Electric Co.<br>Gen 2 × 1250kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 3 653,5t (o.f.) |
| **8801084**<br>*PHUJ*<br><br>Esd Gc Rdr<br>Rt | **STELLA LYRA**<br><br>**Shipping Co. Lyra B.V.**<br>Rederij Theodora B.V. (Theodora Tankers)<br>Rotterdam Netherlands | *2 874*<br>*884*<br>3 480<br>T/cm<br>5,7 | BV | **1989** Tille Scheepsbouw B.V.—Kootstertille (266)<br>95,75 5,710<br>89,95 14,50 8,30<br>1 dk.<br>Bow/CM 42 Diam. 0,203 | **M Tanker**<br>Oil Chemical Bitumen<br>SBT<br>6 Wing Ta ER<br>L.(oil) 3 803<br>3 Cargo pumps total 810T/hr | Wartsila<br>Oil 4SA 4Cy. 320 × 350 with flexible<br>sr reverse geared to sc. shaft<br>1 480kW (2 012bhp)<br>Oy Wartsila Ab<br>Gen 4 × 130kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 151,0t (d.o.)-8,0pd |
| **8117079**<br>*ICRM*<br><br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STELLA MAR**<br>ex Bright Oak-90 ex Charter Oak-89<br>Launched as Caribbean Sprout II<br>**Societa di Leasing Internazionale Roloeasing S.p.A.**<br>Per-Ital S.r.l.<br>Augusta Italy<br>SatCom: 1150665/ICRM | **37 895**<br>16 672<br>60 774<br>T/cm<br>64,4 | ✠**100A1** SS 7/87<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL P† 660,0/78,0U3<br>FN 11156<br>RI (Class cont.) | **1983**-2 Onomichi Zosen K.K.—Onomichi (305)<br>228,15 (BB) 32,24 12,423<br>217,00 32,20 19,21<br>1 dk<br>rf nil Bow/CM 117 Diam. 0,410 MH 1,5 | **M Tanker**<br>COW IGS (LR) SBT<br>7 Ta ER<br>L.(oil) 73 583<br>3 Cargo pumps total 6 000T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>9 561kW (12 998bhp)<br>Hitachi Zosen Sakurajima<br>2 AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 22,5kgf/cm² (22,1bar)<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 278,5t (d.o.) 2 288,0t (hvf) |
| **5113137**<br>*HQBW7*<br><br>Df Esd Rdr<br>Rt | **STELLA MARINA**<br>ex Mazin-86 ex Mila-80 ex Silverfruit-76<br>ex Fedala-71<br>**Stella Marina Shipping & Transport Co.**<br>San Lorenzo Honduras | **487**<br>252<br>866 | BV | **1952** N.V. Werf "Gusto"—Schiedam (995)<br>68,51 9,78 3,455<br>61,04 9,73 5,80<br>P 3,4 B 5,8 1 dk & S dk | **M Refrigerated Cargo** OSD 12P<br>In.1 235<br>2 Ha (each 7,7 × 4,5) ER<br>4W Der 4(2) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW) NE 68<br>Kloeckner Humboldt Deutz<br>Fuel 110,5t (d.o.) |

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| **STELLA MARIS**<br>ex Freiburg I. Br.-81<br>**Southern Fisheries Bahamas Ltd.**<br>Panama<br>Panama | **2 556**<br>1 159<br>1 616 | (GL) | **1965** A.G. "Weser" Werk Seebeck—Bremerhaven (895)<br>87,71 14,03 5,601<br>77,60 14,00 9,00<br>2 dks<br>rf 348 | **M Factory Fishing**<br>Fish-factory Stern Trawler<br>Ice strengthened<br>3 Ho 17,9 4,5 7,0<br>4 Ha (1,5 1,5 1,5 × 1,1) (3,4 × 1,6) | MaK 8M582AK<br>2 Oil 4SA each 8Cy. 385 × 580 geared to sc. shaft<br>3 200bhp (2 354kW)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Gen 2 × 175kW 230/400V 50Hz a.c.<br>Controllable pitch propeller<br>15,5kn |
| **STELLA MARIS**<br>ex Arion Pacific-91 ex Setia Kawan-91<br>ex Kinei Maru No. 5-89<br>ex Geiyo Maru No. 25-89<br>ex Blue Coral-79<br>**P.T. Taruna Kusan Explosive**<br>Indonesia<br>Jakarta | **697**<br>426<br>756 | KI (NK) | **1976** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (202)<br>64,60 12,53 2,112<br>60,03 12,51 3,13<br>P 12,8 F 6,4 1 dk | **M Vehicles Carrier**<br>Mchy.aft<br>G.1 292 B.1 136 | Yanmar<br>Oil 4SA 6Cy. 240 × 290<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>9kn |
| **STELLA MARIS**<br>ex Geertruid Adriana-86<br>**B.V. Stella Maris**<br>Netherlands<br>Urk | **344**<br>150<br>— | | **1981** Stocznia Remontowa "Nauta"—Gdynia (396)<br>40,01<br>8,01 4,73<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Deutz SBV12M628<br>Vee Oil 4SA 12Cy. 240 × 280 geared to sc. shaft<br>2 400bhp (1 765kW)<br>Kloeckner Humboldt Deutz West Germany |
| **STELLA MARIS**<br>**Erich Jagemann**<br>Klaus Ehrich Jagemann<br>Stade<br>Federal Republic of Germany | **299**<br>186<br>788 | GL | **1967** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (83)<br>61,98 9,86 3,290<br>55,48 9,76 5,59<br>P 9,5 F 7,7 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 40,1 1 TwD 41,7<br>G.1 957 B.1 782<br>1 Ha (30,2 × 6,0) ER<br>Der 2(3) | MaK 6MU451A<br>Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Atlas-MaK Maschinenbau Kiel<br>10kn |
| **STELLA MARIS**<br>**Vicariat Apostolik Flores Endeh**<br>Surabaya<br>Indonesia | **139**<br>49<br>142 | (KI) | **1958** Alfred Hagelstein—Luebeck (594)<br>29,90 6,61 2,299<br>26,01 6,58 2,65<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>230bhp (169kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 11kW 25V<br>8kn |
| **STELLA MARIS II**<br>ex Bremerhaven-65<br>**Stardust Shipping Ltd.**<br>Sun Line Ltd.<br>Piraeus<br>Greece<br>SatCom: 1130322/SMAR | **2 682**<br>1 293<br>622 | **100A1** CS 4/89<br>service excluding Transatlantic voyages north of 36° but including the Azores<br>**LMC**<br>EL t $1\frac{5}{8}$"SQ<br>FN 1602 | **1960** Adler Werft G.m.b.H.—Bremen (19)<br>88,22 14,00 4,401<br>76,99 13,40 7,40<br>B 60,4 2 dks<br>rf 432 | **TM Passenger Ship**<br>93cbn 180bth P | Deutz<br>2 Oil 4SA each 8Cy. 400 × 580<br>4 300bhp (3 163kW)<br>Kloeckner Humboldt Deutz Koeln<br>✠ ndb fitted4/76 8kgf/cm² (7,9bar)<br>Gen 3 × 360kW 390V 50Hz a.c.<br>18,5kn |
| **STELLA NORDFISK**<br>ex Zenith-71<br>**P/R Stella Nordfisk**<br>Skagen<br>Denmark | **161**<br>66<br>— | (NV) | **1967** Bolsones Verft—Molde (213)<br>32,52 6,89<br>29,57 6,86 3,51<br>1 dk<br>rf 940 BK 119 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>1 Ho ER<br>3 Ha (1,0 2,9 2,7 × 1,2) ER<br>1W Der 1(3) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Lister Blackstone Ltd. Stamford<br>Fuel (d.o.) |
| **STELLA NOVAE**<br>ex Astrid Marie-89<br>**Kjell-Ove Bryngelisson**<br>Ockero<br>Sweden | *265*<br>*79*<br>— | | **1985** Ronnangs Svets AB—Ronnang<br>26,95 8,08 —<br>8,01 3,81<br>1 dk | **M Fishing**<br>Side-fishing | Polar F26R-B<br>Oil 4SA 6Cy. 250 × 300<br>1 000bhp (736kW)<br>Nohab Diesel A/B Trollhattan<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **STELLA OCEANIS**<br>ex Aphrodite-66<br>**Api Shipping Ltd.**<br>Sun Line Ltd.<br>Piraeus<br>Greece<br>SatCom: 1130471/SOCE | **3 963**<br>2 153<br>740 | **✠100A1** CS 11/89<br>excluding Transatlantic voyages, north of 36°N but including Azores<br>**✠LMC**<br>EL v $1\frac{13}{16}$"SQ<br>FN 2095 | **1965**-4 C.R.D. Adriatico—Monfalcone (1880)<br>105,14 16,92 4,558<br>87,00 16,01 8,06<br>B & F 85,4 2 dks<br>rf 279 conv Passenger/RoRo Cargo/Ferry 67 | **TM Passenger Ship**<br>170cbn 353bth P | Sulzer 7TAD48<br>2 Oil 2SA each 7Cy. 480 × 700<br>4 046kW (5 501bhp)<br>C.R.D. Adriatico Trieste<br>✠ ndb 12/82 7,5kgf/cm² (7,4bar)<br>Gen 3 × 345kW 230V d.c.<br>Thw. thrust Contr. pitch propeller fwd<br>17kn |
| **STELLA ORION**<br>**Rederij Theodora B.V. (Theodora Tankers)**<br>Rotterdam<br>Netherlands | **1 599**<br>1 101<br>3 212<br>T/cm<br>8,8 | BV | **1973** Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (377)<br>82,91 13,57 5,709<br>74,99 13,50 6,51<br>1 dk<br>Bow/CM 38 Diam. 0,254 | **M Tanker**<br>Oil Bitumen<br>8 Ta ER<br>L.(oil) 3 299 Asphalt 3 873 HeCls. C<br>2 Cargo pumps total 840T/hr | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580<br>2 400bhp (1 765kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 475kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 153,5t (d.o.)-8,0pd<br>12kn |
| **STELLA ORION**<br>ex Grampian Hunter-87<br>ex Arctic Brigand-79 ex Zonia-77<br>**West Coast Fishing Co. Ltd.**<br>Hayton of Fleetwood Ltd.<br>Fleetwood<br>United Kingdom | **439**<br>148<br>— | GL<br>✠Classed LR until 19/3/82 | **1965**-4 Charles D. Holmes & Co. Ltd.—Beverley (993)<br>- 8,64 3,737<br>41,20 8,54 4,42<br>F 7,4<br>RW rf 762 BK 165 conv Stand-by Safety Vessel for offshore installations 77 conv Side Trawler Fishing 79 conv Stand-by Safety Vessel for offshore installations 87 | **M Fishing**<br>Side Trawler | Mirrlees KMR8<br>Oil 4SA 8Cy. 381 × 457<br>772kW (1 050bhp)<br>Mirrlees National Ltd. Stockport<br>Gen 2 × 50kW 110V d.c.<br>Fuel (d.o.) |
| **STELLA POLARIS**<br>**Middle Islanders S.A.**<br>Panama<br>Panama | *3 154*<br>*1 550*<br>4 360 | NK | **1984** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1710)<br>89,29 (BB) 6,273<br>81,51 15,02 6,58<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.7 088 B.6 879<br>TEU 72 C.72/20'<br>2 Ha (stl) (14,0 26,6 × 10,2) ER<br>Der 2(25) 1(20) | Hanshin 6EL35<br>Oil 4SA 6Cy. 350 × 700<br>2 400bhp (1 765kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 200kW a.c.<br>11,75kn |
| **STELLA POLARIS**<br>**Adriaantje Holding B.V.**<br>Urk<br>Netherlands | **107**<br>32<br>— | | **1981** Jachtbouw & Constructiebedrijf Marcon —Hoogezand (3198)<br>24,95 —<br>22,46 5,81 3,05<br>1 dk<br>len 87 | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>Caterpillar Inc. Peoria, Illinois |
| **STELLA POLLUX**<br>**Shipping Co. Pollux B.V.**<br>Rederij Theodora B.V. (Theodora Tankers)<br>Rotterdam<br>Netherlands | *2 523*<br>*1 181*<br>3 824 | BV | **1981** Nieuwe Noord Nederlandse Scheepswerven B.V.—Groningen (400)<br>93,05 5,800<br>85,98 13,50 6,91<br>1 dk<br>len 85 | **M Tanker**<br>Oil Bitumen<br>12 Ta ER<br>L.4 220 HeCls. CptB | Wartsila<br>Oil 4SA 4Cy. 320 × 350 sr geared to sc. shaft<br>1 103kW (1 500bhp)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 200kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 104,0t (d.o.)-5,5pd<br>12,2kn |
| **STELLA PROCYON**<br>**Rederij Theodora B.V. (Theodora Tankers)**<br>Rotterdam<br>Netherlands | **2 710**<br>1 191<br>4 520<br>T/cm<br>10,5 | BV | **1978** Tille Scheepsbouw B.V.—Kootstertille (209)<br>83,55 6,645<br>75,01 15,60 7,75<br>P 19,9 F 12,8 1 dk<br>rf 102 Bow/CM 38 Diam. 0,254 | **M Tanker**<br>Oil Bitumen<br>10 Ta ER<br>Asphalt 4 540 HeCls. C<br>2 Cargo pumps total 840T/hr | Deutz RSBV6M540<br>Oil 4SA 6Cy. 370 × 400 reduction geared to sc. shaft<br>2 500bhp (1 839kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 252kW 380/220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 224,5t (d.o.)-8,0pd<br>11,75kn |

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| **5372446**<br><br><br>Rdr Rt | **STELLA S. II**<br>ex Ullensvang-82<br>**Albert A. Selby**<br>Dominica | **428**<br>208<br>— | <br><br>(NV) | **1952** A/S Bergens M/V—Bergen (401)<br>*43,50* 8,23<br>8,21 4,02<br>1 dk<br>RW BK 170 | **M Ferry/General Cargo** 184P<br><br>1 Ho 19,2 ER<br><br><br>2 Ha (each 4,0 × 2,5) ER<br>Der 1(2) | Wichmann<br>Oil 2SA 4Cy. 300 × 450<br>600bhp (441kW)<br>A/S Wichmann<br>Gen 1 × 30kW 1 × 28kW 220V d.c.<br>Fuel 25,5t (d.o.)-2,5pd |
| **5059006**<br>*SYWT*<br>3612<br>Df Esd Gc<br>Pfd Rdr RTv | **STELLA SOLARIS**<br>ex Stella V-70 ex Cambodge-70<br>**Sun Line Greece Special Shipping Co. Inc.**<br>Piraeus Greece<br>SatCom: 1130226/SSOL | **10 595**<br>3 995<br>3 400 | **100A1** CS 11/87<br><br>**LMC**<br>EL (E1) 2¼"<br>FN 5283 | **1953**-7 Soc. des At. & Ch. de France—Dunkerque (208)<br>166,15 22,08 7,875<br>149,36 22,00 13,37<br>B & F 143,6 2 dks, 3rd dk clear of mchy. space<br>RW rf nil conv Passenger/General Cargo 71 | **TS Passenger Ship**<br>329cbn 660bth P<br>1 Ho 15,2 ER<br><br><br>1 Ha ER | 6 S Turb dr geared to sc. shafts<br>24 000shp (17 653kW)<br>At. & Ch. de la Loire<br>3 WTB 54kgf/cm² (53,0bar) Spt 480°C<br>53,2kgf/cm² (52,2bar) hs2268,0<br>(AuxB 7kgf/cm² (6,9bar) )<br>Gen 1 × 730kW 4 × 700kW 380V<br>Fuel 1 428,5t (o.f.) |
| **7405730**<br>*P3GT2*<br>708024<br>Df Esd Gc<br>Pfd Rdr RTv | **STELLA TINGAS**<br>ex Alma-87 ex Lucina-85<br>**Plata Marine Co. Ltd.**<br>Limassol Cyprus | **16 888**<br>11 581<br>28 780<br>T/cm<br>38,6 | <br><br>BV (AB) | **1975** Taiwan SB. Corp.—Keelung (56)<br>181,31 25,07 10,243<br>168,23 25,00 13,80<br>P 30,5 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br><br>6 Ho ER<br>G.38 123 HeCls. B<br><br>6 Ha (stl) (10,2 13,0 11,6 13,2 13,2 13,2 × 11,9) ER<br>12W Der 12(5) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>8 238kW (11 200bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 223,5t (d.o.) 2 062,5t (hvf)-39,0pd |
| **8332904**<br>*IUKX*<br>34<br>Df Esd Gc<br>Rdr Rt | **STELLA ZENNARO**<br><br>**Bruno, Felice, Mauro & Renzo Zennaro S.D.F.**<br>Chioggia Italy | **150**<br>50<br>— | <br><br>RI | **1981** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona (41)<br>30,18 6,74 2,440<br>24,01 6,71 3,41<br>1 dk | **M Fishing** | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz |
| **8121331**<br>*PJFA*<br><br>Esd Gc Pfd<br>Rdr RTm/h/v | **STELLAMARE**<br>ex Valkenswaard-87<br>**Jumbo Navigation N.V.**<br>Willemstad Netherlands Antilles & Aruba | **1 496**<br>869<br>2 850 | <br><br>BV | **1982** B.V. Scheepswerven Gebr. van Diepen—Waterhuizen (1016)<br>88,19 15,60 5,601<br>74,02 15,51 7,52<br>1 dk | **M Heavy-load Carrier**<br><br>1 Ho ER<br>G.4 096<br><br>1 Ha (stl) (47,4 × 11,5) ER<br>Der 2(180) | Deutz<br>Oil 4SA 6Cy. 370 × 400 with flexible co<br>sr geared to sc. shaft<br>2 800bhp (2 060kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 150kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 110,0t (d.o.) 250,0t (hvf)-8,5pd |
| **7736335**<br>*PJBB*<br>682<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **STELLANOVA**<br>ex Jumbo Stellatwo-85<br>ex Internavis II-82<br>**Jumbo Navigation N.V.**<br>Willemstad Netherlands Antilles & Aruba | **4 997**<br>2 315<br>5 076 | <br><br>BV | **1978** Dubigeon-Normandie S.A.—Grand Quevilly (2546)<br>99,80 18,04 6,400<br>91,01 18,00 9,76<br>1 dk | **TM General Cargo** CSD<br>Heavy-load<br>Ice strengthened<br>1 Ho 51,8 ER<br>G.7 010 B.6 847<br>TEU 192 C.Ho 150/20' C.Dk 42/20'<br>1 Ha (stl) (51,8 × 12,9) ER<br>6W Cr 1(10) Der 2(220) | Pielstick<br>2 Oil 4SA each 8Cy. 280 × 290 redu<br>to sc. shafts<br>5 800bhp (4 266kW)<br>Alsthom-Atlantique<br>Gen 4 × 250kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 550,0t (d.o.)-12,5pd |
| **8912326**<br>*PJMJ*<br>24270<br>Esd Rdr RTv | **STELLAPRIMA**<br><br>**Jumbo Scheepvaart Maatschappij (Curacao) N.V.**<br>Kahn Scheepvaart B.V. (Kahn Shipping Ltd.)<br>Willemstad Netherlands Antilles & Aruba | *6 902*<br>*2 070*<br>4 000<br>T/cm<br>18,1 | **100A1**<br>Class contemplated<br>**UMS** | **1991** Yssel—Vliet Combinatie B.V.—Capelle a/d Ijssel (252)<br>100,78 - 7,400<br>95,31 20,50 13,32<br>B 9,0 F 12,0 1 main dk & 1 removeable tween dk | **M General Cargo**<br>Heavy-load<br>1 Ho ER 1 TwD<br>B.11 000<br>TEU 370 C.Ho 204/20' C.Dk 166/20'<br>1 Ha (stl) (71,4 × 15,1) ER<br>Cr 2(250) 1(25) | MaK<br>Oil 4SA 9Cy. 320 × 420 sr geared to s<br>3 000kW (4 079bhp)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 440kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 110,0t (d.o.) 614,0t (hvf)-14,0pd |
| **8916217**<br>*3EPX8*<br>20546-KJ1<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **STELLAR ANDES**<br><br>**Erie Ocean S.A.**<br>Panama Panama<br>SatCom: 1335133/STEL | *38 844*<br>*19 442*<br>44 849 | <br><br>NK | **1991** Sanoyas Corp.—Mizushima (1103)<br>199,99 (BB) 10,717<br>194,00 32,20 17,80 | **M Wood-chip Carrier**<br>Self-unloader<br>6 Ho ER<br>G.99 643<br><br>6 Ha (stl) (16,2 × 12,3) (16,2 16,2 16,2 14,8 13,3 × 17,2) ER<br>Cr 3(14) | Sulzer<br>Oil 2SA 6Cy. 520 × 1800<br>7 356kW (10 001bhp)<br>Diesel United Ltd.<br>Gen 4 × 405,8kW a.c. |
| **8914233**<br>*DZSB*<br>230816<br>Df Esd Gc<br>Pfd Rdr RTv | **STELLAR BENY**<br><br>**Nova International Shipping Inc.**<br>Manila Philippines<br>SatCom: 1700430/DZSB | *16 725*<br>*10 435*<br>28 457 | <br><br>NK | **1990** Imabari Zosen—Imabari (482)<br>169,03 (BB) 9,745<br>160,40 27,20 13,60<br>1 dk | **M Bulk Carrier**<br><br>5 Ho ER<br><br><br>5 Ha (stl) ER | B&W<br>Oil 2SA 5Cy. 500 × 1910<br>4 877kW (6 630bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 400kW 1 × 300kW 450V<br>Fuel 1 301,72t (i.f.o.)-20,7pd |
| **8903117**<br>*DVLT*<br>231305<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>SatCom<br>AMVER | **STELLAR CAPE**<br><br>**Cyr Transport & Marine Services Inc.**<br>Manila Philippines | *74 364*<br>*48 138*<br>146 859 | <br><br>NK | **1990** Hyundai Heavy Industries Co. Ltd.—Ulsan (671)<br>269,00 (BB) 17,416<br>259,00 43,00 23,80<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br><br>G.166 081 B.163 921<br><br>9 Ha (stl) (14,0 14,0 × 17,0) (14,0 14,0 14,0 14,0 14,0 14,0 14,0 × 20,0) ER | B&W<br>Oil 2SA 5Cy. 700 × 2674<br>11 974kW (16 279bhp)<br>Hyundai Heavy Industry Co. Ltd. Indus<br>Plant Div.<br>Gen 4 × 405kW a.c. |
| **9000431**<br>*3EUM8*<br>20721-KJ1<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STELLAR DREAM**<br><br>**Fresh Chips S.A.**<br>Nissen Kaiun K.K.<br>Panama Panama<br>SatCom: 1335310/STDM | *38 844*<br>*19 442*<br>44 831 | <br><br>NK | **1991** Sanoyas Corp.—Mizushima (1104)<br>199,99 (BB) 10,717<br>194,00 32,20 22,35 | **M Wood-chip Carrier**<br>Self-unloader<br>6 Ho ER<br>G.99 643<br><br>6 Ha (stl) (16,2 × 12,3) (16,2 16,2 16,2 14,8 13,3 × 17,2) ER<br>Cr 3(14) | Sulzer<br>Oil 2SA 6Cy. 520 × 1800<br>6 620kW (9 000bhp)<br>Diesel United Ltd.<br>Gen 3 × 685,68kW a.c. |
| **9036301**<br>*3EEP9*<br>21158-YJ<br>Df Esd Gc<br>Rdr Rt | **STELLAR HOPE**<br><br>**Sietemar S.A.**<br>Iino Marine Service Co. Ltd.<br>Panama Panama | *4 987*<br>—<br>9 070 | <br><br>NK | **1991** Asakawa Zosen—Imabari (361)<br>- - 7,613<br>104,00 18,80 9,56<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Mitsubishi<br>Oil 2SA 7Cy. 370 × 880<br>3 604kW (4 900bhp)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |
| **8604905**<br>*YJYF8*<br>538<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **STELLAR SOPHY**<br>ex Lake Mashu-88<br>**S.K.K. Marine Co. Ltd.**<br>Port Vila Vanuatu<br>SatCom: 1576176/YJYF | *15 946*<br>*9 064*<br>26 695 | <br><br>NK | **1986** Hakodate Dock Co. Ltd.—Hakodate (2440)<br>167,20 (BB) 26,29 9,542<br>160,00 26,00 13,30<br>P 11,6 F 11,3 1 dk | **M Bulk Carrier**<br><br>5 Ho ER<br>G.34 071 B.33 198<br><br>5 Ha (stl) (13,8 19,2 19,2 19,2 19,2 × 13,0) ER<br>Cr 4(30) | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>5 443kW (7 400bhp)<br>Hitachi Zosen Hiroshima W<br>Gen 3 × 360kW 450V 60Hz a.c. |
| **8708311**<br>*3EJI6*<br>17708-88<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **STELLAR STREAM**<br><br>**Stellar Pegasus Shipping S.A.**<br>Pine Crest Shipping Co. Ltd.<br>Panama Panama<br>SatCom: 1332337/SEJI | *35 662*<br>*17 158*<br>42 744<br>T/cm<br>21,3 | <br><br>NK | **1988** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1151)<br>198,03 (BB) 32,24 10,826<br>188,02 32,20 21,85<br>F 171,6 1 dk | **M Wood-chip Carrier**<br><br>6 Ho ER<br>G.91 055<br><br>6 Ha (stl) ER | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>7 289bhp (5 361kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 2 × 485kW 450V 60Hz a.c.<br>Fuel 120,0t (d.o.) 1 376,5t (hvf) |
| **8516689**<br>*DUMF*<br>229853<br>RTv<br>AMVER | **STELLAR VENUS**<br>ex Kumasachi Maru-88<br>**Island Overseas Transport Corp.**<br>Manila Philippines<br>SatCom: 1700317/DUMF | *36 544*<br>*23 016*<br>69 611<br>T/cm<br>26,0 | <br><br>NK | **1986** Hashihama Zosen—Tadotsu (852)<br>225,00 (BB) 32,24 13,258<br>215,02 32,21 18,32<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.81 803<br><br>7 Ha (stl) (14,2 16,8 16,8 16,8 16,8 16,8 16,8 × 14,4) ER | B&W<br>Oil 2SA 5Cy. 700 × 2268<br>10 080bhp (7 414kW)<br>Mitsui Eng. & SB. Co. Ltd. |

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| **STELLATA**<br>**Shell Tankers B.V.**<br>'s Gravenhage<br>SatCom: 1300136/PHVG<br>Netherlands | *56 456*<br>*32 733*<br>83 660 | ✠**100A1** SS 3/89<br>oil tanker<br>SPM<br>✠**LMC** **UMS**<br>**IGS**<br>EL U† 715,0/90,0U3<br>FN 14627 | **1986**-1 Hyundai Heavy Industries Co. Ltd.—Ulsan (354)<br>244,53 (BB) 42,73 14,601<br>234,02 42,68 19,82<br>1 dk<br>rf nil | **M Tanker**<br>COW IGS(LR) PL SBT<br>pt higher tensile steel<br>cs 4<br>8 Ta ER<br>8 Ta (stl) ER<br>L.(oil) 103 639 | B&W 5L80MCE<br>Oil 2SA 5Cy. 800 × 2592<br>16 009bhp (11 776kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>TOH (o.f.) 7,8kgf/cm² (7,7bar)<br>2 TOH (1 o.f. 1 ex.g) 7,8kgf/cm² (7,7bar)<br>Gen 1 × 1500kW 3 × 990kW 440V 60Hz a.c.<br>Fuel-43,0pd 15kn |
| **STELLER No. 88**<br>ex Phoenix No. 33-90<br>ex Kinsho Maru No. 28-87<br>**Newstar Shipping Inc.**<br>Kingstown<br>St. Vincent and the Grenadines | **254**<br>126<br>— | KR | **1981** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1436)<br>41,51 3,201<br>40,01 7,90 3,56<br>P 21,1 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 240 × 290<br>900bhp (662kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 160kW 225V a.c.<br>12,25kn |
| **STEN**<br>ex Alsten-91<br>**Lakseoppdrett A/L**<br>Sandnessjoen<br>Norway | **172**<br>60<br>129 | (NV) | **1969** Ejnar S. Nielsen M/V A/S—Harstad (14)<br>29,80 8,41 2,972<br>26,12 8,11 3,76<br>1 dk<br>rf 991 BK 102 | **M RoRo Cargo/Ferry**<br>175dk P<br>Mchy.aft | Normo<br>Oil 4SA 5Cy. 250 × 300<br>650bhp (478kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 56kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **STENA**<br>**RN Sten & Grus A/S**<br>Hvidovre<br>Denmark | **297**<br>102<br>— | | **1965** Zaanlandsche Schps. Maats.—Zaandam<br>43,49 7,83<br>... ... ...<br>1 dk | **M Dredger**<br>Suction<br>1 Ho ER<br>Hopper 260<br>1 Ha ER<br>Der 1(5) | Alpha 405-24VO<br>Oil 2SA 5Cy. 240 × 400<br>221kW (300bhp)<br>Alpha-Diesel A/S Frederikshavn |
| **STENA ANTRIM**<br>ex St. Christopher-91<br>**Stena Equipment & Aircraft Leasing Ltd.**<br>Sealink U.K. Ltd. (SEALINK STENA LINE)<br>London<br>United Kingdom | **7 399**<br>3 655<br>2 092 | ✠**100A1** CS 1/91<br>ferry<br>Channel service from ports in U.K. south of Oban & Harwich — Hook of Holland<br>✠**LMC**<br>EL (A†) 522,5/56,0U2(a)<br>FN 3972 | **1981**-3 Harland & Wolff Ltd.—Belfast (1716)<br>129,62 (BB) 21,62 5,011<br>120,71 21,01 11,89<br>B 89,7 2 dks<br>rf nil BK | **TM Passenger/RoRo Cargo/Ferry**<br>15cbn 30bth 1370dk P<br>Stern door<br>Bow door & ramp<br>Lane Length 780 Clear height 4,42<br>Cars 310 Lorries 48 | Pielstick 16PC2-5V-400<br>2 Vee Oil 4SA each 16Cy. 400 × 460 sr geared to sc. shafts<br>20 800bhp (15 300kW)<br>A.P.E.-Crossley Ltd. Manchester<br>Gen 2 × 1200kW 3 × 675kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 43,0t (d.o.) 172,0t (hvf)-72,0pd 19,5kn |
| **STENA APACHE**<br>ex Apache-89<br>**Stena Offshore Ltd.**<br>Nassau<br>SatCom: 1103146/CSIE<br>See Register of Offshore Units<br>Bahamas | **5 562**<br>2 116<br>9 000 | AB | **1979** Todd Shipyards Corp.—Galveston, Tx (56)<br>122,92 21,37 5,550<br>121,93 21,34 8,69<br>F 18,9 1 dk<br>rf nil | **TM Pipelayer Diving Support**<br>Cr 1(89) 2(40) | General Motors 20-645-E7<br>2 Vee Oil 2SA each 20Cy. 230 × 254 reverse reduction geared to sc. shafts<br>7 200bhp (5 296kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 900kW 600/460V a.c. 1 × 250kW 480V a.c.<br>2 Thw. thrust propellers fwd<br>2 Thw. thrust propellers<br>12,5kn |
| **STENA BRITANNICA**<br>ex Silvia Regina-91<br>**Stena AB**<br>Oy Silja Line Ab<br>Stockholm<br>Sweden | **26 671**<br>14 738<br>3 898 | ✠**100A1** SS 5/90<br>ferry<br>Ice Class 1A Super<br>✠**LMC** **UMS**<br>EL L 632,5/70,0U3<br>FN 5631 | **1981**-6 Oy Wartsila Ab—Turku/Abo (1252)<br>166,10 (BB) 29,04 6,719<br>150,02 28,41 9,12<br>B 132,9 3 dks, 1 movable dk (hoistable) in No. 3 (vehicle) tween dk<br>rf nil | **TM Passenger/RoRo Cargo/Ferry**<br>640cbn 1544bth 416dk P<br>Bow door & ramp<br>L 11,70 W 6,40 SWL 45<br>2 Stern door/ramps 1(p) 1(s)<br>L 9,20 W 7,10 SWL 45<br>Lane Length 1050 Cargo Width 6,00<br>Clear height 4,60<br>Cars 435 | Pielstick 12PC2-5V-400<br>4 Vee Oil 4SA each 12Cy. 400 × 460 with clutches, flexible couplings & sr geared to sc. shafts<br>22 948kW (31 198bhp)<br>Oy Wartsila Ab Turku/Abo<br>2 AuxB (o.f.) 8kgf/cm² (7,9bar)<br>2 e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 1776kW 2 × 1300kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 195,5t (d.o.) 1 377,0t (hvf)-90,0pd 20kn |
| **STENA CALEDONIA**<br>ex St. David-91<br>**Stena Equipment & Aircraft Leasing Ltd.**<br>Sealink U.K. Ltd. (SEALINK STENA LINE)<br>London<br>United Kingdom | **7 196**<br>3 543<br>2 206 | ✠**100A1** CS 1/87<br>ferry<br>Channel service from ports in the U.K. south of Oban & Harwich — Hook of Holland<br>✠**LMC**<br>EL (A†) 522,5/56,0U2(a)<br>FN 3963 | **1981**-7 Harland & Wolff Ltd.—Belfast (1717)<br>129,65 (BB) 21,62 4,841<br>120,71 21,01 11,82<br>Ba 89,7 2 dks<br>rf nil | **TM Passenger/RoRo Cargo/Ferry**<br>23cbn 46bth 1154dk P<br>Stern door<br>Bow door & ramp<br>Lane Length 780 Cargo Width 6,40<br>Clear height 4,42<br>Cars 306 Lorries 62 | Pielstick 16PC2-5V-400<br>2 Vee Oil 4SA each 16Cy. 400 × 460 sr geared to sc. shafts<br>20 800bhp (15 300kW)<br>A.P.E.-Crossley Ltd. Manchester<br>Gen 2 × 1200kW 3 × 675kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 43,0t (d.o.) 172,0t (hvf)-72,0pd 19,5kn |
| **STENA CAMBRIA**<br>ex St. Anselm-90<br>**R.B. Equipment Leasing Ltd.**<br>Sealink U.K. Ltd. (SEALINK STENA LINE)<br>London<br>United Kingdom | **7 405**<br>3 659<br>1 829 | ✠**100A1** CS 11/90<br>ferry<br>Channel service from ports in U.K. south of Oban & Harwich — Hook of Holland<br>✠**LMC**<br>EL (A†) 522,5/56,0U2(a)<br>FN 3963 | **1980**-10 Harland & Wolff Ltd.—Belfast (1715)<br>129,65 21,62 5,011<br>120,71 21,01 11,82<br>B 89,7 2 dks<br>rf nil BK | **TM Passenger/RoRo Cargo/Ferry**<br>15cbn 30bth 1370dk P<br>Stern door<br>Bow door & ramp<br>Lane Length 780 Clear height 4,42<br>Cars 310 Lorries 62 | Pielstick 16PC2-5V-400<br>2 Vee Oil 4SA each 16Cy. 400 × 460 sr geared to sc. shafts<br>20 800bhp (15 300kW)<br>A.P.E.-Crossley Ltd. Manchester<br>Gen 2 × 1200kW 3 × 675kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 43,0t (d.o.) 172,0t (hvf)-72,0pd 19,5kn |
| **STENA CARRIER**<br>ex Jolly Smeraldo-83 ex Jolly Bruno-82<br>ex Stena Carrier-82<br>ex Imparca Miami-81<br>ex Stena Carrier-80<br>ex Imparca Express I-80<br>**Stena Carrier Ltd.**<br>Wald & Rahm Management AB<br>Georgetown<br>Cayman Islands (British) | **5 508**<br>2 510<br>8 661 | ✠**100A1** SS 1/88<br>Ice Class 1A when each main engine output restricted to 6,500<br>✠**LMC** **UMS**<br>EL E† 577,5/56,0U3<br>FN 4737 | **1978**-6 Hyundai Heavy Industries Co. Ltd.—Ulsan (650)<br>151,01 (BB) 20,48 7,319<br>137,01 19,91 14,66<br>Ba 28,4 2 dks, 2nd dk for light cargoes only, 3rd dk movable in holds<br>rf nil DK | **TM RoRo Cargo**<br>6cbn 12bth P<br>Stern door/ramp<br>Lane Length 1270 Cargo Width 6,00<br>Clear height 4,70<br>Mchy.aft<br>TEU 562<br>C.Ho 82/20' C.RoRo Dk 242/20' C.Dk 238/20' | Pielstick 12PC2-5V-400<br>2 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shafts<br>15 600bhp (11 475kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>2 e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 2 × 760kW 2 × 520kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 164,5t (d.o.) 1 623,0t (hvf)-38,0pd 16kn |
| **STENA CHALLENGER**<br>**Stena Equipment & Aircraft Leasing Ltd.**<br>Sealink U.K. Ltd. (SEALINK STENA LINE)<br>Dover<br>United Kingdom | *18 523*<br>*5 556*<br>4 650 | NV (Class cont.) | **1991** Bruces Verkstads AB—Landskrona (20)<br>157,28 (BB) 24,30 5,515<br>142,00 24,00 7,90<br>1 dk | **TM RoRo Cargo/Ferry**<br>92bth D 500dk P<br>Ice strengthened<br>Bow door/ramp<br>L 8,60 W 8,30 SWL 45<br>Lane Length 1560 Clear height 4,50<br>Lorries 120<br>TEU 240 C.Ho 240/20'(40') incl. 30 ref C. | Sulzer 8ZA40S<br>2 Oil 4SA each 8Cy. 400 × 560 with clutches, flexible couplings & sr geared to sc. shafts<br>7 920kW (10 767bhp)<br>(p) Oy Wartsila Ab Turku/Abo<br>(s) Oy Wartsila Ab Turku/Abo<br>Gen 3 × 560kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 104,0t (d.o.) 400,0t (i.f.o.) 17,5kn |
| **STENA CONCEPT**<br>ex Moselle-90 ex Universe Monitor-80<br>**Hillsbrook Shipping Inc.**<br>Monrovia<br>SatCom: 1240431/MSLE<br>Liberia | **122 199**<br>101 698<br>253 998<br>T/cm<br>161,3 | AB | **1975** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2345)<br>337,04 (BB) 54,51 20,116<br>320,00 54,49 26,98<br>1 dk<br>rf 102 Bow/CM 166 Diam. 0,850 MH 1,2 | **S Tanker**<br>CBT COW IGS<br>14 Ta ER<br>L.(oil) 329 650 HeCls. BptC<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 1800kW<br>Fuel 12 256,5t (o.f.)-177,0pd 16kn |

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| **7326908**<br>*5MWO*<br>4570<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **STENA CONCORDIA**<br>ex Universe Burmah-86<br>**Shining Seaways Ltd.**<br>Monrovia Liberia<br>SatCom: 1240440/CNDA | **122 199**<br>101 608<br>273 616<br>T/cm<br>161,3 | AB | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Kure (2283)<br>328,58 (BB) 54,87 21,067<br>320,00 54,51 27,01<br>1 dk<br>rf nil Bow/CM 166 Diam. 0,850 MH 1,2 | **S Tanker**<br>CBT COW IGS<br>15 Ta ER<br>L.(oil) 329 845 HeCls. B<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 1800kW 450V 60Hz a.c.<br>Fuel 12 256,5t (o.f.)-177,0pd |
| **7351812**<br>*A8AM*<br>4772<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **STENA CONDUCTOR**<br>ex Stena Explorer-90<br>ex Universe Explorer-86<br>**Gray Shipping Inc.**<br>Monrovia Liberia | **122 199**<br>101 698<br>273 409<br>T/cm<br>161,3 | AB | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Kure (2284)<br>328,58 (BB) 54,56 21,070<br>320,02 54,51 27,01<br>P 15,0 1 dk<br>rf nil Bow/CM 166 Diam. 0,850 MH 1,2 | **S Tanker**<br>CBT COW IGS<br>15 Ta ER<br>L.(oil) 329 845 HeCls. B<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 1800kW 450V 60Hz a.c.<br>Fuel 12 256,5t (o.f.)-177,0pd |
| **9003081**<br>*3EKG8*<br>19220-90<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **STENA CONFIDENCE**<br>**Sona Maritime S.A.**<br>Mitsui O.S.K. Lines Ltd.<br>Panama Panama<br>SatCom: 1333662/SCON | *52 450*<br>*28 000*<br>97 113 | NK | **1990** Imabari Zosen—Marugame (1177)<br>246,84 (BB) 13,419<br>235,00 42,00 19,50<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 110 812 | Sulzer<br>Oil 2SA 6Cy. 720 × 2500<br>9 003kW (12 240bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 680kW 450V 60Hz a.c. |
| **7370193**<br>*A8JS*<br>5012<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **STENA CONGRESS**<br>ex Peconic-90 ex Universe Mariner-80<br>**Herndon Maritime Corp.**<br>Monrovia Liberia<br>SatCom: 1240411/PECN | **122 199**<br>101 698<br>273 206<br>T/cm<br>161,3 | AB | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Kure (2294)<br>337,07 (BB) 54,54 21,070<br>326,98 54,50 27,01<br>1 dk<br>rf 102 Bow/CM 166 Diam. 0,850 MH 1,2 | **S Tanker**<br>CBT COW IGS<br>15 Ta ER<br>L.(oil) 328 474 HeCls. B<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 1800kW 450V 60Hz a.c.<br>Fuel 12 256,5t (o.f.)-177,0pd |
| **7370246**<br>*A8ZR*<br>5430<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STENA CONSTELLATION**<br>ex Hamlet-90 ex Universe Sentinel-80<br>**Hickory Maritime Ltd.**<br>Monrovia Liberia<br>SatCom: 1240430/HMLT | **122 199**<br>101 698<br>273 410<br>T/cm<br>161,3 | AB | **1975** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Kure (2346)<br>337,96 (BB) 54,51 21,070<br>320,00 54,49 26,98<br>1 dk<br>rf 102 Bow/CM 166 Diam. 0,850 MH 1,2 | **S Tanker**<br>CBT COW IGS<br>14 Ta ER<br>L.(oil) 329 651 HeCls. BptC<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 1800kW<br>Fuel 12 256,5t (o.f.)-177,0pd |
| **7814424**<br>*C6CP8*<br>710780<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **STENA CONSTRUCTOR**<br>**Stena Offshore Ships One Ltd.**<br>Stena Offshore Ltd.<br>Nassau Bahamas<br>SatCom: 1103164/SCON<br>See Register of Offshore Units | **5 601**<br>1 677<br>4 670 | NV | **1980** Oresundsvarvet AB—Landskrona (274)<br>111,49 20,99 6,701<br>101,30 20,52 8,31<br>F - 2 dks | **D-E Diving Maintenance Support**<br>for offshore installations .Fire-fighting<br>2 Moonpools Ice strengthened<br>4 Ta ind cyl vert<br>G.310 L.550 L.(oil) 2 000<br>Cr 4(20-40) 1(20) 1(15) 1(5) | Nohab<br>5 Vee Oil 4SA each 16Cy. 250 × 30<br>13 240kW (18 000bhp) driving 5 ge<br>2 880kW 6 000V a.c. connected t<br>motors each of 1 475shp (1 085kW<br>geared to sc. shaft<br>A/B Bofors Nohab<br>Gen 2 × 208kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust propellers fwd<br>2 Directional thrust propellers<br>Fuel 837,0t (d.o.) |
| **7370181**<br>*A8EH*<br>4871<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STENA CONTENDER**<br>ex Menantic-90 ex Universe Ranger-80<br>**Noah Navigation Ltd.**<br>Monrovia Liberia<br>SatCom: 1240423/MNTC | **122 199**<br>101 698<br>273 268<br>T/cm<br>161,3 | AB | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Kure (2293)<br>337,04 (BB) 54,56 20,981<br>320,00 54,51 27,01<br>1 dk<br>rf 102 Bow/CM 166 Diam. 0,850 MH 1,2 | **S Tanker**<br>CBT COW IGS<br>15 Ta ER<br>L.(oil) 329 845 HeCls. B<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 1800kW 450V 60Hz a.c.<br>Fuel 12 256,5t (o.f.)-177,0pd |
| **7370208**<br>*A8OJ*<br>5134<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **STENA CONTINENT**<br>ex Arcadia-90 ex Universe Guardian-80<br>**Hillcrest Maritime Inc.**<br>Monrovia Liberia<br>SatCom: 1240420/ARCD | **122 199**<br>101 698<br>273 187<br>T/cm<br>161,3 | AB | **1975** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Kure (2336)<br>337,04 (BB) 54,54 21,067<br>320,00 54,50 27,01<br>1 dk<br>rf nil Bow/CM 166 Diam. 0,850 MH 1,2 | **S Tanker**<br>CBT COW IGS<br>14 Ta ER<br>L.(oil) 329 650 HeCls. B<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 1800kW 450V 60Hz a.c.<br>Fuel 12 805,0t (o.f.)-177,0pd |
| **7226885**<br>*6ZBI*<br>4337<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STENA CONVOY**<br>ex Laurel-90 ex Universe Pioneer-80<br>**Nuevo Leon Maritima S.A.**<br>Monrovia Liberia<br>SatCom: 1240417/LREL | **117 246**<br>97 576<br>262 631<br>T/cm<br>160,5 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Kure (2268)<br>336,00 (BB) 54,56 20,289<br>320,00 54,51 26,01<br>1 dk<br>rf nil Bow/CM 158 Diam. 0,850 MH 1,2 | **S Tanker**<br>COW IGS SBT<br>17 Ta ER<br>L.(oil) 316 201 HeCls. B<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 1700kW 440V 60Hz a.c.<br>Fuel 13 158,0t (o.f.)-179,5pd |
| **7907245**<br>*SKFH*<br>Df Esd Gc<br>Pfd Rdr Rt | **STENA DANICA**<br>**Stena Danicas Interessenter K/B**<br>Stena Marine Management HB<br>Goteborg Sweden | **15 899**<br>8 061<br>2 950 | NV (BV) | **1983** Ch. du Nord et de la Mediterranee<br>—Dunkerque (309)<br>154,90 (BB) 28,48 6,317<br>133,51 28,01 13,62<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>41cbn 86bth 2214dk P<br>Ice strengthened<br>Bow door & ramp<br>L 11,60 W 7,00<br>Side ramp (p. f.)<br>Side ramp (p. a.)<br>2 Stern door/ramps 1(p) 1(s)<br>L 10,03 W 9,63<br>Lane Length 1640 Clear height 4,73<br>Cars 550 Trailers 82 | Sulzer<br>4 Vee Oil 4SA each 12Cy. 400 × 48<br>clutches, flexible couplings & sr ge<br>shafts<br>34 800bhp (25 597kW)<br>Cie. de Const. Mec. Sulzer, CCM<br>Gen 5 × 910kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers |
| **7814462**<br>*C6HC9*<br>715381<br>Df Esd Gc<br>Pfd Rdr RTv | **STENA FANTASIA**<br>ex Fantasia-90 ex Fiesta-90<br>ex Tzarevetz-88 ex Scandinavia-82<br>**Stena Fantasia (FL) Ltd.**<br>Sealink U.K. Ltd. (SEALINK STENA LINE)<br>Nassau Bahamas<br>SatCom: 1104277/FSTA | *25 122*<br>*11 331*<br>10 500 | (NV) | **1980** Kockums Varv (Shipyard) AB—Malmo<br>(569)<br>163,51 (BB) 27,63 7,922<br>150,76 23,00 16,01<br>2 dks<br>rf nil | **TM RoRo Cargo/Ferry**<br>1800dk P<br>Ice strengthened<br>2 Stern door/ramps 1(p) 1(s)<br>L 24,00 W 8,00<br>Lane Length 2250 Clear height 7,20<br>Cars 650<br>conv RoRo Cargo 90 | Sulzer<br>2 Oil 2SA each 7Cy. 560 × 1150<br>13 020kW (17 701bhp)<br>Kockums M/V A/B<br>Gen 1 × 1400kW 3 × 880kW 1<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 117,0t (d.o.) 3 028,0t (hvf) |
| **7826788**<br>*SIJM*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **STENA FELICITY**<br>ex Felicity-90 ex Visby-90<br>**Rederiaktiebolaget Gotland**<br>Sealink U.K. Ltd. (SEALINK STENA LINE)<br>Visby Sweden | **15 001**<br>8 420<br>2 700 | NV | **1980** Oresundsvarvet AB—Landskrona (278)<br>145,62 (BB) 24,52 5,514<br>132,01 24,01 16,57<br>5 dks | **TM Passenger/RoRo Cargo/Ferry**<br>287cbn 1142bth 872dk P<br>Ice strengthened<br>Bow door/ramp<br>L 18,50 W 8,00 SWL 15<br>2 Stern door/ramps 1(p) 1(s)<br>L 14,20 W 3,50 SWL 2<br>Stern door/ramp<br>L 15,80 W 10,51 SWL 15<br>Lane Length 2205 Cargo Width 2,50<br>Clear height 4,50<br>Cars 515 | B&W<br>4 Oil 2SA each 8Cy. 450 × 900 sr g<br>shafts<br>21 480kW (29 202bhp)<br>A/B Gotaverken<br>Gen 2 × 1700kW 3 × 1660kW<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 89,0t (d.o.) 789,0t (hvf)-77,0pd |
| **7528568**<br>*SEPG*<br>Df Esd Gc<br>Pfd Rdr Rt | **STENA FREIGHTER**<br>ex Jolly Turchese-83 ex Jolly Giallo-82<br>ex Stena Freighter-82<br>ex Merzario Ausonia-81<br>**Stena Line AB**<br>Swedish Ship Management AB<br>Goteborg Sweden | **5 497**<br>2 606<br>8 911 | **✠100A1** SS 9/91<br>Ice Class 1A, when each main engine output restricted to 4850kW (6500bhp)<br>**✠LMC** **UMS**<br>EL E† $2\frac{3}{16}$"U3(a)<br>FN 4737 | **1977**-8 Hyundai SB. & Heavy Industry—Ulsan<br>(642)<br>155,66 (BB) 21,67 7,319<br>137,01 19,91 14,66<br>Ba 28,4 2 dks, 2nd dk for light cargoes only, 3rd dk movable in holds<br>rf nil DK | **TM RoRo Cargo**<br>Stern door/ramp<br>L 16,80 W 12,30 SWL 50<br>Lane Length 1450 Cargo Width 6,00<br>Clear height 6,00<br>Trailers 120<br>Mchy.aft<br>B.23 400<br>TEU 562<br>C.Ho 82/20' C.RoRo Dk 242/20' C.Dk 238/20' | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 ×<br>sc. shafts<br>15 600bhp (11 475kW)<br>Nippon Kokan K.K. Tsurumi W<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>2 e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 2 × 760kW 2 × 520kW<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fw<br>Fuel 164,5t (d.o.) 1 623,0t (hvf) |

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| **STENA GALLOWAY**<br>ex Galloway Princess-91<br>**NWS 11 Ltd.**<br>Sealink U.K. Ltd. (SEALINK STENA LINE)<br>Stranraer United Kingdom | **6 630**<br>3 181<br>1 895 | ✠**100A1** CS 2/90<br>ferry<br>Channel service from ports in U.K., south of Oban & Harwich — Hook of Holland<br>✠**LMC**<br>EL (A†) 522,5/54,0U2<br>FN 3971 | **1980**-4 Harland & Wolff Ltd.—Belfast (1713)<br>129,42 (BB) 21,62 4,739<br>120,71 21,00 11,89<br>B 89,7 2 dks<br>rf nil | **TM Passenger/RoRo Cargo/Ferry**<br>13cbn 26bth 974dk P<br>Stern door<br>Bow door & ramp (f)<br>Lane Length 780 Clear height 4,42<br>Cars 144 Lorries 26 | Pielstick 16PC2-5V-400<br>2 Vee Oil 4SA each 16Cy. 400 × 460 sr geared to sc. shafts<br>16 000bhp (11 769kW)<br>Crossley Premier Engines Ltd. Manchester<br>Gen 2 × 900kW 3 × 650kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 43,0t (d.o.) 152,0t (hvf) 18,5kn |
| **STENA GERMANICA**<br>Launched as Stena Scandinavica<br>**Stena Rederi AB**<br>Stena Line AB<br>Goteborg Sweden | **26 071**<br>14 815<br>4 500<br>T/cm<br>6,7 | ✠**100A1**<br>car ferry<br>Ice Class 2<br>✠**LMC** **UMS**<br>EL (K†) 632,5/70,0U3<br>FN 5727 | **1987**-4 Stocznia im. "Komuny Paryskiej"—Gdynia (B494/01)<br>175,37 (BB) 29,04 6,701<br>154,18 28,52 8,62<br>9 dks, incl. No. 4 dk, moveable (for cars) and No. 6 dk moveable (for cars) inboard and fixed at sides<br>rf nil | **TM Passenger/RoRo Cargo/Ferry**<br>610cbn 2204bth 196dk P<br>Side doors 1(p) 2(s)<br>Bow door & ramp<br>L 13,00 W 7,00<br>2 Stern door/ramps 1(p) 1(s)<br>L 12,00 W 9,00<br>Lane Length 1700 Clear height 4,70<br>Cars 700 Lorries 90 | Sulzer 16ZV40/48<br>4 Vee Oil 4SA each 16Cy. 400 × 480 with clutches, flexible couplings & sr geared to sc. shafts<br>40 000bhp (29 422kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>3 NAuxB (ex.g) 2/88 12,2kgf/cm² (12,0bar)<br>2 e(ex.g) (ex.g) 7,7kgf/cm² (7,6bar)<br>2 AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 5 × 1200kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>20kn |
| **STENA GOTHICA**<br>ex Monawar L-90 ex Stena Project-88<br>ex Railro 2-88 ex Melbourne Trader-88<br>**Scandinavica Ltd.**<br>Stena Line Service AB<br>Goteborg Sweden | *14 406*<br>*4 321*<br>11 925 | NV | **1975** A/S Framnaes M/V—Sandefjord (183)<br>188,67 (BB) 21,04 6,980<br>171,12 20,60 14,71<br>P 9,2 B 29,0 F 24,6 2 dks<br>rf 602 len 90 | **TM RoRo Cargo/ Vehicles Carrier**<br>12bth D<br>Stern door/ramp<br>L 11,25 W 8,00 SWL 50<br>Mchy.aft<br>TEU 198<br>C.Roro 156/20'(40') C.Dk 42/20' (40') incl. 40 ref C. | Pielstick 12PC2-2V-400<br>2 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shafts<br>7 946kW (10 803bhp)<br>Lindholmen Motor AB. Goteborg<br>Gen 3 × 416kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 83,29t (d.o.) 640,6t (hvf)-36,0pd 16kn |
| **STENA HENGIST**<br>ex Hengist-91<br>**Sealink U.K. Ltd. (SEALINK STENA LINE)**<br>London United Kingdom | **5 590**<br>2 008<br>1 030 | BV<br>✠Classed LR until 20/3/87 | **1972**-5 Arsenal de la Marine National Francaise —Brest (CF1)<br>118,09 19,84 4,117<br>110,22 19,27 11,23<br>B 81,1 2 dks, 3rd dk clear of mchy. spaces<br>rf 330 | **TM Passenger/RoRo Cargo/Ferry**<br>7cbn 24bth 1376dk P<br>Bow & stern doors<br>Lane Length 450 Clear height 4,45<br>Cars 210 Lorries 23 | Pielstick 16PC2V-400<br>2 Vee Oil 4SA each 16Cy. 400 × 460 sr geared to sc. shafts<br>15 000bhp (11 033kW)<br>(p) At. & Ch. de Nantes (Bretagne-Loire) Nantes<br>(s) Ch. de l'Atlantique Nantes<br>Gen 3 × 560kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 29,0t (d.o.) 99,0t (hvf)-43,5pd 19,5kn |
| **STENA HIBERNIA**<br>ex St. Columba-91<br>**Sealink U.K. Ltd. (SEALINK STENA LINE)**<br>London United Kingdom | **7 836**<br>3 790<br>1 945 | ✠**100A1** CS 3/87<br>Channel service from ports in U.K. south of Oban and Harwich—Hook of Holland<br>✠**LMC**<br>EL (B†) 2"U3<br>FN 3887 | **1977**-4 Aalborg Vaerft A/S—Aalborg (214)<br>129,22 21,24 4,676<br>119,51 20,60 11,92<br>P & B 93,0 3 dks, 2nd dk portable 4th dk clear of ER<br>rf nil | **TM Passenger/RoRo Cargo/Ferry**<br>26cbn 52bth 2209dk P<br>Bow door & ramp<br>W 4,65<br>Stern door/ramp<br>W 5,45<br>Lane Length 434 Clear height 4,40<br>Cars 336 Lorries 28 | Werkspoor 16TM410<br>2 Vee Oil 4SA each 16Cy. 410 × 470 sr geared to sc. shafts<br>9 740kW (13 242bhp)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 3 × 650kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 46,5t (d.o.) 164,5t (hvf)-56,0pd 19,5kn |
| **STENA HORSA**<br>ex Horsa-91<br>**Sealink U.K. Ltd. (SEALINK STENA LINE)**<br>London United Kingdom | **5 590**<br>2 008<br>1 030 | BV<br>✠Classed LR until 20/2/87 | **1972**-7 Arsenal de la Marine National Francaise —Brest (CF2)<br>118,09 19,84 3,960<br>110,22 19,27 11,23<br>B 81,1 2 dks, 3rd dk clear of mchy. spaces<br>rf 330 | **TM Passenger/RoRo Cargo/Ferry**<br>7cbn 24bth 1376dk P<br>Bow & stern doors<br>Lane Length 450 Clear height 4,45<br>Cars 210 Lorries 23 | Pielstick 16PC2V-400<br>2 Vee Oil 4SA each 16Cy. 400 × 460 sr geared to sc. shafts<br>11 034kW (15 001bhp)<br>At. & Ch. de Nantes (Bretagne-Loire) Nantes<br>Gen 3 × 560kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 29,0t (d.o.) 99,0t (hvf)-43,5pd 19,5kn |
| **STENA INVICTA**<br>ex Peder Paars-91<br>**Stena Express Ltd.**<br>Sealink U.K. Ltd. (SEALINK STENA LINE)<br>Dover United Kingdom | *19 763*<br>*6 180*<br>2 813<br>T/cm<br>26,1 | BV | **1985** A/S Nakskov Skibsvaerft—Nakskov (233)<br>134,02 (BB) 24,62 5,650<br>126,02 24,01 13,47<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>74cbn 148bth 1852dk P<br>Ice strengthened<br>Bow door & ramp<br>L 13,30 W 6,60<br>2 Stern door/ramps 1(p) 1(s)<br>L 11,10 W 7,90<br>Clear height 4,50<br>Cars 152 Trailers 30 | B&W 8L45GB<br>2 Oil 2SA each 8Cy. 450 × 1200<br>12 476kW (16 961bhp)<br>B&W Maskinfabrik Div. of B&W Diesel A/S Kobenhavn<br>Gen 4 × 1100kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 1 aft<br>Fuel 139,0t (d.o.) 329,5t (hvf)-48,0pd 16,4kn |
| **STENA JUTLANDICA**<br>**Wallenius Safe Jasminia AB**<br>Stena Marine Management HB<br>Goteborg Sweden | **15 811**<br>8 073<br>2 950 | NV (BV) | **1983** Ch. du Nord et de la Mediterranee —Dunkerque (310)<br>154,90 (BB) 28,48 6,317<br>133,03 28,01 13,62<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>41cbn 86bth 2214dk P<br>Ice strengthened<br>Bow door & ramp<br>L 11,60 W 7,00<br>Side ramp (p. f.)<br>Side ramp (p. a.)<br>2 Stern door/ramps 1(p) 1(s)<br>L 10,03 W 9,63<br>Lane Length 1640 Clear height 4,73<br>Cars 550 Trailers 82 | Sulzer 12ZV40/48<br>4 Vee Oil 4SA each 12Cy. 400 × 480 with clutches, flexible couplings & sr geared to sc. shafts<br>34 800bhp (25 597kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 5 × 910kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>21kn |
| **STENA KING**<br>ex Burmah Enterprise-88<br>**Royal Blue Shipping Ltd.**<br>Northern Marine Management Ltd.<br>Hamilton Bermuda (British)<br>SatCom: 1105163/KING | **231 629**<br>183 336<br>457 927<br>T/cm<br>225,7 | NV (AB) | **1978** China SB. Corp.—Kaohsiung (2)<br>378,42 (BB) 68,05 25,032<br>360,41 68,00 31,63<br>1 dk<br>Bow/CM 186 Diam. 0,610 MH 1,2 | **S Tanker**<br>COW IGS SBT<br>32 Ta ER<br>L.(oil) 556 221 HeCls. B<br>4 Cargo pumps total 24 000T/hr | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 2500kW 1 × 1000kW 440V 60Hz a.c.<br>15kn |
| **STENA MARIANOS**<br>**Difko 45 C.V.**<br>Stena Offshore Ltd.<br>Rotterdam Netherlands | *4 294*<br>*1 288*<br>3 020 | NV | **1987** Dannebrog Vaerft A/S—Aarhus (189)<br>91,12 18,04 6,501<br>75,01 18,01 8,01<br>1 dk | **TD-E Diving Maintenance Support**<br>for offshore installations Fire-fighting<br>2 Moonpools Ice strengthened | Wartsila 6R32D<br>4 Oil 4SA each 6Cy. 320 × 350 total 8 600kW (11 692bhp) driving 3 gen. each 5kW a.c. connected to 2 elec. motors each of 2 719shp (2 000kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 4 × 2140kW 1 × 500kW 440V 60Hz a.c.<br>3 Thw. thrust propellers fwd<br>2 Directional thrust propellers<br>Fuel 1 035,6t (d.o.) 12,5kn |
| **STENA NAUTICA**<br>ex Niels Klim-91<br>**Stena Nautica Line Ltd.**<br>Sealink U.K. Ltd. (SEALINK STENA LINE)<br>Hamilton Bermuda (British) | *19 763*<br>*6 180*<br>2 568 | BV | **1986** A/S Nakskov Skibsvaerft—Nakskov (234)<br>134,02 (BB) 24,62 5,541<br>126,02 24,01 13,47 | **TM Passenger/RoRo Cargo/Ferry**<br>74cbn 148bth 1852dk P<br>Ice strengthened<br>Bow door & ramp<br>L 13,30 W 6,60<br>2 Stern door/ramps 1(p) 1(s)<br>L 11,10 W 7,90<br>Clear height 4,50<br>Cars 152 Trailers 30 | 8L45GB<br>2 Oil 2SA each 8Cy. 450 × 1200<br>12 468kW (16 950bhp)<br>B&W Maskinfabrik Div. of B&W Diesel A/S Kobenhavn<br>Gen 4 × 1100kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 1 aft<br>Fuel 139,0t (d.o.) 329,5t (hvf)-48,0pd 16,4kn |

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| **7807744**<br>*SMQF*<br>Df Esd Gc<br>Pfd Rdr Rt | **STENA NORDICA**<br>ex Turella-89<br>**Stena Line AB**<br>Stena Line Service AB<br>Goteborg Sweden | T.Mk<br>**10 549**<br>5 541<br>3 100 | NV | **1979** Oy Wartsila Ab—Turku/Abo (1242)<br>136,12 (BB) 24,24 5,514<br>119,41 24,21 13,64<br>6 dks | **TM Passenger/RoRo Cargo/Ferry**<br>320cbn 750bth 950dk P<br>Bow door & ramp 2 Stern doors & ramps<br>Ice strengthened | Pielstick<br>4 Vee Oil 4SA each 12Cy. 400 × 460<br>sc. shafts<br>17 652kW (23 998bhp)<br>Oy Wartsila Ab<br>Gen 4 × 852kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd |
| **7901772**<br>*C6HJ5*<br>703472<br>Df Esd Gc<br>Pfd Rdr Rt | **STENA NORMANDY**<br>ex St. Nicholas-91<br>ex Prinsessan Birgitta-83<br>**Rederiaktiebolaget Gotland**<br>Sealink U.K. Ltd. (SEALINK STENA LINE)<br>Nassau Bahamas | **17 043**<br>10 104<br>3 315 | NV | **1982** Gotaverken Arendal AB—Goteborg (909)<br>149,03 28,00 6,127<br>131,02 26,01 18,80 | **TM Passenger/RoRo Cargo/Ferry**<br>504cbn 1100bth 1000dk P<br>Ice strengthened<br>Bow door & ramp<br>L 16,50 W 7,82<br>Stern door/ramp (p)<br>L 16,50 W 3,72<br>Stern door/ramp (c)<br>L 17,00 W 6,52<br>Stern door/ramp (s)<br>L 16,50 W 6,52<br>Lane Length 900 Cargo Width 6,20<br>Clear height 4,40<br>Cars 480 Lorries 47 Trailers 60 | Wartsila<br>4 Vee Oil 4SA each 12Cy. 320 × 350<br>sc. shafts<br>20 600bhp (15 153kW)<br>Oy Wartsila Ab<br>Gen 3 × 1120kW 2 × 1100kW<br>380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 101,5t (d.o.) 368,0t (hvf)-86,5pd |
| **8208854**<br>*GDCC*<br>701171<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **STENA ORELIA**<br>ex Orelia-89<br>**Houlder Offshore Services Ltd.**<br>Stena Offshore Ltd.<br>Aberdeen United Kingdom<br>See Register of Offshore Units | **5 553**<br>3 080<br>2 700 | **✠100A1** CS 5/89<br>LA DP(AA) PCR (99) (99)<br>**✠LMC** **UMS**<br>EL (U) FSWR<br>FN 3057 | **1984**-6 Swan Hunter Shipbuilders Ltd.—Wallsend-Neptune Yds.,Wallsend (120)<br>123,50 19,36 4,501<br>101,00 19,00 11,26<br>B 7,1 2 dks<br>rf nil | **TrM Diving Support Ship**<br>for offshore installations | Blackstone<br>6 Oil 4SA each 6Cy. 222 × 292 dr geared<br>shafts<br>7 290bhp (5 362kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 4 × 650kW 440V 60Hz a.c.<br>3 Directional propellers , 3 fwd<br>Fuel 759,0t (d.o.) |
| **7358121**<br>*VSBU7*<br>377452<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STENA QUEEN**<br>ex Burmah Endeavour-88<br>**Royal Sky Shipping Ltd.**<br>Northern Marine Management Ltd.<br>Hamilton Bermuda (British)<br>SatCom: 1105230/QUEN | **231 629**<br>183 336<br>457 841<br>T/cm<br>225,7 | AB NV | **1977** China SB. Corp.—Kaohsiung (1)<br>378,42 (BB) 68,05 25,042<br>360,41 68,00 31,60<br>1 dk<br>Bow/CM 186 Diam. 0,610 MH 1,2 | **S Tanker**<br>COW IGS SBT<br>32 Ta ER<br>L.(oil) 556 221 HeCls. B<br>4 Cargo pumps total 24 000T/hr | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 2500kW 1 × 1000kW 440V |
| **7901760**<br>*SITG*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **STENA SAGA**<br>ex Kronprinsessan Victoria-88<br>**Stena Line AB**<br>Stena Line Service AB<br>Goteborg Sweden | **17 423**<br>10 061<br>3 189 | NV | **1981** Gotaverken Arendal AB—Goteborg (908)<br>149,05 (BB) 26,55 6,127<br>131,02 26,01 16,11<br>6 dks | **TM Passenger/RoRo Cargo/Ferry**<br>623cbn 1374bth 702dk P<br>Bow door & ramp<br>L 14,70 W 8,33<br>3 Stern door/ramps<br>L 16,50<br>Lane Length 900 Cargo Width 6,20<br>Clear height 4,40<br>Lorries 47 Trailers 60 | Wartsila<br>4 Vee Oil 4SA each 12Cy. 320 × 350<br>sc. shafts<br>15 152kW (20 599bhp)<br>Oy Wartsila Ab<br>Gen 3 × 1120kW 2 × 1100kW<br>380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2·Thw. thrust propellers fwd<br>Fuel 101,5t (d.o.) 368,0t (hvf)-86,5pd |
| **7907661**<br>*SLYH*<br>Df Esd Gc<br>Rdr RTm/v | **STENA SCANDINAVICA**<br>Launched as Stena Germanica<br>**Stena Line AB**<br>Stena Marine Management HB<br>Goteborg Sweden | *26 088*<br>*14 786*<br>4 500 | **✠100A1**<br>car ferry<br>Ice Class 2<br>**✠LMC** **UMS**<br>EL (K†) 632,5/70,0U3<br>FN 5722 | **1988**-1 Stocznia Gdanska im. Lenina—Gdansk (B494/02)<br>175,39 (BB) 29,01 6,701<br>154,18 28,49 8,62<br>rf nil | **TM Passenger/RoRo Cargo/Ferry**<br>610cbn 2204bth 196dk P<br>Side doors 1(p) 2(s)<br>Bow door & ramp<br>L 13,00 W 7,00<br>2 Stern door/ramps 1(p) 1(s)<br>L 12,00 W 9,00<br>Lane Length 1700 Clear height 4,70<br>Cars 700 Lorries 90 | Sulzer<br>4 Vee Oil 4SA each 16Cy. 400 × 480<br>clutches, flexible couplings & sr geared<br>shafts<br>40 000bhp (29 422kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 5 × 1200kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1<br>Fuel 280,0t (d.o.) 1 400,0t (hvf)-75,0pd |
| **7305772**<br>*SLBM*<br>Df Esd Gc<br>Rdr RTv | **STENA SCANRAIL**<br>ex Stena Searider-87 ex Trucker-85<br>ex Stena Searider-84 ex Searider-84<br>ex Stena Searider-83 ex Bahjah-81<br>ex Seatrader-76<br>Launched as Stena Seatrader<br>**Stena Line AB**<br>Liro Shipping AB<br>Goteborg Sweden | *7 504*<br>*2 251*<br>6 726 | BV | **1973** A. Vuyk & Zonen's Scheepswerven B.V.—Capelle a/d Ijssel (863)<br>140,90 (BB) 16,34 4,541<br>130,16 16,01 11,41<br>3 dks<br>rf 406 len 76<br>conv RoRo Cargo 87 | **TM RoRo Cargo**<br>Rail Vehicles 12bth P<br>Bow door/ramp Stern door<br>Ice strengthened<br>Lane Length 3230<br>Mchy.aft | Werkspoor<br>2 Oil 4SA each 6Cy. 410 × 470<br>7 200bhp (5 296kW)<br>Werkspoor-Amsterdam N.V.<br>Gen 1 × 400kW 2 × 256kW 1 × 180<br>380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 80,5t (d.o.) 571,5t (hvf) |
| **6915881**<br>*C6JA4*<br>716232<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **STENA SEARIDER**<br>ex Searider-92 ex Stena Searider-91<br>ex Scandinavia Link-90<br>ex Scandinavia-87 ex Polaris-84<br>ex Finncarrier-75<br>**Stena Searider Ltd.**<br>Northern Marine Management Ltd.<br>Nassau Bahamas<br>SatCom: 1103372/SERI | *20 914*<br>*6 274*<br>14 800 | NV | **1969** Oy Wartsila Ab—Helsinki/Helsingfors (390)<br>178,70 24,54 5,716<br>23,68 17,35<br>4 dks<br>len 87<br>conv Passenger/RoRo Cargo 87 | **TM Passenger/RoRo Cargo**<br>Rail Vehicles 120bth P<br>Side doors 1(p) 1(s) 2 Stern door/ramps<br>Ice strengthened<br>3 Ho<br>B.25 117<br>Cr 2(3) | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 460<br>sc. shafts<br>11 160bhp (8 209kW)<br>Oy Wartsila Ab<br>Gen 1 × 960kW 3 × 448kW 380V 50Hz<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 74,0t (d.o.) 528,0t (hvf)-51,0pd |
| **7814436**<br>*GBKG*<br>377919<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **STENA SEASPREAD**<br>**Midland Montague Equipment Finance (U.K.) Ltd.**<br>Stena Offshore Ltd.<br>Aberdeen United Kingdom<br>SatCom: 1441666/GBKG<br>See Register of Offshore Units | **6 061**<br>2 672<br>4 835 | NV | **1980** Oresundsvarvet AB—Landskrona (275)<br>112,02 20,99 6,839<br>101,33 20,52 8,31<br>F - 2 dks<br>conv Maintenance Support 82<br>conv Maintenance 83 | **D-E Diving Maintenance Support**<br>Fire-fighting<br>Moonpool Ice strengthened<br>4 Ta ind cyl vert<br>G.310 L.550 L.(oil) 2 000<br>Cr 4(20-40) 1(20) 1(15) 1(5) | Nohab<br>5 Vee Oil 4SA each 16Cy. 250 × 300 total<br>13 240kW (18 000bhp) driving 5 gen.<br>2 880kW 6 000V a.c. connected to 4<br>motors each of 1 475shp (1 085kW)<br>geared to sc. shaft<br>A/B Bofors Nohab<br>Gen 2 × 208kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust propellers fwd<br>2 Directional thrust propellers<br>Fuel 837,0t (d.o.) |
| **7301491**<br>*PHTE*<br>24177<br>Df Esd Gc<br>Pfd RdrRTm | **STENA SEATRADER**<br>ex Svea Link-90<br>ex Svealand av Malmo-87<br>ex Svealand-82<br>**Lily Shipping B.V.**<br>Stena Line B.V.<br>Hoek van Holland Netherlands | **6 962**<br>2 874<br>6 850 | NV<br>✠Classed LR until 17/6/85 | **1973**-9 A/S Nakskov Skibsvaerft—Nakskov (199)<br>**1982** (Additional cargo section) Howaldtswerke-Deutsche Werft—Hamburg<br>182,73 22,13 6,220<br>171,18 21,59 13,80<br>B 101,2 2 dks<br>rf nil len 82 | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 32bth 4dk P<br>Quarter stern door/ramps 1(p) 1(s)<br>Ice strengthened<br>Lane Length 2200 | Pielstick<br>4 Oil with flexible couplings & sr geared<br>shafts<br>14 000bhp (10 298kW)<br>(centre) 2 Oil 4SA each 8Cy. 400 × 460<br>Lindholmen Motor AB.<br>(wing) 2 Oil 4SA each 6Cy. 400 × 460<br>Lindholmen Motor AB.<br>Gen 4 × 704kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 146,0t (d.o.) 870,0t (hvf)-27,5pd |
| **8324567**<br>*GGXE*<br>701184<br>RTv | **STENA SEAWELL**<br>**Lombard Leasing Services Ltd.**<br>Stena Offshore Ltd.<br>Aberdeen United Kingdom<br>SatCom: 1443741/GGXE | *9 158*<br>*2 747*<br>4 615 | NV | **1987** North East Shipbuilders Ltd.—Pallion, Sunderland (24)<br>111,41 7,260<br>100,01 22,51 7,80 | **TrD-E Diving Maintenance Support**<br>for offshore installations Fire-fighting<br>Ice strengthened 2 moonpools | Hedemora<br>6 Vee Oil 4SA each 18Cy. 210 × 210<br>12 666kW (17 220bhp) driving gen.<br>to elec. motor<br>AB Hedemora Verkstader<br>Gen 2 × 2240kW<br>3 Directional propellers Contr. pitch, aft<br>3 Thw. thrust Contr. pitch propellers fwd<br>3 Thw. thrust Contr. pitch propellers |

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| **STENA TRAILER**<br>ex Trailer-91 ex Stena Trailer-91<br>ex Chester-87 ex Balder Carrier-85<br>ex Venturi-81<br>**Stena (Bermuda) Line Ltd.**<br>Northern Marine Management Ltd.<br>Hamilton Bermuda (British)<br>SatCom: 1105354/TRAI | T.Mk<br>**6 301**<br>3 012<br>10 145 | NV (GL) | **1978** Kawasaki Heavy Ind. Ltd.—Kobe (1269)<br>148,01 (BB) 8,019<br>136,02 24,01 16,01<br>2 dks | **M RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft<br>TEU 556<br>C.RoRo Dk 321/20' (40') C.Dk 235/20' (40') incl. 20 ref C. | MAN 6L52/55A<br>2 Oil 4SA each 6Cy. 520 × 550 sr geared to sc. shaft<br>12 000bhp (8 827kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 760kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 245,0t (d.o.) 1 430,0t (hvf)-42,0pd 18kn |
| **STENA TRANSFER**<br>ex Lotus-89<br>**Stena Ferry Line Ltd.**<br>Northern Marine Management Ltd.<br>Hamilton Bermuda (British)<br>SatCom: 1105257/STER | *15 225*<br>*9 817*<br>9 709<br>T/cm<br>32,3 | ✠**100A1** SS 5/88<br>✠**LMC** **UMS**<br>EL F† 550,0/56,0U3<br>FN 5933 | **1978**-5 Ankerlokken Verft Floro A/S—Floro (108)<br>Cmd.**1979**-5<br>179,50 (BB) 21,37 7,087<br>161,60 21,01 15,70<br>3 dks<br>rf 711 len 89 | **TM RoRo Cargo**<br>13bth D<br>Stern door/ramp (p)<br>L 11,00 W 3,00 SWL 20<br>Stern door/ramp (c)<br>L 11,00 W 3,00 SWL 40<br>Stern door/ramp (s)<br>L 11,00 W 6,00 SWL 60<br>Cars 542<br>Mchy.aft<br>TEU 436 C.Dk 436/20' (40') incl. ref C. | Sulzer 12ZV40/48<br>2 Vee Oil 4SA each 12Cy. 400 × 480 with clutches & sr geared to sc. shafts<br>6 400kW (8 701bhp)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>2 AuxB (ex.g) & rcv 11,5kgf/cm$^2$ (11,3bar) rcv 10,5kgf/cm' (10,3bar)<br>AuxB (o.f.) 8,5kgf/cm$^2$ (8,4bar)<br>Gen 3 × 800kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Controllable pitch propeller<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 212,6t (d.o.) 905,0t (i.f.o.)-49,0pd 17kn |
| **STENA TRANSPORTER**<br>ex Jasmine-89<br>**Stena Pacific Line Ltd.**<br>Stena Rederi AB<br>Hamilton Bermuda (British)<br>SatCom: 1105262/STER | *15 225*<br>*9 817*<br>9 709 | ✠**100A1** SS 9/87<br>movable decks<br>✠**LMC** **UMS**<br>EL F† 550,0/56,0U3<br>FN 5938 | **1977**-11 Ankerlokken Verft Floro A/S—Floro (107)<br>179,50 (BB) 21,37 6,930<br>161,60 21,01 15,73<br>3 dks<br>rf 711 len 89 | **TM RoRo Cargo**<br>13bth D<br>Stern door/ramp<br>Stern door/ramp (p)<br>L 11,00 W 3,00 SWL 20<br>Stern door/ramp (c)<br>L 11,00 W 3,00 SWL 40<br>Stern door/ramp (s)<br>L 11,00 W 6,00 SWL 60<br>Cars 542<br>Mchy.aft<br>TEU 436 C.Dk 436/20' (40') incl. ref C. | Sulzer 12ZV40/48<br>2 Vee Oil 4SA each 12Cy. 400 × 480 sr geared to sc. shafts<br>17 400bhp (12 799kW) NE 11/78<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>2 AuxB (ex.g) & rcv 11,5kgf/cm$^2$ (11,3bar)<br>AuxB (o.f.) 8,5kgf/cm$^2$ (8,4bar) rcv 10,5kgf/cm' (10,3bar)<br>✠ NAuxB (o.f.) 11/78 8,5kgf/cm$^2$ (8,4bar)<br>Gen 3 × 665kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller<br>Fuel 193,0t (d.o.) 813,0t (hvf) 19kn |
| **STENA TRAVELLER**<br>**Stena AB**<br>Goteborg Sweden | *18 332*<br>*5 499*<br>4 598 | NV (Class cont.) | **1991** Bruces Verkstads AB—Landskrona (21)<br>158,00 5,900<br>142,20 24,00 13,20 | **TM RoRo Cargo/Ferry**<br>Ice strengthened<br>Lorries 120<br>TEU 240 C.Ho 240/20'(40') incl. 30 ref C. | Sulzer 8ZA40S<br>2 Oil 4SA each 8Cy. 400 × 560 geared to sc. shafts<br>7 920kW (10 767bhp)<br>(p) Oy Wartsila Ab Turku/Abo<br>(s) Oy Wartsila Ab Turku/Abo<br>Gen 3 × 560kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller fwd<br>17,5kn |
| **STENA WELLSERVICER**<br>**Fitzroy Finance Ltd.**<br>Stena Offshore Ltd.<br>Aberdeen United Kingdom<br>SatCom: 1441470/MGGL | *9 158*<br>*2 747*<br>4 615 | NV | **1989** North East Shipbuilders Ltd.—Pallion, Sunderland (25)<br>111,40 22,96 7,260<br>100,00 22,50 11,82 | **TrD-E Diving Maintenance Support**<br>for offshore installations Fire-fighting<br>Ice strengthened 2 moonpools | Hedemora V18B/12<br>6 Vee Oil 4SA each 18Cy. 210 × 210 total 11 754kW (15 980bhp) driving 6 gen. each 373kW connected to 6 elec. motors<br>AB Hedemora Verkstader Hedemora<br>3 Directional propellers Contr. pitch, aft<br>3 Thw. thrust propellers fwd<br>3 Thw. thrust propellers<br>15kn |
| **STENBAKKEN**<br>ex Havfangst II-89 ex Havfangst-87<br>ex Leiranger-82<br>**Nordbyfisk A/S**<br>Per Nordby<br>Tromso Norway | **121**<br>57<br>— | | **1969** Langsten Slip & Batbyggeri A/S—Tomra i Romsdal (46)<br>26,70 6,56<br>6,53 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Aabenra 5-427-EO<br>Oil 4SA 5Cy. 270 × 400<br>400bhp (294kW)<br>Aabenraa Motorfabrik Abenra<br>Fuel (d.o.) |
| **STENDE**<br>**Zapryba**<br>(Riga) (U.S.S.R.)<br>SatCom: 1401231/UVQS | *4 407*<br>*1 322*<br>1 810 | RS | **1989** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,900<br>96,40 - 10,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>G.870 In.2 219 L.35 | Pielstick 6PC2L-400<br>2 Oil 4SA each 6Cy. 400 × 460 geared to sc. shaft<br>5 152kW (7 004bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller<br>16,1kn |
| **STENDE**<br>**Baltic Shipping Co.**<br>(Riga) (U.S.S.R.) | *745*<br>*223*<br>1 068 | RS | **1989** .............Romania<br>56,19 11,21 3,701<br>53,20 - 4,44 | **TM Hopper Barge**<br>Bottom doors<br>Ice strengthened | S.K.L. 6NVD26A-3<br>2 Oil 4SA each 6Cy. 180 × 260<br>574kW (780bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 100kW a.c.<br>8,9kn |
| **STENFJELL**<br>ex Fjell-85<br>**K/S A/S Stenships**<br>Rederiet Stenersen A/S<br>Bergen Norway (NIS) | *2 818*<br>*1 971*<br>1 724 | BV (GL) | **1976** Fosen M.V.—Fevag (17)<br>87,00 14,53 4,460<br>80,40 14,51 9,40<br>2 dks pt 3rd dk<br>len 89 | **M Pallets Carrier**<br>Ref<br>Side door (s) Ice strengthened<br>1 Ho 60,9 ER<br>B.4 248 In.566<br>TEU 40 C. 40/20'<br>1 Ha (13,2 × 6,2) ER<br>Cr 1(8) Der 1(40) | Wichmann<br>Oil 2DA 9Cy. 300 × 450<br>2 207kW (3 000bhp)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 188,5t (d.o.) 13kn |
| **STENFOSS**<br>ex Carl Jakob-74<br>**K/S A/S Stenships**<br>Rederiet Stenersen A/S<br>Bergen Norway (NIS) | T.Mk<br>**449**<br>348<br>823 | BV | **1970** Orskovs Staalskibsvaerft I/S—Frederikshavn (55)<br>70,29 10,52 3,685<br>64,83 10,51 5,64<br>2 dks<br>len 80<br>conv General Cargo 81 | **M Pallets Carrier**<br>Ice strengthened<br>1 Ho ER<br>G.1 816 B.1 651<br>1 Ha (stl) (38,1 × 6,1) ER<br>Der 2(5) | Alpha<br>Oil 4SA 8Cy. 225 × 300<br>951bhp (700kW) NE 82<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>11,5kn |
| **STENJOHAN**<br>ex Oswestry Grange-85<br>ex Chelwood-74<br>**Lucky Marine Enterprises S.A.**<br>Dido Shipping Co. S.A.<br>Kingstown St. Vincent and the Grenadines | **5 440**<br>2 725<br>8 078 | HR<br>✠Classed LR until 1/12/89 | **1964**-10 Bartram & Sons Ltd.—Sunderland (399)<br>112,76 16,36 7,640<br>106,91 16,31 10,44<br>P 23,8 F 9,8 1 dk<br>rf 102 | **M Bulk Carrier**<br>Trans-shipment Barge<br>3 Ho 32,3 5,4DT 16,4 17,1 ER<br>G.10 529 B.10 165<br>4 Ha (stl) (10,9 × 9,4) (12,3 12,3 12,3 × 11,7) ER | Stork<br>Oil 2SA 6Cy. 540 × 1150<br>3 310kW (4 500bhp)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 160kW 220V d.c. |
| **STENLAND**<br>ex Beth Annja-86 ex Gullsand-86<br>ex Gullfjell-73<br>**Karsten Johannesen**<br>Harstad Norway | **178**<br>111<br>284 | NV | **1967** N.V. Schpsw. "Appingedam"—Appingedam (203)<br>32,62 7,04 2,826<br>29,49 7,00 3,10<br>1 dk<br>rf 241 | **M General Cargo**<br>1 Ho 19,2 ER<br>G.374 B.354<br>1 Ha (stl) (13,1 × 4,2) ER<br>1W Der 1(2) | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 14,0t (d.o.)-1,5pd 10kn |
| **STENSTRAUM**<br>ex San Carlos-91 ex Stenstraum-90<br>ex Kilstraum-85<br>**Normex Ltd.**<br>Rederiet Stenersen A/S<br>Bergen Norway (NIS) | **1 181**<br>780<br>2 725 | NV | **1980** Fosen M.V.—Fevag (26)<br>90,05 (BB) 15,04 4,468<br>83,50 7,60<br>F - 2 dks | **M Refrigerated Cargo**<br>Pallets<br>Side door (s) Ice strengthened<br>2 Ho ER 2 TwD<br>In.3 794<br>TEU 42 C. 42/20' (40') incl. 8 ref C.<br>2 Ha (stl) (each 12,6 × 5,9) ER<br>Cr 1(25) | Wichmann 9AXA<br>Oil 2SA 9Cy. 300 × 450<br>3 000bhp,(2 207kW)<br>A/S Wichmann Rubbestadneset<br>Gen 3 × 152kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 120,0t (d.o.) 315,0t (hvf)-10,0pd 12kn |

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| **7533147**<br>*UEIP*<br>M-36935<br>Df Esd Gc<br>Pfd Rdr RTv | **STEPAN ARTEMENKO**<br>ex Lavinia V-83<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1401226/UEIP | **15 949**<br>10 642<br>27 535 | RS (AB) | **1977** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (946)<br>178,20 (BB) 22,90 10,590<br>167,00 22,86 14,71<br>P 30,5 F 12,2 1 dk<br>rf 94 | **M Bulk Carrier**<br>5 Ho ER<br>G.37 123 B.31 573<br>5 Ha (stl) ER<br>Cr 3(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 500kW |
| **8822533**<br>*UQFR*<br>M-41568<br>Rt | **STEPAN DEMESHEV**<br>**Daltekhflot**<br>(Nakhodka) (U.S.S.R.) | *2 081*<br>*624*<br>583 | RS | **1988** VEB Schiffswerft "Neptun"—Rostock (112)<br>79,97 14,80 3,750<br>70,88 14,40 5,20<br>1 dk | **TD-E Dredger**<br>Bucket | S.K.L.<br>2 Oil driving 2 gen. each 440kW<br>connected to 2 elec. motors<br>(570kW) geared to sc. shafts<br>(p) Oil 4SA 8Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebknec<br>(SKL)<br>(s) Oil 4SA 6Cy. 320 × 480<br>736kW (1 001bhp)<br>VEB Schwermasch. "Karl Liebknec<br>(SKL) |
| **8730443**<br>*UYPO*<br>M-40484 | **STEPAN KRASHENINNIKOV**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | *13 514*<br>*4 777*<br>10 700 | RS | **1989** Kherson Shipyard—Kherson (5005)<br>163,91 22,46 9,002<br>145,40 - 12,02 | **D-E RoRo Cargo/General Cargo/ Icebreaker**<br>5 Ho<br>G.15 300 In.212<br>TEU 318 C. 318/20'<br>Cr 1(12) 1(25) 1(50) | Sulzer<br>2 Vee Oil 4SA each 12Cy. 400 ×<br>11 460kW (15 580bhp) driving<br>880kW a.c. connected to elec.<br>12 643shp (9 300kW) & geared<br>Oy Wartsila Ab |
| **7039218**<br>*UTCX*<br>M-17307<br>Df Esd Gc<br>Pfd Rdr Rt | **STEPAN MALYGIN**<br>**Government of The Republic of Russia (Hydrographical Department of Ministry of Merchant Marine)**<br>(Arkhangelsk) (U.S.S.R.) | **1 134**<br>295<br>639 | RS | **1971** Oy Laivateollisuus Ab—Turku/Abo (280)<br>66,83 11,89 4,122<br>60,00 11,87 6,02<br>2 dks | **M Research**<br>Hydrographic<br>Ice strengthened<br>1 Ho ER<br>G.362<br>1 Ha (3,5 × 2,5)<br>Cr 1(8) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7205673**<br>*UIOF*<br>M-30935<br>Df Esd Gc<br>Rdr Rt | **STEPAN MARKYELOV**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | **4 077**<br>1 806<br>4 300 | (RS) | **1971** Navashinskiy Shipyard—Navashino<br>123,53 14,99 4,801<br>117,00 14,94 6,53<br>1 dk | **TM Ore Carrier**<br>Hot-cargoes<br>Ice strengthened<br>1 Ho 71,4 ER<br>G.3 660<br>1 Ha (stl) (71,4 × 8,3) ER | Russkiy<br>2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works |
| **7721275**<br>*UBLX*<br>M-31320<br>Df Esd Gc<br>Pfd Rdr RTv | **STEPAN RAZIN**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1401575 | **13 572**<br>6 723<br>19 590 | RS | **1980** VEB Warnowwerft Warnemuende —Warnemuende (109)<br>162,08 22,89 9,880<br>154,87 22,86 13,54<br>P 37,5 F 16,8 1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>6 Ho 21,2 16,9 17,5 17,0 17,5 17,5 ER<br>G.26 395 B.22 422<br>TEU 442 C.Ho 282/20' C.Dk 160/20'<br>6 Ha (stl) (12,8 × 10,8) (12,8 12,8 12,8 12,8 12,8 × 13,4) ER | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel 441,0t (d.o.) 1 257,0t (hvf) |
| **7010133**<br>*UPSU*<br>M-25627<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **STEPAN SAVUSHKIN**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **3 019**<br>1 412<br>4 230 | RS | **1969** Santierul Naval Galatz—Galatz<br>104,50 14,41 6,370<br>94,52 14,36 7,14<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 15,3 17,5 ER 16,6<br>G.5 430 B.5 273<br>4 Ha (stl) (10,8 × 8,0) (10,8 10,8 × 9,5) ER (10,8 × 9,5)<br>8W Der 1(15) 8(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works<br>Fuel 92,5t (d.o.) 201,0t (hvf) |
| **7103071**<br>*UHXD*<br>M-29823<br>Df Esd Gc<br>Pfd Rdr Rt | **STEPAN VOSTRETSOV**<br>**Primorsk Shipping Co.**<br>(Nakhodka) (U.S.S.R.) | **15 034**<br>8 205<br>22 610 | RS | **1971** Brodogradiliste i Tvornica Dizel Motora "Split" (230)<br>186,29 23,45 9,700<br>174,02 23,41 12,55<br>1 dk | **M Tanker**<br>Ice strengthened<br>16 Ta ER<br>L.(oil) 30 175 | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>10 500bhp (7 723kW)<br>Tvornica Dizel Motora "Split"<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 202,5t (d.o.) 1 867,5t (hvf) |
| **8226454**<br>*EUUS*<br>M-39794<br>Df Esd Gc<br>Rdr RTm/h/v | **STEPAN VOSTRETSOV**<br>**Dalryba**<br>(Okhotsk) (U.S.S.R.) | **744**<br>209<br>332 | RS | **1983** .............U.S.S.R.<br>53,75 10,72 4,290<br>6,74<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **6505210**<br>*UIFH*<br>0215<br>Df Esd Gc<br>Rdr Rt | **STEPANS HALTURINS**<br>ex Stepan Khalturin-91<br>**Latvian Shipping Company**<br>Riga Latvia | **3 237**<br>1 540<br>4 234<br>T/cm<br>10,6 | RS | **1965** VEB Schiffswerft "Neptun"—Rostock (222)<br>105,90 14,64 6,571<br>95,71 14,53 8,03<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7 4 TwD<br>G.6 248 B.5 767<br>4 Ha (stl) (10,0 × 7,0) (10,4 10,4 × 9,0) ER (10,0 × 7,0)<br>8W Der 1(25) 4(5) 4(3) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>VEB Dieselmotorenwerk Rostock<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 416,83t (d.o.)-12,2pd |
| **7628590**<br>*P3FC3*<br>708831<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **STEPENITZ**<br>ex Noordland-89<br>**Pangolin Shipping Co. Ltd.**<br>Koehn & Bohlmann Reederei K.G.<br>Limassol Cyprus | *1 768*<br>*928*<br>2 416 | BV | **1977** Scheepswerf G. Bijlsma & Zn. B.V. —Wartena (600)<br>81,44 11,94 4,780<br>74,99 11,87 5,87<br>P 17,1 F 10,4 1 dk | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho 25,7 30,0 ER<br>G.3 421 B.3 349<br>TEU 84<br>C.Ho 60/20' (40') C.Dk 24/20' (40')<br>2 Ha (stl) (each 27,8 × 8,9) ER | MaK<br>Oil 4SA 6Cy. 320 × 450 reduction<br>shaft<br>1 103kW (1 500bhp)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 56kW 380V 50Hz a.c.<br>Bow jet pump<br>Fuel 151,5t (d.o.) |
| **5045146**<br>Df Rt | **STEPHAN**<br>ex Birthe Marie-66 ex Gertruda-47<br>ex Gertruida-35 ex Alberta<br>**Stephan Neal Johnson**<br>United States of America | **150**<br>79<br>162 | | **1927** Bos & Dykman—Groningen<br>31,70 5,92 2,134<br>29,88 5,90 2,27<br>RQD 8,9 1 dk<br>R | **M General Cargo**<br>1 Ho<br>G.283 B.255<br>2 Ha (4,2 × 3,0) (7,3 × 3,6)<br>1W Der 2(1) | Alpha<br>Oil 2SA 4Cy.<br>E made fitted61<br>Frederikshavn Jernstoberi & Maskin<br>A/S<br>Fuel (d.o.) |
| **8128937**<br>*DCJT*<br>Df Esd Gc<br>AMVER | **STEPHAN J**<br>ex EWL Curacao-91 ex Stephan J-89<br>**Sirius Schiffahrtsgesellschaft m.b.H. & Co. KG m.s. "Stephan J"**<br>Heinrich Jungerhans<br>Haren/Ems Federal Republic of Germany | T.Mk<br>**1 599**<br>1 120<br>4 336<br>**3 326**<br>2 091<br>6 166 | GL | **1982** Schiffswerft u. Mfbk. Cassens G.m.b.H. —Emden (157)<br>99,93 (BB) 18,24 4,911/6,081<br>95,20 18,22 7,80<br>P 9,2 RQD 8,6 F 6,8 2 dks | **M RoRo Cargo/General Cargo**<br>Ice strengthened<br>Stern door/ramp<br>L 11,00 W 6,50 SWL 100<br>Cargo Width 7,00<br>1 Ho 63,7 ER<br>B.8 376<br>TEU 403 C. 403/20'<br>1 Ha (stl) (63,7 × 15,2) ER<br>Cr 2(25) | MaK<br>Oil 4SA 8Cy. 320 × 420 sr geared<br>3 250bhp (2 391kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Thw. thrust propeller fwd<br>Fuel 129,5t (d.o.) 295,0t (hvf) |
| **7117486**<br>*Y6DT*<br>Df Esd Gc<br>Rdr RTh/v | **STEPHAN JANTZEN**<br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **2 253**<br>50<br>1 118 | DSRK | **1967** Admiralteiskiy Shipyard—St. Petersburg<br>67,65 18,29 6,001<br>61,98 17,68 8,34<br>2 dks | **TD-E Icebreaker**<br>Ice strengthened<br>1 Ho<br>B.244<br>1 Ha<br>2W Der 2(1,5) | 3 Oil total 5 400bhp (3 972kW)<br>connected to elec. motor &<br>Gen 3 × 200kW 230V 50Hz a.c. |

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| **STEPHAN L.**<br>ex Flot-Bleu-78<br>**Les Enterprises de Peches Pierre Lemieux**<br>Quebec, P.Q. Canada | **128**<br>64<br>— | ✠Classed LR until 11/70 | **1962**-11 Marine Industrie Ltee.—Sorel, P.Q. (291)<br>24,95 6,71<br>22,48 6,56 3,36<br>F 4,0<br>rf 1270 | **M Fishing**<br>Side Trawler | Alpha 404-24VO<br>Oil 2SA 4Cy. 240 × 400 with hydraulic coupling<br>228kW (310bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller |
| **STEPHANIE**<br>ex Pacific Prince-90 ex Stephanie-90<br>**Monte Fuji Naviera S.A.**<br>Panama Panama | *4 085*<br>*2 138*<br>6 692 | NK | **1984** K.K. Taihei Kogyo—Akitsu (1723)<br>107,64 (BB) 6,970<br>98,60 17,00 8,50<br>P 24,5 F 11,8 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>SBT<br>Mchy.aft<br>L.7 638 | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 869kW (3 900bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 278,9kW a.c.<br>12,75kn |
| **STEPHANIE**<br>ex Lys Cape-91 ex Herta-H-90<br>**KG Stephanie Beteiligungsges. m.b.H. & Co.**<br>Johs. Thode G.m.b.H. & Co.<br>Hamburg Federal Republic of Germany | *1 680*<br>*708*<br>2 144 | GL | **1985** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (192)<br>82,45 (BB) 10,83 4,252<br>78,21 10,81 6,02<br>P 14,4 F 8,6 1 dk | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho 57,0 ER<br>G.3 016 B.2 953<br>TEU 72<br>C.Ho 48/20' (40') C.Dk 24/20' (40')<br>1 Ha (stl) (49,2 × 8,5) ER | MWM TBD444-6<br>Oil 4SA 6Cy. 230 × 320 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>920bhp (677kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Thw. thrust propeller fwd<br>10,5kn |
| **STEPHANIE**<br>ex De Kottens-88<br>**N.V. Rederij Stephanie**<br>Zeebrugge Belgium | **224**<br>83<br>— | | **1975** Scheepsw. West-Vlaamse N.V.—Oostkamp<br>34,80 —<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | A.B.C.<br>Oil<br>883kW (1 200bhp) NE 85<br>Anglo-Belgian Co. N.V. Gent/Gand |
| **STEPHANIE**<br>ex Meindert Hendrik-85<br>ex Deo Duce-80<br>**Bankstar Ltd.**<br>Buckie United Kingdom | **168**<br>61<br>— | | **1972** Scheepswerf Metz—Urk (35)<br>32,01 7,57 3,404<br>26,85 7,50 3,71<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Kromhout<br>Oil 4SA 9Cy. 240 × 260<br>1 015bhp (747kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **STEPHANIE**<br>ex Carlos I<br>**Philex Mining Corp.**<br>Manila Philippines | **118**<br>51<br>— | | **1969** Cebu Shipyard & Eng. Works Inc.—Lapu-Lapu City<br>6,91 1,520<br>24,03 6,89 2,54<br>1 dk | **M Tug** | Oil<br>5kn |
| **STEPHANIE ANN**<br>**Guerrero & Galvan Inc.**<br>Corpus Christi, Tx United States of America | **131**<br>89<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>20,83 6,74<br>3,74<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl | Cummins<br>Oil<br>Cummins Engine Co. Inc. U.S.A. |
| **STEPHANIE DEE**<br>**Stephanie Dee Inc.**<br>Cape Charles, Va United States of America | **130**<br>89<br>— | | **1976** ............Apalachicola, Fl<br>*20,73* 7,47<br>3,99<br>1 dk | **M Fishing** | Oil<br>438bhp (322kW)<br>U.S.A.<br>Fuel (d.o.) |
| **STEPHANIE JEROME**<br>**Cooperative d'Armement des Pecheurs Art. de Loctudy (CAPAL)**<br>Guilvinec France | **110**<br>—<br>— | | **1986** Ch. Pierre Glehen—Guilvinec<br>22,03<br>6,81<br>1 dk | **M Fishing**<br>Stern Trawler | MWM<br>Oil<br>520bhp (382kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| **STEPHANIE LEN**<br>**Leslie E. Casterline Jr.**<br>Corpus Christi, Tx United States of America | **129**<br>88<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>20,83 6,74<br>3,74<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl | Cummins<br>Oil<br>Cummins Engine Co. Inc. U.S.A. |
| **STEPHANIE LYNN**<br>**Master Greg II Inc.**<br>Mobile, Al United States of America | **147**<br>100<br>— | | **1979** ............Coden, Al<br>*23,54* 6,94<br>3,71<br>1 dk | **M Fishing** | Oil<br>520bhp (382kW)<br>U.S.A. |
| **STEPHANIE SIEMER**<br>**Kurt Alwin Otto Siemer**<br>Luebeck Federal Republic of Germany | **846**<br>517<br>2 422 | GL | **1980** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (895)<br>85,86 11,38 3,950<br>81,97 11,31 4,25<br>P 18,6 F 5,8 2 dks | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>G.3 260 B.3 247<br>TEU 90 C. 90/20' | Deutz SBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>10,75kn |
| **STEPHANIE VAUGHN**<br>**John de Wolf Fishing Corp. Inc.**<br>Boston, Ma United States of America | **170**<br>116<br>— | | **1978** Quality Marine Inc.—Bayou la Batre, Al (72)<br>24,85 7,32<br>3,84<br>1 dk | **M Fishing** | Caterpillar D379TA<br>Vee Oil 4SA 8Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| **STEPHANITURM**<br>ex British Stephaniturm-86<br>ex Stephaniturm-85<br>**VTG Supply Boat Liberia Inc.**<br>OSA Marine Ltd.<br>Monrovia Liberia<br>See Register of Offshore Units | **1 376**<br>414<br>817 | GL | **1978** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (762)<br>68,41 13,64 4,280<br>61,88 13,61 5,31<br>B & F 38,1 2 dks | **TM Diving Support Ship**<br>for offshore installations<br>Moonpool Ice strengthened<br>1 Ha (5,7 × 3,1) ER | Deutz SBA8M528<br>2 Oil 4SA each 8Cy. 220 × 280 reverse reduction geared to sc. shafts<br>2 400bhp (1 765kW)<br>Kloeckner Humboldt Deutz Koeln<br>Directional thrust propellers<br>Directional thrust propellers fwd<br>Thw. thrust propeller fwd<br>12kn |
| **STEPHEN B**<br>**Hilton Fisheries Ltd.**<br>Halifax, N.S. Canada | **283**<br>148<br>— | | **1990** LaForce Shipyard—Bayou la Batre, Al<br>... ... ...<br>25,00 7,62 6,10 | **M Fishing** | Oil<br>500bhp (368kW)<br>.............<br>10kn |
| **STEPHEN B. ROMAN**<br>ex Fort William-83<br>**Essroc Canada Inc.**<br>Picton, Ont. Canada | **6 792**<br>4 339<br>8 377 | ✠**100A1** Lake SS 4/88<br>Great Lakes & River St. Lawrence service<br>✠**LMC**<br>EL (bt) 2"SQ<br>FN 3979 | **1965**-5 Davie SB. Ltd.—Lauzon, P.Q. (652)<br>148,93 17,20 7,800<br>142,60 17,07 10,83<br>P 30,2 2 dks<br>rf 152 conv Pallets Carrier 82 | **M Cement Carrier**<br>3 Ho ER<br>G.3 984 | Fairbanks, Morse<br>4 Oil sr geared to sc. shaft<br>6 000bhp (4 413kW)<br>(centre) 2 Oil 2SA each 10Cy. 206 × 508<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>(wing) 2 Oil 2SA each 8Cy. 206 × 508<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>Gen 3 × 200kW 550V 60Hz a.c.<br>Controllable pitch propeller<br>16kn |
| **STEPHEN BROWN**<br>**Australian Maritime College**<br>Sydney, N.S.W. Australia | **1 464**<br>735<br>1 829 | ✠Classed LR until 20/5/83 | **1954**-12 Hall, Russell & Co. Ltd.—Aberdeen (844)<br>77,27 12,25 4,433<br>73,16 12,20 5,11<br>P 18,6 F 12,8 1 dk<br>RW conv General Cargo 90 | **M General Cargo/ Training Ship**<br>Mchy.aft | Polar<br>Oil 2SA 8Cy. 340 × 570<br>1 230bhp (905kW)<br>British Polar Engines Ltd. Glasgow |
| **STEPHEN-SCOTT**<br>ex Gulf Duke-78<br>**Reinauer Transportation Companies Inc.**<br>New York, NY United States of America | **188**<br>127<br>— | (AB) | **1967** Main Iron Works Inc.—Houma, La (174)<br>30,64 8,54 3,791<br>29,34 8,26 4,22<br>1 dk<br>BK 64 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 120V 60Hz a.c.<br>Fuel 123,0t |

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| **7505499**<br>*GBFB*<br>376474<br>N 174 | **STEPHENS**<br>**S. McCullough**<br>Newry United Kingdom | **474**<br>267<br>— | | **1976** Scheepswerf "Vooruit" C.V.—Zaandam (351)<br>27,01<br>25,40 7,82 4,12<br>1 dk | **M Fishing**<br>Side-fishing Seiner Ref | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Mirrlees Blackstone (Stamford) Ltd. |
| **7021429**<br>*H8TJ*<br>10238-80A<br>Df Esd Gc<br>Rdr RTm/h/v | **STEPHENSON**<br>ex Golden Cameroon-87 ex Minerva-80<br>**Stephenson Navigation Inc.**<br>Hinton Marine (H.K.) Ltd.<br>Panama Panama | **9 055**<br>6 518<br>15 091 | **100A1** SS 2/90<br>strengthened for heavy cargoes<br>**LMC**<br>EL B† 550,0/50,0U3(a)<br>FN 4398<br>(GL) | **1970** Bremer Vulkan A.G.—Bremen-Vegesack (967)<br>139,55 (BB) 21,06 9,189<br>132,01 21,01 12,30<br>F 12,5 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 16,0 19,5 17,2 21,7 19,5 ER<br>G.21 308 B.18 945<br>5 Ha (stl) (10,5 × 7,9) (12,7 11,2 × 10,5) ER (14,1 11,2 × 10,5)<br>10W Der 1(60) 1(30) 6(5-15) 4(5-10) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Bremer Vulkan A.G.<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 1 020,0t (hvf) |
| **5364841**<br>Df Rdr<br>RTm/v | **STEPHY**<br>ex Frank-75 ex Angeliki K.-72<br>ex Topaze-70<br>**Fides Shipping Co. Ltd.**<br>Limassol Cyprus | **549**<br>363<br>676 | (BV) | **1954** Husumer Schiffsw.—Husum (1061)<br>54,69 8,06 3,560<br>8,01<br>P 12,5 2 dks<br>RW rf 711 | **M General Cargo** CSD<br>4P<br>1 Ho 32,1<br>G.1 109 B.1 030<br>2 Ha (10,5 11,1 × 5,0)<br>2W Der 2(2) | MaK<br>Oil 4SA 8Cy. 290 × 420<br>800bhp (588kW)<br>Maschinenbau Kiel A.G.<br>Gen 1 × 12kW 1 × 8kW 110V d.c.<br>Fuel 34,5t (d.o.) |
| **7533903**<br>*EWIQ*<br>M-12443<br>Rt | **STEPNYAK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **163**<br>39<br>94 | RS | **1975** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **5251654**<br>*LEGS*<br>16457<br>Df Esd Rt | **STER**<br>ex Niedersachsen-66<br>**P/R Bjarne**<br>Bjarne Torgersen<br>Bergen Norway | **251**<br>134<br>284 | GL | **1951** Yacht u. Bootswerft Abeking & Rasmussen —Lemwerder (4579)<br>39,30 7,14 2,998<br>36,38 7,12 3,23<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.354<br>1 Ha (13,0 × 4,5) ER<br>1W Der 1(3) | Aabenra<br>Oil 4SA 5Cy. 270 × 400<br>400bhp (294kW) NE 69<br>Aabenraa Motorfabrik |
| **7904774**<br>*FHQA*<br>22055-615<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STER LAER**<br>ex Indianic-87<br>**Compagnie Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Port aux Francais, Kerguelen Antarctic Terr. (French) | *2 969*<br>*1 449*<br>3 514 | BV | **1980** B.V. Scheepswerven Gebr. van Diepen —Waterhuizen (1017)<br>**1983** (Additional cargo section) Boele's Schps. & Mchf. B.V.—Bolnes<br>101,28 (BB) 13,72 5,258<br>92,66 13,50 8,11<br>2 dks<br>len 83 | **M Refrigerated Cargo**<br>4 Ho 17,5 - 16,3 17,5 ER, 4 TwD<br>In.5 324<br>4 Ha (stl) (each 10,3 × 8,0) ER<br>Cr 2(5) 1(3) | Deutz<br>Oil 4SA 6Cy. 370 × 400 reduction geared shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller |
| **7367897**<br>*P3MP4*<br>Df Esd Gc<br>Rdr RTm/h/v | **STERAKOVOU**<br>ex Steyr-91 ex Monitor-82<br>ex Caroline Weston-82<br>ex Frendo Grace-76<br>**Sterakovou Shipping Co. Ltd.**<br>Osterreichischer Lloyd Ship Management G.m.b.H.<br>Limassol Cyprus | *2 197*<br>*1 359*<br>4 006 | GL (NV) | **1974** Scheepswerf Bijiholt B.V.—Foxhol (597)<br>82,23 13,37 6,487<br>73,74 13,30 7,70<br>2 dks<br>rf nil len 82 | **M General Cargo**<br>Ice strengthened<br>1 Ho 58,5 ER<br>G.4 833 B.4 826<br>TEU 129 C.129/20' (40')<br>1 Ha (stl) (53,2 × 10,5) ER | Normo<br>Oil 4SA 9Cy. 250 × 300 sr geared to sc.<br>1 575bhp (1 159kW)<br>Normo Gruppen A/S<br>Gen 2 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 162,5t (d.o.)-4,5pd |
| **5340819**<br>*UHKQ*<br>M-17035<br>Df Esd Gc<br>Rdr Rt | **STEREGUSHCHIY**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **1 077**<br>—<br>577 | RS | **1960** Valmet Oy Pansion Tehdas—Turku/Abo (264)<br>61,37 11,54 4,541<br>55,33 11,51 5,57<br>1 dk | **M Tug**<br>Salvage<br>Ice strengthened<br>2W Der 1(10) 1(2) | MAN<br>Oil 4SA 7Cy. 520 × 700<br>Masch. Augsburg-Nuernberg (MAN) |
| **7910278**<br>*YDWH*<br>Df Esd Gc<br>Pfd Rdr Rt | **STERENN**<br>**P.T. Multi Transpeche Indonesia**<br>Jakarta Indonesia | **646**<br>309<br>— | KI (BV) | **1980** At. & Ch. de la Manche—St. Malo (1289)<br>54,01 10,90 4,701<br>46,50 10,67 5,11<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref | AGO<br>Vee Oil 4SA 16Cy. 240 × 220<br>2 400bhp (1 765kW)<br>Soc. Alsacienne de Const. Mec. de Mulhouse (S.A.C.M.) |
| **8901470**<br>*UETJ*<br>TI-2125<br>Df Esd Gc<br>Rdr Rt | **STERKODER**<br>**Rider Shipping Corp.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *1 899*<br>*592*<br>— | NV (Class cont.) | **1991** Sterkoder M/V A/S—Kristiansund N. (125)<br>64,00 -<br>55,55 13,00 5,97 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Wartsila<br>Oil 4SA 6Cy. 320 × 350 reduction geared<br>shaft<br>2 458kW (3 342bhp)<br>Wartsila Diesel Oy<br>Gen 1 × 1304kW 2 × 336kW 380V 50Hz a<br>Thw. thrust propeller fwd |
| **7016670**<br>*P3QF3*<br>708944<br>Df Esd Gc<br>Pfd Rdr RTv | **STERLING STAR**<br>ex Valletta City-90 ex Ronjay-88<br>ex Edmonton-86 ex Eveline-84<br>**Stream Express Shipping Co. Ltd.**<br>Limassol Cyprus | *11 410*<br>*6 251*<br>19 007 | AB | **1970** Osaka Zosensho—Osaka (291)<br>154,31 (BB) 22,86 9,564<br>146,01 22,81 12,50<br>P 27,8 F 10,4 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 26,2 26,9 26,9 26,9 ER<br>G.24 179 B.21 768<br>4 Ha (stl) (each 18,7 × 11,1) ER<br>12W Der 3(20) 9(15) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 272kW 445V 60Hz a.c.<br>Fuel 1 249,5t (hvf) |
| **8035178**<br>*UNWY*<br>M-36719<br>Df Esd Gc<br>Rdr RTm/h/v | **STERLYAD**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **744**<br>209<br>332 | RS | **1982** ..............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7730616**<br>*PHTN*<br>Df Esd Gc<br>Rdr Rt | **STERN**<br>ex Marco-84<br>**Scheepvaartbedrijf Oldekamp**<br>Kampen Netherlands | *681*<br>*439*<br>1 067 | GL | **1977** B.V. Scheepswerf "Ferus Smit"—Foxhol (219)<br>62,18 9,45 3,020<br>- 9,43 3,81<br>P 12,2 F 4,6 1 dk | **M General Cargo**<br>G.1 388 B.1 331 | Brons<br>Vee Oil 2SA 6Cy. 220 × 380<br>750bhp (552kW)<br>Brons Industrie N.V. |
| **8843290**<br>24320<br>HA 37<br>Esd Rdr Rt | **STERN**<br>**Franz Seinen Vis B.V.**<br>Netherlands | *136*<br>*40*<br>— | | **1924** Spiekman—Zwartsluis<br>35,98 - 1,520<br>34,98 6,30 2,02<br>1 dk | **M Fishing** | Oil<br>.............. |
| **7824431**<br>Df Esd Pfd<br>Rdr Rt | **STERNE**<br>**Government of The Republic of France (Ministere des Transports - Marine Marchande)**<br>Brest France | **380**<br>—<br>100 | | **1980** Ch. & At. de la Perriere—Lorient (317)<br>49,03 7,50 4,701<br>45,01<br>1 dk | **TM Research**<br>Survey<br>Mchy.aft | AGO<br>2 Vee Oil 4SA each 12Cy. 195 × 180<br>4 200bhp (3 089kW)<br>Soc. Alsacienne de Const. Mec. de Mulhouse (S.A.C.M.) |
| **5340871**<br>*Y4EO*<br>Df Esd Rdr<br>Rt | **STERNHAI**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **133**<br>47<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,71 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>Halberstadt<br>Gen 2 × 29kW 110V d.c. |
| **7035420**<br>*SLCU*<br>Df Esd Gc<br>Rdr RTm/v | **STERNO**<br>ex Seto-84 ex Ostestrom-83<br>ex Mariona-72<br>Launched as Ostestrom<br>**Rederi AB Uman**<br>Karlshamn Sweden | T.Mk<br>**499**<br>334<br>1 350 | GL | **1970** (Aft section) N.V. Schpsw. "Appingedam" —Appingedam (209)<br>**1970** (Fwd & cargo sections) Scheepswerven Gebr. Niestern—Delfzijl (275)<br>75,70 11,08 3,563<br>70,06 11,00 6,02<br>F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 51,5 ER<br>G.2 885 B.2 620<br>1 Ha (stl) (43,7 × 8,0) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 60kW 1 × 30kW 220/380<br>Fuel (d.o.) |

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| **STETIND**<br>ex Vardenes-88<br>**Ofotens og Vesteraalens D/S A/S**<br>Narvik Norway | *2 018*<br>*958*<br>840 | (NV) | **1977** Batservice Verft A/S—Mandal (646)<br>80,02 3,309<br>11,51 4,53<br>2 dks<br>rf 500 BK 178 len 84 | **TM RoRo Cargo/Ferry**<br>Cars 67<br>Mchy.aft | 399P | Normo LDM-8<br>2 Oil 4SA each 8Cy. 250 × 300 with hydraulic coupling & sr geared to sc. shafts<br>2 750bhp (2 023kW)<br>A/S Bergens M/V Bergen<br>Thw. thrust propeller fwd |
| **STEVE C.**<br>ex Mary Lucille J-77 ex Mi Judy-75<br>ex Miss K<br>**Wick Fisheries Inc.**<br>Eureka, Ca United States of America | **134**<br>91<br>— | | **1967** Bishop SB. Corp.—Aransas Pass, Tx<br>*22,35*<br>6,75 3,69<br>1 dk | **M Fishing** | | Oil<br>485bhp (357kW)<br>U.S.A.<br>Fuel (d.o.) |
| **STEVE GLORY**<br>ex Halal Sejati I-84 ex Steve Glory-82<br>ex Mightiness-80 ex Pender-80<br>ex Mingren Enterprise-79<br>ex Bung Joop-74<br>ex Toyo Maru No. 2-71<br>**Steve Maritime Shipping Co. S.A.**<br>Panama Panama | **3 883**<br>2 214<br>5 681 | (NK) | **1962** Osaka Zosensho—Osaka (205)<br>108,92 15,85 6,490<br>101,02 15,80 7,90<br>P 29,6 B 8,9 F 12,2 1 dk<br>RW rf 152 | **M General Cargo**<br>3 Ho 19,2 30,0 37,3 ER<br>G.7 543 B.7 195<br>3 Ha (11,6 21,0 14,0 × 7,1) ER<br>12W Der 4(15) 4(10) | | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>2 700bhp (1 986kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 88kW 445V a.c.<br>Fuel 463,5t 12kn |
| **STEVE N**<br>**Government of The Republic of Guyana (Ministry of Works & Transport)**<br>Georgetown, Demerara Guyana | **1 500**<br>660<br>2 160 | | **1983** Guyana National Eng. Corp. Ltd.—Georgetown, Demerara (122)<br>55,53 11,51 4,201<br>51,52 11,02 5,52<br>1 dk | **TM Hopper/Dredger**<br>Suction Bottom doors<br>1 Ho ER<br>Hopper 800 | | Caterpillar 3412PCTA<br>2 Vee Oil 4SA each 12Cy. 137 × 152 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 040bhp (765kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>2 Bow jet pumps |
| **STEVE-B**<br>ex Crest Tide-85 ex Tide Hal III-70<br>**Propiano Shipping Corp.**<br>Panama Panama | **680**<br>335<br>1 006 | AB | **1969** Verolme Schpsw.—Alblasserdam (805)<br>50,50 11,87 3,893<br>46,61 11,56 4,42<br>F 18,3 1 dk<br>rf 762 | **TM Supply Ship**<br>Deck Cargo | 12bth P | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 132,0t (d.o.) 11kn |
| **STEVEN S**<br>**Steven S Inc.**<br>Philadelphia, Pa United States of America | **196**<br>133<br>— | | **1984** Eastern Marine Inc.—Panama City, Fl<br>36,58 -<br>32,91 8,53 3,68<br>1 dk | **M Fishing**<br>Stern Trawler | | Caterpillar D399SCAC<br>Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **STEVENS**<br>**Stevens Line Co. Ltd.**<br>Port Vila Vanuatu | *7 902*<br>*3 874*<br>8 824 | NK | **1982** Shin Yamamoto Zosensho—Kochi (263)<br>136,68 (BB) 21,04 8,416<br>126,02 21,01 12,53<br>P 35,1 F 11,6 4 dks | **M Refrigerated Cargo**<br>4 Ho ER<br>In.10 477<br>4 Ha (stl) (each 9,2 × 6,9) ER<br>Der 8(5) | | Mitsubishi 7UEC52/125H<br>Oil 2SA 7Cy. 520 × 1250<br>6 157kW (8 370bhp)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 735kW 450V 60Hz a.c.<br>Fuel 353,5t (d.o.) 1 102,5t (hvf)-33,0pd 17,5kn |
| **STEVIA**<br>**Irvin & Johnson Ltd.**<br>Cape Town/ Kaapstad South Africa | **801**<br>270<br>563 | BV<br>✠Classed LR until 2/74 | **1973**-2 Hall, Russell & Co. Ltd.—Aberdeen (959)<br>60,97 11,76 4,096<br>52,58 11,74 7,40<br>B 5,8 F 7,4 2 dks<br>rf 991 BK 178 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | | Ruston 8ATCM<br>Oil 4SA 8Cy. 317 × 368 sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Ruston Paxman Diesels Ltd. United Kingdom<br>Gen 3 × 245kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **STEVIN ROCK 7**<br>**Volker Stevin Baggermaatschappij Nederland B.V.**<br>Rotterdam Netherlands | **1 345**<br>403<br>3 000 | **✠100A1** SS 8/87<br>pontoon<br>deck strengthened for defined loads up to 10tonnes per square metre<br>EL (J) 122,0/44,0U2<br>FN 1506 | **1978**-11 Ross Co. Ltd.—New Ross (724)<br>70,06 17,05 3,630<br>70,01 17,01 4,50<br>1 dk<br>rf nil | **Deck Cargo Pontoon** | | |
| **STEVIN SHA'M**<br>ex F 30-78<br>**Padrep S.A.**<br>Volker Stevin Baggermaatschappij Nederland B.V.<br>Panama Panama | **338**<br>51<br>— | AB | **1976** K.K. Imai Seisakusho—Iwagi (155)<br>9,22 3,988<br>34,02 9,21 4,25<br>F 14,1 1 dk<br>rf 450 | **TM Tug** | | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 96kW<br>Thw. thrust propeller fwd<br>11,5kn |
| **STEVNS SEA**<br>ex Urridafoss-91 ex Vesturland-85<br>ex Estebogen-84 ex Scol Unit-78<br>ex Estebogen-75<br>**Stevns Sea Schiffsbetriebs G.m.b.H. & Co. KG**<br>Antigua & Barbuda | T.Mk<br>**999**<br>748<br>2 463<br>**2 333**<br>1 536<br>3 610 | NV (GL) | **1972** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (686)<br>88,50 5,271<br>80,29 13,81 8,01<br>P 10,4 F 7,7 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 51,0 ER<br>G.4 647 B.4 545<br>TEU 423 C. 423/20' incl. 61 ref C.<br>1 Ha (stl) (50,9 × 10,2) ER<br>Cr 2(12) | | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 136kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 14kn |
| **STEVNS SUPPLIER**<br>ex Maersk Supplier-87<br>**Partrederiet Stevns Supplier**<br>Svendborg Denmark | **499**<br>230<br>769 | BV<br>✠Classed LR until 1/12/87 | **1972**-1 Aarhus Flydedock A/S—Aarhus (148)<br>53,35 11,23 3,455<br>51,19 11,00 4,02<br>F 18,3 1 dk<br>rf 254 | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>8 Ta 1 Ho 10,8<br>L.612<br>1W Der 1(3) | 12P | MaK<br>2 Oil 4SA each 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 128kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 280,0t (d.o.) 13kn |
| **STEVNS TUG**<br>ex Grane-92<br>**Stevns Charter & Towage A/S**<br>Nordane Shipping AS<br>Kobenhavn Denmark | **99**<br>—<br>— | **✠100A1** SS 5/87<br>tug<br>Str. nav. ice<br>**✠LMC**<br>EL (a)<br>FN 222 | **1951**-3 Svendborg Skibsvaerft A/S—Svendborg (61)<br>25,61 6,58 2,820<br>22,56 6,56 3,28<br>RFD 4,0<br>RW rf 229 BK 152 | **M Tug**<br>1 Ho 3,1<br>1 Ha (1,1 × 1,8)<br>1W | | B&W<br>Vee Oil 4SA 8Cy. 225 × 300 sr geared to sc. shaft<br>NE made75<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 28kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 27,0t (d.o.) 11,5kn |
| **STEVNSLAND**<br>ex Oslobank-90 ex Ostebank-83<br>ex Scol Action-75 ex Ostebank-74<br>**Stevnsland Schiffsbetrieb G.m.b.H. & Co. KG**<br>Stevns Line ApS<br>St. John's Antigua & Barbuda | T.Mk<br>**999**<br>748<br>2 510 | (GL) | **1972** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (644)<br>88,50 13,85 5,277<br>80,29 13,81 8,01<br>B 10,4 F 8,6 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 58,2 ER<br>G.4 647 B.4 545<br>TEU 160 C. 160/20'<br>1 Ha (stl) (50,9 × 10,2) ER<br>Cr 3(6) | | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau Kiel<br>14kn |
| **STEWART J. CORT**<br>**Bethlehem Steel Corporation**<br>Philadelphia, Pa United States of America | **32 930**<br>29 918<br>60 079 | AB | **1971** (Fwd & aft sections) Ingalls SB. Div. of Litton Systems Inc.—Pascagoula, Ms (101)<br>**1971** (Cargo section) Erie Marine (Div. Rust Eng. Co.)—Erie, Pa<br>304,81 32,01 8,516<br>301,30 31,88 14,94<br>F 14,7 1 dk<br>rf nil | **TM Bulk Carrier**<br>Self-unloader<br>4 Ho ER<br>18 Ha (stl) (each 3,5 × 6,5) ER | | General Motors 20-645-E7<br>4 Vee Oil 2SA each 20Cy. 230 × 254 geared to sc. shafts<br>14 400bhp (10 592kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 4 × 1250kW 1 × 850kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 415,5t 16kn |

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| **8201571**<br>*GDHC*<br>705450<br>Esd Gc Pfd<br>Rdr RTm/v | **STEYNING**<br>**Powell Duffryn Shipping Ltd.**<br>Stephenson Clarke Shipping Ltd.<br>Douglas Isle of Man (British) | **1 584**<br>1 007<br>4 300 | ✠**100A1** SS 11/88<br>(cc)<br>Ice Class 3 at a draught<br>not exceeding 5.449m.<br>✠**LMC** **UMS**<br>EL R 440,0/40,0U2<br>FN 1877 | **1983**-10 Clelands Shipbuilders Ltd.—Wallsend (361)<br>91,27 14,58 5,804<br>84,28 14,51 7,75<br>P 16,2 B 7,7 F 9,5 2 dks<br>rf nil | **M General Cargo**<br>2 Ho 31,7 28,1 ER<br>G.4 969 B.4 954<br>TEU 32 C.Dk 32/20'<br>2 Ha (stl) (25,6 24,9 × 10,9) ER | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 with flexible coup<br>sr geared to sc. shaft<br>3 300bhp (2 427kW)<br>Mirrlees Blackstone (Stockport) Ltd.<br>Gen 1 × 220kW 2 × 165kW 440V 60Hz a<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 49,5t (d.o.) 301,5t (hvf)-12,0pd |
| **8912209**<br>*DEIV*<br>Df Esd Gc<br>Rdr Rt | **STIER**<br>**Hapag-Lloyd A.G.**<br>Hapag-Lloyd Transport & Service G.m.b.H.<br>Bremen Federal Republic of Germany | *219*<br>*65*<br>119 | GL | **1990** Detlef Hegemann Rolandwerft G.m.b.H. —Bremen (153)<br>28,53 - 2,803<br>8,80 3,50<br>1 dk | **TM Tug** | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280 dr geared to<br>shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 42,2kW 220/380V a.c.<br>2 Directional propellers |
| **7407570**<br>*SDFE*<br>Rdr Rt | **STIG**<br>**Halmstads Sturveri Ab**<br>Halmstad Sweden | **181**<br>58<br>— | ✠Classed LR until 7/86 | **1976** A/B Asi-Verken—Amal (114)<br>25,53 8,92 3,901<br>22,51 8,50 4,91<br>1 dk<br>BK 152 | **M Tug/ Icebreaker**<br>Fire-fighting<br>Ice strengthened | Allen<br>Vee Oil 4SA 16Cy. 242 × 305 sr geared to s<br>shaft<br>W. H. Allen, Sons & Co. Ltd.<br>Gen 2 × 52kW 390V 50Hz a.c.<br>Controllable pitch propeller |
| **7724538**<br>*SGFJ*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **STIG GORTHON**<br>**Velox AB**<br>Gorthon Lines AB<br>Helsingborg Sweden | T.Mk<br>**4 095**<br>1 780<br>6 382 | ✠**100A1** SS 9/87<br>roll on—roll off cargo ship<br>Ice Class 1A Super<br>✠**LMC** **UMS**<br>EL Z 522,5/48,0U3<br>FN 3603 | **1979**-9 (Aft section) Gotaverken Finnboda AB —Stockholm (406)<br>**1979**-9 (Fwd section) FEAB Marstrandsverken —Marstrand (140)<br>119,92 21,06 5,965<br>110,80 21,00 11,51<br>RAD 6,4 2 dks<br>rf nil | **M RoRo Cargo/General Cargo**<br>Stern door/ramp (a)<br>L 13,70 W 10,70 SWL 70<br>Lane Length 714<br>Cars 400 Trailers 53<br>1 Ho ER<br>B.13 500<br>TEU 355<br>C.RoRo Dk 214/20' (40') C.Dk 141/20' (40')<br>4 Ha (stl) (each 20,2 × 16,8) ER<br>Cr 2(25) | MaK<br>2 Oil 4SA each 8Cy. 320 × 420 sr geared to s<br>shaft<br>4 414kW (6 001bhp)<br>MaK. Maschinenbau G.m.b.H.<br>HWH (o.f.) 6,1kgf/cm² (6,0bar)<br>Gen 1 × 480kW 4 × 232kW 450V 60Hz a<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 117,5t (d.o.) 905,5t (hvf)-17,0pd |
| **7405845**<br>*JWRR*<br>18355<br>Df Esd Rdr<br>Rt | **STIG MAGNE**<br>**P/R Stig Magne**<br>Harstad Norway | **167**<br>71<br>— | | **1974** Th. Hellesoy Skipsbyggeri A/S—Lofallstrand (91)<br>28,99 7,14<br>25,18 7,12 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wichmann<br>Oil 2SA 5Cy. 280 × 420<br>625bhp (460kW)<br>A/S Wichmann<br>Fuel (d.o.) |
| **8845200**<br>*LEIA*<br>20759<br>Df Esd Gc<br>Pfd Rdr Rt | **STIG WILLY II**<br>**P/R Stig Willy**<br>Ingvald Andreassen<br>Norway | **149**<br>59<br>— | | **1991** Aas Skipsbyggeri A/S—Vestnes<br>- - —<br>- | **M Fishing**<br>Stern Trawler | Oil |
| **8825913**<br>*OW2434*<br>Rt | **STIGAKLETTUR**<br>**P/f Flesjaberg**<br>Dalur Faeroes (Danish) | *360*<br>—<br>— | NV | **1988** P/f Torshavnar Skipasmidja—Torshavn (28)<br>34,60 8,50 —<br>4,30<br>2 dks | **M Fishing**<br>Stern Trawler Ref | MWM<br>Oil 4SA 8Cy. 230 × 270<br>959kW (1 304bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 135kW 380V 50Hz a.c. |
| **6521836**<br>*LLZC*<br>16136<br>Rdr Rt | **STIGEN**<br>ex Folden-85<br>**Lovund Sjoprodukter A/S**<br>Sandnessjoen Norway | **228**<br>91<br>— | (NV) | **1964** Ulstein M/V A/S—Ulsteinvik (30)<br>34,04 8,54 2,560<br>29,60 8,50 3,51<br>1 dk | **M RoRo Cargo/Ferry**<br>Deck Cargo 200dk P<br>Mchy.aft<br>Der 1(5) 1(2) | Wichmann<br>Oil 2SA 5Cy. 280 × 420<br>750bhp (552kW)<br>A/S Wichmann<br>Fuel 22,5t (d.o.)-1,0pd |
| **6922779**<br>*JXIN*<br>20257<br>Df Esd Rdr<br>RTm/h/v | **STINA**<br>ex Sabine-91 ex Linhav-87<br>ex Cimbria-86 ex Wingsea-83<br>ex Merc Pacific-74<br>**Sillpos Shipping A/S**<br>Trondheim Norway | *1 055*<br>*503*<br>620 | BV | **1969** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (290)<br>64,62 (BB) 11,03 3,588<br>56,98 11,00 6,20<br>2 dks | **M General Cargo** 2P<br>Ice strengthened<br>2 Ho 25,7 20,6 ER<br>G.2 532 B.2 263<br>2 Ha (stl) (18,5 12,4 × 7,7) ER<br>3W Der 3(5) | Wichmann<br>Oil 2SA 5Cy. 300 × 450<br>1 500bhp (1 103kW) NE 76<br>A/S Wichmann<br>Gen 2 × 45kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 108,5t (d.o.)-3,0pd |
| **5238676**<br>*OWNZ*<br>D530<br>Df Esd Rdr<br>RTm | **STINA B**<br>ex Vivi-90 ex Lone Baand-90<br>ex Kongsaa-81 ex Jorna-75<br>ex Herfrid-70 ex Mogens S.-66<br>**Kurt Bamse Seidelin Basballe**<br>P. Rudbeck Larsen's Eftf. ApS<br>Marstal Denmark | **399**<br>242<br>540 | BV | **1957** Husumer Schiffsw.—Husum (1112)<br>50,81 8,26 3,201<br>45,01 8,23 3,48<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,9 ER<br>G.835 B.792<br>2 Ha (each 12,1 × 5,0) ER<br>2W Der 2(3) | Alpha<br>Oil 2SA 5Cy. 240 × 400<br>425bhp (313kW) NE 66<br>Alpha-Diesel A/S |
| **8034411**<br>642110 | **STINGRAY**<br>**Sahlman Seafoods Inc.**<br>Miami, Fl United States of America | **106**<br>72<br>— | | **1981** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,81 2,401<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159 reduction geared t<br>shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| **6505337**<br>*OWZM*<br>Df Esd Pfd<br>RdrRTm | **STINNE PETER**<br>ex Sisu-70<br>Skive Denmark | **297**<br>194<br>550 | (BV) | **1965** Orskovs Staalskibsvaerft I/S—Frederikshavn (31)<br>48,14 8,67 3,099<br>43,21 8,64 3,48<br>1 dk<br>conv General Cargo 70 | **M Dredger/Sand Carrier**<br>Suction<br>1 Ho 30,4 ER<br>Hopper 350 | Alpha<br>Oil 2SA 5Cy. 240 × 400<br>221kW (300bhp)<br>Alpha-Diesel A/S<br>Gen 3 × 8kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 32,5t (d.o.) |
| **8121056**<br>*GDKD*<br>701054<br>Rt | **STIRLING ALBION**<br>ex Port Supply-83 ex Edda Sartor-83<br>**Stirling Shipping Co. Ltd.**<br>Harrisons (Clyde) Ltd.<br>Glasgow United Kingdom | *1 340*<br>*402*<br>2 090 | NV | **1982** Schiffswerft u. Mfbk. Cassens G.m.b.H. —Emden (161)<br>58,63 5,050<br>52,02 14,01 7,01<br>2 dks<br>rf 699 | **TM Supply Ship**<br>Deck Cargo | Wichmann<br>2 Oil 2SA each 7Cy. 300 × 450 sr geare<br>shafts<br>4 000bhp (2 942kW)<br>A/S Wichmann<br>Gen 2 × 644kW 2 × 280kW 440V 60H<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd. 1 af |
| **8421626**<br>*GFGR*<br>701091<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **STIRLING DEE**<br>**Stirling Shipping Co. Ltd.**<br>Harrisons (Clyde) Ltd.<br>Glasgow United Kingdom | *1 403*<br>*560*<br>2 113 | ✠**100A1** SS 8/90<br>offshore supply ship<br>✠**LMC** **UMS**<br>EL 1½"U3(a)<br>FN 1194 | **1985**-8 Teraoka Shipyard Co. Ltd.—Nandan (252)<br>64,62 (BB) 14,23 5,401<br>58,93 14,01 6,25<br>F 16,8 1 dk<br>rf 749 | **TM Supply Ship**<br>Deck Cargo | Yanmar<br>2 Oil 4SA each 8Cy. 280 × 360 with cl<br>flexible couplings & dr geared to sc. sh<br>4 800bhp (3 531kW)<br>Yanmar Diesel Engine Co. Ltd<br>Gen 3 × 160kW 1 × 64kW 450V 60Hz<br>2 Directional propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 760,5t (d.o.)-8,0pd |
| **8501505**<br>*GFWA*<br>711822<br>Esd Gc Pfd<br>Rdr RTm/v | **STIRLING ESK**<br>**Stirling Shipping Co. Ltd.**<br>Harrisons (Clyde) Ltd.<br>Glasgow United Kingdom | *1 399*<br>*572*<br>2 151<br>T/cm<br>7,8 | ✠**100A1** SS 1/90<br>offshore supply ship<br>firefighting ship<br>(2400cub.m/hr)<br>✠**LMC** **UMS**<br>EL (0)<br>FN 1178 | **1986**-4 Cochrane Shipbuilders Ltd.—Goole (132)<br>65,21 (BB) 14,64 5,292<br>58,02 14,01 6,28<br>F 17,1 1 dk<br>rf 749 | **TM Supply Ship**<br>Deck Cargo Fire-fighting | Yanmar<br>2 Oil 4SA each 8Cy. 280 × 360 with cl<br>flexible couplings & dr geared to sc. sh<br>5 200bhp (3 825kW)<br>Yanmar Diesel Engine Co. Ltd<br>Gen 3 × 160kW 440V 60Hz a.c.<br>2 Directional propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 167,5t (d.o.)-14,5pd |

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| **STIRLING OSPREY**<br>**Stirling Shipping Co. Ltd.**<br>Harrisons (Clyde) Ltd.<br>Glasgow United Kingdom | **821**<br>315<br>1 149 | **✠100A1** SS 6/88<br>offshore supply ship<br>**✠LMC**<br>EL (K) 1¼" ptU3<br>FN 930 | **1979**-11 Yokohama Zosen—Chiba (1379)<br>61,24 11,84 4,031<br>57,21 11,60 4,65<br>F 21,1 1 dk<br>rf 495 | **TM Supply Ship**<br>Deck Cargo Fire-fighting 12bth P<br>3 Ho 5,4 9,7p 9,7s<br>G.190 | Yanmar 6ZL-UT<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches, flexible couplings & dr reverse geared to sc. shafts<br>3 200bhp (2 354kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 3 × 200kW 1 × 50kW 440V 60Hz a.c.<br>Bow jet pump<br>Fuel 788,5t (d.o.) 13kn |
| **STIRLING SNIPE**<br>**Stirling Shipping Co. Ltd.**<br>Harrisons (Clyde) Ltd.<br>Glasgow United Kingdom | **840**<br>351<br>1 175 | **✠100A1**<br>offshore supply ship<br>**✠LMC**<br>EL (L) 1¼"U3<br>FN 930 | **1982**-7 Cochrane Shipbuilders Ltd.—Selby (120)<br>61,73 11,84 4,030<br>57,21 11,60 4,65<br>F 21,1 1 dk<br>rf 495 | **TM Supply Ship**<br>Deck Cargo Cement Water | Yanmar 6Z-ST<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches, flexible couplings & dr reverse geared to sc. shafts<br>3 200bhp (2 354kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 3 × 200kW 1 × 50kW 440V 60Hz a.c.<br>Bow jet pump<br>Fuel 91,5t (d.o.)-7,0pd 13kn |
| **STIRLING TEAL**<br>**Stirling Shipping Co. Ltd.**<br>Harrisons (Clyde) Ltd.<br>Glasgow United Kingdom | **840**<br>351<br>1 175 | **✠100A1** SS 6/87<br>offshore supply ship<br>**✠LMC**<br>EL (L) 1¼"U3<br>FN 930 | **1982**-5 Cochrane Shipbuilders Ltd.—Selby (119)<br>61,73 11,84 4,028<br>57,21 11,60 4,65<br>F 21,1 1 dk<br>rf 495 | **TM Supply Ship**<br>Deck Cargo Cement Water | Yanmar 6Z-ST<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches, flexible couplings & dr reverse geared to sc. shafts<br>3 200bhp (2 354kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 3 × 200kW 1 × 50kW 440V 60Hz a.c.<br>Bow jet pump<br>Fuel 91,5t (d.o.)-7,0pd 12,5kn |
| **STIRLING TERN**<br>**Stirling Shipping Co. Ltd.**<br>Harrisons (Clyde) Ltd.<br>Glasgow United Kingdom | **827**<br>310<br>1 140 | **✠100A1** SS 3/90<br>offshore supply ship<br>firefighting ship 1<br>(2900cub.m/hr)<br>**✠LMC**<br>EL (K) 1¼"U3<br>FN 932 | **1980**-3 Yokohama Zosen—Chiba (1380)<br>61,24 11,84 4,079<br>57,21 11,61 4,68<br>F 21,1 1 dk<br>rf 495 | **TM Supply Ship**<br>Deck Cargo Fire-fighting 12bth P<br>6 Ta 3 Ho 5,4 9,6p 9,6s<br>G.190 | Yanmar 6Z-ST<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches, flexible couplings & dr reverse geared to sc. shafts<br>3 200bhp (2 354kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 3 × 200kW 1 × 50kW 400V 60Hz a.c.<br>Bow jet pump<br>Fuel 788,5t (d.o.) 13kn |
| **STIRS ONE**<br>ex Sand Mari J<br>**Stirs One Inc.**<br>Corpus Christi, Tx United States of America | **119**<br>81<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71<br>3,13<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **STIVIDOR**<br>**Odessa Port Authority**<br>(Odessa) (U.S.S.R.) | **265**<br>—<br>84 | (RS) | **1973** Brodogradiliste "Tito"—Belgrade (894)<br>35,44 9,30 4,299<br>30,00 9,00 4,50<br>1 dk | **TM Tug** | B&W 7-26MTBF-40<br>2 Oil 4SA each 7Cy. 260 × 400<br>Titovi Zavodi "Litostroj" Ljubljana |
| **STJARNFORS**<br>**Timo & Teuvo Rantanen**<br>Turku/Abo Finland | **144**<br>67<br>— | (NV) | **1961** Blaalids Slip & M/V A/S—Maloy (12)<br>28,30 6,74 2,598<br>26,17 6,71 3,59<br>1 dk<br>rf 1422 BK 203 | **M Fishing**<br>Side-fishing<br>2 Ho<br>1W Der 1(-) | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| **STJARNO**<br>ex Ran-67 ex Isbrytaren I-64<br>**Carl Ulf Sture Lundtrom**<br>Stockholm Sweden | **265**<br>—<br>118 | | **1925** Eriksbergs M/V A/B—Goteborg (218)<br>35,03 8,74 5,081<br>8,69<br>B 9,8 1 dk<br>R | **S Tug/ Icebreaker**<br>Tender 125P | T 3Cy. 419 686 & 1130 x 762<br>Eriksbergs M/V A/B Goteborg<br>Gen 2 × 15kW 220V 50Hz a.c.<br>Fuel 53,0t (o.f.)-10,0pd 14kn |
| **STJARNVIK**<br>ex Kenya-85 ex Ekefjord-79<br>ex Jonna Kongerslev-77 ex Ekefjord-73<br>**Ingvar Johansson**<br>Traslovslage Sweden | *206*<br>*61*<br>— | (NV) | **1967** A/B Marstrandsverken—Marstrand (9)<br>31,42 6,84 2,642<br>28,10 6,71 3,61<br>1 dk<br>rf 259 BK 259 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>4 Ha (0,9 × 0,6) (0,9 × 1,3) (1,5 × 1,5) (1,5 × 1,2) ER<br>1W Der 1(2) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 16kW 1 × 7kW 110V d.c.<br>Fuel (d.o.) |
| **STJEPOV**<br>ex Eastern Saga-85<br>**Capricorn Ltd.**<br>Dabinovic (Monaco) S.A.M.<br>Kingstown St. Vincent and the Grenadines | **16 272**<br>9 967<br>26 505<br>T/cm<br>34,0 | **✠100A1** SS 9/89<br>**✠LMC**<br>EL G† $2\frac{11}{16}$"U2<br>FN 6111 | **1972**-7 K.K. Usuki Tekkosho—Saiki (1136)<br>166,07 (BB) 24,87 10,453<br>156,01 24,81 14,36<br>P 29,6 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>DSS<br>5 Ho 21,0 25,6 19,2 25,6 26,4 ER<br>G.32 794 B.31 827<br>9 Ha (stl) (12,0 × 12,0) (18,4p&s 12,0p&s 18,4p&s 13,6p&s × 9,0) ER<br>Cr 5(15) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 242,0t (d.o.) 1 255,0t (hvf) 14,25kn |
| **STJERNEBORG**<br>ex Dana America-84<br>**Borgships Inc.**<br>Holdingaktieselskabet Dannebrog<br>Rungsted Denmark (DIS)<br>SatCom: 1610404/STJE | T.Mk<br>**5 093**<br>1 909<br>8 002 | **✠100A1**<br>heavy lift roll on—roll off cargo ship<br>movable decks<br>**✠LMC** **UMS**<br>EL F† 577,5/60,0U3<br>FN 4759 | **1979**-6 Nippon Kokan K.K.—Shimizu (375)<br>135,01 (BB) 24,29 6,682<br>124,01 24,01 14,36<br>RFD 10,7 2 dks, Upr intermediate hoistable dk fwd & Lwr hoistable dk aft light cargoes only<br>rf nil DK | **M RoRo Cargo**<br>Side door (s)<br>Stern door & ramp<br>L 14,50 W 8,50 SWL 200<br>Lane Length 1416 Cargo Width 6,00<br>Clear height 6,30<br>Cars 396 Trailers 111<br>1 Ho 59,2 ER<br>B.18 569<br>TEU 476<br>C.Ho 36/20' C.RoRo Dk 176/20' C.Dk 264/20' incl. 12 ref C.<br>2 Ha (stl) (26,6 × 8,0) (21,3 × 9,0) ER<br>Cr 1(36) Der 1(120) | B&W 6L55GF<br>Oil 2SA 6Cy. 550 × 1380<br>8 040bhp (5 914kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>2 AuxB (1 o.f. 1 ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 920kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 42,0t (d.o.) 1 468,0t (hvf)-24,5pd 15,25kn |
| **STJERNEBORG**<br>**Landskrona Kommun**<br>Hamnkaptenen<br>Landskrona Sweden | *403*<br>*139*<br>— | | **1990** Moen Slip & Mek. Verksted A/S—Kolvereid (36)<br>34,34 10,02 3,000<br>10,00 3,90 | **TM RoRo Cargo/Ferry**<br>Deck Cargo 300dk P<br>Bow door/ramp<br>Stern door/ramp | Scania<br>4 Oil<br>3 248kW (4 416bhp)<br>Saab-Scania AB Sodertalje<br>Thw. thrust propeller fwd |
| **STJERNFORS**<br>ex Ben Torc-81 ex Starpoint-80<br>**P/R Stjernfors**<br>Aage Lund Madsen<br>Esbjerg Denmark | **290**<br>105<br>310 | GL | **1975** Schiffsw. Schloemer GmbH & Co. K.G. —Oldersum (251)<br>38,00 (BB) 8,62 3,398<br>34,52 8,59 3,92<br>F 12,5 1 dk | **M Fishing**<br>3 Ho ER<br>1W Der 1(3) | Deutz SBA8M528<br>Oil 4SA 8Cy. 220 × 280 reduction geared to sc. shaft<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 40kW<br>Controllable pitch propeller<br>Fuel (d.o.) 12,5kn |
| **STJORNAN**<br>**P/f A. Bakka**<br>Leirvik Faeroes (Danish) | *419*<br>*125*<br>— | NV | **1990** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B288/01)<br>(BB) 3,701<br>36,43 8,50 6,30 | **M Fishing**<br>Stern Trawler Processing Ref<br>Ice strengthened | B&W<br>Oil 4SA 6Cy. 225 × 300<br>883kW (1 200bhp)<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 1 × 216kW 1 × 113kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **STJORNAN**<br>**P/f A. Garthi**<br>Leirvik Faeroes (Danish) | **212**<br>101<br>— | NV | **1973** A/B Marstrandsverken—Marstrand<br>38,00 7,35<br>31,20 7,32 4,02<br>1 dk<br>rf 1402 BK 221 len 76 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>3 Ho ER<br>3 Ha (each 1,5 × 1,5) ER | Wichmann 4AXA<br>Oil 2SA 4Cy. 300 × 450<br>1 000bhp (736kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Fuel (d.o.) |

**5136074** **STJORNFJELL** T.Mk **1958** Alssund Skibsvaerft A/S—Sonderborg (18) **M General Cargo** Alpha
*LHLZ* ex Hokland-79 ex Stabben Junior-75 **163** 36,86 7,50 3,801 Oil 2SA 4Cy. 240 × 400 geared to sc. sha
17939 ex Lillieklint-72 ex Grete Thybo-65 79 (BV) 32,31 7,47 4,78 1 Ho 19,8 ER 206kW (280bhp)
Df Esd Gc ex Clipperen-61 420 2 dks G.619 B.545 Alpha-Diesel A/S
Rdr Rt **Taubatkompaniet A/S** Fuel 41,5t (d.o.)
Trondheim Norway **296** 1 Ha (14,4 × 3,9) ER
182 2W Der 1(2,5)
—

**7012492** **STJORNUTINDUR** **138** **1966** Langsten Slip & Batbyggeri A/S—Tomra i **M Fishing** Grenaa
*TFTR* ex Lytingur-88 ex Gissur-85 ex Torjo-71 59 Romsdal (30) Side-fishing Oil 4SA 6Cy. 240 × 300
1143 **Tangi H/f** — NV 31,02 6,53 Mchy.aft 750bhp (552kW) NE 82
Esd Pfd Rdr Djupivogur Iceland 6,48 2,95 Grenaa Motorfabrik, A/S
Rt 1 dk Gen 1 × 31kW 1 × 28kW 220V 50Hz a.c.
len 69

**5147229** **STM INSPECTOR** **707** **1959** Hoellen Skibsverft—Hoellen (130) **M Diving Support Ship** Caterpillar
*PHVK* ex Knut Inspector-85 153 57,00 9,02 3,600 for offshore installations Oil 4SA 12Cy. 159 × 203
ex Cape Inspector-82 ex Inspector-82 — BV (NV) 51,21 9,00 5,52 Mchy.aft 552kW (750bhp) NE 86
Df Esd Rdr ex Hellesund-76 2 dks 1 Ho Caterpillar Inc.
Rt **Boat Charter Den Helder B.V.** rf nil conv General Cargo 76 Gen 2 × 450kW 440V a.c.
Seateam B.V. 1 Ha (1,8 × 3,5) Controllable pitch propeller
Den Helder Netherlands 1W Cr 2(5) Thw. thrust propeller fwd
See Register of Offshore Units Fuel 40,5t (d.o.)-3,0pd

**7424724** **STM MARKAB** T.Mk **1976** Sigbjorn Iversen M/V. Skips.—Flekkefjord **TM Supply Ship** Alpha
*PHTZ* ex Stad Breeze-86 **497** (34) Deck Cargo Pipe-carrier 2 Vee Oil 4SA each 10Cy. 225 × 300
**Seateam Shipping B.V.** 222 BV (NV) 58,02 13,01 4,242 Mchy.aft 2 900bhp (2 133kW)
Df Esd Gc Den Helder Netherlands 1 118 50,04 6,02 Alpha-Diesel A/S
Pfd Rdr RTv SatCom: 1300145/PHTZ F - 2 dks Gen 2 × 200kW 440V 60Hz a.c.
2 Controllable pitch propellers
Thw. thrust propeller fwd
Fuel 366,0t (d.o.)-12,0pd

**6910879** **STM VEGA** **629** **1969** E. J. Smit & Zoon's Schpsw. N.V. **TM Cable-layer** Bolnes
*PHVL* ex VSO Surveyor I-91 198 —Westerbroek (790) 2 Oil 4SA each 5Cy. 190 × 350 reduction g
ex Directeur Generaal Bast-89 1 075 BV 54,74 9,48 3,195 to sc. shafts
Df Esd Gc **Seateam Shipping B.V.** 48,39 9,38 4,45 514kW (699bhp)
Pfd Rdr Den Helder Netherlands 1 dk Cr 1(3) 1(1,5) "Bolnes" Motorenfabriek N.V.
RTm/h/v Gen 3 × 40,5kW 380V 50Hz a.c.
Fuel 46,5t

**7314266** **STO. DOMINGO** **1 479** **1973** Nichiro Zosen—Hakodate (313) **TM RoRo Cargo/Ferry** Niigata
*3EIB6* ex Ferry Ocean Rose-88 535 82,89 15,37 3,785 —P 4 Oil 4SA each 8Cy. 250 × 320 geared to sc.
18384-KJ ex Noheji Maru-87 711 76,26 15,32 5,11 Mchy.aft shafts
Esd Gc Rdr **Fujiyama Shipping Agency S.A.** 3 dks 6 400bhp (4 708kW)
Rt Panama Panama Niigata Eng. Co. Ltd.
Gen 3 × 130kW 445V 60Hz a.c.
Fuel 151,5t (d.o.)-16,0pd

**8226612** **STOCKHOLM** **383** **1953** Helsingborgs Varfs A/B—Helsingborg **M Research** Oil 4SA 4Cy. 345 × 580
*GDJE* 83 37,80 8,84 Survey 575bhp (423kW)
705951 **R.I.G. Ltd.** — 4,37 Nydqvist & Holm A/B
2 dks
conv Lighthouse Tender —

**7047227** **STOCKTON CREEK** **199** **1970** Equitable Equipment Co.—Madisonville, La **TM Tug** Caterpillar
*5MIS* 109 (1587) 2 Vee Oil 4SA each 12Cy. 159 × 203
3671 **National Port Authority of Monrovia,** — (AB) 8,62 3,431 geared to sc. shafts
Esd Rt **Liberia** 26,52 8,60 4,02 Caterpillar Tractor Co.
1 dk Gen 2 × 50kW
BK 51

**7606372** **STOERTEBEKER I** **133** **1974** .............U.S.S.R. **Aluminium Alloy TM Hydrofoil Ferry** 2 Vee Oil 4SA each 12Cy. 180 × 200
*Y3WW* 107 35,16 11,00 3,601 116dk P 1 472bhp (1 083kW)
**Fahrgastschiffahrt Stralsund** 15 DSRK 29,32 4,25
Gc Rdr Rt Stralsund Federal Republic of Germany 1 dk Gen 2 × 6kW 24V d.c.

**7606384** **STOERTEBEKER II** **133** **1974** S. Ordzhonikidze Works—Poti (S-662) **Aluminium Alloy TM Hydrofoil Ferry** Russkiy
*Y3WD* 107 35,16 6,01 1,140 116dk P 2 Oil 4SA each 12Cy. 180 × 200 dr reve
**Weisse Flotte G.m.b.H.** 15 DSRK GL 29,32 - 1,80 geared to sc. shafts
Gc Rdr Rt Stralsund Federal Republic of Germany 1 dk 1 472kW (2 001bhp)
Russkiy-Diesel Works
Gen 2 × 6,5kW 1 × 6kW 24V d.c.

**7606396** **STOERTEBEKER III** **133** **1974** S. Ordzhonikidze Works—Poti (S-663) **Aluminium Alloy TM Hydrofoil Ferry** Russkiy
*Y3WE* 107 35,16 6,01 1,140 116dk P 2 Oil 4SA each 12Cy. 180 × 200 dr reve
**Weisse Flotte G.m.b.H.** 15 DSRK GL 29,32 - 1,80 geared to sc. shafts
Gc Rdr Rt Stralsund Federal Republic of Germany 1 dk 1 472kW (2 001bhp)
Russkiy-Diesel Works
Gen 2 × 6,5kW 1 × 6kW 24V d.c.

**7329120** **STOKKNES** **451** ✠**100A1** SS 1/88 **1974**-3 Const. Nav. Santodomingo—Vigo (416) **M Fishing** MAN
*TFWD* ex Otur-89 147 stern trawler 47,55 9,61 4,268 Stern Trawler Ref Oil 4SA 8Cy. 300 × 450 sr geared to sc. sh
1325 **Samstada H/f** 357 Ice Class 3 39,60 9,50 6,51 Mchy.aft 1 700bhp (1 250kW)
Df Esd Gc Hafnarfjordur Iceland ✠**LMC** F 17,4 2 dks Empresa Nacional "Bazan" de C.N.M. SA
Pfd Rdr Rt EL I $\frac{15}{16}$"U2 rf 483 Box K 254
FN 634 Gen 2 × 168kW 380V 50Hz a.c.
Controllable pitch propeller
Fuel (d.o.)

**7225049** **STOKKSEY** **101** **1972** Slippstodin h/f—Akureyri (B.39) **M Fishing** MWM
*TFNF* ex Surtsey-82 35 26,78 6,71 Side-fishing Oil 4SA 6Cy. 230 × 270
1245 **Hradfrystihus Stokkseyrar H/f** — 24,90 5,29 Mchy.aft Motorenw. Mannheim A.G. (MWM)
Df Esd Pfd Stokkseyri Iceland 1 dk Fuel (d.o.)
Rdr Rt

**6820921** **STOKSUNDFERJA** **191** **1968** Bolsones Verft—Molde (218) **M RoRo Cargo/Ferry** Caterpillar
*LAHM* ex Kvalsundferja-90 89 30,00 9,53 2,674 115dk P Vee Oil 4SA 8Cy. 159 × 203
17768 **Fosen Trafikklag A/S** — (NV) 29,01 9,49 3,51 Bow & stern doors 475bhp (349kW)
Rdr RTv Trondheim Norway 1 dk Mchy.aft Caterpillar Tractor Co.
rf 1003 BK 107 Gen 2 × 25kW 220V 50Hz a.c.
2 propellers aft, 1 fwd
Fuel 10,0t (d.o.)

**5332666** **STOLEN** **197** **1960** Sandnessjoen Slip & M/V A/S **M General Cargo** Normo
*LANX* ex Jar-77 ex Snertholm-70 101 —Sandnessjoen (2) Ice strengthened Oil 2SA 4Cy. 300 × 360
15388 **Egil Kristiansen** 330 NV 35,06 7,42 3,182 1 Ho ER 280bhp (206kW)
Gc Rdr Rt Harstad Norway 31,25 7,40 3,41 G.368 B.340 A/S Bergens M/V
1 dk Fuel (d.o.)
rf 399 1 Ha (12,6 × 3,5) ER
2W Der 1(4)

**7107687** **STOLETIYE PARIZHSKOY** T.Mk **1971** Kherson Shipyard—Kherson **M General Cargo** B&W
*UKFH* **KOMMUNY** **5 630** 152,81 20,65 7,800/9,370 Ice strengthened Oil 2SA 6Cy. 740 × 1600
M-31488 2 681 RS 140,01 20,58 12,04 5 Ho 16,9 21,0 20,8 20,8 ER 16,5 9 000bhp (6 620kW)
Df Esd Gc **Novorossiysk Shipping Co.** — 2 dks G.19 170 B.17 420 Bryansk Eng. Works
Rdr Rt **(NOVOSHIP)** Fuel 272,5t (d.o.) 1 165,5t (hvf)
(Novorossiysk) (U.S.S.R.) **8 874** 5 Ha (9,8 × 9,5) (14,4 14,4 14,4 × 10,9)
4 576 ER (9,8 × 9,5)
13 738 2W Cr 6(8) Der 1(60)

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|---|---|---|---|---|---|
| **STOLIN**<br>**Dairyba**<br>(Vladivostok) (U.S.S.R.) | **710**<br>207<br>351 | RS | **1976** .............U.S.S.R.<br>53,73 (BB) 10,70 4,287<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>12,5kn |
| **STOLMASUND**<br>ex Strilfjord-82 ex Austra-81<br>**A/S Austevoll Ferjeselskap**<br>Bergen Norway | **176**<br>59<br>— | (NV) | **1959** Kaarbos M/V A/S—Harstad (28)<br>29,01 8,01<br>3,26<br>1 dk<br>BK 81 | **M Ferry**<br>Vehicles | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>375bhp (276kW)<br>A/S Wichmann Rubbestadneset |
| **STOLT ACCORD**<br>ex Rainbow-89<br>**Aspiration Maritima S.A.**<br>Monrovia Liberia<br>SatCom: 1242631/SACC | **7 589**<br>4 998<br>12 467<br>T/cm<br>22,3 | NK | **1982** Shimoda Dockyard Co. Ltd.—Shimoda (323)<br>132,00 20,22 8,865<br>123,00 20,20 11,50<br>P 29,3 F 12,8 1 dk<br>Bow/CM 61 Diam. 0,150 MH 3,4 | **M Tanker**<br>Oil Chemical<br>DB<br>19 Ta ER<br>L.13 935 | Mitsubishi 7UEC45/115H<br>Oil 2SA 7Cy. 450 × 1150<br>5 149kW (7 000bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 3 × 400kW a.c.<br>14kn |
| **STOLT ALLIANCE**<br>ex Shoun Trader-89<br>**Aspiration Maritima S.A.**<br>Panama Panama<br>SatCom: 1330674/TRAD | *7 171*<br>*4 134*<br>12 674 | NK | **1985** K.K. Taihei Kogyo—Akitsu (1797)<br>123,30 (BB) 8,789<br>116,01 20,01 11,21<br>P 24,1 F 9,2 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>19 Ta ER<br>L.14 014 | B&W 7L35MC<br>Oil 2SA 7Cy. 350 × 1050<br>4 760bhp (3 501kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 4 × 282kW a.c.<br>13,25kn |
| **STOLT AQUAMARINE**<br>**Stolt Aquamarine Inc.**<br>Monrovia Liberia<br>SatCom: 1243441/AQUA | *23 964*<br>*13 720*<br>38 729<br>T/cm<br>43,2 | NV | **1986** Daewoo SB. & Heavy Machinery Ltd. —Okpo (2010)<br>176,82 (BB) 11,429<br>169,02 32,26 15,02<br>1 dk<br>Bow/CM 79 Diam. 0,200 MH 1,2 | **M Tanker**<br>Oil Chemical<br>IGS PL SBT<br>4Ta (s.stl) cyl horizontal on dk DB<br>20 Ta<br>32 Ta (s.stl) ER<br>L.43 460<br>58 Cargo pumps total 16 341T/hr | B&W 6L60MC<br>Oil 2SA 6Cy. 600 × 1944<br>12 480bhp (9 180kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 900kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 234,0t (d.o.) 1 643,5t (hvf)-37,5pd 15kn |
| **STOLT ASPIRATION**<br>Launched as Golden Angel<br>**Aspiration Maritima S.A.**<br>Panama Panama<br>SatCom: 1332543/ASPI | *7 901*<br>*4 080*<br>12 219<br>T/cm<br>22,4 | NK | **1987** Mitsubishi Heavy Industries Ltd. —Shimonoseki (888)<br>128,91 (BB) 20,22 8,530<br>121,01 20,21 11,00<br>1 dk<br>Diam. 0,150 | **M Tanker**<br>Oil Chemical<br>Ice strengthened DB<br>Mchy.aft<br>10 Ta (s.stl) 14 Ta<br>L.14 357<br>24 Cargo pumps total 1 000T/hr | Mitsubishi 6UEC45LA<br>Oil 2SA 6Cy. 450 × 1350<br>6 900bhp (5 075kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 4 × 468kW a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>14kn |
| **STOLT AUSTRALIA**<br>**De Uyeno (Bermuda) Ltd.**<br>Howard Smith Industries Pty. Ltd.<br>Sydney, N.S.W. Australia<br>SatCom: 1543330/VMSA | *6 895*<br>*2 896*<br>9 939<br>T/cm<br>19,0 | ✠**100A1**<br>chemical tanker<br>cargo Type A, CR (s.stl),<br>SG 1.9 in association with<br>a list of defined cargoes<br>✠**LMC** **UMS**<br>EL (Z) 522,5/50,0U3<br>FN 3258 | **1986**-9 Mitsubishi Heavy Industries Ltd. —Shimonoseki (886)<br>119,56 (BB) 19,16 8,316<br>111,03 19,02 10,32<br>P 29,0 F 11,3 1 dk<br>rf 152 BK Bow/CM 57 Diam. 0,152 | **M Tanker**<br>Chemical<br>DB DSS<br>14 Wing Ta ER<br>L.10 219 | Mitsubishi 6UEC45LA<br>Oil 2SA 6Cy. 450 × 1350<br>4 440bhp (3 266kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>2 AuxB (o.f.) 9,9kgf/cm² (9,8bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 142,0t (d.o.) 499,0t (hvf) 13,5kn |
| **STOLT AVANCE**<br>**Ventura Navigation Inc.**<br>Monrovia Liberia<br>SatCom: 1243403/SAVA | **14 418**<br>9 792<br>22 908<br>T/cm<br>33,6 | NV | **1977** Est. Nav. de Viana do Castelo—Viana do Castelo (101)<br>170,72 24,16 10,021<br>160,81 24,11 13,01<br>1 dk<br>rf nil Bow/CM 80 Diam. 0,152 MH 1,5 | **M Tanker**<br>Chemical<br>DB<br>35 Ta ER<br>L.28 606 HeCls. BC<br>29 Cargo pumps total 7 975T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 680kW 440V 60Hz a.c.<br>Fuel 305,0t (d.o.) 1 524,0t (hvf)-46,5pd 16kn |
| **STOLT AVENIR**<br>**Ventura Navigation Inc.**<br>Monrovia Liberia<br>SatCom: 1243405/SAVE | **14 418**<br>9 806<br>23 275<br>T/cm<br>33,6 | NV | **1978** Est. Nav. de Viana do Castelo—Viana do Castelo (102)<br>170,72 24,16 10,021<br>160,81 24,11 13,01<br>1 dk<br>rf nil Bow/CM 80 Diam. 0,152 MH 1,5 | **M Tanker**<br>Chemical<br>DB<br>35 Ta ER<br>L.28 606 HeCls. BC<br>29 Cargo pumps total 7 975T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 680kW 440V 60Hz a.c.<br>Fuel 305,0t (d.o.) 1 524,0t (hvf)-46,5pd 16kn |
| **STOLT AZALEA**<br>**De Manabe (Liberia) Inc.**<br>Monrovia Liberia<br>SatCom: 1243227/SAZA | *4 740*<br>*2 448*<br>7 582<br>T/cm<br>16,4 | NK | **1988** Shin Kurushima Dockyard Co. Ltd. —Hashihama, Imabari (2532)<br>108,03 (BB) 7,119<br>99,01 18,22 9,02<br>1 dk<br>Bow/CM 53 MH 0,9 | **M Tanker**<br>Oil Chemical Molasses<br>SBT DB<br>21 Ta ER<br>L.8 739<br>11 Cargo pumps total 2 250T/hr | Mitsubishi 6UEC37LA<br>Oil 2SA 6Cy. 370 × 880<br>2 427kW (3 300bhp)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 280kW 450V a.c.<br>12,8kn |
| **STOLT BAHIA**<br>ex La Bahia-89 ex Wavemark-74<br>**Stolt Bahia Inc.**<br>Stolt-Nielsens Rederi A/S<br>Haugesund Norway (NIS) | **1 599**<br>1 035<br>3 439 | **100A1** CS 3/87<br>chemical tanker<br>CR(s.stl), SG 1.8 centre<br>tanks Nos. 2, 3, 4, 5, 6 &<br>7 , in association with a list<br>of defined cargoes<br>Ice Class 3<br>**LMC** **UMS**<br>EL Q 445,0/39,0U2(a)<br>FN 1970<br>(NV) | **1972** Ankerlokken Verft Glommen A/S —Fredrikstad (181)<br>100,72 14,64 5,911<br>93,02 14,61 6,56<br>P 26,9 F 10,2 1 dk<br>rf 50 | **M Tanker**<br>Chemical<br>15 Ta ER<br>L.3 506 | Polar SF112VS-B<br>2 Vee Oil 4SA each 12Cy. 250 × 300 geared to sc. shaft<br>3 090kW (4 201bhp)<br>Nydqvist & Holm A/B Trollhattan<br>WTAuxB 10,2kgf/cm² (10,0bar)<br>WTAuxB 10,2kgf/cm² (10,0bar)<br>Gen 2 × 136kW 1 × 68kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 341,0t (d.o.)-14,0pd 16kn |
| **STOLT BENTE TERKOL**<br>**K/S E.G. Shipping I A**<br>Terkol-Rederierne (Terkildsen & Olsen A/S)<br>Aarhus Denmark (DIS) | *3 206*<br>*1 358*<br>4 794<br>T/cm<br>12,0 | **100A1**<br>Class contemplated<br>FN 2032 | **1991** Aarhus Flydedok A/S,—Aarhus (197)<br>96,35 (BB) 6,200<br>87,75 15,10 8,05 | **M Tanker**<br>Chemical<br>IGS SBT<br>1 Ta 12 Wing Ta ER<br>L.4 885<br>13 Cargo pumps total 1 040T/hr | MaK 9M453C<br>Oil 4SA 9Cy. 320 × 420 with clutches, flexible couplings & sr geared to sc. shaft<br>3 000kW (4 079bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 633kW 3 × 335kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 61,7t 371,3t (hvf)-11,0pd 14kn |
| **STOLT BIRCHWOOD**<br>ex Birchwood-89 ex Marsman-87<br>**Stolt Birchwood Inc.**<br>Monrovia Liberia | *1 702*<br>*672*<br>2 324 | ✠**100A1** SS 6/90<br>chemical tanker<br>Type A SG up to 1.6 in<br>association with an<br>approved list of<br>cargoes(cc)<br>✠**LMC** **UMS**<br>EL P $1\frac{7}{16}$"U2<br>FN 1451 | **1976**-9 Cochrane & Sons Ltd.—Selby (1561)<br>79,51 13,54 5,265<br>74,00 13,50 6,10<br>P 9,2 RQD 37,5 RFD 9,5 F 9,8 1 dk<br>rf nil | **M Tanker**<br>Chemical<br>DB DSS<br>14 Ta ER<br>L.2 459 | Allen 16PVBCS12-F<br>Vee Oil 4SA 16Cy. 242 × 305 reverse reduction geared to sc. shaft<br>2 680bhp (1 971kW)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>db 8,4kgf/cm² (8,3bar)<br>Gen 3 × 125kW 415V 50Hz a.c.<br>Fuel 168,0t (d.o.)-11,0pd 13,75kn |
| **STOLT BOEL**<br>**Stolt Boel Inc.**<br>Monrovia Liberia<br>SatCom: 1243404/SBOE | **13 831**<br>8 898<br>25 232<br>T/cm<br>35,0 | ✠**100A1** CS 7/86<br>oil & chemical tanker —<br>chemicals in Nos. 4 & 5<br>tanks (p, c & s), 13 (c) & 9<br>(p & s), SG up to 1,8<br>((cc)) in association with<br>an approved list of<br>chemical cargoes<br>✠**LMC** **UMS**<br>EL Ft $2\frac{5}{16}$"U3<br>FN 6081 | **1971**-7 N.V. Boelwerf S.A.—Tamise/Temse (1457)<br>170,72 (BB) 24,13 10,535<br>160,81 24,11 13,70<br>P 36,0 F 17,7 1 dk<br>rf nil Bow/CM 76 Diam. 0,200 MH 0,9 | **M Tanker**<br>Oil Chemical<br>pt higher tensile steel cs 5 DB DSS<br>31 Ta 9 Ta (s.stl) ER<br>L.29 138 HeCls. BC<br>40 Cargo pumps total 1 200T/hr | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>A.C.E.C. Gent/Gand<br>2 AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 572kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 270,5t (d.o.) 1 524,0t (hvf)-38,5pd 15,75kn |

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|---|---|---|---|---|---|---|---|
| **8011550**<br>*H9TI*<br>11198-81B<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STOLT CAMELLIA**<br>ex Universal Frontier-88<br>**Petmona Shipping S.A.**<br>Panama Panama<br>SatCom: 1333245/SCAM | **3 864**<br>2 150<br>6 276 | NK | **1981** Ube Dockyard Co. Ltd.—Ube (163)<br>108,11 16,24 6,965<br>99,50 16,21 8,41<br>P 22,9 F 10,4 1 dk | **M Tanker**<br>Chemical | | MaK<br>Oil 4SA 6Cy. 450 × 520 geared to sc<br>4 500bhp (3 310kW)<br>Ube Industries Ltd. |
| **7014323**<br>*5MTU*<br>4564<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **STOLT CASTLE**<br>**Stolt Castle Inc.**<br>Monrovia Liberia<br>SatCom: 1243412/SCAS | **11 240**<br>6 630<br>18 421<br>T/cm<br>29,4 | ✠**100A1** SS 5/90<br>oil & chemical tanker<br>chemicals in Nos. 3, 4, 5, 6, 10, 11 & 12 centre tanks SG up to 1.8(cc)<br>Ice Class III<br>✠**LMC** **UMS**<br>EL D† $2\frac{1}{8}$"U3<br>FN 5281 | **1970**-7 N.V. Boelwerf S.A.—Tamise/Temse (1453)<br>158,58 (BB) 22,15 9,475<br>155,25 21,81 12,20<br>P 36,0 F 16,2 1 dk<br>rf nil Bow/CM 70 Diam. 0,200 MH 0,6 | **M Tanker**<br>Oil Chemical<br>pt higher tensile steel DB DSS<br>27 Ta 9 Ta (s.stl) ER<br>L.21 482<br>36 Cargo pumps total 1 200T/hr | | MAN<br>Oil 2SA 7Cy. 700 × 1200<br>9 800bhp (7 208kW)<br>A.C.E.C.<br>2 AuxB 8kgf/$cm^2$ (7,9bar)<br>e(ex.g) 8kgf/$cm^2$ (7,9bar)<br>Gen 3 × 508kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 179,0t (d.o.) 1 325,0t (hvf)-36,5pd |
| **7342275**<br>*ELKS9*<br>8824<br>Esd Gc Pfd<br>Rdr RTv | **STOLT CEDARWOOD**<br>ex Cedarwood-89 ex Stellaman-87<br>**Stolt Cedarwood Inc.**<br>Stolt-Nielsens Rederi A/S<br>Monrovia Liberia | *1 702*<br>*672*<br>2 324 | ✠**100A1** SS 5/90<br>chemical tanker<br>Type A SG up to 1,6 in association with an approved list of cargoes (cc)<br>✠**LMC** **UMS**<br>EL P $1\frac{7}{16}$"U2<br>FN 1451 | **1976**-2 Cochrane Shipbuilders Ltd.—Selby (1560)<br>79,51 13,54 5,265<br>74,00 13,50 6,10<br>P 9,2 RQD 37,5 RFD 9,5 F 9,8 1 dk<br>rf nil | **M Tanker**<br>Chemical<br>DB DSS<br>14 Ta ER<br>L.2 459 | HeCls. C | Allen<br>Vee Oil 4SA 16Cy. 242 × 305 reverse<br>geared to sc. shaft<br>2 680bhp (1 971kW)<br>W. H. Allen, Sons & Co. Ltd.<br>db 8,4kgf/$cm^2$ (8,3bar)<br>Gen 3 × 125kW 415V 50Hz a.c.<br>Fuel 168,0t (d.o.) |
| **7418347**<br>*LASF2*<br>N-00850<br>Df Esd Gc<br>Pfd Rdr Rt | **STOLT COLINA**<br>ex La Colina-89<br>**Stolt Colina Inc.**<br>Stolt-Nielsens Rederi A/S<br>Haugesund Norway (NIS) | **1 592**<br>1 133<br>3 455 | ✠**100A1** CS 1/86<br>chemical tanker<br>centre tanks Type A SG up to 1.9 wing tanks Type B SG up to 1.2 in association with an approved list of cargoes<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL R $1\frac{9}{16}$"U2<br>FN 1717 | **1976**-2 Batservice Verft A/S—Mandal (644)<br>96,02 (BB) 14,08 5,474<br>84,99 14,00 6,20<br>P 25,6 F 18,0 1 dk<br>rf 254 | **M Tanker**<br>Chemical<br>DB<br>cs 14<br>8 Ta<br>6 Ta (s.stl) CR ER<br>L.3 430 | | Deutz<br>Oil 4SA 8Cy. 370 × 400 sr geared to sc<br>3 200bhp (2 354kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 176kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 265,0t (d.o.) |
| **7533599**<br>*D5VF*<br>6673<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STOLT CONDOR**<br>ex Stolt Okpo-80<br>**SP Condor Inc.**<br>Monrovia Liberia<br>SatCom: 1243402/SCON | **20 760**<br>13 894<br>36 613<br>T/cm<br>44,2 | NV (KR) | **1979** Korea SB. & Eng. Corp.—Busan (3008)<br>176,82 (BB) 29,65 11,573<br>169,60 29,61 15,17<br>P 38,5 F 28,4 1 dk<br>rf nil Bow/CM 88 Diam. 0,203 MH 1,2 | **M Tanker**<br>Chemical<br>DB<br>36 Ta ER<br>L.42 661<br>36 Cargo pumps total 13 670T/hr | HeCls. BC | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Sulzer Bros. Ltd.<br>Gen 1 × 1015kW 2 × 680kW 440V<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 282,5t (d.o.) 2 470,0t (hvf)-52,0pd |
| **8105911**<br>*ELMO8*<br>9199<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STOLT COURIER**<br>ex Guerlain-88 ex Globe Overseas-88<br>**PLM Transportation Equipment Corp.**<br>Stolt-Nielsen Inc.<br>Monrovia Liberia<br>SatCom: 1243707/SCOU | *12 758*<br>*7 470*<br>22 255<br>T/cm<br>33,3 | NV (NK) | **1981** K.K. Uwajima Zosensho—Uwajima (2147)<br>155,80 (BB) 9,770<br>146,00 25,00 12,60<br>P 26,2 F 13,2 1 dk<br>rf 102 Bow/CM 75 Diam. 0,200 | **M Tanker**<br>Oil Chemical<br>DB<br>24 Ta ER<br>L.25 585<br>6 Cargo pumps total 2 700T/hr | HeCls. BC | B&W<br>Oil 2SA 9Cy. 450 × 1200<br>5 826kW (7 920bhp)<br>Hitachi Zosen Hiroshima Works<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 321,5t (d.o.) 1 204,5t (hvf)-23,0pd |
| **7009275**<br>*5MEJ*<br>4535<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **STOLT CROWN**<br>**Carmel Transport Corp.**<br>Monrovia Liberia<br>SatCom: 1243425/SCRO | **11 235**<br>6 628<br>18 130 | ✠**100A1** SS 6/87<br>oil & chemical tanker —<br>chemicals in Nos. 3, 4, 5, 6, 10, 11 & 12 centre tanks SG up to 1,8(cc)<br>✠**LMC** **UMS**<br>EL D† $2\frac{1}{8}$"U3<br>FN 5279 | **1970**-6 N.V. Boelwerf S.A.—Tamise/Temse (1452)<br>158,50 (BB) 22,15 9,468<br>155,25 21,80 12,20<br>P 36,0 F 16,2 1 dk<br>rf nil Bow/CM 70 Diam. 0,200 MH 0,6 | **M Tanker**<br>Oil Chemical<br>pt higher tensile steel DB DSS<br>27 Ta 9 Ta (s.stl) ER<br>L.21 482<br>36 Cargo pumps total 1 200T/hr | HeCls. BC | MAN<br>Oil 2SA 7Cy. 700 × 1200<br>9 800bhp (7 208kW)<br>A.C.E.C.<br>2 AuxB 8kgf/$cm^2$ (7,9bar)<br>e(ex.g) 8kgf/$cm^2$ (7,9bar)<br>Gen 3 × 508kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 179,0t (d.o.) 1 528,0t (hvf)-36,5pd |
| **7533604**<br>*D5VG*<br>6674<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STOLT EAGLE**<br>ex Stolt Ulsan-80<br>**SP Eagle Inc.**<br>Monrovia Liberia<br>SatCom: 1243421/SEAG | **20 760**<br>13 894<br>37 067<br>T/cm<br>44,2 | NV | **1980** Korea SB. & Eng. Corp.—Busan (3009)<br>176,82 (BB) 29,65 11,312<br>168,99 29,61 15,14<br>P 38,5 F 28,4 1 dk<br>rf nil Bow/CM 88 Diam. 0,203 MH 0,9 | **M Tanker**<br>Chemical<br>IGS DB<br>36 Ta ER<br>L.44 200<br>36 Cargo pumps total 13 670T/hr | HeCls. BC | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Sulzer Bros. Ltd.<br>Gen 1 × 1015kW 2 × 680kW 440V<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 282,5t (d.o.) 2 470,0t (hvf)-52,0pd |
| **8309543**<br>*ELEG3*<br>7680<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STOLT EMERALD**<br>**Stolt Emerald Inc.**<br>Monrovia Liberia<br>SatCom: 1243440/EMER | *23 964*<br>*13 720*<br>38 719 | NV | **1986** Daewoo SB. & Heavy Machinery Ltd. —Okpo (2008)<br>176,82 11,429<br>169,02 32,26 15,02<br>1 dk<br>Bow/CM 79 Diam. 0,200 MH 1,2 | **M Tanker**<br>Oil Chemical<br>IGS PL SBT<br>4Ta (s.stl) cyl horizontal on dk DB<br>20 Ta<br>32 Ta (s.stl) ER<br>L.43 460<br>58 Cargo pumps total 16 341T/hr | | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>12 480bhp (9 180kW)<br>Hyundai SB. & Heavy Industries<br>Gen 3 × 900kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 272,0t (d.o.) 1 866,0t (hvf)-35,0pd |
| **7411442**<br>*D5UG*<br>6648<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STOLT EXCELLENCE**<br>**Stolt Excellence Inc.**<br>Monrovia Liberia<br>SatCom: 1243434/SEXC | **18 731**<br>13 323<br>30 992<br>T/cm<br>40,5 | NV | **1979** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (153)<br>176,82 (BB) 27,03 9,751<br>169,53 27,01 15,32<br>P 42,1 F 16,5 1 dk<br>rf nil Bow/CM 88 Diam. 0,203 MH 0,9 | **M Tanker**<br>Chemical<br>IGS DB<br>46 Ta ER<br>L.37 361<br>40 Cargo pumps total 10 800T/hr | HeCls. BC | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Cie. de Const. Mec. Sulzer, CCM<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 201,0t (d.o.) 2 773,0t (hvf)-61,0pd |
| **7923524**<br>*ELCQ9*<br>7348<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STOLT EXPORTER**<br>ex Exporter-88 ex Atlas Exporter-83<br>**Stolt Exporter Inc.**<br>Monrovia Liberia<br>SatCom: 1240226/EXPO | *22 587*<br>*13 743*<br>39 782 | NV | **1983** Brodogradiliste "Split"—Split (307)<br>173,79 (BB) 32,03 11,207<br>169,02 32,01 15,12<br>1 dk | **M Tanker**<br>Oil Chemical<br>DB DSS<br>26 Ta ER<br>L.44 230 | | Sulzer<br>Oil 2SA 5Cy. 760 × 1550<br>11 400bhp (8 385kW)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>Gen 3 × 848kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **7533551**<br>*D5UW*<br>6664<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STOLT FALCON**<br>ex Stolt Seoul-79<br>**SP Falcon Inc.**<br>Monrovia Liberia<br>SatCom: 1243426/SFAL | **20 760**<br>13 894<br>37 201<br>T/cm<br>44,2 | NV | **1978** Korea SB. & Eng. Corp.—Busan (3004)<br>173,64 (BB) 29,65 11,581<br>169,63 29,61 15,17<br>P 38,5 F 28,4 1 dk<br>rf nil Bow/CM 88 Diam. 0,203 MH 1,2 | **M Tanker**<br>Chemical<br>IGS DB<br>36 Ta ER<br>L.44 238<br>36 Cargo pumps total 13 670T/hr | HeCls. BC | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Sulzer Bros. Ltd.<br>Gen 1 × 1015kW 2 × 680kW 440V<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 282,5t (d.o.) 2 470,0t (hvf)-52,0pd |
| **7222243**<br>*LASC2*<br>N-00621<br>Df Esd Gc<br>Rdr RTv | **STOLT FALDA**<br>ex La Falda-89 ex Sunmark-74<br>**Stolt Falda Inc.**<br>Stolt-Nielsens Rederi A/S<br>Haugesund Norway (NIS) | **1 599**<br>1 035<br>3 439 | **100A1** CS 7/87<br>chemical tanker<br>CR(s.stl), SG 1.8 centre tanks Nos. 2, 3, 4, 5, 6 & 7 , in association with a list of defined cargoes<br>Ice Class 3<br>**LMC** **UMS**<br>EL Q 445,0/39,0U2(a)<br>FN 1970<br>(NV) | **1972** Ankerlokken Verft Glommen A/S —Fredrikstad (182)<br>100,72 14,64 5,912<br>93,02 14,61 6,56<br>P 26,9 F 10,2 1 dk<br>rf 102 | **M Tanker**<br>Chemical<br>11 Ta 4 Ta (s.stl) ER<br>L.3 505 | HeCls. C | Polar<br>2 Vee Oil 4SA each 12Cy. 250 × 30<br>sc. shaft<br>3 090kW (4 201bhp)<br>Nydqvist & Holm A/B<br>WTAuxB 10,2kgf/$cm^2$ (10,0bar)<br>WTAuxB 10,2kgf/$cm^2$ (10,0bar)<br>Gen 2 × 136kW 1 × 68kW 220V<br>Controllable pitch propeller<br>Fuel 341,0t (d.o.)-14,0pd |

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| **STOLT HACIENDA**<br>ex La Hacienda-89<br>**Stolt Hacienda Inc.**<br>Stolt-Nielsens Rederi A/S<br>Haugesund Norway (NIS) | *1 388*<br>*603*<br>2 365 | ✠**100A1** CS 5/87<br>oil & chemical tanker —<br>SG up to 1.84<br>Ice Class 2<br>✠**LMC** **UMS**<br>EL M $1\frac{5}{16}$"U2<br>FN 1399 | **1969**-6 Dok- en Werf Mij. Wilton-Fijenoord N.V.<br>—Schiedam (799)<br>80,52 12,68 5,233<br>75,21 12,60 6,00<br>P 19,6 F 10,4 1 dk<br>rf nil | **M Tanker**<br>Oil Chemical<br>DSS<br>8 Ta (s.stl) ER<br>L.2 200 | Ruston<br>2 Oil 4SA each 6Cy. 203 × 273 dr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Ruston & Hornsby Ltd. Lincoln<br>2 WTAuxB 150lbf/in$^2$ (10,4bar)<br>Gen 2 × 350kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 118,0t (d.o.)-6,5pd 13kn |
| **STOLT HAWK**<br>ex Stolt Inchon-79<br>**SP Hawk Inc.**<br>Monrovia Liberia<br>SatCom: 1243432/SHAW | **20 760**<br>13 894<br>37 086<br>T/cm<br>44,2 | NV | **1978** Korea SB. & Eng. Corp.—Busan (3006)<br>176,82 (BB) 29,65 11,561<br>169,02 29,61 15,17<br>P 38,5 F 28,4 1 dk<br>rf nil Bow/CM 88 Diam. 0,203 MH 1,2 | **M Tanker**<br>Chemical<br>IGS DB<br>36 Ta ER<br>L.44 238 HeCls. BC<br>36 Cargo pumps total 13 670T/hr | Sulzer 6RND76M<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>A/S Horten Verft Horten<br>Gen 1 × 1015kW 2 × 680kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 282,5t (d.o.) 2 470,0t (hvf)-52,0pd 15,5kn |
| **STOLT HELLULAND**<br>**Stolt Helluland Inc.**<br>Monrovia Liberia<br>SatCom: 1244260/SHEL | *18 994*<br>*10 815*<br>29 999<br>T/cm<br>44,0 | NV (Class cont.) | **1990** Kleven Floroe A/S—Floro (122)<br>174,70 (BB) 9,800<br>167,20 29,50 13,25<br>1 dk<br>Bow/CM 84 Diam. 0,152 MH 2,4 | **M Tanker**<br>Oil Chemical<br>IGS DB<br>23 Ta 18 Wing Ta ER<br>L.38 070<br>41 Cargo pumps total 11 860T/hr | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>9 173kW (12 471bhp)<br>Bryansk Eng. Works Bryansk<br>Thw. thrust propeller fwd<br>15,5kn |
| **STOLT HERON**<br>ex Stolt Yosu-79<br>**Stolt Heron Inc.**<br>Monrovia Liberia<br>SatCom: 1243420/SHER | **20 760**<br>13 894<br>36 613<br>T/cm<br>44,2 | NV | **1979** Korea SB. & Eng. Corp.—Busan (3007)<br>176,82 (BB) 29,65 11,561<br>169,02 29,61 15,17<br>P 38,5 F 28,4 1 dk<br>rf nil Bow/CM 88 Diam. 0,203 MH 1,2 | **M Tanker**<br>Chemical<br>DB<br>36 Ta ER<br>L.43 518 HeCls. BC<br>36 Cargo pumps total 13 670T/hr | Sulzer 6RND76M<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>A/S Horten Verft Horten<br>Gen 1 × 1015kW 2 × 680kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 282,5t (d.o.) 2 470,0t (hvf)-52,0pd 15,5kn |
| **STOLT INTEGRITY**<br>**Stolt Integrity Inc.**<br>Monrovia Liberia<br>SatCom: 1243414/SINT | **18 731**<br>13 323<br>30 992<br>T/cm<br>40,5 | NV | **1977** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (150)<br>176,71 (BB) 27,03 11,600<br>169,53 27,01 15,32<br>P 42,1 F 16,5 1 dk<br>rf nil Bow/CM 88 Diam. 0,203 MH 0,9 | **M Tanker**<br>Chemical<br>IGS DB<br>46 Ta ER<br>L.36 613 HeCls. BC<br>46 Cargo pumps total 12 420T/hr | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 201,0t (d.o.) 2 773,0t (hvf)-61,0pd 17kn |
| **STOLT JADE**<br>**Stolt Jade Inc.**<br>Monrovia Liberia<br>SatCom: 1243442/JADE | *23 964*<br>*13 720*<br>35 076<br>T/cm<br>48,5 | NV | **1986** Daewoo SB. & Heavy Machinery Ltd.<br>—Okpo (2011)<br>176,82 11,440<br>169,02 32,26 15,02<br>1 dk<br>Bow/CM 79 Diam. 0,200 MH 1,2 | **M Tanker**<br>Oil Chemical<br>IGS PL SBT<br>4Ta (s.stl) cyl horizontal on dk DB<br>20 Ta<br>32 Ta (s.stl) ER<br>L.43 460<br>58 Cargo pumps total 16 341T/hr | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>12 480bhp (9 180kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 900kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>15kn |
| **STOLT JYTTE TERKOL**<br>**K.S E.G. Shipping 3**<br>Terkol-Rederierne (Terkildsen & Olsen A/S)<br>Aarhus Denmark (DIS) | *3 206*<br>*1 359*<br>4 759<br>T/cm<br>12,0 | **100A1**<br>Class contemplated<br>FN 2032 | **1991** Aarhus Flydedok A/S,—Aarhus (198)<br>96,35 (BB) 6,200<br>88,25 15,10 8,05<br>1 dk<br>Bow/CM 49 Diam. 0,254 | **M Tanker**<br>Chemical<br>IGS SBT<br>1 Ta 12 Wing Ta ER<br>L.4 885<br>13 Cargo pumps total 1 040T/hr | MaK 9M453C<br>Oil 4SA 9Cy. 320 × 420 with clutches, flexible couplings & sr geared to sc. shaft<br>3 000kW (4 079bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 633kW 3 × 335kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 61,7t 371,3t (hvf)-11,0pd 13,2kn |
| **STOLT KINGFISHER**<br>ex Trusty-88<br>**Stolt Trusty Inc.**<br>Monrovia Liberia | *1 963*<br>*959*<br>3 283 | **100A1** SS 6/91<br>chemical tanker<br>SG 1.5 (cr) tanks, in association with a list of defined cargoes<br>**LMC**<br>EL P 440,0/36,0U2(a)<br>FN 1649<br>(NK) (NV) | **1986** Shitanoe Zosen K.K.—Usuki (1056)<br>88,00 (BB) 13,62 5,463<br>82,00 13,60 6,50<br>P 23,5 F 10,2 1 dk<br>rf 200 | **M Tanker**<br>Chemical<br>Mchy.aft<br>12 Ta<br>L.3 520 | Akasaka A31<br>Oil 4SA 6Cy. 310 × 600 sr reverse geared to sc. shaft<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>e(ex.g) (ex.g) 10,5kgf/cm$^2$ (10,3bar)<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>Gen 1 × 320kW 1 × 200kW 445V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **STOLT LILY**<br>**Greenfield (Liberia) Inc.**<br>Monrovia Liberia<br>SatCom: 1243243/SLIL | *4 740*<br>*2 448*<br>7 582<br>T/cm<br>16,4 | NK | **1988** Shin Kurushima Dockyard Co. Ltd.<br>—Hashihama, Imabari (2533)<br>108,03 (BB) 7,119<br>99,01 18,22 9,02<br>1 dk<br>Bow/CM 53 MH 0,9 | **M Tanker**<br>Oil Chemical Molasses<br>SBT DB<br>21 Ta ER<br>In.8 739<br>11 Cargo pumps total 2 250T/hr | Mitsubishi 6UEC37LA<br>Oil 2SA 6Cy. 370 × 880<br>3 698bhp (2 720kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 4 × 216kW a.c. |
| **STOLT LIS TERKOL**<br>**Sanexco Invest A/S**<br>Terkol-Rederierne (Terkildsen & Olsen A/S)<br>Aarhus Denmark (DIS) | *3 206*<br>*1 361*<br>4 794<br>T/cm<br>12,4 | **100A1**<br>Class contemplated<br>FN 2033 | **1991** Aarhus Flydedok A/S,—Aarhus (195)<br>96,35 (BB) 15,27 6,200<br>87,75 15,10 8,05<br>1 dk<br>Bow/CM 49 Diam. 0,254 | **M Tanker**<br>Chemical<br>IGS SBT<br>1 Ta 12 Wing Ta ER<br>L.4 885<br>13 Cargo pumps total 1 040T/hr | MaK 9M453C<br>Oil 4SA 9Cy. 320 × 420 with clutches, flexible couplings & sr geared to sc. shaft<br>3 000kW (4 079bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 633kW 3 × 335kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 61,7t 371,3t (hvf)-11,0pd 14kn |
| **STOLT LLANDAFF**<br>**Stolt Llandaff Inc.**<br>Monrovia Liberia<br>SatCom: 1240647/SLLA | **14 113**<br>9 514<br>25 060<br>T/cm<br>35,0 | ✠**100A1** SS 4/87<br>oil & chemical tanker<br>chemicals in Nos. 4 & 5 tanks (p,c&s) 13(c) and 9 (p&s) SG up to 1.8 (cc)<br>✠**LMC** **UMS**<br>EL Ft $2\frac{5}{16}$"U3<br>FN 6081 | **1971**-12 N.V. Boelwerf S.A.—Tamise/Temse (1458)<br>170,72 (BB) 24,16 10,535<br>160,81 24,11 13,70<br>P 36,0 F 17,7 1 dk<br>rf nil Bow/CM 77 Diam. 0,200 MH 1,5 | **M Tanker**<br>Oil Chemical<br>pt higher tensile steel cs 5 DB DSS<br>31 Ta 9 Ta (s.stl) ER<br>L.29 733 HeCls. BC<br>40 Cargo pumps total 1 000T/hr | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>A.C.E.C. Gent/Gand<br>AuxB(p) 8kgf/cm$^2$ (7,9bar)<br>✠ NAuxB(s) 9/82 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 572kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 270,5t (d.o.) 1 524,0t (hvf)-38,5pd 15,75kn |
| **STOLT LOYALTY**<br>**Stolt Loyalty Inc.**<br>Monrovia Liberia<br>SatCom: 1243147/SLOY | **18 731**<br>13 323<br>31 459<br>T/cm<br>39,5 | NV | **1978** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (152)<br>176,79 (BB) 27,03 11,600<br>169,53 27,01 15,32<br>P 42,1 F 16,5 1 dk<br>rf nil Bow/CM 73 Diam. 0,203 | **M Tanker**<br>Chemical<br>IGS DB<br>46 Ta ER<br>L.37 500 HeCls. BC<br>46 Cargo pumps total 10 350T/hr | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 201,0t (d.o.) 2 773,0t (hvf)-61,0pd 17kn |
| **STOLT MAGNOLIA**<br>ex Southern Eagle-89<br>**Sunrise Chemical Tankers Inc.**<br>Panama Panama<br>SatCom: 1332245/SMAG | *4 461*<br>*2 268*<br>7 133 | NK | **1985** K.K. Usuki Tekkosho—Usuki (1553)<br>107,04 (BB) 18,22 6,814<br>99,01 18,20 8,11<br>P 26,0 F 13,8 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>Mchy.aft<br>L.8 139 | Mitsubishi 6UEC37/88H<br>Oil 2SA 6Cy. 370 × 880<br>3 315bhp (2 438kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 300kW a.c.<br>12,5kn |

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| **7427142**<br>*LASK2*<br>N-00603<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STOLT MAPLEWOOD**<br>ex Maplewood-89 ex Centaurman-87<br>**Stolt Maplewood Inc.**<br>Stolt-Nielsens Rederi A/S<br>Haugesund Norway (NIS) | *2 564*<br>*1 095*<br>3 560 | **✠100A1** SS 6/89<br>chemical tanker<br>Type A SG up to 1.6 in<br>association with approved<br>list of cargoes<br>**✠LMC** **UMS**<br>EL Q 1½"U2<br>FN 1825 | **1976**-1 Hall, Russell & Co. Ltd.—Aberdeen (969)<br>89,18 14,03 5,900<br>83,60 14,00 7,83<br>P 23,2 F 11,3 1 dk<br>rf nil | **M Tanker**<br>Chemical<br>DB DSS<br>cs 5<br>12 Ta ER<br>L.3 659 | | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 sr gear<br>2 648kW (3 600bhp)<br>Mirrlees Blackstone (Stockport) L<br>db (o.f.) 10,5kgf/cm$^2$ (10,3bar)<br>Gen 3 × 180kW 1 × 60kW 41<br>Fuel 321,0t |
| **8906937**<br>*ELOF2*<br>9537<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>CollRdr<br>SatCom<br>AMVER | **STOLT MARKLAND**<br>**Stolt Markland Inc.**<br>Monrovia Liberia | *18 494*<br>*10 815*<br>29 999<br>T/cm<br>43,3 | NV | **1991** Kvaerner Kleven Floro A/S—Floro (123)<br>174,70 (BB) 9,799<br>167,20 29,50 13,25<br>1 dk<br>Bow/CM 84 Diam. 0,152 MH 2,7 | **M Tanker**<br>Oil Chemical<br>IGS 2 (s. stl.) tanks fitted to deck DB<br>23 Ta (s.stl) 16 Wing Ta ER<br>L.37 311<br>41 Cargo pumps total 11 860T/hr | | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>9 173kW (12 471bhp)<br>Bryansk Eng. Works<br>Gen 1 × 1160kW 440V 60Hz a.c<br>450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller |
| **7427154**<br>*LASJ2*<br>N-00592<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STOLT OAKWOOD**<br>ex Oakwood-89 ex Vegaman-87<br>ex Essex Triumph-83 ex Vegaman-83<br>**Stolt Oakwood Inc.**<br>Stolt-Nielsens Rederi A/S<br>Haugesund Norway (NIS) | *2 564*<br>*1 095*<br>3 560 | **✠100A1** SS 10/90<br>chemical tanker<br>Type A SG up to 1.6 in<br>association with an<br>approved list of cargoes<br>**✠LMC** **UMS**<br>EL Q 1½"U2<br>FN 1825 | **1976**-6 Hall, Russell & Co. Ltd.—Aberdeen (970)<br>89,18 14,05 5,900<br>83,60 14,00 7,83<br>P 23,2 F 11,3 1 dk<br>rf nil | **M Tanker**<br>Chemical<br>DB DSS<br>cs 5<br>12 Ta ER<br>L.3 659 | | Mirrlees<br>Oil 4SA 6Cy. 381 × 457<br>2 648kW (3 600bhp)<br>Mirrlees Blackstone (Stockport) Lt<br>db (o.f.) 10,5kgf/cm$^2$ (10,3bar)<br>Gen 3 × 180kW 1 × 60kW 41<br>Controllable pitch propeller |
| **7533563**<br>*D5UV*<br>6663<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STOLT OSPREY**<br>ex Stolt Busan-80<br>**Stolt Cormorant Inc.**<br>Monrovia Liberia<br>SatCom: 1243416/SOSP | **20 760**<br>13 894<br>37 200<br>T/cm<br>44,2 | NV (KR) | **1978** Korea SB. & Eng. Corp.—Busan (3005)<br>176,79 (BB) 29,65 11,566<br>170,54 29,61 15,17<br>P 38,5 F 28,4 1 dk<br>rf nil Bow/CM 88 Diam. 0,203 MH 1,2 | **M Tanker**<br>Chemical<br>DB<br>36 Ta ER<br>L.44 238<br>36 Cargo pumps total 13 670T/hr | HeCls. BC | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Sulzer Bros. Ltd.<br>Gen 1 × 1015kW 2 × 680kW<br>Thw. thrust Contr. pitch propeller f<br>Fuel 282,5t (d.o.) 2 470,0t (hvf)-52 |
| **9031739**<br>*3EYL8*<br>20905-YJ<br>Df Esd Gc<br>Pfd Rdr Rt | **STOLT OTOME**<br>**Coral Canal S.A.**<br>Panama Panama | *4 954*<br>*2 557*<br>7 715<br>T/cm<br>16,0 | NK | **1991** Higaki Zosen K.K.—Imabari (397)<br>114,12 (BB) 6,774<br>106,00 18,20 8,10<br>1 dk<br>Diam. 0,150 | **M Tanker**<br>Oil Chemical Molasses<br>DB<br>12 Wing Ta ER<br>12 Cargo pumps total 2 400T/hr | | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>2 814kW (3 826bhp)<br>The Hanshin Diesel Works Ltd. |
| **7418359**<br>*LASG2*<br>N-00613<br>Df Esd Gc<br>Pfd Rdr Rt | **STOLT PRADERA**<br>ex La Pradera-89<br>**Stolt Pradera Inc.**<br>Stolt-Nielsens Rederi A/S<br>Haugesund Norway (NIS) | **1 592**<br>1 133<br>3 455 | **✠100A1** CS 4/91<br>chemical tanker<br>Type A centre tanks SG up<br>to 1,9 Type B wing tanks<br>SG up to 1,2 in<br>association with an<br>approved list of chemical<br>cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL R $1\frac{9}{16}$"U2<br>FN 1717 | **1976**-6 Batservice Verft A/S—Mandal (645)<br>96,02 (BB) 14,08 5,474<br>84,99 14,00 6,20<br>P 25,6 F 18,0 1 dk<br>rf 254 | **M Tanker**<br>Chemical<br>DB<br>cs 14<br>13 Ta ER<br>6 Ta (s.stl) CR ER<br>L.3 430 | | Deutz<br>Oil 4SA 8Cy. 370 × 400<br>3 200bhp (2 354kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 176kW<br>Controllable pitch propeller<br>Fuel 265,0t (d.o.) |
| **7400821**<br>*A8ZV*<br>5434<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STOLT PRIDE**<br>**Stolt Pride Inc.**<br>Monrovia Liberia<br>SatCom: 1243411/SPRI | **18 570**<br>13 172<br>31 438<br>T/cm<br>40,5 | NV | **1976** Dubigeon-Normandie S.A.—Prairie-au-Duc,<br>Nantes (147)<br>176,82 (BB) 27,03 11,583<br>169,50 27,01 15,30<br>P 42,1 F 16,5 1 dk<br>rf nil Bow/CM 88 Diam. 0,203 MH 0,9 | **M Tanker**<br>Chemical<br>IGS DB<br>46 Ta ER<br>L.37 500<br>46 Cargo pumps total 12 420T/hr | HeCls. BC | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Cie. de Const. Mec. Sulzer, CCM<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 201,0t (d.o.) 2 773,0t (hvf)-61, |
| **6924260**<br>*LASE2*<br>N-00611<br>Df Esd Pfd<br>Rdr Rt | **STOLT QUINTA**<br>ex La Quinta-89 ex Capo Noli-84<br>ex La Quinta-80<br>**Stolt Quinta Inc.**<br>Stolt-Nielsens Rederi A/S<br>Haugesund Norway (NIS) | *1 388*<br>*603*<br>2 256 | **✠100A1** SS 5/89<br>oil and chemical tanker SG<br>up to 1.84<br>Ice Class 2<br>**✠LMC** **UMS**<br>EL M $1\frac{5}{16}$"U2<br>FN 1399<br>(RI) | **1969**-10 Dok- en Werf Mij. Wilton-Fijenoord N.V.<br>—Schiedam (800)<br>80,52 12,68 5,201<br>75,21 12,60 6,00<br>P 19,6 F 10,4 1 dk<br>rf nil | **M Tanker**<br>Oil Chemical<br>DSS<br>8 Ta (s.stl) ER<br>L.2 201 | | English Electric<br>2 Oil 4SA each 6Cy. 203 × 273 dr<br>shaft<br>2 000bhp (1 471kW)<br>English Electric Diesels Ltd. Ruston<br>Div.<br>2 WTAuxB 150lbf/in$^2$ (10,4bar)<br>Gen 2 × 350kW 1 × 100kW 380<br>Controllable pitch propeller |
| **7931856**<br>*ELLZ8*<br>9079<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STOLT RELIANT**<br>ex Stolt Luisa Pando-90<br>ex M. Luisa De Pando-83<br>**Stolt Reliant Inc.**<br>Monrovia Liberia<br>SatCom: 1244173/SERL | **20 295**<br>14 555<br>38 892<br>T/cm<br>48,8 | **✠100A1** SS 7/87<br>chemical tanker<br>cargo Type A in Nos. 1 to<br>9 centre tanks SG 1.5<br>cargo Type B in Nos. 1 to<br>9 wing tanks SG 1.1; in<br>association with an<br>approved list of defined<br>cargoes<br>**✠LMC** **UMS**<br>**IGS**<br>EL K† 632,5/68,0U3<br>FN 7884<br>(GL) (NV) | **1982**-7 Astilleros Espanoles S.A.—Factoria de<br>Sestao, Bilbao (246)<br>173,51 32,03 11,183<br>168,03 32,01 14,91<br>P 25,0 F 12,2 1 dk<br>rf nil Bow/CM 84 Diam. 0,254 MH 2,4 | **M Tanker**<br>Chemical<br>IGS(LR) PL(LR) SBT(LR) DB<br>26 Ta ER<br>L.46 356<br>26 Cargo pumps total 9 040T/hr | HeCls. BC | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>9 636kW (13 100bhp)<br>Ast. Espanoles S.A. Sesta<br>AuxB (o.f.) 6,9kgf/cm$^2$ (6,8bar)<br>AuxB (o.f.) 6,9kgf/cm$^2$ (6,8bar)<br>e(ex.g) (ex.g) 6,9kgf/cm$^2$ (6,8bar)<br>Gen 3 × 900kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 327,5t (d.o.) 1 564,0t (hvf)-35,0 |
| **7931868**<br>*ELLZ3*<br>9074<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STOLT RESOLUTE**<br>ex Stolt Maria Pando-90<br>ex A. Maria De Pando-83<br>**Stolt Partners Inc.**<br>Monrovia Liberia<br>SatCom: 1244174/SRES | **20 295**<br>14 555<br>39 013<br>T/cm<br>48,8 | **✠100A1** SS 11/87<br>chemical tanker<br>cargo Type A in Nos. 1 to<br>9 centre tanks SG 1.5<br>cargo Type B in Nos. 1 to<br>9 wing tanks SG 1.1; in<br>association with an<br>approved list of defined<br>cargoes<br>**✠LMC** **UMS**<br>**IGS**<br>EL K† 632,5/68,0U3<br>FN 7884<br>(GL) (NV) | **1982**-12 Astilleros Espanoles S.A.—Factoria de<br>Sestao, Bilbao (247)<br>173,51 32,03 11,185<br>168,03 32,01 14,91<br>F 12,5 1 dk<br>rf nil Diam. 0,200 MH 2,4 | **M Tanker**<br>Chemical<br>IGS(LR) SBT DB<br>26 Ta ER<br>L.46 356<br>28 Cargo pumps total 2 948T/hr | HeCls. BC | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>9 636kW (13 100bhp)<br>Ast. Espanoles S.A. Sestao<br>AuxB (o.f.) 6,9kgf/cm$^2$ (6,8bar)<br>AuxB (o.f.) 6,9kgf/cm$^2$ (6,8bar)<br>e(ex.g) (ex.g) 6,9kgf/cm$^2$ (6,8bar)<br>Gen 3 × 900kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 327,5t (d.o.) 1 564,0t (hvf)-35,0 |
| **8410809**<br>*ELMM8*<br>9183<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **STOLT SAKRA**<br>ex Singapore Clipper-90<br>**Hawk Navigation Inc.**<br>Monrovia Liberia | *7 150*<br>*4 051*<br>12 771 | NV (NK) | **1984** K.K. Taihei Kogyo—Akitsu (1703)<br>123,30 (BB) 8,792<br>116,01 20,52 11,21<br>P 24,1 F 9,2 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>21 Ta ER<br>L.14 226 | | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1150<br>3 089kW (4 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 3 × 360kW a.c. |
| **8309531**<br>*ELEG2*<br>7679<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **STOLT SAPPHIRE**<br>**Stolt Sapphire Inc.**<br>Monrovia Liberia<br>SatCom: 1243575/SAPP | *23 964*<br>*13 720*<br>35 076<br>T/cm<br>48,5 | NV | **1986** Daewoo SB. & Heavy Machinery Ltd.<br>—Okpo (2007)<br>176,82 (BB) 11,429<br>169,02 32,26 14,51<br>P 35,4 F 18,3 1 dk<br>Bow/CM 79 Diam. 0,200 MH 1,2 | **M Tanker**<br>Oil Chemical<br>IGS PL SBT<br>4Ta (s.stl) cyl horizontal on dk DB<br>20 Ta<br>32 Ta (s.stl) ER<br>L.43 460<br>58 Cargo pumps total 16 341T/hr | | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>12 480bhp (9 180kW)<br>Hyundai SB. & Heavy Industries<br>Gen 3 × 900kW 450V 60Hz a.c<br>Thw. thrust propeller fwd<br>Fuel 272,0t (d.o.) 1 866,0t (hvf)-35, |

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| **STOLT SENTOSA**<br>ex Shoun Royal-89<br>**Stolt Crown Inc.**<br>Monrovia<br>Liberia | *4 509*<br>*2 140*<br>6 757<br>T/cm<br>16,8 | NV (NK) | **1985** Taihei Kogyo K.K.—Hashihama, Imabari (1752)<br>113,32 (BB) 6,319<br>104,09 18,81 8,01<br>P 26,0 F 11,3 1 dk<br>Bow/CM 50 Diam. 0,200 | **M Tanker**<br>Oil Chemical Molasses<br>DB<br>8 Ta 2 Wing Ta 4 Wing Ta ER<br>L.7 492<br>4 Cargo pumps total 1 600T/hr | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>2 992kW (4 068bhp)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 139,5t (d.o.) 583,0t (hvf)-13,5pd 13,25kn |
| **STOLT SINCERITY**<br>**Stolt Sincerity Inc.**<br>Monrovia<br>SatCom: 1243423/SSIN<br>Liberia | **18 566**<br>13 158<br>31 943<br>T/cm<br>40,5 | NV | **1976** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (149)<br>176,82 (BB) 27,03 11,632<br>169,53 27,01 15,32<br>P 42,1 F 16,5 1 dk<br>rf nil Bow/CM 88 Diam. 0,203 MH 0,9 | **M Tanker**<br>Chemical<br>IGS DB<br>46 Ta ER<br>L.36 754 HeCls. C<br>46 Cargo pumps total 12 420T/hr | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 201,0t (d.o.) 2 773,0t (hvf)-61,0pd 17kn |
| **STOLT SPAN**<br>ex Anco Span-73<br>**SP Span Inc.**<br>Monrovia<br>SatCom: 1243406/SSPA<br>Liberia | **14 977**<br>9 096<br>23 127<br>T/cm<br>35,8 | NV | **1970** Eriksbergs M/V A/B—Goteborg (644)<br>169,63 (BB) 24,82 9,564<br>160,03 24,77 12,50<br>P 39,7 F 16,8 1 dk<br>rf 51 Bow/CM 82 Diam. 0,152 MH 0,6 | **M Tanker**<br>Chemical<br>IGS 4 Ta (s.stl) cyl horizontal on dk DB<br>36 Ta ER<br>L.30 927 HeCls. BC<br>10 Cargo pumps total 2 500T/hr | B&W 7-74VT2BF-160<br>Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW)<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 325kW 440V 60Hz a.c.<br>Fuel 213,5t (d.o.) 1 422,5t (hvf)-37,5pd 16,25kn |
| **STOLT SPIRIT**<br>**Stolt Spirit Inc.**<br>Monrovia<br>SatCom: 1243412/SSPI<br>Liberia | **18 567**<br>13 169<br>32 020<br>T/cm<br>40,5 | NV | **1976** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (148)<br>176,69 (BB) 27,03 11,583<br>169,53 27,01 15,32<br>P 42,1 F 16,5 1 dk<br>rf nil Bow/CM 88 Diam. 0,203 MH 0,9 | **M Tanker**<br>Chemical<br>IGS DB<br>46 Ta ER<br>L.36 754 HeCls. BC<br>46 Cargo pumps total 12 420T/hr | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 201,0t (d.o.) 2 773,0t (hvf)-61,0pd 17kn |
| **STOLT SPRAY**<br>ex Stolt Energie-91 ex Anco Energie-83<br>ex Post Energie-79<br>**Stolt Spray Inc.**<br>Nassau<br>SatCom: 1104241/ENER<br>Bahamas | **15 163**<br>9 385<br>25 200<br>T/cm<br>35,8 | **✠100A1** SS 5/89<br>chemical tanker<br>Type A centre tanks, Type B wing tanks, in association with an approved list of cargoes. Chemicals Type A in independent (s.stl) tanks on deck SG 1.2<br>**✠LMC** **UMS**<br>EL Gt 2$\frac{3}{8}$"U3<br>FN 5999 | **1974**-7 A/S Horten Verft—Horten (181)<br>165,08 (BB) 25,05 9,938<br>157,82 25,00 13,01<br>P 33,9 F 16,5 1 dk<br>rf 76 Bow/CM 85 Diam. 0,200 | **M Tanker**<br>Chemical<br>DB<br>cs 6<br>11 Ta 26 Wing Ta ER<br>4 Ta (s.stl) CR<br>L.29 158<br>HeCls. BC | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>A/S Horten Verft Horten<br>2 AuxB (o.f.) 12,5kgf/cm$^2$ (12,3bar)<br>e(ex.g) 12,5kgf/cm$^2$ (12,3bar)<br>Gen 3 × 448kW 450V 60Hz a.c.<br>Fuel 164,5t (d.o.) 1 647,0t (hvf)-41,5pd 15,5kn |
| **STOLT SPUR**<br>ex Anco Spur-73<br>**Monterey Shipping Corp.**<br>Monrovia<br>SatCom: 1243422/SSPU<br>Liberia | **14 912**<br>9 028<br>23 299<br>T/cm<br>34,8 | NV | **1970** Eriksbergs M/V A/B—Goteborg (643)<br>169,75 (BB) 24,80 9,564<br>160,05 24,77 12,50<br>P 39,7 F 16,8 1 dk<br>rf 51 Bow/CM 74 Diam. 0,152 MH 0,6 | **M Tanker**<br>Chemical<br>IGS DB<br>36 Ta ER<br>L.29 805 HeCls. BC<br>10 Cargo pumps total 2 500T/hr | B&W 7-74VT2BF-160<br>Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW)<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 325kW 440V 60Hz a.c.<br>Fuel 213,5t (d.o.) 1 422,5t (hvf)-37,5pd 16,25kn |
| **STOLT STREAM**<br>ex Stolt Entente-92 ex Anco Entente-83<br>ex Post Entente-78<br>**Stolt Stream Inc.**<br>Nassau<br>SatCom: 1104242/ENTE<br>Bahamas | **15 163**<br>9 385<br>25 200<br>T/cm<br>35,9 | **✠100A1** SS 4/90<br>chemical tanker<br>Type A (cr) tanks, Type B wing tanks, in association with an approved list of cargoes, chemicals Type A in independent (s.stl) tanks on deck SG 1.2<br>**✠LMC** **UMS**<br>EL Gt 2$\frac{3}{8}$"U3<br>FN 5999 | **1975**-2 A/S Horten Verft—Horten (183)<br>165,08 (BB) 25,05 9,938<br>157,82 25,00 13,01<br>P 33,9 F 16,5 1 dk<br>rf 76 Bow/CM 85 Diam. 0,200 | **M Tanker**<br>Chemical<br>DB<br>cs 6<br>11 Ta 26 Wing Ta ER<br>4 Ta (s.stl) CR<br>L.29 158<br>HeCls. BC | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>A/S Horten Verft Horten<br>2 AuxB (o.f.) 12,5kgf/cm$^2$ (12,3bar)<br>e(ex.g) 12,5kgf/cm$^2$ (12,3bar)<br>Gen 3 × 448kW 450V 60Hz a.c.<br>Fuel 164,5t (d.o.) 1 647,0t (hvf)-41,5pd 15,5kn |
| **STOLT SUNRISE**<br>**De Manabe (Liberia) Inc.**<br>Monrovia<br>SatCom: 1243433/STSR<br>Liberia | *4 510*<br>*2 144*<br>6 678<br>T/cm<br>15,5 | NK | **1984** Shimoda Dockyard Co. Ltd.—Shimoda (341)<br>107,30 (BB) 17,33 7,014<br>98,02 17,31 8,87<br>P 22,3 F 8,9 1 dk<br>Bow/CM 56 MH 1,5 | **M Tanker**<br>Oil Chemical Molasses<br>DB<br>17 Ta ER<br>L.7 395<br>19 Cargo pumps total 2 530T/hr | Hanshin<br>Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 240kW a.c.<br>12,5kn |
| **STOLT SURF**<br>ex Anco Ville<br>**SP Surf Inc.**<br>Monrovia<br>SatCom: 1243427/SSUR<br>Liberia | **15 047**<br>9 177<br>23 299<br>T/cm<br>35,8 | NV | **1970** Eriksbergs M/V A/B—Goteborg (650)<br>169,75 (BB) 24,82 9,564<br>160,61 24,77 12,50<br>P 46,4 F 16,8 1 dk<br>rf 51 Bow/CM 74 Diam. 0,203 MH 0,6 | **M Tanker**<br>Chemical<br>IGS DB Stern disch.<br>36 Ta ER<br>L.29 805 HeCls. BC<br>10 Cargo pumps total 2 500T/hr | B&W 7-74VT2BF-160<br>Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW)<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 325kW 440V 60Hz a.c.<br>Fuel 213,5t (d.o.) 1 422,5t (hvf)-37,5pd 16,25kn |
| **STOLT SYDNESS**<br>**Norland Shipping Co. Inc.**<br>Monrovia<br>SatCom: 1243424/SSYD<br>Liberia | **11 065**<br>6 599<br>18 236<br>T/cm<br>30,0 | **✠100A1** SS 4/90<br>oil and chemical tanker—chemicals in Nos. 3, 4, 5, 6, 10, 11 & 12 centre tanks SG up to 1.8 (cc)<br>**✠LMC** **UMS**<br>EL dt 2$\frac{1}{8}$"U3<br>FN 5279 | **1971**-1 N.V. Boelwerf S.A.—Tamise/Temse (1454)<br>158,58 (BB) 22,15 9,468<br>155,25 21,80 12,20<br>P 36,0 F 16,2 1 dk<br>rf nil Bow/CM 70 Diam. 0,200 MH 0,6 | **M Tanker**<br>Oil Chemical<br>pt higher tensile steel DB DSS<br>27 Ta 9 Ta (s.stl) ER<br>L.21 482 HeCls. BC<br>36 Cargo pumps total 1 200T/hr | MAN<br>Oil 2SA 7Cy. 700 × 1200<br>9 800bhp (7 208kW)<br>A.C.E.C. Gent/Gand<br>2 AuxB 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 508kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 179,0t (d.o.) 1 325,0t (hvf)-36,5pd 15kn |
| **STOLT TAURUS**<br>ex Shoun Taurus-89<br>**Stolt Spur Inc.**<br>Monrovia<br>Liberia | *7 145*<br>*4 134*<br>12 749 | NK NV | **1985** K.K. Taihei Kogyo—Akitsu (1772)<br>123,30 (BB) 8,789<br>116,01 20,52 11,21<br>P 24,1 F 15,6 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>19 Ta ER<br>L.14 189 | B&W 7L35MC<br>Oil 2SA 7Cy. 350 × 1050<br>4 760bhp (3 501kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 360kW 440V 60Hz a.c. |
| **STOLT TEMPLAR**<br>ex Anco Templar-83<br>**K/S Iver Templar**<br>Iver Bugge Management A/S<br>Larvik<br>SatCom: 1310776/LAKB<br>Norway (NIS) | *14 790*<br>*8 677*<br>23 985<br>T/cm<br>35,8 | **✠100A1** CS 7/87<br>oil or chemical or molasses tanker, all tanks SG up to 1.4 except Nos. 10, 11 & 12 wing tanks<br>**✠LMC** **UMS**<br>EL Ft 2$\frac{5}{16}$"U3<br>FN 5992 | **1972**-8 Uddevallavarvet A/B—Uddevalla (243)<br>169,70 (BB) 24,82 9,700<br>160,33 24,77 12,60<br>P 34,5 F 17,1 1 dk<br>rf 51 Bow/CM 82 Diam. 0,250 MH 1,8 | **M Tanker**<br>Oil Chemical Molasses<br>DB<br>36 Ta ER<br>L.29 576 HeCls. BC<br>24 Cargo pumps total 3 000T/hr | B&W 7-74VT2BF-160<br>Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW)<br>Uddevallavarvet A/B Uddevalla<br>2 WTAuxB primary 45kgf/cm$^2$ (44,2bar)<br>secondary 14,5kgf/cm$^2$ (14,3bar) hs665,2<br>e(ex.g) 15,5kgf/cm$^2$ (15,2bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 219,5t (d.o.) 1 531,0t (hvf)-39,5pd 16kn |
| **STOLT TENACITY**<br>**Stolt Tenacity Inc.**<br>Monrovia<br>SatCom: 1243415/STEN<br>Liberia | **18 731**<br>13 323<br>31 379<br>T/cm<br>40,5 | NV | **1978** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (151)<br>176,71 (BB) 27,03 11,600<br>169,53 27,01 15,32<br>P 42,1 F 16,5 1 dk<br>rf nil Bow/CM 88 Diam. 0,203 MH 0,9 | **M Tanker**<br>Chemical<br>IGS DB<br>46 Ta ER<br>L.37 357 HeCls. BC<br>46 Cargo pumps total 12 420T/hr | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 201,0t (d.o.) 2 773,0t (hvf)-61,0pd 17kn |
| **STOLT TITAN**<br>ex Shoun Titan-88<br>**Stolt Victor Inc.**<br>Monrovia<br>SatCom: 1243445/TITA<br>Liberia | *7 171*<br>*4 134*<br>12 691 | NK NV | **1985** K.K. Taihei Kogyo—Akitsu (1798)<br>123,30 (BB) 8,789<br>116,01 20,01 11,21<br>P 24,1 F 9,2 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>Mchy.aft<br>L.14 014 | B&W 7L35MC<br>Oil 2SA 7Cy. 350 × 1050<br>4 760bhp (3 501kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 360kW 440V 60Hz a.c.<br>13,25kn |

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|---|---|---|---|---|---|---|
| **8309555**<br>*ELEG6*<br>7683<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STOLT TOPAZ**<br><br>**Stolt Topaz Inc.**<br>Monrovia Liberia<br>SatCom: 1243443/STOP | *23 964*<br>*13 720*<br>38 818<br>T/cm<br>44,0 | NV | **1986** Daewoo SB. & Heavy Machinery Ltd.<br>—Okpo (2009)<br>176,82 (BB) 11,429<br>169,02 32,26 15,02<br>1 dk<br>Bow/CM 79 Diam. 0,203 MH 1,2 | **M Tanker**<br>Oil Chemical<br>IGS PL SBT<br>4Ta (s.stl) cyl horizontal on dk DB<br>cs 58<br>20 Wing Ta ER<br>32 Ta (s.stl)<br>L.43 460<br>58 Cargo pumps total 16 341T/hr | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>12 480bhp (9 180kW)<br>Hyundai SB. & Heavy Industr<br>Gen 3 × 900kW 450V 60Hz<br>Thw. thrust propeller fwd<br>Fuel 234,5t (d.o.) 1 643,5t (h |
| **8014203**<br>*ELMO2*<br>9193<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STOLT TRADER**<br>ex Ricci-88 ex Globe Orient-88<br>**PLM Transportation Equipment Corp.**<br>Stolt-Nielsen Inc.<br>Monrovia Liberia<br>SatCom: 1243664/STRA | *12 758*<br>*7 470*<br>22 305<br>T/cm<br>33,3 | NV (NK) | **1981** K.K. Uwajima Zosensho—Uwajima (2153)<br>155,80 (BB) 9,770<br>146,00 25,00 12,60<br>P 26,3 F 13,5 1 dk<br>rf 102 | **M Tanker**<br>Oil Chemical<br>DB<br>24 Ta ER<br>L.25 585 HeCls. BC<br>6 Cargo pumps total 3 400T/hr | B&W<br>Oil 2SA 9Cy. 450 × 1200<br>5 826kW (7 920bhp)<br>Hitachi Zosen Hiros<br>Gen 2 × 400kW 450V 60Hz<br>Fuel 321,5t (d.o.) 1 204,5t (h |
| **7932525**<br>*ELDB3*<br>7432<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **STOLT USKOK**<br>ex Maasuskok-89 ex Uskok-86<br>ex Iver Swift-85 ex Jo Swift-84<br>ex Iver Swift-84<br>**Stolt Uskok Inc.**<br>Monrovia Liberia<br>SatCom: 1240252/UKOK | **22 362**<br>15 084<br>39 723<br>T/cm<br>49,5 | NV | **1983** Brodogradiliste "Split"—Split (312)<br>175,01 (BB) 32,31 11,218<br>169,02 32,01 15,12<br>P 39,4 B 13,8 F 13,8 1 dk<br>Bow/CM 75 Diam. 0,152 MH 2,1 | **M Tanker**<br>Oil Chemical<br>CBT IGS SBT DB<br>34 Ta ER<br>L.48 263 HeCls. CptB<br>8 Cargo pumps total 3 310T/hr | MAN<br>Oil 2SA 5Cy. 700 × 1500<br>11 225bhp (8 257kW)<br>Tvornica Dizel Motora "Split"<br>Gen 3 × 848kW 450V 60Hz<br>Fuel 254,0t (d.o.) 1 704,0t (h |
| **7424839**<br>*ELEN5*<br>7739<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STOLT VICTOR**<br>ex Stolt Vincita-89 ex Vincita-84<br>**Stolt Vincita Inc.**<br>Monrovia Liberia<br>SatCom: 1243436/SVCA | **16 867**<br>11 851<br>30 899<br>T/cm<br>42,5 | NV | **1977** Ankerlokken Verft Forde A/S—Forde (9)<br>170,72 10,002<br>162,62 29,51 13,26<br>P -F - 1 dk<br>Bow/CM 87 Diam. 0,203 | **M Tanker**<br>Chemical<br>CBT SBT DB<br>Mchy.aft<br>32 Ta<br>L.(oil) 36 517 HeCls. BptC<br>49 Cargo pumps total 7 210T/hr | B&W<br>Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW)<br>Nylands Verksted A/S<br>Gen 3 × 660kW 440V 60Hz<br>Thw. thrust propeller fwd<br>Fuel 247,0t (d.o.) 2 367,5t (h |
| **7424841**<br>*ELDQ2*<br>7551<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STOLT VIKING**<br>ex Stolt Ventura-89 ex Ventura-85<br>**Stolt Ventura Inc.**<br>Monrovia Liberia<br>SatCom: 1243435/SVTA | **16 866**<br>11 851<br>30 892<br>T/cm<br>42,5 | NV | **1978** Ankerlokken Verft Forde A/S—Forde (10)<br>170,77 29,55 10,116<br>162,57 29,51 13,26<br>P -F - 1 dk<br>rf nil Bow/CM 87 Diam. 0,203 | **M Tanker**<br>Chemical<br>CBT SBT DB<br>20 Ta 12 Wing Ta ER<br>L.36 517 HeCls. BptC<br>49 Cargo pumps total 7 210T/hr | B&W<br>Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW)<br>Nylands Verksted A/S<br>Gen 3 × 660kW 450V 60Hz<br>Thw. thrust propeller fwd<br>Fuel 247,0t (d.o.) 2 367,5t (h |
| **5341306**<br>*WM2112*<br>275431<br>GcRTm | **STONE BROS.**<br>ex Cahto<br>**Stone Towing Line**<br>Wilmington, NC United States of America | **227**<br>108<br>— | | **1944** W. A. Robinson Inc.—Ipswich, Ma<br>8,74 4,268<br>33,53 8,69 4,88<br>2 dks | **Wood D-E Tug** | Enterprise<br>2 Oil 2SA each 6Cy. 305 ×<br>each 450kW 250V d.c. co<br>motors (Sy) & sc. shaft<br>Enterprise Engine & Foundry<br>Gen 1 × 50kW 115V d.c.<br>Fuel (d.o.) |
| **8033596**<br><br>612627 | **STONE MOUNTAIN**<br><br>**Black Towing Inc.** | **121**<br>82<br>— | | **1979** .............Amelia, La<br>*21,07* 7,35<br>2,98<br>1 dk | **M Tug** | Oil |
| **7738400**<br><br>615145 | **STONEFIELD LADY**<br><br>**Jack Gore**<br>Mobile, Al United States of America | **103**<br>70<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,82<br>1 dk | **Wood M Fishing** | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **6515473**<br><br>306220<br>Esd Rdr RTv | **STONENESS**<br><br>**Port of London Authority**<br>London United Kingdom | **233**<br>70<br>— | ✠Classed LR until 7/1/83 | **1965**-12 J. Pollock, Sons & Co. Ltd.—Faversham (2134)<br>34,85 8,56<br>28,66 8,54 3,36<br>1 dk<br>rf nil | **TD-E Salvage Barge**<br>Mchy.aft<br>1 Ha (stl) (2,7 × 1,5)<br>Cr 1(6) | Rolls Royce<br>2 Oil 4SA each 8Cy. 130 × 1<br>(390kW) driving 2 gen. ea<br>connected to 2 elec. moto<br>(195kW) (WL) & sr geared<br>Rolls-Royce Ltd.<br>Gen 1 × 25kW 220V d.c.<br>Fuel 12,0t |
| **7366946**<br>*KDDW*<br>557034<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STONEWALL JACKSON**<br><br>**Amsouth Bank N.A.**<br>Waterman Steamship Corp.<br>New York, NY United States of America<br>SatCom: 1502403/KDDW | **28 580**<br>21 078<br>41 578 | AB | **1974** Avondale Shipyards Inc.—Avondale, La (1950)<br>272,55 (BB) 30,56 12,439<br>243,03 30,48 18,29<br>F 44,9 2 dks<br>rf nil | **S Barge Carrier**<br>Heavy-load<br>Mchy.aft<br>7 Ho<br>53 lighters below deck, 36 lighters on deck<br>16 Ha (stl)<br>Cr 1(510) Der 1(6) 1(5) | 2 S Turb dr geared to sc. sha<br>32 000shp (23 538kW)<br>Delaval Turbine Inc.<br>Gen 2 × 2000kW a.c. |
| **7047655**<br>*WY9003*<br>523283<br>RdrRTm | **STONEWALL JACKSON**<br><br>**D. L. Maclane**<br>Morgan City, La United States of America | **270**<br>184<br>— | | **1969** Halter Marine Fabricators, Inc.—Moss Point, Ms (232)<br>50,30 12,81 3,369<br>47,43 11,59 3,81<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 14<br>General Motors Corp., Detroit<br>Div. |
| **8108767**<br>*DLCO*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **STOR**<br><br>**t.m.s. "Stor" Hartmann-Buttner Schiffahrts G.m.b.H. & Co.**<br>Carl Buttner G.m.b.H. & Co.<br>Bremen Federal Republic of Germany | **1 599**<br>1 245<br>4 040 | GL | **1981** Schichau-Unterweser A.G.—Bremerhaven (2277)<br>89,08 15,04 5,601<br>84,00 15,02 5,80<br>P 59,2 B & F 17,1 2 dks | **M Tanker**<br>Chemical<br>Ice strengthened<br>10 Ta ER<br>L.4 756<br>10 Cargo pumps total 1 000T/hr | MaK<br>Oil 4SA 6Cy. 320 × 420 with<br>sr geared to sc. shaft<br>1 751kW (2 380bhp)<br>Krupp MaK. Maschinebau G.m<br>Gen 2 × 370kW 440V 60Hz a<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **5341526**<br>*SGOU*<br><br>Rdr Rt | **STOR ERIK**<br><br>**Carl G.A. Ljung**<br>Stockholm Sweden | **114**<br>—<br>— | | **1893** Jonkopings M/V A/B—Jonkoping<br>26,62 6,00 3,501<br>5,95<br>1 dk<br>R | **S Tug** | C 2Cy. 432 & 756 x 445<br><br>A/B Jonkopings Motfb.<br>Fuel 40,5t (o.f.) |
| **7211971**<br><br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **STORA-KORSNAS-LINK II**<br>ex Belgia-87 ex Jolly Argento-86<br>ex Belgia-80 ex Tor Belgia-79<br>**Eemsmond B.V.**<br>Wagenborg Shipping B.V.<br>Netherlands Antilles & Aruba | *5 018*<br>*2 737*<br>9 470 | **100A1** SS 3/90<br>roll on — roll off cargo<br>ship<br>Ice Class 1A<br>**LMC** **UMS**<br>EL (B†) 632,5/48,0U3<br>FN 5153<br>(NV) | **1972** A/S Framnaes M/V—Sandefjord (179)<br>163,48 (BB) 21,16 7,100<br>145,93 20,60 14,71<br>B 75,0 2 dks<br>rf 597 len 77 | **TM RoRo Cargo** 15bth D<br>Unseasoned timber and similar cargoes of low fire risk in bridge 'tween deck space<br>Stern door/ramp<br>L 12,00 W 7,28 SWL 45<br>Lane Length 1669<br>Cars 260 Trailers 120<br>Mchy.aft<br>B.22 400<br>TEU 458<br>C.Ho 51/20' C.Dk 131/20' C.RoRo Dk 276/20' | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400<br>couplings & sr geared to sc<br>6 620kW (9 000bhp)<br>Lindholmen Motor AB.<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar<br>Gen 1 × 480kW 3 × 420kW<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propelle<br>Fuel 278,5t (d.o.) 1 245,0t (hvf)- |
| **8513601**<br>*JXLL*<br>20303<br>Df Esd Gc<br>Rdr Rt | **STORD**<br><br>**Hardanger Sunnhordlandske D/S**<br>Bergen Norway | *2 871*<br>*861*<br>817 | NV | **1987** Ankerlokken Verft Forde A/S—Forde (24)<br>87,00 —<br>76,82 14,80 7,40<br>2 dks | **M RoRo Cargo/Ferry** 500dk P<br>Bow door Stern door<br>Cargo Width 7,00 Clear height 4,50<br>Cars 49 Lorries 12 | Wichmann<br>Vee Oil 2SA 8Cy. 280 × 360 p<br>2 697bhp (1 984kW)<br>A/S Wichmann<br>Gen 2 × 175kW 2 × 64kW |

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|---|---|---|---|---|---|
| **STORDOY**<br>ex Lowhar<br>**Erling Boen**<br>Stavanger Norway | **189**<br>84<br>213 | | **1896** G. Seebeck A.G.—Wesermuende<br>39,37 6,51<br>6,46 3,10<br>1 dk<br>R len 52 | **M Fishing**<br>Side-fishing | Alpha 405-24VO<br>Oil 2SA 5Cy. 240 × 400<br>221kW (300bhp) NE 51<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Fuel (d.o.) 9kn |
| **STORDOY**<br>ex Fagerfjord-88<br>**P/R E. Boen & Sonner ANS**<br>Stavanger Norway | **149**<br>77<br>512 | NV | **1980** Johan Drage A/S—Rognan i Saltdal (380)<br>39,98 9,83 3,649<br>35,41 9,81 7,57<br>RAD - 2 dks | **TM RoRo Cargo/ Pallets Carrier**<br>Stern door/ramp Ice strengthened<br>1 Ho ER<br>1 Ha (stl) (21,4 × 6,0) ER<br>3W Der 1(8-20) | Penta TAMD120<br>2 Oil 4SA each 6Cy. 130 × 150 sr geared to sc. shaft<br>576bhp (424kW)<br>A/B Volvo-Penta Goteborg<br>Gen 1 × 80kW 1 × 56kW 220V 50Hz a.c.<br>Fuel 58,0t (d.o.)-2,5pd 10kn |
| **STORE**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | **508**<br>174<br>297 | RS | **1959** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,409<br>44,35 8,79 4,32<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 1,6 × 1,7)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW) NE 71<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 10,5kn |
| **STOREBAELT**<br>ex Hesselo-87<br>**Storebaelt Sten & Grus A/S**<br>Korsor Denmark | *935*<br>*280*<br>— | BV | **1962** Helsingor Skibsv. og Maskinbyg.—Helsingor (362)<br>65,89 11,26 —<br>62,51 5,01<br>1 dk<br>len 83 | **M Dredger**<br>Suction | B&W 5-35VBF-62<br>Oil 2SA 5Cy. 350 × 620<br>1 400bhp (1 030kW)<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>12kn |
| **STORESSE**<br>ex Kassel-76 ex Conrad-70<br>**Neptune Trawlers Ltd.**<br>Juno Management Services S.A.M.<br>Georgetown Cayman Islands (British) | **1 572**<br>588<br>1 532 | (GL) | **1968** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (463)<br>83,16 13,67 5,200<br>74,00 13,63 8,20<br>B 26,6 2 dks<br>rf 305 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>3 Ho 7,7 6,1 5,9<br>In.1 235<br>3 Ha (4,1 4,1 2,6 × 1,6)<br>Der 2(1) | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 reduction geared to sc. shaft<br>2 207kW (3 000bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 960kW 1 × 440kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 636,0t (d.o.) 15kn |
| **STORESUND**<br>ex Joachim-84 ex Impetus-69<br>**Niels Hendriksen**<br>Svendborg Denmark (DIS) | **119**<br>7<br>— | **✠100A1** SS 5/86<br>tug<br>**✠LMC**<br>EL (a)<br>FN 263 | **1954**-7 Mutzelfeldtwerft G.m.b.H.—Cuxhaven (136)<br>29,62 6,84 3,607<br>25,71 6,79 3,41<br>B 6,4<br>RW | **M Tug** | Deutz<br>Oil 4SA 5Cy. 320 × 450 sr geared to sc. shaft<br>✠ NE 4/71<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 18kW |
| **STORFJORD**<br>**More og Romsdal Fylkesbatar**<br>Aalesund Norway | **479**<br>213<br>— | (NV) | **1973** Smedvik Mek. Verksted A/S—Tjorvag (38)<br>64,47 11,13 3,036<br>58,98 11,10 4,22<br>1 dk<br>rf 1097 BK 203 | **M RoRo Cargo/Ferry** 300P<br>Bow & stern doors<br>Cars 50<br>Mchy.aft | Wichmann 5AXA<br>Oil 2SA 5Cy. 300 × 450<br>1 250bhp (919kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 72kW 220V 50Hz a.c.<br>2 propellers aft, 1 fwd<br>Fuel (d.o.) 14kn |
| **STORFOSNA**<br>ex Lovima-77 ex Lysholmen-73<br>**Elmar A/S**<br>Odd Aune<br>Trondheim Norway (NIS) | *776*<br>*417*<br>864 | NV | **1966** Gerh. Voldnes A/S Skips.—Fosnavaag (5)<br>58,50 10,04 3,926<br>53,01 10,00 5,64<br>2 dks<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>1 Ho 40,0 ER<br>G.1 699 B.1 557<br>2 Ha (stl) (each 14,4 × 6,0) ER<br>2W Der 1(5) 1(3) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>850bhp (625kW)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Gen 2 × 38kW 1 × 17kW 220V 50Hz a.c.<br>Fuel 45,5t (d.o.) 11,5kn |
| **STORIONE PRIMO**<br>ex Storine<br>**Angelo Tumbiolo & C.**<br>Mazara del Vallo Italy | **131**<br>48<br>51 | | **1968** Cant. Nav. Coop. "Il Carpentiere"—Mazara del Vallo<br>29,49 6,86 2,998<br>24,49 6,63 3,48<br>1 dk | **Wood M Fishing**<br>Side-fishing Ref<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 240 × 350<br>500bhp (368kW)<br>Atlas-MaK Maschinenbau Kiel |
| **STORIS**<br>ex Leipzig-50 ex Storis-39<br>**Polarmuseet i Tromso**<br>Trondheim Norway | **135**<br>42<br>218 | | **1929** Johan Drage—Rognan i Saltdal<br>*26,80* 7,17 3,658<br>7,12<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho ER<br>1 Ha (3,9 × 2,8) ER<br>1W Der 1(-) | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127 geared to sc. shaft<br>1 050bhp (772kW) E made68 fitted73<br>General Motors Corp. Detroit, Mi<br>Fuel (d.o.) 8kn |
| **STORK**<br>ex Spray Cap-83<br>**Santamare Shipping Ltd.**<br>Ranger Marine S.A.<br>Limassol Cyprus | **14 760**<br>10 027<br>26 765<br>T/cm<br>36,0 | AB | **1970** Hakodate Dock Co. Ltd.—Hakodate (460)<br>171,71 (BB) 24,36 10,088<br>162,01 24,31 14,00<br>P 30,8 F 11,6 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho 25,8 27,2 14,4 27,2 27,2 ER<br>G.34 881 B.31 977<br>5 Ha (stl) (16,0 18,3 × 11,3) (9,6 × 10,4) (18,3 18,3 × 11,3) ER<br>3W Cr 4(8) Der 1(15) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 300kW 445V 60Hz a.c.<br>Fuel 1 877,5t (hvf) 15kn |
| **STORK**<br>ex Gerdt Oldendorff-91<br>ex Bennekom-74<br>ex Gerdt Oldendorff-72<br>**Stork Shipping Co. Ltd.**<br>Meadway Shipping & Trading Inc.<br>Valletta Malta | T.Mk<br>**6 739**<br>4 416<br>13 530<br>**9 608**<br>6 784<br>16 300 | GL | **1969** A.G. "Weser" Werk Seebeck—Bremerhaven (940)<br>149,79 (BB) 21,01 8,179/9,278<br>139,25 20,99 12,25<br>F 12,8 2 dks | **M General Cargo** 8bth P<br>Ice strengthened Str. heavy cargoes<br>5 Ho 18,9 17,9 17,6 24,9 18,9 ER<br>G.22 304 B.20 568<br>TEU 245 C.Ho 185/20'(40') C.Dk 60/20'(40')<br>5 Ha (stl) (12,6 × 6,6) (12,8 12,8 12,8 12,8 × 10,3) ER<br>10W Der 1(60) 10(10) | MAN V16V40/54<br>Vee Oil 4SA 16Cy. 400 × 540 sr geared to sc. shaft<br>8 690bhp (6 392kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 390kW 1 × 150kW 440V 60Hz a.c.<br>Fuel 123,5t (d.o.) 1 096,0t (hvf)-32,0pd 16,25kn |
| **STORK V**<br>ex Suzuran-88<br>**Drawbridge Maritime S.A.**<br>Boyang Ltd.<br>Panama Panama<br>SatCom: 1333632/STOR | **5 922**<br>3 334<br>6 348 | NK | **1982** Shikoku Dockyard Co. Ltd.—Takamatsu (818)<br>145,55 (BB) 6,751<br>138,03 17,81 10,52<br>3 dks | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>4 Ho ER<br>In.8 866<br>4 Ha (stl) (each 7,0 × 5,3) ER<br>8W Der 8(5) | B&W 8L45GFCA<br>Oil 2SA 8Cy. 450 × 1200<br>7 890bhp (5 804kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 141,0t (d.o.) 1 252,5t (hvf)-29,0pd 17,25kn |
| **STORK VOYAGER**<br>**B.S. Ocean Maritime Pte. Ltd.**<br>Sagami Shosen K.K.<br>Singapore Singapore | *2 828*<br>*1 568*<br>4 503 | NK | **1983** Honda Zosen—Saiki (714)<br>94,75 5,503<br>88,02 15,82 6,91<br>P 19,2 F 8,9 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 466 B.4 904<br>2 Ha (stl) (each 21,0 × 8,4) ER<br>4W Der 2(20) 2(15) | Hanshin 6EL38<br>Oil 4SA 6Cy. 380 × 760<br>2 800bhp (2 060kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 88kW<br>12kn |
| **STORM**<br>ex Starman Africa-86<br>**Finaval Offshore S.r.l.**<br>Trieste Italy | **2 582**<br>653<br>2 015 | RI<br>✠Classed LR until 9/87 | **1977**-6 Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (146)<br>93,53 16,13 4,649<br>83,52 16,01 7,32<br>F 25,3 1 dk<br>rf nil | **TM RoRo Cargo/General Cargo/ Heavy-load Carrier**<br>Ice strengthened<br>Lane Length 240 Cargo Width 11,00<br>1 Ho 32,4<br>G.1 520 B.1 515<br>1 Ha (stl) (31,1 × 8,9) ER<br>Der 1(300) 2(5-10) | Deutz<br>2 Oil 4SA each 8Cy. 320 × 450 sr geared to sc. shafts<br>3 520bhp (2 589kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 420kW 1 × 280kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>12kn |

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| **5172755**<br>*H9UV*<br>10176-PEXT1<br>Df Esd Rdr<br>RTm/h | **STORM**<br>ex Wren-83 ex Minoa-81 ex El Mina-72<br>ex Johanna-65<br>**Dina Trading Inc.**<br>Panama Panama | **1 943**<br>1 233<br>3 484 | BV | **1953** G. Renck Jr. K.G.—Hamburg (702)<br>*73,43* 12,76 6,478<br>72,01 12,68 7,22<br>B 16,2 F 8,3 2 dks<br>RW rf nil | **M General Cargo**<br>2 Ho 24,6 23,0 ER<br>G.3 991 B.3 827<br>4 Ha (8,6 8,6 8,6 7,4 × 5,9) ER<br>8W Der 1(15) 2(10) 6(3) | CSD MaK<br>3P Oil 4SA 8Cy. 385 × 580<br>1 400bhp (1 030kW)<br>Maschinenbau Kiel A.G.<br>Gen 2 × 70kW 230V d.c.<br>Fuel 169,5t (d.o.) |
| **5341734**<br>*WB3341*<br>235455<br>Df Esd Gc | **STORM**<br>**40-Fathom Fisheries Inc.**<br>Wilmington, De United States of America | **309**<br>145<br>— | | **1936** Bath Iron Works Corp.—Bath, Me (164)<br>44,10 7,65<br>39,07 7,62 4,12<br>1 dk, 2nd dk fwd & aft<br>RW BK 157 | **M Fishing**<br>Side Trawler<br>1 Ho 11,2<br>3 Ha | McIntosh & Seymour<br>Oil 4SA 6Cy. 445 × 635<br>750bhp (552kW)<br>McIntosh & Seymour Corp.<br>Fuel 81,5t |
| **5285174**<br>*LMJG*<br>17999<br>Df Rt | **STORM AINE**<br>ex Birgitta-77 ex Prins Georg-67<br>ex Birgitta-38 ex Baldur<br>**Nils O. Kalve**<br>Oslo Norway | **130**<br>82<br>163 | (BV) | **1920** Friedr. Krupp A.G.—Kiel (257)<br>31,12 6,30 2,896<br>27,13 6,25 3,10<br>1 dk<br>R | **M General Cargo**<br>1 Ho 14,0 ER<br>1 Ha (10,5 × 3,5) ER<br>1W Der 1(1) | Alpha<br>Oil 2SA 3Cy. 200 × 340<br>135bhp (99kW) NE 57<br>Frederikshavn Jernstoberi & A/S<br>Fuel (d.o.) |
| **8501311** | **STORM BIRD**<br>Nigeria | **139**<br>89<br>— | | **1984** Quality Shipyards Inc.—Houma, La (175)<br>27,16<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 1<br>625bhp (460kW)<br>Caterpillar Tractor Co. |
| **8137079**<br>345610<br>Rt | **STORM COASTER**<br>**RivTow Marine Ltd.**<br>Vancouver, B.C. Canada | **102**<br>33<br>— | | **1971** Star Shipyards Ltd.—New Westminster, B.C.<br>17,53 7,32<br>2,60<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 1<br>Caterpillar Tractor Co. |
| **7041259**<br>343940<br>Rdr RTv | **STORM COVE**<br>ex Shell Cove-86<br>**North Western Shipping & Towage Co. Pty. Ltd.**<br>*Hobart, Tas.* Australia | **223**<br>—<br>— | ✠Classed LR until 27/1/84 | **1971**-2 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (60)<br>29,88 9,73 3,442<br>24,90 9,40 3,89<br>RAD 2,5<br>rf nil BK 76 | **TM Tug** | Daihatsu<br>2 Oil 4SA each 8Cy. 260 ×<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 60kW 415V 50Hz a<br>2 Directional propellers<br>Fuel 32,5t (d.o.) |
| **8012308**<br>*WQZ8474*<br>620769<br>Esd Gc Pfd<br>Rdr Rt | **STORM PETREL**<br>**Pacific Storm Petrel Inc.**<br>Seattle, Wa United States of America | **324**<br>220<br>— | | **1980** Marine Construction & Design Co. (MARCO) —Seattle, Wa (384)<br>37,32 9,73<br>33,66 9,43 4,02<br>1 dk | **M Fishing**<br>Stern Trawler Crab Ref<br>3 Ho<br>In.269<br>Cr 1(12) 1(8) | Caterpillar<br>Vee Oil 4SA 16Cy. 159 × 20<br>1 125bhp (828kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 155kW 1 × 55kW |
| **7336355**<br>*OPIX*<br>Z 232<br>Df Esd Pfd<br>Rdr RTv | **STORMBOY**<br>ex Luc-Peter<br>**N.V. Rederij Bianca**<br>Zeebrugge Belgium | **105**<br>37<br>— | | **1966** Ch. & Arme. A. Seghers—Oostende<br>28,00 —<br>1 dk | **M Fishing**<br>Side-fishing | A.B.C.<br>Oil 4SA 6Cy. 242 × 320<br>375bhp (276kW)<br>Anglo-Belgian Co. N.V. |
| **7629233**<br>*CZ7003*<br>370331 | **STORMFORCE**<br>**Egmont Towing & Sorting Ltd.**<br>Vancouver, B.C. Canada | **136**<br>1<br>— | | **1975** Benson Bros. SB. Co. (1960) Ltd. —Vancouver, B.C.<br>*19,57* 7,70<br>4,09<br>1 dk | **M Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 13<br>Caterpillar Tractor Co. |
| **6620814**<br>*LIWS*<br>16555<br>Df Esd Rdr<br>Rt | **STORMFUGLEN**<br>**Eva Johnsen Strand**<br>Kristiansund Norway | **309**<br>156<br>— | | **1966** Vaagland Batbyggeri A/S—Vaagland (72)<br>39,02 7,65<br>35,16 7,62 3,81<br>1 dk<br>len 72 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Aabenra<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik<br>Fuel (d.o.) |
| **8136104**<br>YE 59 | **STORMVOGEL**<br>**Roem van Yerseke B.V.**<br>Yerseke Netherlands | **270**<br>—<br>— | | **1977** Schpsw. en Mfbk. "Vahali" B.V.—Gendt (461)<br>53,88<br>8,02 1,33<br>1 dk<br>len 88 | **M Fishing**<br>Side-fishing | Mitsubishi<br>Oil<br>470bhp (346kW) E made77<br>Mitsubishi Heavy Industries Lt |
| **8308642**<br>*OPBY*<br>O 51<br>Esd Rdr RTv | **STORMVOGEL**<br>**Rederij Versluys-Decuypere P.V.B.A.**<br>Oostende Belgium | *217*<br>—<br>— | | **1983** Scheepswerven Seghers N.V.—Oostende (15)<br>30,59<br>27,18 7,92 3,61<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref<br>1 Ho<br>In.140<br>2 Ha (stl) | A.B.C.<br>Oil 4SA 6Cy. 242 × 320<br>900bhp (662kW)<br>Anglo-Belgian Corporation N.V |
| **6422391**<br>*ELNA7*<br>9294<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **STORMY**<br>ex Bonn-82<br>**Redmayne Shipping Ltd.**<br>Societe Anonyme Louis Dreyfus et Compagnie<br>Monrovia Liberia<br>SatCom: 1243130/STMY | T.Mk<br>**2 123**<br>716<br>1 143 | BV GL (NV) | **1964** A.G. "Weser" Werk Seebeck—Bremerhaven (906)<br>87,74 (BB) 14,03 5,438<br>77,60 14,01 9,00<br>2 dks<br>rf 348 conv Fish-factory Stern Trawler Factory Fishing 82 | **M Research**<br>Survey<br>Ice strengthened<br>3 Ho 17,9 4,5 7,0<br>4 Ha (1,5 1,5 1,5 × 1,1) (3,5 × 1,6) | MaK<br>2 Oil 4SA each 8Cy. 385 × 5<br>shaft<br>2 354kW (3 200bhp)<br>MaK. Maschinenbau Kiel G.m.<br>Gen 2 × 640kW 230/400V 5<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **7385813**<br>*3EPA4*<br>17268-PEXT1<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **STORMY ANNIE**<br>ex Miyama-91 ex Aegis Logic-85<br>**Cester Enterprises Corp.**<br>Univan Ship Management Ltd.<br>Panama Panama<br>SatCom: 1335354/STAN | **12 376**<br>8 369<br>20 950 | AB<br>✠Classed LR until 23/12/76 | **1975**-1 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (280)<br>159,01 (BB) 23,02 9,754<br>148,01 22,80 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,7 27,8 15,7 28,5 16,9 5 TwD<br>G.29 231 B.27 529<br>5 Ha (stl) (12,6 × 7,7) (20,2 8,2 20,2 9,7 × 12,6) ER<br>Cr 4(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A.<br>Gen 3 × 352kW 450V 60Hz a<br>Fuel 174,0t (d.o.) 1 299,0t (hf |
| **7938505**<br>*WYC7721*<br>598951 | **STORMY ELIZABETH**<br>ex Papa's Girls<br>**William J. Mulvey**<br>Mobile, Al United States of America | **111**<br>75<br>— | | **1978** ............Bayou la Batre, Al<br>*21,10* 6,71<br>3,41<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW) |
| **7733307**<br>*WSB7864*<br>586415<br>Rdr Rt | **STORMY SEA**<br>**Professional Fishermen's Association**<br>Juneau, Ak United States of America | **469**<br>390<br>— | | **1944** ............Brooklyn, NY<br>*45,94*<br>9,25 4,07<br>1 dk | **M Fishing** | Oil<br>900bhp (662kW) |
| **7515872**<br>*WYT9683*<br>552409<br>Rt | **STORMY SEAS**<br>**Joe M. Cruse**<br>Apalachicola, Fl United States of America | **101**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler Shrimp-trawl | Oil<br>365bhp (268kW) |
| **7736000**<br>*WYC4606*<br>587202 | **STORMY SEAS III**<br>**Joe M. Cruse**<br>Apalachicola, Fl United States of America | **101**<br>68<br>— | | **1977** ............St. Augustine, Fl<br>*20,88*<br>6,25 2,82<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW) |

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|---|---|---|---|---|---|
| **STORMY WEATHER**<br>**Stormy Weather Shrimp Inc.**<br>Tampa, Fl United States of America | **131**<br>91<br>— | | **1980** Desco Marine—St. Augustine, Fl<br>*20,85* 6,74<br>3,76<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Ref Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. Columbus, In |
| **STORMY WEATHER '86**<br>**Sahlman Seafoods Inc.**<br>Miami, Fl United States of America | **101**<br>69<br>— | | **1986** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,86<br>20,33 6,70 3,32 | **M Fishing** | Cummins KT-1150-M<br>Oil 4SA 6Cy. 159 × 159<br>Cummins Engine Co. Inc. U.S.A. |
| **STORNOWAY IV**<br>ex Lisser II-90<br>**J. Welle**<br>Skagen Denmark | *100*<br>*30*<br>— | | **1987** Schpsw. & Constructiebedrijf Marcon<br>—Hoogezand (3/112)<br>... ... ...<br>33,81 7,31 3,92<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Mercedes Benz<br>Oil<br>550bhp (405kW)<br>Mercedes-Benz West Germany |
| **STORON**<br>ex Mini Orbit-83<br>**Partrederiet Storon**<br>B&N, Bylock & Nordsjofrakt AB<br>Tjorn Sweden | **7 193**<br>4 715<br>10 880<br>T/cm<br>20,4 | NV | **1975** Gebr. Schuerenstedt KG.<br>—Bardenfleth/Weser (1365)<br>143,31 18,60 7,595<br>134,73 18,50 10,16<br>P -F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened<br>3 Ho ER<br>G.16 042 B.15 205<br>3 Ha (stl) (each 25,9 × 14,0) ER | MaK 9M551AK<br>Oil 4SA 9Cy. 450 × 550<br>4 413kW (6 000bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 255kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>14,75kn |
| **STOROZHEVOY**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | *738*<br>*221*<br>332 | RS | **1987** ..............U.S.S.R.<br>53,74 10,71 4,400<br>47,92 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>971kW (1 320bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 300kW a.c. 3 × 160kW a.c. 2 × 135kW a.c.<br>Controllable pitch propeller |
| **STORRINGTON**<br>**Powell Duffryn Shipping Ltd.**<br>Stephenson Clarke Shipping Ltd.<br>Douglas Isle of Man (British) | **7 673**<br>4 793<br>11 990<br>T/cm<br>22,2 | **✠100A1** SS 4/87<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL Y 522,5/52,0U2<br>FN 3811 | **1982**-3 Verolme Scheepswerf Heusden B.V.<br>—Heusden (992)<br>137,60 (BB) 18,67 7,924<br>129,93 18,61 10,70<br>P 23,8 F 10,7 1 dk<br>rf nil | **M Bulk Carrier**<br>3 Ho 30,8 33,3 31,0 ER<br>G.14 166<br>3 Ha (stl) (24,9 × 10,9) (26,6 26,6 × 13,5) ER | Werkspoor 9TM410<br>Oil 4SA 9Cy. 410 × 470 with flexible couplings & sr geared to sc. shaft<br>6 500bhp (4 781kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>TOH (o.f.) 10kgf/cm² (9,9bar)<br>TOH (ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 294kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 80,0t (d.o.) 590,0t (hvf)-14,5pd 14kn |
| **STORSKAR**<br>ex Strengnas Express-40<br>**Waxholms Angfartygs A/B**<br>Vaxholm Sweden | **235**<br>90<br>— | | **1908** Lindholmens Verks. A/B—Goteborg (399)<br>38,97 7,01 2,750<br>6,99<br>1 dk<br>R | **S Ferry** 418P | T 3Cy. 362 559 & 927 x 572<br>659ihp (485kW)<br>Lindholmens Varv. A/B Goteborg<br>Gen 2 × 10kW 220V d.c.<br>Fuel 7,0t (d.o.) 13kn |
| **STORTEBEKER**<br>ex Gorlitz-81<br>**Hochschule fur Seefahrt Warnemunde-Wustrow**<br>Rostock Federal Republic of Germany | *1 042*<br>*312*<br>340 | DSRK GL | **1961** VEB Peene-Werft—Wolgast (84)<br>65,56 10,32 4,641<br>- 10,27 5,69<br>conv Side Trawler Fishing 81 | **M Training Ship**<br>Ice strengthened<br>2 Ho ER<br>2 Ha ER | Goerlitzer 8SV55U<br>Oil 4SA 8Cy. 365 × 550 reduction geared to sc. shaft<br>1 044kW (1 419bhp)<br>Goerlitzer Masch. Goerlitz<br>Gen 1 × 250kW 1 × 200kW 220V d.c. 1 × 60kW 220/380V a.c.<br>Fuel (d.o.) 11kn |
| **STORTEBEKER**<br>**A.G. Reederei Norden-Frisia**<br>Wiesmoor Federal Republic of Germany | **286**<br>86<br>350 | GL | **1991** Deutsche Binnenwerft GmbH—Genthin (124)<br>45,00 10,85 1,702<br>10,50 2,45 | **TM RoRo Cargo**<br>Deck Cargo | Penta TAMD162A<br>2 Oil 4SA each 6Cy. 144 × 165 reverse reduction geared to sc. shafts<br>692kW (941bhp)<br>A/B Volvo-Penta Goteborg<br>10kn |
| **STORTEBEKER**<br>**Dieter Ehsemann**<br>Bremerhaven Federal Republic of Germany | *250*<br>*75*<br>155 | | **1983** Siegholdwerft Bremerhaven GmbH & Co.<br>—Bremerhaven (196)<br>30,13 7,90 3,001<br>26,01 7,82 3,81<br>1 dk | **M Fishing**<br>Stern-fishing<br>1 Ho ER<br>In.168<br>2 Ha (stl) ER | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 with flexible couplings & sr geared to sc. shaft<br>815bhp (599kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **STORTEBEKER**<br>**Wyker Dampfschiffs-Reederei Amrum G.m.b.H.**<br>Wyk-auf-Fohr Federal Republic of Germany | **115**<br>68<br>— | GL | **1969** Husumer Schiffsw.—Husum (1284)<br>30,51 6,30 1,101<br>24,16 2,01<br>1 dk<br>len 72 | **TM Ferry**<br>Vehicles 193dk P | Deutz SBF6M716<br>2 Oil 4SA each 6Cy. 135 × 160<br>470bhp (346kW)<br>Kloeckner Humboldt Deutz Koeln<br>13kn |
| **STORTEMELK**<br>ex Dolfyn 1-84 ex Dolfijn-79<br>ex Anda-79<br>**He-Wi Shipping Ltd.**<br>Wagenborg Shipping B.V.<br>Limassol Cyprus | **642**<br>506<br>1 153 | GL | **1967** Deutsche Industrie-Werke A.G.—West Berlin (6144)<br>58,93 9,02 3,753<br>55,00 9,00 5,06<br>P 9,8 2 dks<br>len 73 | **M General Cargo**<br>Ice strengthened<br>1 Ho 32,0 ER<br>G.1 165 B.1 020<br>1 Ha (24,6 × 4,9) ER<br>2W Der 2(2) | Deutz RBA6M528<br>Oil 4SA 6Cy. 220 × 280<br>435bhp (320kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 21kW 1 × 12kW 1 × 10kW 220/380V 50Hz a.c.<br>Fuel 33,5t (d.o.) 9,75kn |
| **STORTIND**<br>ex Viking II-91 ex Nygard Viking-89<br>ex Vartdal-83 ex Gerda Marie-76<br>**Jens Th. Pedersen**<br>A/S Stortind<br>Tromso Norway | **476**<br>210<br>— | NV | **1967** Soviknes Verft A/S—Sovik (66)<br>47,15 8,56 4,592<br>41,92 8,54 4,47<br>2 dks<br>rf 1199 BK 132<br>len 69 | **M Fishing**<br>Side-fishing<br>5 Ho ER<br>In.660<br>5 Ha (2,9 × 2,9) (2,7 × 1,7) (2,7 2,7 × 1,6) (2,9 × 2,9) ER<br>1W Der 1(5) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 208kW 1 × 112kW 1 × 80kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **STORY BRIDGE**<br>ex Octavia-91<br>**Octavia Shipping & Trading Inc.**<br>Herm Dauelsberg<br>Monrovia Liberia<br>SatCom: 1240240 | *15 520*<br>*7 689*<br>20 377<br>T/cm<br>34,6 | GL | **1989** VEB Warnowwerft Warnemuende<br>—Warnemuende (287)<br>181,15 (BB) 9,837<br>168,40 23,05 13,40<br>P 28,3 F 27,2 2 dks<br>len 89 | **M General Cargo** 7cbn 12bth P<br>Ice strengthened Str. heavy cargoes<br>4 Cell. Ho ER<br>G.27 200 B.25 400<br>TEU 1128 C.Ho 420/20'(40') C.Dk 708/20'( 40')<br>4 Ha (stl) ER<br>Cr 1(40) 3(25) Der 1(25) | Sulzer 5RTA58<br>Oil 2SA 5Cy. 580 × 1700<br>7 000kW (9 517bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 1 × 1000kW 3 × 744kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 407,0t (d.o.) 1 209,0t (hvf)-33,0pd 16kn |
| **STOUT TIDE**<br>**Delightful Journey Inc.**<br>Morgan City, La United States of America | **198**<br>135<br>— | | **1966** American Marine Corp.—New Orleans, La (963)<br>47,25 11,03 3,172<br>44,56 10,98 3,81 | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **STOVE TRADITION**<br>**Sinagtala Maritime Management Inc.**<br>Manila Philippines<br>SatCom: 1700137/DZLW | *25 538*<br>*14 123*<br>42 129<br>T/cm<br>47,2 | NK | **1985** Koyo Dockyard Co. Ltd.—Mihara (1063)<br>188,14 (BB) 31,04 11,326<br>178,01 31,01 15,83<br>P 28,1 F 13,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.52 770 B.50 866<br>5 Ha (stl) (16,0 × 14,4) (20,8 20,8 20,8 20,8 × 16,0) ER | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>8 500bhp (6 252kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>13,75kn |

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| 7334618<br>175<br>Rt | **STOYAN PAVLOV**<br>**"Georgi Dimitrov" Shipyard**<br>Varna Bulgaria | **142**<br>36<br>51 | BR | **1971** "Georgi Dimitrov" Shipyard—Varna<br>27,01 6,81 2,601<br>3,18<br>1 dk | **TM Tug** | S.K.L.<br>2 Oil 4SA each 8Cy. 240 × 360<br>E made68 fitted71<br>VEB Schwermasch. "Karl Liebkn<br>(SKL)<br>Gen 2 × 26kW 225V a.c. |
| 8422400<br>*LZGX*<br>RTv | **STOYKO PEEV**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria<br>SatCom: 1435230/PEEV | **9 548**<br>3 586<br>9 141 | BR | **1985** "Georgi Dimitrov" Shipyard—Varna (207)<br>148,67 (BB) 21,49 7,651<br>136,02 21,01 10,93<br>1 dk | **M Container Ship**<br>Fixed-guides<br>TEU 484 C. 484/20' (40') incl. 64 ref C.<br>11 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 670 × 1400<br>9 048bhp (6 655kW)<br>Bryansk Eng. Works<br>Gen 3 × 504kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller<br>Fuel 304,0t (d.o.) 1 071,0t (hvf)-4 |
| 8137146<br>*PF7953*<br>RTv | **STRAHL-O-MATIC**<br>**Heinrich J. P. Muhlan G.m.b.H & Co. KG**<br>Schiedam Netherlands | **566**<br>224<br>1 000 | GL | **1963** Blohm & Voss A.G.—Hamburg (826)<br>52,38 9,53 —<br>49,71 3,10<br>B 6,8 1 dk | **M Sand Carrier** | Deutz<br>Vee Oil 4SA 12Cy. 135 × 160 sr<br>shaft<br>213kW (290bhp)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 260kW 1 × 190,4kW |
| 7357529<br>*ELCY7*<br>7412<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STRAHLHORN**<br>ex Trade Unity-84 ex Belgium-83<br>ex Mineral Belgium-79<br>**Trade Insurance Inc.**<br>Marine Management Services M.C.<br>Monrovia Liberia<br>SatCom: 1243472/STRA | **31 725**<br>26 277<br>66 513<br>T/cm<br>67,2 | NV<br>✠Classed LR until 1/6/84 | **1976**-6 N.V. Boelwerf S.A.—Tamise/Temse (1486)<br>234,80 (BB) 32,09 13,267<br>223,86 32,01 18,19<br>B 27,2 F 17,7 1 dk | **M Bulk Carrier**<br>9 Ho 19,7 18,7 19,1 19,1 20,7 19,1 19,1 19,1 18,5 ER<br>G.78 359 B.76 696<br>9 Ha (stl) (13,0T × 11,8) (13,0 13,0 13,0 13,0 13,0 13,0 13,0 13,0 × 13,7) ER | MAN<br>Oil 2SA 7Cy. 860 × 1600<br>16 100bhp (11 843kW)<br>A.C.E.C.<br>Gen 3 × 356kW 450V 60Hz a.c.<br>Fuel 257,5t (d.o.) 1 959,5t (hvf) |
| 7026493<br>329995 | **STRAIT CARRIER II**<br>ex Michel-Pierre-89<br>**Oswan Tucker**<br>St. John's, Nfl. Canada | **104**<br>51<br>— | | **1969** Le Chantier Naval Ltee.—Middle Caraquet, N.B.<br>*20,85* 6,25<br>3,00<br>1 dk | **Wood M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. |
| 8208476<br>*YDZW*<br>Esd Rdr Rt | **STRAITS BAHARI**<br>**P.T. Indo Straits**<br>Jakarta Indonesia | **178**<br>0<br>191 | KI (AB) | **1983** A.S.D. Marine (Pte.) Ltd.—Singapore (101)<br>28,02 3,510<br>25,51 8,11 4,02<br>1 dk<br>BK 18 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 ×<br>clutches, flexible couplings & d<br>to sc. shafts<br>General Motors Corp., Detroit Dies<br>Div.<br>Gen 2 × 45kW a.c. |
| 5069295<br>*9VWQ*<br>196872<br>Df Esd Gc<br>Rdr RTm/h/v | **STRAITS HOPE**<br>ex Island Chief-78 ex Chetoo-70<br>**Straits Shipping Pte. Ltd.**<br>Kapal Management (Pte.) Ltd.<br>Singapore Singapore | **3 928**<br>1 705<br>5 530 | GL<br>✠Classed LR until 3/87 | **1958**-8 Taikoo Dockyard & Eng. Co.—Quarry Bay, Hong Kong (416)<br>128,71 17,07 6,890<br>118,88 17,00 10,22<br>P 9,8 F 11,0 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>RW rf 76 | **M General Cargo**<br>Ref 2P<br>4 Ho 16,4 21,2 9,1DT 20,5 17,5<br>G.10 695 B.9 775 In.373<br>5 Ha (stl) (8,2 × 5,1) (12,1 4,5 11,4 × 6,1) (8,3 × 5,4)<br>14W Der 4(10) 8(5) 2(3) | Doxford<br>Oil 2SA 4Cy. 670 × 2140 exhaust<br>4 450bhp (3 273kW)<br>Taikoo Dock & Eng. Co.<br>Gen 3 × 180kW 220V d.c.<br>Fuel 706,0t (hvf) |
| 7107156<br>*9VAC*<br>344179<br>Df Esd Gc<br>Rdr Rt | **STRAITS PRIDE**<br>ex Dollart-81 ex Ambrose-76<br>ex Dollart-74<br>**Straits Shipping Pte. Ltd.**<br>Kapal Management (Pte.) Ltd.<br>Singapore Singapore | T.Mk<br>**1 500**<br>922<br>2 700<br>**3 005**<br>1 855<br>4 399 | GL | **1971** Ast. del Cadagua W. E. Gonzalez S.A. —Bilbao (82)<br>104,25 14,56 —/6,590<br>92,11 14,51 8,31<br>P 14,7 F 9,2 2 dks | **M General Cargo**<br>Mchy.aft<br>G.6 510 B.5 995<br>TEU 235 C. 235/20' | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 sr g<br>shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. |
| 6823595<br>*9VER*<br>384315<br>Df Esd Gc<br>RdrRTm | **STRAITS STAR**<br>ex Kris Melela-90 ex Tugela-79<br>**Straits Shipping Pte. Ltd.**<br>Kapal Management (Pte.) Ltd.<br>Singapore Singapore | *3 077*<br>*1 847*<br>4 572 | GL<br>✠Classed LR until 2/86 | **1969**-2 Barens SB. & Eng. Corp. Ltd.—Durban (34)<br>95,71 14,53 6,547<br>85,55 14,48 8,13<br>F 8,9 2 dks<br>rf nil | **M General Cargo**<br>3 Ho 6,5DT 11,0 20,1 22,7 ER<br>G.6 060 B.5 351 L.233<br>3 Ha (stl) (9,1 14,9 17,6 × 6,7) ER<br>2W Cr 2(5) Der 1(25) | Sulzer<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 175kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| 8218055<br>*YDZX*<br>Esd Rdr Rt | **STRAITS TEAMWORK**<br>**P.T. Indo Straits**<br>Jakarta Indonesia | **209**<br>8<br>191 | KI (AB) | **1983** A.S.D. Marine (Pte.) Ltd.—Singapore (102)<br>28,02 3,509<br>25,51 8,11 4,02<br>1 dk<br>rf 660 | **TM Tug** | Waukesha<br>2 Vee Oil 4SA each 12Cy. 216 × 2<br>sc. shafts<br>Waukesha Engine Div. Dresser Indu<br>Inc.<br>Gen 2 × 52kW 200/400V a.c. |
| 5290961<br>314818 | **STRAITS TRAVELLER**<br>ex Rayonier No.2<br>**RivTow Straits Ltd.**<br>Vancouver, B.C. Canada | **2 970**<br>2 970<br>— | ✠**100A** SS 1/90<br>pontoon<br>EL (u)<br>FN 2277 | **1961**-11 Allied Shipbuilders Ltd.—North Vancouver, B.C. (121)<br>99,68 18,95 3,890<br>94,49 18,90 5,19<br>F 7,4 1 dk<br>rf nil conv Log-tipping Pontoon Deck Cargo 82 | **Deck Cargo Pontoon** | |
| 7024005<br>*9VBH*<br>382366<br>Df Esd Gc<br>Rdr RTm/h/v | **STRAITS VENTURE**<br>ex Gothia-81<br>Launched as Taurus<br>**Venture Shipping Pte. Ltd.**<br>Singapore Singapore | T.Mk<br>**999**<br>664<br>2 070<br>**2 380**<br>1 551<br>4 000 | GL | **1970** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (643)<br>90,81 13,85 4,801/6,500<br>83,44 13,81 8,01<br>B 13,5 F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 26,3 31,1 ER<br>G.5 397 B.4 986<br>2 Ha (stl) (19,2 25,2 × 10,2) ER<br>4W Cr 1(6) Der 2(25) 1(12) | MaK<br>Oil 4SA 6Cy. 450 × 550<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau<br>Gen 4 × 136kW 380V 50Hz a.c.<br>Fuel 173,5t (d.o.) |
| 7206031<br>*VKSM*<br>344008<br>Esd Gc Rdr Rt<br>AMVER | **STRAITSMAN**<br>**L. D. Marine & Ship Repairs**<br>*Hobart, Tas.* Australia | **726**<br>207<br>1 053 | ✠**100A1** CS 8/90<br>Bass Strait service<br>✠**LMC** **UMS**<br>EL M 1¼"U2<br>FN 1082 | **1972**-4 North Queensland Engineers & Agents Pty. Ltd.—Cairns (39)<br>62,59 11,84 3,830<br>55,00 11,59 8,08<br>Ba 15,9 F 5,8 2 dks<br>rf 584 | **TM RoRo Cargo/ Livestock Carrier**<br>Stern door<br>Mchy.aft<br>TEU 6 C.Dk 6/20' | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292<br>flexible couplings & sr reverse<br>shafts<br>1 600bhp (1 177kW)<br>Lister Blackstone Mirrlees Marine<br>Gen 2 × 125kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd |
| 7233010<br>*IBEO*<br>31<br>Df Esd Gc<br>Rdr Rt | **STRALE**<br>**"CIANE-ANAPO" Compagnia di Navigazione e Bunkeraggi S.p.A.**<br>Augusta Italy | **5 183**<br>3 011<br>8 331<br>T/cm<br>17,4 | RI | **1974** Cant. Nav. Apuania—Marina di Carrara (99)<br>135,90 16,44 7,430<br>125,58 16,43 8,92<br>1 dk<br>Bow/CM 57 Diam. 0,300 | **M Tanker**<br>Stern disch.<br>6 Ta ER 12 Wing Ta<br>L.(oil) 11 207<br>5 Cargo pumps total 2 730T/hr | GMT<br>Oil 2SA 6Cy. 680 × 1200<br>7 650bhp (5 627kW)<br>Fiat S.G.M. |
| 7803918<br>*URAK*<br>M-31284<br>Df Esd Gc<br>Pfd Rdr Rt | **STRALSUNDSKIY KORABEL**<br>Launched as Kharku<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**3 147**<br>1 386<br>2 117 | RS | **1978** VEB Volkswerft Stralsund—Stralsund (485)<br>101,45 (BB) 15,22 5,701<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (stl) (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>6W Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock<br>Controllable pitch propeller |

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| **STRANA SOVIETOV**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1972** U.S.S.R.<br>114,03 13,21 3,652<br>108,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn |
| **STRAND**<br>**Rogaland Trafikkselskap A/S**<br>Stavanger Norway | **930**<br>499<br>446 | (NV) | **1982** Sterkoder M/V A/S—Kristiansund N. (94)<br>74,66 13,90 3,590<br>61,22 13,71 4,53<br>1 dk<br>rf 1943 | **M RoRo Cargo/Ferry** 500dk P<br>Cars 90<br>Mchy.aft | Wichmann 7AXA<br>Oil 2SA 7Cy. 300 × 450<br>2 035bhp (1 497kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 110kW 220V 50Hz a.c.<br>Controllable pitch propeller , 1 fwd<br>Fuel 46,5t (d.o.)-8,5pd<br>13kn |
| **STRAND SENIOR**<br>ex Nordervon-85<br>**P/R Strand Senior**<br>Olav Strand<br>Aalesund Norway | *964*<br>*299*<br>— | NV | **1968** Brattvag Skipsinnredning & J. Johansens Sveiseverks.—Brattvag (23)<br>59,21 9,17 5,246<br>50,91 9,15 5,39<br>2 dks<br>rf 1499 BK 157 len 70 | **M Fishing**<br>Side-fishing<br>9 Ta ER<br>10 Ha<br>6 Wing Ha ER<br>1W Der 1(3) | Polar<br>Vee Oil 4SA 12Cy. 250 × 300<br>1 800bhp (1 324kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 190kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **STRANDBY**<br>**A/S Strandby**<br>Tromso Norway | **150**<br>53<br>128 | (NV) | **1978** FEAB Marstrandsverken—Marstrand (132)<br>27,06 7,01 3,607<br>24,19 3,46<br>1 dk & S dk<br>rf 1003 Box K 140 | **M Fishing** OSD<br>Long-line<br>Mchy.aft | Grenaa<br>Oil 4SA 6Cy. 240 × 300<br>662kW (900bhp) NE 89<br>Grenaa Motorfabrik, A/S Grenaa<br>Gen 2 × 112kW 220V 50Hz a.c.<br>Controllable pitch propeller |
| **STRANDE**<br>**Kieler Verkehrs A.G. (KVAG)**<br>Kiel Federal Republic of Germany | *266*<br>*105*<br>50 | GL | **1984** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (214)<br>32,90 (BB) 7,90 2,253<br>29,49 7,60 3,31<br>1 dk | **M Ferry** | MWM D440-6<br>Oil 4SA 6Cy. 230 × 270 with flexible couplings & sr reverse geared to sc. shaft<br>340bhp (250kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Thw. thrust propeller fwd<br>11,5kn |
| **STRANDEBARM**<br>**Hardanger Sunnhordlandske D/S**<br>Bergen Norway | **486**<br>227<br>— | (NV) | **1971** Hatlo Verksted A/S—Ulsteinvik (42)<br>44,35 10,60<br>40,52 10,55 4,22<br>1 dk<br>BK 102 | **M RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Cars 35<br>Mchy.aft | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>900bhp (662kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 50kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **STRANDINGUR**<br>**P/f Langanes**<br>Strendur Faeroes (Danish) | **254**<br>110<br>— | NV | **1963** P/f Skala Skipasmidja—Skala (2)<br>36,76 7,55<br>32,21 7,32 3,87<br>2 dks<br>rf 1148 BK 152 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>3 Ha (1,2 1,3 1,8 × 1,2) ER<br>1W Der 1(-) | Volund<br>Oil 4SA 6Cy. 300 × 410<br>450bhp (331kW)<br>A/S Volund Kobenhavn<br>Gen 2 × 60kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **STRANDJA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **6 119**<br>3 237<br>9 406 | BR<br>✠Classed LR until 2/71 | **1965**-11 Hakodate Dock Co. Ltd.—Hakodate (368)<br>126,02 17,66 7,601<br>118,01 17,61 10,19<br>F 12,2 1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>4 Ho 19,7 21,0 17,9 21,0 ER<br>G.12 074<br>4 Ha (stl) (11,2 × 7,6) (13,4 13,4 13,4 × 9,1) ER<br>Cr 3(8) | B&W 5-50VT2BF-110<br>Oil 2SA 5Cy. 500 × 1100<br>3 850bhp (2 832kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 170kW 390V 50Hz a.c.<br>Fuel 505,0t (hvf)<br>13kn |
| **STRANGER**<br>**Hoang van Nguyen**<br>Tampa, Fl United States of America | **125**<br>85<br>— | | **1973** Desco Marine—St. Augustine, Fl (F122)<br>*20,97* 6,74<br>3,81 | **Reinforced Plastic M Fishing** | Oil<br>365bhp (268kW)<br>............<br>Fuel (d.o.) |
| **STRANGFORD FERRY**<br>**Down County Council**<br>Belfast United Kingdom | **186**<br>83<br>65 | | **1969** Verolme Cork Dockyards Ltd.—Cork (811)<br>50,14 11,08 1,651<br>... ... ...<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P | Kelvin<br>2 Oil 4SA each 8Cy. 165 × 184<br>304bhp (224kW)<br>English Electric Diesels Ltd. Kelvin Mar. Div. Glasgow<br>10kn |
| **STRANTON**<br>**Tees & Hartlepool Port Authority**<br>West Hartlepool United Kingdom | **145**<br>0<br>— | ✠Classed LR until 1/63 | **1959**-11 P. K. Harris & Sons Ltd.—Appledore (124)<br>31,40 8,21 2,902<br>28,35 7,88 3,59<br>1 dk<br>rf 178 BK 51 | **TM Tug**<br>Fire-fighting<br>1 Ha (1,9 × 1,0) | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 46kW 110V d.c.<br>Fuel (d.o.) |
| **STRATHFARRAR**<br>ex Stad Troll-88<br>**A/S Ivarans Rederi**<br>BP Shipping Ltd. (Offshore Group)<br>Aberdeen United Kingdom | T.Mk<br>**1 670**<br>821<br>2 500 | NV | **1979** Molde Verft A/S—Hjelset (162)<br>81,08 18,04 4,301<br>76,21 18,01 7,12<br>F - 2 dks | **TM Supply Ship**<br>Deck Cargo Diving Support<br>Moonpool<br>Mchy.aft<br>16 Ta<br>L.2 500 | Polar F212V-B<br>2 Vee Oil 4SA each 12Cy. 250 × 300<br>4 600bhp (3 384kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 808kW 1 × 250kW 1 × 125kW 450V 60Hz a.c.<br>2 Thw. thrust propellers fwd , 1 aft<br>14kn |
| **STRATHSPEY**<br>ex Stigarklettur-87 ex Vestfinnur-85<br>**James Buchan**<br>Peterhead Fishermen Ltd.<br>Peterhead United Kingdom | **119**<br>42<br>— | ✠Classed LR until 12/4/88 | **1973**-12 J. Lewis & Sons Ltd.—Aberdeen (383)<br>26,24 6,79 2,801<br>23,50 6,71 3,36<br>F 3,7 1 dk<br>rf 1067 BK 152 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>636bhp (468kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 35kW 415V 50Hz a.c.<br>Fuel (d.o.) |
| **STRATIS**<br>ex Vasilis VI-86 ex Iakovos K-81<br>ex Emanuela-70 ex Terschelling-68<br>ex Hunzestroom-62 ex Terschelling-60<br>ex Vliestroom-57 ex Terschelling-55<br>**Stamatis Papademetriou & Nikolaos Kafiris**<br>Thessaloniki Greece | **500**<br>339<br>850 | (BV) | **1951** N.V. Scheeps. "Vooruitgang"—Foxhol (170)<br>57,59 9,05 3,696<br>52,86 9,00 4,30<br>P 13,5 F 8,6 1 dk | **M General Cargo**<br>1 Ho 35,9 ER<br>G.1 133 B.1 019<br>2 Ha (11,8 12,0 × 5,0) ER<br>2W Der 2(3) | De Industrie<br>Oil 4SA 8Cy. 305 × 460<br>700bhp (515kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 1 × 7kW 1 × 5kW 110V d.c.<br>Fuel 65,0t (d.o.)<br>10kn |
| **STRATMANN**<br>ex Seatruck-88 ex W. Th. Stratmann-82<br>**Clipper Cargoes Co. Ltd.**<br>Road Bay Anguilla (British) | **163**<br>—<br>94 | (GL) | **1955** J. Oelkers—Hamburg (525)<br>28,91 7,65 3,048<br>26,50 7,60 3,89<br>1 dk<br>RW | **D-E Tug** | MAN G8V22/33<br>2 Oil 4SA each 8Cy. 220 × 330 driving 2 gen. each 395kW 400V d.c. connected to 2 elec. motors (WL) & sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 43kW 220V d.c.<br>Fuel (d.o.) |
| **STRATOS S**<br>ex Achaios ex Coriolanus-81<br>**Atlantida Compania Naviera S.A.**<br>Lagousses Shipping Co. S.A.<br>San Lorenzo Honduras | **1 105**<br>360<br>— | ✠Classed LR until 3/6/87 | **1967**-5 Yarrow & Co. Ltd.—Glasgow (2270)<br>*63,37* 11,92 4,573<br>59,14 11,89 7,62<br>F 30,5 2 dks<br>rf 914 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft<br>In.481 | National Gas<br>Oil 4SA 8Cy. 381 × 508<br>2 350bhp (1 729kW)<br>Mirrlees National Ltd. Stockport<br>Gen 2 × 330kW 2 × 57kW 220V d.c.<br>Controllable pitch propeller<br>15,5kn |

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| **7638181**<br>*UEIU*<br>M-31251<br>Df Esd Gc<br>Pfd Rdr Rt | **STRATOSFERA**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | **3 931**<br>1 810<br>2 118 | RS | **1977** VEB Volkswerft Stralsund—Stralsund (463)<br>101,48 (BB) 15,22 5,600<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (2,2 × 2,2) (2,3 × 2,3)<br>6W Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DM<br>Controllable pitch propeller |
| **7385693**<br>*ELAC9*<br>6821<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STRATUS**<br>ex Astrapesa Uno-80<br>**Marine Transport Corp. (MATRACOR)**<br>Total Compagnie Francaise de Navigation (T.C.F.N.)<br>Monrovia Liberia<br>SatCom: 1242336/STRA | **64 426**<br>53 078<br>132 207 | ✠100A1 SS 6/89<br>oil tanker<br>✠LMC UMS<br>IGS<br>EL Ut 715,0/90,0U3<br>FN 16503 | **1979**-1 Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (209)<br>Cmd.**1980**-9<br>276,51 (BB) 40,06 16,909<br>265,01 40,01 22,26<br>F 21,4 1 dk<br>rf nil Diam. 0,410 MH 2,1 | **M Tanker**<br>COW IGS (LR)<br>14 Ta ER<br>L.(oil) 164 000<br>3 Cargo pumps total 8 010T/hr | B&W<br>Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW)<br>Ast. Espanoles S.A. Manises W<br>2 WTAuxB primary 40kgf/$\text{cm}^2$ (39,3ba<br>secondary 15lbf/$\text{in}^2$ (1,1bar) Spr<br>15kgf/$\text{cm}^2$ (14,8bar) hs1649,0<br>AuxB (ex.g) 15kgf/$\text{cm}^2$ (14,8bar)<br>Gen 1 × 900kW 2 × 700kW 450V<br>Fuel 360,5t (d.o.) 7 206,0t (hvf) |
| **5005500**<br>*HIJI*<br>2038<br>DfRTm | **STRATUS**<br>ex Zandkreek-75 ex Agnes-74<br>ex Westa-62 ex Maria Theresia-59<br>**Transportadora Maritima S.A. (Transmar S.A.)**<br>Santo Domingo Dominican Rep. | **391**<br>205<br>559 | ✠Classed LR until 15/7/77 | **1949**-3 N.V. Sch. Delfzijl v/h Sander—Delfzijl (182)<br>49,99 7,88 3,188<br>44,99 7,80 3,31<br>RQD 27,5 F 6,4 1 dk<br>RW | **M General Cargo**<br>1 Ho 28,5 ER<br>G.765 B.752<br>2 Ha (each 10,1 × 4,2) ER<br>Der 2(2) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>395bhp (291kW)<br>N.V. Werkspoor<br>Gen 2 × 5kW 110V d.c.<br>Fuel 30,5t (d.o.) |
| **7925156**<br>*LIOD*<br>19359<br>Df Esd Gc<br>Pfd Rdr Rt | **STRAUMBERG**<br>**Oskar Hansen**<br>Mosjoen Norway | **342**<br>162<br>— | | **1979** Rabben Mek. Verksted—Bekkjarvik<br>30,33 8,26 5,052<br>25,81 6,71<br>2 dks | **M Fishing**<br>Side-fishing Long-line<br>Mchy.aft | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 geared to sc.<br>850bhp (625kW)<br>Caterpillar Tractor Co.<br>Controllable pitch propeller |
| **5354573**<br>*LEZX*<br>8187<br>Rt | **STRAUME**<br>ex Telemark I-72 ex Svein-45<br>ex Graasten ex Emilie<br>**Anders Utkilens Rederi A/S**<br>Bergen Norway | **115**<br>50<br>152 | | **1907** Kjobenhavns Flydedok & Skibsvaerft —Kjobenhavn (64)<br>27,64 5,49<br>5,47 2,60<br>1 dk<br>R | **M General Cargo**<br>1 Ho ER<br>1 Ha (8,0 × 2,4) ER<br>1W Der 1(-) | General Motors<br>Oil 2SA 8Cy. 108 × 127<br>350bhp (257kW) NE 73<br>General Motors Corp.<br>Fuel (d.o.) |
| **6727375**<br>*LMNF*<br>16866<br>Df Esd Rdr<br>RTh | **STRAUMFOSS**<br>ex Lidrott-70<br>**Bjarne Fagertun**<br>Svolvaer Norway | **179**<br>111<br>282 | NV | **1967** Schps. "Hoogezand" J. Bodewes —Hoogezand (140)<br>32,62 7,04 2,826<br>29,52 7,00 3,10<br>1 dk<br>rf 246 | **M General Cargo**<br>1 Ho 18,9 ER<br>G.374 B.354<br>1 Ha (stl) (13,1 × 4,2) ER<br>1W Der 1(2) | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>300bhp (221kW)<br>Caterpillar Tractor Co.<br>Fuel 14,0t (d.o.)-1,5pd |
| **8834330**<br><br>4467 | **STRAVON**<br>**Marine Industrial Services Ltd.**<br>Piraeus Greece | **117**<br>—<br>— | HR | **1988** "Naus" Shipyard Philippou Bros. S.A. —Perama<br>32,72 - 2,000<br>29,20 6,10 3,50<br>1 dk | **M Research** | MAN<br>2 Vee Oil 4SA each 12Cy. 125 × 142<br>2 648kW (3 600bhp)<br>MAN Nutzfahrzeuge A.G.<br>Gen 2 × 220kW 380V a.c. |
| **7021857**<br><br><br>Df Esd Rdr<br>Rt | **STRAZAK-3**<br>**Morski Port Handlowy Gdansk**<br>Gdansk Poland | **112**<br>30<br>— | (PR) | **1965** VEB Schiffswerft Berlin—East Berlin<br>32,16 5,92 1,728<br>29,34 5,77 2,62<br>1 dk | **TM Firefloat**<br>Salvage<br>Ice strengthened | S.K.L.<br>2 Oil 4SA each 6Cy. 180 × 260<br>540bhp (397kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 1 × 20,75kW 1 × 14kW 400V a. |
| **7643784**<br><br><br>Esd Rdr Rt | **STRAZAK-5**<br>**Morski Port Handlowy Gdansk**<br>Gdansk Poland | **276**<br>72<br>41 | PR | **1976** Stocznia Remontowa "Nauta"—Gdynia (SP2700/357)<br>37,32 9,78 2,620<br>36,12 9,24 3,61<br>1 dk | **M Fire-fighting Tender**<br>Ice strengthened | GMT<br>Vee Oil 4SA 12Cy. 300 × 450 reductio<br>sc. shaft<br>2 700bhp (1 986kW)<br>H. Cegielski<br>Gen 2 × 120kW 380V 50Hz a.c. 1 ×<br>400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7021869**<br><br><br>Rdr | **STRAZAK-11**<br>**Morski Port Handlowy Gdynia**<br>Gdynia Poland | **112**<br>30<br>— | PR | **1965** VEB Schiffswerft Berlin—East Berlin<br>32,16 5,92 2,600<br>29,34 5,77 3,60<br>1 dk | **TM Firefloat**<br>Salvage<br>Ice strengthened | S.K.L.<br>2 Oil 4SA each 6Cy. 180 × 260<br>540bhp (397kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 33kW 400V a.c. |
| **7724320**<br><br><br>Esd Rdr Rt | **STRAZAK-14**<br>**Morski Port Handlowy Gdynia**<br>Gdynia Poland | **276**<br>72<br>42 | PR | **1977** Stocznia Remontowa "Nauta"—Gdynia (SP2700/368)<br>37,34 10,01 3,099 (aft)<br>36,12 9,22 3,61<br>1 dk | **M Fire-fighting Tender**<br>Ice strengthened | GMT<br>Vee Oil 4SA 12Cy. 300 × 450 reductio<br>sc. shaft<br>2 700bhp (1 986kW)<br>H. Cegielski<br>Gen 2 × 120kW 380V 50Hz a.c. 1 ×<br>400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7021883**<br><br><br>Esd Rdr Rt | **STRAZAK-22**<br>**Zarzad Portu Szczecin**<br>Szczecin Poland | **112**<br>30<br>— | (PR) | **1965** VEB Schiffswerft Berlin—East Berlin<br>32,16 5,92 1,728<br>29,34 5,77 2,62<br>1 dk | **TM Firefloat**<br>Salvage<br>Ice strengthened | S.K.L.<br>2 Oil 4SA each 6Cy. 180 × 260<br>540bhp (397kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 20kW 400V a.c. |
| **7909918**<br><br><br>Esd Rdr Rt | **STRAZAK-25**<br>**Zarzad Portu Szczecin**<br>Szczecin Poland | **276**<br>72<br>— | PR | **1978** Stocznia Remontowa "Nauta"—Gdynia (2700/372)<br>37,34 3,600<br>36,17 9,22 3,61<br>1 dk | **M Fire-fighting Tender**<br>Ice strengthened | GMT<br>Vee Oil 4SA 12Cy. 300 × 450<br>sc. shaft<br>2 700bhp (1 986kW)<br>H. Cegielski<br>Gen 2 × 120kW 380V 1 ×<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8133528**<br>*ULOG*<br>M-39731<br>Df Esd Rdr<br>RTv | **STRAZH**<br>ex RS-300 No. 156<br>**Yugryba**<br>(Skadovsk) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1982** ..............U.S.S.R.<br>34,01 7,10 2,900<br>29,98 - 3,66<br>1 dk | **M Fishing**<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |

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| **STREHAIA**<br>**Intreprinderea de Exploatare a Floti Maritime NAVROM**<br>Constantza<br>Romania | **740**<br>734<br>1 500 | RNR | **1977** Santierul Naval Orsova—Orsova<br>60,05 11,00 3,422<br>58,50 4,02<br>1 dk | **TM General Cargo Barge**<br>Ice strengthened<br>1 Ho 33,9 ER<br>B.940<br>1 Ha (33,9 × 8,9) ER | M.T.U. 6R493TY60<br>2 Oil 4SA each 6Cy. 175 × 205 geared to sc. shaft<br>680bhp (500kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 1,75kW 24V d.c.<br>Fuel 30,5t (d.o.) 5,5kn |
| **STRELKA**<br>**Dalryba**<br>(Vladivostok)<br>(U.S.S.R.) | **163**<br>39<br>89 | RS | **1973** .............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **STRELNA**<br>**Dalryba**<br>(Okhotsk)<br>(U.S.S.R.) | **163**<br>39<br>89 | RS | **1973** .............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,6 × 1,3)<br>Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **STRELNYA**<br>**Zapryba**<br>(Kaliningrad)<br>(U.S.S.R.) | *721*<br>*216*<br>387 | RS | **1987** .............U.S.S.R.<br>54,82 9,95 4,140<br>50,30 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| **STRELOK**<br>**Sevryba**<br>(Murmansk)<br>(U.S.S.R.) | *1 895*<br>*568*<br>690 | RS | **1986** VEB Volkswerft Stralsund—Stralsund (698)<br>62,25 13,82 5,220<br>55,00 13,81 9,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>B.55 In.580 L.18 | S.K.L. 8VD26/20AL-2<br>2 Oil 4SA each 8Cy. 200 × 260 sr geared to sc. shaft<br>1 764kW (2 398bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 640kW a.c. 3 × 568kW a.c. 1 × 260kW a.c.<br>Controllable pitch propeller<br>12,9kn |
| **STRELSK**<br>**Dalryba**<br>(Magadan)<br>(U.S.S.R.) | **163**<br>39<br>89 | RS | **1976** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9kn |
| **STREMBINGUR**<br>ex Logos-82<br>**A/S P/f Lykkjan**<br>Vigar Oknadal<br>Skopen<br>Faeroes (Danish) | **242**<br>109<br>— | NV | **1974** J. M. Kleivset—Bardset, Nordmore (173)<br>34,55 8,26 2,820<br>30,97 8,23 6,13<br>1 dk & S dk<br>rf 648 BK 221 | **M Fishing** OSD<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>1 Ha (3,2 × 4,9) ER | Alpha 8L23/30<br>Oil 4SA 8Cy. 225 × 300<br>1 240bhp (912kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 152kW 1 × 68kW 1 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **STREMITELNYY**<br>**Zapryba**<br>(Kaliningrad)<br>(U.S.S.R.) | **1 070**<br>—<br>510 | (RS) | **1957** Valmet Oy Pansion Tehdas—Turku/Abo (226)<br>61,35 11,94 4,501<br>56,85 11,46 5,52<br>1 dk | **M Tug**<br>Salvage<br>Ice strengthened<br>1 Ho<br>B.111<br>1 Ha (2,8 × 1,5)<br>2W Der 1(10) 1(2) | MAN<br>Oil 2SA 5Cy. 520 × 700<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>13,75kn |
| **STRENUUS**<br>**Rimorchiatori Riuniti Panfido e C. S.p.A.**<br>Venezia<br>Italy | **269**<br>77<br>— | RI | **1959** Cant. Nav. Breda S.p.A.—Venezia (211)<br>34,93 8,31 3,760<br>31,02 8,28 4,50<br>1 dk<br>RW | **M Tug**<br>Salvage<br>Der 1(3) | Deutz<br>Oil 4SA 6Cy. 420 × 660<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 1 × 12kW 115V d.c.<br>Fuel (d.o.) |
| **STRETTO MESSINA**<br>Launched as Stretto di Messina<br>**Tourist Ferry-Boat S.p.A.**<br>Messina<br>Italy | **1 391**<br>372<br>2 500 | RI | **1988** C.N. "Visentini" di Visentini Francesco & C. —Donada (155)<br>94,11 17,02 3,805<br>85,95 17,00 4,95<br>1 dk | **M RoRo Cargo/Ferry** —P | Nohab F212V<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with flexible couplings & geared to sc. shaft<br>3 678kW (5 000bhp)<br>Wartsila Diesel AB Trollhattan<br>propeller double ended |
| **STREYMBORG**<br>ex Livia-78 ex Else-77 ex Ellen Peter-71<br>ex Tylesand-65 ex Ulla-56<br>**P/R Streymborg**<br>Arnold Joensen<br>Runavik<br>Faeroes (Danish) | **259**<br>147<br>340 ✠ | | **1937**-6 Lodose Varv A/B—Lodose<br>*39,39* 7,22 3,658<br>7,19<br>1 dk<br>RW BK 305 len 48 | **M General Cargo**<br>1 Ho ER<br>G.425 B.396<br>2 Ha (each 8,0 × 3,9) ER<br>2W Der 2(1,5) | Alpha 404-24VO<br>Oil 2SA 4Cy. 240 × 400<br>177kW (241bhp) NE 48<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Fuel 7,0t (d.o.)-1,5pd 8,5kn |
| **STREZHEVOY**<br>**Dalryba**<br>(Vladivostok)<br>(U.S.S.R.) | **710**<br>206<br>349 | RS | **1976** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>12,75kn |
| **STRIDE**<br>ex Thorhild-87<br>**Black Seaway Pte. Ltd.**<br>Denholm Ship Management (Singapore) Pte. Ltd.<br>Singapore<br>Singapore | **31 782**<br>22 839<br>53 740<br>T/cm<br>58,8 | NV | **1979** Uddevallavarvet AB—Uddevalla (306)<br>206,86 32,26 12,653<br>200,44 32,24 17,33<br>F - 1 dk<br>rf nil Bow/CM 98 Diam. 0,310 | **M Ore/Bulk/Oil Carrier**<br>COW IGS SBT Str. heavy cargoes DB<br>8 Ho/Ta 18,9 19,8 19,8 19,8 19,8 14,4 19,8 20,7 ER<br>G.65 897 L.(oil) 66 824 HeCls. BC<br>8 Ha (stl) (12,5T × 10,3) (12,5 12,5 12,5 12,5 10,7 12,5 12,5 × 16,0) ER<br>7 Cargo pumps total 4 500T/hr | B&W 6K80GF<br>Oil 2SA 6Cy. 800 × 1950<br>15 800bhp (11 622kW)<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 710kW 440V 60Hz a.c.<br>Fuel 2 421,0t-45,0pd 15,5kn |
| **STRIDENCE**<br>**Crescent Shipping Ltd.**<br>Rochester<br>United Kingdom | T.Mk<br>**698**<br>439<br>1 821 | ✠**100A1**<br>✠**LMC** **UMS**<br>EL (J) 385,0/30,0U2<br>FN 1363 | **1983**-5 Cochrane Shipbuilders Ltd.—Selby (123)<br>84,71 11,49 3,447<br>81,01 11,41 5,41<br>RQD 15,9 RFD 8,9 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 54,6 ER<br>G.2 478 B.2 472<br>1 Ha (stl) (50,0 × 8,2) ER | Callesen 8-427-HTKO<br>Oil 4SA 8Cy. 270 × 400 with clutches, flexible couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Gen 1 × 122kW 2 × 100kW 1 × 40kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 72,5t (d.o.)-4,0pd 10kn |

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| **7725283**<br>*C6JJ9*<br>384207<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STRIDER ISIS**<br>ex Forum New Zealand-87<br>ex Strider Isis-80<br>**K/S SC Strider Isis**<br>V. Ships (UK) Ltd.<br>Nassau Bahamas<br>SatCom: 1103406/ISIS | **6 265**<br>3 875<br>6 945 | BV<br>✠Classed LR until 21/4/87 | **1978**-12 Kagoshima Dock & I.W. Co. Ltd.<br>—Kagoshima (122)<br>126,68 (BB) 20,05 7,454<br>114,79 20,01 10,49<br>P 24,1 F 10,7 1 dk<br>rf nil | **M RoRo Cargo/Container Ship**<br>Fixed-guides<br>Angled stern ramp (s)<br>5 Ho 14,0 13,8 13,8 13,8 13,8 13,8 ER<br>TEU 351<br>C.Ho 208/20' (40') C.Dk 143/20' (40')<br>incl. 300 ref C.<br>10 Ha (stl) ER<br>Cr 1(30) | MAN<br>Vee Oil 4SA 16Cy. 400 × 540 sr<br>shaft<br>7 900bhp (5 811kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 4 × 650kW 445V 60Hz a.c.<br>Thw. thrust propeller |
| **7725295**<br>*C6JK2*<br>384213<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **STRIDER JUNO**<br>**K/S SC Strider Juno**<br>V. Ships (UK) Ltd.<br>Nassau Bahamas<br>SatCom: 1103410/JUNO | **6 265**<br>3 875<br>6 945 | BV<br>✠Classed LR until 8/7/83 | **1979**-5 Kagoshima Dock & I.W. Co. Ltd.<br>—Kagoshima (123)<br>126,68 (BB) 20,07 7,454<br>114,79 20,01 10,52<br>P 24,1 F 10,7 1 dk<br>rf nil | **M RoRo Cargo/Container Ship**<br>Fixed-guides<br>Angled stern ramp (s)<br>5 Ho 14,0 13,8 13,8 13,8 13,8 13,8 ER<br>TEU 351<br>C.Ho 208/20' (40') C.Dk 143/20' (40')<br>incl. 300 ref C.<br>10 Ha (stl) ER<br>Cr 1(30) | MAN<br>Vee Oil 4SA 16Cy. 400 × 540 sr<br>shaft<br>10 000bhp (7 356kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 4 × 650kW 445V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **7608045**<br>*9V3555*<br>384685<br>Rdr Rt | **STRIKE FORCE**<br>ex Sankei Maru-91<br>ex Eiho Maru No. 18-79<br>**Stead Fast Marine Services Pte. Ltd.**<br>Singapore Singapore | *307*<br>*161*<br>500 | GL | **1976** Ura Kyodo Zosensho K.K.—Awaji (168)<br>7,52 3,029<br>42,00 7,50 3,40<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320 reverse<br>to sc. shaft<br>552kW (750bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8218275**<br>*ELEH8*<br>7693<br>Df Esd Gc<br>Rdr RTv | **STRIKER**<br>ex Fahed I-85<br>**Norton Bay Shipping Inc.**<br>Kuwait Oil Tanker Co. S.A.K.<br>Monrovia Liberia<br>SatCom: 1245417/STRK | *815*<br>*245*<br>1 123 | BV | **1983** Southern Ocean SB. Co. (Pte.) Ltd.<br>—Singapore (143)<br>56,01 4,301<br>54,21 12,01 5,01<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Yanmar<br>2 Oil 4SA each 8Cy. 280 × 360 with<br>reverse geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 3 × 160kW 415V a.c.<br>Thw. thrust propeller fwd |
| **8615954**<br>*VM5303*<br>852352 | **STRIKER**<br>**Deepsea Fisheries Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **134**<br>39<br>— | | **1986** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A. (158)<br>24,87 6,74<br>6,71 3,79 | **M Fishing**<br>Stern Trawler Ref<br>In.75 | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 with<br>geared to sc. shaft<br>408bhp (300kW)<br>Caterpillar Inc. |
| **7642170**<br>*LCWT*<br>20642<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **STRIL EXPLORER**<br>ex Friedrich Heincke-90<br>**Simon Mokster**<br>Stavanger Norway | **369**<br>163<br>— | (GL) | **1968** Schiffsw. A. Pahl—Hamburg (328)<br>38,10 (BB) 9,02 3,442<br>34,45 9,00 4,02<br>B & F 17,4 1 dk | **M Research/Fishing**<br>Stern Trawler Biological Oceanographic<br>Ice strengthened | MWM<br>Vee Oil 4SA 12Cy. 180 × 220<br>920bhp (677kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 120kW 220V 50Hz a.c.<br>Controllable pitch propeller |
| **6724440**<br>*LNJG*<br>16912<br>Df Esd Gc<br>Pfd Rdr Rt | **STRIL GUARD**<br>ex Optinor-90 ex Hydrograf-89<br>**Simon Mokster**<br>Stavanger Norway | **303**<br>60<br>351 | NV | **1967** Mjellem & Karlsen A/S—Bergen (93)<br>38,97 7,83 2,941<br>35,11 7,80 4,07<br>1 dk<br>rf 996 BK 89 | **M Research**<br>Hydrographic<br>Ice strengthened<br>Mchy.aft | Caterpillar<br>Oil 4SA 8Cy. 170 × 190<br>587kW (798bhp) NE 90<br>Caterpillar Inc.<br>Gen 2 × 50kW 230V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 38,0t (d.o.)-3,5pd |
| **5148754**<br>*JXIA*<br>15254<br>Df Esd Gc<br>Rdr RTm/h/v | **STRIL HERKULES**<br>ex Jorpeland Herkules-90<br>ex Herkules-76<br>**Simon Mokster**<br>Stavanger Norway | *773*<br>*231*<br>— | NV | **1960** Mjellem & Karlsen A/S—Bergen (80)<br>53,83 10,02<br>46,03 9,96 5,67<br>1 dk<br>BK 89 | **M Tug/ Icebreaker**<br>Salvage<br>2 Ha (1,0 × 1,0) (2,8 × 1,9)<br>Der 1(10) | Deutz<br>4 Oil 2SA each 12Cy. 200 × 250<br>shaft<br>Kloeckner Humboldt Deutz<br>Gen 1 × 200kW 2 × 54kW<br>230V 50Hz a.c.<br>Controllable pitch propeller |
| **5192121**<br>*LHZO*<br>15753<br>Rdr RTv | **STRIL LINK**<br>ex Kommandoren-89<br>**Simon Mokster**<br>Stavanger Norway | **780**<br>382<br>— | (NV) | **1962** Bodo Skibsverft M/V A/S—Bodo (32)<br>54,82 11,38 3,728<br>46,77 11,33 4,32<br>1 dk<br>rf 902 BK 152 | **TM Passenger/RoRo Cargo/Ferry**<br>73bth 422dk P<br>Cr 1(3) | Wichmann<br>2 Oil 2SA each 8Cy. 280 × 420<br>2 000bhp (1 471kW)<br>A/S Wichmann<br>Fuel 98,5t (d.o.) |
| **7617797**<br>*LFGK*<br>18997<br>Df Esd Gc<br>Pfd Rdr Rt | **STRIL POSEIDON**<br>ex Hinna Senior-88 ex Lunde Senior-87<br>**Simon Mokster**<br>Stavanger Norway | **499**<br>71<br>488 | NV | **1977** Kaarbos M/V A/S—Harstad (86)<br>42,63 4,990<br>39,25 11,02 5,41<br>F - 1 dk<br>rf 749 | **TM Tug**<br>Anchor-handling<br>Ice strengthened | Alco<br>2 Vee Oil 4SA each 16Cy. 229 × 267<br>sc. shafts<br>Alco Engine Div. of White Industrial<br>Inc.<br>Gen 2 × 136kW 1 × 56kW 440V<br>Thw. thrust propeller fwd<br>Fuel 459,0t-23,0pd |
| **7607089**<br>*LDRU*<br>18842<br>Df Esd Gc<br>Pfd Rdr Rt | **STRIL POWER**<br>ex Bulbai-87 ex Stril Power-86<br>**Simon Mokster**<br>Stavanger Norway | **295**<br>7<br>264 | NV | **1976** Hasund Smie & Sveiseverk A/S—Ulsteinvik (19)<br>36,71 10,06<br>30,97 9,99 5,80<br>F - 2 dks | **TM Tug**<br>Anchor-handling<br>Ice strengthened | Alco<br>2 Vee Oil 4SA each 12Cy. 229 × 267<br>Alco Engine Div. of White Industrial<br>Inc.<br>Gen 1 × 160kW 1 × 52kW<br>220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **5133876**<br>*LEKH*<br>12812<br>Df Esd Gc<br>Rdr Rt | **STRIL SAFETY**<br>ex Born Safety-87 ex Klara Birting-82<br>ex Knut Gronnevet-71 ex Gos I-65<br>ex Knekt-55<br>**Simon Mokster**<br>Stavanger Norway | **871**<br>526<br>— | NV | **1949** Uraga Dock Co. Ltd.—Uraga Shipyard, Yokosuka (615)<br>58,76 9,05 6,351<br>53,95 9,00 7,22<br>2 dks<br>RW rf 89 BK 196 len 82<br>conv Whaler 65<br>conv Side-fishing Fishing 82 | **M Stand-by Safety Vessel**<br>Oil Recovery<br>Ice strengthened<br>1 Ho/Ta ER<br>L.(oil) 1 000<br>2 Ha (stl) (1,9 × 1,4) (3,1 × 2,4) ER | Alpha<br>Oil 2SA 8Cy. 310 × 490<br>1 050bhp (772kW) NE 65<br>Alpha-Diesel A/S<br>Gen 1 × 304kW 2 × 75kW 220V<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **6409131**<br>*LNKP*<br>20028<br>Df Esd Rdr<br>Rt | **STRIL SUPPORTER**<br>ex Striltral-90 ex Loranso-90<br>ex Anso-84 ex Torrand-82<br>ex Ingar Iversen-78 ex Ronstad-71<br>ex Rembakk-67<br>**Simon Mokster**<br>Stavanger Norway | *466*<br>*139*<br>— | NV | **1964** Elektrosveis Alsaker & Ottesen—Sagvag (10)<br>Cmpl. **1964** Gerh. Voldnes A/S Skips.<br>—Fosnavaag<br>43,74 7,35 3,660<br>32,91 7,31 3,75<br>1 dk<br>rf 1270 BK 132 conv Side-fishing Fishing 82<br>conv Stern Trawler Fishing 90 | **M Stand-by Safety Vessel**<br>for offshore installations Fire-fighting<br>Ice strengthened<br>2 Ho ER<br>2 Ha (1,6 1,9 × 1,9) ER<br>1W Der 1(3) | MaK<br>Caterpillar<br>2 Oil<br>(p) Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW) E made74<br>MaK. Maschinenbau G.m.b.H.<br>(s) Oil 4SA 12Cy. 137 × 152<br>1 290bhp (949kW) NE 90<br>Caterpillar Inc.<br>Gen 1 × 300kW 2 × 132kW<br>Thw. thrust propeller fwd<br>Thw. thrust propeller |
| **6505662**<br>*LFCU*<br>16381<br>Df Esd Gc<br>RdrRTm | **STRIL TENDER**<br>ex Donn Myre-86 ex Myre Seadiver-85<br>ex Menes-83 ex Roeggen-80<br>**Simon Mokster**<br>Stavanger Norway | *541*<br>*162*<br>315 | NV | **1965** Storviks M/V A/S—Kristiansund N. (22)<br>47,20 8,44 4,438<br>41,18 8,40 6,51<br>2 dks<br>BK 157 conv Stern Trawler Fishing 80 | **M Stand-by Safety Vessel**<br>for offshore installations<br>Ice strengthened<br>Mchy.aft | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 112kW 1 × 54kW<br>Fuel 101,5t (d.o.)-4,0pd |

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| **STRILBAS**<br>ex Ocean Safe-88 ex West Avocet-85<br>**Simon Mokster**<br>Stavanger<br>Norway | *947*<br>*284*<br>711 | NV | **1972** Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen (295)<br>53,17 11,49 3,772<br>49,31 11,46 5,52<br>F 23,2 2 dks<br>rf 297 | **TM Tug/Supply Ship**<br>Deck Cargo<br>3 Ta ER<br>L.104<br>1W Der 1(5) | 12P | De Industrie 8D8HD<br>2 Oil 4SA each 8Cy. 400 × 600<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Gen 2 × 170kW 1 × 56kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 357,5t (d.o.)-15,0pd 12kn |
| **STRILBRIS**<br>ex Carib Link-90 ex Fjordkongen II-87<br>ex Fjordkongen-86<br>**Simon Mokster**<br>Stavanger<br>Norway | **199**<br>112<br>29 | NV | **1975** Westermoen Hydrofoil A/S—Mandal (42)<br>26,67<br>24,80 9,00 2,60<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull<br>Mchy.aft | 140dk P | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 175 × 205 sr geared to sc. shafts<br>2 200bhp (1 618kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 1 × 12kW 220V 50Hz a.c.<br>Fuel (d.o.) 28kn |
| **STRILFISK**<br>ex Grip-84<br>**Simon Mokster**<br>Stavanger<br>Norway | *343*<br>*102*<br>— | NV | **1960** Brodrene Lothe A/S—Haugesund (12)<br>41,86 8,39 3,703<br>37,09 8,36 4,02<br>1 dk<br>rf 1199 BK 152 | **M Tender**<br>Ice strengthened<br>1 Ho ER<br>2 Ha (1,6 × 1,2) (2,7 × 1,9) ER<br>4W Der 1(12) 1(3) 1(1,5) | | Normo<br>Oil 4SA 8Cy. 250 × 360<br>495bhp (364kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 80kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **STRILHAUK**<br>ex Sklinna-87<br>**Simon Mokster**<br>Stavanger<br>Norway | *344*<br>*103*<br>— | NV | **1959** Brodrene Lothe A/S—Haugesund<br>41,86 —<br>37,11 8,41 4,02<br>1 dk<br>rf 1207 BK 152 conv Research/ Patrol Ship Search & Rescue 90 | **M Stand-by Safety Vessel**<br>Ice strengthened<br>1 Ho 3,6 ER<br>1 Ha (stl) (2,1 × 2,5) ER<br>4W Der 1(12) 1(3) 1(1) | | Caterpillar<br>Oil 4SA 12Cy. 137 × 152<br>1 292kW (1 756bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 64kW 1 × 20kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Thw. thrust propeller |
| **STRILHAV**<br>ex Tronderhav-87 ex Volstad Senior-76<br>**Simon Mokster**<br>Stavanger<br>Norway | *750*<br>*286*<br>— | NV | **1963** A. M. Liaaen Skibs. & M/V.—Alesund (102)<br>56,60 9,05 4,034<br>51,03 9,02 5,41<br>2 dks<br>rf 699 BK 152 len 82<br>conv Side-fishing Fishing 82 | **M Stand-by Safety Vessel**<br>Oil Recovery<br>Mchy.aft<br>1 Ho/Ta<br>L.(oil) 1 000<br>Cr 1(5) | | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 168kW 2 × 80kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **STRILHVAL**<br>ex Kvintess-83 ex Kvint-78<br>ex Southern Jester-66 ex Kjapp-52<br>ex Kvint-51<br>**Simon Mokster**<br>Stavanger<br>Norway | *588*<br>*176*<br>730 | Classed LR until 9/65<br>NV | **1950** A. & J. Inglis Ltd.—Glasgow (1434)<br>50,98 9,05 4,573<br>44,99 9,00 5,49<br>1 dk<br>RW BK 178 conv Whaler 66 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.640<br>1 Ha (stl) (21,0 × 5,0) ER<br>Cr 1(2) | | Deutz<br>Oil 4SA 6Cy. 240 × 280<br>1 596bhp (1 174kW) NE 84<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 136kW 1 × 44kW 230V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) 10kn |
| **STRILMOY**<br>ex Grethe Kalve-80 ex Anna G.-74<br>ex Rau XI-50 ex Vestfold IV-39<br>ex Herkules I-34<br>**Simon Mokster**<br>Stavanger<br>Norway | **393**<br>213<br>300 | NV | **1927** Kaldnes Patentslip & M/V—Tonsberg (74)<br>43,67 7,35 4,814<br>39,04 7,29<br>1 dk<br>R rf 991 BK 170, len 57<br>conv Side-fishing Fishing 81 | **M Stand-by Safety Vessel**<br>for offshore installations<br>3 Ha (2,1 × 1,1) (3,2 2,5 × 2,3) ER | | Alpha<br>Oil 2SA 6Cy. 290 × 490<br>720bhp (530kW) NE 56<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 90kW 220V 50Hz a.c.<br>Fuel (d.o.) 12,75kn |
| **STRILODD**<br>ex Tonjer-87 ex Bakk-81<br>ex Ole Bakk-79 ex Kos 39-62<br>ex Polarnacht-47<br>**Simon Mokster**<br>Stavanger<br>Norway | **485**<br>260<br>— | GL | **1941** Nylands Verksted—Oslo (359)<br>48,52 7,90 5,401<br>44,61 7,85 7,19<br>F 9,8 1 dk<br>BK 191 len 70<br>conv Whaler 62 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>3 Ha (2,8 2,9 2,9 × 2,9)<br>1W Der 1(3) | | Normo LSMC8<br>Oil 4SA 8Cy. 250 × 300 reduction geared to sc. shaft<br>1 040bhp (765kW) NE 65<br>A/S Bergens M/V Bergen<br>Fuel 40,5t (d.o.) 12kn |
| **STRILOS**<br>ex Rongos-87 ex Ben Lui-67<br>**Simon Mokster**<br>Stavanger<br>Norway<br>SatCom: 1311343/LKMG | **459**<br>279<br>896 | NV<br>✠Classed LR until 7/11/80 | **1953-9** J. Lewis & Sons Ltd.—Aberdeen (236)<br>50,86 4,650<br>43,79 8,60 4,96<br>RQD 24,7 F 6,4 1 dk<br>RW rf 800 BK 203 conv Side Trawler Fishing — | **M Research/ Diving Support**<br>1 Ho 10,6<br>1 Ha (stl) (3,8 × 2,5)<br>1W Der 1(5) | | Wichmann<br>Oil 2SA 4Cy. 300 × 450<br>1 000bhp (736kW) E made74 fitted80<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 108kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 101,5t (d.o.) 11kn |
| **STRILOY**<br>ex Geo Boy-90 ex Idol-77<br>ex Suderoy V-72 ex Hellesund-59<br>ex Suderoy-55<br>**Simon Mokster**<br>Stavanger<br>Norway | **467**<br>203<br>508 | NV | **1930** Nylands Verksted—Oslo (310)<br>46,56 7,29 —<br>4,22<br>1 dk<br>rf 889 BK 191 deepened 72len 52 | **M Fire-fighting Vessel**<br>Pollution Control<br>6 Ho ER<br>2 Ha (stl) (each 2,5 × 2,3) ER<br>Der 1(5) 1(3) | | Alpha<br>Oil 2SA 9Cy. 260 × 400<br>990bhp (728kW)<br>MAN-B&W Diesel A/S Frederikshavn |
| **STRILSTAD**<br>ex Skjerstad-91<br>**Simon Mokster**<br>Stavanger<br>Norway | **228**<br>82<br>— | (NV) | **1967** Sterkoder M/V A/S—Kristiansund N. (5)<br>32,47 8,95 2,794<br>30,00 8,92 3,76<br>1 dk<br>rf 1250 BK 119 | **M RoRo Cargo/Ferry**<br>Mchy.aft | 195P | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>600bhp (441kW)<br>A/S Wichmann Rubbestadneset<br>Fuel 19,5t (d.o.)-1,0pd 11,5kn |
| **STRILVAKT**<br>**Simon Mokster**<br>Stavanger<br>Norway | **498**<br>—<br>350 | NV | **1982** P. Hoivolds M/V A/S—Kristiansand S. (78)<br>49,81 4,650<br>44,20 8,60 6,05<br>2 dks | **M Tug/ Stand-by Safety Vessel**<br>Fire-fighting<br>Ice strengthened | | Deutz RSBV6M540<br>Oil 4SA 6Cy. 370 × 400<br>E made62 fitted82<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 160kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>Directional thrust propellers fwd<br>14kn |
| **STRILVARD**<br>ex Polarson-89 ex Torson-82<br>ex Meloyvaer-76 ex Thorvard-67<br>**Simon Mokster**<br>Stavanger<br>Norway | **839**<br>524<br>— | NV | **1952** A/S Framnaes M/V—Sandefjord (152)<br>63,51 9,05 5,484<br>60,56 9,02 6,08<br>1 dk<br>RW rf 902 BK 191 len 82 & 69<br>conv Whaler 67<br>conv Side-fishing Fishing 82 | **M Stand-by Safety Vessel**<br>Oil Recovery<br>12 Ho/Ta ER<br>L.(oil) 1 000<br>6 Ha (2,6 3,5 × 2,9) (2,8 × 2,8) (3,5 × 2,9) (2,9 2,9 × 1,6) ER<br>Cr 2(2) | | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW) NE 67<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 120kW 1 × 56kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 61,0t (d.o.) 10,5kn |
| **STROGIY**<br>ex Silnyy<br>**Zapryba**<br>(Riga)<br>(U.S.S.R.) | **1 070**<br>—<br>593 | RS | **1958** Valmet Oy Pansion Tehdas—Turku/Abo (236)<br>61,37 11,51 4,720<br>56,85 11,46 5,52<br>1 dk | **M Tug**<br>Salvage<br>Ice strengthened<br>1 Ho<br>G.111<br>1 Ha (2,8 × 1,6)<br>2W Der 1(10) 1(2) | | MAN<br>Oil 2SA 5Cy. 520 × 700<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>12,5kn |
| **STROITELNYY No. 19**<br>Ruse<br>Bulgaria | *205*<br>*62*<br>34 | RS | **1989** ..............U.S.S.R.<br>37,62 7,21 1,691<br>34,02 - 2,93 | **TrM Ferry** | | Russkiy 12CHSN18/20<br>6CHSN15/18<br>3 Oil geared to sc. shafts<br>(centre) Oil 4SA 12Cy. 180 × 200<br>740kW (1 006bhp)<br>Russkiy-Diesel Works Leningrad<br>(wing) 2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 16kW a.c.<br>16,5kn |

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|---|---|---|---|---|---|---|
| 6826212<br>*OWWJ*<br>D2455<br>Df Esd Rdr<br>Rt | **STROMBOLI**<br>ex Bente Loth-79 ex Stromboli-75<br>ex Fano-72<br>Launched as Stella Polaris<br>**Frode Larsen**<br>Hirtshals Denmark | **232**<br>102<br>— | BV (NV) | **1968** Bolsones Verft—Molde (219)<br>38,10 7,65 3,690<br>35,34 7,62 3,97<br>1 dk<br>rf 1105 BK 127 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho ER<br>3 Ha (0,9 1,5 1,5 × 1,2) ER | Wichmann<br>Oil 2SA 4Cy. 300 × 450<br>1 000bhp (736kW) NE 76<br>A/S Wichmann<br>Controllable pitch propeller<br>Fuel 64,0t (d.o.) |
| 8331663<br>*LYHW*<br>M-41138<br>Df Esd Gc<br>Pfd Rdr RTv | **STROMBUS**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *944*<br>*283*<br>533 | RS | **1985** .............U.S.S.R.<br>55,53 11,09 5,010<br>49,82 - 7,50<br>1 dk | **M Fishing**<br>Tuna | Russkiy<br>Oil 4SA 8Cy. 300 × 380<br>1 673kW (2 274bhp)<br>Russkiy-Diesel Works<br>Gen 3 × 280kW a.c.<br>Controllable pitch propeller |
| 7382770<br>*OVQT*<br>D2287<br>Df Esd Gc<br>Pfd Rdr Rt | **STROMEGG**<br>**Skagerak Fiskeeksport**<br>Sigurd Espersen A/S<br>Hirtshals Denmark | **679**<br>289<br>740 | NV | **1975** Hasund Smie & Sveiseverk A/S—Ulsteinvik (17)<br>51,67 10,04 5,201<br>45,42 10,00 7,45<br>2 dks<br>rf 1300 BK 152 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>9 Ta ER<br>7 Ha ER | Alpha<br>Oil 2SA 8Cy. 280 × 320<br>1 759kW (2 391bhp) NE 88<br>MAN-B&W Diesel A/S<br>Gen 1 × 380kW 2 × 165kW 220V 50H<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| 5257751<br>*OWBK*<br>D2998<br>Df Gc Rdr<br>RTm/h/v | **STROMFJORD**<br>ex Aege-85 ex Nortreff-83<br>**Partrederi Stromfjord**<br>Hirtshals Denmark | *1 095*<br>*328*<br>— | NV | **1955** A/S Pusnaes M/V—Arendal (93)<br>65,89 10,11 6,660<br>59,24 10,06 8,26<br>2 dks<br>RW rf 851 BK 170 conv Whaler 72 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>7 Ho 3 Ta<br>10 Ha (stl) (2,9 × 2,5) (2,9 2,9 2,9 2,9 × 2,4) (2,6 2,6 × 1,3) (2,9 × 2,9) (2,4 2,4 × 1,6) | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480 sr geare shaft<br>2 000bhp (1 471kW) NE 72<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 204kW 2 × 124kW 380V 50H<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 233,5t (d.o.)-9,0pd |
| 5262017<br>*JWXF*<br>14925<br>Rdr Rt | **STROMFJORD**<br>ex Steinkjer-74 ex Olav Kyrre-68<br>**Karlsen & Schjetnan A/S**<br>Bergen Norway | **280**<br>162<br>356 | (NV) | **1958** Aukra Bruk A/S—Aukra (7)<br>39,20 7,62 —<br>35,16 7,60 3,56<br>1 dk<br>rf 749 BK 107 | **M General Cargo**<br>1 Ho ER<br>G.510 B.453<br>2 Ha (each 7,0 × 2,9) ER<br>3W Der 2(3) | Volund<br>Oil 4SA 4Cy. 300 × 410<br>340bhp (250kW)<br>A/S Volund<br>Gen 1 × 10,25kW 220V d.c.<br>Fuel 19,5t (d.o.)-1,0pd |
| 7414157<br>*OZTY*<br>D2293<br>HG 266<br>Df Esd Gc<br>Pfd Rdr Rt | **STROMNES**<br>**P/R Stromnes**<br>Hirtshals Denmark | **644**<br>258<br>630 | NV | **1975** Mandals Slip & Mek. Verk. A/S—Mandal (52)<br>54,21 9,50<br>40,62 9,48 7,52<br>2 dks<br>rf 1300 len 80 | **M Fishing**<br>Side-fishing Purse Seiner<br>Ice strengthened<br>1 Ho 6 Ta ER<br>7 Ha (1,9 × 3,9) (1,9 1,9 × 2,4) (1,9 1,9 1,9 1,9 × 1,6) ER | Alpha<br>Vee Oil 4SA 14Cy. 225 × 300 geared to s<br>2 170bhp (1 596kW)<br>Alpha-Diesel A/S<br>Gen 2 × 200kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| 7102998<br>*SBMP*<br>Df Rdr Rt | **STROMSKAR AF STOCKHOLM**<br>ex Birgitta-89 ex Helmi-88<br>ex Saimaan Helmi-86 ex Perlen-76<br>ex Olandssund-74<br>**Rederi Stockholm Strom HB**<br>Stockholm Sweden | **288**<br>158<br>33 | NV | **1971** Karlskronavarvet A/B—Karlskrona (368)<br>31,32 9,50 2,534<br>28,45 9,45 3,69<br>2 dks | **TM Ferry**<br>Twin Hull 300P<br>Bow door<br>Mchy.aft | Deutz<br>2 Vee Oil 4SA each 12Cy. 135 × 160<br>1 120bhp (824kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| 7105146<br>*SMRJ*<br>Rdr Rt | **STROMSTJARNA**<br>ex Jernoy-88<br>**Bjorn Kenneth Tobin**<br>Karingon Sweden | **147**<br>51<br>20 | | **1970** Flekkefjord Slipp & Mask. A/S—Flekkefjord (105)<br>26,04 7,01 2,439<br>24,26 6,99<br>1 dk | **M RoRo Cargo/Ferry** 80P<br>Mchy.aft | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel 11,0t (d.o.) |
| 8017487<br>*OXNF*<br>D-2980<br>Df Esd Gc<br>Pfd Rdr Rt | **STROMSUND**<br>ex Beinta-90 ex Seringa-84<br>**P/R Stromsund**<br>Hirtshals Denmark | *446*<br>*258*<br>270 | NV<br>✠Classed LR until 6/88 | **1981**-9 Brodrene Lothe A/S—Haugesund (42)<br>Cmd.**1983**-11<br>42,72 8,02 4,552<br>26,83 8,01 6,33<br>2 dks<br>rf 889 BK 127 | **M Fishing**<br>Long-line<br>Mchy.aft | Alpha<br>Vee Oil 4SA 8Cy. 225 × 300 with clutche couplings & sr geared to sc. shaft<br>853kW (1 160bhp)<br>B&W Alpha-Diesel A/S<br>Gen 1 × 125kW 2 × 87kW 230V 50Hz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Thw. thrust propeller |
| 7634331<br>*WXR3727*<br>598665<br>Df Esd Gc<br>Pfd Rdr RTv | **STRONG**<br>ex Caroline-91 ex J. J. Oberdorf-85<br>**Kadampanattu Corp.**<br>South West Property Holdings Inc.<br>New York, NY United States of America<br>SatCom: 1506302/STRG | **219**<br>149<br>— | AB | **1978** Marinette Marine Corp.—Marinette, Wi (1)<br>45,75 6,770<br>41,00 12,20 7,50<br>F 15,3 1 dk<br>BK 13 | **TM Tug**<br>Articulated Pusher<br>(linked with 13375 gross tons barge AMERICA) | General Motors<br>2 Vee Oil 2SA each 20Cy. 230 × 254 reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Di<br>Gen 2 × 300kW a.c. |
| 7722243<br>*9HRO3*<br>3037<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **STRONG RIVER**<br>ex OOCL Charity-92<br>ex Tokyo Bridge-89<br>ex Oriental Prince-85<br>ex Oriental Ambassador-84<br>Valletta Malta | *27 297*<br>*12 106*<br>24 037 | **✠100A1** CS 9/87<br>container ship<br>**✠LMC** **UMS**<br>EL (L†) 786,9/66,0U3<br>FN 9591 | **1978**-9 Tsuneishi Zosen K.K.—Numakuma (427)<br>**1984**-6 (Additional cargo section) Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo<br>227,57 (BB) 27,67 10,624<br>218,90 27,60 16,21<br>F 29,3 1 dk<br>rf nil len 84 | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel DSS<br>7 Cell. Ho 32,2 29,0 29,0 27,8 13,8 30,0 ER 16,6<br>TEU 1930<br>C.Ho 950/20' (40') C.Dk 980/20' (40')<br>21 Ha (stl) ER 2 Ha (stl) | Sulzer<br>Oil 2SA 8Cy. 760 × 1550<br>19 200bhp (14 123kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 12kgf/cm$^2$ (11,8bar)<br>Gen 3 × 900kW 450V 60Hz a.c.<br>Fuel 303,0t (d.o.) 3 061,5t (hvf) |
| 7528130<br>*WFZC*<br>666669<br>Df Esd Gc<br>Rdr SatNav<br>SatCom<br>AMVER | **STRONG TEXAN**<br>ex Dock Express Texas-89<br>ex Happy Runner-84<br>**Connecticut National Bank**<br>Bengtsson Walker Marine Inc.<br>New York, NY United States of America | **1 382**<br>955<br>2 776 | **✠100A1** SS 3/89<br>non—perishable cargoes only on the second deck when the upper deck hatch covers not in place, at a mean draught not exceeding 4.964m.<br>**✠LMC** **UMS**<br>EL U U2<br>FN 1835 | **1976**-12 Arnhemsche Schps. Maats.—Arnhem (474)<br>81,82 15,70 5,550<br>74,40 15,51 9,15<br>F 14,4 2 dks<br>rf nil | **TM RoRo Cargo/General Cargo/ Heavy-load Carrier**<br>Stern door/ramp pt higher tensile steel<br>1 Ho 40,5 1 TwD 62,1<br>B.4 814<br>TEU 234 C. 234/20' (40')<br>1 Ha (stl) (62,1 × 11,9) ER<br>6W Der 2(160) | Kromhout<br>2 Oil 4SA each 9Cy. 240 × 260 reverse geared to sc. shafts<br>2 500bhp (1 839kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 240kW 380/220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 421,5t (d.o.) |
| 8420933<br>*GFSE*<br>709289<br>Gc Rdr Rt | **STRONGBOW**<br>ex Kestrel-90<br>Launched as Yokosuka Maru No. 1<br>**Cory Towage Ltd.**<br>Rochester United Kingdom | *360*<br>*108*<br>— | **100A1** SS 12/90<br>tug<br>near Continental trading area<br>**LMC**<br>EL F 301,0/28,0U2(a)<br>FN 445 | **1985** Hanasaki Zosensho—Yokosuka (197)<br>38,00 10,27 3,152<br>30,89 10,00 4,40<br>RAD 3,4 RFD 2,2 1 dk<br>rf 800 | **TM Tug**<br>Fire-fighting Pollution Control | Niigata<br>2 Oil 4SA each 6Cy. 280 × 320 with flexible couplings & sr geared to sc<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 64kW 445V 60Hz a.c.<br>2 Directional propellers |
| 5299967<br>Esd RdrRTm | **STRONGHAND**<br>ex Scammonden II-87<br>ex Rosella Ara-77<br>**Morlap Nigeria Ltd.**<br>Lagos Nigeria | **497**<br>238<br>825<br>T/cm<br>3,6 | BV (RI) | **1962** Cant. Nav. di Pesaro—Pesaro (3)<br>56,11 9,22 3,610<br>51,01 9,17 3,89<br>P 13,8 B 12,8 F 4,3 1 dk<br>Diam. 0,152 | **M Tanker**<br>Effluents<br>CBT<br>8 Ta ER<br>L.1 108 HeCls. C<br>2 Cargo pumps total 400T/hr | MWM<br>Oil 4SA 8Cy. 250 × 350<br>471kW (640bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 17kW 1 × 10kW 110V<br>Fuel 32,5t (d.o.)-2,0pd |
| 5342518<br>*LGCV*<br>14148<br>Esd Rdr Rt | **STRONSTAD**<br>**P/R Vesteraalen Stotteforening**<br>Stokmarknes Norway | **152**<br>53<br>— | (NV) | **1955** P. Hoivolds M/V A/S—Kristiansand S. (6)<br>28,91 6,81 2,439<br>6,79 3,23<br>1 dk<br>RW rf 1499 BK 152 | **M Ferry/General Cargo** 140P<br>1 Ho ER<br>1 Ha (1,5 × 1,5) ER<br>Der 1(2,5) | Normo<br>Oil 2SA 5Cy. 220 × 320<br>250bhp (184kW)<br>A/S Bergens M/V<br>Fuel (d.o.) |

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| **STROPTIVYY**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **2 635**<br>—<br>1 436 | | <br><br>RS | **1979** Oy Wartsila Ab—Helsinki/Helsingfors (423)<br>69,75 18,01 6,457<br>60,84 17,62 9,02<br>2 dks | **TM Tug/ Icebreaker**<br>Salvage Diving 12bth P<br>Ice strengthened<br>Cr 2(5) 2(3) | Pielstick 6PC2-5L-400<br>2 Oil 4SA each 6Cy. 400 × 460 geared to sc. shafts<br>Oy Wartsila Ab Turku/Abo<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>15kn |
| **STROYNYY**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **686**<br>216<br>333 | | <br><br>RS | **1972** .............U.S.S.R.<br>49,23 10,70 4,250<br>46,21 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.275<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Thw. thrust propeller , 1 fwd<br>13kn |
| **STRUMA**<br>ex Thelma-72<br>**Navigation Maritime Bulgare**<br>Bourgas Bulgaria | **41 022**<br>26 327<br>69 990<br>T/cm<br>78,0 | | <br><br>BR (NV) | **1966** A/B Gotaverken—Goteborg (800)<br>239,25 36,94 12,739<br>231,71 36,89 16,54<br>1 dk<br>rf 64 Bow/CM 117 Diam. 0,406 MH 0,9 | **M Tanker**<br>CBT<br>18 Ta ER<br>L.(oil) 87 372 HeCls. CptB<br>4 Cargo pumps total 6 000T/hr | Gotaverken<br>Oil 2SA 9Cy. 850 × 1700<br>19 800bhp (14 564kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 406,5t (d.o.) 3 658,0t (hvf)<br>14kn |
| **STRUZEC**<br>ex DB-5 Struzac-75 ex B6<br>**Gradjevno Poduzece-Aldo Rismondo** | **121**<br>66<br>60 | | <br><br>JR | **1954** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula<br>25,96 13,59 1,270<br>24,21 1,60<br>1 dk | **TM RoRo Cargo/Ferry**<br>conv Landing Craft — | Torpedo-Rijeka<br>2 Oil 4SA each 8Cy. 120 × 140<br>Tvornica Motora "Torpedo" Rijeka<br>6kn |
| **STRYN**<br>**Fylkesbaatane i Sogn og Fjordane**<br>Maloy Norway | **497**<br>234<br>— | | <br><br>(NV) | **1975** Mjellem & Karlsen A/S—Bergen (117)<br>64,47 11,28 3,099<br>11,21 4,22<br>1 dk<br>rf 1745 BK 165 | **M RoRo Cargo/Ferry** 360dk P<br>Bow door Stern door<br>Lane Length 216 Clear height 4,50<br>Cars 50 Trailers 4 | Wichmann 5AXA<br>Oil 2SA 5Cy. 300 × 450<br>1 300bhp (956kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 72kW 220V 50Hz a.c.<br>2 Controllable pitch propellers aft, 1 fwd<br>Fuel 27,5t (d.o.)-5,0pd<br>13,25kn |
| **STU 1**<br>ex Wah Hong 2-90<br>**Stu Wood Industries Pte. Ltd.**<br>Singapore Singapore | *117*<br>*35*<br>— | <br><br>AB (Class cont.) | <br><br>GL | **1989** New China Ship Builders—People's Rep. of China<br>23,88 6,80 3,81 | **M Tug** | Cummins KTA-38-M<br>Vee Oil 4SA 12Cy. 159 × 159 reverse reduction geared to sc. shaft<br>Cummins Engine Co. Inc. Columbus, In<br>11,5kn |
| **STUBEN**<br>ex Ettrick-82<br>**m.s. "Stuben" Osterreichischer Lloyd Ges. m.b.H. & Co. K.G.**<br>Osterreichischer Lloyd Ship Management G.m.b.H.<br>Wien Austria | *1 935*<br>*1 074*<br>3 205 | <br><br>✠Classed LR until 31/7/87 | GL | **1976**-2 Clelands SB. Co. Ltd.—Wallsend (333)<br>91,24 13,34 5,144<br>85,43 13,25 6,33<br>RQD 17,4 RFD 7,7 F 8,3 1 dk<br>rf 229 | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho 60,4 ER<br>G.3 967 B.3 650<br>2 Ha (stl) (each 22,7 × 8,6) ER | Blackstone ESL16MK2<br>Vee Oil 4SA 16Cy. 222 × 292 reverse reduction geared to sc. shaft<br>2 483bhp (1 826kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 3 × 70kW 415V 50Hz a.c.<br>11,5kn |
| **STUBNITZ**<br>**Rostocker Fischfang Reederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **2 634**<br>1 170<br>1 350 | | <br><br>DSRK | **1964** VEB Volkswerft Stralsund—Stralsund (KTS1)<br>79,81 13,21 5,817<br>71,00 9,50<br>2 dks | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>3 Ho 1 TwD<br>G.1 850 In.1 310<br>3 Ha<br>2W Der 2(1,5) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 340bhp (986kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 216kW 1 × 80kW 230V d.c.<br>Controllable pitch propeller<br>Fuel 458,0t (d.o.)<br>11,75kn |
| **STUDLAFOSS**<br>ex Isberg-90 ex Fjord-86<br>**The Iceland Steamship Co. Ltd. (EIMSKIP)**<br>Skagastrond Iceland | T.Mk<br>**1 137**<br>765<br>1 560 | | <br><br>NV | **1976** Fosen M.V.—Fevag (18)<br>69,63 (BB) 14,51 4,870<br>63,02 14,48 8,41<br>3 dks<br>rf nil | **M Pallets Carrier**<br>Ref<br>Side door (s) Ice strengthened<br>G.4 871 B.4 158 In.566<br>TEU 49 C. 49/20'<br>1 Ha (stl) (13,1 × 6,1) ER<br>2W Cr 1(8) Der 1(40) | MAN<br>Oil 4SA 12Cy. 250 × 300<br>2 163kW (2 941bhp) NE 88<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 2 × 168kW 1 × 166kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **STUDYANKA**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **163**<br>39<br>89 | | <br><br>RS | **1973** .............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,6 × 1,3)<br>Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.)<br>9kn |
| **STUDZIANKI**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **20 597**<br>12 730<br>33 450<br>T/cm<br>41,2 | | <br><br>PR | **1975** Stocznia Szczecinska im. A. Warskiego —Szczecin (B447/21)<br>199,14 (BB) 24,46 10,669<br>184,94 24,41 15,09<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 16,4 26,2 16,2 16,2 16,2 27,8 17,0 ER<br>G.43 892<br>9 Ha (stl) (each 10,8 × 12,0) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 3 × 540kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 963,0t (hvf)-41,5pd<br>16,75kn |
| **STUIFDIJK**<br>**Terschellinger Stoomboot Maatschappij B.V.**<br>West-Terschelling Netherlands | **214**<br>—<br>50 | | <br><br>NV | **1990** Harding Verft A/S—Rosendal (257/3)<br>28,00 8,00<br>3,00 | **TM Ferry**<br>Twin Hull 250dk P | MWM<br>2 Oil 4SA each 12Cy. 170 × 195 geared to sc. shafts<br>2 520kW (3 426bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 38kW 400V 50Hz a.c. |
| **STUKA**<br>**Pesquera Vasco-Gallega S.A.**<br>Pasajes Spain | **321**<br>111<br>206 | | <br><br>(BV) | **1973** S.A. Balenciaga—Zumaya (220)<br>42,63 8,64 3,931<br>41,20 8,62 4,02<br>2 dks<br>len 83 | **M Fishing**<br>Side Trawler<br>Mchy.aft | A.B.C. 8MDXC<br>Oil 4SA 8Cy. 242 × 320<br>1 200bhp (883kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 112,5t (d.o.)<br>12,5kn |
| **STUPINA**<br>**Intreprinderea de Exploatare a Floti Maritime NAVROM**<br>Constantza Romania | **606**<br>137<br>888 | | <br><br>RNR | **1974** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin<br>55,15 10,42 3,599<br>52,41 4,30<br>1 dk | **TM General Cargo Barge**<br>Ice strengthened<br>1 Ho 23,9 ER<br>G.500<br>1 Ha ER | 2 Oil 4SA each 6Cy. 250 × 340 geared to sc. shafts<br>600bhp (441kW)<br>U.S.S.R.<br>Gen 2 × 64kW 220V 50Hz a.c.<br>Fuel 59,0t (d.o.)<br>8kn |
| **STUPINO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **710**<br>206<br>358 | | <br><br>RS | **1975** .............U.S.S.R.<br>53,73 (BB) 10,70 4,287<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 fwd<br>12,5kn |
| **STURDY**<br>ex Steady-89 ex Sea Thames-84<br>**Karimata Shipping N.V.**<br>Wagenborg Shipping B.V.<br>Willemstad Netherlands Antilles & Aruba | **499**<br>358<br>770 | **✠100A1**<br>Ice Class 3<br>**✠LMC** | SS 9/91<br><br><br>EL H 1"<br>FN 671 | **1973**-11 Tczewska Stocznia Rzeczna—Tczew (B363/01)<br>53,50 9,76 3,233<br>50,14 9,61 3,76<br>RAD 10,4 RFD 5,2 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 34,9 ER<br>G.1 218 B.1 119<br>1 Ha (stl) (31,0 × 7,4) ER | MaK 6M282AK<br>Oil 4SA 6Cy. 240 × 280 reverse reduction geared to sc. shaft<br>800bhp (588kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 42kW 1 × 20kW 400V 50Hz a.c.<br>9,5kn |

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| **7906851**<br>*WD6177*<br>617703<br>Df Esd Rdr<br>Rt | **STURE**<br>**Chesapeake Corp.**<br>West Point, Va United States of America | **156**<br>109<br>— | (AB) | **1980** Modern Marine Power Inc.—Houma, La (31)<br>8,26 2,928<br>25,61 8,23 3,51<br>1 dk | **TM Tug** | | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 14<br>reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel A<br>Div.<br>Gen 2 × 50kW |
| **6912499**<br>*LGRU*<br>17252<br>Esd Rdr Rt | **STURE-GORAN**<br>ex Sirafjord-85<br>**P/R Sture-Goran**<br>Stein Karlsen<br>Sandnessjoen Norway | *172*<br>*51*<br>— | | **1969** G. Eides Sonner A/S—Hoylandsbygd (85)<br>30,15 6,74 —<br>23,50 3,41<br>1 dk<br>len 78 | **M Passenger Ship** | 130P | Wichmann<br>Oil 2SA 3Cy. 200 × 300<br>200bhp (147kW)<br>A/S Wichmann<br>Thw. thrust propeller fwd |
| **8700577**<br>*PHVW* | **STURGEON**<br>**Chemgas Intercoastal C.V.**<br>Gastankvaartmaatschappij Chemgas B.V. (Chemgas Intercoastal C.V.)<br>Rotterdam Netherlands | *1 605*<br>*481*<br>1 294 | BV | **1988** Tille Scheepsbouw B.V.—Kootstertille (261)<br>92,50 11,40 2,901<br>90,28 11,34 6,00<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>6 Ta ER<br>L.(gas) 2 000<br>2 Cargo pumps total 200T/hr | | Kromhout<br>Oil 4SA 6Cy. 240 × 260 sr geared t<br>795kW (1 081bhp)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 220kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **5342582**<br>*WJ6383*<br>275580<br>Esd Gc Rdr<br>RTm | **STURGEON**<br>**G & H Towing Co.**<br>Galveston, Tx United States of America | **196**<br>133<br>— | (AB) | **1957** Gulfport SB. Co.—Port Arthur, Tx (509)<br>32,47 8,51 3,871<br>30,56 8,26 4,27<br>1 dk<br>BK 64 | **M Tug** | | General Motors<br>Vee Oil 2SA 16Cy. 222 × 267 sr reve<br>sc. shaft<br>E made43 refitted57<br>General Motors Corp.<br>Gen 2 × 60kW 1 × 20kW 230V d.c.<br>Fuel 84,5t (d.o.) |
| **5173462**<br>*WA4816*<br>236740<br>Df Esd Rt | **STURGEON**<br>ex Brownsville ex Providence-76<br>ex Janet Thomas-68<br>ex John E. Berwind-64<br>ex Eugenia M. Moran-48<br>**Gateway Tugs Inc.**<br>Norfolk, Va United States of America | **149**<br>67<br>— | (AB) | **1937** Pennsylvania Shipyards Inc.—Beaumont, Tx (117)<br>30,48 7,65 3,449<br>27,61 7,62 3,66<br>1 dk<br>BK 114 | **M Tug**<br>Salvage | | Oil 355 × 595<br>NE —<br>Fuel 101,5t |
| **5161201**<br>*ICFK*<br>195<br>Df Esd Gc<br>Rdr RTv<br>SatCom | **STURLA DUE**<br>ex Ninfea-85 ex Inger Knudsen-70<br>**Petrolifera Tankers S.r.l.**<br>Morfini S.r.l.<br>Bari Italy | **19 465**<br>11 780<br>31 856<br>T/cm<br>42,4 | RI (NV) | **1958** A/B Gotaverken—Goteborg (708)<br>198,15 25,02 10,853<br>184,41 25,00 14,10<br>P 46,4 F 26,6 1 dk<br>Bow/CM 73 Diam. 0,305 MH 0,6 | **M Tanker**<br>Stern disch.<br>23 Ta ER<br>L.(oil) 40 537 HeCls. BC<br>4 Cargo pumps total 12 000T/hr | | Gotaverken<br>Oil 2SA 10Cy. 760 × 1500<br>11 500bhp (8 459kW)<br>A/B Gotaverken<br>Fuel 353,5t (d.o.) 2 349,0t (hvf)-35,5pd |
| **8003993**<br>*TFGH*<br>1585<br>Df Esd Gc<br>Pfd Rdr Rt | **STURLAUGER BODVARSSON**<br>ex Sigurfari II-86<br>**Haraldur Bodvarsson h/f**<br>Akranes Iceland | **431**<br>180<br>— | | **1981** Thorgeir & Ellert h/f—Akranes (35)<br>50,86 4,152<br>44,02 9,01 4,22<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | | Alco<br>Vee Oil 4SA 12Cy. 229 × 267 reverse<br>geared to sc. shaft<br>2 230bhp (1 640kW)<br>Alco Power Inc. |
| **7502904**<br>*DHES*<br>12376<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **STUTTGART EXPRESS**<br>**Hapag-Lloyd A.G.**<br>Hamburg Federal Republic of Germany | **38 991**<br>13 039<br>40 849 | GL | **1977** Flender Werft A.G.—Luebeck (615)<br>240,52 (BB) 32,31 11,000<br>233,03 32,21 18,85<br>F 25,0 2 dks<br>len 85 | **M Container Ship**<br>Fixed-guides Ref<br>Ice strengthened<br>8 Cell. Ho 14,7 16,1 30,6 30,6 30,6<br>80,7 ER 14,7 14,6<br>HeCls. B<br>TEU 2594<br>C.Ho 1298/20' (40') C.Dk 1296/20' (40') incl. 217 ref C.<br>10 Ha (stl) ER 2 Ha (stl)<br>20 Wing Ha (stl) ER 4 Wing Ha (stl) | | MAN<br>Oil 2SA 10Cy. 900 × 1600<br>33 300bhp (24 494kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 4 × 960kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 841,0t (d.o.) 3 502,5t (hvf) |
| **7367433**<br>*WTHF*<br>584459<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STUYVESANT**<br>**Wilmington Trust Co., as Trustee**<br>Bay Tankers Inc.<br>New York, NY United States of America | **103 812**<br>90 743<br>228 274<br>T/cm<br>133,2 | AB | **1977** Seatrain SB. Corp.—Brooklyn, NY (102)<br>334,93 43,82 21,441<br>322,06 43,74 27,77<br>1 dk<br>rf 152 Bow/CM 168 Diam. 0,510 MH 1,8 | **S Tanker**<br>15 Ta ER<br>L.(oil) 263 147<br>4 Cargo pumps total 16 000T/hr | | 2 S Turb dr geared to sc. shaft<br>50 000shp (36 778kW)<br>Delaval Turbine Inc.<br>Gen 2 × 1750kW |
| **7915838**<br>*WNFX*<br>648540<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **STUYVESANT**<br>**Connecticut National Bank**<br>Williams-McWilliams Co. Inc.<br>New Orleans, La United States of America | **7 110**<br>3 853<br>9 950 | (AB) | **1982** Avondale Shipyards Inc.—Avondale, La (2332)<br>124,01 8,411<br>103,03 21,95 10,37<br>P 27,8 F 21,4 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 33,0<br>Hopper 6 700<br>2 sandpumps each 1360kW (1849bhp) | | Werkspoor<br>2 Oil 4SA each 9Cy. 410 × 470 revers<br>geared to sc. shafts<br>13 800bhp (10 151kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 800kW<br>Thw. thrust propeller fwd |
| **5114959**<br>*SVTC*<br>2814<br>Df Esd Gc<br>RdrRTm | **STYLIS**<br>ex Santa Marina-70<br>ex Petro Pauillac-66 ex Fina Tunisie-64<br>ex Purfina Tunisie-60<br>ex Raoul-Simon-51<br>Piraeus Greece | **1 871**<br>986<br>2 575 | (BV) (HR) | **1947** Ch. & At. de St. Nazaire (Penhoet)—Grand Quevilly<br>79,91 14,10 4,788<br>76,28 14,03 5,16<br>P 19,9 F 8,6 1 dk<br>R rf nil | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 976 HeCls. BC | | MAN<br>Oil 2SA 5Cy. 520 × 700<br>1 150bhp (846kW)<br>Ch. & At. de St. Nazaire (Penhoet)<br>Gen 2 × 80kW 110V d.c.<br>Fuel 49,0t (d.o.) 112,0t (hvf)-4,5pd |
| **7436399**<br>*UUUA*<br>M-32781<br>Df Esd Rdr<br>Rt | **STYR**<br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.) | **648**<br>211<br>404 | RS | **1974** .............U.S.S.R.<br>54,82 9,96 4,101<br>49,99 5,03<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>Der 2(1,5) | | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **6403084**<br>*LHBW*<br>15905<br>Rt | **STYRBJORN**<br>ex Atlet-80 ex Styrbjorn-63<br>**Norsk Veteranskibsklub**<br>Oslo Norway | **166**<br>0<br>— | | **1910** A/B Goteborgs Varv—Goteborg<br>*28,56* 6,96<br>6,91<br>1 dk<br>R | **S Tug** | | C 2Cy. 457 & 851 x 610<br>A/B Goteborgs Varv |
| **5342673**<br>*SGQE*<br>Rdr Rt | **STYRSO**<br>**A/B Goteborg-Styrso Skargardstrafik**<br>Goteborg Sweden | **184**<br>108<br>134 | | **1907** Eriksbergs M/V A/B—Goteborg (133)<br>*29,20* 6,08 2,439<br>6,05<br>1 dk<br>R | **M Ferry** | 273P | Oil 2SA 6Cy. 220 × 400<br>360bhp (265kW) NE 62<br>Frederikshavn Jernstoberi & Maskin<br>A/S<br>Gen 1 × 1,5kW 24V a.c.<br>Fuel 7,0t (d.o.) |
| **8028321**<br>*FVGP*<br>Esd Gc Pfd<br>Rdr RTm/v | **STYVAL**<br>ex Tempo-89<br>**Compagnie Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Port aux Francais, Kerguelen Antarctic Terr. (French)<br>SatCom: 1110116 | *3 025*<br>*1 554*<br>3 672 | BV | **1982** B.V. Scheepswerven Gebr. van Diepen—Waterhuizen (1020)<br>**1983** (Additional cargo section) Boele's Schps. & Mchf. B.V.—Bolnes<br>101,28 (BB) 5,481<br>92,66 13,50 8,11<br>2 dks<br>len 83 | **M Refrigerated Cargo**<br>4 Ho 17,5 - 16,3 17,5 ER 4 TwD<br>In.5 465<br>4 Ha (stl) (each 10,0 × 7,7) ER<br>Cr 1(3) Der 6(3,5) | | Deutz<br>Oil 4SA 6Cy. 370 × 400 sr geared<br>3 300bhp (2 427kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 480kW 3 × 200kW 38<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 100,5t (d.o.) 396,5t (hvf)-13,5 |

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| **SU CHANG**<br>ex Hapag Lloyd Para-88 ex Pallas-87<br>Panama | **4 960**<br>3 504<br>7 500 | ZC (GL) | **1971** Werft Nobiskrug G.m.b.H.—Rendsburg (671)<br>125,02 (BB) 17,25 7,630<br>114,51 17,20 10,11<br>F 14,7 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 20,4 29,4 28,6 ER<br>G.11 305 B.10 485<br>TEU 210 C. 210/20'<br>3 Ha (stl) (13,3 × 8,0) (19,6 19,6 × 12,8) ER<br>12W Der 1(60) 10(10) | MaK 8M551AK<br>Oil 4SA 8Cy. 450 × 550 reduction geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 264kW 1 × 124kW 400V 50Hz a.c.<br>Fuel 401,5t (hvf) 15kn |
| **SU CHENG**<br>ex Zhen Zhu Quan-89<br>ex Supachai Bulakul-80 ex Shendi-80<br>ex Bombala-71<br>**Jiangyin City Shipping Co.**<br>Nanjing/Nanking China | **6 176**<br>3 337<br>7 601 | ZC<br>✠Classed LR until 3/10/80 | **1961**-8 Harland & Wolff Ltd.—Govan, Glasgow (1613 G)<br>129,84 18,06 7,792<br>120,40 17,89 9,90<br>P 27,5 F 15,6 2 dks, 3rd dk in No. 3 hold<br>RW rf 152 | **M General Cargo**<br>Ref<br>4 Ho 16,5 22,7 23,4 23,4<br>G.10 160 B.9 362 In.1 188<br>5 Ha (stl) (9,6 14,2 13,4 × 7,3) (9,3 × 6,7) (2,4 × 3,0)<br>4W Cr 5(3) Der 1(25) 4(10) | Harland & Wolff<br>Oil 2SA 6Cy. 620 × 1400 exhaust 470<br>6 970bhp (5 127kW)<br>Harland & Wolff Ltd. Govan<br>Gen 4 × 350kW 440V 60Hz a.c.<br>Fuel 1 360,5t (hvf) 16kn |
| **SU CHUN**<br>ex Macstorm-90 ex Michalis-87<br>ex Federal Seaway-79 ex Simsmetal-72<br>**JSM Shipowning (St. Vincent) Ltd.**<br>Jiangsu Marine Shipping Co.<br>Kingstown St. Vincent and the Grenadines | **11 460**<br>7 423<br>20 737<br>T/cm<br>31,0 | BV<br>✠Classed LR until 11/89 | **1969**-4 Doxford & Sunderland SB. & Eng. Co. Ltd. —Deptford Shipyard,Sld (831)<br>160,03 (BB) 22,86 9,151<br>152,41 22,81 12,83<br>F 11,3 1 dk<br>rf 76 | **M Bulk Carrier**<br>Str. ore cargoes<br>5 Ho 23,1 22,9 22,9 22,9 22,9 ER<br>G.29 112 B.25 111<br>5 Ha (stl) (each 13,7 × 10,9) ER<br>10W Der 10(10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>7 495kW (10 190bhp)<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel (hvf) 15,5kn |
| **SU DA**<br>ex Verdi-90 ex Alange-90<br>**Jiangsu Marine Shipping Co.**<br>Nanjing/Nanking China | *6 860*<br>*3 659*<br>6 829 | GL ZC | **1978** Ast. del Cadagua W. E. Gonzalez S.A. —Bilbao (105)<br>133,23 (BB) 19,05 8,033<br>121,32 19,02 10,62<br>P 21,7 F 6,4 2 dks | **M General Cargo**<br>Ref 6bth P<br>Ice strengthened<br>3 Ho 20,9 42,7 20,2 ER 3 TwD<br>G.12 967 B.11 414 In.1 224 L.500<br>TEU 288<br>C. Ho 244/20' (40') C.Dk 44/20' (40') incl. 24 ref. C.<br>3 Ha (stl) (14,0 × 10,0) (38,2 14,2 × 12,8) ER<br>14W Der 2(50) 8(6) | B&W 8K45GFCA<br>Oil 2SA 8Cy. 450 × 900<br>5 186kW (7 050bhp)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 360kW 220/380V 50Hz a.c.<br>Fuel 261,0t (d.o.) 943,5t (hvf)-19,5pd 15kn |
| **SU FA**<br>ex Su Far-90 ex Fareast Success-89<br>ex August-88 ex August Peters-87<br>ex August Leonhardt-84<br>ex Ibn Majid-80<br>**Nanjing Ocean Shipping Company (COSCO NANJING)**<br>Nanjing/Nanking China | **4 901**<br>3 040<br>9 124 | GL ZC<br>✠Classed LR until 22/7/83 | **1974**-9 Ast. de T. Ruiz de Velasco—Bilbao (131)<br>133,38 (BB) 18,06 7,582<br>123,73 18,00 9,12<br>P 24,7 Trunk 78,4 F 15,3 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>Ice strengthened<br>3 Ho 28,1 30,0 25,4 ER<br>G.11 987<br>3 Ha (stl) (12,8 18,9 18,9 × 12,5) ER<br>15W Der 3(25) 2(16) | B&W 6-50VT2BF-110<br>Oil 2SA 6Cy. 500 × 1100<br>3 310kW (4 500bhp)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 4 × 152kW 380V 50Hz a.c.<br>Fuel 672,5t (hvf) 14,25kn |
| **SU FENG**<br>ex Heidelberg-84<br>**Jiangsu Ocean Shipping Company (COSCO JIANGSU)**<br>Nanjing/Nanking China | **5 619**<br>3 461<br>6 550<br>**7 338**<br>4 725<br>8 860 | ZC (GL) | **1967** Deutsche Werft A.G.—Hamburg (821)<br>135,47 19,38 7,421/8,630<br>122,00 19,33 11,05<br>P 26,0 B 22,9 F 27,2 1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref 8P<br>Ice strengthened<br>5 Ho 16,0 24,5 19,5 16,7 ER 16,6<br>G.13 997 B.12 917 In.278<br>5 Ha (stl) (10,5 × 5,0) (16,7 12,5 12,5 × 6,0) ER (12,1 × 5,0)<br>19W Cr 1(3) Der 1(60) 14(5-10) 14(3-5) | MAN K7Z70/120D<br>Oil 2SA 7Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 325kW 400V 50Hz a.c.<br>Fuel 1 135,0t (hvf) 17,5kn |
| **SU HAE No. 1**<br>ex Seo Hae No. 1-90<br>ex Yawata Maru No. 1-87<br>**Il Woo Maritime Corp.**<br>Yosu South Korea | **302**<br>175<br>— | KR | **1981** Towa Zosen K.K.—Shimonoseki (534)<br>34,02 9,63 3,150<br>29,01 9,61 4,30<br>1 dk | **TM Tug** | Fuji 6L27.5G<br>2 Oil 4SA each 6Cy. 275 × 320 geared to sc. shafts<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 44kW 225V a.c.<br>2 Directional propellers<br>13,7kn |
| **SU HAE No. 5**<br>ex Awa Maru-90<br>**Il Woo Maritime Corp.**<br>Yosu South Korea | **237**<br>—<br>114 | KR | **1983** Hikari Kogyo K.K.—Yokosuka (326)<br>36,81 9,53 3,101<br>32,52 9,50 4,32<br>1 dk | **TrM Tug**<br>12cbn | Yanmar 6Z280L-ST<br>6Z280L-ST<br>3 Oil with clutches, flexible couplings & sr geared to sc. shafts<br>(centre) 4SA 6Cy. 280 × 360<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>(wing) 2 4SA each 6Cy. 280 × 360<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 160kW 440V 60Hz a.c.<br>3 Directional propellers<br>Fuel 37,0t (d.o.)-18,0pd 15,3kn |
| **SU HE**<br>ex Seevetal-86 ex Conti Syria-82<br>ex Seevetal-82<br>**Jiangsu Ocean Shipping Company (COSCO JIANGSU)**<br>Nanjing/Nanking China | T.Mk<br>**3 023**<br>1 738<br>4 270<br>**5 721**<br>3 662<br>7 643 | ZC (GL) | **1976** Kagoshima Dock & I.W. Co. Ltd. —Kagoshima (90)<br>120,44 18,47 6,097/8,192<br>110,00 18,44 10,50<br>P 20,5 F 15,3 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 31,4 35,7 ER 2 TwD<br>G.11 755 B.11 196<br>TEU 292<br>C.Ho 152/20' (40') C.Dk 112/20' (40') incl. 14 ref C.<br>2 Ha (stl) (each 25,9 × 12,8) ER<br>Cr 4(30) | B&W 7K45GF<br>Oil 2SA 7Cy. 450 × 900<br>6 000bhp (4 413kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Fuel 174,0t (d.o.) 818,0t (hvf)-21,5pd 14,5kn |
| **SU HYUP No. 1**<br>**National Federation of Fisheries Cooperatives**<br>Inchon South Korea | **306**<br>189<br>413 | KR | **1968** Dae Sun SB. & Eng. Co. Ltd.—Pusan<br>43,79 7,24<br>39,02 7,22 3,41<br>P 11,3 F 4,6 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 583 | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 32kW 230V a.c.<br>10,75kn |
| **SU HYUP No. 3**<br>**National Federation of Fisheries Cooperatives**<br>Inchon South Korea | **120**<br>62<br>196 | (KR) | **1969** Pusan SB. & Eng. Co. Ltd.—Pusan<br>30,51 5,44<br>27,41 5,41 2,49<br>P 8,0 F 3,4 1 dk | **M Tanker**<br>L.(oil) 190 | Niigata<br>Oil 4SA 6Cy. 160 × 200<br>200bhp (147kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 15kW 230V a.c.<br>10,75kn |
| **SU JIN No. 77**<br>**Shin Sung Shipping Co. Ltd.**<br>Busan South Korea | **519**<br>312<br>929 | KR | **1980** Hyang Do Shipyard Co. Ltd.—Pohang<br>56,90 3,462<br>52,00 8,81 3,76<br>P 15,3 F 6,4 1 dk | **M General Cargo**<br>B.540<br>1 Ha (stl) (18,7 × 5,7)<br>Der 2(3) | Akasaka 6DH27SS<br>Oil 4SA 6Cy. 270 × 420<br>552kW (750bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 80kW 220V a.c.<br>9,25kn |
| **SU JIN No. 101**<br>**Moon Chung Do**<br>Pohang South Korea | **1 169**<br>655<br>2 084 | KR | **1983** Hyang Do Shipyard Co. Ltd.—Pohang<br>70,85 4,842<br>65,00 12,01 5,41<br>P 17,4 F 13,5 1 dk | **M General Cargo**<br>1 Ha (stl) (31,9 × 6,4)<br>Der 2(5) | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 96kW 225V a.c.<br>12,5kn |
| **SU LIAN YU 601**<br>**Lianyungang Ocean Fisheries Co.**<br>Lianyungang/Lienyunkang China | **274**<br>86<br>106 | ZC | **1987** Lianyungang Shipyard—Lianyungang<br>43,50 - 2,800<br>37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Zibo Fishing Vessel Diesel Engine Works Zibo<br>Gen 2 × 64kW 400V a.c.<br>12kn |

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| **8832760**<br>Esd Rdr | **SU LIAN YU 602**<br>**Lianyungang Ocean Fisheries Co.**<br>Lianyungang/ Lienyunkang China | **274**<br>86<br>106 | ZC | **1987** Lianyungang Shipyard—Lianyungang<br>43,50 - 2,800<br>37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Zibo Fishing Vessel Diesel Engine Wo<br>Gen 2 × 64kW 400V a.c. |
| **7225867**<br>*BHKD*<br>Df Esd Gc<br>Pfd Rdr RTh | **SU LIN**<br>ex Castor-85 ex Finntrader-82<br>**Jiangsu Ocean Shipping Company (COSCO JIANGSU)**<br>Nanjing/Nanking China | T.Mk<br>**3 689**<br>1 450<br>5 302<br>**6 616**<br>2 965<br>8 122 | ZC (NV) | **1972** Valmet Oy Helsingin Telakka —Helsinki/Helsingfors (270)<br>129,36 19,46 6,489/8,065<br>119,94 19,41 10,30<br>P 36,0 F 20,5 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>3 Ho 18,0 36,5comb. 16,7 3 TwD<br>G.11 169 B.10 015<br>TEU 244<br>C.Ho 164/20'(40') C.Dk 80/20'(40')<br>4 Ha (stl) (14,4 × 10,5) (14,4 14,4 14,4 × 15,6) ER<br>Cr 4(12) | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Valmet Oy Rautpohjan Tehdas<br>Gen 3 × 416kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 129,0t (d.o.) 723,0t (hvf)-28,0pd |
| **6908890**<br>*BHKL*<br>Df Esd Gc<br>Rdr Rt | **SU MING**<br>ex El Condor-88 ex Las Salinas-87<br>ex Angro-87 ex Shiu Chow-87<br>ex Tong Chuan-86 ex Long Tesak-85<br>ex Rudolpho-79 ex Repulse Bay-79<br>ex Jaya-75 ex Aiko Maru-73<br>**Nanjing Ocean Shipping Company (COSCO NANJING)**<br>Nanjing/Nanking China | **2 985**<br>1 878<br>4 825 | NK ZC | **1969** Tohoku Zosen—Shiogama (107)<br>95,70 15,22 6,376<br>90,00 15,20 7,70<br>P 22,6 F 8,6 1 dk, pt 2nd dk | **M General Cargo**<br>2 Ho ER<br>G.6 561 B.5 962<br>2 Ha (stl) (22,4 23,7 × 7,4) ER<br>Cr 1(15) 3(8) | Ito<br>Oil 4SA 6Cy. 480 × 820<br>3 400bhp (2 501kW)<br>Ito Tekkosho<br>Gen 2 × 148kW 445V a.c.<br>Fuel 490,5t-13,0pd |
| **7120421**<br>*BHKC*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SU QI**<br>ex Alltrans-84 ex Jolo-83 ex Mega-83<br>ex Tama-82 ex Matten 11-80<br>ex Grethe Reith-78<br>**Jiangsu Ocean Shipping Company (COSCO JIANGSU)**<br>Nanjing/Nanking China | T.Mk<br>**3 174**<br>1 617<br>5 820<br>**5 583**<br>3 704<br>8 820 | ZC (GL) | **1971** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (480)<br>123,89 (BB) 18,11 6,592/8,111<br>114,00 18,00 10,20<br>B 22,9 F 15,0 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 19,5 26,5 30,0 ER<br>G.12 002 B.11 235<br>TEU 475 C. 475/20'<br>3 Ha (stl) (12,5 × 8,0) (19,5 19,5 × 12,8) ER<br>Cr 3(8) | Deutz<br>Vee Oil 4SA 16Cy. 370 × 400 reductio<br>sc. shaft<br>6 400bhp (4 708kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 380V 50Hz a.c. |
| **7014127**<br>*J8DO7*<br>3028<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SU RONG**<br>ex Furstenberg-90<br>**JSM Shipowning (St. Vincent) Ltd.**<br>Jiangsu Marine Shipping Co.<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**3 705**<br>1 990<br>5 620<br>**5 710**<br>3 209<br>6 950 | DSRK GL ZC | **1970** VEB Mathias-Thesen-Werft—Wismar (226)<br>129,47 17,35 6,881/7,601<br>118,95 17,30 10,01<br>F 15,9 2 dks<br>rf 203 | **M General Cargo**<br>Ref 12bth P<br>Ice strengthened<br>4 Ho 16,7 19,4 24,4 ER 12,2<br>G.9 350 B.8 159 In.270<br>4 Ha (stl) (9,0 × 5,9) (12,1 17,9 × 9,9) ER (7,0 × 8,9)<br>12W Der 1(50) 4(7,5-14) 2(5-10) 6(3-5) | MAN<br>Oil 2SA 7Cy. 600 × 1050<br>5 149kW (7 000bhp)<br>Halberstadt<br>Gen 4 × 192kW 1 × 46,4kW 220/38<br>Fuel 1 221,5t (hvf) |
| **6905123**<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SU RUN**<br>ex Wittenberg-92<br>**Bullitiman Overseas Ltd.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**3 705**<br>2 004<br>5 515<br>**5 710**<br>3 223<br>6 950 | DSRK GL | **1969** VEB Mathias-Thesen-Werft—Wismar (223)<br>129,47 17,35 6,730/7,601<br>119,00 17,30 9,99<br>F 15,9 2 dks<br>rf 178 | **M General Cargo**<br>Ref<br>Ice strengthened<br>4 Ho 16,7 19,4 24,4 ER 11,5<br>G.9 350 B.8 159 In.270<br>4 Ha (stl) (9,0 × 5,9) (12,1 17,9 × 9,9) ER (7,0 × 8,9)<br>12W Der 1(50) 4(7-14) 2(5-10) 6(3-5) | MAN<br>Oil 2SA 7Cy. 600 × 1050<br>5 152kW (7 004bhp)<br>Halberstadt<br>Gen 4 × 192kW 1 × 46,4kW 220/38<br>Fuel 1 221,5t (hvf) |
| **7013599**<br>*J8RE*<br>2317<br>Df Esd Gc<br>Rdr RTm/v<br>AMVER | **SU SHENG**<br>ex November Star-89<br>ex Diamond Princess-88<br>ex Cap Breton-84<br>Launched as Sonnholm<br>**JSM Shipping (St. Vincent) Ltd.**<br>Jiangsu Marine Shipping Co.<br>Kingstown St. Vincent and the Grenadines | *4 795*<br>*3 320*<br>7 435 | ZC (GL)<br>LR class withdrawn- Owners' request 1/91 | **1970** Orenstein & Koppel A.G.—Luebeck (670)<br>116,54 (BB) 17,30 7,519<br>107,96 17,20 9,91<br>F 9,8 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 21,4 28,6 26,5 ER<br>G.10 675 B.10 028<br>3 Ha (stl) (12,9 × 7,7) (19,5 19,5 × 10,5) ER<br>10W Der 1(60) 10(10) | MaK<br>Oil 4SA 8Cy. 450 × 550 sr geared to s<br>2 942kW (4 000bhp)<br>Atlas-MaK Maschinenbau<br>Gen 1 × 296kW 2 × 256kW 1 ×<br>220/380V 50Hz a.c.<br>Fuel 68,0t (d.c.) 432,0t (hvf)-15,0pd |
| **8600911**<br>*VVJQ*<br>2156 | **SU WANG**<br>**Four Seasons Fisheries (Pvt.) Ltd.**<br>Visakhapatnam India | **116**<br>35<br>82 | IRS (AB) | **1987** Alcock, Ashdown Ltd.—Bhavnagar (133)<br>23,50 7,45 2,650<br>20,40 7,21 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>In.70 | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 with clutc<br>couplings & sr reverse geared to s<br>296kW (402bhp)<br>Caterpillar Inc.<br>Gen 2 × 40kW 440V 50Hz a.c.<br>Fuel 49,0t (d.o.) |
| **7044287**<br>*BHKJ*<br>Df Esd Gc<br>Rdr Rt | **SU XIA**<br>ex Lucjan Szenwald-86<br>**Jiangsu Ocean Shipping Company (COSCO JIANGSU)**<br>Nanjing/Nanking China | T.Mk<br>**6 467**<br>3 140<br>9 681<br>**10 121**<br>5 415<br>12 181 | ZC (PR) | **1971** Stocznia Gdanska im. Lenina—Gdansk (B442/06)<br>154,65 - 7,900/8,980<br>143,10 20,60 12,70<br>2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 20,1 20,8 20,0 22,4 ER 22,4 8 TwD<br>G.18 406 B.17 300 In.3 998<br>5 Ha (stl) (12,1 × 8,1) (13,8 13,8 × 10,9) (13,8 × 6,7) ER (13,8 × 10,9)<br>16W Der 1(65) 16(5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>Gen 4 × 320kW 400V a.c.<br>Fuel 1 570,0t (hvf)-39,5pd |
| **7006637**<br>*J8EB9*<br>3134<br>Df Esd Gc<br>Pfd Rdr Rt | **SU XIANG**<br>ex Stollberg-91<br>**Bullitiman Overseas Ltd.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**3 705**<br>2 004<br>5 620<br>**5 710**<br>3 223<br>6 950 | ZC (DSRK) (GL) | **1970** VEB Mathias-Thesen-Werft—Wismar (225)<br>129,39 17,35 6,830/7,601<br>118,85 17,30 9,99<br>F 15,9 2 dks<br>rf 203 | **M General Cargo**<br>Ref 12bth P<br>Ice strengthened<br>4 Ho 16,7 19,4 24,4 ER 11,5<br>G.9 650 B.8 059 In.312 L.383<br>4 Ha (stl) (9,0 × 5,9) (12,1 17,9 × 9,9) ER (7,0 × 8,9)<br>12W Der 1(50) 4(14-25) 2(5-10) 6(3-5) | MAN<br>Oil 2SA 7Cy. 600 × 1050<br>5 149kW (7 000bhp)<br>Halberstadt<br>Gen 4 × 192kW 390V 50Hz a.c.<br>Fuel 1 221,5t (hvf) |
| **7213993**<br>*J8DK7*<br>2996<br>Df Esd Gc<br>Rdr Rt | **SU XIN**<br>ex Zuhal K-90 ex Triumph Orient-83<br>ex Triumph-79 ex Emma Jebsen-79<br>**JSM Shipping (St. Vincent) Ltd.**<br>Jiangsu Marine Shipping Co.<br>Kingstown St. Vincent and the Grenadines | **5 213**<br>3 170<br>7 450 | GL ZC | **1972** Werft Nobiskrug G.m.b.H.—Rendsburg (674)<br>125,23 (BB) 17,25 7,630<br>115,14 17,20 10,11<br>F 14,7 2 dks<br>rf nil | **M General Cargo**<br>3 Ho 20,2 29,4 29,0 ER<br>G.11 128 B.10 307<br>3 Ha (stl) (13,2 × 8,0) (19,5 19,5 × 10,5) ER<br>5W Der 5(20) | MAN<br>Oil 4SA 6Cy. 520 × 550<br>4 413kW (6 000bhp)<br>Masch. Augsburg-Nuernberg (MA<br>Gen 2 × 284kW . 1 × 133kW<br>Fuel 553,5t (hvf) |
| **7360722**<br>*BHKM*<br>Df Esd Gc<br>Pfd Rdr Rt | **SU YANG**<br>ex De Xing-91<br>**Jiangsu Ocean Shipping Company (COSCO JIANGSU)**<br>Nanjing/Nanking China | T.Mk<br>**6 941**<br>4 091<br>**9 607**<br>6 267<br>15 100 | ZC (GL) (PR) | **1974** A.G. "Weser" Werk Seebeck—Bremerhaven (976)<br>144,62 (BB) 21,06 9,408<br>134,00 21,00 12,25<br>P 54,0 F 33,0 2 dks, 3rd dk in Nos. 2 & 3 holds | **M General Cargo**<br>Ref<br>Ice strengthened Str. heavy cargoes<br>5 Ho 15,0 19,7 21,0 29,2 22,4 ER<br>G.20 313 B.17 899 In.2 450<br>5 Ha (stl) (6,3 × 7,5) (13,1 12,8 12,8 8,9 × 8,5) ER<br>2W Cr 2(20) 4(12,5) Der 1(75) 1(25) 12(5-10) 2(3-5) | MAN<br>Vee Oil 4SA 14Cy. 400 × 540<br>6 436kW (8 750bhp)<br>Masch. Augsburg-Nuernberg (MA<br>Gen 3 × 500kW 380V 50Hz a.c.<br>Fuel 204,0t (d.o.) 1 158,5t (hvf) |
| **6919772**<br>*J8CK4*<br>2785<br>Df Esd Gc<br>Pfd Rdr Rt | **SU YING**<br>ex Ziya S-89 ex New Song-79<br>ex Tosong-79<br>**JSM Overseas (St. Vincent) Ltd.**<br>Jiangsu Marine Shipping Co.<br>Kingstown St. Vincent and the Grenadines | **9 235**<br>6 054<br>16 778<br>T/cm<br>26,2 | ZC (AB) (BV)<br>Classed LR until 8/9/89 | **1969** Ansaldo S.p.A.—La Spezia (4220)<br>146,64 (BB) 21,04 9,070<br>136,00 21,01 12,20<br>P 24,7 F 11,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho ER<br>G.20 553 B.19 306<br>4 Ha (14,1 16,7 16,7 16,7 × 8,9) ER<br>Der 1(20) 8(5-10) | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>5 296kW (7 200bhp)<br>Ansaldo Meccanico Nucleare S.p.A<br>Gen 3 × 200kW 440V 60Hz a.c. |

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|---|---|---|---|---|---|
| **SU YU**<br>ex World Trader-91<br>ex Cielo di Livorno-88<br>ex Booker Courage-83 ex Brageland-80<br>**Jiangsu Marine Shipping Co.**<br>Nanjing/Nanking China | **6 040**<br>3 178<br>8 412<br>**8 540**<br>4 855<br>11 046 | RI (NV) | **1973** VEB Schiffswerft "Neptun"—Rostock (373)<br>145,37 (BB) 19,44 7,767/8,921<br>137,32 19,41 11,31<br>2 dks<br>rf nil | **M General Cargo** OSD/CSD<br>3 Ho ER<br>G.16 609 B.15 175<br>TEU 298 C. 298/20' (40')<br>5 Ha (stl) (14,0 × 11,5) (25,9p&s 25,9p&s × 7,5) ER<br>5W Der 5(30) | MAN K9Z60/105E<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>Halberstadt Halberstadt<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 180,0t (d.o.) 1 010,0t (hvf)-24,5pd 13,5kn |
| **SU YU 601**<br>**Jiangsu Province Marine Fishing Co.**<br>Shanghai China | **272**<br>82<br>— | ZC | **1985** Ningbo Shipyard—Ningbo<br>43,50 - 2,860<br>37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Zibo Fishing Vessel Diesel Engine Works Zibo<br>Gen 2 × 64kW 400V a.c.<br>12kn |
| **SU YU 602**<br>**Jiangsu Province Marine Fishing Co.**<br>Shanghai China | **274**<br>82<br>— | ZC | **1985** Ningbo Shipyard—Ningbo<br>43,50 - 2,760<br>37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Zibo Fishing Vessel Diesel Engine Works Zibo<br>Gen 2 × 64kW 400V a.c.<br>12kn |
| **SU YU 603**<br>**Jiangsu Province Marine Fishing Co.**<br>Shanghai China | **274**<br>82<br>131 | ZC | **1986** Jiangsu Fishing Vessel Repair & Building Fact. —Nanjing<br>43,50 - 2,760<br>37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Wuxi Diesel Engine Works Wuxi<br>Gen 2 × 64kW 400V a.c.<br>12kn |
| **SU YU 604**<br>**Jiangsu Province Marine Fishing Co.**<br>Shanghai China | **274**<br>82<br>131 | ZC | **1986** Jiangsu Fishing Vessel Repair & Building Fact. —Nanjing<br>43,50 - 2,760<br>37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Wuxi Diesel Engine Works Wuxi<br>Gen 2 × 64kW 400V a.c.<br>12kn |
| **SU YU 605**<br>**Jiangsu Province Marine Fishing Co.**<br>Liuhe China | **274**<br>86<br>129 | ZC | **1987** Lianyungang Shipyard—Lianyungang<br>43,50 - 2,800<br>37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Wuxi Diesel Engine Works Wuxi<br>Gen 2 × 64kW 400V a.c.<br>12kn |
| **SU YU 606**<br>**Jiangsu Province Marine Fishing Co.**<br>Liuhe China | **274**<br>86<br>129 | ZC | **1987** Jiangsu Fishing Vessel Repair & Building Fact. —Nanjing<br>43,50 - 2,800<br>37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Wuxi Diesel Engine Works Wuxi<br>Gen 2 × 64kW 400V a.c.<br>12kn |
| **SU YUAN**<br>ex Jin Chang-91 ex Discoverer-77<br>**Jiangsu Ocean Shipping Company (COSCO JIANGSU)**<br>Nanjing/Nanking China | T.Mk<br>**3 587**<br>1 599<br>5 772<br>**5 584**<br>2 885<br>7 609 | (ZC)<br>✠Classed LR until 22/9/77 | **1964**-3 Lindholmens Varv. A/B—Goteborg (1083)<br>124,00 17,28 7,011/8,281<br>114,30 17,22 10,36<br>P 27,2 F 12,8 2 dks, 3rd dk in No. 1 hold<br>rf 102 | **M General Cargo**<br>Ref<br>4 Ho 17,6 22,5 23,1 17,9<br>G.10 741 B.9 866 In.123<br>4 Ha (stl) (8,1 × 6,7) (13,6 13,6 × 7,9) (13,6 × 6,7)<br>8W Der 1(30) 4(10) 4(5) | Gotaverken DM63/130VGS7U<br>Oil 2SA 7Cy. 630 × 1300<br>4 266kW (5 800bhp)<br>Lindholmens Varv. A/B Goteborg<br>Gen 3 × 256kW 1 × 100kW 440V a.c.<br>Fuel (hvf) 15kn |
| **SU YUN**<br>ex Ocean Star I-85 ex Cynthia G-85<br>ex Falcon-79<br>**Jiangsu Ocean Shipping Company (COSCO JIANGSU)**<br>Nanjing/Nanking China | **5 774**<br>3 078<br>9 149<br>**8 896**<br>5 153<br>12 874 | ZC (AB) (BV)<br>Classed LR until 20/1/85 | **1974** VEB Warnowwerft Warnemuende —Warnemuende (404)<br>150,00 (BB) 21,85 —/9,364<br>139,92 21,80 11,90<br>P 47,3 F 29,0 1 dk & S dk<br>rf nil DK | **M General Cargo** OSD/CSD<br>Ref<br>Ice strengthened<br>5 Ho 18,9 21,1 21,1 21,1 ER 17,1<br>G.17 024 B.16 141 In.805<br>8 Ha (stl) (10,2 × 8,9) (15,9p&s 15,9p&s 15,9p&s × 7,7) ER (5,3 × 3,5)<br>Cr 1(5) Der 1(80) 3(22) 8(5-10) | MAN K8Z70/120<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 400kW 380V 50Hz a.c.<br>19kn |
| **SUADIYE**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **589**<br>225<br>— | ✠Classed LR until 2/12/83 | Lch.**1962** Cmpl.**1964**-6 Denizcilik Bankasi T.A.O. —Istinye, Istanbul (22)<br>67,01 12,65 2,331<br>60,91 12,20 3,92<br>F 8,9 1 dk, 2nd dk except in mchy. space<br>RW rf 356 | **TM Ferry** —P | Fiat B300.6L<br>2 Oil 4SA each 6Cy. 300 × 450 with clutches & sr reverse geared to sc. shafts<br>1 500bhp (1 103kW) ✠ E made57 fitted64<br>S.A. Fiat S.G.M. Torino<br>13kn |
| **SUAH**<br>**Starship S.A.**<br>Panama Panama | *2 958*<br>*1 371*<br>3 421 | KR NK | **1984** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1751)<br>84,64 (BB) 6,617<br>78,01 16,21 9,81<br>3 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.3 903<br>3 Ha (stl) (each 5,0 × 5,0) ER<br>Der 6(5) | Mitsubishi 6UEC37/88H<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 480kW a.c.<br>14,5kn |
| **SUAKIN**<br>ex El Suakin-58<br>**Government of The Democratic Republic of The Sudan (Railways Department)**<br>Sudan | **162**<br>—<br>— | ✠ | **1951**-8 Scott & Sons—Bowling (394)<br>29,39 7,37 2,960<br>... ... ...<br>R | **S Tug** | T 3Cy. 298 502 & 851 x 559<br>Plenty & Son Ltd. Newbury<br>Fuel (o.f.) |
| **SUAM REEFER**<br>ex Ryoyo Maru-89<br>**Suam S.A.**<br>San Lorenzo Honduras | **2 604**<br>1 413<br>3 803 | NK | **1972** Kyokuyo Zosen Tekko K.K.—Chofu (238)<br>104,32 14,64 6,503<br>96,32 14,61 7,70<br>P 38,8 F 11,6 1 dk | **M Refrigerated Cargo**<br>3 Ho<br>In.3 488<br>6 Ha (stl) (6,4 × 4,4) (7,0 × 5,0) (6,4 × 4,4) (7,0 × 5,0) (5,0 × 3,8) (7,0 × 5,0) ER<br>Der 6(3) | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>3 310kW (4 500bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 400kW 445V 60Hz a.c.<br>Fuel 106,0t (d.o.) 975,5t (hvf)-17,0pd 15,25kn |
| **SUAM TUNA**<br>ex Hibiscus-89<br>ex Shinyo Maru No. 8-89<br>ex Daiten Maru No. 58-85<br>ex Fukuryu Maru No. 31-82<br>**Satem S.A.**<br>Panama Panama | **344**<br>152<br>411 | KR | **1970** Niigata Eng. Co. Ltd.—Niigata (866)<br>54,24 8,52 3,400<br>47,20 8,50 3,75<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUANCES**<br>Launched as J.C.P.-G.8<br>**Government of Spain (Ministerio de Obras Publicas)**<br>Cadiz Spain | **1 005**<br>516<br>— | ✠Classed LR until 16/1/76 | **1966**-11 Soc. Espanola de Const. Nav.—Cadiz (124)<br>61,02 11,74 4,058<br>57,99 11,50 4,81<br>RFD 14,1 1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Stork<br>Oil 4SA 8Cy. 270 × 500<br>1 100bhp (809kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>10kn |
| **SUB III**<br>**Cape Flattery Silica Mines Pty. Ltd.**<br>Cairns, Queensland Australia | **314**<br>95<br>648 | | **1973** North Queensland Engineers & Agents Pty. Ltd.—Cairns (51)<br>36,76 9,63<br>35,77 9,15 3,05<br>1 dk | **TM Cement Carrier**<br>Self-unloader<br>Self unloader<br>Mchy.aft | General Motors 6-71-N<br>2 Oil 2SA each 6Cy. 108 × 127<br>154bhp (113kW)<br>General Motors Corp. Cleveland, Oh |

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| **6719407**<br><br>570225<br>Df Esd Gc<br>Pfd Rdr Rt | **SUB SIG II**<br>ex Scotia Port-75<br>**Raytheon Co.**<br>Newport, RI United States of America | **177**<br>66<br>— | ✠Classed LR until 4/8/72 | **1967**-8 Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1089)<br>35,97 8,64 3,353<br>29,57 8,54 4,12<br>F 15,9 1 dk<br>Box K 254 conv Stern Trawler Fishing 75 | **M Research/Fishing**<br>Stern Trawler Oceanographic<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 sr reve<br>sc. shaft<br>765bhp (563kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 55kW 220V 60Hz a.c.<br>Thw. thrust propeller double ended at,<br>Fuel 352,5t (d.o.) |
| **5324542**<br>*9MVJ*<br>325290<br>Rdr RTv | **SUBANG JAYA**<br>ex Manila Clipper<br>ex Shinyo Maru No. 3-67<br>**Salleh & Jin Shipping Sendirian Berhad**<br>Penang Malaysia | **499**<br>306<br>736 | | **1960** Fukushima Zosen Ltd.—Matsue (151)<br>16,82 2,62 1,207<br>15,42 2,61 1,30<br>1 dk<br>rf 114 | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 460<br>650bhp (478kW)<br>Nippon Hatsudoki<br>Gen 1 × 5kW 110V d.c.<br>Fuel (d.o.) |
| **6616461**<br>*ATBC*<br>1220<br>Esd Rt | **SUBARNAREKHA**<br><br>**Calcutta Port Trust**<br>Calcutta India | **2 514**<br>1 072<br>2 484 | IRS<br>✠Classed LR until 3/68 | **1966**-10 Orenstein Koppel & Luebecker—Luebeck (640)<br>94,04 15,32 4,319<br>89,01 15,21 5,80<br>1 dk<br>RW rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 14,0<br>Hopper 2032T<br>Hopper 1 274<br>1 sandpump 783kW (1050bhp)<br>5 Ha (1,8 1,8 × 1,8) (0,6 0,6 0,6 × 0,6) ER<br>Der 1(8) | MAN<br>2 Oil 4SA each 7Cy. 300 × 450 revers<br>geared to sc. shafts<br>2 080bhp (1 530kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 4 × 130kW 420V 50Hz a.c.<br>Fuel 91,5t (d.o.) |
| **8410744**<br>*3ECA3*<br>12696-PEXT3<br>Esd Gc Rdr Rt | **SUBARU**<br>ex Brigitte K.-88 ex Northern 1-87<br>ex Hakuryu-85<br>**Naviera Glorea S.A.**<br>Panama Panama | *2 644*<br>*1 499*<br>4 217 | NK | **1984** Sanyo Zosen K.K.—Mukaishima (882)<br>84,82 14,53 6,314<br>78,21 14,51 8,72<br>1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.5 864 B.5 309<br><br>2 Ha (stl) (15,6 24,7 × 7,6) ER<br>Der 2(15) | Akasaka<br>Oil 4SA 6Cy. 380 × 600 reverse reductio<br>to sc. shaft<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 2 × 176kW a.c. |
| **8015269**<br>*JMLP*<br>123974<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SUBARU MARU**<br><br>**Imabari Sangyo Kaisha Ltd.**<br>Imabari, Ehime Pref. Japan<br>SatCom: 1204401/SBRU | **9 001**<br>5 904<br>11 076 | NK | **1980** Watanabe Zosen K.K.—Hakata (208)<br>161,22 27,11 8,217<br>147,02 26,81 10,42 | **M Vehicles Carrier**<br>Cars 2800<br>Mchy.aft | Mitsubishi<br>Oil 2SA 7Cy. 600 × 1500<br>10 500bhp (7 723kW)<br>Hitachi Zosen Hiroshima Work<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 308,0t (d.o.) 1 479,0t (hvf)-36,0pd |
| **8810310**<br>*JDMG*<br>131128<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav | **SUBARU REEFER**<br><br>**Eastern Reefer K.K.**<br>Tokyo Japan<br>SatCom: 1200535/JDMG | *1 415*<br>*504*<br>1 354<br>T/cm<br>6,6 | NK | **1988** Kanasashi Co. Ltd.—Toyohashi (3185)<br>71,00 (BB) 12,41 4,369<br>65,00 12,40 7,10 | **M Refrigerated Cargo**<br><br><br>In.1 792 | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>1 250kW (1 699bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 2 × 360kW 445V 60Hz a.c.<br>Fuel 86,36t (d.o.) 299,24t (hvf)-5,94pd |
| **8314237**<br>*VWCS*<br>2007<br>Df Esd Rdr Rt | **SUBBA RAO**<br><br>**Satyasai Marines Pvt. Ltd.**<br>Visakhapatnam India | *110*<br>*33*<br>81 | IRS<br>✠Classed LR until 6/85 | **1984**-3 Scheepsw. "De Hoop" B.V.—Hardinxveld (780)<br>23,68 6,58 2,909<br>21,24 6,51 3,43<br>1 dk<br>rf 686 BK 51 | **M Fishing**<br>Side Trawler Ref<br><br>In.70 | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 with clutche<br>couplings & sr reverse geared to sc. sh<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 26kW 380V 50Hz a.c.<br>Fuel 38,5t (d.o.) |
| **8224171**<br>*VWKY*<br>2033<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SUBEDAR JOGINDER SINGH PVC**<br><br>**The Shipping Corporation of India Ltd.**<br>Bombay India<br>SatCom: 1640216/SBJS | *37 855*<br>*21 210*<br>67 136<br>T/cm<br>67,4 | IRS NV (KR) | **1984** Hyundai Heavy Industries Co. Ltd.—Ulsan (281)<br>228,61 (BB) 32,24 13,601<br>219,01 32,21 13,70<br>F 18,0 1 dk<br>Box K Bow/CM 115 Diam. 0,500 | **M Tanker**<br>COW IGS PL SBT<br>11 Ta ER<br>L.(oil) 72 040 HeCls. C<br>4 Cargo pumps total 8 000T/hr | Sulzer<br>Oil 2SA 7Cy. 580 × 1700<br>8 400bhp (6 179kW)<br>Hyundai SB. & Heavy Industries<br>Gen 3 × 750kW 1 × 740kW 450V 60Hz<br>Fuel 161,0t (d.o.) 1 859,5t (hvf)-27,0pd |
| **8037231**<br>*ATSV*<br>1788<br>Esd Gc Rt | **SUBHASHINI**<br><br>**Srinivasa Sea Foods Pvt. Ltd.**<br>Visakhapatnam India | **116**<br>79<br>57 | IRS (AB) | **1978** Ast. IMESA—Coatzacoalcos<br>23,17 7,47 2,255<br>21,39 7,33 3,28<br>1 dk<br>BK | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr geared to sc.<br>380bhp (280kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 10kW 120V 50Hz a.c.<br>Fuel 39,5t (d.o.) |
| **6501460**<br>*9GUH*<br>316528<br>Df Esd Gc<br>Rdr Rt | **SUBIN**<br><br>**Mankoadze Fisheries Ltd.**<br>Takoradi Ghana | **1 980**<br>1 263<br>1 839 | ✠Classed LR until 7/2/90 | **1964**-12 Fujinagata Zosensho—Osaka (108)<br>79,53 12,53<br>72,01 12,50 8,01<br>2 dks<br>rf 102 | **M Fishing**<br>Stern Trawler Ref<br><br>In.1 554 | B&W<br>Oil 2SA 7Cy. 350 × 620<br>1 590kW (2 162bhp)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 320kW 440V 50Hz a.c. |
| **5282067**<br>*J8CD3*<br>2728<br>Df Esd<br>RTm/v | **SUBLIME**<br>ex Mahan-90 ex Ali-89 ex Kali-88<br>ex Poolta-85<br>**Sentry Shipping Corp.**<br>Kingstown St. Vincent and the Grenadines | **2 880**<br>1 412<br>3 333 | ✠**100A1** CS 5/88<br>✠**LMC**<br>EL (t) 1½"SQ<br>FN 1744 | **1959**-5 Henry Robb Ltd.—Leith (465)<br>100,18 13,26 4,973<br>94,49 13,11 5,34<br>P & B 59,5 1 dk<br>RW rf 102 len 68 | **M General Cargo**<br><br>3 Ho 21,9 25,6 ER 20,0<br>B.4 679<br><br>3 Ha (stl) (13,1 × 7,3) (17,0 × 9,3) ER<br>(11,4 × 7,3)<br>Der 3(10) | Sulzer<br>Oil 2SA 5Cy. 480 × 700<br>1 500bhp (1 103kW)<br>G. Clark & N.E.M. (Sunderland) Ltd<br>Gen 3 × 135kW 220V d.c.<br>Fuel 98,5t (d.o.) |
| **7106891**<br>*GOXC*<br>303238<br>Df Rdr Rt | **SUBRO VALOUR**<br>ex Valour-91 ex Subro Valour<br>ex Ferryhill II-78<br><br>Aberdeen United Kingdom | **199**<br>149<br>411 | ✠CLASS WITHDRAWN 8/91 | **1971**-6 J. R. Hepworth & Co. (Hull) Ltd.—Paull (112)<br>41,84 7,73 2,687<br>39,37 7,62 3,23<br>P 5,2 F 4,9 1 dk<br>rf 152 | **M General Cargo**<br><br>1 Ho 27,2 ER<br>G.523 B.465<br><br>1 Ha (stl) (24,0 × 4,9) ER | Rolls Royce<br>Vee Oil 4SA 8Cy. 168 × 184 reverse re<br>geared to sc. shaft<br>345bhp (254kW)<br>Rolls-Royce Ltd.<br>Gen 3 × 1,5kW 24V d.c.<br>Fuel 10,0t (d.o.) |
| **8138138**<br>*EQHF* | **SUBSAHEL No. 1**<br><br>**Government of The Islamic Republic of Iran (Coastal Regional Water & Power)**<br>Bandar Abbas Iran | **223**<br>106<br>— | (GL) | **1980** Homatas Brothers Shipyard—Thessaloniki (53)<br>35,62 8,84 1,861<br>32,52 8,81 2,32<br>RQD 9,5 1 dk | **TM Ferry**<br>Vehicles —dk P | Caterpillar<br>Oil 4SA 6Cy. 137 × 165 reverse gear<br>shafts<br>E made75 fitted80<br>Caterpillar Tractor Co.<br>Gen 1 × 56kW 380/220V a.c. |
| **8137158**<br>*EQHT* | **SUBSAHEL No. 2**<br><br>**Government of The Islamic Republic of Iran (Coastal Regional Water & Power)**<br>Bandar Abbas Iran | **223**<br>106<br>— | (GL) | **1980** B. Homatas Vassilios Shipyard—Thessaloniki/Salonica (54)<br>35,62 8,79 1,861<br>32,52 8,03 2,32<br>RQD 9,5 1 dk | **TM RoRo Cargo/Ferry**<br>—dk P | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 rev<br>sc. shafts<br>Caterpillar Tractor Co.<br>Gen 1 × 56kW 220/320V a.c. |
| **5001542**<br>*IORN*<br>526<br>Df Esd Gc<br>Pfd Rdr RTh | **SUBSEA CORSAIR**<br>ex Corsair-73 ex Boston Lancaster-69<br>ex Acadia Heron-67<br>ex Princess Royal-59<br>**Micoperi S.p.A.**<br>Pescara Italy<br>See Register of Offshore Units | **451**<br>198<br>175 | (RI)<br>✠Classed LR until 1/12/72 | **1952**-11 J. Lewis & Sons Ltd.—Aberdeen (229)<br>51,59 7,68 3,687<br>46,41 7,62 3,79<br>RQD 21,4 F 5,5 1 dk<br>RW rf 762 len 74<br>conv Side Trawler Fishing 74 | **M Diving Support Ship**<br>for offshore installations<br>1 Ho 9,7<br><br>3 Ha (each 1,3 × 1,0) | Mirrlees<br>Oil 4SA 6Cy. 380 × 355<br>650bhp (478kW)<br>Mirrlees, Bickerton & Day<br>Gen 2 × 160kW a.c. 1 × 100kW a.c.<br>1 × 24kW a.c.<br>Fuel (d.o.) |
| **7701823**<br>*9WQS*<br>324962<br>Esd Gc Rdr Rt | **SUBUR**<br>ex Tenan Maru-85<br>**Ethid Holdings Sendirian Berhad**<br>M.T. Maritime Agencies Pte. Ltd.<br>Labuan Malaysia | **997**<br>609<br>2 164 | (NK) | **1977** K.K. Taihei Kogyo—Akitsu (322)<br>75,04 5,103<br>70,41 11,21 5,62<br>P 17,4 F 7,4 1 dk | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 2 397 | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo |

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|---|---|---|---|---|---|---|
| **SUBUR No. 1**<br>ex Wan Tzung No. 1<br>**P.T. Daya Guna Samudera**<br>Ambon<br>Indonesia | **493**<br>372<br>— | (KI) | 41,51 2,850<br>36,00 7,00 3,31<br>1 dk | **1972** Kaohsiung SB. Co. Ltd—Kaohsiung | **M Fishing** | Makita<br>Oil 4SA 6Cy. 275 × 450<br>1 100bhp (809kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| **SUBUR No. 2**<br>ex Wan Tzung No. 2<br>**P.T. Daya Guna Samudera**<br>Ambon<br>Indonesia | **493**<br>372<br>— | (KI) | 41,51 2,850<br>36,00 7,00 3,31<br>1 dk | **1972** Kaohsiung SB. Co. Ltd—Kaohsiung | **M Fishing** | Makita<br>Oil<br>1 100bhp (809kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| **SUCCESS**<br>ex State Jack-76<br>**Swamp Irish Inc.**<br>Brownsville, Tx<br>United States of America | **158**<br>107<br>— | | *24,36* 7,35<br>3,46 | **1969** Bender Welding & Machine Co. Inc.—Mobile, Al | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **SUCCESS BULKER**<br>ex Beau Success-87<br>ex Manila Honour-85 ex Hydrolock-84<br>**Irvington Shipping Ltd.**<br>Monrovia<br>SatCom: 1240206/SUBK<br>Liberia | **33 539**<br>26 895<br>64 120<br>T/cm<br>63,7 | NV | 225,03 (BB) 32,31 13,080<br>213,72 32,25 18,01<br>1 dk | **1981** B & W Skibsvaerft A/S—Kobenhaven (884) | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 27,0 23,4 23,4 23,4 23,4 23,4<br>25,2 ER<br>G.78 790 B.75 490 HeCls. B<br>7 Ha (stl) (each 14,4 × 15,0) ER | B&W 5L80GFCA<br>Oil 2SA 5Cy. 800 × 1950<br>12 600bhp (9 268kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 330,0t (d.o.) 2 810,0t (hvf)-40,5pd 15kn |
| **SUCCESS HOPE**<br>ex Queen's Way Bridge-91<br>ex Silver Arrow-73<br>Panama<br>SatCom: 1333173/QWAY<br>Panama | *30 588*<br>*11 222*<br>30 465 | NK | 225,53 (BB) 30,64 11,513<br>211,00 30,59 18,90<br>F 27,8 1 dk | **1972** Kawasaki Heavy Ind. Ltd.—Kobe (1166) | **M Container Ship**<br>Fixed-guides<br>Mchy.aft<br>TEU 1903<br>C.Ho 883/20' 264/40' C.Dk 330/20' 81/40'<br>11 Ha (stl) | MAN K9SZ105/180E<br>Oil 2SA 9Cy. 1050 × 1800<br>36 000bhp (26 480kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 960kW 450V 60Hz a.c.<br>Fuel 487,0t (d.o.) 3 995,0t (hvf)-154,0pd 22,25kn |
| **SUCCESS I**<br>ex Yastreb-86<br>**Mi-das Line S.A.**<br>Panama<br>Panama | *2 832*<br>*1 777*<br>5 139 | NK | 6,022<br>88,02 16,01 7,37<br>1 dk | **1984** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1708) | **M General Cargo**<br>2 Ho ER<br>G.6 250 B.5 350<br>2 Ha (stl) (17,9 31,8 × 8,4) ER<br>Der 1(30) 2(15) | Hanshin 6EL44<br>Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SUCCESS SEA**<br>ex Core No. 12-90<br>ex Daiko Maru No. 8-88<br>ex Kaisho Maru No. 8-78<br>ex Kyoei Maru<br>**Great Success Maritime S.A.**<br>Panama<br>SatCom: 1333527/SUCS<br>Panama | **557**<br>327<br>1 050 | BV | 53,00 4,370<br>49,00 9,20 5,70<br>1 dk | **1968** Wakayama Zosen—Kainan (399) | **M General Cargo**<br>1 Ha (29,1 × 6,0) ER | Mitsubishi<br>Oil 4SA 6Cy. 330 × 520<br>809kW (1 100bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 28kW 225V a.c.<br>11kn |
| **SUCCESS 5**<br>ex Success-82<br>**Mount Oak Marine S.A.**<br>Panama<br>Pahama | **2 491**<br>1 554<br>4 965 | NK | 97,16 15,52 6,216<br>89,97 15,51 7,57<br>P 21,1 F 11,0 1 dk | **1979** Hashihama Zosen—Imabari (672) | **M General Cargo**<br>G.5 861 B.5 006<br>2 Ha (stl) (15,0 29,8 × 7,9) ER<br>Der 1(25) 2(15) | Akasaka<br>Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 132kW 445V a.c.<br>12kn |
| **SUCCESSWAY**<br>ex Hokushin Maru-90<br>**Successway Maritime Inc.**<br>Gold Bridge Shipping Ltd.<br>Panama<br>Panama | *718*<br>*299*<br>1 115 | BV (NK) | 58,30 10,42 4,050<br>53,52 10,40 4,86<br>P 13,2 F 8,9 1 dk | **1977** Mukaishima Zoki Co. Ltd.—Mukaishima (158) | **M Tanker**<br>Mchy.aft<br>L.(oil) 1 146 | Otsuka SOD6-29C<br>Oil 4SA 6Cy. 290 × 420<br>1 000bhp (736kW)<br>K.K. Otsuka Tekkosho Oita<br>Gen 2 × 192kW<br>10,5kn |
| **SUCEVITA**<br>**Navrom Shipping Company**<br>Constantza<br>Romania | **2 473**<br>1 039<br>3 077<br>**3 531**<br>1 748<br>4 737 | RNR | 106,03 14,84 5,630/7,062<br>93,50 14,79 8,54<br>1 dk & S dk | **1978** Santierul Naval Braila—Braila (1324) | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>TEU 80<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(5) | B&W 5-50VT2BF-110<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 450kW 400V 50Hz a.c.<br>Fuel 456,0t 13,5kn |
| **SUCI**<br>ex Azuma Maru No. 18-91<br>**Gesuri (M) Sendirian Berhad**<br>M.T. Maritime Agencies Pte. Ltd.<br>Labuan<br>Malaysia | **2 360**<br>1 309<br>4 595 | NK | 94,24 6,738<br>88,02 14,81 7,62<br>P 23,2 F 12,2 1 dk | **1979** Kurushima Dockyard Co. Ltd.—Imabari (1303) | **M Tanker**<br>Mchy.aft<br>L.4 831 | Akasaka DM47<br>Oil 4SA 6Cy. 470 × 760<br>3 400bhp (2 501kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Fuel 107,0t (d.o.) 181,0t (hvf) 11kn |
| **SUCIDAVA**<br>**Navrom Shipping Company**<br>Constantza<br>Romania | **1 955**<br>921<br>2 960<br>**3 374**<br>1 574<br>4 620 | RNR | 105,97 14,84 5,630/7,063<br>93,48 14,80 8,54<br>2 dks | **1981** Santierul Naval Braila—Braila | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>TEU 80<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 3(5) | B&W 5DKRN50/110-2<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 450kW 400V 50Hz a.c.<br>Fuel 456,0t 13,5kn |
| **SUCRE**<br>ex Kenco I ex Chiloe III-88 ex Louise-80<br>**Pacific Rim Resources Inc.**<br>Honduras | **1 041**<br>520<br>1 647 | (GL) | 72,29 10,80 4,630<br>66,02 10,77 5,31<br>P 17,7 F 7,1 1 dk<br>RW | **1957** Schiffbau-Ges. Unterweser A.G.—Bremerhaven (392) | **M General Cargo**<br>Ice strengthened<br>1 Ho 41,1 ER<br>G.2 105 B.1 959<br>2 Ha ER<br>4W Der 4(3) | MaK MSU582A<br>Oil 4SA 6Cy. 385 × 580<br>1 000bhp (736kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 25kW 1 × 15kW 220V d.c.<br>Fuel 57,0t (d.o.) 11kn |
| **SUDAK**<br>**Soviet Danube Shipping Co.**<br>(Izmail)<br>(U.S.S.R.) | **1 540**<br>653<br>1 857 | RS | 80,22 11,94 4,900<br>5,69<br>1 dk | **1972** Intreprinderea Constr. Navale Constantza—Constantza (358) | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.2 450<br>3 Ha (stl) (8,2 × 5,9) (8,2 8,2 × 7,9) ER<br>Cr 3(5) | Sulzer 6TAD36<br>Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW)<br>Sour "Jugoturbina" Karlovac<br>12,5kn |
| **SUDARWAN II**<br>**P.T. Pelayaran Djangkar Sakti**<br>Jakarta<br>Indonesia | **175**<br>83<br>— | (KI) | ... ...<br>32,52 6,51 2,75<br>1 dk | **1974** P.T. Jantra Dock/SB. Co.—Tanjung Priok | **M General Cargo** | Oil 4SA 6Cy. 160 × 225<br>250bhp (184kW) E made71 fitted74<br>Tung Fung Province of Taiwan<br>Gen 1 × 5kW 1 × 2,5kW 110/115V a.c.<br>8kn |
| **SUDERAUE**<br>**Land Schleswig-Holstein**<br>Husum<br>Federal Republic of Germany | **104**<br>34<br>55 | | 25,28 8,03 1,001<br>25,20 8,02 1,60<br>F 6,4 1 dk<br>len 81 | **1980** Husumer Schiffsw.—Husum (1465) | **TM Dredger** | Deutz F6L912<br>2 Oil 4SA each 6Cy. 100 × 120 reverse geared to sc. shafts<br>E made81 fitted—<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 24kW 220/380V a.c.<br>6kn |

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| **5280552**<br>*LAIU*<br>13122<br>Df Esd Gc<br>Pfd Rdr Rt | **SUDEROY**<br>ex Sudervon-85 ex Artus-82<br>ex Sevrin Roald-72 ex Pol XV-66<br>**K/S Suderoy A/S**<br>Bergen Norway | **701**<br>295<br>— | NV | **1951** Hall, Russell & Co. Ltd.—Aberdeen (828)<br>52,33 9,05 6,000<br>46,33 9,02 6,84<br>2 dks<br>RW rf 991 BK 191 conv Whaler 66 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft<br>3 Ha (1,3 2,5 2,2 × 2,2) | MaK<br>Oil 4SA 6Cy. 320 × 420 sr geared to<br>2 400bhp (1 765kW) NE 79<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 116kW 220V 50Hz a.c.<br>Thw. thrust propeller |
| **7212286**<br>*EDIW*<br>Esd Rdr Rt | **SUDOESTE**<br>**Antonio Campelo S.L.**<br>Vigo Spain | **270**<br>98<br>— | BV | **1972** Construcciones Navales P. Freire S.A.—Vigo (73)<br>38,46 7,29 3,320<br>33,33 7,26 3,92<br>1 dk<br>len 81 | **M Fishing**<br>Side Trawler<br>Mchy.aft | M.T.M.<br>Oil 4SA 8Cy. 295 × 420<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 92,0t (d.o.) |
| **7328061**<br>M-34348<br>Esd Rdr Rt | **SUDOPODYOM-1**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **1 631**<br>458<br>— | (GL) (RS) | **1973** Howaldtswerke-Deutsche Werft—Hamburg (70)<br>54,01 24,01 2,699<br>54,01 5,41<br>1 dk | **TM Crane Pontoon**<br>Ice strengthened<br>Cr 1(800) | Deutz<br>4 Oil 4SA each 6Cy. 135 × 160<br>1 020bhp (750kW)<br>Kloeckner Humboldt Deutz<br>2 Directional propellers aft, 2 fwd |
| **7328073**<br>M-30891<br>Esd Rdr Rt | **SUDOPODYOM-2**<br>ex Magnus<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | **1 631**<br>458<br>— | (GL) (RS) | **1973** Howaldtswerke-Deutsche Werft—Hamburg (71)<br>54,01 24,01 2,699<br>54,01 5,41<br>1 dk | **TM Crane Pontoon**<br>Ice strengthened<br>Cr 1(800) | Deutz<br>4 Oil 4SA each 6Cy. 135 × 160<br>1 020bhp (750kW)<br>Kloeckner Humboldt Deutz<br>2 Directional propellers fwd, 2 aft |
| **8726650**<br>M-40200<br>Rt | **SUDOREMONTNIK**<br>**Remrybflot**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *191*<br>*85*<br>323 | RS | **1985** ............U.S.S.R.<br>29,45 8,15 3,120<br>28,50 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works |
| **7336109**<br>*UGXP*<br>M-28265<br>Rt | **SUDOSTROITEL**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1973** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **7037947**<br>*ERUP*<br>M-29882<br>Df Esd Rdr Rt | **SUDOVODITEL**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **658**<br>244<br>325 | (RS) | **1968** ............U.S.S.R.<br>54,23 9,38 3,591<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW |
| **8137172**<br>*DJBF*<br>Esd Rdr RTv | **SUDSTRAND**<br>**Peter Gondensen**<br>Wyk-auf-Fohr Federal Republic of Germany | *131*<br>*39*<br>129 | | **1976** Lubbe Voss Schiffswerft—Westerende (60)<br>31,20 6,02 2,101<br>29,27 6,01 2,80<br>1 dk<br>len 86 | **M Fishing**<br>1 Ha (stl) (8,0 × 3,9) | Deutz<br>Vee Oil 4SA 12Cy. 120 × 160 reverse<br>sc. shaft<br>Kloeckner Humboldt Deutz<br>Gen 1 × 6,75kW 24V d.c. |
| **7225051**<br>*TFER*<br>1258<br>VE 500<br>Df Esd Pfd Rdr Rt | **SUDUREY**<br>ex Gunnar Jonsson-77<br>**Hradfrystistodin i Reykjavik**<br>Vestmannaeyjar Iceland | **147**<br>66<br>— | | **1972** Slippstodin h/f—Akureyri (B.40)<br>30,76 6,76<br>26,83 6,74<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 230 × 270<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel (d.o.) |
| **6416689**<br>*OW2444*<br>D1123<br>Df Esd Gc<br>Rdr Rt | **SUDURHAVID**<br>ex Ark'Aluta-88 ex Leikur-83<br>**P/f Sudurhavid**<br>Leirvik Faeroes (Danish) | **363**<br>159<br>— | NV | **1964** Soviknes Verft A/S—Sovik (60)<br>44,61 8,03 4,052<br>37,42 8,01 4,27<br>2 dks<br>rf 107 BK 140 len 82 | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>Ice strengthened<br>2 Ho ER<br>In.409<br>2 Ha (1,2 × 0,9) (2,2 × 2,2) ER<br>1W Der 1(5) | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>937kW (1 274bhp) NE 79<br>Kloeckner Humboldt Deutz<br>Gen 2 × 184kW 220V 50Hz a.c. |
| **6502165**<br>*OW2440*<br>Df Esd Rdr<br>RTm/v | **SUDURSTEIN**<br>ex Fjordblomst-88 ex Rodvang-85<br>ex Askland-77 ex Alfa-74<br>**p/f Jepo Bulkfarmer**<br>Faeroes (Danish) | **298**<br>191<br>564 | BV | **1964** Orskovs Staalskibsvaerft I/S—Frederikshavn (29)<br>48,14 8,67 3,125<br>43,21 8,64 3,48<br>P 12,5 F 7,7 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 30,4 ER<br>G.708 B.616<br>2 Ha (each 10,8 × 5,0) ER<br>2W Der 2(2) | Alpha<br>Oil 2SA 5Cy. 230 × 400<br>257kW (349bhp)<br>Alpha-Diesel A/S<br>Gen 3 × 6kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 32,5t (d.o.)-1,5pd |
| **7320760**<br>*USGS*<br>M-32062<br>Df Esd Gc<br>Rdr Rt | **SUDUVA**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**2 323**<br>888<br>1 290 | RS | **1973** ............U.S.S.R.<br>83,90 14,03 5,701<br>78,06 13,95 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **7803487**<br>*DJPM*<br>Df Esd Gc<br>Rdr RTm/v | **SUDWIND**<br>ex Alrek-91 ex Sudwind-89<br>**Karl-Heinz Baase Schiffahrts K.G.**<br>Rendsburg Federal Republic of Germany | T.Mk<br>**499**<br>349<br>1 659 | GL | **1978** Werft Nobiskrug G.m.b.H.—Rendsburg (691)<br>79,23 (BB) 13,54 3,531<br>73,46 13,50 5,31<br>P 9,8 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 43,5 1 TwD 49,5<br>G.2 801 B.2 706<br>TEU 142 C.Ho 59/20' C.Dk 83/20'<br>1 Ha (49,4 × 10,2) ER | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 177kW (1 600bhp)<br>Atlas-MaK Maschinenbau<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8133023**<br>627203 | **SUE**<br>ex Mr. Bronko<br>**Gerald E. Carney**<br>Norfolk, Va United States of America | **147**<br>33<br>— | | **1980** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71<br>3,13<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| **7333092**<br>*WYZ8395*<br>543361 | **SUE C.**<br>ex Leslie Ann-77<br>**Kinsey Seafoods Inc.**<br>Corpus Christi, Tx United States of America | **106**<br>72<br>— | | **1972** Gulf Caribbean Boat Works Inc.—Fort Myers, Fl<br>*21,25* 6,13<br>3,05 | **Wood M Fishing** | Oil<br>345bhp (254kW)<br>.............<br>Fuel (d.o.) |
| **6909911**<br>*WNPD*<br>520392<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SUE LYKES**<br>ex President Wilson-87<br>ex Hong Kong Mail-78<br>**American President Lines Ltd.**<br>Oakland, Ca United States of America | T.Mk<br>**11 559**<br>6 727<br>18 289<br>**15 949**<br>10 002<br>22 564 | AB | **1969** Newport News SB. & D.D. Co.—Newport News, Va (590)<br>184,41 25,05 9,500/10,681<br>178,09 25,00 14,18<br>F 32,7 2 dks, 3rd dk in No. 1-4 holds, 4th dk in No. 3 & 4 holds<br>RW rf nil | **S General Cargo**<br>Ref 12bth P<br>6 Ho 19,5DTp&s 22,8 21,3 21,3 ER 18,9 18,2 15,0 14 TwD<br>B.29 849 In.594 L.2 757<br>TEU 409 C. 409/20' (40')<br>7 Ha (stl) (8,6 × 6,8) (12,9 12,9 12,9 × 7,7) ER (10,6 10,6 8,3 × 7,7)<br>24W Der 1(70) 20(20) 4(15) | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>General Electric Co.<br>Gen 2 × 1250kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 3 701,5t (o.f.) |
| **8820872**<br>*SMTZ*<br>SG 67 | **SUECIA**<br>**H/B Suecia**<br>Nogersund Sweden | *182*<br>*54*<br>— | | **1989** Smogens Plat & Svetsindustri AB—Smogen (44)<br>23,86 7,07<br>7,00 4,70<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 sr<br>sc. shaft<br>638kW (867bhp)<br>Caterpillar Inc. |

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| **SUEHIRO MARU**<br>**Suehiro Kisen K.K.**<br>Numakuma, Hiroshima Pref. Japan | **693**<br>—<br>1 700 | | **1977** Sasaki Zosen K.K.—Kinoe (316)<br>62,72 4,636<br>62,62 11,02 5,01<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin 6LUD32G<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SUEHIRO MARU**<br>**Suemitsu Kaiun K.K.**<br>Namikata, Ehime Pref. Japan | **495**<br>—<br>1 599 | | **1989** Mategata Zosen K.K.—Namikata<br>76,00 4,170<br>70,00 12,00 7,15<br>1 dk | **M General Cargo** | Makita 4S26MC<br>Oil 2SA 4Cy. 420 × 840<br>1 236kW (1 680bhp)<br>Makita Diesel Co. Ltd. Takamatsu |
| **SUEHIRO MARU**<br>**Funakoshi Sangyo K.K.**<br>Shimokamagari, Hiroshima Pref. Japan | **452**<br>—<br>1 118 | | **1984** Nakatani Shipyard Co. Ltd.—Nomi (491)<br>74,20 (BB) 3,501<br>69,02 11,61 3,61<br>2 dks | **M General Cargo**<br>Mchy.aft<br>G.2 420 B.2 280 | Akasaka A28R<br>Oil 4SA 6Cy. 280 × 550<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SUEHIRO MARU**<br>ex Takuyo Maru No. 3-82<br>ex Hakusei Maru<br>**Taketani Kaiun K.K.**<br>Nandan, Hyogo Pref. Japan | **432**<br>253<br>337 | (NK) | **1965** Hashihama Zosen—Imabari (186)<br>48,42 8,26 2,947<br>42,50 8,21 3,61<br>P 11,0 F 4,9 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta cyl horizontal ER<br>L.(gas) 519 | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 24kW 230V a.c.<br>Fuel 30,5t-3,0pd 10,5kn |
| **SUEHIRO MARU**<br>**Kushiro Tug Boat K.K.**<br>Kushiro, Hokkaido Pref. Japan | **199**<br>—<br>— | | **1978** Kushiro Jukogyo K.K.—Kushiro (63)<br>*27,41*<br>8,81 3,41<br>1 dk | **TM Tug** | 2 Oil<br>Japan |
| **SUEHIRO MARU**<br>**Nishiei Marine K.K.**<br>Kobe, Hyogo Pref. Japan | **101**<br>29<br>— | | **1979** K.K. Ichikawa Zosensho—Ise<br>23,00 2,300<br>19,10 6,60 3,00<br>1 dk | **TM Tug** | Niigata 6L20AX<br>2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd. Japan |
| **SUEI MARU No. 21**<br>**Juei Suisan K.K.**<br>Hakodate, Hokkaido Pref. Japan | **321**<br>145<br>— | | **1971** Kochiken Zosen—Kochi (407)<br>*44,51*<br>8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Hanshin<br>Oil<br>950bhp (699kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **SUEIRAS**<br>**Manuel Lopez Sueiras**<br>Vivero Spain | **264**<br>93<br>— | (GL) | **1974** Ast. Celaya—Bilbao (145)<br>33,79<br>29,49 7,50 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Baudouin<br>2 Oil 4SA each 8Cy. 185 × 200 geared to sc. shaft<br>800bhp (588kW)<br>Soc. des Moteurs Baudouin Marseille<br>11kn |
| **SUEMAR DOS**<br>**Suemar S.L.**<br>Vigo Spain | **272**<br>107<br>200 | GL | **1979** Const. Nav. Santodomingo—Vigo (426)<br>40,44 8,31 3,552<br>34,75 8,28 5,62<br>2 dks<br>len 82 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft | Alpha 6T23LU<br>Oil 4SA 6Cy. 225 × 300 reverse reduction geared to sc. shaft<br>815bhp (599kW)<br>Cons. Echevarria Bermeo<br>Gen 1 × 275,25kW 380/220V<br>11,75kn |
| **SUEMAR UNO**<br>**Suemar S.L.**<br>Vigo Spain | **373**<br>207<br>— | BV | **1976** Const. Nav. Santodomingo—Vigo (436)<br>42,55 8,54 4,052<br>38,51 8,51 6,18<br>2 dks<br>len 82 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 193,5t (d.o.) 12,25kn |
| **SUERTE**<br>ex Dooyang Ace-87 ex Ahjin Ace-86<br>ex Alice I-82<br>**Winston Corp.**<br>Monrovia Liberia | **32 392**<br>23 511<br>55 740<br>T/cm<br>58,9 | (AB) (KR)<br>CLASS WITHDRAWN at Owners' request 2/11/91 | **1977** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (250)<br>208,01 (BB) 33,15 12,224<br>199,02 32,21 18,22<br>P 35,4 F 15,9 1 dk<br>rf nil DK in way of all cargo holds | **M Bulk Carrier**<br>5 Ho ER<br>G.69 929<br>5 Ha (stl) (— 20,1 — 20,1 — × 14,4) ER | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>10 298kW (14 000bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 720kW 450V 60Hz a.c.<br>14,25kn |
| **SUEZ**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**5 770**<br>2 863<br>—<br>**9 056**<br>4 667<br>13 740 | RS | **1973** Alexandria Shipyard—Alexandria (132)<br>152,81 20,63 7,481/9,389<br>140,01 20,60 12,04<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,5 21,7 21,4 21,4 ER 16,6<br>B.17 420<br>5 Ha (stl) (9,7 × 9,4) (14,4 14,4 14,4 × 10,9) ER (9,7 × 9,4)<br>2W Cr 6(8) Der 1(60) | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 300kW 400V 50Hz a.c.<br>Fuel 1 612,5t (hvf) 17kn |
| **SUFA**<br>**Israel Ports Authority**<br>Ashdod Israel | *492*<br>*147*<br>780 | ✠**100A1**<br>tug<br>✠**LMC** **UMS**<br>EL (H) 335,0/22,0U2<br>FN 525 | **1989**-7 Israel Shipyards Ltd.—Haifa (1064)<br>35,00 11,44<br>33,51 11,41 4,25<br>1 dk<br>rf - | **TM Tug**<br>Fire-fighting Tractor | Deutz SBV8M628<br>2 Oil 4SA each 8Cy. 240 × 280 with flexible couplings & sr geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 128kW 400V 50Hz a.c. |
| **SUFFOLK CHIEFTAIN**<br>**Millbay Secretarial Co. Ltd.**<br>Lowestoft United Kingdom | **255**<br>91<br>— | ✠**100A1** SS 4/89<br>for service within the sea area enclosed between the Parallels of Latitude 62°N and 48°N, the Meridian of Longitude 15°W and the coast of Europe<br>✠**LMC**<br>EL (I) 192,5/25,4U1<br>FN 394 | **1968**-6 Appledore Shipbuilders Ltd.—Appledore (A.S.56)<br>38,31 7,88<br>33,53 7,78 3,97<br>F 5,8<br>rf 457 BK 152 conv Side Trawler Fishing 81 | **M Stand-by Safety Vessel**<br>for offshore installations<br>Mchy.aft | Ruston<br>Oil 4SA 6Cy. 260 × 368 reverse reduction geared to sc. shaft<br>1 100bhp (809kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 30kW 220V d.c.<br>Fuel 56,0t (d.o.) 12,25kn |
| **SUFFOLK ENDEAVOUR**<br>**Peter Duthie**<br>Lowestoft United Kingdom | **255**<br>91<br>— | ✠**100A1**<br>trawler<br>✠**LMC**<br>EL (I) 1"U1<br>FN 398 | **1968**-1 Appledore Shipbuilders Ltd.—Appledore (A.S.39)<br>38,31 7,88 3,658<br>33,79 7,78 3,97<br>F 5,8 1 dk<br>rf 457 BK 152 conv Side Trawler Fishing 76 conv Stand-by Safety Vessel 77 conv Side Trawler Fishing 81 | **M Stand-by Safety Vessel**<br>for offshore installations | Ruston<br>Oil 4SA 6Cy. 260 × 368 reverse reduction geared to sc. shaft<br>1 100bhp (809kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 90kW 1 × 30kW 220V d.c.<br>Fuel 56,0t (d.o.) 12,25kn |
| **SUFFOLK MARINER**<br>**Suffolk Marine Ltd.**<br>Aberdeen United Kingdom | *1 432*<br>*647*<br>2 154 | ✠**100A1**<br>offshore supply ship, firefighting ship 1 (total monitor discharge capacity 2400cub.m/hr)<br>✠**LMC** **UMS**<br>EL (P)<br>FN 1093 | **1986**-9 Richards (Shipbuilders) Ltd.—Lowestoft (572)<br>60,23 14,81 5,706<br>52,23 14,41 6,51<br>F 18,0 1 dk<br>rf nil | **TD-E Supply Ship**<br>Deck Cargo Fire-fighting Search & Rescue | Blackstone ESL8MK2<br>3 Oil 4SA each 8Cy. 222 × 292 total 4 779bhp (3 515kW) driving 3 gen. each 1 137kW 660V a.c. connected to 2 elec. motors each of 1 585shp (1 166kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>2 Directional propellers (Controllable pitch)<br>2 Thw. thrust propellers fwd<br>Fuel 623,5t (hvf)-10,5pd 12kn |
| **SUFFOLK SENTINEL**<br>ex Constance Banks-82<br>**Winleap Ltd.**<br>Cmaine (Shipping) Ltd.<br>Lowestoft United Kingdom | **255**<br>91<br>— | ✠**100A1** SS 4/88<br>✠**LMC**<br>EL d 192,5/25,4U1<br>FN 394 | **1967**-7 Appledore Shipbuilders Ltd.—Appledore (A.S.32)<br>38,31 7,88<br>33,53 7,78 3,97<br>F 5,8<br>rf 457 BK 152 conv Side Trawler Fishing 82 conv Stand-by Safety Vessel 87 | **M Fishing**<br>Side Trawler<br>1 Ho 11,2<br>1 Ha (w) (0,7 × 1,2) 2 Ha (stl) (each 1,0 × 1,2) | Ruston<br>Oil 4SA 6Cy. 260 × 368 reverse reduction geared to sc. shaft<br>1 100bhp (809kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 30kW 220V d.c.<br>Fuel 56,0t (d.o.) 12,25kn |

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| **6719419**<br>*GXTA*<br>309512<br>LT 349<br>Esd Pfd Rdr<br>RTm | **SUFFOLK VENTURER**<br>**Gladerival Ltd.**<br>Francisco Segade Pouso<br>Lowestoft United Kingdom | **255**<br>91<br>— | ✠**100A1** SS 10/89<br>✠**LMC**<br>EL i 192,5/25,4U1<br>FN 394 | **1967**-9 Appledore Shipbuilders Ltd.—Appledore (A.S.33)<br>38,31 7,88<br>33,53 7,78 3,97<br>F 5,8<br>rf 457 BK 152 conv Side Trawler Fishing 82<br>conv Stand-by Safety Vessel 87 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Ruston<br>Oil 4SA 6Cy. 260 × 368 reverse red<br>to sc. shaft<br>1 100bhp (809kW)<br>Ruston & Hornsby Ltd.<br>Gen 2 × 30kW 220V d.c.<br>Fuel 56,0t (d.o.) |
| **8409604**<br>*FUZK*<br>CN 652468<br>Rt | **SUFFREN**<br>**Marie-Martin**<br>Caen France | **100**<br>—<br>— | | **1985** At. & Ch. de la Manche—Dieppe (1328)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Stern Trawler | Oil<br>............. |
| **5394822**<br>191116<br>Df Esd Rdr<br>Rt | **SUFIA**<br>ex Yamato Maru No. 5-65<br>**Alco & Co.**<br>Chittagong Bangladesh | **483**<br>282<br>678 | NK | **1960** Higaki Shige Zosen—Imabari (25)<br>52,84 7,90 3,512<br>49,79 7,85 3,92<br>P 10,4 F 6,4 1 dk | **M General Cargo**<br>G.837 B.750<br>1 Ha (26,0 × 4,9) ER<br>Der 4(2) | Makita<br>Oil 4SA 6Cy. 320 × 470<br>650bhp (478kW)<br>Makita Tekkosho<br>Gen 1 × 5kW<br>Fuel 19,5t |
| **7612022**<br>*WYT9764*<br>556533 | **SUGAM No. 21**<br>**Dole Food Company**<br>Astoria, Or United States of America | **110**<br>75<br>— | | **1974** Bender SB. & Repair Co. Inc.—Mobile, Al<br>*20,85* 6,71<br>3,38<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7728156**<br>*UZJK*<br>M-31273<br>Df Esd Gc<br>Pfd Rdr Rt | **SUGAN**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | T.Mk<br>**3 147**<br>1 386<br>2 117 | RS | **1978** VEB Volkswerft Stralsund—Stralsund (478)<br>101,45 (BB) 15,22 5,700<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (stl) (1,6 × 2,1) (2,2 2,2 × 2,2)<br>6W Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller |
| **7522368**<br>*HP5470*<br>D212-39<br>87-PEXT<br>Gc Rdr Rt | **SUGANDI I**<br>ex Kunihisa Maru No. 21-89<br>ex Yutaka Maru No. 2-83<br>**Herman Sugandi**<br>Hin Lung Shipping Pte. Ltd.<br>Panama Panama | **197**<br>113<br>671 | | **1975** Sasaki Zosen K.K.—Kinoe (301)<br>9,02 3,175<br>52,99 9,00 4,83<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo |
| **7119989**<br>*4QXE*<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER | **SUGAR**<br>ex Sinan Alpdogan-91 ex Nacy-86<br>ex Asia Rose-82<br>**Sugar Maritime Co. Pvt. Ltd.**<br>IMS Shipping Co. Ltd.<br>Colombo Sri Lanka | **15 788**<br>9 759<br>30 644 | (BV) | **1971** K.K. Usuki Tekkosho—Saiki (1132)<br>167,16 26,85 10,319<br>162,62 26,80 14,41<br>P 35,4 F 14,7 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 20,8 27,2 19,2 27,2 23,2 ER<br>G.45 314 B.33 716 HeCls. B<br>5 Ha (13,5 19,2 12,8 19,2 16,0 × 12,8) ER<br>Cr 5(10) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 315kW 450V 60Hz a.c.<br>Fuel 220,0t (d.o.) 2 300,0t (hvf)-30,5pd |
| **7049524**<br>*WY4095*<br>514951 | **SUGAR FOOT**<br>ex Daybreak-90<br>**Domingo Moreno Jr.**<br>Corpus Christi, Tx United States of America | **131**<br>89<br>— | | **1968** Rockport Yacht & Suppiy Co.—Rockport, Tx<br>*22,99* 6,74<br>3,23 | **M Fishing** | Oil<br>565bhp (416kW)<br>.............<br>Fuel (d.o.) |
| **7807720**<br>*WYB7546*<br>606519<br>Df Esd Gc<br>Pfd Rdr Rt | **SUGAR ISLAND**<br>**Tidewater Dredging Corp.**<br>New York, NY United States of America | **2 415**<br>1 812<br>4 357 | AB | **1979** Southern SB. Corp.—Slidell, La (119)<br>85,65 15,91 5,328<br>80,78 15,87 6,56<br>B 11,9 F 15,6 1 dk | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Twin side arms Dredging depth 21,3<br>Mchy.aft<br>Hopper 2 752 | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>reduction geared to sc. shafts<br>4 300bhp (3 163kW)<br>General Motors Corp. Electro-Motive Di<br>Gen 2 × 500kW<br>Thw. thrust propeller fwd |
| **7225855**<br>*KCKB*<br>547000<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SUGAR ISLANDER**<br>**Bankers Trust Co., as Trustee**<br>Pacific-Gulf Marine Inc.<br>New Orleans, La United States of America<br>SatCom: 1503342/MCKB | **15 544**<br>11 582<br>29 984<br>T/cm<br>40,2 | AB | **1973** Lockheed SB. & Construction Co.—Seattle, Wa (139)<br>195,38 23,78 10,281<br>188,98 23,47 13,80<br>F 23,2 1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho each 22,8 ER<br>G.33 346 HeCls. B<br>6 Ha (stl) (14,0 17,1 17,1 17,1 17,1 17,1 × 12,8) ER | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 460<br>sc. shaft<br>12 000bhp (8 827kW)<br>Fairbanks Morse & Co.<br>Gen 2 × 500kW 1 × 450kW<br>Controllable pitch propeller<br>Fuel 226,5t (d.o.) 2 423,5t (hvf)-31,5pd |
| **7922972**<br>*JD2371*<br>118546<br>Rdr Rt | **SUGAWARA MARU**<br>**K.K. Sugawara Gumi**<br>Hakodate, Hokkaido Pref. Japan | **479**<br>—<br>— | | **1979** Muneta Zosen K.K.—Akashi (823)<br>... ... ...<br>44,20 14,00 3,00<br>1 dk | **M Crane Ship**<br>Mchy.aft | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **5311492**<br>*JGEG*<br>82763<br>Rdr Rt | **SUGAWARA MARU**<br>ex Sanoyasu Maru<br>**Sugawara Kensetsu K.K.**<br>Nakaminato Ibaraki Pref. Japan | **131**<br>33<br>— | | **1959** Sanoyasu Dockyard Co. Ltd.—Osaka (169)<br>28,00 6,84 2,515<br>26,00 6,80 3,20 | **TM Tug** | Ito<br>2 Oil 4SA each 6Cy. 280 × 410<br>Ito Tekkosho |
| **7633129**<br>Esd Gc Rdr<br>Rt | **SUGBO**<br>ex Akebono Maru-89<br>**William Lines Inc.**<br>Cebu City Philippines | **4 999**<br>1 745<br>3 219 | (NK) | **1977** K.K. Usuki Tekkosho—Saiki (1211)<br>137,50 20,22 5,601<br>125,02 20,21 7,60<br>2 dks | **TM RoRo/General Cargo/Ferry** 674dk P<br>2 Quarter stern door/ramps 1(p) 1(s)<br>Lane Length 150<br>Cars 70<br>Mchy.aft<br>G.2 372<br>2 Ha (3,8 × 5,9) (13,7 × 10,5)<br>Der 1(25) | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 460<br>sc. shafts<br>15 600bhp (11 475kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 450kW 445V 60Hz a.c.<br>Fuel 98,5t (d.o.) 460,0t (hvf)-40,0pd |
| **5343287**<br>Rt | **SUGI**<br>ex Soegi<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Palembang Indonesia | **214**<br>—<br>— | KI<br>✠Classed LR until 18/12/81 | **1957**-5 Schpsw. P. de Vries Lentsch—Alphen a/d Rijn (380)<br>31,50 7,73 2,700<br>28,20 7,51 3,61<br>B & F 11,3<br>rf 559 BK 102 | **M Tug** | Werkspoor<br>Oil 4SA 8Cy. 330 × 600 with flexible<br>reverse geared to sc. shaft<br>N.V. Werkspoor |
| **8707939**<br>*JI3341*<br>128724<br>Rdr Rt | **SUGIEI MARU No. 8**<br>ex Seiriki Maru No. 8-90<br>**Yakichi Sugiyama**<br>Hazu, Aichi Pref. Japan | **293**<br>—<br>421 | | **1988** Ishii Zosen—Chiba (221)<br>46,00 3,322<br>40,01 10,01 3,71<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.527<br>1 Ha (stl) ER | Yanmar<br>Oil 4SA 6Cy. 240 × 420 reverse reduc<br>to sc. shaft<br>950bhp (699kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8203945**<br>*JG4240*<br>125917 | **SUGITA MARU**<br>**Kaiyo Kogyo K.K.**<br>Yokohama, Kanagawa Pref. Japan | **294**<br>—<br>559 | | **1982** Ishikawajima Ship & Chemical Plant Co.—Tokyo (538)<br>32,85 9,50<br>26,50 4,32<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 280 × 340<br>shafts<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 60kW 445V 60Hz a.c.<br>Fuel 44,5t (d.o.) |

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| **SUGREEVA**<br>**Visakhapatnam Port Trust**<br>Visakhapatnam India | **1 020**<br>—<br>1 341 | ✠Classed LR until<br>23/4/76 | **1971**-10 Garden Reach Workshops Ltd.—Calcutta (808)<br>63,81 13,90 2,998<br>58,93 13,50 3,81<br>RAD 12,2 RFD 13,2 1 dk<br>rf nil | **TM Hopper Barge**<br>Bottom doors<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 56kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 27,5t (d.o.) 8kn |
| **SUH JIN**<br>ex New Sinra-83<br>**Korea Asset Management Corp.**<br>Suh Jin Shipping Co. Ltd.<br>Busan South Korea | **732**<br>390<br>1 123 | KR | **1981** Keum Chang Shipyard—Geoje<br>60,00 3,820<br>55,00 10,00 4,50<br>P 12,5 F 6,1 1 dk | **M General Cargo**<br>B.922<br>1 Ha (stl) (30,0 × 7,0) ER<br>Der 1(5) 1(3) | Hanshin 6LU26<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 60kW 225V a.c.<br>11,5kn |
| **SUHAIL I**<br>**Kuwait Oil Co. KSC**<br>Kuwait Kuwait | **51**<br>18<br>18 | ✠**100A1** SS 7/89<br>Arabian Gulf service<br>✠**LMC**<br>EL 6,1/11,0U2(a)<br>FN 143 | **1981**-5 Inchon Eng. & SB. Corp.—Inchon (8042)<br>23,35 4,63 1,001<br>22,31 4,31 2,06<br>1 dk<br>rf 508 | **TM Crewboat**<br>pt higher tensile steel<br>Mchy.aft | General Motors 12V-71<br>2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>1 140bhp (839kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 40kW 440V 50Hz a.c. |
| **SUHAIL II**<br>**Kuwait Oil Co. KSC**<br>Kuwait Kuwait | **51**<br>18<br>— | ✠**100A1**<br>Arabian Gulf service<br>✠**LMC**<br>EL 6,1/11,0U2(a)<br>FN 143 | **1981**-5 Inchon Eng. & SB. Corp.—Inchon (8043)<br>23,35 4,63 1,001<br>22,31 4,31 2,06<br>1 dk<br>rf 508 | **TM Crewboat**<br>pt. higher tensile steel<br>Mchy.aft | General Motors 12V-71<br>2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>1 140bhp (839kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 40kW 440V 50Hz a.c. |
| **SUHAIL III**<br>**Kuwait Oil Co. KSC**<br>Kuwait Kuwait | **51**<br>18<br>— | ✠**100A1** SS 9/89<br>Arabian Gulf service<br>✠**LMC**<br>EL 6,1/11,0U2(a)<br>FN 143 | **1981**-5 Inchon Eng. & SB. Corp.—Inchon (8044)<br>23,35 1,001<br>22,31 4,31 2,06<br>1 dk<br>rf 508 | **TM Crewboat**<br>pt higher tensile steel<br>Mchy.aft | General Motors 12V-71<br>2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>1 140bhp (839kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 40kW 440V 50Hz a.c. |
| **SUHAIL STAR**<br>ex Sindbad VI-82 ex Arran Firth-81<br>ex Ben Vooar-76 ex Mudo-59<br>**Mohamed Abdalla Al Kaabi**<br>Dubai United Arab Emirates | **427**<br>218<br>506 | (BV)<br>✠Classed LR until<br>26/8/75 | **1950**-12 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (717)<br>50,02 8,21 3,175<br>44,99 8,16 4,20<br>P 14,1 RQD 14,4 F 7,7 1 dk<br>RW | **M General Cargo**<br>2 Ho 12,5 15,5 ER<br>G.754 B.700<br>2 Ha (8,7 12,7 × 5,0) ER<br>2W Der 2(3) | Brons<br>Oil 4SA 6Cy. 290 × 450<br>375bhp (276kW)<br>Appingedammer Brons Appingedam<br>Gen 1 × 5kW 1 × 3kW 110V d.c.<br>Fuel 45,5t (d.o.) 9kn |
| **SUHAILI**<br>**International Transport Suhaili Inc.**<br>Panama Panama<br>SatCom: 1330430/SUHA | **846**<br>133<br>928 | AB | **1977** Matsuura Tekko Zosen—Higashino (259)<br>55,00 11,23 4,830<br>50,09 11,21 5,21<br>F 27,5 1 dk<br>rf 348 | **TM Tug**<br>Salvage<br>Cr 1(2) Der 1(5) | Fuji 16V27.5X-G<br>2 Vee Oil 4SA each 16Cy. 275 × 320 reverse reduction geared to sc. shafts<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 3 × 240kW 445V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 935,0t (hvf)-30,5pd 14,5kn |
| **SUHAILI 5201**<br>**Subtec Marine Services**<br>Limassol Cyprus | *613*<br>*26*<br>— | (AB) | **1986** Sing Koon Seng (Pte.) Ltd.—Singapore (623)<br>3,763<br>50,50 10,01 4,22<br>F 21,4 1 dk<br>rf 526 | **TM Utility Vessel** | Caterpillar 3512TA<br>2 Vee Oil 4SA each 12Cy. 170 × 190 reverse reduction geared to sc. shafts<br>2 020bhp (1 486kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 190kW a.c. 1 × 68kW a.c.<br>Thw. thrust propeller fwd<br>13kn |
| **SUHANA 1**<br>ex Suhana-91<br>**Sansei Maritime S.A.**<br>Panama Panama | *5 546*<br>*2 310*<br>6 652 | NK | **1985** Kochi Jyuko K.K.—Kochi (2451)<br>100,18 (BB) 7,576<br>89,82 18,81 8,01<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.12 846 B.11 815<br>TEU 151 C.151/20' (40')<br>2 Ha (stl) (each 20,3 × 10,2) ER | B&W 5L35MC<br>Oil 2SA 5Cy. 350 × 1050<br>2 795kW (3 800bhp)<br>Makita Diesel Co. Ltd. Takamatsu<br>13kn |
| **SUHASINI**<br>**Srinivasa Sea Foods Pvt. Ltd.**<br>Visakhapatnam India | **116**<br>79<br>57 | IRS (AB) | **1978** Ast. IMESA—Coatzacoalcos<br>23,17 7,47 2,255<br>21,39 7,33 3,28<br>1 dk<br>BK | **M Fishing** | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203 sr geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10kW 120V 50Hz a.c.<br>Fuel 39,5t (d.o.) 8,5kn |
| **SUHJIN**<br>ex Eastern Fuji-91<br>Panama Panama | **2 462**<br>1 620<br>6 119 | NK | **1981** Higaki Zosen K.K.—Imabari (270)<br>97,49 6,765<br>89,95 17,01 7,12<br>2 dks | **M General Cargo**<br>G.11 407 B.10 510<br>2 Ha (stl) (14,4 27,2 × 9,8) ER<br>Der 1(25) 2(15) | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 160kW<br>11,5kn |
| **SUHL**<br>ex Merlin I-79<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | T.Mk<br>**6 480**<br>3 379<br>—<br>**10 047**<br>5 824<br>15 094 | DSRK GL (AB) | **1976** VEB Warnowwerft Warnemuende —Warnemuende (414)<br>156,85 (BB) 21,85 —/9,429<br>146,77 21,80 11,90<br>P 51,6 F 33,3 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 18,9 21,4 21,4 27,8 ER 16,6<br>G.18 469 B.17 513 In.792<br>TEU 283<br>C.Ho 177/20' (40') C.Dk 106/20' (40')<br>8 Ha (stl) (10,2 × 8,9) (15,9p&s 15,9p&s 20,5p&s × 7,7) ER (5,3 × 3,5)<br>12W Cr 1(5) Der 1(80) 3(22) 8(10) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 440kW 380V 50Hz a.c.<br>Fuel 293,0t (d.o.) 1 453,0t (hvf) 18,2kn |
| **SUHO MARU**<br>**Tensho Kaiun K.K.**<br>Shimonoseki, Yamaguchi Pref. Japan | **1 347**<br>—<br>2 000 | | **1971** Honda Zosen—Saiki (591)<br>77,88 12,32 5,182<br>72,01 12,30 5,82<br>1 dk | **M Cement Carrier**<br>1 Ho ER | Daihatsu 8PSHTCM-26D<br>2 Oil 4SA each 8Cy. 260 × 320 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 160kW 445V 60Hz a.c.<br>Fuel 76,0t (d.o.)-6,0pd 12,5kn |
| **SUHO MARU**<br>**Nishi Nippon Kaiun K.K.**<br>Kitakyushu, Fukuoka Pref. Japan | **198**<br>—<br>— | | **1982** Odo Zosen Tekko K.K.—Shimonoseki (280)<br>30,61 8,84 2,601<br>27,01 8,81 3,51<br>1 dk | **TM Tug** | Fuji 6L27.5G<br>2 Oil 4SA each 6Cy. 275 × 320 with clutches, flexible couplings & sr geared to sc. shafts<br>Fuji Diesel Co. Ltd. Tateyama |
| **SUI HAI GONG 104**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **415**<br>232<br>500 | | **1977** Chiang Men Shipyard—Chiang Men<br>45,40 - 3,500<br>42,00 8,80 4,20<br>1 dk | **M Tanker** | Chinese Std. Type 6300<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Guangzhou Diesel Engine Factory Guangzhou/Canton<br>Gen 2 × 64kW 400V a.c.<br>10kn |

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| **6719419**<br>*GXTA*<br>309512<br>LT 349<br>Esd Pfd Rdr<br>RTm | **SUFFOLK VENTURER**<br>**Gladerival Ltd.**<br>Francisco Segade Pouso<br>Lowestoft | United Kingdom | **255**<br>91<br>— | ✠**100A1**<br>✠**LMC** | SS 10/89 | **1967**-9 Appledore Shipbuilders Ltd—Appl |
| **84**<br>*FU*<br>CN<br>Rt |  |  |  |  |  |  |
| **539**<br>191<br>Df E<br>Rt |  |  |  |  |  |  |
| **76120**<br>*WYT9*<br>55653 |  |  |  |  |  |  |
| **772815**<br>*UZJK*<br>M-31273<br>Df Esd G<br>Pfd Rdr |  |  |  |  |  |  |
| **7522368**<br>*HP5470*<br>D212-39<br>87-PEX<br>Gc Rdr Rt |  |  |  |  |  |  |
| **7119989**<br>*4QXE*<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER |  |  |  |  |  |  |
| **7049524**<br>*WY4095*<br>514951 |  |  |  |  |  |  |
| **7807720**<br>*WYB7546*<br>606519<br>Df Esd Gc<br>Pfd Rdr Rt |  |  |  |  |  |  |
| **7225855**<br>*KCKB*<br>547000<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SU**<br>**Ba**<br>Pac<br>New<br>SatC |  |  |  |  |  |
| **7922972**<br>*JD2371*<br>118546<br>Rdr Rt | **SUG**<br>**K.K.**<br>Hakod<br>Hokka |  |  |  |  |  |
| **5311492**<br>*JGEG*<br>82763<br>Rdr Rt | **SUGA**<br>ex San<br>**Sugaw**<br>Nakamir<br>Ibaraki |  |  |  |  |  |
| **7633129**<br>Esd Gc Rdr<br>Rt | **SUGBO**<br>ex Akebo<br>**William L**<br>Cebu City |  |  |  |  |  |
| **5343287**<br>Rt | **SUGI**<br>ex Soegi<br>**Direktorat**<br>**Telekom**<br>Palembang |  |  |  |  |  |
| **8707939**<br>*JI3341*<br>128724<br>Rdr Rt | **SUGIEI MAR**<br>ex Seiriki Mar<br>**Yakichi Sugiy**<br>Hazu,<br>Aichi Pref. |  |  |  |  |  |
| **8203945**<br>*JG4240*<br>125917 | **SUGITA MARU**<br>**Kaiyo Kogyo K**<br>Yokohama,<br>Kanagawa Pref. |  |  |  |  |  |

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| **8830449** | **SUI HAI GONG 105**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton | China | **415**<br>232<br>500 | **1978** Chiang Men Shipyard—Chiang Men | 45,40 - 3,500<br>42,00 8,80 4,20<br>1 dk | **M Tanker** | Chinese Std. Type<br>Oil 4SA 6Cy. 300<br>294kW (400bhp)<br>Guangzhou Diese<br>Gen 2 × 64kW |
| **8830463** | **SUI HAI GONG 106**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton | China | **415**<br>232<br>500 | **1978** Chiang Men Shipyard—Chiang Men | 45,40 - 3,500<br>42,00 8,80 4,20<br>1 dk | **M Tanker** | Chinese Std. Ty<br>Oil 4SA 6Cy. 3<br>294kW (400bh<br>Guangzhou Di<br>Gen 2 × 64k |
| **8830451** | **SUI HAI GONG 107**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton | China | **415**<br>232<br>500 | **1978** Chiang Men Shipyard—Chiang Men | 45,40 - 3,500<br>42,00 8,80 4,20<br>1 dk | **M Tanker** | Chinese Std.<br>Oil 4SA 6Cy<br>294kW (40<br>Guangzhou<br>Gen 2 × 6 |
| **8426860**<br>*BRON*<br>Df Rt | **SUI HAI GONG 109**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton | China | **789**<br>335<br>1 000 | **1980** Xinzhonggu Shipyard—Guangzhou/Canton | 67,40 - 4,071<br>60,00 10,00 4,50<br>1 dk | **M Tanker** | Skoda<br>Oil 4SA 6<br>900bhp<br>Gen 2 × |
| **8831895**<br>*BTOI*<br>Rt | **SUI JIAN TE 1**<br>ex Pu Jian Tuo 5-90<br>**Government of The People's Republic of China (Guangzhou Maritime Safety Administration of The Ministry of Communications)**<br>Guangzhou/Canton | China | **348**<br>—<br>— | **1978** Huangpu Shipyard—Guangzhou/Canton | 41,38 - 3,500<br>36,20 9,20 4,65<br>1 dk | **TM Tug** | Skoda<br>2 Oil 4<br>Skoda<br>Gen 3 |
| **8833556**<br>*BSFB*<br>Esd Rdr Rt | **SUI JIU LAO 2**<br>**Government of The People's Republic of China (Guangzhou Salvage Branch)**<br>Guangzhou/Canton | China | **249**<br>—<br>— | **1969** Xinzhonggu Shipyard—Guangzhou/Canton | 44,55 - 2,250<br>40,00 7,98 3,40<br>1 dk | **TM Salvage Ship** | 2 Ve<br>442<br>Sho<br>Ge |
| **8833025**<br>*BSFC*<br>Esd Rdr Rt | **SUI JIU LAO 3**<br>**Government of The People's Republic of China (Guangzhou Salvage Branch)**<br>Guangzhou/Canton | China | **249**<br>—<br>— | **1969** Xinzhonggu Shipyard—Guangzhou/Canton | 44,55 - 2,250<br>40,00 7,98 3,40<br>1 dk | **TM Salvage Ship** | 2<br>4<br>S<br>C |
| **5264223**<br>*BTWQ*<br>Df Esd Gc<br>Rdr Rt | **SUI JIU LAO 6**<br>ex Lan Zhou-76 ex Orava-65<br>ex Zeromski-59<br>ex Volkerfreundschaft-57<br>**Government of The People's Republic of China (Guangzhou Salvage Branch)**<br>Guangzhou/Canton | China | **6 503**<br>3 720<br>10 232 | **1957** VEB Warnowwerft Warnemuende —Warnemuende (1302) | 157,61 20,05 8,427<br>142,02 19,92 12,83<br>P 39,1 RQD 40,0 B 14,7 F 18,6 2 dks & S dk<br>RW conv Ref General Cargo — | **TM Salvage Ship** | OSD |
| **8833037**<br>Esd Rdr | **SUI JIU LAO 7**<br>**Government of The People's Republic of China (Guangzhou Salvage Branch)**<br>Guangzhou/Canton | China | **402**<br>198<br>400 | **1976** Guangzhou Shipyard—Guangzhou/Canton | 49,80 - 3,250<br>44,00 8,20 4,10<br>1 dk | **M Supply Ship**<br>Deck Cargo |  |
| **8833049**<br>*BSFH*<br>Esd Rdr Rt | **SUI JIU LAO 8**<br>**Government of The People's Republic of China (Guangzhou Salvage Branch)**<br>Guangzhou/Canton | China | **402**<br>198<br>400 | **1976** Guangzhou Shipyard—Guangzhou/Canton | 49,80 - 3,250<br>44,00 8,20 4,10<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.702 B.640<br>2 Ha (stl) (each 7,4 × 4,1) ER<br>2W Der 2(1,5) |  |
| **8917027**<br>*BSFP*<br>Df Esd Gc<br>Rdr RTv | **SUI JIU SHENG 1**<br>**Government of The People's Republic of China (Guangzhou Maritime Rescue & Salvage Bureau)**<br>Guangzhou/Canton | China | **399**<br>119<br>73 | **1990** Singmarine Shipyard (Pte.) Ltd.—Singapore (176) | 2,030<br>ZC 49,98 8,00 4,60<br>45,58 | **TrM Search & Rescue Vessel** |  |
| **8833051** | **SUI JIU SHUI 1**<br>**Government of The People's Republic of China (Guangzhou Salvage Branch)**<br>Guangzhou/Canton | China | **351**<br>197<br>400 | **1984** Chiang Men Shipyard—Chiang Men | 40,30 - 3,500<br>36,90 8,00 4,20<br>2 dks | **M Supply Ship**<br>Deck Cargo |  |
| **8832863**<br>*BSGD*<br>Rt | **SUI JIU TUO 4**<br>**Government of The People's Republic of China (Guangzhou Salvage Branch)**<br>Guangzhou/Canton | China | **253**<br>36<br>— | **1971** Xinzhonggu Shipyard—Guangzhou/Canton | 34,74 - 3,000<br>32,00 8,00 4,00<br>1 dk | **TM Salvage Ship** |  |
| **8832992** | **SUI JIU TUO 11**<br>**Government of The People's Republic of China (Guangzhou Salvage Branch)**<br>Guangzhou/Canton | China | **102**<br>30<br>— | **1984** Chiang Men Shipyard—Chiang Men | 25,40 - 1,790<br>23,13 5,60 2,70<br>1 dk | **TM Tug** |  |
| **8833001**<br>*BSGU*<br>Df Rt | **SUI JIU YOU 1**<br>**Government of The People's Republic of China (Guangzhou Salvage Branch)**<br>Guangzhou/Canton | China | **789**<br>335<br>1 000 | **1978** Xinzhonggu Shipyard—Guangzhou/Canton | 67,42 - 3,900<br>60,00 10,00 4,50<br>1 dk | **M Tanker** |  |
| **8833013**<br>*BSGX*<br>Rt | **SUI JIU YOU 3**<br>**Government of The People's Republic of China (Guangzhou Salvage Branch)**<br>Guangzhou/Canton | China | **485**<br>271<br>— | **1985** Chiang Men Shipyard—Chiang Men | 49,52 - 3,500<br>44,00 9,19 4,20<br>1 dk | **M Tanker** |  |

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| **SUI JIU 201**<br>**Government of The People's Republic of China (Guangzhou Salvage Branch)**<br>Guangzhou/Canton China | **2 161**<br>386<br>1 948 | ZC (NK) | **1975** Hitachi Zosen—Mukaishima (4494)<br>87,01 14,03 6,000<br>80,00 14,00 7,00<br>RQD 7,7 F 53,4 1 dk | **M Tug/ Salvage Ship**<br>Ice strengthened<br>2 Ha (stl) (each 4,5 × 3,8) ER<br>2W Der 2(10) | B&W 6S50HU<br>2 Oil 4SA each 6Cy. 500 × 540 geared to sc. shaft<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 400kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>17,25kn |
| **SUI JIU 202**<br>**Government of The People's Republic of China (Guangzhou Salvage Branch)**<br>Guangzhou/Canton China | **980**<br>—<br>— | ZC | **1976** Wuhu Shipyard—Wuhu<br>59,62 - 4,440<br>54,00 11,60 5,70<br>1 dk | **TM Salvage Ship** | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 942kW (2 640bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 90kW 400V a.c.<br>13kn |
| **SUI JIU 203**<br>ex Ming 302 ex Ming 102-51<br>**Government of The People's Republic of China (Guangzhou Salvage Branch)**<br>Guangzhou/Canton China | **597**<br>191<br>180 | | **1943** Levingston SB. Co.—Orange, Tx<br>43,62 4,041<br>40,62 10,24 5,47<br>1 dk | **D-E Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 222 × 267 driving gen. connected to 2 elec. motors & sr geared to sc. shaft<br>General Motors Corp. Detroit, Mi |
| **SUI JIU 204**<br>**Government of The People's Republic of China (Guangzhou Salvage Branch)**<br>Guangzhou/Canton China | **980**<br>473<br>— | ZC | **1977** Wenchong Shipyard—Huangpu/Whampoa<br>60,08 - 4,440<br>54,00 11,60 5,70<br>1 dk | **TM Salvage Ship** | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 942kW (2 640bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 90kW 400V a.c.<br>13kn |
| **SUI JIU 205**<br>**Government of The People's Republic of China (Guangzhou Salvage Branch)**<br>Guangzhou/Canton China | **980**<br>—<br>562 | ZC | **1977** Wenchong Shipyard—Huangpu/Whampoa<br>59,62 - 4,440<br>54,00 11,60 5,70<br>1 dk | **TM Salvage Ship** | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 942kW (2 640bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 90kW 400V a.c.<br>13kn |
| **SUI JIU 206**<br>**Government of The People's Republic of China (Guangzhou Salvage Branch)**<br>Guangzhou/Canton China | **980**<br>—<br>593 | ZC | **1977** Wuhu Shipyard—Wuhu<br>59,62 - 4,610<br>54,00 11,60 5,70<br>1 dk | **TrM Tug** | S.K.L. 8NVD48A-2U<br>3 Oil 4SA each 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 90kW 400V a.c.<br>13kn |
| **SUI JIU 207**<br>**iovernment of The People's Republic of China (Guangzhou Salvage Branch)**<br>uangzhou/Canton China | **980**<br>—<br>— | ZC | **1978** Wenchong Shipyard—Huangpu/Whampoa<br>60,08 - 4,440<br>54,00 11,60 5,70 | **TM Salvage Ship** | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 942kW (2 640bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 90kW 400V a.c.<br>13kn |
| **I JIU 208**<br>Zhe Lian 1<br>**vernment of The People's Republic of China (Guangzhou Salvage Branch)**<br>ngzhou/Canton China | **980**<br>—<br>562 | ZC | **1978** Wuhu Shipyard—Wuhu<br>60,08 - 4,610<br>54,00 11,60 5,70<br>1 dk | **TM Tug** | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 90kW 400V a.c.<br>14kn |
| **JIU 209**<br>**ernment of The People's epublic of China (Guangzhou alvage Branch)**<br>gzhou/Canton China | **979**<br>—<br>593 | ZC | **1978** Wuhu Shipyard—Wuhu<br>59,62 - 4,250<br>54,00 11,60 5,70<br>2 dks | **TM Tug** | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 90kW 400V a.c.<br>14kn |
| **ERKUS**<br>n Helen-89 ex Velia-79<br>**Oranje Visserye BpK.**<br>Town/ South Africa | **406**<br>170<br>183 | ✠Classed LR until 19/12/89 | **1973**-9 R. Dunston (Hessle) Ltd.—Hessle (892)<br>*32,92* 8,36 3,506<br>32,01 8,26 4,81<br>B & F 28,7 1 dk<br>rf 660 BK 152 | **M Fishing**<br>Stern Trawler Seiner Ref | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>919kW (1 249bhp)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 80kW 1 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller |
| **MARU No. 8**<br>Maru No. 1-79<br>**Koga**<br>Japan<br>a Pref. | **297**<br>148<br>399 | | **1974** Miho Zosensho K.K.—Shimizu (954)<br>51,06 8,03 3,353<br>43,21 8,01 3,69<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka AH30<br>Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| Maru-87<br>**Shipping S.A.**<br>Panama<br>333523/SUJN | *39 082*<br>*12 826*<br>17 292 | NK | **1984** Imabari Zosen—Marugame (1129)<br>199,83 (BB) 9,427<br>185,02 29,21 19,38 | **M Vehicles Carrier**<br>Cars 4000<br>Mchy.aft | Sulzer 5RTA76<br>Oil 2SA 5Cy. 760 × 2200<br>13 800bhp (10 151kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 251,5t (d.o.) 1 829,5t (hvf)-36,0pd 18,25kn |
| **MacBrayne Ltd.**<br>United Kingdom | **1 908**<br>851<br>1 920 | **✠100A1** CS 11/88<br>**LMC**<br>EL Q 1½"SQ<br>FN 2023 | **1974**-8 Moss Rosenberg Verft A/S—Moss (180)<br>86,52 16,03 4,960<br>78,26 15,50 10,34<br>B 12,5 2 dks<br>rf 203 | **TM Passenger/RoRo Cargo/Ferry**<br>24bth 384dk P<br>Bow door/ramp<br>L 4,11 W 3,68 SWL 25<br>Stern door/ramp<br>L 4,11 W 3,36 SWL 25<br>Cargo Width 3,68 Clear height 4,11<br>Cars 122 Lorries 20<br>Mchy.aft | Wichmann 7AXA<br>2 Oil 2SA each 7Cy. 300 × 450<br>3 500bhp (2 574kW)<br>A/S Wichmann Rubbestadneset<br>Gen 3 × 152kW 230V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>15,75kn |
| **of Japan (Ministry of ation - Maritime Safety Kaijo Hoancho)**<br>Japan | **207**<br>—<br>— | | **1978** Yokohama Yacht Co. Ltd.—Yokohama (741)<br>27,51 10,42 2,261<br>25,51 10,39 3,79<br>1 dk | **TM Firefloat**<br>Twin Hull | M.T.U. 12V493TY70<br>2 Vee Oil 4SA each 12Cy. 175 × 205<br>2 200bhp (1 618kW)<br>Ikegai Tekkosho Tokyo |
| **K.**<br>Japan | **169**<br>—<br>32 | | **1991** Kawasaki Heavy Ind. Ltd.—Kobe (F010)<br>31,24 1,560<br>23,99 8,53 2,59 | **Aluminium Alloy TGT Hydrofoil Ferry**<br>262dk P | 2 Gas Turb geared to sc. shafts 7 600shp (5 590kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>2 Water jet propulsion units<br>43kn |
| **No. 18**<br>**hipping Corp.** | **259**<br>142<br>— | | **1959** Miho Zosensho K.K.—Shimizu (243)<br>42,35 7,17<br>37,55 7,12 3,48<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 300 × 440<br>Yanagihara Tekkosho Yoshida |
| **Office**<br>Japan | **188**<br>—<br>— | | **1981** Kanagawa Zosen—Kobe (219)<br>1,751<br>28,02 7,01 2,72<br>1 dk | **TM Tug**<br>Mchy.aft | Niigata 6L20CX<br>2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd. Niigata |

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| **8204597**<br>*JIWT*<br>126147<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SUIYO MARU**<br>**Tokyo Shosen K.K. (Tokyo Shosen Kaisha Ltd.)**<br>Tokyo Japan<br>SatCom: 1201467/JIWT | **4 835**<br>2 907<br>6 434 | NK | **1982** Shimoda Dockyard Co. Ltd.—Shimoda (326)<br>118,93 (BB) 17,23 7,514<br>109,40 17,21 10,01<br>P 27,2 F 12,5 3 dks | **M Refrigerated Cargo**<br>4 Ho ER<br>In.6 513<br>4 Ha (stl) (each 6,5 × 6,0) ER<br>Der 8(5) | Mitsubishi<br>Oil 2SA 7Cy. 450 × 1150<br>7 000bhp (5 149kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 400kW 445V 60Hz a.c<br>Fuel 130,0t (d.o.) 1 178,0t (hvf)- |
| **7235173**<br>Esd Gc Rdr<br>Rt | **SUKA KARYA**<br>Launched as Marianna 6<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Banjarmasin Indonesia | **183**<br>24<br>— | KI (AB) | **1973** Robin Shipyard (Pte.) Ltd.—Singapore (90)<br>35,62 7,42 2,744<br>33,41 7,41 3,51<br>1 dk | **TM Tug** | Matsui<br>2 Oil 4SA each 6Cy. 270 × 420<br>Matsui Iron Works Co. Ltd.<br>Gen 1 × 48kW 445V |
| **5343380**<br>Rt | **SUKAMANDI**<br>ex Soekamandi-73 ex Sukamandi<br>**P.T. Asri Raya**<br>Banjarmasin Indonesia | **214**<br>—<br>— | KI<br>✠Classed LR until 18/1/74 | **1958**-4 Schpsw. P. de Vries Lentsch—Alphen a/d Rijn (381)<br>32,09 7,73 3,188<br>28,20 7,51 3,60<br>B & F 11,3<br>rf 559 BK 102 | **M Tug** | Werkspoor<br>Oil 4SA 8Cy. 330 × 600 with fle<br>reverse geared to sc. shaft<br>N.V. Werkspoor<br>Gen 1 × 70kW 110V d.c. |
| **7120160**<br>*EFZH*<br>67<br>Df Esd Rdr<br>Rt | **SUKARI**<br>**Sukari S.A.**<br>Bermeo Spain | **154**<br>54<br>86 | (BV) | **1972** Ast. Zamacona S.A.—Bilbao (67)<br>... ... ...<br>23,91 7,01 3,41 | **M Fishing**<br>Side Trawler | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Cons. Echevarria |
| **7401540**<br>*JH2611*<br>116580<br>Gc Rdr | **SUKESHICHI MARU No. 23**<br>**Momoko Yamazaki**<br>Higashi-izu, Shizuoka Pref. Japan | **498**<br>—<br>1 100 | | **1974** K.K. Matsuura Zosensho—Kinoe (215)<br>57,13 11,03 4,090<br>52,00 11,00 4,20<br>1 dk | **M Tanker**<br>4 Ta ER | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo |
| **7645419**<br>*EONF*<br>M-34580<br>Df Esd Gc<br>Rdr Rt | **SUKHANOVO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>330 | RS | **1977** ..............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebkne<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd |
| **7605847**<br>*UEXF*<br>M-34924<br>Df Esd Gc<br>Pfd Rdr Rt | **SUKHE BATOR**<br>**Latvian Shipping Company**<br>(Ventspils) (U.S.S.R.) | **27 706**<br>12 442<br>39 810<br>T/cm<br>46,8 | RS | **1979** R.O. Brodogradiliste "3 Maj"—Rijeka (586)<br>195,00 28,05 12,201<br>182,99 28,01 17,81<br>1 dk | **M Tanker**<br>Ice strengthened<br>4 Ta 4 Wing Ta ER<br>L.(oil) 46 361<br>2 Cargo pumps total 4 000T/hr | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>R.O. Tvornica Dizel Motora "3 Ma<br>Gen 3 × 600kW 1 × 100kW 4<br>Fuel (d.o.) 2 989,4t (hvf)-53,9pd |
| **6824654**<br>*UVBU*<br>M-28029<br>Df Esd Gc<br>Rdr Rt | **SUKHINICHI**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **3 556**<br>1 550<br>2 485 | RS | **1965** ..............U.S.S.R.<br>99,35 14,03 5,520<br>90,00 13,97 7,22<br>1 dk | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>3 Ho<br>In.3 230<br>3 Ha (each 3,5 × 4,1)<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330<br>(2 942kW) driving gen. conne<br>motor & geared to sc. shaft |
| **7501508**<br>*SUMD*<br>Gc Rdr | **SUKHNA**<br>ex Hokuto Maru-77<br>**Arab Petroleum Pipelines Co. (SUMED)**<br>Alexandria Egypt | **290**<br>107<br>— | AB (BV) | **1975** Sagami Zosen Tekko K.K.—Yokosuka (178)<br>34,88 9,61 3,134<br>30,26 9,58 4,17<br>F 2,5 1 dk<br>rf nil | **TM Tug** | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320<br>geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW |
| **8312253**<br>*SSCF*<br>Df Esd Gc<br>Pfd Rdr Rt | **SUKHNA 2**<br>ex Willic-87<br>**Arab Petroleum Pipelines Co. (SUMED)**<br>Alexandria Egypt | *1 297*<br>*389*<br>1 120 | NV (ZC) | **1984** Imamura Zosen—Kure (302)<br>60,00 13,29 5,931<br>51,62 13,01 6,76<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Daihatsu<br>2 Vee Oil 4SA each 12Cy. 260 ×<br>clutches, flexible couplings & s<br>shafts<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 3 × 200kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller f |
| **7732028**<br>*UNHN*<br>M-34689 | **SUKHODOL**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>350 | RS | **1978** ..............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebkne<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller 1 fwd |
| **6621026**<br>*UPTQ*<br>M-12167<br>Df Esd Gc<br>Pfd Rdr Rt | **SUKHONA**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**14 126**<br>11 081<br>21 135 | RS<br>✠Classed LR until 5/68 | **1966**-12 Mitsubishi Heavy Industries Ltd.—Yokohama (872)<br>174,33 24,03 7,316<br>160,00 24,01 14,86<br>P 19,2 F 32,4 3 dks, 4th dk in holds (perforated)<br>RW rf nil | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.14 467<br>5 Ha (3,7 3,7 3,7 3,7 3,5 × 4,5) ER<br>12W Der 2(10) 8(5) 2(3) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>5 500bhp (4 046kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 6 × 520kW 400V 50Hz a.c. |
| **6929117**<br>*ESOL*<br>M-30369<br>Df Esd Gc<br>Pfd Rdr Rt | **SUKHONA**<br>**Kaspryba**<br>(Baku) (U.S.S.R.) | **1 115**<br>426<br>605 | RS | **1970** VEB Mathias-Thesen-Werft—Wismar (149)<br>65,69 11,13 3,620<br>59,82 11,10 5,36<br>2 dks | **M Fishing**<br>Side-fishing Suction Ref<br>Ice strengthened<br>Mchy.aft<br>2 Ho<br>In.1 150<br>2 Ha (each 2,2 × 2,2)<br>Cr 2(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 272kW 1 × 192kW 380 |
| **6521202**<br>*USNC*<br>M-27812<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SUKHONALES**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **3 036**<br>1 380<br>3 340 | RS | **1964** ..............U.S.S.R.<br>100,84 14,43 5,779<br>93,91 14,33 7,14<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,0 15,0 16,9 ER 14,6<br>G.5 240 B.4 705<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5)<br>9W Der 1(15) 8(5) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Fuel 226,5t (d.o.)-7,5pd |
| **7630505**<br>*EWZP*<br>M-12450 | **SUKHOPOL**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **163**<br>39<br>89 | RS | **1976** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **7391599**<br>*ULRS*<br>M-29850<br>Df Esd Gc<br>Pfd Rdr RTv | **SUKHUMI**<br>**Georgian Shipping Co.**<br>(Batumi) (U.S.S.R.)<br>SatCom: 1401502/ULRS | **15 662**<br>7 938<br>24 000<br>T/cm<br>31,0 | RS | **1975** Brodogradiliste "Split"—Split (274)<br>182,99 23,45 9,999<br>174,61 23,40 13,49<br>1 dk<br>Bow/CM 92 MH 2,1 | **M Tanker**<br>Ice strengthened Stern disch.<br>Mchy.aft<br>10 Ta<br>L.(oil) 29 499<br>3 Cargo pumps total 2 358T/hr | MAN<br>Oil 2SA 7Cy. 700 × 1250<br>11 200bhp (8 238kW)<br>Tvornica Dizel Motora "Split" |

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| **SUKI I**<br>ex Jacob Nielsen-89<br>ex Finnmarkvaering-86<br>ex Skjongnes-78<br>Panama Panama | **173**<br>59<br>— | NV | **1974** Langsten Slip & Batbyggeri A/S—Tomra i Romsdal (67)<br>29,77 7,12<br>28,35 7,09 3,81<br>2 dks | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft | Grenaa 6F24<br>Oil 4SA 6Cy. 240 × 300<br>900bhp (662kW) NE 84<br>Grenaa Motorfabrik, A/S Grenaa<br>Gen 2 × 157kW 220V 50Hz a.c. |
| **SUKKERTOPPAN**<br>ex Kanko Maru No. 8-91<br>**Mozat Maritime Co. S.A.**<br>Kingstown St. Vincent and the Grenadines | *489*<br>*306*<br>1 398 | BV | **1979** Kimura Zosen K.K.—Yutaka (68)<br>69,00 4,010<br>61,00 11,21 4,10<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 788 B.2 579<br>1 Ha (stl) (37,2 × 8,5) ER | Makita<br>Oil 4SA 6Cy. 330 × 530<br>1 177kW (1 600bhp)<br>Makita Corporation Takamatsu<br>Gen 2 × 60kW 100/225V 60Hz a.c. |
| **SUKUN**<br>ex Seiwa Maru-86<br>**Daya Pantas Sendirian Berhad**<br>M.T. Maritime Agencies Pte. Ltd.<br>Labuan Malaysia | *2 293*<br>*1 199*<br>4 150 | | **1975** Murakami Hide Zosen K.K.—Hakata (123)<br>13,52 5,792<br>90,43 13,49 6,41<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Hanshin 6LUS40<br>Oil 4SA 6Cy. 400 × 640<br>2 800bhp (2 060kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 54,5t (d.o.) 141,0t (i.f.o.)-7,5pd 12kn |
| **SUL AMERICA**<br>**Companhia Docas de Santos**<br>Rio de Janeiro Brazil | **101**<br>31<br>— | | **1902** Ritchie, Graham & Milne—Glasgow (155)<br>27,49 5,49 2,109<br>5,44<br>R | **S Tug** | C 2Cy. 356 & 711 x 533<br>Campbell & Calderwood Paisley<br>Fuel 15,0t 5kn |
| **SUL ATLANTICO XII**<br>**Sul Atlantica**<br>Brazil | **100**<br>—<br>— | | **1988** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (183)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler | Oil .<br>.............. |
| **SULAFJELL**<br>**Roger Fiskerstrand**<br>Aalesund Norway | **164**<br>132<br>— | | **1972** Maritime Sveiseindustri A/S—Gjerdsvika<br>25,86 6,96 2,134<br>24,69 6,86 2,21<br>1 dk | **TM Ferry**<br>Mchy.aft<br>197dk P | MWM<br>2 Oil 4SA each 8Cy. 140 × 180<br>500bhp (368kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>2 Directional propellers<br>Fuel (d.o.) |
| **SULAIMANI**<br>ex Madre Maria-52<br>**Pakistan Hajaz Shipping Co.**<br>Karachi Pakistan | **330**<br>228<br>— | (RI) | **1945** Cant. Emilio Ferro—Gen<br>*38,17* 8,79<br>33,91 8,62 4,22<br>1 dk | **Wood M General Cargo**<br>Mchy.aft | Ansaldo<br>Oil 4SA 4Cy. 265 × 410<br>S.A. Ansaldo Genova |
| **SULAIMANIYAH**<br>ex Onger-58<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **2 371**<br>1 033<br>— | ✠Classed LR until 5/5/78 | **1935**-4 Wm. Simons & Co. Ltd.—Renfrew (705)<br>92,18 14,94 5,487<br>86,87 14,33 6,41<br>F 11,0<br>R | **TS Hopper/Dredger**<br>Suction Bottom doors<br>Mchy.aft | T 6Cy. (2) 457 (2) 711 & (2) 1219 x 686<br>2 116ihp (1 556kW)<br>Wm. Simons & Co. Ltd. Renfrew<br>Fuel 268,0t (o.f.) 9kn |
| **SULAK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **18 011**<br>11 076<br>10 158 | RS<br>✠Classed LR until 2/68 | **1966**-6 Mitsubishi Heavy Industries Ltd. —Yokohama (868)<br>174,33 24,03 7,316<br>160,00 24,01 14,86<br>P 19,2 F 32,4 3 dks, 4th dk in holds (perforated)<br>RW rf nil | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.14 467<br>5 Ha (3,7 3,7 3,7 3,7 3,5 × 4,5) ER<br>12W Der 2(10) 8(5) 2(3) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>5 500bhp (4 046kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 6 × 520kW 400V 50Hz a.c.<br>14,25kn |
| **SULAN**<br>**Leo Sigurdsson**<br>Akureyri Iceland | **391**<br>200<br>— | (NV) | **1967** Ankerlokken Verft Glommen A/S —Fredrikstad (167)<br>48,44 8,21 4,026<br>38,41 8,15 4,30<br>1 dk<br>BK 140 len 74 | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>3 Ha (each 2,9 × 2,4) ER<br>1W Der 1(3) | Wichmann<br>Oil 2SA 6Cy. 300 × 450<br>1 800bhp (1 324kW) NE 78<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 50kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **SULAWESI II**<br>**Government of The Republic of Indonesia (P.N. Pengerukan - Indonesian State Dredging)**<br>Jakarta Indonesia | **3 699**<br>1 735<br>4 740 | KI (BV) | **1974** Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel (903)<br>92,00 16,06 6,401<br>85,50 16,01 8,01<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 20,0<br>Mchy.aft<br>Hopper 2 654<br>2 sandpumps each 597kW (800bhp) | Smit-Bolnes 309HDK<br>2 Oil 2SA each 9Cy. 300 × 550<br>4 320bhp (3 178kW)<br>N.V. Smit-Bolnes Zierikzee<br>Thw. thrust propeller fwd<br>11kn |
| **SULAWESI-1**<br>ex Daishin Maru No. 11-91<br>ex Sanko Maru No. 11-89<br>**Sulawesi Marine Pte. Ltd.**<br>Panama Panama | *220*<br>*66*<br>— | | **1980** K.K. Tago Zosensho—Nishi-izu (176)<br>41,05 7,60 2,601<br>32,52 6,15 2,87<br>1 dk | **M Fishing**<br>Pair Trawler<br>Mchy.aft | Daihatsu 6DS-26D<br>Oil 4SA 6Cy. 260 × 320<br>480bhp (353kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| **SULBY**<br>ex Mega Pacific-91 ex Rosita Pacific-90<br>ex Yamato Pacific-88 ex Poppy-88<br>ex Toyu Maru-87<br>**Maunavco Shipping Ltd.**<br>Euronav (UK) Agencies Ltd.<br>Nassau Bahamas<br>SatCom: 1104102/SULB | *52 757*<br>*20 619*<br>84 464<br>T/cm<br>88,0 | NV (NK) | **1981** Kurushima Dockyard Co. Ltd.—Onishi (2152)<br>237,70 42,02 12,000<br>225,41 42,00 19,82<br>1 dk<br>Bow/CM 120 MH 0,6 | **M Tanker**<br>COW IGS<br>10 Ta ER<br>L.(oil) 97 353<br>3 Cargo pumps total 2 500T/hr | MAN 16V52/55A<br>Vee Oil 4SA 16Cy. 520 × 550 reduction geared to sc. shaft<br>12 416kW (16 880bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 1 × 560kW 2 × 440kW 450V 60Hz a.c.<br>Fuel 300,0t (d.o.) 3 074,0t (hvf)-53,5pd 14,25kn |
| **SULBY RIVER**<br>ex Subro Venture-84 | **196**<br>120<br>269 | | **1971** J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1415)<br>30,59 7,12 2,375<br>28,35 7,01 2,80<br>F 4,9 1 dk | **M General Cargo**<br>1 Ho 17,6 ER<br>G.382<br>1 Ha (w) (15,3 × 4,4) ER | Kelvin<br>Oil 4SA 6Cy. 165 × 184<br>180bhp (132kW)<br>English Electric Diesels Ltd. Kelvin Mar. Div. Glasgow<br>Fuel 5,0t (d.o.) 8kn |
| **SULEDROTT**<br>ex Lavangen-87 ex Anneli-81<br>ex Cap Coaster-78 ex Nes Coaster-77<br>ex Gullfjell-76 ex Joa-74<br>**P/R Suledrott**<br>Herman S. Faerovik<br>Haugesund Norway | *688*<br>*248*<br>569 | BV (NV) | **1970** Elbewerften Boizenburg/Rosslau—Rosslau (3326)<br>49,85 (BB) 10,11 3,920<br>44,22 10,09 5,62<br>F 11,9 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 29,4 ER<br>G.1 478 B.1 346<br>1 Ha (22,2 × 7,0) ER<br>2W Der 1(5) 1(3) | MaK<br>Oil 4SA 6Cy. 240 × 280 reduction geared to sc. shaft<br>662kW (900bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 30kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.)-3,5pd 11kn |
| **SULEJENTA**<br>**P/R Hjonnevag**<br>J. Fr. Hjonnevag m.fl.<br>Floro Norway | **138**<br>55<br>— | | **1983** H. & E. Nordtveit A/S—Nordtveitgrend (74)<br>21,49 7,12<br>18,62 3,26<br>1 dk | **M Fishing**<br>Side-fishing | Yanmar 6LAAL-DT<br>Oil 4SA 6Cy. 148 × 165<br>470bhp (346kW)<br>Yanmar Diesel Engine Co. Ltd. Niigata |
| **SULEVAER**<br>ex Mastrevik-79 ex Frakting-72<br>ex Lauri-69<br>**Herman Faerovik & Sonner**<br>Herman S. Faerovik<br>Bergen Norway | **298**<br>192<br>564 | BV | **1968** Orskovs Staalskibsvaerft I/S—Frederikshavn (52)<br>48,27 8,67 3,125<br>43,19 8,64 3,46<br>P 13,2 B 8,6 F 8,6 1 dk | **M General Cargo**<br>1 Ho 30,5 ER<br>G.708 B.616<br>1 Ha (21,6 × 5,0) ER<br>2W Der 2(2) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>540bhp (397kW)<br>Lister Blackstone Ltd. Stamford<br>Gen 3 × 8kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 32,5t (d.o.)-2,0pd 10kn |

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| **5211630**<br>*UJDI*<br>M-34890<br>Df Esd Gc<br>Pfd Rdr Rt | **SULEYMAN BAGIROV**<br>ex Longva<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **793**<br>277<br>— | RS (NV) | **1962** A. M. Liaaen Skibs. & M/V.—Alesund (100)<br>62,97 10,04 4,973<br>53,32 10,01 7,22<br>F 15,9 2 dks | **M Research/ Patrol Vessel**<br>Weather<br>Ice strengthened<br>1 Ho ER<br>In.700<br>2 Ha (each 2,3 × 1,6) ER<br>Der 3(2) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 120kW 380V 50Hz a.c.<br>Fuel 249,0t (d.o.) |
| **7905675**<br>*TADD*<br>5061<br>Esd Gc Rdr<br>RTv | **SULEYMAN CELEBI**<br>**Adnan Mert Ticaret**<br>Istanbul Turkey | **497**<br>298<br>1 000 | AB | **1982** Hidrodinamik A.S. Tuzla Tersanesi—Tuzla (17)<br>64,01 9,53 3,801<br>57,03 9,50 4,53<br>1 dk<br>rf nil | **M General Cargo**<br>2 Ho ER<br>2 Ha (stl) ER | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknech<br>(SKL)<br>Gen 2 × 60kW a.c. 1 × 20kW a.c<br>a.c. |
| **8410811**<br>*JEXA*<br>127292<br>Esd Gc Rdr<br>Rt SatNav | **SULFUR FRONTIER**<br>**Sansho Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | *1 356*<br>*406*<br>1 606 | NK | **1984** K.K. Taihei Kogyo—Akitsu (1717)<br>73,00 (BB) 4,485<br>67,01 12,41 5,21<br>P 18,3 F 8,9 1 dk | **M Tanker**<br>Chemical Sulphur<br>SBT<br>Mchy.aft<br>L.779 | Hanshin<br>Oil 4SA 6Cy. 350 × 550 with clutche<br>couplings & reverse reduction ge<br>shaft<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. |
| **6904466**<br>*EAKQ*<br>773<br>Df Esd Gc<br>Rdr Rt | **SULFURICO**<br>**Naviera Quimica S.A.**<br>Bilbao Spain | **1 215**<br>664<br>1 940 | ✠**100A1** SS 2/89<br>chemical tanker<br>Type A cargoes in<br>association with an<br>approved list of chemical<br>cargoes SG 1.8<br>✠**LMC**<br>EL N $1\frac{9}{16}$"U2<br>FN 1244 | **1969**-3 Ast. de T. Ruiz de Velasco—Bilbao (109)<br>77,32 12,32 4,763<br>70,16 12,21 5,52<br>P 16,8 RAD 13,8 RFD 10,1 F 10,4 1 dk<br>rf 178 conv Oil Chemical Tanker 74 | **M Tanker**<br>Chemical<br>8 Ta (s.stl) ER<br>L.1 453 HeCls. C | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 550bhp (1 140kW)<br>Naval-Stork-Werkspoor S.A.<br>2 WTAuxB 10,5kgf/cm² (10,3bar)<br>Gen 2 × 157kW 1 × 64kW 380V<br>Fuel 117,0t (d.o.)-5,5pd |
| **7806776**<br>*YQIY*<br>865<br>Df Esd Gc<br>Rdr Rt | **SULINA**<br>**Baza De Aprovizionare Tehnico Materiala (BATM)**<br>Navlomar Bucharest Service Brokerage<br>Galatz Romania | **1 955**<br>921<br>2 960<br>**3 374**<br>1 574<br>4 620 | RNR | **1980** Santierul Naval Braila—Braila (1321)<br>105,97 14,81 5,630/7,062<br>93,48 14,79 8,51<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 22,1 ER<br>G.5 912 B.5 389<br>TEU 80<br>3 Ha (stl) (12,0 × 8,0) (15,3 15,3 × 10,2) ER<br>6W Der 3(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>3 000bhp (2 207kW)<br>Bryansk Eng. Works<br>Gen 3 × 450kW 400V 50Hz a.c.<br>Fuel 454,0t |
| **7824443**<br>*GBVU*<br>387796<br>Df Esd Gc<br>Pfd Rdr RTv | **SULISKER**<br>**Government of The United Kingdom (Ministry of Agriculture, Fisheries & Food)**<br>Leith United Kingdom<br>SatCom: 1440666/GBVU | **1 177**<br>275<br>337 | ✠**100A1** SS 2/91<br>✠**LMC** **UMS**<br>EL L 435,0/36,0U2(a)<br>FN 1212 | **1981**-2 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (483)<br>71,33 11,64 4,660<br>64,01 11,60 7,32<br>F 29,0 2 dks<br>rf 686 | **TM Fishery Patrol Vessel**<br>Mchy.aft | Ruston<br>2 Vee Oil 4SA each 12Cy. 254 × 30<br>sc. shafts<br>5 640bhp (4 149kW)<br>Ruston Diesels Ltd.<br>Gen 3 × 195kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **6500868**<br>*TFCS*<br>0978<br>Df Esd Rdr<br>Rt | **SULNAFELL**<br>ex Skjoldur-87 ex Sigurpall-85<br>ex Fram-82 ex Bjarni Asmundar-80<br>ex Lundi-75 ex Siglfirdingur-72<br>**Kaupfelag Eyfirdinga**<br>Hrisey Iceland | T.Mk<br>**299**<br>102<br>— | (NV) | **1964** Hasund Smie M/V—Ulsteinvik (25)<br>44,38 7,52<br>38,49 7,50 6,51<br>2 dks<br>rf 1499 BK 89 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>2 Ha (1,4 2,5 × 1,4)<br>1W Der 1(4) 1(3) | Brons<br>Vee Oil 2SA 8Cy. 220 × 380<br>1 000bhp (736kW) NE made77 fitted7<br>Appingedammer Brons Motorenfabrik B<br>Gen 1 × 30kW 1 × 20kW 220V 50H<br>Fuel (d.o.) |
| **7041106**<br>*EVPW*<br>M-30583<br>Df Esd Gc<br>Rdr Rt | **SULOY**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **2 948**<br>1 330<br>1 332 | RS | **1970** Stocznia Gdanska im. Lenina—Gdansk (B26/45)<br>83,11 13,85 5,500<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.284 In.1 566<br>5 Ha (4,8 × 2,2) (1,2 1,2 × 1,2) (1,9 1,9 × 1,9)<br>4W Der 2(2) 2(1,5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>H. Cegielski<br>Controllable pitch propeller |
| **5343627**<br>*LEZN*<br>7260<br>Df Esd Pfd<br>RdrRTm | **SULOY**<br>**Brodrene Aarsaether Batsfjord A/S**<br>Vardo Norway | **150**<br>71<br>183 | (NV) | **1920** A/S Rosenberg M/V—Stavanger (48)<br>36,68 5,95 3,080<br>33,71 5,90 3,28<br>1 dk<br>R rf 1041 BK 152 len 32 | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>1 Ho 13,0<br>G.212<br>1 Ha (10,4 × 2,9)<br>1W Der 1(3) | Oil 2SA 4Cy. 315 × 380<br>280bhp (206kW) E made59 fitted71<br>Brodrene Brunvoll Motorfabrik<br>Gen 3 × 32kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 20,5t (d.o.)-1,5pd |
| **9009839**<br>*JNYN*<br>131679<br>Esd Gc Rdr<br>Rt | **SULPHUR MERCATOR**<br>**K.K. K.S. Marine**<br>Osaka, Japan<br>Osaka Pref. | *996*<br>*298*<br>1 225 | NK | **1990** Hitachi Zosen Mukaishima Marine Co. Ltd. —Mukaishima (32)<br>64,50 (BB) 3,980<br>60,00 11,00 5,00<br>P 16,4 F 7,4 1 dk | **M Tanker**<br>Chemical Sulphur<br>3 Ta ER<br>L.619 | Akasaka<br>Oil 4SA 6Cy. 340 × 660 with clutches<br>sc. shaft<br>1 618kW (2 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 3 × 96kW a.c.<br>Controllable pitch propeller |
| **5324425**<br>*DYDZ*<br>222644<br>Df Esd Gc<br>Pfd Rdr Rt | **SULPICIO CONTAINER II**<br>ex Dona Marylin ex Shinyo Maru-75<br>**Sulpicio Lines Inc.**<br>Cebu City Philippines | **3 845**<br>1 740<br>4 003 | BV (NK) | **1958** Taiyo Zosen—Nagasaki (103)<br>105,01 15,04 6,401<br>97,01 15,02 7,70<br>P 25,3 F 9,8 1 dk<br>RW conv Fish Carrier 60 | **M General Cargo**<br>Ref<br>3 Ho ER<br>G.2 769 B.2 152 In.3 944<br>TEU 100 C. 100/20'<br>3 Ha (each 2,9 × 2,9) ER<br>8W Der 4(10) 4(5) | Oil 4SA 8Cy. 480 × 720<br>2 400bhp (1 765kW)<br>Kobe Hatsudoki Seizosho<br>Gen 3 × 120kW 230V a.c.<br>Fuel 1 192,0t-14,0pd |
| **6720626**<br>*DYOY*<br>223805<br>Rdr Rt | **SULPICIO CONTAINER III**<br>ex Dona Paz ex Tenyo Maru-77<br>**Sulpicio Lines Inc.**<br>Cebu City Philippines | **1 145**<br>802<br>1 899 | BV | **1967** Kurushima Dockyard Co. Ltd.—Imabari (410)<br>65,00 10,32 4,700<br>62,01 10,29 5,29<br>1 dk<br>RW | **M General Cargo**<br>Ref<br>1 Ho ER<br>TEU 40 C. 40/20'<br>1 Ha (34,7 × 8,0) ER<br>Der 1(12) 1(10) | Hanshin<br>Oil 4SA 6Cy. 380 × 550<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 60kW<br>Fuel 57,0t |
| **6709385**<br>226198<br>Df Esd Rdr<br>Rt | **SULPICIO CONTAINER IV**<br>ex Shunyo Maru-80 ex Kyomei Maru-73<br>**Sulpicio Lines Inc.**<br>Cebu City Philippines | **2 834**<br>2 064<br>4 616 | (NK) | **1966** Ujina Zosensho—Hiroshima (458)<br>94,80 14,51 6,122<br>88,02 14,48 7,29<br>P 21,1 F 9,5 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 715 B.5 328<br>TEU 150 C. 150/20'<br>2 Ha (22,4 23,3 × 7,0) ER<br>8W Der 1(15) 3(10) | Hanshin<br>Oil 4SA 6Cy. 500 × 700<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 120kW 445V 60Hz a.c.<br>Fuel 318,0t-8,5pd |
| **6828155**<br>*DYOM*<br>224061<br>Gc Rdr Rt | **SULPICIO CONTAINER IX**<br>ex Ethel ex Hokuryo Maru-77<br>**Sulpicio Lines Inc.**<br>Cebu City Philippines | **915**<br>602<br>1 787 | (NK) | **1968** Kurushima Dockyard Co. Ltd.—Imabari (460)<br>68,13 10,62 4,801<br>63,02 10,60 5,41<br>P 14,7 F 9,5 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.2 031 B.1 769<br>TEU 60 C. 60/20'<br>2 Ha (stl) (16,5 16,2 × 6,5) ER<br>Der 2(10) | Akasaka<br>Oil 4SA 6Cy. 350 × 520<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 64kW 445V a.c.<br>Fuel 86,5t-5,0pd |

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| **SULPICIO CONTAINER V**<br>ex Taisho Maru-81<br>**Sulpicio Lines Inc.**<br>Cebu City Philippines | **2 677**<br>1 748<br>4 176 | NK | **1968** Kurushima Dockyard Co. Ltd.—Imabari (383)<br>89,59 14,43 6,020<br>83,01 14,41 7,09<br>P 20,2 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 331 B.4 989<br>TEU 150 C. 150/20'<br>2 Ha (stl) (17,6 27,2 × 7,0) ER<br>Der 1(15) 2(10) | Akasaka<br>Oil 4SA 6Cy. 470 × 670<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 445V 60Hz a.c.<br>Fuel 255,0t-8,0pd 11,5kn |
| **SULPICIO CONTAINER VI**<br>ex The Malayan-81<br>**Sulpicio Lines Inc.**<br>Cebu City Philippines | **2 933**<br>2 091<br>4 903 | (AB) | **1971** Miho Zosensho K.K.—Shimizu (780)<br>98,00 15,37 6,411<br>89,97 15,31 7,70<br>P 21,1 F 9,8 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho 31,5 33,3 ER<br>G.6 401 B.6 054<br>2 Ha (stl) (23,8 24,4 × 7,4) ER<br>4W Der 2(15) 2(10) | Mitsubishi 6UET39/65C<br>Oil 2SA 6Cy. 390 × 650<br>3 000bhp (2 207kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 152kW 445V 60Hz a.c.<br>Fuel 379,0t (hvf) 12,5kn |
| **SULPICIO CONTAINER VII**<br>ex Camille ex Takasago Maru-77<br>**Sulpicio Lines Inc.**<br>Cebu City Philippines | **1 030**<br>736<br>2 021 | | **1968** Kurushima Dockyard Co. Ltd.—Imabari (432)<br>70,62 11,00 5,106<br>65,00 10,98 5,59<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.2 362 B.2 119<br>TEU 70 C. 70/20'<br>1 Ha (stl) (35,6 × 5,6) ER<br>6W Der 1(12) 1(10) | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 52kW 225V d.c.<br>Fuel 124,0t-5,5pd 11,5kn |
| **SULPICIO CONTAINER VIII**<br>ex Dona Aurora ex Hoyo Maru-81<br>ex Kaio Maru No. 18<br>**Sulpicio Lines Inc.**<br>Cebu City Philippines | **921**<br>524<br>780 | | **1967** Kanasashi Co. Ltd.—Shimizu (769)<br>68,00 11,21 4,573<br>61,17 11,18 5,08<br>1 dk<br>conv Side-fishing Fishing — | **M General Cargo**<br>4 Ho 6,3 6,3 7,5 30,1 ER<br>TEU 40 C. 40/20'<br>4 Ha (1,3 1,3 × 1,0) (1,9 1,9 × 1,9) ER<br>Der 1(25) | Akasaka<br>Oil 4SA 6Cy. 440 × 650<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 250kW 445V a.c. 1 × 5kW 100V a.c.<br>Fuel 496,0t 12kn |
| **SULPICIO CONTAINER XI**<br>ex Hamanasu Maru-83<br>**Sulpicio Lines Inc.**<br>Cebu City Philippines | **1 259**<br>834<br>2 829 | BV | **1971** Kegoya Dock K.K.—Kure (555)<br>84,50 14,86 4,720<br>80,00 14,80 4,80<br>1 dk | **M General Cargo**<br>Mchy.aft<br>TEU 100 C. 100/20' | Hanshin 6LU46<br>Oil 4SA 6Cy. 460 × 740<br>3 100bhp (2 280kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SULPICIO CONTAINER XII**<br>ex Yukoh Trader-86 ex First Trader-85<br>ex Pros Trader-85 ex Hoko Maru-83<br>**Sulpicio Lines Inc.**<br>Cebu City Philippines | **4 585**<br>2 727<br>7 128 | NK | **1975** Geibi Zosen Kogyo—Kure (263)<br>107,60 17,02 6,748<br>100,60 17,00 8,50<br>P 22,3 F 10,7 1 dk | **M General Cargo**<br>Mchy.aft<br>G.9 709 B.9 216<br>TEU 100 C. 100/20' | Hanshin 6LU54<br>Oil 4SA 6Cy. 540 × 860<br>3 310kW (4 500bhp)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 144kW 144V a.c.<br>Fuel 65,0t (d.o.) 516,0t (hvf)-12,5pd 12,9kn |
| **SULPICIO CONTAINER XIV**<br>ex Brightfaith-87<br>**Sulpicio Lines Inc.**<br>Cebu City Philippines | **3 828**<br>2 822<br>6 610 | NK | **1974** Kyokuyo Zosen Tekko K.K.—Chofu (272)<br>106,81 17,05 6,909<br>98,00 17,00 8,49<br>P 21,7 F 11,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 597 B.8 079<br>2 Ha (stl) (27,9 28,6 × 8,0) ER<br>4W Der 4(15) | Hanshin 6LU50<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Fuel 674,5t (hvf)-14,5pd 12kn |
| **SULSEL**<br>ex Sampang-74<br>**P.T. Pelayaran Green Windhu Line**<br>Surabaya Indonesia | **387**<br>65<br>183 | (KI) | **1958** Scheepswerf "De Waal" N.V.—Zaltbommel (667)<br>40,72 8,74 3,302<br>36,99 8,70 3,97<br>1 dk<br>RW | **M Tug** | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 100kW 110V<br>11kn |
| **SULTAN EXPRESS**<br>**Saudi Tug Services W.L.L.**<br>Panama Panama | **136**<br>16<br>500 | AB | **1982** Master Boat Builders, Inc.—Bayou la Batre, Al (58)<br>7,95 2,917<br>33,53 7,93 3,20<br>1 dk<br>rf 635 | **TM Supply Ship**<br>Deck Cargo | General Motors 16V-71-N<br>2 Vee Oil 2SA each 16Cy. 108 × 127 reverse reduction geared to sc. shafts<br>910bhp (669kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW<br>12kn |
| **SULTAN MAHMUD BADARUDDIN II**<br>**P.T. Pupuk Sriwidjaja (PUSRI)**<br>Jakarta Indonesia | *6 932*<br>*2 157*<br>7 259 | GL KI<br>✠LR class withdrawn-Owners' request 4/90 | **1984**-6 Jos. L. Meyer G.m.b.H. & Co.—Papenburg (606)<br>144,70 16,34 6,780<br>136,20 16,30 10,90<br>F 15,3 1 dk<br>rf 102 len 90 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>4 Ta ind double-cyl horizontal ER<br>L.(gas) 8 700 | MaK 8M552AK<br>Oil 4SA 8Cy. 450 × 520 with flexible couplings & sr geared to sc. shaft<br>4 560kW (6 199bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 3 × 550kW 1 × 100kW 220/440V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>15kn |
| **SULTAN 7**<br>ex Tenjin Maru No. 36-87<br>**Sultan Assad Mohammed General Trading, Contracting, Transportation & Custom Clearing Establishment**<br>Murazumi Construction Co. Ltd.<br>Kuwait Kuwait | **446**<br>222<br>1 000 | | **1969** Oka Zosen K.K.—Ushimado<br>54,31<br>49,00 9,30 4,60<br>1dk | **M General Cargo**<br>1 Ha (24,2 × 6,7) ER | Hanshin<br>Oil<br>1 250bhp (919kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11kn |
| **SULTANTEPE**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **1 077**<br>391<br>300 | | **1989** Marmara Tersanesi—Yarimca (37 A)<br>67,26 3,101<br>20,52 4,73<br>1 dk | **M RoRo Cargo/Ferry** | Oil<br>1 700bhp (1 250kW)<br>.............<br>11kn |
| **SULTENG**<br>ex Sandangan-74<br>**P.T. Surya**<br>Surabaya Indonesia | **432**<br>207<br>660 | (KI) | **1958** Vereenigde Prauwen Verer—Tandjung Priok<br>55,40 9,25 2,998<br>51,74 9,20 3,05<br>1 dk & S dk | **M General Cargo** OSD<br>3 Ha (8,7 8,7 1,3 × 5,0) ER<br>Der 2(6) 2(3) | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>405bhp (298kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 19,5kW 110V d.c.<br>Fuel 51,0t 10kn |
| **SULTENG I**<br>ex Genesis I-90 ex Fastnet-88<br>ex Northridge-86 ex Cairngorm-77<br>**P.T. (Persero) Pann Multi Finance**<br>Jakarta Indonesia | **1 463**<br>932<br>3 440 | KI<br>✠LR class withdrawn-Owners' request 5/90 | **1973**-5 Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (101)<br>96,45 (BB) 14,13 5,188<br>88,04 14,00 7,60<br>RAD 15,0 F 9,8 2 dks<br>rf 102 | **M General Cargo**<br>2 Ho 32,9 29,8 ER<br>G.5 947 B.5 482<br>2 Ha (stl) (22,1 25,2 × 10,1) ER<br>4W Der 4(5) | Deutz RBV8M540<br>Oil 4SA 8Cy. 370 × 400 sr geared to sc. shaft<br>2 648kW (3 600bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 112kW 231/400V 50Hz a.c.<br>Fuel 290,5t (d.o.) 14,5kn |
| **SULU EXPRESS**<br>ex Carlow Hill-85 ex Lindenhall-82<br>**Prosperidad Shipping Inc.**<br>Dalex Shipping Co. S.A.<br>Manila Philippines | **9 065**<br>6 420<br>15 150 | BV<br>✠Classed LR until 10/88 | **1975**-7 Austin & Pickersgill Ltd.—South Dock, Sunderland (449)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3 3 TwD<br>G.21 425 B.19 648<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>Der 1(80) 10(10) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>5 517kW (7 500bhp)<br>G. Clark & N.E.M. Ltd. Wallsend<br>Gen 3 × 350kW 440V 60Hz a.c.<br>15kn |

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| 7433892<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **SULU SEA**<br>ex Legend-91<br>**United Salvage & Towage (Phils.) Inc.**<br>Philippines | 190<br>129<br>1 000 | AB | **1976** Halter Marine Fabricators, Inc.—Moss Point, Ms (519)<br>54,87 12,20 3,683<br>49,92 12,15 4,27<br>F 15,6 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 ×<br>reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 222,5t (d.o.) |
| 5046530<br>*YBCI*<br><br>Esd Rt | **SULUT**<br>ex Blokoran-74<br>**P.T. Pelayaran Sumber Sakti**<br>Kalianget Indonesia | 402<br>136<br>637 | (KI) | **1953** Vereenigde Prauwen Verer—Tandjung Priok (370)<br>55,38 9,30 2,845<br>51,72 9,25 4,91<br>B 10,1 1 dk & S dk | **M General Cargo** OSD<br>2 Ha (each 8,8 × 5,0) ER<br>4W Der 2(6) 2(3) | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor<br>Gen 1 × 9,5kW 110V d.c.<br>Fuel 45,5t |
| 7429578<br>*YEGJ*<br><br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SULUT I**<br>ex Ambassador 7-90<br>ex Vigour Enterprise-88 ex Creces-87<br>ex Apollo I-86 ex Jics-85<br>**P.T. Pelayaran Surya**<br>Jakarta Indonesia | 2 555<br>1 750<br>5 543 | KI (NK) | **1975** Imamura Zosen—Kure (200)<br>92,90 16,02 7,011<br>87,50 16,00 7,50<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.10 376 B.9 600<br>2 Ha (stl) (19,5 30,5 × 8,0) ER<br>Der 3(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>2 795kW (3 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 190kW 110/440V 60Hz a.c.<br>Fuel 84,0t (d.o.) 389,5t (hvf)-11,0pd |
| 8204559<br>*7LUN*<br>125253<br>Esd Gc Rdr<br>Rt | **SUMA MARU**<br>ex Suma Maru No. 2-87<br>**Kusakabe Kisen K.K.**<br>Kobe, Japan<br>Hyogo Pref. | 262<br>—<br>331 | NK | **1982** Sanyo Zosen K.K.—Mukaishima (850)<br>36,10 3,685<br>34,17 9,21 4,02<br>1 dk | **TM Tug**<br>Pusher | Hanshin<br>2 Oil 4SA each 6Cy. 280 × 480 with<br>reverse reduction geared to sc.<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 120kW |
| 8505240<br>*JL5377*<br>128293 | **SUMA MARU**<br><br>**Hokoku Kaiun K.K.**<br>Hakata, Japan<br>Ehime Pref. | 198<br>—<br>676 | | **1985** Murakami Hide Zosen K.K.—Hakata (243)<br>56,60 2,918<br>52,00 9,81 5,06<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.1 450 B.1 403<br>1 Ha (stl) ER | Yanmar<br>Oil 4SA 6Cy. 240 × 420 with clutches<br>couplings & reverse reduction<br>shaft<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. |
| 7856147<br>*JJ2996*<br>116001<br>Rdr Rt | **SUMA MARU**<br><br>**Government of Japan (Ministry of Transportation - Bureau of Ports & Harbors - No. 3 Harbor Construction Bureau)**<br>Kobe, Japan<br>Hyogo Pref. | 127<br>—<br>— | | **1974** Sumidagawa Zosen K.K.—Tokyo<br>25,00 10,52 2,000<br>23,00 10,50 3,30<br>1 dk | **TM Pollution & Surface Clearance Vessel** | 2 Oil<br>790bhp (581kW) |
| 8815542<br>*JK4922*<br>131036<br>Rt | **SUMA MARU No. 5**<br><br>**K.K. Amamoto Jyari**<br>Kurashiki, Japan<br>Okayama Pref. | 441<br>—<br>1 200 | | **1989** Shinhama Dock K.K.—Tamano (235)<br>*47,80* 2,900<br>12,00 3,70<br>1 dk | **M Sand Carrier** | Oil |
| 7343231<br>*YTHX*<br><br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SUMADIJA**<br>ex Boka-88 ex Bijela-87 ex Trinculo-84<br>**Jugoslavenska Oceanska Plovidba (JUGOOCEANIJA)**<br>Kotor Yugoslavia | 17 939<br>10 963<br>28 972<br>T/cm<br>39,0 | ✠100A1 SS 10/90<br>strengthened for heavy cargoes, No. 3 hold may be empty<br>✠LMC UMS<br>EL G† 577,5/70,0U2<br>FN 6783<br>JR | **1978**-2 Swan Hunter Shipbuilders Ltd.—Hebburn SB. Dock, Hebburn (80)<br>182,89 (BB) 24,77 10,403<br>173,74 24,71 14,33<br>P 34,5 F 14,4 1 dk<br>rf nil DK in way of Nos. 2-5 holds | **M Bulk Carrier**<br>5 Ho 25,3 25,0 25,2 25,2 22,7 ER<br>G.35 954 B.30 702<br>5 Ha (stl) (14,4 × 9,1) (18,4 18,4 18,4 16,9 × 10,6) ER<br>Cr 1(25) 4(15) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Barclay, Curle & Co. Ltd.<br>AuxB (ex.g) 10,3kgf/$cm^2$ (10,1bar)<br>rcv 7kgf/$cm^2$ (6,9bar)<br>AuxB (o.f.) 7kgf/$cm^2$ (6,9bar)<br>Gen 3 × 525kW 440V 60Hz a.c.<br>Fuel 271,0t (d.o.) 1 793,0t (hvf) |
| 7409528<br>*9MAI8*<br>325967<br>RTv | **SUMAI CEKAP**<br>ex Keppel Empat-85<br>**Kemaman Feeder Service Sendirian Berhad**<br>Port Kelang Malaysia | 138<br>50<br>130 | ✠100A1 SS 10/87<br>tug<br>Singapore home trade service<br>✠LMC<br>EL (D) $\frac{3}{4}$"U2<br>FN 255 | **1974**-12 Singapore Slpwy & Eng. Co. (Pte.) Ltd.—Singapore (61)<br>24,92 7,95 3,277<br>22,28 7,55 3,89<br>1 dk<br>rf 635 BK 25 | **TM Tug**<br>Fire-fighting | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 159 × 203<br>reduction geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 40kW 230V 50Hz a.c.<br>Fuel 18,5t (d.o.) |
| 8605210<br>*9MAW3*<br>326026<br>Esd Gc Rdr<br>RTv | **SUMAI CERGAS**<br><br>**Sumai Maritime Sendirian Berhad**<br>Port Kelang Malaysia | 383<br>96<br>180 | NV | **1987** Penang SB. Corp. Sdn. Bhd.—Penang (11093)<br>32,01 10,49 3,901<br>30,74 10,48 4,50<br>1 dk | **TM Tug**<br>Fire-fighting | Wartsila<br>2 Oil 4SA each 8Cy. 220 × 240 with<br>flexible couplings & dr reverse<br>shafts<br>Wartsila Diesel Singapore (Pte) Ltd.<br>Gen 2 × 100kW 440V 50Hz a.c.<br>Fuel 98,0t (d.o.) |
| 8026476<br><br><br>Rt | **SUMAI TANGKAS**<br>ex Oil Rider-90<br>**Sumai Engineering Sendirian Berhad**<br>Penang Malaysia | 152<br>38<br>130 | BV | **1980** Cal Marine (Pte.) Ltd.—Singapore (153)<br>30,51 1,601<br>28,12 6,41 3,13<br>1 dk | **TM Crewboat** | General Motors<br>2 Vee Oil 2SA each 16Cy. 123 × 127<br>1 294kW (1 759bhp)<br>General Motors Corp., Detroit Diesel<br>Div.<br>Gen 2 × 25kW 400V a.c. |
| 5331234<br>*OYVR*<br>D907<br>Esd Pfd Rdr<br>Rt | **SUMAJA**<br>ex Skawbank-84<br>**Alf Rudolf Kure**<br>Nekso Denmark | 142<br>63<br>— | (BV) | **1961** Soby Motorfabrik og Staalskibsvaerft—Soby (16)<br>33,56 6,28<br>3,33<br>1 dk<br>len 75 | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 0,9) ER<br>1W Der 1(3) | Polar<br>Oil 4SA 6Cy. 250 × 300<br>900bhp (662kW) NE 67<br>Nydqvist & Holm A/B<br>Fuel 17,5t (d.o.) |
| 8034942<br><br>2T-59 | **SUMARTIN**<br>ex Losinj-71 ex D-9-65<br>**JADROLINIJA P.O.**<br>Rijeka Croatia | 218<br>140<br>170 | JR | **1955** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula<br>33,25 13,70 1,555<br>27,21 2,32<br>1 dk<br>conv Landing Craft — | **TM RoRo Cargo/Ferry** | Torpedo-Rijeka<br>2 Vee Oil 4SA each 12Cy. 120 ×<br>Tvornica Motora "Torpedo" |
| 7344364<br>*ATPR*<br>1713<br>Rt | **SUMATHI**<br>ex Souri-78<br>**Visakhapatnam Port Trust**<br>Visakhapatnam India | 337<br>130<br>144 | IRS<br>✠Classed LR until 5/12/80 | **1976**-8 Hooghly Docking & Eng. Co. Ltd.—Calcutta (418)<br>36,56 8,92 3,614<br>31,91 8,50 5,01<br>1 dk<br>rf - | **TM Tug**<br>Fire-fighting | MAN<br>2 Oil 4SA each 6Cy. 300 × 450<br>geared to sc. shafts<br>Garden Reach Workshops<br>Gen 2 × 128kW 415V 50Hz a.c.<br>Fuel (d.o.) |
| 5343718<br>*LW4048*<br><br>Df Esd Pfd<br>Rt | **SUMATRA**<br><br>**Pez Exports S.A.**<br>Buenos Aires Argentina | 195<br>66<br>85 | (BV) | **1958** At. & Ch. de la Manche—Dieppe (1149)<br>34,47 6,89<br>29,52 6,84 3,81<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (0,9 0,9 × 0,9) (0,8 × 0,8) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Fuel 36,5t (d.o.) |
| 7101425<br><br><br>Df Esd Rdr<br>Rt | **SUMATRA**<br>ex El Kaiser-86 ex Colorado-83<br>**M.I. Caribbean Shipping Ltd.**<br>Georgetown Cayman Islands (British) | 192<br>130<br>— | | **1964** Burton Construction & SB. Corp.—Port Arthur, Tx (356)<br>7,32 2,693<br>32,42 3,05<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Oil 4SA each 6Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |

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| **SUMATRA JAYA**<br>ex Deepa Molek-79 ex Hardeep-75<br>ex Spray-72 ex Hydra-69<br>**P.T. Sumatra Indah Raya Line**<br>Belawan Indonesia | **347**<br>221<br>450 | <br><br>(BV) (KI) | **1955**<br><br>47,99<br>43,29<br>P 12,5 F 6,8 1 dk<br>RW rf 13 | Schpsb. Firma Hijlkema & Zonen<br>—Martenshoek (2/59)<br>7,70<br>7,65 | <br><br>2,896<br>3,15 | **M General Cargo**<br><br>1 Ho 27,9 ER<br>G.707 B.665<br><br>2 Ha (stl) (each 10,3 × 4,8) ER<br>2W Der 2(2) | Brons<br>Oil 4SA 4Cy. 290 × 450<br>220bhp (162kW)<br>Appingedammer Brons Appingedam<br>Gen 1 × 5kW 110V d.c.<br>Fuel 15,0t (d.o.) 8,5kn |
| **SUMATRA MULIA**<br>ex Slamat ex Adri VIII-74<br>**P.T. Sumatra Indah Raya Line**<br>Jakarta Indonesia | **221**<br>107<br>240 | (KI)<br><br>✠Classed LR until 3/61 | **1958**<br>35,18<br>33,63<br>1 dk | Cheoy Lee Shipyards Ltd.—Hong Kong<br>6,96<br>6,72 | <br>2,80 | **M General Cargo**<br>Mchy.aft | Blackstone<br>Oil 4SA 6Cy. 222 × 292 geared to sc. shaft<br>337bhp (248kW)<br>Blackstone & Co. Stamford<br>7kn |
| **SUMATRA No. 1**<br>ex Oriental Star No. 3-83<br>ex Ryoan Maru No. 25-83<br>**Asia Jaya Marine Services Pte. Ltd.**<br>Panama Panama | **349**<br>168<br>— | | **1972**<br>55,50<br>49,87<br>2 dks | Yamanishi Zosen K.K.—Ishinomaki (698)<br>9,02<br>9,00 | <br>3,296<br>5,74 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 400 × 600<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SUMATRA No. 2**<br>ex Eikyu Maru No. 16-83<br>ex Koryo Maru No. 186-79<br>**Asia Jaya Marine Services Pte. Ltd.**<br>Panama Panama | **349**<br>134<br>— | | **1972**<br>54,01<br>49,08<br>2 dks | Niigata Eng. Co. Ltd.—Niigata (1170)<br>9,02<br>9,00 | <br>3,302<br>3,66 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 400 × 600<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata<br>10kn |
| **SUMATRAS**<br><br>**International Transport Sotavento Inc.**<br>Panama Panama | **846**<br>133<br>928 | <br><br>AB | **1977**<br>55,00<br>50,02<br>F 27,5 1 dk<br>rf 348 | Matsuura Tekko Zosen—Higashino (261)<br>11,23<br>11,21 | <br>4,830<br>5,21 | **TM Tug**<br>Salvage<br><br><br><br>Cr 1(2) Der 1(5) | Fuji 16V27.5X-G<br>2 Vee Oil 4SA each 16Cy. 275 × 320 reverse reduction geared to sc. shafts<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 3 × 240kW 445V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 935,0t (hvf)-30,5pd 14,5kn |
| **SUMBAWA**<br><br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **2 838**<br>1 184<br>2 247 | <br><br>KI (NK) | **1978**<br><br>85,02<br>80,02<br>P 29,9 F 11,0 1 dk | Ishikawajima Ship & Chemical Plant Co.<br>—Tokyo (496)<br>16,41<br>16,40 | <br><br>4,001<br>6,02 | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 20,0<br>Mchy.aft<br>Hopper 1 200<br>2 sandpumps<br>Cr 1(5) | Niigata 8MG25BX<br>2 Oil 4SA each 8Cy. 250 × 320 with flexible couplings & reduction geared to sc. shafts<br>3 200bhp (2 354kW)<br>Niigata Eng. Co. Ltd. Ota<br>Gen 3 × 1520kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>12kn |
| **SUMBER DAYA II**<br><br>**P.T. Pelayaran Sumber Sumatera Raya**<br>Palembang Indonesia | **174**<br>88<br>— | <br><br>KI | **1974**<br>33,02<br><br>1 dk | .............Palembang<br>6,84 | <br><br>2,39 | **M General Cargo**<br><br>1 Ho ER<br><br><br>1 Ha (stl) ER | Blackstone<br>Oil SA 8Cy.<br>550bhp (405kW)<br>Lister Blackstone Mirrlees Mar. United Kingdom<br>Fuel (d.o.) |
| **SUMBER IX**<br><br>**P.T. Pelayaran Sumber Sumatera Raya**<br>Palembang Indonesia | **105**<br>—<br>— | <br><br>KI | **1983**<br>23,16<br><br>1 dk | P. T. Sumber Sumatera Raya—Palembang<br>6,52<br>- | <br>—<br>2,45 | **TM Tug** | Caterpillar 3408TA<br>2 Vee Oil 4SA each 8Cy. 137 × 152<br>Caterpillar Inc. Peoria, Illinois<br>Gen 1 × 3kW 230V a.c. |
| **SUMBER MAS No. 5**<br><br>**P.T. Sumber Mas Timber**<br>Samarinda Indonesia | **146**<br>75<br>— | <br><br>KI | **1981**<br>27,10<br>26,75<br>1 dk | P.T. Galangan "Sumber Mas"—Samarinda<br>-<br>7,55 | <br>1,450<br>1,90 | **TM Landing Craft**<br>Deck Cargo | General Motors<br>2 Oil 2SA 6Cy.<br>272kW (370bhp)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| **SUMBER MINA 1**<br>ex Indofish No. 7-81<br>ex Fukutoku Maru No. 28-80<br>**P.T. Sumber Mina Raya**<br>Sabang, Sumatra Indonesia | **284**<br>142<br>— | <br><br>KI (NK) | **1970**<br>49,20<br>44,42<br>1 dk | Kanasashi Co. Ltd.—Shimizu (676)<br>7,83<br>7,80 | <br>3,150<br>3,46 | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Sumiyoshi<br>Oil 4SA 6Cy. 330 × 520<br>850bhp (625kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida |
| **SUMBER MINA 2**<br>ex Indofish No. 5-82<br>ex Marukyoboshi Maru No. 18<br>ex Sakura Maru No. 18<br>**P.T. Sumber Mina Raya**<br>Sabang, Sumatra Indonesia | **254**<br>129<br>311 | <br><br>KI (NK) | **1970**<br>46,66<br>40,67<br>P 22,0 F 6,4 1 dk<br>RW | Uchida Zosen—Ise (693)<br>7,93<br>7,90 | <br><br>3,46 | **M Fishing**<br>Side-fishing<br><br>In.307<br><br>3 Ha (stl) (1,3 1,3 × 1,0) (1,6 × 1,6) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>950bhp (699kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 176kW<br>11,5kn |
| **SUMBER MINA 3**<br>ex Alco Rosenheim<br>ex Koei Maru No. 3-71<br>**P.T. Sumber Mina Raya**<br>Jakarta Indonesia | **254**<br>132<br>— | <br><br>(BV) (KI) | **1966**<br>43,59<br>38,10<br>1 dk | Miho Zosensho K.K.—Shimizu (598)<br>7,55<br>7,52 | <br><br>3,33 | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>G.332 B.288<br><br>3 Ha (1,3 × 1,3) (1,8 × 1,8) (0,9 × 0,9) ER | Akasaka 6DH27SS<br>Oil 4SA 6Cy. 270 × 420<br>552kW (750bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11,75kn |
| **SUMBER MINA 4**<br>ex Fukuseki Maru No. 25-79<br>ex Ino Maru No. 15<br>**P.T. Sumber Mina Raya**<br>Jakarta Indonesia | **224**<br>112<br>250 | <br><br>KI | **1969**<br>44,81<br>39,30<br>1 dk | Kanasashi Co. Ltd.—Shimizu (953)<br>7,22<br>7,21 | <br>2,731<br>3,26 | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>In.239<br><br>5 Ha (0,9 0,9 1,3 × 0,9) (1,6 1,6 × 1,5) ER | Akasaka 6MH25SS<br>Oil 4SA 6Cy. 250 × 400<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SUMBER MINA 5**<br>ex Donbay Maru<br>**P.T. Sumber Mina Raya**<br>Jakarta Indonesia | **225**<br>108<br>— | <br><br>KI | **1969**<br>44,40<br>39,10<br>1 dk | K.K. Goriki Zosensho—Ise<br><br>7,60 | <br>2,950<br>3,31 | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Japan |
| **SUMBER MINA 6**<br>ex Kanbay ex Shoun Maru No. 22-81<br>ex Fukuyo Maru No. 5<br>**P.T. Sumber Mina Raya**<br>Jakarta Indonesia | **224**<br>103<br>297 | <br><br>KI (NK) | **1969**<br>43,24<br>37,90<br>P 19,2 F 4,9 1 dk | Yamanishi Zosen K.K.—Ishinomaki (608)<br>7,73<br>7,70 | <br>2,900<br>3,33 | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>In.229 | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW<br>10,5kn |
| **SUMBER MUTIARA I**<br>ex Hoei Maru No. 6-74<br>**P.T. Sinar Samudra Djaja**<br>Jakarta Indonesia | **253**<br>166<br>440 | <br><br>KI | **1961**<br>40,49<br>36,95<br>1 dk | Yokohama Zosen—Chiba<br>7,24<br>7,19 | <br>2,598<br>3,33 | **M Tanker**<br><br>2 Ta ER<br>L.(oil) 362 | Yanmar<br>Oil 4SA 6Cy. 250 × 380<br>320bhp (235kW) E made56 fitted61<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 1 × 2kW 220V d.c.<br>8,5kn |
| **SUMBER MUTIARA II**<br>ex Hoei Maru No. 8-74 ex Kowa Maru<br>**P.T. Sinar Samudra Djaja**<br>Jakarta Indonesia | **173**<br>88<br>480 | <br><br>KI | **1961**<br>42,52<br>38,99<br>1 dk | Koyo Dockyard Co. Ltd.—Mihara (212)<br>7,45<br>7,40<br><br>len 00 | <br>2,845<br>3,00 | **M Tanker**<br>Mchy.aft<br>4 Ta<br>L.(oil) 331 | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>250bhp (184kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 5,0t 9kn |
| **SUMBER MUTIARA IV**<br>ex Shinpo Maru No. 2-77<br>ex Eishin Maru No. 17<br>**C.V. Cahaya Kalabar**<br>Jakarta Indonesia | **499**<br>335<br>999 | <br><br>KI (NK) | **1967**<br>54,41<br>49,00<br>P 13,8 F 5,2 1 dk | Sasaki Zosen K.K.—Kinoe (102)<br>9,02<br>9,01 | <br>4,001<br>4,40 | **M Tanker**<br><br>4 Ta ER<br>L.(oil) 1 205 | Kanegafuchi<br>Oil 4SA 6Cy. 330 × 460<br>1 000bhp (736kW)<br>Kanegafuchi Nainenki Tokyo<br>Gen 2 × 20kW 225V a.c.<br>Fuel 35,5t-3,0pd 12,5kn |

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| 8330061 | **SUMBER MUTIARA IX**<br>ex Istana IV ex Delima 112<br>**P.T. Bukit Permata Hijau**<br>P.T. Pelayaran Armada Segara Perkasa<br>Jakarta Indonesia | **851**<br>502<br>— | KI | **1965** Kurushima Dock Co. Ltd.—Japan<br>... ... ...<br>55,50 9,50 4,75<br>1 dk | **M Tanker** | Niigata<br>Oil 4SA 8Cy. 250 × 320<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| 7012636<br>*YCWB*<br>Df Esd Rdr<br>RTm/v | **SUMBER SAKTI**<br>ex Brigitta-81<br>**P.T. Pelayaran Nusantara Surya Lines**<br>Jakarta Indonesia | T.Mk<br>**496**<br>313<br>1 000 | KI (GL) | **1970** Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (161)<br>64,12 10,06 3,909<br>55,58 10,01 6,25<br>P 9,2 B 8,9 2 dks<br>len 76 | **M General Cargo**<br>Ice strengthened<br>1 Ho 44,0 ER<br>G.1 940 B.1 826<br>1 Ha (stl) (30,7 × 7,7) ER<br>2W Der 1(5) 1(3) | MWM<br>Oil 4SA 8Cy. 230 × 270 reverse<br>to sc. shaft<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 27kW 220/380V 50Hz a.c<br>Fuel 68,0t (d.o.) |
| 7528910 | **SUMBER SARI**<br>ex Santi IV<br>**P.T. Dharma Sekawan**<br>Jakarta Indonesia | **134**<br>89<br>203 | KI | **1970** P.T. Djantra—Tanjung Priok<br>32,75 1,901<br>30,11 6,00 2,29<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.180<br>2 Ha ER<br>Der 2(2) | Deutz<br>Oil 4SA 6Cy. 135 × 160<br>193bhp (142kW)<br>Kloeckner Humboldt Deutz |
| 5327831<br>*YBWG*<br>Df Esd Pfd<br>Rt | **SUMBER TUNAS**<br>ex Silindoeng-68<br>**P.T. Pelayaran Nusantara "Naga Laut"**<br>Jakarta Indonesia | **2 245**<br>1 164<br>2 850 | (BV) (KI) | **1949** C. v.d. Giessen—Krimpen a/d Ijssel (746)<br>89,46 13,19 5,530<br>84,03 13,14 6,43<br>P 13,2 B 22,9 F 10,4 1 dk | **M General Cargo**<br>Ref<br>B.3 681 In.1 216<br>4 Ha (6,1 × 4,0) (6,4 5,6 4,9 × 5,0)<br>8W Der 1(20) 8(3) | Sulzer<br>9P Oil 2SA 5Cy. 480 × 750<br>1 300bhp (956kW)<br>N.V. Werkspoor<br>Gen 1 × 80kW 220V d.c.<br>Fuel 299,5t (d.o.) |
| 7234595<br>*3EYR*<br>2453-PEXT<br>Rt | **SUMBER TUNAS VI**<br>**Compania de Navegacion Sofia S.A.**<br>Panama Panama | **1 017**<br>723<br>508 | | **1946** ............United Kingdom<br>70,41 11,59 1,524<br>... ... ... | **TM RoRo Cargo/ Landing Craft**<br>Bow door | 2 Oil<br>1 760bhp (1 295kW)<br>.............<br>Fuel (d.o.) |
| 8329256<br>*YCZI*<br>Rt | **SUMBER VI**<br>**P.T. Pelayaran Sumber Sumatera Raya**<br>Palembang Indonesia | **110**<br>—<br>— | KI | **1981** P. T. Sumber Sumatera Raya—Palembang<br>23,17<br>6,52 2,54<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 ×<br>Caterpillar Tractor Co. |
| 8329244<br>*YDAZ*<br>Rt | **SUMBER VII**<br>**P.T. Pelayaran Sumber Sumatera Raya**<br>Palembang Indonesia | **107**<br>—<br>— | KI | **1981** P. T. Sumber Sumatera Raya—Palembang<br>23,27<br>6,52 2,54<br>1 dk | **TM Tug** | Caterpillar<br>2 Oil 4SA each 6Cy. 159 × 203<br>Caterpillar Tractor Co. |
| 8826979<br>*YDHA*<br>Rt | **SUMBER VIII**<br>**P.T. Pelayaran Sumber Sumatera Raya**<br>Palembang Indonesia | **105**<br>—<br>— | KI | **1982** P. T. Sumber Sumatera Raya—Palembang<br>- 6,52 —<br>22,65 - 2,45<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 165 × 210<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 6kW 220V a.c. |
| 8826993 | **SUMBER X**<br>**P.T. Pelayaran Sumber Sumatera Raya**<br>Palembang Indonesia | **122**<br>11<br>— | KI | **1985** P. T. Sumber Sumatera Raya—Palembang<br>23,00 6,50 2,500<br>- - 2,85<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 165 × 210<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 6kW 230V a.c. |
| 7028099<br>*USIC*<br>M-27818<br>Rt | **SUMGAIT**<br>**Kaspryba**<br>(Baku) (U.S.S.R.) | **862**<br>214<br>355 | (RS) | **1964** ............U.S.S.R.<br>55,40 9,53 3,120<br>4,53<br>1 dk | **D-E Fish Carrier**<br>Ref<br>Ice strengthened<br>1 Ho<br>G.360<br>1 Ha (2,3 × 2,3)<br>Cr 1(2,5) | 2 Oil 2SA each 6Cy. 250 × 340<br>connected to elec. motor & geared |
| 8706911<br>*JIOI*<br>128396<br>KO1-712<br>Rdr RTv | **SUMI MARU No. 8**<br>**Hisao Kurota**<br>Muroto, Kochi Pref. Japan<br>SatCom: 1201421/JIOI | **379**<br>—<br>490 | | **1987** Miho Zosensho K.K.—Shimizu (1305)<br>54,79 8,64 3,441<br>48,01 8,60 3,81<br>1 dk | **M Fishing**<br>Long-line<br>G.551 B.498 | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches<br>couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| 7909205<br>*JJWT*<br>119084<br>KO1-540<br>Df Esd Gc<br>Pfd Rdr RTv | **SUMI MARU No. 18**<br>**Hisao Kurota**<br>Muroto, Kochi Pref. Japan<br>SatCom: 1204201/JJWT | **299**<br>153<br>396 | | **1979** Uchida Zosen—Ise (796)<br>3,201<br>44,61 8,41 3,54<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 200kW 225V a.c. |
| 7416399<br>Df Esd Gc<br>Pfd Rdr | **SUMI MARU No. 25**<br>**K.K. Shoji Masakichi Shoten** | **299**<br>154<br>— | | **1974** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1169)<br>49,28 8,31 3,252<br>43,57 8,28 3,64<br>1 dk | **M Fishing**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420 reverse<br>shaft<br>809kW (1 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| 8821072<br>*JIZL*<br>129958<br>KO1-727<br>Df Esd Gc<br>Rdr RTv | **SUMI MARU No. 28**<br>**Akira Kuroda**<br>Muroto, Kochi Pref. Japan<br>SatCom: 1200216/JIZL | **259**<br>—<br>274 | | **1989** K.K. Goriki Zosensho—Ise (1008)<br>47,32 (BB) 3,040<br>41,10 8,00 3,45 | **M Fishing**<br>In.418 | Akasaka<br>Oil 4SA 6Cy. 280 × 500<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| 8313465<br>*9V3666*<br>385079<br>Df Esd Gc<br>Rdr Rt | **SUMI MARU No. 68**<br>ex Hosei Maru-87<br>**Dika Marine & Trading Pte. Ltd.**<br>Singapore Singapore | **145**<br>—<br>— | | **1983** K.K. Usuki Tekkosho—Usuki (1531)<br>29,01 2,501<br>26,93 8,01 3,20<br>1 dk | **TM Tug**<br>Pusher | Yanmar<br>2 Oil 4SA each 6Cy. 185 × 230<br>Yanmar Diesel Engine Co. Ltd. |
| 7330911<br>*JMTS*<br>113484<br>Esd Gc Pfd<br>Rdr Rt | **SUMI MARU No. 88**<br>**Osaka Wan Kaihatsu Kanri K.K.**<br>Osaka, Osaka Pref. Japan | **212**<br>55<br>499 | NK | **1973** Imura Zosen K.K.—Komatsushima (167)<br>31,73 8,54 3,226<br>29,70 8,51 3,69<br>RQD 1,6 F 5,8 1 dk<br>RW | **TM Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 320 × 510<br>Hanshin Nainenki Kogyo<br>Fuel 64,0t-5,5pd |
| 7518745<br>*JG3535*<br>117765<br>Rdr Rt. | **SUMIDA**<br>**Toko Service K.K.**<br>Tokyo Japan | **196**<br>—<br>— | | **1975** Shimoda Dockyard Co. Ltd.—Shimoda (253)<br>31,60 10,06 2,598<br>27,51 8,62 3,81<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| 7913957<br>*JG3923*<br>123504<br>Rt | **SUMIDA No. 2**<br>**Tokyoto Kanko Kisen K.K.**<br>Tokyo Japan | **124**<br>—<br>24 | | **1979** Sumidagawa Zosen K.K.—Tokyo (N53-23)<br>25,00 1,040<br>23,25 7,00 2,08<br>2 dks | **M Ferry** | Yanmar<br>Oil 4SA 6Cy. 155 × 180<br>330bhp (243kW)<br>Yanmar Diesel Engine Co. Ltd. |
| 8604412<br>*JJ3428*<br>125371 | **SUMIEI MARU**<br>**K.K. Marusen**<br>Ieshima, Hyogo Pref. Japan | **699**<br>—<br>2 098 | | **1986** K.K. Miura Zosensho—Saiki (762)<br>4,801<br>65,03 14,01 6,81 | **M Sand Carrier** | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. |

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| **SUMIEI MARU**<br>**Sanei Kaiun Kensetsu K.K.**<br>Ieshima,<br>Hyogo Pref. Japan | **458**<br>—<br>1 356 | **1988** K.K. Matsuura Zosensho—Kinoe (353)<br>57,87 (BB) 12,53 4,484<br>52,00 12,50 5,90<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>G.810<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 320 × 510 with clutches & reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SUMIEI MARU**<br>**Mitsunari Takamatsu**<br>Tokuyama,<br>Yamaguchi Pref. Japan | **199**<br>—<br>450 | **1970** Ikeda Zosen K.K.—Kinoe<br>43,01 3,401<br>40,01 7,51 5,36<br>1 dk | **M General Cargo**<br>Mchy.aft | Sumiyoshi<br>Oil<br>550bhp (405kW)<br>Sumiyoshi Tekkosho Japan<br>10kn |
| **SUMIEI MARU No. 1**<br>**Tosan Gyogyo K.K.**<br>Shimonoseki,<br>Yamaguchi Pref. Japan | **116**<br>—<br>— | **1981** K.K. Izutsu Zosensho—Nagasaki (837)<br>39,48 2,401<br>31,17 6,99 2,80<br>1 dk | **M Fishing**<br>Mchy.aft | Yanmar 6ZL-ST<br>Oil 4SA 6Cy. 280 × 340 reduction geared to sc. shaft<br>1 800bhp (1 324kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SUMIEI MARU No. 2**<br>**Y.K. Maruichi Kensetsu**<br>Ieshima,<br>Hyogo Pref. Japan | **498**<br>—<br>1 416 | **1988** K.K. Usuki Tekkosho—Saiki (1340)<br>65,51 (BB) 4,361<br>61,70 13,50 6,81<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>B.840<br>1 Ha (stl) ER | Fuji<br>Oil 4SA 6Cy. 320 × 610 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Thw. thrust propeller fwd |
| **SUMIEI MARU No. 2**<br>ex Settsu Maru No. 1 | **341**<br>—<br>1 099 | **1970** Oshima Dock K.K.—Yoshiumi (7)<br>53,01 3,720<br>49,51 8,41 3,81<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Japan<br>10,5kn |
| **SUMIEI MARU No. 2**<br>**Kikuchi Kaiun Y.K.**<br>Naoshima,<br>Kagawa Pref. Japan | **323**<br>—<br>529 | **1988** Shinhama Dock K.K.—Tamano (232)<br>44,00 3,400<br>39,95 3,60<br>1 dk | **M Sand Carrier**<br>1 Ho ER | Niigata 6M26AGTE<br>Oil 4SA 6Cy. 260 × 460<br>478kW (650bhp) E made88<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMIEI MARU No. 3**<br>**Y.K. Sumiei Kogyo**<br>Ieshima,<br>Hyogo Pref. Japan | **495**<br>—<br>1 196 | **1987** K.K. Usuki Tekkosho—Saiki (1341)<br>65,51 (BB)<br>61,73 13,50 6,81<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>G.840<br>1 Ha ER | Akasaka DM36KR<br>Oil 4SA 6Cy. 360 × 540 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Thw. thrust propeller fwd |
| **SUMIEI MARU No. 3**<br>**Marumura Kaiun Y.K.**<br>Anan,<br>Tokushima Pref. Japan | **199**<br>—<br>637 | **1987** Murakami S.B. Co. Ltd.—Naruto (170)<br>57,61 (BB) 9,83 1,170<br>53,01 9,81 5,59<br>1 dk | **M Sand Carrier** | Niigata 6M26BFT<br>Oil 4SA 6Cy. 260 × 460 sr reverse geared to sc. shaft<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMIEI MARU No. 5**<br>**Kosei Kensetsu K.K.**<br>Ieshima,<br>Hyogo Pref. Japan | **488**<br>—<br>928 | **1986** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1916)<br>62,79 4,079<br>58,02 13,50 6,15<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>1 650bhp (1 214kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SUMIEI MARU No. 8**<br>ex Shinei Maru No. 8-88<br>**Satoru Okumura**<br>Ieshima,<br>Hyogo Pref. Japan | **499**<br>—<br>1 600 | **1986** Matsuura Tekko Zosen—Higashino (323)<br>67,44 (BB) 13,26 4,452<br>61,02 13,01 7,01<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.988 B.951<br>1 Ha (stl) ER | Hanshin 6LU35G<br>Oil 4SA 6Cy. 350 × 550 with clutches & reverse reduction geared to sc. shaft<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Thw. thrust Contr. pitch propeller fwd |
| **SUMIEI MARU No. 10**<br>**Shinkichi Murazumi**<br>Ieshima,<br>Hyogo Pref. Japan | **199**<br>—<br>687 | **1988** Shitanoe Zosen K.K.—Usuki (1077)<br>53,01 (BB) 10,72 3,622<br>47,81 10,71 5,90<br>1 dk | **M Sand Carrier** | Makita MNL28M<br>Oil 4SA 6Cy. 280 × 480<br>850bhp (625kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Controllable pitch propeller |
| **SUMIEI MARU No. 10**<br>ex Karatsu Maru No. 2-87<br>**Yukio Shibata**<br>Ieshima,<br>Hyogo Pref. Japan | **198**<br>—<br>591 | **1979** K.K. Yoshida Zosen Kogyo—Arida (306)<br>2,801<br>45,01 11,00 4,70<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SUMIEI MARU No. 21**<br>**Tosan Gyogyo K.K.**<br>Tsuda,<br>Kagawa Pref. Japan | **156**<br>—<br>— | **1984** Sanuki Zosen Tekkosho K.K.—Takuma (1130)<br>(BB) 2,615<br>6,61 2,90<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Mchy.aft<br>In.163 | Niigata<br>Oil 4SA 6Cy. 255 × 270 sr geared to sc. shaft<br>970bhp (713kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMIEI MARU No. 28**<br>**Tosan Gyogyo K.K.**<br>Shimonoseki,<br>Yamaguchi Pref. Japan<br>SatCom: 1203663/JJUW | **135**<br>—<br>— | **1985** K.K. Izutsu Zosensho—Nagasaki (903)<br>43,21<br>34,63 8,41 3,08<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | Yanmar 6Z280L-ET<br>Oil 4SA 6Cy. 280 × 360<br>1 170bhp (861kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **SUMIEI MARU No. 35**<br>ex Kyowa Maru No. 5<br>**Korea Fisheries Import & Export** | **339**<br>175<br>— | **1960** Miho Zosensho K.K.—Shimizu (274)<br>48,32 7,83<br>42,50 7,80 3,81<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 350 × 500<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 168,5t 10,5kn |
| **SUMIEI MARU No. 37**<br>**Tousan Gyogyo**<br>Japan | **135**<br>—<br>— | **1991** K.K. Izutsu Zosensho—Nagasaki (1015)<br>- 2,950<br>38,70 8,30 3,37<br>1 dk | **M Fishing** | Yanmar<br>Oil<br>1 160bhp (853kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **SUMIFUKU MARU**<br>**Nachiwaka Kaiun K.K.**<br>Naruto,<br>Tokushima Pref. Japan | **498**<br>—<br>1 500 | **1990** Murakami S.B. Co. Ltd.—Naruto (187)<br>75,45 (BB) 3,793<br>70,00 12,00 6,60<br>1 dk | **M General Cargo**<br>1 Ho ER<br>B.2 492<br>1 Ha (stl) ER | Hanshin 6LH28RG<br>Oil 4SA 6Cy. 280 × 460 reverse reduction geared to sc. shaft<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SUMIFUKU MARU**<br>**Sanpuku Kaiun Y.K.**<br>Uchinomi,<br>Kagawa Pref. Japan | **497**<br>—<br>1 600 | **1988** K.K. Yoshida Zosen Kogyo—Arida<br>73,46 4,170<br>69,00 12,00 7,15<br>1 dk | **M General Cargo** | Niigata 6M30GT<br>Oil 4SA 6Cy. 300 × 530<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd. Ota |
| **SUMIFUKU MARU No. 2**<br>**Mifuku Kaiun Y.K.**<br>Uchinomi,<br>Kagawa Pref. Japan | **483**<br>—<br>1 435 | **1983** K.K. Yoshida Zosen Kogyo—Arida (377)<br>4,450<br>65,31 10,80 6,30<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy.<br>Japan |

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| **8823666**<br>*JL5773*<br>130592<br>Rdr Rt | **SUMIFUKU MARU No. 5**<br>**Awa Kaiun Y.K.**<br>Naruto, Japan<br>Tokushima Pref. | **199**<br>—<br>699 | **1988**<br>50,99<br>47,00<br>1 dk | Kurinoura Dock K.K.—Yawatahama | 10,50 | 3,420<br>5,63 | **M Sand Carrier** | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. |
| **8806266**<br>*JK4737*<br>129575<br>Rdr Rt | **SUMIFUKU MARU No. 8**<br>**Y.K. Hinode Kaiun**<br>Fukuyama, Japan<br>Hiroshima Pref. | **499**<br>—<br>1 390 | **1988**<br>66,20 (BB)<br>61,80<br>1 dk | Shin Kurushima Dockyard Co. Ltd.—Akitsu (2550) | 13,01 | 4,449<br>7,01 | **M Sand Carrier**<br>1 Ho ER<br>G.830<br>1 Ha (stl) ER | Fuji<br>Oil 4SA 6Cy. 320 × 610 with flexible<br>reverse reduction geared to sc.<br>1 000bhp (736kW)<br>Fuji Diesel Co. Ltd. |
| **7933012**<br>*JK4118*<br>122128<br>Gc Rdr Rt | **SUMIHIRO MARU**<br>**Tahiro Kaiun Y.K.**<br>Shimotsu, Japan<br>Wakayama Pref. | **198**<br>—<br>519 | **1979**<br>44,91<br>1 dk | K.K. Yoshida Zosen Kogyo—Arida (318) | 8,01 | 3,000<br>4,50 | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Makita Diesel Co. Ltd. |
| **7046417**<br>*JL3727*<br>109316<br>Rdr Rt | **SUMIHISA MARU**<br>**Abe Kaiun Y.K.**<br>Hofu, Japan<br>Yamaguchi Pref. | **494**<br>—<br>1 799 | **1970**<br>66,10<br>60,00<br>1 dk | Asakawa Zosen—Imabari (173) | 10,06<br>10,01 | 4,192<br>4,32 | **M General Cargo**<br>1 Ho ER<br>G.2 200 B.2 000<br>1 Ha (32,3 × 7,0) ER | Hanshin<br>Oil 4SA 6Cy. 370 × 540<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo |
| **8627062**<br>*JL5228*<br>126361<br>Rt | **SUMIHISA MARU**<br>**Sankei Kisen Y.K.**<br>Akehama, Japan<br>Ehime Pref. | **199**<br>—<br>699 | **1984**<br>52,81<br>49,51<br>1 dk | Sokooshi Zosensho K.K.—Higashino (292) | 9,01 | 3,371<br>5,31 | **M General Cargo**<br>G.1 275 B.1 136 | Hanshin<br>Oil<br>550bhp (405kW)<br>The Hanshin Diesel Works Ltd. |
| **7603241**<br>*JM3812*<br>116832<br>Gc Rdr Rt | **SUMIHISA MARU**<br>**Y.K. Mimura Kaiun**<br>Takamatsu, Japan<br>Kagawa Pref. | **197**<br>—<br>420 | **1976**<br>...<br>48,01<br>1 dk | Omishima Dock K.K.—Kamiura (1047) | ...<br>9,01 | ...<br>3,31 | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Usuki Tekkosho |
| **7935254**<br>*JK4133*<br>122151<br>Gc Rdr Rt | **SUMIHO MARU**<br>**Sumiho Kisen Y.K.**<br>Kurahashi, Japan<br>Hiroshima Pref. | **198**<br>127<br>450 | **1979**<br>...<br>53,01<br>1 dk | K.K. Yoshida Zosen Kogyo—Arida (321) | ...<br>9,40 | ...<br>4,81 | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. |
| **7122340**<br>Df Gc Pfd<br>Rdr Rt | **SUMIHO MARU No. 3**<br>ex Mondai Maru No. 21-78<br>ex Chiyo Maru No. 21<br>**Government of The People's Republic of China**<br>China | **199**<br>80<br>— | **1970**<br>42,60<br>35,51<br>1 dk | Kanasashi Co. Ltd.—Shimizu (988) | 6,84<br>6,81 | 2,896<br>3,31 | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Ito<br>Oil 4SA 6Cy. 280 × 460<br>750bhp (552kW)<br>Ito Tekkosho |
| **7910369**<br>*JL4633*<br>123035<br>Df Gc Pfd<br>Rdr | **SUMIHO MARU No. 8**<br>**Sumiho Suisan K.K.**<br>Uwajima, Japan<br>Ehime Pref. | **199**<br>—<br>— | **1979**<br>45,01<br>38,00<br>1 dk | K.K. Watanabe Zosensho—Nagasaki (778) | 6,91<br>6,80 | 3,26 | **M Live-fish Carrier**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 260 × 320 reduction gea<br>shaft<br>1 300bhp (956kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8627103**<br>*JL5249*<br>126420<br>Rt | **SUMIHO MARU No. 11**<br>**Shichiho Kaiun Y.K.**<br>Hinase, Japan<br>Okayama Pref. | **199**<br>—<br>699 | **1984**<br>55,89<br>50,60<br>1 dk | Yano Zosen K.K.—Imabari (111) | 9,01 | 3,350<br>5,31 | **M General Cargo** | Akasaka<br>Oil<br>550bhp (405kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.) |
| **8032542**<br>*JK4206*<br>124571<br>Rt | **SUMIHO MARU No. 18**<br>**Y.K. Inoue Kaiun**<br>Kurahashi, Japan<br>Hiroshima Pref. | **196**<br>—<br>699 | **1980**<br>52,20<br>1 dk | Shin Nippon Jukogyo K.K.—Higashino (165) | 9,01 | 3,250<br>5,11 | **M General Cargo** | Oil |
| **8317473**<br>*JL5065*<br>126264<br>Rt | **SUMIHO MARU No. 21**<br>ex Jingu Maru No. 8-89<br>**Y.K. Tanimoto Kisen**<br>Osaki, Japan<br>Hiroshima Pref. | **369**<br>—<br>1 000 | **1983**<br>66,30<br>62,01<br>1 dk | Shitanoe Zosen K.K.—Usuki (1031) | 10,32 | 6,02 | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8803408**<br>*JL5520*<br>129034 | **SUMIHO MARU No. 31**<br>**Sumiho Maru Katsugyo Unpan K.K.**<br>Uwajima, Japan<br>Ehime Pref. | **322**<br>—<br>— | **1987**<br>...<br>49,41 | Honai Jukogyo K.K.—Honai (55) | ...<br>8,50 | ...<br>4,02 | **M Fishing** | Oil<br>............. |
| **7379319**<br>*JDJY*<br>111013<br>Df Esd Gc<br>Pfd Rdr | **SUMIHO MARU No. 38**<br>ex Kamoyasu Maru No. 21-84<br>**Sumihomaru Ikiuo Unpan K.K.**<br>Uwajima, Japan<br>Ehime Pref. | **270**<br>—<br>378 | **1974**<br>50,32<br>42,30<br>1 dk | Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1151) | 7,93<br>7,90 | 3,290<br>3,66 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **8015283**<br>*JL4663*<br>124079<br>Df Gc Pfd<br>Rdr Rt | **SUMIHO MARU No. 51**<br>**Sumiho Suisan K.K.**<br>Uwajima, Japan<br>Ehime Pref. | **298**<br>—<br>53 | **1980**<br>48,01<br>43,46<br>1 dk | K.K. Watanabe Zosensho—Nagasaki (816) | 7,80<br>7,60 | 3,61 | **M Live-fish Carrier** | Yanmar<br>Oil 4SA 6Cy. 310 × 380 reduction<br>shaft<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8132079**<br>*JJTC*<br>125500 | **SUMIHO MARU No. 61**<br>**Sumiho Gyogyo K.K.**<br>Uwajima, Japan<br>Ehime Pref. | **299**<br>—<br>— | **1982**<br>...<br>43,46<br>1 dk | K.K. Watanabe Zosensho—Nagasaki (878) | ...<br>7,61 | ...<br>3,61 | **M Fishing/ Fish Carrier** | Yanmar<br>Oil<br>Yanmar Diesel Engine Co. Ltd. |
| **9015292**<br>*JL5832*<br>129948<br>Rdr Rt | **SUMIHO MARU No. 68**<br>**Sumiho Maru Katsugyo Unpan K.K.**<br>Uwajima, Japan<br>Ehime Pref. | **324**<br>—<br>— | **1989**<br>55,64 (BB)<br>49,00 | Kurinoura Dock K.K.—Yawatahama (268) | 8,50 | 3,555<br>4,00 | **M Fish Carrier** | Akasaka<br>Oil 4SA 6Cy. 280 × 500 reverse<br>shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasa<br>Ltd.)<br>Thw. thrust propeller fwd |
| **8703799**<br>*7JLT*<br>129028<br>EH1-515<br>Rdr RTv | **SUMIHO MARU No. 75**<br>**Kyodo Gyogyo K.K.**<br>Uwajima, Japan<br>Ehime Pref.<br>SatCom: 1201524/UJLT | **349**<br>—<br>967 | **1987**<br>68,81 (BB)<br>60,51<br>1 dk | Yamanishi Zosen K.K.—Ishinomaki (933) | 10,62<br>10,61 | 4,606<br>6,91 | **M Fishing**<br>Side-fishing<br>B.989 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clu<br>couplings & sr reverse geared<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust Contr. pitch propeller |
| **7352402**<br>*JIHT*<br>111847<br>EH1-503<br>Df Esd Gc<br>Pfd Rdr Rt | **SUMIHO MARU No. 81**<br>ex Hosei Maru No. 15-82<br>**Sumiho Suisan K.K.**<br>Uwajima, Japan<br>Ehime Pref. | **352**<br>—<br>— | **1973**<br>44,23<br>1 dk<br>RW | K.K. Ichikawa Zosensho—Ise (1313) | 8,51<br>8,49 | 3,150<br>3,48 | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |

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| **SUMIICHI MARU**<br>ex Yutaka Maru No. 2-90<br>**Iwao Sumiyoshi**<br>Kawatana,<br>Nagasaki Pref. Japan | **199**<br>—<br>693 | | **1984** Y.K. Okajima Zoensho—Nakajima<br>54,62 3,401<br>49,51 9,01 5,74<br>1 dk | (211) | **M General Cargo** | Matsui<br>Oil<br>850bhp (625kW)<br>Matsui Iron Works Co. Ltd. Ise<br>10,75kn |
| **SUMIKAI MARU No. 2**<br>Philippines | **499**<br>318<br>1 470 | | **1970** Yamanaka Zosen K.K.—Namikata<br>62,01 4,501<br>57,51 10,00 6,10<br>1dk | | **M General Cargo**<br>G.2 000 B.1 750<br>1 Ha (33,0 × 6,4) ER | Makita<br>Oil<br>1 300bhp (956kW)<br>Makita Diesel Co. Ltd. Japan<br>11kn |
| **SUMIKO MARU**<br>**Sumiko kisen Y.K.**<br>Hakata,<br>Ehime Pref. Japan | **197**<br>—<br>550 | | **1990** Murakami Hide Zosen K.K.—Hakata<br>3,301<br>44,02 8,01 3,51<br>1 dk | (308) | **M Tanker**<br>Chemical<br>Mchy.aft | Niigata 6M26BGT<br>Oil 4SA 6Cy. 260 × 460<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Ota |
| **SUMIKO MARU No. 18**<br>**Nakatani Kisen Y.K.**<br>Akitsu,<br>Hiroshima Pref. Japan | **468**<br>—<br>981 | | **1986** K.K. Saidaiji Zosensho—Okayama<br>72,80 3,671<br>65,99 11,00 6,20<br>1 dk | | **M General Cargo** | MaK<br>Oil 4SA 6Cy. 310 × 600<br>1 200bhp (883kW)<br>Makita Diesel Co. Ltd. Japan<br>10,5kn |
| **SUMINOE MARU**<br>**Osaka Municipal Office**<br>Osaka,<br>Osaka Pref. Japan | **199**<br>—<br>— | | **1975** Kanagawa Zosen—Kobe<br>8,62 2,693<br>25,00 8,59 3,79<br>1 dk | (154) | **TM Tug** | Niigata 6L25BX<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMIRIKI MARU**<br>**Takii Kaiun Y.K.**<br>Himeji,<br>Hyogo Pref. Japan | **196**<br>—<br>370 | | **1971** Kiso Tsumoru Zosen K.K.—Onomichi<br>32,01 3,001<br>29,49 6,80 3,20<br>1 dk | | **M General Cargo**<br>Mchy.aft | Matsue<br>Oil<br>350bhp (257kW)<br>Matsue Nainenki Kogyo Japan<br>8kn |
| **SUMIRIKI MARU No. 2**<br>**Sumiriki Kisen K.K.**<br>Hakata,<br>Ehime Pref. Japan | **474**<br>—<br>1 167 | | **1982** Shirahama Zosen K.K.—Honai<br>73,00 3,763<br>68,03 11,51 6,28<br>1 dk | (107) | **M General Cargo**<br>1 Ho ER<br>G.2 600 B.2 510<br>TEU 72 C.72/20'<br>1 Ha (stl) ER | Niigata 6M28AFT<br>Oil 4SA 6Cy. 280 × 480 reverse reduction geared to sc. shaft<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMIRIKI MARU No. 6**<br>**Okada Sekizai K.K.**<br>Fukuyama,<br>Hiroshima Pref. Japan | **352**<br>—<br>878 | | **1984** Shinwa Sangyo K.K.—Higashino<br>53,19 4,201<br>49,00 11,51 5,62<br>1 dk | | **M Sand Carrier** | Niigata<br>Oil<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>10kn |
| **SUMIRIKI MARU No. 7**<br>**Okada Sekizai K.K.**<br>Fukuyama,<br>Hiroshima Pref. Japan | **498**<br>—<br>1 424 | | **1988** Mukaishima Zoki Co. Ltd.—Mukaishima<br>67,50 13,28 4,370<br>62,00 13,20 7,00<br>1 dk | (10) | **M Sand Carrier**<br>G.840 | Niigata 6M34AGT<br>Oil 4SA 6Cy. 340 × 620 with clutches & reverse reduction geared to sc. shaft<br>736kW (1 001bhp) E made88<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMIRIKI MARU No. 8**<br>**Hanako Yamamoto**<br>Ieshima,<br>Hyogo Pref. Japan | **196**<br>—<br>443 | | **1987** Hamamoto Zosensho K.K.—Tokushima<br>50,86 (BB) 2,801<br>46,00 10,51 5,36<br>2 dks | (681) | **M General Cargo**<br>1 Ho ER 1 TwD<br>1 Ha (stl) ER | Niigata 6M26AGTE<br>Oil 4SA 6Cy. 260 × 460<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMIRIKI MARU No. 10**<br>ex Ogawa Maru-90<br>**Y.K. Jyuriki Shoji**<br>Fukuyama,<br>Hiroshima Pref. Japan | **122**<br>—<br>— | | **1974** Shin Nikko Zosen—Setoda<br>24,00 7,62 2,300<br>21,09 7,60 3,00<br>1 dk<br>RW | (92) | **TM Tug** | Kubota<br>2 Oil 4SA each 6Cy. 260 × 320<br>Kubota Tekkosho (Sakai Diesel Plant) Sakai |
| **SUMIRIKI MARU No. 15**<br>**Sumiriki Kaiun Kensetsu K.K.**<br>Ieshima,<br>Hyogo Pref. Japan | **457**<br>—<br>1 000 | | **1987** Sasaki Zosen K.K.—Kinoe<br>57,36 (BB) 13,52 4,342<br>53,01 13,50 6,20<br>2 dks | (505) | **M Sand Carrier**<br>1 Ho ER<br>G.565<br>1 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 360 × 540 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SUMIRYU MARU**<br>**Sumikin Butsuryu K.K.**<br>Osaka,<br>Osaka Pref. Japan | **499**<br>—<br>1 555 | | **1989** Shinhama Dockyard Co. Ltd.—Anan<br>77,02 (BB) 4,161<br>72,00 12,01 7,20<br>2 dk | (786) | **M General Cargo**<br>1 Ho ER<br>G.2 709 B.2 653<br>1 Ha (stl) ER | Niigata 6M38HET<br>Oil 4SA 6Cy. 380 × 700<br>1 361kW (1 850bhp)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMISE MARU No. 1**<br>**Seiwa Kaiun K.K.**<br>Wakayama,<br>Wakayama Pref. Japan | **3 983**<br>—<br>7 292 | | **1975** Higaki Zosen K.K.—Imabari<br>105,11 16,41 7,189<br>98,58 16,39 8,39<br>1 dk<br>RW | (160) | **M Cement Carrier**<br>Mchy.aft | Daihatsu 6LDSH-32F<br>2 Oil 4SA each 6Cy. 320 × 380<br>4 200bhp (3 089kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 350kW 450V 60Hz a.c.<br>Fuel 80,0t (d.o.) 330,0t (i.f.o.)-13,5pd 12,5kn |
| **SUMISE MARU No. 2**<br>**Narasaki Sangyo K.K. & Maruichi Kisen K.K.**<br>Onomichi,<br>Hiroshima Pref. Japan | **4 331**<br>—<br>7 062 | NK | **1975** Kagoshima Dock & I.W. Co. Ltd.—Kagoshima<br>117,30 16,44 6,922<br>108,31 16,41 8,21<br>P 26,0 F 11,6 1 dk | (77) | **M Cement Carrier**<br>Mchy.aft<br>G.6 117 | Niigata 6MG31EZ<br>2 Oil 4SA each 6Cy. 310 × 380 geared to sc. shaft<br>4 500bhp (3 310kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 216kW<br>Fuel 315,0t-15,5pd 13,5kn |
| **SUMISE MARU No. 3**<br>**Setsuyo Kisen Co. Ltd.**<br>Imabari,<br>Ehime Pref. Japan | **3 985**<br>—<br>7 299 | | **1975** Higaki Zosen K.K.—Imabari<br>16,41 7,290<br>98,58 16,39 8,39<br>1 dk<br>RW | (165) | **M Cement Carrier**<br>Mchy.aft | Daihatsu 6DSM-32<br>2 Oil 4SA each 6Cy. 320 × 380<br>4 200bhp (3 089kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 350kW 450V 60Hz a.c.<br>Fuel 80,0t (d.o.) 330,0t (i.f.o.)-13,5pd 12,5kn |
| **SUMISE MARU No. 5**<br>**Hachinohe Senpaku K.K.**<br>Hachinohe,<br>Aomori Pref. Japan | **2 823**<br>1 585<br>4 844 | NK | **1978** Kurushima Dockyard Co. Ltd.—Imabari<br>93,33 6,414<br>88,02 15,61 8,01<br>P 7,1 F 9,8 1 dk | (2060) | **M Cement Carrier**<br>Mchy.aft<br>G.3 902 | Pielstick 6PC2-5L-400<br>Oil 4SA 6Cy. 400 × 460<br>3 500bhp (2 574kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 580kW 2 × 240kW 450V 60Hz a.c.<br>Fuel 59,5t (d.o.) 222,5t (hvf)-12,5pd 12,75kn |
| **SUMISE MARU No. 8**<br>**Shinei Senpaku K.K.**<br>Numakuma,<br>Hiroshima Pref. Japan | **2 524**<br>—<br>4 436 | NK | **1979** Higaki Zosen K.K.—Imabari<br>95,79 5,876<br>90,02 15,51 6,81<br>P 22,3 F 17,1 1 dk | (222) | **M Cement Carrier**<br>Self-unloader<br>Mchy.aft<br>G.3 687 | Hanshin 6LU46A<br>Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 1 × 400kW 2 × 200kW 445V 60Hz a.c.<br>Fuel 32,5t (d.o.) 185,0t (hvf)-5,0pd 12,25kn |
| **SUMISE MARU No. 10**<br>**Maruichi Kisen K.K.**<br>Onomichi,<br>Hiroshima Pref. Japan | **3 145**<br>—<br>5 257 | NK | **1982** Honda Zosen—Saiki<br>96,63 6,698<br>89,01 16,01 7,83<br>P 21,1 F 12,8 1 dk | (696) | **M Cement Carrier**<br>Mchy.aft<br>G.4 166 | Hanshin 6LU50A<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 1 × 480kW 2 × 240kW 445V 60Hz a.c.<br>Fuel 93,0t (d.o.) 244,5t (hvf)-12,0pd 12kn |

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| **8317370**<br>*JI3200*<br>126518 | **SUMISE MARU No. 21**<br>ex Sumise Maru No. 38-85<br>**Aoki Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **1 595**<br>—<br>2 955 | **1984**<br>90,89<br>86,42<br>1 dk | Shinhama Dock K.K.—Anan (752)<br>3,966<br>15,02 5,97 | **TM Cement Carrier**<br>8 Ho ER<br>G.2 416 | Niigata<br>2 Oil 4SA each 6Cy. 220 × 38<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 240kW 2 × 64kW<br>Fuel 15,0t (d.o.) 70,0t (hvf)-4,5p |
| **8419336**<br>*JI3232*<br>126552 | **SUMISE MARU No. 22**<br>**Aoki Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **1 579**<br>—<br>3 028 | **1985**<br>86,42<br>1 dk | Shinhama Dock K.K.—Anan (758)<br>4,152<br>15,02 5,82 | **TM Cement Carrier**<br>Self-unloader<br>8 Ho ER<br>G.2 400 | Niigata<br>2 Oil 4SA each 6Cy. 240 × 41<br>shafts<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **7722580**<br>*JL4758*<br>123889<br>Rt | **SUMISE MARU No. 31**<br>**Yoshino Kaiun Y.K.**<br>Fukuyama, Japan<br>Hiroshima Pref. | **397**<br>—<br>320 | **1979**<br>39,02<br>1 dk | Matsuura Tekko Zosen—Higashino (266)<br>2,201<br>2,42 | **M Cement Carrier** | Yanmar<br>Oil<br>Yanmar Diesel Engine Co. Ltd. |
| **7929724**<br>*JI3027*<br>119762<br>Gc Rdr Rt | **SUMISE MARU No. 32**<br>**Osumi Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **698**<br>—<br>1 400 | **1980**<br>65,00<br>60,03<br>1 dk | K.K. Miura Zosensho—Saiki (576)<br>10,52<br>10,51 4,70 | **M Cement Carrier**<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 340 reduc<br>shaft<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8032346**<br>*JM4822*<br>124644 | **SUMISE MARU No. 33**<br>**Yutoku Kisen K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **1 141**<br>—<br>2 279 | **1980**<br>72,12<br>1 dk | Kochi Jyuko (Eiho Zosen) K.K.—Kochi<br>(1417)<br>4,990<br>12,31 5,52 | **M Cement Carrier**<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 320 × 380<br>1 900bhp (1 398kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 1 × 300kW 2 × 120kW<br>Fuel 28,0t (d.o.) 66,0t (hvf)-4,5p |
| **8021921**<br>*JL4820*<br>123998<br>Rdr Rt | **SUMISE MARU No. 35**<br>**Shinwa Kaiun K.K.**<br>Matsushima, Japan<br>Kumamoto Pref. | **199**<br>—<br>360 | **1980**<br>42,47<br>38,51<br>1 dk | Matsuura Tekko Zosen—Higashino (283)<br>2,701<br>8,21 2,93 | **M Cement Carrier**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>650bhp (478kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8021359**<br>*JL4822*<br>124000<br>Rdr Rt | **SUMISE MARU No. 36**<br>**Kyoyu Kaiun K.K.**<br>Namikata, Japan<br>Ehime Pref. | **199**<br>—<br>400 | **1981**<br>38,51<br>1 dk | K.K. Miura Zosensho—Saiki (616)<br>2,812<br>8,21 3,03 | **M Cement Carrier**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>650bhp (478kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8132407**<br>*JK4273*<br>124597<br>Rt | **SUMISE MARU No. 37**<br>**Kotani Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **603**<br>—<br>1 146 | **1981**<br>58,09<br>1 dk | Shitanoe Zosen K.K.—Usuki (1021)<br>3,970<br>10,00 4,40 | **M Cement Carrier**<br>Mchy.aft | Oil<br>............ |
| **8151697**<br>*JF2036*<br>119966<br>Rt | **SUMISE MARU No. 38**<br>ex Yashima Maru No. 27-88<br>**Kyushu Marine K.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **199**<br>—<br>350 | **1976**<br>42,30<br>37,50<br>1 dk | Toei Sangyo—Japan<br>3,001<br>8,01 3,10 | **M Cement Carrier**<br>Mchy.aft | Yanmar<br>Oil<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8626484**<br>*JK4554*<br>127381<br>Rt | **SUMISEI MARU**<br>**Sadamu Kawasaki**<br>Kurahashi, Japan<br>Hiroshima Pref. | **299**<br>—<br>1 028 | **1985**<br>59,42<br>1 dk | Tokuoka Zosen K.K.—Naruto<br>3,920<br>10,00 6,51 | **M General Cargo** | Niigata<br>Oil<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **6409935**<br>*JJ2001*<br>93740 | **SUMISEI MARU No. 17**<br>ex Seiyo Maru-78<br>**Yoshitani Unyu K.K.**<br>Higashiura, Japan<br>Hyogo Pref. | **185**<br>—<br>— | **1963**<br>27,59<br>25,00<br>1 dk<br>RW | Shin Yamamoto Zosensho—Kochi (28)<br>7,83 2,591<br>7,80 3,61 | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 325 × 460<br>Fuji Diesel Co. Ltd.<br>Gen 1 × 24kW 1 × 12kW 220<br>Fuel 40,5t-6,0pd |
| **8514095**<br>*JJ3458*<br>125358 | **SUMISEI MARU No. 21**<br>**Yoshitani Unyu K.K.**<br>Higashiura, Japan<br>Hyogo Pref. | **167**<br>—<br>— | **1985**<br>32,01<br>29,01<br>1 dk | Masui Zosensho K.K.—Nandan (183)<br>3,101<br>8,72 3,92 | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 220 × 280<br>shafts<br>Yanmar Diesel Engine Co. Ltd. |
| **8405139**<br>*JL5246*<br>126417 | **SUMISHA MARU No. 8**<br>**Nakamura Kaiun G.K.**<br>Tonosho, Japan<br>Kagawa Pref. | **392**<br>—<br>1 070 | **1984**<br>66,60<br>62,01<br>1 dk | Kishigami Zosen K.K.—Akitsu (1667)<br>(BB) 3,801<br>10,32 6,02 | **M General Cargo**<br>1 Ho ER<br>1 Ha ER | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **7501546**<br>*JL4130*<br>117481<br>Gc Rdr Rt | **SUMISHIMA MARU**<br>**Yukitomo Fujii**<br>Hofu, Japan<br>Yamaguchi Pref. | **498**<br>—<br>1 599 | **1975**<br>65,00<br>1 dk<br>RW | Yamanaka Zosen K.K.—Namikata (150)<br>11,51 4,242<br>11,49 6,10 | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Tekkosho |
| **8004727**<br>*JJ3235*<br>121165<br>Rdr Rt | **SUMISHO MARU No. 7**<br>**K.K. Marugamegumi**<br>Kobe, Japan<br>Hyogo Pref. | **293**<br>—<br>692 | **1980**<br>50,70<br>46,00<br>1 dk | Kyoei Zosen K.K.—Mihara (106)<br>8,82 3,569<br>8,81 3,71 | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo |
| **8844414**<br>*JI3431*<br>131678<br>Gc Pfd Rdr<br>Rt | **SUMITOKU MARU**<br>**Osumi Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **405**<br>—<br>970 | **1990**<br>70,98<br>65,00<br>1 dk | K.K. Yoshida Zosen Kogyo—Arida<br>- 3,370<br>11,40 6,30 | **M General Cargo**<br>1 Ha (stl) (37,0 × 9,0) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>Niigata Eng. Co. Ltd. |
| **8909707**<br>*JJ3732*<br>131849<br>Rt | **SUMITOKU MARU No. 8**<br>**Mitsumasa Matsubara**<br>Himeji, Japan<br>Hyogo Pref. | **442**<br>—<br>1 224 | **1989**<br>60,14<br>55,00<br>1 dk | Masui Zosensho K.K.—Nandan (212)<br>(BB) - 4,250<br>12,50 6,25 | **M General Cargo**<br>1 Ho ER<br>G.780<br>1 Ha (stl) ER | Yanmar<br>Oil 4SA 6Cy. 330 × 620<br>736kW (1 001bhp)<br>Yanmar Diesel Engine Co. Ltd |
| **7652046**<br>*JI2740*<br>115607<br>Rt | **SUMITOKU MARU No. 10**<br>**Y.K. Sato Kaiun**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **494**<br>291<br>1 200 | **1973**<br>52,13<br>47,00<br>2dks | Asahi Zosen K.K.—Sumoto<br>5,501<br>11,00 5,52 | **M General Cargo**<br>B.800<br>1 Ha (14,0 × 8,9) ER | Hanshin<br>Oil<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd |
| **8631063**<br>*JK4732*<br>129569<br>Rdr Rt | **SUMITOKU MARU No. 11**<br>**Nobuyuki Murakami**<br>Fukuyama, Japan<br>Hiroshima Pref. | **499**<br>—<br>1 379 | **1987**<br>66,00<br>60,00<br>1 dk | K.K. Taihei Kogyo—Akitsu (1983)<br>13,02 4,370<br>13,00 6,80 | **M Sand Carrier** | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd |

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| **SUMIWAKA MARU No. 1**<br>**Sumiwaka Kaiun Y.K.**<br>Takamatsu, Kagawa Pref. Japan | **477**<br>—<br>1 300 | | **1987** Murakami S.B. Co. Ltd.—Naruto<br>58,27 (BB) 4,623<br>53,01 12,01 6,20<br>2 dks | (173) | **M Sand Carrier**<br>Mchy.aft<br>B.901 | Niigata 6M30GT<br>Oil 4SA 6Cy. 300 × 530 reverse reduction geared to sc. shaft<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMIWAKA MARU No. 2**<br>**Sumiwaka Kaiun Y.K.**<br>Takamatsu, Kagawa Pref. Japan | **462**<br>—<br>1 300 | | **1987** Murakami S.B. Co. Ltd.—Naruto<br>53,62 (BB) 4,858<br>48,60 12,50 6,51<br>2 dks | (175) | **M Sand Carrier**<br>Mchy.aft<br>B.895 | Niigata 6M30GT<br>Oil 4SA 6Cy. 300 × 530 reverse reduction geared to sc. shaft<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMIWAKA MARU No. 5**<br>**Mitsugi Kaiun Y.K.**<br>Mihara, Hiroshima Pref. Japan | **189**<br>—<br>350 | | **1967** Kansai Zosen Tekko K.K.—Higashino<br>*33,01* 2,550<br>6,20 3,00<br>1 dk | | **M General Cargo** | Oil<br>Japan |
| **SUMIWAKA MARU No. 8**<br>**Sumiwaka Kaiun Y.K.**<br>Takamatsu, Kagawa Pref. Japan | **441**<br>—<br>1 156 | | **1989** Murakami S.B. Co. Ltd.—Naruto<br>50,73 4,843<br>45,80 13,00 6,60<br>1 dk | (181) | **M Sand Carrier**<br>1 Ho ER<br>G.817<br>1 Ha (stl) ER | Niigata 6M30GT<br>Oil 4SA 6Cy. 300 × 530 with clutches, flexible couplings & reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. Japan |
| **SUMIWAKA MARU No. 11**<br>**Sumiwaka Kaiun Y.K.**<br>Takamatsu, Kagawa Pref. Japan | **495**<br>—<br>1 761 | | **1989** Kurinoura Dock K.K.—Yawatahama<br>59,99 12,82 4,550<br>55,00 12,80 6,40<br>2 dks | (261) | **M Sand Carrier**<br>1 Ho ER<br>G.975<br>1 Ha (stl) ER | Niigata 6M30GT<br>Oil 4SA 6Cy. 300 × 530<br>736kW (1 001bhp) E made88<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMIWAKA MARU No. 15**<br>**Sumiwaka Kaiun Y.K.**<br>Takamatsu, Kagawa Pref. Japan | **453**<br>—<br>1 333 | | **1985** Murakami S.B. Co. Ltd.—Naruto<br>57,18 (BB) 4,571<br>52,02 12,01 6,20<br>2 dks | (165) | **M General Cargo**<br>1 Ho ER<br>G.900 B.860<br>1 Ha (stl) ER | Niigata 6M28AGTE<br>Oil 4SA 6Cy. 280 × 480 with clutches & reverse reduction geared to sc. shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMIWAKA MARU No. 18**<br>**Sumiwaka Kaiun Y.K.**<br>Takamatsu, Kagawa Pref. Japan | **431**<br>—<br>1 387 | | **1985** Murakami S.B. Co. Ltd.—Naruto<br>5,001<br>47,60 12,01 6,61<br>1 dk | (162) | **M Sand Carrier**<br>1 Ho ER<br>G.780<br>1 Ha (stl) ER | Niigata 6M28AGTE<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMIWAKA MARU No. 28**<br>**Y.K. Sakasaki Shoten**<br>Naruto, Tokushima Pref. Japan | **492**<br>—<br>1 266 | | **1987** Kurinoura Dock K.K.—Yawatahama<br>60,46 12,53 4,720<br>56,95 12,51 6,51<br>1 dk | (240) | **M Sand Carrier**<br>1 Ho ER<br>G.772<br>1 Ha (stl) ER | Akasaka DM30R<br>Oil 4SA 6Cy. 300 × 480 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SUMIWAKA MARU No. 32**<br>**Sakasaki Kaiun K.K.**<br>Matsushige, Tokushima Pref. Japan | **415**<br>—<br>1 150 | | **1986** Murakami S.B. Co. Ltd.—Naruto<br>53,65 (BB) 4,752<br>48,62 12,01 6,41<br>2 dks | (166) | **M General Cargo**<br>1 Ho ER<br>G.812<br>1 Ha (stl) ER | Niigata 6M28AGTE<br>Oil 4SA 6Cy. 280 × 480 with flexible couplings & reverse reduction geared to sc. shaft<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMIWAKA MARU No. 35**<br>**Sakazaki Kaiun K.K.**<br>Matsushige, Tokushima Pref. Japan | **499**<br>—<br>1 733 | | **1989** Kurinoura Dock K.K.—Yawatahama<br>64,79 (BB) 13,02 4,520<br>59,00 13,00 6,90<br>1 dk | (260) | **M Sand Carrier**<br>1 Ho ER<br>G.1 059 | Niigata 6M34AGT<br>Oil 4SA 6Cy. 340 × 620<br>736kW (1 001bhp) E made88<br>Niigata Eng. Co. Ltd. Niigata<br>Thw. thrust Contr. pitch propeller fwd |
| **SUMIYOSHI**<br>ex Sumiyoshi Maru-90<br>**Sarapur Shipping Co. Ltd.**<br>Nassau Bahamas<br>SatCom: 1103136/SUMI | *15 163*<br>*8 035*<br>23 382 | NK | **1983** Hashihama Zosen—Tadotsu<br>159,49 (BB) 10,026<br>150,02 24,60 14,03<br>P 29,3 F 13,2 2 dks | (821) | **M General Cargo**<br>Heavy-load<br>4 Ho ER 4 TwD<br>G.29 609 B.27 484<br>TEU 362 C. 362/20'<br>4 Ha (stl) (16,1 × 11,5) (20,0 20,0 20,0 × 13,1) ER<br>Der 1(200) 4(25) | Mitsubishi 6UEC52/125H<br>Oil 2SA 6Cy. 520 × 1250<br>8 160bhp (6 002kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 130,0t (d.o.) 1 318,0t (hvf)-25,0pd 14kn |
| **SUMIYOSHI MARU**<br>**K.K. Shosei**<br>Fukuyama, Hiroshima Pref. Japan | **496**<br>—<br>1 429 | | **1986** K.K. Miura Zosensho—Saiki<br>69,20 13,02 4,070<br>63,00 13,00 7,00<br>1 dk | (770) | **M General Cargo** | Hanshin 6LU35G<br>Oil 4SA 6Cy. 350 × 550<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SUMIYOSHI MARU**<br>**Tsuneichi Horio**<br>Ieshima, Hyogo Pref. Japan | **432**<br>—<br>534 | | **1990** Ieshima Dock K.K.—Ieshima<br>45,00 - 3,020<br>41,00 11,50 3,20<br>1 dk | | **M Sand Carrier** | Matsui ML628GSC-3<br>Oil 4SA 6Cy. 280 × 520<br>Matsui Iron Works Co. Ltd. Ise |
| **SUMIYOSHI MARU**<br>**Sumiyoshi Kaiun Y.K.**<br>Imabari, Ehime Pref. Japan | **290**<br>—<br>300 | | **1987** Shirahama Zosen K.K.—Honai<br>31,09 9,83 3,952<br>28,00 9,81 4,81<br>1 dk | (130) | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 310 × 530 with clutches, flexible couplings & reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Japan |
| **SUMIYOSHI MARU**<br>**Y.K. Sakaguchi Kaiun**<br>Ishida, Nagasaki Pref. Japan | **199**<br>—<br>699 | | **1990** K.K. Kamishima Zosensho—Higashino<br>56,87 - 3,140<br>51,00 9,50 5,30<br>1 dk | | **M General Cargo**<br>1 Ha (stl) (30,0 × 7,5) ER | Hanshin 6LH26G<br>Oil 4SA 6Cy. 260 × 440<br>The Hanshin Diesel Works Ltd. Akashi |
| **SUMIYOSHI MARU**<br>**Kanehama Kaiun Kensetsu Y.K.**<br>Ieshima, Hyogo Pref. Japan | **199**<br>—<br>681 | | **1989** Hamamoto Zosensho K.K.—Tokushima<br>57,87 (BB) 3,190<br>53,00 9,50 5,40<br>2 dks | (728) | **M General Cargo**<br>1 Ho ER<br>G.1 338 B.1 196<br>1 Ha (stl) ER | Hanshin 6LU26G<br>Oil 4SA 6Cy. 260 × 440<br>625kW (850bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SUMIYOSHI MARU**<br>**Toyo Kisen Y.K.**<br>Ishida, Nagasaki Pref. Japan | **198**<br>—<br>571 | | **1986** Tokuoka Zosen K.K.—Naruto<br>49,20 3,250<br>45,01 10,61 5,31<br>1 dk | | **M Sand Carrier** | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>10kn |
| **SUMIYOSHI MARU**<br>**Yamaichi Kaiun Y.K.**<br>Ishida, Nagasaki Pref. Japan | **190**<br>—<br>496 | | **1982** K.K. Kamishima Zosensho—Higashino<br>47,81 3,301<br>42,02 8,01 5,01<br>1 dk | (123) | **M General Cargo**<br>Mchy.aft<br>G.984 B.902 | Hanshin 6L26BGSH<br>Oil 4SA 6Cy. 260 × 400<br>550bhp (405kW)<br>The Hanshin Diesel Works Ltd. Akashi |

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| **8921561**<br>*JM5897*<br>131296<br>Rdr Rt | **SUMIYOSHI MARU**<br><br>**Y.K. Mukai Kaiun**<br>Ube, Japan<br>Yamaguchi Pref. | **172**<br>—<br>500 | | **1990** Taiyo Zosen K.K.—Onoda (220)<br>51,42 (BB) 3,052<br>46,50 8,50 5,20<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.1 038 B.996<br><br>1 Ha (stl) ER | Matsui<br>Oil 4SA 6Cy. 260 × 400 with c<br>geared to sc. shaft<br>478kW (650bhp)<br>Matsui Iron Works Co. Ltd. |
| **8718653**<br>*JK4728*<br>129651<br>Rt | **SUMIYOSHI MARU**<br><br>**Yoshihito Tanaka**<br>Kaminoseki, Japan<br>Yamaguchi Pref. | **156**<br>—<br>320 | | **1988** Taiyo Zosen K.K.—Onoda (207)<br>2,901<br>35,01 7,00 3,20<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil<br>500bhp (368kW)<br>The Hanshin Diesel Works Ltd. |
| **8032487**<br>*JK4149*<br>122166 | **SUMIYOSHI MARU**<br>ex Koun Maru-85<br>**Seiichi Takahama**<br>Tsuna, Japan<br>Hyogo Pref. | **152**<br>—<br>349 | | **1980** Y.K. Ouchi Zosensho—Nakajima (159)<br>2,810<br>38,00 7,41 4,50<br>1 dk | **M General Cargo** | Oil |
| **8834093**<br>*HP5864*<br>D345-17<br>89-PEXT<br>Rdr Rt | **SUMIYOSHI MARU No. 2**<br>ex Yoshi Maru No. 6-90<br>**Primero Naviera Industria S.A.**<br>Panama Panama | **388**<br>—<br>391 | | **1970** Hashimoto Zosen K.K.<br>43,00 3,200<br>39,40 8,80 4,48<br>1 dk | **M Sand Carrier**<br><br>1 Ho ER<br><br>1 Ha (stl) (14,5 × 6,4) ER | Niigata<br>Oil<br>956kW (1 300bhp)<br>Niigata Eng. Co. Ltd. |
| **7727695**<br>*JL4467*<br>122476<br>Gc Rdr Rt | **SUMIYOSHI MARU No. 2**<br><br>**Meiwa Kaiun Y.K.**<br>Hizen, Japan<br>Saga Pref. | **198**<br>—<br>565 | | **1978** Kinoura Zosen K.K.—Hakata (33)<br>... ... ...<br>48,52 8,81 5,11<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 240 × 290<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7379553**<br>*JCCU*<br>116102<br>Df Esd Gc<br>Pfd Rdr Rt<br>SatNav | **SUMIYOSHI MARU No. 3**<br><br>**Taikyu Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref. | *1 051*<br>*393*<br>840 | NK | **1974** Miho Zosensho K.K.—Shimizu (957)<br>65,11 10,04 3,812<br>58,60 10,00 6,10<br>1 dk<br>len & deepened 82<br>conv Side-fishing Ref Fishing 82 | **M Refrigerated Cargo**<br>Mchy.aft<br>In.1 294 | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>1 361kW (1 850bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 240kW a.c. |
| **7236696**<br><br><br>Df Gc Pfd<br>Rdr | **SUMIYOSHI MARU No. 5**<br><br>**Ricsan Development Corp.** | **499**<br>253<br>561 | | **1972** Miho Zosensho K.K.—Shimizu (854)<br>60,13 9,02 3,849<br>52,00 9,00 4,12<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>2 100bhp (1 545kW)<br>Niigata Eng. Co. Ltd. |
| **8618580**<br>*JBNC*<br>129731<br>KN1-678<br>Rt | **SUMIYOSHI MARU No. 5**<br><br>**Koyo Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **469**<br>—<br>645 | | **1987** Miho Zosensho K.K.—Shimizu (1279)<br>57,76 9,12 3,639<br>50,78 9,11 4,17<br>1 dk | **M Fishing**<br>Long-line<br><br>G.845 B.758 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clu<br>couplings & sr geared to sc.<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. |
| **8626202**<br>*JM5393*<br>127722<br>Rdr Rt | **SUMIYOSHI MARU No. 5**<br><br>**Taisei Kaiun Y.K.**<br>Sasebo, Japan<br>Nagasaki Pref. | **415**<br>—<br>696 | | **1984** Abe Koma Zosensho—Nandan<br>50,70 3,290<br>45,50 11,00 5,16<br>1 dk | **M Sand Carrier** | Yanmar<br>Oil<br>900bhp (662kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8223608**<br>*JK4462*<br>125877 | **SUMIYOSHI MARU No. 5**<br><br>**Wakisaka Kaiun K.K.**<br>Yutaka, Japan<br>Hiroshima Pref. | **199**<br>—<br>496 | | **1983** Maeno Zosen K.K.—Onoda (85)<br>46,72 (BB) 3,101<br>42,02 8,01 3,36<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.345 | Matsui<br>Oil 4SA 6Cy. 260 × 400 sr geare<br>650bhp (478kW)<br>Matsui Iron Works Co. Ltd. |
| **8312679**<br>*7JFH*<br>126697<br>KN1-651<br>Rt | **SUMIYOSHI MARU No. 8**<br><br>**Sumiyoshi Gyogyo K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **469**<br>—<br>505 | | **1983** Miho Zosensho K.K.—Shimizu (1228)<br>56,22 (BB) 3,577<br>49,61 9,11 3,97<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>6 Ho ER<br>In.537<br><br>6 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clu<br>couplings & dr geared to sc.<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 450kW 1 × 400kW<br>Controllable pitch propeller |
| **7937850**<br>*JK3877*<br>120336<br>Gc Rdr | **SUMIYOSHI MARU No. 8**<br>ex Taiyo Maru No. 2-85<br>**Fukuhisa Kaiun Y.K.**<br>Hizen, Japan<br>Saga Pref. | **199**<br>119<br>698 | | **1977** K.K. Kamishima Zosensho—Higashino (102)<br>... ... ...<br>49,20 8,40 5,01<br>2 dks | **M General Cargo** | Otsuka<br>Oil 4SA 6Cy. 230 × 380<br>1 000bhp (736kW)<br>K.K. Otsuka Tekkosho |
| **8350243**<br>*JM3297*<br>110476<br>Rdr Rt | **SUMIYOSHI MARU No. 8**<br><br>**Tomoe Kaiun Y.K.**<br>Gonoura, Japan<br>Nagasaki Pref. | **199**<br>—<br>370 | | **1971** Kato Zosensho—Yatsushiro<br>38,51 3,120<br>34,02 7,51 3,31<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Makita<br>Oil<br>500bhp (368kW)<br>Makita Diesel Co. Ltd. |
| **8806400**<br>*JJ3596*<br>130810 | **SUMIYOSHI MARU No. 8**<br><br>**Masayuki Kawasaki**<br>Ieshima, Japan<br>Hyogo Pref. | **199**<br>—<br>575 | | **1988** Shirahama Zosen K.K.—Honai (135)<br>47,50 (BB) 3,320<br>43,01 10,51 5,01<br>2 dks | **M Sand Carrier**<br><br>1 Ho ER<br>G.680<br><br>1 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 260 × 440 with clu<br>geared to sc. shaft<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **8707886**<br>*JJ3566*<br>129310 | **SUMIYOSHI MARU No. 10**<br><br>**Ogyoku Kaiun Y.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **408**<br>—<br>1 053 | | **1987** Hamamoto Zosensho K.K.—Tokushima (688)<br>(BB) 4,201<br>52,02 12,01 5,90<br>2 dks | **M Sand Carrier**<br><br>1 Ho ER<br><br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8520173**<br>*JBGN*<br>128949<br>KN1-670<br>Rdr RTv | **SUMIYOSHI MARU No. 11**<br><br>**Sumiyoshi Gyogyo K.K.**<br>Miura, Japan<br>Kanagawa Pref.<br>SatCom: 1204341/JBGN | **469**<br>—<br>620 | | **1986** Miho Zosensho K.K.—Shimizu (1277)<br>57,76 (BB) 9,12 3,779<br>50,75 9,11 4,17<br>1 dk | **M Fishing**<br>Side-fishing Long-line | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clu<br>couplings & sr geared to sc.<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. |
| **8915938**<br>*JJ3755*<br>131873<br>Rt | **SUMIYOSHI MARU No. 12**<br><br>**Otama Kaiun Y.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **388**<br>—<br>907 | | **1990** Hamamoto Zosensho K.K.—Tokushima (733)<br>59,62 (BB) 4,022<br>52,00 12,00 5,90<br>1 dk | **M Sand Carrier**<br><br>1 Ho ER<br><br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 300 × 530<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. |
| **9004944**<br>*JJ3760*<br>131878<br>Rt | **SUMIYOSHI MARU No. 15**<br><br>**Kazuichi Okochi**<br>Ieshima, Japan<br>Hyogo Pref. | **468**<br>—<br>1 000 | | **1990** Hamamoto Zosensho K.K.—Tokushima (737)<br>62,78 (BB) 4,422<br>55,00 12,00 6,30<br>1 dk | **M Sand Carrier**<br><br>1 Ho ER<br><br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. |
| **8704391**<br>*JJ3543*<br>129286 | **SUMIYOSHI MARU No. 15**<br><br>**Goko Kaiun Y.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **317**<br>—<br>826 | | **1987** K.K. Matsuura Zosensho—Kinoe (337)<br>57,31 (BB) 11,64 3,652<br>52,02 11,61 5,82<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 280 × 480 with<br>geared to sc. shaft<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. |

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| **SUMIYOSHI MARU No. 16**<br>Kitaura Kenzai K.K.<br>Ieshima, Hyogo Pref. Japan | **478**<br>—<br>1 369 | **1990** Tokuoka Zosen K.K.—Naruto<br>60,00 4,620<br>55,00 12,50 6,55<br>1 dk | **M Sand Carrier** | Matsui<br>Oil<br>Matsui Iron Works Co. Ltd. Ise |
| **SUMIYOSHI MARU No. 16**<br>Nanyo Suisan K.K.<br>Miura, Kanagawa Pref. Japan | **469**<br>—<br>641 | **1986** Miho Zosensho K.K.—Shimizu (1278)<br>57,76 (BB) 9,12 3,631<br>50,75 9,11 4,02<br>1 dk | **M Fishing**<br>Long-line | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & dr geared to sc. shaft<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMIYOSHI MARU No. 18**<br>Shoyo Suisan Co. Ltd.<br>Miura, Kanagawa Pref. Japan | **498**<br>—<br>— | **1983** Kanasashi Co. Ltd.—Shimizu (3018)<br>57,71 (BB) 9,12 3,601<br>51,01 9,11 3,97<br>1 dk | **M Fishing**<br>Long-line Ref<br>5 Ho ER<br>5 Ha (stl) ER | Niigata 6M31AGT<br>Oil 4SA 6Cy. 310 × 530 with clutches & sr geared to sc. shaft<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMIYOSHI MARU No. 18**<br>Nishinotani Kisen K.K.<br>Numakuma, Hiroshima Pref. Japan | **498**<br>—<br>913 | **1985** K.K. Matsuura Zosensho—Kinoe (325)<br>55,02 11,03 3,884<br>50,02 11,00 4,32<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Niigata 6M28AGTE<br>Oil 4SA 6Cy. 280 × 480 with clutches & reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMIYOSHI MARU No. 18**<br>Toyo Kaiun K.K.<br>Ieshima, Hyogo Pref. Japan | **457**<br>—<br>1 228 | **1987** Hamamoto Zosensho K.K.—Tokushima (687)<br>62,54 4,322<br>55,02 12,51 6,20<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>B.817<br>1 Ha (stl) ER | Fuji 6S32GZ<br>Oil 4SA 6Cy. 320 × 610<br>1 000bhp (736kW)<br>Fuji Diesel Co. Ltd. Tateyama |
| **SUMIYOSHI MARU No. 18**<br>Kitaura Kaiun K.K.<br>Ieshima, Hyogo Pref. Japan | **199**<br>—<br>543 | **1989** Tokuoka Zosen K.K.—Naruto<br>50,50 3,280<br>46,00 10,60 5,39<br>1 dk | **M Sand Carrier** | Matsui ML628GSC-3<br>Oil 4SA 6Cy. 280 × 520<br>Matsui Iron Works Co. Ltd. Ise |
| **SUMIYOSHI MARU No. 21**<br>Y.K. Niki Kaiun<br>Tokushima, Tokushima Pref. Japan | **198**<br>—<br>662 | **1987** Hamamoto Zosensho K.K.—Tokushima (680)<br>57,61 (BB) 3,271<br>53,01 9,42 5,52<br>2 dks | **M General Cargo**<br>1 Ho ER 1 TwD<br>G.1 277 B.1 245<br>1 Ha (stl) ER | Hanshin 6LU26G<br>Oil 4SA 6Cy. 260 × 440<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SUMIYOSHI MARU No. 28**<br>Goko Kaiun Y.K.<br>Ieshima, Hyogo Pref. Japan | **607**<br>—<br>999 | **1989** K.K. Matsuura Zosensho—Kinoe (362)<br>58,64 (BB) 12,02 4,140<br>52,00 12,00 6,00<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.673<br>1 Ha (stl) ER | Makita LN31L<br>Oil 4SA 6Cy. 310 × 600<br>736kW (1 001bhp)<br>Makita Diesel Co. Ltd. Japan |
| **SUMIYOSHI MARU No. 32**<br>Akebono Suisan K.K.<br>Miura, Kanagawa Pref. Japan | **404**<br>208<br>510 | **1983** Miho Zosensho K.K.—Shimizu (1217)<br>56,22 (BB) 3,552<br>49,51 9,11 3,97<br>1 dk | **M Fishing**<br>Long-line<br>5 Ho ER<br>In.470<br>6 Ha (stl) ER | Niigata 6M31AFT<br>Oil 4SA 6Cy. 310 × 530<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 360kW 1 × 320kW 445V a.c.<br>Controllable pitch propeller |
| **SUMIYOSHI MARU No. 35**<br>Kyoei Kaiun Y.K.<br>Fukuyama, Hiroshima Pref. Japan | **498**<br>—<br>1 344 | **1987** Y.K. Matsubara Koki Zosen—Onomichi<br>65,60 13,02 4,580<br>60,00 13,00 7,20<br>1 dk | **M Sand Carrier** | Hanshin 6LU35G<br>Oil 4SA 6Cy. 350 × 550<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SUMIYOSHI MARU No. 35**<br>Ohisa Suisan K.K.<br>Miura, Kanagawa Pref. Japan<br>SatCom: 1203775/JCLW | **349**<br>—<br>975 | **1987** Miho Zosensho K.K.—Shimizu (1315)<br>70,19 (BB) 4,152<br>60,10 10,61 6,96 | **M Fishing**<br>Side-fishing<br>In.1 464 | Niigata 6LU35G<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Thw. thrust Contr. pitch propeller fwd |
| **SUMIYOSHI MARU No. 38**<br>Banshu Kensetsu K.K.<br>Fukuyama, Hiroshima Pref. Japan | **499**<br>—<br>1 443 | **1988** Shin Kurushima Dockyard Co. Ltd.—Akitsu (2576)<br>66,45 (BB) 4,441<br>60,00 13,20 7,25<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.833 | Hanshin 6LU35G<br>Oil 4SA 6Cy. 350 × 550<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SUMIYOSHI MARU No. 52**<br>ex Miho Maru No. 7-88<br>K.K. Binan<br>Fukuyama, Hiroshima Pref. Japan | **498**<br>—<br>1 342 | **1973** Matsuura Tekko Zosen—Higashino (212)<br>54,77 11,00 3,798<br>49,99 10,98 5,72<br>2 dks | **M Sand Carrier**<br>Mchy.aft | Hanshin 6LUD32<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe<br>11,5kn |
| **SUMIYOSHI MARU No. 52**<br>Koyo Suisan K.K.<br>Miura, Kanagawa Pref. Japan | **379**<br>—<br>449 | **1985** Miho Zosensho K.K.—Shimizu (1252)<br>54,62 (BB) 8,62 3,406<br>48,01 8,60 3,76<br>1 dk | **M Fishing**<br>Side-fishing Long-line Ref<br>In.145 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUMIYOSHI MARU No. 55**<br>Sumiyoshi Gyogyo K.K.<br>Miura, Kanagawa Pref. Japan | **499**<br>—<br>664 | **1975** Miho Zosensho K.K.—Shimizu (1031)<br>58,15 10,01 3,785<br>52,00 9,99 4,09<br>1 dk | **M Fishing**<br>Mchy.aft<br>In.752 | Niigata 6M37X<br>Oil 4SA 6Cy. 370 × 540<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 300kW 445V a.c.<br>14,75kn |
| **SUMIYOSHI MARU No. 58**<br>Banshu Kensetsu K.K.<br>Fukuyama, Hiroshima Pref. Japan | **499**<br>—<br>1 458 | **1991** Hitachi Zosen Mukaishima Marine Co. Ltd.—Mukaishima (37)<br>68,36 (BB) 13,22 4,611<br>62,00 13,20 7,60 | **M Sand Carrier**<br>1 Ho ER<br>G.1 323<br>1 Ha (stl) ER | Hanshin 6LU35G<br>Oil 4SA 6Cy. 350 × 550 with clutches, flexible couplings & reverse geared to sc. shaft<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Thw. thrust propeller fwd |
| **SUMIYOSHI MARU No. 58**<br>Maruso Suisan K.K.<br>Kurobe, Toyama Pref. Japan<br>SatCom: 1200540/JGCP | **344**<br>163<br>424 | **1977** Miho Zosensho K.K.—Shimizu (1063)<br>52,41 8,82 3,391<br>46,00 8,81 3,76<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6M28GX<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **SUMIYOSHI MARU No. 65**<br>Sumiyoshi Gyogyo K.K. & Taikyu Suisan K.K.<br>Miura, Kanagawa Pref. Japan | **409**<br>—<br>492 | **1988** Miho Zosensho K.K.—Shimizu (1326)<br>55,61 (BB) 8,72 3,858<br>49,00 8,70 3,87<br>1 dk | **M Fishing**<br>Long-line<br>In.672 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches & sr reverse geared to sc. shaft<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Japan |
| **SUMIYOSHI MARU No. 68**<br>Toei Suisan K.K. & Sumiyoshi Gyogyo K.K.<br>Miura, Kanagawa Pref. Japan | **409**<br>—<br>483 | **1985** Miho Zosensho K.K.—Shimizu (1262)<br>55,61 (BB) 8,72 3,491<br>49,03 8,70 3,87<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.681 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Niigata |

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| **8717128**<br>*JCMV*<br>130293<br>KN1-687<br>Rdr RTv | **SUMIYOSHI MARU No. 71**<br>**Ohisa Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref.<br>SatCom: 1203713/JCMV | **498**<br>—<br>681 | | **1988** Miho Zosensho K.K.—Shimizu (1327)<br>59,52 (BB) 9,12 3,731<br>52,41 9,10 4,10<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.624 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches,<br>couplings & sr reverse geared to sc.<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. |
| **8703593**<br>*JBPI*<br>129736<br>KN1-680<br>Rt | **SUMIYOSHI MARU No. 73**<br>**Toei Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **469**<br>—<br>646 | | **1987** Miho Zosensho K.K.—Shimizu (1311)<br>57,76 (BB) 9,12 3,631<br>50,75 9,11 4,02<br>1 dk | **M Fishing**<br>Long-line<br>G.845 B.758 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches,<br>couplings & sr geared to sc. shaft<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. |
| **8839902**<br>*JM5817*<br>130448<br>Rt | **SUMIYOSHI MARU No. 78**<br>**Matsuishi Kensestu K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **118**<br>—<br>— | | **1989** Abe Koma Zosensho—Nandan<br>29,95 2,300<br>26,00 7,30 3,48<br>1 dk | **M Tug** | Yanmar<br>Oil<br>Yanmar Diesel Engine Co. Ltd. |
| **7106372**<br>*JEPB*<br>108872<br>KN1-476<br>Df Esd Gc<br>Pfd Rdr Rt | **SUMIYOSHI MARU No. 81**<br>**Sumiyoshi Gyogyo K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **404**<br>211<br>562 | | **1970** Miho Zosensho K.K.—Shimizu (743)<br>55,48 9,02 3,404<br>49,00 9,00 4,02<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd. |
| **8910653**<br>*JGCP*<br>131109<br>Rt | **SUMIYOSHI MARU No. 81**<br>**Koyo Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **349**<br>—<br>1 005 | | **1989** Miho Zosensho K.K.—Shimizu (1351)<br>70,19 (BB) - 4,206<br>60,10 10,60 7,00<br>1 dk | **M Fishing**<br>Side-fishing Cuttle Ref<br>In.1 472 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches<br>to sc. shaft<br>1 324kW (1 800bhp)<br>Niigata Eng. Co. Ltd. |
| **8510283**<br>*JFQN*<br>128912<br>KN1-665<br>Rt | **SUMIYOSHI MARU No. 86**<br>**Sumiyoshi Gyogyo K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **469**<br>—<br>510 | | **1985** Niigata Eng. Co. Ltd.—Niigata (1865)<br>58,15 (BB) 9,12 3,823<br>51,57 9,11 4,02<br>1 dk | **M Fishing**<br>Side-fishing Long-line Ref<br>In.557 | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches,<br>couplings & sr reverse geared to sc.<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. |
| **8036847** | **SUMMER BREEZE**<br>ex Charlie Brown | **193**<br>131<br>— | | **1980** ............Coden, Al<br>*28,56* 8,01<br>3,69<br>1 dk | **M Fishing** | Oil<br>1 200bhp (883kW) |
| **5046009**<br>*GHTT*<br>187935<br>LT 502<br>Df Esd Pfd<br>Rdr Rt | **SUMMER SWALLOW**<br>ex Farnham Queen-83 ex Blacktail-65<br>**Laira Fishing Ltd.**<br>Cmaine (Shipping) Ltd.<br>Lowestoft United Kingdom | **246**<br>76<br>— | ✠100A1<br>trawler<br>✠LMC<br>SS 4/90<br>EL (d)I<br>FN 394 | **1961**-10 T. Mitchison Ltd.—Gateshead (510)<br>*34,87* 7,73<br>34,42 7,62 3,81<br>F 4,9 1 dk<br>rf 914 BK 51<br>conv Side Trawler Fishing 83 | **M Fishing**<br>Long-line | English Electric<br>sr geared to sc. shaft<br>800bhp (588kW)<br>(centre) Oil 4SA 6Cy. 254 × 305<br>NE 10/69<br>English Electric Diesels Ltd. Ruston Eng<br>Div.<br>(wing) 2<br>E<br>Gen 1 × 95kW 1 × 50kW 1 × 20<br>220V d.c.<br>Controllable pitch propeller |
| **7391587**<br>720478<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **SUMMERRAIN**<br>ex Sequoia-91 ex Excomm Mariner-80<br>**Transcargo Shipping Inc.**<br>Nassau Bahamas | **41 977**<br>32 220<br>84 576<br>T/cm<br>74,7 | AB | **1975** Brodogradiliste "Split"—Split (273)<br>252,89 32,31 14,822<br>243,82 32,25 20,30<br>P 34,2 B 26,0 1 dk<br>rf nil Bow/CM 120 Diam. 0,510 MH 1,5 | **M Ore/Bulk/Oil Carrier**<br>IGS Str. heavy cargoes DB<br>9 Ho/Ta 15,7 26,4 15,7 26,4 16,6 26,4 15,7 26,4 17,6 ER<br>G.94 202 L.(oil) 95 576 HeCls. BC<br>13 Ha (stl) (10,8 9,7 9,7 10,8 9,7 9,7 10,8 9,7 9,7 10,8 9,7 9,7 10,8 × 12,5) ER<br>2 Cargo pumps total 5 000T/hr | MAN<br>Oil 2SA 7Cy. 860 × 1600<br>17 500bhp (12 872kW)<br>Tvornica Dizel Motora "Split"<br>Gen 1 × 1000kW 2 × 935kW 450V<br>Thw. thrust propeller<br>Fuel 325,0t (d.o.) 3 231,0t (hvf)-65,5pd |
| **7328750**<br>*D5HE*<br>6310<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SUMMIT**<br>ex Mosnes-78<br>**Neptune Bulk Carriers Corp.**<br>Societe Anonyme Monegasque d'Administration Maritime et Aerienne (S.A.M.A.M.A.)<br>Monrovia Liberia | *65 354*<br>*37 987*<br>119 629<br>T/cm<br>88,6 | NV | **1973** Sumitomo SB. & Mchy. Co. Ltd.—Uraga Shipyard, Yokosuka (959)<br>256,04 (BB) 40,26 16,917<br>245,09 40,21 23,91<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.139 056<br>9 Ha (stl) (14,0 × 16,0) (11,2 15,1 11,2 15,1 11,2 15,1 11,2 15,1 × 17,9) ER | Sulzer<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 6 502,5t (hvf)-74,0pd |
| **7702645**<br>*9V3473*<br>384433<br>Rdr Rt | **SUMMIT II**<br>ex Matsushima Maru No. 3-90<br>**Resource Bunkering & Marketing Pte. Ltd.**<br>Singapore Singapore | **499**<br>340<br>1 035 | NK | **1977** Sasaki Zosen K.K.—Kinoe (260)<br>60,60 3,903<br>56,28 9,50 4,45<br>1 dk | **M Tanker**<br>Bunkering<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo |
| **7518915**<br>*5MDI*<br>5660<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **SUMMIT VENTURE**<br>**Hercules Carriers Inc.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **19 734**<br>13 948<br>34 456<br>T/cm<br>48,3 | AB | **1976** Oshima Shipbuilding co. Ltd.—Nagasaki (006)<br>185,50 (BB) 26,07 11,156<br>175,01 26,01 15,52<br>P 30,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 24,7 32,9 15,1 32,9 25,6 ER<br>G.44 817 B.41 965 HeCls. B<br>5 Ha (stl) (14,4 20,8 8,7 20,8 15,1 × 12,7) ER<br>Cr 5(15) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Sumitomo Hvy Industries Ltd<br>Gen 3 × 400kW a.c.<br>Fuel 163,0t (d.o.) 1 705,0t (hvf)-39,5pd |
| **7522473**<br>Rdr Rt | **SUMMIT 1**<br>ex Utoku Maru No. 1-88<br>ex Howa Maru No. 17-82<br>**Summit Industrial & Mercantile Corp. (Pvt.) Ltd.**<br>Bangladesh | **502**<br>247<br>1 107 | | **1975** K.K. Ichikawa Zosensho—Ise (1329)<br>9,43 4,204<br>49,51 9,40 4,40<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 280 × 420<br>1 300bhp (956kW)<br>Matsui Iron Works Co. Ltd. |
| **6710073**<br>*HSLO*<br>107308<br>Esd | **SUMMIT 2**<br>ex Oceanic 2<br>**Summit Oil Co. Ltd.**<br>Bangkok Thailand | **400**<br>184<br>500 | ✠Classed LR until 10/69 | **1967**-4 K.K. Usuki Tekkosho—Usuki (627)<br>47,71 7,85 2,718<br>44,00 7,82 3,20<br>P 10,4 Trunk 26,9 F 5,5 1 dk<br>RW rf 102 Diam. 0,203 | **M Tanker**<br>CBT SBT<br>6 Ta ER<br>L.(oil) 725 HeCls. C<br>2 Cargo pumps total 250T/hr | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 reverse<br>geared to sc. shaft<br>570bhp (419kW) E made65 fitted67<br>Cummins Engine Co. Inc.<br>Gen 2 × 20kW 230V 50Hz a.c.<br>Fuel 12,0t (d.o.)-1,5pd |
| **7226548**<br>1005<br>Rt | **SUMMIT 5**<br>ex Oceanic 5<br>**Summit Oil Co. Ltd.**<br>Bangkok Thailand | **278**<br>262<br>406 | (AB) | **1972** Westbank Shipyard Pte. Ltd.—Singapore (162)<br>31,70 3,322<br>30,38 9,15 3,97<br>1 dk<br>rf 102 | **TM Tanker**<br>SBT<br>5 Ta ER<br>L.(oil) 500 HeCls. C<br>1 Ha ER | General Motors<br>2 Oil 2SA each 6Cy. 108 × 127<br>410bhp (302kW)<br>General Motors Corp.<br>2 Directional propellers<br>Fuel 10,0t-2,0pd |
| **7644544** | **SUMMIT 18**<br>ex Ocean 9-76 ex Shinko Maru-72<br>**Summit Oil Co. Ltd.**<br>Bangkok Thailand | **339**<br>171<br>550 | | **1964** Kurinoura Dock K.K.—Japan (35)<br>35,03 3,004<br>8,02 3,00<br>1 dk<br>Diam. 0,203 | **M Tanker**<br>SBT<br>6 Ta ER<br>L.(oil) 616 HeCls. C<br>2 Cargo pumps total 400T/hr | Oil<br>420bhp (309kW)<br>Makita Tekkosho |
| **7718981**<br>*9V3026*<br>382571<br>Df Esd Pfd<br>Rdr | **SUMPILE MARINER**<br>ex Haruna-82<br>**Sumpiles Investments Pte. Ltd.**<br>Singapore Singapore | **296**<br>82<br>326 | NK | **1977** Yoshiura Zosen—Kure (265)<br>37,50 3,911<br>32,01 9,01 4,22<br>F 11,9 1 dk | **TM Tug**<br>Salvage | Fuji<br>2 Oil 4SA each 6Cy. 300 × 45<br>Fuji Diesel Co. Ltd.<br>Gen 3 × 48kW |

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| **SUMPIT-SUMPIT**<br>**Government of The State of Brunei**<br>Bandar Seri Begawan Brunei | **236**<br>65<br>463 | ✠**100A1** SS 2/89<br>tug<br>✠**LMC**<br>EL D 275,0/17,5U2<br>FN 345 | **1983**-11 Cheoy Lee Shipyards Ltd.—Hong Kong (3980)<br>30,51 8,92 3,152<br>28,25 8,51 3,69<br>RAD 2,2 RFD 12,8 1 dk<br>rf 157 | **TM Tug**<br>Fire-fighting Salvage Pollution Control | Blackstone ESL6MK2<br>2 Oil 4SA each 6Cy. 222 × 292 with clutches, flexible couplings & dr reverse geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 72kW 380V 50Hz a.c.<br>Fuel 45,0t (d.o.) 11,5kn |
| **SUMPOSAD**<br>ex MRTK-0728-88<br>**Sevryba**<br>(Petrozavodsk) (U.S.S.R.) | *117*<br>*35*<br>30 | RS | **1988** ..............U.S.S.R.<br>25,50 7,00 2,390<br>22,00 - 3,30<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>Ice strengthened | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>220kW (299bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **SUMURATNA**<br>**Sumura Maritime Trades Ltd.**<br>Visakhapatnam India | **343**<br>—<br>243 | IRS NV | **1989** K.K. Goriki Zosensho—Ise (877)<br>42,30 3,050<br>37,00 7,50 3,40<br>1 dk | **M Research/Fishing**<br>Stern-fishing Ref<br>In.330 | Yanmar M200-EN<br>Oil 4SA 6Cy. 200 × 260<br>625kW (850bhp)<br>Yanmar Diesel Engine Co. Ltd. Nagahama<br>Gen 2 × 144kW 220V 50Hz a.c. |
| **SUMY**<br>ex Ikan Belanak-86<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.)<br>SatCom: 1400537/UVYH | **13 437**<br>8 854<br>22 904<br>T/cm<br>32,2 | AB | **1978** Osaka Zosensho—Osaka (379)<br>164,60 (BB) 9,943<br>156,01 22,86 13,72<br>P 27,8 F 10,7 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho ER<br>G.29 021 HeCls. B<br>4 Ha (stl) (12,8 × 9,2) (13,5 27,2 27,2 × 11,4) ER<br>Cr 4(25) | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 460kW<br>Fuel 120,0t (d.o.) 1 250,0t (hvf)-28,5pd 13kn |
| **SUMY**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **2 177**<br>746<br>1 139 | RS | **1969** VEB Volkswerft Stralsund—Stralsund (280)<br>82,02 13,64 5,192<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 075<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13kn |
| **SUN**<br>ex Motoshima Maru No. 5-82<br>**Five Navigation S.A.**<br>Panama Panama | **531**<br>299<br>985 | BV | **1971** Nishihara Zosen—Omishima (182)<br>54,89 9,33 4,171<br>49,51 9,30 4,70<br>1 dk | **M Tanker**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 290 × 440<br>1 100bhp (809kW)<br>Makita Tekkosho Takamatsu<br>Gen 1 × 45kW 225V a.c.<br>11kn |
| **SUN ACE**<br>**Paulownia Maritime S.A.**<br>Panama Panama | **9 149**<br>7 631<br>13 051 | NK | **1981** Watanabe Zosen K.K.—Hakata (210)<br>178,57 27,11 8,017<br>164,60 26,81 10,39<br>2 dks | **M Vehicles Carrier**<br>Cars 3500<br>Mchy.aft | Mitsubishi 7UEC60/150H<br>Oil 2SA 7Cy. 600 × 1500<br>12 600bhp (9 268kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 405,0t (d.o.) 1 742,0t (hvf)-35,0pd 17,75kn |
| **SUN ANGLIA**<br>**The Alexandra Towing Co. Ltd.**<br>London United Kingdom | *339*<br>*101*<br>128<br>T/cm<br>2,4 | ✠**100A1** SS 12/90<br>tug<br>✠**LMC**<br>EL G 302,5/20,5U2<br>FN 413 | **1985**-11 McTay Marine Ltd.—Bromborough (59)<br>33,79 9,96 4,725<br>31,02 9,50 3,81<br>RFD 5,8 1 dk<br>rf 318 | **TM Tug**<br>Fire-fighting Tractor | Ruston 6RK270M<br>2 Oil 4SA each 6Cy. 270 × 305 with turbo couplings & dr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 2 × 80kW 440V 50Hz a.c.<br>2 propellers located bow,vertical to keel,sterndrive thruster<br>12kn |
| **SUN ARCADIA**<br>ex Phillips America-86<br>**Clio Marine Inc.**<br>Kambara Marine Co. Ltd.<br>Monrovia Liberia<br>SatCom: 1241157/SUNA | **123 205**<br>97 851<br>259 725<br>T/cm<br>158,7 | NK (AB) | **1976** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (237)<br>339,15 (BB) 20,271<br>324,01 53,51 26,62<br>F 24,4 1 dk<br>rf nil Bow/CM 167 Diam. 0,610 | **M Tanker**<br>COW IGS SBT<br>18 Ta ER<br>L.(oil) 317 189 HeCls. B<br>3 Cargo pumps total 15 000T/hr | B&W 6S80MC<br>Oil 2SA 6Cy. 800 × 3056<br>27 360bhp (20 125kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 1 × 1900kW a.c. 1 × 1500kW a.c.<br>14,75kn |
| **SUN ARONIA**<br>ex Penelope of York-87<br>**VSSI Magellan Inc.**<br>Teekay Shipping Ltd.<br>Monrovia Liberia<br>SatCom: 1240665/SUAR | **42 619**<br>32 564<br>87 797<br>T/cm<br>81,8 | NK | **1976** Kanasashi Co. Ltd.—Toyohashi (003)<br>246,21 (BB) 13,853<br>235,01 38,31 18,32<br>F 19,6 1 dk<br>Bow/CM 121 Diam. 0,410 | **M Tanker**<br>18 Ta ER<br>L.(oil) 110 633 HeCls. C<br>3 Cargo pumps total 8 250T/hr | MAN<br>Oil 2SA 7Cy. 900 × 1600<br>20 300bhp (14 932kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 880kW<br>15,5kn |
| **SUN ARROW**<br>**"Aliscafi"-S.N.A.V. S.p.A.**<br>Messina Italy | **139**<br>90<br>66 | RI | **1968** Cant. Navali L. Rodriquez—Messina (125)<br>28,96 10,72 —<br>24,34 5,72 3,31<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>—dk P | Fiat<br>2 Vee Oil 2SA each 12Cy. 175 × 205<br>2 500bhp (1 839kW)<br>Fiat S.G.M. Torino |
| **SUN BARONESS**<br>**Daebo Shipping Co. Ltd.**<br>Busan South Korea | *4 400*<br>*2 612*<br>7 098 | KR | **1990** Dae Dong SB. Co. Ltd.—Busan (359)<br>112,30 6,873<br>103,62 16,40 8,55<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 407 B.8 471<br>2 Ha (stl) (28,6 30,5 × 10,3) ER<br>Der 2(15) 2(20) | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>2 869kW (3 900bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>12,5kn |
| **SUN BILLIE**<br>ex Sun Clarie-91<br>ex Taihei Maru No. 1-88<br>ex Kaisei Maru-87<br>**Sun Clarie Shipping S.A.**<br>Kingstown St. Vincent and the Grenadines | **3 342**<br>2 053<br>5 661 | NK | **1970** Hashihama Zosen—Imabari (274)<br>100,64 15,85 6,534<br>94,00 15,80 8,00<br>P 20,2 F 10,7 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 089 B.6 598<br>2 Ha (stl) (24,6 27,9 × 8,0) ER<br>Der 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>2 795kW (3 800bhp)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 128kW 445V 60Hz a.c.<br>Fuel 65,0t (d.o.) 551,0t (hvf)-12,5pd 12,75kn |
| **SUN BIRD**<br>ex Iliyana-89 ex Francis-87<br>ex Franciska Schulte-85<br>ex Friederike Ten Doornkaat-73<br>**Point Pedro Shipping Inc.**<br>Vikram Holding Sendirian Berhad<br>San Lorenzo Honduras | **2 782**<br>1 789<br>4 310 | GL | **1964** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (126)<br>94,29 14,05 —/6,751<br>85,91 14,00 8,74<br>P 51,3 F 9,8 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 28,5 29,2 ER<br>G.5 816 B.5 448<br>2 Ha (stl) (each 20,1 × 7,0) ER<br>8W Der 1(25) 8(3-5) | MAN G7V52/74A<br>Oil 4SA 7Cy. 520 × 740<br>2 700bhp (1 986kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 168kW 1 × 63kW 440V 60Hz a.c.<br>Fuel 305,0t (hvf) 14,5kn |
| **SUN BIRD**<br>ex Ebisu Maru No. 11-89<br>ex Eisho Maru No. 1-82<br>**Shokuyu Navigation Co. S.A.**<br>Panama Panama<br>SatCom: 1335376/SBRD | *1 266*<br>*499*<br>2 046 | BV | **1976** Hakata Zosen K.K.—Hakata (161)<br>76,60 12,02 4,760<br>71,50 12,00 5,51<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SUN BRIGHT**<br>**Eastern Robin Maritime S.A.**<br>Panama Panama | *5 552*<br>*2 351*<br>7 061 | NK | **1990** Shin Kurushima Dockyard Co. Ltd.—Akitsu (2691)<br>98,17 (BB) 7,429<br>89,95 18,80 7,85 | **M General Cargo**<br>2 Ho ER<br>G.13 790 B.12 612<br>2 Ha (stl) (each 20,3 × 12,7) ER<br>Der 2(25) 2(30) | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>2 207kW (3 000bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 164,5kW a.c. |

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| 5278016<br>*HMZG*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SUN CHON**<br>ex Cosmos Faith-79 ex Pierre L. D.-77<br>**Government of The Democratic People's Republic of North Korea**<br>Nampo North Korea | **21 536**<br>9 430<br>34 043<br>T/cm<br>45,2 | (BV) | **1962** Forges & Ch. de La Mediterranee—La Seyne (1336)<br>199,02 26,57 10,973<br>190,02 26,51 15,19<br>P 46,7 B 4,9 F 20,2 1 dk<br>rf 102 | **M Ore Carrier**<br>3 Ho each 40,1 ER<br>G.19 532<br>Der 2(5) 2(3) 2(1,5) | Gotaverken<br>Oil 2SA 8Cy. 760 × 1500<br>10 140bhp (7 459kW)<br>Forges & Ch. de la Mediterranee<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 1 412,5t (hvf) |
| 7927166<br>*3ECS3*<br>10224-80E<br>Df Esd Gc<br>Pfd Rdr Rt | **SUN CRESTA**<br>ex Shokoh Pine-86<br>ex Mahogany Venture-84<br>ex Rainier Pine-82<br>**Shokoh Line S.A.**<br>Panama Panama | **2 497**<br>1 743<br>5 108 | NK | **1980** Kishigami Zosen K.K.—Akitsu (1375)<br>96,04 16,24 5,968<br>89,52 16,21 7,22<br>P 18,6 F 8,3 1 dk | **M General Cargo**<br>G.6 123 B.5 392<br>2 Ha (stl) (20,2 32,1 × 8,3) ER<br>Der 3(15) | Makita<br>Oil 4SA 6Cy. 410 × 650<br>3 100bhp (2 280kW)<br>Makita Diesel Co. Ltd. |
| 8711021<br>*3EEO6*<br>17612-88<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SUN CROWN**<br>**Shokuyu Navigation Co. S.A.**<br>Panama Panama | *1 292*<br>*525*<br>1 999 | NK | **1987** Murakami Hide Zosen K.K.—Hakata (275)<br>75,32 4,734<br>70,01 12,01 5,41<br>P 19,9 B 7,7 1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.1 969 | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 3 × 106kW |
| 7104934<br>*V2QQ*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SUN DANCER**<br>ex Seahawk-91 ex Container Trader-88<br>ex Norbalt-83 ex Sea Joy-81<br>ex Nordbalt-80<br>**Goodview Navigation Co. Ltd.**<br>Antigua & Barbuda | T.Mk<br>**911**<br>528<br>2 012 | GL | **1971** N.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (602)<br>76,82 13,03 4,577<br>68,64 12,96 7,50<br>F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 46,1 ER<br>G.3 907 B.3 624<br>1 Ha (stl) (44,3 × 10,5) ER | MaK<br>Oil 4SA 8Cy. 320 × 450 reduction geared shaft<br>1 980bhp (1 456kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 115kW 260/450V 60Hz a.c.<br>Fuel (d.o.) |
| 6409404<br>*D7QQ*<br>BSR-645837<br>Esd Gc Rdr<br>Rt | **SUN EEL No. 2**<br>ex Hidaka Maru No. 2-73<br>**Chang Duck Shipping Co. Ltd.**<br>Busan South Korea | **3 335**<br>1 912<br>5 551 | KR NK | **1964** Nippon Kokan K.K.—Shimizu (213)<br>101,45 14,74 6,909<br>94,01 14,71 8,72<br>P 19,9 F 8,6 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.6 747 B.6 383<br>3 Ha (11,5 23,2 17,9 × 6,8) ER | B&W<br>Oil 2SA 6Cy. 420 × 750<br>2 700bhp (1 986kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 89kW 450V a.c.<br>Fuel 98,5t |
| 7529067<br>*GXHS*<br>377347<br>Esd Gc Pfd<br>Rdr Rt | **SUN ESSEX**<br>**Alexandra Towing Co. (London) Ltd.**<br>London United Kingdom | **272**<br>0<br>175 | **✠100A1** SS 2/92<br>tug<br>near continental trading area<br>**✠LMC**<br>EL G $\frac{13}{16}$"U2<br>FN 408 | **1977**-7 R. Dunston (Hessle) Ltd.—Hessle (910)<br>32,92 9,61 4,172<br>29,01 9,15 4,91<br>RAD 1,0 1 dk<br>rf 711 BK 152 | **M Tug**<br>Fire-fighting Pollution Control | Ruston<br>Vee Oil 4SA 12Cy. 254 × 305 dr geared shaft<br>Ruston Paxman Diesels Ltd.<br>Gen 3 × 60kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 92,0t (d.o.) |
| 8210986<br>*3ELI6*<br>17792-88<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SUN FIELD**<br>**Sea Pegaso Naviera S.A.**<br>Panama Panama<br>SatCom: 1333513/SUNF | *6 149*<br>*3 143*<br>6 730 | NK | **1983** Towa Zosen K.K.—Shimonoseki (547)<br>137,83 7,501<br>128,02 18,61 10,27<br>P 27,8 F 29,3 2 dks | **M Refrigerated Cargo**<br>4 Ho ER<br>In.8 636<br>4 Ha (stl) (6,0 × 5,0) (7,0 7,0 7,0 × 5,3) ER<br>8W Der 8(5) | B&W<br>Oil 2SA 8Cy. 450 × 1200<br>7 890bhp (5 804kW)<br>Hitachi Zosen Hiroshima Works<br>Gen 3 × 550kW 445V 60Hz a.c.<br>Fuel 208,5t (d.o.) 1 289,0t (hvf)-21,0pd |
| 6715372<br>716290<br>Df Esd Gc<br>Rdr RTm/h/v | **SUN FIESTA**<br>ex Ionian Harmony-90 ex Durr-89<br>ex Canguro Verde-81<br>**Ferry Charter St. Thomas Ltd.**<br>Seaescape Cruises Ltd.<br>Nassau Bahamas | **5 235**<br>3 085<br>1 965 | (RI) | **1967** Italcantieri S.p.A.—Castellammare di Stabia (645)<br>126,35 19,26 5,469<br>115,91 19,21 13,47<br>1 dk & S dk, pt 3rd & 4th dks | **TM Passenger/RoRo Cargo/Ferry** OSD<br>122cbn 358bth 1160dk P<br>Stern door/ramp<br>Lane Length 840 Clear height 4,20 | Fiat<br>2 Oil 2SA each 7Cy. 600 × 800<br>11 900bhp (8 753kW)<br>S.A. Fiat S.G.M.<br>Gen 4 × 480kW 440V a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller double ended at<br>Fuel 120,0t (d.o.) 450,0t (hvf)-34,0pd |
| 7117981<br>*JCNW*<br>111136<br>Esd Gc Rdr<br>Rt | **SUN FLOWER**<br>**Kansai Kisen Kaisha**<br>Osaka, Osaka Pref. Japan | **12 130**<br>—<br>3 243 | | **1972** Kawasaki Heavy Ind. Ltd.—Kobe (1158)<br>185,66 (BB) 24,03 6,401<br>170,01 24,01 15,60<br>3 dks | **TM Passenger/RoRo Cargo/Ferry** 1124P<br>Quarter bow door/ramps 1(p) 1(s) Quarter stern door/ramps 1(p) 1(s) | MAN<br>4 Vee Oil 4SA each 12Cy. 400 × 540<br>sc. shafts<br>26 080bhp (19 183kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 1 × 1320kW 2 × 880kW 450V<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 211,5t (d.o.) 578,5t (hvf)-72,5pd |
| 8419867<br>*3ELP4*<br>15372-86A<br>Df Esd Gc<br>Rdr Rt | **SUN FLOWER**<br>ex Universal Bright-89<br>**Y.K.S. Maritime S.A.**<br>Panama Panama | *5 442*<br>*2 220*<br>6 928 | NK | **1985** Murakami Hide Zosen K.K.—Hakata (232)<br>99,90 (BB) 7,521<br>89,52 18,01 8,01<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.12 782 B.12 128<br>2 Ha (stl) (21,7 24,5 × 9,8) ER | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>2 380kW (3 236bhp)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 240kW a.c. |
| 7404528<br>*6NEZ*<br>BS02-A901<br>Df Esd Gc<br>Pfd Rdr Rt | **SUN FLOWER**<br>**Namyangsa Co. Ltd.**<br>Busan South Korea | **927**<br>486<br>541 | KR | **1974** Uchida Zosen—Ise (764)<br>56,90 10,01 4,357<br>50,50 9,99 6,84<br>2 dks<br>RW | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>3 Ha (2,5 × 2,6) (1,9 × 1,9) (1,2 × 2,4)<br>Der 4(3) 2(1) | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 200bhp (1 618kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 176kW 450V a.c. |
| 8806840<br>*JMJD*<br>131155<br>Esd Gc Rdr<br>RTm/h/v | **SUN FLOWER ERIMO**<br>ex Erimo Maru-91<br>**K.K. Blue Highway Line (Blue Highway Line Co. Ltd.)**<br>Tokyo Japan | **11 272**<br>—<br>5 729 | | **1989** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2979)<br>178,00 (BB) 26,70 6,520<br>166,75 25,00 9,50<br>P 9,2 B 6,2 F 24,0 | **TM Passenger/RoRo Cargo/Ferry** 634P<br>Bow door & ramp<br>L 7,90 W 4,66<br>Quarter stern door/ramp (p)<br>L 18,50 W 5,00<br>Lane Length 1488 Cargo Width 2,50<br>Clear height 4,30<br>Cars 105 Trailers 175 | Pielstick<br>2 Oil 4SA each 9Cy. 570 × 750<br>shafts<br>21 844kW (29 697bhp)<br>Ishikawajima Harima Heavy Ind.<br>Gen 4 × 1240kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>thruster unit<br>Thw. thrust Contr. pitch propeller<br>unit<br>Fuel 102,5t (d.o.) 739,5t (hvf)-75,2pd |
| 7231294<br>*6MME*<br>BS02-A618<br>Df Esd Gc<br>Pfd Rdr Rt | **SUN FLOWER No. 7**<br>ex Seo Yang-83<br>**Namyangsa Co. Ltd.**<br>Busan South Korea | **3 527**<br>1 784<br>3 742 | KR (NK) | **1972** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (820)<br>95,61 15,12 6,712<br>86,01 15,02 9,81<br>B 18,6 2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.3 197<br>2 Ha (2,5 3,5 × 2,5)<br>Der 2(4) 2(3) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 500kW 445V a.c.<br>Fuel 1 009,0t (d.o.)-14,5pd |
| 8613073<br>*JCHE*<br>129842<br>Esd Gc Rdr<br>RTm/h/v | **SUN FLOWER OARAI**<br>ex Oarai Maru-91<br>**K.K. Blue Highway Line (Blue Highway Line Co. Ltd.)**<br>Tokyo Japan | **15 139**<br>—<br>5 990<br>T/cm<br>65,0 | | **1987** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1299)<br>178,01 (BB) 6,501<br>166,02 24,81 10,01<br>P 9,2 F 20,5 | **TM Passenger/RoRo Cargo/Ferry** 426bth 230dk P<br>Bow door & ramp<br>L 7,00 W 4,60<br>Quarter stern door/ramp (p)<br>L 20,50 W 5,00<br>Lane Length 1488 Clear height 7,00<br>Cars 105 Lorries 148 | MAN<br>2 Oil 4SA each 8Cy. 580 × 640<br>couplings & sr geared to sc.<br>18 004kW (24 477bhp)<br>Mitsubishi Heavy Industries Ltd<br>Gen 4 × 1000kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller<br>Fuel 100,0t (d.o.) 840,0t (hvf)-71,0pd |

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| **SUN FLOWER OSAKA**<br>ex Sun Flower 5-91<br>**Kurushima Kosan Co. Ltd.**<br>Japan<br>Tokyo | **13 321**<br>—<br>3 231 | | **1973** Kurushima Dockyard Co. Ltd.—Imabari (730)<br>185,02 (BB) 24,03 6,401<br>170,01 24,01 15,60<br>3 dks<br>RW | **TM Passenger/RoRo Cargo/Ferry**<br>1079P<br>Quarter bow door/ramp 1(p) 1(s) Quarter stern door/ramp 1(p) 1(s) | MAN V12V40/54<br>4 Vee Oil 4SA each 12Cy. 400 × 540 geared to sc. shafts<br>26 080bhp (19 183kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 1152kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 198,0t (d.o.) 599,0t (hvf)-87,5pd 24kn |
| **SUN FLOWER SAPPORO**<br>ex Sapporo Maru-91<br>**K.K. Blue Highway Line (Blue Highway Line Co. Ltd.)**<br>Japan<br>Tokyo | **11 097**<br>—<br>4 213 | | **1974** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1177)<br>163,99 (BB) 24,01 6,630<br>149,99 23,98 9,17<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>88cbn 408bth 400dk P<br>Bow door/ramp Quarter stern door/ramp (s)<br>Lane Length 1207 Cargo Width 4,50<br>Clear height 4,00 | MAN V14V52/55<br>2 Vee Oil 4SA each 14Cy. 520 × 550 sr geared to sc. shafts<br>28 000bhp (20 596kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 4 × 760kW 450V 60Hz a.c.<br>Fuel 103,0t (d.o.) 610,0t (hvf)-50,0pd 18,75kn |
| **SUN FLOWER SATSUMA**<br>ex Sun Flower 11-91<br>**Kurushima Kosan Co. Ltd.**<br>Japan<br>Tokyo | **13 614**<br>—<br>3 110 | | **1974** Kurushima Dockyard Co. Ltd.—Onishi (775)<br>195,82 (BB) 24,03 6,617<br>170,01 24,01 16,11<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>1218P<br>Quarter stern door/ramps 1(p) 1(s) | MAN V18V52/55<br>2 Vee Oil 4SA each 18Cy. 520 × 550<br>36 000bhp (26 480kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 4 × 1150kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 249,5t (d.o.) 670,0t (hvf)-120,0pd 25kn |
| **SUN FLOWER TOSA**<br>ex Sun Flower 8-91<br>**K.K. Blue Highway Line (Blue Highway Line Co. Ltd.)**<br>Japan<br>Tokyo | **12 572**<br>—<br>3 280 | | **1973** Kurushima Dockyard Co. Ltd.—Imabari (731)<br>185,02 (BB) 24,03 6,401<br>170,01 24,01 15,60<br>3 dks<br>RW | **TM Passenger/RoRo Cargo/Ferry**<br>1079P<br>Quarter bow door/ramp 1(p) 1(s) Quarter stern door/ramp 1(p) 1(s) | MAN V12V40/54<br>4 Vee Oil 4SA each 12Cy. 400 × 540 geared to sc. shafts<br>26 080bhp (19 183kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 1152kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 198,0t (d.o.) 599,0t (hvf)-87,5pd 24kn |
| **SUN FLOWER 2**<br>Launched as Sun Rise<br>**Kansai Kisen Kaisha**<br>Japan<br>Osaka,<br>Osaka Pref. | **12 111**<br>—<br>3 317 | | **1972** Kawasaki Heavy Ind. Ltd.—Kobe (1159)<br>185,66 (BB) 24,03 6,401<br>170,01 24,01 15,60<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>1124P<br>Quarter bow door/ramps 1(p) 1(s) Quarter stern door/ramps 1(p) 1(s) | MAN V12V40/54<br>4 Vee Oil 4SA each 12Cy. 400 × 540 geared to sc. shafts<br>26 080bhp (19 183kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 1 × 1320kW 2 × 880kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 211,5t (d.o.) 578,5t (hvf)-72,5pd 24kn |
| **SUN FOREVER**<br>**Forever Shipping S.A.**<br>Hisafuku Kisen K.K.<br>Panama<br>Panama | *3 855*<br>*1 698*<br>5 980 | NK | **1983** Shinhama Dock K.K.—Anan (748)<br>105,52 (BB) 6,909<br>97,01 15,82 8,21<br>P 26,6 F 10,4 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>14 Ta ER<br>L.5 928 | B&W 6L35MCE<br>Oil 2SA 6Cy. 350 × 1050<br>3 510bhp (2 582kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 3 × 220kW 445V 60Hz a.c.<br>Fuel 98,0t (d.o.) 480,0t (hvf)-9,5pd 12,5kn |
| **SUN GERBERA**<br>**RL Dolphin S.A.**<br>Daebo Shipping Co. Ltd.<br>Panama<br>Panama | **4 816**<br>3 095<br>8 616 | KR (AB) | **1976** Kagoshima Dock & I.W. Co. Ltd.—Kagoshima (81)<br>116,97 7,290<br>106,99 18,39 9,25<br>P 22,9 F 11,0 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho ER<br>G.11 241 B.10 805<br>2 Ha (stl) (each 33,9 × 9,5)<br>Der 4(20) | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>Gen 2 × 216kW 440V a.c.<br>Controllable pitch propeller<br>12,5kn |
| **SUN GODDESS**<br>**Ansett Transport Industries Ltd.**<br>*Cairns, Queensland* Australia | **202**<br>69<br>50 | | **1984** Riverfront Boatbuilders—Fremantle, W.A.<br>... ... ...<br>35,01 7,51 2,80<br>1 dk | **Aluminium Alloy TM Ferry**<br>Mchy.aft | M.T.U. 12V396TC82<br>2 Vee Oil 4SA each 12Cy. 165 × 185<br>1 852kW (2 518bhp)<br>M.T.U. Friedrichshafen West Germany |
| **SUN HANJIN**<br>**Dong Jin Shipping Co. Ltd.**<br>Busan South Korea | **1 980**<br>1 169<br>3 362 | KR | **1980** Busan SB. & Eng. Co. Ltd.—Busan (316)<br>88,80 13,16 5,800<br>82,00 13,14 6,81<br>P 24,7 B 5,2 F 11,0 1 dk | **M General Cargo**<br>G.4 357 B.4 171<br>2 Ha (6,1 × 13,1) (6,1 × 27,2) ER<br>Der 1(30) 1(20) 1(15) | Akasaka AH40<br>Oil 4SA 6Cy. 400 × 600<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 176kW 445V a.c.<br>15kn |
| **SUN HARRIE**<br>ex Sun Jeanie-91 ex Lung Ying-91<br>ex Dong II-88 ex Hoo Maru-75<br>ex Nichiwa Maru-73<br>**Sun Jeanie Shipping S.A.**<br>Kingstown St. Vincent and the Grenadines | **3 348**<br>2 061<br>5 841 | KR (NK) | **1970** Imabari Zosen—Imabari (229)<br>101,96 16,31 6,535<br>95,99 16,29 8,16<br>P 19,9 F 10,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 490 B.7 213<br>2 Ha (stl) (27,1 27,9 × 8,3) ER<br>12W Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>2 795kW (3 800bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 132kW 450V a.c.<br>Fuel 538,5t-14,0pd 11kn |
| **SUN HAWK**<br>**Manila Sealink Corp.**<br>Nissen Kaiun K.K.<br>Manila<br>Philippines<br>SatCom: 1700227/DZJJ | *23 671*<br>*13 553*<br>39 697 | NK | **1984** Imabari Zosen—Marugame (1121)<br>189,01 (BB) 11,056<br>180,02 29,61 15,22<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.51 105 B.48 777<br>5 Ha (stl) ER | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>8 150bhp (5 995kW)<br>Mitsubishi Heavy Industries Ltd. Kobe |
| **SUN HIGHWAY**<br>ex Nichiyo Maru-86<br>ex Nichirei Maru No. 1<br>**Sun Pacific Corp.**<br>Panama<br>Panama | **967**<br>581<br>1 040 | (KR) | **1963** Hashihama Zosen—Imabari (141)<br>75,80 10,52 3,010<br>70,01 10,49 5,29<br>1 dk<br>RW conv General Cargo 73 | **M Vehicles Carrier**<br>Mchy.aft | Kinoshita<br>Oil 4SA 6Cy. 320 × 460<br>750bhp (552kW)<br>Kinoshita Tekkosho Akashi<br>Gen 2 × 24kW 450V a.c.<br>Fuel 55,0t 10,5kn |
| **SUN HILARITA**<br>ex Jo Linda ex Sun Hilarita<br>**Fishing Ventures Inc.**<br>Eureka, Ca United States of America | **420**<br>148<br>— | | **1946** Avondale Marine Ways Inc.—New Orleans, La<br>*37,80* 9,15<br>3,46 | **M Fishing** | Oil<br>840bhp (618kW)<br>National Supply Co. Cleveland, Oh<br>Fuel (d.o.) |
| **SUN HOPE**<br>ex Koyu Maru-89<br>**T.K. Marine S.A.**<br>Tokai Line K.K.<br>Panama<br>Panama | **3 905**<br>2 480<br>6 474 | NK | **1981** Nishi Zosen K.K.—Imabari (311)<br>105,59 6,838<br>98,61 16,34 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 528 B.8 054<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 4(15) | Mitsubishi 6UEC37/88H<br>Oil 2SA 6Cy. 370 × 880<br>2 869kW (3 900bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 148kW 1 × 128kW 445V 60Hz a.c.<br>Fuel 82,0t (d.o.) 507,0t (hvf)-10,0pd 12kn |
| **SUN HWA No. 1**<br>ex Hanyo Maru-79<br>**Kum Dan Mining Industrial Co. Ltd.**<br>Inchon<br>South Korea | **179**<br>31<br>88 | (KR) | **1963** Shin Yamamoto Zosensho—Kochi (20)<br>27,59 7,83 2,591<br>25,00 7,80 3,61<br>1 dk<br>RW | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 340 × 470<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 1 × 20kW 220V a.c.<br>Fuel 40,5t-0,5pd 12kn |
| **SUN II**<br>ex Hector-86 ex Marina Grande-82<br>ex Astros-80<br>**Mycenae Shipping & Trading Co. Ltd.**<br>Vita Management S.A.<br>Panama<br>Panama | **14 168**<br>9 387<br>27 439 | ✠ **100A1** SS 2/87<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty<br>✠ **LMC**<br>EL G† $2\frac{3}{4}$"U2<br>FN 6509 | **1975**-2 Osaka Zosensho—Osaka (356)<br>169,63 (BB) 26,42 9,622<br>163,00 26,31 13,62<br>F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 20,5 27,2 20,7 27,2 24,0 ER<br>G.32 363 B.32 047<br>5 Ha (12,5 14,4 12,8 14,4 12,8 × 11,9) ER<br>Cr 5(10) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10,5kgf/cm² (10,3bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 183,0t (d.o.) 1 679,5t (hvf) 15,5kn |

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| **6514388**<br>*GRRA*<br>307890<br>Df Rdr RTv | **SUN II**<br>**Alexandra Towing Co. (London) Ltd.**<br>London United Kingdom | **150**<br>0<br>— | ✠Classed LR until 22/2/88 | **1965**-7 Charles D. Holmes & Co. Ltd.—Beverley (995)<br>28,58 7,45 3,379<br>26,22 7,32 3,74<br>RW rf 457 BK 203 | **M Tug** | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 sr reverse gea<br>shaft<br>Mirrlees National Ltd.<br>Gen 2 × 43,75kW 440V 60Hz a.c.<br>Fuel (d.o.) |
| **8413667**<br>*6LBL*<br>BS-A-2124<br>Rt | **SUN IL No. 102**<br>**Choi Yang-Jae**<br>Busan South Korea | **109**<br>60<br>— | | **1984** Sun Il Shipyard Co.—Koje (102)<br>35,72 5,72 2,301<br>30,64 5,71 2,72<br>1 dk | **M Fishing**<br>In.117 | Niigata<br>Oil 4SA 6Cy. 220 × 380 with clutches,<br>couplings & reverse reduction geared<br>shaft<br>600bhp (441kW)<br>Ssang Yong Heavy Industries Co. Ltd. |
| **8413679**<br>*6LBK*<br>BS-A-2125<br>Rt | **SUN IL No. 103**<br>**Choi Uk-Sung**<br>Busan South Korea | **109**<br>60<br>— | | **1984** Sun Il Shipyard Co.—Koje (103)<br>35,72 5,72 2,301<br>30,64 5,71 2,72<br>1 dk | **M Fishing**<br>In.117 | Niigata<br>Oil 4SA 6Cy. 220 × 380 with clutches,<br>couplings & reverse reduction geared<br>shaft<br>600bhp (441kW)<br>Ssang Yong Heavy Industries Co. Ltd. |
| **8017334**<br>*P3LV2*<br>708210<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SUN ISABEL**<br>ex Cape Race-88<br>ex F. J. Garaygordobil-87<br>ex F. Javier Garaygordobil-82<br>**Sunbreeze Shipping Ltd.**<br>Limassol Cyprus | **1 579**<br>842<br>2 255 | BV | **1981** Ast. del Cadagua W. E. Gonzalez S.A. —Bilbao (117)<br>83,70 5,201<br>76,00 12,40 6,81<br>2 dks | **M Refrigerated Cargo** CSD<br>Mchy.aft<br>In.2 625<br>Der 6(3) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>2 100bhp (1 545kW)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 320kW 380V 50Hz a.c.<br>Fuel 233,0t (d.o.) 338,0t (hvf) |
| **9010620**<br>*WAI4090*<br>958927 | **SUN ISLAND**<br>**SEACOR Offshore Inc.**<br>SEACOR Marine Inc.<br>New Orleans, La United States of America | **849**<br>254<br>2 000 | AB (Class cont.) | **1989** Steiner Shipyard Inc.—Bayou la Batre, Al<br>67,11 4,701<br>62,29 12,20 4,27 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 254<br>sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Di |
| **8629802**<br>*D9RT*<br>USR-878050<br>Gc Rdr Rt | **SUN JIN No. 1**<br>**Sun Jin Consolidated Co. Ltd.**<br>Ulsan South Korea | **146**<br>—<br>— | KR | **1987** Inchon Eng. & SB. Corp.—Inchon<br>29,08 —<br>27,56 8,60 3,80<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 255 × 270<br>Ssang Yong Heavy Industries Co. Ltd.<br>Gen 1 × 64kW 225V a.c. |
| **7737509**<br>*D7YK*<br>USR-778043<br>Rt | **SUN JIN No. 2**<br>ex Yusin No. 2-81 ex Il Shin No. 3-79<br>**Sun Jin Consolidated Co. Ltd.**<br>Ulsan South Korea | **176**<br>50<br>81 | KR | **1977** Koo Il Ind. Co. Ltd.—Busan<br>28,86<br>26,01 8,01 3,51<br>1 dk | **TM Tug** | Otsuka<br>2 Oil 4SA each 6Cy. 290 × 420<br>K.K. Otsuka Tekkosho<br>Gen 1 × 52kW 220V a.c. |
| **7829572**<br>*D9YP*<br>USR-788058<br>Gc Rdr Rt | **SUN JIN No. 3**<br>ex Yushin No. 3-84<br>**Hyundai Merchant Marine Co. Ltd.**<br>Sun Jin Consolidated Co. Ltd.<br>Ulsan South Korea | **205**<br>42<br>137 | KR | **1978** Hyundai Mipo Dkyd Co. Ltd.—Ulsan<br>28,81 3,288<br>26,75 8,60 3,81<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 geared<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 32kW 130V a.c. |
| **8015647**<br>*D8PY*<br>USR-818024<br>Gc Rdr Rt | **SUN JIN No. 5**<br>**Sun Jin Consolidated Co. Ltd.**<br>Ulsan South Korea | **157**<br>38<br>67 | KR | **1981** Dong Hae SB. Co. Ltd.—Ulsan (8030)<br>27,26 2,610<br>24,54 8,01 3,51<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 44kW 225V a.c. |
| **7831496**<br>*D8PO*<br>USR-798062<br>Gc Rdr Rt | **SUN JIN No. 6**<br>ex Yushin No. 6-81<br>**Sun Jin Consolidated Co. Ltd.**<br>Ulsan South Korea | **194**<br>40<br>137 | KR | **1979** Hyundai Mipo Dkyd Co. Ltd.—Ulsan<br>28,81 3,288<br>27,51 8,60 3,81<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 26kW 225V a.c. |
| **7354527**<br>*D9HC*<br>USR-738044<br>Rdr Rt | **SUN JIN No. 7**<br>ex Mikawa Maru-81<br>**Sun Jin Consolidated Co. Ltd.**<br>Ulsan South Korea | **272**<br>93<br>109 | KR | **1974** Ishikawajima Ship & Chemical Plant Co. —Tokyo (457)<br>32,85 9,53 3,175<br>26,50 9,50 4,30<br>RQD 8,3 1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 60kW 445V a.c. |
| **7109491**<br>*D9HH*<br>USR-718117<br>Rdr Rt | **SUN JIN No. 8**<br>ex Harukaze Maru-82<br>**Sun Jin Consolidated Co. Ltd.**<br>Ulsan South Korea | **199**<br>69<br>71 | KR | **1971** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (695)<br>32,11 9,05 3,353<br>30,79 8,79 3,89<br>RQD 5,8 1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 64kW 1 × 20kW 220V a.c.<br>Fuel 29,5t-4,0pd |
| **8325963**<br>*D9HL*<br>USR-828212<br>Df Esd Gc<br>Rdr Rt | **SUN JIN No. 9**<br>**Sun Jin Consolidated Co. Ltd.**<br>Ulsan South Korea | **162**<br>44<br>62 | KR | **1983** Dong Hae SB. Co. Ltd.—Ulsan (8236)<br>27,26 8,16 2,601<br>26,01 8,01 3,51<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 200 × 260 with clu<br>flexible couplings & dr geared to sc.<br>Ssang Yong Heavy Industries Co. Ltd.<br>Gen 2 × 40kW 225V a.c.<br>2 Directional propellers |
| **7212987**<br>*D9HU*<br>USR-728121<br>Rdr Rt | **SUN JIN No. 11**<br>ex Ariake Maru-84<br>**Sun Jin Consolidated Co. Ltd.**<br>Ulsan South Korea | **135**<br>62<br>90 | KR | **1972** Kanagawa Zosen—Kobe (117)<br>28,81 8,64 2,604<br>27,51 8,62 3,81<br>B 9,8 1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 48kW 215V a.c.<br>Fuel 27,5t |
| **7530377**<br>*D7YB*<br>USR-768085<br>Rdr | **SUN JIN No. 12**<br>ex Masuei Maru No. 35-85<br>**Sun Jin Consolidated Co. Ltd.**<br>Ulsan South Korea | **149**<br>63<br>122 | KR | **1976** Kanagawa Zosen—Kobe (164)<br>8,64 2,601<br>25,48 8,62 3,81<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 112kW 445V a.c. |
| **7718254**<br>*D9WA*<br>USR-887757<br>Rdr Rt | **SUN JIN No. 101**<br>ex Masuei Maru No. 23-88<br>**Sun Jin Consolidated Co. Ltd.**<br>Ulsan South Korea | **149**<br>63<br>— | KR | **1977** Kanagawa Zosen—Kobe (179)<br>29,80 2,601<br>25,51 8,62 3,81<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **8210168**<br>*D8WG*<br>USR-897786<br>Rt | **SUN JIN No. 202**<br>ex Masuei Maru No. 27-89<br>**Sun Jin Consolidated Co. Ltd.**<br>Ulsan South Korea | **153**<br>—<br>117 | KR | **1982** Kanagawa Zosen—Kobe (239)<br>30,31 2,601<br>26,01 8,81 3,71<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 sr<br>shafts<br>Niigata Eng. Co. Ltd. |
| **7531292**<br>*GXIE*<br>377400<br>Esd Gc Pfd<br>Rdr Rt | **SUN KENT**<br>**Alexandra Towing Co. (London) Ltd.**<br>London United Kingdom | **272**<br>0<br>175 | ✠**100A1** SS 4/87<br>tug<br>U.K. home trade service<br>✠**LMC**<br>EL G $\frac{13}{16}$"U2<br>FN 408 | **1977**-10 R. Dunston (Hessle) Ltd.—Hessle (911)<br>32,92 9,61 4,172<br>29,01 9,15 4,91<br>RAD 1,0 1 dk<br>rf 711 BK 152 | **M Tug**<br>Fire-fighting Pollution Control | Ruston<br>Vee Oil 4SA 12Cy. 254 × 305 dr gea<br>shaft<br>Ruston Diesels Ltd.<br>Gen 3 × 60kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 92,0t (d.o.) |
| **8913394**<br><br>711302 | **SUN KONG**<br>**Sun Kong Petroleum Co. Ltd.**<br>Hong Kong Hong Kong (British) | *200*<br>*60*<br>208 | | **1989** Zhu Jiang Shipyard—Guangzhou (8815)<br>2,401<br>30,23 7,41 2,98<br>1 dk | **TM Tanker** | Weifang<br>2 Oil 4SA each 6Cy. 160 × 225<br>328kW (446bhp) E made87<br>Weifang Diesel Engine Factory |
| **7419420**<br>*3EKU4*<br>15370-86<br>Df Esd Gc<br>Pfd Rdr RTv | **SUN KUNG No. 3**<br>ex Regent Ranger-85<br>**Sun Kung No. 3 S.A.**<br>Panama Panama | **6 051**<br>4 118<br>10 026 | NK | **1975** Hashihama Zosen—Imabari (587)<br>128,99 18,34 7,763<br>119,00 18,31 9,89<br>P 23,8 F 9,8 1 dk<br>rf 5 | **M General Cargo**<br>4 Ho 22,1 21,7 21,7 21,7 ER<br>G.13 036 B.12 450<br>4 Ha (stl) (15,7 15,7 16,0 16,4 × 8,9) ER<br>12W Der 2(20) 2(15) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel (hvf) |

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| **SUN KUNG No. 5**<br>ex Blue Mars-86<br>**Sun Kung No. 5 S.A.**<br>Panama Panama | **6 396**<br>4 070<br>10 231 | NK | **1976** Narasaki Zosen K.K.—Muroran (902)<br>127,64 18,34 7,811<br>119,00 18,31 9,91<br>P 23,8 F 10,7 1 dk | **M General Cargo**<br>3 Ho ER<br>G.13 774 B.13 183<br>3 Ha (stl) (15,3 30,0 18,7 × 8,9) ER<br>Der 4(20) | Mitsubishi 6UEC52/105D<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 94,5t (d.o.) 819,0t (hvf)-18,5pd 13,5kn |
| **SUN KUNG No. 6**<br>ex Senyiur-88<br>**Sun Kung No. 6 S.A.**<br>Panama Panama | *4 023*<br>*2 412*<br>6 344 | NK | **1977** Asakawa Zosen—Imabari (270)<br>106,66 16,34 6,797<br>97,97 16,31 8,36<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>G.8 550 B.7 863<br>2 Ha (stl) (each 28,5 × 8,3) ER<br>Der 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW a.c.<br>12,75kn |
| **SUN KUNG No. 7**<br>ex Green Dragon-88<br>ex Palmstar Virgo-86<br>ex Regent Virgo-82<br>**Sun Kung No. 7 S.A.**<br>Panama Panama | **6 051**<br>4 118<br>10 025 | NK | **1976** Hashihama Zosen—Imabari (589)<br>128,99 18,34 7,773<br>119,00 18,31 9,91<br>P 23,8 F 9,8 1 dk | **M General Cargo**<br>4 Ho 22,1 21,7 21,7 21,7 ER<br>G.13 036 B.12 450<br>4 Ha (stl) (16,1 16,5 15,8 15,8 × 9,0) ER<br>4W Der 2(20) 2(15) | Mitsubishi 6UEC52/105D<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 815,0t (hvf) 13,5kn |
| **SUN KWANG No. 3**<br>ex Sun Jin No. 1-85<br>**Sun Kwang Enterprises Co. Ltd.**<br>Inchon South Korea | **162**<br>40<br>92 | (KR) | **1963** Kurushima Dock Co. Ltd.—Japan<br>28,48<br>26,09 8,01 3,81<br>1 dk | **TM Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 350 × 500<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 1 × 2kW 110V a.c.<br>12,5kn |
| **SUN LINER**<br>**Ryoto Unyu Co. Ltd.**<br>Japan | **141**<br>—<br>87 | | **1991** Yokohama Yacht Co. Ltd.—Yokohama (892)<br>1,200<br>30,00 6,40 3,20 | **TM Ferry**<br>Twin Hull | General Motors<br>2 Oil<br>3 880bhp (2 854kW)<br>General Motors Corp. U.S.A. |
| **SUN LONDON**<br>**Alexandra Towing Co. (London) Ltd.**<br>London United Kingdom | **265**<br>0<br>203 | ✠**100A1** SS 4/91<br>tug<br>✠**LMC**<br>EL G 357,5/20,5U2<br>FN 408 | **1977**-11 R. Dunston (Hessle) Ltd.—Hessle (912)<br>32,92 9,61 4,172<br>29,01 9,15 4,91<br>RAD 1,0 1 dk<br>rf 711 BK 152 | **M Tug**<br>Pollution Control | Ruston 12RKCM<br>Vee Oil 4SA 12Cy. 254 × 305 dr geared to sc. shaft<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 3 × 60kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 92,0t (d.o.) 12kn |
| **SUN LONG No. 8**<br>ex Juyo Maru-85<br>**Union Asia Steamship Co. Ltd. & Sun Long Steamship Co. Ltd.**<br>Kaohsiung China* | **3 411**<br>1 800<br>4 512 | (NK) | **1968** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1090)<br>111,11 16,24 6,859<br>101,50 16,21 8,49<br>P 48,2 F 12,5 2 dks | **M Refrigerated Cargo**<br>3 Ho 24,9 24,5 ER 23,8<br>In.4 584<br>3 Ha (6,3 6,3 × 5,0) ER (6,3 × 5,0)<br>3W Der 6(3) | Mitsubishi 7UEC52/105C<br>Oil 2SA 7Cy. 520 × 1050<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 3 × 360kW 445V 60Hz a.c.<br>Fuel 217,0t (d.o.) 768,0t (hvf)-21,5pd 16kn |
| **SUN LORD**<br>**Shokuyu Navigation Co. S.A.**<br>Panama Panama | *1 513*<br>*580*<br>2 414 | NK | **1990** K.K. Miura Zosensho—Saiki (887)<br>77,30 (BB) 5,143<br>72,00 12,50 5,80<br>P 20,6 F 9,7 1 dk | **M Tanker**<br>Chemical | Akasaka A34<br>Oil 4SA 6Cy. 340 × 660<br>1 618kW (2 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>Gen 3 × 106,67kW a.c. |
| **SUN MAIDEN**<br>**Gale Ventures Ltd.**<br>Victoria, B.C. Canada | **148**<br>76<br>— | | **1974** Centre Shipyard Ltd.—Victoria, B.C.<br>*22,74* 6,71<br>3,66<br>1 dk | **M Fishing** | Caterpillar D379SCAC<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **SUN MANG No. 2**<br>ex Su Hyup No. 2-83<br>**Mackerel Purse-Seine Fishing Corp.**<br>Busan South Korea | **177**<br>90<br>220 | (KR) | **1969** Pusan SB. & Eng. Co. Ltd.—Pusan<br>32,92 6,02 2,836<br>29,49 6,00 3,00<br>P 9,5 F 3,1 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 278 | Niigata<br>Oil 4SA 6Cy. 160 × 200<br>300bhp (221kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 15kW 230V a.c.<br>10,5kn |
| **SUN MANG No. 88**<br>**Large Purse-Seiner Fish Cooperative**<br>Busan South Korea | **113**<br>—<br>242 | KR | **1988** Chinhae SB. Co. Ltd.—Chinhae (242)<br>33,89<br>30,03 6,81 3,13<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 600 × 900<br>600bhp (441kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| **SUN MARINE**<br>ex Hoshin Maru No. 3-91<br>ex Sankyo Maru-81<br>**Both Good Shipping Corp.**<br>Panama Panama | **199**<br>121<br>699 | | **1975** Kimura Zosen K.K.—Yutaka (60)<br>9,02 3,379<br>53,98 9,00 5,49<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SUN MERCIA**<br>**Alexandra Towing Co. (London) Ltd.**<br>London United Kingdom | *449*<br>*134*<br>200<br>T/cm<br>2,7 | ✠**100A1**<br>tug<br>near continental trading area<br>✠**LMC**<br>EL (H) 382,0/22,0U2<br>FN 441 | **1990**-7 McTay Marine—Bromborough (89)<br>33,02 10,45 3,300<br>31,00 10,00 4,20<br>F 19,0 1 dk<br>rf 330 | **TM Tug**<br>Fire-fighting Tractor | Ruston 6RK270M<br>2 Oil 4SA each 6Cy. 270 × 305 with clutches, flexible couplings & dr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 2 × 108kW 440V 50Hz a.c.<br>2 propellers located bow,vertical to keel,sterndrive thruster<br>Fuel 119,14t (d.o.) 12,6kn |
| **SUN MIN No. 3**<br>ex Dae Sung No. 3-91<br>ex Hae Kum No. 1-89<br>ex Woo Jin No. 3-87<br>Launched as Mayabeque<br>**Han Sung Enterprise Co. Ltd.**<br>Busan South Korea | **687**<br>324<br>470 | KR<br>✠ | Lch.**1976** Ast. Picsa S.A.—Callao (392)<br>51,52 11,03 5,818<br>46,94 10,67 7,93<br>2 dks<br>rf 533 Box K 178 | **M Fishing**<br>Purse Seiner Ref<br>Mchy.fwd | MAN G9V30/45ATL<br>Oil 4SA 9Cy. 300 × 450 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>1 405kW (1 910bhp)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 252kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>13,6kn |
| **SUN No. 701**<br>ex Kiku Maru No. 6-84<br>ex Sansha Maru No. 15<br>**Margate Shipping Inc.**<br>Sam Young Fisheries Co. Ltd.<br>Panama Panama | **284**<br>140<br>340 | KR | **1970** Miho Zosensho K.K.—Shimizu (757)<br>49,38 8,11 3,209<br>42,98 8,08 3,56<br>P 26,9 F 7,7 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUN No. 702**<br>ex Fukuju Maru No. 17-84<br>ex Ryoei Maru No. 32-84<br>**Margate Shipping Inc.**<br>Sam Young Fisheries Co. Ltd.<br>Panama Panama | **312**<br>161<br>— | KR | **1973** Kanasashi Co. Ltd.—Shimizu (1082)<br>49,74 8,23 3,302<br>44,00 8,21 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SUN OCEAN**<br>**Omni Interlink Inc.**<br>Manila Philippines | *16 344*<br>*9 293*<br>26 706 | NK | **1986** Oshima Shipbuilding co. Ltd.—Nagasaki (10095)<br>180,30 (BB) 23,12 10,572<br>170,01 23,00 14,81<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.35 284 B.34 229<br>5 Ha (stl) ER | Mitsubishi 7UEC45LA<br>Oil 2SA 7Cy. 450 × 1350<br>6 670bhp (4 906kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama |
| **SUN ON I**<br>ex Hung Yea I<br>**P.T. Daya Guna Samudera**<br>Ambon Indonesia | **157**<br>—<br>— | (KI) | **1971** .............China, Taiwan<br>33,71 2,401<br>29,49 5,81 2,80<br>1 dk | **M Fishing** | Alpha<br>Oil 5Cy.<br>400bhp (294kW)<br>............ |

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| **8340054** | **SUN ON II**<br>ex Hung Yea II<br>**P.T. Daya Guna Samudera**<br>Ambon Indonesia | **157**<br>—<br>— | (KI) | **1971** ..............China, Taiwan<br>33,71 2,401<br>29,49 5,81 2,80<br>1 dk | **M Fishing** | Alpha<br>Oil<br>400bhp (294kW)<br>.............. |
| **7929970**<br>*SXQQ*<br>8630<br>Df Esd Gc<br>Pfd Rdr RTv | **SUN P**<br>ex Anangel Sun-86 ex Voreda-83<br>**Anangel Sun Shipping Inc.**<br>Piraeus Greece<br>SatCom: 1130657/SUNP | **30 867**<br>23 865<br>65 738<br>T/cm<br>64,5 | **✠100A1** CS 7/91<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2, 4, & 6<br>holds may be empty<br>**✠LMC** **UMS**<br>EL N† 660,0/76,0U3(a)<br>FN 10853 | **1981**-7 Namura SB. Co. Ltd.—Imari (845)<br>225,03 32,26 12,915<br>217,00 32,20 17,81<br>F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 25,7 24,9 24,9 24,9 24,9 24,9 24,9 ER<br>G.75 550<br>7 Ha (stl) (14,9 16,6 16,6 16,6 16,6 16,6 16,6 × 13,1) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>AuxB (ex.g) 16kgf/cm² (15,7bar) Sp<br>10kgf/cm² (9,9bar) rcv 6kgf/cm²<br>Gen 1 × 500kW 2 × 450kW 450V<br>Fuel 149,0t (d.o.) 2 672,5t (hvf) |
| **7046845**<br>*3EDW5*<br>15997-87A<br>Df Esd Gc<br>Pfd Rdr RTv | **SUN PANAMA**<br>ex Matsukaze Maru-86<br>**M.H. Shipping S.A.**<br>Panama Panama<br>SatCom: 1333652/SPAN | **2 890**<br>1 542<br>4 274 | NK | **1971** Taguma Zosen—Innoshima (87)<br>97,08 14,81 6,262<br>90,00 14,79 7,62<br>P 25,6 F 12,2 1 dk<br>RW | **M Refrigerated Cargo Fish Carrier**<br>3 Ho ER<br>In.3 777<br>3 Ha (stl) (4,5 4,8 4,8 × 4,0) ER<br>6W Der 6(5) | Niigata<br>Vee Oil 4SA 12Cy. 400 × 520<br>5 600bhp (4 119kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 1 303,0t (hvf)-20,0pd |
| **8624773**<br>*VLW2296*<br>852686<br>Rt | **SUN PARADISE**<br>**Ansett Transport Industries Ltd.**<br>*Hayman Island* Australia | **226**<br>67<br>100 | NV | **1987** Wavemaster International Pty. Ltd.—Willetton, W.A.<br>37,70 7,60 1,100<br>7,20 3,50<br>1 dk | **Aluminium Alloy TM Ferry**<br>Mchy.aft | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 185<br>& dr geared to sc. shafts<br>1 822kW (2 477bhp)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 60kW 415V 50Hz a.c.<br>2 Water jet propulsion units |
| **7031541**<br>*J8DD4*<br>2937<br>Df Esd Gc<br>Pfd Rdr Rt | **SUN RICHIE 1**<br>ex Ji Xiang-90 ex Cosmo-85<br>ex Denei No. 8-84<br>**Sun Richie Shipping S.A.**<br>Kingstown St. Vincent and the Grenadines | **2 994**<br>2 036<br>5 912 | NK | **1970** Watanabe Zosen K.K.—Hakata (120)<br>101,39 16,02 6,811<br>94,00 16,00 8,25<br>P 19,6 F 11,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 154 B.6 709<br>2 Ha (stl) (24,3 29,4 × 8,0) ER<br>12W Der 4(15) | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>2 648kW (3 600bhp)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 567,0t-13,0pd |
| **8150722**<br>*HQGY8*<br>L-0323526<br>Gc Rdr Rt | **SUN RISE 2**<br>ex Check Point No. 8-91<br>ex Atago Maru-89 ex Keisho Maru-86<br>**Check Point Shipping S. de R.L.**<br>San Lorenzo Honduras | **199**<br>112<br>600 | KR | **1972** Ikeda Zosen K.K.—Kinoe<br>53,40 3,500<br>49,00 8,00 5,10<br>1 dk | **M General Cargo**<br>Mchy.aft | Matsue<br>Oil<br>700bhp (515kW)<br>Matsue Nainenki Kogyo |
| **7352672**<br>*3EJR8*<br>20303-PEXT1<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SUN RIVER**<br>**River Gas Transport S.A.**<br>Panama Panama<br>SatCom: 1333655/SUNR | *43 781*<br>*13 134*<br>51 868 | NK | **1974** Kawasaki Heavy Ind. Ltd.—Kobe (1189)<br>224,01 (BB) 32,54 11,927<br>213,01 32,52 21,80<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>10 Ta semi-membrane rectangular ER<br>L.(gas) 75 958 | MAN<br>Oil 2SA 7Cy. 900 × 1600<br>20 300bhp (14 932kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 1160kW 450V 60Hz a.c.<br>Fuel 608,0t (d.o.) 2 928,0t (hvf)-69,5pd |
| **7608148**<br>*3EYN2*<br>11930-PEXT4<br>Df Esd Gc<br>Pfd Rdr Rt | **SUN RIVER II**<br>ex Orient Beauty-91 ex Emerald Star-88<br>ex Yue Flower-83<br>**RL Paradise S.A.**<br>Panama Panama | **7 341**<br>4 268<br>11 785 | NK | **1976** Minami-Nippon Zosen K.K.—Usuki (505)<br>127,80 20,53 8,054<br>119,00 20,50 10,30<br>P 21,6 F 8,3 1 dk | **M General Cargo**<br>3 Ho ER<br>G.14 672 B.13 862<br>3 Ha (stl) (19,8 × 8,7) (34,2 20,9 × 10,8) ER<br>Der 2(25) 2(21) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>4 560kW (6 199bhp)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 240kW a.c. |
| **8400206**<br>*ELKI9*<br>8744<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatCom<br>AMVER | **SUN ROSE**<br>ex Hellespont Daring-88<br>ex Sanko Daring-85<br>**Emerald Marine S.A.**<br>Monrovia Liberia | *16 605*<br>*9 208*<br>27 622<br>T/cm<br>37,5 | NK (NV) | **1984** Mitsui Eng. & SB. Co. Ltd.—Tamano (1308)<br>168,15 (BB) 9,765<br>160,00 26,00 13,63<br>P 12,6 F 11,4 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 19,8 26,8 26,8 26,8 26,8 ER<br>G.34 665 B.33 417 HeCls. B<br>5 Ha (stl) (9,5 18,9 18,9 18,9 18,9 × 13,3) ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>5 517kW (7 500bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 102,0t (d.o.) 1 360,0t (hvf)-21,5pd |
| **8305212**<br>*LAKU4*<br>N-01062<br>Df Esd Gc<br>Rdr RTm/v | **SUN ROSE**<br>ex Alize Express ex Nettuno Jet-88<br>**Sun Ferries Inc.**<br>Eide Shipping Ltd. A/S<br>Bergen Norway (NIS) | *216*<br>*82*<br>261 | BV RI (NV) | **1984** Marinteknik Verkstads AB.—Oregrund (B51)<br>29,95 9,40 2,461<br>23,80 9,39<br>P 2,5 B 5,5 F 5,5 1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 230dk P | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 185<br>clutches, flexible couplings & sr geared<br>shafts<br>2 354kW (3 200bhp)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 36kW 380V 50Hz a.c.<br>2 Water jet propulsion units<br>Fuel 6,0t (d.o.) |
| **8318594**<br>*3FGR2*<br>13704-84<br>Df Esd Gc<br>Rdr Rt | **SUN ROYAL**<br>**Shokuyu Navigation Co. S.A.**<br>Panama Panama | *1 522*<br>*700*<br>2 352 | NK | **SANK IN PORT 9/89 — RAISED AND BEACHED**<br>**1983** Hakata Zosen K.K.—Hakata (283)<br>81,01 12,04 4,950<br>75,01 12,01 5,69<br>P 20,5 F 8,3 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>Mchy.aft<br>L.2 453 | Hanshin<br>Oil 4SA 6Cy. 320 × 640 with clutches<br>couplings & sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 112kW<br>Controllable pitch propeller |
| **8912534**<br>*3EAL8*<br>19869-KJ<br>Df Esd Gc<br>Pfd Rdr RTv | **SUN RUBY**<br>**Emerald Marine S.A.**<br>Panama Panama<br>SatCom: 1333336/SUNR | *5 187*<br>*2 299*<br>6 348 | NK | **1990** Imamura Zosen—Kure (346)<br>98,95 (BB) 17,82 7,040<br>89,95 17,80 11,80<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.12 497 B.11 756<br>2 Ha (stl) (24,7 26,0 × 13,0) ER<br>Der 2(30) 2(22) | Akasaka<br>Oil 4SA 6Cy. 410 × 800<br>2 063kW (2 805bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 200kW |
| **5215363**<br>*WA7455*<br>252764<br>Df Esd Gc<br>Pfd Rdr Rt | **SUN RUNNER**<br>ex Lynnann ex PCS 1422<br>**William Wiitala**<br>San Francisco, Ca United States of America | **197**<br>134<br>— | | **1944** W. P. Stone & Son—Alameda, Ca<br>7,52<br>41,46 7,47 3,69<br>1 dk<br>conv Submarine Submarine-chaser —<br>conv General Cargo — | **Wood TM Fishing** | General Motors<br>2 Oil<br>1 000bhp (736kW)<br>General Motors Corp.<br>Fuel 30,5t |
| **7302299**<br>Df Esd Gc<br>Pfd Rdr Rt | **SUN SHINE**<br>ex Fukuyo Maru-87<br>**Shin Ho Sing Ocean Enterprise Co. Ltd.**<br>China* | **2 593**<br>1 427<br>3 597 | (NK) | **1973** Kurushima Dockyard Co. Ltd.—Onishi (738)<br>104,96 15,04 6,617<br>95,99 15,02 7,80<br>P 39,7 F 11,3 1 dk<br>RW | **M Refrigerated Cargo**<br>3 Ho ER<br>In.3 770<br>3 Ha (stl) (each 7,0 × 5,0)<br>Der 6(3) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 103,0t (d.o.) 540,0t (hvf)-15,0pd |
| **5398385**<br>*HO4348*<br>10892-SC<br>Df Esd Gc<br>Rdr Rt | **SUN SHINE**<br>ex Fujisan Maru No. 28-85<br>ex Daiyu Maru No. 1-81<br>ex Kiyofuji Maru No. 11-79<br>ex Kaijin Maru No. 28<br>ex Zenko Maru No. 21<br>**Sunshine Shipping Lines S.A.**<br>Panama Panama | **440**<br>257<br>545 | (KR) | **1960** Kanasashi Co. Ltd.—Shimizu (351)<br>50,27 8,84 3,785<br>46,18 8,79 4,32<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 400 × 570<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |

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| **SUN SHINE**<br>**Ai Shan Navigation Corp.**<br>China* | **275**<br>—<br>24 | | **1979** Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1600)<br>32,82 9,22 1,251<br>30,51 9,20 2,82<br>2 dks | **Aluminium Alloy TM Ferry**<br>Mchy.aft | Fuji 16PA4V-185VG<br>2 Vee Oil 4SA each 16Cy. 185 × 210 geared to sc. shafts<br>5 080bhp (3 737kW)<br>Fuji Diesel Co. Ltd. Tateyama |
| **SUN SPRING**<br>ex Kotoku-90 ex Kotoku Maru-90<br>**Shokuyu Navigation Co. S.A.**<br>Panama<br>Panama | *996*<br>*495*<br>1 775 | NK | **1985** Kishimoto Zosen K.K.—Kinoe (552)<br>65,50 4,759<br>61,50 11,40 5,50<br>P 14,4 F 7,5 1 dk | **M Tanker**<br>Oil Chemical<br>4 Ta ER<br>L.1 856 | Akasaka A28<br>Oil 4SA 6Cy. 280 × 550<br>1 103kW (1 500bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 104kW a.c.<br>11kn |
| **SUN STAR**<br>ex Al Razak-88<br>**Nautique Shipping Enterprises S.A.**<br>Terra-Marine Shipmanagement (Pvt.) Ltd.<br>Monrovia<br>Liberia | **8 843**<br>6 194<br>15 097 | ✠**100A1** CS 4/87<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL A† $2\frac{3}{16}$"U2<br>FN 4315 | **1977**-7 Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Tokyo (2606)<br>143,41 (BB) 19,87 9,056<br>134,12 19,82 12,35<br>2 dks, 2nd dk perforated in holds<br>rf 152 DK fwd | **M General Cargo**<br>Mchy.aft<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 161 B.19 009<br>5 Ha (stl) (9,1 19,8 9,1 9,1 9,1 × 9,9)<br>12W Der 1(60) 12(10) | Pielstick 12PC2-2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 141,0t (hvf) 13,5kn |
| **SUN SUMA**<br>ex La Costa-84<br>**Ocean Vigor Maritime S.A.**<br>United Ship Management Ltd.<br>Nassau<br>Bahamas<br>SatCom: 1103304/SUMA | **25 552**<br>12 972<br>38 542<br>T/cm<br>46,1 | ✠**100A1** CS 6/88<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty or No. 3 hold may be empty<br>✠**LMC** **UMS**<br>EL L† 632,5/81,0U2<br>FN 7850 | **1978**-7 Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1139)<br>182,00 (BB) 29,06 11,621<br>174,00 29,00 16,11<br>P 30,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 17,5 26,2 26,2 26,2 18,3 ER<br>G.41 847<br>TEU 1100 C. 1100/20'<br>5 Ha (stl) (17,5 × 18,0) (26,2 26,2 26,2 18,3 × 22,9) ER<br>Cr 2(25) | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 398,0t (d.o.) 2 200,0t (hvf)-45,5pd 16kn |
| **SUN SUPPORTER**<br>ex Sp-11-91 ex Brodospas 42-91<br>**Eide Shipping Ltd. A/S**<br>Bergen<br>Norway | *1 632*<br>*744*<br>1 230<br>T/cm<br>8,0 | JR<br>✠Classed LR until 22/2/89<br>**DAMAGED BY FIRE 11/87** | **1985**-8 Brodogradiliste "Jozo Lozovina-Mosor"<br>—Trogir (187)<br>66,65 (BB) 14,91 5,201<br>56,93 14,57 7,01<br>F 18,0 1 dk & 1 partial dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Pielstick<br>4 Oil 4SA each 6Cy. 280 × 290 with clutches, flexible couplings & sr geared to sc. shafts<br>Sour "Jugoturbina" Karlovac<br>Gen 2 × 832kW 2 × 532kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 758,5t (d.o.) |
| **SUN SWALE**<br>ex Clairvoyant-81<br>**Alexandra Towing Co. (London) Ltd.**<br>London<br>United Kingdom | **192**<br>0<br>— | BV | **1968** Ziegler Freres—Dunkerque (161)<br>29,01 8,51 4,503<br>27,01 8,01 6,30<br>1 dk<br>rf 305 | **M Tug**<br>Fire-fighting Tractor | Crepelle 8SN<br>Oil 4SA 8Cy. 250 × 280 NE 70<br>Crepelle et Cie. Lille<br>Gen 1 × 48kW 1 × 20kW 125V d.c.<br>Directional propeller only<br>Fuel 34,5t (d.o.) 12,5kn |
| **SUN TAI ON**<br>**Palytone Ltd.**<br>Hong Kong<br>Hong Kong (British) | **338**<br>180<br>500 | | **1988** Guangzhou Fishing Vessel Shipyard<br>—Guangzhou<br>35,55 2,801<br>33,66 8,51 3,71<br>1 dk | **M General Cargo**<br>1 Ho ER 1 Ho<br>B.443<br>1 Ha (stl) ER 1 Ha (stl)<br>Der 1(-) | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>465bhp (342kW)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 33kW 400V 50Hz a.c.<br>Fuel 13,5t (d.o.) 12kn |
| **SUN THAMES**<br>**Alexandra Towing Co. (London) Ltd.**<br>London<br>United Kingdom | **330**<br>0<br>159 | ✠**100A1** SS 10/90<br>tug<br>near Continental trading area<br>✠**LMC**<br>EL (G) 275,0/17,5U2<br>FN 414 | **1982**-4 McTay Marine Ltd.—Bromborough (43)<br>33,23 9,96 4,525<br>31,02 9,52 3,81<br>1 dk<br>rf 305 | **TM Tug**<br>Fire-fighting Tractor | Ruston 6RKCM<br>2 Oil 4SA each 6Cy. 254 × 305 with turbo couplings & sr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 2 × 78kW 440V 50Hz a.c.<br>2 propellers located bow,vertical to keel,sterndrive thruster<br>Fuel 60,0t (d.o.)-6,7pd 13kn |
| **SUN TIDE**<br>**TMS Acquisition Corp.**<br>Tidewater Marine Service Inc.<br>New Orleans, La<br>United States of America | **998**<br>583<br>— | AB | **1977** Tacoma Boatbuilding Co. Inc.—Tacoma, Wa (265)<br>66,45 13,42 5,027<br>60,18 13,12 5,80<br>F 20,5 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>Ice strengthened | General Motors 16-645-E6<br>4 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 250kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>16kn |
| **SUN TIMOR**<br>ex Celtic Cameronian-84<br>**Sun Marine S.A.**<br>Mitsuhama Kisen K.K.<br>Panama<br>Panama | **5 027**<br>3 554<br>8 721 | NK | **1982** K.K. Taihei Kogyo—Akitsu (1481)<br>114,23 18,62 7,619<br>104,91 18,61 9,81<br>P 21,1 F 12,8 1 dk | **M General Cargo**<br>3 Ho ER<br>G.11 829 B.10 861<br>3 Ha (stl) (12,8 21,7 22,5 × 9,3) ER<br>Der 4(25) | Mitsubishi 7UEC37H-II<br>Oil 2SA 7Cy. 370 × 880<br>4 550bhp (3 347kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>13kn |
| **SUN TRADER**<br>ex Solstraum-90 ex Aun-85<br>**Mjolner Shipping Ltd.**<br>Torkel Alendal Shipmanagement A/S<br>Valletta<br>Malta | **1 425**<br>1 025<br>3 020 | BV (NV) | **1981** Mandals Slip & Mek. Verk. A/S—Mandal (86)<br>79,63 5,552<br>74,02 14,01 6,91<br>P 9,8 B 6,8 F 18,0 2 dks<br>Bow/CM 41 Diam. 0,200 | **M Tanker**<br>Chemical<br>SBT Ice strengthened<br>12 Ta ER<br>L.2 975 HeCls. CptB<br>12 Cargo pumps total 960T/hr | Normo KVM-12<br>Vee Oil 4SA 12Cy. 250 × 300 sr geared to sc. shaft<br>1 449kW (1 970bhp)<br>A/S Bergens M/V Bergen<br>Gen 3 × 198kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 43,0t (d.o.) 150,0t (hvf)-9,0pd 12,5kn |
| **SUN TRADER**<br>**P.T. Sumber Kencana Patria**<br>Ambon<br>Indonesia | **163**<br>95<br>— | KI | **1980** P. T. Dwi Warna Shipyard—Samarinda<br>35,51 1,401<br>34,29 7,38 1,76<br>1 dk | **TM Landing Craft**<br>Deck Cargo | Yanmar<br>2 Vee Oil 4SA each 12Cy. 145 × 170<br>330bhp (243kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **SUN VIKING**<br>**Sun Viking Inc.**<br>Royal Caribbean Cruises Ltd.<br>Oslo<br>Norway (NIS)<br>SatCom: 1312147/LIZA | **18 559**<br>9 733<br>3 202 | NV | **1972** Oy Wartsila Ab—Helsinki/Helsingfors (394)<br>171,69 (BB) 24,03 6,300<br>136,89 23,98 14,20<br>4 dks<br>rf 399 | **TM Passenger Ship**<br>381cbn 882bth P<br>Side door | Sulzer 9ZH40/48<br>4 Oil 2SA each 9Cy. 400 × 480 geared to sc. shafts<br>18 000bhp (13 240kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 6 × 750kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 1 727,5t (hvf) 21kn |
| **SUN VIL**<br>ex Clio-86 ex Belo Oriente-86<br>ex Honey River-83 ex Aegokeros-78<br>**Astral Oceanica Armadora S.A.**<br>Fomentos Armadora S.A.<br>Piraeus<br>Greece<br>SatCom: 1133156/SUVL | **19 166**<br>13 515<br>33 663<br>T/cm<br>42,2 | AB (NK) | **1977** Kanasashi Co. Ltd.—Toyohashi (019)<br>182,20 (BB) 27,03 10,940<br>170,01 27,01 15,22<br>P 31,4 F 13,5 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.41 524 B.39 141<br>5 Ha (stl) (12,5 12,8 16,7 16,7 16,7 × 12,0) ER<br>Der 5(15) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 170,0t (d.o.) 1 996,5t (hvf)-39,0pd 15kn |
| **SUN WAH STAR**<br>**Sun Wah Marine Products Trading Co. Ltd.**<br>Hong Kong<br>Hong Kong (British) | *221*<br>*106*<br>350 | | **1989** Yue Zhong—Shiqi<br>2,901<br>26,19 7,62 3,66 | **TM General Cargo** | Penta<br>2 Oil<br>516bhp (380kW)<br>A/B Volvo-Penta Goteborg<br>8,5kn |

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| **7110658**<br>*3EBH7*<br>18938-PEXT1<br>Df Esd Gc<br>Pfd Rdr Rt | **SUN WINNIE 3**<br>ex Goodlink-89 ex Indera Pertama-89<br>ex Ocean Breeze-84<br>ex Wakanasan Maru-77<br>**Sun Winnie Shipping S.A.**<br>Panama Panama | **2 849**<br>1 685<br>4 702 | | GL NK | **1971** Fukuoka Zosen K.K.—Fukuoka (298)<br>95,79 15,04 6,112<br>88,50 15,02 7,32<br>P 20,5 B 10,7 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 890 B.5 571<br>2 Ha (stl) (22,5 24,6 × 8,0) ER<br>12W Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 390 × 650<br>2 201kW (2 992bhp)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 128kW 220/440V a.c.<br>Fuel 411,5t-10,0pd |
| **7415137**<br>*MPDZ4*<br>386345<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SUN WRESTLER**<br>ex Baru-91 ex Schnoorturm-87<br>**Eide UK Ltd.**<br>Farstad UK Ltd.<br>Aberdeen United Kingdom | *1 976*<br>*593*<br>1 791 | | GL | **1976** Elsflether Werft A.G.—Elsfleth/Weser (394)<br>78,00 14,03 6,120<br>69,00 14,00 7,25<br>B & F 26,9 2 dks | **TM Tug/Supply Ship**<br>Icebreaker Deck Cargo 12P<br>Ice strengthened<br>Der 1(8) | MaK<br>2 Oil 4SA each 8Cy. 450 × 550 with<br>flexible couplings & sr geared to sc.<br>MaK. Maschinenbau G.m.b.H.<br>Gen 1 × 449,6kW 2 × 380kW 1 ×<br>220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Directional thrust propellers fwd |
| **5344401**<br>*GFHQ*<br>301002<br>Esd Pfd Rdr<br>RTm/v | **SUN XXI**<br>**Alexandra Towing Co. (London) Ltd.**<br>London United Kingdom | **183**<br>0<br>— | ✠**100A1**<br>tug<br>✠**LMC** | SS 2/89<br>EL (c)<br>FN 356 | **1959**-10 Philip & Son Ltd.—Dartmouth (1306)<br>32,67 7,90 3,569<br>30,48 7,78 3,87<br>1 dk<br>RW rf 635 BK 178 | **M Tug** | Mirrlees<br>Oil 4SA 6Cy. 381 × 508 with flexible cou<br>reverse geared to sc. shaft<br>Mirrlees, Bickerton & Day<br>Gen 2 × 62,5kW 440V 60Hz a.c.<br>Fuel (d.o.) |
| **5344437**<br>*GHYU*<br>302876<br>RTv | **SUN XXIV**<br>**Sub-Search Marine Services**<br>London United Kingdom | **113**<br>0<br>— | ✠Classed LR until 12/88 | | **1962**-6 J. Pollock, Sons & Co. Ltd.—Faversham (2127)<br>26,90 6,99 3,004<br>25,15 6,86 3,36<br>RW rf 457 BK 152 | **M Tug** | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 with flexible cou<br>reverse geared to sc. shaft<br>Mirrlees, Bickerton & Day<br>Gen 2 × 27,5kW 440V 60Hz a.c.<br>Fuel (d.o.) |
| **5409172**<br>*MGAE*<br>304463<br>Esd Pfd Rdr<br>RTm/v | **SUN XXV**<br>**Alexandra Towing Co. (London) Ltd.**<br>London United Kingdom | **231**<br>0<br>— | ✠**100A1**<br>tug<br>✠**LMC** | SS 10/89<br>EL (d)<br>FN 403 | **1963**-1 Philip & Son Ltd.—Dartmouth (1326)<br>35,39 8,67 3,607<br>32,01 8,54 4,04<br>1 dk<br>RW rf 635 BK 178 | **M Tug**<br>Fire-fighting | National Gas<br>Oil 4SA 6Cy. 381 × 508 reverse reductio<br>to sc. shaft<br>Mirrlees National Ltd.<br>Gen 1 × 250kW 440V 2 × 48kW<br>400/250V 60Hz a.c.<br>Fuel (d.o.) |
| **6500387**<br>*GPWE*<br>306300<br>Pfd Rdr<br>RTm/v | **SUN XXVI**<br>**Alexandra Towing Co. (London) Ltd.**<br>London United Kingdom | **230**<br>0<br>— | ✠**100A1**<br>tug<br>✠**LMC** | SS 3/87<br>EL (d)<br>FN 401 | **1965**-3 Charles D. Holmes & Co. Ltd.—Beverley (992)<br>35,39 8,67 3,607<br>32,01 8,54 3,97<br>1 dk<br>RW rf 635 BK 178 | **M Tug**<br>Fire-fighting | National Gas<br>Oil 4SA 6Cy. 381 × 508 sr reverse gea<br>shaft<br>Mirrlees National Ltd.<br>Gen 1 × 250kW 2 × 50kW 440V 60<br>Fuel (d.o.) |
| **6822254**<br>*GYYQ*<br>336987<br>Esd Pfd Rdr<br>RTv | **SUN XXVII**<br>**Alexandra Towing Co. (London) Ltd.**<br>London United Kingdom | **226**<br>0<br>— | ✠**100A1**<br>tug<br>✠**LMC** | SS 3/90<br>EL (d)<br>FN 403 | **1968**-12 J. Pollock, Sons & Co. Ltd.—Faversham (2144)<br>35,44 8,69 3,607<br>32,01 8,54 4,04<br>1 dk<br>RW rf 635 BK 178 | **M Tug**<br>Fire-fighting<br>Der 1(1,5) | National Gas<br>Oil 4SA 6Cy. 381 × 508 sr reverse gea<br>shaft<br>Mirrlees National Ltd.<br>Gen 1 × 250kW 2 × 42kW 440V 60<br>Fuel 61,0t (d.o.) |
| **6905898**<br>*D8SF*<br>BSR-686051<br>Df Esd Gc<br>Rdr Rt | **SUN YANG**<br>**Ssang Yong Shipping Co. Ltd.**<br>Busan South Korea | **3 327**<br>1 976<br>5 044 | | KR (NK) | **1968** Tohoku Zosen—Shiogama (114)<br>104,55 15,04 6,310<br>97,52 15,00 7,60<br>P 21,7 F 14,1 1 dk | **M Cement Carrier**<br>Mchy.aft<br>G.4 427 | Hanshin<br>Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 170kW 445V a.c.<br>Fuel 260,0t |
| **6710023**<br>*D7OR*<br>USR-668047<br>Df Gc Rdr<br>Rt | **SUN YANG No. 7**<br>ex Chemicarry No. 7-86<br>ex Ansei Maru No. 8-74<br>**Dong Bang Yu Jo Sa**<br>Ulsan South Korea | **484**<br>261<br>870 | | KR | **1966** K.K. Taihei Kogyo—Akitsu (178)<br>54,87 8,54 3,804<br>50,02 8,51 4,07<br>P 13,8 F 7,4 1 dk | **M Tanker**<br>Chemical<br>SBT<br>6 Ta ER<br>L.776 HeCls. ptB<br>2 Cargo pumps total 240T/hr | Fuji<br>Oil 4SA 6Cy. 275 × 410<br>800bhp (588kW)<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 12kW 225V a.c.<br>Fuel 40,5t-2,5pd |
| **7394929**<br>*HP6425*<br>21112-SC<br>Esd Gc Rdr<br>Rt | **SUN YOUNG**<br>ex Torafuku Maru No. 18-91<br>**Harbour Star Shipping Corp.**<br>Panama Panama | **492**<br>303<br>1 165 | | | **1975** K.K. Uno Zosensho—Namikata (77)<br>12,04 3,810<br>65,99 12,02 3,97<br>2 dks<br>RW | **M General Cargo**<br>1 Ha (stl) (40,0 × 9,4) ER | Hanshin<br>Oil 4SA 6Cy. 330 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo |
| **8922412**<br>*9H3165*<br>2310 | **SUN-BEAM**<br>**Medi Shipping**<br>Sunship Schiffahrtskontor KG<br>Valletta Malta | *1 555*<br>*466*<br>2 085 | | GL | **1989** Elbewerften Boizenburg/Rosslau—Rosslau (352)<br>82,86 3,810<br>78,65 11,60 4,00<br>1 dk | **TM General Cargo**<br>2 Ho ER<br>G.1 986 B.1 940<br>TEU 70<br>C.Ho 34/20' C.Dk 36/20' incl. 10 ref C.<br>2 Ha (stl) (each 19,6 × 9,2) ER | S.K.L.<br>2 Oil 4SA each 8Cy. 240 × 360<br>to sc. shafts<br>882kW (1 199bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 100kW 380V a.c. |
| **7644817**<br><br>575736 | **SUN-DANCE**<br>**F/V Sundance Ltd.**<br>New York, NY United States of America | **114**<br>78<br>— | | | **1976** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*21,98* 6,76 3,38<br>1 dk | **M Fishing** | Oil<br>425bhp (313kW)<br>Fuel (d.o.) |
| **8922424**<br>*9H3170* | **SUN-SHINE**<br>**Medi Shipping**<br>Sunship Schiffahrtskontor KG<br>Valletta Malta | *1 555*<br>*466*<br>2 085 | | GL | **1989** Elbewerften Boizenburg/Rosslau—Rosslau (353)<br>82,86 3,810<br>78,65 11,60 4,00<br>1 dk | **TM General Cargo**<br>B.1 940 | S.K.L.<br>2 Oil 4SA each 8Cy. 240 × 360<br>to sc. shafts<br>882kW (1 199bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 1 × 250kW 220/380V a.c. |
| **8922436**<br>*9H3184*<br>Rt | **SUN-WARD**<br>**Medi Shipping**<br>Sunship Schiffahrtskontor KG<br>Valletta Malta | *1 555*<br>*466*<br>2 085 | | GL | **1989** Elbewerften Boizenburg/Rosslau—Rosslau (354)<br>82,86 3,810<br>78,65 11,60 4,00<br>1 dk | **TM General Cargo**<br>G.1 986 B.1 940<br>TEU 70 C. 70/20'<br>2 Ha (stl) ER | S.K.L.<br>2 Oil 4SA each 8Cy. 240 × 360<br>to sc. shafts<br>882kW (1 199bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 1 × 100kW 380V a.c. |
| **7329845**<br>*UMQZ*<br>M-32040<br>Df Esd Gc<br>Rdr Rt | **SUNA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **649**<br>211<br>395 | | RS | **1973** ............U.S.S.R.<br>54,82 9,96 4,109<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **7407348**<br>*C9QC*<br>Df Esd Rdr<br>Rt | **SUNA**<br>ex Ifcor II-78<br>**Empresa Mocambicana de Pesca E.E. (EMOPESCA)**<br>Maputo Mozambique | **109**<br>74<br>— | | AB | **1975** Sandock-Austral Ltd.—Durban (63)<br>22,89 6,48 2,464<br>20,73 6,38 3,33<br>1 dk<br>BK 152 | **M Fishing**<br>Stern Trawler Ref Shrimp-trawl<br>Mchy.aft | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse<br>to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 20kW a.c.<br>Fuel 26,5t (d.o.) |

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| **SUNBEAM**<br>ex Gerda Marie-87 ex Abba-76<br>**Caley Fisheries (Peterhead) Ltd., James Duthie & Ian McRobert**<br>Fraserburgh United Kingdom | **499**<br>210<br>— | NV | **1975** Flekkefjord Slipp & Mask. A/S—Flekkefjord<br>49,99 9,56<br>42,98 9,53 7,32<br>2 dks<br>rf 1245 BK 127 | (117) **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho 6 Ta ER | Wichmann 7AXA<br>Oil 2SA 7Cy. 300 × 450<br>1 925bhp (1 416kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 125kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) 14kn |
| **SUNBEAM**<br>**John Garriock & Partners**<br>Lerwick United Kingdom | *243*<br>*129*<br>— | | **1986** Campbeltown Shipyard Ltd.—Campbeltown<br>26,62 7,50 3,650<br>24,39 7,28<br>1 dk | (076) **M Fishing**<br>Purse Seiner Ref<br>In.180 | Callesen 6-427-FOTK<br>Oil 4SA 6Cy. 270 × 400 with clutches & geared to sc. shaft<br>810bhp (596kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Controllable pitch propeller<br>Directional thrust propellers fwd |
| **SUNBEAM**<br>**W. Smith**<br>Inverness United Kingdom | **106**<br>—<br>— | | **1987** Campbeltown Shipyard Ltd.—Campbeltown<br>... ... ...<br>... ... ...<br>1 dk | (077) **M Fishing**<br>Seiner<br>In.180 | Blackstone ESL5MK2<br>Oil 4SA 5Cy. 222 × 292<br>680bhp (500kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford |
| **SUNBELT DIXIE**<br>**Great American Lines Inc.**<br>Monrovia Liberia<br>SatCom: 1244157/SUNB | **11 447**<br>6 635<br>12 730 | NK | **1978** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo<br>183,70 26,83 8,724<br>172,02 26,81 11,71<br>B 144,5 | (260) **M Vehicles Carrier**<br>Ref<br>Mchy.aft<br>In.16 349<br>Der 4(4) | MAN 14V52/55A<br>Vee Oil 4SA 14Cy. 520 × 550 sr geared to sc. shaft<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 800kW<br>18,25kn |
| **SUNBIRD**<br>**Wide Clean Line Co. Ltd.**<br>Panama Panama | **1 988**<br>1 135<br>3 922 | NK | **1982** Kochi Jyuko K.K.—Kochi<br>92,21 (BB) 16,24 6,568<br>84,99 16,01 6,86<br>3 dks | (2263) **M Refrigerated Cargo**<br>3 Ho ER<br>In.4 389<br>3 Ha (stl) (each 5,0 × 5,0) ER<br>Der 6(4) | Hanshin 6ELS44<br>Oil 4SA 6Cy. 440 × 880<br>3 310kW (4 500bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 560kW 450V 60Hz a.c.<br>Fuel 133,0t (d.o.) 559,5t (hvf)-13,0pd 14,4kn |
| **SUNCREST**<br>ex Sunwind-85 ex Sun XXIII-84<br>**General Marine**<br>London United Kingdom | **144**<br>0<br>— | **✠100A1** tug<br>**✠LMC**<br>SS 7/88<br>EL (b)<br>FN 290 | **1961**-3 Philip & Son Ltd.—Dartmouth<br>28,58 7,45 3,372<br>26,22 7,32 3,74<br>RW rf 457 BK 203 | (1320) **M Tug** | Mirrlees<br>Oil 4SA 6Cy. 381 × 508 reverse geared to sc. shaft<br>Mirrlees, Bickerton & Day Stockport<br>Gen 2 × 43,75kW 440V 60Hz a.c.<br>Fuel (d.o.) 11kn |
| **SUND**<br>ex Ostesund-80 ex Bremersand-73<br>**Ingo Wilckerling**<br>Hamburg Antigua & Barbuda | **1 595**<br>1 009<br>2 824 | GL | **1967** Elsflether Werft A.G.—Elsfleth/Weser<br>85,32 13,11 5,115<br>77,50 13,01 6,05<br>P 17,1 F 7,7 1 dk | (354) **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 715 B.3 339<br>4 Ha (stl) (each 9,3 × 7,0) ER<br>8W Der 1(15) 8(3-5) | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580<br>2 140bhp (1 574kW)<br>Kloeckner Humboldt Deutz Koeln<br>12,75kn |
| **SUND**<br>**Rostocker Fischfang Reederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **643**<br>259<br>397 | DSRK | **1966** VEB Elbewerft—Boizenburg<br>48,85 10,09 3,801<br>46,59 9,99 5,49<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.540 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 176kW 1 × 36,25kW 390V a.c.<br>Controllable pitch propeller<br>12kn |
| **SUNDABERG**<br>**P/f J. F. Kjolbro A/S**<br>Klakksvik Faeroes (Danish) | **2 385**<br>715<br>1 240 | NV | **1988** Bruces Verkstads AB—Landskrona<br>67,01 6,050<br>58,81 13,81 8,77 | (16) **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Wartsila<br>Oil 2SA 12Cy. 280 × 360<br>3 598kW (4 892bhp)<br>Wartsila-Wichmann A/S Rubbestadneset<br>Gen 1 × 1264kW 2 × 715kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **SUNDABERG**<br>**P/f J. F. Kjolbro A/S**<br>Klakksvik Faeroes (Danish)<br>SatCom: 1610413/XPQP | T.Mk<br>**856**<br>318<br>— | NV | **1974** A. M. Liaaen A/S—Alesund<br>60,13 11,00<br>52,51 10,98 7,37<br>2 dks<br>rf 1003<br>**DAMAGED BY STRANDING 1/88** | (121) **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft | Alpha 12U28L-VO<br>Vee Oil 4SA 12Cy. 280 × 320<br>3 587bhp (2 638kW) NE 84<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 146kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **SUNDAENNI**<br>**P/f Samogn**<br>B. Poulson<br>Hvannasund Faeroes (Danish) | T.Mk<br>**113**<br>37<br>— | NV | **1973** p/f Vestmanna Skipasmidja & M/V —Vestmannaeyjar<br>27,64 6,51 4,649<br>23,86 6,48 5,16<br>2 dks<br>rf 742 BK 127 | (7) **M Fishing**<br>Side-fishing<br>1 Ho ER<br>1 Ha (1,5 × 1,2) ER | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>400bhp (294kW) NE 78<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 22kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **SUNDANCER**<br>**Ocean Fisheries (Nig) Ltd.**<br>Lagos Nigeria | **154**<br>113<br>— | | **1980** Quality Marine Inc.—Bayou la Batre, Al<br>27,16<br>24,69 7,01<br>1 dk | (154) **M Fishing**<br>Stern Trawler | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SUNDARI**<br>**Mercator Lines Pvt. Ltd.**<br>Mercator Ship Management Pvt. Ltd.<br>Mormugao India | **566**<br>251<br>850 | BV IRS | **1984** G.R. Engineering—Rassaim, Goa<br>56,42 10,42 2,479<br>53,50 10,00 3,20<br>1 dk<br>rf nil | (3) **TM General Cargo**<br>1 Ho ER<br>G.857<br>1 Ha (stl) (32,4 × 7,0) ER | Cummins NRTO-6-M<br>2 Oil 4SA each 6Cy. 130 × 152 sr reverse geared to sc. shafts<br>470bhp (346kW)<br>Kirloskar Cummins Ltd. Pune<br>8kn |
| **SUNDARI**<br>**John Buchan Morgan & others**<br>Sun-Ser Fishing Co. Ltd.<br>Peterhead United Kingdom | **157**<br>—<br>— | | **1985** Johs. Kristensen Skibsbyggeri A/S—Hvide Sand<br>26,85 7,45<br>23,02 7,36 3,92<br>2 dks | (177) **M Fishing**<br>Stern Trawler Seiner<br>In.180 | Callesen 6-427-FOT<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa |
| **SUNDBORG**<br>ex Steinvarg-73<br>**Hovding Skipsopphugging**<br>Einar Hovding<br>Molde Norway | **467**<br>228<br>671 | (NV) | **1958** C. Luehring Schiffswerft GmbH & Co. KG —Brake/Unterweser<br>54,74 8,54 3,664<br>48,93 8,51 3,81<br>1 dk<br>RW rf 102 | (5803) **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 104 B.906<br>2 Ha (each 10,7 × 4,9) ER<br>3W Der 3(3) | MaK<br>Oil 4SA 8Cy. 290 × 420<br>760bhp (559kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 3 × 15kW 220V d.c.<br>Fuel 45,5t (d.o.) 11kn |
| **SUNDBUSS ERASMUS**<br>**A/S Moltzaus Tankrederi**<br>Sundbusserne A/S<br>Oslo Norway | **191**<br>93<br>— | NV | **1971** Lindstols Skips & Batbyg. A/S—Risor<br>34,12 7,50 2,299<br>29,98 7,43 3,66<br>1 dk<br>rf 800 BK 203 | (270) **TM Ferry**<br>Ice strengthened<br>250P | Penta<br>2 Oil 4SA each 6Cy. 130 × 150 sr geared to sc. shafts<br>540bhp (397kW)<br>A/B Volvo-Penta Goteborg<br>Gen 1 × 72kW 1 × 28kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 12,0t (d.o.)-1,0pd 12kn |

**7110658** **SUN WINNIE 3** **2 849** **1971** Fukuoka Zosen K.K.
*3EBH7* ex Goodlink-89 ex Indera Pertama-89 1 685
18938-PEXT1 ex Ocean Breeze-84 4 702
Df Esd Gc ex Wakanasan Maru-77
Pfd Rdr Rt

**7329845**
*UMQZ*
M-32040
Df Esd Gc
Rdr Rt
**SUNA**
**Sevry**
(Murm

**7407348**
*C9QC*
Df Esd Rdr
Rt
**SUNA**
ex Ifcor
**Empres**
**E.E.**
Maputo

**7644817**
575736

**8922412**
*9H3165*
2310

**8922424** **S**
*9H3170*
**M**
Su
Va

**8922436** **SU**
*9H3184*
**Me**
Rt Suns
Valle

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**7369132** **SUNDBUSS JEPPE** **191** **1974** Lindstols Skips & Batbyg. A/S—Risor (274) **TM Ferry**
*LNYY* **A/S Moltzaus Tankrederi** 93 NV 34,07 7,50 2,299 Ice strengthened
18320 Sundbusserne A/S Norway — 29,98 7,43 3,66
Rdr RTh Oslo 1 dk
rf 800 BK 203
Penta
250P 2 Oil 4SA each 6Cy. 130 × 150
576bhp (424kW)
A/B Volvo-Penta
Gen 2 × 48kW 220V 50Hz a.c.
2 Controllable pitch propellers
Fuel 12,0t (d.o.)-1,0pd

**7222231** **SUNDBUSS MAGDELONE** **191** **1972** Lindstols Skips & Batbyg. A/S—Risor (271) **TM Ferry**
*LFFF* **A/S Moltzaus Tankrederi** 93 NV 34,07 7,50 2,299 Ice strengthened
17806 Sundbusserne A/S Norway — 29,98 7,43 3,66
Rdr RTh Oslo 1 dk
BK 203
Penta
250P 2 Oil 4SA each 6Cy. 130 × 150
shafts
540bhp (397kW)
A/B Volvo-Penta
Gen 1 × 72kW 1 × 28kW 220V
2 Controllable pitch propellers
Fuel 12,0t (d.o.)-1,0pd

**8010532** **SUNDBUSS PERNILLE** **299** **1981** Lindstols Skips & Batbyg. A/S—Risor (280) **TM Ferry**
*LJZU* **A/S Moltzaus Tankrederi** 172 NV 35,21 8,31 2,310 Ice strengthened
19592 Sundbusserne A/S Norway 60 30,76 8,01 4,20
Rdr Rt Oslo 1 dk
rf 1046
Penta
—P 2 Oil 4SA each 6Cy. 130 × 150
couplings & sr geared to sc.
680bhp (500kW)
A/B Volvo-Penta
2 propellers

**6825593** **SUNDERBANS** T.Mk ✠**100A1** CS 6/88 **1968**-11 Brodogradiliste "Split"—Split (236) **M General Cargo**
*AQNB* **Pakistan National Shipping Corp.** **5 897** ✠**LMC** 154,44 (BB) 19,84 —/9,337 5 Ho 18,9 20,2 21,0 21,7 ER 23,2
317834 Karachi Pakistan 2 981 142,02 19,79 12,04 7 TwD
Df Esd Gc 10 510 EL Z 2⅛"U2 F 15,6 2 dks, 3rd dk in Nos. 3 & 4 holds G.18 143 B.16 827
Rdr RTv **8 917** FN 4521 rf nil 6 Ha (stl) (9,1 12,7 11,2 11,2 × 7,0) ER
4 840 (9,7 × 7,0) (2,2 × 3,0)
13 069 17W Der 1(50) 4(10) 10(5) 2(2-5)
HeCls. B
Sulzer
Oil 2SA 6Cy. 760 × 1550
7 061kW (9 599bhp)
H. Cegielski
2 AuxB (1 o.f. 1 ex.g) 100Tbf/
Gen 3 × 360kW 450V 60Hz a.c.
Fuel 1 434,5t (hvf)

**7023922** **SUNDERLAND** **30 039** **1970** A/S Burmeister & Wain's Maskin- og (831) **M Bulk Carrier**
*9HXZ2* ex Asya I-89 ex Olga Maersk-81 20 503 Skibsbyggeri—Kobenhavn Str. heavy cargoes
2229 **Sunderland Navigation Ltd.** 52 164 BV (NV) 218,85 30,54 12,104 7 Ho 22,4 26,2 19,2 27,2 19,2 25,6
Df Esd Gc Blue Flag Navigation Ltd. Malta T/cm 206,46 30,51 17,00 20,8 ER
Pfd Rdr Rt Valletta 55,6 P 43,0 F 19,9 1 dk G.62 668 B.61 068
AMVER rf nil 7 Ha (stl) (12,1 17,7 12,1 17,7 12,1 17,7
12,1 × 12,9) ER
B&W
Oil 2SA 8Cy. 740 × 1600
11 033kW (14 999bhp)
A/S Burmeister & Wain's Mask
Skibsbyggeri
Gen 3 × 504kW 440V 60Hz
Fuel 3 227,0t (hvf)-58,5pd

**7357892** **SUNDERLAND CRAFTSMAN** T.Mk ✠Classed LR until BV **1976**-7 Cia. Comercio e Navegacao CCN Maua (100) **M General Cargo**
*9HCE3* ex Joana-89 **6 921** 20/2/90 Shipyard—Niteroi Ref
2432 **Craftsman Navigation Co. Ltd.** 4 133 160,05 21,44 8,224/9,221 Ice strengthened
Df Esd Gc Blue Flag Navigation Ltd. Malta 11 675 152,41 21,34 12,58 5 Ho 22,1 16,0 6,1DTp&s 4,5DTp&s
Rdr RTm/h/v Valletta **11 372** F 13,8 2 dks, 3rd dk fwd of mchy. space 22,8 19,8 ER 23,6
5 775 rf nil G.18 495 B.16 733 In.1 667 L.1 630
14 258 TEU 280 C. 280/20'
8 Ha (stl) (13,0 × 7,7) (12,1p&s × 5,4)
(19,8p&s 12,9p&s × 7,2) ER (9,1 ×
5,4)
56W Der 1(60) 16(5)
MAN
Oil 2SA 7Cy. 700 × 1250
8 459kW (11 500bhp)
Mecanica Pesada S.A.
Gen 3 × 460kW 440V 60Hz
Fuel 443,0t (d.o.) 1 152,0t

**7357880** **SUNDERLAND ENDEAVOUR** T.Mk ✠Classed LR until BV **1975**-11 Cia. Comercio e Navegacao CCN Maua (99) **M General Cargo**
*P3KN3* ex Caicara-89 **6 921** 9/12/89 Shipyard—Niteroi Ref
708899 **Olfron Marine Co. Ltd.** 4 133 160,05 21,44 8,224/9,221 Ice strengthened
Df Esd Gc Blue Flag Navigation Ltd. Cyprus 11 674 152,41 21,34 12,58 5 Ho 22,1 16,0 6,1DTp&s 4,5DTp&s
Rdr RTm/h/v Limassol **10 296** F 14,4 2dks, 3rd dk fwd of mchy. space 22,8 19,8 ER 23,6
AMVER 6 453 rf nil G.18 495 B.16 733 In.1 644 L.1 630
14 566 TEU 280 C. 280/20'
8 Ha (stl) (13,0 × 7,7) (12,1p&s × 5,4)
(19,8p&s 12,9p&s × 7,2) ER (9,1 ×
5,4)
56W Der 1(60) 16(5)
MAN
Oil 2SA 7Cy. 700 × 1250
8 496kW (11 550bhp)
Mecanica Pesada S.A.
Gen 2 × 545kW 440V 60
Fuel 443,0t (d.o.) 1 152,0

**7357878** **SUNDERLAND SPIRIT** T.Mk ✠Classed LR until BV **1975**-9 Cia. Comercio e Navegacao CCN Maua (98) **M General Cargo**
*P3KO3* ex Amalia-89 **6 921** 26/12/89 Shipyard—Niteroi Ref
708897 **Brugge Marine Co. Ltd.** 4 133 160,05 21,44 —/9,221 Ice strengthened
Df Esd Gc Blue Flag Navigation Ltd. Cyprus 11 674 152,41 21,34 12,58 5 Ho 22,1 16,0 6,1DTp&s 4,5DTp&s
Rdr Rt Limassol **10 296** F 14,4 2 dks, 3rd dk fwd of mchy. space 22,8 19,8 ER 23,6
6 453 rf nil G.18 495 B.16 733 In.1 667 L.1 630
14 566 TEU 280 C. 280/20'
8 Ha (stl) (13,0 × 7,7) (12,1p&s × 5,4)
(19,8p&s 12,9p&s × 7,2) ER (9,1 ×
5,4)
Der 1(60) 16(5)
MAN
Oil 2SA 7Cy. 700 ×
8 610kW (11 705bhp
Mecanica Pesada S.
Gen 1 × 600kW 44
Fuel 443,0t (d.o.) 1

**5344724** **SUNDET** **149** ✠**100A1** SS 6/88 **1960**-8 Solvesborgs Varv A/B—Solvesborg (57) **M Tug**
*SIDQ* **Roda Bolaget AB** 45 tug 26,52 7,40 2,921
Df Esd Pfd Goteborg Sweden — North Sea service 23,70 7,18 3,97
RdrRTm Ice Class 3 rf 610 BK 76
(✠**LMC**) EL (b)
FN 265
Ruston
Oil 4SA 8Cy. 26
reverse gear
Ruston & Horns
Gen 2 × 48kW
Fuel 51,0t (d.o.

**8137275** **SUNDEVIT** **137** **1959** Kroegerwerft G.m.b.H.—Rendsburg (1128) **M Ferry**
*DKQJ* ex Phoenix II-91 ex Schilksee-85 85 33,53 6,23 1,310
Rdr RTv **Hansa-Linien G.m.b.H.** — GL 29,27 6,20 2,11
Zingst Federal Republic of Germany 1 dk
MaK
Oil 4SA 6Cy.
shaft
MaK. Maschi
Gen 1 × 4,2

**5360572** **SUNDEXE** **1 581** **1963** Lodose Varv A/B—Lodose (138) **M Tanker**
*ZHSL5* ex Sundex-88 ex Svanfjord-80 736 75,70 11,56 5,735 Ice strengthened
Df Esd Rdr ex Thule-71 2 184 NV 69,78 11,54 6,10 12 Ta ER
RTm **Product Carrier Ltd.** 1 dk deepened 76 L.(oil) 3 002
BT Shipping Services Ltd. Cayman Islands (British) rf 102 Diam. 0,203 2 Cargo pumps total 800T/hr
Georgetown
MWM
Oil 4SA 8Cy
1 500bhp (
Motorenw.
Gen 2 × 7
Controllab
Fuel 143,5

**5267330** **SUNE S** **359** **1962** Solvesborgs Varv A/B—Solvesborg (63) **M General Cargo**
387956 ex Sally P-80 ex Rikke Nav-79 204 46,23 8,49 3,125 Ice strengthened
Df Esd Pfd ex Otto Priess-75 545 (BV) 8,45 3,56 1 Ho 22,9 ER
Rdr Rt **Hong Kong South Sea Shipping Co. Ltd.** P 12,5 F 8,6 1 dk G.708 B.665
Jersey Channel Islands (British) len 63 1 Ha (21,6 × 5,0) ER
2W Der 2(2,5)
Alpha
Oil 2SA 5
221kW (
Frederiks
A/S
Fuel 59.

**8205187** **SUNERGON** *1 162* **1984** Schps. Barkmeijer Stroobos B.V.—Stroobos (223) **M General Cargo**
*PHTT* **V.O.F. Rederij Bruins & Co.** *585* BV 73,72 11,71 3,650 1 Ho ER
21376 Soetermeer, Fekkes' Cargadoorskantoor B.V. Netherlands 1 685 68,61 11,51 4,53 G.2 152 B.2 123
Rdr Rt Harderwijk 1 dk 1 Ha (stl) (42,6 × 8,1) ER
Caterpi
Vee Oi
co
765bh
Cater
Gen
Thw.

**7379163** **SUNETTA** **42 619** **1975** Kanasashi Co. Ltd.—Toyohashi (001) **M Tanker**
*ELCN5* ex Carolyn Jane-90 32 564 246,00 38,38 13,038 18 Ta ER
7320 **Shell International Petroleum Co. Ltd.** 79 893 NK 235,00 38,30 18,30 L.(oil) 110 633
Df Esd Gc Shell Tankers B.V. Liberia T/cm B 8,0 F 19,6 1 dk 3 Cargo pumps total 8 250T/hr
Pfd Rdr RTv Monrovia 81,8 Bow/CM 127 Diam. 0,410 MH 0,9
HeCls. BC
MAN
Oil
14 9
Kav
Ge
Fu

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SU ex ex ex Fr Ma

SU ex A. Ne

SU ex De Ba

SU ex Pe Su Kin

SU ex Ev Ca Kin

SU ex Min Sha

SU ex ex ee us

| | | | | | | |
|---|---|---|---|---|---|---|
| **SUNFLOWER**<br>ex Kiyofuji Maru No. 12-81<br>ex Nippondaigaku-78<br>ex Zenko Maru No. 12-65<br>**Frabelle Fishing Corp.**<br>Manila Philippines | **630**<br>331<br>668 | (NK) | **1957** Kanasashi Co. Ltd.—Shimizu (257)<br>59,47 9,02 4,147<br>53,24 9,00 4,60<br>P 22,0 F 9,2 1 dk<br>RW | **M Factory Fishing**<br>Fish-factory Side-fishing Ref<br>In.810<br>2 Ha (stl) (2,8 × 2,8) (2,8 × 4,2) ER | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd.<br>Fuel 312,0t | Japan<br>12kn |
| **SUNFLOWER**<br>ex Bender<br>**A. M. Fishing Corp.**<br>New Bedford, Ma United States of America | **146**<br>102<br>— | | **1976** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*22,96* 6,71<br>3,38<br>1 dk | **M Fishing** | Oil<br>565bhp (416kW)<br>Fuel (d.o.) | U.S.A. |
| **SUNFLOWER 1**<br>ex Izumi Maru No. 10-89<br>**Delsan Transport Lines Inc.**<br>Batangas Philippines | **698**<br>409<br>750 | NK | **1973** Miyoshi Zosen K.K.—Uwajima (215)<br>60,80 10,04 3,804<br>55,00 10,00 4,60<br>P 14,3 F 6,0 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 014 | Daihatsu<br>Oil 4SA 8Cy. 260 × 320<br>1 177kW (1 600bhp)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 40kW a.c.<br>Fuel 65,0t-7,5pd | 8DV-26<br>Osaka<br>12,5kn |
| **SUNFORD EXPRESS**<br>ex Lur-Txori-90 ex Jade-75 ex Lian-74<br>**Peak Holdings Ltd.**<br>Sun Wah Shipping Co. Ltd.<br>Kingstown St. Vincent and the Grenadines | **1 193**<br>707<br>1 608 | ✠**100A1** SS 2/87<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL L 1 3/16"U2<br>FN 1128 | **1970**-2 Soc. Met. Duro Felguera—Gijon (56)<br>72,70 11,54 5,195<br>64,01 11,51 6,10<br>F 8,0 2 dks<br>rf nil | **M Refrigerated Cargo**<br>4 Ho 10,5 10,7 10,1 9,5 ER 4 TwD<br>In.2 148<br>TEU 25 C.Ho 8/20' C.Dk 17/20'<br>4 Ha (stl) (5,5 3,7 3,7 5,5 × 5,2) ER<br>8W Der 2(20) 4(5) 4(3) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 500bhp (1 103kW)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 118kW 400V 50Hz a.c.<br>Fuel 105,5t | Vigo<br>15,75kn |
| **SUNFORD No. 1**<br>ex Sachi Maru No. 81-89<br>**Everwell Holdings Ltd.**<br>Caribbean Corporate Services Ltd.<br>Kingstown St. Vincent and the Grenadines | **254**<br>122<br>307 | KR | **1974** Niigata Eng. Co. Ltd.—Niigata (1305)<br>45,65 7,93 3,250<br>40,19 7,90 3,51<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. | 6L28X<br>Niigata |
| **SUNG CHEN**<br>ex Pa Yu<br>**Ming Sung Shipping Co.**<br>Shanghai China | **235**<br>91<br>— | | **1932** Ta Chung Hua SB. & Eng. Works—Shanghai<br>*42,13* 6,10<br>... ... ...<br>1 dk<br>R | **TS General Cargo** | T 6Cy. (2) - - & - x -<br>............. | |
| **SUNG HAE No. 21**<br>ex Dong Kang No. 111-86<br>ex Dae Heung No. 3-84<br>**Lee Sung Man**<br>Busan South Korea | **124**<br>56<br>139 | (KR) | **1979** Shin Ah SB. Co.—Chungmu<br>39,12 —<br>30,21 6,30 2,80<br>F 10,7 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.127<br>4 Ha (1,1 × 1,1) (1,3 1,3 1,3 × 1,3) | Akasaka<br>Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 80kW 225V a.c. | 6MH25SSR<br>Yaizu<br>11kn |
| **SUNG HAE No. 22**<br>x Dong Kang No. 112-86<br>x Dae Heung No. 5-84<br>**ee Sung Man**<br>usan South Korea | **125**<br>56<br>140 | (KR) | **1979** Shin Ah SB. Co.—Chungmu<br>39,12 —<br>30,21 6,30 2,80<br>F 10,4 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.127<br>4 Ha (1,1 × 1,1) (1,3 1,3 1,3 × 1,3) | Akasaka<br>Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 80kW 225V a.c. | 6MH25SSR<br>Yaizu<br>11kn |
| **NG HAE No. 51**<br>**ng Sung-Il & Besides One**<br>an South Korea | **115**<br>43<br>142 | KR | **1969** Hayashikane SB. & Eng. Co. Ltd.—Japan<br>34,27 - 2,687<br>28,80 6,30 2,85<br>P 10,6 F 3,6 1 dk | **M Fishing**<br>Stern Trawler Ref | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>515kW (700bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 72kW 225V a.c. | Niigata |
| **G HWEI**<br>**Sung Shipping Co.**<br>ghai China | **452**<br>144<br>— | ✠ | **1941**-6 Cook, Welton & Gemmell Ltd.—Beverley (674)<br>50,14 8,28<br>... ... ... | **S Fishing**<br>Side Trawler | T 3Cy. 343 584 & 965 x 686<br>Charles D. Holmes & Co. Ltd. | Hull |
| **JUI**<br>Cheng<br>**Sung Shipping Co.**<br>hai China | **212**<br>70<br>— | | **1937** Ta Chung Hua SB. & Eng. Works—Shanghai<br>5,34<br>... ... ...<br>1 dk<br>R | **S General Cargo** | T 3Cy. 305 508 & 762 x 356<br>............. | |
| **KONG**<br>a Maru-73<br>**n Towage & Salvage Corp.**<br>**LVTUG)**<br>Philippines | **207**<br>64<br>— | Classed LR until 3/89 | **1970** Kanagawa Zosen—Kobe (100)<br>31,70 8,95 3,506<br>27,01 8,40 4,02<br>1 dk<br>rf 457 | **TM Tug**<br>Fire-fighting | Nippon Hatsudoki<br>2 Oil 4SA each 6Cy. 380 × 540<br>Nippon Hatsudoki<br>Gen 2 × 32kW 210V 50Hz a.c.<br>2 Controllable pitch propellers | Kobe<br>12kn |
| **WANG**<br>o-78 ex Senko Maru-75<br>**ng Shipping Corp.**<br>South Korea | **3 084**<br>1 892<br>5 049 | KR (NK) | **1963** Tohoku Zosen—Shiogama (36)<br>104,04 15,04 6,224<br>97,49 15,00 7,62<br>P 21,1 F 8,3 1 dk<br>RW | **M Cement Carrier**<br>6 Ho ER<br>G.4 319<br>3 Ha (each 5,9 × 5,9) ER | Ito<br>Oil 4SA 7Cy. 470 × 700<br>2 400bhp (1 765kW)<br>Ito Tekkosho<br>Gen 2 × 96kW 410V a.c.<br>Fuel 148,5t-8,0pd | Shimizu<br>12,5kn |
| **UNG No. 2**<br>No. 2-86<br>aru No. 16-72<br>**Sub**<br>South Korea | **250**<br>126<br>282 | KR | **1963** Kanasashi Co. Ltd.—Shimizu (540)<br>43,72 7,57<br>38,54 7,50 3,31<br>P 9,8 B 7,1 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft<br>G.392 B.299<br>4 Ha (1,0 1,0 × 0,9) (1,3 1,3 × 1,2) | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 82kW 220V a.c. | Kobe<br>11kn |
| **NG No. 3**<br>g No. 33-87<br>Maru No. 13-71<br>**-Hun**<br>South Korea | **308**<br>167<br>397 | KR | **1961** Miho Zosensho K.K.—Shimizu (313)<br>48,32 7,95<br>43,01 7,90 3,81<br>P 19,2 F 5,8 1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.408 | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 230V a.c. | Niigata<br>11,5kn |
| **G No. 5**<br>. 2-90<br>. 62-88<br>g No. 306-81<br>**Fisheries Co. Ltd.**<br>South Korea | **271**<br>124<br>254 | KR | **1974** Koo Il Ind. Co. Ltd.—Busan (202)<br>44,48 2,880<br>38,51 8,01 3,20<br>P 25,6 F 7,4 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.245<br>4 Ha (1,2 1,2 × 8,4) (1,5 × 1,5) (8,0 × 8,0) ER | Makita<br>Oil 4SA 6Cy. 230 × 410<br>552kW (750bhp)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 80kW 230V a.c. | GNLH623<br>Takamatsu<br>12,5kn |
| **pping Co.**<br>China | **444**<br>241<br>— | ✠Classed LR until 1/48 | **1938**-10 Morton Eng. & D.D. Co. Ltd.—Quebec, P.Q.<br>49,43 8,44<br>... ... ...<br>RW | **S Tug** | T 3Cy. 381 635 & 1067 x 660<br>Marine Industries Ltd. | Sorel, P.Q. |
| **ping Co.**<br>China | **444**<br>241<br>— | ✠Classed LR until 1/48 | **1938**-12 Yarrows Ltd.—Victoria, B.C.<br>49,54 8,41<br>... ... ...<br>RW | **S Tug** | T 3Cy. 381 635 & 1067 x 660<br>Marine Industries Ltd. | Sorel, P.Q. |

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| **5344841** | **SUNG MING**<br>**Ming Sung Shipping Co.**<br>Shanghai China | **444**<br>241<br>— | ✠Classed LR until 1/48 | **1938**-11 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (117)<br>49,54 8,44<br>... ...<br>1 dk<br>RW | **S Tug** | T 3Cy. 381 635 & 1067 x 660<br>Marine Industries Ltd. |
| **6818423**<br>*HLLL*<br>BS0201<br>-A1583<br>Df Esd Gc<br>Pfd Rdr Rt | **SUNG SHIN No. 8**<br>ex Il Kwang No. 6-89<br>ex Zenrin Maru No. 8-79<br>**Kim Bun-Sen & Besides One**<br>Busan South Korea | **114**<br>48<br>— | KR | **1968** Tokushima Zosen K.K.—Fukuoka (732)<br>34,75 6,13 2,617<br>29,01 6,10 2,85<br>B 4,3 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.140<br>5 Ha (each 0,9 × 1,2) | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>478kW (650bhp)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 24kW 230V a.c. |
| **7649855**<br>*D9CS*<br>ICR-700281<br>Df Rdr Rt | **SUNG UN No. 21**<br>ex Yeoung Duk No. 2-82<br>ex Bowoon No. 29-81<br>ex Eitoku Maru No. 2-80<br>**Han Il Leasing Co. Ltd.**<br>Kyung In Energy Co. Ltd.<br>Inchon South Korea | **487**<br>289<br>997 | KR | **1970** Murakami Hide Zosen K.K.—Hakata (78)<br>53,01 3,601<br>48,01 9,01 4,02<br>P 17,1 F 10,7 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>1 Ta (stl) ind cyl horizontal ER<br>L.(gas) 654 HeCls. ptB | Makita<br>Oil 4SA 6Cy. 330 × 500<br>1 250bhp (919kW)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 24kW 225V a.c.<br>Fuel 23,5t (d.o.)-4,0pd |
| **6606789**<br>*6KDC*<br>BS-A-1884<br>Df Esd Gc<br>Rdr Rt | **SUNG WON No. 17**<br>ex Nam Hae No. 257-80<br>**Sung Won Fisheries Co. Ltd.**<br>Busan South Korea | **171**<br>74<br>168 | (KR) | **1966** At. & Ch. de la Manche—Dieppe (1195)<br>30,31 6,53 2,515<br>25,00 6,51 3,10<br>P 11,3 F 3,4 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.119<br>3 Ha (each 0,8 × 0,8) ER | Fiat<br>Oil 4SA 8Cy. 230 × 350<br>460bhp (338kW)<br>S.A. Fiat S.G.M.<br>Gen 2 × 25kW 220V d.c.<br>Fuel 70,0t (d.o.) |
| **5324073**<br>*D9AP*<br>BM21024<br>Df Esd Gc<br>Rdr Rt | **SUNG WOO**<br>ex Cho Yang-80 ex Shinsho Maru-69<br>**Sam Yang Shipping Co. Ltd.**<br>Busan South Korea | **3 668**<br>2 013<br>5 675 | (KR) (NK) | **1958** Onomichi Zosen K.K.—Onomichi (56)<br>108,46 15,27 6,579<br>100,01 15,22 8,01<br>P 25,6 F 9,5 1 dk | **M General Cargo**<br>3 Ho ER<br>G.7 388 B.6 815<br>3 Ha (11,1 17,4 17,4 × 6,1) ER<br>10W Der 10(5) | Niigata<br>Oil 2SA 8Cy. 480 × 800<br>2 400bhp (1 765kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 50kW 225V d.c.<br>Fuel 431,0t |
| **8313647**<br>*D7GI*<br>BSR-832073<br>Df Esd Gc<br>Rdr Rt | **SUNG WOON No. 17**<br>**Pyun Jae Hyun**<br>Busan South Korea | **649**<br>—<br>1 579 | KR | **1984** Nam Yang SB. Co. Ltd.—Mokpo (S-2)<br>63,30 (BB) 10,80 4,687<br>57,97 5,31<br>P 15,9 1 dk | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 440 sr geared to<br>1 200bhp (883kW)<br>Ssang Yong Heavy Industries Co. Ltd.<br>Gen 2 × 48kW 225V a.c. |
| **8325054**<br>*D7GX*<br>ICR-852106<br>Df Esd Gc<br>Rdr Rt | **SUNG WOON No. 22**<br>**San Han Gang Co. Ltd.**<br>Inchon South Korea | **719**<br>—<br>1 526 | KR | **1985** Nam Yang SB. Co. Ltd.—Mokpo (S-3)<br>66,50 11,82 4,312<br>60,00 11,80 5,01<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.1 200<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 440 sr geared to<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 64kW 225V a.c. |
| **5179179**<br>*6MMJ*<br>BS02-A597<br>Df Esd Gc<br>Pfd Rdr Rt | **SUNG YONG No. 21**<br>ex Luna No. 22-84<br>ex Kairyu Maru No. 5<br>**Chun Bo Fisheries**<br>Busan South Korea | **297**<br>167<br>311 | KR | **1961** Kanasashi Co. Ltd.—Shimizu (411)<br>47,43 3,370<br>41,51 7,60 3,71<br>P 13,2 B 9,2 F 7,4 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.382<br>4 Ha (each 1,4 × 1,4) | Ito<br>Oil 4SA 6Cy. 310 × 480<br>650bhp (478kW)<br>Ito Tekkosho<br>Gen 1 × 184kW 225V a.c. |
| **5346071**<br>*6NON*<br>BS-A-1809<br>Df Esd Gc<br>Pfd Rdr Rt | **SUNG YOUNG No. 99**<br>ex Bo Kyung No. 5-87<br>ex Sea Dragon No. 2-85<br>ex Nike No. 2-76<br>ex Suwa Maru No. 32-71<br>**Lee Sung-Ho**<br>Busan South Korea | **332**<br>175<br>— | (KR) | **1962** Uchida Zosen—Ise (576)<br>48,60 7,95 3,175<br>42,96 7,90 3,81<br>P 21,1 F 4,9 1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.453<br>3 Ha (1,4 1,4 × 1,4) (1,3 × 1,0) ER | Akasaka<br>Oil 4SA 6Cy. 350 × 500<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 2 × 128kW 230V a.c. |
| **7203950**<br>*YDAU*<br>Df Esd Rdr<br>RTm/h/v | **SUNGAI BONE**<br>ex Melton Clipper-83 ex Gitta-80<br>**P.T. Pelayaran Sumber Sakti**<br>Jakarta Indonesia | T.Mk<br>**499**<br>295<br>1 130 | KI (GL) | **1972** Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (173)<br>64,14 10,09 3,911<br>58,60 9,99 6,25<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 41,4 ER<br>G.2 362 B.2 213<br>1 Ha (stl) (31,3 × 7,7) ER<br>2W Der 1(3-5) 1(3) | MWM<br>Oil 4SA 8Cy. 230 × 270<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 40kW 1 × 25kW 220/38<br>Fuel 76,0t (d.o.) |
| **6724373**<br>Df Gc Pfd<br>Rdr Rt | **SUNGAI DJANG II**<br>ex Meiyo Maru-74<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Indonesia | **185**<br>70<br>234 | | **1967** Wakamatsu Zosen K.K.—Wakamatsu (168)<br>37,32 6,84<br>31,91 6,81 3,18<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **5054393**<br>*YBLN*<br>Df Esd Gc<br>RdrRTm | **SUNGAI KAPUAS**<br>ex Slamet XV ex Slamet Limabelas-70<br>ex Bryne-67<br>**C.V. Cahaya Kalabar**<br>Jakarta Indonesia | **489**<br>204<br>660 | (KI) (NV) | **1957** Glommens M/V—Fredrikstad (155)<br>55,07 8,67 3,595<br>49,48 8,51 3,66<br>P 18,6 F 8,9 1 dk<br>rf 56 | **M Tanker**<br>Ice strengthened<br>1 Ho 2,8 8 Ta ER<br>L.(oil) 576 HeCls. C<br>1 Ha (1,4 × 0,7)<br>1W Der 1(2) | Sulzer<br>Oil 2SA 6Cy. 320 × 450<br>660bhp (485kW)<br>Sulzer Bros. Ltd.<br>Gen 1 × 27kW 1 × 15kW 220V<br>Fuel 48,0t (d.o.)-2,5pd |
| **7431519**<br>*YBTM*<br>Df Esd Gc<br>Rdr Rt | **SUNGAI LIAT**<br>ex Budi Indah-89 ex Liga Kekal<br>ex Sri Vanca I<br>**P.T. Kunangan Citra Bahari**<br>Jakarta Indonesia | **279**<br>—<br>— | KI | **1966** Carya SB. & Trading Co.—Tanjung Priok<br>48,50 2,500<br>43,26 8,26 3,25<br>1 dk | **M General Cargo** | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>720bhp (530kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 40kW 230V |
| **7630787**<br>*9WDR*<br>324882<br>Rdr | **SUNGAI LUI**<br>ex Shah Alam-85 ex Tomoe 7-81<br>ex Eisei Maru-77<br>**Mashaha Holdings Sendirian Berhad**<br>Labuan Malaysia | **980**<br>613<br>2 010 | BV | **1968** Asakawa Zosen—Imabari<br>71,02 10,52 5,284<br>65,00 10,49 5,49<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 540 | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>1 500bhp (1 103kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 36kW 110V 60Hz a.c. |
| **7431466**<br>*PKQW*<br>2008<br>Rt | **SUNGAI PAKNING**<br>**Hadi Martono**<br>Jakarta Indonesia | **967**<br>581<br>1 301 | KI | **1963** Brodogradiliste "Jozo Lozovina-Mosor"—Trogir<br>... ...<br>65,94 10,01 4,81<br>1 dk<br>Bow/CM 54 Diam. 0,203 | **M Tanker**<br>CBT COW IGS SBT<br>8 Ta ER<br>L.(oil) 1 590 | Alpha<br>Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Titovi Zavodi "Litostroj"<br>Gen 1 × 50kW 400V<br>Fuel 69,0t (d.o.)-4,0pd |
| **7398690**<br>Rdr Rt | **SUNGAI PAKNING**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **224**<br>58<br>99 | KI (NK) | **1973** Robin Shipyard (Pte.) Ltd.—Singapore<br>30,51 3,023<br>27,65 8,79 3,81<br>1 dk | **TM Tug**<br>Mchy.aft | Fuji<br>2 Oil 4SA each 8Cy. 320 × 500<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 44,5kW 225V |
| **7617096**<br>*YCGU*<br>Esd Rdr Rt | **SUNGAI SEPAKU**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Balikpapan Indonesia | **158**<br>0<br>— | KI (NV) | **1977** Ulstein Hatlo A/S—Ulsteinvik (152)<br>26,32 3,001<br>24,01 8,01 3,81<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz |

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| **SUNGAI SERAYU**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Cilacap Indonesia | **158**<br>1<br>75 | KI (NV) | **1977** Ulstein Hatlo A/S—Ulsteinvik (153)<br>26,29 3,001<br>24,01 8,01 3,80<br>1 dk | **M Tug** | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz West Germany |
| **SUNGAI SODOR 5**<br>ex Mawar-82 ex Koyo Maru No. 1-80<br>**Tropical Shipping & Trading Co. Pte. Ltd.**<br>Panama Panama | **528**<br>320<br>380 | | **1966** Asakawa Zosen—Imabari (91)<br>63,76 9,63 2,998<br>57,99 9,61 4,09 | **M Vehicles Carrier** | Hanshin<br>Oil<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11,5kn |
| **SUNGAI YANG I**<br>**P.N. Aneka Tambang**<br>Tanjung Pinang Indonesia | **184**<br>119<br>— | KI | **1965** ............Japan<br>... ...<br>32,01 7,51 2,80<br>1 dk | **M General Cargo** | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SUNGAI YANG II**<br>**P.N. Aneka Tambang**<br>Tanjung Pinang Indonesia | **184**<br>111<br>— | KI | **1965** ............Japan<br>... ... ...<br>32,01 7,51 2,80<br>1 dk | **M General Cargo** | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SUNGEI BILA**<br>**Tang & Sim Shipping Sendirian Berhad**<br>Labuan Malaysia | **176**<br>114<br>252 | (BV) | **1950** Spaarndammer Schps. Stapel N.V. —Spaarndam (19)<br>38,89 7,32 2,198<br>7,27 2,57<br>P 10,7 F 7,4 1 dk | **M General Cargo**<br>1 Ho 16,5 ER<br>B.422<br>2 Ha (each 5,1 × 2,9) ER<br>2W Der 2(2) | De Industrie<br>Oil 4SA 3Cy. 280 × 490<br>135bhp (99kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 8,0t (d.o.) 7kn |
| **SUNGEI PANNAI**<br>**Chien Say Kup**<br>Labuan Malaysia | **176**<br>114<br>242 | (BV) | **1950** Spaarndammer Schps. Stapel N.V. —Spaarndam (20)<br>38,89 7,32 2,198<br>7,27 2,57<br>P 11,0 F 7,4 1 dk | **M General Cargo**<br>1 Ho 16,5 ER<br>B.422<br>2 Ha (each 5,1 × 2,9) ER<br>2W Der 2(2) | De Industrie<br>Oil 4SA 3Cy. 280 × 400<br>135bhp (99kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 8,0t (d.o.) 7kn |
| **SUNGEI RAJANG**<br>**Sri Sinar Pertama Sendirian Berhad**<br>Labuan Malaysia | **1 434**<br>430<br>2 200 | AB | **1985** Santan Slipway & Eng. Co. (Pte.) Ltd. —Singapore (8348)<br>5,614<br>61,60 14,52 6,81<br>F 15,9 1 dk<br>rf 450 | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened | Wartsila 8R22<br>2 Oil 4SA each 8Cy. 220 × 240 reverse reduction geared to sc. shafts<br>3 600bhp (2 648kW)<br>Wartsila Power Singapore (Pte.) Ltd. Singapore<br>Gen 2 × 300kW a.c.<br>16kn |
| **SUNGUST**<br>ex Hosho Maru-86<br>**Sungust Shipping S.A.**<br>Panama Panama | **4 220**<br>2 708<br>7 131 | NK | **1981** Higaki Zosen K.K.—Imabari (260)<br>107,14 (BB) 6,871<br>100,01 17,61 8,72<br>P 20,5 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 449 B.8 779<br>2 Ha (stl) (each 28,7 × 9,0) ER<br>Der 4(15) | Mitsubishi 6UEC37/88H<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 180kW 450V 60Hz a.c.<br>Fuel 95,5t (d.o.) 467,5t (hvf)-13,5pd 12,5kn |
| **SUNKO**<br>ex Korni-84 ex Silco-78<br>**Finn Olsen**<br>Bodo Norway | T.Mk<br>**296**<br>178<br>821 | NV | **1966** Orens M/V—Trondheim (35)<br>55,00 9,33 3,506<br>50,02 9,30 3,56<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 35,9 ER<br>G.1 578 B.1 419<br>2 Ha (each 13,3 × 6,0) ER<br>2W Der 2(2,5) | Normo<br>Oil 4SA 6Cy. 250 × 300 sr geared to sc. shaft<br>625kW (850bhp)<br>A/S Bergens M/V Bergen<br>Gen 2 × 21kW 1 × 8kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.)-3,0pd 10,5kn |
| **SUNLIGHT ALICE No. 1**<br>ex Matsumi Maru No. 3-76<br>**Naga Pacific Shipping Pte. Ltd.**<br>Singapore Singapore | **100**<br>25<br>— | NK | **1974** Makihata Dock K.K.—Mukaihigashi<br>26,14 2,750<br>24,01 7,01 3,00<br>F 4,6 1 dk | **M Tug** | Fuji 6S30B<br>Oil 4SA 6Cy. 300 × 450<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 24kW<br>12,5kn |
| **SUNLIGHT DIANA**<br>ex Kaiko Maru No. 3-76<br>**Naga Pacific Shipping Pte. Ltd.** | **100**<br>25<br>— | NK | **1974** Makihata Dock K.K.—Mukaihigashi<br>26,14 2,750<br>24,01 7,01 3,00<br>F 4,6 1 dk | **M Tug** | Fuji 6S30B<br>Oil 4SA 6Cy. 300 × 450<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 24kW<br>12,5kn |
| **SUNLIGHT JEWEL**<br>ex World Trophy-86<br>**Sevrino Shipping Inc.**<br>Tanker Pacific Management Ltd.<br>Monrovia Liberia<br>SatCom: 1242205/AIMM | **114 573**<br>94 648<br>258 076<br>T/cm<br>161,6 | NK | **1975** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (234)<br>339,48 53,55 20,032<br>323,99 53,50 25,68<br>F 18,9 1 dk<br>rf nil | **S Tanker**<br>23 Ta ER<br>L.(oil) 311 366 | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 1 × 2000kW 2 × 1000kW 450V 60Hz a.c.<br>Fuel 9 144,5t-178,0pd 15,25kn |
| **SUNLIGHT No. 20**<br>ex Koryo Maru No. 86-74<br>**Dai Ho Industrial Co. Ltd.**<br>Busan South Korea | **367**<br>193<br>— | (KR) | **1967** Niigata Eng. Co. Ltd.—Niigata (732)<br>52,28 8,31 3,201<br>47,81 8,28 3,61<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.399<br>3 Ha (1,6 1,6 × 8,0) (1,6 × 1,3) ER | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 104kW<br>10kn |
| **SUNLIGHT P. D.**<br>ex Lorenzo-88<br>**Stephen & Peter Ritchie & Graham Bruce**<br>Peterhead Fishermen Ltd.<br>Peterhead United Kingdom | **161**<br>60<br>100 | | **1977** Berwick Shipyard Ltd.—Berwick (1004)<br>26,22 6,96 2,901<br>23,25 6,86 3,69<br>1 dk | **M Fishing**<br>Side Trawler | Blackstone ESL6MK2<br>Oil 4SA 6Cy. 222 × 292 geared to sc. shaft<br>750bhp (552kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Controllable pitch propeller<br>10,75kn |
| **SUNLUCK**<br>ex Rudolf-76<br>**Sunluck Maritime Co. Ltd.**<br>Limassol Cyprus | **3 314**<br>1 495<br>5 003 | BV<br>✠Classed LR until 14/12/79 | **1966**-7 Sarpsborg Mek. Verksted A/S K/S —Sarpsborg (37)<br>105,36 15,32 6,420<br>99,01 15,27 7,98<br>P 22,3 F 11,9 1 dk<br>rf nil DK fwd | **M General Cargo**<br>Ice strengthened<br>5 Ho 12,5 20,8 7,6 15,9 8,3 ER<br>G.5 875 B.5 456<br>Cr 3(8) | B&W 6-50VTBF-110<br>Oil 2SA 6Cy. 500 × 1100<br>3 480bhp (2 560kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 176kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 82,0t (d.o.) 375,0t (hvf)-10,0pd 11kn |
| **SUNMAR SEA**<br>ex Rodsand-85 ex Homborsund-69<br>**Sunmar Sea Ltd. Partnership**<br>Sunmar Shipping Inc.<br>Seattle, Wa United States of America<br>SatCom: 1504106/SSEA | **495**<br>204<br>610 | NV | **1956** A/B Asi-Verken—Amal (31)<br>52,09 10,37 3,093<br>48,31 8,19 3,46<br>1 dk<br>rf 56 len 62 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>In.1 436 | MaK<br>Oil 2SA 8Cy. 290 × 420<br>500kW (680bhp)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 40kW 110V d.c.<br>Fuel 39,5t (d.o.)-3,0pd 10,5kn |
| **SUNMAR SKY**<br>ex Lago Izabal-86 ex Jennifer-76<br>ex Chalkis-76 ex Clara-74<br>ex San Jose-65<br>Launched as Clara<br>**Sunmar Sky Ltd. Partnership**<br>Sunmar Shipping Inc.<br>Seattle, Wa United States of America<br>SatCom: 1504116/SSKY | **483**<br>—<br>1 825 | NV (AB) (BV)<br>✠Classed LR until 14/3/75 | **1963**-2 N.V. Ijsselwerf—Rotterdam (120)<br>78,34 4,041<br>73,23 13,42 7,93<br>F 9,8 2 dks<br>rf nil len 70 | **M General Cargo**<br>1 Ho 50,3 ER<br>G.2 647 B.2 478<br>Der 1(30) 1(10) 1(5) 1(3) | Smit-Bolnes 307HDK<br>Oil 2SA 7Cy. 300 × 550<br>1 190bhp (875kW)<br>L. Smit & Zonen Zierikzee<br>Gen 2 × 250kW 480V 60Hz a.c.<br>Fuel 143,5t (d.o.) 10,5kn |

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| **7119678**<br>Df Esd Gc<br>Rdr Rt | **SUNMAR STAR**<br>ex Nerma-91 ex Kirsten Th-88<br>ex Elin S-85<br>**Sunmar Navigation Inc.**<br>United States of America | **499**<br>345<br>1 383 | BV | **1971** Svendborg Skibsvaerft A/S—Svendborg (137)<br>71,81 (BB) 12,93 3,499<br>68,00 12,91 5,62<br>F 10,7 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho each 25,7 ER<br>G.3 044 B.2 662<br>2 Ha (stl) (18,7T × 5,0) (18,7 × 10,3) ER<br>4W Der 1(12) 3(5) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>883kW (1 200bhp)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 100kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 169,5t (d.o.)-5,0pd |
| **7030808**<br>*CB2670*<br>2076<br>Df Esd Rdr<br>Rt | **SUNNAN IV**<br>ex Jean Nicole-76 ex Cutter XV-73<br>**Viento Sur (Sociedad Pesquera) Ltda.**<br>Talcahuano Chile | **412**<br>171<br>— | (BV) | **1970** Elbewerften Boizenburg/Rosslau—Rosslau<br>37,70 8,21 3,468<br>33,00 8,18 5,49<br>1 dk<br>rf 191 BK 102 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 8,5 ER<br>In.332<br>1 Ha ER | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW) NE 74<br>Kloeckner Humboldt Deutz<br>Gen 2 × 89kW 380V 50Hz a.c.<br>Fuel 76,5t (d.o.) |
| **7023594**<br>*CB2671*<br>2073<br>Df Esd Rdr<br>Rt | **SUNNAN V**<br>ex Jean Eliane-76 ex Cutter VII-74<br>**Viento Sur (Sociedad Pesquera) Ltda.**<br>Talcahuano Chile | **411**<br>171<br>— | (BV) | **1970** Elbewerften Boizenburg/Rosslau—Rosslau<br>37,70 8,21 3,468<br>33,00 8,18 5,49<br>1 dk<br>rf 191 BK 102 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 8,5 ER<br>In.332<br>1 Ha ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 sr geared t<br>800bhp (588kW) NE 72<br>Kloeckner Humboldt Deutz<br>Gen 2 × 89kW 380V 50Hz a.c.<br>Fuel 76,5t (d.o.) |
| **5169772**<br>*CB2667*<br>Df Esd Rdr<br>Rt | **SUNNAN 1**<br>ex Singo-68 ex Jane-66<br>**Viento Sur (Sociedad Pesquera) Ltda.**<br>Talcahuano Chile | **120**<br>49<br>— | (BV) | **1961** Sleephelling Mij. "Scheveningen" N.V. —Scheveningen (161)<br>27,79 6,43 2,801<br>24,54 6,41 3,13<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>309kW (420bhp)<br>Alpha-Diesel A/S<br>Fuel 31,0t (d.o.) |
| **7639599**<br>*DGSV*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SUNNANHAV**<br>**Reederei m.s. "Sunnanhav"**<br>Seavoss Schiffahrt G.m.b.H.<br>Hamburg Federal Republic of Germany | **999**<br>677<br>2 350 | GL | **1977** Nitchitsu Industries Co. Ltd.—Matsuura (011)<br>86,52 (BB) 13,03 4,860<br>77,02 13,01 4,98<br>P 13,2 F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,2 ER<br>G.4 750 B.4 623<br>TEU 140 C. 140/20' incl. 15 ref C.<br>1 Ha (stl) (50,4 × 10,2) ER | MaK<br>Oil 4SA 6Cy. 320 × 420 reduction gea<br>shaft<br>2 000bhp (1 471kW)<br>MaK. Maschinenbau G.m.b.H.<br>Thw. thrust propeller fwd |
| **6726280**<br>*SFZB*<br>Df Esd Pfd<br>Rdr RTh | **SUNNANLAND**<br>ex Luna-77<br>**Daniel Axelsson**<br>Fiskeback Sweden | *233*<br>*69*<br>179 | (BV) | **1967** VEB Rosslauer Schiffswerft—Rosslau (S.750/14)<br>33,63 6,61 2,699<br>29,55 6,58 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>In.146<br>4 Ha (each 1,2 × 1,2) ER<br>Der 2(0,25) | Polar<br>Oil 4SA 6Cy. 250 × 300<br>900bhp (662kW)<br>Nydqvist & Holm A/B<br>Controllable pitch propeller<br>Fuel 28,5t (d.o.) |
| **6513712**<br>*SDOE*<br>Esd Pfd Rdr<br>RTm | **SUNNANO**<br>ex Opus-84 ex Duno 1-82 ex Duno-79<br>**Sture Dennis Johansson**<br>Fiskeback Sweden | *199*<br>*59*<br>— | (BV) | **1965** VEB Rosslauer Schiffswerft—Rosslau<br>30,69 6,63 3,302<br>6,58 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,6 × 1,2) ER<br>1W Der 1(2) | Polar<br>Oil 4SA 6Cy. 250 × 300<br>700bhp (515kW)<br>Nydqvist & Holm A/B<br>Fuel 20,0t (d.o.)-2,0pd |
| **6900484**<br>*SIEQ*<br>Df Esd Rdr<br>RTm | **SUNNANSKAR**<br>ex Duno-89 ex Opus-79 ex Charon-68<br>**Tore D. S. Axelsson**<br>Fiskeback Sweden | **159**<br>70<br>— | BV | **1968** VEB Rosslauer Schiffswerft—Rosslau (D.561/39)<br>33,58 6,61 2,699<br>29,57 6,58 3,31<br>F 6,1 1 dk<br>BK 69 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>Mchy.aft<br>2 Ho 4,6 6,7<br>2 Ha (stl) (each 1,5 × 1,2)<br>1W Der 1(0,5) | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) NE 71<br>Alpha-Diesel A/S<br>Gen 2 × 16kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 16,5t (d.o.) |
| **7633375**<br>*SHAF*<br>Df Esd Gc<br>Pfd Rdr Rt | **SUNNANVIK**<br>**Cementa A/B**<br>Slite Sweden | **6 434**<br>2 944<br>9 060 | ✠**100A1** SS 6/86<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL Z 522,5/54,0U2<br>FN 3413 | **1978**-9 J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (832)<br>124,01 18,04 7,702<br>120,02 18,01 10,42<br>F 18,0 1 dk<br>rf nil | **M Cement Carrier**<br>2 Ho 31,0 28,8 ER<br>G.7 498<br>2 Ha ER | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 geared t<br>4 413kW (6 000bhp)<br>Blohm + Voss A.G.<br>HWH (o.f.) 6,1kgf/cm² (6,0bar)<br>Gen 4 × 504kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd, 1<br>Fuel 112,0t (d.o.) 207,0t (hvf) |
| **5416917**<br>*SGVI*<br>Rdr Rt | **SUNNANVIND**<br>ex Nordkap II-64 ex Tylo-63<br>ex Theod. Mannheimer-47<br>**Marin & Maskin AB**<br>Kungsor Sweden | **235**<br>134<br>350 | | **1884** Motala Co.—Motala<br>32,31 6,68 3,810<br>6,63<br>1 dk<br>R | **M Fishing**<br>Side-fishing<br>2W Der 2(-) | Alpha<br>Oil 2SA<br>240bhp (177kW) NE 47<br>Frederikshavn Jernstoberi & Maski<br>A/S<br>Fuel (d.o.) |
| **7710501**<br>*LHCR*<br>19185<br>Rdr Rt | **SUNNFJORD**<br>**Fylkesbaatane i Sogn og Fjordane**<br>Floro Norway | **598**<br>321<br>250 | (NV) | **1978** Hasund Smie & Sveiseverk A/S—Ulsteinvik (22)<br>64,50 3,652<br>59,42 11,46 4,20<br>1 dk<br>rf 1702 BK 152 | **M RoRo Cargo/Ferry** 399dk P<br>Bow door Stern door Ice strengthened<br>Cars 65 Trailers 4 | Normo<br>Oil 4SA 8Cy. 250 × 300<br>1 250bhp (919kW)<br>A/S Bergens M/V<br>2 propellers aft, 1 fwd |
| **5345053**<br>189617<br>Rdr | **SUNNFJORD**<br>**Fife Developments Inc.**<br>Prince Rupert, B.C. Canada | **120**<br>82<br>— | | **1957** Matsumoto & Son—Dollarton, Vancouver, B.C.<br>*23,93* 6,35<br>... ... ...<br>1 dk<br>len 63 | **Wood M Fishing**<br>Side-fishing | Paxman<br>Oil 8Cy. 178 × 197<br>Davey, Paxman & Co. Ltd. |
| **7396393**<br>*JXKR*<br>18474<br>Rdr Rt | **SUNNHORDLAND**<br>**Hardanger Sunnhordlandske D/S**<br>Bergen Norway | **248**<br>141<br>40 | (NV) | **1975** Westermoen Hydrofoil A/S—Mandal (38)<br>29,11 9,02<br>9,00 2,62<br>1 dk | **Aluminium Alloy TM Ferry** 180dk P<br>Twin Hull<br>Mchy.aft | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 18<br>sc. shafts<br>2 660bhp (1 957kW) NE 84<br>M.T.U. Friedrichshafen<br>2 Controllable pitch propellers<br>Fuel-2,5pd |
| **8322650**<br>*LNQC*<br>20044<br>Rdr Rt | **SUNNMORE**<br>**A/S Morerutene**<br>Aalesund Norway | *2 706*<br>*1 462*<br>2 000 | NV | **1985** Fosen M.V.—Fevag (35)<br>79,91 (BB) 5,012<br>73,21 15,02 10,72<br>3 dks | **M Pallets Carrier**<br>Side door/ramp (p) Ice strengthened<br>3 Ho ER<br>B.5 380<br>TEU 39 C.Ho 27/20' C.DK 12/20'<br>3 Ha (stl) ER<br>Cr 1(40) | MWM<br>Oil 4SA 6Cy. 330 × 360 with clutc<br>couplings & sr geared to sc. shaf<br>2 750bhp (2 023kW)<br>Motorenw. Mannheim A.G. (MWM<br>Gen 2 × 250kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **6604341**<br>*TFEH*<br>1002<br>Df Esd Pfd<br>Rdr Rt | **SUNNUBERG**<br>ex Gisli Arni-88<br>**Sigluberg H/f**<br>Grindavik Iceland | **336**<br>164<br>— | (NV) | **1966** Kaarbos M/V A/S—Harstad (49)<br>44,68 7,88 6,081<br>40,26 7,83 6,10<br>1 dk<br>rf 1288 BK 127 len 73 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>2 Ha (1,9 2,3 × 1,5) ER<br>1W Der 1(3) | Wichmann<br>Oil 2SA 5Cy. 300 × 450<br>1 500bhp (1 103kW) NE 77<br>A/S Wichmann<br>Gen 1 × 92kW 1 × 50kW 2 ×<br>220V 50Hz a.c.<br>Thw. thrust propeller fwd, 1 aft<br>Fuel (d.o.) |
| **7704928**<br>*TFDG*<br>1603<br>Df Esd Gc<br>Pfd Rdr Rt | **SUNNUTINDUR**<br>ex Kapp Linne-81<br>**Bulandstindur H/f**<br>Djupivogur Iceland | T.Mk<br>**298**<br>109<br>— | NV | **1978** Kaarbos M/V A/S—Harstad (88)<br>45,57 9,22 4,301<br>39,65 9,21 6,51<br>2 dks<br>rf 1499 BK 102 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Normo<br>Oil 4SA 9Cy. 250 × 300 geared t<br>1 700bhp (1 250kW)<br>A/S Bergens M/V<br>Gen 2 × 152kW 380V 50Hz a.c. |

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| **SUNNY**<br>ex Rozengracht-88<br>**Eastmed Co. S.A.**<br>Greece<br>Piraeus | T.Mk<br>**1 454**<br>979<br>—<br><br>**3 310**<br>2 293<br>3 520 | ✠**100A1** SS 7/87<br>Ice Class 1A at a draught<br>not exceeding 5,97m<br>✠**LMC**<br>EL T 1¼"U2<br>FN 1985 | **1977**-4 Miho Zosensho K.K.—Shimizu (1051)<br>80,25 (BB) 16,13 —/5,971<br>74,88 16,01 10,49<br>RFD 9,8 2 dks<br>rf nil | **M General Cargo**<br><br>1 Ho 49,8 1 TwD<br>G.7 373 B.7 270<br>TEU 165<br>C.Ho 136/20' (40') C.Dk 29/20' (40')<br>1 Ha (stl) (44,4 × 12,8) ER<br>Cr 2(10) | Hanshin 6LUS40<br>Oil 4SA 6Cy. 400 × 640<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo Kobe<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>e(ex.g) 15kgf/cm² (14,8bar)<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel 83,5t (d.o.) 206,5t (hvf) 12,75kn |
| **SUNNY ACE**<br>ex Suwa Maru-84<br>**Sunshine Shipping & Trading S.A.**<br>Panama<br>Panama | **2 603**<br>1 706<br>5 341 | NK | **1975** Teraoka Shipyard Co. Ltd.—Nandan (150)<br>103,51 15,02 6,249<br>95,00 14,99 7,50<br>P 22,3 F 14,1 1 dk | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 5 444 | Daihatsu 8DSM-26<br>2 Oil 4SA each 8Cy. 260 × 320 geared to sc. shaft<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 168kW 1 × 48kW 445V 60Hz a.c.<br>Fuel 200,0t-16,0pd 12,75kn |
| **SUNNY BLOSSOM**<br>**Blackfin Shipping Ltd.**<br>V. Ships (UK) Ltd.<br>Bahamas<br>Nassau | *11 598*<br>*6 963*<br>19 993<br>T/cm<br>30,9 | ✠**100A1** SS 6/91<br>chemical tanker<br>cargo Type A (cr) tanks<br>SG 1.53, cargo Type B<br>wing tanks SG 1.53, in<br>association with a list of<br>defined cargoes<br>✠**LMC**<br>EL D† 550,0/54,0U3(a)<br>FN 5212 | **1986**-7 Minami-Nippon Zosen K.K.—Usuki (578)<br>160,81 (BB) 22,84 9,151<br>149,64 22,81 12,02<br>P 28,7 F 11,0 1 dk<br>rf nil | **M Tanker**<br>Chemical<br>DB Bow loading<br>21 Ta ER<br>L.11 132 | B&W 6L50MCE<br>Oil 2SA 6Cy. 500 × 1620<br>7 000bhp (5 149kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 9,9kgf/cm² (9,8bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 113,0t (d.o.) 1 000,0t (hvf) |
| **SUNNY BREEZE**<br>ex Kyokusei Maru-84<br>**Sunshine Shipping & Trading S.A.**<br>Panama<br>Panama | **2 635**<br>1 764<br>4 944 | NK | **1974** Geibi Zosen Kogyo—Kure (256)<br>97,52 16,06 6,052<br>90,00 16,01 7,01<br>P 22,3 F 11,6 1 dk<br>Bow/CM 48 Diam. 0,204 | **TM Tanker**<br>SBT<br>10 Ta ER<br>L.(oil) 5 533<br>2 Cargo pumps total 2 400T/hr | Daihatsu 6DSM-32<br>2 Oil 4SA each 6Cy. 320 × 380<br>4 200bhp (3 089kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 200kW 440V a.c.<br>Fuel 48,0t (d.o.) 191,0t (hvf)-17,0pd 13,5kn |
| **SUNNY CLIPPER**<br>ex Thalassini Tyhi-89<br>ex Southern Gale-87<br>ex Nanny Onstad-84<br>**Generator Co. Ltd.**<br>Hong Kong<br>Hong Kong<br>(British) | *64 618*<br>*42 812*<br>118 455<br>T/cm<br>93,2 | (NV)<br>✠ | **1977**-3 Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1060)<br>259,82 (BB) 39,65 16,453<br>249,00 39,62 22,41<br>1 dk<br>rf nil | **M Bulk Carrier**<br><br>9 Ho 21,0 20,5 20,1 21,9 21,1 21,1<br>21,1 21,1 21,1 ER<br>G.140 437<br>9 Ha (stl) (12,5 × 15,4) (13,5 13,4 13,4<br>13,4 13,4 13,4 13,4 13,4 × 17,1) ER | B&W 7K90GF<br>Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 760kW 440V 60Hz a.c.<br>Fuel 422,0t (d.o.) 6 982,0t (hvf)-35,0pd 15,5kn |
| **SUNNY CLIPPER**<br>ex Coral Isis-87<br>**Gas Clipper K/S**<br>Olaf Pedersen's Rederi A/S<br>Oslo<br>Norway (NIS) | **4 562**<br>2 804<br>6 080<br>T/cm<br>13,5 | BV NV | **1976** Jos. L. Meyer—Papenburg (582)<br>108,01 (BB) 15,50 7,451<br>99,57 15,41 9,02<br>1 dk<br>Bow/CM 51 Diam. 0,203 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>3 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 5 536<br>6 Cargo pumps total 510T/hr | Deutz RSBV12M540<br>Vee Oil 4SA 12Cy. 370 × 400 reduction geared to<br>sc. shaft<br>3 972kW (5 400bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 4 × 256kW 400V 50Hz a.c.<br>Fuel 150,0t (d.o.) 679,5t (hvf)-20,5pd 16,25kn |
| **SUNNY DIAMOND**<br>ex Kyokuyo Maru-86<br>**Sunshine Shipping & Trading S.A.**<br>Jardine Ship Management Ltd.<br>Panama<br>Panama | *4 341*<br>*1 929*<br>6 225<br>T/cm<br>14,6 | NK | **1983** Shinhama Dock K.K.—Anan (743)<br>113,32 16,82 6,865<br>105,01 16,81 8,31<br>P 30,5 F 14,7 1 dk<br>Bow/CM 54 Diam. 0,400 | **M Tanker**<br>Oil Molasses<br>DB<br>10 Wing Ta ER<br>L.(oil) 6 896<br>4 Cargo pumps total 3 400T/hr | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 256kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 85,0t (d.o.) 451,0t (hvf)-10,0pd 12,8kn |
| **SUNNY DUKE**<br>**Gas Duke K/S**<br>Olaf Pedersen's Rederi A/S<br>Oslo<br>Norway (NIS) | **1 999**<br>1 434<br>3 402 | NV | **1977** Werftunion G.m.b.H. & Co.,<br>Zweigniederlassung Emden—Emden (131)<br>89,21 6,281<br>82,40 14,01 7,12<br>P -F - 1 dk<br>rf 51 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>2 Ta (stl) double-cyl horizontal ER<br>L.(gas) 3 719 | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 320,0t (hvf)-14,0pd 15kn |
| **SUNNY FALCON**<br>**Sunshine Shipping & Trading S.A.**<br>Panama<br>Panama | *3 778*<br>*1 987*<br>6 368<br>T/cm<br>13,9 | NK | **1990** Sanuki Zosen Tekkosho K.K.—Takuma<br>(1210)<br>105,50 (BB) 7,043<br>96,50 16,00 8,45<br>1 dk<br>Bow/CM 48 Diam. 0,304 | **M Tanker**<br>SBT<br>10 Ta ER<br><br>4 Cargo pumps total 2 600T/hr | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>2 063kW (2 805bhp)<br>Hanshin Nainenki Kobe<br>Gen 2 × 280kW 445V 60Hz a.c.<br>Fuel 89,28t (d.o.) 369,69t (hvf)-10,0pd 12kn |
| **SUNNY GAS**<br>**Shokuyu Tanker Co. Ltd.**<br>Korea Tanker Co. Ltd.<br>Panama<br>Panama | *3 011*<br>*903*<br>3 084 | KR NK | **1984** Kishimoto Zosen K.K.—Kinoe (537)<br>95,50 15,02 5,213<br>88,50 15,00 7,00<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>Mchy.aft<br>L.(gas) 1 508 | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SUNNY GIANT**<br>**Sunshine Shipping & Trading S.A.**<br>Panama<br>Panama | *3 778*<br>*1 987*<br>6 118 | NK | **1990** Sanuki Zosen Tekkosho K.K.—Takuma<br>(1212)<br>105,50 (BB) 6,915<br>96,50 16,00 8,45<br>P 25,8 F 8,3 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>10 Ta ER<br>L.6 916 | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>2 063kW (2 805bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 280kW 445V 60Hz a.c.<br>12,3kn |
| **SUNNY GIRL**<br>**Sunny Girl Corp.**<br>Olaf Pedersen's Rederi A/S<br>Monrovia<br>Liberia<br>SatCom: 1240256/ELIZ | *3 643*<br>*1 104*<br>4 247 | NV | **1989** Hyundai Heavy Industries Co. Ltd.—Ulsan<br>(634)<br>98,30 (BB) 15,37 6,266<br>90,00 15,00 7,50<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>L.(gas) 4 027 | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550 with flexible couplings &<br>sr geared to sc. shaft<br>3 308kW (4 497bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 4 × 453kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15,1kn |
| **SUNNY GLORIOUS**<br>ex Sunrise Glory-85<br>ex Ocean Prosper-84<br>**Escobar Shipping Corp.**<br>Escobal Japan Ltd.<br>Manila<br>Philippines<br>SatCom: 1700466/SUNG | **37 455**<br>19 845<br>65 029<br>T/cm<br>65,2 | NK (BV) | **1983** Tsuneishi Zosen K.K.—Numakuma (486)<br>227,59 (BB) 32,26 12,742<br>218,02 32,21 18,32<br>B 27,2 F 15,3 1 dk | **M Bulk Carrier**<br><br>7 Ho 21,6 23,9 24,3 17,6 24,4 24,4<br>24,4 ER<br>G.75 663 HeCls. B<br>7 Ha (stl) (16,0 18,1 18,7 11,8 18,7 18,7<br>18,7 × 12,8) ER | B&W 7L67GFCA<br>Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 440kW a.c.<br>Fuel 265,0t (d.o.) 3 307,5t (hvf)-47,5pd 14kn |
| **SUNNY HAWK**<br>**Sunshine Shipping & Trading S.A.**<br>Panama<br>Panama | *3 781*<br>*1 987*<br>6 114 | NK | **1991** Sanuki Zosen Tekkosho K.K.—Takuma<br>(1215)<br>105,50 (BB) 6,915<br>96,50 16,00 8,45<br>1 dk | **M Tanker**<br>Oil Chemical Molasses<br>SBT<br>L.7 102 | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>2 427kW (3 300bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 280kW a.c.<br>12kn |
| **SUNNY HOPE**<br>**Sunny Gas Transportation S.A.**<br>Yuyo Steamship Co. Ltd. (Yuyo Kaiun K.K.)<br>Panama<br>Panama<br>SatCom: 1333423/SUNY | *44 690*<br>*13 407*<br>50 748 | NK | **1990** Mitsubishi Heavy Industries Ltd.—Nagasaki<br>(2034)<br>230,00 (BB) 10,825<br>219,00 36,60 20,40<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>Mchy.aft<br>L.(gas) 78 488 | Mitsubishi 6UEC60LS<br>Oil 2SA 6Cy. 600 × 2200<br>8 672kW (11 790bhp)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 850kW 1 × 120kW 450V a.c.<br>Fuel 148,8t (d.o.) 2 142,7t (hvf) 15,5kn |

**7119678** **SUNMAR STAR** **499** 345 **1971** Svendborg

ex Nerma-91 ex Kirsten Th-88

ex Elin S-85

Df Esd Gc **Sunmar Navigation Inc.**

Rdr Rt

MWM

Vee Oil 4SA 12Cy. 330 × 360

5 598bhp (4 118kW) NE 81

Motorenw. Mannheim A.G. (MWM

Gen 3 × 288kW 2 × 133kW

**5**

C

Df

Rt

**76**

DG

Df

Pfd

RTm

**6726**

SFZ

Df Es

Rdr R

**65137**

SDOE

Esd Pfd

RTm

**690048**

SIEQ

Df Esd R

RTm

**7633375**

SHAF

Df Esd Gc

Pfd Rdr Rt

**5416917**

SGVI

Rdr Rt

**7710501**

LHCR

19185

Rdr Rt

**5345053**

189617

Rdr

**7396393** S

JXKR H

18474 B

Rdr Rt

**8322650** **SU**

LNQC **A/S**

20044 Aal

Rdr Rt

**6604341** **SUN**

TFEH ex G

1002 **Siglu**

Df Esd Pfd Grind

Rdr Rt

**7704928** **SUNN**

TFDG ex Kap

1603 **Buland**

Df Esd Gc Djupivo

Pfd Rdr Rt

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**7508520** **SUNNY LADY** **5 274** 3 892 6 680 NV **1976** Sterkoder M/V A/S—Kristiansund N. (54) **M Liquefied Gas Carrier**

LAMC2 ex Lady-81 ex Leikvin-79 110,78 (BB) 19,02 7,662 10,70 LPG Pressurised Ref

N-00403 **K/S Gas Lady** 101,89 Ice strengthened

Df Esd Gc Olaf Pedersen's Rederi A/S P -F - 1 dk 2 Ta ER

Rdr Rt Oslo Norway (NIS) rf nil conv Sand General Cargo 81 L.(gas) 6 619

AMVER

B&W

Oil 2SA 6Cy. 350 × 1050 sr g

3 354kW (4 560bhp)

Ssang Yong Heavy Industries

Gen 2 × 250kW 445V 60Hz

Fuel 91,5t (d.o.) 496,4t (hvf)

**8921664** **SUNNY LAUREL** *4 025* *1 103* 5 956 T/cm 14,8 KR **1989** Dae Sun SB. & Eng. Co. Ltd.—Busan (360) **M Container Ship**

D9TE **Korea Marine Transport Co. Ltd.** 107,00 (BB) 17,21 6,513 8,30 Fixed-guides

ICR-892402 Inchon South Korea 97,50 17,20 TEU 330 C.Ho 132/20'(40') C.Dk 198/20'(4

Df Esd Gc 0)

Rdr RTm/h/v 5 Ha (stl) ER

Niigata

Oil 4SA 6Cy. 430 × 540

1 000bhp (736kW)

Niigata Eng. Co. Ltd.

Gen 1 × 128kW 1 × 1

210V a.c.

Fuel 272,5t (d.o.)

**5344164** **SUNNY No. 17** **640** 347 565 (KR) **1956** Miho Zosensho K.K.—Shimizu (212) **M Refrigerated Cargo Fish Carrier**

3FXF ex Royal River-78 58,22 9,02 3,785 4,47 4 Ho ER

4470-74A ex Satsu Maru No. 15 51,21 9,00 In.821

Df Esd Gc ex Daien Maru No. 7-70 1 dk conv Side-fishing Fishing 70 2 Ha (2,2 2,0 × 2,2) ER

Rdr RTh ex Sumiyoshi Maru No. 28-67 RW 4W Der 4(1)

**Sunny Maritime S.A.**

Duk Soo Moolsan Co. Ltd.

Panama Panama

Niigata

Oil 4SA 6Cy. 280 × 44

1 300bhp (956kW)

Niigata Eng. Co. Ltd.

Gen 1 × 160kW 225V

Fuel 285,5t

**7227528** **SUNNY No. 77** **424** 163 — KR **1972** Narasaki Zosen K.K.—Muroran (784) **M Fishing**

HQCH9 ex Riasu Maru No. 2-87 49,13 8,23 3,175 Mchy.aft

L-1921943 **Golden Sea Product S. de R.L.** 42,35 8,21 3,79

Df Esd Gc San Lorenzo Honduras P 22,0 F 5,5 1 dk

Pfd Rdr Rt

Pielstick

Vee Oil 4SA 14Cy. 40

9 100bhp (6 694kW)

Ishikawajima Harima

Gen 2 × 500kW 450

Fuel 201,0t (d.o.) 1

**7801324** **SUNNY NAPIER** **15 309** 9 830 23 442 NK **1978** Kurushima Dockyard Co. Ltd.—Onishi (2046) **M Bulk Carrier**

8KMT **Usui Kaiun K.K.** 165,00 24,81 9,327 13,21 G.26 649 B.26 502

123022 Shiogama, Japan 156,01 5 Ha (19,8 19,8 22,7 22,7 22,7 × 18,7) ER

Df Esd Gc Miyagi Pref. F 10,7 1 dk Cr 2(22)

Pfd Rdr Rt

AMVER

Mitsubishi

Oil 2SA 6Cy. 600 ×

7 503kW (10 200bh

Kobe Hatsudoki K.

Gen 3 × 450kW

Fuel 232,5t (d.o.)

**8307844** **SUNNY OCEAN** *17 150* *9 913* 26 268 NK (BV) **1984** Sanoyasu Dockyard Co. Ltd.—Mizushima (1065) **M Bulk Carrier**

3ETL8 ex Hirado Maru-91 ex Cosmo Ocean-90 166,40 (BB) 27,67 9,682 13,40 9 Ho ER

20677-PEXT1 ex C. C. Oakland-84 158,00 27,60 G.32 983 HeCls. B

Df Esd Gc **RL Olive Marine S.A.** P 20,1 F 11,2 1 dk TEU 1022 C. 1022/20' (40') incl. 30 ref C.

Pfd Rdr Kitaura Kaiun K.K. 9 Ha (stl) (12,9 20,3 20,3 20,3 20,3 20,3

RTm/h/v Panama Panama 20,3 13,5 13,5 × 10,8) ER

SatNav SatCom: 1335256/CUNY Cr 6(25)

AMVER

Fuji

Oil 4SA 6Cy. 27

500bhp (368kW

Fuji Diesel Co.

Gen 1 × 10kW

Fuel 35,5t

**6918833** **SUNNY PORT** **376** 240 849 **1969** Sokooshi Zosensho K.K.—Higashino (193) **M Tanker**

ex Towa Maru-81 42,02 9,02 3,810 4,09 6 Ta ER

38,99 9,00 L.(oil) 883

Rdr Rt 1 dk

Usuki

Oil 4SA 6Cy.

950bhp (699k

Usuki Tekkos

Gen 2 × 12k

Fuel 71,0t

**5394107** **SUNNY PUSAN** **702** 360 1 073 KR **1959** K.K. Usuki Tekkosho—Saiki (1017) **M General Cargo**

D8NI ex Fine Star-86 ex Eun Seong-85 59,26 9,25 4,217 4,70 2 Ho ER

JJR-595591 ex Dong Hwa No. 7-79 53,98 9,20 G.1 275 B.1 163

Df Esd Gc ex Kwang Duck-76 ex Yae Maru-69 P 16,2 F 6,1 1 dk 2 Ha (9,6 11,5 × 4,4) ER

Rdr Rt **Seoil Shipping Co. Ltd.** Der 4(5)

Busan South Korea

Caterpillar

Vee Oil 4SA

Caterpillar

Gen 2 × 2

**7507514** **SUNNY PUSAN** **100** 57 — (KR) **1973** Heung Hae Development Co. Ltd.—Inchon **M Tug**

ex Fine Star-86 ex Eun Sung-86 23,60 6,02 2,401 3,00

Inchon South Korea 21,01 6,00

B 9,2 1 dk

MaK

Oil 4SA 6

4 000bhp

MaK. Ma

Gen 3 ×

Controlla

Fuel 315

**7424504** **SUNNY QUEEN** **1 999** 1 437 3 402 NV **1976** Werftunion G.m.b.H. & Co., (129) **M Liquefied Gas Carrier**

LAYK2 **Gas Queen K/S** Zweigniederlassung Emden—Emden LPG Pressurised Ref

N-00754 Olaf Pedersen's Rederi A/S 89,21 14,03 6,281 7,12 Ice strengthened

Df Esd Gc Oslo Norway (NIS) 82,40 14,00 2 Ta (stl) double-cyl ER

Rdr Rt P -F - 1 dk L.(gas) 3 719

AMVER rf 51

Mitsubis

Oil 2SA

4 500bh

Akasak

Gen 3

**7720611** **SUNNY ROSE** **3 453** 1 908 5 470 KR **1978** Dae Sun SB. & Eng. Co. Ltd.—Busan (196) **M Container Ship**

D7CF **Korea Marine Transport Co. Ltd.** 106,03 16,01 6,825 8,31 Fixed-guides

ICR-780356 Inchon South Korea 97,01 1 dk G.6 571 B.5 536

Df Esd Gc P 22,6 F 13,8 TEU 270

Rdr Rt 6 Ha (stl)

Mitsub

Oil 2S

3 900

Akas

L

Fuel

**8105387** **SUNNY SKY** **2 874** 1 882 6 196 NK **1981** Dae Dong SB. Co. Ltd.—Busan (243) **M General Cargo**

3EWS **Demi Shipping Corp.** 102,01 17,02 6,859 7,19 2 Ho ER

11520-82C Panama Panama 95,00 17,01 G.11 836 B.11 147

Df Esd Gc 1 dk 2 Ha (stl) (21,8 21,7 × 9,8) ER

Pfd Rdr Der 4(25)

RTm/h

B&W

Oil

13

Mi

Ge

Fu

**7380497** **SUNNY STATE** *34 356* *11 749* 41 131 T/cm 51,6 NK **1976** Nippon Kokan K.K.—Shimizu (339) **M Wood-chip Carrier**

3EBL8 **Sunny World Shipping Inc.** 197,01 (BB) 30,54 11,026 21,52 6 Ho 26,9 23,7 23,7 20,4 23,7 28,0

19000-90A Panama Panama 184,51 30,47 ER

Df Esd Gc SatCom: 1333361/SYSE P 34,5 F 14,7 1 dk G.83 646

Pfd Rdr RTv 6 Ha (stl) (13,7 13,5 13,5 11,8 13,5 11,8 ×

AMVER 14,4) ER

Der 3(11)

**8915732** **SUNNY SUCCESS** *23 275* *13 807* 42 203 T/cm 47,6 NK **1991** Oshima Shipbuilding co. Ltd.—Nagasaki (10136) **M Bulk Carrier**

3ETC8 **Sunny Ace Shipping S.A.** 180,00 (BB) 30,50 11,192 15,80 Str. heavy cargoes

20662-YJ Koyo Marine Co. Ltd. 172,00 5 Ho ER

Df Esd Gc Panama Panama 1 dk G.52 125 B.51 118

Pfd Rdr SatCom: 1335245/SUNY 5 Ha (stl) (14,4 19,2 19,2 19,2 19,2 × 15,3)

RTm/h/v ER

Cr 4(25)

**8514813** **SUNNY VENTURE** *5 554* *2 307* 7 059 NK **1985** Kochi Jyuko K.K.—Kochi (2461) **M General Cargo**

3ENA4 **O Ebisu Line S.A.** 98,18 (BB) 18,81 7,430 12,91 2 Ho ER

15359-86A Panama Panama 89,95 G.13 559 B.12 554

Df Esd Gc 1 dk TEU 175 C. 175/20'

Pfd Rdr Rt 2 Ha (stl) (each 20,3 × 12,7) ER

**9003603** **SUNNYSTAR** *5 470* *2 315* 6 929 NK **1990** Higaki Zosen K.K.—Imabari (386) **M General Cargo**

3EGE8 **Sea Regal Maritime S.A.** 98,18 (BB) 18,00 7,542 8,00 2 Ho ER

19120-90 Panama Panama 89,95 G.13 494 B.12 483

Df Esd Gc 1 dk 2 Ha (stl) (22,2 23,4 × 9,8) ER

Pfd Rdr Rt Der 4(15)

SatNav

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|---|---|---|---|---|---|
| **SUNNYWAY**<br>ex Sea Walrus-88 ex Mabu-78<br>ex Fernwind-74<br>**Sunnyway Maritime S.A.**<br>Ocean Tramping Co. Ltd.<br>Panama<br>Panama | **18 377**<br>12 398<br>31 786<br>T/cm<br>42,2 | NV | **1963** Rheinstahl Nordseewerke—Emden (343)<br>192,34 25,79 10,707<br>180,02 25,71 14,86<br>P 40,3 F 23,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 16,0 22,4 16,0 22,4 16,0 22,4 16,0 ER<br>G.38 397<br>7 Ha (8,7 14,4 8,7 14,4 8,7 14,4 8,7 × 11,9) ER<br>14W Der 1(5) | Fiat A750.7L<br>Oil 2SA 7Cy. 750 × 1320<br>9 800bhp (7 208kW)<br>Borsig A.G. West Berlin<br>Gen 3 × 340kW 440V 60Hz a.c.<br>Fuel 1 822,0t (hvf) 14,5kn |
| **SUNOURA MARU No. 56**<br>**Nango Nakajima**<br>Japan<br>Uozu,<br>Toyama Pref. | **116**<br>—<br>— | | **1981** K.K. Honma Zosensho—Niigata<br>*29,80*<br>6,00 2,60<br>1 dk | **M Fishing** | Hanshin<br>Oil<br>272kW (370bhp)<br>The Hanshin Diesel Works Ltd. Japan |
| **SUNRISE**<br>ex Sunrise Trader-86 ex Sunrise-80<br>**Dorio Shipping Ltd.**<br>Teekay Shipping (Canada) Ltd.<br>Monrovia<br>Liberia<br>SatCom: 1242244/SUNR | **51 767**<br>37 437<br>102 719<br>T/cm<br>90,1 | NK | **1975** Koyo Dockyard Co. Ltd.—Mihara (685)<br>258,17 38,99 14,783<br>248,42 38,94 21,04<br>1 dk<br>Bow/CM 129 Diam. 0,410 MH 1,8 | **M Tanker**<br>COW IGS<br>Mchy.aft<br>L.(oil) 127 036<br>3 Cargo pumps total 8 800T/hr | B&W 7K90GF<br>Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Fuel 4 972,5t-81,0pd 15,25kn |
| **SUNRISE**<br>ex Lucky Refiner-86<br>ex Kefalonia Star-84<br>ex Sugar Refiner-79<br>**Oceanfaith Shipping Ltd.**<br>Starlady Marine Ltd.<br>Limassol<br>Cyprus | **13 575**<br>8 594<br>20 930<br>T/cm<br>32,0 | HR<br>✠Classed LR until 12/89 | **1971**-12 Lithgows (1969) Ltd. East Yard—Port Glasgow (1182)<br>167,65 (BB) 22,61 9,583<br>158,55 22,26 12,65<br>P 29,9 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes<br>5 Ho 20,5 24,0 24,3 24,3 24,3 ER<br>G.28 525 B.20 386<br>5 Ha (stl) (13,7 × 9,1) (16,6 16,7 16,7 16,7 × 10,6) ER<br>5W Der 5(6,5) | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>6 620kW (9 000bhp)<br>J. G. Kincaid & Co. Ltd. Greenock<br>Gen 3 × 380kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 062,0t (hvf) 15,75kn |
| **SUNRISE**<br>**SRM International N.V.**<br>Mammoet Shipping B.V.<br>Willemstad<br>Netherlands Antilles & Aruba<br>SatCom: 1750133 | *6 964*<br>*2 089*<br>10 045 | NK | **1984** Kanasashi Co. Ltd.—Toyohashi (3031)<br>123,02 (BB) 4,874<br>117,02 30,01 7,01<br>F 11,3 1 dk | **TM Heavy-load Carrier**<br>Mchy.aft | Hanshin 6EL32<br>2 Oil 4SA each 6Cy. 320 × 640 with clutches, flexible couplings & sr geared to sc. shafts<br>4 400bhp (3 236kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 240kW 450V 60Hz a.c.<br>11,75kn |
| **SUNRISE**<br>**Aiwa Kisen K.K.**<br>Namikata,<br>Ehime Pref.<br>Japan | *2 653*<br>*1 322*<br>3 678 | NK | **1983** Higaki Zosen K.K.—Imabari (300)<br>86,04 5,725<br>80,02 14,51 5,90<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 786 B.5 523<br>2 Ha (stl) (15,6 26,0 × 8,0) ER<br>Der 1(15) 2(10) | Hanshin 6ELS32<br>Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 120kW 450V 60Hz a.c.<br>Fuel 49,0t (d.o.) 259,5t (hvf)-7,0pd 11kn |
| **SUNRISE**<br>**enko Co. Ltd.**<br>saka,<br>saka Pref.<br>Japan | **990**<br>—<br>1 321 | | **1976** K.K. Usuki Tekkosho—Usuki (923)<br>67,98 11,43 4,001<br>62,51 11,41 5,01<br>1 dk | **M Liquefied Gas Carrier**<br>2 Ta ER<br>L.(gas) 1 320 | Akasaka AH28<br>Oil 4SA 6Cy. 280 × 440<br>993kW (1 350bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **UNRISE**<br>Godewind-82 ex Wappen-80<br>Ostfriesland-70<br>**nshine Shipping Line**<br>**Schiffahrtsgesellschaft m.b.H.**<br>ernfoerde<br>Federal Republic of Germany | **835**<br>491<br>190 | GL | **1960** Jos. L. Meyer—Papenburg (495)<br>58,27 9,66 2,490<br>52,48 9,61 3,61<br>B 35,7 1 dk<br>RW | **TM Ferry**<br>Mchy.aft | MaK MA301FA<br>2 Oil 4SA each 8Cy. 230 × 300 reverse reduction geared to sc. shaft<br>1 740bhp (1 280kW)<br>Maschinenbau Kiel A.G. Kiel<br>14kn |
| **RISE**<br>akusei Maru No. 11-85<br>**an Transport Lines Inc.**<br>City<br>Philippines | **658**<br>367<br>576 | NK | **1970** Kurinoura Dock K.K.—Yawatahama (76)<br>57,36 9,43 3,663<br>51,01 9,40 4,40<br>P 11,9 F 2,8 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 926 | Daihatsu<br>Oil 4SA 8Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 40kW a.c.<br>11kn |
| **ISE**<br>**e (Honduras) S. de R.L.**<br>renzo<br>Honduras | **394**<br>251<br>466 | KR | **1989** Chinhae SB. Co. Ltd.—Chinhae<br>54,00 - 3,650<br>48,10 8,90 3,75<br>1 dk | **M Fishing**<br>Tuna Long-line Ref | Akasaka<br>Oil 4SA 6Cy. 280 × 400<br>883kW (1 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 608kW 225V a.c.<br>12,2kn |
| **E**<br>**Kisen K.K., Tokushima**<br>**kusen K.K. & Kobe Senpaku**<br>a Shuttle Line Co. Ltd.<br>Japan<br>a Pref. | **275**<br>—<br>50 | | **1987** Mitsui Eng. & SB. Co. Ltd.—Tamano (TH-1606)<br>41,03 1,391<br>36,91 10,81 3,41<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 280dk P | Fuji<br>2 Vee Oil 4SA each 12Cy. 200 × 210 geared to sc. shafts<br>4 734bhp (3 482kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>31kn |
| United Kingdom | **225**<br>143<br>77 | | **1984** Campbeltown Shipyard Ltd.—Campbeltown (067)<br>26,01 7,22 3,001<br>23,35 7,21 3,76<br>1 dk | **M Fishing**<br>Side Trawler Seiner Ref<br>In.160 | Caterpillar 3508TA<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches & sr geared to sc. shaft<br>650bhp (478kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Controllable pitch propeller<br>Fuel 18,0t (d.o.) 10,75kn |
| **ne Inc.**<br>United States of America | **135**<br>92<br>— | | **1980** Master Marine Inc.—Bayou la Batre, Al<br>*23,57* 6,71<br>3,38<br>1 dk | **M Fishing**<br>Shrimp-trawl | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **Packing Co. Inc.**<br>United States of America | **129**<br>65<br>— | | **1939** Western Boat Building Corp.—Tacoma, Wa<br>*24,45* 6,76<br>... ... ...<br>1 dk | **Wood M General Cargo** | Imperial<br>Oil 4SA 6Cy. 290 × 380<br>300bhp (221kW)<br>Atlas Imperial D.E. Co. Oakland, Ca |
| **ods Inc.**<br>United States of America | **105**<br>71<br>— | | **1981** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,81 2,401<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Cummins KT-1150-M<br>Oil 4SA 6Cy. 159 × 159 reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **ds Pvt. Ltd.**<br>India | *104*<br>*31*<br>58 | IRS | **1986** Chowgule & Co. Pvt. Ltd.—Goa (90)<br>23,09 7,19 2,531<br>20,02 7,01 3,20<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.40 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches & sr reverse geared to sc. shaft<br>425bhp (313kW)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 13kW 240V 50Hz a.c.<br>Fuel 43,5t (d.o.) 10kn |

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| 8919348<br>*9VJH*<br>384765<br>RTv | **SUNRISE I**<br>**Tokyo Tanker Singapore Pte. Ltd.**<br>Tokyo Tanker Co. Ltd.<br>Singapore Singapore<br>SatCom: 1715721/SVJH | *148 857*<br>*75 514*<br>258 095<br>T/cm<br>162,4 | NK | **1991** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2997)<br>330,00 (BB) 19,446<br>315,50 58,00 29,70<br>1 dk<br>Bow/CM 155 Diam. 0,406 | **M Tanker**<br>COW IGS SBT Stern disch.<br>11 Ta ER<br>L.(oil) 319 338<br>4 Cargo pumps total 17 470T/hr | Sulzer<br>Oil 2SA 8Cy. 840 × 2400 with flexible<br>epicyclic geared to sc. shaft<br>19 523kW (26 542bhp)<br>Diesel United Ltd.<br>Gen 2 × 1200kW 1 × 1000kW 1 ×<br>1 × 260kW 450V a.c. |
| 8907436<br>*9VJW*<br>384766<br>Df Esd Gc<br>Rdr Rt | **SUNRISE II**<br>**Tokyo Tanker Singapore Pte. Ltd.**<br>Tokyo Tanker Co. Ltd.<br>Singapore Singapore | *146 836*<br>*76 564*<br>258 096<br>T/cm<br>164,6 | NK | **1991** Mitsubishi Heavy Industries Ltd.—Nagasaki (2038)<br>321,00 19,476<br>310,00 58,00 29,50<br>1 dk<br>Bow/CM 150 Diam. 0,650 | **M Tanker**<br>COW IGS SBT<br>6 Ta 6 Wing Ta ER<br>L.(oil) 318 138<br>4 Cargo pumps total 17 750T/hr | Mitsubishi<br>Oil 2SA 9Cy. 750 × 2800<br>19 726kW (26 818bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 1100kW 1 × 400kW 450V<br>Fuel 331,82t (d.o.) 4 322,3t (hvf)-81,4pd |
| 8034277<br>*WYR4350*<br>631743<br>Esd Pfd Rdr<br>RTv | **SUNRISE III**<br>**Master Marine Inc.**<br>Mobile, Al United States of America | 135<br>92<br>— | | **1981** Master Marine Inc.—Bayou la Batre, Al<br>27,46 2,744<br>23,58 6,71 3,81<br>1 dk | **M Fishing**<br>Shrimp-trawl<br>In.108 | General Motors<br>Vee Oil 2SA 16Cy. 123 × 127 with clutch<br>geared to sc. shaft<br>600bhp (441kW)<br>General Motors-Detroit Diesel Allison Div<br>Indiana<br>Gen 1 × 30kW 120V 60Hz a.c. |
| 6614994<br>Df Esd Gc<br>Rdr RTv | **SUNRISE K**<br>ex Deva-91<br>Honduras | **2 099**<br>973<br>3 150<br>**3 090**<br>2 086<br>4 400 | RNR | **1965** Santierul Naval Galatz—Galatz<br>98,30 13,92 5,500/6,579<br>90,91 13,87 8,13<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho -DT 15,6 21,7 20,8 ER<br>G.6 264 B.5 800<br>4 Ha (stl) (— × —) (8,9 14,7 14,4 × 6,0) ER<br>10W Der 10(3-5) | Sulzer<br>Oil 2SA 5Cy. 560 × 1000<br>2 500bhp (1 839kW)<br>Sulzer Bros. Ltd.<br>Gen 2 × 113kW 1 × 68kW 230V d.c.<br>Fuel 228,5t (d.o.) |
| 8400567<br>*DUPV*<br>230500<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>CollRdr<br>AMVER | **SUNRISE RUBY**<br>ex Ticao Sampaguita-90<br>ex Glory Star-89<br>Launched as Sanko Star<br>**Supreme Shipping Corp.**<br>Manila Philippines<br>SatCom: 1700415/DUPV | *16 582*<br>*9 524*<br>27 652 | NK | **1986** Mitsubishi Heavy Industries Ltd.—Nagasaki (1966)<br>165,50 (BB) 27,02 9,598<br>158,00 27,00 13,30<br>P 26,2 F 11,0 1 dk | **M Bulk Carrier**<br>5 Ho 17,6 27,2 27,2 26,4 26,4 ER<br>G.34 810 B.34 182<br>5 Ha (stl) (8,0 19,2 19,2, 19,2 19,2 × 13,5) ER<br>Cr 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600 reverse reduc<br>to sc. shaft<br>5 686kW (7 730bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 450kW a.c. |
| 7336290<br>*HP5692*<br>10147-80A<br>Rdr Rt | **SUNRISE 1**<br>ex Loong Kong-90<br>ex Chie Maru No. 2-79<br>**Sam Los Shipping S.A.**<br>Panama Panama | 663<br>441<br>1 416 | BV | **1970** Kurinoura Dock K.K.—Yawatahama (71)<br>62,50 9,53 4,250<br>58,00 9,50 4,80<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 878 | Makita<br>Oil 4SA 6Cy.<br>1 250bhp (919kW)<br>Makita Tekkosho<br>Gen 2 × 28kW 225V 60Hz a.c. |
| 7827598<br>632386 | **SUNSET**<br>**Sahlman Seafoods Inc.** | 105<br>72<br>— | | **1981** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,81 2,401<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159 reduction gea<br>shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| 7820150<br>*WSX6559*<br>598484<br>Esd Gc Rdr<br>Rt | **SUNSET BAY**<br>**Steuart Investment Co.**<br>Juneau, Ak United States of America | 237<br>189<br>— | | **1978** Marine Construction & Design Co. (MARCO) —Seattle, Wa (371)<br>32,95 8,82 4,420<br>29,27 8,60 3,97<br>1 dk | **M Fishing**<br>Crab Ref<br>3 Ho<br>In.212<br>Cr 1(8) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 geared t<br>850bhp (625kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 155kW 1 × 135kW 1 × |
| 8316182<br>*3EYV3*<br>14994-85B<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SUNSHINE**<br>ex Sun Pacific-89<br>**Sun Pacific Maritime S.A.**<br>Panama Panama<br>SatCom: 1331725/EEYV | *23 410*<br>*10 293*<br>36 882<br>T/cm<br>46,2 | NK | **1985** Kasado Dock Co. Ltd.—Kudamatsu (340)<br>175,44 (BB) 30,03 11,018<br>166,02 30,01 16,82<br>1 dk<br>Bow/CM 89 MH 1,5 | **M Tanker**<br>COW IGS SBT<br>8 Ta ER<br>L.(oil) 45 813<br>4 Cargo pumps total 4 000T/hr | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>7 576kW (10 300bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 485kW a.c. |
| 7010262<br>*HQPA6*<br>Gc Rdr Rt | **SUNSHINE**<br>ex York I-90 ex Azolla-89<br>ex Palmeras-87 ex Dione I-83<br>ex Fuji Maru No. 17-80<br>**Rich Shipping S.A.**<br>San Lorenzo Honduras | 995<br>584<br>2 450 | (NK) | **1969** Imabari Zosen—Imabari (242)<br>71,56 11,43 5,104<br>67,01 11,41 5,85<br>P 18,6 F 13,8 1 dk<br>RW | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 639 | Makita<br>Oil 4SA 6Cy. 380 × 540<br>1 700bhp (1 250kW)<br>Makita Tekkosho<br>Gen 2 × 40kW<br>Fuel 70,0t-6,5pd |
| 9043706 | **SUNSHINE**<br>**Kyosho Kisen K.K., Tokushima Kosokusen K.K. & Kobe Senpaku K.K.**<br>Japan | 297<br>—<br>—<br>— | | **1991** Mitsui Eng. & SB. Co. Ltd.—Tamano (TH1618)<br>43,20 1,400<br>10,80 3,50 | **TM Ferry**<br>Twin Hull 300dk P | Pielstick<br>2 Vee Oil 4SA each 16Cy. 200 × 21<br>sc. shafts<br>5 296kW (7 200bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 400kW 225V 60Hz a.c. |
| 7307433<br>*WX7170*<br>505291<br>Rt | **SUNSHINE**<br>ex Elizabeth I ex Irene & Hilda II-78<br>ex New Orleans-74<br>**Braga Fishing Corp.**<br>New Bedford, Ma United States of America | 126<br>85<br>— | | **1966** St. Charles Steel Works—Thibodaux, La<br>*21,46*<br>7,01 3,31<br>1 dk | **M Fishing** | Oil<br>385bhp (283kW)<br>Fuel (d.o.) |
| 7216660<br>*WH8044*<br>273758 | **SUNSHINE**<br>ex Surf Tide-78 ex M.E.L. 2<br>**Gerald G. Bordelon Marine Inc.**<br>Baton Rouge, La United States of America | 116<br>78<br>— | | **1957** Burton Construction & SB. Corp.—Port Arthur, Tx (249)<br>24,39 6,71<br>6,66 3,03<br>1 dk | **TM Supply Launch** | General Motors<br>2 Oil 2SA each 6Cy. 127 × 142<br>600bhp (441kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| 8517762<br>2134<br>Esd Gc Rdr<br>Rt | **SUNSHINE**<br>**Rainbow Seafoods Pvt. Ltd.**<br>Mormugao India | 104<br>31<br>66 | IRS | **1986** Chowgule & Co. Pvt. Ltd.—Goa (88)<br>23,09 7,17 2,501<br>20,02 6,99 3,20<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 13kW 240V 50Hz a.c.<br>Fuel 43,5t (d.o.) |
| 7534830<br>*WYP6319*<br>563123 | **SUNSHINE**<br>**John Lafavour**<br>Gloucester, Ma United States of America | 101<br>68<br>— | | **1975** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| 8714918<br>*3EYF6*<br>18838-YJ<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav | **SUNSHINE AMAZON**<br>**Curvet Transport S.A.**<br>Wing Tak Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1330126/SAMZ | *18 936*<br>*7 808*<br>23 853<br>T/cm<br>37,5 | NK | **1988** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2976)<br>173,95 (BB) 10,027<br>165,00 27,60 15,40<br>1 dk | **M General Cargo**<br>9 Ho<br>G.33 332 B.31 870<br>TEU 957 C.Dk 429/20' (40') C.Ho 528/20' (40') incl. 100 ref C.<br>8 Ha (stl) ER<br>Cr 1(-) | Sulzer<br>Oil 2SA 6Cy. 620 × 2150<br>11 386kW (15 479bhp)<br>Ishikawajima Harima Heavy Ind.<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 167,5t (d.o.) 1 583,2t (hvf)- |

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| **SUNSHINE EXPRESS**<br>ex Miller Matsqui-91 ex Cecilia Hall-88<br>**Bank of Montreal Leasing Corporation**<br>Vancouver, B.C. Canada | **113**<br>76<br>— | | **1972** Vito Steel Boat & Barge Cons. Ltd.—Delta, B.C. (132)<br>20,12 7,65 1,270<br>18,45 7,62 2,14<br>1 dk | **TM Tug** | Caterpillar 3408T<br>2 Vee Oil 4SA each 8Cy. 137 × 152<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 10kn |
| **SUNSHINE FUJI**<br>**Oshima Unyu K.K.**<br>Naze, Kagoshima Pref. Japan | **7 262**<br>—<br>1 582 | | **1983** Mitsubishi Heavy Industries Ltd. —Shimonoseki (858)<br>127,01 17,02 4,920<br>119,51 17,01 9,00<br>2 dks | **TM Passenger Ship**<br>—cbn 1211bth P | Pielstick 8PC2-5L-400<br>2 Oil 4SA each 8Cy. 400 × 460 with flexible couplings & sr geared to sc. shafts<br>10 400bhp (7 650kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 82,5t (d.o.) 457,0t (hvf)-33,0pd 19,5kn |
| **SUNSHINE I**<br>ex Sunshine-84<br>ex Koshin Maru No. 5-84<br>**Delsan Transport Lines Inc.**<br>Batangas Philippines | **690**<br>407<br>794 | | **1973** Tokushima Zosen Sangyo K.K. —Komatsujima (371)<br>58,86 10,04 3,855<br>53,50 10,01 4,40<br>P 14,4 F 7,4 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 003 | Hanshin 6LUS28G<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 48kW a.c.<br>12kn |
| **SUNSHINE II**<br>ex LPG C. Trinity-89 ex Batore-85<br>ex Bucklaw-81<br>**Delsan Transport Lines Inc.**<br>Manila Philippines | **1 171**<br>627<br>950 | BV | **1971** Boele's Schps. & Mchf. N.V.—Bolnes (1042)<br>64,70 10,32 3,595<br>59,47 10,24 5,82<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta cyl horizontal ER<br>L.(gas) 1 193 | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>552kW (750bhp)<br>Lister Blackstone Mirrlees Marine Stamford<br>Gen 3 × 53kW 440V 60Hz a.c.<br>Fuel 69,0t (d.o.)-3,5pd 11,6kn |
| **SUNSHINE III**<br>ex Kabibe-89 ex James Cook-87<br>ex Athina-73<br>**Delsan Transport Lines Inc.**<br>Manila Philippines | **1 410**<br>685<br>1 530<br>T/cm<br>6,4 | NV | **1971** Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen (293)<br>68,79 11,51 5,117<br>62,84 11,49 5,85<br>1 dk<br>rf 51 Bow/CM 29 Diam. 0,152 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>4 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 1 563<br>4 Cargo pumps total 200T/hr | MWM<br>Vee Oil 4SA 12Cy. 230 × 270 sr geared to sc. shaft<br>1 500bhp (1 103kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 160kW 440V 60Hz a.c.<br>Fuel 148,5t (hvf)-5,0pd 12kn |
| **SUNSHINE LA PLATA**<br>**Cygnet Bulk Carrier S.A.**<br>M.O. Ship Management Co. Ltd.<br>Panama Panama<br>SatCom: 1332220/SLPL | *18 936*<br>*7 808*<br>23 853 | NK | **1989** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2977)<br>173,95 (BB) 10,027<br>165,00 27,60 15,40<br>1 dk | **M General Cargo**<br>8 Ho ER<br>G.33 332 B.31 870<br>TEU 961 C.Ho 961/20' incl.100 ref C.<br>8 Ha (stl) ER<br>Cr 1(25) | Sulzer 6RTA62<br>Oil 2SA 6Cy. 620 × 2150<br>11 386kW (15 479bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 5 × 698kW a.c.<br>17,5kn |
| **SUNSHINE OKINAWA**<br>**Ryukyu Kaiun Kaisha ("The Ryukyu Line")**<br>Naha, Okinawa Pref. Japan | **4 545**<br>1 750<br>2 681 | | **1981** Yamanishi Zosen K.K.—Ishinomaki (873)<br>130,31 5,900<br>120,50 20,01 13,70<br>2 dks | **TM RoRo Cargo/Ferry**<br>217dk P<br>Lane Length 660 Cargo Width 5,80<br>Clear height 4,60 | MAN 12V40/54A<br>2 Vee Oil 4SA each 12Cy. 400 × 540 reduction geared to sc. shafts<br>13 400bhp (9 857kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 127,0t (d.o.) 346,5t (hvf)-43,5pd 19,5kn |
| **SUNSHINE PEARL**<br>ex Balder Haren-87 ex Arena-86<br>ex Balder Haren-86<br>ex Balder Maracai-81<br>ex Balder Haren-79<br>**Pearlbay Shipping Co. Ltd.**<br>Vertom Scheepvaart en Handelsmaatschappij B.V.<br>Limassol Cyprus | **892**<br>307<br>1 770 | NV | **1979** Scheepswerf "Waterhuizen" B.V. J. Pattje —Waterhuizen (336)<br>93,81 (BB) 18,42 3,501<br>87,25 14,81 8,92<br>P - 2 dks<br>rf 102 | **TM RoRo Cargo**<br>2 Stern door/ramps Ice strengthened<br>1 Ho 54,2 ER<br>TEU 52 C.Dk 52/20' | Polar F212V-D<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with flexible coupling & sr geared to sc. shafts<br>4 800bhp (3 531kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 180kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 425,5t 15kn |
| **SUNTIS**<br>**m.s. "Suntis" Warnecke Schiffahrts K.G.**<br>Itzehoe Federal Republic of Germany | *1 564*<br>*621*<br>1 815 | GL | **1985** Schiffsw. Hugo Peters—Wewelsfleth (614)<br>82,48 11,33 3,626<br>76,82 11,31 5,41<br>P 12,5 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,4 ER<br>G.2 894 B.2 881<br>TEU 48 C. 48/20' (40')<br>1 Ha (stl) (49,8 × 9,0) ER | MWM TBD440-6K<br>Oil 4SA 6Cy. 230 × 270 with flexible couplings & sr reverse geared to sc. shaft<br>600bhp (441kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 132kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 110,0t (d.o.) 10,5kn |
| **SUNWARD**<br>ex Royal Viking Sky-91<br>**Kloster Cruise Ltd.**<br>Nassau Bahamas<br>SatCom: 1104505/RVLB<br>Also Sat Comm ID 1104506/RVLB | **28 078**<br>16 242<br>5 656 | NV | **1973** Oy Wartsila Ab—Helsinki/Helsingfors (396)<br>205,47 (BB) 25,20 7,548<br>169,73 25,19 13,67<br>5 dks<br>rf 399 len 82 | **TM Passenger Ship**<br>399cbn 812bth P | Sulzer 9ZH40/48<br>4 Oil 2SA each 9Cy. 400 × 480 sr geared to sc. shafts<br>18 000bhp (13 240kW)<br>Oy Wartsila Ab Helsinki/Helsingfors<br>Gen 1 × 1700kW 6 × 840kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 665,0t (d.o.) 2 227,0t (hvf)-78,0pd 18,5kn |
| **SUNWAY**<br>**Golden Gas Carrier S.A.**<br>Panama Panama<br>SatCom: 1335156/SWAY | *44 490*<br>*13 347*<br>50 365 | NK | **1991** Mitsubishi Heavy Industries Ltd.—Nagasaki (2037)<br>230,00 (BB) 36,63 10,836<br>219,00 36,60 20,40<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>L.(gas) 76 000 | Mitsubishi 7UEC60LS<br>Oil 2SA 7Cy. 600 × 2200<br>11 122kW (15 120bhp)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 880kW a.c.<br>Fuel 260,37t (d.o.)-43,7pd 16,7kn |
| **SUO**<br>**K.K. Tatsumi Shokai**<br>Osaka, Osaka Pref. Japan | **299**<br>—<br>770 | | **1990** Koa Sangyo K.K.—Takamatsu (556)<br>52,37 3,660<br>48,00 8,60 3,80<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.521 | Hanshin 6LH26G<br>Oil 4SA 6Cy. 260 × 440 reverse geared to sc. shaft<br>883kW (1 200bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SUO**<br>**Y.K. Nojima Kaiun**<br>Hofu, Yamaguchi Pref. Japan | **102**<br>—<br>27 | | **1970** Fukumoto Zosensho—Mukaishima (111)<br>27,90 5,62 1,550<br>24,00 5,60 2,40<br>1 dk | **M Ferry**<br>140dk P | Yanmar<br>Oil<br>340bhp (250kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 1 × 12kW 1 × 8kW 225V a.c.<br>Fuel (d.o.) 10,75kn |
| **SUO MARU No. 2**<br>**Fukada Salvage & Marine Works Co. Ltd. (Fukada Salvage Kensetsu K.K.)**<br>Osaka, Osaka Pref. Japan | **198**<br>55<br>157 | | **1982** Odo Zosen Tekko K.K.—Shimonoseki (281)<br>33,20 8,44 3,001<br>29,52 8,21 3,61<br>1 dk | **TM Tug**<br>Fire-fighting Salvage | Daihatsu 6PSHTBM-26H<br>2 Oil 4SA each 6Cy. 260 × 320 sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 1 × 120kW 1 × 50kW 220V 60Hz a.c. |
| **SUOYARVI**<br>ex MRTK-0745-88<br>(Murmansk) (U.S.S.R.) | *117*<br>*35*<br>30 | RS | **1988** .............U.S.S.R.<br>25,50 7,00 2,390<br>22,00 - 3,30<br>1 dk | **M Fishing**<br>Stern Trawler<br>Ice strengthened | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>220kW (299bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **SUPANYA**<br>ex Neptune Topaz-84 ex Wartenfels-69<br>**Bara International Shipping Lines Ltd.**<br>Neptune Shipmanagement Services (Pte.) Ltd.<br>Bangkok Thailand | **9 843**<br>6 261<br>13 321 | BV | **1960** A.G. "Weser"—Bremen (1342)<br>152,20 20,05 9,411<br>144,00 19,84 12,20<br>1 dk<br>conv Ref General Cargo 79 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 8,4 17,2 14,3 28,0 26,4 ER<br>TEU 610<br>C.Ho 40/20' 286/20' (40') C.Dk 8/20' 276/20' (40')<br>13 Ha (stl) ER | MAN K8Z78/155C<br>Oil 2SA 8Cy. 780 × 1550<br>10 800bhp (7 944kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 280kW 380V 50Hz a.c.<br>Fuel 293,5t (d.o.) 1 387,5t (hvf) 18,5kn |

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| 7644192<br>Esd Rdr Rt | **SUPAT BAHARI**<br>ex Osam Pride-85 ex Tokati Maru<br>**P.T. Tytyan Samodra Shipping Co.**<br>Jakarta Indonesia | **160**<br>49<br>— | (NK) | **1967** Kanagawa Zosen—Kobe<br>27,13 3,241<br>24,49 7,60 3,61<br>1 dk | **TM Tug** | Nippon Hatsudoki<br>2 Oil 4SA each 6Cy. 325 × 460<br>Nippon Hatsudoki<br>Gen 3 × 14kW |
| 6927119<br>Df Rdr Rt | **SUPAT LAUT**<br>ex Osam Talent-85 ex Tokiwa Maru-76<br>**P.T. Tytyan Samodra Shipping Co.**<br>Jakarta Indonesia | **164**<br>43<br>49 | (NK) | **1969** Shimoda Dockyard Co. Ltd.—Shimoda<br>27,51 7,62 3,322<br>24,49 7,60 3,61<br>1 dk | **TM Tug**<br>(164) | Nippon Hatsudoki<br>2 Oil 4SA each 6Cy. 325 × 460<br>Nippon Hatsudoki<br>Gen 2 × 16kW |
| 7012404<br>Esd Rt | **SUPE 1**<br>ex Huascar 8-76<br>**Pesquera Canate SCR Ltda.**<br>Ilo Peru | **200**<br>—<br>— | ✠Classed LR until 28/7/82 | **1970**-3 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao<br>30,18 7,80 3,315<br>26,45 7,68 3,66<br>RAD 7,4<br>rf 686 Box K | **M Fishing**<br>(399) Side-fishing | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 reverse<br>geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 1,5kW 24V d.c. |
| 7104764<br>Esd Rt | **SUPE 2**<br>ex Huascar 16-75<br>**Pesquera Canate SCR Ltda.**<br>Ilo Peru | **213**<br>99<br>274 | ✠Classed LR until 28/7/82 | **1971**-4 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4<br>rf 686 Box K | **M Fishing**<br>(419) Side-fishing<br>1 Ho 12,8<br>1 Ha (3,5 × 2,6) | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 reverse<br>geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 1,5kW 24V d.c.<br>Fuel 11,0t (d.o.) |
| 7109300<br>Esd Rt | **SUPE 3**<br>ex Huascar 17-76<br>**Pesquera Sur Chico SCR Ltda.**<br>Ilo Peru | **213**<br>99<br>274 | ✠Classed LR until 28/7/82 | **1971**-5 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4<br>rf 686 Box K | **M Fishing**<br>(420) Side-fishing<br>1 Ho 12,8<br>1 Ha (3,5 × 2,6) | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 reverse<br>geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 1,5kW 24V d.c.<br>Fuel 11,0t (d.o.) |
| 7004184<br>Esd Rt | **SUPE 9**<br>ex Puerto Supe 9-76 ex Celia-76<br>**Costa Del Sur SCR Ltda.**<br>Supe Peru | **200**<br>—<br>249 | ✠Classed LR until 28/7/82 | **1969**-11 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>rf 686 BK | **M Fishing**<br>(392) Side-fishing<br>1 Ho 12,8<br>1 Ha (3,5 × 2,6)<br>Cr 1(3) | General Electric<br>Vee Oil 2SA 16Cy. 108 × 127 reverse<br>geared to sc. shaft<br>455bhp (335kW)<br>General Motors Corp.<br>Gen 1 × 1,5kW 24V d.c.<br>Fuel 11,0t (d.o.) |
| 7027332<br>Esd RdrRTm | **SUPE 10**<br>ex Puerto Supe 10-76 ex Maru-75<br>**Pesquera Los Tritones SCR Ltda.**<br>Ilo Peru | **213**<br>99<br>274 | ✠Classed LR until 28/7/82 | **1970**-8 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4<br>rf 686 Box K | **M Fishing**<br>(405) Side-fishing<br>1 Ho 12,8<br>1 Ha (3,5 × 2,6) | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127 sr reverse<br>sc. shaft<br>700bhp (515kW)<br>General Motors Corp.<br>Gen 2 × 1,5kW 24V d.c.<br>Fuel 11,0t (d.o.) |
| 7012105<br>*HP5112*<br>18680-PEXT<br>Rdr Rt | **SUPER ACE**<br>ex Santo Maru-88<br>**T. K. H. Navigation S.A.**<br>Panama Panama | **715**<br>441<br>1 680 | | **1969** Kishimoto Zosen—Kinoe<br>61,19 10,04 4,598<br>58,73 10,01 5,01<br>1 dk | **M Tanker**<br>(343) Chemical<br>3 Ta ER<br>L.1 536 | Hanshin<br>Oil 4SA 6Cy. 320 × 500<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 100kW 450V a.c.<br>Fuel 72,0t-4,0pd |
| 7207918<br>*WYZ3566*<br>531553 | **SUPER COON**<br>ex Sidney-80<br>**Supercoon Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1971** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,46 | **M Fishing** | Oil<br>335bhp (246kW)<br>..............<br>Fuel (d.o.) |
| 8719035<br>*LAQZ2*<br>N-00934 | **SUPER DANE**<br>**Sparebanken AB**<br>Oslo Norway (NIS) | **225**<br>178<br>110 | | **1989** AB Nya Oskarshamns Varv—Oskarshamn<br>40,00 12,50<br>37,01 | **TM Ferry**<br>(514) Twin Hull<br>310dk P | 2 Oil<br>.............. |
| 7210305<br>*SXWP*<br>9809<br>Esd Gc Rdr Rt | **SUPER FERRY**<br>ex Ionian Star-91 ex Izu No. 3-91<br>ex Cassiopeia<br>**Strintzis Lines S.A.**<br>Piraeus Greece | **7 454**<br>3 758<br>2 815 | | **1972** Hashihama Zosen—Imabari<br>137,85 23,42 5,614<br>127,01 23,40 12,50<br>3 dks<br>RW | **TM RoRo Cargo/Ferry**<br>(310)<br>790dk P | Pielstick<br>2 Vee Oil 4SA each 18Cy. 400 × 46<br>sc. shafts<br>19 080bhp (14 034kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 800kW 445V 60Hz a.c.<br>Fuel 116,0t (d.o.) 463,0t (hvf)-45,0pd |
| 7713424<br>*H3KP*<br>8707-PEXT3<br>Df Esd Gc<br>Pfd Rdr Rt | **SUPER GEAR**<br>ex Yesterday Once More-89<br>ex Ocean Resources-86<br>**Super Gear Shipping S.A.**<br>OMS Project Development Ltd.<br>Panama Panama | **3 856**<br>2 542<br>6 331 | NK | **1979** China SB. Corp.—Kaohsiung<br>108,51 16,24 6,657<br>100,01 16,21 8,11<br>P 22,3 F 13,2 1 dk | **M General Cargo**<br>(28)<br>G.8 496 B.7 996<br>2 Ha (stl) (27,3 28,1 × 8,4) ER<br>Der 2(20) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>2 795kW (3 800bhp)<br>Mitsubishi Heavy Industries Ltd<br>Gen 2 × 160kW a.c. |
| 8823989<br>*HQHR8*<br>L-0323724<br>Df Esd Gc<br>Rdr Rt | **SUPER GIANT**<br>ex Shanghai Maru No. 21-89<br>ex Sumiyoshi Maru No. 21-89<br>**Super Marine Co. S.A.**<br>San Lorenzo Honduras | **497**<br>235<br>1 283 | KR | **1973** Tokai Zosen K.K.—Hakata<br>54,20 4,319<br>49,00 11,00 5,50<br>1 dk | **M Sand Carrier**<br>2 Ha (stl) (22,0 × 8,8) (4,4 × 7,0) ER | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 177kW (1 600bhp)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 28kW 225V a.c. |
| 8823197<br>*JL5808*<br>131416<br>Rdr Rt | **SUPER MARINE**<br>**Shodoshima Kosoku K.K.**<br>Takamatsu, Kagawa Pref. Japan | **118**<br>—<br>— | | **1989** K.K. Miho Zosensho—Osaka<br>35,00 2,000<br>29,00 6,40 2,80<br>1 dk | **Aluminium Alloy M Ferry**<br>—dk P | Yanmar<br>2 Vee Oil 4SA each 12Cy. 148 ×<br>2 206kW (2 999bhp)<br>Yanmar Diesel Engine Co. Ltd |
| 6828179<br>*HP5182*<br>18839-PEXT<br>Gc Rdr Rt | **SUPER OLYMPIA**<br>ex Margarita No. 32-88<br>ex Hoshu Maru-88<br>**Super Marine Co. S.A.**<br>Panama Panama | **1 545**<br>818<br>2 586 | KR | **1968** Kochi Jyuko K.K.—Kochi<br>76,07 12,02 5,486<br>70,51 12,00 6,50<br>1 dk<br>RW | **M General Cargo**<br>(435)<br>2 Ho ER<br>G.2 675 B.2 573<br>2 Ha (13,6 15,7 × 8,3) ER | Nippon Hatsudoki<br>Oil 4SA 6Cy. 455 × 640<br>1 324kW (1 800bhp)<br>Nippon Hatsudoki<br>Gen 2 × 64kW 220V d.c.<br>Fuel 103,5t |
| 8913368<br>*HP5787*<br>20017-PEXT1<br>Esd Rdr Rt | **SUPER POWER**<br>**Jantoco Maritime Co. S.A.**<br>Panama Panama | **160**<br>—<br>126 | ✠100A1<br>tug<br>✠LMC<br>EL D 247,5/17,5U2<br>FN 258 | **1990**-5 Fujian Fishery Shipyard—Fuzhou<br>25,20 8,22 2,400<br>23,42 8,00 3,00<br>RFD 11,0 1 dk<br>rf nil | **TM Tug**<br>(603-1) | MWM<br>2 Vee Oil 4SA each 16Cy. 128 ×<br>& sr reverse geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 40kW 380V 50Hz a.c. |
| 7216713<br>*HO8916*<br>4318-74 | **SUPER RED**<br>ex Toni Walker<br>**Merce D. Rosado**<br>Panama Panama | **147**<br>100<br>— | | **1956** F. B. Walker & Sons—Pascagoula, Ms<br>*27,86* 6,81<br>6,76 2,87<br>1 dk | **TM Supply Launch**<br>(159) | General Motors<br>2 Oil 2SA each 6Cy. 127 × 14<br>600bhp (441kW)<br>General Motors Corp.<br>Fuel (d.o.) |

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| **SUPER SERVANT 1**<br>**Wijsmuller-Super Servant I B.V.**<br>Wijsmuller Ship Management B.V.<br>Ijmuiden<br>Netherlands<br>SatCom: 1300321 | **10 183**<br>6 112<br>14 310 | AB | **1979** Oshima Shipbuilding co. Ltd.—Nagasaki (10040)<br>139,02 32,03 6,181<br>130,03 32,02 8,51<br>F 19,9 1 dk<br>rf nil | **TM RoRo Cargo/ Semi-submersible Deck Cargo Ship**<br>Heavy-load<br>Mchy.aft | Werkspoor 6TM410<br>2 Oil 4SA each 6Cy. 410 × 470 with flexible couplings & sr geared to sc. shafts<br>8 500bhp (6 252kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 400kW 4 × 190kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 201,0t (d.o.) 1 439,5t (hvf)-30,0pd 13kn |
| **SUPER SERVANT 3**<br>**Wijsmuller-Super Servant III B.V.**<br>Wijsmuller Ship Management B.V.<br>Ijmuiden<br>Netherlands<br>SatCom: 1300337 | **10 135**<br>5 951<br>14 138 | AB | **1982** Oshima Shipbuilding co. Ltd.—Nagasaki (10059)<br>139,10 32,31 6,260<br>130,03 32,01 8,51<br>F 19,9 1 dk<br>rf nil | **TM RoRo Cargo/ Semi-submersible Deck Cargo Ship**<br>Heavy-load<br>Mchy.aft | Werkspoor 6TM410<br>2 Oil 4SA each 6Cy. 410 × 470 with flexible couplings & sr geared to sc. shafts<br>8 500bhp (6 252kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 400kW 4 × 190kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 201,0t (d.o.) 1 439,5t (hvf)-30,0pd 13kn |
| **SUPER SERVANT 4**<br>**Wijsmuller-Super Servant IV B.V.**<br>Wijsmuller Ship Management B.V.<br>Ijmuiden<br>Netherlands<br>SatCom: 1300336 | **10 135**<br>5 951<br>14 138 | AB | **1982** Oshima Shipbuilding co. Ltd.—Nagasaki (10060)<br>139,50 32,31 6,260<br>130,03 32,01 8,59<br>F 19,9 1 dk<br>rf nil | **TM RoRo Cargo/ Semi-submersible Deck Cargo Ship**<br>Heavy-load<br>Mchy.aft | Werkspoor 6TM410<br>2 Oil 4SA each 6Cy. 410 × 470 with flexible couplings & sr geared to sc. shafts<br>8 500bhp (6 252kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 400kW 4 × 190kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 201,0t (d.o.) 1 439,5t (hvf)-30,0pd 13kn |
| **SUPER SERVANT 5**<br>ex Dan Lifter-85<br>**Wijsmuller-Super Servant V B.V.**<br>Wijsmuller Ship Management B.V.<br>Ijmuiden<br>Netherlands<br>SatCom: 1300547/SUPE | *10 172*<br>*3 051*<br>14 310 | ✠**100A1** SS 4/89<br>non—perishable cargoes<br>✠**LMC** **UMS**<br>EL G† 577,5/60,0U3<br>FN 5289 | **1982**-3 Mitsubishi Heavy Industries Ltd.—Nagasaki (1894)<br>138,99 (BB) 32,19 6,019<br>130,51 32,01 8,51<br>F 17,7 1 dk<br>rf nil | **TM RoRo Cargo/ Semi-submersible Deck Cargo Ship**<br>Heavy-load<br>Dock Ship at a submerged draught of 14.5 metres<br>Mchy.aft | MAN 6L40/45<br>2 Oil 4SA each 6Cy. 400 × 450 with clutches, flexible couplings & sr geared to sc. shafts<br>9 000bhp (6 620kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>2 e(ex.g) 9,6kgf/cm² (9,5bar)<br>Gen 2 × 350kW 4 × 250kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 57,0t (d.o.) 1 080,0t (hvf) 13kn |
| | | **LAID UP — SURVEYS OVERDUE 3/86** | | | |
| **SUPER SERVANT 6**<br>ex Dan Mover-85<br>**Wijsmuller-Super Servant VI B.V.**<br>Wijsmuller Ship Management B.V.<br>Ijmuiden<br>Netherlands<br>SatCom: 1104102/MOVE | **10 282**<br>5 799<br>13 282 | ✠**100A1** SS 11/91<br>non—perishable cargoes<br>✠**LMC** **UMS**<br>EL G† 577,5/60,0U3<br>FN 5289 | **1982**-1 Mitsubishi Heavy Industries Ltd.—Nagasaki (1893)<br>138,99 (BB) 32,19 6,019<br>130,51 32,01 8,51<br>F 17,7 1 dk<br>rf nil | **TM RoRo Cargo/ Semi-submersible Deck Cargo Ship**<br>Heavy-load<br>Dock Ship at a submerged draught of 14.5 metres<br>Mchy.aft | MAN 6L40/45<br>2 Oil 4SA each 6Cy. 400 × 450 with clutches, flexible couplings & sr geared to sc. shafts<br>9 000bhp (6 620kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>2 e(ex.g) 9,6kgf/cm² (9,5bar)<br>Gen 2 × 350kW 4 × 250kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 57,0t (d.o.) 1 080,0t (hvf) 13kn |
| **SUPER SPIRIT**<br>**Compania Naviera Lauro S.A.**<br>Panama<br>Panama | *10 775*<br>*6 154*<br>17 825 | NK | **1985** Shikoku Dockyard Co. Ltd.—Takamatsu (833)<br>146,82 (BB) 9,005<br>136,02 22,81 12,22<br>P 26,3 F 12,2 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.21 823 B.21 303<br>4 Ha (stl) (14,6 × 10,2) (21,0 21,0 21,0 × 12,0) ER<br>Der 4(25) | B&W 6L50MCE<br>Oil 2SA 6Cy. 500 × 1620<br>7 500bhp (5 517kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>14kn |
| **SUPER STAR**<br>**Pacific Emerald Seafoods Inc.**<br>Seattle, Wa<br>United States of America | **142**<br>96<br>— | | **1977** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,84<br>3,38<br>1dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |
| **SUPER STARS**<br>ex K. I. Galczynski-88<br>**El Condor Ltd.**<br>Kingstown<br>St. Vincent and the Grenadines | **5 584**<br>3 044<br>8 553 | BV (PR) | **1964** Stocznia Szczecinska im. A. Warskiego —Szczecin (B516/06)<br>145,73 18,55 7,646<br>134,98 18,47 8,59<br>1 dk & S dk | **M General Cargo** OSD<br>Ref 12bth P<br>3 Ho ER 2 Ho<br>G.14 654 B.13 459 In.2 630<br>5 Ha (8,2 × 6,0) (14,3 × 7,0) (7,3 × 7,9) ER (11,9 10,5 × 7,0)<br>10W Der 1(30) 1(15) 1(5) 11(3-5) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW)<br>H. Cegielski Poznan<br>Gen 2 × 320kW 2 × 200kW 380V a.c.<br>Fuel 1 256,0t (hvf)-27,0pd 16,5kn |
| **SUPER SWEDE**<br>**Interscandic Line A/S**<br>JKL-Offshore A/S<br>Harstad<br>Norway (NIS) | *551*<br>*178*<br>110 | NV | **1989** Westamarin A/S—Mandal (97)<br>40,00 12,60<br>37,01 3,47 | **TM Ferry**<br>Twin Hull 310dk P | AGO<br>2 Oil 4SA each 16Cy. 195 × 192<br>5 380kW (7 314bhp)<br>Soc. Alsacienne de Const. Mec. de Mulhouse (S.A.C.M.) Mulhouse<br>Gen 2 × 116kW 380V 50Hz a.c.<br>2 Water jet propulsion units<br>50kn |
| **SUPER TIDE**<br>**Marine Welding Services**<br>United Arab Emirates | **198**<br>134<br>— | (AB) | **1965** Burton Construction & SB. Corp.—Port Arthur, Tx (382)<br>50,30 2,998<br>47,00 11,59 3,66<br>F 11,0 1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 sr geared to sc. shafts<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW 240/480V 60Hz a.c.<br>Fuel 110,5t (d.o.) |
| **SUPER VENTURE**<br>**Baltic Maritime S.A.**<br>Panama<br>Panama | *10 775*<br>*6 154*<br>17 825 | NK | **1985** Shikoku Dockyard Co. Ltd.—Takamatsu (831)<br>146,82 (BB) 9,005<br>136,02 22,81 12,22<br>P 26,3 F 12,2 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.21 823 B.21 303<br>4 Ha (stl) (14,6 × 10,2) (21,0 21,0 21,0 × 12,0) ER<br>Der 4(25) | B&W 6L50MCE<br>Oil 2SA 6Cy. 500 × 1620<br>7 500bhp (5 517kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>13,95kn |
| **SUPER VISION**<br>**Super Shipping S.A.**<br>Panama<br>Panama<br>SatCom: 1331656/SVSN | *7 170*<br>*4 381*<br>12 359 | NK | **1986** Kyokuyo Zosen K.K.—Chofu (336)<br>121,80 8,310<br>116,01 20,01 11,03<br>P 13,8 F 11,3 1 dk | **M General Cargo**<br>3 Ho ER<br>G.15 052 B.14 435<br>TEU 252 C. 252/20' (40')<br>3 Ha (stl) (16,8 28,7 18,9 × 10,2) ER<br>Der 4(25) | Mitsubishi<br>Oil 2SA 5Cy. 450 × 1350<br>4 100bhp (3 016kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 176kW a.c.<br>13kn |
| **SUPER WOLF**<br>ex P 745<br>**Dianne Marie Howard**<br>San Diego, Ca<br>United States of America | **125**<br>85<br>— | | **1945** Robinson Marine Construction—Benton Harbor, Mi<br>*24,79* 6,20<br>3,03 | **Wood M Fishing** | Oil<br>2 400bhp (1 765kW)<br>.............<br>Fuel (d.o.) |

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| **7325942**<br>*FPDX*<br>3185107<br>Df Esd Rdr<br>Rt | **SUPERBE**<br>ex Guarne-78<br>**G7 Les Abeilles S.A.**<br>Societe Dunkerquoise de Remorquage et de Sauvetage<br>Boulogne France | **220**<br>19<br>135 | BV<br>✠LR class withdrawn-Owners' request 7/90 | **1973**-11 Ast. de Santander S.A.—Santander (81)<br>31,91 8,84 3,510<br>28,50 8,60 4,09<br>RFD 4,9 1 dk<br>rf nil | **M Tug**<br>Fire-fighting | MWM<br>Oil 4SA 6Cy. 360 × 450 dr geared<br>Fabrica de San Carlos S.A.<br>Gen 2 × 80kW 1 × 28kW 380V<br>Controllable pitch propeller |
| **7212511**<br>*HP6467*<br>D487-17<br>89-PEXT<br>Df Esd Gc<br>Rdr Rt | **SUPERCARGO**<br>ex Kyowa Maru No. 11-91<br>ex Yutaka Maru-80<br>**Super Charter Ltd.**<br>Panama Panama | **199**<br>111<br>650 | | **1970** Sasaki Zosen K.K.—Kinoe (147)<br>48,77 8,03 3,201<br>45,01 8,01 3,31<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. |
| **8843331**<br>*HP6356*<br>D456-17<br>89-PEXT<br>Df Esd Gc<br>Rdr Rt | **SUPERCARGO No. 2**<br>ex Takuho Maru No. 2-91<br>ex Taiyo Maru No. 5<br>**Super Charter Ltd.**<br>Panama Panama | **194**<br>90<br>550 | | **1970** K.K. Watanabe Zosensho—Nagasaki<br>40,20 - 3,100<br>36,00 7,80 4,50<br>1 dk | **M General Cargo**<br>1 Ha (stl) (18,5 × 6,2) ER | Hanshin<br>Oil<br>405kW (551bhp)<br>The Hanshin Diesel Works Ltd. |
| **8602969**<br>*YB4164*<br>Rt | **SUPERCAT II**<br>**P.T. Citra Bahari Nustraindo**<br>Jakarta Indonesia | *193*<br>*145*<br>50 | KI | **1986** North Queensland Engineers & Agents Pty. Ltd.—Cairns (138)<br>23,96 8,72 2,060<br>8,70 3,46<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 239dk P | MWM<br>2 Vee Oil 4SA each 12Cy. 128 × 14<br>& sr geared to sc. shafts<br>1 702bhp (1 252kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **8614132**<br>*3EIH7*<br>19219-PEXT<br>Gc Rdr Rt | **SUPERCAT III**<br>**Golden Swan Pty. Ltd.**<br>Panama Panama | *272*<br>*113*<br>36 | KI | **1987** North Queensland Engineers & Agents Pty. Ltd.—Cairns (125)<br>30,92 2,420<br>27,77 11,21 3,28<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | MWM<br>2 Vee Oil 4SA each 12Cy. 160 × 185<br>clutches, flexible couplings & revers<br>geared to sc. shafts<br>2 718bhp (1 999kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **7222267**<br>*SW5259*<br>9511<br>Rdr Rt | **SUPERCATS**<br>ex Sauda-89<br>**P. Paraskevas Naftiliaki Naftiki Eteria**<br>Piraeus Greece | **195**<br>111<br>— | GL (NV) | **1972** Westermoen Hydrofoil A/S—Mandal (25)<br>26,65 9,00<br>26,09 2,60<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 140dk P<br>Mchy.aft | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 175 × 205<br>geared to sc. shaft<br>1 618kW (2 200bhp)<br>M.T.U. Friedrichshafen GmbH<br>Gen 1 × 14kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **8223945**<br>*JG4343*<br>126756 | **SUPERCITY**<br>**Tokyoto Kanko Kisen K.K.**<br>Tokyo Japan | **115**<br>—<br>33 | | **1983** Sumidagawa Zosen K.K.—Tokyo (N57-42)<br>27,50 7,02 1,450<br>25,70 7,00 2,24<br>1 dk | **M Ferry** | Yanmar<br>Oil 4SA 6Cy. 148 × 165<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8807351**<br>*C6IH2*<br>715962<br>Df Esd Gc<br>Pfd Rdr RTv | **SUPEREIGHT**<br>**Supereight Shipping Ltd.**<br>Baltimar ApS<br>Nassau Bahamas<br>SatCom: 1103107/BEHT | *2 854*<br>*1 107*<br>2 780<br>T/cm<br>13,0 | ✠**100A1**<br>certified container securing arrangements<br>Ice Class 1D<br>✠**LMC** **UMS**<br>EL S 467,5/36,0U3<br>FN 1874 | **1990**-3 Donghai Shipyard—Wusong (8808)<br>91,25 (BB) 15,00 4,600<br>84,00 14,71 7,62<br>F 8,2 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 53,1 ER<br>G.4 755<br>TEU 256<br>C.Ho 96/20' (40') C.Dk 160/20' (40')<br>1 Ha (stl) (53,0 × 10,4) ER<br>Cr 2(50) | B&W<br>Oil 2SA 4Cy. 350 × 1050<br>1 692kW (2 300bhp)<br>Hudong Shipyard<br>Gen 3 × 212kW 380V 50Hz a.c.<br>Fuel 61,0t (d.o.) 237,0t (hvf)-7,0pd |
| **8611623**<br>*OVSK*<br>405<br>Df Esd Gc<br>Pfd Rdr Rt | **SUPERFLEX BRAVO**<br>**Molarco Shipping A/S**<br>PZ Trading A/S<br>Nyborg Denmark | *4 296*<br>*1 288*<br>1 237 | ✠**100A1**<br>ferry<br>Skagerrak, Kattegat and Baltic service to Bornholm and Scandinavian coastal service<br>✠**LMC**<br>EL S 412,5/42,0U2(a)<br>FN 2238 | **1987**-10 North East Shipbuilders Ltd.—Southwick, Sunderland (2)<br>95,81 17,00 3,612<br>90,02 15,00 9,86<br>2 dks<br>rf 1504 | **TD-E RoRo Cargo/Ferry**<br>Deck Cargo 303dk P<br>pt higher tensile steel<br>Bow door/ramp<br>L 4,50 W 4,00<br>Quarter bow ramp (s. upr)<br>L 6,00 W 3,50<br>Quarter stern ramp (p. upr)<br>L 6,00 W 3,50<br>Stern door/ramp<br>L 4,50 W 4,00<br>Lane Length 684 Cargo Width 3,50<br>Clear height 4,20<br>Cars 85 Lorries 16 | Cummins<br>7 Oil driving 10 gen. each 275kW 44<br>connected to 4 elec. motors each<br>(550kW) & dr geared to sc. shafts<br>(i) 3 4SA each 6Cy. 140 × 152<br>1 770kW (2 406bhp)<br>Cummins Engine Co. Ltd.<br>(ii) 4 4SA each 6Cy. 140 × 152<br>1 180kW (1 604bhp)<br>Cummins Engine Co. Ltd.<br>2 Directional propellers<br>Fuel 120,0t (d.o.)-12,0pd |
| **8611520**<br>*OYOJ*<br>A409<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav | **SUPERFLEX ECHO**<br>**VR Shipping ApS**<br>Nyborg Denmark | *4 101*<br>*1 230*<br>1 291 | ✠**100A1**<br>ferry<br>Skagerrak, Kattegat and Baltic service to Bornholm and Scandinavian coastal service<br>✠**LMC**<br>EL S 412,5/42,0U2(a)<br>FN 2240 | **1989**-2 North East Shipbuilders Ltd.—Pallion, Sunderland (5)<br>95,81 17,00 3,612<br>90,02 15,02 9,86<br>2 dks<br>rf 1500 | **TD-E RoRo Cargo/Ferry**<br>Deck Cargo 281dk P<br>pt higher tensile steel<br>Bow door/ramp<br>L 4,50 W 4,00<br>Quarter bow ramp (s. upr)<br>L 6,00 W 3,50<br>Quarter stern ramp (p. upr)<br>L 6,00 W 3,50<br>Stern door/ramp<br>L 4,50 W 4,00<br>Lane Length 608 Cargo Width 3,50<br>Clear height 4,20<br>Cars 36 Lorries 30 | Cummins<br>7 Oil driving 10 gen. each 275kW<br>connected to 4 elec. motors<br>(550kW) & dr geared to sc. shafts<br>(i) 3 4SA each 6Cy. 140 × 152<br>1 770kW (2 406bhp)<br>Cummins Engine Co. Ltd.<br>(ii) 4 4SA each 6Cy. 140 × 152<br>1 180kW (1 604bhp)<br>Cummins Engine Co. Ltd.<br>2 Directional propellers<br>Fuel 120,0t (d.o.)-12,0pd |
| **8611647**<br>*OZCF*<br>A411<br>Rdr Rt | **SUPERFLEX FOXTROT**<br>**VR Shipping ApS**<br>Korsor Denmark | *4 296*<br>*1 288*<br>1 280 | ✠**100A1**<br>Ferry<br>Skagerrak, Kattegat and Baltic service to Bornholm and Scandinavian coastal service<br>✠**LMC**<br>EL S 412,5/42,0U2<br>FN 2238 | **1989**-4 North East Shipbuilders Ltd.—Southwick, Sunderland (6)<br>95,81 17,00 3,601<br>90,02 15,02 9,86<br>2 dks<br>rf 1500 | **TD-E RoRo Cargo/Ferry**<br>Deck Cargo 303dk P<br>pt higher tensile steel<br>Bow door/ramp<br>L 4,50 W 4,00<br>Quarter bow ramp (s. upr)<br>L 6,00 W 3,50<br>Quarter stern ramp (p. upr)<br>L 6,00 W 3,50<br>Stern door/ramp<br>L 4,50 W 4,00<br>Lane Length 684 Cargo Width 3,50<br>Clear height 4,20<br>Cars 85 Lorries 16 | Cummins<br>7 Oil driving 10 gen. each 275kW<br>connected to 4 elec. motors<br>(550kW) & dr geared to sc. shafts<br>(i) 3 4SA each 6Cy. 140 × 152<br>1 770kW (2 406bhp)<br>Cummins Engine Co. Ltd.<br>(ii) 4 4SA each 6Cy. 140 × 152<br>1 180kW (1 604bhp)<br>Cummins Engine Co. Ltd.<br>2 Directional propellers<br>Fuel 120,0t (d.o.)-12,0pd |
| **8611532**<br>*OZES*<br>A410 | **SUPERFLEX GOLF**<br>**VR Shipping ApS**<br>Korsor Denmark | *4 101*<br>*1 230*<br>1 291 | ✠**100A1**<br>ferry<br>Skagerrak, Kattegat and Baltic service to Bornholm and Scandinavian coastal service<br>✠**LMC**<br>EL S 417,5/42,0U2<br>FN 2237 | **1989**-4 North East Shipbuilders Ltd.—Pallion, Sunderland (7)<br>95,81 17,00 3,612<br>90,00 15,00 9,85<br>2 dks<br>rf 1500 | **TD-E RoRo Cargo/Ferry**<br>Deck Cargo 281dk P<br>pt higher tensile steel<br>Bow door/ramp<br>L 4,50 W 4,00<br>Quarter bow ramp (s. upr)<br>L 6,00 W 3,50<br>Quarter stern ramp (p. upr)<br>L 6,00 W 3,50<br>Stern door/ramp<br>L 4,50 W 4,00<br>Lane Length 608 Cargo Width 3,50<br>Clear height 4,20<br>Cars 36 Lorries 32 | Cummins<br>7 Oil driving 10 gen. each 275kW<br>connected to 4 elec. motors<br>(550kW) & dr geared to sc.<br>(i) 3 4SA each 6Cy. 140 × 152<br>1 770kW (2 406bhp)<br>Cummins Engine Co. Ltd.<br>(ii) 4 4SA each 6Cy. 140 × 152<br>1 180kW (1 604bhp)<br>Cummins Engine Co. Ltd.<br>2 Directional propellers<br>Fuel 120,0t (d.o.)-12,0pd |

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| **SUPERFLEX HOTEL**<br>**VR Shipping ApS**<br>Korsor Denmark | *4 296*<br>*1 288*<br>1 237 | ✠**100A1**<br>Ferry, Skagerrak, Kattegat and Baltic service to Bornholm and Scandinavian coastal service<br>✠**LMC**<br>EL S 412,5/42,0U2<br>FN 2237 | **1989**-5 North East Shipbuilders Ltd.—Southwick, Sunderland (8)<br>95,81 17,00 3,612<br>90,00 15,00 9,85<br>2 dks<br>rf 1500 | **TD-E RoRo Cargo/Ferry**<br>Deck Cargo 303dk P<br>pt higher tensile steel<br>Bow door/ramp<br>L 4,50 W 4,00<br>Quarter bow ramp (s. upr)<br>L 6,00 W 3,50<br>Quarter stern ramp (p. upr)<br>L 6,00 W 3,50<br>Stern door/ramp<br>L 4,50 W 4,00<br>Lane Length 684 Cargo Width 3,50<br>Clear height 4,20<br>Cars 85 Lorries 16 | Cummins NTA-855-G2<br>NTA-855-G2<br>7 Oil driving 10 gen. each 275kW 440V a.c. connected to 4 elec. motors each of 748shp (550kW) & dr geared to sc. shafts<br>(i) 3 4SA each 6Cy. 140 × 152<br>1 770kW (2 406bhp)<br>Cummins Engine Co. Ltd. Shotts<br>(ii) 4 4SA each 6Cy. 140 × 152<br>1 180kW (1 604bhp)<br>Cummins Engine Co. Ltd. Shotts<br>2 Directional propellers<br>Fuel 120,0t (d.o.)-12,0pd 12,75kn |
| **SUPERIN I**<br>ex Erwin-83 ex Shinkawa Maru-83<br>**P.T. Superin Line**<br>Jakarta Indonesia | **499**<br>306<br>1 053 | KI | **1973** Kyoei Zosen K.K.—Mihara (50)<br>57,26 9,43 3,963<br>52,51 9,40 4,02<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin 6LUS28G<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe |
| **SUPERIOR**<br>ex Guard Mavoline-73 ex Romeo<br>Mexico | **465**<br>358<br>— | | **1941** A. & J. Inglis Ltd.—Glasgow<br>*46,82* 8,41 3,963<br>... ... ...<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 14,6 ER<br>2 Ha (each 6,1 × 3,6) ER<br>Cr 1(5) 1(2,5) | General Motors<br>Vee Oil 2SA 12Cy. 127 × 142<br>420bhp (309kW) E made54 fitted56<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 15kW d.c. 1 × 9kW d.c. 1 × 8kW d.c.<br>Fuel (d.o.) |
| **SUPERIORITY**<br>**Scottish Navigation Co. Ltd.**<br>F. T. Everard & Sons Management Ltd.<br>London United Kingdom | *2 230*<br>*1 001*<br>3 212 | GL | **1991** Cochrane Shipbuilders Ltd.—Selby (167)<br>99,99 4,270<br>96,00 12,50 6,35<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 575 B.4 477<br>TEU 114 C.Ho 86/20' C.Dk 28/20'<br>1 Ha (stl) (70,2 × 10,1) ER | Alpha 8L23/30KV<br>Oil 4SA 8Cy. 225 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>749kW (1 018bhp)<br>MAN-B&W Diesel A/S Kobenhavn<br>Gen 1 × 324kW 3 × 84kW 220/380V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 50,0t (d.o.)-6,5pd 11,2kn |
| **SUPERITAS**<br>ex Stream Busuanga-89<br>ex Stream Hawser-85<br>**Newspirit Navigation Ltd.**<br>Goldenport Compania Naviera (Cyprus) Ltd.<br>Limassol Cyprus | **20 179**<br>14 911<br>33 115<br>T/cm<br>41,9 | AB | **1973** Osaka Zosensho—Osaka (332)<br>185,38 (BB) 26,04 11,367<br>175,01 26,00 16,11<br>F 11,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Vehicles<br>5 Ho 26,9 31,9 11,2 31,9 26,3 ER<br>G.41 371 B.40 068<br>5 Ha (stl) (16,7 17,6 × 12,6) (8,0 × 9,9) (17,6 16,7 × 12,6) ER<br>Cr 3(8) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 2 140,0t (hvf) 14,75kn |
| **SUPERJUMBO**<br>**"Aliscafi"-S.N.A.V. S.p.A.**<br>Messina Italy | **262**<br>174<br>30 | RI | **1981** Navaltecnica—San Benedetto del Tronto (192)<br>33,10 7,05 1,564<br>30,10 7,00 3,80<br>B 22,9 2 dks | **Aluminium Alloy TM Hydrofoil Ferry** | M.T.U. 16V652TB81<br>2 Vee Oil 4SA each 16Cy. 190 × 230 reverse reduction geared to sc. shafts<br>2 414bhp (1 776kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 88kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 5,5t (d.o.) 34kn |
| **SUPERLADY**<br>ex Shanita-89 ex Sea Queen-89<br>ex Fetu Moana-88 ex Vagan-77<br>**Superlady Shipping Inc.**<br>Panama Panama | T.Mk<br>**1 330**<br>573<br>2 018 | NV | **1966** Kaldnes M/V A/S—Tonsberg (170)<br>78,14 13,31 5,627<br>71,63 13,30 8,06<br>F 11,9 2 dks<br>rf 102 | **M General Cargo**<br>Ref<br>Ice strengthened Side doors<br>2 Ho 19,3 16,1 ER<br>B.2 340 In.661<br>2 Ha (stl) (7,3 12,3 × 4,0) ER<br>3W Cr 1(5) Der 1(5-20) 2(3) | MAN<br>2 Oil 4SA each 8Cy. 300 × 450 geared to sc. shaft<br>3 200bhp (2 354kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 184kW 1 × 132kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 208,5t (hvf)-10,0pd 15kn |
| **SUPERNAL**<br>ex Reunion-88 ex Juko Maru-77<br>**Alsuper Seacarriers Ltd.**<br>Limassol Cyprus | **103 422**<br>86 069<br>226 949 | **100A1** SS 9/88<br>oil tanker<br>**LMC**<br>**IGS**<br>EL C* 770,0/124,0U2<br>FN 23229<br>(NK) | **1970** Kawasaki Heavy Ind. Ltd.—Sakaide (1134)<br>327,01 (BB) 48,27 20,098<br>313,01 48,20 26,01<br>F 25,0 1 dk<br>rf 102 | **S Tanker**<br>COW IGS(LR) SBT<br>13 Ta ER<br>L.(oil) 276 531<br>3 Cargo pumps total 15 000T/hr | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>WTB 76kgf/cm² (74,6bar) Spt 515°C 65kgf/cm² (63,8bar) hs1285,0<br>Gen 2 × 1400kW 1 × 360kW 440V 60Hz a.c.<br>Fuel 7 906,0t (o.f.)-173,0pd 16kn |
| **SUPERNINE**<br>**Supernine Shipping Ltd.**<br>Baltimar ApS<br>Nassau Bahamas<br>SatCom: 1103350/BNIN | *2 854*<br>*1 107*<br>2 736 | ✠**100A1**<br>certified container securing arrangements<br>Ice Class 1D<br>✠**LMC** **UMS**<br>EL S 467,5/36,0U3<br>FN 1874 | **1990**-12 Donghai Shipyard—Wusong (8809)<br>91,18 15,12 5,001<br>84,00 14,70 7,60<br>F 8,1 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 53,1 ER<br>G.4 755<br>TEU 256 C.Ho 96/20' (40') C.Dk 160/20' (40')<br>1 Ha (stl) (53,0 × 10,4) ER<br>Cr 2(50) | B&W 4L35MCE<br>Oil 2SA 4Cy. 350 × 1050<br>1 692kW (2 300bhp)<br>Hudong Shipyard Shanghai<br>Gen 3 × 212kW 380V 50Hz a.c.<br>Fuel 61,0t (d.o.) 237,0t (hvf)-7,0pd 13,2kn |
| **SUPERPESA I**<br>ex Navipesa Dos-75<br>**Superpesa Transportes Maritimos Ltda.**<br>Rio de Janeiro Brazil | **500**<br>127<br>1 083 | AB<br>✠Classed LR until 21/3/83 | **1970**-11 Ast. de T. Ruiz de Velasco—Bilbao (112)<br>77,02 13,11 2,871<br>72,17 13,01 8,44<br>2 dks<br>rf nil | **TM RoRo Cargo**<br>Ice strengthened<br>Mchy.aft<br>2W Der 2(3) | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 sr reverse geared to sc. shafts<br>2 280bhp (1 677kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 200kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 267,0t (d.o.) 12,5kn |
| **SUPERSEVEN**<br>**Superseven Shipping Ltd.**<br>Baltimar ApS<br>Nassau Bahamas<br>SatCom: 1104556/BSEV | *2 854*<br>*941*<br>2 742 | ✠**100A1**<br>certified container securing arrangements<br>Ice Class 1D<br>✠**LMC** **UMS**<br>EL S 467,5/36,0U3<br>FN 1874 | **1989**-12 Zhonghua Shipyard—Shanghai (8807)<br>91,30 (BB) 15,00 4,600<br>84,00 14,71 7,62<br>B 9,8 F 8,3 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 53,1 ER<br>G.4 755<br>TEU 256 C.Ho 96/20' (40') C.Dk 160/20' (40')<br>1 Ha (stl) (53,0 × 10,4) ER<br>Cr 2(50) | B&W 4L35MC<br>Oil 2SA 4Cy. 350 × 1050<br>1 692kW (2 300bhp)<br>Hudong Shipyard Shanghai<br>Gen 3 × 212kW 380V 50Hz a.c.<br>Fuel 52,6t (d.o.) 204,5t (hvf)-6,5pd 12,5kn |
| **SUPERSIX**<br>**Supersix Shipping Ltd.**<br>Baltimar ApS<br>Nassau Bahamas<br>SatCom: 1104327/BSIX | *2 854*<br>*941*<br>2 736 | ✠**100A1**<br>certified container securing arrangements<br>Ice Class 1D<br>✠**LMC** **UMS**<br>EL S 467,5/36,0U3<br>FN 1874 | **1989** Zhonghua Shipyard—Shanghai (8806)<br>91,27 (BB) 15,05 4,600<br>85,21 14,71 7,62<br>B 9,8 F 8,3 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 53,1 ER<br>G.4 755<br>TEU 256 C.Ho 96/20' (40') C.Dk 160/20' (40')<br>1 Ha (stl) (53,0 × 10,4) ER<br>Cr 2(50) | B&W 4L35MC<br>Oil 2SA 4Cy. 350 × 1050<br>1 692kW (2 300bhp)<br>Hudong Shipyard Shanghai<br>Gen 3 × 212kW 390V 50Hz a.c.<br>Fuel 52,6t (d.o.) 204,5t (hvf)-6,5pd 12,5kn |
| **SUPERTANKER 7**<br>ex Daitoku Maru No. 6-91<br>**Super Charter Ltd.**<br>Panama Panama | **199**<br>118<br>524 | | **1975** Kyokuyo Zosen Tekko K.K.—Chofu (282)<br>43,95 (BB) 7,83 3,304<br>40,49 7,80 3,38<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin 6L26BGSH<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **SUPERTEN**<br>**Superten Shipping Ltd.**<br>Baltimar ApS<br>Nassau Bahamas<br>SatCom: 1103124/BTEN | *2 854*<br>*1 107*<br>2 700 | ✠**100A1**<br>certified container securing arrangements<br>Ice Class 1D<br>✠**LMC** **UMS**<br>EL S 467,5/36,0U3<br>FN 1874 | **1990**-6 Zhonghua Shipyard—Shanghai (8810)<br>91,25 (BB) 15,00 5,001<br>84,00 14,71 7,62<br>F 8,2 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 53,1 ER<br>G.4 755<br>TEU 256 C.Ho 96/20' (40') C.Dk 160/20' (40')<br>1 Ha (stl) (53,0 × 10,4) ER<br>Cr 2(50) | B&W 4L35MC<br>Oil 2SA 4Cy. 350 × 1050<br>1 692kW (2 300bhp)<br>Hudong Shipyard Shanghai<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 3 × 212kW 390V 50Hz a.c.<br>Fuel 51,86t (d.o.) 225,69t (hvf)-7,3pd 12,5kn |

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| **8421523**<br>*3ERV3*<br>14805-85A<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **SUPERWAY**<br>ex Day Crux-91<br>**Superway Maritime Inc.**<br>Gold Bridge Shipping Ltd.<br>Panama Panama | *1 389*<br>*641*<br>2 202 | NK | **1985** Sanuki Zosen Tekkosho K.K.—Takuma (1138)<br>75,95 5,062<br>69,96 12,01 6,00<br>P 18,6 F 7,6 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>8 Ta ER<br>L.2 154 | Akasaka<br>Oil 4SA 6Cy. 280 × 550<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 1 × 180kW 2 × 104kW 225V |
| **8034930**<br><br>2T-70 | **SUPETAR**<br>ex P-13<br>**JADROLINIJA P.O.**<br>Rijeka Croatia | **214**<br>127<br>92 | JR | **1952** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula<br>33,25 13,70 1,555<br>27,21 2,32<br>1 dk<br>conv Landing Craft — | **TM RoRo Cargo/Ferry** | Torpedo-Rijeka<br>2 Vee Oil 4SA each 12Cy. 120 × 140<br>Tvornica Motora "Torpedo" |
| **8317904**<br><br><br>Rt | **SUPPLY**<br><br>**Government of State of New South Wales (Urban Transit Authority-Ferries Division)**<br>*Sydney, N.S.W.* Australia | **186**<br>78<br>200 | ✠Classed LR until 14/3/86 | **1984**-12 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (164)<br>25,38 10,04<br>23,40 9,61 2,04<br>1 dk<br>rf nil | **Aluminium Alloy TM Ferry**<br>Twin Hull | M.T.U.<br>2 Vee Oil 4SA each 6Cy. 165 × 185<br>flexible couplings & sr reverse ge<br>shafts<br>1 224bhp (900kW)<br>M.T.U. Friedrichshafen GmbH<br>Fuel 8,5t (d.o.) |
| **7353951**<br>*3EOK4*<br>17249-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SUPPORT**<br>ex Namsadang-85 ex Golden Daisy-85<br>**Horizon Line Corp.**<br>First Line Corp.<br>Panama Panama | **17 715**<br>12 033<br>34 183<br>T/cm<br>43,0 | (AB) (KR) | **1974** Kasado Dock Co. Ltd.—Kudamatsu (271)<br>185,50 (BB) 27,03 11,013<br>175,01 27,01 15,30<br>P 29,9 F 13,2 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho ER<br>G.41 962 HeCls. ptB<br>5 Ha (stl) (15,0 16,9 16,9 16,9 16,9 × 13,2) ER<br>Der 5(22) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 1 801,5t |
| **7525578**<br>*LACB4*<br>N-00820<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SUPREME**<br>ex Norman Supreme-92<br>ex Mary Georgias-89 ex Celtic Sky-88<br>ex Splendid Albatross-80<br>**K/S Norman Supreme**<br>Bergshav A/S<br>Bergen Norway (NIS) | **15 511**<br>10 797<br>27 947<br>T/cm<br>36,6 | AB | **1976** Kanasashi Co. Ltd.—Tsukama Works, Shimizu (1160)<br>176,03 (BB) 25,46 10,102<br>165,00 25,40 14,13<br>P 29,0 F 11,3 1 dk<br>rf 102 conv Bulk Carrier 77<br>conv Vehicles Bulk Carrier 80 | **M Bulk Carrier**<br>5 Ho 25,7 26,9 17,9 26,9 26,9 ER<br>G.37 702 B.32 305 HeCls. B<br>5 Ha (stl) (16,0 × 10,0) (16,4 11,2 16,4 16,4 × 12,5) ER<br>Cr 5(15) | B&W<br>Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 128,0t (d.o.) 1 646,0t (hvf)-39,0pd |
| **8710376**<br>*YJYC9*<br>516<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SUPREME HARVEST**<br><br>**Arcturus Maritima S.A.**<br>Port Vila Vanuatu<br>SatCom: 1576166/SUPR | *8 483*<br>*3 619*<br>8 937 | NK | **1988** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (365)<br>141,00 (BB) 8,168<br>133,00 20,62 13,01<br>F 11,9 | **M Refrigerated Cargo**<br>Vehicles<br>4 Ho ER<br>In.12 457<br>TEU 30 C. 30/20'<br>4 Ha (stl) ER<br>Der 8(5) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1850<br>6 598kW (8 970bhp)<br>Kobe Hatsudoki K.K.<br>Gen 4 × 462kW a.c. |
| **7382483**<br>*HO9351*<br>4570-74A<br>Df Esd Gc<br>Pfd Rdr Rt | **SUPREME TIDE**<br><br>**Tidewater Nautico Inc.**<br>Tidewater Marine Service Inc.<br>Panama Panama | **1 107**<br>421<br>980 | AB | **1974** Eid Verft A/S—Nordfjordeid (3)<br>66,45 13,11 5,103<br>60,18 13,10 5,80 | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>Mchy.aft | General Motors<br>4 Vee Oil 2SA each 16Cy. 230 × 254<br>sc. shafts<br>General Motors Corp.<br>Gen 2 × 250kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7331329**<br>*YDWD*<br><br>Esd Gc Rdr<br>Rt | **SUPRINDO I**<br>ex Melati II-91 ex Yuho Maru-85<br>**P.T. Surya Priok Marindo**<br>Jakarta Indonesia | **1 681**<br>1 011<br>3 533 | KI | **1973** Murakami Hide Zosen K.K.—Hakata (112)<br>87,74 13,54 5,843<br>79,99 13,49 6,41<br>1 dk<br>RW | **M Tanker**<br>10 Ta ER<br>L.(oil) 3 573 | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>2 800bhp (2 060kW)<br>Hanshin Nainenki Kogyo<br>Fuel 19,0t (d.o.) 108,5t (i.f.o.)-7,5pd |
| **7831903**<br>*UVNI*<br>M-37845<br>Df Esd Gc<br>Rdr RTv | **SUPSA**<br><br>**Yugryba**<br>(Poti) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1980** ..............U.S.S.R.<br>54,82 9,96 4,139<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.414<br>3 Ha (stl) (each 1,5 × 1,6)<br>Der 2(1,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **7644075**<br>*UYVZ*<br>M-34532<br>Df Esd Gc<br>Rdr Rt | **SUPUTINO**<br><br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **744**<br>213<br>336 | RS | **1977** ..............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd |
| **8026505**<br><br><br>Esd Rdr RTv | **SUR**<br><br>**Port Services Corp. Ltd.**<br>Muscat Oman | **168**<br>—<br>— | AB | **1981** Selco Shipyard Pte. Ltd.—Singapore (300)<br>26,50 3,158<br>25,81 7,99 3,99<br>1 dk<br>rf 1199 | **TM Tug**<br>Fire-fighting | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 185<br>reduction geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 68kW |
| **7815258**<br>*3ESB7*<br>19561-PEXT1<br>Df Esd Gc<br>Pfd Rdr Rt | **SUR ESTE No. 305**<br>ex Sur Este No. 302-91 ex Saja-8-89<br>ex Tenryu Maru No. 6-89<br>**Dong Nam Panama S.A.**<br>Dong Nam Co. Ltd.<br>Panama Panama | **302**<br>146<br>383 | KR | **1978** Miho Zosensho K.K.—Shimizu (1090)<br>50,15 8,52 3,366<br>43,50 8,50 3,57<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |
| **7381403**<br>*3EVE6*<br>18203-89A<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **SUR ESTE No. 705**<br>ex Sur Este No. 301-90<br>ex Kohoku Maru No. 17-88<br>**Sur Este Pesca S.A.**<br>Panama Panama | **349**<br>163<br>513 | KR | **1974** Yamanishi Zosen K.K.—Ishinomaki (777)<br>56,60 9,12 3,770<br>49,70 9,10 5,60<br>2 dks<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 400 × 600<br>1 912kW (2 599bhp)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 200kW 225V a.c. |
| **7534062**<br>*UPOS*<br>M-33733<br>Df Esd Rdr<br>Rt | **SURA**<br><br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **648**<br>211<br>404 | RS | **1975** ..............U.S.S.R.<br>54,82 9,96 4,109<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **6613445** | **SURANIMALA**<br><br>**Colombo Port Commission**<br>Colombo Sri Lanka | **416**<br>—<br>— | ✠Classed LR until 6/67 | **1966**-10 R. Dunston (Hessle) Ltd.—Hessle (S823)<br>38,13 10,16 4,236<br>33,99 9,45 4,88<br>F 16,8 1 dk<br>RW rf 762 | **TM Tug** | Alpha<br>2 Oil 2SA each 8Cy. 310 × 490<br>Alpha-Diesel A/S<br>Gen 2 × 50kW 1 × 10kW 110V |
| **7640873**<br>*UZKQ*<br>M-33771<br>Df Esd Gc<br>Rdr Rt | **SURAZH**<br><br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **710**<br>207<br>351 | RS | **1976** ..............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd |

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| **SURE HAND**<br>ex Rinso-75<br>**Exnor Craggs Ltd.**<br>Liverpool United Kingdom | **198**<br>101<br>203 | | **1947** W. J. Yarwood & Sons Ltd.—Northwich (800)<br>*30,55* 7,01 2,439<br>6,96<br>1 dk<br>Diam. 0,203 | **M Tanker**<br>Vegetable oil<br>2 Ta ER<br>L.(oil) 232 HeCls. C<br>1 Cargo pumps total 200T/hr | Kelvin<br>Oil 4SA 8Cy. 165 × 184<br>NE 67<br>Bergius Kelvin Co. Ltd. Glasgow |
| **SUREFIRE**<br>**Deepsea Fisheries Pty. Ltd.**<br>Australia | **149**<br>39<br>— | | **1986** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A. (157)<br>... ... ...<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Caterpillar 3408T<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>Caterpillar Inc. Peoria, Illinois |
| **SURENES**<br>**Heskin Development Inc.**<br>Aboitiz Jebsen Bulk Transport Corp.<br>Manila Philippines<br>SatCom: 1700364/SURE | *18 977*<br>*9 296*<br>29 380 | NV (NK) | **1985** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1122)<br>170,01 (BB) 27,54 10,002<br>162,01 27,51 14,23<br>F 15,0 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.36 208 B.36 035<br>TEU 514 C. 514/20' (40')<br>6 Ha (stl) ER<br>Cr 3(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>7 500bhp (5 517kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 500kW 440V 60Hz a.c.<br>14kn |
| **SURF**<br>**40-Fathom Fisheries Inc.**<br>Wilmington, De United States of America | **309**<br>145<br>— | | **1936** Bath Iron Works Corp.—Bath, Me (165)<br>44,10 7,68<br>39,04 7,62 4,12<br>RQD 19,2 F 6,1<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho 11,2<br>3 Ha | McIntosh & Seymour<br>Oil 4SA 6Cy. 445 × 635<br>750bhp (552kW)<br>McIntosh & Seymour Corp. Auburn<br>Fuel 81,5t |
| **SURF CITY**<br>ex Umm Al Aish-87<br>**Nadu Shipping Ltd.** | **44 542**<br>28 511<br>79 999<br>T/cm<br>90,0 | AB | **1981** Mitsubishi Heavy Industries Ltd.—Nagasaki (1866)<br>231,81 (BB) 46,00 12,205<br>220,00 44,01 18,62<br>1 dk<br>rf nil Bow/CM 107 Diam. 0,410 MH 1,8<br>**DAMAGED BY EXPLOSION AND FIRE 2/90** | **M Tanker**<br>SBT<br>11 Ta ER<br>L.(oil) 96 746 HeCls. CptB<br>3 Cargo pumps total 6 000T/hr | Sulzer 5RLA90<br>Oil 2SA 5Cy. 900 × 1900<br>17 000bhp (12 505kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 249,0t (d.o.) 2 835,0t (hvf)-59,0pd 15kn |
| **SURF KING**<br>ex Desco Mariner<br>**Perley Edward Fogg**<br>United States of America | **138**<br>124<br>— | | **1980** Desco Marine—St. Augustine, Fl<br>3,231<br>22,86 6,71 3,76<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler | Oil<br>450bhp (331kW)<br>U.S.A. |
| **SURGAN**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **163**<br>39<br>89 | RS | **1976** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,25kn |
| **SURGE**<br>**Trawler Surge Inc.**<br>Portland, Me United States of America | **321**<br>146<br>— | | **1941** American SB. Co.—Lorain, Oh (1003)<br>44,81 7,98<br>39,25 7,93 4,37<br>RQD 19,2 F 6,8<br>RW BK 127 | **M Fishing**<br>Side Trawler<br>1 Ho 12,1<br>2 Ha<br>1W | Cooper Bessemer<br>Oil 4SA 6Cy. 395 × 560<br>650bhp (478kW)<br>Cooper-Bessemer Corp. Grove City, Pa<br>Fuel 71,0t 11kn |
| **SURGUT**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **1 542**<br>654<br>1 857 | RS | **1973** Intreprinderea Constr. Navale Constántza —Constantza (362)<br>80,24 11,94 4,900<br>5,69<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.2 450<br>3 Ha (stl) (8,2 × 5,9) (8,2 8,2 × 7,9) ER<br>Cr 3(5) | Sulzer 6TAD36<br>Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW)<br>Sour "Jugoturbina" Karlovac<br>12,5kn |
| **SURGUTNEFT**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | **3 468**<br>1 607<br>4 922 | RS | **1971** Rauma-Repola Oy—Rauma/Raumo (202)<br>106,13 15,45 6,471<br>97,01 15,42 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 906 HeCls. BC<br>1 Ha (3,2 × 2,4)<br>3W Der 1(2) 2(1,5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 40,5t (d.o.) 260,0t (hvf)-12,0pd 14kn |
| **SURI**<br>**Government of The Islamic Republic of Pakistan (Gwadar Fish Harbour Project)**<br>Karachi Pakistan | **135**<br>127<br>— | **✠100AT**<br>dredger<br>extended protected waters service<br>FN 301 | **1991**-5 Karachi Shipyard & Eng. Works Ltd. —Karachi (212)<br>35,90 9,62 1,310<br>26,00 9,57 2,00<br>1 dk<br>rf nil | **Dredger**<br>Cutter Suction | Gen 1 × 33,6kW 380V 50Hz a.c. |
| **SURIGAO STRAIT**<br>ex Hoogland-66<br>**GF Equity Inc.**<br>Manila Philippines | **1 499**<br>811<br>1 914 | **✠100A1** SS 6/88<br>**✠LMC**<br>EL o<br>FN 1122 | **1956**-4 T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (Z63)<br>73,16 11,49 4,865<br>68,74 11,43 4,88<br>P 16,5 RQD 38,8 F 7,7 1 dk<br>RW rf 102 | **M General Cargo**<br>4 Ho 10,2 11,5 11,5 10,2 ER<br>G.2 900 B.2 683<br>1 Ha (stl) (6,9 × 6,4) 3 Ha (w) (8,3 8,3 7,6 × 7,9) ER<br>4W Der 4(3) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 40kW 1 × 20kW 220V d.c.<br>Fuel 67,0t (d.o.) 11,5kn |
| **SURIGAO TRANSPORT**<br>ex Yashima Maru-75<br>ex Kashima Maru-63<br>**A.B. Philmary Corp.**<br>Iloilo Philippines | **386**<br>212<br>502 | (NK) | **1960** Nakamura Zosen Tekkosho—Matsue (172)<br>47,60 7,65 3,404<br>42,98 7,60 3,79<br>P 12,5 F 5,2 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.660 B.600<br>2 Ha (each 4,1 × 7,0) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 320 × 460<br>650bhp (478kW)<br>Nippon Hatsudoki Kobe<br>Gen 1 × 8kW 100V a.c.<br>Fuel 26,5t 11kn |
| **SURINAME**<br>**N.V. Scheepvaart Maatschappij Suriname**<br>Paramaribo Surinam | **1 078**<br>599<br>1 214 | AB | **1960** Bijker's Aanneming's Bedrijf "Ijssel" Werf —Gorinchem (153)<br>69,14 10,60 4,074<br>62,01 10,51 5,85<br>P 14,4 F 8,0 2 dks<br>RW rf nil | **M General Cargo** CSD 6P<br>Mchy.aft<br>1 Ho 39,9comb.<br>G.2 105 B.1 923<br>6W Der 6(5) | Werkspoor<br>Oil 4SA 6Cy. 330 × 600<br>942bhp (693kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 40kW 220V d.c.<br>Fuel 73,0t (d.o.) 11,5kn |
| **SURLAND**<br>**Surland Inc.**<br>Juneau, Ak United States of America | **195**<br>144<br>— | | **1978** Bender SB. & Repair Co. Inc.—Mobile, Al<br>*24,88* 7,32<br>3,54<br>1 dk | **M Fishing**<br>Side Trawler Crab | General Motors 12V-149-TI<br>Vee Oil 2SA 12Cy. 146 × 146<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| **SURMAR I**<br>**Pesquera San Jose**<br>Talcahuano Chile | **484**<br>233<br>— | GL | **1981** Astilleros y Servicios Navales (ASENAV) Ltda.—Valdivia (21)<br>43,21 10,04 4,501<br>36,61 10,00 6,71<br>2 dks | **M Fishing** | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280<br>1 105bhp (813kW)<br>Kloeckner Humboldt Deutz Koeln<br>12,5kn |
| **SURO No. 10**<br>**Government of The Republic of South Korea (Ministry of Transportation)**<br>South Korea | **400**<br>—<br>— | | **1980** Dae Dong SB. Co. Ltd.—Busan<br>... ... ...<br>... ... ...<br>1 dk | **M Research**<br>Hydrographic | Niigata<br>Oil 4SA 6Cy. 200 × 260 geared to sc. shaft<br>Niigata Eng. Co. Ltd. Japan |

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| 7831915<br>*UVOZ*<br>M-37050<br>Df Esd Gc<br>Rdr RTv | **SUROVSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>332 | RS | **1980** ..........U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (stl) (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| 6872247<br>*UODG*<br>M-7519<br>Rt | **SUROVYY**<br>**Caspian Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **368**<br>25<br>157 | RS | **1959** ..........U.S.S.R.<br>44,51 9,40 3,361<br>4,42<br>1 dk | **M Tug** | 2 Oil 2SA each 6Cy. 300 × 500<br>..........<br>Fuel (d.o.) |
| 7617278<br>*9VCT*<br>384097<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SURPRISE**<br>ex Richmond-90 ex Eastern Hero-88<br>ex Tokai Maru-81<br>**White Maritime Pte. Ltd.**<br>Wallem Shipmanagement Ltd.<br>Singapore Singapore | **16 477**<br>9 505<br>26 568 | NK | **1977** Kurushima Dockyard Co. Ltd.—Onishi (966)<br>178,59 (BB) 22,92 10,302<br>170,39 22,86 14,41<br>P 29,3 F 13,2 2 dks | **M General Cargo**<br>G.35 015 B.32 613<br>5 Ha (stl) (19,2 × 9,3) (19,2 12,8 25,6 25,6 × 10,8) ER<br>Der 4(20) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 380kW 1 × 200kW 450V |
| 6611007<br>*WYZ6983*<br>294852 | **SURPRISE**<br>**A.B.C. Boat Co. Inc.**<br>Morgan City, La United States of America | **314**<br>213<br>— | | **1964** Patterson Shipyard Inc.—Patterson, La<br>*41,24* 8,64<br>... ... | **M Fishing**<br>Side-fishing | Oil<br>.......... |
| 7324039<br>*WYZ7978*<br>541767 | **SURPRISE**<br>**Canaveral Deep Sea Fishing Boats**<br>New Orleans, La United States of America | **110**<br>74<br>— | | **1972** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*20,85* 6,71<br>3,38 | **M Fishing** | Oil<br>365bhp (268kW)<br>..........<br>Fuel (d.o.) |
| 7743003<br>*WYA2325*<br>592519 | **SURPRISE**<br>**Pete Enterprises Inc.**<br>Brownsville, Tx United States of America | **102**<br>69<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1 dk | **Wood M Fishing**<br>Shrimp-trawl | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| 6920159<br>*OYFI2*<br>D-2822<br>Df Esd Gc<br>Pfd Rdr Rt | **SURREY**<br>**DFDS A/S**<br>Esbjerg Denmark (DIS) | T.Mk<br>**4 061**<br>1 665<br>5 925 | BV | **1969** Helsingor Skibsv. og Maskinbyg.—Helsingor (388)<br>132,70 19,03 5,925<br>123,25 19,00 9,96<br>2 dks<br>len & deepened 75 | **TM RoRo Cargo**<br>10P<br>Stern door<br>TEU 299 C. 299/20'<br>1 Ha (stl) (9,6 × 3,5) ER<br>Cr 1(5) | B&W<br>2 Oil 4SA each 8Cy. 450 × 540<br>6 380kW (8 674bhp)<br>Helsingor Skibsv. og Maskinbyg.<br>Gen 3 × 400kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 223,5t (hvf)-35,5pd |
| 7436454<br>*EVWR*<br>M-7954<br>Df Esd Gc<br>Rdr Rt | **SURSK**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **720**<br>221<br>352 | RS | **1974** ..........U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.295<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller double ended at |
| 7941693<br>*EONS*<br>M-37259<br>Df Esd Gc<br>Rdr RTv | **SURSKOYE**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>332 | RS | **1980** ..........U.S.S.R.<br>53,73 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(3,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd |
| 8119508<br>*MNQG2*<br>LK 215<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SURSUM CORDA**<br>**Unity Mark Ltd.**<br>Lerwick United Kingdom | **283**<br>108<br>— | **100A1** SS 2/91<br>fishing vessel<br>**LMC**<br>EL 300,0/32,0FSWR<br>pt41,2/24,0U2<br>FN 421 | **1981** Schpsw. Bodewes Gruno—Foxhol (251)<br>38,05 8,02 3,740<br>33,90 8,00 4,40<br>F 9,9 1 dk<br>rf - BK 300 | **M Fishing**<br>Side Trawler Beam-trawl | Stork<br>Oil 4SA 9Cy. 240 × 260 dr reverse<br>shaft<br>906kW (1 232bhp)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 64kW 1 × 16kW 380V<br>Thw. thrust propeller fwd |
| 7821611<br>*JCBX*<br>123506<br>Df Esd Gc<br>Pfd Rdr Rt | **SURUGA**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **960**<br>—<br>— | | **1979** Kurushima Dockyard Co. Ltd.—Onishi (2067)<br>77,83 9,63 3,201<br>73,00 9,61 5,31<br>2 dks | **TM Patrol Ship** | Fuji<br>2 Oil 4SA each 8Cy. 400 × 580<br>5 148kW (6 999bhp)<br>Fuji Diesel Co. Ltd.<br>2 Controllable pitch propellers |
| 8608937<br>*JBWU*<br>129844<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SURUGA MARU**<br>**Nippon Yusen Kaisha (NYK Line)**<br>Tokyo Japan<br>SatCom: 1201411/JBWU | *107 943*<br>*71 473*<br>215 158<br>T/cm<br>132,8 | NK | **1987** Nippon Kokan K.K.—Tsu (100)<br>297,01 (BB) 19,835<br>285,02 50,00 26,70<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>9 Ho ER<br>G.234 256<br>9 Ha (stl) ER | Sulzer<br>Oil 2SA 6Cy. 840 × 2400<br>12 710kW (17 279bhp)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 1 × 689kW 2 × 640kW<br>Fuel 265,0t (d.o.) 4 452,0t (hvf) |
| 8213550<br>*7JAJ*<br>126720<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SURUGA MARU**<br>**Nissui Shipping Corp. (Nissui Senpaku K.K.)**<br>Tokyo Japan<br>SatCom: 1203607/UJAJ | *4 870*<br>*2 696*<br>6 178 | NK | **1983** Fukuoka Zosen K.K.—Fukuoka (1103)<br>115,02 (BB) 7,781<br>105,01 18,01 9,91<br>P 22,3 F 10,7 3 dks | **M Refrigerated Cargo**<br>4 Ho ER<br>In.6 662<br>4 Ha (stl) (each 6,5 × 6,1) ER | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1150<br>6 840bhp (5 031kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 800kW 445V 60Hz a.c.<br>Fuel 124,5t (d.o.) 1 126,5t (hvf) |
| 7916038<br>*JDAV*<br>122627<br>Df Esd Gc<br>Pfd Rdr Rt | **SURUGA MARU**<br>**Nanboku Sangyo Co. Ltd.**<br>Shimizu, Shizuoka Pref. Japan | **3 273**<br>2 270<br>7 057 | NK | **1979** Higaki Zosen K.K.—Imabari (226)<br>105,80 7,516<br>98,00 17,51 8,01<br>2 dks | **M General Cargo**<br>G.14 966 B.14 082<br>2 Ha (stl) (20,8 29,8 × 13,0) ER<br>Der 1(40) 3(20) | Akasaka<br>Oil 4SA 6Cy. 510 × 840<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 76,0t (d.o.) 484,0t (hvf) |
| 7740104<br>*JK3893*<br>120350<br>Gc Rdr Rt | **SURUGA MARU**<br>**Kubo Kaiun Y.K.**<br>Ogaki, Hiroshima Pref. Japan | **433**<br>241<br>415 | | **1978** Nakatani Shipyard Co. Ltd.—Nomi (440)<br>51,57 3,412<br>45,75 8,65 3,81<br>1 dk | **M Liquefied Gas Carrier**<br>2 Ta ER<br>L.(gas) 562 | Niigata<br>Oil 4SA 6Cy. 260 × 400 reduction<br>shaft<br>Niigata Eng. Co. Ltd. |
| 6825309<br>*JI2337*<br>102128<br>Rdr | **SURUGA MARU**<br>ex Tatsumi Maru No. 7<br>**Genkai Kisen K.K.**<br>Osaka, Osaka Pref. Japan | **339**<br>—<br>536 | | **1968** K.K. Taihei Kogyo—Akitsu (212)<br>47,40 7,42 3,175<br>42,98 7,40 3,56<br>1 dk | **M Tanker**<br>Chemical<br>2 Ta ER<br>L.224 | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>450bhp (331kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 32kW 1 × 16kW |

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| **SURUGA MARU**<br>**Nippon Kisen Kaisha Ltd. & Shimizu Futo K.K.**<br>Nippon Kisen Kaisha Ltd. (Nippon Kisen K.K.)<br>Shimizu, Shizuoka Pref.<br>Japan | **147**<br>—<br>— | | **1990** Sagami Zosen Tekko K.K.—Yokosuka (243)<br>30,60 8,82<br>27,00 8,80 3,50<br>1 dk | **TM Tug** | Yanmar T260-ET<br>2 Oil 4SA each 6Cy. 260 × 330 with clutches & dr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>13,8kn |
| **SURUGA MARU**<br>**Shizuoka Prefectural Office**<br>Shizuoka, Shizuoka Pref.<br>Japan | **129**<br>—<br>16 | | **1978** Fujishin SB. Co.—Kamo (322)<br>34,15 2,400<br>27,00 6,40 2,75<br>1 dk | **M Fishing**<br>Training Ref | Niigata 6L22X<br>Oil 4SA 6Cy. 220 × 250 geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Ota |
| **SURVEYOR**<br>**Government of The United States of America (Department of Commerce)**<br>Seattle, Wa<br>United States of America<br>SatCom: 1504402/SURV | **2 653**<br>682<br>1 097 | (AB) | **1960** National Steel & SB. Co.—San Diego, Ca (316)<br>89,06 14,08 5,233<br>80,17 14,03 8,31<br>B & F 33,0 1 dk, 2nd & 3rd dks fwd & aft<br>rf 152 | **S Research**<br>Hydrographic | 2 S Turb dr geared to sc. shaft<br>3 520shp (2 589kW)<br>De Laval Steam Turbine Co. Trenton, NJ<br>Gen 2 × 400kW 450V 60Hz a.c.<br>14kn |
| **SURWOOD**<br>**Suriago Wood Preservative**<br>Cebu City<br>Philippines | **303**<br>—<br>450 | | **1978** Cebu Shipyard & Eng. Works Inc.—Lapu-Lapu City (6)<br>46,03 10,70 1,524<br>41,46 10,37 3,05<br>1 dk | **TM Landing Craft**<br>Mchy.aft | Cummins N-855-M<br>2 Oil 4SA each 6Cy. 140 × 152 reduction geared to sc. shaft<br>470bhp (346kW)<br>Cummins Engine Co. Inc. Columbus, In |
| **SURYA**<br>ex Nurage<br>**P.T. Surya**<br>Manado<br>Indonesia | **746**<br>436<br>432 | (KI)<br>✠Classed LR until 3/68 | **1953**-7 C.R.D. Adriatico—Monfalcone (1783)<br>55,33 9,45 2,928<br>48,98 9,40 5,06<br>P 12,2 B 9,5 F 7,1 1 dk & S dk<br>RW | **M General Cargo** OSD<br>Mchy.aft<br>G.1 184 B.1 085<br>4W | Enterprise<br>Oil 4SA 8Cy. 305 × 380<br>480bhp (353kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Gen 1 × 20kW 110V<br>Fuel 45,5t (d.o.) 10kn |
| **SURYA I**<br>**Suraj Fisheries Pte. Ltd.**<br>Visakhapatnam<br>India | **121**<br>75<br>— | IRS | **1981** Machinefabriek D. E. Gorter B.V. —Hoogezand (81-7005)<br>23,50 6,53 2,501<br>21,01 6,51 3,36<br>rf 686 BK | **M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl Ref | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SURYA II**<br>**Suraj Fisheries Pte. Ltd.**<br>Visakhapatnam<br>India | **121**<br>75<br>— | IRS | **1981** Machinefabriek D. E. Gorter B.V. —Hoogezand (81-7004)<br>23,50 6,53 2,501<br>21,01 6,51 3,36<br>rf 686 BK | **M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl Ref | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SURYA JAYA**<br>ex Putra Indah VIII-91 ex Sewa Maru-81<br>**P.T. Artha Samudra Indah**<br>Jakarta<br>Indonesia | **656**<br>355<br>500 | KI | **1970** Oshima Dock K.K.—Yoshiumi (3)<br>57,80 9,40 3,836<br>51,55 9,38 4,40<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 920 | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>11,5kn |
| **SURYA KARYA**<br>ex Melton Viking-81 ex Ruth Graef-80<br>ex Tor Maas-74 ex Ruth-73<br>**P.T. Surya**<br>Jakarta<br>Indonesia | T.Mk<br>**498**<br>296<br>1 150 | KI (GL) | **1971** Handel & Schpsb. Mij. Kramer & Booy N.V. —Kootstertille (170)<br>64,15 10,09 2,350<br>61,31 10,03 5,19<br>2 dks | **M General Cargo**<br>2 Side doors (p)<br>1 Ho 41,0 ER<br>G.2 362 B.2 215<br>1 Ha (stl) (31,2 × 7,7) ER<br>2W Der 1(5) 1(3) | MWM TBD440-8<br>Oil 4SA 8Cy. 230 × 270 reverse reduction geared to sc. shaft<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 38kW 1 × 14kW 380V 50Hz a.c.<br>Fuel (d.o.) 11,5kn |
| **SURYA TEJA I**<br>**Shrimp (India) Pvt. Ltd.**<br>Visakhapatnam<br>India | *136*<br>*41*<br>92 | IRS<br>✠Classed LR until 4/10/89 | **1986**-11 Kirim SB. Co. Ltd.—Koje (213)<br>26,17 6,84 2,640<br>22,71 6,81 3,13<br>F 13,5 1 dk<br>rf 876 BK 152 | **M Fishing**<br>Stern Trawler Side Trawler Shrimp-trawl Ref | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches & dr reverse geared to sc. shaft<br>459kW (624bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 50kW 440V 60Hz a.c. |
| **SURYA TEJA III**<br>**Shrimp (India) Pvt. Ltd.**<br>Bombay<br>India | *180*<br>*57*<br>138 | IRS (AB) | **1988** Bharati Shipyard Pvt. Ltd. Ratnagiri (192)<br>27,00 (BB) 7,83 2,700<br>23,50 7,50 3,50<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.100 | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches & sr reverse geared to sc. shaft<br>550bhp (405kW)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 50kW a.c.<br>10kn |
| **SURYA TEJA IV**<br>**Shrimp (India) Pvt. Ltd.**<br>Bombay<br>India | *180*<br>*57*<br>138 | IRS (AB) | **1989** Bharati Shipyard Pvt. Ltd. Ratnagiri (193)<br>27,00 (BB) 7,83 2,700<br>23,50 7,50 3,50<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.100 | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches & sr reverse geared to sc. shaft<br>405kW (551bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 50kW a.c.<br>10kn |
| **SURYADI**<br>ex Sang Sakti-82 ex Sang Tualang-62<br>ex Harum Manis-58<br>ex Speed Trader-56<br>ex Anke Harmstorf-54 ex Massima<br>**P.T. Surya**<br>Bitung<br>Indonesia | **385**<br>274<br>— | (KI) | **1947** Cant. Nav. del Levante—Casier<br>44,10 7,42<br>3,51<br>1 dk<br>len 51 | **M General Cargo**<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 290 × 420<br>360bhp (265kW) E made51 fitted—<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 15kW 110V<br>Fuel (d.o.) |
| **SURYATEJA II**<br>**Shrimp (India) Pvt. Ltd.**<br>Visakhapatnam<br>India | **136**<br>41<br>92 | IRS<br>✠Classed LR until 4/10/89 | **1986**-11 Kirim SB. Co. Ltd.—Koje (214)<br>26,17 2,640<br>22,71 6,81 3,13<br>F 13,5 1 dk<br>rf 876 BK 152 | **M Fishing**<br>Stern Trawler Side Trawler Shrimp-trawl Ref<br>1 Ho ER<br>In.95<br>1 Ha (stl) ER | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 dr reverse geared to sc. shaft<br>459kW (624bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 50kW 440V 60Hz a.c. |
| **SURYEN SPANDARYAN**<br>**Azov Shipping Co.**<br>Mariupol)<br>SatCom: 1400662/UULY<br>(U.S.S.R.) | T.Mk<br>**3 935**<br>1 702<br>5 800<br>**6 550**<br>3 311<br>7 415 | RS | **1973** Stocznia Gdanska im. Lenina—Gdansk (B465/07)<br>135,41 (BB) 18,04 6,630/7,462<br>122,48 18,01 10,27<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER 11,2 6 TwD<br>G.11 491 B.10 746 In.267 L.417<br>TEU 112<br>C.Ho 88/20' (40') C.Dk 24/20' (40')<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s 13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd 15,5kn |
| **SUSAC**<br>**Ustanova za Odrzavanje Pomorskih Plovnih Putova**<br>Split<br>Croatia | **137**<br>44<br>40 | JR | **1948** Brodogradiliste "Jozo Lozovina-Mosor" —Trogir (1)<br>31,12 7,14 2,801<br>26,50 6,81 3,00<br>1 dk<br>conv 70 | **M Lighthouse Tender**<br>1 Ha (1,4 × 1,1)<br>Der 1(4) | Alpha 404-24VO<br>Oil 2SA 4Cy. 240 × 400<br>206kW (280bhp) NE 70<br>Titovi Zavodi "Litostroj" Ljubljana<br>Gen 1 × 26kW 440V a.c.<br>Fuel 13,0t (d.o.) 8kn |

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| **8917259**<br>Df Esd Gc<br>Rdr Rt | **SUSAINAH**<br>**Agino Line**<br>Nigeria | **125**<br>—<br>— | PR (Class cont.) | **1991** Stocznia "Wisla"—Gdansk (WKR25/18)<br>... ... ...<br>25,00 | **M Fishing**<br>Stern Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 gea<br>573bhp (421kW)<br>Caterpillar Inc. |
| **7429243**<br>*9HOE3*<br>2926<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>SatCom<br>AMVER | **SUSAK**<br>**Malta Cross Shipping Co. Ltd.**<br>Croatia Line<br>Valletta Malta | **8 084**<br>4 858<br>11 031 | ✠100A1 SS 1/86<br>✠LMC UMS<br>EL Dt 2⅛"U3<br>FN 4582<br>JR | **1977**-2 J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (777)<br>153,85 (BB) 21,57 8,591<br>140,01 21,51 11,21<br>P 33,6 F 21,7 Upr. F 23,2 2 dks<br>rf nil DK in way of holds | **M Container Ship**<br>Fixed-guides<br>1 Ho 8,3 3 Cell. Ho 27,4 25,9 26,5 ER<br>1 Ho 14,0<br>TEU 574<br>C.Ho 264/20' (40') C.Dk 310/20' (40')<br>7 Ha (stl) ER 1 Ha (stl) | Pielstick<br>Vee Oil 4SA 12Cy. 480 × 520 sr g<br>shaft<br>11 400bhp (8 385kW)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>2 AuxB (1 o.f. 1 ex.g) 8kgf/cm² (7,9<br>Gen 1 × 1200kW 2 × 600kW 45<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 206,5t (d.o.) 1 488,5t (hvf)-30,0 |
| **8509715**<br>*C4XN*<br>707844<br>Df Esd Gc<br>Rdr Rt | **SUSAK**<br>**Yugo-Arab Shipping Co. SAL**<br>Losinjska Plovidba OOUR Brodarstvo<br>Limassol Cyprus | *4 839*<br>*1 924*<br>5 896 | ✠100A1<br>✠LMC UMS<br>EL X 495,0/46,0U3<br>FN 2605 | **1987**-1 R.O. Brodogradiliste "3 Maj"—Rijeka (644)<br>99,22 19,54 6,163<br>93,00 19,50 8,51<br>P 7,7 F 16,2 1 dk<br>rf nil | **M General Cargo**<br>DSS<br>3 Ho 11,9 25,9 27,3 ER<br>G.8 223 B.7 442<br>TEU 336<br>C.Ho 151/20' (40') C.Dk 185/20' (40')<br>5 Ha (stl) (6,2 × 7,9) (25,8p&s 25,8p&s × 7,7) ER<br>Cr 2(25) | Sulzer<br>Oil 2SA 5Cy. 380 × 1100<br>3 535bhp (2 600kW)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>AuxB (o.f.) 6,1kgf/cm² (6,0bar)<br>e(ex.g) 6,1kgf/cm² (6,0bar)<br>Gen 3 × 417kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 65,5t (d.o.) 304,0t (hvf) |
| **9032238**<br>*JI3456*<br>131706<br>Esd Gc Rdr<br>Rt | **SUSAKI MARU**<br>**Taiyo Shipping Co. Ltd. (Taiyo Kisen K.K.)**<br>Osaka, Osaka Pref. Japan | **699**<br>—<br>1 673 | NK | **1991** Sanuki Zosen Tekkosho K.K.—Takuma (555)<br>66,57 4,658<br>62,00 11,00 5,20<br>1 dk | **M Cement Carrier**<br>6 Ho ER | Akasaka<br>Oil 4SA 6Cy. 280 × 500 reverse red<br>to sc. shaft<br>1 177kW (1 600bhp)<br>Akasaka Tekkosho K.K., (Akasaka De<br>Ltd.)<br>Gen 3 × 152kW a.c. |
| **6803739**<br>*9HAT3*<br>2364<br>Df Esd Gc<br>Rdr RTm/h/v | **SUSAN**<br>ex Monte Carmelo-90 ex Promethee-88<br>**Crown Marine Ltd.**<br>Bedford Ship Management Ltd.<br>Valletta Malta | **6 353**<br>3 611<br>10 088<br>T/cm<br>19,3 | BV RI | **1967** At. & Ch. de Nantes (Bretagne-Loire) —Nantes (16111)<br>141,89 8,027<br>133,03 17,81 10,37<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. ore cargoes<br>4 Ho ER<br>G.12 480 B.11 900 HeCls. B<br>4 Ha (13,5 14,7 13,5 14,7 × 8,0) ER<br>Der 1(50) 3(15) | Pielstick<br>2 Oil 4SA each 8Cy. 400 × 460 gea<br>7 440bhp (5 473kW)<br>Ch. de l'Atlantique<br>Fuel 96,5t (d.o.) 630,0t (hvf)-24,5pd |
| **8427228**<br>222173<br>Rt | **SUSAN**<br>ex Mandaue City<br>**Alberto Gothong Enterprises Inc.**<br>Cebu City Philippines | **248**<br>157<br>350 | | **1974** .............Davao<br>9,02<br>46,11 9,01 1,66<br>1 dk | **M General Cargo** | Oil<br>570bhp (419kW) |
| **6501953**<br>322320 | **SUSAN DARLENE**<br>ex Albert Riske-76<br>**Savourys Fisheries Ltd.**<br>Shelburne, N.S. Canada | **200**<br>84<br>— | | **1964** Wagstaff & Hatfield Ltd.—Port Greville, N.S.<br>*28,41* 7,68<br>... ...<br>1 dk | **Wood M Fishing**<br>Side Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>Caterpillar Tractor Co. |
| **5345780**<br>*WB4318*<br>236940<br>Rt | **SUSAN FRANK**<br>ex Wards Island-62<br>**General Marine Transport Corporation**<br>New York, NY United States of America | **1 429**<br>813<br>1 543 | (AB) | **1938** United Shipyards, Inc.—Mariner's Harbor, NY (850)<br>78,69 13,31 3,937<br>76,21 13,26 4,88<br>F 12,2 2 dks<br>R rf 76 | **TM Sludge Carrier**<br>Self-unloader<br>Mchy.aft | 2 Oil 4SA each 6Cy. 405 × 610<br>1 300bhp (956kW)<br>Ingersoll-Rand Co. |
| **7619769**<br>*WE5010*<br>264127<br>Rt | **SUSAN HOEY**<br>ex Bonita<br>**North American Barge Line Inc.**<br>Galveston, Tx United States of America | **148**<br>65<br>— | | **1952** Alexander Shipyards Inc.—New Orleans, La<br>*24,91* 7,62 —<br>7,57 3,33<br>1 dk | **M Tug** | General Motors<br>Vee Oil 12Cy.<br>General Motors Corp.<br>Fuel (d.o.) |
| **7421045**<br>350803<br>Rdr Rt | **SUSAN KRUGER**<br>ex White Lady-77 ex Jeppe Cimber-76<br>ex White Lady II-74<br>ex Sundbuss Jeppe-74<br>**Government of The Republic of South Africa (Department of Justice - Prison Service)**<br>Cape Town/ Kaapstad South Africa | **143**<br>84<br>— | (BV) (NV) | **1959** Westermoen Batbyggeri—Mandal (477)<br>27,08 6,61<br>... ... ...<br>2 dks | **TM Ferry**<br>160dk P | Penta<br>2 Oil 4SA each 6Cy. 121 × 140<br>370bhp (272kW)<br>A/B Volvo-Penta<br>Gen 2 × 23kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **7947697**<br>610983 | **SUSAN L.**<br>ex Alisa Andrea<br>**Five Fathoms Inc.**<br>United States of America | **178**<br>130<br>— | | **1979** Harrison Boats Inc.—Arapahoe, NC<br>*25,70* 7,35<br>3,61<br>1 dk | **M Fishing**<br>Shellfish | General Motors<br>Vee Oil 2SA 12Cy. 146 × 146<br>675bhp (497kW)<br>General Motors-Detroit Diesel Allis |
| **7924047**<br>*OWRE2*<br>D-12722<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SUSAN MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Kobenhavn Denmark (DIS) | *14 102*<br>*4 230*<br>18 270<br>T/cm<br>30,2 | 100A1 SS 11/91<br>liquefied gas carrier in association with an approved list of defined cargoes, in independent Type C tanks, max. vapour pressure 4.51bar, max. SG 0.97, min. temp. minus 48°C<br>Ice Class 1D<br>**LMC UMS**<br>**Lloyd's RMC (LG)**<br>**IGS**<br>EL Ft 577,5/62,0U3<br>FN 5600<br>(NV) | **1981** Odense Staalskibsvaerft A/S—Lindo (91)<br>153,19 (BB) 25,02 9,930<br>142,63 25,01 14,25<br>F 15,0 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Ammonia Pressurised Ref<br>7 Ta ind cyl vert ER<br>L.(gas) 15 072<br>9 Cargo pumps total 2 200T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 11,7kgf/cm²<br>Gen 1 × 1176kW 2 × 1008kW |
| **8120143**<br>615610 | **SUSAN MARIE II**<br>ex Howard Reed<br>**Susan Marie Corp.**<br>Corpus Christi, Tx United States of America | **167**<br>114<br>— | | **1979** Quality Marine Inc.—Bayou la Batre, Al (132)<br>*24,88*<br>7,32 3,87<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>545bhp (401kW)<br>Caterpillar Tractor Co. |
| **8719499**<br>927059 | **SUSAN MARY B**<br>**Steve Bolton**<br>New York, NY United States of America | **122**<br>83<br>— | | **1988** Bock Marine Builders Inc.—Beaufort, NC (23)<br>24,39 —<br>21,88 7,04 3,38<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 ge<br>Caterpillar Inc. |
| **7730343**<br>*WYC4278*<br>581472 | **SUSAN ROSE**<br>ex Margaret Rose-80<br>**Joseph Lee Rose**<br>Beaufort-Morehead City, NC United States of America | **142**<br>96<br>— | | **1977** Steiner Shipyard Inc.—Bayou la Batre, Al<br>*23,54* 7,01<br>3,48<br>1dk | **M Fishing** | Oil<br>565bhp (416kW)<br>Fuel (d.o.) |
| **7200154**<br>*WH3859*<br>505240<br>Rt | **SUSAN W**<br>ex El Mulo Grande-84<br>**E. N. Bisso & Son Inc.**<br>New Orleans, La United States of America | **167**<br>114<br>— | | **1966** Universal Iron Works—Houma, La (75)<br>8,21 3,277<br>27,06 8,16 3,69<br>1 dk | **M Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy.<br>Caterpillar Inc.<br>Fuel (d.o.) |

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| **SUSAN W. HANNAH**<br>ex King's Challenger-86<br>ex Imt No. 1-81<br>ex King's Challenger-78<br>ex Lady Elda-78<br>**Hannah Brothers**<br>Cleveland, Oh United States of America | **174**<br>118<br>— | (AB) | **1977** Toche Enterprises Inc.—Ocean Springs, Ms (101)<br>5,181<br>34,73 10,52 5,54<br>F 19,2 1 dk | **TM Tug**<br>Articulated Pusher<br>(linked with 3021 gross tons barge HANNAH 4002) | Brons 12TD200<br>2 Vee Oil 2SA each 12Cy. 220 × 380 reverse reduction geared to sc. shafts<br>Brons Industrie N.V. Appingedam<br>Gen 2 × 98kW<br>10kn |
| **SUSANA**<br>**Pesquera Meilan SCR Ltda.**<br>Huacho Peru | **200**<br>89<br>— | | **1968** Ast. Picsa S.A.—Callao<br>*26,83* 7,07<br>7,04 3,46<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SUSANA CRISTINA**<br>ex Bowqueen-88<br>**Arimadeira - Extracao e Comercializacao de Areiras da Madeira Ltda.**<br>Funchal Portugal | **1 238**<br>619<br>1 577 | ✠Classed LR until 8/88 | **1963**-2 Ailsa SB. Co. Ltd.—Troon (515)<br>78,52 12,15 4,592<br>73,16 11,89 5,26<br>P 18,9 F 8,6 1 dk<br>RW rf 152 DK fwd | **M Dredger/Sand Carrier**<br>Suction<br>Single side arm<br>1 Ho 23,1 ER<br>Hopper 1 049<br>1 sandpump<br>1 Ha (stl) (23,1 × 8,5) ER<br>2W Der 1(10) 1(3) | National Gas<br>Oil 4SA 8Cy. 381 × 508<br>1 371kW (1 864bhp)<br>Mirrlees National Ltd. Stockport<br>Gen 2 × 110kW 220V d.c.<br>Fuel 56,0t (d.o.) 12,5kn |
| **SUSANGIRD**<br>ex British Pride-82<br>**National Iranian Tanker Co.**<br>Barber Ship Management Ltd.<br>Bandar Abbas Iran<br>SatCom: 1745132/EQIF | *109 755*<br>*91 337*<br>218 467<br>T/cm<br>143,2 | **✠100A1** SS 6/89<br>oil tanker<br>**✠LMC** **UMS**<br>EL B* 4¼"U3<br>FN 23105 | **1973**-10 Ch. de l'Atlantique—St. Nazaire (C25)<br>329,62 48,21 19,406<br>315,81 48,16 25,00<br>1 dk<br>rf nil Bow/CM 161 Diam. 0,410 | **S Tanker**<br>Storage<br>pt higher tensile steel<br>18 Ta ER<br>L.(oil) 291 497 HeCls. B<br>4 Cargo pumps total 8 000T/hr | 2 S Turb tr & dr geared to sc. shaft<br>32 400shp (23 832kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>2 WTB 71kgf/cm² (69,7bar) Spt 515°C 64kgf/cm² (62,8bar) hs3836,8<br>sg 11kgf/cm² (10,8bar)<br>Gen 2 × 1450kW 440V 60Hz a.c.<br>Fuel 12 574,5t (o.f.)-162,5pd 15,5kn |
| **SUSANINO**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **710**<br>207<br>351 | RS | **1975** .............U.S.S.R.<br>53,73 (BB) 10,70 4,287<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 fwd<br>12,5kn |
| **SUSANINO**<br>**Dalryba**<br>(Okhotsk) (U.S.S.R.) | *448*<br>*134*<br>207 | RS | **1984** .............U.S.S.R.<br>44,88 9,47 3,770<br>- - 5,10<br>1 dk | **M Fishing**<br>Seiner | Oil<br>.............. |
| **SUSANN**<br>ex Ruth-89 ex Hans Georg-89<br>ex Morild-65 ex Sigborg-58 ex Reze-40<br>**Gunter Reimers**<br>Wilhelm Pekholtz G.m.b.H. & Co.<br>Hamburg Antigua & Barbuda | **299**<br>160<br>493 | **✠100A1** SS 11/89<br>with freeboard<br>**LMC**<br>EL h<br>FN 664 | **1939**-3 A. Vuijk & Zonen—Capelle a/d Ijssel (649)<br>53,60 8,34 2,896<br>49,99 8,31 4,96<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>1 Ho 32,0 ER<br>G.1 157 B.1 073<br>2 Ha (each 12,7 × 4,8) ER<br>2W Der 2(2) | Alpha 406-24VO<br>Oil 2SA 6Cy. 240 × 400<br>309kW (420bhp) NE made59 fitted80<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Gen 2 × 6kW 32V<br>Fuel 30,5t (d.o.) 9kn |
| **SUSANNA**<br>ex Susana-82 ex Daifuku Maru-81<br>**P.T. Perusahaan Pelayaran Nusantara Deli Madju**<br>Jakarta Indonesia | **499**<br>317<br>1 770 | KI | **1970** Yamanaka Zosen K.K.—Namikata<br>62,75 - 4,471<br>57,00 10,00 6,10<br>2dks | **M General Cargo**<br>G.2 040 B.1 877<br>1 Ha (33,0 × 6,4) ER | Niigata<br>Oil<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Japan<br>11,75kn |
| **SUSANNE**<br>**K/S Susanne**<br>Terkol-Rederierne (Terkildsen & Olsen A/S)<br>Stavanger Norway (NIS)<br>SatCom: 1312652/LALE | *18 625*<br>*8 894*<br>28 610<br>T/cm<br>39,2 | BV | **1991** Kherson Shipyard—Kherson (1420)<br>178,80 (BB) - 11,000<br>165,00 25,30 15,00<br>1 dk<br>Bow/CM 89 Diam. 0,300 MH 2,4 | **M Tanker**<br>COW IGS SBT Ice strengthened<br>14 Wing Ta ER<br>L.30 550<br>4 Cargo pumps total 2 600T/hr | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>8 699kW (11 826bhp)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 260kW 400V 50Hz a.c.<br>Fuel 1 600,0t (hvf)-29,47pd 14,6kn |
| **SUSANNE**<br>**Heinz Bottcher**<br>Bremerhaven Federal Republic of Germany | *425*<br>*127*<br>200 | GL | **1983** Motorenwerk Bremerhaven G.m.b.H. —Bremerhaven (918)<br>35,11 9,61 4,201<br>29,80 9,52 6,71<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>2 Ho ER<br>In.216<br>2 Ha (stl) ER | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>11,5kn |
| **SUSANNE**<br>ex Vera Rambow-78<br>**Gerhart Mecklenborg**<br>Haren/Ems Federal Republic of Germany | **211**<br>147<br>400 | GL | **1966** Schiffsw. Schloemer GmbH & Co. K.G. —Oldersum (172)<br>45,93 7,19 2,401<br>42,02 2,80<br>P 9,2 F 6,1 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.496 B.440<br>1 Ha (stl) (21,5 × 4,5) ER | Deutz RA8M528<br>Oil 4SA 8Cy. 220 × 280 reduction geared to sc. shaft<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| **SUSANNE FENSEN**<br>ex Kirsten Gjedsig-91 ex Henriette-79<br>**Borg Gjedsig Larsen**<br>Hanstholm Denmark | **149**<br>72<br>— | BV | **1968** VEB Rosslauer Schiffswerft—Rosslau (3212)<br>33,58 6,61 3,201<br>29,57 6,20 3,31<br>F 6,1 1 dk<br>rf 597 BK 76 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,8 6,7 ER<br>2 Ha (stl) (each 12,9 × 12,5) ER<br>1W Der 1(0,5) | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) NE 73<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 16kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.) 11kn |
| **SUSANNE JETTE**<br>ex Lone Frank-81<br>**P/R Susanne Jette**<br>Frits Espensen<br>Hirtshals Denmark | **129**<br>63<br>— | (BV) | **1961** Orskovs Staalskibsvaerft I/S—Frederikshavn (13)<br>28,66 6,05<br>24,59 5,95 3,08<br>1 dk<br>len 66 | **M Fishing**<br>Side Trawler<br>3 Ha (1,0 1,5 1,5 × 0,9) | Alpha 405-24VO<br>Oil 2SA 5Cy. 240 × 400<br>257kW (349bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 17,5t (d.o.) 11,75kn |
| **SUSANNE RICHEY**<br>**Richey Fishing Co. Pty. Ltd.**<br>Australia | **120**<br>—<br>— | | **1982** J. L. & M. J. Mitchell :Dover, Tasmania<br>2,286<br>22,56 7,01<br>1 dk | **M Fishing**<br>Shellfish | Cummins<br>Oil<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **SUSIE**<br>**Government of Hong Kong**<br>Hong Kong Hong Kong (British) | **206**<br>165<br>223 | ✠Classed LR until 8/3/85 | **1983**-11 Hong Kong Shipyard Ltd.—Kowloon, Hong Kong (145)<br>33,58 8,03 1,831<br>29,14 7,51 3,31<br>B 12,2 1 dk<br>rf 991 | **TM Ferry**<br>250dk P<br>Mchy.aft | Deutz SBA12M816<br>2 Vee Oil 4SA each 12Cy. 142 × 160 with clutches & sr reverse geared to sc. shafts<br>1 646bhp (1 211kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 130kW 440V 60Hz a.c.<br>Fuel 12,0t (d.o.) |
| **SUSITNA**<br>**Raymond L. Bellamy**<br>Juneau, Ak United States of America | **166**<br>113<br>— | | **1979** .............Hood River, Or<br>*24,39* 7,95<br>2,57<br>1 dk | **M Fishing** | Oil<br>700bhp (515kW)<br>U.S.A. |
| **SUSO**<br>**Antolin Perez Alonso**<br>Spain | **107**<br>—<br>98 | | **1990** Astilleros Armon—Navia (236)<br>3,001<br>22,26 7,01 3,31 | **M Fishing**<br>Long-line | Caterpillar 3412PCTA<br>Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>624bhp (459kW)<br>Caterpillar Inc. Peoria, Illinois<br>10,5kn |

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| **9000845**<br>*JH3138*<br>128483<br>Rt | **SUSQUEHANNA**<br>**K.K. Izukyu Marine**<br>Shimoda, Shizuoka Pref. Japan | **125**<br>—<br>50 | | **1989** Ishida Zosen K.K.—Innoshima (105)<br>35,00 (BB) 7,55<br>24,38 6,40 2,50 | **Aux M Passenger Ship** | Yanmar<br>Vee Oil 4SA 12Cy. 148 × 165<br>flexible couplings & reverse<br>sc. shaft<br>662kW (900bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Thw. thrust propeller fwd |
| **7709318**<br>*3FHC*<br>10527-PEXT5<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SUTHATHIP NAREE**<br>ex Lauro-91 ex Sokai Maru-81<br>**Precious Lands Ltd.**<br>Precious Shipping Ltd.<br>Panama Panama | **9 480**<br>7 018<br>17 161<br>T/cm<br>26,7 | NK | **1977** Imabari Zosen—Imabari (365)<br>146,67 (BB) 9,054<br>136,02 22,86 12,22<br>P 26,3 F 12,2 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.22 497 B.21 138 HeCls. B<br>4 Ha (stl) (14,4 × 9,6) (17,6 17,6 17,6 × 11,2) ER<br>Der 1(60) 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1500<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 320kW 450V a.c.<br>Fuel 118,0t (d.o.) 1 174,5t (hvf) |
| **7343073**<br>*YTNH*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SUTJESKA**<br>**Jugoslavenska Oceanska Plovidba (JUGOOCEANIJA)**<br>Kotor Yugoslavia | **38 551**<br>27 182<br>72 149 | ✠**100A1** CS 10/91<br>strengthened for ore cargoes Nos. 1, 3, 5 & 7 holds may be empty (cc)<br>✠**LMC**<br>EL Nt 3"U3<br>FN 11229<br>JR | **1976**-10 Sunderland Shipbuilders Ltd.—North Sands, Sunderland (855)<br>228,00 (BB) 32,26 14,028<br>218,42 32,20 19,21<br>F 16,5 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>8 Ho ER<br>G.87 506<br>8 Ha (stl) (9,1 × 10,0) (12,5 12,5 14,4 12,5 14,4 12,5 12,5 × 15,0) ER | Doxford<br>Oil 2SA 8Cy. 760 × 2180<br>20 000bhp (14 711kW)<br>Doxford Engines Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 11,2kgf/<br>Gen 1 × 688kW 2 × 625kW<br>Fuel 259,0t (d.o.) 3 611,0t (hvf)- |
| **7713436**<br>*J8FB6*<br>3339<br>Df Esd Gc<br>Pfd Rdr Rt | **SUTLA**<br>ex Asian Argosy-87<br>ex Pacific Diamond-85<br>ex Asian Diamond-82 ex Chiang Wei-81<br>**Cement Transport & Shipping Co. Ltd.**<br>Splitska Plovidba<br>Kingstown St. Vincent and the Grenadines | **3 885**<br>2 360<br>6 432 | (AB) | **1979** China SB. Corp.—Kaohsiung (32)<br>108,51 6,601<br>100,01 16,21 8,11<br>P 22,3 F 11,9 1 dk<br>rf nil | **M General Cargo**<br>2 Ho ER<br>G.295 B.276<br>2 Ha (stl) ER<br>Der 2(20) 2(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasa<br>Ltd.)<br>Gen 2 × 200kW |
| **5345974**<br>*EPQB*<br>Rt | **SUTLA**<br>**Tizabi Lalezar**<br>Khorramshahr Iran | **629**<br>290<br>753 | (BV) | **1955** R.O. Brodogradiliste "3 Maj"—Rijeka (420)<br>57,00 8,97 3,868<br>51,41 8,95 4,30<br>P 16,2 F 4,6 1 dk<br>RW | **M General Cargo**<br>2 Ha (each 9,6 × 4,0) ER<br>Der 4(1,5) | Oil 2SA 6Cy. 290 × 500<br>630bhp (463kW)<br>C.R.D. Adriatico<br>Fuel 44,5t (d.o.) |
| **7727762**<br>*JQIH*<br>121478<br>Esd Gc Pfd<br>Rdr Rt | **SUTORETIA MARU**<br>**Tokai Kisen K.K.**<br>Tokyo Japan | **3 708**<br>—<br>974 | | **1978** Mitsubishi Heavy Industries Ltd. —Shimonoseki (791)<br>110,95 15,22 4,766<br>102,49 15,21 8,51 | **TM RoRo Cargo/Ferry** | Mitsubishi<br>2 Oil 2SA each 8Cy. 450 × 800<br>8 532kW (11 599bhp)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 520kW 450V 60Hz a.c<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 42,0t (d.o.) 177,0t (hvf)-37,0 |
| **7535597**<br>*9WRS*<br>324987<br>Gc Rdr Rt | **SUTRA**<br>ex Yamato Maru-86<br>**Akiraya Sendirian Berhad**<br>Kuching Malaysia | *1 271*<br>*776*<br>2 060 | | **1974** Yaizu Dock—Yaizu<br>65,11 11,84 5,182<br>59,01 11,82 7,01<br>1 dk | **M General Cargo**<br>1 Ho<br>G.2 399 B.2 086<br>1 Ha (31,0 × 8,0) | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasak<br>Ltd.) |
| **7726392**<br>*YJWV2*<br>280<br>Esd Rdr Rt | **SUTTON TIDE**<br>**Tidewater Marine Pacific Inc.**<br>Tidewater Marine Service Inc.<br>Port Vila Vanuatu | **197**<br>134<br>750 | AB | **1978** Halter Marine Inc.—Moss Point, Ms (684)<br>54,87 3,664<br>51,82 12,20 4,27<br>F 15,3 1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 ×<br>reduction geared to sc. shafts<br>2 180bhp (1 604kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd |
| **8007080**<br>*OJCK*<br>100<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **SUULA**<br>ex Carupano-90 ex Emden-86<br>ex Bomin Emden-83<br>**Neste Oy**<br>Naantali/ Nadendal Finland<br>SatCom: 1623157/OJCK | *4 462*<br>*1 870*<br>6 679<br>T/cm<br>15,1 | GL | **1980** Husumer Schiffsw.—Husum (1469)<br>112,40 (BB) 16,64 7,001<br>104,40 16,60 8,92<br>P 28,4 F 10,1 1 dk<br>Bow/CM 50 Diam. 0,250 | **M Tanker**<br>Chemical<br>Ice strengthened DB<br>12 Wing Ta ER<br>L.6 621<br>10 Cargo pumps total 2 000T/hr | Deutz<br>Oil 4SA 8Cy. 370 × 400 reduction<br>shaft<br>4 800bhp (3 531kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7392854**<br>*OHMT*<br>Df Esd Gc<br>Pfd Rdr Rt | **SUUNTA**<br>**Finnish Board of Navigation (Merenkulkuhallitus)**<br>Helsinki/ Helsingfors Finland | **447**<br>122<br>160 | | **1975** Rauma-Repola Oy—Savonlinna (150)<br>39,76 9,02 3,201<br>35,62 9,00 5,57<br>1 dk | **D-E Research**<br>Survey | Wartsila<br>Oil 4SA 8Cy. 240 × 310 total 1 20<br>driving gen. connected to elec<br>shaft<br>Oy Wartsila Ab |
| **7226639**<br>*USWP*<br>Esd Gc Rdr<br>RTm/v | **SUURLAID**<br>ex Donar-75<br>**Estonian Shipping Co.**<br>Tallinn Estonia | T.Mk<br>**965**<br>574<br>1 500 | RS (GL) | **1973** Denizcilik Anonim Sirketi Beykoz Tersanesi —Beykoz (24)<br>80,40 12,83 4,171<br>70,82 12,81 7,57<br>P 19,6 F 10,7 2 dks | **M RoRo Cargo**<br>Ice strengthened<br>Stern door/ramp<br>L 8,00 W 4,60<br>1 Ho ER<br>G.4 706 B.4 543<br>TEU 115 C.Ho 71/20' C.Dk 44/20'<br>1 Ha (stl) (43,8 × 10,2) ER | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300<br>2 000bhp (1 471kW)<br>Alpha-Diesel A/S<br>Gen 1 × 72kW 230/400V 50Hz a.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 124,0t (d.o.) |
| **6919136**<br>*UVLE*<br>Df Esd Gc<br>Rdr Rt | **SUURUPI**<br>ex Karl Krushteyn-91<br>**Estonian Shipping Co.**<br>Tallinn Estonia | **1 153**<br>521<br>1 718 | RS | **1968** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (2156)<br>74,53 11,33 4,671<br>67,39 11,28 5,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,4 13,6 14,2 ER<br>B.2 103<br>3 Ha (stl) (each 8,6 × 5,6) ER<br>6W Der 1(10) 6(2,5) | Lang<br>Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar<br>Fuel 96,5t (d.o.) |
| **6872259**<br>*UKRS*<br>M-25039<br>Rt | **SUURUPI**<br>**Young Seamen's Club**<br>(Petrokrepost) (U.S.S.R.) | **490**<br>104<br>190 | RS | **1957** .............U.S.S.R.<br>45,60 11,03 2,701<br>4,02<br>1 dk | **M Ferry**<br>Ice strengthened | 2 Oil 4SA each 8Cy. 240 × 36<br>.............<br>Fuel (d.o.) |
| **7229629**<br>*EMXE*<br>M-31090<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SUVALKIYA**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**3 075**<br>1 260<br>2 068 | RS | **1973** VEB Volkswerft Stralsund—Stralsund (402)<br>101,86 (BB) 15,24 5,600<br>91,83 15,22 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>6W Der 2(5) 4(2) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock<br>Controllable pitch propeller |
| **6502050**<br>Df Esd Gc<br>Rdr Rt | **SUVANNAPA**<br>ex Fellow Wealth ex Friendship-79<br>ex Champion Oceania-76<br>ex Wakaharusan Maru-74<br>ex Gyokukai Maru-71<br>**Thaiviroj Co. Ltd.**<br>Thailand | **3 982**<br>2 504<br>6 147 | (NK) | **1964** K.K. Usuki Tekkosho—Saiki (1039)<br>109,81 16,03 6,630<br>101,91 16,01 8,11<br>P 22,3 F 8,9 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.8 349 B.7 848<br>3 Ha (10,4 20,2 20,2 × 7,1) ER<br>11W Der 2(20) 8(10) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 720<br>3 300bhp (2 427kW)<br>Mitsubishi Heavy Industries Ltd<br>Gen 2 × 128kW 445V a.c<br>Fuel 392,0t-12,5pd |

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| **SUVARNABHUMI**<br>Thai Oil Co. Ltd.<br>Bangkok Thailand | **3 139**<br>1 450<br>3 749<br>T/cm<br>13,4 | ✠**100A1** SS 11/89<br>oil tanker (cc)<br>spent caustic in No. 2 side tanks<br>Malaysian, Singapore and Borneo service also to Hong Kong<br>✠**LMC**<br>EL R $1\frac{11}{16}$"U2<br>FN 2163 | **1969**-12 Robb Caledon Shipbuilders Ltd.—Dundee (553)<br>106,13 15,17 4,649<br>97,52 15,09 7,09<br>P 11,0 F 10,7 1 dk<br>rf 152 | **TM Tanker**<br>Oil Chemical LPG<br>Liquefied petroleum gas tanks on deck<br>L.192<br>12 Ta ER<br>L.5 120<br>3 Cargo pumps total 810T/hr | Ruston<br>2 Vee Oil 4SA each 8Cy. 254 × 305 dr geared to sc. shafts<br>2 200bhp (1 618kW)<br>English Electric Diesels Ltd. Ruston Eng. Div. N.-le-Willows<br>Gen 2 × 114kW 380V 50Hz a.c.<br>Fuel 112,0t (d.o.)-9,0pd 11kn |
| **SUVAT**<br>T.D.I. Sehir Hatlari Isletmesi<br>Istanbul Turkey | **637**<br>244<br>— | (GL) | **1938** Atlas-Werke Akt.-Ges.—Bremen (333)<br>*62,43* 10,27 2,744<br>3,87<br>1 dk<br>R | **TS Ferry** | T 6Cy. (2) 360 (2) 592 & (2) 970 x 551<br>1 700ihp (1 250kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>11kn |
| **SUVIDHA**<br>Mazagon Dock Ltd.<br>Bombay India | *1 310*<br>*457*<br>1 450 | IRS NV | **1983** Mazagon Dock Ltd.—Bombay (728)<br>58,22 13,31 5,946<br>51,14 12,96 6,76<br>RFD 19,9 F 24,7 2 dks | **TM Supply Ship**<br>Deck Cargo Cement | Normo KVMB-12<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>5 280bhp (3 884kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 200kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **SUVISRI SACORN**<br>ex Lacon-62<br>Sin Pakpoon Navigation Co. Ltd.<br>Bangkok Thailand | **305**<br>221<br>234 | | **1938** Bangkok Dock Co. Ltd.—Bangkok<br>*39,93* 7,32 2,439<br>7,27<br>1 dk<br>R | **M General Cargo**<br>Mchy.aft | B&W 4-22VF-37<br>Oil 2SA 4Cy. 220 × 370<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn |
| **SUVOROVETS**<br>Dalryba<br>(Vladivostok) (U.S.S.R.) | **2 635**<br>—<br>1 628 | RS | **1980** Oy Wartsila Ab—Helsinki/Helsingfors (426)<br>72,07 18,02 6,700<br>60,84 17,62 9,02<br>2 dks | **TM Tug/ Icebreaker**<br>Salvage Diving 12bth P<br>Ice strengthened<br>Cr 2(5) 2(3) | Pielstick 6PC2-5L-400<br>2 Oil 4SA each 6Cy. 400 × 460<br>Oy Wartsila Ab Turku/Abo<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **SUVOROVO**<br>Soviet Danube Shipping Co.<br>(Izmail) (U.S.S.R.) | **1 531**<br>637<br>1 861 | RS | **1971** Intreprinderea Constr. Navale Constantza —Constantza (341)<br>80,27 11,94 4,900<br>5,69<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.2 450<br>3 Ha (stl) (8,2 × 5,9) (8,2 8,2 × 7,9) ER<br>Cr 3(5) | Sulzer 6TAD36<br>Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW)<br>Sour "Jugoturbina" Karlovac<br>12,25kn |
| **SUVRETTA**<br>ex Moleson-84 ex Paysandu-83<br>Puertollana Co. Naviera S.A.<br>Andros Greece | **34 485**<br>24 953<br>64 388<br>T/cm<br>60,0 | ✠**100A1** CS 2/88<br>strengthened for heavy cargoes, nos. 2, 4 & 6 holds may be empty (cc)<br>✠**LMC** **UMS**<br>EL N 660,0/76,0U3<br>FN 10604 | **1978**-5 Mitsubishi Heavy Industries Ltd.—Nagasaki (1814)<br>223,32 (BB) 31,86 13,350<br>211,31 31,81 18,37<br>F 17,7 1 dk<br>rf 51 | **M Bulk Carrier**<br>7 Ho 19,2 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.81 346 HeCls. B<br>7 Ha (stl) (12,0 × 10,2) (14,4 14,4 14,4 14,4 14,4 14,4 × 13,6) ER | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 7,4kgf/cm² (7,3bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 229,5t (d.o.) 3 064,0t (hvf) 15,75kn |
| **SUWA MARU**<br>Miyagawa Kaiun K.K.<br>Nagasaki, Nagasaki Pref. Japan | **1 554**<br>—<br>3 302 | NK | **1984** Sasaki Zosen K.K.—Kinoe (379)<br>88,83 5,952<br>82,02 12,62 6,41<br>P 26,0 F 17,1 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 3 399 | Hanshin 6EL35<br>Oil 4SA 6Cy. 350 × 700<br>2 400bhp (1 765kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 160kW a.c.<br>12,5kn |
| **SUWA MARU**<br>ex Kakuyo Maru No. 11-89<br>Nikko Suisan K.K.<br>Nagasaki, Nagasaki Pref. Japan | **149**<br>—<br>— | | **1978** Nagasaki Zosen K.K.—Nagasaki (637)<br>37,77 2,452<br>32,01 6,81 3,03<br>1 dk | **M Fishing**<br>Pair Trawler Ref<br>Mchy.aft | Daihatsu 6DSM-26<br>Oil 4SA 6Cy. 260 × 320<br>780bhp (574kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| **SUWA MARU**<br>Government of The People's Republic of China | **134**<br>51<br>— | | **1973** Nagasaki Zosen K.K.—Nagasaki (370)<br>37,32 7,24 2,388<br>30,79 7,22 4,63<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu 6DS-26<br>Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| **SUWA MARU No. 2**<br>ex Suwa Maru No. 31-78<br>Pelican Fishing Corp. | **111**<br>34<br>— | | **1971** Niigata Eng. Co. Ltd.—Niigata (1007)<br>35,90 6,94<br>29,98 6,91<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **SUWA MARU No. 11**<br>Feng Pang Fishery Co. Ltd.<br>China* | **160**<br>—<br>200 | | **1979** Tokushima Zosen K.K.—Fukuoka (1320)<br>2,501<br>34,80 6,71 2,85 | **M Refrigerated Cargo Fish Carrier**<br>Mchy.aft | Fuji<br>Oil<br>600bhp (441kW)<br>Fuji Diesel Co. Ltd. Japan |
| **SUWA MARU No. 12**<br>K.K. Suya Shoten<br>Iwaki, Fukushima Pref. Japan | **281**<br>—<br>300 | | **1982** Nagasaki Zosen K.K.—Nagasaki (820)<br>46,31 (BB) 2,801<br>39,71 7,82 3,90<br>1 dk | **M Refrigerated Cargo Fish Carrier** | Niigata 6LA31X<br>Oil 4SA 6Cy. 310 × 460 reverse reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUWA MARU No. 18**<br>ex Eifuku Maru No. 38-82<br>Maruka Gyogyo Y.K.<br>Iwaki, Fukushima Pref. Japan | **318**<br>166<br>— | | **1971** Kanasashi Co. Ltd.—Shimizu (1003)<br>50,40 8,34 3,302<br>44,51 8,31 3,71<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka AH27<br>Oil 4SA 6Cy. 270 × 420<br>809kW (1 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **SUWA MARU No. 21**<br>K.K. Suya Shoten<br>Iwaki, Fukushima Pref. Japan<br>SatCom: 1201272/SUWA | **135**<br>—<br>— | | **1984** Niigata Eng. Co. Ltd.—Niigata (1837)<br>43,01 (BB) 9,10 2,709<br>3,05<br>1 dk | **M Fishing**<br>Side-fishing | Niigata<br>Oil 4SA 6Cy. 280 × 350 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 170bhp (861kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUWA MARU No. 22**<br>K.K. Suya Shoten<br>Iwaki, Fukushima Pref. Japan | **305**<br>—<br>500 | | **1988** Niigata Eng. Co. Ltd.—Niigata (2087)<br>58,27 (BB) 3,730<br>50,02 8,91 4,20<br>1 dk | **M Fishing/ Fish Carrier**<br>Ref<br>In.430 | Niigata 8PA5<br>Oil 4SA 8Cy. 255 × 270 with clutches, flexible couplings & sr geared to sc. shaft<br>1 280bhp (942kW)<br>Niigata Eng. Co. Ltd. Ota<br>Controllable pitch propeller |
| **SUWA MARU No. 25**<br>Kaohsiung Shih Feng Pang Fishing Co. Ltd.<br>China* | **182**<br>—<br>250 | | **1979** Tokushima Zosen K.K.—Fukuoka (1331)<br>42,30 (BB) 6,71 2,593<br>35,72 2,93<br>1 dk | **M Fish Carrier**<br>Mchy.aft | Niigata 6MG28AET<br>Oil 4SA 6Cy. 280 × 480<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>10,5kn |
| **SUWA MARU No. 28**<br>K.K. Suya Shoten<br>Iwaki, Fukushima Pref. Japan | **190**<br>—<br>300 | | **1978** Tokushima Zosen K.K.—Fukuoka (1273)<br>44,10 (BB) 7,01 3,001<br>37,80 7,00 3,28<br>1 dk | **M Refrigerated Cargo Fish Carrier** | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320 geared to sc. shaft<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>13kn |

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| **8821400**<br>*JE2954*<br>130738<br>FS1-583<br>Df Esd Gc<br>Pfd Rdr Rt | **SUWA MARU No. 31**<br>**K.K. Suya Shoten**<br>Iwaki, Japan<br>Fukushima Pref. | **135**<br>—<br>— | | **1989** Niigata Eng. Co. Ltd.—Niigata (2127)<br>44,01 (BB) 2,747<br>36,00 7,70 3,15 | **M Fishing**<br>Seiner | Niigata<br>Oil 4SA 6Cy. 280 × 370 with clutche<br>couplings & sr geared to sc. shaf<br>861kW (1 171bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7927350**<br>*JE2552*<br>123164<br>Df Esd Gc<br>Pfd Rdr RTv | **SUWA MARU No. 31**<br>**Kyushu Marine Service Y.K.**<br>Nagasaki, Japan<br>Nagasaki Pref.<br>SatCom: 1202362/SUWA | **116**<br>23<br>— | | **1980** Niigata Eng. Co. Ltd.—Niigata (1668)<br>37,90 (BB) 7,70 2,582<br>30,82 2,80<br>1 dk | **M Fishing**<br>Side-fishing | Niigata<br>Oil 4SA 6Cy. 280 × 320 geared to s<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **8106197**<br>*JE2677*<br>124257<br>Rdr Rt | **SUWA MARU No. 32**<br>**K.K. Suya Shoten**<br>Iwaki, Japan<br>Fukushima Pref. | **251**<br>—<br>— | | **1981** Nagasaki Zosen K.K.—Nagasaki (758)<br>44,90 2,752<br>38,20 7,60 3,70<br>1 dk | **M Fishing**<br>Seiner | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **8717166**<br>*JE2870*<br>130139 | **SUWA MARU No. 33**<br>**K.K. Suya Shoten**<br>Iwaki, Japan<br>Fukushima Pref. | **300**<br>—<br>552 | | **1987** Niigata Eng. Co. Ltd.—Niigata (2073)<br>55,10 (BB) 8,72 3,641<br>49,00 8,70 4,09<br>1 dk | **M Fishing**<br>Seiner Ref<br>10 Ho<br>In.525<br>10 Ha (stl) | Niigata<br>Oil 4SA 6Cy. 280 × 350 with clutche<br>couplings & sr geared to sc. shaf<br>1 170bhp (861kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8708282**<br>*JKPJ*<br>130137<br>FS1-538<br>Rdr RTv | **SUWA MARU No. 38**<br>**Maruka Gyogyo Y.K.**<br>Iwaki, Japan<br>Fukushima Pref.<br>SatCom: 1201510/JKPJ | **349**<br>—<br>— | | **1987** Sanuki Zosen Tekkosho K.K.—Takuma (1177)<br>69,30 (BB) 4,152<br>63,02 10,61 6,96<br>2 dks | **M Fishing**<br>Ref<br>In.1 042 | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. |
| **8301515**<br>*JE2741*<br>125005 | **SUWA MARU No. 55**<br>**K.K. Suya Shoten**<br>Iwaki, Japan<br>Fukushima Pref. | **220**<br>—<br>— | | **1983** Nagasaki Zosen K.K.—Nagasaki (831)<br>43,72 (BB) 7,42 3,085<br>37,22 7,41 3,08<br>1 dk | **M Fishing**<br>7 Ho ER<br>In.226<br>7 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutche<br>to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. |
| **8504612**<br>*JE2838*<br>128163<br>FS1-358<br>Rdr RTv | **SUWA MARU No. 58**<br>**K.K. Suya Shoten**<br>Iwaki, Japan<br>Fukushima Pref.<br>SatCom: 1201554/SUWA | **135**<br>—<br>137 | | **1985** Niigata Eng. Co. Ltd.—Niigata (1853)<br>43,01 (BB) 8,31 2,710<br>34,83 7,51 3,08<br>1 dk | **M Fishing**<br>Stern-fishing | Niigata<br>Oil 4SA 6Cy. 280 × 350 with clutche<br>couplings & sr reverse geared to s<br>1 170bhp (861kW)<br>Niigata Eng. Co. Ltd. |
| **7232133**<br>Df Esd Pfd<br>Rdr Rt | **SUWA MARU No. 58**<br>**Bonadventure Fishing Corp.** | **111**<br>34<br>— | | **1971** Niigata Eng. Co. Ltd.—Niigata (1062)<br>35,90 6,94 2,350<br>29,98 6,91 2,80<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **7007332**<br>*SPYT*<br>Df Esd Gc<br>Rdr RTm/h/v | **SUWALKI**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **2 424**<br>1 111<br>3 617 | PR | **1969** "Georgi Dimitrov" Shipyard—Varna (262)<br>95,94 13,75 5,662<br>89,01 13,70 6,76<br>1 dk | **M General Cargo**<br>Str. ore cargoes Ice strengthened<br>3 Ho ER<br>G.4 818 B.4 146<br>3 Ha (stl) (11,8 × 6,4) (16,4 16,4 × 8,5) ER | Sulzer<br>Oil 2SA 6Cy. 480 × 700<br>1 655kW (2 250bhp)<br>"Zgoda" Zaklady Urzadzen Techniczn<br>Gen 1 × 200kW 2 × 120kW 400<br>Fuel 135,0t (d.o.)-8,0pd |
| **8333336**<br>*WB3483*<br>247922<br>Rdr Rt | **SUWANNEE**<br>ex Patricia Chotin<br>**Carteret Towing Co. Inc.**<br>Beaufort-Morehead City, NC United States of America | **101**<br>69<br>— | | **1945** F. B. Walker & Sons—Pascagoula, Ms —<br>23,47 5,80 3,05<br>1 dk | **M General Cargo** | Oil 4SA 8Cy.<br>650bhp (478kW)<br>National Supply Co. |
| **5221283**<br>*SUSC*<br>1504<br>Df Esd Rdr<br>RTm/v | **SUZAN**<br>ex Chemiblea-79 ex Mare Bianco-75<br>ex Mare Novum-66<br>**Morgan Transport & Marine Services & Azeidy**<br>Suez Egypt | **635**<br>300<br>— | AB (BV) (RI) | **1959** Noord Nederlandse Scheepswerven N.V. —Groningen (296)<br>68,89 8,82 3,734<br>63,61 8,79 4,25<br>P 10,4 F 4,9 1 dk<br>len & deepened 71 | **M Tanker**<br>Oil Chemical<br>12 Ta ER | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>820bhp (603kW)<br>N.V. Werkspoor<br>Gen 2 × 15kW 110V d.c.<br>Fuel 61,0t (d.o.) |
| **7702267**<br>*EQTE* | **SUZAN**<br>**Mohamed Reza Angali**<br>Khorramshahr Iran | **418**<br>225<br>590 | (AB) | **1977** S. K. Dhondy & Co.—Bombay (128)<br>47,02 2,401<br>43,44 10,01 3,03<br>1 dk | **TM Tanker**<br>Water | MAN<br>2 Oil 4SA each 8Cy. 175 × 220<br>744bhp (547kW)<br>Kirloskar Oil Engines Ltd.<br>Gen 1 × 20kW a.c. 1 × 10kW a.c |
| **6809056**<br>*HZLN*<br>SA727<br>Df Esd Gc<br>Pfd Rdr Rt | **SUZAN M.**<br>ex Ibrahim Al Bakry XII-90<br>ex Gembira-84 ex Kyokuyo Maru-82<br>ex Tenryo Maru-79<br>**Bakri Navigation Co. Ltd.**<br>Dammam Saudi Arabia | **3 371**<br>2 119<br>5 654 | NK | **1967** Shin Yamamoto Zosensho—Kochi (87)<br>103,69 15,40 6,744<br>96,00 15,00 7,80<br>P 21,1 F 9,8 1 dk<br>RW Bow/CM 49 Diam. 0,254 | **M Tanker**<br>10 Ta ER<br>L.(oil) 7 228 HeCls. BC<br>2 Cargo pumps total 1 000T/hr | Nippon Hatsudoki<br>Oil 4SA 6Cy. 520 × 860<br>3 200bhp (2 354kW)<br>Nippon Hatsudoki<br>Gen 2 × 132kW 445V a.c.<br>Fuel 509,0t-10,5pd |
| **8319914**<br>*ELEW2*<br>7809<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **SUZANNE**<br>**Second Products Tankers Inc.**<br>Monrovia Liberia<br>SatCom: 1241310/ELEW | *36 512*<br>*21 079*<br>64 000<br>T/cm<br>68,7 | **✠100A1**<br>oil tanker<br>**✠LMC** **CCS**<br>**IGS**<br>EL O† 660,0/78,0U3<br>FN 11117 | **1986**-9 Hyundai Heavy Industries Co. Ltd.—Ulsan (342)<br>229,85 (BB) 32,24 13,320<br>220,43 32,21 18,22<br>F 17,7 1 dk<br>rf nil Bow/CM 115 Diam. 0,410 MH 2,1 | **M Tanker**<br>COW(LR) IGS(LR) PL(LR) SBT(LR)<br>pt higher tensile steel DSS<br>8 Ta ER<br>L.(oil) 70 830<br>4 Cargo pumps total 6 000T/hr | B&W<br>Oil 2SA 5Cy. 700 × 2268<br>11 280bhp (8 297kW)<br>Hyundai SB. & Heavy Industries<br>2 AuxB (o.f.) 17,9kgf/cm² (17,6bar)<br>e(ex.g) 17,9kgf/cm² (17,6bar)<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel 329,5t (d.o.) 1 951,0t (hvf) |
| **8002585**<br>*FNQM*<br>17046<br>Df Esd Gc<br>Rdr RTm/v<br>AMVER | **SUZANNE DELMAS**<br>ex Ville de Marseille-90<br>ex Suzanne Delmas-87<br>**Societe Navale et Commerciale Delmas-Vieljeux (S.N.C.D.V.)**<br>Dunkerque France | **20 024**<br>10 022<br>26 287 | BV | **1982** Chantiers de l'Atlantique—St. Nazaire (U27)<br>177,00 (BB) 28,05 11,421<br>164,41 28,01 16,11<br>1 dk | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho 15,4 29,0 29,0 29,0 ER<br>TEU 988<br>C.Ho 526/20' C.Dk 462/20' incl. 73 ref C.<br>13 Ha (stl) ER<br>Cr 4(40) | Pielstick<br>Vee Oil 4SA 10Cy. 570 × 620 wi<br>flexible coupling & sr geared to<br>8 827kW (12 000bhp)<br>Alsthom-Atlantique<br>Gen 2 × 1352kW 1 × 1080kW<br>Fuel 350,5t (d.o.) 1 300,0t (hvf) |
| **5000952**<br>*HO5257*<br>11155-81<br>Df Esd Rdr<br>RTm/v | **SUZANNE M.**<br>ex Abeille No. 15-81<br>**Asturamerican Shipping Co. Inc.**<br>Panama Panama | **404**<br>27<br>— | ✠Classed LR until 16/5/85 | **1953**-5 Cook, Welton & Gemmell Ltd.—Beverley (868)<br>41,79 10,42 4,204<br>37,50 9,76 4,42<br>RFD 7,7 1 dk<br>R BK 203 | **M Tug** | Nohab<br>Oil 2SA 9Cy. 340 × 570 geared t<br>✠ NE 11/64<br>Nydqvist & Holm A/B<br>Gen 3 × 80kW 1 × 9kW 220V |
| **6403450**<br>*VC8186*<br>319980<br>Esd Pfd Rdr Rt | **SUZANNE P.**<br>**Produit Belle Baie Ltee.**<br>Caraquet, N.B. Canada | **341**<br>181<br>— | ✠Classed LR until 7/65 | **1963**-11 Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1053)<br>35,51 8,03<br>30,18 8,01 4,32<br>B & F 24,7<br>rf 813 Box K 203 | **M Fishing**<br>Stern Trawler | Blackstone<br>Oil 4SA 8Cy. 222 × 292 with clutc<br>geared to sc. shaft<br>660bhp (485kW)<br>Lister Blackstone Ltd. |
| **8522389**<br>*HP4549*<br>13077-PEXT<br>Esd Rdr Rt | **SUZANNE SMITH**<br>**Open Trading Corp.**<br>Panama Panama | **413**<br>281<br>— | | **1971** Bludworth Shipyard Inc.—Houston, Tx<br>10,39<br>38,10 10,37 3,51<br>1 dk | **TM Tug** | 2 Vee Oil 12Cy.<br>Fairbanks Morse & Co. |

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| **SUZANNE-BETH**<br>**Suzanne-Beth Inc.**<br>Providence, RI United States of America | **168**<br>119<br>— | | **1980** Washburn & Doughty Associates Inc.—Bath, Me<br>*23,63* 7,07 3,56<br>1 dk | **TM Fishing**<br>Stern Trawler | Cummins KT-1150-M<br>2 Oil 4SA each 6Cy. 159 × 159<br>730bhp (537kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **SUZDAL**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **18 029**<br>11 081<br>10 143 | RS<br>✠Classed LR until 9/67 | **1966**-9 Mitsubishi Heavy Industries Ltd.—Yokohama (870)<br>174,33 24,03 7,320<br>160,00 24,01 14,84<br>P 19,2 F 32,4 3 dks, 4th dk in holds<br>RW rf nil | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.14 467<br>5 Ha (3,7 3,7 3,7 3,7 3,5 × 4,5) ER<br>14W Der 2(10) 8(5) 2(3) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>5 500bhp (4 046kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 6 × 520kW 400V 50Hz a.c.<br>14,25kn |
| **SUZDAL**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**5 630**<br>2 681<br>—<br>**8 874**<br>4 576<br>13 738 | RS | **1969** Kherson Shipyard—Kherson<br>152,81 20,65 7,160/9,389<br>140,01 20,58 12,04<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 20,8 ER 16,5<br>G.19 170 B.17 420<br>5 Ha (stl) (9,8 × 9,5) (14,4 14,4 14,4 × 10,9) ER (9,8 × 9,5)<br>2W Cr 6(8) Der 1(60) | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 272,5t (d.o.) 1 165,5t (hvf) 17kn |
| **SUZHOU**<br>ex Akiba Maru-87<br>**T.K. Maritime S.A.**<br>South China Towing Co. Ltd.<br>Panama Panama | **196**<br>61<br>— | BV | **1974** Kanagawa Zosen—Kobe (141)<br>29,65 8,21 3,455<br>29,49 8,18 3,79<br>1 dk<br>RW | **TM Tug** | Niigata 6MG25BX<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| **SUZU MARU**<br>**Asuka Kisen Y.K. & Fuyo Kaiun K.K.**<br>Yoshiumi, Ehime Pref. Japan | **498**<br>—<br>1 598 | | **1982** Kinoura Zosen K.K.—Hakata (87)<br>72,70 4,144<br>68,00 11,51 6,30<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata 6M31AET<br>Oil 4SA 6Cy. 310 × 530 sr geared to sc. shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **SUZU MARU No. 8**<br>ex Mito Maru No. 25-83<br>**Kanemitsu Kako**<br>Matsumae, Hokkaido Pref. Japan | **284**<br>—<br>— | | **1970** Niigata Eng. Co. Ltd.—Niigata (862)<br>47,99 8,23 3,175<br>42,55 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUZU MARU No. 10**<br>**Sueyoshi Shimazaki**<br>Shimotsu, Wakayama Pref. Japan | **119**<br>—<br>150 | | **1978** Y.K. Yoshida Zosensho—Japan (70)<br>27,52 2,200<br>25,30 5,40 2,50<br>1 dk | **M Tanker**<br>Bunkering Vessel | Daihatsu<br>Oil<br>147kW (200bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| **SUZUKA**<br>**Kokoku Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **2 919**<br>—<br>2 450 | | **1991** Shin Kurushima Dockyard Co. Ltd.—Akitsu (2715)<br>116,00 (BB) 4,513<br>108,00 17,20 12,00<br>5 dks | **M Vehicles Carrier** | Daihatsu 8DLM-40<br>Oil 4SA 8Cy. 400 × 480 dr reverse geared to sc. shaft<br>3 751kW (5 100bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 400kW a.c.<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>16,3kn |
| **SUZUKA**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **958**<br>—<br>— | | **1980** Kanasashi Co. Ltd.—Toyohashi (1293)<br>3,350<br>73,00 9,61 5,31<br>1 dk | **TM Patrol Ship** | Niigata 8L40CX<br>2 Oil 4SA each 8Cy. 400 × 520<br>7 000bhp (5 149kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUZUKA MARU**<br>**Nippon Suisan Kaisha Ltd.**<br>Tokyo Japan | **1 983**<br>1 016<br>2 250 | NK | **1967** Shikoku Dockyard Co. Ltd.—Takamatsu (717)<br>88,93 13,52 5,309<br>77,65 13,49 6,51<br>2 dks<br>RW | **M Fishing**<br>Stern Trawler<br>G.2 508 B.2 322 In.2 326<br>3 Ha (1,2 × 0,8) (2,3 2,3 × 2,3) ER<br>Der 2(10) 2(3) 4(1,5) | B&W 7-42VBF-75<br>Oil 2SA 7Cy. 420 × 750<br>3 030bhp (2 229kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 500kW 445V 60Hz a.c.<br>Fuel 785,5t (d.o.)-11,0pd 13,5kn |
| **SUZUKA MARU**<br>**Nakata Kaiun K.K.**<br>Kawasaki, Kanagawa Pref. Japan | **297**<br>—<br>649 | | **1971** Hanasaki Zosensho—Yokosuka (143)<br>42,93 8,03 3,175<br>40,01 8,01 3,48<br>1 dk | **M Tanker**<br>4 Ta ER | Sumiyoshi<br>Oil 4SA 6Cy. 220 × 400<br>450bhp (331kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>Gen 1 × 15kW 100V d.c.<br>10kn |
| **SUZUKA MARU**<br>**Suzuka Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **285**<br>—<br>750 | | **1980** Suzuki Shipyard Co. Ltd.—Yokkaichi (332)<br>3,601<br>48,01 8,62 3,81<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Niigata 6M26ZE<br>Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **SUZUKA MARU**<br>**Suzuyoshi Kisen K.K.**<br>Ishinomaki, Miyagi Pref. Japan | **118**<br>—<br>31 | | **1989** Yamanishi Zosen K.K.—Ishinomaki (971)<br>31,52 6,61 1,950<br>27,50 6,60 2,50 | **TM Ferry** | Yanmar 6KHK-UT1<br>2 Oil 4SA each 6Cy. 132 × 160 sr geared to sc. shafts<br>648kW (881bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SUZUKA MARU No. 2**<br>**Suzuka Kaiun K.K.**<br>Japan | **199**<br>—<br>520 | | **1991** Koa Sangyo K.K.—Takamatsu (561)<br>3,100<br>45,00 7,80 3,30 | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.393 | Yanmar MF26-ST<br>Oil 4SA 6Cy. 260 × 500<br>588kW (799bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **SUZUKA MARU No. 3**<br>**Heiwa Kisen K.K. (Heiwa Kisen Kaisha Ltd.)**<br>Yokkaichi, Mie Pref. Japan | **144**<br>—<br>— | NK | **1979** Edogawa SB. Co. Ltd.—Tokyo (148)<br>26,50 2,301<br>24,50 8,00 2,80<br>1 dk | **TM Pollution & Surface Clearance Vessel**<br>Twin Hull<br>Mchy.aft | Yanmar<br>2 Oil 4SA each 6Cy. 185 × 230 reduction geared to sc. shaft<br>1 100bhp (809kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SUZUKAKE**<br>**Kobe Kanko Kisen K.K.**<br>Kobe, Hyogo Pref. Japan | **190**<br>—<br>— | | **1981** Kanagawa Zosen—Kobe (217)<br>1,601<br>29,52 7,01 2,62<br>1 dk | **M Tug**<br>Mchy.aft | Yanmar 6ML-HTS<br>Oil 4SA 6Cy. 200 × 240<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **SUZUNUI MARU No. 1**<br>**Suzunui Kogyo K.K.**<br>Hitachi, Ibaraki Pref. Japan | **416**<br>209<br>— | | **1974** Kochi Jyuko (Eiho Zosen) K.K.—Kochi<br>36,00 14,02 2,800<br>33,00 14,00 3,00<br>1 dk | **TM Hopper/Dredger** | Yanmar<br>2 Oil<br>740bhp (544kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>8kn |
| **SUZURAN MARU**<br>**Tamai Steamship Co. Ltd.**<br>Tokyo Japan | **4 853**<br>—<br>8 033 | NK | **1971** Hashihama Zosen—Imabari (290)<br>110,50 17,25 7,527<br>103,00 17,20 9,66<br>P 23,2 F 9,2 1 dk<br>RW conv Red Mud Carrier 89 | **TM Effluents Carrier**<br>4 Ho ER<br>L.7 044 | Hanshin 6LUS38<br>2 Oil 4SA each 6Cy. 380 × 580<br>4 400bhp (3 236kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 340kW 445V 60Hz a.c.<br>Fuel 45,5t (d.o.) 367,5t (i.f.o.)-15,5pd 12,5kn |

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| **9032252**<br>Df Esd Gc<br>Rdr Rt | **SUZURAN MARU No. 1**<br>**K.K. Uyeno Unyu Shokai**<br>Japan | **699**<br>—<br>1 973 | NK (Class cont.) | **1991** Sasaki Zosen K.K.—Kinoe (558)<br>- - 4,750<br>64,00 12,00 5,30<br>1 DK | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 290 × 520<br>736kW (1 001bhp)<br>Matsue Diesel K.K. |
| **7912159**<br>5T-299<br>Rdr RTv | **SV. JURAJ**<br>ex Jurjevo-91<br>**JADROLINIJA P.O.**<br>Rijeka Croatia | **759**<br>230<br>360 | | **1980** "Titovo Brodogradiliste"—Kraljevica (431)<br>49,92 9,63 3,301<br>45,60 9,61 4,30<br>1 dk<br>conv RoRo Cargo/Ferry/ Water Carrier Deck Cargo 89 | **M RoRo Cargo/Ferry**<br>Deck Cargo 300dk P<br>Bow ramp Stern ramp<br>Bow ramp<br>L 4,00 W 4,60 SWL 18<br>Stern ramp<br>L 4,00 W 4,60 SWL 18<br>Lane Length 46 Cargo Width 3,80<br>Clear height 4,10<br>Cars 45 | Pielstick<br>2 Oil 4SA each 6Cy. 185 × 210 gea<br>shafts<br>1 700bhp (1 250kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>2 Directional propellers aft, 1 fwd<br>Fuel 40,5t (d.o.)-7,5pd |
| **5346198**<br>*OGPG*<br>591<br>RdrRTm | **SVALAN**<br>ex Zwaluw-52<br>**Prima Transport Kb**<br>Mariehamn Finland | **216**<br>130<br>274 | (BV) | **1926** Noord Nederlandse Scheepswerven N.V.<br>—Groningen (42)<br>38,51 6,33 2,515<br>36,30 6,30<br>RQD 7,1 B 2,2 RFD 3,1 1 dk<br>R len 54 | **M General Cargo**<br>1 Ho ER<br>2 Ha (stl) (each 8,9 × 5,0) ER<br>2W Der 2(1) | Skandiaverken<br>Oil 4SA 4Cy. 250 × 350<br>300bhp (221kW) NE 60<br>Skandiaverken A/B<br>Fuel (d.o.) |
| **6910570**<br>*TFCJ*<br>1352<br>Df Esd Gc<br>Rdr RTm/h<br>AMVER | **SVALBAKUR**<br>ex Stella Karina-73<br>**Utgerdarfelag Akureyringa H/f**<br>Akureyri Iceland | T.Mk<br>**781**<br>292<br>712 | NV | **1969** Soviknes Verft A/S—Sovik (71)<br>61,75 10,24 4,966<br>54,36 10,20 7,01<br>2 dks<br>BK 221 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho 9,3 15,0 ER<br>In.958<br>2 Ha (2,9 × 1,9) (3,5 × 2,9) ER<br>Der 2(1) | MWM<br>Oil 4SA 8Cy. 360 × 450<br>2 200bhp (1 618kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **5330735**<br>*LACO*<br>20037<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **SVALBARD**<br>ex Sjoveien-84<br>**Nordcruise A/S**<br>Oslo Norway | *247*<br>*93*<br>— | | **1936** "Unterweser" Schiffbau Ges.—Bremerhaven<br>*33,35* 6,96 3,810<br>6,91<br>1 dk<br>R BK 165 len 66 | **M Training Ship**<br>Mchy.aft | Normo<br>Oil 2SA 8Cy. 220 × 320<br>400bhp (294kW) NE 54<br>A/S Bergens M/V<br>Gen 1 × 40kW 1 × 22kW 110V d.c.<br>Fuel 35,5t (d.o.)-2,0pd |
| **5346227**<br>*LMLS*<br>13524<br>Rdr Rt | **SVAN**<br>ex Skule Jarl-47<br>**Alf Mortensen**<br>Oslo Norway | **327**<br>168<br>122 | Classed LR until 9/55 | **1945** .............Thornaby-on-Tees<br>*45,24* 6,74 2,032<br>6,68 3,36<br>B 18,0 1 dk<br>RW conv RoRo Cargo/ Tank Landing Craft — | **TM RoRo Cargo/Ferry** 400dk P<br>1 Ha (3,1 × 1,9)<br>1W Der 1(-) | Paxman<br>2 Vee Oil 4SA each 12Cy. 180 ×<br>1 000bhp (736kW) E made44 fitted51<br>Davey, Paxman & Co. Ltd.<br>Fuel (d.o.) |
| **6620797**<br>*LJDR*<br>16615<br>Df Esd Pfd<br>Rdr Rt | **SVANAUG ELISE**<br>**Kolbjorn Ervik & Sonner**<br>Kolbjorn Ervik<br>Trondheim Norway | **589**<br>271<br>— | NV | **1966** Soviknes Verft A/S—Sovik (65)<br>54,28 8,56 5,471<br>47,81 8,54 7,32<br>2 dks<br>rf 1199 BK 132 len 79 & 69 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho 3 Ta ER<br>5 Ha (2,9 × 3,5) (2,3 2,3 2,3 × 1,6) (2,9 × 3,5) ER<br>1W Der 1(-) | Wichmann<br>Oil 2SA 5Cy. 300 × 450<br>1 997bhp (1 469kW) NE 84<br>A/S Wichmann<br>Gen 1 × 152kW 1 × 109kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **5138022**<br>*SERM*<br>Rdr Rt | **SVANEFJORD AV HJO**<br>ex Svanefjord ex Gullfjord-69<br>ex Vrakaren 1-56 ex Hanestrom 1-53<br>ex Torgny<br>**Rederi H/B Hjo Kanalfradt**<br>Hjo Sweden | **238**<br>121<br>298 | | **1912** P. Larsson—Thorskog (192)<br>31,70 6,81 2,998<br>6,79 3,20<br>1 dk<br>R | **M General Cargo**<br>Mchy.aft | Jonkopings<br>Oil 2SA 3Cy. 350 × 410<br>240bhp (177kW) NE 58<br>A/B Jonkopings Motfb. |
| **9007453**<br>Df Esd Gc<br>Rdr Rt | **SVANEN**<br>**Europeans Storebaelt**<br>Netherlands | **1 250**<br>—<br>— | **100A1**<br>Class contemplated<br>FN 6352 | **1991** "ASTANO", Astilleros y Talleres del<br>Noroeste S.A.—El Ferrol (268)<br>5,001<br>89,41 65,02 6,02 | **TM Crane Ship**<br>Twin Hull | 2 Oil<br>2 800bhp (2 060kW)<br>............. |
| **8918655**<br>*SMFH* | **SVANEN AV RORO**<br>**Jan Bernt Rune Larsson**<br>Roro Sweden | *108*<br>*31*<br>— | | **1989** -.......... (55)<br>19,39 6,08 —<br>6,00 3,85<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 geared<br>386kW (525bhp)<br>Caterpillar Inc. |
| **6925812**<br>*UOIJ*<br>M-29041<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SVANETIYA**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**5 630**<br>2 181<br>—<br>**8 874**<br>4 576<br>13 795 | RS | **1968** Kherson Shipyard—Kherson<br>152,81 20,65 7,800/9,370<br>140,01 20,58 12,04<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>G.19 170 B.17 420<br>5 Ha (stl) (9,8 × 9,5) (14,4 14,4 14,4 × 10,9) ER (9,8 × 9,5)<br>Cr 10(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Fuel 272,5t (d.o.) 1 165,5t (hvf) |
| **8600442**<br>*SLER*<br>Esd Pfd Rdr<br>Rt | **SVANFORS**<br>**Stig Roger Agnesson**<br>Foto Sweden | *113*<br>*34*<br>— | | **1985** Ninare Verkstads AB—Goteborg (841)<br>19,56 6,43<br>16,51 6,41 3,41<br>1 dk | **M Fishing** | MAN<br>Vee Oil 4SA 12Cy. 125 × 142<br>500bhp (368kW)<br>MAN-B&W Diesel A/S<br>Controllable pitch propeller |
| **7358860**<br>*OYNM*<br>H640<br>Df Esd Pfd<br>Rdr Rt | **SVANHOLM**<br>ex Lars Mohr-92 ex Sonja Gronbjerg-85<br>**P/R Svanholm**<br>Mogens Damgaard<br>Thyboron Denmark | **185**<br>94<br>— | | **1974** A/S Nordsovaerftet—Ringkobing (87)<br>34,09 6,71<br>31,35 6,68 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Callesen<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik, Heinrich<br>A/S<br>Fuel (d.o.) |
| **5418070**<br>*SMJU*<br>Df Esd Pfd<br>Rdr | **SVANIC**<br>ex Timor-73 ex Svanic-67<br>**Lennart Hansson**<br>Hono Sweden | **154**<br>62<br>— | (BV) | **1962** Schiffswerft "Ernst Thalmann"—Brandenberg<br>30,94 6,61 3,090<br>6,56<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (0,6 × 0,9) (1,6 1,6 × 1,2) ER<br>Der 2(3,5) 1(1) | Polar<br>Oil 4SA 6Cy. 250 × 300<br>675bhp (497kW)<br>Nydqvist & Holm A/B<br>Fuel (d.o.) |
| **6806224**<br>*SIHL*<br>Esd Pfd Rdr<br>RTm | **SVANLAND AV VRANGO**<br>ex Kingston-91 ex Stella Maris-80<br>ex Onyx-79<br>**Bo Levin**<br>Vrango Sweden | **168**<br>66<br>— | BV | **1967** VEB Rosslauer Schiffswerft—Rosslau<br>(D.561/20)<br>33,58 6,61 3,201<br>29,57 6,58 3,31<br>F 6,1 1 dk<br>BK 69 | **M Fishing**<br>Side Trawler<br>2 Ho 4,7 6,7 ER<br>2 Ha (each 1,3 × 1,2) ER<br>Der 1(3) 1(0,5) | S.K.L.<br>Oil 4SA 8Cy. 185 × 260 sr<br>800bhp (588kW) NE 74<br>Kosan Frichs A/S<br>Gen 1 × 28kW 1 × 12kW<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.) |
| **7117709**<br>*OIPJ*<br>585<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SVANO**<br>ex Ocean Link-85 ex Fragaria-80<br>**Rederi AB Engship**<br>Turku/Abo Finland | **3 395**<br>1 469<br>5 913 | ✠**100A1** SS 5/90<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL (W) 2"U2<br>FN 3474 | **1972**-9 Ast. Construcciones S.A.—Rios (233)<br>127,23 (BB) 17,73 6,400<br>114,99 17,51 12,70<br>RAD 26,9 F 10,7 2 dks<br>rf nil len 75 | **TM RoRo Cargo**<br>Stern door/ramp<br>L 10,00 W 7,35 SWL 50<br>Lane Length 400 Cargo Width 3,50<br>Clear height 4,20<br>Mchy.aft<br>TEU 200 C. 200/20' | Deutz<br>2 Vee Oil 4SA each 12Cy. 400 ×<br>sc. shafts<br>8 000bhp (5 884kW)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 55,0t (d.o.) 396,5t (hvf)-20,5 |

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| **SVANO**<br>ex Svanoy-90 ex Firda-82<br>**Livoeoverfarten ApS**<br>Ronbjerg Denmark | **151**<br>55<br>— | | **1961** Holmens Verft—Risor (93)<br>28,45 8,74<br>25,30 8,72 3,15<br>1 dk | **M RoRo Cargo/Ferry**<br>Deck Cargo 150dk P<br>Bow door Stern door<br>Lane Length 78<br>Cars 16 Trailers 1<br>Mchy.aft | Deutz<br>2 Oil 4SA each 8Cy. 130 × 170 geared to sc. shaft<br>310bhp (228kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 10,0t (d.o.) 9kn |
| **SVANO AV VIDEBERG**<br>ex Tirana I-85 ex Neptunus Star-69<br>**Folke I. Berntsson**<br>Videberg Sweden | **164**<br>69<br>167 | (BV) | **1968** VEB Rosslauer Schiffswerft—Rosslau (S.750/18)<br>33,63 6,61 2,699<br>29,57 6,58 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>In.146 | Polar<br>Oil 4SA 6Cy. 250 × 300<br>900bhp (662kW)<br>Nydqvist & Holm A/B Trollhattan<br>Controllable pitch propeller<br>Fuel 28,5t (d.o.) 12kn |
| **SVANODD**<br>ex Grimsoy-75<br>**Odd Olsen**<br>Aalesund Norway | *300*<br>*144*<br>— | | **1956** Ankerlokken Slip & M/V—Floro (8)<br>35,77 7,04<br>7,01 3,66<br>1 dk<br>len 67 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wichmann<br>Oil 2SA 5Cy. 280 × 420<br>500bhp (368kW) E made67 fitted73<br>A/S Wichmann Rubbestadneset<br>Fuel (d.o.) |
| **SVANUR**<br>ex Blue Girl-74<br>**Nes H/f**<br>A/S Shipmanagement Ltd.<br>Larvik Norway (NIS) | T.Mk<br>**297**<br>190<br>965<br>**777**<br>574<br>— | NV | **1972** Fiskerstrand Slipp & M/V—Fiskerstrand (22)<br>60,81 9,53 3,544/—<br>54,69 9,45 5,26<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 727<br>2 Ha (18,6 16,2 × 7,3) ER<br>2W Der 2(3) | MWM<br>Oil 4SA 8Cy. 230 × 270<br>1 080bhp (794kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 50kW 1 × 17kW 220V 50Hz a.c.<br>Fuel 137,0t (d.o.)-4,5pd 11kn |
| **SVANUR**<br>ex Esja-73 ex Brettingur-72<br>**Ingimundur Ingimundarson**<br>Reykjavik Iceland | **333**<br>153<br>— | NV | **1967** Flekkefjord Slipp & Mask. A/S—Flekkefjord (90)<br>46,82 7,62 3,645<br>41,46 7,60 3,94<br>P -F - 1 dk<br>rf 1199 BK 89 len 79 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>2 Ha (each 2,5 × 1,6) ER<br>1W Der 1(3) | Wartsila<br>Oil 4SA 8Cy. 240 × 310<br>1 330bhp (978kW) NE 79<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 80kW 1 × 42kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **SVANVIK**<br>ex Maartje-62<br>**Guy Granqvist**<br>Porvoo/Borga Finland | **371**<br>203<br>391 | ✠Classed LR until 5/68 | **1932**-4 N.V. Werf. "Voorhuit"—Enkhuizen (279)<br>42,98 7,52 2,756<br>40,01 7,50 3,00<br>P 11,0 F 4,0 1 dk<br>R | **M General Cargo**<br>1 Ho 27,1 ER<br>G.663 B.629<br>2W | Deutz<br>Oil 4SA 4Cy. 280 × 450<br>200bhp (147kW)<br>Humboldt-Deutzmotoren Koeln-Deutz<br>Fuel 22,5t (d.o.) 8kn |
| **SVARTA BJORN**<br>**A/S Bukserbater**<br>Narvik Norway | **277**<br>90<br>— | **✠100A1** SS 4/88<br>tug<br>Ice Class 3<br>**✠LMC**<br>EL (e)<br>FN 432 | **1962**-10 P. K. Harris & Sons Ltd.—Appledore (158)<br>35,49 9,17 4,319<br>32,54 8,95 4,32<br>rf 737 BK 51 | **M Tug** | General Motors<br>2 Vee Oil 2SA each 8Cy. 216 × 254 with fluid couplings & sr reverse geared to sc. shaft<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 50kW 220V d.c.<br>Fuel 113,0t (d.o.)-3,5pd 11kn |
| **SVATOVO**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **710**<br>207<br>351 | RS | **1975** ..............U.S.S.R.<br>53,73 (BB) 10,70 4,287<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 fwd<br>12,5kn |
| **SVEA**<br>**Oy Svea Line (Finland) A/B**<br>Oy Silja Line Ab<br>Stockholm Sweden | *33 829*<br>*17 569*<br>3 019 | NV | **1985** Oy Wartsila Ab—Helsinki/Helsingfors (470)<br>168,03 (BB) 27,64 6,700<br>152,71 27,61 14,46<br>7 dks | **TM Passenger/RoRo Cargo/Ferry**<br>566cbn 1625bth 375dk P<br>Ice strengthened<br>Bow door & ramp<br>L 16,50 W 7,00<br>Stern door/ramp (p)<br>L 7,70 W 9,00<br>Stern door/ramp (s)<br>L 7,70 W 6,00<br>Lane Length 1200 Clear height 4,60<br>Cars 350 Lorries 60 | Pielstick 12PC2-6V-400<br>4 Vee Oil 4SA each 12Cy. 400 × 460 with clutches, flexible couplings & sr geared to sc. shafts<br>26 396kW (35 886bhp)<br>Oy Wartsila Ab Turku/Abo<br>Gen 4 × 2000kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Thw. thrust Contr. pitch propeller<br>Fuel 211,0t (d.o.) 982,0t (hvf) 21kn |
| **SVEA ATLANTIC**<br>ex Herborg-88 ex Carimed Sea-87<br>ex Naz-85 ex Herborg-85<br>**Svea Chartering K/S**<br>Svendborg Denmark (DIS) | **1 441**<br>1 047<br>2 158 | **✠100A1** SS 1/87<br>Ice Class 3<br>**✠LMC**<br>EL M 385,0/32,3U2<br>FN 1224 | **1982**-11 A/S Nordsovaerftet—Ringkobing (158)<br>72,45 11,36 3,731<br>68,28 11,21 6,71<br>B 10,1 RFD 7,7 2 dks<br>rf nil | **M General Cargo**<br>2 Ho each 23,8 2 TwD<br>G.3 403 B.3 048<br>TEU 54 C. 54/20' (40')<br>2 Ha (stl) (each 18,7 × 8,0) ER<br>2W Der 2(5-15) | Alpha 7T23L-KVO<br>Oil 4SA 7Cy. 225 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>1 088bhp (800kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 84kW 1 × 72kW 1 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 26,5t (d.o.)-4,0pd 11kn |
| **SVEA BALTIC**<br>ex Kongsaa-90 ex Alice M-86<br>ex Alice Trigon-83<br>**Svea Chartering K/S**<br>Svendborg Denmark (DIS) | T.Mk<br>**499**<br>342<br>1 300 | BV | **1979** A/S Nordsovaerftet—Ringkobing (133)<br>69,80 10,42 3,552<br>64,83 10,41 6,02<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER 2 TwD<br>G.2 836 B.2 560<br>TEU 48 C.Ho 32/20' C.Dk 16/20' ref C.<br>2 Ha (stl) (each 18,5 × 7,4) ER<br>2W Der 2(10) | Callesen 8-427-HTKO<br>Oil 4SA 8Cy. 270 × 400<br>647kW (880bhp)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Gen 3 × 60kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>11,5kn |
| **SVEA LEJON**<br>**Kolmardens Rederi A/S**<br>Norrkoping Sweden | **188**<br>118<br>50 | | **1981** Oregrund M/V AB—Oregrund (B45)<br>31,88 6,74 1,720<br>29,80 6,71 2,37<br>1 dk | **Aluminium Alloy M Ferry** | Scania DSI1402M<br>2 Oil 4SA each 8Cy. 127 × 140 sr geared to sc. shaft<br>Saab-Scania Sodertalje |
| **SVEA PACIFIC**<br>ex Burro-88 ex Burro Bulk-86<br>ex Astillero-86 ex Cabados-85<br>ex Duro Ocho-82<br>**Svea Chartering K/S**<br>Nassau Bahamas | T.Mk<br>**1 599**<br>910<br>3 953<br>**2 509**<br>1 490<br>4 449 | **✠100A1** SS 4/87<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL R 440,0/40,0U2<br>FN 1799 | **1980**-1 Soc. Met. Duro Felguera—Gijon (149)<br>86,52 (BB) 14,36 —/6,763<br>79,30 14,32 8,36<br>P 12,8 F 9,5 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 32,5 20,6 ER<br>G.5 202<br>TEU 140<br>C.Ho 84/20'(40') C.Dk 56/20'(40')<br>2 Ha (stl) (25,0 18,6 × 10,6) ER<br>Cr 1(10) 1(5) | Deutz RSBV6M540<br>Oil 4SA 6Cy. 370 × 400 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 140kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 37,0t (d.o.) 298,5t (hvf) 13,25kn |
| **SVEA VIKING**<br>**E.F.B. Ship Inc.**<br>Reederei Gert Muller<br>Panama Panama | **423**<br>170<br>— | GL (NV) | **1964** Rolandwerft G.m.b.h.—Bremen (921)<br>49,05 9,50 2,032<br>42,91 9,45 5,21<br>1 dk, pt 2nd dk | **M Ferry**<br>—dk P<br>Ice strengthened<br>Mchy.aft | MaK MA301FA<br>Oil 4SA 8Cy. 230 × 300 sr geared to sc. shaft<br>588kW (799bhp)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Gen 1 × 135,5kW 380V a.c.<br>Fuel (d.o.) 12kn |
| **SVEAFJELL**<br>ex Nordskott-86<br>**A/S Hammerfest Kysttransport**<br>Hammerfest Norway | *1 021*<br>*725*<br>818 | NV | **1970** Kaarbos M/V A/S—Harstad (65)<br>60,66 11,00 3,874<br>54,82 10,98 6,51<br>P 29,0 2 dks<br>rf 914 len 73 | **M General Cargo**<br>Pallets Ref<br>Ice strengthened Side doors<br>2 Ho ER<br>G.2 180 B.2 022 In.260<br>1 Ha (stl) (5,1 × 2,5) ER<br>1W Cr 1(3) Der 1(20) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 96kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t (hvf)-4,5pd 12,5kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| **7219155** | **SVEAFJORD** | T.Mk | | **1972** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. | **M General Cargo** | Deutz |
| *JXZN* | ex Edith Sabban-88 | **493** | | —Hamburg (681) | Ice strengthened | Oil 4SA 8Cy. 220 × 280 |
| 20426 | **Oddvar og Einar Eidshaug Rederi** | 387 | | GL 76,00 11,82 3,872 | 1 Ho 54,5 ER | Kloeckner Humboldt Deutz |
| Df Esd Rdr | **A/S** | 1 584 | | 69,93 11,79 6,60 | G.3 619 B.3 381 | |
| RTm/v | Oddvar Eidshaug | | | F 6,8 2 dks | TEU 94 C. 94/20' | |
| | Bergen Norway | | | | 1 Ha (45,4 × 9,3) | |
| **7429279** | **SVEALAND** | **993** | | **1975** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. | **M General Cargo** | Alpha |
| *DGOF* | ex Ulla-89 ex Osteclipper-86 | 681 | | —Hamburg (697) | Ice strengthened | Vee Oil 4SA 16Cy. 225 × 300 reduction |
| 12020 | ex Nic-Clipper-79 ex Osteclipper-78 | 2 380 | | GL 81,49 13,44 5,030 | 1 Ho ER | sc. shaft |
| Df Esd Gc | **Partenreederei m.s. "Svealand"** | | | 74,02 13,42 5,19 | G.4 729 B.4 417 | 2 000bhp (1 471kW) |
| Rdr RTm/v | Mathies Schiffahrts G.m.b.H. | | | P 13,2 F 59,5 2 dks | TEU 149 C. 149/20' | Alpha-Diesel A/S |
| | Hamburg Federal Republic of Germany | | | | 1 Ha (38,2 × 10,2) ER | |
| **7112175** | **SVEALAND** | *682* | | **1971** Langsten Slip & Batbyggeri A/S—Tomra i Romsdal (58) | **M General Cargo** | Grenaa |
| *LARX* | ex Line-76 ex Nenny Coaster-73 | *331* | | | | Oil 4SA 6Cy. 240 × 300 sr geared to |
| 17688 | **P/R Eidshaug** | 810 | | NV 54,16 9,56 3,590 | 1 Ho ER | 900bhp (662kW) NE 81 |
| Df Gc Rdr | Oddvar og Einar Eidshaug Rederi A/S | | | 48,70 9,53 5,57 | G.1 349 B.1 245 | Grenaa Motorfabrik, A/S |
| Rt | Namsos Norway | | | 2 dks | | Gen 2 × 47kW 1 × 12kW 220V 50Hz |
| | | | | rf 102 len 85 | 1 Ha (stl) (21,4 × 7,0) ER | Controllable pitch propeller |
| | | | | | 2W Der 1(5) 1(3) | Fuel 37,5t (d.o.)-3,5pd |
| **7383059** | **SVEATIND** | T.Mk | | **1975** Batservice Verft A/S—Mandal (621) | **M General Cargo** | Alpha |
| *LAIN* | ex Kalve-85 ex Sundstad-83 | **298** | | 57,61 9,30 3,442 | Ice strengthened | Vee Oil 4SA 8Cy. 225 × 300 |
| 18602 | **Kjell Vading** | 171 | | NV 51,52 9,28 5,52 | 1 Ho ER | 1 240bhp (912kW) |
| Df Esd Gc | Hammerfest Norway | 847 | | 2 dks | G.1 501 B.1 427 | Alpha-Diesel A/S |
| Rdr Rt | | | | rf nil | | Gen 1 × 73kW 1 × 40kW 220V 50Hz |
| | | | | | 1 Ha (w) (28,4 × 5,9) ER | Controllable pitch propeller |
| | | | | | 2W Der 2(5) | Fuel 91,5t (d.o.)-4,0pd |
| **6411201** | **SVEINBJORN JAKOBSSON** | **103** | | **1964** Esbjerg Skibsvaerft & Maskinfabrik—Esbjerg | **Wood M Fishing** | Blackstone |
| *TFBB* | | 32 | | 27,84 6,43 | Side-fishing | Oil 4SA 6Cy. 222 × 292 |
| 0260 | **Dvergur H/f** | — | | 24,59 6,10 3,18 | Mchy.aft | 495bhp (364kW) |
| Df Esd Rdr | Olafsvik Iceland | | | 1 dk | | Lister Blackstone Ltd. |
| Rt | | | | | | Fuel (d.o.) |
| **7332476** | **SVEINN JONSSON** | **298** | | **1973** Storviks M/V A/S—Kristiansund N. (53) | **M Fishing** | MaK |
| *TFXS* | ex Dagstjarnan-80 ex Afjordsund-74 | 89 | | 46,36 9,00 4,534 | Stern Trawler | Oil 4SA 8Cy. 320 × 450 |
| 1342 | **Keflavik & Midnes H/f** | — | | (NV) 39,83 8,97 6,51 | Ice strengthened | 1 500bhp (1 103kW) |
| Df Esd Gc | Keflavik Iceland | | | F - 2 dks | 1 Ho ER | Atlas-MaK Maschinenbau |
| Pfd Rdr Rt | | | | rf 1600 BK 178 | | Gen 2 × 99kW 220V 50Hz a.c. |
| | | | | | 1 Ha (2,2 × 1,9) ER | Fuel (d.o.) |
| **6721280** | **SVEIO** | **372** | | **1967** Ankerlokken Verft Floro A/S—Floro (75) | **TM RoRo Cargo/Ferry** | Wichmann |
| *LLSN* | | 138 | | 44,18 9,94 2,833 | 350P | 2 Oil 2SA each 3Cy. 280 × 420 |
| 16771 | **Hardanger Sunnhordlandske D/S** | — | | (NV) 39,50 9,20 3,66 | Cars 30 | 900bhp (662kW) |
| Rdr Rt | Bergen Norway | | | 1 dk | Mchy.aft | A/S Wichmann |
| | | | | rf 996 BK 152 | | Gen 2 × 34kW 220V 50Hz a.c. |
| | | | | | | Fuel 18,5t (d.o.)-3,0pd |
| **7229186** | **SVEN JOHANNSEN** | **174** | | **1972** Kroegerwerft G.m.b.H.—Rendsburg (1379) | **M Ferry** | MWM |
| *DJSL* | ex Friedrichsort-79 | 112 | | 37,44 6,84 1,640 | 274dk P | Oil 4SA 8Cy. 140 × 180 reduction |
| | **Walter Johannsen** | 51 | | GL 29,27 6,81 2,32 | Ice strengthened | shaft |
| Esd Rdr RTv | Luebeck Federal Republic of Germany | | | 1 dk | | 295bhp (217kW) |
| | | | | | | Motorenw. Mannheim A.G., Suddeutsche Bremsen AG |
| | | | | | | Fuel (d.o.) |
| **8201478** | **SVEND AGE** | *4 744* | ✠**100A1** | **1983**-10 Odense Staalskibsvaerft A/S—Lindo (570) | **General Cargo Barge** | |
| *OU4862* | | *2 742* | barge | | | |
| M786 | **I/S ELSAM** | 9 400 | non—perishable cargo | 101,10 19,03 6,701 | 1 Ho 62,2 | |
| | Aarhus Denmark | | Kattegat and Baltic Sea | 97,06 19,00 10,01 | G.10 717 | |
| | | | service including Hamburg | 1 dk | | Gen 1 × 346kW 380V 50Hz a.c. |
| | | | via the Kiel canal | rf nil len 87 | 1 Ha (58,7 × 15,0) ER | Thw. thrust propeller fwd |
| | | | (Holtenau — Brunsbuttel) | | | |
| | | | also to Tallinn whilst | | | |
| | | | unmanned | | | |
| | | | Ice Class 3 | | | |
| | | | EL 175,0/38,0FSWR | | | |
| | | | FN 2460 | | | |
| **7928201** | **SVEND MAERSK** | *14 102* | **100A1** | **1982** Odense Staalskibsvaerft A/S—Lindo (92) | **M Liquefied Gas Carrier** | B&W |
| *OWSF2* | | *4 230* | liquefied gas carrier in | 153,12 (BB) 25,02 9,930 | LPG Ammonia Pressurised Ref | Oil 2SA 6Cy. 670 × 1700 |
| D-12739 | **A/S D/S Svendborg & D/S af 1912** | 18 270 | association with an | 142,63 25,01 14,28 | IGS(LR) | 13 050bhp (9 599kW) |
| Df Esd Gc | **A/S** | T/cm | approved list of defined | F 15,0 1 dk | 7 Ta ind cyl vert ER | Mitsui Eng. & SB. Co. Ltd. |
| Pfd Rdr Rt | A. P. Moller | 30,2 | cargoes in independent | rf nil | L.(gas) 15 067 | 2 AuxB (1 o.f. 1 ex.g) 11,7kgf/cm² |
| AMVER | Ribe Denmark (DIS) | | type C tanks, maximum | | 9 Cargo pumps total 2 200T/hr | Gen 1 × 1176kW 2 × 1008kW |
| | | | vapour pressure 4,51bar, | | | |
| | | | maximum SG 0.97, | | | |
| | | | minimum temperature | | | |
| | | | minus 48°C | | | |
| | | | Ice Class 1D | | | |
| | | | **LMC** **UMS** | | | |
| | | | **Lloyd's RMC (LG)** | | | |
| | | | **IGS** | | | |
| | | | EL F† 577,5/62,0U3 | | | |
| | | | FN 5604 | | | |
| | | | (NV) | | | |
| **8213380** | **SVENDBORG GALLANT** | *499* | | **1984** Carl B. Hoffmanns Maskinfabrik—Esbjerg | **M General Cargo** | MWM |
| *OXGJ2* | ex Tricolor Star-91 | *303* | | (49) | Ice strengthened | Oil 4SA 6Cy. 320 × 480 |
| D-12870 | ex Svendborg Gallant-89 ex Nuptse-86 | 1 610 | | BV 77,86 3,571 | 2 Ho 22,8 20,4 ER | 956kW (1 300bhp) |
| Rdr Rt | ex Svendborg Gallant-85 | | | 70,80 13,42 7,32 | G.3 695 B.3 673 | Motorenw. Mannheim A.G. (MWM) |
| | **Partrederiet Gallant** | | | 2 dks | TEU 150 | Gen 2 × 168kW 1 × 76kW |
| | Svendborg Enterprise A/S | | | | C.Ho 84/20' (40') C.Dk 66/20' (40') incl. 24 ref C. | Controllable pitch propeller |
| | Svendborg Denmark (DIS) | | | | 1 Ha (stl) (43,2 × 10,2) ER | |
| | | | | | Cr 2(25-50) | |
| **7128760** | **SVENDBORG GLOBE** | **499** | | **1972** Svendborg Skibsvaerft A/S—Svendborg (138) | **M General Cargo** | MaK |
| *OYPY2* | ex Else Th-90 ex Oceania-86 | 342 | | | Ice strengthened | Oil 4SA 6Cy. 320 × 450 |
| D-11912 | ex Moss Maroc-78 ex Oceania-72 | 1 383 | | BV 75,42 12,93 3,468 | 2 Ho each 25,7 ER | 1 200bhp (883kW) |
| Df Esd Gc | **P/R Else Th.** | | | 68,00 12,91 5,62 | G.3 044 B.2 662 | Atlas-MaK Maschinenbau |
| Pfd Rdr Rt | Svendborg Enterprise A/S | | | F 10,7 2 dks | TEU 71 C.Ho 42/20' C.Dk 29/20' | Gen 3 × 100kW 380V 50Hz a.c. |
| | Svendborg Denmark (DIS) | | | | 2 Ha (stl) (18,5T × 4,8) (18,5 × 10,3) ER | Fuel 169,5t (d.o.)-5,0pd |
| | | | | | 4W Der 1(12) 3(5) | |
| **8519198** | **SVENDBORG GUARDIAN** | *2 161* | ✠**100A1** | **1987**-5 Danyard A/S—Aalborg ((162)) | **M General Cargo** | MaK |
| *OWJS2* | | *648* | Ice Class 1D | 77,86 13,49 3,706 | | Oil 4SA 6Cy. 320 × 450 with flexible |
| D-13087 | **Svendborg Enterprise A/S** | 1 720 | ✠**LMC** | 72,22 13,40 7,29 | 1 Ho 43,2 ER 1 TwD | sr geared to sc. shaft |
| Df Esd Gc | Svendborg Denmark (DIS) | | EL Q 440,0/38,0U2(a) | 2 dks | G.4 081 B.4 042 | 1 320kW (1 795bhp) |
| Rdr Rt | | | FN 1495 | rf nil | TEU 160 | Krupp MaK. Maschinebau G.m.b.H. |
| | | | | | C.Ho 84/20' (40') C.Dk 76/20' (40') incl. 24 ref C | Gen 1 × 222kW 380V 50Hz a.c. 400V 60Hz a.c. 2 × 180kW |
| | | | | | 1 Ha (stl) (43,2 × 10,2) ER | Controllable pitch propeller |
| | | | | | Cr 2(50) | Fuel 256,0t (d.o.)-7,7pd |

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| **SVENDBORG MAERSK**<br>**A. M. M. Moller & A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Svendborg Denmark (DIS) | *14 102*<br>*4 230*<br>18 270<br>T/cm<br>30,2 | **100A1**<br>liquefied gas carrier in association with an approved list of defined cargoes in independent type C tanks, maximum vapour pressure 4,51bar, maximum SG 0.97, mimimum temperature minus 48°C<br>Ice Class 1D<br>**LMC** **UMS**<br>**Lloyd's RMC (LG)**<br>**IGS**<br>EL Ft 577,5/62,0U3<br>FN 5604<br>(NV) | **1981** Odense Staalskibsvaerft A/S—Lindo (90)<br>153,02 (BB) 25,02 9,930<br>142,63 25,01 14,28<br>F 15,0 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Ammonia Pressurised Ref<br>IGS(LR)<br>7 Ta ind cyl vert ER<br>L.(gas) 15 067<br>9 Cargo pumps total 2 200T/hr | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>2 AuxB (1 o.f. 1 ex.g) 11,7kgf/cm² (11,5bar)<br>Gen 1 × 1176kW 2 × 1008kW 450V 60Hz a.c.<br>17kn |
| **SVENESUND**<br>ex Majnborg-87<br>**Kristian Madsen**<br>Esbjerg Denmark | **172**<br>79<br>— | | **1974** Aabenraa Maskinfabrik & Flydedok —Aabenraa (22)<br>37,39 6,74<br>6,71 3,31<br>1 dk<br>len 82 | **M Fishing**<br>Side-fishing | Callesen 6-427-FOT<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik Abenra<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **SVENJA**<br>**Partenreederei m.s. "Svenja"**<br>Klaus Heinrich<br>Hamburg Federal Republic of Germany | *3 132*<br>*1 678*<br>4 143 | GL | **1987** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (988)<br>88,60 15,70 6,605<br>80,93 15,46 8,31<br>F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,3 ER<br>G.5 553 B.5 471<br>TEU 256 C. 256/20' (40')<br>1 Ha (stl) (51,3 × 12,5) ER<br>Cr 2(30) | Deutz RSBV6M640<br>Oil 4SA 6Cy. 370 × 400 with flexible couplings & sr geared to sc. shaft<br>3 300bhp (2 427kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>13kn |
| **SVENNER**<br>ex Vasilikos-90<br>**K/S Svenner**<br>V. Ships Norway A/S<br>Oslo Norway (NIS)<br>SatCom: 1312363/LACW | *72 991*<br>*50 021*<br>141 178<br>T/cm<br>104,6 | NV (AB) | **1976** Oshima Shipbuilding co. Ltd.—Nagasaki (005)<br>266,99 (BB) 44,28 17,028<br>258,02 44,01 23,14<br>P 50,9 F 21,1 1 dk<br>rf 102 Bow/CM 132 Diam. 0,410 | **M Tanker**<br>COW IGS<br>15 Ta ER<br>L.(oil) 186 735 HeCls. BC<br>3 Cargo pumps total 10 500T/hr | Sulzer 9RND90<br>Oil 2SA 9Cy. 900 × 1550<br>14 130kW (19 210bhp)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel (hvf) 16,75kn |
| **SVENNOY**<br>ex Fjellbris-89 ex Iris-84 ex Helenia-69<br>**Odegaard Berginingsselskap**<br>Bronnoysund Norway | T.Mk<br>**491**<br>310<br>1 229 | NV | **1966** Hatlo Verksted A/S—Ulsteinvik (24)<br>75,77 10,65 3,747<br>68,00 10,52 3,81<br>2 dks<br>rf 51 | **M Pallets Carrier**<br>Ref<br>Side door Ice strengthened<br>1 Ho ER<br>G.2 768 B.2 108 In.311<br>1 Ha (13,7 × 7,0) ER<br>1W Der 1(5) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Gen 2 × 86kW 1 × 32kW 380V 50Hz a.c.<br>Fuel 91,5t (d.o.) 12,5kn |
| **SVENTOJI**<br>ex Khendrik Kuyvas-92<br>**Lithuanian Shipping Company (LISCO)**<br>Klaipeda Lithuania | **2 079**<br>918<br>2 180 | RS | **1975** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin<br>88,75 12,81 5,201<br>6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 240<br>3 Ha (stl) (8,8 × 7,7) (12,8 12,8 × 10,2)<br>Der 1(20) 2(5-10) | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>H. Cegielski Poland<br>12,75kn |
| **SVERDLOVO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **710**<br>207<br>336 | RS | **1977** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>12,5kn |
| **SVERDLOVSK**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400743/URPR | *15 893*<br>*8 092*<br>17 850 | RS | **1986** VEB Warnowwerft Warnemuende —Warnemuende (130)<br>173,51 (BB) 10,202<br>161,02 23,00 13,72 | **M RoRo Cargo/General Cargo**<br>Quarter stern door & ramp (s) Ice strengthened<br>Cars 232 Trailers 22<br>4 Ho 16,8 32,5 36,0 16,8 ER<br>G.25 677 B.20 439<br>TEU 533<br>C.Ho 333/20' (40') C.Dk 200/20' (40') incl. 30 ref C.<br>4 Ha (stl) (13,1 × 7,6) (26,4 33,6 12,8 × 12,5) ER<br>Cr 4(12,5) Der 1(125) 2(25) | MAN K5SZ70/125B<br>Oil 2SA 5Cy. 700 × 1250<br>10 332bhp (7 600kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 580kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 485,0t (d.o.) 1 946,0t (hvf) 15,5kn |
| **SVERDLOVSK**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *3 816*<br>*1 144*<br>1 796 | RS | **1984** Stocznia Gdanska im. Lenina—Gdansk (B408/28)<br>94,01 5,671<br>85,02 15,91 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.35 In.1 947 L.39<br>4 Ha (0,6 × 0,6) (2,4 2,4 2,4 × 2,1)<br>Der 6(3) | Sulzer 8ZL40/48<br>Oil 4SA 8Cy. 400 × 480 geared to sc. shaft<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 1200kW 1 × 760kW 400V 50Hz a.c. 2 × 350kW 320V 50Hz a.c.<br>15,75kn |
| **SVERDSTAD**<br>ex James K. Baxter-90<br>ex Ohtori Maru-89<br>ex Panamax Neptune-80<br>**Sverdstad K/S**<br>A. F. Klaveness & Co. A/S<br>Oslo Norway (NIS) | **31 760**<br>23 275<br>62 593<br>T/cm<br>66,0 | NV (BV) (NK) | **1973** Mitsubishi Heavy Industries Ltd.—Kobe (1042)<br>238,01 (BB) 32,24 12,224<br>225,00 32,19 18,22<br>F 17,4 1 dk<br>rf 25 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 21,5 28,8 21,5 28,8 21,5 28,8 21,5 ER<br>G.75 887<br>10 Ha (stl) (13,6 × 11,2) (11,2 11,2 15,2 11,2 11,2 15,2 11,2 11,2 15,2 × 12,8) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 540kW 450V 60Hz a.c.<br>Fuel 237,5t (d.o.) 3 712,0t (hvf)-56,5pd 15,75kn |
| **SVERKAYUSHCHIY**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1981** .............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8VD36/24-1<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| **SVERRI OLASON**<br>**p/f Tridangur**<br>Vag Faeroes (Danish) | **272**<br>99<br>— | BV | **1989** Vags Skipasmidja A/S—Vagur<br>40,65 - 4,150<br>35,35 8,50 6,55<br>2 dks | **M Fishing**<br>Stern Trawler<br>Ice strengthened | Wartsila<br>Oil 4SA 8Cy. 250 × 300 reduction geared to sc. shaft<br>1 515kW (2 060bhp)<br>Wartsila Diesel AB Trollhattan<br>Gen 1 × 632kW 2 × 316kW 380V a.c.<br>Controllable pitch propeller<br>Fuel 87,16t (d.o.) 13,5kn |
| **SVETI STEFAN**<br>ex Djursland-65<br>**Prekookeanska Plovidba**<br>Bar Yugoslavia | **1 637**<br>676<br>400 | BV JR | **1958** Aalborg Vaerft A/S—Aalborg (118)<br>85,50 14,15 3,801<br>73,82 14,00 5,11<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>37cbn 130bth 520dk P<br>Bow door/ramp Stern door/ramp<br>Clear height 3,80 | B&W 7-35VBF-62<br>2 Oil 2SA each 7Cy. 350 × 620<br>2 884kW (3 921bhp)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 100kW 220V a.c.<br>Fuel 121,0t (d.o.)-12,5pd 15kn |

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| **8306826**<br>*9HNS3*<br>2912<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SVETI VLAHO**<br>ex Thalassini Doxa-90 ex Carol-87<br>ex Garoufalia-87<br>**Sveti Vlaho Shipping Co. Ltd.**<br>Atlantska Plovidba<br>Valletta Malta | *25 063*<br>*13 219*<br>39 443<br>T/cm<br>49,1 | ✠**100A1** SS 4/89<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2 & 4 holds<br>may be empty, container<br>cargoes in cargo holds &<br>on U dk & hatch covers<br>✠**LMC** **UMS**<br>EL L† 632,5/70,0U3(a)<br>FN 8344<br>JR | **1984**-4 Hitachi Zosen—Maizuru Works, Maizuru (4764)<br>188,93 (BB) 30,66 11,024<br>179,00 30,60 16,01<br>F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho each 27,3 ER<br>G.52 370 B.51 323<br>TEU 1000<br>C.Ho 538/20' (40') C.Dk 462/20' (40') incl. 50 ref C.<br>5 Ha (stl) (each 18,7 × 15,0) ER<br>Cr 5(25) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>13 000bhp (9 562kW)<br>Hitachi Zosen Sakurajima<br>AuxB (o.f.) 8,5kgf/cm² (8,4bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 3 × 660kW 450V 60Hz a.c.<br>Fuel 243,0t (d.o.) 2 241,5t (hvf) |
| **7032791**<br>*ULZH*<br>M-29064<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SVETLAYA**<br>**Dalryba**<br>(Korsakov) (U.S.S.R.) | **2 690**<br>926<br>1 496 | RS | **1968** .............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **7645421**<br>*UKWM*<br>M-34581<br>Df Esd Gc<br>Rdr Rt | **SVETLODOLINSK**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **744**<br>213<br>336 | RS | **1977** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd |
| **7016539**<br>*UOUI*<br>M-30493<br>Df Esd Gc<br>Rdr Rt | **SVETLOGORSK**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**5 630**<br>2 681<br>—<br>**8 874**<br>4 576<br>13 738 | RS | **1970** Kherson Shipyard—Kherson<br>152,81 20,65 7,800/9,389<br>140,01 20,58 12,04<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>G.19 170 B.17 420<br>5 Ha (stl) (9,8 × 9,5) (14,4 14,4 14,4 × 10,9) ER (9,8 × 9,5)<br>Cr 5(8) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Fuel 272,5t (d.o.) 1 165,5t (hvf) |
| **7438048**<br>*EVRF*<br>M-32194<br>Df Esd Gc<br>Rdr Rt | **SVETLOGRAD**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **710**<br>217<br>350 | RS | **1974** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 |
| **5206116**<br>*UQNX*<br>M-1138<br>Df Esd Gc<br>Rdr Rt | **SVETLOMOR**<br>ex Leningrad-79<br>**Murmansk Area Salvage & Towage Agency**<br>(U.S.S.R.) | **7 618**<br>3 493<br>9 990 | RS | **1953** Admiralteiskiy Shipyard—St. Petersburg<br>145,50 19,23 8,708<br>138,00 19,18 10,42<br>1 dk<br>conv Tanker 79 | **TM Pollution Control Ship**<br>Ice strengthened<br>Mchy.aft | Skoda<br>2 Oil 2SA each 8Cy. 430 × 610 geared t<br>4 000bhp (2 942kW)<br>Russkiy-Diesel Works<br>Fuel 833,0t (d.o.)-14,0pd |
| **8606460**<br>Rdr Rt | **SVETLOMOR 1**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *1 695*<br>*509*<br>1 000 | RS | **1987** Far East-Levingston SB. Ltd.—Singapore (B208)<br>61,02 4,501<br>51,80 14,00 6,00<br>2 dks | **TM Tug**<br>Fire-fighting Salvage Pollution Control | Wartsila<br>2 Oil 4SA each 8Cy. 220 × 240 with<br>flexible couplings & sr geared to sc.<br>Oy Wartsila Ab<br>Gen 3 × 190kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **8606472**<br>Rdr Rt | **SVETLOMOR 2**<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | *1 695*<br>*509*<br>1 000 | RS | **1987** Far East-Levingston SB. Ltd.—Singapore (B209)<br>61,02 4,501<br>51,80 14,01 6,02<br>2 dks | **TM Tug**<br>Fire-fighting Salvage Pollution Control | Wartsila<br>2 Oil 4SA each 8Cy. 220 × 240 with<br>flexible couplings & sr geared to sc.<br>Oy Wartsila Ab<br>Gen 3 × 190kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **8606484**<br>Rdr Rt | **SVETLOMOR 3**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.) | *1 695*<br>*509*<br>1 000 | RS | **1987** Far East-Levingston SB. Ltd.—Singapore (B210)<br>61,02 4,501<br>51,80 14,00 6,00<br>2 dks | **TM Tug**<br>Fire-fighting Salvage Pollution Control | Wartsila<br>2 Oil 4SA each 8Cy. 220 × 240 with<br>flexible couplings & sr geared<br>Oy Wartsila Ab<br>Gen 3 × 190kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **8606496**<br>Rdr Rt | **SVETLOMOR 4**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | *1 695*<br>*509*<br>1 000 | RS | **1987** Far East-Levingston SB. Ltd.—Singapore (B211)<br>61,02 4,501<br>51,80 14,00 6,00<br>2 dks | **TM Tug**<br>Fire-fighting Salvage Pollution Control | Wartsila<br>2 Oil 4SA each 8Cy. 220 × 240 with<br>flexible couplings & sr geared to sc.<br>Oy Wartsila Ab<br>Gen 3 × 190kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7740673**<br>*UVWR*<br>M-35100<br>Df Esd Gc<br>Rdr Rt | **SVETLOMORSK**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **744**<br>213<br>322 | RS | **1978** .............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(3,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller 1 fwd |
| **7945572**<br>*UBMG*<br>M-12710<br>Df Esd Gc<br>Rdr RTv | **SVETLOVODNYY**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | **652**<br>216<br>495 | RS | **1981** .............U.S.S.R.<br>55,01 9,52 4,340<br>- - 5,18<br>1dk | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>2 Ho<br>In.632<br>2 Ha (stl) (each 2,9 × 2,7)<br>Der 4(3,25) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7430840**<br>*EVLW*<br>M-32191<br>Rt | **SVETLOVODSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **720**<br>221<br>350 | RS | **1974** .............U.S.S.R.<br>53,73 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.275<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>Fuel (d.o.) |
| **6417372**<br>*UMCX*<br>M-27528<br>Df Esd Gc<br>Rdr Rt | **SVETLYY**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 994**<br>1 080<br>—<br>**3 556**<br>1 577<br>2 485 | RS<br>**BROKEN UP** | **1963** Nikolayev Shipyard "Nosenko"—Nikolayev<br>99,37 14,05 5,538<br>90,00 14,00 7,24<br>1 dk | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>3 Ho ER<br>In.3 230<br>3 Ha (each 3,5 × 4,1) ER<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330<br>(2 942kW) driving 4 gen. connec<br>motor & geared to sc. shaft<br>Gen 1 × 600kW 2 × 200kW |

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| **SVETLYY**<br>**Glavmorneft**<br>(Baku) (U.S.S.R.) | **243**<br>108<br>442 | RS | **1981** ............U.S.S.R.<br>35,17 8,01 3,120<br>33,25 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>U.S.S.R. |
| **SVETLYY**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | *191*<br>*85*<br>323 | RS | **1985** ............U.S.S.R.<br>29,45 8,15 3,120<br>28,50 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works Leningrad |
| **SVETLYY** | **163**<br>39<br>88 | (RS) | **1978** ............U.S.S.R.<br>34,02 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.78<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9kn |
| **SVETLYY**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Sevastopol) (U.S.S.R.) | **149**<br>101<br>20 | RS | **1980** ............U.S.S.R.<br>28,70 6,35 1,480<br>2,50<br>1 dk | **M Ferry** | Oil 250dk P<br>U.S.S.R. |
| **SVETLYY LUCH**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **5 220**<br>3 249<br>3 057 | RS<br>✠Classed LR until 3/67 | **1965**-2 Hitachi Zosen—Mukaishima (4017)<br>115,02 17,43 5,601<br>105,01 17,40 8,79<br>P 30,2 F 11,0 2 dks<br>rf 102 DK | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>Mchy.aft<br>2 Ho<br>G.2 053 In.2 069<br>2 Ha (each 2,9 × 2,9)<br>6W Der 4(3) 2(1) | B&W 6-50VTBF-110<br>Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>14,75kn |
| **SVETOZAR**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **676**<br>252<br>296 | (RS) | **1967** ............U.S.S.R.<br>54,23 9,38 3,720<br>49,99 9,25 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **SVETROS**<br>ex Fagerfjord-79 ex Follafjord-74<br>**Svetros A/S**<br>Sverre T. Ulsund<br>Namsos Norway | **178**<br>111<br>290 | (NV) | **1967** N.V. Schpsw. "Appingedam"—Appingedam (204)<br>32,62 7,04 2,826<br>29,52 7,00 3,10<br>P -F - 1 dk<br>rf 246 | **M General Cargo**<br>1 Ho ER<br>G.374<br>1 Ha (13,1 × 4,2) ER<br>1W Der 1(3) | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>300bhp (221kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 28kW 24V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **SVETYASHCHIYSYA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1981** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8VD36/24-1<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| **SVEZIA**<br>**Rimorchiatori Riuniti Porto di Genova S.r.l.**<br>Napoli Italy | *198*<br>*50*<br>148 | RI | **1988** Cant. Navale "Ferrari" S.p.A.—La Spezia (56)<br>26,85 9,50 5,371<br>26,02 9,02 -<br>1 dk | **TM Tug**<br>Tractor | Deutz SBV6M628<br>2 Oil 4SA each 6Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 38kW 220/380V 50Hz a.c.<br>Directional propeller<br>Directional propeller<br>Fuel 37,5t (d.o.)-5,5pd 10,75kn |
| **SVILEN RUSSEV**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria<br>SatCom: 1435223/SVRU | *23 779*<br>*14 906*<br>38 142<br>T/cm<br>45,8 | BR<br>✠Classed LR until 11/85 | **1982**-10 "Georgi Dimitrov" Shipyard—Varna (070)<br>201,56 (BB) 27,87 11,191<br>187,71 27,81 15,60<br>P 37,8 F 17,1 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho 22,7 20,1 19,2 19,5 19,5 19,5 19,5 ER<br>G.46 066<br>7 Ha (stl) (12,9 × 11,2) (12,9 12,9 12,9 12,9 12,9 12,9 × 12,7) ER<br>Cr 4(25) | B&W 8DKRN74/160<br>Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 355,5t (d.o.) 1 676,5t (hvf)-42,5pd 14,5kn |
| **SVINOY**<br>**Rostocker Fischfang Reederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **643**<br>256<br>372 | DSRK | **1967** VEB Elbewerft—Boizenburg<br>48,82 10,09 3,899<br>46,54 9,99 5,49<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.540 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 160bhp (853kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 176kW 1 × 36,25kW 390V a.c.<br>Controllable pitch propeller<br>12kn |
| **SVINOY**<br>ex Josoktral-91 ex Longva-86<br>ex Makkaur-81<br>**Svinoy KS**<br>Aalesund Norway | **401**<br>123<br>— | NV | **1971** Sterkoder M/V A/S—Kristiansund N. (29)<br>52,18 9,02 4,268<br>40,47 9,00 6,46<br>2 dks<br>rf 1600 BK 152 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ha (each 2,2 × 1,9) ER | Wichmann<br>Oil 2SA 6Cy. 300 × 450<br>1 500bhp (1 103kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 210kW 220V 50Hz a.c. |
| **SVINOY**<br>**S. P. Johansen**<br>Strendur Faeroes (Danish) | **124**<br>72<br>— | (NV) | **1926** Gravdal H.—Opsanger<br>*30,73* 7,07<br>3,36<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 2SA 2Cy. 355 × 430<br>150bhp (110kW) NE 39<br>A/S Volund Kobenhavn<br>Fuel (d.o.) |
| **SVIR**<br>**Kaspryba**<br>(Krasnovodsk) (U.S.S.R.) | **1 115**<br>426<br>565 | RS | **1970** VEB Mathias-Thesen-Werft—Wismar (152)<br>65,72 11,13 3,620<br>59,82 11,10 5,36<br>2 dks | **M Fishing**<br>Side-fishing Suction Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 150<br>2 Ha (each 2,2 × 2,2)<br>Cr 2(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 272kW 1 × 192kW 380V a.c.<br>11kn |
| **SVIR**<br>**The Sea Commercial Port of St. Petersburg**<br>(Sankt-Peterburg) (U.S.S.R.) | **235**<br>120<br>445 | RS | **1984** ............U.S.S.R.<br>35,18 8,01 3,120<br>3,61<br>1 dk | **M Pollution & Surface Clearance Vessel** | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works U.S.S.R.<br>8kn |
| **SVIREPYY**<br>**Dalryba**<br>(Okhotsk) (U.S.S.R.) | **744**<br>209<br>332 | RS | **1982** ............U.S.S.R.<br>53,75 10,72 4,331<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |

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|---|---|---|---|---|---|---|
| 6702961<br>*UQNA*<br>M-27680<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SVIRSK**<br><br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **3 234**<br>1 501<br>4 303 | <br><br>RS | **1966** VEB Schiffswerft "Neptun"—Rostock (232)<br>105,85 14,64 6,560<br>95,71 14,56 8,03<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 248 B.5 775<br>4 Ha (stl) (9,9 × 7,0) (10,3 10,3 × 8,9) ER (9,7 × 7,0)<br>8W Der 1(35) 4(5) 4(3) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>VEB Dieselmotorenwerk Rostock<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (d.o.) |
| 8605909<br>*9VUH*<br>385087<br>RTv | **SVISLOCH**<br><br>**Jurong Shipbuilders Pte. Ltd.**<br>Singapore Singapore | *2 023*<br>*607*<br>1 590 | <br><br>(RS) | **1988** Far East-Levingston SB. Ltd.—Singapore (B206)<br>69,02 —<br>64,01<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Hopper 900 | Wartsila<br>2 Oil 4SA each 6Cy. 220 × 240<br>flexible couplings & dr reverse<br>shafts<br>2 284bhp (1 680kW)<br>Oy Wartsila Ab |
| 5280643<br>*LDAX3*<br>N-01003<br>Df Esd Gc<br>RdrRTm | **SVITHUN**<br>ex Polar Reefer-70<br>**Trygve Olsen Fiskebatrederi A/S**<br>Bergen Norway (NIS) | **463**<br>234<br>818 | **✠100A1** SS 4/87<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL i $1\frac{3}{16}$"SQ<br>FN 930 | **1960**-6 Solvesborgs Varv A/B—Solvesborg (56)<br>61,60 10,04 3,722<br>55,30 10,00 6,81<br>2 dks<br>RW rf 51 conv Refrigerated Cargo 71 | **M Factory Ship**<br>Fish-factory Refrigerated Cargo 2P<br>Side doors (p&s)<br>1 Ho 35,3 1 TwD<br>In.1 414<br>2 Ha (stl) (each 3,5 × 3,5) ER<br>2W Der 2(3) | Polar<br>Oil 2SA 5Cy. 340 × 570<br>1 050bhp (772kW)<br>Nydqvist & Holm A/B<br>Gen 3 × 78kW 440V 60Hz a.c.<br>Fuel 109,5t (d.o.) |
| 7369194<br>*GKGR*<br>373192<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **SVITZER MAGELLAN**<br>ex Western Europa-89 ex Born Star-76<br>**Svitzer Ltd.**<br>Lowestoft United Kingdom | T.Mk<br>**950**<br>411<br>— | **100A1** SS 4/88<br>Ice Class 1D<br>**LMC** **UMS**<br>EL N 412,5/34,0U2(a)<br>FN 878<br>(NV) | **1974** Tronderverftet A/S—Hommelvik (21)<br>58,00 12,53 4,496<br>51,50 12,50 4,53<br>F 18,3 2 dks<br>rf nil BK conv Pallets Carrier 78 | **TM Research**<br>Seismographic<br>Ice strengthened<br>1 Ho ER<br>1 Ha (stl) (30,7 × 8,9) ER | Normo<br>2 Oil 4SA each 5Cy. 250 × 300<br>shafts<br>1 104kW (1 501bhp)<br>A/S Bergens M/V<br>Gen 2 × 112kW 2 × 87kW 220V<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 246,0t (d.o.)-6,0pd |
| 7005229<br>*GNOP*<br>339113<br>Df Esd Pfd<br>Rdr RTm/h/v | **SVITZER MERCATOR**<br>ex Mari Holm-88 ex R. W. Olson-88<br>ex Cape Shore-80<br>**Svitzer Ltd.**<br>London United Kingdom<br>SatCom: 1440604/OLSO | **771**<br>225<br>— | **✠100A1** SS 7/89<br><br>**✠LMC**<br>EL. K $1\frac{3}{16}$"U2<br>FN 791 | **1970**-5 Charles Hill & Sons Ltd.—Bristol (462)<br>56,16 11,69 4,185<br>48,90 11,43 4,73<br>F 21,4 1 dk<br>rf 533 conv Deck Cargo Tug/Supply Ship 80 | **TM Research**<br>Survey 12P<br>3 Ta ER<br>L.104<br>Der 1(5) | Blackstone<br>2 Oil 4SA each 16Cy. 222 × 292<br>geared to sc. shafts<br>4 000bhp (2 942kW)<br>Lister Blackstone Mirrlees Marine<br>Gen 2 × 208kW 440V 60Hz a.c.<br>1 × 60kW 220V a.c.<br>Bow jet pump<br>Fuel 40,5t (d.o.) |
| 8728610<br>*UNVA*<br>M-39763<br>Df Gc Rdr<br>RTv | **SVIYAGA**<br><br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | *5 172*<br>*1 552*<br>2 509 | <br><br>RS | **1985** ............U.S.S.R.<br>125,15 16,95 3,560<br>121,12 - 6,90<br>1 dk | **TM Research**<br>Geological<br>Ice strengthened | Russkiy<br>2 Oil 4SA each 6Cy. 360 × 450<br>2 280kW (3 100bhp)<br>Gen 4 × 160kW a.c. |
| 8700137<br>*UTEW*<br>M-17613<br>Df Esd Gc<br>Pfd Rdr RTv | **SVOBODNYY**<br><br>**Primorsk Shipping Co.**<br>(Nakhodka) (U.S.S.R.) | *2 968*<br>*920*<br>2 853 | <br><br>RS | **1989** Wartsila Marine Industries Inc. Turku<br>Shipyard—Turku/Abo (1303)<br>97,40 14,23 4,900<br>90,44 - 6,50<br>1 dk | **M Tanker**<br>SBT<br>8 Ta ER<br>L.(oil) 3 200 | Pielstick<br>Oil 4SA 6Cy. 400 × 460 with clutches<br>couplings & sr geared to sc. shaft<br>2 869kW (3 900bhp)<br>Russkiy-Diesel Works |
| 6346743<br>*LADQ*<br>12879<br>Rt | **SVORKA**<br>ex Kvanne-Rokkum III-63<br>**Entreprenorfirmaet Hoyer-Ellefsen A/S**<br>Kristiansund Norway | **119**<br>38<br>— | | **1950** Soviknes Verft A/S—Sovik (26)<br>*23,05* 8,08<br>8,03 | **Wood M RoRo Cargo/Ferry**<br>100P | Bolinders<br>Oil 2SA 3Cy. 350 × 420<br>225bhp (166kW)<br>A/B Bolinder Munktell |
| 5346693<br>*UBMC*<br>M-26100<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SVYATOGOR**<br><br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**8 110**<br>3 353<br>—<br>**10 026**<br>4 656<br>9 795 | <br><br>RS | **1959** Stocznia Gdanska im. Lenina—Gdansk (B62/03)<br>155,15 20,05 8,202<br>142,02 20,01 11,66<br>3 dks<br>RW | **TS Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>3 Ho ER 2 Ho<br>In.10 159<br>5 Ha (6,0 6,0 6,0 × 3,9) ER (6,0 6,0 × 3,9)<br>14W Der 1(25) 12(5) 2(3) | C 8Cy. (4) 440 & (4) 950 x 950<br>hydraulic coupling<br>5 000ihp (3 678kW)<br>"Zgoda" Zaklady Urzadzen Techniczn<br>Gen 4 × 250kW 1 × 50kW 220V<br>Fuel (o.f.) |
| 8834782<br>*USKY*<br>M-41908<br>Df Esd Gc<br>Rdr Rt | **SVYATOGOR**<br><br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *741*<br>*222*<br>332 | <br><br>RS | **1990** ............U.S.S.R.<br>53,75 10,72 4,041<br>47,93 - 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref<br>In.218 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 318bhp (969kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 1 × 300kW a.c. 3 × 160kW<br>Controllable pitch propeller |
| 7636901<br>*GXWP*<br>379501<br>Esd Pfd Rdr<br>Rt | **SWAABIE**<br><br>**Royal Bank Leasing Ltd.**<br>Shetland Towage Ltd.<br>Lerwick United Kingdom | **392**<br>0<br>185 | **✠100A1** CS 5/88<br>tug<br>**✠LMC**<br>EL (J) 357,5/30,0U2<br>FN 503 | **1978**-9 Hall, Russell & Co. Ltd.—Aberdeen (977)<br>37,98 10,55 4,388<br>32,92 10,01 5,24<br>F 13,2 1 dk<br>rf 1003 Box K 152 docking skeg aft | **TM Tug**<br>Fire-fighting | Ruston<br>2 Vee Oil 4SA each 12Cy. 254 ×<br>sc. shafts<br>Ruston Diesels Ltd.<br>Gen 2 × 80kW 1 × 78kW 440V<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 6925496<br>*HP5312*<br>19163-SS<br>Df Esd Gc<br>Rdr RTm/h/v | **SWADAYA**<br>ex Diana-89 ex New Spirit-86<br>ex Margarita II-85 ex Kormoran 1-82<br>ex Kormoran-77 ex Kormoran Isle-72<br>**P.T. Swadaya Lestari Line**<br>Panama Panama | T.Mk<br>**630**<br>343<br>1 450 | <br><br>GL | **1969** Gebr. Schuerenstedt KG.<br>—Bardenfleth/Weser (1350)<br>82,10 (BB) 12,83 3,817<br>77,20 12,81 6,15<br>F 8,0 2 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>2 Cell. Ho 29,8 25,3 ER<br>TEU 126<br>C.Ho 50/20' (40') C.Dk 76/20' (40')<br>3 Ha (stl) ER | MaK<br>Oil 4SA 6Cy. 450 × 550<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 175kW 220/380V 50Hz a.c.<br>Fuel (d.o.) |
| 7123980<br>*YELA*<br>1011+PST<br>Df Esd Gc<br>Pfd Rdr Rt | **SWAKARSA**<br>ex Don Jaime-90 ex Dona Isabel-87<br>ex Sun Petrel-81 ex Farallon Glory-80<br>ex Ryoyo Maru-73<br>**P.T. Swadaya Lestari Line**<br>Jakarta Indonesia | **3 129**<br>2 282<br>6 038 | <br><br>NK | **1971** Imai Zosen—Kochi (308)<br>101,42 16,36 6,552<br>96,00 16,30 8,15<br>P 19,8 B 5,2 F 11,6 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.7 234 B.6 519<br>2 Ha (25,5 28,5 × 8,4)<br>Der 4(15) | Akasaka<br>Oil 4SA 6Cy. 510 × 840<br>2 648kW (3 600bhp)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 144kW a.c.<br>Fuel 560,0t-12,0pd |
| 7418361<br>*3EPT*<br>13461-83<br>Df Esd Gc<br>Rdr RTm/h/v | **SWAKOP**<br>ex Robin-87 ex American Robin-86<br>ex Gamtoos-83<br>**Gateway Shipping Panama S.A.**<br>Panama Panama | **5 740**<br>4 330<br>8 656 | <br><br>GL | **1976** Dorman Long Vanderbijl Corp. (DORBYL)<br>Ltd.—Durban (2900)<br>132,01 17,25 7,341<br>123,58 17,21 9,91<br>F 9,2 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 22,1 36,4 35,4 ER<br>G.12 838 B.12 105<br>TEU 258 C. 258/20' incl. 18 ref C.<br>3 Ha (stl) (12,9 × 7,7) (25,9 25,9 × 10,5) ER<br>Der 1(35) 4(22) | MaK<br>Oil 4SA 8Cy. 450 × 550 sr geared<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 420kW 1 × 230kW<br>380/400V 50Hz a.c.<br>Fuel 545,5t (hvf) |
| 7637539<br>*PJJE*<br>21154<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **SWALAN**<br>ex Laura Christina-90<br>**Swalan Shipping Co. N.V.**<br>Seatrade Groningen B.V.<br>Willemstad Netherlands Antilles & Aruba | *2 989*<br>*1 438*<br>3 444 | <br><br>BV | **1978** Nieuwe Noord Nederlandse Scheepswerven<br>B.V.—Groningen (392)<br>101,94 (BB) 14,46 5,301<br>92,56 14,03 8,01<br>Ba 9,2 RQD 20,2 F 11,0 2 dks<br>rf nil len 83 | **M Refrigerated Cargo**<br>4 Ho 15,8 14,4 14,4 15,1 ER<br>In.5 121<br>4 Ha (stl) (each 10,6 × 6,4) ER<br>Der 4(5) | Deutz<br>Oil 4SA 6Cy. 370 × 400 reduction<br>shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz<br>Gen 4 × 230kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller<br>Fuel 162,0t (d.o.) 390,0t (hvf) |

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| **SWALLOW**<br>**C.V. Motorvrachtschip "Swallow II"**<br>Hoogezand Netherlands | **2 909**<br>1 603<br>4 816 | **✠100A1** SS 3/90<br>strengthened for heavy<br>cargoes, timber deck<br>cargoes, container cargoes<br>in hold and on hatch<br>covers<br>**✠LMC**<br>EL S 467,5/42,0U2<br>FN 1914 | **1985**-3 Bodewes Scheepswerven B.V.<br>—Hoogezand (549)<br>87,03 15,93 6,930<br>79,00 15,71 8,51<br>P 12,8 F 8,9 2 dks<br>rf 152 | **M General Cargo**<br>2 Ho ER<br>G.5 977 B.5 693<br>TEU 148<br>C.Ho 72/20' (40') C.Dk 76/20' (40')<br>2 Ha (stl) (each 21,0 × 10,6) ER<br>Der 4(30) | MaK<br>Oil 4SA 8Cy. 320 × 450 with flexible couplings & sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 3 × 300kW 220/380V 50Hz a.c.<br>Fuel 67,5t (d.o.) 359,5t (hvf) |
| **SWALLOW**<br>ex Baltiyskiy-46-91<br>**Swallow Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines | **1 865**<br>938<br>2 121 | RS | **1966** "Krasnoye Sormovo" Shipyard—Gorkiy<br>96,02 13,21 3,260<br>13,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10kn |
| **SWALLOW**<br>**John T. Doody**<br>Philadelphia, Pa United States of America | **213**<br>145<br>— | | **1952** United States SB. Corp.—Yonkers, NY<br>*29,72* 7,50<br>3,64 | **M Fishing** | Oil<br>500bhp (368kW)<br>.............<br>Fuel (d.o.) |
| **SWAMP FOX**<br>**Harold L. Von Harten**<br>Key West, Fl United States of America | **101**<br>68<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **SWAMP FOXX**<br>ex Capt. Fruit-89 ex Teresa Ann<br>**Corporation of Hilton Head**<br>Beaufort-Morehead City, NC United States of America | **104**<br>71<br>— | | **1975** .............Bogue, NC<br>*21,98* 7,19<br>2,44<br>1 dk | **Wood M Fishing** | Oil<br>290bhp (213kW)<br>U.S.A.<br>Fuel (d.o.) |
| **SWAN**<br>ex Yannis Nikolos-88<br>**Pallini Shipping Co. Ltd.**<br>Ranger Marine S.A.<br>Limassol Cyprus | **18 919**<br>13 092<br>34 291<br>T/cm<br>40,5 | AB<br>✠Classed LR until 12/88 | **1977**-6 Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1080)<br>179,03 (BB) 27,06 10,961<br>170,01 27,01 14,81<br>P 29,9 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 18,9 21,8 21,6 21,8 21,7 21,8 ER<br>G.44 232 B.38 561<br>6 Ha (stl) (10,5 12,1 12,1 12,1 12,1 12,1 × 11,5) ER<br>Cr 5(15) | B&W 7K67GF<br>Oil 2SA 7Cy. 670 × 1400 reverse geared to sc. shaft<br>8 753kW (11 900bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 183,0t (d.o.) 2 001,5t (hvf)-50,0pd 15,5kn |
| **SWAN**<br>ex Kypu-91<br>**Swan Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines | **3 236**<br>1 539<br>4 485 | RS | **1963** VEB Schiffswerft "Neptun"—Rostock (205)<br>105,85 14,64 6,770<br>95,71 14,53 8,03<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 248 B.5 770<br>4 Ha (stl) (9,9 × 7,0) (10,3 10,3 × 8,9) ER (9,6 × 8,8)<br>8W Der 1(35) 4(5) 4(3) | MAN K6Z57/80-A<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (hvf) 14kn |
| **SWAN ARROW**<br>**Margol Overseas Inc.**<br>Kristian Gerhard Jebsen Skipsrederi A/S<br>Nassau Bahamas<br>SatCom: 1104454/SWNA | **21 028**<br>12 736<br>38 776<br>T/cm<br>46,0 | NV | **1977** Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1037)<br>182,00 (BB) 29,06 11,608<br>174,00 29,01 16,11<br>P 30,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 18,2 27,1 27,1 27,1 18,3 ER<br>G.41 658 B.40 721 HeCls. B<br>TEU 1100<br>5 Ha (stl) (17,5 × 18,0) (26,2 26,2 26,2 18,3 × 22,9) ER<br>Cr 2(25) | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 181,0t (d.o.) 2 151,0t (hvf)-49,0pd 14,5kn |
| **SWAN BAY**<br>ex Caribbean Maru-89<br>**Santiago Shipping Inc.**<br>Swan Shipping A/S<br>Oslo Norway (NIS) | **10 225**<br>6 218<br>10 976 | NV (NK) | **1979** Kurushima Dockyard Co. Ltd.—Onishi (2076)<br>160,51 (BB) 8,671<br>150,02 23,00 13,21<br>F 12,6 4 dks | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 4(p) 4(s)<br>3 Ho ER 1 Ho<br>In.13 075<br>4 Ha (stl) (10,5 10,5 10,5 × 8,9) ER (10,5 × 8,9)<br>Cr 4(7) | MAN K9SZ70/125<br>Oil 2SA 9Cy. 700 × 1250<br>12 578kW (17 100bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 4 × 760kW 450V 60Hz a.c.<br>Fuel 560,0t (d.o.) 2 096,0t (hvf)-60,0pd 19,5kn |
| **SWAN BAY**<br>ex B. Albatross-89<br>ex Asteroide Hero-87 ex Conquest-82<br>ex Muse Bell-82<br>**Swan Maritime International S.A.**<br>Panama Panama | **5 956**<br>3 927<br>9 090 | NK | **1975** Minami-Nippon Zosen K.K.—Usuki (501)<br>126,09 17,45 7,719<br>117,99 17,40 9,89<br>P 29,6 F 13,2 2 dks | **M General Cargo**<br>3 Ho ER<br>G.12 892 B.12 010<br>6 Ha (stl) (15,9p&s 24,0p&s 21,7p&s × 8,0) ER<br>Der 1(50) 5(20) | Mitsubishi 8UET45/80D<br>Oil 2SA 8Cy. 450 × 800<br>4 266kW (5 800bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 79,0t (d.o.) 948,5t (hvf)-20,0pd 13,5kn |
| **SWAN CAPE**<br>ex Bajka-90<br>**Swan Shipping A/S**<br>Oslo Norway (NIS) | **15 921**<br>11 160<br>27 269<br>T/cm<br>36,7 | NV | **1972** Stocznia im. "Komuny Paryskiej"—Gdynia (B523/09)<br>163,20 25,94 10,999<br>156,57 25,89 15,22<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.34 651 B.33 460 Ore 34 651 HeCls. B<br>5 Ha (stl) (14,5 16,7 14,5 19,2 16,7 × 13,1) ER<br>Cr 2(16) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>10 200bhp (7 503kW)<br>H. Cegielski Poznan<br>Gen 3 × 496kW 440V 60Hz a.c.<br>Fuel 272,0t (d.o.) 2 094,0t (hvf)-33,0pd 15kn |
| **SWAN GLORY**<br>ex Rainbow Glory-90<br>ex Pacific Breeze-88 ex Nike-87<br>ex Dafnos-85 ex Fuji Clipper-82<br>ex Crown-80<br>**Marine Bulk Ship S.A.**<br>Bengal Marine Lines<br>Panama Panama | **5 710**<br>3 685<br>8 903 | BV (NK) | **1976** Mie Shipyard Co. Ltd.—Yokkaichi (168)<br>116,06 18,62 7,632<br>106,99 18,61 9,50<br>1 dk | **M Bulk Carrier**<br>3 Ho ER<br>G.11 134 B.10 646<br>3 Ha (stl) (11,4 22,4 21,7 × 9,8) ER<br>Der 4(20) 1(15) | Mitsubishi 6UET52/90D<br>Oil 2SA 6Cy. 520 × 900<br>4 413kW (6 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 440V a.c.<br>16,3kn |
| **SWAN HILL**<br>ex Barwa-90<br>**Santiago Shipping Inc.**<br>Swan Shipping A/S<br>Oslo Norway (NIS) | **16 072**<br>11 073<br>27 146<br>T/cm<br>36,7 | NV | **1973** Stocznia im. "Komuny Paryskiej"—Gdynia (B523/13)<br>163,20 25,94 10,999<br>156,67 25,89 15,22<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. Heavy cargoes<br>5 Ho ER<br>G.34 515 B.33 305 HeCls. B<br>5 Ha (stl) (14,5 16,7 14,5 19,2 16,7 × 13,1) ER<br>Cr 2(20) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 257,5t (d.o.) 2 092,0t (hvf)-39,5pd 15kn |
| **SWAN I**<br>ex Sagami Maru-84<br>**Atlas Agency S.A.**<br>Panama Panama | **121**<br>33<br>— | | **1962** Shimoda Dockyard Co. Ltd.—Shimoda (128)<br>24,49 7,29<br>22,00 6,90 3,31<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 290 × 430<br>Nippon Hatsudoki Kobe<br>Fuel 24,5t 10,75kn |
| **SWAN POINT**<br>ex Balao-90<br>**Emerald Navigation Ltd.**<br>Incom Shipping Ltd.<br>Kingstown St. Vincent and the Grenadines | **16 072**<br>11 065<br>27 178<br>T/cm<br>36,7 | NV | **1973** Stocznia im. "Komuny Paryskiej"—Gdynia (B523/10)<br>163,20 25,94 10,999<br>156,57 25,89 15,22<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.34 515 B.33 305 Ore 34 515 HeCls. B<br>5 Ha (stl) (14,5 16,7 14,5 19,2 16,7 × 13,1) ER<br>Cr 2(16) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 257,5t (d.o.) 2 093,0t (hvf)-39,0pd 15kn |

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| **7628320**<br>*S6FK*<br>383645<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **SWAN REEFER**<br>ex Strider Fearless-86<br>ex CCNI Andino-83<br>ex Turquoise Bounty-82<br>**S.C. Reefer Shipping (Pte.) Ltd.**<br>Pacifica Ship Management (Singapore) Pte. Ltd.<br>Singapore Singapore<br>SatCom: 1715411/SWAR | **5 483**<br>3 156<br>6 596 | ✠Classed LR until 3/11/82<br>BV | **1977**-10 Setouchi Zosen K.K.—Kinoe (463)<br>119,00 (BB) 18,98 7,652<br>107,24 18,90 10,52<br>P 24,4 F 10,4 1 dk<br>rf 152 | **M RoRo Cargo/Container Ship**<br>Fixed-guides<br>Angled stern ramp (s)<br>5 Ho 14,1 13,6 13,6 13,6 13,6 ER<br>G.9 962 B.9 748<br>TEU 328<br>C.Ho 198/20' (40') C.Dk 130/20' (40') incl. 258 ref C.<br>10 Ha (stl) ER<br>Cr 1(30) | MAN<br>Vee Oil 4SA 16Cy. 400 × 540 sr ge shaft<br>8 900bhp (6 546kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 800kW 445V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 438,0t (d.o.) 1 090,0t (hvf) |
| **7804625**<br>*LAKW2*<br>N-00355<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SWAN RIVER**<br>ex R. P. Jamaica-88<br>ex California Maru-87<br>**KS River**<br>Swan Shipping A/S<br>Oslo Norway (NIS) | *10 853*<br>*4 518*<br>10 987 | NV (NK) | **1978** Kurushima Dockyard Co. Ltd.—Onishi (2075)<br>160,51 (BB) 8,671<br>150,02 23,00 13,21<br>F 12,5 4 dks | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 4(p) 4(s)<br>3 Ho ER 1 Ho<br>In.13 077<br>4 Ha (stl) (10,5 10,5 10,5 × 8,9) ER (10,5 × 8,9)<br>Cr 4(7) | MAN<br>Oil 2SA 9Cy. 700 × 1250<br>12 578kW (17 100bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 4 × 760kW 450V 60Hz a.c.<br>Fuel 560,0t (d.o.) 2 096,0t (hvf)-60,0pd |
| **7217729**<br>*LAHO4*<br>N-00946<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SWAN ROCK**<br>ex Bakar-90<br>**Tam Shipping Corp.**<br>Swan Shipping A/S<br>Oslo Norway (NIS) | **15 921**<br>11 160<br>27 376<br>T/cm<br>36,7 | NV | **1972** Stocznia im. "Komuny Paryskiej"—Gdynia (B523/06)<br>163,20 25,94 10,999<br>156,65 25,89 15,22<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.34 651 B.33 460 Ore 34 651 HeCls. B<br>TEU 550<br>5 Ha (stl) (14,4 16,9 14,4 19,2 16,7 × 13,1) ER<br>Cr 1(16) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>10 200bhp (7 503kW)<br>H. Cegielski<br>Gen 3 × 496kW 440V 60Hz a.c.<br>Fuel 272,0t (d.o.) 2 094,0t (hvf)-33,0pd |
| **8127751**<br>*VJBE*<br>850612<br>Df Esd Gc<br>Rdr Rt | **SWAN TIDE**<br>**Tidewater Port Jackson Marine Pty. Ltd.**<br>Tidewater Marine Service Inc.<br>*Sydney, N.S.W.* Australia | **1 141**<br>475<br>1 471 | AB | **1984** Torrens Shipbuilders Pty. Ltd.—Port Adelaide (43)<br>53,78 13,59 5,330<br>47,12 13,30 6,00<br>F 15,9 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Polar<br>2 Vee Oil 4SA each 8Cy. 250 × 300 flexible couplings & sr geared to sc<br>Nohab Diesel A/B<br>Gen 1 × 405kW a.c. 2 × 150kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **5360132**<br>*MAXR*<br>181336<br>Rt | **SWANAGE QUEEN**<br>ex Thornwick-68<br>**J. V. John**<br>Poole United Kingdom | **127**<br>86<br>— | *Classed BC until 3/56 | **1948**-6 D. E. Scarr Ltd.—Howden<br>30,94 6,43 1,226<br>29,42 6,41 2,44<br>1 dk | **TM Ferry** 327dk P<br>1W | Gardner<br>2 Oil 2SA each 8Cy. 135 × 195 E made fitted48<br>L. Gardner & Sons Ltd. |
| **7415292**<br><br>712681<br>H 142<br>Df Esd Gc<br>Pfd Rdr Rt | **SWANELLA**<br>ex Voorwaarts-88<br>**J. Marr Ltd.**<br>Marr Fishing Vessel Management Ltd.<br>Hull United Kingdom | *738*<br>*304*<br>— | **100A1** SS 6/88<br>stern trawler<br>**LMC**<br>EL 330,0/24,0U2(a)<br>FN 729 | **1975** Schps. "De Dageraad" B.V.—Woubrugge (535)<br>59,59 9,48 4,103<br>53,65 9,28 4,30<br>2 dks<br>rf 925 Box K 308 len 83 | **M Fishing**<br>Stern Trawler Ref | Bolnes<br>Vee Oil 2SA 14Cy. 190 × 350 dr geared shaft<br>1 545kW (2 100bhp)<br>"Bolnes" Motorenfabriek B.V.<br>Gen 2 × 268kW 1 × 268kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 147,5t (d.o.) |
| **6604078**<br>*GSPU*<br>308069<br>Df Esd Gc<br>Pfd Rdr Rt | **SWANSEA BAY**<br>ex Tees Bay-79 ex Cap d'Antifer-72<br>ex Tees Bay-70<br>**Associated British Ports**<br>Cardiff United Kingdom | **2 941**<br>1 394<br>— | ✠**100A1** SS 9/88<br>hopper dredger<br>✠**LMC**<br>EL (u)<br>FN 2051 | **1966**-3 A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (808)<br>94,49 16,39 5,665<br>88,02 16,01 7,29<br>1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Single side arm Dredging depth 22,0<br>Hopper 5040T<br>Mchy.aft<br>Hopper 2 800<br>1 sandpump 839kW (1125bhp) | Smit-Bolnes<br>2 Oil 2SA each 10Cy. 300 × 550<br>2 720bhp (2 001kW)<br>N.V. Smit & Bolnes<br>Fuel 299,5t |
| **5142281**<br>*DGSP*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **SWANTJE**<br>ex Ernst August-91 ex Hause 1-64<br>ex Frida Thorborg-59 ex Kate Hamm-56<br>**Wolfgang Dietrich Kuttner**<br>Wilhelm Pekholtz G.m.b.H. & Co.<br>Kiel Federal Republic of Germany | **297**<br>158<br>610 | (GL) | **1937** Schulte & Bruns—Emden (110)<br>45,04 7,65 3,180<br>42,80 7,60 3,59<br>P 8,9 F 4,3 1 dk<br>deepened 51len 50 | **M General Cargo**<br>Ice strengthened<br>G.688 B.656<br>2 Ha (12,5 10,9 × 4,1) ER<br>2W Der 2(1,5) | Deutz<br>Oil 4SA 6Cy. 280 × 450<br>200bhp (147kW)<br>Humboldt-Deutzmotoren |
| **8111972**<br>*VWPJ*<br>2037 | **SWARNA**<br>**Visakhapatnam Port Trust**<br>Visakhapatnam India | *368*<br>*110*<br>172 | IRS | **1984** Mazagon Dock Ltd.—Bombay (726)<br>32,97 10,42 4,603 (aft)<br>31,53 10,00 4,25<br>1 dk | **TM Tug**<br>Tractor | MAN<br>2 Oil 4SA each 6Cy. 300 × 450<br>Garden Reach Shipbuilders & Engi Ltd.<br>Gen 2 × 88kW 1 × 32kW 415V<br>2 Directional propellers<br>Fuel 73,0t (d.o.) |
| **5356686**<br>*VTGP*<br>1962<br>Df Esd Gc<br>Pfd Rdr Rt | **SWATIRANI**<br>ex Navjeevani-84 ex Ocean Beauty-82<br>ex Beaufort Career-79<br>ex Pacific Treasure-77<br>ex Tetsuho Maru-75<br>Launched as Teppo Maru<br>**V. M. Salgaocar & Brother Pvt. Ltd.**<br>Bombay India | **11 814**<br>7 045<br>28 299 | NK (BV) | **1962** Uraga Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (829)<br>178,52 26,07 9,805<br>170,01 26,00 13,16<br>P 33,3 F 16,2 1 dk, pt 2nd dk<br>RW | **M Ore Carrier**<br>3 Ho ER<br>G.17 252<br>6 Ha (each 14,4 × 9,6) ER<br>12W Der 12(5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>Uraga Heavy Industries Ltd.<br>Gen 3 × 200kW<br>Fuel 3 735,0t-32,5pd |
| **6826183**<br>*9WUL*<br>325090<br>Df Esd Pfd<br>Rdr RTv | **SWEE ANN SATU**<br>ex Septimus-82<br>**Haiyuan Shipping Sendirian Berhad**<br>Kuching Malaysia | T.Mk<br>**399**<br>229<br>1 005 | (BV) | **1968** Frederikshavn Vaerft & Tordok A/S—Frederikshavn (280)<br>59,34 10,67 3,639<br>53,01 10,60 3,69<br>2 dks | **M General Cargo**<br>1 Ho 36,9 ER<br>G.2 168 B.1 990<br>2 Ha (stl) (16,1 9,2 × 6,4) ER<br>3W Der 3(5) | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Alpha-Diesel A/S<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Fuel 61,0t (d.o.)-3,0pd |
| **7737339**<br><br>671<br>Df Rt | **SWEE KHENG SATU**<br>**M. S. Shipping Sendirian Berhad**<br>Kuching Malaysia | **299**<br>140<br>296 | (NK) | **1978** Asian Welding Machinery (Pte.) Ltd.—Singapore<br>39,48 8,01 2,591<br>37,50 7,99 3,00<br>P 9,8 F 4,0 1 dk | **TM General Cargo**<br>Mchy.aft | Isuzu<br>2 Oil 4SA each 6Cy. 135 × 140<br>374bhp (275kW)<br>Isuzu Marine Engine Inc.<br>Gen 2 × 24kW |
| **8101472**<br>*9WEB*<br>324886<br>Esd Rdr Rt | **SWEE LONG SATU**<br>**Sim Swee Joo Shipping Sendirian Berhad**<br>Labuan Malaysia | **832**<br>430<br>1 310 | AB | **1981** Orion Tuas Shipyard (Pte.) Ltd.—Singapore (OTS-1)<br>3,760<br>52,02 12,01 4,53<br>F 5,5 1 dk<br>rf 76 | **TM General Cargo**<br>2 Ho ER<br>2 Ha (stl) ER | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 geared to sc. shafts<br>850bhp (625kW)<br>Caterpillar Tractor Co. |
| **7225350**<br>*HP4637*<br>17970-KJ<br>Gc Rdr Rt | **SWEET BABY**<br>ex White Sanpo-87<br>**Trust Union Shipping Corp.**<br>Hayashi Marine Co. Ltd.<br>Panama Panama | T.Mk<br>**2 451**<br>1 274<br>— | BV | **1972** Fukuoka Zosen K.K.—Fukuoka (1008)<br>125,61 18,45 —<br>117,00 18,39 6,10<br>2 dks | **TM RoRo Cargo/Ferry** —P | Akasaka<br>2 Oil 4SA each 8Cy. 500 × 60<br>13 000bhp (9 562kW)<br>Akasaka Tekkosho K.K., (Akasa Ltd.)<br>Gen 2 × 680kW 445V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 87,5t (d.o.) 204,0t (l.f.o.)-20 |

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| **SWEET BRIER**<br>**Sweet Navigation Corp.**<br>Nippon Kisen Kaisha Ltd. (Nippon Kisen K.K.)<br>Monrovia Liberia<br>SatCom: 1240674/SWTB | *45 534*<br>*17 363*<br>40 059 | <br><br>NK | **1989** Koyo Dockyard Co. Ltd.—Mihara (2010)<br>197,94 (BB) 32,24 10,019<br>189,00 32,20 21,60<br>1 dk | **M Wood-chip Carrier**<br>G.94 635<br>Cr 3(14,5) | Mitsubishi 6UEC52LS<br>Oil 2SA 6Cy. 520 × 1850<br>6 804kW (9 250bhp) E made88<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 4 × 525kW a.c.<br>13,4kn |
| **SWEET GLORY**<br>ex Sweet Roro 2-88<br>ex Ferry Katsura-83<br>**Sweet Lines Inc.**<br>Cebu City Philippines | **4 634**<br>2 353<br>1 444 | <br><br>NK | **1971** Koyo Dockyard Co. Ltd.—Mihara (602)<br>120,80 (BB) 20,44 5,100<br>111,88 20,40 6,80<br>1 dk<br>RW | **TM RoRo Cargo/Ferry**<br>818dk P | Niigata 6MG31EZ<br>4 Oil 4SA each 6Cy. 310 × 380 geared to sc. shafts<br>5 884kW (7 999bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 640kW 445V a.c.<br>Fuel 228,0t-30,0pd 17,25kn |
| **SWEET HEART**<br>ex P. N. Roa II-75 ex Hakushu Maru-74<br>**Sweet Lines Inc.**<br>Cebu City Philippines | **475**<br>239<br>117 | | **1965** Taguma Zosen—Innoshima (38)<br>49,05 8,13 2,515<br>44,02 8,08 3,41<br>1 dk<br>RW | **M Ferry**<br>400dk P<br>1 Ho<br>1 Ha (2,6 × 1,9) | Hanshin<br>Oil 4SA 6Cy. 380 × 550<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 60kW 220V a.c.<br>Fuel 13,0t-6,0pd 14kn |
| **SWEET HOME**<br>ex Hoyo Maru No. 2-84<br>**Trust Union Shipping Corp.**<br>Hayashi Marine Co. Ltd.<br>Cebu City Philippines | **987**<br>374<br>339 | | **1969** Kanda Zosensho K.K.—Kure (139)<br>63,99 12,63 3,023<br>57,00 12,60 4,50<br>2 dks | **TM RoRo Cargo/Ferry**<br>Deck Cargo<br>400dk P | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>3 200bhp (2 354kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 80kW 225V a.c.<br>Fuel 38,5t-3,0pd 15kn |
| **SWEET I**<br>ex D. H. Lilac-90<br>ex Marine Sapphire-89<br>ex Trust Union II-86<br>ex Choho Maru No. 2-82<br>**Sweet Lines S. de. R.L.**<br>Honduras | **999**<br>672<br>3 244 | <br><br>(BV) | **1970** Imabari Zosen—Imabari (261)<br>82,00 12,55 5,501<br>78,21 12,50 7,60<br>1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.4 631 B.4 289<br>2 Ha (each 22,7 × 7,0) ER<br>Der 2(10) | Makita<br>Oil 4SA 6Cy. 400 × 600<br>2 200bhp (1 618kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 48kW 225V a.c.<br>Fuel 38,5t 11,5kn |
| **SWEET MARINE**<br>ex Taikan Maru No. 3-88<br>**Fujiyama Shipping Agency S.A.**<br>Panama Panama | **796**<br>387<br>282 | | **1968** Shimoda Dockyard Co. Ltd.—Shimoda (158)<br>60,56 12,83 2,871<br>56,49 12,81 3,94<br>1 dk | **TM RoRo Cargo/Ferry**<br>Rail Vehicles<br>Mchy.aft<br>504P | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>1 500bhp (1 103kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 72kW<br>Fuel 42,5t 11,25kn |
| **SWEET PEARL**<br>ex Ashizuri-89<br>**Sweet Lines Inc.**<br>Cebu City Philippines | **990**<br>—<br>403 | | **1971** K.K. Usuki Tekkosho—Usuki (815)<br>69,70 13,64 3,112<br>63,00 13,62 4,50<br>2 dks | **TM RoRo Cargo/Ferry**<br>Deck Cargo<br>Mchy.aft<br>500dk P | Niigata<br>2 Oil 4SA each 6Cy. 310 × 380<br>4 000bhp (2 942kW)<br>Niigata Eng. Co. Ltd. Niigata<br>16kn |
| **SWEET SAIL**<br>ex Mizushima Maru-78<br>**Sweet Lines Inc.**<br>Cebu City Philippines | **844**<br>563<br>1 152 | <br><br>(NK) | **1969** Fukushima Zosen Ltd.—Matsue<br>54,87 9,33 4,509<br>49,51 9,30 6,91<br>B 49,4 2 dks | **M General Cargo**<br>1 Ho ER<br>G.1 724 B.1 656<br>TEU 50 C. 50/20'<br>1 Ha (22,7 × 5,4) ER<br>Der 2(6) | Oil 4SA 6Cy. 380 × 450<br>1 500bhp (1 103kW)<br>Nippon Hatsudoki Kobe<br>Fuel 101,5t-3,5pd 12,5kn |
| **SWEET TIME**<br>ex Karmelita-78<br>**Sweet Lines Inc.**<br>Cebu City Philippines | **449**<br>208<br>1 003 | | **1971** Okayama Zosen K.K.—Hinase (218)<br>49,38 7,93 3,963<br>... ... ...<br>conv General Cargo — | **M Ferry/General Cargo**<br>430P | Oil<br>1 800bhp (1 324kW)<br>..............<br>Fuel (d.o.) |
| **SWEETI SANDRA**<br>ex Laptev Sea-91 ex Raleighs Cross-87<br>ex Alpha Cosmic-86<br>ex Aegis Cosmic-85<br>**Delmar International S.A.**<br>Panama Panama<br>SatCom: 1335361/SADG | **12 147**<br>8 654<br>20 949 | BV (AB)<br>✠Classed LR until 3/11/77 | **1975**-3 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (274)<br>159,00 (BB) 23,02 9,670<br>148,00 22,80 13,50<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,7 27,8 15,7 28,5 16,9 5 TwD<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,6 × 12,5) ER<br>Cr 4(10) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 282kW (9 900bhp)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd 16kn |
| **SWENE**<br>ex Mariya-91 ex Golduen Bird-91<br>ex Saint Anthonys-90 ex Sofia-89<br>ex Parham-84 ex Derwent Fisher-79<br>**Prado Shipping Co. S.A.**<br>Miramar Shipping Ltd.<br>San Lorenzo Honduras | **1 008**<br>619<br>1 491 | **✠100A1** SS 10/88<br>**✠LMC**<br>EL m $1\frac{1}{4}$"SQ<br>FN 908 | **1966**-2 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (343)<br>66,12 10,42 4,522<br>61,27 10,16 4,65<br>P 15,0 F 8,6 1 dk<br>rf 102 | **M General Cargo**<br>1 Ho 35,1 ER<br>G.2 012<br>2 Ha (stl) (11,0T × 6,8) (16,2 × 7,3) ER<br>Der 2(-) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 115,0t (d.o.) |
| **SWETHA**<br>**Surya Sea Foods Pvt. Ltd.**<br>Visakhapatnam India | **179**<br>53<br>108 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL 372,0/20,0U2<br>FN 243<br>IRS | **1989**-3 Chungmu Shipyard Co. Ltd.—Chungmu (192)<br>27,40 7,38 2,806<br>23,02 7,21 3,31<br>F 14,0 1 Dk<br>rf 400 BK 400<br>**SURVEYS OVERDUE — CLASS SUSPNEDED 8/2/91** | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.120 | MAN D2842ME<br>Vee Oil 4SA 12Cy. 128 × 141 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>416kW (566bhp)<br>MAN Nutzfahrzeuge A.G. Nuernberg<br>Gen 2 × 52kW 440V 60Hz a.c. |
| **SWI-98**<br>ex DAR-158-90<br>**Konrad Bielaszewski**<br>Swinoujscie Poland | **103**<br>34<br>50 | <br><br>PR | **1973** Stocznia "Ustka"—Ustka (B25s/A14)<br>24,46 6,58 2,401<br>21,95 6,53 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155 reduction geared to sc. shaft<br>350bhp (257kW) NE 76<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 1 × 4kW 1 × 3,25kW 30V d.c.<br>Controllable pitch propeller<br>10kn |
| **SWI-99**<br>ex UST-99<br>**Konrad Bielaszewski**<br>Swinoujscie Poland | **106**<br>38<br>48 | <br><br>PR | **1967** Gdynska Stocznia Remontowa—Gdynia (B25s/314)<br>24,59 6,58 2,291<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 3,25kW 1 × 1,5kW 24V d.c.<br>9kn |
| **SWI-105**<br>ex UST-105<br>**Marek Zimowski**<br>Swinoujscie Poland | **106**<br>39<br>49 | <br><br>PR | **1964** Gdynska Stocznia Remontowa—Gdynia (B25s/209)<br>24,59 6,58 2,500<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 2,5kW 1 × 1,5kW 24V d.c.<br>9kn |
| **SWIECIE**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdynia Poland | T.Mk<br>**6 392**<br>3 224<br>9 833<br>**10 073**<br>5 610<br>12 333 | <br><br>PR | **1971** Stocznia Gdanska im. Lenina—Gdansk (B442/08)<br>154,69 20,65 7,900/8,970<br>143,14 20,60 12,70<br>2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 20,1 20,8 20,0 22,4 ER 22,4 8 TwD<br>G.19 110 B.17 193 In.1 228<br>5 Ha (stl) (11,9 × 8,0) (13,4 13,4 × 10,9) (12,3 × 6,6) ER (13,4 × 10,9)<br>16W Der 1(65) 16(5) | Sulzer 6RD76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski Poznan<br>Gen 2 × 320kW 2 × 200kW 400V a.c.<br>Fuel 1 312,5t (hvf) 18kn |

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| **6719756**<br>*J8EH7*<br>3180<br>Df Rdr Rt | **SWIFT**<br>ex Baltiyskiy-47-91<br>**Swift Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines | **1 865**<br>938<br>2 121 | RS | **1966** "Krasnoye Sormovo" Shipyard—Gorkiy<br>96,02 13,21 3,260<br>13,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **5040421**<br>*GHRD*<br>187936<br>SN 41<br>Df Esd Pfd Rdr | **SWIFT**<br>ex Ben Glas-91<br>**Cavenhart Ltd.**<br>North Shields United Kingdom | **218**<br>76<br>— | **✠100A1** trawler<br>**✠LMC**<br>SS 5/88<br>EL (c)<br>FN 340 | **1961**-11 J. Lewis & Sons Ltd.—Aberdeen (328)<br>*32,31* 7,12<br>31,81 7,01 3,66<br>F 5,2<br>RW rf 991 BK 178 | **M Fishing**<br>Side Trawler | Mirrlees<br>Oil 4SA 6Cy. 381 × 457<br>635bhp (467kW)<br>Mirrlees, Bickerton & Day |
| **7946239**<br>*HO7536*<br>7520-76A<br>Rdr Rt | **SWIFT EAGLE**<br>ex Oyashima Maru No. 6-76<br>**Eagle Intercontinental Maritime S.A.**<br>Panama Panama | **418**<br>289<br>800 | | **1968** K.K. Matsuo Tekko Zosensho—Matsue (203)<br>48,32 3,601<br>48,01 8,01 3,81<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 784 | Fuji<br>Oil<br>650bhp (478kW)<br>Fuji Diesel Co. Ltd. |
| **7629441**<br>*9V3465*<br>384395<br>Rdr Rt | **SWIFT FORTUNE**<br>ex Kahenda II-91 ex Hamayu-90<br>**Stead Fast Marine Services Pte. Ltd.**<br>Singapore Singapore | *922*<br>*567*<br>1 500 | BV | **1974** Shirahama Zosen K.K.—Honai<br>65,79 10,52 4,649<br>62,01 10,49 5,11<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 507 | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 177kW (1 600bhp)<br>Hanshin Nainenki<br>Gen 2 × 56kW 100/225V 60Hz a.c. |
| **8521309**<br>*9V3236*<br>383340 | **SWIFT PROSPERITY**<br>**Diamond Marine Pte. Ltd.**<br>Singapore Singapore | *933*<br>*604*<br>604 | NV | **1985** Asia Pacific Shpyd (Pte) Ltd.—Singapore (842)<br>55,61 3,582<br>53,32 13,01 4,32<br>1 dk | **TM Tanker/Liq. Gas Carrier Barge**<br>Oil Chemical LPG<br>2 Ta cyl horizontal ER<br>L.(gas) 223 L.(oil) 1 500 | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152<br>shafts<br>804bhp (591kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 90kW 1 × 10kW 415V 50Hz<br>2 Directional propellers<br>2 Thw. thrust propellers fwd<br>Fuel 73,5t (d.o.) |
| **7602314**<br>710203<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SWIFT TRADER**<br>ex Swift-85<br>**International Chartering PLC**<br>Peel Isle of Man (British) | **1 073**<br>724<br>2 621 | BV | **1977** B.V. Bodewes Schps.—Martenshoek (530)<br>79,81 5,173<br>72,62 13,01 7,52<br>1 dk & S dk | **M General Cargo** OSD<br>G.4 286 B.3 856<br>2 Ha (stl) (21,5 14,4 × 9,5) ER<br>Cr 2(15) 1(3) | MaK<br>Oil 4SA 6Cy. 320 × 450 reduction<br>shaft<br>1 800bhp (1 324kW)<br>MaK. Maschinenbau G.m.b.H. |
| **7407934**<br>*WYT6418*<br>554884<br>Esd Rt | **SWIFT WATER II**<br>**Trawler Miss Sylvia Inc.**<br>Tampa, Fl United States of America | **127**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (F167)<br>22,86 2,744<br>20,99 6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Ref | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **7365590**<br>Esd Pfd Rdr Rt | **SWIFT WING**<br>ex Cornelia-91<br>**David Morgan & Sons**<br>United Kingdom | *324*<br>*97*<br>— | | **1974** Van Goor's Schps. & Mach.—Monnickendam (656)<br>40,80 7,88 3,150<br>36,76 7,79 4,14<br>1 dk | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 9Cy. 240 × 280<br>2 265bhp (1 666kW) NE 85<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller |
| **8304373**<br>*ELLA2*<br>8881<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>SatCom<br>AMVER | **SWIFT WINGS**<br>ex Usuki Pioneer-87<br>**K.Y. Naviera S.A.**<br>Overseas Maritime Agency Ltd.<br>Monrovia Liberia | *15 721*<br>*8 731*<br>26 666 | NK | **1984** K.K. Usuki Tekkosho—Saiki (1316)<br>162,52 (BB) 25,25 10,643<br>152,03 25,21 14,81<br>P 16,2 1 dk | **M Bulk Carrier**<br>Wind-Assisted<br>4 Ho ER<br>G.32 531 B.31 233<br>4 Ha (stl) (16,8 22,4 22,4 22,4 × 12,6) ER<br>Cr 4(25) | Hanshin<br>2 Oil 4SA each 6Cy. 400 × 800 with<br>geared to sc. shaft<br>6 600bhp (4 855kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 400kW a.c.<br>Controllable pitch propeller |
| **8300614**<br>*LADF4*<br>N-00822<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **SWIFTNES**<br>**S-Ships S.A.**<br>Jebsen Ship Management (Bergen) A/S<br>Bergen Norway (NIS)<br>SatCom: 1311510/LADF | *19 353*<br>*9 134*<br>30 036<br>T/cm<br>41,4 | NV (NK) | **1984** Mitsubishi Heavy Industries Ltd.—Nagasaki (1922)<br>170,03 (BB) 27,56 10,016<br>162,01 27,51 14,23<br>F 11,0 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.36 208 B.36 035<br>TEU 514 C. 514/20'<br>6 Ha (stl) (9,7 10,5 × 14,0) (19,3 19,3 19,3 19,3 × 23,0) ER<br>Cr 3(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>5 517kW (7 500bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c. |
| **7030456**<br>344700 | **SWIFTSURE PRINCE**<br>**British Columbia Forest Products Ltd.**<br>Union Tug & Barge Ltd.<br>New Westminster, B.C. Canada | **4 411**<br>4 403<br>— | **✠100A**<br>log tipping pontoon<br>west coast of Canada<br>coastal service<br>SS 4/88<br>EL (R) | **1970**-8 Yarrows Ltd.—Victoria, B.C. (351)<br>105,77 21,59 5,030<br>102,42 6,56<br>F 7,1 1 dk<br>rf nil | **Log-tipping Pontoon**<br>Deck Cargo | Gen 2 × 40kW 120/280V 60Hz a.c. |
| **5419945**<br>*GMJH*<br>304695<br>Rt | **SWIFTWOOD**<br>ex North Sound-86 ex Subro Victor-79<br>ex Gyrinus-76 ex Festivity-74<br>**Tam & Diane Murrell & Timothy Wood**<br>London United Kingdom | **199**<br>99 | ✠Classed LR until 11/85 | **1963**-9 Fellows & Co. Ltd.—Great Yarmouth (374)<br>33,46 7,73 2,826<br>30,94 7,62 3,05<br>Ba 6,8 F 3,1 1 dk<br>RW rf nil | **M General Cargo**<br>1 Ho 18,1 ER<br>G.375 B.350<br>1 Ha (13,3 × 5,1) ER<br>1W Der 1(1) | Blackstone<br>Oil 4SA 4Cy. 222 × 292 sr reverse<br>shaft<br>225bhp (166kW)<br>Lister Blackstone Ltd.<br>Fuel 11,0t |
| **6920850**<br>*9V3011*<br>382526<br>Rdr Rt | **SYABAS**<br>ex Asean Utama-88<br>ex Star Tanker No. 6-86<br>ex Ryoei Maru-82<br>**Syabas Tankers Pte. Ltd.** | **695**<br>339<br>1 230<br>T/cm<br>5,0 | NK | **1969** Kanmon Zosen K.K.—Shimonoseki (293)<br>61,32 10,04 4,331<br>56,01 10,01 4,81<br>P 14,8 F 6,5 1 dk<br>Bow/CM 19 Diam. 0,203 | **M Tanker**<br>Molasses<br>CBT<br>Mchy.aft<br>6 Ta<br>L.1 063 HeCls. C<br>2 Cargo pumps total 700T/hr | Oil 4SA 6Cy. 320 × 460<br>846kW (1 150bhp)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 24kW 225V a.c.<br>Fuel 15,5t (d.o.) 17,5t (hvf)-1,5pd |
| **6918314**<br>*HPXS*<br>9220-78C<br>Pfd Rdr Rt | **SYABAS DUA**<br>ex Cotan Fuel-89 ex Silkroad-86<br>ex Aroma Chemicarry-85<br>ex Kokuryu Maru No. 2-79<br>**Syabas Oil Singapore Pte. Ltd.**<br>Panama Panama | **998**<br>633<br>1 752 | BV (KR) | **1969** Imai Zosen—Kochi (271)<br>70,21 10,62 4,966<br>63,51 10,60 5,41<br>P 15,3 F 8,3 1 dk<br>RW | **TM Tanker**<br>Chemical<br>SBT<br>8 Ta ER<br>L.2 265 HeCls. ptB<br>2 Cargo pumps total 800T/hr | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>1 104kW (1 501bhp)<br>Daihatsu Kogyo<br>Gen 2 × 48kW 225V a.c.<br>Fuel 64,0t (d.o.)-6,0pd |
| **7527203**<br>*9V3571*<br>384771<br>Esd Gc Rdr Rt | **SYABAS TIGA**<br>ex Eiwa Maru No. 23-91<br>**Syabas Oil Singapore Pte. Ltd.**<br>Singapore Singapore | **1 298**<br>656<br>2 486<br>T/cm<br>7,5 | | **1976** Murakami Hide Zosen K.K.—Hakata (130)<br>12,04 5,001<br>72,52 12,01 5,62<br>1 dk<br>Bow/CM 42 Diam. 0,200 | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 2 445 HeCls. C<br>2 Cargo pumps total 1 000T/hr | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Fuel 10,5t (d.o.) 37,0t (hvf)-2,5pd |
| **7003960**<br>Rdr Rt | **SYABAS TIGA**<br>ex SBS IV-88 ex Dorval Siput-82<br>ex Ribec-79 ex Ryuei Maru-78 | **1 080**<br>637<br>1 907 | NK | **1969** Matsuura Tekko Zosen—Higashino (202)<br>71,23 10,52 4,972<br>65,00 10,49 5,44<br>P 18,0 F 8,0 1 dk | **M Tanker**<br>5 Ta ER<br>L.(oil) 2 363 | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>1 472kW (2 001bhp)<br>Daihatsu Kogyo<br>Gen 2 × 48kW<br>Fuel 71,0t-7,0pd |
| **7405417**<br>*9V3445*<br>384327<br>Rdr Rt | **SYABAS VI**<br>ex Fukuzan Maru-90<br>**Budisukma Shipping Pte. Ltd.**<br>Singapore Singapore | *1 223*<br>*722*<br>2 281 | GL | **1974** Kanmon Zosen K.K.—Shimonoseki (326)<br>73,49 (BB) 11,61 4,969<br>67,00 11,60 5,70<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |

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| **SYBIL GRAHAM**<br>**John E. Graham & Sons**<br>Houma, La United States of America | **262**<br>178<br>1 200 | AB | **1982** Offshore Trawlers Inc.—Bayou la Batre, Al (163)<br>51,82 3,753<br>48,80 12,20 4,35<br>F 15,0 1 dk<br>rf 762 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>12kn |
| **SYBILLE**<br>**m.s. 'Sybille' Reederei Ludtke KG**<br>Christian Jurgensen und Brink & Wolffel<br>Wismar Federal Republic of Germany | *3 125*<br>*1 085*<br>2 973 | GL | **1991** Kroeger Werft G.m.b.H & Co. Kg. —Schacht —Audorf (1525)<br>89,11 (BB) 16,18 4,801<br>81,50 16,00 7,80<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.5 852 B.5 772<br>TEU 260<br>C.Ho 110/20'(40') C.Dk 150/20' incl. 34 ref C.<br>1 Ha (stl) (51,3 × 13,2) ER | Alpha 12V28/32<br>Vee Oil 4SA 12Cy. 280 × 320 with clutches, flexible couplings & sr geared to sc. shaft<br>1 459kW (1 984bhp)<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 1 × 212kW a.c. 1 × 104kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>14,6kn |
| **SYCHOVO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>327 | RS | **1980** ..............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| **SYDFART**<br>ex Ann-77 ex Stigfjord-72<br>ex Hamnfjord-69 ex Olof Tratalja-65<br>**Sven Larry Hansson**<br>Grohogen Sweden | **198**<br>110<br>280 | | **1879** P. Larsson—Thorskog (53)<br>31,70 6,53 3,226<br>6,51<br>B 6,4 F 3,4 1 dk<br>R | **Iron M General Cargo**<br>1 Ho 19,9 ER<br>B.340<br>1 Ha (11,4 × 3,7) ER<br>1W Der 1(1,5) | Alpha 404-24VO<br>Oil 2SA 4Cy. 240 × 400<br>177kW (241bhp) NE 53<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Fuel 9,0t (d.o.)<br>8,5kn |
| **SYDNEY**<br>**Government of State of New South Wales (Urban Transit Authority-Ferries Division)**<br>Sydney, N.S.W. Australia | **175**<br>85<br>20 | **✠100A1** SS 9/89<br>hydrofoil for Sydney harbour service<br>**✠LMC**<br>EL 27,5/10,0<br>FN 278 | **1985**-4 Cant. Nav. Rodriquez S.p.A.—Messina (216)<br>31,20 12,60<br>26,65 6,71 3,69<br>1 dk<br>RW rf - | **Aluminium Alloy TM Hydrofoil Ferry**<br>238dk P | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 185 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>3 806bhp (2 800kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 1 × 24kW 1 × 20kW 415V 50Hz a.c.<br>Fuel 5,0t (d.o.)<br>36kn |
| **SYDNEY COVE**<br>ex Barrier Cove-77<br>**J. Fenwick & Co. Pty. Ltd.**<br>Sydney, N.S.W. Australia | **209**<br>—<br>— | **✠100A1** SS 7/90<br>Tasmanian coasting service<br>**✠LMC**<br>EL (c) $\frac{15}{16}$"U1<br>FN 351 | **1971**-9 North Queensland Engineers & Agents Pty. Ltd.—Cairns (37)<br>29,42 9,76 3,068<br>26,32 9,40 3,92<br>1 dk<br>rf 838 BK 51 | **TM Tug** | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Lister Blackstone Mirrlees Marine Stamford<br>Gen 2 × 41kW 415V 50Hz a.c.<br>Fuel 27,5t (d.o.)<br>12kn |
| **SYDNEY PELHAM**<br>**Government of The United States of America (Department of Transportation - Maritime Administration) (MarAd)**<br>New Orleans, La United States of America | **290**<br>197<br>1 200 | (AB) | **1980** Halter Marine Inc.—Moss Point, Ms (883)<br>... ... ...<br>49,03 11,59 3,97<br>F 13,8 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors 16V-149-TI<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>General Motors Corp. U.S.A.<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>12kn |
| **SYDNEY STAR**<br>ex Act 5-91<br>**Blue Star PACE Ltd.**<br>Blue Star Ship Management Ltd.<br>Nassau Bahamas | *24 907*<br>*10 793*<br>27 978 | **✠100A1** CS 1/87<br>container ship<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Kt 3$\frac{1}{16}$"U2<br>FN 9237 | **1972**-2 Bremer Vulkan A.G.—Bremen-Vegesack (972)<br>217,25 (BB) 29,04 10,827<br>205,75 28,96 15,93<br>P 33,0 F 36,9 1 dk<br>rf 152 | **M Container Ship**<br>Fixed-guides Ref 12bth P<br>9 Cell. Ho 24,7 14,1 14,1 15,7 15,7 15,7 15,7 15,7 15,7 ER<br>In.32 718<br>TEU 1308 C. 1308/20'(40')<br>17 Ha (stl) ER | Sulzer 8RTA62<br>Oil 2SA 8Cy. 620 × 2150<br>12 578kW (17 100bhp) ✠ NE 3/87<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Yokohama<br>NAuxB (o.f.) 3/87 7,9kgf/cm² (7,8bar)<br>ne(ex.g) & rcv 3/87 10,5kgf/cm² (10,3bar) rcv 7,9kgf/cm'(7,8bar)<br>Gen 2 × 1600kW 2 × 1200kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **SYDSKAR**<br>ex Ran ex Vattengrogg-73<br>**Borje Nassling**<br>Stockholm Sweden | **107**<br>68<br>152 | | **1954** A/B Asi-Verken—Amal<br>*25,36* 5,62 2,413<br>5,57<br>1 dk | **M Tug/Tanker**<br>4 Ta | Skandiaverken<br>Oil 2SA 2Cy. 280 × 360<br>semi-diesel<br>Skandiaverken Lysekil<br>Fuel 5,0t (d.o.)-1,0pd<br>8kn |
| **SYDSTRAUM**<br>**K/S A/S Sydstraum**<br>Anders Utkilens Rederi A/S<br>Bergen Norway (NIS) | T.Mk<br>**1 192**<br>885<br>2 550<br>T/cm<br>8,5 | NV | **1981** Bolsones Verft—Molde (270)<br>80,22 5,187<br>74,91 13,01 7,37<br>2 dks<br>Bow/CM 40 Diam. 0,203 | **M Tanker**<br>Chemical Vegetable oil<br>CBT SBT Ice strengthened<br>1 Ta 2 Wing Ta 3 Ta 4 Wing Ta ER<br>L.2 562 HeCls. ptB<br>14 Cargo pumps total 2 450T/hr | Normo KVM-12<br>Vee Oil 4SA 12Cy. 250 × 300 sr geared to sc. shaft<br>2 250bhp (1 655kW)<br>Normo Gruppen A/S Bergen<br>Gen 1 × 160kW 3 × 132kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 42,5t (d.o.) 122,0t (hvf)-7,0pd 12,75kn |
| **SYKIADA**<br>ex Consolidated Venture-90<br>**Dextral Navigation Co. Ltd.**<br>S. Kasmas & Brothers Ltd.<br>Limassol Cyprus | **10 871**<br>6 580<br>19 711<br>T/cm<br>30,3 | BV | **1971** Sanoyasu Dockyard Co. Ltd.—Osaka (311)<br>154,26 (BB) 22,86 9,094<br>146,01 22,81 12,60<br>1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 25,7 26,9 26,9 26,9 ER<br>G.23 887 B.22 962<br>4 Ha (stl) (16,5 18,7 18,7 18,7 × 10,9) ER<br>Cr 4(15) | Sulzer 7RD68<br>Oil 2SA 7Cy. 680 × 1250<br>6 179kW (8 400bhp)<br>Sumitomo S.B. & Mchy. Co. Ltd. Japan<br>Gen 3 × 410kW 445V 60Hz a.c.<br>Fuel 1 360,5t (hvf) 14,75kn |
| **SYKKYLVSFJORD**<br>**More og Romsdal Fylkesbatar**<br>Aalesund Norway | **527**<br>224<br>— | (NV) | **1975** Smedvik Mek. Verksted A/S—Tjorvag (48)<br>64,37 11,28 3,099<br>56,01 11,23 4,22<br>1 dk<br>rf 1740 BK 178 | **M RoRo Cargo/Ferry**<br>300dk P<br>Bow door/ramp<br>Cars 50 | MWM TBD484-6<br>Oil 4SA 6Cy. 320 × 480<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 77kW 220V 50Hz a.c.<br>2 Controllable pitch propellers aft, 1 fwd<br>Fuel (d.o.) |
| **SYKRON**<br>ex Chezine-90 ex Anna H-87<br>ex Julia-85<br>**Agrabele Shipping Co. Ltd.**<br>Limassol Cyprus | **999**<br>719<br>2 039 | BV (GL) | **1970** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (653)<br>74,02 10,83 5,068<br>68,31 10,80 6,05<br>P 12,2 F 10,4 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,8 ER<br>G.2 565 B.2 279<br>1 Ha (stl) (40,1 × 7,6) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 1 × 30kW 380V 50Hz a.c.<br>Fuel 11,0t (d.o.) 12,5kn |
| **SYKTYVKAR**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | **3 201**<br>1 545<br>4 226 | RS | **1964** VEB Schiffswerft "Neptun"—Rostock (214)<br>105,42 14,64 6,571<br>95,71 14,53 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 272 B.5 767<br>4 Ha (stl) (9,9 × 7,0) (10,3 10,3 × 8,9) ER (9,9 × 8,7)<br>8W Der 1(35) 4(5) 4(3) | MAN K6Z57/80-A<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (d.o.) 14,25kn |

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| **7408586**<br>*UVOI*<br>M-32133<br>Rt | **SYKTYVKAR**<br><br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **720**<br>221<br>350 | <br><br>RS | **1974** ..............U.S.S.R.<br>53,73 10,70 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.275<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>Fuel (d.o.) |
| **7113337**<br>*GUSB*<br>363689<br>Df Esd Gc<br>Rdr RTm/v | **SYLBE**<br>ex L. Taurus-90 ex R. O. F. Beaver-87<br>ex Helga I-75 ex Bibiana-73<br>ex Monarch Fame-72 ex Irish Fame-71<br>ex Bibiana-71<br>**Aubreyville Ltd.**<br>British Channel Island Ferries<br>London United Kingdom | T.Mk<br>**982**<br>554<br>1 542 | <br><br>GL | **1971** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1129)<br>80,70 12,91 4,158<br>70,82 12,81 8,31<br>P 16,5 F 9,5 2 dks | **M RoRo Cargo**<br>Stern door/ramp<br>Stern door/ramp<br>L 6,00 W 4,74 SWL 39<br>Lane Length 234 Cargo Width 4,60<br>Clear height 5,40<br>1 Ho 46,4 ER<br>G.4 706 B.4 543<br>TEU 85<br>C.Ho 18/20' C.RoRo Dk 46/20' C.Dk 21/20' incl. 11 ref C.<br>1 Ha (43,8 × 10,2) ER | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300 sr gear<br>shaft<br>2 300bhp (1 692kW) NE 79<br>Alpha-Diesel A/S<br>Gen 1 × 70kW 1 × 30kW 380V 50H<br>Controllable pitch propeller<br>Fuel 125,0t (d.o.)-7,5pd |
| **8502365**<br>*DPVH*<br>14810<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **SYLT**<br><br>**m.s. "Sylt I" Schiffahrtsgesellschaft P. Voss und C. Horst KG**<br>Johs. Thode G.m.b.H. & Co.<br>Hamburg Federal Republic of Germany | *2 472*<br>*953*<br>3 050 | <br><br>GL | **1985** Seebeckwerft A.G.—Bremerhaven (1053)<br>90,02 (BB) 13,70 4,431<br>86,52 13,62 6,76<br>P 34,2 F 8,0 2 dks | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho 58,5 ER<br>G.4 445 B.4 419<br>TEU 134<br>C.Ho 72/20' (40') C.Dk 62/20' (40')<br>1 Ha (stl) (55,9 × 11,0) ER<br>Cr 2(25) | Deutz<br>Oil 4SA 9Cy. 240 × 280 with flexible c<br>sr geared to sc. shaft<br>1 900bhp (1 398kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 248kW 450V 1 × 240kW<br>220/440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8702109**<br>*DBIC*<br><br>Rdr Rt | **SYLT**<br><br>**Government of The Federal Republic of Germany (Wasser Schutz Polizei - Direktion Schleswig-Holstein)**<br>Husum Federal Republic of Germany | *146*<br>*43*<br>15 | <br><br>GL | **1988** Husumer Schiffsw.—Husum (1504)<br>28,50 6,61 1,840<br>26,01 6,19 3,76<br>1 dk | **Aluminium Alloy TM Patrol Launch** | MWM<br>2 Vee Oil 4SA each 12Cy. 170 × 195<br>couplings & dr reverse geared to sc<br>1 766kW (2 401bhp)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 75kW 220/380V a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **7607273**<br>*LNYG*<br>20097<br>Df Esd Gc<br>Pfd Rdr Rt | **SYLTEFJORD**<br>ex Nessefjord-90<br>ex Martin and Phillip-85<br>ex Andenesfisk III-79<br>**Batsfjord Havfiskeselskap A/S**<br>Brodrene Aarsaether A/S<br>Vardo Norway | T.Mk<br>**299**<br>108<br>325<br><br>**654**<br>343<br>— | <br><br>NV | **1977** Storviks M/V A/S—Kristiansund N. (78)<br>46,46 9,02 4,352<br>40,01 9,00 6,51<br>2 dks<br>rf 1600 BK 178 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 248kW 220V 50Hz a.c.<br>Fuel 125,0t |
| **7115593**<br>*FSBS*<br><br>CC 318345<br>Df Esd Gc<br>Pfd Rdr Rt | **SYLVANA**<br><br>**Societe Anonyme Armement Nicot**<br>Concarneau France | **197**<br>68<br>165 | <br><br>BV | **1971** S.I.C.C.Na.—St. Malo (118)<br>33,25 3,560<br>29,29 7,50 3,89<br>2 dks | **M Fishing**<br>Stern Trawler<br>1 Ho<br>In.150 | Duvant<br>Oil 4SA 8Cy. 255 × 300 sr geared to sc<br>780bhp (574kW)<br>Moteurs Duvant<br>Controllable pitch propeller<br>Fuel 52,5t (d.o.) |
| **7811109**<br>*LNTK*<br>20050<br>Esd Rdr Rt | **SYLVESTER**<br>ex Boston Sea Harrier-85<br>**Simon Kvilhaug**<br>Kopervik Norway | **299**<br>105<br>281 | ✠**100A1** SS 7/88<br>stern trawler<br>✠**LMC** **UMS**<br>EL G 302,5/20,5U2<br>FN 405 | **1979**-8 Richards (Shipbuilders) Ltd.—Great Yarmouth (545)<br>33,23 9,22 4,041<br>29,01 9,16 4,78<br>F 14,7 1 dk<br>rf 330 BK 127 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd | Blackstone<br>Vee Oil 4SA 12Cy. 222 × 241 sr geare<br>shaft<br>1 200bhp (883kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 1 × 160kW 2 × 64kW 440V 50H<br>Controllable pitch propeller |
| **5302219**<br>*OVSM*<br>D1685<br>Df Esd Pfd<br>RdrRTm | **SYLVESTER**<br>ex Esther-Jonny-89 ex Stromland-82<br>ex Ammy Vanggaard-77<br>ex Runmaro-69<br>**P/R Sylvester**<br>Jens Vinther Pedersen<br>Skagen Denmark | **136**<br>52<br>— | <br><br>BV | **1962** Schiffswerft "Ernst Thalmann"—Brandenberg<br>30,92 6,63 2,701<br>26,19 6,58 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,5 1,5 × 1,1) (0,9 × 0,5)<br>2W Der 1(3,5) 1(1,5) | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW) NE 67<br>Alpha-Diesel A/S<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.) |
| **5347271**<br>*WB3526*<br>253951 | **SYLVESTER F. WHALEN**<br><br>**Blanche M. Fishing Corp.**<br>New Bedford, Ma United States of America | **157**<br>107<br>— | | **1947** Morse Boat Building Co.—Thomaston, Me<br>*27,99* 6,74<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Cooper Bessemer<br>Oil<br>360bhp (265kW)<br>Cooper-Bessemer Corp. |
| **6514895**<br>*LFNA*<br>16219<br>Df Esd Rdr Rt | **SYLVIA**<br>ex Eksor-88 ex Bulkfart-86<br>ex Eldaroy-85 ex Pokal-80<br>ex Svennor-74 ex Bios-74 ex Ferro-70<br>**Finn Olsen**<br>Svolvaer Norway | *557*<br>*300*<br>615 | <br><br>NV | **1965** Orens M/V—Trondheim (33)<br>50,63 8,72 3,188<br>46,00 8,70 4,47<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 359 B.1 246<br>1 Ha (24,6 × 5,7) ER<br>3W Der 3(3) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 sr gear<br>shaft<br>765bhp (563kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 26kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 37,5t (d.o.) |
| **5351739**<br>*HQVS*<br><br>Df Esd Rt | **SYLVIA**<br>ex Christine-77 ex Burrasca-77<br>ex Tamora-76<br>**Intership Co. Ltd.**<br>Puerto Cortes Honduras | **299**<br>160<br>513 | <br><br>(GL) | **1955** Buesumer Schiffswerft W. u. E. Sielaff —Buesum (171)<br>49,20 7,95 2,604<br>45,57 7,62 2,85<br>F 5,5 1 dk<br>RW | **TM General Cargo**<br>2 Ho ER<br>G.749 B.701<br>2 Ha (10,5 9,5 × 4,4) ER<br>2W Der 2(3) | MWM<br>2 Oil 4SA each 6Cy. 250 × 350<br>490bhp (360kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 20,5t |
| **6423149**<br>*TMPL*<br>5394<br>Df Esd Pfd<br>Rdr Rt | **SYLVIANE HUBERT**<br><br>**Societe Senegalaise de Commercial de Produits Peche**<br>Lorient France | **120**<br>50<br>— | <br><br>(BV) | **1964** Ch. & At. de la Perriere—Lorient (L37)<br>25,91 6,79<br>22,86 6,76 3,46<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0)<br>Der 1(2) 1(1) | MGO<br>Vee Oil 4SA 12Cy. 175 × 180/192<br>550bhp (405kW)<br>Soc. Alsacienne de Const. Mec. (SACM<br>Fuel 29,0t (d.o.) |
| **6925886**<br><br><br>Esd Rdr Rt | **SYLVIE**<br>ex Jose Maria S.-76<br>**Jose A. Constella Acasuso y otros**<br>Santander Spain | **213**<br>91<br>124 | <br><br>BV | **1969** Ast. de Santander S.A.—Santander (63)<br>31,50 7,55<br>27,03 7,52 3,99<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho<br>In.175 | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. |
| **8035300**<br>*HO4098*<br>8034-PEXT2<br>Rt | **SYLVIE**<br>ex Ailey 34 ex Rebel-78<br>**Maurice Shipping Corp.**<br>Care Offshore S.A.<br>Panama Panama | **136**<br>92<br>— | | **1978** Greenville SB. Corp.—Greenville, Ms<br>*19,60*<br>7,93 2,21<br>1 dk | **TM Tug** | 2 Oil |
| **8726715**<br><br>M-41637<br>Rt | **SYMERI**<br><br>**Tallinn Port Authority**<br>(Tallinn) (U.S.S.R.) | *270*<br>*81*<br>89 | <br><br>RS | **1987** ..............Yugoslavia<br>35,78 9,49 3,280<br>30,10 4,50<br>1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | Sulzer<br>2 Oil 4SA each 6Cy. 250 × 300<br>Gen 2 × 927kW a.c.<br>Controllable pitch propeller |

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| **SYMI II**<br>**A.N.E.S. (Anonymous Naftiliaki Eteria Symis)**<br>Piraeus Greece | **499**<br>263<br>105 | HR | **1990** L. Glynos S.A. Greece (11)<br>2,890<br>36,61 12,41<br>1 dk | **TM RoRo Cargo/Ferry**<br>Twin Hull | MWM TBD604BV12<br>2 Vee Oil 4SA each 12Cy. 170 × 195 with clutches & dr geared to sc. shafts<br>2 520kW (3 426bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| **SYMPHONIC**<br>ex Symphony-87 ex Santa Ana-87<br>ex Meliton-86<br>**Bell Harbour Shipping Inc.**<br>Terra-Marine Shipmanagement (Pvt.) Ltd. | **8 985**<br>6 309<br>14 847 | AB | **1968** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (1980)<br>142,27 (BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.21 239 B.18 970<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 200kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 212,0t (hvf) 13,5kn |
| **SYMPHONIE**<br>**Societe Anonyme Armement Nicot**<br>Concarneau France | **222**<br>79<br>300 | BV | **1981** Con. Mec. de Normandie—Cherbourg (34/05)<br>34,02 8,01 3,701<br>31,02 7,92 4,27<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Duvant 6VJS<br>Oil 4SA 6Cy. 255 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>800bhp (588kW)<br>Moteurs Duvant Valenciennes<br>Controllable pitch propeller<br>12kn |
| **SYMPHONY**<br>**Sea Line Tokyo Co. Ltd. (K.K. Sea Line Tokyo)**<br>Tokyo Japan | **1 089**<br>—<br>160 | | **1989** Kanda Zosensho K.K.—Kawajiri (324)<br>70,00 (BB) 10,51 2,570<br>60,00 10,50 3,60 | **TM Ferry**<br>600dk P | Yanmar M200-SN<br>2 Oil 4SA each 6Cy. 200 × 260 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 176kW (1 599bhp) E made88<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 360kW 445V a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>13,8kn |
| **SYMPHORINE**<br>**Compagnie Belge d'Affretements S.A. (COBELFRET)**<br>UBEM N.V.<br>Panama Panama | *10 030*<br>*3 009*<br>7 200 | NV | **1988** Dalian Shipyard—Dalian/Dairen (R70/1)<br>147,43 (BB) 5,301<br>137,01 21,01 12,53 | **TM RoRo Cargo**<br>Stern door/ramp (p)<br>L 11,00 W 7,50<br>Stern door/ramp (s)<br>L 16,00 W 7,50<br>Clear height 6,26<br>Cars 350 Trailers 125<br>TEU 514 C. 514/20' | MaK 9M453AK<br>2 Oil 4SA each 9Cy. 320 × 420<br>5 296kW (7 200bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 500kW 2 × 392kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>14,5kn |
| **SYMPLEA**<br>ex Pal Dragon-91 ex Atlantic I-89<br>ex Epos-87<br>**Symplea Marine Co. Ltd.**<br>Limassol Cyprus | **8 816**<br>5 939<br>15 187 | NV (BV) | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2607)<br>143,41 (BB) 19,84 9,035<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 ER 4 TwD<br>G.20 133 B.18 972<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 2(20) 12(10) | Pielstick 12PC2-2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>3 773kW (5 129bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>13,5kn |
| **SYN PULKU**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **20 593**<br>12 728<br>31 910<br>T/cm<br>40,6 | PR | **1974** Stocznia Szczecinska im. A. Warskiego —Szczecin (B447/19)<br>199,14 (BB) 24,44 10,630<br>184,94 24,41 15,09<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. ore cargoes<br>7 Ho 16,4 26,2 16,2 16,2 16,2 27,8 17,0 ER<br>G.43 893<br>9 Ha (stl) (each 10,8 × 12,0) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 3 × 540kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 963,0t (hvf)-41,5pd 16,75kn |
| **SYNDIC**<br>ex Maya-85 ex Yorksand-77<br>ex Pollux-76 ex Dominentia-76<br>ex Mobil Wedel-76 ex Yorksand-72<br>**Kalkara Shipping Ltd.**<br>Haggerstone Marine Ltd.<br>Valletta Malta | **493**<br>326<br>1 135 | GL | **1964** Buesumer Werft G.m.b.H.—Buesum (215)<br>61,93 10,04 3,683<br>57,00 3,99<br>P 17,4 F 8,6 1 dk | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 1 368 HeCls. C | MaK 4ZU451AK<br>Oil 2SA 4Cy. 320 × 450<br>1 000bhp (736kW)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Fuel 54,0t-3,5pd 11kn |
| **SYNETOS**<br>ex Wilstar-84<br>**Synetos Shipping Corp.**<br>Mayamar Marine Enterprises S.A.<br>Piraeus Greece | **72 576**<br>48 042<br>134 828<br>T/cm<br>113,2 | GL (NV) | **1967** Mitsui SB. & Eng. Co. Ltd.—Ichihara (745)<br>275,45 (BB) 42,12 16,739<br>263,69 42,07 22,71<br>1 dk<br>rf 203 Bow/CM 141 Diam. 0,500 MH 1,8 | **M Tanker**<br>IGS<br>13 Ta ER<br>L.(oil) 159 937 HeCls. BC<br>3 Cargo pumps total 9 000T/hr | B&W 10-84VT2BF-180<br>Oil 2SA 10Cy. 840 × 1800<br>23 000bhp (16 918kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 620kW 440V 60Hz a.c.<br>Fuel 406,5t (d.o.) 4 572,0t (hvf)-73,0pd 15kn |
| **SYNSRAND**<br>**Willy Hestdal**<br>Tromso Norway | **264**<br>105<br>— | NV | **1989** Moen Slip & Mek. Verksted A/S—Kolvereid (32)<br>27,41 (BB)<br>23,50 8,00 3,90 | **M Fishing**<br>Long-line Ref<br>Ice strengthened<br>In.144 | Mitsubishi S6R2-MTK<br>Oil 4SA 6Cy. 170 × 220<br>530kW (721bhp)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 222kW 220V 50Hz a.c. |
| **SYOSSET**<br>ex Arco Endeavor-84<br>ex Atlantic Endeavor-76<br>**Mobil Oil Corporation**<br>Wilmington, De United States of America<br>SatCom: 1500620/KALD | **18 347**<br>11 995<br>30 779<br>T/cm<br>42,1 | AB | **1958** Sun SB. & Dry Dock Co.—Chester, Pa (605)<br>195,38 25,68 10,808<br>187,46 25,61 13,72<br>P 39,7 B 11,9 F 24,4 1 dk<br>RW rf 76 Bow/CM 102 Diam. 0,254 MH 0,9 | **S Tanker**<br>IGS<br>30 Ta ER<br>L.(oil) 39 888 HeCls. BC<br>4 Cargo pumps total 3 496T/hr | 2 S Turb dr geared to sc. shaft<br>14 850shp (10 923kW)<br>Westinghouse Elec. Corp. Philadelphia, Pa<br>Gen 2 × 600kW<br>Fuel 3 423,0t (o.f.) 16,5kn |
| **SYRA II**<br>ex Vasilis V-84 ex Abou El Molouk-80<br>ex Tasmanie-77<br>**Papoutsoglou Brothers & Ioannis Papoutsoglou**<br>Syros Greece | **490**<br>296<br>711 | ✠Classed LR until 18/5/79 | **1956**-10 Gebr. Bodewes Scheepswerf "Volharding"—Foxhol (138)<br>51,87 8,44 3,423<br>47,00 8,31 3,48<br>P 13,8 RQD 17,7 F 7,4 1 dk<br>RW rf nil | **M General Cargo**<br>1 Ho 35,9 ER<br>G.991 B.949<br>2W Der 2(2) | Brons<br>Oil 4SA 6Cy. 290 × 450<br>395bhp (291kW)<br>Appingedammer Brons Appingedam<br>Fuel 45,5t 10kn |
| **SYRENES**<br>ex Barmnes Junior-74<br>ex Herman Johnsen-72<br>**Birger Haugen P/R**<br>Skudeneshavn Norway | **181**<br>75<br>— | | **1956** Johan Drage A/S—Rognan i Saltdal (344)<br>33,58 7,19<br>7,04 3,59<br>1 dk<br>len 66 | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Normo<br>Oil 4SA 6Cy.<br>540bhp (397kW) NE 66<br>A/S Bergens M/V Bergen<br>Fuel (d.o.) 9kn |
| **SYRIA**<br>**The Egyptian Navigation Co. (ENC)**<br>Alexandria Egypt | **4 429**<br>2 320<br>1 327 | **✠100A1** CS 3/91<br>**✠LMC**<br>EL w $1\frac{13}{16}$"SQ<br>FN 2316 | **1962**-3 Deutsche Werft A.G.—Hamburg (786)<br>108,01 16,64 4,439<br>97,01 16,60 7,27<br>RAD 5,5 B & F 56,4 2 dks<br>rf nil | **M Passenger/General Cargo**<br>Ref 538bth P<br>In.202 | MAN<br>Oil 4SA 9Cy. 520 × 740<br>3 240bhp (2 383kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>wtdb 100lbf/in² (6,9bar)<br>15,5kn |
| **SYROS**<br>ex Francesca-88 ex Botocan-88<br>ex Baybridge-84 ex Freedom A.S.-80<br>ex Cape York-79<br>**Heron Shipping Co. Ltd.**<br>Goldenport Compania Naviera (Cyprus) Ltd.<br>Monrovia Liberia | **12 087**<br>8 174<br>22 373<br>T/cm<br>31,6 | **✠100A1** SS 10/88<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty<br>**✠LMC**<br>EL E† 2½"U2<br>FN 5424 | **1969**-5 A/S Horten Verft—Horten (165)<br>159,82 (BB) 22,92 9,776<br>150,86 22,86 13,09<br>P 30,2 F 12,2 1 dk<br>rf 76 DK fwd | **M Bulk Carrier**<br>6 Ho 17,1 19,3 16,1 19,3 19,3 17,7 ER<br>G.26 983 B.25 559<br>6 Ha (stl) (12,8 12,8 9,6 12,8 12,8 12,8 × 12,8) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>7 061kW (9 599bhp)<br>A/S Horten Verft Horten<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 375kW 450V 60Hz a.c.<br>Fuel 1 270,0t (hvf) 15,5kn |
| **SYRTIS**<br>**Government of The Republic of Tunisia (Office des Ports Nationaux Tunisiens)**<br>Tunis Tunisia | **187**<br>—<br>— | NV (BV) | **1970** Leningradskiy Petrozavod—Leningrad<br>8,31 3,074<br>28,20 7,95 4,35<br>1 dk | **TM Tug** | Russkiy<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 50kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 36,5t (d.o.) 10kn |

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| **5347570**<br>*UYXU*<br>M-26907<br>Df Esd Gc<br>Rdr Rt | **SYRVE**<br><br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | 3 251<br>1 630<br>4 375 | <br><br>RS | **1962** VEB Schiffswerft "Neptun"—Rostock (245)<br>104,20 14,43 6,579<br>95,71 14,38 7,95<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 16,7 21,3 ER 15,5 14,7<br>G.5 916 B.5 635<br><br>4 Ha (stl) (8,9 × 5,9) (10,9 × 7,0) ER (7,7 7,7 × 7,0)<br>8W Der 1(40) 1(15) 8(5) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **7040578**<br>*UEGL*<br>M-24817<br>Rt | **SYRVE**<br><br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | **507**<br>174<br>263 | <br><br>(RS) | **1960** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,520<br>44,35 8,79 4,30<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 2,2 × 1,8)<br>3W Der 1(2) 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **8813025**<br>*OWWI2*<br>D-13227<br>Esd Gc Pfd<br>Rdr Rt | **SYSETTE**<br><br>**Rederiet Sysette A/S**<br>P.E.P. Shipping (Scandinavia) ApS<br>Kobenhavn Denmark (DIS) | *2 762*<br>*828*<br>3 020 | ✠**100A1**<br>certified container securing arrangements<br>Ice Class 1D<br>✠**LMC**<br>EL S 467,5/36,0U3<br>FN 1964 | **1990**-2 Orskov Christensens Staalskibs. A/S —Frederikshaven (169)<br>91,52 (BB) 16,83 4,250<br>84,99 16,21 6,91<br>RAD 16,6 F 14,5 1 dk<br>rf nil | **TM RoRo Cargo/General Cargo**<br>Deck Cargo<br>ramp can be placed port side aft<br>Stern door/ramp (s)<br>L 9,16 W 4,70<br>Trailers 25<br>1 Ho ER<br>B.3 800<br>TEU 276<br>C.Ho 74/20'(40') C.Dk 202/20' (40') incl. 60 ref C.<br>4 Ha (stl) ER<br>Cr 1(16-27) 1(23,5-40) | MaK<br>2 Oil 4SA each 6Cy. 240 × 330 with<br>flexible couplings & sr geared to sc<br>2 206kW (2 999bhp)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 750kW 1 × 139kW 380V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8500185**<br>*YDTD*<br>7889+BA<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SYUKUR**<br><br>**P.T. Perusahaan Pelayaran "Samudera Indonesia"**<br>Jakarta Indonesia | *5 757*<br>*2 334*<br>6 849<br>T/cm<br>87,9 | <br><br>KI NK | **1985** Murakami Hide Zosen K.K.—Hakata (240)<br>99,90 (BB) - 7,501<br>89,95 18,01 11,78<br>P 16,2 B 18,0 F 11,0 | **M General Cargo**<br><br>2 Ho 26,6 28,0 ER 2 TwD<br>G.13 285 B.12 611<br><br>2 Ha (stl) (21,7 24,5 × 9,8) ER<br>Der 4(20) | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>2 750bhp (2 023kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 260kW 445V 60Hz a.c.<br>Fuel 66,0t (d.o.) 499,5t (hvf)-9,0pd |
| **8722367**<br><br>M-42856 | **SYUZMA**<br>ex MRTK-0725<br><br>(Murmansk) (U.S.S.R.) | *117*<br>*35*<br>30 | <br><br>RS | **1987** .............U.S.S.R.<br>25,50 7,00 2,390<br>22,00 - 3,30<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>221kW (300bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **6915788**<br>*UOOU*<br>M-29929<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **SYZRAN**<br><br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**5 630**<br>2 681<br>—<br><br>**8 874**<br>4 576<br>13 805 | <br><br>RS | **1968** Kherson Shipyard—Kherson<br>152,81 20,65 7,170/9,389<br>140,01 20,58 12,04<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>G.19 170 B.17 420<br><br>5 Ha (9,8 × 9,5) (14,4 14,4 14,4 × 10,9) ER (9,8 × 9,5)<br>Cr 5(8) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Fuel 272,5t (d.o.) 1 165,5t (hvf) |
| **7911284**<br><br><br>RdrRTm | **SZAFIR**<br><br>**Zegluga Gdanska**<br>Gdansk Poland | **654**<br>373<br>81 | <br><br>PR | **1982** Stocznia "Wisla"—Gdansk (KP2/3)<br>37,60 2,701<br>35,79 11,85 4,09<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull —dk P | Sulzer<br>2 Oil 4SA each 6Cy. 200 × 240<br>1 140bhp (839kW)<br>H. Cegielski<br>Gen 2 × 90kW 2 × 50kW 400V 50Hz<br>Fuel 19,5t (d.o.) |
| **8813958**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **SZARE SZEREGI**<br><br>**K/S Difko LXIX**<br>Polish Steamship Co. (Polska Zegluga Morska)<br>Szczecin Poland | *41 191*<br>*25 546*<br>73 505<br>T/cm<br>70,0 | <br><br>NV (Class cont.) | **1991** B & W Skibsvaerft A/S—Kobenhaven (936)<br>228,60 - 14,119<br>224,60 32,24 19,00<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho/Ta ER<br>G.85 440<br><br>9 Ha (stl) ER | B&W<br>Oil 2SA 5Cy. 600 × 2292<br>8 000kW (10 876bhp)<br>Hyundai Engine & Machinery Co. Ltd |
| **8302222**<br>*SQNW*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **SZCZECIN**<br><br>**Polish Ocean Lines (Polskie Linie Oceaniczne)**<br>Gdynia Poland<br>SatCom: 1703116/SQNW | *11 581*<br>*6 181*<br>13 634<br>T/cm<br>27,1 | <br><br>PR | **1987** Stocznia im. "Komuny Paryskiej"—Gdynia (B354/04)<br>149,51 (BB) 9,002<br>140,01 20,02 12,02<br>P 7,1 F 32,0 3 dks, 3rd dk in No.5 hold | **M General Cargo**<br>Ref 12bth P<br>3 Ho 18,2 18,9 26,4 1 Cell. Ho 20,0 1 Ho 16,8 ER 7 TwD<br>G.15 373 B.14 596 In.2 660 L.608<br>TEU 302<br>C.Ho 170/20' C.Dk 132/20' incl. 20 ref C.<br>9 Ha (stl) (12,6 12,8p&s 19,2p&s 12,8p&s × 7,8) (10,1p&s × 7,5) ER<br>Cr 3(25) 3(12) Der 2(5) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>7 080kW (9 625bhp)<br>H. Cegielski<br>Gen 1 × 1000kW 3 × 800kW 400V<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 261,0t (d.o.) 1 459,0t (hvf)-30,5pd |
| **7909920**<br><br><br>Rdr Rt | **SZMARAGD**<br><br>**Zegluga Gdanska**<br>Gdansk Poland | **654**<br>373<br>81 | <br><br>PR | **1980** Stocznia "Wisla"—Gdansk<br>37,88 2,701<br>33,02 11,85 4,42<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 429dk P | Sulzer<br>2 Oil 4SA each 6Cy. 200 × 240 revers<br>geared to sc. shafts<br>1 140bhp (839kW)<br>H. Cegielski<br>Gen 2 × 88kW 1200V 50Hz a.c. |
| **7516917**<br><br>11926<br>Df Esd Rdr | **SZRENICA**<br><br>**Centrala Produktow Naftowych Okregowa Dyrekcja w Szczecinie**<br>Szczecin Poland | **342**<br>131<br>419 | <br><br>PR | **1975** Wroclawska Stocznia Rzeczna—Wroclaw (ZB400/C3)<br>43,36 8,13 2,998<br>39,50 8,08 3,41<br>1 dk | **M Tanker**<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 458 | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>428bhp (315kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 38,5kW 400V a.c.<br>Fuel (d.o.)-2,0pd |
| **7504926**<br>*SQFY*<br><br>Df Esd Rdr<br>Rt | **SZTORM-2**<br><br>**Polish Ship Salvage Co. (Polskie Ratownictwo Okretowe)**<br>Gdynia Poland | **201**<br>57<br>— | <br><br>PR | **1976** Stocznia "Wisla"—Gdansk (R27/04)<br>29,98 8,08 2,701<br>28,17 3,92<br>1 dk | **M Salvage Ship**<br>Ice strengthened | Sulzer<br>2 Oil 4SA each 5Cy. 250 × 300 reduc<br>to sc. shaft<br>1 200bhp (883kW)<br>H. Cegielski<br>Gen 2 × 50kW 400V a.c. |
| **8821929**<br>*P3EW4*<br><br>Df Esd Gc<br>Rdr RTv | **SZYMANOWSKI**<br><br>**Symanowski Shipping Co. Ltd.**<br>Chinese-Polish Joint Stock Shipping Co. (Chinsko-Polskie Towarzystwo Okretowe S.A.)<br>Limassol Cyprus<br>SatCom: 1101127/SZYM | *18 184*<br>*9 106*<br>22 130 | **100A1**<br>Class contemplated<br>FN 6705<br>PR | **1991** R.O. Brodogradiliste "3 Maj"—Rijeka (657)<br>169,75 (BB) 27,57 9,521<br>162,64 27,50 13,79<br>1 dk | **M General Cargo**<br><br>4 Ho ER<br>G.36 808 B.33 214<br>TEU 1000 C. 1000/20'<br>4 Ha (stl) ER ER ER ER | Sulzer<br>Oil 2SA 5Cy. 620 × 2150<br>9 500kW (12 915bhp)<br>R.O. Tvornica Dizel Motora "3 Maj" |
| **7635335**<br>*LK4037*<br><br>Rt | **T BARGE 2**<br>ex Eide Barge VIII-90<br>ex Rough Sea Barge 10-90<br>**KS Tonnevold Barge I & II**<br>O.T. Tonnevold AS<br>Bergen Norway | **4 735**<br>3 583<br>9 926 | ✠**100A1** SS 4/87<br>pontoon<br>deck strengthened for loads up to 12Tonnes/m²<br>EL (P) /40,0FSWR<br>FN 3080 | **1977**-5 Odense Staalskibsvaerft A/S—Lindo (521)<br>92,06 27,82 4,871<br>91,55 27,51 6,13<br>1 dk<br>rf nil | **Deck Cargo Pontoon** | |

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| **T. A. ADVENTURER**<br>ex Maria Oldendorff-91<br>**Egon Oldendorff (Liberia) Inc.**<br>Monrovia Liberia<br>SatCom: 1241632/MAOL | *15 504*<br>*8 414*<br>20 586<br>T/cm<br>34,6 | GL | **1988** VEB Warnowwerft Warnemuende<br>—Warnemuende (285)<br>181,52 (BB) 23,50 9,857<br>168,40 23,06 13,42<br>P 30,2 F 32,6 2 dks<br>len 88 | **M General Cargo**<br>1cbn 2bth P<br>Str. heavy cargoes<br>4 Ho ER<br>G.28 497 B.26 594<br>TEU 1064<br>C.Ho 420/20' (40') C.Dk 644/20' (40')<br>incl. 100 ref C.<br>9 Ha (stl) (12,7 × 10,4) (25,3p&s 12,8p&s<br>25,3p&s 19,2p&s × 7,8) ER<br>Cr 1(35) 3(25) | Sulzer 5RTA58<br>Oil 2SA 5Cy. 580 × 1700<br>6 615kW (8 993bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 1 × 1000kW 3 × 744kW<br>220/380V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd Tunnel<br>thruster unit<br>Fuel 329,0t (d.o.) 1 210,0t (hvf)-31,0pd 16kn |
| **T. A. EXPLORER**<br>ex Dietrich Oldendorff-89<br>**Egon Oldendorff (Hong Kong) Ltd.**<br>Gibraltar Gibraltar<br>(British)<br>SatCom: 1760117/DIET | *17 101*<br>*8 600*<br>22 500 | GL | **1987** North East Shipbuilders Ltd.—Southwick,<br>Sunderland (1431)<br>187,41 (BB) 23,14 9,502<br>178,01 23,00 13,01<br>P 3,1 F 19,9 2 dks | **M General Cargo**<br>12bth P<br>Ice strengthened Str. heavy cargoes<br>5 Ho 19,2 28,8 38,4 28,8 20,0 ER<br>5 TwD<br>G.31 447<br>TEU 1000 C. 1000/20' (40') incl. 60 ref C.<br>5 Ha (stl) (12,7 × 10,2) (19,6 25,6 19,1<br>12,7 × 15,3) ER<br>Cr 6(32) | B&W 4L70MCE<br>Oil 2SA 4Cy. 700 × 2268<br>8 782bhp (6 460kW)<br>Clark Kincaid Ltd. Greenock<br>Gen 3 × 750kW 1 × 500kW 440V 60Hz a.c.<br>Fuel 99,5t (d.o.) 1 315,0t (hvf) 16,5kn |
| **T. A. MARINER**<br>ex Holsatia-89 ex Jytte Skou-87<br>ex Sindbad Voyager-87<br>ex Nedlloyd Curacao-87<br>ex Jytte Skou-86 ex Dorte Skou-82<br>**Kingston Maritime Corp.**<br>Monrovia Liberia | T.Mk<br>**9 230**<br>5 837<br>17 337<br><br>**12 930**<br>9 228<br>21 060 | **✠100A1** SS 5/87<br>strengthened for heavy<br>cargoes<br>hold Nos. 1, 3 & 5 may be<br>empty<br>certified container securing<br>arrangements CG<br>**✠LMC** **UMS**<br>EL Ft 577,5/58,0U3<br>FN 5956 | **1968**-10 (Aft section) Helsingor Skibsv. og<br>Maskinbyg.—Helsingor (385)<br>**1982**-5 (Fwd & cargo sections) Nippon Kokan K.K.<br>—Asano Dockyard, Yokohama.<br>165,87 (BB) 23,78 8,832/10,000<br>154,01 23,70 14,97<br>F 14,7 2 dks<br>len & widened & deepened 82<br>conv Ref General Cargo 82 | **M General Cargo**<br>5 Ho 11,6 26,3 26,3 26,3 18,7 5 TwD<br>G.29 669 B.27 377<br>TEU 532<br>C.Ho 330/20' (40') C.Dk 202/20' (40')<br>8 Ha (stl) (6,5 × 10,3) (19,5p&s 19,5p&s<br>19,5p&s × 8,0) (12,7 × 12,8) ER<br>Cr 5(25) | B&W 9-62VT2BF-140<br>Oil 2SA 9Cy. 620 × 1400<br>10 800bhp (7 944kW)<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>AuxB (o.f.) 100lbf/in$^2$ (6,9bar)<br>✠ NAuxB (ex.g) 5/82 12kgf/cm$^2$ (11,8bar)<br>rcv 8,3bar (8,5kg/cm$^2$<br>Gen 3 × 448kW 450V 60Hz a.c.<br>Fuel 292,0t (d.o.) 1 676,5t (hvf) 16,5kn |
| **T. A. NAVIGATOR**<br>ex Hammonia-88 ex Benny Skou-87<br>ex Nedlloyd Carribbean-87<br>ex Benny Skou-86 ex Ditte Skou-82<br>**Kingston Maritime Corp.**<br>Monrovia Liberia | **9 230**<br>5 837<br>17 337<br><br>**12 930**<br>9 228<br>21 060 | **✠100A1** M 7/91-9mos<br>strengthened for heavy<br>cargoes, hold Nos. 1, 3 &<br>5 may be empty<br>certified container securing<br>arrangements<br>CG<br>**✠LMC** **UMS**<br>EL Ft 577,5/58,0U3<br>FN 5956 | **1969**-1 (Aft section) Helsingor Skibsv. og<br>Maskinbyg.—Helsingor (386)<br>**1982** (Fwd & cargo sections) Nippon Kokan K.K.<br>—Asano Dockyard, Yokohama.<br>165,87 (BB) 23,78 8,832/10,000<br>154,01 23,70 14,97<br>F 14,7 2 dks<br>len & widened & deepened 82<br>conv Ref General Cargo 82 | **M General Cargo**<br>5 Ho 11,6 26,3 26,3 26,3 18,7 5 TwD<br>G.29 669 B.27 377<br>TEU 532<br>C.Ho 330/20' (40') C.Dk 202/20' (40')<br>8 Ha (stl) (6,5 × 10,3) (19,5p&s 19,5p&s<br>19,5p&s × 8,0) (12,7 × 12,8) ER<br>Cr 5(25) | B&W 9-62VT2BF-140<br>Oil 2SA 9Cy. 620 × 1400<br>10 800bhp (7 944kW)<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>AuxB (o.f.) 100lbf/in$^2$ (6,9bar)<br>ne(ex.g) fitted2/82 12kgf/cm$^2$ (11,8bar)<br>rcv 8,5kgf/cm' (8,3bar)<br>Gen 4 × 448kW 440V 60Hz a.c.<br>Fuel 292,0t (d.o.) 1 676,5t (hvf) 16,5kn |
| **T. A. VOYAGER**<br>ex Johanna Oldendorff-89<br>ex Begona-89<br>ex Johanna Oldendorff-87<br>**Half Moon Shipping Corp.**<br>Gibraltar Gibraltar<br>(British) | *17 101*<br>*8 600*<br>22 800<br>T/cm<br>85,2 | GL | **1987** North East Shipbuilders Ltd.—Southwick,<br>Sunderland (1432)<br>187,41 (BB) 23,14 9,514<br>178,01 23,06 13,52<br>P 3,1 F 19,9 2 dks | **M General Cargo**<br>12bth P<br>Ice strengthened Str. heavy cargoes<br>5 Ho 19,2 28,8 38,4 28,8 20,0 ER<br>5 TwD<br>G.31 447 B.30 058<br>TEU 764 C. 764/20'<br>5 Ha (stl) (12,7 × 10,2) (19,2 25,5 19,2<br>12,7 × 15,3) ER<br>Cr 6(32) | B&W 4L70MCE<br>Oil 2SA 4Cy. 700 × 2268<br>8 784bhp (6 461kW)<br>Clark Kincaid Ltd. Greenock<br>Gen 1 × 750kW 2 × 700kW 1 × 500kW<br>440V 60Hz a.c.<br>Fuel 96,0t (d.o.) 12 685,0t (hvf) 16,5kn |
| **T. B. RADAR**<br><br>**Michel Choisey & others**<br>Pointe-a-Pitre Guadeloupe<br>(French) | **148**<br>94<br>— | | **1946** ..........<br>*32,80* 6,25<br>... ... ...<br>1 dk | **M General Cargo** | Oil<br>.............. |
| **T. C. C. HOPPER No. 3**<br><br>**John Joseph Beddows**<br>Middlesbrough United Kingdom | **658**<br>337<br>— | ✠Classed LR until 12/57 | **1955**-9 Henry Scarr Ltd.—Hessle (733)<br>53,65 10,62 3,988<br>50,30 10,06 4,60<br>1 dk<br>RW | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Crossley<br>Oil 2SA 8Cy. 267 × 343<br>Crossley Bros. Ltd. Manchester |
| **T. C. D. D. I**<br><br>**Government of The Republic of Turkey (Turkiye Cumhuriyeti Devlet Demiryollari Genel Mudurlugu -Turkish State Railways)**<br>Turkey | **210**<br>—<br>— | | **1983** Denizcilik Bankasi T.A.O.—Camialti (219)<br>... ... ...<br>29,01 8,11 3,92<br>1 dk | **M Tug** | Oil<br>.............. |
| **T. D. MACKINNON**<br><br>**South African Transport Services**<br>Cape Town/ South Africa<br>Kaapstad | **107**<br>24<br>15 | ✠Classed LR until<br>19/5/78 | **1977**-2 Dorman Long Swan Hunter (Pty.) Ltd.<br>—Kaapstad/Cape Town (4005)<br>24,31 5,64 1,701<br>21,80 5,30 2,75<br>RFD 4,0 1 dk<br>rf 864 | **TM Pilot Cutter** | Caterpillar 3406PCTA<br>2 Oil 4SA each 6Cy. 137 × 165 reverse reduction<br>geared to sc. shafts<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Fuel 10,0t (d.o.) 12kn |
| **T. E. LYONS**<br>ex Catahoula<br>**Freeport Sulphur Co.**<br>New Orleans, La United States<br>of America | **185**<br>16<br>— | | **1956** Ingalls SB. Corp.—Pascagoula, Ms (1039)<br>2,680<br>39,83 10,37 3,20<br>1 dk | **M General Cargo**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 203 × 254<br>1 000bhp (736kW)<br>General Metals Corp. (Enterprise Division)<br>Oakland, Ca |
| **T. GRIT**<br>ex Ursina-78 ex Queen Mother-78<br>**Whiterocks Developments Co.**<br>Panama Panama | **183**<br>39<br>— | ✠Classed LR until<br>16/3/79 | **1955**-8 Charles Hill & Sons Ltd.—Bristol (391)<br>31,17 7,17 2,896<br>28,66 7,09 3,66<br>1 dk<br>RW rf 838 BK 127<br>conv Pilot Tender 68 | **M Salvage Ship**<br>Mchy.aft | Ruston<br>Oil 5Cy. 260 × 368 sr geared to sc. shaft<br>300bhp (221kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 10kW 220V d.c.<br>Fuel 19,5t (d.o.) 9,75kn |
| **T. I. C. No. 27**<br><br>**Government of The Republic of France (Ministere d'Etat Charge de la Defense Nationale)**<br>France | **477**<br>155<br>660 | ✠Classed LR until 7/73 | **1956**-12 Wm. Simons & Co. Ltd.—Renfrew (807)<br>45,65 9,78 3,525<br>44,07 9,45 4,20<br>1 dk<br>RW | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft<br>1 Ho 16,7 | Widdop<br>Oil 2SA 6Cy. 318 × 470<br>550bhp (405kW)<br>H. Widdop & Co. Ltd. Keighley<br>Fuel (d.o.) |
| **T. J. SHERIDAN**<br>ex T. M. 1-79 ex Ocean Star-77<br>**Tug New York Co.**<br>Philadelphia, Pa United States<br>of America | **198**<br>134<br>— | AB | **1969** Halter Marine Services, Inc.—New Orleans,<br>La (226)<br>11,08 4,293<br>31,91 9,48 5,01<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse<br>reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>La Grange<br>Gen 2 × 125kW<br>Fuel 142,0t |
| **T. K. PIERCE**<br><br>**Pierce Fisheries Ltd.**<br>Lunenburg, N.S. Canada | **289**<br>118<br>— | | **1979** Ferguson Industries Ltd.—Pictou, N.S.<br>(208)<br>33,66 8,08 3,661<br>28,99 7,94 4,30<br>1 dk | **M Fishing**<br>Side Trawler Dredge Shellfish<br>Mchy.aft | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **7379852**<br>*9VCL*<br>384076<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **T. M. REGULUS**<br>ex Meitai Maru-89<br>**Bright Betelgeuse (Pte.) Ltd. &**<br>**Regulus Holding (S) Pte. Ltd.**<br>MMS Co. Ltd.<br>Singapore Singapore<br>SatCom: 1715102/TMRE | *122 088*<br>*86 694*<br>234 210<br>T/cm<br>151,3 | NK | **1974** Mitsui SB. & Eng. Co. Ltd.—Ichihara (974)<br>324,01 54,01 19,508<br>310,02 53,98 26,40<br>1 dk<br>Bow/CM 159 Diam. 0,406 | **M Tanker**<br>COW IGS SBT<br>14 Ta ER<br>L.(oil) 286 837 HeCls. BptC<br>4 Cargo pumps total 16 000T/hr | B&W<br>Oil 2SA 10Cy. 980 × 2000<br>27 951kW (38 000bhp)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 1 × 1120kW 2 × 760kW 450V<br>Fuel 315,0t (d.o.) 8 555,0t (hvf)-127,0p |
| **7734454**<br>*WYC4443*<br>587060 | **T. P. ONE**<br>ex Sugar Bear<br>**T Petros Shipping Corp.**<br>Corpus Christi, Tx United States of America | **114**<br>77<br>— | | **1977** Quality Marine Inc.—Theodore, Al<br>*21,71*<br>6,71 3,20<br>1 dk | **M Fishing** | General Motors<br>Vee Oil 2SA 12Cy. 146 × 146<br>520bhp (382kW)<br>General Motors Corp., Detroit Diesel Al<br>Div. |
| **8821967** | **T. P. Y. 1**<br>**Tien Peng Yang Hovertravel Corp.**<br>China* | **120**<br>—<br>9 | NV (Class cont.) | **1991** NQEA Australia Pty. Ltd.—Cairns (166)<br>24,50 11,20 0,470<br>23,55 8,70 1,52 | **Aluminium Alloy TM Air Cushion Ferry** | Deutz<br>4 Vee Oil 4SA each 12Cy. 125 × 130<br>couplings & reduction driven throug<br>belt drive.<br>1 544kW (2 099bhp)<br>Kloeckner Humboldt Deutz<br>2 Water jet propulsion units<br>2 propellers fwd Lift fan |
| **9000314**<br>*3EMN8*<br>20408-KJ<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **T. S. ADVENTURE**<br>**T.S. Central Shipping Co. Ltd.**<br>Tamai Steamship Co. Ltd.<br>Panama Panama<br>SatCom: 1333762/TSAD | *11 878*<br>*4 129*<br>17 012<br>T/cm<br>28,0 | NK | **1991** Imabari Zosen—Imabari (485)<br>149,39 (BB) 23,03 8,516<br>140,00 23,00 10,45<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>4 Ha (stl) ER | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1350<br>5 296kW (7 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 3 × 282kW a.c. |
| **8808068**<br>*9VDK*<br>384194<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav | **T. S. ASCLEPIUS**<br>**Tonen Energy & Marine (Singapore)**<br>**Pte. Ltd.**<br>Singapore Singapore<br>SatCom: 1715153/TSAS | *150 454*<br>*74 756*<br>258 049 | NK | **1989** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Kure (2984)<br>337,00 (BB) 58,04 18,500<br>324,00 58,00 28,55<br>1 dk | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 321 985 | Sulzer<br>Oil 2SA 7Cy. 840 × 2900<br>20 243kW (27 521bhp)<br>Diesel United Ltd.<br>Gen 2 × 900kW a.c.<br>Fuel 381,0t (d.o.) 4 807,0t (hvf)-69,0pd |
| **8917481**<br>*ELMF3*<br>9122<br>Df Esd Gc<br>Pfd Rdr RTv | **T. S. PROSPERITY**<br>**Alps Maritime Inc.**<br>Showa Line Ltd. (Showa Kaiun K.K.)<br>Monrovia Liberia<br>SatCom: 1244555/TSPR | *151 591*<br>*73 875*<br>258 080 | NK | **1991** NKK Corporation—Tsu (127)<br>18,481<br>321,01 58,01 28,76<br>1 dk | **M Tanker** | Sulzer<br>Oil<br>23 490bhp (17 278kW)<br>Diesel United Ltd. |
| **8604979**<br>*3EFZ5*<br>15896-86<br>Rt<br>AMVER | **T. S. PROSPERITY**<br>**NL Brier Shipping (Panama) S.A.**<br>Panama Panama | *14 929*<br>*8 758*<br>25 309 | NK | **1986** Imabari Zosen—Imabari (459)<br>159,44 (BB) 9,818<br>149,82 26,01 13,62<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.32 461 B.31 095<br>4 Ha (stl) (18,4 21,6 21,6 21,6 × 12,8) ER<br>Cr 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600<br>7 600bhp (5 590kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **8705979**<br>*9VKS*<br>383879<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **T. Y. DRACO**<br>**Tonen Energy & Marine (Singapore)**<br>**Pte. Ltd.**<br>Singapore Singapore<br>SatCom: 1715575/DRAC | *141 991*<br>*68 457*<br>240 401<br>T/cm<br>168,4 | NK | **1988** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Kure (2970)<br>333,00 (BB) 58,04 18,480<br>318,02 58,00 28,55<br>B 14;0 1 dk<br>Bow/CM 169 Diam. 0,406 | **M Tanker**<br>COW IGS SBT<br>Mchy.aft<br>L.295 480<br>3 Cargo pumps total 15 000T/hr | Sulzer<br>Oil 2SA 7Cy. 840 × 2900<br>18 015kW (24 492bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 900kW 1 × 260kW 450V 60<br>Fuel 248,0t (d.o.) 5 043,0t (hvf)-69,5pd |
| **7046364**<br>341316 | **T. 183**<br>ex G. W. 183-82<br>**Samos Ltd.**<br>London United Kingdom<br>See Register of Offshore Units | **865**<br>865<br>— | **✠100A** SS 7/79<br>pontoon<br>EL (j)<br>FN 987 | **1971**-3 N.V. Scheepsb.Werf en Lasbedr. v.h. J. C.<br>Slob—Sliedrecht (266)<br>45,62 18,50 2,687<br>45,57 18,29 3,36<br>1 dk<br>rf nil | **Pontoon** | |
| **8801371**<br>*ELGD4*<br>90027<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **T.A. DISCOVERER**<br>ex Beate Oldendorff-91<br>**Egon Oldendorff (Liberia) Inc.**<br>Monrovia Liberia<br>SatCom: 1242657/BEOL | *15 506*<br>*8 370*<br>28 386 | GL | **1989** VEB Warnowwerft Warnemuende<br>—Warnemuende (283)<br>165,51 10,042<br>152,41 23,06 13,42<br>1 dk | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>G.28 386 B.26 492<br>TEU 932 C. 932/20'<br>3 Ha (stl) (each 25,3 × 7,8) ER<br>Cr 1(35) 3(25) 2(2,5) 1(5) | Sulzer<br>Oil 2SA 5Cy. 580 × 1700<br>7 350kW (9 992bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 1 × 1000kW 2 × 712kW 380V a.c<br>Controllable pitch propeller |
| **5347477**<br>317519<br>Rdr Rt | **T-1054**<br>ex T4-170-87 ex Shoyu Maru-75<br>**Bangladesh Inland Water Transport**<br>**Corp.**<br>Chittagong Bangladesh | **741**<br>395<br>1 209 | NK | **1961** Mukaishima Dock Co. Ltd.—Mukaishima (56)<br>59,47 9,15 4,352<br>54,23 9,10 4,50<br>P 14,4 F 7,7 1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 392 | Nippon Hatsudoki<br>Oil 4SA 6Cy. 325 × 460<br>760bhp (559kW)<br>Nippon Hatsudoki<br>Gen 1 × 7,5kW 1 × 5kW 110V d.c<br>Fuel 46,0t |
| **5237488**<br>317518<br>Rdr | **T-1055**<br>ex T4-171-87 ex Miya Maru-75<br>**Bangladesh Inland Water Transport**<br>**Corp.**<br>Chittagong Bangladesh | **784**<br>444<br>1 288 | NK | **1961** Mukaishima Dock Co. Ltd.—Mukaishima (58)<br>62,82 9,15 4,292<br>57,59 9,10 4,50<br>P 14,7 F 7,7 1 dk<br>RW | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 548 | Nippon Hatsudoki<br>Oil 4SA 6Cy. 325 × 460<br>760bhp (559kW)<br>Nippon Hatsudoki<br>Gen 1 × 7kW 1 × 5kW 110V d.c |
| **7926813**<br>609936 | **T'S PRIDE**<br>ex Lady Estha<br>**Toomer Shrimp Co.**<br>Miami, Fl United States of America | **103**<br>70<br>— | | **1979** San Sebastian Marine Inc.—St. Augustine, Fl (008)<br>23,50<br>6,41 2,75<br>1 dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159 with clutches<br>to sc. shaft<br>470bhp (346kW)<br>Cummins Engine Co. Inc.<br>Directional propeller |
| **7041728**<br>Gc | **TA CHUAN No. 1**<br>**Chi Fong Fishing Co. Ltd.**<br>Kaohsiung China* | **200**<br>105<br>— | | **1970** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>32,29 6,35<br>6,33 2,95<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 270 × 420<br>550bhp (405kW)<br>Matsui Iron Works Co. Ltd. |
| **7041730**<br>Gc | **TA CHUAN No. 2**<br>**Chi Fong Fishing Co. Ltd.**<br>Kaohsiung China* | **200**<br>105<br>— | | **1970** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>32,29 6,35<br>6,33 2,95<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 270 × 420<br>550bhp (405kW)<br>Matsui Iron Works Co. Ltd. |
| **6811932**<br>*BKIQ*<br>9499<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **TA CHUN**<br>ex Reiyo Maru-85<br>**Ta Shing Marine Co. Ltd.**<br>Kaohsiung China* | **3 582**<br>1 842<br>4 512 | (NK) | **1967** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1089)<br>111,00 16,24 6,859<br>101,53 16,21 8,49<br>P 48,2 F 11,3 2 dks | **M Refrigerated Cargo**<br>3 Ho 24,9 24,5 ER 23,8<br>In.4 838<br>3 Ha (6,3 6,3 × 5,0) ER (6,3 × 5,0)<br>9W Der 6(3) | Mitsubishi<br>Oil 2SA 7Cy. 520 × 1050<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 360kW 445V 60Hz a.c<br>Fuel 968,5t-20,5pd |
| **5184617**<br>*BVHN*<br>2157<br>Df Esd Gc<br>Pfd Rdr Rt | **TA FONG No. 1**<br>ex Keifuku Maru No. 3-66<br>**Ta Fong Fishery Co. Ltd.**<br>Kaohsiung China* | **381**<br>277<br>— | | **1960** Kanasashi Co. Ltd.—Shimizu (392)<br>47,40 7,83 3,252<br>41,48 7,78 3,81<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>In.427<br>3 Ha ER<br>2W Der 4(1) | Niigata<br>Oil 4SA 6Cy. 310 × 440<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 160kW 1 × 24kW 230V<br>Fuel 177,0t |

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| **TA FOO**<br>ex Hayashikane Maru No. 1-86<br>**Ta Sheng Navigation Co. Ltd.**<br>Kaohsiung China* | **3 648**<br>1 798<br>4 590 | (NK) | **1967** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1101)<br>111,11 16,21 6,530<br>101,50 16,18 8,49<br>P 48,2 F 11,3 1 dk, pt 2nd dk | **M Refrigerated Cargo**<br>3 Ho 24,9 25,9 23,8<br>In.4 879<br>3 Ha (each 6,6 × 5,3)<br>Cr 3(3) | Mitsubishi 7UEC52/105C<br>Oil 2SA 7Cy. 520 × 1050<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 3 × 336kW 445V 60Hz a.c.<br>Fuel 189,0t (d.o.) 774,5t (hvf)-22,0pd 16kn |
| **TA HE**<br>ex Burling Island-89 ex Nagara-86<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **21 508**<br>13 145<br>20 770 | GL ZC<br>✠Classed LR until 4/8/89 | **1974**-10 Oy Wartsila Ab—Turku/Abo (1210)<br>209,22 (BB) 26,83 9,880<br>192,20 26,80 16,40<br>F 18,6 1 dk, 2nd dk in Nos. 1, 2, 3, 8 & 9 holds,3rd dk in Nos. 2 & 3 holds<br>rf 229 | **TM General Cargo/Container Ship**<br>Fixed-guides<br>9 Ho 18,2 16,8 16,8 15,2 15,2 16,0 16,0 ER 17,6 17,6 7 TwD<br>B.31 497<br>TEU 1093 C.Ho 590/20' (40') C.Dk 503/20' (40') incl. 220 ref C.<br>17 Ha (stl) (12,7 × 10,8) (12,7p&s × 8,2) (12,7p&s 12,7p&s 12,7p&s 12,7p&s 12,7p&s × 10,7) ER (12,7p&s 12,7p&s × 8,2)<br>Cr 1(40) 2(20) 4(12,5) | Sulzer 6RND90<br>2 Oil 2SA each 6Cy. 900 × 1550<br>25 750kW (35 007bhp)<br>Oy Wartsila Ab Turku/Abo<br>Gen 4 × 792kW 1 × 164kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 4 528,5t (hvf) 22,5kn |
| **TA HO**<br>**Ta Ho Maritime Corp.**<br>Keelung China* | **5 830**<br>2 416<br>8 210 | (AB) | **1980** China SB. Corp. (Keelung Division)<br>—Keelung (170)<br>119,77 18,55 7,130<br>112,00 18,51 9,53<br>P 21,4 F 14,1 1 dk<br>rf 102 | **M Cement Carrier**<br>Self-unloader<br>4 Ho 17,2 17,9 17,9 17,9 ER<br>G.7 047 | B&W 5L45GFCA<br>Oil 2SA 5Cy. 450 × 1200<br>4 400bhp (3 236kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 395,0t (hvf) 13,25kn |
| **TA KANG No. 1**<br>**Ta Kang Petroleum Products Co. Ltd.**<br>Hong Kong Hong Kong (British) | **174**<br>107<br>— | | **1974** Wong Cheong—Hong Kong<br>*24,88* 7,93<br>... ... ...<br>1 dk | **M Tank Barge** | Oil 2SA 6Cy. 160 × 225<br>250bhp (184kW)<br>Weifang Diesel Engine Factory Weifang<br>9kn |
| **TA KANG No. 6**<br>**Ta Kang Petroleum Products Co. Ltd.**<br>Hong Kong Hong Kong (British) | *253*<br>*105*<br>442 | | **1989** Fai Wong Engineering Co.—Yau Tong Bay, Hong Kong<br>33,52 2,720<br>31,25 8,25 3,36<br>B 3,0 F 7,3 1 dk | **TM Tanker**<br>6 Ta ER<br>L.(oil) 454 | Cummins NT-855-M<br>2 Oil 4SA each 6Cy. 140 × 152 sr geared to sc. shaft<br>882kW (1 199bhp)<br>Cummins Brasil S.A. Guarulhos<br>Gen 1 × 13,6kW 220V 60Hz a.c.<br>10kn |
| **TA LUANG**<br>ex Costas K.-79 ex Havgast-74<br>**Siam Prosperity Shipping S.A.**<br>Panama Panama | **10 021**<br>6 180<br>16 866<br>T/cm<br>26,8 | NV | **1963** Deutsche Werft A.G.—Hamburg (793)<br>149,94 21,39 9,487<br>142,37 21,34 12,81<br>P 36,6 F 16,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened<br>4 Ho ER<br>G.12 526<br>7 Ha (stl) (7,8 14,1 7,4 13,4 7,4 14,2 7,4 × 10,6) ER<br>Cr 1(15) | MAN<br>Oil 2SA 6Cy. 780 × 1400<br>7 760bhp (5 708kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 131,0t (d.o.) 1 101,0t (hvf)-20,5pd 15kn |
| **TA MAK GOL**<br>**Government of The Democratic People's Republic of North Korea**<br>North Korea | **6 457**<br>4 036<br>14 000 | | **1984** ............North Korea<br>- - —<br>- - -<br>1 dk | **M General Cargo** | Oil<br>............. |
| **TA SHENG**<br>ex Lien Chiao-84 ex Eishun Maru-61<br>**Ta Sheng Marine Co. S.A.**<br>Panama Panama | **485**<br>255<br>807 | | **1955** Taguma Zosen—Innoshima (7)<br>53,12 8,46 3,836<br>49,51 8,41 4,20<br>P 15,0 F 6,8 1 dk<br>RW | **M General Cargo**<br>1 Ho 29,1 ER<br>G.965 B.899<br>1 Ha (20,1 × 4,5) ER | Akasaka<br>Oil 4SA 6Cy. 350 × 520<br>550bhp (405kW) E made43 refitted55<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 7kW 105V d.c.<br>Fuel 36,5t 10kn |
| **TA SHENG No. 1**<br>**Ta Sheng Fishery Co. Ltd.**<br>Kaohsiung China* | **207**<br>100<br>— | | **1970** Hsin Kao S.B. Corp.—Kaohsiung<br>33,46 6,35 2,464<br>29,39 6,33 2,57<br>P 17,7 F 5,2 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>3 Ha (1,1 1,1 1,9 × 1,0) ER | Alpha<br>Oil 2SA 4Cy. 260 × 400<br>440bhp (324kW)<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Gen 2 × 64kW 220V a.c.<br>10kn |
| **TA TUNG No. 1**<br>ex Hsiang Lie-90 ex Min Lie-85<br>ex Pacific Despatcher-82 ex Kildare-74<br>Bangkok Thailand | **1 597**<br>946<br>1 330 | ✠Classed LR until 9/7/82 | **1968**-12 Schlichting-Werft G.m.b.H.—Travemuende (1361)<br>78,06 13,37 3,620<br>71,96 13,20 6,41<br>Ba 10,4 RFD 9,5 F 8,3 2 dks<br>rf 279 | **M General Cargo**<br>1 Ho 53,2 ER<br>G.3 320 B.3 000<br>TEU 74 C.Ho 42/20' (40') C.Dk 32/20' (40')<br>1 Ha (stl) (50,1 × 11,0) ER | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 550bhp (1 140kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 60kW 380V 50Hz a.c.<br>Fuel 114,5t (d.o.) 13kn |
| **TA TUNG No. 2**<br>ex Seng Kong No. 1-82<br>ex Marukichi Maru No. 3-76<br>**Wan Shun S.S. Co. Ltd.**<br>Kaohsiung China* | **1 998**<br>1 463<br>3 861 | (NK) | **1969** Nishi Zosen K.K.—Imabari (117)<br>91,90 14,29 6,420<br>85,00 14,00 6,81<br>P 21,1 B 7,1 F 10,4 1 dk<br>RW | **M General Cargo**<br>2 Ho 17,6 29,4 ER<br>G.4 487 B.4 169<br>2 Ha (stl) (17,6 29,4 × 7,0) ER<br>Der 1(15) 2(10) | Ito M446US<br>Oil 4SA 6Cy. 440 × 680<br>2 600bhp (1 912kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 200kW<br>Fuel 319,0t-9,0pd 13kn |
| **TA YU**<br>ex Nissos Kythera-87<br>ex Rafael Lotito-83<br>**Ta Sheng Navigation Co. Ltd.**<br>Kaohsiung China* | **5 019**<br>2 969<br>4 322 | (BV) | **1969** Cia. Com. e Nav. Estaleiro Maua—Rio de Janeiro (18)<br>126,10 15,63 7,000<br>115,44 15,60 8,75<br>P 9,5 B 29,9 1 dk & S dk<br>RW | **M Refrigerated Cargo** OSD<br>4 Ho 24,9 15,3 11,9 25,3<br>In.6 394<br>4 Ha (stl) (9,8 7,0 5,6 9,8 × 5,0)<br>Cr 4(5) | MAN<br>Oil 2SA 7Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Mecanica Pesada S.A. Taubate<br>Gen 4 × 300kW 440V 60Hz a.c.<br>Fuel 1 382,0t 18,5kn |
| **TA YU**<br>**Ta Yu Fishery Co. Ltd.**<br>Keelung China* | **130**<br>—<br>— | | **1970** Tung Lung S.B. Co. Ltd.—Keelung<br>26,52 5,19 2,693<br>24,49 5,16<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil<br>350bhp (257kW)<br>Kung Li Eng. Works Keelung |
| **TA ZONG No. 1**<br>**Huong Cheng Fishing Co. Ltd.**<br>Kaohsiung China* | **200**<br>—<br>— | | **1970** San Yang SB. Co. Ltd.—Kaohsiung<br>36,71 6,33 2,591<br>31,98 6,30 3,00<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **TA ZONG No. 2**<br>**Huong Cheng Fishing Co. Ltd.**<br>Kaohsiung China* | **200**<br>—<br>— | | **1970** San Yang SB. Co. Ltd.—Kaohsiung<br>36,71 6,33 2,591<br>31,98 6,30 3,00<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **TAABO ITALIA**<br>ex Merzario Italia-91<br>**Merzario Marittima S.r.l.**<br>Cagliari Italy<br>SatCom: 1150125/INRN | *22 423*<br>*7 142*<br>21 439 | ✠**100A1** CS 2/89<br>roll on — roll off container ship<br>✠**LMC** **UMS**<br>EL Kt 632,5/68,0U3<br>FN 7357<br>RI | **1984**-6 Italcantieri S.p.A.—Genova (4400)<br>192,62 (BB) 26,55 8,470<br>172,80 26,51 16,06<br>P 11,9 B 10,1 F 12,8 2 dks<br>rf nil | **M RoRo Cargo**<br>pt higher tensile steel<br>Slewing stern ramp<br>L 28,00 W 7,20 SWL 120<br>Lane Length 2480<br>Mchy.aft<br>TEU 1306 C.Ho 254/20' C.RoRo Dk 416/20' C.Dk 636/20' incl. 100 ref C. | Sulzer 6RLB66<br>Oil 2SA 6Cy. 660 × 1400<br>11 846bhp (8 713kW)<br>Grandi Motori Trieste Trieste<br>AuxB (o.f.) 7,1kgf/cm$^2$ (7,0bar)<br>e(ex.g) 7,1kgf/cm$^2$ (7,0bar)<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 375,0t (d.o.) 1 840,0t (hvf)-32,0pd 16kn |

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| **7508219**<br>1530<br>Rdr Rt | **TAAKKA**<br>**Maa-ja Vesirakennus Haka Oy**<br>Helsinki/ Finland<br>Helsingfors | **246**<br>236<br>640 | | **1974** Ekstrand Verksted A/S—Stathelle<br>44,00 7,52 2,501<br>7,50<br>1 dk | **M General Cargo Barge**<br>1 Ho ER<br>1 Ha ER | Penta<br>Oil 4SA 6Cy. 130 × 150<br>300bhp (221kW)<br>A/B Volvo-Penta<br>Directional propeller<br>Fuel (d.o.) |
| **7007617**<br>*YJYD6*<br>521<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TAAL LAKE**<br>ex Mercury Sky-91<br>ex Nedlloyd Amersfoort-89<br>ex Amersfoort-82 ex Lodestone-72<br>**A. P. Madrigal Steamship Co. Inc.**<br>Port Vila Vanuatu | **10 239**<br>5 818<br>17 011 | BV (AB) | **1970** Howaldtswerke-Deutsche Werft—Hamburg (2)<br>191,32 (BB) 23,65 9,513<br>186,70 23,60 12,58<br>P 49,7 F 23,2 2 dks, 3rd dk in Nos. 3, 4 & 5 holds<br>rf nil len 82 | **M General Cargo**<br>Ref<br>6 Ho ER 1 Ho<br>G.28 812 B.25 404 In.854<br>TEU 509 C. 509/20' incl. 26 ref C.<br>10 Ha (stl) (7,0 × 5,9) (12,8 12,8 12,8p&s 19,2p&s 12,8p&s × 7,7) ER (7,1 × 5,2)<br>20W Cr 2(36) Der 1(35) 10(5-10) 4(3-5) | Fiat<br>Oil 2SA 8Cy. 900 × 1600<br>14 711kW (20 000bhp)<br>Fiat S.G.M.<br>Gen 3 × 650kW 450V 50Hz a.c.<br>Fuel 1 746,5t (hvf) |
| **8500903** | **TAAMIR 2**<br>**Suez Canal Authority**<br>Port Said Egypt | **300**<br>—<br>210 | ✠**A1**<br>inland waterways ferry<br>✠**LMC**<br>EL 110,0/16,0U1<br>FN 503 | **1986**-10 Suez Canal Authority—Port Tewfik (2004)<br>30,03 15,35 1,701<br>28,22 15,02 2,77<br>1 dk<br>rf 902 | **TM RoRo Cargo/Ferry**<br>Bow ramp Stern ramp | Deutz<br>2 Oil 4SA each 6Cy. 142 × 160 sr ge<br>shafts<br>442kW (601bhp)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 37kW 380V 50Hz a.c. |
| **8602402** | **TAAMIR 3**<br>ex Raswa 1-90<br>**Suez Canal Authority**<br>Port Said Egypt | **300**<br>—<br>150 | ✠**A1**<br>inland waterways ferry<br>✠**LMC**<br>EL 110,0/16,0U1<br>FN 499 | **1987**-9 Suez Canal Authority—Port Tewfik (2005)<br>30,31 15,35 1,701<br>28,40 15,02 2,52<br>1 dk<br>rf 902 | **TM RoRo Cargo/Ferry** | Deutz<br>2 Oil 4SA each 6Cy. 142 × 160 sr ge<br>shaft<br>442kW (601bhp)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 37,75kW 380V 50Hz a.c.<br>propeller port<br>propeller starboard |
| **7373834**<br>*FG7694*<br>Df Gc Pfd<br>Rdr Rt | **TAAROA I**<br>ex Kotoshiro Maru No. 11-89<br>**Gouvernement General de la Polynesie Francaise**<br>Papeete French Polynesia | **403**<br>214<br>— | BV | **1974** Mie Shipyard Co. Ltd.—Yokkaichi (107)<br>55,65 9,02 3,600<br>49,31 9,00 3,99<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 650bhp (1 214kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **7398315**<br>*WYT8146*<br>547210 | **TAASINGE**<br>**Herman M. Haggren Inc.**<br>Astoria, Or United States of America | **121**<br>82<br>— | | **1973** .............Larose, La<br>... ...<br>19,89 6,71<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>330bhp (243kW)<br>............. |
| **7928536** | **TAAWON I**<br>ex Tawoon I-86 ex Tanker No. 231-83<br>**Societe Cooperative des Petroles**<br>Ismailia Egypt | **300**<br>233<br>357 | GL | **1981** Timsah SB. Co.—Ismailia (228)<br>43,36 7,75 2,590<br>40,54 7,74 3,00<br>RQD 14,1 F 3,1 1 dk | **TM Tank Barge**<br>6 Ta ER | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360 gea<br>shafts<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **5348081**<br>*SUJH*<br>Rt | **TAAWON 2**<br>**Societe Cooperative des Petroles**<br>Suez Egypt | **391**<br>192<br>500 | **A1** SS 9/90<br>oil tanker<br>FP 60°C & above<br>protected waters service<br>**LMC**<br>EL (g) 350,0/28,0U1<br>FN 581<br>(BV) (PR) | **1959** Wroclawskie Stocznia "Zacisze"—Wroclaw (BMT500/01)<br>53,29 8,51 1,699<br>49,99 8,20 3,41<br>1 dk<br>rf nil | **TM Tanker**<br>6 Ta ER | Halberstadt<br>2 Oil 4SA each 6Cy. 240 × 360<br>600bhp (441kW) E made58 fitted60<br>Halberstadt<br>Gen 1 × 8,75kW 1 × 6,5kW 110V d.c. |
| **5348093**<br>*SUJP*<br>31 | **TAAWON 3**<br>**Societe Cooperative des Petroles**<br>Suez Egypt | **393**<br>196<br>500 | BV | **1960** Wroclawskie Stocznia "Zacisze"—Wroclaw (BMT500/02)<br>53,60 8,49 1,699<br>49,99 8,21 3,41<br>1 dk | **TM Tanker**<br>6 Ta ER | Halberstadt<br>2 Oil 4SA each 6Cy. 240 × 360<br>600bhp (441kW) E made58 fitted60<br>Halberstadt<br>Gen 1 × 6,5kW 110V d.c. |
| **5348108**<br>*SUJQ*<br>44 | **TAAWON 4**<br>**Societe Cooperative des Petroles**<br>Alexandria Egypt | **391**<br>197<br>500 | **A1** SS 6/91<br>oil tanker<br>FP 60°C & above<br>protected waters service<br>**LMC**<br>EL (g) 325,0/28,0U1<br>FN 581<br>(BV) (PR) | **1959** Wroclawskie Stocznia "Zacisze"—Wroclaw (BMT500/03)<br>53,29 8,51 1,699<br>49,99 8,20 3,41<br>1 dk<br>rf nil | **TM Tanker**<br>6 Ta ER | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360<br>610bhp (449kW) NE made82 fitted82<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **5348110**<br>*SUJT*<br>Rt | **TAAWON 5**<br>**Societe Cooperative des Petroles**<br>Port Said Egypt | **391**<br>194<br>500 | (BV) | **1961** Wroclawskie Stocznia "Zacisze"—Wroclaw (BMT500/04)<br>53,35 8,49 1,699<br>49,99 8,21 3,41<br>1 dk | **TM Tanker**<br>6 Ta ER | Halberstadt<br>2 Oil 4SA each 6Cy. 240 × 360<br>600bhp (441kW) E made60 fitted61<br>Halberstadt<br>Gen 1 × 6,5kW 110V d.c. |
| **5348122**<br>*SUJV*<br>202 | **TAAWON 6**<br>**Societe Cooperative des Petroles**<br>Suez Egypt | **391**<br>194<br>500 | **A1** SS 8/86<br>oil tanker<br>F.P. 60°C and above<br>protected waters service<br>**LMC**<br>EL 325,0/28,0U1<br>FN 581<br>(BV) | **1959** Wroclawskie Stocznia "Zacisze"—Wroclaw (BMT500/05)<br>53,37 8,51 1,699<br>49,99 8,21 3,41<br>1 dk<br>rf nil | **TM Tanker**<br>6 Ta ER | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360<br>600bhp (441kW) E made82 fitted8<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **7600627**<br>*SUCV*<br>Df Esd Gc<br>Rdr Rt | **TAAWON 8**<br>**Societe Cooperative des Petroles**<br>Suez Egypt | **1 244**<br>546<br>1 829 | ✠**100A1** SS 10/91<br>oil tanker<br>Egyptian Coasting and Red Sea service and to Aden<br>✠**LMC**<br>EL L $1\frac{3}{16}$"U2<br>FN 1091 | **1977**-6 "Naus" Shipyard Philippou Bros. S.A.—Perama (129)<br>73,00 11,26 4,426<br>67,67 11,00 5,11<br>RQD 18,9 F 9,2 1 dk<br>rf 152 | **TM Tanker**<br>8 Ta ER | Alpha<br>2 Vee Oil 4SA each 8Cy. 225 × 3<br>sc. shafts<br>2 480bhp (1 824kW)<br>Alpha-Diesel A/S<br>2 AuxB (o.f.) 12kgf/$cm^2$ (11,8bar)<br>Gen 2 × 85kW 1 × 50kW 380<br>2 Controllable pitch propellers |
| **7600639**<br>*SUFA*<br>Df Esd Gc<br>Rdr Rt | **TAAWON 9**<br>**Societe Cooperative des Petroles**<br>Suez Egypt | **1 244**<br>546<br>1 829 | ✠**100A1** SS 1/91<br>oil tanker<br>Egyptian coasting and Red Sea service and to Aden<br>✠**LMC**<br>EL L $1\frac{3}{16}$"U2<br>FN 1091 | **1977**-9 "Naus" Shipyard Philippou Bros. S.A.—Perama (130)<br>73,00 11,28 4,426<br>67,67 11,00 5,11<br>RQD 18,6 F 9,2 1 dk<br>rf 152 | **TM Tanker**<br>8 Ta ER | Alpha<br>2 Vee Oil 4SA each 8Cy. 225 × 3<br>sc. shafts<br>2 480bhp (1 824kW)<br>Alpha-Diesel A/S<br>2 AuxB (o.f.) 12kgf/$cm^2$ (11,8bar)<br>Gen 2 × 85kW 1 × 50kW 380<br>2 Controllable pitch propellers |
| **8112201**<br>*SUCH*<br>Df Esd Rdr<br>Rt | **TAAWON 11**<br>**Societe Cooperative des Petroles**<br>Port Said Egypt | **643**<br>315<br>1 085 | ✠**100A1** SS 6/91<br>oil tanker<br>FP 60°C and above<br>✠**LMC**<br>EL K 357,5/28,0U2<br>FN 788 | **1982**-4 B.V. Scheepswerven v/h H. H. Bodewes—Millingen a/d Rijn (763)<br>60,13 10,19 4,011<br>54,62 9,91 4,50<br>P 18,0 F 6,8 1 dk<br>rf 152 | **TM Tanker**<br>6 Ta ER<br>L.(oil) 1 100 HeCls. C | Alpha<br>2 Oil 2SA each 4Cy. 260 × 40<br>880bhp (647kW)<br>B&W Alpha Diesel Div. of B&W D<br>2 db (o.f.) 13,7kgf/$cm^2$ (13,5bar<br>Gen 2 × 76kW 1 × 47kW 40<br>2 Controllable pitch propellers<br>Fuel 308,5t (d.o.) 737,0t (hvf) |

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| **TAAWON 12**<br>**Societe Cooperative des Petroles**<br>Port Said Egypt | **644**<br>315<br>1 084 | **✠100A1** SS 1/91<br>oil tanker<br>FP 60°C & above<br>**✠LMC**<br>EL K 357,5/28,0U2<br>FN 788 | **1982**-6 B.V. Scheepswerven v/h H. H. Bodewes<br>—Millingen a/d Rijn (764)<br>60,13 10,19 4,004<br>54,62 9,91 4,50<br>P 18,0 F 6,8 1 dk<br>rf 152 | **TM Tanker**<br>6 Ta ER<br>L.(oil) 1 100 HeCls. C | Alpha 404-26VO<br>2 Oil 2SA each 4Cy. 260 × 400<br>880bhp (647kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S<br>Frederikshavn<br>2 db (o.f.) 13,7kgf/cm$^2$ (13,5bar)<br>Gen 2 × 76kW 1 × 47kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 308,5t (d.o.) 737,0t (hvf) |
| **TAAWON 14**<br>**Societe Cooperative des Petroles**<br>Port Said Egypt | **643**<br>315<br>975 | **✠100A1**<br>oil tanker<br>Mediterranean and Red Sea service, FP 60°C and above<br>**✠LMC**<br>EL k 357,5/28,0U2<br>FN 790 | **1984**-2 B.V. Scheepswerven v/h H. H. Bodewes<br>—Millingen a/d Rijn (774)<br>60,13 10,19 4,004<br>54,69 9,91 4,53<br>P 18,0 F 6,4 1 dk<br>rf 152 | **TM Tanker**<br>Bunkering Vessel<br>6 Ta ER<br>L.(oil) 1 100 HeCls. C | Alpha 404-26VO<br>2 Oil 2SA each 4Cy. 260 × 400<br>880bhp (647kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S<br>Frederikshavn<br>2 db 13,7kgf/cm$^2$ (13,5bar)<br>Gen 2 × 76kW 1 × 47kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 308,5t (d.o.) 737,0t (hvf) 10kn |
| **TAAWON 15**<br>**Societe Cooperative des Petroles**<br>Port Said Egypt | **148**<br>49<br>120 | **✠100A1**<br>oil tanker<br>FP exceeding 60°C, Egyptian coastal service<br>**✠LMC**<br>EL /17,5U2<br>FN 270 | **1990**-10 Canal Naval Construction Co.—Port Said (Port Fuad) (432)<br>33,02 6,30 2,182<br>30,84 6,00 2,75<br>RQD 11,2 RFD 4,0 1 dk<br>rf nil | **M Tanker**<br>4 Ta ER | MWM TBD604V8<br>Vee Oil 4SA 8Cy. 160 × 185 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>545kW (741bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 45kW 380V 50Hz a.c. |
| **TAAWON 16**<br>**Societe Cooperative des Petroles**<br>Alexandria Egypt | **38**<br>—<br>— | **✠100A1**<br>Egyptian coastal service<br>**✠LMC**<br>EL 100,0/16,0U1<br>FN 122 | **1989**-1 Canal Naval Construction Co.—Port Said (Port Fuad) (434)<br>18,00 5,50<br>15,45 5,35 2,50<br>1 dk<br>rf - | **TM Utility Launch** | Penta TAMD121C<br>2 Oil 4SA each 6Cy. 130 × 150 with clutches & sr reverse geared to sc. shafts<br>516kW (702bhp)<br>A/B Volvo-Penta Goteborg<br>Gen 1 × 24kW 380V 50Hz a.c. |
| **TABA**<br>**The Egyptian Navigation Co. (ENC)**<br>Alexandria Egypt | T.Mk<br>**2 039**<br>876<br>3 133 | GL | **1985** Schlichting-Werft G.m.b.H.—Travemuende (2011)<br>112,71 17,91 5,250<br>101,10 17,51 11,99<br>2 dks | **TM RoRo Cargo**<br>Ice strengthened<br>Stern door & ramp<br>L 15,00 W 8,00<br>Cargo Width 13,00 Clear height 6,00<br>Cars 359<br>Mchy.aft<br>B.11 430<br>TEU 257<br>C.Ho 177/20' (40') C.Dk 80/20' (40') | MaK 9M453AK<br>2 Oil 4SA each 9Cy. 320 × 420 with flexible couplings & sr geared to sc. shafts<br>5 400kW (7 341bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 3 × 486kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 131,0t (d.o.) 535,0t (hvf) 17kn |
| **TABALONG**<br>ex Krka-61<br>**P.T. Fajar Lines**<br>Banjarmasin Indonesia | **607**<br>281<br>660 | | **1953** R.O. Brodogradiliste "3 Maj"—Rijeka (377)<br>54,97 8,97 3,861<br>51,41 8,92 4,30<br>P 18,0 F 7,1 1 dk<br>RW | **M General Cargo**<br>G.1 024 B.933<br>2 Ha (9,6 10,6 × 4,9) ER<br>4W Der 1(5) 4(1,5) | Sulzer<br>Oil 2SA 6Cy. 290 × 500<br>630bhp (463kW)<br>C.R.D. Adriatico Trieste<br>Fuel 37,5t (d.o.) 10,5kn |
| **TABARE**<br>**Ferry Lineas Argentinas S.A.**<br>Buenos Aires Argentina | **2 980**<br>2 200<br>— | ✠Classed LR until 3/1/75 | **1965**-8 Ast. Argentinos Rio de La Plata S.A. (ASTARSA)—Tigre (115)<br>122,61 20,60 3,760<br>114,61 20,01 5,74<br>1 dk<br>rf 889 | **TM RoRo Cargo/Ferry**<br>Rail Vehicles<br>TEU 190 C. 190/20' | MAN<br>2 Oil 4SA each 7Cy. 400 × 600<br>3 500bhp (2 574kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>13kn |
| **TABARKA**<br>ex Isee-61<br>**Compagnie Tunisienne de Navigation S.A. (COTUNAV)**<br>Tunis Tunisia | **1 316**<br>644<br>1 651 | (BV) | **1952** S.A. des Ancien Chantiers Dubigeon —Nantes-Chantenay (743)<br>83,01 11,94 4,680<br>... ... ...<br>1 dk | **M General Cargo**<br>Ref<br>In.90<br>3 Ha (9,6 × 5,1) (10,2 11,5 × 6,0) ER<br>Der 4(5) 2(3) | MAN<br>Oil 4SA 8Cy. 400 × 660<br>1 800bhp (1 324kW)<br>Soc. Gen. de Const. Mec. (S.G.C.M.) La Courneuve<br>Fuel 71,0t |
| **TABAS 6**<br>**Industrial Fishing Co.**<br>Bandar Bushehr Iran | *171*<br>*51*<br>— | BV | **1991** Stocznia "Wisla"—Gdansk (WKR25306)<br>25,65<br>22,32 7,40 4,00 | **M Fishing**<br>Stern Trawler Shrimp-trawl | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>510bhp (375kW)<br>Caterpillar Inc. U.S.A. |
| **TABAS 7**<br>**Industrial Fishing Co.**<br>Bandar Bushehr Iran | **171**<br>51<br>— | BV | **1991** Stocznia "Wisla"—Gdansk (WKR25307)<br>... ... ...<br>25,00 | **M Fishing**<br>Stern Trawler Shrimp-trawl | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>510bhp (375kW)<br>Caterpillar Inc. U.S.A. |
| **TABASCO**<br>ex Sarita-86<br>**Callisto Shipping Ltd.**<br>Transportacion Maritima Mexicana S.A. de C.V.<br>Veracruz Mexico | T.Mk<br>**10 091**<br>6 354<br>15 748<br>**16 087**<br>10 318<br>22 229 | **✠100A1** SS 8/89<br>strengthened for heavy cargoes<br>container cargoes in holds and on hatch covers<br>**✠LMC** **UMS**<br>EL I† 605,0/64,0U3<br>FN 6840 | **1980**-6 Hitachi Zosen—Innoshima Works, Innoshima (4641)<br>178,26 (BB) 26,55 —/10,408<br>168,00 26,51 14,20<br>P 20,5 F 14,7 2 dks<br>rf nil DK | **M General Cargo/ Container Ship Heavy-load**<br>5 Ho 14,4 15,1 27,2 28,8 16,0 ER<br>G.31 509 B.29 749<br>TEU 816<br>C.Ho 248/20' (40') C.Dk. 568/20' (40')<br>9 Ha (stl) (12,8 12,8p&s × 8,3) (25,6p&s 25,6p&s 12,8p&s × 10,5) ER<br>Cr 4(20,5) 1(20) Der 1(250) 4(10) | B&W 8L67GF<br>Oil 2SA 8Cy. 670 × 1700<br>15 000bhp (11 033kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (ex.g) & htr 12kgf/cm$^2$ (11,8bar) rcv 8,2kgf/cm$^2$ (8,1bar)<br>AuxB (o.f.) 8,2kgf/cm$^2$ (8,1bar)<br>Gen 3 × 700kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 381,0t (d.o.) 1 894,5t (hvf) |
| **TABASCO**<br>**Government of Mexico (Secretaria de Communicaciones y Transportes - Direccion General de Dragado)**<br>Tampico Mexico | **2 245**<br>1 049<br>2 459 | (BV) | **1970** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (121)<br>79,81 14,56 4,814<br>73,11 14,25 5,80<br>1 dk | **TM Hopper/Dredger/Sand Carrier**<br>Trailing Suction Bottom doors Sand-pump discharge<br>Twin side arms Dredging depth 18,0<br>Hopper 2100T<br>Mchy.aft<br>Hopper 1 400<br>2 sandpumps each 947kW (1270bhp) | MAN G7V30/45ATL<br>2 Oil 4SA each 7Cy. 300 × 450 reduction geared to sc. shafts<br>2 970bhp (2 185kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 260kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 12kn |
| **TABBY III**<br>ex Gulf Coast III<br>**Golden Meadow Boat Corp.**<br>Houma, La United States of America | **122**<br>83<br>— | | **1967** Sea Hoss Marine Ways Inc.—Freeport, Tx<br>*21,62* 7,22<br>2,90 | **M Fishing** | General Motors<br>Oil<br>335bhp (246kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **TABBY V**<br>ex Gulf Coast V<br>**Tabby V Inc.**<br>Houma, La United States of America | **136**<br>92<br>— | | **1967** Houma Fabricators Inc.—Houma, La<br>*21,65* 7,07<br>3,46 | **M Fishing** | Oil<br>345bhp (254kW)<br>.............<br>Fuel (d.o.) |
| **TABEIRON**<br>**Andres Soto Moreira**<br>Vigo Spain | **154**<br>54<br>— | | **1946** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol<br>*27,10* 6,25<br>... ... ... | **M Fishing**<br>Side-fishing<br>Mchy.aft | Krupps<br>Oil 4SA 6Cy. 295 × 420<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>9kn |
| **TABEIRON JUAN**<br>**Andres Soto Moreira**<br>Vigo Spain | **154**<br>54<br>— | | **1946** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol<br>*27,10* 6,25<br>... ... ... | **M Fishing**<br>Side-fishing<br>Mchy.aft | Krupps<br>Oil 4SA 6Cy. 295 × 420<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>10kn |

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| **7520281**<br>*5AMN*<br>BP209<br>Df Esd Gc<br>Rdr Rt | **TABKAH**<br>**Government of Libya (Socialist Ports Company)**<br>Derna Libya | **301**<br>—<br>— | ✠Classed LR until 22/4/87 | **1977**-12 Argibay, Soc. de Const. Nav. e Mec. S.A.R.L.—Alverca (140)<br>35,01 9,22 3,531<br>32,01 9,01 4,65<br>RAD 1,3 1 dk<br>rf 737 BK 51 | **TM Tug**<br>Fire-fighting | MaK<br>2 Oil 4SA each 6Cy. 240 × 330<br>geared to sc. shafts<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 80kW 1 × 48kW 380V |
| **7708285**<br>*7THQ*<br>Df Esd Gc<br>Rdr Rt | **TABLAT**<br>**Societe Nationale de Transport Maritime & Compagnie Nationale Algerienne de Navigation Maritime (S.N.T.M./C.N.A.N.)**<br>Alger Algeria | **3 598**<br>1 213<br>3 516 | BV | **1978** Towa Zosen K.K.—Shimonoseki (501)<br>131,02 (BB) 18,52 6,219<br>120,02 18,01 13,49<br>2 dks | **TM RoRo Cargo** 12cbn<br>Stern door/ramp<br>Stern door/ramp (a)<br>L 10,50 W 7,00<br>Lane Length 2590 Cargo Width 3,50<br>Clear height 1,80<br>B.11 370<br>1 Ha (stl) (10,5 × 5,4) ER<br>Cr 1(5) | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 ×<br>sc. shafts<br>8 826kW (11 999bhp)<br>Nippon Kokan K.K. Tsurumi<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7510901**<br>*GXUP*<br>378378<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TABLE BAY**<br>ex Tolaga Bay-91 ex Table Bay-82<br>ex Barcelona-81 ex Table Bay-79<br>**NatWest Specialist Finance Ltd.**<br>P&O Containers Ltd. (P&OCL)<br>Southampton United Kingdom<br>SatCom: 1440430 | *52 055*<br>*21 263*<br>47 197 | ✠**100A1** CS 9/87<br>✠**LMC** **UMS**<br>EL Rt 687,5/84,0U3<br>FN 13134 | **1977**-10 A.G. "Weser"—Bremen (1400)<br>258,55 (BB) 32,31 13,024<br>248,22 32,26 20,65<br>B & F 246,3 1 dk | **TM Container Ship**<br>Fixed-guides Ref<br>pt higher tensile steel<br>7 Cell. Ho 14,4 27,8 33,9 27,8 34,1 ER<br>28,4 34,4<br>In.49 280<br>TEU 2436<br>C.Ho 1780/20' incl. 886 ref C. C.Dk 656/20' incl 55 ref C.<br>9 Ha (stl) ER 4 Ha (stl)<br>18 Wing Ha (stl) ER 8 Wing Ha (stl) | MAN<br>2 Oil 2SA each 8Cy. 900 × 1600<br>51 360bhp (37 778kW)<br>A.G. "Weser"<br>2 WTAuxB (o.f.) 9kgf/cm² (8,9bar)<br>2 AuxB (ex.g) 9,5kgf/cm² (9,4bar)<br>rcv 9kgf/cm' (8,8bar)<br>Gen 6 × 1500kW 3300V 60Hz a.c.<br>2 Thw. thrust Contr. pitch propellers<br>Fuel 246,0t (d.o.) 5 635,0t (hvf) |
| **6416627**<br>*EEAA*<br>1304<br>Df Esd Gc<br>Rdr Rt | **TABOADA PRIMERO**<br>ex Jacinto Verdaguer-88<br>**Pesqueras Taboada S.A.**<br>Cadiz Spain | **350**<br>160<br>— | BV | **1964** Hijos de J. Barreras S.A.—Vigo (1271)<br>42,42 7,40 3,836<br>36,66 7,35 4,14<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>3 Ha (each 1,0 × 1,0) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>950bhp (699kW)<br>Hijos de J. Barreras S.A.<br>Fuel 106,0t (d.o.) |
| **5348251**<br>*PKEQ* | **TABOELAN**<br>**Government of The Republic of Indonesia**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Jakarta Indonesia | **176**<br>80<br>163 | | **1946** Haarlemsche Schps. Maats.—Haarlem<br>37,09 7,04<br>6,99<br>P 21,1 F 4,6 1 dk | **M General Cargo**<br>1 Ho 21,1 ER<br>G.270 B.262<br>3W | De Industrie<br>Oil 4SA 3Cy. 280 × 400<br>D. & J. Boot "De Industrie"<br>Fuel 6,0t |
| **7038563**<br>*HO3152*<br>1813-71A<br>Df Esd Gc<br>Rdr Rt | **TABOGA**<br>**Refineria Panama S.A.**<br>Texaco Inc.<br>Panama Panama | **2 978**<br>2 566<br>5 723<br>T/cm<br>12,8 | AB | **1971** K.K. Usuki Tekkosho—Saiki (1126)<br>95,10 15,91 5,973<br>91,45 15,85 7,62<br>F 9,5 1 dk<br>rf 152 Bow/CM 61 Diam. 0,203 | **TM Tanker**<br>4 Ta ER<br>3 Cargo pumps total 1 185T/hr | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 ×<br>reduction geared to sc. shafts<br>1 500bhp (1 103kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 127kW 440V 60Hz a.c.<br>Fuel 116,5t (d.o.)-6,5pd |
| **7326295**<br>*HP5016*<br>12248-LP<br>Esd Rdr Rt | **TABOGA**<br>ex Liberty Moon I-88<br>ex Liberty Moon-87<br>**Naviera San Anselmo S.A.**<br>Panama Panama | **493**<br>220<br>750 | RP (AB) | **1973** Halter Marine Fabricators, Inc.—Moss Point, Ms (385)<br>51,82 11,58 3,658<br>50,17 4,28<br>F 15,3 1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 ×<br>reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **7825904**<br>*HO3187*<br>Esd Rt | **TABOR**<br>**Banco Nacional de Panama**<br>Balboa Panama | **119**<br>41<br>110 | | **1979** Ast. Picsa S.A.—Callao (118)<br>21,70 6,94<br>19,61 6,71 2,75<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>275bhp (202kW)<br>Caterpillar Tractor Co. |
| **8128406**<br>*EQIW*<br>Esd Rdr | **TABOUK**<br>**Government of The Islamic Republic of Iran (Ports & Shipping Organization)**<br>Bandar Khomeini Iran | *235*<br>*70*<br>159 | ✠**100A1** SS 3/90<br>tug<br>✠**LMC**<br>EL F 330,0/19,0U2<br>FN 326 | **1983**-3 B.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (361)<br>28,50 9,15 3,250<br>24,90 8,81 4,25<br>RFD 13,5 1 dk<br>rf 699 | **TM Tug**<br>Fire-fighting | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 ×<br>clutches, flexible couplings &<br>to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 73kW 220/380V 50Hz a.c.<br>Fuel 81,0t (d.o.) |
| | | | | **SURVEYS OVERDUE — CLASS SUSPENDED 1/12/91** | | |
| **7900687**<br>*EQHQ*<br>Df Esd Gc<br>Pfd Rdr Rt | **TABRIZ**<br>**National Iranian Tanker Co.**<br>Khorramshahr Iran<br>SatCom: 1745141/EQHQ | **41 440**<br>28 283<br>69 498 | NV (AB) | **1980** Mitsubishi Heavy Industries Ltd.—Yokohama (997)<br>216,21 41,05 12,212<br>205,01 41,01 16,79<br>1 dk | **M Tanker**<br>IGS SBT<br>Mchy.aft | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd.<br>Thw. thrust propeller fwd |
| **7610361**<br>*HZLK*<br>SA622<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TABUK**<br>**United Arab Shipping Co. (S.A.G.)**<br>Dammam Saudi Arabia<br>SatCom: 1743147/TABU | T.Mk<br>**10 693**<br>6 671<br>18 276<br>**15 122**<br>9 685<br>23 618 | ✠**100A1** SS 1/88<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL Ft 577,5/66,0U2<br>FN 6313 | **1978**-3 Hyundai SB. & Heavy Industry—Ulsan (2371)<br>175,32 (BB) 23,42 —/10,402<br>168,10 23,35 14,20<br>P 34,2 F 26,3 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 16,0 26,0 27,2 27,2 28,1 ER<br>6 TwD<br>G.30 923 B.28 835<br>TEU 386<br>C.Ho 314/20' (40') C.Dk 72/20' (40')<br>9 Ha (stl) (9,1 × 7,0) (19,0p&s 19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>4W Cr 4(12,5) 2(5) Der 1(105) 4(10) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>12 500bhp (9 195kW)<br>Harland and Wolff Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm²<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 256,0t (d.o.) 1 700,0t (hvf) |
| **5071808**<br>*J8XW*<br>2491<br>Df Esd Gc<br>Pfd Rdr RTv | **TABUK**<br>ex Taruk-90 ex Trans Wood-90<br>ex Katerine-86<br>ex Christiane Oldendorff-79<br>**Feroz Bebakar**<br>Kingstown St. Vincent and the Grenadines<br>SatCom: 1376145/TABK | **2 724**<br>1 500<br>4 380 | GL | **1962** Werft Nobiskrug G.m.b.H.—Rendsburg (628)<br>105,92 15,14 5,998<br>97,01 15,12 8,01<br>P 24,4 RQD 38,8 F 8,3 1 dk | **M General Cargo** 4P<br>Ice strengthened<br>2 Ho ER<br>G.6 111 B.5 694<br>3 Ha (stl) (17,3 × 8,6) (17,9 9,3 × 9,1) ER<br>10W Der 2(10) 10(5) | MAN<br>2 Oil 4SA each 6Cy. 400 × 600<br>3 000bhp (2 207kW)<br>Masch. Augsburg-Nuernberg<br>Fuel 1 732,5t |
| **7641281**<br>*YBDK* | **TABULARASA**<br>**Lembaga Penelitian Perikanan Laut**<br>Jakarta Indonesia | **100**<br>62<br>— | (KI) | **1961** P.N. Pakin—Tandjung Priok<br>... ... ...<br>20,63 5,88 3,61 | **M Research/Fishing** | Alpha<br>Oil 2SA 4Cy. 200 × 340<br>200bhp (147kW)<br>Titovi Zavodi "Litostroj"<br>Gen 1 × 5kW 110/220V |
| **6929208**<br>*3DOR*<br>332630<br>Df Esd Gc<br>Pfd RdrRTm | **TABUSORO**<br>ex Heia-74<br>**Government of Fiji (Marine Department)**<br>Suva Fiji | **199**<br>118<br>398 | (NV) | **1969** VEB Rosslauer Schiffswerft—Rosslau (3271)<br>40,42 8,03 2,756<br>37,09 8,01 3,20<br>P 8,6 B 6,4 F 5,5 1 dk | **M Refrigerated Cargo**<br>1 Ho 25,9 ER<br>G.62 In.343<br>TEU 2 C.Dk 2/20'<br>1 Ha (stl) (19,8 × 3,9) ER<br>2W Der 1(5) 1(3) | S.K.L.<br>Oil 4SA 8Cy. 180 × 260<br>NE 72<br>VEB Schwermasch. "Karl Liebkn<br>(SKL)<br>Gen 2 × 10kW 220V 50Hz a.c.<br>Controllable pitch propeller |
| **8428832**<br>Rt | **TABUT**<br>**Yemen Fishing Corp.**<br>Aden Yemeni Republic | *286*<br>*84*<br>— | | **1978** Guangzhou Fishing Vessel Shipyard—Guangzhou<br>44,82 7,60<br>2,70<br>1 dk | **M Fishing** | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 370<br>441kW (600bhp)<br>Guangzhou Diesel Engine |

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| **TABZCOOB 101**<br>ex Western 101<br>**Western Shellfish International**<br>Panama<br>Balboa | **200**<br>—<br>— | (AB) | **1970** Ast. de Veracruz S.A.—Veracruz (51)<br>6,79 —<br>24,06 6,74 3,71<br>1 dk | **M Fishing**<br>1 Ho<br>1 Ha (w) | Caterpillar<br>Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 120,0t (d.o.) |
| **TACAMAR V**<br>ex Francisco de Miranda ex Orebic-67<br>Venezuela<br>Maracaibo | **1 100**<br>574<br>760 | (BV) | **1959** Brodogradiliste "Jozo Lozovina-Mosor" —Trogir (101)<br>64,70 9,76 3,990<br>59,14 9,35 6,10<br>2 dks<br>RW | **M General Cargo**<br>G.2 594<br>2 Ha (2,9 × 1,9) (5,4 × 3,5)<br>6W Der 2(5) 4(2,5) | Sulzer 6TD48<br>Oil 2SA 6Cy. 480 × 700<br>1 324kW (1 800bhp)<br>Sour "Jugoturbina" Karlovac<br>Fuel 81,5t (d.o.) 15,5kn |
| **TACAMAR VIII**<br>ex Victoria Z.-80 ex Themos-79<br>ex Shinsei Maru-75<br>**Pedernal S.A.**<br>Tacarigua Marina C.A.<br>Panama<br>Panama | **1 988**<br>1 124<br>3 226 | (BV) (NK) | **1964** Hakodate Dock Co. Ltd.—Hakodate (363)<br>85,20 13,24 5,601<br>78,01 13,21 6,61<br>P 19,6 F 7,4 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.4 063 B.3 854<br>2 Ha (11,9 25,9 × 7,0) ER<br>9W Der 1(15) 1(10) | MAN<br>2 Oil 4SA each 8Cy. 240 × 300 geared to sc. shaft<br>2 244bhp (1 651kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 2 × 144kW 445V a.c.<br>Fuel 223,5t-8,0pd 12kn |
| **TACAPES**<br>**Gabes Chimie Transport (GCT)**<br>Tunisia<br>Tunis | **8 155**<br>3 163<br>12 094 | BV | **1980** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (1229)<br>145,01 8,002<br>136,02 20,11 11,41<br>1 dk | **M Tanker**<br>Chemical<br>21 Ta ER<br>L.13 436 | Pielstick 16PC2-2V-400<br>Vee Oil 4SA 16Cy. 400 × 460 geared to sc. shaft<br>8 000bhp (5 884kW)<br>Alsthom-Atlantique Montoir, St. Nazaire<br>16,5kn |
| **TACHEK**<br>ex Texada Queen-77<br>**British Columbia Ferry Corp.**<br>Canada<br>Victoria, B.C. | **751**<br>501<br>152 | | **1969** Allied Shipbuilders Ltd.—North Vancouver, B.C. (164)<br>49,54 14,69 2,413<br>45,88 14,64 4,45<br>1 dk<br>rf 1219 | **TM RoRo Cargo/Ferry**<br>150dk P | Ruston<br>2 Oil 4SA each 6Cy. 127 × 149<br>1 200bhp (883kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 60kW 1 × 30kW 450V 60Hz a.c.<br>12kn |
| **TACHIBANA**<br>**Kojika Shipping S.A.**<br>Panama<br>Panama<br>SatCom: 1332713/TACH | *4 626*<br>*2 476*<br>7 705 | NK | **1988** Higaki Zosen K.K.—Imabari (352)<br>113,32 (BB) 7,214<br>105,11 17,61 8,89<br>P 23,8 F 11,3 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>18 Ta ER<br>L.8 786 | Mitsubishi 6UEC37LA<br>Oil 2SA 6Cy. 370 × 880<br>2 780kW (3 779bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 240kW 450V a.c.<br>12,6kn |
| **TACHIBANA**<br>**Nakajima Municipal Office**<br>Japan<br>Nakajima,<br>Ehime Pref. | **258**<br>—<br>— | | **1978** Binan Senpaku Kogyo K.K.—Innoshima (5302)<br>… …<br>35,51 8,62 2,93<br>1 dk | **TM RoRo Cargo/Ferry**<br>300dk P<br>Cars 9 Trailers 4<br>Mchy.aft | Yanmar 6UAL-ST<br>2 Oil 4SA each 6Cy. 200 × 240<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>13kn |
| **TACHIBANA MARU**<br>**Mitsuhama Kisen K.K., Kyowa Kaiun K.K. & Kinwa Kaiun Co. Ltd.**<br>Japan<br>Matsuyama,<br>Ehime Pref. | *3 225*<br>*1 627*<br>5 480 | NK | **1985** Taihei Kogyo K.K.—Hashihama, Imabari (1811)<br>101,83 (BB) 6,600<br>95,97 16,21 7,93<br>P 24,4 F 9,5 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 5 850 | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800 sr geared to sc. shaft<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 4 × 193kW a.c.<br>Controllable pitch propeller<br>13,25kn |
| **TACHIBANA 2**<br>**Hagi Kaiun Y.K.**<br>Japan<br>Hagi,<br>Yamaguchi Pref. | **134**<br>—<br>128 | | **1986** Mitsubishi Heavy Industries Ltd. —Shimonoseki (894)<br>39,00 7,00 2,312<br>35,00 6,80 2,84<br>1 dk | **M Ferry** | Mitsubishi<br>Oil 4SA 6Cy. 240 × 260 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 500bhp (1 103kW)<br>Mitsubishi Heavy Industries Ltd. Sagamihara |
| **TACHIBANAMARU**<br>**Gan Beng**<br>Panama<br>Panama | **119**<br>33<br>— | (BV) | **1971** Kuwata Dock K.K.—Onomichi<br>27,01 2,601<br>25,00 6,51 3,10<br>1 dk | **M Tug** | Hanshin<br>Oil<br>The Hanshin Diesel Works Ltd. Japan<br>12kn |
| **TACHIRA**<br>**Compania Anonima Venezolana de Navegacion (CAVN)**<br>Venezuela<br>La Guaira | T.Mk<br>**6 790**<br>3 883<br>—<br>**10 308**<br>6 159<br>14 814 | AB | **1976** Oy Navire Ab—Naantali/Nadendal (53)<br>159,26 (BB) 22,05 8,300/9,808<br>145,01 22,01 12,63<br>P 44,2 F 26,9 2 dks, 3rd dk in Nos. 2, 3 & 4 Holds<br>rf 102 | **M General Cargo**<br>Ref —bth P<br>4 Ho ER 12 TwD<br>G.21 329 B.20 642 In.1 505 L.1 730<br>TEU 140 C. 140/20'<br>7 Ha (stl) (8,1 × 6,9) (15,1 15,1 15,1 × 8,0) ER (4,9p&s × 2,9) (2,5 × 4,9)<br>Cr 2(12,5) Der 1(60) 10(10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Oy Wartsila Ab Finland<br>Gen 3 × 660kW<br>Fuel 154,5t (d.o.) 1 219,5t (hvf)-34,0pd 16,5kn |
| **TACLOBAN CITY**<br>ex Naminoue Maru-75<br>**William Lines Inc.**<br>Philippines<br>Manila | **1 965**<br>767<br>1 173 | NK | **1962** Sanoyasu Dockyard Co. Ltd.—Osaka (194)<br>91,09 12,83 4,615<br>84,99 12,81 5,69<br>P 44,5 F 36,6 1 dk & S dk<br>RW | **M General Cargo**<br>OSD<br>3 Ho<br>G.1 454 B.1 332<br>3 Ha (5,4 × 2,9) (6,7 7,0 × 3,7)<br>6W Der 3(5) 2(3) | Mitsubishi<br>Oil 2SA 8Cy. 450 × 800<br>5 800bhp (4 266kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 336kW 445V 60Hz a.c.<br>Fuel 103,5t-14,0pd 18,5kn |
| **TACLOBAN PRINCESS**<br>ex Shinko Maru-90<br>**Sulpicio Lines Inc.**<br>Philippines<br>Cebu City | **3 079**<br>1 231<br>1 287 | BV | **1970** Fukuoka Zosen K.K.—Fukuoka (976)<br>110,32 19,26 4,801<br>103,00 19,20 5,85<br>2 dks | **TM RoRo Cargo/Ferry**<br>662dk P<br>Cars 72 Trailers 63 | Niigata 6MG31<br>4 Oil 4SA each 6Cy. 310 × 380 geared to sc. shafts<br>5 884kW (7 999bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 400kW 445V 60Hz a.c.<br>Fuel 62,0t (d.o.) 127,0t (i.f.o.)-29,5pd 18,5kn |
| **TACNA 2**<br>ex Dona Elena-75<br>**Pesquera San Jorge SCR Ltda.**<br>Peru<br>Pisco | **309**<br>139<br>— | (GL) | **1972** Ast. Picsa S.A.—Callao (384)<br>8,03<br>33,81 8,02 3,84<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 17,5t (d.o.) 10kn |
| **TACNA 3**<br>ex Napoleon-75<br>**Pesquera Zlatar y Molina**<br>Chile<br>Antofagasta | **310**<br>140<br>— | (GL) | **1969** Ast. Picsa S.A.—Callao (284)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 17,5t (d.o.) 10kn |
| **TACNA 5**<br>ex Antonio IV-76<br>**Pesquera Mistiana SCR Ltda.**<br>Peru<br>Pisco | **319**<br>139<br>— | (GL) | **1970** Ast. Picsa S.A.—Callao (324)<br>36,58 8,03<br>33,81 7,93 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 17,5t (d.o.) 10kn |
| **TACNA 6**<br>ex Virgen De Begonia III-75<br>**Pesquera Exito SCR Ltda.**<br>Peru<br>Pisco | **313**<br>143<br>— | GL (BV) | **1971** Ast. Gumar S.A.—Callao (7)<br>35,97 7,80<br>31,30 7,78 3,69<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ha (2,9 × 3,8) | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 17,5t (d.o.) 10kn |
| **TACNA 7**<br>ex Manua-76<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Peru<br>Chimbote | **310**<br>140<br>— | (GL) | **1971** Ast. Picsa S.A.—Callao (366)<br>8,03<br>33,81 8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Baudouin<br>Vee Oil 4SA 12Cy. 185 × 200 reverse reduction geared to sc. shaft<br>885bhp (651kW)<br>Soc. des Moteurs Baudouin Marseille |

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| **5348380**<br>*VM7764*<br>178452 | **TACOMA**<br>**Tacoma Pty. Ltd.**<br>*Port Adelaide, S.A.* Australia | **129**<br>85<br>— | | **1951** Haldane Bros. Pty. Ltd.—Port Fairy, Victoria<br>25,61 6,58 2,591<br>6,53<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho 10,9<br>1 Ha (2,9 × 2,9)<br>1W Der 1(5) | Grenaa<br>Oil 4SA 6Cy. 229 × —<br>500bhp (368kW) NE 73<br>Grenaa Motorfabrik, A/S |
| **8312760**<br>*P3MU3*<br>708931<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TACORA**<br>ex Enterprise-89 ex Enterprise I-85<br>**Tacora Navigation Co.**<br>Hanseatic Shipping Co. Ltd.<br>Limassol Cyprus<br>SatCom: 1100362/TACO | *22 208*<br>*13 837*<br>37 696<br>T/cm<br>46,8 | ✠**100A1** SS 12/89<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>✠**LMC** **UMS**<br>EL I† 605,0/64,0U3<br>FN 7585 | **1985**-2 Mitsubishi Heavy Industries Ltd.—Nagasaki (1947)<br>182,81 (BB) 28,45 10,751<br>174,00 28,40 15,19<br>P 27,8 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>pt higher tensile steel<br>5 Ho 24,8 28,8 28,8 28,8 26,4 ER<br>G.51 199 B.46 099<br>TEU 168 C. 168/20' (40')<br>5 Ha (stl) (12,8 19,2 19,2 19,2 19,2 × 15,0) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>8 160bhp (6 002kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 6,9kgf/cm² (6,8bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 182,0t (d.o.) 1 631,0t (hvf)-24,0pd |
| **7325954**<br>*EGDW*<br>Df Esd Rdr<br>Rt | **TACORONTE**<br>Launched as Helios<br>**Compania Iberica de Remolcadores del Estrecho S.A. (CIRESA)**<br>Santander Spain | **215**<br>201<br>135 | ✠Classed LR until 10/89 | **1974**-1 Ast. de Santander S.A.—Santander (90)<br>31,91 8,84 3,499<br>28,50 8,60 4,09<br>RFD 4,9 1 dk<br>rf nil | **M Tug**<br>Fire-fighting | MWM<br>Oil 4SA 6Cy. 360 × 450 dr geared to<br>Fabrica de San Carlos S.A.<br>Gen 2 × 80kW 1 × 20kW 380V 50<br>Controllable pitch propeller |
| **6608048**<br>Rdr RTh/v | **TACOSUL**<br>ex Lincoln Ellsworth-83<br>**Companhia Petroquimica do Sul S.A. (COPESUL)**<br>Navegacao Guarita Ltda.<br>Porto Alegre Brazil | **1 066**<br>412<br>1 171<br>T/cm<br>5,0 | NV | **1966** A.G. "Weser" Werk Seebeck—Bremerhaven (915)<br>62,03 10,42 4,515<br>55,33 10,41 5,01<br>1 dk<br>rf nil Bow/CM 28 Diam. 0,102 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>1 Ta (C.mn.stl) free standing cyl horizontal ER<br>L.(gas) 824<br>4 Cargo pumps total 200T/hr | MAN<br>Oil 4SA 9Cy. 300 × 450<br>1 200bhp (883kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 180kW 1 × 34kW 440V 60<br>Fuel 172,5t (d.o.)-5,0pd |
| **5348421**<br>*CXEO*<br>Esd Rt | **TACUAREMBO S-2**<br>Launched as Nuri<br>**Government of The Oriental Republic of Uruguay (Servicio Oceanografico y Pesca)**<br>Montevideo Uruguay | **121**<br>53<br>— | | **1962** Ast. de T. Ruiz de Velasco—Bilbao (72)<br>27,89 6,02 2,921<br>24,01 6,00 3,20<br>RW | **M Fishing**<br>Side Trawler | Deutz<br>Oil 6Cy. 220 × 280<br>435bhp (320kW)<br>Kloeckner Humboldt Deutz<br>Fuel 37,5t |
| **8216485**<br>*WRB9569*<br>656840<br>Gc Pfd Rdr<br>Rt | **TAD TIDE**<br>**Tidewater Enterprises Inc.**<br>Tidewater Marine Service Inc.<br>Morgan City, La United States of America | **298**<br>202<br>713 | AB | **1983** McDermott Shipyard—New Iberia, La (155)<br>54,87 12,48 3,728<br>51,82 12,20 4,27<br>F 16,8 1 dk | **TM Supply Ship**<br>Deck Cargo Fire-fighting | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 20<br>reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 165kW |
| **7900065**<br>*SQLB*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TADEUSZ KOSCIUSZKO**<br>**French-Polish Shipping Co. (Francusko-Polskie Towarzstwo Zeglugowe)**<br>Polish Ocean Lines (Polskie Linie Oceaniczne)<br>Gdynia Poland<br>SatCom: 1703110/SQLB | **30 085**<br>14 380<br>22 709 | PR | **1981** Ch. Nav. de La Ciotat—La Ciotat (324)<br>200,26 (BB) 31,73 9,500<br>185,55 31,70 18,80<br>F 18,9 1 dk, 2nd dk aft of mchy. space | **M RoRo Cargo/Container Ship**<br>Fixed-guides Deck-guides<br>Quarter stern door/ramp (s)<br>L 35,50 W 7,50 SWL 105<br>Lane Length 544 Cargo Width 7,50<br>Clear height 6,47<br>Cars 675<br>5 Cell. Ho ER<br>B.40 713<br>TEU 1417<br>C.Ho 438/20' C.RoRo Dk 317/20' C.Dk 662/20' incl. 150 ref C.<br>14 Ha (stl) ER | Sulzer<br>Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW)<br>H. Cegielski<br>Gen 4 × 960kW 1 × 120kW 380V<br>Thw. thrust Contr. pitch propeller fwd,<br>Fuel 643,0t (d.o.) 3 141,5t (hvf) |
| **6422298**<br>*HQEN8*<br>L-0322844<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **TADMOR**<br>ex Aradous 1-89 ex Ramko-89<br>ex Diana-87 ex Angelina S-82<br>ex Mariyos Hope-80 ex Balmerino-77<br>ex Ardgarvel-75<br>**Agusta Compania Naviera**<br>Seadoll Chartering Co. Ltd.<br>San Lorenzo Honduras | **1 121**<br>486<br>1 407 | HR<br>✠Classed LR until 22/6/88 | **1965**-1 James Lamont & Co. Ltd.—Port Glasgow (402)<br>67,98 10,80 4,325<br>63,10 10,67 4,42<br>P 18,0 RQD 38,8 F 7,4 1 dk<br>RW rf 76 | **M General Cargo**<br>Ice strengthened<br>2 Ho 15,6 20,4 ER<br>G.1 815 B.1 756<br>2 Ha (stl) (11,2 13,2 × 6,7) ER<br>4W Der 6(5) | Polar<br>Oil 2SA 4Cy. 340 × 570<br>1 100bhp (809kW)<br>British Polar Engines Ltd.<br>Gen 2 × 50kW 1 × 25kW 220V<br>Fuel 86,5t (d.o.) |
| **7414298**<br>*HNTD*<br>Df Esd Gc<br>Pfd Rdr Rt | **TADMUR**<br>ex Abu Mazin-86 ex Frederiksborg-82<br>**Iraqi Oil Tankers Co.**<br>Basrah Iraq | **1 598**<br>1 194<br>3 627<br>T/cm<br>8,5 | NV | **1976** Vaagen Verft A/S—Kyrksaeterora (41)<br>82,71 13,03 6,611<br>76,41 13,01 8,72<br>P - 2 dks<br>rf 5 Bow/CM 47 Diam. 0,203 | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>10 Ta ER<br>L.3 850 HeCls. C<br>3 Cargo pumps total 1 050T/hr | MaK<br>Oil 4SA 8Cy. 320 × 450<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 180kW 1 × 67kW 440V<br>Thw. thrust propeller fwd<br>Fuel 117,5t (d.o.)-7,5pd |
| **5429110**<br>*6VQN*<br>Df Esd Pfd<br>Rt | **TADORNE**<br>**Michel Adrien**<br>Dakar Senegal | **228**<br>76<br>— | (BV) | **1963** At. & Ch. de la Manche—Dieppe (1177)<br>37,67 7,24 3,537<br>32,11 7,22 3,92<br>1 dk | **M Fishing**<br>Side Trawler | Crepelle<br>Oil 4SA 6Cy. 260 × 280<br>750bhp (552kW)<br>Etab. Crepelle<br>Fuel 65,0t (d.o.) |
| **7819838**<br>*FNHT*<br>FK732128s<br>Df Esd Gc<br>Rdr RTm/h/v | **TADORNE II**<br>ex Makkum-88 ex Mentor-86<br>**Navale Transports Vinicoles LEDUC S.A.**<br>Port aux Francais, Kerguelen Antarctic Terr. (French) | T.Mk<br>**1 599**<br>968<br>3 427 | BV | **1979** Amels B.V.—Makkum (369)<br>82,78 (BB) 16,08 —/7,397<br>75,06 16,01 9,02<br>2 dks | **M General Cargo**<br>1 Ho 51,9 ER 1 TwD<br>G.5 605 B.5 335<br>TEU 136<br>C.Ho 93/20' (40') C.Dk 43/20' (40') incl. 16 ref C.<br>1 Ha (stl) (44,1 × 13,4) ER<br>Cr 1(37) Der 2(17) | Werkspoor<br>Oil 4SA 6Cy. 410 × 470 geared to<br>4 370bhp (3 214kW)<br>Stork-Werkspoor Diesel B.V.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 122,0t (d.o.) 299,0t (hvf)-13,0 |
| **8125624**<br>*JK4321*<br>125811<br>Rt | **TADOTSU MARU**<br>ex Yoshinogawa-88<br>**Fukuyama Tadotsu Ferry K.K.**<br>Hiroshima, Hiroshima Pref. Japan | **697**<br>470<br>354 | | **1982** Kanda Zosensho K.K.—Kawajiri (270)<br>63,25 14,23 3,099<br>60,00 14,20 4,09<br>1 dk | **M RoRo Cargo/Ferry** 280dk P | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340 with<br>flexible couplings & dr reverse<br>shafts<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd<br>Thw. thrust Contr. pitch propeller fwd |
| **6918716**<br>*VDWB*<br>325750<br>Df Esd Gc<br>Rdr RTm/h/v | **TADOUSSAC**<br>**Canada Steamship Lines Inc.**<br>Collingwood, Ont. Canada | **20 633**<br>14 562<br>29 272<br>T/cm<br>46,6 | ✠**100A1** Lake SS 4/89<br>Great Lakes & River St. Lawrence service<br>✠**LMC**<br>EL (r†) 2⅜"U2<br>FN 7802 | **1969**-10 Collingwood Shipyards—Collingwood, Ont. (192)<br>222,59 22,94 8,767 FW<br>218,90 22,86 12,78<br>P 28,7 F 18,9 1 dk<br>RW rf nil | **M Bulk Carrier**<br>Self-unloader<br>5 Ho 39,3 36,5 36,5 36,5 29,2 ER<br>G.32 310<br>23 Ha (stl) (each 3,3 × 16,7) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>7 061kW (9 599bhp)<br>Sulzer Bros. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 7,5bar<br>Gen 3 × 800kW 575V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (hvf) |

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| **TADRIB EXPRESS**<br>**Lamnalco-Zapata Marine Service Ltd.**<br>Zapata Gulf Marine Corporation<br>Port Vila Vanuatu | **299**<br>203<br>1 200 | AB | **1984** Offshore Shipbuilding Inc.—Palatka, Fl (39)<br>60,97 12,20 3,987<br>56,70 12,18 4,58<br>F 23,5 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>E (p) made73 reconditioned & fitted84<br>General Motors Corp. Electro-Motive Div. La Grange<br>E (s) made60 reconditioned & fitted84<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW<br>Thw. thrust propeller fwd<br>12kn |
| **TAE BAEK**<br>ex Soo Gong No. 51-84<br>**Samho Co. Ltd.**<br>Busan South Korea<br>SatCom: 1660265/TEBK | **5 510**<br>2 762<br>4 901 | KR | **1975** K.K. Usuki Tekkosho—Saiki (1190)<br>110,72 17,84 6,716<br>101,81 17,80 11,00<br>B 27,2 1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.2 705<br>2 Ha (2,7 × 2,6) (3,2 × 2,9) | B&W 10-42VBF-75<br>Oil 2SA 10Cy. 420 × 750<br>4 900bhp (3 604kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 720kW 450V a.c.<br>15,75kn |
| **TAE BAEK**<br>**Korea Merchant Banking Corp.**<br>Inchon South Korea | *236*<br>*111*<br>192 | AB KR | **1986** Dong Hae SB. Co. Ltd.—Ulsan (8546)<br>34,85 10,24 3,510<br>30,03 10,01 4,50<br>1 dk | **TM Tug** | Niigata 8PA5<br>2 Oil 4SA each 8Cy. 255 × 270 with clutches, flexible couplings & sr geared to sc. shafts<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 96kW a.c.<br>13,5kn |
| **TAE BAEK No. 29**<br>ex Il Woo No. 58-84<br>ex Kaikata Maru No. 58-73<br>**Samho Co. Ltd.**<br>Busan South Korea | **2 696**<br>1 715<br>3 446 | KR (NK) | **1963** Miho Zosensho K.K.—Shimizu (368)<br>98,00 14,84 5,784<br>88,02 14,79 6,00<br>B 19,2 F 12,2 1 dk & S dk | **M Refrigerated Cargo Fish Carrier** OSD<br>3 Ho ER<br>In.3 394<br>3 Ha (2,9 × 4,5) (3,5 3,5 × 2,9)<br>Der 4(5) 2(3) | Niigata<br>Oil 2SA 6Cy. 420 × 600<br>2 400bhp (1 765kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 240kW 445V a.c.<br>Fuel 1 248,5t-9,0pd 12,5kn |
| **TAE BAEK No. 31**<br>ex Se Bo No. 1-86<br>ex Kum Hae No. 303-85<br>ex Soo Gong No. 303-84<br>**Samho Co. Ltd.**<br>Busan South Korea | **416**<br>201<br>480 | KR (NK) | **1975** Miho Zosensho K.K.—Shimizu (1028)<br>55,45 9,83 3,709<br>47,00 8,50 3,97<br>P 19,6 F 10,1 1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing Ref<br>Mchy.aft<br>In.418<br>13 Ha (1,6 × 1,6) (1,3 1,3 1,3 1,3 1,3 1,3 1,3 1,3 1,3 1,3 × 1,3) (1,0 1,0 × 1,0) | Niigata 6LA31X<br>Oil 4SA 6Cy. 310 × 460<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW 445V a.c.<br>Fuel 231,5t (d.o.)-6,0pd 12kn |
| **TAE BAEK No. 50**<br>ex Da Wan No. 2-86<br>ex Kum Hae No. 102-85<br>ex Soo Gong No. 302-83<br>**Samho Co. Ltd.**<br>Busan South Korea | **416**<br>201<br>426 | KR (NK) | **1975** Miho Zosensho K.K.—Shimizu (1026)<br>55,45 9,83 3,695<br>47,00 8,50 3,97<br>B 19,6 F 10,1 1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing Ref<br>Mchy.aft<br>In.418<br>13 Ha (1,6 × 1,6) (1,3 1,3 1,3 1,3 1,3 1,3 1,3 1,3 1,3 1,3 × 1,3) (1,0 1,0 × 1,0) | Niigata 6LA31X<br>Oil 4SA 6Cy. 310 × 460<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW 445V a.c.<br>Fuel 231,5t (d.o.)-6,0pd 12kn |
| **TAE BAEK No. 72**<br>ex Kwang Myung No. 98-86<br>**Samho Co. Ltd.**<br>Busan South Korea | **467**<br>237<br>525 | KR | **1971** Dae Sun SB. & Eng. Co. Ltd.—Pusan (132)<br>57,05 9,02 3,747<br>51,49 9,00 3,99<br>P 26,6 F 8,6 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.468<br>3 Ha (1,0 1,0 × 1,3) (1,6 × 1,6) ER | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW 225V a.c.<br>13kn |
| **TAE BAEK No. 75**<br>**Samho Co. Ltd.**<br>Busan South Korea | **549**<br>—<br>846 | KR | **1987** Pohang SB. Co. Ltd.—Pohang<br>57,51 3,982<br>49,51 10,20 4,14<br>1 dk | **M Fishing**<br>Side-fishing | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| **TAE BAEK No. 82**<br>**Samho Co. Ltd.**<br>Busan South Korea | **410**<br>—<br>461 | KR | **1988** Dae Dong SB. Co. Ltd.—Busan (317)<br>56,06 3,752<br>49,61 8,81 3,84<br>P 27,2 F 11,9 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.521 | Niigata<br>Oil 4SA 6Cy. 280 × 480 sr reverse geared to sc. shaft<br>1 200bhp (883kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| **TAE BAEK No. 83**<br>**Samho Co. Ltd.**<br>Busan South Korea | **417**<br>—<br>462 | KR (Class cont.) | **1990** Dae Dong SB. Co. Ltd.—Busan (360)<br>56,70 (BB) 3,750<br>49,91 8,80 3,84 | **M Fishing**<br>Side-fishing Tuna Long-line<br>In.495 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 sr reverse geared to sc. shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| **TAE BAEK No. 99**<br>ex Buk Neung-84 ex Kyokko Maru-72<br>**Samho Co. Ltd.**<br>Busan South Korea | **8 506**<br>5 861<br>8 111 | KR (NK) | **1956** Osaka Zosensho—Osaka (125)<br>139,48 18,01 8,154<br>128,00 17,99 11,61<br>P 82,6 F 28,7 1 dk, pt 2nd & 3rd dks<br>conv General Cargo 67 | **M Factory Ship**<br>Fish-factory Ref<br>5 Ho<br>In.7 931<br>5 Ha (2,7 × 4,4) (2,8 3,2 3,2 3,2 × 3,2)<br>Der 4(5) 4(3) | Mitsubishi<br>Oil 2SA 6Cy. 700 × 1200<br>5 500bhp (4 046kW)<br>Mitsubishi Nippon Heavy Ind. Yokohama<br>Gen 3 × 544kW 450V a.c.<br>14kn |
| **TAE CHANG**<br>**Dai Han Coal Corporation (Korean Coal Corporation)**<br>Busan South Korea | **3 654**<br>2 184<br>5 704 | KR (AB) | **1971** Korea SB. & Eng. Corp.—Pusan<br>108,87 15,83 6,480<br>101,02 15,80 7,90<br>P 24,4 F 14,7 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 661 B.7 217<br>2 Ha (24,8 26,9 × 7,1)<br>Der 8(10) | Hanshin<br>Oil 4SA 6Cy. 500 × 700<br>2 700bhp (1 986kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 120kW 450V a.c.<br>Fuel 422,5t 12kn |
| **TAE CHANG No. 7**<br>ex Partera No. 7-78<br>ex Seiju Maru No. 1-77<br>**Kang Sung Luk**<br>Busan South Korea | **251**<br>121<br>— | (KR) | **1967** Kanasashi Co. Ltd.—Shimizu (800)<br>43,69 8,11 2,921<br>38,38 8,08 3,23<br>P 7,4 F 7,1 1 dk | **M Fish Carrier**<br>Ref<br>In.359<br>2 Ha (1,5 × 2,6) (1,2 × 1,2) ER | Niigata<br>Oil 4SA 6Cy. 310 × 460<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 144kW 220V a.c.<br>11,25kn |
| **TAE CHANG No. 10**<br>ex Partera No. 10-79<br>ex Sanyo Maru-73<br>ex Kotoshiro Maru No. 1-72<br>**Duk Chang Fisheries Co. Ltd.**<br>Busan South Korea<br>SatCom: 1660135/TCHN | **928**<br>495<br>1 500 | KR | **1967** Kanasashi Co. Ltd.—Shimizu (792)<br>68,00 11,21 4,573<br>61,17 11,18 5,08<br>P 26,0 F 8,6 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>3 Ho ER<br>In.1 438<br>4 Ha (1,3 1,3 × 0,9) (1,9 1,9 × 1,9) | Akasaka<br>Oil 4SA 6Cy. 440 × 650<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 176kW 445V a.c.<br>13kn |
| **TAE CHANG No. 11**<br>ex Eifuku Maru No. 15-76<br>**Tae Chang Fisheries Co. Ltd.**<br>Busan South Korea | **293**<br>147<br>— | (KR) | **1961** Yamanishi Zosen K.K.—Ishinomaki (397)<br>46,31 7,65<br>41,00 7,61 3,61<br>P 10,1 F 7,1 1 dk<br>rf 246 | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>3 Ho 5,4 5,9 12,8 ER<br>3 Ha (each 1,3 × 1,3) ER<br>1W Der 4(1) | Akasaka<br>Oil 4SA 6Cy. 326 × 460<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 64kW 1 × 24kW 220V 50Hz a.c.<br>Fuel (hvf) 11,5kn |
| **TAE CHANG No. 23**<br>ex Partera No. 23-79<br>ex Hakujin Maru-71<br>**Tae Chang Fisheries Co. Ltd.**<br>Busan South Korea | **293**<br>144<br>343 | KR | **1964** Kanasashi Co. Ltd.—Shimizu (553)<br>47,93 7,75 2,998<br>42,55 7,70 3,46<br>P 9,5 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.391<br>5 Ha (1,0 1,0 × 0,7) (1,1 1,1 1,1 × 1,4) ER | Akasaka<br>Oil 4SA 6Cy. 350 × 500<br>900bhp (662kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 120kW 225V a.c.<br>11,5kn |

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| **5123869**<br>*HLMM*<br>BS-A-1280<br>Df Esd Gc<br>Pfd Rdr Rt | **TAE CHANG No. 26**<br>ex Partera No. 26-78<br>ex Fukuyoshi Maru No. 35-77<br>**Tae Chang Fisheries Co. Ltd.**<br>Busan South Korea | **325**<br>181<br>405 | KR | **1962** Kanasashi Co. Ltd.—Shimizu (448)<br>50,55 7,85 3,440<br>44,79 7,80 3,81<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.521<br>4 Ha (each 1,6 × 1,6) ER | Akasaka<br>Oil 4SA 6Cy. 350 × 500<br>900bhp (662kW)<br>Akasaka Tekkosho K.K., (Akasaka Di<br>Ltd.)<br>Gen 3 × 120kW 230V a.c. |
| **6620383**<br>*DTBF*<br>BS-A-1297<br>Df Esd Gc<br>Pfd Rdr Rt | **TAE CHANG No. 27**<br>ex Partera No. 27-78<br>ex Kasuga Maru No. 1-77<br>**Tae Chang Fisheries Co. Ltd.**<br>Busan South Korea | **278**<br>134<br>— | KR | **1966** Kanasashi Co. Ltd.—Shimizu (752)<br>46,31 7,73 2,998<br>40,95 7,70 3,46<br>P 9,5 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.322<br>4 Ha (1,0 1,0 × 8,9) (1,7 1,7 × 1,5) | Akasaka<br>Oil 4SA 6Cy. 300 × 440<br>820bhp (603kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 2 × 104kW 230V a.c. |
| **6715580**<br>*6MUX*<br>BS-A-767<br>Df Esd Gc<br>Rdr Rt | **TAE CHANG No. 35**<br>ex Nikko Maru No. 6<br>**Tae Chang Fisheries Co. Ltd.**<br>Busan South Korea | **250**<br>79<br>— | (KR) | **1967** Miho Zosensho K.K.—Shimizu (608)<br>46,11 7,24<br>38,00 7,22 3,48<br>1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing<br>11 Ha (1,1 1,1 1,1 1,1 1,1 × 1,1) (1,1 1,1 1,1 1,1 1,1 1,1 × 0,8) ER | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 230V a.c. |
| **6615405**<br>*6MUY*<br>BF36306<br>Df Esd Pfd<br>Rdr | **TAE CHANG No. 36**<br>ex Kairyu Maru No. 21-76<br>**Tae Chang Fisheries Co. Ltd.**<br>Busan South Korea | **196**<br>77<br>— | (KR) | **1966** Kanasashi Co. Ltd.—Shimizu (731)<br>41,53 2,794<br>34,52 6,61 3,18<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>552kW (750bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **6615388**<br>*6KVV*<br>BS-A-1749<br>Df Esd Gc<br>Pfd Rdr Rt | **TAE CHANG No. 56**<br>ex Partera No. 56-79<br>ex Fukuyoshi Maru No. 5-76<br>**Tae Chang Fisheries Co. Ltd.**<br>Busan South Korea | **226**<br>112<br>— | (KR) | **1966** Kanasashi Co. Ltd.—Shimizu (729)<br>42,65 7,55 2,896<br>37,88 7,52 3,38<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. |
| **7416351**<br>*6NGG*<br>BS-A-2190<br>Df Esd Gc<br>Pfd Rdr Rt | **TAE CHANG No. 73**<br>**Tae Chang Fisheries Co. Ltd.**<br>Busan South Korea | **413**<br>210<br>479 | KR | **1974** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1167)<br>55,30 3,398<br>49,28 8,60 3,92<br>1 dk | **M Fishing**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>809kW (1 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 2 × 200kW 225V a.c. |
| **7416375**<br>*6LUB*<br>BS-A-2219<br>Df Esd Gc<br>Pfd Rdr Rt | **TAE CHANG No. 75**<br>**Tae Chang Fisheries Co. Ltd.**<br>Busan South Korea | **413**<br>207<br>479 | KR | **1975** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1188)<br>55,94 8,79 3,480<br>44,20 8,77 4,04<br>1 dk | **M Fishing**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>809kW (1 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 2 × 200kW 225V a.c. |
| **7394852**<br>*6KXF*<br>BS-A-2073<br>Df Esd Gc<br>Rdr Rt | **TAE CHANG No. 76**<br>ex Cipsa No. 10-83<br>**Tae Chang Fisheries Co. Ltd.**<br>Busan South Korea | **326**<br>164<br>404 | KR | **1974** Uchida Zosen—Ise (748)<br>50,40 8,36 3,455<br>44,00 8,31 3,61<br>P 23,8 F 8,6 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.145<br>2 Ha (1,3 × 1,0) (1,8 × 1,8) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 200kW 225V a.c. |
| **8015556**<br>*6NIT*<br>BS-A-1794<br>Df Esd Gc<br>Pfd Rdr Rt | **TAE CHANG No. 77**<br>**Tae Chang Fisheries Co. Ltd.**<br>Busan South Korea | **426**<br>223<br>447 | KR | **1980** Dae Dong SB. Co. Ltd.—Busan (229)<br>55,17 8,62 3,566<br>49,03 8,60 4,02<br>P 26,9 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>2 Ha (0,9 × 1,3) (1,7 × 1,7) | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 2 × 200kW 225V 60Hz a.c.<br>Fuel 378,5t (d.o.) 320,0t (hvf) |
| **7331642**<br>*6KXU*<br>BS-A-2080<br>Df Esd Gc<br>Rdr Rt | **TAE CHANG No. 78**<br>ex Cipsa No. 5-83<br>**Tae Chang Fisheries Co. Ltd.**<br>Busan South Korea | **447**<br>211<br>523 | KR | **1973** Uchida Zosen—Ise (732)<br>55,48 9,05 3,784<br>48,98 9,00 3,97<br>P 27,5 F 13,2 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>G.1 118 B.629 In.201<br>4 Ha (1,3 1,3 1,3 × 0,9) (1,8 × 1,8) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 200kW 225V a.c. |
| **8007573**<br>*6LID*<br>BS-A-1820<br>Df Esd Gc<br>Pfd Rdr Rt | **TAE CHANG No. 79**<br>**Tae Chang Fisheries Co. Ltd.**<br>Busan South Korea | **426**<br>220<br>447 | KR | **1980** Dae Dong SB. Co. Ltd.—Busan (237)<br>55,17 3,566<br>49,00 8,60 4,02<br>P 26,9 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.603<br>2 Ha (0,9 × 1,3) (1,7 × 1,7) | Akasaka<br>Oil 4SA 6Cy. 280 × 460 reverse gea<br>shaft<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 2 × 200kW 225V 60Hz a.c.<br>Fuel 378,5t (d.o.) 320,0t (hvf) |
| **7410137**<br>*6NMU*<br>BS-A-2137<br>Df Esd Gc<br>Pfd Rdr Rt | **TAE CHANG No. 83**<br>ex Parto No. 83-84<br>**Tae Chang Fisheries Co. Ltd.**<br>Busan South Korea | **557**<br>204<br>741 | KR | **1975** K.K. Usuki Tekkosho—Usuki (908)<br>60,30 4,079<br>53,80 9,99 6,20<br>F 17,7 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.570<br>2 Ha (2,2 × 1,9) (2,2 × 2,4) ER | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 2 × 216kW 225V a.c. |
| **7410149**<br>*6NGP*<br>BS-A-2199<br>Df Esd Gc<br>Pfd Rdr Rt | **TAE CHANG No. 85**<br>ex Parto No. 85-84<br>**Tae Chang Fisheries Co. Ltd.**<br>Busan South Korea | **557**<br>204<br>744 | KR | **1975** K.K. Usuki Tekkosho—Usuki (910)<br>60,30 4,079<br>53,80 9,99 6,20<br>F 17,7 1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.570<br>2 Ha (2,2 × 1,9) (2,2 × 2,4) | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 216kW 225V a.c.<br>Controllable pitch propeller |
| **7410072**<br>*6MHG*<br>BS-A-1379<br>Df Esd Gc<br>Pfd Rdr Rt | **TAE CHANG No. 87**<br>ex Cinco Oceanos No. 151-80<br>**Tae Chang Fisheries Co. Ltd.**<br>Busan South Korea | **491**<br>180<br>755 | KR | **1974** K.K. Usuki Tekkosho—Usuki (900)<br>60,30 3,887<br>53,80 9,99 6,20<br>F 18,0 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.578<br>2 Ha (2,2 × 1,9) (2,2 × 2,5) ER<br>Der 4(2) | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 216kW 225V a.c. |
| **8413710**<br>*HLIL*<br>KN6865<br>-A1524<br>Rt | **TAE CHANG No. 303**<br>**Choi Yung-Ja**<br>Kuryong Po South Korea | **122**<br>38<br>67 | (KR) | **1983** Sung Kwang SB. Co. Ltd.—Chungmu (123)<br>34,09 (BB) 6,30 2,301<br>27,41 5,81 2,72<br>1 dk | **M Fishing**<br>In.125 | Yanmar<br>Oil 4SA 6Cy. 200 × 240 with clutc<br>couplings & sr reverse geared<br>370bhp (272kW)<br>Ssang Yong Heavy Industries Co. L<br>Gen 1 × 60kW 225V a.c. |
| **6926567**<br>*HMAF*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TAE CHON**<br>ex Sunny Heath-91 ex Mreznica-89<br>ex Denebola-83<br>**Korea Moran Shipping Co.**<br>Nampo North Korea | T.Mk<br>**5 883**<br>3 466<br>—<br><br>**9 451**<br>6 140<br>14 885 | (JR)<br><br>✠CLASS WITHDRAWN at<br>Owners' request 7/91 | **1969**-11 R.O. Brodogradiliste "3 Maj"—Rijeka (529)<br>145,01 (BB) 20,65 —/9,095<br>135,01 20,60 12,50<br>F 12,8 2 dks<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 18,9 23,3 23,3 21,9 21,9 ER<br>G.22 168 B.19 904<br>5 Ha (stl) (9,7 × 8,3) (14,0 14,0 12,8 × 9,9) (10,1 × 8,3) ER<br>16W Der 4(10) 12(5) | Sulzer<br>Oil 2SA 5Cy. 760 × 1550<br>5 664kW (7 700bhp)<br>R.O. Tvornica Dizel Motora "3 Ma<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 139,0t (d.o.) 1 087,0t (hvf) |

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| **TAE DONG GANG**<br>**Government of The Democratic People's Republic of North Korea**<br>Nampo North Korea | **9 076**<br>5 633<br>14 000 | | **1976** Chongjin Shipyard—Huichon<br>... ... ...<br>... ... ...<br>1 dk | **M General Cargo** | Oil<br>.............<br>Fuel (d.o.) |
| **TAE HWA**<br>ex Sankei Maru-67<br>ex Daikokusan Maru-66<br>**Nyung Hwa Shipping Co. Ltd. S.A.**<br>Panama Panama | **697**<br>343<br>1 018 | (NK) | **1949** Fujinagata Zosensho—Osaka (19)<br>*54,69* 9,20 4,268<br>53,95 9,15 4,70<br>P 5,2 B 14,1 F 7,7 1 dk<br>RW | **M General Cargo**<br>G.1 141 B.1 048<br>2 Ha (each 8,6 × 4,5) ER<br>Der 4(3) | Akasaka<br>Oil 4SA 6Cy. 335 × 470<br>550bhp (405kW) NE 52<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 48,0t 9kn |
| **TAE IL**<br>ex Se Won-88 ex Kyoshin Maru-73<br>**Korea Industrial Leasing Co. Ltd.**<br>Techemarine Co. Ltd.<br>Busan South Korea | **2 595**<br>1 636<br>4 246 | KR (NK) | **1968** Shin Naniwa Dock Co. Ltd.—Osaka (16)<br>92,79 13,24 6,308<br>86,01 13,21 7,01<br>P 19,6 F 8,3 1 dk<br>RW rf 102 | **M Tanker**<br>8 Ta ER<br>L.(oil) 5 399 HeCls. BC | Ito<br>Oil 4SA 6Cy. 470 × 820<br>2 500bhp (1 839kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 64kW 445V a.c.<br>Fuel 376,0t (d.o.)-8,0pd 12kn |
| **TAE JIN No. 75**<br>ex Dae Kyung No. 201-90<br>**Tea Jin Fishery Co. Ltd.**<br>Busan South Korea | **335**<br>177<br>428 | KR | **1965** K.K. Miho Zosensho—Osaka<br>50,86 3,505<br>45,06 8,11 3,92<br>P 20,8 F 5,2 1 dk | **M Fishing**<br>4 Ha (stl) (1,4 × 1,3) (1,6 1,6 × 1,6) (1,8 × 1,8) | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>662kW (900bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 158kW 225V a.c.<br>10,5kn |
| **TAE JIN No. 77**<br>ex Kwang Shin No. 99-90<br>ex Kwang Myung No. 99-87<br>**Tea Jin Fishery Co. Ltd.**<br>Busan South Korea | **467**<br>237<br>600 | KR | **1971** Dae Sun SB. & Eng. Co. Ltd.—Pusan<br>57,05 9,02 3,612<br>51,49 9,00 3,99<br>P 26,6 F 8,6 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.468<br>3 Ha (1,0 1,0 × 1,3) (1,6 × 1,6) ER | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 103kW (1 500bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW 225V a.c.<br>13kn |
| **TAE KUK No. 1**<br>ex Dae Heung No. 6-91<br>**Chun Il Construction Co. Ltd.**<br>Busan South Korea | **125**<br>56<br>136 | KR | **1978** Shin Ah SB. Co.—Chungmu<br>36,00 2,681<br>30,21 6,30 2,80<br>F 11,6 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.123<br>4 Ha (1,1 × 1,1) (1,3 1,3 1,3 × 1,3) | Akasaka 6MH25SSR<br>Oil 4SA 6Cy. 250 × 400<br>830bhp (611kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 225V a.c.<br>11kn |
| **TAE KUK No. 2**<br>ex Dae Heung No. 7-91<br>**Chun Il Construction Co. Ltd.**<br>Busan South Korea | **125**<br>56<br>136 | KR | **1978** Shin Ah SB. Co.—Chungmu<br>36,00 2,681<br>30,21 6,30 2,80<br>F 11,6 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.123<br>4 Ha (1,1 × 1,1) (1,3 1,3 1,3 × 1,3) | Akasaka 6MH25SSR<br>Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 225V a.c.<br>11,25kn |
| **TAE KWANG**<br>ex Fuyo Maru-75<br>**Tong Yang Cement Co. Ltd.**<br>Busan South Korea | **2 543**<br>1 212<br>4 087 | KR (NK) | **1961** Nipponkai Heavy Ind. Co. Ltd.—Toyama (100)<br>92,28 14,05 6,173<br>84,99 14,00 7,29<br>P 27,8 F 9,5 1 dk<br>RW | **M Cement Carrier**<br>4 Ho ER<br>G.3 262 | Ito<br>Oil 4SA 6Cy. 470 × 700<br>2 100bhp (1 545kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 120kW 200V 60Hz a.c.<br>Fuel 259,0t (d.o.)-7,0pd 11,75kn |
| **TAE KWANG No. 101**<br>**Choi Hung-Son**<br>Busan South Korea | **104**<br>—<br>86 | (KR) | **1987** Kirim SB. Co. Ltd.—Koje<br>38,82 2,401<br>32,31 6,30 2,95<br>F 8,0 1 dk | **M Fishing**<br>Side Trawler | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>10,5kn |
| **TAE KWANG No. 102**<br>**Choi Hung-Son**<br>Busan South Korea | **104**<br>—<br>86 | (KR) | **1987** Kirim SB. Co. Ltd.—Koje<br>38,82 2,401<br>32,31 6,30 2,95<br>F 8,0 1 dk | **M Fishing**<br>Side Trawler | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>10,5kn |
| **TAE KYUNG No. 3**<br>South Korea | **341**<br>—<br>483 | | **1970** .............South Korea<br>*39,32* 7,32<br>... ... ...<br>1 dk | **M General Cargo** | Oil<br>550bhp (405kW)<br>.............<br>Fuel (d.o.) 10kn |
| **TAE WON**<br>ex Bumsin-87 ex Shinko Maru-74<br>**Miwon Trading & Shipping Co. Ltd.**<br>Inchon South Korea<br>SatCom: 1660210/BUMS | **3 829**<br>2 457<br>6 748<br>T/cm<br>14,3 | KR (NK) | **1972** Nishi Zosen K.K.—Imabari (143)<br>105,09 16,57 7,016<br>98,00 16,51 8,21<br>P 24,4 F 9,2 1 dk<br>RW Bow/CM 40 Diam. 0,152 MH 2,4 | **M Tanker**<br>DB Bow loading<br>10 Ta ER<br>L.(oil) 8 963 HeCls. BC<br>2 Cargo pumps total 1 500T/hr | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW 445V a.c.<br>Fuel 63,0t (d.o.) 614,5t (hvf)-15,0pd 11,5kn |
| **TAE WON No. 3**<br>ex Kwang Myung No. 91-86<br>**Shin Yang Fisheries Co. Ltd.**<br>Jaeil Investment & Finance Corp.<br>Busan South Korea | **467**<br>237<br>563 | KR | **1970** Dae Sun SB. & Eng. Co. Ltd.—Pusan<br>57,05 9,02 3,607<br>51,49 9,00 3,99<br>P 26,6 F 8,6 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.576<br>3 Ha (1,0 1,0 × 1,3) (1,6 × 1,6) ER | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW 225V a.c.<br>13kn |
| **TAE WON No. 201**<br>**Baek Yong-Joo**<br>Ulsan South Korea | *516*<br>*336*<br>593 | KR | **1987** Bang-Eo Jin Shipyard Co.—Ulsan<br>59,52 9,53 3,661<br>51,01 9,50 4,14<br>P 9,8 F 4,9 1 dk | **M Fishing**<br>Refrigerated Cargo<br>In.573 | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 608kW 225V a.c.<br>11,75kn |
| **TAE WOONG**<br>ex Shiga Maru Ho-88 ex Shiga Maru-86<br>**Tae Woong Deep Sea Fisheries Co. Ltd.**<br>Pohang South Korea | **4 375**<br>2 008<br>4 222 | KR (NK) | **1976** Fukuoka Zosen K.K.—Fukuoka (1036)<br>112,50 16,64 6,668<br>105,01 16,62 8,11<br>P 26,3 F 12,2 2 dks | **M Fish Carrier**<br>Ref<br>3 Ho<br>In.4 711<br>3 Ha (5,6 × 3,8) (6,3 6,3 × 4,1) ER<br>Der 6(3) | Mitsubishi 6UET52/90D<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 560kW 450V 60Hz a.c.<br>Fuel 192,5t (d.o.) 858,5t (hvf)-22,0pd 16kn |
| **TAE WOONG No. 501**<br>ex Seiryo Maru No. 35-86<br>**Kwang Yang Industrial Co. Ltd.**<br>Busan South Korea | **285**<br>140<br>— | KR | **1973** K.K. Goriki Zosensho—Ise (757)<br>8,23 3,370<br>43,11 8,21 3,56<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 200kW 225V a.c.<br>13kn |
| **TAE WOONG No. 502**<br>ex Hafna No. 502-86<br>ex The Woong No. 502-86<br>ex Tomi Maru No. 23-86<br>**Kwang Yang Industrial Co. Ltd.**<br>Busan South Korea | **284**<br>141<br>143 | KR | **1974** Niigata Eng. Co. Ltd.—Niigata (1325)<br>47,63 8,21 3,251<br>42,14 8,18 3,59<br>P 25,6 F 6,4 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6M28EX<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW 225V a.c.<br>11,5kn |
| **TAE WOONG No. 503**<br>ex Kyoshin Maru No. 53-86<br>**Kwang Yang Industrial Co. Ltd.**<br>Busan South Korea | **283**<br>141<br>— | KR | **1974** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1153)<br>48,24 8,23 3,252<br>42,14 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata<br>11,75kn |

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| **7237066**<br>*6MLK*<br>KN66.69-A650<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **TAE WOONG No. 602**<br>ex Tae Baek No. 215-86<br>ex Jinam No. 305-84<br>**Tae Woong Deep Sea Fisheries Co. Ltd.**<br>Pohang South Korea | **1 015**<br>540<br>801 | KR | **1972** Dae Sun SB. & Eng. Co. Ltd.—Pusan (145)<br>68,05 11,23<br>60,94 11,21 7,29<br>B 7,4 F 17,1 1 dk | **M Fishing**<br>Stern Trawler Ref<br>2 Ho 14,4 12,5 ER<br>In.950<br>5 Ha (2,7 2,7 2,7 2,7 × 2,9) (1,4 × 2,7) ER<br>Der 4(2) | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 408,5t (hvf) |
| **7127091**<br>*6NGE*<br>Df Esd Gc<br>Pfd Rdr Rt | **TAE WOONG No. 608**<br>ex Orion No. 503-89<br>ex Duk Soo No. 503-88<br>ex Wonmex No. 701-87<br>ex Duk Soo No. 51-86<br>ex Nitto Maru No. 75-84<br>**Kwang Yang Industrial Co. Ltd.**<br>Pohang South Korea | **391**<br>203<br>437 | KR | **1971** Narasaki Zosen K.K.—Muroran (786)<br>55,48 9,02 3,861<br>48,90 9,00 5,72<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>2 300bhp (1 692kW)<br>Hanshin Nainenki Kogyo |
| **7830076**<br>*D8YL*<br>BSR-675655<br>Gc Pfd Rdr<br>Rt | **TAE YANG**<br>ex Dae Myung-87<br>ex Chemicarry No. 16-82<br>ex Koka Maru-76<br>**Seong Ho Shipping Co. Ltd.**<br>Busan South Korea | **433**<br>195<br>570 | KR | **1967** Daiko Dkyd Co. Ltd.—Osaka (53)<br>49,31 3,591<br>45,01 8,01 3,81<br>P 12,2 F 5,5 1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.301 | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 50kW |
| **5252048**<br>*6LBB*<br>BS02-A298<br>Df Esd Gc<br>Pfd Rdr Rt | **TAE YANG No. 12**<br>ex Sam Su No. 201 ex Nikko Maru<br>**Shin Yang Shipping Co. Ltd.**<br>Busan South Korea | **1 332**<br>827<br>1 926 | KR (NK) | **1961** Geibi Zosen Kogyo—Kure (135)<br>83,55 10,88 5,030<br>77,65 10,83 5,72<br>P 20,5 F 7,7 1 dk | **M Fish Carrier**<br>Ref<br>3 Ho ER<br>In.1 648<br>3 Ha (each 2,4 × 2,4)<br>Der 6(2,5) | Mitsubishi<br>Oil 2SA 6Cy. 290 × 650<br>2 000bhp (1 471kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 112kW 445V a.c.<br>Fuel 797,5t |
| **5195238**<br>*6LDP*<br>BF21676 | **TAE YANG No. 21**<br>ex Kotoshiro Maru No. 3-70<br>**Lo Je Dong**<br>Busan South Korea | **337**<br>186<br>— | (KR) | **1959** Miho Zosensho K.K.—Shimizu (253)<br>48,34 7,88<br>42,52 7,83 3,81<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 350 × 500<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.)<br>Fuel 199,0t |
| **6716340**<br>*6KWS*<br>BF21639<br>Rdr | **TAE YANG No. 102**<br>ex Kook Yang No. 102<br>**Korea Marine Industry Development Corp.**<br>Busan South Korea | **133**<br>41<br>113 | (KR) | **1967** Fukuoka Zosen K.K.—Fukuoka (887)<br>33,56 6,15 2,401<br>28,61 6,10 2,75<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.100<br>4 Ha (each 0,9 × 1,1) | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 26kW 230V a.c. |
| **6716364**<br>*6KWU*<br>BF21641<br>Rdr | **TAE YANG No. 105**<br>ex Kook Yang No. 105<br>**Korea Marine Industry Development Corp.**<br>Busan South Korea | **133**<br>41<br>113 | (KR) | **1967** Fukuoka Zosen K.K.—Fukuoka (890)<br>33,56 6,15 2,401<br>28,61 6,10 2,75<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.100<br>4 Ha (each 0,9 × 1,1) | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 26kW 230V a.c. |
| **6716376**<br>*6KWV*<br>BF21642<br>Rdr | **TAE YANG No. 106**<br>ex Kook Yang No. 106<br>**Korea Marine Industry Development Corp.**<br>Busan South Korea | **133**<br>41<br>113 | (KR) | **1967** Fukuoka Zosen K.K.—Fukuoka (883)<br>33,56 6,15 2,401<br>28,61 6,10 2,75<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.100<br>4 Ha (each 0,9 × 1,1) | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 26kW 230V a.c. |
| **6919643**<br>*6LQI*<br>BS-A-437<br>Df Esd Gc<br>Pfd Rdr Rt | **TAE YANG No. 115**<br>ex Kook Yang No. 115<br>**Ahn Sang Mee**<br>Busan South Korea | **133**<br>41<br>113 | (KR) | **1969** Tokushima Zosen K.K.—Fukuoka (801)<br>33,56 6,13 2,388<br>28,61 6,10 2,75<br>B 9,5 F 4,9 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.100<br>4 Ha (each 0,9 × 1,1) | Hanshin<br>Oil 4SA 6Cy. 240 × 400<br>450bhp (331kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 26kW 230V a.c. |
| **6919667**<br>*6LQK*<br>BF22322<br>Df Esd Gc<br>Pfd Rdr Rt | **TAE YANG No. 117**<br>ex Kook Yang No. 117<br>**Korea Marine Industry Development Corp.**<br>Busan South Korea | **133**<br>41<br>113 | (KR) | **1969** Tokushima Zosen K.K.—Fukuoka (803)<br>33,56 6,13 2,388<br>28,61 6,10 2,75<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.100<br>4 Ha (each 0,9 × 1,1) ER | Hanshin<br>Oil 4SA 6Cy. 240 × 400<br>450bhp (331kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 24kW 230V a.c. |
| **6919679**<br>*6LQL*<br>BF22323<br>Df Esd Gc<br>Pfd Rdr Rt | **TAE YANG No. 118**<br>ex Kook Yang No. 118<br>**Korea Marine Industry Development Corp.**<br>Busan South Korea | **133**<br>41<br>113 | (KR) | **1969** Tokushima Zosen K.K.—Fukuoka (805)<br>33,56 6,13 2,388<br>28,61 6,10 2,75<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.100<br>4 Ha (each 0,9 × 1,1) ER | Oil 4SA 6Cy. 250 × 400<br>450bhp (331kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 24kW 230V a.c. |
| **7831575**<br>*6KWQ*<br>BS-A-1729<br>Df Esd Gc<br>Rdr Rt | **TAE YOUNG No. 62**<br>**Kim Kum An**<br>Busan South Korea | **149**<br>29<br>167 | (KR) | **1979** Shin Ah SB. Co.—Chungmu<br>39,25<br>31,81 7,31 2,90<br>B 4,3 F 4,6 1 dk | **M Fishing**<br>Side-fishing Seiner | Niigata<br>Oil 4SA 6Cy. 310 × 460<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 70kW 225V a.c. |
| **7392763**<br>*LFNB*<br>19044<br>Rdr Rt | **TAELAVAG**<br>Launched as Honey Dew<br>**P/R Ole N. Midtveit & Sonner**<br>Ole Midtveit<br>Bergen Norway | *261*<br>*89*<br>— | | **1974** Tees Marine Services Ltd.—Middlesbrough<br>25,79 6,79 2,845<br>24,29 6,71 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 165<br>690bhp (508kW) E made74 fitted77<br>Caterpillar Tractor Co.<br>Fuel 16,5t (d.o.)-3,0pd |
| **7521522**<br>*D5ZE*<br>6776<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **TAEPING**<br>**Floridita Shipping Inc.**<br>Anglo-Eastern Ship Management Ltd.<br>Monrovia Liberia | T.Mk<br>**7 185**<br>4 948<br>—<br>**11 233**<br>7 931<br>17 422 | ✠**100A1** SS 11/89<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>certified container securing arrangements<br>✠**LMC** **(UMS)**<br>EL D† 550,0/58,0U3<br>FN 4938 | **1980**-9 Industrias Reunidas Caneco S.A.—Rio de Janeiro (237)<br>153,27 (BB) 21,34 9,351/9,674<br>144,76 21,20 12,91<br>P 27,5 F 13,2 2 dks<br>rf nil DK in way of Nos. 2, 3, 4 & 5 holds | **M General Cargo**<br>5 Ho 20,1 25,6 18,1 26,4 17,3 5 TwD<br>G.26 112 B.24 284<br>TEU 482 C.Ho 298/20' C.Dk 184/20'<br>5 Ha (stl) (12,5 18,9 12,8 18,9 12,8 × 13,4) ER<br>Cr 5(20) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Ishikawajima do Brasil<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 375kW 450V 60Hz a.c.<br>Fuel 73,0t (d.o.) 1 101,0t (hvf) |
| **7033965**<br>*5LGE*<br>3316<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **TAESCHORN**<br>ex Trade Vision-84 ex Bluesky-81<br>**Trade Aries Inc.**<br>Marine Management Services M.C.<br>Monrovia Liberia | **18 736**<br>12 695<br>34 867 | NV (BV) | **1970** Sumitomo SB. & Mchy. Co. Ltd.—Uraga Shipyard, Yokosuka (939)<br>180,02 (BB) 28,45 10,872<br>170,03 28,40 14,99<br>1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 23,0 27,7 20,8 27,9 27,9 ER<br>G.44 949 B.40 975<br>5 Ha (stl) (14,0 × 10,4) (18,3 12,8 18,3 18,3 × 13,4) ER<br>Cr 4(8) Der 1(15) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Sumitomo S.B. & Mchy. Co. Ltd<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 3 951,5t (hvf) |
| **8206648**<br>*CNJK*<br>8-627 | **TAFDNA**<br>**Omnium Marocaine de Peche**<br>Agadir Morocco | **324**<br>142<br>405 | BV | **1983** Const. Nav. Santodomingo—Vigo (484)<br>38,31 8,59 4,050<br>34,78 8,51 6,15<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>In.402<br>2 Ha (stl) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 with cl couplings & sr geared to sc. shaft<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 140kW 380V 50Hz a.c. |
| **7403823**<br>Df Esd Rdr<br>Rt | **TAFELNAY**<br>ex Antonito Pelayo-90<br>Launched as El Canito<br>**Tafelnay Fisheries S.A.**<br>Agadir Morocco | **189**<br>61<br>— | BV | **1974** Const. Nav. del Sureste S.A.—Alicante (07)<br>30,99 7,01<br>28,15 6,99 3,61<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW) E made78 fitted<br>Caterpillar Tractor Co.<br>Fuel 65,0t (d.o.) |

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| **TAFFGARTH**<br>ex Contractor-84 ex Regent Wren-71<br>**Cory Towage Ltd.**<br>Bristol United Kingdom | **161**<br>73<br>236 | ✠Classed LR until 2/1/71 | **1950**-5 Charles Hill & Sons Ltd.—Bristol (363)<br>37,04 5,95 2,115<br>5,80 2,52<br>RQD 7,1 Trunk 10,1 RFD 2,5 1 dk<br>RW len 60 | **M Tank Barge**<br>Mchy.aft<br>L.(oil) 170 | Ruston<br>Oil 4SA 5Cy. 203 × 273 sr geared to sc. shaft<br>163bhp (120kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Fuel 3,0t-0,5pd 7kn |
| **TAFFTRADE**<br>ex Crown Prince-90 ex Evita II-88<br>ex La Bonita-81<br>**Taffeta Trading (S) Pte. Ltd.**<br>Panama Panama | **1 418**<br>1 050<br>2 402 | **✠100A1** SS 5/88<br>**✠LMC**<br>EL p 1⅜"SQ<br>FN 1319 | **1965**-12 Jadewerft G.m.b.H.—Wilhelmshaven (100)<br>72,80 13,82 5,309<br>65,84 13,70 6,33<br>P 12,2 F 6,8 2 dks<br>rf nil<br>**SURVEYS OVERDUE — REPAIRS REQUIRED — CLASS SUSPENDED 14/5/91** | **M General Cargo** CSD<br>1 Ho 43,8 ER<br>G.2 813 B.2 634<br>3 Ha (stl) (9,8 13,4 9,8 × 7,1) ER<br>Cr 2(19,5) 1(17) | MAN<br>Oil 4SA 6Cy. 400 × 600<br>1 600bhp (1 177kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 125kW 266/460V 60Hz a.c.<br>Fuel 306,5t (hvf) 13kn |
| **TAFIRA**<br>**Lloret y Llinares S.L.**<br>Las Palmas Spain | **243**<br>139<br>— | (BV) | **1960** Ast. de Murueta S.A.—Guernica (32)<br>*32,62* 6,91<br>31,98 3,99<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW)<br>N.V. Werkspoor Amsterdam<br>10kn |
| **TAFNA 1**<br>**Entreprise Portuaire de Skikda E.P.S.**<br>Alger Algeria | **359**<br>104<br>139 | BV | **1972** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1155)<br>34,90 9,66 3,703<br>30,82 9,20 4,70 | **M Tug** | MaK 12M453AK<br>Vee Oil 4SA 12Cy. 320 × 420 reverse reduction geared to sc. shaft<br>Atlas-MaK Maschinenbau Kiel<br>Controllable pitch propeller<br>13kn |
| **TAFNA 2**<br>**Entreprise Portuaire de Skikda E.P.S.**<br>Alger Algeria | **359**<br>104<br>139 | BV | **1973** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1156)<br>34,90 9,66 3,925<br>30,82 9,20 4,70 | **M Tug** | MaK 12M453AK<br>Vee Oil 4SA 12Cy. 320 × 420 reverse reduction geared to sc. shaft<br>Atlas-MaK Maschinenbau Kiel<br>Controllable pitch propeller<br>13kn |
| **TAFOLA**<br>**Government of The Independent State of Western Samoa**<br>Apia<br>Upolu Island Western Samoa | *120*<br>*36*<br>39<br>T/cm<br>1,4 | NK | **1989** Kanagawa Zosen—Kobe (332)<br>25,90 2,100<br>23,85 6,80 2,80<br>1 dk | **TM Tug** | Yanmar M200-SN<br>2 Oil 4SA each 6Cy. 200 × 260 sr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 1 × 40kW 1 × 24kW 225V 50Hz a.c.<br>Fuel 21,82t (d.o.)-3,9pd 11kn |
| **TAFRASH**<br>ex Tanb-55<br>**Nain Kawaiti**<br>Khorramshahr Iran | **209**<br>11<br>89 | ✠Classed LR until 9/65 | **1949**-4 Scott & Sons—Bowling (388)<br>33,58 7,07 2,204<br>31,53 7,01 2,75<br>rf nil | **TS Tug** | C 4Cy. (2) 279 & (2) 559 x 406<br>Plenty & Son Ltd. Newbury<br>Fuel 55,0t 9kn |
| **TAFTAN**<br>ex Torill-86 ex Torill Knudsen-84<br>**National Iranian Tanker Co.**<br>Barber Ship Management Ltd. (UAE)<br>Bandar Abbas Iran<br>SatCom: 1745120/EQQQ | **141 873**<br>112 395<br>289 778<br>T/cm<br>161,8 | NV | **1973** Odense Staalskibsvaerft A/S—Lindo (44)<br>347,23 (BB) 51,90 22,219<br>331,86 51,82 28,45<br>1 dk<br>rf 102 Bow/CM 176 Diam. 0,508 MH 2,1 | **S Tanker**<br>CBT IGS<br>15 Ta ER<br>L.(oil) 353 738 HeCls. B<br>4 Cargo pumps total 14 000T/hr | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) General Electric<br>Kuaerner Brug A/S Oslo<br>Gen 1 × 1500kW 2 × 1280kW 440V 60Hz a.c.<br>Fuel 9 957,0t (o.f.)-159,5pd 15,25kn |
| **TAFTOY**<br>ex Skuloy-51<br>**Ole Jenssen**<br>Trondheim Norway | **182**<br>74<br>270 | | **1944** .............England<br>*34,78* 6,81<br>6,76 3,48<br>1 dk<br>conv Tug 51 | **Wood M General Cargo**<br>Mchy.aft<br>2 Ha (3,3 5,7 × 2,9) | Aabenra 6-427-FO<br>Oil 4SA 6Cy. 270 × 400<br>480bhp (353kW) E made64 fitted79<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Fuel (d.o.) |
| **TAG IX**<br>**Tag Fleet Inc.**<br>Morgan City, La United States of America | **300**<br>—<br>1 200 | | **1982** Eastern Marine Inc.—Panama City, Fl (42)<br>44,20 3,009<br>42,40 10,37 3,51<br>1 dk | **M Fire-fighting Vessel** | General Motors 12V-149-TI<br>Vee Oil 2SA 12Cy. 146 × 146<br>1 250bhp (919kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| **TAGA**<br>ex Taga Maru-89<br>**Olamar Navegacion S.A.**<br>Panama Panama | *6 115*<br>*2 703*<br>7 704 | NK | **1984** Kochi Jyuko K.K.—Kochi (2350)<br>109,02 (BB) 7,501<br>99,01 18,41 8,06<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.14 291 B.13 309<br>2 Ha (stl) (each 23,8 × 9,0) ER<br>Der 2(25) 2(20) | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>4 080bhp (3 001kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>13,25kn |
| **TAGA MARU No. 5**<br>**Okazaki Kaiun Y.K.**<br>Nishiumi, Ehime Pref. Japan | **145**<br>—<br>— | | **1981** Kumamoto Dock K.K.—Yatsushiro (109)<br>... ... ...<br>26,12 7,00 3,10<br>1 dk | **M Tug** | Oil<br>............. |
| **TAGA MARU No. 28** | **299**<br>150<br>344 | | **1974** Miho Zosensho K.K.—Shimizu (996)<br>50,60 (BB) 8,51 3,099<br>44,00 8,49 3,43<br>1 dk | **M Fishing**<br>Mchy.aft | Niigata 6M28GX<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TAGA MARU No. 58**<br>**Hisao Noguchi**<br>Nemuro, Hokkaido Pref. Japan | **127**<br>—<br>— | | **1984** Sanuki Zosen Tekkosho K.K.—Takuma<br>29,40<br>6,20 2,70<br>1 dk | **M Fishing**<br>Side-fishing | Niigata<br>Oil<br>324kW (440bhp)<br>Niigata Eng. Co. Ltd. Japan |
| **TAGAMA**<br>ex Deppe America-89 ex Tagama-89<br>ex Woermann Wahehe-85<br>ex Wahehe-84<br>**5th Maritime Ltd.**<br>Transocean Shipmanagement G.m.b.H.<br>St. John's Antigua & Barbuda | T.Mk<br>**7 694**<br>4 886<br>11 350<br>**12 811**<br>7 382<br>17 400 | BV | **1982** VEB Warnowwerft Warnemuende<br>—Warnemuende (244)<br>158,05 (BB) 23,09 8,081/10,181<br>146,01 23,06 13,42<br>P 25,3 F 35,7 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 4 TwD<br>G.25 665 B.23 556<br>TEU 642<br>C.Ho 342/20' (40') C.Dk 300/20' (40') incl. 30 ref C.<br>7 Ha (stl) (18,6 × 13,0) (19,2p&s 19,2p&s 19,2p&s × 7,8) ER<br>9W Der 1(125) 4(35) 4(5-10) | MAN K7Z70/120E<br>Oil 2SA 7Cy. 700 × 1200<br>6 690kW (9 095bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 2 × 640kW 1 × 452kW 380V 50Hz a.c.<br>Fuel 291,0t (d.o.) 1 260,0t (hvf)-37,5pd 13kn |
| **TAGANROG**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | T.Mk<br>**2 177**<br>1 115<br>1 139 | RS | **1968** VEB Volkswerft Stralsund—Stralsund (247)<br>82,02 13,62 5,201<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 075<br>4 Ha (2,5 × 2,8) (1,6 × 2,1) (1,5 × 0,9) (2,4 × 2,4)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **TAGANROGA**<br>ex Taganrog-92<br>**Latvian Shipping Company**<br>Riga Latvia | **5 154**<br>1 741<br>6 297<br>T/cm<br>16,4 | RS | **1983** Rauma-Repola Oy—Rauma/Raumo (280)<br>113,01 7,201<br>105,34 18,31 8,51<br>1 dk<br>Bow/CM 50 Diam. 0,200 | **M Tanker**<br>Ice strengthened DB Stern disch.<br>3 Ta 8 Wing Ta ER<br>L.(oil) 5 943<br>11 Cargo pumps total 1 730T/hr | B&W 6L45GFCA<br>Oil 2SA 6Cy. 450 × 1200<br>5 914bhp (4 350kW)<br>Bryansk Eng. Works Bryansk<br>Gen 4 × 220kW 380V 50Hz a.c.<br>Fuel 457,39t (d.o.)-17,3pd 15,2kn |
| **TAGANROGSKIY RYBAK**<br>**Yugryba**<br>(Taganrog) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1985** .............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 - 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | Russkiy 6CHN18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>U.S.S.R. |

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| **7109386**<br>*EWIK*<br>M-31484<br>Df Esd Gc<br>Pfd Rdr RTv | **TAGANROGSKIY ZALIV**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.)<br>SatCom: 1401261/EWIK | **12 891**<br>6 872<br>11 746 | RS (BV) | **1972** Ch. Nav. de La Ciotat—Le Trait (266)<br>164,60 22,05 8,014<br>153,17 22,00 13,54<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>5 Ho ER<br>G.1 446 In.14 119<br>5 Ha (4,0 4,0 × 6,0) (4,0 × 2,9) (4,0 4,0 × 6,0) ER<br>10W Der 2(10) 8(5) | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 ×<br>sc. shaft<br>11 160bhp (8 209kW)<br>Ch. de l'Atlantique<br>Controllable pitch propeller |
| **6907858**<br>354/NDB<br>Df Esd Gc<br>Rdr Rt | **TAGANT II**<br>ex Sung Yang No. 2-86<br>ex Daiei Maru No. 8-77<br>**Ahmed of Sidi Baba**<br>Nouadhibou Mauritania | **356**<br>159<br>— | (KR) (RI) | **1968** Nishii Dock Co. Ltd.—Ise (176)<br>48,39 8,82<br>43,90 8,62 3,84<br>B 9,2 1 dk<br>RW | **M Fishing**<br>Stern Trawler Ref<br>In.392<br>4 Ha (1,8 1,8 × 1,8) (1,8 × 2,2) (1,0 × 1,9) ER | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 104kW 230V a.c. |
| **7312206**<br>Df Esd Rdr<br>Rt | **TAGANT No. 1**<br>ex Xeyxo-84<br>**Volyroc Trading S.A.**<br>Nouadhibou Mauritania | **263**<br>99<br>— | (BV) | **1973** Ast. Celaya—Bilbao (137)<br>33,46<br>29,49 7,50 3,81<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho ER<br>G.214 | M.T.M.<br>Oil 4SA 8Cy. 295 × 420<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 69,0t (d.o.) |
| **6620802** | **TAGAR**<br>**Calcutta Port Trust**<br>Calcutta India | **156**<br>—<br>— | ✠Classed LR until 4/68 | **1967**-2 Richards (Shipbuilders) Ltd.—Lowestoft (488)<br>27,44 8,03 2,979<br>24,54 7,93 3,66<br>1 dk<br>RW rf 533 | **TM Tug**<br>Mchy.aft | MAN<br>2 Oil 4SA each 5Cy. 235 × 330<br>geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 55kW 400V 50Hz a.c.<br>Fuel 25,5t (d.o.) |
| **8629981**<br>Rt | **TAGARASU MARU No. 56**<br>**All Nippon Commercial Enterprises**<br>Manila Philippines | **126**<br>—<br>— | | **1965** Fukuoka Zosen K.K.—Fukuoka<br>*29,70* 5,82 2,200<br>5,80 2,90<br>1 dk | **M Fishing** | Oil |
| **7913751**<br>*3ERZ8*<br>19533-91<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **TAGASAN**<br>ex Tagasan Maru-91<br>**Paramount Transport S.A.**<br>Mitsui O.S.K. Lines Ltd.<br>Panama Panama | **53 350**<br>26 771<br>92 715<br>T/cm<br>88,4 | NK | **1980** Oshima Shipbuilding co. Ltd.—Nagasaki (10048)<br>242,98 (BB) 42,04 12,161<br>233,03 42,00 19,61<br>1 dk<br>Bow/CM 127 Diam. 0,410 MH 1,8 | **M Tanker**<br>COW IGS SBT<br>Mchy.aft<br>L.(oil) 107 175<br>3 Cargo pumps total 7 936T/hr | Sulzer<br>Oil 2SA 6Cy. 900 × 1900<br>20 400bhp (15 005kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 1 × 760kW 2 × 730kW 450V<br>Fuel 410,0t (d.o.) 4 458,5t (hvf)-60 |
| **8412974**<br>*JQFR*<br>128831<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **TAGAWA MARU**<br>**Nippon Yusen Kaisha (NYK Line)**<br>Tokyo Japan<br>SatCom: 1200142/JQFR | *133 940*<br>*70 896*<br>239 781<br>T/cm<br>152,0 | NK | **1985** Mitsubishi Heavy Industries Ltd.—Nagasaki (1975)<br>317,51 (BB) 54,06 19,486<br>307,02 54,01 26,17<br>P 21,1 F 276,5 1 dk<br>Bow/CM 161 Diam. 0,406 | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 291 075<br>3 Cargo pumps total 15 000T/hr | Sulzer<br>Oil 2SA 7Cy. 840 × 2400<br>20 610bhp (15 160kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 1 × 880kW 3 × 700kW 450V<br>Fuel 141,0t (d.o.) 4 438,0t (hvf)-59.5 |
| **7421071**<br>*CNOU* | **TAGHAZOUT**<br>ex Yperlee-74 ex Espana<br>**Government of The Kingdom of Morocco (Ministere de L'Equipment & de La Promotion Nationale)**<br>Agadir Morocco | **846**<br>533<br>— | (BV) | **1909** Schps. L. Smit & Zoon—Kinderdijk<br>60,18 10,22<br>60,00 10,19 5,14<br>1 dk<br>conv General Cargo 56 | **TM Dredger**<br>Suction | MAN<br>2 Oil 4SA each 8Cy. 285 × 420<br>1 300bhp (956kW) NE 53<br>Masch. Augsburg-Nuernberg (MAN) |
| **8206686**<br>*CNFY*<br>Rt | **TAGHAZOUT**<br>Launched as Tamesna<br>**Omnium Marocaine de Peche**<br>Agadir Morocco | **323**<br>142<br>405 | BV | **1983** Const. Nav. Santodomingo—Vigo (488)<br>38,31 8,59 4,050<br>34,78 8,50 6,15<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>In.402<br>2 Ha (stl) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 with clutches,<br>couplings & sr geared to sc. shaft<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 140kW 380V 50Hz a.c. |
| **7052545**<br>*EVSC*<br>M-30547<br>Df Esd Gc<br>Rdr Rt | **TAGIL**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **1 361**<br>473<br>526 | RS | **1970** ..............U.S.S.R.<br>72,07 10,83 3,620<br>5,72 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>G.677<br>2 Ha (each 2,5 × 2,5)<br>4W Der 4(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **6413168**<br>*WL4785*<br>278834<br>Esd Rdr Rt | **TAGISH**<br>ex Iver Foss-78 ex Sea King-75<br>ex Canocan(YTB 290)<br>**Miles W. Keso**<br>Juneau, Ak United States of America | **224**<br>152<br>— | | **1944** Everett Marine Ways Inc.—Everett, Wa<br>8,44 4,090<br>31,40 8,39 4,60<br>1 dk | **Wood M Tug** | Enterprise<br>2 Oil 4SA each 6Cy. 305 × 381<br>Enterprise Engine & Foundry Co. |
| **7012480**<br>*J8ED3*<br>3144<br>Df Esd Gc<br>Rdr Rt | **TAGO**<br>ex Angelina Amoretti-91<br>**Northern Europa Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines | **1 594**<br>918<br>3 264 | RI | **1970** C.N. "Visentini" di Visentini Francesco & C.—Donada (58)<br>89,31 13,80 4,814<br>83,01 13,78 5,54<br>1 dk | **TM Tanker**<br>14 Ta ER<br>L.(oil) 4 270 | MWM<br>2 Oil 4SA each 6Cy. 360 × 450<br>2 800bhp (2 060kW)<br>Motorenw. Mannheim A.G. (MWM |
| **7512882**<br>*DUHI*<br>M:TG-000001<br>Esd Rt | **TAGOLOAN RIVER**<br>**Philippine Sinter Corp.**<br>Manila Philippines | **268**<br>111<br>76 | (NK) | **1975** Sanyo Zosen K.K.—Mukaishima (720)<br>32,01 9,43 3,099<br>30,26 9,40 4,20<br>1 dk | **TM Tug**<br>Pusher<br>Der 1(6) | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **7929748**<br>*JL4695*<br>124134<br>Gc Rdr Rt | **TAGONOURA No. 3**<br>ex Seiryu Maru-88<br>**Tagonourako Kaiun K.K.**<br>Fuji, Shizuoka Pref. Japan | **412**<br>—<br>1 000 | | **1980** K.K. Miura Zosensho—Saiki (603)<br>3,341<br>59,52 10,51 5,31<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo |
| **7236567**<br>Df Gc Rdr<br>Rt | **TAGOSHIMA MARU No. 6**<br>**Arbata Jamore & Sons** | **298**<br>153<br>405 | | **1972** Miho Zosensho K.K.—Shimizu (837)<br>51,06 8,03 3,468<br>43,21 8,01 3,71<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **8918899**<br>*5ASA*<br>Df Esd Gc<br>Rdr RTv | **TAGREFT**<br>**Gulf Fishing Co.**<br>Tripoli Libya | *276*<br>*95*<br>— | ✠**100A1**<br>fishing vessel<br>**LMC**<br>EL F 275,0/19,0U2<br>FN 349 | **1991**-5 Scheeps. Damen B.V.—Gorinchem (3616)<br>32,00 (BB) 8,22 3,301<br>28,46 8,00 4,25<br>RFD 15,0 1 dk<br>rf - BK 200 | **M Fishing**<br>Tuna Purse Seiner Ref | Blackstone<br>Oil 4SA 6Cy. 222 × 292 with<br>couplings & sr geared to sc.<br>743kW (1 010bhp)<br>Mirrlees Blackstone (Stamford)<br>Gen 2 × 127kW 280V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **8326498** | **TAGRIFT**<br>**Benino-Arabe Libyenne de Peche Maritime**<br>Cotonou Benin | **154**<br>43<br>— | BV | **1983** Soc. Esercizio Cant.—Viareggio (666)<br>25,81 2,650<br>20,40 7,03 3,41<br>1 dk | **M Fishing**<br>Stern Trawler | Baudouin<br>Vee Oil 4SA 12Cy. 150 × 150<br>680bhp (500kW)<br>Soc. des Moteurs Baudouin<br>Gen 2 × 88kW 220/380V 50Hz |

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| **TAGULA BAY**<br>**B. A. La Macchia Pty. Ltd.**<br>Cairns, Queensland Australia | **180**<br>—<br>— | (NV) | **1985** North Queensland Engineers & Agents Pty. Ltd.—Cairns<br>22,76 6,81 2,750<br>6,76 3,15<br>1 dk<br>rf 500 | **M Fishing** | Cummins<br>Oil 4SA 6Cy. 159 × 159 with clutches, flexible couplings & sr geared to sc. shaft<br>477bhp (351kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 110kW 1 × 64kW 415V 50Hz a.c. |
| **TAHA 1**<br>ex Ryad ex St. Thomas No. 102<br>**Inter-Arika S.A.**<br>Nouadhibou Mauritania | **349**<br>149<br>— | (KR) (RI) | **1967** Kochi Jyuko K.K.—Kochi<br>48,44<br>43,01 8,50 3,81<br>B 5,5 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.391<br>3 Ha (each 1,7 × 1,7) | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 700bhp (1 250kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 128kW 230V a.c.<br>10,5kn |
| **TAHAMTAN**<br>ex Bahramand-68 ex Empire Doris-48<br>**A. Shafei & Partners**<br>Khorramshahr Iran | **307**<br>—<br>168 | Classed LR until 17/10/69 | **1944** Scott & Sons—Bowling (371)<br>34,70 9,17 3,836<br>32,01 9,15 4,12<br>1 dk<br>R BK 152 | **S Tug** | T 3Cy. 419 686 & 1168 x 762<br>Plenty & Son Ltd. Newbury<br>Gen 1 × 15kW 1 × 5kW 110V d.c.<br>Fuel 96,5t (o.f.) 12kn |
| **TAHAROA**<br>ex Taharoa Maru-89<br>ex Taharoa Enterprise-80<br>**Highland Maritime Inc.**<br>Monrovia Liberia | *66 162*<br>*22 716*<br>128 636<br>T/cm<br>92,8 | NK | **1978** Nippon Kokan K.K.—Tsu (58)<br>260,00 (BB) 41,64 17,200<br>248,01 41,61 23,32<br>F 23,8 1 dk | **M Ore Carrier**<br>5 Ho ER<br>Ore 76 044<br>5 Ha (stl) (18,6 × 12,5) (16,9 16,9 16,9 16,9 × 13,4) ER | Sulzer 7RND90<br>Oil 2SA 7Cy. 900 × 1550<br>14 932kW (20 300bhp)<br>Hitachi Zosen Osaka<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 306,0t (d.o.) 5 658,0t (hvf)-73,0pd 14,5kn |
| **TAHER**<br>**Omnium Marocaine de Peche**<br>Agadir Morocco | **324**<br>142<br>337 | BV | **1984** Const. Nav. Santodomingo—Vigo (493)<br>38,31 8,59 4,050<br>34,78 8,51 6,15<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>In.402<br>2 Ha (stl) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 140kW 380V 50Hz a.c.<br>12,25kn |
| **TAHIR KIRAN**<br>ex Alev K-90 ex Alev-85<br>ex Irish Oak-82<br>**Kiran Makine ve Gemi Sanayii Turgut Kiran**<br>Istanbul Turkey | **15 858**<br>10 099<br>26 510<br>T/cm<br>37,5 | **✠100A1** SS 12/86<br>strengthened for ore cargoes, Nos. 1 & 4 holds may be empty (cc)<br>**✠LMC** **UMS**<br>EL Gt $2\frac{11}{16}$"U2<br>FN 6452 | **1973**-5 Govan Shipbuilders Ltd.—Govan, Glasgow (131)<br>175,11 (BB) 25,61 9,970<br>163,38 25,46 14,03<br>F 13,2 1 dk | **M Bulk Carrier**<br>5 Ho 19,2 28,5 20,4 27,9 27,9 ER<br>G.38 105 B.32 057<br>5 Ha (stl) (10,2 19,2 10,9 19,5 19,5 × 12,1) ER<br>Cr 5(15) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 1 586,0t (hvf) 15kn |
| **TAHITI NUI**<br>**Cassel**<br>Papeete French Polynesia | **153**<br>69<br>120 | | **1990** Chantier Piriou Freres—Concarneau<br>24,80 - —<br>22,50 7,40 3,96<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.90 | Poyaud UD150V12<br>Vee Oil 4SA 12Cy. 150 × 180 sr geared to sc. shaft<br>324kW (440bhp)<br>S.A.C.M. Diesel Surgeres, France |
| **TAHITI SEAHORSE**<br>ex Khair Ed Din-80<br>**Diamond Services Corp.**<br>New Orleans, La United States of America | **192**<br>130<br>— | AB | **1973** Halter Marine Fabricators, Inc.—Moss Point, Ms (393)<br>54,87 11,61 3,645<br>50,42 11,59 4,27<br>F 15,0 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | Kromhout 9F/SW240<br>2 Oil 4SA each 9Cy. 240 × 260 reverse reduction geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 100kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 215,5t (d.o.) |
| **TAHKUNA**<br>**Estonian Shipping Co.**<br>(Tallinn) (U.S.S.R.) | **1 153**<br>521<br>1 718 | RS | **1968** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (2140)<br>74,55 11,33 4,671<br>67,39 11,28 5,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,4 13,6 14,2 ER<br>G.2 176 B.2 103<br>3 Ha (stl) (each 8,6 × 5,6) ER<br>6W Der 1(10) 6(2,5) | Lang 8LD315RF<br>Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar Budapest<br>Fuel 96,5t (d.o.) 11,5kn |
| **TAHREER**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **3 588**<br>1 585<br>4 649 | **✠100A1** M 2/89-3mos<br>hopper dredger<br>**✠LMC**<br>EL V /50,0U2<br>FN 2000 | **1976**-6 IHC Verschure B.V.—Amsterdam (866)<br>89,87 16,44 6,147<br>84,03 16,40 7,40<br>P 25,6 F 17,4 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Sand-pump discharge (Shore-delivery Barge-unloading)<br>Twin side arms Dredging depth 22,0<br>Hopper 5400T<br>Mchy.aft<br>Hopper 3 000<br>2 sandpumps each 1044kW (1400bhp) | MaK 6M551AK<br>2 Oil 4SA each 6Cy. 450 × 550 geared to sc. shafts<br>5 060bhp (3 722kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 448kW 1 × 216kW 380V 50Hz a.c.<br>14kn |
| **TAHSIN IMAMOGLU**<br>**Imamogullari Kum Cakil Satis ve Deniz Nakliyat Isleri Ltd.**<br>Istanbul Turkey | **499**<br>299<br>1 150 | | **1974** Marmara Tersanesi—Yarimca (4)<br>54,01 9,02 3,499<br>50,86 9,00 4,04<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.45 405 B.42 784<br>2 Ha (stl) ER | MWM TD440-6<br>Oil 4SA 6Cy. 230 × 270<br>680bhp (500kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| **TAHUNA**<br>ex White Lucky-90 ex Soyo-87<br>**Bethesda Navigation S.A.**<br>Panama Panama | **1 987**<br>1 217<br>4 700 | NK | **1981** Kochi Jyuko K.K.—Kochi (2173)<br>84,51 (BB) 6,701<br>78,01 15,51 9,50<br>2 dks | **M General Cargo**<br>G.6 629 B.5 817<br>2 Ha (stl) (13,2 25,2 × 8,0) ER<br>Der 1(20) 2(15) | Akasaka DM40K<br>Oil 4SA 6Cy. 400 × 600<br>2 800bhp (2 060kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 132kW 440V 60Hz a.c.<br>11,25kn |
| **TAI AN**<br>ex Koyo Maru No. 2-89<br>**Government of The People's Republic of China (The Chemical Industry & Petroleum Gas Co.)**<br>Shantou China | **971**<br>500<br>1 168 | ZC | **1973** Higaki Zosen K.K.—Imabari (148)<br>67,90 11,02 4,300<br>62,00 11,00 5,00<br>1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 509 | Daihatsu 8PSHTCM-26E<br>Oil 4SA 8Cy. 260 × 320<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **TAI AN HAI**<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China<br>SatCom: 1570312/TAHA | **27 417**<br>14 944<br>42 000 | ZC | **1986** Hudong Shipyard—Shanghai (1155)<br>189,94 (BB) 10,700<br>180,00 32,20 16,60<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.57 000 B.56 100<br>5 Ha (stl) (16,0 17,6 17,6 17,6 17,6 × 15,0) ER<br>Cr 4(15) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>9 230bhp (6 789kW)<br>Hudong Shipyard Shanghai<br>14,25kn |
| **TAI BAI HAI**<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China<br>SatCom: 1570212/TABH | **22 041**<br>13 047<br>37 544 | ZC | **1984** Hudong Shipyard—Shanghai (1150)<br>186,20 (BB) 11,212<br>178,00 28,40 15,60<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>10 800bhp (7 944kW)<br>Hudong Shipyard Shanghai |
| **TAI BAI SHAN**<br>ex Aegis Captain-80<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **9 463**<br>6 413<br>11 642 | ZC (AB) | **1978** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (306)<br>144,00 21,44 8,902<br>134,00 21,35 12,20<br>P 12,2 F 9,8 2 dks<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 24,7 30,7 12,7 30,7 ER 4 TwD<br>G.22 011 B.20 290<br>4 Ha (stl) (13,4 × 8,0) (20,2 7,4 20,2 × 12,6) ER<br>Cr 3(12,5) | B&W 7K45GF<br>Oil 2SA 7Cy. 450 × 900<br>6 150bhp (4 524kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 252kW 450V 60Hz a.c.<br>14kn |

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| **8830542**<br>*BRNZ*<br>Df Esd Gc<br>Pfd Rdr Rt | **TAI BAO**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **3 986**<br>1 983<br>5 206 | ZC | **1986** Wuchang Shipyard—Wuhan<br>105,32 - 6,500<br>99,00 16,00 9,00<br>2 dks | **M General Cargo**<br>3 Ho ER<br>G.7 654 B.7 041<br>3 Ha (stl) (10,5 16,8 12,6 × 8,0) ER<br>Der 3(5) 1(10) | Chinese Std. Type<br>Oil 4SA 6Cy. 430 × 820<br>2 207kW (3 000bhp)<br>Hudong Shipyard<br>Gen 3 × 250kW 400V a.c. |
| **8318283**<br>*BONH*<br>Df Esd Gc<br>Rdr RTv | **TAI CANG HAI**<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China<br>SatCom: 1570160/TACA | **22 041**<br>13 047<br>36 000 | ZC | **1985** Hudong Shipyard—Shanghai (1152)<br>186,20 - 11,240<br>178,00 28,41 15,63<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 27,2 28,0 25,6 28,0 27,2 ER<br>G.46 939 B.46 068<br>5 Ha (stl) (16,0 16,8 16,0 16,8 16,8 × 13,6) ER<br>Cr 5(25) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>10 800bhp (7 944kW)<br>Hudong Shipyard |
| **8018431**<br>*BHFL*<br>7923<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TAI CHUNG**<br>**Taiwan Navigation Co. Ltd.**<br>Keelung China* | **22 678**<br>14 126<br>37 611 | ✠100A1 SS 1/87<br>bulk carrier<br>strengthened for heavy cargoes holds No. 2 & 4 may be empty<br>✠LMC<br>EL K† 632,5/68,0U3<br>FN 7780 | **1982**-1 China SB. Corp. (Keelung Division) —Keelung (160)<br>187,74 (BB) 28,45 10,764<br>178,01 28,40 15,30<br>F 16,5 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 27,2 27,2 27,2 27,2 28,8 ER<br>G.45 830 B.45 357<br>5 Ha (stl) (16,0 × 12,5) (17,6 17,6 17,6 17,6 × 14,4) ER<br>Cr 4(15) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Taiwan Mach. Mfg. Corp.<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 12kgf/cm$^2$ (11,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c. |
| **7103124**<br>*BHFD*<br>3082<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TAI CORN**<br>**Taiwan Navigation Co. Ltd.**<br>Keelung China* | **17 586**<br>12 702<br>28 788<br>T/cm<br>38,6 | AB | **1971** Taiwan SB. Corp.—Keelung (28)<br>181,31 25,05 10,275<br>168,00 25,00 13,80<br>P 30,5 F 12,5 1 dk<br>RW rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 16,9 21,1 20,2 21,7 21,7 21,7 ER<br>G.38 123<br>6 Ha (stl) (10,2 12,9 11,6 13,2 13,2 13,2 × 12,0) ER<br>Cr 5(10) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Ishikawajima Harima Heavy Ind. (IHI)<br>Gen 3 × 300kW 450V 60Hz a.c. |
| **6913261**<br>*3EWD6*<br>18773-HK<br>Df Esd Gc<br>Rdr RTm/h/v | **TAI FAT**<br>ex New Horizon-91 ex Linhaven-88<br>ex Nausica-81 ex Lydia-79<br>ex Helen Miller-78 ex Ana Renata-73<br>ex Helen Miller-72<br>**New Horizon Shipping Inc.**<br>Chin Seng Hong Ltd.<br>Panama Panama | *5 165*<br>*3 085*<br>7 711 | BV (GL)<br>✠Classed LR until 19/10/79 | **1969**-7 Burntisland S.B. Co. Ltd.—Burntisland (422)<br>121,62 (BB) 17,35 7,869<br>112,78 17,23 9,94<br>P 26,6 F 12,5 2 dks<br>rf 76 | **M General Cargo**<br>Ice Strenghened<br>G.10 760 B.9 854<br>5 Ha (stl) (12,8 × 7,7) (19,0 19,0 19,0 19,0 × 6,2) ER<br>10W Der 2(30) 10(10) | Fiat<br>Oil 2SA 5Cy. 680 × 1200<br>4 413kW (6 000bhp)<br>Borsig A.G.<br>Gen 4 × 206,4kW 220/380V 50Hz a.c.<br>Fuel (hvf) |
| **8512140**<br>708315 | **TAI FAT**<br>**Tai Fat Shipping (H.K.) Co. Ltd.**<br>Hong Kong Hong Kong (British) | *273*<br>*110*<br>500 | | **1985** Yue Zhong—Shiqi<br>2,452<br>33,30 8,01 3,66<br>1 dk | **M General Cargo**<br>Mchy.aft | Caterpillar<br>Oil geared to sc. shaft<br>300bhp (221kW)<br>Caterpillar Tractor Co. |
| **8037346**<br>*BPJP*<br>Df Esd Gc<br>Pfd Rdr Rt | **TAI FENG**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **4 021**<br>2 440<br>6 103 | (ZC) | **1974** "Georgi Dimitrov" Shipyard—Varna<br>114,09 7,481<br>103,72 15,00 9,35<br>P 22,9 F 10,7 2 dks | **M General Cargo**<br>3 Ho 11,0 35,0 17,9 ER<br>G.8 155 B.7 423<br>3 Ha (stl) (11,0 24,0 11,0 × 7,4) ER<br>8W Der 8(5) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt<br>Gen 1 × 180kW 3 × 122kW 380V |
| **7908615**<br>*BIFB*<br>11133<br>Pfd Rdr RTv | **TAI FU**<br>ex Yusho Maru No. 25-89<br>**Venture Marine Corp.**<br>Keelung China* | **1 188**<br>603<br>1 530 | | **1979** Iwagi Zosen K.K.—Iwagi (12)<br>68,33 4,352<br>63,81 11,51 6,33<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Makita Diesel Co. Ltd. |
| **8318300**<br>*BONJ*<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>SatCom | **TAI GU HAI**<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China | **22 050**<br>13 047<br>37 393 | ZC | **1985** Hudong Shipyard—Shanghai (1154)<br>186,20 - 11,240<br>178,00 28,40 15,60<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 27,2 28,0 25,6 28,0 27,2 ER<br>G.46 939 B.46 068<br>5 Ha (stl) (16,0 16,8 16,0 16,8 16,8 × 13,6) ER<br>Cr 4(-) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>12 480bhp (9 180kW)<br>Hudong Shipyard<br>Gen 3 × 470kW 450V 60Hz a.c.<br>Fuel 80,0t (d.o.) 1 961,5t (hvf)-33,5pd |
| **6712382**<br>*BORF*<br>Df Esd Gc<br>Pfd Rdr RTv | **TAI HANG SHAN**<br>ex Hamburg-78<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**5 152**<br>2 521<br>6 560<br>**7 186**<br>3 928<br>8 870 | ZC (GL) | **1967** Howaldtswerke Hamburg A.G.—Hamburg (997)<br>135,47 (BB) - 7,421/8,650<br>122,20 19,33 11,05<br>P 38,8 F 22,6 2 dks | **M General Cargo**<br>Ref 8bth P<br>Ice strengthened<br>5 Ho 7,7DT 7,7 24,5 19,5 16,7 ER 16,6 6,3DTp&s 8 TwD<br>G.13 687 B.12 608 In.276 L.295<br>TEU 170 C.170/20'<br>5 Ha (stl) (10,5 × 5,0) (16,7 12,5 12,5 × 6,0) ER (12,1 × 5,0)<br>18W Der 1(60) 14(5-10) 4(3-5) 1(3) | MAN<br>Oil 2SA 7Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Howaldtswerke Hamburg A.G.<br>Gen 3 × 325kW 400V 50Hz a.c.<br>Fuel 1 135,0t (hvf) |
| **8705230**<br>*BOAB*<br>8901<br>Df Esd Gc<br>Pfd Rdr RTv | **TAI HE**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570154/TAHE | *35 963*<br>*22 238*<br>45 987<br>T/cm<br>64,5 | ZC | **1989** Kvaerner Govan Ltd.,—Govan, Glasgow (266)<br>236,12 (BB) 12,000<br>224,00 32,20 15,60<br>P 40,0 F 33,2 1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>6 Cell. Ho ER<br>TEU 2716<br>C.Ho 1414/20'(40') C.Dk 1302/20'(40')<br>12 Ha (stl) ER<br>22 Wing Ha (stl) | B&W<br>Oil 2SA 6Cy. 800 × 2592<br>16 749kW (22 770bhp)<br>Clark Kincaid Ltd.<br>Gen 3 × 1250kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 507,4t (d.o.) 3 087,5t (hvf)-68,6 |
| **7712262**<br>*BBNX*<br>Df Esd Gc<br>Rdr RTv | **TAI HE**<br>ex Kurt Barthel-90<br>**Shandong Ocean Fishery Co.**<br>Qingdao/Tsingtao China<br>SatCom: 1570453/TIHE | **3 169**<br>1 424<br>2 244 | DSRK GL ZC | **1977** VEB Volkswerft Stralsund—Stralsund (202)<br>101,89 15,24 6,010<br>91,65 15,21 9,70<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Mchy.aft<br>In.430 | MAN<br>Oil 2SA 8Cy. 480 × 720<br>2 856kW (3 883bhp)<br>VEB Dieselmotorenwerk Rostock<br>Gen 1 × 960kW 2 × 560kW<br>1 × 120kW 220/380V a.c. |
| **8318271**<br>*BONG*<br>Df Esd Gc<br>Pfd Rdr RTv | **TAI HE HAI**<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China<br>SatCom: 1570124/THHA | **22 041**<br>13 047<br>37 544 | ZC | **1984** Hudong Shipyard—Shanghai (1151)<br>186,20 12,210<br>178,00 28,40 15,60<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>10 800bhp (7 944kW)<br>Hudong Shipyard |
| **7330741**<br>*BXPX*<br>Rdr Rt | **TAI HUA**<br>ex Hakusei Maru No. 17-90<br>**Government of The People's Republic of China (The Chemical Industry & Petroleum Gas Co.)**<br>Shantou China | **913**<br>318<br>990 | | **1973** Fukae Zosen K.K.—Ogaki (140)<br>61,30 10,72 4,160<br>55,50 10,70 4,80<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 205 | Daihatsu<br>Oil 4SA 8Cy. 260 × 320<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8811027**<br>*BHFO*<br>11553<br>Df Esd Gc<br>Pfd Rdr Rt | **TAI HWA**<br>**Taiwan Navigation Co. Ltd.**<br>Kaohsiung China* | **8 134**<br>2 722<br>2 296 | AB | **1989** Hayashikane Dockyard Co. Ltd.—Nagasaki (972)<br>120,00 (BB) 19,50 5,600<br>111,19 19,30 12,85<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>21cbn 64bth P 14bth D 1126dk P | MAN<br>2 Oil 4SA each 9Cy. 400 × 450<br>shafts<br>10 924kW (14 851bhp)<br>Mitsubishi Heavy Industries Ltd<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 352,0t (d.o.) 474,0t (hvf)-20,0 |

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| **TAI KANG HAI**<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China<br>SatCom: 1570402/TKHA | **22 041**<br>13 047<br>36 000<br>T/cm<br>39,4 | ZC | **1985** Hudong Shipyard—Shanghai (1153)<br>186,20 (BB) - 11,220<br>178,00 28,40 15,60<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 27,2 28,0 25,6 28,0 27,2 ER<br>G.46 939 B.46 068<br>5 Ha (stl) (16,0 16,8 16,0 16,8 16,8 × 13,6) ER<br>Cr 4(-) | B&W 8L55GFCA<br>Oil 2SA 8Cy. 550 × 1380<br>12 000bhp (8 827kW)<br>Hudong Shipyard Shanghai<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 80,0t (d.o.) 1 961,5t (hvf)-33,5pd 14kn |
| **TAI KEE No. 8**<br>ex Myofuku Maru No. 1-80<br>**Tak Hing Loong S. de R. L.**<br>San Lorenzo Honduras | **130**<br>81<br>286 | BV | **1964** Nakamura Kogyo—Yokohama (175)<br>6,66 2,286<br>28,00 6,61 2,49<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA<br>E made fitted64<br>Yanagihara Tekkosho Yoshida |
| **TAI LAI**<br>ex Yamatsune Maru-69<br>**Ming Yan Steamship Co. Ltd.**<br>Kaohsiung China* | **980**<br>495<br>1 589 | | **1962** Setoda Zosensho Co. Ltd.—Setoda (117)<br>69,73 10,47 4,585<br>63,99 10,42 5,21<br>P 15,9 F 5,8 1 dk<br>RW rf 102 | **M General Cargo** 1P<br>2 Ho 20,5 21,0 ER<br>G.1 920 B.1 854<br>2 Ha (stl) (each 15,6 × 5,4) ER<br>8W Der 2(5) 6(3) | Hanshin Z6YBSH<br>Oil 4SA 6Cy. 380 × 550<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 17kW 105V d.c.<br>Fuel 75,0t (d.o.) 11kn |
| **TAI LEE 6**<br>**Tai Lee No. 3 Co. Ltd.**<br>Hong Kong Hong Kong (British) | **432**<br>302<br>508 | | **1975** Hip Hing Cheung Shipyard Ltd.—Kowloon, Hong Kong (540)<br>40,09 8,84 2,744<br>38,41 8,54 3,66<br>1 dk | **TM Tanker**<br>Mchy.aft | Daimler OM355<br>2 Oil 4SA each 6Cy. 128 × 150 reverse reduction geared to sc. shafts<br>370bhp (272kW) E made72 fitted75<br>Daimler-Benz A.G. Stuttgart<br>6,5kn |
| **TAI LONG**<br>ex Propane Maru No. 1-88<br>**Southern China L.P.G. Shipping (Shekou) Co. Ltd.**<br>Shekou China | **865**<br>412<br>1 500 | ZC (NK) | **1977** Omishima Dock K.K.—Kamiura (1066)<br>68,36 4,306<br>63,00 11,20 5,10<br>P 15,6 F 8,0 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 562 | Akasaka DM38AR<br>Oil 4SA 6Cy. 380 × 600<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 456kW<br>12,5kn |
| **TAI NG**<br>**Union Waterboat Co. (1972) Ltd.**<br>Hong Kong Hong Kong (British) | **194**<br>117<br>305 | | **1948** Hong Kong & Whampoa Dock Co. Ltd. —Kowloon, Hong Kong<br>33,71 6,71 2,794<br>6,66<br>1 dk | **M Tanker**<br>Water<br>4 Ta | Gardner<br>Oil 4SA 8Cy. 140 × 200<br>L. Gardner & Sons Ltd. Manchester<br>Fuel 4,0t 8,5kn |
| **TAI NING**<br>**China Ocean Shipping Co. (COSCO)**<br>China | **2 748**<br>1 280<br>4 877 | | **1974** "Georgi Dimitrov" Shipyard—Varna<br>114,31 15,07 6,528<br>103,03 15,02 9,35<br>2 dks | **M General Cargo**<br>Mchy.aft | MAN K6Z57/80<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt Halberstadt<br>Gen 1 × 180kW 3 × 122kW 380V 50Hz a.c.<br>13,75kn |
| **TAI NUI**<br>ex Torres Strait-76<br>**Service de la Peche**<br>Papeete French Polynesia | **120**<br>74<br>— | (BV) | **1973** Torres Strait Fisheries—Bondi, N.S.W.<br>21,70 6,71 2,650<br>19,28 3,54<br>1 dk | **Wood M Fishing**<br>Side-fishing | Cummins<br>Oil 4SA 12Cy. 140 × 152<br>380bhp (280kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Fuel 10,5t (d.o.) 9,5kn |
| **TAI O**<br>**The Hongkong Salvage & Towage Co. Ltd.**<br>Hong Kong Hong Kong (British) | *411*<br>*123*<br>386<br>T/cm<br>4,8 | ✠**100A1** SS 4/89<br>tug<br>✠**LMC**<br>EL H 455,0/26,0U2<br>FN 452 | **1986**-5 Imamura Zosen—Kure (315)<br>34,19 10,80 4,801<br>28,53 10,51 5,31<br>B 7,1 F 15,9 1 dk<br>rf nil | **TM Tug** | Yanmar 6Z280L-ET<br>2 Oil 4SA each 6Cy. 280 × 360 with clutches, flexible couplings & dr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 2 × 100kW 380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 180,0t (d.o.)-5,5pd 10,5kn |
| **TAI OON No. 1**<br>**Ocean Quarry & Construction Sendirian Berhad**<br>Bandar Seri Begawan Brunei | *350*<br>*105*<br>668 | NK (Class cont.) | **1990** Chiong Brothers :Brunei (7089)<br>36,60 2,280<br>35,70 12,20 3,05 | **TM General Cargo** | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 geared to sc. shafts<br>346kW (470bhp)<br>Caterpillar Inc. Peoria, Illinois<br>10kn |
| **TAI PAN**<br>**Tai Pan Cruises Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **930**<br>301<br>— | | **1988** A.S.D. Marine,—Alberton, Queensland (V003)<br>34,90 13,70<br>13,68 3,97<br>3 dks | **TM Ferry**<br>Twin Hull —dk P | Deutz<br>2 Vee Oil 12Cy.<br>504kW (685bhp)<br>Motorenw. Mannheim A.G. (MWM) West Germany<br>Thw. thrust propeller fwd |
| **TAI PAN**<br>ex Aldebaran-89 ex Stavros V-89<br>ex Athlos II-82 ex Eurabia Bay-78<br>ex Aldebaran-77<br>**Nousa Al Amir & Saeed Mohd. Al Kanda**<br>Viking Dubai<br>Kingstown St. Vincent and the Grenadines | **498**<br>178<br>840 | (DSRK) (GL) | **1961** VEB Peene-Werft—Wolgast (67)<br>59,52 9,83 3,660<br>53,01 9,78 5,80<br>B 14,1 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 31,8 ER<br>G.1 550 B.1 456<br>2 Ha (stl) (each 11,1 × 5,0) ER<br>Cr 2(3) | S.K.L. R8DV148<br>Oil 4SA 8Cy. 320 × 480<br>530kW (721bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 40kW 2 × 28kW 220/380V 50Hz a.c.<br>Fuel 37,5t (d.o.) 10kn |
| **TAI PING**<br>**Guangdong Dongguan City Humen Longwei Passenger Ferry Co. Ltd.**<br>China | **359**<br>107<br>236 | NV (Class cont.) | **1991** Singapore SB. & Eng. Ltd.—Singapore (318)<br>34,60 1,710<br>31,00 10,50 3,70 | **Aluminium Alloy TM Ferry**<br>Twin Hull 282dk P | M.T.U. 12V396TE74<br>2 Vee Oil 4SA each 12Cy. 165 × 185 geared to sc. shafts<br>2 828kW (3 845bhp)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 80kW 380V a.c.<br>28kn |
| **TAI PING HAI**<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China | **27 417**<br>14 944<br>42 000 | ZC | **1987** Hudong Shipyard—Shanghai (1157)<br>189,94 (BB) 11,700<br>180,00 32,20 16,60<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.57 000 B.56 100<br>5 Ha (stl) (16,0 17,6 17,6 17,6 17,6 × 15,0) ER<br>Cr 4(15) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>9 230bhp (6 789kW)<br>Hudong Shipyard Shanghai<br>14,25kn |
| **TAI PING KOU**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **5 986**<br>1 793<br>7 374 | ZC<br>✠Classed LR until 2/2/82 | **1980**-3 Kawasaki Heavy Ind. Ltd.—Sakaide (1316)<br>146,55 (BB) 22,64 6,820<br>130,00 22,60 14,20<br>2 dks<br>rf 152 | **M RoRo Cargo**<br>Ice strengthened<br>Quarter stern door/ramp (a)<br>L 32,00 W 7,50 SWL 100<br>Lane Length 1374 Cargo Width 7,50<br>Clear height 6,75<br>Cars 550<br>1 Ho 74,6 ER<br>B.18 900<br>TEU 435<br>C.Ho 33/20' C.Ro/ro Dk 212/20' C.Dk. 190/20' | MAN 10V52/55A<br>Vee Oil 4SA 10Cy. 520 × 550 sr geared to sc. shaft<br>10 550bhp (7 760kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 1 × 740kW 2 × 720kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 126,0t (d.o.) 644,0t (hvf)-35,0pd 19kn |
| **TAI PING SHAN**<br>ex Tak On-81 ex Ginza-78<br>ex Kohnan Maru No. 1-78<br>**Hang Hing Navigation Corp.**<br>Panama Panama | **246**<br>109<br>457 | (BV) | **1964** Kochiken Zosen—Kochi (281)<br>43,01 7,40 3,161<br>38,10 3,41<br>1 dk | **M General Cargo**<br>1 Ho ER<br>B.200<br>1 Ha (3,7 × 6,1) ER | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel (d.o.) 10kn |

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| 8814732<br>*BKFS*<br>11705<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>CollRdr<br>AMVER | **TAI SHAN**<br>**Sincere Navigation Corp.**<br>Oak Steamship Co. Ltd.<br>Kaohsiung China*<br>SatCom: 1350527/BKFS | *77 096*<br>*47 175*<br>149 511<br>T/cm<br>106,3 | BV | **1990** China SB. Corp. (Keelung Division)<br>—Keelung (381)<br>270,01 17,132<br>260,03 43,01 23,91<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.164 000<br>9 Ha (stl) (each 14,1 × 18,4) ER | B&W<br>Oil 2SA 5Cy. 800 × 2592<br>8 253kW (11 220bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 460kW 1 × 140kW 440V<br>Thw. thrust propeller<br>Fuel 217,0t (d.o.) 2 853,0t (hvf)-38,0 |
| 7222853<br>*BPJN*<br>Df Esd Gc<br>Pfd Rdr Rt | **TAI SHAN**<br>ex Tai An-76<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **4 021**<br>2 440<br>6 103 | (ZC) | **1972** "Georgi Dimitrov" Shipyard—Varna (211)<br>114,27 15,07 7,480<br>105,14 15,00 9,35<br>P 24,1 F 10,7 2 dks | **M General Cargo**<br>3 Ha (stl) (6,0 7,5 11,0 × 7,0) ER<br>8W Der 8(5) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt<br>Gen 2 × 180kW 1 × 123kW 400V |
| 8318324<br>*BONL*<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **TAI SHAN HAI**<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China<br>SatCom: 1570417/TSHA | **27 417**<br>14 944<br>42 000 | ZC | **1986** Hudong Shipyard—Shanghai (1156)<br>189,94 (BB) 10,700<br>180,00 32,20 16,60<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.57 000 B.56 100<br>5 Ha (stl) (16,0 17,6 17,6 17,6 17,6 × 15,0) ER<br>Cr 4(15) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>9 230bhp (6 789kW)<br>Hudong Shipyard |
| 6928199<br>Df Esd Gc<br>Rdr | **TAI SHIANG No. 1**<br>**Tai Shiang Fishing Co. Ltd.**<br>Kaohsiung China* | **250**<br>99<br>— | | **1969** Tien Erh S.B. Co. Ltd.—Kaohsiung<br>36,71 6,63<br>33,33 6,61 3,05<br>1 dk | **M Fishing**<br>Side-fishing | Makita<br>Oil<br>Makita Tekkosho |
| 7401095<br>*BHFR*<br>5262<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TAI SHING**<br>**Taiwan Navigation Co. Ltd.**<br>Keelung China* | **17 560**<br>11 363<br>28 388 | AB | **1975** Taiwan SB. Corp.—Keelung (54)<br>181,18 25,05 10,281<br>168,23 25,00 13,77<br>P 31,7 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho 17,0 21,1 20,2 23,8 23,8 23,8 ER<br>G.38 123 B.31 892<br>6 Ha (stl) (10,2 13,1 11,6 13,2 13,2 13,2 × 11,9)<br>12W Der 12(5) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 300kW 450V a.c.<br>Fuel 2 291,0t (d.o.) |
| 7334278<br>*BPJO*<br>Df Esd Gc<br>Pfd Rdr Rt | **TAI SHUN**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **4 021**<br>2 440<br>6 103 | (ZC) | **1973** "Georgi Dimitrov" Shipyard—Varna (212)<br>114,22 15,07 7,480<br>103,73 15,00 9,35<br>P 24,1 F 10,7 2 dks | **M General Cargo**<br>3 Ho 11,0 35,0 17,9 ER<br>G.8 315 B.7 583<br>3 Ha (stl) (11,0 24,0 11,0 × 7,4) ER<br>8W Der 1(30) 1(10) 8(5) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt<br>Gen 1 × 180kW 3 × 122kW 380V |
| 8704286<br>708787<br>Esd Rdr RTv | **TAI TAM**<br>**The Hongkong Salvage & Towage Co. Ltd.**<br>Hong Kong Hong Kong (British) | **181**<br>50<br>72 | BV | **1987** Imamura Zosen—Kure (323)<br>22,80 9,15 3,700<br>20,79 8,51 4,73<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 with<br>flexible couplings & dr geared to sc.<br>(p) Niigata Eng. Co. Ltd.<br>(s) Niigata Eng. Co. Ltd.<br>Gen 2 × 126kW 380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 45,0t (d.o.)-6,5pd |
| 5354652<br>*BWBR*<br>Df Esd Gc<br>Pfd Rdr Rt | **TAI WU SHANG**<br>ex Chengpa Shan-80 ex Tellus-77<br>**Government of The People's Republic of China (Fujian Province Shipping Co. - Fuzhou Branch)**<br>Fuzhou/Foochow China | T.Mk<br>**1 641**<br>907<br>2 708<br>**2 440**<br>1 470<br>3 430 | ZC (NV) | **1960** Rauma-Repola Oy—Rauma/Raumo (110)<br>100,43 - —/4,950<br>92,76 12,70 7,40<br>F 9,8 2 dks<br>rf 76 len 70 | **M General Cargo**<br>Ice strengthened<br>2 Ho 27,5 37,6 ER<br>G.5 272 B.4 927<br>2 Ha (15,9 25,8 × 5,9) ER<br>8W Der 4(3) | Sulzer<br>Oil 2SA 4Cy. 560 × 1000<br>2 400bhp (1 765kW)<br>Wartsila Kon. Crichton-Vulcan<br>Fuel 183,0t (d.o.)-8,0pd |
| 7724356<br>*BJMH*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TAI YANG HE**<br>ex Indira Mahal-91<br>ex Sephyros Alpha-88 ex Likouala-88<br>ex Ponteceso-85<br>**Hainan Province Steamship Co.**<br>Haikou China | **5 373**<br>3 082<br>9 261 | BV ZC<br>✠Classed LR until 24/9/88 | **1980**-3 Ast. del Cadagua W. E. Gonzalez S.A.<br>—Bilbao (106)<br>119,79 (BB) 18,55 8,000<br>110,22 18,51 10,01<br>P 24,7 F 13,2 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>Ice strengthened<br>3 Ho 19,8 27,6 24,5 ER<br>G.11 121<br>TEU 252 C.Ho 144/20' C.Dk 108/20'<br>3 Ha (stl) (12,4 × 10,2) (19,7 19,7 × 12,8) ER<br>Cr 1(25) 1(10) | MAN<br>Vee Oil 4SA 14Cy. 400 × 540 sr geared<br>shaft<br>5 517kW (7 500bhp)<br>Empresa Nacional "Bazan" de C.N.M.<br>Gen 3 × 160kW 380V 50Hz a.c.<br>Fuel 138,0t (d.o.) 542,0t (hvf) |
| 5362233<br>*BWBY*<br>Df Esd Gc<br>Rdr RTm/h/v | **TAI YANG SHAN**<br>ex Tabi Shan-80 ex Titania-77<br>**Government of The People's Republic of China (Fujian Province Shipping Co. - Fuzhou Branch)**<br>Fuzhou/Foochow China | T.Mk<br>**1 641**<br>907<br>2 708<br>**2 440**<br>1 641<br>3 418 | ZC (NV) | **1961** Rauma-Repola Oy—Rauma/Raumo (114)<br>100,43 - —/4,950<br>92,76 12,70 7,40<br>F 10,1 2 dks<br>rf 76 len 70 | **M General Cargo**<br>Ice strengthened<br>2 Ho 27,5 37,6 ER<br>G.5 272 B.4 927<br>2 Ha (15,9 25,8 × 6,0) ER<br>8W Der 8(5) | Sulzer<br>Oil 2SA 6Cy. 560 × 1000<br>2 400bhp (1 765kW)<br>Wartsila Kon. Crichton-Vulcan<br>Gen 2 × 215kW 380V 50Hz a.c.<br>Fuel 193,0t (d.o.)-8,0pd |
| 8023979<br>*BOXP*<br>Df Esd Gc<br>Pfd Rdr RTv | **TAI ZHOU HAI**<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China<br>SatCom: 1570144/TZHA | **35 243**<br>21 973<br>64 170 | ZC (NV) | **1982** B & W Skibsvaerft A/S—Kobenhaven (908)<br>225,00 (BB) 32,29 13,100<br>213,70 32,24 18,00<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 26,2 22,7 22,7 22,7 22,7 22,7 25,3 ER<br>G.79 110 B.75 490 HeCls. B<br>7 Ha (stl) (each 14,4 × 15,0) ER | B&W<br>Oil 2SA 5Cy. 800 × 1950<br>12 600bhp (9 268kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 330,0t (d.o.) 2 810,0t (hvf)-40,5 |
| 8823680<br>*JL5576*<br>130623<br>Rt | **TAIAN MARU No. 3**<br>**Nakajima Kisen G.K.**<br>Nakajima, Ehime Pref. Japan | **199**<br>—<br>589 | | **1988** Y.K. Ouchi Zosensho—Nakajima<br>56,50 3,170<br>52,00 9,50 5,35<br>1 dk | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>552kW (750bhp)<br>The Hanshin Diesel Works Ltd. |
| 7102572<br>*HZPB*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **TAIBAH I**<br>ex Zain-88 ex Lamara-81<br>ex Orientville-76<br>**Najd Shipping (Singapore) Pte. Ltd.**<br>Jeddah Saudi Arabia | T.Mk<br>**769**<br>339<br>1 370 | NV (GL) | **1971** T. Van Duijvendijk's Schpsw. N.V.<br>—Lekkerkerk (Z91)<br>84,00 14,25 3,610<br>74,00 14,10 8,62<br>F 13,2 2 dks<br>conv Vehicles RoRo Cargo 81 | **M Livestock Carrier**<br>Stern door<br>Mchy.aft | MWM<br>2 Oil 4SA each 6Cy. 360 × 450<br>to sc. shaft<br>3 600bhp (2 648kW)<br>Motorenw. Mannheim A.G. (MWM<br>Gen 1 × 126kW 2 × 120kW<br>Fuel 274,5t (d.o.) |
| 6813538<br>*HZUL*<br>Df Esd Gc<br>Rdr RTv | **TAIBAH II**<br>ex Espresso Toscana-81<br>**Najd Trading, Contracting & Shipping**<br>Jeddah Saudi Arabia | **2 434**<br>1 404<br>3 731 | (RI) | **1968** Cant. Nav. "Luigi Orlando"—Livorno (126)<br>116,72 (BB) 17,53 5,106<br>108,51 17,51 10,70<br>B 15,9 1 dk & S dk<br>rf 102 len 76 | **TM Passenger/RoRo Cargo** OSD<br>Wine Vegetable oil 44bth P<br>Stern door<br>1 Ho 2 Ta<br>B.2 170 L.302 | Sulzer<br>2 Oil 2SA each 6Cy. 440 × 760<br>6 800bhp (5 002kW)<br>C.R.D. Adriatico<br>Gen 3 × 150kW 390V 50Hz a.c.<br>Fuel (hvf) |
| 6801080<br>*HZJS*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **TAIBAH V**<br>ex Afros-85 ex Bore V-77<br>**Najd Trading & Construction Establishment**<br>Jeddah Saudi Arabia | T.Mk<br>**1 763**<br>845<br>3 143<br>**3 342**<br>2 016<br>3 937 | NV<br>✠Classed LR until 22/3/89 | **1968**-4 Rauma-Repola Oy—Rauma/Raumo (187)<br>100,01 14,56 5,557/6,217<br>92,21 14,50 8,01<br>Ba 17,1 RFD 8,6 F 15,6 2 dks<br>rf 76 len 71 | **M RoRo Cargo/General Cargo**<br>Stern door/ramp Ice strengthened<br>Stern door & ramp<br>1 Ho 57,3 1 TwD 87,1<br>G.7 089 B.6 051<br>3 Ha (stl) (14,3 8,9 8,9 × 8,6) ER<br>Cr 1(10) 2(5) | MWM<br>2 Oil 4SA each 6Cy. 360 × 450<br>shaft<br>2 428kW (3 301bhp)<br>Motorenw. Mannheim A.G. (MWM<br>Gen 2 × 164kW 1 × 137kW<br>Controllable pitch propeller<br>Fuel 334,5t (hvf)-10,0pd |

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| **TAICHU MARU No. 28**<br>**Kurokawa Suisan K.K.**<br>Wakkanai, Hokkaido Pref. Japan | **160**<br>—<br>— | | **1990** Narasaki Zosen K.K.—Muroran (1112)<br>38,12 (BB)<br>31,50 7,40 4,61<br>1 dk | **M Fishing**<br>Stern Trawler<br>In.136 | Akasaka 6U28<br>Oil 4SA 6Cy. 280 × 340 with clutches, flexible couplings & sr geared to sc. shaft<br>1 030kW (1 400bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller |
| **TAIEI MARU**<br>**Vintage Line S.A. & Dignity Shipholding S.A.**<br>Harman Maritime Agencies (H.K.) Ltd.<br>Panama Panama<br>SatCom: 1331232/TAIE | **117 184**<br>85 908<br>233 378<br>T/cm<br>140,9 | NK | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.) —Yokohama (2339)<br>317,00 (BB) 50,04 20,727<br>300,03 49,99 27,01<br>1 dk<br>Bow/CM 156 Diam. 0,550 | **S Tanker**<br>COW IGS SBT<br>14 Ta ER<br>L.(oil) 273 302 HeCls. B<br>3 Cargo pumps total 12 000T/hr | 2 S Turb dr geared to sc. shaft<br>33 000shp (24 273kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 1 × 1500kW 2 × 750kW 450V 60Hz a.c.<br>Fuel 7 847,0t (o.f.) 377,0t (d.o.)-161,0pd 16kn |
| **TAIEI MARU**<br>**K.K. Sanwa Shokai**<br>Osaka, Osaka Pref. Japan | **297**<br>—<br>866 | | **1986** Kishigami Zosen K.K.—Akitsu (1897)<br>61,85 (BB) 3,701<br>56,01 10,01 6,02<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.1 620<br>1 Ha (stl) ER | Matsui MS25GSC-3<br>Oil 4SA 6Cy. 250 × 470 with clutches & dr geared to sc. shaft<br>1 000bhp (736kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **TAIEI MARU No. 23**<br>**Taiei Suisan K.K.**<br>Ikitsuki, Nagasaki Pref. Japan<br>SatCom: 1203621/DAIF | **135**<br>—<br>— | | **1986** Nagasaki Zosen K.K.—Nagasaki (1006)<br>43,01 (BB) 2,652<br>34,50 7,61 3,08<br>1 dk | **M Fishing**<br>Purse Seiner | Niigata<br>Oil 4SA 6Cy. 280 × 350 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 170bhp (861kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Thw. thrust propeller fwd |
| **TAIFUNS**<br>ex Tayfun-92<br>**Port of Riga Authority**<br>Riga Latvia | **187**<br>—<br>46 | RS | **1972** ..............U.S.S.R.<br>29,30 8,49 3,900<br>- 4,35<br>1 dk | **TM Tug**<br>Ice strengthened | Russkiy 6DR30/50-4<br>2 Oil 4SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>2 Controllable pitch propellers<br>11,4kn |
| **TAIGEN MARU No. 1**<br>**Akjan Lines Co.** | **284**<br>129<br>386 | | **1973** Tokushima Zosen K.K.—Fukuoka (1085)<br>50,86 7,42<br>43,21 7,40 3,56<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TAIGEN MARU No. 28**<br>**Tateyama Suisan K.K.**<br>Yamagawa, Kagoshima Pref. Japan | **433**<br>229<br>— | | **1975** K.K. Murakami Zosensho—Ishinomaki<br>*51,79*<br>9,20 4,02<br>1 dk | **M Fishing**<br>Side-fishing Rod-fishing | Hanshin<br>Oil<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **TAIHEI HOPE**<br>ex Shinho Hope-90 ex Shioji-90<br>**Tres Mar Navigation S.A.**<br>Panama Panama | **498**<br>286<br>1 391 | KR | **1978** Mategata Zosen K.K.—Namikata (158)<br>69,40 3,971<br>64,40 11,50 6,10<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Hanshin 6LU35<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TAIHEI MARK**<br>ex Kyofuku Maru No. 1-90<br>**Tres Mar Navigation S.A.**<br>Panama Panama | **195**<br>—<br>609 | KR | **1978** K.K. Uno Zosensho—Namikata (110)<br>57,57 3,149<br>53,00 9,00 5,00<br>RW | **M General Cargo**<br>Mchy.aft | Hanshin 6LUD26<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TAIHEI MARU**<br>**Sakai Senpaku Y.K.**<br>Hinase, Okayama Pref. Japan | **407**<br>—<br>1 066 | | **1985** K.K. Saidaiji Zosensho—Okayama<br>70,01 3,720<br>64,01 10,61 6,20<br>1 dk | **M General Cargo** | Oil<br>1 000bhp (736kW)<br>Japan<br>11,25kn |
| **TAIHEI MARU**<br>ex Ebisu Maru<br>**P.T. Pelayaran Naga Bangka**<br>Indonesia | **199**<br>—<br>680 | | **1971** Sasaki Zosen K.K.—Kinoe (225)<br>51,67 8,44 3,201<br>48,01 8,41 3,31<br>1 dk | **M General Cargo**<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>11,75kn |
| **TAIHEI MARU**<br>**Kokuka Sangyo Co. Ltd.**<br>Oyano, Kumamoto Pref. Japan | **199**<br>—<br>623 | | **1989** Suzuki Shipyard Co. Ltd.—Yokkaichi (570)<br>3,209<br>48,00 8,00 3,40<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.650 | Matsui 6M26KGHS<br>Oil 4SA 6Cy. 260 × 400<br>588kW (799bhp)<br>Matsui Iron Works Co. Ltd. Ise |
| **TAIHEI MARU**<br>**Yoshiharu Ota**<br>Japan | **199**<br>—<br>700 | | **1991** Taiyo Zosen K.K.—Onoda (223)<br>3,301<br>50,22 9,42 5,52 | **M General Cargo**<br>1 Ho ER<br>B.1 148<br>1 Ha (stl) ER | Hanshin 6LH26G<br>Oil 4SA 6Cy. 260 × 440 with clutches & geared to sc. shaft<br>662kW (900bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAIHEI MARU**<br>**Fukada Salvage & Marine Works Co. Ltd. (Fukada Salvage Kensetsu K.K.)**<br>Osaka, Osaka Pref. Japan | **192**<br>—<br>— | | **1979** Kanrei Zosen K.K.—Naruto (278)<br>... ...<br>29,49 8,21 3,71<br>1 dk<br>RW | **TM Salvage Search & Rescue Ship**<br>Mchy.aft | Daihatsu 6DSM-26<br>2 Oil 4SA each 6Cy. 260 × 320<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **TAIHEI MARU**<br>**Alicante Naviera S.A.**<br>Panama Panama | **192**<br>97<br>320 | | **1964** Ikeda Zosen K.K.—Kinoe (64)<br>34,02 2,841<br>29,49 6,51 3,05<br>1 dk | **M General Cargo**<br>Mchy.aft | Sumiyoshi<br>Oil<br>250bhp (184kW)<br>Sumiyoshi Tekkosho Yaizu<br>9kn |
| **TAIHEI MARU**<br>**Y.K. Taihei Kaiun**<br>Kami-goto, Nagasaki Pref. Japan | **128**<br>—<br>330 | | **1987** K.K. Taihei Kogyo—Akitsu (1975)<br>45,00 (BB) 8,82 2,707<br>40,00 8,80 4,80<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.927 B.661<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 240 × 400 with clutches & reverse reduction geared to sc. shaft<br>430bhp (316kW)<br>Hanshin Nainenki Kobe |
| **TAIHEI MARU**<br>**Kunio Municipal Office**<br>Yoshiumi, Ehime Pref. Japan | **119**<br>61<br>211 | | **1978** Y.K. Kaneko Zosensho—Hojo (130)<br>32,70 2,700<br>29,50 6,20 2,80<br>1 dk | **M Tanker** | Oil<br>Japan |
| **TAIHEI MARU No. 3**<br>ex Donan Maru-85<br>**Y.K. Taihei Kaiun**<br>Kami-goto, Nagasaki Pref. Japan | **191**<br>—<br>250 | | **1963** Hakodate Dock Co. Ltd.—Hakodate (322)<br>31,20 6,81<br>28,00 6,80 2,49<br>1 dk | **M General Cargo**<br>G.265 B.249<br>1 Ha (12,1 × 4,6) ER | Niigata<br>Oil 4SA 5Cy. 250 × 380<br>210bhp (154kW) E made38 fitted63<br>Niigata Eng. Co. Ltd. Niigata<br>7,5kn |
| **TAIHEI MARU No. 5**<br>**Umakoshi Kaiun Y.K.**<br>Yoshiumi, Ehime Pref. Japan | **184**<br>—<br>386 | | **1969** Kishimoto Zosen—Kinoe (347)<br>36,02 7,62 3,048<br>33,00 7,60 3,41<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 420<br>650bhp (478kW)<br>Matsue Diesel K.K. Matsue |

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| **7930278**<br>*JL4511*<br>119085<br>Gc Rdr | **TAIHEI MARU No. 8**<br><br>**Taihei Kisen Y.K.**<br>Sakaide, Japan<br>Kagawa Pref. | **199**<br>—<br>400 | | **1979** Shinhama Dock K.K.—Anan<br>... ... ...<br>53,01 9,50 5,11<br>1 dk | (180) | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. |
| **8351376**<br>*JM5180*<br>126899<br>Rt | **TAIHEI MARU No. 8**<br>ex Hinode Maru-88<br>**Kazuo Nakami**<br>Hiroshima, Japan<br>Hiroshima Pref. | **197**<br>—<br>500 | | **1982** Y.K. Ouchi Zosensho—Nakajima<br>46,70 3,200<br>42,00 9,50 4,80<br>1 dk | (168) | **M Sludge Carrier** | Oil 4SA 6Cy. |
| **7853377**<br>*JG3560*<br>119145 | **TAIHEI MARU No. 11**<br><br>**Taihei Yuso K.K.**<br>Tokyo Japan | **335**<br>—<br>700 | | **1976** Edogawa SB. Co. Ltd.—Tokyo<br>42,19 3,701<br>38,99 8,60 3,92<br>1 dk | | **M Tanker**<br>Mchy.aft | Matsui<br>Oil<br>500bhp (368kW)<br>Matsui Iron Works Co. Ltd. |
| **5140257**<br><br><br>Df | **TAIHEI MARU No. 11**<br>ex Hakko Maru No. 15<br>**Federico A. Santos** | **294**<br>151<br>— | | **1957** Yamanishi Zosen K.K.—Ishinomaki<br>43,29 7,01<br>37,98 6,99 3,51<br>1 dk<br>RW | (337) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 326 × 460<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Fuel 141,0t |
| **6419007**<br>*JH2096*<br>95002 | **TAIHEI MARU No. 11**<br>ex Geiyo Maru No. 30-81 ex Hiryu-80<br>**G.K. Hirai Kisen**<br>Misumi, Japan<br>Kumamoto Pref. | **195**<br>—<br>— | | **1964** Osaka Zosensho—Osaka<br>31,70 8,21 2,299<br>30,84 8,18 2,80<br>1 dk<br>RW | (216) | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. |
| **8630899**<br>*JD2493*<br>118670<br>HK1-951<br>Rt | **TAIHEI MARU No. 26**<br><br>**Sunayama Gyogyo K.K.**<br>Kushiro, Japan<br>Hokkaido Pref. | **117**<br>—<br>— | | **1980** Y.K. Yoshida Zosensho—Japan<br>31,00<br>5,80 2,60<br>1 dk | | **M Fishing**<br>Side-fishing | Niigata<br>Oil<br>368kW (500bhp)<br>Niigata Eng. Co. Ltd. |
| **7232183**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **TAIHEI MARU No. 106** | **124**<br>42<br>— | | **1972** Narasaki Zosen K.K.—Muroran<br>36,40 7,27 2,401<br>30,74 7,24 4,70<br>2 dks | (813) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo |
| **8210730**<br>*JD2573*<br>125612<br>HK1-846<br>Rdr Rt | **TAIHEI MARU No. 106**<br><br>**Sunayama Gyogyo K.K.**<br>Kushiro, Japan<br>Hokkaido Pref. | **124**<br>—<br>— | | **1982** Narasaki Zosen K.K.—Muroran<br>37,50 (BB) 7,40 2,421<br>30,97 7,38 4,63<br>1 dk | (1040) | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>In.89<br><br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 300 × 530 with clutches,<br>couplings & dr geared to sc. shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7046950**<br>*HO6975*<br>13256-83A<br>Gc Pfd Rdr<br>RTv | **TAIHEI No. 8**<br>ex Margarita No. 10-83<br>ex Senyo Maru-83 ex Tsukuba Maru-72<br>**Arihama Shipping Lines Co. S.A.**<br>Panama Panama | **696**<br>426<br>2 202 | | **1970** Imabari Zosen—Imabari<br>69,30 11,43 5,182<br>65,00 11,41 5,26<br>1 dk<br>RW | (238) | **M General Cargo**<br><br>1 Ho ER<br>G.3 100 B.2 942<br><br>1 Ha (35,6 × 7,4) ER | Makita<br>Oil 4SA 6Cy. 370 × 540<br>1 800bhp (1 324kW)<br>Makita Tekkosho<br>Gen 1 × 40kW<br>Fuel 118,0t |
| **8405270**<br>*JG4391*<br>128051<br>Esd Gc Rdr | **TAIHEISAN MARU**<br><br>**Mitsui Kinkai Kisen Co. Ltd. (Mitsui Kinkai Kisen K.K.)**<br>Tokyo Japan | **3 265**<br>—<br>5 898 | NK | **1984** Nishi Zosen K.K.—Imabari<br>104,20 (BB) 6,851<br>98,02 15,02 8,56<br>P 17,7 F 8,3 1 dk | (323) | **M General Cargo**<br><br>3 Ho ER<br>G.7 224 B.6 691<br>3 Ha (stl) (17,8 22,7 18,8 × 8,4) ER | B&W<br>Oil 2SA 5Cy. 350 × 1050<br>2 243kW (3 049bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 240kW 1 × 170kW 1 × 56<br>445V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 40,0t (d.o.) 103,5t (hvf)-8,0pd |
| **8919336**<br>*JNVE*<br>132016<br>Df Esd Gc<br>Pfd Rdr RTv | **TAIHO MARU**<br><br>**Iino Kaiun Kaisha Ltd. (IINO LINES)**<br>Tokyo Japan<br>SatCom: 1204336/TAHO | *149 033*<br>*75 320*<br>258 085 | NK | **1991** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Kure<br>330,00 (BB) 19,421<br>315,50 58,00 29,70<br>1 dk | (2996) | **M Tanker**<br>COW IGS SBT<br><br>L.(oil) 319 338 | Sulzer<br>Oil 2SA 8Cy. 840 × 2400 with flexible<br>epicyclic geared to sc. shaft<br>19 544kW (26 570bhp)<br>Diesel United Ltd.<br>Gen 2 × 1200kW 1 × 1000kW 1 ×<br>450V a.c.<br>Fuel 541,96t (d.o.)-76,3pd |
| **7330167**<br>*JI2683*<br>111780<br>Esd Gc Rdr<br>Rt | **TAIHO MARU**<br><br>**Taiyo Shipping Co. Ltd. (Taiyo Kisen K.K.)**<br>Osaka, Japan<br>Osaka Pref. | **2 156**<br>—<br>3 925 | NK | **1972** Oshima Dock K.K.—Yoshiumi<br>83,34 14,43 6,173<br>78,19 14,41 7,09<br>P 18,9 F 11,9 1 dk | (8) | **M Cement Carrier**<br><br>2 Ho ER | Niigata<br>Oil 4SA 6Cy. 400 × 520<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW 440V 60Hz a.c.<br>Fuel 15,5t (d.o.) 108,0t (i.f.o.)-11,0pd |
| **7722334**<br>*JL4466*<br>122475<br>Rdr | **TAIHO MARU**<br><br>**Aiko Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **699**<br>—<br>1 821 | | **1978** Hakata Zosen K.K.—Hakata<br>... ...<br>64,01 11,02 5,01<br>1 dk<br>RW | (186) | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo |
| **8801709**<br>*JI3350*<br>128743<br>Gc Rdr Rt | **TAIHO MARU**<br><br>**Koyo Kisen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **686**<br>—<br>1 167 | NK | **1988** Nishi Zosen K.K.—Imabari<br>67,79 4,111<br>63,00 11,00 4,90<br>P 14,1 F 8,7 1 dk | (348) | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta<br>L.(gas) 400 | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Controllable pitch propeller |
| **8519289**<br>*JL5444*<br>128380<br>Rt | **TAIHO MARU**<br><br>**Seiwa Kisen K.K.**<br>Imabari, Japan<br>Ehime Pref. | **499**<br>—<br>1 600 | | **1986** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi<br>72,83 4,290<br>68,00 11,82 7,17<br>1 dk | (1880) | **M General Cargo**<br><br>1 Ho ER<br>G.2 794 B.2 730<br>TEU 187 C. 187/20'<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **8624917**<br>*JI3189*<br>126483<br>Rt | **TAIHO MARU**<br><br>**K.K. Tatsumi Shokai**<br>Osaka, Japan<br>Osaka Pref. | **407**<br>—<br>1 098 | | **1985** K.K. Yoshida Zosen Kogyo—Arida<br>66,20 3,820<br>61,02 10,51 5,80<br>1 dk | | **M General Cargo** | Niigata<br>Oil<br>Niigata Eng. Co. Ltd. |
| **7331604**<br>*JM3725*<br>116968<br>Rdr | **TAIHO MARU**<br><br>**Nishi Nippon Kaiun K.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **293**<br>106<br>— | | **1973** Towa Zosen K.K.—Shimonoseki<br>34,02 9,63 3,150<br>29,01 9,61 4,30<br>1 dk | (457) | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Diesel Co. Ltd. |
| **8130710**<br>*JI3108*<br>125097<br>Gc Rdr Rt | **TAIHO MARU**<br><br>**Nippon Shio Kaiso K.K.**<br>Sakito, Japan<br>Nagasaki Pref. | **193**<br>—<br>490 | | **1981** Oka Zosen K.K.—Ushimado<br>47,00<br>42,02 10,00 2,85<br>1 dk | (270) | **M General Cargo**<br><br>1 Ho ER<br>B.400<br><br>1 Ha (23,6 × 5,1)<br>Der 2(5) | Matsui<br>Oil 4SA 6Cy. 240 × 400<br>600bhp (441kW)<br>Matsui Iron Works Co. Ltd. |

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| ARU<br>yu K.K.<br>,<br>Pref. | Japan | **157**<br>—<br>80 | **1985** Osaka Zosensho—Osaka (438)<br>31,09 2,901<br>26,52 8,72 3,92<br>1 dk | **M Tug** | Daihatsu 6DLM-28<br>2 Oil 4SA each 6Cy. 280 × 360 sr geared to sc. shaft<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| **ARU**<br>**un Y.K.**<br>ef. | Japan | **152**<br>—<br>308 | **1988** Maebata Zosen Tekkosho K.K.—Sasebo<br>47,00 3,170<br>43,00 8,20 5,00<br>1 dk | **M General Cargo** | Hanshin 6L24GSH<br>Oil 4SA 6Cy. 240 × 400<br>331kW (450bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **ARU No. 1**<br>n Maru-83<br>**a Kaiun K.K.**<br>a,<br>a Pref. | Japan | **297**<br>—<br>650 | **1971** Shin Nikko Zosen—Setoda<br>57,00 3,401<br>53,01 9,71 6,41<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>1 000bhp (736kW)<br>Japan<br>10kn |
| **ARU No. 1**<br>**Kamei**<br>suura,<br>a Pref. | Japan | **184**<br>63<br>— | **1982** Katsuura Dockyard Co. Ltd.—Nachi-Katsuura (261)<br>37,57 2,401<br>32,01 6,81 2,67<br>1 dk | **M Fishing**<br>Tuna Seiner Ref<br>4 Ho ER<br>In.132<br>5 Ha (stl) ER | Akasaka 6MH25SSR<br>Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **ARU No. 3**<br>**o Maru Kaiun**<br>f. | Japan | **441**<br>—<br>880 | **1986** Ishii Zosen—Chiba (200)<br>48,01 3,852<br>43,01 10,61 5,52<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Fuji 6S275G<br>Oil 4SA 6Cy. 275 × 410<br>1 100bhp (809kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Thw. thrust propeller fwd |
| **ARU No. 5**<br>**aiun Y.K.** | Japan | **199**<br>—<br>580 | **1987** K.K. Miura Zosensho—Saiki (772)<br>53,01 2,841<br>49,00 9,81 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 250 × 470<br>750bhp (552kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **ARU No. 7**<br>Maru No. 7-90<br>**kyo Marine**<br>a,<br>ef.<br>202350/JJPY | Japan | **439**<br>—<br>530 | **1989** Miho Zosensho K.K.—Shimizu (1340)<br>56,49 (BB) 8,92 3,612<br>49,80 8,90 3,97 | **M Fishing**<br>Long-line Ref<br>In.721 | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd. Niigata |
| **ARU No. 8**<br>**jihama**<br>,<br>Pref. | Japan | **134**<br>—<br>242 | **1980** Takebe Zosen—Takamatsu (84)<br>33,75 2,610<br>29,90 6,20 2,75<br>1 dk | **M Tanker**<br>Mchy.aft | Yanmar 6ML-T<br>Oil 4SA 6Cy. 200 × 240<br>200bhp (147kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **ARU No. 8**<br>Maru No. 2<br>**san** | | **111**<br>24<br>— | **1968** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (682)<br>34,83 6,63 2,388<br>29,49 6,61 2,80<br>1 dk | **M Fishing**<br>Side-fishing | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **ARU No. 17**<br>Maru No. 17-90<br>**kyo Marine**<br>a,<br>ef.<br>1200523/JKJC | Japan | **439**<br>—<br>532 | **1989** Miho Zosensho K.K.—Shimizu (1358)<br>49,98 (BB) - 3,611<br>- 8,90 3,97<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.722 | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530 sr reverse geared to sc. shaft<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd. Niigata |
| **ARU No. 18**<br>Maru No. 18-90<br>**rina C.A.** | Ecuador | **299**<br>153<br>— | **1978** Miho Zosensho K.K.—Shimizu<br>*43,60* 3,000<br>8,50 3,50<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Akasaka<br>Oil<br>397kW (540bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| **ARU No. 28**<br>Maru No. 15<br>**Yamamoto**<br>Pref. | Japan | **137**<br>—<br>— | **1980** Toyo Zosen Tekko K.K.—Kamaishi<br>*29,20*<br>6,30 2,40<br>1 dk | **M Fishing** | Oil<br>Japan |
| **ARU No. 32**<br>**uyeh Co. Ltd.** | China* | **233**<br>—<br>— | **1976** Maebata Zosen Tekkosho K.K.—Sasebo<br>*41,70* 3,000<br>7,70 3,60<br>1 dk | **M Fishing** | Oil<br>Japan |
| **ARU No. 88**<br>Maru No. 88-90<br>**kyo Marine**<br>na,<br>ref. | Japan | **299**<br>153<br>349 | **1979** Miho Zosensho K.K.—Shimizu (1136)<br>50,14 8,51 3,252<br>43,52 8,50 3,59<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6M31KEHS<br>Oil 4SA 6Cy. 310 × 460<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **AN MARU**<br>**aba Shokai**<br>,<br>a Pref. | Japan | **467**<br>—<br>1 096 | **1980** Mukaishima Zoki Co. Ltd.—Mukaishima (175)<br>64,85 11,03 3,493<br>60,00 11,00 5,69<br>2 dks | **M General Cargo**<br>Mchy.aft | Niigata 6M31AFT<br>Oil 4SA 6Cy. 310 × 530 reduction geared to sc. shaft<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **AN MARU**<br>**Kaiun K.K.**<br>. | Japan | **225**<br>—<br>— | **1989** Odo Zosen Tekko K.K.—Shimonoseki (353)<br>29,50 3,400<br>27,50 9,20 4,00<br>1 dk | **TM Tug**<br>Pusher | Hanshin<br>2 Oil geared to sc. shafts<br>The Hanshin Diesel Works Ltd. Akashi |
| **MARU No. 7**<br>Maru No. 52-85<br>**yogyo K.K.**<br>a Pref. | Japan | **208**<br>—<br>295 | **1980** Daiwa Zosen—Choshi (233)<br>46,36 (BB) 8,21 0,405<br>38,00 7,51 3,08<br>1 dk | **M Fishing**<br>Mchy.aft | Yanmar 6ZL-DT<br>Oil 4SA 6Cy. 280 × 340 reduction geared to sc. shaft<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **MARU No. 18**<br>**yogyo K.K.**<br>a Pref.<br>1203112/FUKE | Japan | **349**<br>—<br>666 | **1982** Miho Zosensho K.K.—Shimizu (1203)<br>(BB) 11,64 4,350<br>56,70 11,41 6,84<br>1 dk | **M Fishing**<br>Seiner Ref | Niigata 8MG31FZ<br>Oil 4SA 8Cy. 310 × 380 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>2 500bhp (1 839kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Thw. thrust propeller fwd |
| **N**<br>**e & Coral Raye Rotondella**<br>*Queensland* | Australia | **112**<br>92<br>— | **1980** "K" Shipyard Construction Co.—Fremantle, W.A. (55)<br>22,51 6,13 2,806<br>20,91 6,00 3,15<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **MARU No. 5**<br>**imoto**<br>Pref. | Japan | **162**<br>—<br>300 | **1979** Abe Koma Zosensho—Nandan (99)<br>2,900<br>35,01 6,71 3,00<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 230 × 380<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |

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| **7616535**<br>*JH3178*<br>130071<br>Rdr Rt | **TAIKAN MARU**<br>ex Puerto No. 15-89<br>ex Eizan Maru No. 66-89<br>ex Shiretoko Maru<br>**K.K. Trian Flyin**<br>Nagoya, Japan<br>Aichi Pref. | **534**<br>—<br>1 810 | **1977** Sanyo Zosen K.K.—Mukaishima (750)<br>4,501<br>62,51 11,02 5,06<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka<br>2 Oil 4SA each 6Cy. 380 × 560<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **7853705**<br>*7LUL*<br>91059 | **TAIKAN MARU**<br>**Hakone Kankosen K.K.**<br>Hakone, Japan<br>Kanagawa Pref. | **250**<br>—<br>— | **1962** Yokohama Yacht Co. Ltd.—Yokohama<br>(366)<br>35,01 1,731<br>29,01 6,80 2,60<br>1 dk | **M Ferry** | Akasaka<br>623P Oil 4SA 6Cy. 270 × 400<br>320bhp (235kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **7408251**<br>*JMDG*<br>113506<br>Df Esd Gc<br>Pfd Rdr Rt | **TAIKAN MARU No. 8**<br>ex Dainichi Maru No. 61-90<br>ex Katsu Maru No. 33-85<br>**Tsuruji Terao**<br>Hakodate, Japan<br>Hokkaido Pref. | **343**<br>177<br>806 | **1974** Miho Zosensho K.K.—Shimizu (989)<br>53,60 8,82 3,252<br>47,12 8,79 3,61<br>1 dk | **M Fishing**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 350bhp (993kW)<br>Hanshin Nainenki Kogyo |
| **7106554**<br>*JGZP*<br>109430<br>HK1-1039<br>Df Esd Gc<br>Pfd Rdr Rt | **TAIKAN MARU No. 17**<br>ex Daikan Maru No. 88-89<br>ex Manei Maru No. 2-87<br>ex Kiyo Maru No. 8-87<br>ex Komine Maru No. 28-82<br>**Tsuruji Terao**<br>Hakodate, Japan<br>Hokkaido Pref. | **311**<br>—<br>287 | **1970** Miho Zosensho K.K.—Shimizu (761)<br>46,64 7,95 2,947<br>40,49 7,93 3,46<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 440<br>850bhp (625kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **7380227**<br>*JMSV*<br>117166<br>Df Esd Gc<br>Pfd Rdr Rt | **TAIKAN MARU No. 68**<br>ex Myojin Maru No. 31-90<br>ex Hakko Maru No. 15-86<br>**Shuichi Terao**<br>Hakodate, Japan<br>Hokkaido Pref. | **297**<br>142<br>— | **1974** Niigata Eng. Co. Ltd.—Niigata (1287)<br>47,68 (BB) 8,23 3,201<br>42,14 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8103901**<br>*JJ3294*<br>125187<br>Esd Gc Rdr<br>Rt | **TAIKASAN MARU No. 2**<br>**Kinkai Sekiyu Ekikagasu Yusou Kaisha Ltd. & Iino Kaiun Kaisha Ltd.**<br>Tokuyama, Japan<br>Yamaguchi Pref. | *1 660*<br>*498*<br>1 507 | **1982** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (290)<br>NK 73,89 (BB) 12,63 4,514<br>69,14 12,60 6,33<br>P 20,5 F 9,5 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>3 Ta ER<br>L.(gas) 1 497 | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>2 400bhp (1 765kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 350kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 36,5t (d.o.) 82,0t (hvf)-8,5pd |
| **7371733**<br>*JI2821*<br>115766<br>Df Esd Gc<br>Rdr Rt | **TAIKEI MARU**<br>**Taiyo Shipping Co. Ltd. (Taiyo Kisen K.K.)**<br>Osaka, Japan<br>Osaka Pref. | **4 993**<br>3 127<br>8 846 | **1974** Hashihama Zosen—Imabari (559)<br>122,69 18,01 7,316<br>NK 114,99 17,99 9,10<br>P 25,3 F 20,5 1 dk<br>RW | **M Cement Carrier**<br>Mchy.aft<br>G.6 548 | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460<br>6 000bhp (4 413kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 300kW 440V 60Hz a.c.<br>Fuel 41,5t (d.o.) 224,0t (hvf)-23,0pd |
| **7827926**<br>*JI2955*<br>119658 | **TAIKEI MARU**<br>**Wataru Tsugawa**<br>Osaka, Japan<br>Osaka Pref. | **198**<br>—<br>530 | **1978** K.K. Saidaiji Zosensho—Okayama (63)<br>*42,01* 3,150<br>7,51 3,41<br>1 dk | **M Tanker**<br>Mchy.aft | Oil |
| **9037953** | **TAIKEI MARU No. 1**<br>**Taikei Gyogyo K.K.**<br>Japan | **349**<br>—<br>— | **1991** Hayashikane Dockyard Co. Ltd.—Nagasaki<br>(996)<br>64,20<br>56,85 12,00 7,39 | **M Fishing**<br>Purse Seiner | Yanmar<br>Oil<br>1 912kW (2 599bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| **9005912**<br>*JE3026*<br>130878<br>Esd Gc Rdr<br>Rt | **TAIKEI MARU No. 2**<br>**Taikei Gyogyo K.K.**<br>Ishinomaki, Japan<br>Miyagi Pref. | **316**<br>—<br>539 | **1990** Hayashikane Dockyard Co. Ltd.—Nagasaki<br>(982)<br>56,89 (BB) 3,850<br>49,50 9,00 4,30 | **M Fish Carrier**<br>G.488 B.443 In.49 | Akasaka<br>Oil 4SA 6Cy. 370 × 720<br>1 287kW (1 750bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7832268** | **TAIKEI MARU No. 2**<br>ex Teno Maru No. 28-73<br>**AFC Fishing Corp.** | **168**<br>99<br>300 | **1962** K.K. Uwajima Zosensho—Uwajima<br>36,00 3,001<br>32,01 6,51 3,10<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil<br>400bhp (294kW)<br>Makita Diesel Co. Ltd. |
| **8622476**<br>*JI3191*<br>126505<br>Rt | **TAIKEI MARU No. 3**<br>**Wataru Tsugawa**<br>Osaka, Japan<br>Osaka Pref. | **192**<br>—<br>520 | **1983** Takebe Zosen—Takamatsu (105)<br>45,65 3,401<br>42,02 7,51 3,51<br>1 dk | **M Tanker**<br>Mchy.aft | Matsue<br>Oil<br>600bhp (441kW)<br>Matsue Diesel K.K.<br>Fuel (d.o.) |
| **8603767**<br>*JE2882*<br>128230 | **TAIKEI MARU No. 3**<br>**Kinichi Ogata**<br>Ishinomaki, Japan<br>Miyagi Pref. | **132**<br>—<br>221 | **1986** K.K. Murakami Zosensho—Ishinomaki<br>(1192)<br>41,74 6,61 2,572<br>34,68 6,30 3,48<br>1 dk | **M Fishing**<br>Purse Seiner | Yanmar<br>Oil 4SA 6Cy. 280 × 360<br>1 170bhp (861kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Controllable pitch propeller |
| **8005202**<br>*JJ3228*<br>121154<br>Df Esd Gc<br>Pfd Rdr Rt | **TAIKEI MARU No. 5**<br>ex Ebisu Maru No. 58-88<br>**Kinichi Ogata**<br>Ishinomaki, Japan<br>Miyagi Pref. | **256**<br>—<br>443 | **1980** K.K. Murakami Zosensho—Ishinomaki<br>(1058)<br>49,31 8,21 3,161<br>42,80 7,90 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **7613155**<br>*JNYT*<br>119442<br>Df Esd Gc<br>Pfd Rdr Rt | **TAIKEI MARU No. 11**<br>ex Hakko Maru No. 2-88<br>**Masafumi Tsugawa**<br>Yokosuka, Japan<br>Kanagawa Pref. | **126**<br>—<br>122 | **1976** Niigata Eng. Co. Ltd.—Niigata (1528)<br>37,34 6,94 2,401<br>31,32 6,91 2,80<br>1 dk | **M Fishing**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 320<br>680bhp (500kW)<br>Niigata Eng. Co. Ltd. |
| **6908369**<br>Df Esd Gc<br>Rdr Rt | **TAIKEI MARU No. 18**<br>ex Suzu Maru No. 1<br>**Restylin Fisheries & Development Corp.** | **284**<br>117<br>— | **1969** Nishii Dock Co. Ltd.—Ise (177)<br>8,03<br>40,64 8,01 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 350 × 520<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **6516336**<br>Df Esd Gc<br>Pfd Rdr Rt | **TAIKEI MARU No. 23** | **210**<br>77<br>— | **1965** Yamanishi Zosen K.K.—Ishinomaki (483)<br>38,08 7,83 3,150<br>33,99 7,80 3,61<br>1 dk | **M Fishing**<br>Side-fishing | Niigata<br>Oil 4SA 6Cy. 310 × 420<br>Niigata Eng. Co. Ltd. |
| **6803193**<br>Df Esd Rdr<br>Rt | **TAIKEI MARU No. 31**<br>**AFC Fishing Corp.** | **124**<br>52<br>— | **1967** Niigata Eng. Co. Ltd.—Niigata (727)<br>35,01 6,13 2,439<br>30,48 6,10 2,75<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. |

**ARU No. 51**
**yogyo K.K.**
i,
ref.
Japan

**349**
—
682

**1978** Shimoda Dockyard Co. Ltd.—Shimoda
*57,10* 11,82 4,152
11,41 6,86
1 dk

(282) **M Fishing**
Purse Seiner

Akasaka AH38A
Oil 4SA 6Cy. 380 × 600
2 500bhp (1 839kW)
Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu

**ARU No. 52**
**gata**
i,
ref.
Japan

**214**
—
—

**1978** K.K. Murakami Zosensho—Ishinomaki
36,50
34,57 7,01 2,82
1 dk

(1025) **M Fishing**
Ref
Mchy.aft

Yanmar
Oil 4SA 6Cy. 250 × 290
900bhp (662kW)
Yanmar Diesel Engine Co. Ltd. Osaka

**ARU No. 55**
**yogyo K.K.**
i,
ref.
1204162/JJDB
Japan

**284**
138
—

**1980** K.K. Murakami Zosensho—Ishinomaki
... ... ...
43,21 8,51 3,56
1 dk

(1062) **M Fishing**
Long-line

Akasaka DM28A
Oil 4SA 6Cy. 280 × 460
1 000bhp (736kW)
Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu

**ARU No. 57**
**gata**
i,
ref.
1203712/JBOU
Japan

**135**
—
131

**1982** K.K. Murakami Zosensho—Ishinomaki
38,28 (BB) 7,57 2,863
30,99 7,00 2,90
1 dk

(1100) **M Fishing**
Seiner
Mchy.aft

Akasaka A28
Oil 4SA 6Cy. 280 × 550
1 100bhp (809kW)
Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu
Controllable pitch propeller

**ARU No. 71**
**yogyo K.K.**
i,
ref.
Japan

**348**
—
637

**1982** Shimoda Dockyard Co. Ltd.—Shimoda
56,16 (BB) 11,43 4,153
49,51 11,41 6,86
1 dk

(325) **M Fishing**
Stern Trawler Seiner
In.741

Akasaka AH38A
Oil 4SA 6Cy. 380 × 600
2 300bhp (1 692kW)
Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu
Controllable pitch propeller

**ARU**
**ipping Co. Ltd. (Taiyo Kisen**
ref.
Japan

**3 322**
—
5 620

NK

**1991** Nishi Zosen K.K.—Imabari
- - 6,905
88,00 16,30 8,20
1 dk

(367) **M Cement Carrier**
12 Ho ER

Mitsubishi 6UEC37LA
Oil 2SA 6Cy. 370 × 880
3 089kW (4 200bhp)
Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu
Controllable pitch propeller

**ARU**
**cific Navigation S.A.**

**468**
251
660

**1959** Geibi Zosen Kogyo—Kure
50,30 8,03 3,506
45,50 8,01 3,94
1 dk

(115) **M General Cargo**
1 Ho ER
1 Ha (25,4 × 4,3) ER

Kinoshita
Oil 4SA 6Cy. 320 × 460
650bhp (478kW)
Kinoshita Tekkosho Akashi
Fuel 12,0t 11kn

**ARU**
**Kaiun Y.K.**
ref.
Japan

**199**
—
545

**1990** K.K. Saidaiji Zosensho—Okayama
*47,10*
10,50 5,40

(171) **M Sand Carrier**
Mchy.aft

Akasaka
Oil
3 089kW (4 200bhp)
Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan

**ARU No. 1**
**Maeda**
a,
ref.
Japan

**379**
—
—

**1984** Kanasashi Co. Ltd.—Shimizu
53,29 (BB) 3,401
46,89 8,72 3,76
1 dk

(3038) **M Fishing**
Long-line Ref
5 Ho ER
5 Ha (stl) ER

Niigata
Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft
1 400bhp (1 030kW)
Niigata Eng. Co. Ltd. Niigata

**ARU No. 3**
**i Kobayashi**
ma,
oto Pref.
Japan

**199**
—
669

**1984** K.K. Miura Zosensho—Saiki
50,60 3,201
46,06 11,00 5,41
1 dk

(201) **M Sand Carrier**
Mchy.aft

Niigata
Oil
850bhp (625kW)
Niigata Eng. Co. Ltd. Japan
Fuel (d.o.) 9,5kn

**ARU No. 8**
**nzai K.K.**
Pref.
Japan

**197**
—
569

**1988** Masui Zosensho K.K.—Nandan
50,00 3,220
46,00 10,50 5,35
1 dk

**M Sand Carrier**

Yanmar
Oil
Yanmar Diesel Engine Co. Ltd. Japan

**ARU No. 38**
**Maeda**
a,
Pref.
Japan

**284**
142
—

**1975** K.K. Goriki Zosensho—Ise
8,21 3,201
43,11 8,18 3,56
1 dk
RW

(776) **M Fishing**
Mchy.aft
In.335

Sumiyoshi S631SS
Oil 4SA 6Cy. 310 × 480
1 000bhp (736kW)
Sumiyoshi Tekkosho Shizuoka
Gen 2 × 250kW 225V a.c.
12,5kn

**ARU No. 58**
**Maeda**
a,
Pref.
Japan

**299**
157
—

**1978** K.K. Goriki Zosensho—Ise
3,252
43,77 8,31 3,66
1 dk
RW

(810) **M Fishing**
Side-fishing Tuna Ref
Mchy.aft

Niigata 6M26X
Oil 4SA 6Cy. 260 × 440
1 000bhp (736kW)
Niigata Eng. Co. Ltd. Niigata

**ARU No. 71**
i Maru No. 35
a Maru No. 8-65
**Man**
South Korea

**164**
89
—

**1960** Kochiken Zosen—Kochi
*30,76* 6,33
6,30 3,10
P 14,1 F 5,2 1 dk

(212) **M Fishing**
Side-fishing

Oil 4SA 6Cy. 270 × 400
430bhp (316kW)
Kobe Hatsudoki Seizosho Kobe
Fuel 93,5t 9,5kn

**ARU No. 71**
**uisan Y.K.**
a,
Pref.
Japan

**119**
—
—

**1990** Kesennuma Tekko—Kesennuma
*31,60* (BB)
31,50 6,40 2,80

(276) **M Fishing**
Long-line Ref
In.151

Niigata 6M26AFTE
Oil 4SA 6Cy. 260 × 460
592kW (805bhp)
Niigata Eng. Co. Ltd. Niigata
Controllable pitch propeller

**ARU No. 78**
o Maru No. 5-90
**o Maeda**
a,
Pref.
Japan

**284**
142
—

**1981** K.K. Goriki Zosensho—Ise
3,201
42,63 8,31 3,56
1 dk

(836) **M Fishing**
Tuna

Hanshin 6LU28
Oil 4SA 6Cy. 280 × 440
1 000bhp (736kW)
The Hanshin Diesel Works Ltd. Japan

er Hector-88
**h Liners K/B**
antic Ship Management AB
g
Sweden
: 1370173/TAIK

**27 990**
15 871
43 986

✠**100A1** CS 6/89
roll on — roll off ship
movable decks
✠**LMC** **UMS**
EL T† 715,0/87,0U3(a)
FN 13127

**1984**-4 Hyundai Heavy Industries Co. Ltd.—Ulsan
262,08 (BB) 32,31 11,729
246,41 32,26 21,01
F 15,9 3 dks
rf nil DK in way of cargo hold

(250) **M RoRo Cargo**
Side door (s) pt higher tensile steel
Quarter stern door/ramp (s)
L 45,20 W 12,50 SWL 420
Clear height 6,30
Cars 630
Mchy.aft
B.72 500
TEU 2455
C.RoRo 1304/20' C.Dk 1151/20' incl. 200 ref C.
Cr 1(40)

B&W 8L90GB
Oil 2SA 8Cy. 900 × 2180
24 229kW (32 940bhp)
Hyundai SB. & Heavy Industries Ulsan
AuxB (o.f.) 6,9kgf/cm² (6,8bar)
AuxB (ex.g) 11,9kgf/cm² (11,7bar) Spt 6kgf/cm² (5,9bar) rcv 6,9kg/cm² (6,86bar)
Gen 3 × 1900kW 2 × 900kW 450V 60Hz a.c.
Thw. thrust Contr. pitch propeller fwd
Thw. thrust Contr. pitch propeller
Fuel 579,0t (d.o.) 7 660,5t (hvf)-110,5pd 20,5kn

| | | | | | | |
|---|---|---|---|---|---|---|
| **8221703**<br>*ZMIO*<br>395128<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TAIKO**<br>Launched as Tara<br>**Union Steam Ship Co. of New Zealand Ltd.**<br>Wellington New Zealand | *21 187*<br>*9 327*<br>33 374<br>T/cm<br>44,5 | ✠**100A1** CS 5/89<br>oil tanker<br>Bitumen or fuel oil/ diesel oil cargoes, FP 60°C and above, in Nos. 5, 6, 7 & 8, independent higher tensile steel centre tanks<br>SG 1.5 max. bitumen temp. 180°C<br>✠**LMC** **UMS**<br>**IGS**<br>EL J 605,0/66,0U3(a)<br>FN 5200 | **1984**-5 Mitsubishi Heavy Industries Ltd.—Nagasaki (1920)<br>174,86 28,05 10,600<br>170,87 13,70<br>1 dk<br>Bow/CM 91 Diam. 0,310 MH 1,8 | **M Tanker**<br>Oil Bitumen<br>IGS (LR) DB<br>20 Ta ER<br>L.28 690<br>4 Cargo pumps total 2 600T/hr | Sulzer<br>Oil 2SA 7Cy. 580 × 1700<br>8 356kW (11 360bhp)<br>Mitsubishi Heavy Industries Ltd.<br>WTAuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 21kgf/cm² (20,6bar)<br>sg 7,5kgf/cm² (7,4bar)<br>2 TOH (o.f.) 6,4kgf/cm² (6,3bar)<br>Gen 4 × 680kW 425V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 138,0t (d.o.) 1 023,0t (hvf) |
| **8817239**<br>*JK4913*<br>130977<br>Gc Rdr Rt | **TAIKO MARU**<br>**Koyu Kaiun Co. Ltd.**<br>Namikata, Ehime Pref. Japan | **999**<br>—<br>2 593 | NK | **1988** Nakatani Shipyard Co. Ltd.—Nomi (525)<br>84,00 5,141<br>78,00 12,40 5,80<br>1 dk | **M Tanker**<br>L.(oil) 3 016 | Hanshin<br>Oil 4SA 6Cy. 380 × 760<br>2 060kW (2 801bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 105kW a.c. |
| **8020719**<br>*JL4809*<br>123984<br>Esd Gc Rdr Rt | **TAIKO MARU**<br>ex Iyotoku Maru-88<br>**Hisayoshi Matsubara**<br>Imabari, Ehime Pref. Japan | **991**<br>—<br>2 300 | | **1980** Hakata Zosen K.K.—Hakata (238)<br>71,63 5,088<br>12,01 5,52<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo |
| **8608925**<br>*JL5483*<br>128996<br>Gc Rdr Rt | **TAIKO MARU**<br>**Taiyo Kisen K.K.**<br>Hakata, Ehime Pref. Japan | **699**<br>—<br>2 053<br>T/cm<br>65,9 | NK | **1986** Murakami Hide Zosen K.K.—Hakata (256)<br>74,50 (BB) 11,23 4,822<br>70,01 11,21 5,41<br>P 15,6 F 6,8 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 203 | Daihatsu<br>Oil 4SA 6Cy. 280 × 360<br>1 700bhp (1 250kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7649348**<br>*JK3675*<br>115455<br>Rdr | **TAIKO MARU**<br>**Tokuyama Genseki Yuso K.K.**<br>Tokuyama, Yamaguchi Pref. Japan | **499**<br>—<br>1 593 | | **1975** Yaizu Dock—Yaizu<br>63,51 4,420<br>58,50 11,00 6,10<br>2dks | **M General Cargo**<br>B.1 730<br>1 Ha (31,7 × 8,0) ER | Akasaka<br>Oil<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **7714832**<br>*7MFG*<br>114378<br>Esd Rdr Rt | **TAIKO MARU**<br>ex Kairyu Maru-85<br>**Shinsei Kaiun K.K.**<br>Yonabaru, Okinawa Pref. Japan | **396**<br>229<br>700 | | **1977** Sasaki Zosen K.K.—Kinoe (313)<br>3,517<br>48,01 8,21 3,81<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **7923017**<br>*JI2974*<br>119690<br>Gc Rdr Rt | **TAIKO MARU**<br>**Y.K. Hirota Jari**<br>Oshima, Yamaguchi Pref. Japan | **199**<br>—<br>624 | | **1979** K.K. Yoshida Zosen Kogyo—Arida (311)<br>3,100<br>49,51 9,81 4,81<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 400<br>1 300bhp (956kW)<br>Makita Diesel Co. Ltd. |
| **8150253**<br>*JL2510*<br>101546<br>Rt | **TAIKO MARU**<br>**Kawabata Kaiun K.K.**<br>Hiroshima, Hiroshima Pref. Japan | **199**<br>—<br>350 | | **1967** Miyoshi Zosen K.K.—Uwajima<br>42,50 3,101<br>38,99 7,51 5,11<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>450bhp (331kW) |
| **7735563**<br>*JL4594*<br>122960 | **TAIKO MARU**<br>**Nakashita Kaiun Y.K.**<br>Nakajima, Ehime Pref. Japan | **166**<br>—<br>255 | | **1978** Y.K. Ouchi Zosensho—Nakajima (152)<br>2,800<br>26,12 7,51 3,03<br>1 dk | **M Sand Carrier** | Oil |
| **8844256**<br>*JK5016*<br>131750<br>Rdr Rt | **TAIKO MARU No. 1**<br>**Y.K. Taiko Kisen**<br>Ondo, Hiroshima Pref. Japan | **198**<br>—<br>480 | | **1990** Hongawara Zosen K.K.—Fukuyama<br>45,25 - 3,300<br>41,00 7,60 3,40<br>1 dk | **M Tanker**<br>Chemical | Niigata<br>Oil 4SA 6Cy. 190 × 260<br>Niigata Eng. Co. Ltd. |
| **7535731**<br>*JM3772*<br>118050<br>Df Gc Pfd Rdr Rt | **TAIKO MARU No. 1**<br>ex Daikichi Maru No. 23-87<br>**Y.K. Taiko Kensetsu**<br>Ikitsuki, Nagasaki Pref. Japan | **142**<br>—<br>— | | **1975** K.K. Izutsu Zosensho—Nagasaki (711)<br>38,51 7,70<br>31,53 6,90 2,77<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Niigata<br>Oil 4SA 6Cy. 250 × 320 reduction ge shaft<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **8508797**<br>*JJ3455*<br>125355 | **TAIKO MARU No. 2**<br>**Kotoku Kaiun Y.K.**<br>Nandan, Hyogo Pref. Japan | **476**<br>—<br>1 600 | | **1985** Shitanoe Zosen K.K.—Usuki (1050)<br>64,52<br>60,03 12,21 6,23 | **M Stone Carrier** | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. |
| **8403777**<br>*7KQQ*<br>126649<br>MG1-1330<br>Rdr RTv | **TAIKO MARU No. 2**<br>**K.K. Sankyo Marine**<br>Kesennuma, Miyagi Pref. Japan<br>SatCom: 1204261/JKQQ | **379**<br>—<br>454 | | **1984** Miho Zosensho K.K.—Shimizu (1236)<br>54,06 (BB) 8,62 3,418<br>47,45 8,60 3,76<br>1 dk | **M Fishing**<br>Side-fishing Long-line Tuna Ref<br>3 Ho ER<br>In.166<br>4 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches couplings & dr geared to sc. shaf<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8823240**<br>*JK4887*<br>130960<br>Rt | **TAIKO MARU No. 3**<br>**Y.K. Kotobuki Sangyo**<br>Ogaki, Hiroshima Pref. Japan | **447**<br>—<br>604 | | **1989** Kimura Zosen K.K.—Yutaka<br>48,00 3,020<br>43,04 11,51 5,31<br>1 dk | **M Sand Carrier** | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>588kW (799bhp)<br>Niigata Eng. Co. Ltd. |
| **6925240**<br>*HP5358*<br>19241-MP<br>Df Esd Gc<br>Pfd Rdr Rt | **TAIKO MARU No. 5**<br>**Kadena Naviera S.A.**<br>Panama Panama | **498**<br>—<br>1 099 | | **1969** Honda Zosen—Saiki (570)<br>57,00 9,33 4,319<br>49,81 9,30 4,70<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (25,9 × 6,0) ER | Usuki<br>Oil 4SA 6Cy. 350 × 550<br>1 300bhp (956kW)<br>Usuki Tekkosho<br>Gen 1 × 30kW 1 × 25kW |
| **7607883**<br>*JL4289*<br>120896<br>Rdr Rt | **TAIKO MARU No. 8**<br>ex Suma Maru No. 11-82<br>**Wakashima Kaiun Y.K.**<br>Shimonoseki, Yamaguchi Pref. Japan | **199**<br>121<br>571 | | **1976** Kinoura Zosen K.K.—Hakata (28)<br>7,83<br>44,02 7,82 3,36<br>1 dk | **M Tanker**<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8820652**<br>*JJ3634*<br>129212<br>Rdr Rt | **TAIKO MARU No. 8**<br>**Taiko Kisen K.K.**<br>Nandan, Hyogo Pref. Japan | **100**<br>—<br>176 | | **1989** Nakatani Shipyard Co. Ltd.—Nomi (522)<br>27,00 3,560<br>24,00 9,20 5,60<br>1 dk | **M Tug**<br>Pusher | Hanshin<br>Oil 4SA 6Cy. 300 × 480<br>The Hanshin Diesel Works Ltd. |
| **7918294**<br>*JIYJ*<br>119751<br>Df Gc Pfd<br>Rdr Rt | **TAIKO MARU No. 11**<br>**Kitashi Tsutsumi**<br>Taiji, Wakayama Pref. Japan | **254**<br>—<br>— | | **1980** Sanuki Zosen Tekkosho K.K.—Takuma (1052)<br>... ... ...<br>37,80 7,41 3,05<br>1 dk | **M Fishing**<br>Pair Trawler<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. |

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| **ARU No. 12**<br>**ipping Co. Ltd.**<br>China* | **459**<br>—<br>1 056 | | **1973** Taisei Zosen K.K.—Higashino<br>52,00 4,150<br>46,51 10,00 5,21<br>1 dk | **M Sand Carrier** | Daihatsu<br>Oil<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>11kn |
| **ARU No. 15**<br>**sen K.K.**<br>Japan<br>ref. | **492**<br>—<br>1 534 | | **1986** Shitanoe Zosen K.K.—Usuki (1062)<br>66,35 (BB) 12,63 4,331<br>62,01 12,60 6,71<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Hanshin 6LH28RG<br>Oil 4SA 6Cy. 280 × 460<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Thw. thrust propeller fwd |
| **ARU No. 18**<br>**Kogyo K.K.**<br>Japan<br>ref. | **338**<br>—<br>1 000 | | **1987** Shitanoe Zosen K.K.—Usuki (1070)<br>57,99 (BB) 12,02 3,650<br>52,00 12,01 5,31<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Hanshin 6LU26<br>Oil 4SA 6Cy. 260 × 440<br>1 088bhp (800kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **ARU No. 38**<br>Maru No. 28-89<br>**aiun Y.K.**<br>Japan<br>ref. | **198**<br>—<br>600 | | **1984** Hamamoto Zosensho K.K.—Tokushima (662)<br>51,21 3,201<br>47,02 9,52 3,31<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.687<br>1 Ha (stl) ER | Hanshin 6LU26G<br>Oil 4SA 6Cy. 260 × 440<br>750bhp (552kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **MARU No. 30**<br>**ent of The Democratic**<br>**e's Republic of North Korea**<br>North Korea | **329**<br>148<br>425 | (NK) | **1975** K.K. Murakami Zosensho—Ishinomaki (970)<br>47,66 8,01 3,429<br>42,50 7,98 3,79<br>P 13,2 F 4,0 1 dk | **M Refrigerated Cargo**<br>Mchy.aft<br>In.331<br>2 Ha (each 2,2 × 1,9) | Akasaka AH27<br>Oil 4SA 6Cy. 270 × 420<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11,5kn |
| **ER**<br>-68<br>**ettes Vertes**<br>France | **149**<br>85<br>193 | BV | **1944** R. Dunston Ltd.—Thorne<br>*29,75* 5,72 2,515<br>5,63 2,90<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.250<br>2 Ha (7,4 8,5 × 4,0) ER<br>1W Der 1(4,5) | Kelvin<br>Oil 4SA 6Cy. 165 × 184<br>180bhp (132kW) NE 63<br>Bergius Kelvin Co. Ltd. Glasgow<br>Fuel (d.o.) 7,5kn |
| **ER 2**<br>oy-79<br>**D'Exploitation de**<br>**sportes**<br>France | **200**<br>101<br>259 | **✠100A1** SS 1/91<br>U.K., Eire, Channel Islands, Isle of Man & Between River Elbe & La Rochelle<br>**✠LMC**<br>EL b<br>FN 299 | **1966**-6 Scott & Sons (Bowling) Ltd.—Bowling (434)<br>33,33 7,29 2,674<br>30,59 7,01 2,75<br>P 8,3 RFD 5,5 1 dk<br>RW rf 25 BK 127 | **M General Cargo**<br>Mchy.aft<br>Der 1(5) | Alpha 404-24VO<br>Oil 2SA 4Cy. 240 × 400 with hydraulic coupling<br>228kW (310bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 4kW 250V 50Hz a.c.<br>Controllable pitch propeller<br>9kn |
| Marti-90<br>**aviera Unide S.A.**<br>na Cuba | **12 170**<br>6 176<br>13 021 | **✠100A1** SS 11/89<br>**✠LMC** **UMS**<br>EL D† 2$\frac{7}{16}$"U2<br>FN 4436<br>RCB | **1977**-9 Helsingor Vaerft A/S—Helsingor (412)<br>149,10 20,88 9,021<br>137,01 20,81 11,56<br>P 71,1 F 15,6 1 dk, 2nd dk in No. 2 & 3 holds<br>rf nil | **M General Cargo/ Training Ship**<br>4 Ho 21,7 20,9 21,7 ER 12,7<br>G.15 566 B.14 646<br>4 Ha (9,7 12,7 12,7 × 7,2) ER (12,7 × 6,7)<br>Der 8(5) | B&W 5K67GF<br>Oil 2SA 5Cy. 670 × 1400<br>9 400bhp (6 914kW)<br>Helsingor Vaerft A/S Helsingor<br>AuxB (o.f.) 9,5kgf/cm² (9,4bar)<br>AuxB (ex.g) 11,5kgf/cm² (11,3bar) rcv 10,5kgf/cm' (10,3bar)<br>Gen 2 × 600kW 1 × 524kW 450V 60Hz a.c.<br>Thw. thrust propeller<br>Fuel 283,5t (d.o.) 1 727,5t (hvf) 16,5kn |
| **ent of The Republic of**<br>na Cuba | **669**<br>210<br>572 | **✠100A1** SS 7/88<br>**✠LMC**<br>EL J 357,5/26,0U2<br>FN 682 | **1979**-5 Maritima del Musel S.A.—Gijon (200)<br>53,01 (BB) 10,37 3,512<br>47,00 10,01 4,50<br>Ba 20,2 F 7,1 1 dk<br>rf nil | **TM Buoy Ship**<br>Mchy.aft | Alpha 5V23LU<br>2 Oil 4SA each 5Cy. 225 × 300 reverse reduction geared to sc. shafts<br>1 550bhp (1 140kW)<br>Cons. Echevarria Bermeo<br>Gen 3 × 120kW 220V 60Hz a.c. |
| King-76<br>**dora Del Norte, Honduras**<br>Honduras | **110**<br>75<br>— | | **1973** Bender SB. & Repair Co. Inc.—Mobile, Al<br>*20,85* 6,71<br>3,38<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **OSMOS**<br>**Shipping S.A.**<br>un Ltd. (Taio Kaiun K.K.)<br>a Liberia<br>1241770/CSMS | *35 582*<br>*17 794*<br>43 524<br>T/cm<br>51,6 | NK | **1988** Mitsubishi Heavy Industries Ltd.—Kobe (1171)<br>193,85 (BB) 11,021<br>186,00 32,20 18,30<br>1 dk | **M Wood-chip Carrier**<br>6 Ho ER<br>G.91 229<br>6 Ha (stl) ER<br>Cr 3(12,5) | Sulzer 5RTA52<br>Oil 2SA 5Cy. 520 × 1800<br>6 657kW (9 050bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 600kW a.c.<br>14,6kn |
| **REAM**<br>**Shipping S.A.**<br>iun Ltd. (Taio Kaiun K.K.)<br>Panama<br>1331266/DREM | *35 582*<br>*17 794*<br>43 524<br>T/cm<br>51,6 | NK | **1988** Mitsubishi Heavy Industries Ltd.—Kobe (1172)<br>193,86 (BB) 11,021<br>186,00 32,20 21,95<br>1 dk | **M Wood-chip Carrier**<br>6 Ho ER<br>G.91 229<br>6 Ha (stl) ER<br>Cr 3(12,5) | Sulzer 5RTA52<br>Oil 2SA 5Cy. 520 × 1800<br>6 657kW (9 050bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 4 × 470kW a.c. |
| **RONTIER**<br>**ontier S.A.**<br>Corp.<br>Panama<br>: 1332475/YUPT | *35 663*<br>*16 221*<br>41 205<br>T/cm<br>53,7 | NK | **1987** Sanoyas Corp.—Mizushima (1087)<br>198,03 (BB) 32,26 10,026<br>188,02 32,21 18,29<br>1 dk | **M Wood-chip Carrier**<br>G.89 522<br>6 Ha (stl) ER | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>5 362kW (7 290bhp)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 326kW<br>14,2kn |
| **AINBOW**<br>**Shipping S.A.**<br>na Steamship Co. Ltd.<br>ia Liberia<br>: 1241775/ELMA | *35 895*<br>*17 037*<br>42 071<br>T/cm<br>51,6 | NK | **1987** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1147)<br>198,03 (BB) 32,24 10,826<br>188,02 32,21 18,29 | **M Wood-chip Carrier**<br>6 Ho ER<br>G.90 450<br>6 Ha (stl) ER | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>8 420bhp (6 193kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 4 × 530kW |
| **ment of The People's**<br>**public of China (Panyu County**<br>**nch)** | **135**<br>73<br>11 | ✠Classed LR until 31/7/87 | **1966** Hitachi Zosen—Kanagawa Works, Kawasaki (117028)<br>27,56 10,72<br>24,72 5,85 3,54<br>R rf 940 | **Aluminium Alloy TM Hydrofoil Ferry**<br>126dk P | Mercedes Benz<br>2 Oil 4SA each 12Cy. 175 × 205 with magnetic clutches & sr geared to sc. shafts<br>2 300bhp (1 692kW)<br>Ikegai Tekkosho Kawasaki<br>Fuel (d.o.) 37,5kn |
| **N**<br>den Coast-89 ex Tres Orion-83<br>**hipping Co. Ltd.**<br>bulk Maritime S.A.<br>Malta | **14 623**<br>10 531<br>26 499 | NK | **1976** Tsuneishi Zosen K.K.—Numakuma (340)<br>175,20 25,05 10,419<br>165,00 25,00 14,00<br>P 27,8 F 12,5 1 dk | **M Bulk Carrier**<br>G.34 780 B.33 734<br>5 Ha (stl) (12,8 × 11,5) (20,2 20,2 20,2 20,2 × 13,1) ER<br>Der 5(25) | B&W<br>Oil 2SA 6Cy. 670 × 1400<br>8 238kW (11 200bhp)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 440kW a.c.<br>15,25kn |

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| **7933232**<br>*JM4668*<br>122919<br>Rdr Rt | **TAIRIN MARU**<br>ex Midori Maru No. 5-90<br>**Y.K. Mitani Shoji**<br>Onomichi, Japan<br>Hiroshima Pref. | **499**<br>—<br>1 166 | | **1979** Sasaki Zosen K.K.—Kinoe (266)<br>60,51 9,83 4,109<br>56,01 9,81 4,30<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **7903249**<br>*JI3015*<br>119724<br>Df Esd Gc<br>Pfd Rdr Rt | **TAIRYU MARU**<br>**Taiyo Shipping Co. Ltd. (Taiyo Kisen K.K.)**<br>Osaka, Japan<br>Osaka Pref. | **3 150**<br>—<br>5 278 | NK | **1979** Koyo Dockyard Co. Ltd.—Mihara (858)<br>92,00 15,73 6,866<br>86,52 15,70 8,01<br>P 23,8 F 14,4 1 dk | **M Cement Carrier**<br>Mchy.aft<br>G.4 048 | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 370kW 445V 60Hz a.c.<br>Fuel 68,0t (d.o.) 247,0t (hvf)-15,0pd |
| **8105961**<br>*HO2866*<br>16017-87A<br>Df Esd Gc<br>Pfd Rdr Rt | **TAISEI**<br>ex Taisei Maru-86<br>**Yamamoto Maritime S.A.**<br>Panama Panama | **1 578**<br>1 088<br>4 106 | NK | **1981** K.K. Matsuura Zosensho—Kinoe (285)<br>86,31 14,53 6,301<br>80,02 14,51 8,82<br>2 dks | **M General Cargo**<br>G.5 967 B.5 469<br>2 Ha (stl) (12,9 27,2 × 8,9) ER<br>Der 1(20) 2(15) | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 150kW 220V a.c.<br>Fuel 61,5t (d.o.) 209,5t (hvf)-7,0pd |
| **7652072**<br>*JI2693*<br>111800 | **TAISEI**<br>**Inoue Kogyo K.K.**<br>Osaka, Japan<br>Osaka Pref. | **498**<br>—<br>1 000 | | **1972** Asahi Zosen K.K.—Sumoto<br>45,01 2,550<br>42,50 15,00 3,00<br>1 dk | **M Sand Carrier** | Hanshin<br>Oil<br>700bhp (515kW)<br>The Hanshin Diesel Works Ltd. |
| **8720515**<br>*JM5716*<br>130364<br>Rdr Rt | **TAISEI**<br>**Taisei Kisen Y.K.**<br>Hizen, Japan<br>Saga Pref. | **199**<br>—<br>614 | | **1988** Y.K. Furumoto Tekko Zosensho—Osaki<br>57,00 9,72 3,120<br>52,00 9,70 5,30<br>1 dk | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>625kW (850bhp)<br>The Hanshin Diesel Works Ltd. |
| **8604383**<br>*JFUV*<br>128696<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **TAISEI MARU**<br>**Koyo Kogyo Co. Ltd. & Mitsuboshi Kaiun Kaisha Ltd.**<br>Osaka, Japan<br>Osaka Pref.<br>SatCom: 1203670/JFUV | *38 576*<br>*19 358*<br>65 799<br>T/cm<br>118,5 | NK | **1987** Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1341)<br>230,00 (BB) 11,350<br>220,00 36,42 16,92<br>F 16,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.79 663<br>7 Ha (stl) (13,3 × 12,8) (18,2 18,2 18,2 13,3 13,3 13,3 × 16,0) ER<br>Der 1(30) | B&W<br>Oil 2SA 6Cy. 600 × 2292<br>8 646bhp (6 360kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 203,5t (d.o.) 2 286,5t (hvf) |
| **7924920**<br>*JLPY*<br>123723<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TAISEI MARU**<br>**Government of Japan (Ministry of Transportation - Navigation Training Establishment) (Renshusen Kyoiku Koenkai)**<br>Tokyo Japan | **5 875**<br>1 779<br>3 273 | | **1981** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (981)<br>124,85 (BB) 17,02 5,819<br>115,02 17,01 10,52<br>3 dks | **S Training Ship** | 2 S Turb dr geared to sc. shaft<br>7 000shp (5 149kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 1 × 840kW 1 × 560kW 450<br>Thw. thrust propeller fwd<br>Fuel 1 791,5t (o.f.) 55,0t (d.o.)-47,5pd |
| **8915287**<br>*JE3031*<br>130862<br>Esd Gc Pfd<br>Rdr RTv | **TAISEI MARU**<br>**Kawasaki Kinkai Kisen K.K. & Silver Ferry K.K.**<br>Hachinohe, Japan<br>Aomori Pref. | **1 846**<br>—<br>3 201<br>T/cm<br>5,6 | NK | **1990** Shin Kochi Jyuko K.K.—Kochi (7002)<br>87,52 (BB) 5,661<br>80,00 14,00 6,85 | **M General Cargo**<br>G.4 017 B.3 861 | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>2 200bhp (1 618kW)<br>The Hanshin Diesel Works Ltd.<br>Fuel 28,88t (d.o.) 143,31t (hvf) |
| **8029466**<br>*JI3115*<br>125128<br>Gc Rdr Rt | **TAISEI MARU**<br>**Tabuchi Kaiun Kaisha Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **987**<br>—<br>2 311 | NK | **1981** Sanyo Zosen K.K.—Mukaishima (818)<br>81,51 5,052<br>76,00 12,01 5,52<br>P 18,3 F 12,2 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 299 | Daihatsu<br>Oil 4SA 6Cy. 320 × 380 with clutc<br>couplings & sr geared to sc. sha<br>1 800bhp (1 324kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Controllable pitch propeller |
| **8118463**<br>*JL5102*<br>125420<br>Esd Gc Rdr Rt | **TAISEI MARU**<br>**Taisei Kisen K.K.**<br>Anan, Japan<br>Tokushima Pref. | **697**<br>—<br>1 955 | NK | **1981** K.K. Miura Zosensho—Saiki (638)<br>80,29 4,374<br>75,01 13,81 4,45<br>2 dks | **M General Cargo**<br>G.4 567 B.4 293<br>1 Ha (42,6 × 10,9) ER<br>Der 2(8) | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>2 200bhp (1 618kW)<br>The Hanshin Diesel Works Ltd. |
| **9003938**<br>*JG2209*<br>117788<br>Rdr Rt | **TAISEI MARU**<br>**Toyo Kaiun K.K.**<br>Fuyo Kaiun K.K.<br>Kawasaki, Japan<br>Kanagawa Pref. | **697**<br>—<br>2 100 | NK | **1990** Hitachi Zosen Mukaishima Marine Co. Ltd.<br>—Mukaishima (30)<br>79,19 (BB) 4,822<br>73,00 13,00 4,85<br>1 dk | **M General Cargo**<br>1 Ho ER<br>B.2 848<br>1 Ha (stl) ER | Hanshin<br>Oil 2SA 6Cy. 260 × 980<br>1 471kW (2 000bhp)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **7804352**<br>*7KTE*<br>121331<br>Df Gc Pfd<br>Rdr Rt | **TAISEI MARU**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan | **499**<br>263<br>672 | | **1978** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (745)<br>55,40 11,43<br>49,51 11,40 6,86<br>2 dks | **M Fishing**<br>Stern Trawler Ref | Niigata<br>Oil 4SA 8Cy. 310 × 380 reduction<br>shaft<br>2 500bhp (1 839kW)<br>Niigata Eng. Co. Ltd. |
| **9033347** | **TAISEI MARU**<br>**Sanuki Shigen Kaihatsu Y.K.**<br>Japan | **499**<br>—<br>1 300 | | **1991** K.K. Miura Zosensho—Saiki (883)<br>4,252<br>60,03 12,51 6,02 | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **8022274**<br>*JL4951*<br>125398<br>Df Esd Rdr Rt | **TAISEI MARU**<br>ex Tone Maru No. 22-89<br>ex Shoei Maru No. 33-84<br>**Taiyo Kisen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **498**<br>—<br>1 600 | | **1981** K.K. Yoshida Zosen Kogyo—Arida (355)<br>4,601<br>65,03 11,02 6,41<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>1 750bhp (1 287kW)<br>Hanshin Nainenki Kogyo |
| **7725099**<br>*JL4455*<br>122456<br>Gc Rdr Rt | **TAISEI MARU**<br>**Y.K. Meiji Kaiun**<br>Matsushima, Japan<br>Kumamoto Pref. | **445**<br>—<br>1 053 | | **1978** Yamanaka Zosen K.K.—Namikata (171)<br>... ... ...<br>60,03 11,02 6,02<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo |
| **8703684**<br>*JG4681*<br>129739<br>Gc RTv<br>SatNav | **TAISEI MARU**<br>**Nippon Kaiyosha Co. Ltd. (K.K. Nippon Kaiyosha)**<br>Yokohama, Japan<br>Kanagawa Pref. | **222**<br>—<br>— | | **1987** Sagami Zosen Tekko K.K.—Yokosuka (232 A)<br>36,20<br>31,50 9,81 4,37<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 3<br>flexible couplings & dr geared<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 76kW 275V 60Hz a.c.<br>2 Directional propellers |
| **8350889**<br>*JL5018*<br>125476<br>Rt | **TAISEI MARU**<br>ex Yunihama-89<br>**Iwate Kaiun K.K.**<br>Ofunato, Japan<br>Iwate Pref. | **199**<br>—<br>585 | | **1983** Takebe Zosen—Takamatsu (102)<br>53,40 9,40 3,100<br>... ... ...<br>1 dk | **M General Cargo** | Oil |
| **8713366**<br>*JK4708*<br>129530 | **TAISEI MARU**<br>**Ryobi Unyu K.K.**<br>Hinase, Japan<br>Okayama Pref. | **199**<br>—<br>692 | | **1988** K.K. Miura Zosensho—Saiki (805)<br>... ... ...<br>54,01 9,50 5,57<br>1 dk | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>625kW (850bhp)<br>The Hanshin Diesel Works Ltd. |

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| **TAISEI MARU**<br>ex Zuiko Maru-86<br>**Takao Odasaki**<br>Osaka,<br>Osaka Pref.<br>Japan | **198**<br>—<br>— | | **1962** Osaka Zosensho—Osaka (185)<br>31,70 8,28 2,718<br>27,74 8,21 3,81<br>1 dk | **TM Tug**<br>Salvage | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 25kW 225V a.c.<br>Fuel 44,5t-7,0pd 12kn |
| **TAISEI MARU**<br>ex Ebisu Maru No. 3-86<br>**Yoshinori Onishi**<br>Kurahashi,<br>Hiroshima Pref.<br>Japan | **176**<br>—<br>410 | | **1982** Hayashi Zosen—Higashino (130)<br>39,20 8,01 3,110<br>... ... ...<br>1 dk | **M General Cargo** | Oil<br>Japan |
| **TAISEI MARU**<br>ex Isotoku Maru No. 2<br>**Shinyo Shoji**<br>South Korea | **165**<br>—<br>— | | **1964** K.K. Ichikawa Zosensho—Ise (1230)<br>6,41 2,693<br>30,99 6,35 3,00<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 300 × 430<br>Ikegai Tekkosho Tokyo |
| **TAISEI MARU**<br>**Tomako Service K.K.**<br>Tomakomai,<br>Hokkaido Pref.<br>Japan | **125**<br>—<br>— | | **1989** Kanto Kogyo K.K.—Hakodate<br>28,00 2,100<br>25,00 8,20 3,47<br>1 dk | **TM Tug** | Niigata<br>2 Oil<br>Niigata Eng. Co. Ltd. Japan<br>Directional propeller<br>Directional propeller |
| **TAISEI MARU No. 1**<br>**Taisei Suisan K.K.**<br>Miura,<br>Kanagawa Pref.<br>SatCom: 1204477/JCQW<br>Japan | **374**<br>199<br>— | | **1979** Sanuki Zosen Tekkosho K.K.—Takuma (1025)<br>9,50<br>48,32 8,91 3,87<br>1 dk | **M Fishing**<br>Side-fishing Long-line Tuna Ref<br>Mchy.aft | Akasaka DM33<br>Oil 4SA 6Cy. 330 × 500<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TAISEI MARU No. 2**<br>**Taisei Kaiun Y.K.**<br>Hiroshima,<br>Hiroshima Pref.<br>Japan | **475**<br>—<br>500 | | **1988** Nakatani Shipyard Co. Ltd.—Nomi (521)<br>3,061<br>42,02 11,02 5,31<br>1 dk | **M Sand Carrier** | Yanmar MF28-UT<br>Oil 4SA 6Cy. 280 × 450<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **TAISEI MARU No. 2**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo<br>Japan | **390**<br>186<br>— | | **1970** Kanasashi Co. Ltd.—Shimizu (943)<br>52,61 8,82 3,550<br>45,29 8,79 6,00<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TAISEI MARU No. 2**<br>**Toshiko Inoue**<br>Kitsuki,<br>Oita Pref.<br>Japan | **199**<br>—<br>553 | | **1969** Ieshima Dock K.K.—Ieshima<br>34,50 3,201<br>30,36 8,01 3,54<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Matsue<br>Oil<br>550bhp (405kW)<br>Matsue Nainenki Kogyo Japan<br>9,5kn |
| **TAISEI MARU No. 2**<br>**Taisei Gyogyo K.K.**<br>Hachinohe,<br>Aomori Pref.<br>SatCom: 1201672/JBUQ<br>Japan | **135**<br>—<br>149 | | **1987** K.K. Murakami Zosensho—Ishinomaki (1200)<br>45,60 (BB)<br>37,01 7,90 3,28<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Yanmar 6Z280-ET<br>Oil 4SA 6Cy. 280 × 360 with clutches, flexible couplings & sr geared to sc. shaft<br>1 170bhp (861kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **TAISEI MARU No. 3**<br>**Taiseimaru Suisan Kaisha Ltd.**<br>Nansei,<br>Mie Pref.<br>SatCom: 1201414/JIAJ<br>Japan | *5 292*<br>*2 388*<br>6 023 | NK | **1984** Miho Zosensho K.K.—Shimizu (1232)<br>123,02 7,117<br>115,02 17,81 9,33<br>P 35,1 F 11,6 1 dk | **M Refrigerated Cargo**<br>5 Ho ER<br>In.6 535<br>7 Ha (stl) ER | Sulzer 6RTA48<br>Oil 2SA 6Cy. 480 × 1400<br>6 600bhp (4 855kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 224,0t (d.o.) 1 623,5t (hvf)-23,0pd 16,5kn |
| **TAISEI MARU No. 3**<br>**Taisei Kaiun Y.K.**<br>Hiroshima,<br>Hiroshima Pref.<br>Japan | **475**<br>—<br>500 | | **1988** Nakatani Shipyard Co. Ltd.—Nomi (520)<br>3,061<br>42,02 11,02 5,31<br>1 dk | **M Sand Carrier** | Yanmar MF28-UT<br>Oil 4SA 6Cy. 280 × 450<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **TAISEI MARU No. 3**<br>ex Yoko Maru-89<br>**Sunao Sakihama**<br>Osaka,<br>Osaka Pref.<br>Japan | **194**<br>—<br>61 | | **1971** Sanyo Zosen K.K.—Mukaishima (612)<br>30,00 8,67 2,794<br>29,01 8,62 3,79<br>1 dk<br>RW | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 32kW 225V a.c.<br>12kn |
| **TAISEI MARU No. 3**<br>**Taisei Gyogyo K.K.**<br>Monbetsu,<br>Hokkaido Pref.<br>Japan | **160**<br>—<br>— | | **1985** Niigata Eng. Co. Ltd.—Niigata (1873)<br>37,80 (BB) 7,42 3,369<br>30,99 7,41 4,65<br>2 dks | **M Fishing**<br>Stern Trawler | Niigata<br>Oil 4SA 6Cy. 280 × 350 with clutches, flexible couplings & sr geared to sc. shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **TAISEI MARU No. 3**<br>**Osaka Unyu K.K.**<br>Osaka,<br>Osaka Pref.<br>Japan | **108**<br>—<br>150 | | **1969** Higashi Kobe Zosen Tekko K.K.—Kobe<br>30,45 2,400<br>27,00 5,60 2,50<br>1 dk | **M Tanker**<br>Chemical | Yanmar<br>Oil<br>115bhp (85kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>8kn |
| **TAISEI MARU No. 5**<br>**Imoto Gyogyo K.K.**<br>Ikitsuki,<br>Nagasaki Pref.<br>Japan | **135**<br>—<br>106 | | **1985** Tokushima Zosen K.K.—Fukuoka (1532)<br>42,98 (BB) 7,62 2,671<br>34,60 7,60 3,10<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref | Daihatsu<br>Oil 4SA 6Cy. 280 × 360 with clutches & sr reverse geared to sc. shaft<br>1 170bhp (861kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| **TAISEI MARU No. 5**<br>**Sea Load Shipping Lines S. de R.L.** | **116**<br>23<br>— | | **1976** Tokushima Zosen K.K.—Fukuoka (1215)<br>38,05 (BB) 6,99 2,744<br>31,40 6,95 2,80<br>1 dk | **M Fishing** | Yanmar<br>Oil 4SA 6Cy. 280 × 340<br>950bhp (699kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| **TAISEI MARU No. 6**<br>**Taisei Kaiun Kensetsu K.K.**<br>Ieshima,<br>Hyogo Pref.<br>Japan | **498**<br>—<br>964 | | **1987** Mukaishima Zoki Co. Ltd.—Mukaishima (228)<br>57,41 (BB) 3,372<br>51,01 11,82 3,46<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>G.633<br>1 Ha (stl) ER | Matsue MF28-S<br>Oil 4SA 6Cy. 280 × 450 with clutches & reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Matsue Diesel K.K. Matsue |
| **TAISEI MARU No. 7**<br>ex Shinpuku Maru No. 7-84<br>**K.K. Yamashita Shoji**<br>Obama,<br>Fukui Pref.<br>Japan | **197**<br>107<br>610 | | **1972** K.K. Uno Zosensho—Namikata (62)<br>2,998<br>41,00 10,98 3,10<br>2 dks<br>RW | **M Sand Carrier**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 330 × 500<br>1 300bhp (956kW)<br>Makita Tekkosho Takamatsu |
| **TAISEI MARU No. 7**<br>ex Tenyo Maru No. 7-89<br>ex Seiko Maru No. 38-81<br>**Anan Suisan K.K.**<br>Anan,<br>Tokushima Pref.<br>Japan | **143**<br>—<br>— | | **1979** K.K. Murakami Zosensho—Ishinomaki (1030)<br>*31,90*<br>31,86 6,90 3,20<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Niigata |

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| **7937630**<br>*JI3028*<br>119763<br>Rdr Rt | **TAISEI MARU No. 7**<br>**Osaka Unyu K.K.**<br>Osaka, Japan<br>Osaka Pref. | **138**<br>—<br>200 | | **1980** Higashi Kobe Zosen Tekko K.K.—Kobe (78)<br>... ... ...<br>27,61 6,11 2,82<br>1dk | **M Tanker**<br>Chemical<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>200bhp (147kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **6911457**<br>Df Esd Gc<br>Pfd Rdr Rt | **TAISEI MARU No. 8**<br>ex Taki Maru No. 2-82<br>ex Kotoshiro Maru No. 2<br>**Government of The People's Republic of China** | **299**<br>155<br>— | | **1968** Kanasashi Co. Ltd.—Shimizu (875)<br>50,09 8,41 3,099<br>43,19 8,39 3,48<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **8319770**<br>*JDPD*<br>127122<br>HK1-898 | **TAISEI MARU No. 8**<br>ex Kohoku Maru No. 7-89<br>**K.K. Hokkaido Gyogyo Kosha (Hokkaido Fisheries Co. Ltd.)**<br>Kushiro, Japan<br>Hokkaido Pref. | **279**<br>—<br>533 | | **1983** Yamanishi Zosen K.K.—Ishinomaki (900)<br>58,20 (BB) 9,83 4,760<br>50,25 9,81 6,10<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>5 Ho ER<br>5 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 400 × 520 with flexible<br>sr geared to sc. shaft<br>2 600bhp (1 912kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7314539**<br>*7KNR*<br>114725<br>Df Gc Pfd<br>Rdr Rt | **TAISEI MARU No. 8**<br>ex Kofuku Maru No. 8-88<br>ex Tatsumi Maru No. 2-82<br>ex Kyoshin Maru No. 1<br>**Takashi Odajima**<br>Wakkanai, Japan<br>Hokkaido Pref. | **224**<br>—<br>— | | **1973** Uchida Zosen—Ise (726)<br>7,65<br>38,92 7,62 3,33<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **8403997**<br>*JDRR*<br>127087<br>HK1-916<br>Rdr Rt | **TAISEI MARU No. 8**<br>**Taisei Gyogyo K.K.**<br>Monbetsu, Japan<br>Hokkaido Pref. | **127**<br>—<br>155 | | **1984** Niigata Eng. Co. Ltd.—Niigata (1820)<br>38,94 (BB) 7,40 2,539<br>31,91 6,61 2,87<br>1 dk | **M Fishing**<br>Stern-fishing Ref<br>4 Ho ER<br>In.131<br>11 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 255 × 270 with clutches,<br>couplings & dr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **8617720**<br>*JM5609*<br>129391<br>Esd Gc Pfd<br>Rdr Rt | **TAISEI MARU No. 8**<br>**Hakata Kaiun Y.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **100**<br>—<br>— | | **1986** Nakatani Shipyard Co. Ltd.—Nomi (507)<br>26,00 3,911<br>24,00 9,20 6,10<br>1 dk | **M Tug**<br>Pusher | Niigata<br>Oil<br>Niigata Eng. Co. Ltd. |
| **8005628**<br>*7JDG*<br>121826<br>KN1-634<br>Df Pfd Rdr<br>Rt | **TAISEI MARU No. 11**<br>**Taisei Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **344**<br>174<br>— | | **1980** Sanuki Zosen Tekkosho K.K.—Takuma (1066)<br>... ... ...<br>47,17 8,72 3,71<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **8838350**<br>*JL5579*<br>129078<br>Rt | **TAISEI MARU No. 11**<br>**Y.K. Taisei Sangyo**<br>Matsuyama, Japan<br>Ehime Pref. | **139**<br>—<br>221 | | **1987** Shirahama Zosen K.K.—Honai (131)<br>33,00 2,500<br>29,00 7,50 4,00<br>1 dk | **M Sand Carrier** | Yanmar<br>Oil<br>Yanmar Diesel Engine Co. Ltd. |
| **8710728**<br>*JHGH*<br>128498<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav | **TAISEI MARU No. 15**<br>**Taiseimaru Kaiun K.K.**<br>Ise, Japan<br>Mie Pref.<br>SatCom: 1203716/JHGH | **4 993**<br>—<br>6 374 | NK | **1988** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (908)<br>124,25 (BB) 7,126<br>115,00 17,80 9,30<br>P. 26,2 F 9,7 1 dk | **M Refrigerated Cargo Fish Carrier**<br>In.6 336 | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1350 reverse reduc<br>to sc. shaft<br>3 270kW (4 446bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd, 1 |
| **8002183**<br>*JG4064*<br>121866<br>Rdr Rt | **TAISEI MARU No. 15**<br>**K.K. Ono Kaisoten**<br>Tokyo Japan | **497**<br>—<br>1 000 | | **1980** Suzuki Shipyard Co. Ltd.—Yokkaichi (335)<br>3,901<br>54,01 9,81 4,42<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo |
| **8214621**<br>*JL5041*<br>126221 | **TAISEI MARU No. 17**<br>**Y.K. Taisei Sangyo**<br>Matsuyama, Japan<br>Ehime Pref. | **657**<br>—<br>2 100 | | **1982** Kishigami Zosen K.K.—Akitsu (1546)<br>70,31 4,652<br>65,03 13,01 6,51<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.1 191<br>1 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **8515051**<br>*JG4613*<br>128853 | **TAISEI MARU No. 17**<br>**K.K. Ono Kaisoten**<br>Tokyo Japan | **198**<br>—<br>400 | | **1985** Suzuki Shipyard Co. Ltd.—Yokkaichi (521)<br>3,250<br>42,02 7,80 3,41<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.245 | Yanmar<br>Oil 4SA 6Cy. 240 × 420<br>700bhp (515kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **9016478**<br>*JL5866*<br>132064<br>Df Esd Gc<br>Pfd Rdr Rt | **TAISEI MARU No. 18**<br>**Y.K. Taisei Sangyo**<br>Matsuyama, Japan<br>Ehime Pref. | **698**<br>—<br>2 100 | | **1991** Hitachi Zosen Mukaishima Marine Co. Ltd.<br>—Mukaishima (38)<br>75,12 14,59 4,820<br>69,00 14,50 7,75 | **M Sand Carrier**<br>1 Ho ER<br>G.1 448<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 380 × 580 with clutches<br>couplings & reverse geared to sc.<br>1 471kW (2 000bhp)<br>The Hanshin Diesel Works Ltd. |
| **8415263**<br>*JL5301*<br>126398 | **TAISEI MARU No. 18**<br>**Yokohata Kaiun K.K.**<br>Tokushima, Japan<br>Tokushima Pref. | **199**<br>—<br>660 | | **1985** Hamamoto Zosensho K.K.—Tokushima (665)<br>56,29 3,301<br>52,02 9,21 5,67<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Yanmar<br>Oil 4SA 6Cy. 240 × 400 sr geared to<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7936454**<br>*JHUK*<br>123398<br>HK1-1075<br>Df Esd Gc<br>Pfd Rt | **TAISEI MARU No. 18**<br>ex Kofuku Maru No. 58-89<br>ex Daiyu Maru No. 3-87<br>ex Mikasa Maru No. 3-83<br>**Takashi Odajima**<br>Wakkanai, Japan<br>Hokkaido Pref. | **184**<br>71<br>— | | **1980** Tonoura Dock Co. Ltd.—Miyazaki (5)<br>37,80 7,12 2,450<br>32,31 6,80 2,75<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Otsuka<br>Oil 4SA 6Cy. 260 × 410<br>470bhp (346kW)<br>K.K. Otsuka Tekkosho |
| **7609154**<br>*JH2579*<br>119845<br>Df Esd Rdr<br>Rt | **TAISEI MARU No. 18**<br>ex Soho Maru No. 18-86<br>ex Choei Maru No. 2<br>**Anan Suisan K.K.**<br>Anan, Japan<br>Tokushima Pref. | **168**<br>—<br>213 | | **1976** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1217)<br>37,50 6,74 2,598<br>33,10 6,71 3,00<br>1 dk | **M Fishing**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 250 × 390<br>1 300bhp (956kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **5429146**<br>Df Esd Gc<br>Pfd Rdr | **TAISEI MARU No. 20**<br>**Laurel Maritima S.A.** | **191**<br>86<br>— | | **1963** Niigata Eng. Co. Ltd.—Niigata (537)<br>38,94 6,96 2,794<br>34,14 6,91 3,10<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.210<br>3 Ha (each 1,1 × 1,1) ER | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 72kW 230V a.c. |
| **8106381**<br>*7JED*<br>121856<br>KN1-641<br>Rt | **TAISEI MARU No. 21**<br>**Taisei Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **344**<br>173<br>— | | **1981** Sanuki Zosen Tekkosho K.K.—Takuma (1082)<br>... ... ...<br>47,30 8,70 3,71<br>1 dk | **M Fishing**<br>Tuna | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |

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| **TAISEI MARU No. 21**<br>**Taisei Gyogyo K.K.**<br>Hachinohe,<br>Aomori Pref.<br>Japan<br>SatCom: 1201511/JBXW | **278**<br>—<br>692 | | **1987** K.K. Murakami Zosensho—Ishinomaki (1210)<br>59,59 (BB) 10,27 3,860<br>51,52 10,20 6,20<br>1 dk | **M Fishing**<br>Stern Trawler | Hanshin<br>Oil 4SA 6Cy. 400 × 640 sr geared to sc. shaft<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller |
| **TAISEI MARU No. 21**<br>**K.K. Ono Kaisoten**<br>Tokyo<br>Japan | **269**<br>—<br>390 | | **1989** Suzuki Shipyard Co. Ltd.—Yokkaichi (562)<br>3,101<br>44,02 8,51 3,61<br>1 dk | **M Tanker**<br>Chemical | Yanmar<br>Oil<br>450bhp (331kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **TAISEI MARU No. 22**<br>**K.K. Ono Kaisoten**<br>Tokyo<br>Japan | **499**<br>—<br>1 067 | | **1990** Suzuki Shipyard Co. Ltd.—Yokkaichi (577)<br>61,52 (BB) 3,953<br>57,00 9,80 4,55<br>1 dk | **M Tanker**<br>Chemical<br>4 Ta ER | Yanmar MF29-ST<br>Oil 4SA 6Cy. 290 × 520<br>1 177kW (1 600bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **TAISEI MARU No. 26**<br>**Taisei Suisan K.K.**<br>Iwaki,<br>Fukushima Pref.<br>Japan | **127**<br>—<br>147 | | **1984** Niigata Eng. Co. Ltd.—Niigata (1822)<br>38,94 (BB) 2,539<br>31,91 6,61 2,87<br>1 dk | **M Fishing**<br>Stern-fishing Ref<br>In.115 | Niigata<br>Oil 4SA 6Cy. 255 × 270 with clutches, flexible couplings & dr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Ota<br>Controllable pitch propeller<br>Thw. thrust propeller fwd., 1 aft |
| **TAISEI MARU No. 28**<br>ex Fukuho Maru No. 8-82<br>**Y.K. Nakazato Zosensho**<br>Sasebo,<br>Nagasaki Pref.<br>Japan | **199**<br>—<br>400 | | **1969** K.K. Sunami Zosensho—Mihara<br>35,79 3,001<br>31,07 8,01 3,10<br>1 dk | **M General Cargo**<br>Mchy.aft | Fuji<br>Oil<br>450bhp (331kW)<br>Fuji Diesel Co. Ltd. Japan<br>9kn |
| **TAISEI MARU No. 31**<br>ex Kyowa Maru No. 31-79<br>**Taisei Kaiun K.K.**<br>Yokohama,<br>Kanagawa Pref.<br>Japan | **480**<br>—<br>784 | | **1967** Taguma Zosen—Innoshima (56)<br>53,29 8,62 3,785<br>48,49 8,59 4,40<br>1 dk | **M Tanker**<br>Chemical<br>2 Ta ER<br>L.403 | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 40kW 445V a.c.<br>Fuel 37,5t-2,5pd 10kn |
| **TAISEI MARU No. 32**<br>ex Kaisei Maru No. 8-90<br>ex Koyo Maru No. 11-88<br>**Yamane Kensetsu Y.K.**<br>Ogaki,<br>Hiroshima Pref.<br>Japan | **101**<br>—<br>— | | **1976** Sanuki Zosen Tekkosho K.K.—Takuma<br>*29,00*<br>6,70 2,50<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>Japan |
| **TAISEI MARU No. 35**<br>**Taisei Gyogyo K.K.**<br>Hachinohe,<br>Aomori Pref.<br>Japan<br>SatCom: 1200763/JKEP | **349**<br>133<br>460 | | **1982** Yamanishi Zosen K.K.—Ishinomaki (888)<br>55,71 (BB) 3,950<br>49,20 9,31 5,64<br>2 dks | **M Fishing**<br>Stern Trawler<br>4 Ho ER<br>4 Ha (stl) ER | Akasaka AH40A<br>Oil 4SA 6Cy. 400 × 640 with flexible couplings & sr geared to sc. shaft<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller |
| **TAISEI MARU No. 52**<br>**Taiseimaru Suisan Kaisha Ltd.**<br>Nansei,<br>Mie Pref.<br>Japan<br>SatCom: 1201646/IJIN | **4 414**<br>—<br>6 199 | NK | **1972** Kochi Jyuko K.K.—Kochi (746)<br>125,08 (BB) 17,56 7,036<br>115,02 17,51 9,30<br>P 41,2 F 11,6 1 dk<br>RW | **M General Cargo**<br>Ref<br>B.3 348 In.4 511<br>6 Ha (stl) (4,0 4,0 × 3,8) (4,5 4,5 × 7,4) (4,8 4,8 × 4,7) ER<br>Der 8(3) | Mitsubishi 6UEC52/105C<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 375kW 445V 60Hz a.c.<br>Fuel 578,5t (d.o.) 1 394,5t (hvf)-26,5pd 15,5kn |
| **TAISEI MARU No. 58**<br>ex Dai Maru No. 28-85<br>**Masami Seko**<br>Taiji,<br>Wakayama Pref.<br>Japan | **221**<br>110<br>— | | **1981** Katsuura Dockyard Co. Ltd.—Nachi-Katsuura (250)<br>... ... ...<br>38,99 7,41 3,10<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 200 × 240<br>470bhp (346kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TAISEI MARU No. 61**<br>**Kyuseki Kogyo K.K.**<br>Osaka,<br>Osaka Pref.<br>Japan | **499**<br>—<br>1 536 | | **1986** K.K. Yoshida Zosen Kogyo—Arida<br>67,01 4,250<br>60,00 13,01 6,30<br>1 dk | **M Sand Carrier** | Hanshin<br>Oil<br>1 650bhp (1 214kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAISEI MARU No. 62**<br>**Maruishi Kogyo K.K.**<br>Osaka,<br>Osaka Pref.<br>Japan | **472**<br>—<br>1 175 | | **1986** K.K. Yoshida Zosen Kogyo—Arida<br>65,00 13,22 3,870<br>58,00 13,20 6,00<br>1 dk | **M Sand Carrier** | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>1 030kW (1 400bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAISEI MARU No. 82**<br>**Imoto Gyogyo K.K.**<br>Ikitsuki,<br>Nagasaki Pref.<br>Japan | **221**<br>—<br>386 | | **1975** Tokushima Zosen K.K.—Fukuoka (1163)<br>47,20 7,62 3,226<br>41,48 7,60 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TAISEI MARU No. 88**<br>**Imoto Gyogyo K.K.**<br>Ikitsuki,<br>Nagasaki Pref.<br>Japan | **276**<br>—<br>468 | | **1988** Tokushima Zosen K.K.—Fukuoka (1566)<br>56,03 (BB) 8,32 3,690<br>49,80 8,30 4,10 | **M Fish Carrier**<br>In.424 | Daihatsu 6DLM-28FS<br>Oil 4SA 6Cy. 280 × 360 with clutches, flexible couplings & sr geared to sc. shaft<br>861kW (1 171bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **TAISEI MARU No. 98**<br>**Taiseimaru Suisan Kaisha Ltd.**<br>Nansei,<br>Mie Pref.<br>Japan<br>SatCom: 1201452/JHKE | **9 674**<br>—<br>10 325 | NK | **1977** Shin Yamamoto Zosensho—Kochi (192)<br>155,00 (BB) 21,65 8,522<br>143,52 21,61 12,76<br>P 34,2 F 14,4 1 dk | **M Refrigerated Cargo Fish Carrier**<br>4 Ho ER<br>In.12 604 L.4 152<br>4 Ha (stl) (4,1 × 5,0) (4,5 4,5 × 3,8) (4,5 × 3,5) ER<br>8W Cr 7(2) Der 8(3) | Mitsubishi 8UEC60/125E<br>Oil 2SA 8Cy. 600 × 1250<br>15 200bhp (11 181kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 3 × 880kW 450V 60Hz a.c.<br>Fuel 367,0t (d.o.) 2 416,0t (hvf)-53,0pd 19,75kn |
| **TAISEI MARU No. 101**<br>**Taiseimaru Kaiun K.K.**<br>Ise,<br>Mie Pref.<br>Japan<br>SatCom: 1201473/JHSB | **5 112**<br>—<br>6 208 | NK | **1979** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (870)<br>127,01 18,55 7,468<br>116,01 18,51 9,71<br>F 12,8 1 dk | **M Refrigerated Cargo**<br>In.6 682<br>7 Ha (stl) (3,1 3,1 3,1 3,1 3,1 3,1 × 3,9) (3,1 × 5,4) ER<br>Cr 7(2) Der 8(3) | Mitsubishi 8UEC52/105D<br>Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 3 × 880kW 450V 60Hz a.c.<br>Fuel 196,5t (d.o.) 1 333,0t (hvf)-28,5pd 17kn |
| **TAISEI MARU No. 105**<br>**Taisei Gyogyo K.K.**<br>Kushiro,<br>Hokkaido Pref.<br>Japan | **127**<br>—<br>390 | | **1984** Sanuki Zosen Tekkosho K.K.—Takuma (1121)<br>39,22 2,615<br>32,01 6,61 2,93<br>1 dk | **M Fishing**<br>Side-fishing Tuna Ref<br>4 Ho ER<br>In.152<br>5 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>880bhp (647kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAISEI MARU No. 108**<br>**Taisei Gyogyo K.K.**<br>Kushiro,<br>Hokkaido Pref.<br>Japan | **160**<br>—<br>— | | **1988** Sanuki Zosen Tekkosho K.K.—Takuma (1183)<br>39,15 (BB) 3,309<br>32,00 7,60 4,60<br>2 dks | **M Fishing**<br>Ref | Hanshin 6MUH28<br>Oil 4SA 6Cy. 280 × 340<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi |

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| **7620964**<br>*JL4294*<br>120901<br>Rdr Rt | **TAISEN MARU**<br>**Seiyo Kaiun K.K.**<br>Matsuyama, Ehime Pref. Japan | **697**<br>—<br>1 832 | NK | **1976** Kochi Jyuko K.K.—Kochi (1211)<br>71,15 11,05 4,706<br>65,03 11,02 5,01<br>P 17,1 F 11,0 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 154 | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo |
| **7950670**<br>*JRTZ*<br>119279<br>IG1-391<br>Df Esd Gc<br>Pfd Rdr Rt | **TAISEN MARU No. 2**<br>ex Miyasho Maru-82<br>**Taisen Gyogyo K.K.**<br>Nakaminato Ibaraki Pref. Japan | **299**<br>—<br>— | | **1977** K.K. Murakami Zosensho—Ishinomaki<br>54,08<br>45,47 8,11 3,61<br>1 dk | **M Fishing**<br>Side-fishing Long-line Tuna Rod-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.) |
| **6716168**<br>Df Esd Gc<br>Rdr | **TAISEN MARU No. 2**<br>**Oceanic Fisheries (Philippines) Inc.** | **193**<br>63<br>— | | **1966** Miho Zosensho K.K.—Shimizu (603)<br>41,53 6,58<br>34,45 6,56 3,13<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 440<br>820bhp (603kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.) |
| **7706055**<br>*JK3943*<br>120408<br>Gc Rdr Rt | **TAISENZAN MARU**<br>**Yoshiharu Ota**<br>Osaka, Osaka Pref. Japan | **470**<br>—<br>1 097 | | **1977** Mukaishima Zoki Co. Ltd.—Mukaishima (160)<br>3,652<br>60,03 10,71 3,76 | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 460<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. |
| **8603133**<br>*3EEY9*<br>21172-YJ<br>RTv SatCom<br>AMVER | **TAISETSU**<br>ex Taisetsu Maru-91<br>**Tsurui Kaiun S.A.**<br>Tsurui Kaiun Co. Ltd.<br>Panama Panama | *3 281*<br>*1 587*<br>3 929 | NK | **1986** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1886)<br>92,23 (BB) 6,568<br>84,99 16,21 9,50<br>3 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.4 385<br>3 Ha (stl) ER | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Kobe Hatsudoki K.K. |
| **6509163**<br>*JPBI*<br>96146<br>Esd Gc Pfd<br>Rdr Rt | **TAISETSU MARU**<br>**Tokyo Hotel Ship K.K.**<br>Urayasu, Chiba Pref. Japan | **8 758**<br>—<br>2 044 | | **1965** Mitsubishi Heavy Industries Ltd.—Yokohama (875)<br>132,01 18,24 5,182<br>123,02 17,91 7,22<br>2 dks<br>conv Rail Vehicles Passenger/RoRo Cargo/Ferry 89 | **TM RoRo Cargo/Ferry**<br>Restaurant 5cbn 10bth 442dk P | B&W<br>8 Vee Oil 4SA each 12Cy. 260 × 400<br>sc. shafts<br>12 800bhp (9 415kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 560kW 445V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 133,0t-32,5pd |
| **8801694**<br>*JL5613*<br>129983 | **TAISETSUSAN MARU**<br>**Shunzan Kaiun Y.K.**<br>Hakata, Ehime Pref. Japan | **2 894**<br>—<br>3 872 | NK | **1988** Nishi Zosen K.K.—Imabari (347)<br>6,219<br>101,91 18,70 10,20<br>1 dk | **M General Cargo**<br>2 Ho ER<br>2 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>7 282kW (9 900bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Controllable pitch propeller |
| **7521508**<br>*D5YS*<br>6764<br>Df Rdr Rt<br>AMVER | **TAISHAN**<br>**La Habana Shipping Inc.**<br>Anglo-Eastern Ship Management Ltd.<br>Monrovia Liberia | T.Mk<br>**7 185**<br>4 948<br>—<br>**11 233**<br>7 931<br>17 343 | ✠**100A1** SS 2/90<br>strengthened for heavy cargoes<br>Nos. 2 & 4 holds may be empty<br>certified container securing arrangements<br>✠**LMC**<br>EL Dt 550,0/58,0U3<br>FN 4938 | **1980**-5 Industrias Reunidas Caneco S.A.—Rio de Janeiro (235)<br>153,27 (BB) 21,34 9,351/9,674<br>144,76 21,20 12,91<br>P 27,5 F 13,2 2 dks<br>rf nil DK in way of Nos. 2, 3, 4 & 5 holds | **M General Cargo**<br>5 Ho 20,1 25,6 18,1 26,4 17,3 5 TwD<br>G.26 112 B.24 284<br>TEU 482 C.Ho 298/20' C.Dk 184/20'<br>5 Ha (stl) (12,5 18,9 12,8 18,9 12,8 × 13,4) ER<br>Cr 5(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Ishikawajima do Brasil<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 375kW 450V 60Hz a.c. |
| **7330765**<br>*JQRG*<br>115241<br>HK1-989<br>Df Esd Gc<br>Pfd Rdr Rt | **TAISHI MARU No. 3**<br>ex Gonei Maru No. 58-86<br>**Y.K. Sakashita Gyogyo**<br>Hakodate, Hokkaido Pref. Japan | **299**<br>148<br>— | | **1973** K.K. Goriki Zosensho—Ise (755)<br>8,36 3,296<br>44,20 8,34 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo |
| **7921435**<br>*JL4777*<br>123925<br>Esd Rdr Rt | **TAISHIN MARU**<br>**Kotoku Kaiun K.K.**<br>Hakata, Ehime Pref. Japan | **598**<br>—<br>1 341 | | **1980** Kurinoura Dock K.K.—Yawatahama (150)<br>58,40 4,352<br>54,01 10,51 4,63<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.) |
| **9005156**<br>*JL5890*<br>131459<br>Rdr Rt | **TAISHIN MARU**<br>**Taishin Kaiun Y.K.**<br>Anan, Tokushima Pref. Japan | **498**<br>—<br>1 600 | | **1990** Shin Yamamoto Zosensho—Kochi (327)<br>*74,20*<br>11,00 7,00 | **M General Cargo** | Niigata<br>Oil<br>Niigata Eng. Co. Ltd. |
| **8909501**<br>*JM5942*<br>131330<br>Rt | **TAISHIN MARU**<br>**G.K. Naoe Kaiun**<br>Oyano, Kumamoto Pref. Japan | **199**<br>—<br>634 | | **1989** Honda Zosen—Saiki (802)<br>58,80 (BB) 3,180<br>53,40 9,40 5,40<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>588kW (799bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8035776**<br>*JL5006*<br>125464 | **TAISHIN MARU**<br>**Kubo Kaiun Y.K.**<br>Takamatsu, Kagawa Pref. Japan | **198**<br>—<br>699 | | **1981** Shin Nippon Jukogyo K.K.—Higashino (172)<br>*52,22* 3,250<br>9,01 5,11<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil |
| **6926555**<br>*JK3157*<br>105830 | **TAISHIN MARU No. 3**<br>**Taisei Kaiun Y.K.**<br>Hiroshima, Hiroshima Pref. Japan | **285**<br>—<br>355 | | **1969** K.K. Mochizuki Zosensho—Kinoe (56)<br>36,33 8,23 2,998<br>32,47 8,21 3,31<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 240 × 290<br>680bhp (500kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8020666**<br>*7KZJ*<br>125076<br>WK1-128<br>Df Esd Gc<br>Pfd Rdr Rt | **TAISHIN MARU No. 25**<br>**Mitsuyoshi Urano**<br>Taiji, Wakayama Pref. Japan | **299**<br>145<br>— | | **1981** Fujishin SB. Co.—Kamo (365)<br>51,16<br>43,62 8,50 3,51<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka D Ltd.) |
| **8702525**<br>*JI3307*<br>128708<br>Esd Gc Rdr Rt | **TAISHO MARU**<br>**Taiyo Shipping Co. Ltd. (Taiyo Kisen K.K.)**<br>Osaka, Osaka Pref. Japan | **3 215**<br>—<br>5 678 | NK | **1987** Imabari Zosen—Imabari (465)<br>93,02 (BB) 6,905<br>88,02 16,31 8,21<br>P 23,2 F 13,2 1 dk | **M Cement Carrier**<br>Mchy.aft<br>G.4 652 | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 317kW (3 150bhp)<br>Akasaka Tekkosho K.K., (Akasaka D Ltd.)<br>Gen 4 × 207kW a.c.<br>Thw. thrust Contr. pitch propeller fw |
| **7653507**<br>*HP5927*<br>D368-17 89-PEXT<br>Rdr Rt | **TAISHO MARU**<br>ex Taisho Maru No. 8-90<br>**Quan Well Co.**<br>Panama Panama | **490**<br>—<br>1 500 | | **1974** Toei Sangyo—Japan<br>54,01 4,601<br>49,00 11,51 6,00<br>1 dk | **M Sand Carrier** | Fuji<br>Oil<br>1 500bhp (1 103kW)<br>Fuji Diesel Co. Ltd. |
| **9021291**<br>Df Esd Gc<br>Rdr Rt | **TAISHO MARU**<br>**Koji Uchiyama**<br>Japan | **328**<br>—<br>761 | | **1991** Mukaishima Zoki Co. Ltd.—Mukaishima (271)<br>- - 3,600<br>48,00 9,00 3,90<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.695 | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |

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| **TAISHO MARU**<br>**Shoichi Horikawa**<br>Hiroshima,<br>Hiroshima Pref.<br>Japan | **299**<br>—<br>336 | **1990** Nagashima Zosen K.K.—Nagashima<br>45,50 - 2,920<br>39,50 9,50 3,10<br>1 dk | | **M General Cargo** | Yanmar MF28-HT<br>Oil 4SA 6Cy. 280 × 450<br>Matsue Diesel K.K. Matsue |
| **TAISHO MARU No. 1**<br>**G.K. Suzaki Kaiun**<br>Owase,<br>Mie Pref.<br>Japan | **496**<br>—<br>1 163 | **1990** Kegoya Dock K.K.—Kure<br>64,50 13,58 3,750<br>60,00 13,50 5,90 | (912) | **M Sand Carrier**<br>1 Ho ER | Akasaka DM36KR<br>Oil 4SA 6Cy. 360 × 540 reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TAISHO MARU No. 1**<br>**Taiho Unyu K.K.**<br>Osaka,<br>Osaka Pref.<br>Japan | **199**<br>—<br>550 | **1979** Jyonan Zosen K.K.—Ube<br>45,67 7,52 3,431<br>42,02 7,51 3,51<br>1 dk | (135) | **M Tanker**<br>Chemical<br>Mchy.aft | Yanmar 6UA-UT<br>Oil 4SA 6Cy. 200 × 240<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>10kn |
| **TAISHO MARU No. 3**<br>**Okinawa Jyari Hanbai K.K.**<br>Naha,<br>Okinawa Pref.<br>Japan | **698**<br>—<br>2 100 | **1988** Honda Zosen—Saiki<br>74,00 (BB) 14,53 4,380<br>68,03 14,51 7,01<br>1 dk | (776) | **M Sand Carrier**<br>G.1 250 | Niigata<br>Oil 4SA 6Cy. 340 × 620 sr reverse geared to sc. shaft<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TAISHO MARU No. 3**<br>**China Ocean Shipping Co. (COSCO)** | **285**<br>146<br>762 | **1969** Shinwa Sangyo K.K.—Higashino<br>39,98 10,04 3,302<br>36,99 10,01 3,41<br>1 dk | (145) | **M Sand Carrier**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **TAISHO MARU No. 3**<br>**Taiho Unyu K.K.**<br>Osaka,<br>Osaka Pref.<br>Japan | **199**<br>—<br>555 | **1985** Daiko Dkyd Co. Ltd.—Osaka<br>46,61 3,350<br>43,01 7,60 3,61<br>1 dk | (132) | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.284 | Yanmar<br>Oil 4SA 6Cy. 240 × 420<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **TAISHO MARU No. 5**<br>**Y.K. Nangoku Jari**<br>Kagoshima,<br>Kagoshima Pref.<br>Japan | **397**<br>—<br>949 | **1973** Hakata Zosen K.K.—Hakata<br>48,00 11,02 3,070<br>45,00 11,00 5,50<br>1 dk<br>RW | (131) | **M General Cargo**<br>Mchy.aft | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TAISHO MARU No. 5**<br>**Seiwa Kaiun K.K.**<br>Saganoseki,<br>Oita Pref.<br>Japan | **154**<br>—<br>340 | **1990** Odo Zosen Tekko K.K.—Shimonoseki<br>40,08 6,82 2,950<br>36,00 6,80 3,10<br>1 dk | (370) | **M Tanker**<br>Chemical<br>4 Ta ER<br>L.167 | Matsui ML624GS<br>Oil 4SA 6Cy. 240 × 400 with clutches & reverse geared to sc. shaft<br>331kW (450bhp)<br>Matsui Iron Works Co. Ltd. Ise |
| **TAISHO MARU No. 6**<br>**Isao Shirahama**<br>Anan,<br>Tokushima Pref.<br>Japan | **158**<br>—<br>344 | **1978** Jyonan Zosen K.K.—Ube<br>38,00 6,53 2,952<br>34,02 6,51 3,00<br>1 dk | (131) | **M Tanker**<br>Chemical<br>Mchy.aft | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>9,75kn |
| **TAISHO MARU No. 8**<br>**Mitsunori Kusumoto**<br>Ryugatake,<br>Kumamoto Pref.<br>Japan | **174**<br>—<br>336 | **1990** Hongawara Zosen K.K.—Fukuyama<br>41,70 - 2,800<br>37,00 7,20 3,30<br>1 dk | | **M Tanker**<br>Chemical | Yanmar S165L-UT<br>Oil 4SA 6Cy. 165 × 210<br>Matsue Diesel K.K. Matsue |
| **TAISHO MARU No. 11**<br>ex Jinpo Maru No. 65-84<br>ex Taisei Maru No. 38-82<br>Honduras | **233**<br>114<br>296 | **1973** Nishii Dock Co. Ltd.—Ise<br>44,51 7,73 2,998<br>38,87 7,70 3,31<br>1 dk<br>RW | (252) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TAISHO MARU No. 11**<br>**Katsumi Horie**<br>Himedo,<br>Kumamoto Pref.<br>Japan | **159**<br>—<br>344 | **1978** Jyonan Zosen K.K.—Ube<br>38,00 6,51 2,952<br>34,02 6,49 3,00<br>1 dk | (132) | **M Tanker**<br>Chemical<br>Mchy.aft | Yanmar 6ML-HT<br>Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>9,75kn |
| **TAISHO MARU No. 16**<br>**Y.K. Wako Kisen**<br>Matsushima,<br>Kumamoto Pref.<br>Japan | **158**<br>—<br>330 | **1981** Jyonan Zosen K.K.—Ube<br>38,00 6,53 2,942<br>34,02 6,51 3,00<br>1 dk | (137) | **M Tanker**<br>Chemical<br>Mchy.aft | Yanmar 6MAL-T<br>Oil 4SA 6Cy. 200 × 240 reverse reduction geared to sc. shaft<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>9,5kn |
| **TAISHO MARU No. 18**<br>**Miyasaki Kisen K.K.**<br>Hiroshima,<br>Hiroshima Pref.<br>Japan | **121**<br>—<br>200 | **1985** Nakatani Shipyard Co. Ltd.—Nomi<br>29,93 8,82 3,760<br>26,80 8,80 6,18<br>1 dk | (495) | **TM General Cargo Barge**<br>Pusher | Niigata<br>2 Oil 4SA each 6Cy. 280 × 480<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Japan |
| **TAISHO MARU No. 25**<br>**Y.K. Taisho Kaiun**<br>Ryugatake,<br>Kumamoto Pref.<br>Japan | **221**<br>—<br>650 | **1989** Honda Zosen—Saiki<br>47,80 (BB) 3,450<br>43,80 11,00 5,35 | (806) | **M Sand Carrier**<br>1 Ho ER | Niigata 6M26AGTE<br>Oil 4SA 6Cy. 260 × 460 with clutches & reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. Japan<br>Thw. thrust propeller fwd |
| **TAISHO MARU No. 68**<br>**Inoue Kogyo K.K.**<br>Osaka,<br>Osaka Pref.<br>Japan | **499**<br>—<br>1 379 | **1986** Nagashima Zosen K.K.—Nagashima<br>62,79 4,241<br>57,10 13,40 6,23<br>1 dk | | **M Sand Carrier** | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>11kn |
| **TAISHO MARU No. 83**<br>**Inoue Kogyo K.K.**<br>Osaka,<br>Osaka Pref.<br>Japan | **471**<br>—<br>1 162 | **1988** Nagashima Zosen K.K.—Nagashima<br>64,00 13,52 4,800<br>57,52 13,50 6,00<br>1 dk | | **M Sand Carrier** | Hanshin 6LU35G<br>Oil 4SA 6Cy. 350 × 550<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAISHO No. 1**<br>**Taisho Jitsugyo**<br>Keelung<br>China* | **499**<br>—<br>— | **1974** K.K. Usuki Tekkosho—Usuki<br>10,01 4,090<br>53,80 9,99<br>1 dk | (932) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>2 800bhp (2 060kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **TAISHU MARU No. 6**<br>ex Shofuku Maru No. 15-87<br>**Y.K. Taishu Kaiun**<br>Fukuoka,<br>Fukuoka Pref.<br>Japan | **185**<br>—<br>407 | **1970** Ikeda Zosen K.K.—Kinoe<br>42,02 3,080<br>36,00 7,00 5,21<br>1 dk | | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy.<br>Japan |
| **TAISHU MARU No. 7**<br>ex Kyotoku Maru No. 28-87<br>**Y.K. Taishu Kaiun**<br>Fukuoka,<br>Fukuoka Pref.<br>Japan | **181**<br>—<br>360 | **1977** Fujiwara Zosensho—Omishima<br>... ... ...<br>36,00 7,60 3,20<br>1 dk | (63) | **M General Cargo**<br>Mchy.aft | Hanshin 6L26AGS<br>Oil 4SA 6Cy. 260 × 400<br>Hanshin Nainenki Kogyo Kobe |

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| **5050220**<br>*A6E2085*<br>525/86<br>DfRTm | **TAISIR**<br>ex Al Toufik-86 ex Armaghan-80<br>ex Bram-77<br>Ajman United Arab Emirates | **398**<br>223<br>630 | HR<br>✠Classed LR until 24/10/84 | **1956**-1 G. J. van der Werff's Scheepsbw. C.V.—Westerbroek (275)<br>49,54 8,26 3,175<br>45,01 8,16 3,20<br>P 11,9 RQD 16,2 F 8,0 1 dk<br>R rf nil | **M General Cargo**<br>1 Ho 27,5 ER<br>G.850 B.821<br>2 Ha (9,6 11,9 × 4,8) ER<br>2W Der 2(2) | Brons<br>Oil 4SA 6Cy. 290 × 450<br>395bhp (291kW)<br>Appingedammer Brons<br>Gen 2 110V d.c.<br>Fuel 44,5t (d.o.) |
| **7816915**<br>*GZHG*<br>FR 229<br>Esd Rdr Rt | **TAITS**<br>**Andrew, Robert & Willie Tait**<br>Fraserburgh United Kingdom | **276**<br>—<br>— | (NV) | **1978** Mandals Slip & Mek. Verk. A/S—Mandal (61)<br>42,73<br>36,61 8,62 6,46<br>2 dks<br>rf 1003 DK 157 | **M Fishing**<br>Seiner Ref<br>6 Ta<br>6 Ha (stl) (2,5 2,5 × 1,9) (2,5 2,5 2,5 2,5 × 1,6) | Wichmann<br>Oil 2SA 4Cy. 300 × 450<br>1 200bhp (883kW)<br>A/S Wichmann<br>Gen 2 × 120kW 1 × 27kW 230V<br>Thw. thrust propeller fwd |
| **7853327**<br>*JL4519*<br>118917 | **TAIWA MARU**<br>**Shikoku Shoko K.K.**<br>Marugame, Kagawa Pref. Japan | **499**<br>—<br>1 200 | | **1977** Kogushi Zosen K.K.—Okayama<br>62,90 4,250<br>57,99 10,00 4,50<br>1 dk | **M Tanker**<br>Chemical | Hanshin<br>Oil<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **7366271**<br>*JM3728*<br>117044<br>Rdr Rt | **TAIWA MARU No. 8**<br>**Wada Kaiun K.K.**<br>Kitakyushu, Fukuoka Pref. Japan | **499**<br>321<br>1 199 | | **1974** K.K. Matsuo Tekko Zosensho—Matsue (280)<br>58,12 9,22<br>53,50 9,20 4,30<br>1 dk<br>RW | **M Tanker**<br>Chemical<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8915017**<br>*JESS*<br>129961<br>KO1-780<br>Rdr RTv | **TAIWA MARU No. 8**<br>**Keikichi Kagoo**<br>Tosa, Kochi Pref. Japan<br>SatCom: 1200261/JESS | **319**<br>—<br>— | | **1989** Kanasashi Co. Ltd.—Shimizu (3203)<br>50,03 (BB) 8,42 3,250<br>43,50 8,40 3,60<br>1 dk | **M Fishing**<br>Long-line Ref<br>G.457 B.410 | Akasaka<br>Oil 4SA 6Cy. 280 × 500 with clutches<br>couplings & sr reverse geared to sc<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **9004267**<br>*JEWH*<br>131492<br>Rt | **TAIWA MARU No. 16**<br>**Hiroshi Kagoo**<br>Muroto, Kochi Pref. Japan | **119**<br>—<br>— | | **1990** Fujishin SB. Co.—Kamo (560)<br>37,00 2,452<br>31,00 6,50 2,75<br>1 dk | **M Fishing**<br>Long-line Ref | Akasaka<br>Oil 4SA 6Cy. 260 × 440 with clutches<br>geared to sc. shaft<br>588kW (799bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **8717037**<br>*JIUY*<br>128399<br>KO1-781<br>Rdr RTv | **TAIWA MARU No. 18**<br>**Nobuyoshi Kagoo**<br>Tosa, Kochi Pref. Japan<br>SatCom: 1201624/JIUY | **349**<br>—<br>535 | | **1988** Kanasashi Co. Ltd.—Shimizu (3163)<br>52,25 (BB) 8,62 3,352<br>45,73 8,60 3,71<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft<br>In.538 | Akasaka<br>Oil 4SA 6Cy. 280 × 480 with clutches<br>couplings & sr reverse geared to sc<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **7912953**<br>Df Esd Gc<br>Pfd Rdr Rt | **TAIWA MARU No. 28**<br>**Rom Seafoods Fisheries Ltd.**<br>Surinam | **299**<br>151<br>— | | **1979** Kanasashi Co. Ltd.—Shimizu (2026)<br>48,93 3,301<br>42,96 8,51 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **8025109**<br>*8LEV*<br>125434<br>KO1-666<br>Df Esd Rdr RTv | **TAIWA MARU No. 58**<br>ex Usa Maru No. 18-87<br>**K.K. Taiwa**<br>Tosa, Kochi Pref. Japan<br>SatCom: 1204520/JLEV | **299**<br>151<br>— | | **1981** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1447)<br>3,201<br>43,87 8,51 3,56<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **9011131**<br>*JEWE*<br>131491<br>KO1-782<br>Df Esd Gc<br>Rdr RTv | **TAIWA MARU No. 78**<br>**Keikichi Kagoo**<br>Tosa, Kochi Pref. Japan<br>SatCom: 1201737/JEWE | **379**<br>—<br>— | | **1990** Kanasashi Co. Ltd.—Shimizu (3227)<br>54,71 (BB) 3,400<br>48,10 8,70 3,75 | **M Fishing**<br>Long-line Ref | Akasaka<br>Oil 4SA 6Cy. 280 × 500 with clutches<br>couplings & sr reverse geared to s<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **7639305**<br>*HQGS6*<br>L-0323460<br>Gc Rdr Rt | **TAIYO**<br>ex Ryuyo Maru-90<br>**Orient Shipping S. de R.L.**<br>San Lorenzo Honduras | **497**<br>330<br>1 540 | KR | **1977** Oura Dock—Namikata (108)<br>68,43 4,201<br>64,00 11,50 6,10<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 862 B.2 773<br>1 Ha (stl) (37,7 × 8,5) ER | Makita<br>Oil 4SA 6Cy. 330 × 530<br>1 177kW (1 600bhp)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 120kW 225V a.c. |
| **6908412**<br>*S6CE*<br>367987<br>Rt | **TAIYO**<br>ex Taiyo Maru-75<br>**Hiap Shing Shipping Pte. Ltd.**<br>Singapore Singapore | **171**<br>57<br>— | (BV) | **1968** Kurushima Dockyard Co. Ltd.—Imabari (461)<br>28,10 7,80 2,693<br>25,20 7,78 3,48<br>1 dk<br>RW | **M Tug**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 325 × 460 gear<br>Nippon Hatsudoki<br>Gen 1 × 20kW 225V a.c.<br>Fuel 53,0t |
| **8631659**<br>*JM5710*<br>130356<br>Rdr Rt | **TAIYO**<br>**Yasuda Sangyo Kisen K.K.**<br>Sasebo, Nagasaki Pref. Japan | **106**<br>—<br>— | | **1988** Nankai Zosen—Hondo<br>32,00 6,62 1,800<br>26,80 6,60 2,78<br>1 dk | **Reinforced Plastic M Ferry**<br>231P | Oil |
| **8920086**<br>*9VIY*<br>384680<br>RTv | **TAIYO I**<br>**Taiyo International Pte. Ltd.**<br>Singapore Singapore<br>SatCom: 1715725/TAIY | *54 931*<br>*24 758*<br>89 960 | NK | **1991** Namura SB. Co. Ltd.—Imari (912)<br>241,78 (BB) 12,931<br>232,00 42,00 20,40<br>1 dk | **M Tanker**<br>DSS<br>9 Ta ER<br>L.(oil) 112 579 | Sulzer<br>Oil 2SA 7Cy. 620 × 2150<br>8 459kW (11 500bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 140,06t (d.o.) 2 071,72t (hvf) |
| **6507775**<br>*HQSF4*<br>Df Esd Gc<br>Pfd Rdr Rt | **TAIYO I**<br>ex Uno Maru No. 8-88<br>ex Abugawa Maru-81<br>ex Banshu Maru No. 16-70<br>**F.P. Maritima S. de R.L.**<br>Kwang Sung Fisheries Co. Ltd.<br>San Lorenzo Honduras | **1 782**<br>937<br>2 555 | NK | **1965** Taiyo Zosen—Nagasaki (558)<br>88,32 12,63 5,474<br>82,00 12,60 6,30<br>P 24,1 F 11,0 1 dk | **M Refrigerated Cargo Fish Carrier**<br>Mchy.aft<br>3 Ho<br>In.2 659<br>3 Ha (each 3,2 × 3,0)<br>6W Der 6(3) | Mitsubishi<br>Oil 2SA 7Cy. 450 × 750<br>3 150bhp (2 317kW)<br>Hayashikane Zosen<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Fuel 561,0t-11,0pd |
| **8114766**<br>*JDDW*<br>124058<br>Df Esd Gc<br>Pfd Rdr Rt | **TAIYO MARU**<br>**Taiyo Kaiun K.K.**<br>Imabari, Ehime Pref. Japan | **3 738**<br>2 529<br>6 471 | NK | **1981** Nishi Zosen K.K.—Imabari (312)<br>105,59 6,838<br>98,61 16,34 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 528 B.8 054<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 148kW 1 × 128kW<br>Fuel 82,0t (d.o.) 507,0t (hvf)-10,0pd |
| **6720597**<br>Df Esd Gc<br>Rdr Rt | **TAIYO MARU**<br>**Osadjere Fishing Co. Ltd.** | **547**<br>215<br>339 | | **1967** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (658)<br>56,01 9,61 3,963<br>49,51 9,58 6,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 16Cy. 250 × 320<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd. |
| **8510128**<br>*JL5396*<br>128957 | **TAIYO MARU**<br>**Doun Kisen K.K.**<br>Namikata, Ehime Pref. Japan | **499**<br>—<br>1 599 | | **1985** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1831)<br>73,03 4,052<br>68,03 12,41 7,01<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.3 063 B.3 002<br>TEU 70 C. 70/20'<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 460 sr geared<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |

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| **TAIYO MARU**<br>K.K. Taiyo<br>Osaka, Osaka Pref. — Japan | **499**<br>—<br>818 | **1984** Azumi Zosen Kensetsu K.K.—Shikama, Hyogo Pref. (96)<br>54,39 — 3,601<br>52,05 12,01 3,61<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd.<br>Fuel (d.o.) | 6LU28G<br><br><br>Japan<br>10kn |
| **TAIYO MARU**<br>Ichiyo Kaiun K.K.<br>Takuma, Kagawa Pref. — Japan | **498**<br>—<br>1 600 | **1988** Shitanoe Zosen K.K.—Usuki (1073)<br>76,00 (BB) 12,02 4,152<br>71,40 12,01 7,17<br>1 dk | **M General Cargo**<br>2 Ho ER<br>2 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. | <br><br><br>Niigata |
| **TAIYO MARU**<br>Kanda Senpaku Kyogyo Kumiai<br>Tsukumi, Oita Pref. — Japan | **417**<br>—<br>1 200 | **1977** Kinoura Zosen K.K.—Hakata (32)<br>— — 4,201<br>51,01 10,51 6,18<br>2 dks | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. | 6L28X<br><br><br>Niigata |
| **TAIYO MARU**<br>Ogi Kisen Y.K.<br>Usuki, Oita Pref. — Japan | **376**<br>—<br>998 | **1979** Sasaki Zosen K.K.—Kinoe (263)<br>59,01 — 3,901<br>54,72 10,00 5,69<br>2 dks | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. | <br><br><br>Japan |
| **TAIYO MARU**<br>ex Kami Maru No. 10-87<br>Kokichi Makoshi<br>Hakata, Ehime Pref. — Japan | **350**<br>226<br>700 | **1980** Murakami S.B. Co. Ltd.—Naruto (122)<br>... ... ...<br>59,52 10,01 5,52<br>1dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 275 × 450<br>800bhp (588kW)<br>Makita Diesel Co. Ltd. | GNLH6275<br><br><br>Takamatsu |
| **TAIYO MARU**<br>Government of The People's Republic of China (China National Machinery Import & Export Corp.) | **291**<br>94<br>199 | **1973** Kanawa Dockyard Co. Ltd.—Hiroshima (192)<br>37,11 9,43 3,455<br>33,00 9,40 4,32<br>1 dk | **TM Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 280 × 340<br>Hanshin Nainenki Kogyo | 6MUH28<br><br>Kobe |
| **TAIYO MARU**<br>Naniwa Tanker Co. Ltd. & Taiyo Tanker K.K.<br>Osaka, Osaka Pref. — Japan | **199**<br>—<br>535 | **1985** Kishigami Zosen K.K.—Akitsu (1837)<br>(BB) — 3,231<br>43,01 8,01 3,36<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 240 × 410<br>800bhp (588kW)<br>The Hanshin Diesel Works Ltd. | 6LU24<br><br><br>Akashi |
| **TAIYO MARU**<br>Y.K. Taiyo Kaiun<br>Wakayama, Wakayama Pref. — Japan | **199**<br>—<br>670 | **1989** K.K. Kamishima Zosensho—Higashino<br>50,00 — 3,200<br>45,00 10,50 5,30<br>1 dk | **M Sand Carrier** | Matsui<br>Oil 4SA 6Cy. 260 × 470<br>Matsui Iron Works Co. Ltd. | MS26GSC-3<br><br>Ise |
| **TAIYO MARU**<br>Seiko Kisen K.K.<br>Namikata, Ehime Pref. — Japan | **197**<br>—<br>520 | **1980** K.K. Kamishima Zosensho—Higashino (111)<br>45,60<br>41,53 8,01 3,31<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 240 × 410<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo | 6LUD24G<br><br><br>Kobe |
| **TAIYO MARU**<br>Tsunaishi Port Service K.K.<br>Numakuma, Hiroshima Pref. — Japan | **195**<br>—<br>— | **1968** Shin Yamamoto Zosensho—Kochi (109)<br>29,72 8,23 2,769<br>29,01 8,21 3,89<br>1 dk<br>RW | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 28kW 220V a.c.<br>Fuel 53,0t-7,0pd | <br><br>Tateyama |
| **TAIYO MARU**<br>Shoyo Kaiun K.K.<br>Osaka, Osaka Pref. — Japan | **159**<br>—<br>— | **1982** Kanagawa Zosen—Kobe (243)<br>31,50 — 2,601<br>26,52 8,62 3,81<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. | 6MG25BX<br><br>Niigata |
| **TAIYO MARU**<br>K.K. Nakahama Gumi<br>Yokkaichi, Mie Pref. — Japan | **148**<br>59<br>200 | **1981** Suzuki Shipyard Co. Ltd.—Yokkaichi (355)<br>27,01<br>— 7,51 2,49<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Sumiyoshi<br>Oil 4SA 6Cy. 200 × 240<br>230bhp (169kW)<br>Sumiyoshi Tekkosho | <br><br><br>Japan |
| **TAIYO MARU**<br>Koshin Kaiun K.K.<br>Ito, Shizuoka Pref. — Japan | **143**<br>—<br>465 | **1987** Iisaku Zosen K.K.—Shizuoka (87135)<br>40,52 — 2,471<br>38,51 8,50 2,80<br>1 dk | **M Tanker**<br>Mchy.aft<br>L.550 | Matsui<br>Oil 4SA 6Cy. 240 × 400 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>450bhp (331kW)<br>Matsui Iron Works Co. Ltd.<br>Thw. thrust propeller fwd | <br><br><br>Ise |
| **TAIYO MARU No. 1**<br>K.K. Yoshida Kiyoshi Shoten<br>Iwaki, Fukushima Pref. — Japan | **172**<br>—<br>143 | **1984** Niigata Eng. Co. Ltd.—Niigata (1817)<br>38,36 (BB) 7,01 2,542<br>31,91 6,61 2,87<br>1 dk | **M Fishing**<br>Long-line Ref<br>3 Ho ER<br>In.166<br>7 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 260 × 460 with flexible couplings & sr geared to sc. shaft<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller | <br><br><br>Niigata |
| **TAIYO MARU No. 1**<br>Syarikat Eminent Co.<br>Malaysia | **133**<br>—<br>— | **1978** K.K. Izutsu Zosensho—Nagasaki (775)<br>37,80 7,60<br>30,84 7,00 2,80<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Niigata<br>Oil 4SA 6Cy. 280 × 320 reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. | 6L28BX<br><br><br>Ota |
| **TAIYO MARU No. 2**<br>K.K. Abe<br>Seto, Ehime Pref. — Japan | **699**<br>—<br>2 100 | **1990** K.K. Miura Zosensho—Saiki (1005)<br>— — 4,631<br>70,01 14,51 7,62 | **M General Cargo**<br>1 Ho ER<br>G.2 507 B.2 341<br>1 Ha (stl) ER | Hanshin<br>Oil<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. | <br><br><br>Akashi |
| **TAIYO MARU No. 2**<br>Kamiyaku Port<br>Kami-yaku, Kagoshima Pref. — Japan | **199**<br>—<br>73 | **1982** Wakamatsu Zosen K.K.—Wakamatsu (323)<br>39,30 8,84 2,020<br>34,02 8,81 2,82<br>1 dk | **M RoRo Cargo/Ferry** | Daihatsu<br>Oil 4SA 6Cy. 220 × 280 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | 6DSM-22<br><br><br>Moriyama |
| **TAIYO MARU No. 2** | **116**<br>24<br>— | **1975** K.K. Izutsu Zosensho—Nagasaki (710)<br>38,51 7,70<br>31,53 6,90 2,77<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Niigata<br>Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. | 6L25BX<br><br><br>Tokyo |
| **TAIYO MARU No. 3**<br>Taiyo Kensetsu Y.K.<br>Japan | **699**<br>—<br>2 100 | **1991** K.K. Miura Zosensho—Saiki (1012)<br>— — 4,510<br>70,00 14,50 7,60<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 507 B.2 341<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. | 6LU38G<br><br><br>Japan |

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| **8510398**<br>*JL5369*<br>128362 | **TAIYO MARU No. 3**<br>**Ichiyo Kaiun K.K.**<br>Takuma, Japan<br>Kagawa Pref. | **498**<br>—<br>1 600 | **1985** Shitanoe Zosen K.K.—Usuki (1053)<br>67,01 11,51<br>6,71 | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. |
| **8021579**<br>*JM4828*<br>124651<br>Gc Rdr Rt | **TAIYO MARU No. 3**<br>**Taiyo Kaiun K.K.**<br>Ube, Japan<br>Yamaguchi Pref. | **460**<br>—<br>949 | **1981** Maeno Zosen K.K.—Onoda (65)<br>58,63 3,923<br>53,01 10,01 6,02<br>2 dks | **M General Cargo** | Yanmar<br>Oil 4SA 6Cy. 280 × 450<br>1 100bhp (809kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8020989**<br>*JK4223*<br>124530<br>Gc Rdr Rt | **TAIYO MARU No. 3**<br>**Yukio Ogura**<br>Hofu, Japan<br>Yamaguchi Pref. | **198**<br>—<br>679 | **1981** K.K. Kamishima Zosensho—Higashino (115)<br>53,07 3,250<br>49,71 9,01 5,01<br>2 dks | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480 reduction<br>shaft<br>Niigata Eng. Co. Ltd. |
| **8625636**<br>*JI3259*<br>128636<br>Rdr Rt | **TAIYO MARU No. 3**<br>**K.K. Taiyo**<br>Osaka, Japan<br>Osaka Pref. | **169**<br>—<br>— | **1986** Aseki Zosen Kensetsu K.K.—Japan.<br>28,02 3,001<br>25,00 8,01 3,31<br>1 dk | **M Tug**<br>Pusher | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>The Hanshin Diesel Works Ltd. |
| **8816481**<br>*JL5660*<br>129946<br>Rt | **TAIYO MARU No. 5**<br>**K.K. Abe**<br>Seto, Japan<br>Ehime Pref. | **697**<br>—<br>2 100 | **1989** Shirahama Zosen K.K.—Honai (138)<br>74,70 (BB) 4,500<br>68,01 14,20 7,10 | **M Sand Carrier** | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>1 471kW (2 000bhp)<br>The Hanshin Diesel Works Ltd. |
| **8323513**<br>*JL5173*<br>126380 | **TAIYO MARU No. 5**<br>ex Yuho Maru-86<br>**Nakano Senpaku Y.K.**<br>Kurahashi, Japan<br>Hiroshima Pref. | **386**<br>—<br>1 085 | **1984** Kishigami Zosen K.K.—Akitsu (1678)<br>64,09 (BB) 10,32<br>62,01 6,00<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Controllable pitch propeller |
| **7912965**<br>*7JGR*<br>122399<br>FS1-1<br>Df Esd Gc<br>Pfd Rdr RTv | **TAIYO MARU No. 5**<br>**K.K. Yoshida Kiyoshi Shoten**<br>Iwaki, Japan<br>Fukushima Pref.<br>SatCom: 1204212/JJGR | **344**<br>173<br>— | **1979** Kanasashi Co. Ltd.—Shimizu (2027)<br>53,68 3,401<br>47,71 8,81 3,76<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **8312667**<br>*JM5127*<br>127031 | **TAIYO MARU No. 5**<br>**Noriyuki Fuji**<br>Kurahashi, Japan<br>Hiroshima Pref. | **173**<br>—<br>533 | **1983** Maeno Zosen K.K.—Onoda (88)<br>51,62 3,201<br>46,51 8,31 5,21<br>1 dk | **M General Cargo**<br>1 Ho ER<br>B.1 203<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>600bhp (441kW)<br>The Hanshin Diesel Works Ltd. |
| **8015116**<br>*JM4911*<br>123299<br>NS1-875<br>Df Gc Pfd<br>Rdr Rt | **TAIYO MARU No. 5**<br>ex Daiei Maru No. 11-89<br>**Taiyomaru Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **135**<br>—<br>— | **1980** Tokushima Zosen K.K.—Fukuoka (1338)<br>38,28 (BB) 7,01 2,350<br>30,99 6,99 2,77<br>1 dk | **M Fishing**<br>Seiner | Yanmar<br>Oil 4SA 6Cy. 280 × 340 reduction<br>shaft<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7830222**<br><br><br>Df Gc Pfd<br>Rdr Rt | **TAIYO MARU No. 5**<br>**RBL Fishing Corp.**<br>Manila, Philippines | **116**<br>—<br>— | **1977** K.K. Izutsu Zosensho—Nagasaki (752)<br>37,70 7,60<br>30,84 7,00 2,80<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Niigata<br>Oil 4SA 6Cy. 250 × 320 reduction<br>shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **8904795**<br>*JL5839*<br>131425<br>Rdr Rt | **TAIYO MARU No. 6**<br>**K.K. Abe**<br>Seto, Japan<br>Ehime Pref. | **499**<br>—<br>1 560 | **1989** K.K. Miura Zosensho—Saiki (857)<br>76,50 (BB) 12,32 3,848<br>70,00 12,30 6,70<br>2 dks | **M General Cargo**<br>1 Ho ER<br>B.2 624<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 324kW (1 800bhp)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **8916669**<br>*JL5844*<br>131430<br>Rt | **TAIYO MARU No. 7**<br>**K.K. Abe**<br>Seto, Japan<br>Ehime Pref. | **499**<br>—<br>1 525 | **1990** K.K. Miura Zosensho—Saiki (872)<br>76,50 (BB) 3,848<br>70,00 12,30 6,70 | **M General Cargo**<br>1 Ho ER<br>B.2 624<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 324kW (1 800bhp)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **7714612**<br>*7KYN*<br>119490<br>FS1-16<br>Df Esd Gc<br>Pfd Rdr Rt | **TAIYO MARU No. 7**<br>**K.K. Ichi Maru**<br>Iwaki, Japan<br>Fukushima Pref.<br>SatCom: 1201666/UKYN | **299**<br>143<br>380 | **1977** Niigata Eng. Co. Ltd.—Niigata (1573)<br>48,87 8,51 3,252<br>42,83 8,50 3,64<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7935010**<br>*JM4672*<br>123352 | **TAIYO MARU No. 7**<br>**Taiyo Sekiyu K.K.**<br>Ube, Japan<br>Yamaguchi Pref. | **199**<br>—<br>500 | **1979** Maeno Zosen K.K.—Onoda (52)<br>... ...<br>41,18 7,80 3,41<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>The Hanshin Diesel Works Ltd. |
| **7004720**<br><br><br>Df Esd Pfd<br>Rdr Rt | **TAIYO MARU No. 7**<br>**Lee Sho Koo** | **111**<br>22<br>— | **1969** K.K. Izutsu Zosensho—Nagasaki (526)<br>35,46 6,74 2,471<br>30,21 6,71 2,80<br>1 dk | **M Fishing**<br>Side-fishing | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8811003**<br>*JI3365*<br>128760<br>Rdr Rt | **TAIYO MARU No. 8**<br>**Naniwa Tanker Co. Ltd. & Taiyo Tanker K.K.**<br>Osaka, Japan<br>Osaka Pref. | **699**<br>—<br>1 950 | **1988** Hakata Zosen K.K.—Hakata (382)<br>... ... ...<br>65,99 12,02 5,31<br>1 dk | **M Tanker** | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>The Hanshin Diesel Works Ltd. |
| **7626956**<br>*JRML*<br>120571<br>ME1-821<br>Df Esd Gc<br>Pfd Rdr Rt | **TAIYO MARU No. 8**<br>ex Waka Maru No. 25-84<br>**Taiyo Suisan K.K.**<br>Nansei, Japan<br>Mie Pref. | **499**<br>263<br>— | **1977** Uchida Zosen—Ise (772)<br>3,852<br>54,56 9,31 4,27<br>1 dk | **M Fishing**<br>Side-fishing Tuna<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 320 × 380<br>2 100bhp (1 545kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8624979**<br>*JL5349*<br>127535<br>Rt | **TAIYO MARU No. 8**<br>**Ichiyo Kaiun K.K.**<br>Takuma, Japan<br>Kagawa Pref. | **499**<br>—<br>1 575 | **1985** Sokooshi Zosensho K.K.—Higashino<br>71,10 4,801<br>65,99 11,51 6,71<br>1 dk | **M General Cargo**<br>G.2 550 B.2 388 | Niigata<br>Oil<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **8626173**<br>*JL5344*<br>127531<br>Rt | **TAIYO MARU No. 8**<br>**Taiyo Kaiun Y.K.**<br>Sakaide, Japan<br>Kagawa Pref. | **418**<br>—<br>1 237 | **1984** K.K. Murakami Zosensho—Japan<br>53,01 4,771<br>47,60 12,01 6,30<br>1 dk | **M Sand Carrier** | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |

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| **TAIYO MARU No. 8**<br>**Taiyo Kaiun K.K.**<br>Ube,<br>Yamaguchi Pref.<br>Japan | **382**<br>—<br>1 066 | **1984** Maeno Zosen K.K.—Onoda (103)<br>65,31 3,852<br>60,03 10,51 5,82<br>2 dks | **M General Cargo**<br>Mchy.aft | Hanshin 6LUN28AGD<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAIYO MARU No. 8**<br>**Eishin Kaiun K.K.**<br>Hakata,<br>Ehime Pref.<br>Japan | **199**<br>—<br>678 | **1983** K.K. Kamishima Zosensho—Higashino (152)<br>54,39 3,350<br>49,51 9,01 5,31<br>1 dk | **M General Cargo**<br>Mchy.aft | Matsui<br>Oil<br>550bhp (405kW)<br>Matsui Iron Works Co. Ltd. Japan<br>Fuel (d.o.) 9,5kn |
| **TAIYO MARU No. 8**<br>**Taiyo Kaiun Y.K.**<br>Suzu,<br>Ishikawa Pref.<br>Japan | **198**<br>—<br>440 | **1985** Nagashima Zosen K.K.—Nagashima<br>43,04 3,020<br>38,00 10,00 4,65<br>1 dk | **M General Cargo** | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>8,5kn |
| **TAIYO MARU No. 8**<br>ex Kanei Maru No. 8 | **192**<br>69<br>— | **1965** Uchida Zosen—Ise (614)<br>6,61 2,794<br>35,01 6,56 3,20<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 370 × 450<br>Hanshin Nainenki Kogyo Kobe |
| **TAIYO MARU No. 8**<br>**Taiyomaru Gyogyo K.K.**<br>Nagasaki,<br>Nagasaki Pref.<br>SatCom: 1203632/TAIY<br>Japan | **135**<br>—<br>— | **1986** K.K. Izutsu Zosensho—Nagasaki (920)<br>(BB) 2,952<br>35,01 7,61 3,08<br>1 dk | **M Fishing**<br>Side-fishing | Niigata 6MG28BXF<br>Oil 4SA 6Cy. 280 × 350 sr reverse geared to sc. shaft<br>1 170bhp (861kW)<br>Niigata Eng. Co. Ltd. Ota |
| **TAIYO MARU No. 9**<br>ex Banshu Maru No. 55<br>**Korean Fishing Owners Industry**<br>Reported sailing under N. Korean flag | **267**<br>99<br>— | **1920** Teikoku Kisen—Toba<br>39,60 6,86<br>6,81<br>R | **S Fishing**<br>Side Trawler<br>1 Ho 9,5<br>1W | T 3Cy. 319 546 & 916 x 610<br>Kubota Tekkosho (Sakai Diesel Plant) Sakai<br>Fuel 132,0t (c) 8kn |
| **TAIYO MARU No. 10**<br>**Taiyo Kaiun K.K.**<br>Ube,<br>Yamaguchi Pref.<br>Japan | **379**<br>—<br>1 100 | **1984** Maeno Zosen K.K.—Onoda (107)<br>65,31 10,52 3,822<br>60,03 10,51 5,97<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 100bhp (809kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAIYO MARU No. 11**<br>**Taiyo Suisan K.K.**<br>Nansei,<br>Mie Pref.<br>Japan | **497**<br>242<br>647 | **1974** Miho Zosensho K.K.—Shimizu (1011)<br>62,82 10,62 3,785<br>53,78 9,30 4,20<br>1 dk | **M Fishing**<br>Mchy.aft | Hanshin 6LU38<br>Oil 4SA 6Cy. 380 × 580<br>2 100bhp (1 545kW)<br>Hanshin Nainenki Gyogyo Kobe |
| **TAIYO MARU No. 11**<br>**Taiyo Kaiun K.K.**<br>Ube,<br>Yamaguchi Pref.<br>Japan | **397**<br>—<br>1 145 | **1990** Taiyo Zosen K.K.—Onoda (216)<br>67,72 3,700<br>62,00 11,00 6,00<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Hanshin 6LH28G<br>Oil 4SA 6Cy. 280 × 460<br>809kW (1 100bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAIYO MARU No. 11**<br>**K.K. Ichi Maru**<br>Iwaki,<br>Fukushima Pref.<br>SatCom: 1204473/JMSH<br>Japan | **379**<br>—<br>— | **1990** Kanasashi Co. Ltd.—Shimizu (3218)<br>54,71 (BB) 8,72 3,400<br>48,10 8,70 3,75<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.540 | Niigata 6M28BFT<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. Niigata |
| **TAIYO MARU No. 11**<br>**Sei Matsumoto**<br>Ito,<br>Shizuoka Pref.<br>Japan | **264**<br>—<br>480 | **1961** Suzuki Shipyard Co. Ltd.—Yokkaichi<br>33,51 7,80 2,947<br>29,49 7,75 3,31<br>1 dk | **M Tanker**<br>3 Ta ER | Sumiyoshi<br>Oil 4SA 6Cy. 270 × 400<br>350bhp (257kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>9kn |
| **TAIYO MARU No. 11**<br>**Yamagishi Kaiun K.K.**<br>Sanriku,<br>Iwate Pref.<br>Japan | **237**<br>112<br>547 | **1970** Ofunato Zosen Tekko K.K.—Ofunato<br>43,92 3,201<br>39,20 7,21 3,51<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil<br>700bhp (515kW)<br>The Hanshin Diesel Works Ltd. Japan<br>10,75kn |
| **TAIYO MARU No. 11**<br>ex Gyosei Maru No. 11-90<br>ex Yahata Maru No. 11-82<br>**Taiyo Kaiun K.K.**<br>Nomasaki,<br>Nagasaki Pref.<br>Japan | **132**<br>—<br>121 | **1977** Niigata Eng. Co. Ltd.—Niigata (1568)<br>37,90 (BB) 7,01 2,631<br>30,82 7,00 2,77<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6L28BX<br>Oil 4SA 6Cy. 280 × 320<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Ota |
| **TAIYO MARU No. 11**<br>**Rakuseki Suisan K.K.**<br>Nemuro,<br>Hokkaido Pref.<br>Japan | **127**<br>—<br>— | **1984** Sanuki Zosen Tekkosho K.K.—Takuma (1122)<br>37,70 2,275<br>29,90 6,41 2,54<br>1 dk | **M Fishing**<br>Side-fishing<br>9 Ho ER<br>In.89<br>9 Ha (stl) ER | Niigata<br>Oil 4SA 5Cy. 255 × 270<br>805bhp (592kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TAIYO MARU No. 15**<br>**Kumamatsu Kaiun Y.K.**<br>Matsushima,<br>Kumamoto Pref.<br>Japan | **199**<br>—<br>592 | **1979** Hayashi Zosen—Higashino (118)<br>... ... ...<br>46,00 8,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAIYO MARU No. 18**<br>**Y.K. Kototsuka Kaiun**<br>Ieshima,<br>Hyogo Pref.<br>Japan | **195**<br>—<br>553 | **1986** Imura Zosen K.K.—Komatsushima (217)<br>49,15 (BB) 3,031<br>45,01 11,31 4,96<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Akasaka DM26KR<br>Oil 4SA 6Cy. 260 × 440<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TAIYO MARU No. 21**<br>**Y.K. Koyo Kisen**<br>Fukuoka,<br>Fukuoka Pref.<br>Japan | **694**<br>—<br>2 127 | **1976** Omishima Dock K.K.—Kamiura<br>74,00 11,99 4,201<br>69,02 7,01<br>1dk | **M General Cargo** | Hanshin<br>Oil<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Japan<br>12kn |
| **TAIYO MARU No. 21**<br>ex Kaishin Maru No. 31-88<br>**Ichiyo Kaiun K.K.**<br>Takuma,<br>Kagawa Pref.<br>Japan | **499**<br>—<br>1 600 | **1981** K.K. Yoshida Zosen Kogyo—Arida (361)<br>4,501<br>65,00 11,00 6,41<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin 6LU35G<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TAIYO MARU No. 21**<br>ex Yamato Maru No. 12-89<br>**K.K. Abe**<br>Seto,<br>Ehime Pref.<br>Japan | **499**<br>—<br>1 547 | **1983** Honda Zosen—Saiki (710)<br>71,15 11,82 4,301<br>66,02 11,80 6,71<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 624 B.2 469<br>1 Ha (stl) ER | Akasaka DM28A<br>Oil 4SA 6Cy. 280 × 460 with clutches & reverse reduction geared to sc. shaft<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller |

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| **9042776**<br>*JREC*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **TAIYO MARU No. 21**<br><br>**K.K. Yoshida Kiyoshi Shoten**<br>Iwaki, Japan<br>Fukushima Pref. | **409**<br>—<br>— | **1991** Kanasashi Co. Ltd.—Shimizu (3286)<br>3,450<br>49,90 8,80 3,84 | **M Fishing**<br>Side-fishing Long-line | Niigata<br>Oil<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. |
| **7608253**<br>*JM3919*<br>118240<br>Df Esd Pfd<br>Rdr Rt | **TAIYO MARU No. 21**<br><br>**Taiyomaru Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **283**<br>—<br>500 | **1976** Tokushima Zosen K.K.—Fukuoka (1208)<br>47,71 (BB) 7,62 2,496<br>41,51 7,61 3,61<br>1 dk | **M Fish Carrier**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. |
| **8301606**<br>*JI3173*<br>126493<br>Esd Gc Rdr<br>Rt | **TAIYO MARU No. 22**<br>ex Naniwa Maru No. 18-85<br>**Naniwa Tanker Co. Ltd. & Taiyo Tanker K.K.**<br>Osaka, Japan<br>Osaka Pref. | **1 990**<br>—<br>3 499 | **1983** Sanuki Zosen Tekkosho K.K.—Takuma (1117)<br>NK 89,90 (BB) 5,628<br>84,03 14,22 6,81<br>P 23,5 F 12,2 1 dk | **M Tanker**<br>SBT<br>8 Ta ER<br>L.(oil) 3 900 HeCls. C<br>5 Cargo pumps total 6 000T/hr | Hanshin<br>Oil 4SA 6Cy. 380 × 760<br>2 800bhp (2 060kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 240kW 1 × 220kW 445<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fw<br>Fuel 136,5t (d.o.) 219,5t (hvf)-15,0p |
| **8135435**<br>*JK4396*<br>125861 | **TAIYO MARU No. 25**<br>ex Kami Maru No. 2-88<br>**Taiyo Kaiun K.K.**<br>Kawajiri, Japan<br>Hiroshima Pref. | **498**<br>—<br>1 075 | **1982** K.K. Yoshida Zosen Kogyo—Arida (375)<br>3,720<br>65,82 11,41 6,41<br>1 dk | **M General Cargo** | Oil |
| **7231608**<br><br><br>Df Pfd Rdr<br>Rt | **TAIYO MARU No. 25**<br><br>**Y.K. Maruju Gyogyo** | **181**<br>—<br>245 | **1972** Tokushima Zosen K.K.—Fukuoka (1081)<br>39,10 6,74 2,801<br>33,51 6,71 3,28<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **6706527**<br><br><br>Rt | **TAIYO MARU No. 26**<br><br>**Eigo Fishing Co. Ltd.** | **199**<br>94<br>— | **1966** Fukuoka Zosen K.K.—Fukuoka (837)<br>38,00 6,63 2,998<br>35,18 6,61 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. |
| **7506704**<br>*JM3850*<br>117983<br>Df Esd Pfd<br>Rdr Rt | **TAIYO MARU No. 27**<br><br>**Shimizu Shokai Co. Ltd.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **185**<br>—<br>258 | **1975** Tokushima Zosen K.K.—Fukuoka (1171)<br>39,86 6,71 2,972<br>34,24 6,68 3,33<br>1 dk | **M Fishing**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **7523087**<br>*JM3858*<br>116997<br>Df Pfd Rdr<br>Rt | **TAIYO MARU No. 28**<br><br>**Taiyomaru Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **379**<br>—<br>— | **1975** Tokushima Zosen K.K.—Fukuoka (1182)<br>53,35 8,21 3,531<br>48,01 8,18 4,09<br>1 dk | **M Fishing**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. |
| **8708036**<br>*7KLS*<br>129492<br>KG1-228<br>Rdr RTv | **TAIYO MARU No. 28**<br><br>**Hamazaki Suisan Y.K.**<br>Kushikino, Japan<br>Kagoshima Pref.<br>SatCom: 1201170/UKLS | **319**<br>—<br>— | **1987** Kanasashi Co. Ltd.—Shimizu (3136)<br>50,09 (BB) 8,44 3,252<br>43,52 8,40 3,61<br>1 dk | **M Fishing**<br>Long-line<br><br>G.468 B.417 | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches<br>couplings & sr reverse geared to s<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **8514980**<br>*JHMG*<br>128166<br>FS1-380<br>Rdr Rt | **TAIYO MARU No. 35**<br><br>**K.K. Yoshida Kiyoshi Shoten**<br>Iwaki, Japan<br>Fukushima Pref. | **409**<br>—<br>484 | **1986** Niigata Eng. Co. Ltd.—Niigata (1872)<br>55,94 (BB) 3,441<br>49,18 8,91 3,81<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br><br>In.604 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches<br>couplings & sr geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **5350307**<br><br><br>Df Rdr | **TAIYO MARU No. 35**<br><br>**Federico A. Santos** | **370**<br>166<br>— | **1957** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (914)<br>48,01 7,47<br>44,00 7,40 4,09 | **M Fishing**<br>Side Trawler | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>Niigata Eng. Co. Ltd. |
| **5350319**<br><br><br>Df | **TAIYO MARU No. 36**<br><br>**Federico A. Santos** | **372**<br>136<br>— | **1959** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (933)<br>48,04 7,45 3,683<br>44,00 7,40 4,09 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 360 × 520<br><br>Kobe Hatsudoki Seizosho |
| **8106537**<br>*JM5039*<br>123432<br>Df Esd Pfd<br>Rdr Rt | **TAIYO MARU No. 36**<br><br>**Taiyomaru Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **218**<br>—<br>293 | **1981** Tokushima Zosen K.K.—Fukuoka (1361)<br>44,96 (BB) 2,801<br>37,50 7,31 3,28<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 320 reduction ge<br>shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **8717192**<br>*JKRY*<br>130682<br>FS1-555<br>Rdr Rt | **TAIYO MARU No. 37**<br><br>**K.K. Yoshida Kiyoshi Shoten**<br>Iwaki, Japan<br>Fukushima Pref. | **379**<br>—<br>— | **1988** Niigata Eng. Co. Ltd.—Niigata (2076)<br>54,06 (BB) 3,441<br>47,91 8,70 3,81<br>1 dk | **M Fishing**<br>Long-line Ref<br><br>In.516 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches<br>couplings & sr geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **5350321**<br><br><br>Df | **TAIYO MARU No. 37**<br><br>**Federico A. Santos** | **372**<br>135<br>— | **1959** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (934)<br>48,04 7,45 3,683<br>44,00 7,40 4,09<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 360 × 520<br><br>Kobe Hatsudoki Seizosho |
| **7627132**<br>*JM3991*<br>120483<br>Df Esd Pfd<br>Rdr Rt | **TAIYO MARU No. 37**<br><br>**Taiyomaru Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **347**<br>—<br>600 | **1976** Tokushima Zosen K.K.—Fukuoka (1225)<br>51,39 7,83 3,452<br>44,61 7,80 3,92<br>1 dk | **M Fish Carrier** | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>1 700bhp (1 250kW)<br>Niigata Eng. Co. Ltd. |
| **7238448**<br><br><br>Df Esd Gc<br>Rdr Rt | **TAIYO MARU No. 38**<br><br>**Naviera Pescanip S. de R. L.** | **297**<br>153<br>393 | **1972** Miho Zosensho K.K.—Shimizu (848)<br>50,40 8,54 3,391<br>47,02 8,51 3,97<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **7950278**<br>*JMIW*<br>111303<br>Rt | **TAIYO MARU No. 38**<br>ex Usa Maru No. 10-87<br>**Y.K. Zuiho**<br>Fukuoka, Japan<br>Fukuoka Pref. | **297**<br>158<br>— | **1972** Kochi Jyuko K.K.—Kochi (1171)<br>*43,41*<br>8,31 3,61<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |
| **7725025**<br>*JM4338*<br>122638<br>Df Pfd Rdr<br>Rt | **TAIYO MARU No. 38**<br><br>**Taiyomaru Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **239**<br>—<br>— | **1977** Tokushima Zosen K.K.—Fukuoka (1270)<br>43,46 7,52 3,201<br>37,50 7,51 3,61<br>1 dk | **M Fish Carrier**<br>Mchy.aft<br><br>In.311 | Niigata<br>Oil 4SA 6Cy. 280 × 320 reduction<br>shaft<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 128kW 225V a.c. |

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| **TAIYO MARU No. 68**<br>**Miho Maguro Gyogyo K.K. (Miho Tuna Fishery Co. Ltd.)**<br>Shimizu,<br>Shizuoka Pref.<br>Japan | **343**<br>173<br>430 | | **1979** Miho Zosensho K.K.—Shimizu (1115)<br>52,41 3,390<br>46,00 8,81 3,76<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Niigata | 6M31AGT |
| **TAIYO MARU No. 73**<br>**Nippon Senpaku Kogyo Co. Ltd. (Nippon Senpaku Kogyo K.K.)**<br>Tokyo<br>Japan | **268**<br>—<br>— | | **1971** Tokushima Zosen K.K.—Fukuoka (1013)<br>49,33 7,62 3,175<br>42,98 7,60 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Niigata<br>Oil 4SA 8Cy. 250 × 320<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Tokyo | |
| **TAIYO MARU No. 75** | **334**<br>—<br>474 | | **1972** Tokushima Zosen K.K.—Fukuoka (1063)<br>51,31 7,83 3,760<br>45,01 7,80 3,92<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata | |
| **TAIYO MARU No. 78**<br>**Government of The People's Republic of China**<br>China | **392**<br>—<br>582 | | **1974** Tokushima Zosen K.K.—Fukuoka (1155)<br>53,35 8,23 3,556<br>48,01 8,21 4,04<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Tokyo | 6L31EZ |
| **TAIYO MARU No. 78**<br>**Miho Maguro Gyogyo K.K. (Miho Tuna Fishery Co. Ltd.)**<br>Shimizu,<br>Shizuoka Pref.<br>SatCom: 1204124/JLIV<br>Japan | **379**<br>—<br>482 | | **1986** Miho Zosensho K.K.—Shimizu (1275)<br>54,79 (BB) 8,64 3,447<br>48,01 8,60 3,81<br>1 dk | **M Fishing**<br>Side-fishing Long-line Ref<br>In.156 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata | |
| **TAIYO MARU No. 83**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo<br>Japan | **1 248**<br>—<br>701 | | **1965** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1051)<br>73,79 12,15 5,004<br>66,88 12,12 5,74<br>2 dks | **M Fishing**<br>Stern Trawler<br>2 Ho ER<br>In.1 212<br>2 Ha (each 2,5 × 2,3) ER<br>6W Der 6(5) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>2 700bhp (1 986kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 3 × 320kW 445V 60Hz a.c.<br>Fuel 683,0t-8,5pd 12,5kn | 6UET45/75 |
| **TAIYO MARU No. 83**<br>**Y.K. Maruju Gyogyo**<br>Nagasaki,<br>Nagasaki Pref.<br>Japan | **326**<br>—<br>364 | | **1982** Tokushima Zosen K.K.—Fukuoka (1377)<br>52,00 (BB) 3,610<br>45,01 8,01 3,81<br>1 dk | **M Fish Carrier**<br>Ref<br>8 Ho ER<br>8 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 310 × 380 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd. Ota | 6MG31FZE |
| **TAIYO MARU No. 88**<br>**Y.K. Maruju Gyogyo**<br>Nagasaki,<br>Nagasaki Pref.<br>Japan | **328**<br>—<br>400 | | **1978** Tokushima Zosen K.K.—Fukuoka (1276)<br>47,99 (BB) 7,83 3,201<br>41,61 7,80 3,56<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 380 reduction geared to sc. shaft<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>12,25kn | 6L31EZ |
| **TAIYO No. 1**<br>ex Taiyo Maru No. 1-81<br>**Mitsui Fudosan Kensetsu K.K.**<br>Tokyo<br>Japan | **246**<br>—<br>— | | **1969** Shimoda Dockyard Co. Ltd.—Shimoda (170)<br>29,01 8,51 2,794<br>26,50 8,49 3,89<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Kogyo Osaka<br>Gen 2 × 50kW 225V a.c. | |
| **TAIYO No. 1**<br>**Tokiwa Unyu K.K.**<br>Yokohama,<br>Kanagawa Pref.<br>Japan | **156**<br>—<br>460 | | **1985** Muneta Zosen K.K.—Akashi<br>3,000<br>34,60 8,01 3,61<br>1 dk | **M General Cargo** | Oil<br>Japan | |
| **TAIYO No. 2**<br>ex Taiyo Maru No. 2-81<br>**Mitsui Fudosan Kensetsu K.K.**<br>Tokyo<br>Japan | **248**<br>—<br>— | | **1969** Shimoda Dockyard Co. Ltd.—Shimoda (171)<br>29,01 8,51 2,794<br>26,50 8,49 3,89<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Kogyo Osaka<br>Gen 2 × 50kW 225V a.c. | |
| **TAIYO No. 3**<br>ex Tatsuhiro Maru No. 5-89<br>**Orient Shipping S. de R.L.**<br>San Lorenzo<br>Honduras | **499**<br>294<br>1 531 | KR | **1971** Higaki Zosen K.K.—Imabari (127)<br>65,79 10,52 4,607<br>60,00 10,49 4,65<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 482 B.2 272<br>1 Ha (33,6 × 7,0) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 48kW 225V a.c.<br>12kn | |
| **TAIYO No. 5**<br>ex Meiho Maru No. 2-89<br>**Orient Shipping S. de R.L.**<br>San Lorenzo<br>Honduras | **498**<br>336<br>1 500 | KR NK | **1971** Ube Dockyard Co. Ltd.—Ube (132)<br>64,39 10,52 4,395<br>60,00 10,49 4,50<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 378 B.2 161<br>1 Ha (stl) (37,4 × 7,0) ER | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 48kW 225V a.c.<br>Fuel 84,5t-4,0pd 11kn | |
| **TAIYO No. 7**<br>ex Kensei Maru No. 2-90<br>**Orient Shipping S. de R.L.**<br>San Lorenzo<br>Honduras | **497**<br>338<br>1 375 | KR | **1978** Sasaki Zosen K.K.—Kinoe (326)<br>69,70 - 3,873<br>65,00 11,50 6,50<br>2 dks | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>Hanshin Nainenki Kogyo Kobe | 6LU32G |
| **TAIYO No. 8**<br>ex Wako Maru-91<br>**Orient Shipping S. de R.L.**<br>Tsurumaru Kaiun K.K.<br>Honduras | **499**<br>—<br>1 598 | | **1977** Honda Zosen—Saiki (651)<br>69,02 4,252<br>64,01 11,51 6,20<br>2 dks | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe | 6LU35 |
| **TAIYO No. 23**<br>ex Taiyo Maru No. 23-91<br>ex Wakao Maru-89<br>**Puerto Naviera S.A.**<br>Panama<br>Panama | **498**<br>316<br>1 550 | | **1975** K.K. Matsuura Zosensho—Kinoe (227)<br>69,65 11,51 4,268<br>65,00 11,49 6,30<br>2 dks | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe | 6LU32 |
| **TAIYOH II**<br>**Taiyo International Pte. Ltd.**<br>Taiyo Oil Co.<br>Singapore<br>Singapore | *39 268*<br>—<br>59 996 | NK (Class cont.) | **1991** Hashihama Zosen—Tadotsu (878)<br>225,00 - 12,243<br>215,00 32,00 20,40<br>1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 85 887 | Mitsubishi<br>Oil 2SA 6Cy. 600 × 2200<br>7 848kW (10 669bhp)<br>Mitsubishi Heavy Industries Ltd. Yokohama | 6UEC60LS |
| **TAIYU MARU**<br>**Taiyo Shipping Co. Ltd. (Taiyo Kisen K.K.)**<br>Osaka,<br>Osaka Pref.<br>Japan | **2 524**<br>—<br>4 486 | NK | **1973** Hashihama Zosen—Imabari (519)<br>84,99 14,43 6,895<br>78,52 14,41 8,11<br>P 19,9 F 12,2 1 dk<br>RW | **M Cement Carrier**<br>Mchy.aft<br>G.3 605 | Hanshin<br>Oil 4SA 6Cy. 540 × 860<br>4 500bhp (3 310kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Fuel 22,0t (d.o.) 120,0t (i.f.o.)-15,0pd 13kn | 6LU54 |
| **TAIYU MARU No. 28**<br>**Daiyu Gyogyo K.K.**<br>Misho,<br>Ehime Pref.<br>SatCom: 1201365/TAIY<br>Japan | **116**<br>—<br>— | | **1981** K.K. Izutsu Zosensho—Nagasaki (836)<br>39,48 2,401<br>31,17 6,99 2,80<br>1 dk | **M Fishing**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 280 × 340 reduction geared to sc. shaft<br>1 800bhp (1 324kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki | 6Z-ET |

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| **7521510**<br>*D5ZI*<br>6780<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **TAIYUEN**<br>**Matanzas Shipping Inc.**<br>Anglo-Eastern Ship Management Ltd.<br>Monrovia Liberia | T.Mk<br>**7 185**<br>4 948<br>—<br>**11 233**<br>7 931<br>17 346 | **✠100A1** SS 10/89<br>strengthened for heavy cargoes<br>Nos. 2 & 4 holds may be empty<br>certified container securing arrangements<br>**✠LMC**<br>EL D† 550,0/58,0U3<br>FN 4938 | **1980**-7 Industrias Reunidas Caneco S.A.—Rio de Janeiro (236)<br>153,27 (BB) 21,34 9,351/9,674<br>144,76 21,20 12,91<br>P 27,5 F 13,2 2 dks<br>rf nil DK in way of Nos. 2, 3, 4 & 5 holds | **M General Cargo**<br>5 Ho 20,1 25,6 18,1 26,4 17,3 5 TwD<br>G.26 112 B.24 284<br>TEU 482 C.Ho 298/20' C.Dk 184/20'<br>5 Ha (stl) (12,5 18,9 12,8 18,9 12,8 × 13,4) ER<br>Cr 5(20) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Ishikawajima do Brasil<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 375kW 450V 60Hz a.c.<br>Fuel 73,0t (d.o.) 1 101,0t (hvf) |
| **5350503**<br>*HONE*<br>4765-PEXT<br>Df Esd Rdr Rt | **TAIZ**<br>ex Tom Germa-57<br>**Addafar Yemenite Navigation Co.**<br>Panama Panama | **935**<br>558<br>1 466 | (NV) | **1955** Ottensener Eisenwerk A.G.—Hamburg (493)<br>65,99 9,94 4,668<br>58,86 9,91 5,87<br>2 dks<br>RW | **M General Cargo**<br>2 Ha (14,0 13,4 × 5,6) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz |
| **8312423**<br>*3EYV2*<br>13580-83B<br>Df Esd Gc<br>Rdr Rt | **TAIZAN**<br>**Cedar Valley S.A.**<br>K.K. Kyowa Sansho<br>Panama Panama | *2 660*<br>*1 527*<br>4 089 | NK | **1983** Kinoura Zosen K.K.—Hakata (111)<br>86,34 6,128<br>80,02 14,00 8,72<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.6 143 B.5 618<br>2 Ha (stl) (14,0 25,9 × 8,4) ER<br>3W Der 3(15) | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasak<br>Ltd.)<br>Gen 2 × 96kW |
| **7740219**<br>*JL4456*<br>122459<br>Gc Rdr Rt | **TAIZAN MARU**<br>**Toshiyo Suetomi**<br>Hofu, Yamaguchi Pref. Japan | **191**<br>—<br>650 | | **1978** K.K. Mochizuki Zosensho—Kinoe (103)<br>53,01 3,501<br>47,50 8,81 4,81<br>2 dks | **M General Cargo**<br>Mchy.aft<br>1 Ha (25,8 × 7,0) | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7937642**<br>*JK4091*<br>122114<br>Rdr Rt | **TAIZAN MARU No. 8**<br>**Ryobi Unyu K.K.**<br>Okayama, Okayama Pref. Japan | **198**<br>—<br>400 | | **1980** Shinhama Dock K.K.—Tamano (186)<br>... ...<br>53,60 9,01 5,21<br>1dk | **M General Cargo** | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **7435905**<br>*SQFX*<br>Df Esd Rdr Rt | **TAJFUN**<br>**Polish Ship Salvage Co. (Polskie Ratownictwo Okretowe)**<br>Gdynia Poland | **201**<br>57<br>— | PR | **1976** Stocznia "Wisla"—Gdansk (R27/03)<br>29,95<br>28,22 8,06 3,89<br>1 dk | **M Salvage Ship**<br>Ice strengthened | Sulzer<br>2 Oil 4SA each 5Cy. 250 × 300<br>1 200bhp (883kW)<br>H. Cegielski<br>Gen 2 × 49kW 400V 50Hz a.c.<br>Controllable pitch propeller |
| **8717582**<br>*JKQL*<br>129187 | **TAJIMA**<br>**Hyogo Prefecture**<br>Kobe, Hyogo Pref. Japan | **140**<br>—<br>— | | **1988** Kanagawa Zosen—Kobe (304)<br>32,75 2,601<br>27,87 7,41 3,41<br>1 dk | **M Research/Fishing**<br>Ref | Daihatsu<br>Oil 4SA 6Cy. 220 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7909190**<br>*JLLI*<br>121874<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **TAJIMA MARU**<br>**Nippon Yusen Kaisha (NYK Line)**<br>Tokyo Japan<br>SatCom: 1200115/JLLI | **53 404**<br>31 059<br>81 251<br>T/cm<br>88,2 | NK | **1980** Tsuneishi Zosen K.K.—Numakuma (451)<br>247,91 12,256<br>235,01 42,02 18,83<br>F 15,9 1 dk<br>Bow/CM 131 Diam. 0,410 MH 1,8 | **M Tanker**<br>11 Ta ER<br>L.(oil) 102 568<br>3 Cargo pumps total 8 250T/hr | B&W<br>Oil 2SA 6Cy. 900 × 2180<br>20 500bhp (15 079kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 336,0t (d.o.) 3 393,0t (hvf)-58, |
| **8910469**<br>*JJ3671*<br>129253<br>Rdr Rt | **TAJIMA MARU**<br>**Sanyo Kaiji Co. Ltd.**<br>Amagasaki, Hyogo Pref. Japan | **205**<br>—<br>103 | | **1990** Imamura Zosen—Kure (344)<br>32,83 9,51 3,200<br>26,50 9,50 4,30<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 280 × 360<br>couplings & dr geared to sc. sh<br>Yanmar Diesel Engine Co. Ltd.<br>2 Controllable pitch propellers |
| **8005953**<br>*JJ3252*<br>121213<br>Rdr Rt | **TAJIMA MARU No. 1**<br>**Ryoichi Taura**<br>Higashiura, Hyogo Pref. Japan | **171**<br>—<br>400 | | **1980** Ura Kyodo Zosensho K.K.—Awaji (206)<br>... ... ...<br>34,12 6,51 2,80<br>1 dk | **M Tanker**<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 230 × 380<br>400bhp (294kW)<br>Matsui Iron Works Co. Ltd. |
| **7433804**<br>*XCIF*<br>Df Esd Gc<br>Rt | **TAJIN**<br>ex Tender Puma-80<br>ex Musketeer Friend-78<br>**Condux S.A. de C.V.**<br>Ciudad del Carmen Mexico | **457**<br>158<br>— | AB | **1977** Mangone SB. Corp.—Houston, Tx (121)<br>56,39 11,61 3,814<br>48,16 11,59 4,91<br>F 12,8 1 dk | **TM Tug**<br>Ice strengthened | General Motors<br>2 Vee Oil 2SA each 20Cy. 230 × 2<br>sc. shafts<br>General Motors Corp. Electro-Motiv<br>Gen 2 × 125kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 468,5t (d.o.) |
| **7410723**<br>*EHFY*<br>Df Esd Gc<br>Rdr RTm/h/v | **TAJO**<br>ex Maria de las Angustias-79<br>ex Zim Iberia-79<br>ex Maria de las Angustias-76<br>**Naviera Pinillos S.A.**<br>Santander Spain | **3 132**<br>2 113<br>4 955 | **✠100A1** CS 9/91<br>**✠LMC** **UMS**<br>EL T 1¾"U2<br>FN 2109 | **1976**-11 Asilleros del Atlantico S.A.—Santander (187)<br>99,75 (BB) 15,32 6,649<br>90,05 15,21 8,21<br>P 14,4 F 6,8 1 dk<br>rf nil | **M General Cargo/Container Ship**<br>Fixed-guides<br>3 Ho 29,2 7,3 26,2 ER<br>G.7 242<br>TEU 210<br>C.Ho 14/20' 42/40' C.Dk 16/20' 48/40'<br>3 Ha (stl) (25,9 6,4 25,9 × 10,9) ER | MAN<br>Oil 4SA 6Cy. 400 × 540 sr geared<br>3 750bhp (2 758kW)<br>Empresa Nacional "Bazan" de C.N.<br>Gen 3 × 160kW 380V 50Hz a.c.<br>Fuel 45,5t (d.o.) 347,5t (hvf)-11,0pd |
| **7822500**<br>*7TIB*<br>Df Esd Gc<br>Rdr RTm/h/v | **TAJURA**<br>**Compagnie Algero-Libyenne de Transport Maritime (CALTRAM)**<br>Alger Algeria | T.Mk<br>**1 596**<br>778<br>2 900 | GL | **1980** Schlichting-Werft G.m.b.H.—Travemuende (1413)<br>111,16 (BB) 17,91 5,160<br>98,51 17,70 11,76<br>2 dks | **TM RoRo Cargo**<br>Pallets<br>Stern door/ramp Ice strengthened<br>Stern door/ramp<br>L 15,00 W 8,00 SWL 92<br>Lane Length 1020 Cargo Width 13,00<br>Clear height 6,26<br>Cars 359 Lorries 56 Trailers 63<br>1 Ho ER<br>B.11 133<br>TEU 199 C.RoRo Dk 134/20' C.Dk 65/20' | MaK<br>2 Oil 4SA each 6Cy. 320 × 420<br>to sc. shafts<br>3 310kW (4 500bhp)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 446kW 1 × 56kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 77,0t (d.o.) 355,5t (hvf)-18,5pd |
| **8014992**<br>*D9FJ*<br>BSR-806310<br>Df Esd Gc<br>Rdr Rt | **TAK YANG**<br>**Ssang Yong Shipping Co. Ltd.**<br>Busan South Korea | **4 693**<br>2 753<br>7 859 | KR | **1981** Shinhama Dock K.K.—Anan (726)<br>111,05 7,001<br>106,03 17,81 9,12<br>P 23,5 F 11,3 1 dk | **M Cement Carrier**<br>Self-unloader | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>4 000bhp (2 942kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 269kW 445V a.c. |
| **7650593**<br>*HSB2052*<br>Rt | **TAKA**<br>ex Atago Maru No. 8-82 ex Shoei Maru<br>**T.J.T. Services Co. Ltd.**<br>Bangkok Thailand | **497**<br>280<br>1 249 | | **1969** Hakata Zosen K.K.—Hakata (76)<br>53,88 4,380<br>49,51 9,30 4,70<br>1 dk | **M Tanker** | Makita<br>Oil<br>1 250bhp (919kW)<br>Makita Diesel Co. Ltd. |
| **7701081**<br>*JJ3062*<br>118816<br>Rdr Rt | **TAKA MARU**<br>**Sanyo Kaiji Co. Ltd.**<br>Amagasaki, Hyogo Pref. Japan | **195**<br>—<br>— | | **1977** Kegoya Dock K.K.—Kure (753)<br>31,73 8,62 2,947<br>26,52 8,60 3,51<br>1 dk | **M Tug**<br>Mchy.aft | Yanmar<br>2 Oil 4SA each 6Cy. 250 × 290<br>Yanmar Diesel Engine Co. Ltd. |

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| **TAKA MARU No. 3**<br>**Navix Line Ltd. & New Ace Marine Co. Ltd.**<br>New Ace Marine Co. Ltd.<br>Tokyo Japan | **2 548**<br>—<br>4 472 | NK | **1980** Fukuoka Zosen K.K.—Fukuoka (1079)<br>97,24 (BB) 5,916<br>89,62 14,51 6,91<br>P 21,1 F 8,3 1 dk | **M Cement Carrier**<br>Mchy.aft<br>G.3 851 | Daihatsu 6DSM-32<br>Oil 4SA 6Cy. 320 × 380 reduction geared to sc. shaft<br>2 800bhp (2 060kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 145kW 445V 60Hz a.c.<br>Fuel 23,5t (d.o.) 170,0t (hvf)-12,5pd 12kn |
| **TAKA MARU No. 3**<br>**Takasago Kisen K.K.**<br>Namikata, Ehime Pref. Japan | **199**<br>—<br>612 | | **1984** Yano Zosen K.K.—Imabari<br>53,68 3,131<br>49,51 9,01 5,41<br>1 dk | **M General Cargo**<br>G.1 227 B.1 061 | Hanshin<br>Oil<br>650bhp (478kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>10kn |
| **TAKA MARU No. 17**<br>ex Matsuei Maru No. 11-84<br>**Eiichi Matsumoto**<br>Wakayama, Wakayama Pref. Japan | **185**<br>—<br>214 | | **1972** Miho Zosensho K.K.—Shimizu (831)<br>41,71 7,52 2,921<br>36,00 7,50 3,10<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **TAKA MARU No. 21**<br>**Government of The People's Republic of China**<br>China | **281**<br>129<br>— | | **1968** Kanasashi Co. Ltd.—Shimizu (855)<br>47,96 8,11 2,998<br>41,00 8,08 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TAKA MARU No. 21**<br>**Eiichi Matsumoto**<br>Japan | **199**<br>—<br>265 | | **1991** K.K. Mukai Zosensho—Nagasaki (635)<br>3,280<br>42,00 7,70 3,65 | **M Fishing** | Niigata 6MG28AGT<br>Oil 4SA 6Cy. 280 × 480<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. Japan |
| **TAKABISHI MARU**<br>**Kawanishi Kaiun K.K.**<br>Kurahashi, Hiroshima Pref. Japan | **463**<br>—<br>692 | | **1984** Imamura Zosen—Kure (303)<br>53,95 (BB) 10,04 3,591<br>49,81 10,00 4,53<br>1 dk | **M Sulphur Carrier**<br>6 Ta ER<br>L.311 | Hanshin 6LU26CG<br>Oil 4SA 6Cy. 260 × 440 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>1 050bhp (772kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAKACHIHO**<br>**Tideway Maritime S.A.**<br>NYK Ship Management Co. Ltd.<br>Panama Panama<br>SatCom: 1332130/TKHO | *140 818*<br>*68 625*<br>239 986 | NK | **1989** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2974)<br>324,20 (BB) 18,901<br>309,20 58,00 29,10<br>1 dk | **M Tanker**<br>COW IGS SBT<br>L.(oil) 295 140 | Sulzer 7RTA84M<br>Oil 2SA 7Cy. 840 × 2900<br>20 029kW (27 230bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 913kW a.c.<br>Fuel 456,0t (d.o.) 4 368,0t (hvf) 15kn |
| **TAKACHIHO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **106**<br>—<br>— | | **1988** Sumidagawa Zosen K.K.—Tokyo (N62-15)<br>35,00 1,290<br>33,00 6,30 3,44<br>1 dk | **TM Patrol Ship** | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 190 × 230<br>2 400bhp (1 765kW)<br>Ikegai Tekkosho Kawasaki |
| **TAKACHIHO MARU**<br>**Sea-Com Corporation**<br>Tokyo Japan | **9 536**<br>—<br>2 598 | | **1974** Nippon Kokan K.K.—Shimizu (322)<br>159,52 21,54 6,198<br>148,01 21,49 13,62<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>982P | MAN V18V52/55<br>2 Vee Oil 4SA each 18Cy. 520 × 550 sr geared to sc. shafts<br>36 000bhp (26 480kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 1100kW 450V 60Hz a.c.<br>Fuel 62,0t (d.o.) 431,0t (hvf)-118,0pd 25,5kn |
| **TAKACHIHO MARU**<br>**Takachiho Kaiun K.K.**<br>Tsukumi, Oita Pref. Japan | **494**<br>—<br>1 000 | | **1978** K.K. Miura Zosensho—Saiki (556)<br>3,952<br>55,02 12,01 6,33 | **M General Cargo**<br>Mchy.aft | Akasaka DM30<br>Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TAKACHIHO MARU**<br>**Fuji Marine Service & Engineering Co. Ltd.**<br>Osaka, Osaka Pref. Japan | *405*<br>*121*<br>738 | NK | **1982** Yoshiura Zosen—Kure (281)<br>37,55 4,063<br>34,55 9,01 4,35<br>P 3,4 F 15,6 1 dk | **TM Tug**<br>Salvage | Fuji 6S30B<br>2 Oil 4SA each 6Cy. 300 × 450 with clutches & reverse reduction geared to sc. shafts<br>Fuji Diesel Co. Ltd. Tateyama<br>12,5kn |
| **TAKACHIHO MARU**<br>**Shiomi Hamazaki**<br>Nakajima, Ehime Pref. Japan | **160**<br>—<br>407 | | **1986** Y.K. Ouchi Zosensho—Nakajima<br>46,72 3,110<br>42,02 8,21 4,91<br>1 dk | **M General Cargo** | Matsui<br>Oil 4SA 6Cy. 240 × 240<br>500bhp (368kW)<br>Matsui Iron Works Co. Ltd. Ise<br>8,5kn |
| **TAKACHIHO MARU No. 1**<br>**Tanabe Kisen K.K.**<br>Oita, Oita Pref. Japan | **374**<br>—<br>1 154 | | **1987** Honda Zosen—Saiki (758)<br>55,00 (BB) 12,02 4,201<br>49,51 12,01 5,62 | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TAKACHIHO MARU No. 3**<br>ex Kintai Maru-85<br>**Tochiki Kisen K.K. (Tochiki Steamship Co. Ltd.)**<br>Tokyo Japan | **1 804**<br>—<br>3 405 | NK | **1980** Kochi Jyuko K.K.—Kochi (2156)<br>84,13 6,154<br>78,01 13,01 6,81<br>P 21,1 F 9,5 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 3 248 | Hanshin 6LU40<br>Oil 4SA 6Cy. 400 × 640<br>2 700bhp (1 986kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 250kW 450V 60Hz a.c.<br>Fuel 32,0t (d.o.) 123,5t (hvf)-9,0pd 12,5kn |
| **TAKAFUJI MARU No. 8**<br>**Koyo Kaiun K.K.**<br>Anan, Tokushima Pref. Japan | **499**<br>—<br>1 277 | | **1987** Kochi Jyuko K.K.—Kochi (1946)<br>65,13 (BB) 4,366<br>60,00 10,01 4,65<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 380 | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAKAHAMA MARU**<br>**Sanyo Kaiji Co. Ltd.**<br>Amagasaki, Hyogo Pref. Japan | **190**<br>—<br>58 | | **1978** Hikari Kogyo K.K.—Yokosuka (290)<br>29,00 2,540<br>25,00 8,60 3,50<br>1 dk | **TM Tug** | Oil<br>Japan |
| **TAKAHARU MARU**<br>**Shin Taito Steamship Co. Ltd. & Shinnippon Kinkai Kaisha Ltd.**<br>Ube, Yamaguchi Pref. Japan | **11 731**<br>—<br>18 433 | NK | **1979** Kasado Dock Co. Ltd.—Kudamatsu (310)<br>158,50 9,502<br>149,99 23,21 12,02<br>F 15,3 1 dk | **M Cement Carrier**<br>Self-unloader<br>4 Ho ER<br>G.14 321<br>4W Cr 1(3) Der 2(3) | MaK 8M552AK<br>2 Oil 4SA each 8Cy. 450 × 520 reduction geared to sc. shaft<br>12 000bhp (8 827kW)<br>Ube Industries Ltd. Ube<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 111,5t (d.o.) 1 085,0t (hvf)-38,0pd 15,25kn |
| **TAKAHARU MARU**<br>**Hiroshi Hamamoto**<br>Mihara, Hiroshima Pref. Japan | **199**<br>—<br>646 | | **1986** K.K. Taihei Kogyo—Akitsu (1900)<br>56,06 (BB) 2,971<br>51,01 9,52 5,21<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440<br>800bhp (588kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAKAHOKO MARU No. 2**<br>**Mutsu Ogawara Sekiyu Bichiku K.K.**<br>Rokkasho, Aomori Pref. Japan | **499**<br>—<br>254 | | **1983** Mitsubishi Heavy Industries Ltd. —Shimonoseki (853)<br>48,01 4,060<br>38,03 10,41 4,22<br>1 dk | **TM Pollution Control Ship** | Niigata 6L25BX<br>2 Oil 4SA each 6Cy. 250 × 320 with clutches, flexible couplings & dr geared to sc. shafts<br>2 600bhp (1 912kW)<br>Niigata Eng. Co. Ltd. Niigata |

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| 8217087<br>*JE2787*<br>126588 | **TAKAHOKO MARU No. 3**<br>**Mutsu Ogawara Sekiyu Bichiku K.K.**<br>Rokkasho, Japan<br>Aomori Pref. | **483**<br>—<br>690 | **1983** Kitanihon Zosen K.K.—Hachinohe (176)<br>44,71 3,801<br>37,80 12,01 4,53<br>1 dk | **TM Oil Reclamation Craft** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 sr ge<br>shafts<br>2 600bhp (1 912kW)<br>Niigata Eng. Co. Ltd. |
| 8210120<br>*JE2789*<br>126591 | **TAKAHOKO MARU No.1**<br>**Mutsu Ogawara Sekiyu Bichiku K.K.**<br>Rokkasho, Japan<br>Aomori Pref. | **495**<br>—<br>297 | **1983** Ishikawajima Ship & Chemical Plant Co. —Tokyo (542)<br>46,13 11,51 3,601<br>42,02 11,00 5,01<br>1 dk | **TM Work Ship** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 320 with c<br>flexible couplings & dr geared to s<br>3 200bhp (2 354kW)<br>Niigata Eng. Co. Ltd. |
| 7807249<br>*JRFH*<br>121937<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **TAKAISHI MARU**<br>**Tokyo Tanker Kinkai K.K.**<br>Tokyo, Japan<br>SatCom: 1200203/JRFH | *62 683*<br>*28 079*<br>101 905<br>T/cm<br>86,0 | **1979** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2723)<br>NK 244,03 41,64 15,277<br>232,01 41,61 23,50<br>1 dk<br>Bow/CM 116 Diam. 0,410 MH 1,5 | **M Tanker**<br>Mchy.aft<br>L.(oil) 115 271<br>2 Cargo pumps total 10 000T/hr | B&W<br>Oil 2SA 7Cy. 900 × 2180<br>19 000bhp (13 976kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 1 × 1100kW 2 × 660kW 450V<br>Fuel 416,0t (d.o.) 2 563,0t (hvf)-60,5pd |
| 8500472<br>*JIQU*<br>130171<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **TAKAMATSU MARU**<br>**Nippon Yusen Kaisha (NYK Line)**<br>Tokyo, Japan<br>SatCom: 1201602/JIQU | *145 635*<br>*76 410*<br>258 083<br>T/cm<br>164,7 | **1987** Mitsubishi Heavy Industries Ltd.—Nagasaki (1977)<br>NK 321,47 (BB) 19,454<br>310,02 58,01 29,49<br>1 dk<br>Bow/CM 155 Diam. 0,700 MH 1,8 | **M Tanker**<br>COW IGS SBT<br>12 Ta ER<br>L.(oil) 318 915<br>4 Cargo pumps total 17 750T/hr | Sulzer<br>Oil 2SA 7Cy. 840 × 2900<br>20 160bhp (14 829kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 1 × 1350kW 2 × 1100kW 1 ×<br>450V 60Hz a.c. |
| 8815358<br>*JL5801*<br>130677<br>Rt | **TAKAMATSU MARU**<br>**Utaka Kokudo Ferry K.K.**<br>Takamatsu, Japan<br>Kagawa Pref. | **699**<br>—<br>230 | **1989** Hayashikane Dockyard Co. Ltd.—Nagasaki (971)<br>3,101<br>66,43 14,71 4,12 | **TM RoRo Cargo/Ferry**<br>488dk P<br>Cars 58 Trailers 23 | Niigata<br>2 Oil 4SA each 6Cy. 280 × 480<br>2 060kW (2 801bhp)<br>(p) Niigata Eng. Co. Ltd.<br>(s) Niigata Eng. Co. Ltd.<br>Controllable pitch propeller<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 8309177<br>*JEGU*<br>127673<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **TAKAMI MARU**<br>**Shinwa Kaiun K.K. & Nippon Steel Shipping Co. Ltd.**<br>Tokyo, Japan<br>SatCom: 1200325/TAKA | *88 840*<br>*54 596*<br>172 428 | **1985** Mitsubishi Heavy Industries Ltd.—Nagasaki (1953)<br>NK 290,00 (BB) 46,06 17,525<br>278,01 46,00 24,01<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>9 Ha (stl) (14,3 × 17,6) (15,1 15,1 15,1 15,1 15,1 15,1 15,1 × 21,1) (14,3 × 14,0) ER | Sulzer<br>Oil 2SA 6Cy. 840 × 2400<br>17 070bhp (12 556kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 600kW a.c. |
| 8214700<br>*JM4738*<br>126882 | **TAKAMI MARU**<br>**K.K. Sanitary**<br>Kagoshima, Japan<br>Kagoshima Pref. | **499**<br>—<br>1 250 | **1982** K.K. Miura Zosensho—Saiki (666)<br>62,01 4,071<br>58,76 10,01 4,53<br>1 dk | **M Effluents Carrier**<br>Mchy.aft<br>L.1 286 | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| 7506261<br>*JG3515*<br>117736<br>Rdr | **TAKAMI MARU**<br>ex Asama Maru-84<br>**Nishi Nippon Kaiun K.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **195**<br>—<br>— | **1975** Kanagawa Zosen—Kobe (152)<br>8,67 2,598<br>26,50 8,64 3,81<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| 5350656<br>Df Esd Gc<br>Rdr | **TAKAMIYA MARU No. 23**<br>ex Takamiya Maru No. 1-74<br>**Todd Ltd. Corp.** | **439**<br>244<br>— | **1962** Miho Zosensho K.K.—Shimizu (345)<br>53,73 8,51<br>47,99 8,50 4,04<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>Niigata Eng. Co. Ltd. |
| 8503149<br>*7LGK*<br>127620<br>ME1-833<br>Rt | **TAKAMIYA MARU No. 58**<br>**Takamiyamaru Gyogyo K.K.**<br>Owase, Japan<br>Mie Pref. | **439**<br>—<br>555 | **1985** Miho Zosensho K.K.—Shimizu (1251)<br>56,49 (BB) 8,92 3,601<br>49,03 8,91 3,99<br>1 dk | **M Fishing**<br>Side-fishing Long-line Ref<br>In.175 | Hanshin<br>Oil 4SA 6Cy. 300 × 480 with clutches<br>couplings & sr geared to sc. shaft<br>1 500bhp (1 103kW)<br>The Hanshin Diesel Works Ltd. |
| 8617639<br>*JHDO*<br>128447<br>ME1-853<br>Rt | **TAKAMIYA MARU No. 62**<br>**Takamiyamaru Gyogyo K.K.**<br>Owase, Japan<br>Mie Pref. | **409**<br>—<br>542 | **1986** Miho Zosensho K.K.—Shimizu (1298)<br>55,61 (BB) 8,74 3,601<br>49,03 8,70 3,97<br>1 dk | **M Fishing**<br>Long-line<br>In.656 | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches<br>couplings & sr reverse geared to s<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| 8622775<br>*JL5242*<br>126412<br>Rt | **TAKANE MARU**<br>**Itakura Kisen Y.K.**<br>Ikeda, Japan<br>Kagawa Pref. | **199**<br>—<br>681 | **1984** Y.K. Furumoto Tekko Zosensho—Osaki (526)<br>2,920<br>52,81 9,81 4,70<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>Fuel (d.o.) |
| 8514722<br>*JG4606*<br>128917 | **TAKAO MARU**<br>**Tokyo Kisen K.K.**<br>Yokohama, Japan<br>Kanagawa Pref. | **211**<br>—<br>— | **1985** Kanagawa Zosen—Kobe (279)<br>35,01 3,801<br>31,50 9,61 4,20<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 350 sr ge<br>shafts<br>Niigata Eng. Co. Ltd. |
| 6419356<br>*JG2048*<br>96068<br>Rt | **TAKAO MARU**<br>**Seiko Kaiun K.K.**<br>Kure, Japan<br>Hiroshima Pref. | **160**<br>45<br>— | **1964** Kanagawa Zosen—Kobe (58)<br>24,19 7,65 2,998<br>7,60 3,61<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 325 × 460<br>Nippon Hatsudoki<br>Fuel 22,5t |
| 8803941<br>*JG4804*<br>131124<br>Rt | **TAKAO MARU No. 1**<br>**K.K. Takao Shoji**<br>Tokyo, Japan | **483**<br>—<br>484 | **1988** Ishii Zosen—Chiba (231)<br>47,10 3,452<br>42,10 11,00 3,51 | **M Sand Carrier**<br>1 Ho ER<br>G.830 | Yanmar<br>Oil 4SA 6Cy. 260 × 500 with clutch<br>reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. |
| 8914958<br>*JL5887*<br>131456<br>Rdr Rt | **TAKARA**<br>**Hoei Kaiun Y.K.**<br>Tokushima, Japan<br>Tokushima Pref. | **196**<br>—<br>480 | **1990** Imura Zosen K.K.—Komatsushima (237)<br>3,201<br>45,00 8,00 3,40<br>1 dk | **M Tanker**<br>Chemical | Sumiyoshi<br>Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Sumiyoshi Tekkosho |
| 8202393<br>*JG4246*<br>126685<br>Rt | **TAKARA MARU**<br>**Sanpo Un'yu Co. Ltd. (Sanpo Un'yu K.K.)**<br>Yokohama, Japan<br>Kanagawa Pref. | **497**<br>—<br>1 210 | **1982** K.K. Miura Zosensho—Saiki (653)<br>66,45 4,001<br>10,51 4,02<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 460<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. |
| 8503266<br>*JL5088*<br>127492 | **TAKARA MARU**<br>**Horiuchi Kisen Y.K.**<br>Hojo, Japan<br>Ehime Pref. | **349**<br>—<br>550 | **1985** Shitanoe Zosen K.K.—Usuki (1047)<br>52,08<br>48,01 9,01 3,92<br>1 dk | **M Tanker**<br>Alcohol<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |

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| **TAKARA MARU No. 5**<br>**Yoshitome Kaiun K.K.**<br>Kagoshima, Kagoshima Pref. Japan | **496**<br>—<br>1 000 | | **1988** Nakatani Shipyard Co. Ltd.—Nomi (515)<br>3,101<br>56,01 17,01 5,01 | **TM General Cargo** | Niigata 6M28BGT<br>2 Oil 4SA each 6Cy. 280 × 480<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Japan |
| **TAKARI**<br>**Colin & Linda Aileen Marion Wheeler**<br>Darwin, N.T. Australia | **118**<br>76<br>— | | **1978** "K" Shipyard Construction Co.—Fremantle, W.A.<br>22,81 6,53 3,101<br>21,42 6,41 3,51<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>Mchy.aft | Caterpillar 3408T<br>Vee Oil 4SA 8Cy. 137 × 152 reduction geared to sc. shaft<br>360bhp (265kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **TAKARI I**<br>**P.T. Perusahaan Pelayaran Angkutan Pertambangan**<br>Jakarta Indonesia | **2 341**<br>1 239<br>3 400 | KI (GL) | **1966** Orenstein Koppel & Luebecker—Luebeck (626)<br>94,90 13,95 5,271<br>87,03 13,91 6,51<br>P 18,9 F 8,0 1 dk | **M General Cargo**<br>2 Ho each 21,9 ER<br>G.4 332<br>2 Ha (stl) (each 21,9 × 8,2) ER | MAN<br>Oil 4SA 8Cy. 400 × 600<br>2 140bhp (1 574kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>12,5kn |
| **TAKARI II**<br>**P.T. Perusahaan Pelayaran Angkutan Pertambangan**<br>Jakarta Indonesia | **2 332**<br>1 264<br>3 440 | KI (GL) | **1966** Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (370)<br>94,90 13,92 5,271<br>87,00 13,90 6,51<br>P 18,9 F 8,0 1 dk | **M General Cargo**<br>2 Ho each 21,9 ER<br>G.4 332<br>2 Ha (stl) (each 21,9 × 8,2) ER | MAN<br>Oil 4SA 8Cy. 400 × 600<br>2 140bhp (1 574kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>12,5kn |
| **TAKARI III**<br>**P.T. Perusahaan Pelayaran Angkutan Pertambangan**<br>Jakarta Indonesia | **2 306**<br>1 248<br>3 400 | KI (GL) | **1966** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (337)<br>94,90 13,92 5,271<br>87,00 13,90 6,51<br>P 18,9 F 8,0 1 dk | **M General Cargo**<br>2 Ho each 21,9 ER<br>G.4 332<br>2 Ha (stl) (each 21,9 × 8,2) ER | MAN<br>Oil 4SA 8Cy. 400 × 600<br>2 140bhp (1 574kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>12,5kn |
| **TAKARI IV**<br>**P.T. Perusahaan Pelayaran Angkutan Pertambangan**<br>Jakarta Indonesia | **2 340**<br>1 232<br>3 400 | KI (GL) | **1966** Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (13371)<br>94,90 13,92 5,271<br>87,00 13,90 6,51<br>P 18,9 F 8,0 1 dk | **M General Cargo**<br>2 Ho each 21,9 ER<br>G.4 332<br>2 Ha (stl) (each 21,9 × 8,2) ER | MAN<br>Oil 4SA 8Cy. 400 × 600<br>2 140bhp (1 574kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>12,5kn |
| **TAKARI V**<br>**P.T. Perusahaan Pelayaran Angkutan Pertambangan**<br>Jakarta Indonesia | **2 313**<br>1 232<br>3 400 | KI (GL) | **1967** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (338)<br>94,90 13,92 5,271<br>87,00 13,90 6,51<br>P 18,9 F 8,0 1 dk<br>conv General Cargo — | **M Asphalt Carrier**<br>2 Ho each 21,9<br>G.4 332<br>2 Ha (stl) (each 21,9 × 8,2) ER | MAN<br>Oil 4SA 8Cy. 400 × 600<br>2 140bhp (1 574kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>12,5kn |
| **TAKARI VI**<br>**P.T. Perusahaan Pelayaran Angkutan Pertambangan**<br>Jakarta Indonesia | **2 342**<br>1 236<br>3 400 | KI (GL) | **1967** Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (13372)<br>94,90 13,95 5,271<br>87,00 13,92 6,51<br>P 18,9 F 8,0 1 dk | **M General Cargo**<br>2 Ho each 22,1 ER<br>G.4 332<br>2 Ha (stl) (each 22,1 × 8,4) ER | MAN<br>Oil 4SA 8Cy. 400 × 600<br>2 140bhp (1 574kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>Gen 2 × 150kW 380V 50Hz a.c.<br>Fuel 150,0t (d.o.) 12,5kn |
| **TAKASAGO**<br>**Takasago Kaiun Sangyo K.K.**<br>Hojo, Ehime Pref. Japan | **998**<br>677<br>1 206 | NK | **1979** Kochi Jyuko K.K.—Kochi (1293)<br>68,13 4,401<br>62,01 11,22 5,01<br>P 14,1 F 8,3 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 606 | Akasaka DM38AR<br>Oil 4SA 6Cy. 380 × 600<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 171,5t (d.o.)-7,0pd 12kn |
| **TAKASAGO MARU**<br>**K.K. Fuji Shipping**<br>Shimizu, Shizuoka Pref. Japan | **490**<br>—<br>1 299 | | **1981** Tomoura Zosen K.K.—Miyakubo (S-13)<br>64,60 4,120<br>61,47 11,00 6,00<br>2 dks | **M General Cargo**<br>Mchy.aft | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAKASAGO MARU**<br>ex Omaezaki Maru-90<br>**Sakata Eisen K.K.**<br>Sakata, Yamagata Pref. Japan | **188**<br>—<br>62 | | **1974** Ando SB. Co. Ltd.—Tokyo (231)<br>26,50 8,21 2,490<br>24,77 8,18 3,48<br>1 dk | **TM Tug**<br>Mchy.aft | Niigata 6L20AX<br>2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd. Urawa |
| **TAKASAGO MARU**<br>**K.K. Ono Kaisoten**<br>Japan | **150**<br>—<br>375 | | **1991** Suzuki Shipyard Co. Ltd.—Yokkaichi (587)<br>- - 2,900<br>33,00 7,80 3,20<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Yanmar<br>Oil<br>450bhp (331kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **TAKASAGO MARU No. 2**<br>**Shoei Kaiun K.K.**<br>Hojo, Ehime Pref. Japan | **690**<br>—<br>807 | NK | **1980** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1346)<br>58,32 4,001<br>53,52 10,22 4,58<br>P 12,8 F 6,1 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 108 | Akasaka DM36R<br>Oil 4SA 6Cy. 360 × 540<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 288kW<br>Fuel 107,0t (d.o.)-6,0pd 12kn |
| **TAKASAGO MARU No. 3**<br>**Shoei Kaiun K.K.**<br>Hojo, Ehime Pref. Japan | **696**<br>—<br>951 | NK | **1990** Shirahama Zosen K.K.—Honai (147)<br>65,00 (BB) 4,050<br>60,00 11,00 5,10<br>P 13,7 F 8,2 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>L.(gas) 1 200 | Akasaka A31R<br>Oil 4SA 6Cy. 310 × 600 reverse geared to sc. shaft<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 150,67kW a.c. |
| **TAKASAGO MARU No. 3**<br>**Kiyoshi Wakisha**<br>Akitsu, Hiroshima Pref. Japan | **105**<br>—<br>150 | | **1967** Koa Sangyo K.K.—Japan<br>29,20 2,100<br>26,00 5,05 2,38<br>1 dk | **M Tanker**<br>Chemical | Yanmar<br>Oil<br>135bhp (99kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **TAKASAGO MARU No. 5**<br>**Yasuo Yamamoto**<br>Kuratake, Kumamoto Pref. Japan | **171**<br>—<br>453 | | **1990** Y.K. Furumoto Tekko Zosensho—Osaki<br>49,96 3,200<br>45,00 8,30 5,10<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) (26,6 × 6,3) ER | Niigata 6M26KGHS<br>Oil 4SA 6Cy. 260 × 400<br>Niigata Eng. Co. Ltd. Japan |
| **TAKASAGO MARU No. 7**<br>**Takasago Kensetsu K.K.**<br>Yokkaichi, Mie Pref. Japan | **131**<br>—<br>— | | **1988** Suzuki Shipyard Co. Ltd.—Yokkaichi (557)<br>26,97 8,02 2,600<br>23,50 8,00 3,20<br>1 dk | **TM Tug** | 2 Oil<br>Matsui Iron Works Co. Ltd. Japan |
| **TAKASAGO MARU No. 8**<br>**Takasago Kaiun Y.K.**<br>Anan, Tokushima Pref. Japan | **413**<br>—<br>1 065 | | **1986** K.K. Yoshida Zosen Kogyo—Arida<br>72,50 3,601<br>65,99 11,00 6,35<br>1 dk | **M Sand Carrier** | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>10,5kn |
| **TAKASAGO MARU No. 8**<br>**Kazuo Nakao**<br>Shimotsu, Wakayama Pref. Japan | **199**<br>—<br>500 | | **1979** Kogushi Zosen K.K.—Okayama (218)<br>... ... ...<br>43,01 7,70 3,31<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin 6LH28RG<br>Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo Kobe |

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| **8210352**<br>*JI3123*<br>125151 | **TAKASAGO MARU No. 10**<br>**Nakao Kaiun Y.K.**<br>Shimotsu, Japan<br>Wakayama Pref. | **499**<br>—<br>1 336 | **1982** Kogushi Zosen K.K.—Okayama (228)<br>4,223<br>59,97 10,01 4,53<br>1 dk | **M Tanker**<br>Oil Chemical<br>8 Ta ER<br>L.1 300 | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **7047100**<br>Df Esd Gc<br>Pfd Rdr | **TAKASAGO MARU No. 12**<br>**Government of The People's Republic of China**<br>China | **2 988**<br>2 027<br>5 978 | **1971** Kochi Jyuko K.K.—Kochi (668)<br>101,05 16,46 6,808<br>NK 94,01 16,41 8,21<br>P 18,9 B 6,4 F 12,2 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 408 B.7 039<br>2 Ha (stl) (25,7 27,9 × 7,7) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 77,5t (d.o.) 409,0t (hvf)-9,5pd |
| **7852971**<br>*JI2855*<br>115802<br>Rdr | **TAKASAGO MARU No. 12**<br>**Nakao Kaiun Y.K.**<br>Shimotsu, Japan<br>Wakayama Pref. | **497**<br>—<br>1 280 | **1976** Kogushi Zosen K.K.—Okayama<br>63,00 4,250<br>57,99 10,00 4,50<br>1 dk | **M Tanker**<br>Mchy.aft<br>4 Ta<br>L.(oil) 1 251 | Hanshin<br>Oil<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. |
| **7855208**<br>*JL3908*<br>111554<br>Rt | **TAKASAKA MARU No. 3**<br>**Sanshin Kaiun K.K.**<br>Kure, Japan<br>Hiroshima Pref. | **286**<br>—<br>550 | **1973** Shin Nikko Zosen—Setoda (76)<br>47,71 3,301<br>45,01 8,21 3,61<br>1 dk | **M General Cargo**<br>Mchy.aft | Kubota<br>Oil<br>1 000bhp (736kW)<br>Kubota Tekkosho |
| **5344102**<br>Df Esd Gc<br>Rdr RTh | **TAKASHIRO MARU No. 31**<br>ex Sumiyoshi Maru No. 11<br>**Frabal Shipping & Ice Plant Corp.**<br>Philippines | **471**<br>269<br>588 | **1960** Miho Zosensho K.K.—Shimizu (277)<br>54,62 8,87<br>48,52 8,79 4,25<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>3 Ho 7,7 8,7 13,1 ER<br>Der 4(1) | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 112kW 1 × 16kW 230V a.c<br>Fuel (d.o.) |
| **7805409**<br>*JK3930*<br>122040<br>Gc Rdr Rt | **TAKASU MARU**<br>**Oita Kyodo Kaiun K.K.**<br>Usuki, Japan<br>Oita Pref. | **496**<br>—<br>1 200 | **1978** Omishima Dock K.K.—Kamiura (1070)<br>... ... ...<br>59,82 10,51 6,15<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **7612876**<br>*JK3790*<br>120255 | **TAKASU MARU**<br>**Etajima Kaiun K.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **196**<br>59<br>— | **1976** Fukae Zosen K.K.—Ogaki (151)<br>31,55 3,001<br>27,01 8,81 3,81<br>1 dk | **M Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 280 × 340<br>Yanmar Diesel Engine Co. Ltd. |
| **7903134**<br>*JJ3169*<br>121072<br>Rdr Rt | **TAKATA MARU**<br>**Naikai Eisen K.K. & K.K. Nissho Trade Marine Service**<br>Kobe, Japan<br>Hyogo Pref. | **192**<br>—<br>— | **1979** Kanbara Zosen K.K.—Onomichi (237)<br>31,50 2,760<br>27,00 8,80 3,60<br>1 dk | **TM Tug** | Mitsubishi<br>2 Vee Oil 4SA each 16Cy. 160 × 180<br>Mitsubishi Heavy Industries Ltd. |
| **5350864** | **TAKATO MARU**<br>**Jose Matsuda Inc.** | **380**<br>203<br>— | **1960** Imai Zosen—Kochi<br>*43,68* 7,50<br>... ... ...<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 320 × 480<br>Makita Tekkosho |
| **8351388**<br>*JL5062*<br>126252 | **TAKATO No. 2**<br>**Y.K. Shiraishi Ferry**<br>Kasaoka, Japan<br>Okayama Pref. | **170**<br>—<br>— | **1983** Y.K. Ouchi Zosensho—Nakajima (171)<br>... ... ...<br>24,62 8,50 3,00<br>1 dk | **M RoRo Cargo/Ferry**<br>30dk P<br>Trailers 7 | Oil 4SA 6Cy.<br>221kW (300bhp) |
| **7724928**<br>*JQLG*<br>121466<br>Df Esd Gc<br>Pfd Rdr Rt | **TAKATORI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo, Japan | **468**<br>—<br>— | **1978** Naikai SB. & Eng. Co. Ltd.—Taguma Shipyard, Innoshima (429)<br>45,70 3,880<br>44,28 9,21 4,32<br>1 dk<br>RW | **TM Patrol Salvage Ship**<br>Fire-fighting Pollution<br>Mchy.aft | Fuji<br>2 Oil 4SA each 6Cy. 320 × 500<br>3 000bhp (2 207kW)<br>Fuji Diesel Co. Ltd.<br>2 Controllable pitch propellers |
| **8618712**<br>*JG4659*<br>130161 | **TAKATORI MARU No. 8**<br>**Nagahama Senpaku K.K.**<br>Tokyo, Japan | **499**<br>—<br>800 | **1987** Murakami S.B. Co. Ltd.—Naruto (172)<br>51,64 2,750<br>47,91 14,00 3,00<br>1 dk | **TM Sand Carrier**<br>1 Ho ER<br>G.907 B.405<br>1 Ha (stl) ER | Hanshin<br>2 Oil 4SA each 6Cy. 240 × 400 reve<br>geared to sc. shaft<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. |
| **7354577**<br>Df Gc Pfd<br>Rdr | **TAKATORI MARU No. 33** | **284**<br>145<br>228 | **1973** Kanasashi Co. Ltd.—Shimizu (1137)<br>48,19 8,23 3,252<br>42,30 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo |
| **8122282**<br>*7KQS*<br>126311<br>KO1-680<br>Rt | **TAKATORI MARU No. 38**<br>**Tokio Takemura**<br>Muroto, Japan<br>Kochi Pref. | **299**<br>150<br>— | **1982** Kanasashi Co. Ltd.—Shimizu (2075)<br>3,301<br>44,18 8,62 3,66<br>1 dk | **M Fishing**<br>Tuna Long-line Ref<br>5 Ho ER<br>G.441 B.384<br>5 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480 sr reverse<br>shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **7929566**<br>*JG4057*<br>123702<br>Gc Rdr Rt | **TAKATORI MARU No. 51**<br>**Nagahama Senpaku K.K.**<br>Tokyo, Japan | **487**<br>—<br>1 323 | **1980** K.K. Matsuo Tekko Zosensho—Matsue (2005)<br>4,044<br>60,00 11,00 5,80<br>2 dks | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo |
| **8210405**<br>*JG4274*<br>126102<br>Rt | **TAKATORI MARU No. 58**<br>**Kagawa Kisen Kyogyo Kumiai**<br>Sakaide, Japan<br>Kagawa Pref. | **496**<br>—<br>930 | **1982** K.K. Matsuo Tekko Zosensho—Matsue (2013)<br>3,850<br>50,02 12,01 4,02<br>1 dk | **M Stone Carrier**<br>1 Ho ER<br>G.600<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>The Hanshin Diesel Works Ltd. |
| **7902790**<br>*JJWO*<br>122530<br>KO1-522<br>Df Esd Gc<br>Pfd Rdr RTv | **TAKATOYO MARU No. 18**<br>**Kayata Yamamoto**<br>Muroto, Japan<br>Kochi Pref. | **299**<br>146<br>— | **1979** Fujishin SB. Co.—Kamo (340)<br>3,250<br>43,46 8,50 3,59<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |
| **9011234**<br>*JEZR*<br>131494<br>KO1-811<br>Rdr RTv | **TAKATOYO MARU No. 38**<br>**Iwao Yamamoto**<br>Muroto, Japan<br>Kochi Pref.<br>SatCom: 1202115/JEZR | **379**<br>—<br>442 | **1990** Miho Zosensho K.K.—Shimizu (1391)<br>54,74 (BB) 3,407<br>48,00 8,60 3,75 | **M Fishing**<br>Long-line Ref<br>In.610 | Akasaka<br>Oil 4SA 6Cy. 280 × 500 with flexib<br>sr geared to sc. shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |
| **7724100**<br>*JI2902*<br>119535<br>Rt | **TAKATSU MARU**<br>**Osaka Harbour Bureau**<br>Osaka, Japan<br>Osaka Pref. | **167**<br>—<br>— | **1977** Mitsui Eng. & SB. Co. Ltd., Fujinagata Works —Osaka<br>23,53 8,74 2,001<br>22,03 8,51 3,20<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Twin Hull<br>Mchy.aft | Niigata<br>2 Oil 4SA each 6Cy. 160 × 200<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. |

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| **TAKATSUKI**<br>ex Tokuyama Maru-89<br>**Takatsuki Shipholding S.A.**<br>Panama Panama<br>SatCom: 1332232/TAKI | **132 798**<br>100 108<br>256 797<br>T/cm<br>160,5 | NK | **1975** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Chita<br>337,06 54,54 19,934<br>320,00 54,50 27,00<br>1 dk<br>Bow/CM 153 Diam. 0,406 MH 0,9 | (2349) | **S Tanker**<br>CBT IGS SBT<br>14 Ta ER<br>L.(oil) 319 938 HeCls. BptC<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>39 999shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 1 × 1600kW 2 × 800kW 450V 60Hz a.c.<br>Fuel 14 117,0t (o.f.) 381,0t (d.o.)-175,0pd 16,2kn |
| **TAKATSUKI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **130**<br>—<br>— | | **1965** Kurushima Dock Co. Ltd.—Japan<br>33,80 1,730<br>30,50 6,20 2,90<br>1 dk | | **M Patrol Ship** | Oil<br>690bhp (508kW)<br>Kawasaki Heavy Ind. Ltd. Japan |
| **TAKAVAR**<br>ex Banckert-89 ex Maasbank-77<br>**Iran Marine Services Co.**<br>Bandar Abbas Iran | **226**<br>3<br>— | **100A1**<br>tug<br>**LMC**<br>EL 330,0/32,0<br>FN 348<br>(AB) | **1965** N.V. Schps. v/h H. H. Bodewes—Millingen<br>a/d Rijn<br>32,85 7,81 3,518<br>30,20 7,50 4,00<br>F 6,3 1 dk<br>rf 500 | (641) | **M Tug**<br>Fire-fighting | Stork<br>2 Oil 4SA each 8Cy. 210 × 300 sr geared to sc. shaft<br>Kon. Mach. Stork & Co. N.V. Zwolle<br>Gen 2 × 40kW 220V d.c. 1 × 12kW 240V d.c.<br>Fuel 86,5t (d.o.) |
| **TAKAYAMA MARU No. 8**<br>ex Eifuku Maru No. 2-88<br>ex Eisho Maru No. 2-85<br>**Matsuda Logistics Service K.K.**<br>Hiroshima, Hiroshima Pref. Japan | **497**<br>—<br>1 472 | | **1978** Nishi Zosen K.K.—Imabari<br>*61,82* 4,300<br>12,50 6,30<br>1 dk | (203) | **M General Cargo**<br>Mchy.aft | Oil<br>Japan |
| **TAKBIR**<br>**Omnium Marocaine de Peche**<br>Casablanca Morocco | **324**<br>142<br>405 | BV | **1984** Const. Nav. Santodomingo—Vigo<br>38,31 8,59 4,050<br>34,78 8,50 6,15<br>2 dks | (491) | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>In.402 | Deutz<br>Oil 4SA 8Cy. 220 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 140kW 380V 50Hz a.c.<br>12,25kn |
| **TAKE MARU**<br>**Miura Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **197**<br>—<br>72 | | **1982** Hikari Kogyo K.K.—Yokosuka<br>30,99 2,741<br>27,01 8,81 3,51<br>1 dk | (324) | **TM Tug** | Yanmar T260L-ST<br>2 Oil 4SA each 6Cy. 260 × 330 with clutches, flexible couplings & reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **TAKE MARU No. 18**<br>ex Tsuru Maru No. 18-90<br>**Nikko Kaiun K.K.**<br>Shimokamagari, Hiroshima Pref. Japan | **496**<br>—<br>1 594 | | **1988** Honda Zosen—Saiki<br>68,18 (BB) 13,03 4,271<br>63,00 13,01 6,81<br>1 dk | (773) | **M Sand Carrier**<br>Mchy.aft | Niigata 6M30GT<br>Oil 4SA 6Cy. 300 × 530 reverse reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Thw. thrust propeller fwd |
| **TAKE MARU No. 18**<br>**K.K. Takemaru Kaiun**<br>Osaka, Osaka Pref. Japan | **101**<br>35<br>— | | **1976** Sanyo Zosen K.K.—Mukaishima<br>23,30 6,62 2,300<br>20,00 6,60 3,00<br>1 dk | (735) | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 160 × 200<br>Niigata Eng. Co. Ltd. Niigata |
| **TAKE MARU No. 23**<br>**K.K. Takemaru Kaiun**<br>Osaka, Osaka Pref. Japan | **136**<br>—<br>— | | **1981** Abe Koma Zosensho—Nandan<br>32,00 2,100<br>28,00 7,00 3,19<br>1 dk | (117) | **M Tug** | Oil<br>.............. |
| **TAKE MARU No. 28**<br>ex Nagoya Maru-85<br>**Y.K. Takemaru Kosan**<br>Osaka, Osaka Pref. Japan | **164**<br>—<br>— | | **1974** Kanagawa Zosen—Kobe<br>8,01 2,591<br>26,19 7,98 3,61<br>1 dk<br>RW | (142) | **TM Tug** | Niigata 6L20AX<br>2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd. Niigata |
| **TAKE MARU No. 31**<br>**Mohsam Fisheries Co. Ltd.**<br>Gambia | **299**<br>151<br>— | | **1978** Kochi Jyuko K.K.—Kochi<br>3,201<br>43,62 8,51 3,56<br>1 dk<br>RW | (1268) | **M Fishing**<br>Side-fishing Tuna<br>Mchy.aft | Hanshin 6LU28<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TAKE MARU No. 31**<br>**K.K. Takemaru Kaiun**<br>Osaka, Osaka Pref. Japan | **197**<br>—<br>81 | | **1973** Sanyo Zosen K.K.—Mukaishima<br>8,84 2,718<br>26,01 8,82 3,71<br>1 dk<br>RW | (673) | **TM Tug** | Niigata 6L25BX<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| **TAKE MARU No. 32**<br>**Minoru Oki**<br>Muroto, Kochi Pref. Japan | **194**<br>93<br>— | | **1981** Uchida Zosen—Ise<br>2,831<br>36,28 7,51 3,18<br>1 dk | (812) | **M Fishing**<br>Tuna Long-line | Hanshin<br>Oil<br>900bhp (662kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TAKE MARU No. 33**<br>ex Sozan Maru-82<br>**K.K. Takemaru Kaiun**<br>Osaka, Osaka Pref. Japan | **189**<br>69<br>— | | **1968** Shin Yamamoto Zosensho—Kochi<br>29,01 8,23 2,744<br>26,80 8,21 3,81<br>1 dk<br>RW | (98) | **TM Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 320 × 390<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 40kW 1 × 28kW 220V a.c.<br>Fuel 61,0t-8,0pd 12kn |
| **TAKE MARU No. 35**<br>**Minoru Oki**<br>Muroto, Kochi Pref. Japan<br>SatCom: 1203735/JIVQ | **379**<br>—<br>486 | | **1988** Miho Zosensho K.K.—Shimizu<br>54,79 (BB) 8,62 3,452<br>48,01 8,60 3,80<br>1 dk | (1332) | **M Fishing**<br>Long-line Ref<br>In.500 | Hanshin 6LH28RG<br>Oil 4SA 6Cy. 280 × 460 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAKE MARU No. 36**<br>ex Katsura Maru No. 2-81<br>**Shoyo Kosan K.K.**<br>Tokyo Japan | **194**<br>—<br>— | | **1973** Sagami Zosen Tekko K.K.—Yokosuka<br>30,61 8,82 2,598<br>27,56 8,79 3,48 | (161) | **TM Tug** | Niigata 6L25BX<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Tokyo |
| **TAKE MARU No. 38**<br>ex Sumida Maru-90<br>**K.K. Takemaru Kaiun**<br>Osaka, Osaka Pref. Japan | **195**<br>67<br>67 | | **1982** Hanasaki Zosensho—Yokosuka<br>30,31 9,05 2,901<br>29,01 8,81 3,61<br>1 dk | (186) | **TM Tug** | Niigata 6L25BX<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Ota |
| **TAKE MARU No. 71**<br>**K.K. Takemaru Kaiun**<br>Osaka, Osaka Pref. Japan | **198**<br>—<br>— | | **1984** Daiko Dkyd Co. Ltd.—Osaka<br>... ... ...<br>31,20 9,01 4,09<br>1 dk | (128) | **TM Tug**<br>Pusher | Niigata 6L28BXE<br>2 Oil 4SA each 6Cy. 280 × 320 sr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata |
| **TAKE MARU No. 73**<br>ex Kinugasa Maru-88<br>**K.K. Takemaru Kaiun**<br>Osaka, Osaka Pref. Japan | **297**<br>—<br>— | | **1977** Towa Zosen K.K.—Shimonoseki<br>36,20 9,83 3,772<br>31,50 9,81 4,40<br>1 dk | (500) | **TM Tug** | Niigata 6L28BX<br>2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd. Tokyo |

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| **7913787**<br>*JG3869*<br>121612<br>Rt | **TAKE MARU No. 78**<br>ex Kirishima Maru-89<br>**Takeshi Yashimine**<br>Osaka, Japan<br>Osaka Pref. | **299**<br>—<br>— | | **1979** Sagami Zosen Tekko K.K.—Yokosuka (202)<br>... ... ...<br>32,59 9,80 4,30<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **8840846**<br>*JK4760*<br>131000<br>Rdr Rt | **TAKEHARA**<br>**Sanyo Shosen K.K.**<br>Takehara, Japan<br>Hiroshima Pref. | **360**<br>—<br>— | | **1988** Kanbara Zosen K.K.—Onomichi<br>49,80 2,650<br>37,25 10,40 3,61<br>1 dk | **M RoRo Cargo/Ferry** | Daihatsu<br>Oil 4SA 6Cy. 260 × 340<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **5350943**<br>*UFJU*<br>M-25233<br>Df Esd Rdr<br>Rt | **TAKELI**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **1 063**<br>432<br>1 075 | RS | **1959** "Gheorghiu Dej" Shipyard—Budapest<br>70,19 10,04 3,798<br>64,62 9,96 5,34<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho 12,5 13,1 12,7 ER<br>G.1 684 B.1 515<br>3 Ha (6,9 8,0 6,3 × 3,9) ER<br>6W Der 1(10) 6(2,5) | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>800bhp (588kW) NE 61<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Fuel 86,5t (d.o.) |
| **8032451**<br>*JK4146*<br>122163<br>Rdr Rt | **TAKEMI MARU**<br>ex Toshiho Maru-88<br>**Mito Kaiun Y.K.**<br>Ikeda, Japan<br>Kagawa Pref. | **112**<br>—<br>200 | | **1980** Y.K. Okajima Zoensho—Nakajima (191)<br>28,70 2,500<br>28,00 6,00 2,70<br>1 dk | **M Tanker** | Oil |
| **7123136**<br>*JKTY*<br>111105<br>Rdr Rt | **TAKENAKA MARU No. 1**<br>**K.K. Takenaka Doboku**<br>Tokyo Japan | **260**<br>—<br>— | | **1971** Shimoda Dockyard Co. Ltd.—Shimoda (190)<br>8,51 2,801<br>26,50 8,49 3,92<br>2 dks | **TM Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 350 × 550<br>Hanshin Nainenki Kogyo |
| **7801192**<br>*JK3982*<br>120449<br>Rdr Rt | **TAKESHIMA MARU**<br>**Naigai Unyu K.K.**<br>Kure, Japan<br>Hiroshima Pref. | **237**<br>76<br>— | | **1978** Kanagawa Zosen—Kobe (189)<br>3,001<br>28,53 9,01 4,02<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **7831927**<br>*UOYK*<br>M-37846<br>Df Esd Gc<br>Rdr RTv | **TAKHKURAND**<br>**Government of The Republic of Estonia (Department of Fisheries)**<br>(Tallinn) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1980** .............U.S.S.R.<br>54,82 9,96 4,139<br>5,06<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.414<br>3 Ha (stl) (each 1,5 × 1,6)<br>Der 2(1,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **7208326**<br>*P3KL4*<br>Df Esd Gc<br>Pfd Rdr RTv | **TAKIS E**<br>ex Spabunker Tres-91 ex Arapiles-89<br>**Riesa Marine Co. Ltd.**<br>Lotus Shipping Co. Ltd.<br>Limassol Cyprus | **1 976**<br>990<br>3 393 | ✠**100A1** SS 1/90<br>oil tanker<br>✠**LMC**<br>EL P 1 7/16"U2<br>FN 1736 | **1972**-4 Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijon (R.104)<br>93,33 (BB) 14,03 5,360<br>85,50 14,00 6,30<br>P 22,6 F 13,2 1 dk<br>rf nil | **M Tanker**<br>DB<br>8 Ta ER<br>L.(oil) 3 604 HeCls. C | Werkspoor<br>Oil 4SA 10Cy. 390 × 680<br>2 440bhp (1 795kW)<br>Naval-Stork-Werkspoor S.A.<br>db 13kgf/cm² (12,8bar)<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.)-6,5pd |
| **5279929**<br>*SV3704*<br>9425<br>RTh | **TAKIS L**<br>ex Nikolaos K-89<br>ex Plotarchis Blessas-88<br>Piraeus Greece | **274**<br>189<br>427 | Classed BC until 26/5/72 | **1941** S.A. Ansaldo—Genova<br>39,93 8,74 2,941<br>36,58 8,69 3,20<br>B 6,4 F 5,5 1 dk<br>R | **M General Cargo**<br>1 Ho ER<br>2 Ha (6,4 23,7 × 4,4) ER<br>Der 2(1,5) | Ansaldo<br>Oil 4SA 6Cy. 265 × 410<br>360bhp (265kW) NE 56<br>S.A. Ansaldo<br>Gen 1 × 220kW<br>Fuel (d.o.) |
| **5393579**<br>*SV4991*<br>10<br>Rdr RTm/v | **TAKIS M II**<br>ex Creta Salvor-89 ex Wrestler-79<br>**Evripos Tugs Co.**<br>Aliveri Greece | **248**<br>43<br>— | ✠Classed LR until 10/12/86 | **1957**-7 James Lamont & Co. Ltd.—Port Glasgow (389)<br>34,78 9,10 3,626<br>31,70 8,54 3,89<br>1 dk<br>RW rf 381 BK 203 | **M Tug** | Widdop<br>Oil 2SA 8Cy. 318 × 470 dr geared to sc<br>H. Widdop & Co. Ltd.<br>Gen 1 × 70kW 1 × 15kW 110V d.c.<br>Fuel 67,0t (d.o.) |
| **7943392**<br>*PHWR*<br>12758<br>Rdr Rt | **TAKLIFT 1**<br>**Smit Tak B.V.**<br>Rotterdam Netherlands | **2 308**<br>893<br>— | BV | **1969** Rotterdamsche D.D. Maats. N.V.—Rotterdam (328)<br>58,20 1,871<br>23,45 5,62<br>1 dk | **TM Sheerlegs Pontoon**<br>Salvage Heavy-load<br>Mchy.aft<br>Der 2(250) 2(150) | MWM<br>2 Vee Oil 4SA each 16Cy. 140 × 18<br>1 064bhp (783kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 146,5t (d.o.) |
| **8010506**<br>*PHWS*<br>Esd Gc Rdr<br>Rt<br>AMVER | **TAKLIFT 4**<br>**Smit Tak B.V.**<br>Rotterdam Netherlands | *4 854*<br>*1 456*<br>4 625 | ✠**100A1**<br>✠**LMC**<br>EL (S) 770,0/62,0U2<br>FN 2801 | **1981**-9 Verolme Scheepswerf Heusden B.V. —Heusden (985)<br>83,11 28,25 6,001<br>80,42 28,03 6,79<br>1 dk<br>rf nil | **TM Sheerlegs Pontoon** | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 20<br>couplings & sr geared to sc. shafts<br>1 850kW (2 515bhp)<br>Caterpillar Tractor Co.<br>Gen 3 × 320kW 1 × 156kW 440V<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers |
| **7014476**<br>*PHXF*<br>17547<br>Esd Pfd Rdr<br>RTm/v | **TAKLIFT 5**<br>ex Hebe 1-87 ex Magnus VII-75<br>**Maaslift B.V.**<br>Smit Tak B.V.<br>Rotterdam Netherlands<br>See Register of Offshore Units | *912*<br>*273*<br>— | GL | **1968** Howaldtswerke-Deutsche Werft A.G. —Kiel (501347)<br>46,56 19,11 2,590<br>45,01 3,64<br>1 dk | **Aux TM Sheerlegs Pontoon**<br>Mchy.aft<br>Der 1(400) | Deutz<br>2 Oil 4SA each 12Cy. 120 × 140 sr<br>shafts<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 140kW 1 × 40kW 1 ×<br>220V a.c.<br>2 Directional propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **7734806**<br>*PHWB*<br>17548<br>Esd Rdr<br>RTm/v | **TAKLIFT 6**<br>ex Hebe 2-87<br>**Maaslift B.V.**<br>Smit Tak B.V.<br>Rotterdam Netherlands<br>See Register of Offshore Units | *3 297*<br>*989*<br>— | GL | **1975** Howaldtswerke-Deutsche Werft A.G. —Kiel (530870)<br>72,57 30,03 4,111<br>72,01 30,01 5,49<br>1 dk | **TM Sheerlegs Pontoon**<br>Mchy.aft<br>Der 1(1200) | Deutz<br>2 Vee Oil 4SA each 16Cy. 135 ×<br>sc. shafts<br>1 360bhp (1 000kW)<br>Kloeckner Humboldt Deutz<br>2 Directional propellers<br>2 Thw. thrust propellers fwd |
| **7829273**<br>*C6JO6*<br>716369<br>Esd Gc Rdr<br>Rt | **TAKLIFT 7**<br>ex Hebelift 3-87<br>**Bjorkman Brandberg Tigerschiold (Netherlands) B.V.**<br>Smit Tak B.V.<br>Nassau Bahamas | **3 513**<br>2 048<br>— | GL | **1976** Howaldtswerke-Deutsche Werft A.G. —Kiel (530902)<br>72,01 30,03 4,501<br>30,01 5,52<br>1 dk | **TrM Sheerlegs Pontoon**<br>Der 1(800) | Deutz<br>3 Vee Oil 4SA each 16Cy. 135 ×<br>sc. shafts<br>1 950bhp (1 434kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 408kW 1 × 92kW 1 ×<br>380/220V 50Hz a.c.<br>3 Directional propellers<br>2 Thw. thrust propellers fwd |
| **8224884**<br>*CNRS*<br>Rt | **TAKMIL**<br>**Omnium Marocaine de Peche**<br>Agadir Morocco | **323**<br>142<br>405 | BV | **1984** Const. Nav. Santodomingo—Vigo (495)<br>38,31 8,59 4,050<br>34,78 8,51 6,15<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.402 | Deutz<br>Oil 4SA 8Cy. 220 × 280 with<br>couplings & sr geared to sc.<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 140kW 380V 50Hz a.c. |

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| **TAKNES**<br>**Sverre Chr. Taknes**<br>Kristiansand Norway | **160**<br>89<br>— | | **1965** Vaagland Batbyggeri A/S—Vaagland (69)<br>30,59 6,66<br>27,18 6,41 3,36<br>1 dk<br>len 74 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Callesen<br>Oil 4SA 4Cy. 270 × 400<br>320bhp (235kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Fuel 21,5t (d.o.)-1,0pd 8,5kn |
| **TAKOJIMA MARU No. 1**<br>**Hamada Gyogyo K.K.**<br>Suzu, Ishikawa Pref. Japan | **247**<br>—<br>— | | **1981** Tokushima Zosen K.K.—Fukuoka (1358)<br>2,601<br>38,10 7,59 3,10<br>1 dk | **M Fishing**<br>Seiner | Hanshin<br>Oil<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TAKOJIMA MARU No. 2**<br>**Hamada Gyogyo K.K.**<br>Suzu, Ishikawa Pref. Japan | **281**<br>—<br>449 | | **1984** Wakamatsu Zosen K.K.—Wakamatsu (335)<br>51,85 (BB) 8,34 3,090<br>44,51 8,31 4,00<br>1 dk | **M Refrigerated Cargo Fish Carrier** | Hanshin<br>Oil 4SA 6Cy. 300 × 480 with clutches & sr reverse geared to sc. shaft<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Japan<br>Thw. thrust propeller fwd |
| **TAKOJIMA MARU No. 3**<br>**Hamada Gyogyo K.K.**<br>Suzu, Ishikawa Pref. Japan | **110**<br>—<br>92 | | **1987** K.K. Izutsu Zosensho—Nagasaki (930)<br>41,61 (BB) 8,36 2,652<br>33,00 7,51 3,08<br>1 dk | **M Fishing**<br>Stern-fishing | Daihatsu 6DLM-26FS<br>Oil 4SA 6Cy. 260 × 340<br>1 010bhp (743kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>Controllable pitch propeller |
| **TAKOJIMA MARU No. 7**<br>**Hamada Gyogyo K.K.**<br>Suzu, Ishikawa Pref. Japan<br>SatCom: 1200563/UJKR | **135**<br>—<br>138 | | **1988** K.K. Izutsu Zosensho—Nagasaki (948)<br>46,70 (BB) 8,75 2,801<br>37,10 7,90 3,26<br>1 dk | **M Fishing** | Niigata 6MG28CX<br>Oil 4SA 6Cy. 280 × 350<br>1 170bhp (861kW)<br>Niigata Eng. Co. Ltd. Japan<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **TAKOJIMA MARU No. 11**<br>ex Tenyo Maru No. 5-89<br>**Hamada Gyogyo K.K.**<br>Suzu, Ishikawa Pref. Japan | **260**<br>—<br>420 | | **1984** K.K. Murakami Zosensho—Ishinomaki (1175)<br>48,70 (BB) 3,469<br>41,51 7,90 3,51<br>1 dk | **M Fishing**<br>Side-fishing Seiner .Ref | Hanshin<br>Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Thw. thrust propeller fwd |
| **TAKOJIMA MARU No. 61**<br>**Y.K. Zuikei Gyogyo**<br>Kashima, Shimane Pref. Japan | **168**<br>—<br>206 | | **1971** K.K. Usuki Tekkosho—Usuki (813)<br>37,60 6,41 2,794<br>33,13 6,38 3,05<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TAKOJIMA MARU No. 71**<br>**Takoshima Enyo Gyogyo Seisan Kumiai**<br>Suzu, Ishikawa Pref. Japan | **155**<br>—<br>— | | **1973** K.K. Usuki Tekkosho—Usuki (891)<br>38,41 6,53 3,074<br>34,14 6,51 2,70<br>1 dk | **M Fishing**<br>Mchy.aft | Daihatsu 6PSHTC-26D<br>Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| **TAKOJIMA MARU No. 82**<br>**Hamada Gyogyo K.K.**<br>Suzu, Ishikawa Pref. Japan | **153**<br>—<br>— | | **1978** Kitanihon Zosen K.K.—Hachinohe (138)<br>38,00 2,501<br>34,12 6,80 2,90<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | Daihatsu 6VSHTB-26D<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| **TAKOJIMA MARU No. 83**<br>**Tan Eok Uan**<br>Malaysia | **176**<br>—<br>— | | **1979** Kitanihon Zosen K.K.—Hachinohe (161)<br>38,64 7,50 2,450<br>31,50 6,80 2,80<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Hanshin 6LU26G<br>Oil 4SA 6Cy. 260 × 440<br>1 100bhp (809kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAKORADI**<br>Launched as Seki Roanoke<br>**Sekihyo Line (Panama) S.A.**<br>Panama Panama<br>SatCom: 1330205/TKRD | *19 802*<br>*5 940*<br>14 466 | NK | **1984** Tsuneishi Zosen K.K.—Numakuma (507)<br>165,00 (BB) 27,54 9,002<br>153,02 27,50 17,28<br>2 dks | **M RoRo Cargo**<br>Quarter stern door/ramp (s)<br>L 33,00 W 8,00<br>Clear height 5,80<br>2 Ho ER<br>B.26 756<br>TEU 742 C. 742/20' (40') incl. 50 ref C.<br>2 Ha (stl) (20,6p&s × 7,8) ER<br>Cr 2(40) | Mitsubishi<br>Oil 2SA 7Cy. 600 × 1500<br>12 600bhp (9 268kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 298,5t (d.o.) 1 459,5t (hvf)-35,0pd 17kn |
| **TAKORADI**<br>**Government of The Republic of Ghana (Ports Authority)**<br>Takoradi Ghana | **289**<br>—<br>— | ✠Classed LR until 12/56 | **1956**-9 Philip & Son Ltd.—Dartmouth (1288)<br>34,63 8,92 3,645<br>32,16 8,77 4,27<br>RW rf 152 | **TS Tug** | T 6Cy. (2) 298 (2) 502 & (2) 851 x 533<br>Plenty & Son Ltd. Newbury<br>Fuel (o.f.) |
| **TAKPULL 750**<br>ex Smitbarge I-86<br>**Maasbak B.V.**<br>Smit Tak B.V.<br>Rotterdam Netherlands | *5 689*<br>*1 706*<br>13 980 | ✠**100A1** SS 7/89<br>pontoon with accommodation units<br>extended protected waters service<br>EL S 610,0/40,0<br>FN 3485 | **1985**-4 Austin & Pickersgill Ltd.—Southwick, Sunderland (1430)<br>91,72 30,79 6,168<br>91,45 30,48 7,62<br>1 dk<br>rf nil | **Deck Cargo Pontoon** | Gen 1 × 28kW 240V 50Hz a.c. |
| **TAKREER 3**<br>**Jeddah Oil Refinery Co.**<br>Jeddah Saudi Arabia | **350**<br>—<br>400 | ✠**100A1** SS 8/89<br>pontoon/recovered oil process barge<br>extended protected waters service from Saudi Arabian Red Sea ports and occasional voyages between these ports in reasonable weather<br>EL 70,0/20,0U2<br>FN 421 | **1984**-12 Scheepswerf Ravestein B.V.—Deest (210)<br>35,01 10,01 2,201<br>33,96 9,69 2,70<br>1 dk<br>rf 394 | **Oil-sludge Reclamation Processing** | Gen 2 × 60kW 380V 50Hz a.c. |
| **TAKSUN**<br>ex Sky Horse-88 ex Hai Tien Asia-82<br>**Wonder Shipping Panama S.A.**<br>Panama Panama | **3 510**<br>2 305<br>6 074 | BV (NK) | **1974** Shinhama Dock K.K.—Anan (685)<br>106,28 16,06 6,579<br>98,00 16,01 8,21<br>P 21,1 F 12,2 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 457 B.6 977<br>2 Ha (stl) (26,0 28,6 × 8,3) ER<br>4W Der 2(15) 2(10) | Hanshin 6LU50<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 599,5t (hvf)-12,5pd 12,75kn |
| **TAKTIK**<br>**Dalryba**<br>(Okhotsk)<br>(U.S.S.R.) | **163**<br>39<br>88 | RS | **1973** ..............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (stl) (1,3 × 1,6)<br>Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| **TAKTOW 1**<br>**Smit Tak B.V.**<br>Rotterdam Netherlands | **100**<br>—<br>— | BV | **1981** Scheeps. Damen B.V.—Gorinchem (2710)<br>22,51 6,63 2,701<br>20,40 3,43<br>1 dk | **M Tug** | Oil<br>............. |

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| **5351052**<br>*WI9491*<br>290756<br>Esd Gc Rdr<br>RTm | **TAKU**<br>**State of Alaska (Department of Transportation)**<br>Juneau, Ak United States of America | **2 624**<br>1 494<br>— | AB | **1963** Puget Sound Bridge & D.D. Co.—Seattle, Wa (112)<br>107,30 22,46 4,893<br>95,71 22,41 7,17<br>2 dks<br>rf 1067 | **TM Passenger/RoRo Cargo/Ferry**<br>Stern door<br>OSD 500P | Enterprise<br>2 Vee Oil 4SA each 12Cy. 432 ×<br>sc. shafts<br>8 124bhp (5 976kW)<br>General Metals Corp.<br>Gen 2 × 500kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 485,5t (hvf) |
| **8627414**<br>*JL5348*<br>117279<br>Rt | **TAKUMA MARU No. 3**<br>**Y.K. Takuma Seiso**<br>Takuma, Kagawa Pref. Japan | **117**<br>—<br>— | | **1974** .............Japan<br>... ... ...<br>28,61 5,91 2,49<br>1 dk | **M General Cargo** | Oil |
| **8604424**<br>*JM5520*<br>129359 | **TAKUMI MARU**<br>**K.K. Sanitary**<br>Kagoshima, Kagoshima Pref. Japan | **498**<br>—<br>1 274 | | **1986** K.K. Miura Zosensho—Saiki (763)<br>4,001<br>58,02 10,01 4,50<br>1 dk | **M Tanker**<br>Effluents<br>Mchy.aft<br>L.1 281 | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. |
| **7825203**<br>*JCVO*<br>122617<br>Df Esd Gc<br>Pfd Rdr RTv | **TAKURYO MARU No. 1**<br>**Shimizu Shokai Co. Ltd.**<br>Nagasaki, Nagasaki Pref. Japan | **498**<br>178<br>— | | **1979** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (2015)<br>61,52 4,101<br>54,01 10,01 6,46<br>1 dk | **M Fishing**<br>Side-fishing | Akasaka<br>Oil 4SA 6Cy. 380 × 600<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **7923081**<br>*JK4068*<br>122094<br>Rdr Rt | **TAKUSAN MARU No. 3**<br>**Kyoritsu Kaiun K.K.**<br>Kaminoseki, Yamaguchi Pref. Japan | **199**<br>—<br>520 | | **1979** Maeno Zosen K.K.—Onoda (50)<br>45,10 7,82 3,300<br>41,00 7,80 3,40<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>The Hanshin Diesel Works Ltd. |
| **8608779**<br>*JL5486*<br>129000 | **TAKUSHIN MARU**<br>**Tsutomu Tsuda**<br>Kikuma, Ehime Pref. Japan | **488**<br>—<br>1 150 | | **1986** Kurinoura Dock K.K.—Yawatahama (226)<br>4,201<br>60,03 10,01 4,53<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **7821582**<br>*JL4634*<br>123037<br>Esd Rdr Rt | **TAKUWA MARU**<br>**Uwami Kisen K.K.**<br>Mikame, Ehime Pref. Japan | **495**<br>—<br>1 200 | | **1979** Kurinoura Dock K.K.—Japan (139)<br>4,252<br>55,02 10,01 4,53<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>5 000bhp (3 678kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **8202484**<br>*7JWN*<br>126752<br>Esd Rt<br>AMVER | **TAKUYO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **2 481**<br>—<br>— | | **1983** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (1001)<br>96,02 (BB) 14,23 4,571<br>90,02 14,20 7,32<br>2 dks | **TM Research**<br>Hydrographic Survey | Fuji<br>2 Oil 4SA each 6Cy. 400 × 580<br>5 200bhp (3 825kW)<br>Fuji Diesel Co. Ltd.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **8223804**<br>*3EBC9*<br>21028-YJ<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **TAKUYO**<br>ex Takuyo Maru-91<br>**Kiku Shipping S.A.**<br>Panama Panama | *1 238*<br>*422*<br>1 256 | NK | **1983** Narasaki Zosen K.K.—Muroran (1046)<br>70,77 4,068<br>64,11 11,51 4,09<br>F 6,8 2 dks | **M Refrigerated Cargo**<br>2 Ho ER<br>In.1 477<br>2 Ha (stl) (each 5,0 × 4,0) ER<br>Der 2(3) | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 240kW<br>Fuel 63,0t (d.o.) 405,5t (hvf)-5,5pd |
| **7227463**<br>*JH2355*<br>113643<br>Esd Gc Rdr<br>Rt | **TAKUYO MARU**<br>**Hoyo Kaiun Sangyo K.K. (Hoyo Shipping Co. Ltd.)**<br>Yokohama, Kanagawa Pref. Japan | **3 518**<br>—<br>5 959 | NK | **1972** Nipponkai Heavy Ind. Co. Ltd.—Toyama (165)<br>110,14 15,04 6,757<br>104,02 15,02 8,39<br>P 19,9 F 10,1 1 dk | **M Cement Carrier**<br>2 Ho ER<br>G.5 177 | Daihatsu<br>2 Oil 4SA each 8Cy. 300 × 380<br>2 660bhp (1 957kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 150kW 445V 60Hz a.c.<br>Fuel 29,5t (d.o.) 111,5t (i.f.o.)-10,5pd |
| **7424944**<br>*JRHK*<br>117108<br>Df Esd Gc<br>Pfd Rdr Rt | **TAKUYO MARU No. 1**<br>**K.K. Sun World**<br>Shimizu, Shizuoka Pref. Japan | **298**<br>137<br>— | | **1974** K.K. Goriki Zosensho—Ise (771)<br>8,01 3,175<br>43,79 7,98 3,69<br>1 dk<br>RW | **M Fishing**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **7371587**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **TAKUYO MARU No. 2**<br>**G.K. Samejima Sekiyuten** | **299**<br>138<br>— | | **1973** K.K. Goriki Zosensho—Ise (758)<br>8,03 2,998<br>43,82 8,01 3,69<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **7238802**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **TAKUYO MARU No. 3**<br>ex Kazuei Maru No. 8-78<br>**Abel K. Suzuki**<br>Koror Palau | **291**<br>124<br>380 | | **1972** Tokushima Zosen K.K.—Fukuoka (1082)<br>50,81 8,82 3,099<br>43,19 7,40 3,56<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **6408242**<br>*8KIG*<br>93429<br>Df Gc Rdr<br>Rt | **TAKUYO MARU No. 3**<br>ex Seishin Maru No. 18<br>**Maeda Sogo K.K.**<br>Nagasaki, Nagasaki Pref. Japan | **192**<br>75<br>— | | **1964** K.K. Ichikawa Zosensho—Ise (1227)<br>6,86 2,769<br>33,99 6,84<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 440<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **8315073**<br>*JD2592*<br>125625<br>HK1-859<br>Rdr Rt | **TAKUYO MARU No. 8**<br>**Kaneman Sangyo K.K.**<br>Atsukeshi, Hokkaido Pref. Japan | **127**<br>—<br>— | | **1983** Kidoura Zosen K.K.—Kesennuma (516)<br>35,90 7,35<br>28,71 6,05 2,52<br>1 dk | **M Fishing**<br>10 Ho ER<br>10 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>880bhp (647kW)<br>The Hanshin Diesel Works Ltd. |
| **6401828**<br><br><br>Df Esd Gc<br>Rdr | **TAKUYO MARU No. 38**<br>ex Hinode Maru No. 38<br>**Taisei Trading** | **263**<br>133<br>— | | **1963** Kanasashi Co. Ltd.—Shimizu (537)<br>45,37 7,57<br>40,11 7,50 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 420<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Fuel 151,5t |
| **9045390**<br>*J8DR5*<br>3050 | **TAL**<br>**Olumar Corp.**<br>Gulf Oceanic Shipmanagement (Pte.) Ltd.<br>Kingstown St. Vincent and the Grenadines | *31 643*<br>*17 595*<br>52 630 | NV (Class cont.) | **1991** Okean Shipyard—Nikolayev (178)<br>199,80 31,82 12,330<br>- 31,80 16,95<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>8 Ho 21,7 16,6 15,2 17,9 20,7 16,9 16,7 19,7 ER<br>G.62 900<br>8 Ha (stl) (12,8 × 13,1) (12,8 12,8 12,8 12,8 12,8 12,8 12,8 × 16,8) ER | B&W<br>Oil 4SA 8Cy. 600 × 1950<br>12 915bhp (9 500kW)<br>Bryansk Eng. Works |
| **8328642**<br>*CNDG*<br>8-359<br>Rt | **TALA II**<br>ex Okba-90 ex Soho Maru No. 32-72<br>**Talab S.a.r.l.**<br>Agadir Morocco | **299**<br>155<br>— | KR | **1965** K.K. Usuki Tekkosho—Usuki<br>*37,80*<br>8,01 3,61<br>1 dk | **M Fishing** | Oil<br>1 000bhp (736kW) |

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| **TALA No. 1**<br>ex Dong Won No. 515-82<br>ex Meisho Maru No. 15-71<br>**La Societe Tala S.a.r.l.**<br>Agadir Morocco | **339**<br>134<br>352 | KR | **1967** Uchida Zosen—Ise (699)<br>*42,01* 8,62 3,379<br>42,80 8,59 3,79<br>2 dks<br>RW | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 82kW 230V a.c.<br>11,25kn |
| **TALA No. 16**<br>**Talab S.A.**<br>Kenitra Morocco | **102**<br>50<br>132 | (KR) | **1989** Yong Sung Sb. Co.—Chungmu<br>27,90 - 3,050<br>23,50 7,20 3,20<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Yanmar<br>Oil 4SA 6Cy. 165 × 210<br>441kW (600bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 209,6kW 225V a.c.<br>9,6kn |
| **TALA-3**<br>ex Dae Sung No. 13-89<br>**Inter-Burgo S.A.**<br>Inter-Burgo Fisheries Co. Ltd.<br>Agadir Morocco | **238**<br>81<br>307 | KR | **1987** Chungmu Shipyard Co. Ltd.—Chungmu<br>43,52 3,494<br>36,81 8,51 5,62<br>2 dks | **M Fishing**<br>Stern Trawler<br>In.310<br>Cr 4(2) | Yanmar<br>Oil 4SA 6Cy. 220 × 280<br>736kW (1 001bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 136kW 385V a.c.<br>Fuel (d.o.) 10,4kn |
| **TALA-5**<br>ex Dae Sung No. 15-89<br>**Inter-Burgo S.A.**<br>Inter-Burgo Fisheries Co. Ltd.<br>Agadir Morocco | **238**<br>81<br>307 | KR | **1987** Chungmu Shipyard Co. Ltd.—Chungmu<br>43,52 3,480<br>36,81 8,51 5,62<br>2 dks | **M Fishing**<br>Stern Trawler<br>In.330<br>Cr 4(2) | Yanmar<br>Oil 4SA 6Cy. 220 × 280<br>736kW (1 001bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 136kW 385V a.c.<br>Fuel (d.o.) 10,4kn |
| **TALA-9**<br>**Talab S.A.**<br>Kenitra Morocco | **102**<br>50<br>132 | KR | **1989** Yong Sung Sb. Co.—Chungmu<br>27,90 - 2,964<br>23,50 7,20 3,20<br>1 dk | **M Fishing**<br>Side-fishing | Yanmar<br>Oil 4SA 6Cy. 165 × 210<br>441kW (600bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 209,6kW 225V a.c.<br>9,9kn |
| **TALA-10**<br>**Talab S.A.**<br>Kenitra Morocco | **102**<br>50<br>132 | KR | **1989** Yong Sung Sb. Co.—Chungmu<br>27,90 - 2,976<br>23,50 7,20 3,20<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Yanmar<br>Oil 4SA 6Cy. 165 × 210<br>441kW (600bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 209,6kW 225V a.c.<br>10,1kn |
| **TALA-11**<br>**Talab S.A.**<br>Kenitra Morocco | **102**<br>50<br>132 | KR | **1989** Yong Sung Sb. Co.—Chungmu<br>27,90 - 2,965<br>23,50 7,20 3,20<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Yanmar<br>Oil 4SA 6Cy. 165 × 210<br>441kW (600bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 209,6kW 225V a.c.<br>10kn |
| **TALA-12**<br>**Talab S.A.**<br>Kenitra Morocco | **102**<br>50<br>— | KR | **1989** Yong Sung Sb. Co.—Chungmu<br>27,90 - 3,050<br>23,50 7,20 3,20<br>1 dk | **M Fishing**<br>Side-fishing | Yanmar<br>Oil 4SA 6Cy. 165 × 210<br>441kW (600bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 209,6kW 225V a.c.<br>9,4kn |
| **TALA-15**<br>**Talab S.A.**<br>Kenitra Morocco | **102**<br>50<br>132 | KR | **1989** Yong Sung Sb. Co.—Chungmu<br>27,90 - 3,050<br>23,50 7,20 3,20<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Yanmar<br>Oil 4SA 6Cy. 165 × 210<br>441kW (600bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 209,6kW 225V a.c.<br>9,8kn |
| **TALAAT**<br>ex Meriam-89 ex Sirapil-81<br>ex Havpil-73 ex Bari II-64<br>**Suez for Ships & Maritime Services Co.**<br>Suez Egypt | **1 120**<br>739<br>1 950 | NV | **1962** VEB Schiffswerft "Neptun"—Rostock (572)<br>75,11 11,08 5,187<br>68,31 11,03 6,15<br>P 13,2 F 8,3 1 dk & S dk<br>RW rf 152 | **M General Cargo** OSD/CSD<br>Ice strengthened<br>2 Ho 23,3 20,8 ER<br>G.2 466 B.2 201<br>2 Ha (stl) (each 16,2 × 6,0) ER<br>4W Der 4(5) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>956kW (1 300bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 68kW 380V 50Hz a.c.<br>Fuel 96,5t (d.o.)-4,0pd 11,5kn |
| **TALABOT**<br>ex Barber Perseus-88<br>**Swedish Liners K/B**<br>Transatlantic Ship Management AB<br>Goteborg Sweden<br>SatCom: 1370174/TALA | T.Mk<br>**21 747**<br>11 999<br>32 434 | ✠**100A1** CS 3/89<br>roll on—roll off cargo ship<br>movable decks<br>✠**LMC** **UMS**<br>EL Rt 687,5/84,0U3<br>FN 11101 | **1979**-6 Mitsubishi Heavy Industries Ltd.—Nagasaki (1841)<br>228,51 (BB) 32,31 10,821<br>211,51 32,26 20,22<br>Ba 36,6 3 dks, 4th dk in No. 1 Upr. TwD, movable dk in intermediate TwDs, light cargoes only<br>rf nil | **M RoRo Cargo** 12bth P<br>Angled stern door/ramp<br>Mchy.aft<br>B.62 246 HeCls. B<br>TEU 1778<br>C.Ho 500/20' C.RoRo Dk 583/20' C.Dk 695/20' incl. 120 ref C.<br>Cr 1(40) | Sulzer 9RND90M<br>Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (ex.g) & htr 10kgf/cm$^2$ (9,9bar)<br>rcv 7kgf/cm' (6,9bar)<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>Gen 5 × 1500kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 326,0t (d.o.) 3 906,5t (hvf)-107,5pd 22kn |
| **TALADI**<br>ex Rikke Grenius-83<br>ex Mette Jensen-81 ex Asvig-77<br>ex Skala-74 ex Varmland-69<br>ex Annchen Felter-64<br>ex Eike Knudsen-53<br>**Steve Hoegh Andersen**<br>A. P. Andersen<br>Vordingborg Denmark (DIS) | **285**<br>127<br>508 | BV | **1950** Werft Nobiskrug G.m.b.H.—Rendsburg (538)<br>47,05 8,11 3,048<br>47,00 8,08 4,96<br>1 dk & S dk H5.8m<br>RW rf 51 | **M General Cargo** OSD<br>1 Ho 28,5 ER<br>G.1 047 B.994<br>2 Ha (10,3 11,4 × 5,0) ER<br>2W Der 2(2) | Alpha<br>Oil 2SA 7Cy. 240 × 400<br>500bhp (368kW) NE 62<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 13kW 1 × 5kW 110V d.c.<br>9kn |
| **TALAFI**<br>**Francesco Pignotti**<br>San Benedetto del Tronto Italy | **105**<br>39<br>— | | **1972** Navaltecnica—San Benedetto del Tronto<br>24,52 6,20 3,141<br>20,99 6,18 3,10<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 222 × 292<br>252bhp (185kW)<br>Lister Blackstone Marine Ltd. Dursley |
| **TALAL 6401**<br>ex Tender Commander-91<br>ex Seaforth Commander-86<br>ex Fraser Salvator-78<br>**Offshore Tug Investment S.A.**<br>Panama Panama | T.Mk<br>**534**<br>223<br>—<br>**1 038**<br>379<br>— | NV | **1975** Brooke Marine Ltd.—Lowestoft (411)<br>64,34 14,13 4,700/5,995<br>56,39 13,77 6,86<br>F - 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.aft | Polar F216V-D<br>2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>Nohab Diesel A/B Trollhattan<br>Gen 3 × 160kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 700,0t (d.o.)-26,0pd 14,5kn |
| **TALAN**<br>**Academy of Sciences**<br>(Sankt-Peterburg) (U.S.S.R.) | **166**<br>18<br>36 | RS | **1976** ..............U.S.S.R.<br>33,99 7,09 2,570<br>- - 3,60<br>1 dk | **M Research**<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9kn |
| **TALANA**<br>ex Louisa-83<br>**Puma Shipping Inc.**<br>Societe Anonyme Monegasque d'Administration Maritime et Aerienne (S.A.M.A.M.A.)<br>Monrovia Liberia | **15 903**<br>10 076<br>27 741 | BV | **1977** Koyo Dockyard Co. Ltd.—Mihara (735)<br>175,47 24,85 10,370<br>164,40 24,80 14,48<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.35 983 B.34 545<br>5 Ha (stl) (9,0 17,3 16,8 16,8 17,6 × 12,4) ER | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 500bhp (8 459kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 400kW 440V 60Hz a.c.<br>16,5kn |

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| **5159569**<br>*VCMK*<br>170128<br>RdrRTm | **TALAPUS**<br>ex Imperial Nanaimo-74<br>ex Beeceelite-46<br>**Cloverleaf Shipping Ltd.**<br>Vancouver, B.C. Canada | **413**<br>193<br>457 | ✠Classed LR until 5/49 | **1937**-12 Marine Industrie Ltee.—Sorel, P.Q. (56)<br>38,87 8,28 3,525<br>36,58 8,23 3,81<br>P 12,5 F 5,2 1 dk<br>rf 102 | **M Tanker**<br>8 Ta ER<br>L.(oil) 422<br>HeCls. BC | Fairbanks, Morse<br>Oil 2SA 5Cy. 355 × 430<br>575bhp (423kW)<br>Fairbanks Morse & Co.<br>Gen 2 × 35kW 220V d.c.<br>Fuel 26,5t (d.o.)-2,5pd |
| **7406289**<br>*OBPG*<br>ATP-152<br>Df Esd Gc<br>Pfd Rdr Rt | **TALARA**<br>**Government of The Republic of Peru (Oficina Naviera Comercial - OFINACO)**<br>Callao Peru | *13 811*<br>*12 108*<br>25 244<br>T/cm<br>36,8 | **✠100A1** SS 2/90<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL Ft 577,5/66,0U2<br>FN 6080 | **1978**-1 SIMA Serv. Ind. de la Marina Callao (SIMAC) —Callao (18)<br>171,05 (BB) 25,05 12,570<br>161,78 25,00 12,58<br>P 34,5 F 13,8 1 dk<br>rf 51 Bow/CM 77 Diam. 0,203 | **M Tanker**<br>IGS (LR)<br>22 Ta ER<br>L.(oil) 35 662<br>4 Cargo pumps total 3 600T/hr | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Harland and Wolff Ltd.<br>WTAuxB (o.f.) 17,9kgf/cm$^2$ (17,6bar) 14kgf/cm$^2$ (13,8bar) hs421,0<br>AuxB (o.f.) 14kgf/cm$^2$ (13,8bar)<br>e(ex.g) 14kgf/cm$^2$ (13,8bar)<br>Gen 3 × 632kW 440V 60Hz a.c. |
| **6819702**<br>EsdRTm | **TALARA 1**<br>ex Helland IV-79<br>**Pesquera El Tiburon SCR Ltda.**<br>Huacho Peru | **235**<br>122<br>— | (GL) | **1968** CONASA—Callao (002)<br>31,32 7,68 3,607<br>28,10 7,65 3,99<br>F 5,2 1 dk | **M Fishing**<br>Side Trawler<br>Mchy.fwd<br>2 Ho<br>In.344<br>1W Der 1(1) | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **6819714**<br>EsdRTm | **TALARA 2**<br>ex Helland V-79<br>**Pesquera El Tiburon SCR Ltda.**<br>Huacho Peru | **235**<br>122<br>— | (GL) | **1968** CONASA—Callao (3)<br>31,32 7,68 3,607<br>28,10 7,65 3,84<br>F 5,2 1 dk | **M Fishing**<br>Side Trawler<br>Mchy.fwd<br>In.344 | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 reverse geared to sc. shaft<br>510bhp (375kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7035200** | **TALARA 3**<br>ex Pasa IV-79<br>**Pesquera Talara Tres SCR Ltda.**<br>Chimbote Peru | **195**<br>113<br>— | (BV) | **1969** Maestranza y Astillero Delta S.A.—Callao<br>27,61 7,60<br>3,69<br>1 dk | **Wood M Fishing**<br>2 Ho | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 geared<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **6924026**<br>Esd Rt | **TALARA 5**<br>ex Trisa VIII-79<br>**Pesquera Los Chorrillos SCR Ltda.**<br>Chimbote Peru | **190**<br>116<br>— | | **1968** Maestranza y Astillero Delta S.A.—Callao<br>*27,89* 7,68 3,582<br>7,65 3,97<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7042693** | **TALARA 6**<br>ex Himalaya-79<br>**Pesca Pez SCR Ltda.**<br>Peru | **350**<br>—<br>— | | **1970** Maestranza y Astillero Delta S.A.—Callao (40)<br>... ... ...<br>... ... ...<br>1 dk | **Reinforced Plastic M Fishing** | Caterpillar<br>Oil geared to sc. shaft<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7021637** | **TALARA 8**<br>ex Matarani-79<br>**Pesquera Los 16 Luchadores SCR Ltda.**<br>Chimbote Peru | **195**<br>116<br>— | (BV) | **1969** Maestranza y Astillero Delta S.A.—Callao<br>27,61 7,60<br>3,69<br>1 dk | **Wood M Fishing**<br>2 Ho | General Motors<br>Vee Oil 4SA 16Cy.<br>465bhp (342kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| **7021625** | **TALARA 9**<br>ex Maldonado-79<br>**Pesquera Talara SCR Ltda.**<br>Chimbote Peru | **195**<br>116<br>— | (BV) | **1969** Maestranza y Astillero Delta S.A.—Callao<br>27,61 7,60<br>3,69<br>1 dk | **Wood M Fishing**<br>2 Ho | Caterpillar<br>Vee Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7015896** | **TALARA 10**<br>ex Macavi-79<br>**Pesquera Macocha SCR Ltda.**<br>Chimbote Peru | **195**<br>116 | (BV) | **1969** Maestranza y Astillero Delta S.A.—Callao<br>27,61 7,60<br>3,69<br>1 dk | **Wood M Fishing**<br>2 Ho | General Motors<br>Vee Oil 2SA 16Cy.<br>475bhp (349kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| **8409197** | **TALASEA II**<br>**Devereaux Holdings Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **150**<br>—<br>— | | **1985** Harry Engineering—Fremantle, W.A. (102)<br>18,55 5,90<br>1,76<br>1 dk | **Aluminium Alloy TM Fishing**<br>Sport-fishing | General Motors<br>2 Vee Oil 2SA each 12Cy. 123 × 127 sc. shafts<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel Div. |
| **8409666**<br>Df Esd Gc<br>Pfd Rt | **TALASH**<br>**National Iranian Tanker Co.**<br>Bandar Bushehr Iran | *95*<br>*28*<br>28 | **✠100A1**<br>Persian Gulf coastal service<br>**✠LMC**<br>EL /16,0U2<br>FN 194 | **1985**-1 Sumidagawa Zosen K.K.—Tokyo (N58-33)<br>27,11 5,31 1,250<br>24,52 5,21 2,70<br>1 dk<br>rf - Box K 381 | **TM Patrol Launch**<br>pt higher tensile steel | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 185 reduction geared to sc. shafts<br>2 780bhp (2 045kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 72kW 380V 50Hz a.c. |
| **5351193** | **TALASSA**<br>ex Peppino-54 ex Gianna-51<br>ex Nora-48<br>Saudi Arabia | **324**<br>186<br>— | | **1945** Cant. Nav. Nicola Depangher—Capodistria<br>40,37 8,97 4,255<br>36,20 8,77 4,27<br>1 dk | **Wood M General Cargo** | MWM<br>Oil 4SA 6Cy. 285 × 420<br>350bhp (257kW)<br>Motorenw. Mannheim A.G. |
| **7622936**<br>*UHPZ*<br>0282<br>Df Esd Gc<br>Rdr Rt | **TALAVA**<br>ex Vsevelod Kochetov-91<br>**Latvian Shipping Company**<br>Ventspils Latvia | **18 495**<br>9 128<br>27 480<br>T/cm<br>38,5 | RS | **1977** Kherson Shipyard—Kherson (1903)<br>178,85 (BB) 25,33 10,400<br>165,00 25,30 14,99<br>1 dk<br>Bow/CM 89 Diam. 0,360 | **M Tanker**<br>Ice strengthened Stern disch.<br>4 Ta 6 Wing Ta ER<br>L.(oil) 29 330<br>4 Cargo pumps total 3 000T/hr | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works<br>Fuel (d.o.) 3 704,85t (hvf)-34,3pd |
| **6617582**<br>710278<br>BM 291<br>Df Esd Pfd<br>Rt | **TALAY MENDI**<br>**Intxorta Ltd.**<br>Brixham United Kingdom | **242**<br>136<br>174 | BV | **1966** Ast. de Murueta S.A.—Guernica (75)<br>36,66 6,94 3,480<br>32,01 6,91 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.182<br>2 Ha (each 0,9 × 0,9) ER<br>1W Der 1(4) | Deutz<br>Oil 4SA 8Cy. 270 × 360<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz<br>Fuel 95,0t (d.o.) |
| **6902559**<br>*BLEW*<br>1097<br>Df Esd Gc<br>Rdr RTv | **TALBONG**<br>ex Union Asia-88 ex Frimar-87<br>ex Adriatic Freezer-86 ex Frigo Tiete-80<br>**L & R Lines Co. Ltd.**<br>Kaohsiung China*<br>SatCom: 1350254/BLEW | **4 982**<br>2 844<br>4 322 | (BV) | **1970** Estaleiro Maua S.A.—Rio de Janeiro (21)<br>126,10 15,63 7,030<br>115,45 15,60 8,77<br>P 9,5 B 29,9 2 dks<br>RW | **M Refrigerated Cargo**<br>4 Ho 24,9 15,3 11,9 25,3<br>In.6 394<br>4 Ha (9,7 9,1 5,5 9,7 × 5,0)<br>Cr 4(5) | MAN<br>Oil 2SA 7Cy. 700 × 1200<br>7 700bhp (5 664kW)<br>Mecanica Pesada S.A.<br>Gen 4 × 300kW 440V 60Hz a.c.<br>Fuel 1 382,0t (hvf) |
| **5132298**<br>*LMRX*<br>11765<br>Df Gc Rdr<br>Rt | **TALBOR**<br>ex Globe XI-64<br>**P/R Brodrene Birkeland**<br>Arne Birkeland<br>Bergen Norway | **633**<br>331<br>— | *Classed BC until 11/63 | **1947**-12 Smith's Dock Ltd.—South Bank, Middlesbrough<br>56,98 8,41 4,280<br>49,79 8,39 4,73<br>1 dk<br>BK 191 len 71<br>conv Whaler 64 | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>Der 2(4) | Wichmann<br>Oil 2SA 7Cy. 300 × 450<br>2 100bhp (1 545kW) NE 78<br>A/S Wichmann<br>Fuel 71,0t (d.o.)-4,0pd |
| **5351222**<br>303184<br>Esd Gc Rdr<br>RTv | **TALBOT**<br>**The Alexandra Towing Co. Ltd.**<br>Liverpool United Kingdom | **153**<br>—<br>— | ✠Classed LR until 27/2/81 | **1961**-10 W. J. Yarwood & Sons Ltd.—Northwich (930)<br>29,11 7,78 3,048<br>26,22 7,32 3,59<br>1 dk<br>RW rf 533 BK 178 | **M Tug**<br>Mchy.aft | Alpha<br>Oil 2SA 8Cy. 290 × 490<br>Alpha-Diesel A/S<br>Gen 2 × 35kW 200V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |

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| **TALCAN**<br>**Pesquera Del Estrecho**<br>Valparaiso Chile | **292**<br>87<br>170 | BV | **1989** Polyships S.A.—Vigo (100007)<br>30,00 8,30 3,100<br>26,00 8,00 4,20<br>2 dks | **Reinforced Plastic M Fishing**<br>Side-fishing Long-line Ref<br>In.196 | Caterpillar 3508TA<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>519kW (706bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 80kW 220V a.c.<br>11kn |
| **TALCOR**<br>ex Alcor-91<br>**BOC Norge III AS**<br>Barber International A/S<br>Tonsberg Norway (NIS)<br>SatCom: 1312706/LAMF | *4 095*<br>*2 108*<br>6 209<br>T/cm<br>14,6 | ✠**100A1**<br>general, container and oil<br>(FP 60°C and above)<br>cargoes, or oil and<br>chemical cargoes (caustic<br>soda only) CR(s.stl) in<br>cargo tanks 1, 2, 3 & 4<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL V 495,0/42,0U3<br>FN 2380 | **1991**-1 Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel (947)<br>99,57 (BB) 17,01 6,532<br>93,30 17,00 8,50<br>B 8,3 F 7,8 1 dk<br>rf nil Bow/CM 46 Diam. 0,219 | **M General Cargo/Tanker**<br>Deck-guides<br>DB<br>2 Ho/Ta 1 Ta 2 Ho/Ta ER<br>B.6 876 L.7 203<br>TEU 227<br>C.Ho 120/20'(40') C.Dk 107/20'(40')<br>4 Ha (stl) (each 13,6 × 13,0) ER<br>Cr 2(20)<br>2 Cargo pumps total 1 200T/hr | Normo BRM-8<br>Oil 4SA 8Cy. 320 × 360 with clutches, flexible couplings & sr geared to sc. shaft<br>2 200kW (2 991bhp)<br>BMV Bergen Diesel A/S Bergen<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 1 × 845kW 2 × 342kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 28,31t 93,81t (hvf)-13,8pd 12kn |
| **TALDAN**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **744**<br>209<br>332 | RS | **1983** .............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| **TALEA**<br>ex Helena-86 ex Whitegate-82<br>**Parteenreederei m.s. "Talea"**<br>Hamburg Antigua & Barbuda | **1 599**<br>1 024<br>2 920 | GL<br>✠Classed LR until<br>10/6/83 | **1972**-11 N.V. Schps. Gebr. van Diepen —Waterhuizen (1001)<br>87,46 11,92 5,449<br>79,23 11,90 6,63<br>1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho 29,4 24,3 ER<br>G.3 709 B.3 376<br>2 Ha (stl) (25,2 18,5 × 8,4) ER | MaK 8MU451AK<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 84kW 1 × 30kW 380V 50Hz a.c.<br>Fuel 223,5t (d.o.)-3,5pd 12kn |
| **TALGA**<br>**Adelaide Steamship Industries Pty. Ltd. & The Swan River Shipping Co. Ltd.**<br>Fremantle Tug Operators<br>*Fremantle, W.A.* Australia | **309**<br>—<br>— | ✠**100A1** CS 4/87<br>tug<br>✠**LMC**<br>EL (e) $1\frac{1}{8}$"U1<br>FN 436 | **1971**-5 Adelaide Ship Cons. (a Div. of Adelaide SS Ind. Pty Ltd)—Adl (68)<br>35,79 9,12 4,033<br>32,85 8,95 4,32<br>1 dk<br>rf 737 BK 406 | **M Tug**<br>1 Ho 4,8<br>1 Ha (1,4 × 1,3) | Paxman<br>Vee Oil 4SA 12Cy. 254 × 305<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 2 × 98kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 59,5t (d.o.) 13,75kn |
| **TALHA SABUNCU**<br>**Petrol Ofisi Gemi Isletme Mudurlugu**<br>Istanbul Turkey | **2 156**<br>1 362<br>3 101 | AB | **1974** Taskizak Naval Yard—Istanbul, Turkey (72-2)<br>95,18 12,35 5,487<br>86,11 12,30 6,35<br>P 17,7 F 7,4 1 dk | **M Tanker**<br>Mchy.aft<br>18 Ta | AGO 240G16VS<br>Vee Oil 4SA 16Cy. 240 × 220 reverse reduction geared to sc. shaft<br>2 500bhp (1 839kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.) Mulhouse<br>Gen 1 × 200kW a.c. 2 × 60kW a.c.<br>Fuel 82,5t 11kn |
| **TALHENA**<br>Completed as Alhena<br>**BOC Norge I AS**<br>Barber International A/S<br>Tonsberg Norway (NIS)<br>SatCom: 1312702/LALY | *4 095*<br>*2 108*<br>6 209<br>T/cm<br>14,6 | ✠**100A1**<br>general, container and oil<br>(FP 60°C and above)<br>cargoes, or oil and<br>chemical cargoes (caustic<br>soda only) CR(s.stl) in<br>cargo tanks 1, 2, 3 & 4<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL V 495,0/42,0U3<br>FN 2380 | **1991**-6 Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel (948)<br>99,57 (BB) 17,01 6,532<br>93,30 17,00 8,50<br>B 8,3 F 7,8 1 dk<br>rf nil Bow/CM 46 Diam. 0,219 | **M General Cargo/Tanker**<br>Deck-guides<br>DB<br>2 Ho/Ta 1 Ta 2 Ho/Ta ER<br>B.6 876 L.7 203<br>TEU 227<br>C.Ho 120/20'(40') C.Dk 107/20'(40')<br>4 Ha (stl) (each 13,6 × 13,0) ER<br>Cr 2(20)<br>2 Cargo pumps total 1 200T/hr | Normo BRM-8<br>Oil 4SA 8Cy. 320 × 360 with clutches, flexible couplings & sr geared to sc. shaft<br>2 200kW (2 991bhp)<br>BMV Bergen Diesel A/S Bergen<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 1 × 845kW 2 × 342kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 28,31t 93,81t (hvf)-13,8pd 12kn |
| **TALIA II**<br>ex Sea Coral-85 ex Trader-85<br>ex Texaco Warrior-84 ex Anteriority-75<br>ex Thuntank 6-72<br>**Brenda Shipping Ltd.**<br>Gulf Oceanic Shipmanagement (Pte.) Ltd.<br>Kingstown St. Vincent and the Grenadines | **3 295**<br>2 061<br>5 093 | ✠**100A1** SS 1/89<br>oil tanker<br>Caustic soda or molasses, SG up to 1.5 in No. 1 port & stbd and Nos. 2, 3, 4 & 5 (cr) tanks, SG up to 1.2 in Nos. 2, 3, 4 & 5 STs, SG up to 1.025 for full cargoes loaded homogeneously (cc)<br>Ice Class 2<br>✠**LMC**<br>EL R $1\frac{9}{16}$"U2<br>FN 2018 | **1970**-4 Clelands SB. Co. Ltd.—Wallsend (309)<br>98,30 14,41 6,547<br>93,20 14,33 7,32<br>P 21,4 Trunk 62,2 F 8,9 1 dk<br>rf 127 | **M Tanker**<br>Oil Chemical Molasses<br>14 Ta ER<br>L.5 922 HeCls. BC | Ruston<br>Vee Oil 4SA 12Cy. 318 × 368<br>2 900bhp (2 133kW)<br>English Electric Diesels Ltd. Ruston Eng. Div. Lincoln<br>2 AuxB 10kgf/cm² (9,9bar)<br>Gen 4 × 135kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 299,5t (hvf)-11,0pd 12,75kn |
| **TALIARTE**<br>ex Miguel Primero-81 ex Miguel-72<br>**Excmo Cabildo Insular Gran Canaria**<br>Las Palmas Spain | **268**<br>162<br>— | (BV) | **1965** Ast. Luzuriaga S.A.—Pasajes (93)<br>38,26 7,24 3,690<br>34,27 7,22 3,94<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>2 Ho<br>G.206<br>2 Ha (each 1,2 × 1,2) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 070bhp (787kW)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Controllable pitch propeller<br>Fuel 70,0t (d.o.) 13kn |
| **TALISMAN**<br>**Rederiet Talisman K/S**<br>Mortensen & Lange<br>Kobenhavn Denmark (DIS) | T.Mk<br>**1 599**<br>1 136<br>4 240 | NV | **1975** Svendborg Skibsvaerft A/S—Svendborg (148)<br>94,42 (BB) 15,42 5,741<br>84,99 15,40 8,31<br>F 10,1 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 56,1 ER<br>G.5 490<br>1 Ha (stl) (52,7 × 11,2) ER<br>2W Cr 1(5) Der 2(6) | Alpha 18V23L-VO<br>Vee Oil 4SA 18Cy. 225 × 300<br>2 790bhp (2 052kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 144kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 316,0t (d.o.)-9,0pd 13kn |
| **TALISMAN**<br>**Dalryba**<br>(Okhotsk) (U.S.S.R.) | **233**<br>4<br>91 | RS | **1969** VEB Schiffswerft "Edgar Andre" —Magdeburg (7021)<br>34,73 8,51 2,969<br>30,41 8,21 3,87<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>11kn |
| **TALISMAN**<br>**Southern California Fish Corp.**<br>Los Angeles-Long Beach, Ca United States of America | **103**<br>42<br>— | | **1948** Wm. A. Yost—Eureka, Ca<br>*20,82* 6,10<br>2,62 | **Wood M Fishing** | Oil<br>250bhp (184kW)<br>.............<br>Fuel (d.o.) |
| **TALIWANG**<br>**Government of The Republic of Indonesia**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Jakarta Indonesia | **176**<br>80<br>— | | **1946** N.V. Scheeps. "Vooruitgang"—Foxhol (159)<br>*33,99* 7,01<br>... ... ...<br>1 dk | **M General Cargo**<br>Mchy.aft | De Industrie<br>Oil 4SA 3Cy. 280 × 400<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| **TALIWINE**<br>**Omnium Marocaine de Peche**<br>Agadir Morocco | **323**<br>142<br>405 | BV | **1983** Const. Nav. Santodomingo—Vigo (486)<br>38,31 8,59 4,050<br>35,62 8,50 6,15<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.402 | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 140kW 380V 50Hz a.c.<br>12,25kn |

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| **5351296**<br>*34,14* | **TALKA**<br>ex Ento Maru-47<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **224**<br>91<br>— | | **1908** Kawasaki Dockyard Co. Ltd.—Kobe (302)<br>*34,14* 7,32<br>... ...<br>R | **S Tug** | T 3Cy. 318 508 & 838 x 533<br>Kawasaki Jukogyo |
| **7720025**<br>*TFRP*<br>1534<br>Df Esd Gc<br>Pfd Rdr Rt | **TALKNFIRDINGUR**<br>**Hradfrystihus Talknafjardar H/f**<br>Onundafjordur Iceland | **351**<br>133<br>303 | NV | **1979** Storviks M/V A/S—Kristiansund N. (86)<br>46,46 9,43<br>40,16 9,42 6,51<br>F - 2 dks<br>rf 1600 BK 178 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho ER<br>In.350<br>1 Ha ER | Wichmann<br>Oil 2SA 6Cy. 300 × 450<br>1 800bhp (1 324kW)<br>A/S Wichmann<br>Gen 2 × 192kW 230V 50Hz a.c.<br>Controllable pitch propeller |
| **8023888**<br>*WD6406*<br>640635<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TALLAHASSEE BAY**<br>ex Amoco Tallahassee-86<br>**Coastwise Trading Co. Inc.**<br>Wilmington, De United States of America | **273**<br>185<br>— | AB | **1981** McDermott Shipyard—Morgan City, La (260)<br>5,941<br>39,02 10,98 6,86<br>1 dk<br>rf nil | **M Tug**<br>Pusher | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 25<br>sc. shaft<br>General Motors Corp. Electro-Motive<br>Gen 2 × 210kW<br>Controllable pitch propeller |
| **7126322**<br>*OJCH*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TALLINK**<br>ex Scandinavian Sky-89<br>ex Odysseas Elytis-85<br>ex Mediterranean Sun-82 ex Regina-79<br>ex Svea Regina-78<br>**Palkkiyhtyma Oy**<br>FG-Shipping Oy Ab<br>Helsinki/ Helsingfors Finland | **8 139**<br>4 450<br>1 250 | ✠**100A1** M 3/89-5mos<br>Ice Class 1A<br>✠**LMC**<br>EL Y 2$\frac{1}{16}$"U2<br>FN 3657 | **1972**-5 Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (127)<br>126,93 19,59 5,168<br>115,12 19,51 12,25<br>B 95,4 Upr. B 84,2 3 dks Upper intermediate dk at sides<br>rf 381 | **TM Passenger/RoRo Cargo/Ferry**<br>155cbn 522bth 405dk P<br>Bow & stern doors<br>Lane Length 315 Cargo Width 2,50<br>Clear height 4,20 | Pielstick<br>2 Vee Oil 4SA each 16Cy. 400 × 46<br>sc. shafts<br>16 000bhp (11 769kW)<br>Ch. de l'Atlantique<br>Gen 4 × 600kW 400V 50Hz a.c.<br>2 Thw. thrust propellers fwd<br>Fuel 64,0t (d.o.) 377,0t (hvf)-35,5pd |
| **5346344**<br>*UEVB*<br>M-26107<br>Df Esd Gc<br>Rdr Rt | **TALLINN**<br>ex Svanetiya-65<br>**Young Seamen's Club**<br>(Tallinn) (U.S.S.R.) | **3 290**<br>1 256<br>486 | RS | **1960** "A. Zhdanov" SB. Yard—Leningrad<br>101,50 14,61 3,849<br>94,01 14,56 5,72<br>2 dks | **TM Passenger/General Cargo**<br>70cbn 230bth P<br>Ice strengthened<br>1 Ho<br>B.291<br>1 Ha (3,1 × 4,5)<br>Cr 2(2) | Skoda<br>2 Oil 2SA each 8Cy. 430 × 610<br>4 000bhp (2 942kW)<br>Russkiy-Diesel Works<br>Gen 3 × 200kW 230V d.c. |
| **7730018**<br>*UJAK*<br>RTv | **TALLINNHAVEN**<br>ex Nikolay Vilkov-91<br>**Estonian Shipping Co.**<br>Tallinn Estonia<br>SatCom: 1400566/UJAK | T.Mk<br>**3 987**<br>1 513<br>4 600 | RS | **1977** "A. Zhdanov" SB. Yard—Leningrad (825)<br>139,63 (BB) 19,23 6,620<br>127,39 13,11<br>2 dks | **M RoRo Cargo**<br>Ice strengthened<br>Bow door & ramp<br>L 23,00 W 5,00 SWL 65<br>Cars 500<br>1 Ho 64,0 ER<br>B.11 610<br>TEU 242<br>C.Ho 42/20' (40') C.Dk 77/20' (40')<br>C.RoRo Dk 123/20' (40') | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 728,5t (hvf)-28,5pd |
| **8616441**<br>*SLOK*<br>Rdr Rt | **TALLONA**<br>**Tallona A/B**<br>Sturko Sweden | *165*<br>*49*<br>90 | | **1986** Smogens Plat & Svetsindustri AB—Smogen (39)<br>23,68 7,07<br>19,51 7,00 3,51<br>1 dk | **M Fishing**<br>Stern Trawler | MAN<br>Vee Oil 4SA 12Cy. 125 × 142<br>520bhp (382kW)<br>MAN Nutzfahrzeuge A.G.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **5406479**<br>*H2ZN*<br>Rdr Rt | **TALMONT**<br>ex Lady Elsie-69<br>**Apostolos Bros. Shipping Agencies Ltd.** | **151**<br>—<br>— | (BV)<br>✠Classed LR until 1/70 | **1963**-2 Cook, Welton & Gemmell Ltd.—Beverley (983)<br>28,61 7,52 3,226<br>25,91 7,32 3,81<br>1 dk<br>rf 610 BK 152 | **M Tug** | Ruston<br>Oil 4SA 7Cy. 260 × 368 sr reverse<br>shaft<br>Ruston & Hornsby Ltd.<br>Fuel 20,5t (d.o.) |
| **8821761**<br>*LAMG4*<br>N-01104<br>Df Esd Gc<br>Pfd Rdr RTv | **TALNATI**<br>Completed as Alnati<br>**BOC Norge II AS**<br>Barber International A/S<br>Tonsberg Norway (NIS)<br>SatCom: 1312710/LAMG | *4 095*<br>*2 108*<br>6 209<br>T/cm<br>14,6 | ✠**100A1**<br>general, container and oil (FP 60°C and above) cargoes, or oil and chemical cargoes (caustic soda only) CR(s.stl) in cargo tanks 1, 2, 3 & 4<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL V 495,0/42,0U3<br>FN 2380 | **1991**-6 Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel (949)<br>99,57 17,01 6,532<br>93,30 17,00 8,50<br>B 8,3 F 7,8 1 dk<br>rf nil Bow/CM 46 Diam. 0,219 | **M General Cargo/Tanker**<br>Deck-guides<br>DB<br>2 Ho/Ta 1 Ta 2 Ho/Ta ER<br>B.6 876 L.7 203<br>TEU 227<br>C.Ho 120/20'(40') C.Dk 107/20'(40')<br>4 Ha (stl) (each 13,6 × 13,0) ER<br>Cr 2(20)<br>2 Cargo pumps total 1 200T/hr | Normo<br>Oil 4SA 8Cy. 320 × 360 with clutches<br>couplings & sr geared to sc. shaft<br>2 200kW (2 991bhp)<br>BMV Bergen Diesel A/S<br>TOH (ö.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 1 × 845kW 2 × 342kW 440V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 28,31t 93,81t (hvf)-13,8pd |
| **7811989**<br>*UPGM*<br>M-33486<br>Df Esd Gc<br>Pfd Rdr Rt | **TALNIKI**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**3 540**<br>1 486<br>—<br>**5 467**<br>2 702<br>5 849 | RS | **1980** Stocznia Szczecinska im. A. Warskiego —Szczecin (B432/310)<br>124,06 (BB) 17,02 —/7,320<br>114,03 17,01 9,78<br>P 38,5 F 14,4 2 dks<br>rf 152 DK fwd | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>B.7 143 In.1 110<br>TEU 50<br>C.Ho 36/20' (40') C.Dk 14/20' (40')<br>4 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER (4,5 × 6,5)<br>10W Der 1(40) 8(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd |
| **7426289**<br>*ELKD8*<br>8703<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **TALOFA**<br>ex Sea Breeze-91 ex Bos Venture-91<br>ex Chemical Trader-89 ex Pole Star-87<br>ex Fujinami-83 ex Fuji Andina-80<br>**Moonlight Maritime Co. S.A.**<br>Atlas Maritime Co. S.A.<br>Monrovia Liberia | **4 563**<br>2 979<br>7 636 | (NK) (NV) | **1975** K.K. Taihei Kogyo—Akitsu (314)<br>109,10 16,41 7,836<br>101,99 16,39 9,30<br>P 22,9 F 8,9 1 dk | **M Tanker**<br>Oil Chemical<br>7 Ta 10 Wing Ta ER<br>L.9 437 | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Ltd.)<br>Gen 2 × 280kW 445V 60Hz a.c. |
| **7436624**<br>*UFDF*<br>0284<br>Df Esd Gc<br>Rdr Rt | **TALSI**<br>ex Anton Gubaryev-91<br>**Latvian Shipping Company**<br>Riga Latvia | T.Mk<br>**1 222**<br>427<br>1 283<br>**2 079**<br>918<br>2 180<br>T/cm<br>8,3 | RS | **1974** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin<br>88,75 12,81 4,150/5,200<br>6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,6 17,0 17,0 ER 3 TwD<br>G.3 575 B.3 240<br>TEU 57 C.Ho 38/20' C.Dk 19/20'<br>3 Ha (stl) (7,7 × 8,8) (12,9 12,9 × 10,2) ER<br>9W Der 1(20) 2(10) | Sulzer<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>H. Cegielski<br>Fuel 44,5t (d.o.) 133,5t (hvf)-8,0pd |
| **7737119**<br>*NWOS*<br>Df Esd Gc<br>Pfd Rdr Rt | **TALUGA**<br>**Government of The United States of America (Department of Transportation)**<br>United States of America | **12 155**<br>7 144<br>18 604<br>T/cm<br>29,7 | | **1944** Bethlehem Steel Co. Inc. S.B. Div. —Sparrows Point, Md (4408)<br>168,56 9,824<br>160,03 22,86 11,89<br>P 35,7 B 12,2 F 18,9 1 dk<br>R rf 102 | **TS Tanker**<br>Mchy.aft<br>7 Cargo pumps total 3 484T/hr | 2 S Turb dr geared to sc. shafts<br>13 500shp (9 930kW)<br>Bethlehem Steel Corp.<br>Gen 3 × 400kW |
| **5351375**<br>*PKVK*<br>1149/L<br>Esd Rt | **TALUSI**<br>ex Vrbas-61<br>**P.T. Dharma Sekawan**<br>Jakarta Indonesia | **601**<br>336<br>734 | (KI) | **1953** R.O. Brodogradiliste "3 Maj"—Rijeka (382)<br>54,89 8,97 3,880<br>51,41 8,95 4,30<br>P 16,2 F 4,9 1 dk<br>RW | **M General Cargo**<br>G.1 024 B.933<br>2 Ha (9,6 10,6 × 4,9) ER<br>4W Der 1(5) 4(1,5) | Yanmar<br>Oil 4SA 6Cy. 240 × 290<br>630bhp (463kW) E made80<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 64kW 220V<br>Fuel 37,5t (d.o.) |

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| **TALUSIA**<br>ex Pobyeda Oktyabrya-87<br>**Pecos Navigation Co. Ltd.**<br>Valletta Malta | **10 964**<br>5 623<br>16 540 | RS | **1968** Baltic SB. & Eng. Works—Leningrad<br>162,31 (BB) 21,42 8,911<br>150,02 21,39 11,23<br>1 dk | **M Tanker**<br>Ice strengthened<br>21 Ta ER<br>L.(oil) 20 730 HeCls. BC<br>3 Cargo pumps total 2 250T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski Poznan<br>Gen 3 × 300kW<br>16,25kn |
| **TALYCHA**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | *2 342*<br>*702*<br>901 | RS | **1990** Baltiya Shipyard—Klaypeda<br>85,07 (BB) 13,05 4,041<br>76,97 - 6,50 | **M Fishing**<br>Suction Ref<br>In.1 245 | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 534kW a.c. 1 × 220kW a.c.<br>11,3kn |
| **TAM HAE**<br>**Korea Institute of Energy & Resources**<br>Pohang South Korea | **173**<br>32<br>93 | KR | **1977** Busan SB. & Eng. Co. Ltd.—Busan<br>33,99<br>30,03 6,63 2,77<br>F 19,2 1 dk | **M Research**<br>Geological Survey | General Motors 16V-71-N<br>Vee Oil 2SA 16Cy. 108 × 127<br>205bhp (151kW)<br>Detroit Diesel Eng. Co. Detroit, Mi<br>Gen 2 × 60kW 225V d.c.<br>12,5kn |
| **TAM RA**<br>**Gun Hae Shipping Co. Ltd.**<br>Busan South Korea | **999**<br>506<br>1 659 | KR | **1975** Busan SB. & Eng. Co. Ltd.—Busan<br>69,42 4,620<br>63,00 10,49 5,31<br>P 17,4 F 8,0 1 dk | (127) **M General Cargo**<br>Mchy.aft<br>G.2 129 B.2 000<br>Der 2(5) | Matsui MS28FSC<br>Oil 4SA 6Cy. 280 × 420<br>1 300bhp (956kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Gen 2 × 80kW 220V a.c.<br>13,5kn |
| **TAMA ANDINA**<br>**Seven Seas Shipping S.A.**<br>Chemical Tankers of America Inc.<br>Panama Panama | *4 129*<br>*2 151*<br>6 986 | NK (NV) | **1980** Honda Zosen—Saiki<br>111,56 7,010<br>105,00 16,50 8,50<br>P 25,6 F 11,9 1 dk | (683) **M Tanker**<br>Chemical<br>Mchy.aft<br>L.7 702 | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 275kW 440V 60Hz a.c.<br>13,5kn |
| **TAMA CARIBBEAN**<br>**Seven Seas Shipping S.A.**<br>Chemical Tankers of America Inc.<br>Panama Panama | **3 910**<br>2 613<br>7 003 | NK (NV) | **1980** Honda Zosen—Saiki<br>111,56 7,001<br>105,01 16,51 8,51<br>P 25,6 F 11,9 1 dk | (686) **M Tanker**<br>Chemical<br>Mchy.aft<br>L.7 713 | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 275kW 440V 60Hz a.c.<br>13,5kn |
| **TAMA DREAM**<br>ex Pandang Timor Enam-91<br>**Apo Ocean S.A.**<br>Panama Panama | *6 295*<br>*2 229*<br>6 677 | NK | **1985** Honda Zosen—Saiki<br>108,30 18,04 6,625<br>99,80 18,00 7,05<br>2 dks | (733) **M RoRo Cargo/General Cargo**<br>2 Ho ER<br>G.14 494 B.13 019<br>4 Ha (stl) ER | Mitsubishi 6UEC37L<br>Oil 2SA 6Cy. 370 × 880<br>2 869kW (3 900bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 272kW a.c.<br>12,7kn |
| **TAMA HOPE**<br>**Tama Ocean S.A.**<br>Panama Panama<br>SatCom: 1330150/JBUR | *6 579*<br>*3 615*<br>7 690 | NK | **1986** Nipponkai Heavy Ind. Co. Ltd.—Toyama<br>145,55 (BB) 7,416<br>138,00 18,71 10,52<br>F 40,9 3 dks | (239) **M Refrigerated Cargo**<br>4 Ho ER<br>In.9 937<br>4 Ha (stl) (each 8,3 × 6,0) ER<br>Der 8(5) | B&W 6L50MC<br>Oil 2SA 6Cy. 500 × 1620<br>9 300bhp (6 841kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>18kn |
| **TAMA STAR**<br>**Tama Ocean S.A.**<br>Panama Panama<br>SatCom: 1332213/WEAL | *6 579*<br>*3 615*<br>7 685 | NK | **1987** Nipponkai Heavy Ind. Co. Ltd.—Toyama<br>145,55 (BB) 7,416<br>138,00 18,71 10,52<br>F 40,9 3 dks | (240) **M Refrigerated Cargo**<br>4 Ho ER<br>In.9 911<br>TEU 40<br>C.Ho 16/20' C.Dk 24/20' incl. 24 ref C.<br>4 Ha (stl) (each 8,3 × 6,0) ER<br>Der 8(5) | B&W 6L50MC<br>Oil 2SA 6Cy. 500 × 1620<br>9 300bhp (6 841kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>18kn |
| **TAMADABA**<br>**Placido Gomez Diaz**<br>Vigo Spain | **204**<br>100<br>— | RI (BV) | **1963** Hijos de J. Barreras S.A.—Vigo<br>*29,02* 6,56 3,404<br>6,51 3,76<br>1 dk<br>RW | (1150) **M Fishing**<br>Side Trawler<br>Mchy.aft | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>316kW (430bhp)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 43,0t (d.o.)<br>10,5kn |
| **TAMAFUNE MARU**<br>**Kisen Kaiun K.K.**<br>Namikata, Ehime Pref. Japan | **497**<br>—<br>1 600 | | **1979** Mategata Zosen K.K.—Namikata<br>4,271<br>64,01 11,51 4,40<br>1 dk | (165) **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| **TAMAGAWA**<br>ex Shoun Trident-89<br>**Fontaine Navigation S.A.**<br>Panama Panama<br>SatCom: 1330670/TRID | *7 169*<br>*4 134*<br>12 681 | NK | **1985** K.K. Taihei Kogyo—Akitsu<br>123,30 (BB) 8,788<br>116,00 20,00 11,20<br>P 24,1 F 9,2 1 dk | (1776) **M Tanker**<br>Oil Chemical Molasses<br>19 Ta ER<br>L.14 014 | B&W 7L35MC<br>Oil 2SA 7Cy. 350 × 1050<br>3 501kW (4 760bhp)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 4 × 282kW a.c.<br>13,25kn |
| **TAMAHIME**<br>ex Tamahime Maru-74<br>**Blue Ribbon Shipping S.A.**<br>Sambow Shipping Co. Ltd.<br>Panama Panama | **728**<br>380<br>1 166 | (KR)<br>len 58<br>conv Tanker — | **1954** Mitsubishi Zosen K.K.—Shimonoseki<br>62,72 9,45 4,360<br>59,09 9,40 4,40<br>P 16,8 F 6,8 1 dk | (495) **M General Cargo**<br>G.1 837 B.1 728<br>1 Ha (27,5 × 6,4) ER<br>Der 3(30) | Hanshin<br>Oil 4SA 6Cy. 430 × 620<br>850bhp (625kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 15kW 105V d.c.<br>Fuel 44,5t-3,0pd<br>11,75kn |
| **TAMAKI**<br>**Ports of Auckland Ltd.**<br>Auckland New Zealand | **214**<br>0<br>340 | ✠**100A1** SS 3/89<br>tug<br>✠**LMC**<br>EL $1\frac{13}{16}$"U2<br>FN 334 | **1972**-9 Whangarei Eng. & Cons. Co. Ltd. —Whangarei<br>29,67 8,97 2,934<br>27,44 8,55 3,59<br>1 dk<br>rf 279 | (130) **TM Tug**<br>Fire-fighting | English Electric<br>2 Oil 4SA each 6Cy. 254 × 305 reduction geared to sc. shafts<br>English Electric Co. Ltd. Newton-le-Willows<br>Gen 2 × 60kW 400V 50Hz a.c.<br>2 Directional propellers |
| **TAMAKO**<br>ex Jateri-91 ex Klawit-87<br>ex Fuji Maru No. 15-78<br>ex Akashi Maru-72<br>**P.T. Pejaka**<br>Jakarta Indonesia | **974**<br>549<br>1 904 | KI (NK) | **1969** Nishi Zosen K.K.—Imabari<br>71,48 11,03 4,941<br>65,00 11,00 5,59<br>P 16,5 F 9,2 1 dk<br>RW | (107) **M General Cargo**<br>1 Ho ER<br>G.2 155 B.1 762<br>1 Ha (stl) (44,6 × 6,0) ER<br>2W Der 2(10) | Oil 4SA 6Cy. 370 × 580<br>1 600bhp (1 177kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 28kW 225V a.c.<br>Fuel 153,5t-5,5pd<br>13kn |
| **TAMAMIMA**<br>ex Northman-88 ex Tamathai-87<br>ex Crestbank-86<br>**Tamahine Shipping Ltd.**<br>Seascot Shiptrading Ltd.<br>Hong Kong Hong Kong (British)<br>SatCom: 1477172/VRPT | T.Mk<br>**8 203**<br>4 541<br>18 401<br>**12 237**<br>7 604<br>18 530 | ✠**100A1** SS 7/90<br>✠**LMC**<br>EL D† 550,0/62,0U2<br>FN 5492 | **1978**-4 Sunderland Shipbuilders Ltd.—Pallion, Sunderland<br>161,42 22,99 8,230/9,745<br>152,51 22,90 13,11<br>F 13,5 2 dks<br>rf nil DK fwd | (7) **M General Cargo**<br>5 Ho 19,8 24,3 24,3 20,5 ER 22,8<br>5 TwD<br>G.24 975 B.22 517<br>TEU 253<br>C.Ho 214/20' (40') C.Dk 39/20' (40')<br>7 Ha (10,9 13,5 13,6p&s 13,6p&s × 7,7) ER (13,6 × 7,7)<br>Der 1(60) 1(25) 16(10) | Doxford 67JS4C<br>Oil 2SA 6Cy. 670 × 2140<br>12 000bhp (8 827kW)<br>Doxford Engines Ltd. Sunderland<br>2 AuxB (1 o.f. 1 Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 450kW 1 × 270kW 450V 60Hz a.c.<br>Fuel 257,0t (d.o.) 1 930,0t (hvf)<br>16,25kn |

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| **6901397**<br>*USVQ*<br>M-28042<br>Df Esd Gc<br>Rdr Rt | **TAMAN**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | T.Mk<br>**2 433**<br>872<br>1 460 | RS | **1965** .............U.S.S.R.<br>84,71 14,03 5,701<br>78,06 13,95 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 331<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(5) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **7006613**<br>*EVPF*<br>M-30385<br>Df Esd Gc<br>Pfd Rdr Rt | **TAMAN**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **1 115**<br>426<br>565 | RS | **1970** VEB Mathias-Thesen-Werft—Wismar (153)<br>65,72 11,13 3,620<br>59,82 11,10 5,36<br>2 dks | **M Fishing**<br>Side-fishing Suction Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 150<br>2 Ha (each 2,2 × 2,2) ER<br>Cr 2(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 272kW 1 × 192kW 380V a.c. |
| **5183417**<br>373434<br>Df Esd Rt | **TAMANADO**<br>ex Letten-77 ex Arpe-68 ex Kate-65<br>**Carlton Rabilall**<br>Kingstown St. Vincent and the Grenadines | **232**<br>122<br>305 | (GL) | **1935** J. J. Sietas Schiffs.—Hamburg<br>*37,10* 6,56 2,601<br>6,53 2,72<br>P 8,3 F 4,6 1 dk<br>R len 50 | **M General Cargo**<br>2 Ha | MaK<br>Oil 4SA 4Cy. 330 × 440<br>280bhp (206kW) NE 52<br>Maschinenbau Kiel A.G.<br>Fuel (d.o.) |
| **8206636**<br>*CNKB*<br>8-633 | **TAMANAR**<br>**Omnium Marocaine de Peche**<br>Agadir Morocco | **323**<br>142<br>405 | BV | **1983** Const. Nav. Santodomingo—Vigo (483)<br>38,31 8,59<br>35,62 8,50 4,04<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.402 | Deutz<br>Oil 4SA 8Cy. 220 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 140kW 380V 50Hz a.c. |
| **8727068**<br>M-38485<br>Rdr RTv | **TAMANETS**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Temryuk) (U.S.S.R.) | **104**<br>—<br>58 | RS | **1988** .............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp) |
| **6928553**<br>*ENLD*<br>M-12291<br>Df Esd Rdr Rt | **TAMANGO**<br>**Dalryba**<br>(Vladivostok) (U.S,S.R.) | **699**<br>262<br>332 | RS | **1967** .............U.S.S.R.<br>54,23 9,38 3,699<br>49,99 9,33 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.361<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **5084049**<br>Df Esd Gc<br>Pfd Rdr RTv | **TAMANI**<br>ex Anati II-73 ex Daguite-68<br>**Entreprise de Peche Ivoirienne (E.P.I.)**<br>Abidjan Cote d'Ivoire | **615**<br>290<br>— | (BV) | **1961** At. & Ch. de la Manche—Dieppe (C1159)<br>50,96 8,97 4,014<br>44,81 8,95 4,42<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>In.630<br>4 Ha (each 1,3 × 1,3)<br>2W Der 2(1) 1(0,5) | Sulzer<br>Oil 4SA 6Cy. 290 × 360<br>900bhp (662kW) E made40 fitted61<br>Cie. de Const. Mec. Sulzer (CCM Sulzer)<br>Gen 3 × 72kW 220V 50Hz a.c.<br>Fuel 210,5t (d.o.) |
| **5345986**<br>19 | **TAMANLAR**<br>ex Hizir Kaptan-77 ex Sutluce-75<br>ex Bosphorus No. 63-54<br>**Ihsan Taman ve Ortaklari**<br>Istanbul Turkey | **397**<br>151<br>650 | (GL)<br>✠ | **1909**-12 Soc. des At. & Ch. de France —Dunkerque (69)<br>49,99 8,01 3,490<br>44,30 3,87<br>1 dk<br>R conv Ferry 75 | **M Sand Carrier** | —P Oil 2SA 6Cy. 240 × 360 NE 75<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7364481**<br>*TC3273*<br>4297<br>Df Esd Rdr Rt | **TAMANLAR I**<br>ex Uzunoglu-87<br>**Uzas Shipping & Trading Inc. Co.**<br>Istanbul Turkey | **496**<br>299<br>1 016 | (AB) | **1974** Hami Kaynak Tersanesi—Beykoz (57)<br>59,75 9,02 3,899<br>54,01 9,00 4,25<br>P 11,6 F 6,8 1 dk<br>rf 76 | **M General Cargo**<br>2 Ho each 18,7 ER<br>G.1 076 B.1 019<br>2 Ha (each 12,6 × 4,7) ER<br>Der 4(2) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480 dr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 40kW<br>Fuel 60,0t |
| **8225797**<br>*TACG*<br>5053<br>Esd RTv | **TAMANLAR-II**<br>**Avni Turkmen & Kemal Taman**<br>Istanbul Turkey | **495**<br>298<br>1 050 | | **1982** .............Istanbul<br>60,71 9,63 2,371<br>56,60 9,43 3,64<br>1 dk | **M General Cargo** | Oil<br>660bhp (485kW) |
| **8221935**<br>*JK4368*<br>127226 | **TAMANO MARU**<br>**Tatsumi Butsuryu K.K.**<br>Tamano, Okayama Pref. Japan | **697**<br>—<br>1 609 | | **1982** K.K. Taihei Kogyo—Akitsu (1568)<br>69,53 (BB) 4,680<br>64,01 10,51 5,01<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.911 | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **8821151**<br>*JK4802*<br>129616<br>Rt | **TAMANO MARU**<br>**Eikichi Kaiun K.K. & Nishi Nippon Eisen K.K.**<br>Tamano, Okayama Pref. Japan | **192**<br>—<br>— | | **1989** Kanagawa Zosen—Kobe (321)<br>36,20 2,800<br>32,00 8,80 3,80<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd. |
| **7722449**<br>*JK3910*<br>120372<br>Rdr Rt | **TAMANO MARU**<br>**Toei Kisen K.K.**<br>Tomakomai, Hokkaido Pref. Japan | **156**<br>—<br>— | | **1977** Kanagawa Zosen—Kobe (180)<br>2,601<br>25,51 8,62 3,81<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **8510829**<br>*UVGO*<br>M-43019<br>Df Esd Gc<br>Rdr RTv | **TAMANSKIY**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | *2 669*<br>*801*<br>1 949 | RS | **1987** Brodogradiliste "Split"—Split (349)<br>80,52 15,13 4,201<br>75,42 15,10 5,62<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Ice strengthened Twin side arms<br>Dredging depth 20,0<br>1 Ho ER<br>Hopper 1 300<br>1 Ha ER | Sulzer<br>2 Oil 4SA each 8Cy. 250 × 300 sr geared to sc. shafts<br>2 990bhp (2 199kW)<br>Sour "Jugoturbina"<br>Gen 2 × 800kW 2 × 232kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **8727044**<br>M-41667<br>Esd Rdr RTv | **TAMANSKIY**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | *1 896*<br>*1 014*<br>3 389 | RS | **1985** "Ivan Dimitrov" Shipyard—Rousse<br>77,53 14,34 5,400<br>73,24 6,50<br>1 dk | **M Tanker**<br>Bunkering<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 3 513 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>883kW (1 200bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 150kW a.c. |
| **7710800**<br>*VPGJ*<br>379978<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TAMAPATCHEREE**<br>ex Napier Star-91 ex Lairg-89<br>ex Romney-86 ex Ruddbank-83<br>**Tamapatcheree Shipping Ltd.**<br>Seascot Shiptrading Ltd.<br>Hong Kong Hong Kong (British) | T.Mk<br>**8 243**<br>4 641<br>13 613<br>**12 214**<br>7 730<br>18 501 | ✠**100A1** SS 11/88<br>✠**LMC**<br>EL Dt 550,0/62,0U2<br>FN 5495 | **1979**-6 Sunderland Shipbuilders Ltd.—Deptford, Sunderland (906)<br>161,83 22,97 —/9,951<br>152,58 22,90 13,11<br>P 31,4 F 13,5 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo**<br>5 Ho 19,8 24,3comb. 24,3 20,5 ER 22,7 6 TwD<br>G.26 883 B.24 289<br>TEU 372<br>C.Ho 238/20'(40') C.Dk 134/20'(40')<br>7 Ha (stl) (10,5 13,5 13,5p&s 13,5p&s × 7,7) ER (13,5 × 7,4)<br>Der 1(60) 1(35) 5(22) 1(10) | Doxford<br>Oil 2SA 4Cy. 760 × 2184<br>12 000bhp (8 827kW)<br>Doxford Engines Ltd.<br>2 AuxB (1 Comp 1 o.f.) 7kgf/cm² (6.9bar)<br>Gen 3 × 470kW 1 × 270kW 445V 60Hz a.c.<br>Fuel 254,0t (d.o.) 1 906,0t (hvf)-40,5td |

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| **TAMAR**<br>ex Arrow Precious-90 ex Precious-87<br>**Calremont Shipping Co. S.A.**<br>Marifran Internacional S.A.<br>Panama Panama<br>SatCom: 1333342/TAMA | **30 262**<br>23 166<br>65 420<br>T/cm<br>63,5 | BV (AB)<br>Classed LR until 2/90 | **1981** Hyundai Heavy Industries Co. Ltd.—Ulsan (147)<br>224,42 (BB) 32,26 13,093<br>215,02 32,21 18,01<br>F 19,6 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.74 926 HeCls. B<br>7 Ha (stl) (each 16,0 × 13,1) ER | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>9 268kW (12 600bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 510kW 450V 60Hz a.c.<br>Fuel 189,0t (d.o.) 3 221,0t (hvf)-47,0pd 14,5kn |
| **TAMAR**<br>ex Anakliya-91<br>**Tamar Shipping Co. Ltd.**<br>Anglo-Georgian Shipping<br>Valletta Malta | **3 468**<br>1 607<br>4 762 | RS | **1968** Rauma-Repola Oy—Rauma/Raumo (171)<br>106,15 15,42 6,739<br>97,01 15,40 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 904 HeCls. BC<br>1 Ha (stl) (2,2 × 3,2) ER<br>1W Der 1(2) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 40,5t (d.o.) 260,5t (hvf)-12,0pd 14kn |
| **TAMAR**<br>**Tamar Inc.**<br>Tacoma, Wa United States of America | **129**<br>116<br>— | | **1979** ............Chula Vista, Ca<br>*23,11* 7,32<br>2,24<br>1 dk | **M Fishing** | Oil<br>470bhp (346kW)<br>U.S.A. |
| **TAMAR SONG**<br>ex Iver Champion-91<br>ex Anco Champion-83<br>ex Post Champion-79<br>**K/S Sangstad**<br>A. F. Klaveness & Co. A/S<br>Oslo Norway (NIS)<br>SatCom: 1311440 | **15 380**<br>8 710<br>25 300<br>T/cm<br>35,8 | NV<br>✠Classed LR until 5/10/85 | **1973**-6 A/S Horten Verft—Horten (177)<br>165,08 (BB) 25,05 9,938<br>157,82 25,00 13,01<br>P 33,9 F 16,5 1 dk<br>rf 76 Bow/CM 85 Diam. 0,200 MH 1,8 | **M Tanker**<br>Chemical<br>4 Ta (s.stl) cs 6 DB<br>11 Ta 26 Wing Ta 4 Topside Ta ER<br>L.29 246 HeCls. BC<br>31 Cargo pumps total 5 740T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>A/S Horten Verft Horten<br>Gen 3 × 448kW 450V 60Hz a.c.<br>Fuel 170,5t (d.o.) 1 709,0t (hvf)-42,5pd 15,5kn |
| **TAMAR SUMMER**<br>ex Iver Chaser-91 ex Anco Chaser-83<br>ex Post Chaser-79<br>**K/S Sommerstad**<br>A. F. Klaveness & Co. A/S<br>Oslo Norway (NIS)<br>SatCom: 1311423/LAFH | *15 380*<br>*8 710*<br>25 300<br>T/cm<br>35,8 | NV<br>✠Classed LR until 1/5/87 | **1973**-12 A/S Horten Verft—Horten (179)<br>165,08 (BB) 25,05 9,938<br>157,82 25,00 13,01<br>P 33,9 F 16,5 1 dk<br>rf 76 Bow/CM 85 Diam. 0,200 MH 1,8 | **M Tanker**<br>Chemical<br>4 Ta (s.stl) cs 6 DB<br>11 Ta 26 Wing Ta 4 Topside Ta ER<br>L.29 246 HeCls. BC<br>31 Cargo pumps total 5 740T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>A/S Horten Verft Horten<br>Gen 3 × 448kW 450V 60Hz a.c.<br>15,5kn |
| **TAMARA**<br>ex Simon Gas-87 ex Permian Gas-83<br>ex Global Gas-77 ex Cap d'Antibes-75<br>**Ocean Liquid Gas Shipping & Trading Co. S.A.**<br>Naftomar Shipping & Trading Co. Ltd.<br>Panama Panama<br>SatCom: 1332521/TAMR | **6 463**<br>3 741<br>8 205<br>T/cm<br>19,1 | BV | **1968** At. & Ch. de Bretagne—Nantes (115)<br>123,88 19,72 7,984<br>116,82 19,69 9,71<br>1 dk<br>Bow/CM 61 Diam. 0,203 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>6 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 8 887<br>6 Cargo pumps total 600T/hr | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 246,0t (d.o.) 940,0t (hvf)-18,0pd 16kn |
| **TAMARA**<br>ex Yamal-91<br>Unimar S.A.<br>San Lorenzo Honduras | **2 666**<br>1 234<br>6 459 | RS | **1967** "A. Zhdanov" SB. Yard—Leningrad<br>121,95 16,74 7,090<br>113,01 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 870 B.7 300<br>4 Ha (stl) (10,9 × 8,0) (13,1 13,1 × 9,5) ER (13,1 × 9,5)<br>Cr 4(5) | B&W 9-50VTBF-110<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 330,0t (hvf) 14,5kn |
| **TAMARA I**<br>ex Cleopatra Star-90 ex Suzymar-85<br>ex Sultana I-84 ex Saint William-84<br>**Samar Wasfi Al Masri**<br>San Lorenzo Honduras | **399**<br>219<br>1 097 | (HR)<br>✠Classed LR until 2/84 | **1967**-7 Scott & Sons (Bowling) Ltd.—Bowling (435)<br>62,24 9,73 3,899<br>58,12 9,61 3,97<br>P 13,2 RQD 22,9 F 8,3 1 dk<br>rf 76 | **M General Cargo**<br>2 Ho 18,0 20,6 ER<br>G.1 671 B.1 600<br>2 Ha (stl) (13,4 × 6,5) (14,4 × 6,7) ER<br>2W Der 2(3) | Pielstick<br>Oil 4SA 8Cy. 185 × 210<br>1 056bhp (777kW)<br>Ch. de l'Atlantique St Nazaire<br>Gen 3 × 30kW 220V d.c.<br>Fuel 38,0t (d.o.) 12kn |
| **TAMARAH SUE**<br>**Tamarah Sue Inc.**<br>Mobile, Al United States of America | **101**<br>68<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>20,25 6,23<br>2,75<br>1 dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | Caterpillar 3408T<br>Vee Oil 4SA 8Cy. 137 × 152<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TAMARAN**<br>**Compania Canaria de Remolques S.A.**<br>Las Palmas Spain | **496**<br>146<br>— | **✠100A1** M 7/90-3mos<br>tug<br>**✠LMC**<br>EL (g)<br>FN 541 | **1964**-12 Hijos de J. Barreras S.A.—Vigo (1180)<br>41,76 9,89<br>38,10 9,45 4,73<br>F 12,2 1 dk | **M Tug**<br>Fire-fighting | Mirrlees<br>2 Oil 4SA each 8Cy. 248 × 318 with flexible couplings & reverse reduction gear to sc. shaft<br>Mirrlees National Ltd. Stockport<br>Controllable pitch propeller<br>11,75kn |
| **TAMARAW HOPE**<br>ex Tropical Queen-85 ex Pakarti Dua-83<br>ex White Luna-76<br>ex Harukawa Maru-75<br>Panama Panama | **3 840**<br>2 414<br>6 195 | (NK) | **1968** Shikoku Dockyard Co. Ltd.—Takamatsu (725)<br>110,01 16,01 6,638<br>101,50 15,98 8,11<br>P 24,4 F 9,8 1 dk, pt 2nd dk<br>RW | **M General Cargo**<br>3 Ho 18,5 32,1 21,0 ER<br>G.8 060 B.7 756<br>3 Ha (stl) (11,4 × 7,0) (24,7 × 8,5) (12,7 × 8,0) ER<br>12W Der 1(15) 3(10) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 120kW 445V 60Hz a.c.<br>Fuel 523,5t (hvf)-13,0pd 13kn |
| **TAMARII EIMO**<br>ex Moorea Ferry-87 ex Tosa-80<br>**Societe Nerii**<br>Tahiti French Polynesia | **480**<br>273<br>— | (BV) | **1968** Nakamura Zosen Tekkosho—Matsue<br>43,69 2,771<br>40,01 11,37 3,61<br>1 dk | **TM RoRo Cargo/Ferry**<br>300P | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>1 700bhp (1 250kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>13,5kn |
| **TAMARII MOOREA II**<br>ex Sachishio-84 ex Marugame Maru<br>**Leprado Valere S.a.r.l.**<br>Papeete French Polynesia | **365**<br>112<br>156 | (BV) | **1968** Nakamura Zosen Tekkosho—Matsue (250)<br>40,06 2,650<br>35,01 10,41 3,41<br>1 dk | **TM RoRo Cargo/Ferry**<br>412P | Daihatsu<br>2 Oil<br>900bhp (662kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>10kn |
| **TAMARII MOOREA II B**<br>ex Ferry Kumejima-87<br>**Leprado Valere S.a.r.l.**<br>Papeete French Polynesia | **999**<br>386<br>203 | BV | **1974** K.K. Usuki Tekkosho—Usuki (912)<br>69,70 13,64 3,252<br>65,38 13,62 4,50<br>2 dks | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P | Niigata 6L31EZ<br>2 Oil 4SA each 6Cy. 310 × 380<br>4 400bhp (3 236kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **TAMARII MOOREA VIII**<br>ex Kurihama Maru-86<br>**Leprado Valere S.a.r.l.**<br>Papeete French Polynesia | **1 017**<br>367<br>459 | BV | **1977** Shimoda Dockyard Co. Ltd.—Shimoda (277)<br>67,37 13,82 3,314<br>64,01 13,81 4,63 | **TM RoRo Cargo/Ferry**<br>675dk P<br>Bow door/ramp | Niigata 6M31X<br>2 Oil 4SA each 6Cy. 310 × 460<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd. Niigata<br>13,25kn |
| **TAMARII TUAMOTU II**<br>ex Keld Staerke-81<br>**Marcelle Vonken**<br>Papeete French Polynesia | **499**<br>319<br>856 | BV | **1967** H. C. Christensens Staalskibsv. af 1949 —Marstal (91)<br>65,26 9,81 3,531<br>57,10 9,76 3,61<br>1 dk<br>lén 68 | **M General Cargo**<br>2 Ho ER<br>G.1 888 B.1 665<br>3 Ha (8,5 × 4,9) (8,2 8,2 × 5,3) ER<br>3W Der 3(3) | Alpha<br>Oil 2SA 8Cy. 240 × 400<br>680bhp (500kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 55,0t (d.o.)-3,0pd 10,5kn |
| **TAMARIKI MARU No. 8**<br>**Yoshinori Murakami**<br>Hakata, Ehime Pref. Japan | **499**<br>—<br>1 183 | | **1979** Imamura Zosen—Kure (256)<br>58,91 10,04 4,223<br>54,01 10,00 4,50<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka DM28AR<br>Oil 4SA 6Cy. 280 × 460 geared to sc. shaft<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |

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| 8130112<br>*JK4394*<br>125859<br>Df Esd Gc<br>Rdr Rt | **TAMARIKI MARU No. 31**<br>**Gyokuryoku Kisen**<br>Kawajiri, Japan<br>Hiroshima Pref. | **998**<br>—<br>2 320 | | **1982** K.K. Matsuura Zosensho—Kinoe (300)<br>79,28 (BB) 4,985<br>74,02 12,01 5,52<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| 7902910<br>*JL4622*<br>122999<br>Esd Gc Rdr<br>Rt | **TAMARIKI MARU No. 33**<br>ex Genei Maru-90<br>**Tamariki Kisen K.K.**<br>Kawajiri, Japan<br>Hiroshima Pref. | **498**<br>—<br>1 337 | | **1979** Higaki Zosen K.K.—Imabari (218)<br>4,201<br>60,03 10,51 6,33<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Makita Diesel Co. Ltd. |
| 7214052<br>*C6HC7*<br>715379<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **TAMARIN**<br>ex Tafita-88 ex Ville de Genes-87<br>**Societe Bourbonnaise de Navigation S.A.**<br>Nassau Bahamas | T.Mk<br>**8 085**<br>3 846<br>10 609<br>**12 602**<br>6 641<br>16 265 | BV | **1972** Ch. Nav. de La Ciotat—La Ciotat (289)<br>171,20 23,80 8,433/9,707<br>158,02 12,50<br>P & B 57,0 F 31,7 3 dks<br>rf 102 | **M General Cargo**<br>Ref<br>5 Ho 16,8 20,1 21,6 22,4 19,9 ER<br>5 TwD<br>B.21 225 In.504<br>TEU 208<br>C.Ho 88/20' (40') C.Dk 120/20' (40')<br>incl. 50 ref C.<br>9 Ha (stl) (8,3 × 5,5) (13,1 × 12,7) (13,2p&s 13,2p&s 13,2p&s × 7,9) (4,9 × 7,0) ER<br>10W Cr 5(5) Der 1(200) 4(20) 4(13) 2(5) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Cie. de Const. Mec. Sulzer (CCM Sulzer<br>Gen 3 × 505kW 400V 50Hz a.c.<br>Fuel 234,5t (d.o.) 1 521,0t (hvf)-45,0pd |
| 5351521<br>*PZAM*<br><br>Rt | **TAMARIN**<br>**Suriname Transport Co. N.V.**<br>Paramaribo Surinam | **181**<br>84<br>— | AB | **1953** Gulfport SB. Co.—Port Arthur, Tx (411)<br>7,68 3,547<br>29,47 7,65 3,94<br>1 dk<br>BK 76 | **M Tug** | General Motors<br>Oil 2SA 16Cy. 222 × 267 with clutches<br>geared to sc. shaft<br>General Motors Corp.<br>Gen 2 × 30kW<br>Fuel 40,5t |
| 7227748<br>*EEYU*<br><br>Df Esd Rdr<br>Rt | **TAMARIT**<br>**Cooperativa del Mar Stella Maris**<br>Gijon Spain | **283**<br>125<br>— | BV | **1972** Ast. Gondan—Puerto de Figueras (81)<br>37,50 7,52 3,601<br>35,01 7,50 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.260 | Duvant<br>Oil 4SA 6Cy. 315 × 480<br>662kW (900bhp)<br>Carmelo Unanue<br>Gen 2 × 104kW<br>Fuel 103,5t (d.o.) |
| 7609128<br>*LAJP2*<br>N-00343<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TAMARITA**<br>ex Mosriver-82<br>**K/S Tamarita**<br>Ugland Bulk Carriers A/S<br>Grimstad Norway (NIS)<br>SatCom: 1310271/LAJP | **16 517**<br>10 907<br>29 168<br>T/cm<br>39,3 | NV (AB) | **1976** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1033)<br>169,98 (BB) 26,42 10,262<br>160,00 26,37 14,41<br>F 18,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 22,7 27,5 19,5 27,5 20,8 ER<br>G.37 022 B.34 683 HeCls. B<br>5 Ha (stl) (14,0 × 11,2) (17,0 12,3 17,0 13,2 × 12,8) ER<br>Cr 4(15) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 170,5t (d.o.) 2 743,5t (hvf)-38,5pd |
| 7303047<br>*IQJN*<br>58<br>Esd Rdr Rt | **TAMARIX**<br>ex Tulipano-82 ex Mazarpesca Quarto<br>**Cooperativa Mazarpesca**<br>Mazara del Vallo Italy | **199**<br>90<br>— | | **1973** Cant. Nav. M. Morini & C.—Ancona (134)<br>32,72 7,01<br>25,00 3,66<br>1 dk | **M Fishing**<br>Side-fishing Ref | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz |
| 7937082<br>*JG3397*<br>119280<br>Df Esd Pfd<br>Rdr Rt | **TAMARYO MARU No. 8**<br>ex Yama Maru No. 6-89<br>**Tadao Aoyama**<br>Kashima, Japan<br>Shimane Pref. | **124**<br>—<br>— | | **1977** Nichiro Zosen—Ishinomaki (381)<br>37,11 (BB)<br>31,20 6,20 2,60<br>1 dk | **M Fishing**<br>Purse<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 240 × 290<br>820bhp (603kW)<br>Yanmar Diesel Engine Co. Ltd. |
| 8624852<br>*JM4117*<br>120827<br>Gc Rdr Rt | **TAMASHIMA**<br>**Ryukyu Kaiun Kaisha ("The Ryukyu Line")**<br>Naha, Japan<br>Okinawa Pref. | **679**<br>—<br>2 056 | | **1984** Yamanaka Zosen K.K.—Namikata<br>74,99 4,771<br>69,02 12,50 6,71<br>1 dk | **M General Cargo**<br>G.2 706 B.2 618<br>1 Ha (stl) (35,9 × 9,2)<br>1W Der 2(10) | Akasaka<br>Oil<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| 9016193<br>*JK5026*<br>131760<br>Rt | **TAMASHIMA MARU**<br>**Naigai Unyu K.K.**<br>Kure, Japan<br>Hiroshima Pref. | **187**<br>—<br>— | | **1990** Kanagawa Zosen—Kobe (352)<br>35,00<br>31,00 8,60 3,60 | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 260 × 330<br>Yanmar Diesel Engine Co. Ltd. |
| 8129802<br>*JH2840*<br>125654 | **TAMASHIO**<br>**Green Kaiji K.K.**<br>Nagoya, Japan<br>Aichi Pref. | **199**<br>—<br>— | | **1982** Fujishin SB. Co.—Kamo (372)<br>28,38 8,79 2,701<br>27,01 3,61<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| 7852036 | **TAMATAKA MARU No. 32**<br>**SKT Shipping Corp.**<br>Zamboanga Philippines | **493**<br>219<br>— | | **1969** Sanuki Zosen Tekkosho K.K.—Takuma<br>51,01 2,301<br>47,00 11,41 3,51<br>1 dk | **TM RoRo Cargo/Ferry** | Makita<br>480P 2 Oil<br>2 000bhp (1 471kW)<br>Makita Diesel Co. Ltd. |
| 7714789<br>*JL4522*<br>118920<br>Gc Rdr Rt | **TAMATAKA MARU No. 71**<br>**Sanoyasu Shoji K.K.**<br>Osaka, Japan<br>Osaka Pref. | **631**<br>—<br>50 | | **1977** Sanuki Zosen Tekkosho K.K.—Takuma (877)<br>... ... ...<br>55,02 11,02 3,51<br>RW | **TM Ferry** | Makita<br>2 Oil 4SA each 6Cy. 300 × 480<br>2 600bhp (1 912kW)<br>Makita Diesel Co. Ltd. |
| 8217582<br>*JL5023*<br>126402 | **TAMATAKA MARU No. 78**<br>**Shikoku Ferry K.K.**<br>Takamatsu, Japan<br>Kagawa Pref. | **680**<br>—<br>150 | | **1982** Sanuki Zosen Tekkosho K.K.—Takuma (1113)<br>59,90 2,501<br>55,02 11,02 3,51<br>1 dk | **TM RoRo Cargo/Ferry**<br>Trailers 22 | Makita<br>480dk P 2 Oil 4SA each 6Cy. 300 × 480 st<br>shafts<br>2 000bhp (1 471kW)<br>Makita Diesel Co. Ltd. |
| 8815528<br>*JL5760*<br>130616<br>Rt | **TAMATAKA MARU No. 81**<br>**Shikoku Ferry K.K.**<br>Takamatsu, Japan<br>Kagawa Pref. | **698**<br>—<br>350 | | **1988** Sanuki Zosen Tekkosho K.K.—Takuma (1201)<br>71,83 (BB) 2,700<br>66,55 14,30 3,70 | **TM RoRo Cargo/Ferry**<br>Mchy.aft | Makita<br>480dk P 2 Oil 4SA each 6Cy. 300 × 480<br>956kW (1 300bhp)<br>Makita Diesel Co. Ltd. |
| 8904939<br>*JL5809*<br>131417<br>Rt | **TAMATAKA MARU No. 82**<br>**Shikoku Ferry K.K.**<br>Takamatsu, Japan<br>Kagawa Pref. | **699**<br>—<br>350 | | **1989** Sanuki Zosen Tekkosho K.K.—Takuma (1206)<br>71,83 2,700<br>66,55 14,30 3,70 | **TM RoRo Cargo/Ferry**<br>Cars 55 | Makita<br>300dk P 2 Oil 4SA each 6Cy. 300 × 480<br>1 912kW (2 599bhp)<br>Makita Diesel Co. Ltd. |
| 9009968<br>*JL5822*<br>131480<br>Rt | **TAMATAKA MARU No. 85**<br>**Shikoku Ferry K.K.**<br>Takamatsu, Japan<br>Kagawa Pref. | **698**<br>—<br>350 | | **1990** Sanuki Zosen Tekkosho K.K.—Takuma (1217)<br>71,83 (BB) 2,700<br>66,55 14,30 3,70 | **TM RoRo Cargo/Ferry**<br>Mchy.aft | Makita<br>300dk P 2 Oil 4SA each 6Cy. 300 × 480<br>1 912kW (2 599bhp)<br>Makita Diesel Co. Ltd. |

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| **TAMATHAI**<br>ex Eastman-89 ex Tenchbank-87<br>ex Als Strength-86 ex Tenchbank-86<br>**Tamahine Shipping (Hong Kong) Ltd.**<br>Seascot Shiptrading Ltd.<br>Hong Kong Hong Kong (British)<br>SatCom: 1477335 | T.Mk<br>**8 243**<br>4 640<br>13 612<br>**12 213**<br>7 729<br>18 500 | ✠**100A1** SS 11/89<br>✠**LMC**<br>EL D† 550,0/62,0U2<br>FN 5495 | **1979-11** Sunderland Shipbuilders Ltd.—Pallion, Sunderland (12)<br>161,83 22,97 —/9,929<br>152,58 22,90 13,11<br>P 31,4 F 13,5 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo**<br>5 Ho 19,8 24,3comb. 24,3 20,5 ER 22,7 6 TwD<br>G.26 883 B.24 289<br>TEU 372<br>C.Ho 238/20'(40') C.Dk 134/20'(40')<br>7 Ha (stl) (10,5 13,5 13,5p&s 13,5p&s × 7,7) ER (13,5 × 7,4)<br>Der 1(60) 1(35) 5(22) 1(10) | Doxford 76JS6C<br>Oil 2SA 4Cy. 760 × 2180<br>12 000bhp (8 827kW)<br>Doxford Engines Ltd. Sunderland<br>2 AuxB (1 o.f. 1 Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 470kW 1 × 270kW 445V 60Hz a.c.<br>Fuel 254,0t (d.o.) 1 906,0t (hvf)-40,5pd 16,5kn |
| **TAMAYOSHI MARU No. 5**<br>ex Myojin Maru No. 51-90<br>**Wako Kensetsu K.K.**<br>Takehara, Hiroshima Pref. Japan | **499**<br>—<br>1 377 | | **1988** Shin Kurushima Dockyard Co. Ltd.—Akitsu (2556)<br>65,74 (BB) 4,350<br>62,21 13,21 7,24<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.1 530<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 550 reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Thw. thrust Contr. pitch propeller fwd |
| **TAMAYOSHI MARU No. 8**<br>**Ueno Kaiun Y.K.**<br>Naoshima, Kagawa Pref. Japan | **423**<br>—<br>698 | | **1986** K.K. Saidaiji Zosensho—Okayama<br>48,20 10,00 3,670<br>44,80 9,98 3,75<br>1 dk | **M Sand Carrier** | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440<br>662kW (900bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAMAYOSHI MARU No. 11**<br>**Kunihiro Oishi**<br>Ieshima, Hyogo Pref. Japan | **198**<br>—<br>— | | **1987** Takebe Zosen—Takamatsu<br>... ... ...<br>45,00 9,50 5,50<br>1 dk | **M General Cargo** | Oil<br>Japan |
| **TAMAYOSHI MARU No. 12**<br>**Y.K. Sanwa Kaiun**<br>Ieshima, Hyogo Pref. Japan | **4 425**<br>—<br>5 829 | | **1989** Imamura Zosen—Kure (345)<br>97,90 (BB) 17,52 6,730<br>89,90 17,50 10,20<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Niigata 6M38HFT<br>Oil 4SA 6Cy. 380 × 700 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>1 471kW (2 000bhp)<br>Niigata Eng. Co. Ltd. Ota<br>Thw. thrust Contr. pitch propeller fwd |
| **TAMAYOSHI MARU No. 12**<br>**Y.K. Yamaichi Kaiun**<br>Ieshima, Hyogo Pref. Japan | **436**<br>—<br>700 | | **1986** K.K. Matsuura Zosensho—Kinoe (332)<br>51,06 (BB) 12,02 3,426<br>46,00 3,51<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.523<br>1 Ha (stl) ER | Niigata 6M28BGT<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Thw. thrust propeller fwd |
| **TAMAYOSHI MARU No. 13**<br>**Tadayoshi Nakaue**<br>Japan | **698**<br>—<br>3 120 | | **1991** Ishii Zosen—Chiba (275)<br>5,520<br>63,00 14,80 8,95 | **M Sand Carrier** | Niigata 6M34AFT<br>Oil 4SA 6Cy. 340 × 620 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Thw. thrust propeller fwd |
| **TAMAYOSHI MARU No. 13**<br>**Y.K. Yamaichi Kaiun**<br>Ieshima, Hyogo Pref. Japan | **199**<br>—<br>650 | | **1987** Hamamoto Zosensho K.K.—Tokushima (678)<br>49,89 (BB) 3,252<br>45,01 10,61 5,41<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Niigata 6M28BGT<br>Oil 4SA 6Cy. 280 × 480<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Thw. thrust propeller fwd |
| **TAMAYOSHI MARU No. 15**<br>**Wako Kensetsu K.K.**<br>Takehara, Hiroshima Pref. Japan | **499**<br>—<br>1 455 | | **1987** Kochi Jyuko K.K.—Kochi (1986)<br>65,74 (BB) 4,871<br>60,03 13,21 7,27<br>2 dks | **M Sand Carrier**<br>Mchy.aft<br>B.839 | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAMAYOSHI MARU No. 16**<br>**Nam Yang Navigation Corp.** | **498**<br>304<br>— | | **1973** Tokushima Zosen Sangyo K.K. —Komatsujima (362)<br>13,03 3,607<br>70,01 13,01 3,71<br>1 dk<br>RW | **M Sand Carrier**<br>Mchy.aft | Hanshin 6LU38<br>Oil 4SA 6Cy. 380 × 580<br>2 100bhp (1 545kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TAMAYOSHI MARU No. 18**<br>**Wako Kensetsu K.K.**<br>Takehara, Hiroshima Pref. Japan | **499**<br>—<br>1 600 | | **1990** Matsuura Tekko Zosen—Higashino (361)<br>66,19 13,80 4,780<br>60,00 13,20 7,80 | **M Sand Carrier**<br>1 Ho ER<br>G.925<br>1 Ha (stl) ER | Hanshin 6EL32G<br>Oil 4SA 6Cy. 320 × 640 reverse geared to sc. shaft<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Thw. thrust Contr. pitch propeller fwd |
| **TAMAYOSHI MARU No. 78**<br>**Wako Kensetsu K.K.**<br>Takehara, Hiroshima Pref. Japan | **497**<br>—<br>1 268 | | **1988** Fuji Kaiji Kogyo—Japan<br>68,85 4,580<br>60,00 13,20 7,50<br>1 dk | **M Sand Carrier** | 736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TAMBADAU**<br>**Government of Malaysia (Director of Marine & Ministry of Transport)**<br>Kuching Malaysia | **241**<br>118<br>137 | | **1957** Cheoy Lee Shipyards Ltd.—Hong Kong (671)<br>*26,49* 8,44<br>8,39 3,26<br>B 7,1 1 dk | **TM RoRo Cargo/General Cargo/ Landing Craft**<br>Bow door<br>1 Ho 12,2 ER<br>1 Ha (7,0 × 5,6) ER<br>Der 1(5) | Rolls Royce<br>2 Oil 4SA each 6Cy. 130 × 152<br>170bhp (125kW)<br>Rolls-Royce Ltd. Shrewsbury<br>2 Directional propellers<br>8,5kn |
| **TAMBAI II**<br>**Roylen Cruises Pty. Ltd.**<br>Mackay, *Queensland* Australia | **106**<br>46<br>80 | | **1973** North Queensland Engineers & Agents Pty. Ltd.—Cairns (47)<br>27,44 6,33 1,501<br>23,93 6,10 2,14<br>1 dk | **TM RoRo Cargo/Tanker/ Landing Craft**<br>Deck Cargo<br>Bow ramp<br>Mchy.aft<br>L.(oil) 2 832 | Caterpillar 3306T<br>2 Oil 4SA each 6Cy. 121 × 152<br>200bhp (147kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 20,5t (d.o.)-1,5pd 9kn |
| **TAMBANG VII**<br>Launched as Takari VII<br>**P.T. Perusahaan Pelayaran Angkutan Pertambangan**<br>Jakarta Indonesia | **2 341**<br>1 332<br>3 453 | KI (GL) | **1967** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (S.134)<br>94,90 13,95 5,271<br>87,00 13,92 6,51<br>P 18,9 F 8,0 1 dk | **M General Cargo**<br>2 Ho each 21,9 ER<br>G.4 331 B.4 169<br>TEU 102 C. 102/20'<br>2 Ha (stl) (each 21,9 × 8,2) ER | MAN<br>Oil 4SA 8Cy. 400 × 600<br>2 140bhp (1 574kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>10kn |
| **TAMBANG VIII**<br>Launched as Takari VIII<br>**P.T. Perusahaan Pelayaran Angkutan Pertambangan**<br>Jakarta Indonesia | **2 341**<br>1 232<br>3 453 | KI (GL) | **1967** Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (373)<br>94,90 13,95 5,271<br>87,00 13,92 6,51<br>P 18,9 F 8,0 1 dk | **M General Cargo**<br>2 Ho each 21,9 ER<br>G.4 331 B.4 169<br>2 Ha (stl) (each 21,9 × 8,2) ER | MAN<br>Oil 4SA 8Cy. 400 × 600<br>2 140bhp (1 574kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>10kn |
| **TAMBANGAN**<br>**P.T. Tambangan Jaya**<br>Banjarmasin Indonesia | **140**<br>—<br>170 | KI | **1980** P. T. Haji Bachran—Banjarmasin<br>33,00 2,001<br>29,01 6,00 2,49<br>1 dk | **M General Cargo**<br>Mchy.aft | Caterpillar 3306SCAC<br>Oil 4SA 6Cy. 121 × 152<br>240bhp (177kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **7510468**<br>*PPIK*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TAMBAU**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro Brazil<br>SatCom: 1550251/PETR | **2 162**<br>411<br>1 920 | AB | **1976** Mitsui SB. & Eng. Co. Ltd.—Tamano (F438)<br>86,01 14,64 6,001<br>79,02 14,61 7,22<br>F 39,1 1 dk | **TM Tug**<br>Fire-fighting Salvage<br>Der 2(5) | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 ×<br>reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 500kW a.c. 1 × 240kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 2 030,0t (d.o.) |
| **7385526**<br>*9H3545*<br>2791<br>Df Esd Rdr<br>RTv | **TAMBER RIVER**<br>ex Sota Alejandro-91<br>**Tamber River Shipping Co. Ltd.**<br>Norflet S.L.<br>Valletta Malta | **859**<br>596<br>1 263 | (BV) (GL) | **1975** Ast. Celaya—Bilbao (149)<br>65,05 4,071<br>59,80 10,42 4,70<br>P 9,5 F 5,2 1 dk | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho 42,9 ER<br>G.1 773 B.1 548<br>1 Ha (stl) (38,8 × 7,6) ER | Caterpillar<br>Vee Oil 4SA 16Cy. 159 × 203 reverse<br>geared to sc. shaft<br>839kW (1 141bhp)<br>Caterpillar Tractor Co.<br>Gen 3 × 72kW 220/380V 50Hz a.c. |
| **6710267**<br>Esd Rt | **TAMBO 1**<br>ex Tasa 24-76<br>**Pesquera Arantas SCR Ltda.**<br>Callao Peru | **150**<br>—<br>— | (AB) | **1966** Promecan Ingenieros S.A.—Callao (68)<br>6,74<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Normo<br>Oil 2SA 4Cy. 300 × 361<br>300bhp (221kW)<br>Normo Gruppen A/S<br>Controllable pitch propeller<br>Fuel 12,0t (d.o.) |
| **6615170**<br>Esd Rt | **TAMBO 3**<br>ex Tasa 20-76<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Callao Peru | **105**<br>—<br>— | (AB) | **1965** Promecan Ingenieros S.A.—Callao (39)<br>... ... ...<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Normo<br>Oil 2SA 4Cy. 300 × 361<br>300bhp (221kW)<br>Normo Gruppen A/S<br>Controllable pitch propeller<br>Fuel 12,0t (d.o.) |
| **6921684**<br>Esd Rt | **TAMBO 7**<br>ex Palmira-76<br>**Pesquera Sagitaria SCR Ltda.**<br>Callao Peru | **105**<br>—<br>— | (AB) | **1967** Promecan Ingenieros S.A.—Callao (85)<br>6,74<br>21,47 6,71 3,51<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho<br>1 Ha (3,3 × 1,9) | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp. |
| **6608830**<br>Esd | **TAMBO 8**<br>ex Rosita 9-79<br>**Pesquera Santa Rita SCR Ltda.**<br>Callao Peru | **120**<br>—<br>— | ✠Classed LR until 3/70 | **1966**-3 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (315)<br>25,20 7,14 2,998<br>21,49 7,01 3,46 | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 reverse<br>geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. |
| **6615247**<br>Esd Rt | **TAMBO 9**<br>ex Rosita 10-79<br>**Pesquera Santa Anita S.A.**<br>Callao Peru | **120**<br>—<br>— | ✠Classed LR until 8/70 | **1966**-8 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (316)<br>25,20 7,14 2,693<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>BK | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 reverse<br>geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. |
| **5351612**<br>Rt | **TAMBORA**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **102**<br>31<br>— | | **1961** Hitachi Zosen—Mukaishima (3911)<br>23,70 6,51 2,248<br>21,49 6,48 2,90<br>1 dk | **TM Tug** | Mitsubishi<br>2 Oil 4SA each 6Cy. 235 × 330<br>Mitsubishi Nippon Heavy Ind.<br>Fuel 7,0t (d.o.) |
| **7513458**<br>*WD6607*<br>265767<br>Rt | **TAMBOUR**<br>ex Paleface-73 ex Makaira ex SC1323<br>**Serenity Church Inc.**<br>Los Angeles-Long Beach, Ca United States of America | **121**<br>66<br>— | | **1943** Greenwich Bay Shipyard Inc.—East Greenwich, RI<br>*32,68* 5,47<br>2,85<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil<br>600bhp (441kW) |
| **8225723**<br>*UIMH*<br>M-31412<br>Df Esd Rdr<br>Rt | **TAMBOV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**7 945**<br>4 403<br>9 587 | RS | **1982** VEB Mathias-Thesen-Werft—Wismar (221)<br>152,69 22,26 7,981<br>142,02 22,23 13,62<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>6 Ho ER<br>G.1 876 In.13 000<br>6 Ha (stl) (2,5 2,5 6,0 6,0 6,0 6,0 × 4,0) ER<br>Der 2(10) 7(5) | MAN<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>VEB Maschinenbau Halberstadt |
| **7235161**<br>*YBTD*<br>118/L | **TAMBUKU**<br>**P.T. Perusahaan Pelayaran Nusantara Sri Indrapura**<br>Surabaya Indonesia | **573**<br>321<br>680 | (KI) | **1940** Nagoya Zosen—Nagoya<br>52,56 3,401<br>49,05 8,77 3,92<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.896 B.807<br>1 Ha ER<br>Der 3(2,5) | Imperial<br>Oil 4SA 6Cy. 292 × 381<br>325bhp (239kW) E made58 fitted–<br>Atlas Imperial D.E. Co.<br>Gen 2 × 11kW 1 × 7kW |
| **8428052**<br>223862<br>Rt | **TAMBULI**<br>**Allied Sealand Co.**<br>Manila Philippines | **244**<br>123<br>200 | | **1977** .............Navotas<br>9,17<br>51,85 9,16 2,32<br>1 dk | **M General Cargo** | Oil<br>250bhp (184kW) |
| **5367673**<br>*JXBO*<br>15078<br>Df Esd Rdr<br>RTh | **TAMBUR**<br>ex Traust-75<br>**Taubatkompaniet A/S**<br>Trondheim Norway | **134**<br>42<br>— | NV | **1958** Ankerlokken Slip & M/V—Floro (19)<br>25,51 7,19 3,598<br>22,05 7,14 4,07<br>1 dk<br>rf 648 BK 69 | **M Tug**<br>Salvage<br>Ice strengthened<br>1 Ho<br>1W Der 1(3) | Wichmann<br>Oil 2SA 8Cy. 280 × 420<br>A/S Wichmann<br>Gen 2 × 18kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **6605670**<br>*LEIK*<br>5726<br>Rdr Rt | **TAMBURFJELL**<br>ex Grotting-66 ex Tambur ex Lagatun<br>**Knut Hetlevik**<br>Trondheim Norway | **164**<br>87<br>183 | | **1914** J. Storviks M/V—Kristiansund N. (5)<br>35,36 5,85<br>5,82 3,13<br>1 dk<br>R BK 145 | **M General Cargo**<br>1 Ho ER<br>G.255<br>1 Ha (10,5 × 3,4) ER<br>Der 1(4) | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>245bhp (180kW) NE 65<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **8802129**<br>*CNOZ* | **TAMDOULT**<br>**Sahara Contracting & Fishing Co. S.A. (SACONFISA)**<br>Casablanca Morocco | *494*<br>*148*<br>400 | GL | **1988** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (1008)<br>39,91 (BB) 9,33 3,801<br>34,83 9,01 6,28<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.347 | Deutz<br>Oil 4SA 6Cy. 240 × 280 with flexi<br>sr reverse geared to sc. shaft<br>927kW (1 260bhp)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 314kW 220/380V a.c. |
| **8113281**<br>*TCDN*<br>5127<br>Df Esd Gc<br>Rdr Rt | **TAMER KIRAN**<br>**Kiran Makine ve Gemi Sanayii Turgut Kiran**<br>Istanbul Turkey | **3 998**<br>2 719<br>6 750 | AB | **1983** Atilim Gemi Insaat Sanayii ve Ticaret A.S.—Istanbul (4)<br>107,65 (BB) 16,51 6,927<br>99,35 15,51 8,79<br>P 21,1 F 11,9 1 dk<br>rf 152 | **M General Cargo**<br>3 Ho ER<br>G.8 835 B.8 013<br>3 Ha (stl) ER<br>4W Der 2(10) 2(5) | MaK<br>Oil 4SA 9Cy. 320 × 420 sr geare<br>3 600bhp (2 648kW)<br>Krupp MaK. Maschinebau G.m.b.h<br>Gen 2 × 188kW a.c. 1 × 80kW |
| **8601109** | **TAMESI**<br>**Government of Mexico (Secretaria de Communicaciones y Transportes Servicio de Transbordadores, Direccion General)**<br>Tampico Mexico | **567**<br>458<br>250 | (AB) | **1985** Construcciones Navales de Tampico S.A.—Tampico (10)<br>36,61<br>27,44 15,24 3,36 | **TM RoRo Cargo/Ferry** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 ×<br>reduction geared to sc. shafts<br>636kW (865bhp)<br>Caterpillar Inc.<br>Gen 2 × 30kW a.c. |

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| **TAMESI**<br>ex Uncas-47<br>**Remolcadores del Golfo S.A.**<br>Tampico Mexico | **147**<br>71<br>— | | **1941** Levingston SB. Co.—Orange, Tx (187)<br>*24,57* 7,04<br>... ... | **M Tug** | Cooper Bessemer<br>Oil 4SA 8Cy. 330 × 405<br>Cooper-Bessemer Corp. Grove City, Pa |
| **TAMESNA**<br>**Omnium Marocaine de Peche**<br>Agadir Morocco | **323**<br>143<br>405 | BV | **1984** Const. Nav. Santodomingo—Vigo (487)<br>38,31 8,59 4,050<br>34,78 8,50 6,15<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>In.402 | Deutz<br>Oil 4SA 8Cy. 220 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 140kW 380V 50Hz a.c.<br>12,25kn |
| **TAMGA**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *721*<br>*216*<br>387 | RS | **1985** ............U.S.S.R.<br>54,82 9,95 4,140<br>50,30 - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>853kW (1 160bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| **TAMIL ANNA**<br>**Poomphuhar Shipping Corp. Ltd.**<br>Madras India | *27 986*<br>*11 934*<br>39 985<br>T/cm<br>57,3 | ✠**100A1** CS 8/90<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty or No. 3 hold may be empty<br>✠**LMC** **CCS**<br>EL M† 632,5/73,0U3<br>FN 8940<br>IRS | **1985**-8 Hitachi Zosen—Maizuru Works, Maizuru (4730)<br>210,00 (BB) 29,95 9,551<br>200,00 29,90 14,80<br>F 15,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>pt higher tensile steel<br>6 Ho 26,7 25,9 25,9 25,9 25,9 25,9 ER<br>G.54 719<br>6 Ha (stl) (each 17,0 × 15,6) ER<br>Cr 6(25) | B&W 6L60MC<br>Oil 2SA 6Cy. 600 × 1944<br>8 606kW (11 700bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>e(ex.g) (ex.g) 12kgf/cm² (11,8bar)<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 4 × 780kW 450V 60Hz a.c.<br>Fuel 178,5t (d.o.) 1 523,5t (hvf) 16,04kn |
| **TAMIL KAMARAJ**<br>**Poomphuhar Shipping Corp. Ltd.**<br>Madras India | *27 997*<br>*11 962*<br>39 990<br>T/cm<br>57,3 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty or No. 3 hold may be empty<br>✠**LMC** **CCS**<br>EL M† 632,0/73,0U3<br>FN 8940<br>IRS | **1986**-1 Hitachi Zosen—Maizuru Works, Maizuru (4732)<br>210,00 (BB) 29,95 9,557<br>200,00 29,90 14,80<br>F 15,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>pt higher tensile steel<br>6 Ho 26,7 25,9 25,9 25,9 25,9 25,9 ER<br>G.54 719<br>6 Ha (stl) (each 17,0 × 15,6) ER<br>Cr 6(25) | B&W 6L60MC<br>Oil 2SA 6Cy. 600 × 1944<br>7 304kW (9 930bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>e(ex.g) (ex.g) 12kgf/cm² (11,8bar)<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 4 × 780kW 450V 60Hz a.c.<br>Fuel 178,5t (d.o.) 1 523,5t (hvf) 14,7kn |
| **TAMIL PERIYAR**<br>**Poomphuhar Shipping Corp. Ltd.**<br>Madras India | *27 997*<br>*11 962*<br>39 990<br>T/cm<br>57,3 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty or No. 3 hold may be empty<br>✠**LMC** **CCS**<br>EL M† 632,5/73,0U3<br>FN 8940<br>IRS | **1986**-9 Hitachi Zosen—Maizuru Works, Maizuru (4731)<br>210,00 (BB) 29,95 9,559<br>200,00 29,90 14,80<br>F 15,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>pt higher tensile steel<br>6 Ho 26,7 25,9 25,9 25,9 25,9 25,9 ER<br>G.54 719<br>6 Ha (stl) (each 17,0 × 15,6) ER<br>Cr 6(25) | B&W 6L60MC<br>Oil 2SA 6Cy. 600 × 1944<br>8 606kW (11 700bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>e(ex.g) (ex.g) 12kgf/cm² (11,8bar)<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 4 × 780kW 450V 60Hz a.c.<br>Fuel 178,5t (d.o.) 1 523,5t (hvf) 16,04kn |
| **TAMINGA**<br>**Adelaide Steamship Industries Pty. Ltd.**<br>Ritch & Smith Pty. Ltd.<br>*Port Adelaide, S.A.* Australia | *425*<br>*128*<br>— | (AB) | **1983** Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (156)<br>32,01 10,93 4,250<br>29,60 10,61 5,36<br>F 13,5 1 dk | **TM Tug**<br>Fire-fighting | Daihatsu 6DSM-28<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches, flexible couplings & dr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 125kW<br>2 Directional propellers<br>12,5kn |
| **TAMITO**<br>ex Famito-83 ex Ivo-78 ex Ingmar-76<br>ex Stong-73 ex Lovisa-71<br>ex Southern Truce-67<br>**Henryk Krampitz**<br>Koeln Federal Republic of Germany | **466**<br>318<br>457 | (NV)<br>*Classed BC until 11/63 | **1945**-9 Smith's Dock Ltd.—South Bank, Middlesbrough (1136)<br>52,41 8,03 4,103<br>48,29 8,01 4,50<br>1 dk<br>rf 660 BK 191 len 69<br>conv Whaler 67<br>conv General Cargo 79 | **M Stand-by Safety Pollution Control**<br>for offshore installations<br>1 Ho ER<br>1 Ha (23,5 × 4,8) ER<br>2W Der 2(3) | Wichmann<br>Oil 2SA 3Cy. 300 × 450<br>750bhp (552kW) NE 67<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 25kW 1 × 24kW 110V d.c.<br>Fuel (d.o.) 10kn |
| **TAMMAR**<br>**Government of The Commonwealth of Australia (Department of Defence)**<br>*Fremantle, W.A.* Australia | **163**<br>—<br>— | ✠**100A1** SS 3/88<br>tug<br>✠**LMC**<br>EL C 247,5/16,0U2<br>FN 294 | **1984**-2 Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A. (216)<br>26,40 8,79 3,123<br>23,63 8,23 4,20<br>1 dk<br>rf - | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146 with clutches, flexible couplings & dr reverse geared to sc. shafts<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 1 × 45kW 1 × 26kW 415V 50Hz a.c.<br>Fuel 41,5t (d.o.) |
| **TAMMY M**<br>ex Nancy McAllister ex Russell 16-63<br>ex Betty Moran ex Frederick Bouchard<br>**Bay State Towing Co. Inc.**<br>Boston, Ma United States of America | **128**<br>64<br>— | | **1951** Alexander Shipyards Inc.—New Orleans, La<br>*24,91* 7,62<br>7,57 | **M Tug** | Oil<br>............ |
| **TAMMY W**<br>ex Mary Malloy<br>**Marine Exploration Co. Inc.**<br>Miami, Fl United States of America | **163**<br>111<br>— | (AB) | **1950** Levingston SB. Co.—Orange, Tx (440)<br>7,62 3,074<br>26,67 3,38<br>1 dk<br>BK 64 | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 230 × 254 sr geared to sc. shaft<br>E made43 reconditioned & fitted50<br>General Motors Corp. Electro-Motive Div. La Grange<br>Fuel 102,5t (d.o.) |
| **TAMPA**<br>ex Barber Tampa-89<br>**Wilhelmsen Lines A/S**<br>Tonsberg Norway (NIS)<br>SatCom: 1310304/LMWO | **26 790**<br>16 723<br>44 013 | ✠**100A1** CS 1/89<br>roll on — roll off ship<br>movable decks<br>✠**LMC** **UMS**<br>EL T† 715,0/87,0U3(a)<br>FN 13127 | **1984**-2 Hyundai Heavy Industries Co. Ltd.—Ulsan (248)<br>262,01 11,700<br>246,41 32,26 21,01<br>3 dks<br>rf nil | **M RoRo Cargo**<br>Side door (s) pt higher tensile steel<br>Quarter stern door/ramp (s)<br>L 45,20 W 12,50 SWL 420<br>Clear height 6,30<br>Cars 627<br>Mchy.aft<br>B.72 500<br>TEU 2455<br>C.RoRo 1304/20' C.Dk 1151/20' incl. 200 ref C.<br>Cr 1(40) | B&W 8L90GB<br>Oil 2SA 8Cy. 900 × 2180<br>36 600bhp (26 921kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 12kgf/cm² (11,8bar) Spt 7kgf/cm² (6,9bar) rcv 7kgf/cm'(6,86bar)<br>Gen 3 × 1900kW 2 × 900kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 579,0t (d.o.) 7 660,5t (hvf)-110,5pd 21kn |
| **TAMPA**<br>Launched as Paz<br>**A.P. St. Philip Inc.**<br>Tampa, Fl United States of America | **200**<br>—<br>— | | **1985** Gulf Tampa Drydock Co.—Tampa, Fl<br>30,48<br>28,66 9,15 4,58<br>1 dk | **TM Tug** | General Motors 16-645-E5<br>2 Vee Oil 2SA each 16Cy. 230 × 254 with clutches & reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange |

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| 6610106<br>*KNJA*<br>504982<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TAMPA BAY**<br>ex Stella Lykes-86<br>**Afram Lines (USA) Inc.**<br>Gleneagle Ship Management Co. Inc.<br>New Orleans, La United States of America<br>SatCom: 1505614/KNJA | T.Mk<br>**7 189**<br>3 840<br>10 996<br>**10 723**<br>6 159<br>14 897 | AB | **1966** Avondale Shipyards Inc.—Avondale, La (1055)<br>164,60 23,22 9,118/9,957<br>156,95 23,17 13,01<br>F 27,8 3 dks<br>RW rf nil | **S General Cargo**<br>4 Ho 19,0 20,5 19,0 19,0 ER 23,6DT 20,1DT 12 TwD<br>G.22 874 B.21 216 L.884<br>TEU 62 C.Dk 62/20' (40') incl. 12 ref C.<br>6 Ha (stl) (9,6 × 6,1) (11,4 12,1 11,4 × 8,2) ER (12,9 × 7,9) (10,6 × 8,2)<br>2 Wing Ha (stl) (14,1p&s × 4,8)<br>20W Der 1(80) 20(15) | 2 S Turb dr geared to sc. shaft<br>15 500shp (11 401kW)<br>Westinghouse Elec. Corp.<br>Gen 2 × 750kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 724,0t (o.f.)-67,0pd |
| 8009947<br>*WTW4497*<br>638867<br>Df Esd Pfd<br>Rdr Rt | **TAMPA SEAHORSE**<br>**First Security Bank of Idaho N.A.**<br>Zapata Gulf Marine Corporation<br>Morgan City, La United States of America | **197**<br>134<br>852 | AB | **1981** Houma Fabricators Inc.—Houma, La (70)<br>47,55 11,74 3,752<br>45,73 11,60 4,35<br>F 11,6 1 dk | **TM Supply Ship**<br>Deck Cargo Fire-fighting | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 20<br>geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW 450/225V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 112,0t (d.o.) |
| 8801931<br>*LAOW*<br>20514<br>Df Esd Gc<br>Rdr RTv | **TAMPEN**<br>**Johs R. Hareide A/S**<br>Aalesund Norway<br>SatCom: 1312171/LAOW | *1 806*<br>*551*<br>— | NV | **1988** Kleven M/V A/S—Ulsteinvik (102)<br>... ... ...<br>62,01 13,01 5,52<br>3 dks<br>rf 1003 BK 538 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.990 | Wartsila<br>Oil 2SA 10Cy. 280 × 360 geared to s<br>2 998kW (4 076bhp)<br>Wartsila-Wichmann A/S<br>Gen 1 × 1509kW 2 × 370kW 440V<br>Thw. thrust propeller fwd |
| 7718577<br>*LAOP2*<br>N-00467<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TAMPERE**<br>ex Barber Nara-89<br>**Wilhelmsen Lines A/S**<br>Tonsberg Norway (NIS)<br>SatCom: 1310214/LAOP | T.Mk<br>**21 318**<br>12 370<br>33 300 | ✠**100A1** SS 11/88<br>roll on—roll off cargo ship<br>✠**LMC** **UMS**<br>EL Qt 687,5/81,0U3<br>FN 11112 | **1979**-5 Mitsui Eng. & SB. Co. Ltd.—Tamano (1187)<br>228,53 (BB) 32,29 10,818<br>212,02 32,26 20,15<br>B 41,5 3 dks, Upr. intermediate dk fwd., 2nd intermediate hoistable dk<br>rf nil | **M RoRo Cargo** 12bth P<br>Angled stern door/ramp<br>L 7,00<br>Mchy.aft<br>B.62 800 HeCls. B<br>TEU 1814 C.RoRo Dk 1102/20' (40') C.Dk 712/20' (40') incl. 120 ref C.<br>Cr 1(40) | B&W<br>Oil 2SA 9Cy. 900 × 1800<br>30 700bhp (22 582kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>TOH (o.f.) 7,1kgf/cm$^2$ (7,0bar)<br>TOH (ex.g) 7,1kgf/cm$^2$ (7,0bar)<br>Gen 2 × 2000kW 2 × 1550kW 450<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 585,0t (d.o.) 4 461,0t (hvf)-61,0pd |
| 6617594<br>*UOZI*<br>M-17180<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **TAMPERE**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **2 723**<br>1 302<br>3 930 | RS | **1966** Valmet Oy Helsingin Telakka —Helsinki/Helsingfors (247)<br>102,24 14,03 6,200<br>93,00 14,00 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>G.5 192 B.4 759<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas<br>Fuel 30,5t (d.o.) 254,0t (hvf) |
| 7050054<br>*WY2530*<br>512062 | **TAMPICO**<br>**Tampico Inc.**<br>Biloxi, Ms United States of America | **103**<br>70<br>— | | **1967** Coast Shipbuilding Corp.—Biloxi, Ms<br>*20,21* 6,61<br>3,10 | **Wood M Fishing** | Oil<br>246bhp (181kW)<br>..............<br>Fuel (d.o.) |
| 7653222<br>*9MZN*<br>325358<br>Rdr Rt | **TAMPO MAS**<br>ex Moro Jaya-83 ex Hokusei Maru-78<br>**Berjaya Tankers (M) Sendirian Berhad**<br>Berjaya Shipping Sendirian Berhad<br>Penang Malaysia | **474**<br>245<br>860 | | **1966** Kanto Kogyo K.K.—Hakodate<br>47,76 3,501<br>44,00 9,50 4,09<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 400 | Oil 4SA 6Cy. 270 × 400<br>550bhp (405kW)<br>Matsui Iron Works Co. Ltd. |
| 8428064<br>211588<br>Rt | **TAMSI**<br>ex Oil Queen<br>**Batangas Bay Carriers Inc.**<br>Manila Philippines | **107**<br>63<br>— | | **1965** Sandoval Shipyards Inc.—Navotas<br>6,13<br>26,22 6,10 2,42<br>1 dk | **M Tanker** | Oil<br>190bhp (140kW) |
| 7424425<br>*UWLT*<br>M-31160<br>Df Esd Gc<br>Pfd Rdr Rt | **TAMULA**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | T.Mk<br>**3 017**<br>1 246<br>2 063 | RS | **1975** VEB Volkswerft Stralsund—Stralsund (428)<br>101,83 (BB) 15,24 5,601<br>91,83 15,22 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>Der 2(5) 4(2) | MWM<br>Oil 4SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DM<br>Controllable pitch propeller |
| 8830554<br>*BXAL*<br>Esd Gc Rdr<br>Rt | **TAN JIANG**<br>**Guangdong Sanfu Passenger & Cargo Transport Associate Co.**<br>Sanfu China | **1 578**<br>573<br>— | ZC | **1984** Chiang Men Shipyard—Chiang Men<br>66,73 - 2,660<br>57,90 12,40 6,30<br>1 dk | **TM Ferry** | Chinese Std. Type<br>2 Oil 4SA each 6Cy. 300 × 380<br>882kW (1 199bhp)<br>Guangzhou Diesel Engine Factory<br>Gen 3 × 160kW 390V a.c. |
| 7733278<br>586517 | **TAN TIEN**<br>ex Quiqe III<br>**Danny Pham**<br>Corpus Christi, Tx United States of America | **120**<br>81<br>— | | **1977** Master Marine Inc.—Bayou la Batre, Al<br>*22,59*<br>6,71 3,41<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>420bhp (309kW)<br>Caterpillar Tractor Co. |
| 8200589<br>*ELJN2*<br>8569<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **TANA**<br>Launched as Seki Rodessa<br>**Sekihyo Line (Liberia) Co. Ltd.**<br>Monrovia Liberia<br>SatCom: 1242527/TANA | *19 789*<br>*5 936*<br>14 454 | NK | **1983** Tsuneishi Zosen K.K.—Numakuma (506)<br>165,00 (BB) 9,025<br>153,02 27,51 17,28<br>2 dks | **M RoRo Cargo**<br>Quarter stern door/ramp (s)<br>L 33,00 W 8,00<br>Clear height 5,80<br>2 Ho ER<br>B.26 756<br>TEU 742 C. 742/20' (40') incl. 50 ref C.<br>2 Ha (stl) (20,6p&s × 7,8) ER<br>Cr 2(40) | Mitsubishi<br>Oil 2SA 7Cy. 600 × 1500<br>12 600bhp (9 268kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fw<br>Fuel 298,5t (d.o.) 1 459,5t (hvf)-35,0 |
| 8921846<br>*YJYC3*<br>510<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **TANAGRA**<br>**Blue Ocean Line Ltd.**<br>Shinko Maritime Co. Ltd.<br>Port Vila Vanuatu<br>SatCom: 1576224/TANA | *13 706*<br>*7 738*<br>22 273 | NK | **1990** Saiki Jukogyo K.K.—Saiki (1011)<br>157,50 (BB) 9,115<br>148,00 25,00 12,70<br>F 10,7 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.29 301 B.29 298<br>4 Ha (stl) (20,0T × 11,6) (20,8 20,8 20,8 × 17,5) ER<br>Cr 4(30) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1350<br>4 590kW (6 240bhp)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 400kW 445V 60Hz a.c.<br>Fuel 80,56t (d.o.) 804,89t (hvf)- |
| 8324086<br>*YDQF* | **TANAH AIR**<br>ex Carp No. 1-85<br>**P.T. Maskapai Pelayaran Pulau Laut**<br>Jakarta Indonesia | **1 431**<br>948<br>3 205 | NK | **1984** Nakatani Shipyard Co. Ltd.—Nomi (490)<br>83,11 5,681<br>77,02 14,01 8,21<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.5 012 B.4 594<br>TEU 100 C. 100/20' (40')<br>2 Ha (stl) (12,6 25,2 × 10,0) ER<br>Der 1(40) 2(20) | Akasaka<br>Oil 4SA 6Cy. 380 × 600<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 128kW a.c. |
| 8520733<br>*JXFP*<br>20252<br>Rdr Rt | **TANAHORN**<br>**Finnmark Fylkesrederi og Ruteselskap**<br>Hammerfest Norway | *131*<br>*39*<br>50 | (NV) | **1986** Brodrene Aa Batbyggeri A/S—Hyen (182)<br>26,93 1,551<br>6,01 2,54<br>1 dk | **Reinforced Plastic TM Ferry** 49dk P | M.T.U.<br>2 Oil 4SA each 8Cy. 165 × 18<br>shafts<br>2 092bhp (1 539kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 24kW 220V 50Hz a.c. |

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| **TANAIS**<br>**Government of The Republic of Russia (Ministry of Shipbuilding)**<br>(Taganrog) (U.S.S.R.) | **634**<br>198<br>389 | RS | **1981** ..............U.S.S.R.<br>54,82 9,96 4,114<br>5,06<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.414<br>3 Ha (each 1,5 × 1,6)<br>Der 2(1,25) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12kn |
| **TANAKAWA MARU**<br>**Goko Kensetsu K.K.**<br>Kitakyushu, Fukuoka Pref. Japan | **192**<br>—<br>— | | **1944** Yamamoto Zosen Tekkosho—Kochi<br>32,44 8,01 3,201<br>28,81 7,98 3,61<br>1 dk | **TM Tug** | Hanshin<br>2 Oil<br>NE —<br>The Hanshin Diesel Works Ltd. Japan |
| **TANARAY STAR**<br>ex Assomatos-86 ex Prosperity-74<br>**Tanaray Maritime Co. S.A.**<br>KYC Line (S) Pte. Ltd.<br>Panama Panama | **8 825**<br>6 205<br>15 112 | ✠**100A1** SS 11/89<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL A† $2\frac{3}{16}$"U2<br>FN 4315 | **1971**-3 Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2220)<br>142,27 (BB) 19,87 9,043<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK fwd | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 141 B.18 990<br>5 Ha (stl) (9,1 19,8 9,1 9,1 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick 14PC2V-400<br>Vee Oil 4SA 14Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB 7kgf/cm² (6,9bar)<br>Gen 2 × 200kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 250,5t (hvf) 14kn |
| **TANBA MARU**<br>**Sanyo Kaiji Co. Ltd.**<br>Amagasaki, Hyogo Pref. Japan | **273**<br>—<br>98 | | **1981** Hikari Kogyo K.K.—Yokosuka (315)<br>32,85 3,091<br>26,52 9,52 4,32<br>1 dk | **TM Tug** | Yanmar 6ZL-UT<br>2 Oil 4SA each 6Cy. 280 × 340<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **TANCRED**<br>**Desmond Z. Ceray**<br>*Port Adelaide, S.A.* Australia | **505**<br>34<br>— | | **1943** Gulfport Boiler & Welding Works Inc. —Port Arthur, Tx (207)<br>43,59 10,09 4,014<br>... ...<br>1 dk<br>rf 1067 | **D-E Tug**<br>Salvage | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 267 driving 2 gen. each 605kW 560V d.c. connected to 2 elec. motors (WL) & sr geared to sc. shaft<br>General Motors Corp. Cleveland, Oh<br>Fuel (d.o.) |
| **TANDA 9**<br>ex Neomonni-50<br>**Robert L. Taylor**<br>Philadelphia, Pa United States of America | **181**<br>94<br>— | | **1942** Lester F. Alexander & Co.—New Orleans, La (268)<br>29,27 7,32<br>7,27 | **M Tug** | General Motors<br>Oil 2SA 16Cy. 222 × 267<br>NE 60<br>General Motors Corp. Cleveland, Oh<br>Fuel 81,5t 11kn |
| **TANDA 11**<br>ex Dalzellido-58 ex Commandant<br>ex ST 716<br>**Robert L. Taylor**<br>Philadelphia, Pa United States of America | **143**<br>97<br>— | (AB) | **1944** Smith Shipyards Inc.—Pensacola, Fl (3)<br>7,07<br>24,67 7,01 3,15<br>1 dk<br>BK 64 | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 216 × 254 sr reverse geared to sc. shaft<br>E made42 fitted55<br>General Motors Corp. La Grange, Illinois<br>Fuel 57,0t |
| **TANDJUNG BUNGA**<br>ex Ling Chu Ming-73<br>**Samad K. Sayad**<br>Iran | **352**<br>210<br>392 | ✠Classed LR until 9/3/79 | **1960**-11 Hong Kong & Whampoa Dock Co. Ltd. —Kowloon, Hong Kong (988)<br>42,93 8,26 2,299<br>39,55 8,23 3,36<br>RFD 6,8 1 dk<br>RW rf 25 | **TM General Cargo**<br>1 Ho 20,1 ER<br>G.730 B.696<br>2 Ha (11,2 8,5 × 6,1) ER<br>4W Der 4(5) | Deutz<br>2 Oil 4SA each 8Cy. 130 × 170 with flexible couplings & sr reverse geared to sc. shafts<br>310bhp (228kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 12kW 220V d.c.<br>Fuel 16,5t (d.o.) 8kn |
| **TANDOY**<br>ex Gama-52 ex Thor VII ex Bjorn<br>**Odd Viken**<br>Stavanger Norway | **148**<br>70<br>203 | (NV) | **1892** A/S Akers M/V—Oslo<br>*26,46* 5,44 3,658<br>5,39<br>1 dk<br>R conv Whaler — conv Tug 53 | **M General Cargo**<br>1 Ho 13,4 ER<br>G.170<br>1 Ha (10,5 × 3,2) ER<br>1W Der 1(3) | Volund<br>Oil 4SA 3Cy. 290 × 410<br>210bhp (154kW) E made60 fitted64<br>A/S Volund Kobenhavn<br>Fuel 9,0t (d.o.) 9kn |
| **TANEGASHIMA MARU**<br>**Kyodo Ferry Unyu Y.K.**<br>Nishinoomote, Kagoshima Pref. Japan | **496**<br>—<br>937 | | **1974** Honda Zosen—Saiki (621)<br>58,50 9,63 3,683<br>53,50 9,61 4,20<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>1 350bhp (993kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **TANEGASHIMA MARU No. 1**<br>**Kyodo Ferry Unyu Y.K.**<br>Nishinoomote, Kagoshima Pref. Japan | **903**<br>—<br>1 268 | | **1986** Honda Zosen—Saiki (738)<br>79,89 (BB) 5,142<br>74,02 13,50 9,96<br>2 dks | **M RoRo Cargo/Ferry**<br>B.4 219 | Pielstick 8PC2-6L-400<br>Oil 4SA 8Cy. 400 × 460 geared to sc. shaft<br>5 100bhp (3 751kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **TANEGASHIMA MARU No. 2**<br>**Satomura Kyodo Kisen K.K.**<br>Nishinoomote, Kagoshima Pref. Japan | **499**<br>—<br>100 | | **1974** Honda Zosen—Saiki (618)<br>12,22 3,480<br>68,99 12,20 3,61<br>1 dk | **M Ferry**<br>—P | Hanshin 6LU38<br>Oil 4SA 6Cy. 380 × 580<br>2 300bhp (1 692kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TANEGASHIMA No. 8**<br>**Kyodo Ferry Unyu Y.K.**<br>Nishinoomote, Kagoshima Pref. Japan | **497**<br>—<br>561 | | **1976** Honda Zosen—Saiki (635)<br>3,852<br>63,02 11,51 4,02 | **M RoRo Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 400 × 520<br>2 500bhp (1 839kW)<br>Niigata Eng. Co. Ltd. Japan<br>14,5kn |
| **TANG HE**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China<br>SatCom: 1570631/TNHE | *16 100*<br>*7 595*<br>20 825 | ZC (GL) | **1983** Flensburger Schiffsbau-Ges.—Flensburg (662)<br>170,08 (BB) 28,45 9,681<br>157,00 28,40 14,00<br>Ba 17,4 F 16,2 2 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>4 Cell. Ho 24,5 30,6 30,3 30,3 ER<br>TEU 1152<br>C.Ho 490/20' (40') C.Dk 662/20' (40') incl. 50 ref C.<br>15 Ha (stl) ER<br>Cr 2(36) | MAN K6SZ70/150C<br>Oil 2SA 6Cy. 700 × 1500<br>14 460bhp (10 636kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 784kW 3 × 720kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>18,75kn |
| **TANG QUAN**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China<br>SatCom: 1570623/TAQN | *8 848*<br>*4 966*<br>11 185 | ZC | **1984** Kyokuyo Zosen K.K.—Chofu (322)<br>138,00 (BB) 20,63 9,316<br>129,00 20,60 12,40<br>1 dk | **M Refrigerated Cargo**<br>3 Ho ER 1 Ho<br>In.5 971<br>TEU 35 C. 35/20' (40') ref C.<br>3 Ha (stl) ER 1 Ha (stl)<br>Cr 3(6) | B&W 5L60MC<br>Oil 2SA 5Cy. 600 × 1944<br>7 500bhp (5 517kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano |
| **TANG YIN**<br>ex Arabian Sea-74 ex Hanse-71<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**6 745**<br>3 785<br>10 739<br>**9 224**<br>5 658<br>12 995 | ZC (GL) | **1960** Luebecker Flender-Werke AG.—Luebeck (512)<br>151,44 19,26 8,313/9,240<br>138,86 19,20 12,40<br>P 25,0 F 14,7 2 dks<br>RW | **M General Cargo**<br>Ref<br>3 Ho ER 3 Ho<br>G.20 024 B.18 150 In.309<br>6 Ha (stl) (9,0 16,5 8,9 × 8,0) ER (12,7 11,9 × 8,0) (6,8 × 6,7)<br>16W Der 1(50) 1(20) 4(10) 10(5) 2(2) | MAN K8Z70/120C<br>Oil 2SA 8Cy. 700 × 1200<br>6 960bhp (5 119kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 500kW 220V 50Hz a.c.<br>14kn |
| **TANGA**<br>ex Banglar Noor-82 ex Vestan-77<br>**Tanga Enterprises Ltd.**<br>Gearbulk Ltd.<br>Monrovia Liberia<br>SatCom: 1240773/TANG | **38 285**<br>26 165<br>86 781<br>T/cm<br>85,2 | NV | **1967** Hitachi Zosen—Sakai (4127)<br>252,10 (BB) 39,04 14,447<br>241,38 38,99 19,66<br>1 dk<br>rf 102 Bow/CM 128 Diam. 0,406 | **M Ore/Oil Carrier**<br>Adapted for Dry cargoes only . Storage<br>Mchy.aft<br>HeCls. BC<br>5 Cargo pumps total 12 500T/hr | B&W 9-84VT2BF-180<br>Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 1300kW 3 × 400kW 440V 60Hz a.c.<br>Fuel 5 331,0t (hvf)-78,0pd 15,75kn |

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| **6509010**<br>Df Pfd Rdr | **TANGA I**<br>ex Genkai Maru No. 71-75<br>**Africamer S.A.**<br>Senegal | **119**<br>42<br>— | (BV) | **1964** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1034)<br>32,90 5,85 2,363<br>29,01 5,69 2,80<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>420bhp (309kW)<br>Kobe Hatsudoki Seizosho |
| **7393676**<br>*OW2408*<br>D-2245<br>Esd Pfd Rdr<br>Rt | **TANGANES**<br>ex Bettina-87 ex Bente Nordfisk-82<br>**Partrederi Tanganes**<br>Torshavn Faeroes (Danish) | **277**<br>140<br>300 | NV | **1975** Bolsones Verft—Molde (238)<br>41,15 8,08 4,120<br>36,99 8,06 4,14<br>F - 1 dk<br>rf 140 BK 102 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 6 Ta ER<br>3 Ha (0,9 0,9 1,5 × 1,2) | Alpha<br>Oil 2SA 9Cy. 260 × 400<br>662kW (900bhp)<br>Alpha-Diesel A/S<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 82,0t-4,5pd |
| **7510456**<br>*PPIL*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TANGARA**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro Brazil<br>SatCom: 1550252/PETR | **2 162**<br>411<br>1 920 | AB | **1976** Mitsui SB. & Eng. Co. Ltd.—Tamano (F437)<br>86,01 14,64 6,001<br>79,02 14,61 7,22<br>F 39,1 1 dk | **TM Tug**<br>Fire-fighting Salvage<br>Der 2(5) | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 46<br>reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 500kW a.c. 1 × 240kW a<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 2 030,0t (d.o.) |
| **9011571**<br>*ZMFR*<br>875871<br>Rt | **TANGAROA**<br>**Government of New Zealand (Ministry of Agriculture & Fisheries)**<br>Wellington New Zealand<br>SatCom: 1663313/ZMFR | *2 282*<br>*684*<br>— | NV | **1991** Mjellem & Karlsen A/S—Bergen (142)<br>70,01<br>61,83 13,81 8,80 | **M Research/Fishing**<br>Stern Trawler Processing Ref Hydrographic Weather<br>Ice strengthened | Wartsila<br>Oil 4SA 8Cy. 320 × 350 geared to sc<br>2 998kW (4 076bhp)<br>Oy Wartsila Ab<br>Controllable pitch propeller |
| **7387639**<br>*CNFM*<br>3-218<br>Df Esd Rdr<br>Rt | **TANGER**<br>**Afripesa**<br>Tangier Morocco | **216**<br>87<br>168 | BV | **1978** Ast. Ojeda y Aniceto S.A.—Aviles (15)<br>33,41 7,93 3,201<br>28,33 7,85 5,52<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 220 × 280 geared to sc<br>750bhp (552kW)<br>Hijos de J. Barreras S.A.<br>Fuel 80,5t (d.o.) |
| **7312713**<br>M:C-000391<br>Df Esd Gc<br>Pfd Rdr Rt | **TANGERINE**<br>ex Uno Maru No. 18-91<br>ex Tenryu Maru-84<br>**Frabelle Fishing Corp.**<br>Manila Philippines | **989**<br>570<br>1 327 | NK | **1973** Miho Zosensho K.K.—Shimizu (872)<br>70,97 10,62 4,661<br>63,99 10,60 5,52<br>P 22,6 F 9,8 1 dk | **M Refrigerated Cargo**<br>In.1 513<br>3 Ha (stl) (3,9 3,9 5,1 × 3,4) ER<br>Der 6(3) | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 618kW (2 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.)<br>Gen 2 × 200kW<br>Fuel 328,0t-9,0pd |
| **5243695**<br>*PKEG*<br>Rt | **TANGGAMUS**<br>ex Bintang Pyrus-74 ex Mungkar-74<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **176**<br>79<br>168 | (KI)<br>✠Classed LR until 11/66 | **1956**-9 Werf I. S. Figee N.V.—Vlaardingen (283)<br>37,04 6,94 2,020<br>33,48 6,71 2,32<br>RQD 8,6 F 5,8 1 dk<br>rf 76 | **M General Cargo Barge**<br>1 Ho 18,4 ER<br>G.255 B.230<br>1 Ha (11,9 × 3,7) ER<br>1W Der 1(2) | Kromhout<br>Oil 2SA 4Cy. 190 × 350<br>200bhp (147kW)<br>Kromhout Motorenfabrik<br>Fuel (d.o.) |
| **6408993**<br>*WYR2928*<br>565268<br>Df Rdr Rt | **TANGIER ISLAND**<br>ex Carlos Miguel-79 ex T-AKL 32<br>ex FS 548<br>**Zapata Haynie Corp.**<br>Reedville, Va United States of America | **538**<br>365<br>— | (AB) | **1944** United Concrete Pipe Corp.—Long Beach, Ca (109)<br>*50,72* 9,83 3,061<br>50,30 9,76 4,37<br>rf 152 conv General Cargo — | **TM Fishing**<br>Side Trawler<br>Mchy.aft | General Motors<br>2 Oil 2SA each 6Cy. 222 × 267<br>1 000bhp (736kW)<br>General Motors Corp.<br>Fuel 75,0t |
| **6420317**<br>289467<br>Rdr | **TANGIPAHOA**<br>ex Skate-65 ex Lempira<br>**Berwick Marine Salvage Corp.**<br>Morgan City, La United States of America | **262**<br>178<br>— | | **1944** George Lawley & Son Corp.—Neponset, Ma<br>*46,85* 7,07<br>46,89 7,01 3,33<br>1 dk | **TM Fishing**<br>Side-fishing | General Motors<br>2 Oil 2SA each 6Cy. 108 × 127<br>670bhp (493kW)<br>General Motors Corp., Detroit Diesel Al Div. |
| **7503386**<br>*3ERK5*<br>17278-87<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TANGLAW**<br>ex Kyuko-87 ex Kyuko Maru-87<br>**Sunbulk Maritime S.A.**<br>Panama Panama<br>SatCom: 1332114/TRIS | **28 706**<br>22 163<br>51 658<br>T/cm<br>55,0 | NK | **1978** Hitachi Zosen—Osaka Works, Sakai (4514)<br>199,98 (BB) 12,426<br>191,01 32,21 17,81<br>F 18,6 1 dk | **M Bulk Carrier**<br>7 Ho 12,3 27,2 19,0 19,0 19,0 23,7 19,0 ER<br>G.68 750 B.59 813<br>7 Ha (9,7 12,8 12,8 12,8 12,8 15,1 18,7 × 13,1) ER<br>Cr 3(22) Der 14(5) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>16 000bhp (11 769kW)<br>Hitachi Zosen Sakurajima<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 231,0t (d.o.) 3 611,0t (hvf)-59,5pd |
| **5017656**<br>*SHMO*<br>Rdr Rt | **TANGO**<br>ex Ango-72<br>**Hjalmar Ekehorn**<br>O. P. Svenssons Skeppsmakleri AB<br>Stockholm Sweden | **303**<br>189<br>445 | BV | **1948** Karlstads Varv A/B—Karlstad<br>43,95 7,35 3,074<br>40,54 7,29 3,43<br>1 dk<br>RW BK 165 len 63 | **M General Cargo**<br>2 Ha (each 10,9 × 3,9) ER<br>2W Der 1(1,5) 1(1) | Alpha<br>Oil 2SA 4Cy. 240 × 400<br>177kW (241bhp)<br>Frederikshavn Jernstoberi & Maskinfab A/S<br>Gen 2 × 25kW 110V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7901100**<br>*LW3473*<br>Df Esd Rdr<br>Rt | **TANGO**<br>**Pescas S.A.I.C.**<br>Buenos Aires Argentina | **110**<br>—<br>165 | (AB) | **1979** S.A.N.Y.M. S.A.—Buenos Aires (23)<br>2,990<br>22,31 6,51 3,31<br>1 dk<br>rf nil | **M Fishing**<br>Stern Trawler<br>1 Ho | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse red to sc. shaft<br>525bhp (386kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 24kW a.c. |
| **7629427**<br>*EQIB*<br>Rdr Rt | **TANGSIR**<br>ex Tangestan-82 ex Fujii Maru-77<br>ex Hiyoshi Maru No. 7<br>**Malihe Motraghi**<br>Iran Julius<br>Abadan Iran | **497**<br>265<br>950 | GL (NK) | **1968** Wakayama Zosen—Kainan (403)<br>53,80 9,53 3,815<br>49,51 9,50 4,30<br>1 dk | **M General Cargo**<br>B.624<br>1 Ha (stl) (21,4 × 6,3) ER | Oil 4SA 6Cy. 330 × 520<br>883kW (1 200bhp)<br>Kobe Hatsudoki K.K.<br>Gen 1 × 40kW 380V a.c. |
| **7324041**<br>542076 | **TANI RAE**<br>**Icicle Seafoods Inc.**<br>Wrangell, Ak United States of America | **161**<br>130<br>— | | **1972** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*25,06* 7,32<br>3,41 | **M Fishing** | Oil<br>675bhp (497kW)<br>..............<br>Fuel (d.o.) |
| **5305065**<br>*J8BT4*<br>2649<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **TANIA**<br>ex Capitan Alberto-89 ex Sagamore-75<br>**Sivilla Maritime Inc.**<br>Intertrans Shipping Ltd.<br>Kingstown St. Vincent and the Grenadines | **9 864**<br>3 292<br>15 884 | HR (RI)<br>✠Classed LR until 27/2/76 | **1957**-12 Blythswood SB. Co. Ltd.—Glasgow (121)<br>153,96 20,50 8,840<br>146,92 20,43 11,16<br>P 33,6 F 13,5 1 dk<br>RW rf 102 | **M Ore Carrier**<br>3 Ho 19,5 39,0 39,0 ER<br>G.11 298<br>5 Ha (stl) (each 14,6 × 11,0) ER<br>Der 1(5) 1(1,5) 2(1) | Doxford<br>Oil 2SA 4Cy. 670 × 2320<br>4 000bhp (2 942kW)<br>D. Rowan & Co. Ltd.<br>Gen 3 × 150kW 220V d.c.<br>Fuel 1 717,0t (hvf) |
| **8037970**<br>*CLAS*<br>Df Esd Gc<br>Rdr RTm/h/v | **TANIA**<br>**Empresa de Navegacion Caribe**<br>La Habana Cuba | T.Mk<br>**1 913**<br>900<br>2 883<br>**3 374**<br>1 674<br>4 545 | RCB RNR (RS) | **1981** Santierul Naval Braila—Braila<br>105,95 5,630/7,060<br>93,58 14,81 8,51<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 17,4 21,4 22,1 ER<br>G.5 870 B.5 347<br>TEU 80 C. 80/20'<br>3 Ha (stl) (12,1 × 8,0) (14,7 14,7 × 10,2) ER<br>10W Der 5(3) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>3 000bhp (2 207kW)<br>Bryansk Eng. Works<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 196,0t (d.o.) 96,0t (hvf)-13,5pd |

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| **TANIA**<br>ex Giralda-85<br>**Tatiana Shipping Co.**<br>Piraeus Greece | **211**<br>71<br>226 | <br><br>(BV) (HR) | **1961** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5060)<br>34,73 7,22 3,852<br>31,73 6,91 3,97<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho 3,8<br>In.140<br>2 Ha (each 1,0 × 1,3)<br>1W Der 1(1) | Sulzer<br>Oil 4SA 8Cy. 220 × 320<br>750bhp (552kW)<br>Cie. de Const. Mec., CCM Lorient<br>Gen 1 × 100kW 1 × 24kW 100V d.c.<br>Fuel 40,5t (d.o.) 12,25kn |
| **TANIMOLA 1**<br>ex Tanimola-85<br>ex Nippo Maru No. 72-77<br>**Gateshield Engineering Co. Ltd.**<br>Lagos Nigeria | **655**<br>344<br>1 020 | <br><br>(NK) | **1966** Setoda Zosensho Co. Ltd.—Setoda (205)<br>57,41 9,43 4,166<br>52,02 9,40 4,50<br>P 13,5 F 7,1 1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 1 204 | Hanshin<br>2 Oil 4SA each 6Cy. 235 × 300 geared to sc. shaft<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 40kW 445V a.c.<br>Fuel 55,0t-3,5pd 11,5kn |
| **TANITA**<br>**Tana Inc.**<br>Brownsville, Tx United States of America | **119**<br>81<br>— | | **1978** .............Brownsville, Tx<br>*21,98* 6,76<br>3,38<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| **TANJA**<br>**m.s. "Tanja" Hamm Schiffahrts KG**<br>Pohl Shipping Schiffahrtsgesellschaft m.b.H.<br>Assel Federal Republic of Germany | *2 190*<br>*1 051*<br>2 735 | <br><br>GL | **1989** Schiffswerft u. Mfbk. Cassens G.m.b.H. —Emden (184)<br>82,50 - 4,710<br>79,10 12,60 6,65<br>1 dk | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho ER<br>G.4 078<br>TEU 138<br>C.Ho 93/20'(40') C.Dk 45/20'(40')<br>1 Ha (stl) (53,9 × 10,3) ER | Deutz SBV8M628<br>Oil 4SA 8Cy. 240 × 280 sr geared to sc. shaft<br>1 100kW (1 495bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 502,4kW 1 × 200kW 1 × 80kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>11kn |
| **TANJA JACOB**<br>**Zweite Nordland Schiffahrtsgesellschaft m.b.H. & Co. Produkten-Carrier K.G.**<br>Ernst Jacob<br>Flensburg Federal Republic of Germany<br>SatCom: 1120110 | **24 575**<br>14 075<br>43 190<br>T/cm<br>20,2 | <br><br>GL | **1980** A.G. "Weser"—Bremen (1411)<br>176,21 (BB) 32,24 12,021<br>167,01 32,20 16,21<br>F 11,9 1 dk | **M Tanker**<br>Oil Chemical<br>Ice strengthened DB<br>21 Ta ER<br>L.43 499<br>4 Cargo pumps total 4 000T/hr | MAN K7SZ70/125BL<br>Oil 2SA 7Cy. 700 × 1250<br>14 262bhp (10 491kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 1088kW 4 × 900kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 452,5t (d.o.) 2 080,0t (hvf) 15kn |
| **TANJONG DUNGUN**<br>**Government of Malaysia (Director of Marine - West Malaysia)**<br>Penang Malaysia | **183**<br>84<br>245 | | **1961** United Engineers Ltd.—Singapore (82)<br>33,08 8,69 1,982<br>31,32 8,54 2,21<br>1 dk<br>RW | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft<br>1 Ho 9,9<br>1 Ha<br>Cr 1(4) | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>495bhp (364kW)<br>Lister Blackstone Ltd. Stamford<br>Gen 1 × 5kW 110V d.c.<br>Fuel 14,0t (d.o.) 10kn |
| **TANJONG GEMUROH**<br>**Sumai Engineering Sendirian Berhad**<br>Penang Malaysia | **450**<br>152<br>356 | | **1966** Sharikat Perkapalan Kris Tanah Melayu Ltd. —Penang<br>44,43 10,88 2,286<br>42,68 10,67 2,90<br>RQD 15,9 B 9,8 1 dk | **TM Hopper/Dredger**<br>Suction Bottom doors<br>Mchy.aft | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292<br>720bhp (530kW)<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 60kW 1 × 10kW 220V d.c.<br>Fuel 30,5t (d.o.) 9,5kn |
| **TANJONG PINANG**<br>**Government of Malaysia (Director of Marine Peninsular Malaysia)**<br>Penang Malaysia | **551**<br>367<br>135 | <br><br>(NK) | **1980** Malaysia Shipyard & Eng. Sdn.—Johore Bahru<br>1,809<br>42,52 12,01 2,90 | **TM Dredger**<br>Cutter Suction | Caterpillar 3408T<br>2 Vee Oil 4SA each 8Cy. 137 × 152 sr geared to sc. shafts<br>680bhp (500kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 60kW<br>9kn |
| **TANJUNG**<br>ex Buruan-74<br>**P.T. Pelayaran Samudera Mas Raya**<br>Surabaya Indonesia | **313**<br>126<br>305 | <br><br>(KI) | **1953** "Soerabaja" D.D. Maats.—Surabaya (N.1372)<br>42,98 7,60 1,982<br>7,55<br>P 11,9 F 7,4 1 dk | **M General Cargo**<br>Mchy.aft<br>G.410 B.380<br>4W Der 4(3) | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW) E made79 fitted—<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| **TANJUNG BAKARANG**<br>**Government of The State of Brunei**<br>Bandar Seri Begawan Brunei | **164**<br>73<br>— | ✠**100A1**<br>extended protected waters service off the Brunei coast<br>✠**LMC**<br>EL 190,0/14,0U1<br>FN 211 | **1988**-4 Cheoy Lee Shipyards Ltd.—Hong Kong (4261)<br>25,48 6,48 1,501<br>21,77 3,48<br>1 dk<br>rf 1250 | **Reinforced Plastic TM Launch** | MAN D2842LXE<br>2 Vee Oil 4SA each 12Cy. 128 × 142 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 324kW (1 800bhp)<br>MAN Nutzfahrzeuge A.G. Nuernberg<br>Gen 2 × 56kW 380V 50Hz a.c. |
| **TANJUNG DUA**<br>ex Adri VII<br>**P.T. Perusahaan Pelayaran Nusantara "Tandjung"**<br>Jakarta Indonesia | **679**<br>320<br>874 | <br><br>(KI) | **1958** Cheoy Lee Shipyards Ltd.—Hong Kong (688)<br>55,48 8,74 3,810<br>8,41 4,81<br>1 dk<br>RW | **M General Cargo** | National Gas<br>Oil 4SA 8Cy. 228 × 304<br>634bhp (466kW)<br>National Gas & Oil Eng. Co. Ashton-under-Lyne |
| **TANJUNG EMAS**<br>**Emas Shipping S.A.**<br>Panama Panama | *6 141*<br>*2 471*<br>7 110 | <br><br>NK | **1986** Fukuoka Zosen K.K.—Fukuoka (1126)<br>103,76 7,014<br>96,02 18,52 7,50<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.15 008 B.14 027<br>2 Ha (stl) (each 26,1 × 12,6) ER<br>Cr 2(30) | B&W 5L35MC<br>Oil 2SA 5Cy. 350 × 1050<br>2 795kW (3 800bhp)<br>Makita Diesel Co. Ltd. Takamatsu<br>12kn |
| **TANJUNG GLORY**<br>ex Yuho Maru No. 1-91<br>**Southern Shipping Corp.**<br>Indonesia | **495**<br>315<br>1 149 | | **1976** Kyoei Zosen K.K.—Mihara (68)<br>59,97 10,04 4,001<br>55,02 10,01 4,22<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440 geared to sc. shaft<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TANJUNG I**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Balikpapan Indonesia | **232**<br>24<br>— | <br><br>KI (AB) | **1976** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS294)<br>29,01 8,62 3,436<br>28,33 8,60 4,17<br>1 dk | **TM Tug**<br>Fire-fighting<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 165 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW<br>Fuel 95,0t (d.o.) 12kn |
| **TANJUNG II**<br>**Pertamina Wilayah IV**<br>Balikpapan Indonesia | **232**<br>24<br>— | <br><br>KI (AB) | **1976** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS295)<br>29,51 8,71 3,436<br>26,98 8,60 4,17<br>1 dk | **TM Tug**<br>Fire-fighting<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 165 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW<br>Fuel 95,0t (d.o.) 12kn |
| **TANJUNG III**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **232**<br>24<br>— | <br><br>KI (AB) | **1976** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS296)<br>29,01 8,62 3,439<br>28,33 8,60 4,17<br>1 dk | **TM Tug**<br>Fire-fighting<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 165 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW<br>Fuel 95,0t (d.o.) 12kn |
| **TANJUNG JOHOR XV**<br>ex Sam Hong V ex Zuisho-79<br>**P.T. Tanjung Johor Wood Industry**<br>Jambi Indonesia | **118**<br>34<br>66 | <br><br>KI NK | **1978** K.K. Miura Zosensho—Oseto<br>28,33 2,728<br>25,58 7,01 3,13<br>P 1,0 F 2,5 1 dk | **M Tug** | Hanshin<br>Oil 4SA 6Cy. 350 × 500<br>Hanshin Nainenki Gyogyo Kobe<br>Gen 2 × 40kW<br>11kn |

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| **8917857**<br>*9MBF5*<br>326114<br>Esd Gc Rdr<br>RTv | **TANJUNG KEMARONG**<br>**Government of Malaysia (Director of Marine & Ministry of Transport)**<br>Port Kelang Malaysia | *714*<br>*214*<br>450 | BV | **1990** Malaysia Shipyard & Eng. Sdn.—Johore Bahru (043)<br>57,40 2,010<br>53,63 12,00 3,00 | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Hopper 500 | Cummins<br>2 Oil 4SA each 6Cy. 140 × 152<br>456kW (620bhp)<br>Cummins Engine Co. Ltd.<br>Gen 2 × 40kW 230/415V 50Hz a.c.<br>Fuel 66,45t (d.o.)-1,18pd |
| **7623215**<br>*YCCJ* | **TANJUNG KEMUNING**<br>**P.T. Pelayaran Misaja Mitra**<br>Jakarta Indonesia | **106**<br>50<br>— | KI | **1964** K.K. Usuki Tekkosho—Japan<br>... ... ...<br>25,91 5,87 2,60<br>1 dk | **M Fishing** | Usuki<br>Oil 4SA 6Cy. 240 × 370<br>420bhp (309kW)<br>Usuki Tekkosho<br>Gen 1 × 15kW 1 × 10kW |
| **8616740**<br>*V8SD*<br>0100<br>Rdr Rt | **TANJUNG KERAMAT**<br>**Government of The State of Brunei**<br>Bandar Seri Begawan Brunei | *123*<br>*37*<br>— | AB | **1987** Singapore Slpwy & Eng. Co. (Pte.) Ltd. —Singapore (165)<br>2,512<br>20,22 7,01 3,20<br>1 dk | **TM Tug**<br>Mchy.aft | Caterpillar<br>2 Oil geared to sc. shafts<br>Caterpillar Inc. |
| **7623203**<br>*YCCK* | **TANJUNG KUNYIT**<br>**P.T. Pelayaran Misaja Mitra**<br>Jakarta Indonesia | **106**<br>50<br>— | KI | **1964** K.K. Usuki Tekkosho—Japan<br>... ... ...<br>25,91 5,87 2,60<br>1 dk | **M Fishing** | Usuki<br>Oil 4SA 6Cy. 240 × 370<br>420bhp (309kW)<br>Usuki Tekkosho<br>Gen 1 × 15kW 1 × 10kW |
| **8512607**<br>*9VMF*<br>384898<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **TANJUNG PERAK**<br>ex Globe Diamond-87<br>**Reedom Pte. Ltd.**<br>Singapore Singapore | *5 954*<br>*2 998*<br>7 023 | NK | **1986** Hyundai Heavy Industries Co. Ltd.—Ulsan (P032)<br>115,19 (BB) 6,916<br>105,01 19,02 10,52<br>2 dks | **M General Cargo**<br>4 Ho ER<br>G.13 386 B.12 637<br>TEU 290 C. 290/20'<br>3 Ha (stl) (30,1 30,8 30,8 × 12,7) ER<br>Cr 2(30) Der 2(25) | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>4 080bhp (3 001kW)<br>Makita Diesel Co. Ltd. |
| **8801735**<br>*3EBI7*<br>18359-89<br>Df Esd Gc<br>Pfd Rdr Rt<br>SatNav | **TANJUNG PINANG**<br>**Irvington Navigation S.A.**<br>Daishin Senpaku K.K. (Daishin Shipping Co. Ltd.)<br>Panama Panama | *6 588*<br>*2 597*<br>7 701 | NK | **1989** Nishi Zosen K.K.—Imabari (351)<br>108,06 (BB) 7,214<br>99,90 18,50 8,00<br>2 dks | **M General Cargo**<br>2 Ho ER<br>2 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>2 427kW (3 300bhp)<br>Makita Diesel Co. Ltd.<br>Gen 4 × 166kW a.c. |
| **5352006**<br><br>1550<br>Rt | **TANJUNG PINANG**<br>ex Tandjong Pinang-75<br>**P.T. Pelayaran Lokal Birawa**<br>Jakarta Indonesia | **175**<br>89<br>— | (KI) | **1942** Namura SB. Co. Ltd.—Osaka<br>32,01 5,97 2,699<br>... ...<br>1 dk<br>R | **M Passenger/General Cargo/Ferry** 75bth —dk P<br>1 Ho 12,1<br>G.136<br>1 Ha (2,5 × 2,2)<br>1W | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW) E made25 fitted—<br>Namura Shipyard Co. Ltd.<br>Fuel 8,5t (d.o.) |
| **8801723**<br>*3ETD6*<br>18037-88<br>Df Esd Gc<br>Pfd Rdr Rt<br>SatNav | **TANJUNG PRIOK**<br>**Eastsea Shipping Co. Ltd. S.A.**<br>Panama Panama | *6 588*<br>*2 597*<br>7 706 | NK | **1988** Nishi Zosen K.K.—Imabari (350)<br>108,06 (BB) 7,214<br>99,90 18,50 13,00<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.14 731 B.13 836<br>TEU 2 2/20' ref C.<br>2 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>2 942kW (4 000bhp)<br>Makita Diesel Co. Ltd.<br>Gen 4 × 156kW a.c. |
| **5286984**<br>*PKQA*<br>847/L | **TANJUNG REDEB**<br>ex Pulau Serutu<br>**P.T. Taruna Kusan Explosive**<br>Jakarta Indonesia | **335**<br>172<br>360 | KI | **1962** Vereenigde Prauwen Verer—Tandjung Priok (478)<br>45,27 7,62 2,571<br>39,93 7,60 3,00<br>1 dk | **M General Cargo**<br>2 Ha (each 6,6 × 4,5) ER<br>2W Der 2(2,5) | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>340bhp (250kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 13,5kW 110V d.c.<br>Fuel 29,5t (d.o.) |
| **7936612** | **TANJUNG SANTAN**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Balikpapan Indonesia | **169**<br>55<br>310 | KI | **1973** Asia Pacific Shpyd (Pte) Ltd.—Singapore<br>10,67 1,194<br>34,14 10,66 1,68<br>RQD 2,2 1 dk<br>rf nil | **TM Landing Barge** | Cummins<br>2 Oil 4SA each 6Cy. 140 × 152 dr<br>shafts<br>760bhp (559kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 28kW 1 × 10kW<br>Fuel 54,0t (d.o.) |
| **8829775**<br>*V8SW*<br>0103<br>Esd Rdr Rt | **TANJUNG SEMASTA**<br>**Government of The State of Brunei (Department of Marine - Ministry of Communication)**<br>Bandar Seri Begawan Brunei | *182*<br>*54*<br>— | AB | **1988** Brooke Dockyard & Eng. Works Corp. —Kuching (140)<br>2,600<br>23,00 8,80 2,90<br>1 dk<br>rf - | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 reverse<br>geared to sc. shaft<br>Caterpillar Inc.<br>Gen 2 × 50kW a.c. |
| **7377646**<br>*YCRO*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **TANJUNG/PERMINA 1010**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **9 491**<br>5 886<br>13 081<br>T/cm<br>26,0 | ✠**100A1** SS 2/89<br>oil tanker<br>✠**LMC**<br>EL A† $2\frac{3}{16}$"U2<br>FN 4283<br>KI | **1975**-3 Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1185)<br>144,51 (BB) 21,44 7,322<br>135,01 21,40 10,32<br>P 29,6 F 16,2 1 dk<br>rf nil Diam. 0,310 | **M Tanker**<br>20 Ta ER<br>L.(oil) 18 419<br>4 Cargo pumps total 1 965T/hr | B&W<br>Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW)<br>Hitachi Zosen Hiroshima Works<br>WTAuxB 18kgf/cm² (17,7bar) hs219,3<br>e(ex.g) 21kgf/cm² (20,6bar)<br>Gen 2 × 492kW 450V 50Hz a.c. |
| **7341099**<br>*P3CY2*<br>708149<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TANK PROGRESS**<br>ex British Spey-85<br>**Cetra Shipping Co. Ltd.**<br>Limassol Cyprus | **15 584**<br>9 437<br>25 590<br>T/cm<br>36,8 | ✠**100A1** M 3/88-17mos<br>oil tanker (cc)<br>✠**LMC** **UMS**<br>EL F† $2\frac{3}{8}$"U2<br>FN 6080 | **1974**-5 Lithgows Ltd.—Port Glasgow (1187)<br>171,20 (BB) 25,05 9,551<br>161,78 25,00 12,58<br>P 34,5 F 13,8 1 dk<br>rf 51 Bow/CM 81 Diam. 0,360 | **M Tanker**<br>Stern disch.<br>22 Ta ER<br>L.(oil) 35 396 HeCls. B<br>4 Cargo pumps total 3 944T/hr | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>J. G. Kincaid & Co. Ltd.<br>WTAuxB primary 42kgf/cm² (41,2bar)<br>secondary 18,2kgf/cm² (17,9bar)<br>14kgf/cm² (13,8bar) hs386,9<br>AuxB 14kgf/cm² (13,8bar) (Package)<br>e(ex.g) 33kgf/cm² (32,4bar) Spt<br>15,3kgf/cm² (15,0bar)<br>Gen 1 × 650kW 1 × 600kW 440V<br>Fuel 1 372,5t (d.o.) |
| **8122804**<br>*7LAY*<br>125595 | **TANKAI MARU**<br>**Government of Japan (Ministry of Agriculture & Forestry - Fisheries Agency)**<br>Kushiro, Hokkaido Pref. Japan | **157**<br>—<br>— | | **1982** Niigata Eng. Co. Ltd.—Niigata (1733)<br>2,601<br>30,03 6,81 2,93<br>1 dk | **M Research/Fishing**<br>Training Survey<br>1 Ho ER<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 220 × 290 with<br>to sc. shaft<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8219700** | **TANKER No. 10**<br>**Alexandria General Water Authority**<br>Alexandria Egypt | **207**<br>101<br>300 | ✠Classed LR until 4/10/88 | **1984**-7 Alexandria Shipyard—Alexandria (10117)<br>35,95 7,01<br>33,51 7,00 2,85<br>RAD 2,2 B 8,9 RFD 4,3 1 dk<br>rf nil | **M Tanker**<br>Water<br>4 Ta ER<br>L.300 | MAN<br>Vee Oil 4SA 12Cy. 125 × 142<br>flexible couplings & sr reverse<br>shaft<br>465bhp (342kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 25kW 220V 50Hz a.c. |
| **8215388**<br><br>2551<br>Gc Rt | **TANKER No. 11**<br>**Alexandria General Water Authority**<br>Alexandria Egypt | **352**<br>181<br>550 | ✠Classed LR until 4/10/88 | **1985**-6 Rashid Co. for Nile Constructions—Rashid (37)<br>42,37 7,83 2,823<br>40,01 7,61 3,76<br>1 dk<br>rf nil | **M Tanker**<br>Water<br>6 Ta ER<br>L.540 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>reverse geared to sc. shaft<br>473bhp (348kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 46,5kW 380V 50Hz a.c. |

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| **TANKER No. 12**<br>**Alexandria General Water Authority**<br>Alexandria Egypt | **352**<br>181<br>550 | ✠Classed LR until 4/10/88 | **1985**-7 Rashid Co. for Nile Constructions—Rashid (38)<br>42,37 7,83 2,901<br>40,01 7,61 3,76<br>1 dk<br>rf nil | **M Tanker**<br>Water<br>6 Ta ER<br>L.540 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches & sr reverse geared to sc. shaft<br>473bhp (348kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 46,5kW 380V 50Hz a.c. |
| **TANKER No. 13**<br>**Alexandria General Water Authority**<br>Alexandria Egypt | **352**<br>181<br>550 | ✠Classed LR until 4/10/88 | **1985**-9 Rashid Co. for Nile Constructions—Rashid (39)<br>42,37 7,83 2,823<br>40,01 7,61 3,76<br>1 dk<br>rf nil | **M Tanker**<br>Water<br>6 Ta ER<br>L.540 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 total 473bhp (348kW) with clutches & sr reverse geared to sc. shaft driving 3 gen. each 2 100kW 600V a.c. connected to 2 elec. motors each of 3 500shp (2 574kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 46,5kW 380V 50Hz a.c. |
| **TANKER No. 230**<br>**Suez Canal Authority**<br>Ismailia Egypt | **300**<br>—<br>— | (GL) | **1978** Timsah SB. Co.—Ismailia (227)<br>42,78 7,75 2,661<br>3,00<br>Ba 3,1 RQD 14,1 1 dk | **TM Tanker**<br>2 Ta | S.K.L. 6NVD36-1U<br>2 Oil 4SA each 6Cy. 240 × 360<br>448bhp (330kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 72kW 380/220V a.c.<br>10kn |
| **TANKER 412**<br>Tripoli Libya | **232**<br>93<br>300 | **100A1**<br>Class contemplated<br>FN 369 | **1991** Timsah SB. Co.—Alexandria (412)<br>2,682<br>36,73 7,01 3,03<br>1 dk | **M Tanker**<br>Water<br>L.300 | Mirrlees E6MGR<br>Oil 2SA 6Cy. 875 × 1150 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>287kW (390bhp)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>7kn |
| **TANKER 413**<br>Benghazi Libya | **232**<br>93<br>300 | **100A1**<br>Class contemplated<br>FN 369 | **1991** Timsah SB. Co.—Alexandria (413)<br>2,682<br>36,73 7,01 3,03<br>1 dk | **M Tanker**<br>Water<br>L.300 | Mirrlees E6MGR<br>Oil 2SA 6Cy. 875 × 1150 with clutches, flexible couplings & sr geared to sc. shaft<br>287kW (390bhp)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>7kn |
| **TANKERMAN**<br>**Rowbotham Tankships Ltd.**<br>Douglas Isle of Man (British) | **5 881**<br>4 144<br>10 500 | **✠100A1** SS 3/88<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL Y 522,5/46,0U3<br>FN 3314 | **1983**-2 Appledore Shipbuilders Ltd.—Appledore (135)<br>119,72 19,23 7,751<br>113,01 19,21 10,11<br>P 24,1 F 13,5 1 dk<br>rf 102 Bow/CM 66 Diam. 0,250 MH 1,5 | **M Tanker**<br>13 Ta ER<br>L.(oil) 13 384 HeCls. C<br>3 Cargo pumps total 3 000T/hr | Mirrlees 12MB275<br>Vee Oil 4SA 12Cy. 275 × 305 with clutches, flexible couplings & sr geared to sc. shaft<br>4 430bhp (3 259kW)<br>Mirrlees Blackstone (Stockport) Ltd. Stockport<br>3 AuxB (2 o.f. 1 Comp) 8,4kgf/cm² (8,3bar)<br>Gen 1 × 336kW 2 × 300kW 1 × 120kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 65,0t (d.o.) 233,0t (hvf)-13,0pd 11kn |
| **TANKOS**<br>ex Regitze-91 ex Regitze Tholstrup-84<br>**Oljynekuljetus Ahti Koskinen Ky**<br>Naantali/ Nadendal Finland | **300**<br>163<br>349 | (BV) | **1963** Svendborg Skibsvaerft A/S—Svendborg (102)<br>46,92 8,13 2,706<br>42,02 8,11 3,03<br>F 7,1 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>Ice strengthened<br>2 Ta (stl) ind cyl horizontal ER<br>L.(gas) 387 | Grenaa<br>Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW) NE 74<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel 28,5t (d.o.) 11,5kn |
| **TANKTRADER I**<br>ex Molinia Anne-87<br>ex Min Woo No. 1-80<br>ex Kitsuan Maru-74<br>**Rederi-Interessentskabet Tanktrader I**<br>Knud I. Larsen<br>Panama Panama | **3 533**<br>2 520<br>6 492 | NK (KR) | **1973** K.K. Taihei Kogyo—Akitsu (301)<br>103,28 14,97 7,305<br>97,01 14,94 8,34<br>P 20,5 F 11,0 1 dk<br>Bow/CM 40 | **M Tanker**<br>10 Ta ER<br>L.(oil) 8 082 HeCls. BC<br>2 Cargo pumps total 1 000T/hr | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 144kW 445V a.c.<br>Fuel 31,5t (d.o.) 449,0t (hvf)-9,0pd 12,5kn |
| **TANKTRADER II**<br>ex Prima Lizzy-86 ex Aitoku Maru-81<br>**Rederi-Interessentskabet Tanktrader II**<br>Knud I. Larsen<br>Panama Panama | **1 368**<br>791<br>3 191 | NK | **1974** Imamura Zosen—Kure (195)<br>88,52 12,86 5,931<br>82,50 12,81 6,51<br>P 21,4 F 12,2 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 521 | Hanshin 6LUS40<br>Oil 4SA 6Cy. 400 × 640<br>2 600bhp (1 912kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 148,5t-7,5pd 12,5kn |
| **TANKVIK**<br>ex Chess-87 ex Fredensborg-85<br>**R/A Brevik**<br>Rolf Eliasson<br>Ockero Sweden | **1 587**<br>1 197<br>3 511<br>T/cm<br>8,5 | NV | **1975** Vaagen Verft A/S—Kyrksaeterora (40)<br>82,71 13,19 6,592<br>76,41 13,01 8,72<br>P - 1 dk<br>Bow/CM 47 Diam. 0,203 | **M Tanker**<br>Chemical<br>Ice strengthened<br>10 Ta ER<br>L.3 815 HeCls. C<br>3 Cargo pumps total 1 050T/hr | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 180kW 1 × 67kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 117,5t (d.o.)-7,5pd 12,5kn |
| **TANNISBUGT**<br>ex Simor-90<br>**V. Henriksen**<br>Hirtshals Denmark | **142**<br>56<br>— | (BV) | **1965** VEB Rosslauer Schiffswerft—Rosslau<br>30,89 6,68 2,699<br>6,66 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,2 × 1,6) ER<br>1W Der 1(0,5) | Polar<br>Oil 4SA 6Cy. 250 × 300<br>700bhp (515kW)<br>Nydqvist & Holm A/B Trollhattan<br>Controllable pitch propeller<br>Fuel 19,0t (d.o.)-1,5pd 10kn |
| **TANO RIVER**<br>**State Shipping Corporation (Black Star Line)**<br>Takoradi Ghana | T.Mk<br>**8 589**<br>4 403<br>11 564<br>**13 004**<br>7 506<br>16 633 | **✠100A1** CS 3/90<br>strengthened for heavy cargoes Ice Class 3<br>**✠LMC**<br>EL F† 577,5/58,0U3<br>FN 5525 | **1980**-2 Hyundai Heavy Industries Co. Ltd.—Ulsan (118)<br>167,32 (BB) 22,94 —/10,176<br>154,01 22,86 13,01<br>B 28,1 F 29,9 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo** 4cbn 6th P<br>5 Ho 14,0 20,3 20,8 22,4 ER 20,8<br>5 TwD<br>G.23 506 B.21 109<br>TEU 500 C.Ho 261/20' C.Dk 239/20'<br>8 Ha (stl) (7,0 12,8p&s 19,2p&s 19,2p&s × 7,8) ER (12,8 × 7,8)<br>8W Der 1(80) 7(25) | Sulzer 6RND76M<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>2 AuxB (1 o.f. 1 ex.g) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 780kW 450V 60Hz a.c.<br>Thw. thrust propeller<br>Fuel 314,5t (d.o.) 1 437,0t (hvf) |
| **TANOE**<br>**Union des Remorqueurs d'Abidjan (U.R.A.)**<br>Abidjan Cote d'Ivoire | **130**<br>84<br>— | BV<br>✠ | **1962**-1 Schpsw. P. de Vries Lentsch—Alphen a/d Rijn (412)<br>25,00 7,14 2,794<br>23,02 6,81 3,56<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| **TANSEI MARU**<br>**Government of Japan (Ministry of Education)**<br>Tokyo University - Ocean Research Institute<br>Tokyo Japan<br>SatCom: 1200544/JIQY | **469**<br>125<br>366 | | **1982** Mitsubishi Heavy Industries Ltd. —Shimonoseki (852)<br>51,01 4,309<br>45,01 9,21 4,22<br>1 dk | **M Research/Fishing**<br>Stern-fishing | Daihatsu 6DSM-22<br>2 Oil 4SA each 6Cy. 220 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 3 × 240kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>12kn |
| **TANSHU MARU**<br>**Fuke Kaiun K.K.**<br>Misaki, Osaka Pref. Japan | **497**<br>—<br>77 | | **1967** Hashihama Zosen—Imabari (228)<br>54,01 8,03 2,388<br>49,99 8,01 3,61<br>1 dk<br>RW | **M Ferry** 1000dk P<br>Mchy.aft | Mitsubishi<br>Oil 2SA 6Cy. 330 × 550<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 120kW 445V a.c.<br>Fuel 28,5t-6,0pd 15kn |

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| **7914054**<br>*JESA*<br>121135<br>Df Esd Gc<br>Rdr Rt | **TANSHU MARU**<br>**Hyogo Prefecture**<br>Kobe, Japan<br>Hyogo Pref. | **444**<br>148<br>370 | | **1980** Teraoka Shipyard Co. Ltd.—Nandan (192)<br>3,752<br>45,01 8,81 5,11<br>1 dk | **M Fishing**<br>Training Stern Trawler<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>710bhp (522kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 240kW 225V 60Hz a.c. |
| **7735678**<br>*JI2954*<br>119656 | **TANSHU MARU**<br>**Tonan Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **199**<br>—<br>360 | | **1978** Yutaka Sangyo K.K.—Aioi (8)<br>2,600<br>33,23 7,51 3,03<br>1 dk | **M Cement Carrier** | Oil |
| **7398482**<br>*JXGP*<br>15221<br>Esd Rdr Rt | **TANSOY**<br>**Fylkesbaatane i Sogn og Fjordane**<br>Floro Norway | **165**<br>68<br>— | (NV) | **1959** Loland Motorverstad A/S—Leirvik i Sogn (11)<br>28,61 6,74 1,829<br>25,30 6,71 3,15<br>1 dk<br>rf 1148 BK 76 | **M Ferry**<br>Mchy.aft<br>122P | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>240bhp (177kW)<br>A/S Wichmann<br>Fuel 10,0t (d.o.)-2,0pd |
| **7233474**<br>*SYQW*<br>9689<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TANTA**<br>ex Axionestin-90 ex Queen Sapphire-86<br>ex Kanetoshi Maru-79<br>**Seabell Shipping Co. S.A.**<br>Jason Navigation Co. Ltd.<br>Piraeus Greece | **16 692**<br>10 921<br>27 852<br>T/cm<br>38,0 | BV NK | **1972** Kanasashi Co. Ltd.—Shimizu (1050)<br>179,03 25,43 10,897<br>168,00 25,40 15,02<br>P 32,0 F 13,5 1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho 18,2 28,0 24,0 28,0 27,2 ER<br>G.33 815 B.32 651 HeCls. ptB<br>5 Ha (stl) (9,7 15,8 11,8 15,8 15,8 × 10,3) ER<br>Cr 5(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>8 532kW (11 599bhp)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 400kW 445V d.c.<br>Fuel 127,0t (d.o.) 1 622,5t (hvf)-41,0pd |
| **7730147**<br>*LYAK*<br>M-34548<br>Df Esd Gc<br>Rdr Rt | **TANTAL**<br>**Zapryba**<br>(Liepaya) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1977** .............U.S.S.R.<br>83,90 14,03 5,720<br>10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 B.236 In.1 348 L.14<br>3 Ha (2,3 × 2,3) (1,9 1,9 × 1,9)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Controllable pitch propeller |
| **7740697**<br>*ERLI*<br>M-12598<br>Rt | **TANTAL**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Odessa) (U.S.S.R.) | **166**<br>18<br>36 | RS | **1978** .............U.S.S.R.<br>33,96 7,09 2,591<br>3,69<br>1 dk | **M Research**<br>Ice strengthened<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **5352496**<br>*JXNZ3*<br>N-00549<br>Df Esd Rdr | **TANTO**<br>**Odd og Erling Aune ANS**<br>Trondheim Norway (NIS) | **499**<br>247<br>1 021 | BV<br>✠CLASS WITHDRAWN at Owners' request 31/7/91 | **1960**-4 Falkenbergs Varv AB—Falkenberg (127)<br>64,88 10,49 3,874<br>57,51 10,46 6,66<br>F 5,5 1 dk & S dk<br>rf 51 DK fwd | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 37,8 ER<br>G.2 200 B.1 959<br>1 Ha (stl) (29,8 × 6,5) ER<br>3W Der 3(5) | Alpha<br>Oil 4SA 6Cy. 280 × 320 sr geared to<br>1 000bhp (736kW) NE 3/82<br>B&W Alpha Diesel Div. of B&W Diesel<br>Controllable pitch propeller<br>Fuel 66,0t (d.o.) |
| **7372531**<br>*YEMA*<br>Df Esd Gc<br>Rdr Rt | **TANTO DELI**<br>ex Ma Fatima-91 ex Nautilus Primo-89<br>ex Arya Permata-85<br>ex Andhika Permata-83<br>ex Kalimantan-75<br>**P.T. Tanto Intim Line**<br>Jakarta Indonesia | **3 778**<br>2 602<br>6 587 | KI (NK) | **1974** Imai Zosen—Kochi (335)<br>104,03 16,39 6,816<br>98,60 16,36 8,35<br>P 19,9 F 11,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 632 B.8 100<br>2 Ha (stl) (28,1 28,5 × 8,3) ER<br>4W Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>2 795kW (3 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 2 × 144kW a.c.<br>Fuel 547,5t (hvf)-13,0pd |
| **7206574**<br>*YEFU*<br>780+PST<br>Df Esd Gc<br>Pfd Rdr Rt | **TANTO JAYA**<br>ex Nakorn Kasem 2-89<br>ex Kota Mawar-86 ex Rokko-86<br>ex God Horse-83 ex Yasuei-82<br>ex Lark-78 ex Koyo Maru-78<br>**P.T. Tanto Intim Line**<br>Jakarta Indonesia | **3 183**<br>2 263<br>6 003 | NK | **1972** K.K. Uwajima Zosensho—Uwajima (683)<br>101,10 16,06 6,801<br>94,01 16,01 8,21<br>P 18,9 B 4,9 F 11,9 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 448 B.7 079<br>2 Ha (stl) (26,5 28,7 × 7,7) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>2 795kW (3 800bhp)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 132kW 445V a.c.<br>Fuel 498,0t-10,0pd |
| **7371408**<br>*YEPA*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TANTO JELITA**<br>ex Basilica-91<br>**P.T. Tanto Intim Line**<br>Tanto Maritime Singapore Pte. Ltd.<br>Jakarta Indonesia | **6 257**<br>4 103<br>8 127 | NK | **1974** Asakawa Zosen—Imabari (227)<br>105,70 18,19 7,621<br>98,00 18,14 13,01<br>1 dk<br>rf 203 | **M General Cargo**<br>2 Ho each 35,9 ER<br>G.14 545 B.13 500<br>2 Ha (stl) (28,5 30,7 × 8,8) ER<br>4W Der 4(20) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Fuel 47,0t (d.o.) 342,0t (hvf)-12,0pd |
| **7105794**<br>*YDNO*<br>Esd Gc Pfd<br>Rdr Rt | **TANTO KARUNIA**<br>ex Satu Bangsa ex Tenkomaru<br>ex Wayo Maru-83<br>**P.T. Tanto Intim Line**<br>Jakarta Indonesia | **1 064**<br>729<br>3 048 | KI | **1971** Imabari Zosen—Imabari (270)<br>81,99 12,53 5,639<br>77,02 12,50 7,62<br>1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.4 630 B.4 289<br>2 Ha (each 22,0 × 7,0) ER | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 48kW 445V a.c.<br>Fuel 207,5t |
| **5031365**<br>*PKYR*<br>1932/L<br>Df EsdRTm | **TANTO MAJU**<br>ex Avanti<br>**P.T. Persusahaan Pelayaran Nusantara "Eja"**<br>Jakarta Indonesia | **448**<br>243<br>650 | (BV) (KI) | **1958** Scheepswerf en Reparatiebedrijf "Harlingen" N.V.—Harlingen (3)<br>50,78 8,28 3,188<br>46,00 8,21 3,51<br>P 14,1 B 13,2 F 9,2 1 dk<br>RW | **M General Cargo**<br>1 Ho 30,0 ER<br>G.864 B.835<br>2 Ha (11,5 12,2 × 5,0) ER<br>2W Der 2(2) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>390bhp (287kW)<br>Maschinenbau Kiel A.G.<br>Gen 1 × 15kW 110V d.c.<br>Fuel 37,5t (d.o.) |
| **7311082**<br>*YDEK*<br>Rdr Rt | **TANTO MULIA**<br>ex Dragon Maru<br>ex Tatsumi Maru No. 31-82<br>**P.T. Persusahaan Pelayaran Nusantara "Eja"**<br>Jakarta Indonesia | **1 360**<br>852<br>2 299 | KI | **1971** Fukushima Zosen Ltd.—Matsue (248)<br>72,60 12,02 4,827<br>66,81 11,99 5,60<br>1 dk | **M General Cargo**<br>2 Ho ER<br>2 Ha (each 15,9 × 8,4) ER | Nippon Hatsudoki<br>Oil 4SA 6Cy. 380 × 540<br>2 000bhp (1 471kW)<br>Nippon Hatsudoki<br>Gen 2 × 64kW 445V a.c. |
| **7412616**<br>*YCKC*<br>6470+BA<br>Df Esd Gc<br>Pfd Rdr | **TANTO MURNI**<br>ex Bineka No. 7-88 ex Maravillano II-79<br>**P.T. Tanto Intim Line**<br>Jakarta Indonesia | **3 070**<br>2 087<br>5 934 | KI NK | **1975** Oshima Dock K.K.—Yoshiumi (567)<br>101,12 16,24 6,585<br>95,18 16,21 8,21<br>P 19,6 F 10,5 1 dk | **M General Cargo**<br>Mchy.aft<br>G.7 454 B.6 931<br>2 Ha (27,9 29,4 × 8,0)<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 128kW<br>Fuel 567,0t-13,0pd |
| **7113351**<br>*YEGE*<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **TANTO PERMAI II**<br>ex Zigana-89 ex Signal-83<br>ex Heinrich Jessen-80<br>**P.T. Tanto Intim Line**<br>Jakarta Indonesia | T.Mk<br>**3 010**<br>1 534<br>5 800<br>**5 189**<br>3 253<br>7 450 | GL | **1971** Werft Nobiskrug G.m.b.H.—Rendsburg (672)<br>125,00 (BB) 17,25 6,605/7,630<br>114,51 17,20 10,11<br>F 14,7 2 dks<br>rf nil | **M General Cargo**<br>3 Ho 20,2 29,4 29,0 ER 3 TwD<br>G.11 283 B.10 509<br>TEU 210<br>C.Ho 116/20' (40') C.Dk 94/20' (40')<br>3 Ha (stl) (13,2 × 8,0) (19,5 19,5 × 10,5) ER<br>5W Der 5(20) | MAN<br>Oil 4SA 6Cy. 520 × 550 sr geared<br>6 000bhp (4 413kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 284kW 1 × 133kW 380V<br>Fuel 92,0t (d.o.) 395,0t (hvf)-14,0pd |
| **7018068**<br>*PLTS*<br>Df Esd Gc<br>Pfd Rdr Rt | **TANTO RAYA**<br>ex Rimba Dua ex Handseng-77<br>ex Shunyo Maru-71<br>**P.T. Tanto Intim Line**<br>Samarinda Indonesia | **2 985**<br>1 886<br>5 657 | KI (NK) | **1970** Hashihama Zosen—Imabari (275)<br>99,89 15,85 6,535<br>94,01 15,80 8,01<br>P 20,2 F 10,7 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 089 B.6 598<br>2 Ha (stl) (24,6 27,9 × 8,0) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 740bhp (2 751kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 128kW<br>Fuel 563,0t-13,5pd |

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| **TANTO SAKTI**<br>ex Banabungi-74 ex Kupa-61<br>**P.T. Persusahaan Pelayaran Nusantara "Eja"**<br>Surabaya Indonesia | **595**<br>335<br>734 | (KI) | **1953** R.O. Brodogradiliste "3 Maj"—Rijeka (378)<br>54,97 8,97 3,861<br>51,41 8,92 4,30<br>P 16,2 1 dk<br>RW | **M General Cargo**<br>G.1 024 B.933<br>2 Ha (9,6 10,6 × 4,9) ER<br>4W Der 1(5) 4(1,5) | Sulzer<br>Oil 2SA 6Cy. 290 × 500<br>630bhp (463kW)<br>C.R.D. Adriatico Trieste<br>Gen 1 × 67,5kW 220V<br>Fuel 37,5t (d.o.) 11kn |
| **TANTO SAKTI II**<br>ex Homaru No. 3-82 ex Keizan Maru-81<br>**P.T. Tanto Pacific Lines**<br>Jakarta Indonesia | **1 354**<br>859<br>2 118 | KI | **1971** Asakawa Zosen—Imabari (175)<br>75,05 11,43 4,877<br>68,03 11,41 5,01<br>2 dks<br>RW | **M General Cargo**<br>1 Ho ER<br>1 Ha (33,0 × 7,0) ER | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 80kW 225V a.c.<br>Fuel 121,0t 12,5kn |
| **TANTO SEJAHTERA**<br>ex Fuji Maru-84 ex Fujino Maru-84<br>**P.T. Tanto Intim Line**<br>Jakarta Indonesia | **1 238**<br>735<br>3 258 | KI (NK) | **1974** Yoshiura Zosen—Kure (229)<br>83,52 13,01 5,639<br>78,01 12,98 7,65<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.4 336 B.4 051<br>2 Ha (stl) (11,7 26,0 × 7,8) ER<br>Der 3(10) | Akasaka AH36<br>Oil 4SA 6Cy. 360 × 540<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 96kW 445V 60Hz a.c.<br>Fuel 22,5t (d.o.) 158,0t (i.f.o.)-6,5pd 10,5kn |
| **TANTO UTAMA**<br>ex Fredrique-88 ex Rio Blanco-86<br>**P.T. Tanto Intim Line**<br>Jakarta Indonesia | **3 671**<br>2 200<br>5 363 | BV KI (AB) | **1980** Taiwan Machy. Mfg. Corp.—Kaohsiung (661)<br>109,40 6,627<br>101,81 16,01 8,26<br>P 20,5 F 9,2 2 dks<br>rf 102 | **M General Cargo**<br>2 Ho ER<br>G.7 674<br>TEU 170 C. 170/20'<br>2 Ha (stl) ER<br>Cr 1(20) 2(5) Der 4(35) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 400kW a.c.<br>Fuel 48,5t (d.o.) 330,0t (hvf)-13,0pd 13kn |
| **TANU**<br>**Government of Canada (Department of Fisheries & Oceans)**<br>Vancouver, B.C. Canada | **746**<br>204<br>— | ✠**100A1** SS 1/89<br>✠**LMC**<br>EL 384,0/32,0U2<br>FN 720 | **1968**-9 Yarrows Ltd.—Victoria, B.C. (324)<br>54,69 9,96 3,277<br>50,17 9,76 4,58<br>F 26,6 1 dk<br>rf 457 | **M Patrol Ship** | Fairbanks, Morse<br>2 Oil 2SA each 8Cy. 206 × 508 geared to sc. shaft<br>1 930kW (2 624bhp)<br>Fairbanks, Morse (Canada) Ltd. Kingston, Ont.<br>NWTAuxB(c) 4/87<br>Gen 3 × 150kW 460V 60Hz a.c.<br>12kn |
| **TANUMAND**<br>**Famshek Marine Service Co.**<br>Khorramshahr Iran | **307**<br>—<br>171 | ✠Classed LR until 20/5/77 | **1946**-11 Scott & Sons—Bowling (378)<br>34,70 9,17 3,887<br>32,01 9,15 4,12<br>B 4,0<br>R BK 178 | **S Tug** | T 3Cy. 419 686 & 1143 x 762<br>Aitchison, Blair Ltd. Clydebank<br>Gen 1 × 15kW 1 × 5,5kW 110V d.c.<br>Fuel 96,5t (o.f.) 11kn |
| **TANUNDA**<br>ex Harman-86<br>**Adelaide Steamship Industries Pty. Ltd.**<br>Ritch & Smith Pty. Ltd.<br>Melbourne, Victoria Australia | **159**<br>2<br>143 | ✠**100A1** CS 9/91<br>tug<br>✠**LMC**<br>EL (b) ⅞"U1<br>FN 276 | **1971**-9 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (63)<br>25,81 8,11 3,810<br>23,25 7,78 4,07<br>1 dk<br>rf nil | **TM Tug**<br>2 Ha (stl) (1,2 × 1,2) (0,4 × 0,4) | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292<br>Lister Blackstone Mirrlees Marine Stamford<br>Gen 2 × 28kW 415V 50Hz a.c.<br>Fuel 39,5t (d.o.) 11kn |
| **TANYA KARPINSKAYA**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | T.Mk<br>**1 222**<br>427<br>—<br>**2 079**<br>918<br>2 180 | RS | **1975** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin<br>88,75 —/5,201<br>80,40 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 240<br>3 Ha (stl) (8,8 × 7,7) (12,8 12,8 × 10,2)<br>Der 1(20) 2(10) | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>H. Cegielski Poznan<br>13kn |
| **TANYA V.**<br>ex Parati-82 ex Ouranos-74 ex Lyng-73<br>**Caremar International S.A.**<br>Panama Panama | **765**<br>433<br>1 437 | GL (NV) | **1964** N.V. Schbwf. v/h De Groot & Van Vliet —Slikkerveer (357)<br>64,27 9,63 4,433<br>59,31 9,61 5,16<br>1 dk<br>rf nil len 67 | **M Tanker**<br>18 Ta ER<br>L.(oil) 1 472 | MWM TBD484-6<br>Oil 4SA 6Cy. 320 × 480<br>640kW (870bhp) NE 76<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 68kW 220V 60Hz a.c.<br>Fuel 58,0t (d.o.)-3,0pd 11kn |
| **TANYA 2**<br>ex Junge Garde-90<br>**Poisson Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines | **9 641**<br>4 779<br>7 712 | DSRK GL | **1967** VEB Mathias-Thesen-Werft—Wismar (202)<br>141,41 21,24 7,821<br>130,00 21,19 14,10<br>3 dks<br>RW | **D-E Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>3 Ho<br>G.1 800 In.3 860<br>13 Ha<br>Cr 2(10) 1(1,25) Der 1(1,5) 1(1) | S.K.L. 8NVD48A-2<br>4 Oil 4SA each 8Cy. 320 × 480 total 5 152kW (7 004bhp) driving 4 gen. each 2 400kW 585V d.c. connected to elec. motor of 5 166shp (3 800kW) & geared to sc. shaft<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 1 × 1000kW 220/380V 50Hz a.c.<br>2 Thw. thrust propellers fwd<br>12kn |
| **TANYA 3**<br>ex Breitling-90<br>**Tanya Shipping Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **2 780**<br>1 207<br>2 500 | DSRK GL | **1968** Okean Shipyard—Nikolayev (65)<br>99,35 14,03 5,611<br>- 7,24<br>1 dk | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>In.3 270<br>6W Der 6(3) | Russkiy 2PGK150/65<br>4 Oil 4SA each 6Cy. 318 × 330 total 2 400kW (3 263bhp) driving 4 gen. each 560kW 380V d.c. connected to 2 elec. motors each of 1 631shp (1 200kW) & geared to sc. shaft<br>Kharkov<br>Gen 2 × 180kW 1 × 60kW 220/380V a.c.<br>14kn |
| **TANYA 4**<br>ex Lutten Klein-90<br>**Tanya Shipping Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **5 227**<br>2 541<br>5 170 | DSRK GL | **1971** "61 Kommunar" Shipyard—Nikolayev (1041)<br>130,00 16,83 7,201<br>118,90 16,79 9,50<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.7 298<br>4 Ha (stl) (each 4,8 × 5,1) ER<br>8W Der 3(2-5) 5(3) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total 5 152kW (7 004bhp) driving 4 gen. each 1 100kW a.c. connected to 2 elec. motors each of 3 508shp (2 580kW)<br>U.S.S.R.<br>Gen 4 × 250kW 127V d.c.<br>16,5kn |
| **TANYA 5**<br>ex Evershagen-90<br>**Tanya Shipping Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **5 229**<br>2 522<br>5 170 | DSRK GL | **1971** "61 Kommunar" Shipyard—Nikolayev (1042)<br>130,00 16,84 7,900<br>118,90 16,79 9,50<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.7 298<br>4 Ha (each 3,8 × 3,6) ER<br>8W Der 8(3) | Fairbanks, Morse<br>4 Vee Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving 4 gen. connected to elec. motor & sc. shaft<br>U.S.S.R.<br>Gen 4 × 1375kW 3 × 300kW 2 × 100kW 380V a.c.<br>16,4kn |
| **TANZANIA**<br>ex North Trader-69 ex Edenside-68<br>ex Lones-58 ex Annick-54<br>ex Empire Firth-47<br>**United Youth Shipping Co. Ltd.**<br>Dar es Salaam Tanzania | **315**<br>139<br>347 | ✠Classed LR until 9/70 | **1941**-8 Richards Iron Works Ltd.—Lowestoft (280)<br>41,76 7,50 2,706<br>39,63 7,47 2,95<br>P 11,0 F 4,0 1 dk<br>R | **M General Cargo**<br>1 Ho 21,6 ER<br>G.518 B.509<br>2 Ha (6,1 10,9 × 4,4) ER<br>2W Der 2(1,5) | Crossley<br>Oil 2SA 6Cy. 265 × 345<br>330bhp (243kW)<br>Crossley Bros. Ltd. Manchester<br>Fuel 21,5t (d.o.) 8kn |
| **TAO HE**<br>ex Charlotte Maersk-87<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570627/TOHE | **21 609**<br>14 401<br>25 007 | GL ZC<br>✠Classed LR until 12/11/87 | **1968**-2 (Aft section) Kockums M/V A/B—Malmo (506)<br>**1980** (Fwd & cargo sections) Hitachi Zosen —Innoshima Works, Innoshima<br>197,07 (BB) 29,75 10,500<br>185,46 29,70 16,00<br>2 dks<br>rf nil len & widened 80<br>conv Ref General Cargo 80 | **M Container Ship**<br>Fixed-guides 6bth P<br>9 Cell. Ho 15,0 12,8 12,8 12,8 12,8 12,8 12,8 12,8 ER 12,8<br>G.35 050<br>TEU 1218 C.Ho 626/20' (40') C.Dk 592/20' (40') incl. 60 ref C.<br>20 Ha (stl) ER 1 Ha (stl)<br>2 Wing Ha (stl) | B&W 9-84VT2BF-180<br>Oil 2SA 9Cy. 840 × 1800<br>16 796kW (22 834bhp)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 720kW 220/440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 380,5t (d.o.) 3 405,5t (hvf)-70,0pd 21,25kn |

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| 7627297<br>*BOEQ*<br>Df Esd Gc<br>Pfd Rdr Rt | **TAO HUA LING**<br>ex Fortuner-87<br>**Dalian Ocean Shipping Company (COSCO DALIAN)**<br>Dalian/Dairen China | **5 186**<br>4 115<br>10 153 | NK ZC | **1977** Hashihama Zosen—Imabari (629)<br>127,97 7,765<br>119,00 18,34 10,05<br>P 7,4 F 3,1 1 dk | **M General Cargo**<br>3 Ho 21,4 39,7 26,2 ER<br>G.13 333 B.12 867<br>3 Ha (stl) (16,0 30,7 19,4 × 8,9) ER<br>4W Der 4(20) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 900<br>6 200bhp (4 560kW)<br>Akasaka Tekkosho K.K., (Akasaka Die Ltd.)<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel (hvf) |
| 8302856<br>*BOUM*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **TAO JIANG**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China<br>SatCom: 1570615/TOJI | **10 456**<br>6 407<br>15 512<br>T/cm<br>9,0 | ZC | **1984** Guangzhou Shipyard—Guangzhou/Canton (2120)<br>149,90 9,000<br>140,00 21,20 12,30<br>P 23,8 F 14,1 2 dks | **M General Cargo** | Sulzer<br>Oil 2SA 6Cy. 560 × 1150<br>7 590bhp (5 583kW)<br>Dalian Marine Diesel Engine Works<br>Gen 3 × 400kW 390V 50Hz a.c.<br>Fuel 187,5t (d.o.) 1 171,0t (hvf)-25,0pd |
| 7342562<br>*BOIJ*<br>Df Esd Gc<br>Pfd Rdr RTv | **TAO JIANG HAI**<br>ex Essi Camilla-87<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China<br>SatCom: 1570635/TJHA | **63 508**<br>44 518<br>119 500<br>T/cm<br>95,2 | ZC (NV)<br>✠Classed LR until 30/11/79 | **1976**-1 Harland & Wolff Ltd.—Belfast (1699)<br>261,00 (BB) 40,77 16,200<br>250,00 40,70 22,00<br>F 20,5 1 dk<br>rf nil | **M Bulk Carrier**<br>9 Ho 22,4 21,9 21,7 21,7 21,7 21,7 21,7 21,7 20,8 ER<br>G.131 875<br>9 Ha (stl) (13,3 13,7 13,7 13,7 13,7 13,7 13,7 13,7 13,7 × 20,2) ER | B&W<br>Oil 2SA 9Cy. 840 × 1800<br>24 800bhp (18 242kW)<br>Harland and Wolff Ltd.<br>Gen 3 × 650kW 440V 60Hz a.c.<br>Fuel 369,0t (d.o.) 4 848,0t (hvf) |
| 7367574<br>*BOKI*<br>Df Esd Gc<br>Pfd Rdr Rt | **TAO LIN**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | T.Mk<br>**6 285**<br>3 038<br>**9 705**<br>5 588<br>13 433 | ZC<br>✠ | **1974**-5 Brodogradiliste i Tvornica Dizel Motora "Split" (267)<br>160,12 (BB) 21,85 9,424<br>148,00 21,78 12,24<br>F 14,7 2 dks, 3rd dk in way of No. 2 hold<br>rf nil | **M General Cargo**<br>Ref<br>5 Ho 18,9 19,5 26,9 26,9 ER 17,2<br>G.17 948 B.16 564 In.1 332 HeCls. B<br>5 Ha (stl) (10,5 × 5,0) (12,8 18,7 18,7 × 8,0) ER (7,3 × 8,0)<br>16W Der 1(120) 2(12) 14(5) | MAN<br>Oil 2SA 6Cy. 780 × 1550<br>11 400bhp (8 385kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 504kW 450V 60Hz a.c.<br>Fuel 215,0t (d.o.) 1 708,0t (hvf)-42,5pd |
| 7738058 | **TAO YU**<br>**Chinese Petroleum Corp. -Tao-Yuan Refinery**<br>Keelung China* | **115**<br>34<br>— | | **1978** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>24,20 7,51 1,842<br>23,00 7,50 2,60<br>1 dk<br>rf 500 | **TM Tug** | 2 Oil 4SA each 6Cy. 160 × 165<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 32kW 230/130V a.c. |
| 8417106<br>RTv | **TAO YU No. 2**<br>**Chinese Petroleum Corp. -Tao-Yuan Refinery**<br>Keelung China* | *114*<br>*34*<br>— | | **1985** Taiwan Machy. Mfg. Corp.—Kaohsiung (6394)<br>24,20 7,70 1,720<br>23,00 7,50 2,60<br>1 dk | **TM Tug** | MWM<br>2 Oil 4SA each 6Cy. 160 × 165 with flexible couplings & sr geared to sc<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 42kW 220V 60Hz a.c.<br>2 Directional propellers<br>Fuel 83,5t (d.o.)-4,5pd |
| 7721835<br>*BHFK*<br>6917<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TAO YUAN**<br>ex Tai Hsiung-81<br>**Taiwan Navigation Co. Ltd.**<br>Keelung China*<br>SatCom: 1350436/TNCI | **18 650**<br>11 945<br>29 209<br>T/cm<br>38,9 | AB | **1979** China SB. Corp. (Keelung Division) —Keelung (87)<br>172,68 (BB) 27,56 10,610<br>164,01 27,51 14,71<br>P 17,4 F 11,0 1 dk<br>rf nil | **M Bulk Carrier/Container Ship**<br>Fixed-guides<br>5 Ho 19,9 33,6 19,9 33,6 19,8 ER<br>G.37 888 B.36 925 HeCls. B<br>TEU 930 C. 930/20' (40')<br>9 Ha (stl) (12,8 × 13,0) (25,6p&s 12,8p&s 25,6p&s 12,8p&s × 10,9) ER<br>Cr 3(25) 2(16) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>13 300bhp (9 783kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 480kW 450V a.c.<br>Fuel 202,0t (d.o.) 2 090,0t (hvf)-48,5pd |
| 7210939<br>*BVAM*<br>Df Esd Gc<br>Rdr Rt | **TAO YUAN No. 31**<br>**Tao Yuan Marine Products Co. Ltd.**<br>Kaohsiung China* | **269**<br>184<br>— | | **1972** Chung Yi S.B. Corp.—Kaohsiung<br>38,00 6,94 2,750<br>33,00 6,91 3,15<br>P 18,9 F 5,8 1 dk | **M Fishing**<br>Side-fishing Ref<br>3 Ho 5,7 6,4 8,4 ER<br>In.261<br>4 Ha (1,2 1,2 × 0,9) (1,2 1,2 × 1,2) ER<br>Der 1(1) | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 80kW 230V a.c. |
| 7211024<br>*BECF*<br>Df Esd Gc<br>Rdr Rt | **TAO YUAN No. 51**<br>**Tao Yuan Marine Products Co. Ltd.**<br>Kaohsiung China* | **269**<br>184<br>— | | **1972** Chung Yi S.B. Corp.—Kaohsiung<br>38,00 6,94 2,750<br>33,00 6,91 3,15<br>P 18,9 F 6,1 1 dk | **M Fishing**<br>Side-fishing Ref<br>3 Ho 5,7 6,4 8,4 ER<br>In.261<br>5 Ha (1,2 1,2 × 0,9) (1,2 1,2 × 1,2) (0,9 × 0,9) ER<br>Der 1(1) | Akasaka<br>Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Die Ltd.)<br>Gen 2 × 80kW 230V a.c. |
| 5020653<br>*3DPJ*<br>332641<br>Df Esd Rdr<br>RTm | **TAONIU**<br>ex Aoniu-76<br>**Taoniu Williams Shipping Co.**<br>Suva Fiji | **514**<br>270<br>559 | ✠Classed LR until 6/6/84 | **1958**-5 Scheepswerven Gebr. Niestern—Delfzijl (253)<br>53,95 8,46 3,182<br>49,00 8,39 3,46<br>P 15,0 F 8,6 1 dk<br>R rf 76 | **M General Cargo** 12P<br>1 Ho 30,7 ER<br>G.767 B.718<br>2 Ha (stl) (each 6,8 × 4,0) ER<br>2W Der 2(5) 2(3) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>500bhp (368kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 12kW 110V d.c.<br>Fuel 95,0t (d.o.) |
| 7827536<br>*WQZ4174*<br>608514 | **TAORMINA**<br>ex Janileen III ex Adler I-79<br>**Taormina Bros. Inc.**<br>Mobile, Al United States of America | **180**<br>122<br>— | | **1979** Steiner Shipyard Inc.—Bayou la Batre, Al<br>*23,26* 7,29<br>3,64<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>720bhp (530kW)<br>Cummins Engine Co. Inc. |
| 7734466<br>*WYC4440*<br>586982 | **TAORMINA B**<br>**Taormina Co. Inc.**<br>Gloucester, Ma United States of America | **119**<br>89<br>— | | **1977** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*22,68*<br>6,13 3,59<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. |
| 8122139<br>*VPIU*<br>706798<br>Esd Rdr RTv | **TAP MUN**<br>**The Hongkong Salvage & Towage Co. Ltd.**<br>Hong Kong Hong Kong (British) | **267**<br>62<br>255 | BV | **1982** Imamura Zosen—Kure (285)<br>32,50 9,53 3,660<br>28,00 9,50 4,34<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320 with flexible couplings & sr geared to s<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 64kW 385V 50Hz a.c.<br>2 Directional propellers<br>Fuel 73,0t (d.o.)-5,5pd |
| 8325729<br>Rdr Rt | **TAPADO**<br>**Empresa Nacional de Abastecimiento Tecnico Material a Industria de Pesca (E.N.A.T.I.P.)**<br>Luanda Angola | **162**<br>51<br>— | BV | **1985** Soc. Esercizio Cant.—Viareggio (671)<br>30,10 2,801<br>23,91 7,21 5,47<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 with couplings & sr reverse geared to s<br>850bhp (625kW)<br>Caterpillar Tractor Co.<br>Thw. thrust propeller fwd |
| 7039139<br>*FIPO*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **TAPATAI**<br>ex Silver Fish-80<br>**Government of The Republic of France (Direction Centre Exp. Nucleaire)**<br>France | **240**<br>69<br>203 | (BV) | **1971** Ch. & At. de la Perriere—Lorient (365)<br>41,15 7,57 3,001<br>38,51 7,51 3,79<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting 24P | Polar<br>2 Oil 4SA each 6Cy. 250 × 300 to sc. shafts<br>Nydqvist & Holm A/B<br>Gen 2 × 102kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 63,0t (d.o.) |
| 7120574<br>*9HQQ2*<br>1810<br>Df Esd Gc<br>RdrRTm | **TAPATI**<br>ex Amna-87 ex Monem 1-87<br>ex Ismail-87 ex Sea Condor-86<br>ex Saturnia-83 ex Pomposa-75<br>**Bay View Shipping Ltd.**<br>Valletta Malta | **9 488**<br>6 033<br>15 135 | NV (BV) | **1971** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2256)<br>143,41 (BB) 19,84 9,057<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 ER 4 TwD<br>G.20 122 B.18 568<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 sr shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind.<br>Gen 3 × 310kW 450V 60Hz a.c.<br>Fuel 1 239,5t (hvf) |

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| **TAPATOEAN**<br>**Government of The Republic of Indonesia**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Jakarta Indonesia | **176**<br>80<br>163 | | **1946** Haarlemsche Schps. Maats.—Haarlem<br>37,09 7,04<br>6,99<br>P 21,1 F 4,6 1 dk | **M General Cargo**<br>1 Ho 21,1 ER<br>G.270 B.262<br>3W | De Industrie<br>Oil 4SA 3Cy. 280 × 400<br>150bhp (110kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 6,0t 8kn |
| **TAPI**<br>**Government of The Republic of India (Ministry of Industry & Civil Supplies)**<br>Mazagon Dock Ltd.<br>Bombay India | **179**<br>36<br>70 | ✠**100A1** SS 1/86<br>tug<br>✠**LMC**<br>EL (F) 1"U1<br>FN 340 | Lch.**1969**-3 Alcock, Ashdown & Co. Ltd. —Bhavnagar (B607/63)<br>Cmpl.**1976**-10 Mazagon Dock Ltd.—Bombay (B607/63)<br>32,31 8,67 3,283<br>28,66 8,03 3,81<br>1 dk<br>RW rf nil | **TM Tug** | MAN G6V30/45ATL<br>2 Oil 4SA each 6Cy. 300 × 450 reverse reduction geared to sc. shafts<br>Dok-en Werf Mij. Wilton- Fijenoord B.V. Schiedam<br>Gen 1 × 52kW 1 × 15kW 115V d.c.<br>Fuel 45,5t |
| **TAPIOLA**<br>ex Boogabilla-89<br>**Wilhelmsen Lines A/S**<br>Tonsberg Norway (NIS)<br>SatCom: 1310260/LAOQ | **21 048**<br>12 598<br>31 456 | ✠**100A1** CS 8/88<br>roll on — roll off container ship<br>movable decks, f cargo tanks<br>Tallow oil<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Rt 687,5/84,0U3<br>FN 11026 | **1978**-8 Mitsubishi Heavy Industries Ltd.—Nagasaki (1831)<br>228,51 (BB) 32,31 10,821<br>210,01 32,28 20,22<br>Ba 36,6 3 dks, 2 intermediate dks in No. 1 Upr. Twd (movable at centre), light cargoes only<br>rf nil | **M RoRo Cargo**<br>Ref 45bth P<br>Quarter bow door/ramp<br>L 43,90 W 12,00 SWL 400<br>Mchy.aft<br>B.60 716 In.2 359 L.730<br>TEU 1707<br>C.Ho 1015/20' (40') C.Dk 692/20' (40') incl. 250 ref C. | Sulzer 9RND90M<br>Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 2 × 2000kW 2 × 1550kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 654,0t (d.o.) 3 475,0t (hvf)-98,5pd 20,5kn |
| **TAPIR**<br>ex Wyong-88<br>**The Adelaide Steamship Co. Ltd.**<br>*Sydney, N.S.W.* Australia | **266**<br>52<br>— | AB | **1976** Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (122)<br>29,01 9,96 4,001<br>26,22 9,54 4,73<br>1 dk<br>BK 13 | **TM Tug** | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 68kW a.c.<br>12kn |
| **TAPORO**<br>ex Lelystad-63 ex Dollard-56<br>**Cie. Francaise Maritime de Tahiti**<br>Papeete French Polynesia | **374**<br>198<br>432 | ✠Classed LR until 11/65 | **1949**-1 Schps. "Hoogezand" J. Bodewes —Hoogezand (57)<br>47,83 7,40 2,820<br>42,50 7,37 2,85<br>P 12,2 RQD 14,4 F 7,7 1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>350bhp (257kW)<br>N.V. Werkspoor Amsterdam<br>Fuel (d.o.) |
| **TAPORO III**<br>ex Sverre Hund-73<br>**Cie. Francaise Maritime de Tahiti**<br>Papeete French Polynesia | **494**<br>207<br>772 | (BV) (NV) | **1961** Kaarbos M/V A/S—Harstad (33)<br>56,70 9,02 3,868<br>51,11 9,00 5,95<br>1 dk & S dk | **M General Cargo** OSD<br>1 Ho 34,4 1 TwD 33,9<br>G.1 472<br>2 Ha (each 9,9 × 4,5) ER<br>2W Der 1(10) 1(5) 2(4) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>800bhp (588kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 48kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 3,5t (d.o.) 11kn |
| **TAPORO IV**<br>ex Randesund-80<br>**Cie. Francaise Maritime de Tahiti**<br>Papeete French Polynesia | **589**<br>338<br>1 030 | (BV) (NV) | **1966** Gravdal Skipsbyggeri—Sunde (361)<br>74,78 10,83 3,871<br>67,59 10,80 6,35<br>1 dk & S dk<br>len 79 | **M General Cargo** OSD<br>Ice strengthened<br>3 Ho ER<br>G.2 692<br>2 Ha (stl) (5,2 × 5,0) (4,5 × 2,5) ER<br>1W Cr 1(20) 1(5) Der 1(20) | Wichmann<br>Oil 2SA 9Cy. 280 × 420<br>1 350bhp (993kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 92kW 1 × 22kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 35,5t (d.o.) 12,5kn |
| **TAPORO V**<br>ex Araroa-85 ex Rissa-78<br>**Cie. Francaise Maritime de Tahiti**<br>Papeete French Polynesia | **299**<br>179<br>875 | (BV) (NV) | **1969** Orens M/V—Trondheim (45)<br>56,70 9,33 3,506<br>51,74 9,30 5,52<br>1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho ER<br>G.1 662 B.1 498<br>2 Ha (each 13,3 × 6,0) ER<br>2W Der 1(3) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 38kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.)-3,0pd 11kn |
| **TAR HEEL TIDE**<br>**Tar Heel Tide Inc.**<br>Elizabeth City, NC United States of America | **112**<br>76<br>— | | **1980** Master Boat Builders, Inc.—Bayou la Batre, Al<br>24,39 6,76<br>6,72 3,31<br>1 dk | **M Fishing**<br>Shellfish | Oil<br>520bhp (382kW)<br>U.S.A. |
| **TAR SHIEH**<br>**China Merchants Steam Navigation Co. Ltd.**<br>Kaohsiung China* | **109**<br>78<br>— | | **1980** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>26,52 2,101<br>24,29 6,01 2,49<br>1 dk | **TM Crewboat** | Isuzu<br>2 Oil 4SA each 6Cy. 135 × 140<br>380bhp (280kW)<br>Isuzu Eng. Works Japan<br>9kn |
| **TARA**<br>ex Taharoa Venturer-88<br>**Densmore Co. Ltd.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **60 909**<br>45 294<br>126 579<br>T/cm<br>93,6 | NK | **1977** Mitsubishi Heavy Industries Ltd.—Hiroshima (262)<br>261,00 40,64 17,602<br>247,00 40,60 24,00<br>1 dk | **M Bulk Carrier**<br>9 Ho 20,8 21,5 21,5 21,5 21,5 21,5 21,5 21,5 21,5 ER<br>G.121 488 HeCls. B<br>9 Ha (stl) (12,8 × 14,4) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 17,6) ER<br>Der 1(8) | Sulzer 9RND90<br>Oil 2SA 9Cy. 900 × 1550<br>19 198kW (26 100bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 750kW a.c.<br>Fuel 366,0t (d.o.) 5 854,0t (hvf)-86,5pd 15,5kn |
| **TARA**<br>ex Maginoo Express-85<br>ex Balder Antwerpen-85<br>**Montenegro Overseas Navigation Ltd. Inc.**<br>Prekookeanska Plovidba<br>Bar Yugoslavia | **9 201**<br>6 461<br>15 373 | ✠**100A1** SS 5/90<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL Bt 550,0/55,0U3<br>FN 4380<br>JR | **1979**-11 N.V. Cockerill Yards Hoboken—Hoboken (885)<br>141,46 20,53 9,341<br>132,19 20,50 12,63<br>F 11,3 2 dks<br>rf nil | **M General Cargo**<br>4 Ho 20,2 25,0 25,0 ER 27,5 4 TwD<br>G.21 365 B.20 093<br>TEU 16 C. 16/20' (40') ref C.<br>4 Ha (stl) (15,3 15,3 15,3 × 8,7) ER (15,3 × 8,7)<br>19W Der 1(30) 8(5) 8(3) | B&W 5K62EF<br>Oil 2SA 5Cy. 620 × 1400 geared to sc. shaft<br>7 400bhp (5 443kW)<br>B&W Maskinfabrik Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 6kgf/cm² (5,9bar)<br>Gen 3 × 310kW 450V 60Hz a.c.<br>Fuel 151,0t (d.o.) 755,5t (hvf) 13kn |
| **TARA**<br>**Calcutta Port Trust**<br>Calcutta India | **511**<br>0<br>— | | **1977** Garden Reach Workshops Ltd.—Calcutta<br>37,80 3,722<br>36,94 10,09 4,27<br>1 dk | **M Tug**<br>Mchy.aft | MAN G5V30/45ATL<br>2 Oil 4SA each 5Cy. 300 × 450 reverse reduction geared to sc. shaft<br>Garden Reach Workshops Calcutta |
| **TARA HALL**<br>ex Herbert A-73 ex Susan Hindman-69<br>ex Helen Hindman-65<br>ex Charles R. Randle Sr.-53<br>ex Northern-51 ex Zelda-36 ex Watchful<br>**Carrick Corp. Ltd.**<br>Panama Panama | **411**<br>213<br>— | ✠ | **1911**-7 Hall, Russell & Co. Ltd.—Aberdeen (486)<br>*44,29* 7,65 4,528<br>44,20 7,62 4,88<br>F 6,8<br>R BK 178 | **M Tug**<br>Mchy.aft | General Motors<br>Oil 4SA 16Cy. 241 × 305<br>E made42 fitted52<br>General Motors Corp. Cleveland, Oh |
| **TARA II**<br>ex Calshot-89<br>**Dublin Bay Cruises (Ireland) Ltd.**<br>Dublin Irish Republic | **493**<br>166<br>— | ✠Classed LR until 9/67 | **1964**-3 J. I. Thornycroft & Co. Ltd.—Southampton (4202)<br>42,37 10,70<br>37,77 9,76 4,42<br>B & F 21,1<br>rf 305 | **TM Tug/ Tender** 215P | Crossley<br>2 Oil 2SA each 8Cy. 267 × 343 with flexible couplings & sr reverse geared to sc. shafts<br>Crossley Bros. Ltd. Manchester<br>Gen 3 × 50kW 220V d.c.<br>Fuel (d.o.) |
| **TARA PRINCE**<br>ex Santurio-89<br>**Skelling Shipping Co. Ltd.**<br>Southern Shipping Group<br>Valletta Malta | *778*<br>*447*<br>1 088 | GL | **1970** Maritima del Musel S.A.—Gijon (118)<br>61,65 10,47 3,886<br>54,01 10,42 4,40<br>P 12,5 F 6,8 1 dk | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho 37,6 ER<br>G.1 648 B.1 473<br>1 Ha (stl) (33,0 × 7,6) ER | Werkspoor TMABS278<br>Oil 4SA 8Cy. 270 × 500<br>908kW (1 234bhp)<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 1 × 72kW 2 × 32kW 220/380V 50Hz a.c. 1 × 40kW 220V d.c.<br>Fuel 59,0t (d.o.) 11,5kn |

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| **8034409**<br>642109 | **TARA RENITA**<br>**Sahlman Seafoods Inc.**<br>Miami, Fl United States of America | **105**<br>71<br>— | | **1981** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,81 2,401<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159 reduction<br>shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| **8905919** | **TARA TARINI**<br>**Government of The Republic of India (Gopalpur Port Project)**<br>Gopalpur India | **25**<br>—<br>— | **100A1**<br>Class contemplated<br>FN 74 | **1990** Tebma Engineering Pvt. Ltd.—Madras (006)<br>13,14 4,00<br>12,80 3,80 1,75<br>1 dk | **M Tug** | Cummins<br>Oil 4SA 6Cy. 130 × 152 with clutche<br>couplings & dr reverse geared to s<br>Kirloskar Cummins Ltd. |
| **7011369**<br>*DZXP*<br>Df Esd Gc<br>Rdr RTm/h/v | **TARA 1**<br>ex Central Luzon-89 ex Birka-81<br>**Combros Shipping Corporation**<br>Zamboanga Philippines | **1 130**<br>738<br>2 530 | BV<br>✠Classed LR until 7/84 | **1970**-4 N.V. Schps. & Mfbk. "De Biesbosch" —Dordrecht (530)<br>81,60 14,28 5,028<br>74,35 14,20 7,70<br>F 12,2 2 dks<br>rf nil conv Fixed-guides Container Ship 77 | **M General Cargo**<br>Heavy-load<br>1 Ho 52,1 ER<br>G.3 646 B.3 541<br>1 Ha (stl) (50,6T × 10,5) ER<br>Cr 1(360) Der 2(16) | MaK<br>Oil 4SA 6Cy. 450 × 550<br>1 765kW (2 400bhp)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 120kW 380V 50Hz a.c.<br>Fuel 203,0t (hvf) |
| **8324232**<br>*YDSM*<br>Df Esd Gc<br>Pfd Rdr Rt | **TARAHAN**<br>**P.T. (Persero) Pann Multi Finance**<br>Jakarta Indonesia | **12 208**<br>6 597<br>11 096<br>T/cm<br>27,0 | **✠100A1** SS 7/89<br>bulk carrier<br>**✠LMC**<br>EL Et 577,5/64,0U2<br>FN 4912<br>Kl | **1985**-5 Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (352)<br>149,36 21,04 6,417<br>143,52 21,01 13,21<br>1 dk<br>rf 76 | **M Bulk Carrier**<br>Self-unloader<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>4 Ho 27,0 24,0 24,0 36,0 ER<br>G.18 092<br>9 Ha (stl) (8,6 × 6,5) (10,0 10,0 10,0 10,0 10,0 10,0 10,0 4,0 × 6,4) ER | Niigata<br>2 Oil 4SA each 6Cy. 310 × 380 wit<br>couplings & sr geared to sc. shaf<br>4 340bhp (3 192kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 800kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 304,0t (d.o.) |
| **8224872**<br>*CNPB*<br>Rt | **TARAJI**<br>**Omnium Marocaine de Peche**<br>Agadir Morocco | **324**<br>142<br>405 | BV | **1984** Const. Nav. Santodomingo—Vigo (494)<br>38,31 4,091<br>34,78 8,51 4,04<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.402 | Deutz<br>Oil 4SA 8Cy. 220 × 280 with clutche<br>couplings & sr geared to sc. shaf<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 140kW 380V 50Hz a.c. |
| **6801949**<br>*3ELA4*<br>15535-86<br>Df Esd Gc<br>Rdr | **TARAKAN**<br>ex Tarakan Maru-85<br>ex Hashihama Maru-72<br>**J.M. Lines S.A.**<br>Panama Panama | **2 869**<br>1 745<br>5 237 | NK | **1967** Kurushima Dockyard Co. Ltd.—Imabari (382)<br>97,24 15,60 6,484<br>90,00 15,57 7,80<br>P 21,7 F 11,0 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.6 527 B.6 314<br>2 Ha (stl) (25,4 25,9 × 7,2) ER<br>Der 2(15) 2(10) | Akasaka<br>Oil 4SA 6Cy. 510 × 840<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 446,0t-8,5pd |
| **7374515**<br>*YCRF*<br>Df Esd Gc<br>Pfd Rdr Rt | **TARAKAN/PERMINA 1013**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **8 215**<br>4 742<br>13 798<br>T/cm<br>26,3 | **✠100A1** SS 4/87<br>oil tanker<br>**✠LMC**<br>EL Z $2\frac{3}{16}$"U2<br>FN 4110<br>Kl | **1975**-2 Naikai SB. & Eng. Co. Ltd.—Setoda (377)<br>134,98 22,84 7,335<br>128,02 22,80 9,30<br>P 29,9 F 15,0 1 dk<br>rf 102 | **M Tanker**<br>18 Ta ER<br>L.(oil) 15 476<br>4 Cargo pumps total 2 000T/hr | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Hitachi Zosen Maizuru W<br>WTAuxB 18kgf/cm$^2$ (17,7bar) Spt<br>15,5kgf/cm$^2$ (15,2bar) hs294,5<br>e(ex.g) 22kgf/cm$^2$ (21,6bar)<br>Gen 3 × 370kW 450V 50Hz a.c. |
| **6601545**<br>Df Pfd Rdr<br>Rt | **TARAMARIA**<br>ex Tobias-85 ex Wuli Wuli-84<br>ex Tenkai Maru-79<br>**Marion Maritime Corp. S. de R. L.**<br>San Lorenzo Honduras | **2 064**<br>1 219<br>3 444<br>T/cm<br>9,2 | NK | **1965** Shin Yamamoto Zosensho—Kochi (61)<br>88,98 12,65 5,716<br>82,00 12,60 6,61<br>P 18,0 F 8,3 1 dk<br>RW Bow/CM 35 Diam. 0,250 | **M Tanker**<br>CBT SBT<br>8 Ta ER<br>L.(oil) 4 335 HeCls. CptB<br>2 Cargo pumps total 1 000T/hr | Nippon Hatsudoki<br>Oil 4SA 6Cy. 460 × 680<br>2 100bhp (1 545kW)<br>Nippon Hatsudoki<br>Gen 2 × 64kW 445V a.c.<br>Fuel 347,0t (d.o.)-8,0pd |
| **8120246** | **TARAMATI**<br>**Ocean Fisheries (Nig) Ltd.**<br>Lagos Nigeria | **148**<br>—<br>— | | **1982** Quality Marine Inc.—Bayou la Batre, Al (156)<br>27,16 2,744<br>24,69 7,01 3,69<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| **7731579**<br>*GDZY*<br>386819<br>INS 69<br>Rdr Rt | **TARANIS**<br>ex Loch-an-luir-86<br>**Norman M. More, Peter & J. Johnstone Ltd., Iain Sutherland & Charles Middleton**<br>Peter & J. Johnstone Ltd.<br>Inverness United Kingdom | **112**<br>63<br>— | | **1975** An Bord Fascargh Mhara—Killybegs<br>*23,20* 6,63<br>... ... ...<br>1 dk | **Wood M Fishing** | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. |
| **6421062**<br>*VOXQ*<br>318687<br>Df Esd Gc<br>Rdr Rt | **TARANTAU**<br>**Canada Steamship Lines Inc.**<br>Montreal, P.Q. Canada | **19 494**<br>13 395<br>27 829<br>T/cm<br>45,7 | **✠100A1** Lake SS 4/89<br>Great Lakes & River St. Lawrence service<br>**✠LMC**<br>EL ot $2\frac{3}{8}$"SQ<br>FN 7635 | **1965**-4 Collingwood Shipyards—Collingwood, Ont. (184)<br>222,51 22,97 8,590 FW<br>215,91 22,86 12,50<br>Ba 30,5 F 16,8 1 dk<br>rf nil | **S Bulk Carrier**<br>Self-unloader<br>6 Ho 22,8 29,2 29,2 29,2 29,2 22,8 ER<br>G.29 090<br>23 Ha (stl) (3,3p&s × 3,6) (3,3 3,3 3,3 3,3 3,3 3,3 3,3 3,3 3,3 3,3 3,3 3,3 3,3 3,3 3,3 3,3 3,3 3,3 3,3 3,3 3,3 3,3 × 14,3) ER | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>Canadian General Electric Co. Ltd<br>2 WTB 575lbf/in$^2$ (39,7bar) Spt 407<br>520lbf/in$^2$ (35,9bar) hs1110,4<br>Gen 2 × 600kW 550V 60Hz a.c.<br>Fuel 660,0t (o.f.) |
| **7604142**<br>*WYX2899*<br>553830<br>Rt | **TARANTINO III**<br>**Mary Tarantino**<br>San Francisco, Ca United States of America | **101**<br>74<br>— | | **1973** .............Tacoma, Wa<br>*19,88*<br>7,35 2,04 | **M Fishing** | Oil<br>420bhp (309kW) |
| **5352680**<br>KT1080 | **TARAQI**<br>**Salem & Ghanem Gulf Marine Transport Co. WLL**<br>Kuwait Kuwait | **488**<br>265<br>— | ✠Classed LR until 8/55 | **1930**-10 G. Brown & Co.—Greenock (176)<br>45,12 8,87 1,956<br>42,68 8,84 2,60<br>RQD 18,3 B 3,4 F 6,4 1 dk<br>R | **TS General Cargo**<br>1 Ho 9,1 ER<br>1 Ha (9,0 × 3,6) ER | C 4Cy. (2) 279 & (2) 559 x 356<br>McKie & Baxter Ltd.<br>Fuel 124,0t (o.f.) |
| **7510676**<br>*PHWK*<br>Df Esd Gc<br>Rdr RTm/h/v | **TARAS**<br>ex Ikaria-86<br>**KNSM-Kroonburgh B.V.**<br>Rotterdam Netherlands | **999**<br>678<br>2 560 | GL | **1976** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (708)<br>81,41 (BB) 13,47 5,030<br>74,17 13,42 5,19<br>P 13,2 F 59,5 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,8 ER<br>G.4 730 B.4 415<br>TEU 150<br>C.Ho 86/20' (40') C.Dk 64/20' (40')<br>1 Ha (50,4 × 10,2) ER | MaK<br>Oil 4SA 8Cy. 320 × 420 sr geare<br>2 650bhp (1 949kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 1 × 204kW 2 × 65kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **6508195**<br>*UKSA*<br>M-27664<br>Df Esd Gc<br>Rdr RTv | **TARAS SHEVCHENKO**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400266/UKSA | **20 027**<br>10 782<br>6 000 | RS | **1966** VEB Mathias-Thesen-Werft—Wismar (127)<br>175,80 25,00 8,167<br>155,00 23,53 13,52<br>3 dks & promenade dk | **TM Passenger/General Cargo**<br>276cbn 650bth P<br>Ice strengthened<br>2 Ho<br>G.1 560<br>2 Ha (each 5,4 × 5,0)<br>Cr 4(3) 2(1,5) | Sulzer<br>2 Oil 2SA each 7Cy. 760 × 155<br>21 000bhp (15 447kW)<br>H. Cegielski |
| **7647467**<br>*XCRA*<br>2617<br>Df Esd Gc<br>Pfd Rdr Rt | **TARASCO**<br>ex Talisman-81<br>**Condux S.A. de C.V.**<br>Ciudad del Carmen Mexico<br>See Register of Offshore Units | **4 377**<br>562<br>— | BV (AB) | **1976** Siong Huat Shipyard (Pte.) Ltd.—Singapore<br>86,26 18,29 3,585<br>76,38 4,27<br>1 dk<br>rf 102 | **TM Work/Construction Crane Ship**<br>Diving Support<br>Cr 1(250) | Poyaud<br>4 Vee Oil 4SA each 12Cy. 150 ×<br>sc. shafts<br>3 000bhp (2 207kW)<br>Soc. Surgerienne de Const. Mec<br>Gen 4 × 240kW a.c.<br>2 Directional propellers , 2 fwd<br>Fuel 739,5t (d.o.) |

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| **TARASCO**<br>**Servicio Portaria de Lazaro Cardenas**<br>Lazaro Cardenas Mexico | **150**<br>—<br>110 | (AB) | **1976** Ast. de Marina—Tampico (40)<br>26,07 6,00 2,439<br>25,30 5,80 3,05<br>1 dk | **TM Tug** | Caterpillar D398SCAC<br>2 Vee Oil 4SA each 12Cy. 159 × 203 geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **TARASCO II**<br>**Servicio Portaria de Lazaro Cardenas**<br>Lazaro Cardenas Mexico | **338**<br>101<br>— | | **1988** 'AUMAZ', Ast. Unidos de Mazatlan S.A. de C.V.—Mazatlan (006)<br>... ... ...<br>30,53 9,00 4,75 | **TM Tug** | Deutz SBV8M628<br>2 Oil 4SA each 8Cy. 240 × 280<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 100kW a.c.<br>10kn |
| **TARASOVSK**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**3 540**<br>1 486<br>5 100<br>**5 467**<br>2 702<br>5 816 | RS | **1980** Stocznia Szczecinska im. A. Warskiego—Szczecin (B432/308)<br>124,06 17,02 7,320<br>114,03 17,01 9,78<br>P 38,5 F 14,4 2 dks<br>rf 152 DK fwd | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>B.7 143 In.1 110<br>TEU 50<br>C.Ho 36/20' (40') C.Dk 14/20' (40')<br>4 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER (4,5 × 6,5)<br>10W Der 1(40) 8(5) | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd 15,75kn |
| **TARATA 2**<br>ex Miguel Angel-76<br>**Pesquera Rescate SCR Ltda.**<br>Chimbote Peru | **235**<br>122<br>— | (GL) | **1969** CONASA—Callao (004)<br>7,62<br>28,10 7,60 3,81<br>F 5,2 1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11,75kn |
| **TARATA 3**<br>ex Santona IV-75<br>**Pesquera San Pablo SCR Ltda.**<br>Chimbote Peru | **258**<br>132<br>142 | (BV) | **1969** CONASA—Callao<br>31,70 7,65 3,633<br>7,62 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho<br>In.374<br>2 Ha (each 2,6 × 1,3) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 12kn |
| **TARATA 4**<br>ex Bosna III-79<br>**Pesquera Amazonas S.A.**<br>Chimbote Peru | **196**<br>117<br>334 | (BV) | **1968** Maestranza y Astillero Delta S.A.—Callao<br>*27,89* 7,78 3,302<br>7,75 3,69 | **M Fishing**<br>Side Trawler<br>2 Ho<br>G.334<br>2 Ha (2,5 1,4 × 2,1)<br>1W Der 1(1,5) | Caterpillar<br>Vee Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,5kn |
| **TARATA 5**<br>ex Dimona I-79<br>**Negociacion Pesquera Ultramar S.A.**<br>Tambo de Mora Peru | **192**<br>113<br>— | (BV) | **1970** Maestranza y Astillero Delta S.A.—Callao<br>27,89 7,78<br>3,05<br>1 dk | **Wood M Fishing**<br>2 Ha (2,5 1,5 × 2,1) | Caterpillar D353SCAC<br>Oil 4SA 6Cy. 159 × 203 geared to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **TARATA 6**<br>ex Dimona III-79<br>**Negociacion Pesquera Ultramar S.A.**<br>Tambo de Mora Peru | **199**<br>115<br>— | (BV) | **1970** Maestranza y Astillero Delta S.A.—Callao<br>*27,89* 7,78<br>3,66 | **Wood M Fishing**<br>Side Trawler | Caterpillar D353SCAC<br>Vee Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| **TARATA 7**<br>ex Dimona II-75<br>**Pesquera El Progreso SCR Ltda.**<br>Tambo de Mora Peru | **215**<br>127<br>240 | (BV) | **1970** Maestranza y Astillero Delta S.A.—Callao (34)<br>27,82 7,90 3,645<br>7,88 4,02<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho<br>2 Ha (w) (3,1 1,7 × 2,6) ER | Caterpillar D353SCAC<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 2,5kW<br>Fuel 11,0t (d.o.) 10kn |
| **TARATA 8**<br>ex Milo-79<br>**San Hilarion SCR Ltda.**<br>Peru | **215**<br>—<br>— | | **1970** Maestranza y Astillero Delta S.A.—Callao (41)<br>... ... ...<br>... ... ...<br>1 dk | **Reinforced Plastic M Fishing** | General Motors<br>Oil geared to sc. shaft<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **TARATA 9**<br>ex Santelmo-76<br>**Pesquera Maria Isabel SCR Ltda.**<br>Huacho Peru | **238**<br>126<br>142 | (BV) | **1969** CONASA—Callao<br>31,70 7,68 3,633<br>7,65 4,02<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho<br>G.345<br>1 Ha (2,2 × 1,0)<br>1W Der 1(1) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 17,5t (d.o.) 12kn |
| **TARATA 10**<br>ex Helland III-79<br>**Pesquera La Anchoveta SCR Ltda.**<br>Tambo de Mora Peru | **236**<br>123<br>— | | **1968** CONASA—Callao<br>*31,28* 7,68 3,607<br>7,65 3,99<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho<br>In.344<br>1W Der 1(1) | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 12kn |
| **TARBELA**<br>**Pakistan National Shipping Corp.**<br>Karachi Pakistan | T.Mk<br>**7 039**<br>3 726<br>—<br>**9 739**<br>5 374<br>13 330 | **✠100A1** CS 4/88<br>**✠LMC**<br>EL B† $2\frac{5}{16}$"U2<br>FN 4713 | **1968**-6 A.G. "Weser" Werk Seebeck—Bremerhaven (929)<br>153,88 20,45 —/9,268<br>144,56 20,40 12,20<br>F 23,5 3 dks<br>RW rf nil | **M General Cargo**<br>Mchy.aft | MAN<br>Oil 2SA 6Cy. 780 × 1550<br>10 500bhp (7 723kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB 114lbf/in$^2$ (7,9bar)<br>e(ex.g) 114lbf/in$^2$ (7,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>14kn |
| **TARCAU**<br>**Baza De Aprovizionare Tehnico Materiala (BATM)**<br>Navlomar Bucharest Service Brokerage<br>Galatz Romania | **1 969**<br>859<br>2 400 | RNR | **1979** Int. Con. Nav. si Rel. la Cald Turnu-Severin—Turnu-Severin (31121)<br>88,75 5,303<br>80,35 12,82 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 18,3 18,3 ER<br>B.3 257<br>TEU 42<br>3 Ha (stl) (8,8 × 7,7) (12,9 12,9 × 10,2) ER<br>3W Der 3(5) | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 800bhp (2 060kW)<br>H. Cegielski Poznan<br>Gen 3 × 150kW 400V 50Hz a.c.<br>Fuel 172,5t (d.o.) 12,75kn |
| **TARCO SEA**<br>ex Esdorp-86 ex Ostediek-82<br>ex Catriona-72<br>Launched as Ostediek<br>**Rederiet Per H. Hansen**<br>Thomas Wang A/S<br>Risor Norway | *1 300*<br>*390*<br>1 263 | NV (GL) | **1971** Schps. "Hoogezand" J. Bodewes—Bergum (159)<br>75,72 11,10 3,761<br>70,06 11,00 6,05<br>2 dks<br>conv General Cargo 86 | **M Tanker**<br>Chemical<br>Ice strengthened<br>Mchy.aft<br>L.1 083 | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 1 × 30kW 220/380V 50Hz a.c.<br>Fuel (d.o.) 12kn<br>• |
| **TAREK**<br>ex Hilal-89<br>Tripoli Lebanon | **393**<br>—<br>— | ✠Classed LR until 3/12/82 | **1963**-4 Scott & Sons (Bowling) Ltd.—Bowling (428)<br>40,24 10,09 4,255<br>36,58 9,61 4,35<br>B 13,2 RFD 6,1<br>RW rf 457 BK 152 | **M Tug**<br>2 Ha (stl) (0,4 × 0,6) (0,9 × 0,9) | Crossley<br>Oil 2SA 8Cy. 368 × 483 with flexible coupling & sr reverse geared to sc. shaft<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 60kW 110V d.c.<br>Fuel 124,0t (d.o.) 11kn |
| **TAREK**<br>**Government of Libya**<br>Benghazi Libya | **129**<br>—<br>— | ✠Classed LR until 4/2/87 | **1967**-9 R. Dunston (Hessle) Ltd.—Hessle (S847)<br>28,50 7,65 3,004<br>25,91 7,32 3,43<br>1 dk<br>rf 533 BK 51 | **TM Tug** | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 sr reverse geared to sc. shafts<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 35kW 220V 50Hz a.c.<br>2 Controllable pitch propellers |

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| 7301295<br>M-47<br>Rt | **TAREK**<br>**Government of Malaysia (Director of Marine - Sabah)**<br>Labuan Malaysia | **120**<br>50<br>71 | | **1973** Chung Wah SB. & Eng. Co. Ltd.—Hong Kong (140)<br>24,39 6,94 2,286<br>21,95 6,71 3,05<br>1 dk | **TM Tug**<br>Fire-fighting | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292 rev<br>geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd |
| 7408744<br>*5ANM*<br>Esd Rdr Rt | **TAREK BENZIAD**<br>**National Fishing & Marketing Co.**<br>Tripoli Libya | **200**<br>92<br>— | | **1975** Cant. Nav. M. Morini & C.—Ancona (153)<br>32,64 6,99<br>25,25 6,80 3,64 | **M Fishing**<br>Side-fishing Ref | MaK<br>Oil 4SA 8Cy. 320 × 450 reverse red<br>to sc. shaft<br>800bhp (588kW)<br>Atlas-MaK Maschinenbau |
| 7530949<br>*SUZY*<br>Esd Gc Pfd<br>Rt | **TAREK EBN ZEYAD**<br>**Suez Canal Authority**<br>Ismailia Egypt | **2 593**<br>2 038<br>— | **✠100A1** SS 2/90<br>dredger<br>Dekheila port service<br>EL (W) 2"U3 ptFSWR<br>FN 1998 | **1977**-4 Mitsubishi Heavy Industries Ltd.—Hiroshima (282)<br>119,89 19,74 3,906<br>80,50 19,50 5,31<br>1 dk<br>rf nil | **Dredger**<br>Cutter Suction<br>pt higher tensile steel<br>Cr 1(13) | |
| 5352745<br>*PKET* | **TAREMPA**<br>**P.T. Otista Lines**<br>Dumai Indonesia | **189**<br>112<br>163 | KI | **1946** Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen (201)<br>37,09 7,04<br>35,44 6,99 2,75<br>F 4,3 | **M General Cargo**<br>1 Ho 21,1 ER<br>G.270 B.262<br>3W | De Industrie<br>Oil 4SA 3Cy. 280 × 400<br>150bhp (110kW)<br>D. & J. Boot "De Industrie"<br>Gen 1 × 2,5kW 220V<br>Fuel 6,0t |
| 8417845<br>*IMJW*<br>146<br>Df Esd Rdr<br>RTv | **TARENTUM**<br>**Rimorchiatori Napoletani S.M.**<br>Taranto Italy | *273*<br>*81*<br>129<br>T/cm<br>2,3 | RI | **1985** Cant. Nav. di Pesaro—Pesaro (56)<br>33,53 9,28 3,898<br>29,01 8,58 4,27<br>F 6,1 1 dk | **M Tug** | MAN<br>Oil 4SA 9Cy. 300 × 450 with flexible<br>sr geared to sc. shaft<br>MAN-B&W Diesel G.m.b.H.<br>Gen 2 × 80kW 1 × 25kW 380V 50H<br>Controllable pitch propeller<br>Fuel 80,0t (d.o.)-8,5pd |
| 6621088<br>Esd Pfd Rdr<br>Rt | **TAREQ II**<br>ex Louis Caubriere-71<br>**Government of The Republic of Tunisia (Office Nationale des Peches)**<br>Tunis Tunisia | **200**<br>65<br>— | (BV) | **1966** Con. Mec. de Normandie—Cherbourg (CA292)<br>33,00 8,16 3,607<br>28,50 7,95 4,02<br>2 dks | **M Research/Fishing**<br>Stern Trawler<br>3 Ho ER<br>In.130<br>3 Ha (0,9 0,9 × 0,9) (0,4 × 0,6) ER<br>Der 1(0,25) | Caterpillar<br>2 Oil 4SA each 6Cy. 159 × 203 geare<br>900bhp (662kW)<br>Caterpillar Tractor Co.<br>Controllable pitch propeller<br>Fuel 58,5t (d.o.) |
| 6923278<br>*CNLP*<br>6-602<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **TARFAYA**<br>ex Richelieu-75<br>**MAROPECHE S.A.**<br>Casablanca Morocco | **579**<br>292<br>676 | (BV) | **1969** At. & Ch. de la Manche—Dieppe (1210)<br>47,00 10,90 4,827<br>41,00 10,60 5,11<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>In.500 | AGO<br>Vee Oil 4SA 12Cy. 240 × 220/230 re<br>reduction geared to sc. shaft<br>1 750bhp (1 287kW)<br>Soc. Alsacienne de Const. Mec. (SAC<br>Gen 2 × 206kW 380V d.c.<br>Fuel 149,5t (d.o.) |
| 7416090<br>*CNXA*<br>8-586<br>Df Esd Pfd<br>RdrRTm | **TARFAYA**<br>ex Lua Crescente-83<br>**Societe Marocaine de Peche Lua**<br>Agadir Morocco | **181**<br>59<br>— | GL | **1975** Ast. Luzuriaga S.A.—Pasajes (191)<br>32,39 7,04 3,444<br>27,03 7,01 3,71<br>P 13,5 1 dk | **M Fishing**<br>Side Trawler | Skoda<br>Oil 4SA 6Cy. 275 × 350 sr reverse ge<br>shaft<br>515kW (700bhp)<br>CKD Praha<br>Gen 2 × 100kW 220/380V a.c. |
| 7531230<br>*C6IZ6*<br>716226<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **TARGA**<br>ex Crowna-90 ex Delaware Glory-89<br>ex Sea Express-85 ex Thana Varee-80<br>**Jaque Compania Naviera S.A.**<br>Diana Shipping Services S.A.<br>Nassau Bahamas | **13 059**<br>8 201<br>18 577 | AB | **1977** Mitsubishi Heavy Industries Ltd.—Hiroshima (272)<br>162,03 22,92 9,851<br>151,09 22,86 13,42<br>RQD 30,2 B 21,1 F 18,6 2 dks | **M General Cargo**<br>5 Ho 10,3 21,3 28,0 28,0 20,7 ER<br>G.26 748 B.24 931 HeCls. B<br>TEU 545<br>C.Ho 302/20' (40') C.Dk 243/20' (40') incl. 30 ref C.<br>5 Ha (stl) (8,6 15,7 22,3 22,3 15,7 × 9,0) ER<br>Cr 2(40) 2(25) 2(16) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 470kW 450V 60Hz a.c.<br>Fuel 227,0t (d.o.) 1 100,0t (hvf)-37,0 |
| 8905658<br>*CNA2486*<br>Esd Rdr Rt | **TARGA**<br>**Societe de Peche S.A. (SOPECHE)**<br>Agadir Morocco | *207*<br>*75*<br>159 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL 412,5/22,0U2<br>FN 324 | **1989**-12 Astilleros Armon—Navia (206)<br>29,50 7,86 4,050<br>27,11 7,76 4,22<br>F 16,4 1 dk<br>rf - Box K 100 | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref<br>In.150 | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with c<br>couplings & sr reverse geared to<br>570kW (775bhp)<br>Caterpillar Inc.<br>Gen 2 × 80kW 380V 50Hz a.c. |
| 7634082 | **TARHUNA**<br>Launched as Lispafish Cuartro<br>**Libyan Spanish Fishing Co. (LISPAFISH)**<br>Tripoli Libya | **269**<br>123<br>170 | BV | **1978** Const. Nav. Santodomingo—Vigo (454)<br>30,71 7,52 3,401<br>27,56 7,50 5,41<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>750bhp (552kW)<br>Hijos de J. Barreras S.A.<br>Fuel 119,0t (d.o.) |
| 5028801<br>Df Esd Pfd<br>Rdr Rt | **TARIA**<br>ex Atlanta-88 | **1 239**<br>305<br>— | ✠CLASS WITHDRAWN<br>10/4/91 | **1959**-11 Philip & Son Ltd.—Dartmouth (1299)<br>70,74 11,61 4,801<br>61,73 11,59 5,19<br>P & B 37,2 F 8,6 1 dk, 2nd dk except in mchy. space<br>RW rf 152 len 75 | **TD-E Lighthouse Tender** | English Electric<br>4 Oil 4SA each 6Cy. 254 × 305 to<br>(1 618kW) driving 4 gen. each<br>d.c. connected to 2 elec. motors<br>750shp (552kW) & sc. shafts<br>English Electric Co. Ltd.<br>Gen 2 × 85kW 4 × 75kW 220V |
| 7624295<br>*EHSC*<br>Df Esd Rdr<br>Rt | **TARIFA**<br>**Compania Iberica de Remolcadores del Estrecho S.A. (CIRESA)**<br>Sevilla Spain | **270**<br>—<br>180 | **✠100A1** SS 3/91<br>tug<br>**✠LMC**<br>EL F 276,0/22,0U1<br>FN 393 | **1979**-1 Const. Nav. del Sureste S.A.—Alicante (46)<br>33,81 8,74 4,401<br>30,13 8,22 4,81<br>1 dk<br>BK 51 fwd of midships Box K aft of midships variable | **M Tug** | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>Hijos de J. Barreras S.A.<br>Gen 2 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 8203232<br>*ZMLP*<br>394916<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TARIHIKO**<br>**Ship Leasing (1982) Ltd.**<br>The Shipping Corporation of New Zealand Ltd. (NEW ZEALAND LINE)<br>Wellington New Zealand | *2 169*<br>*650*<br>1 872 | **✠100A1** SS 8/87<br>liquefied gas carrier, with independent tanks, Butane, iso—butane in any tank, propane/ butane mixtures with max. vapour pressure of 11.5bar gauge at 45°C in any tank, propane, propane/ butane mixtures in any tank with max. ambient temp. of 32.7°C, propane, propane/butane mixtures in any refrigerated tank, max. vapour pressure in any tank 11.5bar gauge, min. cargo temp. in any tank 0°C<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC (LG)**<br>EL R 440,0/40,0U2<br>FN 1555 | **1984**-2 Ferguson-Ailsa Ltd.—Troon (559)<br>81,11 (BB) 13,92 4,880<br>75,00 13,80 6,90<br>P 18,0 B 15,0 F 7,4 1 dk<br>rf nil Bow/CM 43 Diam. 0,152 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>3 Ta ind ER<br>L.(gas) 1 960 HeCls. B<br>3 Cargo pumps total 390T/hr | MaK<br>2 Oil 4SA each 6Cy. 240 × 330 w<br>flexible couplings & sr geared<br>2 060kW (2 801bhp)<br>Krupp MaK. Maschinebau G.m.b.H<br>AuxB (o.f.) 8,1kgf/$cm^2$ (8,0bar)<br>Gen 2 × 285kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller<br>Fuel 65,0t (d.o.) 227,0t (hvf)-9,0 |

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| **TARIK**<br>ex Charles Cruz-89 ex Brora-82<br>ex Windle Star-80 ex Suffolk-76<br>ex Christina I-74 ex Christina Bos-72<br>ex Bell Vision-71<br>**Societe Shipping Anglo Marocane (SHIAMA) S.A.**<br>Torbulk Shipping (UK) Ltd.<br>Tangier Morocco | T.Mk<br>**499**<br>333<br>1 397 | GL | **1969** Schps. "Hoogezand" J. Bodewes—Bergum (154)<br>75,70 11,00 3,576<br>69,19 10,98 6,02<br>F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 54,7 ER<br>G.2 931 B.2 638<br>TEU 73 C. 73/20' (40')<br>1 Ha (stl) (43,8 × 8,0) ER | MWM TBD484-8U<br>Oil 4SA 8Cy. 320 × 480<br>1 400bhp (1 030kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 84kW 1 × 38kW 1 × 20kW 220/380V 50Hz a.c.<br>Fuel 69,0t (d.o.) 12,5kn |
| **TARIK**<br>**Government of The Kingdom of Morocco (Ministere des Travaux Publics et des Communications - Maritime de Safi)**<br>Safi Morocco | **136**<br>0<br>48 | BV | **1970** Gutehoffnungshuette Sterkrade A.G.—Walsum<br>27,11 8,41 2,998<br>24,26 7,80 3,66<br>1 dk<br>rf 711 | **M Tug** | MAN G7V30/45ATL<br>Oil 4SA 7Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Nuernberg<br>Gen 2 × 52kW 220/380V 50Hz a.c.<br>Fuel 88,0t (d.o.) 12kn |
| **TARIK IBN ZIYAD**<br>**Iraqi Oil Tankers Co.**<br>Basrah Iraq<br>SatCom: 1650102/HNTZ | *60 216*<br>*43 799*<br>118 139<br>T/cm<br>84,8 | **100A1**<br>oil tanker<br>**LMC**<br>**IGS**<br>SS 7/88<br>EL T† 3 7/16"U3<br>FN 15205<br>(NK) | **1975** Mitsui SB. & Eng. Co. Ltd.—Tamano (951)<br>257,00 (BB) 39,48 16,911<br>245,98 39,40 22,41<br>1 dk<br>rf nil Bow/CM 129 Diam. 0,410 MH 0,9 | **M Tanker**<br>IGS (LR)<br>17 Ta ER<br>L.(oil) 143 600 HeCls. BC<br>3 Cargo pumps total 9 000T/hr | B&W 7K90GF<br>Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>WTAuxB (o.f.) 18kgf/cm² (17,7bar) hs480,1<br>e(ex.g) 26kgf/cm² (25,5bar) ( Spt)<br>18kgf/cm² (17,7bar)<br>Gen 1 × 800kW 2 × 560kW 450V 60Hz a.c.<br>Fuel 3 940,0t (hvf)-86,0pd 15kn |
| **TARINA**<br>ex Vaka-90 ex Thyrill ex Litlafell-82<br>ex Sioux-71<br>**Abila Shipping Ltd.**<br>San Lorenzo Honduras | **893**<br>470<br>1 229 | GL | **1964** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (125)<br>67,47 9,89 4,239<br>61,19 9,85 4,50<br>P 17,4 F 9,5 1 dk | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 1 555 HeCls. C | MaK 8MU451AK<br>Oil 4SA 8Cy. 320 × 450<br>809kW (1 100bhp)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Gen 1 × 47,2kW 1 × 40kW 380V a.c.<br>Fuel 93,5t (d.o.)-4,5pd 12kn |
| **TARINA I**<br>ex Aruba-59 ex Falken-49<br>**Rederi-Ab Gothen Line**<br>Karlshamn Sweden | **224**<br>107<br>295 | | **1888** Goteborgs M/V A/B—Goteborg<br>37,98 6,33 3,252<br>6,20<br>1 dk<br>R len 63<br>conv General Cargo 49 | **Iron M Tanker**<br>Mchy.aft | Skandiaverken<br>Oil 4SA 4Cy. 280 × 360<br>350bhp (257kW) NE 57<br>Skandiaverken A/B Lysekil<br>Fuel (d.o.) 9kn |
| **TARIQ**<br>ex Asaka Maru No. 2-76<br>**Alghunaim Trading Co.**<br>Kuwait Kuwait | **484**<br>267<br>649 | (AB) | **1970** Akitsu Dock K.K.—Akitsu (379)<br>55,40 12,04 3,582<br>49,51 12,02 3,76<br>P 11,9 F 4,0 2 dks | **M RoRo Cargo**<br>1 Ho ER<br>1 Ha (1,9 × 3,5) ER | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 geared to sc. shaft<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 40kW 225V a.c.<br>13kn |
| **TARJA G**<br>ex Tarja-87<br>**Tarja G Shipping Ltd.**<br>Volkmar Baume Schiffahrts-und Befrachtungskontor<br>Limassol Cyprus | *851*<br>*490*<br>1 281 | BV | **1987** B.V. Scheepswerf "Ferus Smit"—Foxhol (247)<br>64,34 3,331<br>60,00 10,51 4,02<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 837 B.1 794<br>1 Ha (stl) (40,8 × 8,0) ER | Cummins KT-38-M<br>Vee Oil 4SA 12Cy. 159 × 159 geared to sc. shaft<br>761bhp (560kW)<br>Cummins Engine Co. Ltd. Daventry<br>10,5kn |
| **TARKHAN**<br>**Yugryba**<br>(Ilychyovsk) (U.S.S.R.) | **649**<br>211<br>400 | RS | **1974** ..............U.S.S.R.<br>54,82 9,96 4,109<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **TARKHANKUT**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | **3 468**<br>1 607<br>5 014 | RS | **1972** Rauma-Repola Oy—Rauma/Raumo (213)<br>106,15 15,45 6,722<br>97,01 15,40 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 908<br>1 Ha (stl) (2,2 × 3,2) ER<br>1W Der 1(2) | B&W 5DKRN50/110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works Bryansk<br>14kn |
| **TARKHANSK**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**3 540**<br>1 520<br>—<br>**5 467**<br>2 705<br>5 816 | RS | **1978** Stocznia Szczecinska im. A. Warskiego—Szczecin (B432/301)<br>124,06 (BB) 17,02 —/7,320<br>114,00 17,00 9,78<br>P 38,5 F 14,4 2 dks<br>rf 152 DK fwd | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>B.7 143 In.1 110<br>TEU 50<br>C.Ho 36/20' (40') C.Dk 14/20' (40')<br>4 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER (4,5 × 6,5)<br>10W Der 1(40) 8(5) | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd 15,75kn |
| **TARKWA**<br>ex Eastern Unicorn-90<br>ex Seki Rokako-84<br>**Wilhelmsen Lines A/S**<br>Tonsberg Norway (NIS)<br>SatCom: 1312361/LAIW | *15 108*<br>*4 561*<br>12 161 | NV (NK) | **1979** Tsuneishi Zosen K.K.—Numakuma (435)<br>152,03 (BB) 9,100<br>140,01 26,31 17,28<br>P 29,9 2 dks | **M RoRo Cargo** 3bth P<br>Quarter stern door/ramp<br>L 32,50 W 12,00 SWL 81<br>Lane Length 1634 Cargo Width 4,50<br>Clear height 5,80<br>Trailers 103<br>1 Ho ER<br>B.27 946<br>TEU 650<br>C.Ho 338/20' C.Dk 312/20' incl. 50 ref C.<br>4 Ha (stl) (each 26,3p&s × 8,2) ER<br>Cr 2(30) 2(25) | Pielstick 16PC2-5V-400<br>Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>7 650kW (10 400bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 720kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 225,0t (d.o.) 1 475,0t (hvf)-34,0pd 17kn |
| **TARMO**<br>**Finnish Board of Navigation (Merenkulkuhallitus)**<br>Helsinki/Helsingfors Finland | **3 954**<br>167<br>4 968 | | **1963** Wartsila-Kon. Sandvikens Skepps.—Helsinki/Helsingfors (373)<br>84,51 21,21 7,300<br>78,52 21,11<br>3 dks | **TD-E Icebreaker** | Sulzer<br>4 Oil 2SA each 8Cy. 510 × 550 total 13 760bhp (10 121kW) driving 4 gen. each 2 400kW 800V d.c. connected to 4 elec. motors each of 3 000shp (2 207kW) (WL) & sr geared to sc. shafts<br>Wartsila Kon. Mek. Verks. Vaasa/Vasa<br>Gen 4 × 340kW 450V 60Hz a.c.<br>2 propellers , 2 fwd<br>Fuel 880,0t (d.o.)-50,0pd |
| **TARMUGLI**<br>**Government of The Republic of India (Ministry of Home Affairs)**<br>Calcutta India | **338**<br>134<br>— | | **1969** Garden Reach Workshops Ltd.—Calcutta (598)<br>37,50 8,36 2,515<br>33,23 8,08 2,90<br>1 dk | **TM Ferry** | MAN<br>2 Oil 4SA each 6Cy. 175 × 220<br>520bhp (382kW)<br>Kirloskar Oil Engines Ltd. Pune |

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| **7812842**<br>*LAJM4*<br>N-01045<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **TARN**<br>ex Canmar Spirit-91<br>ex Eastern Phoenix-87 ex Seki Rokel-84<br>**Wilhelmsen Lines A/S**<br>Tonsberg Norway (NIS)<br>SatCom: 1312517/LAJM | *15 108*<br>*4 561*<br>12 169 | NV (NK) | **1979** Tsuneishi Zosen K.K.—Numakuma (436)<br>152,00 (BB) 9,102<br>140,01 26,31 17,28<br>P 29,9 2 dks | **M RoRo Cargo/General Cargo**<br>3bth P<br>Quarter stern door/ramp<br>L 32,50 W 12,00 SWL 80<br>Lane Length 1634 Cargo Width 4,50<br>Clear height 5,80<br>Trailers 103<br>1 Ho ER<br>B.27 946<br>TEU 643<br>C.Ho 338/20' C.Dk 305/20' incl. 50 ref C.<br>4 Ha (stl) (each 26,3p&s × 8,2) ER<br>Cr 2(30) 2(25) | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460 sr gea<br>shaft<br>10 400bhp (7 650kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 720kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 225,0t (d.o.) 1 475,0t (hvf)-34,0pd |
| **7912032**<br>*SIEA*<br>Df Esd Gc<br>Pfd Rdr Rt | **TARNBRIS**<br>**Partrederiet for m.t. "Tarnbris"**<br>Tarntank Rederi A/B<br>Donso Sweden | **3 846**<br>1 945<br>6 825<br>T/cm<br>14,0 | ✠**100A1** SS 8/89<br>chemical tanker<br>cargo Type B in<br>association with an<br>approved list of cargoes<br>Ice Class 1A<br>✠**LMC**<br>EL V 495,0/45,0U3<br>FN 2356 | **1980**-8 (Aft & pt cargo sections) Kalmar Varv A/B —Kalmar (450)<br>**1980**-8 (Fwd & pt cargo sections) FEAB Marstrandsverken—Marstrand<br>106,15 15,73 7,750<br>97,62 15,51 8,62<br>P 28,7 F 17,7 1 dk<br>rf nil Bow/CM 55 Diam. 0,254 | **M Tanker**<br>Chemical<br>DB Bow loading<br>4 Ta ER 10 Wing Ta<br>L.6 773<br>4 Cargo pumps total 1 500T/hr | MaK<br>Oil 4SA 6Cy. 450 × 550 sr geared to<br>2 940kW (3 997bhp)<br>MaK. Maschinenbau G.m.b.H.<br>TOH (o.f.) 5,1kgf/$\text{cm}^2$ (5,0bar)<br>2 TOH (1 ex.g 1 o.f.) 5,1kgf/$\text{cm}^2$ (5,0<br>Gen 1 × 420kW 5 × 222kW 450V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 74,5t (d.o.) 328,5t (hvf)-13,0pd |
| **8316845**<br>*SKZL*<br>Df Esd Gc<br>Rdr RTm/v<br>SatNav | **TARNFJORD**<br>**Partrederiet for m.t. "Tarnfjord"**<br>Tarntank Rederi A/B<br>Donso Sweden | *12 883*<br>*6 490*<br>19 561<br>T/cm<br>33,6 | GL | **1984** Kaldnes M/V A/S—Tonsberg (220)<br>164,50 (BB) 24,03 9,800<br>155,02 24,01 12,53<br>F 10,1 1 dk<br>Bow/CM 82 Diam. 0,360 MH 2,4 | **M Tanker**<br>Oil Chemical<br>Ice strengthened DB<br>16 Ta ER<br>L.23 349 HeCls. C<br>18 Cargo pumps total 5 400T/hr | MaK<br>Oil 4SA 6Cy. 580 × 600 with flexible<br>sr geared to sc. shaft<br>5 270kW (7 165bhp)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 3 × 1232kW 1 × 520kW 440V<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 88,0t (d.o.) 1 087,5t (hvf)-26,0pd |
| **7368774**<br>*SMGT*<br>Df Esd Gc<br>Pfd Rdr RTh | **TARNHAV**<br>**Tarntank Rederi A/B**<br>Donso Sweden | *4 270*<br>*2 458*<br>6 825<br>T/cm<br>14,0 | GL (NV) | **1974** Kleven M/V A/S—Ulsteinvik (25)<br>111,28 (BB) 16,03 7,750<br>103,99 15,99 8,92<br>P 19,6 F 16,5 1 dk<br>Bow/CM 55 Diam. 0,254 | **M Tanker**<br>CBT SBT Ice strengthened<br>DB Bow loading<br>4 Ta ER 10 Wing Ta<br>L.(oil) 6 773 HeCls. CptB<br>4 Cargo pumps total 1 500T/hr | MaK<br>Vee Oil 4SA 12Cy. 320 × 420 geared<br>3 945bhp (2 902kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 220kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 254,0t (d.o.)-15,0pd |
| **5352915**<br>*OIBO*<br>567<br>Df EsdRTm | **TARNO**<br>ex Anton-51 ex Mars<br>**Kaj Gronqvist**<br>Porvoo/Borga Finland | **266**<br>150<br>345 | (BV) | **1900** P. Larsson—Thorskog (152)<br>40,59 6,96 3,048<br>39,20 6,94 3,10<br>1 dk<br>R BK 152 len 42 | **M General Cargo**<br>2 Ho 8,1 9,1 ER<br>2 Ha (8,0 9,1 × 4,2) ER<br>2W Der 1(3) 1(1,5) | Skandiaverken<br>Oil 2SA 4Cy. 320 × 370<br>300bhp (221kW) NE 49<br>Skandiaverken A/B<br>Gen 3 × 1kW 12V d.c.<br>Fuel 10,0t (d.o.) |
| **7436129**<br>*SBKG*<br>Df Esd Gc<br>Pfd Rdr Rt | **TARNO AV HONO**<br>ex Anita-89 ex Sirius-82 ex Vega-76<br>**Hans Lennart Eugen Andersson**<br>Hono Sweden | *257*<br>*77*<br>— | (NV) | **1974** Hakonsens M/V A/S—Skudeneshavn (5)<br>30,79 7,35<br>26,52 7,32 3,66<br>1 dk<br>rf 89 BK 13 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>2 Ha (each 1,9 × 1,5) ER | Caterpillar<br>Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 59kW 1 × 40kW 220V 50<br>Fuel (d.o.) |
| **7306178**<br>*SQCN*<br>Df Esd Gc<br>Pfd Rdr Rt | **TARNOBRZEG**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **6 967**<br>4 952<br>9 813<br>T/cm<br>20,4 | PR (NV) | Lch.**1973** Lodose Varv A/B—Lodose (159B)<br>Len & Cmpl.**1973** AB Oskarshamns Varv —Oskarshamn<br>146,21 16,06 7,614<br>140,57 15,96 11,00<br>1 dk<br>Bow/CM 37 Diam: 0,273 | **M Tanker**<br>Oil Chemical Sulphur<br>Ice strengthened<br>8 Ta<br>4 Ta ind rectangular ER<br>L.(oil) 5 543 HeCls. C<br>Sulphur 5607<br>10 Cargo pumps total 1 560T/hr | English Electric<br>2 Vee Oil 4SA each 12Cy. 254 × 3<br>hydraulic couplings & geared to<br>4 670bhp (3 435kW)<br>Ruston Paxman Diesels Ltd.<br>Gen 2 × 168kW 1 × 136kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 432,0t (d.o.)-18,5pd |
| **7105122**<br><br><br>Rdr Rt | **TARNSKAR**<br>ex Tanja-Bjorn-89 ex Simmelholm-86<br>ex Hanne Jolm-82 ex Dorte-Jon-Zoe-78<br>**Folke Barck**<br>Hanko/Hango Finland | **113**<br>58<br>— | | **1970** Marinus Mollers Badevaerft—Skaelskor<br>25,48 6,53<br>6,48 | **Wood Aux M Fishing**<br>Side-fishing | Alpha<br>Oil 2SA 5Cy. 240 × 400<br>368kW (500bhp)<br>Alpha-Diesel A/S<br>Fuel (d.o.) |
| **8813697**<br>*SBMX* | **TARNSUND**<br>**Tarntank Rederi A/B**<br>Donso Sweden | *5 525*<br>*2 802*<br>9 500<br>T/cm<br>17,2 | GL | **1989** Aukra Industrier A/S—Aukra (87)<br>113,40 (BB) 8,300<br>106,60 18,00 10,40<br>1 dk<br>Bow/CM 54 Diam. 0,254 | **M Tanker**<br>SBT Ice strengthened DB Bow loading<br>12 Wing Ta ER<br>L.(oil) 9 691<br>6 Cargo pumps total 2 400T/hr | MaK<br>Oil 4SA 8Cy. 320 × 420 sr geared<br>2 942kW (4 000bhp)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 500kW 4 × 322kW 440<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 81,99t (d.o.) 258,9t (hvf)-14,0pd |
| **7912044**<br>*SIEF*<br>Df Esd Gc<br>Pfd Rdr Rt | **TARNVIND**<br>**Partrederiet for m.t. "Tarnvind"**<br>Tarntank Rederi A/B<br>Donso Sweden | **3 844**<br>1 943<br>6 144<br>T/cm<br>14,8 | ✠**100A1** SS 3/90<br>chemical tanker<br>cargo Type B in<br>association with an<br>approved list of cargoes<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL V 495,0/42,0U3<br>FN 2356 | **1981**-4 (Aft & pt cargo sections) Kalmar Varv A/B —Kalmar (451)<br>**1981**-4 (Fwd & pt cargo sections) FEAB Marstrandsverken—Marstrand<br>106,15 15,73 7,211<br>97,62 15,51 8,62<br>P 28,7 F 17,7 1 dk<br>rf nil Bow/CM 51 Diam. 0,254 | **M Tanker**<br>Chemical<br>DB Bow loading<br>5 Ta ER 10 Wing Ta<br>L.6 911<br>3 Cargo pumps total 1 050T/hr | MaK<br>Oil 4SA 6Cy. 450 × 550 sr geared<br>2 940kW (3 997bhp)<br>Krupp MaK. Maschinebau G.m.b.H.<br>TOH (o.f.) 5,1kgf/$\text{cm}^2$ (5,0bar)<br>TOH (ex.g) 5,1kgf/$\text{cm}^2$ (5,0bar)<br>Gen 1 × 420kW 5 × 222kW 45<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 74,5t (d.o.) 328,5t (hvf)-13,0pd |
| **6514479**<br>*HQES9*<br>L-0322896<br>Df Esd Rdr<br>Rt | **TARO**<br>ex Universal Express II-90 ex Taro-89<br>ex Coran-W-85 ex Poolzee-78<br>ex Poolster-74<br>**Naviera Universal Express S. de R.L.**<br>San Lorenzo Honduras | **348**<br>221<br>489 | (BV) | **1965** Schpsw. Gebr. Coops N.V.—Hoogezand (236)<br>52,08 8,11 2,598<br>47,68 8,01 2,90<br>1 dk<br>RW len 70 | **M General Cargo**<br>1 Ho 26,3 ER<br>G.778 B.723<br>2 Ha (w) (each 9,9 × 4,8) ER<br>Cr 1(-) | Brons<br>Oil 2SA 4Cy. 220 × 380<br>165kW (224bhp)<br>Appingedammer Brons<br>Gen 2 × 5kW 1 × 3kW 110V d.c<br>Fuel (d.o.) |
| **5352965** | **TAROTYUA**<br>**Government of The Union of Myanmar**<br>Yangon Union of Myanmar | **134**<br>60<br>— | | **1914** Burn & Co. Ltd.—Calcutta<br>*30,48* 6,23<br>... ... ...<br>2 dks<br>R | **TS General Cargo** | C 4Cy. (2) 254 & (2) 508 × 356<br>McKie & Baxter Ltd. |
| **8800987**<br>*CNPG* | **TAROUDANT I**<br>**Corporation des Peches du Nord S.A. SIC I.M.E.**<br>Casablanca Morocco | *494*<br>*148*<br>401 | GL | **1988** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (1005)<br>39,91 (BB) 9,33 3,801<br>34,83 9,01 6,28<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.347 | Deutz<br>Oil 4SA 9Cy. 240 × 280 with flexib<br>sr reverse geared to sc. shaft<br>927kW (1 260bhp)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 314kW 220/380V a.c |

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| **TAROUDANT II**<br>**Corporation des Peches du Nord S.A. SIC I.M.E.**<br>Casablanca Morocco | *494*<br>*148*<br>401 | GL | **1988** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (1006)<br>39,81 (BB) 9,33 3,801<br>34,83 9,01 6,28<br>B 10,9 2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.347 | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 with flexible couplings & sr reverse geared to sc. shaft<br>927kW (1 260bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 314kW 220/380V a.c.<br>11kn |
| **TARPAN**<br>**The Adelaide Steamship Co. Ltd.**<br>Port Adelaide, S.A. Australia | **426**<br>128<br>420 | **100A1** SS 12/89<br>tug<br>**LMC** **UMS**<br>EL H 302,5/22,0U2<br>FN 485<br>(AB) | **1984** Tamar SB. Pty. Ltd.—Launceston, Tas. (41)<br>32,31 10,90 4,560<br>30,31 10,61 5,36<br>F 10,7 1 dk<br>rf - BK 25 | **TM Tug**<br>Fire-fighting | Daihatsu 6DSM-28<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches & sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 150kW 415V 50Hz a.c.<br>2 Directional propellers<br>12kn |
| **TARPAN**<br>**Morski Port Handlowy Gdansk**<br>Gdansk Poland | **184**<br>0<br>— | PR | **1975** Leningradskiy Petrozavod—Leningrad (848)<br>29,29 8,31<br>25,43 4,35<br>1 dk | **TM Tug**<br>Ice strengthened | Russkiy 6DP30/50-5-2<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 20kW 380V a.c.<br>10,5kn |
| **TARPON**<br>**Lib-Ore Steamship Co. Inc.**<br>Alcoa Steamship Co. Inc.<br>Monrovia Liberia | *9 794*<br>*5 967*<br>15 000 | AB | **1977** Hitachi Zosen—Mukaishima (4524)<br>155,15 21,39 6,862<br>148,82 21,35 10,16<br>P 10,7 F 9,8 1 dk<br>Bow/CM 64 Diam. 0,310 | **TM Ore/Bulk/Oil Carrier**<br>DB<br>4 Ho each 29,4 ER<br>G.14 017 B.13 819 L.(oil) 9 206<br>8 Ha (stl) (each 11,1 × 10,6) ER<br>2 Cargo pumps total 784T/hr | Polar F216V-D<br>2 Vee Oil 4SA each 16Cy. 250 × 300 geared to sc. shafts<br>6 400bhp (4 708kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 300kW 460V 60Hz a.c. |
| **TARPON**<br>ex Resplendor-91<br>**Mainstream Shipping Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **651**<br>276<br>884 | AB | **1973** Mangone SB. Corp.—Houston, Tx (107)<br>56,39 4,193<br>51,69 11,59 4,88<br>F 16,8 1 dk<br>rf 13 BK 13 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors 16-645-E7B<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 125kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 335,5t (d.o.)-8,5pd<br>14kn |
| **TARPON**<br>ex YO 201-76<br>**Western Pioneer Inc.**<br>Seattle, Wa United States of America | **499**<br>339<br>— | | **1945** Manitowoc SB. Co.—Manitowoc, Wi<br>*50,60* 9,78<br>4,58<br>1 dk<br>conv Tanker 76 | **M Fishing** | Oil<br>650bhp (478kW)<br>U.S.A.<br>Fuel (d.o.) |
| **TARPON SANTIAGO**<br>**Young Shipping Co. Ltd.**<br>Tarponship S.A.M.<br>Limassol Cyprus | T.Mk<br>**7 598**<br>4 963<br>14 580<br>**11 712**<br>7 706<br>17 679 | ✠**100A1** SS 11/87<br>strengthened for heavy cargoes,No. 3 hold may be empty<br>✠**LMC**<br>EL D† 559,0/54,0U3<br>FN 4927 | **1978**-5 Hitachi Zosen—Mukaishima (4588)<br>146,01 (BB) 23,14 —/9,513<br>136,02 23,11 13,11<br>P 27,5 F 11,9 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 15,7 20,2 20,2 24,0 19,5 5 TwD<br>G.26 322 B.24 278<br>TEU 294 C.Ho 177/20' C.Dk 117/20'<br>5 Ha (stl) (8,9 × 7,7) (12,7 12,7 16,4 12,7 × 10,8) ER<br>Cr 2(25) Der 1(180) 6(10) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW)<br>Hitachi Zosen Osaka<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 220,0t (d.o.) 1 283,5t (hvf)<br>14,5kn |
| **TARPON SEALANE**<br>**Bravo Shipping Co. Ltd.**<br>Tarponship S.A.M.<br>Limassol Cyprus | **21 249**<br>14 160<br>37 446 | ✠**100A1** SS 12/87<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC** **UMS**<br>EL I† 2⅞"U2<br>FN 7800 | **1973**-9 Hellenic Shipyards—Skaramanga (1087)<br>196,17 26,57 11,361<br>186,09 26,51 15,40<br>P 32,4 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 20,5 20,8 21,2 20,4 19,5 20,4 21,2 ER<br>G.46 588 B.44 292<br>7 Ha (stl) (12,2 13,0 13,0 13,0 13,0 13,0 12,2 × 12,4) ER<br>Cr 6(10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>AuxB (Comp) 100lbf/in² (6,9bar)<br>Gen 3 × 370kW 440V 60Hz a.c.<br>Fuel 240,0t (d.o.) 1 515,0t (hvf)<br>15,25kn |
| **TARQUENCE**<br>**Crescent Shipping Ltd.**<br>Rochester United Kingdom | **499**<br>347<br>830 | ✠**100A1** SS 7/90<br>limited European service<br>✠**LMC**<br>EL (G) 302,0/26,0U2<br>FN 632 | **1980**-5 A/S Nordsovaerftet—Ringkobing (141)<br>49,99 9,28 3,364<br>47,76 9,21 4,02<br>P 10,4 Trunk 33,0 F 4,3 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 33,0 ER<br>G.1 011 B.1 008<br>1 Ha (stl) (30,3 × 7,0) ER | Callesen 5-427-DOT<br>Oil 4SA 5Cy. 270 × 400<br>468bhp (344kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Gen 2 × 40kW 1 × 20kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 26,0t (d.o.)-2,0pd<br>10kn |
| **TARQUI**<br>ex Maria<br>**Inepaca C.A.**<br>Manta Ecuador | **385**<br>—<br>159 | | **1973** Ast. de Veracruz S.A.—Veracruz (94)<br>31,48 8,79 3,963<br>28,76 8,62 4,68<br>2 dks | **M Fishing**<br>Side Trawler Ref | Caterpillar D379TA<br>Vee Oil 4SA 8Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TARQUIN GLEN**<br>**Liquid Gas Shipping**<br>Delta Shipping & Trading Amsterdam B.V.<br>Monrovia Liberia<br>SatCom: 1245256 | *2 985*<br>*956*<br>4 500 | BV (Class cont.) | **1991** Appledore Shipbuilders Ltd.—Appledore (151)<br>88,35 (BB) - 5,100<br>80,70 14,20 7,50<br>P 3,0 B 8,0 F 3,4 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>IGS SBT<br>2 Ta ind cyl horizontal ER<br>L.(gas) 3 350 | MaK 8M453C<br>Oil 4SA 8Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>2 940kW (3 997bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 3 × 359kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 310,0t (i.f.o.) 95,0t<br>15kn |
| **TARQUIN TRADER**<br>**Tarquin Shipping Co. S.A.**<br>Delta Shipping & Trading Amsterdam B.V.<br>Monrovia Liberia<br>SatCom: 1243336/ELIJ | *3 595*<br>*1 095*<br>4 320<br>T/cm<br>392,0 | BV | **1988** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2973)<br>98,25 (BB) 6,601<br>90,00 15,00 7,50<br>P 21,0 B 5,0 F 17,0 1 dk<br>Bow/CM 52 Diam. 0,152 | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>IGS SBT Ice strengthened<br>Mchy.aft<br>L.(gas) 4 200<br>4 Cargo pumps total 600T/hr | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550 with flexible couplings & sr geared to sc. shaft<br>2 979kW (4 050bhp)<br>Ube Industries Ltd. Ube<br>Gen 4 × 300kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 87,4t (d.o.) 377,5t (hvf)-14,3pd<br>15,78kn |
| **TARRACO**<br>**Remolques y Navegacion S.A.**<br>Tarragona Spain | **204**<br>80<br>— | (AB)<br>✠Classed LR until 12/3/86 | **1970**-4 Enrique Lorenzo y Cia. S.A.—Vigo (349)<br>31,86 8,49 3,999<br>28,96 8,08 4,47<br>RAD 1,3 1 dk<br>rf 1245 BK 51 | **M Tug**<br>Fire-fighting | Werkspoor 8TM390<br>Oil 4SA 8Cy. 390 × 680<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 1 × 64kW 1 × 28kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **TARRAFAL**<br>**Ferro & Companhia Ltda.**<br>Sao Vicente Cape Verde Republic | **257**<br>112<br>589 | ✠Classed LR until 4/73 | **1930**-9 Henry Robb Ltd.—Leith (176)<br>34,83 8,11 3,004<br>33,53 8,08 3,36<br>1 dk<br>R | **S Tanker**<br>Water<br>4 Ta ER<br>L.329 | C 2Cy. 305 & 660 x 457<br>Plenty & Son Ltd. Newbury<br>Fuel 28,5t (o.f.)<br>8kn |
| **TARRAGAL**<br>**North Western Shipping & Towage Co. Pty. Ltd.**<br>Hobart, Tas. Australia | **299**<br>—<br>— | ✠**100A1** SS 3/91<br>tug<br>✠**LMC**<br>EL (d) 1"U1<br>FN 394 | **1969**-9 Adelaide Ship Cons. Pty. Ltd.—Adelaide, S.A. (58)<br>32,54 9,15 4,344<br>28,50 8,84 4,96<br>RFD 10,1<br>rf 1067 BK 25 | **TM Tug** | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Lister Blackstone Mirrlees Marine Stamford<br>Gen 2 × 25kW 220V d.c.<br>10,25kn |
| **TARSANA 1**<br>**Suez Canal Authority**<br>Suez Egypt | **106**<br>—<br>— | NV | **1978** L. H. Salthammer Batbyggeri A/S—Vestnes<br>22,51 6,71 3,244<br>20,17 6,68 3,54<br>1 dk<br>rf 457 BK 127 | **M Tug**<br>Fire-fighting<br>Ice strengthened<br>Mchy.aft | Deutz RSBA12M528<br>Vee Oil 4SA 12Cy. 220 × 280 reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 1 × 32kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |

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| **7727360**<br>*SUOY*<br><br>Df Gc Rdr<br>Rt | **TARSANA 2**<br><br>**Suez Canal Shipyard**<br>Suez Egypt | **106**<br>—<br>— | NV | **1978** L. H. Salthammer Batbyggeri A/S—Vestnes<br>22,51 6,71 3,244<br>20,17 6,68 3,54<br>1 dk<br>rf 457 BK 127 | **M Tug**<br>Fire-fighting<br>Ice strengthened | Deutz<br>Vee Oil 4SA 12Cy. 220 × 280 reduc<br>sc. shaft<br>Kloeckner Humboldt Deutz<br>Gen 2 × 50kW 1 × 32kW 380V 50<br>Thw. thrust propeller fwd |
| **7723716**<br>*SUOM* | **TARSANA 3**<br><br>**Suez Canal Authority**<br>Suez Egypt | **660**<br>383<br>1 200 | NV | **1978** Kristiansands M/V A/S—Kristiansand S. (231)<br>40,01 3,090<br>38,94 15,00 3,99<br>1 dk<br>rf nil | **TM Work Ship**<br>Mchy.aft | Deutz<br>2 Oil 4SA each 6Cy. 142 × 160<br>760bhp (559kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 280kW 1 × 32kW 380V 50<br>2 Directional propellers |
| **6718221**<br>*EFPP*<br>1179<br>Df Esd Rt | **TARTESSOS**<br><br>**Pesquera Onubense S.A.**<br>Huelva Spain | **152**<br>55<br>91 | (BV) | **1967** Construcciones Navales P. Freire S.A.—Vigo (44)<br>26,62 6,33 3,055<br>23,02 6,30 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.154<br><br>2 Ha (each 1,0 × 1,3) ER | Baudouin<br>Oil 4SA 6Cy. 140 × 180<br>320bhp (235kW)<br>Soc. des Moteurs Baudouin<br>Fuel 35,5t (d.o.) |
| **5160764**<br>*YKCV*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TARTOUS**<br>ex Temura-84 ex Industria-77<br>**M. Rayess & A. Zaza**<br>Syria Europe Line<br>Lattakia Syria | T.Mk<br>**2 728**<br>1 325<br>4 640<br><br>**4 315**<br>2 524<br>5 825 | ✠LR class withdrawn<br>4/4/90 | **1964**-5 Ast. de Cadiz—Cadiz (66)<br>121,37 14,53 6,090/6,960<br>112,81 14,48 9,22<br>P 3,7 F 12,2 2 dks<br>rf 102 len 68 | **M General Cargo**<br>6 Ho 12,2 10,9 12,9 13,5 13,5 12,9 ER<br>G.8 778 B.8 041<br>6 Ha (stl) (7,7 × 6,5) (8,1 10,2 10,2 10,2 10,2 × 11,4) ER<br>Cr 5(5) | 4P Gotaverken<br>Oil 2SA 8Cy. 520 × 900<br>3 000bhp (2 207kW)<br>Empresa Nacional "Elcano"<br>Gen 3 × 140kW 230V d.c.<br>Fuel 363,5t (hvf)-10,5pd |
| **5277488**<br><br><br>Df Esd Gc<br>Rt | **TARTOUS STAR**<br>ex Lamia Star-78 ex Panagiotis V-76<br>ex Concorde-71 ex Phryne-69<br>ex Dunkerque-62 ex Kroumir-60<br>**Fouad Nseir**<br>Syria | **1 988**<br>867<br>2 341 | (BV) (HR) | **1948** Marine Industrie Ltee.—Sorel, P.Q. (179)<br>95,64 14,05 5,919<br>86,62 14,00 8,54<br>P 25,6 F 38,5 1 dk & S dk | **M General Cargo**<br>Wine Ref<br>4 Ho 6,1 11,5 10,9 11,5 ER<br>B.4 955 In.329<br><br>4 Ha (3,3 × 4,0) (9,4 9,4 6,7 × 4,5) ER<br>8W Der 1(15) 2(7) 6(5) | OSD Nordberg<br>Oil 2SA 5Cy. 736 × 1020<br>3 100bhp (2 280kW)<br>Nordberg Manufacturing Co.<br>Gen 1 × 400kW 2 × 60kW 220V d.c.<br>Fuel 213,5t (d.o.) |
| **5353062**<br>*UYSL*<br>0274<br>Df Esd Gc<br>Rdr Rt | **TARTU**<br><br>**Swedlatshipping**<br>Riga Latvia | **1 179**<br>547<br>1 752<br>T/cm<br>6,2 | RS | **1960** "Gheorghiu Dej" Shipyard—Budapest<br>74,17 11,36 4,671<br>67,39 11,31 5,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,2 13,5 14,3 ER<br>G.2 176 B.2 092 ,<br><br>3 Ha (stl) (each 8,7 × 5,6) ER<br>6W Der 1(10) 6(2,5) | Lang<br>Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar<br>Fuel 73,4t (d.o.) 104,0t (hvf)-3,4pd |
| **7043398**<br><br><br>Df Esd Rdr<br>Rt | **TARU**<br><br><br>Colombia | T.Mk<br>**299**<br>162<br>706 | BV | **1971** A/S Nordsovaerftet—Ringkobing (56)<br>46,33 8,34 3,480<br>44,43 8,30 5,49<br>F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 26,2 ER<br>G.1 312 B.1 159<br><br>1 Ha (stl) (24,5 × 5,0) ER<br>2W Der 2(3-5) | Aabenra<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik<br>Controllable pitch propeller<br>Fuel 100,5t (d.o.)-2,5pd |
| **7013252**<br><br><br>Df Esd Gc<br>Rdr RTm/h/v | **TARU II**<br>ex Jenlil-91 ex Afro Star-85<br>ex Amigo Star-79 ex Tove Lonborg-76<br>ex Marag Star-73 ex Vibeke Dania-70<br>**Carlos Archbold Ceron**<br>Isla de San Andres Colombia | T.Mk<br>**299**<br>167<br>848 | BV (NV) | **1970** Batservice Verft A/S—Mandal (588)<br>55,00 9,33 3,512<br>50,02 9,30 5,52<br>2 dks | **M General Cargo**<br><br>1 Ho 35,9 ER,<br>G.1 548 B.1 398<br><br>2 Ha (stl) (each 13,3 × 6,0) ER<br>2W Der 2(5) | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S<br>Gen 2 × 35kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.)-2,5pd |
| **5353074**<br><br><br>Esd RTv | **TARUA 3**<br><br>**Port Authority of Thailand**<br>Bangkok Thailand | **353**<br>90<br>— | | **1955** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1029)<br>42,58 8,54 2,921<br>8,49 4,02<br>RQD 22,9 B 12,8 1 dk | **M Buoy Ship**<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 40kW 115V d.c. |
| **6512768**<br><br><br>RTv | **TARUA 5**<br><br>**Port Authority of Thailand**<br>Bangkok Thailand | **177**<br>—<br>— | | **1965** F. Schichau G.m.b.H.—Bremerhaven (1726)<br>27,34 8,01 2,899<br>3,76 | **M Tug** | MWM<br>Oil 4SA 8Cy. 320 × 480<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 35kW 1 × 24kW 230V 5<br>Directional propeller |
| **6705743**<br><br><br>Esd Rt | **TARUA 6**<br><br>**Port Authority of Thailand**<br>Bangkok Thailand | **172**<br>—<br>— | | **1967** Th. Buschmann Schiffswerft—Hamburg (118)<br>27,51 8,16 3,404<br>24,77 7,65 3,76 | **M Tug** | MWM<br>Oil 4SA 8Cy. 320 × 480<br>Motorenw. Mannheim A.G. (MWM)<br>Directional propeller |
| **6821860** | **TARUA 7**<br><br>**Port Authority of Thailand**<br>Bangkok Thailand | **175**<br>—<br>— | | **1968** Elsflether Werft A.G.—Elsfleth/Weser (359)<br>28,38 8,28 3,810<br>25,48 7,90 3,87 | **M Tug** | MWM<br>Oil 4SA 6Cy. 360 × 450<br>Motorenw. Mannheim A.G. (MWM)<br>Directional propeller |
| **6922420**<br><br><br>Esd Rt | **TARUA 8**<br><br>**Port Authority of Thailand**<br>Bangkok Thailand | **181**<br>—<br>— | | **1969** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1140)<br>28,02 8,44 2,947<br>24,69 8,08 3,97<br>1 dk | **M Tug** | MAN<br>Oil 4SA 6Cy. 360 × 450<br>Masch. Augsburg-Nuernberg (MAN)<br>Directional propeller |
| **7723560**<br><br><br>Esd Rdr Rt | **TARUA 10**<br><br>**Port Authority of Thailand**<br>Bangkok Thailand<br>DELETE ENTRY — RIVER AND HARBOUR SERVICE ONLY | **178**<br>46<br>160 | (AB) | **1977** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS423)<br>25,51<br>23,91 7,62 3,84<br>1 dk | **TM Tug** | Caterpillar<br>2 Oil 4SA each 12Cy. 159 × 203<br>shafts<br>Caterpillar Tractor Co. |
| **9005651**<br>*HSFV*<br>331002363<br>Rdr Rt | **TARUA 203**<br><br>**Krung Thai Tractor Co. Ltd.**<br>Bangkok Thailand | *300*<br>*90*<br>93 | NK | **1990** Odo Zosen Tekko K.K.—Shimonoseki (383)<br>34,30 2,662<br>31,68 9,00 3,80<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 260 × 330<br>flexible couplings & dr geared<br>(p) Yanmar Diesel Engine Co. Ltd<br>(s) Yanmar Diesel Engine Co. Ltd<br>Gen 2 × 96kW a.c.<br>2 Directional propellers |
| **9005663**<br>*HSFW*<br>331002371 | **TARUA 204**<br><br>**Krung Thai Tractor Co. Ltd.**<br>Bangkok Thailand | *299*<br>*90*<br>93 | NK | **1991** Odo Zosen Tekko K.K.—Shimonoseki (384)<br>34,30 2,662<br>31,68 9,00 3,80 | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 260 × 330<br>flexible couplings & dr geared<br>Yanmar Diesel Engine Co. Ltd<br>Gen 2 × 96kW a.c.<br>2 Directional propellers |
| **9005675**<br>*HSFX*<br>331002389 | **TARUA 205**<br><br>**Krung Thai Tractor Co. Ltd.**<br>Bangkok Thailand | *299*<br>*90*<br>93 | NK | **1991** Odo Zosen Tekko K.K.—Shimonoseki (385)<br>34,30 9,29 2,662<br>31,68 9,00 3,80<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 260 × 330<br>flexible couplings & dr geared<br>Yanmar Diesel Engine Co. Ltd<br>Gen 2 × 96kW a.c.<br>2 Directional propellers |
| **9005687**<br><br><br>Rt | **TARUA 206**<br><br>**Krung Thai Tractor Co. Ltd.**<br>Bangkok Thailand | *108*<br>*33*<br>67 | NK | **1991** Odo Zosen Tekko K.K.—Shimonoseki (386)<br>22,50 6,78 2,201<br>20,22 6,60 3,00 | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 133 × 160<br>shafts<br>Yanmar Diesel Engine Co. Ltd<br>Gen 2 × 30,4kW a.c. |

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| **TARUA 207**<br>**Krung Thai Tractor Co. Ltd.**<br>Bangkok Thailand | *108*<br>*33*<br>67 | NK | **1991** Odo Zosen Tekko K.K.—Shimonoseki (387)<br>22,50 6,78 2,201<br>20,22 6,60 3,00 | **TM Tug** | Yanmar 6KHK-ST<br>2 Oil 4SA each 6Cy. 133 × 160 with clutches, flexible couplings & dr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 30,4kW a.c.<br>2 Controllable pitch propellers<br>10,4kn |
| **TARUMI**<br>ex Shigei Maru No. 12-84<br>**Gelbi Shosen K.K.**<br>Takehara, Hiroshima Pref. Japan | **203**<br>—<br>170 | | **1974** Kanbara Zosen K.K.—Onomichi (200)<br>33,81 10,01 2,693<br>28,58 9,99 2,90<br>1 dk<br>RW | **M Ferry**<br>—P | Yanmar 6MAL-DHT<br>Oil 4SA 6Cy. 200 × 240<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>7,5kn |
| **TARUMI MARU No. 2**<br>**Kusakabe Kisen K.K.**<br>Kobe, Hyogo Pref. Japan | **175**<br>—<br>— | | **1988** Kanrei Zosen K.K.—Naruto<br>28,00 9,02 3,100<br>26,00 9,00 3,80<br>1 dk | **M Tug**<br>Pusher | Daihatsu 6DLM-22<br>Oil 4SA 6Cy. 220 × 300<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| **TARUMI No. 3**<br>**Sanyo Shosen K.K.**<br>Takehara, Hiroshima Pref. Japan | **348**<br>—<br>— | | **1988** Kambara Marine Development & SB. Co. LTD.—Numakuma<br>*38,50* 10,42 3,200<br>10,40 3,60<br>1 dk | **M Ferry**<br>—P | Oil<br>Japan |
| **TARUNA**<br>ex Oentjeng II-57 ex Tubi<br>**P.T. Perusahaan Pelayaran Pedjaka**<br>Jakarta Indonesia | **171**<br>88<br>— | | **1943** Kewaunee Eng. Corp.—Kewaunee, Wi<br>*27,89* 6,46<br>27,44 6,41 3,18<br>P 10,4 F 4,3 1 dk | **M General Cargo**<br>Mchy.aft | Oil 2SA 5Cy. 320 × 355<br>150bhp (110kW)<br>Kahlenberg Bros. Co. U.S.A. |
| **TARUNA ABADI**<br>ex Jette Sif-82<br>**P.T. Abadi Inti Lines**<br>Jakarta Indonesia | **755**<br>502<br>1 941 | KI (BV) | **1975** Schpsw. Gebr. Suurmeyer B.V.—Foxhol (234)<br>76,00 13,09 4,452<br>69,02 13,01 6,86<br>F 9,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,0 ER<br>G.3 608 B.3 321<br>2 Ha (stl) (21,6 12,5 × 9,5) ER<br>3W Der 1(15) 2(3) | MaK 8M451AK<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 4 × 60kW 380V 50Hz a.c.<br>Fuel 180,0t (d.o.)-5,5pd 11kn |
| **TARUSA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1974** ............U.S.S.R.<br>83,93 14,03 5,720<br>10,01<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.314 In.1 765 L.14<br>3 Ha (2,0 × 2,0) (2,5 × 2,5) (2,0 × 2,0)<br>Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>............ |
| **TARUTINO**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Magadan) (U.S.S.R.) | **433**<br>181<br>539 | RS | **1963** ............U.S.S.R.<br>45,60 8,23 3,261<br>3,64<br>1 dk | **M General Cargo**<br>2 Ho<br>B.339<br>2 Ha (8,2 9,3 × 5,0)<br>Cr 1(1,5) | Oil 4SA 4Cy. 300 × 500<br>............<br>Fuel (d.o.) 10kn |
| **TARUTINO**<br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.) | *356*<br>*107*<br>138 | RS | **1984** ............U.S.S.R.<br>35,74 8,92 3,429<br>29,62 5,97<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.110<br>1 Ha (1,3 × 1,3)<br>Der 2(1,5) | S.K.L.<br>Oil<br>340bhp (250kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **TASA 31**<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Callao Peru | **200**<br>—<br>249 | ✠Classed LR until 2/76 | **1970**-6 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (382)<br>30,18 7,80 3,696<br>26,45 7,68<br>RAD 7,4<br>rf 686 Box K | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 sr reverse geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c. |
| **TASARTE**<br>**Pesquera Montelor S.A.**<br>Vigo Spain | **475**<br>221<br>— | BV | **1976** Ast. de Mallorca S.A.—Palma de Mallorca (212)<br>49,56 9,50 4,101<br>46,06 6,51<br>2 dks<br>len 82 | **M Fishing**<br>Stern Trawler | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 600bhp (1 177kW)<br>Hijos de J. Barreras S.A. Vigo<br>12kn |
| **TASEI MARU No. 10**<br>**K.K. Ono Kaisoten**<br>Tokyo Japan | **149**<br>—<br>330 | | **1985** Suzuki Shipyard Co. Ltd.—Yokkaichi (511)<br>37,32 2,901<br>34,02 7,80 3,20<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.215 | Matsui<br>Oil 4SA 3Cy. 230 × 380<br>350bhp (257kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **TASERMIUT**<br>**Royal Greenland Fisheries & Supplies Gronlands Hjemmestyres (Trawlervirkomhed)**<br>Godthab/Nuk Greenland (Danish) | *2 251*<br>*675*<br>825 | NV | **1988** L. H. Salthammer Batbyggeri A/S—Vestnes ((132))<br>65,99 (BB) 13,21 6,251<br>57,21 13,01 8,34<br>1 dk<br>rf 597 BK 495 | **M Factory Fishing**<br>Fish-factory Stern Trawler Shrimp-trawl Ref<br>Ice strengthened<br>In.1 300 | Wartsila 8R32D<br>Oil 4SA 8Cy. 320 × 350 sr geared to sc. shaft<br>2 707kW (3 680bhp)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 1398kW 2 × 656kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 517,5t (d.o.)-7,5pd 13kn |
| **TASHA MARIE**<br>ex Miss Maryellen-80<br>**John Fernandez**<br>Galveston, Tx United States of America | **125**<br>85<br>— | | **1973** Desco Marine—St. Augustine, Fl (F125)<br>*20,97*<br>6,75 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Shrimp-trawl | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |
| **TASHINA I**<br>**East Coast Boatbuilders & Engineering Ltd.**<br>Visakhapatnam India | **115**<br>—<br>151 | IRS<br>✠Classed LR until 12/87 | **1986**-9 V.S.R. B.V.—Made ((4139))<br>24,01 6,61 2,852<br>21,70 6,51 3,36<br>1 dk<br>rf 602 BK | **M Fishing**<br>Stern Trawler Long-line Ref<br>In.70 | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 with clutches & sr reverse geared to sc. shaft<br>440bhp (324kW)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 1 × 14kW 220V 50Hz a.c. |
| **TASIILAQ**<br>**Niniarteq Tasiilaq ApS**<br>Ole Basse Mortensen Trading Ltd. ApS<br>Angmagssalik Greenland (Danish)<br>SatCom: 1610230/OYHO | *2 481*<br>*768*<br>1 380 | (BV) | **1985** Orskov Christensens Staalskibs. A/S —Frederikshaven (139)<br>69,35<br>61,45 14,51 8,26<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Shrimp-trawl Ref | Alpha<br>Vee Oil 4SA 12Cy. 280 × 320 with flexible couplings & sr geared to sc. shaft<br>3 180bhp (2 339kW)<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 3 × 450kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **TASMAN**<br>**Probo Pty. Ltd.**<br>Mobil Oil Australia Ltd.<br>Melbourne, Victoria Australia<br>SatCom: 1543623/VJTN | *20 662*<br>*9 897*<br>35 367 | AB (Class cont.) | **1990** R.O. Brodogradiliste "Uljanik"—Pula (392)<br>182,40 (BB) 11,620<br>176,00 26,82 15,90<br>1 dk | **M Tanker**<br>COW IGS DB DSS<br>5 Ta ER<br>L.42 500 | B&W 5L60MCE<br>Oil 2SA 5Cy. 600 × 1944<br>6 951kW (9 450bhp)<br>R.O. Tvornica Elektricnih Stroj. i Ured. "Uljanik" Pula<br>Thw. thrust Contr. pitch propeller fwd<br>15kn |

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| **5353220**<br>*ZMZG*<br>174369<br>RTm/v | **TASMAN BAY**<br>**Peter Warwick Benson, Gregory Peter Cameron & Jeffrey Goodrick**<br>Nelson New Zealand | **322**<br>96<br>340 | ✠Classed LR until 5/57 | **1952**-4 Charles Hill & Sons Ltd.—Bristol (375)<br>38,56 8,74 2,845<br>36,58 8,69 3,20<br>1 dk<br>RW rf nil | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft<br>2W Cr 1(5,5) | Ruston<br>Oil 4SA 6Cy. 260 × 370 sr geared to<br>486bhp (357kW)<br>Ruston & Hornsby Ltd.<br>Gen 2 × 30kW 220V d.c.<br>Fuel 42,5t (d.o.) |
| **8209092**<br>*H3NP*<br>12123-82B<br>Df Esd Gc<br>Rdr Rt | **TASMAN CLIPPER**<br>ex Benny Fortuna-84<br>**Atlantic Overseas Marine S.A.**<br>Panama Panama | **4 770**<br>3 432<br>8 832 | NK | **1982** K.K. Taihei Kogyo—Akitsu (1482)<br>114,23 18,62 7,619<br>104,91 18,61 9,81<br>P 21,1 F 12,2 2 dks | **M General Cargo**<br>3 Ho ER<br>G.10 943 B.10 532<br>3 Ha (stl) (14,3 15,7 31,5 × 9,3) ER<br>Der 4(25) | Mitsubishi<br>Oil 2SA 7Cy. 370 × 880<br>4 550bhp (3 347kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 240kW a.c. |
| **6903101**<br>*VJKD*<br>332727<br>Esd Gc Rdr<br>Rt | **TASMAN DAWN**<br>ex Tasman Tide-84<br>**Australian Tuna Fisheries Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | *830*<br>*565*<br>— | NV (AB) | **1968** A. B. Rea SB. Pty. Ltd.—Newcastle, N.S.W. (10)<br>50,73 11,99 3,171<br>47,00 11,59 4,12<br>F 14,1 1 dk<br>rf 457 conv Deck Cargo Supply Ship 86 | **TM Fishing**<br>Purse Seiner Ref 12P<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>reduction geared to sc. shafts<br>1 250kW (1 699bhp)<br>Caterpillar Tractor Co.<br>Gen 1 × 364kW 1 × 100kW 415V<br>Thw. thrust propeller fwd<br>Fuel 177,0t (d.o.) |
| **7618557**<br>*ZMQN*<br>349060<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TASMAN ENTERPRISE**<br>**Tasman Pulp & Paper Co. Ltd.**<br>Tauranga New Zealand | **5 577**<br>3 278<br>8 500 | **✠100A1** CS 6/87<br>**✠LMC** **UMS**<br>EL D† $2\frac{3}{16}$"U2<br>FN 4605<br>(NK) | **1977**-8 Kagoshima Dock & I.W. Co. Ltd. —Kagoshima (110)<br>144,61 (BB) 21,11 7,074<br>133,66 21,03 13,42<br>F 16,5 2 dks<br>rf 102 | **M Pulp Carrier**<br>Paper-carrying<br>2 Side doors (p)<br>2 Ho 39,4 45,5 ER<br>G.20 177 B.14 549<br>Cr 2(-) | Pielstick<br>Vee Oil 4SA 14Cy. 400 × 460 geared<br>5 149kW (7 000bhp)<br>Nippon Kokan K.K. Tsurumi Works<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 600kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller |
| **8002925**<br>*ZM5520*<br>380332<br>Esd Rdr Rt | **TASMAN EXPLORER**<br>**Independent Fisheries Ltd.**<br>Timaru New Zealand | **118**<br>39<br>— | | **1980** Marine Structures Ltd.—Christchurch (2)<br>23,53 2,591<br>22,03 6,40 3,50<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| **7007021**<br>*H9CG*<br>9626-PEXT2<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TASMAN SEA**<br>ex Philippine Victory-91<br>ex Star Philippines-85 ex Star Dorian-80<br>ex Star Amalfi-78 ex Irish Stardust-76<br>**Challenge Maritime Corp.**<br>Panama Panama | **17 234**<br>11 880<br>29 496<br>T/cm<br>38,6 | **✠100A1** SS 4/89<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC**<br>EL H† $2\frac{7}{16}$"U3<br>FN 6592 | **1970**-5 Verolme Cork Dockyards Ltd.—Cork (814)<br>171,91 (BB) 26,12 10,775<br>161,55 25,91 14,89<br>P 25,0 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>DSS<br>5 Ho 19,5 24,3 24,3 24,3 24,3 ER<br>5 Ha (stl) (12,5 × 17,6) (24,3 24,3 24,3 23,5 × 21,1) ER<br>Cr 2(25) | MAN<br>2 Vee Oil 4SA each 12Cy. 400 × 540<br>sc. shaft<br>13 040bhp (9 592kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 1 × 1120kW 1 × 920kW 440V<br>Controllable pitch propeller<br>Fuel 129,0t (d.o.) 1 740,5t (hvf) |
| **7026900**<br>*WY9501*<br>522186<br>Esd Gc Pfd<br>Rdr RTh/v | **TASMAN SEAL**<br>ex Dresser Explorer-78<br>ex Aquatic Explorer-76<br>**Corpus Co.**<br>Sealcraft Operators Inc.<br>Wilmington, De United States of America | **292**<br>198<br>— | | **1969** Burton Construction & SB. Corp.—Port Arthur, Tx (453)<br>50,30 11,66 3,383<br>47,30 11,60 3,97<br>1 dk | **TM Research**<br>Oceanographic<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 150kW 120V 60Hz a.c. |
| **7404669**<br>*ELKM4*<br>8771<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TASMAN SPIRIT**<br>ex Mabini-90 ex Kenko-89<br>ex Kenko Maru-86<br>**Tasman Spirit Inc.**<br>Teekay Shipping Ltd.<br>Monrovia Liberia<br>SatCom: 1242554 | **44 116**<br>34 933<br>87 584 | NK | **1979** Onomichi Zosen K.K.—Onomichi (265)<br>236,86 (BB) 14,226<br>225,03 40,01 18,83<br>F 17,4 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 110 617 | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>14 932kW (20 300bhp)<br>Hitachi Zosen<br>Gen 2 × 900kW 450V 60Hz a.c.<br>Fuel 364,0t (d.o.) 3 395,5t (hvf)-72,0pd |
| **8221844**<br>*3EMQ8*<br>20410-YJ<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **TASMAN STAR**<br>**Navegantes Del Oriente S.A.**<br>Cool Carriers (Svenska) AB<br>Panama Panama | *9 632*<br>*3 649*<br>9 499 | NK | **1983** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (323)<br>140,49 (BB) 22,23 8,819<br>130,03 22,22 13,01<br>F 14,1 3 dks, 4th dk in Nos. 2 & 3 holds | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 4(p) 4(s)<br>3 Ho ER 1 Ho<br>In.11 261<br>TEU 54 C.Ho 36/20' C.Dk 18/20'<br>4 Ha (stl) (10,8 11,6 11,6 × 9,4) ER (10,8 × 9,4)<br>Cr 5(10) | Mitsubishi<br>Oil 2SA 7Cy. 600 × 1500<br>12 400bhp (9 121kW)<br>Ube Industries Ltd.<br>Gen 4 × 560kW 450V 60Hz a.c.<br>Fuel 357,0t (d.o.) 1 271,0t (hvf)-35,0pd |
| **8616324**<br>*4QVU*<br>1115<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TASMAN UNIVERSAL**<br>**Kulan Corp. Ltd.**<br>Jardine Ship Management Ltd.<br>Colombo Sri Lanka<br>SatCom: 1765203/TASU | *9 622*<br>*5 475*<br>11 055<br>T/cm<br>23,5 | **✠100A1**<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL D† 554,5/54,0U3<br>FN 4846 | **1988**-1 Hayashikane Dockyard Co. Ltd. —Shimonoseki (1301)<br>145,52 (BB) 22,64 9,216<br>136,02 22,61 13,01<br>F 40,9 1 dk, 4 dks in holds<br>rf 348 | **M Refrigerated Cargo**<br>pt higher tensile steel Side doors 4(p) 4(s)<br>4 Ho 23,1 16,3 17,2 18,4 ER 12 TwD<br>In.12 743<br>TEU 66 C.Dk 66/20' (40') ref C.<br>4 Ha (stl) (each 9,0 × 7,0) ER<br>Cr 2(30) 2(10) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>10 670bhp (7 848kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 4 × 750kW 450V 60Hz a.c.<br>Fuel 254,0t (d.o.) 1 016,0t (hvf)-31,5pd |
| **7618569**<br>*ZMQR*<br>380025<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TASMAN VENTURE**<br>**Tasman Pulp & Paper Co. Ltd.**<br>Tauranga New Zealand | **5 561**<br>3 265<br>8 453 | **✠100A1** SS 9/87<br>**✠LMC** **UMS**<br>EL D† $2\frac{3}{16}$"U2<br>FN 4606<br>(NK) | **1977**-10 Kagoshima Dock & I.W. Co. Ltd. —Kagoshima (111)<br>144,61 (BB) 21,11 7,074<br>133,66 21,03 13,42<br>F 16,5 2 dks<br>rf 102 | **M Pulp Carrier**<br>Paper-carrying<br>2 Side doors (p)<br>2 Ho 39,4 45,5 ER<br>G.20 177 B.14 549<br>Cr 2(-) | Pielstick<br>Vee Oil 4SA 14Cy. 400 × 460<br>geared to sc. shaft<br>5 149kW (7 000bhp)<br>Nippon Kokan K.K. Tsurumi<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 600kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller |
| **7225025**<br>355178<br>Esd Rdr | **TASMANIAN ENTERPRISE**<br>**Bernal Tasman Cuthbertson & Adrian M.J. Shaw Cuthbertson**<br>*Hobart, Tas.* Australia | **115**<br>100<br>— | | **1972** Purdon & Featherstone—Hobart, Tas. (52)<br>25,00 5,92 2,572<br>23,73 5,49 3,56<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Gardner<br>Oil 4SA 8Cy. 140 × 197<br>200bhp (147kW)<br>L. Gardner & Sons Ltd. |
| **8019655**<br>*WYR5365*<br>633178<br>Df Esd Gc<br>Pfd Rdr Rt | **TASMANIAN ISLAND**<br>ex Tasmanian Command-89<br>**SEACOR Marine Inc.**<br>New Orleans, La United States of America | **237**<br>161<br>1 200 | AB | **1981** Halter Marine Inc.—New Orleans, La (922)<br>3,663<br>50,70 12,20 4,27<br>F 15,6 1 dk<br>rf 51 | **TM Supply Ship**<br>Deck Cargo | Wichmann<br>2 Oil 2SA each 4Cy. 300 × 450<br>geared to sc. shafts<br>2 700bhp (1 986kW)<br>A/S Wichmann<br>Gen 2 × 150kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **5014769**<br>*HQNN*<br>Pfd Rdr<br>RTm/v | **TASOS**<br>ex Faith-85 ex Amethyst-80<br>**Jupiter Shipping Co. S.A.**<br>San Lorenzo Honduras | **1 547**<br>855<br>2 356 | **✠100A1** SS 7/90<br>**✠LMC**<br>EL p<br>FN 1305 | **1958**-7 Ailsa SB. Co. Ltd.—Troon (502)<br>78,64 12,04 5,214<br>74,07 11,59 6,02<br>P 16,5 F 10,1 1 dk<br>RW rf 152 | **M General Cargo**<br>3 Ho 15,5 15,8 16,1 ER<br>G.3 007 B.2 903<br>3 Ha (stl) (each 9,7 × 7,0) ER<br>3W Der 3(3) | Deutz<br>Oil 4SA 6Cy. 420 × 660<br>1 400bhp (1 030kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 48kW 220V d.c.<br>Fuel 159,5t (d.o.) |
| **8327519**<br>*SV7346*<br>2943<br>Rt | **TASOS**<br>**G. Perdikouris**<br>Piraeus Greece | **119**<br>40<br>— | (HR) | **1981** Savvas Shipyard S.A.—Eleusis<br>26,60 6,63 —<br>23,07 6,61 3,51<br>1 dk | **M Fishing**<br>Stern Trawler | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>470bhp (346kW)<br>Cummins Engine Co. Ltd. |

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| **TASSILI**<br>ex Central No. 1-73<br>**Entreprise Nationale de Transport Maritime des Voyageurs (E.N.T.M.V.)**<br>Alger Algeria | **10 233**<br>4 878<br>2 500 | **100A1** CS 3/91<br>Mediterranean service<br>**LMC**<br>EL At $2\frac{3}{16}$"U2<br>FN 4084 | **1971** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (688)<br>130,38 22,36 5,620<br>118,01 22,00 12,60<br>B 93,0 2 dks<br>rf 508 | **TM Passenger/RoRo Cargo/Ferry**<br>600bth 300dk P<br>Bow stern & side doors | Mitsubishi 9MT50<br>2 Oil 2SA each 9Cy. 500 × 800<br>15 000bhp (11 033kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>ndb 5/88 5kgf/cm² (4,9bar)<br>Gen 3 × 670kW 450V 60Hz a.c.<br>Thw. thrust propeller<br>19kn |
| **TASSINERE**<br>**Societe Senegalaise d'Armement a la Peche (SOSAP)**<br>Dakar Senegal | **302**<br>136<br>120 | (BV) | **1969** Con. Mec. de Normandie—Cherbourg<br>35,01 8,67<br>31,40 8,49 3,79<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>8 Ta<br>In.170<br>8 Ha (each 1,1 × 1,1)<br>Der 2(1) | MGO<br>Vee Oil 4SA 12Cy. 175 × 180/192<br>850bhp (625kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.) Mulhouse<br>Gen 2 × 144kW 220/380V 50Hz a.c.<br>Fuel (d.o.) 11kn |
| **TASSO**<br>**Government of The Republic of Sierra Leone (Port Authority)**<br>Freetown Sierra Leone | **200**<br>—<br>112 | ✠Classed LR until 16/2/83 | **1972**-6 Chr. Ruthoff Schiffsw.—Mainz<br>63,02 11,51 1,220<br>35,69 11,00 2,60<br>1 dk<br>rf nil | **TM Ferry**<br>—P<br>Mchy.aft | Kelvin<br>2 Oil 4SA each 8Cy. 165 × 184 reverse reduction geared to sc. shafts<br>640bhp (471kW)<br>English Electric Diesels Ltd. Kelvin Mar. Div. Glasgow<br>Gen 1 × 20kW 450V 50Hz a.c.<br>10kn |
| **TASSOUMITE**<br>**Societe Marocaine des Produits de la Mer (SOMAMER)**<br>Casablanca Morocco | **307**<br>93<br>480 | BV | **1979** At. & Ch. de la Manche—St. Malo (1274)<br>34,90 8,36 3,641<br>30,36 8,32 4,45<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | MaK 6M332AK<br>Oil 4SA 6Cy. 240 × 330 reduction geared to sc. shaft<br>960bhp (706kW)<br>Atlas-MaK Maschinenbau Kiel<br>Controllable pitch propeller<br>Fuel 75,0t (d.o.) 12,5kn |
| **TASUA**<br>**Government of The Islamic Republic of Iran (Ports & Shipping Organization)**<br>Bandar Bushehr Iran | **220**<br>66<br>135 | ✠**100A1** SS 2/89<br>tug<br>**LMC**<br>EL E 275,0/23,0U2<br>FN 320 | **1983**-4 Alblas Scheepswerf—Krimpen a/d Ijssel ((3140))<br>30,21 8,06 3,301<br>26,95 7,80 4,04<br>RFD 12,2 1 dk<br>rf 1168 BK 51 | **TM Tug**<br>Fire-fighting Salvage | MWM TBD440-6<br>2 Oil 4SA each 6Cy. 230 × 270 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 64kW 380V 50Hz a.c.<br>Fuel 78,0t (d.o.) |
| **TAT LEE**<br>ex Tropic Winds-76 ex Jean Philippe-73<br>ex Onehunga-68 ex Tullan-62<br>ex Dragon-60<br>**Majulah Navigation Sendirian Berhad**<br>Kuching Malaysia | **914**<br>453<br>1 270 | ✠Classed LR until 16/11/79 | **1948**-11 Uddevallavarvet A/B—Uddevalla (110)<br>62,49 9,61 4,382<br>57,64 9,58 4,60<br>P 13,8 RQD 20,5 F 8,6 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 35,0 ER<br>G.1 628 B.1 485<br>4W Der 4(3) | Mirrlees<br>Oil 4SA 6Cy. 350 × 535<br>675bhp (497kW)<br>Mirrlees, Bickerton & Day Stockport<br>Fuel 66,0t 10,5kn |
| **TAT LEE No. 2**<br>ex Getah Kinabalu-79 ex Baltique-74<br>ex Bagheera-72 ex Ville de Bastia-70<br>ex Marie Therese le Borgne-60<br>**Yick & Yeh Sie Kai**<br>Kuching Malaysia | **985**<br>399<br>1 145 | (BV) | **1951** Werf Jan Smit, Czn.—Alblasserdam (548)<br>*74,04* 12,32 4,395<br>12,27<br>P 22,6 F 13,8 1 dk & S dk | **M General Cargo**<br>Wine<br>OSD<br>G.2 218 B.1 915 In.1 117<br>2 Ha (each 10,1 × 5,0)<br>6W Der 2(6) 4(3) | Werkspoor<br>Oil 8Cy. 390 × 680<br>1 500bhp (1 103kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 112,0t 13kn |
| **TATA II**<br>ex Britania Bm-82<br>**Omnium Marocaine de Peche**<br>Agadir Morocco | **314**<br>151<br>— | BV | **1977** Const. Nav. Santodomingo—Vigo (447)<br>38,31 8,62 4,006<br>35,13 8,50 6,15<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 193,5t (d.o.) 12kn |
| **TATA JYOTI**<br>**Tata Oil Mills Co. Ltd.**<br>Bombay India | **104**<br>65<br>54 | IRS (AB) | **1972** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan (445)<br>21,95 2,562<br>20,30 6,09 3,66<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 3,5kW |
| **TATA SIDDHI**<br>**Tata Oil Mills Co. Ltd.**<br>Bombay India | **104**<br>65<br>54 | IRS (AB) | **1972** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan (467)<br>21,95 2,562<br>20,03 6,09 3,66<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>.............<br>Gen 2 × 3,5kW |
| **TATA 1**<br>ex Iberia BM-83<br>**Omnium Marocaine de Peche**<br>Agadir Morocco | **314**<br>151<br>— | BV | **1976** Const. Nav. Santodomingo—Vigo (446)<br>38,31 8,62 4,052<br>34,57 8,51 6,15<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 193,5t (d.o.) 12,25kn |
| **TATA 3**<br>ex Casablanca IV-82<br>**Omnium Marocaine de Peche**<br>Agadir Morocco | **268**<br>66<br>284 | BV | **1981** Construcciones Navales P. Freire S.A.—Vigo (213)<br>35,64 8,46 3,950<br>31,20 8,30 6,10<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>1 Ho<br>In.265<br>1 Ha (stl) | Volund DMTK630<br>Oil 4SA 6Cy. 300 × 410 geared to sc. shaft<br>870bhp (640kW)<br>Larsconti Olsen e Hijos Alicante<br>Controllable pitch propeller<br>Fuel 191,5t (d.o.) 11kn |
| **TATAMAILAU**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Dili Indonesia | *6 041*<br>*1 812*<br>1 399 | GL KI | **1990** Jos. L. Meyer G.m.b.H. & Co.—Papenburg (628)<br>99,80 (BB) 4,200<br>90,50 18,00 9,40<br>1 dk | **TM Passenger/Ferry**<br>17cbn 54bth 915dk P | MaK 6M453C<br>2 Oil 4SA each 6Cy. 320 × 420 with flexible couplings & dr geared to sc. shafts<br>3 200kW (4 350bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 4 × 420kW 220/380V a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>15kn |
| **TATANUSA SATU**<br>ex Sadewa Raya-90<br>ex Wakano Maru-82<br>**P.T. Perusahaan Pelayaran Khusus Luar Negeri Rimba Segara Lines**<br>Jakarta Indonesia | **1 235**<br>754<br>3 258 | KI (NK) | **1974** Yoshiura Zosen—Kure (228)<br>83,50 13,01 5,627<br>78,01 12,98 7,62<br>2 dks | **M General Cargo**<br>Mchy.aft<br>G.4 336 B.4 051<br>2 Ha (11,7 25,9 × 7,7)<br>Der 3(10) | Akasaka AH36<br>Oil 4SA 6Cy. 360 × 540<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 96kW 445V a.c.<br>Fuel 322,0t-7,0pd 13,5kn |
| **TATANUSA 2**<br>ex Arjuna Raya-89 ex Shoho Maru-82<br>**P.T. Perusahaan Pelayaran Khusus Luar Negeri Rimba Segara Lines**<br>Jakarta Indonesia | **1 439**<br>824<br>2 263 | KI (NK) | **1979** Kinoura Zosen K.K.—Hakata (53)<br>73,06 4,871<br>69,50 13,01 7,01<br>2 dks | **M Refrigerated Cargo**<br>G.3 695 B.3 430<br>1 Ha (stl) (37,7 × 8,6) ER<br>Der 2(10) | Hanshin 6LU35G<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 160kW<br>11kn |
| **TATANUSA 3**<br>ex Bima Raya-89<br>ex Toko Maru No. 2-81<br>**P.T. Perusahaan Pelayaran Khusus Luar Negeri Rimba Segara Lines**<br>Jakarta Indonesia | **1 047**<br>611<br>2 013 | KI | **1970** Honda Zosen—Saiki (580)<br>71,91 11,03 4,979<br>66,81 11,00 5,59<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 201 B.1 995<br>1 Ha (31,8 × 6,5) ER<br>6W Der 2(12) | Hanshin<br>Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 104kW 450V a.c.<br>Fuel 131,0t-8,5pd 14,5kn |

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| **6421531**<br>*UEWI*<br>M-26304<br>Df Esd Gc<br>Rdr Rt | **TATARIYA**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **3 422**<br>1 322<br>683 | RS | **1963** "A. Zhdanov" SB. Yard—Leningrad<br>101,50 14,61 3,849<br>94,01 14,56 5,72<br>2 dks | **TM Passenger/General Cargo**<br>Ref 70cbn 230bth P<br>Ice strengthened<br>2 Ho<br>B.235<br>2 Ha (each 3,5 × 1,9)<br>Cr 2(2) | Russkiy<br>2 Oil 2SA each 8Cy. 430 × 610<br>4 000bhp (2 942kW)<br>Russkiy-Diesel Works<br>Gen 3 × 200kW 230V d.c.<br>Fuel-17,5pd |
| **7730159**<br>*UPOU*<br>M-32868<br>KT-0281<br>Rt | **TATARSTAN**<br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.) | **2 381**<br>1 080<br>1 880 | RS | **1977** Zelenodolsk Shipyard—Zelenodolsk<br>95,28 13,90 5,487<br>7,60<br>1 dk | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>3 Ho ER<br>In.2 500<br>3 Ha (stl) (each 3,5 × 2,9) ER<br>Der 6(5) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>CKD Praha |
| **7218876**<br>*JG3129*<br>112854<br>Rdr Rt | **TATEGAMI MARU**<br>ex Eitai Maru<br>**Nishi Nippon Harbor Service K.K.**<br>Sasebo, Nagasaki Pref. Japan | **199**<br>—<br>63 | | **1972** Towa Zosen K.K.—Shimonoseki (424)<br>30,61 8,84 2,598<br>27,01 8,82 3,51<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **9004035**<br>*JL5909*<br>130664<br>Rt | **TATEISHI**<br>**Ikina-Mura, Ochi-gun, Ehime Prefecture**<br>Ikina, Ehime Pref. Japan | **144**<br>—<br>102 | | **1990** Naikai SB. & Eng. Co. Ltd.—Taguma Shipyard, Innoshima (561)<br>32,80 10,60 2,058<br>23,90 9,60 3,00 | **M RoRo Cargo/Ferry**<br>Deck Cargo | Yanmar<br>Oil 4SA 6Cy. 200 × 260 reduction<br>shaft<br>313kW (426bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| **7937719**<br>*JD2351*<br>118574 | **TATEIWA MARU**<br>**Otaru Municipal Office (Otaru Kowan-bu)**<br>Otaru, Hokkaido Pref. Japan | **195**<br>—<br>— | | **1980** Wakkanai Kowan Shisetsu K.K.—Japan (120)<br>30,54 2,401<br>27,01 8,81 3,51<br>1dk | **M Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **8408375**<br>*8JNH*<br>129105<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **TATEKAWA MARU**<br>**Kawasaki Kisen Kaisha Ltd. (Kawasaki Kisen K.K.)**<br>Kobe, Hyogo Pref. Japan<br>SatCom: 1203426/IJNH | *93 479*<br>*54 603*<br>169 457 | NK | **1985** Kawasaki Heavy Ind. Ltd.—Sakaide (1390)<br>290,00 (BB) 46,06 17,228<br>280,02 46,00 24,82<br>B 26,6 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho each 25,5 ER<br>G.199 443<br>9 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 800 × 2592<br>15 120bhp (11 122kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 650kW 1 × 530kW 450V<br>Fuel 426,0t (d.o.) 4 086,0t (hvf)-45,0 |
| **6506458**<br>*OUHN*<br>B214<br>Df Esd Rdr<br>RTm | **TATERAK**<br>**Gronlands Handel (Greenland Trading)**<br>Godthab/Nuk Greenland (Danish) | **146**<br>75<br>— | | **1964** Holbaek Skibs-og Baadebyggeri I/S C. & E. Nielsen—Holbaek<br>27,03 6,71 3,201<br>25,00 6,66<br>1 dk | **Wood M Ferry** 80P<br>Mchy.aft | Alpha<br>Oil 2SA 4Cy. 240 × 400<br>206kW (280bhp)<br>Alpha-Diesel A/S<br>Fuel (d.o.) |
| **7916600**<br>*JDET*<br>123803<br>Df Esd Gc<br>Pfd Rdr Rt | **TATEYAMA MARU**<br>**Toyama Prefecture**<br>Toyama, Toyama Pref. Japan | **156**<br>44<br>— | | **1980** Nipponkai Heavy Ind. Co. Ltd.—Toyama (207)<br>2,552<br>30,03 6,91 2,93<br>1 dk | **M Research/Fishing**<br>Tuna<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7722683**<br>*JQHV*<br>121455<br>NS1-787<br>Df Gc Rdr<br>Rt | **TATEYAMA MARU**<br>**Nikko Suisan K.K.**<br>Nagasaki, Nagasaki Pref. Japan | **149**<br>—<br>— | | **1977** Nagasaki Zosen K.K.—Nagasaki (631)<br>37,75 2,452<br>32,01 6,71 2,93<br>1 dk | **M Fishing**<br>Pair Trawler<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **6353409**<br>Df Esd Gc<br>Rdr Rt | **TATEYAMA MARU No. 11**<br>**Laurel Maritima S.A.** | **293**<br>152<br>— | | **1963** Kanasashi Co. Ltd.—Shimizu (500)<br>41,48 7,75<br>40,85 7,70 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>Hanshin Nainenki Kogyo |
| **6913273**<br>Df Esd Rdr<br>RTm/h/v | **TATI**<br>ex Anna Thea-90 ex Sabine-89<br>ex Flemming Scan-78 ex Flemming-76<br>ex Flemming Scan-75<br>ex Mor-Setubal-74 ex Helle Klint-72<br>**Song Fong Shipping S.A.** | T.Mk<br>**399**<br>260<br>1 020 | BV | **1969** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (291)<br>64,62 (BB) 11,03 3,588<br>56,98 11,00 6,20<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 25,7 20,6 ER<br>G.2 532 B.2 263<br>2 Ha (stl) (18,5 12,4 × 7,7) ER<br>3W Der 3(3-5) | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>588kW (799bhp) NE 77<br>Alpha-Diesel A/S<br>Gen 1 × 36kW 3 × 32kW 380V<br>Controllable pitch propeller<br>Fuel 53,0t (d.o.)-3,0pd |
| **7014919**<br>*HCTT*<br>Rdr Rt | **TATI**<br>**Industrial Pesquera Monteverde C.A.**<br>Guayaquil Ecuador | **240**<br>128<br>— | (BV) | **1970** ..............Peru<br>*31,70* 7,60<br>30,21 3,89<br>1 dk | **M Fishing**<br>Trawler | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 geare<br>520bhp (382kW) E made77 fitted–<br>Caterpillar Tractor Co.<br>Fuel 17,5t (d.o.) |
| **6401103**<br>*SV6574*<br>8601<br>Df Esd Rdr<br>RTm | **TATIANA**<br>ex Amadis-84<br>**Tatiana Shipping Co.**<br>Piraeus Greece | **213**<br>97<br>451 | HR (BV) | **1963** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5085)<br>38,00 7,22 3,852<br>32,01 7,21 3,97<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho 3,8 ER<br>In.140<br>2 Ha (each 1,0 × 1,2)<br>1W Der 1(3) | MAN<br>Oil 4SA 6Cy. 300 × 450<br>745bhp (548kW)<br>Masch. Augsburg-Nuernberg (MAN<br>Gen 1 × 100kW d.c. 1 × 24kW<br>Fuel 43,0t (d.o.) |
| **8120179**<br>632123 | **TATIANA**<br>**Elise M. Evanow**<br>San Francisco, Ca United States of America | **135**<br>92<br>— | | **1981** Quality Marine Inc.—Bayou la Batre, Al (146)<br>25,33<br>7,01 3,69<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| **6923307**<br>*SV3400*<br>3260<br>Df Gc Rt | **TATIANA AGAPITOU II**<br>**Agapitos Brothers**<br>Piraeus Greece | **788**<br>513<br>457 | (AB) | **1969** Th. Zervas & Sons—Perama<br>66,78 11,59 1,651<br>59,26 10,01 2,42<br>1 dk<br>rf 76 | **TM Ferry**<br>Mchy.aft | MaK<br>2 Oil 4SA each 8Cy. 250 × 350<br>1 640bhp (1 206kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 63kW 2 × 40kW<br>Fuel 33,5t (d.o.) |
| **6819673**<br>*EAKP*<br>74<br>Df Esd Gc<br>Rdr Rt | **TATIANA DEL MAR**<br>**Compania Iscomar S.A.**<br>Santander Spain | **1 245**<br>855<br>2 006 | GL<br>✠Classed LR until 12/3/86 | **1968**-12 Basse-Sambre-Corcho S.A.—Santander (106)<br>79,41 11,64 4,446<br>72,09 11,61 5,21<br>P 12,2 F 8,3 1 dk<br>rf 102 len 77<br>conv General Cargo 77 | **M Container Ship**<br>Fixed-guides<br>1 Cell. Ho 46,3 ER<br>TEU 73<br>C.Ho 42/20' (40') C.Dk 31/20' (40')<br>1 Ha (stl) ER | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 250bhp (919kW)<br>Hijos de J. Barreras<br>Gen 1 × 75kW 1 × 62kW<br>220V d.c. |
| **7619434**<br>*P3UF2*<br>708517<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h<br>AMVER | **TATIANA L**<br>ex Captain Stefanos-88<br>**Modern Shipping Co.**<br>Limassol Cyprus | T.Mk<br>**6 747**<br>3 882<br>12 410<br>**10 216**<br>6 638<br>16 251 | ✠**100A1** SS 5/88<br>✠**LMC**<br>EL Ct 2⅜"U2<br>FN 4698 | **1978**-3 K.K. Usuki Tekkosho—Saiki (1212)<br>146,92 (BB) 22,05 7,517/8,973<br>138,03 22,01 12,02<br>P 25,6 F 12,5 2 dks<br>rf nil | **M General Cargo**<br>4 Ho 24,3 26,3 27,4 26,3 ER 4 TwD<br>G.22 613 B.21 229 HeCls. B<br>4 Ha (stl) (12,8 16,0 17,2 16,0 × 11,2) ER<br>9W Der 1(60) 4(22) 4(15) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Sumitomo Heavy Ind. Ltd.<br>AuxB (o.f.) 8kgf/$cm^2$ (7,9bar)<br>e(ex.g) 10kgf/$cm^2$ (9,9bar)<br>Gen 3 × 440kW 445V 60Hz a.c.<br>Fuel 161,0t (d.o.) 997,0t (hvf) |

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| **TATIANA L.**<br>**Elprogreso Inc.**<br>Piraeus Greece | **14 785**<br>9 636<br>27 400 | AB | **1975** Hakodate Dock Co. Ltd.—Muroran (616)<br>182,00 10,669<br>167,80 22,84 14,71<br>P 31,4 F 11,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>Mchy.aft | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. Japan<br>Gen 3 × 350kW a.c.<br>17,5kn |
| **TATIANA V**<br>ex Atsuta Maru-86<br>**Acotramar C.A.**<br>Guayaquil Ecuador | **983**<br>738<br>1 929 | AB | **1973** Asakawa Zosen—Imabari (228)<br>68,36 (BB) 12,02 5,398<br>68,00 11,99 5,57<br>P 41,5 F 14,1 1 dk<br>RW rf 196 | **M Tanker**<br>Asphalt<br>1 Ho ER 6 Wing Ta<br>Asphalt 1 834 | Akasaka AH38<br>Oil 4SA 6Cy. 380 × 560<br>1 618kW (2 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW a.c.<br>12kn |
| **TATON**<br>**Soan Pesca**<br>Huelva Spain | *496*<br>*149*<br>240 | GL | **1991** Ast. Zamacona S.A.—Bilbao (170)<br>4,000<br>32,95 9,00 6,20 | **M Fishing**<br>Stern Trawler Ref | MaK 6M332AK<br>Oil 4SA 6Cy. 240 × 330 reduction geared to sc. shaft<br>735kW (999bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 320kW 220/380V a.c.<br>Controllable pitch propeller<br>10,5kn |
| **TATOSO**<br>**Government of American Samoa**<br>Pago Pago American Samoa (U.S.A.) | **148**<br>99<br>— | (AB) | **1968** Equitable Equipment Co.—Madisonville, La (1513)<br>25,94 7,55 2,439<br>23,78 7,32 3,08<br>1 dk<br>BK 38 | **TM Tug** | Caterpillar<br>2 Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW |
| **TATRY**<br>**Czechoslovak Ocean Shipping International Joint Stock Co. (Ceskoslovenska Namorni Plavba)**<br>Praha Czechoslovakia<br>SatCom: 1436126/OLGA | *35 350*<br>*21 472*<br>66 088 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes Nos. 2, 4 & 6 holds may be empty<br>Ice Class 1D<br>✠**LMC** **UMS**<br>EL N† 660,0/76,0U3<br>FN 10753 | **1990**-3 Daewoo SB. & Heavy Machinery Ltd.—Okpo (1049)<br>225,00 (BB) 32,24 12,901<br>215,00 32,20 17,81<br>F 17,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>pt higher tensile steel<br>7 Ho ER<br>G.75 750<br>7 Ha (stl) ER | B&W 6S50MC<br>Oil 2SA 6Cy. 500 × 1910<br>7 856kW (10 680bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>e(ex.g) (ex.g) 10kgf/cm² (9,9bar)<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 3 × 500kW 390V 50Hz a.c.<br>Fuel (d.o.)(hvf)<br>13,75kn |
| **TATSU MARU**<br>**Shinyo Kaiun K.K.**<br>Hiroshima, Hiroshima Pref. Japan | **199**<br>—<br>700 | | **1988** Yamanaka Zosen K.K.—Namikata (362)<br>56,01 (BB) 3,241<br>52,00 9,40 5,47<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.1 330 B.1 299<br>1 Ha (stl) ER | Hanshin 6LU26G<br>Oil 4SA 6Cy. 260 × 440 with clutches & reverse geared to sc. shaft<br>800bhp (588kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TATSU MARU No. 1**<br>ex Tatsu No. 1-81<br>ex Mitsushio Maru No. 8-81<br>**Kamogawa Namakon K.K.**<br>Kamogawa, Chiba Pref. Japan | **699**<br>406<br>1 782 | NK | **1969** Okayama Zosen K.K.—Hinase (181)<br>63,86 10,04 5,030<br>57,99 10,01 5,11<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 580 B.2 317<br>1 Ha (32,4 × 7,3) ER | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>Gen 1 × 24kW 220V a.c.<br>Fuel 63,0t (d.o.)-4,5pd<br>11,5kn |
| **TATSU MARU No. 3**<br>**Y.K. Sanpo Kisen**<br>Misumi, Kumamoto Pref. Japan | **199**<br>—<br>668 | | **1987** Katsumi Nakata,—Japan.<br>53,03 10,22 3,120<br>48,00 10,20 5,20<br>1 dk | **M General Cargo** | Akasaka DM26KR<br>Oil 4SA 6Cy. 260 × 440<br>625kW (850bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TATSU MARU No. 7**<br>**Kokudo Sogo Kensetsu K.K.**<br>Tokyo Japan | **106**<br>—<br>— | (NK) | **1972** Ando SB. Co. Ltd.—Tokyo (222)<br>21,50 9,02 1,980<br>19,50 9,00 2,70<br>1 dk | **TM Tug**<br>Anchor-handling<br>Mchy.aft | Daihatsu<br>2 Oil 4SA each 6Cy. 180 × 240<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>9kn |
| **TATSU MARU No. 18**<br>**Mitsushio Bussan K.K.**<br>Kamogawa, Chiba Pref. Japan | **610**<br>—<br>1 391 | | **1984** Shitanoe Zosen K.K.—Usuki (1040)<br>62,01 4,401<br>58,81 10,51 4,91<br>1 dk | **M Cement Carrier**<br>Self-unloader | Daihatsu<br>Oil<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>10,5kn |
| **TATSU MARU No. 18**<br>**Kodama Gyogyo Y.K.**<br>Shiogama, Miyagi Pref. Japan | **154**<br>—<br>130 | | **1983** K.K. Yoshida Zosen Tekko—Kesennuma (312)<br>38,56 (BB) 2,731<br>31,81 6,61 3,03<br>1 dk | **M Fishing**<br>Tuna<br>9 Ho ER<br>B.102<br>9 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 440 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>810bhp (596kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller |
| **TATSU MARU No. 28**<br>**Kodama Gyogyo Y.K.**<br>Shiogama, Miyagi Pref. Japan<br>SatCom: 1201153/JKKY | **199**<br>—<br>223 | | **1990** K.K. Yoshida Zosen Kogyo—Arida (365)<br>44,17 (BB) 2,860<br>36,50 7,40 3,10 | **M Fishing**<br>Side-fishing Long-line Ref | Hanshin 6LU26RG<br>Oil 4SA 6Cy. 260 × 440 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>728kW (990bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TATSU MARU No. 38**<br>**Kocho Bussan K.K.**<br>Kamogawa, Chiba Pref. Japan | **199**<br>—<br>408 | | **1987** Y.K. Ouchi Zosensho—Nakajima<br>*38,50* 2,800<br>8,21 3,00<br>1 dk | **M Cement Carrier** | Oil<br>Japan |
| **TATSU MARU No. 38**<br>**Nakatatsu Gyogyo K.K.**<br>Yamada, Iwate Pref. Japan | **127**<br>—<br>— | | **1986** Sanuki Zosen Tekkosho K.K.—Takuma (1163)<br>39,50 (BB) 2,601<br>32,03 6,61 2,90<br>1 dk | **M Fishing**<br>Ref | Niigata 6M26AFT<br>Oil 4SA 6Cy. 260 × 460<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **TATSUEI MARU**<br>**Hisakatsu Suda**<br>Kurahashi, Hiroshima Pref. Japan | **173**<br>—<br>449 | | **1990** Y.K. Ouchi Zosensho—Nakajima<br>49,54 - 3,210<br>45,00 8,30 5,00<br>1 dk | **M General Cargo** | Yanmar MF26-HT<br>Oil 4SA 6Cy. 260 × 500<br>Matsue Diesel K.K. Matsue |
| **TATSUEI MARU No. 3**<br>**Tokuho Kisen Y.K.**<br>Tokuyama, Yamaguchi Pref. Japan | **199**<br>—<br>500 | | **1980** Y.K. Ouchi Zosensho—Nakajima (158)<br>44,00 4,300<br>40,00 7,80 4,90<br>1 dk | **M General Cargo** | Oil<br>Japan |
| **TATSUEI MARU No. 5**<br>**Tatsumi Sangyo K.K.**<br>Sasebo, Nagasaki Pref. Japan | **499**<br>—<br>769 | | **1974** Kegoya Dock K.K.—Kure (655)<br>48,27 10,04 3,988<br>10,01 4,65<br>1 dk | **M General Cargo**<br>Mchy.aft | Yanmar 6GL-ET<br>Oil 4SA 6Cy. 240 × 290<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **TATSUFUJI MARU**<br>**Maruma Senpaku K.K.**<br>Kobe, Hyogo Pref. Japan | **196**<br>—<br>517 | | **1983** Y.K. Tokai Zosensho—Tsukumi (617)<br>52,00 9,02 3,000<br>48,00 9,00 5,00<br>1 dk | **M General Cargo** | Oil<br>Japan |

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| 8620909<br>*7KAW*<br>125104<br>WK1-183<br>Rdr Rt | **TATSUFUKU MARU No. 8**<br>**Shirio Tachiki**<br>Nachi-Katsuura, Japan<br>Wakayama Pref. | **102**<br>—<br>— | | **1982** K.K. Kinan Zosensho—Nachi-Katsuura<br>*24,10*<br>5,60 2,20<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref | Oil<br>340bhp (250kW) |
| 8014447<br>*JG4132*<br>123726 | **TATSUGUMO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **149**<br>—<br>— | | **1981** Mitsubishi Heavy Industries Ltd. —Shimonoseki (829)<br>... ... ...<br>30,51 6,30 3,31<br>1 dk | **Aluminium Alloy TM Patrol Ship** | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 190 × 230<br>4 400bhp (3 236kW)<br>Ikegai Tekkosho |
| 8820157<br>*JL5756*<br>130612<br>Rdr Rt | **TATSUHIRO MARU No. 5**<br>**Tani Kaiun K.K.**<br>Uchinomi, Japan<br>Kagawa Pref. | **498**<br>—<br>1 600 | | **1989** Higaki Zosen K.K.—Imabari (362)<br>74,43 (BB) 11,72 4,102<br>69,50 11,70 7,13<br>2 dks | **M General Cargo**<br>1 Ho ER<br>B.2 982 | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches<br>geared to sc. shaft<br>1 030kW (1 400bhp) E made88<br>The Hanshin Diesel Works Ltd. |
| 8313178<br>*JL5030*<br>126409 | **TATSUHIRO MARU No. 8**<br>**Tani Kaiun K.K.**<br>Uchinomi, Japan<br>Kagawa Pref. | **696**<br>—<br>1 842 | | **1983** Sasaki Zosen K.K.—Kinoe (373)<br>72,40 4,565<br>68,03 11,02 5,01<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 149 | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Controllable pitch propeller |
| 9032226<br>*JL5827*<br>131485<br>Rdr Rt | **TATSUHIRO MARU No. 11**<br>**Tani Kaiun K.K.**<br>Uchinomi, Japan<br>Kagawa Pref. | **499**<br>—<br>1 240 | | **1991** Sasaki Zosen K.K.—Kinoe (553)<br>64,97 4,116<br>62,00 10,00 4,50<br>1 dk | **M Tanker**<br>Oil Chemical<br>8 Ta ER | Hanshin<br>Oil 4SA 6Cy. 280 × 460 reverse gear<br>shaft<br>1 030kW (1 400bhp)<br>The Hanshin Diesel Works Ltd. |
| 8310310<br>*JL5185*<br>127399 | **TATSUMI MARU**<br>**Yoshu Kisen K.K.**<br>Namikata, Japan<br>Ehime Pref. | **691**<br>—<br>2 100 | | **1983** Mategata Zosen K.K.—Namikata (1002)<br>5,001<br>72,01 12,01 7,22<br>1 dk | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |
| 7313339<br>*8JTC*<br>115073<br>FS1-551<br>Df Gc Pfd<br>Rdr | **TATSUMI MARU No. 1**<br>ex Fukukyu Maru No. 3-88<br>**Toshiro Sato**<br>Iwaki, Japan<br>Fukushima Pref. | **411**<br>210<br>— | | **1973** Kanasashi Co. Ltd.—Shimizu (1106)<br>58,43 9,12 3,709<br>52,02 9,10 3,76<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |
| 8029844<br>*7JOC*<br>124254<br>FS1-303<br>Df Esd Gc<br>Pfd Rt | **TATSUMI MARU No. 3**<br>**Toshiro Sato**<br>Iwaki, Japan<br>Fukushima Pref. | **379**<br>—<br>— | | **1981** Yamanishi Zosen K.K.—Ishinomaki (877)<br>51,11 8,62 3,250<br>46,51 8,60 3,61<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| 8823707<br>*JJ3607*<br>130822<br>Rt | **TATSUMI MARU No. 10**<br>**Y.K. Tatsumi Kensetsu**<br>Ieshima, Japan<br>Hyogo Pref. | **473**<br>—<br>1 180 | | **1988** Azumi Zosen Kensetsu K.K.—Shikama, Hyogo Pref.<br>60,00 4,120<br>55,00 13,00 6,00<br>1 dk | **M Sand Carrier** | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. |
| 8840054<br>*JJ3722*<br>131839<br>Rt | **TATSUMI MARU No. 15**<br>**Y.K. Tatsumi Kensetsu**<br>Ieshima, Japan<br>Hyogo Pref. | **318**<br>—<br>750 | | **1989** K.K. Yoshida Zosen Kogyo—Arida<br>58,00 3,270<br>53,00 13,00 5,30<br>1 dk | **M Sand Carrier** | Daihatsu<br>Oil 4SA 6Cy. 280 × 360<br>Daihatsu Diesel Mfg. Co. Ltd. |
| 8840066<br>*JJ3728*<br>131845<br>Rt | **TATSUMI MARU No. 16**<br>**Y.K. Tatsumi Kensetsu**<br>Ieshima, Japan<br>Hyogo Pref. | **486**<br>—<br>1 199 | | **1989** Aseki Zosen Kensetsu K.K.—Japan.<br>61,00 4,270<br>56,00 13,20 6,30<br>1 dk | **M General Cargo** | Daihatsu<br>Oil 4SA 6Cy. 280 × 360<br>Daihatsu Diesel Mfg. Co. Ltd. |
| 7506778<br>*JNNT*<br>117855<br>FS1-241<br>Df Esd Gc<br>Pfd Rdr | **TATSUMI MARU No. 50**<br>**Tatsumi Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **311**<br>147<br>328 | | **1975** Yamanishi Zosen K.K.—Ishinomaki (788)<br>49,66 8,23 3,150<br>41,53 8,21 3,56<br>1 dk | **M Fishing**<br>Mchy.aft<br>In.364 | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 250kW 225V a.c. |
| 7921215<br>*7JHZ*<br>123158<br>FS1-287<br>Df Esd Gc<br>Pfd Rdr Rt | **TATSUMI MARU No. 51**<br>**Tatsumi Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **298**<br>150<br>381 | | **1979** Yamanishi Zosen K.K.—Ishinomaki (862)<br>51,29 8,62 3,449<br>43,69 8,60 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>100bhp (74kW)<br>Niigata Eng. Co. Ltd. |
| 8808159<br>*JMOI*<br>130687<br>FS1-560<br>Rdr RTv | **TATSUMI MARU No. 56**<br>**Tatsumi Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref.<br>SatCom: 1204371/JMOI | **379**<br>—<br>455 | | **1988** Kanasashi Co. Ltd.—Toyohashi (3171)<br>53,62 (BB) 3,401<br>47,20 8,70 3,76<br>1 dk | **M Fishing**<br>Ref | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutch<br>couplings & sr reverse geared t<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| 9036612<br>*JRDV*<br>132232<br>Df Esd Gc<br>Pfd Rdr RTv | **TATSUMI MARU No. 57**<br>**Tatsumi Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **379**<br>—<br>— | | **1991** Kanasashi Co. Ltd.—Shimizu (3263)<br>55,16 (BB) 8,72 3,400<br>48,40 8,70 3,75<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.586 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutch<br>couplings & sr reverse geared t<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. |
| 8301486<br>*JI3171*<br>126470<br>Esd Rdr Rt | **TATSUMI MARU No. 58**<br>**K.K. Tatsumi Shokai**<br>Osaka, Japan<br>Osaka Pref. | **1 599**<br>—<br>3 769 | NK | **1983** Murakami Hide Zosen K.K.—Hakata (210)<br>91,50 5,950<br>85,02 13,01 6,61<br>P 21,1 F 10,7 1 dk | **M Tanker**<br>Chemical<br>5 Ta ER<br>L.2 475 | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>2 400bhp (1 765kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 240kW 1 × 120kW<br>450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller<br>Fuel 17,0t (d.o.) 70,0t (hvf)-3,5pd |
| 7535248<br>*JI2417*<br>104614<br>Rdr | **TATSUSHIMA MARU No. 3**<br>ex Shosei Maru-83<br>**Yata Kisen K.K.**<br>Anan, Japan<br>Tokushima Pref. | **414**<br>—<br>977 | | **1969** Mukaishima Zoki Co. Ltd.—Mukaishima (111)<br>53,95 9,43 4,369<br>49,00 9,40 4,50<br>1 dk | **M Tanker**<br>Chemical<br>3 Ta ER<br>L.981 | Daihatsu<br>Oil<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd<br>Gen 2 × 20kW 225V |
| 8312394<br>*JCKB*<br>125167<br>WK1-132<br>Rt | **TATSUSHO MARU No. 21**<br>**Yoshiya Tatsuki**<br>Nachi-Katsuura, Japan<br>Wakayama Pref. | **183**<br>—<br>— | | **1983** K.K. Kinan Zosensho—Nachi-Katsuura (126)<br>... ... ...<br>32,14 6,80 2,67<br>1 dk | **M Fishing**<br>Tuna<br>5 Ho ER<br>In.240<br>5 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasak<br>Ltd.) |

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| **TATSUTA**<br>ex Tatsuta Maru-85<br>**Poseidon Marine Transport Pte. Ltd.**<br>NYK Ship Management Co. Ltd.<br>Singapore Singapore<br>SatCom: 1715223/TATU | **43 146**<br>28 339<br>45 465 | NK | **1982** Nippon Kokan K.K.—Tsu (75)<br>224,52 (BB) 10,978<br>214,00 32,21 22,03<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta ER<br>L.(gas) 70 793 | B&W 7L67GFCA<br>Oil 2SA 7Cy. 670 × 1700<br>15 200bhp (11 181kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 274,5t (d.o.) 2 680,0t (hvf)-53,0pd 15,5kn |
| **TATSUTA MARU**<br>**Naikai Eisen K.K.**<br>Kobe, Hyogo Pref. Japan | **347**<br>—<br>— | | **1978** Kambara Marine Development & SB. Co. LTD.—Numakuma (234)<br>43,69<br>38,10 9,01 4,17<br>1 dk<br>RW | **TrM Tug**<br>Fire-fighting | Mitsubishi<br>Niigata 6L28BX<br>3 Oil<br>(centre) Vee Oil 4SA 16Cy. 160 × 180<br>Mitsubishi Heavy Industries Ltd. Kobe<br>(wing) 2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| **TAU**<br>**Rogaland Trafikkselskap A/S**<br>Stavanger Norway | **930**<br>499<br>446 | (NV) | **1982** Sterkoder M/V A/S—Kristiansund N. (95)<br>73,51 3,401<br>61,22 13,71 4,53<br>1 dk<br>rf 1930 | **M RoRo Cargo/Ferry**<br>500dk P<br>Cars 90<br>Mchy.aft | Wichmann 7AXA<br>Oil 2SA 7Cy. 300 × 450<br>2 035bhp (1 497kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 110kW 220V 50Hz a.c.<br>Controllable pitch propeller , 1 fwd<br>Fuel 46,5t (d.o.)-8,5pd 13kn |
| **TAUCHER O. WULF 10**<br>**Otto Wulf G.m.b.H. & Co. Tauch und Berungsunternehmen**<br>Friedrichskoog Federal Republic of Germany | *232*<br>*69*<br>100 | GL | **1987** Husumer Schiffsw.—Husum (1508)<br>30,00 11,05 —<br>25,51 11,00 2,49<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | Caterpillar 3412TA<br>2 Vee Oil 4SA each 12Cy. 137 × 152 sr geared to sc. shafts<br>Caterpillar Inc. Peoria, Illinois<br>Gen 1 × 74kW 220/380V a.c.<br>2 Directional propellers<br>Thw. thrust propeller fwd<br>9,6kn |
| **TAUETE II**<br>ex Aurora<br>**Empreza de Navegacao Cailler Ltda.**<br>Paranagua Brazil | **381**<br>287<br>— | | **1921** Abdela & Mitchell Ltd.—Queensferry (381)<br>*42,01* 8,39<br>... ... ...<br>1 dk<br>R | **M General Cargo** | Imperial<br>Oil 4DA 6Cy. 320 × —<br>NE —<br>Atlas Imperial D.E. Co. Oakland, Ca |
| **TAUFIQ**<br>ex Sail-91 ex Impala-90 ex Jo Sailor-84<br>ex Joy Sailor-80 ex Bow Sailor-78<br>**P.T. Tankindo Perdana**<br>Kingstown St. Vincent and the Grenadines | **1 588**<br>1 184<br>3 100 | GL NV | **1976** Karmsund Verft & M/V A/S—Haugesund (17)<br>83,06 13,01 6,609<br>76,08 12,98 6,91<br>P - 1 dk | **M Tanker**<br>Chemical<br>Ice strengthened<br>10 Ta ER<br>L.3 700 | MWM TBD501-6<br>Oil 4SA 6Cy. 360 × 450 reduction geared to sc. shaft<br>1 655kW (2 250bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 133kW 220V 50Hz a.c.<br>Fuel 175,0t (d.o.)-9,0pd 10kn |
| **TAUISK**<br>ex Tauysk-92<br>**"Selga"**<br>Riga Latvia | **669**<br>330<br>288 | RS | **1954** VEB Elbewerft—Boizenburg<br>57,26 9,00 2,350<br>53,37 4,09 | **TD-E Fish Carrier**<br>Ref<br>2 Ho ER<br>In.602<br>2 Ha (each 1,9 × 1,5) ER<br>Cr 2(1) | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360 total 600bhp (441kW) driving 2 gen. each 200kW connected to 2 elec. motors & sc. shafts<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,25kn |
| **TAUNGGYI**<br>ex Taung-Gyee-89<br>**Myanma Five Star Line**<br>Yangon Union of Myanmar | **1 403**<br>769<br>947 | NV | **1980** L. H. Salthammer Batbyggeri A/S—Vestnes (120)<br>72,34 3,960<br>68,03 12,01 6,51<br>B -F - 1 dk & S dk<br>rf nil | **M Passenger/General Cargo/Ferry** OSD<br>7cbn 20bth 295dk P<br>3 Ho 9,0 15,0 ER 13,7<br>B.990<br>3 Ha (stl) (6,5 6,5 × 2,8) ER (3,2 × 2,8)<br>5W Der 5(5) | Normo KVMB-16<br>Vee Oil 4SA 16Cy. 250 × 300 reduction geared to sc. shaft<br>3 300bhp (2 427kW)<br>A/S Bergens M/V Bergen<br>Gen 3 × 136kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 200,0t (d.o.) 15,25kn |
| **TAUNTON**<br>ex Marine Crusader-89<br>**National Westminster (Hong Kong) Ltd.**<br>P&O Ship Management (Hong Kong) Ltd.<br>Hong Kong Hong Kong (British)<br>SatCom: 1201354/CJNN | *95 952*<br>*59 319*<br>168 570<br>T/cm<br>128,9 | **100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2, 4, 6 & 8 holds may be empty<br>**LMC** **UMS**<br>EL Xt 742,5/97,0U3<br>FN 20621<br>(NK) | **1986** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1134)<br>299,84 (BB) 47,25 16,301<br>288,00 47,20 24,40<br>1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho ER<br>G.204 847 HeCls. B<br>9 Ha (stl) (14,2 × 17,4) (16,0 × 19,1) (16,0 16,0 16,0 16,0 16,0 16,0 × 20,8) ER | Sulzer 6RTA84<br>Oil 2SA 6Cy. 840 × 2400<br>13 527kW (18 390bhp)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (ex.g) 18,1kgf/cm² (17,8bar) Spt 10kgf/cm² (9,9bar)<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>Gen 3 × 700kW 450V 60Hz a.c.<br>Fuel 275,5t (d.o.) 4 980,0t (hvf)-47,0pd 13,5kn |
| **TAURA**<br>Launched as Mura<br>**Autoridad Portuaria de Guayaquil**<br>Guayaquil Ecuador | **180**<br>—<br>60 | BV | **1979** Staalin B.V.—'s-Gravenhage<br>22,51 2,601<br>20,40 6,80 3,41<br>1 dk | **TM Tug** | General Motors 12V-149-TI<br>2 Vee Oil 2SA each 12Cy. 146 × 146 geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 1 × 104kW 380V 50Hz a.c. |
| **TAURAGE**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**3 017**<br>1 246<br>2 118 | RS | **1975** VEB Volkswerft Stralsund—Stralsund (444)<br>101,86 (BB) 15,22 5,711<br>91,90 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>Der 2(5) 4(2) | Oil 4SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15kn |
| **TAURO**<br>**Mauricio Espinosa Lopez**<br>Ondarroa Spain | **150**<br>—<br>— | | **1970** S.A. Balenciaga—Zumaya (187)<br>28,25<br>25,51 6,41 3,71<br>1 dk | **M Research/Fishing**<br>Side-fishing Seiner<br>Mchy.aft | Oil<br>............. |
| **TAURO DEL GOLFO**<br>ex Hercules Del Golfo-81<br>ex Black Bart-80<br>**Gulf Fleet International Inc.**<br>Zapata Gulf Marine Corporation<br>Panama Panama | **295**<br>201<br>— | (AB) | **1974** Halter Marine Fabricators, Inc.—Moss Point, Ms (415)<br>*52,31* 12,20 4,496<br>51,82 12,17 5,19<br>F 18,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | Polar F216V-D<br>2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 150kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 556,0t (d.o.) 16,5kn |
| **TAURO II**<br>ex Gulf Fleet No. 37-86<br>**Zapata Gulf Marine International Ltd.**<br>Zapata Gulf Marine Corporation<br>Port Vila Vanuatu | **498**<br>338<br>1 200 | AB | **1979** Quality Equipment Inc.—Houma, La (157)<br>62,49 12,83 4,574<br>55,58 12,81 5,34<br>F 17,7 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | General Motors 16-645-E7<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>13kn |
| **TAURUPE**<br>ex Dzhems Bankovich-92<br>**Latvian Shipping Company**<br>Riga Latvia | T.Mk<br>**1 222**<br>427<br>1 283<br>**2 079**<br>918<br>2 180 | RS | **1977** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin (524)<br>88,75 12,83 4,150/5,201<br>80,40 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 16,6 16,9 ER<br>G.3 615 B.3 277<br>TEU 57 C.Ho 38/20' C.Dk 19/20'<br>3 Ha (stl) (8,8 × 7,7) (12,8 12,8 × 10,2) ER<br>Der 1(20) 2(5-10) | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>H. Cegielski Poznan<br>Fuel 44,5t (d.o.) 133,5t (hvf)-8,0pd 13,75kn |

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| **7212171**<br>*SQDM*<br><br>Df Esd Gc<br>Rdr Rt | **TAURUS**<br><br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich "Dalmor"**<br>Gdynia Poland | T.Mk<br>**2 690**<br>1 068<br>1 953 | PR | **1972** Stocznia Gdanska im. Lenina—Gdansk (B22/15)<br>87,94 (BB) 14,53 5,601<br>80,02 14,51 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>In.1 554<br>4 Ha | Fiat<br>Vee Oil 4SA 12Cy. 300 × 450<br>2 500bhp (1 839kW)<br>H. Cegielski<br>Gen 1 × 640kW 400V 1 × 320kW<br>2 × 256kW 400V a.c.<br>Controllable pitch propeller |
| **8119546**<br>*PHWX* | **TAURUS**<br><br>**Zanen Verstoep N.V.**<br>Baggermaatschappij Boskalis B.V.<br>'s Gravenhage Netherlands | **2 405**<br>740<br>1 500 | BV | **1983** B.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (630)<br>112,60 4,811<br>(incl. cutter stowed)<br>90,28 19,02 7,62<br>1 dk | **TD-E Dredger**<br>Cutter Suction<br>Mchy.aft | Werkspoor<br>2 Oil driving gen. of 5 040kW 660V a<br>3 440kW 660V a.c. connected to<br>each of 3 399shp (2 500kW) &<br>shafts<br>(p) Oil 4SA 9Cy. 410 × 470<br>5 075kW (6 900bhp)<br>Stork-Werkspoor Diesel B.V.<br>(s) Oil 4SA 6Cy. 410 × 470<br>3 384kW (4 601bhp)<br>Stork-Werkspoor Diesel B.V. |
| **6828040**<br>*PHWZ*<br>12554<br>Esd Gc Pfd<br>Rdr Rt | **TAURUS**<br><br>**Maatschappij Tot Uitvoering van Moderne Zinkconstructies B.V. (ZINKCON)**<br>Baggermaatschappij Boskalis B.V.<br>Rotterdam Netherlands | *2 028*<br>*595*<br>2 103 | BV | **1968** Van der Giessen-de Noord N.V. —Alblasserdam (862)<br>77,04 20,25 4,001<br>74,99 20,20 5,34<br>2 dks | **TD-E Stone Carrier** | Blackstone<br>4 Oil 4SA each 8Cy. 222 × 292 total<br>(4 002bhp) driving 4 gen. each<br>a.c. connected to 2 elec. motors<br>1 202shp (884kW) & sr geared<br>Lister Blackstone Ltd.<br>propeller port<br>propeller starboard<br>Fuel 548,5t (d.o.) |
| **5076987**<br>*J8BC5*<br>2514<br>Esd Pfd Rdr<br>RTv | **TAURUS**<br>ex Sea Wave-85 ex Gloriana-84<br>ex Taurus II-79 ex Colchester-75<br>**Nadine Compania Naviera S.A.**<br>Kingstown St. Vincent and the Grenadines | **1 946**<br>1 059<br>1 543 | ✠Classed LR until 9/1/76<br>BV | **1959**-1 Goole SB. & Repairing Co. Ltd.—Goole (513)<br>90,23 11,43 4,433<br>85,40 11,28 7,01<br>P 18,9 F 4,0 2 dks<br>RW rf 102 len 69<br>conv General Cargo 69 | **M Container Ship**<br>Fixed-guides<br>3 Cell. Ho 14,6 19,0 19,0 ER<br>TEU 86 C.Ho 64/20' C.Dk 22/20'<br>3 Ha (stl) ER | Ruston<br>Oil 4SA 8Cy. 432 × 457 with flexible<br>clutch & sr reverse geared to sc.<br>2 150bhp (1 581kW)<br>Ruston & Hornsby Ltd.<br>Gen 3 × 55kW 220V d.c.<br>Fuel 40,5t (d.o.) |
| **8215584**<br>*HCTB*<br><br>Df Esd Gc<br>Rdr RTm/v | **TAURUS**<br><br>**Government of The Republic of Ecuador (Armada del Ecuador)**<br>Guayaquil Ecuador | **1 110**<br>730<br>1 175 | AB | **1985** Astilleros Navales Ecuatorianos (ASTINAVE) —Guayaquil (410 D)<br>53,07 10,98 4,417<br>48,80 10,76 4,88<br>P 17,1 F 5,2 1 dk<br>rf nil | **M Tanker**<br><br>8 Ta ER | General Motors<br>Oil 2SA 8Cy. 230 × 254 geared to sc.<br>1 050bhp (772kW)<br>General Motors Corp. Electro-Motive Di<br><br>Gen 3 × 90kW 240V 60Hz a.c.<br>Fuel 60,0t (d.o.) |
| **7505255**<br>*PP3845*<br><br>Df Esd Gc<br>Rdr Rt | **TAURUS**<br><br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Angra dos Reis Brazil | **470**<br>96<br>618 | GL | **1979** MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (225)<br>30,31 11,26 3,452<br>29,21 11,23 5,03<br>1 dk | **TM Tug** | Alpha<br>2 Vee Oil 4SA each 12Cy. 225 × 30<br>geared to sc. shafts<br>Equipamentos Villares S.A.<br>2 Controllable pitch propellers |
| **8136386**<br>*HO6818*<br>12915-83A<br>Rt | **TAURUS**<br><br>**Gulf Marine Maintenance & Offshore Service Co. Ltd.**<br>Panama Panama | **224**<br>112<br>— | AB | **1982** Gulf Marine Maintenance & Offshore Svce. Co. Ltd.—Dubai (107)<br>22,51 2,688<br>22,26 7,32 2,90<br>F 8,9 1 dk<br>rf 584 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 14<br>reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Al<br>Div.<br>Gen 2 × 40kW |
| **7223297** | **TAURUS** | **199**<br>81<br>— | | **1972** Campbell Industries—San Diego, Ca (86)<br>*27,47* 7,62<br>2,77 | **M Fish Carrier** | General Motors<br>Oil<br>725bhp (533kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| **7941021**<br>*WYH6499*<br>571411<br>Rdr Rt | **TAURUS**<br>ex Corey Chouest<br>**Dunlap Towing Co.**<br>Bellingham, Wa United States of America | **199**<br>135<br>— | | **1975** North American SB. Inc.—Galliano, La (104)<br>3,048<br>27,28 8,23 3,59<br>1 dk | **M Tug** | Oil |
| **7309807**<br>*WY5632*<br>505701<br>Rt | **TAURUS**<br>ex Virgil E ex Frederick Lee (WSC 139)<br>**George Strovewski**<br>New Orleans, La United States of America | **198**<br>135<br>— | | **1927** American Brown Boveri Corp.—Camden, NJ<br>*35,33* 7,32<br>3,31<br>1 dk | **TM Fishing** | 2 Oil<br>1 060bhp (780kW) |
| **6511398**<br><br>604810<br>Df Rdr Rt | **TAURUS**<br>ex Tauros-79 ex Sonic II-66 ex FS 553<br>**Fall River Fishing Co. Inc.**<br>Boston, Ma United States of America | **193**<br>134<br>— | (AB) | **1945** Brunswick Marine Construction Co —Brunswick, Ga (141)<br>*50,72* 9,91 3,061<br>50,30 9,76 4,35<br>F 8,3 1 dk<br>rf 152<br>conv Survey Research 79<br>conv General Cargo 80 | **TM Fishing**<br>Mchy.aft | General Motors<br>2 Oil 2SA each 6Cy. 222 × 267<br>to sc. shafts<br>1 000bhp (736kW)<br>General Motors Corp.<br>Gen 2 × 100kW |
| **7401083**<br><br><br>Df Esd Rt | **TAURUS**<br><br>**Companhia de Saveiros Caymurano S.A.**<br>Rio de Janeiro Brazil | **185**<br>76<br>— | **✠100A1** SS 5/88<br>tug<br>Brazilian coastal service<br>**✠LMC**<br>EL (B) ⅝"U2<br>FN 238 | **1976**-7 MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (216)<br>24,36 7,17 2,998<br>21,52 7,01 4,02<br>1 dk<br>rf 826 BK 152 | **M Tug** | MAN<br>2 Oil 4SA each 7Cy. 235 × 330<br>geared to sc. shaft<br>Mecanica Pesada S.A.<br>Gen 2 × 41kW 450V 60Hz a.c. |
| **8610760**<br>*CUTD*<br>AH-765-C<br>Esd Pfd Rdr<br>Rt | **TAURUS**<br><br><br>Angra do Heroismo Portugal | *166*<br>*54*<br>147 | (RP) | **1987** Est. Nav. do Mondego—Figueira da Foz (200)<br>27,21 7,35 3,431<br>22,03 7,31 3,81<br>1 dk | **M Fishing**<br>Tuna Ref<br><br>In.129 | Poyaud<br>Vee Oil 4SA 12Cy. 150 × 180<br>geared to sc. shaft<br>600bhp (441kW)<br>Soc. Alsacienne de Const. Mec. |
| **5074886**<br>*WA4907*<br>244668<br>RTm/v | **TAURUS**<br>ex Claire A. Moran-67 ex Falmouth-51<br>ex WSA 9 ex DPC 26<br>**Gowanus Towing Co. Inc.**<br>New York, NY United States of America | **146**<br>99<br>— | (AB) | **1943** George Lawley & Son Corp.—Neponset, Ma (1314)<br>26,83 7,37<br>25,00 7,32 3,20<br>1 dk<br>BK 76 | **M Tug** | General Motors<br>Oil 2SA 8Cy. 216 × 254 with clutc<br>geared to sc. shaft<br>General Motors Corp.<br>Gen 2 × 30kW 125V d.c.<br>Fuel 71,0t (d.o.) |
| **6905422**<br>*ICZM*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TAURUS ERRE**<br>ex British Security-89<br>**Societa Trasporti Petroliferi (S.T.P.) S.r.l.**<br>Augusta Italy<br>SatCom: 1150463/ICZM | *14 519*<br>*7 667*<br>24 277<br>T/cm<br>35,8 | ✠Classed LR until 8/89<br>RI | **1969**-3 Eriksbergs M/V A/B—Goteborg (621)<br>169,63 (BB) 24,82 9,551<br>160,26 24,77 12,50<br>P 34,5 F 15,0 1 dk<br>rf 51 Bow/CM 81 Diam. 0,310 | **M Tanker**<br>IGS Stern disch.<br>33 Ta ER<br>L.(oil) 33 311 HeCls. B<br>4 Cargo pumps total 3 000T/hr | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>5 590kW (7 600bhp)<br>Eriksbergs M/V A/B<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 1 246,5t (hvf)-30,5pd |
| **8402838**<br>*KVZW*<br><br>Rdr Rt | **TAUTUA**<br><br>**Pago Pago Harbour Board**<br>Pago Pago American Samoa (U.S.A.) | **185**<br>55<br>143 | | **1985** Industrial & Marine Engineering Ltd.—Suva (32)<br>26,01 8,34 3,761<br>23,50 8,01 4,07 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 170 ×<br>& reverse reduction geared<br>Caterpillar Tractor Co. |

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| **TAUVO**<br>**Finnish Board of Navigation (Merenkulkuhallitus)**<br>Helsinki/ Helsingfors Finland | **165**<br>26<br>— | | **1963** Valmet Oy Pansion Tehdas—Turku/Abo<br>29,29 6,71 3,001<br>28,30 6,68 | **M Research**<br>Oceanographic | Deutz<br>Oil 4SA 12Cy.<br>380bhp (280kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 30kW 1 × 5kW 400V 50Hz a.c.<br>Fuel 12,0t (d.o.)-1,5pd |
| **TAUYSK**<br>ex Amalienburg-64 ex Bonita-63<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **3 814**<br>1 993<br>3 470 | (RS)<br>✠Classed LR until 7/66 | **1956**-3 Bremer Vulkan A.G.—Bremen-Vegesack (841)<br>110,50 14,97 7,011<br>102,77 14,94 8,69<br>B & F 97,0 3 dks<br>RW rf 406 | **M Refrigerated Cargo**<br>Ice strengthened<br>2 Ho ER 2 Ho<br>In.5 165<br>4 Ha (6,7 6,9 6,1 × 4,8) ER (7,4 × 4,8)<br>8W Der 8(5) | MAN<br>Oil 2DA 6Cy. 600 × 1100<br>5 000bhp (3 678kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>Fuel 736,5t 15kn |
| **TAVA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *722*<br>*217*<br>414 | RS | **1984** ............U.S.S.R.<br>54,84 9,96 4,111<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref | S.K.L.<br>Oil<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **TAVA**<br>**Western River Shipping Co.**<br>(Kaliningrad) (U.S.S.R.) | *191*<br>*85*<br>314 | RS | **1989** ............U.S.S.R.<br>29,45 8,15 3,120<br>27,50 - 3,60 | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad<br>7,5kn |
| **TAVAKE**<br>ex Chishio Maru-77<br>**Government of The Kingdom of Tonga (Ministry of Agriculture, Forestry & Fisheries)**<br>Nukualofa Tonga | **188**<br>64<br>62 | | **1965** Kanasashi Co. Ltd.—Shimizu (645)<br>35,01 6,53 2,598<br>30,61 6,51 3,10<br>1 dk | **M Fishing**<br>Training<br>1 Ho ER<br>1 Ha (1,6 × 1,6) ER | Fuji<br>Oil 4SA 6Cy. 275 × 410<br>600bhp (441kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 64kW 230V a.c.<br>Fuel 89,5t 10kn |
| **TAVAKOL**<br>**National Iranian Tanker Co.**<br>Bandar Bushehr Iran | *599*<br>*179*<br>400 | NV | **1984** Minami-Kyushu Zosen K.K.—Kushikino (383)<br>40,59 4,331<br>35,01 11,02 4,81<br>1 dk | **TM Tug**<br>Anchor-handling Fire-fighting | Deutz<br>2 Vee Oil 4SA each 12Cy. 240 × 280<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 240kW 1 × 80kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **TAVANA**<br>**Hamad Adibzadeh**<br>Iran | **361**<br>4<br>252 | ✠Classed LR until 26/11/71 | **1939**-2 Scott & Sons—Bowling (351)<br>39,17 9,48 3,976<br>36,58 9,45 4,27<br>B 12,2<br>R BK 152 | **S Tug** | T 3Cy. 419 686 & 1168 x 762<br>Plenty & Son Ltd. Newbury<br>Gen 1 × 15kW 1 × 5kW 110V d.c.<br>Fuel 150,5t (o.f.) 12kn |
| **TAVANA**<br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Khorramshahr Iran | **167**<br>48<br>71 | ✠Classed LR until 19/11/82 | **1975**-8 Towa Zosen K.K.—Shimonoseki (480)<br>27,92 7,35 2,750<br>25,10 7,00 3,51<br>RAD 2,5 1 dk<br>rf 584 | **M Tug**<br>Fire-fighting | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 52kW 220V 50Hz a.c.<br>Fuel 24,5t (d.o.) |
| **TAVASSOL**<br>**National Iranian Tanker Co.**<br>Bandar Bushehr Iran | *599*<br>*179*<br>400 | NV | **1984** Minami-Kyushu Zosen K.K.—Kushikino (382)<br>40,59 4,341<br>35,01 11,02 4,81<br>1 dk | **TM Tug**<br>Anchor-handling Fire-fighting | Deutz<br>2 Vee Oil 4SA each 12Cy. 240 × 280<br>Kloeckner Humboldt Deutz Koeln |
| **TAVEECHAI MARINE**<br>ex Sri Phen Sinn-87 ex Ikuta-74<br>ex Seikai Maru-71<br>**Tavee Thong Marine Co. Ltd.**<br>Bangkok Thailand | **2 722**<br>1 717<br>4 044 | (BV) | **1959** K.K. Usuki Tekkosho—Saiki (1015)<br>92,00 13,64 5,766<br>84,94 13,59 6,99<br>P 21,1 F 10,4 1 dk<br>RW rf nil | **M General Cargo**<br>2 Ho 35,8 29,4 ER<br>G.5 625 B.5 357<br>2 Ha (30,3 25,3 × 6,1) ER<br>Der 1(30) 1(15) 7(10) | Oil 4SA 6Cy. 480 × 720<br>2 200bhp (1 618kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 80kW 225V 60Hz a.c.<br>Fuel 299,5t (hvf) 11kn |
| **TAVEECHOK MARINE**<br>ex Poonsri Marine-86<br>ex Chang Chun-79<br>**Madam Poonsri Sutharom**<br>Bangkok Thailand | **3 054**<br>1 429<br>5 125 | | **1969** Kurushima Dockyard Co. Ltd.—Imabari (531)<br>97,21 15,63 6,376<br>90,00 15,60 7,78<br>P 19,6 F 10,1 1 dk<br>RW rf 102 | **M General Cargo**<br>2 Ho 31,2 31,4 ER<br>G.6 527 B.6 314<br>2 Ha (stl) (27,0 25,9 × 7,2) ER<br>4W Der 2(15) 2(10) | Akasaka<br>Oil 4SA 6Cy. 510 × 840<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW 450V 60Hz a.c.<br>Fuel 434,0t (hvf) 13kn |
| **TAVERNER**<br>**Marine Atlantic Inc.**<br>St. John's, Nfl. Canada | **1 135**<br>526<br>363 | **✠100A1** CS 3/87<br>Ice Class 2<br>**✠LMC**<br>EL m 1⅜"SQ<br>FN 931 | **1962**-7 Collingwood Shipyards—Collingwood, Ont. (175)<br>57,41 11,84 3,830<br>51,82 11,57 6,38<br>B 29,3 RFD 6,4 2 dks<br>rf 229 | **TM Passenger/General Cargo/Ferry**<br>Ref 12cbn 21bth 78dk P<br>1 Ho 17,6<br>B.511 In.84<br>1 Ha (stl) (4,2 × 3,0)<br>Cr 1(3) | Fairbanks, Morse<br>2 Oil 2SA each 8Cy. 206 × 508 sr reverse geared to sc. shafts<br>2 200bhp (1 618kW)<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>db 50lbf/in² (3,5bar)<br>Gen 2 × 125kW 440V 60Hz a.c.<br>Fuel 85,0t (d.o.)-8,5pd 13kn |
| **TAVI**<br>**Neste Oy**<br>Naantali/ Nadendal Finland<br>SatCom: 1623111/OISM | *13 974*<br>*7 007*<br>19 999<br>T/cm<br>31,8 | **✠100A1** SS 11/89<br>chemical tanker cargo Type B, in association with a list of defined cargoes, SG 1.53 in Nos. 3, 4, 7 & 8 (cr) tanks<br>Ice Class 1A<br>**✠LMC** **UMS**<br>**IGS**<br>EL G† 577,5/60,0U3<br>FN 6114 | **1985**-1 Oy Wartsila Ab—Turku/Abo (1281)<br>160,92 (BB) 23,17 10,113<br>149,41 23,11 17,81<br>P 28,7 F 15,0 1 dk<br>rf 203 Bow/CM 79 Diam. 0,304 MH 1,8 | **M Tanker**<br>Oil Chemical<br>COW IGS (LR) SBT<br>pt higher tensile steel DB<br>18 Ta ER<br>L.25 518<br>16 Cargo pumps total 5 280T/hr | Pielstick<br>Oil 4SA 6Cy. 570 × 620 with flexible couplings & sr geared to sc. shaft<br>6 763kW (9 194bhp)<br>Oy Wartsila Ab Turku/Abo<br>2 AuxB (o.f.) 9,3kgf/cm² (9,2bar)<br>e(ex.g) 12,2kgf/cm² (12,0bar)<br>Gen 3 × 748kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 59,5t (d.o.) 1 272,5t (hvf)-29,0pd 14,5kn |
| **TAVIP**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **133**<br>37<br>— | (NK) | **1965** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (570)<br>26,50 7,24 2,286<br>24,01 7,22 3,10<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 240 × 330<br>Nippon Hatsudoki Kobe<br>Fuel 26,5t 10,5kn |
| **TAVRIDA**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 139 | RS | **1969** VEB Volkswerft Stralsund—Stralsund (263)<br>82,00 13,64 5,301<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 075<br>4 Ha (1,6 × 2,1) (2,5 × 2,8) (2,4 2,4 × 2,4)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **TAVRIYA**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Yalta) (U.S.S.R.) | **2 484**<br>1 321<br>3 136 | RS | **1977** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,650<br>108,01 12,98 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn |
| **TAVRIYA**<br>**Dalryba**<br>(Mago) (U.S.S.R.) | *683*<br>*233*<br>474 | RS | **1988** ............U.S.S.R.<br>54,99 9,52 4,340<br>50,04 - 5,16<br>1 dk | **M Fish Carrier**<br>Ref<br>Ice strengthened | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>589kW (801bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 150kW a.c. |

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| **8811625**<br>*UBXT*<br>Esd Gc Rdr<br>RTv | **TAVRIYA-2**<br>Completed as TK-2<br>**Ukraine River Fleet Administration**<br>(Kherson) (U.S.S.R.) | *1 408*<br>*422*<br>1 170 | | **1988** Elbewerften Boizenburg/Rosslau—Rosslau (335)<br>81,97 11,93 2,760<br>78,10 11,61 4,00<br>2 dks | **TM Container Ship**<br>Fixed-guides<br>TEU 70 C. 70/20' | S.K.L.<br>2 Oil 4SA each 8Cy. 240 × 360<br>1 200bhp (883kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 100kW a.c. |
| **8811637**<br>*UMZK*<br>Esd Gc Rdr<br>RTv | **TAVRIYA-3**<br>Completed as TK-3<br>**Ukraine River Fleet Administration**<br>(Kherson) (U.S.S.R.) | *1 408*<br>*422*<br>1 170 | | **1988** Elbewerften Boizenburg/Rosslau—Rosslau (336)<br>81,97 11,93 2,760<br>78,10 11,61 4,00<br>2 dks | **TM Container Ship**<br>Fixed-guides<br>TEU 70 C. 70/20' | S.K.L.<br>2 Oil 4SA each 8Cy. 240 × 360<br>1 200bhp (883kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 100kW a.c. |
| **8811649**<br>*UMDX*<br>Esd Gc Rdr<br>RTv | **TAVRIYA-4**<br>Completed as TK-4<br>**Ukraine River Fleet Administration**<br>(Kherson) (U.S.S.R.) | *1 408*<br>*422*<br>1 170 | | **1988** Elbewerften Boizenburg/Rosslau—Rosslau (337)<br>81,97 11,93 2,760<br>70,11 11,61 4,00<br>2 dks | **TM Container Ship**<br>Fixed-guides<br>TEU 70 C. 70/20' | S.K.L.<br>2 Oil 4SA each 8Cy. 240 × 360<br>1 200bhp (883kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 100kW a.c. |
| **8811651**<br>*UMOW*<br>Esd Gc Rdr<br>RTv | **TAVRIYA-5**<br>Completed as TK-5<br>**Ukraine River Fleet Administration**<br>(Kherson) (U.S.S.R.) | *1 408*<br>*422*<br>1 170 | | **1988** Elbewerften Boizenburg/Rosslau—Rosslau (338)<br>82,02 2,760<br>78,11 11,61 4,02<br>2 dks | **TM Container Ship**<br>Fixed-guides<br>TEU 70 C. 70/20' | S.K.L.<br>2 Oil 4SA each 8Cy. 240 × 360<br>1 200bhp (883kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 100kW a.c. |
| **8922395**<br>*UWBA*<br>Esd Rdr Rt | **TAVRIYA-6**<br>**Ukraine River Fleet Administration**<br>(Kherson) (U.S.S.R.) | *1 408*<br>*422*<br>1 706 | | **1989** Elbewerften Boizenburg/Rosslau—Rosslau (350)<br>82,02 3,401<br>78,11 11,61 4,02<br>1 dk | **TM Container Ship**<br>Fixed-guides<br>2 Ho ER<br>TEU 70 C. 70/20' incl. 10 ref C.<br>2 Ha (stl) ER | S.K.L.<br>2 Oil 4SA each 8Cy. 240 × 360<br>882kW (1 199bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 100kW a.c. |
| **8922400**<br>*UKDD*<br>Esd Rdr Rt | **TAVRIYA-7**<br>**Ukraine River Fleet Administration**<br>(Zaporozh'ye) (U.S.S.R.) | *1 408*<br>*422*<br>1 706 | | **1989** Elbewerften Boizenburg/Rosslau—Rosslau (351)<br>82,02 3,401<br>78,11 11,61 4,02<br>1 dk | **TM Container Ship**<br>Fixed-guides<br>2 Ho ER<br>G.1 940<br>TEU 70 C. 70/20' incl. 10 ref C.<br>2 Ha (stl) ER | S.K.L.<br>2 Oil 4SA each 8Cy. 240 × 360<br>882kW (1 199bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 100kW a.c. |
| **7324297**<br>*UEVP*<br>M-7905<br>Rt | **TAVROVO**<br>**Dalryba**<br>(Okhotsk) (U.S.S.R.) | **167**<br>43<br>100 | RS | **1973** .............U.S.S.R.<br>34,02 7,09 2,890<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **7420998**<br>356542 | **TAWA No. 1**<br>**Tawa Petroleum Products Co. Ltd.**<br>Hong Kong Hong Kong (British) | **172**<br>100<br>— | | **1974** Lee Hing Shipyard Ltd.—Hong Kong<br>*25,09* 7,93<br>... ...<br>1 dk | **M Tank Barge**<br>4 Ta ER<br>L.(oil) 294 | Oil 6Cy. 160 × 225<br>250bhp (184kW)<br>Weifang Diesel Engine Factory<br>Fuel (d.o.) |
| **7641528**<br>KT783<br>Esd | **TAWASH 1**<br>**Kuwait National Petroleum Co. (KNPC)**<br>Kuwait Kuwait | **147**<br>72<br>300<br>T/cm<br>2,3 | AB | **1977** Asia Pacific Shpyd (Pte) Ltd.—Singapore (335)<br>30,48 1,293<br>29,85 7,62 1,86<br>P 4,3 1 dk<br>Diam. 0,051 | **TM Tank Barge**<br>6 Ta ER<br>L.118 | General Motors<br>2 Vee Oil 2SA each 8Cy. 108 × 127 reduction geared to sc. shafts<br>480bhp (353kW)<br>General Motors Corp., Detroit Diesel Div.<br>Gen 2 × 24kW<br>Fuel 5,0t (d.o.)-4,0pd |
| **8013326** | **TAWES**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **233**<br>89<br>50 | KI | **1980** P.T. Kodja i—Tanjung Priok (669)<br>38,41 1,501<br>32,01 10,00 2,49<br>1 dk | **TM Ferry** | MAN<br>2 Oil 4SA each 6Cy. 125 × 155<br>516bhp (380kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **8022638** | **TAWFIK ELDEEB**<br>**Canal Harbour Works Co.**<br>Port Said Egypt | **167**<br>5<br>330 | BV | **1981** Schpsw. Bodewes Gruno—Foxhol (249)<br>26,01 8,03 3,250<br>24,01 7,82 4,04<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146 sc. shafts<br>General Motors Corp., Detroit Diesel Div. |
| **8224858**<br>*CNOW*<br>Rt | **TAWHID**<br>Launched as Takbir<br>**Omnium Marocaine de Peche**<br>Casablanca Morocco | **324**<br>143<br>405 | BV | **1984** Const. Nav. Santodomingo—Vigo (492)<br>38,31 4,050<br>37,47 8,21 6,15<br>2 dks | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>In.402<br>2 Ha ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 with clutches, couplings & sr geared to sc. shaft<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 140kW 380V 50Hz a.c. |
| **6518126**<br>*SW2068*<br>8977<br>Df Esd Rdr<br>Rt | **TAXIARCHIS**<br>ex Cyrla-86 ex Gevotank-73<br>**Taxiarchis Shipping Co. II**<br>Piraeus Greece | **497**<br>361<br>1 138<br>T/cm<br>4,9 | (NV) (PR) | **1965** Gerh. Voldnes A/S Skips.—Fosnavaag (3)<br>66,81 9,53 3,950<br>63,68 9,50 4,12<br>1 dk<br>rf 102 Bow/CM 43 Diam. 0,150 | **M Tanker**<br>Oil Vegetable oil<br>Ice Strengthened<br>8 Ta ER<br>L.(oil) 1 437 HeCls. C<br>3 Cargo pumps total 575T/hr | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>MaK. Maschinenbau Kiel G.m.b.H<br>Gen 2 × 56kW 1 × 16kW 220V<br>Controllable pitch propeller<br>Fuel 38,0t (d.o.) |
| **5159349**<br>*9H2997*<br>2175<br>Df Esd Rt | **TAXIARCHIS**<br>ex Panormitis-89 ex Imbrim-70<br>**Taxiarchis Fishing Co.**<br>Valletta Malta | **284**<br>113<br>224 | BV | **1956** S.A. des Ancien Chantiers Dubigeon —Nantes-Chantenay (763)<br>36,89 7,12 4,011<br>32,44 7,01 4,37<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,1 × 1,1)<br>Der 1(1,5) 1(0,75) | Sulzer<br>Oil 4SA 6Cy. 290 × 360<br>463kW (629bhp)<br>Cie. de Const. Mec., CCM<br>Gen 1 × 20kW 110V a.c.<br>Fuel 76,0t (d.o.) |
| **6714536**<br>*SV8566*<br>8582<br>RTv | **TAXIARCHIS**<br>ex Abeille No. 16-84<br>**Eurotug Salvage Towage Maritime Co.**<br>Piraeus Greece | **273**<br>64<br>— | BV | **1967** At. & Forg. de l'Ouest—St. Nazaire (Ra8)<br>32,19 9,25 4,115<br>31,91 8,72 4,63<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 400 × 580 reverse to sc. shaft<br>Kloeckner Humboldt Deutz<br>Gen 3 × 95kW 220V d.c.<br>Fuel 61,0t (d.o.) |
| **6930946**<br>1831 | **TAXIARCHIS**<br>**S. G. Eleftheriou**<br>Piraeus Greece | **180**<br>99<br>— | | **1968** Th. Zervas & Sons—Perama<br>27,01 6,10<br>23,78 5,80 2,60 | **TM Ferry** | 2 Oil<br>700bhp (515kW) E made fitted68<br>.............<br>Fuel (d.o.) |

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| **TAY**<br>ex Tarin-91 ex Tari-90<br>ex Lake Ontario-90 ex Frank C-89<br>ex Santa Elizabetta-87<br>**Tropical Reef Shipping Ltd.**<br>Seascot Shiptrading Ltd.<br>Limassol Cyprus | **16 214**<br>9 841<br>27 624 | RI | **1970** Cant. Nav. del Tirreno e Riuniti—Riva Trigoso (286)<br>187,79 (BB) 22,94 10,618<br>172,52 22,92 14,05<br>1 dk | **M Bulk Carrier**<br>Vehicles<br>Str. heavy cargoes<br>7 Ho ER<br>G.36 463<br>14W Cr 1(30) Der 14(5-10) | B&W 7-74VT2BF-160<br>Oil 2SA 7Cy. 740 × 1600<br>10 500bhp (7 723kW)<br>Cant. Nav. del Tirreno e Riuniti Ancona<br>Fuel 160,0t (d.o.) 1 200,0t (hvf)-34,5pd 15kn |
| **TAY DO**<br>ex THL No. 3-87 ex Air Mas-84<br>ex Shun That-84 ex Pai Fa-83<br>ex Harumi Maru-81<br>**Mekong Shipping Co.**<br>Saigon Vietnam | **699**<br>376<br>1 280 | | **1969** Tokushima Zosen Sangyo K.K.—Komatsujima (283)<br>64,60 9,89 4,231<br>57,99 9,86 4,86<br>1 dk<br>RW rf 81 | **M General Cargo**<br>Ref<br>1 Ho ER<br>G.1 481 B.1 296 In.104<br>1 Ha (28,0 × 5,7) ER<br>Der 1(8) 1(5) | Hanshin HS6NVA38<br>Oil 4SA 6Cy. 380 × 540<br>1 103kW (1 500bhp)<br>The Hanshin Diesel Works Ltd. Japan<br>Gen 2 × 48kW 225V a.c.<br>Fuel 104,5t-5,0pd 11kn |
| **TAYBOLA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **1 976**<br>597<br>838 | RS | **1975** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B422/118)<br>72,83 4,852<br>64,98 13,01 7,93<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.119 In.775 L.117<br>2 Ha (each 2,2 × 2,2)<br>4W Der 2(5) 2(1,5) | Sulzer 6ASL25/30<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 126bhp (2 299kW) driving 3 gen. each 750kW connected to elec. motor of 2 298shp (1 690kW) & sc. shaft<br>H. Cegielski Poznan<br>Gen 1 × 320kW 1 × 72kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **TAYFUN**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | T.Mk<br>**3 378**<br>1 210<br>—<br>**4 811**<br>2 131<br>5 211 | RS (GL) | **1964** Rheinstahl Nordseewerke—Emden (349)<br>136,00 16,84 7,170<br>124,01 16,81 8,95<br>2 dks, 3rd dk fwd | **M Refrigerated Cargo Fish Carrier**<br>2 Ho ER 2 Ho<br>In.8 172<br>4 Ha (7,0 7,0 × 5,5) ER (7,0 7,0 × 5,5)<br>8W Der 1(10) 7(5) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>21kn |
| **TAYFUN**<br>**Nakhodka Port Authority**<br>(Nakhodka) (U.S.S.R.) | **691**<br>67<br>245 | RS | **1983** Hollming Oy—Rauma/Raumo (246)<br>39,90 12,48 4,900<br>38,21 12,01 7,00<br>1 dk | **TM Tug**<br>Fire-fighting<br>Ice strengthened Str. heavy cargoes | Wartsila 6R32<br>2 Oil 4SA each 6Cy. 320 × 350 dr geared to sc. shafts<br>Oy Wartsila Ab Vaasa/Vasa<br>2 Controllable pitch propellers<br>14,25kn |
| **TAYFUN**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | **268**<br>—<br>83 | RS | **1975** Brodogradiliste "Tito"—Belgrade (918)<br>35,43 9,21 3,140<br>30,00 9,00 4,52<br>1 dk | **M Tug**<br>Ice strengthened | B&W 7-26MTBF-40<br>2 Oil 4SA each 7Cy. 260 × 400 geared to sc. shaft<br>Titovi Zavodi "Litostroj" Ljubljana |
| **TAYFUN**<br>ex MB-6129<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **132**<br>0<br>43 | RS | **1966** VEB Schiffswerft "Edgar Andre"—Magdeburg (6129)<br>28,88 6,76 2,800<br>25,62 - 3,02<br>1 dk | **M Tug**<br>Ice strengthened | Oil<br>............<br>Fuel (d.o.) |
| **TAYFUN**<br>**Government of The Republic of Russia (Ministry of Shipbuilding)**<br>(Sankt-Peterburg) (U.S.S.R.) | **118**<br>61<br>11 | RS | **1972** ............U.S.S.R.<br>31,37 5,62 1,080<br>1,91<br>1 dk | **Aluminium Alloy TGT Hydrofoil Ferry** | 2 Gas turb<br>............<br>43kn |
| **TAYFUN**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *109*<br>*33*<br>19 | RS | **1984** ............U.S.S.R.<br>27,15 6,81 1,600<br>23,50 - 3,41<br>1 dk | **TM Search & Rescue Ship** | Russkiy 12CHSP15/18 12CHSP18/20<br>3 Oil<br>(centre) 4SA 12Cy. 150 × 180<br>220kW (299bhp)<br>U.S.S.R.<br>(wing) 2 4SA each 12Cy. 180 × 200<br>1 472kW (2 001bhp)<br>U.S.S.R. |
| **TAYGA**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **4 531**<br>2 380<br>6 469 | RS | **1964** Stocznia Gdanska im. Lenina—Gdansk (B45/16)<br>123,88 16,74 7,240<br>114,99 16,69 8,46<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 291 B.7 525<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 8(10) | B&W 5-62VT2BF-140<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 16kn |
| **TAYGETOS**<br>ex Nora-89 ex Handy Queen-88<br>ex Desert Queen-88<br>**Proctor Shipping Inc.**<br>Andros Greece<br>SatCom: 1130314/TAYG | **14 317**<br>9 524<br>27 032<br>T/cm<br>39,2 | NV (AB) | **1977** Koyo Dockyard Co. Ltd.—Mihara (753)<br>169,40 26,34 9,622<br>163,40 26,31 13,59<br>1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 19,6 27,2 19,9 26,3 24,0 ER<br>G.32 363 B.32 047<br>5 Ha (stl) (12,5 14,4 12,8 14,4 12,8 × 12,0) ER<br>Cr 4(25) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 236,5t (d.o.) 2 245,5t (hvf)-38,5pd |
| **TAYGETUS**<br>ex Yanan-90 ex Western Link-86<br>**Taygetus Shipping Co. Ltd.**<br>Palmyra Tsiris Lines S.A.<br>Valletta Malta | **8 957**<br>6 322<br>16 408<br>T/cm<br>25,9 | NK | **1979** K.K. Uwajima Zosensho—Uwajima (2013)<br>141,92 21,82 9,078<br>133,74 21,81 12,20<br>P 26,0 F 11,0 1 dk | **M General Cargo**<br>G.21 039 B.20 199<br>4 Ha (stl) (14,4 × 10,6) (20,5 20,5 20,5 × 10,9) ER<br>Cr 4(25) | Mitsubishi 6UEC52/125E<br>Oil 2SA 6Cy. 520 × 1250<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 680kW<br>14,5kn |
| **TAYLOR TIDE**<br>ex Clipper Grand Cayman-90<br>**Jackson Offshore Ltd.**<br>Tidewater Marine Service Inc.<br>New Orleans, La United States of America | **193**<br>131<br>450 | (AB) | **1980** Houma Fabricators Inc.—Houma, La (64)<br>48,80 3,753<br>47,55 11,60 4,35<br>F 11,6 1 dk | **TM Supply Ship**<br>Deck Cargo Fire-fighting | General Motors 16V-149<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>12kn |
| **TAYLOR'S CREEK**<br>**The Beaufort Fisheries Inc.**<br>Beaufort-Morehead City, NC United States of America | **150**<br>115<br>— | | **1977** ............New Bern, NC<br>*25,43*<br>8,11 2,01<br>1 dk | **M Fishing** | Oil<br>730bhp (537kW)<br>U.S.A. |
| **TAYLOUR DAY**<br>**Stanley Svege**<br>San Francisco, Ca United States of America | **141**<br>98<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>*20,85* 6,74<br>3,76<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler | Cummins KTA-1150-M<br>Oil 4SA 6Cy. 159 × 159<br>470bhp (346kW)<br>Cummins Engine Co. Inc. U.S.A. |

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| **7640885**<br>*UWJN*<br>M-12481<br>Rt | **TAYMEN**<br><br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>88 | | RS | **1976** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br><br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **7039880**<br>*UBJC*<br>M-24100<br>Rt | **TAYMINSH**<br><br>**Zapryba**<br>(Ventspils) (U.S.S.R.) | **502**<br>184<br>306 | | RS | **1959** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,590<br>44,35 8,79 4,32<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 1,6 × 1,7)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW) NE 70<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Fuel (d.o.) |
| **8417481**<br>*UEMM*<br>M-17587<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav | **TAYMYR**<br><br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1400635/UEMM | *20 791*<br>*6 237*<br>3 581 | | RS | **1990** Wartsila Marine Industries Inc. Helsinki<br>Shipyard—Helsinki (474)<br>149,70 29,20 9,000<br>136,32 28,87 15,68 | **Nuclear TrT-E OR D-E Icebreaker**<br>Ice strengthened | Wartsila<br>3 Oil 4SA each 6Cy. 220 × 240 total<br>(9 625bhp) driving 2 gen. each<br>a.c. connected to 3 elec. motors<br>16 314shp (12 000kW)<br>Wartsila Diesel Oy<br>NR<br>Gen 3 × 2432kW 2 × 2000kW 400V<br>3 Thw. thrust propellers<br>Fuel (nuclear) 900,0t (d.o.) |
| **7127730**<br>*EWHG*<br>M-14577<br>Rt | **TAYOZHNIK**<br><br>**Dalryba**<br>(Mago) (U.S.S.R.) | **169**<br>39<br>112 | | RS | **1971** .............U.S.S.R.<br>33,91 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.114<br><br>1 Ha (stl) (1,6 × 1,3)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Fuel (d.o.) |
| **8326113**<br>*UJJU*<br>M-31446<br>Df Esd Gc<br>Rdr Rt | **TAYOZHNYY BEREG**<br><br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | *12 383*<br>*3 776*<br>9 360 | | RS | **1983** VEB Mathias-Thesen-Werft—Wismar (224)<br>152,79 8,021<br>142,02 22,22 13,62<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.13 184<br><br>4 Ha (stl) (each 6,0 × 4,0) ER | MAN<br>Oil 2SA 5Cy. 700 × 1250<br>10 330bhp (7 598kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 4 × 735kW a.c. |
| **6521214**<br>*USTY*<br>M-28046<br>Df Esd Gc<br>Rdr Rt | **TAYSHET**<br><br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**2 433**<br>872<br>1 460 | | RS | **1965** .............U.S.S.R.<br>84,69 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 330<br>5 Ha (1,9 1,9 × 1,9) (1,6 1,6 1,6 × 1,6)<br>6W Der 2(10) 2(5) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **7045023**<br>*ESNF*<br>M-30124<br>Df Esd Rdr<br>Rt | **TAYVAZA**<br><br>**Dalryba**<br>(Petropavlovsk - (U.S.S.R.)<br>Kamchatskiy) | **640**<br>220<br>333 | | RS | **1969** .............U.S.S.R.<br>54,23 9,38 3,820<br>48,72 9,22 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.418<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **7364273**<br>*TCIY*<br>178<br>Df Esd Gc<br>Rdr RTh | **TAYYAR YILDIRIM**<br>ex Girisim-90<br>**Yilay Uluslararasi Denizcilik ve**<br>**Ticaret Ltd. Sirketi**<br>Istanbul Turkey | **1 986**<br>1 016<br>3 270 | ✠LR class withdrawn-<br>Owners' request 8/90 | | **1974**-12 Denizcilik Anonim Sirketi Beykoz<br>Tersanesi—Beykoz (28)<br>86,82 13,03 5,284<br>81,60 13,00 7,50<br>F 10,4 1 dk<br>rf nil conv Chemical Tanker 86 | **M General Cargo**<br>DB<br><br>G.4 465 B.4 225<br><br>2 Ha (stl) (each 18,4 × 10,2) ER | Alpha<br>Vee Oil 4SA 14Cy. 225 × 300<br>1 596kW (2 170bhp)<br>Alpha-Diesel A/S<br>Gen 1 × 96kW 1 × 72kW 380V 50Hz<br>Controllable pitch propeller<br>Fuel 255,0t-8,5pd |
| **8319110**<br>*3EJZ2*<br>13814-84A<br>Df Esd Gc<br>Rdr Rt | **TAZA**<br>ex Tropical Marina-88<br>**Compagnie Marocaine de Navigation**<br>**(COMANAV)**<br>Panama Panama | *5 654*<br>*2 310*<br>6 765 | | BV (NK) | **1984** Kochi Jyuko K.K.—Kochi (2331)<br>100,18 (BB) 7,576<br>89,79 18,80 8,01<br>2 dks | **M General Cargo**<br>Sail-Assisted<br>2 Ho ER<br>G.12 895 B.12 011<br><br>2 Ha (stl) (each 20,3 × 10,2) ER<br>4W Der 1(30) 1(25) 2(20) | Hanshin<br>Oil 4SA 6Cy. 410 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 212kW |
| **7511644**<br>*SQGC*<br><br>Df Esd Gc<br>Rdr Rt | **TAZAR**<br><br>**Przedsiebiorstwo Polowow**<br>**Dalekomorskich i Uslug**<br>**Rybackich "Odra"**<br>Swinoujscie Poland | **2 395**<br>989<br>1 576 | | PR | **1975** Stocznia im. "Komuny Paryskiej"—Gdynia<br>(B417/01)<br>89,90 15,04 5,201<br>85,50 14,99 9,40<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>3 Ho<br>G.445 In.1 557 L.64 | Sulzer<br>Oil 4SA 6Cy. 400 × 480<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Techniczn<br><br>Gen 2 × 560kW 2 × 504kW 1 ×<br>400V a.c.<br>Controllable pitch propeller |
| **7395181**<br>*CNDJ*<br><br>Df Esd Rdr<br>Rt | **TAZARINE**<br>ex Pescahuelva Quinto-88<br>ex Clara Rosal-88<br>**Societe Shrimps Fisheries**<br>Agadir Morocco | **288**<br>134<br>215 | | BV | **1975** Ast. de Huelva S.A.—Huelva (62)<br>38,46 7,27 3,650<br>33,28 7,26 3,92<br>1 dk | **M Fishing**<br>Stern Trawler | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Fuel 122,0t (d.o.) |
| **7925974**<br>*JF2058*<br>119994<br>Esd Gc Pfd<br>Rdr Rt | **TAZAWA**<br><br>**Government of Japan (Ministry of**<br>**Transportation - Bureau of Ports**<br>**& Harbors - No. 1 Harbor**<br>**Construction Bureau)**<br>Niigata, Japan<br>Niigata Pref. | **195**<br>—<br>25 | | | **1980** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (453)<br>35,01 1,701<br>32,01 7,01 3,31<br>1 dk | **TM Research**<br>Hydrographic Survey<br>Mchy.aft | Fuji<br>2 Oil 4SA each 8Cy. 200 × 210<br>2 840bhp (2 089kW)<br>Fuji Diesel Co. Ltd. |
| **6806365**<br><br><br>Df Esd Gc<br>Pfd Rdr RTv | **TAZERKA**<br>ex Murex-82<br>**Government of The Republic of**<br>**Tunisia**<br>Tunisia | **104 806**<br>76 748<br>212 150 | ✠Classed LR until 5/2/82 | BV | **1968**-7 Howaldtswerke-Deutsche Werft A.G. —Kiel<br>(1133)<br>325,33 (BB) 47,22 18,981<br>310,55 47,17 24,52<br>1 dk<br>rf nil conv Tanker 82 | **S Processing Tanker**<br>Stationary Storage Barge for offshore<br>installations<br>13 Ta ER<br>L.(oil) 239 636 HeCls. B<br>Cr 1(5) Der 2(10) 2(1) | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW)<br>A.E.G.<br>Gen 2 × 750kW 440V 60Hz a.c.<br>Fuel 7 114,5t (o.f.)-142,0pd |
| **7512284**<br><br><br>Df Esd Rdr<br>Rt | **TAZZEKA**<br>ex Almudena Rosal-87<br>**Societe Shrimps Fisheries**<br>Morocco | **286**<br>135<br>155 | | BV | **1976** Ast. de Huelva S.A.—Huelva (19)<br>38,66 7,24 3,450<br>33,30 7,23 3,92<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Fuel 125,0t (d.o.) |
| **8004222**<br>*9HMN3*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom | **TBILISI**<br>ex Kriti Mountains-87<br>ex Eastern Thistle-86<br>**Tbilisi Shipping Co. Ltd.**<br>Anglo-Georgian Shipping<br>Valletta Malta | *16 986*<br>*11 595*<br>29 632<br>T/cm<br>37,7 | ✠Classed LR until 10/87 | NV | **1982**-5 Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1247)<br>176,00 (BB) 25,02 10,784<br>165,00 25,01 14,20<br>P 36,6 F 12,2 1 dk<br>rf nil Bow/CM 86 Diam. 0,305 MH 1,8 | **M Tanker**<br>Oil Molasses<br>IGS<br>11 Ta ER<br>L.(oil) 37 263 HeCls. C<br>4 Cargo pumps total 3 000T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 231,5t (d.o.) 1 576,0t (hvf) |

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| **TBS STONEBRIGHT**<br>ex Hamilton Tide-89<br>**T. T. Boat Corp.**<br>Tidewater Marine Service Inc.<br>Morgan City, La United States of America | **265**<br>180<br>1 200 | AB | **1982** Halter Marine Inc.—Moss Point, Ms (1004)<br>58,68 3,901<br>54,11 12,20 4,58<br>F 17,1 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | General Motors 12-645-E7B<br>2 Vee Oil 2SA each 12Cy. 230 × 254 dr reverse geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 349,0t (d.o.)-16,0pd 13kn |
| **TBS 1**<br>**Thai Bulk Services Co. Ltd.**<br>Bangkok Thailand | **1 932**<br>1 383<br>1 385 | ✠**100A1** SS 10/88<br>pontoon<br>EL P 134,0/36,0U2<br>FN 1549 | **1978**-8 Promet Private Ltd.—Singapore (1045)<br>72,01 18,22 2,501<br>68,71 18,01 4,53<br>1 dk<br>rf nil | **Trans-shipment Pontoon**<br>Cr 4(-) | |
| **TBS 2**<br>**Thai Bulk Services Co. Ltd.**<br>Bangkok Thailand | **1 932**<br>1 383<br>1 385 | ✠**100A1** SS 10/88<br>pontoon<br>EL P 134,0/36,0U2<br>FN 1549 | **1978**-8 Promet Private Ltd.—Singapore (1046)<br>72,01 18,22 2,501<br>68,71 18,01 4,53<br>1 dk<br>rf nil | **Trans-shipment Pontoon** | |
| **TC 81**<br>**Dredging Sea Way Enterprise I**<br>Haiphong Vietnam | **996**<br>285<br>— | (BV) | **1983** Soc. des At. Francais de L'Ouest—Grand Quevilly (2568)<br>71,30 2,368<br>59,34 13,21 4,02<br>1 dk | **TM Dredger**<br>Bucket | Crepelle 8PSN3L<br>2 Oil 4SA each 8Cy. 260 × 320 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 088kW (1 479bhp)<br>Soc. Nouvelle des Moteurs Crepelle Lille |
| **TC 82**<br>**Dredging Sea Way Enterprise II**<br>Haiphong Vietnam | **996**<br>285<br>— | (BV) | **1983** Soc. des At. Francais de L'Ouest—Grand Quevilly (2569)<br>71,30 2,368<br>59,34 13,21 4,02<br>1 dk | **TM Dredger**<br>Bucket | Crepelle 8PSN3L<br>2 Oil 4SA each 8Cy. 260 × 320 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 088kW (1 479bhp)<br>Soc. Nouvelle des Moteurs Crepelle Lille |
| **TC-3**<br>**Centrala Delta Dunari**<br>Sulina Romania | **132**<br>44<br>63 | (PR) | **1981** Stocznia "Ustka"—Ustka (B410/64)<br>25,68 2,910<br>24,36 7,22 3,48<br>1 dk | **M Fishing**<br>Stern Trawler<br>In.90 | Sulzer 6AL20/24<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW)<br>H. Cegielski Poznan<br>Gen 2 × 45kW 400V a.c.<br>11,25kn |
| **TCHAIKOVSKY**<br>ex Valle de Carranza-89<br>**Korea Un Ha General Trading Corp.** | **6 156**<br>3 350<br>9 325 | ✠CLASS WITHDRAWN at Owners' request 10/12/91 | **1976**-11 Ast. de T. Ruiz de Velasco—Bilbao (139)<br>133,89 (BB) 18,06 7,608<br>123,73 18,00 9,10<br>P 24,4 Trunk 85,4 F 15,3 1 dk<br>rf nil DK fwd | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 28,1 30,0 28,5 ER<br>G.11 987<br>3 Ha (stl) (16,3 × 9,3) (18,9 18,9 × 12,5) ER<br>15W Der 2(25) 3(16) | Werkspoor 9TM410<br>Oil 4SA 9Cy. 410 × 470 sr geared to sc. shaft<br>4 413kW (6 000bhp)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 320kW 380V 50Hz a.c.<br>Fuel 112,0t (d.o.) 327,0t (hvf) 14,5kn |
| **TCHILASSI**<br>People's Republic of Congo | **140**<br>—<br>— | | **1989** Master Marine Inc.—Bayou la Batre, Al<br>... ... ...<br>23,47 6,72 | **M Fishing**<br>Stern Trawler | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>Caterpillar Inc. Peoria, Illinois |
| **TE AROHA**<br>**Aotea Shipping Co. Ltd.**<br>Nelson New Zealand | **110**<br>73<br>— | | **1909** T. M. Lane & Sons Ltd.—Totara<br>- 7,31 1,944<br>- 1,95<br>1 dk | **Wood TM Ferry**<br>—dk P | General Motors<br>2 Vee Oil 2SA each 4Cy. 108 × 127<br>350bhp (257kW) NE 71<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>7kn |
| **TE KOTUKU**<br>**Pakatoa Ferry Services Ltd.**<br>Auckland New Zealand | T.Mk<br>**170**<br>128<br>— | | **1974** Whangarei Eng. & Cons. Co. Ltd. —Whangarei<br>- 6,11 0,839<br>-<br>2 dks | **TM Ferry**<br>150P | Cummins VT12-800-M<br>2 Vee Oil 4SA each 12Cy. 140 × 152<br>1 028bhp (756kW)<br>Cummins Engine Co. Inc. Columbus, In<br>15kn |
| **TE MARU**<br>ex Sanuki Maru-84<br>**Port of Timaru Ltd.**<br>Timaru New Zealand | *245*<br>*45*<br>— | **100A1** SS 9/89<br>tug<br>harbour service at Timaru Port, with occasional voyages to Lyttleton<br>**LMC**<br>EL E 250,0/24,0U2<br>FN 350 | **1984** Sagami Zosen Tekko K.K.—Yokosuka (226)<br>32,52 9,00<br>28,33 8,80 2,47<br>RAD 1,9 1 dk<br>rf 495 | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 with clutches, flexible couplings & dr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Ota<br>Gen 2 × 64kW 225V 60Hz a.c.<br>2 Directional propellers<br>Fuel 25,0t (d.o.) 13,5kn |
| **TE TAUTAI**<br>**Government of Tuvalu (Ministry of Commerce & Natural Resources)**<br>*Funafuti* Tuvalu | **173**<br>53<br>208 | | **1982** Iisaku Zosen K.K.—Shizuoka<br>39,22 8,01 3,010<br>31,02 6,81 3,08<br>1 dk | **M Fishing**<br>Training Side-fishing Long-line Tuna<br>8 Ho ER<br>G.102 B.92<br>8 Ha (stl) ER | Yanmar T260-ST<br>Oil 4SA 6Cy. 260 × 330 sr reverse geared to sc. shaft<br>1 400bhp (1 030kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **TE WHAKA**<br>**Lyttelton Port Co. Ltd.**<br>Lyttelton New Zealand | **323**<br>140<br>325 | ✠ | **1910**-5 Ferguson Bros.—Port Glasgow (191)<br>38,56 7,95 3,201<br>- 7,90 3,81<br>1 dk<br>R | **S Hopper/Dredger**<br>Bucket Bottom doors<br>Cr 1(8) | C 2Cy. 419 & 838 x 533<br>300ihp (221kW)<br>Ferguson Bros. Port Glasgow<br>Gen 1 × 5kW 230V d.c.<br>Fuel 44,5t (c) 8,5kn |
| **TE-SITO**<br>**Government of The Republic of Gambia (Ports Authority)**<br>Banjul Gambia | **146**<br>34<br>243 | ✠**100A1** SS 11/87<br>tug<br>✠**LMC**<br>EL D ¾"U1<br>FN 275 | **1977**-3 Argibay, Soc. de Const. Nav. e Mec. S.A.R.L.—Alverca (133)<br>27,56 7,73 2,761<br>24,54 7,41 3,76<br>RAD 1,0 1 dk<br>rf 686 BK 127 | **M Tug** | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280 sr geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 56kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 33,0t (d.o.) |
| **TEA ROSE**<br>ex Boy Andrew-90<br>**Norman D. Bremner & others**<br>Wick United Kingdom | **107**<br>—<br>85 | | **1986** Campbeltown Shipyard Ltd.—Campbeltown (074)<br>26,50 7,52 3,350<br>23,02 7,51 4,25<br>1 dk | **M Fishing**<br>Side Trawler Seiner | Callesen 6-427-FOT<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Controllable pitch propeller |
| **TEAGUE BAY**<br>**Amerada Hess Shipping Corp.**<br>Panama Panama<br>SatCom: 1330440/LIME | **1 101**<br>343<br>— | AB | **1973** Yarrows Ltd.—Victoria, B.C. (353)<br>45,09 14,48 7,317<br>44,51 13,72 8,34<br>F 26,3 1 dk | **TM Tug** | General Motors 20-645-E7B<br>2 Vee Oil 2SA each 20Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 225kW |
| **TEAL**<br>ex W-B-73 ex Jimmy Walker<br>**Platform Services Inc.**<br>New Orleans, La United States of America | **127**<br>86<br>— | | **1952** F. B. Walker & Sons—Pascagoula, Ms (140)<br>*26,40* —<br>6,71 2,75<br>1 dk | **M General Cargo** | Oil<br>330bhp (243kW)<br>.......... |
| **TEAL ARROW**<br>ex Lista-91<br>**Gearbulk Shipowning Ltd.**<br>Kristian Gerhard Jebsen Skipsrederi A/S<br>Nassau Bahamas<br>SatCom: 1103654/TEAL | *27 962*<br>*12 660*<br>43 002<br>T/cm<br>48,0 | NV | **1984** Sanoyas Corp.—Mizushima (1061)<br>187,51 12,097<br>180,02 29,01 16,92<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.47 405 B.46 136<br>TEU 1392 C. 1392/20'<br>7 Ha (stl) (12,4 × 17,0) (24,7 12,4 24,7 12,4 24,7 12,4 × 23,0) ER<br>Cr 2(35) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>8 600bhp (6 326kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 800kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>13,5kn |

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| **7903641**<br>*LAGD4*<br>N-00901<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TEAM BORGA**<br>ex Petrobulk Pioneer-91<br>ex Nakata Eleven-84<br>**Team Borga KS**<br>A/S J. Ludwig Mowinckels Rederi<br>Bergen Norway (NIS)<br>SatCom: 1312174/LAGD | **20 432**<br>12 470<br>35 731<br>T/cm<br>44,0 | ✠**100A1** SS 9/89<br>chemical tanker<br>cargo Type C, in<br>association with a list of<br>defined cargoes<br>✠**LMC**<br>**IGS**<br>EL J† 605,0/66,0U3<br>FN 7493 | **1980**-5 Mitsubishi Heavy Industries Ltd.—Nagasaki (1856)<br>178,01 (BB) 28,05 11,018<br>168,00 28,01 16,59<br>F 11,6 1 dk<br>rf nil Bow/CM 88 Diam. 0,310 MH 1,5 | **M Tanker**<br>Chemical<br>IGS(LR)<br>10 Ta ER<br>L.43 842<br>3 Cargo pumps total 3 000T/hr | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 944kW (10 800bhp)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB 18kgf/cm² (17,7bar) hs428,0<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 141,0t (d.o.) 1 521,0t (hvf) |
| **8003333**<br>*LACY4*<br>N-00862<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TEAM CARRIER**<br>ex Far Carrier-91 ex Protank Carrier-90<br>ex A. M. Carrier-88 ex Mosor Carrier-85<br>**K/S Far Carrier**<br>Sverre Farstad & Co. A/S<br>Aalesund Norway (NIS)<br>SatCom: 1311541/LACY | *22 585*<br>*12 894*<br>40 490<br>T/cm<br>19,8 | ✠**100A1** CS 8/87<br>oil tanker or caustic soda<br>in cargo tanks max. filling<br>68% (depth) with cargo<br>SG 1.5<br>✠**LMC** **UMS**<br>**IGS**<br>EL K† 632,5/68,0U3<br>FN 7951 | **1982**-9 Brodogradiliste "Jozo Lozovina-Mosor"<br>—Trogir (181)<br>175,77 (BB) 33,00 11,224<br>168,81 31,98 15,12<br>F 14,1 1 dk<br>rf nil Bow/CM 87 | **M Tanker**<br>Oil Chemical<br>COW (LR) IGS (LR) PL (LR) SBT (LR)<br>DB<br>6 Ta 10 Wing Ta ER<br>L.(oil) 43 597 HeCls. C<br>4 Cargo pumps total 1 200T/hr | B&W<br>Oil 2SA 5Cy. 670 × 1700<br>10 876bhp (8 000kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>2 AuxB (o.f.) 18,3kgf/cm² (18,0bar)<br>e(ex.g) 18,3kgf/cm² (18,0bar)<br>Gen 3 × 627kW 450V 1 × 93kW<br>440V 60Hz a.c.<br>Fuel 299,0t (d.o.) 1 539,5t (hvf) |
| **8028151**<br>*C6BR5*<br>708854<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TEAM ERVIKEN**<br>**Yucca Shipping Ltd. & Total**<br>**Transport Corp.**<br>Wallem, Steckmest & Co. A/S<br>Nassau Bahamas<br>SatCom: 1104247/TOYU | *21 796*<br>*10 491*<br>33 730<br>T/cm<br>45,4 | AB | **1982** Samsung Shipbuilding Co. Ltd.—Koje (1014)<br>182,61 (BB) 29,93 10,618<br>172,93 29,61 15,63<br>F 13,8 1 dk<br>rf nil Bow/CM 94 Diam. 0,310 MH 1,8 | **M Tanker**<br>Oil Chemical<br>IGS DB<br>18 Ta ER<br>L.41 954 HeCls. CptB<br>4 Cargo pumps total 4 000T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 420,0t (d.o.) 2 186,5t (hvf)-33,0pd |
| **7926241**<br>*LAVC2*<br>N-00665<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TEAM FROSTA**<br>ex Frosta-82<br>**A/S J. Ludwig Mowinckels Rederi**<br>Bergen Norway (NIS)<br>SatCom: 1313552/LAVC | **21 057**<br>13 526<br>41 985<br>T/cm<br>48,6 | NV | **1981** Sanoyasu Dockyard Co. Ltd.—Mizushima (1039)<br>184,44 12,001<br>174,02 30,01 15,83<br>1 dk<br>Bow/CM 97 Diam. 0,310 MH 2,1 | **M Tanker**<br>Oil Chemical<br>COW IGS SBT DB Bow loading<br>22 Ta ER<br>L.(oil) 43 719<br>25 Cargo pumps total 3 000T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 966kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **8618786**<br>*S6FB*<br>383653<br>RTv<br>AMVER | **TEAM HADA**<br>**Yukasan Tanker Pte. Ltd.**<br>Thome Ship Management Pte. Ltd.<br>Singapore Singapore<br>SatCom: 1715412/HADA | *24 653*<br>*14 530*<br>45 831 | NV | **1987** Sanoyas Corp.—Mizushima (1083)<br>186,06 (BB) 30,03 12,401<br>178,01 30,01 16,82<br>1 dk | **M Tanker**<br>COW IGS Stern disch.<br>Mchy.aft<br>L.(oil) 50 545 | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>6 473kW (8 800bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 880kW 1 × 440kW<br>440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **8808501**<br>*LANV4*<br>N-01159<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TEAM HEINA**<br>ex Faith-91<br>Launched as Mosor Sun<br>**Team Heina K.S.**<br>A/S J. Ludwig Mowinckels Rederi<br>Bergen Norway (NIS) | *22 607*<br>*13 116*<br>40 395<br>T/cm<br>49,3 | ✠**100A1**<br>oil and chemical tanker<br>(caustic soda only), SG<br>1.5 with max. filling of 68<br>percent (depth)<br>✠**LMC** **UMS**<br>**IGS**<br>EL K† 632,5/63,0U3<br>FN 7935 | **1991**-4 Brodogradiliste "Jozo Lozovina-Mosor"<br>—Trogir (200)<br>175,65 (BB) 32,02 11,200<br>168,54 32,00 15,08<br>1 dk<br>rf nil Bow/CM 88 Diam. 0,406 | **M Tanker**<br>Oil Chemical<br>COW IGS(LR) PL(LR) SBT(LR)<br>6 Ta 10 Wing Ta ER<br>L.44 469<br>4 Cargo pumps total 4 800T/hr | B&W<br>Oil 2SA 5Cy. 600 × 1944<br>7 651kW (10 402bhp)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>AuxB (o.f.) 16,8kgf/cm² (16,5bar)<br>AuxB (o.f.) 16,8kgf/cm² (16,5bar)<br>e(ex.g) (ex.g) 8,2kgf/cm² (8,1bar)<br>Gen 3 × 584kW 450V 60Hz a.c.<br>Fuel (d.o.)(i.f.o.) |
| **8028163**<br>*C6CI7*<br>710740<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h<br>AMVER | **TEAM STORVIKEN**<br>**P/R Storviken**<br>Wallem, Steckmest & Co. A/S<br>Nassau Bahamas<br>SatCom: 1104157/CZCI | *21 796*<br>*10 491*<br>34 286<br>T/cm<br>45,4 | AB | **1983** Samsung Shipbuilding Co. Ltd.—Koje (1015)<br>182,61 (BB) 29,93 10,602<br>172,93 29,61 15,63<br>F 14,7 1 dk<br>rf nil Bow/CM 94 Diam. 0,310 MH 1,8 | **M Tanker**<br>Oil Chemical<br>IGS Ice strengthened DB<br>18 Ta ER<br>L.41 954 HeCls. CptB<br>4 Cargo pumps total 4 000T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 420,0t (d.o.) 2 186,5t (hvf)-33,0pd |
| **7926253**<br>*LASX2*<br>N-00609<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TEAM TROMA**<br>ex Troma-82<br>**A/S J. Ludwig Mowinckels Rederi**<br>Bergen Norway (NIS)<br>SatCom: 1310615/LASX | **21 057**<br>13 526<br>42 010<br>T/cm<br>48,6 | NV | **1982** Sanoyasu Dockyard Co. Ltd.—Mizushima (1040)<br>184,44 (BB) 30,03 12,001<br>174,00 30,01 15,80<br>1 dk<br>Bow/CM 97 Diam. 0,310 MH 2,1 | **M Tanker**<br>Oil Chemical<br>COW IGS SBT DB Bow loading<br>22 Ta ER<br>L.(oil) 43 719<br>22 Cargo pumps total 7 380T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 966kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **7423976**<br>*OUNW*<br>H713<br>Df Esd Pfd<br>Rdr Rt | **TEAM-WORK**<br>ex Mette-Lotte-88 ex Breton-83<br>**P/R Team-Work**<br>Leif Kristensen<br>Thyboron Denmark | **149**<br>73<br>— | | **1976** Esmadan Skibsvaerft ApS—Esbjerg (90)<br>31,55 6,91 3,048<br>27,49 6,89 3,46<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Grenaa<br>Oil 4SA 6Cy. 240 × 300<br>550bhp (405kW)<br>Grenaa Motorfabrik, A/S<br>Fuel (d.o.) |
| **7007643**<br>*LLOI3*<br>N-01143<br>Esd Gc Pfd<br>Rdr RTm/v | **TEANO**<br>**Skips A/S Teano**<br>Gunnar Kjonnoy Rederi<br>Kristiansund Norway (NIS) | T.Mk<br>**299**<br>197<br>889 | BV (NV) | **1970** Orens M/V—Trondheim (48)<br>59,49 10,04 3,512<br>53,07 10,01 5,67<br>F 16,2 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 38,1comb. ER<br>G.1 755 B.1 589<br>2 Ha (14,1 8,0 × 5,9) ER<br>2W Der 2(3) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>736kW (1 001bhp)<br>Lister Blackstone Mirrlees Marine<br>Gen 1 × 64kW 1 × 60kW 220V<br>Controllable pitch propeller<br>Fuel 51,0t (d.o.)-4,0pd |
| **9005194**<br>*ELNU4*<br>9451<br>Df Esd Gc<br>Pfd Rdr RTv | **TEAROSE**<br>**Norma Carriers Corp.**<br>Monrovia Liberia<br>SatCom: 1244556/ELNU | **4 521**<br>2 418<br>8 073 | NK | **1991** K.K. Usuki Zosensho—Usuki (1610)<br>108,00 (BB) 7,222<br>100,00 18,20 8,90<br>1 dk | **M Tanker**<br>Chemical Molasses | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 626kW (3 570bhp)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Controllable pitch propeller |
| **5375333**<br>*SDZX*<br><br>Df Esd Gc<br>Rdr Rt | **TEATERSKEPPET**<br>ex August Strindberg-88<br>ex Bjarnoy II-80 ex Vagbingur-74<br>**Rederi A/B Sommar & Sol**<br>Stockholm Sweden | **774**<br>296<br>612 | ✠Classed LR until 6/3/81 | **1959**-11 Est. Nav. de Viana do Castelo—Viana do<br>Castelo (45)<br>61,02 9,86 4,668<br>56,01 9,76 5,03<br>F 12,5<br>RW rf 991 BK 152 | **M Fishing**<br>Side Trawler<br>Ice strengthened | MAN<br>Oil 4SA 7Cy. 400 × 600 with flexible<br>1 470bhp (1 081kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7309273**<br>*WB3601*<br>249682 | **TEBENKOF**<br>**Peninsula Salmon Inc.**<br>Bellingham, Wa United States<br>of America | **122**<br>83<br>— | | **1946** Weldt Tank & Steel Co.—Bellingham, Wa<br>*23,02* 7,50<br>1,73<br>1 dk | **M Fishing** | Oil<br>308bhp (227kW)<br>............<br>Fuel (d.o.) |
| **7531266**<br>*7THF*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **TEBESSA**<br>**Societe Nationale de Transport**<br>**Maritime & Compagnie Nationale**<br>**Algerienne de Navigation**<br>**Maritime (S.N.T.M./C.N.A.N.)**<br>Alger Algeria | **3 629**<br>1 336<br>3 499 | BV | **1977** Towa Zosen K.K.—Shimonoseki (498)<br>130,99 (BB) 18,52 6,217<br>120,00 18,51 13,52<br>2 dks | **TM RoRo Cargo**<br>Ref 12bth P<br>Stern door/ramp<br>Lane Length 2590 Cargo Width 3,50<br>B.11 200<br>2 Ha (stl) (21,9 10,5 × 5,4) ER<br>Cr 1(5) | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 ×<br>geared to sc. shafts<br>8 826kW (11 999bhp)<br>Nippon Kokan K.K. Tsurumi<br>Gen 3 × 640kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 87,5t (d.o.) 508,0t (hvf)-42,0pd |
| **7407350**<br>*C9QD*<br><br>Df Esd Rdr<br>Rt | **TEBO**<br>ex Ifcor III-78<br>**Empresa Mocambicana de Pesca**<br>**E.E. (EMOPESCA)**<br>Maputo Mozambique | **109**<br>74<br>— | AB | **1975** Sandock-Austral Ltd.—Durban (64)<br>22,89 6,48 2,464<br>20,73 6,38 3,33<br>1 dk<br>rf 152 | **M Fishing**<br>Stern Trawler Ref Shrimp-trawl<br>Mchy.aft | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse<br>to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 20kW a.c.<br>Fuel 26,5t (d.o.) |

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|---|---|---|---|---|---|---|---|
| **TEBO OLYMPIA**<br>**Suomen Petrooli O/Y**<br>OY Henry Nielsen AB<br>Helsinki/Helsingfors — Finland<br>SatCom: 1623135/TEBO | *8 825*<br>*3 322*<br>11 474<br>T/cm<br>25,9 | | RS | **1980** Valmet Oy Helsingin Telakka—Vuosaari, Helsinki/Helsingfors (296)<br>140,93 21,24 7,301<br>132,01 21,21 10,72<br>1 dk<br>Bow/CM 63 Diam. 0,360 MH 1,5 | **M Tanker**<br>Ice strengthened DB<br>8 Ta ER<br>L.(oil) 13 830<br>9 Cargo pumps total 18 000T/hr | | Wartsila 9R32<br>2 Oil 4SA each 9Cy. 320 × 350 sr geared to sc. shaft<br>7 560bhp (5 561kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 350kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 132,0t (d.o.) 559,0t (hvf)-27,0pd 15kn |
| **TEBOSTAR**<br>**Suomen Petrooli O/Y**<br>OY Henry Nielsen AB<br>Helsinki/Helsingfors — Finland | **3 811**<br>1 992<br>6 060<br>T/cm<br>14,8 | | RS | **1974** Valmet Oy Helsingin Telakka—Helsinki/Helsingfors (284)<br>109,15 17,66 6,609<br>103,26 17,61 8,01<br>P 26,0 F 12,2 1 dk<br>rf 102 Bow/CM 56 Diam. 0,305 MH 1,2 | **M Tanker**<br>Stern disch.<br>4 Ta ER 8 Wing Ta<br>L.(oil) 7 554<br>2 Cargo pumps total 1 220T/hr | HeCls. BC | Werkspoor 8TM410<br>Oil 4SA 8Cy. 410 × 470<br>4 600bhp (3 384kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 3 × 255kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 246,0t (d.o.)-17,5pd 14kn |
| **TEBRIS**<br>**Banco Nacional de Panama**<br>Balboa — Panama | **150**<br>41<br>110 | | | **1979** Ast. Picsa S.A.—Callao (432)<br>21,72<br>19,54 6,71 2,75<br>1 dk | **M Fishing**<br>Side-fishing Seiner | | Caterpillar<br>Oil 4SA 6Cy. 137 × 152<br>275bhp (202kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TEBRO**<br>ex Lady Thelma-85<br>**Servizi Marittimi e Portuali S.r.l. (SEMARPO)**<br>Roma — Italy | **213**<br>51<br>— | ✠Classed LR until 20/6/86 | RI | **1967**-2 Appledore Shipbuilders Ltd.—Appledore (A.S.20)<br>32,39 9,05 3,504<br>28,96 8,54 4,12<br>1 dk<br>rf 457 BK 51 | **TM Tug**<br>Fire-fighting | | Ruston<br>2 Oil 4SA each 6Cy. 260 × 368<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 35kW 1 × 12kW 400V 50Hz a.c.<br>12kn |
| **TEBUK**<br>**Government of The Kingdom of Saudi Arabia (General Directorate of Frontier Force, General Administration of Naval Affairs Maintenance & Supply Department)**<br>Jeddah — Saudi Arabia | **684**<br>176<br>110 | | GL | **1977** Bayerische Schiffbau G.m.b.H.—Erlenbach/Main (1050)<br>60,05 10,32 2,501<br>56,04 10,02 4,86<br>F 34,2 1 dk | **TM Training Ship** | | M.T.U. 16V358TB82<br>2 Vee Oil 4SA each 16Cy. 185 × 200 reverse reduction geared to sc. shafts<br>4 800bhp (3 531kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>19kn |
| **TECH DIVER ONE**<br>ex Al Hamla-81 ex Amina-79<br>ex Breydon Falcon<br>**Aqua Diving Services Ltd.**<br>Sharjah — United Arab Emirates | **339**<br>132<br>110 | | (AB) | **1953** U.S. Naval Shipyard—Mare Island, Ca<br>43,90 2,572<br>42,07 8,17 4,37<br>F 16,5 1 dk | **Wood TM Supply Ship**<br>Mchy.aft | | General Motors<br>2 Oil 2SA each 8Cy. 165 × 178 reverse reduction geared to sc. shafts<br>900bhp (662kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 60kW<br>11kn |
| **TECHNO-VENTURE**<br>ex M. I. L. Venture-79<br>ex Foundation Venture-73<br>ex Dragonet-61<br>**Techno-Navigation Limitee**<br>Quebec, P.Q. — Canada | **470**<br>93<br>144 | | | **1939** Blyth Dry Docks & SB. Co. Ltd.—Blyth (260)<br>*42,13* 9,33 3,160<br>41,15 9,30 4,88<br>2 dks<br>R conv Boom-defence Vessel — | **M Salvage Ship**<br>1 Ho 11,5<br>1 Ha (4,4 × 2,7)<br>Cr 1(10) | | Fairbanks, Morse<br>Oil 2SA 8Cy. 206 × 254<br>1 333bhp (981kW) NE 64<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>Gen 2 × 60kW 1 × 25kW 550V 60Hz a.c.<br>Fuel 58,0t (d.o.) |
| **TECNE**<br>**"CIANE-ANAPO" Compagnia di Navigazione e Bunkeraggi S.p.A.**<br>Augusta — Italy | **993**<br>925<br>2 566 | | RI | **1979** Cantiere Navale Ferronavale—La Spezia (500)<br>72,90 14,38 3,752<br>72,52 14,37 4,55<br>1 dk | **TM Tanker**<br>12 Ta ER<br>L.3 729 | | Deutz<br>2 Vee Oil 4SA each 12Cy. 142 × 160<br>1 414bhp (1 040kW)<br>Kloeckner Humboldt Deutz Koeln |
| **TECO 2**<br>ex Bunnie M ex Jim Kelly-79<br>ex John Palmer-76<br>ex W. F. Fredeman, Jr.-74<br>ex Captain W. F. Fredeman-70<br>ex Larry W. Stephenson ex ST 874<br>Houston, Tx — United States of America | **147**<br>100<br>— | | (AB) | **1945** Kewaunee Eng. Corp.—Kewaunee, Wi (78)<br>7,07<br>24,67 7,01 3,15<br>1 dk | **M Tug** | | Sulzer<br>Oil 4SA 6Cy. 330 × 432<br>Busch-Sulzer Diesel Engine Co. U.S.A. |
| **TECUCI**<br>**Navrom Shipping Company**<br>Constantza — Romania | **1 969**<br>1 110<br>2 400 | | RNR | **1978** Int. Con. Nav. si Rel. la Cald Turnu-Severin—Turnu-Severin (31114)<br>88,65 5,301<br>80,27 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 18,3 18,3 ER<br>B.3 257<br>TEU 42<br>3 Ha (stl) (8,7 × 7,7) (12,8 12,8 × 10,2) ER<br>3W Der 3(5) | | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 800bhp (2 060kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 150kW 400V 50Hz a.c.<br>Fuel 172,5t (d.o.) 12,75kn |
| **TECUMSEH**<br>**Partenreederei m.s. "Tecumseh"**<br>Atlantic-Rhederei F. & W. Joch K.G.<br>Hamburg — Antigua & Barbuda | **999**<br>816<br>2 650 | | GL | **1982** Meltem Beykoz Tersanesi—Beykoz (38)<br>84,84 13,03 4,741<br>78,90 13,00 6,02<br>P 18,3 F 9,8 2 dks | **M Tanker**<br>Vegetable oil<br>SBT Ice strengthened<br>10 Ta ER<br>L.2 231<br>3 Cargo pumps total 900T/hr | | Deutz<br>Oil 4SA 8Cy. 240 × 280 with flexible couplings & sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 320kW 2 × 206kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 33,0t (d.o.) 125,0t (hvf)-10,5pd 11,5kn |
| **TECUMSEH**<br>ex Sandra St. Philip-74<br>ex Harbor Light-71 ex Doris Moran-66<br>ex Picto-66<br>ex Lt. Col. John M. Ritchie-49<br>**Sause Bros. Ocean Towing Co. Inc.**<br>Portland, Or — United States of America | **199**<br>93<br>— | | (AB) | **1943** Equitable Equipment Co.—Madisonville, La (157)<br>32,01 7,68 3,556<br>29,82 7,62 3,89<br>1 dk<br>BK 152 | **M Tug** | | Oil 4SA 8Cy. 370 × 510<br>National Supply Co. Philadelphia, Pa<br>Fuel 112,0t (d.o.) |
| **TED**<br>**Uddevalla Hamnterminal AB**<br>Uddevalla — Sweden | **164**<br>44<br>— | ✠Classed LR until 22/4/83 | NV | **1961**-12 A/B Asi-Verken—Amal (56)<br>26,52 7,88 3,650<br>24,01 7,65 4,20<br>RFD 4,9<br>rf nil | **M Tug**<br>Ice strengthened | 37P | MaK<br>Oil 4SA 8Cy. 290 × 420<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 65kW 1 × 12kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **TED GRACE**<br>ex Sand Pearl-80 ex Wycliffe-70<br>**T. W. Grace**<br>Barnstaple — United Kingdom | **113**<br>52<br>202 | ✠Classed LR until 9/62 | | **1949**-8 Charles Hill & Sons Ltd.—Bristol (355)<br>30,59 5,44 2,369<br>29,34 5,41 2,65<br>RQD 7,4 RFD 3,7 1 dk<br>RW conv General Cargo 67 | **M Dredger/Sand Carrier**<br>Suction<br>1 Ho 15,5 ER<br>G.226<br>1 Ha<br>1W Der 1(1) | | Ruston<br>Oil 4SA 4Cy. 205 × 275<br>136bhp (100kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Fuel 4,5t 8kn |
| **TED NOFFS**<br>**The Maritime Services Board of New South Wales**<br>Sydney, N.S.W. — Australia | **156**<br>46<br>— | | | **1987** Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (201)<br>24,52 3,001<br>22,00 8,01 4,02<br>1 dk | **TM Tug**<br>Fire-fighting | | General Motors 12V-92-TA<br>2 Vee Oil 2SA each 12Cy. 123 × 127 with clutches & dr reverse geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 28,5t (d.o.) 11,5kn |

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|---|---|---|---|---|---|---|
| **7321996**<br>*LLPS*<br>18066<br>Pfd Rdr Rt | **TEDNO**<br>**Hardanger Sunnhordlandske D/S**<br>Bergen Norway | **199**<br>113<br>— | (NV) | **1973** Westermoen Hydrofoil A/S—Mandal (29)<br>26,65 9,00<br>24,80 2,60<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 140dk P<br>Mchy.aft | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 175 × 205<br>2 700bhp (1 986kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 1 × 10kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **7337232**<br>*HP3630*<br>7441-76C<br>Rt | **TEE CLAUDE**<br>**Naviera Normanda S.A.**<br>Panama Panama | **134**<br>91<br>— | | **1972** .............Mobile, Al<br>*23,47* 6,84<br>3,38 | **M Fishing** | Oil<br>420bhp (309kW)<br>.............<br>Fuel (d.o.) |
| **7743015**<br>*WYA2324*<br>592518 | **TEE PETE**<br>**Tee Pete Shrimp Co.**<br>Brownsville, Tx United States of America | **102**<br>69<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1 dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **9002518**<br>*C6KO3*<br>720496<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **TEEKAY SPIRIT**<br>**Schouten Spirit Inc.**<br>Teekay Shipping (Canada) Ltd.<br>Nassau Bahamas | *57 450*<br>—<br>100 336 | NK (Class cont.) | **1991** Onomichi Zosen K.K.—Onomichi (351)<br>14,418<br>234,00 41,20 21,60<br>1 dk | **M Tanker**<br>DB DSS<br>5 Ta ER 4 Wing Ta<br>L.(oil) 121 224 | B&W<br>Oil 2SA 7Cy. 600 × 2292<br>11 820kW (16 069bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 640kW 220/440V 50Hz a.c.<br>Fuel 196,76t (d.o.) 2 437,11t (i.f.o.) |
| **7370557**<br>*C6BE6*<br>375885<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TEEKAY VIGOUR**<br>ex BP Vigour-88<br>ex Prosperity Queen-85<br>**Lea Marine Ltd.**<br>Teekay Norbulk Ltd.<br>Nassau Bahamas<br>SatCom: 1104301/TKVG | **44 572**<br>33 237<br>87 271<br>T/cm<br>83,5 | **100A1** SS 11/87<br>oil tanker<br>**LMC**<br>**IGS**<br>EL Pt 687,5/81,0U3<br>FN 13646<br>(NK) | **1975** Koyo Dockyard Co. Ltd.—Mihara (668)<br>245,37 (BB) 38,99 13,561<br>235,31 38,94 19,05<br>1 dk<br>rf 43 Bow/CM 123 Diam. 0,406 | **M Tanker**<br>IGS (LR)<br>11 Ta ER<br>L.(oil) 113 231 HeCls. BC<br>3 Cargo pumps total 8 250T/hr | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (o.f.) 17,9kgf/cm$^2$ (17,6bar)<br>e(ex.g) 22kgf/cm$^2$ (21,6bar)<br>Gen 2 × 880kW 450V 60Hz a.c.<br>Fuel 448,5t (d.o.) 3 896,5t (hvf)-70,5pd |
| **7377218**<br>*C6BE7*<br>356873<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TEEKAY VISION**<br>ex BP Vision-88 ex Hellespont Glory-85<br>**BP International Shipping Ltd.**<br>Teekay Shipping (Japan) Ltd.<br>Nassau Bahamas<br>SatCom: 1104302/BPVN | **45 001**<br>35 988<br>89 735 | **100A1** SS 10/89<br>oil tanker<br>**LMC**<br>**IGS**<br>EL S 687,5/87,0U3<br>FN 13527<br>(NK) | **1975** Oshima Shipbuilding co. Ltd.—Nagasaki (001)<br>241,59 (BB) 40,06 14,183<br>230,00 40,01 18,80<br>F 20,5 1 dk<br>rf nil | **M Tanker**<br>IGS(LR)<br>14 Ta ER<br>L.(oil) 112 133 | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Sumitomo Heavy Ind. Ltd.<br>WTAuxB (o.f.) 17,9kgf/cm$^2$ (17,6bar)<br>e(ex.g) 22kgf/cm$^2$ (21,6bar)<br>Gen 2 × 880kW 440V 60Hz a.c.<br>Fuel 3 037,0t (hvf)-68,0pd |
| **8327040**<br>341890 | **TEESCHEM I**<br>Launched as Gefo Koln<br>**Tees Storage Co. Ltd.**<br>Middlesbrough United Kingdom | *715*<br>*520*<br>1 870 | **A1** SS 9/89<br>inland waterways oil & chemical tanker, for defined loading conditions and in association with an approved list of defined chemical cargoes<br>**LMC**<br>EL 184,0/33,0U2<br>FN 1030 | **1972** Elsflether Werft A.G.—Elsfleth/Weser<br>82,00 9,02<br>82,00 9,01 3,54<br>1 dk<br>rf nil | **M Tank Barge**<br>Oil Chemical<br>10 Ta ER | MGO<br>2 Vee Oil 4SA each 12Cy. 175 × 180<br>clutches, flexible couplings & sr<br>to sc. shafts<br>978bhp (719kW)<br>Soc. Alsacienne de Const. Mec. de Mulhouse (S.A.C.M.)<br>Gen 1 × 48kW 1 × 32kW 400V<br>Bow jet pump |
| **7510274**<br>*GUZX*<br>366101<br>Rdr Rt | **TEESDALE H**<br>ex Wilks-86<br>**John Harker Ltd.**<br>London United Kingdom | *499*<br>*301*<br>1 050 | BV<br>✠Classed LR until 2/9/88 | **1976**-3 Yorkshire D.D. Co. Ltd.—Hull (238)<br>43,90 9,96 3,901<br>40,77 9,50 4,75<br>RFD 6,4 1 dk<br>rf nil conv General Cargo 86 | **TM Tanker**<br>5 Ta ER<br>L.(oil) 1 136 | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165<br>344kW (468bhp)<br>Caterpillar Tractor Co.<br>Gen 1 × 2,5kW 24V d.c.<br>2 Directional propellers<br>Fuel 15,0t (d.o.) |
| **6805282**<br>*DGTD*<br>11047<br>Df Esd Gc<br>Rdr RTm/v | **TEESLAND**<br>ex Bell Volunteer-72 ex Teesland-71<br>**Werner Bonigk**<br>Walther Moller & Co. (G.m.b.H. & Co.)<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>329<br>1 160 | GL | **1967** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (600)<br>74,68 13,14 3,710<br>68,20 13,11 6,05<br>P 10,7 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>G.2 569 B.2 313<br>TEU 80 C. 80/20'<br>1 Ha (44,3 × 7,6) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 48kW 1 × 24kW |
| **7227035**<br>2733<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TEESTA**<br>ex Indian Fraternity-91 ex Sea Gull-76<br>**Ocean View Shipping Ltd.**<br>Valletta Malta | **9 824**<br>6 144<br>15 188 | AB IRS | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.) —Nagoya (2243)<br>143,41 (BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 141 B.18 989<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 sr<br>shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 310kW 1 × 170kW 440V<br>Fuel 1 258,0t (hvf) |
| **5206300**<br>*J8AN*<br>RTm | **TEGA**<br>ex Leo-64 ex Margrid-61 ex Catharina<br>**Sylvester Simmons, Elroy T. Lewis, Leopold D. Glynn & Thelmore J. McIntosh**<br>Kingstown St. Vincent and the Grenadines | **249**<br>136<br>340 | (GL) | **1916** A. Baars & Zoon—Sliedrecht<br>41,64 6,56 3,150<br>6,53 3,59<br>F 7,1 1 dk<br>R len 53<br>conv sailing vessel — | **M General Cargo**<br>1 Ha (9,9 × 4,5) ER<br>2W Der 2(4) | Callesen<br>Oil 4SA 3Cy. 270 × 400<br>240bhp (177kW) NE 66<br>Masch. Augsburg-Nuernberg (MAN)<br>Fuel (d.o.) |
| **7047344**<br>*LNIZ*<br>20022<br>Df Esd Gc<br>Rdr RTm/h/v | **TEGE**<br>ex North Armac-84<br>ex Atlantic Sprinter-82 ex Atlas Scan-78<br>**Skips A/S Taurus**<br>Sortland Norway | *1 344*<br>*510*<br>1 278 | BV | **1971** Buesumer Werft G.m.b.H.—Buesum (237)<br>71,40 (BB) 13,26 3,982<br>65,72 13,21 6,30<br>F 6,4 2 dks<br>rf 140 | **M General Cargo**<br>Ice strengthened<br>1 Ho 43,7 ER<br>G.2 674 B.2 544<br>TEU 77<br>C.Ho 47/20' (40') C.Dk 30/20' (40')<br>1 Ha (stl) (43,7T × 6,0) ER<br>4W Der 2(30-50) | Alpha<br>Vee Oil 4SA 14Cy. 225 × 300 sr<br>shaft<br>1 750bhp (1 287kW)<br>Alpha-Diesel A/S<br>Gen 1 × 136kW 2 × 100kW 380V<br>Controllable pitch propeller<br>Fuel 152,5t (d.o.)-6,5pd |
| **6602147**<br>*DEHP*<br>Df Esd Pfd<br>Rdr RTm/v | **TEGELERPLATE**<br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic of Germany | **226**<br>5<br>105 | GL | **1965** N.V. Schps. v/h H. H. Bodewes—Millingen a/d Rijn (652)<br>30,36 8,64 3,785<br>27,51 8,31 4,25<br>1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz<br>Gen 2 × 70kW 1 × 23kW<br>Fuel 106,5t (d.o.) |
| **5158412**<br>3289<br>Rdr | **TEGMEN ALI IHSAN KALMAZ**<br>ex Ihsan Kalmaz-83<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **781**<br>293<br>— | ✠Classed LR until 2/12/83 | **1961**-11 Fairfield SB. & Eng. Co. Ltd.—Govan, Glasgow (809)<br>69,88 13,57 2,655<br>64,01 10,98 3,92<br>F 11,6 1 dk, 2nd dk except in mchy. space<br>RW rf 305 | **TS Ferry**<br>1600dk P | C 8Cy. (4) 280 & (4) 600 × 600<br>1 600ihp (1 177kW)<br>Fairfield SB. & Eng. Co. Ltd.<br>Fuel (o.f.) |
| **7735458**<br>*JG2514*<br>119238 | **TEGOSAKI MARU No. 63**<br>**Kitaya Gyogyo G.K.**<br>Hasaki, Ibaraki Pref. Japan | **162**<br>—<br>— | | **1978** Minami-Kyushu Zosen K.K.—Kushikino (303)<br>... ... ...<br>31,58 7,07 2,98 | **M Fishing** | Oil<br>Niigata Eng. Co. Ltd. |
| **8310334**<br>*JG4322*<br>126031 | **TEGOSAKI MARU No. 81**<br>**Kitaya Gyogyo G.K.**<br>Hasaki, Ibaraki Pref. Japan | **216**<br>—<br>— | | **1983** Minami-Kyushu Zosen K.K.—Kushikino (376)<br>46,00 (BB) 3,050<br>38,99 7,71 3,46<br>1 dk | **M Fishing**<br>7 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust propeller fwd |

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| **TEGUH MULIA**<br>ex Tegak Mulia-79 ex Vira 6-75<br>ex Eidai Maru No. 5-73<br>ex Koa Maru No. 2-71<br>**P.T. Pelayaran Nusantara Salam Pacific Indonesia Lines**<br>Tanjung Pinang Indonesia | **555**<br>309<br>848 | KI | **1965** Miyoshi Zosen K.K.—Uwajima<br>53,60 - 3,901<br>48,01 8,50 4,30<br>P 28,1 1 dk | **M General Cargo** | Oil 4SA 6Cy. 320 × 460<br>800bhp (588kW)<br>Usuki Tekkosho Usuki<br>12kn |
| **TEH LUNG No. 3**<br>**Teh Lung Fishing Co. Ltd.**<br>Keelung China* | **150**<br>—<br>— | | **1970** Su-Ao SB. Co. Ltd.—Su Ao<br>32,42 6,33<br>27,28 6,30 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil<br>450bhp (331kW)<br>.............. |
| **TEH MOU No. 1**<br>**Ho Lung Fishing Co. Ltd.**<br>Keelung China* | **112**<br>52<br>— | | **1969** Ta Chung S.B. Co. Ltd.—Keelung<br>28,81 5,57<br>26,12 5,54 2,95<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil<br>380bhp (280kW)<br>Kung Li Eng. Works Keelung |
| **TEH MOU No. 2**<br>**Ho Lung Fishing Co. Ltd.**<br>Keelung China* | **112**<br>52<br>— | | **1969** Ta Chung S.B. Co. Ltd.—Keelung<br>28,81 5,57<br>26,12 5,54 2,95<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil<br>380bhp (280kW)<br>Kung Li Eng. Works Keelung |
| **TEHKIK**<br>**Government of The Islamic Republic of Pakistan (Marine Fisheries Department)**<br>Karachi Pakistan | **199**<br>32<br>83 | GL | **1976** Karachi Shipyard & Eng. Works Ltd. —Karachi (90)<br>28,99 7,68 3,001<br>25,81 7,61 3,51<br>F 15,6 1 dk | **M Research/Fishing**<br>Ref | Alpha 405-24VO<br>Oil 2SA 5Cy. 240 × 400<br>425bhp (313kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 København<br>10kn |
| **TEHUACAN**<br>ex YO 105<br>**Transportadore Jorge Alvarez**<br>San Carlo, Baja California Mexico | **679**<br>474<br>721 | (AB) | **1944** Albina Eng. & Mach. Works—Portland, Or (96)<br>50,55 9,76 3,041<br>9,71 4,58<br>P 15,0 F 7,4 1 dk<br>rf 76 | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 356 × 483<br>560bhp (412kW)<br>Union Diesel Engine Co. Oakland, Ca<br>Fuel 25,5t (d.o.) |
| **TEHUELCHE**<br>ex Likowal-91<br>**Agrepez S.A.**<br>Buenos Aires Argentina | T.Mk<br>**1 434**<br>531<br>915 | (PR) | **1972** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B29/102)<br>75,55 12,73 5,001<br>71,71 5,69<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho 14,0 10,9 4,8<br>G.145 In.900<br>3 Ha (1,6 × 1,6) (1,5 × 1,5) (1,2 × 1,2)<br>3W Der 2(5) 1(3) | GMT B300.12V<br>Vee Oil 4SA 12Cy. 300 × 450<br>2 500bhp (1 839kW)<br>H. Cegielski Poznan<br>Gen 1 × 640kW 1 × 320kW 400V 50Hz a.c. 1 × 320kW 305V d.c.<br>Controllable pitch propeller<br>15kn |
| **TEHUELCHE**<br>**Government of The Republic of Chile (Ministero de Obras Publicas)**<br>Valparaiso Chile | **187**<br>56<br>163 | GL | **1988** Astilleros y Servicios Navales (ASENAV) Ltda.—Valdivia<br>34,55 10,30 2,200<br>- - -<br>1 dk | **TrM RoRo Cargo/Ferry** | Wizeman WM422SAS<br>3 Oil 4SA each 8Cy. 128 × 142 tr geared to sc. shafts<br>360kW (489bhp)<br>J.Wizemann G.m.b.H. & Co. Remseck<br>Gen 1 × 60kW 380V a.c.<br>Directional propeller<br>2 Directional propellers |
| **TEHUMARDI**<br>**Estonian Shipping Co.**<br>Tallinn Estonia | **922**<br>257<br>310 | RS | **1973** Riga Shiprepair Works—Riga (1)<br>55,48 12,83 4,499<br>50,40 12,21 6,00 | **D-E Ferry**<br>Ice strengthened —P | Russkiy 6CHN318/33<br>3 Oil 4SA each 6Cy. 318 × 330 total 3 798bhp (2 794kW) driving 3 gen. each 680kW 400V d.c. connected to elec. motor of 2 400shp (1 765kW) & sc. shaft Kharkov<br>Thw. thrust propeller<br>13,75kn |
| **TEIAN MARU No. 3**<br>ex Koyo Maru No. 38-83<br>ex Koyo Maru No. 28-81<br>**Kyokuto Kaihatsu K.K.**<br>Chinzei, Saga Pref. Japan | **160**<br>—<br>— | | **1973** Sanuki Zosen Tekkosho K.K.—Takuma (678)<br>7,12<br>31,20 7,09 2,70<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>1 030bhp (758kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TEIDE**<br>ex Tanafjord-82 ex Annette Polaris-70<br>**P/R Teide**<br>Hans Christian Jacobsen<br>Esbjerg Denmark | **149**<br>73<br>178 | (BV) | **1968** VEB Rosslauer Schiffswerft—Rosslau (D.561/23)<br>33,58 6,61 2,699<br>29,57 6,58 3,31<br>F 6,1 1 dk<br>BK 69 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,6 6,7 ER<br>2 Ha (stl) (each 1,5 × 1,2) ER<br>1W Der 1(0,5) | Aabenra 6-427-FOT<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW) NE 72<br>Aabenraa Motorfabrik Abenra<br>Gen 2 × 16kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 19,5t (d.o.) 12kn |
| **TEIGENES**<br>**P/R Teigenes**<br>Sigurd Teige<br>Aalesund Norway | *1 505*<br>*604*<br>1 394 | NV | **1985** Drammen Slip & Verk.—Drammen (100)<br>70,40 6,893<br>60,19 12,01 7,90<br>2 dks<br>rf 940 | **M Fishing**<br>Purse Seiner<br>Ice strengthened | Normo<br>Vee Oil 4SA 12Cy. 250 × 300<br>3 000bhp (2 207kW)<br>BMV Maskin A/S Bergen<br>Gen 1 × 613kW 1 × 302kW 440V 60Hz a.c.<br>14,75kn |
| **TEIGENES**<br>**Pesquera Tamarugal S.A.**<br>Santiago Chile | **473**<br>219<br>— | NV | **1966** Hatlo Verksted A/S—Ulsteinvik (30)<br>47,48 8,54 3,988<br>42,60 8,51 4,60<br>2 dks<br>rf 1097 BK 102 len 72 | **M Fishing**<br>Side-fishing<br>1 Ho 6 Ta ER<br>7 Ha (2,5 × 3,5) (2,5 2,5 2,5 2,5 2,5 2,5 × 1,6) ER<br>1W Der 1(3) | Alpha<br>Vee Oil 4SA 12Cy. 225 × 300<br>1 860bhp (1 368kW) NE 74<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 180kW 1 × 166kW 1 × 75kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **TEIGLAND**<br>ex Lady Esther III ex Bjartland-75<br>ex Bjarte-65 ex Teigland-65<br>ex Mowe-47<br>**Leonard Langer**<br>Gloucester, Ma United States of America | **198**<br>166<br>— | (NV) | **1927** Bremer Vulcan Schiffbau & Mfbk. —Vegesack (648)<br>36,25 6,84<br>33,48 6,81<br>1 dk<br>R len 55<br>conv Side-fishing Fishing — | **M General Cargo**<br>2 Ha (5,8 × 3,0) (2,9 × 2,5) ER<br>2W Der 1(10) | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>240bhp (177kW) NE 57<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 24kW 110V d.c.<br>Fuel (d.o.) 9kn |
| **TEIHO MARU**<br>**Y.K. Asada Kaisoten**<br>Oita, Oita Pref. Japan | **194**<br>—<br>507 | | **1982** Kogushi Zosen K.K.—Okayama (235)<br>52,61 3,110<br>48,01 8,51 5,11<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 033 B.795<br>1 Ha (stl) ER | Akasaka MH23R<br>Oil 4SA 6Cy. 230 × 390<br>600bhp (441kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TEIKO MARU**<br>**The Sanko Steamship Co. Ltd. (Sanko Kisen K.K.)**<br>Tokyo Japan<br>SatCom: 1200627/TRAP | **61 169**<br>40 711<br>112 580<br>T/cm<br>87,8 | NK | **1972** Mitsubishi Heavy Industries Ltd.—Hiroshima (237)<br>257,03 40,09 15,982<br>243,03 40,01 22,00<br>1 dk<br>Bow/CM 134 Diam. 0,500 MH 0,9 | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 136 930 HeCls. BC<br>3 Cargo pumps total 9 000T/hr | Mitsubishi 9UEC85/180D<br>Oil 2SA 9Cy. 850 × 1800<br>25 200bhp (18 536kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 4 × 680kW 450V 60Hz a.c.<br>Fuel 162,0t (d.o.) 3 776,0t (hvf)-88,0pd 15,75kn |
| **TEISHO MARU No. 68**<br>**Shinichiro Kanenari**<br>Iwaki, Fukushima Pref. Japan<br>SatCom: 1203674/JKPA | **279**<br>—<br>522 | | **1987** Yamanishi Zosen K.K.—Ishinomaki (935)<br>59,42 (BB) 10,24 4,780<br>51,26 10,20 6,20 | **M Fishing**<br>Stern Trawler<br>G.560 B.487 | Niigata<br>Oil 4SA 6Cy. 400 × 520 sr geared to sc. shaft<br>2 600bhp (1 912kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |

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|---|---|---|---|---|---|---|
| **7514476**<br>*LANE*<br>18615<br>Rdr Rt | **TEISTEN**<br>ex Oygar-88<br>**Hardanger Sunnhordlandske D/S**<br>Bergen Norway | **198**<br>112<br>40 | (NV) | **1975** Westermoen Hydrofoil A/S—Mandal (45)<br>26,65 9,02<br>9,00 2,62<br>1 dk<br>rf - | **Aluminium Alloy TM Ferry**<br>Twin Hull 94dk P<br>1 Ho ER<br>G.70 | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 175 × 205<br>2 200bhp (1 618kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 1 × 16kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel (d.o.) |
| **6900654**<br>*XPSA*<br>A308<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TEISTIN**<br>ex Mikkel Mols-80<br>**Government of The Faeroes**<br>Torshavn Faeroes (Danish) | T.Mk<br>**2 430**<br>1 003<br>803<br><br>**4 269**<br>2 568<br>— | ✠**100A1** SS 2/88<br>for service between Denmark, Norway, Iceland, Faroes, U.K. and Baltic Sea,<br>✠**LMC**<br>EL S 1⅝"U2<br>FN 2203 | **1969**-3 Aalborg Vaerft A/S—Aalborg (179)<br>92,66 16,72 —/4,166<br>83,70 16,50 9,81<br>B 56,4 2 dks, 3rd dk clear of mchy. space<br>rf 152 | **TM Passenger/RoRo Cargo/Ferry**<br>91bth 950dk P<br>Bow door & ramp<br>L 5,00 W 3,30 SWL 36<br>2 Side door/ramps 1(p) 1(s)<br>L 5,00 W 3,70 SWL 36<br>Stern door/ramp<br>L 4,00 W 3,70 SWL 36<br>Lane Length 600 Cargo Width 3,50<br>Clear height 3,98<br>Cars 120 | B&W<br>4 Vee Oil 4SA each 14Cy. 260 × 400<br>sc. shafts<br>11 080bhp (8 150kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 1 × 624kW 2 × 528kW 380V<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 141,0t (d.o.)-24,5pd |
| **7939755**<br>*YQGL*<br>464<br>Df Esd Gc<br>Rdr Rt | **TEIUS**<br>**Navrom Shipping Company**<br>Constantza Romania | **1 969**<br>1 110<br>2 400 | RNR | **1978** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin<br>88,63 5,301<br>80,24<br>1 dk | **M General Cargo**<br>3 Ho 13,5 18,3 18,3 ER<br>G.3 257<br>TEU 42<br>3 Ha (stl) (7,7 × 8,7) (12,8 12,8 × 10,2) ER<br>6W Der 3(3) | Sulzer<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>"Zgoda" Zaklady Urzadzen Techniczn<br>Gen 3 × 150kW 400V 50Hz a.c.<br>Fuel 172,5t |
| **6820488**<br>*JASP*<br>101805<br>Rdr Rt | **TEIZAN MARU No. 2**<br>**Nikko Sangyo K.K.**<br>Hiroshima, Hiroshima Pref. Japan | **177**<br>—<br>— | | **1967** Tohoku Zosen—Shiogama (106)<br>29,30 7,80 2,515<br>26,00 7,78 3,40<br>1 dk | **TM Tug**<br>Pusher | Makita<br>2 Oil 4SA each 6Cy. 330 × 470 geared<br>Makita Tekkosho<br>Gen 1 × 40kW 1 × 15kW 105V a.c. |
| **7709497**<br>*YCQC*<br>6756+BA<br>Df Esd Gc<br>Pfd Rdr Rt | **TEKAD**<br>**P.T. Bahana Utama Line**<br>Jakarta Indonesia | **3 699**<br>2 424<br>6 302 | NK | **1977** Kochiken Zosen—Kochi (652)<br>106,43 16,44 6,703<br>97,95 16,41 8,16<br>P 21,1 F 10,7 1 dk | **M General Cargo**<br>G.8 389 B.7 696<br>2 Ha (stl) (each 28,5 × 8,3) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 160kW |
| **8315669**<br>*TC4313*<br>5437<br>Rdr Rt | **TEKEL 27**<br>**Government of The Republic of Turkey (Turkiye Cumhuriyeti Tekel Genel Mudurlugu Nakliyat Grup Mudurlugu Cevtzli)**<br>Turkey | **274**<br>116<br>350 | AB | **1985** Turkiye Gemi Sanayii A.S.—Istinye, Istanbul (54)<br>41,03 2,871<br>36,78 7,62 3,31<br>P 9,2 F 4,9 1 dk | **M General Cargo**<br>2 Ho ER<br>2 Ha (stl) ER | MWM<br>Oil 4SA 6Cy. 160 × 185 reverse reductio<br>to sc. shaft<br>400bhp (294kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 50kW a.c. |
| **8315671**<br>*TC4489*<br>5470<br>Rdr Rt | **TEKEL 28**<br>**Government of The Republic of Turkey (Turkiye Cumhuriyeti Tekel Genel Mudurlugu Nakliyat Grup Mudurlugu Cevtzli)**<br>Istanbul Turkey | **274**<br>116<br>350 | AB | **1986** Turkiye Gemi Sanayii A.S.—Istinye, Istanbul (55)<br>41,03 7,65 —<br>36,78 7,62 3,31<br>P 9,2 F 4,9 1 dk<br>rf nil | **M General Cargo**<br>2 Ho ER<br>2 Ha (stl) ER | MWM<br>Oil 4SA 6Cy. 160 × 185 reverse reduct<br>to sc. shaft<br>402bhp (296kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 50kW a.c. |
| **8228775**<br><br>M-40189<br>Rdr RTv | **TEKHFLOTETS**<br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Sankt-Peterburg) (U.S.S.R.) | *182*<br>*54*<br>69 | RS | **1984** ............U.S.S.R.<br>29,32 8,31 3,401<br>4,30<br>1 dk | **M Tug** | Oil<br>............ |
| **7028817**<br>*EWFF*<br>M-28214<br>Rt | **TEKHNICHESKIY**<br>(Okhotsk) (U.S.S.R.) | **169**<br>40<br>96 | RS | **1970** ............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **7130115**<br>*EVOT*<br>M-6500<br>Rt | **TEKHNICHNYY**<br>**Dalryba**<br>(Okhotsk) (U.S.S.R.) | **167**<br>43<br>100 | RS | **1971** ............U.S.S.R.<br>34,02 7,09 2,890<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (stl) (1,6 × 1,3)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW) E made75 fitted–<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **7032820**<br>*ESGW*<br>M-29917<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **TEKHNOLOG**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | T.Mk<br>**2 690**<br>926<br>1 496 | RS | **1968** ............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **8033352**<br>*UHKX*<br>M-38884<br>Df Esd Gc<br>Rdr RTm/h/v | **TEKHURI**<br>**Yugryba**<br>(Poti) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1982** ............U.S.S.R.<br>54,82 9,96 4,141<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (stl) (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **7389871**<br>*TCMS*<br>4460<br>Df Esd Gc<br>Rdr Rt | **TEKIRDAG**<br>**T.D.I. Deniz Yollari Isletmesi**<br>Istanbul Turkey | **3 218**<br>1 723<br>960 | (AB) | **1977** Denizcilik Bankasi T.A.O.—Camialti (202)<br>91,39 16,51 4,314<br>81,41 16,50 6,23<br>1 dk | **TM Passenger/RoRo Cargo/Ferry**<br>34bth 1150dk P<br>Bow, side & stern doors<br>Lane Length 80 Cargo Width 10,50<br>Cars 80 Lorries 27 Trailers 8 | Werkspoor<br>2 Oil 4SA each 6Cy. 410 × 470 reduc<br>to sc. shafts<br>8 000bhp (5 884kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 320kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 183,0t (d.o.) |
| **7854307**<br>*JE2332*<br>102538 | **TEKKAI MARU No. 5**<br>**K.K. Hosokawa Sangyo**<br>Aomori, Aomori Pref. Japan | **262**<br>—<br>— | | **1968** K.K. Yoshida Zosen Tekko—Kesennuma<br>40,01 2,201<br>35,51 11,98 2,75<br>1 dk | **M Cable-layer** | Niigata<br>Oil<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. |
| **7396692**<br>*9MBD4*<br>326085<br>Df Esd Gc<br>Pfd Rdr Rt | **TEKNIK SAMUDRA**<br>ex Smit Maassluis-90<br>ex Smit-Lloyd 23-84 ex Broco Pearl-79<br>**Teknik Lengkap Sendirian Berhad**<br>Smit Tak Towage & Salvage (S) Pte. Ltd.<br>Port Kelang Malaysia | T.Mk<br>**551**<br>168<br>915 | NV | **1975** Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen (310)<br>58,85 12,03 4,120<br>51,31 11,99 4,66<br>F - 2 dks<br>rf 953 | **TM Tug/Supply Ship**<br>Deck Cargo 12bth P<br>Mchy.aft | Alpha<br>2 Vee Oil 4SA each 10Cy. 225 ×<br>Alpha-Diesel A/S<br>Gen 2 × 169kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 400,0t (d.o.)-12,0pd |

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| **TELAGA AYU**<br>ex Creation-91<br>Launched as Atlantic Chivalry<br>**Teluk Shipping Ltd.**<br>Thome Ship Management Pte. Ltd.<br>Nassau Bahamas<br>SatCom: 1103706/TAYU | *23 127*<br>*10 519*<br>37 615<br>T/cm<br>46,0 | NV (Class cont.) (BV) | **1987** Kasado Dock Co. Ltd.—Kudamatsu (352)<br>175,44 (BB) 30,03 11,167<br>166,02 30,01 16,82<br>1 dk<br>Bow/CM 88 Diam. 0,310 MH 1,8 | **M Tanker**<br>COW IGS<br>8 Ta ER<br>L.(oil) 45 814<br>4 Cargo pumps total 3 600T/hr | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>7 576kW (10 300bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 482kW 440V a.c.<br>15,7kn |
| **TELAMON**<br>**Avlis Shipyard S.A.**<br>Chalkis Greece | **123**<br>23<br>60 | ✠**100A1** SS 6/82<br>tug<br>✠**LMC**<br>EL E $\frac{11}{16}$"U2<br>FN 271 | **1977**-5 Khalkis Shipyard S.A.—Khalkis (901)<br>26,50 7,70 4,001<br>23,50 7,40 4,12<br>1 dk | **M Tug**<br>Fire-fighting | Alpha 10V23/30<br>Oil 4SA 10Cy. 225 × 300 reverse reduction geared to sc. shaft<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 72kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>12kn |
| | | **LAID UP — SURVEYS OVERDUE 6/86** | | | |
| **TELANAI PURA**<br>ex Selat Siberut ex Juliana-57<br>ex Horsepower-51 ex Ormos<br>**P.T. Wasesa Line**<br>Jakarta Indonesia | **534**<br>240<br>575 | (Kl) | **1944** Higgins Industries Inc.—New Orleans, La<br>51,82 9,76 3,480<br>49,05 9,71 3,66<br>1 dk | **TM General Cargo**<br>B.708 | Paxman<br>2 Vee Oil 4SA each 12Cy. 165 × 225<br>1 000bhp (736kW) NE —<br>Davey, Paxman & Co. Ltd. Colchester<br>Fuel 61,0t (d.o.)<br>10kn |
| **TELANBO**<br>ex Sfinx-83 ex Aardal-73 ex Promt-51<br>**Store Norske Spitsbergen Kulkompani A/S**<br>Bergen Norway | **259**<br>102<br>— | ✠Classed LR until 5/51 | **1942**-3 W. J. Yarwood & Sons Ltd.—Northwich<br>40,16 7,35<br>7,29 2,75<br>1 dk | **M Ferry**<br>146P<br>1 Ho ER<br>1 Ha (stl) ER<br>Der 1(-) | Normo<br>Oil 4SA 6Cy. 250 × 360<br>540bhp (397kW) NE 67<br>A/S Bergens M/V Bergen<br>Fuel (d.o.) |
| **TELANG**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Banjarmasin Indonesia | **190**<br>182<br>140 | Kl | **1969** Swets—Hardinxveld-Giessendam<br>36,61 1,301<br>7,95 2,04<br>1 dk | **M Ferry** | Cummins<br>Oil 4SA 6Cy. 130 × 152<br>150bhp (110kW)<br>Cummins Engine Co. Inc. U.S.A.<br>8kn |
| **TELASCICA**<br>**Mardesic-Dalmatinska Tvornica Ribljih Konzervi**<br>Zadar Croatia | **123**<br>53<br>130 | | **1952** Brodogradiliste "Vicko Krstulovic" —Split<br>30,00 2,407<br>27,82 5,50 2,49 | **M General Cargo**<br>2 Ha (each 3,9 × 2,4)<br>2W Der 2(1) | Alpha<br>Oil 2SA 3Cy. 200 × 340<br>135bhp (99kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>7,5kn |
| **TELCHAC**<br>ex Eva Desgagnes-89 ex Franquelin-87<br>ex Griffon-67<br>**Navisur S.A. de C.V.**<br>Progreso Mexico | **3 542**<br>2 613<br>5 826 | ✠**100A1** SS 8/90<br>Gulf of Mexico to include Caribbean Sea service<br>**LMC**<br>EL u 1½"SQ<br>FN 2201 | **1955**-9 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (18)<br>106,43 13,37 5,487<br>104,50 13,31 7,75<br>P 13,5 F 8,6 1 dk<br>rf nil len & deepened 60 | **M General Cargo**<br>5 Ho 17,0 17,6 23,7 14,0 14,0 ER<br>G.4 757 B.4 754<br>6 Ha (stl) (9,1 12,1 7,3 9,1 9,1 6,7 × 7,9) ER | Fairbanks, Morse<br>Oil 2SA 10Cy. 206 × 508 with hydraulic couplings & sr geared to sc. shaft<br>1 880bhp (1 383kW) NE made44 refitted55<br>Fairbanks Morse & Co. Beloit, Wi<br>wtdb 300lbf/in$^2$ (20,7bar)<br>Gen 2 × 100kW 220V d.c.<br>Fuel 58,5t (d.o.)<br>9kn |
| **TELCO LOMBOK**<br>ex Walrus-90 ex Kurt Burkowitz-88<br>**Telco Lombok Ltd.**<br>Telco Marine B.V.<br>Kingstown St. Vincent and the Grenadines | **615**<br>169<br>— | GL | **1960** Jadewerft G.m.b.H.—Wilhelmshaven (65)<br>54,41 9,15 3,506<br>49,81 9,12 4,65<br>1 dk<br>conv Buoy Ship 90 | **M Stand-by Safety Vessel**<br>for offshore installations<br>Mchy.aft<br>Cr 1(12) | Maybach MD330<br>4 Oil 4SA each 6Cy. 185 × 200 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen<br>Gen 1 × 285kW 1 × 170kW 2 × 65kW 2 × 37kW 230/400V d.c.<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 fwd<br>Fuel (d.o.)<br>14kn |
| **TELCO SCOUT**<br>ex Duits<br>**Telco Commander Ltd.**<br>Telco Marine B.V.<br>Kingstown St. Vincent and the Grenadines | **111**<br>38<br>53<br>T/cm<br>1,1 | BV | **1959** D. & J. Boot Schpsw. "De Industrie" —Alphen a/d Rijn (1274)<br>25,91 6,25 2,220<br>22,81 6,23 2,87<br>P 12,5 F 4,6 1 dk<br>conv Fishing 86 | **M Supply Ship**<br>Deck Cargo | De Industrie<br>Oil 4SA 5Cy. 250 × 350 reduction geared to sc. shaft<br>202kW (275bhp)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 1 × 35kW 2 × 15kW 110/380V d.c.<br>Fuel 22,5t (d.o.)-1,5pd<br>10kn |
| **TELCO SOLENT**<br>ex Jannetje-90 ex Samenwerking-87<br>ex Adriana-79 ex Gerretje-70<br>**Telco Rescue Ltd.**<br>Telco Marine B.V.<br>Kingstown St. Vincent and the Grenadines | **151**<br>56<br>— | | **1964** Scheepswerf "Vooruit" C.V.—Zaandam (296)<br>32,92 6,76<br>6,10 3,41<br>conv Side Trawler Beam-trawl Fishing 91 | **M Stand-by Safety Vessel**<br>for offshore installations | Bolnes<br>Oil 2SA 9Cy. 190 × 350<br>1 080bhp (794kW) NE 73<br>"Bolnes" Motorenfabriek N.V. Krimpen a/d Lek |
| **TELCO SONT**<br>ex Everdina-90 ex Anna Lydia-84<br>**Telco Rescue Ltd.**<br>Telco Marine B.V.<br>Kingstown St. Vincent and the Grenadines | **187**<br>88<br>— | BV | **1969** Scheepswerf "Vooruit" C.V.—Zaandam (331)<br>35,36<br>7,04 3,28<br>1 dk<br>len 76<br>conv Side Trawler Beam-trawl Ref Fishing 90 | **M Stand-by Safety Vessel**<br>for offshore installations<br>Mchy.aft | Stork<br>Oil<br>900bhp (662kW) NE 75<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **TELCO SUEZ**<br>ex Jonas-90 ex Waterman II-71<br>ex Maria-69<br>**Telco Suez Ltd.**<br>Telco Marine B.V.<br>Kingstown St. Vincent and the Grenadines | **150**<br>57<br>— | | **1962** Scheepswerf "Vooruit" C.V.—Zaandam (279)<br>33,00 6,74<br>... ... ...<br>1 dk<br>len 71<br>conv Side-fishing Fishing 90 | **M Stand-by Safety Vessel**<br>for offshore installations | Stork<br>Oil 4SA 8Cy. 210 × 300<br>1 070bhp (787kW) NE 73<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **TELCO SUNDA**<br>ex Hoop op Welvaart-90<br>ex Johanna Cornelia-71<br>**Telco Rescue Ltd.**<br>Telco Marine B.V.<br>Kingstown St. Vincent and the Grenadines | **169**<br>71<br>— | | **1964** D. & J. Boot Schpsw. "De Industrie" —Alphen a/d Rijn (1313)<br>34,98 6,61 2,801<br>6,51 3,41<br>len 67<br>conv Side Trawler Beam-trawl Fishing 90 | **M Stand-by Safety Vessel**<br>for offshore installations | Deutz<br>Oil<br>1 000bhp (736kW) NE 73<br>............. |
| **TELCO TORRES**<br>ex Deo Volente II-91<br>**Telco Commander Ltd.**<br>Telco Marine B.V.<br>Kingstown St. Vincent and the Grenadines | **219**<br>81<br>— | | **1974** Holland Launch B.V.—Zaandam (531)<br>34,78 7,57 3,753<br>30,87 7,50 4,02<br>1 dk | **M Fishing**<br>Side Trawler | Kromhout 9F/SW240<br>Oil 4SA 9Cy. 240 × 260<br>1 235bhp (908kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **TELEAJEN**<br>**Compania de Navigatie Maritime PETROMIN**<br>Romania | **50 570**<br>26 202<br>84 766 | RNR (Class cont.) | **1989** Intreprinderea Constr. Navale Constantza —Constantza (456)<br>228,51 13,501<br>219,89 43,01 19,03<br>1 dk | **M Tanker** | MAN K8SZ70/150CL<br>Oil 2SA 8Cy. 700 × 1500<br>15 200bhp (11 181kW)<br>I.C.M. Resita Resita<br>14kn |

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|---|---|---|---|---|---|---|
| 5147841<br>*GMUA*<br>185737<br>Df Esd Pfd<br>RdrRTm | **TELEBAR**<br>ex Hoxa Sound-79<br>ex Lerwick Trader-79<br>ex Shetland Trader I-72<br>ex Shetland Trader-72<br>ex Henriette B-64<br>**Albert De Jesus**<br>Kirkwall United Kingdom | **499**<br>288<br>670 | (BV) | **1957** N.V. Schpsw. "De Vooruitgang" v/h D. Boot —Alphen a/d Rijn (1247)<br>54,36 8,72 3,175<br>48,77 8,67 3,51<br>1 dk<br>R rf 457 | **M General Cargo**<br>Ref<br>1 Ho 31,5 ER<br>2 Ha (each 11,8 × 5,0) ER<br>2W Der 2(2) | De Industrie<br>Oil 4SA 6Cy. 305 × 460<br>450bhp (331kW)<br>D. & J. Boot "De Industrie"<br>Gen 2 × 8kW 110V d.c.<br>Fuel (d.o.) |
| 8512138<br>*YQOI*<br>1150<br>Df Esd Gc<br>Rdr Rt | **TELEGA**<br>**Navrom Shipping Company**<br>Galatz Romania | **3 430**<br>1 767<br>4 620 | RNR | **1985** Santierul Naval Braila—Braila (4848)<br>106,03 14,84 8,511<br>93,45 14,81 13,72<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 19,4 21,4 22,1 ER<br>G.5 912 B.5 389<br>TEU 102 C. 102/20'<br>3 Ha (stl) (12,0 × 8,0) (15,4 15,4 × 10,2) ER<br>Der 3(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>3 000bhp (2 207kW)<br>Bryansk Eng. Works<br>Gen 3 × 450kW 450V 60Hz a.c. |
| 7906722<br>Df Esd Gc<br>Rdr Rt | **TELEGA** | **2 080**<br>859<br>2 400 | (RNR) | **1980** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin (31122)<br>88,68 5,303<br>80,29 12,82 6,74<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 18,3 18,3 ER<br>B.3 257<br>TEU 42<br>3 Ha (stl) ER<br>3W Der 3(5) | Sulzer<br>Oil 2SA 8Cy. 360 × 600<br>2 800bhp (2 060kW)<br>H. Cegielski<br>Gen 3 × 150kW 400V 50Hz a.c.<br>Fuel 172,5t (d.o.) |
| 7708297<br>*7THR*<br>Df Esd Gc<br>Rdr Rt | **TELEGHMA**<br>**Societe Nationale de Transport Maritime & Compagnie Nationale Algerienne de Navigation Maritime (S.N.T.M./C.N.A.N.)**<br>Alger Algeria | **3 598**<br>1 213<br>3 517 | BV | **1978** Towa Zosen K.K.—Shimonoseki (502)<br>131,02 (BB) 18,52 6,217<br>120,00 18,50 13,49<br>2 dks | **TM RoRo Cargo** 12cbn 12bth P<br>Stern door/ramp<br>Lane Length 2590 Cargo Width 3,50<br>Clear height 1,80<br>B.11 370<br>2 Ha (stl) (21,9 10,5 × 5,4) ER<br>Cr 1(5) | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 460 sc. shafts<br>8 826kW (11 999bhp)<br>Nippon Kokan K.K. Tsurumi Work<br>Gen 3 × 640kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 5354559<br>*JWRE*<br>Df Esd Gc<br>Rdr RTm/v | **TELEKABEL**<br>**Government of The Kingdom of Norway (Den Norske Stat-Teledirektoratet, Bergen Distrikt)**<br>Bergen Norway | **854**<br>215<br>— | NV | **1958** Glommens M/V—Fredrikstad (156)<br>65,18 4,274<br>10,02 6,63<br>2 dks<br>rf 81 len 80 | **M Cable-layer**<br>Ice strengthened<br>2 Ho each 8,0 ER<br>3W Der 2(5) 1(1) | MAN<br>Oil 4SA 6Cy. 400 × 600<br>1 260bhp (927kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 66kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 81,5t (d.o.)-3,5pd |
| 7436636<br>*YQDU*<br>332<br>Df Esd Gc<br>Rdr Rt | **TELEORMAN**<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **4 399**<br>1 923<br>6 136<br>**6 253**<br>4 024<br>8 750 | RNR | **1974** Santierul Naval Galatz—Galatz<br>130,77 (BB) 17,71 6,601/8,100<br>121,21 10,19<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski<br>Gen 3 × 200kW 400V 50Hz a.c.<br>Fuel 457,0t (hvf) |
| 7636341<br>*OF3100*<br>1543<br>Esd Gc Pfd<br>Rdr Rt | **TELEPAATTI**<br>**Government of The Republic of Finland (Suomen Posti-ja Lennatinhallitus & Post-och Telegrafstyrelsen) (Finnish Central Board of Post & Telegraphy)**<br>Turku/Abo Finland | **325**<br>132<br>295 | NV | **1978** Rauma-Repola Oy—Savonlinna (414)<br>36,61 7,73 2,601<br>31,55 7,71 3,87<br>1 dk<br>rf 203 | **Aluminium Alloy M Cable-layer Barge**<br>Ice strengthened<br>Mchy.aft | Wartsila<br>Oil 4SA 6Cy. 240 × 310 with clutches couplings & sr geared to sc. shaf<br>1 000bhp (736kW)<br>Oy Wartsila Ab<br>Gen 2 × 88kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| 5078600<br>*VGYY*<br>188900<br>Df Esd Gc<br>Rdr | **TELESIS**<br>ex Coniscliffe-75 ex Coniscliffe Hall-74<br>**Underwater Gas Developers Ltd.**<br>Port Colborne, Ont. Canada<br>See Register of Offshore Units | **2 099**<br>1 838<br>— | ✠**100A1** Lake SS 11/90<br>drilling barge<br>for service in Great Lakes & River St. Lawrence<br>winters on the Great Lakes<br>EL r 1½"SQ<br>FN 1561 | **1957**-7 Davie SB. Ltd.—Lauzon, P.Q. (611)<br>78,95 13,39 3,658<br>77,12 13,38 6,86<br>P 12,8 F 9,5 1 dk<br>rf nil conv Bulk Carrier 75 | **Drilling Barge** | Gen 2 × 600kW 1 × 135kW 600V<br>2 × 72kW 230V d.c.<br>Thw. thrust propeller fwd , 1 aft |
| 8035180<br>*LYEZ*<br>M-38888<br>Df Esd Gc<br>Rdr RTm/h/v | **TELETS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1982** .............U.S.S.R.<br>54,82 9,96 4,141<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| 8403478<br>Gc RTv | **TELFORD CORAL SUB**<br>**Telford Property Fund Ltd.**<br>Telford South Molle Island Pty. Ltd.<br>*Shute Harbour, Queensland* Australia | **180**<br>—<br>50 | | **1984** North Queensland Engineers & Agents Pty. Ltd.—Cairns (117)<br>18,01 5,31 1,501<br>5,01 2,49<br>B 3,1 1 dk | **TM Ferry** | General Motors<br>Vee Oil 4SA 8Cy. 108 × 112 driving pumps connected to 4 thrusters (2 steering)<br>160bhp (118kW)<br>General Motors Corp., Detroit Diesel Div.<br>Thw. thrust propeller fwd , 3 aft<br>Fuel 1,0t (d.o.) |
| 8308874<br>*3EXW6*<br>18827-PEXT1<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom<br>AMVER | **TELINA**<br>ex Amaryllis-89 ex Sanko Amaryllis-85<br>Panama Panama | *22 556*<br>*12 494*<br>37 705<br>T/cm<br>46,1 | NK (AB) | **1984** Hitachi Zosen—Innoshima Works, Innoshima (4777)<br>185,00 (BB) 28,45 10,906<br>177,00 28,40 15,45<br>P 22,9 F 12,8 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 27,2 27,8 27,8 27,8 27,8 ER<br>G.48 189 B.47 600 HeCls. B<br>5 Ha (stl) (15,2 × 14,4) (20,0 20,0 20,0 20,0 × 16,0) ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>6 326kW (8 600bhp)<br>Hitachi Zosen Sakurajima<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 193,5t (d.o.) 1 298,0t (hvf)-24,0 |
| 7633193<br>*C4CK*<br>707729<br>Df Esd Gc<br>Pfd Rdr Rt | **TELIS K**<br>ex Cerinthus-86<br>**Madriti Island Marine Co. Ltd.**<br>Limassol Cyprus | **1 591**<br>996<br>3 168 | ✠**100A1** CS 3/88<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL P 440,0/36,0U2<br>FN 1663 | **1978**-3 Appledore Shipbuilders Ltd.—Appledore (A.S.120)<br>91,52 (BB) 13,42 5,158<br>84,89 13,25 6,33<br>P 9,2 RAD 10,4 F 9,8 1 dk<br>rf 254 | **M General Cargo**<br>2 Ho 27,0 26,4 ER<br>G.4 029 B.3 659<br>TEU 60 C.Ho 36/20' C.Dk 24/20'<br>2 Ha (stl) (each 22,8 × 9,0) ER<br>Cr 3(5) | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 sr geared to<br>2 650bhp (1 949kW)<br>Mirrlees Blackstone (Stockport) Ltd.<br>Gen 3 × 88kW 415V 50Hz a.c. |
| 7413880<br>*P3DX2*<br>708134<br>Df Esd Gc<br>Rdr RTm/h/v | **TELL**<br>ex Ketelmeer-87<br>**Tell Shipping Ltd.**<br>B.V. Scheepvaartbedrijf "Poseidon"<br>Limassol Cyprus | **953**<br>598<br>1 590 | ✠**100A1** SS 9/89<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL K 1⅛"U2<br>FN 948 | **1975**-10 Schps. Bodewes Bergum B.V.—Bergum (175)<br>65,84 10,83 4,312<br>59,95 10,70 5,11<br>P 11,9 F 7,7 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 40,8 ER<br>G.2 046 B.1 961<br>1 Ha (stl) (33,6 × 7,7) ER | Brons<br>Vee Oil 2SA 8Cy. 220 × 380<br>700kW (952bhp)<br>Appingedammer Brons<br>Gen 2 × 36kW 1 × 31kW 380V 50<br>Fuel 90,5t (d.o.) |
| 5332111<br>*SGOB*<br>Df Esd Gc<br>Rdr Rt | **TELLA**<br>ex Stellan-89 ex Slite-64<br>**Gunnar Lindeberg**<br>Stockholm Sweden | **499**<br>297<br>965 | ✠**100A1** SS 6/91<br>Str. nav. ice<br>✠**LMC**<br>EL j<br>FN 705 | **1955**-7 Solvesborgs Varv A/B—Solvesborg (42)<br>56,47 10,11 3,652<br>51,01 10,01 3,81<br>P & B 29,6 F 6,8 1 dk<br>rf 102 | **M General Cargo**<br>1 Ho 35,3 ER<br>G.1 402 B.1 272<br>2 Ha (each 12,7 × 5,9) ER<br>4W Der 4(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>725bhp (533kW)<br>Kloeckner Humboldt Deutz<br>Fuel 71,5t (d.o.) |

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| **TELLARO**<br>**Morfini S.r.l.**<br>Bari Italy | **737**<br>585<br>1 146 | RI | **1962** Cant. Nav. Ind. Nav. Mecc. Affini SpA I.N.M.A.—La Spezia (45)<br>68,26 9,53 2,769<br>64,50 9,50 3,41<br>P 12,8 F 7,1 1 dk<br>RW | **TM Tanker**<br>6 Ta ER<br>L.(oil) 1 630 | Fiat<br>2 Oil 4SA each 6Cy. 230 × 310<br>700bhp (515kW)<br>S.A. Fiat S.G.M. Torino<br>Fuel 18,5t 9,5kn |
| **TELLEIRO**<br>**Maritima del Berbes S.A.**<br>Vigo Spain | *2 074*<br>*672*<br>2 089 | ✠100A1<br>stern trawler<br>Ice Class 1C<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL 412,5/34,0U3<br>FN 1437 | **1988**-7 Hijos de J. Barreras S.A.—Vigo (1502)<br>77,53 (BB) 4,801<br>68,03 13,01 8,11<br>F 32,1 2 dks<br>rf 600 Box K 400 | **M Fishing**<br>Stern Trawler Refrigerated Cargo | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580 with flexible couplings & sr geared to sc. shaft<br>2 207kW (3 000bhp)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 600kW 2 × 480kW 1 × 76kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **TELLIER**<br>**MESSIGAZ**<br>Dunkerque France<br>SatCom: 1110112 | **27 426**<br>14 079<br>21 301<br>T/cm<br>44,0 | BV | **1974** Ch. Nav. de La Ciotat—La Ciotat (285)<br>196,81 (BB) 29,24 8,109<br>185,81 29,20 17,00<br>1 dk<br>Bow/CM 84 Diam. 0,305 | **S Liquefied Gas Carrier**<br>LNG Atmospheric<br>5 Ta (s.stl) membrane prismatic horizontal ER<br>L.(gas) 40 081 HeCls. B<br>9 Cargo pumps total 4 275T/hr | 2 S Turb dr geared to sc. shaft<br>17 000shp (12 505kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Gen 1 × 2000kW 1 × 2000kW 1 × 350kW 440V 60Hz a.c.<br>Fuel 3 202,0t (o.f.) 149,5t (d.o.)-85,0pd 17kn |
| **TELLITABYA**<br>**T.D.I. Liman Isletmesi**<br>Istanbul Turkey | **108**<br>30<br>— | (GL) | **1961** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1076)<br>26,17 6,71 2,579<br>3,46 | **M Tug** | Deutz<br>Oil 4SA 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 60kW 220V d.c.<br>Fuel (d.o.) |
| **TELLO**<br>Launched as Julio Tello<br>**Compania Peruana de Vapores S.A. (CPV)**<br>Callao Peru | *7 902*<br>*5 908*<br>13 920 | ✠Classed LR until 21/2/90 | **1970**-11 Oy Wartsila Ab—Turku/Abo (1168)<br>150,53 19,74 9,507<br>137,78 19,70 12,70<br>F 16,2 2 dks<br>rf 102 | **M General Cargo**<br>5 Ho 18,8 22,7 11,4DTp&s 22,7 22,7 ER 16,6 5 TwD<br>G.19 007 B.17 271 L.1 412<br>TEU 92 C.Ho 64/20' C.Dk 28/20' (40')<br>5 Ha (stl) (8,2 13,6 13,6 13,6 × 8,0) ER (8,3 × 8,0)<br>18W Der 1(60) 4(10) 12(5) | Sulzer 6RD76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>Oy Wartsila Ab Turku/Abo<br>Gen 2 × 440kW 1 × 184kW 450V 60Hz a.c.<br>17kn |
| **TELLO**<br>ex Nornanborg-85 ex Lysholmen-80<br>**J. P. Strom Shipping Co.**<br>Trondheim Norway | *1 739*<br>*1 147*<br>1 175 | NV | **1974** Orens M/V—Trondheim (59)<br>67,49 (BB) 12,70 3,690<br>59,97 12,68 6,51<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 127 B.2 852<br>2 Ha (stl) (8,9 × 16,7) (9,6 × 8,9) ER<br>2W Der 2(5) | Caterpillar<br>Oil 4SA 6Cy. 280 × 300<br>1 640kW (2 230bhp) NE 90<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 116kW 1 × 50kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 12,5kn |
| **TELNES**<br>**Jebsens Thun Beltships Investments Inc.**<br>Chelston Ship Management Ltd.<br>London United Kingdom | **6 793**<br>4 248<br>10 110<br>T/cm<br>18,0 | NV | **1982** Kleven M/V A/S—Ulsteinvik (38)<br>117,71 20,55 8,467<br>110,01 20,52 11,03<br>P 25,6 B 4,9 F 13,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Self-unloader<br>Ice strengthened<br>4 Ho 19,6 18,9 16,8 19,6 ER<br>G.9 685<br>4 Ha (stl) (each 15,3 × 13,0) ER | Werkspoor 6TM410<br>Oil 4SA 6Cy. 410 × 470 sr geared to sc. shaft<br>4 600bhp (3 384kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 133,5t (d.o.) 700,5t (hvf)-15,5pd 14kn |
| **TELOK INTAN**<br>ex Fujiasu Maru No. 7-82<br>**Mashaha Holdings Sendirian Berhad**<br>Penang Malaysia | **695**<br>460<br>1 126 | | **1970** Asakawa Zosen—Imabari<br>61,70 9,53 4,192<br>57,00 9,50 4,60<br>1 dk | **M Tanker**<br>Chemical<br>3 Ta ER<br>L.1 138 | Daihatsu<br>Oil<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>Gen 2 × 48kW 225V a.c.<br>11,5kn |
| **TELOK IX**<br>**P.T. Perusahaan Pelayaran Nusantara Nagah Berlian**<br>Jakarta Indonesia | **201**<br>97<br>261 | (KI) | **1955** Vereenigde Prauwen Verer—Tandjung Priok (410)<br>40,01 7,07 2,337<br>36,15 7,01 2,80<br>P 14,4 B 4,9 F 6,4 1 dk | **M General Cargo**<br>G.312 B.304<br>2 Ha (each 4,8 × 3,9) ER<br>2W Der 2(2,5) | Crossley<br>Oil 2SA 4Cy. 267 × 343<br>340bhp (250kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 5kW 110V d.c.<br>Fuel 12,0t (d.o.) 9,5kn |
| **TELOK PATIPI**<br>ex Barat<br>**Pemda Irian Jaya**<br>Jakarta Indonesia | **209**<br>200<br>203 | (KI) | **1969** P.T. Djantra—Tanjung Priok (40Bc/64)<br>36,99 6,30 2,299<br>32,49 6,25 2,75<br>1 dk | **M General Cargo**<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 235 × 330<br>275bhp (202kW) E made60 fitted69<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>10kn |
| **TELOK SERUI**<br>**Pemda Irian Jaya**<br>Jakarta Indonesia | **144**<br>137<br>203 | (KI) | **1969** P.T. Djantra—Tanjung Priok (40Bc/65)<br>36,99 6,35 2,299<br>32,49 6,30 2,75<br>1 dk | **M General Cargo**<br>Mchy.aft | MAN<br>Oil 4SA 6Cy. 235 × 330<br>275bhp (202kW) E made60 fitted69<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| **TELOK XI**<br>**P.T. Glora Kaltim**<br>Jakarta Indonesia | **457**<br>255<br>660 | KI | **1961** Vereenigde Prauwen Verer—Tandjung Priok (471)<br>55,35 9,22 2,998<br>51,44 9,20 4,80<br>1 dk & S dk | **M General Cargo** OSD<br>G.1 300 B.1 260<br>2 Ha (each 8,8 × 4,2) ER<br>4W Der 4(3) | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>560bhp (412kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 10kW 110V d.c.<br>Fuel 42,5t (d.o.) 9,5kn |
| **TELSHYAY**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1982** VEB Volkswerft Stralsund—Stralsund (552)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L. 8ND272<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>16,25kn |
| **TELSTAR**<br>ex Salvia Star-88<br>ex Caribbean Hope-82<br>ex Ruby Lotus-79<br>**Telstar Shipping International S.A.**<br>Panama Panama | **6 017**<br>4 182<br>10 186 | NK | **1974** Kochiken Zosen—Kochi (553)<br>128,00 18,34 7,802<br>119,00 18,31 9,91<br>P 23,8 F 9,8 1 dk | **M General Cargo**<br>Mchy.aft<br>3 Ho<br>G.13 018 B.12 808<br>3 Ha (stl) (16,0 30,7 19,5 × 8,9)<br>4W Der 4(15) | Mitsubishi 6UET52/90<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 200kW<br>Fuel 1 079,0t (hvf)-23,0pd 13,25kn |
| **TELSTAR**<br>ex Mount Oro-84 ex Seizan Maru-80<br>**Galaxy Navigation Corporation**<br>Keelung China* | **4 815**<br>3 454<br>6 598 | (NK) | **1971** K.K. Uwajima Zosensho—Uwajima (653)<br>101,83 16,46 7,417<br>94,01 16,41 8,21<br>P 18,9 F 7,4 2 dks<br>RW | **M General Cargo**<br>2 Ho 35,7 32,2 ER<br>G.11 648 B.11 231<br>2 Ha (stl) (25,6 27,2 × 8,0) ER<br>12W Der 4(15) | Ito<br>Oil 4SA 6Cy. 550 × 900<br>4 200bhp (3 089kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 132kW 445V a.c.<br>Fuel 548,5t-13,5pd 12,75kn |
| **TELSTAR**<br>Dakar Senegal | **199**<br>85<br>197 | (BV) | **1964** N.V. Scheeps. "Westerbroek"—Westerbroek (176)<br>34,09 6,91 3,296<br>30,00 6,80 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>In.190<br>3 Ha (each 0,9 × 0,9)<br>Der 1(2) | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 39,0t (d.o.) 12,5kn |

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| 8606240<br><br><br>Rdr Rt | **TELSTAR**<br><br><br><br>Honduras | **101**<br>—<br>— | | **1985** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,86<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159 geared to sc<br>375bhp (276kW)<br>Cummins Diesel International Ltd. |
| 5234606<br>*PKCQ* | **TELUK AMBON**<br>ex Mies-74 ex Empire Connie-47<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **232**<br>—<br>— | ✠Classed LR until 8/58 | **1945**-9 A. Hall & Co. Ltd.—Aberdeen (707)<br>34,40 8,26 3,531<br>32,01 8,23 3,81<br><br>BK 191 | **S Tug** | T 3Cy. 406 635 & 1067 x 686<br><br>A. Hall & Co. Ltd.<br>Fuel (o.f.) |
| 7306518 | **TELUK ARGUNI**<br>ex Lance-67<br>**P.T. Perusahaan Pelayaran Nusantara Jaya Wijaya Shipping Lines**<br>Jayapura Indonesia | **196**<br>95<br>289 | (KI) | **1950** N.V. Schps. & Mfbk. "De Biesbosch" —Dordrecht<br>*32,53* 2,693<br>7,01 3,10<br>1 dk<br>conv Tug 67 | **TM General Cargo**<br><br><br><br><br>2 Ha (each 5,9 × 2,9) ER<br>Der 1(1,5) | Gray<br>2 Oil 2SA each 6Cy. 108 × 127<br>300bhp (221kW) E made fitted50<br>General Motors Corp.<br>Gen 1 × 1kW |
| 7106683<br>*PKCF*<br>110406<br>Esd Rt | **TELUK DORERI**<br>ex Doreri-74<br>**Government of The Republic of Indonesia**<br>Indonesia | **145**<br>55<br>191 | (NK) | **1970** Izumi Zosensho—Moji (116)<br>31,37 6,41 2,439<br>27,49 6,38 2,67<br>P 8,9 F 4,6 1 dk | **M General Cargo**<br><br>G.209 B.197<br><br>2 Ha (stl) (each 4,5 × 2,9) ER<br>Der 4(2) | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>300bhp (221kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Fuel 18,5t-1,5pd |
| 8102672<br><br><br>Esd Rdr | **TELUK JODOH I**<br><br>**Batam Industrial Development Authority**<br>Jakarta Indonesia | **131**<br>2<br>87 | KI (AB) | **1982** Pan Asia Shipyard & Eng. (Pte.) Ltd. —Singapore (PA/66)<br>23,22 2,263<br>22,31 7,41 2,87<br>F 11,0 1 dk<br>rf 450 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 X 152<br>geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 40kW |
| 7306520 | **TELUK KABARE**<br>ex Hardi-<br>**P.T. Perusahaan Pelayaran Nusantara Irian Bhakti**<br>Jakarta Indonesia | **204**<br>91<br>279 | (BV) | **1950** N.V. Schps. & Mfbk. "De Biesbosch" —Dordrecht<br>*32,53* 2,693<br>7,17<br>1 dk<br>conv Tug 68 | **TM General Cargo**<br><br><br><br><br>3 Ha (3,0 × 1,9) (6,1 6,1 × 2,9) ER<br>Der 1(1,5) | Gray<br>2 Oil 2SA each 6Cy. 108 × 127<br>300bhp (221kW) E made fitted50<br>General Motors Corp.<br>Gen 1 × 1kW |
| 7106695<br>*PKCG*<br><br>Esd Rt | **TELUK KABUI**<br>ex Kabui-73<br>**P.T. Pelayaran Nasional Indonesia (PELNI)**<br>Jakarta Indonesia | **147**<br>59<br>191 | KI (NK) | **1970** Izumi Zosensho—Moji (117)<br>31,37 6,41 2,100<br>27,49 6,38 2,67<br>P 8,9 F 4,6 1 dk | **M General Cargo**<br><br>G.209 B.197<br><br>2 Ha (stl) (each 4,5 × 2,9) ER<br>Der 4(2) | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>300bhp (221kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Fuel 18,5t-1,5pd |
| 5090995<br>*PKUH*<br>1230/L<br>Esd Rt | **TELUK MAS**<br>ex Latowa-90 ex Djambu<br>**P.T. Tempuran Emas**<br>Jakarta Indonesia | **1 175**<br>824<br>960 | KI (GL) | **1962** Cant. Nav. M. & B. Benetti—Viareggio (44)<br>68,03 10,06 4,242<br>63,90 10,04 6,10<br>F 10,1 2 dks<br>RW | **M General Cargo** CSD<br><br><br><br><br>2 Ha (9,1 11,5 × 5,0) ER<br>Der 4(3) | Werkspoor<br>Oil 4SA 6Cy. 330 × 600<br>940bhp (691kW)<br>N.V. Werkspoor<br>Gen 1 × 60kW 220V d.c.<br>Fuel 114,0t |
| 5159870<br>*YBJJ*<br><br>Df Gc Pfd<br>RTh | **TELUK RATAI**<br>ex Inagua Shipper-68<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **3 159**<br>2 236<br>— | Classed LR until 6/12/68 | **1944** American Bridge Corp.—Ambridge, Pa (678)<br>99,90 15,55 3,372<br>95,41 15,24 7,65<br>1 dk, pt 2nd & 3rd dks<br>rf nil conv RoRo Cargo/ Tank Landing Ship — | **TM RoRo Cargo/ Landing Ship**<br>Bow doors<br>1 Ho 78,6 ER<br>G.2 917 B.2 407<br><br>3 Ha (9,3 × 3,8) (14,5 18,2 × 5,7) ER<br>1W Cr 1(65) | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 X 254<br>& sr reverse geared to sc. shafts<br>1 800bhp (1 324kW)<br>General Motors Corp.<br>Gen 3 × 100kW 240/480V d.c.<br>Fuel 508,0t (d.o.) |
| 8837631<br>*YB4157*<br><br>Rdr Rt | **TELUK SEKAR**<br>ex Mastara I-91 ex Silas Papare<br>**P.T. Pelayaran Nasional Indonesia (PELNI)**<br>Jakarta Indonesia | **148**<br>73<br>200 | KI | **1989** P.T. Menara—Tegal<br>34,70 - 2,000<br>32,50 6,80 2,50<br>1 dk | **M General Cargo Barge**<br><br>2 Ho ER<br><br><br>2 Ha (stl) (each 7,0 × 4,2) ER<br>Der 2(1) | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>250kW (340bhp)<br>General Motors Corp., Detroit Diesel<br>Div.<br>Gen 2 × 10kW 220/380V a.c. |
| 5354767 | **TELUK SEMANGKA**<br>ex Wankarem-58<br>**Government of The Republic of Indonesia**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Jakarta Indonesia | **1 194**<br>446<br>— | | **1952** "Gheorghiu Dej" Shipyard—Budapest<br>*65,99* 10,06<br>... ... ...<br>1 dk<br>conv General Cargo — | **TM Pilot Vessel** | Lang<br>2 Oil 4SA each 8Cy. 216 × 310<br>Ganz Waggon & Eng. Works |
| 7345693<br>*YBLZ*<br>373+PPJ<br>Gc Rdr Rt | **TELUK SEMANGKA**<br>ex Water Resources-76<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **849**<br>653<br>1 016 | KI (AB) | **1974** Singapore SB. & Eng. Ltd.—Singapore (36)<br>63,15 - 2,740<br>60,96 12,17 3,66<br>P 14,1 F 3,4 1 dk<br>rf nil | **TM Tanker**<br><br>8 Ta ER | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240 rever<br>geared to sc. shafts<br>1 100bhp (809kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 64kW |
| 5159832<br>*PKIM*<br><br>Df Esd Rdr<br>RTh | **TELUK TOMINI**<br>ex Teluk Ratai-67 ex Inagua Crest-67<br>ex Brunal-62<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **3 397**<br>2 695<br>4 064 | | **1942** U.S. Naval Shipyard—Charleston, SC<br>99,83 15,24 5,030<br>15,19<br>2 dks<br>conv RoRo Cargo/ Tank Landing Ship — | **TM RoRo Cargo/ Landing Ship**<br>Bow doors<br>1 Ho 78,6<br><br>3 Ha (9,6 × 3,9) (19,4 19,4 × 5,7)<br>Cr 1(65) | General Motors<br>2 Oil 2SA<br>1 800bhp (1 324kW)<br>General Motors Corp.<br>Gen 3 × 100kW 120/240V d.c.<br>Fuel (d.o.) |
| 7113052<br>*YDBR*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **TELUK TRIMA**<br>ex Osteburg-82<br>**P.T. Perusahaan Pelayaran Nusantara Nusa Tenggara**<br>Surabaya Indonesia | **998**<br>672<br>1 840 | KI (GL) | **1971** Schps. "Hoogezand" J. Bodewes—Bergum (160)<br>71,65 12,30 4,511<br>68,31 11,84 5,44<br>P 13,2 F 5,5 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.2 406 B.2 128<br><br>2 Ha (stl) (24,9 12,5 × 7,6) ER<br>Cr 3(3) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau |
| 7106700<br>*PKCH*<br><br>Esd Rt | **TELUK UTUMBUE**<br>ex Utumbue-74<br>**P.T. Perusahaan Pelayaran Nusantara Jaya Wijaya Shipping Lines**<br>Jayapura Indonesia | **147**<br>59<br>191 | KI (NK) | **1970** Izumi Zosensho—Moji (118)<br>31,37 6,41 2,439<br>27,49 6,38 2,67<br>P 8,9 F 4,6 1 dk | **M General Cargo**<br><br>G.209 B.197<br><br>2 Ha (stl) (each 4,5 × 2,9) ER<br>Der 4(2) | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>300bhp (221kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 22kW 115V<br>Fuel 18,5t-1,5pd |
| 7106671<br>*YCME*<br>1022<br>Esd Rt | **TELUK YENDIDORI**<br>ex Jendidori-74<br>**P.T. Pelayaran Nasional Indonesia (PELNI)**<br>Ujung Pandang Indonesia | **145**<br>50<br>191 | KI (NK) | **1970** Izumi Zosensho—Moji (115)<br>31,37 6,41 2,439<br>27,49 6,38 2,67<br>P 8,9 F 4,6 1 dk | **M General Cargo**<br><br>G.209 B.197<br><br>2 Ha (stl) (each 4,5 × 2,9) ER<br>Der 4(2) | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>300bhp (221kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 22,5kW 115V<br>Fuel 18,5t-1,5pd |
| 7207920<br><br>531995 | **TEMAN**<br><br>**Diamond Services Corp.**<br>Morgan City, La United States of America | **167**<br>113<br>— | | **1971** Diamond Services Corp.—Bayou Sorrell, La<br>*26,52* 8,84<br>8,79 2,01<br>1 dk | **TM Supply Launch** | Oil<br>600bhp (441kW)<br>..............<br>Fuel (d.o.) |

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| **TEMASEK LAUT**<br>**Chuan Hup Holdings Ltd.**<br>Singapore Singapore | *1 829*<br>*548*<br>1 900 | AB (Class cont.) | **1991** Ishii Zosen—Chiba (270)<br>65,90 5,901<br>56,42 14,51 7,13<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | Niigata 8PA5<br>4 Oil 4SA each 8Cy. 255 × 270 with clutches & reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Thw. thrust Contr. pitch propeller |
| **TEMBAGAPURA MAS**<br>ex Delima 122-90 ex Monalisa<br>ex Hokuho Maru-80<br>**P.T. Tembagapura Shipping**<br>Jakarta Indonesia | **999**<br>579<br>1 859 | KI | **1964** Asakawa Zosen—Imabari (71)<br>68,28 10,47 5,106<br>63,99 10,39 5,49<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.2 005<br>1 Ha (31,0 × 5,7) ER<br>2W Der 2(5) | Makita<br>Oil 4SA 6Cy. 380 × 540<br>1 200bhp (883kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 5kW 100V d.c.<br>11kn |
| **TEMBAH**<br>**Government of Canada (Transport Canada)**<br>Ottawa Canada | **189**<br>58<br>— | ✠Classed LR until 1/71 | **1963**-10 Allied Shipbuilders Ltd.—North Vancouver, B.C. (135)<br>Re-erected **1963** .............Fort Smith, N.W.T.<br>39,37 8,06 0,910<br>36,58 7,93 1,53<br>RQD 21,4 RFD 2,8 1 dk<br>rf 76 | **TM Buoy Tender**<br>1 Ho 6,1<br>1 Ha (1,2 × 2,2)<br>Cr 1(5) | Cummins<br>2 Vee Oil 4SA each 12Cy. 140 × 152 sr reverse geared to sc. shafts<br>680bhp (500kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 47,5kW 1 × 38kW 440V 60Hz a.c.<br>Fuel 21,0t (d.o.) 13kn |
| **TEMBE**<br>**Direccao Nacional dos Portos e Caminhos de Ferro**<br>Maputo Mozambique | **596**<br>—<br>— | | Lch.**1941** Cmpl.**1953** At. & Ch. de Bretagne —Nantes<br>*51,00* 9,45 5,182<br>... ... ... | **TS Tug** | T 6Cy. (2) 416 (2) 678 & (2) 1100 × 679<br>At. & Ch. de Bretagne Nantes |
| **TEMBE**<br>**Government of The People's Republic of Mozambique (Emodraga E.E.)**<br>Maputo Mozambique | **317**<br>271<br>— | **✠100AN**<br>dredger<br>Mozambique coastal service<br>FN 493 | **1983**-5 N.V. Scheepswerf "de Donge" —Raamsdonksveer (04324)<br>35,54 11,41 1,851<br>35,01 11,32 2,75<br>1 dk<br>rf nil | **Dredger**<br>Dipper | Gen 1 × 40kW 1 × 14kW 380V 50Hz a.c. |
| **TEMEHANI II**<br>ex Toa Moana-81 ex Jogela-74<br>**Societe Anonyme de Navigation Temehani**<br>Papeete French Polynesia | **1 190**<br>643<br>1 771 | BV | **1968** Soc. Nouvelle des At. & Ch. du Havre—Le Havre (192)<br>75,57 13,06 5,112<br>68,15 13,03 6,58<br>B 6,8 2 dks | **M Refrigerated Cargo**<br>Ice strengthened<br>Mchy.aft<br>3 Ho 16,9 12,9 12,9<br>In.2 509<br>3 Ha (stl) (each 6,0 × 3,9)<br>6W Der 6(5) | CSD<br>MaK 8M551AK<br>Oil 4SA 8Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 241,0t (d.o.) 15kn |
| **TEMEL SIMSIR**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **456**<br>208<br>180 | | **1979** Denizcilik Bankasi T.A.O.—Istinye, Istanbul (38)<br>58,22 10,62 2,401<br>52,81 10,61 3,61<br>1 dk | **TM Ferry** | Stork 8DRO210K<br>2 Oil 4SA each 8Cy. 210 × 300 geared to sc. shafts<br>750bhp (552kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **TEMEL-I**<br>**Temel Arastirma A.S.**<br>Istanbul Turkey | **499**<br>279<br>850 | | **1964** Sezai Turkes, Fevsi Akkaya—Karadeniz Eregli<br>51,01 3,601<br>49,61 8,50 4,02<br>1 dk | **TM General Cargo**<br>Mchy.aft | S.K.L.<br>Oil 4SA 6Cy.<br>682bhp (502kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>8kn |
| **TEMEL-II**<br>**Azim Muhendislik ve Ticaret A.S.**<br>Istanbul Turkey | **499**<br>279<br>800 | | **1964** Sezai Turkes, Fevsi Akkaya—Karadeniz Eregli<br>50,91 3,201<br>49,61 8,50 4,02<br>1 dk | **TM General Cargo**<br>Mchy.aft | S.K.L.<br>Oil 4SA 6Cy.<br>682bhp (502kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>8kn |
| **TEMP**<br>**Northern Shiprepair Yard**<br>(Mago) (U.S.S.R.) | **265**<br>0<br>83 | RS | **1974** Brodogradiliste "Tito"—Belgrade (898)<br>35,45 9,21 3,150<br>30,00 9,00 4,52<br>1 dk | **M Tug** | B&W 7-26MTBF-40<br>2 Oil 4SA each 7Cy. 260 × 400 geared to sc. shaft<br>Titovi Zavodi "Litostroj" Ljubljana<br>Gen 2 × 100kW a.c.<br>Controllable pitch propeller<br>13kn |
| **TEMPELLAC**<br>**Exportacion de Productos Marinos C.A. (EXPROMAR)**<br>Manta Ecuador | **285**<br>75<br>318 | (GL) | **1972** Ast. Picsa S.A.—Callao (340)<br>*30,48* 7,62<br>3,66<br>1 dk | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 146 × 146<br>800bhp (588kW)<br>General Motors Corp. Detroit, Mi |
| **TEMPERA**<br>ex Georgia-90<br>**Neste Oy**<br>Naantali/ Nadendal Finland<br>SatCom: 1623210/OJCT | *44 322*<br>*20 402*<br>83 651 | NV | **1988** R.O. Brodogradiliste "3 Maj"—Rijeka (650)<br>228,27 16,001<br>220,02 32,21 21,67<br>1 dk | **M Tanker**<br>Oil Chemical<br>COW IGS SBT DB DSS<br>12 Ta ER<br>L.88 370<br>12 Cargo pumps total 5 600T/hr | Sulzer 6RTA62<br>Oil 2SA 6Cy. 620 × 2150<br>7 501kW (10 198bhp)<br>R.O. Tvornica Dizel Motora "3 Maj". Rijeka<br>Gen 3 × 820kW 1 × 150kW 440V 60Hz a.c.<br>Fuel 220,0t (d.o.) 1 878,0t (hfv)-36,5pd 14kn |
| **TEMPEST**<br>ex Tempo-79<br>**Trident Seafoods Corp.**<br>Seattle, Wa United States of America | T.Mk<br>**1 115**<br>627<br>1 036<br>**1 418**<br>1 315<br>1 674 | ✠Classed LR until 7/3/80 | **1963**-12 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (328)<br>78,36 11,31 3,810/4,750<br>71,86 11,10 6,15<br>Ba 17,7 F 13,2 2 dks<br>rf nil DK fwd conv Refrigerated Cargo 79 | **TM Factory Ship**<br>Fish-factory Refrigerated Cargo<br>2 Ho ER<br>In.1 831<br>2 Ha (each 9,6 × 5,0) ER<br>2W Der 2(10) 2(3) | MAN<br>2 Oil 4SA each 9Cy. 340 × 450<br>2 500bhp (1 839kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 193,0t (d.o.) 15kn |
| **TEMPEST**<br>**Wijsmuller Ship Management B.V.**<br>Ijmuiden Netherlands | **1 199**<br>61<br>1 165 | **✠100A1** SS 3/87<br>fire fighting ship 2<br>Ice Class 3<br>total monitor discharge capacity 7200cub.m/hr<br>**✠LMC** **UMS**<br>EL (O) $1\frac{7}{16}$"U2<br>FN 875 | **1977**-3 Van der Giessen-de Noord B.V. —Alblasserdam (908)<br>48,11 (BB) 13,85 6,389<br>42,02 13,81 7,01<br>F 21,1 1 dk<br>rf nil | **TM Tug**<br>Anchor-handling Fire-fighting<br>Cr 1(10) 1(4) | Werkspoor 6TM410<br>2 Oil 4SA each 6Cy. 410 × 470 with clutches, flexible couplings & sr geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>TOH (o.f.) 36,7kgf/cm$^2$ (36,0bar)<br>TOH (o.f.) 36,7kgf/cm$^2$ (36,0bar)<br>Gen 1 × 370kW 3 × 185kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (d.o.)-24,5pd 14,5kn |
| **TEMPEST**<br>**Adelaide Steamship Industries Pty. Ltd.**<br>Ritch & Smith Pty. Ltd.<br>*Port Adelaide, S.A.* Australia | **223**<br>0<br>— | | **1965** Adelaide Ship Cons. Pty. Ltd.—Adelaide, S.A. (26)<br>31,86 8,28 4,125<br>29,24 8,11 4,47<br>1 dk | **M Tug** | 100P<br>General Motors<br>Vee Oil 2SA 16Cy. 222 × 267 reduction geared to sc. shaft<br>E made46 fitted65<br>General Motors Corp. Cleveland, Oh<br>Gen 1 × 35kW 1 × 25kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 24,0t (d.o.) 11,5kn |
| **TEMPEST**<br>**Tempest Fisheries Inc.**<br>Seattle, Wa United States of America | **174**<br>118<br>— | | **1966** Pacific Fishermen Inc.—Seattle, Wa.<br>*25,18* 7,93<br>2,87 | **M Fishing** | Oil<br>500bhp (368kW)<br>.............<br>Fuel (d.o.) |
| **TEMPO No. 301**<br>ex Tenyo Maru No. 5-88<br>**Gulf Fisheries Establishment**<br>Han Doo Fisheries Co. Ltd.<br>Panama Panama | **114**<br>40<br>— | | **1970** Tokushima Zosen K.K.—Fukuoka (886)<br>33,51 6,13 2,198<br>29,60 6,10 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 240 × 290<br>900bhp (662kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka |

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|---|---|---|---|---|---|---|
| **7033630**<br>*HP5242*<br>18984-SC<br>Rt | **TEMPO No. 302**<br>ex Tenyo Maru No. 8-88<br>**Gulf Fisheries Establishment**<br>Han Doo Fisheries Co. Ltd.<br>Panama Panama | **114**<br>—<br>— | | **1970** Tokushima Zosen K.K.—Fukuoka (887)<br>34,96 6,53 2,744<br>31,45 6,51 3,10<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 240 × 290<br>900bhp (662kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7378121**<br>*HP5243*<br>18985-SC<br>Df Gc Pfd<br>Rdr Rt | **TEMPO No. 303**<br>ex Tenyo Maru No. 35-88<br>**Gulf Fisheries Establishment**<br>Han Doo Fisheries Co. Ltd.<br>Panama Panama | **114**<br>—<br>146 | | **1974** Tokushima Zosen K.K.—Fukuoka (1132)<br>35,69 6,13 2,388<br>29,11 6,10 2,87<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 240 × 290<br>720bhp (530kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7378133**<br>*HP5244*<br>18986-SC<br>Df Rdr Rt | **TEMPO No. 305**<br>ex Tenyo Maru No. 36-88<br>**Gulf Fisheries Establishment**<br>Han Doo Fisheries Co. Ltd.<br>Panama Panama | **114**<br>—<br>146 | | **1974** Tokushima Zosen K.K.—Fukuoka (1133)<br>35,69 6,13 2,388<br>29,11 6,10 2,87<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 240 × 290<br>720bhp (530kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7053020**<br>*HP5245*<br>18987-SC<br>Df Esd Pfd<br>Rdr Rt | **TEMPO No. 306**<br>ex Tenyo Maru No. 83-88<br>ex Kaiyo Maru No. 7-82<br>ex Taiki Maru No. 2-78<br>**Gulf Fisheries Establishment**<br>Han Doo Fisheries Co. Ltd.<br>Panama Panama | **143**<br>51<br>— | | **1970** Kyokuyo Zosen Tekko K.K.—Chofu (222)<br>36,76 6,63 2,693<br>31,02 6,61 3,10<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **8030491**<br><br>620538 | **TEMPO SEA**<br>ex Constance-90<br>**Tempo-Twenty Inc.**<br>Seattle, Wa United States of America | *333*<br>*99*<br>— | | **1980** Columbia S.B.—The Dalles Or<br>35,36 9,15<br>35,23 9,14 3,96<br>1 dk<br>len 91 | **TM Fishing**<br>Crab | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127<br>650bhp (478kW)<br>General Motors-Detroit Diesel Allison Di |
| **8827088**<br>*YDWK*<br><br>Rt | **TEMPOA**<br>ex Wade Hampton<br>**P.T. Baruna Raya Logistics Inc.**<br>Jakarta Indonesia | **180**<br>63<br>— | KI | **1974** Breaux's Bay Craft Inc.—Loreauville, La (1299)<br>36,60 - —<br>- 8,50 3,40<br>1 dk | **TM Crewboat** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 250kW (1 699bhp)<br>Caterpillar Inc.<br>Gen 1 × 80kW 240V a.c. |
| **7013020**<br>*V8YD*<br>0087<br>RTh/v | **TEMPUA**<br>**Brunei Shell Petroleum Co. Sendirian Berhad**<br>Bandar Seri Begawan Brunei | **474**<br>156<br>550 | BV | **1969** Vosper Thornycroft Uniteers (Pte.) Ltd.<br>—Singapore (B.882)<br>45,41 10,70 2,630<br>42,91 10,36 3,36<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>7 Ta ER<br>L.81 | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 600bhp (1 177kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 160kW 1 × 90kW 445V 50<br>Thw. thrust propeller fwd<br>Fuel 37,5t (d.o.) |
| **7608643**<br>*UJHW*<br>M-31245<br>Df Esd Gc<br>Pfd Rdr Rt | **TEMRYUCHANIN**<br>**Yugryba**<br>(Novorossiysk) (U.S.S.R.) | **3 931**<br>1 810<br>2 118 | RS | **1976** VEB Volkswerft Stralsund—Stralsund (458)<br>101,83 (BB) 15,22 5,600<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha (2,2 × 2,2) (2,3 × 2,3)<br>6W Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller |
| **7051644**<br>*WR7485*<br>285125 | **TEN NINETY ONE**<br>ex Bering Sea ex LSIL 1091<br>**Ralph L. Davis**<br>United States of America | **298**<br>202<br>— | | **1944** Defoe SB. Co.—Bay City, Mi<br>*46,09* 7,12<br>3,46 | **M Fishing** | Oil<br>450bhp (331kW)<br>..............<br>Fuel (d.o.) |
| **8004399**<br>*JLRQ*<br>123737<br>Df Esd Gc<br>Rdr RTv | **TEN-EI MARU**<br>**Kaisho Shipping Co. Ltd.**<br>Tokyo Japan<br>SatCom: 1201216/JLRQ | **39 256**<br>23 328<br>63 133<br>T/cm<br>66,8 | NK | **1981** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2751)<br>217,71 11,800<br>207,02 36,01 18,32<br>1 dk<br>Bow/CM 106 Diam. 0,410 MH 0,9 | **M Tanker**<br>SBT DB Stern disch.<br>Mchy.aft<br>L.(oil) 73 350<br>2 Cargo pumps total 5 500T/hr | Pielstick<br>Vee Oil 4SA 18Cy. 400 × 460 sr gear<br>shaft<br>11 700bhp (8 606kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 720kW 450V 60Hz a.c.<br>Fuel 185,5t (d.o.) 2 644,0t (hvf)-38,5pd |
| **6622109**<br>*IUTI*<br>218<br>Df Esd Rdr<br>Rt | **TENACE**<br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italy | **234**<br>49<br>— | RI | **1966** Cant. Nav. M. & B. Benetti—Viareggio (70)<br>33,84 8,13 3,728<br>30,00 8,01 4,20<br>1 dk<br>RW | **M Tug**<br>Salvage | MAN<br>Oil 4SA 8Cy. 400 × 420<br>Masch. Augsburg-Nuernberg (MAN) |
| **7393420**<br>*IPOB*<br>747<br>Esd Rt | **TENACE SECONDO**<br>**Societa Cooperativa Descatori- I Ciclopi**<br>Catania Italy | **199**<br>69<br>— | | **1975** Cant. Nav. A. Giorgetti—Viareggio (21)<br>39,53 7,55 2,210<br>35,51 7,52 3,71<br>1 dk | **M Fishing** | MWM<br>Oil 4SA 8Cy. 230 × 270<br>1 080bhp (794kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **7328994**<br>*HO2911*<br>15921-86<br>Esd Rdr Rt | **TENACIOUS**<br>ex Salvenom-86 ex Asiatic Stamina-82<br>**Universal Dockyard Ltd.**<br>Panama Panama | **168**<br>25<br>— | AB | **1973** Sing Koon Seng Ltd.—Singapore (78)<br>24,39<br>23,02 7,29 3,99<br>1 dk | **M Tug** | Caterpillar<br>Vee Oil 4SA 16Cy. 137 × 165 revers<br>geared to sc. shaft<br>E made71 fitted73<br>Caterpillar Tractor Co.<br>Gen 1 × 32kW 1 × 22kW<br>Fuel 90,5t (d.o.) |
| **5354987**<br>*VKBC*<br>315306<br>RTh/v | **TENACIOUS**<br>**Frank Markert**<br>*Port Adelaide, S.A.* Australia | **161**<br>0<br>— | ✠**100A1** SS 12/87<br>tug<br>✠**LMC**<br>FN 291 | **1961**-6 Adelaide Ship Cons. Pty. Ltd.—Adelaide, S.A. (7)<br>28,96 7,57 3,487<br>26,78 7,17 3,66<br>1 dk<br>rf 533 BK 51 | **M Tug**<br>100P | Ruston<br>Oil 4SA 5Cy. 318 × 368 reduction g<br>shaft<br>Ruston & Hornsby Ltd.<br>Gen 2 × 30kW 220V d.c.<br>Fuel 21,5t (d.o.) |
| **7927776**<br><br>392896<br>Esd Rdr Rt | **TENACIOUS**<br>**British Columbia Packers Ltd.**<br>Prince Rupert, B.C. Canada | **149**<br>43<br>120 | | **1980** Allied Shipbuilders Ltd.—North Vancouver, B.C. (222)<br>22,84 7,78 3,001<br>20,81 7,62 3,79<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>B&W Alpha Diesel Div. of B&W Dies |
| **7814759**<br>*S6CU*<br>383755<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TENACITY**<br>ex Goho Maru-88<br>**Transpetrol Tankers Pte. Ltd.**<br>Wallem Shipmanagement Ltd.<br>Singapore Singapore<br>SatCom: 1715561/TENA | **35 591**<br>20 819<br>55 144<br>T/cm<br>57,9 | NK | **1979** Kawasaki Heavy Ind. Ltd.—Sakaide (1301)<br>208,01 (BB) 32,24 12,501<br>198,03 32,21 18,72<br>1 dk<br>Bow/CM 105 Diam. 0,406 MH 0,9 | **M Tanker**<br>SBT<br>11 Ta ER<br>L.(oil) 67 611<br>4 Cargo pumps total 5 300T/hr<br>HeCls. BC | MAN<br>Oil 2SA 6Cy. 780 × 1550<br>13 800bhp (10 151kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 1 × 480kW 2 × 320kW 450V<br>Controllable pitch propeller<br>Fuel 378,0t (d.o.) 2 462,0t (hvf)-42,0 |
| **6719392**<br>*VC8125*<br>328503<br>Df Esd Gc<br>Pfd Rdr Rt | **TENACITY I**<br>ex Senator Don-86 ex Scotia Point-82<br>**Laurence Sweeney Fisheries Ltd.**<br>Walter L. Sweeney<br>Yarmouth, N.S. Canada | **353**<br>163<br>— | ✠Classed LR until 15/6/73 | **1967**-8 Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1088)<br>35,97 8,64 3,353<br>29,57 8,54 4,12<br>F 15,9 1 dk<br>Box K 254 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 sr re<br>sc. shaft<br>765bhp (563kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 55kW 220V 60Hz a.c.<br>Thw. thrust propeller double ended |
| **7428469**<br>*9MSM*<br>324214<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **TENAGA DUA**<br>**Malaysian International Shipping Corporation Berhad (MISC)**<br>Penang Malaysia<br>SatCom: 1710103/DUAA | **68 085**<br>49 631<br>72 083 | AB (BV) | **1981** Soc. Metallurgique & Navale Dunkerque-Normandie—Dunkerque (302)<br>280,63 (BB) 41,64 11,724<br>266,00 41,61 27,51<br>1 dk | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>5 Ta (Ni.stl) membrane prismatic vert ER<br>L.(gas) 130 000<br>HeCls. B | 2 S Turb tr & dr geared to sc. shaft<br>45 000shp (33 100kW)<br>Alsthom-Atlantique<br>Gen 2 × 2600kW 1 × 1400kW<br>Fuel 6 708,0t (o.f.) 372,0t (d.o.)- |

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| **TENAGA EMPAT**<br>**Malaysian International Shipping Corporation Berhad (MISC)**<br>Penang Malaysia<br>SatCom: 1710102/FOUR | **68 085**<br>49 631<br>72 083 | AB BV | **1981** Cons. Nav. & Ind. de la Mediterranee (CNIM) —La Seyne (1428)<br>280,63 (BB) 41,64 11,724<br>266,00 41,61 27,51<br>1 dk | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>5 Ta (Ni.stl) membrane prismatic vert ER<br>L.(gas) 130 000 HeCls. B | 2 S Turb tr & dr geared to sc. shaft<br>45 000shp (33 100kW) Stal-Laval<br>Alsthom-Atlantique St. Nazaire<br>Gen 2 × 2600kW 1 × 1400kW 440V 60Hz a.c.<br>Fuel 6 708,0t (o.f.) 372,0t (d.o.)-250,0pd 20kn |
| **TENAGA LIMA**<br>**Malaysian International Shipping Corporation Berhad (MISC)**<br>Penang Malaysia<br>SatCom: 1710105/LIMA | **68 085**<br>49 631<br>72 083 | AB (BV) | **1981** Cons. Nav. & Ind. de la Mediterranee (CNIM) —La Seyne (1429)<br>280,63 (BB) 41,64 11,724<br>266,00 41,61 27,51<br>Trunk 18,6 1 dk<br>rf 196 | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>5 Ta (36% Ni.stl) membrane prismatic vert ER<br>L.(gas) 130 000 HeCls. B<br>15 Cargo pumps total 15 625T/hr | 2 S Turb tr & dr geared to sc. shaft<br>45 000shp (33 100kW) Stal-Laval<br>Alsthom-Atlantique St. Nazaire<br>Gen 2 × 2600kW 1 × 1400kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 6 708,0t (o.f.) 372,0t (d.o.)-250,0pd 20kn |
| **TENAGA SATU**<br>**Malaysian International Shipping Corporation Berhad (MISC)**<br>Penang Malaysia<br>SatCom: 1710101/SATU | **68 085**<br>49 631<br>72 083 | AB (BV) | **1982** Soc. Ind. et Fin. des Ch. de France-Dunkerque—Dunkerque (301)<br>280,63 (BB) 41,64 11,726<br>266,00 41,61 27,61<br>1 dk | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>5 Ta (Ni.stl) membrane prismatic vert ER<br>L.(gas) 130 000 HeCls. B | 2 S Turb tr & dr geared to sc. shaft<br>45 000shp (33 100kW) Stal-Laval<br>Alsthom-Atlantique St. Nazaire<br>Gen 2 × 2600kW 1 × 1400kW 440V 60Hz a.c.<br>Fuel 6 708,0t (o.f.) 372,0t (d.o.)-250,0pd 20kn |
| **TENAGA TIGA**<br>**Malaysian International Shipping Corporation Berhad (MISC)**<br>Penang Malaysia<br>SatCom: 1710104/TIGA | **68 085**<br>49 631<br>72 083 | AB (BV) | **1981** Soc. Metallurgique & Navale Dunkerque-Normandie—Dunkerque (303)<br>280,63 (BB) 41,64 11,724<br>266,00 41,61 27,51<br>1 dk<br>rf 196 | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>5 Ta (Ni.stl) membrane prismatic vert ER<br>L.(gas) 130 000 HeCls. B | 2 S Turb tr & dr geared to sc. shaft<br>45 000shp (33 100kW) Stal-Laval<br>Alsthom-Atlantique St. Nazaire<br>Gen 2 × 2600kW 1 × 1400kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 6 708,0t (o.f.) 372,0t (d.o.)-250,0pd 20kn |
| **TENAKA**<br>ex Comox Queen-77<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **651**<br>435<br>41 | | **1964** Victoria Mchy. Depot Co. Ltd.—Victoria, B.C. (107)<br>46,18 13,21 2,591<br>41,20 13,11 4,27<br>1 dk | **TM RoRo Cargo/Ferry**<br>206dk P | Paxman<br>2 Oil 4SA each 12Cy. 178 × 197<br>1 500bhp (1 103kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 2 × 60kW 230V 60Hz a.c.<br>Fuel (d.o.) 12kn |
| **TENAX**<br>**La Sabliere Guadeloupeene (SAGUA)**<br>Guadeloupe (French) | **953**<br>628<br>1 480 | BV | **1980** Scheepswerf en Reparatiebedrijf "Harlingen" B.V.—Harlingen<br>76,92<br>74,96 9,96 4,20<br>1 dk | **M Hopper/Dredger**<br>Suction Bottom doors<br>Mchy.aft<br>Hopper 1 156 | General Motors 16V-149-TI<br>Vee Oil 2SA 16Cy. 146 × 146<br>900bhp (662kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>11kn |
| **TENAX**<br>**K/S Bugsertjeneste II A/S**<br>Johannes Ostensjo d.y.<br>Haugesund Norway | *429*<br>*128*<br>— | NV | **1988** Batservice Verft A/S—Mandal (674)<br>33,30 5,020<br>29,95 10,00 5,62<br>1 dk | **TM Tug**<br>Tractor Pollution Control | MaK 8M332AK<br>2 Oil 4SA each 8Cy. 240 × 330 with clutches, flexible couplings & reduction geared to sc. shafts<br>E made87 fitted4/88<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 160kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 98,5t (d.o.)-6,0pd 13,25kn |
| **TENAX**<br>ex Adriano Cecchetti II<br>**Luigi Caracciolo** | **330**<br>242<br>— | (RI) | **1950** Cant. Nav. A. Cecchetti—Civitanova<br>41,41 7,88 3,537<br>37,42 7,85 3,84<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER | Ansaldo<br>Oil 4SA 6Cy. 265 × 410<br>300bhp (221kW)<br>Ansaldo S.p.A. Genova<br>8,5kn |
| **TENAX**<br>**S.C. Baker**<br>*Hobart, Tas.* Australia | **134**<br>54<br>— | | **1946** Mort's Dock & Eng. Co. Ltd.—Sydney, N.S.W.<br>*28,87* 6,51<br>… …<br>1 dk | **M Tug** | Crossley<br>Oil 8Cy. 267 × 343<br>Crossley Bros. Ltd. Manchester<br>10kn |
| **TENCHO MARU**<br>**K.K. Sanwa Shosen**<br>Ushibuka, Kumamoto Pref. Japan | **488**<br>—<br>166 | | **1986** Fujiwara Zosensho—Omishima<br>50,70 2,601<br>44,96 11,60 3,51<br>1 dk | **M Ferry** | Daihatsu<br>Oil<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>11,5kn |
| **TENCHO MARU**<br>**Y.K. Yamahata Unso**<br>Setouchi, Kagoshima, Pref. Japan | **137**<br>63<br>260 | | **1967** Matsuura Tekko Zosen—Higashino (180)<br>32,00 7,62 1,874<br>26,70 7,60 2,60<br>1 dk | **M Ferry**<br>Mchy.aft<br>200P | Daihatsu<br>Oil 4SA 6Cy. 180 × 240<br>300bhp (221kW)<br>Daihatsu Kogyo Osaka<br>9kn |
| **TENCHO MARU**<br>ex Joei Maru-90<br>**Takeshi Ryogo**<br>Goshiki, Hyogo Pref. Japan | **123**<br>—<br>384 | | **1983** Tokuoka Zosen K.K.—Naruto (115)<br>44,00 2,910<br>39,00 7,70 4,60<br>1 dk | **M General Cargo** | Oil 4SA 6Cy.<br>Japan |
| **TENCHO MARU**<br>ex Kannon Maru No. 8<br>**Nagahisa Kisen Y.K.**<br>Tokushima, Tokushima Pref. Japan | **102**<br>—<br>300 | | **1975** Y.K. Okajima Zoensho—Nakajima<br>34,00 7,52 3,800<br>30,40 7,50 4,30<br>1 dk | **M General Cargo** | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>272kW (370bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **TENDER**<br>ex Terningen-83 ex Byfjorden-65<br>**Roel Feenstra Scheepvaartbedrijf B.V. (Feenstra Shipping)**<br>Den Helder Netherlands | **229**<br>124<br>274 | (BV)<br>✠Classed LR until 5/57 | **1956**-4 Donso Varv AB—Donso<br>44,48 6,53 2,623<br>40,80 6,51 2,85<br>P 9,8 RFD 5,2 1 dk<br>rf 152 len 57 | **M General Cargo**<br>2 Ho ER<br>G.425<br>2 Ha (1,2 × 1,9) (21,4 × 3,6) ER<br>2W Der 1(5) 1(2) | Alpha 405-24VO<br>Oil 2SA 5Cy. 240 × 400<br>221kW (300bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 14,0t (d.o.) 10kn |
| **TENDER GELA**<br>ex Castalia Azzurra-91<br>ex Tender Gela-89 ex Tender Bounty-84<br>**Secos S.r.l.**<br>Messina Italy | **497**<br>221<br>904 | AB RI | **1982** Mangone Swiftships Inc.—Houston, Tx (135)<br>55,89 11,59 4,174<br>51,03 11,56 4,88<br>F 17,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 1 × 150kW 2 × 125kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 305,0t (d.o.)-10,0pd 12kn |
| **TENDER GENOVA**<br>ex Castalia Verde-91<br>ex Tender Genova-89<br>ex Tender Bay-84<br>**Secos S.r.l.**<br>Messina Italy | **497**<br>221<br>904 | AB RI | **1982** Mangone Swiftships Inc.—Houston, Tx (134)<br>55,89 11,59 4,174<br>51,03 11,56 4,88<br>F 17,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 1 × 150kW 2 × 125kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 305,0t (d.o.)-10,0pd 12kn |
| **TENDRA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *723*<br>*414*<br>414 | RS | **1985** ..............U.S.S.R.<br>54,82 9,95 4,140<br>50,30 - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>853kW (1 160bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |

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| **5351818**<br>*LNHI*<br>14503<br>Rdr Rt | **TENDRINGEN**<br>ex Tamsoy-74<br>**Halvard Mikkelsen**<br>Sortland Norway | **143**<br>29<br>— | (NV) | **1956** Lindstols Skips & Batbyg. A/S—Risor (251)<br>27,49 6,15 2,464<br>24,39 6,10 3,26<br>1 dk<br>RW rf 800 BK 89 | **M Ferry/General Cargo**<br>1 Ho ER<br>1 Ha (2,1 × 1,5) ER<br>1W Der 1(2,5) | —P | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW) NE 67<br>Caterpillar Tractor Co.<br>Fuel 10,0t (d.o.) |
| **8727020**<br>M-27742<br>Df Esd Gc<br>Rdr RTv | **TENDROVSKAYA**<br>**Glavmorrechstroy**<br>(Odessa) (U.S.S.R.) | *745*<br>*223*<br>1 068 | RS | **1986** .............Romania<br>56,19 11,21 3,700<br>53,20 - 4,44<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Ice strengthened | | S.K.L.<br>2 Oil 4SA each 6Cy. 180 × 260<br>574kW (780bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 100kW a.c. |
| **7701172**<br>*C4IN*<br>707737<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TENEDOS**<br>ex Proikonisos-92 ex Santa Ocean-86<br>ex Marine Star-81<br>**Almore Maritime Co. Ltd.**<br>Marmaras Navigation Ltd.<br>Limassol Cyprus | **10 442**<br>7 356<br>19 027 | NK | **1977** Koyo Dockyard Co. Ltd.—Mihara (800)<br>151,31 9,427<br>143,01 22,71 12,76<br>P 27,5 F 10,4 1 dk | **M Bulk Carrier**<br>G.23 645 B.22 970<br>4 Ha (18,1 × 9,9) (19,9 19,9 19,9 × 10,9)<br>ER<br>Der 4(22) | | Pielstick<br>Vee Oil 4SA 14Cy. 400 × 460 geare<br>9 100bhp (6 694kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 320kW 450V 60Hz a.c. |
| **7378212**<br>*JM3821*<br>117100<br>Rdr Rt | **TENEI MARU**<br>ex Shuho Maru-85<br>**Tsuneishi Port Service K.K.**<br>Numakuma, Japan<br>Hiroshima Pref. | **198**<br>—<br>84 | | **1974** Towa Zosen K.K.—Shimonoseki (462)<br>30,61 8,82 2,598<br>27,01 8,79 3,51<br>1 dk | **TM Tug** | | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **7914640**<br>*JM4381*<br>122923<br>Rt | **TENEI MARU No. 23**<br>ex Hozan Maru No. 8-89<br>**Yasukazu Arai**<br>Ieshima, Japan<br>Hyogo Pref. | **379**<br>—<br>603 | | **1979** Y.K. Hashimoto Zosensho—Amakusa (55)<br>*47,49* 4,200<br>9,01 4,81<br>1 dk | **M General Cargo**<br>Mchy.aft | | Oil |
| **8630332**<br>*JL5545*<br>129051<br>Rdr Rt | **TENEI MARU No. 38**<br>**Katsura Kaiun K.K.**<br>Uchinomi, Japan<br>Kagawa Pref. | **398**<br>—<br>1 224 | | **1986** K.K. Yoshida Zosen Kogyo—Arida<br>58,90 12,22 4,260<br>53,00 12,20 6,10<br>1 dk | **M Sand Carrier** | | Fuji<br>Oil 4SA 6Cy. 320 × 610<br>736kW (1 001bhp)<br>Fuji Diesel Co. Ltd. |
| **8703725**<br>*JJ3551*<br>129294 | **TENEI MARU No. 58**<br>**Nippon Jyari K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **498**<br>—<br>1 200 | | **1987** Shinhama Dock K.K.—Tamano (230)<br>... ...<br>59,01 13,50 6,20<br>1 dk | **M Sand Carrier**<br>Mchy.aft | | Oil<br>Fuji Diesel Co. Ltd. |
| **9016686**<br>Df Esd Gc<br>Rdr Rt | **TENEI MARU No. 60**<br>**Ieshima Kensetsu K.K.**<br>Japan | **499**<br>—<br>1 000 | | **1991** Shinhama Dock K.K.—Tamano (253)<br>- -<br>- - -<br>1 dk | **M Sand Carrier** | | Niigata<br>Oil<br>Niigata Eng. Co. Ltd. |
| **7305942**<br>*7TAL*<br>Df Esd Gc<br>Pfd Rdr Rt | **TENES**<br>**Societe Nationale de Transport Maritime & Compagnie Nationale Algerienne de Navigation Maritime (S.N.T.M./C.N.A.N.)**<br>Alger Algeria | **1 598**<br>863<br>2 339 | BV | **1974** Ast. Construcciones S.A.—Rios (232)<br>*98,06* 4,827<br>95,00 17,51 11,21<br>2 dks | **TM RoRo Cargo**<br>Side door Stern door/ramp<br>1 Ho 49,5 ER<br>G.12 239 B.10 344<br>1 Ha (stl) (37,1 × 8,0) ER | | Deutz<br>2 Vee Oil 4SA each 12Cy. 400 × 50<br>7 700bhp (5 664kW)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 250kW 1 × 40kW 440V<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **7400314**<br>*SKBH*<br>Df Esd Gc<br>Pfd Rdr Rt | **TENFJORD**<br>Launched as Tenfjord Af Styrso<br>**Kurt Ingvald Kjellberg**<br>Styrso Sweden | **147**<br>—<br>— | | **1976** Karlstadsverken FEAB—Karlstad (110)<br>26,01 7,09 3,052<br>22,71 7,01 3,46<br>1 dk | **M Fishing**<br>Side Trawler | | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. |
| **8710209**<br>*3EHB6*<br>17679-88<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **TENFU**<br>**Apollo Shipping Properties S.A.**<br>Norbulk Shipping UK Ltd.<br>Panama Panama<br>SatCom: 1332655/TNFU | *4 939*<br>*3 026*<br>6 530 | NK | **1988** Shin Kurushima Dockyard Co. Ltd.—Akitsu (2548)<br>124,70 (BB) 17,84 7,317<br>117,00 17,80 9,85<br>P 24,1 F 9,8 3 dks | **Aux M Refrigerated Cargo**<br>Vehicles<br>4 Ho ER 8 TwD<br>In.7 362<br>4 Ha (stl) (each 8,2 × 6,2) ER | | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1350 reverse red<br>to sc. shaft<br>5 149kW (7 000bhp)<br>Kobe Hatsudoki K.K.<br>Secondary<br>Gen 2 × 563kW 450V a.c.<br>Fuel 174,15t (d.o.) 924,82t (hvf)-20,0t |
| **8103573**<br>*BOQM*<br>Df Esd Gc<br>Pfd Rdr Rt | **TENG LONG**<br>ex Sun Hope-87 ex Sky River-84<br>ex Tasman Queen-84 ex Tenmei-83<br>ex Ladybird-82<br>**Shekou Shipping & Transportation Co. Ltd.**<br>Shekou China | **2 499**<br>1 716<br>5 133 | NK ZC | **1981** Hakata Zosen K.K.—Hakata (255)<br>96,20 6,200<br>89,50 16,00 7,50<br>P 21,1 B 5,2 F 9,5 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 207 B.5 616<br>2 Ha (stl) (18,8 29,9 × 8,4) ER<br>3W Der 2(22) 1(15) | | Hanshin<br>Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 483,0t (d.o.)-8,5pd |
| **8314536**<br>*HO2617*<br>14280-84<br>Esd Gc Rdr Rt | **TENGAR**<br>**Q.S. Vessel Joint Venture**<br>Panama Panama | **648**<br>194<br>712 | AB | **1983** Chung Wah SB. & Eng. Co. Ltd.—Hong Kong (188)<br>45,95 12,45 2,702<br>43,21 12,17 3,05<br>P 15,3 F 8,0 1 dk<br>rf 152 | **TM Utility Vessel** | | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 1<br>& sr reverse geared to sc. shafts<br>720bhp (530kW)<br>General Motors Corp., Detroit Diesel<br>Div.<br>Gen 3 × 160kW<br>Thw. thrust propeller fwd |
| **7816214**<br>349395 | **TENGAWAI**<br>**Sanford South Island Ltd.**<br>Timaru New Zealand | **156**<br>62<br>— | | **1979** B.V. Schps. & Mfbk. "De Biesbosch-Dordrecht"—Dordrecht<br>26,01 2,891<br>24,01 7,02 2,98<br>1 dk | **M Fishing**<br>Stern Trawler | | General Motors<br>Vee Oil 2SA 12Cy. 146 × 146 rever<br>geared to sc. shaft<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel<br>Div. |
| **7345162**<br>Rdr Rt | **TENGGER**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **395**<br>47<br>— | KI (AB) | **1974** Robin Shipyard (Pte.) Ltd.—Singapore (113)<br>40,58 - 3,963<br>36,00 8,82 4,53 | **TM Tug** | | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW |
| **7927312**<br>*YCMZ*<br>Df Esd Gc<br>Rdr Rt | **TENGGIRI**<br>**Direktorat Jenderal Perikanan Departeman Pertanian**<br>Jakarta Indonesia | **303**<br>92<br>314 | KI (NK) | **1979** Niigata Eng. Co. Ltd.—Niigata (1661)<br>39,20 4,025<br>35,18 8,46 4,02<br>F 19,9 1 dk | **M Research/Fishing**<br>Ref<br>In.70 | | Niigata<br>Oil 4SA 6Cy. 200 × 260 reduction<br>shaft<br>720bhp (530kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 128kW 225V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **7227449**<br>*YCQS*<br>Rt | **TENGGIRI**<br>ex Ferry Ponte-80<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Darat Ministry of Land Communications)**<br>Jakarta Indonesia | **287**<br>99<br>111 | KI | **1972** Matsuura Tekko Zosen—Higashino (220)<br>41,20 10,22 2,312<br>36,28 8,92 3,10<br>1 dk | **TM RoRo Cargo/Ferry** | 350dk P | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240<br>740bhp (544kW)<br>Yanmar Diesel Engine Co. Ltd.<br>4 propellers aft, 2 fwd<br>Fuel 9,0t-1,0pd |

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| **TENGU MARU**<br>**Mori Kaiun Y.K.**<br>Ikeda,<br>Kagawa Pref. | Japan | **179**<br>—<br>395 | **1977** Takebe Zosen—Takamatsu (67)<br>... ... ...<br>41,00 7,80 3,15<br>1 dk | **M General Cargo**<br>Mchy.aft | Sumiyoshi<br>Oil 4SA 6Cy. 200 × 240<br>330bhp (243kW)<br>Sumiyoshi Tekkosho Shizuoka |
| **TENHIRO**<br>**Pine Tree Shipping Corp.**<br>Panama | Panama | *3 803*<br>*2 192*<br>6 733 | **1986** Hakata Zosen K.K.—Hakata (327)<br>106,86 (BB) 16,54 6,941<br>NK 98,61 16,51 8,21<br>1 dk | **M Tanker**<br>Oil Chemical Molasses<br>10 Ta ER<br>L.7 810 | Hanshin 6EL44<br>Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 134kW a.c.<br>12,25kn |
| **TENHO MARU**<br>**Midori Kisen K.K.**<br>Shimonoseki,<br>Yamaguchi Pref. | Japan | **499**<br>—<br>1 334 | **1983** Shitanoe Zosen K.K.—Usuki (1033)<br>62,21 4,401<br>57,00 10,00 4,60<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin<br>Oil<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Japan<br>Fuel (d.o.) 10kn |
| **TENHYAKU**<br>**Pine Tree Shipping Corp.**<br>Panama | Panama | *3 802*<br>*2 174*<br>6 752 | **1984** Hakata Zosen K.K.—Hakata (307)<br>106,86 (BB) 6,943<br>NK 98,61 16,51 8,21<br>P 23,8 F 15,3 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>10 Ta ER<br>L.7 755 | Hanshin 6EL44<br>Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 160kW a.c.<br>12,5kn |
| **TENILLE EYMARD**<br>ex New Leaf ex Imco Explorer-80<br>ex Sid Bourg ex YF 881<br>**Jetoke Shipping Inc.**<br>Juneau, Ak | United States of America | **196**<br>63<br>— | **1945** Defoe SB. Co.—Bay City, Mi<br>*37,95* 9,15 3,277<br>3,87<br>1 dk<br>conv General Cargo Barge — | **M General Cargo**<br>Mchy.aft | Oil<br>1 000bhp (736kW)<br>U.S.A. |
| **TENJIN MARU**<br>**Imura Kisen K.K.**<br>Anan,<br>Tokushima Pref. | Japan | **375**<br>—<br>1 050 | **1987** K.K. Yoshida Zosen Kogyo—Arida<br>68,70 10,42 3,670<br>63,75 10,40 6,00<br>1 dk | **M General Cargo** | Niigata 6M26AFTE<br>Oil 4SA 6Cy. 260 × 460<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. Tokyo |
| **TENJIN MARU**<br>**Ofuna Kaiun Y.K.**<br>Nomi,<br>Hiroshima Pref. | Japan | **181**<br>110<br>350 | **1980** M. Ishida—Japan (142)<br>2,900<br>36,00 7,00 3,00<br>1 dk | **M Tanker** | Oil<br>Japan |
| **TENJIN MARU**<br>ex Seiko Maru-90<br>**Kitakado Kaiun Y.K.**<br>Himeji,<br>Hyogo Pref. | Japan | **179**<br>99<br>462 | **1980** Ishida Zosen K.K.—Innoshima (141)<br>3,200<br>42,70 8,01 4,81<br>1 dk | **M General Cargo** | Oil<br>Japan |
| **TENJIN MARU No. 1**<br>**Tamura Sekizai K.K.**<br>Ieshima,<br>Hyogo Pref. | Japan | **366**<br>—<br>825 | **1986** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (1936)<br>62,34 (BB) 3,461<br>56,01 13,01 5,62<br>2 dks | **M General Cargo**<br>1 Ho ER<br>B.487<br>1 Ha (stl) ER | Hanshin 6LUN28AG<br>Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TENJIN MARU No. 5**<br>**Y.K. Tenjin Kisen**<br>Akitsu,<br>Hiroshima Pref. | Japan | **178**<br>—<br>219 | **1963** K.K. Taihei Kogyo—Akitsu (111)<br>32,14 6,33 2,591<br>28,50 6,30 2,90<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (11,9 × 3,8) ER | Kanegafuchi<br>Oil 4SA 4Cy. 260 × 260<br>210bhp (154kW)<br>Kanegafuchi Nainenki Tokyo<br>9kn |
| **TENJIN MARU No. 6**<br>**Y.K. Kyowa Kaiun**<br>Tanabe,<br>Wakayama Pref. | Japan | **197**<br>117<br>373 | **1964** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (180)<br>37,62 7,65 3,099<br>33,81 7,60 5,21<br>1 dk<br>RW len 82 | **M General Cargo**<br>1 Ho ER<br>1 Ha (10,5 × 5,6) ER<br>1W Der 1(6) | Makita<br>Oil 4SA 4Cy. 340 × 380<br>200bhp (147kW)<br>Makita Tekkosho Takamatsu<br>Fuel 10,5t-1,0pd 9kn |
| **TENJIN MARU No. 8**<br>**Kawasaki Kaiun Y.K.**<br>Tokushima,<br>Tokushima Pref. | Japan | **453**<br>—<br>570 | **1989** K.K. Saidaiji Zosensho—Okayama (162)<br>*47,10*<br>10,50 5,40 | **M Sand Carrier** | Hanshin<br>Oil<br>The Hanshin Diesel Works Ltd. Akashi |
| **TENJIN MARU No. 8**<br>**Shozo Yamashiro**<br>Tokuyama,<br>Yamaguchi Pref. | Japan | **199**<br>—<br>500 | **1969** Sagawa Zosen—Hakata (144)<br>40,52 3,101<br>35,01 7,41 3,41<br>1 dk | **M General Cargo**<br>Mchy.aft | Sumiyoshi<br>Oil<br>520bhp (382kW)<br>Sumiyoshi Tekkosho Japan<br>9,5kn |
| **TENJIN MARU No. 8**<br>ex Yutaka Maru No. 8-85<br>ex Shoei Maru No. 8-81<br>**Shunichi Hamaguchi**<br>Ryugatake,<br>Kumamoto Pref. | Japan | **198**<br>—<br>665 | **1978** K.K. Mochizuki Zosensho—Kinoe (106)<br>3,170<br>49,92 9,01 5,01<br>1 dk | **M General Cargo** | Oil<br>Japan |
| **TENJIN MARU No. 11**<br>**Shikoku Kaihatsu Ferry K.K.**<br>Namikata,<br>Ehime Pref. | Japan | **498**<br>—<br>1 613 | **1974** Matsuura Tekko Zosen—Higashino (220)<br>66,88 11,03 4,395<br>62,01 11,00 6,10<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 498 B.2 226<br>1 Ha (32,3 × 7,4) | Makita GSLH633<br>Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Tekkosho Takamatsu<br>13,75kn |
| **TENJIN MARU No. 12**<br>**Sachio Yamazaki**<br>Kochi,<br>Kochi Pref. | Japan | **199**<br>—<br>450 | **1970** Shinhama Dock K.K.—Anan (607)<br>35,23 3,501<br>34,63 8,01 3,66<br>1 dk | **M Sand Carrier** | Oil<br>650bhp (478kW)<br>Japan |
| **TENJIN MARU No. 13**<br>**Shintetsu Kisen Y.K.**<br>Imabari,<br>Ehime Pref. | Japan | **316**<br>—<br>785 | **1978** Murakami S.B. Co. Ltd.—Naruto (101)<br>3,200<br>55,43 9,52 5,82<br>1 dk | **M General Cargo** | Oil<br>Japan |
| **TENJIN MARU No. 15**<br>**Miyamoto Kisen K.K.**<br>Onomichi,<br>Hiroshima Pref. | Japan | **699**<br>—<br>1 753 | **1982** Sasaki Zosen K.K.—Kinoe (360)<br>69,80 (BB) 4,601<br>65,03 11,02 5,01<br>1 dk | **M Tanker**<br>10 Ta ER | Akasaka A31<br>Oil 4SA 6Cy. 310 × 600<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller |
| **TENJIN MARU No. 15**<br>**Ohama Kaiun Kensetsu K.K.**<br>Marugame,<br>Kagawa Pref. | Japan | **429**<br>—<br>1 115 | **1988** Kyokuyo Zosen K.K.—Chofu (2592)<br>51,17 (BB) 12,52 5,021<br>46,95 12,50 6,80 | **M Sand Carrier**<br>1 Ho ER<br>G.652 | Hanshin 6LU35G<br>Oil 4SA 6Cy. 350 × 550<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Thw. thrust Contr. pitch propeller fwd |

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| **8110148**<br>*JM5082*<br>124852<br>Gc Rdr Rt | **TENJIN MARU No. 18**<br>**Shin Kunimi Kisen Y.K.**<br>Kyodo Kaiun K.K.<br>Kunisaki, Japan<br>Oita Pref. | **199**<br>—<br>533 | **1981** Kyoei Zosen K.K.—Mihara (113)<br>47,93 8,03 3,118<br>43,67 8,01 4,70<br>2 dks | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. |
| **8702953**<br>*JJ3447*<br>125390 | **TENJIN MARU No. 20**<br>**Tenjin Kaiun K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **428**<br>—<br>919 | **1987** Mukaishima Zoki Co. Ltd.—Mukaishima (227)<br>62,46 (BB) 13,01 3,871<br>55,02 12,31 3,97<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.547<br>1 Ha (stl) ER | Yanmar<br>Oil 4SA 6Cy. 330 × 620 with clutches<br>reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8132512**<br>*JL5105*<br>126283 | **TENJIN MARU No. 21**<br>**Y.K. Okamoto Kisen**<br>Anan, Japan<br>Tokushima Pref. | **499**<br>—<br>1 600 | **1981** K.K. Yoshida Zosen Kogyo—Arida (367)<br>4,500<br>66,81 11,00 6,41<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>............. |
| **8703555**<br>*JK4678*<br>129564 | **TENJIN MARU No. 22**<br>**Seishin Sangyo K.K.**<br>Takehara, Japan<br>Hiroshima Pref. | **499**<br>—<br>1 257 | **1987** Kochi Jyuko K.K.—Kochi (1970)<br>68,99 (BB) 3,974<br>63,02 13,21 6,71<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 550 reverse redu<br>to sc. shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd.<br>Thw. thrust Contr. pitch propeller fwd |
| **8713299**<br>*JK4734*<br>129572 | **TENJIN MARU No. 23**<br>**Ohama Kaiun Kensetsu K.K.**<br>Takehara, Japan<br>Hiroshima Pref. | **499**<br>—<br>1 370 | **1987** Kochi Jyuko K.K.—Kochi (2538)<br>65,74 (BB) 4,322<br>60,00 13,20 7,19<br>2 dks | **M General Cargo**<br>Mchy.aft<br>B.1 530 | Hanshin<br>Oil 4SA 6Cy. 350 × 550 reverse redu<br>to sc. shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **8820731**<br>*JJ3619*<br>130835<br>Rt | **TENJIN MARU No. 23**<br>**Takao Mori**<br>Ieshima, Japan<br>Hyogo Pref. | **199**<br>—<br>626 | **1989** Shitanoe Zosen K.K.—Usuki (1092)<br>49,92 (BB) 10,52 3,569<br>46,00 10,50 5,82 | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Makita<br>Oil 4SA 6Cy. 280 × 480<br>588kW (799bhp) E made88<br>Makita Diesel Co. Ltd. |
| **8631673**<br>*JJ3574*<br>130788<br>Rdr Rt | **TENJIN MARU No. 25**<br>**Hikari Kaiun Y.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **497**<br>—<br>1 520 | **1988** K.K. Yoshida Zosen Tekko—Kesennuma<br>66,00 13,02 4,270<br>60,00 13,00 6,20<br>1 dk | **M Sand Carrier** | Fuji<br>Oil 4SA 6Cy. 320 × 610<br>736kW (1 001bhp)<br>Fuji Diesel Co. Ltd. |
| **8911035**<br>*JK4898*<br>131781<br>Rdr Rt | **TENJIN MARU No. 26**<br>**Ohama Kaiun Kensetsu K.K.**<br>Takehara, Japan<br>Hiroshima Pref. | **699**<br>—<br>2 000 | **1990** Sanuki Zosen Tekkosho K.K.—Takuma (1207)<br>75,60 (BB) 4,755<br>68,00 14,80 8,00<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.1 290 | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>1 103kW (1 500bhp)<br>The Hanshin Diesel Works Ltd. |
| **8713110**<br>*JJ3590*<br>130805 | **TENJIN MARU No. 28**<br>**Yasudumi Kaiun K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **457**<br>—<br>1 246 | **1988** Hamamoto Zosensho K.K.—Tokushima (710)<br>61,14 (BB) 4,622<br>54,01 11,51 6,23<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>G.800<br>1 Ha ER | Yanmar<br>Oil 4SA 6Cy. 330 × 620<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Thw. thrust propeller fwd |
| **8824220**<br>*JJ3629*<br>131836<br>Rt | **TENJIN MARU No. 68**<br>**Marusumi Kensetsu K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **481**<br>—<br>1 065 | **1989** Nagashima Zosen K.K.—Nagashima<br>63,00 3,920<br>57,00 13,40 5,85<br>1 dk | **M Sand Carrier** | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **8839536**<br>*JK4897*<br>131009<br>Gc Pfd Rdr Rt | **TENJYO MARU No. 8**<br>**Tsuneishi Port Service K.K.**<br>Numakuma, Japan<br>Hiroshima Pref. | **127**<br>—<br>— | **1989** Hongawara Zosen K.K.—Fukuyama<br>30,40 2,750<br>26,50 7,50 3,38<br>1 dk | **M Tug** | Niigata<br>Oil 4SA 6Cy. 340 × 620<br>Niigata Eng. Co. Ltd. |
| **7823621**<br>*7JNM*<br>123064<br>Df Esd Gc<br>Pfd Rdr Rt | **TENKAI MARU**<br>**Hagimori Kaiun K.K.**<br>Yawatahama, Japan<br>Ehime Pref. | **2 929**<br>1 490<br>5 643 | **1979** Miyoshi Zosen K.K.—Uwajima (250)<br>98,02 15,52 6,701<br>NK 91,34 15,51 7,83<br>P 24,4 F 19,2 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>Mchy.aft<br>L.5 504 | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 280kW 445V 60Hz a.c.<br>Fuel 78,0t (d.o.) 531,0t (hvf)-12,0pd |
| **8517566**<br>*3EFR6*<br>17650-88A<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **TENKEI**<br>**Shamu Shipping S.A.**<br>Panama Panama | *3 820*<br>*2 190*<br>6 720 | **1986** Hakata Zosen K.K.—Hakata (328)<br>106,86 (BB) 6,941<br>NK 98,61 16,51 8,21<br>P 23,8 F 15,3 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>10 Ta ER<br>L.7 803 | Hanshin<br>Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 133kW a.c. |
| **7810313**<br>*JL4586*<br>122949<br>Rdr | **TENKO MARU**<br>**Asahi Tanker Co. Ltd.**<br>Tokyo Japan | **1 755**<br>—<br>3 425 | **1978** Hakata Zosen K.K.—Hakata (201)<br>5,801<br>82,56 13,01 6,33<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>2 600bhp (1 912kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 120kW 445V 60Hz a.c.<br>Fuel 11,0t (d.o.) 71,0t (hvf)-9,0pd |
| **8614924**<br>*JL5495*<br>129863 | **TENKO MARU**<br>**Taihei Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | **498**<br>—<br>1 250 | **1987** Murakami Hide Zosen K.K.—Hakata (261)<br>4,201<br>62,01 10,01 4,53<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7233979**<br>*JJMP*<br>114771<br>Gc Pfd Rdr<br>Rt | **TENKO MARU**<br>ex Ryuo Maru No. 1-89<br>ex Kyoshin Maru No. 51-83<br>**Toshie Shiraki**<br>Yokohama, Japan<br>Kanagawa Pref. | **284**<br>144<br>— | **1972** Kanasashi Co. Ltd.—Shimizu (1081)<br>48,24 8,23 3,252<br>42,45 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8323757**<br>*JM5217*<br>127013 | **TENKO MARU No. 3**<br>**Yukio Kataoka**<br>Kakaji, Japan<br>Oita Pref. | **198**<br>—<br>699 | **1984** Maeno Zosen K.K.—Onoda (101)<br>54,51 3,352<br>49,51 9,01 5,31<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Matsui<br>Oil 4SA 6Cy. 260 × 400 geared to s<br>550bhp (405kW)<br>Matsui Iron Works Co. Ltd. |
| **7230197**<br>*LIXH*<br>17913<br>RdrRTm | **TENNA**<br>**Helgeland Trafikkselskap A/S**<br>Sandnessjoen Norway | **339**<br>155<br>132 | **1972** Sandnessjoen Slip & M/V A/S<br>—Sandnessjoen (26)<br>(NV) 37,11 9,71 2,769<br>33,30 9,68 4,12<br>F 8,0 1 dk<br>rf 1199 BK 81 | **M RoRo Cargo/Ferry**<br>200P<br>Ice strengthened Bow & stern doors<br>Mchy.aft<br>Cr 1(4) | Normo<br>Oil 4SA 6Cy. 250 × 300<br>840bhp (618kW)<br>A/S Bergens M/V<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 30,0t (d.o.)-2,5pd |

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| **TENNA WINTHER**<br>ex Lis Bak-86<br>**Henning Jorgen Winther**<br>Hirtshals Denmark | **174**<br>87<br>— | **1975** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer<br>31,27 7,24<br>28,10 7,21 3,46<br>1 dk | (116) | **M Fishing**<br>Side-fishing | Alpha 406-26VO<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **TENO MARU No. 7**<br>**Qhama Gyogyo K.K.**<br>Japan | **349**<br>—<br>820 | **1991** Miho Zosensho K.K.—Shimizu<br>4,460<br>55,65 12,00 7,27 | (1407) | **M Fishing**<br>Seiner | Daihatsu 8DLM-32<br>Oil 4SA 8Cy. 320 × 400<br>1 949kW (2 650bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| **TENO MARU No. 8**<br>**Qhama Gyogyo K.K.**<br>Misho, Ehime Pref. Japan<br>SatCom: 1204125/TNOO | **349**<br>—<br>662 | **1982** Miho Zosensho K.K.—Shimizu<br>56,01 (BB) 11,64 4,350<br>50,02 11,41 6,86<br>1 dk | (1220) | **M Fishing**<br>Seiner Ref<br>Mchy.fwd<br>In.806 | Daihatsu 8DSM-32<br>Oil 4SA 8Cy. 320 × 380 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Thw. thrust propeller fwd |
| **TENO MARU No. 8**<br>**Busan Fishery & Freezing** | **174**<br>67<br>112 | **1958** Uwajima Zosen—Uwajima<br>35,34 6,23 2,210<br>30,79 6,20 3,10<br>1 dk<br>RW | (77) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 290 × 420<br>Kobe Hatsudoki Seizosho Kobe |
| **TENO MARU No. 15**<br>ex Kyowa Maru No. 3-80<br>ex Asahi Maru No. 15<br>**Muvaz Transportation Sendirian Berhad**<br>Labuan Malaysia | **298**<br>—<br>432 | **1974** Tokushima Zosen K.K.—Fukuoka<br>51,21 7,83 3,201<br>43,49 7,80 3,79<br>1 dk | (1128) | **M Fishing**<br>Side-fishing | Hanshin 6LU32<br>Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TENO MARU No. 37**<br>**Qhama Gyogyo K.K.**<br>Misho, Ehime Pref. Japan | **455**<br>—<br>588 | **1974** Kochi Jyuko K.K.—Kochi<br>8,82 3,734<br>49,94 8,79 4,25<br>1 dk<br>RW | (1202) | **M Fishing** | Hanshin<br>Oil<br>2 300bhp (1 692kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **TENO MARU No. 38**<br>**Qhama Gyogyo K.K.**<br>Misho, Ehime Pref. Japan | **454**<br>—<br>588 | **1974** Tokushima Zosen K.K.—Fukuoka<br>55,48 8,82 3,785<br>49,89 8,79 4,25<br>1 dk | (1157) | **M Fishing**<br>Mchy.aft | Akasaka AH38<br>Oil 4SA 6Cy. 380 × 560<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TENO MARU No. 67**<br>**Qhama Gyogyo K.K.**<br>Misho, Ehime Pref. Japan | **169**<br>—<br>— | **1979** K.K. Izutsu Zosensho—Nagasaki<br>41,36 2,550<br>34,90 7,10 3,41<br>1 dk | (801) | **M Fishing**<br>Side-fishing Seiner Ref<br>Mchy.aft | Yanmar G250L-ET<br>Oil 4SA 6Cy. 250 × 290<br>950bhp (699kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| **TENO MARU No. 68**<br>**Qhama Gyogyo K.K.**<br>Misho, Ehime Pref. Japan | **169**<br>—<br>— | **1979** K.K. Izutsu Zosensho—Nagasaki<br>41,36 7,17<br>34,98 7,10 3,41<br>1 dk | (802) | **M Fish Carrier**<br>Mchy.aft | Yanmar G250L-ET<br>Oil 4SA 6Cy. 250 × 290 reduction geared to sc. shaft<br>950bhp (699kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **TENO MARU No. 71**<br>**Qhama Gyogyo K.K.**<br>Misho, Ehime Pref. Japan | **320**<br>—<br>— | **1989** K.K. Izutsu Zosensho—Nagasaki<br>3,901<br>50,02 8,91 4,42<br>1 dk | (971) | **M Fishing/ Fish Carrier**<br>Ref<br>In.510 | Daihatsu 6DK-32<br>Oil 4SA 6Cy. 320 × 360<br>1 147kW (1 559bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Controllable pitch propeller |
| **TENO MARU No. 72**<br>**A.A. Export & Import Corp.**<br>Philippines | **159**<br>—<br>— | **1963** K.K. Uwajima Zosensho—Uwajima<br>*33,99* 6,66 2,794<br>33,51 6,61 3,20<br>1 dk<br>RW | (1103) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 290 × 430<br>550bhp (405kW)<br>Makita Tekkosho Takamatsu<br>Fuel 31,5t |
| **TENO MARU No. 75**<br>**Nahar Shipping Lines Ltd.** | **199**<br>96<br>— | **1964** K.K. Uwajima Zosensho—Uwajima<br>*33,99* 6,66 2,794<br>33,51 6,61 3,20<br>1 dk<br>RW | (1106) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 290 × 430<br>550bhp (405kW)<br>Makita Tekkosho Takamatsu |
| **TENO MARU No. 76**<br>**A.A. Export & Import Corp.**<br>Philippines | **159**<br>84<br>— | **1964** K.K. Uwajima Zosensho—Uwajima<br>*33,99* 6,66 2,794<br>33,51 6,61 3,20<br>1 dk<br>RW | (1107) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 290 × 430<br>550bhp (405kW)<br>Makita Tekkosho Takamatsu |
| **TENO MARU No. 81**<br>**Qhama Gyogyo K.K.**<br>Misho, Ehime Pref. Japan<br>SatCom: 1203612/TEHA | **135**<br>—<br>— | **1986** K.K. Izutsu Zosensho—Nagasaki<br>(BB) 2,952<br>35,01 7,61 3,08<br>1 dk | (915) | **M Fishing**<br>Side-fishing | Daihatsu 6DLM-28FSL<br>Oil 4SA 6Cy. 280 × 360 reverse reduction geared to sc. shaft<br>1 170bhp (861kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| **TENO MARU No. 82**<br>**Nahar Shipping Lines Ltd.** | **199**<br>101<br>— | **1964** Nagasaki Zosen K.K.—Nagasaki<br>37,83 6,68 2,693<br>33,51 6,63 3,20<br>1 dk | (79) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 290 × 430<br>550bhp (405kW)<br>Makita Tekkosho Takamatsu |
| **TENO MARU No. 83**<br>**Nahar Shipping Lines Ltd.** | **199**<br>101<br>— | **1964** Nagasaki Zosen K.K.—Nagasaki<br>37,83 6,68 2,693<br>33,51 6,61 3,20<br>1 dk | (80) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Makita<br>Oil 4SA 290 × 430<br>550bhp (405kW)<br>Makita Tekkosho Takamatsu<br>Fuel 35,5t |
| **TENO MARU No. 85**<br>**Qhama Gyogyo K.K.**<br>Misho, Ehime Pref. Japan | **320**<br>—<br>607 | **1989** K.K. Izutsu Zosensho—Nagasaki<br>58,00 (BB) - 3,901<br>49,90 8,91 4,40<br>1 dk | (972) | **M Fishing/ Fish Carrier**<br>Ref<br>In.510 | Daihatsu 6DK-32<br>Oil 4SA 6Cy. 320 × 360<br>1 147kW (1 559bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **TENO MARU No. 88**<br>**Qhama Gyogyo K.K.**<br>Misho, Ehime Pref. Japan<br>SatCom: 1203604/TENO | **135**<br>—<br>— | **1986** K.K. Izutsu Zosensho—Nagasaki<br>(BB) 2,952<br>35,01 7,61 3,08<br>1 dk | (912) | **M Fishing**<br>Side-fishing | Yanmar 6Z280L-ET<br>Oil 4SA 6Cy. 280 × 360 reverse reduction geared to sc. shaft<br>1 170bhp (861kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **TENOH**<br>**Ueno Kosan K.K.**<br>Yokkaichi, Mie Pref. Japan | **230**<br>—<br>— | **1990** Kanagawa Zosen—Kobe<br>38,20 2,900<br>34,50 9,00 3,80<br>RQD - 1 dk | (338) | **TM Fire-fighting Vessel** | Niigata 6L28HX<br>2 Oil 4SA each 6Cy. 280 × 370<br>2 648kW (3 600bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 96kW 225V a.c.<br>15,52kn |
| **TENPA MARU No. 3**<br>**George & Peter Lines Inc.**<br>Cebu City Philippines | **369**<br>—<br>— | **1974** K.K. Usuki Tekkosho—Usuki<br>45,22 7,83 2,439<br>40,01 7,80 3,41<br>2 dks | (933) | **TM Ferry** | Niigata 6L20AX<br>2 Oil 4SA each 6Cy. 200 × 260<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Tokyo |

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| **7714727**<br>*JM4252*<br>120761<br>Gc Rdr | **TENPO MARU**<br>**Tensho Kaiun K.K.**<br>Shimonoseki,<br>Yamaguchi Pref. Japan | **699**<br>—<br>1 500 | **1977** Omishima Dock K.K.—Kamiura (1065)<br>... ...<br>65,00 11,00 5,01<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo |
| **7810521**<br>*JL4471*<br>122481<br>Gc Rdr Rt | **TENREI MARU No. 15**<br>**Kato Kaiun K.K.**<br>Matsushima,<br>Kumamoto Pref. Japan | **475**<br>—<br>1 340 | **1978** Mategata Zosen K.K.—Namikata (155)<br>3,950<br>64,01 11,00 6,05<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. |
| **8350906**<br>*JL5132*<br>126326 | **TENREI MARU No. 18**<br>**Umewaka Kaiun Y.K.**<br>Namikata,<br>Ehime Pref. Japan | **443**<br>—<br>1 389 | **1983** Yamanaka Zosen K.K.—Namikata (267)<br>4,000<br>68,61 11,51 6,71<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 740 B.2 650<br>1 Ha (stl) (38,0 × 9,0) ER | Oil 4SA 6Cy. |
| **8604462**<br>*JL5464*<br>128972 | **TENREI MARU No. 25**<br>**Umewaka Kaiun Y.K.**<br>Namikata,<br>Ehime Pref. Japan | **498**<br>—<br>1 500 | **1986** K.K. Namikata Zosensho—Namikata (135)<br>73,41 (BB) 11,64 4,272<br>68,00 11,60 7,29<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 747 B.2 687<br>1 Ha (stl) ER | Makita<br>Oil 4SA 6Cy. 330 × 640<br>1 500bhp (1 103kW)<br>Makita Diesel Co. Ltd. |
| **8617732**<br>*JL5499*<br>129867 | **TENREI MARU No. 28**<br>**Tenrei Shosen K.K.**<br>Namikata,<br>Ehime Pref. Japan | **498**<br>—<br>1 453 | **1987** K.K. Namikata Zosensho—Namikata (150)<br>4,201<br>68,03 11,61 7,32<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 849 B.2 464<br>1 Ha (stl) ER | Makita<br>Oil<br>1 200bhp (883kW)<br>Makita Diesel Co. Ltd. |
| **8405775**<br>*JQZG*<br>128096<br>Esd Gc Rdr Rt | **TENREISAN MARU**<br>**M.O. Seaways Ltd.**<br>Tokyo Japan | **2 465**<br>—<br>3 298 | **1984** Imai Zosen—Kochi (534)<br>105,70 (BB) 5,830<br>NK 97,01 17,51 8,72<br>2 dks | **M Container Ship**<br>Fixed-guides<br>4 Ho ER<br>TEU 180 C. 180/20'<br>4 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>8 640bhp (6 355kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 360kW a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **9012276**<br>*JL5956*<br>132051<br>Df Esd Gc Pfd Rdr Rt | **TENRIN MARU**<br>**Taihei Kaiun K.K.**<br>Imabari,<br>Ehime Pref. Japan | **499**<br>—<br>1 210 | **1991** Shitanoe Zosen K.K.—Usuki (1115)<br>64,75 10,31 4,111<br>NK 61,00 10,30 4,50<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 230 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches<br>geared to sc. shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 93kW a.c. |
| **7818987**<br>*HP6009*<br>D390-178<br>9-PEXT1<br>Esd Rdr Rt | **TENRYU**<br>ex Hakuwa Maru No. 2-90<br>**Pan Asian Shipping & Trading Co. S.A.**<br>Panama Panama | **499**<br>—<br>1 179 | **1978** Setouchi Zosen K.K.—Kinoe (472)<br>59,11 9,63 4,182<br>55,00 9,61 4,40<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **8617677**<br>*JG4682*<br>129740 | **TENRYU MARU**<br>**Sakae K.K.**<br>Yokosuka,<br>Kanagawa Pref. Japan | **698**<br>—<br>1 950 | **1987** Murakami Hide Zosen K.K.—Hakata (263)<br>4,752<br>72,01 11,21 5,31<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. |
| **7649532**<br>*JH2578*<br>119844<br>Gc Rdr | **TENRYU MARU**<br>**K.K. Tabe Kaiun**<br>Kochi,<br>Kochi Pref. Japan | **499**<br>—<br>1 352 | **1976** K.K. Yoshida Zosen Kogyo—Arida<br>70,52 4,201<br>60,00 10,80 6,25<br>1dk | **M General Cargo** | Akasaka<br>Oil<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **8613633**<br>*JM4121*<br>120833 | **TENRYU MARU**<br>**Toa Unyu K.K.**<br>Naha,<br>Okinawa Pref. Japan | **499**<br>—<br>1 065 | **1986** Sasaki Zosen K.K.—Kinoe (400)<br>61,73 3,979<br>57,03 9,81 4,47<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 899 | Akasaka<br>Oil 4SA 6Cy. 280 × 550 with clutches<br>couplings & reduction geared to s<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Controllable pitch propeller |
| **7206160**<br>Rt | **TENRYU MARU**<br>ex Seiun Maru No. 18<br>**Government of The People's Republic of China (China National Machinery Import & Export Corp.)**<br>China | **495**<br>294<br>1 100 | **1969** Nishihara Zosen—Omishima (160)<br>52,51 4,280<br>49,51 9,01 4,50<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 257 | Hanshin<br>Oil<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 24kW 225V a.c.<br>Fuel 25,5t (d.o.) |
| **8118279**<br>*JG2202*<br>117779<br>Gc Rdr RTv | **TENRYU MARU**<br>**Civil Port Service K.K. & Tokyo Kisen K.K.**<br>Kawasaki,<br>Kanagawa Pref. Japan | **274**<br>—<br>— | **1981** Kanagawa Zosen—Kobe (230)<br>35,01 3,101<br>30,51 9,61 4,22<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 440V 60Hz a.c.<br>Fuel 41,5t (d.o.)-8,5pd |
| **6702492**<br>*JG2389*<br>100862<br>Rt | **TENRYU MARU**<br>**K.K. Kokuba Gumi**<br>Naha,<br>Okinawa Pref. Japan | **160**<br>—<br>— | **1966** Kanagawa Zosen—Kobe (72)<br>7,65 2,794<br>24,49 7,60 3,61<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 325 × 460<br>Nippon Hatsudoki |
| **8821319**<br>*JNEL*<br>131267<br>KG1-611<br>Rdr RTv | **TENRYU MARU No. 1**<br>**Tenryu Sangyo Y.K.**<br>Kushikino,<br>Kagoshima Pref. Japan<br>SatCom: 1200213/JNEL | **379**<br>—<br>447 | **1989** Miho Zosensho K.K.—Shimizu (1353)<br>54,80 (BB) 8,62 3,390<br>48,00 8,60 3,75 | **M Fishing**<br>Long-line Ref<br>In.659 | Akasaka<br>Oil 4SA 6Cy. 280 × 480 with clutc<br>couplings & sr reverse geared t<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasak<br>Ltd.) |
| **9031868**<br>*JNQC*<br>132642<br>Esd Gc Rdr RTv | **TENRYU MARU No. 2**<br>**Tenryu Sangyo Y.K.**<br>Kushikino,<br>Kagoshima Pref. Japan<br>SatCom: 1204411/JNQC | **379**<br>—<br>451 | **1991** Miho Zosensho K.K.—Shimizu (1405)<br>54,04 (BB) 8,82 3,452<br>49,20 8,81 3,80<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.704 | Akasaka<br>Oil 4SA 6Cy. 280 × 480 with clu<br>couplings & sr geared to sc. sh<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasak<br>Ltd.) |
| **8905452**<br>*JM4127*<br>120839<br>Rt | **TENRYU MARU No. 3**<br>**Toa Unyu K.K.**<br>Naha,<br>Okinawa Pref. Japan | **699**<br>—<br>1 424 | **1989** Sasaki Zosen K.K.—Kinoe (530)<br>70,11 4,275<br>65,00 11,00 5,00<br>1 dk | **M Tanker** | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 398kW (1 901bhp) E made89<br>Akasaka Tekkosho K.K., (Akasak<br>Ltd.)<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller f |

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| **TENRYU MARU No. 3**<br>**Tenryu Sangyo Y.K.**<br>Kushikino,<br>Kagoshima Pref. Japan<br>SatCom: 1200674/JFDE | **299**<br>130<br>386 | **1982** Niigata Eng. Co. Ltd.—Niigata (1753)<br>49,92 (BB) 3,291<br>44,02 8,62 3,66<br>1 dk | **M Fishing**<br>Side-fishing Long-line<br>4 Ho<br>In.423<br>4 Ha (stl) | Niigata 6M28AFT<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **TENRYU MARU No. 5**<br>ex Kinu Maru-82<br>**Toa Unyu K.K.**<br>Naha,<br>Okinawa Pref. Japan | **699**<br>—<br>1 441<br>T/cm<br>5,4 | **1980** Kitanihon Zosen K.K.—Hachinohe (162)<br>63,91 (BB) 4,463<br>NK 58,43 10,41 5,01<br>P 16,8 F 9,5 1 dk<br>Bow/CM 26 Diam. 0,203 | **M Tanker**<br>SBT<br>8 Ta ER<br>L.(oil) 1 458 HeCls. ptB<br>2 Cargo pumps total 800T/hr | Akasaka DM38AR<br>Oil 4SA 6Cy. 380 × 600<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 256kW<br>Fuel 32,5t (d.o.) 130,0t (hvf) 11kn |
| **TENRYU MARU No. 5**<br>**Shinkai Yuso K.K.**<br>Tokyo Japan | **499**<br>—<br>1 081 | **1977** Shimoda Dockyard Co. Ltd.—Shimoda (278)<br>59,80 9,53 4,214<br>55,02 9,50 4,53<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin 6LU28<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TENRYU MARU No. 7**<br>**Toa Unyu K.K.**<br>Naha,<br>Okinawa Pref. Japan | **699**<br>—<br>1 451 | **1985** Sasaki Zosen K.K.—Kinoe (393)<br>70,16 4,252<br>65,03 11,02 5,01<br>1 dk | **M Tanker**<br>8 Ta ER | Akasaka A31<br>Oil 4SA 6Cy. 310 × 600 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller |
| **TENRYU MARU No. 7**<br>**Taiyo Kisen K.K.**<br>Nakajima,<br>Ehime Pref. Japan | **454**<br>—<br>967 | **1989** Matsuura Tekko Zosen—Higashino (348)<br>55,95 3,952<br>52,00 9,80 4,40<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.714 | Niigata 6M28BGT<br>Oil 4SA 6Cy. 280 × 480<br>883kW (1 200bhp)<br>Niigata Eng. Co. Ltd. Niigata |
| **TENRYU MARU No. 8**<br>**Toa Unyu K.K.**<br>Naha,<br>Okinawa Pref. Japan | **998**<br>—<br>2 387 | **1980** Sasaki Zosen K.K.—Kinoe (337)<br>77,25 12,02 5,052<br>NK 72,01 12,01 5,36<br>P 19,9 F 10,4 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 199 | Hanshin 6ELS32<br>Oil 4SA 6Cy. 320 × 640<br>2 200bhp (1 618kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 83,5kW<br>12,5kn |
| **TENRYU MARU No. 11**<br>**Tenryu Sangyo Y.K.**<br>Kushikino,<br>Kagoshima Pref. Japan | **298**<br>150<br>365 | **1980** Miho Zosensho K.K.—Shimizu (1182)<br>50,53 3,252<br>43,52 8,58 3,59<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft | Akasaka DM28AFD<br>Oil 4SA 6Cy. 280 × 460 reduction geared to sc. shaft<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TENRYUGAWA MARU**<br>**Koyo Kaiun Co. Ltd.**<br>Yokohama,<br>Kanagawa Pref. Japan | **1 345**<br>—<br>3 004 | **1984** Kurinoura Dock K.K.—Yawatahama (193)<br>86,21 12,02 5,765<br>NK 80,02 12,01 6,33<br>P 21,1 F 10,7 1 dk | **M Tanker**<br>SBT<br>10 Ta ER<br>L.(oil) 3 000 | Akasaka A34<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller<br>13kn |
| **TENRYUSAN MARU**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka,<br>Osaka Pref. Japan<br>SatCom: 1200425/JJDB | **55 123**<br>33 260<br>89 039<br>T/cm<br>89,3 | **1980** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1078)<br>NK 243,01 42,04 12,969<br>233,03 42,02 19,61<br>1 dk<br>Diam. 0,410 MH 0,9 | **M Tanker**<br>SBT<br>Mchy.aft<br>L.(oil) 107 174<br>3 Cargo pumps total 7 950T/hr | Sulzer 6RLA90<br>Oil 2SA 6Cy. 900 × 1900<br>20 400bhp (15 005kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 1 × 760kW 2 × 720kW 450V 60Hz a.c.<br>Fuel 410,0t (d.o.) 4 458,5t (hvf)-60,0pd 15,25kn |
| **TENSEI MARU**<br>ex Goko Maru-88<br>**Shigekazu Katayama**<br>Kobe,<br>Hyogo Pref. Japan | **180**<br>106<br>410 | **1978** Y.K. Okajima Zoensho—Nakajima (183)<br>*38,20* 3,220<br>7,51 5,01<br>1 dk | **M General Cargo** | Oil<br>Japan |
| **TENSEI MARU No. 13**<br>ex Daikichi Maru No. 81-85<br>**Teruyoshi Iwamoto**<br>Karatsu,<br>Saga Pref. Japan | **146**<br>—<br>— | **1975** K.K. Watanabe Zosensho—Nagasaki (660)<br>40,01 6,71<br>33,02 6,51 3,08<br>1 dk | **M Fishing/ Fish Carrier**<br>Mchy.aft | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>580bhp (427kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TENSEI MARU No. 28**<br>ex Marushige Maru No. 18-87<br>**Teruyoshi Iwamoto**<br>Karatsu,<br>Saga Pref. Japan | **116**<br>—<br>— | **1980** K.K. Izutsu Zosensho—Nagasaki (816)<br>38,41 2,401<br>31,09 6,99 2,77<br>1 dk | **M Fishing**<br>Seiner<br>Mchy.aft | Yanmar 6ZL-DT<br>Oil 4SA 6Cy. 280 × 340 reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 1 × 72kW 1 × 64kW 225V a.c. |
| **TENSHA MARU No. 6**<br>**Kambara Kisen Co. Ltd.**<br>Numakuma,<br>Hiroshima Pref. Japan | **498**<br>—<br>1 562 | **1979** Omishima Dock K.K.—Kamiura (1074)<br>68,00 4,271<br>64,01 11,51 6,10<br>2 dks | **M General Cargo**<br>Mchy.aft | Makita GSLH633<br>Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| **TENSHA MARU No. 7**<br>**Wakamatsu Kaiun K.K.**<br>Numakuma,<br>Hiroshima Pref. Japan | **693**<br>—<br>2 068 | **1981** Omishima Dock K.K.—Kamiura (1100)<br>5,101<br>62,21 11,41 6,81<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita KSLH633<br>Oil 4SA 6Cy. 330 × 530<br>2 000bhp (1 471kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| **TENSHA MARU No. 8**<br>**Wakamatsu Kaiun K.K.**<br>Numakuma,<br>Hiroshima Pref. Japan | **698**<br>—<br>2 100 | **1984** Shinhama Dock K.K.—Anan (757)<br>71,81 4,780<br>67,01 12,51 4,88<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.3 500 B.3 400<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 310 × 530 sr geared to sc. shaft<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TENSHIN**<br>**Mi-das Line S.A.**<br>Nassau Bahamas | **1 997**<br>1 301<br>4 743 | **1980** Kochi Jyuko K.K.—Kochi (2158)<br>84,51 6,722<br>NK 78,01 15,51 7,12<br>2 dks | **M General Cargo**<br>G.6 628 B.5 817<br>3 Ha (stl) (13,2 25,2 25,2 × 10,9) ER<br>Der 3(15) | Akasaka DM40K<br>Oil 4SA 6Cy. 400 × 600<br>2 800bhp (2 060kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 120kW 450V 60Hz a.c.<br>Fuel 43,5t (d.o.) 263,0t (hvf)-10,0pd 11,25kn |
| **TENSHO MARU**<br>ex Asama-88<br>**Y.K. Togun Shipping**<br>Tokyo Japan | **699**<br>—<br>2 150 | **1976** Yamanaka Zosen K.K.—Namikata (160)<br>... ... ...<br>67,98 12,01 7,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita GSLH637<br>Oil 4SA 6Cy. 370 × 590<br>2 300bhp (1 692kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>12kn |
| **TENSHO MARU**<br>**Tenyo Kisen Y.K.**<br>Shimonoseki,<br>Yamaguchi Pref. Japan | **699**<br>—<br>1 955 | **1987** Kurinoura Dock K.K.—Yawatahama (243)<br>68,41 11,54 4,911<br>64,11 11,51 5,31<br>1 dk | **M Tanker**<br>SBT<br>10 Ta ER<br>L.(oil) 2 191 | Hanshin<br>Oil 4SA 6Cy. 300 × 600 with clutches & reduction geared to sc. shaft<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller |

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| **7378743**<br>*JDTX*<br>116554<br>Df Esd Gc<br>Pfd Rdr Rt | **TENSHO MARU**<br>ex Fukuichi Maru-90<br>**Y.K. Sugano Suisan**<br>Rikuzen-Takata, Japan<br>Iwate Pref. | **499**<br>257<br>670 | **1974** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (721)<br>55,40 11,03 4,242<br>49,51 11,00 6,84<br>2 dks | **M Fishing**<br>Side-fishing | Niigata<br>Oil 4SA 8Cy. 310 × 380<br>2 800bhp (2 060kW)<br>Niigata Eng. Co. Ltd. |
| **8518900**<br>*JL5461*<br>128969<br>Rt | **TENSHO MARU**<br>**Taihei Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | **498**<br>—<br>1 115 | **1986** Murakami Hide Zosen K.K.—Hakata (248)<br>64,50 3,990<br>60,03 10,01 4,53<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 310 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & reverse reduction gea<br>shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7809211**<br>*JL4542*<br>122510<br>Rdr Rt | **TENSHO MARU**<br>ex Taiko Maru-83<br>**Yamamoto Shosen K.K.**<br>Uwajima, Japan<br>Ehime Pref. | **496**<br>—<br>1 570 | **1978** Yamanaka Zosen K.K.—Namikata (201)<br>... ... ...<br>64,01 11,51 6,10<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **8114467**<br>*JM4830*<br>124653 | **TENSHO MARU**<br>**Kansai Yuso K.K.**<br>Nandan, Japan<br>Hyogo Pref. | **490**<br>—<br>1 100 | **1981** K.K. Miura Zosensho—Saiki (626)<br>3,801<br>63,40 10,51 6,02<br>1 dk | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 440 × 780<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **8631116**<br>*JG4718*<br>130176<br>Rdr Rt | **TENSHO MARU**<br>**Izu Shichito Kaiun K.K.**<br>Tokyo Japan | **432**<br>—<br>956 | **1987** Hitachi Zosen Mukaishima Marine Co. Ltd.<br>—Mukaishima<br>54,30 9,22 4,030<br>50,00 9,20 4,50<br>1 dk | **M General Cargo** | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 030kW (1 400bhp)<br>Niigata Eng. Co. Ltd. |
| **8625832**<br>*JK4467*<br>127913<br>Rt | **TENSHO MARU**<br>ex Calbee Potato Maru No. 2-89<br>**Y.K. Miyazaki Shosen**<br>Matsushima, Japan<br>Kumamoto Pref. | **407**<br>—<br>998 | **1985** Y.K. Yoshida Zosensho—Japan<br>74,81 3,320<br>68,41 11,00 6,00<br>1 dk | **M General Cargo** | Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW) |
| **5355486** | **TENSHO MARU**<br>**Greenfield Shipping Co.** | **399**<br>208<br>626 | **1960** K.K. Taihei Kogyo—Akitsu (50)<br>47,71 7,85 3,404<br>42,98 7,80 3,79<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (18,6 × 4,9) ER | Kinoshita<br>Oil 4SA 6Cy. 320 × 460<br>700bhp (515kW)<br>Kinoshita Tekkosho<br>Fuel 18,5t-2,5pd |
| **7929384**<br>*JJMN*<br>124173<br>KO1-585<br>Rt | **TENSHO MARU**<br>**Masayuki Sakata**<br>Yasuda, Japan<br>Kochi Pref. | **299**<br>151<br>— | **1980** Kanasashi Co. Ltd.—Shimizu (2036)<br>3,301<br>42,96 8,51 3,64<br>1 dk | **M Fishing**<br>Side-fishing | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **8627323**<br>*JL5279*<br>128251<br>Rdr Rt | **TENSHO MARU**<br>**Amaki Noma**<br>Hakata, Japan<br>Ehime Pref. | **137**<br>—<br>320 | **1984** Kinoura Zosen K.K.—Hakata (122)<br>36,00 2,500<br>35,00 6,70 3,00<br>1 dk | **M Sand Carrier** | Yanmar<br>Oil<br>370bhp (272kW)<br>Niigata Eng. Co. Ltd. |
| **7741926**<br>*JI3013*<br>104662<br>Rt | **TENSHO MARU**<br>**Sasaki Kosan K.K.**<br>Osaka, Japan<br>Osaka Pref. | **131**<br>—<br>206 | **1969** Nakatani Shipyard Co. Ltd.—Nomi<br>31,50 2,300<br>27,00 6,40 2,50<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil |
| **8609266**<br>*JH3124*<br>128441<br>Rt | **TENSHO MARU No. 16**<br>**Y.K. Toba Eiseisha**<br>Toba, Japan<br>Mie Pref. | **113**<br>—<br>295 | **1986** Uchida Zosen—Ise (845)<br>37,60 3,000<br>33,00 7,00 3,10<br>1 dk | **M Tanker**<br>Effluents<br>6 Ta ER<br>L.310 | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>300bhp (221kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8415421**<br>*JH3009*<br>127614 | **TENSHO MARU No. 18**<br>**Y.K. Toba Eiseisha**<br>Toba, Japan<br>Mie Pref. | **499**<br>—<br>1 198 | **1984** Uchida Zosen—Ise (832)<br>4,001<br>58,53 10,01 4,53<br>1 dk | **M Tanker**<br>Effluents<br>4 Ta ER<br>L.1 161 | Akasaka<br>Oil 4SA 6Cy. 280 × 550<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Controllable pitch propeller |
| **8410471**<br>*7JDR*<br>126423<br>KO1-728<br>Rdr RTv | **TENSHO MARU No. 28**<br>**Masayuki Sakata**<br>Yasuda, Japan<br>Kochi Pref.<br>SatCom: 1200550/UJDR | **349**<br>—<br>— | **1984** Kanasashi Co. Ltd.—Shimizu (3040)<br>50,81 (BB) 3,301<br>44,61 8,60 3,66<br>1 dk | **M Fishing**<br>Long-line Ref<br>5 Ho ER<br>5 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutche<br>couplings & sr reverse geared t<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7856408**<br>*JL3154*<br>113339<br>Rt | **TENSHO MARU No. 31**<br>**Aki Marine K.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **199**<br>—<br>— | **1972** Y.K. Matsubara Koki Zosen—Onomichi<br>27,51 3,001<br>24,52 8,50 3,80<br>1 dk | **TM Tug**<br>Pusher | Makita<br>2 Oil<br>Makita Diesel Co. Ltd. |
| **9033177**<br>*JFDL*<br>132093<br>Rdr RTv | **TENSHO MARU No. 78**<br>**Masayuki Sakata**<br>Yasuda, Japan<br>Kochi Pref.<br>SatCom: 1204462/JFDL | **379**<br>—<br>— | **1991** Kanasashi Co. Ltd.—Shimizu (3258)<br>55,16 (BB) 8,72 3,401<br>48,10 8,70 3,75 | **M Fishing**<br>Long-line Ref<br>In.548 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutche<br>couplings & sr reverse geared t<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. |
| **7732092**<br>Gc Rdr | **TENSHO RUA**<br>ex Tensho Maru No. 2-78 | **178**<br>48<br>— | **1972** Shin Nikko Zosen—Setoda<br>28,71 3,201<br>(BV) (NK) 26,01 7,80 3,48<br>1 dk | **M Tug** | Fuji<br>Oil 4SA 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. |
| **8405725**<br>*3EQG3*<br>14760-85A<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **TENSHOO**<br>**Pine Tree Shipping Corp.**<br>Panama Panama | *3 802*<br>*2 174*<br>6 751 | **1985** Hakata Zosen K.K.—Hakata (308)<br>106,86 (BB) 16,54 6,941<br>NK 98,61 16,51 8,21<br>P 23,8 F 15,0 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>10 Ta ER<br>L.7 755 | Hanshin<br>Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 160kW a.c. |
| **8401743**<br>*JJVW*<br>126358<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **TENSHUN MARU**<br>**Matsuki Kaiun K.K.**<br>Yawatahama, Japan<br>Ehime Pref. | *3 825*<br>*2 176*<br>6 752 | **1984** Hakata Zosen K.K.—Hakata (306)<br>106,86 (BB) 6,943<br>NK 98,61 16,50 8,21<br>P 23,8 F 15,3 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>10 Ta ER<br>L.7 678 | Hanshin<br>Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 160kW a.c. |
| **8624955**<br>*JK4547*<br>127374<br>Rt | **TENSHUN MARU**<br>**Y.K. Sawahara Kisen**<br>Ondo, Japan<br>Hiroshima Pref. | **173**<br>—<br>485 | **1985** Y.K. Ouchi Zosensho—Nakajima<br>49,61 3,220<br>45,01 8,21 5,01<br>1 dk | **M General Cargo** | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Matsui Iron Works Co. Ltd. |

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| **TENTAI MARU**<br>ex Tokyo Maru No. 5-85<br>**Yamami Kaiun Y.K.**<br>Kaminoseki, Yamaguchi Pref. Japan | **698**<br>—<br>1 794 | <br><br>NK | **1982** Murakami Hide Zosen K.K.—Hakata (200)<br>69,50 4,652<br>65,03 11,02 5,01<br>P 17,7 F 9,5 1 dk | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 2 147 | Hanshin 6EL30<br>Oil 4SA 6Cy. 300 × 600 with clutches & reverse reduction geared to sc. shaft<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 96kW a.c.<br>11,5kn |
| **TENWA MARU**<br>**Kambara Kisen Co. Ltd.**<br>Numakuma, Hiroshima Pref. Japan | *4 189*<br>*2 311*<br>6 481 | <br><br>NK | **1984** Shinhama Dock K.K.—Anan (750)<br>97,64 (BB) 7,154<br>90,02 17,51 8,62<br>1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.8 267 B.7 816<br>TEU 151 C. 151/20' (40') incl. 10 ref C.<br>2 Ha (stl) (24,8 25,3 × 10,5) ER<br>Cr 2(15,5) Der 2(15) | B&W 6L35MCE<br>Oil 2SA 6Cy. 350 × 1050<br>3 510bhp (2 582kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 3 × 240kW 445V 60Hz a.c.<br>Fuel 94,0t (d.o.) 409,0t (hvf)-9,5pd 12kn |
| **TENYO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **435**<br>—<br>224 | | **1986** Sumitomo Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (1145)<br>56,01 9,83<br>51,01 9,81 5,01<br>1 dk | **TM Research**<br>Hydrographic Survey | Akasaka MH23F<br>2 Oil 4SA each 6Cy. 230 × 390<br>956kW (1 300bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>2 Controllable pitch propellers<br>13kn |
| **TENYO MARU**<br>**Hoyo Kaiun Sangyo K.K. (Hoyo Shipping Co. Ltd.)**<br>Yokohama, Kanagawa Pref. Japan | **6 002**<br>—<br>10 287 | <br><br>NK | **1969** Nipponkai Heavy Ind. Co. Ltd.—Toyama (146)<br>128,30 19,56 7,265<br>119,97 19,51 9,58<br>P 26,0 F 11,6 1 dk<br>RW | **M Cement Carrier**<br>Self-unloader<br>2 Ho ER<br>G.8 294 | B&W 6-50VT2BF-110<br>Oil 2SA 6Cy. 500 × 1100<br>4 600bhp (3 384kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel 48,0t (d.o.) 172,0t (hvf)-16,5pd 13kn |
| **TENYO MARU**<br>**QTC Inc.**<br>Panama Panama | **1 481**<br>1 023<br>3 389 | <br><br>NK | **1979** Shirahama Zosen K.K.—Honai (92)<br>86,31 5,852<br>80,02 12,62 6,41<br>P 18,6 F 11,6 1 dk | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 3 444 | Akasaka DM40<br>Oil 4SA 6Cy. 400 × 600<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 120kW a.c.<br>Fuel 28,0t (d.o.) 138,0t (hvf)-8,5pd 11kn |
| **TENYO MARU**<br>**G.K. Nakatsuru Gumi**<br>Tsukumi, Oita Pref. Japan | **698**<br>—<br>2 000 | | **1977** Yamanaka Zosen K.K.—Namikata (183)<br>... ... ...<br>65,03 11,51 6,96<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Hanshin 6LUD35G<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TENYO MARU**<br>**Government of Japan (Ministry of Agriculture & Forestry - Fisheries Agency)**<br>Shimonoseki, Yamaguchi Pref. Japan | **603**<br>—<br>492 | | **1985** Mitsubishi Heavy Industries Ltd.—Shimonoseki (871)<br>57,10 10,42 4,409<br>51,01 10,41 6,46<br>2 dks | **M Fishing**<br>Training Stern Trawler Ref | Hanshin<br>Oil 4SA 6Cy. 320 × 640<br>2 200bhp (1 618kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **TENYO MARU**<br>ex Nissei Maru-84 ex Tenyo Maru-83<br>**Kyowa Senpaku K.K.**<br>Shimonoseki, Yamaguchi Pref. Japan | **499**<br>—<br>1 100 | | **1969** Nakamura Zosen Tekkosho—Matsue (277)<br>54,11 4,201<br>49,00 9,01 4,50<br>1 dk | **M Tanker** | Hanshin<br>Oil<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Japan<br>10,5kn |
| **TENYO MARU**<br>**Shimabara Tetsudo K.K.**<br>Shimabara, Nagasaki Pref. Japan | **355**<br>—<br>140 | | **1967** Kanda Zosensho K.K.—Kure (123)<br>42,98 10,95 2,337<br>39,50 9,40 3,18<br>1 dk | **TM RoRo Cargo/Ferry**<br>350P | Daihatsu<br>2 Oil 4SA each 6Cy. 200 × 250<br>700bhp (515kW)<br>Daihatsu Kogyo Osaka<br>11,75kn |
| **TENYO MARU**<br>**Shoyo Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **167**<br>—<br>— | | **1982** Kanagawa Zosen—Kobe (233)<br>28,00 2,601<br>24,01 8,01 3,61<br>1 dk | **TM Tug** | Niigata 6MG22BX<br>2 Oil 4SA each 6Cy. 220 × 290<br>Niigata Eng. Co. Ltd. Niigata |
| **TENYO MARU No. 1**<br>**Yung Hao Yu Yeh**<br>China* | **116**<br>27<br>144 | | **1980** K.K. Murakami Zosensho—Ishinomaki (1060)<br>36,68 7,40 2,961<br>30,41 7,09 2,82<br>1 dk | **M Fishing** | Daihatsu 6DSM-28<br>Oil 4SA 6Cy. 280 × 340<br>1 800bhp (1 324kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 1 × 100kW 1 × 80kW 225V a.c.<br>10,5kn |
| **TENYO MARU No. 2**<br>**Taiyo Gyogyo K.K. & Hakodate Kokai Gyogyo K.K.**<br>Tokyo Japan<br>SatCom: 1203705/JETD | **4 361**<br>2 148<br>4 985 | | **1972** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (817)<br>112,02 17,05 7,252<br>101,96 17,00 11,21<br>2 dks<br>RW | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Mitsubishi 8UET45/80D<br>Oil 2SA 8Cy. 450 × 800<br>5 700bhp (4 193kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel-28,0pd 13,75kn |
| **TENYO MARU No. 2**<br>**Makie Takatani** | **125**<br>— | | **1967** Yamaoka Zosen K.K.—Japan<br>*25,79*<br>5,90 2,50<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>Japan |
| **TENYO MARU No. 3**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan<br>SatCom: 1203335/JFJO | **4 357**<br>2 154<br>4 969 | | **1972** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (299)<br>111,99 17,02 6,808<br>101,96 16,97 11,21<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Mchy.aft | Mitsubishi 8UET45/80D<br>Oil 2SA 8Cy. 450 × 800<br>5 700bhp (4 193kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel-28,0pd 13,75kn |
| **TENYO MARU No. 3**<br>**Frabelle Fishing Corp.**<br>Manila Philippines | **385**<br>—<br>680 | | **1975** Kominato Zosen K.K.—Amatsu-Kominato<br>45,01<br>41,00 8,50 3,61<br>1 dk | **M Tanker**<br>Mchy.aft | Sumiyoshi<br>Oil<br>420bhp (309kW)<br>Sumiyoshi Tekkosho Japan<br>9kn |
| **TENYO MARU No. 3**<br>**Nippon Senpaku Kogyo Co. Ltd. (Nippon Senpaku Kogyo K.K.)**<br>Tokyo Japan | **156**<br>—<br>— | | **1977** K.K. Murakami Zosensho—Ishinomaki (992)<br>37,39 2,401<br>30,76 6,32 2,72<br>1 dk | **M Fishing** | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TENYO MARU No. 8** | **425**<br>231<br>849 | | **1968** Takehara Zosen—Takehara (330)<br>52,43 8,03 3,480<br>47,02 8,01 4,02<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (23,4 × 5,0) ER | Oil 4SA 6Cy. 290 × 420<br>700bhp (515kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 1 × 10kW 220V d.c.<br>10,5kn |
| **TENYO MARU No. 11**<br>ex Daiei Maru No. 3<br>**Tenyo Suisan K.K.** | **114**<br>—<br>— | | **1968** Hakata Dock K.K.—Fukuoka (108)<br>34,60 6,13<br>29,93 6,10 2,95<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka 6MH25SSR<br>Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |

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| **7213060**<br><br><br>Df Gc Rdr<br>Rt | **TENYO MARU No. 31**<br>ex Daiyu Maru No. 25-82<br>**Taiko Tsusho K.K.** | **146**<br>76<br>— | | **1972** Sanuki Zosen Tekkosho K.K.—Takuma (622)<br>7,04 2,540<br>30,92 7,01 2,80<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo |
| **8625210**<br>*JJ3450*<br>129283<br>Rt | **TENYO MARU No. 35**<br><br>**Y.K. Nakata Kensetsu**<br>Ieshima, Japan<br>Hyogo Pref. | **460**<br>—<br>1 189 | | **1987** K.K. Yoshida Zosen Kogyo—Arida<br>65,82 3,920<br>60,00 13,20 6,51<br>1 dk | **M Sand Carrier** | Oil<br>1 000bhp (736kW) |
| **8511172**<br>*JJXC*<br>128316<br>Df Esd Gc<br>Rdr Rt | **TENYOSHI MARU**<br><br>**Hagimori Kaiun K.K.**<br>Yawatahama, Japan<br>Ehime Pref. | *3 384*<br>*1 570*<br>5 655 | NK | **1985** Hakata Zosen K.K.—Hakata (326)<br>98,02 (BB) 6,781<br>91,37 15,51 7,93<br>P 24,4 F 19,6 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>10 Ta ER<br>L.5 558 | Hanshin<br>Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 280kW a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **7374448**<br>*9VDZ*<br>384237<br>Df Esd Gc<br>Pfd Rdr Rt | **TENYOSHI MARU No. 4**<br>ex Tenyoshi-85 ex Tenyoshi Maru-85<br>**Xin Ya Shipping & Trading Pte. Ltd.**<br>Singapore Singapore | **3 738**<br>1 981<br>6 661<br>T/cm<br>15,0 | NK | **1975** Miyoshi Zosen K.K.—Uwajima (220)<br>110,79 15,52 6,508<br>104,85 15,50 7,80<br>P 24,4 F 20,2 1 dk<br>Bow/CM 44 Diam. 0,300 len 90 | **M Tanker**<br>Mchy.aft<br>2 Cargo pumps total 2 000T/hr | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>2 251kW (3 060bhp)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 160kW 445V 60Hz a.c.<br>Fuel 34,81t (d.o.) 406,42t (hvf) |
| **7913866**<br>*JL4735*<br>123858<br>Gc Rdr Rt | **TENYU**<br><br>**Y.K. Shinei Kisen**<br>Kurahashi, Japan<br>Hiroshima Pref. | **698**<br>—<br>741 | NK | **1979** Sanyo Zosen K.K.—Mukaishima (783)<br>61,96 3,914<br>56,22 10,01 4,42<br>P 13,2 F 6,8 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 158 | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 288kW |
| **8024894**<br>*7KUH*<br>125401<br>Df Esd Gc<br>Rdr Rt | **TENYU MARU**<br>ex Yamasugi Maru-86<br>**Daido Shipping Ltd.**<br>Tokyo Japan | **3 702**<br>2 481<br>6 436 | NK | **1981** Higaki Zosen K.K.—Imabari (252)<br>104,93 6,835<br>97,97 16,34 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br><br><br>G.8 449 B.7 980<br><br>2 Ha (stl) (27,2 27,9 × 8,3) ER<br>Der 1(20) 3(15) | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 144kW 445V 60Hz a.c. |
| **8220838**<br>*JM4731*<br>123383<br>Rt | **TENYU MARU**<br><br>**Sumitoku Kisen K.K.**<br>Yoshiumi, Japan<br>Ehime Pref. | **497**<br>—<br>1 573 | | **1982** K.K. Yoshida Zosen Kogyo—Arida (368)<br>74,81 4,101<br>71,81 11,51 6,13<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.2 921 B.2 359<br><br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 850bhp (1 361kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **8028929**<br>*JL4861*<br>125518 | **TENYU MARU**<br><br>**Takehisa Kisen Y.K.**<br>Hakata, Japan<br>Ehime Pref. | **496**<br>—<br>1 598 | | **1981** Kinoura Zosen K.K.—Hakata (68)<br>71,33<br>67,01 11,51 6,30<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.3 035 B.2 833<br><br>1 Ha (stl) ER | Makita<br>Oil 4SA 6Cy. 330 × 530<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. |
| **7122314**<br><br>M:FV-000848<br>Df Gc Pfd<br>Rdr Rt | **TENYU MARU**<br>ex Tenyu Maru No. 78-90<br>ex Matsuei Maru No. 11-89<br>**Victory Venture Fishing Corp.**<br>Manila Philippines | **373**<br>190<br>— | BV NK | **1970** Kanasashi Co. Ltd.—Shimizu (985)<br>52,95 8,54 3,404<br>46,91 8,50 3,80<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>883kW (1 200bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 250kW 225V 60Hz a.c. |
| **7932965**<br>*JK4131*<br>120469<br>Rt | **TENYU MARU**<br><br>**Kiyoji Imoto**<br>Hizen, Japan<br>Saga Pref. | **199**<br>—<br>699 | | **1979** Shin Nippon Jukogyo K.K.—Higashino (157)<br>*49,72* 3,270<br>9,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil |
| **8815566**<br>*JK4889*<br>131062<br>Rt | **TENYU MARU No. 3**<br><br>**Masaharu Tanioka**<br>Hiroshima, Japan<br>Hiroshima Pref. | **446**<br>—<br>463 | | **1989** Shitanoe Zosen K.K.—Usuki (1091)<br>47,02 (BB) 11,02 3,121<br>42,00 11,00 5,41 | **M Sand Carrier**<br><br>1 Ho ER<br><br>1 Ha (stl) ER | Yanmar<br>Oil 4SA 6Cy. 280 × 450<br>736kW (1 001bhp) E made88<br>Yanmar Diesel Engine Co. Ltd. |
| **8809270**<br>*JFWI*<br>130708<br>MG1-1633<br>Rdr RTv | **TENYU MARU No. 3**<br><br>**K.K. Sansei Suisan**<br>Kesennuma, Japan<br>Miyagi Pref.<br>SatCom: 1204370/JFWI | **409**<br>—<br>— | | **1988** Niigata Eng. Co. Ltd.—Niigata (2088)<br>55,78 (BB) 3,480<br>49,15 8,91 3,87<br>1 dk | **M Fishing**<br>Long-line Ref<br><br>In.533 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutc<br>couplings & sr geared to sc. shaf<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **6918120**<br>*JK2939*<br>103054 | **TENYU MARU No. 5**<br>ex Hoei Maru No. 18-80<br>**Masanobu Onishi**<br>Kurahashi, Japan<br>Hiroshima Pref. | **128**<br>58<br>255 | | **1968** Imamura Zosen—Kure (146)<br>29,99 6,12 2,800<br>27,00 6,10 3,00<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (14,0 × 4,1) ER | Niigata<br>Oil 4SA 6Cy. 160 × 200<br>250bhp (184kW)<br>Niigata Eng. Co. Ltd. |
| **8909850**<br>*JKEE*<br>130773<br>MG1-1706<br>Rdr RTv | **TENYU MARU No. 6**<br><br>**K.K. Sansei Suisan**<br>Kesennuma, Japan<br>Miyagi Pref.<br>SatCom: 1200265/JKEE | **379**<br>—<br>— | | **1989** Niigata Eng. Co. Ltd.—Niigata (2156)<br>54,56 (BB) 8,72<br>47,90 8,70 3,80 | **M Fishing**<br>Long-line Ref | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutc<br>couplings & sr geared to sc. shaf<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **9031935**<br>*JQDM*<br>132195<br>Rdr RTv | **TENYU MARU No. 7**<br><br>**K.K. Mimasa Suisan**<br>Kesennuma, Japan<br>Miyagi Pref.<br>SatCom: 1204526/JQDM | **379**<br>—<br>470 | | **1991** Niigata Eng. Co. Ltd.—Niigata (2216)<br>54,56 (BB) 3,440<br>47,90 8,70 3,80 | **M Fishing**<br>Long-line Ref<br><br>In.491 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutc<br>couplings & sr geared to sc. shaf<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8905402**<br>*JM5881*<br>131257<br>Rt | **TENYU MARU No. 8**<br><br>**Y.K. Tenyu Kisen**<br>Matsushima, Japan<br>Kumamoto Pref. | **499**<br>—<br>1 000 | | **1989** Nakatani Shipyard Co. Ltd.—Nomi (527)<br>*47,00*<br>12,00 4,20 | **M Sand Carrier** | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>Niigata Eng. Co. Ltd. |
| **8801565**<br>*JK4735*<br>129573 | **TENYU MARU No. 8**<br><br>**Nakagami Kensetsu K.K.**<br>Onomichi, Japan<br>Hiroshima Pref. | **491**<br>—<br>1 348 | | **1987** Matsuura Tekko Zosen—Higashino (335)<br>65,66 (BB) 13,29 4,474<br>59,92 13,20 7,01<br>2 dks | **M Sand Carrier**<br><br>1 Ho ER<br>G.782<br><br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 555 with clutc<br>reduction geared to sc. shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd.<br>Thw. thrust Contr. pitch propeller |
| **8816479**<br>*JJ3613*<br>130828<br>Rt | **TENYU MARU No. 8**<br><br>**Matsuo Okawachi**<br>Ieshima, Japan<br>Hyogo Pref. | **325**<br>—<br>1 119 | | **1988** Shirahama Zosen K.K.—Honai (137)<br>54,50 (BB) 4,300<br>49,95 11,00 6,00<br>1 dk | **M Sand Carrier** | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. |

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|---|---|---|---|---|
| **TENYU MARU No. 8**<br>ex Koei Maru No. 5<br>**K.K. Sansei Suisan**<br>Kesennuma,<br>Miyagi Pref. Japan | **299**<br>150<br>— | **1974** Niigata Eng. Co. Ltd.—Niigata (1256)<br>48,90 8,34 3,252<br>43,21 8,31 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TENYU MARU No. 8**<br>**Teruo Nishiguchi**<br>Iyo,<br>Ehime Pref. Japan | **199**<br>—<br>500 | **1979** Koa Sangyo K.K.—Takamatsu (503)<br>*42,01*<br>7,60 3,41<br>1 dk | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **TENYU MARU No. 18**<br>**Kaikei Suisan K.K.**<br>Kesennuma,<br>Miyagi Pref. Japan<br>SatCom: 1204232/JGCI | **299**<br>143<br>369 | **1978** Niigata Eng. Co. Ltd.—Niigata (1608)<br>48,87 3,260<br>42,80 8,51 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6M28ZE<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TENYU MARU No. 18**<br>**Ogata Gyogyo K.K.**<br>Ishinomaki,<br>Miyagi Pref. Japan | **127**<br>—<br>— | **1984** Sanuki Zosen Tekkosho K.K.—Takuma (1132)<br>(BB) 2,710<br>30,99 6,80 3,00<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>In.144 | Akasaka DM28AKFD<br>Oil 4SA 6Cy. 280 × 460 sr geared to sc. shaft<br>950bhp (699kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TENYU MARU No. 28**<br>**Ogata Gyogyo K.K.**<br>Ishinomaki,<br>Miyagi Pref. Japan<br>SatCom: 1200533/JDXY | **307**<br>—<br>— | **1989** Sanuki Zosen Tekkosho K.K.—Takuma (1208)<br>67,10 (BB) 3,952<br>60,00 10,20 6,60<br>2 dks | **M Fishing**<br>Long-line Ref<br>In.847 | Akasaka K31FD<br>Oil 4SA 6Cy. 310 × 530<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| **TENYU MARU No. 28**<br>ex Choko Maru No. 25<br>ex Nitto Maru No. 5<br>**Kiomasa Enterprise** | **271**<br>132<br>745 | **1967** Niigata Eng. Co. Ltd.—Niigata (682)<br>47,48 7,80 3,125<br>42,98 7,78 3,51<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 460<br>Niigata Eng. Co. Ltd. Niigata |
| **TENYU MARU No. 38**<br>**K.K. Sansei Suisan**<br>Kesennuma,<br>Miyagi Pref. Japan<br>SatCom: 1200543/JGWY | **379**<br>—<br>— | **1987** Kanasashi Co. Ltd.—Shimizu (3132)<br>53,52 (BB) 8,74 3,401<br>46,89 8,70 3,76 | **M Fishing**<br>Long-line<br>G.530 B.474 | Niigata 6M28BFT<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>Niigata Eng. Co. Ltd. Niigata |
| **TENYU MARU No. 38**<br>**Societe Malgache de Pecherie**<br>Majunga Madagascar | **314**<br>154<br>— | **1967** Yamanishi Zosen K.K.—Ishinomaki (533)<br>46,49 8,26 3,201<br>41,53 8,23 3,66<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TENYU MARU No. 38**<br>**Deep Sea Co. Ltd.** | **284**<br>142<br>— | **1973** Niigata Eng. Co. Ltd.—Niigata (1203)<br>47,68 8,23 3,201<br>42,55 8,21 3,61<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TENYU MARU No. 53**<br>ex Shofuku Maru No. 73-86<br>**Y.K. Tenyu Maru**<br>Saigo,<br>Shimane Pref. Japan | **123**<br>—<br>— | **1977** K.K. Watanabe Zosensho—Nagasaki (732)<br>38,99 6,61<br>32,06 6,51 2,95<br>1 dk | **M Fishing/ Fish Carrier**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 320 reduction geared to sc. shaft<br>1 100bhp (809kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TENYU MARU No. 57**<br>**Ogata Gyogyo K.K.**<br>Ishinomaki,<br>Miyagi Pref. Japan<br>SatCom: 1200767/JBSO | **279**<br>—<br>622 | **1983** Niigata Eng. Co. Ltd.—Niigata (1763)<br>57,51 (BB) 3,860<br>50,22 9,91 6,00<br>1 dk | **M Fishing**<br>Stern Trawler<br>5 Ho ER<br>In.470<br>12 Ha (stl) ER | Niigata 6MG40CX<br>Oil 4SA 6Cy. 400 × 520 with flexible couplings & sr geared to sc. shaft<br>2 600bhp (1 912kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 264kW 225V a.c.<br>Controllable pitch propeller |
| **TENYU MARU No. 57**<br>ex Zenryo Maru No. 57-90<br>ex Kasuga Maru No. 57-87<br>**G.K. Ise Gyogyobu**<br>Otaru,<br>Hokkaido Pref. Japan | **124**<br>—<br>— | **1977** Narasaki Senpaku Kogyo K.K.—Muroran<br>*32,19*<br>7,38 2,70<br>1 dk | **M Fishing**<br>In.95 | Daihatsu 6DSM-28<br>Oil 4SA 6Cy. 280 × 340 geared to sc. shaft<br>900bhp (662kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>Gen 1 × 150kW 1 × 130kW 225V a.c.<br>Controllable pitch propeller<br>11kn |
| **TENYU MARU No. 68**<br>**K.K. Sansei Suisan**<br>Kesennuma,<br>Miyagi Pref. Japan<br>SatCom: 1204465/JGGO | **379**<br>—<br>447 | **1985** Niigata Eng. Co. Ltd.—Niigata (1851)<br>54,01 (BB) 3,593<br>47,91 8,72 3,76<br>1 dk | **M Fishing**<br>Side-fishing Long-line Ref<br>In.490 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **TENYU MARU No. 78**<br>ex Shigetoku Maru No. 35-87<br>**Lange Hermanos**<br>Guatemala | **299**<br>154<br>353 | **1979** Miho Zosensho K.K.—Shimizu (1129)<br>50,14 3,222<br>43,52 8,50 3,59<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440<br>The Hanshin Diesel Works Ltd. Akashi |
| **TENYU MARU No. 81**<br>**Ogata Gyogyo K.K.**<br>Ishinomaki,<br>Miyagi Pref. Japan<br>SatCom: 1203121/IJXU | **284**<br>144<br>— | **1979** Yamanishi Zosen K.K.—Ishinomaki (861)<br>49,66 3,234<br>42,96 8,21 3,56<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TENYU MARU No. 88**<br>**Ogata Gyogyo K.K.**<br>Ishinomaki,<br>Miyagi Pref. Japan<br>SatCom: 1201460/JKFF | **349**<br>—<br>— | **1987** Sanuki Zosen Tekkosho K.K.—Takuma (1178)<br>69,30 (BB) 4,152<br>63,02 10,61 6,96<br>2 dks | **M Fishing**<br>Ref | Akasaka K31FD<br>Oil 4SA 6Cy. 310 × 530<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TENZAN MARU**<br>**Kyushu Shosen K.K.**<br>Nagasaki,<br>Nagasaki Pref. Japan | **771**<br>—<br>182 | **1966** Taguma Zosen—Innoshima (45)<br>49,79 13,24 2,515<br>44,56 13,21 3,79<br>1 dk<br>RW | **TM RoRo Cargo/Ferry**<br>Deck Cargo 700dk P | Hanshin<br>2 Oil 4SA each 6Cy. 320 × 450<br>1 700bhp (1 250kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TENZAN MARU No. 8**<br>**Tsuda Kaiun K.K.**<br>Nagahama,<br>Ehime Pref. Japan | **995**<br>—<br>2 436 | **1978** Kurinoura Dock K.K.—Japan (131)<br>78,59 5,001<br>72,62 12,01 5,52<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Hanshin 6LU38G<br>Oil 4SA 6Cy. 380 × 580<br>2 100bhp (1 545kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TEOATL**<br>**Compania Naviera Minera del Golfo S.A. de C.V. (NAVIMIN)**<br>Coatzacoalcos Mexico | *14 840*<br>*4 452*<br>21 364 AB (Class cont.) | **1989** "AUGUSA", Ast. Unidos de Guaymas S.A. de C.V.—Guaymas (902)<br>165,00 9,690<br>154,39 23,66 13,01<br>1 dk | **M Chemical Carrier**<br>Sulphur | Sulzer 5RLB76<br>Oil 2SA 5Cy. 760 × 1600<br>10 592kW (14 400bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Japan<br>Gen 3 × 640kW 440V 60Hz a.c.<br>Fuel 140,9t (d.o.) 1 453,6t (i.f.o.)-33,5pd 15,5kn |

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| **8603353**<br>*UGOK*<br>M-42030<br>Df Esd Gc<br>Pfd Rdr RTv | **TEODOR NETTE**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.)<br>SatCom: 1401542/UGOK | *6 395*<br>*3 223*<br>7 850 | | **1988** Stocznia Gdanska im. Lenina—Gdansk (B352/02)<br>RS 131,60 19,30 7,000<br>122,00 - 8,80<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.9 661 B.9 058<br>TEU 274 C. 274/20'<br>4 Ha (stl) (12,1 × 10,2) (12,1 18,8 18,8 × 15,2) ER<br>Cr 4(12) | B&W<br>Oil 2SA 7Cy. 450 × 1200<br>6 376bhp (4 690kW)<br>H. Cegielski<br>Gen 3 × 400kW a.c. |
| **5413965**<br>*UVTS*<br>M-27569<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **TEODOR NETTE**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | T.Mk<br>**2 433**<br>872<br>1 301 | | **1963** ..............U.S.S.R.<br>84,69 14,03 5,538<br>RS 78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 331<br>5 Ha (1,5 × 1,5) (1,3 1,3 × 1,2) (1,6 1,6 × 1,5)<br>4W Der 2(5) 2(1,5) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **7389778**<br>*ICNT*<br>80<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TEODORICO**<br>ex Osco Anne-90 ex Osco Sun-88<br>ex Bejaia-88<br>Launched as Messinaki Proodos<br>**Bisanzio di Navigazione S.r.l.**<br>Augusta Italy<br>SatCom: 1150706/ICNT | **17 938**<br>11 512<br>31 183<br>T/cm<br>38,4 | | **1977** AB Oskarshamns Varv—Oskarshamn (411)<br>170,72 25,94 11,092<br>NV RI 161,86 25,91 14,48<br>1 dk<br>Bow/CM 81 Diam. 0,400 MH 2,1 | **M Tanker**<br>19 Ta ER<br>L.(oil) 39 563 HeCls. BC<br>4 Cargo pumps total 3 600T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>8 832kW (12 007bhp)<br>H. Cegielski<br>Gen 3 × 640kW 440V 60Hz a.c.<br>Fuel 284,5t (d.o.) 2 157,5t (hvf)-35,0 |
| **7907415**<br>*IRTD*<br>53<br>Rdr Rt | **TEODORO BARRETTA**<br>**Impresa Fratelli Barretta Domenico e Giovanni S.n.C.**<br>Brindisi Italy | **433**<br>157<br>— | | **1981** Cant. Nav. A. Giorgetti—Viareggio (31)<br>37,32 10,32 4,211<br>RI 34,02 10,30 5,11<br>1 dk | **M Tug**<br>Salvage<br>Ice strengthened | MaK<br>Oil 4SA 9Cy. 320 × 420<br>Atlas-MaK Maschinenbau<br>Controllable pitch propeller |
| **7911404**<br>*CUYY*<br>Df Esd Gc<br>Pfd Rdr Rt | **TEOMAR**<br>ex Todos Oceanos-89<br>**Alpe-Mar Pescas e Comercio de Peixe Ltda.**<br>Sesimbra Portugal | **201**<br>—<br>120 | CLASS WITHDRAWN<br>6/3/91 | **1981** Est. Nav. do Mondego—Figueira da Foz (192)<br>34,50 7,81 3,122<br>29,32 7,61 3,61<br>F 25,0 1 dk<br>rf 960 BK 140 | **M Fishing**<br>Long-line<br>Mchy.aft | Polar<br>Oil 4SA 6Cy. 250 × 300 sr geared<br>883kW (1 200bhp)<br>A/B Bofors Nohab<br>Gen 2 × 84kW 1 × 72kW 380V 50 |
| **7343700**<br>356432 | **TEPERU**<br>**Government of The Republic of Guyana (Ministry of Communications)**<br>Georgetown, Demerara Guyana | **101**<br>17<br>— | | **1974** Sprostons (Guyana) Ltd.—Georgetown, Demerara<br>24,69 6,51 2,134<br>22,84 6,41 2,75<br>1 dk<br>BK 305 | **M Tug** | Blackstone<br>Oil 4SA 6Cy. 222 × 292 reverse<br>to sc. shaft<br>Mirrlees Blackstone (Stamford) Ltd<br>Fuel (d.o.) |
| **7341910**<br>*H2RZ*<br>702060<br>Df Esd Gc<br>Rdr RTv | **TEPHYS**<br>ex Pamit C-91 ex Westland-91<br>ex Nedlloyd Westland-83<br>ex Westland-82<br>**Tephys Shipping**<br>Limassol Cyprus | **8 935**<br>6 420<br>15 123 | ✠Classed LR until<br>24/2/84 | BV **1975**-2 Austin & Pickersgill Ltd.—Southwick, Sunderland (896)<br>141,00 20,48 8,862<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo** CSD<br>5 Ho 21,5 29,7 11,3 22,7 ER 23,7<br>G.21 346 B.19 570<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,4) ER (11,4 × 6,7)<br>15W Cr 1(22) Der 1(30) 8(10) 4(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd<br>Gen 3 × 370kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 971,5t (hvf) |
| **5355802** | **TEPIC**<br>ex Anita-62<br>**Servicios Maritimos Mexicanos S.A.**<br>Ensenada, Baja California Mexico | **331**<br>275<br>335 | | **1943** Commercial Iron Works—Portland, Or<br>47,86 7,01 2,439<br>... ... ...<br>1 dk | **TM General Cargo** | 2 Oil<br>............... |
| **7305734**<br>*3EDO4*<br>15296-85<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TEPOZTECO**<br>ex Prince Maru No. 7-85<br>**Maritima Andromeda S.A.**<br>Cardiff Ship Management & Services Ltd.<br>Panama Panama | **7 695**<br>4 619<br>8 870 | | **1973** Mitsubishi Heavy Industries Ltd.—Kobe (1041)<br>AB (NK) 169,12 25,66 7,243<br>160,00 25,61 10,01<br>F 154,0 2 dks<br>rf 292 | **M Vehicles Carrier**<br>Stern ramps<br>Cars 3150<br>Mchy.aft | MAN<br>Vee Oil 4SA 18Cy. 400 × 540 rever<br>geared to sc. shaft<br>9 850bhp (7 245kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 550kW 440V 60Hz a.c.<br>Fuel 140,5t (d.o.) 1 300,5t (hvf)-31,0 |
| **8608444**<br>*V2DA*<br>2054<br>Rdr Rt<br>AMVER | **TEQUILA SUNRISE**<br>Launched as Martin<br>**Martinus Schiffahrtsges.m.b.H. & Co. KG**<br>Reederei Heino Winter KG<br>Hamburg Antigua & Barbuda | *3 277*<br>*1 578*<br>4 330 | | **1987** Werft Nobiskrug G.m.b.H.—Rendsburg (730)<br>GL 94,42 (BB) 5,598<br>86,52 15,51 7,90<br>1 dk | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho ER<br>G.5 663<br>TEU 319<br>C.Ho 131/20' C.Dk 188/20' incl. 60 ref C.<br>1 Ha (stl) (55,7 × 12,6) ER<br>Cr 2(30) | MaK<br>Oil 4SA 6Cy. 320 × 420 with flexib<br>sr geared to sc. shaft<br>2 392bhp (1 759kW)<br>Krupp MaK. Maschinebau G.m.b.H<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7614537**<br>*EHGP*<br>Df Esd Gc<br>Rdr Rt | **TER**<br>ex Jaral-89<br>**Naviera Pinillos S.A.**<br>Huelva Spain | **1 779**<br>1 256<br>2 970 | | **1978** Ast. de Huelva S.A.—Huelva (95)<br>90,76 13,21 4,990<br>BV GL 75,65 13,19 6,30<br>1 dk | **M Container Ship**<br>Fixed-guides<br>1 Cell. Ho 62,3 ER<br>G.2 870<br>TEU 140 C. 140/20'<br>5 Ha (stl) ER | MWM<br>Oil 4SA 6Cy. 360 × 450 sr reverse<br>shaft<br>1 821kW (2 476bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 248kW 2 × 184kW |
| **8402187**<br>*ORDJ*<br>Rdr Rt | **TER STREEP**<br>**Government of The Kingdom of Belgium (Ministerie van Verkeerswezen - Bestuur van het Zeewezen en van de Binnenvaart)**<br>Oostende Belgium | *643*<br>*193*<br>647 | | **1985** Schps. van Langerbrugge—Gent/Gand (6000)<br>49,56 9,71 3,052<br>44,91 9,61 4,81<br>1 dk | **M Research**<br>Hydrographic | A.B.C.<br>2 Oil 4SA each 6Cy. 242 × 320 w<br>flexible couplings & dr geared<br>1 620bhp (1 192kW)<br>Anglo-Belgian Corporation N.V.<br>Gen 1 × 152kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7032935**<br>*OQDZ*<br>N 752<br>Esd Pfd Rdr RTv | **TER YDE**<br>**Marjorie B.V.B.A.**<br>Nieuwpoort Belgium | **101**<br>34<br>— | | **1971** Beliard-Murdoch S.A.—Oostende (C.211)<br>25,58 - 2,502<br>22,10 6,40 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | A.B.C.<br>Oil 4SA 6Cy. 242 × 320 reduction<br>shaft<br>375bhp (276kW)<br>Anglo-Belgian Co. N.V.<br>Fuel (d.o.) |
| **7734595**<br>*HP2029*<br>6502-76A<br>Rt | **TERA TIDE**<br>ex Dearborn 48-82<br>**Seahawk Deep Ocean Technology**<br>Panama Panama | **489**<br>322<br>— | | **1974** Burton Construction & SB. Corp.—Port Arthur, Tx (512)<br>BV 60,95 4,470<br>55,34 12,20 5,18<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | Alco<br>2 Vee Oil 4SA each 18Cy. 229 ×<br>Alco Engine Co.<br>Gen 2 × 200kW 208V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **5263853**<br>*T3SG*<br>Esd Rdr Rt | **TERAAKA**<br>ex Nikinoria-75 ex Opatija-68<br>**Government of The Republic of Kiribati**<br>Tarawa, Tarawa Island Kiribati | **980**<br>472<br>628 | | **1959** "Titovo Brodogradiliste"—Kraljevica (361)<br>64,42 9,71 3,950<br>(BV) 59,21 9,35 6,15<br>2 dks<br>RW conv Yacht 75 | **M Passenger/General Cargo/Ferry**<br>—cbn 80bth P<br>3 Ha (3,0 × 2,0) (3,5 × 5,4) (2,5 × 3,5)<br>Der 2(5) 4(2,5) | Sulzer<br>Oil 2SA 6Cy. 480 × 700<br>1 324kW (1 800bhp)<br>Sour "Jugoturbina" |

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| **TERANGA**<br>ex Newebe X-77<br>**Armement Dakar-Peche**<br>Dakar Senegal | **131**<br>63<br>— | (BV) | **1970** At. & Ch. de la Manche—Dieppe (1220-1)<br>25,20 6,81 2,490<br>22,59 6,68 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho<br>In.142<br>1 Ha (1,1 × 1,6) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 48,5t (d.o.) 8,5kn |
| **TERASHIMA MARU**<br>ex Mishima Maru No. 2-58<br>**Mitsui Matsushima Sangyo K.K.**<br>Oshima, Nagasaki Pref. Japan | **237**<br>—<br>443 | | **1942** Mitsubishi Jukogyo—Nagasaki<br>38,00 6,71 2,998<br>6,66 3,31<br>1 dk | **TM Tanker**<br>Water<br>3 Ta ER | 2 Oil 2DA each 4Cy. 265 × 310<br>360bhp (265kW) NE 55<br>Matsue Diesel K.K. Matsue<br>8kn |
| **TERATAI**<br>ex Badung-74 ex Sang Guana<br>ex Sagafjord-62<br>**P.T. Persusahaan Pelayaran Nusantara "Eja"**<br>Jakarta Indonesia | **555**<br>348<br>912 | (KI) | **1956** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (398)<br>52,02 8,44 4,134<br>47,30 8,41<br>P 13,5 2 dks<br>RW | **M General Cargo**<br>Mchy.aft<br>G.1 089 B.999<br>2W Der 1(10) 2(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 15kW 1 × 10kW 115V d.c.<br>Fuel 33,5t (d.o.) 7kn |
| **TERCEIRA**<br>ex Normandy Princess-81<br>**STF Terceira Ltd.**<br>Shun Tak Ship Management Ltd.<br>Hong Kong Hong Kong (British) | **329**<br>225<br>— | AB | **1979** Boeing Marine Systems—Seattle, Wa (0012)<br>30,10 9,50 1,505/5,301<br>23,93 8,54 2,60<br>2 dks | **Aluminium Alloy TGT Hydrofoil Ferry**<br>278dk P<br>Mchy.aft | 2 Gas Turb dr geared to sc. shafts 7 400shp (5 443kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 2 × 50kW 440V 60Hz a.c.<br>2 Water jet propulsion units<br>Thw. thrust propeller fwd<br>43kn |
| **TERCEIRENSE**<br>ex Cement King-89<br>**Transinsular - Transportes Maritimos Insulares S.a.r.l.**<br>S & C Shipmanagement & Crewing Ltd.<br>Lisboa Portugal | **2 929**<br>1 484<br>4 156<br>T/cm<br>11,8 | **100A1** CS 1/88<br>**LMC UMS**<br>EL S 1⅝"U2<br>FN 2205<br>(NV) | **1973** Ankerlokken Verft Glommen A/S —Fredrikstad (183)<br>98,66 (BB) 17,05 5,512<br>90,00 17,00 7,50<br>P 31,1 F 14,7 1 dk<br>rf nil | **M Cement Carrier**<br>2 Ho 27,0 24,0 ER<br>G.4 169 | Polar SF112VS-F<br>2 Vee Oil 4SA each 12Cy. 250 × 300 sr geared to sc. shaft<br>4 200bhp (3 089kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 164kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust propellers<br>Fuel (d.o.) 14kn |
| **TERCERO RIO SIL**<br>**Britgal UK Ltd.**<br>Cmaine (Shipping) Ltd.<br>Milford Haven United Kingdom | **205**<br>137<br>164 | BV | **1972** Ast. Gondan—Puerto de Figueras<br>30,74 7,04 3,404<br>26,50 7,00 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | M.T.M.<br>Oil 4SA 6Cy. 295 × 420<br>750bhp (552kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 90,5t (d.o.) 11kn |
| **TERE**<br>**Manuel Gonzalez Lomba**<br>La Guardia Spain | **149**<br>64<br>136 | | **1989** Polyships S.A.—Vigo (90011)<br>27,98 2,950<br>23,60 8,00 4,00<br>2 dks | **Reinforced Plastic M Fishing**<br>Side-fishing Long-line Ref<br>In.153 | Penta TAMD162<br>Oil 4SA 6Cy. 144 × 165 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>346kW (470bhp)<br>A/B Volvo-Penta Sweden<br>10kn |
| **TERE MILI**<br>**Mariscos Rodriguez S.A.**<br>Huelva Spain | **249**<br>139<br>155 | BV | **1968** Const. Nav. Yarza—Vigo (9)<br>35,49 7,22 3,371<br>30,54 7,01 3,89<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho ER<br>In.193<br>3 Ha (1,5 1,5 × 1,3) (0,9 × 0,9) ER | M.T.M.<br>Oil 4SA 6Cy. 295 × 420 geared to sc. shaft<br>750bhp (552kW) E made74 fitted—<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Controllable pitch propeller<br>Fuel 121,5t (d.o.) 11,75kn |
| **TEREBEE**<br>ex Puzon I<br>**Tereso Tan**<br>Manila Philippines | **435**<br>306<br>806 | | **1972** Sandoval Shipyards Inc.—Navotas<br>1,210<br>47,33 8,00 3,36<br>1 dk | **M General Cargo** | Oil<br>450bhp (331kW) |
| **TEREK**<br>**Kaspryba**<br>(Krasnovodsk) (U.S.S.R.) | **1 361**<br>473<br>526 | RS | **1970** .............U.S.S.R.<br>72,07 10,83 3,620<br>5,72<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>G.677<br>2 Ha (each 2,5 × 2,5)<br>4W Der 4(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,25kn |
| **TEREKHOVSK**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**3 540**<br>1 486<br>—<br>**5 467**<br>2 702<br>5 816 | RS | **1979** Stocznia Szczecinska im. A. Warskiego —Szczecin (B432/302)<br>124,06 (BB) 17,02 —/7,320<br>114,03 17,01 9,78<br>P 38,5 F 14,4 2 dks<br>rf 152 DK fwd | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>B.7 143 In.1 110<br>TEU 50<br>C.Ho 36/20' (40') C.Dk 14/20' (40')<br>4 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER (4,5 × 6,5)<br>10W Der 1(40) 8(5) | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd 15,75kn |
| **TERENCE**<br>ex Leticia-82 ex Doloris-80<br>ex Tilla Doris-78 ex Suderelv-69<br>ex Klaus Block-64<br>**Edward E. Seaman**<br>Valletta Malta | **430**<br>221<br>685 | HR (GL) | **1955** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (388)<br>53,24 8,44 3,391<br>47,02 8,41 3,81<br>P 9,2 F 5,8 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 27,9 ER<br>G.929 B.875<br>2 Ha (w) (each 9,9 × 5,0) ER | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 7,5kW 1 × 5,5kW 110V d.c.<br>Fuel (d.o.) 9kn |
| **TERESA**<br>**Greek Tankershipping Co. Ltd.**<br>Piraeus Greece | **495**<br>266<br>1 031 | (BV) | **1944** Odenbach SB. Corp.—Rochester, NY<br>*54,38* 9,17 4,877<br>9,12<br>P 11,9 F 7,1 1 dk<br>rf nil | **TM Tanker**<br>Mchy.aft<br>L.(oil) 1 087<br>Der 1(10) | 2 Oil 2SA each 4Cy. 320 × 405<br>700bhp (515kW)<br>Clark Bros. Co. New York, NY<br>Fuel 44,5t (d.o.) 9kn |
| **TERESA AND JEAN**<br>ex John G. Murley<br>**Iceland Fishing Corp.**<br>New Bedford, Ma United States of America | **106**<br>51<br>— | | **1941** Morse Boat Building Co.—Thomaston, Me<br>*27,04* 5,95<br>3,10 | **Wood M Fishing** | Oil<br>230bhp (169kW)<br>.............<br>Fuel (d.o.) |
| **TERESA B**<br>ex Carolina G.-84 ex Playa Roqueta-83<br>ex Polensa Quinto-71<br>**Dorado Trading S.A.**<br>Panama Panama | **363**<br>220<br>405 | (RP) | **1964** S.A. Balenciaga—Zumaya (85)<br>42,52 9,07 —<br>39,96 7,50 3,81<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 6Cy. 250 × 375<br>450bhp (331kW)<br>Juaristi Zumaya<br>12kn |
| **TERESA BARRERAS**<br>ex Teresa<br>**Efren Ventoso Dominguez**<br>Vigo Spain | **167**<br>91<br>138 | (BV) | **1942** Hijos de J. Barreras S.A.—Vigo<br>*27,50* 6,00<br>5,97 3,26<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (0,6 × 0,6) (0,9 0,9 × 0,9) | Werkspoor<br>Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 42,5t (d.o.) 11,5kn |
| **TERESA McALLISTER**<br>ex Marie S. Moran-63<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | **223**<br>151<br>— | (AB) | **1961** Dravo Corp.—Wilmington, De (4120)<br>8,28 4,042<br>29,47 8,23 4,53<br>1 dk<br>rf nil | **M Tug** | General Motors<br>Vee Oil 2SA 16Cy. 216 × 254 sr reverse geared to sc. shaft<br>General Motors Corp. La Grange, Illinois<br>Gen 1 × 40kW 1 × 25kW<br>Fuel 101,5t |

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| **8712415**<br>801796 | **TERESA MARIA**<br>**670154 Ontario Ltd.**<br>Chatham, Ont. Canada | **121**<br>108<br>80 | | **1987** Hike Metal Products Ltd.—Wheatley, Ont.<br>24,41 1,524<br>21,04 7,32 2,49<br>1 dk | **M Fishing** | Penta<br>Oil 4SA 6Cy. with clutches, flexible<br>geared to sc. shaft<br>367bhp (270kW)<br>A/B Volvo-Penta |
| **7641683**<br>*WYT9980*<br>568670 | **TERESA MARIE**<br>ex Rush-78<br>**S S N Corp.**<br>New Bedford, Ma United States of America | **127**<br>86<br>— | | **1975** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*21,98* 6,76<br>3,38<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **8024832**<br>*WYQ9307*<br>624947 | **TERESA MARIE II**<br>**Teresa Marie II Inc.**<br>Wilmington, De United States of America | **198**<br>135<br>— | | **1980** Washburn & Doughty Associates Inc.—Bath, Me<br>*26,31* 7,32<br>3,79<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>825bhp (607kW)<br>Caterpillar Tractor Co. |
| **8605959**<br>677998<br>Rdr Rt | **TERESA MARIE III**<br>**Teresa Marie III Inc.**<br>Philadelphia, Pa United States of America | **192**<br>141<br>— | | **1985** Eastern Marine Inc.—Panama City, Fl<br>... ... ...<br>25,30 7,01 4,14<br>1 dk | **M Fishing**<br>Stern Trawler Shellfish Ref<br>In.126 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 geared<br>620bhp (456kW)<br>Caterpillar Tractor Co. |
| **8605961**<br>691690<br>Rdr Rt | **TERESA MARIE IV**<br>**Teresa Marie IV Inc.**<br>Philadelphia, Pa United States of America | **197**<br>146<br>— | | **1985** Eastern Marine Inc.—Panama City, Fl (93)<br>2,744<br>26,83 7,01 3,97<br>1 dk | **M Fishing**<br>Stern Trawler Shellfish Ref | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 geared<br>Caterpillar Tractor Co. |
| **8507884**<br>Rdr Rt | **TERESA MARINE III**<br>United States of America | **120**<br>—<br>— | | **1984** Eastern Marine Inc.—Panama City, Fl (88)<br>2,744<br>25,61 7,01 3,97<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 geared<br>625bhp (460kW)<br>Caterpillar Tractor Co. |
| **5283554**<br>*CUYG*<br>LX-72-A<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TERESAMAR**<br>ex Praia De Paco D'Arcos-85<br>**Nascipesca-Sociedad Industrias Pesca Ltda.**<br>Lisboa Portugal | **454**<br>171<br>343 | ✠Classed LR until 8/72<br>RP | **1959**-2 Cia. Uniao Fabril—Lisboa (167)<br>52,50 8,48 4,109<br>46,25 - 4,35<br>F 8,3 1 dk<br>RW rf 838 BK 178 | **M Fishing**<br>Side Trawler | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor<br>Fuel 110,0t (d.o.)-4,5pd |
| **5050763**<br>Rt | **TERESIA**<br>ex Key-77 ex Bratto I-71 ex Irevik-62<br>ex Hoop op Zegen-59<br>**Cyril Hyacinth**<br>Roseau Dominica | **199**<br>85<br>274 | Classed LR until 3/2/84 | **1930** J. Vos & Zoon—Groningen<br>35,49 6,30 2,521<br>32,80 6,25 2,67<br>P 9,8 RFD 3,4 1 dk<br>R | **M General Cargo**<br>1 Ho ER<br>G.340<br>2 Ha (3,7 8,6 × 3,8) ER<br>1W Der 1(1,5) 1(1) | Scania<br>Oil 4SA 4Cy. 127 × 140<br>330bhp (243kW) NE 2/74<br>Saab-Scania |
| **5271874**<br>*HQCJ7*<br>L-1911905<br>Esd Rt | **TEREZA**<br>ex Credo du Pecheur-87<br>ex Patron Jean Cadiou-72<br>**Sema Compania Naviera S. de R.L.**<br>San Lorenzo Honduras | **120**<br>52<br>82 | HR (BV) | **1957** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne<br>26,29 6,66<br>3,64<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>In.90<br>2 Ha (each 1,0 × 1,0)<br>Der 1(2,5) | Baudouin<br>Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW) NE 68<br>Soc. des Moteurs Baudouin<br>Fuel 26,0t (d.o.) |
| **7210410**<br>*3EKN5*<br>17783-PEXT<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **TERI**<br>ex Asterion-86 ex Apollodorus-78<br>**Teri Shipping Corp.**<br>Singa Ship Management Pte. Ltd.<br>Panama Panama | *13 121*<br>*9 392*<br>22 592<br>T/cm<br>32,0 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2202)<br>164,34 (BB) 22,92 9,868<br>155,45 22,86 13,57<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 23,9 25,6 18,4 25,6 26,3 ER<br>G.30 684 B.29 560<br>5 Ha (stl) (14,4 16,0 9,6 16,0 16,0 × 12,5) ER<br>Cr 5(10) | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.<br>Gen 2 × 310kW 1 × 200kW 440V<br>Fuel 1 474,5t (hvf) |
| **7048001**<br>*WY7601*<br>521738 | **TERI M**<br>**David Fletcher**<br>Corpus Christi, Tx United States of America | **102**<br>72<br>— | | **1969** Toche Enterprises Inc.—Ocean Springs, Ms<br>*20,88* 6,74<br>3,46 | **M Fishing** | Oil<br>500bhp (368kW)<br>............<br>Fuel (d.o.) |
| **7384508**<br>*UUQM*<br>M-30597<br>Df Esd Gc<br>Rdr Rt | **TERIBERKA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **1 976**<br>596<br>806 | RS | **1974** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B422/108)<br>72,83 4,852<br>64,98 13,01 7,93<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.119 In.775 L.117<br>2 Ha (each 2,2 × 2,2)<br>4W Der 2(5) 4(1,5) | Sulzer<br>3 Oil 4SA each 6Cy. 250 × 300 tota<br>(2 299kW) driving 3 gen. each 75<br>connected to elec. motor of 2 29<br>& sc. shaft<br>H. Cegielski<br>Gen 1 × 320kW 1 × 72kW 400V<br>Controllable pitch propeller |
| **7328516**<br>*URWZ*<br>M-30195<br>Df Esd Gc<br>Rdr Rt | **TERIBERKA**<br>**Estonian Shipping Co.**<br>(Tallinn) (U.S.S.R.) | **1 350**<br>611<br>2 033 | RS | **1973** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (2177)<br>77,91 11,54 5,211<br>69,83 11,46 5,64<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,4 14,6 14,1 ER<br>G.2 453 B.2 289<br>3 Ha (stl) (7,6 × 6,7) (9,2 9,2 × 8,0) ER<br>Der 1(12) 6(5) | Sulzer<br>Oil 2SA 6Cy. 360 × 600<br>1 500bhp (1 103kW)<br>"Zgoda" Zaklady Urzadzen Techniczn |
| **8829763**<br>*V8YF*<br>0086<br>Rdr RTh/v | **TERIPAS**<br>**Brunei Shell Petroleum Co. Sendirian Berhad**<br>Bandar Seri Begawan Brunei | **474**<br>156<br>627 | BV | **1969** Vosper Thornycroft Uniteers (Pte.) Ltd.—Singapore<br>44,43 2,360<br>42,91 10,36 3,36<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Inc.<br>Gen 3 × 350kW 440V 50Hz a.c. |
| **8102531**<br>*LLFF3*<br>N-00334<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TERJE VIKING**<br>ex Torungen Supplier-90<br>ex Balder Torungen-86<br>**Viking Supply Ships A/S**<br>Viking Management A/S<br>Kristiansand Norway (NIS) | *490*<br>*167*<br>1 050 | NV | **1982** Aker Vindholmen—Arendal (832)<br>64,67 4,720<br>56,42 13,83 6,91<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P | Normo<br>2 Vee Oil 4SA each 18Cy. 250 × 3<br>clutches, flexible couplings & s<br>shafts<br>A/S Bergens M/V<br>Gen 2 × 640kW 2 × 245kW 44<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fw<br>Fuel 794,0t (d.o.)-28,0pd |
| **6404911**<br>*UYSK*<br>M-25247<br>Df Esd Gc<br>Rdr Rt | **TERMEZ**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **1 296**<br>583<br>1 283 | (RS) | **1960** "Gheorghiu Dej" Shipyard—Budapest<br>78,80 11,36 4,109<br>71,40 11,31 5,39<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 14,7 14,9 14,7 ER<br>G.2 185 B.2 117<br>3 Ha (stl) (each 8,0 × 4,5) ER<br>6W Der 1(10) 6(2,5) | Lang<br>Oil 4SA 8Cy. 300 × 500<br>1 000bhp (736kW)<br>Lang Gepgyar<br>Fuel 64,0t (d.o.) |
| **8805975**<br>*3XC29T*<br>Df Esd Gc<br>Pfd Rdr Rt | **TERMINETAYA**<br>**Government of The People's Revolutionary Republic of Guinea (Secretariat Detat a la Peche de la Republique)**<br>Conakry Guinea | **300**<br>—<br>— | BV | **1989** Corena, Metalurgia e Constr. Naval S.A.—Itajai (226)<br>32,50 4,200<br>25,80 8,41 4,60 | **M Fishing**<br>Stern Trawler Ref | MWM<br>Oil 4SA 6Cy. 170 × 195<br>855bhp (629kW)<br>Motorenw. Mannheim A.G. (MWM) |

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|---|---|---|---|---|---|
| ex Fraser-86<br>Fraser-84<br>**Marine S.A.**<br>arine S.A.<br>Cyprus | **18 818**<br>13 497<br>34 365<br>T/cm<br>41,1 | AB | **1973** Osaka Zosensho—Osaka (333)<br>185,50 (BB) 26,04 11,148<br>174,96 26,00 15,52<br>P 33,3 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 24,8 32,7 15,1 32,7 25,6 ER<br>G.44 788 B.41 316<br>5 Ha (stl) (14,4 20,8 8,7 20,8 15,1 × 12,6) ER<br>Cr 5(8) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 384kW 450V 60Hz a.c.<br>Fuel 160,5t (d.o.) 1 802,5t (hvf)-37,5pd 14kn |
| 90 ex Mariner I-84<br>e I-81 ex Fairwinds-80<br>Venture-79<br>Hickory-72 ex Meijun Maru-70<br>**Tern S.A.**<br>Panama | **9 607**<br>6 611<br>16 390 | NV (BV) (NK) | **1969** Nipponkai Heavy Ind. Co. Ltd.—Toyama (145)<br>149,66 22,64 8,875<br>141,56 22,61 11,10<br>P 26,3 F 10,4 1 dk, pt 2nd dk | **M General Cargo**<br>4 Ho ER<br>G.21 160 B.20 520<br>7 Ha (stl) (14,3 × 10,5) (21,0p&s 21,0p&s 20,1p&s × 8,3) ER<br>1W Cr 3(16) Der 1(16) | Pielstick 16PC2V-400<br>Vee Oil 4SA 16Cy. 400 × 460<br>7 440bhp (5 473kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 224kW 445V a.c.<br>Fuel 1 162,5t 14,5kn |
| **ROW**<br>**Shipowning Ltd.**<br>erhard Jebsen Skipsrederi<br>Bahamas<br>104427/TERN | *28 239*<br>*12 873*<br>41 115 | NV | **1986** Samsung Shipbuilding & Heavy Industries Co. Ltd.—Koje (1038)<br>187,51 (BB) 29,47 12,088<br>179,51 29,00 16,92<br>F - 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 13,5 25,7 13,5 25,7 13,5 25,7 12,4 ER<br>G.47 952 B.46 563<br>TEU 1392<br>C.Ho 1044/20' (40') C.Dk 348/20' (40')<br>7 Ha (stl) (12,5 × 17,0) (24,6 12,5 24,6 12,5 24,6 12,4 × 23,0) ER<br>Cr 2(35) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>8 400bhp (6 179kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 1 × 1062kW 2 × 793kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>14kn |
| **LE**<br>**e of Lindner Pty. Ltd.**<br>*W.A.* Australia | **114**<br>82<br>51 | | **1953** Fairmile Construction Co. Ltd.—Berwick-on-Tweed<br>*25,15* 6,10<br>... ... ...<br>1 dk | **QM RoRo Cargo/ Landing Craft**<br>Bow door | Gray<br>Perkins<br>4 Oil<br>(centre) 2 2SA each 6Cy. 108 × 127<br>Gray Marine Engine Co. Detroit, Mi<br>(wing) 2 4SA each 6Cy. 89 × 127<br>F. Perkins Ltd. Peterborough<br>Fuel (d.o.) 7,5kn |
| **Landsstyri**<br>Bjargingartaenastan<br>Faeroes (Danish) | **427**<br>190<br>— | NV | **1980** P/f Torshavnar Skipasmidja—Torshavn (24)<br>43,29<br>37,01 11,00 8,72<br>2 dks | **TM RoRo Cargo/Ferry**<br>Bow door Stern door<br>Bow door/ramp<br>L 4,30 W 3,60<br>2 Stern door/ramp<br>L 4,30 W 3,60<br>Lane Length 190 Cargo Width 3,50<br>Clear height 4,20<br>Cars 36 Lorries 10 Trailers 10 | Deutz RSBA6M528<br>2 Oil 4SA each 6Cy. 220 × 280<br>1 260bhp (927kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 96kW 1 × 93kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **I**<br>-82 ex Wiking-70<br>**Landsstyri**<br>Faeroes (Danish) | **248**<br>148<br>— | GL | **1960** Schiffsw. Hugo Peters—Wewelsfleth (507)<br>36,61 7,52 2,245<br>31,02 7,50 3,05<br>B & F 22,6 1 dk | **M Ferry**<br>Ice strengthened | Deutz RBV6M545<br>—P Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| **ZEN**<br>**Remorquage et de**<br>**etage S.A. (Towage &**<br>**ge Union Ltd.)**<br>n Belgium | **249**<br>74<br>134 | **100A1**<br>Class contemplated<br>FN 373 | **1991** N.V. Scheepswerf van Rupelmonde—Rupelmonde (464)<br>31,99 9,04 3,600<br>28,37 8,70 4,67<br>1 dk | **M Tug**<br>Salvage | A.B.C. 8MDZC<br>Oil 4SA 8Cy. 256 × 310 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>Anglo-Belgian Corporation N.V. Gent/Gand<br>Gen 2 × 100kW 380V 50Hz a.c.<br>propeller fwd<br>Fuel 60,0t (d.o.) 13,5kn |
| **Shipping Co. (SASCO)**<br>(U.S.S.R.) | **3 179**<br>1 430<br>4 167 | RS | **1965** .............U.S.S.R.<br>104,50 14,41 6,370<br>94,49 14,30 7,12<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 15,3 17,5 ER 16,6<br>G.5 031 B.4 818<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5)<br>8W Der 1(15) 8(5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 92,5t (d.o.) 201,0t (hvf) 13,5kn |
| a) (U.S.S.R.) | T.Mk<br>**2 433**<br>926<br>1 496 | RS | **1968** .............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 14,00 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **GEN**<br>ernen-83 ex Guiifjord-73<br>**r Saeternes**<br>n Norway | *383*<br>*201*<br>833 | NV | **1968** Mandals Slip & Mek. Verk. A/S—Mandal (4)<br>35,18 8,23 2,921<br>30,99 8,21 5,01<br>1 dk<br>rf 241 | **M General Cargo**<br>1 Ho 19,2 ER<br>G.683 B.670<br>1 Ha (stl) (16,1 × 4,9) ER<br>1W Der 1(2,5) | Callesen<br>Oil 4SA 5Cy.<br>524bhp (385kW) NE 86<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa |
| **SK**<br>**ybkholodflot**<br>tok) (U.S.S.R.) | T.Mk<br>**3 540**<br>1 486<br>—<br>**5 467**<br>2 702<br>5 816 | RS | **1979** Stocznia Szczecinska im. A. Warskiego—Szczecin (B432/303)<br>124,06 (BB) 17,02 —/7,320<br>114,03 17,01 9,78<br>P 38,5 F 14,4 2 dks<br>rf 152 DK fwd | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>B.7 143 In.1 110<br>TEU 50<br>C.Ho 36/20' (40') C.Dk 14/20' (40')<br>4 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER (4,5 × 6,5)<br>10W Der 1(40) 8(5) | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd 15,75kn |
| rott-90 | **199**<br>116<br>30 | (NV) | **1976** Westermoen Hydrofoil A/S—Mandal (48)<br>26,65 9,05<br>26,12 9,00 2,60<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 169dk P<br>Mchy.aft | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 175 × 205 sr geared to sc. shafts<br>2 200bhp (1 618kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 1 × 12kW 220V 50Hz a.c.<br>28kn |
| **A**<br>n Merchant-90<br>**Carriers Corporation**<br>time Corp.<br>Philippines<br>1700435/NOZA | *20 656*<br>*10 771*<br>32 244<br>T/cm<br>43,9 | NK | **1983** Nippon Kokan K.K.—Shimizu (400)<br>175,01 (BB) 26,04 11,570<br>167,01 26,00 17,10<br>1 dk<br>conv Vehicles Bulk Carrier 90 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.38 930<br>5 Ha (stl) (10,5 × 10,0) (17,6 17,6 17,6 17,6 × 12,6) ER<br>Cr 2(25) 2(15) | Pielstick 16PC2-5V-400<br>Vee Oil 4SA 16Cy. 400 × 460 with flexible couplings & reverse reduction geared to sc. shaft<br>10 400bhp (7 650kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama |
| **IVYY**<br>) (U.S.S.R.) | **169**<br>40<br>96 | RS | **1970** .............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) |

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| **7916961**<br><br><br>Esd Gc Rdr<br>Rt | **TERRA**<br><br>**Mij. Eldert & Slokkers**<br>Zwijndrecht Netherlands | **2 000**<br>—<br>3 585 | ✠**A1**<br>inland waterways container & ore carrier<br>L.S.O. to a max. draught of 3.20m<br>✠**LMC**<br>EL 180,0/34,0U2<br>FN 1620 | **1981**-2 Schps. van Langerbrugge—Gent/Gand (6500)<br>110,01 11,41 3,831<br>106,13 11,37 3,89<br>1 dk<br>rf nil | **TM General Cargo Barge**<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 14<br>clutches, flexible couplings & sr<br>to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors-Detroit Diesel Allison<br>Gen 1 × 54kW 1 × 26kW 1 ×<br>380V 50Hz a.c.<br>Thw. thrust propeller |
| **6708915**<br>*EFOI*<br>1803<br>Df Esd Gc<br>Pfd Rdr Rt | **TERRA**<br><br>**Francisco Rodriguez Perez S.A.**<br>Antonio Serrat<br>San Sebastian Spain | **482**<br>222<br>686 | BV | **1966** Ast. Luzuriaga S.A.—Pasajes (100)<br>48,16 8,28 4,268<br>45,12 8,25 4,68<br>1 dk | **M Fishing**<br>Pair Trawler<br>1 Ho ER<br>In.638<br>3 Ha (each 2,2 × 2,2) ER | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 160bhp (853kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 188,0t (d.o.) |
| **8837435**<br>*CBTA*<br>2703<br>Rt | **TERRA AUSTRALIS**<br>ex Savannah-90<br>**Naviera Interoceangas S.A. (NISA)**<br>Valparaiso Chile | *1 899*<br>*579*<br>253 | | **1984** Chesapeake SB. Inc.—Salisbury, Md (32)<br>64,83 12,80 2,440<br>59,25 - 3,65<br>2 dks | **TM Passenger Ship** —cbn 126bth P | General Motors<br>2 Vee Oil 2SA each 16Cy. 123 × 127<br>& reverse reduction geared to sc.<br>1 500kW (2 039bhp)<br>Detroit Diesel Corporation<br>Thw. thrust propeller fwd |
| **7311599**<br>*CSDX*<br><br>Df Esd Rdr<br>Rt | **TERRA AZUL**<br>ex Cap St. Pierre-78<br>**Mrs. Mendorica & Silvestre Ltd.**<br>Angra do Heroismo Portugal | **385**<br>162<br>— | (BV) | **1972** Con. Mec. de Normandie—Cherbourg<br>39,30 9,07 4,020<br>35,51 8,92 4,78 | **M Fishing**<br>Side-fishing Ref | MGO<br>Vee Oil 4SA 16Cy. 175 × 180<br>1 050bhp (772kW)<br>Soc. Alsacienne de Const. Mec. (SACM)<br>Fuel 99,5t (d.o.) |
| **6423993**<br>*VGQB*<br>322192<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TERRA NORDICA**<br>ex Chesley A. Crosbie-82<br>**Puddister Trading Co. Ltd.**<br>St. John's, Nfl. Canada | **1 961**<br>1 166<br>2 040 | ✠**100A1** M 7/91-12mos<br>Ice Class 1<br>✠**LMC**<br>EL q 1$\frac{7}{16}$"SQ<br>FN 1329 | **1964**-11 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (38)<br>77,12 12,88 5,119<br>70,34 12,79 6,10<br>P 21,7 F 27,2 1 dk<br>rf nil | **M General Cargo**<br>Ref<br>2 Ho 14,6 29,2 ER<br>G.3 171 B.3 159 In.52<br>2 Ha (stl) (6,1 21,3 × 6,1) ER<br>6W Der 1(35) 3(5) | Werkspoor<br>Oil 4SA 10Cy. 390 × 680<br>2 300bhp (1 692kW)<br>N.V. Werkspoor<br>db 50lbf/in² (3,5bar)<br>Gen 2 × 160kW 550V 60Hz a.c.<br>Fuel 508,0t (d.o.) |
| **5329633**<br>*VOTF*<br>188774<br>Df Esd Gc<br>Rdr RTm/h/v | **TERRA NOVA**<br>ex Sir John Crosbie-80<br>**Puddister Trading Co. Ltd.**<br>St. John's, Nfl. Canada<br>SatCom: 1560733/TERR | **1 859**<br>1 086<br>2 210 | ✠Classed LR until 3/7/89 | **1962**-7 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (30)<br>77,12 12,86<br>70,16 12,82 6,10<br>P 19,9 F 19,9 1 dk, 2nd dk in No. 1 hold<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>2 Ho 10,3 32,3 ER<br>2 Ha (stl) (6,1 24,3 × 6,1) ER<br>Der 1(20) 3(5) | Werkspoor<br>Oil 4SA 10Cy. 390 × 680<br>1 692kW (2 300bhp)<br>N.V. Werkspoor<br>Gen 2 × 160kW 1 × 155kW 550V<br>Fuel 508,0t (d.o.) |
| **7936698**<br>*OPDU*<br><br>Z 99<br>Esd Pfd Rdr<br>RTv | **TERRA NOVA**<br><br>**Rederij Terra Nova B.V.B.A.**<br>Zeebrugge Belgium | **199**<br>60<br>— | | **1975** N.V. Scheepswerven L. de Graeve —Zeebrugge<br>33,53 —<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Atlas-MaK Maschinenbau |
| **7623887**<br>*VO4296*<br>803719<br>Df Esd Gc<br>Pfd Rdr Rt | **TERRA NOVA SEA**<br>ex Emerald Sand-91<br>ex Terra Nova Sea-89<br>ex Acadian Tempest-87<br>ex Offshore Trader-86<br>ex Normand Trader-84<br>**Kenworthy Ltd.**<br>Secunda Marine Services Ltd.<br>Halifax, N.S. Canada | **1 472**<br>659<br>1 947 | NV<br>✠Classed LR until 24/10/80 | **1979**-6 Marystown Shipyard Ltd.—Marystown, Nfl. (24)<br>64,72 14,13 5,914<br>56,93 13,81 6,91<br>F 13,2 2 dks<br>rf - | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Pollution Control<br>Mchy.aft | Wichmann<br>2 Oil 2SA each 9Cy. 300 × 450 with<br>flexible couplings & sr geared to sc.<br>A/S Wichmann<br>Gen 2 × 170kW 1 × 56kW 440V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 656,5t (d.o.) |
| **7826142**<br>*SQKW*<br><br>Df Esd Gc<br>Rdr Rt | **TERRAL**<br><br>**Maritime Reefer Transport Ltd.**<br>Szczecin Poland | **2 297**<br>1 095<br>1 928 | PR | **1980** Stocznia im. "Komuny Paryskiej"—Gdynia (B361/01)<br>90,99 13,42 5,350<br>86,47 7,19<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>In.2 441 | Sulzer<br>Oil 4SA 6Cy. 400 × 480 geared to sc.<br>4 200bhp (3 089kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 3 × 400kW 400V a.c. |
| **8843329**<br>*DCYC*<br><br>Esd Gc Rdr<br>RTv | **TERRAMARE I**<br><br>**"Terramare" Meerestechnische Dienste G.m.b.H.**<br>Wilhelmshaven Federal Republic of Germany | **115**<br>34<br>— | GL | **1960** Schiffs—Und Masch. Mannheim A.G. —Mannheim<br>- - 1,500<br>- 7,00 2,20<br>1 dk | **TM Research** | MWM<br>3 Oil 4SA each 8Cy. 140 × 180 dr rev<br>to sc. shafts<br>1 302kW (1 770bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 40kW 220/380V a.c. 1 × |
| **7309338**<br>*WX9280*<br>508200 | **TERREBONNE BAY**<br><br>**Zapata Haynie Corp.**<br>Houma, La United States of America | **537**<br>366<br>— | | **1967** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*49,57* 10,09<br>3,61 | **M Fishing** | Oil<br>1 530bhp (1 125kW)<br>..............<br>Fuel (d.o.) |
| **8023321**<br>*ELBW2*<br>7182<br>Df Esd Gc<br>Pfd Rdr Rt | **TERRI**<br>ex Kin Wang-89<br>**Terri Navigation Ltd.**<br>Monrovia Liberia | **19 370**<br>14 369<br>35 063 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, hold Nos. 2 & 4 may be empty<br>✠**LMC**<br>EL H† 605,0/62,0U3<br>FN 7289 | **1982**-5 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (245)<br>197,70 (BB) 24,26 11,183<br>184,99 24,21 15,19<br>P 8,3 F 19,6 1 dk<br>rf nil DK in way of all holds | **M Bulk Carrier**<br>5 Ho 22,4 29,1 30,7 29,1 21,6 ER<br>G.43 496 B.40 942<br>5 Ha (stl) (13,2 19,0 19,0 19,0 19,0 × 13,5) ER<br>Cr 4(16) | B&W<br>Oil 2SA 5Cy. 670 × 1700<br>10 900bhp (8 018kW)<br>Ast. Espanoles S.A.<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 176,0t (d.o.) 1 686,0t (hvf) |
| **7534311**<br>*WYP6360*<br>567669<br>Df Esd Gc<br>Rdr Rt | **TERRI-LYNN**<br>ex Lady L ex Miss Josie-80<br>**George H. Seavey**<br>Boston, Ma United States of America | **101**<br>68<br>— | | **1975** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7219117**<br><br><br>Rt | **TERRIBLE**<br><br>**Government of The Republic of Tunisia (Office des Ports Nationaux Tunisiens)**<br>Tunis Tunisia | **108**<br>—<br>— | | **1972** Enrique Lorenzo y Cia. S.A.—Vigo (358)<br>23,22 2,401<br>22,03 6,41 3,05<br>1 dk | **M Tug** | Baudouin<br>Vee Oil 4SA 12Cy. 185 × 200<br>Soc. des Moteurs Baudouin |
| **7629623**<br>*HP5156*<br>D125-3<br>987-HK<br>Esd Gc Rdr<br>Rt | **TERRIER**<br>ex Shinsei Maru-88<br>**Compania Naviera Mohican S.A.**<br>North Sea Maritime Corp.<br>Panama Panama | **999**<br>—<br>2 601 | | **1975** Wakayama Zosen—Kainan<br>81,79 11,61 5,284<br>74,99 11,59 7,12<br>2 dks | **M General Cargo**<br>1 Ho<br>G.3 167 B.2 860<br>1 Ha (35,9 × 8,0) | Hanshin<br>Oil<br>2 100bhp (1 545kW)<br>The Hanshin Diesel Works Ltd. |
| **7808217**<br>*VM6058*<br>355892<br>Df Esd Gc<br>Rdr Rt | **TERRITORY CHIEF**<br><br>**M. G. Kailis Gulf Fisheries Pty. Ltd.**<br>*Darwin, N.T.* Australia | **118**<br>76<br>— | | **1977** "K" Shipyard Construction Co.—Fremantle, W.A. (27)<br>22,81 6,68<br>21,65 6,18 2,19<br>F - 1 dk | **M Fishing**<br>Mchy.aft | Caterpillar<br>Oil 4SA 6Cy. 137 × 165 reduction<br>shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. |

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|---|---|---|---|---|---|
| **RY COMMANDER**<br>**is Gulf Fisheries Pty. Ltd.**<br>T. Australia | 118<br>76<br>— | | **1978** "K" Shipyard Construction Co.—Fremantle, W.A.<br>22,81 6,53 3,101<br>21,42 6,41 3,51<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>Mchy.aft | Caterpillar 3406T<br>Oil 4SA 6Cy. 137 × 165 reduction geared to sc. shaft<br>300bhp (221kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,5kn |
| **RY LEADER**<br>**United Fisheries Pty. Ltd.**<br>T. Australia | 128<br>73<br>— | | **1975** "K" Shipyard Construction Co.—Fremantle, W.A. (18)<br>23,47 6,23 2,439<br>22,97 6,10 3,66<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | M.T.U.<br>Oil 4SA 6Cy. 178 × 203<br>410bhp (302kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Fuel (d.o.) |
| **RY PEARL**<br>**& Sons Pty. Ltd.**<br>T. Australia | 193<br>58<br>111 | NV | **1983** North Arm Slipway Pty. Ltd.—Port Adelaide, S.A. (10)<br>27,65 8,31 3,420<br>25,00 8,11 4,02<br>1 dk<br>rf 1427 | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>1 Ho ER<br>In.128 L.13<br>1 Ha (stl) ER | General Motors 8V-149-TI<br>Vee Oil 2SA 8Cy. 146 × 146 with clutches & sr geared to sc. shaft<br>441kW (600bhp)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 105kW 415V 50Hz a.c.<br>Controllable pitch propeller |
| **MARK**<br>**c Inc.**<br>United States of America | 191<br>130<br>— | | **1974** .............Pascagoula, Ms<br>*24,30*<br>7,32 3,81 | **M Fishing** | Oil<br>500bhp (368kW)<br>U.S.A. |
| **OREEN**<br>**awlers Ltd.**<br>N.S. Canada | 153<br>89<br>— | | **1967** W. C. McKay & Sons Ltd.—Shelburne, N.S.<br>*26,52* 7,01<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Fairbanks, Morse<br>Oil 8Cy. 133 × 184<br>600bhp (441kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>10kn |
| **OX**<br>**ent of Canada (Department Coast Guard)**<br>, B.C. Canada<br>560374/TFOX | **4 233**<br>1 955<br>2 113 | **✠100A1** SS 6/88<br>icebreaker<br>tug<br>**✠LMC**<br>EL W 522,0/46,0U3(a)<br>FN 2075 | **1983**-9 Burrard Yarrows Corp. Vancouver Division —North Vancouver, B.C. (107)<br>88,02 17,94 8,289<br>75,39 17,51 10,01<br>1 dk<br>rf 508 | **TM Tug/Supply Ship**<br>Icebreaker Deck Cargo Fire-fighting Anchor-handling<br>pt higher tensile steel<br>3 Ta (stl) cyl vert<br>L.102 | Werkspoor 8TM410<br>4 Oil 4SA each 8Cy. 410 × 470 with clutches, flexible couplings & sr geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 1000kW 2 × 750kW 460V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller<br>Bow jet pump<br>Fuel 1 650,0t (d.o.) 15,43kn |
| **YNN**<br>**awlers Inc.**<br>Fl United States of America | 132<br>89<br>— | | **1971** Intracoastal Shipyard Inc.—Panama City, Fl<br>*21,83* 6,56<br>3,71 | **M Fishing** | Oil<br>480bhp (353kW)<br>.............<br>Fuel (d.o.) |
| Wind-78<br>**hing Corp.**<br>e, RI United States of America | 199<br>78<br>— | | **1949** Sturgeon Bay SB. & D.D. Co.—Sturgeon Bay, Wi<br>*33,69* 7,12<br>3,48 | **M Fishing** | General Motors<br>Oil geared to sc. shaft<br>900bhp (662kW) E made refitted49<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **DE**<br>**r Barges Inc.**<br>Marine Service Inc.<br>ty, La United States of America | 264<br>180<br>1 200 | AB | **1983** Halter Marine Inc.—Chickasaw, Al (1080)<br>58,70 12,43 3,928<br>54,13 12,20 4,58<br>F 17,1 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting 3cbn | General Motors 12-645-E7B<br>2 Vee Oil 2SA each 12Cy. 230 × 254 sr reverse geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW 225/450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 353,0t (d.o.)-15,0pd 12,75kn |
| **LLING**<br>**ent of The Kingdom of The rlands (Directoraat- aal Scheepvaart en eme Zaken) (DGSM)**<br>chelling Netherlands | 514<br>154<br>— | BV | **1988** Scheeps. Damen B.V.—Gorinchem (8633)<br>44,43 3,100<br>40,01 9,61 5,01<br>1 dk | **TD-E Buoy Tender** | MAN 7L20/27<br>2 Oil 4SA each 7Cy. 200 × 270 total 860kW (1 169bhp) driving 2 gen. each 1 680kW connected to 2 elec. motors each of 1 169shp (860kW)<br>Brons Industrie N.V. Appingedam<br>2 Controllable pitch propellers<br>11kn |
| **I**<br>Maru-83 | 499<br>180<br>517 | | **1972** K.K. Usuki Tekkosho—Usuki (821)<br>60,76 9,73 3,798<br>54,01 9,71 6,56<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **tia" Heinz Freese K.G.**<br>ese<br>Federal Republic of Germany | *3 539*<br>*1 207*<br>3 177 | GL | **1985** Schiffsw. Hugo Peters—Wewelsfleth (612)<br>101,02 (BB) 16,79 5,044<br>90,91 16,01 8,41<br>P 21,4 F 12,2 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.6 522 B.6 164<br>TEU 278 C. 278/20' (40')<br>3 Ha (stl) ER | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>2 500bhp (1 839kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Controllable pitch propeller<br>Directional thrust propellers fwd<br>13,5kn |
| **leswig-Holstein**<br>and und Wasserwirtschaft<br>Federal Republic of Germany | 148<br>38<br>— | | **1977** Evers Werft—Niendorf (520)<br>24,92 7,04 —<br>22,03 7,01 3,10<br>1 dk | **TM Research**<br>Survey | MAN D2530MTE<br>2 Vee Oil 4SA each 10Cy. 125 × 130 reverse geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 70kW 220/380V a.c. |
| **S**<br>**Kr. J. Tertnes**<br>hip Management (Bergen)<br>Panama<br>I331260/TERT | **6 259**<br>2 566<br>8 999 | NV | **1985** Kleven M/V A/S—Ulsteinvik (92)<br>112,02 (BB) 8,214<br>105,01 20,52 11,61<br>1 dk | **M Bulk Carrier**<br>Self-unloader<br>4 Ho 18,9 16,8 16,8 17,5 ER<br>G.8 691<br>4 Ha (stl) (15,3 14,7 14,7 15,3 × 10,0) ER | Wartsila 8R32<br>Oil 4SA 8Cy. 320 × 350 geared to sc. shaft<br>3 800bhp (2 795kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 290kW 1 × 220kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>14,8kn |
| **RU No. 27**<br>**cho Gumi**<br>Japan<br>ef. | 195<br>—<br>— | | **1982** Tajiri—Japan (115)<br>... ... ...<br>27,72 8,62 3,71<br>1 dk | **TM Tug** | Niigata 6M28AFTE<br>2 Oil 4SA each 6Cy. 280 × 480<br>Niigata Eng. Co. Ltd. Niigata |
| **RU No. 53**<br>Maru No. 5-84<br>**Tsumanwong Kan Trading**<br>North Korea | 185<br>95<br>— | | **1972** Sanuki Zosen Tekkosho K.K.—Takuma (668)<br>7,35<br>34,02 7,32 2,90<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo Kobe |
| ugatxe-89 ex Teruel-87<br>**S.A. de C.V.**<br>ty Mexico | **1 645**<br>494<br>2 844 | BV (AB) | **1985** Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijon (183)<br>73,10 (BB) 5,850<br>64,01 12,86 8,31<br>2 dks<br>rf 648 | **M Fishing**<br>Stern-fishing Tuna Seiner Refrigerated Cargo<br>In.1 359 | General Motors L20-645-F7B<br>Vee Oil 2SA 20Cy. 230 × 254 reverse reduction geared to sc. shaft<br>2 648kW (3 600bhp)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 4 × 300kW 460V 60Hz a.c.<br>15,8kn |

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| 8135382<br>*JK4362*<br>125809 | **TERUHO MARU**<br>ex Tenho Maru-85<br>**Katsuji Mori**<br>Higashiura, Hyogo Pref. Japan | **168**<br>—<br>413 | | **1982** Tokuoka Zosen K.K.—Naruto (110)<br>2,190<br>40,01 8,01 4,60<br>1 dk | **M General Cargo** | Oil |
| 8622036<br>*JK4482*<br>127288<br>Rdr Rt | **TERUHO MARU No. 12**<br>**Shoei Kisen Y.K.**<br>Hinase, Okayama Pref. Japan | **132**<br>—<br>310 | | **1984** Tokuoka Zosen K.K.—Naruto (115)<br>37,10 2,201<br>34,00 7,20 2,80<br>1 dk | **M General Cargo**<br>Mchy.aft | Matsui<br>Oil<br>300bhp (221kW)<br>Matsui Iron Works Co. Ltd.<br>Fuel (d.o.) |
| 7724966<br>*3EJZ8*<br>19427-91<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TERUSHIO**<br>ex Terushio Maru-90<br>**Moon Rise S.A.**<br>Panama Panama | **11 136**<br>6 439<br>17 144 | NK | **1978** Narasaki Zosen K.K.—Muroran (918)<br>153,13 22,26 9,014<br>142,90 22,20 12,00<br>P 27,8 F 11,0 2 dks | **M General Cargo**<br>4 Ho ER<br>G.21 618 B.20 659<br>4 Ha (16,7 × 10,0) (19,5 19,5 19,5 × 11,5) ER<br>Cr 1(50) 2(25) Der 2(25) | Mitsubishi<br>Oil 2SA 8Cy. 520 × 1050<br>5 884kW (7 999bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 320kW 445V 60Hz a.c.<br>Fuel 118,5t (d.o.) 1 116,0t (hvf)-28,0pd |
| 7338638<br>Gc Rdr | **TERUSHIO MARU**<br>**Pedro N. Roa Enterprises** | **347**<br>107<br>137 | | **1964** Mitsubishi Heavy Industries Ltd.—Shimonoseki (610)<br>54,31 9,02 2,350<br>44,51 9,00 3,20<br>1 dk | **TM Ferry** 350dk P<br>Mchy.aft | 2 Oil 4SA each 6Cy. 290 × 420<br>1 100bhp (809kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 40kW 225V a.c.<br>Fuel 15,0t-4,5pd |
| 7724784<br>*JHTE*<br>119586<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TERUTOKU MARU**<br>**Shinkyu Kisen K.K.**<br>Yuasa, Wakayama Pref. Japan | **14 926**<br>8 506<br>21 495<br>T/cm<br>35,0 | NK | **1978** Koyo Dockyard Co. Ltd.—Mihara (801)<br>163,00 24,44 9,222<br>152,71 24,40 13,77<br>P 42,7 F 17,1 1 dk<br>Bow/CM 73 Diam. 0,400 | **M Tanker**<br>Oil Chemical<br>DB<br>20 Ta ER<br>L.28 514 HeCls. C<br>4 Cargo pumps total 4 000T/hr | B&W<br>Oil 2SA 8Cy. 550 × 1380<br>10 700bhp (7 870kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 175,0t (d.o.) 1 600,5t (hvf)-30,0pd |
| 8609151<br>*JG4633*<br>129783<br>Df Gc Pfd<br>Rdr Rt | **TERUWA MARU**<br>**Heiwa Kisen K.K. (Heiwa Kisen Kaisha Ltd.)**<br>Tokyo Japan | **1 489**<br>—<br>2 898 | NK | **1986** Taihei Kogyo K.K.—Hashihama, Imabari (1907)<br>81,51 (BB) 5,568<br>75,01 13,61 6,61<br>P 20,5 F 9,8 1 dk | **M Tanker**<br>SBT<br>10 Ta ER<br>L.3 250 | Akasaka<br>Oil 4SA 6Cy. 370 × 720 with clutches geared to sc. shaft<br>1 950bhp (1 434kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 128kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 27,5t (d.o.) 85,5t (i.f.o.)-6,5pd |
| 7933115<br>*JG3918*<br>121978<br>Df Esd Gc<br>Pfd Rdr Rt | **TERUZUKI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **149**<br>—<br>— | | **1979** Mitsubishi Heavy Industries Ltd.—Shimonoseki (810)<br>30,99 1,161<br>28,50 6,30 3,31<br>1 dk | **Aluminium Alloy TM Patrol Launch** | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 190 × 230 reduction geared to sc. shafts<br>2 400bhp (1 765kW)<br>Ikegai Tekkosho |
| 7642584<br>*EOKA*<br>0229<br>Df Esd Gc<br>Rdr Rt | **TERVETE**<br>ex Maldis Skreya-91<br>**Latvian Shipping Company**<br>Riga Latvia | T.Mk<br>**1 222**<br>427<br>—<br>**2 079**<br>918<br>2 180<br>T/cm<br>8,3 | RS | **1977** Int. Con. Nav. si Rel. la Cald Turnu-Severin—Turnu-Severin (31018)<br>88,75 12,83 —/5,200<br>80,40 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,6 17,0 17,0 ER 3 TwD<br>G.3 575 B.3 240<br>TEU 57 C.Ho 38/20' C.Dk 19/20'<br>3 Ha (stl) (7,7 × 8,8) (12,9 12,9 × 10,2) ER<br>9W Der 1(20) 2(5-10) | Sulzer<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>H. Cegielski<br>Fuel 44,5t (d.o.) 133,0t (hvf)-7,0pd |
| 8402333<br>*OITR*<br>85<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **TERVI**<br>**Neste Oy**<br>Naantali/Nadendal Finland<br>SatCom: 1623127/OITR | *28 292*<br>*14 517*<br>48 375<br>T/cm<br>55,8 | NV | **1986** Rauma-Repola Oy—Rauma/Raumo (292)<br>202,11 30,23 12,501<br>193,71 30,21 17,38<br>P 28,4 B 17,4 F 18,0 1 dk<br>Bow/CM 100 Diam. 0,500 | **M Tanker**<br>COW IGS SBT Ice strengthened DB<br>13 Ta ER<br>L.(oil) 50 354<br>4 Cargo pumps total 8 000T/hr | Sulzer<br>Oil 2SA 5Cy. 760 × 2200<br>8 499kW (11 554bhp)<br>Oy Wartsila Ab<br>Gen 3 × 1365kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 57,5t (d.o.) 1 772,0t (hvf)-35,5pd |
| 7327500<br>Df Esd Gc<br>Pfd Rdr Rt | **TERWEN 1**<br>ex Torine 1 ex Daian Maru No. 158-85<br>**Sociedad de Asistencia Tecnica y Comercial S.L. (SATECO)**<br>Nouadhibou Mauritania | **124**<br>42<br>— | (RI) | **1973** Narasaki Zosen K.K.—Muroran (839)<br>37,72 7,42 2,280<br>33,02 7,40 4,70<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 350bhp (993kW)<br>Hanshin Nainenki Kogyo |
| 7930204<br>*JLKE*<br>123710<br>Df Esd Gc<br>Pfd Rdr Rt | **TESHIO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **526**<br>136<br>111 | | **1980** Shikoku Dockyard Co. Ltd.—Takamatsu (808)<br>67,80 7,92 2,760<br>63,00 7,90 4,40<br>1 dk | **TM Patrol Ship** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 500<br>3 000bhp (2 207kW)<br>Fuji Diesel Co. Ltd. |
| 9004889<br>6079 | **TESON**<br>**Agliano S.r.l.**<br>Buenos Aires Argentina | **128**<br>71<br>20 | RI | **1990** A.N. Federico Contessi y Cia S.A.—Mar del Plata (59)<br>26,50 3,000<br>24,85 7,00 3,45 | **M Fishing**<br>Stern-fishing | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190<br>584kW (794bhp)<br>Caterpillar Inc. |
| 5356454 | **TESORO DEL MAR**<br>ex America-58 ex Irene S-56<br>ex Sea Hound-50<br>**Juan Abelardo Rodriguez**<br>Ensenada, Baja California Mexico | **196**<br>130<br>— | | **1945** Al Larson—Terminal Island, Ca<br>*29,54* 8,06<br>32,01 7,93 4,12<br>1 dk | **Wood M General Cargo** | Imperial<br>Oil 4SA 6Cy. 330 × 405<br>Atlas Imperial D.E. Co. |
| 6925094<br>*LGFR*<br>17259<br>Rdr Rt | **TESS MARINE**<br>ex Wiger-89<br>**Jan Saevroy**<br>Bergen Norway | **199**<br>123<br>335 | NV | **1969** Vaagland Batbyggeri A/S—Vaagland (78)<br>32,52 7,01 3,436<br>28,35 7,00 3,76<br>1 dk<br>rf 368 | **M General Cargo**<br>1 Ho ER<br>G.425<br>1 Ha (13,4 × 4,2)<br>1W Cr 1(3,5) Der 1(4) | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>335bhp (246kW)<br>General Motors Corp.<br>Gen 1 × 23kW 1 × 18kW 220V<br>Fuel 15,0t (d.o.)-1,5pd |
| 5305235<br>310478<br>Rdr RTm/v | **TESSA KATHLEEN**<br>ex Saguenay-90<br>**A.B.L. Holdings Ltd.**<br>St. John's, Nfl. Canada | **429**<br>253<br>122 | ✠Classed LR until 8/5/81 | **1958**-5 Davie SB. Ltd.—Lauzon, P.Q. (618)<br>45,90 11,49 2,718<br>40,70 11,28 4,40<br>1 dk<br>rf nil | **M RoRo Cargo/Ferry** 200P<br>Ice strengthened | Alpha<br>2 Oil with hydraulic coupling<br>173kW (235bhp)<br>(p) 2SA 4Cy. 240 × 400<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>(s) 2SA 4Cy. 240 × 400<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 2 × 8kW 120V 60Hz a.c.<br>Controllable pitch propeller aft, 1 fwd<br>Controllable pitch propeller aft, 1 fwd<br>Fuel (d.o.) |

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| -1-89<br>**Travaux Maritimes de**<br>**SOTRAMO)**<br>Algeria | **235**<br>—<br>— | BV | **1971** Towa Zosen K.K.—Shimonoseki (394)<br>32,31 8,44 3,201<br>29,01 8,41 4,02<br>1 dk | **TM Tug** | Pielstick 8PA4V185<br>2 Oil 4SA each 8Cy. 185 × 210<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 70kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 69,0t (d.o.) 12,9kn |
| **RU**<br>**K.K.**<br>Japan | **699**<br>—<br>1 645 | NK | **1984** Sanyo Zosen K.K.—Mukaishima (876)<br>70,31 4,769<br>65,56 11,02 5,11<br>P 16,8 F 8,9 1 dk | **M Tanker**<br>8 Ta ER | Akasaka A28<br>Oil 4SA 6Cy. 280 × 550<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller |
| **RU**<br>**aoka**<br>Japan<br>ref. | **198**<br>—<br>698 | | **1982** K.K. Kamishima Zosensho—Higashino (130)<br>49,81 9,00 5,001<br>… … … | **M General Cargo** | Oil<br>Japan |
| **ereederei Rostock**<br>Federal Republic of Germany | T.Mk<br>**494**<br>267<br>1 111 | DSRK GL | **1972** Elbewerften Boizenburg/Rosslau —Boizenburg (215)<br>71,05 (BB) 10,37 3,680<br>66,07 10,10 5,80<br>P 13,8 F 5,5 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho 20,4 24,4 ER<br>G.2 207 B.1 993<br>2 Ha (stl) (19,3 19,2 × 7,7) ER | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>854kW (1 161bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 128kW 1 × 116kW 1 × 76,8kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>12,3kn |
| **aritime Bulgare**<br>Bulgaria | *7 107*<br>*3 205*<br>8 614 | BR (Class cont.) | **1990** "Georgi Dimitrov" Shipyard—Varna (271)<br>122,33 (BB) 20,04 8,116<br>110,00 20,00 10,40 | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>G.11 855<br>TEU 422 C. 422/20'<br>3 Ha (stl) ER | B&W 8L35MC<br>Oil 2SA 8Cy. 350 × 1050<br>4 472kW (6 080bhp)<br>H. Cegielski Poznan<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **ooperatif Artisanal**<br>**(A.C.A.V.)**<br>France | **100**<br>31<br>— | (BV) | **1975** Ateliers du Bastion—Les Sables d'Olonne<br>24,01 6,96 2,693<br>19,99 6,68 3,56<br>2 dks | **M Fishing**<br>Ref<br>Mchy.aft | Baudouin DVX12SRJM<br>Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Controllable pitch propeller<br>Fuel 34,5t (d.o.) 10kn |
| **pania Regionale**<br>**S.p.A. (CAREMAR)**<br>Italy | **1 571**<br>826<br>1 800 | RI | **1989** Cant. Nav. de Poli S.p.A.—Pellestrina (128)<br>71,15 (BB) 14,02 3,600<br>64,30 14,00 4,80 | **TM RoRo Cargo/Ferry** | GMT BL230.12V<br>2 Vee Oil 4SA each 12Cy. 230 × 310 geared to sc. shafts<br>2 134kW (2 901bhp)<br>Fincantieri-Cant. Nav. Italiani S.p.A. (Grandi Motori) Trieste |
| Dalfino<br>Italy | **149**<br>53<br>— | | **1973** Cant. Nav. A. Stabile—Trapani (14/70)<br>31,50 6,99<br>24,52 6,86 3,54<br>1 dk | **Wood M Fishing**<br>Mchy.aft | Ruston<br>Oil 4SA 6Cy. 230 × 273<br>Ruston Diesels Ltd. Newton-le-Willows |
| **ping Corp.**<br>Greece<br>0461/TETI | *24 705*<br>*13 560*<br>40 045 | ✠**100A1** SS 9/89<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty, timber deck cargoes, certified container securing arrangement<br>✠**LMC** **UMS**<br>EL K† 632,5/68,0U3<br>FN 8069 | **1984**-10 Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1269)<br>190,00 (BB) 28,88 11,261<br>180,02 28,81 16,01<br>F 17,4 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 27,2 28,8 28,8 28,8 28,0 ER<br>G.51 092 B.49 395<br>TEU 948<br>C.Ho 492/20' (40') C.Dk 456/20' (40')<br>5 Ha (stl) (16,0 × 12,8) (20,0 20,0 20,0 20,0 × 15,3) ER<br>Cr 4(30) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>10 100bhp (7 429kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (ex.g) 11kgf/cm² (10,8bar) rcv 8kg/cm² (7.85bar)<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 168,0t (d.o.) 1 340,0t (hvf) 14kn |
| **ischfang Reederei**<br>Federal Republic of Germany | **131**<br>—<br>41 | DSRK | **1967** VEB Schiffswerft "Edgar Andre" —Magdeburg<br>26,42 8,03 3,001<br>24,19 7,60 3,51 | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 64kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>12kn |
| **TTE**<br>**hemerland B.V.**<br>ee Netherlands | **3 938**<br>1 314<br>2 836 | ✠**100A1**<br>stern trawler<br>Ice Class 1B<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL T 467,5/44,0U2<br>FN 2200 | **1988**-6 Stocznia Gdanska im. Lenina—Gdansk (B674/01)<br>93,63 15,96 6,501<br>84,97 15,88 10,01<br>B & F 55,5 2 dks<br>rf nil DK | **M Factory Fishing**<br>Flsh-factory Stern Trawler Ref<br>In.3 200 | Sulzer 8ZAL40<br>Oil 4SA 8Cy. 400 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>3 679kW (5 002bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 1200kW 2 × 760kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>15,5kn |
| **TTE**<br>Greece | **344**<br>147<br>— | | **1966** Schps. Boot-Leiden N.V.—Leiden (1464)<br>45,70 8,79<br>40,01 8,51 3,71<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln |
| **RU No. 2**<br>**rapod K.K.**<br>Japan | **499**<br>—<br>650 | | **1977** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (215)<br>2,720<br>43,01 16,01 3,46<br>1 dk | **M Supply Ship**<br>Deck Cargo<br>Mchy.aft | Niigata 6L20AX<br>Oil 4SA 6Cy. 200 × 260<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **U No. 3**<br>**rapod K.K.**<br>Japan | **772**<br>—<br>1 000 | | **1979** Ura Kyodo Zosensho K.K.—Awaji (193)<br>2,901<br>49,81 17,01 3,61<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Niigata 6L20AX<br>Oil 4SA 6Cy. 200 × 260<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **ARU No. 5**<br>**K.K.**<br>Japan | **199**<br>—<br>677 | | **1986** Y.K. Furumoto Tekko Zosensho—Osaki<br>56,01 2,831<br>52,00 9,81 4,96<br>1 dk | **M General Cargo** | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>10,5kn |
| **ARU**<br>**nsport Service Co. Ltd.**<br>Japan | **498**<br>—<br>1 560 | | **1982** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1527)<br>69,40 4,301<br>64,01 11,51 6,13<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 623 B.2 323<br>1 Ha (stl) ER | Akasaka DM28AFD<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **ARU**<br>**n Kaiun K.K.**<br>Japan<br>ef. | **276**<br>—<br>87 | | **1971** Towa Zosen K.K.—Shimonoseki (421)<br>34,02 9,83 3,150<br>32,80 9,81 4,40<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 1 × 40kW 225V a.c.<br>Fuel 183,0t 13,5kn |

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| **8841084**<br>*JL5888*<br>131457<br>Gc Pfd Rdr<br>Rt | **TETSURYU**<br>**Fukutoku Kaiun K.K.**<br>Anan, Japan<br>Tokushima Pref. | **199**<br>—<br>648 | | **1990** Y.K. Takasago Zosensho—Naruto<br>58,51 3,320<br>53,00 9,30 5,59<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) (30,0 × 7,2) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>The Hanshin Diesel Works Ltd. |
| **8626109**<br>*JK4518*<br>127335<br>Rt | **TETSURYU MARU**<br>**Shigeyoshi Akita**<br>Ondo, Japan<br>Hiroshima Pref. | **177**<br>—<br>520 | | **1984** K.K. Kanmasu Zosensho—Omishima<br>51,16 3,101<br>46,00 8,21 5,01<br>1 dk | **M General Cargo**<br>G.1 473 B.1 347 | Yanmar<br>Oil<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **9006772**<br>*JJ3750*<br>131867<br>Rt | **TETSUSEI MARU**<br>**Nittetsu Transport Service Co. Ltd.**<br>Himeji, Japan<br>Hyogo Pref. | **499**<br>—<br>1 600 | | **1990** Yamanaka Zosen K.K.—Namikata (501)<br>72,72 (BB) 4,303<br>68,00 11,50 6,80<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 595 B.2 546<br>1 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 310 × 530 with flexible coup sr geared to sc. shaft<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Controllable pitch propeller |
| **8613475**<br>*HQHV7*<br>Esd Gc Rdr<br>Rt SatNav | **TETSUSHIN MARU No. 5**<br>**Ocean Core Shipping S. de R.L.**<br>San Lorenzo Honduras | *950*<br>*343*<br>833 | BV (NK) | **1986** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1937)<br>63,25 3,782<br>57,03 10,61 3,84<br>2 dks | **M Refrigerated Cargo**<br>In.1 366<br>2 Ha (stl) (each 6,3 × 3,4) ER | Akasaka<br>Oil 2SA 6Cy. 245 × 450 reduction geared to sc. shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 240kW 100/450V 60Hz a.c. |
| **8712300**<br>*JFVM*<br>128717<br>Esd Gc Rdr<br>Rt SatNav | **TETSUSHIN MARU No. 7**<br>**Daiwa Lamination Core Manufacturing Co. Ltd. & Takehiko & Yoshiko Yamaguchi**<br>Osaka, Japan<br>Osaka Pref. | **299**<br>—<br>892 | (NK) | **1987** Kambara Marine Development & SB. Co. LTD.—Numakuma (OE-153)<br>63,25 (BB) 3,801<br>57,00 10,60 6,35 | **M Refrigerated Cargo**<br>In.1 384 | Akasaka<br>Oil 4SA 6Cy. 245 × 450<br>625kW (850bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 200kW 450V 60Hz a.c. |
| **8509105**<br>*JL5337*<br>128283 | **TETSUUN MARU No. 1**<br>**Tetsuun Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **493**<br>—<br>1 631 | NK | **1985** Kinoura Zosen K.K.—Hakata (132)<br>73,51 4,325<br>68,03 11,61 4,42<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil<br>1 398bhp (1 028kW)<br>Niigata Eng. Co. Ltd. |
| **7052038**<br>*JG2942*<br>109841<br>Gc Rdr Rt | **TETSUUN MARU No. 3**<br>**Seitetsu Unyu K.K.**<br>Kimitsu, Japan<br>Chiba Pref. | **254**<br>—<br>— | | **1971** Shimoda Dockyard Co. Ltd.—Shimoda (184)<br>29,00 8,56 2,794<br>26,50 8,50 3,89<br>1 dk | **TM Tug**<br>Pusher | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7123112**<br>*JG2946*<br>109850<br>Gc Rdr | **TETSUUN MARU No. 5**<br>**Seitetsu Unyu K.K.**<br>Kimitsu, Japan<br>Chiba Pref. | **254**<br>—<br>— | | **1971** Shimoda Dockyard Co. Ltd.—Shimoda (187)<br>8,51 2,794<br>26,52 8,49 3,92<br>2 dks | **TM Tug** | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7856355**<br>*JG3071*<br>112699 | **TETSUUN MARU No. 6**<br>**Seitetsu Unyu K.K.**<br>Kimitsu, Japan<br>Chiba Pref. | **198**<br>66 | | **1973** Seiko Dock K.K.—Shimizu<br>27,51 3,101<br>25,00 8,60 3,79<br>1 dk | **TM Tug**<br>Pusher | Niigata<br>2 Oil<br>Niigata Eng. Co. Ltd. |
| **7432680**<br>*JG3078*<br>117661<br>Gc Rdr Rt | **TETSUUN MARU No. 8**<br>**Seitetsu Unyu K.K.**<br>Kimitsu, Japan<br>Chiba Pref. | **250**<br>—<br>— | | **1975** K.K. Ichikawa Zosensho—Ise (1327)<br>2,794<br>26,50 8,49 3,89<br>1 dk<br>RW | **TM Tug**<br>Pusher | Hanshin<br>2 Oil 4SA each 6Cy. 260 × 320<br>Hanshin Nainenki Kogyo |
| **9036894**<br>*JL6015*<br>132110<br>Rdr Rt | **TETSUUN MARU No. 11**<br>**Tetsuun Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **699**<br>—<br>2 174 | NK | **1991** Yamanaka Zosen K.K.—Namikata (515)<br>4,722<br>73,75 13,00 7,80 | **M General Cargo**<br>G.3 386 B.3 331<br>1 Ha (stl) (41,2 × 10,0) ER | Niigata<br>Oil 4SA 6Cy. 340 × 620<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. |
| **7815416**<br>*HP6372*<br>D460-17<br>89-PEXT<br>Gc Rdr Rt | **TETSUUN MARU No. 11**<br>**Song Fong Shipping S.A.**<br>Panama Panama | **496**<br>257<br>1 300 | | **1979** Murakami Hide Zosen K.K.—Hakata (167)<br>4,001<br>60,00 11,02 6,02<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **8021220**<br>*JL4824*<br>124004<br>Gc Rdr | **TETSUUN MARU No. 15**<br>**Tetsuun Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **490**<br>—<br>1 426 | | **1981** Murakami Hide Zosen K.K.—Hakata (188)<br>70,01 4,152<br>65,03 11,02 6,41<br>2 dks | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. |
| **8915196**<br>*JG4922*<br>131949<br>Df Esd Gc<br>Pfd Rdr Rt | **TETSUYO MARU**<br>**Sanyo Kaiun Co. Ltd. & Nittetsu Transport Service Co. Ltd.**<br>Tokyo Japan | **4 112**<br>—<br>5 500 | NK | **1989** Nishi Zosen K.K.—Imabari (357)<br>96,12 18,72 5,813<br>89,99 18,70 8,45<br>F 9,1 | **M Limestone Carrier**<br>1 Ho ER<br>G.3 839<br>1 Ha (stl) (51,3 × 12,0) ER | Akasaka<br>Oil 4SA 6Cy. 410 × 800<br>2 427kW (3 300bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 3 × 213kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8404329**<br>*JK4474*<br>127260<br>Esd Gc Rdr<br>Rt | **TETSUYO MARU**<br>**Okii Kaiun K.K.**<br>Ogaki, Japan<br>Hiroshima Pref. | **1 593**<br>—<br>3 436 | NK | **1984** Imamura Zosen—Kure (300)<br>91,12 6,039<br>84,00 13,21 6,71<br>P 22,9 F 9,8 1 dk | **M Tanker**<br>SBT<br>10 Ta ER<br>L.3 397 | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 148kW a.c. |
| **8325482**<br>Rdr Rt | **TETYS**<br>Launched as Juan de Capapuig<br>**Servicios y Concesiones Maritimas Ibicencas S.A.**<br>Ibiza Spain | **105**<br>62<br>38 | | **1984** Ast. y Varaderos de Tarragona, S.A.—Tarragona (253)<br>25,56 1,851<br>21,62 7,01 2,87<br>1 dk | **TM Ferry** | Baudouin<br>2 Vee Oil 4SA each 12Cy. 115 × 105 with sc. shafts<br>880bhp (647kW)<br>Soc. des Moteurs Baudouin<br>Gen 2 × 2,25kW 24V d.c. |
| **7387469**<br>*EGXC*<br>Df Esd Gc<br>Rdr Rt | **TEUCRO**<br>**Manuel Nores Gonzalez**<br>Marin Spain | **498**<br>235<br>— | BV | **1975** Ast. Gondan—Puerto de Figueras (100)<br>52,71 9,33 4,141<br>46,28 9,30 6,30<br>2 dks<br>len 84 | **M Fishing**<br>Side Trawler<br>Mchy.aft | A.B.C.<br>Oil 4SA 6Cy. 256 × 310<br>1 622bhp (1 193kW) NE 84<br>Anglo-Belgian Corporation N.V. |
| **6601569**<br>*IUVU*<br>517<br>Esd RdrRTm | **TEULADA**<br>**SAREMAR - Sardegna Regionale Marittima S.p.A.**<br>Cagliari Italy | **494**<br>172<br>160 | RI | **1966** Navalmeccanica Cant. Nav.—Castellammare di Stabia (643)<br>49,15 10,34 3,074<br>48,01 10,01 4,91<br>1 dk<br>RW | **M RoRo Cargo/Ferry**<br>Bow door Stern door<br>357dk P | Ansaldo<br>2 Oil 4SA each 6Cy. 320 × 420<br>1 600bhp (1 177kW)<br>S.A. Ansaldo Stab. Mecc.<br>Gen 2 × 88kW 220V 60Hz a.c.<br>2 Directional propellers aft, 1 fwd<br>Fuel 48,0t (d.o.)-4,0pd |

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| ate Shipping Enterprise<br>Albania | 1 094<br>610<br>1 711 | | 1960 Cant. Nav. Apuania—Marina di Carrara (55)<br>72,42 10,85 4,773<br>65,03 10,80 5,36<br>1 dk<br>RW | **M General Cargo**<br>2 Ho ER | Fiat<br>Oil 2SA 5Cy. 360 × 650<br>1 200bhp (883kW)<br>S.A. Fiat S.G.M. Torino<br>11,75kn |
| 7<br>**press Poduzece za**<br>**aj Putnika i Turista**<br>Croatia | **102**<br>39<br>— | | **1953** Brodogradiliste "Ivan Cetinic"—Korcula<br>23,75 1,331<br>JR 21,80 6,00 2,80<br>1 dk<br>rebuilt 67 | **Wood M Ferry** | Mercedes Benz<br>Vee Oil 4SA 12Cy. 175 × 205<br>1 350bhp (993kW)<br>Mercedes-Benz Stuttgart<br>Gen 2 × 8kW 380V a.c.<br>16kn |
| ide-88 ex Teutonia-87<br>**hipping Co. Ltd.**<br>ping AS<br>Cyprus | **999**<br>709<br>2 685 | | **1972** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (703)<br>GL 92,11 (BB) 13,06 4,690<br>83,93 13,01 7,62<br>F 8,0 2 dks<br>len 76 | **M General Cargo**<br>1 Ho 54,0 1 TwD<br>G.5 700 B.5 210<br>TEU 180 C. 180/20'(40') incl. 21 ref C.<br>2 Ha (stl) (32,3T × 6,1) (25,6 × 10,2) ER | Deutz RBV6M358<br>Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 80kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 151,5t (d.o.) 13kn |
| **Cooperatif Finisterien**<br>France | **179**<br>59<br>— | | **1965** S.I.C.C.Na.—St. Malo (73)<br>31,83 7,19<br>BV 27,36 7,14 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.145<br>2 Ha (each 0,9 × 0,9) ER<br>Der 1(2) 1(1) | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 39,0t (d.o.) 12,5kn |
| hon-83<br>**A/S**<br>ernational A/S<br>Norway (NIS) | T.Mk<br>**2 755**<br>1 820<br>4 596<br>**5 482**<br>3 813<br>7 934 | ✠Classed LR until 10/4/85 | (GL) **1972**-3 Hollming Oy—Rauma/Raumo (199)<br>114,31 16,77 8,073<br>111,16 16,69 10,52<br>RAD 21,7 F 9,8 2 dks<br>rf 203<br>len 74 | **M General Cargo**<br>Ice strengthened<br>7 Ho 11,7 11,0 11,0 11,0 11,0 11,0 11,0 ER 7 TwD<br>G.11 547 B.11 157<br>TEU 251<br>C.Ho 179/20' (40') C. Dk 72/20' (40')<br>2 Ha (stl) (9,0T × 6,4) (63,9 × 13,3) ER<br>Cr 3(12,5) | Pielstick 12PC2-3V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 700bhp (4 193kW) NE 1/80<br>Lindholmen Motor AB. Goteborg<br>Gen 3 × 292kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 62,5t (d.o.) 739,0t (hvf)-18,0pd 14kn |
| 25<br>**lcapri S.A.S.**<br>Italy | **376**<br>172<br>569 | | **1943** ..............Canada<br>58,70 9,17<br>56,32 9,14 2,70<br>1 dk<br>conv RoRo Cargo/ Tank Landing Craft — | **TM General Cargo**<br>1 Ho 32,0 ER<br>G.878 B.850<br>2 Ha (each 11,2 × 4,4) ER<br>Cr 2(2) | Paxman<br>2 Oil 4SA each 12Cy. 180 × 205<br>1 000bhp (736kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 1 × 20kW 1 × 10kW 110V d.c.<br>Fuel 25,5t 9kn |
| **PTAN I**<br>**su**<br>Turkey | **496**<br>298<br>1 158 | | **1977** Yasar Mehmet Gundogdu Ayvansaray<br>—Istanbul<br>BV 64,75 8,62 3,301<br>60,97 8,60 4,02<br>1 dk<br>len 80 | **M General Cargo** | S.K.L. 6NVD48-2U<br>Oil 4SA 6Cy. 320 × 480<br>340bhp (250kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg |
| **PTAN II**<br>Reis-82<br>**su**<br>Turkey | **298**<br>238<br>550 | | **1968** Celal Bozkurt ve Ortaklari—Istanbul<br>- 7,10 3,190<br>46,50 3,61<br>1 dk | **M General Cargo** | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>500bhp (368kW) E made78 fitted—<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>8kn |
| Paul Blorec-78<br>**Goff & Compagnie**<br>France | **214**<br>73<br>122 | | **1967** S.I.C.C.Na.—St. Malo (88)<br>33,25 7,78 3,680<br>BV 28,20 7,51 3,81<br>2 dks | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>In.163<br>2 Ha (each 1,3 × 1,3) ER | MGO<br>Vee Oil 4SA 16Cy. 175 × 180/192 reverse reduction geared to sc. shaft<br>1 000bhp (736kW) NE 73<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.)<br>Mulhouse<br>Fuel 73,5t (d.o.) 11,5kn |
| **ng & Transport (Jersey)**<br>son & Co. Ltd.<br>Hong Kong (British)<br>77405 | *7 260*<br>*2 178*<br>9 422 | | **1989** Heinrich Brand Schiffswerft G.m.b.H. & Co.<br>K.G.—Oldenburg (229)<br>BV 132,20 18,00 8,610<br>122,40 17,80 11,90<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>Ice strengthened<br>3 Ta double-cyl horizontal<br>L.(gas) 8 406 | Sulzer 4RTA58<br>Oil 2SA 4Cy. 580 × 1700<br>5 565kW (7 566bhp)<br>H. Cegielski Poznan<br>Gen 3 × 732kW a.c.<br>Thw. thrust propeller fwd<br>17kn |
| **N**<br>nk-79<br>**Properties Ltd.**<br>United Kingdom | T.Mk<br>**7 591**<br>4 306<br>13 156<br>**10 439**<br>6 101<br>16 130 | ✠Classed LR until 26/3/86<br>**IN PORT DAMAGED 6/84** | **1967**-4 Doxford & Sunderland SB. & Eng. Co. Ltd.<br>—Pallion Shipyard, Sld (877)<br>160,89 21,14 8,440/9,611<br>149,36 21,04 12,50<br>F 13,8 2 dks<br>RW rf 152 | **M General Cargo**<br>5 Ho 19,8 24,9 14,4 ER 22,1 23,6<br>G.22 685 B.20 643<br>5 Ha (stl) (10,9 × 5,4) (13,7 13,7 × 7,6) ER (11,4 11,4 × 7,6)<br>16W Der 6(10) 10(6) 16(5) | Doxford<br>Oil 2SA 6Cy. 670 × 2146<br>10 800bhp (7 944kW)<br>Doxford & Sunderland SB. & Eng. Co. Ltd. Sunderland<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 2 013,0t (hvf) 16,5kn |
| (U.S.S.R.) | **508**<br>174<br>287 | | **1960** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,599<br>RS 44,35 8,79 4,32<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 1,8 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Fuel (d.o.) 10,5kn |
| **ZEINA**<br>va II-90 ex Doiras-84<br>uxiliadora-75 ex Doiras-69<br>Maria Auxiliadora-66<br>s Maria Auxiliadora<br>**S.A.**<br>u<br>Mauritania | **350**<br>188<br>299 | | **1962** Ast. Celaya—Bilbao (56)<br>*37,01* 7,68<br>BV 7,62 4,20<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.350<br>3 Ha (each 0,9 × 0,9) ER<br>Der 1(-) | Krupps<br>Oil 4SA 8Cy. 295 × 420<br>875bhp (644kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 119,0t (d.o.) 11,75kn |
| ward II-75<br>**ts Authority**<br>Kenya | **217**<br>60<br>118 | ✠Classed LR until 6/6/88 | **1973**-5 Fellows & Co. Ltd.—Great Yarmouth<br>(511)<br>32,95 8,67 3,429<br>28,96 8,23 4,04<br>1 dk<br>rf 533 | **M Tug**<br>Mchy.aft | Paxman<br>Oil 4SA 8Cy. 254 × 305 reverse reduction geared to sc. shaft<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 2 × 65kW 1 × 16kW 440V 50Hz a.c.<br>11kn |
| Maru-81<br>**s**<br>u<br>Mauritania<br>654102/TEWF | **999**<br>415<br>— | | **1966** K.K. Usuki Tekkosho—Saiki (1076)<br>68,05 11,03 4,592<br>61,32 11,00 4,96<br>2 dks | **M Fishing**<br>Side Trawler<br>2 Ho 15,8 16,1 ER<br>2 Ha (stl) (each 2,2 × 2,3) 1 Ha (w) (1,6 × 1,9) ER<br>Der 2(3) 4(2) | Akasaka<br>Oil 4SA 6Cy. 470 × 670<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 325kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 448,0t (d.o.)-8,0pd 12,75kn |
| Bay<br>**C SARL**<br>u<br>Mauritania | **169**<br>110<br>— | | **1974** Dillingham Shipyards (W.A.) Pty. Ltd.<br>—Fremantle, W.A.<br>RI - 3,500<br>23,05 6,50 3,80<br>1 dk | **M Fishing**<br>Stern Trawler<br>In.113 | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |

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|---|---|---|---|---|---|---|
| 6904399<br><br><br>Rt | **TEXACO CONCORD**<br><br>**Texaco Trinidad Inc.**<br>United Kingdom | **300**<br>—<br>— | | **1968** Jakobson Shipyard Inc.—Oyster Bay, NY (437)<br>30,48 8,59 3,658<br>8,54<br>1 dk | **TM Tug** | Caterpillar<br>2 Oil<br>Caterpillar Tractor Co. |
| 7052105<br>*8RAX*<br>332884<br>Gc Rt | **TEXACO DEMERARA**<br><br>**Texaco West Indies Ltd.**<br>Georgetown, Demerara Guyana | **227**<br>73<br>— | ✠ | **1971**-8 Sprostons (Guyana) Ltd.—Georgetown, Demerara (100)<br>31,63 7,52 2,636<br>28,35 7,32 2,90<br>1 dk | **TM General Cargo/Tanker**<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 sr rev<br>to sc. shafts<br>490bhp (360kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 15kW 250V 60Hz a.c. |
| 6810225<br>*5NFU*<br>385839<br>Df Esd Pfd<br>Rdr Rt | **TEXACO MARINER**<br>ex Solstraum-81 ex Straum-71<br>**Texaco Nigeria Ltd.**<br>Lagos Nigeria | **298**<br>228<br>701<br>T/cm<br>3,7 | (NV) | **1968** Elsflether Werft A.G.—Elsfleth/Weser (358)<br>54,13 8,54 3,468<br>48,29 8,51 3,54<br>1 dk<br>rf 102 Bow/CM 36 Diam. 0,150 len 71 | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 900 HeCls. C<br>3 Cargo pumps total 360T/hr | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW) NE 73<br>Caterpillar Tractor Co.<br>Gen 2 × 36kW 1 × 16kW 220V 50Hz<br>Fuel 26,5t (d.o.)-2,0pd |
| 8134132 | **TEXACO STAR**<br><br>**P.V.B.A. Verbeke Bunkering**<br>Belgium | **—**<br>—<br>160 | **A1** SS 11/89<br>inland waterways oil tanker<br>**LMC**<br>EL 80,0/16,0<br>FN 201 | **1963** Schps. & Mfbk. A. de Jong N.V. —Vlaardingen (117)<br>30,21 4,98<br>28,96 4,91 2,01<br>1 dk<br>rf nil len 78<br>conv Asphalt Tanker 78 | **M Tanker**<br>14 Ta ER | Brons<br>Oil 4SA 2Cy. 250 × 350 reverse reduc<br>to sc. shaft<br>110bhp (81kW)<br>Brons Industrie N.V.<br>Gen 1 × 1,5kW 24V d.c. |
| 7023180<br><br>716569<br>Esd Rt | **TEXACO TRADER**<br>ex Esso Islander-83<br>**Charter Trust Co. Ltd.**<br>Turks Islands Turks & Caicos Islands (British) | **435**<br>283<br>661 | AB | **1970** Barbour Boat Works Inc.—New Bern, NC (4000)<br>47,25 9,35 2,661<br>45,22 9,30 3,36<br>P 10,4 F 6,1 1 dk<br>rf 152 | **TM Tanker**<br>16 Ta | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165<br>730bhp (537kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 30kW<br>Fuel 28,5t (d.o.) |
| 5357513<br>*VCMD*<br>156926<br>RTm | **TEXADA**<br>ex P.M.L.14-45 ex Margaret S.II-37<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **100**<br>53<br>91 | | **1930** Shelburne SB. Ltd.—Shelburne, N.S.<br>*28,32* 5,49<br>... ... ... | **Wood M Fishing**<br>Side-fishing<br>2 Ho 8,2 6,3 ER<br>Der 2(1,5) | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW) E made71 fitted73<br>Caterpillar Tractor Co.<br>Gen 1 × 10kW 1 × 5kW 110V d.c.<br>Fuel (d.o.) |
| 7722073<br>*WQZ9981*<br>611687<br>Df Esd Gc<br>Pfd Rdr Rt | **TEXAN**<br><br>**Transgulf Towing Co.**<br>Houston, Tx United States of America | **199**<br>156<br>— | AB | **1979** Modern Marine Power Inc.—Houma, La (24)<br>6,554<br>30,48 10,62 6,94<br>F 20,2 1 dk<br>BK 25 | **TM Tug** | Fairbanks, Morse<br>2 Vee Oil 2SA each 12Cy. 206 × 254<br>reduction geared to sc. shafts<br>Colt Industries Fairbanks Morse Engine Division<br>Gen 2 × 75kW |
| 6616007<br><br>2779<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TEXAN STAR**<br>ex Pomoravlje-91<br>**Texan Oil Tankers Ltd.**<br>Valletta Malta | **2 758**<br>1 348<br>3 810 | BV JR | **1966** Brodogradiliste "Jozo Lozovina-Mosor" —Trogir (145)<br>98,53 14,23 6,230<br>89,82 14,20 7,12<br>1 dk | **M Tanker**<br>1 Ho 12 Ta ER<br>L.(oil) 4 581 HeCls. BC<br>1 Ha (2,5 × 2,5)<br>2W Der 1(3) 2(1,5) | B&W<br>Oil 2SA 5Cy. 420 × 900<br>2 023kW (2 750bhp)<br>Hitachi Zosen Sakurajima<br>Gen 2 × 160kW 440V 60Hz a.c.<br>Fuel 440,0t (hvf)-11,0pd |
| 8204963<br>*LMWR3*<br>N-00030<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TEXAS**<br>ex Barber Texas-89<br>**Wilhelmsen Lines A/S**<br>Tonsberg Norway (NIS)<br>SatCom: 1310321/LMWR | **26 790**<br>16 723<br>44 080 | ✠**100A1** CS 3/89<br>roll on — roll off ship<br>movable decks<br>✠**LMC** **UMS**<br>EL T† 715,0/87,0U3(a)<br>FN 13127 | **1984**-3 Hyundai Heavy Industries Co. Ltd.—Ulsan (249)<br>262,08 (BB) 32,31 11,729<br>246,41 32,26 21,01<br>F 15,9 3 dks<br>rf nil DK in way of cargo hold | **M RoRo Cargo**<br>Side door (s) pt higher tensile steel<br>Quarter stern door/ramp (s)<br>L 45,20 W 12,50 SWL 420<br>Clear height 6,30<br>Cars 630<br>Mchy.aft<br>B.72 500<br>TEU 2455<br>C.RoRo 1304/20' C.Dk 1151/20' incl. 200 ref C.<br>Cr 1(40) | B&W<br>Oil 2SA 8Cy. 900 × 2180<br>36 600bhp (26 921kW)<br>Hyundai SB. & Heavy Industries<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 12kgf/cm² (11,8bar) Sp<br>7kgf/cm² (6,9bar) rcv 7kg/cm² (6,9<br>Gen 3 × 1900kW 2 × 900kW 450V<br>Thw. thrust Contr. pitch propeller fwd.<br>Fuel 579,0t (d.o.) 7 660,0t (hvf)-110,0 |
| 8029600<br>*ICPA*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **TEXAS**<br>ex La Molinera-89<br>**Armital S.r.l.**<br>Sadav Line S.r.l.<br>Napoli Italy | **2 955**<br>1 608<br>4 270 | RI<br>✠Classed LR until 1/90 | **1982**-1 Teraoka Shipyard Co. Ltd.—Nandan (205)<br>99,01 (BB) 15,45 5,984<br>89,92 15,41 7,52<br>P 15,9 F 8,3 1 dk<br>rf 152 | **M Bulk Carrier**<br>2 Ho 33,5 30,5 ER<br>G.6 225 B.6 014<br>TEU 180 C.Ho 84/20' (40')<br>C.Dk 96/20' (40')<br>2 Ha (stl) (each 25,7 × 10,5) ER<br>4W Der 2(25) 2(15) | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 869kW (3 900bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel 94,5t (d.o.) 392,0t (hvf) |
| 7309352<br>*WH2312*<br>270533<br>Rt | **TEXAS**<br><br>**Zapata Haynie Corp.**<br>Morgan City, La United States of America | **269**<br>183<br>— | | **1955** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*49,63*<br>8,39 2,42 | **M Fishing** | Oil<br>1 000bhp (736kW)<br>Fuel (d.o.) |
| 5357563<br>*WB3657*<br>247286<br>Df Esd | **TEXAS**<br><br>**W & W Fisheries Ltd.**<br>New Bedford, Ma United States of America | **159**<br>82<br>— | | **1945** Somerset Shipyards Inc.—Somerset, Ma (14)<br>*27,22* 6,91<br>26,40 6,86 3,89<br>RQD 10,1 F 4,0<br>BK 127 | **M Fishing**<br>Side Trawler<br>1 Ho 8,6<br>2 Ha | Westinghouse<br>Oil 4SA 6Cy. 330 × 380<br>680bhp (500kW) NE 47<br>Westinghouse Elec. & Mfg. Co.<br>Fuel 23,5t |
| 7525097<br>*WX8357*<br>507520<br>Rdr Rt | **TEXAS**<br><br>**M. L. Bosworth**<br>Galveston, Tx United States of America | **118**<br>80<br>— | | **1967** Bishop SB. Corp.—Aransas Pass, Tx (195)<br>6,76<br>21,75 6,75 3,13<br>1 dk | **M Pilot Cutter** | Caterpillar<br>Oil 4SA 8Cy.<br>510bhp (375kW)<br>Caterpillar Tractor Co. |
| 7309364<br>*WY8201*<br>523309 | **TEXAS CARIBBEAN**<br>ex Shrimp Catcher ex Capt. Nini<br>**David Lee Davis**<br>Corpus Christi, Tx United States of America | **164**<br>127<br>— | | **1969** Toche Enterprises Inc.—Ocean Springs, Ms<br>*25,39* 7,32<br>3,56 | **M Fishing** | Oil<br>800bhp (588kW)<br>..............<br>Fuel (d.o.) |
| 5110616<br>*KVWA*<br>256835<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **TEXAS CLIPPER**<br>ex Excambion-65 ex Queens-48<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America<br>SatCom: 1501245/KVWA | **9 644**<br>5 313<br>7 347 | AB | **1944** Bethlehem-Sparrows Point Shipyard —Sparrows Pt., Md (4421)<br>144,20 20,25 8,471<br>137,17 20,12 12,96<br>B 59,5 3 dks<br>RW rf 305 | **S Passenger/General Cargo/ Training Ship**<br>6 Ho 15,8 16,0 17,0 ER 12,1 16,1 15,6<br>6 Ha (w) (8,3 7,6 7,3 × 7,3) ER (5,0 4,4 4,1 × 7,3)<br>16W Der 1(10) 10(5) 6(3) | 2 S Turb dr geared to sc. shaft<br>8 800shp (6 473kW)<br>Bethlehem Steel Co.<br>Gen 3 × 300kW<br>Fuel 2 094,0t (o.f.) |
| 7515951<br>*A9D2324*<br>3301<br>Esd Gc Rdr Rt | **TEXAS GAL**<br>ex Azarmidokht II-73<br>**Delmon Enterprises**<br>Bahrain Bahrain | **169**<br>115<br>— | AB | **1968** Corpus Christi Marine Service—Corpus Christi, Tx (106)<br>7,93 3,401<br>32,42 3,36<br>1 dk | **TM Supply Launch**<br>Deck Cargo Crewboat —dk P | General Motors<br>2 Vee Oil 2SA each 16Cy. 108 × 1<br>reduction geared to sc. shafts<br>926bhp (681kW) E made68 recond<br>fitted85<br>Detroit Diesel<br>Gen 2 × 75kW a.c. |

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| **OLD**<br>**J. Barker**<br>isco, Ca United States of America | **101**<br>86<br>— | | **1980** ..............Crescent City, Ca<br>*17,41* 6,71 3,10<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW)<br>U.S.A. |
| **ADY**<br>**ardley**<br>risti, United States of America | **129**<br>87<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>20,83 6,74 3,74<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl | Cummins<br>Oil<br>Cummins Engine Co. Inc. U.S.A. |
| **ADY**<br>**dy Inc.**<br>e, Tx United States of America | **126**<br>85<br>— | | **1977** Marine Mart Inc.—Port Isabel, Tx<br>*20,82* 6,15 3,76<br>1dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |
| **UN**<br>**n Shipping Inc.**<br>port Inc.<br>n, De United States of America<br>501641/TEXS | **26 281**<br>16 779<br>54 311<br>T/cm<br>60,0 | AB<br>✠Classed LR until 30/8/74 | **1960**-12 Sun SB. & Dry Dock Co.—Chester, Pa (611)<br>229,22 31,20 12,370<br>216,42 31,09 15,55<br>P 40,3 B 14,4 F 29,6 1 dk<br>RW rf 76 Bow/CM 112 Diam. 0,510 MH 0,9 | **S Tanker**<br>29 Ta ER<br>L.(oil) 59 421 HeCls. BC<br>Der 4(5)<br>4 Cargo pumps total 5 600T/hr | 2 S Turb dr geared to sc. shaft<br>20 000shp (14 711kW)<br>Westinghouse Elec. Corp. Essington, Pa<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 1 699,0t (o.f.)-113,0pd 17kn |
| **RADER**<br>Washington-90<br>Washington-73<br>**ttransco Tanker Corp.**<br>Trading Transportation Co.<br>, NY United States of America<br>1506152/KIYN | **19 733**<br>11 993<br>41 590<br>T/cm<br>50,5 | AB | **1957** Newport News SB. & D.D. Co.—Newport News, Va (520)<br>217,94 28,43 11,840<br>208,80 28,35 14,81<br>P 47,3 B 14,1 F 33,6 1 dk<br>RW rf 107 Bow/CM 104 Diam. 0,406 | **S Tanker**<br>CBT Bow loading<br>32 Ta ER<br>L.(oil) 49 498 HeCls. B<br>4 Cargo pumps total 5 600T/hr | 2 S Turb dr geared to sc. shaft<br>26 500shp (19 492kW)<br>Newport News SB. & D.D. Co. Newport News, Va<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Fuel 3 464,0t (o.f.)-125,0pd 19,5kn |
| **P III**<br>**voirienne d'Avitaillement**<br>**aire** Cote d'Ivoire | **300**<br>—<br>150 | (BV) | **1971** Ch. Carena—Abidjan<br>26,95<br>7,00 2,11<br>1 dk | **TM Tanker**<br>Mchy.aft<br>8 Ta<br>L.(oil) 192 | Perkins<br>2 Oil 4SA each 6Cy. 98 × 127<br>212bhp (156kW)<br>Perkins Engines Ltd. Peterborough<br>8,5kn |
| **ROOM**<br>**igen Stoomboot**<br>**neming N.V.**<br>d, Netherlands | **2 721**<br>1 685<br>— | BV | **1966** N.V. Mch. & Schps. P. Smit, Jr.—Rotterdam (658)<br>68,00 16,72<br>60,20 16,31 5,87<br>2 dks | **D-E RoRo Cargo/Ferry**<br>750dk P<br>Bow door Stern door/ramp | Blackstone<br>3 Oil 4SA each 8Cy. 222 × 292 total 2 400bhp (1 765kW) driving 3 gen. each 495kW connected to 4 elec. motors each of 750shp (552kW) & sr geared to sc. shafts<br>Lister Blackstone Ltd. Stamford<br>Gen 3 × 85kW 1 × 50kW 220V d.c.<br>2 propellers aft, 1 fwd |
| ad) (U.S.S.R.) | **2 100**<br>859<br>1 211 | RS | **1975** VEB Mathias-Thesen-Werft—Wismar (362)<br>81,95 5,201<br>73,00 13,61 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>G.163 In.1 055 L.9<br>3 Ha (1,4 × 1,9) (2,3 × 2,9) (2,6 × 2,3)<br>4W Der 2(5) 2(3) | S.K.L. 8NVD48A-2<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>14kn |
| **ent of The Arab Republic**<br>**ypt (Ministry of War -**<br>**, Fishing & Custom Guards)**<br>Egypt | **110**<br>—<br>— | | **1967** Soc. du Canal pour les Const. Navales—Port Said<br>32,82<br>32,52 5,59 3,10<br>1 dk | **TM Patrol Ship** | Maybach<br>2 Oil 4SA each 12Cy. 185 × 200<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen |
| **HAN**<br>**Shipping Co. (VINASHIP)**<br>Vietnam | **1 677**<br>779<br>3 137 | (RS) | **1958** Wartsila Kon. Crichton-Vulcan—Turku/Abo (1005)<br>94,19 14,03 5,660<br>86,67 14,00 8,21<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>3 Ho 15,0 20,5 ER 22,4<br>G.2 654<br>3 Ha (stl) (9,1 12,1 × 6,4) ER (12,1 × 6,4)<br>6W Der 2(5) 4(4) | Sulzer 6TD56<br>Oil 2SA 6Cy. 560 × 1000<br>2 400bhp (1 765kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 100kW a.c.<br>Fuel 263,0t (d.o.) 12kn |
| **S**<br>87 ex Dalia S-85 ex Kenda-84<br>Sasse-81<br>N Christophersen-68<br>**a Abdelrazzak Souleyman**<br>Syria | **992**<br>462<br>1 325 | (GL) | **1956** N.V. Schps. Gebr. van Diepen—Waterhuizen (937)<br>71,23 10,19 4,141<br>65,00 10,06 4,73<br>P 16,2 F 6,4 1 dk<br>RW | **M General Cargo**<br>1 Ho 42,0 ER<br>G.1 676 B.1 575<br>3 Ha (each 11,2 × 6,1) ER<br>3W Der 6(3) | Werkspoor<br>Oil 4SA 8Cy. 330 × 600<br>860bhp (633kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 60kW 1 × 40kW 1 × 12kW 110V d.c.<br>Directional propeller<br>Fuel 42,5t (d.o.) 11kn |
| **NH**<br>**Ocean Shipping Co.**<br>**CO)**<br>Vietnam | **9 123**<br>6 342<br>15 240 | ✠**100A1** SS 5/89<br>✠**LMC**<br>EL Z 522,5/54,0U2<br>FN 4427 | **1980**-3 Austin & Pickersgill Ltd.—Southwick, Sunderland (1384)<br>144,02 20,48 8,864<br>137,50 20,43 11,76<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 22,8 ER 21,3<br>4 TwD<br>G.21 375<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>Cr 10(2,5) Der 1(60) 10(10) | Sulzer 4RND68M<br>Oil 2SA 4Cy. 680 × 1250<br>7 600bhp (5 590kW)<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c. |
| **UONG II**<br>**Nguyen**<br>United States of America | **130**<br>—<br>— | | **1988** Gulf Coast Marine—Chauvin, La<br>28,96<br>7,31 3,69<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>620bhp (456kW)<br>Caterpillar Inc. Peoria, Illinois |
| **D No. 1**<br>**Bon Voyage (Miri) Sendirian**<br>**ad**<br>Malaysia | **701**<br>454<br>— | | **1982** Ocean Shipyard Co. Sdn. Bhd.—Sibu, Sarawak<br>*55,02*<br>10,98 4,27<br>1 dk | **TM General Cargo**<br>Cr 2(-) | Caterpillar D353SCAC<br>2 Oil 4SA each 6Cy. 159 × 203<br>950bhp (699kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>8kn |
| **RO 1**<br>adee ex Golden Precious-82<br>ens-82 ex Anyo Maru-72<br>**awantikumporn Thavatchai**<br>Thailand | **1 585**<br>864<br>2 533 | (NK) | **1962** Kurushima Dockyard Co. Ltd.—Imabari (107)<br>83,50 12,04 5,131<br>77,48 11,99 6,00<br>P 21,4 F 8,0 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.3 252 B.3 052<br>2 Ha (11,5 24,6 × 6,3) ER<br>9W Der 6(15) | Oil 4SA 6Cy. 450 × 640<br>1 650bhp (1 214kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 35kW 225V d.c.<br>Fuel 232,5t 11,5kn |
| **TAR**<br>u Enganno-83 ex Good Star-81<br>T.-77 ex Nichiei Maru-76<br>**g Seng**<br>Panama | **998**<br>554<br>1 725 | (NK) | **1961** Tokushima Zosen Sangyo K.K. —Komatsujima (60)<br>67,57 10,47 4,852<br>62,90 10,42 5,52<br>P 15,9 F 7,4 1 dk | **M General Cargo**<br>2 Ho 18,2 22,2 ER<br>G.1 967<br>2 Ha (w) (13,4 16,7 × 5,0) ER<br>Der 1(1,5) | Hanshin<br>Oil 4SA 6Cy. 380 × 550<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 32kW 230V 50Hz a.c.<br>Fuel 50,0t-4,0pd 11,25kn |

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|---|---|---|---|---|---|---|---|
| **7400522**<br>*9WZO*<br>325069<br>Rdr Rt | **THAI YANG**<br>ex Tong Yang-78<br>**Syarikat Bon Voyage (Miri) Sendirian Berhad**<br>Kuching Malaysia | **998**<br>660<br>1 400 | NK | **1975** Kong Beng—Singapore (1)<br>63,07 11,74 3,531<br>58,20 11,56 4,25<br>P 8,6 RQD 9,2 B 4,9 F 8,3 1 dk | **TM General Cargo**<br>Mchy.aft<br>2 Ha (stl) (each 14,5 × 7,3)<br>Cr 2(15) | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240 sr<br>shafts<br>1 100bhp (809kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 40kW |
| **7404504**<br>*BNCS*<br>5207<br>Df Esd Gc<br>Rdr RTv | **THAI YUNG**<br>**Glory Navigation Co. Ltd.**<br>Keelung China* | **4 906**<br>3 209<br>7 845 | (BV) | **1974** Watanabe Zosen K.K.—Hakata (164)<br>115,65 17,43 7,011<br>107,10 17,40 8,70<br>P 22,3 F 12,8 1 dk<br>RW rf 102 | **M General Cargo**<br>2 Ho 40,6 38,2 ER<br>G.10 695 B.10 220<br>2 Ha (stl) (31,0 30,7 × 8,0) ER<br>12W Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 200kW 445V a.c.<br>Fuel 650,5t (d.o.) |
| **8900880**<br>*HSJV*<br>321002751<br>Df Esd Rdr<br>RTm/h/v<br>CollRdr | **THAIOIL 1**<br>**Thai Oil Co. Ltd.**<br>Bangkok Thailand | **3 039**<br>1 491<br>5 714<br>T/cm<br>14,0 | AB | **1989** Singapore Slpwy & Eng. Co. (Pte.) Ltd.<br>—Singapore (168)<br>98,50 (BB) 5,514<br>92,00 15,50 7,50<br>1 dk<br>Bow/CM 52 Diam. 0,254 | **TM Tanker**<br>SBT<br>12 Wing Ta ER<br>L.(oil) 5 169<br>3 Cargo pumps total 1 200T/hr | Daihatsu<br>2 Oil 4SA each 6Cy. 240 × 320 with<br>couplings & sr geared to sc. shafts<br>1 500kW (2 039bhp)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 200kW 380V 50Hz a.c.<br>Fuel 52,71t (d.o.) 112,31t (i.f.o.)-8,0pd |
| **8918447** | **THAIOIL 2**<br>**Thai Oil Co. Ltd.**<br>Thailand | *3 018*<br>*1 491*<br>5 000<br>T/cm<br>14,0 | AB (Class cont.) | **1990** Singmarine Shipyard (Pte.) Ltd.—Singapore (188)<br>98,50 (BB) 5,501<br>92,00 15,51 7,52<br>1 dk<br>Bow/CM 52 Diam. 0,254 | **M Tanker**<br>12 Wing Ta ER<br>L.(oil) 5 169<br>3 Cargo pumps total 1 200T/hr | Daihatsu<br>2 Oil 4SA each 6Cy. 240 × 320 gea<br>1 766kW (2 401bhp)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 200kW 380V 50Hz a.c.<br>Fuel 52,7t (d.o.) 114,13t (i.f.o.)-7,4 |
| **9004140**<br>*HSKN*<br>3310-02575<br>Df Esd Pfd<br>Rdr RTm/h/v | **THAIOIL 3**<br>**Thai Oil Co. Ltd.**<br>Bangkok Thailand | *3 018*<br>*1 491*<br>5 575<br>T/cm<br>14,0 | AB (Class cont.) | **1991** Singmarine Shipyard (Pte.) Ltd.—Singapore (189)<br>98,20 5,514<br>92,00 15,50 7,50<br>1 dk<br>Bow/CM 52 Diam. 0,254 | **TM Tanker**<br>SBT<br>12 Wing Ta ER<br>L.5 472<br>3 Cargo pumps total 1 200T/hr | Daihatsu<br>2 Oil 4SA each 6Cy. 240 × 320 sr<br>shafts<br>1 766kW (2 401bhp)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 200kW 380V 50Hz a.c.<br>Fuel 52,7t (d.o.) 114,13t (i.f.o.)-7,4 |
| **6924650**<br>*HSBB*<br>6/1980<br>Df Esd Gc<br>Pfd Rdr | **THAISAMUTNAVEE 1**<br>ex Pao Hwa-80 ex Golden Bridge-77<br>ex Koryu Maru-77<br>**Thai Ocean Maritime Navigation Co. Ltd.**<br>Bangkok Thailand | **2 629**<br>1 604<br>4 626 | (NK) | **1969** Imabari Zosen—Imabari (213)<br>92,33 14,51 6,325<br>86,01 14,48 7,65<br>P 17,7 F 9,8 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 831 B.5 609<br>2 Ha (stl) (15,0 32,3 × 8,3) ER<br>Der 3(15) | Hanshin<br>Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 100kW 445V 60Hz a.c.<br>Fuel 450,0t-10,5pd |
| **7116872**<br>*SHIK*<br>Df Esd Gc<br>Pfd Rdr Rt | **THALASSA**<br>ex Rondane-78<br>**P/R Thalassa**<br>Skarhamn Sweden | **1 599**<br>1 137<br>3 038 | NV | **1971** Batservice Verft A/S—Mandal (573)<br>79,96 14,30 5,328<br>74,50 6,53<br>1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 947 B.3 621<br>2 Ha (each 20,8 × 10,1) ER<br>4W Der 4(5) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 120kW 1 × 38kW 380V<br>Controllable pitch propeller<br>Fuel 178,0t (d.o.)-6,5pd |
| **5357692**<br>*FNIB*<br>7314<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **THALASSA**<br>**Government of the Republic of France (Institut Francais de Recherche Pour l'Exploitation de la Mer) (IFREMER)**<br>Brest France<br>SatCom: 1110436 | **1 192**<br>302<br>580 | BV | **1960** At. Aug. Normand—Le Havre<br>66,10 10,44 4,611<br>56,49 10,41 6,76<br>3 dks | **M Research/Fishing**<br>Stern Trawler Oceanographic<br>Ice strengthened<br>In.62<br>6 Ha (0,9 × 0,9) (1,0 × 1,0) (1,6 × 1,3) (1,2 × 2,5) (0,9 0,9 × 0,9)<br>Der 1(5) 2(3) | Duvant<br>2 Oil geared to sc. shaft<br>1 400bhp (1 030kW)<br>(i) 4SA 8Cy. 315 × 480<br>Moteurs Duvant<br>(ii) 4SA 8Cy. 255 × 300<br>Moteurs Duvant<br>Controllable pitch propeller<br>Fuel 215,5t (d.o.) |
| **7926112**<br>*SXIF*<br>3232<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **THALASSINI AVRA**<br>ex Kepwave-86<br>**Compania Naviera Sparto S.A.**<br>Piraeus Greece | **59 885**<br>47 455<br>129 237<br>T/cm<br>97,2 | **✠100A1** SS 12/90<br>bulk carrier<br>strengthened for heavy cargoes, hold Nos. 2, 4, 6 & 8 may be empty<br>**✠LMC** **UMS**<br>EL V† 715,0/92,0U3(a)<br>FN 16399 | **1981**-6 Mitsui Eng. & SB. Co. Ltd.—Tamano (1227)<br>263,00 (BB) 42,07 16,480<br>253,02 42,00 22,81<br>1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 22,4 22,1 21,2 21,2 22,1 22,1 22,1 22,1 21,2 ER<br>G.141 604<br>9 Ha (stl) (13,6 × 15,7) (13,6 13,6 13,6 13,6 13,6 13,6 13,6 13,6 × 18,9) ER | B&W<br>Oil 2SA 6Cy. 800 × 1950<br>18 400bhp (13 534kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 275,5t (d.o.) 4 570,0t (hvf)-55,5 |
| **8306838**<br>*P3IH2*<br>708157<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **THALASSINI AXIA**<br>ex Dimitris-87<br>**Capewave Shipping Co. Ltd.**<br>Limassol Cyprus | *25 076*<br>*13 219*<br>39 402<br>T/cm<br>49,1 | **✠100A1** SS 4/90<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty, container cargoes in cargo holds and on upper deck and hatch covers, timber deck cargoes<br>**✠LMC** **UMS**<br>EL L† 632,5/70,0U3<br>FN 8344 | **1985**-2 Hitachi Zosen—Maizuru Works, Maizuru (4765)<br>188,93 (BB) 30,64 11,000<br>179,00 30,60 16,01<br>F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho each 27,3 ER<br>G.52 370 B.51 323<br>TEU 1000<br>C.Ho 538/20' (40') C.Dk 462/20' (40') incl. 50 ref C.<br>5 Ha (stl) (each 18,7 × 15,0) ER<br>Cr 5(25) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>13 000bhp (9 562kW)<br>Hitachi Zosen Sakurajima<br>AuxB (o.f.) 8,5kgf/cm² (8,4bar)<br>e(ex.g) 12,9kgf/cm² (12,7bar)<br>Gen 3 × 660kW 450V 60Hz a.c.<br>Fuel 243,0t (d.o.) 2 241,5t (hvf) |
| **7714739**<br>*D5DQ*<br>6217<br>Df Esd Gc<br>Pfd Rdr Rt | **THALASSINI MANA**<br>ex Thalassini Idea-88<br>ex Young Statesman-82<br>**Somelas Corp.**<br>Monrovia Liberia | **11 003**<br>7 299<br>17 089 | AB | **1978** Onomichi Zosen K.K.—Onomichi (282)<br>154,01 22,23 9,302<br>142,53 22,20 12,58<br>P 28,7 F 9,8 2 dks<br>rf nil<br>**DELAYED IN SHATT—AL— ARAB 9/80** | **M General Cargo**<br>4 Ho ER<br>G.22 993 B.21 945<br>4 Ha (stl) (12,8 13,1 21,0 — × 13,0) ER<br>Cr 2(29,5) Der 4(24,5) | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 450kW |
| **6900264**<br>*SVTB*<br>8190<br>Df Esd Gc<br>Rdr RTh<br>AMVER | **THALASSOPOROS**<br>ex Kreon-84 ex Bennevis-81<br>ex Baron Dunmore-77<br>**Thalassoporos Naftiki Eteria**<br>Heracles Shipping Co. S.A.<br>Piraeus Greece | **9 783**<br>5 879<br>20 278<br>T/cm<br>29,9 | **✠100A1** CS 9/87<br>strengthened for ore cargoes Nos. 2 & 5 holds may be empty<br>**✠LMC**<br>EL D† 2$\frac{7}{16}$"U2<br>FN 5281 | **1968**-12 Haugesund M/V A/S—Haugesund (34)<br>161,55 (BB) 21,72 9,697<br>152,74 21,66 12,91<br>P 26,0 F 14,4 1 dk<br>rf nil<br>conv Bulk Carrier 85 | **M Bulk Carrier/ Cement Carrier**<br>6 Ho 18,2 18,2 18,2 18,2 18,2 19,1 ER<br>G.24 352 B.23 928<br>6 Ha (stl) (12,8 13,5 13,5 13,5 13,5 13,5 × 11,8) ER<br>Cr 3(10) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>7 061kW (9 599bhp)<br>Marinens Hovedverft<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 364kW 450V 60Hz a.c.<br>Fuel 1 727,5t (hvf) |
| **5221697**<br>*OZQD*<br>D1380<br>Df Esd Rdr<br>Rt | **THALATTA**<br>ex Ullalis-88 ex Lyn-82 ex Hojris-77<br>ex Margareta H.-66 ex Margareta-62<br>ex Bleking-59<br>**Thalatta ApS**<br>Rudkobing Denmark | **223**<br>136<br>240 | BV | **1937** Solvesborgs Varv A/B—Solvesborg (15)<br>40,26 7,04 2,947<br>34,02 7,01 3,10<br>P - 1 dk<br>R BK 203<br>len 51 | **M General Cargo**<br>1 Ho ER<br>G.510 B.481<br>2 Ha (10,4 9,8 × 4,1) ER<br>2W Der 2(1) | Alpha<br>Oil 2SA 4Cy. 240 × 400<br>206kW (280bhp) NE 62<br>Alpha-Diesel A/S<br>Controllable pitch propeller<br>Fuel 10,0t (d.o.)-1,0pd |
| **8013546**<br>*SWPT*<br>9520<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **THALIA**<br>ex Maritime Baron-89<br>**Seabay Shipping Corp.**<br>Neda Maritime Agency Co. Ltd.<br>Piraeus Greece | **32 569**<br>26 539<br>64 135<br>T/cm<br>63,4 | AB | **1982** Hitachi Zosen—Maizuru Works, Maizuru (4684)<br>224,52 (BB) 12,955<br>215,02 32,21 17,81<br>P 17,7 F 15,9 1 dk<br>rf 69 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 25,6 ER<br>G.83 040 HeCls. B<br>7 Ha (stl) (each 16,0 × 13,1) ER | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>13 800bhp (10 151kW)<br>Hitachi Zosen Sakuraj<br>Gen 3 × 510kW 450V 60Hz a.c.<br>Fuel 181,0t (d.o.) 2 832,5t |

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| 35 ex Carrianna I-82<br>aker-81<br>**S.A.**<br>Greece | **16 872**<br>11 811<br>30 694<br>T/cm<br>40,8 | ✠**100A1** CS 12/90<br>strengthened for heavy<br>cargoes No. 3 hold may<br>be empty<br>✠**LMC**<br>EL H† 2$\frac{7}{16}$"U3<br>FN 6942 | **1976**-3 K.K. Usuki Tekkosho—Saiki (1183)<br>178,19 (BB) 26,88 10,662<br>167,19 26,81 14,71<br>P 36,0 F 20,2 1 dk<br>rf nil<br>conv Bulk Carrier 76<br>conv Vehicles Bulk Carrier 78 | **M Bulk Carrier**<br>5 Ho 26,9 27,2 16,7 27,2 27,2 ER<br>G.38 659 B.37 236<br>5 Ha (stl) (17,6 × 15,2) (17,6 9,4 17,6 17,6 × 15,0) ER<br>5W Der 5(22) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 420kW 455V 60Hz a.c.<br>Fuel 172,5t (d.o.) 1 666,0t (hvf)-38,5pd 15,5kn |
| ndr Blok-91<br>**co Nine Shipping Co. Ltd.**<br>t Overseas S.A.<br>Malta | T.Mk<br>**6 702**<br>3 207<br>—<br>**10 152**<br>5 202<br>14 339 | RS | **1967** R.O. Brodogradiliste "3 Maj"—Rijeka (518)<br>159,42 21,29 8,478/9,700<br>148,39 21,25 12,65<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 15,0 19,1 27,8 18,9 ER 19,2<br>G.22 276 B.18 417<br>5 Ha (stl) (9,7 × 9,4) (12,8 20,0 9,9 × 10,9) ER (10,3 × 9,4)<br>12W Der 12(5) | Sulzer 8RD76<br>Oil 2SA 8Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>18,5kn |
| ain-74 ex Bab-T-66<br>Greece | **458**<br>245<br>851 | (RI) (BV) | **1952** N.V. Schbwf. v/h De Groot & Van Vliet —Slikkerveer (286)<br>55,78 9,05 3,569<br>51,82 9,00 4,09<br>P 11,6 F 9,5 1 dk | **M General Cargo**<br>1 Ho 34,6 ER<br>G.1 087 B.1 000<br>2 Ha (11,4 13,1 × 5,7) ER<br>2W Der 2(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>540bhp (397kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 5kW 110V d.c.<br>Fuel 64,0t (d.o.) 9kn |
| **ent of the Republic of**<br>**e (Institut Francais de**<br>**rche Pour l'Exploitation de**<br>**) (IFREMER)**<br>France | **135**<br>34<br>370 | | **1978** Con. Mec. de Normandie—Cherbourg (24)<br>24,52 7,40 2,552<br>22,41 7,04 3,71<br>1 dk | **M Research/Fishing**<br>Stern Trawler Oceanographic<br>Mchy.aft | Poyaud A12150SRHM<br>2 Vee Oil 4SA each 12Cy. 150 × 180 geared to sc. shaft<br>720bhp (530kW)<br>Soc. Surgerienne de Const. Mec. Surgeres<br>10,5kn |
| **ACHOS**<br>37<br>**Navigation Ltd.**<br>Cyprus | **121**<br>67<br>— | (BV) | **1956** Ch. Nav. de la Pallice—La Rochelle-Pallice<br>27,01 6,51 2,801<br>22,51 6,46 3,71<br>1 dk<br>R | **M Fishing**<br>Side Trawler<br>1 Ho 7,0<br>1 Ha (stl) (1,2 × 1,0)<br>Cr 1(3) | Sulzer<br>Oil 4SA 5Cy. 250 × 360<br>350bhp (257kW)<br>Cie. de Const. Mec., CCM St. Denis<br>Gen 1 × 10kW 24V d.c.<br>Fuel 25,5t (d.o.) 10,5kn |
| 33 ex Peter Faber-82<br>**ent of The Republic of**<br>**e (Hellenic**<br>**ommunications**<br>**ization)**<br>Greece | **485**<br>150<br>391 | HR (BV) | **1961** Svendborg Skibsvaerft A/S—Svendborg (98)<br>56,11 9,56 3,309<br>48,01 9,50 5,67<br>1 dk & S dk<br>rf nil | **M Cable-layer** OSD 5P<br>2 Ha (2,9 × 3,9) (6,4 × 2,9) ER<br>Der 2(5) 2(1) | Alpha<br>Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 165kW 1 × 25kW 220/230V d.c.<br>Fuel 76,0t (d.o.) 11kn |
| **. MILISSIOS**<br>Henry-47<br>**ent of The Republic of**<br>**e (Hellenic**<br>**ommunications**<br>**ization)**<br>Greece | **601**<br>409<br>— | HR<br>Classed LR until 11/10/89 | **1909** Newport News SB. & D.D. Co.—Newport News, Va (114)<br>51,26 10,34 5,182<br>43,29 9,76 6,66<br>F 7,4 1 dk<br>R | **TS Cable-layer**<br>1 Ho 12,8<br>1 Ha (3,2 × —) | C 4Cy. (2) 457 & (2) 914 × 559<br>1 006ihp (740kW)<br>Newport News SB. & D.D. Co. Newport News, Va<br>Fuel 203,0t (o.f.) 8,5kn |
| **A**<br>**Management for The Port**<br>**gon**<br>Union of Myanmar | **778**<br>207<br>— | ✠Classed LR until 6/60 | **1958**-12 Pacific Islands S.B. Co. Ltd.—Hong Kong (201)<br>61,40 10,39 3,525<br>56,29 10,37 4,88<br>F 10,4 1 dk<br>RW rf 152 | **TM Pilot Tender** | Alpha<br>2 Oil 2SA each 7Cy. 290 × 490<br>1 680bhp (1 236kW)<br>Alpha-Diesel A/S Frederikshavn<br>2 Controllable pitch propellers |
| **ERG**<br>**nbjerg**<br>aard<br>Denmark | **253**<br>104<br>— | | **1975** Karlstadsverken FEAB—Karlstad (111)<br>33,43 7,50<br>27,06 7,47 3,41<br>1 dk<br>rf - | **M Fishing**<br>Mchy.aft | Frichs 8185CU<br>Oil 4SA 8Cy. 185 × 260<br>800bhp (588kW)<br>Kosan Frichs A/S Aarhus |
| **o-Orient Shipping S.A.**<br>Management Co. Ltd.<br>Panama<br>1333535/THAM | *50 628*<br>*21 966*<br>59 056 | NK | **1990** Koyo Dockyard Co. Ltd.—Mihara (2016)<br>289,32 (BB) 32,29 13,000<br>273,00 32,20 21,50<br>F 34,0 1 dk | **M Container Ship**<br>Fixed-guides<br>7 Cell. Ho ER 1 Cell. Ho<br>TEU 3600 C. 3600/20'<br>32 Ha (stl) | B&W 9K90MC<br>Oil 2SA 9Cy. 900 × 2700<br>33 005kW (44 871bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 6 × 917kW a.c.<br>24kn |
| **ing (Teeside) Ltd.**<br>Ship Management<br>United Kingdom | **2 663**<br>876<br>2 936 | ✠**100A1** SS 5/88<br>sludge carrier<br>✠**LMC**<br>EL Q 1$\frac{1}{2}$"U2<br>FN 1851 | **1977**-3 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (473)<br>93,30 15,12 4,585<br>87,41 14,61 6,56<br>F 10,1 1 dk<br>rf 76 | **M Sludge Carrier**<br>6 Ta ER<br>L.1 382 | Mirrlees KMR-6<br>Oil 4SA 6Cy. 381 × 457 reverse reduction geared to sc. shaft<br>2 782bhp (2 046kW)<br>Mirrlees Blackstone (Stockport) Ltd. Stockport<br>Gen 4 × 225kW 420V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 118,0t (d.o.) 12kn |
| **BUBBLER**<br>as Thames Bubbler II<br>**Water Utilities Ltd.**<br>United Kingdom | *592*<br>*177*<br>63 | ✠**A1**<br>inland waterways River Thames service west of Tilbury<br>✠**LMC** **UMS**<br>EL 120,0/26,0U2<br>FN 666 | **1988**-8 McTay Marine—Bromborough (79)<br>50,53 10,34 1,642<br>48,87 10,01 3,61<br>rf nil | **TD-E Oxygenation Barge** | MWM TBD604-B12<br>3 Vee Oil 4SA each 12Cy. 170 × 195 total 3 114kW (4 234bhp) driving 3 gen. each 1 055kW 415V a.c. connected to 2 elec. motors each of 381shp (280kW) & dr geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers Aquamaster type<br>Thw. thrust propeller fwd<br>Thw. thrust propeller<br>Fuel 57,0t (d.o.)-7,0pd 8kn |
| **RAPID**<br>86 ex BP Rapid-86<br>ey-76<br>**nkcraft Co. Ltd.**<br>United Kingdom | **589**<br>286<br>704 | ✠Classed LR until 6/4/88 | **1974**-10 Appledore Shipbuilders Ltd.—Appledore (A.S.102)<br>58,91 10,27<br>57,31 10,00 3,74<br>RAD 2,2 RFD 7,1 1 dk<br>rf 102 | **M Tank Barge**<br>DSS<br>6 Ta ER<br>2 Cargo pumps total 540T/hr | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>880bhp (647kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller |
| **WOOD**<br>e Vie-88 ex Formality-87<br>**arine (Contracts) Ltd.**<br>United Kingdom | **200**<br>159<br>419 | ✠**100A1** SS 10/86<br>✠**LMC**<br>EL F $\frac{3}{4}$"U2<br>FN 434 | **1968**-7 Clelands SB. Co. Ltd.—Wallsend (304)<br>41,89 7,73 2,699<br>39,37 7,62 3,38<br>P 5,2 F 4,9 1 dk<br>rf 152 | **M General Cargo**<br>1 Ho 27,2 ER<br>G.544 B.489<br>1 Ha (stl) (23,9 × 4,8) ER | Blackstone<br>Oil 4SA 4Cy. 222 × 292 sr reverse geared to sc. shaft<br>330bhp (243kW)<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 1,5kW 24V d.c.<br>Fuel 10,0t (d.o.) 9kn |
| **N**<br>Moon-84<br>**Co. Ltd.**<br>Panama<br>1332532/FGRO | **194**<br>132<br>— | | **1971** Halter Marine Fabricators, Inc.—Moss Point, Ms (302)<br>11,59<br>48,09 3,84<br>1 dk | **M Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 geared to sc. shaft<br>3 400bhp (2 501kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |

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| **6711429**<br>*HP5348*<br>19217-PEXT<br>Df Esd Gc<br>RdrRTm | **THANAS**<br>ex Thanassakis-89 ex Olimbos-87<br>ex Irafoss-85 ex Securitas-72<br>**F.C. International Lines S.A.**<br>Foong Sun Shipping & Trading Pte.<br>Panama Panama | T.Mk<br>**496**<br>320<br>1 149<br>**1 354**<br>994<br>2 677 | GL | **1967** Schpsw. "Friesland" N.V.—Lemmer (44)<br>75,16 11,87 3,520/5,550<br>69,02 11,70 6,61<br>F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,6 1 TwD 50,6<br>G.3 418 B.3 029<br>2 Ha (stl) (17,0 16,4 × 5,5) ER<br>2W Cr 2(3) Der 1(20) 1(3) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 145kW 1 × 60kW 220/38<br>Fuel 215,5t (d.o.) |
| **5174789**<br>*SV7753*<br>8385<br>Rdr Rt | **THANASIS**<br>ex Veronique I-87 ex Telis A-80<br>ex Ginevra 1-77 ex Ginevra-75<br>ex Jole Binelli-67 ex Vindex-61<br>Launched as Ferax<br>**Mexin Shipping Co.**<br>Piraeus Greece | **489**<br>309<br>827 | (AB) (RI) | **1958** "Navalmeccanica" Cant. Nav.—Senigallia (19)<br>55,43 9,63 3,579<br>51,01 9,61 3,97<br>P 12,8 F 6,1 1 dk<br>RW rf 107 | **M General Cargo**<br>1 Ho ER<br>G.1 019 B.934<br>3 Ha (w) ER<br>5W Der 5(2,5) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>700bhp (515kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 14kW d.c. 1 × 13kW d.c.<br>d.c.<br>Fuel 40,5t |
| **7423110**<br>*9HWW2*<br>2160<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **THANASSIS A**<br>ex Bali Sky-89 ex Dolores Swann-84<br>**Chasewood Maritime Ltd.**<br>A. & C. Anastassiou Shipmanagement Ltd.<br>Valletta Malta<br>SatCom: 1256151/THAN | **19 981**<br>12 512<br>38 877<br>T/cm<br>46,2 | AB | **1976** Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1117)<br>191,57 27,46 11,180<br>182,89 27,44 14,71<br>P 33,3 RQD 36,6 F 17,1 1 dk<br>rf nil Bow/CM 94 Diam. 0,457 MH 1,5 | **M Tanker**<br>IGS SBT Bow loading<br>12 Ta ER<br>L.(oil) 43 154 HeCls. B<br>2 Cargo pumps total 4 000T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 358,5t (d.o.) 2 363,5t (hvf)-37,5pd |
| **5205473**<br>*3EUU*<br>11045-AB<br>Df Esd Gc<br>Rdr | **THANASSIS K**<br>ex Fortuna Reefer-82 ex Bonzo-75<br>ex Bajamar-68 ex Leeward Islands-64<br>**Latam Shipping S.A.**<br>Panama Panama | **2 272**<br>1 031<br>2 743 | (NV)<br>✠Classed LR until 2/69 | **1953**-5 Eriksbergs M/V A/B—Goteborg (435)<br>104,20 14,36 6,109<br>96,12 14,30 8,92<br>F 13,5 1 dk & S dk, Platform dk in Nos. 1 & 2 holds | **M Refrigerated Cargo** OSD<br>Ice strengthened<br>4 Ho<br>In.3 254<br>4 Ha (7,0 8,3 7,7 7,0 × 3,9)<br>8W Der 2(5) 6(3) | B&W<br>Oil 2SA 7Cy. 620 × 1150<br>3 600bhp (2 648kW)<br>Eriksbergs M/V A/B<br>Gen 4 × 165kW 220V d.c.<br>Fuel 727,5t (d.o.)-15,0pd |
| **7002370**<br>*XVXN*<br>Df Esd Gc<br>Rdr RTv | **THANG LOI 1**<br>ex Victory I-86 ex Malvern Prince-81<br>**Vietnam Sea Transport & Chartering Co.**<br>Saigon Vietnam | T.Mk<br>**1 374**<br>705<br>2 635 | ✠Classed LR until 15/10/86 | **1970**-5 Grangemouth Dockyard Co. Ltd. —Grangemouth (541)<br>86,87 14,43 5,055<br>81,01 14,30 7,75<br>F 12,2 2 dks<br>rf 76 | **M General Cargo**<br>2 Ho 22,5 27,4 ER<br>G.4 936 B.4 749<br>2 Ha (stl) (19,2 × 7,6) (19,2 × 10,5) ER<br>4W Der 2(10) 2(5) | Ruston<br>Oil 4SA 9Cy. 318 × 368 reverse reduc<br>to sc. shaft<br>1 809kW (2 459bhp)<br>English Electric Diesels Ltd. Ruston Eng Div.<br>Gen 3 × 96kW 440V 60Hz a.c.<br>Fuel 320,0t (d.o.) |
| **7005047**<br>*XVXO*<br>Df Esd Gc<br>Rdr RTv | **THANG LOI 2**<br>ex Friendship-87 ex Chiltern Prince-81<br>**Vietnam Sea Transport & Chartering Co.**<br>Saigon Vietnam | **1 374**<br>704<br>2 597 | BV<br>✠Classed LR until 4/3/87 | **1970**-6 Clelands SB. Co. Ltd.—Wallsend (314)<br>86,87 14,43 5,030<br>81,01 14,30 7,75<br>F 12,2 2 dks<br>rf 76 | **M General Cargo**<br>2 Ho 22,5 27,4 ER<br>G.4 936 B.4 749<br>2 Ha (stl) (19,5 × 7,6) (19,5 × 10,5) ER<br>4W Der 1(20) 1(10) 2(5) | English Electric<br>Oil 4SA 9Cy. 318 × 368 reverse reduc<br>to sc. shaft<br>1 809kW (2 459bhp)<br>English Electric Diesels Ltd. Ruston Eng Div.<br>Gen 3 × 96kW 440V 60Hz a.c.<br>Fuel 320,0t (d.o.) |
| **5357886**<br>*XVJD*<br>Esd Rt | **THANG LONG**<br>ex Drina-59<br>**Government of The Socialist Republic of Vietnam**<br>Saigon Vietnam | **607**<br>281<br>734 | (BV) | **1953** R.O. Brodogradiliste "3 Maj"—Rijeka (336)<br>54,89 8,97 3,887<br>51,41 8,95 4,30<br>P 16,2 F 5,5 1 dk<br>RW | **M General Cargo**<br>G.1 024 B.933<br>2 Ha (each 10,4 × 5,0) ER<br>4W Der 1(5) 4(1,5) | Sulzer<br>Oil 2SA 6Cy. 290 × 500<br>630bhp (463kW)<br>C.R.D. Adriatico<br>Fuel 46,5t (d.o.) |
| **8005238**<br>*XVHW*<br>Gc Rdr Rt | **THANG LONG**<br>ex Seiko Maru-85<br>**Vietnam Chartering & Shipbroking Corp.**<br>Haiphong Vietnam | **496**<br>315<br>1 550 | BV | **1980** Nakatani Shipyard Co. Ltd.—Nomi (460)<br>69,40 11,51 4,252<br>65,00 11,02 6,33<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 790 B.2 600<br>1 Ha (stl) (36,0 × 8,5) ER<br>Der 1(10) 1(5) | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **7236397**<br>*XVJG*<br>Gc Rdr | **THANH DA**<br>ex Takezono Maru-85<br>**Saigon Shipping Co.**<br>Saigon Vietnam | **497**<br>313<br>1 312 | NK | **1972** Imamura Zosen—Kure (182)<br>66,88 11,03 4,450<br>60,00 11,00 4,50<br>2 dks | **M General Cargo**<br>Side doors 1(p) 1(s)<br>1 Ho ER<br>G.2 212<br>1 Ha (stl) (26,4 × 7,0) ER<br>2W Der 2(3) | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 324kW (1 800bhp)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 80kW a.c. |
| **8021933**<br>*XVGZ*<br>Df Esd Gc<br>Rdr Rt | **THANH HOA 1**<br>ex Miyajima Maru-85<br>**Thanh Hoa Maritrans Co.**<br>Haiphong Vietnam | **496**<br>309<br>1 567 | (NK) | **1981** Matsuura Tekko Zosen—Higashino (284)<br>71,05 12,02 4,161<br>67,01 12,01 6,23<br>1 dk | **M General Cargo**<br>Mchy.aft<br>G.2 971 B.2 648 | Fuji<br>Oil 4SA 6Cy. 370 × 550 reduction ge<br>shaft<br>1 324kW (1 800bhp)<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 96kW a.c. |
| **7022784**<br>Df Esd Gc<br>Pfd Rdr Rt | **THANH TO**<br>ex Taisei Maru No. 41-84<br>**Haiphong Shipping Co.**<br>Haiphong Vietnam | **1 498**<br>784<br>3 008 | (NK) | **1970** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (767)<br>80,32 13,44 5,744<br>74,00 13,42 8,16<br>2 dks | **M Fish Carrier**<br>Ref<br>In.859 L.2 231<br>4 Ha (stl) (4,5 4,6 4,6 4,6 × 4,4) ER<br>Der 8(3) | Mitsubishi<br>Oil 2SA 6Cy. 390 × 650<br>3 000bhp (2 207kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 160kW 440V 60Hz a.c.<br>Fuel 71,0t (d.o.) 376,5t (hvf)-11,0pd |
| **8921676**<br>*3EAY8*<br>19888-YJ<br>Df Esd Gc<br>Pfd Rdr Rt | **THANKS TWENTY**<br>**TTJV Naviera S.A.**<br>Panama Panama | *5 144*<br>*2 833*<br>6 806 | NK | **1990** Hakata Zosen K.K.—Hakata (508)<br>112,00 (BB) 17,42 7,264<br>102,00 17,40 7,30<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.10 819 B.10 079<br>2 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>3 354kW (4 560bhp)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **7221976**<br>*VTDL*<br>Df Esd Gc<br>Rdr Rt | **THAPAR KALINADI**<br>ex Houda Beauty-82 ex Yancey-79<br>**Ballarpur Industries Ltd.**<br>Bombay India | **6 136**<br>3 672<br>10 282<br>T/cm<br>18,4 | GL (BV) | **1972** Ujina Zosensho—Hiroshima (521)<br>126,96 19,26 7,773<br>117,99 19,21 9,81<br>1 dk | **M Bulk Carrier**<br>3 Ho ER<br>G.12 538 B.12 243<br>3 Ha (stl) (15,7 23,0 22,4 × 9,7) ER<br>Cr 5(15) | Mitsubishi<br>Oil 2SA 7Cy. 520 × 900<br>5 650bhp (4 156kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 320kW 440V 60Hz a.c. |
| **7633416**<br>*P3CY3*<br>708701<br>Df Esd Gc<br>Rdr RTm/h/v | **THAROS**<br>ex Kyra-88 ex Hollwede-87<br>ex Ibesca Anglia-80 ex Hollwede-78<br>**Seaborn Maritime Co. Ltd.**<br>Limassol Cyprus | **787**<br>499<br>2 044 | GL | **1977** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (813)<br>72,07 12,83 4,450<br>65,51 12,81 6,81<br>P 10,7 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,0 ER<br>G.3 215 B.3 140<br>TEU 127<br>C.Ho 53/20' (40') C.Dk 74/20' (40') incl. 10 ref C.<br>1 Ha (stl) (43,7 × 10,2) ER | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>MaK. Maschinenbau G.m.b.H. |
| **6524266**<br>*EESC*<br>1111<br>Df Esd Gc<br>Rdr Rt | **THARSIS**<br>**Andres Rodriguez Corsi**<br>Huelva Spain | **217**<br>100<br>— | (BV) | **1965** Ast. Luzuriaga S.A.—Pasajes (92)<br>37,39 6,76<br>32,06 6,72 3,71<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.252<br>2 Ha (each 1,0 × 1,0) ER<br>Der 1(0,5) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 53,5t (d.o.) |

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| **THARUA PHUKET 1**<br>**Government of The Kingdom of Thailand (Ministry of Transport & Communications)**<br>Chaophaya Terminal International Co. Ltd.<br>Bangkok Thailand | **193**<br>—<br>69 | ✠**100A1**<br>tug<br>Thailand home trade limited area<br>✠**LMC**<br>EL (B) 247,5/16,0U2<br>FN 270 | **1989**-4 Singapore Slpwy & Eng. Co. (Pte.) Ltd.—Singapore (173)<br>25,02 8,67<br>21,70 8,40 4,00<br>RAD 2,6 1 dk<br>rf 885 | **TM Tug**<br>Fire-fighting Tractor | Blackstone ESL5MK2<br>2 Oil 4SA each 5Cy. 222 × 292 with flexible couplings & dr geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 100kW 400V 50Hz a.c.<br>2 Directional propellers<br>11kn |
| **THARUA SONGKHLA 1**<br>**Government of The Kingdom of Thailand (Ministry of Transport & Communications)**<br>Chaophaya Terminal International Co. Ltd.<br>Bangkok Thailand | **193**<br>—<br>69 | ✠**100A1**<br>tug<br>Thailand home trade limited area<br>✠**LMC**<br>EL (B) 247,5/16,0U2<br>FN 270 | **1989**-4 Singapore Slpwy & Eng. Co. (Pte.) Ltd.—Singapore (171)<br>25,02 8,67<br>21,70 8,40 4,00<br>RAD 2,6 1 dk<br>rf 885 | **TM Tug**<br>Fire-fighting Tractor | Blackstone ESL5MK2<br>2 Oil 4SA each 5Cy. 222 × 292 with flexible couplings & dr geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 100kW 400V 50Hz a.c.<br>2 Directional propellers<br>11kn |
| **THARUA SONGKHLA 2**<br>**Government of The Kingdom of Thailand (Ministry of Transport & Communications)**<br>Chaophaya Terminal International Co. Ltd.<br>Bangkok Thailand | **193**<br>—<br>69 | ✠**100A1**<br>tug<br>Thailand home trade limited area<br>✠**LMC**<br>EL (B) 247,5/16,0U2<br>FN 270 | **1989**-4 Singapore Slpwy & Eng. Co. (Pte.) Ltd.—Singapore (172)<br>25,02 8,67<br>21,70 8,40 4,00<br>1 dk<br>rf 885 | **TM Tug**<br>Fire-fighting Tractor | Blackstone ESL5MK2<br>2 Oil 4SA each 5Cy. 222 × 292 with flexible couplings & dr geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 100kW 400V 50Hz a.c.<br>2 Directional propellers<br>11kn |
| **THASSOS I**<br>**Thassos Shipping Co. S.A.**<br>Piraeus Greece | **1 194**<br>620<br>100 | (AB) (HR) | **1975** United Shipping Yard Co.—Perama (78)<br>59,49 11,28 2,083<br>52,48 9,91 3,28<br>1 dk | **TM RoRo Cargo/Ferry**<br>Bow ramp<br>Mchy.aft | Waukesha L5792DSM<br>2 Vee Oil 4SA each 12Cy. 216 × 216 reverse reduction geared to sc. shafts<br>1 664bhp (1 224kW)<br>Waukesha Engine Div. Dresser Industries Inc. Waukesha, Wi<br>Gen 2 × 40kW a.c.<br>13kn |
| **THASSOS II**<br>ex Kavala-76<br>**Thassos Shipping Co. S.A.**<br>Kavalla Greece | **543**<br>320<br>203 | (AB) (HR) | **1970** D. C. Anastassiades & A. Ch. Tsortanides—Perama (62)<br>63,89 13,59 1,804<br>59,95 11,00 3,79<br>F 3,7 1 dk<br>rf 500 | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Bow door<br>Mchy.aft | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 190 × 230 reverse reduction geared to sc. shafts<br>2 850bhp (2 096kW) E made70 refitted75<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 56kW a.c.<br>Fuel (d.o.) |
| **THASSOS III**<br>ex Antipolis-76<br>**Thassos Shipping Co. S.A.**<br>Kavalla Greece | **225**<br>135<br>— | | **1964** .............Perama<br>40,49 9,10<br>... ... ...<br>1 dk | **TM Ferry** | Daimler<br>2 Oil 4SA 6Cy.<br>1 040bhp (765kW)<br>Daimler-Benz A.G. West Germany<br>Fuel (d.o.) |
| **THASSOS IV**<br>**Thassos Shipping Co. S.A.**<br>Piraeus Greece | **724**<br>415<br>200 | (AB) (HR) | **1980** Nafpigokastaskevastiki Nafiliaki—Piraeus (407)<br>2,312<br>58,78 13,61 3,51<br>1 dk<br>rf nil | **TM RoRo Cargo/Ferry**<br>Bow ramp<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 85kW<br>Fuel 35,5t (d.o.)<br>13kn |
| **THATHONG**<br>ex Fuji Maru No. 18-85<br>**Prachak Pakdi Co. Ltd.**<br>Thailand | **697**<br>504<br>1 934 | | **1972** Nishi Zosen K.K.—Imabari (144)<br>11,00 4,801<br>62,01 10,98 5,21<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 650bhp (1 214kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **THAUNG NAING YAY**<br>**Board of Management for The Port of Yangon**<br>Yangon Union of Myanmar | **1 234**<br>574<br>— | ✠Classed LR until 7/64 | **1962**-11 Simons-Lobnitz Ltd.—Renfrew (1163)<br>70,01 11,92<br>66,15 11,59 5,47<br>1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery Barge-unloading)<br>Twin side arms Dredging depth 12,0<br>Mchy.aft<br>Hopper 750<br>2 sandpumps each 369kW (495bhp) | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292 with fluid couplings & sr reverse geared to sc. shafts<br>Lister Blackstone Ltd. Stamford<br>10kn |
| **THE ANDY P**<br>ex Brothers In Law<br>**The Andy P. Corp.**<br>Norfolk, Va United States of America | **131**<br>89<br>— | | **1968** Marine Builders Inc.—Mobile, Al<br>*22,86* 6,84<br>3,41 | **M Fishing** | Oil<br>350bhp (257kW)<br>.............<br>Fuel (d.o.) |
| **THE ARK**<br>ex Elieser 4-91<br>**Golden Sea Navigation Inc.**<br>Panama Panama | **399**<br>244<br>— | | **1939** Gravdal Skipsbyggeri—Sunde (286)<br>36,33 8,23<br>8,18 | **Wood M Hospital Ship**<br>Mchy.aft | Wichmann<br>Oil 2SA 5Cy. 280 × 320<br>400bhp (294kW) NE 57<br>A/S Wichmann Rubbestadneset<br>Fuel (d.o.)<br>10kn |
| **THE ART No. 87-1**<br>**Setonaikai Kisen Co. Ltd.**<br>Hiroshima, Hiroshima Pref. Japan | **330**<br>—<br>94 | | **1987** Nakatani Shipyard Co. Ltd.—Nomi (512)<br>38,50 10,62 2,000<br>33,33 10,60 3,60<br>1 dk | **M Ferry** | Daihatsu 6DLM-24FS<br>Oil 4SA 6Cy. 240 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| **THE ART No. 87-2**<br>**Setonaikai Kisen Co. Ltd.**<br>Hiroshima, Hiroshima Pref. Japan | **330**<br>—<br>94 | | **1987** Nakatani Shipyard Co. Ltd.—Nomi (513)<br>38,50 10,62 2,000<br>33,33 10,60 3,60<br>1 dk | **M Ferry** | Daihatsu 6DLM-24FS<br>Oil 4SA 6Cy. 240 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| **THE AZUR**<br>ex Azur-87 ex Eagle-75<br>**Azur Transportation Inc.**<br>Panama Panama<br>SatCom: 1332515/AZUR | T.Mk<br>**8 937**<br>4 330<br>2 085 | BV<br>✠Classed LR until 6/82 | **1971**-5 Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (123)<br>142,12 (BB) 22,64 5,519<br>129,57 21,90 13,11<br>B 102,8 2 dks<br>rf 381 | **TM Passenger/RoRo Cargo**<br>344cbn 1039bth P<br>Side doors 1(p) 1(s) Stern door/ramp | Pielstick 12PC3V-480<br>2 Vee Oil 4SA each 12Cy. 480 × 520 sr geared to sc. shafts<br>21 800bhp (16 035kW)<br>Ch. de l'Atlantique St Nazaire<br>Gen 5 × 520kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 288,5t (d.o.) 638,0t (hvf)-54,0pd<br>23kn |
| **THE BLUE MARLIN**<br>ex Limbo Queen-80<br>**El Congo Inc.**<br>Miami, Fl United States of America | **101**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler Shrimp-trawl | Oil<br>365bhp (268kW)<br>U.S.A. |
| **THE CHIEF**<br>ex Texaco Sky Chief-83<br>**C & M Marine Towing Inc.**<br>New Bedford, Ma United States of America | **229**<br>156<br>— | (AB) | **1961** Gulfport SB. Co.—Port Arthur, Tx (550)<br>30,48 8,18 3,947<br>28,58 7,93 4,35<br>1 dk<br>BK 76 | **M Tug** | Enterprise<br>Oil 4SA 6Cy. 432 × 533<br>General Metals Corp. (Enterprise Division) Oakland, Ca<br>Gen 2 × 60kW 208V 60Hz a.c.<br>Fuel 79,5t (d.o.) |
| **THE DEACON**<br>**Suderman & Young Towing Co. Inc.**<br>Houston, Tx United States of America | **159**<br>99<br>— | AB | **1990** Main Iron Works Inc.—Houma, La (385)<br>- - 4,874<br>26,52 10,39 5,64<br>1 dk | **TM Tug** | General Motors 16-645-E2<br>2 Vee Oil 2SA each 16Cy. 230 × 254 sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>12,5kn |

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| **5358361**<br>*3FAQ*<br>5991-PEXT8<br>Df Esd Gc<br>Rdr RTm/h/v | **THE FIESTA**<br>ex Sun Ambassador-91<br>ex Veracruz I-90 ex Freeport-76<br>ex Carnivale-75 ex Theodor Herzl-69<br>**Veracrouz Transportation Inc.**<br>Festival Shipping & Tourist Enterprises Ltd.<br>Panama Panama | **6 193**<br>1 860<br>2 960 | BV<br>✠Classed LR until 8/75 | **1957**-5 Deutsche Werft A.G.—Hamburg (697)<br>148,70 19,72 6,850<br>132,58 18,40 13,63<br>B & F 111,3 2 dks, 3rd dk clear of mchy. space<br>RW rf 102 conv Passenger/General Cargo 75 | **TS Passenger Ship**<br>370cbn 730bth P | 4 S Turb dr geared to sc. shafts<br>12 640shp (9 297kW)<br>Allgemeine Elec. Ges.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 1 122,5t (o.f.) |
| **7604166**<br>*WYU8458*<br>554298 | **THE GERALD**<br>**Gerald Fisheries Inc.**<br>Coos Bay, Or United States of America | **103**<br>70<br>— | | **1974** Marine Mart Inc.—Port Isabel, Tx<br>*19,69*<br>6,13 3,46<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **7316551**<br>*WX7393*<br>505558 | **THE GIPPER II**<br>ex Miss Pauline ex Wm. E. Smith Jr.-77<br>**Bruce L. Gibbs**<br>Norfolk, Va United States of America | **108**<br>73<br>— | | **1966** Machine & Supply Co.—Beaufort, NC<br>*22,44* 6,35<br>3,10 | **Wood M Fishing** | Oil<br>504bhp (371kW)<br>............<br>Fuel (d.o.) |
| **7343504**<br>*VKHM*<br>355365<br>Df Esd Rdr RTm | **THE HARRY MESSEL**<br>**University of Sydney**<br>*Sydney, N.S.W.* Australia | **105**<br>66<br>— | AB | **1974** Stannard Bros. Slipway & Eng. Pty. Ltd. —Sydney, N.S.W. (58)<br>20,68 6,66 2,166<br>18,72 6,51 2,52<br>F 7,4 1 dk<br>rf 76 BK 229 | **TM Research/Fishing** | General Motors<br>2 Oil 2SA each 6Cy. 108 × 127 reverse geared to sc. shafts<br>410bhp (302kW)<br>General Motors Corp.<br>Gen 2 × 50kW<br>Fuel 14,0t (d.o.) |
| **8126329**<br>*VM6632*<br>386093<br>Esd Rdr<br>RTh/v | **THE HONEY BADGER**<br>**Northern Bluff Fisheries Pty. Ltd.**<br>*Darwin, N.T.* Australia | **149**<br>93<br>— | | **1981** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A. (133)<br>23,80 6,76<br>22,53 6,75 2,49<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho ER<br>In.70<br>1 Ha ER | MWM<br>Oil 4SA 6Cy. 160 × 165 sr reverse gea shaft<br>430bhp (316kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 72kW 440V 50Hz a.c.<br>Fuel 41,5t (d.o.)-2,5pd |
| **9008380** | **THE IMPERIAL**<br>**The Egyptian Navigation Co. (ENC)**<br>Cairo Egypt | **1 600**<br>—<br>480 | **100A1**<br>Class contemplated<br>FN 1073 | **1991** Giza Shipyard—Cairo (907)<br>71,50 14,10 1,000<br>65,00 13,50 3,50 | **TM Passenger Ship** | Caterpillar<br>3 Oil 4SA each 6Cy. 137 × 165 sr gea shafts<br>783kW (1 064bhp)<br>Caterpillar Inc. |
| **7945376**<br>Rt | **THE ISLAND**<br>**Suhail Ammari**<br>Abu Dhabi United Arab Emirates | **227**<br>99<br>— | (AB) | **1978** Asia Pacific Shpyd (Pte) Ltd.—Singapore (390)<br>—<br>30,51 8,60 2,49<br>1 dk | **TM Landing Craft** | General Motors<br>2 Vee Oil 2SA each 6Cy. 108 × 127<br>360bhp (265kW)<br>General Motors Corp.<br>Gen 2 × 32kW |
| **7502370**<br>*WYG7458*<br>585206<br>Esd Gc Rdr<br>Rt | **THE JUDGE**<br>**Suderman & Young Towing Co. Inc.**<br>Galveston, Tx United States of America | **197**<br>134<br>— | (AB) | **1977** Todd Shipyards Corp.—Galveston, Tx (48)<br>29,29 9,81 4,931<br>28,22 9,77 5,74<br>1 dk<br>BK 102 | **TM Tug** | Polar<br>2 Vee Oil 4SA each 8Cy. 250 × 300 rev reduction geared to sc. shafts<br>A/B Bofors Nohab<br>Gen 2 × 100kW |
| **7534701**<br>*WYP5848*<br>565336 | **THE JUDGE**<br>**Politician Shrimp Co. Inc.**<br>Galveston, Tx United States of America | **101**<br>68<br>— | | **1975** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **8036938**<br>622607 | **THE LADY LINDA**<br>ex K. C. Kids<br>**Son Ngoc Hoang**<br>New Orleans, La United States of America | **147**<br>100<br>— | | **1980** ............Bourg, La<br>*21,92* 7,62<br>3,28<br>1 dk | **M Fishing** | Oil<br>520bhp (382kW) |
| **5358012**<br>*EISN*<br>402575<br>Esd Rdr RTv | **THE LADY PATRICIA**<br>**Arthur Guinness Son & Co. (Dublin) Ltd.**<br>Dublin Irish Republic | **1 344**<br>590<br>1 259 | **✠100A1** CS 10/88<br>**✠LMC**<br>EL n $1\frac{5}{16}$"SQ<br>FN 1018 | **1962**-12 Charles Hill & Sons Ltd.—Bristol (440)<br>64,93 11,46 4,585<br>60,36 11,13 5,72<br>P 15,6 F 6,4 1 dk<br>RW rf 152 conv General Cargo 74 | **M Beer Carrier**<br>16 Ta (s.stl) ind ER | Polar<br>Oil 2SA 7Cy. 340 × 570<br>1 210bhp (890kW)<br>British Polar Engines Ltd.<br>✠ nwtdb 11/73 75lbf/in² (5,2bar)<br>Gen 3 × 75kW 220V d.c.<br>Fuel 46,5t (d.o.) |
| **5358024**<br>167884 | **THE LADY PATRICIA**<br>**Belsize Boat Yard Ltd.**<br>Southampton United Kingdom | **288**<br>111 | ✠Classed LR until 4/49 | **1945**-1 Wagstaff & Hatfield—Port Greville, N.S.<br>42,68 8,49 4,585<br>... ... ...<br>1 dk | **Wood M General Cargo** | Oil 4SA 8Cy. 305 × 380<br>National Supply Co. |
| **5358050**<br>163007 | **THE MILLER**<br>**Robert W. Hardiman**<br>Harwich United Kingdom | **118**<br>60 | | **1932** Henry Robb Ltd.—Leith (194)<br>27,44 5,82 2,134<br>... ...<br>1 dk<br>R | **M General Cargo**<br>Mchy.aft | Gardner<br>Oil 4SA 6Cy. 140 × 195<br>150bhp (110kW) NE 75<br>L. Gardner & Sons Ltd. |
| **7621645**<br>*C6CX5*<br>711118<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **THE PERFORMER**<br>ex V. S. O. Performer-89<br>ex Arctic Seal-87<br>**Ocean Systems Engineering Inc.**<br>Nassau Bahamas<br>SatCom: 1104547/PERF<br>See Register of Offshore Units | **3 266**<br>988<br>2 012 | NV | **1977** Nylands Verksted—Oslo (784)<br>96,04 19,97 6,300<br>82,99 9,00<br>F - 2 dks<br>rf 597 | **TM Diving Maintenance Support**<br>for offshore installations Fire-fighting<br>2 Moonpools<br>Mchy.aft<br>1W Cr 1(130) 1(100) 2(5) 1(2) Der 1(160) | Normo<br>4 Oil 4SA each 8Cy. 250 × 300 with flexible couplings & sr geared to sc<br>4 412kW (5 998bhp)<br>A/S Bergens M/V<br>Gen 6 × 1070kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fw |
| **7519634**<br>*WQ3318*<br>285681 | **THE REBEL**<br>**M. L. & K. Morrison**<br>New Orleans, La United States of America | **168**<br>114<br>— | | **1942** U.S. Naval Shipyard—Charleston, SC<br>9,15<br>30,00 9,12 2,04<br>1 dk<br>conv — | **M Supply Ship**<br>Deck Cargo | Oil<br>400bhp (294kW)<br>............<br>Fuel (d.o.) |
| **7230862**<br>*WYZ6048*<br>536443 | **THE RISING SUN**<br>ex Lady Frances<br>**Tairyo Inc.**<br>Mobile, Al United States of America | **120**<br>81<br>— | | **1971** Master Marine Inc.—Bayou la Batre, Al<br>*22,59* 6,71<br>3,41 | **M Fishing** | Oil<br>500bhp (368kW)<br>Fuel (d.o.) |
| **8321620**<br>Esd Rdr Rt | **THE SEA PORCUPINE**<br>**Federal Military Government of Nigeria (Department of Fisheries - Federal Ministry of Agriculture)**<br>Lagos Nigeria | **114**<br>51<br>— | ✠Classed LR until 8/11/85 | **1984**-5 Lubbe Voss Schiffswerft—Westerende (114)<br>23,19 6,33 2,891<br>19,99 6,20 3,41<br>F 8,6 1 dk<br>rf - | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref<br>In.78 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with reverse geared to sc. shaft<br>457bhp (336kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 16kW 380V 50Hz a.c.<br>Fuel 34,0t (d.o.) |
| **7743027**<br>*WYC5231*<br>588768 | **THE SEEKER II**<br>ex Tiffany H.<br>**Seeker Fisheries Inc.**<br>Mobile, Al United States of America | **142**<br>96<br>— | | **1977** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,81<br>3,38<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp., Detroit Diesel Div. |

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| **THE SHRIMPER**<br>**Patterson Shrimp Co. Inc.**<br>Morgan City, La United States of America | **146**<br>99<br>— | | **1968** Patterson Shipyard Inc.—Patterson, La<br>*23,66* 7,19<br>3,66 | **M Fishing** | Oil<br>550bhp (405kW)<br>..............<br>Fuel (d.o.) |
| **THE VICTORIA**<br>ex Victoria-77 ex Dunnottar Castle-58<br>**Phaidon Navigation S.A.**<br>Panama Panama<br>SatCom: 1332571/VICT | T.Mk<br>**11 541**<br>5 507<br>6 590 | ✠**100A1** SS 9/87<br>with freeboard<br>✠**LMC**<br>EL kt 2$\frac{9}{16}$"SQ<br>FN 5659<br>(RI) | **1936**-6 Harland & Wolff Ltd.—Belfast (959)<br>174,53 21,92 8,002<br>161,40 21,80 13,26<br>B 71,4 F 29,3 3 dks, 4th dk except in aft hold<br>R rf 152 conv Ref Passenger/General Cargo 59 | **TM Passenger Ship**<br>287cbn 696bth P<br>1 Ho 21,2 2 TwD each 21,2<br>G.1 921<br>1 Ha (stl)<br>Der 2(5) | Fiat<br>2 Oil 2SA each 7Cy. 750 × 1320<br>14 000bhp (10 298kW) ✠ NE 12/59<br>S.A. Fiat S.G.M. Torino<br>2 AuxB 100lbf/in² (6,9bar)<br>2 NAuxB 12/80 145lbf/in² (10,0bar)<br>Gen 3 × 465kW 2 × 350kW 220V d.c.<br>Fuel 2 257,5t (hvf) 16kn |
| **THE WANDER**<br>ex Yonee Phil-79 ex Captain Timmy<br>ex Miss Monna Ann<br>**Don A. Baker**<br>Tampa, Fl United States of America | **105**<br>75<br>— | | **1966** A. W. Covacevich Shipyard—Biloxi, Ms<br>*20,21* 6,66<br>3,10<br>1 dk | **Wood M Fishing** | Oil<br>300bhp (221kW)<br>..............<br>Fuel (d.o.) |
| **THEA S**<br>ex Euro Louisiana-89 ex Thea S-89<br>ex Bretagne-83 ex Thea S-82<br>**Schepers & Co. KG m.s. "Thea S"**<br>Reederei Heinrich und Rudolf Schepers G.m.b.H.<br>Elsfleth Federal Republic of Germany | T.Mk<br>**3 222**<br>2 151<br>5 900<br>**6 115**<br>4 031<br>8 350 | GL | **1982** Heinrich Brand Schiffswerft G.m.b.H. & Co. K.G.—Oldenburg (212)<br>124,01 (BB) 18,80 6,351/7,721<br>111,03 18,61 10,22<br>P 15,3 F 8,3 2 dks | **M General Cargo** OSD/CSD<br>3 Ho 3 TwD<br>G.11 898 B.10 703<br>TEU 504 C.Ho 258/20' C.Dk 246/20'<br>3 Ha (stl) (6,2 × 10,2) (31,7 37,8 × 15,3) ER<br>Cr 2(40) | MaK 6M601AK<br>Oil 4SA 6Cy. 580 × 600 sr geared to sc. shaft<br>6 000bhp (4 413kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 760kW 3 × 360kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 159,5t (d.o.) 1 233,5t (hvf)-22,0pd 15kn |
| **THEA TYHI**<br>ex Chemifalcon-91 ex Prem Doot-89<br>ex Loquat-81 ex Shinyu Maru-78<br>**Thea Tyhi Shipping Co. Ltd.**<br>Valletta Malta | **3 488**<br>2 047<br>6 145<br>T/cm<br>13,8 | HR (GL) (NK) | **1972** Ujina Zosensho—Hiroshima (523)<br>111,36 15,63 7,124<br>101,00 15,60 8,49<br>P 26,0 F 11,0 1 dk<br>Bow/CM 59 MH 1,5 | **M Tanker**<br>DB<br>Mchy.aft<br>L.(oil) 7 017<br>8 Cargo pumps total 1 660T/hr | Mitsubishi 6UEC52/105D<br>Oil 2SA 6Cy. 520 × 1050<br>4 560kW (6 199bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 220kW 220/440V 60Hz a.c.<br>Fuel 83,0t (d.o.) 836,0t (hvf)-17,5pd 15kn |
| **THEAGENIS**<br>ex Southern Ocean-81<br>**Globemar Cia. Naviera S.A.**<br>Piraeus Greece<br>SatCom: 1130141/THEA | **9 986**<br>6 826<br>16 990<br>T/cm<br>27,4 | AB | **1972** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (805)<br>148,39 22,56 8,986<br>138,03 22,51 11,89<br>P 27,5 F 10,1 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 23,2 26,3 26,3 26,3 ER<br>G.21 739 B.21 078<br>4 Ha (stl) (16,4 × 11,3) (19,6 19,6 19,6 × 11,9) ER<br>12W Der 4(20) | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Fuel 1 073,0t (hvf) 14,5kn |
| **THEANO**<br>ex Kostas-69 ex Virgo-66<br>**D. & G. Georgantis**<br>Aplezis-Salimidis Maritime Co. Ltd.<br>Volos Greece | **398**<br>217<br>461 | (HR)<br>✠Classed LR until 3/69 | **1939**-6 N.V. Scheeps. v.d. Werf—Deest (208)<br>46,06 7,65 2,979<br>42,98 7,07 3,97<br>P 11,3 RQD 15,0 F 6,1 1 dk<br>R | **M General Cargo**<br>2 Ho 19,8 - ER<br>G.615<br>2 Ha (9,9 — × 5,5) ER<br>2W Der 2(-) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW) NE 56<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 26,5t (d.o.) 9,5kn |
| **THEBELAND**<br>**Medro K/B**<br>Rederiaktiebolaget Transatlantic<br>Goteborg Sweden | **9 374**<br>3 222<br>12 200 | ✠**100A1** SS 8/88<br>roll on—roll off cargo ship<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL (Gt) 617,0/64,0U3<br>FN 6498 | **1978**-10 Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1181)<br>165,16 (BB) 25,94 8,000<br>155,00 25,51 16,41<br>F 31,4 2 dks<br>rf nil | **TM RoRo Cargo**<br>Quarter stern door/ramp<br>L 33,00 W 9,00 SWL 181<br>1 Ho 79,7 ER<br>B.22 300 L.8 110<br>TEU 800<br>C.Ho 128/20' C.RoRo Dk 356/20' C.Dk 316/20' incl. 60 ref C.<br>1 Ha (stl) (13,5s × 4,5) ER<br>Cr 1(25) | B&W 12L45GF<br>2 Oil 2SA each 12Cy. 450 × 1200<br>21 200bhp (15 594kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 4 × 760kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 298,0t (d.o.) 2 978,0t (hvf)-44,0pd 16,5kn |
| **THEBES**<br>**MISR Shipping Co.**<br>Alexandria Egypt<br>SatCom: 1622105/THEB | **24 561**<br>16 392<br>41 503 | ✠**100A1** SS 8/88<br>bulk carrier<br>strengthened for heavy cargoes<br>holds Nos. 2 & 4 may be empty<br>Ice Class 3 with min. draught f 7.5M<br>✠**LMC**<br>EL Kt 632,5/68,0U3(a)<br>FN 8317 | **1984**-2 Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1263)<br>188,14 (BB) 31,04 10,702<br>180,02 31,01 15,19<br>P 11,6 F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 28,0 27,2 27,2 27,2 28,0 ER<br>G.49 577<br>5 Ha (stl) (16,8 × 12,0) (16,8 16,8 16,8 16,8 × 13,6) ER<br>Cr 5(12,5) | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 14kgf/cm² (13,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 195,5t (d.o.) 1 906,5t (hvf) 14,75kn |
| **THEEQAR**<br>ex Saad-71<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **112**<br>—<br>220 | (GL) | **1960** F. Schichau G.m.b.H.—Bremerhaven (1704)<br>*26,74* 6,94<br>... ... ...<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln |
| **THEILINE W**<br>ex Atlantic 6-65<br>**Puget Sound Tug & Barge Co.**<br>Crowley Maritime Corporation<br>Seattle, Wa United States of America | **192**<br>77<br>— | (AB) | **1952** Gulfport SB. Co.—Port Arthur, Tx (399)<br>31,40 7,68 3,547<br>29,47 7,65 3,94<br>1 dk<br>BK 64 | **D-E Tug** | General Motors<br>Vee Oil 2SA 12Cy. 222 × 267 driving gen. of 814kW 560V d.c. connected to elec. motor & sr geared to sc. shaft<br>General Motors Corp. Cleveland, Oh<br>Gen 1 × 100kW 240V 1 × 30kW 1 × 24kW 110V d.c.<br>Fuel 89,5t (d.o.) |
| **THEKLA**<br>ex Clovis-88 ex Thekla Wessels-86<br>**Wessels Befrachtungs-und Bereederungsgesellschaft m.b.H. & Co. KG m.s. "Thekla Wessels"**<br>DAL Deutsche Afrika-Linien G.m.b.H. & Co.<br>Haren/Ems Antigua & Barbuda | **999**<br>606<br>2 970 | BV GL | **1981** M.A.N. Unternehmensbereich GHH Sterkrade —Walsum (1143)<br>99,83 11,41 4,322<br>95,41 11,35 7,17<br>F 7,7 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 67,8 ER<br>G.4 284 B.4 239<br>TEU 100<br>C.Ho 60/20' (40') C.Dk 40/20' (40')<br>1 Ha (stl) (66,6 × 9,1) ER | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480 sr reverse geared to sc. shaft<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 104kW 1 × 40kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 238,0t (d.o.)-6,0pd 10,5kn |
| **THELMA J**<br>**Joint Adventures Inc.**<br>Mobile, Al United States of America | **114**<br>78<br>— | | **1980** Rodriguez Boat Builders Inc.—Coden, Al<br>*22,10* 6,76<br>3,38<br>1 dk | **M Fishing**<br>Shrimp-trawl | Caterpillar<br>Oil<br>550bhp (405kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **THEMA**<br>ex Themar-91<br>**Yehia Amine Kabbani**<br>Aspen Shipping & Trading B.V.<br>Lebanon | **2 543**<br>1 424<br>3 640 | DSRK GL | **1966** VEB Schiffswerft "Neptun"—Rostock (403)<br>92,87 14,23 5,950<br>84,00 14,20 6,99<br>P 23,5 F 10,4 1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho each 25,0 ER<br>G.4 774 B.4 411<br>2 Ha (stl) (each 18,1 × 9,9) ER<br>8W Der 8(3-5) | MAN 6NZD72A<br>Oil 2SA 6Cy. 480 × 720<br>1 692kW (2 300bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 240kW 390V 50Hz a.c.<br>Fuel 328,0t (d.o.) 13,5kn |

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| **5358282**<br>*PUQD* | **THEMIS**<br>ex Capivary-51 ex Cometa<br>ex Candelaria<br>**Empreza Fluvial Maritima Maranhao S.A.**<br>Recife Brazil | **897**<br>449<br>1 281 | ✠Classed LR until 3/44 | **1913**-4 W. Harkess & Son Ltd.—Middlesbrough (201)<br>*62,49* 12,20<br>... ... ...<br>1 dk<br>R | **TM General Cargo** | Volund<br>2 Oil 2SA each 6Cy. 390 × 430<br>E made35 fitted51<br>A/S Volund |
| **6616411**<br>*SKVG*<br>Df Esd Pfd<br>Rdr Rt | **THEMIS AV RORO**<br>ex Dano-85 ex Gotaland-73<br>**Goran & Anders Ryberg**<br>Roro Sweden | **152**<br>55<br>134 | (NV) | **1966** A/B Marstrandsverken—Marstrand (6)<br>31,45 6,76 3,506<br>28,10 6,71 3,61<br>1 dk<br>rf 1847 BK 259 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>1 Ho ER<br>3 Ha (0,9 × 0,9) (1,5 × 1,5) (1,5 × 1,2) ER<br>Der 1(2) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>MaK. Maschinenbau Kiel G.m.b.H<br>Gen 1 × 16kW 1 × 11kW 110V d.c.<br>Fuel (d.o.) |
| **7924889**<br>*P3HQ3*<br>708728<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **THEMIS PETRAKIS**<br>ex Asterix-89 ex Maersk Semakau-86<br>ex Manila Peace-86 ex Krislock-83<br>**Seavelvet Marine Ltd.**<br>Iolcos Hellenic Maritime Enterprises Co. Ltd.<br>Limassol Cyprus | *34 447*<br>*19 635*<br>61 190<br>T/cm<br>62,7 | **✠100A1** SS 8/91<br>bulk carrier<br>strengthened for heavy cargoes Nos. 2, 4 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL Mt 632,5/73,0U3(a)<br>FN 10674 | **1981**-11 Koyo Dockyard Co. Ltd.—Mihara (1013)<br>223,15 (BB) 32,26 13,020<br>213,01 32,20 17,91<br>F 19,2 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 23,0 23,0 23,6 20,3 23,6 23,6 23,6 ER<br>G.70 215 B.68 703 HeCls. B<br>7 Ha (stl) (14,0 16,9 16,9 14,0 16,9 16,9 15,0 × 12,9) ER<br>Cr 6(15) | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11,5kgf/cm² (11,3bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 226,0t (d.o.) 3 185,0t (hvf)-42,5pd |
| **5340338**<br>*SV3991*<br>5430<br>Df Esd Pfd<br>RdrRTm | **THEMISTOCLES II**<br>ex Giannis D.-88 ex Vriseis-79<br>ex Tripolis-75 ex Luna-74 ex Una-73<br>ex Usko-71 ex Stella Mari-66<br>**Fotios Daglas**<br>Piraeus Greece | **484**<br>271<br>951 | (BV)<br>✠Classed LR until 7/60 | **1956**-7 Falkenbergs Varv AB—Falkenberg (116)<br>54,72 9,91 3,791<br>49,46 9,81 3,97<br>P & B 26,9 F 8,9 1 dk<br>rf 102 | **M General Cargo**<br>1 Ho 32,9 ER<br>G.1 388 B.1 274<br>2 Ha (12,5 × 4,8) (12,5 × 5,7) ER<br>4W Der 2(3) 2(2) | Alpha<br>Oil 2SA 6Cy. 290 × 490<br>720bhp (530kW)<br>Frederikshavn Jernstoberi & Maskinfabrik A/S<br>Gen 2 × 10kW 220V a.c.<br>Controllable pitch propeller<br>Fuel 66,0t (d.o.) |
| **6814219**<br>*SV3422*<br>2928<br>Rt | **THEMISTOKLES**<br>**John Noulas & Others Co-Owners Shipping Co.**<br>Piraeus Greece | **634**<br>143<br>— | | **1968** Th. Zervas & Sons—Perama<br>62,11 11,51 1,702<br>56,01<br>1 dk | **TM RoRo Cargo/Ferry**<br>Mchy.aft | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 400bhp (1 030kW)<br>CKD Praha<br>Fuel (d.o.) |
| **8035283**<br>*J8CE2*<br>2735<br>Esd Pfd Rdr<br>Rt | **THEO**<br>ex Silver Fish-90 ex Amalthee II-88<br>ex Amalthee-85 ex Parrot-81<br>**Theo Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines | **302**<br>152<br>— | BV (AB) | **1979** Steel Boat Builders—Pierre Part, La (41)<br>2,963<br>36,58 8,54 3,20<br>1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 123 × 127<br>reduction geared to sc. shafts<br>1 520bhp (1 118kW)<br>General Motors Corp., Detroit Diesel Div.<br>Gen 2 × 75kW |
| **5409419**<br>315413<br>Rdr RTv | **THEO. H. SWANTON**<br>**Port of Melbourne Authority**<br>*Melbourne, Victoria* Australia | **799**<br>257<br>— | ✠Classed LR until 1/64 | **1962**-6 R. Dunston (Hessle) Ltd.—Hessle (S781)<br>55,33 11,28 4,503<br>51,69 10,98 5,19<br>1 dk<br>RW rf nil | **M Hopper Barge**<br>Bottom doors<br>1 Ho 20,1 ER | National Gas<br>Oil 4SA 6Cy. 381 × 508<br>1 098bhp (808kW)<br>Mirrlees National Ltd.<br>Gen 2 × 75kW 400V<br>Fuel (d.o.) |
| **5358373**<br>*DBFV*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **THEODOR HEUSS**<br>**Government of The Federal Republic of Germany (Bundesminister fur Verkehr-WSV)**<br>Government of The Federal Republic of Germany (Deutsche Bundesbahn)<br>Puttgarden Federal Republic of Germany | **5 583**<br>1 902<br>1 833 | GL | **1957** Kieler Howaldtswerke A.G.—Kiel (1067)<br>135,90 17,71 4,903<br>130,00 17,23 7,35<br>B & F 126,2 2 dks<br>RW | **TD-E RoRo Cargo/Ferry**<br>Rail Vehicles 1500dk P<br>Bow door Stern door Ice strengthened<br>Lane Length 130 Cargo Width 1,90<br>Clear height 4,65<br>Rail Wagons 27 | Maybach<br>9 Vee Oil 4SA each 12Cy. 185 × 200<br>13 590bhp (9 996kW) driving 12<br>825kW 425V d.c. connected to 4<br>each of 2 060shp (1 515kW) & sr<br>shafts<br>Maybach Mercedes-Benz Motorenbau<br>Gen 4 × 720kW 220/380V 50Hz a.c.<br>Directional thrust propellers fwd |
| **7510614**<br>*OWSV*<br>H644<br>Esd Pfd Rdr<br>Rt | **THEODOR KIRK**<br>**P/R Theodor Kirk**<br>Kaj & Kent Kirk A/S<br>Esbjerg Denmark | *341*<br>*119*<br>— | | **1975** Sakskobing Mask. og Skibsvaerft—Sakskobing (15)<br>37,93 7,35<br>34,60 7,19 3,18<br>len 84 | **M Fishing**<br>Side Trawler | Callesen<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik |
| **9005338**<br>*PHYG*<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **THEODORA**<br>**Scheepvaartmaatschappij Castor B.V.**<br>Rederij Theodora B.V. (Theodora Tankers)<br>Rotterdam Netherlands<br>SatCom: 1300670/THEO | **4 098**<br>1460<br>6 616<br>T/cm<br>15,4 | BV (Class cont.) | **1991** B.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (658)<br>110,60 (BB) 7,050<br>104,29 17,00 9,36<br>1 dk<br>Bow/CM 52 Diam. 0,250 | **M Tanker**<br>Oil Bitumen<br>SBT DB<br>12 Wing Ta ER<br>L.5 243<br>3 Cargo pumps total 1 125T/hr | Wartsila<br>Oil 4SA 8Cy. 320 × 350 sr geared<br>2 625kW (3 569bhp)<br>Wartsila Diesel Oy<br>Gen 4 × 200kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd Tunnel<br>Fuel 380,0t (d.o.)-13,2pd |
| **8605818**<br>WR 238 | **THEODORA**<br>**Wieringen 238 Theodora B.V.**<br>Wieringen Netherlands | **350**<br>157<br>— | | **1986** Peters-Ysselmeer B.V.—Kampen a/d Ijssel (407)<br>1,501<br>36,02 9,52<br>1 dk | **TM Fishing**<br>Stern Trawler Shellfish | Scania<br>2 Oil<br>600bhp (441kW)<br>Saab-Scania AB |
| **7370791**<br>*D5DY*<br>6226<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **THEODORE A**<br>ex Tweedfield-78 ex Tweed Bridge-78<br>**Transmar Corp.**<br>Metrofin Ltd.<br>Monrovia Liberia | **61 678**<br>46 408<br>129 919<br>T/cm<br>91,2 | **✠100A1** CS 5/88<br>strengthened for ore cargoes, Nos. 2, 4, 6 & 8 holds may be empty<br>**✠LMC** **UMS**<br>EL Ut 3⅝"U3<br>FN 15964 | **1974**-4 Mitsubishi Heavy Industries Ltd.—Hiroshima (239)<br>261,02 (BB) 40,67 17,641<br>247,00 40,62 24,01<br>1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 20,8 21,5 21,5 21,5 21,5 21,5 21,5 21,5 21,5 ER<br>G.140 126<br>9 Ha (stl) (12,8 × 14,4) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 17,6) ER | Sulzer<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 750kW 440V 60Hz a.c.<br>Fuel 6 247,5t (hvf)-76,0pd |
| **5293937**<br>*SV4999*<br>7857<br>Df Esd Gc<br>Rdr RTv | **THEODOROS**<br>ex Naftilos-86 ex Sando-79<br>ex Rhodesian-76<br>**Alikos Shipping Co.**<br>Piraeus Greece | **343**<br>180<br>— | BV<br>✠Classed LR until 5/9/86 | **1957**-7 Cochrane & Sons Ltd.—Selby (1419)<br>43,39 8,13<br>38,87 8,08 3,97<br>RQD 20,5 F 7,4 1 dk<br>RW rf 762 BK 178 | **M Fishing**<br>Side Trawler<br>1 Ho 9,7<br>3 Ha (w) (each 1,2 × 1,2) 1 Ha (stl) (1,2 × 1,2)<br>Cr 1(5) Der 1(2) | Polar<br>Oil 2SA 5Cy. 340 × 570<br>950bhp (699kW)<br>British Polar Engines Ltd.<br>Gen 1 × 140kW 1 × 25kW 220V d.c.<br>Fuel (d.o.) |
| **5386306**<br>*SV4109*<br>452<br>Df RTm/v | **THEODOROS**<br>ex Gama-79 ex Captain Dionissis<br>ex Warnow<br>**Thessaloniki Shipping Co.**<br>Michael Gigilinis Shipping Co.<br>Thessaloniki Greece | **154**<br>47<br>— | (AB) (DSRK) | **1952** VEB Rosslauer Schiffswerft—Rosslau<br>28,30 6,35 2,991<br>3,81<br>1 dk<br>RW | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 325 × 440 sr geared<br>Goerlitzer Masch.<br>Gen 1 × 28kW 230V d.c.<br>Fuel (d.o.) |
| **6405628**<br>*HQCL6*<br>Esd Gc Pfd | **THEODOROS G**<br>ex Rosemary Everard-84<br>**Galatia Shipping Co. S.A.**<br>San Lorenzo Honduras | **1 579**<br>960<br>2 635 | **✠100A1** SS 10/87<br>**✠LMC**<br>EL q 1 7/16"SQ<br>FN 1336 | **1964**-11 Clelands SB. Co. Ltd.—Wallsend (260)<br>81,08 11,97<br>76,82 11,89 5,49<br>P 8,3 Ba 11,3 R dk fwd of p 43,9 F 9,2 1 dk<br>RW rf 102 | **M General Cargo**<br>3 Ho 18,6 16,1 17,9 ER<br>G.3 433 B.3 259<br>3 Ha (10,9 × 7,0) (10,0 10,5 × 7,6) ER<br>6W Der 6(3) | Newbury<br>Vee Oil 4SA 12Cy. 222 × 292<br>geared to sc. shaft<br>1 500bhp (1 103kW) ✠ NE 10/75<br>Mirrlees Blackstone (Stamford) Ltd<br>Gen 1 × 75kW 1 × 50kW 220V d.c.<br>Fuel 81,5t |

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| **THEODOROS I**<br>ex Wapping-85 ex William Lamey-70<br>**Atlantic Tugs Maritime Co.**<br>Piraeus Greece | **166**<br>—<br>— | ✠Classed LR until 7/63 | **1959**-6 T. Mitchison Ltd.—Gateshead (91)<br>29,95 7,98 3,239<br>26,95 7,55 3,81<br>rf 610 BK 51 | **M Tug** | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292 with flexible couplings, clutches, sr & reverse gear to sc. shaft<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 25kW 220V d.c.<br>Fuel (d.o.) 11kn |
| **THEODOROS M.**<br>ex Fabrizio Di Fazio-73 ex Yke-64<br>**Odigitria Fishing Co. S.A.**<br>Piraeus Greece | **380**<br>185<br>— | (BV) (RI) | **1963** N.V. Schps. Gebr. Pot—Bolnes (948)<br>48,47 7,60 3,302<br>42,40 7,50 4,02<br>P 15,3 F 10,1 | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>1 Ho | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 90,5t (d.o.) 12kn |
| **THEODOROS P.**<br>ex Georgios-89 ex Filitsa Z-88<br>ex Dionisis-83 ex Peter Sif-77<br>**Poseidon III Naftiki Eteria**<br>Papoutsoglou Brothers & Ioannis Papoutsoglou<br>Piraeus Greece | **481**<br>308<br>1 074 | (BV) | **1964** N.V. Bodewes Schps.—Martenshoek (479)<br>61,45 9,73 3,880<br>55,99 9,71 3,99<br>P 15,9 RQD 23,2 B 11,9 F 10,4 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 38,2 1 TwD 21,1<br>G.1 840<br>2 Ha (9,9 14,8 × 4,8) ER<br>3W Der 3(3) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>MaK. Maschinenbau Kiel G.m.b.H Kiel<br>Gen 3 × 15kW 110V d.c.<br>Fuel 78,0t (d.o.) 11kn |
| **THEODOROS V**<br>ex Boulonnais-84 ex Bardi-80<br>ex Mousson-71<br>**Atlantic Trawlers Naftiki Eteria**<br>Piraeus Greece | **328**<br>116<br>280 | BV | **1967** At. & Ch. de la Manche—Dieppe (1201)<br>43,21 8,92 3,901<br>38,41 8,91 4,09<br>2 dks | **M Fishing**<br>Stern Trawler<br>3 Ha | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 103,5t (d.o.) 13kn |
| **THEODOROS VASSILIKI**<br>**K. Hatzopoulos**<br>Piraeus Greece | *128*<br>*38*<br>91 | | **1988** Homatas Brothers Shipyard—Thessaloniki (88)<br>28,00 6,90 3,141<br>6,88 3,25<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>1 Ta ER<br>In.70 | Kelvin TGSC8<br>Oil 4SA 8Cy. 165 × 184 with clutches & sr geared to sc. shaft<br>368kW (500bhp)<br>Kelvin Diesels Ltd., GEC Diesels Glasgow |
| **THEOFANIA I**<br>ex Afedula M-88 ex My Destiny-83<br>ex Avon-81 ex Atair-80<br>**Ariadni Maritime S.A.**<br>Kingstown St. Vincent and the Grenadines | **492**<br>204<br>827 | HR (BV) (DSRK) | **1960** VEB Peene-Werft—Wolgast (60)<br>59,47 9,83 3,601<br>53,01 9,78 5,80<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 31,8 ER<br>G.1 518 B.1 426<br>2 Ha (stl) (each 11,1 × 5,0) ER<br>Cr 2(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>550bhp (405kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 40kW 2 × 28kW 390V 50Hz a.c.<br>Fuel 37,5t (d.o.) 10kn |
| **THEOFANIS**<br>**Papamichalopouli Bros., I. Voudas & Ch. Patouchas**<br>Papaioannidis Brothers<br>Piraeus Greece | **644**<br>127<br>100 | (BV) | **1975** United Shipping Yard Co.—Perama (64)<br>55,15 2,083<br>52,48 10,80 2,65<br>1 dk | **TM RoRo Cargo/Ferry**<br>Mchy.aft | General Motors 16V-71-N<br>2 Vee Oil 2SA each 16Cy. 108 × 127<br>1 400bhp (1 030kW)<br>Detroit Diesel Detroit, Mi |
| **THEOFANO LIVANOS**<br>**Antler Shipping Co. Ltd.**<br>Chios Greece | **22 171**<br>16 090<br>42 964<br>T/cm<br>51,0 | AB | **1983** Mitsubishi Heavy Industries Ltd.—Nagasaki (1897)<br>192,54 (BB) 30,38 11,151<br>183,01 30,01 15,42<br>F 12,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 28,0 28,8 28,8 28,8 28,8 ER<br>G.51 312 B.50 405 HeCls. B<br>5 Ha (stl) (16,8 17,6 17,6 17,6 17,6 × 14,0) ER<br>Cr 4(25) | Sulzer 6RLB66<br>Oil 2SA 6Cy. 660 × 1400<br>9 900bhp (7 282kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 268,0t (d.o.) 2 272,0t (hvf)-38,0pd 16kn |
| **THEOFILOS I**<br>ex Panagia Tinou-90 ex Sirius-90<br>ex Nicos-86 ex Aris II-79<br>ex Thalassa-74 ex Noord-71<br>**Angistri Shipping Co.**<br>Piraeus Greece | **499**<br>272<br>864 | (HR)<br>✠Classed LR until 31/1/75 | **1956**-5 Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen (224)<br>58,81 9,22 3,626<br>54,01 9,06 4,17<br>P 15,6 F 9,5 1 dk<br>RW rf 51 | **M General Cargo**<br>1 Ho 36,4 ER<br>G.1 076 B.991<br>2 Ha ER<br>2W Der 2(3) | Bolnes<br>Oil 2SA 5Cy. 300 × 550<br>625bhp (460kW)<br>L. Smit & Zoon Kinderdijk<br>Fuel 51,0t 10kn |
| **THEOFILOS S**<br>ex West Bay I-88 ex West Bay-81<br>ex Germa Girl-79<br>**Andromeda Real Estate S.A.**<br>Panama Panama | **1 599**<br>1 148<br>2 950 | BV (NV) | **1972** Stocznia Gdanska im. Lenina—Gdansk (B431/205)<br>84,16 13,62 5,309<br>77,55 13,59 6,41<br>P 21,1 F 8,6 1 dk<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho 27,8 27,7 ER<br>G.3 862 B.3 559<br>2 Ha (stl) (each 21,9 × 8,0) ER<br>4W Der 4(5) | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450<br>1 471kW (2 000bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 84kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 156,5t (d.o.)-7,0pd 12,7kn |
| **THEOGENNITOR**<br>ex Nordic Renaissance-87<br>ex Ocean Winner-87<br>ex Navios Commander-83<br>ex Lucrecia Pando-81<br>ex Mercedes Maria-81<br>**Tankertrade Marine Ltd.**<br>Limassol Cyprus | **59 533**<br>47 946<br>116 978<br>T/cm<br>92,7 | HR (GL) (NV) | **1975** Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (185)<br>275,24 39,04 16,417<br>260,03 39,01 22,00<br>P 34,5 F 20,5 1 dk<br>Bow/CM 135 Diam. 0,410 MH 1,8 | **M Ore/Bulk/Oil Carrier**<br>COW IGS DB<br>9 Ho/Ta 19,9 21,0 21,0 21,0 21,0 21,0 21,0 21,0 19,9 ER<br>L.(oil) 135 099 HeCls. BC<br>9 Ha (stl) (14,8 × 14,8) (16,0 16,0 16,0 16,0 16,0 16,0 16,0 16,0 × 18,9) ER<br>2 Cargo pumps total 8 000T/hr | Sulzer 8RND90<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 3 × 800kW 440V 60Hz a.c.<br>Fuel 230,5t (d.o.) 5 238,5t (hvf)-61,0pd 15,2kn |
| **THEOLOGIA CH**<br>ex Kavala-85 ex Didimi-77<br>ex Zeus II-74 ex Hoogezand-63<br>**Kabos Patmou Shipping Co.**<br>Piraeus Greece | **499**<br>338<br>859 | (BV) | **1951** Schps. "Hoogezand" J. Bodewes —Hoogezand (64)<br>56,67 9,15 3,506<br>9,10 3,94<br>P 13,5 F 6,1 1 dk<br>R | **M General Cargo**<br>2 Ho each 13,1 ER<br>G.1 096 B.991<br>2 Ha (each 13,1 × 5,1) ER<br>2W Der 2(3) | Brons<br>Oil 4SA 8Cy. 290 × 450<br>650bhp (478kW)<br>Appingedammer Brons Appingedam<br>Gen 2 × 5kW 110V<br>Fuel 63,0t (d.o.) 10kn |
| **THEOLOGOS P**<br>**Panagiotis Panagiotakis**<br>Piraeus Greece | **995**<br>370<br>2 700 | (HR) | **1985** Panagiotakis Bros.—Salamis (6)<br>73,51 16,51 2,650<br>69,02 16,31 4,81 | **TM Ferry** | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 170 × 190 reverse reduction geared to sc. shafts<br>2 640bhp (1 942kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **THEOMANA**<br>ex Lydia P-87 ex Octonia Sun-84<br>ex La Fleche-81 ex Tartar-69<br>**Theomana Shipping Co. Ltd.**<br>Valletta Malta | **26 174**<br>16 579<br>50 955<br>T/cm<br>55,6 | HR (AB) (NV) | **1965** Eriksbergs M/V A/B—Goteborg (554)<br>216,36 29,60 12,161<br>208,80 29,57 15,85<br>F 18,9 1 dk | **M Tanker**<br>Stern disch.<br>14 Ta ER<br>L.(oil) 59 061 HeCls. BC<br>3 Cargo pumps total 4 500T/hr | B&W 10-74VT2BF-160<br>Oil 2SA 10Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>Uddevallavarvet A/B Uddevalla<br>Gen 1 × 400kW a.c. 2 × 280kW a.c.<br>Fuel 2 906,0t-59,0pd 16,5kn |
| **THEOMITOR**<br>ex Berlinda-91 ex Sumatra-89<br>ex La Chacra-89<br>**Ayr Shipping Co. Ltd.**<br>Leandros Shipping Co. S.A.<br>Piraeus Greece | **36 979**<br>29 938<br>77 300<br>T/cm<br>67,2 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, holds 2, 4 & 6 may be empty cc<br>**✠LMC** **UMS**<br>EL P† 660,0/90,0U2<br>FN 11501 | **1982**-10 Sunderland Shipbuilders Ltd.—Deptford, Sunderland (862)<br>Cmd.**1983**-3<br>230,00 (BB) 32,26 14,866<br>219,51 32,24 20,15<br>F 18,6 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 21,0 25,2 25,2 21,5 25,2 25,2 25,2 ER<br>G.87 575 B.84 013 HeCls. B<br>7 Ha (stl) (14,4 × 10,8) (14,4 14,4 14,4 14,4 14,4 14,4 × 15,0) ER | B&W 5L80GFCA<br>Oil 2SA 5Cy. 800 × 1950<br>11 300kW (15 362bhp)<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB (o.f.) 8,5kgf/cm² (8,4bar) Spt 8,5kgf/cm² (8,4bar)<br>e(ex.g) 8,5kgf/cm² (8,4bar) Spt 8,5kgf/cm² (8,4bar)<br>Gen 1 × 650kW 2 × 625kW 440V 60Hz a.c.<br>Fuel 448,0t (d.o.) 3 531,5t (hvf)-37,0pd 13,5kn |
| **THEOPISTI**<br>ex Stelios-91 ex Reno-89 ex Crudo-88<br>ex Ekenas-73<br>**Karmel III Naftiki Eteria**<br>Piraeus Greece | **168**<br>80<br>244 | | **1955** A/B Asi-Verken—Amal (26)<br>31,86 5,64<br>28,12 5,59 2,54<br>1 dk<br>len 62 | **M Tanker**<br>Mchy.aft<br>7 Ta | Volund<br>Oil 4SA 3Cy. 300 × 410<br>240bhp (177kW)<br>A/S Volund Kobenhavn<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| **6404404**<br>*SV5218*<br>7111<br>Df Esd Rdr<br>Rt | **THEOSKEPASTI**<br>ex Mark IX-85 ex Rif-79 ex Troll-67<br>**Andriatankers Shipping Co.**<br>Piraeus Greece | **498**<br>257<br>950 | HR (BV) | **1963** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1105)<br>60,86 9,30<br>55,33 9,20 4,09<br>1 dk | **M Tanker**<br>8 Ta ER | MWM<br>Oil 4SA 6Cy. 320 × 480<br>710bhp (522kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **8902759** | **THEOSKEPASTI**<br>**J. Damigos**<br>Piraeus Greece | **130**<br>31<br>75 | HR (Class cont.) | **1990** Kanellos Bros.—Perama (173)<br>31,10 10,51 1,600<br>26,50 10,50 2,50<br>1 dk | **TM Ferry**<br>Mchy.aft | MAN<br>2 Oil 4SA each 6Cy. 128 × 155 revers<br>sc. shafts<br>368kW (500bhp)<br>MAN Nutzfahrzeuge A.G. |
| **7627649**<br>*P3KF4*<br>Df Esd Gc<br>Pfd Rdr Rt | **THEOSKEPASTI S**<br>ex Levante-91<br>**Galila Shipping Co. Ltd.**<br>Stavros Roussos Management & Chartering S.A.<br>Limassol Cyprus | **3 367**<br>2 483<br>4 896 | BV | **1979** Ast. Construcciones S.A.—Meira (154)<br>104,98 (BB) 15,031<br>97,49 14,99 8,51<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.7 718 B.6 811<br>TEU 123<br>2 Ha (stl) (each 25,2 × 10,5) ER<br>Cr 2(10) 2(5) | Pielstick<br>Oil 4SA 6Cy. 400 × 460 sr geared to s<br>3 900bhp (2 869kW)<br>Ast. Espanoles S.A.<br>Gen 3 × 600kW 220V 50Hz a.c. |
| **7011199**<br>*9HMY3*<br>2890<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>SatCom<br>AMVER | **THEOTOKOS**<br>ex Obo Baron-87 ex Varenna-83<br>**Theotokos Shipping Co.**<br>Valletta Malta | **55 032**<br>39 470<br>103 230<br>T/cm<br>87,6 | (NV) | **1970** Oresundsvarvet A/B—Landskrona (225)<br>256,52 (BB) 39,02 15,114<br>244,25 38,99 20,60<br>F 18,6 1 dk<br>rf 64 Bow/CM 128 Diam. 0,410 | **M Ore/Bulk/Oil Carrier**<br>IGS Str. heavy cargoes DB<br>9 Ho/Ta 22,4 22,7 18,9 19,8 17,9 17,9 17,9 17,9 17,9 17,2 ER<br>G.115 003 B.107 709 L.(oil) 119 206<br>HeCls. BC<br>9 Ha (stl) (14,3 × 13,0) (14,3 14,3 14,3 14,3 14,3 14,3 14,3 14,3 × 18,5) ER<br>3 Cargo pumps total 9 000T/hr | Gotaverken<br>Oil 2SA 9Cy. 850 × 1700<br>21 600bhp (15 888kW)<br>A/B Gotaverken<br>Gen 3 × 720kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 3 515,5t (hvf)-71,0pd |
| **5251628**<br>*SV3429*<br>5<br>Df EsdRTm | **THEOXENIA**<br>ex Kairos-71 ex Kellenhusen-69<br>ex Niedermehnen-65 ex Baffin<br>**Kalafatakis Bros.**<br>Kavalas Greece | **494**<br>224<br>657 | (GL) (HR) | **1942** Collingwood Shipyards—Collingwood, Ont.<br>49,99 8,44 3,810<br>45,73 8,39 4,58<br>B 11,0 F 8,0 1 dk<br>rf 724 conv Escort Trawler — conv Side Trawler Fishing 52 | **M General Cargo**<br>1 Ho 25,9 ER<br>G.1 031 B.963<br>2 Ha (9,9 11,2 × 5,4) ER<br>2W Der 2(2) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>420bhp (309kW) NE 52<br>Maschinenbau Kiel A.G.<br>Gen 2 × 1,5kW 24V d.c.<br>Fuel 46,0t (d.o.) |
| **8834029**<br>Rt | **THEPSIRINTA-1**<br>**Intertransport Co. Ltd.**<br>Bangkok Thailand | *130*<br>*39*<br>16 | RS | **1989** ..............U.S.S.R.<br>34,50 1,100<br>32,25 10,30 1,80 | **Aluminium Alloy TM Hydrofoil Ferry**<br>140dk P | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 185<br>1 920kW (2 610bhp)<br>M.T.U. Friedrichshafen GmbH |
| **8834031**<br>Rt | **THEPSIRINTA-2**<br>**Intertransport Co. Ltd.**<br>Bangkok Thailand | *130*<br>*39*<br>16 | RS | **1989** ..............U.S.S.R.<br>34,50 1,100<br>32,25 10,30 1,80 | **Aluminium Alloy TM Hydrofoil Ferry**<br>140dk P | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 185<br>1 920kW (2 610bhp)<br>M.T.U. Friedrichshafen GmbH |
| **8834043**<br>Rt | **THEPSIRINTA-3**<br>**Intertransport Co. Ltd.**<br>Bangkok Thailand | *130*<br>*39*<br>16 | RS | **1989** ..............U.S.S.R.<br>34,50 1,100<br>32,25 10,30 1,80 | **Aluminium Alloy TM Hydrofoil Ferry**<br>140dk P | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 185<br>1 920kW (2 610bhp)<br>M.T.U. Friedrichshafen GmbH |
| **8834055**<br>Rt | **THEPSIRINTA-4**<br>**Intertransport Co. Ltd.**<br>Bangkok Thailand | *130*<br>*39*<br>16 | RS | **1989** ..............U.S.S.R.<br>34,50 1,100<br>32,25 10,30 1,80 | **Aluminium Alloy TM Hydrofoil Ferry**<br>140dk P | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 185<br>1 920kW (2 610bhp)<br>M.T.U. Friedrichshafen GmbH |
| **6910910**<br>*5NGL*<br>375895<br>Df Esd Rdr<br>RTv | **THERESA**<br>ex Marianne Wonsild-82 ex Kis Skou-79<br>**Cocco Holdings Ltd.**<br>Lagos Nigeria | **500**<br>315<br>1 126 | ✠Classed LR until 10/12/86 | **1969**-4 Aarhus Flydedok og Maskinkp. A/S<br>—Aarhus (138)<br>59,92 10,32 3,893<br>55,00 10,20 4,20<br>P 19,2 F 13,5 1 dk<br>rf 152 | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>10 Ta ER<br>L.1 384<br>HeCls. C | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 48kW 1 × 30kW 380V 50Hz<br>Fuel 56,0t (d.o.)-4,0pd |
| **5427930**<br>*LNXB*<br>18284<br>Df Esd Gc<br>Pfd RdrRTm | **THERESA**<br>ex Anne Turid-87 ex Nautic Frigg-82<br>ex Miss Tulu-77 ex Blue Mirror-75<br>ex Skjevik-74 ex Harald Bred-74<br>ex Lizard-74 ex Harald Bred-72<br>ex Grollen-69 ex Laus-68<br>**Odd Johansen**<br>Harstad Norway | T.Mk<br>**491**<br>279<br>950 | BV<br>✠Classed LR until 6/71 | **1963**-12 Brodrene Lothe A/S—Haugesund (21)<br>59,21 9,43 3,855<br>52,38 9,40 4,02<br>P & B 31,7 F 8,9 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 35,5comb. ER<br>G.1 533 B.1 414<br>2 Ha (stl) (10,2 × 5,4) (13,4 × 6,1) ER<br>3W Der 1(5) 2(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 41kW 220V 50Hz a.c.<br>Fuel 67,0t (d.o.) |
| **8112809**<br>*A9D2325*<br>3298<br>Esd Gc Rdr<br>Rt | **THERESA**<br>**Awal Contracting & Trading Co. (AWALCO) W.L.L.**<br>Bahrain Bahrain | **404**<br>81<br>402 | AB | **1982** Southern Ocean SB. Co. (Pte.) Ltd.<br>—Singapore (122)<br>38,10 9,53 3,409<br>36,50 9,50 3,71<br>F 16,2 1 dk<br>rf 500 | **TM Utility Vessel** | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146<br>reduction geared to sc. shafts<br>1 706kW (2 319bhp)<br>General Motors Corp., Detroit Diesel<br>Div.<br>Gen 2 × 135kW 415V 50Hz a.c.<br>440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **8038352**<br>625459 | **THERESA**<br>ex D. E. C. O. XXXI<br>**Theresa Fisheries Inc.**<br>New Bedford, Ma United States of America | **135**<br>109<br>— | | **1980** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71<br>3,13<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| **7048180**<br>*WZY9261*<br>520702<br>Rdr Rt | **THERESA B.**<br>**Nolty J. Theriot Inc.**<br>Houma, La United States of America | **199**<br>135<br>— | | **1969** Nolty J. Theriot Inc.—Golden Meadow, La (24)<br>3,201<br>29,14 8,23 3,66<br>1 dk | **M Tug**<br>Anchor-handling | Oil<br>..............<br>Fuel (d.o.) |
| **7338315**<br>*WW3088*<br>516158<br>Df Esd Gc<br>Pfd Rdr Rt | **THERESA F**<br>**Midland Enterprises Inc.**<br>Red Circle Transport Co.<br>Cincinatti, Oh United States of America | **196**<br>133<br>— | AB | **1968** McDermott Shipyard—Morgan City, La (148)<br>44,20 10,52 5,411<br>42,04 10,51 6,25<br>F 11,3 1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 25<br>General Motors Corp.<br>Gen 2 × 100kW 440V 60Hz a.c.<br>Fuel 273,5t (d.o.) |
| **5358610**<br>*CYDR*<br>175143 | **THERESA I**<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **110**<br>58<br>— | | **1944** Harbour Boat Yards Ltd.—Vancouver, B.C.<br>*22,56* 6,43<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>NE 70<br>Caterpillar Tractor Co. |
| **7739521**<br>*WYA2185*<br>590650 | **THERESA LYNNA**<br>**Pamela Trawlers Inc.**<br>Brownsville, Tx United States of America | **102**<br>70<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1 dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **7944968**<br>606937 | **THERESA MARIE**<br>ex Ramona<br>**Dolores Marie Inc.**<br>Corpus Christi, Tx United States of America | **196**<br>133<br>— | | **1979** Rockport Yacht & Supply Co.—Rockport, Tx<br>*24,63* 7,01<br>3,76<br>1 dk | **TM Fishing**<br>Shellfish | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 15<br>730bhp (537kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 30kW |

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| **THERESA MARIE**<br>**Marwin Inc.**<br>Wrangell, Ak United States of America | **158**<br>107<br>— | | **1974** Marine Power & Equipment Co. Inc.—Seattle, Wa<br>*22,35* 7,45<br>3,66<br>1 dk | **M Fishing** | Oil<br>680bhp (500kW)<br>U.S.A. |
| **THERESA OLALIA**<br>ex Lotte Ty-85<br>**P/R Theresa Olalia**<br>Mortensen & Lange<br>Randers Denmark (DIS) | T.Mk<br>**499**<br>350<br>1 565 | BV | **1973** Sonderborg Skibsvaerft A/S—Sonderborg (69)<br>71,00 13,06 3,880<br>65,99 13,01 6,30<br>P 13,5 F 7,1 2 dks | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho 48,5 ER<br>G.3 200 B.2 854<br>1 Ha (stl) (38,4 × 8,5) ER<br>Cr 2(5) | MaK 6M452AK<br>Oil 4SA 6Cy. 320 × 450<br>1 250bhp (919kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 64kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 12kn |
| **THERESA R**<br>**Rosa S Inc.**<br>Gloucester, Ma United States of America | **125**<br>85<br>— | | **1944** W. A. Robinson Inc.—Ipswich, Ma (187)<br>6,28<br>29,44 6,18 3,48<br>1 dk | **Wood M Fishing** | Cooper Bessemer<br>Oil 4SA 8Cy. 267 × 343<br>260bhp (191kW) NE 52<br>Cooper-Bessemer Corp. U.S.A.<br>Fuel (d.o.) |
| **THERESA R. II**<br>**Sylvia R Fishing Corp.**<br>New Bedford, Ma United States of America | **149**<br>89<br>— | | **1968** Atlantic Marine Inc.—Fort George Island, Fl<br>*23,02* 7,35<br>3,54 | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **THERESE**<br>**Eurotramp Navigation Co. Ltd.**<br>Helmsing & Grimm (G.m.b.H. & Co.)<br>Limassol Cyprus | **1 599**<br>1 153<br>3 015 | **✠100A1** SS 1/90<br>Ice Class 3<br>**✠LMC UMS**<br>EL O $1\frac{5}{16}$"U2<br>FN 1589 | **1972**-3 Malta Drydocks—Valletta (93)<br>91,37 13,31 5,119<br>81,23 13,26 6,30<br>RAD 16,8 RFD 7,4 F 9,8 1 dk<br>rf 229 | **M General Cargo**<br>2 Ho 30,6 31,6 ER<br>G.4 063 B.3 695<br>2 Ha (stl) (22,7 23,6 × 8,5) ER<br>4W Der 4(5) | MaK 9M452AK<br>Oil 4SA 9Cy. 320 × 450 sr geared to sc. shaft<br>2 140bhp (1 574kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 84kW 380V 50Hz a.c.<br>Fuel 223,5t (d.o.) 14kn |
| **THERESE DELMAS**<br>**Societe Navale et Commerciale Delmas-Vieljeux (S.N.C.D.V.)**<br>Dunkerque France<br>SatCom: 1110151 | *30 750*<br>*10 038*<br>32 709 | BV | **1983** Chantiers de l'Atlantique—St. Nazaire (D28)<br>189,01 (BB) 11,400<br>175,42 32,21 18,83<br>1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 1417<br>C.Ho 698/20' (40') 57/40' C.Dk 605/20' (40') incl. 180 ref C.<br>22 Ha (stl) ER 1 Ha (stl)<br>Cr 4(40) 2(10) | Sulzer 7RLB66<br>Oil 2SA 7Cy. 660 × 1400 with flexible couplings & sr geared to sc. shaft<br>13 800bhp (10 151kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 3 × 1000kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 297,5t (d.o.) 2 197,5t (hvf)-43,5pd 18kn |
| **THEREZA**<br>**Government of The Federative Republic of Brazil (Departamento Nacional de Portos e Vias Navegaveis)**<br>Areia Branca Brazil | **612**<br>—<br>520 | (BV) | **1975** Estaleiros Amazonia S.A. "Estanave" —Manaus<br>45,01 —<br>10,80 3,61<br>1 dk | **M General Cargo**<br>Mchy.aft<br>1 Ho<br>G.600 | Caterpillar D353SCAC<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 40kW<br>9kn |
| **THEREZINA**<br>**Servicos de Navegacao da Amazonia e de Administracao do Porto do Para**<br>Belem Brazil | **160**<br>98<br>— | | **1912** James Rees & Sons Co.—Pittsburgh, Pa<br>*35,00* 7,98<br>... ... ...<br>1 dk<br>R | **S General Cargo** | Steam - x -<br>............. |
| **THERMAIKOS II**<br>ex Padrone-92 ex Thermaikos II-91<br>ex Oakbank-90 ex Thermaikos II-87<br>ex Nausicaa-87<br>**Mortimer Navigation Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**9 047**<br>6 310<br>**15 086**<br>10 386<br>24 080 | **100A1** CS 10/88<br>**LMC UMS**<br>EL Ht 612,0/62,0U3<br>FN 6556<br>(BV) | **1978** Tangen Verft A/S.—Kragero (774)<br>170,50 (BB) 25,44 10,551<br>163,02 25,40 14,81<br>F 15,6 2 dks<br>rf nil DK | **M General Cargo**<br>pt higher tensile steel<br>5 Ho 9,9 26,3 26,9 27,6 27,5 ER<br>5 TwD<br>G.32 704 B.30 430<br>TEU 536<br>C.Ho 348/20' (40') C.Dk 188/20' (40') incl. 20 ref C.<br>9 Ha (stl) (5,5 19,4p&s 19,4p&s 19,4p&s 19,4p&s × 7,9) ER<br>7W Cr 5(16) Der 1(150) 1(22) | B&W 7K67GF<br>Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW)<br>Nylands Verksted A/S Oslo<br>e(ex.g) (ex.g) 12,8kgf/cm$^2$ (12,6bar)<br>AuxB (o.f.) 10,7kgf/cm$^2$ (10,5bar)<br>Gen 3 × 680kW 440V 60Hz a.c.<br>Fuel 238,0t (d.o.) 2 079,0t (hvf)-50,0pd 17,5kn |
| **THESEE**<br>**Caennaise Shipping Ltd.**<br>Societe Navale Caennaise (SNC) Anct. Gaston Lamy & Compagnie<br>Kingstown St. Vincent and the Grenadines | **9 378**<br>5 469<br>12 665 | BV (NV) | **1980** VEB Schiffswerft "Neptun"—Rostock (434)<br>149,87 9,051<br>140,67 21,01 11,31<br>2 dks | **M General Cargo**<br>3 Ho ER 4 TwD<br>G.18 277 B.16 930<br>TEU 249 C. 249/20'<br>5 Ha (stl) (18,9 × 10,6) (25,9p&s 25,9p&s × 7,6) ER<br>5W Der 4(40) 1(20) | MAN K9Z60/105E<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>VEB Maschinenbau Halberstadt Halberstadt<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel 220,0t (d.o.) 1 200,0t (hvf)-27,0pd 15kn |
| **THESEUS**<br>**Heracles General Cement Co. S.A.**<br>Heracles Shipping Co. S.A.<br>Piraeus Greece | **3 735**<br>1 990<br>6 508 | HR (BV) | **1974** Fukuoka Zosen K.K.—Fukuoka (1018)<br>112,43 (BB) 16,62 6,884<br>102,75 16,59 8,39<br>P 29,3 F 18,0 1 dk | **TM Cement Carrier**<br>4 Ho 16,4 16,0 16,0 16,0 ER<br>G.5 608 | Pielstick 6PC2L<br>2 Vee Oil 2SA each 6Cy. 400 × 460<br>4 600bhp (3 384kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 310kW 380/220V 50Hz a.c.<br>Fuel 412,5t (d.o.) 15kn |
| **THESSALONIKI**<br>**D. Zavouris**<br>Piraeus Greece | **810**<br>302<br>— | | **1940** A. & J. Inglis Ltd.—Glasgow (1056)<br>*58,74* 10,11<br>... ... ...<br>2 dks<br>conv Corvette — | **S General Cargo**<br>Mchy.aft | T 4Cy. 470 787 & (2) 978 x 762<br>J. G. Kincaid & Co. Ltd. Greenock<br>Fuel (o.f.) |
| **THET**<br>ex Zois K-91 ex Ifrane-89<br>ex Harostan-88 ex Eva Sif-79<br>Trinidad & Tobago | **499**<br>319<br>1 332 | (BV) | **1970** N.V. Bodewes Schps.—Martenshoek (505)<br>73,18 11,89 3,703<br>66,48 11,76 6,25<br>P 14,1 F 11,0 1 dk & S dk | **M General Cargo** OSD<br>2 Ho 27,2 19,8 ER<br>G.2 875 B.2 588<br>2 Ha (stl) (21,0 12,0 × 6,0) ER<br>3W Der 1(15) 2(3) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>736kW (1 001bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 4 × 70kW 220V a.c.<br>Fuel 130,0t (d.o.) 13kn |
| **THETIS**<br>**SO.PRO.MAR. S.p.A.**<br>Napoli Italy | **199**<br>91<br>— | RI | **1986** Cant. Nav. Mario Morini S.p.A.—Ancona (191)<br>31,58 —<br>23,96 7,01 3,66<br>1 dk | **M Research**<br>Oceanographic | MaK<br>Oil 4SA 6Cy. 240 × 330 with clutches, flexible couplings & sr geared to sc. shaft<br>1 013bhp (745kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 100kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Directional thrust propellers fwd |
| **THETIS**<br>**John Gunnar Knutsson**<br>Kungshamn Sweden | **165**<br>52<br>— | ✠Classed LR until 9/84 | **1961**-7 Marinverkstaderna Orlogsvarvet —Karlskrona (293)<br>30,15 6,43<br>26,57 6,41 3,64<br>F 4,9 1 dk<br>rf 1346 BK 254 | **M Research/Fishing**<br>Side Trawler<br>Ice strengthened<br>Der 1(1,25) | Skandiaverken<br>Oil 2SA 4Cy. 380 × 400 through clutch<br>420bhp (309kW) ✠ NE 4/69<br>Skandiaverken A/B Lysekil<br>Gen 1 × 34kW 1 × 21,5kW 230V d.c.<br>Controllable pitch propeller<br>Fuel 34,5t (d.o.) |
| **THIAKI**<br>ex Corfu Rose-84 ex Isola d'Elba-84<br>ex Skane-66<br>**Pnoi Shipping Co.**<br>Piraeus Greece | **499**<br>155<br>303 | HR (GL) (RI) | **1961** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (45)<br>56,06 10,70 3,234<br>51,01 10,39 4,09<br>1 dk<br>rf 838 | **TM RoRo Cargo/Ferry**<br>Deck Cargo 200dk P<br>Mchy.aft | Deutz<br>2 Oil 4SA each 8Cy. 310 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 60kW 380V 50Hz a.c.<br>Fuel 20,5t (d.o.) |

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| **5012292**<br>*SV7152*<br>4422<br>Df Pfd Rdr<br>RTm | **THIELA**<br>ex Alnmouth-87<br>**Megalohari Naftiki Eteria**<br>Megalohari Hellenic Tugboats<br>Piraeus Greece | **173**<br>0<br>— | ✠Classed LR until 6/89 | **1962**-5 R. Dunston (Hessle) Ltd.—Hessle (S784)<br>30,33 7,70 3,029<br>27,13 7,17 3,66<br>1 dk<br>RW rf 381 BK 152 | **M Tug** | Ruston<br>Oil 4SA 6Cy. 318 × 368 reverse<br>to sc. shaft<br>Ruston & Hornsby Ltd.<br>Gen 2 × 28kW 220V d.c.<br>Fuel (d.o.) |
| **8839079**<br>*XVLZ*<br>Df Esd Gc<br>Rdr Rt | **THIEN AN**<br>**Quang Ngai Ocean Shipping Co.**<br>Da Nang Vietnam | *385*<br>*169*<br>400 | | **1988** Benkien Eng. Factory—Haiphong<br>48,50 - 3,200<br>- 8,22 4,10<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.698<br>2 Ha (stl) (each 7,9 × 4,5) ER | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300kW (408bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 50kW a.c. |
| **8833843**<br>*3WDB*<br>Esd Rdr Rt | **THIEN AN 2**<br>**Quang Ngai Ocean Shipping Co.**<br>Da Nang Vietnam | *415*<br>*154*<br>400 | | **1989** .............Hanoi<br>48,50 - 3,200<br>- 8,20 4,10<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.656<br>2 Ha (stl) (each 7,9 × 4,5) ER | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300kW (408bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 50kW a.c. |
| **5100037**<br>*6VLC*<br>Df Esd Pfd<br>RTm | **THIERNO SEYDOU NOUROU TALL**<br>ex El Golea-74<br>**Societe des Pecheries Senegalaises de l'Atlantique (SOPESEA)**<br>Dakar Senegal | **114**<br>45<br>— | (BV) | **1959** S.I.C.C.Na.—St. Malo<br>23,22 6,81<br>21,11<br>1 dk | **M Fishing**<br>Side Trawler<br>In.100<br>5 Ha (0,9 0,9 0,9 × 0,9) (0,6 × 0,6) (2,1 × 1,8) ER<br>2W Der 1(2) 1(1) | Baudouin<br>Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW) E made69 fitted73<br>Soc. des Moteurs Baudouin<br>Fuel (d.o.) |
| **6423175**<br>*TMRJ*<br>3927<br>SM 318168<br>Df Esd Pfd<br>Rdr | **THIERRY LA FRONDE**<br>**Armement Nord Bretagne**<br>St. Malo France | **147**<br>49<br>— | BV | **1964** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne (535)<br>27,59 6,92<br>6,86 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,2 × 1,0)<br>Der 1(-) | Baudouin<br>Vee Oil 4SA 12Cy. 185 × 200<br>441kW (600bhp)<br>Soc. des Moteurs Baudouin<br>Fuel 31,0t (d.o.) |
| **7230276**<br>*FSOT*<br>LO 165414<br>Df Esd Gc<br>Rdr Rt | **THIERRY PASCAL**<br>**Armement Jean Lucas et Compagnie**<br>Lorient France | **592**<br>247<br>411 | BV | **1972** Stocznia im. "Komuny Paryskiej"—Gdynia (B423/10)<br>54,26 11,03 4,601<br>46,21 11,00 5,19<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>In.516 | Crepelle<br>Vee Oil 4SA 12Cy. 260 × 280<br>2 000bhp (1 471kW)<br>Crepelle et Cie.<br>Fuel 205,5t (d.o.) |
| **5358921**<br>*XYUB*<br>1091<br>Esd | **THIHA**<br>**Board of Management for The Port of Yangon**<br>Yangon Union of Myanmar | **768**<br>331<br>— | ✠Classed LR until 5/60 | **1955**-5 H. C. Stuelcken Sohn—Hamburg (836)<br>57,84 11,59 3,683<br>49,38 11,28 4,86<br>1 dk<br>RW rf 305 | **TM Buoy Pilot Ship** | Deutz<br>2 Oil 4SA each 6Cy. 270 × 360<br>Kloeckner Humboldt Deutz |
| **8610241**<br>Rdr Rt | **THIID 2**<br>**Tommy Bach**<br>Denmark | **150**<br>—<br>— | | **1986** Struer Skibsvaerft A/S—Struer (461)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Stern Trawler Shellfish | Mercedes Benz<br>Oil<br>Mercedes-Benz |
| **8812033**<br>*TFKY*<br>2040<br>Df Esd Gc<br>Pfd Rdr Rt | **THINGANES**<br>**Thinganes H/f**<br>Hornafjordur Iceland | **262**<br>79<br>— | NV (Class cont.) | **1991** CARNAVE, Estaleiros Navais S.A.R.L.—Aveiro (134)<br>25,96<br>21,67 7,92 6,20 | **M Fishing**<br>Stern Trawler Long-line<br>Ice strengthened | Deutz<br>Oil 4SA 6Cy. 240 × 280 reduction<br>shaft<br>736kW (1 001bhp)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 224kW 2 × 160kW 380V<br>Thw. thrust propeller fwd |
| **6602226**<br>*OXBV*<br>H895<br>Df Esd Pfd<br>Rdr Rt | **THINGHOLT**<br>ex Maria Anette-76<br>ex Lone Pedersen-74 ex Dissingdal-72<br>ex Diamant-69<br>**P. T. Schmidt**<br>Thyboron Denmark | *305*<br>*91*<br>— | (BV) | **1965** VEB Rosslauer Schiffswerft—Rosslau<br>38,77 7,42 2,801<br>35,87 7,37 5,62<br>1 dk<br>len 84 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ha ER<br>1W Der 1(0,5) | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) NE 70<br>Alpha-Diesel A/S<br>Controllable pitch propeller<br>Fuel 19,5t (d.o.) |
| **7117852**<br>*5BNE*<br>707416<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **THIOS COSTAS**<br>ex Byron Yenneos-85 ex Liebana-85<br>**Ignatius Marine Co. Ltd.**<br>Navipower Compania Naviera S.A.<br>Limassol Cyprus<br>SatCom: 1100477/THCO | **28 795**<br>21 322<br>53 489<br>T/cm<br>52,8 | **✠100A1** SS 5/89<br>strengthened for ore<br>cargoes, Nos. 2, 4, & 6<br>holds may be empty<br>**✠LMC**<br>EL Lt $3\frac{3}{16}$"U2<br>FN 9137 | **1972**-1 Astilleros Espanoles S.A.—Factoria de Matagorda, Cadiz (164)<br>206,86 (BB) 29,06 13,272<br>194,32 29,01 18,01<br>P 33,6 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 21,0 21,1 21,2 21,2 21,2 21,2 21,2 ER<br>G.68 232 B.58 890<br>7 Ha (stl) (11,2 13,4 14,1 14,1 14,1 14,1 14,1 × 14,0) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW)<br>Ast. Espanoles S.A.<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm²<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 2 513,5t (hvf) |
| **7213486**<br>*GQUP*<br>303247<br>BF 59<br>Esd Pfd Rdr<br>Rt | **THIRLET**<br>ex Dalewood-87 ex Maureen June-79<br>**William Andrew & Deborah Jayne West**<br>Banff United Kingdom | **155**<br>101<br>65 | ✠Classed LR until<br>16/10/81 | **1972**-6 J. Lewis & Sons Ltd.—Aberdeen (372)<br>*24,21* 6,58 2,871<br>23,47 6,48 3,28<br>F 3,7 1 dk<br>rf 1067 BK 152 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Blackstone<br>Oil 4SA 6Cy. 222 × 292 reverse<br>to sc. shaft<br>600bhp (441kW)<br>Mirrlees Blackstone (Stamford) Ltd<br>Gen 2 × 25kW 415V 50Hz a.c. |
| **7719131**<br>*C4QF*<br>707954<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **THISEAS**<br>ex Britta-90 ex Puerto de Cartagena-86<br>ex Duro Cinco-80<br>**Britta Shipping Ltd.**<br>Limassol Cyprus | T.Mk<br>**1 375**<br>783<br>4 030<br>**2 171**<br>1 363<br>4 570 | GL<br>✠Classed LR until 11/87 | **1979**-8 Soc. Met. Duro Felguera—Gijon (146)<br>86,52 (BB) 14,36 —/6,754<br>79,30 14,32 8,36<br>P 12,8 F 9,5 2 dks<br>rf nil | **M General Cargo**<br>Str. heavy cargoes Ice strengthened<br>1 Ho 53,1 ER 1 TwD<br>G.5 234<br>1 Ha (stl) (44,9 × 10,5) ER | Deutz<br>Oil 4SA 6Cy. 370 × 400 sr geared<br>2 207kW (3 000bhp)<br>Hijos de J. Barreras S.A.<br>Gen 1 × 144kW 1 × 140kW<br>220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 346,0t (d.o.)-7,5pd |
| **5359004**<br>*MGJN*<br>105727 | **THISTLE**<br>**Henry Charles McLaren**<br>London United Kingdom | **114**<br>84<br>152 | | **1895** Wm. Hamilton & Co.—Port Glasgow<br>*26,22* 5,95<br>... ... ...<br>1 dk<br>R conv Spritsail sailing vessel 49 | **M General Cargo Barge**<br>1 Ho 16,3<br>1 Ha (14,3 × 3,0) | Kelvin<br>Oil 4SA 3Cy. 150 × 230<br>44bhp (32kW) NE 49<br>Bergius Co. Ltd.<br>Fuel (d.o.) |
| **7237951**<br>*4QWA*<br>1119<br>Df Esd Gc<br>Pfd Rdr | **THITA ALBATROS**<br>ex Sofia-88 ex Irena-84<br>ex Seiho Maru No. 1-82<br>**Chilaw Maritime (Pvt.) Ltd.**<br>Thita Tankers Co. S.A.<br>Colombo Sri Lanka | **2 842**<br>2 049<br>6 106 | HR (NK) | **1972** Imabari Zosen—Imabari (296)<br>103,33 (BB) 16,34 6,730<br>95,99 16,29 8,01<br>P 24,1 F 14,4 1 dk<br>RW | **M Tanker**<br>5 Ta ER<br>L.(oil) 6 761 | Niigata<br>2 Oil 4SA each 6Cy. 310 × 380<br>4 200bhp (3 089kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW 450V 60Hz a.c.<br>Fuel 36,0t (d.o.) 370,0t (i.f.o.) |
| **7620720**<br>*HP5208*<br>18908-PEXT<br>Df Esd Gc<br>Rdr Rt | **THITA APOLLO**<br>ex Hosho Maru-88<br>**Euro Oil S.A.**<br>Thita Tankers Co. S.A.<br>Panama Panama | **699**<br>—<br>1 801 | HR | **1976** Asakawa Zosen—Imabari (268)<br>4,701<br>65,03 11,02 5,01<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo |

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| **THITA ATLAS**<br>ex Shanta Shibani II-90 ex Yero-86<br>ex Sun Swallow-84<br>**Intermed Carriers S.A.**<br>Thita Tankers Co. S.A.<br>Panama Panama | **20 322**<br>14 344<br>36 946<br>T/cm<br>44,5 | **100A1** SS 1/91<br>oil tanker<br>**LMC**<br>EL I† 660,0/73,0U2(a)<br>FN 7560<br>(HR) (NK) (NV) | **1974** Nipponkai Heavy Ind. Co. Ltd.—Toyama (171)<br>183,67 (BB) 28,24 11,113<br>175,00 28,20 15,00<br>F 17,1 1 dk<br>rf nil Bow/CM 92 Diam. 0,360 MH 1,5 | **M Tanker**<br>15 Ta ER<br>L.(oil) 48 426<br>17 Cargo pumps total 4 000T/hr | B&W 6K84EF<br>Oil 2SA 6Cy. 840 × 1800<br>11 401kW (15 500bhp)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>WTAuxB 16kgf/cm² (15,7bar)<br>e(ex.g) (ex.g) 14kgf/cm² (13,8bar)<br>Gen 2 × 640kW 450V 60Hz a.c.<br>Fuel 3 188,5t-51,0pd 13kn |
| **THITA EOLOS**<br>ex Mars Gas-91 ex Kyokuyo Maru-78<br>**Orbit Enterprises S.A.**<br>Thita Tankers Co. S.A.<br>Panama Panama | **1 887**<br>1 197<br>2 242 | NK | **1971** Mie Shipyard Co. Ltd.—Yokkaichi (26)<br>90,71 12,63 5,068<br>83,01 12,60 6,10<br>P 18,0 F 8,3 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>3 Ta (stl) cyl horizontal ER<br>L.(gas) 2 636 | Mitsubishi 6UET39/65C<br>Oil 2SA 6Cy. 390 × 650<br>3 000bhp (2 207kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 120kW 445V a.c.<br>Fuel 499,0t-11,0pd 13kn |
| **THITA HERMES**<br>ex Wayo Maru-89<br>**Short Sea Petroleum S.A.**<br>Thita Tankers Co. S.A.<br>Panama Panama | **497**<br>346<br>1 000 | HR | **1976** Nakatani Shipyard Co. Ltd.—Nomi<br>58,70<br>54,01 10,00 4,60<br>1 dk | **M Tanker** | Hanshin<br>Oil<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Japan<br>12kn |
| **THITA IKAROS**<br>ex Sansen-88 ex Sansen Maru-85<br>**Thita Petroleum S.A.**<br>Thita Tankers Co. S.A.<br>Panama Panama | **1 205**<br>834<br>3 145 | HR | **1971** Kurinoura Dock K.K.—Imabari (88)<br>86,65 (BB) 11,66 5,420<br>80,00 11,60 5,90<br>1 dk<br>RW len 90 | **M Tanker**<br>10 Wing Ta ER | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11kn |
| **THITA LION**<br>ex Bisho Maru-88<br>**Militos Naftiki Eteria**<br>Thita Tankers Co. S.A.<br>Piraeus Greece | **495**<br>336<br>1 016 | HR | **1975** Kyoei Zosen K.K.—Mihara (62)<br>60,13 10,01 3,988<br>55,00 9,99 4,20<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin 6LUS28G<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe<br>11kn |
| **THITA MARATHON**<br>ex Takamatsu Maru-88<br>**Thita Transport S.A.**<br>Thita Tankers Co. S.A.<br>San Lorenzo Honduras | **1 018**<br>592<br>191 | HR | **1969** Hashihama Zosen—Imabari (251)<br>63,91 11,31 3,099<br>60,00 11,28 4,32<br>1 dk<br>RW | **TM Ferry**<br>1070P | Daihatsu<br>2 Oil 4SA each 8Cy. 300 × 380<br>2 200bhp (1 618kW)<br>Daihatsu Kogyo Osaka<br>Fuel 10,0t (d.o.) 97,5t (i.f.o.) 13kn |
| **THITA MINERVA**<br>ex Thapar Mandakini-89<br>ex Sterling Beauty-86<br>ex Fujiharu Maru-81<br>**Saga Maritime S.A.**<br>Thita Tankers Co. S.A.<br>Panama Panama | **4 894**<br>2 758<br>8 619 | NK (RI) | **1973** K.K. Taihei Kogyo—Akitsu (300)<br>110,27 17,56 7,849<br>103,00 17,51 9,10<br>P 22,9 F 9,8 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 9 766 | Mitsubishi 6UET52/90D<br>Oil 2SA 6Cy. 520 × 900<br>3 825kW (5 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 480kW a.c.<br>Fuel 975,5t-19,5pd 13,5kn |
| **THITA MISTRAL**<br>ex Kinsei Maru-89<br>ex Tozai Maru No. 12-87<br>**Intermed Tankers S.A.**<br>Thita Tankers Co. S.A.<br>Panama Panama | **1 272**<br>923<br>3 287 | HR | **1973** Kurinoura Dock K.K.—Imabari (103)<br>86,09 (BB) 12,73<br>79,99 12,70 6,00<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Hanshin 6LUS40<br>Oil 4SA 6Cy. 400 × 640<br>2 800bhp (2 060kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 120kW 445V 60Hz a.c.<br>Fuel 9,0t (d.o.) 116,0t (i.f.o.) 12,5kn |
| **THITA NEFELI**<br>ex Rakusho Maru No. 25-89<br>ex Kentoku Maru-75<br>**Westerland Shipping S.A.**<br>Thita Tankers Co. S.A.<br>Panama Panama | **499**<br>297<br>981 | HR RI (NK) | **1971** Uchida Zosen—Ise (695)<br>68,41 10,22 4,319<br>63,00 10,19 4,70<br>P 15,9 F 10,4 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 210 | Nippon Hatsudoki 6N38TAO<br>Oil 4SA 6Cy. 380 × 580<br>1 471kW (2 000bhp)<br>Nippon Hatsudoki Kobe<br>Gen 3 × 40kW 225V a.c.<br>Fuel 139,0t-6,0pd 12,5kn |
| **THITA STAINLESS**<br>ex Metanol-74<br>**West Arrow Compania Naviera S.A.**<br>Therapon Therapiotis<br>Iraklion Greece | **490**<br>328<br>1 134 | HR<br>✠Classed LR until 20/8/82 | **1970**-8 Ast. de T. Ruiz de Velasco—Bilbao (81)<br>68,18 10,04 4,242<br>61,22 10,01 4,50<br>P 16,2 RAD 16,2 RFD 8,3 F 8,6 1 dk<br>rf 152 | **M Tanker**<br>Oil Chemical<br>DB DSS<br>8 Ta (s.stl) ER<br>L.754 HeCls. C | Stork<br>Oil 4SA 8Cy. 270 × 500<br>1 100bhp (809kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 104kW 380V 50Hz a.c.<br>Fuel 71,0t (d.o.)-3,5pd |
| **THITA VOLCANO**<br>ex Lisa-88 ex Clasonsborg-78<br>ex Bituma-72<br>**Therapiotis Shipping Co. Ltd.**<br>Thita Tankers Co. S.A.<br>Piraeus Greece | T.Mk<br>**499**<br>362<br>1 850 | (BV)<br>LR class withdrawn 13/2/91 | **1967** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (271)<br>68,38 10,80 3,188<br>63,96 10,60 5,24<br>P 18,9 B 4,0 F 2,2 2 dks<br>rf 152 Diam. 0,203 | **M Bitumen Oil Carrier**<br>2P<br>8 Ta ER<br>L.960 HeCls. C<br>1 Cargo pumps total 250T/hr | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 72kW 2 × 68kW 1 × 24kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 103,5t (d.o.)-3,5pd 11kn |
| **THOMAS**<br>ex Ocean Voyager-86<br>**Weeks Marine Inc.**<br>New York, NY United States of America | **197**<br>134<br>— | (AB) | **1976** McDermott Shipyard—New Iberia, La (103)<br>4,172<br>36,66 10,37 4,88<br>1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>Fuel 448,0t (d.o.) 13kn |
| **THOMAS B. DAVIE**<br>**Sea Mining International Ltd.**<br>Melee Sea Diamonds<br>Kingstown St. Vincent and the Grenadines | **175**<br>34<br>— | **✠100A1** SS 1/88<br>trawler<br>**✠LMC**<br>EL h<br>FN 266 | **1966**-10 Globe Engineering Works —Kaapstad/Cape Town (142)<br>29,42 7,04 2,744<br>25,61 7,01 3,36<br>Trunk 11,9 RFD 11,0<br>rf 508 BK 152 | **M Research/Fishing**<br>Side Trawler Oceanographic 7P | Alpha 406-24VO<br>Oil 2SA 6Cy. 240 × 400<br>338kW (460bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 26kW 1 × 12kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.) 10,75kn |
| **THOMAS B. SHARRETTS**<br>**La Chueca Inc.**<br>Brownsville, Tx United States of America | **101**<br>69<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,27* 6,23<br>2,75<br>1 dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | Cummins KT-1150-M<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **THOMAS C. McNEAL**<br>**New Smith Meal Co. Inc.**<br>New York, NY United States of America | **199**<br>109<br>— | | **1923** M. M. Davis & Son Inc.—Solomons, Md<br>*38,99* 6,43<br>3,00<br>1 dk | **Wood M Fishing** | Oil<br>300bhp (221kW)<br>U.S.A. |
| **THOMAS DE GAUWDIEF**<br>ex Pauliturm-85<br>**Exploitatie Maatschappij "Thomas De Gauwdief" B.V.**<br>Rederij "De Bruinvis"<br>Ijmuiden Netherlands | **495**<br>184<br>734 | GL | **1971** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (723)<br>54,51 11,33 3,431<br>49,43 11,02 3,97<br>F 19,2 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>Der 1(5) | MAN V6V22/30ATL<br>2 Vee Oil 4SA each 6Cy. 220 × 300 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 140kW 400V d.c.<br>Fuel 345,5t 12,5kn |
| **THOMAS E. MORAN**<br>ex New York Central No. 33-45<br>**Tug Susan A. Moran Inc.**<br>Wilmington, De United States of America | **260**<br>139<br>— | | **1926** Staten Island SB. Co.—Port Richmond, NY (765)<br>33,53 7,95 3,709<br>31,32 7,93 4,04<br>1 dk<br>R | **D-E Tug** | General Motors<br>Vee Oil 2SA 16Cy. 222 × 267 driving gen. of 814kW 700V d.c. connected to elec. motor & sr geared to sc. shaft<br>NE 45<br>General Motors Corp. Cleveland, Oh<br>Gen 1 × 25kW 120V d.c.<br>Fuel (d.o.) |

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| 9031143<br>Df Esd Gc<br>Rdr Rt | **THOMAS ETERLIE**<br>France | **153**<br>—<br>— | BV (Class cont.) | **1991** S.A. Balenciaga—Zumaya (360)<br>24,01 7,41 3,76<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 6Cy. 240 × 280 with clutche<br>couplings & sr geared to sc. shaf<br>Hijos de J. Barreras S.A. |
| 7742152<br>*KGWT*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **THOMAS G. THOMPSON**<br>**Government of The United States of America (Department of The Navy)**<br>United States of America<br>SatCom: 1501537/TGTN | **1 151**<br>383<br>1 017 | AB | **1965** Marinette Marine Corp.—Marinette, Wi (409)<br>63,51 11,89 4,661<br>58,37 11,36 6,58<br>F 46,4 1 dk | **D-E Research**<br>Oceanographic Survey | Fairbanks, Morse<br>2 Oil 2SA each 5Cy. 207 × 508 tota<br>(1 025kW) driving gen. connecte<br>motor<br>NE 69<br>Colt Industries Fairbanks Morse Engin<br>Gen 2 × 300kW 1 × 200kW<br>Thw. thrust propeller fwd |
| 8814419<br>Df Esd Gc<br>Rdr RTv | **THOMAS G. THOMPSON**<br>**Government of The United States of America (Department of The Navy)**<br>University of Washington<br>United States of America<br>SatCom: 1505711/TGTN | **1 000**<br>—<br>— | | **1991** Halter Marine Inc.—Moss Point, Ms<br>83,50 5,600<br>16,00 8,00 | **TD-E Research**<br>Oceanographic Survey | Caterpillar<br>5 Vee Oil driving 3 gen. each 1 500k<br>715kW connected to 2 elec. moto<br>(i) 2 Oil 4SA each 16Cy. 170 × 190<br>2 074kW (2 820bhp)<br>Caterpillar Inc.<br>(ii) 3 Oil 4SA each 8Cy. 170 × 190<br>1 557kW (2 117bhp)<br>Caterpillar Inc.<br>2 Directional propellers |
| 6519651<br>*WK5429*<br>244068<br>Rt | **THOMAS H**<br>ex Chrisnick ex Dalzellea-67<br>ex Grace No. 2 ex DPC-55<br>**McAllister Feeder Lines Inc.**<br>New York, NY United States of America | **146**<br>99<br>— | (AB) | **1943** Ira S. Bushey & Sons Inc.—New York, NY (536)<br>*24,72* 7,35<br>25,00 7,32 3,20<br>1 dk<br>BK 76 | **M Tug** | General Motors<br>Vee Oil 2SA 8Cy. 216 × 254 sr revers<br>sc. shaft<br>General Motors Corp.<br>Gen 2 × 30kW<br>Fuel 71,0t |
| 5150666<br>*DANC*<br>Df Esd Rdr<br>RTh | **THOMAS M**<br>ex Hille-83<br>**Karl Meyer**<br>Wilhelm E. F. Schmid G.m.b.H.<br>Hamburg Federal Republic of Germany | **211**<br>127<br>378 | GL | **1961** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (480)<br>41,31 7,29 2,510<br>38,03 7,27 2,85<br>P 8,6 F 5,2 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 24,5 ER<br>G.484 B.445<br>1 Ha (19,5 × 4,8) ER<br>Der 2(2) | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>198bhp (146kW)<br>Kloeckner Humboldt Deutz<br>Fuel 6,0t (d.o.) |
| 7309429<br>*WY2539*<br>512140 | **THOMAS MICHAEL**<br>**Rick van Cao**<br>Mobile, Al United States of America | **130**<br>88<br>— | | **1967** Master Marine Inc.—Bayou la Batre, Al<br>*22,19* 6,81<br>3,56 | **M Fishing** | Oil<br>380bhp (280kW)<br>.............<br>Fuel (d.o.) |
| 5359482<br>*Y4FA*<br>Df Esd Rt | **THOMAS MUNTZER**<br>**Rostocker Fischfang Reederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **253**<br>108<br>300 | (DSRK) | **1951** VEB Volkswerft Stralsund—Stralsund<br>39,22 7,32 2,693<br>36,45 3,48<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 84kW 110V a.c. |
| 7234375<br>*XPSU*<br>D1993<br>Df Esd Pfd<br>Rdr Rt | **THOMAS NYGAARD**<br>**P/f Mulakettur**<br>Peter Reinert<br>Ejde Faeroes (Danish) | **113**<br>38<br>— | NV | **1972** p/f Vestmanna Skipasmidja & M/V —Vestmannaeyjar (6)<br>30,66 6,51<br>27,01 6,48 5,16<br>2 dks<br>rf 749 BK 114 len 78 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>1 Ha (1,5 × 1,2) ER | Aabenra<br>Oil 4SA 4Cy. 270 × 400<br>460bhp (338kW) NE 78<br>Aabenraa Motorfabrik, Heinrich Calles<br>A/S<br>Gen 2 × 64kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| 7742164<br>*KGWU*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **THOMAS WASHINGTON**<br>**Government of The United States of America (Department of The Navy)**<br>United States of America<br>SatCom: 1503331/UCSD | **1 151**<br>383<br>1 017 | AB | **1965** Marinette Marine Corp.—Marinette, Wi (410)<br>63,51 11,89 4,661<br>58,37 11,36 6,58<br>F 46,4 1 dk | **D-E Research**<br>Oceanographic Survey | Fairbanks, Morse<br>2 Oil 2SA each 5Cy. 207 × 508 tota<br>(1 025kW) driving gen. connecte<br>motor<br>NE 68<br>Colt Industries Fairbanks Morse Engin<br>Gen 2 × 300kW 1 × 200kW<br>Thw. thrust propeller fwd |
| 7392000<br>*VJCR*<br>355779<br>Esd Rdr RTv | **THOMAS WEBB**<br>ex Corsair-75<br>**McIlwraith McEacharn Ltd.**<br>*Melbourne, Victoria* Australia | **166**<br>24<br>129 | ✠**100A1** CS 4/90<br>tug<br>within the ports of Port Phillip (inside the heads), Melbourne and Geelong<br>✠**LMC**<br>EL (b) $\frac{7}{8}$"U2<br>FN 273 | **1975**-3 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (101)<br>26,34 8,11 3,429<br>22,79 7,78 4,17<br>1 dk<br>rf nil BK 25 | **TM Tug**<br>Fire-fighting | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292 reve<br>geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 50kW 415V 50Hz a.c. |
| 7613404<br>*DHNW*<br>Df Esd Gc<br>Rdr RTm/h/v | **THOMAS WEHR**<br>ex Dana Germania-86<br>ex Tor Neerlandia-85<br>ex Thomas Wehr-82<br>ex Wacro Express-78<br>Launched as Thomas Wehr<br>**Partenreederei m.s. "Thomas Wehr"**<br>Oskar Wehr K.G. (G.m.b.H. & Co.)<br>Hamburg Federal Republic of Germany | **2 184**<br>1 160<br>4 322 | GL | **1977** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (388)<br>141,31 17,43 5,230<br>129,50 17,40 12,22<br>F 9,2 2 dks len 82 | **TM RoRo Cargo** 12bth D<br>Ice strengthened<br>Stern door/ramp<br>L 9,00 W 7,25 SWL 178<br>Lane Length 1148 Cargo Width 7,25<br>Clear height 5,80<br>Cars 80 Trailers 91<br>Mchy.aft<br>B.16 283<br>TEU 341<br>C.RoRo Dk 271/20' C.Dk 70/20' incl. 28 ref C.<br>1 Ha (stl) (2,3 × 1,5) | MaK<br>2 Oil 4SA each 8Cy. 320 × 420 redu<br>to sc. shafts<br>4 414kW (6 001bhp)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 270kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 110,0t (d.o.) 612,0t (hvf)-22,0 |
| 6605412<br>*6ZPS*<br>2483<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **THOMASEVERETT**<br>**Everett-Orient Line Inc.**<br>Monrovia Liberia | **5 853**<br>3 299<br>8 648 | AB | **1966** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (161)<br>139,45 18,65 7,589<br>130,00 18,60 11,21<br>F 9,8 2 dks & S dk<br>rf 178 | **M General Cargo** OSD<br>3 Ho -DTp&s 21,1 21,4 23,7 ER - DTp&s 10 TwD<br>G.15 614 B.14 535<br>5 Ha (stl) (8,9 × 5,6) (12,8 12,8 12,8 × 7,0) ER (9,6 × 7,0)<br>16W Der 1(35) 1(20) 6(10) 10(5) | Sulzer<br>Oil 2SA 6Cy. 580 × 1250<br>6 600bhp (4 855kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 240kW 450V 60Hz a.c.<br>Fuel 298,0t (d.o.) 819,0t (hvf)-21,5 |
| 5359690<br>*SGVM*<br>Rdr Rt | **THOMEE**<br>**Ostersunds Kommun**<br>Ostersund Sweden | **107**<br>63<br>— | | **1875** .............Motala<br>*26,95* 4,86 1,791<br>... ... ...<br>R | **Iron S Ferry/General Cargo**<br>—P | C 2Cy. 213 & 552 x 457<br>Motala M/V |

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| **THOMPSON LYKES**<br>**Lykes Bros. Steamship Co. Inc.**<br>New Orleans, La United States of America | T.Mk<br>**8 762**<br>5 046<br>11 684<br>**11 891**<br>7 780<br>14 530 | AB | **1960** Ingalls SB. Corp.—Pascagoula, Ms (474)<br>**1971** (Additional cargo section) Todd Shipyards Corp.—Galveston, Tx<br>180,60 21,09 8,205/9,173<br>172,98 21,04 12,68<br>F 32,7 2 dks<br>RW rf nil len 71<br>conv Ref General Cargo 71 | **S General Cargo/Container Ship** 6cbn 12bth P<br>Fixed-guides<br>5 Ho ER 10 TwD<br>G.23 905 B.22 542 L.1 221<br>TEU 204<br>C.Ho 60/20'(40') C.Dk 144/20'(40')<br>8 Ha (stl) (9,6 × 5,4) (12,1 12,9 × 7,6) (12,4p,c,s × 4,8) (10,6 × 7,6) ER (9,1 × 7,6)<br>16W Der 1(66) 4(35) 12(15) 4(10) | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 833,5t (o.f.)-53,0pd 17,5kn |
| **THOMPSON PASS**<br>**United States Trust Co. of New York, Trustee**<br>Interocean Management Corp.<br>Wilmington, De United States of America | **74 250**<br>63 494<br>173 619<br>T/cm<br>126,8 | AB | **1978** Avondale Shipyards Inc.—Avondale, La (2298)<br>276,16 (BB) 52,79 17,470<br>263,35 52,74 22,86<br>F 17,7 1 dk<br>rf nil Bow/CM 128 Diam. 0,508 | **S Tanker**<br>COW IGS SBT<br>5 Ta 6 Wing Ta ER<br>L.(oil) 192 948 HeCls. B<br>4 Cargo pumps total 11 000T/hr | 2 S Turb dr geared to sc. shaft<br>26 700shp (19 639kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1250kW 1 × 600kW 480V 60Hz a.c.<br>Fuel-142,0pd 16kn |
| **THONG NHAT 154**<br>ex Thon Nhuit ex Schedir-60<br>**Vietnam Shipping Co. (VINASHIP)**<br>Haiphong Vietnam | **617**<br>230<br>840 | | **1958** VEB Peene-Werft—Wolgast (66)<br>59,44 9,83 3,658<br>5,80<br>2 dks | **M General Cargo** CSD<br>Mchy.aft | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>420bhp (309kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **THONG NOPPA KHUN**<br>ex Salveto-87 ex Asiatic Drive-81<br>**Thai International Shipbreakers**<br>Thailand | **177**<br>11<br>— | (AB) | **1975** Sea Services (Pte.) Ltd.—Singapore (Y106)<br>2,950<br>26,55 7,66 3,51<br>1 dk | **M Tug** | Caterpillar<br>Vee Oil 4SA 16Cy. 137 × 165 reverse reduction geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 32kW a.c.<br>11,5kn |
| **THOR**<br>ex Darius-89 ex Statrans-84<br>**R. Jonker**<br>Dordrecht Netherlands | —<br>—<br>1 118 | **A1** SS 6/91<br>inland waterways oil tanker<br>**LMC**<br>EL 180,0/28,0U1<br>FN 815<br>(GL) | **1954** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg<br>78,01 8,23<br>75,37 8,21 2,60<br>1 dk<br>rf nil | **M Tank Barge**<br>12 Ta ER | Stork<br>Oil 4SA 6Cy. 285 × 450<br>550bhp (405kW)<br>Kon. Mach. Stork & Co. N.V. Hengelo<br>Gen 2 × 1kW 24V d.c. |
| **THOR**<br>ex Thor Ambra-91 ex Moanna-89<br>**Vulica Shipping Co. Ltd.**<br>Nassau Bahamas<br>SatCom: 1104303/THOR | *37 007*<br>*22 311*<br>67 044<br>T/cm<br>65,3 | NV (AB) | **1984** Imabari Zosen—Marugame (1115)<br>229,62 (BB) 12,223<br>218,02 32,21 18,22<br>P 22,6 F 16,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.78 502 B.75 307 HeCls. B<br>7 Ha (stl) ER | B&W 6L67GBE<br>Oil 2SA 6Cy. 670 × 1700<br>9 562kW (13 000bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 349,0t (d.o.) 2 883,5t (hvf)-40,5pd 14,25kn |
| **THOR**<br>**A/S Em. Z. Svitzer**<br>Esbjerg Denmark | *7 540*<br>*4 753*<br>14 407 | ✠ **100A1**<br>barge<br>hull scantlings according to Ice Class 1C<br>EL V 220,0/42,0U3<br>FN 3413 | **1991**-4 Flensburger Schiffs. G.m.b.H. & Co. K.G.—Flensburger (680)<br>110,40 21,03 8,743<br>105,00 21,00 11,50<br>1 dk<br>rf nil | **General Cargo Barge**<br>Pushed<br>Steel hatch covers (no fixed fire extinguishing system fitted in the cargo hold)<br>pt higher tensile steel Str. grab discharge<br>1 Ho<br>G.15 826<br>1 Ha (stl) | Gen 2 × 520kW 1 × 90kW 440V 50Hz a.c.<br>Thw. thrust propeller fwd Driven by Aux. motor.<br>Tunnel thruster unit |
| **THOR**<br>ex Brigitte Graebe-86<br>**Partenreederei m.s. "Thor"**<br>Reederei Martin Spaleck KG<br>Hamburg Antigua & Barbuda | **898**<br>533<br>2 200 | (GL) | **1977** Schiffsw. Hugo Peters—Wewelsfleth (563)<br>86,92 12,83 4,741<br>77,02 12,81 4,86<br>F 5,2 2 dks | **M General Cargo** 3cbn 3bth P<br>Ice strengthened<br>2 Ho ER<br>G.4 040 B.3 735<br>TEU 145 C. 145/20' incl. 8 ref C.<br>2 Ha (stl) (12,6 × 8,0) (37,1 × 10,2) ER | MaK 6M453AK<br>Oil 4SA 6Cy. 320 × 420 sr geared to sc. shaft<br>1 434kW (1 950bhp)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 152kW 1 × 42kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 225,5t (d.o.)-8,5pd 13,25kn |
| **THOR**<br>ex Garant-85 ex Berne-83 ex Garant-82<br>**Ocean S.r.l.**<br>Trieste Italy | *318*<br>*95*<br>173 | RI (GL) | **1972** Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (174)<br>35,41 9,45 4,144<br>30,99 9,00 4,50<br>1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | Deutz RSBV6M540<br>Oil 4SA 6Cy. 370 × 400<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>13kn |
| **THOR**<br>ex Baldur-92 ex Glen Urquhart-82<br>**Snorri Snorrason**<br>Dalvik Iceland | **295**<br>110<br>— | ✠ **100A1** SS 4/91<br>stern trawler<br>✠ **LMC** **(UMS)**<br>EL F ¾"U2<br>FN 387 | **1974**-1 Goole SB. & Repairing Co. Ltd.—Goole (579)<br>35,90 8,44<br>29,60 8,31 4,75<br>F 13,5 1 dk<br>rf 381 BK 127 | **M Fishing**<br>Stern Trawler<br>Mchy.fwd<br>1 Ho 8,5<br>In.184<br>2 Ha (stl) (each 1,8 × 1,2) | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>1 250bhp (919kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 148kW 1 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 79,5t (d.o.) 12kn |
| **THOR**<br>ex Tracy Anne Witte<br>ex Marjorie McAllister-80<br>**Thor Towing Corp.**<br>Eklof Marine Corp.<br>New York, NY United States of America | **198**<br>135<br>— | AB | **1968** Pott Industries Inc.—St. Louis, Mo (2535)<br>9,15 5,182<br>35,11 9,14 5,59<br>1 dk<br>BK 229 | **M Tug** | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254 sr geared to sc. shaft<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 60kW<br>13kn |
| **THOR**<br>**Land Niedersachsen Bezirksregierung Weser-Ems**<br>Jade Dienst G.m.b.H.<br>Wilhelmshaven Federal Republic of Germany | **172**<br>87<br>318 | GL | **1981** C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser (8006)<br>34,50 8,23 2,723<br>31,09 8,01 3,13<br>P 10,1 F 5,8 1 dk | **TM Pollution & Surface Clearance Vessel**<br>Hinged-Centreline Split-Hull<br>Ice strengthened | Deutz SBA6M816<br>2 Oil 4SA each 6Cy. 142 × 160 reduction geared to sc. shafts<br>486bhp (357kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 Thw. thrust propellers fwd<br>9kn |
| **THOR HEYERDAHL**<br>ex Minnow-82 ex Silke-77<br>ex Marga Henning-65 ex Tinka-59<br>**Segelschiff "Thor Heyerdahl" E.V.**<br>Kiel Federal Republic of Germany | **211**<br>118<br>315 | (GL) | **1931** E. J. Smit & Zoon's Schpsw. N.V.—Westerbroek<br>*38,96* 6,53 2,210<br>6,48 2,80<br>1 dk<br>R len 51<br>conv General Cargo — | **Aux M Passenger Ship**<br>Schooner —cbn 28bth P<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 240 × 360<br>215bhp (158kW) NE 52<br>Kloeckner Humboldt Deutz Koeln<br>8kn |
| **THOR I**<br>**Monte Shipping Inc.**<br>A/S Thor Dahl Shipping<br>Monrovia Liberia<br>SatCom: 1241146/THOR | T.Mk<br>**9 732**<br>5 939<br>14 946<br>**13 784**<br>9 491<br>20 075 | NV | **1978** Mitsui Eng. & SB. Co. Ltd.—Tamano (1130)<br>165,11 (BB) 22,92 10,843/—<br>158,02 22,86 14,71<br>P -F - 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>4 Ho ER<br>G.25 405 B.24 745 In.7 145<br>TEU 500<br>C.Ho 340/20'(40') C.Dk 160/20'(40') incl. 36 ref C.<br>7 Ha (stl) (18,9 × 10,7) (19,1p&s 19,1p&s 19,1p&s × 8,1) ER<br>Cr 4(40) | B&W 7L67GFCA<br>Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 720kW 440V 60Hz a.c.<br>Fuel 304,0t (d.o.) 2 585,5t (hvf)-46,0pd 17,5kn |
| **THOR PETURSSON**<br>**Nordur H/f**<br>Husavik Iceland | **143**<br>34<br>104 | | **1989** Skipasmidjustod Marselliusar h/f—Isafjordur (56)<br>25,93 (BB)<br>23,70 7,50 5,60<br>2 dks | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref<br>In.100 | Caterpillar 3512TA<br>Vee Oil 4SA 12Cy. 170 × 190 with clutches, flexible couplings & sr geared to sc. shaft<br>671kW (912bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |

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| **8325262**<br>*PIAB*<br><br>Df Esd Gc<br>Rdr RTv | **THOR R**<br>ex Whale-90<br>**R.N. Dredging B.V.**<br>Bloemendaal Netherlands | *1 742*<br>*580*<br>— | <br><br>BV | **1984** IHC Sliedrecht B.V.—Sliedrecht (CO1170)<br>78,95 14,10 3,950<br>74,99 14,01 4,91<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Mchy.aft<br>Hopper 2 400 | Bolnes<br>2 Oil 2SA each 7Cy. 190 × 350 sr g<br>shafts<br>1 750kW (2 379bhp)<br>"Bolnes" Motorenfabriek B.V. Krim<br>Gen 1 × 260kW 2 × 75,2kW 220/<br>2 Controllable pitch propellers |
| **8111790**<br>*PJKQ*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **THOR SCAN**<br><br>**Mammoet Shipping (Neth. Ant.) B.V.**<br>Mammoet-Hansa Linie A.G.<br>Willemstad Netherlands Antilles & Aruba<br>SatCom: 1750242/PJKQ | T.Mk<br>**3 999**<br>2 712<br>7 652<br><br>**6 902**<br>4 181<br>9 800 | <br><br>GL | **1982** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (170)<br>123,35 (BB) 20,65 6,924/7,730<br>113,16 20,60 10,32<br>P 11,3 F 13,5 2 dks | **M RoRo Cargo/General Cargo/ Heavy-load Carrier**<br>Ice strengthened<br>Stern door/ramp<br>L 9,50 W 15,50 SWL 400<br>1 Ho 79,8 ER<br>G.12 276 B.11 540<br>TEU 444<br>C.Ho 256/20' (40') C.Dk 188/20' (40') incl. 30 ref C.<br>1 Ha (stl) (72,5 × 15,2) ER<br>4W Der 2(175) | MaK<br>Oil 4SA 6Cy. 580 × 600 sr geared to s<br>5 880bhp (4 325kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7310791**<br>*HO8749*<br>4354-74A<br>Df Esd Gc<br>Pfd Rdr Rt | **THOR SERVICE**<br><br>**Zapata Gulf Marine Service Ltd. S.A.**<br>Zapata Gulf Marine Corporation<br>Panama Panama | **486**<br>331<br>— | <br><br>AB | **1973** Burton Construction & SB. Corp.—Port Arthur, Tx (495)<br>56,39 12,25 3,920<br>50,07 12,20 4,58<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 216 × 254<br>General Motors Corp. La G |
| **7707475**<br>*OVZU*<br>A357<br>Gc Rdr<br>RTm/v | **THOR SYDFYEN**<br><br>**A/S Sydfyenske Dampskibsselskab (SFDS)**<br>Spodsbjerg Denmark | **499**<br>199<br>375 | <br><br>BV | **1978** Dannebrog Vaerft A/S—Aarhus (170)<br>70,36 11,99 2,601<br>63,18 11,61 8,46<br>1 dk | **TM RoRo Cargo/Ferry**<br>300dk P<br>Ice strengthened<br>Bow door & ramp<br>L 12,00 W 3,35<br>Stern door & ramp<br>L 12,00 W 3,35<br>Lane Length 250 Cargo Width 3,35<br>Clear height 4,50<br>Cars 50 Lorries 15<br>Mchy.aft | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>1 600bhp (1 177kW)<br>Alpha-Diesel A/S<br>Fuel 40,5t (d.o.)-3,5pd |
| **6511104**<br><br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom | **THOR TRAWL**<br>ex Thor-83 ex Tubingen-82<br>**Arctic Trawler Co. Ltd.**<br>St. John's, Nfl. Canada | **1 857**<br>774<br>1 345 | <br><br>BV (GL) | **1965** A.G. "Weser" Werk Seebeck—Bremerhaven (896)<br>87,71 14,03 5,601<br>77,60 14,00 9,00<br>2 dks<br>rf 348 | **M Factory Fishing**<br>Fish-factory Stern Trawler<br>Ice strengthened<br>3 Ho 17,9 4,5 7,0<br>4 Ha (1,5 1,5 1,5 × 1,1) (3,4 × 1,6) | MaK<br>2 Oil 4SA each 8Cy. 385 × 580 reduc<br>to sc. shaft<br>3 200bhp (2 354kW)<br>MaK. Maschinenbau Kiel G.m.b.H<br>Gen 2 × 175kW 230/400V 50Hz a.c<br>Fuel (d.o.) |
| **6819350**<br>*HP6118*<br><br>Esd Rdr<br>RTm/h/v | **THOR VIKING**<br>ex Insel Fohr-80<br><br>Panama Panama | **590**<br>218<br>108 | <br><br>GL | **1968** Husumer Schiffsw.—Husum (1263)<br>50,40 12,91 1,750<br>48,42 12,22 3,00<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Ice strengthened<br>Mchy.aft | MWM<br>2 Vee Oil 4SA each 12Cy. 180 × 220<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **6501056**<br>*9HIT*<br>0248 | **THOR VIKING**<br>ex Duc De Normandie-81<br>ex Thor Viking-73<br>**Franco Mediterranean Navigation Ltd.**<br>Valletta Malta | **370**<br>121<br>— | <br><br>(BV) | **1959** Falkenbergs Varv AB—Falkenberg (122)<br>45,62 9,02<br>40,01 8,97 3,10<br>2 dks | **M Ferry**<br>—P | Penta<br>4 Oil 4SA each 6Cy. 120 × 140 gear<br>640bhp (471kW) NE 72<br>A/B Volvo-Penta<br>Fuel (d.o.) |
| **7347354**<br>*GUVV*<br>361283<br>Df Esd Rdr<br>Rt | **THORA**<br><br>**Shetland Islands Council**<br>Lerwick United Kingdom | **147**<br>76<br>54 ✠ | | **1975**-9 P/f Torshavnar Skipasmidja—Torshavn (21)<br>25,23 7,88 2,083<br>22,64 7,85 3,20<br>1 dk<br>rf 279 BK 102 | **TM RoRo Cargo/Ferry**<br>93dk P<br>Bow door/ramp<br>L 1,40 W 4,50<br>Stern door/ramp<br>L 1,40 W 4,50<br>Lane Length 46 Cargo Width 4,50<br>Clear height 4,50<br>Cars 10 | Kelvin<br>2 Oil 4SA each 6Cy. 165 × 184 sr ge<br>shafts<br>360bhp (265kW)<br>GEC Diesels Ltd. Kelvin Marine Div.<br>Gen 2 × 29,5kW 240V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 6,0t (d.o.) |
| **8136831**<br><br>1012 | **THORA 51**<br><br>**Scancey Trading Co. Ltd.**<br>Colombo Sri Lanka | **202**<br>111<br>— | | **1978** San Yang SB. Co. Ltd.—Kaohsiung<br>6,51 3,301<br>31,50<br>1 dk | **M Fishing** | Matsui<br>Oil 4SA 6Cy. 230 × 380<br>600bhp (441kW)<br>Matsui Iron Works Co. Ltd. |
| **8136843** | **THORA 52**<br><br>**Scancey Trading Co. Ltd.**<br>Colombo Sri Lanka | **202**<br>111<br>— | | **1978** San Yang SB. Co. Ltd.—Kaohsiung<br>6,51 3,301<br>31,50<br>1 dk | **M Fishing** | Matsui<br>Oil 4SA 6Cy. 230 × 380<br>600bhp (441kW)<br>Matsui Iron Works Co. Ltd. |
| **7800784**<br>*LAFQ4*<br>N-00887<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **THORAAS**<br>ex Akademik Lukyanenko-90<br>ex Viking Falcon-86<br>**Thoraas K/S**<br>A/S Thor Dahl Shipping<br>Sandefjord Norway (NIS)<br>SatCom: 1311613/LAFQ | **41 625**<br>33 205<br>87 325<br>T/cm<br>85,9 | <br><br>AB | **1980** Uddevallavarvet AB—Uddevalla (310)<br>228,61 42,35 12,659<br>220,02 42,31 19,41<br>F 15,0 1 dk<br>rf nil | **M Tanker**<br>COW IGS SBT<br>13 Ta ER<br>L.(oil) 98 505 HeCls. C<br>4 Cargo pumps total 8 800T/hr | B&W<br>Oil 2SA 6Cy. 800 × 1950<br>11 622kW (15 800bhp)<br>Uddevallavarvet A/B<br>Gen 2 × 800kW 1 × 700kW 440<br>Fuel 249,5t (d.o.) 3 660,5t (hvf) |
| **7904504**<br>*OXCT*<br>D2705<br>Df Esd Gc<br>Pfd Rdr Rt | **THORBJORN**<br><br>**Government of The Kingdom of Denmark (Industriministeriet)**<br>Government of The Kingdom of Denmark (Sofartsstyrelsen) (Danish Maritime Authority)<br>Kobenhavn Denmark | **1 547**<br>326<br>2 345 | <br><br>NV | **1980** Svendborg Skibsvaerft A/S—Svendborg (164)<br>65,11 15,35 4,915<br>57,92 15,31 7,65<br>F - 2 dks<br>rf 356 | **TM Icebreaker** | Alpha<br>2 Vee Oil 4SA each 16Cy. 280 × 3<br>6 360bhp (4 678kW)<br>B&W Alpha Diesel Div. of B&W Dies<br>Gen 3 × 280kW 380V 50Hz a.c.<br>Fuel 855,0t (d.o. & hvf)-15,0pd |
| **6410221**<br>*TFDT*<br>0264<br>Df Esd Pfd<br>Rdr Rt | **THORDUR JONASSON**<br><br>**Valtyr Thorsteinsson P/R**<br>Akureyri Iceland | **324**<br>166<br>— | <br><br>(NV) | **1964** Stord Verft A/S—Stord (566)<br>41,99 7,52 3,912<br>38,92 7,50 5,95<br>1 dk<br>rf 1397 BK 119 len 73 | **M Fishing**<br>Side-fishing<br>Mchy.aft<br><br>1W | Wichmann<br>Oil 2SA 7Cy. 280 × 420<br>700bhp (515kW)<br>A/S Wichmann<br>Gen 2 × 38kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **5359901**<br>*VGWL*<br>326061<br>Df Esd Gc<br>Pfd RdrRTm | **THORFINN**<br>ex Chester-78 ex Thorfinn-66<br>**Seaward Holdings Ltd.**<br>Vancouver, B.C. Canada | **599**<br>249<br>864 | <br><br>(NV) | **1952** Stord Verft A/S—Stord (19)<br>51,62 9,05 4,877<br>9,00<br>2 dks<br>BK 178 | **S Whaler**<br>Mchy.aft | C 4Cy. (2) 370 & (2) 870 x 826<br>2 000ihp (1 471kW)<br>A/S Fredriksstad M/V<br>Gen 2 × 20kW 110V d.c.<br>Fuel 254,0t (o.f.) |
| **7607182**<br>*TFPD*<br>1449<br>Df Esd Gc<br>Rdr Rt | **THORHALLUR DANIELSSON**<br>ex Erlingur-85<br>**Borgey H/f**<br>Hornafjordur Iceland | **299**<br>96<br>— | <br><br>NV | **1975** Sterkoder M/V A/S—Kristiansund N. (59)<br>41,71 9,22<br>38,51 9,17 6,41<br>F - 2 dks<br>rf 1397 BK 178 | **M Fishing** OSD<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Wichmann<br>Oil 2SA 6Cy. 300 × 450<br>1 800bhp (1 324kW)<br>A/S Wichmann<br>Gen 2 × 118kW 230V 50Hz a.c.<br>Controllable pitch propeller |

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| **THORHILD**<br>ex Gull-89 ex Spray Stan-83<br>**K/S Thorhild**<br>Singa Ship Management A/S<br>Grimstad Norway (NIS) | **14 376**<br>9 893<br>26 765<br>T/cm<br>36,0 | AB | **1970** Hakodate Dock Co. Ltd.—Hakodate (438)<br>171,71 (BB) 24,36 10,088<br>162,01 24,31 14,00<br>P 30,8 F 11,6 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho 25,8 27,2 14,4 27,2 27,2 ER<br>G.34 881 B.31 977<br>5 Ha (stl) (16,0 18,3 × 11,3) (9,6 × 10,4)<br>(18,3 18,3 × 11,3) ER<br>3W Cr 4(8) Der 1(15) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 300kW 445V 60Hz a.c.<br>Fuel 1 877,5t (hvf) 15kn |
| **THORIR**<br>**Thinganes H/f**<br>Hornafjordur Iceland | **125**<br>51<br>— | | **1972** Stalvik h.f.—Gardabaer (20)<br>30,03 6,76 3,750<br>28,00 6,74<br>1 dk<br>len 73 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **THORKIL MAERSK**<br>**A. P. Moller Singapore Pte. Ltd.**<br>Singapore Singapore<br>SatCom: 1715373/TKLM | *17 700*<br>*7 244*<br>21 238 | ✠**100A1**<br>container ship<br>✠**LMC** **UMS**<br>EL (J†) 634,0/68,0U3<br>FN 6612 | **1990**-7 Tsuneishi Zosen K.K.—Numakuma (629)<br>161,02 (BB) 28,23 10,022<br>152,00 28,20 15,30<br>F 18,7 1 dk<br>rf 200 | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>4 Cell. Ho ER<br>TEU 1106<br>C.Ho 554/20'(40',45') C.Dk<br>552/20'(40',45') incl. 64 ref C.<br>8 Ha (stl) ER | B&W 8S50MC<br>Oil 2SA 8Cy. 500 × 1910<br>10 480kW (14 248bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (ex.g)<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 3 × 1160kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller<br>18,5kn |
| **THORLAKUR**<br>ex Le Verrier-79<br>**Meitillin H/f**<br>Thorlakshofn Iceland | **415**<br>139<br>339 | (BV) | **1975** Stocznia im. "Komuny Paryskiej"—Gdynia (B416/06)<br>45,57 10,55 4,547<br>40,06 10,52 6,18<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Crepelle 8SN<br>Oil 4SA 8Cy. 250 × 280<br>1 500bhp (1 103kW)<br>Crepelle et Cie. Lille<br>Controllable pitch propeller<br>Fuel 108,5t (d.o.) 12,5kn |
| **THORLAKUR HELGI**<br>ex Budanes-81 ex Birtingur-77<br>ex Hoskuldsey-75 ex Glettingur-74<br>ex Saefaxi II-70 ex Stefan Ben-65<br>**Oddeyri H/f**<br>Siglufjordur Iceland | **146**<br>61<br>— | (NV) | **1960** Eidsvik Skipsbyggeri A/S—Uskedal (13)<br>31,42 6,43 3,271<br>6,41 3,41<br>1 dk<br>rf 1351 BK 102 len 67 | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>1W Der 1(-) | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>600bhp (441kW) NE 67<br>A/S Wichmann Rubbestadneset<br>Fuel (d.o.) |
| **THORLEIFUR GUDJONSSON**<br>ex Asgeir Torfason-86<br>**Alda H/f**<br>Thorlakshofn Iceland | **237**<br>88<br>— | (NV) | **1967** Skaalurens Skibsbyggeri A/S—Rosendal (211/25)<br>38,13 7,35 3,582<br>33,66 7,32 3,71<br>1 dk<br>BK 127 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>2 Ha (each 2,5 × 1,5) ER<br>1W Der 1(3) | Stork<br>Oil 4SA 8Cy. 210 × 300<br>660bhp (485kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Gen 1 × 35kW 1 × 25kW 1 × 6kW 220V d.c.<br>Fuel (d.o.) |
| **THORNELLA**<br>**J. Marr Ltd.**<br>Hull United Kingdom | *555*<br>*166*<br>360 | ✠**100A1**<br>stern trawler<br>✠**LMC** **UMS**<br>FN 536 | **1988**-3 Cochrane Shipbuilders Ltd.—Selby (143)<br>38,64 9,78 4,201<br>32,92 9,71 6,56<br>F 16,2 2 dks<br>rf 602 Box K 348 | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>In.360 | Ruston 6RK270<br>Oil 4SA 6Cy. 270 × 305 with clutches, flexible<br>couplings & sr geared to sc. shaft<br>1 725bhp (1 269kW)<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 1 × 600kW 1 × 136kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>12kn |
| **THORNESS**<br>ex Happy Norness-91<br>ex British Norness-88<br>**K/S Thorness**<br>A/S Thor Dahl Shipping<br>Oslo Norway (NIS)<br>SatCom: 1313331/LAOA | **132 942**<br>108 735<br>269 349<br>T/cm<br>160,1 | ✠**100A1** SS 11/90<br>oil tanker<br>✠**LMC** **UMS**<br>EL C* 4⅜"U3<br>FN 25824 | **1973**-9 Mitsubishi Heavy Industries Ltd.—Nagasaki (1705)<br>338,34 (BB) 53,62 20,657<br>322,79 53,60 26,40<br>1 dk<br>rf 102 Bow/CM 161 Diam. 0,410 | **S Tanker**<br>pt higher tensile steel<br>12 Ta ER<br>4 Cargo pumps total 18 800T/hr | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>2 WTB 74kgf/cm² (72,6bar) Spt 515,6°C<br>61,2kgf/cm² (60,1bar) hs3994,7<br>sg 10,5kgf/cm² (10,3bar)<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel 12 480,0t (o.f.) 124,0t (d.o.)-154,5pd 15,5kn |
| **THORNGARTH**<br>ex Tenzan-91<br>**Cory Towage Ltd.**<br>London United Kingdom | *365*<br>*109*<br>89 | | **1983** Hanasaki Zosensho—Yokosuka (191)<br>36,27 10,24 3,150<br>30,80 10,00 4,40<br>1 dk | **TM Tug** | Niigata 6L28BXE<br>2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd. Ota |
| **THORRI**<br>ex Johann Gislason-80<br>ex Jon A Hofi-79 ex Kofri-76<br>**Polarsild H/f**<br>Faskrudsfjordur Iceland | **203**<br>87<br>— | | **1969** Bernhardsson Skipasmidjustod h/f<br>—Isafjordur (41)<br>35,36 6,81<br>28,00 6,80 3,61<br>1 dk<br>len 76 | **M Fishing**<br>Side-fishing<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 230 × 270<br>765bhp (563kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Controllable pitch propeller |
| **THORSCAPE**<br>**Monte Shipping Inc.**<br>A/S Thor Dahl Shipping<br>Monrovia Liberia<br>SatCom: 1241147/CAPE | T.Mk<br>**9 732**<br>5 939<br>14 950<br>**13 784**<br>9 491<br>20 075 | NV | **1977** Mitsui Eng. & SB. Co. Ltd.—Tamano (1129)<br>165,11 (BB) 22,92 9,133/10,843<br>158,02 22,86 14,71<br>P -F - 3 dks<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>3 Ho ER<br>B.24 745 In.7 256<br>TEU 500<br>C.Ho 340/20'(40') C.Dk 160/20'(40')<br>incl. 36 ref C.<br>7 Ha (stl) (18,9 × 10,7) (19,1p&s 19,1p&s<br>19,1p&s × 8,1) ER<br>10W Cr 4(40) Der 1(120) 8(10) | B&W 7L67GF<br>Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 720kW 450V 60Hz a.c.<br>Fuel 304,0t (d.o.) 2 585,5t (hvf)-46,0pd 17,5kn |
| **THORSEGGEN**<br>**3i plc**<br>Norsk Pacific Steamship Co. (U.K.) Ltd.<br>Newcastle - upon - United Kingdom<br>Tyne | **14 578**<br>9 125<br>18 567 | NV | **1983** Swan Hunter Shipbuilders Ltd.—Wallsend-<br>Neptune Yds.,Wallsend (117)<br>165,82 (BB) 25,05 8,202<br>157,51 25,01 12,48<br>1 dk | **M Bulk Carrier**<br>Newsprint<br>6 Ho each 17,3 ER<br>G.24 650<br>6 Ha (stl) (each 18,2 × 20,1) ER<br>Cr 2(25) | B&W 4L67GB<br>Oil 2SA 4Cy. 670 × 1700<br>6 730bhp (4 950kW)<br>J. G. Kincaid & Co. Ltd. Greenock<br>Gen 3 × 700kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 77,5t (d.o.) 1 209,0t (hvf) 15kn |
| **THORSENG**<br>ex Loeno-70 ex Windhund-68<br>**Arthur N. Ollivierra**<br>Panama Panama | **199**<br>111<br>279 | (GL) | **1905** Nordseewerke Emden G.m.b.H.—Emden<br>39,30 6,63 2,794<br>3,00<br>1 dk<br>R len 52 & 35<br>conv sailing vessel General Cargo — | **M General Cargo**<br>1 Ho ER<br>2 Ha (8,6 9,6 × 3,9) ER | Scania<br>Oil 4SA 6Cy. 127 × 145<br>230bhp (169kW) E made70 fitted73<br>Saab-Scania Sodertalje<br>Fuel 6,5t (d.o.)-1,0pd 9kn |
| **THORSHAMAR**<br>ex Gotunes-78<br>**Festi H/f**<br>Grindavik Iceland | T.Mk<br>**325**<br>152<br>— | NV | **1974** Vaagland Batbyggeri A/S—Vaagland (86)<br>39,65 7,40<br>34,85 7,35 4,27<br>2 dks<br>rf 1168 BK 119 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft<br>2 Ho 3 Ta<br>5 Ha<br>1W Der 1(3) | Alpha 409-26VO<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **THORSHAMMER**<br>ex Jastella-89 ex Christina-89<br>**K/S Thorshammer**<br>A/S Thor Dahl Shipping<br>Sandefjord Norway (NIS)<br>SatCom: 1310107/LARJ | *49 101*<br>*25 533*<br>86 999 | AB | **1982** "ASTANO", Astilleros y Talleres del<br>Noroeste S.A.—El Ferrol (258)<br>243,80 (BB) 39,40 13,144<br>233,03 39,35 18,83<br>P 30,5 B 10,4 F 16,5 1 dk<br>rf nil | **M Tanker**<br>IGS SBT<br>11 Ta ER<br>L.(oil) 98 048 HeCls. C | Sulzer 7RND76M<br>Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 2 × 600kW 1 × 575kW 440V 50Hz a.c.<br>Fuel 380,0t (d.o.) 4 219,5t (hvf)-63,0pd 14,75kn |

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| **7231309**<br>*LAEH4*<br>N-00847<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **THORSHOLM**<br>ex Patria-89 ex Thorsholm-86<br>**KS Thorsholm II**<br>A/S Thor Dahl Shipping<br>Sandefjord Norway (NIS)<br>SatCom: 1311532/LAEH | *138 421*<br>*105 648*<br>284 299<br>T/cm<br>160,8 | ✠**100A1** SS 3/87<br>oil tanker<br>✠**LMC** **UMS**<br>EL D* 4½"U3<br>FN 26191 | **1973**-2 Mitsui SB. & Eng. Co. Ltd.—Ichihara (929)<br>342,91 (BB) 51,90 21,775<br>329,19 51,82 27,74<br>1 dk<br>rf 25 Bow/CM 171 Diam. 0,410 MH 1,5 | **M Tanker**<br>COW pt higher tensile steel<br>16 Ta ER<br>L.(oil) 341 300 HeCls. B<br>4 Cargo pumps total 16 000T/hr | B&W<br>Oil 2SA 9Cy. 980 × 2000<br>34 200bhp (25 156kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>2 WTAuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 28kgf/cm² (27,5bar) Spt 18kgf/cm² (17,7bar)<br>Gen 1 × 1000kW 2 × 900kW 450V<br>Fuel 9 449,0t (hvf)-122,0pd |
| **6403175**<br>*LCMV*<br>20616<br>Df Esd Gc<br>Pfd Rdr Rt | **THORSLAND**<br>ex Stafnes-90 ex Asthor-81<br>**Aqua Frakt A/S**<br>Namsos Norway | *189*<br>*56*<br>— | (NV) | **1964** Flekkefjord Slipp & Mask. A/S—Flekkefjord (73)<br>33,47 6,74 3,423<br>27,30 6,71 3,56<br>1 dk<br>BK 114 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>2 Ha (0,9 × 1,3) (2,2 × 1,6) ER<br>1W Der 1(3) | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>495bhp (364kW)<br>Lister Blackstone Ltd.<br>Fuel (d.o.) |
| **6413340**<br>*TFHF*<br>0245<br>Df Esd Rdr<br>Rt | **THORSNES**<br>ex Helga Gudmundsdottir-84<br>ex Dofri-82 ex Asborg-78<br>ex Latrarost-71<br>ex Helga Gudmundsdottir-69<br>**Thorsnes H/f**<br>Stykkisholmur Iceland | **163**<br>64<br>— | (NV) | **1964** Bolsones Verft—Molde (199)<br>33,53 6,89 3,271<br>30,97 6,86 3,54<br>1 dk<br>rf 1046 BK 119 | **M Fishing**<br>Side-fishing<br>2 Ho<br>3 Ha (0,9 × 0,9) (1,2 × 1,3) (2,5 × 1,5) ER<br>1W Der 1(4) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Lister Blackstone Ltd.<br>Gen 1 × 28kW 1 × 25kW<br>Fuel (d.o.) |
| **7406356**<br>*TFKJ*<br>1424<br>Df Esd Gc<br>Pfd Rdr | **THORSNES II**<br>**Thorsnes H/f**<br>Stykkisholmur Iceland | **145**<br>51<br>— | | **1975** Slippstodin h/f—Akureyri (56)<br>31,07 6,71 3,277<br>27,69 6,68 3,33<br>P -F - 1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 230 × 270 geared to sc.<br>765bhp (563kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7917410**<br>*LARI2*<br>N-00584<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **THORSTAR**<br>ex Jarmona-89 ex Eva-89<br>**K/S Thorstar**<br>A/S Thor Dahl Shipping<br>Sandefjord Norway (NIS)<br>SatCom: 1311452/LARI | *49 101*<br>*25 533*<br>86 983 | AB | **1981** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (257)<br>243,82 (BB) 39,40 12,472<br>233,03 39,36 18,83<br>F 16,8 1 dk<br>rf nil | **M Tanker**<br>IGS SBT<br>11 Ta ER<br>L.(oil) 94 324 HeCls. BC | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Ast. Espanoles S.A. Manises<br>Gen 2 × 600kW 1 × 575kW 450V<br>Fuel 315,0t (d.o.) 4 013,5t (hvf)-55,0pd |
| **6821004**<br>*TFTY*<br>1393<br>Df Esd Gc<br>Pfd Rdr Rt | **THORSTEINN**<br>ex Sveinborg-87<br>ex Gudmundur I Tungu-81 ex Trausti-78<br>ex Nord-Rollnes-75<br>**Samherji H/f**<br>Akureyri Iceland | **318**<br>101<br>— | (NV) | **1968** Sterkoder M/V A/S—Kristiansund N. (8)<br>44,40 9,20 4,153<br>38,00 9,17 6,51<br>2 dks<br>rf 1295 BK 152 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>2 Ha (each 1,7 × 2,0) ER<br>Cr 1(2) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 100kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **5421223**<br>*TFWG*<br>0145<br>Df Esd Pfd<br>Rdr Rt | **THORSTEINN**<br>ex Kopur-80 ex Lomur-74<br>**Hop H/f**<br>Grindavik Iceland | **179**<br>72<br>— | (NV) | **1963** Bolsones Verft—Molde (198)<br>33,69 6,89 3,315<br>27,46 6,86 3,54<br>2 dks<br>rf 1041 BK 127 len 64 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho ER<br>2 Ha (0,9 × 0,9) (2,9 × 1,3) ER<br>1W Der 1(4) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Blackstone & Co. Ltd.<br>Gen 1 × 51kW 1 × 48kW 220V |
| **5139234**<br>*LAOH*<br>20510<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **THORSTEINSON**<br>ex H. U. Sverdrup-88<br>**Sjofart A/S**<br>Halvard Pedersen<br>Svolvaer Norway<br>SatCom: 1311106/LBBR | **260**<br>120<br>— | NV | **1960** Orens M/V—Trondheim (26)<br>38,89 7,93 3,302<br>34,02 7,61 3,97<br>1 dk<br>rf 1097 BK 107 | **M Research**<br>Oceanographic 10P<br>Ice strengthened<br>1 Ho 5,0 ER<br>1 Ha (stl) (1,8 × 2,2) ER<br>2W Der 2(3) | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>600bhp (441kW)<br>A/S Wichmann<br>Gen 1 × 44kW 2 × 30kW 220V<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **5169655**<br>*V2DR*<br>2071<br>Df Esd Rdr<br>RTm/v | **THORSTEN**<br>ex Jan Suhr-71<br>**Uwe Manthe**<br>Rendsburg Antigua & Barbuda | **397**<br>192<br>740 | GL | **1955** Stader Schiffsw. G.m.b.H.—Stade (169)<br>48,98 8,84 3,790<br>47,20 8,79 3,92<br>P 10,4 RQD 20,5 F 6,1 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.1 153 B.1 103<br>2 Ha (7,7 14,3 × 5,4) ER<br>Der 3(2) | MaK<br>Oil 4SA 8Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. |
| **5272127**<br>*DFRT*<br><br>Df Esd Rdr<br>RTv | **THORSTEN J.**<br>ex Eldor-79 ex Paul Scheu-73<br>**Uwe und Rosemarie Juls**<br>Stade Federal Republic of Germany | **244**<br>144<br>365 | (GL) | **1962** Heinrich Brand Schiffswerft G.m.b.H. & Co. K.G.—Oldenburg (161)<br>41,58 7,37 2,340<br>38,03 7,24 2,65<br>P 8,6 F 5,2 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.498 B.467<br>1 Ha (18,9 × 5,0) ER<br>Der 2(2) | MaK<br>Oil 4SA 4Cy. 290 × 420 reverse to sc. shaft<br>265bhp (195kW)<br>Maschinenbau Kiel A.G. |
| **9014743**<br><br>719645<br>Esd Rdr RTv | **THORSVOE**<br>**Orkney Islands Council**<br>Orkney Islands Shipping Co. Ltd.<br>Kirkwall United Kingdom | *385*<br>*115*<br>140 | | **1991** Campbeltown Shipyard Ltd.—Campbeltown (089)<br>- - —<br>31,89 - -<br>1 dk | **TM RoRo Cargo/Ferry**<br>96dk P<br>Cars 16 | Penta<br>2 Oil 4SA each 6Cy. 144 × 165 shafts<br>A/B Volvo-Penta |
| **6925367**<br>*LAVF2*<br>N-00647<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **THORUNN**<br>ex Ag. Fanourios-89<br>ex Golden Miranda-83<br>ex Hoegh Miranda-78<br>**K/S Thorunn**<br>Singa Ship Management A/S<br>Grimstad Norway (NIS) | **13 934**<br>9 703<br>24 502<br>T/cm<br>34,4 | NV (BV) | **1969** Kaldnes M/V A/S—Tonsberg (182)<br>180,32 (BB) 22,92 10,211<br>167,88 22,86 13,72<br>P 38,5 F 15,0 1 dk<br>rf 51 | **M Bulk Carrier**<br>Vehicles<br>Str. heavy cargoes<br>6 Ho 22,4 19,6 19,6 19,6 19,6 20,4 ER<br>G.28 940 B.28 320<br>6 Ha (stl) (each 13,3 × 10,2) ER<br>12W Der 12(6-12) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>7 723kW (10 499bhp)<br>Sulzer Bros. Ltd.<br>Gen 2 × 666kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 185,0t (d.o.) 2 146,0t (hvf)-36,0 |
| **9015058**<br><br><br>VE 401<br>Df Esd Gc<br>Rdr Rt | **THORUNN SVEINSDOTTIR**<br>**Os H/f**<br>Vestmannaeyjar Iceland | **480**<br>144<br>592 | | **1991** Slippstodin h/f—Akureyri (72)<br>36,86 (BB) 8,00 3,000<br>34,18 8,00 7,29<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.300 | Stork<br>Oil 4SA 6Cy. 240 × 260 with couplings & sr geared to sc.<br>730kW (992bhp)<br>Stork-Wartsila Diesel B.V.<br>Gen 1 × 208kW 1 × 200kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7041481**<br>*TFUI*<br>1135<br>Df Esd Pfd<br>Rdr Rt | **THORUNN SVEINSDOTTIR**<br>**Os H/f**<br>Vestmannaeyjar Iceland | **154**<br>68<br>— | | **1971** Stalvik h.f.—Gardabaer (12)<br>34,17 6,71<br>6,66 3,31<br>1 dk<br>len 88 & 74 | **M Fishing**<br>Side-fishing<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 230 × 270<br>650bhp (478kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel (d.o.) |
| **8606018**<br>*OU4097*<br>816<br>Df Esd Gc<br>Rdr Rt | **THORVALD**<br>**I/S ELSAM**<br>Odense Denmark | *4 744*<br>*2 205*<br>9 100 | ✠**100A1**<br>barge<br>non—perishable cargo<br>Kattegat and Baltic Sea service including Hamburg via the Kiel canal (Holtenau — Brunsbuttel) also to Tallinn whilst unmanned<br>Ice Class 3<br>EL (R) 175,0/38,0<br>FN 2841 | **1987**-2 Odense Staalskibsvaerft A/S—Lindo (578)<br>101,02 19,03 7,495<br>97,90 19,00 10,01<br>1 dk<br>rf nil | **General Cargo Barge** | Gen 1 × 346kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |

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| **THOUSAND ISLANDER**<br>**Gananoque Boat Line Ltd.**<br>Kingston, Ont. Canada | **200**<br>154<br>— | | **1972** Marlin Yacht Co.—Gananoque, Ont.<br>*29,54* 6,74 1,651<br>... ... ... | **Aluminium Alloy TrM Ferry**<br>—P | Caterpillar 3406PCTA<br>3 Oil 4SA each 6Cy. 137 × 165<br>1 005bhp (739kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 20kn |
| **THOUSAND ISLANDER II**<br>**Gananoque Boat Line Ltd.**<br>Kingston, Ont. Canada | **200**<br>153<br>— | | **1973** Marlin Yacht Co.—Gananoque, Ont.<br>... ... ...<br>30,18 6,74 | **Aluminium Alloy TrM Ferry**<br>—P | Caterpillar 3306SCAC<br>3 Oil 4SA each 6Cy. 121 × 152<br>1 005bhp (739kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 18kn |
| **THOUSAND ISLANDER IV**<br>**Gananoque Boat Line Ltd.**<br>Kingston, Ont. Canada | **347**<br>256<br>— | | **1976** Gananoque Boat Line—Gananoque, Ont.<br>8,64<br>33,76 3,26<br>1 dk | **Aluminium Alloy TM Ferry** | Caterpillar<br>2 Oil 4SA each 6Cy. 159 × 203<br>670bhp (493kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>14kn |
| **THREE BELLES**<br>ex Diane & Lisa ex Tabby IV<br>ex Gulf Coast IV<br>**Poseidon Boat Corp.**<br>Fall River, Ma United States of America | **122**<br>83 | | **1967** Sea Hoss Marine Ways Inc.—Freeport, Tx<br>*21,62* 7,22<br>2,90 | **M Fishing** | Oil<br>335bhp (246kW)<br>..............<br>Fuel (d.o.) |
| **THREE BROTHERS**<br>**Trawler Three Brothers Inc.**<br>Mobile, Al United States of America | **114**<br>78<br>— | | **1980** .............Bayou la Batre, Al<br>*20,58* 6,58<br>3,56<br>1 dk | **M Fishing** | Oil<br>470bhp (346kW)<br>U.S.A. |
| **THREE BROTHERS**<br>ex Butterfish<br>**F. A. Amin**<br>Georgetown, Demerara Guyana | **108**<br>49<br>— | | **1983** Bender SB. & Repair Co. Inc.—Mobile, Al (181)<br>... ... ...<br>21,95<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 sr geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 3,25kW 32V d.c.<br>Fuel 43,5t (d.o.)-1,0pd 9,25kn |
| **THREE JACKS**<br>**Brother's Fishing Corp.**<br>Seattle, Wa United States of America | **101**<br>68<br>— | | **1967** Toche Enterprises Inc.—Ocean Springs, Ms<br>*20,88*<br>6,75 3,43<br>1 dk | **M Fishing** | Oil<br>360bhp (265kW)<br>U.S.A.<br>Fuel (d.o.) |
| **THREE MOUNTAIN**<br>ex Mizushima Maru No. 5-90<br>**Three Mountain S.A.**<br>Panama Panama | T.Mk<br>**195**<br>122<br>699 | | **1976** Oka Zosen K.K.—Ushimado (235)<br>3,222<br>50,02 9,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo Kobe |
| **THREE SISTERS**<br>ex Mavro Vetranic-91<br>**Vineyard Marine Co. Ltd.**<br>Technical Marine Planning (Overseas) Ltd. Inc.<br>Limassol Cyprus | T.Mk<br>**5 171**<br>3 518<br>—<br>**9 781**<br>6 592<br>16 051 | ✠**100A1** SS 3/89<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL B† $2\frac{5}{16}$"U2<br>FN 4527<br>(JR) | **1973**-6 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (147)<br>144,79 (BB) 20,68 —/9,329<br>135,62 20,65 12,73<br>2 dks<br>rf nil DK fwd | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 32,0 4 TwD<br>G.22 373 B.19 788<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 224kW 380V 50Hz a.c.<br>Fuel 1 300,5t (hvf) 15kn |
| **THREE STAR**<br>ex Akebono Maru No. 22-90<br>**Escorim Trade S.A.**<br>Kingstown St. Vincent and the Grenadines | **493**<br>171<br>426 | KR | **1967** Nichiro Zosen—Hakodate (236)<br>52,48 9,53 3,992<br>47,48 9,50 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 420 × 600<br>1 177kW (1 600bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 640kW 445V a.c.<br>12,1kn |
| **THT 2**<br>**Borneo Timber Pte. Ltd.**<br>Singapore Singapore | **129**<br>3<br>— | (AB) | **1982** Thai Hong Shipbuilding (Pte.) Ltd.<br>—Singapore (THT2)<br>2,261<br>22,31 7,41 2,87<br>1 dk<br>rf 450 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 152 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW<br>11kn |
| **THUAN AN III**<br>ex Country Girl-90<br>**Minh van Le**<br>Houston, Tx United States of America | **120**<br>81<br>— | | **1973** Master Marine Inc.—Bayou la Batre, Al<br>*22,59* 6,71<br>3,41<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **THUAN AN No. 1**<br>**Than van Le**<br>United States of America | **120**<br>—<br>— | | **1987** Gulf Coast Marine—Chauvin, La (1149)<br>28,96<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>Caterpillar Inc. Peoria, Illinois |
| **THUAN AN 2**<br>**Quang Tri Ocean Shipping Co.**<br>Da Nang Vietnam | **441**<br>229<br>400 | | **1986** Benkien Eng. Factory—Haiphong<br>48,50 - 3,200<br>- 8,20 4,10<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.660<br>2 Ha (stl) (each 7,9 × 4,5) ER | S.K.L. 8NVD26A-2<br>Oil 4SA 8Cy. 180 × 260 reduction geared to sc. shaft<br>300kW (408bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) East Germany<br>Gen 2 × 50kW a.c.<br>10kn |
| **THUAN HAI**<br>**Thuan Hai Sea Transport Co.**<br>Saigon Vietnam | *373*<br>*186*<br>400 | | **1987** .............Ho Chi Minh City<br>48,50 - 3,200<br>- 8,20 4,10<br>1 dk | **M General Cargo**<br>2 Ho ER | Yanmar 6ML-DT<br>Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft<br>346kW (470bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 2 × 48kW a.c.<br>8kn |
| **THUBAN**<br>ex Chung Lie-88<br>**Excelsior Shipping Co. Ltd.**<br>Keelung China* | *4 940*<br>*2 074*<br>6 829 | NK | **1984** K.K. Taihei Kogyo—Akitsu (1670)<br>105,00 (BB) 6,715<br>96,00 20,00 8,70<br>P 20,7 F 7,4 1 dk | **M Container Ship**<br>Fixed-guides<br>9 Ho ER<br>TEU 256 C. 256/20'<br>9 Ha (stl) ER<br>Cr 2(35) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1150<br>4 046kW (5 501bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 3 × 480kW a.c. |
| **THULE**<br>**Government of The Kingdom of Sweden (Svenska Staten Sjofartsverket) (The National Swedish Administration of Shipping & Navigation)**<br>Norrkoping Sweden | **1 897**<br>117<br>— | | **1953** Marinverkstaderna Orlogsvarvet—Karlskrona (189)<br>62,18 16,11 4,852<br>16,06<br>2 dks | **TrD-E Icebreaker**<br>12 Wing Ta ER<br>Der 2(10) | Polar<br>3 Oil 2SA each 8Cy. 340 × 570 total 6 000bhp (4 413kW) driving 3 gen. each 1 450kW 630V d.c. connected to elec. motor of 1 680shp (1 236kW) (WL)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 225kW 230V d.c.<br>Fuel 340,5t (d.o.) 13kn |

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| **7519270**<br>*SDYV*<br><br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **THULELAND**<br><br>**United Cruising Co. Ltd.**<br>Brostroms Rederi AB (Brostrom<br>Shipping Co. Ltd.)<br>Goteborg Sweden<br>SatCom: 1370211/THUL | *22 157*<br>*8 934*<br>31 400<br>T/cm<br>42,2 | <br><br>NV | **1977** Eriksbergs M/V A/B—Goteborg (704)<br>185,86 26,50 11,043<br>178,62 15,50<br>P -F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened<br>6 Ho 18,0 24,0 24,0 18,9 24,0 24,0<br>ER<br>G.39 624 B.38 838 HeCls. B<br>TEU 832<br>C. Ho. 580/20' (40') C.Dk. 252/20' (40')<br>6 Ha (12,8 × 15,5) (18,9 18,9 13,7 18,9<br>18,9 × 20,9) ER<br>Cr 5(25) | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>15 140bhp (11 136kW)<br>Eriksbergs M/V A/B<br>Gen 3 × 730kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 239,0t (d.o.) 2 677,5t (hvf)-49,0pd |
| **7939303**<br>*WYC8396*<br>600522 | **THUMPER**<br><br>**Thumper Enterprises Inc.**<br>Astoria, Or United States<br>of America | **128**<br>87<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,85* 6,74<br>3,74<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **7800136**<br>*LAGT4*<br>N-00945<br>Df Esd Gc<br>Rdr RTm/h/v | **THUNAR**<br><br>**K/S Vibro III**<br>Vibro Shipping A/S<br>Farsund Norway (NIS) | **1 599**<br>1 277<br>4 133 | <br><br>GL | **1979** (Aft section) Norderwerft KG. G.m.b.H. & Co.<br>—Hamburg (816)<br>**1979** (Fwd section) J. J. Sietas G.m.b.H. & Co.<br>K.G. Schiffsw.—Hamburg (816)<br>103,18 (BB) 15,78 5,171<br>96,02 15,46 5,41<br>F 9,5 2 dks<br>len 83 | **M General Cargo**<br>Ice strengthened<br><br>TEU 267<br>C.Ho 134/20' (40') C.Dk 133/20' (40')<br>incl. 16 ref C.<br>2 Ha (stl) (31,5 31,3 × 12,5) ER | Deutz<br>Oil 4SA 6Cy. 370 × 400 reduction gea<br>shaft<br>1 470bhp (1 081kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd |
| **6604169**<br>*WV4701*<br>298925<br>Df Esd Pfd<br>Rdr Rt | **THUNDER BAY**<br>ex Suncrescent-90<br>ex E. Whitney Olson, Jr.-78<br>**Bay Transportation Corp.**<br>Tampa, Fl United States<br>of America | **195**<br>88<br>— | | **1965** San Diego Mar. Co.—San Diego, Ca (139)<br>*33,44* 8,13 4,058<br>33,13 8,08 4,65<br>1 dk | **M Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 254<br>sc. shaft<br>General Motors Corp. |
| **5038648**<br><br>180286<br>Df Esd Rdr<br>Rt | **THUNDER CAPE**<br>ex Beamish-73 ex Rex Mellenger-70<br>ex Beamish-70 ex Queensgarth-49<br>ex Empire Paul-46<br>**Misner Offshore Services (Canada)<br>Ltd.**<br>Nanticoke, Canada<br>Ont. | **264**<br>59<br>— | <br><br>✠Classed LR until<br>28/3/88 | **1944**-9 J. S. Watson (Gainsborough) Ltd.<br>—Gainsborough (1545)<br>34,57 8,13 3,741<br>32,01 8,08 4,12<br>1 dk<br>R | **M Tug** | General Motors<br>Oil 2SA 16Cy. 216 × 254 reverse redu<br>to sc. shaft<br>E made47 fitted64<br>General Motors Corp.<br>Gen 1 × 30kW 2 × 15kW 110V d.c.<br>Fuel (d.o.) |
| **6619097**<br>*DUMP*<br><br>Df Rt | **THUNDER FISH**<br><br>**Government of The Republic of The<br>Philippines**<br>Manila Philippines | **162**<br>57<br>137 | | **1965** Fukuoka Zosen K.K.—Fukuoka<br>*29,42* 6,43<br>6,41 3,00<br>1 dk<br>BK | **M Fishing**<br>Side-fishing | Usuki<br>Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Usuki Tekkosho<br>Fuel 32,5t (d.o.) |
| **8302478**<br><br>U192-00151 | **THUNDERBIRD**<br><br>**Delmar M. McNab & Dave McNab**<br>Roatan Honduras | **105**<br>71<br>— | | **1980** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,86<br>6,72 3,38<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl | Oil<br>............ |
| **6929997**<br>*EIXN*<br>402784<br>Rdr RTm/v | **THUNDERER**<br>ex Warrior-73<br>**Irish Tugs Ltd.**<br>Cory Towage Ltd.<br>Westport Irish Republic<br>Co. Mayo | **272**<br>—<br>201 | **✠100A1** SS 12/89<br>tug<br>U.K. coastal service &<br>between Brest & Halden,<br>Norway<br>**✠LMC** **UMS**<br>EL 1"U1<br>FN 459 | **1970**-1 James Lamont & Co. Ltd.—Port Glasgow<br>(411)<br>38,05 9,81 3,810<br>34,14 9,15 4,27<br>1 dk<br>rf 457 BK 152 | **M Tug** | Deutz<br>Oil 4SA 6Cy. 370 × 400 reverse redu<br>to sc. shaft<br>Kloeckner Humboldt Deutz<br>Gen 3 × 60kW 440V 50Hz a.c.<br>Fuel 52,0t (d.o.) |
| **8137110**<br><br><br>Esd Rdr<br>RTm/v | **THUNFISCH**<br><br>**Fischereibetrieb Hendrika-Maria<br>G.m.b.H. & Co. KG**<br>Netherlands | **105**<br>40<br>— | | **1970** Evers Werft—Niendorf (502)<br>26,12 6,56 3,401<br>22,51 6,52 3,41<br>1 dk | **M Fishing** | Deutz<br>Oil 4SA 8Cy. 220 × 280 reverse gear<br>shaft<br>Kloeckner Humboldt Deutz<br>Gen 1 × 24kW 220V d.c. |
| **7429451**<br>*3FWK2*<br>12547-PEXT2<br>Df Esd Gc<br>Pfd Rdr Rt | **THUNG SONG**<br>ex Green Island No. 1-90<br>ex Fukushima Maru-84<br>**Siam Prosperity Shipping S.A.**<br>Panama Panama | **6 448**<br>4 639<br>11 598 | <br><br>BV (NK) | **1975** Imabari Zosen—Imabari (334)<br>123,32 (BB) 20,53 8,078<br>115,02 20,50 10,60<br>P 28,1 F 16,2 1 dk | **M General Cargo**<br><br><br>G.15 369 B.14 305<br><br>2 Ha (stl) (32,6 32,3 × 11,2) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>4 560kW (6 199bhp)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 224kW 440V 60Hz a.c.<br>Fuel 78,5t (d.o.) 761,5t (hvf)-21,0pd |
| **7912472**<br>*YE4172*<br><br>Df Esd Gc<br>Pfd Rdr Rt<br>SatNav | **THUNNUS No. 2**<br>ex Hokai Maru No. 3-89<br>ex Taihei Maru No. 38-82<br>**P.T. Cakalang Pitu**<br>Jakarta Indonesia | **284**<br>145<br>269 | <br><br>KI (NK) | **1979** K.K. Goriki Zosensho—Ise (821)<br>45,00 2,901<br>38,90 7,80 3,25<br>P 22,1 F 5,4 1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>588kW (799bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 176kW a.c. |
| **7304443**<br>*SILN*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **THUNTANK 1**<br><br>**United Tankers AB**<br>Erik Thun A/B<br>Lidkoping Sweden | *3 384*<br>*1 861*<br>4 975 | **✠100A1** M 8/90-9mos<br>chemical tanker<br>Type C cargoes<br>Ice Class 1B (1A at a<br>draught not exceeding<br>5.24m)<br>**✠LMC** **UMS**<br>EL T /42,0U2(a)<br>FN 2236 | **1973**-5 Falkenbergs Varv AB—Falkenberg (162)<br>107,19 13,09 6,700<br>104,09 12,97 8,51<br>P 21,1 F 9,8 1 dk<br>rf nil len 77 | **M Tanker**<br>Chemical<br>6 Ta ER 8 Wing Ta<br>L.7 953 HeCls. C<br>3 Cargo pumps total 1 700T/hr | Polar<br>Vee Oil 4SA 16Cy. 250 × 300<br>3 080bhp (2 266kW)<br>Nydqvist & Holm A/B<br>2 AuxB 10kgf/cm² (9,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 2 × 136kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **7394187**<br>*XVDA*<br><br>Esd Rdr | **THUONG LY**<br>ex Matsuyama Maru No. 15<br>ex Shoyo Maru<br>**VIETPETRO Co.**<br>Haiphong Vietnam | **1 580**<br>1 001<br>3 376 | | **1974** Hakata Zosen K.K.—Hakata (150)<br>82,00 13,03 6,020<br>74,99 13,01 6,51<br>1 dk<br>RW | **M Tanker**<br><br>10 Ta ER<br>L.(oil) 3 325 | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>2 060kW (2 801bhp)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 104kW 445V a.c. |
| **7927685**<br><br>375288<br>Df Esd Rdr<br>Rt | **THURBURN BLUFF**<br><br>**Northern Bluff Fisheries Pty. Ltd.**<br>*Darwin, N.T.* Australia | **149**<br>93<br>— | | **1979** Ocean Shipyards, W.A. Pty Ltd.—Fremantle,<br>W.A.<br>23,78 6,86 3,850<br>22,53 6,76 2,49<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 reverse<br>geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **7340772**<br>*TFAV*<br>1612<br>Df Esd Gc<br>Pfd Rdr Rt | **THURIDUR HALLDORSDOTTIR**<br>ex Skipaskagi-92 ex Glen Carron-82<br>**Valdimar H/f**<br>Vogar Iceland | **297**<br>111<br>— | **✠100A1** M 1/87-7mos<br>stern trawler<br>**✠LMC** **UMS**<br>EL F ¾"U2<br>FN 387 | **1974**-1 Clelands SB. Co. Ltd.—Wallsend (327)<br>35,87 8,44<br>29,60 8,31 4,75<br>F 13,8 1 dk<br>rf 381 BK 127 | **M Fishing**<br>Stern Trawler<br>Mchy.fwd<br>1 Ho 8,5<br>In.184<br>2 Ha (stl) (each 1,8 × 1,2) | Bergens<br>Oil 4SA 6Cy. 250 × 300 reverse<br>to sc. shaft<br>988bhp (727kW) ✠ NE 5/85<br>BMV Maskin A/S<br>Gen 1 × 396kW 1 × 112kW<br>380V 50Hz a.c.<br>Controllable pitch propeller |
| **6616734**<br>*TFDI*<br>1009<br>Df Esd Rdr<br>Rt | **THURIDUR HALLDORSDOTTIR**<br>ex Soley-81<br>**Valdimar H/f**<br>Vogar Iceland | **188**<br>79<br>— | <br><br>(NV) | **1966** Lindstols Skips & Batbyg. A/S—Risor<br>(262)<br>34,70 7,07 3,728<br>30,99 7,01 3,81<br>1 dk<br>rf 1397 BK 114 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br><br><br>2 Ha (1,9 2,5 × 1,6) ER<br>1W Der 1(2,5) | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>600bhp (441kW)<br>A/S Wichmann<br>Gen 2 × 25kW 220V 50Hz a.c.<br>Fuel (d.o.) |

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| **THURINGEN**<br>ex Walter Ulbricht-90<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany<br>SatCom: 1121474/THUR | *18 353*<br>*5 787*<br>19 710<br>T/cm<br>40,0 | DSRK GL | **1989** VEB Warnowwerft Warnemuende—Warnemuende (184)<br>174,20 (BB) 10,420<br>163,85 25,40 15,90 | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>5 Cell. Ho 15,3 29,3 27,1 27,1 ER 12,6<br>G.29 957<br>TEU 1164<br>C.Ho 543/20'(40') C.Dk 621/20' (40') incl. ref C.<br>13 Ha (stl) ER 4 Ha (stl) | MAN K8SZ70/125BL<br>Oil 2SA 8Cy. 700 × 1250<br>8 050kW (10 944bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 2 × 568kW 1 × 485kW 2 × 424kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 73,5t (d.o.) 2 263,5t (hvf)-52,8pd 17kn |
| **THURIYA**<br>**Government of The Union of Myanmar (Myanmar Ports Corporation)**<br>Yangon Union of Myanmar | **112**<br>—<br>— | **✠100A1**<br>EL 165,0/40,0U2<br>FN 252 | **1988**-11 Italthai Marine Co. Ltd.—Bangkok (61)<br>21,30 8,39 2,000<br>20,46 8,20 4,10<br>1 dk<br>rf 1050 | **Lightship** | |
| **THURO**<br>ex Uno-91 ex Stevnsklint-81<br>**Hans Peter Madsen**<br>Svendborg Denmark | **398**<br>243<br>670 | BV | **1963** Husumer Schiffsw.—Husum (1214)<br>51,82 8,69 3,290<br>46,56 8,67 3,71<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>2 Ha (each 12,1 × 5,0) ER<br>2W Der 2(2) | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>441kW (600bhp) NE 75<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 7kW 1 × 6kW 115V d.c.<br>Controllable pitch propeller<br>10kn |
| **THUROKLINT**<br>ex Thuro-91 ex Da Costa-73<br>**Th. Frydendahl Petersen A/S**<br>Svendborg Denmark | **398**<br>243<br>670 | **✠100A1** SS 7/86<br>**✠LMC**<br>EL f<br>FN 481 | **1954**-4 Grol's Scheepswerven—Zuidbroek (39)<br>48,47 7,80 3,290<br>44,07 7,75 3,70<br>P 10,1 RQD 2,8 F 4,3 1 dk<br>RW | **M General Cargo**<br>1 Ho 27,5 ER<br>G.742 B.700<br>2 Ha (w) (each 11,5 × 5,1) ER<br>2W Der 2(2) | Brons<br>Oil 2SA 6Cy. 220 × 380<br>300bhp (221kW) ✠ NE 9/64<br>Appingedammer Brons Appingedam<br>Gen 2 × 5kW 110V d.c.<br>Fuel 20,5t (d.o.)-1,5pd 9kn |
| | | **LAID UP — SURVEYS OVERDUE 7/90** | | | |
| **THUROSUND**<br>ex Sanne Stenhoj-70<br>**P/R Thurosund**<br>Hans Klempel<br>Horsens Denmark (DIS) | **398**<br>255<br>696 | BV | **1963** Husumer Schiffsw.—Husum (1218)<br>51,82 8,69 3,302<br>47,48 8,67 3,71<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 32,0 ER<br>G.906 B.821<br>2 Ha (14,3 8,7 × 5,0) ER | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>300bhp (221kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 32,5t (d.o.) 11kn |
| **THURSO**<br>**Kristiansund Shipping A/S**<br>Gunnar Kjonnoy Rederi<br>Kristiansund Norway (NIS) | T.Mk<br>**299**<br>193<br>884 | BV (NV) | **1972** Orens M/V—Trondheim (54)<br>60,10 10,04 3,423<br>54,34 9,99 5,67<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 849 B.1 630<br>2 Ha (stl) (13,5 15,3 × 6,0) ER<br>2W Der 2(2,5) | Mitsubishi<br>Oil 4SA 6Cy. 240 × 260 reduction geared to sc. shaft<br>883kW (1 200bhp) NE 87<br>Mitsubishi Heavy Industries Ltd. Sagamihara<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 51,0t (d.o.)-4,0pd 12kn |
| **THUTMOSE**<br>**The Egyptian Navigation Co. (ENC)**<br>Alexandria Egypt<br>SatCom: 1622106/SUQL | **5 741**<br>3 005<br>8 230 | **✠100A1** CS 8/91<br>Ice Class 3<br>**✠LMC**<br>EL x 495,0/50,0U2<br>FN 3340 | **1981**-8 Alexandria Shipyard—Alexandria (10018)<br>129,93 (BB) 17,84 7,846<br>120,94 17,80 9,81<br>P 44,9 F 9,8 2 dks<br>rf nil | **M General Cargo**<br>pt higher tensile steel<br>5 Ho 16,1 16,1 17,5 17,5 ER 11,9<br>5 TwD<br>G.11 155 B.10 120<br>5 Ha (stl) (8,6 × 7,2) (11,4 11,4 11,4 × 10,2) ER (8,6 × 7,2)<br>4W Cr 3(8) Der 1(40) 4(5) | B&W 6L45GFC<br>Oil 2SA 6Cy. 450 × 1200<br>5 272bhp (3 878kW)<br>B&W Maskinfabrik Div. of B&W Diesel A/S Kobenhavn<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 250kW 380V 50Hz a.c.<br>Fuel 239,5t (d.o.) 363,5t (hvf)-17,5pd |
| **TIALE**<br>**Pescatlantica S.A.**<br>Vigo Spain | **191**<br>92<br>320 | GL (BV) | **1964** Construcciones Navales P. Freire S.A.—Vigo (19)<br>31,91 7,07 3,252<br>27,59 7,00 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>4 Ha (1,0 1,0 1,0 × 1,6) (1,3 × 1,2) | Bolnes KL-8<br>Oil 4SA 8Cy. 190 × 350 reverse reduction geared to sc. shaft<br>353kW (480bhp)<br>Empresa Nacional "Elcano" Valencia<br>Gen 1 × 37,5kW 110V d.c.<br>Fuel 58,5t (d.o.) 11,25kn |
| **TIAN BAO**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **3 048**<br>2 025<br>5 206 | ZC | **1986** Wuhu Shipyard—Wuhu<br>105,32 - 6,520<br>99,00 16,00 9,00 | **M General Cargo**<br>3 Ho ER<br>G.7 654 B.7 040<br>3 Ha (stl) (10,5 16,8 12,6 × 8,0) ER<br>Der 3(5) 1(10) | Hudong 6ESDZ43/82C<br>Oil 4SA 6Cy. 430 × 820<br>2 207kW (3 000bhp)<br>Hudong Shipyard Shanghai<br>Gen 3 × 250kW 400V a.c.<br>13kn |
| **TIAN CHANG**<br>ex Angeliki-87 ex Maria U-82<br>**Tianjin Marine Shipping Co.**<br>Tianjin/Tientsin China | T.Mk<br>**6 239**<br>3 771<br>7 943 | ZC<br>✠Classed LR until 27/11/87 | **1978**-4 Setouchi Zosen K.K.—Kinoe (461)<br>119,40 (BB) 18,24 7,300<br>110,00 18,20 9,50<br>B 26,0 F 12,8 2 dks<br>rf 127 | **M General Cargo**<br>3 Ho 21,1 28,7 27,2 ER 3 TwD<br>G.12 239 B.11 484<br>TEU 203<br>C.Ho 139/20' (40') C.Dk 64/20' (40')<br>3 Ha (stl) (13,0 × 9,0) (19,6 19,6 × 10,5) ER<br>12W Der 2(60) 10(5) | B&W 6K45GF<br>Oil 2SA 6Cy. 450 × 900<br>5 300bhp (3 898kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 240kW 445V 60Hz a.c.<br>Fuel 93,5t (d.o.) 708,0t (hvf)-20,5pd 14kn |
| **TIAN CHI**<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **5 002**<br>2 601<br>2 070 | | **1981** Xingang Shipyard—Tianjin/Tientsin<br>120,00 5,800<br>108,00 17,00 9,80<br>3 dks | **M General Cargo** —bth P<br>2 Ho<br>G.1 522 B.1 340<br>2 Ha (stl) (each 4,2 × 7,5)<br>4W Der 4(3) | 2 Vee Oil 4SA each 12Cy. 300 × 550<br>4 500bhp (3 310kW)<br>Shanghai Diesel Engine Works People's Republic of China<br>Gen 3 × 250kW 390V 50Hz a.c.<br>14,75kn |
| **TIAN DA SHAN**<br>ex Treasure Star-86<br>ex Timmar Venture-83<br>ex Marie-France B-79<br>**Government of The People's Republic of China (Fujian Province Shipping Co. - Fuzhou Branch)**<br>Fuzhou/Foochow China | **4 474**<br>3 031<br>7 887 | ZC (BV) (GL) | **1976** K.K. Uwajima Zosensho—Uwajima (839)<br>114,29 17,63 7,200<br>104,00 17,60 9,00<br>P 25,3 F 15,3 1 dk<br>rf 2337 | **M General Cargo**<br>2 Ho 39,4 39,9 ER<br>G.10 601 B.10 028<br>2 Ha (stl) (30,8 34,2 × 8,7) ER<br>4W Der 4(15) | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K. Japan<br>Gen 2 × 250kW 445V 60Hz a.c.<br>Fuel 572,0t (hvf) 13,5kn |
| **TIAN E**<br>ex Dana Corona-85 ex Robin Hood-79<br>ex Dana Sirena-79 ex Robin Hood-78<br>ex Dana Sirena-78 ex Robin Hood-77<br>ex Olau Dana-77 ex Dana Sirena-75<br>ex Aalborghus-71<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | T.Mk<br>**7 988**<br>3 884<br>1 520 | (BV) | **1969** Cant. Nav. del Tirreno e Riuniti—Riva Trigoso (280)<br>124,97 19,31 5,610<br>108,50 19,25 7,20<br>3 dks | **TM Passenger/RoRo Cargo/Ferry** 790P<br>Bow, stern & side doors<br>1 Ho 18,9<br>1 Ha (stl) (3,8 × 6,0)<br>Cr 1(5) | B&W 12-42VT2BF-90<br>2 Oil 2SA each 12Cy. 420 × 900<br>12 000bhp (8 827kW)<br>Cant. Nav. del Tirreno e Riuniti Ancona<br>Gen 4 × 460kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 703,0t (hvf) 21kn |
| **TIAN FEI**<br>ex Zhe Jiang 607-89<br>**Ningbo Maritime Transportation Co.**<br>Ningbo China | **187**<br>111<br>45 | | **1976** Zhoushan Shipyard—Zhoushan<br>30,30 - 1,900<br>26,80 5,80 2,65<br>1 dk | **M Ferry**<br>2 Ho ER<br>2 Ha (stl) (1,2 × 1,2) (1,3 × 1,3) ER | Chinese Std. Type 6160A<br>Oil 4SA 6Cy. 160 × 225<br>257kW (349bhp)<br>Weifang Diesel Engine Factory Weifang<br>10kn |

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| **8831821**<br>*BLPB*<br>Esd Rdr Rt | **TIAN FENG**<br>ex Zhe Hai 604-89<br>**Ningbo Maritime Transportation Co.**<br>Ningbo China | **1 884**<br>882<br>635 | | **1975** Jiangnan Shipyard—Shanghai<br>77,30 - 3,150<br>68,00 12,40 5,80<br>2 dks | **M Ferry**<br>2 Ho ER<br>2 Ha (stl) (7,0 4,5 × 4,0) ER | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>971kW (1 320bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 75kW 400V a.c. |
| **8311857**<br>*BPXP*<br>Df Esd Gc<br>Pfd Rdr Rt | **TIAN HE**<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **5 492**<br>2 855<br>2 096 | | **1983** Xingang Shipyard—Tianjin/Tientsin (239)<br>120,00 5,801<br>108,00 17,00 7,80<br>3 dks | **TM Passenger/General Cargo/Ferry** | Sulzer<br>2 Oil 2SA each 6Cy. 440 × 760<br>6 000bhp (4 413kW)<br>Shanghai Diesel Engine Works |
| **8426602**<br>Df Esd Gc<br>Pfd Rdr Rt | **TIAN HU**<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **5 002**<br>2 601<br>2 070 | | **1981** Xingang Shipyard—Tianjin/Tientsin<br>120,00 5,800<br>108,00 17,00 9,80<br>3 dks | **M General Cargo**<br>—bth P<br>2 Ho<br>G.1 522 B.1 340<br>2 Ha (stl) (each 4,2 × 7,5)<br>4W Der 4(3) | 2 Vee Oil 4SA each 12Cy. 300 × 550<br>4 500bhp (3 310kW)<br>Shanghai Diesel Engine Works<br>People's Repu<br>Gen 3 × 250kW 390V 50Hz a.c. |
| **6409507**<br>*BXBN*<br>Df Esd Gc<br>RdrRTm | **TIAN HU**<br>ex Tien Hu-81 ex Skandynawia-81<br>ex Visby-70<br>**Guangdong Province, Hong Kong & Macau Navigation Co.**<br>Guangzhou/Canton China | T.Mk<br>**3 899**<br>2 027<br>550 | ZC (PR)<br>✠Classed LR until 5/71 | Lch.**1964** N.V. Schps. Gebr. Pot—Bolnes (501)<br>Cmpl.**1964**-7 Zaanlandsche Schps. Maats. —Zaandam<br>88,18 16,41 4,099<br>80,00 15,70 5,35<br>B & F 78,1 1 dk, 2nd dk except in mchy. space<br>rf 152 | **TM Passenger/RoRo Cargo/Ferry**<br>760P<br>Bow, side & stern door/ramps Ice strengthened | Deutz<br>2 Oil 4SA each 12Cy. 400 × 500<br>6 400bhp (4 708kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 500kW 1 × 50kW 390V a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.)-19,5pd |
| **8831807**<br>*BWBH*<br>Df Esd Gc<br>Pfd Rdr Rt | **TIAN HU SHAN**<br>**Government of The People's Republic of China (Fujian Province Shipping Co. - Fuzhou Branch)**<br>Fuzhou/Foochow China | T.Mk<br>**1 548**<br>744<br>—<br>**2 724**<br>1 429<br>3 881 | ZC | **1981** Zhonghua Shipyard—Shanghai<br>101,15 - —/6,150<br>92,30 13,80 7,70<br>1 dk | **M General Cargo** | Chinese Std. Type<br>Oil 4SA 6Cy. 430 × 820<br>2 207kW (3 000bhp)<br>Hudong Shipyard<br>Gen 2 × 250kW 400V a.c. |
| **8426614**<br>*BPXB*<br>Df Esd Pfd<br>Rdr Rt | **TIAN HUA**<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **4 299**<br>1 732<br>1 861 | | **1976** Xingang Shipyard—Tianjin/Tientsin<br>114,00 5,301<br>102,00 15,40 9,00<br>3 dks | **M General Cargo**<br>—bth P<br>3 Ho<br>G.1 577 B.1 395<br>3 Ha (stl) (each 4,2 × 6,0)<br>6W Der 6(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>2 400bhp (1 765kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 250kW 390V 50Hz a.c. |
| **8311845**<br>*BPXO*<br>Df Esd Gc<br>Pfd Rdr Rt | **TIAN HUAI**<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **5 002**<br>2 601<br>2 070 | | **1983** Xingang Shipyard—Tianjin/Tientsin (238)<br>120,00 5,801<br>108,00 17,00 9,80<br>3 dks | **TM Passenger/General Cargo/Ferry**<br>948P | Sulzer<br>2 Oil 2SA each 6Cy. 440 × 760<br>6 000bhp (4 413kW)<br>Sulzer Bros. Ltd. |
| **8311869**<br>*BPXQ*<br>Df Esd Gc<br>Pfd Rdr Rt | **TIAN JIANG**<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **5 492**<br>2 855<br>2 237 | | **1984** Xingang Shipyard—Tianjin/Tientsin (240)<br>128,00 5,801<br>108,00 17,00 7,80<br>3 dks | **TM Passenger/General Cargo/Ferry**<br>948P | Sulzer<br>2 Oil 2SA each 6Cy. 440 × 760<br>6 000bhp (4 413kW)<br>Shanghai Diesel Engine Works |
| **8426626**<br>*BPJT*<br>Df Esd Gc<br>Pfd Rdr Rt | **TIAN JIN**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **7 240**<br>4 304<br>11 370 | | **1970** Xingang Shipyard—Tianjin/Tientsin<br>140,16 8,700<br>128,00 18,20 11,41<br>F 11,9 1 dk | **S General Cargo**<br>5 Ho<br>G.13 304 B.12 610<br>5 Ha (stl) (7,0 9,0 9,0 9,0 × 12,0) (7,0 × 10,5)<br>10W Der 10(2,5) | S Turb 0<br>5 000shp (3 678kW)<br>People's Repu<br>Gen 3 × 300kW 380V 50Hz a.c. |
| **6408163**<br>*BPXF*<br>Df Esd Gc<br>Rdr RTm/v | **TIAN KUN**<br>ex Orient Star-91 ex Ionian Star-90<br>ex Leif Eiriksson-76 ex Prins Bertil-66<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **3 722**<br>1 883<br>— | RI<br>✠CLASS WITHDRAWN at Owners' request 7/91 | **1964**-4 Werft Nobiskrug G.m.b.H.—Rendsburg (635)<br>114,89 17,84 4,668<br>100,01 17,61 6,71<br>P 3,7 B & F 91,5 1 dk, 2nd dk except in mchy. space<br>rf 508 | **TM Passenger/RoRo Cargo/Ferry**<br>268bth 322dk P<br>Bow & stern doors | MAN<br>4 Vee Oil 4SA each 16Cy. 300 × 45<br>hydraulic couplings & sr geared to s<br>7 120kW (9 680bhp)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 4 × 362,2kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **7362017**<br>*BORD*<br>Df Esd Gc<br>Pfd Rdr RTh | **TIAN LI SHAN**<br>ex Lindinger Jade-78<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **1 599**<br>1 019<br>4 100 | ZC (BV) | **1974** Husumer Schiffsw.—Husum (1423)<br>91,45 (BB) 14,25 6,080<br>83,45 14,20 8,60<br>F 7,7 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 61,7 ER<br>G.6 351 B.5 785<br>2 Ha (stl) (18,9 25,2 × 10,8) ER<br>4W Der 2(20) 2(5) | Deutz<br>Oil 4SA 8Cy. 370 × 400<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 160kW 380V 50Hz a.c.<br>Fuel 303,0t (d.o.)-15,0pd |
| **7224605**<br>*BOKD*<br>Df Esd Gc<br>Pfd Rdr Rt | **TIAN LIN**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | T.Mk<br>**6 365**<br>3 153<br>9 920<br>**9 758**<br>5 630<br>13 640 | ZC<br>✠Classed LR until 11/73 | **1972**-12 Brodogradiliste i Tvornica Dizel Motora "Split" (251)<br>160,00 (BB) 21,85 7,909/9,421<br>148,00 21,81 12,25<br>F 14,7 2 dks, 3rd dk in No. 2 hold<br>rf nil | **M General Cargo**<br>Ref<br>5 Ho 18,9 19,5 26,9 26,9 ER 17,2<br>G.17 946 B.16 564 In.1 332 HeCls. B<br>5 Ha (stl) (10,5 × 5,0) (12,8 18,7 18,7 × 8,0) ER (7,4 × 8,0)<br>16W Der 1(120) 2(12) 14(5) | MAN<br>Oil 2SA 6Cy. 780 × 1550<br>11 400bhp (8 385kW)<br>Tvornica Dizel Motora "Split"<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 215,0t (d.o.) 1 708,0t (hvf)-42,5 |
| **7372488**<br>*BOKM*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TIAN LING**<br>ex Wah Yong-82 ex Uniafrica-80<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **15 875**<br>9 895<br>29 672<br>T/cm<br>39,3 | ZC (BV) | **1974** Imabari Zosen—Marugame (1020)<br>177,16 26,04 10,321<br>165,00 26,00 14,50<br>B 26,0 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 17,6 26,5 26,5 26,5 26,5 ER<br>G.36 393 B.35 205<br>5 Ha (stl) (11,2 × 11,2) (21,5 21,5 21,5 21,5 × 12,8) ER<br>15W | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 2 051,5t (hvf)-38,5pd |
| **8422151** | **TIAN LU HU**<br>**Chu Kong Shipping Co. Ltd.**<br>Guangzhou/Canton China | **350**<br>—<br>125 | (NV) | **1985** A/S Fjellstrand—Omastrand (1567)<br>38,82 9,40<br>36,50 3,51<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull<br>330dk P | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 1<br>sc. shafts<br>4 000bhp (2 942kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 20kW 230V 50Hz a.c. |
| **7415577**<br>*BOCS*<br>Df Esd Gc<br>Pfd Rdr Rt | **TIAN MEN**<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **9 672**<br>5 235<br>13 884 | ZC (BV) | **1974** VEB Warnowwerft Warnemuende —Warnemuende (386)<br>152,75 (BB) 20,32 9,310<br>140,73 20,30 11,89<br>P 54,3 F 28,4 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 19,4 18,1 26,4 ER 18,9<br>G.18 792 B.17 379<br>5 Ha (stl) (9,0 × 5,9) (10,5 10,5 18,9 × 10,9) ER (10,3 × 9,9)<br>16W Der 1(70) 16(10) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock<br>Gen 3 × 400kW 390V 50Hz a.c.<br>Fuel 1 903,0t (hvf) |

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| **TIAN MU SHAN**<br>ex Aegis Agent-79<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **6 427**<br>4 239<br>—<br>**9 317**<br>6 404<br>15 958 | ZC (AB) | **1978** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (304)<br>144,00 21,47 —/8,900<br>134,00 21,40 12,20<br>P 12,2 F 9,8 2 dks<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 24,7 30,0 13,5 30,0 ER<br>G.22 011 B.20 290<br>4 Ha (stl) (13,4 × 8,0) (20,1 7,3 20,1 × 12,5) ER<br>Cr 3(12,5) | B&W 7K45GF<br>Oil 2SA 7Cy. 450 × 900<br>6 150bhp (4 524kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 252kW a.c.<br>14kn |
| **TIAN NING**<br>ex Zhe Jiang 602-89<br>**Ningbo Maritime Transportation Co.**<br>Ningbo China | **195**<br>109<br>84 | | **1970** Shanghai Shipyard—Shanghai<br>33,77 - 2,000<br>29,60 5,54 2,56<br>1 dk | **M Ferry** | Chinese Std. Type<br>2 Oil 4SA each 6Cy. 160 × 225<br>368kW (500bhp)<br>Weifang Diesel Engine Factory<br>People's Republic of China<br>10kn |
| **TIAN PENG**<br>ex Farah I-90 ex Farah-83<br>ex Munster-83<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **4 007**<br>2 096<br>3 878 | ✠LR class withdrawn-Owners' request 12/90 | **1968**-5 Werft Nobiskrug G.m.b.H.—Rendsburg (657)<br>110,22 (BB) 18,09 4,446<br>99,70 17,61 11,21<br>B 75,0 2 dks, 3rd dk clear of mchy. space<br>rf 508 | **TM Passenger/RoRo Cargo/Ferry**<br>80cbn 248bth 759dk P<br>Ice strengthened<br>Bow door & ramp<br>L 4,20 W 4,66 SWL 45<br>Stern door & ramp<br>L 4,15 W 5,00 SWL 45<br>TEU 80 C. 80/20' | MAN<br>4 Vee Oil 4SA each 18Cy. 300 × 450 sr geared to sc. shafts<br>11 400bhp (8 385kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 464kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 95,5t (d.o.) 200,5t (hvf)-36,5pd 17kn |
| **TIAN SHAN**<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **4 299**<br>1 732<br>1 861 | | **1974** Xingang Shipyard—Tianjin/Tientsin<br>114,00 5,301<br>102,00 15,40 9,00<br>3 dks | **M General Cargo**<br>3 Ho<br>G.1 577 B.1 395<br>3 Ha (stl) (each 4,2 × 6,0)<br>6W Der 6(3) | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>2 400bhp (1 765kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 250kW 390V 50Hz a.c.<br>12kn |
| **TIAN SHAN HAI**<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China<br>SatCom: 1570563/TSHH | **26 703**<br>14 713<br>45 884 | ZC | **1985** Osaka Zosensho—Osaka (435)<br>194,50 (BB) 11,390<br>185,00 30,50 16,27<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.55 913 B.55 096<br>5 Ha (stl) ER<br>Cr 4(-) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>10 280bhp (7 562kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>14,5kn |
| **TIAN SHEN**<br>ex Asian Pallas-86<br>**Tianjin-Kobe International Marine Shipping Co. Ltd.**<br>Tianjin/Tientsin China | **3 992**<br>2 622<br>6 372 | ZC (NK) | **1977** Kurushima Dockyard Co. Ltd.—Imabari (2052)<br>119,11 6,524<br>109,00 18,00 8,25<br>P 20,8 F 17,1 1 dk | **M Container Ship**<br>Fixed-guides<br>G.8 393<br>TEU 324 C.Ho 108/20' C.Dk 216/20'<br>6 Ha ER | Mitsubishi 6UET52/90<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 356kW 450V a.c. |
| **TIAN SHUI HAI**<br>ex Dorado-79<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China | **23 073**<br>16 693<br>42 843<br>T/cm<br>50,6 | ZC<br>✠Classed LR until 5/10/79 | **1964**-11 Bremer Vulkan A.G.—Bremen-Vegesack (912)<br>214,16 27,39 11,861<br>203,75 27,30 15,75<br>P 40,0 F 18,0 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 16,5 33,6 17,2 17,2 17,2 33,5 17,2 ER<br>G.50 970 B.50 155<br>9 Ha (stl) (8,5 7,4 7,4 8,9 7,4 8,9 7,4 7,4 8,9 × 12,5) ER | MAN<br>Oil 2SA 8Cy. 780 × 1550<br>12 000bhp (8 827kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>Gen 3 × 368kW 450V 60Hz a.c.<br>Fuel 199,0t (d.o.) 1 052,0t (hvf)-37,0pd 13kn |
| **TIAN TAI SHAN**<br>ex Ocean Prosper-79<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**6 555**<br>3 657<br>—<br>**11 256**<br>6 797<br>16 441 | ZC (AB) (GL) | **1970** Mitsubishi Heavy Industries Ltd.—Shimonoseki (674)<br>155,56 21,85 —/10,000<br>143,00 21,80 13,40<br>F 13,5 2 dks<br>rf 254 | **M General Cargo**<br>5 Ho 20,8 22,4 22,4 24,7 ER 20,8<br>5 TwD<br>G.24 416 B.22 474<br>TEU 267<br>C.Ho 176/20' (40') C.Dk 91/20' (40') incl. 10 ref C.<br>8 Ha (stl) (8,0 × 7,0) (13,6p&s 13,6p&s 13,6p&s × 7,7) ER (13,6 × 7,7)<br>10W Cr 2(12,5) 1(10) Der 1(60) 10(10) | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1250<br>9 600bhp (7 061kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel 1 085,0t (hvf) 17,5kn |
| **TIAN TAN**<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **5 002**<br>2 601<br>2 070 | | **1982** Xingang Shipyard—Tianjin/Tientsin<br>120,00 5,800<br>108,00 17,00 9,80<br>3 dks | **M General Cargo**<br>—bth P | Sulzer<br>2 Oil 2SA each 6Cy. 440 × 750<br>6 000bhp (4 413kW)<br>Shanghai Diesel Engine Works<br>People's Republic of China<br>Gen 3 × 250kW 390V 50Hz a.c.<br>15kn |
| **TIAN TAN HAI**<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China<br>SatCom: 1570571/TTHA | **26 703**<br>14 713<br>45 884 | ZC | **1985** Osaka Zosensho—Osaka (434)<br>194,50 (BB) 11,390<br>185,00 30,50 16,27<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.55 913 B.55 096<br>5 Ha (stl) ER<br>Cr 4(-) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>10 280bhp (7 562kW)<br>Hitachi Zosen Sakurajima Works, Osaka |
| **TIAN TONG**<br>ex Zhe Jiang 605-89<br>**Ningbo Maritime Transportation Co.**<br>Ningbo China | **685**<br>356<br>— | | **1983** Wen Chou Shipyard—Wen Chou<br>45,11 - 2,950<br>12,60 4,40<br>2 dks | **TM Ferry** | Chinese Std. Type 6160A<br>2 Oil 4SA each 6Cy. 160 × 225<br>1 030kW (1 400bhp)<br>Weifang Diesel Engine Factory Weifang<br>Gen 2 × 50kW 400V a.c.<br>10kn |
| **TIAN XIANG**<br>ex Fu Rong-90 ex Hong Wei 13-83<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **2 715**<br>1 663<br>700 | | **1976** Guangzhou Shipyard—Guangzhou/Canton<br>94,20 3,601<br>86,00 13,80 7,50<br>2 dks | **M General Cargo**<br>—bth P<br>2 Ho<br>2 Ha (stl) (6,6 4,7 × 4,7) ER<br>6W Der 2(1,5) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>2 340bhp (1 721kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 250kW 400V 50Hz a.c.<br>13kn |
| **TIAN XING**<br>ex Litsa-88 ex Laurie U-82<br>**Tianjin Marine Shipping Co.**<br>Tianjin/Tientsin China | **6 248**<br>3 429<br>7 955 | ZC<br>✠Classed LR until 8/88 | **1977**-3 Setouchi Zosen K.K.—Kinoe (460)<br>119,40 (BB) 18,29 7,411<br>110,00 18,20 9,50<br>P 21,1 F 11,0 2 dks<br>rf 152 | **M General Cargo**<br>3 Ho 21,1 28,7 27,3 3 TwD<br>G.12 087 B.11 332<br>3 Ha (stl) (13,0 × 9,0) (19,6 19,6 × 10,5) ER<br>12W Der 2(60) 10(5) | B&W 6K45GF<br>Oil 2SA 6Cy. 450 × 900<br>3 898kW (5 299bhp)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 240kW 445V 60Hz a.c.<br>Fuel 81,5t (d.o.) 694,5t (hvf)-19,5pd 14kn |
| **TIAN YA**<br>**Government of The People's Republic of China (China National Cereals, Oils & Foodstuffs Import & Export Corp.)**<br>San Ya China | **499**<br>196<br>607 | ZC | **1988** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong<br>53,56 - 3,400<br>48,00 8,80 4,20<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.734 B.720<br>2 Ha (stl) (each 6,9 × 5,2) ER<br>Cr 2(1,5) | MAN 8L20/27<br>Oil 4SA 8Cy. 200 × 270<br>800kW (1 088bhp)<br>Xinzhong Power Machinery Plant Shanghai<br>Gen 2 × 90kW 1 × 40kW 380V a.c.<br>12kn |
| **TIAN YAN**<br>**Tianjin Marine Shipping Co.**<br>Tianjin/Tientsin China | **5 231**<br>2 543<br>4 452 | ZC | **1985** Wuhu Shipyard—Wuhu<br>119,32 6,500<br>110,00 18,00 8,50<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Mchy.aft<br>TEU 303 C.Ho 151/20' C.Dk 152/20' | Oil<br>............. |

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| **8831778**<br>*BLCD*<br><br>Esd Rdr Rt | **TIAN YI**<br>ex Zhe Jiang 603-89<br>ex Lu Ming Yi Hao<br>**Ningbo Maritime Transportation Co.**<br>Ningbo China | **841**<br>437<br>312 | | **1970** Hudong Shipyard—Shanghai<br>58,13 - 3,200<br>52,00 10,00 5,30<br>2 dks | **M Ferry** | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>441kW (600bhp)<br>Xinzhong Power Machinery Plant<br>Gen 2 × 56kW 230V a.c. |
| **7430101**<br>*BFLC*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **TIAN YUE**<br>ex Gloria Trader-83 ex Benny Trader-81<br>ex Tokusan Maru-78<br>**Tianjin Marine Shipping Co.**<br>Tianjin/Tientsin China | **4 371**<br>2 645<br>5 885 | ZC (NK) | **1975** Miho Zosensho K.K.—Shimizu (1014)<br>118,10 - 6,173<br>109,00 18,00 8,25<br>P 22,3 F 17,1 1 dk | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho ER<br>TEU 312 C.Ho 144/20' C.Dk 168/20'<br>6 Ha (stl) ER | Mitsubishi<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 480kW |
| **8311871**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **TIAN YUN**<br><br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Dalian/Dairen China | **5 500**<br>2 800<br>2 000 | | **1984** Xingang Shipyard—Tianjin/Tientsin (248)<br>120,02 5,801<br>108,01 17,01 7,83<br>3 dks | **TM Passenger/General Cargo/Ferry**<br>948P | Sulzer<br>2 Oil 2SA each 6Cy. 440 × 760<br>6 000bhp (4 413kW)<br>Shanghai Diesel Engine Works |
| **8831857**<br>*BPXC*<br><br>Df Esd Pfd<br>Rdr Rt | **TIAN 2**<br>ex Gong Nong Bing 2-85<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **4 053**<br>1 141<br>1 242 | | **1966** Xingang Shipyard—Tianjin/Tientsin<br>105,00 - 5,200<br>96,00 15,20 8,90<br>2 dks | **S Passenger/General Cargo**<br>2 Ho ER<br>G.697 B.613<br>2 Ha (stl) (5,2 4,8 × 3,4) ER<br>4W Der 4(2) | Gen 2 × 200kW 380V a.c. |
| **7856068**<br>*DUUF*<br>220814 | **TIBAY**<br>ex Tensha Maru-81 ex Nikko Maru<br>**Philippine Shipyard & Engineering Corp. (PHILSECO)**<br>Manila Philippines | **228**<br>103<br>— | | **1969** Kanagawa Zosen—Kobe<br>30,46 3,001<br>27,01 8,60 4,02<br>1 dk | **TM Tug** | Hanshin<br>2 Oil<br>The Hanshin Diesel Works Ltd. |
| **8907747**<br>*HP5518*<br>19570-PEXT1<br>Esd Rdr Rt | **TIBER**<br>Launched as Diana<br>**High Fortune Development Ltd.**<br>Panama Panama | *274*<br>*118*<br>381 | ✠**100A1**<br>fishing vessel<br>Peruvian coastal service not more than 50 miles offshore in reasonable weather<br>**LMC**<br>EL 275,0/22,0U1<br>FN 422 | **1989**-12 Shangyou Shipyard—Fuzhou (806-1)<br>38,50 - 3,600<br>34,00 8,20 4,20<br>1 dk<br>rf - Box K | **M Fishing**<br>Side-fishing Purse Seiner | MAN<br>Oil 4SA 6Cy. 200 × 270 with clutches,<br>couplings & sr reverse geared to sc.<br>600kW (816bhp)<br>Sichuan Diesel Engine Factory<br>Chongqing<br>Gen 2 × 40kW 400V 50Hz a.c. |
| **7010494**<br>*ELNH7*<br>9350<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TIBER ORE**<br>ex Lyra-90 ex Nai Marcus-79<br>ex Marcus Lolli Ghetti-74 ex Tarim-72<br>**Quorate International Inc.**<br>Monrovia Liberia | **81 033**<br>68 858<br>152 298<br>T/cm<br>113,1 | AB RI (NV) | **1970** A.G. "Weser"—Bremen (1373)<br>293,20 42,58 17,457<br>281,69 42,50 24,74<br>F 16,5 1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>Adapted for Dry cargoes only<br>Str. heavy cargoes<br>9 Ho/Ta 24,8 23,6 23,6 23,6 23,6 23,6 23,6 23,6 23,6 ER<br>G.169 497 HeCls. BC<br>9 Ha (stl) (15,7 × 16,3) (13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 × 21,0) ER | B&W<br>Oil 2SA 8Cy. 980 × 2000<br>20 596kW (28 000bhp)<br>Frd. Krupp Masch. Abt. Dieselmotoren<br>Gen 2 × 700kW 1 × 660kW 440V 50<br>Fuel 544,0t (d.o.) 6 937,5t (hvf)-100,0pd |
| **8727018**<br>*UJJK*<br>M-12892<br>Df Esd Gc<br>Rdr RTv | **TIBIYA**<br><br>**Dalryba**<br>(Magadan) (U.S.S.R.) | *683*<br>*233*<br>474 | RS | **1988** ............U.S.S.R.<br>54,99 9,52 4,340<br>50,04 - 5,16<br>1 dk | **M Fish Carrier**<br>Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>589kW (801bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 150kW a.c. |
| **7941277**<br>*LYDE*<br>M-37762<br>Df Esd Gc<br>Rdr RTv | **TIBIYA**<br><br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **597**<br>184<br>521 | RS | **1980** ............U.S.S.R.<br>55,53 11,10 4,950<br>7,50<br>1 dk | **M Fishing**<br>Tuna Ref<br>Ice strengthened<br>In.364 | Oil 4SA 8Cy. 300 × 380<br>2 274bhp (1 673kW) |
| **7505334**<br>*UMTJ*<br>M-17422<br>Df Esd Gc<br>Pfd Rdr RTv | **TIBOR SZAMUELI**<br><br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.)<br>SatCom: 1401431/UMTJ | T.Mk<br>**22 752**<br>10 037<br>—<br><br>**35 817**<br>15 497<br>37 850 | RS | **1979** Valmet Oy Helsingin Telakka—Vuosaari, Helsinki/Helsingfors (291)<br>266,45 35,06 —/11,000<br>222,82 34,99 16,06<br>3 dks | **TM Barge Carrier**<br>Heavy-load<br>Ice strengthened Stern door & barge lift<br>G.51 300 B.48 356<br>26 Lighters or C. Ho 832/20' C.Dk 720/20' | Pielstick<br>4 Vee Oil 4SA each 16Cy. 400 × 460<br>sc. shafts<br>26 480kW (36 000bhp)<br>Oy Wartsila Ab Helsin<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 564,5t (d.o.)-130,0pd |
| **8136336**<br>*LYGH*<br>M-35224<br>Df Esd Rdr<br>RTm/h | **TIBRIKU**<br><br>**Zapryba**<br>(Pyarnu) (U.S.S.R.) | T.Mk<br>**282**<br>80<br>138 | RS | **1983** ............U.S.S.R.<br>35,72 8,92 3,429<br>5,95<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.110<br>1 Ha (1,3 × 1,3)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360 geared to sc.<br>340bhp (250kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **6604195**<br>*CONP*<br><br>Df Esd Gc<br>Rdr Rt | **TIBURON**<br><br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>La Habana Cuba | **1 284**<br>588<br>1 107 | (BV) | **1965** Enrique Lorenzo y Cia. S.A.—Vigo (314)<br>66,71 11,82 5,150<br>62,41 11,80 8,06<br>2 dks | **M Fishing** CSD<br>Stern Trawler<br>2 Ho<br>In.984<br>2 Ha (3,5 1,7 × 1,6) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 850bhp (1 361kW)<br>Fabrica de San Carlos S.A. |
| **8004820**<br>*XCTI*<br><br>Df Gc Pfd<br>Rdr Rt | **TIBURON I**<br><br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Salina Cruz Mexico | **298**<br>82<br>228 | (NK) | **1980** Miho Zosensho K.K.—Shimizu (1149)<br>44,46 2,901<br>38,31 8,01 3,20<br>P 20,8 F 5,2 1 dk | **M Fishing**<br>Side-fishing Long-line Ref<br>Mchy.aft<br>In.299 | Niigata<br>Oil 4SA 6Cy. 250 × 320 with clutches<br>couplings & sr geared to sc. shaft<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 112kW 445V a.c.<br>Controllable pitch propeller |
| **7322184**<br>*HP5856*<br>20125-PEXT<br>Df Rdr Rt | **TIBURON I**<br>ex Howa-90<br>**Pacific Offshore S.A.**<br>Panama Panama | *270*<br>*81*<br>101 | ✠CLASS WITHDRAWN at Owners' request 26/8/91 | **1973**-6 Hibikinada Dock Co. Ltd.—Kitakyushu (127)<br>32,31 8,74 3,010<br>29,01 8,50 3,81<br>F 5,8 1 dk<br>rf 584 | **TM Tug** | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>shafts<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 40kW 225V 60Hz a.c.<br>2 Controllable pitch propellers |
| **8122543**<br>*XCKB*<br><br>Df Esd Gc<br>Rdr Rt | **TIBURON II**<br><br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas, Sonora Mexico | **299**<br>83<br>264 | (NK) | **1981** Miho Zosensho K.K.—Shimizu (1204)<br>44,46 2,950<br>38,31 8,01 3,20<br>P 21,1 F 5,8 1 dk | **M Fishing**<br>Long-line<br>L.299<br>2 Ha (each 1,6 × 1,6) ER | Niigata<br>Oil 4SA 6Cy. 250 × 320 with clutches<br>couplings & sr geared to sc. shaft<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 122kW<br>Controllable pitch propeller |
| **8122555**<br>*XCJV*<br><br>Df Esd Gc<br>Rdr Rt | **TIBURON III**<br><br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Topolobampo Mexico | **299**<br>83<br>272 | (NK) | **1981** Miho Zosensho K.K.—Shimizu (1205)<br>44,46 3,095<br>38,31 8,01 3,20<br>P 21,1 F 5,8 1 dk | **M Fishing**<br>Long-line<br>L.299<br>2 Ha (each 1,6 × 1,6) ER | Niigata<br>Oil 4SA 6Cy. 250 × 320 with clutches<br>couplings & sr geared to sc. shaft<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 122kW<br>Controllable pitch propeller |

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| **TIBURON IV**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>La Paz Mexico | **299**<br>83<br>276 | (NK) | **1982** Miho Zosensho K.K.—Shimizu (1206)<br>44,46 8,03 3,095<br>38,31 8,01 3,20<br>P 21,1 F 5,2 1 dk | **M Fishing**<br>Long-line Ref<br>2 Ho ER<br>In.299<br>2 Ha (stl) (each 1,6 × 1,6) ER | Niigata 6MG25BX<br>Oil 4SA 6Cy. 250 × 320 with clutches, flexible couplings & sr geared to sc. shaft<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Ota<br>Gen 2 × 122kW<br>Controllable pitch propeller<br>10,5kn |
| **TIBURON TERCERO**<br>**Punta Pesca S.A.**<br>Vigo Spain | *196*<br>*58*<br>162 | BV | **1988** Const. Nav. Santodomingo—Vigo (634)<br>31,00 (BB) 3,480<br>27,20 6,50 5,40<br>1 dk | **M Fishing**<br>Side Trawler Ref | Caterpillar D353SCAC<br>Oil 4SA 6Cy. 159 × 203 with flexible couplings & sr geared to sc. shaft<br>397kW (540bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 48kW 220/380V a.c.<br>10,3kn |
| **TIBURON V**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>La Paz Mexico | **299**<br>83<br>269 | (NK) | **1982** Miho Zosensho K.K.—Shimizu (1207)<br>44,46 8,21 3,095<br>38,31 8,01 3,20<br>P 21,1 F 5,2 1 dk | **M Fishing**<br>Long-line Ref<br>Mchy.aft<br>In.299 | Niigata 6MG25BX<br>Oil 4SA 6Cy. 250 × 320 with clutches, flexible couplings & sr geared to sc. shaft<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Ota<br>Gen 2 × 122kW<br>Controllable pitch propeller<br>10,5kn |
| **TICA**<br>**Robert R. & Everett A. Reahard**<br>Tampa, Fl United States of America | **127**<br>87<br>— | | **1971** Desco Marine—St. Augustine, Fl (F101)<br>*20,97* 2,744<br>6,75 3,81<br>1 dk | **Reinforced Plastic M Fishing** | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TICHITT 1**<br>ex Yamana-88<br>**Cherif Hamahallah**<br>Nouadhibou Mauritania | *222*<br>*70*<br>138 | BV | **1987** Astilleros Armon—Navia (129)<br>29,49 3,152<br>25,56 7,76 4,22<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | Caterpillar 3508TA<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>570kW (775bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 1 × 160kW 380V a.c.<br>11,2kn |
| **TICHITT 2**<br>ex Habbaba-88 ex Nuevo Barbate-82<br>**Cherif Hamahallah**<br>Nouadhibou Mauritania | **238**<br>81<br>203 | BV | **1974** Soc. Met. Duro Felguera—Gijon (103)<br>37,34 7,47 3,849<br>35,41 7,40 4,02<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Krupps<br>Oil 4SA 8Cy. 295 × 420<br>736kW (1 001bhp)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 2 × 128kW 220V 50Hz a.c.<br>Fuel 125,0t (d.o.)<br>11,5kn |
| **TICHITT 3**<br>ex Habbaba II-88 ex Maco I-84<br>ex Berrechid I-83 ex Garbancito-81<br>**Cherif Hamahallah**<br>Nouadhibou Mauritania | **263**<br>99<br>— | (BV) | **1973** Ast. Celaya—Bilbao (138)<br>33,46<br>29,49 7,50 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>B.214 | M.T.M. TI829C<br>Oil 4SA 8Cy. 295 × 420<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 69,0t (d.o.)<br>12kn |
| **TICHITT 4**<br>ex Ribat 1-89 ex Loto-88<br>**Cherif Hamahallah**<br>Nouadhibou Mauritania | *220*<br>*70*<br>146 | RI | **1988** Astilleros Armon—Navia (195)<br>29,50 3,240<br>25,51 7,76 4,22<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref<br>In.187 | Caterpillar 3508TA<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>570kW (775bhp)<br>Caterpillar Inc. Peoria, Illinois<br>11,25kn |
| **TICKLER CHAIN**<br>**Tickler Chain Inc.**<br>Mobile, Al United States of America | **100**<br>68<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*19,12* 5,92<br>3,08<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl | Oil<br>365bhp (268kW)<br>U.S.A. |
| **TICO-TICO**<br>**Empresa Nacional de Abastecimiento Tecnico Material a Industria de Pesca (E.N.A.T.I.P.)**<br>Luanda Angola | **135**<br>60<br>107 | (BV) | **1984** "ASTAFERSA", Ast. y Tall. Ferrolanos S.A. —La Grana (235)<br>26,01 2,701<br>22,51 6,51 3,26<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.fwd<br>In.146 | GUASCOR<br>Vee Oil 4SA 12Cy. 150 × 150 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>500bhp (368kW)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR) Zumaya<br>Gen 2 × 32kW 380V 50Hz a.c.<br>10,25kn |
| **TIDA PEACE**<br>ex Eiko Maru-87<br>**Tida Maritime Co. S.A.**<br>Ssang Yong Shipping Co. Ltd.<br>Panama Panama | **2 989**<br>2 029<br>5 434 | KR | **1978** Honda Zosen—Saiki (653)<br>96,14 6,541<br>90,02 16,01 7,78<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin 6LU50A<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 176kW 445V 60Hz a.c.<br>13kn |
| **TIDAL SEAHORSE**<br>ex Red Beard-81<br>**Diamond Services Corp.**<br>New Orleans, La United States of America | **194**<br>132<br>— | AB | **1973** Halter Marine Fabricators, Inc.—Moss Point, Ms (391)<br>3,645<br>50,45 11,59 4,27<br>F 15,6 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | Kromhout 9F/SW240<br>2 Oil 4SA each 9Cy. 240 × 260 reverse reduction geared to sc. shafts<br>2 220bhp (1 633kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 100kW<br>Fuel 215,5t (d.o.)<br>12kn |
| **TIDAL TRADER**<br>ex Irwell Trader-89<br>**Bullas Tankcraft Co. Ltd.**<br>Liverpool United Kingdom | **492**<br>356<br>800 | | **1977** Yorkshire D.D. Co. Ltd.—Hull<br>42,47 9,99 3,620<br>39,60 9,50 4,75<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | Caterpillar 3406TA<br>2 Oil 4SA each 6Cy. 137 × 165<br>750bhp (552kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.)<br>9kn |
| **TIDAL WAVE II**<br>**Dung van Nguyen**<br>Tampa, Fl United States of America | **127**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (F171)<br>22,86 2,744<br>20,99 6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Ref | Caterpillar D343SCAC<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 51,0t (d.o.)<br>10kn |
| **TIDAN**<br>**Partowners of MV Tidan**<br>Erik Thun A/B<br>Lidkoping Sweden | *2 250*<br>*1 327*<br>4 250 | **✠100A1**<br>Ice Class 1B (when engine set to 1690 kW)<br>**✠LMC** **UMS**<br>EL P 440,0/32,0U3<br>FN 1713 | **1990**-3 B.V. Scheepswerf "Ferus Smit"—Foxhol (277)<br>88,29 (BB) 13,21 5,459<br>84,90 13,17 7,00<br>RAD 13,8 F 7,3 1 dk<br>rf nil | **M General Cargo**<br>Steel hatch covers (no fixed fire extinguishing system fitted in the cargo hold)<br>pt higher tensile steel<br>Mchy.aft | Wartsila 8V25<br>Vee Oil 4SA 8Cy. 250 × 300 with flexible couplings & sr geared to sc. shaft<br>1 470kW (1 998bhp)<br>Wartsila Diesel AB Trollhattan<br>Gen 1 × 220kW 1 × 140kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Bow jet pump<br>12kn |
| **TIDAR**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Semarang Indonesia<br>SatCom: 1525104/YECN | **13 888**<br>8 480<br>3 200 | GL KI | **1988** Jos. L. Meyer G.m.b.H. & Co.—Papenburg (617)<br>144,00 (BB) 23,70 5,900<br>130,00 23,40 13,42<br>4 dks | **TM Passenger/Ferry**<br>90cbn 416bth 1488dk P<br>1 Ho ER 2 TwD<br>G.1 250 B.1 000<br>1 Ha (stl) (8,0 × 6,0) ER<br>Cr 2(7) | MaK 6M601AK<br>2 Oil 4SA each 6Cy. 580 × 600 with flexible couplings & dr geared to sc. shafts<br>12 800kW (17 402bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 4 × 800kW 220/380V a.c.<br>Thw. thrust propeller fwd<br>20kn |

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| **9031208**<br>*DBMN*<br>Df Esd Gc<br>Rdr Rt | **TIDE**<br>**Government of The Federal Republic of Germany (Bundesminister fur Verkehr-WSV)**<br>Bremerhaven Federal Republic of Germany | *227*<br>*68*<br>— | GL | **1990** Deutsche Industrie-Werke GMBH—Berlin (147)<br>31,60 8,03 2,000<br>29,56 7,50 3,50<br>1dk | **M Research**<br>Hydrographic Survey<br>Cr 1(2,5) | MWM<br>Oil 4SA 6Cy. 170 × 195 geared to sc.<br>698bhp (513kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **7309443**<br>*WX5026*<br>501955<br>Rt | **TIDELANDS**<br>**Zapata Haynie Corp.**<br>New York, NY United States of America | **572**<br>304<br>— | | **1965** Atlantic Marine Inc.—Fort George Island, Fl<br>... ... ...<br>61,04 9,73 3,28<br>1 dk | **M Fishing** | Oil<br>1 700bhp (1 250kW) |
| **7712121**<br>*LAMY4*<br>N-01130<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **TIDERO STAR**<br>ex Anzere-91<br>**Tidero A/S**<br>Acomarit Services Maritimes S.A.<br>Oslo Norway (NIS) | **3 894**<br>1 853<br>5 482 | AB | **1978** A. Vuyk & Zonen's Scheepswerven B.V. —Capelle a/d Ijssel (881)<br>152,33 (BB) 6,214<br>125,02 19,51 13,59<br>3 dks<br>rf nil | **TM RoRo Cargo** 6bth P<br>Slewing stern door/ramp<br>L 21,50 W 7,00 SWL 133<br>Lane Length 1390 Clear height 6,20<br>Trailers 206<br>B.14 797<br>TEU 356<br>C.Ho 202/20' C.Dk 154/20' incl. 30 ref C. | Sulzer<br>2 Oil 4SA each 8Cy. 400 × 480 geared shafts<br>10 400bhp (7 650kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 2 × 624kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 172,5t (d.o.) 1 173,5t (hvf)-32,5pd |
| **5361033**<br>*GJMC*<br>304379<br>Df Esd Gc<br>Pfd Rdr | **TIDESPRING**<br>**Government of The United Kingdom (Director General of Supplies & Transport (Naval) Ministry of Defence (Navy))**<br>London United Kingdom | **13 543**<br>7 214<br>19 222 | ✠**100A1** CS 9/89<br>oil tanker<br>Ice Class 3<br>✠**LMC**<br>EL kt 2⅞"SQ<br>FN 5711 | **1963**-1 Hawthorn, Leslie (Shipbuilders) Ltd. —Hebburn (752)<br>177,91 21,72 9,780<br>167,95 21,65 12,35<br>P 52,5 B & F 65,9 1 dk<br>rf 152 | **S Tanker/ Supply Ship**<br>Replenishment<br>Stern disch.<br>25 Ta ER<br>L.(oil) 21 659 HeCls. B<br>3 Cargo pumps total 3 000T/hr | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Hawthorn, Leslie (Engineers) Ltd.<br>2 WTB 680lbf/in² (46,9bar) Spt 454,5°C<br>660lbf/in² (45,6bar) hs2473,0<br>db 200lbf/in² (13,8bar)<br>3 sg 200lbf/in² (13,8bar)<br>Gen 2 × 825kW 1 × 300kW 440V<br>Fuel 2 266,0t (o.f.)-93,5pd |
| **7644831**<br>U191-00751 | **TIDEWATER II**<br>**Lewis William Miller**<br>Roatan Honduras | **100**<br>68<br>— | | **1976** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25 2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Fuel (d.o.) |
| **7623447**<br>*YBZJ* | **TIDORE**<br>**P.T. East Indonesian Fishery**<br>Jakarta Indonesia | **111**<br>—<br>— | | **1962** Nichiro Zosen—Japan<br>... ... ...<br>26,80 5,67 2,70<br>1 dk | **M Fishing** | Akasaka<br>Oil 4SA 6Cy. 270 × 400<br>420bhp (309kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **7407491**<br>*BOWJ*<br>Df Esd Gc<br>Pfd Rdr Rt | **TIE LING**<br>ex Howard-75<br>Launched as Ward<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **3 854**<br>2 537<br>6 645 | ZC (NK)<br>Classed LR until 19/12/75 | **1974**-7 Shimoda Dockyard Co. Ltd.—Shimoda (238)<br>106,65 17,05 6,930<br>98,00 17,00 8,50<br>P 20,2 F 10,7 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho 34,9 34,2 ER<br>G.8 688 B.8 495<br>2 Ha (stl) (28,5 28,6 × 8,3) ER<br>4W Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 176kW 445V 60Hz a.c. |
| **5361100** | **TIEN HSING**<br>**Government of The People's Republic of China (Tianjin Navigation Co.)**<br>Tianjin/Tientsin China | **268**<br>48<br>— | Classed BC until 2/40 | **1935** Ta Chung Hua SB. & Eng. Works—Shanghai<br>*36,03* 7,50<br>... ... ...<br>R | **S Tug** | T 3Cy. 343 559 & 889 x 533<br>Shanghai Dock & Eng. Co. |
| **8134089**<br>*BDAP*<br>8170 | **TIEN HU No. 1**<br>**Taiwan Power Co.**<br>Kaohsiung China* | **354**<br>99<br>— | | **1982** Kambara Marine Development & SB. Co. LTD.—Numakuma<br>30,99 11,31 3,550<br>28,00 9,30 3,92<br>1 dk | **TM Tug**<br>Pusher | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8134091**<br>*BDAQ*<br>8171 | **TIEN HU No. 2**<br>**Taiwan Power Co.**<br>Kaohsiung China* | **354**<br>99<br>— | | **1982** Kambara Marine Development & SB. Co. LTD.—Numakuma<br>30,99 11,31 3,550<br>28,00 9,30 3,92<br>1 dk | **TM Tug**<br>Pusher | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7233383**<br>*3EBY9*<br>21061-SC<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TIEN IN**<br>ex Golden Okinawa-91<br>**Retin International S.A.**<br>Panama Panama | *6 870*<br>*3 869*<br>2 623 | | **1972** Onomichi Zosen K.K.—Onomichi (236)<br>126,80 (BB) 22,05 5,811<br>118,50 22,00 8,21<br>2 dks<br>RW | **M RoRo Cargo/Ferry** 702dk P<br>Bow door & ramp<br>L 17,50 W 4,50 SWL 40<br>Stern ramp<br>L 17,50 W 4,50 SWL 40<br>Lane Length 720 Cargo Width 4,20<br>Clear height 4,20<br>Cars 69 Lorries 4<br>Mchy.aft<br>TEU 72 C.RoRo Dk 72/20' incl 12 ref C. | MAN<br>2 Vee Oil 4SA each 14Cy. 400 × 540<br>15 200bhp (11 181kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 750kW 445V 60Hz a.c.<br>Fuel 138,0t (d.o.) 267,0t (hvf)-39,0pd |
| **9015917** | **TIEN KUNG No. 1**<br>**Taiwan Power Co.**<br>China* | *834*<br>*250*<br>736 | | **1991** China SB. Corp. (Keelung Division) —Keelung (512)<br>53,00 10,52 —<br>48,00 10,50 5,00<br>1 dk | **TM Irradiated Nuclear Fuel Carrier**<br>3 Ho ER<br>TEU 12 C.Ho 12/20'<br>3 Ha (stl) ER | Yanmar<br>2 Oil 4SA each 6Cy. 240 × 310 with<br>flexible couplings & sr geared to sc.<br>956kW (1 300bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Thw. thrust Contr. pitch propeller fwd |
| **6522127**<br>*BNIQ*<br>5567<br>Gc Rdr Rt | **TIEN MING No. 1**<br>ex Ta Ming No. 1-76<br>ex Kaiken Maru No. 1-75<br>**Tien Ming Steamship Co. Ltd.**<br>Kaohsiung China* | **432**<br>212<br>683 | | **1965** Ishikawajima Ship & Chemical Plant Co. —Tokyo (328)<br>49,46 8,03 3,480<br>45,01 8,01 4,02<br>P 8,3 F 6,1 1 dk<br>rf nil | **M Sand Carrier**<br>1 Ho 25,6 ER<br>G.666 B.634<br>1 Ha (20,9 × 5,0) ER<br>2W Der 1(3) 1(2) | Kanegafuchi<br>Oil 4SA 6Cy. 270 × 400<br>540bhp (397kW)<br>Kanegafuchi Nainenki<br>Gen 1 × 5kW 110V d.c. |
| **6522139**<br>*BNIW*<br>5568<br>Gc Rdr Rt | **TIEN MING No. 2**<br>ex Ta Ming No. 2-76<br>ex Kaiken Maru No. 2-75<br>**Tien Ming Steamship Co. Ltd.**<br>Kaohsiung China* | **432**<br>212<br>683 | | **1965** Ishikawajima Ship & Chemical Plant Co. —Tokyo (329)<br>45,12 8,03 2,961<br>45,01 8,01 4,02<br>P 8,3 F 6,1 1 dk<br>rf nil BK | **M Sand Carrier**<br>1 Ho 25,6 ER<br>G.666 B.634<br>1 Ha (20,9 × 5,0) ER<br>2W Der 1(3) 1(2) | Kanegafuchi<br>Oil 4SA 6Cy. 270 × 400<br>540bhp (397kW)<br>Kanegafuchi Nainenki<br>Gen 1 × 5kW 110V d.c. |
| **8839108**<br>*XVCJ*<br>Df Esd Gc<br>Rdr Rt | **TIEN PHONG**<br>**INCOMEX**<br>Saigon Vietnam | **190**<br>108<br>200 | | **1985** .............Ho Chi Minh City<br>33,20 - 3,000<br>- 6,80 4,00<br>1 dk | **M General Cargo** | Cummins<br>Oil<br>515kW (700bhp)<br>Cummins Engine Co. Inc. |
| **7938189**<br>*WYC8589*<br>598972 | **TIEN THANH I**<br>ex Hilda G.<br>**Tien Thanh Tran**<br>Corpus Christi, Tx United States of America | **121**<br>82<br>— | | **1978** .............Biloxi, Ms<br>*21,25* 6,10 3,48<br>1dk | **M Fishing** | Oil<br>520bhp (382kW) |
| **7336965**<br>*WYZ8558*<br>544448 | **TIEN THANH II**<br>ex John Kemp<br>**Richard Bui Lan**<br>Corpus Christi, Tx United States of America | **112**<br>76<br>— | | **1972** A. W. Covacevich Shipyard—Biloxi, Ms<br>*21,25* 6,10 3,51 | **M Fishing** | Oil<br>365bhp (268kW)<br>............<br>Fuel (d.o.) |

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| **TIEN WEI**<br>ex Lilac-91 ex Choryu Maru-88<br>**Fourseas Maritime S.A.**<br>Panama Panama | **4 357**<br>2 877<br>7 120 | NK | **1980** Nishi Zosen K.K.—Imabari (303)<br>107,18 6,879<br>100,00 17,60 8,70<br>P 20,3 F 12,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 671 B.8 938<br>2 Ha (stl) (each 28,7 × 8,9) ER<br>Der 2(20) 2(15) | Hanshin 6LU50A<br>Oil 4SA 6Cy. 500 × 800<br>2 795kW (3 800bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 45,0t (d.o.) 475,0t (hvf)-12,0pd 12,25kn |
| **TIEPOLO**<br>ex Canguro Bianco-83<br>**'Adriatica' di Navigazione S.p.A.**<br>Venezia Italy | **5 293**<br>3 085<br>1 965 | RI | **1968** Italcantieri S.p.A.—Castellammare di Stabia (646)<br>126,35 19,26 5,469<br>115,91 19,21 13,47<br>1 dk & S dk, pt 3rd & 4th dks | **TM Passenger/RoRo Cargo/Ferry** OSD<br>334bth 366dk P<br>Stern door/ramp | Fiat 600.7S<br>2 Oil 2SA each 7Cy. 600 × 800<br>11 900bhp (8 753kW)<br>Fiat S.G.M. Torino<br>Gen 4 × 480kW 440V a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller , 1 fwd<br>Fuel 259,0t 18,5kn |
| **TIERA**<br>**Tyokaluvalmistamo A. H. Makela Ky**<br>Gustavs Finland | **199**<br>111<br>355 | | **1904** Tehtaat Lehtoniemi & Taipale Fabriker —Joroinen<br>31,09 6,91 3,201<br>30,00<br>1 dk | **M General Cargo** | Bolinders<br>Oil 2SA 2Cy.<br>198bhp (146kW) NE 56<br>Bolinder Sweden |
| **TIERRA DE LEMOS**<br>**Navy Sistem Corp.**<br>Panama Panama | *1 083*<br>*363*<br>1 075 | BV | **1987** Enrique Lorenzo y Cia. S.A.—Vigo (412)<br>64,98 (BB) 10,04 4,352<br>56,62 10,01 6,61<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>In.1 376 | MaK<br>Oil 4SA 8Cy. 240 × 330 with flexible couplings & sr geared to sc. shaft<br>1 770bhp (1 302kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Controllable pitch propeller<br>12,5kn |
| **TIERRA DEL FUEGO II**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | **12 762**<br>8 922<br>20 717 | BV | **1977** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (298)<br>159,01 (BB) 22,84 9,764<br>148,01 22,81 13,52<br>P -F 15,0 1 dk, 2nd dk except in No. 1 hold | **M General Cargo**<br>Strengthened for heavy cargoes<br>5 Ho 16,9 -DT 28,9 15,0 27,9 20,9 ER<br>G.27 776 B.26 324 L.1 179<br>TEU 314 C. 314/20'<br>5 Ha (stl) (8,3 × 10,5) (19,5 7,4 19,5 13,5 × 12,6) ER<br>Cr 4(12,5) Der 2(5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 2 × 424kW 1 × 344kW 390V 50Hz a.c.<br>Fuel 175,0t (d.o.) 1 660,0t (hvf)-25,0pd 15,5kn |
| **TIERRA DEL FUEGO 150-C**<br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **1 536**<br>549<br>1 416 | ✠Classed LR until 22/12/82 | **1978**-9 Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (215)<br>70,52 13,31 4,001<br>66,02 13,01 5,01<br>P 6,1 F 5,2 1 dk<br>rf nil | **TD-E Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft | Sulzer 12ASL25/30<br>Vee Oil 4SA 12Cy. 250 × 300 total 3 240bhp (2 383kW) driving gen. of 2 260kW 660V a.c. connected to 4 elec. motors each of 680shp (500kW) & sr geared to sc. shafts<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 2 × 260kW 400V 50Hz a.c.<br>12,75kn |
| **TIERRA VERDE**<br>**G. Vazquez Mourino y B. Sola Acuna**<br>Freiremar S.A.<br>Vigo Spain | **194**<br>80<br>120 | BV | **1966** Enrique Lorenzo y Cia. S.A.—Vigo (322)<br>32,36 3,252<br>28,76 6,35 3,69<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>In.165 | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>490bhp (360kW) E made65 fitted72<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 50,0t (d.o.) 9,5kn |
| **TIFAIMOANA**<br>**Tifaimoana Inc.**<br>San Diego, Ca United States of America<br>SatCom: 1502611/TIFA | **1 434**<br>883<br>— | | **1979** J. M. Martinac SB. Corp.—Tacoma, Wa (217)<br>72,65 13,87 5,792<br>64,47 13,42 5,92<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref | Fairbanks, Morse<br>2 Vee Oil 2SA each 12Cy. 207 × 254 geared to sc. shaft<br>4 600bhp (3 384kW)<br>Colt Industries Fairbanks Morse Engine Division Beloit, Wi |
| **TIFFANY**<br>ex Bluebonnet (WAGL 257)<br>**F/V Tiffany Inc.**<br>Coos Bay, Or United States of America<br>SatCom: 1503357/TIFF | **144**<br>98<br>— | | **1939** Dubuque Ironworks—Dubuque, Ia<br>*26,19* 7,04<br>2,32 | **TM Fishing** | General Motors<br>2 Oil<br>280bhp (206kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **TIFFANY-LYNN**<br>ex Hilary Kennedy<br>**Tuan Any Nguyen**<br>New Orleans, La United States of America | **133**<br>98<br>— | | **1973** .............Biloxi, Ms<br>*21,22* 7,07<br>3,43<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>350bhp (257kW)<br>U.S.A. |
| **TIFON**<br>**Rio Lujan Navegacion S.A. de Transportes Fluviales y Remolques**<br>Buenos Aires Argentina | **282**<br>54<br>337 | (AB) | **1982** Ast. Mestrina S.A.—Tigre (57)<br>33,51 9,81 3,201<br>9,42 4,32<br>1 dk | **M Tug** | Alpha 12U28L-VO<br>Vee Oil 4SA 12Cy. 280 × 320 with clutches, flexible couplings & dr geared to sc. shaft<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 110kW<br>Controllable pitch propeller<br>13kn |
| **TIFON**<br>ex San Blas I-86<br>ex Masuei Maru No. 22-80<br>**Samir de Navegacion S.A.**<br>La Habana Cuba | **176**<br>47<br>— | GL RCB (NK) | **1971** Kanagawa Zosen—Kobe (115)<br>27,82 8,64 2,598<br>23,50 8,62 3,81<br>1 dk<br>RW | **TM Tug** | Niigata 6L25BX<br>2 Oil 4SA each 6Cy. 250 × 320 geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 64kW 1 × 40kW<br>2 Directional propellers<br>11,5kn |
| **TIFON**<br>**Isla de Los Estados S.A.**<br>Ushuaia Argentina | *100*<br>*50*<br>80 | AB | **1988** S.A.N.Y.M. S.A.—Buenos Aires (107)<br>23,50 3,001<br>20,91 6,51 3,31 | **M Fishing**<br>Stern Trawler Seiner Ref<br>In.115 | Caterpillar 3408T<br>Vee Oil 4SA 8Cy. 137 × 152 reverse reduction geared to sc. shaft<br>325kW (442bhp)<br>Caterpillar Inc. Peoria, Illinois |
| **TIGA RODA**<br>ex Flag Rolaco-91 ex Baikyang-82<br>**Stillwater Shipping Corp.**<br>Kristian Gerhard Jebsen Skipsrederi A/S<br>Nassau Bahamas | **5 757**<br>3 449<br>10 351 | NV (KR) | **1978** Tsuneishi Zosen K.K.—Numakuma (438)<br>129,50 (BB) 7,019<br>123,78 20,62 9,61<br>P 26,6 B 18,3 F 11,3 1 dk | **M Bulk Carrier**<br>Mchy.aft<br>G.8 536 | Mitsubishi 6UET52/90D<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 240kW 445V a.c.<br>13,25kn |
| **TIGER**<br>ex Sealaurel-90 ex Galerie-88<br>ex Lania-82 ex Badr-81<br>ex Tohkohsan Maru-75<br>**Tiger Shipping Co. Ltd.**<br>Mayamar Marine Enterprises S.A.<br>Valletta Malta | **66 113**<br>50 152<br>139 528<br>T/cm<br>111,0 | GL (BV) (NK) | **1968** Mitsui SB. & Eng. Co. Ltd.—Ichihara (806)<br>293,71 44,02 16,566<br>280,02 44,00 23,50<br>1 dk<br>RW Bow/CM 148 Diam. 0,406 | **M Tanker**<br>COW IGS<br>10 Ta ER<br>L.(oil) 168 029<br>4 Cargo pumps total 10 000T/hr | B&W 12-84VT2BF-180<br>Oil 2SA 12Cy. 840 × 1800<br>27 600bhp (20 301kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 1 × 700kW 2 × 440kW 450V 60Hz a.c.<br>Fuel 193,0t (d.o.) 4 669,0t (hvf)-91,5pd 16kn |
| **TIGER**<br>ex River-84 ex River Niger-83<br>**Cannes Shipping Co. Ltd.** | **7 826**<br>4 658<br>14 468 | (GL)<br>✠Classed LR until 26/10/83 | **1968**-5 Rheinstahl Nordseewerke—Emden (395)<br>136,53 19,05 8,725<br>126,52 19,00 11,31<br>2 dks<br>rf nil DK fwd | **M General Cargo**<br>6bth P<br>Ice strengthened<br>5 Ho 15,3 20,9 21,7 10,5DTp&s ER 19,5 11,2DTp&s 7,7DTp&s 18,2 5 TwD<br>G.13 080 B.12 132 L.4 846<br>5 Ha (stl) (8,4 11,2 10,5 × 7,0) ER (11,2 8,4 × 7,0)<br>16W Der 1(80) 4(20) 2(15) 6(5-10) 4(5) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>S.A. Cockerill-Ougree Seraing<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 117,0t (d.o.) 812,0t (hvf)-19,0pd 16kn |

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| **8222769**<br>*OWUB2*<br>D-12925<br>Df Esd Gc<br>Pfd Rdr Rt | **TIGER**<br><br>**P/R Tiger**<br>Mortensen & Lange<br>Kobenhavn Denmark (DIS) | *1 042*<br>*346*<br>1 214 | <br><br>NV | **1984** A/S Nordsovaerftet—Ringkobing (169)<br>65,51 3,601<br>62,74 10,01 5,92<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER 2 TwD<br>G.2 161 B.1 892<br>TEU 44 C.Ho 30/20' C.Dk 14/20'<br>2 Ha (stl) (each 15,9 × 7,5) ER<br>2W Der 2(-) | Callesen<br>Oil 4SA 6Cy. 270 × 400 geared to sc. sh<br>690bhp (508kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S<br>Gen 2 × 58kW 1 × 36kW 1 × 28kW 380V 50Hz a.c. |
| **8110576**<br>*DUNU*<br>227937<br>Df Esd Gc<br>Pfd Rdr Rt | **TIGER BRIDGE**<br>ex Ragna-91 ex Eagle Tide-89<br>ex Ragna-88 ex Ragna Bakke-86<br>**Nelson Shipping Co. Ltd.**<br>Reederei "NORD" Klaus E. Oldendorff Ltd.<br>Manila Philippines | *7 722*<br>*4 237*<br>10 962<br>T/cm<br>24,4 | ✠**100A1** SS 10/89<br>container ship<br>certified container securing<br>arrangements<br>✠**LMC** **UMS**<br>EL A† 522,5/56,0U2<br>FN 3895 | Lch.**1983**-1 Cmd.**1984**-8 Guangzhou Shipyard —Guangzhou/Canton (1102)<br>134,42 (BB) 20,86 7,749<br>124,44 20,81 10,49<br>F 18,0 1 dk<br>rf 597 | **M General Cargo**<br><br>6 Ho 14,3 13,6 13,6 13,6 13,6 13,6 ER<br>TEU 672<br>C.Ho 276/20' (35'/40') C.Dk 396/20' (35'/40')<br>12 Ha (stl) (each 12,9p&s × 8,3) ER | B&W<br>Oil 2SA 8Cy. 450 × 1200<br>7 043bhp (5 181kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 139,5t (d.o.) 565,0t (hvf) |
| **7342859**<br>*HP5879*<br>20157-PEXT1<br>Df Esd Gc<br>Pfd Rdr Rt | **TIGER CAT**<br>ex Yasemin-S-90 ex Skeldergate-86<br>ex Cabo Azul-84 ex Skeldergate-83<br>**Transworld Tankers (Panama) Inc.**<br>Naess Shipping (Holland) B.V.<br>Panama Panama | **1 599**<br>1 128<br>3 496 | GL<br><br>✠Classed LR until<br>11/8/89 | **1976**-4 Richards (Shipbuilders) Ltd.—Lowestoft (520)<br>89,74 14,03 5,487<br>84,00 14,00 6,20<br>P 26,0 F 15,3 1 dk<br>rf 254 conv Chemical Tanker 84<br>conv Tanker/ Water Desalination Plant 85 | **M Tanker**<br>Chemical<br>Ice strengthened DB<br>13 Ta (s.stl) CR ER<br>L.3 339 | Allen<br>Vee Oil 4SA 16Cy. 242 × 305 reverse re geared to sc. shaft<br>2 088kW (2 839bhp)<br>W. H. Allen, Sons & Co. Ltd.<br>Gen 3 × 118kW 380V 50Hz a.c.<br>Fuel 359,5t (d.o.) |
| **8034435**<br><br>634673 | **TIGER CAT**<br><br>**Sahlman Seafoods Inc.** | **105**<br>71<br>— | | **1981** Steiner Shipyard Inc.—Bayou la Batre, Al<br>23,80 3,661<br>6,72<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl<br><br>In.65 | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc.<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **8817849**<br>*9HIR3*<br>2740<br>Df Esd Gc<br>Rdr Rt | **TIGER CLOUD**<br>ex Kurilsk-91<br>**Kurilsk Shipping Co. Ltd.**<br>Unicom Management Services (Cyprus) Ltd.<br>Valletta Malta | *3 936*<br>*1 612*<br>4 200 | <br><br>NV (Class cont.)<br>RS (Class cont.) | **1991** Sedef Gemi Endustrisi A.S.—Gebze (74)<br>97,80 5,001<br>90,02 17,30 7,00<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.4 493<br>TEU 224 C. 224/20' incl. 6 ref C.<br>2 Ha (stl) (each 25,7 × 12,5) ER<br>Cr 2(25) | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>3 359kW (4 567bhp)<br>H. Cegielski |
| **7303803**<br>*HP6102*<br>20307-PEXT1<br>Df Esd Gc<br>Rdr RTm/v | **TIGER CUB**<br>ex Muge II-90 ex Muge 1-86 ex Efes-85<br>ex Alchimist Rotterdam-84<br>ex Chemaphrodite-79<br>ex Alchimist Rotterdam-79<br>ex Chimiste Nantes-77<br>**Transworld Tankers (Panama) Inc.**<br>Naess Shipping (Holland) B.V.<br>Panama Panama | **1 588**<br>932<br>3 003<br>T/cm<br>7,8 | <br><br>GL (BV) | **1973** Kalmar Varv A/B—Kalmar (433)<br>85,86 12,10 5,449<br>79,48 12,02 6,61<br>1 dk<br>rf nil Bow/CM 40 Diam. 0,230 | **M Tanker**<br>Chemical<br>CBT SBT Ice strengthened<br>cs 12<br>8 Ta ER<br>4 Ta (s.stl) ER<br>L.3 270<br>13 Cargo pumps total 950T/hr | MAN<br>Oil 4SA 8Cy. 280 × 320 reduction geared shaft<br>1 760kW (2 393bhp) NE 85<br>MAN-B&W Diesel G.m.b.H.<br>Gen 3 × 130kW 220/380V 50Hz a.c.<br>Controllable pitch propeller |
| **8102658**<br>*FHZP*<br><br>Df Esd Gc<br>Rdr Rt | **TIGER FISH II**<br>ex Tiger Fish-85 ex Tiger Fish II-83<br>**Fargo International Shipping Inc.**<br>Feronia International Shipping (F.I.SH)<br>Port aux Francais, Antarctic Terr. Kerguelen (French) | **1 426**<br>511<br>1 418 | ✠**100A1** SS 6/87<br>offshore tug/supply ship<br>Ice Class 1B<br>✠**LMC** **UMS**<br>EL Q 857,0/38,0U3<br>FN 1118 | **1982**-11 Gul Engineering (Pte.) Ltd.—Singapore (6011)<br>59,64 15,70 5,314<br>51,97 15,00 6,51<br>F 25,6 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Pollution Control 12bth P | Wichmann<br>4 Oil 2SA each 5Cy. 300 × 450 with clutc flexible couplings & sr geared to sc. sh<br>A/S Wichmann<br>Gen 2 × 752kW 1 × 370kW 400V 50Hz<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd, 1 a |
| **5385261**<br><br>191102<br>Rdr Rt | **TIGER OF COMILLA**<br>ex Wako Maru No. 1-64<br>**Bengal Tiger Lines Ltd.**<br>Chittagong Bangladesh | **498**<br>273<br>— | **100A1** SS 10/88<br>mouths of Ganges service<br>to Chittagong<br>**LMC**<br>EL h 1⅛"SQ<br>FN 606 | **1960** K.K. Ichikawa Zosensho—Ise (1190)<br>52,61 8,44 3,760<br>48,01 8,41 4,20<br>P 26,9 F 6,4 1 dk<br>rf 51 | **M General Cargo**<br><br>1 Ho 31,1 ER<br>G.1 020 B.988<br><br>1 Ha (stl) (22,2 × 4,8) ER<br>Der 1(5) 1(3) | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo |
| **7309467**<br>*WX9273*<br>508606 | **TIGER POINT**<br><br>**Zapata Haynie Corp.**<br>Houma, La United States of America | **537**<br>366<br>— | | **1967** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*49,57* 10,09<br>3,61 | **M Fishing** | Oil<br>1 530bhp (1 125kW)<br>............<br>Fuel (d.o.) |
| **7383607**<br>*3EHR8*<br>20225-LI<br>Df Esd Gc<br>Pfd Rdr Rt | **TIGER RAG**<br>ex Solen I-90 ex Dieze-87<br>ex Brage Pacific-86<br>ex Stainless Supplier-78<br>**Transworld Tankers (Panama) Inc.**<br>Naess Shipping (Holland) B.V.<br>Panama Panama | **2 977**<br>2 171<br>5 350<br>T/cm<br>14,4 | <br><br>NV | **1975** Trosvik Verksted A/S—Brevik (112)<br>116,80 15,45 6,025<br>104,78 15,40 7,42<br>P -F - 1 dk<br>rf 229 Bow/CM 48 Diam. 0,152 | **M Tanker**<br>Chemical<br>CBT SBT Ice strengthened DB<br>16 Wing Ta (s.stl) ER<br>L.5 700<br>16 Cargo pumps total 1 280T/hr | Normo<br>2 Vee Oil 4SA each 12Cy. 250 × 300 ge sc. shaft<br>4 500bhp (3 310kW) NE 81<br>A/S Bergens M/V<br>Gen 2 × 152kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 656,0t (hvf)-20,0pd |
| **7609831**<br>*WYZ8529*<br>259597 | **TIGER RED**<br>ex Twinkling Star ex Mark Winne<br>**Land & Marine Applicators Inc.**<br>New Orleans, La United States of America | **204**<br>149<br>305 | | **1950** Burton Construction & SB. Corp.—Port Arthur, Tx (53)<br>*32,56* 6,46 —<br>6,41 3,10<br>1 dk | **M General Cargo**<br>Mchy.aft<br>1 Ho 10,3<br><br>1 Ha (w) (2,7 × 4,5) | General Motors<br>Oil 2SA 8Cy. 165 × 178<br>500bhp (368kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| **8209626**<br>*P3GR2*<br>P126<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TIGER RIVER**<br>ex Calabar ex Coralbank-88<br>ex Calabar-88<br>**m.s. "Calabar" Verwaltungsges. m.b.H.**<br>Columbia Shipmanagement Ltd.<br>Limassol Cyprus | *5 505*<br>*3 027*<br>7 822 | <br><br>GL | **1983** Flensburger Schiffsbau-Ges.—Flensburg (666)<br>125,33 (BB) 18,55 5,884<br>117,02 18,51 7,95<br>P 14,4 F 10,7 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>G.10 155 B.9 825<br>TEU 500 C. 500/20'<br>3 Ha (stl) (18,9 32,2 18,9 × 12,8) ER<br>Cr 2(35) | MaK<br>Oil 4SA 6Cy. 450 × 550 sr geared to sc.<br>4 350bhp (3 200kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8817851**<br>*9HKZ3*<br>2820<br>Df Esd Gc<br>Pfd Rdr Rt | **TIGER SHARK**<br>ex Sovetskaya Gavan-91<br>**Sovetskaya Gavan Shipping Co. Ltd.**<br>Unicom Management Services (Cyprus) Ltd.<br>Valletta Malta | *3 936*<br>*1 612*<br>4 000 | <br><br>NV (Class cont.)<br>RS (Class cont.) | **1991** Sedef Gemi Endustrisi A.S.—Gebze (75)<br>98,80 5,620<br>90,22 17,30 7,00 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.4 493<br>TEU 224 C. 224/20' incl. 6 ref C.<br>2 Ha (stl) (each 25,7 × 12,5) ER<br>Cr 2(25) | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>3 359kW (4 567bhp)<br>H. Cegielski |
| **7309479**<br>*WJ9939*<br>276540<br>Rt | **TIGER SHARK**<br><br>**Ampro Fisheries Inc.**<br>Biloxi, Ms United States of America | **291**<br>197<br>— | | **1958** F. B. Walker & Sons—Pascagoula, Ms (165)<br>*39,72*<br>9,17 3,26<br>1 dk | **TM Fishing** | General Motors<br>2 Oil 2SA each 6Cy. 127 × 142<br>1 200bhp (883kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| **7212420**<br>*WZJ9721*<br>538363<br>Df Esd Rdr<br>Rt | **TIGER SHOAL**<br>ex Arabian Seahorse-86<br>**Zapata Haynie Corp.**<br>New Orleans, La United States of America | **384**<br>261<br>610 | <br><br>(AB) | **1972** Burton Construction & SB. Corp.—Port Arthur, Tx (483)<br>53,65 11,69 3,372<br>50,88 11,59 3,97<br>F 14,7 1 dk<br>conv Deck Cargo Tug/Supply Ship 86 | **TM Fishing**<br>Purse Seiner Ref | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW) E made72 recon fitted86<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW<br>Fuel 253,0t (d.o.) |

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| **TIGER STREAM**<br>ex Manaslu-90 ex Sentosa-88<br>ex Vira Bhum-87 ex Lhoste-86<br>ex Matthias Claudius-84<br>ex Lak Muthu-83<br>ex Matthias Claudius-83 ex Karthago-83<br>ex Matthias Claudius-79<br>**m.s. "Matthias Claudius" Schiffahrtsges. K. G. Schluter**<br>Schiffahrtskontor Rendsburg G.m.b.H.<br>Rendsburg Federal Republic of Germany | T.Mk<br>**1 599**<br>1 139<br>4 181<br><br>**3 599**<br>2 436<br>5 637 | GL | **1978** Husumer Schiffsw.—Husum (1457)<br>104,50 (BB) 16,03 5,590/6,590<br>95,03 16,01 8,46<br>P 10,7 F 8,9 2 dks | **M Container Ship**<br>Portable-guides<br>Ice strengthened<br>1 Ho ER<br>G.7 454 B.6 771<br>TEU 300 C.Ho 140/20' C.Dk 160/20'<br>1 Ha (stl) ER<br>Cr 3(35) | Deutz SBV8M540<br>Oil 4SA 8Cy. 370 × 400 sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 384kW 2 × 277kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 76,0t (d.o.) 362,0t (hvf)-12,0pd 13kn |
| **TIGER TIDE**<br>**T. T. Boat Corp.**<br>Tidewater Marine Service Inc.<br>Morgan City, La United States of America | **264**<br>180<br>1 200 | AB | **1983** Halter Marine Inc.—Moss Point, Ms (1102)<br>3,928<br>58,68 12,20 4,58<br>F 17,1 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors 12-645-E7B<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd<br>12kn |
| **TIGER'S 2**<br>**Jean-Louis Sagot**<br>Dieppe France | **120**<br>—<br>— | | **1986** Forges Caloin—Etaples<br>24,97 7,27 3,201<br>22,08 7,21 4,02<br>1 dk | **M Fishing**<br>Stern Trawler<br>In.120 | Kromhout<br>Oil 4SA 6Cy. 240 × 260 with clutches, flexible couplings & sr geared to sc. shaft<br>600bhp (441kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Controllable pitch propeller |
| **TIGIL**<br>**Dalryba**<br>(Korsakov) (U.S.S.R.) | **2 581**<br>888<br>1 268 | RS | **1970** .............U.S.S.R.<br>83,90 - 14,03 5,700<br>78,03 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,25kn |
| **TIGR**<br>Completed as Neftegaz-23<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | *2 737*<br>*821*<br>1 329 | RS | **1986** Stocznia Szczecinska im. A. Warskiego —Szczecin (B92/23)<br>81,16 16,30 4,900<br>71,46 15,97 7,22<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>Ice strengthened | Sulzer 6ZL40/48<br>2 Oil 4SA each 6Cy. 400 × 480 geared to sc. shafts<br>H. Cegielski Poznan<br>Gen 3 × 380kW a.c.<br>15,3kn |
| **TIGRE**<br>**Government of The Republic of Peru (Oficina Naviera Comercial - OFINACO)**<br>Peru | **144**<br>98<br>— | | **1941** John E. Matton & Son Inc.—Cohoes, NY (277)<br>*25,03* 7,01<br>... ... ...<br>1 dk | **M Tug** | Alco<br>Oil 2SA 6Cy. 356 × 597<br>American Locomotive Co. Auburn, NY |
| **TIGRE 1**<br>ex Leslie-79<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Tambo de Mora Peru | **120**<br>—<br>— | ✠Classed LR until 31/10/75 | **1966**-12 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (325)<br>25,20 7,14 3,175<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| **TIGRE 2**<br>ex Mily-79<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Tambo de Mora Peru | **120**<br>—<br>— | ✠Classed LR until 14/5/76 | **1966**-12 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (327)<br>25,20 7,14 2,693<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| **TIGRE 4**<br>ex Milagro I-79<br>**Rumbo El Sol SCR Ltda.**<br>Chimbote Peru | **120**<br>—<br>— | ✠Classed LR until 3/68 | **1967**-1 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (342)<br>25,20 7,14 3,175<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| **TIGRE 5**<br>ex Milagro II-79<br>**Fabrica de Harina de Aceite de Pescado "El Milagro" S.A.**<br>Chimbote Peru | **120**<br>—<br>— | ✠Classed LR until 3/68 | **1967**-1 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (343)<br>25,20 7,14 3,175<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| **TIGRE 6**<br>ex Milagro III-79<br>**Fabrica de Harina de Aceite de Pescado "El Milagro" S.A.**<br>Chimbote Peru | **120**<br>—<br>— | ✠Classed LR until 3/68 | **1967**-1 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (346)<br>25,20 7,14 3,175<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| **TIGRE 7**<br>ex Milagro IV-79<br>**Fabrica de Harina de Aceite de Pescado "El Milagro" S.A.**<br>Chimbote Peru | **120**<br>—<br>— | ✠Classed LR until 8/68 | **1967**-4 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (351)<br>25,20 7,14 3,175<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| **TIGRE 8**<br>ex Milagro V-79<br>**Pesquera Jawai SCR Ltda.**<br>Chimbote Peru | **120**<br>—<br>— | ✠Classed LR until 8/68 | **1967**-5 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (353)<br>25,15 7,14 3,175<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| **TIGRIS**<br>ex Shinrei Maru-86<br>**European River Shipping & Trading**<br>Andros Greece | **59 199**<br>49 187<br>122 647<br>T/cm<br>91,5 | HR NK (AB) | **1973** Mitsubishi Heavy Industries Ltd.—Hiroshima (231)<br>260,99 (BB) 40,64 16,831<br>247,00 40,59 24,01<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened<br>9 Ho 20,8 21,5 21,5 21,5 21,5 21,5 21,5 21,5 21,5 ER<br>G.140 217 HeCls. B<br>9 Ha (stl) (12,1 × 14,4) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 17,6) ER | Sulzer 9RND90<br>Oil 2SA 9Cy. 900 × 1550<br>22 185bhp (16 318kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 366,0t (d.o.) 6 281,0t (hvf)-85,0pd 15,3kn |
| **TIGRIS**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | *270*<br>*81*<br>89 | RS | **1987** .............Yugoslavia<br>35,78 9,49 3,280<br>30,10 - 4,50<br>1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | MAN-Sulzer 6ASL25/30<br>2 Oil 4SA each 6Cy. 250 × 300<br>Yugoslavia<br>Gen 1 × 150kW a.c.<br>Controllable pitch propeller |
| **TIGROTTO**<br>**Arturo Mengoni**<br>Ancona Italy | **114**<br>36<br>— | | **1968** Cant. Nav. Mario Morini—Ancona (106)<br>27,49 6,89<br>21,49 6,74 3,38 | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Atlas-MaK Maschinenbau Kiel |
| **TIGUA**<br>**Compania Pesquera Vikingos de Colombia S.A.**<br>Cartagena de Indias Colombia | **127**<br>87<br>— | | **1982** Desco Marine—St. Augustine, Fl<br>22,86 6,71 4,271<br>19,99 6,51 4,09<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Beam-trawl Ref<br>Mchy.fwd<br>1 Ho<br>In.67<br>1 Ha (stl) | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches & sr geared to sc. shaft<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **7107429**<br>*IMRN*<br>1477<br>Esd Rdr Rt | **TIGULLIO**<br>ex Maria Rosa Napoleone-79<br>**S.M.T.V. S.p.A. (Societa Marittima Trasporti Vinicoli)**<br>Napoli Italy | **1 507**<br>829<br>2 874 | RI | **1971** Cant. Nav. Giuliano—Trieste (175)<br>84,99 13,44 4,598<br>78,52 13,39 5,26<br>1 dk | **M Tanker**<br>8 Ta ER | MaK<br>Oil 4SA 9Cy. 330 × 450<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau |
| **7027045**<br>*SWKA*<br>3883<br>Df Esd Gc<br>Pfd Rdr RTv | **TIHI**<br>ex Icaros-82<br>**Vamvakas Compania Naviera S.A.**<br>Adelfia Shipping Enterprises S.A.<br>Piraeus Greece | **10 886**<br>7 455<br>17 628<br>T/cm<br>26,7 | AB | **1970** Sanoyasu Dockyard Co. Ltd.—Osaka (292)<br>147,50 (BB) 21,52 9,246<br>140,01 21,49 12,60<br>P 29,0 F 10,1 1 dk<br>rf 25 | **M Bulk Carrier** 12P<br>5 Ho 17,0 21,5 21,5 21,5 21,5 ER<br>G.23 416 B.19 878<br>5 Ha (stl) (8,9 12,8 12,8 12,8 12,8 × 8,9) ER<br>4W Cr 3(10) Der 2(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 040bhp (6 649kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 3 × 260kW 440V 60Hz a.c.<br>Fuel 81,5t (d.o.) 1 270,0t (hvf) |
| **7421966**<br>*OIHO*<br>55<br>Df Esd Gc<br>Pfd Rdr RTv | **TIIRA**<br>**Neste Oy**<br>Naantali/ Nadendal Finland<br>SatCom: 1623132/OIHO | *11 290*<br>*4 937*<br>15 954<br>T/cm<br>29,5 | NV | **1977** Werft Nobiskrug G.m.b.H.—Rendsburg (688)<br>164,47 22,20 9,502<br>150,02 21,51 12,02<br>P -F - 1 dk<br>rf nil Bow/CM 84 Diam. 0,250 | **M Tanker/ Icebreaker**<br>IGS Ice strengthened<br>8 Ta ER<br>L.(oil) 17 207 HeCls. BC<br>8 Cargo pumps total 2 560T/hr | MaK<br>2 Vee Oil 4SA each 12Cy. 450 × 550<br>sc. shaft<br>11 474kW (15 599bhp)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 2800kW 2 × 416kW 380V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8115708**<br>*YYFM*<br>Esd Gc Pfd<br>Rdr RTm/v | **TIJERETO**<br>ex Pacific Horizon-89 ex State Spirit-87<br>**Cabotage Venezolano "Caboven" S.A.**<br>La Guaira Venezuela | **298**<br>203<br>820 | AB | **1982** Bender SB. & Repair Co. Inc.—Mobile, Al (1001)<br>58,53 12,20 3,658<br>53,62 12,04 4,27<br>F 17,4 1 dk<br>rf 610 conv Deck Cargo Supply Ship 89 | **TM RoRo Cargo**<br>Deck Cargo<br>4 Ta ER | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW 208V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **8131582**<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TIJESNO**<br>ex Matador-89 ex Merkur Bay-87<br>ex Hapag-Lloyd Pampa-86<br>ex Andean Condor-86<br>ex Merkur Bay-86<br>**Puffin Maritime S.A.**<br>Slobodna Plovidba<br>Valletta Malta | T.Mk<br>**5 561**<br>3 433<br>—<br>**8 831**<br>5 723<br>12 720 | NV | **1981** VEB Schiffswerft "Neptun"—Rostock (437)<br>150,20 (BB) 21,06 7,719/9,065<br>139,83 21,01 11,31<br>F - 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 4 TwD<br>G.18 432 B.17 000<br>TEU 428<br>C.Ho 232/20' (40') C.Dk 196/20' (40') incl. 50 ref C.<br>5 Ha (stl) (18,9 × 10,5) (25,9p&s 25,9p&s × 7,6) ER<br>5W Der 4(40) 1(20) | MAN<br>Oil 2SA 9Cy. 600 × 1050<br>6 624kW (9 005bhp)<br>VEB Maschinenbau Halberstadt<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel 223,5t (d.o.) 1 181,5t (hvf)-36,0pd |
| **8203139**<br>*OPBX*<br>Z 50<br>Esd Gc Rdr<br>RTv | **TIJL**<br>**Rederij Versluys-Lagast B.V.B.A.**<br>Zeebrugge Belgium | **181**<br>70<br>92 | | **1982** Belgian Shipbuilders Corp. -Schps. van Langerbrugge—Ghent (7400)<br>30,00 7,70 3,241<br>26,17 7,60 3,92<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref<br>Mchy.aft | A.B.C.<br>Oil 4SA 6Cy. 242 × 320 sr reverse gear<br>shaft<br>900bhp (662kW)<br>Anglo-Belgian Corporation N.V. |
| **8314483**<br>*ELFI6*<br>7909<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TIJUCA**<br>**Wilsea Shipping Inc.**<br>Barber Ship Management Ltd.<br>Monrovia Liberia<br>SatCom: 1240437/TIJU | *159 534*<br>*107 933*<br>310 686<br>T/cm<br>170,8 | NV | **1987** Ishikawajima do Brasil—Rio de Janeiro (146)<br>332,01 23,032<br>316,01 57,21 30,92<br>1 dk<br>Bow/CM 165 Diam. 0,610 MH 3,0 | **M Ore/Oil Carrier**<br>COW IGS PL SBT DB<br>5 Ho ER 10 Wing Ta<br>G.209 651 L.(oil) 350 381<br>10 Ha (stl) (each 15,0 × 16,2) ER | Sulzer<br>Oil 2SA 8Cy. 840 × 2400<br>22 340bhp (16 432kW)<br>Ishikawajima do Brasil<br>Gen 3 × 1360kW 1 × 950kW 450V<br>Fuel 198,5t (d.o.) 7 163,0t (i.f.o.)-69,5pd |
| **5130018**<br>*LMCN*<br>17028<br>Df Esd Rt | **TIKA**<br>ex Fjell Transport-84 ex Ok-81<br>ex Dragen-77 ex Geila-74<br>ex Gert Hansen-67<br>**Servitrans A/S**<br>Kristiansund Norway | **156**<br>82<br>254 | BV | **1958** H. C. Christensens Staalskibsv. af 1949 —Marstal (71)<br>33,51 6,51 2,896<br>30,48 6,48 2,95<br>1 dk<br>RW rf 119 | **Aux M General Cargo**<br>1 Ho ER<br>G.304 B.297<br>1 Ha (12,8 × 4,0) ER<br>2W Der 1(4) | Alpha<br>Oil 2SA 3Cy. 230 × 400<br>154kW (209bhp)<br>Alpha-Diesel A/S<br>Controllable pitch propeller<br>Fuel 12,0t (d.o.)-1,0pd |
| **7738113**<br>*P24325*<br>000417 | **TIKANA**<br>ex Koris-84<br>**Rakaman Shipping Pty. Ltd.**<br>Rabaul Papua New Guinea | **203**<br>100<br>136 | (BV) | **1975** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong (751)<br>29,70<br>26,01 7,00 3,26<br>1 dk | **TM RoRo Cargo/General Cargo**<br>Bow ramp<br>1 Ho ER<br>G.225 B.191<br>1 Ha (10,9 × 4,5) ER<br>Der 1(2,5) | Caterpillar<br>2 Oil 4SA each 6Cy. 121 × 152 geared<br>shafts<br>760bhp (559kW)<br>Caterpillar Tractor Co. |
| **5249730**<br>*OZMJ*<br>H299<br>Esd Pfd Rdr<br>RTm | **TIKANA**<br>ex Janson-86 ex Tennah-81 ex Nette-73<br>**Hans Nielsen**<br>Skagen Denmark | **123**<br>57<br>— | | **1961** Peters' Scheepsbouw N.V.—Kampen a/d Ijssel (47)<br>27,61 5,90 3,099<br>5,87<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Grenaa<br>Oil 4SA 6Cy. 240 × 300 sr geared to sc.<br>500bhp (368kW) NE 75<br>Grenaa Motorfabrik, A/S<br>Fuel 24,5t (d.o.)-1,5pd |
| **5003954**<br>Df Esd Rt | **TIKERAK**<br>ex Mieke 1-79 ex Afiena-76<br>**Tikerak Shipping Co.**<br>Isla de San Andres Colombia | **399**<br>200<br>483 | ✠Classed LR until 3/10/84 | **1962**-7 Scheeps. "Voorwaarts"—Martenshoek (184)<br>50,12 7,98 2,909<br>45,88 7,90 3,18<br>RAD 11,3 F 7,1 1 dk<br>RW rf 102 | **M General Cargo**<br>Mchy.aft<br>G.724 B.668 | De Industrie<br>Oil 4SA 4Cy. 305 × 460 with oil opera<br>geared to sc. shaft<br>300bhp (221kW)<br>D. & J. Boot "De Industrie"<br>Fuel 18,5t |
| **7045035**<br>*ESOV*<br>M-12325<br>Df Esd Rdr<br>Rt | **TIKHIRKA**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **631**<br>223<br>323 | RS | **1969** ..............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 9,30 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 38kW<br>Controllable pitch propeller |
| **8138578**<br>*EURR*<br>M-39786<br>Df Esd Gc<br>Rdr RTm/h/v | **TIKHMENYEVO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **744**<br>209<br>332 | RS | **1983** ..............U.S.S.R.<br>53,75 10,72 4,290<br>6,74<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8201686**<br>*UEIK*<br>M-31468<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TIKHON KISELYEV**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400751/UEIK | *21 584*<br>*7 160* | RS | **1984** VEB Warnowwerft Warnemuende —Warnemuende (477)<br>203,06 (BB) 25,46 9,821<br>192,50 25,40 15,91<br>1 dk<br>len 89 | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>G.33 164<br>TEU 1254 C. 1254/20'<br>16 Ha (stl) ER 4 Ha (stl) | B&W<br>Oil 2SA 9Cy. 800 × 1600<br>21 290bhp (15 660kW)<br>Bryansk Eng. Works<br>Gen 4 × 704kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 459,0t (d.o.) 2 961,0t (hvf) |
| **8038273**<br>*EKXN*<br>M-38030<br>Df Esd Gc<br>Rdr RTm/h/v | **TIKHON SYOMUSHKIN**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **4 417**<br>1 994<br>5 485 | RS | **1982** Navashinskiy Shipyard—Navashino<br>124,42 16,41 5,501<br>117,02 15,82 7,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.5 800<br>TEU 165<br>4 Ha (stl) (13,2 × 10,5) (13,2 13,2 13,2 × 12,8) ER<br>Cr 4(8) | Russkiy<br>2 Oil 2SA each 6Cy. 360 × 450<br>3 000bhp (2 207kW)<br>Russkiy-Diesel Works |

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| **TIKHOOKEANSKAYA**<br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **1 637**<br>490<br>265 | RS | **1971** Nippon Kokan K.K.—Asano Dockyard, Yokohama. (D-0006)<br>74,00 14,03 3,099<br>67,52 14,00 4,98<br>1 dk | **M Dredger**<br>Bucket<br>Dredging depth 18,0<br>Mchy.aft | MAN<br>Oil 4SA 8Cy. 300 × 450<br>1 700bhp (1 250kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 1 × 780kW d.c. 1 × 300kW d.c. 1 × 75kW d.c.<br>7,5kn |
| **TIKHOOKEANSKIY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1976** ..............U.S.S.R.<br>83,93 14,03 5,720<br>10,01<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>B.236 In.1 348 L.14<br>3 Ha (2,0 × 2,0) (2,5 × 2,5) (2,0 × 2,0)<br>Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>CKD Praha Praha<br>12,25kn |
| **TIKHORETSK**<br>**Yugryba**<br>(Novorossiysk) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 255 | RS | **1970** VEB Volkswerft Stralsund—Stralsund (295)<br>82,02 13,64 5,411<br>73,00 13,62 9,50<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,75kn |
| **TIKI XIV**<br>ex Sea Bird<br>**Indian River Charter Boats Inc.**<br>Pensacola, Fl United States of America | **123**<br>83<br>— | | **1968** Master Marine Inc.—Bayou la Batre, Al<br>*21,86* 6,71<br>3,61 | **M Fishing** | Oil<br>335bhp (246kW)<br>.............<br>Fuel (d.o.) |
| **TIKO**<br>ex Malika-73<br>**L'Office National des Ports du Cameroun (O.N.P.C.)**<br>Douala Cameroon | **157**<br>0<br>— | BV | **1960** Niehuis & v.d. Berg's Scheepsreparatie —Rotterdam (9)<br>28,78 8,26 3,864<br>25,00 3,97<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 44,5t (d.o.) 11,5kn |
| **TIKSI**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1400504/ULVR | **17 910**<br>9 484<br>19 943 | RS | **1983** Oy Wartsila Ab—Turku/Abo (1257)<br>177,20 24,57 10,521<br>159,59 24,50 15,22<br>B 50,9 F 35,7 2 dks | **M RoRo Cargo/General Cargo/ Icebreaker**<br>Side door & ramp (s. a.)<br>L 17,50 W 5,00 SWL 56<br>Lane Length 570 Cargo Width 3,00<br>Clear height 4,20<br>Cars 140 Trailers 36<br>4 Ho 10,0 26,8 33,2 23,7 ER 11,1DTp&s 6 TwD<br>G.30 284 L.902<br>TEU 576<br>C.Ho 402/20' (40') C.Dk 174/20' (40') incl. 50 ref C.<br>8 Ha (stl) (12,8 × 13,0) (19,2p&s 25,6p&s 19,2p&s × 8,0) ER (12,8 × 11,0)<br>Cr 2(40) 3(20) | Sulzer 14ZV40/48<br>2 Vee Oil 4SA each 14Cy. 400 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>15 446kW (20 999bhp)<br>Oy Wartsila Ab Turku/Abo<br>Gen 4 × 800kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 675,5t (d.o.) 3 227,5t (hvf)-76,0pd 17kn |
| **TILBATA CREEK**<br>ex Grayfoil-82 ex San Pedro Strait-74<br>**Finbar Marine Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **330**<br>178<br>284 | AB | **1968** Stannard Bros. Slipway & Eng. Pty. Ltd. —Sydney, N.S.W. (1100)<br>36,58 9,07 3,455<br>34,68 8,84 3,97<br>F 15,0 1 dk<br>rf nil BK 254 | **TM Supply Ship**<br>Deck Cargo | 6bth P General Motors<br>2 Vee Oil 2SA each 16Cy. 108 × 127 reverse reduction geared to sc. shafts<br>1 200bhp (883kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 65kW 415V 50Hz a.c.<br>Fuel 122,0t (d.o.) 11,5kn |
| **TILDE**<br>ex Konrad<br>**Nordseebad Spiekeroog G.m.b.H.**<br>Neuharlingersiel Federal Republic of Germany | **104**<br>69<br>200 | | **1949** F. Frank Schiffs. & Masch.—Hamburg<br>- 1,730<br>28,70 6,07 2,10<br>1 dk<br>shortened 78 | **M General Cargo**<br>2 Ha (stl) (each 3,1 × 4,0)<br>Cr 1(2,65) | Penta TMD121A<br>2 Oil 4SA each 6Cy. 121 × 140 reverse reduction geared to sc. shaft<br>212kW (288bhp)<br>A/B Volvo-Penta Goteborg<br>Gen 1 × 1kW 1 × 0,9kW 24V d.c.<br>10kn |
| **TILDI**<br>ex Playa de Arinaga-80<br>**Societe Pecatlan S.A.**<br>Agadir Morocco | **219**<br>89<br>157 | BV | **1975** Ast. de Huelva S.A.—Huelva (71)<br>33,18 3,701<br>28,50 6,96 3,43<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Poyaud A12150SRHM<br>Vee Oil 4SA 12Cy. 150 × 180<br>660bhp (485kW)<br>Soc. Surgerienne de Const. Mec. Surgeres<br>Fuel 100,0t (d.o.) 10,5kn |
| **TILEEL**<br>**Gulf Fishing Co.**<br>Tripoli Libya | **173**<br>54<br>— | **100A1**<br>Class contemplated<br>FN 283 | **1991** Chungmu Shipyard Co. Ltd.—Chungmu (227)<br>30,00<br>25,25 7,70 3,50 | **M Fishing**<br>Stern Trawler | Blackstone ESL6MK2<br>Oil 4SA 6Cy. 222 × 292 geared to sc. shaft<br>704kW (957bhp)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford |
| **TILIA**<br>ex Sloman Royal-82 ex Tilia-79<br>**Reederei Heino Winter KG**<br>Walther Moller & Co. (G.m.b.H. & Co.)<br>Limassol Cyprus<br>SatCom: 1100731/TILI | T.Mk<br>**999**<br>469<br>3 580 | GL | **1979** Howaldtswerke-Deutsche Werft—Hamburg (162)<br>92,44 (BB) 18,14 4,552<br>80,02 18,01 8,62<br>F 13,2 2 dks | **TM RoRo Cargo/General Cargo**<br>Stern ramp Ice strengthened<br>Lane Length 896 Cargo Width 1,87<br>Clear height 3,55<br>1 Ho 67,5 ER<br>G.5 847<br>TEU 278<br>C.Ho 132/20' C.Dk 146/20' incl. 30 ref C.<br>1 Ha (stl) (68,2 × 15,0) ER<br>Cr 2(25) | MAN 8ASL25/30<br>2 Oil 4SA each 8Cy. 250 × 300 geared to sc. shafts<br>2 000bhp (1 471kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 184kW 440V 60Hz a.c.<br>Fuel 105,0t (d.o.) 372,0t (hvf)-12,5pd 12,5kn |
| **TILIGUL**<br>**Yugryba**<br>(Ilychyovsk) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1980** ..............U.S.S.R.<br>54,82 9,96 4,139<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.414<br>3 Ha (stl) (each 1,5 × 1,6)<br>Der 2(1,25) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12kn |
| **TILLAMOOK**<br>ex Pacific Ranger ex LT 130<br>**Sause Bros. Ocean Towing Co. Inc.**<br>Los Angeles-Long Beach, Ca United States of America | **296**<br>201<br>— | (AB) | **1943** Tampa Marine Corp.—Tampa, Fl (9)<br>9,15 4,700<br>35,06 9,10 5,49<br>1 dk | **M Tug** | Vee Oil 2SA 16Cy. 407 × 507<br>General Motors Corp. U.S.A. |
| **TILLERMAN**<br>ex Thuntank 2-89 ex Inga-83<br>**Rowbotham Tankships Ltd.**<br>Douglas Isle of Man (British) | **7 307**<br>4 861<br>12 800<br>T/cm<br>21,6 | NV | **1975** Lodose Varv A/B—Lodose (165)<br>142,47 17,81 8,621<br>136,58 17,77 11,10<br>P -F - 1 dk<br>rf 51 Bow/CM 66 Diam. 0,310 | **M Tanker**<br>Ice strengthened DB<br>12 Wing Ta ER<br>L.(oil) 15 094<br>4 Cargo pumps total 2 660T/hr | Sulzer 8ZL40/48<br>Oil 4SA 8Cy. 400 × 480<br>5 800bhp (4 266kW) NE 79<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 560kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 688,0t (hvf)-20,5pd 14,5kn |

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| **8200711**<br>*WMLH*<br>689194<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TILLIE LYKES**<br>ex Chesapeake Bay-90<br>ex American Georgia-87<br>**First American Bulk Carrier Corp.**<br>New York, NY United States of America<br>SatCom: 1500154/TILL | *31 920*<br>*11 480*<br>36 003 | **1985** Samsung Shipbuilding & Heavy Industries Co. Ltd.—Koje (1024)<br>AB 206,03 (BB) 32,26 11,500<br>198,30 32,21 18,80<br>1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER 1 Cell. Ho<br>TEU 2411<br>C.Ho 1120/20' (40') C.Dk 1291/20' (40') incl. 308 ref C.<br>10 Ha (stl) ER 1 Ha (stl)<br>18 Wing Ha (stl) ER 2 Wing Ha (stl) | Sulzer<br>Oil 2SA 6Cy. 760 × 2200<br>19 740bhp (14 520kW)<br>Hyundai Engine Manufacturing Co. Lt<br>Gen 3 × 1470kW a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **7739545**<br>*WYA2158*<br>590230 | **TILLIE TOWER**<br>**Amigo Shrimp Co.**<br>Brownsville, Tx United States of America | 103<br>70<br>— | **1978** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **8836120**<br>*WL3377*<br>278437<br>Df Esd Gc<br>Rdr Rt | **TILLIKUM**<br>**State of Washington (Department of Transportation)**<br>Seattle, Wa United States of America | 1 334<br>907<br>— | **1959** .............Seattle, Wa<br>—<br>90,43 22,28 7,07 | **M Ferry** | Oil<br>1 839kW (2 500bhp) |
| **6704945**<br>*H8CB*<br>8893-HA-F1<br>Df Esd Gc<br>Rdr RTm/h/v | **TILLY**<br>ex Tilly Russ-80<br>**Partenreederei m.s. "Tilly Russ"**<br>Ernst Russ<br>Hamburg Panama | 5 086<br>2 856<br>7 650 | **1967** Deutsche Werft A.G.—Hamburg (817)<br>151,47 19,05 8,021<br>GL 143,52 19,00 11,00<br>F 11,3 2 dks<br>len 74 | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 17,9 26,5 44,0 ER 5,5 23,7<br>G.13 938 B.12 755 In.490<br>TEU 240 C. 240/20'<br>4 Ha (stl) (11,2 × 7,0) (11,2 25,9 × 10,9) ER (16,0 × 7,0)<br>Der 1(30) 12(5-10) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **8319861**<br>*EUXZ*<br>M-31415<br>Df Esd Gc<br>Pfd Rdr RTv | **TIM BUCK**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1400645/EUXZ | *14 009*<br>*6 227*<br>19 240 | **1983** VEB Warnowwerft Warnemuende —Warnemuende (150)<br>RS 162,11 22,92 9,881<br>154,90 22,86 13,52<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>6 Ho 20,3 16,2 17,7 16,5 18,4 18,4 ER<br>G.26 216 B.22 245<br>TEU 442 C.Ho 282/20' C.Dk 160/20'<br>6 Ha (stl) (12,8 × 10,8) (12,8 12,8 12,8 12,8 12,8 × 13,4) ER<br>Cr 6(12,5) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel 441,0t (d.o.) 1 257,5t (hvf) |
| **8206832**<br>2676<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **TIM HOPE**<br>**Timsah Shipbuilding Co.**<br>Alexandria Egypt | 294<br>200<br>610 | **1984** Leevac Shipyards—Jennings, La (283)<br>56,39 12,50 3,885<br>AB 53,80 12,20 4,58<br>P 8,6 B 6,1 F 13,5 1 dk<br>rf nil | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>clutches, flexible couplings & sr rev<br>to sc. shafts<br>3 320bhp (2 442kW)<br>General Motors Corp. Electro-Motive Di<br>Gen 2 × 150kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel-14,0pd |
| **7396719**<br>*SUBK*<br>Df Esd Gc<br>Pfd Rdr Rt | **TIM SHINE**<br>ex Normand Flipper-81<br>**Timsah Shipbuilding Co.**<br>Alexandria Egypt | 495<br>226<br>782 | **1975** Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen (312)<br>NV 58,98 12,02 4,122<br>51,31 11,99 6,00<br>F - 2 dks<br>rf 953 | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft<br>12bth P | Alpha<br>2 Vee Oil 4SA each 10Cy. 225 × 30<br>sc. shaft<br>Alpha-Diesel A/S<br>Gen 2 × 170kW 1 × 56kW 440V 6<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 484,5t (hvf)-12,5pd |
| **9001837**<br>Df Esd Gc<br>Rdr RTv | **TIMA JUPITER**<br>Befrachtungskontor W. Baum & Co.<br>Nordenham Federal Republic of Germany | 1 800<br>—<br>2 800 | **1991** Scheeps. Damen B.V.—Gorinchem (8284)<br>4,330<br>87,70 12,50 6,50 | **M General Cargo**<br>TEU 158 C. 158/20' | Deutz<br>Oil 4SA 6Cy. 240 × 280<br>1 172kW (1 593bhp)<br>Kloeckner Humboldt Deutz |
| **8903038**<br>*P3JD4*<br>P204<br>Df Esd Gc<br>Rdr RTh/v | **TIMA SATURN**<br>**Union Transport Group Plc**<br>Limassol Cyprus | *2 230*<br>*1 001*<br>3 222 | **1991** R. Dunston (Hessle) Ltd.—Hessle (992)<br>99,73 4,269<br>GL 96,48 12,50 6,35 | **M General Cargo**<br>2 Ho ER<br>G.4 485 B.4 447<br>TEU 114 C.Ho 86/20' C.Dk 28/20'<br>1 Ha (stl) ER | Alpha<br>Oil 4SA 8Cy. 225 × 300 with clutche<br>couplings & sr geared to sc. shaf<br>1 080kW (1 468bhp)<br>MAN-B&W Diesel A/S<br>Gen 1 × 324kW 3 × 84kW 220/38<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **5207732**<br>*FZZY*<br>303585<br>Df Esd Rdr | **TIMAC**<br>ex Kirsten Halskov-76 ex Libra-67<br>**Societe d'Armement Timac**<br>St. Malo France | 791<br>519<br>— ✠Classed LR until 9/67 | BV **1957**-10 Falkenbergs Varv AB—Falkenberg (120)<br>60,58 10,06 3,671<br>54,51 10,00 3,81<br>1 dk<br>rf 102<br>conv General Cargo 68 | **M Dredger/Sand Carrier**<br>Suction<br>1 Ho ER<br>G.1 557<br>2 Ha (12,7 × 5,0) (13,9 × 6,0) ER | Alpha<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW) NE 70<br>Alpha-Diesel A/S<br>Fuel 79,5t (d.o.) |
| **7941772**<br>*ENBI*<br>M-12673<br>Df Esd Gc<br>Rdr RTv | **TIMASHEVSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | 600<br>194<br>304 | **1981** .............U.S.S.R.<br>54,87 3,810<br>RS 50,02 4,75<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **8228787**<br>*UQYS*<br>M-35233<br>Df Esd Gc<br>Rdr RTm/h/v | **TIMASHEVSK**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | *356*<br>*107*<br>138 | **1984** .............U.S.S.R.<br>35,74 8,92 3,429<br>RS 29,62 5,97<br>1 dk | **M Fishing**<br>Stern Trawler Ref | S.K.L.<br>Oil<br>340bhp (250kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **7370973**<br>*DUVQ*<br>229194<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **TIMAWRA**<br>ex Amanda-87<br>**Midtown Shipping Corp.**<br>Manila Philippines | 60 934<br>45 714<br>128 370<br>T/cm<br>93,2 | **1976** Mitsubishi Heavy Industries Ltd.—Hiroshima (261)<br>NK 261,02 40,64 17,530<br>247,02 40,61 24,01<br>RQD 29,0 1 dk<br>rf nil | **M Bulk Carrier**<br>9 Ho 19,5 21,6 21,6 21,6 21,6 21,6 21,6 21,6 21,6 ER<br>G.140 364<br>HeCls. B<br>9 Ha (stl) (11,9 × 14,4) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 13,5 × 17,6) ER | Sulzer<br>Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 372,0t (d.o.) 5 990,5t (hvf)-87 |
| **7237195**<br>*WYZ7099*<br>539206 | **TIMBALIER BAY**<br>ex Zapata Timbalier Bay-79<br>**Zapata Haynie Corp.**<br>Morgan City, La United States of America | 533<br>370<br>— | **1972** Zigler Shipyards Inc.—Mermentau, La (226)<br>*49,69* 10,22<br>3,64<br>1 dk | **M Fishing** | Caterpillar<br>Oil geared to sc. shaft<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7628681**<br>*WYH7631*<br>582422<br>Esd Gc Pfd<br>Rdr Rt | **TIMBALIER ISLAND**<br>**SEACOR Marine Inc.**<br>New Orleans, La United States of America | 263<br>178<br>— | **1977** Halter Marine Services, Inc.—New Orleans, La (601)<br>AB 54,87 12,22 3,663<br>49,31 12,20 4,30<br>F 15,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 ×<br>reduction geared to sc. shafts<br>E made reconditioned & fitted<br>General Motors Corp. Electro-Mot<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd |

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| **TIMBER GLORY**<br>**Asian Friend Ship Marine S.A.**<br>Panama<br>Panama | *3 957*<br>*2 435*<br>6 470 | NK | **1983** Nishi Zosen K.K.—Imabari (324)<br>105,62 (BB) 16,36 6,846<br>98,61 16,34 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 528 B.8 054<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 4(15) | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>3 354kW (4 560bhp)<br>Hitachi Zosen Hiroshima Works, Innoshima |
| **TIMBER INDAH**<br>ex Shinzui Maru-79<br>**Kowa Shipping (Pte.) Ltd.**<br>Singapore<br>Singapore | **1 987**<br>1 150<br>3 130 | NK | **1966** Miho Zosensho K.K.—Shimizu (560)<br>85,20 13,03 5,716<br>78,01 13,01 6,81<br>P 18,9 F 7,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 045 B.3 721<br>2 Ha (12,2 25,2 × 7,0) ER<br>9W Der 1(20) 1(15) 1(10) | Pielstick 6PC2L-400<br>Oil 4SA 6Cy. 400 × 460<br>2 460bhp (1 809kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 2 × 160kW 1 × 50kW 445V 60Hz a.c.<br>Fuel 149,5t-8,5pd 12,75kn |
| **TIMBER ROYAL**<br>**Ormus Shipping Corp.**<br>Panama<br>Panama | **4 301**<br>3 119<br>7 082 | NK | **1981** Imai Zosen—Kochi (509)<br>107,19 17,63 6,879<br>100,01 17,61 8,72<br>P 20,5 F 10,4 1 dk | **M General Cargo**<br>2 Ho 37,8 36,4 ER<br>G.9 671 B.8 939<br>2 Ha (stl) (each 28,7 × 8,9) ER<br>Der 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 132kW<br>12,25kn |
| **TIMBER TRADER**<br>ex Sunny Pine-87<br>**World Ace Shipping Co. Ltd.**<br>Panama<br>Panama | **2 874**<br>1 882<br>6 183 | NK | **1982** Dae Dong SB. Co. Ltd.—Busan (244)<br>102,01 17,02 6,859<br>95,00 17,01 11,92<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.11 836 B.11 147<br>2 Ha (stl) (21,8 21,7 × 9,8) ER<br>Cr 4(25) | Mitsubishi 6UEC37/88H<br>Oil 2SA 6Cy. 370 × 880 sr geared to sc. shaft<br>3 900bhp (2 869kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW a.c.<br>Fuel 97,0t (d.o.) 503,0t (hvf)-11,0pd 12kn |
| **TIMBER TRADER V**<br>**Redwood Maritime S.A.**<br>Panama<br>Panama | *5 472*<br>*2 315*<br>6 901 | NK | **1989** Higaki Zosen K.K.—Imabari (371)<br>98,18 (BB) 7,542<br>89,95 18,00 8,00<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.13 494 B.12 483<br>2 Ha (stl) (22,2 23,4 × 9,8) ER<br>Der 4(15) | Hanshin 6LF46<br>Oil 4SA 6Cy. 460 × 740<br>2 563kW (3 484bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 180kW 450V a.c.<br>Fuel 264,0t (d.o.) 543,0t (hvf)-10,1pd 12,4kn |
| **TIMBER TRADER VI**<br>**Rosewood Maritime S.A.**<br>Panama<br>Panama | *5 472*<br>*2 315*<br>6 901 | BV | **1989** Higaki Zosen K.K.—Imabari (375)<br>98,18 (BB) 7,542<br>89,95 18,00 8,00<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.13 494 B.12 483<br>2 Ha (stl) (22,2 23,4 × 9,8) ER<br>Der 4(15) | Hanshin 6LF46<br>Oil 4SA 6Cy. 460 × 740<br>2 563kW (3 484bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 180kW 450V a.c.<br>Fuel 264,0t (d.o.) 543,0t (hvf)-10,1pd 12,4kn |
| **TIMBER TRADER VII**<br>**Nancy Maritime (Panama) S.A.**<br>Panama<br>Panama | *5 472*<br>*2 315*<br>6 901 | NK | **1989** Higaki Zosen K.K.—Imabari (378)<br>98,18 (BB) 7,542<br>89,95 18,00 8,00<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.13 494 B.12 483<br>2 Ha (stl) (22,2 23,4 × 9,8) ER<br>Der 4(15) | Hanshin 6LF46<br>Oil 4SA 6Cy. 460 × 740<br>2 563kW (3 484bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 180kW 450V a.c.<br>Fuel 264,0t (d.o.) 543,0t (hvf)-10,1pd 12,4kn |
| **TIMBERLINE I**<br>**Valerie E Inc.**<br>Los Angeles-Long Beach, Ca<br>United States of America | **191**<br>57<br>— | | **1980** Eastern Marine Inc.—Panama City, Fl<br>*25,03* 7,14<br>3,71<br>1 dk | **M Fishing** | General Motors 16V-71-N<br>Vee Oil 2SA 16Cy. 108 × 127<br>455bhp (335kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In |
| **TIMBERSTAR**<br>**Sea Lark Maritime S.A.**<br>Panama<br>Panama | *5 470*<br>*2 315*<br>6 926 | NK | **1990** Higaki Zosen K.K.—Imabari (388)<br>98,18 (BB) 7,542<br>89,95 18,00 8,00<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.13 494 B.12 483<br>2 Ha (stl) (22,2 23,4 × 9,8) ER<br>Der 4(15) | Hanshin 6LF46<br>Oil 4SA 6Cy. 460 × 740<br>2 563kW (3 484bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 180kW 450V a.c.<br>Fuel 264,0t (d.o.) 543,0t (hvf)-10,1pd 12,4kn |
| **TIMBO**<br>ex Hess Voyager-63 ex Red Canyon-56<br>**Timbo Shipping Ltd.**<br>Monrovia<br>SatCom: 1240714/TMOP<br>Liberia | **17 548**<br>12 950<br>30 303<br>T/cm<br>37,9 | AB | **1943** (Aft section) Alabama D.D. & SB. Co. —Mobile, Al (259)<br>**1963** (Fwd & cargo sections) Mitsubishi Heavy Industries Ltd.—Yokohama<br>199,68 25,10 9,856<br>193,76 25,00 12,93<br>P 33,0 F 12,8 1 dk<br>RW rf 279 len 69 | **T-E Tanker**<br>30 Ta ER<br>L.(oil) 23 158 HeCls. BC<br>Der 2(1)<br>2 Cargo pumps total 2 272T/hr | S Turb<br>7 240shp (5 325kW) driving gen. of 4 320kW 2300V a.c. connected to elec. motor of 6 000shp (4 413kW) (Sy)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 525kW 440V 60Hz a.c.<br>Fuel 1 519,0t (o.f.)-45,5pd 14,5kn |
| **TIMBUS**<br>Launched as Hans-Gunther Bulow<br>**Partenreederei Hans Gunther Bulow**<br>Reederei Rord Braren<br>Kollmar<br>Federal Republic of Germany | T.Mk<br>**1 599**<br>1 134<br>4 614<br>**3 817**<br>2 090<br>6 100 | GL | **1983** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (906)<br>94,98 (BB) 17,63 6,227/7,416<br>87,79 17,61 9,38<br>F 10,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,6 ER<br>G.6 796<br>TEU 290 C.290/20'<br>1 Ha (stl) (52,6 × 13,8) ER<br>Cr 2(16) | MaK 6M350AK<br>Oil 4SA 6Cy. 350 × 380 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>14kn |
| **TIMEX STAR**<br>ex Volcan-88 ex Brannaren-79<br>**Antranik Guerbidjian**<br>Beirut<br>Lebanon | **469**<br>199<br>690<br>T/cm<br>0,5 | ✠Classed LR until 31/8/73<br>(HR) | **1933**-9 Kockums M/V A/B—Malmo (175)<br>52,00 8,82 3,800<br>49,46 8,79 3,99<br>P 16,5 F 5,5 1 dk<br>RW | **M Tanker**<br>Oil Molasses<br>CBT SBT<br>1 Ho 3,5 8 Ta ER<br>L.(oil) 765 HeCls. C<br>1 Ha (2,5 × 1,5) ER<br>Der 1(1) | Polar<br>Oil 2SA 4Cy. 340 × 570<br>500bhp (368kW)<br>Atlas-Diesel A/B Stockholm<br>Gen 2 × 15kW 110V<br>Fuel 61,0t (d.o.)-1,5pd 10kn |
| **TIMIMOUN**<br>**Societe Nationale de Transport Maritime & Compagnie Nationale Algerienne de Navigation Maritime (S.N.T.M./C.N.A.N.)**<br>Alger<br>Algeria | **3 429**<br>1 133<br>3 384 | BV | **1977** Niigata Eng. Co. Ltd.—Niigata (1516)<br>123,42 (BB) 18,52 6,158<br>113,01 18,51 13,52<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp<br>Lane Length 2910<br>B.11 858<br>2 Ha (stl) (21,9 10,5 × 5,4) ER<br>Cr 1(5) | Pielstick 12PC2-5V-400<br>2 Vee Oil 4SA each 12Cy. 400 × 460 reduction geared to sc. shafts<br>11 020kW (14 982bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 640kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>21kn |
| **TIMIS**<br>**Compania de Navigatie ROMLINE**<br>Constantza<br>Romania | **1 907**<br>770<br>1 979 | RNR | **1973** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin<br>85,91 12,40 5,100<br>78,34 12,39 7,04<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,2 18,9 14,5 ER<br>G.3 441 B.3 149<br>3 Ha (stl) (11,5 10,2 × 5,1) (14,1 × 5,2) ER<br>6W Der 6(5) | Sulzer 6TAD48<br>Oil 2SA 6Cy. 480 × 700<br>2 250bhp (1 655kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 132kW 390V 50Hz a.c.<br>Fuel 188,0t (d.o.) 13,25kn |
| **TIMIS**<br>ex Le Troubadour-75<br>**Societe Africaine de Peche de l'Atlantique (S.A.P.A.)**<br>Dakar<br>Senegal | **114**<br>37<br>— | | **1963** Ch. Roy & Barbeau—Pont Lorois<br>*23,20* 7,04<br>6,99<br>1 dk | **Wood M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.90<br>2 Ha (each 0,9 × 0,9)<br>Der 1(1,5) | Baudouin<br>Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) 9,5kn |

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| **7535119**<br>Rt | **TIMMAR MINA**<br>ex Kaiko Maru No. 83-79<br>ex Kaiko Maru No. 33 | **673**<br>403<br>1 057 | **1966** Asakawa Zosen—Imabari (93)<br>56,82 8,82 4,192<br>51,52 8,79 4,55<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 376 | Makita<br>Oil<br>1 000bhp (736kW)<br>Makita Tekkosho |
| **5378830**<br>Df Esd Rdr<br>RTm | **TIMO**<br>ex Oceania Trader-89 ex Agent 1<br>ex Timo-87 ex Crisson-81 ex Ran-77<br>ex Veronica-75 ex Racken-59<br>**Sami Ltd.**<br>Nukualofa Tonga | **424**<br>210<br>575 | **1949** Karlstads Varv A/B—Karlstad (126)<br>47,38 8,18 3,531<br>BV 43,26 8,13 3,69<br>P 13,2 RQD 17,4 F 4,9 1 dk | **M General Cargo**<br>1 Ho 27,5 ER<br>G.857 B.799<br>2 Ha (8,0 × 3,9) (11,4 × 5,0) ER<br>3W Der 1(5) 1(3) 1(1,5) | Polar<br>Oil 2SA 7Cy. 235 × 420<br>335kW (455bhp)<br>Nydqvist & Holm A/B<br>Gen 2 × 30kW 220V a.c.<br>Fuel 36,5t (d.o.)-1,5pd |
| **5120908**<br>*DDMO*<br>Df Esd Rdr<br>RTv | **TIMO**<br>ex Freiheit-78<br>**Onno Jacobs**<br>Brake Federal Republic of Germany | T.Mk<br>**211**<br>133<br>518 | **1960** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (465)<br>GL 47,15 7,27 2,561<br>43,79 7,26 3,71<br>RQD 26,6 1 dk<br>len & deepened 82 len 69 | **M General Cargo**<br>1 Ho 36,0 ER<br>1 Ha (26,0 × 4,9) ER | Deutz<br>Oil 4SA 6Cy. 220 × 280 reduction shaft<br>230bhp (169kW)<br>Kloeckner Humboldt Deutz<br>Directional propeller |
| **7229655**<br>*EMXD*<br>M-31061<br>Df Esd Gc<br>Pfd Rdr Rt | **TIMOFEY GORNOV**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **2 154**<br>762<br>1 134 | **1972** VEB Volkswerft Stralsund—Stralsund (347)<br>81,95 13,64 5,201<br>RS 73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **6916500**<br>*ESJF*<br>M-29145<br>Df Esd Gc<br>Rdr Rt | **TIMOFEY KHRYUKIN**<br>Launched as Kapitan Demidov<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 333**<br>945<br>1 331 | **1969** Stocznia Gdanska im. Lenina—Gdansk (B26/36)<br>RS 83,11 13,82 5,500<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.284 In.1 566<br>5 Ha (4,8 × 2,1) (1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>H. Cegielski<br>Controllable pitch propeller |
| **8727135**<br>*UFWN*<br>M-12846<br>Df Esd Gc<br>Rdr RTv | **TIMOFEY KOVALYOV**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *448*<br>*134*<br>207 | **1986** ..............U.S.S.R.<br>44,88 9,47 3,770<br>RS 39,37 5,15<br>1 dk | **M Fishing**<br>Stern Trawler Seiner<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>588kW (799bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 150kW a.c.<br>Controllable pitch propeller |
| **7811977**<br>*UPGS*<br>M-33485<br>Df Esd Gc<br>Pfd Rdr Rt | **TIMOFEYEVSK**<br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**3 540**<br>1 486<br>—<br>**5 467**<br>2 702<br>5 843 | **1980** Stocznia Szczecinska im. A. Warskiego —Szczecin (B432/309)<br>RS 124,06 (BB) 17,02 —/7,320<br>114,03 17,01 9,78<br>P 38,5 F 14,4 2 dks<br>rf 152 DK fwd | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>B.7 143 In.1 110<br>TEU 50<br>C.Ho 36/20' (40') C.Dk 14/20' (40')<br>4 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER (4,5 × 6,5)<br>10W Der 1(40) 8(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd |
| **8009404**<br>*YCUA*<br>Df Esd Gc<br>Rdr Rt | **TIMOR**<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **4 145**<br>1 989<br>4 002 | **1981** Ishikawajima Ship & Chemical Plant Co. —Tokyo (516)<br>KI NK 95,03 18,45 5,022<br>89,01 18,41 7,01<br>P 29,0 F 8,9 1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 20,0<br>Mchy.aft<br>Hopper 2 000 | Niigata<br>2 Oil 4SA each 6Cy. 310 × 380 shafts<br>4 200bhp (3 089kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 480kW |
| **7519816**<br>*CB2637*<br>Df Esd Gc<br>Pfd Rdr Rt | **TIMOR**<br>**Pesquera Iquique S.A.**<br>Talcahuano Chile | **483**<br>182<br>639 | **1975** Karlstadsverken FEAB—Karlstad (106)<br>49,00 10,37 4,877<br>NV 42,98 9,50 7,32<br>1 dk & S dk<br>rf 1245 BK 127 | **M Fishing** OSD<br>Side Trawler<br>Ice strengthened<br>Mchy.aft | Wichmann<br>Oil 2SA 7Cy. 300 × 450<br>1 925bhp (1 416kW)<br>A/S Wichmann<br>Gen 2 × 132kW 1 × 52kW 220V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **7629398**<br>*9WBO*<br>324829<br>Rdr | **TIMOR RAYA**<br>ex Atago Maru-77<br>**Petroleum Carriers Sendirian Berhad**<br>Orient Treasure Shipping Sendirian Berhad<br>Labuan Malaysia | **999**<br>594<br>2 075 | **1966** K.K. Uwajima Zosensho—Uwajima (365)<br>77,70 10,24 4,566<br>72,90 10,22 5,01<br>1 dk<br>len 71 | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 331 | Daihatsu<br>Oil 4SA 6Cy. 300 × 360<br>920bhp (677kW)<br>Daihatsu Kogyo<br>Gen 2 × 30kW 225V a.c.<br>Fuel 62,0t-3,0pd |
| **7379204**<br>*3EFH5*<br>17601-PEXT3<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TIMOR SEA**<br>ex Sea Progress-90<br>ex Sanko Progress-88<br>ex Sunny Progress-87<br>ex Sanko Progress-86<br>**Cantelo Maritime Inc.**<br>Tanker Pacific Management Ltd.<br>Panama Panama<br>SatCom: 1332117/SPRO | **42 619**<br>32 564<br>49 946<br>T/cm<br>81,8 | **1976** Kanasashi Co. Ltd.—Toyohashi (005)<br>246,00 (BB) 38,38 9,080<br>NK 235,00 38,30 18,30<br>F 19,6 1 dk<br>Bow/CM 124 Diam. 0,510 MH 0,9 | **M Tanker**<br>18 Ta ER<br>L.(oil) 110 633 HeCls. C<br>3 Cargo pumps total 8 250T/hr | MAN<br>Oil 2SA 7Cy. 900 × 1600<br>14 932kW (20 300bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 880kW a.c. |
| **7430333**<br>*9HFU3*<br>2603<br>Df Esd Gc<br>Pfd Rdr Rt | **TIMORSUN**<br>ex Riau-84<br>**Strait Shipping Co. Ltd.**<br>Valletta Malta | **5 204**<br>3 087<br>8 355 | **1975** Shimoda Dockyard Co. Ltd.—Shimoda (244)<br>NK 118,45 18,04 7,233<br>109,99 17,99 9,00<br>P 24,4 F 8,3 1 dk | **M General Cargo**<br>G.11 336 B.10 709<br>3 Ha (stl) (13,6 23,8 23,1 × 9,0) ER<br>Der 5(20) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Ltd.)<br>Gen 2 × 200kW<br>Fuel 690,0t (d.o.)-14,5pd |
| **5085706**<br>*WJ4522*<br>274845<br>Rdr Rt | **TIMOTHY McALLISTER**<br>ex Lacey 3-70 ex Dalzell 3-66<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | **214**<br>146<br>— | **1957** R.T.C. SB. Corp—Camden, NJ (238)<br>31,25 8,13<br>(AB) 29,39 8,03 4,04<br>1 dk<br>BK 102 | **M Tug** | Fairbanks, Morse<br>Oil 2SA 10Cy. 206 × 254<br>Fairbanks Morse & Co.<br>Gen 1 × 25kW<br>Controllable pitch propeller<br>Fuel 103,5t |
| **7733321**<br>*WYC4495*<br>585993 | **TIMOTHY RAY**<br>**William B. Hicks**<br>Pensacola, Fl United States of America | **101**<br>68<br>— | **1977** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **8103171**<br>*ELIE4*<br>8291<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TIMPE**<br>ex Cynthia No. 4-88 ex Great Tempo-86<br>ex World Tempo-85<br>**Timpe Shipping Co. Ltd.**<br>Pacific Carriers Pte. Ltd.<br>Monrovia Liberia | **13 280**<br>9 050<br>23 794<br>T/cm<br>32,4 | **1981** Imabari Zosen—Imabari (402)<br>160,38 24,64 9,802<br>BV 150,02 24,60 9,94<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.31 233 B.29 841<br>4 Ha (stl) (18,5 20,0 20,0 20,0 × 12,8) ER<br>Der 4(25) | B&W<br>Oil 2SA 7Cy. 550 × 1380<br>10 500bhp (7 723kW)<br>Hitachi Zosen<br>Gen 3 × 360kW 440V 60Hz a.c. |

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| **TIMRAR**<br>ex PR 2-82<br>**Port Rashid Authoriy**<br>Dubai United Arab Emirates | **226**<br>0<br>156 | **✠100A1** SS 1/91<br>tug<br>United Arab Emirates<br>coastal service<br>**✠LMC**<br>EL (F)D 330,0/19,0U2<br>FN 326 | **1981**-11 B.V. Scheepswerven v/h H. H. Bodewes<br>—Millingen a/d Rijn (761)<br>28,50 9,15 3,614<br>24,90 8,81 4,27<br>RFD 12,5 1 dk<br>rf 686 | **TM Tug** | Caterpillar D399TA<br>2 Vee Oil 4SA each 16Cy. 159 × 203 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 76kW 220/380V 50Hz a.c. |
| **TIMRIX**<br>ex Ellie-84 ex Nellie M-82<br>**Timrix Shipping Co. Ltd.**<br>J. R. Rix & Sons Ltd.<br>Nassau Bahamas | **818**<br>504<br>1 393 | **✠100A1** SS 5/88<br>European service, south of 62°N, also the Mediterranean Sea<br>**✠LMC**<br>EL K 357,5/26,0U2<br>FN 1014<br>(HR)<br>**CLASS SUSPENDED 4/88** | **1972**-4 Cochrane & Sons Ltd.—Selby (1542)<br>72,73 10,47 3,763<br>68,59 10,20 4,58<br>P 14,7 F 6,1 1 dk<br>rf nil len 78 | **M General Cargo**<br>2 Ho 19,4 26,6 ER<br>G.2 052 B.1 969<br>2 Ha (stl) (14,0 14,6 × 7,6) ER | Allen 8PBCS12-F<br>Oil 4SA 8Cy. 242 × 305 reverse reduction geared to sc. shaft<br>853kW (1 160bhp)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 3 × 50kW 220V d.c.<br>Fuel 51,0t (d.o.) 12kn |
| **TIMS-I**<br>Launched as Petrobel I<br>**International Marine Services Inc.**<br>Panama Panama | **1 259**<br>524<br>1 499 | AB | **1979** Imamura Zosen—Kure (258)<br>3,661<br>66,43 16,16 4,58<br>F 22,6 1 dk<br>rf 495 | **TM Tug/Supply Ship**<br>Deck Cargo | MaK 6M453AK<br>2 Oil 4SA each 6Cy. 320 × 420 reverse reduction geared to sc. shafts<br>Ube Industries Ltd. Ube<br>Gen 2 × 215kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>13,5kn |
| **TIMSAH**<br>**Hydrospace International Ltd.**<br>Dubai United Arab Emirates | **248**<br>73<br>254 | (AB) | **1968** Yokohama Zosen—Chiba (1201)<br>33,51 8,72 3,214<br>31,50 8,54 3,66<br>F 8,9 1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 108 × 127 sr reverse geared to sc. shafts<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 60kW<br>Fuel 54,0t |
| **TIMSAH II**<br>ex Faye B.-77 ex Yoko Maru-69<br>**Timsah Shipbuilding Co.**<br>Alexandria Egypt | **366**<br>11<br>— | (AB) (BV) | **1962** Iino Jukogyo K.K.—Maizuru (64)<br>8,97 3,169<br>34,90 8,95 4,20<br>1 dk<br>RW | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 340 × 470 dr geared to sc. shafts<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 1 × 60kW a.c. 2 × 25kW a.c. 1 × 12kW a.c.<br>2 Controllable pitch propellers<br>Fuel 168,5t (d.o.) 12,5kn |
| **TIMSAH 1**<br>**Suez Canal Authority**<br>Ismailia Egypt | **200**<br>—<br>350 | ✠Classed LR until 3/86 | **1980**-2 Canal Naval Construction Co.—Port Said (Port Fuad) (107)<br>Cmd.**1982**-7<br>38,51 7,32 2,501<br>36,00 7,00 3,00<br>RAD 12,5 RFD 4,0 1 dk<br>rf nil | **M Tanker**<br>Water<br>6 Ta ER<br>L.300 | Mirrlees<br>Oil 4SA 6Cy. 222 × 292 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>383bhp (282kW)<br>Mirrlees Blackstone (Stockport) Ltd. Stockport<br>Gen 1 × 75kW 120V d.c. |
| **TIMSAH 2**<br>**Suez Canal Authority**<br>Ismailia Egypt | **200**<br>—<br>350 | ✠Classed LR until 28/2/86 | **1979**-6 Canal Naval Construction Co.—Port Said (Port Fuad) (108)<br>Cmd.**1979**-6<br>38,51 7,32 2,501<br>36,00 7,00 3,00<br>RAD 12,5 RFD 4,0 1 dk<br>rf nil | **M Tanker**<br>Water<br>6 Ta ER<br>L.300 | Blackstone<br>Oil 4SA 6Cy. 222 × 292 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>383bhp (282kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 75kW 120V d.c. |
| **TIMSAH 3**<br>**Suez Canal Authority**<br>Port Said Egypt | **260**<br>—<br>300 | (GL) | **1982** Canal Naval Construction Co.—Port Said (Port Fuad) (216)<br>43,36 8,16 2,661<br>42,22 7,75 3,00<br>1 dk | **TM Tanker**<br>6 Ta ER | General Motors 12V-71-TI<br>2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>1 320bhp (971kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>10kn |
| **TIMSHORE**<br>ex Ocean Tide-73<br>**Timsah Shipbuilding Co.**<br>Suez Egypt | **191**<br>130<br>— | AB | **1957** American Marine Corp.—New Orleans, La (628)<br>9,76 2,393<br>39,48 9,75 2,90<br>1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>4 Oil 4SA each 6Cy. 127 × 142 reverse reduction geared to sc. shafts<br>1 200bhp (883kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 30kW<br>Fuel (d.o.) 12kn |
| **TIMSUEZ**<br>ex Wimbrown Two-77<br>**Timsah Shipbuilding Co.**<br>Alexandria Egypt | **700**<br>238<br>721 | **✠100A1** SS 11/86<br>**✠LMC**<br>EL 1⅛"SQ<br>FN 714 | **1965**-8 Appledore Shipbuilders Ltd.—Appledore (A.S.12)<br>49,43 11,41 3,366<br>45,42 10,98 4,73<br>F 15,0 1 dk<br>rf 102 | **TM Supply Ship**<br>Deck Cargo | M.T.U. 8V396TB63<br>2 Vee Oil 4SA each 8Cy. 165 × 185 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 310kW (1 781bhp) NE 89<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 120kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (d.o.) |
| **TIMSUMED**<br>ex Wimbrown Three-77<br>**Timsah Shipbuilding Co.**<br>Alexandria Egypt | **696**<br>246<br>691 | **✠100A1** SS 5/84<br>**✠LMC**<br>EL j 1$\frac{3}{16}$"SQ<br>FN 714 | **1966**-4 Clelands SB. Co. Ltd.—Wallsend (290)<br>49,43 11,41 3,366<br>45,42 10,98 4,73<br>F 15,0 1 dk<br>rf 102 | **TM Supply Ship**<br>Deck Cargo | Paxman<br>2 Vee Oil 4SA each 12Cy. 178 × 197 with flexible couplings & sr reverse geared to sc. shafts<br>1 800bhp (1 324kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 2 × 120kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 88,5t (d.o.) 11,5kn |
| **TIMUR**<br>**P.T. Lindo**<br>Jakarta Indonesia | **133**<br>59<br>102 | (KI) | **1966** P.T. Indomarine—Tanjung Priok<br>... ... ...<br>25,00 6,00 2,60<br>1 dk | **M General Cargo**<br>Mchy.aft | Deutz<br>Oil 4SA 4Cy. 220 × 280<br>150bhp (110kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 9kW 115V<br>6kn |
| **TIMUR ENDEAVOUR**<br>ex Cycle-80 ex Hansa-75 | **5 941**<br>3 402<br>8 129 | (NV)<br>**DELAYED IN SHATT—AL— ARAB 9/80** | **1974** VEB Schiffswerft "Neptun"—Rostock (475)<br>121,72 17,61 7,728<br>113,44 17,56 8,84<br>P -F - 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.10 413 B.10 356<br>2 Ha (stl) (26,2 33,5 × 12,8) ER<br>4W Der 2(30) 2(15) | MAN K6Z57/80<br>Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW)<br>Halberstadt Halberstadt<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel (d.o.) 15,25kn |
| **TIMUR ENDURANCE**<br>ex Kinokawa-90 ex Kinokawa Maru-87<br>**Burnaby Shipping Ltd.**<br>Thome Ship Management Pte. Ltd.<br>Nassau Bahamas<br>SatCom: 1103141/ENDU | **21 025**<br>13 589<br>35 709 | NV | **1981** Imabari Zosen—Marugame (1078)<br>174,91 (BB) 11,019<br>165,00 30,01 17,61<br>1 dk<br>Bow/CM 87 Diam. 0,410 | **M Tanker**<br>IGS<br>Mchy.aft<br>L.(oil) 46 039 | Sulzer 7RLA66<br>Oil 2SA 7Cy. 660 × 1400<br>9 526kW (12 951bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 760kW 450V 60Hz a.c. 1 × 96kW 440V 60Hz a.c.<br>Fuel 243,0t (d.o.) 1 819,5t (hvf)-40,0pd 15kn |
| **TIMUR ISLAMOGLU**<br>ex Tolga-85<br>**Asim Islamoglu Halefi Kadriye Islamoglu Gemi Isletmesi**<br>Istanbul Turkey | **1 597**<br>1 162<br>3 293 | (AB)<br>**DAMAGED BY FIRE 3/90** | **1980** Atilim Gemi Insaat Sanayii ve Ticaret A.S. —Istanbul (1)<br>82,50 13,77 5,450<br>74,66 13,76 6,61<br>P 12,5 F 6,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 077 B.3 822<br>2 Ha (stl) ER<br>Der 4(5) | Skoda 9L350IIPS<br>Oil 4SA 9Cy. 350 × 500 reverse reduction geared to sc. shaft<br>1 670bhp (1 228kW)<br>Skoda<br>Gen 2 × 80kW a.c. 1 × 40kW a.c. |

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| **5311167**<br>*PKFD*<br>1326 | **TIMUR JAYA**<br>ex Nusa Jaya-74<br>**P.T. Tanjung Dewa**<br>Jakarta Indonesia | **124**<br>86<br>— | | **1954** Carya SB. Co.—Tandjung Priok (33)<br>29,49 5,54 2,109<br>5,49 2,29<br>P 13,8 F 6,8 1 dk | **M General Cargo**<br>1 Ho 12,5 ER<br>G.138 B.131<br>1 Ha (4,6 × 2,6) ER<br>1W Der 1(2) | Kromhout<br>Oil 2SA 3Cy. 240 × 310<br>160bhp (118kW)<br>Kromhout Motorenfabrik<br>Fuel 6,0t (d.o.) |
| **7381532**<br>*C6KH4*<br>720447<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TIMUR MERCURY**<br>ex Magic Mercury-91<br>ex Belgulf Mercury-81<br>ex Afran Mercury-77<br>**Orient Emerald Shipping Inc.**<br>Thome Ship Management Pte. Ltd.<br>Nassau Bahamas<br>SatCom: 1104203/TIME | *13 439*<br>*7 833*<br>21 090<br>T/cm<br>32,3 | NV (AB) | **1974** Korea SB. & Eng. Corp.—Busan (158)<br>171,05 (BB) 22,46 9,992<br>161,55 22,41 12,96<br>P 39,4 F 14,7 1 dk<br>rf nil Bow/CM 80 Diam. 0,305 | **M Tanker**<br>24 Ta ER<br>L.(oil) 26 587 HeCls. BC<br>4 Cargo pumps total 2 000T/hr | GMT<br>Oil 2SA 7Cy. 750 × 1320<br>7 723kW (10 499bhp)<br>Grandi Motori Trieste<br>Gen 2 × 680kW 1 × 200kW 450V<br>Thw. thrust propeller fwd<br>Fuel 165,0t (d.o.) 1 775,0t (hvf)-33,5pd |
| **5247926**<br>*J8BT6*<br>2651<br>Df Esd Gc<br>Rdr Rt | **TIN**<br>ex Cristine-89 ex Cristin-89<br>ex Butacinco-84 ex Navafria-66<br>**Libreport Shipping Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **499**<br>296<br>967 | **✠100A1** SS 8/86<br>liquefied gas carrier<br>Propane or butane in independent tanks max. pressure 1,76N/mm² (18kgf/cm²) at atmospheric temp.<br>**✠LMC**<br>EL (N) 440,0/36,5U1<br>FN 1098 | **1959**-4 Cia. Euskalduna—Bilbao (152)<br>72,50 10,60 5,068<br>67,11 10,51 5,85<br>F 11,3 2 dks<br>rf 102 len 66<br>conv General Cargo 66 | **M Liquefied Gas Carrier**<br>LPG Ammonia Pressurised<br>5 Ta (stl) ind 3 cyl horizontal 1 cyl vert 1 spherical ER<br>L.(gas) 1 424 | MAN<br>Oil 4SA 8Cy. 400 × 600<br>1 680bhp (1 236kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 4 × 60kW 1 × 5kW 220V d.c.<br>Fuel 81,5t |
| **5361667**<br>*3VDX*<br><br>RTm/v | **TIN FOUYE**<br><br>**Compagnie des Transport par Pipe-Lines au Sahara (T.R.A.P.S.A.)**<br>Sfax Tunisia | **169**<br>—<br>— | BV | **1962** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne (501)<br>29,42 8,01<br>7,95 3,97<br>1 dk | **M Tug**<br>1 Ha (1,6 × 0,8) | Nordberg<br>Oil 4SA 6Cy. 343 × 419<br>Ch. Nav. de la Ciotat<br>Fuel 1,0t (d.o.) |
| **7389443**<br>*SWFT*<br>273<br>Df Esd Gc<br>Pfd Rdr RTv | **TINA**<br><br>**North Caribbean Shipping Co. Ltd.**<br>Chios Greece<br>SatCom: 1133132/TINA | **163 810**<br>145 963<br>355 023<br>T/cm<br>196,6 | **✠100A1** SS 4/90<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL G* 5"U3<br>FN 30947 | **1976**-1 Kockums M/V A/B—Malmo (550)<br>362,75 60,05 22,327<br>350,35 60,00 28,33<br>F 17,1 1 dk<br>rf nil Bow/CM 177 Diam. 0,510 | **S Tanker**<br>IGS (LR) pt higher tensile steel<br>27 Ta ER<br>L.(oil) 441 276<br>4 Cargo pumps total 20 000T/hr | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Kockums M/V A/B<br>2 WTB 76kgf/cm² (74,6bar) Spt 510°C 65,6kgf/cm² (64,4bar) hs3010,0<br>2 sg 12,6kgf/cm² (12,4bar)<br>Gen 1 × 2000kW 2 × 1600kW 440V<br>Fuel 7 973,0t (o.f.) 297,0t (d.o.) |
| **7359149**<br>*SIFJ*<br><br>Df Esd Gc<br>Rdr Rt | **TINA**<br>ex Indian Coast-79<br>**Harry Carlsson**<br>Hallevik Sweden | **1 599**<br>1 080<br>3 220 | BV | **1975** Orskovs Staalskibsvaerft I/S—Frederikshavn (75)<br>79,91 13,03 5,728<br>73,77 12,98 6,76<br>P 14,1 F 8,0 1 dk<br>len 80 | **M General Cargo**<br>Ice strengthened<br>2 Ha (stl) (25,9 18,5 × 8,5)<br>Cr 3(5) | MaK<br>Oil 4SA 6Cy. 320 × 420<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 120kW 380V 50Hz a.c.<br>Fuel 262,0t (d.o.)-6,0pd |
| **7931088**<br>*V2QO*<br>2540<br>Df Esd Gc<br>Pfd Rdr Rt | **TINA**<br>ex Eldir-90<br>**Minilift Shipping Co. Ltd.**<br>SAL Schiffahrtskontor Altes Land G.m.b.H.<br>St. John's Antigua & Barbuda | **1 590**<br>1 190<br>2 764 | NV<br>✠LR class withdrawn-Owners' request 6/90 | **1980**-9 Scheepswerf "De Waal" B.V.—Zaltbommel (717)<br>81,21 (BB) 14,86 4,938<br>74,61 14,71 6,61<br>P 7,4 F 8,9 2 dks<br>rf nil | **M Heavy-load Carrier**<br>Str. heavy cargoes<br>1 Ho 50,9 ER<br>B.3 216<br>1 Ha (stl) (50,2 × 10,2) ER<br>4W Cr 1(4-100) Der 1(10-150) | Bolnes<br>Vee Oil 2SA 16Cy. 190 × 350 sr geare<br>shaft<br>1 765kW (2 400bhp)<br>"Bolnes" Motorenfabriek B.V.<br>Gen 3 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 298,5t (d.o.) |
| **5030036**<br><br><br>Df Esd Gc<br>Rdr RTm/h | **TINA**<br>ex Bella-81 ex Louloudi-79<br>ex Thalassitra-72 ex Noni-71 ex Atlit-68 | T.Mk<br>**841**<br>525<br>1 605 | ✠Classed LR until 23/11/83 | **1955**-11 D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1039)<br>62,26 9,83 4,993<br>57,92 9,61 5,80<br>F 6,4 2 dks<br>RW rf 102 | **M General Cargo**<br>2 Ho 11,2 22,8 ER<br>G.1 872 B.1 627<br>2 Ha (stl) (8,5 14,3 × 5,4) ER<br>6W Der 2(5) 4(3) | MAN<br>Oil 4SA 6Cy. 400 × 600<br>1 050bhp (772kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 60kW 230V d.c.<br>Fuel 71,0t (d.o.) |
| **5308184**<br>*DCOY*<br><br>Esd Rdr RTv | **TINA**<br>ex Gerlen-89 ex Ursel B-74<br>ex Salva Nos-66<br>**Karl-Heinz Kruse**<br>Haren/Ems Federal Republic of Germany | **173**<br>97<br>222 | (BV) | **1929** Gebr. van Diepen—Waterhuizen (701)<br>35,23 6,05 2,420<br>33,02 6,00 2,67<br>1 dk<br>R | **M General Cargo**<br>2 Ha (5,6 11,2 × 4,7) | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>230bhp (169kW) E made56 refitted7<br>Kloeckner Humboldt Deutz<br>Fuel 5,0t (d.o.) |
| **8226600**<br><br>2844<br>Rt | **TINA**<br>ex Miyasho Maru No. 3<br>**Peninsular Fishing Corporation**<br>Manila Philippines | **147**<br>74<br>— | | **1965** .............Japan<br>... ... ...<br>29,95 6,20 3,20 | **M Fishing** | Oil |
| **7634953**<br>*WYT9888*<br>563878 | **TINA**<br>ex Diane Karen III-89 ex Tina<br>**Nascimento Ruela**<br>Philadelphia, Pa United States of America | **135**<br>92<br>— | | **1975** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,84<br>3,38<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **8034071**<br><br>617966 | **TINA & VINA**<br><br>**Ericeira Fishing Corp.**<br>New Bedford, Ma United States of America | **147**<br>100<br>— | | **1980** .............Bayou la Batre, Al<br>*22,80* 7,32<br>3,43<br>1 dk | **M Fishing** | Oil<br>520bhp (382kW) |
| **7229849**<br>*IBNV*<br>409<br>Df Gc Rdr<br>Rt | **TINA C.**<br><br>**Meridionale di Cabotaggio S.r.l.**<br>Cagliari Italy | **2 998**<br>1 631<br>5 185<br>T/cm<br>12,0 | RI | **1973** Cant. Nav. Ind. Nav. Mecc. Affini SpA I.N.M.A.—La Spezia (84)<br>107,30 16,03 4,877<br>100,01 16,01 6,30<br>1 dk<br>Bow/CM 52 Diam. 0,305 | **TM Tanker**<br>IGS SBT Stern disch.<br>12 Wing Ta ER<br>L.(oil) 7 094 HeCls. C<br>3 Cargo pumps total 3 000T/hr | Deutz<br>2 Vee Oil 4SA each 12Cy. 220 × 28<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz<br>2 Controllable pitch propellers<br>Fuel 213,5t (d.o.)-8,0pd |
| **7203649**<br><br><br>Df Esd Gc<br>Rdr RTv | **TINA D**<br>ex Sunny Trader-87<br>ex Adriatic Hope-84<br>ex Eiko Maru No. 2-83<br>**Madenship Ltd.**<br>Belize Belize | **999**<br>702<br>2 534 | (NV) | **1971** Towa Zosen K.K.—Shimonoseki (420)<br>72,80 11,76 5,500<br>65,99 11,71 5,90<br>1 dk | **M Tanker**<br>8 Ta ER | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 64kW 220V 60Hz a.c.<br>Fuel 406,5t-7,5pd |
| **7637448**<br>*PHYX*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **TINA H.**<br>ex Fenda-88 ex Tina Holwerda-87<br>ex Fenja-86 ex Tina Holwerda-77<br>**Scheepvaartonderneming Tina B.V.**<br>Holwerda Shipmanagement B.V.<br>Heerenveen Netherlands | **1 598**<br>1 144<br>3 064 | BV | **1977** Schps. Barkmeijer Stroobos B.V.—Stroobos (206)<br>80,95 14,23 5,340<br>74,56 14,01 6,46<br>P 21,1 F 14,1 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,9 ER<br>G.3 947 B.3 609<br>1 Ha (stl) (41,9 × 10,2) ER | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300<br>1 802kW (2 450bhp)<br>Alpha-Diesel A/S<br>Gen 3 × 64kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 331,0t (d.o.)-7,0pd |
| **7393107**<br>*OXRR*<br>H685<br>Df Esd Pfd<br>Rdr Rt | **TINA KATHE**<br>ex Baunehoj-86<br>**Birger Kristensen**<br>Esbjerg Denmark | **173**<br>86<br>— | | **1975** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (127)<br>31,50 7,40 3,175<br>28,10 7,35 3,46<br>1 dk | **M Fishing**<br>Mchy.aft | Grenaa<br>Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW)<br>Grenaa Motorfabrik, A/S<br>Fuel (d.o.) |

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| **TINA LEE**<br>**Bobby Joe Inc.**<br>Mobile, Al United States of America | **130**<br>90<br>— | | **1980** ..............Bayou la Batre, Al<br>*23,32* 6,63<br>3,51<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW)<br>U.S.A. |
| **TINA LYNN**<br>ex Kathy Ann-90 ex Eleanor Eileen XV<br>ex Quiet Waters-80<br>**F/V Tina Lynn Inc.**<br>Boston, Ma United States of America | **166**<br>114<br>— | | **1974** Toche Enterprises Inc.—Ocean Springs, Ms<br>*24,27* 7,47<br>3,76<br>1 dk | **M Fishing** | Oil<br>460bhp (338kW)<br>U.S.A.<br>Fuel (d.o.) |
| **TINA M**<br>ex Windfall-91 ex Ios I-87<br>ex Cipolletti-81<br>Limassol Cyprus | T.Mk<br>**2 171**<br>1 030<br>—<br>**3 384**<br>1 809<br>5 037 | AB GL | **1970** A.F.N.E., Ast. y Fab. Nav. del Estado S.A. —Ensenada (35)<br>106,30 (BB) 14,74 6,751<br>98,00 14,71 9,91<br>B 9,5 F 11,6 3 dks<br>rf 203 | **M General Cargo**<br>Ref<br>3 Ho 21,0 22,8 19,3 ER<br>In.4 616<br>3 Ha (stl) (each 7,0 × 5,0) ER<br>Cr 3(4,75) | Fiat B300.16SS<br>2 Vee Oil 4SA each 16Cy. 300 × 450 dr geared to sc. shaft<br>4 720kW (6 417bhp)<br>Grand Motores Diesel, S.A.I.C. (Fiat Concord) Cordoba<br>Gen 4 × 300kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 526,5t (d.o. & hvf) 18kn |
| **TINA MARIA**<br>**Woodrow Laurence Inc.**<br>Crisfield, Md United States of America | **127**<br>95<br>— | | **1974** Master Marine Inc.—Bayou la Batre, Al<br>*22,59* 6,71<br>3,41<br>1 dk | **M Fishing**<br>Shellfish | General Motors<br>Vee Oil 2SA 12Cy.<br>365bhp (268kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| **TINA MARIA**<br>ex Hico II-74<br>**Jelet Fishing Corp.**<br>Port Arthur, Tx United States of America | **109**<br>74<br>— | | **1968** Houma Fabricators Inc.—Houma, La<br>*20,85*<br>6,75 3,15<br>1 dk | **M Fishing** | Oil<br>530bhp (390kW)<br>U.S.A.<br>Fuel (d.o.) |
| **TINA MARIE**<br>ex Gitte-Johnny-86 ex Hannibal-84<br>ex Birgitte Malene-84<br>**J. Pilegaard**<br>Nekso Denmark | **100**<br>46<br>— | | **1960** Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V.—Monnickendam<br>28,35 5,82<br>... ... ...<br>len 71 | **M Fishing**<br>Stern Trawler<br>3 Ha | Oil<br>............. |
| **TINA P**<br>ex Fyodor Poletayev-90<br>**Tina P Maritime Ltd.**<br>Valletta Malta | **31 294**<br>18 948<br>50 718 | HR RS<br>✠Classed LR until 9/66 | **1964**-4 Ansaldo S.p.A.—Genova (1594)<br>227,90 (BB) 31,12 12,142<br>215,04 30,99 15,57<br>P 44,9 B 13,5 F 30,8 1 dk<br>rf 127 | **M Tanker**<br>Ice strengthened<br>1 Ho 22 Ta ER<br>G.917 L.(oil) 58 591 HeCls. BC<br>1 Ha (3,9 × 3,9) ER | Fiat A900.9L<br>Oil 2SA 9Cy. 900 × 1600<br>19 000bhp (13 976kW)<br>S.A. Fiat S.G.M. Torino<br>Fuel 249,0t (d.o.) 5 532,5t (hvf)-69,0pd 15,8kn |
| **TINA STAR**<br>ex Ida Baago-88 ex Kim-84<br>ex Astrid Bres-72<br>**P/R Tina Star**<br>Marstal Denmark | **399**<br>242<br>700 | BV | **1962** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (484)<br>48,11 8,89 3,506<br>45,06 8,84 3,89<br>P 13,2 F 6,8 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,0 ER<br>G.905 B.796<br>2 Ha (15,3 7,7 × 5,8) ER<br>4W Der 4(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 34,5t (d.o.) 9kn |
| **TINA V**<br>ex Tyne-92 ex Lynma-91 ex Eira-90<br>ex Norse River-82<br>**Euston Shipping Co. Ltd.**<br>Sougerka Maritime Co. Ltd.<br>Valletta Malta | *14 249*<br>*8 193*<br>22 353<br>T/cm<br>31,5 | NV | **1970** Uddevallavarvet A/B—Uddevalla (230)<br>169,02 21,39 10,265<br>164,04 21,34 14,18<br>P 36,3 F 15,3 1 dk<br>rf 64 | **M Bulk Carrier**<br>Vehicles<br>Str. heavy cargoes Ice strengthened<br>6 Ho 20,2 17,8 22,0 17,8 22,0 22,0 ER<br>G.26 741 B.25 125<br>6 Ha (stl) (15,9 × 10,2) (11,2 14,4 11,2 14,4 13,7 × 10,6) ER<br>Cr 6(8) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 524,0t (hvf)-41,5pd 16kn |
| **TINDAHIA**<br>ex Toeti-64<br>**P.T. Pelayaran Nusantara Gapsu**<br>Jakarta Indonesia | **407**<br>249<br>620 | (BV) (KI) | **1956** Vereenigde Prauwen Verer—Tandjung Priok (421)<br>55,38 9,22 2,845<br>51,69 4,91<br>1 dk & S dk | **M General Cargo** OSD<br>Ref<br>2 Ha (each 7,9 × 3,9) ER<br>Der 4(-) | Caterpillar<br>2 Vee Oil 4SA each 6Cy. 159 × 203 geared to sc. shaft<br>400bhp (294kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 10kn |
| **TINDOUF**<br>**Societe Nationale de Transport Maritime & Compagnie Nationale Algerienne de Navigation Maritime (S.N.T.M./C.N.A.N.)**<br>Alger Algeria | **2 502**<br>1 120<br>3 960 | BV | **1977** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (1222)<br>98,00 6,385<br>90,00 18,00 11,21<br>P -RFD - 2 dks | **M RoRo Cargo**<br>Heavy-load<br>Stern door/ramp<br>2 Ho ER<br>B.9 286<br>2 Ha (stl) (6,2 39,9 × 7,9) ER<br>Der 2(90) 6(10) | Werkspoor 6TM410<br>Oil 4SA 6Cy. 410 × 470 reduction geared to sc. shaft<br>4 250bhp (3 126kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 431,0t 14,25kn |
| **TINE BODKER**<br>ex Hanserak-89 ex Ilse Maria-87<br>ex Samenwerking-86<br>**P/R Mogens Bodker Rasmussen**<br>Hvide Sande Denmark | **146**<br>57<br>— | | **1969** N.V. Scheepswerf Haak—Zaandam (911)<br>30,66 6,63 —<br>24,52 3,18<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Bolnes<br>Oil 2SA 6Cy. 190 × 350<br>900bhp (662kW) NE 72<br>"Bolnes" Motorenfabriek N.V. Krimpen a/d Lek<br>Fuel (d.o.) |
| **TINE KOSAN**<br>ex Tine Tholstrup-90<br>**Kosan Tankers (Singapore) Pte. Ltd.**<br>Lauritzen Kosan Tankers A/S<br>Kobenhavn Denmark (DIS) | **1 395**<br>730<br>1 575 | BV | **1967** Jos. L. Meyer—Papenburg (548)<br>71,20 12,04 4,522<br>65,08 12,01 5,52<br>RQD 17,1 B 13,2 F 7,1 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 1 622<br>2 Cargo pumps total 250T/hr | Deutz<br>Oil 4SA 8Cy. 230 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 160kW 380V 50Hz a.c.<br>Fuel 213,5t (d.o.)-6,0pd 12kn |
| **TINEKE**<br>**Zeerederij "Holland-Utrecht" B.V.**<br>Dammers & van der Heide's Shipping & Trading Co. B.V.<br>Rotterdam Netherlands<br>SatCom: 1300237/PHYW | *11 335*<br>*4 383*<br>10 752 | BV | **1984** Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel (932)<br>155,81 (BB) 22,84 8,803<br>145,52 22,81 13,77<br>3 dks, 4th dk in Nos. 2 & 3 holds | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>4 Ho 26,5 26,5 23,8 ER 21,1 10 TwD<br>In.15 253<br>TEU 48 C.Dk 48/20' (40') ref C.<br>4 Ha (stl) (8,6 10,4 10,4 × 6,0) ER (9,0 × 6,0)<br>Cr 4(5) | Sulzer 7RND76M<br>Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>B.V. Koninklijke Mij. Schps. & Mach. "De Schelde" Vlissingen<br>Gen 4 × 830kW 440V 60Hz a.c.<br>Fuel 398,0t (d.o.) 2 026,0t (hvf)-48,0pd 21kn |
| **TING JIANG**<br>**Xiamen Shipping Co.**<br>Xiamen/Amoy China | T.Mk<br>**1 548**<br>744<br>**2 724**<br>1 429<br>3 881 | ZC | **1981** Zhonghua Shipyard—Shanghai<br>101,15 6,150<br>92,30 13,80 7,70<br>P 20,2 F 11,9 2 dks | **M General Cargo**<br>3 Ho<br>G.5 386 B.4 848<br>6 Ha (stl) (13,7 11,1 9,6 11,1 11,1 13,7 × 7,0)<br>Der 6(3-5) | Hudong 6ESDZ43/82B<br>Oil 2SA 6Cy. 430 × 820<br>2 600bhp (1 912kW)<br>Hudong Shipyard Shanghai<br>Gen 2 × 250kW 400V 50Hz a.c.<br>14kn |
| **TING KAU**<br>**The Hongkong Salvage & Towage Co. Ltd.**<br>Hong Kong Hong Kong (British) | **188**<br>55<br>281 | BV | **1989** Imamura Zosen—Kure (334)<br>23,90 (BB) 8,51 3,501<br>19,03 8,50 4,70<br>1 dk | **TM Tug** | Niigata 6L25CXE<br>2 Oil 4SA each 6Cy. 250 × 320 with clutches, flexible couplings & dr geared to sc. shafts<br>E made88<br>Niigata Eng. Co. Ltd. Ota<br>Gen 2 × 128kW 380V 50Hz a.c.<br>2 Directional propellers<br>12,2kn |

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| **8412699**<br>*LAIO2*<br>N-00272<br>Df Esd Gc<br>Rdr Rt | **TINGANES**<br>ex Svanur-88<br>**Faroe Ship Norge A/S**<br>Bergen Norway (NIS) | *3 399*<br>*2 080*<br>2 900 | NV | **1985** (Aft & pt cargo sections) Fosen M.V.—Fevag (37)<br>**1985** (Fwd & pt cargo sections) FEAB Marstrandsverken—Marstrand (171)<br>84,61 (BB) 5,941<br>77,81 16,01 10,72<br>3 dks | **M Refrigerated Cargo Pallets Carrier**<br>Side door Ice strengthened<br>6 Ho ER<br>In.4 787<br>TEU 78 C. 78/20' (40') incl. 20 ref C.<br>Cr 1(33) | Wartsila<br>Oil 4SA 8Cy. 320 × 350 with clutche<br>couplings & sr geared to sc. shaft<br>4 080bhp (3 001kW)<br>Oy Wartsila Ab<br>Gen 1 × 576kW 3 × 250kW 440V<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **5417985**<br>*LFGL*<br>16246<br>Rdr RTm/h | **TINGHOLM**<br>ex Rosirkel-74 ex Springheather-65<br>ex Anno-63<br>**P/R Tingholm**<br>Frimann Skeie & Co. A/S<br>Kopervik Norway | **259**<br>138<br>331 | ✠**100A1** SS 7/88<br>✠**LMC**<br>EL d<br>FN 374 | **1952**-1 Hall, Russell & Co. Ltd.—Aberdeen (829)<br>41,00 7,37 2,750<br>36,58 7,32 2,90<br>P 9,8 F 4,9 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.502 B.462<br>2 Ha (each 8,6 × 4,5) ER<br>2W Der 1(2) 1(1) | Polar<br>Oil 2SA 7Cy. 180 × 300<br>300bhp (221kW) ✠ NE 7/59<br>British Polar Engines Ltd.<br>Gen 2 × 25kW 125V d.c.<br>Fuel 12,0t (d.o.)-1,0pd |
| **5406716**<br>*LLUN*<br>14459<br>Df Esd Rdr<br>RTm | **TINGVIK**<br>ex Tollevik-81 ex Fjordstein-75<br>ex Unlis-73 ex Lysakertank-70<br>ex Sorstraum-63<br>**P/R Tingvik**<br>Frimann Skeie & Co. A/S<br>Kopervik Norway | **199**<br>114<br>332 | NV | **1956** Westermoen Batbyggeri—Mandal (456)<br>35,34 7,45 3,093<br>31,73 7,40 3,26<br>P 11,0 1 dk<br>rf 297 conv Cement Carrier 70 | **M General Cargo**<br>1 Ho 21,5 ER<br>G.425 B.396<br>1 Ha (stl) (16,9 × 4,2) ER<br>2W Der 1(5) | Aabenra<br>Oil 4SA 5Cy. 270 × 400<br>400bhp (294kW) E made66 fitted70<br>Aabenraa Motorfabrik<br>Gen 2 × 8kW 24V d.c.<br>Fuel 14,0t (d.o.) |
| **7220180**<br>*LGIL*<br>17844<br>Rdr Rt | **TINGVOLL**<br>**More og Romsdal Fylkesbatar**<br>Kristiansund Norway | **496**<br>228<br>— | (NV) | **1972** Haugesunds Slip A/S—Haugesund (15)<br>64,47 11,13 3,036<br>58,98 11,10 4,22<br>1 dk<br>rf 1097 BK 152 | **M RoRo Cargo/Ferry**<br>Bow & stern doors<br>Cars 50<br>Mchy.aft | Wichmann<br>300P Oil 2SA 5Cy. 300 × 450<br>1 250bhp (919kW)<br>A/S Wichmann<br>Gen 2 × 72kW 220V 50Hz a.c.<br>2 propellers aft, 1 fwd<br>Fuel (d.o.) |
| **7010248**<br>*7TES*<br>Df Esd Gc<br>Rdr RTm/h/v | **TINHINAN**<br>ex Holmia-75 ex Johannes Bos-73<br>**Societe Nationale de Transport Maritime & Compagnie Nationale Algerienne de Navigation Maritime (S.N.T.M./C.N.A.N.)**<br>Alger Algeria | T.Mk<br>**1 550**<br>1 060<br>3 230<br>**2 870**<br>2 009<br>4 605 | GL | **1970** Rolandwerft G.m.b.h.—Bremen (969)<br>100,06 14,71 6,150/6,325<br>91,45 14,48 8,01<br>B 12,5 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 35,9 33,5 ER<br>G.6 654 B.6 088<br>2 Ha (stl) (each 25,1 × 10,3) ER<br>4W Der 2(40) 2(3-5) | MWM<br>2 Oil 4SA each 6Cy. 360 × 450 revers<br>geared to sc. shaft<br>3 600bhp (2 648kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 128kW 1 × 60kW 220/380<br>Fuel (d.o.) |
| **7126152**<br>*HP5644*<br>19810-HA<br>Df Esd Gc<br>Rdr RTm/h/v | **TINKA**<br>ex Inka-90<br>**Rederi K/S Tinka**<br>Alba Shipping Ltd. A/S<br>Panama Panama | **1 599**<br>1 081<br>3 205 | GL<br>HeCls. C | **1972** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (S.151)<br>91,32 (BB) 13,70 5,301<br>84,00 6,00<br>P 34,8 F 17,1 1 dk | **M Tanker**<br>Oil Vegetable oil Molasses<br>Ice strengthened<br>12 Ta ER<br>L.3 510 | MaK<br>Oil 4SA 9Cy. 320 × 450 reduction gea<br>shaft<br>2 300bhp (1 692kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 145kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 220,5t (d.o.)-8,5pd |
| **7109867**<br>*3ESB6*<br>18631-HK<br>Df Esd Gc<br>Pfd Rdr Rt | **TINKLER**<br>ex Conch-91 ex Paschalis-88<br>ex Karaka-86 ex Shinyo Maru-84<br>**Conch Shipping Inc.**<br>Panama Panama | **12 213**<br>8 180<br>22 541<br>T/cm<br>33,2 | BV (NK)<br>HeCls. B | **1971** Koyo Dockyard Co. Ltd.—Mihara (582)<br>163,10 23,86 9,402<br>155,02 23,80 12,81<br>P 29,9 F 13,2 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.27 604 B.26 596<br>5 Ha (stl) (12,6 19,9 9,6 19,9 11,9 × 11,9) ER<br>Cr 4(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 320kW 450V a.c.<br>Fuel 145,0t (d.o.) 1 395,5t (hvf)-35,0pd |
| **8008450**<br>*MKFN5*<br>717038<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **TINNES**<br>ex General Bonifacio-88 ex Tinnes-86<br>**Jebsens Thun Beltships Investments Inc.**<br>Chelston Ship Management Ltd.<br>London United Kingdom | **6 792**<br>4 248<br>10 110<br>T/cm<br>18,0 | NV | **1983** Kleven M/V A/S—Ulsteinvik (39)<br>117,71 8,481<br>110,01 20,55 11,03<br>1 dk | **M Bulk Carrier**<br>Self-unloader<br>Ice strengthened<br>4 Ho 19,6 18,9 16,8 19,6 ER<br>G.9 685<br>4 Ha (stl) (each 15,3 × 13,0) ER | Werkspoor<br>Oil 4SA 6Cy. 410 × 470 sr geared to s<br>4 600bhp (3 384kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 84,0t (d.o.) 462,0t (hvf)-15,5pd |
| **8908806**<br>*P3EB4*<br>709248<br>Df Esd Gc<br>Rdr Rt | **TINNO**<br>**Jannicke Two Shipping Ltd.**<br>Paal Wilson Management A/S<br>Limassol Cyprus | *1 986*<br>*1 246*<br>3 504<br>T/cm<br>10,4 | ✠**100A1**<br>strengthened for heavy cargoes, bottom strengthened for loading and unloading aground<br>Ice Class 1D<br>✠**LMC** **UMS**<br>EL O 412,5/34,0U3<br>FN 1694 | **1991**-5 Bodewes Scheepswerven B.V. —Hoogezand (562)<br>88,15 (BB) 14,18 5,001<br>83,20 14,00 6,35<br>RQD 12,5 F 7,0 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 63,8 ER<br>G.4 262 B.4 237<br>TEU 103 C.Ho 64/20' C.Dk 39/20'<br>2 Ha (stl) (each 25,3 × 10,2) ER<br>Cr 1(25-35) | MaK<br>Oil 4SA 6Cy. 320 × 450 with flexible c<br>sr reverse geared to sc. shaft<br>1 176kW (1 599bhp)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 52kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd Tunnel thrus<br>Fuel 176,75t-5,58pd |
| **8825535**<br>*SLYA*<br>Esd Rdr Rt | **TINNY**<br>**Peter Hans Kask**<br>Sandhamn Sweden | *107*<br>*32*<br>— | | **1987** H.Westers Mek Verkstads A/B—Jordfall<br>18,75 6,06 | **M Fishing**<br>Side-fishing | Oil<br>.............. |
| **6600591**<br>*EEUR*<br>3845<br>Df Rt | **TINO**<br>**Auxiliar Maritima del Sur S.A.**<br>Bilbao Spain | **100**<br>25<br>— | (BV) | **1965** S.A. Juliana Constructora Gijonesa—Bilbao (1)<br>23,30 6,18 2,337<br>21,01 5,90 2,90<br>1 dk | **M Tug** | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>E made68 fitted74<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7303279**<br>*HQAR8*<br>L-1721455<br>Df Esd Gc<br>Rdr Rt | **TINOS**<br>ex Aiolos-79<br>**Interleasco S.A. of Liberia**<br>San Lorenzo Honduras | **762**<br>212<br>— | HR (NV)<br>Classed LR until 10/1/86 | **1973** P. Hoivolds M/V A/S—Kristiansand S. (47)<br>45,45 11,03 5,804<br>40,70 11,00 6,00<br>F 25,0 2 dks<br>rf 1295 | **M Tug**<br>Salvage<br>Ice strengthened | Normo<br>2 Vee Oil 4SA each 16Cy. 250 × 30<br>clutches, flexible couplings & sr ge<br>shaft<br>Normo Gruppen A/S<br>Gen 1 × 304kW 2 × 169kW 440<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **7329077**<br>*P3SS2*<br>708381<br>Df Esd Gc<br>Pfd Rdr Rt | **TINOS ISLAND**<br>ex Chibbet Cross-87 ex Alpha Sonic-86<br>ex Aegis Sonic-84<br>**Mikado Shipping Co. Ltd.**<br>John J. Rigos Marine Enterprises S.A.<br>Limassol Cyprus | **12 376**<br>8 369<br>20 950 | AB<br>✠Classed LR until 23/12/76 | **1973**-12 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (270)<br>159,01 (BB) 22,86 9,767<br>148,01 22,80 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,5 27,9 15,0 27,9 16,3 5 TwD<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,6 × 12,5) ER<br>Cr 4(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A.<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37 |
| **8607086**<br>*UYVO*<br>M-41560<br>Df Esd Gc<br>Rdr RTv | **TINRO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *2 062*<br>*618*<br>617 | RS | **1987** VEB Volkswerft Stralsund—Stralsund (780)<br>62,22 13,81 5,130<br>55,00 9,20<br>2 dks | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>B.28 In.45 L.4 | S.K.L.<br>2 Oil 4SA each 8Cy. 200 × 260<br>1 766kW (2 401bhp)<br>VEB Schwermasch. "Karl Liebknec<br>(SKL)<br>Gen 1 × 640kW 2 × 568kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |

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| **TINTO**<br>ex Band Aid Star-86<br>Launched as Tinto<br>**Partenreederei m.s. "Tinto"**<br>Hamburg Federal Republic of Germany | *3 120*<br>*1 733*<br>4 100<br>T/cm<br>11,4 | GL | **1985** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (958)<br>88,63 (BB) 15,70 6,501<br>80,52 15,46 8,31<br>F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,3 ER<br>G.5 552 B.5 465<br>TEU 256<br>C.Ho 112/20' (40') C.Dk 144/20' (40') incl. 20 ref C.<br>1 Ha (stl) (51,3 × 12,5) ER<br>Cr 2(30) | Wartsila 6R32<br>Oil 4SA 6Cy. 320 × 350 with flexible couplings & sr geared to sc. shaft<br>3 018bhp (2 220kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 257kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 64,0t (d.o.) 308,0t (hvf)-9,0pd 13kn |
| **TINTO**<br>ex Lysfoss-83<br>**J. P. Strom Shipping Co.**<br>Trondheim Norway | *1 739*<br>*1 147*<br>1 664 | NV | **1975** Orens M/V—Trondheim (61)<br>82,48 (BB) 12,70 3,683<br>59,97 12,68 6,63<br>2 dks<br>rf nil len 87 | **M General Cargo**<br>Side door/ramp Ice strengthened<br>1 Ho ER<br>G.3 127 B.2 852<br>1 Ha (stl) (36,5 × 9,6) ER<br>2W Der 2(3,5) | Caterpillar<br>Oil 4SA 6Cy. 280 × 300 reduction geared to sc. shaft<br>1 640kW (2 230bhp) NE 90<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 116kW 1 × 72kW 220V 50Hz a.c.<br>Fuel (d.o.) 12,5kn |
| **TINTO**<br>ex Frakto-89 ex Tinto-83<br>**P/R for M/S Tinto**<br>Kent Erik Nordgren<br>Ornskoldsvik Sweden | *1 191*<br>*477*<br>1 171 | NV | **1977** Orens M/V—Trondheim (65)<br>74,76 3,269<br>68,36 10,62 5,97<br>F - 2 dks<br>rf nil len 80 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 870 B.2 633<br>1 Ha (stl) (41,8 × 7,0) ER<br>2W Der 2(5) | Normo LDMB-6<br>Oil 4SA 6Cy. 250 × 300 with hydraulic coupling & geared to sc. shaft<br>1 125bhp (828kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 60kW 220V 50Hz a.c.<br>11kn |
| **TINTO**<br>**Alvarez Entrena S.A.**<br>Huelva Spain | **247**<br>106<br>— | (BV) | **1954** Hijos de J. Barreras S.A.—Vigo (1026)<br>*36,00* 6,71 3,429<br>32,11 6,53 3,81<br>P 4,0 B 12,2 F 6,1<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 140,5t (d.o.) 11,5kn |
| **TINTORERA**<br>**Compania Trasmediterranea S.A.**<br>Palma de Mallorca Spain | *172*<br>*69*<br>25 | RI | **1990** Seaspeed—Marsaxlokk (004)<br>31,20 1,530<br>26,45 6,71 3,79 | **TM Hydrofoil Ferry**<br>204dk P | M.T.U. 16V396TB83<br>2 Vee Oil 4SA each 16Cy. 165 × 185 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>2 800kW (3 807bhp)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 55kW 220V a.c.<br>33kn |
| **TINTORETA**<br>**Tusapesca S.A.**<br>Vigo Spain | *196*<br>*58*<br>162 | BV | **1987** Const. Nav. Santodomingo—Vigo (620)<br>30,99 (BB) 6,53 3,326<br>26,01 6,41 3,41<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil with flexible couplings & sr geared to sc. shaft<br>500bhp (368kW)<br>Caterpillar Inc. Peoria, Illinois |
| **TINY** | **258**<br>114<br>— | | **1973** B.V. Schpsw. & Mach. v/h H. J. Koopman —Dordrecht (184)<br>37,85 7,60 3,506<br>7,50 4,12<br>1 dk<br>len 82 | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Kromhout 9F/SW240<br>Oil 4SA 9Cy. 240 × 260<br>1 015bhp (747kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>11kn |
| **TINY TIM**<br>**Second Oceanic Corp.**<br>New York, NY United States of America | **613**<br>337<br>— | | **1957** Diesel SB. Co.—Jacksonville, Fl<br>*59,32* 10,98<br>2,80 | **M Fishing** | Oil<br>1 280bhp (942kW)<br>.............<br>Fuel (d.o.) |
| **TIOGA**<br>**Maintenance Associates Inc.**<br>New Orleans, La United States of America | **199**<br>135<br>— | | **1955** Equitable Equipment Co.—Madisonville, La<br>9,76 3,048<br>36,89 | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Oil geared to sc. shafts<br>900bhp (662kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **TIORA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**1 725**<br>816<br>—<br>**2 635**<br>1 418<br>1 749 | RS | **1979** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B406/03)<br>85,10 15,02 —/6,001<br>75,01 9,20<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Ice strengthened<br>4 Ta ER 3 Ho<br>B.140 In.1 605<br>3 Ha (each 2,2 × 1,9) ER<br>Der 2(15) 1(1,5) | Sulzer 8ZL40/48<br>Oil 4SA 8Cy. 400 × 480 geared to sc. shaft<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 949,0t 15,25kn |
| **TIPASA**<br>ex Phenix-74<br>**Entreprise Nationale de Transport Maritime des Voyageurs (E.N.T.M.V.)**<br>Alger Algeria | **6 789**<br>3 180<br>1 981 | **100A1** CS 3/89<br>Mediterranean and Red Sea service and to Casablanca<br>**LMC**<br>EL Y 2$\frac{1}{16}$"U2<br>FN 3513 | **1971** Mitsubishi Heavy Industries Ltd.—Kobe (1021)<br>118,01 (BB) 20,76 6,017<br>106,03 20,43 12,70<br>B 41,2 2 dks, 3rd dk clear of machy. space<br>RW rf 686 | **TM Passenger/RoRo Cargo/Ferry**<br>800bth 300dk P<br>Bow door/ramp Stern door | Pielstick 12PC2V-400<br>2 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shafts<br>8 208kW (11 159bhp)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>2 db (ex.g) 8kgf/cm$^2$ (7,9bar)<br>db (o.f.) 5,2kgf/cm$^2$ (5,1bar)<br>Gen 3 × 570kW 450V a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 172,5t-36,5pd 19kn |
| **TIPIE**<br>ex J. Benson Nelson-75<br>**E. Hamilton**<br>Tampa, Fl United States of America | **143**<br>97<br>— | | **1953** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*27,68* 6,25<br>2,62<br>1 dk | **M Fishing** | Waukesha<br>Oil<br>365bhp (268kW)<br>Waukesha Engine Div. Dresser Industries Inc. U.S.A<br>Fuel (d.o.) |
| **TIPTON**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Tallinn) (U.S.S.R.) | *249*<br>*74*<br>89 | RS | **1985** Stocznia "Ustka"—Ustka (B275/12)<br>29,80 8,19 3,280<br>26,37 - 4,00<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | Sulzer 6AL20/24<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>750bhp (552kW)<br>H. Cegielski Poznan<br>Gen 2 × 100kW a.c.<br>Controllable pitch propeller<br>10,7kn |
| **TIPU SULTAN**<br>ex Santorini-88<br>**Government of The Republic of India (Administration of Union Territory of Lakshadweep)**<br>The Shipping Corporation of India Ltd.<br>Bombay India<br>SatCom: 1640242/TPSN | *3 749*<br>*1 257*<br>849 | IRS<br>✠LR class withdrawn- Owners' request 11/90 | Lch.**1973** Cmpl.**1982**-6 Argo SB. & Repairing Co. —Perama (71)<br>93,05 (BB) 14,08 4,300<br>81,00 14,05 10,20<br>B 10,4 2 dks, 1 dk fwd of Mchy space<br>rf 178 conv Passenger/RoRo Cargo/Ferry 88 | **TM Passenger/Ferry**<br>—cbn —bth —dk 400P<br>Stern door<br>Mchy.aft<br>G.5 504 | Werkspoor 8TM410<br>2 Oil 4SA each 8Cy. 410 × 470 sr geared to sc. shafts<br>8 600bhp (6 326kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 3 × 320kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 183,0t (d.o.)-27,0pd 18kn |
| **TIR**<br>**Government of The Republic of India (Navy Department)**<br>India | **2 941**<br>882<br>3 900 | (AB) | **1986** Mazagon Dock Ltd.—Bombay (579)<br>... ...<br>100,51 13,21 6,20<br>2 dks<br>rf 559 | **TM Training Ship** | Pielstick 8PC2-5L-400<br>2 Oil 4SA each 8Cy. 400 × 460 geared to sc. shafts<br>6 940bhp (5 105kW)<br>NEI-A.P.E. Ltd.-Crossley Engines Manchester<br>Gen 4 × 248kW a.c.<br>18kn |
| **TIRACOL**<br>**Mormugao Port Trust**<br>Mormugao India | **382**<br>110<br>113 | IRS<br>✠Classed LR until 9/12/83 | **1978**-2 Hooghly Docking & Eng. Co. Ltd.—Calcutta (420)<br>37,01 9,43 4,101<br>33,00 9,01 5,57<br>RAD 3,4 RQD 3,4 1 dk<br>rf nil | **M Tug** | MAN G9V30/45ATL<br>Oil 4SA 9Cy. 300 × 450 reverse reduction geared to sc. shaft<br>Garden Reach Workshops India<br>Gen 2 × 85kW 1 × 28kW 415V 50Hz a.c.<br>11kn |

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| **7618038**<br>Df Esd Gc<br>Pfd Rdr Rt | **TIRAD PASS**<br>**Philippine Coast Guard**<br>Manila Philippines | **282**<br>86<br>— | (AB) | **1976** Sumidagawa Zosen K.K.—Tokyo (N50-04)<br>44,00 7,32<br>40,80 7,28 3,51<br>1 dk | **QM Search & Rescue Ship** | M.T.U.<br>4 Vee Oil 4SA each 12Cy. 175 × 20<br>reduction geared to sc. shafts<br>4 400bhp (3 236kW)<br>Ikegai Tekkosho<br>Gen 2 × 80kW<br>Fuel 34,0t |
| **5361942** | **TIRAM**<br>**Pertamina Unit Instalasi**<br>Jakarta Indonesia | **167**<br>103<br>264 | KI<br>✠Classed LR until 11/66 | **1957**-4 Cheoy Lee Shipyards Ltd.—Hong Kong (665)<br>30,51 7,22 2,744<br>28,96 7,01 3,10<br>1 dk<br>rf 152 | **TM Tank Barge**<br>Mchy.aft | Kromhout<br>2 Oil 2SA each 2Cy. 240 × 310 with<br>reverse geared to sc. shafts<br>160bhp (118kW)<br>Kromhout Motorenfabrik<br>Gen 1 × 3kW 110V d.c. |
| **7640275**<br>*YCGA*<br>0015/PHB<br>Df Esd Rdr<br>Rt | **TIRAMINA No. 1**<br>**P.T. Tirta Raya Mina (Java Fisheries Development Project)**<br>Soeyadi Stswohardjojo<br>Semarang Indonesia | **165**<br>38<br>102 | KI (NK) | **1976** Dae Dong SB. Co. Ltd.—Busan (S-163)<br>33,43 6,23 2,147<br>29,55 6,20 2,70<br>P 10,4 F 4,3 1 dk | **M Fish Carrier**<br>Ref<br>In.108<br>1 Ha (1,3 × 1,3) ER | Yanmar<br>Oil 4SA 6Cy. 200 × 240 with hydrau<br>geared to sc. shaft<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7640287**<br>*YCGB*<br>0024/PHB<br>Df Esd Rdr<br>Rt | **TIRAMINA No. 2**<br>**P.T. Tirta Raya Mina (Java Fisheries Development Project)**<br>Soeyadi Stswohardjojo<br>Semarang Indonesia | **165**<br>38<br>103 | KI (NK) | **1976** Dae Dong SB. Co. Ltd.—Busan (S-164)<br>33,43 6,23 2,147<br>29,55 6,20 2,70<br>P 10,4 F 4,3 1 dk | **M Fish Carrier**<br>Ref<br>In.108<br>1 Ha (1,3 × 1,3) ER | Yanmar<br>Oil 4SA 6Cy. 200 × 240 with hydrau<br>geared to sc. shaft<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7640299**<br>*YCGC*<br>0033/PHB<br>Df Esd Rdr<br>Rt | **TIRAMINA No. 3**<br>**P.T. Tirta Raya Mina (Java Fisheries Development Project)**<br>Soeyadi Stswohardjojo<br>Semarang Indonesia | **165**<br>38<br>102 | KI (NK) | **1976** Dae Dong SB. Co. Ltd.—Busan (S-165)<br>33,43 6,23 2,147<br>29,55 6,20 2,70<br>P 10,4 F 4,3 1 dk | **M Fish Carrier**<br>Ref<br>Mchy.aft<br>In.108 | Yanmar<br>Oil 4SA 6Cy. 200 × 240 with hydrau<br>geared to sc. shaft<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7023398**<br>*ZADS*<br>Df Esd Gc<br>Rdr Rt | **TIRANA**<br>**Albanian State Shipping Enterprise**<br>Durres Albania | T.Mk<br>**5 787**<br>3 370<br>9 128<br>**8 701**<br>5 225<br>12 038 | ✠Classed LR until 3/73 | **1970**-11 Stocznia im. "Komuny Paryskiej" —Gdynia (B41/301)<br>153,02 19,46 —/9,049<br>139,05 19,41 11,66<br>F 30,5 2 dks, 3rd in Nos. 2 & 3 holds, U dk in No. 1 Tw dk, also 3rd dk- light cargoes only<br>rf 152 | **M General Cargo** 11bth P<br>Ref<br>Ice strengthened<br>5 Ho 17,0 21,0 18,9 ER 22,8 19,9<br>G.13 970 B.12 920 In.445<br>5 Ha (stl) (8,9 × 7,0) (13,8 13,8 × 8,9) ER (12,1 12,1 × 8,9)<br>20W Der 1(60) 6(10) 10(5) 2(1,5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski<br>Gen 3 × 320kW 1 × 200kW 400V |
| **8404771**<br>*SLDV*<br>Rdr Rt | **TIRANA**<br>**Sven Bertil Adolfsson**<br>Fiskeback Sweden | *386*<br>*115*<br>324 | | **1985** Kalmar Fartygsreparationer AB—Kalmar (464)<br>33,66 8,69 4,280<br>30,03 8,62 6,51<br>1 dk | **M Fishing**<br>Stern Trawler Pair Trawler<br>Ice strengthened<br>In.250 | Deutz<br>Oil 4SA 6Cy. 240 × 280 with flexible<br>sr geared to sc. shaft<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **7226445**<br>*UZSU*<br>M-29599<br>Df Esd Gc<br>Rdr Rt | **TIRASPOL**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **2 833**<br>1 059<br>1 150 | RS | **1972** Baltiya Shipyard—Klaypeda<br>83,27 14,00 5,709<br>10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>3 Ho<br>In.1 255<br>3 Ha (2,5 1,9 × 2,5) (0,7 × 0,7)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Controllable pitch propeller |
| **6613108**<br>*UGRB*<br>M-25329<br>Df Esd Gc<br>Rdr Rt | **TIRASPOL**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **1 161**<br>553<br>1 304 | RS | **1966** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest<br>74,48 11,38 4,014<br>67,39 11,26 5,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,4 13,6 14,2 ER<br>G.2 176 B.2 092<br>3 Ha (stl) (each 8,6 × 5,7) ER<br>6W Der 1(10) 6(2,5) | Lang<br>Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar<br>Fuel 96,5t (d.o.) |
| **6622343**<br>*YQBW*<br>206<br>Df Esd Gc<br>Rdr Rt | **TIRGOVISTE**<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **2 099**<br>973<br>3 150<br>**3 090**<br>2 086<br>4 400 | RNR | **1966** Santierul Naval Galatz—Galatz<br>98,30 13,92 5,500/6,579<br>90,91 13,87 8,13<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho -DT 15,6 21,7 20,8 ER<br>G.6 264 B.5 800<br>4 Ha (stl) (— × —) (8,9 14,7 14,4 × 6,0) ER<br>10W Der 10(3-5) | Sulzer<br>Oil 2SA 5Cy. 560 × 1000<br>2 500bhp (1 839kW)<br>Sulzer Bros. Ltd.<br>Gen 2 × 108kW 1 × 57kW 230V<br>Fuel 228,5t (d.o.) |
| **7734662**<br>*YQHE*<br>422<br>Df Esd Gc<br>Rdr Rt | **TIRGU BUJOR**<br>**Compania de Navigatie Maritime PETROMIN**<br>Constantza Romania | **10 394**<br>5 616<br>18 295 | RNR | **1977** Santierul Naval Galatz—Galatz (669)<br>145,09 (BB) 20,99 10,140<br>132,54 13,21<br>1 dk | **M Bulk Carrier**<br>4 Ho 22,4 24,6 24,6 24,6 ER<br>G.20 497 B.19 635<br>4 Ha (stl) (15,3 16,9 16,9 16,9 × 9,9) ER | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 2 141,0t (hvf) |
| **7734674**<br>*YQHA*<br>413<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **TIRGU FRUMOS**<br>**Compania de Navigatie Maritime PETROMIN**<br>Constantza Romania | **10 394**<br>5 616<br>18 295 | RNR | **1977** Santierul Naval Galatz—Galatz (668)<br>145,12 (BB) 20,99 10,140<br>132,70 13,21<br>1 dk | **M Bulk Carrier**<br>4 Ho 22,4 24,6 24,6 24,6 ER<br>G.20 497 B.19 635<br>4 Ha (stl) (15,3 16,9 16,9 16,9 × 9,9) ER | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 2 141,0t (hvf) |
| **7226079**<br>*YQCG*<br>281<br>Df Esd Gc<br>Rdr Rt | **TIRGU JIU**<br>**Navrom Shipping Company**<br>Constantza Romania | **2 473**<br>1 039<br>—<br>**3 531**<br>1 748<br>4 795 | RNR | **1972** Santierul Naval Galatz—Galatz<br>106,10 14,81 5,641/7,060<br>92,66 14,79 8,51<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,0 21,3 20,5 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (13,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(5) | Sulzer<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina"<br>Gen 2 × 160kW 1 × 100kW 40<br>Fuel 272,5t |
| **7806908**<br>*YQHK*<br>477<br>Df Esd Gc<br>Rdr Rt | **TIRGU LAPUS**<br>**Compania de Navigatie Maritime PETROMIN**<br>Constantza Romania | **10 394**<br>5 616<br>18 295 | RNR | **1978** Santierul Naval Galatz—Galatz (689)<br>145,09 (BB) 20,99 10,140<br>132,54 13,21<br>1 dk | **M Bulk Carrier**<br>4 Ho 22,4 24,6 24,6 24,6 ER<br>G.20 497 B.19 635<br>4 Ha (stl) (15,3 16,9 16,9 16,9 × 9,9) ER | Sulzer<br>Oil 2SA 6Cy. 680 × 1250 geared<br>7 200bhp (5 296kW)<br>H. Cegielski<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 2 141,0t (hvf) |
| **6901610**<br>*YQBS*<br>197<br>Df Esd Gc<br>Rdr Rt | **TIRGU MURES**<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **2 099**<br>973<br>3 150<br>**3 090**<br>2 086<br>4 400 | RNR | **1966** Santierul Naval Galatz—Galatz<br>98,30 13,92 5,500/6,579<br>90,91 13,87 8,13<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho -DT 15,6 21,7 20,8 ER<br>G.6 264 B.5 800<br>4 Ha (stl) (— × —) (8,9 14,7 14,4 × 6,0) ER<br>10W Der 10(3-5) | Sulzer<br>Oil 2SA 5Cy. 560 × 1000<br>2 500bhp (1 839kW)<br>Sulzer Bros. Ltd.<br>Gen 2 × 108kW 1 × 57kW 230V<br>Fuel 228,5t (d.o.) |
| **7806881**<br>*YQHG*<br>463<br>Df Esd Gc<br>Rdr Rt | **TIRGU NEAMT**<br>**Compania de Navigatie Maritime PETROMIN**<br>Constantza Romania | **10 394**<br>5 616<br>18 295 | RNR | **1978** Santierul Naval Galatz—Galatz (686)<br>145,19 (BB) 20,99 10,140<br>132,54 13,21<br>1 dk | **M Bulk Carrier**<br>4 Ho 22,4 24,6 24,6 24,6 ER<br>G.20 497 B.19 635<br>4 Ha (stl) (15,3 16,9 16,9 16,9 × 9,9) ER | Sulzer<br>Oil 2SA 6Cy. 680 × 1250 geared<br>7 200bhp (5 296kW)<br>H. Cegielski<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 2 141,0t (hvf) |

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|---|---|---|---|---|---|
| **TIRGU OCNA**<br>**Compania de Navigatie Maritime PETROMIN**<br>Constantza Romania | **10 394**<br>5 616<br>18 295 | RNR | **1977** Santierul Naval Galatz—Galatz (665)<br>145,19 (BB) 20,99 10,140<br>132,54 13,21<br>1 dk | **M Bulk Carrier**<br>4 Ho 22,4 24,6 24,6 24,6 ER<br>G.20 497 B.19 635<br>4 Ha (stl) (15,3 16,9 16,9 16,9 × 9,9) ER | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 2 141,0t (hvf) 15kn |
| **TIRGU SECUIESC**<br>**Compania de Navigatie Maritime PETROMIN**<br>Constantza Romania | **10 394**<br>5 616<br>18 295 | RNR | **1978** Santierul Naval Galatz—Galatz (687)<br>145,17 (BB) 20,99 10,140<br>132,54 13,21<br>1 dk | **M Bulk Carrier**<br>4 Ho 22,4 24,6 24,6 24,6 ER<br>G.20 497 B.19 635<br>4 Ha (stl) (15,3 16,9 16,9 16,9 × 9,9) ER | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 2 141,0t (hvf) 15kn |
| **TIRGU TROTUS**<br>**Compania de Navigatie Maritime PETROMIN**<br>Constantza Romania | **10 394**<br>5 616<br>18 295 | RNR | **1978** Santierul Naval Galatz—Galatz (690)<br>145,09 (BB) 20,99 10,140<br>132,54 13,21<br>1 dk | **M Bulk Carrier**<br>4 Ho 22,4 24,6 24,6 24,6 ER<br>G.20 497 B.19 635<br>4 Ha (stl) (15,3 16,9 16,9 16,9 × 9,9) ER | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250 geared to sc. shaft<br>8 440bhp (6 208kW)<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 2 107,0t (hvf) 15kn |
| **TIRIS**<br>ex Shintoku Maru No. 26<br>**Sociedad de Asistencia Tecnica y Comercial S.L. (SATECO)**<br>Nouadhibou Mauritania | **499**<br>180<br>517 | RI | **1972** K.K. Usuki Tekkosho—Usuki (822)<br>60,76 9,73 3,798<br>54,01 9,71 6,56<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TIRIS II**<br>ex Ouadane I-90 ex Delfini-80<br>**Feten Ould Moulaye**<br>Nouadhibou Mauritania | **399**<br>155<br>— | ✠**100A1** SS 3/90<br>stern trawler<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL (G) 1"U2<br>FN 501 | **1975**-7 D. C. Anastassiades & A. Ch. Tsortanides —Perama (74)<br>42,91 8,64 4,877<br>37,01 8,60 4,91<br>B & F 23,5 2 dks<br>rf 1194 Box K 152 DK in way of mchy. space | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>In.340<br>2 Ha (1,1 × 1,1) (1,6 × 1,6) ER | Alpha 409-26VO<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 154kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **SURVEYS OVERDUE — CLASS SUSPENDED 2/8/91** | | | | | |
| **TIRIS 1**<br>**Societe Sud-Atlantic Saharienne de Peche Industries S.A.**<br>Agadir Morocco | *492*<br>*148*<br>401 | GL | **1989** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (1012)<br>39,90 9,32 3,877<br>34,80 9,00 6,25<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.347 | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 with flexible couplings & sr reverse geared to sc. shaft<br>895kW (1 217bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 148kW 220/380V a.c.<br>11kn |
| **TIRIS 2**<br>**Societe Sud-Atlantic Saharienne de Peche Industries S.A.**<br>Agadir Morocco | *492*<br>*148*<br>401 | GL | **1989** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (1013)<br>39,90 9,32 3,877<br>34,80 9,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.347 | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 with flexible couplings & sr reverse geared to sc. shaft<br>895kW (1 217bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 148kW 220/380V a.c.<br>11kn |
| **TIRIS 3**<br>**Societe Sud-Atlantic Saharienne de Peche Industries S.A.**<br>Agadir Morocco | **494**<br>148<br>400 | GL | **1989** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (1014)<br>39,81<br>34,83 9,01 6,28<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.347 | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 with flexible couplings & sr reverse geared to sc. shaft<br>895kW (1 217bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 148kW 220/380V a.c.<br>11kn |
| **TIRIS 4**<br>**Societe Sud-Atlantic Saharienne de Peche Industries S.A.**<br>Agadir Morocco | **494**<br>148<br>400 | GL | **1989** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (1029)<br>39,81<br>34,83 9,01 6,28<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.347 | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 with flexible couplings & sr reverse geared to sc. shaft<br>895kW (1 217bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 148kW 220/380V a.c.<br>11kn |
| **TIRMA**<br>**Industrias del Mar S.A.**<br>Las Palmas Spain | **208**<br>101<br>— | (BV) | **1962** Hijos de J. Barreras S.A.—Vigo (1143)<br>*29,78* 6,84 3,302<br>28,99 6,01 3,64<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 51,0t (d.o.) 10,25kn |
| **TIRNAVA**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **3 971**<br>1 864<br>2 063 | RNR | **1976** VEB Volkswerft Stralsund—Stralsund (222)<br>101,86 (BB) 15,22 5,600<br>91,65 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 2 × 560kW 2 × 480kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 238,5t (hvf) 14kn |
| **TIRNAVENI**<br>**Navrom Shipping Company**<br>Constantza Romania | **2 473**<br>1 039<br>3 134<br>**3 531**<br>1 748<br>4 795 | RNR | **1975** Santierul Naval Braila—Braila<br>106,00 14,81 5,630/7,060<br>93,50 14,79 8,51<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 859<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(5) | Sulzer 6RD44<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina" Karlovac<br>Gen 3 × 420kW 380V 50Hz a.c.<br>Fuel 327,0t 14kn |
| **TIROL**<br>ex South Beauty-82 ex Gard-78<br>**Krohn Ges. m.b.H. & Co. KG**<br>Osterreichischer Lloyd Ship Management G.m.b.H.<br>Wien Austria<br>SatCom: 1544301/OEMK | *35 964*<br>*23 463*<br>65 112<br>T/cm<br>61,2 | ✠**100A1** SS 5/89<br>strengthened for ore cargoes<br>Nos. 2, 4 & 6 holds may be empty<br>✠**LMC** **UMS**<br>EL N† 3"U3<br>FN 10572 | **1976**-1 Hakodate Dock Co. Ltd.—Hakodate (608)<br>219,08 (BB) 32,34 13,698<br>208,01 32,25 18,57<br>P 34,8 F 17,7 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 21,0 22,7 24,0 19,2 24,0 24,0 24,0 ER<br>G.72 790 B.71 708<br>7 Ha (stl) (12,5 × 10,5) (13,7 14,4 9,6 14,4 14,4 14,4 × 13,4) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 AuxB (1 o.f. 1 ex.g) 7,2kgf/cm² (7,1bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 3 652,5t (hvf)-51,0pd 15kn |
| **TIROL**<br>ex Lima II-91 ex Stephane Vieljeux-81<br>ex Taj-79 ex Stephane Vieljeux-78<br>**Fremantle Maritime Corp.**<br>Consorcio Naviero Peruano S.A. (CNP)<br>Panama Panama | T.Mk<br>**7 879**<br>3 512<br>10 303<br>**12 458**<br>6 385<br>17 257 | BV | **1974** Ch. Nav. de La Ciotat—La Ciotat (295)<br>171,00 23,86 7,671/9,697<br>158,02 23,80 12,50<br>P 52,5 F 46,1 2 dks | **M General Cargo**<br>Ref<br>4 Ho 27,7 21,3 21,5 22,7 ER 10,5DTp&s 5 TwD<br>G.22 040 B.21 325 In.143 L.411<br>TEU 389 C.Ho 177/20' (40') C.Dk 212/20' (40')<br>5 Ha (stl) (14,9 14,9 14,9 14,9 × 6,3) ER (4,9 × 10,0)<br>6 Wing Ha (stl) (12,4p&s 14,9p&s 14,9p&s × 5,3) ER<br>17W Cr 1(5) Der 1(80) 4(22) 6(15) | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>12 799kW (17 400bhp)<br>Cie. de Const. Mec. Sulzer (CCM Sulzer) Mantes<br>Gen 3 × 780kW 450V 50Hz a.c.<br>Fuel 239,0t (d.o.) 1 461,0t (hvf) 19kn |
| **TIROMALAI**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | *20 750*<br>—<br>30 800 | NV (Class cont.) | **1991** Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (279)<br>(BB) 9,200<br>165,00 31,30<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | B&W 6S60MC<br>Oil 2SA 6Cy. 600 × 2292<br>12 560bhp (9 239kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>15kn |
| **TIRRICK**<br>**Shetland Towage Ltd.**<br>Lerwick United Kingdom | **482**<br>0<br>229 | ✠**100A1** CS 6/88<br>tug<br>✠**LMC**<br>EL I 330,0/30,0U2(a)<br>FN 544 | **1983**-6 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (489)<br>37,44 11,82 3,571<br>35,01 11,31 4,20<br>F 19,6 1 dk<br>rf 203 | **TM Tug**<br>Tractor | Ruston<br>2 Vee Oil 4SA each 12Cy. 254 × 305 with flexible couplings & sr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 3 × 80kW 440V 50Hz a.c.<br>2 Directional propellers<br>Fuel 141,0t (d.o.)-14,5pd |

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|---|---|---|---|---|---|---|
| **5327001**<br>*IUXN*<br>183<br>Rdr RTv | **TIRSO**<br>ex Sidi Belyout-63 ex Sheilla-50<br>ex Empire Sheila-49<br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italy | **310**<br>130<br>— | RI (BV)<br>✠Classed LR until 12/53 | **1945**-10 Cochrane & Sons Ltd.—Selby (1299)<br>37,65 8,41 3,290<br>35,01 8,36 4,12<br>1 dk<br>R | **M Tug** | MWM<br>Oil 4SA 8Cy. 320 × 480<br>NE 56<br>Motorenw. Mannheim A.G. (MWM) |
| **8340030** | **TIRTA LAMANDAU I**<br>**P.T. Sinar Bahtera Maju**<br>Pangkalanbuun Indonesia | **148**<br>78<br>— | KI | **1975** C. V. Bina Kapal Ikan—Tegal<br>30,00<br>27,61 7,00 2,42<br>1 dk | **M General Cargo/Tanker**<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 135 × 160<br>258bhp (190kW)<br>Kloeckner Humboldt Deutz |
| **5035490**<br>*HO7888*<br>4355-58<br>Rt | **TIRTAKARYA**<br>ex Ban Ho Liong-73 ex Toba-58<br>**P.T. Perusahaan Pelayaran Pedjaka**<br>Panama Panama | **983**<br>684<br>573 | | **1930** C. v.d. Giessen—Krimpen a/d Ijssel (606)<br>64,67 10,42 3,074<br>10,37<br>B 15,0 F 11,0 2 dks<br>R | **M General Cargo**<br>Mchy.aft<br>B.1 208<br>4W Der 1(8) | Sulzer<br>Oil 2SA 7Cy. 360 × 480<br>Sulzer Bros. Ltd.<br>Fuel 32,5t |
| **5035488**<br>*HPPQ*<br>4354-58<br>Df Esd Rt | **TIRTAMULIA**<br>ex Ban Ho Hin-73 ex Janssens-58<br>**P.T. Perusahaan Pelayaran Pedjaka**<br>Panama Panama | **2 071**<br>1 492<br>1 914 | | **1935** N.V. Mch. & Schps. P. Smit, Jr.—Rotterdam (494)<br>84,26 13,16 4,496<br>... ... ...<br>P 10,1 B 24,7 F 12,5 1 dk<br>R | **M General Cargo**<br>B.2 808<br>9W Der 1(15) | Sulzer<br>Oil 2SA 6Cy. 400 × 750<br>N.V. Koninklijke Maats. "De Schelde"<br>Fuel 112,0t |
| **6525739**<br>ATI<br>Esd RTm/v | **TIRZA**<br>**Israel Ports Authority**<br>Eilat Israel | **188**<br>—<br>— | ✠**100A1** SS 9/87<br>tug<br>East Mediterranean & Red Sea service<br>✠**LMC**<br>EL (d)<br>FN 308 | **1965**-9 Atlas-werke A.G.—Bremen (432)<br>30,51 8,03 3,163<br>26,01 7,82 4,02<br>rf 1194 BK 127 | **M Tug** | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280 with fle<br>couplings & sr reverse gear to sc. sh<br>Kloeckner Humboldt Deutz<br>Gen 2 × 380kW<br>Fuel (d.o.) |
| **7613961**<br>*YYBC*<br>33E814<br>Esd Gc Rdr Rt | **TISA 1**<br>ex Lina V-82 ex Gosaibi-76<br>**Transporte Industrial S.A. (TISA)**<br>Guanta Venezuela | **597**<br>151<br>1 321 | ✠**100A1** SS 5/90<br>roll on — roll off cargo ship for Venezuelan Coast, Caribbean Sea and Gulf of Mexico service<br>**LMC**<br>EL P 440,0/36,0U2<br>FN 1342<br>(BV) | **1976** Teraoka Shipyard Co. Ltd.—Nandan (165)<br>77,32 15,42 3,201<br>69,60 15,21 4,07<br>RAD 3,1 1 dk<br>rf 508 | **TM RoRo Cargo/ Landing Craft**<br>Deck Cargo<br>Bow door/ramp<br>Mchy.aft<br>TEU 47 C. 47/20' 22/40' incl. 8 ref C. | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320 with c<br>flexible couplings & dr reverse gear<br>shafts<br>2.000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 3 × 144kW 445V 60Hz a.c. |
| **8206650**<br>*CNHW*<br>8-643 | **TISIREME**<br>**Omnium Marocaine de Peche**<br>Agadir Morocco | **324**<br>143<br>405 | BV | **1983** Const. Nav. Santodomingo—Vigo (485)<br>38,31 8,59 4,050<br>34,78 8,51 6,15<br>1 dk | **M Fishing**<br>Stern Trawler<br>G.402 | Deutz<br>Oil 4SA 8Cy. 220 × 280 with clutche<br>couplings & sr geared to sc. shaft<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 140kW 380V 50Hz a.c. |
| **7304467**<br>*CNME*<br>8-510<br>Df Esd Rdr Rt | **TISLI**<br>ex Playa del Ingles-79<br>**Societe Pecatlan S.A.**<br>Agadir Morocco | **229**<br>109<br>— | BV | **1973** Ast. Neptuno—Valencia (52)<br>31,63 6,99 3,180<br>26,95 6,82 3,71<br>1 dk | **M Fishing**<br>Stern Trawler | Poyaud<br>Vee Oil 4SA 12Cy. 150 × 180<br>660bhp (485kW)<br>Soc. Surgerienne de Const. Mec.<br>Controllable pitch propeller<br>Fuel 76,5t (d.o.) |
| **7825631**<br>*CNZB*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **TISLIT**<br>ex Iceblink-89<br>**Generale Maritime S.A.**<br>Morocco | T.Mk<br>**499**<br>321<br>1 008<br>**1 132**<br>678<br>1 423 | BV | **1979** P/f Skala Skipasmidja—Skala (33)<br>67,29 12,02 3,801/4,501<br>61,37 11,99 6,51<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref<br>Ice strengthened<br>3 Ho ER<br>In.1 847<br>3 Ha (stl) (each 6,0 × 4,5) ER<br>3W Der 3(3) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 800bhp (1 324kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 4 × 123kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 160,0t (d.o.)-5,0pd |
| **7941112**<br>*YQGM*<br>570<br>Df Esd Gc<br>Rdr Rt | **TISMANA**<br>**Navrom Shipping Company**<br>Constantza Romania | **1 969**<br>1 110<br>2 400 | RNR | **1978** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin<br>88,35 12,81 5,301<br>80,75 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 18,3 18,3 ER<br>B.3 257<br>TEU 42<br>3 Ha (stl) (8,7 × 7,7) (12,8 12,8 × 10,2) ER<br>3W Der 3(5) | Sulzer<br>Oil 2SA 8Cy. 360 × 600<br>2 800bhp (2 060kW)<br>H. Cegielski<br>Gen 3 × 150kW 400V 50Hz a.c.<br>Fuel 172,5t (d.o.) |
| **8802117**<br>*CNJW*<br><br>Rdr Rt | **TISSINT**<br>**Sahara Contracting & Fishing Co. S.A. (SACONFISA)**<br>Casablanca Morocco | *494*<br>*148*<br>400 | GL | **1988** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (1007)<br>39,91 (BB) 9,33 3,801<br>34,83 9,01 6,28<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.347 | Deutz<br>Oil 4SA 6Cy. 240 × 280 with flexib<br>sr reverse geared to sc. shaft<br>927kW (1 260bhp)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 314kW 220/380V a.c. |
| **7724021**<br>*DIGT*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **TISTA**<br>**Reederei m.s. "Tista" Wolfgang Hammann KG**<br>Pohl Shipping Schiffahrtsgesellschaft m.b.H.<br>Hamburg Federal Republic of Germany | **999**<br>575<br>2 240 | GL | **1978** Werftunion G.m.b.H. & Co., Zweigniederlassung Emden—Emden (125)<br>83,80 (BB) 12,83 4,401<br>75,80 12,81 4,50<br>RQD 46,7 B 23,2 F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>G.3 681 B.3 679<br>TEU 109 C. 109/20'<br>3 Ha (stl) (19,2 × 10,2) (7,6 × 7,2) (19,2 × 10,2) ER | MaK<br>Oil 4SA 8Cy. 320 × 450 reduction ge<br>shaft<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau |
| **7423952**<br>*OWEP*<br>H669<br>Esd Pfd Rdr Rt | **TISTELON**<br>ex Jannie-82<br>**Keld Sorensen**<br>Hirtshals Denmark | **170**<br>90<br>— | | **1975** Esmadan Skibsvaerft ApS—Esbjerg (87)<br>34,52 6,94<br>30,51 6,90 3,46<br>1 dk<br>rf - | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW)<br>Alpha-Diesel A/S<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **6602692**<br><br><br>Esd | **TITA**<br>**Yam Pacifico S.A.**<br>Tambo de Mora Peru | **105**<br>—<br>— | ✠Classed LR until 8/3/74 | **1965**-12 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (303)<br>22,36 6,76<br>19,13 6,63 3,18<br>RAD 4,3<br>BK | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 rever<br>geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. |
| **7033288**<br>*SWQR*<br>8414<br>Df Esd Gc<br>Pfd Rdr Rt | **TITAN**<br>ex Sea Rover-83 ex Ronariver-78<br>**Association Star Shipping Corp.**<br>Hellas Petroleum Corp.<br>Piraeus Greece | **51 280**<br>31 364<br>97 886<br>T/cm<br>87,2 | **100A1** SS 7/89<br>moored oil storage tanker<br>**LMC**<br>EL Rt 687,5/84,0U3<br>FN 14136<br>(NV) | **1971** Uddevallavarvet A/B—Uddevalla (235)<br>255,25 (BB) 38,99 14,383<br>243,85 38,94 19,03<br>F 21,7 1 dk<br>rf nil Bow/CM 113 Diam. 0,510 | **M Tanker**<br>Storage<br>10 Ta ER<br>L.(oil) 111 568<br>4 Cargo pumps total 7 860T/hr | B&W<br>Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW)<br>Eriksbergs M/V A/B<br>2 AuxB (o.f.) primary 50,9kgf/cm²<br>secondary 14,2kgf/cm² (14,0<br>e(ex.g) 14,2kgf/cm² (14,0bar)<br>14,2kgf/cm² (14,0bar)<br>Gen 1 × 812kW 2 × 720kW<br>Fuel 4 735,0t (hvf)-76,0pd |

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| **TITAN**<br>ex Brigitte-91<br>**O. Slokkers B.V.**<br>Zwijndrecht Netherlands | **2 000**<br>—<br>3 609 | ✠**A1**<br>inland waterways container<br>& ore carrier<br>L.S.0. to a maximum<br>draught of 3.20 metres<br>✠**LMC**<br>EL 180,0/34,0U2<br>FN 1620 | **1981**-3 N.V. Scheepswerf van Rupelmonde<br>—Rupelmonde (448)<br>110,01 11,41 3,831<br>106,13 11,37 3,89<br>1 dk | **TM General Cargo**<br>1 Ho 86,2 ER<br>TEU 112<br>C.Ho 56/20' (40') C.Dk 56/20' (40')<br>1 Ha (86,2 × 9,9) ER | Caterpillar D398SCAC<br>2 Vee Oil 4SA each 12Cy. 159 × 203 with clutches, flexible couplings & reverse reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 40kW 1 × 20kW 1 × 10kW 380V 50Hz a.c.<br>Thw. thrust propeller |
| **TITAN**<br>**Bona Ship Maritime Co. Ltd.**<br>Bugsier-Reederei-und Bergungs-G.m.b.H.<br>Limassol Cyprus<br>SatCom: 1100543/TITA | **1 599**<br>157<br>— | GL | **1974** Schichau-Unterweser A.G.—Bremerhaven (2253)<br>77,40 13,59 5,820<br>68,71 13,21 6,61<br>F 27,2 1 dk | **TM Tug**<br>Salvage<br>Ice strengthened<br>Der 1(10) 1(1) | Deutz RBV12M350<br>2 Vee Oil 4SA each 12Cy. 400 × 500 reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>16kn |
| **TITAN**<br>**Kronos Titan A/S**<br>Bukser og Bjergning A/S<br>Fredrikstad Norway | *872*<br>*299*<br>1 516<br>T/cm<br>7,2 | GL | **1968** N.V. Schps. v/h H. H. Bodewes—Millingen a/d Rijn (678)<br>64,50 10,42 4,358<br>60,00 10,39 5,29<br>P 16,2 F 6,4 1 dk<br>Bow/CM 43 Diam. 0,340 | **M Tanker**<br>Chemical<br>CBT<br>6 Ta ER<br>L.1 135<br>2 Cargo pumps total 900T/hr | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 57kW 400V 50Hz a.c.<br>Fuel 35,5t (d.o.)-4,0pd 11,5kn |
| **TITAN**<br>ex Atlas-91 ex Nicolaos D-90<br>ex Alexandros G-86 ex Palma-80<br>ex Humber-79 ex Sirrah-79<br>**Stylianos Kolovos**<br>Piraeus Greece | T.Mk<br>**497**<br>208<br>840 | (DSRK) (GL) | **1960** VEB Peene-Werft—Wolgast (64)<br>59,44 9,83 3,658<br>56,52 9,78 5,80<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,8 ER<br>G.1 550 B.1 456<br>2 Ha (stl) (each 11,1 × 4,9) ER<br>Cr 2(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>550bhp (405kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 540kW 2 × 328kW 390V 50Hz a.c.<br>Fuel (d.o.) 10kn |
| **TITAN**<br>ex Praia da Adraga-73<br>**Alexander G. Tsavliris & Sons Maritime Co.**<br>Piraeus Greece | **463**<br>47<br>— | ✠Classed LR until 1/2/89 | **1952**-8 Cia. Uniao Fabril—Lisboa (129)<br>48,37 3,817<br>42,73 9,22 4,50<br>F 22,0<br>R rf 800 | **M Tug** | Sulzer<br>Oil 2SA 8Cy. 360 × 600 sr geared to sc. shaft<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 52kW 1 × 19kW 110V d.c.<br>Fuel 250,0t (d.o.) 13kn |
| **TITAN**<br>ex Hans Oskar-79<br>**Black Sea Shipping Co. (BLASCO)**<br>(Ilyichyovsk) (U.S.S.R.) | **450**<br>0<br>— | RS (NV) | **1974** G. Eides Sonner A/S—Hoylandsbygd (97)<br>36,35 10,04 4,598<br>31,91 10,00 7,90<br>1 dk<br>rf 297 | **M Tug/ Icebreaker**<br>Ice strengthened | MaK 8M551AK<br>Oil 4SA 8Cy. 450 × 550<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 130kW 1 × 64kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 190,0t (d.o.) |
| **TITAN**<br>**A/S Danena**<br>Odense Denmark | **298**<br>118<br>— | | **1956** Limfjords-Vaerftet A/S—Aalborg (827)<br>42,30 —<br>8,01 3,26<br>1 dk | **M Dredger**<br>Suction | Alpha 406-24VO<br>Oil 2SA 6Cy. 240 × 400<br>184kW (250bhp)<br>B&W Alpha-Diesel A/S Frederikshavn<br>Stern jet pump |
| **TITAN**<br>ex Empire-49 ex P. J. T. Co. No. 8<br>**McAllister Towing of Wilmington**<br>New York, NY United States of America | **236**<br>160<br>— | (AB) | **1909** Staten Island SB. Co.—Port Richmond, NY (449)<br>7,62 4,090<br>34,98 7,32 4,47<br>1 dk<br>R BK 152 | **M Tug** | Nordberg<br>Oil 4SA 8Cy. 405 × 560<br>NE 49<br>Nordberg Manufacturing Co. St. Louis, Mo<br>Gen 1 × 100kW 2 × 20kW 115V d.c.<br>Fuel 190,0t (d.o.) |
| **TITAN**<br>**Jadranski Pomorski Servis Drustveno Poduzece**<br>Rijeka Croatia | **224**<br>30<br>— | JR (BV) | **1968** Cant. Nav. Off. Mecc. di Venezia—Venezia (183)<br>30,28 8,67 3,461<br>27,51 8,26 4,20<br>1 dk | **M Tug** | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 48kW 380V 50Hz a.c.<br>Fuel 76,0t (d.o.) 11kn |
| **TITAN**<br>**Saveiros, Camuyrano Servicos Maritimos S.A.**<br>Santos Brazil | **209**<br>63<br>— | ✠**A1** SS 7/88<br>tug<br>protected waters service<br>✠**LMC**<br>EL 165,0/16,0<br>FN 339 | **1984**-3 MacLaren IC Est. e Servicos—Rio de Janeiro (267)<br>28,20 9,35 —<br>26,50 9,11 3,66<br>1 dk<br>rf 495 | **TM Tug**<br>Tractor | Alpha 7T23L-VO<br>2 Oil 4SA each 7Cy. 225 × 300 dr geared to sc. shafts<br>Equipamentos Villares S.A. Rio de Janeiro<br>Gen 2 × 66kW 440V 60Hz a.c.<br>2 Directional propellers<br>Fuel 57,5t (d.o.) |
| **TITAN**<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | *182*<br>*54*<br>57 | RS | **1987** ..............U.S.S.R.<br>29,30 8,60 3,400<br>27,00 - 4,30<br>1 dk | **TM Tug**<br>Fire-fighting<br>Ice strengthened | Russkiy 8CHNSP25/34<br>2 Oil 4SA each 8Cy. 250 × 340<br>Russkiy-Diesel Works Leningrad<br>Controllable pitch propeller<br>Controllable pitch propeller |
| **TITAN**<br>**Intercoastal Towing & Transportation Corp.**<br>Galveston, Tx United States of America | **172**<br>117<br>— | (AB) | **1979** Diamond Manufacturing Co.—Savannah, Ga (M-469)<br>29,16 9,78 4,890<br>26,12 9,76 5,74<br>1 dk | **M Tug** | General Motors 16-645-E7<br>Vee Oil 2SA 16Cy. 230 × 254 reverse reduction geared to sc. shaft<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 100kW<br>9kn |
| **TITAN**<br>**Gulf Trawler Co. Pty. Ltd.**<br>Fremantle, W.A. Australia | **149**<br>93<br>— | | **1980** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A.<br>23,78 6,86<br>22,53 6,76 3,87<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,5kn |
| **TITAN**<br>ex Bamble-91 ex Lifos-88<br>**Titan AB**<br>Holmsund Sweden | **107**<br>0<br>137 | (NV) | **1966** Ulstein M/V A/S—Ulsteinvik (38)<br>26,78 6,28<br>24,03 6,25 2,95<br>1 dk<br>rf 749 BK 56 | **M Tug/ Icebreaker**<br>Ice strengthened<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 sr geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 26kW 1 × 11kW 220V 50Hz a.c.<br>2 Controllable pitch propellers aft, 1 fwd<br>Fuel (d.o.) |
| **TITAN A**<br>ex Titan-83<br>**Levine Shipping Ltd.**<br>Gibraltar Gibraltar (British) | **245**<br>13<br>— | (BV) | **1956** C.V. Schps. & Ghbw. Jonker & Stans —Hendrik-Ido-Ambacht (276)<br>31,98 8,23 3,563<br>29,60 8,21 4,20<br>1 dk<br>RW | **M Tug**<br>Salvage<br>1W Der 1(2) | Bolnes<br>2 Oil 2SA each 8Cy. 190 × 350 geared to sc. shaft<br>"Bolnes" Motorenfabriek Krimpen a/d Lek<br>Fuel 81,5t (d.o.) 11,75kn |
| **TITAN SCAN**<br>**Mammoet Shipping (Neth. Ant.) B.V.**<br>Mammoet-Hansa Linie A.G.<br>Willemstad Netherlands Antilles & Aruba<br>SatCom: 1750230/PJKO | T.Mk<br>**3 999**<br>2 712<br>8 058 | GL | **1982** Husumer Schiffsw.—Husum (1464)<br>123,35 (BB) 20,71 6,925<br>113,16 20,62 10,32<br>P 11,3 F 13,5 2 dks | **M RoRo Cargo/General Cargo/ Heavy-load Carrier**<br>Ice strengthened<br>Stern door/ramp<br>L 6,00 W 15,20 SWL 400<br>Lane Length 490 Cargo Width 14,50<br>1 Ho 79,8 ER<br>G.12 281 B.11 570<br>TEU 444<br>C.Ho 256/20' (40') C.Dk 188/20' (40') incl. 30 ref C.<br>1 Ha (stl) (72,7 × 15,1) ER<br>4W Der 2(175) | MaK 6M601AK<br>Oil 4SA 6Cy. 580 × 600 with flexible couplings & sr geared to sc. shaft<br>5 880bhp (4 325kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15kn |

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| **6605266**<br>*HO5690*<br>7141-71A<br>Df Esd Gc<br>Rdr Rt | **TITAN SERVICE**<br>ex Sea Service-71<br>**Apex Towing Co. Inc.** | **298**<br>203<br>— | | **1965** Burton Construction & SB. Corp.—Port Arthur, Tx (388)<br>*48,77* 12,25 3,261<br>48,77 12,20 3,97 | **TM Tug/Supply Ship**<br>Deck Cargo | | General Motors<br>2 Oil 2SA each 16Cy. 216 × 254<br>General Motors Corp. |
| **8129656**<br>*UPKZ*<br>M-17556<br>Df Esd Gc<br>Pfd Rdr RTv | **TITAN-2**<br>**Glavmorneft**<br>(Chernomorsk) (U.S.S.R.)<br>See Register Of Offshore Units | *19 813*<br>*5 944*<br>3 343 | RS | **1985** Oy Wartsila Ab—Turku/Abo (1278)<br>141,40 54,00 4,001<br>121,00 - 13,00<br>1 dk | **TD-E Work/Construction Crane Ship**<br>for offshore installations Twin Hull<br>Cr 1(600) | | Wartsila<br>3 Oil 4SA each 6Cy. 320 × 350<br>(5 552kW) driving 3 gen. each<br>a.c. connected to 2 elec. motors<br>2 300shp (1 692kW) & sc. shafts<br>Oy Wartsila Ab<br>Gen 3 × 180kW 380V 50Hz a.c.<br>2 Directional propellers<br>2 Thw. thrust Contr. pitch propellers |
| **8129668**<br>*UIJV*<br>M-41813<br>Rdr Rt | **TITAN-3**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | *19 813*<br>*5 944*<br>3 343 | RS (Class cont.) | **1989** Oy Wartsila Ab—Turku/Abo (1279)<br>141,41 4,001<br>121,01 54,01 13,01<br>1 dk | **TD-E Work/Construction Crane Ship**<br>for offshore installations Twin Hull | | Wartsila<br>3 Oil 4SA each 6Cy. 320 × 350<br>(7 545bhp) driving 3 gen. each<br>connected to 2 elec. motors each<br>(1 700kW)<br>Oy Wartsila Ab<br>2 Directional propellers<br>2 Thw. thrust Contr. pitch propellers |
| **8410172**<br>*UPQD*<br>M-41858<br>Rdr Rt | **TITAN-4**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **19 813**<br>5 944<br>3 343 | RS (Class cont.) | **1989** Oy Wartsila Ab—Turku/Abo (1289)<br>141,41 4,001<br>121,01 54,01 13,01<br>1 dk | **TD-E Work/Construction Crane Ship**<br>for offshore installations Twin Hull | | Wartsila<br>3 Oil 4SA each 6Cy. 320 × 350<br>(7 545bhp) driving 3 gen. each<br>connected to 2 elec. motors each<br>(1 700kW)<br>Oy Wartsila Ab<br>2 Directional propellers |
| **8727159**<br>M-38557 | **TITAN-5**<br>**Glavmorneft**<br>(Chernomorsk) (U.S.S.R.) | *2 626*<br>*788*<br>1 370 | RS | **1987** .............U.S.S.R.<br>65,42 26,06 3,280<br>60,48 - 5,38<br>1 dk | **TD-E Crane Pontoon**<br>Ice strengthened | | Russkiy<br>3 Oil driving gen. of 100kW<br>motors each of 680shp (500kW)<br>(centre) Oil 4SA 8Cy. 250 × 340<br>1 102kW (1 498bhp)<br>Russkiy-Diesel Works<br>(wing) 2 Oil 4SA each 6Cy. 300 ×<br>1 068kW (1 452bhp)<br>Russkiy-Diesel Works<br>propeller port<br>propeller starboard |
| **6500076**<br>*9HWT2*<br>2154<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TITANIC**<br>ex Daugavpils-89<br>**Titanic Shipping Co. Ltd.**<br>Mayamar Marine Enterprises S.A.<br>Valletta Malta | **14 279**<br>8 154<br>22 630 | GL (RS) | **1965** Brodogradiliste "Split"—Split (193)<br>185,99 23,45 9,810<br>174,02 23,40 12,55<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 27 Ta ER<br>G.587 L.(oil) 29 665<br>1 Ha (5,0 × 3,2) ER | HeCls. BC | B&W<br>Oil 2SA 8Cy. 740 × 1600<br>8 832kW (12 007bhp)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 1 × 400kW 2 × 260kW<br>220/380V a.c.<br>Fuel 2 296,5t (d.o.)-42,5pd |
| **8139089**<br>*EKRB*<br>M-40342<br>Df Esd Gc<br>Rdr RTm/h/v | **TITANIT**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **722**<br>217<br>414 | RS | **1983** .............U.S.S.R.<br>54,84 9,96 4,111<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **8905048** | **TITANIUM OXIDE DREDGER**<br>**Ellicott Machine Corp. & Minproc Engineers Pty. Ltd.**<br>Singapore Singapore | **600**<br>—<br>— | | **1989** Promet Private Ltd.—Singapore (1113)<br>59,43 15,86<br>. - - 2,90<br>1 dk | **M Dredger** | | Oil<br>............. |
| **8727147**<br>*UJJJ*<br>M-12891<br>Df Esd Gc<br>Rdr RTv | **TITANIYA**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | *683*<br>*233*<br>474 | RS | **1988** .............U.S.S.R.<br>54,99 9,52 4,340<br>50,04 - 5,16<br>1 dk | **M Fish Carrier**<br>Ref<br>Ice strengthened | | S.K.L<br>Oil 4SA 6Cy. 320 × 480<br>589kW (801bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 150kW a.c. |
| **7333987**<br>168<br>Rdr Rt | **TITANIYA**<br>**Bourgas Port Authority**<br>Bourgas Bulgaria | **226**<br>—<br>44 | BR | **1969** Leningradskiy Petrozavod—Leningrad<br>29,32 8,49 3,090<br>25,20 8,31 4,35<br>1 dk | **TM Tug**<br>Ice strengthened | | Russkiy<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works<br>Gen 2 × 24kW 230V a.c.<br>2 Controllable pitch propellers |
| **5362271**<br>*IUXD*<br>117<br>Esd | **TITANO**<br>Launched as Giampaolo<br>**Alberto e Salvatore Licatino**<br>Mazara del Vallo Italy | **118**<br>47<br>— | (RI) | **1955** G. Rondolini & Figli—Pesaro<br>29,62 6,66 2,610<br>26,70 6,51 3,15 | **Wood M Fishing**<br>Side Trawler | | Ansaldo<br>Oil 4SA 4Cy. 265 × 410<br>300bhp (221kW)<br>S.A. Ansaldo Stab. Mecc. |
| **5362295**<br>*SV2381*<br>1677<br>Rt | **TITANUS**<br>**Hellenic Shipyards Co. Ltd.**<br>Piraeus Greece | **258**<br>40<br>— | HR<br>✠Classed LR until 15/11/85 | **1962**-7 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (324)<br>31,93 8,72 3,741<br>29,01 8,21 4,50<br>1 dk<br>rf 1194 | **M Tug** | | MAN<br>Oil 4SA 9Cy. 300 × 450 sr<br>shaft<br>Masch. Augsburg-Nuernberg<br>Fuel (d.o.) |
| **7712547**<br>*ILTB*<br>689<br>Esd Rdr Rt | **TITANUS**<br>**Rimorchiatori Riuniti Panfido e C. S.p.A.**<br>Venezia Italy | **197**<br>28<br>236 | RI | **1978** Campanella Cantieri Navali S.p.A.—Savona (84)<br>30,71 8,82 4,401<br>26,52 8,41 4,65<br>1 dk | **M Tug**<br>Salvage | | Polar<br>Vee Oil 4SA 12Cy. 250 × 300<br>sc. shaft<br>A/B Bofors Nohab<br>Controllable pitch propeller |
| **7026065**<br>*SYVX*<br>9626<br>Df Esd Gc<br>Rdr Rt | **TITIKA**<br>ex Vacha-90 ex Belatrix-70<br>**Leti Shipping Co.**<br>Piraeus Greece | **1 539**<br>553<br>1 618<br>T/cm<br>7,7 | BR HR | **1968** Zaliv Shipyard—Kerch<br>83,57 12,04 4,649<br>74,00 11,97 5,34<br>1 dk<br>Bow/CM 40 | **M Tanker**<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 3 029<br>4 Cargo pumps total 500T/hr | HeCls. BC | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 3 × 100kW 1 × 20kW<br>Fuel 142,0t (d.o.)-7,0pd |
| **7363906**<br>*EGKI*<br>9452<br>Esd Gc Rdr Rt | **TITO MARQUEZ**<br>**Antonio Rodriguez Falque**<br>Vigo Spain | **494**<br>226<br>— | BV | **1974** Construcciones Navales P. Freire S.A.—Vigo (82)<br>51,80 4,111<br>45,83 9,50 6,51<br>2 dks<br>len 81 | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 850bhp (1 361kW)<br>Hijos de J. Barreras S.A.<br>Controllable pitch propeller<br>Fuel 223,0t (d.o.) |
| **8900464**<br>*IVCC*<br>877<br>Df Esd Gc<br>Rdr Rt | **TITO NERI DECIMO**<br>ex Algerina Neri-90<br>**Fratelli Neri S.a.S.**<br>Livorno Italy | **197**<br>41<br>— | RI | **1989** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona (59)<br>32,10 8,52 3,680<br>8,50 4,25<br>1 dk | **M Tug** | | Nohab<br>Vee Oil 4SA 8Cy. 250 × 300<br>& sr geared to sc. shaft<br>Wartsila Diesel AB |

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| **TITO NERI NONO**<br>**Fratelli Neri S.a.S.**<br>Livorno Italy | **197**<br>41<br>— | RI | **1988** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona (56)<br>32,10 8,52 3,750<br>28,01 8,50 4,25<br>1 dk | **M Tug** | Wartsila F30.8V<br>Vee Oil 4SA 8Cy. 250 × 300 with flexible couplings & sr geared to sc. shaft<br>Oy Wartsila Ab Finland |
| **TITO NERI OTTAVO**<br>**Fratelli Neri S.a.S.**<br>Livorno Italy | **197**<br>41<br>— | RI | **1988** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona (55)<br>31,27 3,680<br>8,51 4,27<br>1 dk | **M Tug** | Wartsila F30.8V<br>Vee Oil 4SA 8Cy. 250 × 300 with clutches & sr reverse geared to sc. shaft<br>Wartsila Diesel AB Trollhattan<br>Gen 2 × 75kW 380V 50Hz a.c.<br>Fuel 83,0t (d.o.)-6,8pd 14kn |
| **TITO NERI QUARTO**<br>**Fratelli Neri S.a.S.**<br>Livorno Italy | **199**<br>58<br>— | RI | **1981** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona (38)<br>32,11 9,17 3,150<br>28,02 8,49 4,27<br>1 dk | **M Tug**<br>Fire-fighting | MAN G9V30/45ATL<br>Oil 4SA 9Cy. 300 × 450 sr geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Controllable pitch propeller |
| **TITO NERI QUINTO**<br>**Fratelli Neri S.a.S.**<br>Livorno Italy | **199**<br>42<br>— | RI | **1982** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona (40)<br>32,11 9,17 3,150<br>28,02 8,50 4,27<br>1 dk | **M Tug**<br>Fire-fighting | MAN G7V30/45ATL<br>Oil 4SA 7Cy. 300 × 450 sr reverse geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 48,5kW 220/380V 50Hz a.c.<br>Controllable pitch propeller |
| **TITO NERI SECONDO**<br>**Fratelli Neri S.a.S.**<br>Livorno Italy | **352**<br>74<br>— | RI | **1976** Cant. Nav. M. & B. Benetti—Viareggio (109)<br>37,32 9,53 4,220<br>33,02 9,52 5,16<br>1 dk | **M Tug**<br>Salvage | MaK 9M453AK<br>Oil 4SA 9Cy. 320 × 420 reverse reduction geared to sc. shaft<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 288kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **TITO NERI SESTO**<br>**Fratelli Neri S.a.S.**<br>Livorno Italy | **199**<br>90<br>160 | RI | **1984** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona (46)<br>32,11 8,51 3,800<br>28,02 8,49 4,27<br>1 dk | **M Tug**<br>Fire-fighting | MAN G9V30/45ATL<br>Oil 4SA 9Cy. 300 × 450 sr geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Controllable pitch propeller |
| **TITO NERI SETTIMO**<br>**Fratelli Neri S.a.S.**<br>Livorno Italy | *199*<br>*41*<br>300 | RI | **1985** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona (49)<br>32,11 8,72 3,781<br>28,10 8,50 4,25<br>1 dk | **M Tug**<br>Fire-fighting | Polar<br>Vee Oil 4SA 8Cy. 250 × 300 with clutches & sr geared to sc. shaft<br>Nohab Diesel A/B Trollhattan<br>Controllable pitch propeller |
| **TITO NERI TERZO**<br>**Fratelli Neri S.a.S.**<br>Livorno Italy | **199**<br>58<br>— | RI | **1979** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona (34)<br>32,11 9,17 3,699<br>28,02 8,30 4,25<br>1 dk | **M Tug**<br>Fire-fighting | MAN G7V30/45ATL<br>Oil 4SA 7Cy. 300 × 450 reverse reduction geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| **TITOVKA**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **1 995**<br>604<br>812 | RS | **1976** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B422/203)<br>73,06 13,03 4,852<br>64,98 13,01 7,93<br>2 dks<br>conv Sealer Stern Trawler Ref Fishing 90 | **D-E Passenger Ship** 22cbn 82bth P<br>Ice strengthened<br>2 Ho<br>6W Der 2(5) 2(1,5) | Sulzer 6ASL25/30<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 126bhp (2 299kW) driving 3 gen. each 750kW connected to elec. motor of 2 298shp (1 690kW) & sc. shaft<br>H. Cegielski Poznan<br>Gen 1 × 320kW 1 × 72kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **TITOVSK**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**3 540**<br>1 486<br>—<br>**5 467**<br>2 702<br>5 816 | RS | **1979** Stocznia Szczecinska im. A. Warskiego —Szczecin (B432/304)<br>124,06 (BB) 17,02 —/7,320<br>114,03 17,01 9,78<br>P 38,5 F 14,4 2 dks<br>rf 152 DK fwd | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>B.7 143 In.1 110<br>TEU 50<br>C.Ho 36/20' (40') C.Dk 14/20' (40')<br>4 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER (4,5 × 6,5)<br>10W Der 1(40) 8(5) | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd 15,75kn |
| **TITTI ANDALO**<br>ex Imperia ex Carolina-36<br>ex Vittoriana-36 ex Erika-28<br>ex Emmy Stein-22 ex Move-21<br>ex Friedeburg-20 ex Oldambt-12<br>**Vincenzo Assenso**<br>Gaeta Italy | **228**<br>169<br>— ✠ | (RI) | **1912**-3 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (490)<br>37,65 7,29<br>33,69 7,27 3,36<br>1 dk<br>R | **Aux M General Cargo**<br>Schooner<br>Mchy.aft | Deutz<br>Oil 2SA 4Cy. 200 × 300<br>145bhp (107kW) E made39 fitted—<br>Humboldt-Deutzmotoren Koeln-Deutz |
| **TITU**<br>**Navrom Shipping Company**<br>Constantza Romania | **1 969**<br>1 110<br>2 400 | RNR | **1979** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin (31119)<br>88,75 5,303<br>80,29 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 18,3 18,3 ER<br>B.3 257<br>TEU 42<br>3 Ha (stl) (8,7 × 7,7) (12,8 12,8 × 10,2) ER<br>3W Der 3(5) | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 800bhp (2 060kW)<br>H. Cegielski Poznan<br>Gen 3 × 150kW 400V 50Hz a.c.<br>Fuel 172,5t (d.o.) 12,75kn |
| **TITU MEER**<br>**Bangladesh Railways Board**<br>Dhaka Bangladesh | **360**<br>—<br>— | ✠Classed LR until 1/71 | **1969**-7 Frd. Krupp Schiffsw.—Duisburg (455)<br>45,90 9,53<br>42,68 9,15 2,67<br>1 dk<br>rf nil | **TM Tug**<br>2 Ha (stl) (each 0,8 × 0,8) | MaK<br>2 Oil 4SA each 6Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 20kW 110V d.c.<br>Fuel 29,5t (d.o.) 14,25kn |
| **TITUS**<br>ex Santa Vitoria Maru-88<br>**Djerv KS**<br>Barber International A/S<br>Trondheim Norway (NIS)<br>SatCom: 1311174/LAGA | *37 323*<br>*18 583*<br>62 180<br>T/cm<br>64,8 | NV (NK) | **1981** Tsuneishi Zosen K.K.—Numakuma (460)<br>228,00 12,334<br>218,02 32,21 18,32<br>F 18,3 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 22,4 24,6 25,5 25,5 25,5 25,5 25,5 ER<br>G.75 545 HeCls. B<br>7 Ha (stl) (16,0 18,1 18,7 11,9 18,7 18,7 18,7 × 12,8) ER | MAN 16V52/55A<br>Vee Oil 4SA 16Cy. 520 × 550 sr geared to sc. shaft<br>16 880bhp (12 416kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 2 × 560kW 1 × 540kW 450V 60Hz a.c.<br>Fuel 289,0t (d.o.) 3 327,0t (hvf)-49,0pd 15,25kn |
| **TITUS**<br>ex Green Palm ex Kaiki Maru No. 8-74<br>ex Naniwa Maru No. 8-64<br>**Alex. Ugarta**<br>Manila Philippines | **368**<br>197<br>509 | | **1960** Takehara Zosen—Takehara (116)<br>47,50 7,04 3,302<br>42,98 6,99 3,61<br>1 dk | **M Tanker**<br>Mchy.aft<br>6 Ta<br>L.(oil) 645 | Kinoshita<br>Oil 4SA 6Cy. 300 × 420<br>420bhp (309kW)<br>Kinoshita Tekkosho Akashi<br>Fuel 11,5t-2,0pd 10,5kn |
| **TITUVENAY**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **356**<br>107<br>138 | RS | **1985** ..............U.S.S.R.<br>35,72 8,92 3,430<br>31,00 - 5,95<br>2 dks | **M Fishing**<br>Stern Trawler Ref Shrimp-trawl<br>Ice strengthened | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>589kW (801bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 160kW a.c. |
| **TIUKKA**<br>**Maa-ja Vesirakennus Haka Oy**<br>Helsinki/ Helsingfors Finland | **245**<br>234<br>— | | **1973** F. Selmer—Norway (33)<br>44,00 7,52<br>2,67 | **D-E Hopper Barge**<br>Hinged-Centreline Split-Hull | Penta TAMD121<br>Oil 4SA 6Cy. 130 × 150 total 1 800bhp (1 324kW) driving gen. connected to elec. motor<br>A/B Volvo-Penta Sweden |

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| **8102892**<br>*YJYQ4*<br>606<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **TIUNA**<br>ex Tunamar-90<br>**Augusta Fishery Corp. (Tiuna) Ltd.**<br>Port Vila Vanuatu | **1 329**<br>598<br>1 550 | RI (RP) | **1981** Campbell Industries—San Diego, Ca (131)<br>67,52 12,65 5,792<br>59,70 12,26 8,26<br>2 dks | **M Fishing** CSD<br>Side-fishing Tuna Seiner Ref<br>Mchy.aft | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254 reverse<br>geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive D<br>Gen 3 × 300kW 400V a.c. |
| **8126733**<br>*YTVC*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **TIVAT**<br>**Jugoslavenska Oceanska Plovidba (JUGOOCEANIJA)**<br>Kotor Yugoslavia | **9 698**<br>5 673<br>14 719 | BV JR | **1981** VEB Warnowwerft Warnemuende —Warnemuende (423)<br>156,85 21,85 9,021<br>146,56 21,81 11,92<br>2 dks | **M General Cargo**<br>Ice strenghthened<br>5 Ho 18,8 21,1 18,8 5,0DTp&s 25,1 ER 16,4 7 TwD<br>G.17 670 B.16 723 In.780 L.685<br>TEU 307 C.Ho 179/20' C.Dk 128/20'<br>8 Ha (stl) (10,4 × 10,0) (15,9p&s 15,9p&s 20,5p&s × 7,7) ER (5,3 × 3,5)<br>Cr 1(5) Der 1(80) 2(22) 8(10) | MAN<br>Oil 2SA 7Cy. 700 × 1200<br>9 300bhp (6 841kW)<br>VEB Dieselmotorenwerk Rostock (DMR<br>Gen 4 × 444kW 380V 50Hz a.c.<br>Fuel 194,0t (d.o.) 1 459,5t (hvf) |
| **8919415**<br>*ELKD9*<br>8704<br>Df Esd Gc<br>Rdr RTv<br>SatCom | **TIVELA**<br>**Pythagoras Shipping Corp.**<br>Monrovia Liberia | *2 109*<br>*633*<br>1 650 | BV (Class cont.) | **1991** Ast. de Huelva S.A.—Huelva (462)<br>79,80 6,500<br>69,20 13,50 8,90<br>2 dks | **M Fishing**<br>Side-fishing Tuna - Purse Seiner Ref<br>In.1 935 | Wartsila<br>Oil 4SA 9Cy. 320 × 350 with flexible<br>sr geared to sc. shaft<br>3 646kW (4 957bhp)<br>Cons. Echevarria<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller |
| **8417027** | **TIZGHIT**<br>**Squid Fisheries S.A.**<br>Casablanca Morocco | *323*<br>*142*<br>307 | BV | **1987** Const. Nav. Santodomingo—Vigo (552)<br>39,40 8,54 4,350<br>34,78 8,51 6,13<br>1 dk | **M Fishing**<br>Stern Trawler | M.T.M.<br>Oil 4SA 9Cy. 295 × 420 sr geared to<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Controllable pitch propeller |
| **7707994**<br>*IMKP*<br>736<br>Esd Gc Rdr<br>Rt | **TIZIANA D**<br>**CO.RIM.A. - Societa Cooperativa Rimorchiatori Ancona a.r.l.**<br>Ancona Italy | **498**<br>168<br>1 120 | RI | **1978** Cant. Nav. M. Morini & C.—Ancona (160)<br>41,33 10,22 5,201 (aft)<br>35,64 10,00 5,47<br>F 7,1 1 dk | **TM Tug**<br>Anchor-handling Salvage Fire-fighting | MaK<br>2 Oil 4SA each 6Cy. 320 × 420 reduc<br>to sc. shafts<br>MaK. Maschinenbau G.m.b.H.<br>Gen 4 × 130kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7035585**<br>*ICLD*<br>704<br>Df Esd Gc<br>Rdr Rt | **TIZIANO**<br>**"Adriatica" di Navigazione S.p.A.**<br>Venezia Italy | **3 511**<br>1 846<br>779 | RI | **1970** Cant. Nav. Apuania—Marina di Carrara (94)<br>101,20 16,03 4,344<br>85,91 16,01 10,01<br>1 dk<br>rf 152 | **TM Passenger/RoRo Cargo/Ferry**<br>308bth 692dk P<br>Bow door<br>Mchy.aft | Fiat<br>2 Vee Oil 4SA each 16Cy. 300 × 450<br>sc. shafts<br>8 000bhp (5 884kW)<br>Fiat S.G.M.<br>Gen 5 × 352kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Directional thrust propellers<br>Thw. thrust propeller fwd<br>Fuel 359,5t (d.o.) |
| **6506898**<br>*TFEZ*<br>0127<br>Df Esd Rdr<br>Rt | **TJALDANES**<br>ex Olafur Thorsteinsson-91<br>ex Sandgerdingur-91 ex Vikingur III-90<br>ex Gudbjartur Kristjan-67<br>**Holmgrimur Sigvaldason**<br>Thingeyri Iceland | **149**<br>58<br>— | NV | **1964** Flekkefjord Slipp & Mask. A/S—Flekkefjord (76)<br>30,97 6,74 3,423<br>27,84 6,68 3,56<br>1 dk<br>rf 1359 BK 107 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>2 Ha (0,9 × 1,3) (2,2 × 1,6) ER<br>1W Der 1(3) | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>600bhp (441kW) NE 73<br>Mirrlees Blackstone (Stamford) Ltd<br>Gen 1 × 25kW 1 × 18kW 220V d.c<br>Fuel (d.o.) |
| **7617747**<br>*XPRT*<br>D2413<br>Df Esd Gc<br>Pfd Rdr RTv | **TJALDRID**<br>**Foroyar Landsstyri**<br>Vaktar og Bjargingartaenastan<br>Torshavn Faeroes (Danish)<br>SatCom: 1610355/XPRT | T.Mk<br>**437**<br>125<br>— | NV | **1976** Svolvaer M/V—Svolvaer (5)<br>44,51 4,026<br>38,49 10,11 4,20<br>F - 1 dk<br>rf 1118 BK 152 | **M Tug** | MWM<br>2 Oil 4SA each 6Cy. 320 × 480 gear<br>shafts<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 78kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 122,0t (d.o.)-8,0pd |
| **7112101**<br>*TFTH*<br>1159<br>Df Esd Rdr | **TJALDUR**<br>ex Torfi Halldorsson-74<br>**Kristjan Gudmundsson**<br>Rif Iceland | **138**<br>50<br>— | | **1971** Bernhardsson Skipasmidjustod h/f —Isafjordur (44)<br>30,92 6,79<br>6,74<br>1 dk<br>len 82 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wichmann<br>Oil 2SA 6Cy. 200 × 300<br>600bhp (441kW)<br>A/S Wichmann<br>Fuel (d.o.) |
| **6500193**<br>*LAWN*<br>20561<br>Df Esd Rdr<br>Rt | **TJALVE**<br>ex Orcades Warrior-89<br>ex Pegwell Dawn-83<br>ex Kvalsund Senior-80<br>**Solfrid Ramfjord**<br>Ramfjord Smr A/S<br>Namsos Norway | **196**<br>101<br>— | | **1965** Hjelmas Slip—Floro (7)<br>35,67 6,76<br>6,71 3,66<br>1 dk<br>len 66 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) NE 70<br>Alpha-Diesel A/S<br>Fuel (d.o.) |
| **5310228**<br>*HPEK*<br>234-HK<br>Df Esd Rt | **TJAMAR**<br>ex Ross Eastern Leader-71<br>ex Glacier-66 ex San Martin-64<br>ex Arklow-57 ex Frosti-52<br>ex Westhor-50<br>**Tjamar S.A.**<br>Panama Panama | **582**<br>312<br>— | (BV) | **1948** Kalmar Varv A/B—Kalmar (348)<br>52,94 8,56 3,861<br>8,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>2 Ho ER<br>B.796 In.760<br>2 Ha (13,4 8,0 × 4,3) ER<br>4W Der 4(3) | Polar<br>Oil 2SA 4Cy. 345 × 580<br>720bhp (530kW)<br>Nydqvist & Holm A/B<br>Fuel 54,0t (d.o.) |
| **7368035**<br>*PHZR*<br>UK 66<br>Df Esd Pfd<br>Rdr Rt | **TJEERD JACOBA**<br>ex Judith-81<br>**J. Hoekstra & Zn.**<br>Urk Netherlands | **218**<br>79<br>— | | **1974** Peters' Scheepsbouw B.V.—Kampen a/d Ijssel (110)<br>33,99 7,80 3,404<br>29,70 7,70 4,14<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Kromhout<br>Oil 4SA 9Cy. 240 × 260<br>1 425bhp (1 048kW)<br>Stork-Werkspoor Diesel B.V. |
| **6810952**<br>*GCVA*<br>700071<br>BS 186<br>Df Esd Pfd<br>Rdr RTm/h | **TJEERD JACOBA**<br>**J. M. & A. J. F. Wilson (Shellfish Merchants) Ltd. & R. S. Crane**<br>Beaumaris United Kingdom | **104**<br>37<br>— | | **1968** Holland Launch N.V.—Zaandam (418)<br>26,29 6,61<br>23,27 6,58 3,10<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho 5,4 | Stork<br>Oil<br>650bhp (478kW) NE 77<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 19,5kW 1 × 18,5kW<br>Fuel 20,5t (d.o.) |
| **8603963**<br>*JXGS*<br>20241<br>Rdr Rt | **TJELDEN**<br>ex Anne Line-91<br>**Hardanger Sunnhordlandske D/S**<br>Bergen Norway | *397*<br>*124*<br>400 | NV | **1986** A/S Fjellstrand—Omastrand (1573)<br>38,80 1,642<br>36,50 9,40 6,40<br>1 dk<br>conv Fish Carrier Twin Hull Ref 91 | **Aluminium Alloy TM Ferry**<br>Twin Hull<br>294dk P | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 ×<br>sc. shafts<br>3 560bhp (2 619kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 26kW 380V 50Hz a.c |
| **5362439**<br>704289<br>Rt | **TJELDOY**<br>ex Carina-87 ex Tjeldoy-74<br>**Borderquest Ltd.**<br>Colchester United Kingdom | **149**<br>110<br>— | (NV) | **1956** Stord Verft A/S—Stord (38)<br>32,57 5,80<br>5,77 2,29<br>1 dk<br>BK 102<br>len 67 | **M Ferry/General Cargo**<br>—P<br>1 Ho ER<br>1W Der 1(1,5) | Mercedes Benz<br>Oil 4SA 6Cy. 175 × 205<br>410bhp (302kW)<br>Mercedes-Benz<br>Fuel 8,0t (d.o.) |

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| **TJENDERAWASIH**<br>ex Minadjaja 1-74<br>ex Shinshu Maru No. 1-63<br>**C.V. Pelayaran Lokal Kartika**<br>Jakarta Indonesia | **161**<br>85<br>200 | | (KI) | **1949** Sanko Zosen—Osaka<br>*29,78* 6,00<br>29,32 5,95 3,00<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>275bhp (202kW) E made77 fitted—<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TJIPTA RAHARDJA**<br>ex Samaloma<br>**P.T. Pelayaran Lokal Tjipta Rahardja**<br>Ambon Indonesia | **176**<br>83<br>— | | (KI) | **1942** ..............Australia<br>35,36<br>7,69 2,42<br>1 dk | **M General Cargo** | Oil 4SA<br>270bhp (199kW)<br>Che Fan People's Republic of China |
| **TJIPTA RAHARDJA I**<br>ex Pulau Safaji<br>Launched as Pulau Sabini<br>**P.T. Pelayaran Nusantara Salam Pacific Indonesia Lines**<br>Ambon Indonesia | **291**<br>151<br>360 | | KI | **1962** Carya SB. Co.—Tandjung Priok (331-2)<br>42,65 7,42 2,750<br>38,51 7,40 3,00<br>1 dk | **M General Cargo**<br>2 Ha (each 6,4 × 4,5) ER<br>2W Der 2(2,5) | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>375bhp (276kW) E made58 fitted62<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 8kW 110V<br>Fuel 31,5t (d.o.) 10,75kn |
| **TJIPTA RAHARDJA III**<br>ex Flipper<br>**P.T. Pelayaran Lokal Tjipta Rahardja**<br>Palembang Indonesia | **391**<br>256<br>570 | | (KI) | **1958** ..............Japan<br>... ... ...<br>44,51 7,50 3,54<br>1 dk | **M General Cargo** | Makita<br>Oil 4SA 6Cy. 320 × 470<br>450bhp (331kW)<br>Makita Diesel Co. Ltd. Japan |
| **TJOTTA**<br>**Helgeland Trafikkselskap A/S**<br>Sandnessjoen Norway | **717**<br>231<br>100 | | (NV) | **1989** FEAB Marstrandsverken—Marstrand (187)<br>56,00 11,25<br>4,00 | **M RoRo Cargo/Ferry**<br>299dk P<br>Ice strengthened | Alpha 6L23/30<br>Oil 4SA 6Cy. 225 × 300<br>809kW (1 100bhp)<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 2 × 88kW 220V 50Hz a.c. |
| **TK 8**<br>**Manfred Knoth**<br>Hamburg Federal Republic of Germany<br>See Register of Offshore Units | **137**<br>43<br>— | | GL | **1962** R. Harmstorf, Wasserbau u. Travewerft G.m.b.H.—Luebeck (7168)<br>22,46 9,66 1,401<br>21,04 9,63 2,01<br>1 dk | **TM Diving Support Ship**<br>for offshore installations | Daf<br>2 Oil 4SA each 6Cy. 130 × 146 reverse geared to sc. shafts<br>NE made81 fitted—<br>DAF Nederland Bedrijfswagen B.V. Eindhoven<br>Gen 1 × 44,5kW 220/380V a.c. |
| **TK-6**<br>(U.S.S.R.) | **1 408**<br>—<br>1 706 | | | **1988** Elbewerften Boizenburg/Rosslau—Rosslau (339)<br>82,02 3,441<br>78,11 11,61 4,02 | **TM Container Ship**<br>Fixed-guides<br>TEU 70 C. 70/20' | S.K.L. 8VD36/24A-1<br>2 Oil 4SA each 8Cy. 240 × 360<br>1 200bhp (883kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,5kn |
| **TK-7**<br>(U.S.S.R.) | **1 408**<br>—<br>1 706 | | | **1988** Elbewerften Boizenburg/Rosslau—Rosslau (340)<br>82,02 3,441<br>78,11 11,61 4,02 | **TM Container Ship**<br>Fixed-guides<br>TEU 70 C. 70/20' | S.K.L. 8VD36/24A-1<br>2 Oil 4SA each 8Cy. 240 × 360<br>1 200bhp (883kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,5kn |
| **TKH-1**<br>**P.T. Bumi Indah Raya**<br>Jakarta Indonesia | *1 302*<br>*390*<br>3 265 | **✠100A1**<br>pontoon<br>deck strengthened for loading up to 4.88 tonnes per square metre, uniformly distributed<br>EL J 4,0/26,0U2<br>FN 1453<br>**SURVEYS OVERDUE — CLASS SUSPENDED 15/3/91** | | **1988**-10 Mawei Shipyard—Mawei (MW68B1)<br>68,70 18,63 3,400<br>64,39 18,29 4,27<br>1 dk<br>rf nil | **Deck Cargo Pontoon**<br>Heavy-load | |
| **TKH-2**<br>**P.T. Bumi Indah Raya**<br>Jakarta Indonesia | *1 302*<br>*390*<br>3 265 | **✠100A1**<br>pontoon<br>deck strengthened for loading up to 4.88 tonnes per square metre, uniformly distributed<br>EL J 4,0/26,0U2<br>FN 1453<br>**SURVEYS OVERDUE — CLASS SUSPENDED 15/3/91** | | **1988**-10 Mawei Shipyard—Mawei (MW68B2)<br>68,70 18,63 3,400<br>64,39 18,29 4,27<br>1 dk<br>rf nil | **Deck Cargo Pontoon**<br>Heavy-load | |
| **TKHS-1321**<br>ex RR-1321<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **258**<br>99<br>139 | | RS | **1957** ..............East Germany<br>38,51 7,29 2,950<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.369<br>4 Ha (each 1,2 × 1,2)<br>Der 1(1) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **TKHS-1322**<br>ex RR-1322<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **258**<br>99<br>139 | | (RS) | **1957** ..............East Germany<br>38,51 7,29 2,950<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.369<br>4 Ha (each 1,2 × 1,2)<br>Der 1(1) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **TKVARCHELI**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | T.Mk<br>**4 020**<br>1 495<br>2 560 | ✠Classed LR until 3/70 | RS | **1968**-11 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (335)<br>103,61 16,64 5,500<br>91,01 16,62 11,33<br>2 dks, pt 3rd & 4th dk<br>rf 102 | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho<br>G.119 In.3 547<br>4 Ha (6,7 6,7 × 2,9) (1,9 × 2,6) (1,6 × 1,9)<br>6W Der 2(10) 4(3) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>3 000bhp (2 207kW)<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>Gen 3 × 400kW 1 × 184kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>14kn |
| **TLACOTALPAN**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Alvarado Mexico | **121**<br>57<br>— | | | **1964** N.V. Scheepswerf Haak—Zaandam (897)<br>26,09 7,22<br>22,99 7,21 2,70 | **M Fishing**<br>Stern Trawler | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TLEMCEN**<br>**Societe Nationale de Transport Maritime & Compagnie Nationale Algerienne de Navigation Maritime (S.N.T.M./C.N.A.N.)**<br>Alger Algeria | *3 628*<br>*1 336*<br>3 498 | | BV | **1977** Towa Zosen K.K.—Shimonoseki (497)<br>130,99 (BB) 18,52 6,100<br>120,00 18,42 13,49<br>2 dks | **TM Passenger/RoRo Cargo**<br>32bth P<br>Stern door/ramp<br>Lane Length 2590 Cargo Width 3,50<br>Clear height 1,80<br>B.11 858<br>2 Ha (stl) (21,9 10,5 × 5,4) ER<br>Cr 1(5) | Pielstick 12PC2-2V-400<br>2 Vee Oil 4SA each 12Cy. 400 × 460 reduction geared to sc. shafts<br>8 826kW (11 999bhp)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 86,0t (d.o.) 500,0t (hvf)-41,5pd 18,25kn |
| **TM-317**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **304**<br>69<br>246 | | RS | **1956** ..............U.S.S.R.<br>43,08 7,62 3,231<br>3,51<br>1 dk | **M Tanker**<br>1 Ho 6 Ta<br>B.70 L.(oil) 245<br>1 Ha (1,6 × 1,2)<br>1W Der 1(1) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 8,5kn |

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|---|---|---|---|---|---|---|
| **7122716**<br>*CRXI*<br>1006<br>Esd Gc Rdr<br>RTm/v | **TMP AQUARIUS**<br>ex Loch Awe-91 ex Jersey Fisher-84<br>ex Commodore Challenger-83<br>ex Jersey Fisher-77<br>**(T.M.P.) Transportes Maritimos de Portugal Ltda.**<br>Madeira Portugal (MAR) | *1 537*<br>*771*<br>2 517 | **✠100A1** SS 12/87<br>bulk carrier<br>**✠LMC**<br>EL N 1$\frac{5}{16}$"U2<br>FN 1374 | **1972**-2 N.V. Ijsselwerf—Rotterdam (146)<br>82,23 12,12 3,671<br>76,51 11,80 6,15<br>P 11,9 RAD 11,9 F 7,1 1 dk<br>rf nil | **M General Cargo**<br>2 Ho each 25,2 ER<br>G.2 856<br>TEU 79 C. 79/20'<br>2 Ha (stl) (each 25,2 × 7,9) ER | Allen<br>Oil 4SA 8Cy. 325 × 370 reverse red<br>to sc. shaft<br>1 712bhp (1 259kW)<br>W. H. Allen, Sons & Co. Ltd.<br>Gen 2 × 70kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 113,0t (d.o.) |
| **6825397**<br>*HO5525*<br>9511-SS<br>Esd Rdr Rt | **TMS PRIDE**<br>ex Salvixen-81 ex Nego Baron-80<br>ex Elsie B.-76 ex Yamato Maru-69<br>**Bin Sabha Transport & Marine Services S.A.**<br>Panama Panama | **276**<br>89<br>— | BV | **1968** Honda Zosen—Saiki (557)<br>36,50 8,23 3,607<br>32,52 8,21 3,89<br>2 dks | **M Tug** | Fuji<br>Oil 4SA 8Cy. 275 × 320<br>NE 75made<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 84kW 1 × 32kW 220V 50<br>Fuel 135,0t (d.o.) |
| **8117469**<br><br><br>Esd Rt | **TMS STAR**<br><br>**Tanker Mooring Services Co. Pte. Ltd.**<br>Singapore Singapore | **40**<br>—<br>5 | **✠100A1** SS 7/91<br>tug<br>extended protected waters service from the port of Singapore<br>**LMC**<br>EL 150,0/13,0U2<br>FN 102 | **1981**-9 Van der Giessen Scheepswerf B.V. —Hardinxveld-Giessendam<br>16,26 5,11<br>14,20 4,81 2,32<br>1 dk<br>rf - | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152<br>& sr reverse geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 1 × 12kW 220/380V 50Hz a.c. |
| **8125569**<br>*VKBE*<br>850587<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TNT ALLTRANS**<br><br>**Bulkfridge Pty. Ltd.**<br>Associated Steamships Pty. Ltd.<br>*Sydney, N.S.W.* Australia | *27 662*<br>*8 461*<br>35 218<br>T/cm<br>48,8 | **✠100A1** CS 3/88<br>bulk carrier<br>**✠LMC** **UMS**<br>EL M† 673,0/73,0U3<br>FN 8231 | **1983**-3 Hitachi Zosen—Innoshima Works, Innoshima (4717)<br>189,06 (BB) 29,44 10,178<br>180,02 29,41 16,31<br>P 22,9 F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Self-unloader Alumina<br>pt higher tensile steel<br>4 Ho each 33,6 ER<br>G.42 933<br>4 Ha (stl) (each 7,0 diameter) ER | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>10 500bhp (7 723kW)<br>Hitachi Zosen Sakurajima<br>AuxB (ex.g) 12kgf/cm² (11,8bar)<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 275,0t (d.o.) 1 141,0t (hvf) |
| **8019019**<br>*VJFZ*<br>850138<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TNT CAPRICORNIA**<br><br>**Hull 4382 Leasing Pty. Ltd.**<br>Associated Steamships Pty. Ltd.<br>*Sydney, N.S.W.* Australia | **50 144**<br>15 043<br>75 105<br>T/cm<br>81,0 | **✠100A1** CS 7/88<br>bulk carrier<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL R† 687,5/84,0U3<br>FN 13497 | **1983**-9 Italcantieri S.p.A.—Monfalcone (4382)<br>255,00 (BB) 35,36 12,224<br>248,50 35,31 19,00<br>F 18,6 1 dk<br>rf nil DK in way of Nos. 1, 2, 3 & 4 holds | **S Bulk Carrier**<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>pt higher tensile steel<br>4 Ho ER<br>G.67 236<br>8 Ha (stl) ER<br>Cr 1(5) | 2 S Turb dr geared to sc. shaft<br>18 738shp (13 783kW)<br>Cantieri Navali Riuniti<br>WTB 75,5kgf/cm² (74,1bar) Spt<br>67,3kgf/cm² (66,0bar) hs2219,9<br>Gen 2 × 1700kW 415V 50Hz a.c.<br>Fuel 2 721,0t (c) 1 271,0t (d.o.) |
| **8019007**<br>*VJFY*<br>850139<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TNT CARPENTARIA**<br><br>**Hull 4381 Leasing Pty. Ltd.**<br>Associated Steamships Pty. Ltd.<br>*Sydney, N.S.W.* Australia | **50 144**<br>15 043<br>75 105<br>T/cm<br>81,0 | **✠100A1** CS 5/88<br>bulk carrier<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL R† 687,5/84,0U3<br>FN 13497 | **1983**-5 Italcantieri S.p.A.—Monfalcone (4381)<br>255,00 35,36 12,224<br>248,50 35,31 19,00<br>F 18,6 1 dk<br>rf nil DK in way of Nos. 1, 2, 3 & 4 holds | **S Bulk Carrier**<br>Steel Hatch Covers (no fixed fire extinguishing system in the cargo holds) pt higher tensile steel<br>4 Ho ER<br>G.67 236<br>8 Ha (stl) ER<br>Cr 1(5) | 2 S Turb dr geared to sc. shaft<br>19 000shp (13 976kW)<br>Cantieri Navali Riuniti<br>WTB 75,5kgf/cm² (74,1bar) Spt 491°C<br>67,3kgf/cm² (66,0bar) hs2219,9<br>Gen 2 × 1700kW 415V 50Hz a.c.<br>Fuel 2 721,0t (c) 1 271,0t (d.o.) |
| **5362635** | **TO CHIANG**<br><br>**Ming Sung Shipping Co.**<br>Shanghai China | **866**<br>347<br>660 | | **1943** .........<br>*59,90* 10,52<br>10,47<br>1 dk | **TM General Cargo**<br><br><br>B.3 398 | Fairbanks, Morse<br>2 Oil 2SA each 10Cy. 205 × 255<br>Fairbanks Morse & Co. |
| **7614769**<br>*XVZU*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **TO LICH**<br><br>**Vietnam Ocean Shipping Co. (VOSCO)**<br>Haiphong Vietnam | **9 123**<br>6 342<br>15 300 | **✠100A1** SS 10/90<br><br>**✠LMC**<br>EL Z 522,5/54,0U2<br>FN 4427 | **1980**-7 Austin & Pickersgill Ltd.—Southwick, Sunderland (1390)<br>144,00 20,48 8,868<br>137,50 20,43 11,76<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br><br>5 Ho 21,0 31,2 11,4 22,8 ER 21,3<br>3 TwD 21,0 42,6 11,4<br>G.20 320 B.18 670<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>14W Der 1(26) 3(22) 2(5) | Sulzer<br>Oil 2SA 4Cy. 680 × 1250<br>7 600bhp (5 590kW)<br>Hawthorn, Leslie (Engineers) Ltd.<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c. |
| **7810258**<br>*LHVR*<br>19292<br>Df Esd Gc<br>Pfd Rdr Rt | **TO SENIOR**<br>ex Bugoyfisk-85<br>**K/S To Senior A/S**<br>Hammerfest Norway | T.Mk<br>**297**<br>121<br>— | NV | **1979** Vaagland Batbyggeri A/S—Vaagland (94)<br>46,54 9,43 4,533<br>40,06 9,40 6,51<br>2 dks<br>rf 1600 BK 178 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft<br>In.335 | Wichmann<br>Oil 2SA 5Cy. 300 × 450<br>1 650bhp (1 214kW)<br>A/S Wichmann<br>Gen 2 × 240kW 220V 50Hz a.c.<br>Controllable pitch propeller |
| **8417778** | **TO YU No. 2**<br><br>**Tou Yuo Oceanic Enterprise Co.**<br>Kaohsiung China* | *436*<br>*214*<br>— | | **1985** Taiwan Machy. Mfg. Corp.—Kaohsiung (6396)<br>48,62 7,93<br>42,22 7,82 3,54<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Niigata<br>Oil 4SA 6Cy. 260 × 460 with clutch<br>to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7378767**<br>*JG3395*<br>116334<br>Rdr Rt | **TOA**<br><br>**Kaiyo Sangyo K.K.**<br>Muroran, Hokkaido Pref. Japan | **215**<br>—<br>— | | **1974** Hanasaki Zosensho—Yokosuka (161)<br>32,11 8,82 3,302<br>28,91 8,79 3,89<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **8509911**<br>*JG4550*<br>128824 | **TOA**<br><br>**Daito Unyu K.K. (Daito Transportation Co. Ltd.)**<br>Tokyo Japan | **171**<br>—<br>70 | | **1985** Hanasaki Zosensho—Yokosuka (200)<br>32,26 9,05 2,801<br>27,82 8,81 3,92<br>1 dk | **TM Tug**<br>Fire-fighting | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 with<br>flexible couplings & sr reverse ge<br>shafts<br>Niigata Eng. Co. Ltd. |
| **7513769**<br>*JK3798*<br>115549<br>Esd Rdr Rt | **TOA MARU No. 1**<br><br>**Toa Kisen K.K.**<br>Kaminoseki, Yamaguchi Pref. Japan | **497**<br>—<br>947 | | **1975** Kyokuyo Zosen Tekko K.K.—Chofu (284)<br>55,20 9,63 3,963<br>49,99 9,61 4,40<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. |
| **7620897**<br>*JG3655*<br>119292<br>Rdr Rt | **TOA MARU No. 1**<br>ex Shima Maru-90<br>**Toa Kisen K.K.**<br>Yokohama, Kanagawa Pref. Japan | **236**<br>—<br>— | | **1976** Kanagawa Zosen—Kobe (171)<br>8,64 2,501<br>32,82 8,62 3,41<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **7036864**<br>*JG2962*<br>109862<br>Rdr Rt | **TOA MARU No. 2**<br>ex Narita Maru<br>**Nikko Sangyo K.K.**<br>Hiroshima, Hiroshima Pref. Japan | **198**<br>—<br>— | | **1970** Kanagawa Zosen—Kobe (105)<br>8,44 2,998<br>29,21 8,41 3,81<br>RW | **TM Tug** | Nippon Hatsudoki<br>2 Oil 4SA each 6Cy. 325 × 520<br>Nippon Hatsudoki |
| **7854383**<br>*JG2536*<br>103497 | **TOA MARU No. 6**<br>ex Izumo Maru-78<br>**Toa Kisen K.K.**<br>Yokohama, Kanagawa Pref. Japan | **216**<br>—<br>— | | **1968** Kanagawa Zosen—Kobe (81)<br>30,46 3,501<br>27,89 8,40 3,99<br>1 dk | **TM Tug**<br>Pusher | Nippon Hatsudoki<br>2 Oil<br>Nippon Hatsudoki |
| **7512636**<br>*JG3582*<br>117795<br>Rdr | **TOA MARU No. 7**<br>ex Shinano Maru-88<br>**Toa Kisen K.K.**<br>Yokohama, Kanagawa Pref. Japan | **230**<br>75<br>— | | **1975** Kanagawa Zosen—Kobe (157)<br>8,62 2,490<br>32,80 8,59 3,38<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |

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| **TOA MARU No. 8**<br>**Toa Kisen K.K.**<br>Kaminoseki, Yamaguchi Pref. Japan | **498**<br>—<br>1 214 | NK | **1990** Shitanoe Zosen K.K.—Usuki (1108)<br>62,50 4,111<br>60,00 10,30 4,50<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 230 | Hanshin 6LUN30AG<br>Oil 4SA 6Cy. 300 × 480 with clutches & reverse geared to sc. shaft<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TOA MARU No. 8**<br>ex Suruga Maru-89<br>**Toa Kisen K.K.**<br>Yokohama, Kanagawa Pref. Japan | **230**<br>—<br>— | | **1975** Kanagawa Zosen—Kobe (160)<br>8,64 2,502<br>32,80 8,62 3,41<br>1 dk | **TM Tug**<br>Fire-fighting | Niigata 6L25BX<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| **TOAMASINA**<br>**Societe Nationale Malgache de Transports Maritimes (S.M.T.M.)**<br>Tamatave Madagascar<br>SatCom: 1647106/TOAM | **11 541**<br>6 886<br>16 031 | BV | **1980** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (232)<br>157,66 22,86 9,691<br>142,42 22,81 13,11<br>2 dks | **M General Cargo**<br>Ref<br>4 Ho 4 TwD<br>G.22 794 B.21 034<br>7 Ha (stl) (13,1 × 10,2) (19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>Cr 1(3) Der 7(10-25) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250 dr geared to sc. shaft<br>11 500bhp (8 459kW)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>17,5kn |
| **TOAS**<br>**Maraven S.A.**<br>Las Piedras Venezuela | *397*<br>*119*<br>— | ✠100A1<br>tug/support ship<br>✠LMC UMS<br>EL H 302,5/22,0U2<br>FN 417 | **1988**-6 DIANCA, Diques y Ast. Nac. C.A.—Puerto Cabello (169)<br>32,95 4,401<br>28,86 9,52 4,91<br>F 15,3 1 dk<br>rf 386 BK 38 | **TM Tug**<br>Fire-fighting Pollution Control | Kromhout 9FHD240<br>2 Oil 4SA each 9Cy. 240 × 260 with clutches, flexible couplings & sr geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 90kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 182,0t (d.o.) 12kn |
| **TOBA**<br>ex Barber Toba-89<br>**Wilhelmsen Lines A/S**<br>Tonsberg Norway (NIS)<br>SatCom: 1310240/LHOE | T.Mk<br>**20 622**<br>12 310<br>32 015 | ✠100A1 CS 11/88<br>roll on—roll off cargo ship<br>movable decks<br>✠LMC UMS<br>EL Qt 687,5/84,0U3<br>FN 11026 | **1979**-1 Mitsubishi Heavy Industries Ltd.—Kobe (1094)<br>228,51 (BB) 32,31 10,829<br>210,01 32,28 20,22<br>Ba 35,4 3 dks, 4th dk in No. 1 Upr. TwD, movable dk in intermediate TwDs light cargoes only<br>rf nil | **M RoRo Cargo**<br>12bth P<br>Angled stern door/ramp<br>Mchy.aft<br>B.61 521 HeCls. B<br>TEU 1772<br>C.RoRo Dk 1081/20' (40') C.Dk 691/20' (40') incl. 120 ref C.<br>Cr 1(40) | Sulzer 9RND90M<br>Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 2 × 2000kW 2 × 1550kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 326,0t (d.o.) 3 906,5t (hvf)-107,5pd 22kn |
| **TOBA MARU**<br>**Eiyu Kaiun Co. Ltd.**<br>Tokyo Japan | *3 491*<br>*1 546*<br>5 206 | NK | **1987** Fukuoka Zosen K.K.—Fukuoka (1132)<br>107,85 (BB) 6,285<br>99,50 15,00 7,50<br>P 24,4 F 9,2 1 dk | **M Tanker**<br>Mchy.aft<br>L.5 616 | Mitsubishi 6UEC37LA<br>Oil 2SA 6Cy. 370 × 880<br>1 876kW (2 550bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 320kW 2 × 280kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>12,4kn |
| **TOBA MARU**<br>**Isewan Ferry K.K.**<br>Toba, Mie Pref. Japan | **929**<br>—<br>252 | | **1984** Naikai SB. & Eng. Co. Ltd.—Taguma Shipyard, Innoshima (498)<br>57,26 (BB) 3,052<br>53,01 13,01 4,02<br>1 dk | **TM RoRo Cargo/Ferry**<br>583dk P<br>Trailers 18 | Pielstick 6PA5L255<br>2 Oil 4SA each 6Cy. 255 × 270<br>3 600bhp (2 648kW)<br>Niigata Eng. Co. Ltd. Ota<br>Thw. thrust Contr. pitch propeller fwd<br>15kn |
| **TOBA MARU**<br>ex Sanko Maru No. 18-89<br>ex Koei Maru No. 18-79<br>**Jiggers S.A.**<br>Buenos Aires Argentina<br>SatCom: 1540212/LPAH | **391**<br>205<br>533 | BV | **1969** Miho Zosensho K.K.—Shimizu (720)<br>54,79 8,72 3,302<br>49,00 8,69 3,87<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 330 × 520<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TOBA MARU**<br>**Government of Japan (Ministry of Education)**<br>Toba Nautical College (Toba Shosen Koto Semmon Gakko)<br>Toba, Mie Pref. Japan | **325**<br>—<br>— | | **1970** Miho Zosensho K.K.—Shimizu (731)<br>42,60 7,80<br>38,00 7,78 4,09<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TOBA NAMUNCURA**<br>ex Ceferino N-84 ex Petro Verdon-84<br>**Toba S.A.M.C.F.I.**<br>Monrovia Liberia | **2 651**<br>2 102<br>5 352<br>T/cm<br>15,0 | BV | **1966** Cant. Nav. Ind. Nav. Mecc. Affini SpA I.N.M.A.—La Spezia (61)<br>106,58 16,01 4,501<br>101,50 15,98 5,82<br>B 4,6 F 9,5 1 dk<br>Bow/CM 53 Diam. 0,500 | **TM Tanker**<br>SBT<br>12 Ta ER<br>L.6 418 HeCls. C<br>1 Cargo pumps total 2 000T/hr | Crepelle 8SN<br>2 Oil<br>(p) 4SA 8Cy. 250 × 280<br>1 500bhp (1 103kW) NE 75<br>Crepelle et Cie. Lille<br>(s) 4SA 8Cy. 250 × 280<br>1 500bhp (1 103kW) NE 75<br>Crepelle et Cie. Lille<br>Gen 3 × 110kW 440V 60Hz a.c.<br>Directional thrust propellers fwd<br>Fuel 63,0t (d.o.)-11,5pd 11kn |
| **TOBA PEGASO**<br>**Toba S.A.M.C.F.I.**<br>Monrovia Liberia | **3 833**<br>1 933<br>8 504 | BV | **1982** Ast. Principe, Menghi y Penco S.A. —Avellaneda (151)<br>119,82 20,02 5,792<br>114,51 20,01 8,01<br>1 dk | **TM Tanker**<br>12 Ta ER<br>L.(oil) 10 200 | Alpha 8SL28L-VO<br>2 Oil 4SA each 8Cy. 280 × 320<br>2 120bhp (1 559kW)<br>Hitachi Zosen Hiroshima Works, Innoshima |
| **TOBAGO**<br>ex Santa Margarita-76<br>**Government of The Republic of Trinidad & Tobago**<br>Port of Spain Trinidad & Tobago | T.Mk<br>**1 500**<br>709<br>443 | ✠100A1 SS 3/88<br>for service between Trinidad, Tobago & Windward Islands<br>✠LMC<br>EL N $1\frac{5}{16}$"U2<br>FN 1509 | **1970**-4 Schps. "De Hoop" N.V.—Lobith (273)<br>75,55 13,85 3,302<br>67,14 13,50 8,97<br>B 10,4 2 dks, pt intermediate dk at sides<br>rf 483 | **TM RoRo Cargo/Ferry**<br>630dk P<br>Bow door/ramp Stern door/ramp | Alco 12V251F<br>2 Vee Oil 4SA each 12Cy. 229 × 267 sr reverse geared to sc. shafts<br>5 600bhp (4 119kW) ✠ NE 7/81<br>Alco Power Inc. Auburn, NY<br>Gen 3 × 155kW 400V 60Hz a.c.<br>Fuel 86,5t (d.o.) |
| **TOBAGO**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Riga) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1990** ..............U.S.S.R.<br>54,84 10,16 4,141<br>50,30 5,01<br>1dk | **M Fishing**<br>Stern Trawler Ref<br>In.412 | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 158bhp (852kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller<br>12kn |
| **TOBALINA**<br>**Jose Mendez Perez**<br>Gijon Spain | *147*<br>*44*<br>88 | | **1989** Astilleros Armon—Navia (187)<br>26,30 7,01<br>22,26 7,01 5,31 | **M Fishing**<br>Long-line<br>In.110 | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches, flexible couplings & reduction geared to sc. shaft<br>459kW (624bhp)<br>Caterpillar Inc. Peoria, Illinois<br>10kn |

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| **8820212**<br>*9VFL*<br>384356<br>Df Esd Gc<br>Pfd Rdr RTv | **TOBIAS MAERSK**<br>**A. P. Moller Singapore Pte. Ltd.**<br>Singapore Singapore<br>SatCom: 1715370/TBSM | *17 700*<br>*7 244*<br>21 229 | **✠100A1**<br>container ship<br>**✠LMC** **UMS**<br>EL (J†) 632,5/68,0U3<br>FN 6612 | **1990**-7 Tsuneishi Zosen K.K.—Numakuma (628)<br>161,02 (BB) 28,23 10,000<br>152,00 28,20 15,30<br>F 18,7 1 dk<br>rf 200 | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>4 Cell. Ho ER<br>TEU 1106<br>C.Ho 554/20'(40',45') C.Dk 552/20'(40',45') incl. 64 ref C.<br>8 Ha (stl) ER | B&W<br>Oil 2SA 8Cy. 500 × 1910<br>10 480kW (14 248bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (ex.g)<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 3 × 1160kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller |
| **6612178**<br>*OZQG*<br>D1322<br>Df Esd Pfd<br>RdrRTm | **TOBIS**<br>ex Ditte Hansen-91<br>ex Signe Anthonisen-83<br>**Jorgen Kjaersgaard**<br>Hirtshals Denmark | *204*<br>*70*<br>163 | BV | **1966** VEB Rosslauer Schiffswerft—Rosslau<br>34,80 6,61<br>29,55 6,58 3,31<br>F 6,1 1 dk<br>BK 157 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,7 6,7 ER<br>In.180<br>2 Ha (stl) (each 1,5 × 1,2) ER<br>1W Der 1(0,5) | Grenaa<br>Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW) NE 72<br>Grenaa Motorfabrik, A/S<br>Gen 1 × 16kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 19,5t (d.o.) |
| **7330868**<br><br><br><br>Rdr Rt | **TOBIUO No. 2**<br><br>**Adachi Shipping**<br>China* | **134**<br>71<br>13 | | **1973** Hitachi Zosen—Kanagawa Works, Kawasaki (117053)<br>27,54 10,67 1,347<br>26,34 5,80 3,76<br>1 dk<br>RW | **TM Hydrofoil Ferry**<br>133dk P | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 175 × 20<br>2 200bhp (1 618kW)<br>Ikegai Tekkosho |
| **7000437**<br>*UZMX*<br>M-17249<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **TOBOL**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **2 723**<br>1 302<br>3 950 | RS | **1969** Nystads Varv Ab—Uusikaupunki/Nystad (250)<br>102,27 14,03 6,211<br>93,02 14,00 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>G.5 171<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas<br>Fuel 30,5t (d.o.) 254,0t (hvf) |
| **6863868**<br>*UJWB*<br>M-24153<br>Rt | **TOBOLSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **334**<br>88<br>186 | (RS) | **1958** ..............U.S.S.R.<br>43,62 7,62 3,141<br>39,32 3,97<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.196<br>2 Ha (each 2,2 × 2,2)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **8119845**<br>*XCTS*<br><br>Df Esd Gc<br>Rdr RTv | **TOBORA**<br>**Atunidos S.A. de C.V.**<br>Topolobampo Mexico<br>SatCom: 1175 10/MARF | **1 112**<br>615<br>1 489 | AB | **1983** Ast. del Cadagua W. E. Gonzalez S.A. —Bilbao (130)<br>68,92 12,53 5,750<br>61,02 12,50 8,31<br>F 58,9 1 dk<br>rf 699 | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Mchy.aft<br>In.1 316 | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254 reverse geared to sc. shafts<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Di<br>Gen 4 × 300kW a.c.<br>Thw. thrust propeller fwd |
| **7128019**<br>*SQBP*<br><br>Df Esd Gc<br>Rdr Rt<br>AMVER | **TOBRUK**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **19 775**<br>13 120<br>32 377<br>T/cm<br>40,5 | PR | **1972** Stocznia Szczecinska im. A. Warskiego —Szczecin (B447/09)<br>198,43 (BB) 24,46 10,713<br>185,02 24,41 15,09<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 16,4 26,2 16,2 16,2 16,2 27,8 17,0 ER<br>G.44 137<br>9 Ha (stl) (each 10,7 × 11,9) ER | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>H. Cegielski<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 2 304,5t (hvf) |
| **7801257**<br>*JG4826*<br>131161<br>Gc Rdr Rt | **TOBU MARU No. 8**<br>ex Margarita No. 35-89<br>ex Taiho Maru-88<br>**Tobu Kenzai K.K.**<br>Tokyo Japan | **499**<br>—<br>1 600 | | **1978** Kochi Jyuko K.K.—Kochi (1248)<br>4,252<br>64,01 11,51 6,13<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 300 × 480<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. |
| **8003149**<br>*WD6181*<br>618175<br>Df Esd Gc<br>Pfd Rdr Rt | **TOBY TIDE**<br>**Tidewater Enterprises Inc.**<br>Tidewater Marine Service Inc.<br>New Orleans, La United States of America | **267**<br>182<br>1 200 | AB | **1980** Halter Marine Inc.—Moss Point, Ms (878)<br>54,87 12,22 3,683<br>51,82 12,20 4,27<br>F 16,8 1 dk<br>rf 51 | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 20<br>reduction geared to sc. shafts<br>2 250bhp (1 655kW) E reconditione<br>(p) Caterpillar Tractor Co.<br>(s) Caterpillar Tractor Co.<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd |
| **7386910**<br>*EQQO*<br><br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TOCHAL**<br>ex Umm Al Madafa-86<br>ex Yucatan Valley-85<br>ex Ocean Cloud-84 ex Mundaca-84<br>**National Iranian Tanker Co.**<br>Eurasia Shipping & Management Co. Ltd.<br>Bandar Abbas Iran<br>SatCom: 1745112/EQQO | *144 688*<br>*114 145*<br>300 078<br>T/cm<br>164,8 | **✠100A1** SS 5/90<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL E* 4⅝"U3<br>FN 26747 | **1977**-6 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (242)<br>347,61 (BB) 53,65 22,207<br>324,95 53,60 28,71<br>1 dk<br>rf nil Bow/CM 171 Diam. 0,410 | **S Tanker**<br>COW IGS (LR) pt higher tensile steel<br>Bow loading<br>20 Ta ER<br>L.(oil) 363 809 HeCls. BC<br>4 Cargo pumps total 16 000T/hr | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Empresa Nacional "Bazan" de C.N.<br>2 WTB 75kgf/cm² (73,6bar) (Spt 5<br>65kgf/cm² (63,8bar) hs1780,9<br>Gen 1 × 1800kW 2 × 900kW 4<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 16 296,5t (o.f.) 783,5t (d.o.)-1 |
| **8517279**<br>*JCBS*<br>129826<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **TOCHIGI MARU**<br>**Nissan Motor Car Carrier Co. Ltd. (Nissan Senyo Sen K.K.)**<br>M.O. Ship Management Co. Ltd.<br>Tokyo Japan<br>SatCom: 1200752/NCTM | *47 500*<br>*14 738*<br>16 493<br>T/cm<br>45,8 | NK | **1987** Hitachi Zosen—Innoshima Works, Innoshima (4824)<br>190,53 (BB) 33,25 8,927<br>180,02 32,26 19,16<br>F 13,8 | **M RoRo Cargo/ Vehicles Carrier**<br>Mchy.aft<br>TEU 170 C. 170/40' | B&W<br>Oil 2SA 8Cy. 670 × 1700<br>10 504kW (14 280bhp)<br>Hitachi Zosen Sakura<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 236,0t (d.o.) 2 451,0t (hvf) |
| **7028764**<br>*EWFI*<br>M-28217<br>Rt | **TOCHNYY**<br>**Dalryba**<br>(Okhotsk) (U.S.S.R.) | **169**<br>40<br>94 | RS | **1970** ..............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>1W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebkn (SKL)<br>Fuel (d.o.) |
| **8316493**<br>*9VCV*<br>384047<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **TOCHO MARU**<br>**FK Logistics Pte. Ltd.**<br>Singapore Singapore | *9 741*<br>*3 524*<br>3 900<br>T/cm<br>6,0 | NK | **1984** Mitsubishi Heavy Industries Ltd.—Nagasaki (1950)<br>122,99 (BB) 6,050<br>115,02 19,72 8,13<br>F 109,8 2 dks | **M RoRo Cargo/ Vehicles Carrier**<br>Quarter stern door/ramp (p)<br>L 20,00 W 4,50<br>Quarter stern door/ramp (s)<br>L 20,00 W 7,00<br>Clear height 4,90<br>Cars 549 Trailers 48<br>Mchy.aft<br>B.9 379<br>TEU 100 C. 100/20' | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1150<br>5 470bhp (4 024kW)<br>Mitsubishi Heavy Industries Ltd<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 114,0t (d.o.) 746,0t (hvf)-1 |
| **8151489**<br>*JK3888*<br>120345<br>Rt | **TOCHO MARU No. 3**<br>**Hayashi Senpaku K.K.**<br>Himeji, Hyogo Pref. Japan | **199**<br>125<br>500 | | **1977** Shinwa Sangyo K.K.—Higashino<br>45,50 3,401<br>40,31 8,01 3,51<br>1 dk | **M Tanker**<br>Mchy.aft | Niigata<br>Oil<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. |

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| **TOCHO MARU No. 5**<br>**Itsuro Etsuki**<br>Ondo, Hiroshima Pref. Japan | **198**<br>—<br>536 | | **1983** K.K. Kamishima Zosensho—Higashino (151)<br>45,70 3,150<br>41,00 8,01 3,31<br>1 dk | **M Tanker**<br>Mchy.aft | Matsui<br>Oil<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. Japan<br>Fuel (d.o.) 10kn |
| **TOCOPILLA**<br>ex Brave Mother-88 ex Myrina-84<br>ex Polytropos-80<br>**Government of The Republic of Chile (Empresa Maritima del Estado) (EMPREMAR)**<br>Valparaiso Chile | **13 035**<br>8 867<br>22 059<br>T/cm<br>30,0 | BV (AB) | **1975** Nippon Kokan K.K.—Shimizu (343)<br>155,71 (BB) 22,99 9,910<br>145,70 22,86 13,59<br>P 12,2 F 10,1 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 21,7 21,5 21,8 21,8 23,5 ER<br>G.29 138 B.25 117<br>5 Ha (stl) (11,2 × 8,0) (13,4 13,4 13,4 13,4 × 9,6) ER<br>10W Der 10(10) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>5 627kW (7 650bhp)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 310kW 1 × 175kW 450V 60Hz a.c.<br>Fuel 117,5t (d.o.) 2 254,0t (hvf) 16,8kn |
| **TOCRA**<br>ex Antonios K-79<br>**Libyan-Greek Fishing Co. S.A.**<br>Benghazi Libya | **149**<br>65<br>— | (HR) | **1973** Th. Zervas & Sons—Ambelaki<br>33,53 2,617<br>28,00 6,80 3,66<br>F 5,5 1 dk<br>BK | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha 406-26VO<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 49,0t (d.o.) 12kn |
| **TODD DANOS**<br>**James Danos Inc.**<br>Houma, La United States of America | **141**<br>113<br>— | AB | **1981** Bollinger Machine Shop & Shpyd Inc. —Lockport, La (135)<br>3,874<br>32,01 9,15 4,45<br>1 dk<br>BK 51 | **TM Tug** | Caterpillar 3516TA<br>2 Vee Oil 4SA each 16Cy. 170 × 190 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>12kn |
| **TODD RICK**<br>**Florida Fuels Inc.**<br>Miami, Fl United States of America | **193**<br>131<br>— | | **1963** Bollinger Machine Shop & Shpyd Inc. —Lockport, La (46)<br>3,015<br>26,26 7,92 3,51<br>1 dk | **TM Tug** | Caterpillar<br>2 Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. U.S.A. |
| **TODRA**<br>**Societe de Cabotage Petrolier S.A. (PETROCAB)**<br>Mohammedia Morocco | **1 599**<br>698<br>2 405 | BV | **1974** Cochrane & Sons Ltd.—Selby (1547)<br>80,37 4,701<br>79,25 12,43 5,29<br>1 dk | **M Tanker**<br>Mchy.aft<br>10 Ta<br>L.(oil) 2 584 | MWM TBD500-8<br>Oil 4SA 8Cy. 360 × 450<br>2 400bhp (1 765kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>13kn |
| **TOEI MARU**<br>**Koyo Kaiun Co. Ltd.**<br>Yokohama, Kanagawa Pref. Japan | *2 957*<br>*1 489*<br>4 889 | NK | **1977** Kurinoura Dock K.K.—Yawatahama (127)<br>96,50 6,428<br>90,02 14,61 7,52<br>P 23,8 F 15,3 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 5 407 | Akasaka 6DM51SS<br>Oil 4SA 6Cy. 510 × 840<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 1 × 120kW 445V 60Hz a.c.<br>Fuel 42,5t (d.o.) 373,5t (hvf)-13,0pd 13kn |
| **TOEI MARU**<br>**Toei Kaiun K.K.**<br>Higashi-izu, Shizuoka Pref. Japan | **699**<br>—<br>2 102 | | **1989** Hakata Zosen K.K.—Hakata (506)<br>75,83 (BB) 4,789<br>72,00 11,50 5,35<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 190 | Yanmar MF33-DT<br>Oil 4SA 6Cy. 330 × 620 reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Matsue Diesel K.K. Matsue |
| **TOEI MARU**<br>ex Santoku Maru-88<br>**Matsufuji Kaiun Co. Ltd.**<br>Nagasaki, Nagasaki Pref. Japan | **199**<br>—<br>699 | | **1982** Y.K. Furumoto Tekko Zosensho—Osaki (517)<br>4,400<br>50,40 9,01 4,91<br>1 dk | **M General Cargo** | Oil<br>Japan |
| **TOEI MARU**<br>**Tokyo Kinkai Yuso K.K. & Sanei Senpaku K.K.**<br>Tokyo Japan | **170**<br>—<br>— | | **1985** Sanyo Zosen K.K.—Mukaishima (1008)<br>31,30 9,45 3,001<br>27,01 8,81 3,81<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata<br>2 Directional propellers |
| **TOEI MARU No. 2**<br>**Hisamoto Kisen K.K.**<br>Hinase, Okayama Pref. Japan | **494**<br>—<br>1 200 | | **1991** Murakami S.B. Co. Ltd.—Naruto (200)<br>71,82 (BB) 4,223<br>66,00 11,00 6,60 | **M General Cargo**<br>1 Ho ER<br>G.2 412 B.2 191<br>1 Ha (stl) ER | Akasaka A31R<br>Oil 4SA 6Cy. 310 × 600<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TOEI MARU No. 2**<br>ex Toei Maru-90<br>**Toei Kaiun K.K.**<br>Shinnanyo, Yamaguchi Pref. Japan | **370**<br>—<br>780 | | **1989** Mukaishima Zoki Co. Ltd.—Mukaishima (22)<br>57,82 9,28 3,500<br>53,00 9,20 4,00<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.462 | Niigata 6M28BGT<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. Niigata |
| **TOEI MARU No. 3**<br>**Toei Kaiun Y.K.**<br>Anan, Tokushima Pref. Japan | **128**<br>—<br>220 | | **1980** Tokuoka Zosen K.K.—Naruto (65)<br>33,65 2,300<br>29,90 6,50 2,80<br>1 dk | **M Tanker**<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 200 × 240<br>300bhp (221kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **TOEI MARU No. 6**<br>**Sumiyoshi Gyogyo K.K.**<br>Miura, Kanagawa Pref. Japan<br>SatCom: 1200241/JFZQ | **439**<br>—<br>531 | | **1989** Miho Zosensho K.K.—Shimizu (1365)<br>65,30 (BB) 8,92 3,611<br>49,80 8,90 3,97 | **M Fishing**<br>Long-line Ref<br>In.817 | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530 with clutches & sr reverse geared to sc. shaft<br>1 103kW (1 500bhp)<br>Niigata Eng. Co. Ltd. Niigata |
| **TOEI MARU No. 8**<br>Launched as Sumiyoshi Maru<br>**Ohisa Suisan K.K.**<br>Miura, Kanagawa Pref. Japan<br>SatCom: 1201736/JRSG | **439**<br>—<br>522 | | **1990** Miho Zosensho K.K.—Shimizu (1372)<br>58,29 (BB) 9,12 3,603<br>51,30 9,10 3,96 | **M Fishing**<br>Long-line Ref<br>In.836 | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & sr geared to sc. shaft<br>1 103kW (1 500bhp)<br>Niigata Eng. Co. Ltd. Niigata |
| **TOEI MARU No. 15**<br>**Toei Suisan K.K.**<br>Miura, Kanagawa Pref. Japan<br>SatCom: 1204345/JCSI | **439**<br>—<br>534 | | **1988** Miho Zosensho K.K.—Shimizu (1342)<br>56,49 (BB) 8,92 3,611<br>49,80 8,90 3,97 | **M Fishing**<br>Long-line Ref<br>In.715 | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & sr geared to sc. shaft<br>1 103kW (1 500bhp)<br>Niigata Eng. Co. Ltd. Niigata |
| **TOEI MARU No. 38**<br>**Shigeki Kando**<br>Nemuro, Hokkaido Pref. Japan | **118**<br>—<br>— | | **1981** Sasaki Zosen K.K.—Kinoe<br>*26,10*<br>5,60 2,60<br>1 dk | **M Fishing** | Hanshin<br>Oil<br>272kW (370bhp)<br>The Hanshin Diesel Works Ltd. Japan |
| **TOEI 1**<br>**Toko Marine S.A.**<br>Panama Panama | *3 552*<br>*1 822*<br>4 811 | NK | **1984** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1683)<br>91,83 (BB) 6,238<br>84,92 16,31 6,51<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 999 B.7 691<br>TEU 93 C.93/20'<br>2 Ha (stl) (13,3 25,9 × 10,0) ER<br>Der 1(25) 2(20) | Akasaka A37<br>Oil 4SA 6Cy. 370 × 720<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW a.c.<br>11,5kn |

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|---|---|---|---|---|---|---|
| **5227299**<br>*3EKH7*<br>19295-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **TOEI 556**<br>ex Ryoun Maru No. 2-89<br>ex Fujiura Maru No. 27<br>ex Marutaka Maru No. 18-69<br>**Kyokuto Shipping S.A.**<br>Panama Panama | **449**<br>236<br>444 | KR | **1961** Miho Zosensho K.K.—Shimizu (294)<br>55,30 8,67 3,350<br>49,40 8,65 4,20<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 420 × 600<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |
| **7505463**<br><br><br>DZ 60 | **TOEKAN**<br>ex Westereems-89 ex Edith M-81<br>**Pesquera Santa Lucia S.A.**<br>Valparaiso Chile | **333**<br>156<br>— | (BV) | **1975** Boot-Lemmer B.V.—Lemmer (1353)<br>38,77 8,03 3,701<br>36,10 7,98 4,35<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl<br>Mchy.aft | Deutz<br>Oil<br>1 655kW (2 250bhp) NE 82<br>Kloeckner Humboldt Deutz<br>Fuel 80,5t (d.o.) |
| **7413440**<br>*ZAPF* | **TOFIK SKILJA**<br>**Albanian State Fishing Enterprise**<br>Durres Albania | **150**<br>—<br>— | | **1974** Albanian Shipping Agency, Durres Shipyard<br>—Durres.<br>29,67 6,20<br>... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>400bhp (294kW) |
| **8026361**<br>*LJIV*<br>19493<br>Esd Gc Rdr<br>Rt | **TOFTE II**<br>**Tofte Cellulosefabrik A/S & Co.**<br>Bukser og Bjergning A/S<br>Drammen Norway | **177**<br>0<br>— | NV | **1980** Mandals Slip & Mek. Verk. A/S—Mandal (73)<br>24,21 3,647<br>22,74 8,51 4,32<br>1 dk<br>rf nil | **TM Tug**<br>Pusher Fire-fighting<br>Ice strengthened | Normo<br>2 Oil 4SA each 6Cy. 250 × 300<br>NE 83<br>A/S Bergens M/V<br>Gen 2 × 80kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 54,0t (d.o.) |
| **6711417**<br>*SDBN*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **TOFTON**<br>ex Rugia-76<br>**B&N, Bylock & Nordsjofrakt AB**<br>Skarhamn Sweden | *2 665*<br>*1 551*<br>4 475 | (GL) | **1967** Orenstein Koppel & Luebecker—Luebeck (648)<br>99,29 13,95 6,073<br>91,52 13,90 7,73<br>P 15,6 F 7,4 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.5 514 B.5 238<br>2 Ha (stl) (26,0 23,7 × 8,5) ER | Deutz<br>Oil 4SA 8Cy. 370 × 400 sr geared to<br>2 800bhp (2 060kW) E made76 fitted<br>Kloeckner Humboldt Deutz<br>Gen 2 × 208kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 220,5t (d.o.) |
| **7644489**<br>*LENP*<br>18931<br>Esd Rdr Rt | **TOFTOYSUND**<br>**P/R Toftoysund**<br>Harald Notteroy<br>Haugesund Norway | *287*<br>*105*<br>— | | **1977** H. & E. Nordtveit A/S—Nordtveitgrend (69)<br>28,15<br>25,13 7,05 3,76<br>1 dk | **M Fishing**<br>Side Trawler | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S |
| **7128291**<br>*JM5639*<br>129467<br>Esd Rdr RTv<br>SatCom | **TOFUKU MARU**<br>ex Tofuku-87 ex Tofuku Maru-87<br>**Kyushu Kaiun K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **563**<br>—<br>1 314 | | **1971** Kishimoto Zosen—Kinoe (406)<br>57,56 9,33 4,369<br>53,01 9,30 4,70<br>1 dk | **M Tanker**<br>3 Ta ER | Akasaka<br>Oil 4SA 6Cy. 280 × 440<br>919kW (1 249bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **8408155**<br>*JJ3372*<br>125312 | **TOFUKU MARU**<br>**Suiin Kaiun K.K.**<br>Nandan, Japan<br>Hyogo Pref. | **199**<br>—<br>640 | | **1984** K.K. Namikata Zosensho—Namikata (115)<br>51,29 3,218<br>47,02 9,42 5,41<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 475 B.1 344<br>1 Ha (stl) ER | Matsui<br>Oil 4SA 6Cy. 250 × 470 with clutches<br>reduction geared to sc. shaft<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. |
| **7309493**<br>*WR4575*<br>267871 | **TOGIAK**<br>ex Totty ex BSP 1784<br>**Jambro Inc.**<br>Juneau, Ak United States<br>of America | **107**<br>97<br>— | | **1943** Prefabricated Products Co.—Seattle, Wa<br>*19,82* 7,47<br>1,22 | **Wood M Fishing** | Oil<br>330bhp (243kW)<br>............<br>Fuel (d.o.) |
| **6514132**<br><br><br>Df Esd Pfd<br>Rt | **TOGO**<br>ex Bob Read II-85 ex Boston Viking-83<br>**Golden Arrow Boats (Dingle) Ltd.** | **174**<br>60<br>— | **✠100A1** SS 2/88<br>for service within the sea area enclosed between Parallels of 62°N & 48°N, the Meridian of Longitude 15°W and the coast of Europe<br>**✠LMC**<br>EL (b)g<br>FN 281 | **1965**-10 R. Dunston (Hessle) Ltd.—Hessle (S821)<br>*28,69* 7,12 2,744<br>27,08 7,01 3,36<br>F 5,2<br>rf 457 BK 152 conv Side Trawler Fishing 85 | **M Stand-by Safety Vessel**<br>for offshore installations | Blackstone<br>Oil 4SA 8Cy. 222 × 292 sr reverse ge<br>shaft<br>528bhp (388kW)<br>Lister Blackstone Ltd. |
| **8328812**<br>*9WUO*<br>325093<br>Rt | **TOGO YANMAR**<br>**Tuong Aik (S) Sendirian Berhad**<br>Kuching Malaysia | **130**<br>2<br>— | NK | **1982** Ocean Shipyard Co. Sdn. Bhd.—Sibu,<br>Sarawak<br>24,69<br>22,81 7,01 2,90<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240 gea<br>shafts<br>Yanmar Diesel Engine Co. Ltd. |
| **7628605**<br>*HCTV*<br><br>Df Esd Rdr<br>Rt | **TOHALLI**<br>**Government of The Republic of Ecuador (Instituto Nacional de Pesca)**<br>Guayaquil Ecuador | **202**<br>73<br>163 | NV | **1977** Sigbjorn Iversen M/V. Skips.—Flekkefjord (43)<br>32,62 7,42 3,201<br>28,05 7,40 3,69<br>F - 1 dk<br>rf 1156 Box K 102 | **M Research/Fishing**<br>Stern Trawler Seiner Oceanographic<br>1 Ho<br>1 Ha | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 gea<br>850bhp (625kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 90kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller |
| **7942582**<br>*YQIL*<br>557<br>Df Esd Gc<br>Rdr Rt | **TOHANI**<br>**Navrom Shipping Company**<br>Constantza Romania | **1 969**<br>859<br>2 522 | RNR | **1980** Intrepr. Constr. Nav. si Piese Turnate<br>Oltenitsa—Oltenitsa<br>88,70 12,83 5,301<br>80,19 6,74<br>2 dks | **M General Cargo**<br>3 Ho 13,5 18,3 18,3 ER<br>B.3 257<br>TEU 38<br>3 Ha (stl) (8,7 × 7,7) (12,2 12,2 × 10,2)<br>ER<br>Cr 3(5) | Sulzer<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>"Zgoda" Zaklady Urzadzen Techn<br>Gen 3 × 128kW 400V 50Hz a.c.<br>Fuel 173,5t |
| **9003861**<br>*3ECC9*<br>21068-PEXT1<br>Df Esd Gc<br>Rdr Rt | **TOHDOH**<br>**Silver Shipholding S.A.**<br>Nippon Yusen Kaisha (NYK Line)<br>Panama Panama | *149 356*<br>*75 442*<br>258 096 | NK | **1991** Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1381)<br>330,00 - 19,515<br>315,00 59,00 29,70<br>1 dk | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 316 579 | B&W<br>Oil 2SA 8Cy. 800 × 3056<br>19 639kW (26 699bhp)<br>Mitsui Eng. & SB. Co. Ltd. |
| **7233527**<br>*JFYX*<br>113974<br>Df Esd Gc<br>Pfd Rdr Rt | **TOHEI MARU**<br>**Tokyo Tanker Kinkai K.K.**<br>Tokyo Japan | **20 789**<br>12 924<br>36 415<br>T/cm<br>44,0 | NK | **1973** Tsuneishi Zosen K.K.—Numakuma (270)<br>189,03 (BB) 27,03 11,024<br>180,04 26,98 14,97<br>F 13,2 1 dk<br>Bow/CM 94 Diam. 0,406 MH 0,9 | **M Tanker**<br>5 Ta ER<br>L.(oil) 44 774 HeCls. BC<br>2 Cargo pumps total 3 400T/hr | B&W<br>Oil 2SA 6Cy. 840 × 1800<br>15 500bhp (11 401kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 610kW 450V 60Hz a.c.<br>Fuel 236,5t (d.o.) 1 632,5t (hvf) |
| **8135344**<br>*JL5015*<br>125473<br>Rt | **TOHO**<br>ex Yashima Maru No. 11-90<br>ex Myoken Maru-89<br>**Akitaka Kishina**<br>Shimokamagari, Japan<br>Hiroshima Pref. | **554**<br>—<br>699 | | **1982** Takebe Zosen—Takamatsu (100)<br>3,100<br>49,20 10,30 4,81<br>1 dk | **M General Cargo** | Oil |

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| **TOHO MARU**<br>**K.K. Uyeno Unyu Shokai & Toho Kaiun K.K.**<br>Tokyo Japan | **1 997**<br>—<br>4 114 | NK | **1988** Murakami Hide Zosen K.K.—Hakata<br>89,90 14,02 6,380<br>84,50 14,00 7,00<br>P 21,7 F 11,0 1 dk<br>Bow/CM 45 Diam. 0,350 | (287) | **M Tanker**<br>SBT<br>8 Wing Ta ER<br>L.4 949<br>2 Cargo pumps total 3 000T/hr | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>1 323kW (1 799bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 280kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller Tunnel thruster unit<br>Fuel 171,0t (d.o.)-6,5pd 11kn | 6EL35 |
| **TOHO MARU**<br>ex Toho Maru No. 17<br>**Tokuyama Genseki Yuso K.K.**<br>Tokuyama, Yamaguchi Pref. Japan | **499**<br>—<br>1 447 | | **1970** Towa Zosen K.K.—Shimonoseki<br>65,99 10,04 4,801<br>60,00 10,01 6,30<br>1 dk | (404) | **M General Cargo**<br>1 Ho ER<br>G.2 070 B.1 400<br>1 Ha (30,7 × 6,5) ER | Matsui<br>Oil 4SA 6Cy. 330 × 500<br>1 300bhp (956kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Gen 1 × 30kW 225V a.c.<br>11,5kn | |
| **TOHO MARU**<br>**Tokushin Kisen K.K.**<br>Tonosho, Kagawa Pref. Japan | **499**<br>—<br>1 606 | | **1975** Yamanaka Zosen K.K.—Namikata<br>11,51<br>64,01 11,49 6,10<br>1 dk | (153) | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. Takamatsu | GSLH633 |
| **TOHO MARU**<br>**Keishin Kaiun K.K.**<br>Hakata, Ehime Pref. Japan | **499**<br>—<br>1 595 | | **1985** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi<br>71,53 (BB) 4,401<br>66,02 11,51 6,51<br>1 dk | (1777) | **M General Cargo**<br>1 Ho ER<br>G.2 666 B.2 468<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480 sr geared to sc. shaft<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller | |
| **TOHO MARU**<br>ex Hokuho Maru-89<br>**Higashi Nippon Senpaku K.K.**<br>Kesennuma, Miyagi Pref. Japan | **460**<br>174<br>— | | **1975** Narasaki Zosen K.K.—Muroran<br>49,54 8,31 3,429<br>42,60 8,28 3,79<br>1 dk | (829) | **M Fishing**<br>Training Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 200kW 225V a.c. | 6MG25BX |
| **TOHO MARU**<br>**Nitto Unyu K.K. (Nitto Transportation Co. Ltd.)**<br>Kobe, Hyogo Pref. Japan | **270**<br>—<br>— | | **1980** Kanagawa Zosen—Kobe<br>3,001<br>32,26 9,01 4,02<br>1 dk | (208) | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka | 6DSM-28 |
| **TOHO MARU**<br>**Toho Senpaku K.K.**<br>Yokohama, Kanagawa Pref. Japan | **211**<br>—<br>— | | **1978** Kanagawa Zosen—Kobe<br>... ... ...<br>29,49 8,21 3,31<br>1 dk<br>RW | (190) | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata | 6L25BX |
| **TOHO MARU**<br>**Y.K. Sawashige Kaiun**<br>Shinnanyo, Yamaguchi Pref. Japan | **199**<br>—<br>480 | | **1990** Koa Sangyo K.K.—Takamatsu<br>47,89 3,225<br>43,00 7,80 3,40<br>1 dk | (553) | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.305 | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>588kW (799bhp)<br>Niigata Eng. Co. Ltd. Niigata | 6M26AGTE |
| **TOHO MARU No. 2**<br>**Seiyo Kisen K.K.**<br>Kikuma, Ehime Pref. Japan | **298**<br>—<br>1 000 | | **1978** K.K. Miura Zosensho—Saiki<br>62,79 10,70 3,601<br>58,70 10,51 5,41 | (531) | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata | 6M28KHS |
| **TOHO MARU No. 8**<br>**Daiichi Kaiun Co. Ltd. (Daiichi Kaiun K.K.)**<br>Tokyo Japan | **499**<br>—<br>1 558 | | **1979** Yamanaka Zosen K.K.—Namikata<br>68,71 4,255<br>64,01 11,51 6,13<br>1 dk | (182) | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe | 6LU35G |
| **TOHO MARU No. 8**<br>**Toho Kairiku Unyu K.K.**<br>Tokyo Japan | **273**<br>—<br>582 | | **1975** Toko Zosen Kogyo K.K.—Japan<br>41,51 3,101<br>37,01 7,60 3,31<br>1 dk | | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil<br>430bhp (316kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>11kn | |
| **TOHO MARU No. 8**<br>**Y.K. Toko Kisen**<br>Ryugatake, Kumamoto Pref. Japan | **173**<br>—<br>340 | | **1989** Hongawara Zosen K.K.—Fukuyama<br>40,00 2,910<br>37,00 7,50 3,20<br>1 dk | | **M Tanker**<br>Chemical<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 200 × 260<br>441kW (600bhp)<br>Yanmar Diesel Engine Co. Ltd. Osaka | M200L-DT |
| **TOHOH MARU**<br>**Southern Communication System**<br>Panama Panama | **134**<br>39<br>— | | **1974** Fukui Zosen K.K.—Japan<br>35,30 2,550<br>29,50 6,50 2,85<br>1 dk | | **M Research/Fishing**<br>Stern Trawler Ref | Niigata<br>Oil<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. Japan | |
| **TOHOKU MARU**<br>**Sendaiwan Kogyo K.K.**<br>Ishinomaki, Miyagi Pref. Japan | **153**<br>—<br>250 | | **1985** Ishikawajima Ship & Chemical Plant Co.—Tokyo<br>30,99 3,580<br>27,01 8,62 3,61<br>1 dk | (568) | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 260 × 330 with clutches & dr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>2 Directional propellers | |
| **TOHOTMOS**<br>**Government of The Arab Republic of Egypt**<br>Alexandria Egypt | **103**<br>0<br>— | (BV) | **1982** Scheeps. Damen B.V.—Gorinchem<br>22,46<br>20,22 6,63 3,03<br>1 dk | (2714) | **TM Tug** | Deutz<br>2 Vee Oil 4SA each 12Cy. 142 × 160 sr reverse geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>11,5kn | SBA12M816 |
| **TOHSEI MARU**<br>**Y.K. Kato Unyu**<br>Mikame, Ehime Pref. Japan | **486**<br>—<br>601 | NK | **1989** Shirahama Zosen K.K.—Honai<br>61,00 9,82 3,280<br>56,00 9,80 4,40<br>P 12,9 F 8,6 1 dk | (143) | **M Liquefied Gas Carrier**<br>LPG Ammonia Pressurised<br>L.(gas) 703 | Akasaka<br>Oil 4SA 6Cy. 280 × 480<br>956kW (1 300bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 117kW a.c. | K28R |
| **TOHYO MARU**<br>ex Visayas Maru-75 ex Kohwa Maru-74<br>**Aneka Star (Pte.) Ltd.** | **1 603**<br>858<br>2 689 | (NK) | **1962** Hashihama Zosen—Imabari<br>83,22 11,71 5,449<br>75,80 11,66 6,10<br>P 20,2 F 9,2 1 dk<br>RW Bow/CM 39 Diam. 0,203 | (128) | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 915 HeCls. C<br>2 Cargo pumps total 800T/hr | Niigata<br>Oil 4SA 8Cy. 430 × 620<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 50kW 115V d.c.<br>Fuel 58,5t (d.o.)-5,0pd 12kn | M8F43CHS |
| **TOHYUH MARU**<br>**Yuyo Steamship Co. Ltd. (Yuyo Kaiun K.K.)**<br>Tokyo Japan<br>SatCom: 1204553 | *55 048*<br>*26 607*<br>95 843<br>T/cm<br>89,0 | NK | **1991** Namura SB. Co. Ltd.—Imari<br>241,78 (BB) 13,626<br>232,00 42,00 20,40<br>Bow/CM 120 Diam. 0,550 MH 2,1 | (913) | **M Tanker**<br>COW IGS SBT<br>5 Ta ER 4 Wing Ta<br>L.(oil) 112 579<br>3 Cargo pumps total 9 000T/hr | Sulzer<br>Oil 2SA 6Cy. 720 × 2500<br>12 321kW (16 751bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Fuel 142,45t (d.o.) 2 247,79t (hvf) 15,5kn | 6RTA72 |

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| **8202290**<br>*ELKA6*<br>8677<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **TOHZAN**<br>ex Tozan Maru-87<br>**Summit Maritime S.A.**<br>Monrovia Liberia<br>SatCom: 1241471/TOZN | **22 762**<br>16 357<br>39 484 | NK | **1982** Kurushima Dockyard Co. Ltd.—Onishi (2196)<br>196,50 (BB) 28,05 11,913<br>184,00 28,01 16,62<br>F 15,0 1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho ER<br>G.47 563 B.45 132<br>5 Ha (stl) (each 16,0 × 11,2) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>11 000bhp (8 091kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 1 × 900kW 2 × 680kW 450V<br>Controllable pitch propeller<br>Fuel 205,0t (d.o.) 2 042,0t (hvf)-34,5pd |
| **7127417**<br>332398<br>Esd Rdr Rt | **TOIA**<br>**Port of Wellington (1988) Ltd.**<br>Wellington New Zealand | **301**<br>97<br>— | **✠100A1** CS 2/87<br>tug<br>**✠LMC**<br>EL (d) 1"U1<br>FN 408 | **1972**-2 Whangarei Eng. & Cons. Co. Ltd.—Whangarei (122)<br>32,24 9,68 3,302<br>30,79 9,19 4,04<br>1 dk<br>rf 279 | **TM Tug**<br>Fire-fighting Salvage | English Electric<br>2 Oil 4SA each 6Cy. 254 × 305<br>Ruston Paxman Diesels Ltd. New<br>Gen 2 × 125kW 400V 50Hz a.c.<br>2 Directional propellers only |
| **7406019**<br>*ZHFD8*<br>359113<br>Df Esd Gc<br>Pfd Rdr Rt | **TOISA CONQUEROR**<br>ex Boa Conqueror-90<br>ex Seaforth Conqueror-88<br>**Toisa Ltd.**<br>Sealion Shipping Ltd.<br>Georgetown Cayman Islands (British) | *1 553*<br>*674*<br>1 236 | **✠100A1** SS 1/92<br>Ice Class 3<br>**✠LMC**<br>EL (O) 1⅞"U2<br>FN 1198 | **1976**-12 Cochrane Shipbuilders Ltd.—Selby (1573)<br>68,36 14,08 4,706<br>58,50 13,71 6,76<br>F 26,9 1 dk<br>rf 330 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>5 cyl. cement Ta | Blackstone<br>4 Oil 4SA each 12Cy. 222 × 292 dr<br>shafts<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 3 × 300kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller |
| **8201428**<br>*GDVF*<br>383094<br>Df Esd Gc<br>Rdr RTv | **TOISA COUGAR**<br>ex TNT Cougar-90 ex SSS Foochow-84<br>**Toisa Ltd.**<br>Sealion Shipping Ltd.<br>London United Kingdom | *1 252*<br>*375*<br>1 252 | **✠100A1** SS 3/89<br>offshore tug/supply ship<br>**✠LMC** **UMS**<br>EL (N) 907,5/36,0U2<br>FN 1038 | **1984**-7 Hudong Shipyard—Shanghai (1147)<br>60,89 13,57 5,063<br>54,01 13,01 6,20<br>F 25,6 1 dk<br>rf 246 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | MAN<br>4 Oil 4SA each 8Cy. 200 × 270 with<br>flexible couplings & sr geared to sc.<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 250kW 2 × 244kW 440V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 432,0t (d.o.)-14,5pd |
| **8121484**<br>*HO5672*<br>17917-PEXT2<br>Df Esd Gc<br>Pfd Rdr Rt | **TOISA INTREPID**<br>ex Omega 802-90<br>ex Terra Nova Sea-87<br>ex Balder Hesnes-85<br>**Navieros Oceanicos S.A.**<br>Sealion Shipping Ltd.<br>Panama Panama | T.Mk<br>**487**<br>144<br>—<br>**1 467**<br>678<br>1 058 | NV | **1983** Aker Vindholmen—Arendal (836)<br>64,67 4,701/4,720<br>56,42 13,81 6,91<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P | Polar<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>clutches, flexible couplings & sr<br>shafts<br>Nohab Diesel A/B<br>Gen 2 × 640kW 2 × 245kW 440V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 794,0t (d.o.)-28,0pd |
| **8208787**<br>*GDHR*<br>703665<br>Esd Gc Pfd<br>Rdr RTm/h/v | **TOISA LEOPARD**<br>ex TNT Leopard-90<br>**Toisa Ltd.**<br>Sealion Shipping Ltd.<br>London United Kingdom | **837**<br>354<br>1 149 | **✠100A1**<br>offshore supply ship<br>**✠LMC**<br>EL (L) 1¼" ptU3<br>FN 930 | **1983**-10 R. Dunston (Hessle) Ltd.—Hessle (939)<br>61,73 11,84 4,001<br>57,21 11,60 4,65<br>F 20,8 1 dk<br>rf 495 | **TM Supply Ship**<br>Deck Cargo Cement 12bth P<br>3 Ho 10,3p 10,3s 9,8<br>G.232 | Yanmar<br>2 Oil 4SA each 6Cy. 280 × 340 with<br>flexible couplings & dr (ahead)<br>geared to sc. shafts<br>3 200bhp (2 354kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Bow jet pump<br>Fuel 93,0t (d.o.)-5,5pd |
| **8124450**<br>*GCWB*<br>703569<br>Esd Gc Pfd<br>Rdr Rt | **TOISA LION**<br>ex TNT Lion-90<br>**Toisa Ltd.**<br>Sealion Shipping Ltd.<br>London United Kingdom | **837**<br>354<br>1 149 | **✠100A1** SS 6/88<br>offshore supply ship<br>**✠LMC**<br>EL (L) 1¼"U3<br>FN 930 | **1983**-7 R. Dunston (Hessle) Ltd.—Hessle (935)<br>61,73 11,84 4,025<br>57,21 11,60 4,65<br>F 20,8 1 dk<br>rf 495 | **TM Supply Ship**<br>Deck Cargo Cement 12bth P<br>3 Ho 10,3p 10,3s 9,8<br>G.232 | Yanmar<br>2 Oil 4SA each 6Cy. 280 × 340 with<br>flexible couplings & dr (ahead)<br>geared to sc. shafts<br>3 200bhp (2 354kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Bow jet pump<br>Fuel 93,0t (d.o.)-5,5pd |
| **8201442**<br>*GDVH*<br>383093<br>Df Esd Gc<br>Rdr RTv | **TOISA LYNX**<br>ex TNT Lynx-90 ex SSS Fremantle-84<br>**Toisa Ltd.**<br>Sealion Shipping Ltd.<br>London United Kingdom | *1 252*<br>*375*<br>1 200 | **✠100A1** SS 9/89<br>offshore tug/supply ship<br>**✠LMC** **UMS**<br>EL (N) 907,5/36,0U2<br>FN 1038 | **1984**-8 Hudong Shipyard—Shanghai (1149)<br>60,89 13,57 5,063<br>54,01 13,01 6,20<br>F 25,6 1 dk<br>rf 246 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | MAN<br>4 Oil 4SA each 8Cy. 200 × 270 with<br>flexible couplings & sr geared to sc.<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 250kW 2 × 244kW 440V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 432,0t (d.o.)-14,5pd |
| **7623916**<br>*C6JB9*<br>716243<br>Df Esd Gc<br>Pfd Rdr RTv | **TOISA MARINER**<br>ex Marinous-90 ex Sable Sea-89<br>ex Balder Baffin-87<br>**Toisa Ltd.**<br>Sealion Shipping Ltd.<br>Nassau Bahamas<br>SatCom: 1103721/TOIS | **2 258**<br>1 289<br>1 604 | **100A1** SS 10/89<br>offshore supply ship<br>**LMC**<br>EL T<br>FN 1495<br>(AB) (NV) | **1980** Marystown Shipyard Ltd.—Marystown, Nfl. (27)<br>72,07 16,01 5,265<br>66,40 16,00 6,51<br>F 23,8 2 dks<br>rf - DK | **TM Supply Ship**<br>Deck Cargo Diving Support Pollution Control<br>Ice strengthened Moonpool<br>Mchy.aft | Alco<br>2 Vee Oil 4SA each 12Cy. 229 ×<br>geared to sc. shafts<br>4 030kW (5 479bhp)<br>MLW Industries<br>Gen 2 × 960kW 3 × 380kW<br>220/440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers<br>Fuel 850,0t (d.o.)-20,0pd |
| **8208799**<br>*GDGQ*<br>705539<br>Esd Gc Pfd<br>Rdr RTm/h/v | **TOISA PANTHER**<br>ex TNT Panther-90<br>**Toisa Ltd.**<br>Sealion Shipping Ltd.<br>London United Kingdom | **837**<br>354<br>1 137 | **✠100A1** SS 2/89<br>offshore supply ship<br>**✠LMC**<br>EL (L) 1¼"U3<br>FN 932 | **1984**-2 R. Dunston (Hessle) Ltd.—Hessle (940)<br>61,60 11,84 4,030<br>57,21 11,61 4,68<br>F 22,6 1 dk<br>rf 500 | **TM Supply Ship**<br>Deck Cargo Cement 12bth P<br>3 Ho 10,3p 10,3s 9,8<br>G.232 | Yanmar<br>2 Oil 4SA each 6Cy. 280 × 340 with<br>flexible couplings & dr (ahead)<br>geared to sc. shafts<br>3 200bhp (2 354kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Bow jet pump<br>Fuel 93,0t (d.o.)-5,5pd |
| **8201131**<br>*C6KA7*<br>720405<br>Df Esd Gc<br>Pfd Rdr Rt | **TOISA PETREL**<br>ex Lynn Pelham-91<br>**Toisa Ltd.**<br>Sealion Shipping Ltd.<br>Nassau Bahamas | **282**<br>192<br>1 200 | (AB) | **1983** Halter Marine Inc.—Moss Point, Ms (1056)<br>3,671<br>54,87 12,20 4,27<br>F 15,6 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 ×<br>reduction geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 135kW<br>Thw. thrust propeller fwd |
| **8010001**<br>*C6KA8*<br>720406<br>Esd Gc Pfd<br>Rdr Rt | **TOISA PUFFIN**<br>ex Marsea One-91<br>**Toisa Ltd.**<br>Sealion Shipping Ltd.<br>Nassau Bahamas | **282**<br>192<br>1 200 | (AB) | **1980** Halter Marine Inc.—Moss Point, Ms (937)<br>12,22 3,664<br>54,87 12,20 4,27<br>F 15,6 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 ×<br>reduction geared to sc. shafts<br>2 560bhp (1 883kW)<br>General Motors-Detroit Diesel Allison<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd |
| **7727384**<br>*GYIX*<br>386277<br>Df Esd Gc<br>Pfd Rdr Rt | **TOISA PUMA**<br>ex TNT Puma-90 ex Sulair-89<br>**Toisa Ltd.**<br>Sealion Shipping Ltd.<br>London United Kingdom<br>See Register of Offshore Units | **1 939**<br>928<br>2 560 | **100A1** SS 1/89<br>**LMC** **UMS**<br>EL T 467,5/44,0U2<br>FN 2096<br>(NV) | **1979** G. Eides Sonner A/S—Hoylandsbygd (105)<br>87,94 18,32 4,301<br>83,37 18,01 7,12<br>F 26,6 2 dks<br>rf nil conv Deck Cargo Diving Support Supply Ship 89 | **TM Supply Ship**<br>Deck Cargo | Polar<br>2 Vee Oil 4SA each 12Cy. 250 ×<br>sc. shafts<br>4 600bhp (3 384kW)<br>A/B Bofors Nohab<br>Gen 2 × 900kW 2 × 840kW<br>1 × 256kW 450V 60Hz a.c.<br>3 Thw. thrust propellers fwd, 1 |

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| **TOISA SENTINEL**<br>ex TNT Sentinel-89 ex Seagair-88<br>**Toisa Ltd.**<br>Sealion Shipping Ltd.<br>London United Kingdom<br>SatCom: 1443602/GCDF<br>See Register of Offshore Units | **2 826**<br>945<br>2 996 | **✠100A1** SS 10/91<br>fire fighting ship 1<br>(total monitor discharge<br>capacity 4800 cub.m/hour)<br>with water spray<br>**✠LMC** **UMS**<br>EL V 495,0/50,0U2<br>FN 2310 | **1982**-7 Richards (Shipbuilders) Ltd.—Lowestoft (550)<br>94,32 19,82 4,674<br>86,21 19,50 7,29<br>F 40,9 2 dks, 2nd dk clear of generator room<br>rf nil | **TD-E Stand-by Safety Pollution Control**<br>Fire-fighting for offshore installations | Polar F216V-D<br>4 Vee Oil 4SA each 16Cy. 250 × 300 total 12 800bhp (9 415kW) driving 4 gen. each 2 280kW 3 300V a.c. connected to 2 elec. motors each of 2 535shp (1 865kW) & sr geared to sc. shafts<br>British Polar Engines Ltd. Glasgow<br>Gen 1 × 450kW 1 × 250kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 2 aft<br>13,5kn |
| **TOISA SYDNEY**<br>ex SSS Sydney-90<br>**Toisa Ltd.**<br>Sealion Shipping Ltd.<br>Nassau Bahamas | *1 252*<br>*375*<br>1 171 | **✠100A1** SS 11/88<br>offshore tug/supply ship<br>**✠LMC** **UMS**<br>EL (N) 909,9/36,0U2<br>FN 1076 | **1984**-1 Hudong Shipyard—Shanghai (1142)<br>60,89 13,57 5,052<br>56,01 13,01 6,20<br>B 8,6 F 25,3 1 dk<br>rf 246 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>4 Ta ind cyl horizontal ER<br>L.979 | MAN 12V20/27<br>4 Vee Oil 4SA each 12Cy. 200 × 270 with clutches, flexible couplings & sr geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 250kW 2 × 244kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 432,0t (d.o.)-20,5pd 14,5kn |
| **TOISA TEAL**<br>ex Canmar Teal-90<br>**Screen Shipping Inc.**<br>Sealion Shipping Ltd.<br>Nassau Bahamas | *516*<br>*154*<br>405 | **100A1** SS 8/90<br>for service within the sea area enclosed between parallel 62°N and 48°N, and between the meridian of 15°W and the coast of Europe<br>**LMC**<br>EL H 302,5/22,0FSWR<br>FN 462<br>(AB) | **1981** Allied Shipbuilders Ltd.—North Vancouver, B.C. (233)<br>39,62 8,86 3,366<br>35,58 8,84 4,12<br>F 17,4 1 dk<br>rf - conv Deck Cargo Anchor-handling Supply Ship 90 | **TM Stand-by Safety Vessel**<br>for offshore installations<br>Ice strengthened | Caterpillar D398SCAC<br>2 Vee Oil 4SA each 12Cy. 159 × 203 sr reverse geared to sc. shafts<br>1 250kW (1 699bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 85kW 460V 60Hz a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **TOISA TIGER**<br>ex TNT Tiger-90<br>**Toisa Ltd.**<br>Sealion Shipping Ltd.<br>London United Kingdom | **837**<br>354<br>1 500 | **✠100A1** SS 4/88<br>offshore supply ship<br>**✠LMC**<br>EL (L) 1¼" ptU3<br>FN 930 | **1983**-4 R. Dunston (Hessle) Ltd.—Hessle (934)<br>61,73 11,84 4,001<br>57,21 11,60 4,65<br>F 20,8 1 dk<br>rf 495 | **TM Supply Ship**<br>Deck Cargo Cement 12bth P<br>Drilling mud SG 1.8 & 2.0<br>3 Ho 10,3p 10,3s 9,8<br>G.232 | Yanmar 6ZL-ST<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches, flexible couplings & dr (ahead) tr (astern) geared to sc. shafts<br>3 200bhp (2 354kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Bow jet pump<br>Fuel 93,0t (d.o.)-5,5pd 12kn |
| **TOISA WIDGEON**<br>ex Canmar Widgeon-90<br>**Screen Shipping Inc.**<br>Sealion Shipping Ltd.<br>Nassau Bahamas | *516*<br>*154*<br>405 | **100A1** SS 8/90<br>for service within the sea area enclosed between parallel 62°N and 48°N, and between the meridian of 15°W and the coast of Europe<br>**LMC**<br>EL H 302,5/22,0FSWR<br>FN 462<br>(AB) | **1981** Allied Shipbuilders Ltd.—North Vancouver, B.C. (232)<br>39,62 8,86 3,366<br>35,58 8,84 4,12<br>F 17,4 1 dk<br>rf - conv Deck Cargo Anchor-handling Supply Ship 90 | **TM Stand-by Safety Vessel**<br>for offshore installations<br>Ice strengthened | Caterpillar D398SCAC<br>2 Vee Oil 4SA each 12Cy. 159 × 203 sr reverse geared to sc. shafts<br>1 250kW (1 699bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 85kW 460V 60Hz a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **TOJAL**<br>**Balbino Perez Prieto**<br>Ribadeo Spain | **180**<br>—<br>133 | | **1981** S.L. Ardeag—Bilbao (105)<br>31,02<br>26,01 7,01 3,71<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Alpha 407-26VO<br>Oil 2SA 7Cy. 260 × 400 geared to sc. shaft<br>770bhp (566kW)<br>Cons. Echevarria Bermeo |
| **TOJO**<br>ex Lanto-76 ex Skrue-71 ex Aska-67<br>**Edgar Svendsen A/S**<br>Kopervik Norway | **293**<br>158<br>528 | (NV) | **1957** Thaules M/V A/S—Nygard (14)<br>44,38 8,56 3,125<br>39,63 8,51 3,41<br>1 dk<br>rf nil | **M General Cargo**<br>G.651 B.595<br>2 Ha (each 9,6 × 4,5) ER<br>2W Der 1(5) 1(3) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>560bhp (412kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 7kW 3 × 5kW 220V d.c.<br>Fuel 32,5t (d.o.) 11kn |
| **TOJYO MARU**<br>**Hokusei Kaiun Y.K.**<br>Naruto, Japan<br>Tokushima Pref. | **321**<br>—<br>1 100 | | **1988** Murakami S.B. Co. Ltd.—Naruto (178)<br>55,30 (BB) 3,922<br>48,60 12,01 6,00<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Matsui ML628GSC-3<br>Oil 4SA 6Cy. 280 × 520 with clutches & reverse reduction geared to sc. shaft<br>Matsui Iron Works Co. Ltd. Ise |
| **TOKA MARU No. 8**<br>ex Tetra Maru No. 1-81<br>**Toka Kaiji K.K.**<br>Shiogama, Japan<br>Miyagi Pref. | **579**<br>—<br>1 000 | | **1972** K.K. Matsuura Zosensho—Kinoe<br>56,37 2,701<br>46,21 14,00 3,00<br>1 dk | **TM General Cargo** | Mitsubishi<br>2 Oil<br>1 520bhp (1 118kW)<br>Mitsubishi Heavy Industries Ltd. Japan<br>10kn |
| **TOKA MARU No. 18**<br>**Toka Kaiji K.K.**<br>Shiogama, Japan<br>Miyagi Pref. | **496**<br>—<br>1 237 | | **1989** Muneta Zosen K.K.—Akashi<br>51,00 3,480<br>49,31 16,00 4,90<br>1 dk | **TM Sand Carrier** | Yanmar MF24-ST<br>2 Oil 4SA each 6Cy. 240 × 420<br>1 398kW (1 901bhp)<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| **TOKACHI**<br>ex Takasaka Maru-87<br>**Poseidon Marine Transport Pte. Ltd.**<br>NYK Ship Management Co. Ltd.<br>Singapore Singapore<br>SatCom: 1715273/SYAZ | **114 458**<br>89 586<br>234 164<br>T/cm<br>148,8 | NK | **1976** Kawasaki Heavy Ind. Ltd.—Sakaide (1198)<br>319,95 (BB) 53,04 19,736<br>305,04 52,99 25,30<br>B 30,5 1 dk<br>Bow/CM 159 Diam. 0,410 MH 1,5 | **M Tanker**<br>COW IGS SBT<br>13 Ta ER<br>L.(oil) 287 860 HeCls. BptC<br>3 Cargo pumps total 15 000T/hr | Pielstick 12PC4V-570<br>2 Vee Oil 4SA each 12Cy. 570 × 620 sr geared to sc. shaft<br>36 000bhp (26 480kW) NE 80<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 1600kW 2 × 760kW 450V 60Hz a.c.<br>Fuel 138,0t (d.o.) 7 481,0t (hvf)-118,0pd 15,5kn |
| **TOKACHI**<br>ex Tokachi Maru-91<br>**Tokai Express Lines S.A.**<br>Panama Panama | *3 936*<br>*2 110*<br>3 621 | NK | **1985** Shimoda Dockyard Co. Ltd.—Shimoda (344)<br>111,97 (BB) 16,44 7,314<br>104,02 16,40 9,61<br>P 28,7 F 15,3 2 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.5 172<br>3 Ha (stl) ER | Mitsubishi 6UEC45L<br>Oil 2SA 6Cy. 450 × 1350<br>4 450bhp (3 273kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 560kW a.c.<br>15kn |
| **TOKACHI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **527**<br>136<br>— | | **1981** Narasaki Zosen K.K.—Muroran (996)<br>67,80 7,92 2,770<br>63,00 7,90 4,40<br>2 dks | **TM Patrol Ship** | Niigata 6MG31EX<br>2 Oil 4SA each 6Cy. 310 × 460<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TOKACHI MARU No. 25**<br>**Marusen Suisan K.K.**<br>Miyako, Japan<br>Iwate Pref.<br>SatCom: 1204456/UJTW | **259**<br>—<br>— | | **1980** Sanuki Zosen Tekkosho K.K.—Takuma (1063)<br>... ... ...<br>37,80 7,41 3,05<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Matsui 6M26KGHS<br>Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. Ise |

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| **8415354**<br>*7JHA*<br>125054<br>IT1-208<br>Rdr RTv | **TOKACHI MARU No. 85**<br>**Marusen Suisan K.K.**<br>Miyako, Japan<br>Iwate Pref.<br>SatCom: 1204472/JJHA | **259**<br>—<br>— | **1984** Sanuki Zosen Tekkosho K.K.—Takuma (1137)<br>47,10 2,907<br>39,81 7,61 3,20<br>1 dk | **M Fishing**<br>Side-fishing Tuna Ref<br>In.452 | Matsui<br>Oil 4SA 6Cy. 250 × 470<br>1 000bhp (736kW)<br>Matsui Iron Works Co. Ltd. |
| **8810487**<br>*JGHB*<br>130721<br>IT1-258<br>Rdr RTv | **TOKACHI MARU No. 88**<br>**Marusen Suisan K.K.**<br>Miyako, Japan<br>Iwate Pref.<br>SatCom: 1201134/JGHB | **289**<br>—<br>— | **1988** Sanuki Zosen Tekkosho K.K.—Takuma (1187)<br>49,99 (BB) 3,101<br>42,02 8,21 3,46<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft<br>In.391 | Matsui<br>Oil 4SA 6Cy. 280 × 520<br>900bhp (662kW)<br>Matsui Iron Works Co. Ltd. |
| **7394589**<br>*JG3389*<br>116324<br>Df Esd Gc<br>Pfd Rdr Rt | **TOKACHISAN MARU**<br>**K.K. Blue Highway Line (Blue Highway Line Co. Ltd.)**<br>Tokyo Japan | **4 922**<br>—<br>4 174 | **1974** Mie Shipyard Co. Ltd.—Yokkaichi (110)<br>112,91 18,01 6,517<br>NK 103,99 17,99 10,70<br>1 dk<br>RW | **M Container Ship**<br>Fixed-guides<br>Mchy.aft<br>TEU 168 C. 168/20'<br>4 Ha (stl) | Pielstick<br>Vee Oil 4SA 18Cy. 400 × 460<br>9 000bhp (6 620kW)<br>Nippon Kokan K.K. Tsurumi Work<br>Gen 2 × 400kW 445V 60Hz a.c.<br>Fuel 100,0t (d.o.) 430,0t (hvf)-35,0pd |
| **8118358**<br>*8KPJ*<br>125972<br>Df Esd Gc<br>Rdr RTm/h<br>SatNav<br>AMVER | **TOKAI MARU**<br>**Toko Senpaku K.K.**<br>Tokyo Japan | **14 284**<br>9 413<br>24 912 | **1981** Kurushima Dockyard Co. Ltd.—Onishi (2186)<br>NK 160,00 (BB) 9,997<br>149,99 25,01 13,72<br>P 25,3 F 11,9 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.30 786 B.29 562 HeCls. ptB<br>5 Ha (stl) ER<br>Cr 3(25,5) Der 1(25,5) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1250 reverse red<br>to sc. shaft<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 230,0t (d.o.) 1 560,0t (hvf)-26,5pd |
| **7512870**<br>*JQHB*<br>119099<br>Gc Rdr Rt | **TOKAI MARU**<br>**Y.K. Kato Unyu**<br>Mikame, Japan<br>Ehime Pref. | **991**<br>—<br>1 220 | **1975** Sanyo Zosen K.K.—Mukaishima (718)<br>67,90 11,03 4,414<br>NK 62,01 11,00 5,01<br>P 15,3 F 8,6 1 dk<br>RW | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.1 388 | Makita<br>Oil 4SA 6Cy. 300 × 480<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. |
| **7855349**<br>*JM4034*<br>114293<br>Rt | **TOKAI MARU**<br>**Y.K. Mamon Kaiun**<br>Tokyo Japan | **422**<br>—<br>600 | **1972** Daishin Dock K.K.—Japan<br>41,03 2,901<br>37,50 8,81 4,50<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Daihatsu<br>Oil<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8844555**<br>*JG4860*<br>132033<br>Gc Pfd Rdr<br>Rt | **TOKAI MARU No. 1**<br>**K.K. Tokai Kigyo**<br>Chiba, Japan<br>Chiba Pref. | **498**<br>—<br>1 240 | **1990** Takao Zosen Kogyo K.K.—Tateyama<br>64,20 - 4,100<br>58,50 10,00 4,60<br>1 dk | **M General Cargo** | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>Niigata Eng. Co. Ltd. |
| **7936375**<br>*JM4086*<br>114471<br>Rdr | **TOKAI MARU No. 1**<br>**Hamanaka Kaiun Y.K.**<br>Tateyama, Japan<br>Chiba Pref. | **199**<br>—<br>650 | **1980** K.K. Yoshida Zosen Kogyo—Arida (327)<br>... ... ...<br>39,91 10,00 4,91<br>1 dk | **M General Cargo** | Niigata<br>Oil 4SA 6Cy. 250 × 850<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **7109506**<br>*JG2927*<br>110944<br>Gc Rdr Rt | **TOKAI MARU No. 2**<br>ex Musashino Maru No. 2-86<br>**K.K. Tokai Kigyo**<br>Chiba, Japan<br>Chiba Pref. | **987**<br>—<br>1 160 | **1971** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (694)<br>67,70 10,65 4,611<br>62,01 10,60 5,21<br>1 dk | **M General Cargo**<br>3 Ho ER | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. |
| **8720474**<br>*JG4706*<br>130265<br>Rdr Rt | **TOKAI MARU No. 3**<br>**Boshu Kaiun K.K.**<br>Tateyama, Japan<br>Chiba Pref. | **199**<br>—<br>700 | **1988** K.K. Yoshida Zosen Kogyo—Arida<br>50,00 10,62 3,360<br>45,00 10,60 5,50<br>1 dk | **M Sand Carrier** | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>588kW (799bhp)<br>Niigata Eng. Co. Ltd. |
| **8840937**<br>*JG4981*<br>132034<br>Rt | **TOKAI MARU No. 6**<br>**K.K. Tokai Kigyo**<br>Chiba, Japan<br>Chiba Pref. | **123**<br>—<br>344 | **1990** Takao Zosen Kogyo K.K.—Tateyama<br>35,30 2,800<br>30,00 8,00 3,00<br>1 dk | **M Sludge Carrier** | Niigata<br>Oil 4SA 6Cy. 220 × 380<br>Niigata Eng. Co. Ltd. |
| **8627945**<br>*JG4598*<br>125999<br>Rdr Rt | **TOKAI MARU No. 7**<br>**K.K. Tokai Kigyo**<br>Chiba, Japan<br>Chiba Pref. | **495**<br>—<br>1 179 | **1986** Takao Zosen Kogyo K.K.—Tateyama<br>64,27 4,060<br>58,50 10,00 4,60<br>1 dk | **M General Cargo** | Niigata<br>Oil<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **8605698**<br>*JM4120*<br>120832 | **TOKAI MARU No. 8**<br>**G.K. Tokai Sangyo**<br>Nakagusuku, Japan<br>Okinawa Pref. | **997**<br>—<br>2 998 | **1986** Kanrei Zosen K.K.—Naruto (319)<br>81,01 5,101<br>75,01 15,02 7,80<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 340 × 620 with clutc<br>couplings & reverse reduction g<br>shaft<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust Contr. pitch propeller f |
| **8631386**<br>*JG4703*<br>130262<br>Rdr Rt | **TOKAI MARU No. 8**<br>**Boshu Kaiun K.K.**<br>Tateyama, Japan<br>Chiba Pref. | **199**<br>—<br>674 | **1987** K.K. Yoshida Zosen Tekko—Kesennuma<br>50,00 10,62 3,400<br>45,00 10,60 5,50<br>1 dk | **M Sand Carrier** | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>588kW (799bhp)<br>Niigata Eng. Co. Ltd. |
| **8627751**<br>*JG4090*<br>125996<br>Rt | **TOKAI MARU No. 10**<br>**K.K. Tokai Kigyo**<br>Chiba, Japan<br>Chiba Pref. | **175**<br>—<br>511 | **1985** Takao Zosen Kogyo K.K.—Tateyama<br>37,50 3,501<br>34,50 8,50 3,71<br>1 dk | **M Anchor Hoy** | Niigata<br>Oil<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. |
| **8844567**<br>*JG4982*<br>132035<br>Rdr Rt | **TOKAI MARU No. 11**<br>**Tateyama Kenzai K.K.**<br>Tateyama, Japan<br>Chiba Pref. | **469**<br>—<br>1 033 | **1990** K.K. Yoshida Zosen Kogyo—Arida<br>46,00 - 3,970<br>44,00 12,00 4,15<br>1 dk | **M Sand Carrier** | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>Niigata Eng. Co. Ltd. |
| **6818320**<br>Df Esd Rdr<br>Rt | **TOKAI MARU No. 11**<br>**Sammy Dee Sea Foods Ltd.**<br>Nigeria | **194**<br>—<br>— | **1968** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (663)<br>38,97 7,32 2,947<br>33,58 7,29 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo |
| **6818332**<br>Esd Rt | **TOKAI MARU No. 12**<br>**Sammy Dee Sea Foods Ltd.**<br>Nigeria | **192**<br>—<br>— | **1968** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (665)<br>38,97 7,32 2,947<br>33,58 7,29 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo |
| **6525595**<br>*JPQW*<br>98370<br>Df Esd Gc<br>Pfd Rdr RTv | **TOKAI MARU No. 13**<br>ex Shuko Maru<br>ex Kashihara Maru No. 1-73<br>ex Sansei Maru-72 ex Pulupandan-71<br>**K.K. Tokai Unyu**<br>Tokyo Japan | **2 053**<br>—<br>3 329 | **1965** Hashihama Zosen—Imabari (187)<br>91,39 13,06 5,512<br>(NK) 84,03 13,01 6,30<br>P 29,9 RQD 26,0 B 8,0 F 15,0 1 dk<br>conv Oil Molasses Tanker — | **M Tanker**<br>10 Ta ER<br>L.(oil) 3 898 HeCls. BC | Akasaka<br>Oil 4SA 8Cy. 470 × 670<br>2 800bhp (2 060kW)<br>Akasaka Tekkosho K.K., (Akasa<br>Ltd.)<br>Gen 2 × 120kW 445V 65Hz a<br>Fuel 426,5t (d.o.)-12,0pd |

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| **TOKAI MARU No. 13**<br>**Sammy Dee Sea Foods Ltd.**<br>Nigeria | 194<br>—<br>— | 1968 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (666) | 38,89 7,32 2,947<br>33,58 7,29 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo Osaka |
| **TOKAI MARU No. 15**<br>**Sammy Dee Sea Foods Ltd.**<br>Nigeria | 193<br>—<br>— | 1968 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (667) | 38,89 7,32 2,947<br>33,58 7,29 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo Osaka |
| **TOKAI MARU No. 16**<br>Honduras | 194<br>—<br>— | 1968 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (668) | 38,89 7,32 2,947<br>33,58 7,29 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo Osaka |
| **TOKAI MARU No. 17**<br>Honduras | 193<br>—<br>— | 1968 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (669) | 38,89 7,32 2,947<br>33,58 7,29 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo Osaka |
| **TOKAI MARU No. 18**<br>ex Kaisei Maru No. 18-87<br>ex Hinode Maru No. 51-87<br>ex Suiei Maru No. 8-79<br>**K.K. Kaisei**<br>Nishinoshima,<br>Shimane Pref.<br>Japan | 299<br>131<br>363 | 1971 Miho Zosensho K.K.—Shimizu (785) | 51,06 7,83 3,328<br>42,98 7,80 3,71<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **TOKAI MARU No. 18**<br>**Boshu Kaiun K.K.**<br>Tateyama,<br>Chiba Pref.<br>Japan | 197<br>—<br>614 | 1989 K.K. Yoshida Zosen Kogyo—Arida | 43,99 3,670<br>39,60 11,00 5,60<br>1 dk | **M Sand Carrier** | Niigata 6M26AGTE<br>Oil 4SA 6Cy. 260 × 460<br>588kW (799bhp)<br>Niigata Eng. Co. Ltd. Ota |
| **TOKAI MARU No. 21**<br>**Banyo Gyogyo K.K.**<br>Nagasaki,<br>Nagasaki Pref.<br>Japan | 194<br>—<br>— | 1968 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (670) | 38,89 7,32 2,947<br>33,58 7,29 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo Osaka |
| **TOKAI MARU No. 22**<br>**Banyo Gyogyo K.K.**<br>Nagasaki,<br>Nagasaki Pref.<br>Japan | 193<br>—<br>— | 1968 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (671) | 38,89 7,32 2,947<br>33,58 7,29 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo Osaka |
| **TOKAI MARU No. 23**<br>**Banyo Gyogyo K.K.**<br>Nagasaki,<br>Nagasaki Pref.<br>Japan | 194<br>—<br>— | 1968 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (672) | 38,94 7,32 3,175<br>33,99 7,29 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo Osaka |
| **TOKAI MARU No. 25**<br>**Banyo Gyogyo K.K.**<br>Nagasaki,<br>Nagasaki Pref.<br>Japan | 193<br>—<br>— | 1968 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (673) | 38,94 7,32 3,175<br>33,99 7,29 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo Osaka |
| **TOKAI MARU No. 26**<br>**Zhouyang Fishery Co. Ltd.** | 194<br>73<br>— | 1968 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (695) | 38,94 7,32 2,947<br>33,58 7,29 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Kobe Hatsudoki K.K. Tarami |
| **TOKAI MARU No. 27**<br>**Zhouyang Fishery Co. Ltd.** | 193<br>73<br>— | 1968 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (696) | 38,94 7,32 2,947<br>33,61 7,29 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Kobe Hatsudoki K.K. Tarami |
| **TOKAI MARU No. 33**<br>**Zhouyang Fishery Co. Ltd.** | 204<br>71<br>— | 1969 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (716) | 39,93 7,42 2,947<br>34,60 7,40 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Kogyo Osaka |
| **TOKAI MARU No. 35**<br>**Zhouyang Fishery Co. Ltd.** | 202<br>71<br>— | 1969 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (717) | 39,93 7,42 2,947<br>34,60 7,40 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Kogyo Osaka |
| **TOKAI MARU No. 36**<br>**Zhouyang Fishery Co. Ltd.** | 204<br>72<br>— | 1969 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (718) | 39,93 7,42 2,947<br>34,60 7,40 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Kogyo Osaka |
| **TOKAI MARU No. 37**<br>**Zhouyang Fishery Co. Ltd.** | 202<br>71<br>— | 1969 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (719) | 39,93 7,42 2,947<br>34,60 7,40 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Kogyo Osaka |
| **TOKAI MARU No. 51**<br>**Zhouyang Fishery Co. Ltd.** | 193<br>68<br>— | 1970 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (768) | 38,94 7,35 2,960<br>33,61 7,32 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **TOKAI MARU No. 52**<br>**Zhouyang Fishery Co. Ltd.** | 192<br>68<br>— | 1970 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (769) | 38,94 7,35 2,960<br>33,61 7,32 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **TOKAI MARU No. 56**<br>**Government of The People's Republic of China**<br>China | 148<br>—<br>— | 1979 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (879) | 37,72 2,810<br>31,50 6,90 3,00<br>1 dk | **M Fishing**<br>Pair Trawler<br>Mchy.aft | Daihatsu 6DSM-26<br>Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>880bhp (647kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>10,3kn |
| **TOKAI MARU No. 57**<br>**Government of The People's Republic of China**<br>China | 149<br>54<br>— | 1979 Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (880) | 37,72 2,810<br>31,50 6,90 3,00<br>1 dk | **M Fishing**<br>Pair Trawler<br>Mchy.aft | Daihatsu 6DSM-26<br>Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>880bhp (647kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>10,3kn |

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| **6918601**<br>*JM3017*<br>104427<br>Pfd Rt | **TOKAI MARU No. 58**<br>ex Sayo Maru No. 65-87<br>**Nagao Shoji Y.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **174**<br>64<br>— | | **1969** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki<br>(685)<br>36,56 6,84 2,896<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo |
| **8632043**<br>*JD2335*<br>118504<br>HK1-988<br>Rt | **TOKAI MARU No. 82**<br>**Y.K. Saga Gyogyobu**<br>Kushiro, Japan<br>Hokkaido Pref. | **126**<br>—<br>— | | **1978** Y.K. Yoshida Zosensho—Japan<br>... ... ...<br>29,40 6,00 2,90<br>1 dk | **M Fishing**<br>Side-fishing | Niigata<br>Oil<br>324kW (440bhp)<br>Niigata Eng. Co. Ltd. |
| **6819180**<br>*PP2377*<br>Df Esd Rdr<br>Rt | **TOKAI MARU No. 123**<br>**Sociedade de Pesca Taiyo Ltda.**<br>Santos Brazil | **103**<br>53<br>— | | **1963** Taiyo Zosen—Nagasaki<br>*29,24* 5,34<br>5,31 2,70<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,9 × 1,2) ER | Oil 4SA 6Cy. 270 × 390<br>390bhp (287kW)<br>Kobe Hatsudoki K.K.<br>Fuel (d.o.) |
| **6819192**<br>*PP3692*<br>Df Esd Rdr.<br>Rt | **TOKAI MARU No. 125**<br>**Sociedade de Pesca Taiyo Ltda.**<br>Santos Brazil | **103**<br>52<br>— | | **1963** Taiyo Zosen—Nagasaki<br>*29,24* 5,34<br>5,31 2,70<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,9 × 1,2) ER | Oil 4SA 6Cy. 270 × 390<br>390bhp (287kW)<br>Kobe Hatsudoki K.K.<br>Fuel (d.o.) |
| **6728202**<br>Df Esd Gc<br>Pfd Rdr Rt | **TOKAI No. 3**<br>ex Ryuo Maru No. 1-79<br>**Government of The Democratic People's Republic of North Korea** | **261**<br>136<br>— | | **1967** Kanasashi Co. Ltd.—Shimizu (785)<br>45,70 7,62 2,998<br>40,49 7,60 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. |
| **6809422**<br>*JECO*<br>101071<br>Df Esd Gc<br>Pfd Rdr Rt | **TOKAIDAIGAKU MARU No. 2**<br>**Tokai University (Tokai Daigaku)**<br>Tokyo Japan | **701**<br>195<br>295 | | **1967** Ishikawajima Ship & Chemical Plant Co.<br>—Tokyo (363)<br>62,11 11,43 4,700<br>57,00 11,41 5,41<br>1 dk | **M Training Ship**<br>96P | Daihatsu<br>Oil 4SA 12Cy. 260 × 320<br>1 400bhp (1 030kW)<br>Daihatsu Kogyo |
| **7506118**<br>Esd Gc Pfd<br>Rdr Rt | **TOKAIGO No. 2**<br>**Tomatsu Sangyo K.K.** | **319**<br>129<br>339 | | **1975** Goko Zosen K.K.—Kitakyushu (1013)<br>44,61 7,93 3,315<br>38,99 7,90 3,56<br>1 dk | **M Refrigerated Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. |
| **7623643** | **TOKAII No. 3** | **101**<br>44<br>28 | (NK) | **1964** K.K. Ichikawa Zosensho—Ise (1234)<br>26,34 7,52 1,753<br>25,00 7,50 2,09<br>1 dk | **TM Work Ship** | Yanmar<br>2 Oil 4SA each 5Cy. 200 × 280<br>300bhp (221kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **6915403**<br>Esd | **TOKAR**<br>**Government of The Democratic Republic of The Sudan (Railways Department)**<br>Port Sudan Sudan | **220**<br>70<br>— | ✠Classed LR until 1/71 | **1969**-11 Martin Jansen G.m.b.H. & Co. K.G.<br>Schiffswft. u. Fbk.—Leer (82)<br>34,32 8,36 3,887<br>31,02 8,23 3,97<br>1 dk<br>rf 991 | **M Tug**<br>Fire-fighting | MAN<br>Oil 4SA 9Cy. 300 × 450 reverse redu<br>to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 22kW 1 × 10kW 45V d.c. |
| **7811939**<br>*ULGX*<br>M-33453<br>Df Esd Gc<br>Pfd Rdr Rt | **TOKARYEVSK**<br>**Vostokrybkholodflot**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**3 540**<br>1 486<br>—<br>**5 467**<br>2 702<br>5 816 | RS | **1979** Stocznia Szczecinska im. A. Warskiego<br>—Szczecin (B432/305)<br>124,06 (BB) 17,02 —/7,320<br>114,03 17,00 9,78<br>P 38,5 F 14,4 2 dks<br>rf 152 DK fwd | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>B.7 143 In.1 110<br>TEU 50<br>C.Ho 36/20' (40') C.Dk 14/20' (40')<br>4 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER<br>(4,5 × 6,5)<br>10W Der 1(40) 8(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd |
| **6518877**<br>Rdr RTh | **TOKEI MARU**<br>**Butenlogs Inc.** | **654**<br>398<br>1 239 | | **1965** Asakawa Zosen—Imabari (75)<br>58,98 8,84 4,452<br>53,95 8,77 4,65<br>1 dk<br>rf 76 | **M General Cargo**<br>1P<br>1 Ho 37,0 ER<br>1 Ha (29,5 × 5,1) ER<br>2W Der 2(5) | Makita<br>Oil 4SA 6Cy. 370 × 520<br>900bhp (662kW)<br>Makita Tekkosho<br>Gen 2 × 7,5kW 105V d.c.<br>Fuel (d.o.) |
| **8717611**<br>*JK4729*<br>129652 | **TOKEI MARU**<br>**Hiromu Matsuzaki**<br>Shinnanyo, Japan<br>Yamaguchi Pref. | **196**<br>—<br>490 | | **1988** Koa Sangyo K.K.—Takamatsu (532)<br>47,88 3,071<br>43,01 7,80 3,40<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.317 | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. |
| **7103760**<br>*EAGX*<br>Esd Gc Rdr<br>Rt | **TOKI ALAI**<br>**Pesquera Larrauri S.A.**<br>Ondarroa Spain | **260**<br>105<br>— | (BV) | **1971** S.L. Ardeag—Bilbao (61)<br>35,21<br>32,01 7,22 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Duvant<br>Oil 4SA 8Cy. 315 × 480<br>1 200bhp (883kW)<br>Carmelo Unanue |
| **7528180**<br>*EHGM*<br>168<br>Df Esd Gc<br>Pfd Rt | **TOKI ARGIA**<br>**Toki Argia S.A.**<br>Ondarroa Spain | **350**<br>113<br>200 | (BV) | **1977** S.L. Ardeag—Bilbao (84)<br>37,52 8,41<br>34,02 8,21 4,12<br>1 dk | **M Fishing**<br>Side Trawler | MaK<br>Oil 4SA<br>1 600bhp (1 177kW)<br>MaK. Maschinenbau G.m.b.H. |
| **7374149**<br>*LALX2*<br>N-00389<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **TOKI ARROW**<br>**K/S Arrow Bulk X**<br>Kristian Gerhard Jebsen Skipsrederi A/S<br>Bergen Norway (NIS) | **24 997**<br>12 998<br>38 914<br>T/cm<br>46,0 | NV | **1974** Mitsui SB. & Eng. Co. Ltd.—Osaka (990)<br>182,02 (BB) 29,06 11,596<br>174,38 29,01 16,11<br>1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 18,2 27,1 27,1 27,1 20,1 ER<br>G.21 240 HeCls. B<br>TEU 1200<br>5 Ha (stl) (17,5 × 17,4) (26,2 26,2 26,2<br>18,3 × 22,9) ER<br>Cr 2(25) | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 650kW 440V 60Hz a.c.<br>Fuel 181,0t (d.o.) 2 151,0t (hvf)-49 |
| **8303630**<br>*JF2099*<br>120042 | **TOKI MARU**<br>**Nipponkai Eisen K.K.**<br>Niigata, Japan<br>Niigata Pref. | **186**<br>—<br>82 | | **1983** Hanasaki Zosensho—Yokosuka (188)<br>39,88 9,73 3,301<br>32,01 9,52 4,22<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd. |
| **8408064**<br>*JG4419*<br>128108 | **TOKIN MARU No. 1**<br>**Tokyo Kinkai Kisen K.K.**<br>Tokyo Japan | **502**<br>—<br>1 600 | | **1984** K.K. Miura Zosensho—Saiki (711)<br>70,57 4,401<br>67,47 11,51 6,51<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd |
| **8405189**<br>*JL5078*<br>127481<br>Rt | **TOKIN MARU No. 2**<br>ex Taijin Maru-89<br>**Tokyo Kinkai Kisen K.K.**<br>Tokyo Japan | **499**<br>—<br>1 599 | | **1984** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi<br>(1715)<br>4,401<br>66,02 11,51 6,51<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 573 B.2 289<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480 sr geare<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd<br>Controllable pitch propeller |
| **7920792**<br>*JL4887*<br>120986<br>Rdr Rt | **TOKIN MARU No. 3**<br>ex Wako Maru No. 8-88<br>**Hosei Kisen K.K.**<br>Kamo, Japan<br>Shizuoka Pref. | **498**<br>—<br>1 600 | | **1979** K.K. Miura Zosensho—Saiki (587)<br>4,271<br>65,03 11,21 6,28<br>1 dk | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akas<br>Ltd.) |

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| **TOKIN MARU No. 5**<br>**Seiwa Kisen K.K.**<br>Namikata, Ehime Pref. Japan | **498**<br>—<br>1 601 | | **1975** Sasaki Zosen K.K.—Kinoe (197)<br>11,00 4,496<br>62,01 10,98 6,10<br>1 dk | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TOKIO EXPRESS**<br>ex ScanDutch Edo-85<br>ex Tokio Express-84<br>**Hapag-Lloyd A.G.**<br>Hamburg Federal Republic of Germany | *57 802*<br>*22 232*<br>47 733 | GL | **1973** Blohm + Voss A.G.—Hamburg (878)<br>287,71 (BB) 32,31 12,791<br>273,03 32,19 25,02<br>1 dk | **S Container Ship**<br>Fixed-guides<br>5 Cell. Ho 15,2 14,6 13,1 14,1 ER 14,7<br>TEU 3010<br>C.Ho 1126/20' 432/40' C.Dk 1020/20' (40')<br>15 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>81 132shp (59 677kW)<br>STAL-LAVAL Turbin AB Finspang<br>Gen 3 × 1800kW 1 × 1650kW 1 × 870kW 450V 60Hz a.c.<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 10 345,0t (o.f.) 370,0t (d.o.)-178,0pd 23kn |
| **TOKITSU MARU**<br>**Nippon Yusen Kaisha (NYK Line)**<br>Tokyo Japan<br>SatCom: 1200127/JQHW | **129 511**<br>99 535<br>259 762<br>T/cm<br>154,5 | NK | **1975** Nippon Kokan K.K.—Tsu (23)<br>331,50 (BB) 54,84 20,575<br>314,00 54,79 26,40<br>1 dk<br>Bow/CM 165 Diam. 0,400 MH 1,8 | **M Tanker**<br>COW IGS SBT<br>13 Ta ER<br>L.(oil) 315 128 HeCls. BptC<br>4 Cargo pumps total 18 000T/hr | Mitsubishi 8L58/64<br>2 Oil 4SA each 8Cy. 580 × 640<br>26 400bhp (19 419kW) NE 87<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 1 × 1200kW 2 × 770kW 450V a.c.<br>13,15kn |
| **TOKIWA**<br>**Eternity Maritime S.A.**<br>Nippon Yusen Kaisha (NYK Line)<br>Panama Panama | *137 746*<br>*72 053*<br>243 850 | NK | **1991** Mitsubishi Heavy Industries Ltd.—Nagasaki (2045)<br>18,764<br>302,00 58,00 28,30<br>1 dk | **M Tanker**<br>11 Ta ER<br>L.(oil) 296 626 | Mitsubishi 7UEC75LSII<br>Oil 2SA 7Cy. 750 × 2800<br>15 358kW (20 879bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 1100kW 1 × 900kW 1 × 400kW 450V 60Hz a.c.<br>14,5kn |
| **TOKIWA**<br>**Ube Port Service K.K.**<br>Ube, Yamaguchi Pref. Japan | **165**<br>—<br>70 | | **1981** Ube Dockyard Co. Ltd.—Ube (167)<br>28,30 2,401<br>24,74 8,01 3,41<br>F 7,4 1 dk | **TM Tug**<br>12dk P | Niigata 6MG20CX<br>2 Oil 4SA each 6Cy. 200 × 260 reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 40kW 225V 50Hz a.c.<br>Fuel 26,5t (d.o.)-5,0pd 11kn |
| **TOKIWA**<br>**Daito Unyu K.K. (Daito Transportation Co. Ltd.)**<br>Tokyo Japan | **161**<br>—<br>— | | **1982** Niigata Eng. Co. Ltd.—Miura (137)<br>32,11 2,801<br>30,82 8,81 3,92<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 with clutches, flexible couplings & sr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Ota<br>2 Directional propellers |
| **TOKIWA MARU**<br>**Nippon Yusen Kaisha & Orion Shipping Co. Ltd.**<br>Orion Shipping Co. Ltd.<br>Tokyo Japan<br>SatCom: 1200137/JFXX | **117 542**<br>88 231<br>236 615<br>T/cm<br>148,8 | NK | **1973** Mitsubishi Heavy Industries Ltd.—Nagasaki (1710)<br>321,83 52,46 19,889<br>304,02 52,41 25,71<br>F 15,3 1 dk<br>Bow/CM 165 Diam. 0,410 MH 1,2 | **TM Tanker**<br>Mchy.aft<br>L.(oil) 289 267<br>3 Cargo pumps total 13 500T/hr | MAN 16V52/55A<br>2 Vee Oil 4SA each 16Cy. 520 × 550<br>33 760bhp (24 833kW) NE 80<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 1 × 1400kW 2 × 680kW 450V 60Hz a.c.<br>Fuel 447,0t (d.o.) 7 129,0t (hvf)-103,0pd 14,8kn |
| **TOKIWA MARU**<br>**K.K. Uyeno Unyu Shokai**<br>Yokohama, Kanagawa Pref. Japan | **1 496**<br>—<br>3 204 | NK | **1984** Sasaki Zosen K.K.—Kinoe (383)<br>88,80 5,896<br>82,02 12,62 6,41<br>P 21,7 F 11,3 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 3 395 | Akasaka A37<br>Oil 4SA 6Cy. 370 × 720<br>2 700bhp (1 986kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller<br>12,75kn |
| **TOKIWA MARU**<br>**Kyoei Kaiun Kaisha Ltd.**<br>Tokyo Japan | **499**<br>251<br>1 132 | NK | **1982** Uchida Zosen—Ise (823)<br>69,70 (BB) 11,03 4,011<br>64,52 11,00 6,66<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>2 Ho each 17,6 2 TwD<br>In.1 364<br>2 Ha (stl) (each 6,6 × 4,0) ER<br>Der 4(5) | Makita GSLH633<br>Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| **TOKIWA MARU**<br>**Tonan Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **394**<br>—<br>512 | NK | **1987** Kambara Marine Development & SB. Co. LTD.—Numakuma (OE-151)<br>3,152<br>47,43 9,01 4,53<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Yanmar<br>Oil<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **TOKIWA MARU No. 1**<br>**Okura Gyogyo K.K.**<br>Niigata, Niigata Pref. Japan<br>SatCom: 1204412/JJEM | **349**<br>—<br>— | | **1981** Niigata Eng. Co. Ltd.—Japan (1726)<br>... ... ...<br>56,11 11,51 6,71<br>1 dk | **M Fishing**<br>Pair Trawler | Niigata 8MG31FZ<br>Oil 4SA 8Cy. 310 × 380<br>2 600bhp (1 912kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TOKIWA MARU No. 2**<br>ex Seisho Maru No. 8-78<br>**Kotaro Koshino** | **344**<br>179<br>236 | | **1971** Kanasashi Co. Ltd.—Shimizu (1049)<br>54,31 8,36 3,499<br>45,50 8,31 3,87<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 650bhp (1 214kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TOKIWA MARU No. 3**<br>**Okura Gyogyo K.K.**<br>Niigata, Niigata Pref. Japan<br>SatCom: 1204413/JJFE | **349**<br>—<br>845 | | **1984** Niigata Eng. Co. Ltd.—Niigata (1803)<br>61,45 (BB) 4,560<br>53,93 11,82 7,12<br>2 dks | **M Fishing**<br>Seiner Ref<br>Mchy.aft<br>In.1 036 | Niigata<br>Oil 4SA 8Cy. 310 × 380 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>2 600bhp (1 912kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TOKIWA MARU No. 18**<br>**Okura Gyogyo K.K.**<br>Niigata, Niigata Pref. Japan<br>SatCom: 1204516/JJHJ | **349**<br>—<br>— | | **1991** Niigata Eng. Co. Ltd.—Niigata (2213)<br>63,24 (BB)<br>55,00 12,00 7,27 | **M Fishing**<br>Stern Trawler Seiner Ref<br>In.1 132 | Niigata 6MG32CLX<br>Oil 4SA 6Cy. 320 × 420 with clutches, flexible couplings & dr tandem geared to sc. shaft<br>1 986kW (2 700bhp)<br>Niigata Eng. Co. Ltd. Niigata |
| **TOKO MARU**<br>**Government of Japan (Ministry of Agriculture & Forestry - Fisheries Agency)**<br>Tokyo Japan | **1 513**<br>439<br>890 | | **1971** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (800)<br>78,64 11,00 5,481<br>68,00 10,98 8,01<br>1 dk | **M Research/Fishing** | Niigata 6MG31EZ<br>Oil 4SA 6Cy. 310 × 380 sr geared to sc. shaft<br>3 500bhp (2 574kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 176kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 584,0t (d.o.)-21,0pd 14kn |
| **TOKO MARU**<br>**Nanmei Kosan K.K.**<br>Tokyo Japan | **699**<br>—<br>2 050 | | **1987** Hakata Zosen K.K.—Hakata (352)<br>4,801<br>68,51 12,01 5,11<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 149 | Niigata<br>Oil 4SA 6Cy. 300 × 530<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Japan |
| **TOKO MARU**<br>ex Yoshu Maru<br>**Watanabe Kisen K.K.**<br>Shimokamagari, Hiroshima Pref. Japan | **499**<br>—<br>530 | | **1972** K.K. Matsuura Zosensho—Kinoe (185)<br>44,71 10,04 3,309<br>41,00 10,01 5,41<br>2 dks | **M Sand Carrier**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 8kW 225V a.c.<br>Fuel 18,5t-4,0pd 9,5kn |
| **TOKO MARU**<br>**Toko Kaiun K.K.**<br>Numakuma, Hiroshima Pref. Japan | **499**<br>—<br>1 560 | | **1983** Kishigami Zosen K.K.—Akitsu (1618)<br>71,33 (BB) 11,51<br>65,99 6,51<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Hanshin 6LUN28AG<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller |

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| **7608057**<br>*HP6181*<br>20717-PEXT<br>Rdr Rt | **TOKO MARU**<br>ex Kotoku Maru No. 10-91<br>**Rock Oil Trading (S) Pte. Ltd.**<br>Panama Panama | **497**<br>308<br>1 100 | **1976** Ura Kyodo Zosensho K.K.—Awaji (172)<br>9,53<br>49,71 9,50 4,65<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo |
| **9011117**<br>*JG4957*<br>132006<br>Rt | **TOKO MARU**<br>**Tokyo Kinkai Yuso K.K. & Nippon Marine Service & Engineering Co. Ltd. (Nippon Kaiji Kogyo K.K.)**<br>Tokyo Japan | **196**<br>—<br>— | **1990** Kanagawa Zosen—Kobe (350)<br>34,70<br>30,00 9,00 4,00 | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 255 × 270<br>Niigata Eng. Co. Ltd. |
| **7512959**<br>*JL4155*<br>118968<br>Gc Rdr Rt | **TOKO MARU**<br>**Hakuo Kaiun Y.K.**<br>Kochi, Japan<br>Kochi Pref. | **195**<br>—<br>529 | **1975** Shin Nikko Zosen—Setoda (110)<br>8,01 3,099<br>44,99 7,98 3,18<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. |
| **8520604**<br>*JM5462*<br>127899 | **TOKO MARU**<br>**Susumu Koga**<br>Okawa, Japan<br>Fukuoka Pref. | **182**<br>—<br>390 | **1986** Odo Zosen Tekko K.K.—Shimonoseki (317)<br>39,91 7,22 3,082<br>36,00 7,21 3,31<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.174 | Yanmar<br>Oil 4SA 6Cy. 200 × 240 with clutches, couplings & sr geared to sc. shaft<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8613138**<br>*JL5547*<br>129053 | **TOKO MARU**<br>**Takamatsu Seiso K.K.**<br>Takamatsu, Japan<br>Kagawa Pref. | **160**<br>—<br>370 | **1986** Tokushima Zosen Sangyo K.K. —Komatsujima (1940)<br>42,02 2,601<br>37,01 7,82 2,90<br>1 dk | **M Sludge Carrier**<br>Mchy.aft<br>L.407 | Yanmar<br>Oil 4SA 6Cy. 165 × 210 geared to sc.<br>450bhp (331kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8021567**<br>*JM4819*<br>124642<br>Rdr Rt | **TOKO MARU No. 3**<br>**Kowa Kaiun K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **189**<br>—<br>390 | **1980** Maeno Zosen K.K.—Onoda (62)<br>40,39 7,07 3,126<br>36,00 7,00 3,20<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 240 × 410<br>500bhp (368kW)<br>The Hanshin Diesel Works Ltd. |
| **7937018**<br>Df Esd Pfd<br>Rdr Rt | **TOKO MARU No. 7**<br>**Syarikat Eminent Co.**<br>Malaysia | **154**<br>—<br>— | **1976** Nichiro Zosen—Ishinomaki (361)<br>38,87<br>33,00 6,71 2,75<br>1 dk | **M Fishing**<br>Purse<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **8627529**<br>*JK4608*<br>127950<br>Rdr Rt | **TOKO MARU No. 8**<br>**Kyodo Kaiun Y.K.**<br>Kure, Japan<br>Hiroshima Pref. | **318**<br>—<br>763 | **1986** Kyoei Zosen K.K.—Japan<br>53,83 3,501<br>49,00 9,01 3,59<br>1 dk | **M Fishing**<br>Training Stern Trawler Ref | Hanshin<br>Oil<br>900bhp (662kW)<br>The Hanshin Diesel Works Ltd. |
| **8920787**<br>*JG4767*<br>128907<br>Rt | **TOKO MARU No. 11**<br>**Masamichi Ishikawa**<br>Kita-Ibaraki, Japan<br>Ibaraki Pref. | **341**<br>—<br>410 | **1990** K.K. Izutsu Zosensho—Nagasaki (982)<br>61,90 (BB) 4,000<br>53,50 9,00 4,48<br>1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 320 × 420<br>1 140kW (1 550bhp)<br>Niigata Eng. Co. Ltd. |
| **8405256**<br>*JG4099*<br>126773 | **TOKO MARU No. 21**<br>**Masamichi Ishikawa**<br>Kita-Ibaraki, Japan<br>Ibaraki Pref. | **230**<br>—<br>— | **1984** Minami-Kyushu Zosen K.K.—Kushikino (381)<br>43,01 (BB) 3,101<br>39,86 7,82 3,54<br>1 dk | **M Fishing** | Hanshin<br>Oil 4SA 6Cy. 300 × 480 with clutches to sc. shaft<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd.<br>Thw. thrust propeller fwd |
| **7621102**<br>*JL4366*<br>117515<br>Gc Rdr Rt | **TOKU MARU No. 15**<br>**Matsuoka Senpaku K.K.**<br>Shirotori, Japan<br>Kagawa Pref. | **699**<br>—<br>1 877 | **1976** Omishima Dock K.K.—Kamiura (1051)<br>11,54 4,852<br>67,01 11,51 6,71<br>1 dk | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.) |
| **7825057**<br>*JL4534*<br>118928<br>Gc Rdr | **TOKU MARU No. 18**<br>**Matsuoka Senpaku K.K.**<br>Shirotori, Japan<br>Kagawa Pref. | **497**<br>—<br>1 599 | **1978** K.K. Matsuura Zosensho—Kinoe (263)<br>70,11 11,03 4,350<br>65,00 11,00 6,30<br>2 dks | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Die Ltd.) |
| **8028981**<br>*JL5002*<br>125460 | **TOKU MARU No. 21**<br>**Matsuoka Senpaku K.K.**<br>Shirotori, Japan<br>Kagawa Pref. | **698**<br>—<br>2 100 | **1981** K.K. Matsuura Zosensho—Kinoe (283)<br>74,00 4,901<br>69,02 12,01 6,86<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 948 B.2 815<br>1 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Die Ltd.) |
| **8114168**<br>*7JCK*<br>124286<br>Df Esd Gc<br>Pfd Rdr Rt | **TOKU MARU No. 21**<br>ex Kiku Maru No. 51-90<br>**Ryutoku Ikeda**<br>Kawasaki, Japan<br>Kanagawa Pref. | **199**<br>—<br>— | **1981** Kidoura Zosen K.K.—Kesennuma (388)<br>38,70 (BB) 2,401<br>32,10 7,00 3,20<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft<br>In.128 | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 300kW 1 × 180kW 220V |
| **7934937**<br>*JK4120*<br>122171<br>Gc Rdr Rt | **TOKUA MARU**<br>**Tokuyama Kairiku Unso K.K.**<br>Tokuyama, Japan<br>Yamaguchi Pref. | **199**<br>—<br>450 | **1979** Y.K. Tokai Zosensho—Tsukumi (580)<br>36,91 7,50<br>33,10 7,31 3,20<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Hanshin Nainenki Kogyo |
| **8823692**<br>*JL5798*<br>130674<br>Rt | **TOKUEI MARU**<br>**Tokushige Kaiun Y.K.**<br>Takuma, Japan<br>Kagawa Pref. | **199**<br>—<br>450 | **1988** Hongawara Zosen K.K.—Fukuyama<br>45,25 3,100<br>41,00 7,60 3,40<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 240 × 420<br>478kW (650bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| **7510054**<br>*JH2606*<br>118293<br>Gc Rdr Rt | **TOKUEI MARU No. 7**<br>**Tokuei Kaiun K.K.**<br>Nanto, Japan<br>Mie Pref. | **341**<br>163<br>690 | **1975** Omishima Dock K.K.—Kamiura (1035)<br>8,01<br>42,98 7,98 3,00<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 240 × 405<br>850bhp (625kW)<br>Hanshin Nainenki Kogyo |
| **7935187**<br>*JL4720*<br>123069<br>Gc Rdr Rt | **TOKUEI MARU No. 11**<br>**Yamada Kisen Y.K.**<br>Anan, Japan<br>Tokushima Pref. | **424**<br>—<br>900 | **1979** Murakami S.B. Co. Ltd.—Naruto (121)<br>... ...<br>56,60 10,51 6,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 275 × 450<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo |
| **7706366**<br>*JH2665*<br>118387<br>Rdr | **TOKUEI MARU No. 12**<br>**Tokuei Kaiun K.K.**<br>Nanto, Japan<br>Mie Pref. | **496**<br>—<br>1 100 | **1977** Shin Nikko Zosen—Setoda (121)<br>4,001<br>52,00 10,00 4,30<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo |
| **8125260**<br>*JL4958*<br>125406<br>Gc Rdr Rt | **TOKUEI MARU No. 13**<br>**Yaesugawa Kaiun K.K.**<br>Anan, Japan<br>Tokushima Pref. | **499**<br>—<br>1 585 | **1981** Fujiwara Zosensho—Omishima (73)<br>70,23 11,52 4,270<br>65,00 11,50 6,15<br>1 dk | **M General Cargo** | Oil |

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| **TOKUEI MARU No. 15**<br>**Kazuko Shimizu**<br>Nanto, Mie Pref. Japan | **496**<br>—<br>1 180 | **1980** Kogushi Zosen K.K.—Okayama<br>64,10 4,100<br>59,95 10,00 4,30<br>1 dk | (224) | **M Tanker** | Oil<br>Japan |
| **TOKUEI MARU No. 15**<br>**Sun Rising Shipping Co. S.A.** | **225**<br>91<br>— | **1964** K.K. Ichikawa Zosensho—Ise<br>6,86 2,769<br>35,03 6,81 3,18<br>1 dk<br>RW | (1235) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 2SA 6Cy. 290 × 410<br>Hanshin Nainenki Kogyo Kobe |
| **TOKUEI MARU No. 17**<br>**Tokuei Kaiun K.K.**<br>Japan | **499**<br>—<br>1 230 | **1991** Sasaki Zosen K.K.—Kinoe<br>4,200<br>60,00 10,00 4,50 | (562) | **M Tanker** | Hanshin 6LH28G<br>Oil 4SA 6Cy. 280 × 460<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TOKUEI MARU No. 18**<br>**Kazuko Shimizu**<br>Nanto, Mie Pref. Japan | **696**<br>—<br>1 808 | **1983** Sasaki Zosen K.K.—Kinoe<br>73,51 4,619<br>69,02 11,02 5,01<br>1 dk | (375) | **M Tanker**<br>Oil Chemical<br>10 Ta ER<br>L.1 949 | Hanshin 6EL30<br>Oil 4SA 6Cy. 300 × 600<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller |
| **TOKUEI MARU No. 38**<br>**Kinsuke Okinaka**<br>Owase, Mie Pref. Japan | **499**<br>—<br>485 | **1986** K.K. Goriki Zosensho—Ise<br>65,08 5,150<br>56,22 9,50 4,40<br>1 dk | (880) | **M Fishing**<br>Side-fishing | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TOKUHAYA MARU** | **490**<br>291<br>849 | **1965** K.K. Uwajima Zosensho—Uwajima<br>52,89 8,06 3,696<br>47,99 8,01 3,99<br>1 dk<br>RW | (303) | **M General Cargo**<br>1 Ho ER<br>1 Ha (26,9 × 5,0) ER | Oil 4SA 6Cy. 275 × 430<br>650bhp (478kW)<br>Nippon Hatsudoki Kobe<br>Gen 1 × 5kW 100V d.c.<br>Fuel 25,5t-2,0pd 9kn |
| **TOKUHIRO**<br>**Y.K. Fuji Kisen**<br>Tokuyama, Yamaguchi Pref. Japan | **499**<br>—<br>1 140 | **1988** Kanmon Zosen K.K.—Shimonoseki<br>59,99 (BB) 10,52 4,100<br>56,00 10,50 4,50<br>1 dk | (505) | **M Cement Carrier**<br>4 Ho<br>G.940 | Niigata 6M28BGT<br>Oil 4SA 6Cy. 280 × 480 with clutches & sr geared to sc. shaft<br>1 030kW (1 400bhp)<br>Niigata Eng. Co. Ltd. Japan<br>Thw. thrust Contr. pitch propeller fwd |
| **TOKUHIRO MARU No. 1**<br>**Tokusui K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **134**<br>—<br>180 | **1978** Tokushima Zosen K.K.—Fukuoka<br>38,16 6,43 2,601<br>31,27 6,41 3,00<br>1 dk | (1271) | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Daihatsu 6PSHTB-26D<br>Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>600bhp (441kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>11,5kn |
| **TOKUHIRO MARU No. 2**<br>**Tokusui K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **134**<br>—<br>180 | **1978** Tokushima Zosen K.K.—Fukuoka<br>38,16 6,43 2,601<br>30,97 6,41 3,00<br>1 dk | (1272) | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Daihatsu 6PSHTB-26D<br>Oil 4SA 6Cy. 260 × 320<br>600bhp (441kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>11,5kn |
| **TOKUHIRO MARU No. 6** | **134**<br>62<br>— | **1969** Tokushima Zosen K.K.—Fukuoka<br>34,09 6,41 2,591<br>31,20 6,38 3,00<br>1 dk | (832) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>510bhp (375kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TOKUHIRO MARU No. 7** | **134**<br>61<br>— | **1969** Tokushima Zosen K.K.—Fukuoka<br>34,09 6,41 2,591<br>31,20 6,38 3,00<br>1 dk | (833) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>510bhp (375kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TOKUHIRO MARU No. 8**<br>ex Kiyo Maru No. 21-89<br>ex Seiyo Maru No. 17-83<br>**Tokusui K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **144**<br>—<br>160 | **1977** Tokushima Zosen K.K.—Fukuoka<br>37,22 6,81 2,688<br>31,20 6,80 3,00<br>1 dk | (1262) | **M Fishing**<br>Side Trawler<br>Mchy.aft | Daihatsu 6PSHT-26D<br>Oil 4SA 6Cy. 260 × 320<br>600bhp (441kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| **TOKUHIRO MARU No. 10**<br>ex Kiyo Maru No. 22-89<br>ex Seiyo Maru No. 18-83<br>**Tokusui K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **144**<br>—<br>160 | **1977** Tokushima Zosen K.K.—Fukuoka<br>37,22 6,81 2,688<br>31,20 6,80 3,00<br>1 dk | (1263) | **M Fishing**<br>Side Trawler<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>600bhp (441kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| **TOKUHIRO MARU No. 11**<br>**Tokusui K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **134**<br>—<br>148 | **1969** Tokushima Zosen K.K.—Fukuoka<br>36,10 6,41 2,693<br>30,94 6,38 3,00<br>1 dk | (808) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TOKUHIRO MARU No. 12**<br>**Tokusui K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **134**<br>61<br>148 | **1969** Tokushima Zosen K.K.—Fukuoka<br>36,10 6,41 2,693<br>30,94 6,38 3,00<br>1 dk | (810) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TOKUHIRO MARU No. 31**<br>**Tokusui K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **143**<br>53<br>145 | **1981** Tokushima Zosen K.K.—Fukuoka<br>39,50 6,63 2,590<br>32,59 6,61 2,95<br>1 dk | (1363) | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Niigata 6M28AET<br>Oil 4SA 6Cy. 280 × 480 reduction geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Ota<br>11kn |
| **TOKUHIRO MARU No. 32**<br>**Tokusui K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **144**<br>52<br>145 | **1981** Tokushima Zosen K.K.—Fukuoka<br>39,50 6,63 2,590<br>32,59 6,61 2,95<br>1 dk | (1365) | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Niigata 6M28AFT<br>Oil 4SA 6Cy. 280 × 480 reduction geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Ota<br>11kn |
| **TOKUHIRO MARU No. 51**<br>**Tokusui K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **143**<br>—<br>— | **1983** Tokushima Zosen K.K.—Fukuoka<br>40,52 3,120<br>33,51 6,71 3,13<br>1 dk | (1500) | **M Fishing**<br>Stern Trawler<br>In.79 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **TOKUHIRO MARU No. 52**<br>**Tokusui K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **143**<br>—<br>— | **1983** Tokushima Zosen K.K.—Fukuoka<br>40,52 3,120<br>33,51 6,71 3,13<br>1 dk | (1501) | **M Fishing**<br>Stern Trawler<br>In.79 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |

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| **6818344**<br>*JLVL*<br>102420<br>FO1-186<br>Df Esd Pfd<br>Rdr Rt | **TOKUHIRO MARU No. 56**<br>**Tokusui K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **144**<br>—<br>— | **1968** Tokushima Zosen K.K.—Fukuoka (735)<br>34,40 6,71 2,794<br>29,42 6,68 3,15<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 270 × 420<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **6818356**<br>*JM2695*<br>102421<br>FO1-187<br>Rt | **TOKUHIRO MARU No. 58**<br>**Tokusui K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **144**<br>—<br>— | **1968** Tokushima Zosen K.K.—Fukuoka (736)<br>34,40 6,71 2,794<br>29,42 6,68 3,15<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>515kW (700bhp)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **8520666**<br>*JMBM*<br>129313<br>FO1-549<br>Rdr Rt | **TOKUHIRO MARU No. 81**<br>**Tokusui K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **144**<br>—<br>139 | **1986** Tokushima Zosen K.K.—Fukuoka (1538)<br>40,31 6,81 2,699<br>33,51 6,32 3,10<br>1 dk | **M Fishing**<br>Stern Trawler | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutch<br>couplings & sr geared to sc. sha<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8520678**<br>*JM5525*<br>129314<br>FO1-550<br>Rdr Rt | **TOKUHIRO MARU No. 82**<br>**Tokusui K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **144**<br>—<br>— | **1986** Tokushima Zosen K.K.—Fukuoka (1550)<br>2,601<br>33,81 6,81 3,13<br>1 dk | **M Fishing**<br>Stern Trawler | Niigata<br>Oil<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. |
| **7033604**<br>*JBZN*<br>108117<br>FO1-270<br>Esd Rdr Rt | **TOKUHIRO MARU No. 83**<br>**Tokusui K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **144**<br>—<br>— | **1970** Tokushima Zosen K.K.—Fukuoka (883)<br>36,73 6,53 2,744<br>31,45 6,51 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>552kW (750bhp)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **7033616**<br>*JM3142*<br>108327<br>FO1-85<br>Rt | **TOKUHIRO MARU No. 85**<br>**Tokusui K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **143**<br>—<br>— | **1970** Tokushima Zosen K.K.—Fukuoka (885)<br>36,73 6,53 2,744<br>31,45 6,51 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>552kW (750bhp)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **8130100**<br>*3EKZ6*<br>18455-PEXT1<br>Esd Gc Pfd<br>Rdr Rt | **TOKUHISA**<br>ex Tokuhisa Maru-88<br>**High Tail Naviera S.A.**<br>Panama Panama | **1 571**<br>1 080<br>4 102 | **1982** K.K. Matsuura Zosensho—Kinoe (288)<br>86,31 14,53 6,290<br>NK 80,02 14,51 6,61<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.5 952 B.5 403<br>2 Ha (stl) (13,0 27,3 × 9,0) ER<br>Der 1(20) 2(15) | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 96kW 445V 60Hz a.c.<br>Fuel 261,0t (d.o.)-6,0pd |
| **8210479**<br>*JK4324*<br>125819 | **TOKUHISA MARU No. 3**<br>**Sunabe Kaiun K.K.**<br>Takamatsu, Japan<br>Kagawa Pref. | **697**<br>—<br>2 100 | **1983** K.K. Matsuura Zosensho—Kinoe (303)<br>76,71 4,911<br>72,01 12,01 7,01<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 320 × 640 with clutche<br>geared to sc. shaft<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. |
| **7856018**<br>*JL2658*<br>101584 | **TOKUHISA MARU No. 5**<br>ex Eiju Maru No. 10-84<br>ex Takatori Maru<br>**Miki Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **199**<br>—<br>650 | **1967** Masui Zosensho K.K.—Nandan (73)<br>44,81 2,950<br>40,52 7,31 4,91<br>1 dk | **M Wood-chip Carrier**<br>Mchy.aft | Mitsubishi<br>Oil<br>500bhp (368kW)<br>Kobe Hatsudoki K.K. |
| **8324268**<br>*JK4384*<br>127213 | **TOKUHO MARU**<br>**Tokuyama Kairiku Unso K.K.**<br>Tokuyama, Japan<br>Yamaguchi Pref. | **334**<br>—<br>600 | **1983** Shitanoe Zosen K.K.—Usuki. (1035)<br>52,00<br>48,01 9,01 3,92<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 240 × 410<br>900bhp (662kW)<br>The Hanshin Diesel Works Ltd. |
| **7933311**<br>*JM4652*<br>123308<br>Rdr | **TOKUICHI MARU No. 7**<br>**Tokumi Fukagawa**<br>Kuchinotsu, Japan<br>Nagasaki Pref. | **384**<br>—<br>770 | **1979** Kogushi Zosen K.K.—Okayama (216)<br>3,733<br>49,00 8,21 3,81<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Sumiyoshi Tekkosho |
| **7913373**<br>*3EVA7*<br>D236-1789-YJ<br>Gc Rdr Rt | **TOKUICHI MARU No. 10**<br>ex Eiwa Maru No. 27-87<br>Panama Panama | **499**<br>—<br>1 529<br>T/cm<br>5,1 | **1979** Murakami Hide Zosen K.K.—Hakata (172)<br>*59,30* 4,153<br>58,98 9,50 4,75<br>1 dk<br>Bow/CM 28 Diam. 0,150 | **M Tanker**<br>Molasses Alcohol<br>CBT<br>8 Ta ER<br>L.1 170 HeCls. C<br>3 Cargo pumps total 1 100T/hr | Akasaka<br>Oil 4SA 6Cy.<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Fuel 14,5t (d.o.) 68,0t (hvf)-3,5pd |
| **8905347**<br>*JL5810*<br>131418<br>Rdr Rt | **TOKUJIN MARU No. 3**<br>**Tokujin Kisen K.K.**<br>Tonosho, Japan<br>Kagawa Pref. | **498**<br>—<br>1 500 | **1989** K.K. Matsuura Zosensho—Kinoe (366)<br>75,97 (BB) 12,02 4,160<br>70,00 12,00 7,20<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 617<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd.<br>Thw. thrust propeller fwd |
| **8840315**<br>*JJ3742*<br>131859<br>Rt | **TOKUJIN MARU No. 28**<br>**Tokujin Kaiun K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **199**<br>—<br>532 | **1990** Aseki Zosen Kensetsu K.K.—Japan.<br>50,93 3,200<br>46,00 11,00 5,30<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>2 Ha (stl) (15,4 × 8,5) (— × —) | Matsui<br>Oil 4SA 6Cy. 280 × 520<br>Matsui Iron Works Co. Ltd. |
| **8002236**<br>Df Gc Pfd<br>Rdr Rt | **TOKUJU MARU No. 1**<br>**Macmaster International Sales**<br>Philippines | **116**<br>22<br>— | **1980** Tokushima Zosen K.K.—Fukuoka (1337)<br>38,00 7,01 2,350<br>31,22 6,99 2,77<br>1 dk | **M Fishing**<br>Seiner | Niigata<br>Oil 4SA 6Cy. 280 × 320 reductio<br>shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **8819172**<br>*JE2835*<br>130554<br>MG1-1635<br>Rdr Rt | **TOKUJU MARU No. 5**<br>**K.K. Uroko Suisan**<br>Kesennuma, Japan<br>Miyagi Pref. | **119**<br>—<br>141 | **1988** Kidoura Zosen K.K.—Kesennuma (555)<br>31,45 (BB) 2,340<br>6,50 2,90<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.195 | Niigata<br>Oil 4SA 6Cy. 260 × 460 with clut<br>couplings & dr geared to sc. s<br>592kW (805bhp)<br>Niigata Eng. Co. Ltd. |
| **7046651**<br>Df Esd Rdr<br>Rt | **TOKUJU MARU No. 6**<br>**Intergrated Sea Development Association** | **111**<br>35<br>62 | **1970** K.K. Usuki Tekkosho—Usuki (776)<br>34,65 6,81 2,363<br>29,34 6,79 2,80<br>1 dk | **M Fishing**<br>Side-fishing | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **7809089**<br>*JGAO*<br>122299<br>MG1-980<br>Df Esd Gc<br>Pfd Rdr Rt | **TOKUJU MARU No. 58**<br>**K.K. Uroko Suisan**<br>Kesennuma, Japan<br>Miyagi Pref. | **299**<br>143<br>369 | **1978** Niigata Eng. Co. Ltd.—Niigata (1605)<br>48,87 3,260<br>42,83 8,51 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 240kW 225V a.c. |
| **8627438**<br>Rt | **TOKUJU MARU No. 58**<br>**Di & R. Fishing Corp.**<br>Manila Philippines | **164**<br>—<br>— | **1972** K.K. Izutsu Zosensho—Nagasaki<br>6,63<br>32,59 6,61 3,20<br>1 dk | **M Fishing** | Oil |

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| **TOKUJU MARU No. 78**<br>**K.K. Uroko Suisan**<br>Kesennuma,<br>Miyagi Pref.<br>Japan | **379**<br>—<br>381 | | **1980** Niigata Eng. Co. Ltd.—Niigata (1685)<br>49,92 (BB) 3,471<br>44,02 8,62 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6M28AFT<br>Oil 4SA 6Cy. 280 × 480 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TOKUJU MARU No. 85**<br>**K.K. Uroko Suisan**<br>Kesennuma,<br>Miyagi Pref.<br>Japan<br>SatCom: 1203226/JLAD | **409**<br>—<br>504 | | **1987** Niigata Eng. Co. Ltd.—Niigata (2071)<br>55,81 (BB) 8,92 3,480<br>49,15 8,91 3,87<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.573 | Niigata 6M28BFT<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **TOKUJYU MARU No. 7**<br>**K.K. Uroko Suisan**<br>Kesennuma,<br>Miyagi Pref.<br>Japan | **379**<br>—<br>— | | **1991** Niigata Eng. Co. Ltd.—Niigata (2220)<br>54,55 (BB) 3,440<br>47,90 8,70 3,80 | **M Fishing**<br>Long-line Ref<br>In.503 | Niigata 6M28BFT<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **TOKUJYU MARU No. 35**<br>**Terutoshi Inoue**<br>Muroto,<br>Kochi Pref.<br>Japan<br>SatCom: 1204110/JJXK | **299**<br>153<br>359 | | **1979** Miho Zosensho K.K.—Shimizu (1138)<br>50,14 8,51 3,252<br>43,52 8,50 3,59<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka DM30<br>Oil 4SA 6Cy. 300 × 480<br>1 400bhp (1 030kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TOKUJYU MARU No. 36**<br>**Kenichi Kawaguchi**<br>Muroto,<br>Kochi Pref.<br>Japan<br>SatCom: 1201750/JJJJ | **299**<br>153<br>359 | | **1980** Miho Zosensho K.K.—Shimizu (1139)<br>50,14 8,51 3,252<br>43,52 8,50 3,59<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka DM30<br>Oil 4SA 6Cy. 300 × 480<br>1 400bhp (1 030kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TOKUKO**<br>ex Tokuko Maru-91<br>**Tokuko Line S.A.**<br>Tsurui Kaiun Co. Ltd.<br>Panama<br>Panama<br>SatCom: 1335641 | *1 736*<br>*615*<br>1 710 | NK | **1983** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1601)<br>76,00 (BB) 4,631<br>70,01 13,21 7,52<br>2 dks | **M Refrigerated Cargo**<br>2 Ho ER<br>In.2 012<br>2 Ha (stl) (each 5,8 × 6,0) ER<br>4W Der 4(5) | Hanshin 6EL32<br>Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 320kW<br>12,75kn |
| **TOKURASAN**<br>ex Tokurasan Maru-85<br>ex Pacific Rainbow-79<br>**Perennial Transport Inc.**<br>International Energy Transport Co. Ltd.<br>Port Vila<br>Vanuatu<br>SatCom: 1576170/TOKU | **38 449**<br>28 757<br>80 680<br>T/cm<br>80,0 | NK<br>HeCls. BC | **1974** Tsuneishi Zosen K.K.—Numakuma (291)<br>246,01 37,60 13,005<br>235,01 37,57 18,01<br>P 17,7 F 17,4 1 dk<br>Bow/CM 120 Diam. 0,406 MH 0,6 | **M Tanker**<br>CBT COW IGS<br>11 Ta ER<br>L.(oil) 98 143<br>2 Cargo pumps total 7 000T/hr | B&W 9K84EF<br>Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 760kW 450V 60Hz a.c.<br>Fuel 354,0t (d.o.) 4 090,0t (hvf)-76,0pd 15,75kn |
| **TOKURYU MARU**<br>**Tsurui Kaiun Co. Ltd.**<br>Tokyo<br>Japan | *1 735*<br>*615*<br>1 714 | NK | **1983** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1600)<br>76,00 4,652<br>70,01 13,21 7,52<br>2 dks | **M Refrigerated Cargo**<br>Mchy.aft<br>In.2 019 | Hanshin 6EL32<br>Oil 4SA 6Cy. 320 × 640<br>1 471kW (2 000bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>12,8kn |
| **TOKUSAN MARU**<br>**Tokuyama Kairiku Unso K.K.**<br>Tokuyama,<br>Yamaguchi Pref.<br>Japan | **680**<br>—<br>1 100 | | **1978** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1265)<br>... ... ...<br>55,02 10,51 4,63<br>1 dk<br>RW | **M Cement Carrier**<br>Mchy.aft | Daihatsu 6VSHT-26D<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **TOKUSEN MARU**<br>ex Akebono-87 ex Akebono Maru-86<br>ex Tokuei Maru No. 25-80<br>**Nagamune Kosan Y.K.**<br>Tokuyama,<br>Yamaguchi Pref.<br>Japan | **355**<br>—<br>220 | NK | **1969** Sanyo Zosen K.K.—Mukaishima (566)<br>31,53 9,50 3,912<br>30,20 9,48 4,20<br>F 11,9 1 dk | **TM Tug**<br>Pusher | Nippon Hatsudoki<br>2 Oil 4SA each 6Cy. 380 × 540<br>Nippon Hatsudoki Kobe<br>Gen 2 × 80kW 230V a.c.<br>Fuel 109,5t-11,0pd 11,5kn |
| **TOKUSEN MARU No. 2**<br>ex Meiko Maru-88<br>**Nagamune Kosan Y.K.**<br>Tokuyama,<br>Yamaguchi Pref.<br>Japan | **193**<br>—<br>— | | **1967** Shin Yamamoto Zosensho—Kochi (93)<br>29,95 8,39 2,769<br>27,74 8,34 3,79<br>1 dk<br>RW | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 20kW 225V a.c.<br>Fuel 52,0t-5,0pd |
| **TOKUSHIMA MARU**<br>**Kyosho Kisen K.K. & Kyodo Kisen K.K.**<br>Tokushima,<br>Tokushima Pref.<br>Japan | **1 257**<br>—<br>489 | 618dk P | **1969** Mitsubishi Heavy Industries Ltd. —Shimonoseki (672)<br>69,53 14,84 3,398<br>63,00 14,81 4,50<br>1 dk | **TM RoRo Cargo/Ferry**<br>Bow & stern doors<br>Cars 8 Trailers 20<br>Mchy.aft | Daihatsu 8PSHT6M-26D<br>4 Oil 4SA each 8Cy. 260 × 320 geared to sc. shafts<br>3 720bhp (2 736kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 132kW 225V a.c.<br>Thw. thrust propeller fwd<br>Fuel 24,0t (d.o.) 55,0t (i.f.o.)-14,5pd 15,1kn |
| **TOKUSHIN**<br>ex Dona Algo-91 ex Hiloveras-86<br>**Teh Ching Steamship Co. Ltd.**<br>Keelung<br>China* | **2 496**<br>1 808<br>6 004 | (NK) | **1982** Murakami Hide Zosen K.K.—Hakata (194)<br>95,61 16,82 6,817<br>89,52 16,81 7,29<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.10 262 B.9 608<br>2 Ha (stl) (25,2 25,9 × 8,9) ER<br>Der 2(20) 2(15) | Mitsubishi 6UEC37/88H<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 176kW<br>Fuel-12,5pd 12kn |
| **TOKUSHIN MARU No. 1**<br>**Tokushin Kisen K.K.**<br>Japan | **499**<br>—<br>1 550 | | **1991** K.K. Matsuura Zosensho—Kinoe (381)<br>4,250<br>70,00 12,00 7,20 | **M General Cargo** | Hanshin 6EL30<br>Oil 4SA 6Cy. 300 × 600<br>1 324kW (1 800bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TOKUSHIN MARU No. 5**<br>**Teruo Nakagami**<br>Ieshima,<br>Hyogo Pref.<br>Japan | **199**<br>—<br>626 | | **1988** Shitanoe Zosen K.K.—Usuki (1087)<br>50,00 (BB) 10,52 3,570<br>46,00 10,50 5,82 | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Daihatsu 6DLM-24S<br>Oil 4SA 6Cy. 240 × 320<br>588kW (799bhp) E made88<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| **TOKUSHISA MARU**<br>**Tokuhisa Kaiun Y.K.**<br>Ieshima,<br>Hyogo Pref.<br>Japan | **198**<br>—<br>594 | | **1989** Y.K. Ouchi Zosensho—Nakajima<br>51,00 3,320<br>46,00 11,00 5,47<br>1 dk | **M Sand Carrier** | Hanshin 6LUN28AG<br>Oil 4SA 6Cy. 280 × 480<br>552kW (750bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TOKUTAKA**<br>ex Atsushima Maru-89<br>**N.N.M. Shipping S.A.**<br>Panama<br>Panama | *2 679*<br>*1 501*<br>4 067 | NK | **1983** Kegoya Dock K.K.—Kure (836)<br>86,34 14,20 6,122<br>80,00 14,00 6,40<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.6 045 B.5 609<br>2 Ha (stl) (14,0 25,9 × 8,4) ER<br>Der 1(20) 2(15) | Akasaka A34<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 96kW 445V 60Hz a.c.<br>Fuel 34,0t (d.o.) 240,0t (hvf)-5,5pd 11,5kn |

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| **8702587**<br>*JK4721*<br>129539 | **TOKUTSUGI MARU**<br>**Tokuyama Kairiku Unso K.K.**<br>Tokuyama, Yamaguchi Pref. Japan | **699**<br>—<br>1 620 | | **1987** Kanmon Zosen K.K.—Shimonoseki (392)<br>4,301<br>64,01 11,51 4,73<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Hanshin<br>Oil<br>1 500bhp (1 103kW)<br>The Hanshin Diesel Works Ltd. |
| **8415990**<br>*JK4500*<br>127313 | **TOKUYAMA MARU**<br>**Tokuyama Unyu K.K.**<br>Shinnanyo, Yamaguchi Pref. Japan | **497**<br>—<br>1 600 | | **1984** K.K. Miura Zosensho—Saiki (718)<br>4,001<br>66,02 11,51 6,71 | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **7210290**<br>*JK3584*<br>110828<br>Rdr | **TOKUYAMA MARU**<br>**Naigai Unyu K.K.**<br>Kure, Hiroshima Pref. Japan | **242**<br>79<br>— | | **1972** Kanagawa Zosen—Kobe (116)<br>32,69 9,22 3,099<br>28,50 9,20 4,20<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 8Cy. 250 ×<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 48kW 445V a.c.<br>Fuel 40,5t-9,0pd |
| **8720436**<br>*JL5619*<br>129990<br>Rdr Rt | **TOKUYO MARU**<br>**Taiyo Kisen K.K.**<br>Hakata, Ehime Pref. Japan | **699**<br>—<br>1 999 | | **1988** Murakami Hide Zosen K.K.—Hakata<br>76,51 11,42 4,800<br>72,00 11,40 5,30<br>1 dk | **M Tanker** | Daihatsu<br>Oil 4SA 6Cy. 280 × 360<br>1 030kW (1 400bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7238682**<br>*JG3231*<br>114531<br>Pfd Rdr Rt | **TOKUYO MARU**<br>**Y.K. Sasaki Kaiun**<br>Higashi-izu, Shizuoka Pref. Japan | **689**<br>—<br>717 | | **1972** Oshima Dock K.K.—Yoshiumi (512)<br>57,51 10,44 3,683<br>52,00 10,42 4,30<br>1 dk<br>RW | **TM Liquefied Gas Carrier**<br>LPG Pressurised<br>1 Ta (stl) cyl horizontal ER<br>L.(gas) 1 182 | Akasaka<br>2 Oil 4SA each 6Cy. 280 ×<br>1 766kW (2 401bhp)<br>Akasaka Tekkosho K.K., (Akas<br>Ltd.)<br>Gen 2 × 40kW 225V |
| **8404109**<br>*JK4496*<br>127308 | **TOKUYO MARU**<br>**Tokuyama Unyu K.K.**<br>Nanyo, Yamaguchi Pref. Japan | **625**<br>—<br>1 215 | | **1984** Ube Dockyard Co. Ltd.—Ube (186)<br>55,00 4,301<br>51,01 11,02 5,01<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 340 with<br>couplings & sr reverse<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8706806**<br>*JL5624*<br>129896<br>Df Esd Gc<br>Pfd Rdr Rt | **TOKUYO MARU**<br>**Yoshino Kaiun Y.K.**<br>Fukushima, Nagasaki Pref. Japan | **499**<br>—<br>1 600 | NK | **1987** Iwagi Zosen K.K.—Iwagi (117)<br>72,55 (BB) 11,71 4,182<br>67,52 11,70 6,91<br>2 dks | **M General Cargo**<br>1 Ho ER<br>B.2 195<br>1 Ha (stl) (40,2 × 8,5) ER | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 77kW a.c. |
| **7904176**<br>*JH2695*<br>119954<br>Gc Rdr Rt | **TOKUYO MARU No. 2**<br>**Kumazawa Kaiun Co. Ltd. & Sasaki Kaiun Y.K.**<br>Higashi-izu. Shizuoka Pref. Japan | **699**<br>—<br>752 | NK | **1979** Sanyo Zosen K.K.—Mukaishima (780)<br>61,96 3,901<br>56,22 10,01 4,42<br>P 13,8 F 6,8 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 156 | Akasaka<br>Oil 4SA 6Cy. 360 × 540 redu<br>shaft<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akas<br>Ltd.)<br>Gen 2 × 440kW<br>Fuel 135,0t (d.o.)-5,5pd |
| **7930448**<br>*JG4144*<br>121838<br>Rdr Rt | **TOKUYO MARU No. 3**<br>**Takara Kaiun K.K.**<br>Yokohama, Kanagawa Pref. Japan | **696**<br>—<br>786 | NK | **1980** K.K. Usuki Tekkosho—Usuki (1515)<br>59,80 3,852<br>56,01 10,11 4,42<br>P 13,2 F 4,0 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 156 | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akas<br>Ltd.)<br>Gen 2 × 250kW<br>Fuel 116,0t (d.o.)-5,5pd |
| **7930187**<br>*JG4036*<br>121827<br>Esd Gc Rdr Rt | **TOKUYO MARU No. 5**<br>**Fukunaga Kaiun K.K.**<br>Saiki, Oita Pref. Japan | **696**<br>—<br>746 | NK | **1980** Kishimoto Zosen K.K.—Kinoe (501)<br>60,30 4,038<br>55,53 10,01 4,63<br>P 14,1 F 8,0 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 157 | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akas<br>Ltd.)<br>Gen 2 × 250kW |
| **8014057**<br>*JG4150*<br>121843<br>Esd Gc Rdr Rt | **TOKUYO MARU No. 8**<br>**Sanyu Kisen Co. Ltd.**<br>Kinoe, Hiroshima Pref. Japan | **699**<br>—<br>766 | NK | **1980** Kishimoto Zosen K.K.—Kinoe (505)<br>60,30 4,038<br>55,53 10,01 4,63<br>P 14,1 F 8,0 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 159 | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akas<br>Ltd.)<br>Gen 2 × 250kW<br>Fuel 117,0t (d.o.)-5,0pd |
| **8114247**<br>*JL4849*<br>124053<br>Esd Gc Rdr Rt | **TOKUYO MARU No. 11**<br>**Kumazawa Kaiun Co. Ltd.**<br>Yokohama, Kanagawa Pref. Japan | **699**<br>493<br>758 | NK | **1981** Kishimoto Zosen K.K.—Kinoe (513)<br>60,30 4,038<br>55,50 10,00 4,60<br>P 12,5 F 6,8 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 157 | Akasaka<br>Oil 4SA 6Cy. 310 × 600 sr<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akas<br>Ltd.)<br>Gen 2 × 500kW |
| **8114259**<br>*JK4267*<br>124591<br>Esd Gc Rdr Rt | **TOKUYO MARU No. 15**<br>**Iwasaki Kisen K.K.**<br>Hinase, Okayama Pref. Japan | **699**<br>493<br>752 | NK | **1981** Kishimoto Zosen K.K.—Kinoe (515)<br>60,30 4,038<br>55,50 10,00 4,60<br>P 12,8 F 6,8 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 157 | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akas<br>Ltd.)<br>Controllable pitch propeller |
| **9009994**<br>*JK4768*<br>131821<br>Esd Gc Rdr Rt | **TOKUYO MARU No. 18**<br>**Washo Kaiun K.K.**<br>Kinoe, Hiroshima Pref. Japan | **698**<br>—<br>1 076 | NK | **1990** Sasaki Zosen K.K.—Kinoe (548)<br>64,80 (BB) 4,081<br>60,00 11,00 5,10<br>P 13,7 F 8,2 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>Mchy.aft<br>2 Ta<br>L.(gas) 1 200 | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akas<br>Ltd.)<br>Gen 3 × 217,3kW a.c.<br>Controllable pitch propeller |
| **7355131**<br>*JJAB*<br>110645<br>IK1-178<br>Df Esd Gc<br>Pfd Rdr Rt | **TOKUYO MARU No. 18**<br>ex Shinsei Maru No. 5-82<br>ex Hakkai Maru No. 11-81<br>**Y.K. Tokuyo Suisan**<br>Uchiura, Ishikawa Pref. Japan | **273**<br>—<br>— | | **1974** Niigata Eng. Co. Ltd.—Niigata (1261)<br>45,65 7,93 3,150<br>40,19 7,90 3,51<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>540bhp (397kW)<br>Niigata Eng. Co. Ltd. |
| **9005962**<br>*JK4999*<br>131774<br>Df Esd Gc<br>Pfd Rdr Rt | **TOKUYO MARU No. 25**<br>**Iwasaki Kisen K.K.**<br>Hinase, Okayama Pref. Japan | **699**<br>—<br>946 | NK | **1990** Shitanoe Zosen K.K.—Usuki (1112)<br>64,83 (BB) 12,02 4,031<br>60,00 12,00 4,90<br>P 13,8 F 7,2 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>3 Ta 2 1<br>L.(gas) 1 500 | Akasaka<br>Oil 4SA 6Cy. 310 × 530 rev<br>to sc. shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Ak<br>Ltd.)<br>Gen 4 × 146kW a.c. |
| **7236749**<br>*JFHS*<br>112714<br>IK1-238<br>Df Esd Gc<br>Rdr Rt | **TOKUYO MARU No. 78**<br>ex Kiku Maru No. 12-86<br>**Y.K. Tokuyo Suisan**<br>Uchiura, Ishikawa Pref. Japan | **309**<br>—<br>— | | **1972** Niigata Eng. Co. Ltd.—Niigata (1105)<br>49,13 8,34 3,252<br>43,59 8,31 3,66<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |

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| **TOKUYOSHI MARU No. 5**<br>ex Kinko Maru No. 5-84<br>**Tokuyoshi Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **413**<br>—<br>854 | | **1979** Yoshiura Zosen—Kure (272)<br>52,25 4,026<br>48,01 8,81 4,20<br>1 dk | **M Tanker**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TOKUYOSHI MARU No. 8**<br>**K.K. Sanyo Jutaku**<br>Osaka, Osaka Pref. Japan | **991**<br>—<br>2 379 | | **1985** Sasaki Zosen K.K.—Kinoe<br>81,69 5,060<br>76,00 12,01 5,52<br>1 dk | **M Tanker**<br>L.(oil) 2 499 | Akasaka<br>Oil<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11,5kn |
| **TOKUYU MARU No. 15**<br>**Yoshiji Sumito**<br>Kurahashi, Hiroshima Pref. Japan | **199**<br>—<br>473 | | **1981** Y.K. Kaneko Zosensho—Hojo<br>*42,10* 3,150<br>8,01 3,31<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TOKYO BAY**<br>**Howill Shipping Ltd.**<br>P&O Containers Ltd. (P&OCL)<br>Southampton United Kingdom | *56 822*<br>*17 046*<br>48 544 | **✠100A1** CS 1/92<br>**✠LMC** **UMS**<br>EL Qt 3 5/16"U3<br>FN 15584 | **1972**-3 Howaldtswerke-Deutsche Werft—Hamburg (24)<br>289,57 (BB) 32,34 13,031<br>273,97 32,26 24,62<br>3 dks, 4th dk in No. 1, 2 & 3 holds, 5th dk in No. 3 hold<br>rf 305 DK fwd | **TM Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>8 Cell. Ho 29,3 17,8 29,4 28,8 29,4 29,4 ER 29,8 28,0<br>In.2 265<br>TEU 2961<br>C.Ho 1108/20' 418/40' C.Dk 717/20' 150/40'<br>21 Ha (stl) ER 8 Ha (stl) | Sulzer 8RND90<br>2 Oil 2SA each 8Cy. 900 × 1550<br>37 426kW (50 881bhp) ✠ NE 5/81<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 9kgf/cm² (8,9bar)<br>✠ 2 NAuxB (ex.g) 5/81 16kgf/cm² (15,7bar) Spt 11kgf/cm² (10,8bar) rcv 9,6kg/cm² (9,4bar)<br>✠ 2 ne(ex.g) 5/81 16kgf/cm² (15,7bar)<br>Gen 1 × 1600kW 2 × 1500kW 2 × 1250kW 3300V 50Hz a.c.<br>2 Thw. thrust propellers fwd<br>23kn |
| **TOKYO BRIDGE**<br>**Kawasaki Kisen Kaisha Ltd. (Kawasaki Kisen K.K.)**<br>Kobe, Hyogo Pref. Japan<br>SatCom: 1204567/JMNG | *17 156*<br>*8 063*<br>22 219 | NK | **1991** Shin Kurushima Dockyard Co. Ltd.—Onishi (2711)<br>186,06 (BB) 27,64 9,531<br>174,00 27,60 14,00<br>B 8,0 F 19,6 1 dk | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER 1 Cell. Ho<br>TEU 1182<br>C.Ho 548/20'(40') C.Dk 634/20'(40') incl. 192 ref C. | B&W 6S60MC<br>Oil 2SA 6Cy. 600 × 2292<br>9 000kW (12 236bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 960kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 118,76t (d.o.) 1 983,5t (hvf)-44,8pd 18,5kn |
| **TOKYO EXPRESS**<br>**Tokuyama Kairiku Unso K.K.**<br>Tokuyama, Yamaguchi Pref. Japan | **427**<br>—<br>1 143 | | **1988** Mategata Zosen K.K.—Namikata<br>75,00 3,670<br>69,00 11,00 6,20<br>1 dk | **M General Cargo** | Akasaka K31FD<br>Oil 4SA 6Cy. 310 × 530<br>993kW (1 350bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TOKYO HIGHWAY**<br>**Fukunaga Line (Panama) S.A.**<br>Panama Panama | *45 699*<br>*18 709*<br>13 687<br>T/cm<br>42,4 | NK | **1984** Oshima Shipbuilding co. Ltd.—Nagasaki (10086)<br>180,02 (BB) 32,24 9,019<br>170,01 32,20 15,47 | **M RoRo Cargo/ Vehicles Carrier**<br>Side ramps 1(p) 1(s) Stern ramp<br>Lane Length 1600<br>Cars 4901 | Sulzer 7RTA58<br>Oil 2SA 7Cy. 580 × 1700<br>11 425bhp (8 404kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 700kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 274,0t (d.o.) 2 474,0t (hvf)-38,0pd 18,25kn |
| **TOKYO MARU**<br>**Tokyo Tanker Co. Ltd.**<br>Tokyo Japan<br>SatCom: 1200206/JBBY | *145 575*<br>*76 665*<br>258 094<br>T/cm<br>164,0 | NK | **1986** Mitsubishi Heavy Industries Ltd.—Nagasaki (1976)<br>321,47 (BB) 19,527<br>310,02 58,01 29,49<br>1 dk<br>Bow/CM 155 Diam. 0,700 MH 2,1 | **M Tanker**<br>COW IGS SBT<br>12 Ta ER<br>L.(oil) 318 915 HeCls. ptB ptC<br>4 Cargo pumps total 17 750T/hr | Sulzer 7RTA84M<br>Oil 2SA 7Cy. 840 × 2900<br>20 160bhp (14 829kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 1 × 1350kW 2 × 1100kW 1 × 500kW 450V 60Hz a.c.<br>Fuel 234,5t (d.o.) 4 202,0t (hvf)-59,5pd 14kn |
| **TOKYO MARU**<br>**K.K. Blue Highway Line & Kawasaki Kinkai Kisen K.K.**<br>Tokyo Japan | **6 737**<br>—<br>4 407 | NK | **1976** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1191)<br>147,50 22,64 6,630<br>134,98 22,59 9,20<br>4 dks | **M RoRo Cargo**<br>Lane Length 1309 Cargo Width 4,50<br>Clear height 4,00 | MAN 12bth P V16V52/55<br>Vee Oil 4SA 16Cy. 520 × 550<br>16 000bhp (11 769kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 54,0t (d.o.) 412,0t (hvf)-35,0pd 19,5kn |
| **TOKYO MARU**<br>**Kanesugi Kogyo K.K.**<br>Kishiwada, Osaka Pref. Japan | **246**<br>—<br>— | | **1970** Kanawa Dockyard Co. Ltd.—Hiroshima (180)<br>29,01 2,801<br>26,22 8,50 3,92<br>1 dk | **TM Tug**<br>Pusher | Daihatsu<br>2 Oil<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>12kn |
| **TOKYO MARU**<br>**Tokyowan Senpaku Sangyo K.K.**<br>Yokohama, Kanagawa Pref. Japan | **198**<br>—<br>— | | **1988** Kanagawa Zosen—Kobe (307)<br>33,90 2,901<br>29,50 9,20 4,00<br>1 dk | **TM Tug** | Niigata 6L28BX<br>2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd. Ota<br>Gen 1 × 64kW 225V a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 14,25kn |
| **TOKYO MARU**<br>**Chiyoda Sogo Kikaku K.K.**<br>Tokyo Japan | **180**<br>—<br>— | | **1988** Kanagawa Zosen—Kobe (310)<br>33,20 2,901<br>29,01 8,80 3,70<br>1 dk | **TM Tug** | Niigata 6L25CXE<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| **TOKYO MARU**<br>**Watanabe Sangyo Y.K.**<br>Shimokamagari, Hiroshima Pref. Japan | **106**<br>—<br>— | | **1960** Nakamura Kogyo—Yokohama<br>21,50 2,900<br>6,50 2,95<br>1 dk | **M Tug** | Matsui<br>2 Oil<br>Matsui Iron Works Co. Ltd. Ise |
| **TOKYO PIONEER**<br>**Yamane Panama Co. S.A.**<br>Panama Panama | *1 489*<br>*715*<br>2 489 | KR | **1991** Dae Dong SB. Co. Ltd.—Busan (364)<br>74,10 5,389<br>67,80 12,00 6,20<br>1 dk | **M Tanker**<br>Chemical<br>12 Wing Ta ER<br>L.2 543 | Akasaka A31<br>Oil 4SA 6Cy. 310 × 600<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TOKYO REEFER**<br>**Shinsei Kaiun Co. Ltd.**<br>Tokyo Japan<br>SatCom: 1201446/JQLS | **7 191**<br>4 009<br>8 078 | NK | **1978** Naikai SB. & Eng. Co. Ltd.—Setoda (426)<br>144,99 (BB) 8,075<br>136,02 18,71 11,84<br>F 11,0 2 dks | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>4 Ho 22,1 25,1 25,1 ER 22,1<br>In.9 464<br>4 Ha (stl) (7,9 7,9 7,9 × 6,4) ER (7,9 × 6,4)<br>8W Der 8(5) | B&W 8L55GF<br>Oil 2SA 8Cy. 550 × 1380<br>10 700bhp (7 870kW)<br>Hitachi Zosen Osaka<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 326,0t (d.o.) 1 453,0t (hvf)-41,5pd 19kn |
| **TOKYO SHINE**<br>ex Bintang Timur-91 ex Three Star-89<br>**Tokyo Shine Shipping S.A.**<br>Hohkok Shipping & Management Co. Ltd.<br>Panama Panama | **4 339**<br>2 695<br>6 994 | NK | **1982** Higaki Zosen K.K.—Imabari (280)<br>107,07 17,63 6,801<br>100,01 17,61 8,62<br>P 20,2 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 449 B.8 779<br>2 Ha (stl) (each 28,7 × 8,5) ER<br>Der 2(20) 2(15) | Hanshin 6EL44<br>Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 160kW 450V 60Hz a.c.<br>Fuel 110,0t (d.o.) 492,5t (hvf)-13,0pd 12,5kn |

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| **8806888**<br>*C6HU7*<br>715540<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TOKYO SPIRIT**<br>**Nakata Maritime Corp.**<br>Teekay Shipping Ltd.<br>Nassau Bahamas<br>SatCom: 1104652/TOKY | *25 368*<br>*10 927*<br>39 542 | AB | **1989** Onomichi Zosen K.K.—Onomichi (330)<br>182,30 (BB) 31,42 10,951<br>172,00 31,40 17,20<br>1 dk<br>Bow/CM 90 Diam. 0,500 | **M Tanker**<br>COW IGS SBT<br>7 Ta 10 Wing Ta ER<br>L.(oil) 51 000 | B&W<br>Oil 2SA 6Cy. 500 × 1910<br>6 987kW (9 499bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 420kW 450V 50Hz a.c.<br>Fuel 172,0t (d.o.) 1 426,0t (hvf)-31,0 |
| **7414781**<br>*3EQJ4*<br>15578-86<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **TOL RUNNER**<br>ex Chemtrans Sirius-86<br>**Intercruise Inc.**<br>Halfdan Ditlev-Simonsen & Co. Management A/S<br>Panama Panama | *5 054*<br>*2 598*<br>8 041<br>T/cm<br>15,6 | GL | **1976** Kroegerwerft G.m.b.H.—Rendsburg (1388)<br>**1987** (Additional cargo section) J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg<br>125,20 (BB) 17,02 7,341<br>107,19 17,01 8,92<br>P 29,0 F 17,4 1 dk<br>Bow/CM 46 Diam. 0,250 len 87 | **M Tanker**<br>Chemical<br>CBT SBT Ice strengthened<br>Mchy.aft<br>HeCls. C<br>20 Cargo pumps total 1 300T/hr | MaK<br>Oil 4SA 9Cy. 450 × 550<br>6 000bhp (4 413kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 384kW<br>Thw. thrust propeller fwd<br>Fuel 145,0t (d.o.) 558,0t (hvf)-21,5 |
| **7368530**<br>*LANK4*<br>N-01134<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TOL SAILER**<br>ex Lucor Wickliffe-91<br>ex Delchim Cevennes-78<br>**Escalona Navigation Inc.**<br>Halfdan Ditlev-Simonsen & Co. Management A/S<br>Oslo Norway (NIS) | **4 183**<br>2 193<br>6 599<br>T/cm<br>15,1 | NV | **1975** B.V. Scheeps. v.d. Werf—Deest (344)<br>111,49 16,74 7,049<br>104,17 16,51 8,79<br>1 dk<br>rf nil Bow/CM 46 Diam. 0,203 | **M Tanker**<br>Chemical<br>IGS SBT Ice strengthened<br>20 Ta ER<br>L.6 973 HeCls. BC<br>25 Cargo pumps total 3 000T/hr | Wartsila<br>2 Oil 4SA each 6Cy. 320 × 350<br>5 570bhp (4 097kW) NE 81<br>Oy Wartsila Ab<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 90,5t (d.o.) 328,0t (hvf)-17,5pd |
| **7368528**<br>*LANJ4*<br>N-01138<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TOL TRADER**<br>ex Lucor Manor-91<br>ex Delchim Alsace-78<br>**Crusader Navigation Inc.**<br>Halfdan Ditlev-Simonsen & Co. Management A/S<br>Oslo Norway (NIS) | **5 037**<br>3 048<br>7 845<br>T/cm<br>15,1 | NV (BV) | **1974** B.V. Scheeps. v.d. Werf—Deest (343)<br>131,96 16,74 6,919<br>104,02 16,54 8,79<br>1 dk<br>rf nil Bow/CM 46 Diam. 0,203 | **M Tanker**<br>Chemical<br>IGS SBT Ice strengthened<br>20 Ta ER<br>L.6 973 HeCls. BC<br>25 Cargo pumps total 3 000T/hr | Wartsila<br>2 Oil 4SA each 6Cy. 320 × 350<br>5 570bhp (4 097kW) NE 81<br>Oy Wartsila Ab<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 77,5t (d.o.) 526,0t (hvf)-16,0pd |
| **7353418**<br>*HQEW8*<br>L-17230006<br>Rdr Rt | **TOLAK**<br>**Marlin Shipping & Trading Pte. Ltd.**<br>San Lorenzo Honduras | **194**<br>53<br>189 | NK | **1974** Sanyo Zosen K.K.—Mukaishima (682)<br>26,12 3,404<br>24,80 8,01 3,81<br>RQD 4,0 1 dk<br>RW | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 240 × 290<br>shafts<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 50kW<br>Fuel 48,0t-4,0pd |
| **8350384**<br>*HP6175*<br>20712-PEXT<br>Rt | **TOLAK SAYANG**<br>ex Kozan Maru-91<br>**Marina Del Este Inc.**<br>Panama Panama | **150**<br>30<br>— | KR | **1964** Takuma Zosen K.K.—Takuma<br>23,50 1,700<br>22,00 9,00 2,70<br>1 dk | **TM Crane Pontoon** | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240<br>588kW (799bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| **7102041**<br>*EVRX*<br>M-31498<br>Df Esd Gc<br>Rdr Rt | **TOLBACHIK**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**2 581**<br>888<br>1 268 | RS | **1970** ..............U.S.S.R.<br>83,90 14,03 5,709<br>78,03 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **7420649**<br>*UHQV*<br>M-28260<br>Rt | **TOLBACHIK**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1973** ..............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (stl) (1,6 × 1,3)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebkn<br>(SKL)<br>Fuel (d.o.) |
| **8914099**<br>*3EAP8*<br>18930-90<br>Df Esd Gc<br>Pfd Rdr Rt | **TOLEDO**<br>**Heisei Navigation S.A.**<br>Mitsui & Co. Ltd.<br>Panama Panama | *5 055*<br>*2 537*<br>6 680 | NK | **1990** Dae Sun SB. & Eng. Co. Ltd.—Busan (357)<br>103,00 (BB) 6,851<br>93,92 17,80 10,80<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.11 834 B.11 211<br>2 Ha (stl) ER | Makita<br>Oil 4SA 6Cy. 420 × 840 sr geare<br>2 251kW (3 060bhp)<br>Makita Diesel Co. Ltd.<br>Gen 3 × 141kW a.c. |
| **7048269**<br>*WYZ5964*<br>517152<br>Df Esd Gc<br>Rdr Rt | **TOLEDO SUN**<br>**Summit Leasing Co.**<br>Sun Transport Inc.<br>Philadelphia, Pa United States of America | **2 304**<br>2 264<br>4 425 | AB | **1968** S.B.A. Shipyards Inc.—Jennings, La (187)<br>91,45 13,16 5,122<br>89,11 13,11 6,56<br>1 dk<br>rf 165 | **TM Tanker**<br>10 Ta ER | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 ×<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 60kW |
| **7405974**<br>374950<br>Esd Rdr Rt | **TOLEMA**<br>**Shell Co. of Australia Ltd.**<br>*Melbourne, Victoria* Austraiia | **633**<br>622<br>1 064 | **✠A1** SS 9/89<br>oil tanker<br>FP 60°C or above for Melbourne harbour service<br>**LMC**<br>EL (E) $\frac{7}{8}$"U1<br>FN 710 | **1976**-7 The Hornibrook Group—Brisbane, Queensland (19 B)<br>49,76 10,98 3,315<br>47,60 10,61 4,30<br>1 dk<br>rf 610 | **TM Tank Barge**<br>8 Ta ER | Cummins<br>2 Vee Oil 4SA each 12Cy. 140 ×<br>geared to sc. shafts<br>740bhp (544kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 20kW 415V 50Hz a.c.<br>2 Directional propellers |
| **7310557**<br>*5AMI*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TOLETELA**<br>ex Monte Toledo-77<br>**General National Maritime Transport Co.**<br>Benghazi Libya<br>SatCom: 1437201/TAMI | **6 634**<br>2 573<br>3 713 | **✠100A1** CS 3/88<br>**✠LMC**<br>EL C† $2\frac{1}{16}$"U3<br>FN 4635 | **1974**-2 Union Naval de Levante S.A.—Valencia (129)<br>151,47 (BB) 21,09 6,611<br>136,00 20,71 13,37<br>B 108,3 aft 3 dks, 2nd dk portable in cargo space<br>rf 127 DK between frames 114 & 157 | **TM Passenger/RoRo Cargo/Ferry**<br>Ref 270cbn 762bth 241dk P<br>3 Side doors (s) Stern door/ramp<br>Lane Length 936 Cargo Width 2,50<br>Clear height 2,10<br>B.5 239 In.7 036 | MAN<br>2 Vee Oil 4SA each 16Cy. 400 ×<br>sc. shafts<br>17 800bhp (13 093kW)<br>Empresa Nacional "Bazan" de C<br>4 AuxB (2 o.f. 2 ex.g) 7kgf/cm²<br>Gen 5 × 616kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 273,5t (d.o.) 440,0t (hvf)-4 |
| **8302404**<br>*TC3663*<br>5355<br>Esd Gc Pfd<br>Rdr RTv | **TOLGAM**<br>**Kasif Kalkavan Sirketler Grubu**<br>**Hakmar Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **1 594**<br>1 080<br>3 060 | AB | **1985** Kok Tersanecilik A.S.—Tuzla (4)<br>84,92 (BB) 5,460<br>76,03 13,76 6,61<br>P 15,0 F 7,1 1 dk<br>rf 152 | **M General Cargo**<br>2 Ho ER<br>G.4 400 B.4 208<br>2 Ha (stl) ER<br>Der 4(5) | Hanshin<br>Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd<br>Gen 2 × 126kW a.c. 1 × 38 |
| **6916768**<br>*LASX*<br>17163<br>Df Esd Gc<br>Rdr Rt | **TOLIKO**<br>ex Gerhard Bjornstein-83<br>**P/R Odd og Terje Viken**<br>Odd Viken<br>Trondheim Norway | **249**<br>118<br>— | | **1968** Rolf Rekdal A/S—Tomra i Romsdal (68)<br>34,96 7,35<br>7,32 3,66<br>1 dk<br>len 72 | **M Fishing**<br>Side-fishing Seiner<br>Mchy.aft | Polar<br>Oil 4SA 5Cy. 250 × 300<br>700bhp (515kW)<br>Nydqvist & Holm<br>Fuel (d.o.) |
| **7360564**<br>*P3JB4*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TOLIS**<br>ex Bandundu-91<br>**Kalloni Shipping Co. Ltd.**<br>Transmed Shipping Ltd.<br>Limassol Cyprus | T.Mk<br>**6 572**<br>4 241<br>—<br>**9 441**<br>6 529<br>15 080 | GL | **1975** Bremer Vulkan A.G.—Bremen-Vegesack (998)<br>139,55 21,59 8,190/9,164<br>132,01 21,04 12,30<br>2 dks | **M General Cargo**<br>5 Ho 16,4 19,4 17,4 21,9 16,4 ER<br>G.19 809 B.17 655<br>5 Ha (stl) (10,4 × 7,9) (12,6 11,2 14,1 12,6 × 10,4) ER<br>11W Der 1(60) 2(22) 10(10) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Bremer Vulkan A.G.<br>Gen 3 × 300kW 440V 60Hz a<br>Fuel 1 296,5t (hvf) |

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| **TOLKOVYY**<br>**Dalryba**<br>(Okhotsk) (U.S.S.R.) | **167**<br>43<br>100 | RS | **1970** ..............U.S.S.R.<br>34,02 7,12 2,890<br>3,69<br>1 dk | **M Fishing**<br>1 Ho<br>B.95<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **TOLMIROS**<br>ex Montesa-84<br>**Tolmiros Shipping Corp.**<br>Mayamar Marine Enterprises S.A.<br>Piraeus Greece | **48 914**<br>37 215<br>97 004<br>T/cm<br>92,4 | GL<br>✠Classed LR until 7/84 | **1969**-4 Ast. de Cadiz—Cadiz (86)<br>262,14 (BB) 39,07 14,174<br>252,03 38,99 18,52<br>P 9,2 F 27,5 1 dk<br>rf 152 Bow/CM 130 Diam. 0,310 | **M Tanker**<br>IGS (LR) Bow loading<br>21 Ta ER<br>L.(oil) 126 409 HeCls. BC<br>3 Cargo pumps total 6 200T/hr | Sulzer 9RD90<br>Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW)<br>Ast. de Cadiz Valencia<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 4 787,5t (hvf)-66,0pd 16,75kn |
| **TOLO**<br>**The Hongkong Salvage & Towage Co. Ltd.**<br>Hong Kong Hong Kong (British) | **188**<br>54<br>100 | BV | **1989** Imamura Zosen—Kure (337)<br>24,60 9,15 3,501<br>19,00 8,50 4,70<br>1 dk | **TM Tug** | Niigata 6L25CXE<br>2 Oil 4SA each 6Cy. 250 × 320 with clutches, flexible couplings & reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Ota<br>Gen 1 × 48kW 380V a.c.<br>12,2kn |
| **TOLOMATO II**<br>**Paul Herring**<br>Tampa, Fl United States of America | **106**<br>72<br>— | | **1968** Diesel Engine Sales Inc.—St. Augustine, Fl<br>*22,68* 6,46<br>2,93 | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) |
| **TOLONG**<br>**Government of Malaysia (Director of Marine - Sabah)**<br>Malaysia | **220**<br>—<br>100 | | **1977** Sabah SB., Repairing & Eng. Sdn. Bhd. —Labuan (101)<br>2,593<br>22,10 6,72 3,05<br>1 dk | **TM Tug**<br>Fire-fighting | Caterpillar<br>2 Oil<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TOLOU**<br>ex Shafagh-85<br>**National Iranian Tanker Co.**<br>Bandar Bushehr Iran | *178*<br>*57*<br>— | **✠100A1** SS 10/89<br>Persian Gulf service<br>**LMC**<br>EL 216,0/16,0<br>FN 323 | **1984**-3 Scheepswerf & Constr. Bedrijf Jac. den Breejen—Hardinxveld<br>34,14 6,68 1,726<br>31,75 6,56 3,59<br>1 dk<br>rf - | **TM Crewboat** | MWM<br>2 Vee Oil 4SA each 16Cy. 160 × 185 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>3 400bhp (2 501kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 64kW 1 × 27kW 380V 50Hz a.c. |
| **TOLTEC**<br>**Cudd Pressure Control Inc.**<br>New Orleans, La United States of America | **199**<br>135<br>— | | **1979** Halter Marine Inc.—New Orleans, La (800)<br>*19,36* 10,37<br>2,09<br>1 dk | **M Maintenance Ship** | General Motors 12V-71-TI<br>Vee Oil 2SA 12Cy. 108 × 127<br>1 050bhp (772kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| **TOLTECA**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **27 754**<br>17 970<br>44 690 | **✠100A1** SS 8/88<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL L† 694,5/70,0U2<br>FN 8287 | **1978**-4 Italcantieri S.p.A.—Monfalcone (4343)<br>196,02 (BB) 28,45 12,440<br>184,03 28,41 16,62<br>P 15,0 F 17,1 1 dk<br>rf nil | **M Tanker**<br>IGS (LR)<br>8 Ta 10 Wing Ta ER<br>L.(oil) 57 330 | GMT B780.7L<br>Oil 2SA 7Cy. 780 × 1600<br>14 000bhp (10 298kW)<br>Grandi Motori Trieste Trieste<br>2 WTAuxB (o.f.) primary 30kgf/cm$^2$ (29,5bar) secondary 16kgf/cm$^2$ (15,7bar)<br>Gen 3 × 848kW 440V 60Hz a.c.<br>Fuel 604,0t (d.o.) 2 918,0t (hvf) 15,75kn |
| **TOLTECA**<br>ex Blue Whale-79 ex Sept Iles-74<br>**Construcciones Maritimas Mexicanas S.A. de C.V.**<br>Ciudad del Carmen Mexico<br>See Register of Offshore Units | **16 378**<br>7 525 | **✠100A1** SS 2/90<br>Gulf of Mexico and Caribbean Sea service<br>**✠LMC**<br>EL p† $2\frac{13}{16}$"SQ<br>FN 7769 | **1955**-12 Furness S.B. Co. Ltd.—Haverton Hill (471)<br>201,66 9,970<br>192,34 26,52 13,87<br>P 38,8 B -F 24,7 1 dk<br>RW rf 114 conv Ore/Oil Carrier 75 | **S Pipelayer Crane Ship**<br>1 Ha (21,1 × —) ER<br>Cr 1(2000) | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>Richardsons, Westgarth & Co. Ltd. Hartlepool<br>2 WTB 690lbf/in$^2$ (47,6bar) Spt 180,8°C hs2332,3 nsg 6/81 200lbf/in$^2$ (13,8bar) sg 100lbf/in$^2$ (6,9bar)<br>Gen 2 × 500kW 450V 50Hz a.c.<br>Fuel (o.f.) |
| **TOLU**<br>**Compania Pesquera Vikingos de Colombia S.A.**<br>Cartagena de Indias Colombia | **133**<br>103<br>— | | **1982** Desco Marine—St. Augustine, Fl<br>22,86 6,71 4,271<br>19,99 6,51 4,09<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Beam-trawl Ref<br>Mchy.fwd<br>1 Ho<br>In.67<br>1 Ha (stl) | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches & sr geared to sc. shaft<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TOLUCA**<br>**Turbo Maritime S.A.**<br>Transportacion Maritima Mexicana S.A. de C.V.<br>Panama Panama<br>SatCom: 1331665/TLCA | *31 340*<br>*13 090*<br>41 771 | NV | **1988** Chantiers de l'Atlantique—St. Nazaire (T28)<br>198,89 (BB) 12,200<br>185,02 32,20 17,70<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>8 Ho ER<br>G.52 783<br>TEU 2000 C. 2000/20'<br>8 Ha (stl) (12,9 × 16,0) (12,9 12,9 12,9 12,9 12,9 12,9 12,9 × 26,6) ER<br>Cr 5(41) | Sulzer 6RTA76<br>Oil 2SA 6Cy. 760 × 2200 sr geared to sc. shaft<br>16 241kW (22 080bhp)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 2 × 1000kW 2 × 750kW 1 × 150kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **TOLUENO**<br>**Naviera Quimica S.A.**<br>Bilbao Spain | **2 497**<br>1 258<br>3 950 | **✠100A1** SS 3/89<br>chemical tanker, Type A in association with an approved list of cargoes, SG up to 1.88<br>Ice Class 3<br>**✠LMC**<br>EL Q $1\frac{1}{2}$"U2<br>FN 1949 | **1975**-8 Ast. de T. Ruiz de Velasco—Bilbao (136)<br>101,02 (BB) 14,28 6,408<br>90,20 14,00 7,60<br>P 22,6 RAD 18,9 RFD 12,8 F 13,5 1 dk<br>rf 203 | **M Tanker**<br>Chemical<br>DB DSS<br>10 Ta (s.stl) CR ER<br>L.3 265 HeCls. C | Werkspoor 6TM410<br>Oil 4SA 6Cy. 410 × 470 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Fabrica de San Carlos S.A. San Fernando<br>2 db (o.f.) 10,5kgf/cm$^2$ (10,3bar)<br>Gen 3 × 152kW 380V 50Hz a.c.<br>Fuel 283,5t (d.o.)-9,5pd 15kn |
| **TOLYA KOMAR**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 113**<br>850<br>—<br>**3 373**<br>1 605<br>4 687 | RS | **1971** VEB Schiffswerft "Neptun"—Rostock (326)<br>105,64 15,65 5,462/6,770<br>96,02 15,60 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3<br>G.6 608 B.6 060<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER (9,9 × 7,0)<br>8W Der 1(40) 1(20) 2(10) 8(5) | MAN K6Z57/80-A3<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt Halberstadt<br>Fuel-11,0pd 14,25kn |
| **TOLYA SHUMOV**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**2 138**<br>869<br>—<br>**3 601**<br>1 757<br>4 608 | RS | **1970** VEB Schiffswerft "Neptun"—Rostock (320)<br>105,62 15,65 5,281/6,770<br>96,02 15,60 8,01<br>2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3<br>B.5 337 In.516<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER (9,9 × 7,6)<br>Der 1(40) 1(20) 2(10) 8(5) | MAN K6Z57/80-A3<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt Halberstadt<br>Fuel-11,0pd 14,25kn |
| **TOM**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **334**<br>88<br>162 | RS | **1958** ..............U.S.S.R.<br>43,59 7,65 2,991<br>3,81<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>In.216<br>2 Ha (each 2,2 × 2,2) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 10,5kn |
| **TOM CAT**<br>**William L. Ferrell, Jr.**<br>Galveston, Tx United States of America | **101**<br>68<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Caterpillar<br>Oil<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **5364061**<br><br><br>Df Esd Pfd<br>Rt | **TOM GRANT**<br><br>**Yousif R. H. Qabazard**<br>Kuwait | **262**<br>83<br>— | ✠Classed LR until 23/11/83 | **1962**-2 Brooke Marine Ltd.—Lowestoft (276)<br>*35,45* 7,73<br>34,45 7,62 3,81<br>F 5,8<br>RW rf 610 BK 152 | **M Fishing**<br>Side Trawler | Mirrlees<br>Oil 4SA 6Cy. 381 × 457<br>780bhp (574kW)<br>Mirrlees, Bickerton & Day |
| **7392610**<br>*CSBC*<br>J371<br>Esd Gc Pfd<br>Rdr RTm/v | **TOM LIMA**<br>ex Solvent Explorer-87<br>ex Essberger Pilot-77<br>**Transfega e Operacoes Maritimas Ltda. (T.O.M.)**<br>John T. Essberger G.m.b.H. & Co.<br>Lisboa Portugal | **1 466**<br>1 083<br>2 091<br>T/cm<br>6,9 | | **1974** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (744)<br>GL 77,12 12,60 4,776<br>72,01 12,50 7,01<br>B 12,5 F 9,5 1 dk<br>Bow/CM 49 Diam. 0,127 | **M Tanker**<br>Chemical<br>CBT IGS<br>12 Ta ER<br>L.2 731 HeCls. BC<br>12 Cargo pumps total 924T/hr | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 800bhp (1 324kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 112kW 380V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.) 175,5t (hvf)-4,5pd |
| **7408873**<br>*CSEM*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **TOM MIRA**<br>ex Solvent Discoverer-87<br>ex Ochre Point-77<br>**Transfega e Operacoes Maritimas Ltda. (T.O.M.)**<br>John T. Essberger G.m.b.H. & Co.<br>Lisboa Portugal | **1 550**<br>877<br>2 505<br>T/cm<br>8,1 | | **1975** Schiffswerft Ernst Menzer O.H.G. —Geesthacht (502)<br>GL 80,70 12,25 5,930<br>76,18 12,20 6,43<br>P 20,2 F 8,3 1 dk<br>Bow/CM 36 Diam. 0,127 | **M Tanker**<br>Chemical<br>CBT IGS<br>16 Ta ER<br>L.2 584 HeCls. BC<br>12 Cargo pumps total 800T/hr | MaK<br>Oil 4SA 6Cy. 320 × 420 reduction<br>shaft<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 160kW 440V 60Hz a.c.<br>Fuel 58,0t (d.o.) 175,5t (hvf)-11,5pd |
| **8112419**<br>*VJTF*<br>850342<br>Df Esd Gc<br>Rdr Rt | **TOM TOUGH**<br>Launched as Heron<br>**Cawby Pty. Ltd.**<br>Howard Smith Industries Pty. Ltd.<br>*Gladstone, Queensland* Australia | **396**<br>117<br>368 | | **1983** Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (154)<br>AB 33,91 11,10 4,942<br>29,67 10,83 5,41<br>1 dk<br>rf nil | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340 with<br>flexible couplings & dr geared to<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 125kW<br>2 Directional propellers |
| **8008503**<br>*LKOS3*<br>N-00246<br>Df Esd Gc<br>Pfd Rdr Rt | **TOM VIKING**<br>ex Queen Supplier-90<br>ex Bergen Anglia-88 ex Safe Anglia-87<br>ex Atlantic Nor-84<br>**DnB Corporate**<br>Viking Management A/S<br>Kristiansand Norway (NIS) | **998**<br>364<br>1 147 | | **1981** Storviks M/V A/S—Kristiansund N. (99)<br>64,67 4,720<br>NV 56,39 13,83 6,94<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Polar<br>2 Vee Oil 4SA each 16Cy. 250 ×<br>A/B Bofors Nohab<br>Gen 3 × 180kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **7379230**<br>*5BKX*<br>707388<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TOMAHAWK**<br>ex Lendoudis Evangelos II-90<br>ex Trophy-85<br>**Demand Shipping Co. S.A.**<br>Evalend Shipping Co. S.A.<br>Limassol Cyprus | **18 699**<br>12 779<br>33 524<br>T/cm<br>37,8 | | **1974** Kanasashi Co. Ltd.—Tsukama Works, Shimizu (1085)<br>BV (AB) 182,25 (BB) 27,06 10,942<br>170,01 27,01 15,19<br>P 27,5 F 13,2 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho 25,2 27,2 21,6 27,2 27,2 ER<br>G.41 524 HeCls. ptB<br>5 Ha (stl) (12,6 16,8 12,8 16,8 16,8 × 12,0) ER<br>Der 5(15) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 193,0t (d.o.) 2 072,5t (hvf)-40,0pd |
| **7419456**<br>*JG3527*<br>117746<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TOMAKOMAI MARU**<br><br>**K.K. Blue Highway Line (Blue Highway Line Co. Ltd.)**<br>Tokyo Japan | **6 738**<br>—<br>4 384 | | **1975** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1190)<br>NK 147,50 22,61 6,617<br>135,01 22,59 9,20<br>2 dks | **M RoRo Cargo** 12bth P<br>Bow door/ramp Quarter stern door/ramp<br>Stern door/ramp<br>Lane Length 1309 Cargo Width 4,50<br>Clear height 4,00 | MAN<br>Vee Oil 4SA 16Cy. 520 × 550<br>16 000bhp (11 769kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 54,0t (d.o.) 412,0t (hvf)-35,0pd |
| **6519431**<br>*9GUY*<br>316546<br>Df Esd Gc<br>Rdr Rt | **TOMAN No. 1**<br>ex Kamba-85 ex Nkroful-66<br>**Spaghan Fishing Co. Ltd.**<br>Takoradi Ghana | **1 514**<br>662<br>898 | ✠Classed LR until 8/6/83 | **1965**-12 Newport SB. & Eng. Ltd.—Newport, Mon. (92)<br>72,90 11,61 5,030<br>63,56 11,59 7,85<br>B 9,5 2 dks<br>rf 610 Box K 305 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.1 001 | Mirrlees<br>Oil 4SA 6Cy. 483 × 686 with flexible<br>2 308bhp (1 698kW)<br>Mirrlees National Ltd.<br>Controllable pitch propeller |
| **6416392**<br>*9GUE*<br>316525<br>Df Esd Gc<br>Rdr Rt | **TOMAN No. 2**<br>ex Asubone-85<br>**Obuorwe & Co. Ltd.**<br>Takoradi Ghana | **1 513**<br>670<br>— | ✠Classed LR until 20/2/85 | **1965**-6 Tangen Verft A/S.—Kragero (569)<br>70,59 11,43 4,801<br>61,30 11,41 7,80<br>B 6,1 F 15,0 2 dks<br>rf 991 Box K 305 | **M Fishing**<br>Stern Trawler Ref<br>In.976 | B&W<br>Oil 2SA 7Cy. 350 × 620<br>2 350bhp (1 729kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Controllable pitch propeller |
| **6417889**<br>*9GUD*<br>316524<br>Df Esd Gc<br>Rdr Rt | **TOMAN No. 3**<br>ex Shama-85<br>**Spaghan Fishing Co. Ltd.**<br>Takoradi Ghana | **1 513**<br>670<br>— | ✠Classed LR until 16/5/84 | **1964**-12 Tangen Verft A/S.—Kragero (568)<br>70,59 11,49 4,801<br>61,30 11,43 5,49<br>B 6,1 F 15,0 2 dks<br>rf 991 Box K 305 | **M Fishing**<br>Stern Trawler Ref<br>In.976 | B&W<br>Oil 2SA 7Cy. 350 × 620<br>2 350bhp (1 729kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Controllable pitch propeller |
| **8139091**<br>*EUSQ*<br>M-39793<br>Df Esd Gc<br>Rdr RTm/h/v | **TOMARI**<br><br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>209<br>332 | | **1983** .............U.S.S.R.<br>53,75 10,72 4,290<br>RS 6,74<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8419441**<br>*JK4486*<br>127294<br>Rdr Rt | **TOMEI MARU**<br><br>**Toa Kisen K.K.**<br>Hinase, Okayama Pref. Japan | **499**<br>—<br>742 | | **1984** Kishigami Zosen K.K.—Akitsu (1756)<br>58,53 (BB) 3,612<br>NK 54,01 9,91 4,63<br>P 15,3 F 11,3 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 654 | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 144kW a.c. |
| **8915940**<br>*JG4948*<br>131985<br>Rt | **TOMEI MARU**<br><br>**Nanmei Kosan K.K.**<br>Tokyo Japan | **283**<br>—<br>199 | | **1990** Ishikawajima Ship & Chemical Plant Co. —Tokyo (591)<br>43,80 - 3,801<br>32,00 10,00 4,37<br>1 dk | **TM Pollution Control Ship** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 370<br>flexible couplings & sr geared<br>2 384kW (3 241bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 1200kW 1 × 500kW<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller |
| **7238864**<br><br><br>Esd Gc Pfd<br>Rdr Rt | **TOMEI MARU**<br>ex Iwate Maru-79<br>**Eguchi Reito Kanzume K.K.** | **242**<br>77<br>— | | **1972** Yamanishi Zosen K.K.—Ishinomaki (717)<br>7,35<br>35,56 7,32 3,31<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8816467**<br>*JK4799*<br>129613<br>Rdr Rt | **TOMEI MARU No. 2**<br><br>**Matsui Kisen K.K.**<br>Hinase, Okayama Pref. Japan | **699**<br>—<br>1 933 | | **1988** Sasaki Zosen K.K.—Kinoe (525)<br>74,02 4,729<br>69,95 11,20 5,30<br>1 dk | **M Tanker**<br>Chemical<br>10 Ta ER | Niigata<br>Oil 4SA 6Cy. 310 × 530 with<br>couplings & sr reverse geared<br>1 324kW (1 800bhp)<br>Niigata Eng. Co. Ltd. |
| **9004633**<br>*JK4992*<br>131767<br>Rdr Rt | **TOMEI MARU No. 8**<br><br>**Toa Kisen K.K.**<br>Hinase, Okayama Pref. Japan | **499**<br>—<br>1 250 | | **1990** Sasaki Zosen K.K.—Kinoe (541)<br>64,80 4,193<br>62,00 10,00 4,50<br>1 dk | **M Tanker**<br>Oil Chemical<br>8 Ta ER | Niigata<br>Oil 4SA 6Cy. 300 × 530 reverse<br>shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. |
| **7856733**<br>*JEHB*<br>103453<br>Df Gc Rdr<br>Rt | **TOMI**<br><br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **125**<br>—<br>— | | **1968** K.K. Usuki Tekkosho—Usuki<br>33,80 1,800<br>30,50 6,29 2,29<br>1 dk | **M Patrol Ship** | Fuji<br>Oil<br>900bhp (662kW)<br>Fuji Diesel Co. Ltd. |

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| **TOMI MARU**<br>**Kyoshu Shoun K.K.**<br>Tokyo Japan | **196**<br>—<br>78 | **1980** Hanasaki Zosensho—Yokosuka<br>30,51 2,752<br>29,01 8,81 3,61<br>1 dk | (179) | **TM Tug** | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>Niigata Eng. Co. Ltd. Ota |
| **TOMI MARU**<br>**K.K. Yoko Unyu**<br>Kobe, Hyogo Pref. Japan | **195**<br>—<br>— | **1972** Shin Nikko Zosen—Setoda<br>32,42 3,301<br>29,01 8,31 3,59<br>1 dk | (63) | **TM Tug** | Kubota<br>2 Oil<br>Kubota Tekkosho (Sakai Diesel Plant) Sakai<br>10,5kn |
| **TOMI MARU No. 5**<br>**Kanai Gyogyo K.K.**<br>Kushiro, Hokkaido Pref. Japan | **124**<br>—<br>— | **1980** Niigata Eng. Co. Ltd.—Japan<br>36,35 (BB) 2,452<br>30,82 7,41 4,68<br>2 dks | (1710) | **M Fishing**<br>Side Trawler<br>Mchy.aft | Niigata 6MG28BX<br>Oil 4SA 6Cy. 280 × 320 reduction geared to sc. shaft<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Ota |
| **TOMI MARU No. 8**<br>**Akira Akiyama**<br>Hachinohe, Aomori Pref. Japan | **125**<br>—<br>— | **1983** Kakusei Zosen K.K.—Hachinohe<br>34,90 (BB) 7,12<br>28,22 6,71 2,57<br>1 dk | (165) | **M Fishing**<br>Stern Trawler<br>In.96 | Akasaka DM28AR<br>Oil 4SA 6Cy. 280 × 460 with clutches, flexible couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller |
| **TOMI MARU No. 8**<br>**Asahi Gyogyo K.K.**<br>Kushiro, Hokkaido Pref. Japan | **119**<br>—<br>— | **1982** K.K. Honma Zosensho—Niigata<br>*28,30*<br>5,90 2,70<br>1 dk | | **M Fishing**<br>Side-fishing Tuna Long-line | Niigata<br>Oil<br>294kW (400bhp)<br>Niigata Eng. Co. Ltd. Japan |
| **TOMI MARU No. 15**<br>**Kanai Gyogyo K.K.**<br>Kushiro, Hokkaido Pref. Japan | **124**<br>40<br>135 | **1982** Kushiro Jukogyo K.K.—Kushiro<br>38,03 2,466<br>30,99 7,40 2,70<br>1 dk | (87) | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>G.9 028<br>1 Ha (stl) ER | Niigata 6MG28BX<br>Oil 4SA 6Cy. 280 × 320<br>1 025bhp (754kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **TOMI MARU No. 17**<br>ex Nisshin Maru No. 17-90<br>ex Yakushi Maru No. 21-87<br>ex Sumiyoshi Maru No. 8-81<br>**Asahi Gyogyo K.K.**<br>Kushiro, Hokkaido Pref. Japan | **290**<br>129<br>— | **1972** Mie Shipyard Co. Ltd.—Yokkaichi<br>7,80<br>43,39 7,78 3,64<br>1 dk<br>RW | (71) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 350bhp (993kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TOMI MARU No. 21**<br>**Asahi Gyogyo K.K.**<br>Kushiro, Hokkaido Pref. Japan<br>SatCom: 1201552/IKKD | **346**<br>164<br>438 | **1980** Niigata Eng. Co. Ltd.—Niigata<br>54,28 3,615<br>47,50 8,91 3,76<br>1 dk | (1686) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6M31AFT<br>Oil 4SA 6Cy. 310 × 530 reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TOMI MARU No. 33**<br>ex Eisho Maru No. 31-90<br>**Kanai Enyo K.K.**<br>Iwaki, Fukushima Pref. Japan | **238**<br>—<br>293 | **1984** K.K. Murakami Zosensho—Ishinomaki<br>44,00 (BB)<br>37,22 7,41 3,26<br>1 dk | (1171) | **M Fishing**<br>Side-fishing Seiner Ref<br>6 Ho ER<br>In.249<br>6 Ha (stl) ER | Yanmar<br>Oil 4SA 6Cy. 260 × 330<br>1 370bhp (1 008kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **TOMI MARU No. 35**<br>**Kanai Enyo K.K.**<br>Kushiro, Hokkaido Pref. Japan | **330**<br>—<br>— | **1991** K.K. Watanabe Zosensho—Nagasaki<br>59,54 (BB) 8,82 4,000<br>49,90 8,80 4,45 | (1186) | **M Fishing/ Fish Carrier**<br>Ref<br>In.646 | Niigata 8MG28HX<br>Oil 4SA 8Cy. 280 × 370 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 147kW (1 559bhp)<br>Niigata Eng. Co. Ltd. Ota<br>Controllable pitch propeller<br>Thw. thrust propeller |
| **TOMI MARU No. 36**<br>ex Marufuku Maru No. 51-90<br>**Kanai Enyo K.K.**<br>Iwaki, Fukushima Pref. Japan | **124**<br>58<br>— | **1978** K.K. Murakami Zosensho—Ishinomaki<br>31,98 (BB)<br>31,02 6,46 2,60<br>1 dk | (1017) | **M Fishing**<br>Side-fishing | Niigata<br>Oil 4SA 6Cy.<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TOMI MARU No. 37**<br>ex Eisho Maru No. 36-90<br>**Kanai Enyo K.K.**<br>Iwaki, Fukushima Pref. Japan | **285**<br>—<br>— | **1981** K.K. Murakami Zosensho—Ishinomaki<br>45,47 7,78<br>38,36 7,46 3,08<br>1 dk | (1087) | **M Fishing**<br>Seiner | Yanmar T260L-ST<br>Oil 4SA 6Cy. 260 × 330<br>1 100bhp (809kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **TOMI MARU No. 38**<br>ex Eisho Maru No. 11-90<br>**Kanai Enyo K.K.**<br>Iwaki, Fukushima Pref. Japan<br>SatCom: 1201653/WIYT | **135**<br>—<br>153 | **1987** K.K. Murakami Zosensho—Ishinomaki<br>43,69 (BB) 3,050<br>34,98 7,60 3,13<br>1 dk | (1202) | **M Fishing**<br>Side-fishing Seiner | Yanmar 6Z280-ET<br>Oil 4SA 6Cy. 280 × 360 with clutches, flexible couplings & sr geared to sc. shaft<br>1 170bhp (861kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **TOMI MARU No. 51**<br>ex Mito Maru No. 32-86<br>**Kanai Gyogyo K.K.**<br>Kushiro, Hokkaido Pref. Japan<br>SatCom: 1201541/JDPH | **279**<br>—<br>417 | **1983** Narasaki Zosen K.K.—Muroran<br>57,82 10,83<br>50,02 10,80 6,13<br>2 dks | (1061) | **M Fishing**<br>Stern Trawler Ref<br>4 Ho ER<br>In.474<br>4 Ha (stl) ER | Fuji 6S40C<br>Oil 4SA 6Cy. 400 × 620 with clutches, flexible couplings & dr geared to sc. shaft<br>2 600bhp (1 912kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Controllable pitch propeller |
| **TOMI MARU No. 55**<br>ex Ginryu Maru No. 5-86<br>**Kanai Gyogyo K.K.**<br>Kushiro, Hokkaido Pref. Japan<br>SatCom: 1201571/JBCE | **349**<br>131<br>— | **1981** Yamanishi Zosen K.K.—Ishinomaki<br>3,522<br>49,64 9,31 5,64<br>1 dk | (883) | **M Fishing**<br>Stern Trawler | Akasaka DM40<br>Oil 4SA 6Cy. 400 × 600<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TOMI MARU No. 58**<br>**Kanai Gyogyo K.K.**<br>Kushiro, Hokkaido Pref. Japan<br>SatCom: 1200376/TLGH | **379**<br>—<br>689 | **1986** Niigata Eng. Co. Ltd.—Niigata<br>67,95 (BB) 4,060<br>58,60 11,02 6,66<br>1 dk | (2025) | **M Fishing**<br>Long-line Ref<br>In.727 | Niigata 8M40CFX<br>Oil 4SA 8Cy. 400 × 600 with clutches, flexible couplings & sr geared to sc. shaft<br>2 900bhp (2 133kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **TOMI MARU No. 58**<br>ex Chokyu Maru No. 16-83<br>**K.K. Shibajin Shoten**<br>Aomori, Aomori Pref. Japan | **299**<br>—<br>— | **1970** Miho Zosensho K.K.—Shimizu<br>50,40 8,23 3,048<br>44,20 8,21 3,61<br>1 dk | (722) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **OMI MARU No. 61**<br>Wakaba Maru No. 3-89<br>**anai Enyo K.K.**<br>shiro, okkaido Pref. Japan<br>atCom: 1202120/JPQE | **498**<br>261<br>— | **1977** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka<br>55,40 11,64 4,153<br>49,51 11,41 6,86<br>2 dks | (736) | **M Fishing**<br>Side-fishing | CSD Niigata 8MG31FZE<br>Oil 4SA 8Cy. 310 × 380<br>2 500bhp (1 839kW)<br>Niigata Eng. Co. Ltd. Tokyo |

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| **8921406**<br>*JRXI*<br>128542<br>HK1-1175<br>Rdr RTv | **TOMI MARU No. 63**<br>**Kanai Enyo K.K.**<br>Kushiro, Japan<br>Hokkaido Pref.<br>SatCom: 1200250/JRXI | **349**<br>—<br>— | **1990** Niigata Eng. Co. Ltd.—Niigata (2171)<br>63,24 (BB) 4,460<br>50,00 12,00 7,27 | **M Fishing**<br>Seiner<br>In.1 132 | Niigata<br>Oil 4SA 6Cy. 400 × 600 with clutches<br>couplings & sr reverse geared to sc<br>1 986kW (2 700bhp)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust propeller fwd |
| **7026077**<br>*JCUN*<br>108829<br>AM1-288<br>Df Esd Gc<br>Pfd Rdr Rt | **TOMI MARU No. 63**<br>ex Azuma Maru No. 38-86<br>**K.K. Shibajin Shoten**<br>Aomori, Japan<br>Aomori Pref. | **329**<br>162<br>448 | **1970** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (688)<br>51,01 8,34 3,379<br>45,01 8,31 3,71<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8324062**<br>*JE2822*<br>126658 | **TOMI MARU No. 73**<br>ex Eisho Maru No. 32-90<br>**Kanai Enyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **238**<br>—<br>292 | **1984** K.K. Murakami Zosensho—Ishinomaki (1155)<br>44,00 (BB) 3,104<br>37,22 7,41 3,26<br>1 dk | **M Fishing**<br>Side-fishing Seiner Ref<br>6 Ho ER<br>In.254<br>6 Ha (stl) ER | Yanmar<br>Oil 4SA 6Cy. 260 × 330<br>1 370bhp (1 008kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **9016818**<br>*JE3025*<br>132176<br>Esd Gc Rdr<br>Rt | **TOMI MARU No. 75**<br>**Kanai Enyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **300**<br>—<br>— | **1990** K.K. Watanabe Zosensho—Nagasaki (1176)<br>59,56 (BB) 4,000<br>49,90 8,50 4,30 | **M Fishing** | Niigata<br>Oil 4SA 8Cy. 280 × 370<br>1 155kW (1 570bhp)<br>Niigata Eng. Co. Ltd. |
| **8130370**<br>*JE2682*<br>124999 | **TOMI MARU No. 77**<br>ex Eisho Maru No. 35-90<br>**Kanai Enyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **282**<br>105<br>299 | **1982** K.K. Murakami Zosensho—Ishinomaki (1088)<br>45,47 7,78 2,925<br>38,36 7,46 3,08<br>1 dk | **M Fishing**<br>Seiner Ref<br>Mchy.aft<br>B.273 | Yanmar<br>Oil 4SA 6Cy. 260 × 330<br>1 100bhp (809kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **9016820**<br>*JE3056*<br>132177<br>Esd Gc Rdr<br>Rt | **TOMI MARU No. 78**<br>**Kanai Enyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref.<br>SatCom: 1201654/WYUT | **135**<br>—<br>— | **1990** K.K. Watanabe Zosensho—Nagasaki (1178)<br>47,77 (BB) 2,900<br>38,00 8,10 3,30 | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 280 × 370<br>861kW (1 171bhp)<br>Niigata Eng. Co. Ltd. |
| **8029040**<br>*JE2675*<br>124255<br>FS1-310<br>Df Gc Rdr<br>Rt | **TOMI MARU No. 78**<br>ex Eisho Maru No. 2-90<br>**Kanai Enyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **134**<br>—<br>— | **1981** Minami-Kyushu Zosen K.K.—Kushikino (356)<br>37,34 7,37 2,452<br>32,59 7,07 2,82<br>1 dk | **M Fishing**<br>Seiner | Yanmar<br>Oil 4SA 6Cy. 280 × 340<br>1 025bhp (754kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8317265**<br>*JDOI*<br>127119<br>HK1-896<br>Rdr RTv | **TOMI MARU No. 81**<br>**Kanai Gyogyo K.K.**<br>Kushiro, Japan<br>Hokkaido Pref.<br>SatCom: 1201555/JDOI | **279**<br>—<br>553 | **1983** Niigata Eng. Co. Ltd.—Niigata (1787)<br>57,82 (BB) 3,982<br>50,22 9,91 6,13<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>8 Ho ER<br>In.461<br>12 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 400 × 520 with clutches<br>couplings & sr geared to sc. shaft<br>2 600bhp (1 912kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8317241**<br>*JDOS*<br>127120<br>HK1-897<br>Rdr RTv | **TOMI MARU No. 82**<br>**Kanai Gyogyo K.K.**<br>Kushiro, Japan<br>Hokkaido Pref.<br>SatCom: 1201570/JDOS | **279**<br>—<br>552 | **1983** Niigata Eng. Co. Ltd.—Niigata (1788)<br>57,82 (BB) 3,982<br>50,22 9,91 6,13<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>8 Ho ER<br>In.461<br>12 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 400 × 520 with clutches<br>couplings & sr geared to sc. shaft<br>2 600bhp (1 912kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8110265**<br>*7KWC*<br>125582<br>Df Esd Gc<br>Pfd Rdr RTv | **TOMI MARU No. 83**<br>**Kanai Gyogyo K.K.**<br>Kushiro, Japan<br>Hokkaido Pref.<br>SatCom: 1203664/UKWC | **499**<br>205<br>621 | **1981** Niigata Eng. Co. Ltd.—Japan (1723)<br>61,45 3,903<br>54,21 10,32 6,25<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>In.682 | Niigata<br>Oil 4SA 6Cy. 400 × 520 reduction gea<br>shaft<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 400kW 225V a.c.<br>Controllable pitch propeller |
| **8717154**<br>*7LQC*<br>127163<br>Rdr RTv | **TOMI MARU No. 86**<br>**Kanai Gyogyo K.K.**<br>Kushiro, Japan<br>Hokkaido Pref.<br>SatCom: 1201572/ULQC | **379**<br>—<br>— | **1988** Niigata Eng. Co. Ltd.—Niigata (2077)<br>67,98 (BB) 11,61 4,060<br>58,60 11,00 6,66<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>In.634 | Niigata<br>Oil 4SA 8Cy. 400 × 600 with clutches<br>couplings & sr geared to sc. shaft<br>2 900bhp (2 133kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8713419**<br>*7LNQ*<br>127160<br>Rdr RTv | **TOMI MARU No. 87**<br>**Asahi Gyogyo K.K.**<br>Kushiro, Japan<br>Hokkaido Pref.<br>SatCom: 1201503/KLNQ | **379**<br>—<br>— | **1987** Niigata Eng. Co. Ltd.—Niigata (2058)<br>67,98 (BB) 4,060<br>58,60 11,00 6,61<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.639 | Niigata<br>Oil 4SA 8Cy. 400 × 600 with clutches<br>couplings & sr geared to sc. shaft<br>2 900bhp (2 133kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7236725**<br>*JLKO*<br>102619<br>HK1-465<br>Df Esd Gc<br>Pfd Rdr RTv | **TOMI MARU No. 88**<br>**Asahi Gyogyo K.K.**<br>Kushiro, Japan<br>Hokkaido Pref.<br>SatCom: 1200525/JLKO | **499**<br>251<br>— | **1972** Niigata Eng. Co. Ltd.—Niigata (1102)<br>58,70 9,83 4,001<br>51,74 9,81 4,40<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd. |
| **7612993**<br>*JM4220*<br>120521<br>Rt | **TOMIEI MARU**<br>**Hiroshi Abe**<br>Hakata, Japan<br>Ehime Pref. | **199**<br>—<br>500 | **1976** Masui Zosensho K.K.—Nandan (128)<br>... ... ...<br>47,15 7,61 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo |
| **8823472**<br>*JM5783*<br>130416<br>Gc Rdr Rt | **TOMIEI MARU**<br>**Tomiei Kaiun Y.K.**<br>Ishida, Japan<br>Nagasaki Pref. | **188**<br>—<br>555 | **1988** K.K. Kamishima Zosensho—Higashino<br>51,20 3,310<br>45,00 8,80 5,00<br>1 dk | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>515kW (700bhp)<br>The Hanshin Diesel Works Ltd. |
| **7929815**<br>*JK4057*<br>122266<br>Rdr Rt | **TOMIEI MARU**<br>**Yoichi Sakai**<br>Saigo, Japan<br>Shimane Pref. | **172**<br>—<br>218 | **1980** K.K. Mochizuki Zosensho—Kinoe (111)<br>34,17 2,612<br>28,50 7,60 2,85<br>1 dk | **M General Cargo**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 240 × 420<br>280bhp (206kW)<br>Matsue Nainenki Kogyo |
| **7823607**<br>*JJ3150*<br>118902<br>Rdr Rt | **TOMIEI MARU No. 6**<br>**K.K. Moricho Gumi**<br>Nandan, Japan<br>Hyogo Pref. | **125**<br>—<br>— | **1979** Masui Zosensho K.K.—Nandan (152)<br>26,00 3,100<br>23,00 7,50 3,18<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd. |
| **6615560**<br>*JLSH*<br>98065<br>Df Esd Gc<br>Pfd Rdr Rt | **TOMIEI MARU No. 8**<br>ex Chofuku Maru No. 1<br>**Oyama Suisan Shoji K.K.**<br>Sukumo, Japan<br>Kochi Pref. | **193**<br>—<br>— | **1966** K.K. Ichikawa Zosensho—Ise (1250)<br>*34,02* 6,84 2,769<br>6,81 3,10<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 440<br>820bhp (603kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |

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| **TOMIEI MARU No. 18**<br>**Y.K. Nakajima Kaiun**<br>Awaji,<br>Hyogo Pref.<br>Japan | **465**<br>—<br>1 345 | | **1987** K.K. Yoshida Zosen Kogyo—Arida<br>67,00 12,42 4,350<br>60,00 12,40 6,50<br>1 dk | **M Sand Carrier** | Niigata 6M30GT<br>Oil 4SA 6Cy. 300 × 530<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. Tokyo |
| **TOMIEI MARU No. 18**<br>**Tomiei Suisan K.K.**<br>Nanto,<br>Mie Pref.<br>Japan | **285**<br>—<br>355 | | **1978** Uchida Zosen—Ise (783)<br>3,140<br>41,92 7,31 3,36<br>1 dk<br>RW | **M Live-fish Carrier**<br>Mchy.aft | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TOMIEI MARU No. 28**<br>**Tomiei Suisan K.K.**<br>Nanto,<br>Mie Pref.<br>Japan | **296**<br>—<br>350 | | **1979** Uchida Zosen—Ise (792)<br>3,201<br>43,01 7,90 3,66<br>1 dk<br>RW | **M Refrigerated Cargo Fish Carrier**<br>Mchy.aft | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TOMIEI MARU No. 37**<br>ex Kannon Maru No. 8-80<br>ex Seisho Maru No. 1<br>**Hariki Kisen Y.K.**<br>Nanto,<br>Mie Pref.<br>Japan | **300**<br>—<br>339 | | **1971** Miho Zosensho K.K.—Shimizu (793)<br>50,07 7,83 3,277<br>42,02 7,80 3,66<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 460<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **TOMIEI MARU No. 51**<br>ex Daio Maru No. 28-86<br>**Tomiei Suisan K.K.**<br>Nanto,<br>Mie Pref.<br>Japan | **456**<br>248<br>— | | **1972** Mie Shipyard Co. Ltd.—Yokkaichi (75)<br>... ...<br>51,01 8,62 3,89<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka 6DH38SS<br>Oil 4SA 6Cy. 380 × 560<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TOMIEI MARU No. 61**<br>**Hamada Kensetsu K.K.**<br>Uchinomi,<br>Kagawa Pref.<br>Japan | **412**<br>—<br>979 | | **1986** Suzuki Shipyard Co. Ltd.—Yokkaichi (530)<br>60,41 (BB) 13,24 3,850<br>13,01 6,00<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TOMIEI MARU No. 63**<br>**Hamada Kensetsu K.K.**<br>Uchinomi,<br>Kagawa Pref.<br>Japan | **499**<br>—<br>1 197 | | **1988** Kanrei Zosen K.K.—Naruto (331)<br>65,82 (BB) 3,910<br>60,00 13,80 6,40 | **M General Cargo**<br>B.698 | Yanmar MF33-DT<br>Oil 4SA 6Cy. 330 × 620<br>736kW (1 001bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **TOMIEI MARU No. 76**<br>ex Seiyu Maru No. 2-86<br>**Tomiei Suisan K.K.**<br>Nanto,<br>Mie Pref.<br>Japan | **482**<br>249<br>552 | | **1973** Mie Shipyard Co. Ltd.—Yokkaichi (85)<br>59,52 9,86 3,633<br>50,60 8,62 3,89<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6L37X<br>Oil 4SA 6Cy. 370 × 540<br>2 100bhp (1 545kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TOMIEI MARU No. 78**<br>ex Seishu Maru No. 36-86<br>**Tomiya Ono**<br>Nanto,<br>Mie Pref.<br>Japan | **468**<br>221<br>574 | | **1972** Miho Zosensho K.K.—Shimizu (860)<br>57,46 9,02 3,861<br>49,26 9,00 4,09<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TOMIS**<br>**Compania de Navigatie Maritime PETROMIN**<br>Constantza<br>Romania | **32 100**<br>23 034<br>54 615 | RNR | **1975** Intreprinderea Constr. Navale Constantza —Constantza (371)<br>219,82 32,19 12,401<br>205,37 17,00<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 16,7 28,8 17,0 26,9 17,0 29,7 15,3 ER<br>G.75 516<br>10 Ha (stl) (each 11,7 × 15,6) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 358,0t (d.o.) 2 401,0t (hvf)-50,5pd 16,25kn |
| **TOMIS FAITH**<br>ex Banisor-91<br>**Tomis Faith Shipping Ltd.**<br>Valletta<br>Malta | *39 537*<br>*26 100*<br>65 360 | RNR | **1987** Santierul Naval 2 Mai Mangalia—Mangalia (900/155)<br>253,83 12,870<br>239,57 32,20 17,00<br>1 dk | **M Bulk Carrier**<br>9 Ho 17,5 29,7 17,9 20,7 20,7 20,7 17,9 30,6 15,3 ER<br>G.83 997<br>11 Ha (stl) (10,9 11,7 11,7 11,7 11,7 11,7 11,7 11,7 11,7 11,7 11,7 × 15,6) ER | MAN K6SZ90/160A<br>Oil 2SA 6Cy. 900 × 1600<br>Intreprinderea de Const. de Masini Resita Resita |
| **TOMIS GLORY**<br>ex Basarabi-91<br>**Tomis Glory Shipping Ltd.**<br>Ermis Maritime Corporation<br>Valletta<br>Malta | *39 537*<br>*26 100*<br>65 360 | RNR | **1985** Santierul Naval 2 Mai Mangalia—Mangalia (900/152)<br>253,98 12,601<br>239,71 32,21 17,02<br>1 dk | **M Bulk Carrier**<br>9 Ho 17,5 29,7 17,9 20,7 20,7 20,7 17,9 30,6 15,3 ER<br>G.83 997<br>11 Ha (stl) (10,9 11,7 11,7 11,7 11,7 11,7 11,7 11,7 11,7 11,8 11,7 × 15,6) ER | MAN<br>Oil 2SA 6Cy. 900 × 1600<br>Intreprinderea de Const. de Masini Resita Resita |
| **TOMIS HOPE**<br>ex Borcea-91<br>**Tomis Hope Shipping Ltd.**<br>Valletta<br>Malta | *39 537*<br>*26 100*<br>64 897 | RNR | **1986** Santierul Naval 2 Mai Mangalia—Mangalia (900/154)<br>254,10 12,290<br>239,44 32,20 17,00<br>1 dk | **M Bulk Carrier**<br>9 Ho ER<br>G.83 997<br>11 Ha (stl) ER | MAN K6SZ90/160A<br>Oil 2SA 6Cy. 900 × 1600<br>Intreprinderea de Const. de Masini Resita Resita |
| **TOMIS INTEGRITY**<br>ex Ploiesti-91<br>**Tomis Integrity Shipping Ltd.**<br>Valletta<br>Malta | **50 570**<br>26 202<br>84 766 | RNR (Class cont.) | **1989** Intreprinderea Constr. Navale Constantza —Constantza (454)<br>228,51 13,501<br>219,89 42,99 19,03<br>1 dk | **M Tanker**<br>Mchy.aft | MAN K8SZ70/150CL<br>Oil 2SA 8Cy. 700 × 1500<br>15 200bhp (11 181kW)<br>I.C.M. Resita Resita<br>14kn |
| **TOMIS SEA**<br>**Hong Fat Shipping Inc.**<br>Panama<br>Panama | **30 502**<br>21 243<br>54 540 | BV | **1980** Intreprinderea Constr. Navale Constantza —Constantza (387)<br>219,82 32,19 12,402<br>205,37 17,00<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 16,7 28,8 17,0 26,9 17,0 29,7 15,3 ER<br>G.75 516<br>10 Ha (stl) (each 11,7 × 15,6) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>19 980bhp (14 696kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 358,0t (d.o.) 2 401,0t (hvf)-50,5pd 16,25kn |
| **TOMIS SOUTH**<br>ex Brazi-91<br>**Second Petromin Shipping Co.**<br>Ermis Maritime Corporation<br>Nassau<br>Bahamas | **24 248**<br>12 317<br>39 350 | NV (Class cont.) | **1988** Santierul Naval Galatz—Galatz (797)<br>11,000<br>190,02 28,01 16,82<br>1 dk | **M Tanker**<br>COW IGS SBT<br>Mchy.aft | MAN<br>Oil<br>11 450bhp (8 422kW)<br>Intreprinderea de Const. de Masini Resita Resita |
| **TOMIS WEST**<br>ex Cimpina-91<br>**First Petromin Shipping Co. Ltd.**<br>Ermis Maritime Corporation<br>Nassau<br>Bahamas | **24 248**<br>12 317<br>39 768<br>T/cm<br>46,7 | NV (Class cont.)<br>RNR (Class cont.) | **1990** Santierul Naval Galatz—Galatz (798)<br>190,00 11,977<br>28,00 16,80<br>1 dk | **M Tanker**<br>COW IGS SBT | MAN K6SZ70/150<br>Oil 4SA 6Cy. 700 × 1500<br>11 450bhp (8 422kW)<br>Intreprinderea de Const. de Masini Resita Resita<br>15kn |
| **TOMISHIMA MARU**<br>**Yashima Shipping Co. Ltd.**<br>Tokyo<br>SatCom: 1201730/TOMI<br>Japan | *7 089*<br>*3 601*<br>7 242<br>T/cm<br>19,6 | NK | **1990** Shikoku Dockyard Co. Ltd.—Takamatsu (857)<br>146,29 (BB) 7,466<br>138,00 18,50 10,65<br>F 46,8 1 dk | **M Refrigerated Cargo**<br>4 Ho ER<br>In.9 432<br>TEU 12 ref C. 12/20'(40')<br>4 Ha (stl) (each 9,8 × 8,2) ER<br>Der 4(4,5) | B&W 6L50MC<br>Oil 2SA 6Cy. 500 × 1620<br>6 157kW (8 370bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 560kW 450V 60Hz a.c.<br>18,4kn |

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| **8511225**<br>*JL5395*<br>128956 | **TOMISHIMA MARU**<br>**Matsushima Kaiun K.K.**<br>Hakata, Japan<br>Ehime Pref. | **699**<br>—<br>2 073 | | **1985** Murakami Hide Zosen K.K.—Hakata (247)<br>75,01 4,922<br>70,01 12,01 7,01<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.3 289 B.3 183<br>1 Ha (stl) ER | Makita<br>Oil 4SA 6Cy. 310 × 600<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. |
| **8004557**<br>*JJ3250*<br>121208<br>Gc Rdr Rt | **TOMITA MARU**<br>**Naikai Eisen K.K. & Hoyo Kaiun Sangyo K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **321**<br>—<br>— | | **1980** Kanbara Zosen K.K.—Onomichi (251)<br>35,13 3,301<br>32,01 9,01 4,20<br>1 dk | **TM Tug**<br>Mchy.aft | Niigata<br>2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd. |
| **7638923**<br>*JL4392*<br>120941<br>Rdr Rt | **TOMITAKA MARU**<br>**Otaka Kaiun K.K.**<br>Hojo, Japan<br>Ehime Pref. | **565**<br>—<br>1 281 | | **1977** Higaki Zosen K.K.—Imabari (187)<br>... ... ...<br>55,33 9,61 4,53<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo |
| **8512384**<br>*3EDK5*<br>15855-86A<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **TOMIWAKA**<br>**T. & M. Navegacion S.A.**<br>Panama Panama<br>SatCom: 1330331/TOMI | *9 792*<br>*5 729*<br>16 933<br>T/cm<br>26,3 | NK | **1986** Shikoku Dockyard Co. Ltd.—Takamatsu (837)<br>143,03 (BB) 22,43 9,016<br>133,00 22,41 11,82<br>P 25,3 F 9,5 1 dk<br>Bow/CM 72 Diam. 0,200 MH 1,5 | **M Tanker**<br>Oil Chemical Molasses<br>DB<br>20 Wing Ta ER<br>L.19 855 | B&W<br>Oil 2SA 5Cy. 500 × 1620<br>4 138kW (5 626bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 195,0t (d.o.)-17,5pd |
| **6917011**<br>*9HSD2*<br>Df Esd Gc<br>Rdr RTm/h | **TOMKAT**<br>ex Northeastern Breeze-91<br>ex Golden Swan-87<br>ex Golden Lance-80<br>**Navimar Shipping Co. Ltd.**<br>Valletta Malta | **11 020**<br>6 899<br>17 026 | BV (AB) | **1969** Nippon Kokan K.K.—Shimizu (269)<br>145,47 22,05 9,338<br>136,96 22,00 12,40<br>P 26,9 F 9,8 2 dks<br>rf 152 | **M General Cargo**<br>6 Ho 15,7 17,7 18,1 13,1 18,1 16,5<br>6 TwD<br>G.23 386 B.21 510<br>6 Ha (stl) (9,6 × 8,0) (9,9 9,9 6,5 9,9 9,9 × 10,5) ER<br>12W Der 4(10) 8(5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>5 296kW (7 200bhp)<br>Uraga Heavy Industries Ltd.<br>Gen 3 × 260kW 440V 60Hz a.c.<br>Fuel 66,0t (d.o.) 1 132,0t (hvf) |
| **7315325**<br>*LKLW*<br>18022<br>RdrRTm | **TOMMA**<br>**Helgeland Trafikkselskap A/S**<br>Sandnessjoen Norway | **336**<br>153<br>132 | (NV) | **1973** Sandnessjoen Slip & M/V A/S —Sandnessjoen (27)<br>37,11 9,68 2,769<br>33,30 9,66 4,12<br>1 dk<br>rf 1257 BK 81 | **M RoRo Cargo/Ferry**<br>200P<br>Ice strengthened Bow & stern doors<br>Mchy.aft<br>Cr 1(4) | Normo<br>Oil 4SA 6Cy. 250 × 300<br>840bhp (618kW)<br>A/S Bergens M/V<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 30,0t (d.o.) |
| **8632457**<br>*LGVR*<br>Rdr Rt | **TOMMELITEN**<br>**Ramfjord Smr A/S**<br>Namsos Norway | *148*<br>*72*<br>240 | | **1969** Kr. K. Frostad & Sonner—Tomra i Romsdal<br>30,30 3,180<br>28,20 6,50 3,20<br>1 dk | **M Live-fish Carrier**<br>L.225 | Caterpillar<br>Oil 4SA 6Cy. 137 × 165 reverse geare<br>shaft<br>268kW (364bhp) NE 73<br>Caterpillar Inc.<br>Directional propeller |
| **5423386**<br>*MEQD4*<br>304719<br>Rt | **TOMMY**<br>ex Batsman-87<br>**C. Crawley Ltd.**<br>London United Kingdom | **217**<br>103<br>315<br>T/cm<br>2,2 | ✠Classed LR until 10/70 | **1963**-10 R. Dunston (Hessle) Ltd.—Hessle (S805)<br>35,13 7,50 2,344<br>33,53 7,17 2,75<br>Trunk 15,6 F 6,1 1 dk<br>rf nil Diam. 0,203 | **M Tank Barge**<br>CBT<br>2 Ta ER<br>L.(oil) 391 HeCls. C<br>1 Cargo pumps total 250T/hr | Kelvin<br>Oil 4SA 8Cy. 165 × 184 with flexible<br>reverse geared to sc. shaft<br>240bhp (177kW)<br>Bergius Kelvin Co. Ltd.<br>Gen 1 × 30kW 220V d.c.<br>Fuel 8,0t (d.o.) |
| **8201088**<br>634430 | **TOMMY MUNRO**<br>**The State of Mississippi**<br>Biloxi, Ms United States of America | **158**<br>108<br>— | | **1981** Bender SB. & Repair Co. Inc.—Mobile, Al (1085)<br>29,72 2,539<br>25,61 7,62 3,66<br>1 dk | **M Research/Fishing**<br>Oceanographic | Oil |
| **7309508**<br>*WX6356*<br>503913 | **TOMMYLYN**<br>**Nautilus Marine Inc.**<br>Morgan City, La United States of America | **156**<br>106 | | **1966** T. E. Mills—Freeport, Tx<br>*25,00* 7,52 3,51 | **M Research**<br>conv Fishing — | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>440bhp (324kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **8819691**<br>*JCWG*<br>131127<br>Esd Gc Rdr<br>Rt SatNav | **TOMOE MARU**<br>**K.K. Kitanippon Marine**<br>Tokyo Japan | *1 891*<br>*656*<br>1 753 | NK | **1988** Kurinoura Dock K.K.—Yawatahama (257)<br>84,36 (BB) 4,372<br>77,70 13,00 7,45 | **M Refrigerated Cargo**<br>3 Ho ER<br>In.2 618<br>Der 6(3) | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>1 471kW (2 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 2 × 450kW a.c. |
| **7650232**<br>*JL3998*<br>113542<br>Rt | **TOMOE MARU**<br>**Iki Kyoei Kisen Y.K.**<br>Ashibe, Japan<br>Nagasaki Pref. | **648**<br>—<br>1 500 | | **1973** Taisei Zosen K.K.—Higashino<br>65,00 12,50 5,001<br>59,70 6,00<br>1dk | **M General Cargo**<br>B.1 500<br>2 Ha (each 9,9 × 8,0) ER | Niigata<br>Oil<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. |
| **8626604**<br>*JM5467*<br>127796<br>Rdr Rt | **TOMOE MARU**<br>**Y.K. Sewaki Kaiun**<br>Ryugatake, Japan<br>Kumamoto Pref. | **198**<br>—<br>500 | | **1985** Kato Zosen Tekko—Japan<br>46,11 3,050<br>42,02 7,70 3,46<br>1 dk | **M Tanker**<br>Chemical | Yanmar<br>Oil<br>650bhp (478kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7805708**<br>*JE2405*<br>122304<br>Df Pfd Rdr<br>Rt | **TOMOE MARU No. 8**<br>ex Kyotoku Maru No. 18-90<br>**Tadanori Oka**<br>Fukuoka, Japan<br>Fukuoka Pref. | **124**<br>—<br>220 | | **1978** Tokushima Zosen K.K.—Fukuoka (1302)<br>36,76 (BB) 6,53 2,601<br>30,82 6,51 2,90<br>1 dk | **M Fish Carrier** | Niigata<br>Oil 4SA 6Cy. 250 × 320 reduction<br>shaft<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **5364138**<br>*7JBP*<br>91877<br>Rt | **TOMOE MARU No. 8**<br>ex Tomakomai Maru-90<br>**Sanyo Shoji K.K.**<br>Mihara, Japan<br>Hiroshima Pref. | **115**<br>—<br>— | | **1963** Osaka Zosensho—Osaka (208)<br>25,70 7,02 2,200<br>24,85 7,00 3,00<br>RW | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Diesel Co. Ltd.<br>Fuel 15,0t |
| **8220084**<br>*3ETP2*<br>13424-83<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **TOMOE 305**<br>**Niwase Kaiun (Panama) S.A.**<br>Tomoe Shipping Co. (S) Pte. Ltd.<br>Panama Panama<br>SatCom: 1330435/TOME | *9 088*<br>*5 648*<br>16 267 | NK | **1983** Kurinoura Dock K.K.—Yawatahama (179)<br>143,69 (BB) 9,246<br>133,31 21,01 11,66<br>P 28,4 F 18,3 1 dk<br>Bow/CM 86 Diam. 0,250 MH 3,0 | **M Tanker**<br>Chemical<br>DB<br>12 Ta ER<br>L.19 217<br>6 Cargo pumps total 590T/hr | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1150<br>6 840bhp (5 031kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.) |
| **8021050**<br>*JI3073*<br>125066 | **TOMOGASHIMA MARU**<br>**Nanki Kanko K.K.**<br>Wakayama, Japan<br>Wakayama Pref. | **165**<br>—<br>40 | | **1981** Kanbara Zosen K.K.—Onomichi (253)<br>... ... ...<br>28,20 6,51 2,49<br>1 dk | **M Ferry** | Yanmar<br>Oil 4SA 6Cy. 220 × 280<br>Yanmar Diesel Engine Co. Ltd. |

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| **TOMOH SATU**<br>ex Wes Point-84 ex Amalia-81<br>ex Angie-79 ex Cyril-78 ex Sheridan-67<br>**Baik S.A.**<br>Panama<br>Panama | T.Mk<br>**1 721**<br>881<br>3 128 | GL<br>✠Classed LR until 5/3/82 | **1961**-3 T. Van Duijvendijk's Schpsw. N.V.<br>—Lekkerkerk (Z75)<br>109,02 13,52 5,347<br>100,28 13,42 7,93<br>2 dks<br>RW rf 152 len 64 | **M General Cargo**<br>Ref 4P<br>4 Ho 19,0 22,8 9,7 15,7<br>G.5 835 B.5 327 In.868<br>6 Ha (stl) (9,3 × 5,1) (12,3 3,5 2,7 × 6,1)<br>(2,4 2,4 × 2,4)<br>8W Der 1(20) 6(3-5) 4(3) 2(2) | Sulzer 8TD48<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 120kW 1 × 80kW 220V d.c.<br>Fuel 325,0t (d.o.) 14,5kn |
| **TOMOKAWA MARU**<br>**Kawatetsu Unyu K.K.**<br>Japan<br>Kobe,<br>Hyogo Pref. | **498**<br>—<br>1 599 | | **1988** Iwagi Zosen K.K.—Iwagi (123)<br>4,252<br>69,50 11,00 7,20 | **M General Cargo** | Hanshin 6LH28RG<br>Oil 4SA 6Cy. 280 × 460<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TOMOWA MARU**<br>**Hoseki Kisen Y.K.**<br>Japan<br>Hakata,<br>Ehime Pref. | **998**<br>—<br>2 495 | | **1986** Hakata Zosen K.K.—Hakata (337)<br>5,101<br>76,51 12,01 5,77<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 500 | Hanshin 6EL32<br>Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **TOMOYOSHI MARU**<br>**Shinpo Kaiun Y.K.**<br>Japan<br>Anan,<br>Tokushima Pref. | **499**<br>—<br>1 560 | | **1977** Yamanaka Zosen K.K.—Namikata (173)<br>4,272<br>64,01 11,51 6,13<br>2 dks | **M General Cargo**<br>Ref<br>Mchy.aft | Makita GSLH633<br>Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| **TOMOYOSHI MARU No. 2**<br>**Fujishima Kaiun Y.K.**<br>Japan<br>Anan,<br>Tokushima Pref. | **499**<br>—<br>1 586 | | **1985** Sokooshi Zosensho K.K.—Higashino<br>70,01 4,420<br>65,99 11,51 6,71<br>1 dk | **M General Cargo**<br>G.2 600 B.2 500 | Niigata<br>Oil<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>11kn |
| **TOMOZURU MARU**<br>**Awaji Ferryboat Co. Ltd.**<br>Japan<br>Kobe,<br>Hyogo Pref. | **1 330**<br>—<br>629 | | **1978** Towa Zosen K.K.—Shimonoseki (522)<br>71,58 13,62 3,601<br>65,03 13,61 4,81<br>2 dks | **TM RoRo Cargo/Ferry**<br>600dk P<br>Cars 37 Trailers 21<br>Mchy.aft | Daihatsu 8DSM-26<br>2 Oil 4SA each 8Cy. 260 × 320 geared to sc. shafts<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 24,0t (d.o.) 89,5t (hvf)-6,0pd 15kn |
| **TOMOZURU MARU**<br>**Kowa Kogyo K.K.**<br>Japan<br>Nagasaki,<br>Nagasaki Pref. | **187**<br>—<br>— | | **1971** Towa Zosen K.K.—Shimonoseki (416)<br>30,00 8,23 2,801<br>29,01 8,21 3,81<br>1 dk | **TM Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 320 × 390<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 35kW<br>Fuel 48,0t-4,0pd |
| **TOMSK**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **10 234**<br>3 818<br>10 043 | RS | **1969** Stocznia Gdanska im. Lenina—Gdansk<br>(B69/07)<br>164,01 21,34 8,421<br>149,00 21,21 12,65<br>2 dks & S dk | **M Factory Ship** OSD<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.10 010<br>5 Ha (each 4,5 × 3,9) ER<br>16W Der 2(10) 14(5) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>15,25kn |
| **TON HIL**<br>ex Calliope-86 ex Belo Rio-86<br>ex Fancy River-82 ex Poseidon-78<br>**Navegadora Reinante Armadora S.A.**<br>Fomentos Armadora S.A.<br>Piraeus Greece<br>SatCom: 1133157/TOHI | **19 211**<br>13 334<br>33 670<br>T/cm<br>41,4 | AB | **1978** Kanasashi Co. Ltd.—Toyohashi (033)<br>182,20 (BB) 27,03 10,940<br>170,01 27,01 15,22<br>P 27,5 F 12,8 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho ER<br>G.41 524 B.39 141 HeCls. ptB<br>5 Ha (stl) (12,5 16,8 12,8 16,8 16,8 × 11,9)<br>ER<br>Der 5(15) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 170,0t (d.o.) 1 996,5t (hvf)-39,0pd 15kn |
| **TONA**<br>ex Skareholmen ex Proef 11<br>ex Hinrich Popp ex Paul Radmann<br>**P/R Tona**<br>Kare Handegard<br>Haugesund Norway | **249**<br>113<br>— | | **1906** G. Seebeck A.G.—Bremerhaven (235)<br>42,40 6,71<br>... ... ...<br>RAD -F - 1 dk<br>, len 61 | **M Fishing**<br>Mchy.aft | Normo<br>Oil 4SA 8Cy. 250 × 360<br>495bhp (364kW) E made57 fitted67<br>A/S Bergens M/V Bergen |
| **TONA PAZ**<br>**Gumersindo Paz Abilleira e Hijos**<br>Ferrol Spain | **159**<br>118<br>241 | | **1957** Ast. y Varaderos Gumersindo Paz—La Grana<br>*24,82* 6,46<br>6,43 3,31<br>1 dk | **Wood M General Cargo** | Oil 4Cy. 200 × 340<br>.............<br>9kn |
| **TONAN MARU**<br>**Tonan Kaiun K.K.**<br>Japan<br>Osaka,<br>Osaka Pref. | **491**<br>—<br>1 140 | | **1988** Nakamura Shipbuilding & Engine Works Co. Ltd.—Yanai<br>61,12 3,950<br>56,00 9,80 4,45<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440<br>956kW (1 300bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TONAN MARU**<br>**Okinawa Prefecture Suisan-Shikenjo**<br>Japan<br>Itoman,<br>Okinawa Pref. | **216**<br>69<br>153 | | **1975** Miho Zosensho K.K.—Shimizu (1007)<br>42,25 8,13 2,947<br>34,90 6,81 3,20<br>1 dk | **M Research/Fishing**<br>Mchy.aft | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **TONAN MARU No. 2**<br>ex Tatsumi Maru No. 32<br>**Yusaku Hironaka**<br>Japan<br>Hirao,<br>Yamaguchi Pref. | **186**<br>—<br>229 | | **1963** K.K. Taihei Kogyo—Akitsu (122)<br>31,81 6,56 2,693<br>29,32 6,51 3,05<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.113 | Makita<br>Oil 2SA 3Cy. 340 × 315<br>150bhp (110kW)<br>Makita Tekkosho Takamatsu<br>Fuel 6,0t-1,0pd 8,5kn |
| **TONBRIDGE**<br>ex Al Faiha-87<br>**Kent Petroleum Ltd.**<br>Kuwait Oil Tanker Co. S.A.K.<br>London United Kingdom | *130 681*<br>*98 887*<br>263 679<br>T/cm<br>160,0 | **✠100A1** SS 10/91<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL D 4½"U3<br>FN 25963 | **1977**-7 Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (247)<br>339,17 (BB) 53,55 20,754<br>324,01 53,51 26,62<br>F 27,2 1 dk<br>rf nil Bow/CM 169 Diam. 0,610 MH 1,2 | **S Tanker**<br>COW IGS (LR) pt higher tensile steel<br>Stern disch.<br>18 Ta ER<br>L.(oil) 300 514<br>3 Cargo pumps total 15 000T/hr | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>2 WTB 75kgf/cm² (73,6bar) (Spt 515°C)<br>64,5kgf/cm² (63,3bar) hs3832,2<br>Gen 2 × 1600kW 2 × 850kW 450V 60Hz a.c.<br>Fuel 12 069,0t (o.f.) 335,5t (d.o.) 15,75kn |
| **TONCI TOPIC**<br>**Vis Navigation Co. Inc.**<br>Marfin Management S.A.M.<br>Monrovia Liberia | **31 204**<br>21 787<br>65 029<br>T/cm<br>63,2 | **✠100A1** CS 5/91<br>strengthened for ore cargoes — Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL Nt 3"U3<br>FN 10764 | **1976**-4 Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2501)<br>223,02 (BB) 32,29 13,323<br>213,01 32,21 18,32<br>F 20,5 1 dk<br>rf - | **M Bulk Carrier**<br>7 Ho 21,5 24,0 24,0 24,0 24,0 24,0<br>24,0 ER<br>G.74 395<br>7 Ha (stl) (12,8 14,4 14,4 14,4 14,4 14,4<br>14,4 × 14,4) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 195,5t (d.o.) 3 549,5t (hvf) 15kn |
| **TONDANO**<br>**P.T. Perpesat**<br>Manado Indonesia | **217**<br>110<br>250 | KI | **1971** P.T. Menara—Tegal<br>... ... ...<br>35,01 7,01 2,90<br>1 dk | **M General Cargo**<br>Mchy.aft | Stork<br>Oil 4SA 6Cy. 210 × 300<br>260bhp (191kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **TONE**<br>ex Conny T-85 ex Traffic-81<br>ex Dynacontainer III-72<br>Launched as Wally Bos<br>**P/R Tone**<br>Odd Wagle<br>Kopervik Norway | T.Mk<br>**497**<br>341<br>1 430 | BV (GL) | **1970** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (525)<br>76,38 11,92 3,620<br>69,02 11,82 6,05<br>F 5,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,9 ER<br>G.3 102 B.2 722<br>TEU 136 C. 136/20'<br>1 Ha (stl) (43,8 × 7,7) ER | MWM<br>Oil 4SA 8Cy. 320 × 480<br>990kW (1 346bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 85kW 1 × 25kW 1 × 19kW<br>220/380V 50Hz a.c.<br>Fuel 58,0t (d.o.) 10kn |

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| **7615191**<br>*JLAU*<br>119246<br>Df Esd Gc<br>Rdr Rt | **TONE**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **496**<br>—<br>— | | **1976** K.K. Usuki Tekkosho—Usuki (962)<br>63,35 7,83 2,918<br>57,66 7,80 4,30<br>1 dk | **M Patrol Ship** | Niigata<br>2 Oil 4SA each 6Cy. 310 × 460<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd. |
| **7374395**<br>*JPEP*<br>119117<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **TONE MARU**<br>**I.S. Shipping K.K.**<br>Tokyo Japan<br>SatCom: 1202112/JPEP | **63 093**<br>40 118<br>112 730<br>T/cm<br>91,2 | NK | **1976** Mitsui SB. & Eng. Co. Ltd.—Tamano (1038)<br>259,82 (BB) 39,65 15,774<br>249,00 39,60 22,41<br>1 dk | **M Bulk Carrier**<br>B.128 551<br>9 Ha (stl) (12,5 × 15,4) (13,5 13,4 13,4 13,4 13,4 13,4 13,4 13,4 × 17,2) ER | B&W<br>Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 1 × 800kW 2 × 600kW 450V<br>Fuel 288,0t (d.o.) 5 957,0t (hvf)-68,5pd |
| **8834237**<br>*JL4413*<br>120880<br>Rdr Rt | **TONE MARU**<br>**Sumikin Butsuryu K.K.**<br>Osaka, Osaka Pref. Japan | **696**<br>—<br>2 097 | | **1977** K.K. Yoshida Zosen Kogyo—Arida<br>74,80 4,650<br>70,00 12,00 6,60<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) (40,8 × 9,0) ER | Makita<br>Oil<br>1 545kW (2 100bhp)<br>Makita Diesel Co. Ltd. |
| **7331501**<br>*JAVN*<br>116141<br>Rdr Rt | **TONE MARU**<br>ex Laksamana-83<br>**Seitoku Marine Works Co. Ltd.**<br>Yokohama, Kanagawa Pref. Japan | **199**<br>50<br>144 | NK | **1973** Sanyo Zosen K.K.—Mukaishima (671)<br>29,65 7,83 3,023<br>27,69 7,80 3,61<br>RQD 4,6 1 dk<br>RW | **TM Tug**<br>1 Ha (0,9 × 0,9) | Yanmar<br>2 Oil 4SA each 6Cy. 240 × 290<br>Yanmar Diesel Engine Co. Ltd.<br>Fuel 70,0t-6,0pd |
| **8703438**<br>*JG4679*<br>129735 | **TONE MARU**<br>**Tokyo Kisen K.K.**<br>Yokohama, Kanagawa Pref. Japan | **177**<br>—<br>— | | **1987** Kanagawa Zosen—Kobe (296)<br>33,20 2,901<br>29,01 8,81 3,81<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **8824256**<br>*JM5868*<br>131237<br>Rt | **TONE MARU**<br>**Tone Kaiun Y.K.**<br>Ashibe, Nagasaki Pref. Japan | **165**<br>—<br>447 | | **1989** Y.K. Furumoto Tekko Zosensho—Osaki<br>49,99 3,170<br>45,00 8,30 5,10<br>1 dk | **M General Cargo** | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>405kW (551bhp)<br>Matsui Iron Works Co. Ltd. |
| **7805772**<br>*JL4558*<br>120888<br>Gc Rdr Rt | **TONE MARU No. 12**<br>ex Koyo Maru No. 11-88<br>**Tonemaru Kisen Y.K.**<br>Uwajima, Ehime Pref. Japan | **497**<br>—<br>1 598 | | **1978** K.K. Uno Zosensho—Namikata (112)<br>4,511<br>60,00 11,02 6,51<br>2 dks<br>RW | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo |
| **8505161**<br>*3EMU4*<br>17205-PEXT1<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **TONEGAWA**<br>**I S P S.A.**<br>Panama Panama<br>SatCom: 1331622/TONE | *10 804*<br>*5 756*<br>17 722<br>T/cm<br>29,1 | NK | **1985** K.K. Uwajima Zosensho—Uwajima (2373)<br>149,00 (BB) 8,621<br>140,01 22,81 12,02<br>P 27,5 F 11,9 1 dk<br>Bow/CM 76 Diam. 0,250 MH 2,1 | **M Tanker**<br>Oil Chemical<br>DB<br>24 Ta ER<br>L.21 417 | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600<br>6 900bhp (5 075kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 4 × 313kW a.c. |
| **6422365**<br>Df Esd Gc<br>Pfd Rdr Rt | **TONEGAWA MARU**<br>ex Banshu Maru No. 11-70<br>**Government of The People's Republic of China**<br>China | **1 802**<br>929<br>2 588 | (NK) | **1964** Taiyo Zosen—Nagasaki (530)<br>88,32 12,63 5,462<br>82,00 12,60 6,30<br>P 26,0 F 13,2 1 dk | **M Refrigerated Cargo**<br>3 Ho ER<br>G.245 In.2 387<br>3 Ha (each 3,1 × 3,1) ER<br>6W Der 3(3) | Hayashikane<br>Oil 2SA 7Cy. 450 × 750<br>3 150bhp (2 317kW)<br>Hayashikane Zosen<br>Gen 2 × 200kW 445V a.c.<br>Fuel 586,5t-10,0pd |
| **8221636**<br>*JL5147*<br>126346<br>Esd Pfd Rdr Rt | **TONEGAWA MARU**<br>**Yawatahama Kisen Y.K.**<br>Yawatahama, Ehime Pref. Japan | **1 259**<br>—<br>2 917 | NK | **1983** Kurinoura Dock K.K.—Yawatahama (181)<br>86,37 5,614<br>80,02 12,01 6,33<br>P 21,1 F 10,7 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 3 000 | Akasaka<br>Oil 4SA 6Cy. 340 × 660 with clutches<br>couplings & sr geared to sc. shaft<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 1 × 185kW 1 × 95kW 445V<br>Controllable pitch propeller |
| **6809159**<br>*JJ2270*<br>101922<br>Rdr Rt | **TONEN ETHYLENE MARU**<br>**Ethylene Yuso K.K.**<br>Kobe, Hyogo Pref. Japan | **558**<br>—<br>450 | | **1968** Ishikawajima Harima Heavy Ind. (I.H.I.) —Nagoya (2039)<br>57,00 9,91 5,030<br>52,02 9,89 5,87<br>1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta rectangular ER<br>L.(gas) 828 | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>770bhp (566kW)<br>Daihatsu Kogyo<br>Fuel 43,5t-3,5pd |
| **8623834**<br>*JG4413*<br>128095<br>Gc Rdr Rt | **TONEN No. 1**<br>**Tonen Tanker K.K.**<br>Tokyo Japan | **100**<br>—<br>— | | **1984** Toa Tekko K.K.—Yokohama (39)<br>26,00 1,500<br>23,50 7,00 2,50<br>1 dk | **M Utility Vessel** | Yanmar<br>Oil<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7425089**<br>*JI2773*<br>115699<br>Esd Rdr Rt | **TONEN No. 8**<br>ex Tozai Maru No. 1-88<br>**Tonen Tanker K.K.**<br>Tokyo Japan | **188**<br>—<br>— | | **1975** Kanagawa Zosen—Kobe (145)<br>8,62 2,591<br>27,79 8,59 3,79<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **7650361**<br>*9V3369*<br>384065<br>Esd Gc Pfd<br>Rdr Rt | **TONG AH**<br>ex Dong Ah No. 103-89 ex Kaimeu-77<br>**Eastern Navigation Pte. Ltd**<br>Singapore Singapore | **296**<br>98<br>400 | (KR) (NK) | **1974** Y.K. Hashimoto Zosensho—Amakusa<br>41,92 3,285<br>37,50 10,00 3,71<br>F 12,2 1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 300 × 450<br>Fuji Diesel Co. Ltd.<br>Gen 3 × 80kW 225V a.c. |
| **7331549**<br>*9V2946*<br>382110<br>Rdr Rt | **TONG AIK**<br>ex Kokyu Maru-81<br>**Eastern Towage Pte. Ltd.**<br>Singapore Singapore | **198**<br>54<br>— | NK | **1973** K.K. Sunami Zosensho—Mihara (201)<br>8,34 3,150<br>28,15 8,31 3,79<br>F 7,1 1 dk | **TM Tug**<br>Salvage | Otsuka<br>2 Oil 4SA each 6Cy. 300 × 460 s<br>shafts<br>K.K. Otsuka Tekkosho<br>Gen 2 × 20kW |
| **5380560**<br>Df Esd Gc<br>RdrRTm | **TONG AN**<br>ex New Phoenix-83<br>ex Villa De Bilbao-81<br>**Government of The People's Republic of China (Fujian Province Shipping Co. - Fuzhou Branch)**<br>Fuzhou/Foochow China | **7 225**<br>5 134<br>7 080 | ✠Classed LR until 29/7/83 | **1962**-8 Union Naval de Levante S.A.—Valencia (65)<br>133,15 17,89 7,595<br>122,00 17,82 11,21<br>F 15,0 3 dks, 4th dk fwd of mchy. space<br>RW rf 127 | **M Passenger/General Cargo**<br>Ref 144P<br>G.9 670 B.8 570 In.630<br>4 Ha (8,1 10,3 × 5,9) (8,9 8,9 × 5,8)<br>14W Cr 2(5) 2(4) 8(3) Der 1(20) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW)<br>La Maquinista Terrestre y Mar (MTM<br>Gen 3 × 280kW 220V d.c.<br>Fuel (d.o.) |
| **7633404**<br>*BVQZ*<br>Df Esd Gc<br>Rdr RTm/h/v | **TONG AN**<br>ex Fareast Victor-89 ex Lady Juliane-88<br>ex Juliane-87 ex Victory-86<br>ex Akak Victory-85 ex Juliane-84<br>ex Niedermehnen-83<br>ex Ibesca Portugal-82<br>Launched as Niedermehnen<br>**Xiamen Special Economic Zone Shipping Co. Ltd.**<br>Xiamen/Amoy China | **895**<br>610<br>1 964 | ZC (GL) | **1977** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (812)<br>72,24 12,83 4,460<br>65,50 12,80 6,80<br>P 10,7 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,0 ER<br>G.3 215 B.3 140<br>TEU 127<br>C.Ho 53/20' (40') C.Dk 74/20' (40')<br>1 Ha (stl) (43,8 × 10,2) ER | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>MaK. Maschinenbau G.m.b.H. |

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| **TONG CHENG**<br>ex Aristonidas-78<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570607/TCHN | T.Mk<br>**7 022**<br>4 113<br>—<br>**11 363**<br>6 866<br>18 564 | ZC<br>✠Classed LR until 21/12/78 | **1977**-3 Nipponkai Heavy Ind. Co. Ltd.—Toyama (192)<br>147,70 (BB) 23,02 —/9,634<br>140,00 22,86 13,00<br>P 29,6 F 12,5 2 dks<br>rf 51 | **M General Cargo**<br>4 Ho 24,5 25,3 25,3 25,3 ER<br>G.25 467 B.23 819<br>TEU 205<br>C.Ho 48/10' 112/20' C.Dk 18/10' 60/20'<br>7 Ha (stl) (14,0 15,7p&s 15,7p&s 15,7p&s × 6,9) ER<br>Cr 2(25) 3(12,5) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 113,0t (d.o.) 1 103,5t (hvf) 15kn | 7K62EF |
| **TONG CHIANG**<br>ex Hai Ming-87 ex Eitoku Maru-72<br>**Tong Chiang Shipping Co. Ltd.**<br>Kaohsiung China* | **1 988**<br>1 198<br>3 354 | | **1966** Kanasashi Co. Ltd.—Shimizu (732)<br>90,52 13,03 5,620<br>83,32 13,01 6,61<br>P 18,9 F 8,3 1 dk<br>RW rf 102 | **M General Cargo**<br>2 Ho 21,9 36,4 ER<br>G.4 409 B.4 068<br>2 Ha (15,0 29,9 × 6,1) ER<br>6W Der 6(10) | Ito<br>Oil 4SA 6Cy. 470 × 820<br>2 400bhp (1 765kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 104kW 450V a.c.<br>Fuel 278,5t 12kn | M476LHS |
| **TONG CHIN**<br>ex Setouchi Maru No. 2-90<br>**Shanghai Trading Co. Ltd.**<br>Panama Panama | **475**<br>208<br>550 | | **1973** Sasaki Zosen K.K.—Kinoe<br>52,00 3,801<br>48,01 10,00 5,52<br>1 dk | **M Sand Carrier** | Akasaka<br>Oil<br>900bhp (662kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>10,25kn | |
| **TONG CHUAN**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570103/TOCH | T.Mk<br>**7 511**<br>3 739<br>12 485<br>**10 744**<br>6 542<br>15 454 | ZC<br>✠Classed LR until 22/11/74 | **1974**-7 R.O. Brodogradiliste "3 Maj"—Rijeka (565)<br>157,10 (BB) 21,65 —/9,250<br>148,00 21,60 12,45<br>F 26,0 2 dks, 3rd dk in No. 4 hold<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 14,4 22,5 27,9 24,0comb. ER 21,5 6 TwD<br>G.19 246 B.17 159 In.2 638<br>5 Ha (stl) (8,1 × 4,9) (13,5 18,3 13,5 × 7,9) ER (11,7 × 7,9)<br>14W Cr 1(5) Der 1(60) 4(8) 8(5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 416kW 1 × 160kW 400V 50Hz a.c.<br>Fuel 177,0t (d.o.) 1 351,5t (hvf) 18kn | 6RND76 |
| **TONG GON AE GUK HO**<br>ex Ae Guk-77<br>**Korea Daehung Shipping Co.**<br>Nampo North Korea | **5 378**<br>3 673<br>11 525 | (NK) | **1976** Imai Zosen—Kochi (350)<br>117,48 7,640<br>109,99 17,99 9,50<br>P 21,4 F 10,1 2 dks | **M General Cargo**<br>4 Ho ER<br>G.12 149 B.11 118<br>4 Ha (7,3 12,8 12,8 12,8 × 9,0) ER<br>Der 1(30) 4(10) | Hanshin<br>Oil 4SA 6Cy. 540 × 850<br>5 300bhp (3 898kW)<br>The Hanshin Diesel Works Ltd. Japan<br>13,5kn | 6LUS54 |
| **TONG HAE HO**<br>ex Tohkai-Go-81<br>**Korea Daehung Shipping Co.**<br>North Korea | **2 739**<br>1 630<br>4 823 | (NK) | **1972** Nishi Zosen K.K.—Imabari (135)<br>94,01 15,04 6,249<br>87,00 15,02 7,50<br>P 18,0 F 8,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 918 B.5 573<br>2 Ha (stl) (18,2 32,1 × 7,4) ER<br>Der 1(30) 1(15) 1(5) | Akasaka<br>Oil 4SA 6Cy. 510 × 840<br>3 600bhp (2 648kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 65kW 445V a.c.<br>Fuel 372,0t-9,5pd 12,5kn | |
| **TONG HAI**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570502/TOHA | **16 473**<br>8 259<br>25 667 | ZC | **1981** Hudong Shipyard—Shanghai<br>184,72 (BB) 10,091<br>172,20 23,20 14,20<br>F 13,5 1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil<br>12 000bhp (8 827kW)<br>Hudong Shipyard Shanghai<br>15,5kn | |
| **TONG HAI TUO 3**<br>ex Yan Jiu 3-90<br>**Tonghai Shipping Co. Ltd.**<br>Shekou China | **272**<br>—<br>— | | **1976** Dalian Shipyard—Dalian/Dairen<br>37,25 - 3,300<br>34,60 8,60 4,45<br>1 dk | **M Tug**<br>Salvage | Skoda<br>Oil 4SA 9Cy. 350 × 500<br>Skoda Praha<br>Gen 2 × 75kW 400V a.c.<br>9kn | 9L350IIPS |
| **TONG HAI TUO 5**<br>ex Yan Jiu 5-90<br>**Tonghai Shipping Co. Ltd.**<br>Shekou China | **190**<br>—<br>— | | **1975** Shanghai Shipyard—Shanghai<br>29,50 - 2,800<br>27,00 8,00 3,80<br>1 dk | **M Tug**<br>Salvage | Skoda<br>Oil 4SA 6Cy. 350 × 500<br>Skoda Praha<br>Gen 2 × 48kW 220V a.c.<br>11kn | 6L350IIPN |
| **TONG HAI TUO 6**<br>ex Yan Jiu 6-90<br>**Tonghai Shipping Co. Ltd.**<br>Shekou China | **190**<br>—<br>— | | **1976** Shanghai Shipyard—Shanghai<br>29,50 - 2,800<br>27,00 8,00 3,80<br>1 dk | **M Tug**<br>Salvage | Skoda<br>Oil 4SA 6Cy. 350 × 500<br>Skoda Praha<br>Gen 2 × 48kW 220V a.c.<br>11kn | 6L350IIPN |
| **TONG HAI TUO 401**<br>ex Yan Jiu 401-72<br>**Tonghai Shipping Co. Ltd.**<br>Shekou China | **128**<br>—<br>— | | **1972** Hudong Shipyard—Shanghai<br>27,00 - 2,300<br>24,50 6,80 3,20<br>1 dk | **M Tug** | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 30kW 115V a.c.<br>10kn | 6NVD36A-1U |
| **TONG HAI 601**<br>ex Yan Jiu 601-90<br>**Hainan Tonghai Joint Enterprises Co. Ltd.**<br>Haikou China | **402**<br>198<br>400 | | **1976** Guangzhou Shipyard—Guangzhou/Canton<br>49,80 - 3,230<br>44,00 8,20 4,10<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.702 B.640<br>2 Ha (stl) (each 7,4 × 4,1) ER<br>Der 2(1,5) | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 370<br>294kW (400bhp)<br>Guangzhou Diesel Engine Factory Guangzhou/Canton<br>Gen 2 × 48kW 220V a.c.<br>9kn | 6300 |
| **TONG HAI 602**<br>ex Yan Jiu 602-90<br>**Tonghai Shipping Co. Ltd.**<br>Shekou China | **402**<br>198<br>400 | | **1976** Guangzhou Shipyard—Guangzhou/Canton<br>49,80 - 3,230<br>44,00 8,20 4,10<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.702 B.640<br>2 Ha (stl) (each 7,4 × 4,1) ER<br>2W Der 2(1,5) | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 370<br>294kW (400bhp)<br>Guangzhou Diesel Engine Factory Guangzhou/Canton<br>Gen 2 × 48kW 200V a.c.<br>9kn | 6300 |
| **TONG HE**<br>ex Queen Lucia-87 ex Phaethon-87<br>ex Sea Osprey-85 ex Josefa-82<br>ex Trajan-76<br>**Shanghai Jin Jiang Shipping Corp. Ltd.**<br>Shanghai China | T.Mk<br>**6 766**<br>4 496<br>—<br>**9 682**<br>6 934<br>16 270 | ZC (GL) (NV) | **1971** A.G. "Weser" Werk Seebeck—Bremerhaven (951)<br>149,80 (BB) 21,06 —/9,273<br>139,25 21,00 12,25<br>F 15,0 2 dks<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 18,2 18,2 17,6 24,9 18,9 ER<br>G.22 304 B.20 401<br>TEU 245<br>C.Ho 185/20'(40') C.Dk 60/20'(40')<br>5 Ha (stl) (12,5 × 7,7) (12,7 12,7 17,2 12,7 × 10,3) ER<br>12W Der 1(50) 12(10) | MAN<br>Vee Oil 4SA 16Cy. 400 × 540 sr geared to sc. shaft<br>8 690bhp (6 392kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 495kW 1 × 150kW 440V 60Hz a.c.<br>Fuel 1 190,0t (hvf)-30,5pd 16,5kn | V16V40/54 |
| **TONG HONG No. 2**<br>**Tong Hong Fishery Co. Ltd.**<br>Kaohsiung China* | **377**<br>258<br>275 | | **1969** Korea SB. & Eng. Corp.—Pusan<br>43,59 7,52 2,896<br>38,61 7,50 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 5,9 7,5 10,2 ER<br>4 Ha (1,0 1,0 × 1,0) (1,5 1,5 × 1,5) ER<br>4W Der 4(1) | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 80kW 230V 60Hz a.c.<br>11,5kn | |
| **TONG HONG No. 3**<br>**Tong Hong Fishery Co. Ltd.**<br>Kaohsiung China* | **582**<br>393<br>— | | **1975** Chou Mao S.B. Co. Ltd.—Kaohsiung<br>46,59 8,01 3,201<br>40,64 3,46<br>P 28,7 2 dks | **M Fishing**<br>4 Ho 4,3 3,8 7,5 10,8 ER<br>In.379<br>6 Ha (1,0 1,0 1,3 1,3 × 1,0) (1,6 × 1,6) (0,9 × 1,0) ER | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 176kW 1 × 144kW 220V a.c.<br>11kn | 6L28X |

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|---|---|---|---|---|---|---|
| **5074355**<br>*BWBZ*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TONG HU**<br>ex Gu Lang Yu-84 ex Ming Yi-79<br>ex Ciudad de Buenos Aires-79<br>**Guangdong Province, Hong Kong & Macau Navigation Co.**<br>Guangzhou/Canton China | **6 476**<br>3 239<br>1 036 | ZC (AB)<br>✠Classed LR until 19/12/75 | **1964**-10 Soc. Espanola de Const. Nav.—Cadiz (98)<br>130,29 17,05 3,660<br>119,70 17,00 5,54<br>B & F 117,4 1 dk, 2nd dk except in mchy. space<br>RW rf 102 | **TM Passenger/General Cargo**<br>Ref 576bth P<br>Side doors<br>3 Ho 15,8 15,5 ER 13,1<br>G.991<br>1 Ha (stl) (1,8 × 2,9) | B&W<br>2 Oil 2SA each 10Cy. 4<br>7 800bhp (5 737kW)<br>Soc. Espanola de Const<br>Gen 4 × 240kW 400V 5<br>Fuel 214,5t (d.o.) |
| **7016773**<br>*9V3106*<br>382814<br>Rdr | **TONG HUAT**<br>ex Shinbishi-83 ex Shinryo Maru<br>**Eastern Carriers Pte. Ltd.**<br>Singapore Singapore | **249**<br>73<br>524 | (NK) | **1969** Shimoda Dockyard Co. Ltd.—Shimoda (174)<br>30,20 8,54 3,464<br>26,50 8,50 3,90<br>F 11,9 1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 8Cy. 30<br>Daihatsu Kogyo<br>Gen 2 × 120kW 225V a<br>Fuel 93,5t-8,0pd |
| **5041140**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **TONG JIANG**<br>ex Tai Xing-89 ex Beniowski-71<br>Launched as Argo Altis<br>**Shanghai Jin Jiang Shipping Corp. Ltd.**<br>Shanghai China | **7 298**<br>3 982<br>12 593<br>**10 442**<br>6 143<br>14 935 | ZC (PR)<br>✠Classed LR until 4/63 | **1960**-1 N.V. Koninklijke Maats. "De Schelde" —Vlissingen (296)<br>157,40 20,07 8,383/9,340<br>142,68 20,00 12,50<br>F 10,7 1 dk & S dk<br>rf nil | **M General Cargo** OSD/CSD<br>5 Ho 19,7 18,0 14,1 10,9DTp&s ER 26,0 23,5<br>G.22 230 B.19 893<br>5 Ha (10,5 12,8 12,8 × 7,4) ER (12,8 10,5 × 7,4)<br>12W Der 1(30) 1(20) 12(5) | Sulzer<br>Oil 2SA 6Cy. 760 × 15<br>7 800bhp (5 737kW)<br>N.V. Koninklijke Maats.<br>Gen 4 × 180kW 230V<br>Fuel 1 633,0t (hvf) |
| **7333729**<br>*HQEK8*<br>L-1722813<br>Esd Rdr Rt | **TONG LEONG**<br>ex Nusa Abadi ex Jaramac 35-84<br>ex Eileen B. Ingram-72<br>**Eastern Navigation Pte. Ltd.**<br>San Lorenzo Honduras | **123**<br>83<br>— | AB KI | **1967** Main Iron Works Inc.—Houma, La (187)<br>26,06 8,23 2,590<br>24,87 3,66<br>1 dk<br>BK 51 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 8Cy<br>reduction geared to<br>Caterpillar Tractor Co.<br>Gen 2 × 30kW<br>Fuel (d.o.) |
| **7603356**<br>*9V3007*<br>382513<br>Esd Rdr Rt | **TONG LIAN**<br>ex Shinnihon Maru No. 2-82<br>**Eastern Navigation Pte. Ltd.**<br>Singapore Singapore | **252**<br>73<br>264 | NK | **1976** K.K. Usuki Tekkosho—Usuki (951)<br>35,59 8,51 3,226<br>32,52 8,49 3,61<br>P 1,0 F 9,2 1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 24<br>Yanmar Diesel Engine C |
| **6825361**<br>*BVET*<br>G5-0479<br>Df Esd Pfd | **TONG NAN No. 11**<br>**Tong Nan Hwa Fishing Enterprises Co. Ltd.**<br>Kaohsiung China* | **192**<br>100<br>91 | | **1968** Chou Mao S.B. Co. Ltd.—Kaohsiung<br>33,13 6,23 2,363<br>28,86 6,20 2,77<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 40<br>500bhp (368kW)<br>Hanshin Nainenki Kogyo |
| **7213814**<br>*BVEH*<br><br>Gc Rdr | **TONG PAO No. 11**<br>**Tong Pao Marine Products Co. Ltd.**<br>Kaohsiung China* | **211**<br>127<br>— | | **1971** Chung Yi S.B. Corp.—Kaohsiung<br>33,91 6,38 2,388<br>29,62 6,35 2,80<br>P 11,6 F 4,9 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 5,7 4,1 7,2 ER<br>4 Ha (0,9 0,9 × 0,9) (1,1 1,1 × 1,1) ER | Alpha<br>Oil 2SA 5Cy. 260 × 40<br>550bhp (405kW)<br>Taiwan Mach. Mfg. Corp<br>Gen 1 × 64kW 1 × 4 |
| **7506792**<br>*9MAE3*<br>325932<br>Esd Gc Rdr Rt | **TONG SENG 8**<br>ex Shapadu Salveda-88 ex Salveda-84<br>ex Asiatic Harmony-82<br>**Mee Lee Shipping Sendirian Berhad**<br>Kuching Malaysia | **124**<br>31<br>— | AB | **1974** Sea Services (Pte.) Ltd.—Singapore (Y39)<br>2,667<br>22,92 7,21 3,38<br>1 dk<br>rf nil | **TM Tug** | Caterpillar<br>2 Oil 4SA each 6Cy. 13<br>geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 30kW a.c. |
| **7653698**<br>*HP5717*<br>19926-PEXT<br>Rdr Rt | **TONG SERN**<br>ex Kasuga Maru No. 10-90<br>ex Nitto Maru No. 2-80<br>**Tonsen Navigation S.A.**<br>Panama Panama | **198**<br>105<br>550 | | **1969** K.K. Kakimoto Zosensho—Hinase (189)<br>45,01 3,350<br>40,01 7,51 5,41<br>1 dk | **M General Cargo** | Oil<br>550bhp (405kW)<br>Sumiyoshi Tekkosho |
| **8025551**<br>*BONC*<br><br>Df Esd Gc<br>Pfd Rdr RTv | **TONG SHAN HAI**<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China<br>SatCom: 1570506/TOHA | *20 582*<br>*12 853*<br>34 991<br>T/cm<br>41,6 | ZC (BV) | **1983** Tohoku Zosen—Shiogama (200)<br>176,00 (BB) 28,25 11,331<br>165,00 28,20 15,60<br>P 28,7 B 12,8 F 11,6 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.47 472 B.40 770<br>5 Ha (stl) (14,1 × 11,1) (19,2 19,2 19,2 19,2 × 14,4) ER<br>Cr 4(25) | B&W<br>Oil 2SA 7Cy. 550 × 13<br>10 500bhp (7 723kW)<br>Mitsui Eng. & SB. Co. Lt |
| **7220087**<br>*BVYW*<br><br>Df Esd Rdr Rt | **TONG SHENG No. 11**<br>**Tong Chou Fishery Co. Ltd.**<br>Kaohsiung China* | **204**<br>100<br>— | | **1970** Hsin Kao S.B. Corp.—Kaohsiung<br>37,62 6,35 2,363<br>29,70 6,33 2,75<br>P 17,7 F 5,5 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 5,7 4,6 7,2 ER<br>4 Ha (0,9 0,9 1,2 1,2 × 1,2) ER | Alpha<br>Oil 2SA 5Cy. 260 × 40<br>550bhp (405kW)<br>Taiwan Mach. Mfg. Corp<br>Gen 1 × 64kW a.c. 1 |
| **7642443**<br>*9V2903*<br>381811<br>Esd Rdr | **TONG SIONG**<br>ex Nego Duke-80 ex William B.-76<br>ex Sanpuku Maru No. 1-71<br>**Eastern Towage Pte. Ltd.**<br>Singapore Singapore | **203**<br>58<br>— | NK (BV) | **1966** Sanyo Zosen K.K.—Mukaishima<br>29,49 3,001<br>26,70 7,50 3,81<br>P 3,4 F 3,7 1 dk | **TM Tug**<br>Salvage | Nippon Hatsudoki<br>2 Oil 4SA each 6Cy. 32<br>Nippon Hatsudoki<br>Gen 2 × 16kW<br>Fuel 91,5t |
| **7930606**<br>*D7PI*<br>BSR-806083<br>Rdr Rt | **TONG UN No. 301**<br>**Korea Express Shipping Co. Ltd.**<br>Busan South Korea | **276**<br>113<br>400 | KR | **1980** Dong Hae SB. Co. Ltd.—Ulsan (7923)<br>43,21 7,83 2,691<br>38,00 7,80 3,13<br>P 11,9 F 6,4 1 dk | **M General Cargo**<br>1 Ho ER<br>G.446 B.405<br>1 Ha (16,9 × 3,9) ER<br>Der 3(2) | Matsui<br>Oil 4SA 6Cy. 160 × 20<br>500bhp (368kW)<br>Matsui Iron Works Co. L<br>Gen 2 × 14kW 220V a. |
| **7930618**<br>*D7TF*<br>BSR-806091<br>Rdr Rt | **TONG UN No. 302**<br>**Korea Express Shipping Co. Ltd.**<br>Busan South Korea | **276**<br>113<br>400 | KR | **1980** Dong Hae SB. Co. Ltd.—Ulsan (7924)<br>43,21 7,83 2,694<br>38,00 7,80 3,10<br>P 11,9 F 6,4 1 dk | **M General Cargo**<br>1 Ho ER<br>G.446 B.405<br>1 Ha (16,9 × 3,9) ER | Matsui<br>Oil 4SA 6Cy. 160 × 20<br>500bhp (368kW)<br>Matsui Iron Works Co. L<br>Gen 2 × 14kW 220V a. |
| **7930620**<br>*D7TN*<br>BSR-806182<br>Rdr Rt | **TONG UN No. 303**<br>**Korea Express Shipping Co. Ltd.**<br>Busan South Korea | **276**<br>113<br>400 | KR | **1980** Dong Hae SB. Co. Ltd.—Ulsan (7925)<br>43,21 7,83 2,690<br>38,00 7,80 3,10<br>P 11,9 F 6,4 1 dk | **M General Cargo**<br>G.446 B.405<br>1 Ha (16,9 × 3,9) ER<br>Der 3(2) | Matsui<br>Oil 4SA 6Cy. 160 × 20<br>500bhp (368kW)<br>Matsui Iron Works Co. L<br>Gen 2 × 14kW 220V a. |
| **7930632**<br>*D7TM*<br>BSR-806076<br>Rdr Rt | **TONG UN No. 305**<br>**Korea Express Shipping Co. Ltd.**<br>Busan South Korea | **276**<br>113<br>400 | KR | **1980** Dong Hae SB. Co. Ltd.—Ulsan (7926)<br>43,21 7,83 2,691<br>38,00 7,80 3,10<br>P 11,9 F 6,4 1 dk | **M General Cargo**<br>G.446 B.405<br>1 Ha (16,9 × 3,9) ER<br>Der 3(2) | Matsui<br>Oil 4SA 6Cy. 160 × 20<br>500bhp (368kW)<br>Matsui Iron Works Co. L<br>Gen 2 × 14kW 220V a. |
| **7930644**<br>*D7TU*<br>BSR-806267<br>Rdr Rt | **TONG UN No. 306**<br>**Korea Express Shipping Co. Ltd.**<br>Busan South Korea | **276**<br>113<br>400 | KR | **1980** Dong Hae SB. Co. Ltd.—Ulsan (7927)<br>43,21 7,83 2,691<br>38,00 7,80 3,10<br>P 11,9 F 6,4 1 dk | **M General Cargo**<br>G.446 B.405<br>1 Ha (16,9 × 3,9) ER<br>Der 3(2) | Matsui<br>Oil 4SA 6Cy. 160 × 20<br>500bhp (368kW)<br>Matsui Iron Works Co. L<br>Gen 2 × 14kW 220V a. |
| **8510661**<br>*D7OT*<br>BSR-855681<br>Rdr Rt | **TONG UN No. 307**<br>**Korea Express Shipping Co. Ltd.**<br>Busan South Korea | **159**<br>137<br>327 | KR | **1985** Shin-A Shipbuilding Co. Ltd.—Chungmu (282)<br>37,22 7,50 2,899<br>34,02 3,31<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.463 B.406<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 40<br>500bhp (368kW)<br>Ssang Yong Heavy Indus<br>Gen 1 × 20kW 225V a. |

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| **TONG UN No. 308**<br>**Korea Express Shipping Co. Ltd.**<br>Busan South Korea | **159**<br>—<br>341 | KR | **1985** Pohang SB. Co. Ltd.—Pohang<br>37,22 7,55 2,899<br>34,02 7,51 3,31<br>P 9,8 F 5,5 1 dk | **M General Cargo** | Oil 4SA 6Cy. 260 × 400<br>670bhp (493kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 1 × 20kW 225V a.c.<br>9,75kn |
| **TONG UN No. 500**<br>**Korea Express Shipping Co. Ltd.**<br>Busan South Korea | **837**<br>557<br>619 | KR | **1975** Dae Sun SB. & Eng. Co. Ltd.—Busan<br>57,54 4,288<br>51,01 10,98 4,88<br>P 13,8 F 9,2 1 dk | **M General Cargo**<br>B.1 490<br>2 Ha (7,1 × 6,0) (21,5 × 8,3) ER<br>Der 4(5) | Makita KNLH625<br>Oil 4SA 6Cy. 250 × 420<br>1 000bhp (736kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 48kW 220V a.c.<br>12kn |
| **TONG UN No. 501**<br>**Korea Express Shipping Co. Ltd.**<br>Busan South Korea | **325**<br>—<br>579 | KR | **1990** Kwang Yang SB. & Eng. Co. Ltd.—Chang Hang<br>50,90 (BB) - 3,010<br>45,50 9,10 3,60<br>P 13,2 B 3,8 F 8,1 1 dk | **M General Cargo**<br>1 Ho ER<br>B.835<br>1 Ha (stl) ER | Niigata 6NSD-M<br>Oil 2SA 6Cy. 160 × 210 with clutches & reverse reduction geared to sc. shaft<br>478kW (650bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>11,5kn |
| **TONG UN No. 502**<br>**Korea Express Shipping Co. Ltd.**<br>Busan South Korea | **325**<br>—<br>579 | KR | **1990** Kwang Yang SB. & Eng. Co. Ltd.—Chang Hang<br>50,90 (BB) - 3,010<br>45,50 9,10 3,60<br>P 13,2 B 3,8 F 8,1 1 dk | **M General Cargo**<br>1 Ho ER<br>B.835<br>1 Ha (stl) ER | Niigata 6NSD-M<br>Oil 2SA 6Cy. 160 × 210 with clutches & reverse reduction geared to sc. shaft<br>478kW (650bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>11,5kn |
| **TONG WHA No. 71**<br>ex Tenyu Maru No. 28-71<br>ex Sumi Maru No. 7-69<br>**Tong Wha Co. Ltd.**<br>Busan South Korea | **221**<br>115<br>— | (KR) | **1963** Uchida Zosen—Ise (589)<br>*37,80* 7,45 2,947<br>37,50 7,40 3,46<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 50kW 230V a.c.<br>11,25kn |
| **TONG YEE**<br>ex Fidelity Trust-89<br>ex Industrial Trader-88 ex Lapis-84<br>ex Topaz-82 ex Chios Pilot-80<br>ex Argo Clyde-79 ex Silverclyde-79<br>ex Baknes-74<br>**Tong Yee Marine Co. S.A.**<br>Hung Muo Shipping Agency Co. Ltd.<br>Panama Panama | **11 523**<br>8 090<br>21 546<br>T/cm<br>31,3 | NK<br>✠Classed LR until 5/11/88 | **1970**-2 Scotts' SB. Co. (1969) Ltd.—Greenock (1175)<br>158,49 (BB) 22,86 9,538<br>151,05 22,83 12,80<br>P 32,3 F 12,4 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>Str. ore cargoes<br>6 Ho 17,6 19,2 19,2 19,5 18,5 17,9 ER<br>G.26 033 B.25 684<br>6 Ha (stl) (11,8 × 10,3) (13,4 13,4 12,5 13,4 12,2 × 11,5) ER<br>6W Der 6(12) | B&W<br>2 Oil 4SA each 8Cy. 450 × 540 sr geared to sc. shaft<br>6 472kW (8 799bhp)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 440kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 298,5t (hvf) 14,75kn |
| **TONG ZHOU**<br>ex Messaria-87 ex Africa Palm-84<br>ex Santa Barbara Pacific-83<br>ex Africa Palm-83 ex Joruna-74<br>**Shanghai Jin Jiang Shipping Corp. Ltd.**<br>Shanghai China | T.Mk<br>**5 521**<br>2 285<br>10 099<br><br>**7 755**<br>3 966<br>13 845 | ZC (NV)<br>Classed LR until 31/12/87 | **1972** VEB Warnowwerft Warnemuende —Warnemuende (376)<br>152,75 (BB) 20,38 7,589/9,399<br>140,70 20,30 11,90<br>P 50,0 F 29,0 2 dks<br>rf 102 DK | **M General Cargo**<br>4 Ho 21,6 9,6DT 11,4DTp&s 31,6 32,8 ER 22,2 9,8DTp&s 7,2DT<br>G.19 250 B.17 538 L.1 907<br>TEU 400<br>6 Ha (stl) (12,3 × 8,4) (21,2p&s 19,7p&s × 7,8) ER (13,8 × 10,9)<br>15W Der 1(80) 2(22) 1(8) 6(5) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 452kW 380V 50Hz a.c.<br>Fuel 330,0t (d.o.) 1 151,5t (hvf)-42,5pd 18,5kn |
| **TONG ZHOU**<br>**Nantong Hi-Speed Passenger Ship Co.**<br>Nantong China | **447**<br>134<br>48 | ZC | **1990** Austal Ships Pty. Ltd.—Henderson, W.A. (8)<br>38,00 1,270<br>32,40 11,50 3,60 | **Aluminium Alloy TM Ferry**<br>Twin Hull 430dk P | M.T.U. 16V396TE74<br>2 Vee Oil 4SA each 16Cy. 165 × 185 geared to sc. shafts<br>2 940kW (3 997bhp)<br>M.T.U. Friedrichshafen West Germany<br>Gen 2 × 83kW 380V a.c.<br>2 Water jet propulsion units<br>30kn |
| **TONG-SEANG**<br>ex Oentjeng III-55 ex Succes<br>ex Matu Matu<br>**The Kie Thay**<br>Jakarta Indonesia | **415**<br>223<br>— | | **1932** Osaka Tekkosho—Osaka<br>*44,23* 8,03<br>... ... ...<br>1 dk<br>R | **M General Cargo** | Oil 4SA 6Cy. 360 × 490<br>Yokohama Dock Co. Ltd. Yokohama |
| **TONG-UN 1001**<br>**Government of The Republic of South Korea**<br>Hanjin Shipping Co. Ltd.<br>Busan South Korea | **145**<br>—<br>203 | | **1968** Sodeno Zosensho—Nagoya (202)<br>7,32 2,185<br>28,00 7,29 2,60<br>1 dk<br>RW | **M General Cargo Barge**<br>Mchy.aft | Usuki<br>Oil 4SA 5Cy. 240 × 370<br>210bhp (154kW)<br>Usuki Tekkosho Usuki |
| **TONG-UN 1002**<br>**Government of The Republic of South Korea**<br>Hanjin Shipping Co. Ltd.<br>Busan South Korea | **145**<br>—<br>203 | | **1968** Sodeno Zosensho—Nagoya (203)<br>7,32 2,185<br>28,00 7,29 2,60<br>1 dk<br>RW | **M General Cargo Barge**<br>Mchy.aft | Usuki<br>Oil 4SA 5Cy. 240 × 370<br>210bhp (154kW)<br>Usuki Tekkosho Usuki |
| **TONG-UN 1003**<br>**Government of The Republic of South Korea**<br>Hanjin Shipping Co. Ltd.<br>Busan South Korea | **145**<br>—<br>203 | | **1968** Sodeno Zosensho—Nagoya (204)<br>7,32 2,185<br>28,00 7,29 2,60<br>1 dk<br>RW | **M General Cargo Barge**<br>Mchy.aft | Usuki<br>Oil 4SA 5Cy. 240 × 370<br>210bhp (154kW)<br>Usuki Tekkosho Usuki |
| **TONG-UN 1006**<br>**Government of The Republic of South Korea**<br>Hanjin Shipping Co. Ltd.<br>Busan South Korea | **145**<br>—<br>203 | | **1968** Sodeno Zosensho—Nagoya (206)<br>7,32 2,185<br>28,00 7,29 2,60<br>1 dk<br>RW | **M General Cargo Barge**<br>Mchy.aft | Usuki<br>Oil 4SA 5Cy. 240 × 370<br>210bhp (154kW)<br>Usuki Tekkosho Usuki |
| **TONG-UN 1007**<br>**Government of The Republic of South Korea**<br>Hanjin Shipping Co. Ltd.<br>Busan South Korea | **145**<br>—<br>203 | | **1968** Sodeno Zosensho—Nagoya (207)<br>7,32 2,185<br>28,00 7,29 2,60<br>1 dk<br>RW | **M General Cargo Barge**<br>Mchy.aft | Usuki<br>Oil 4SA 5Cy. 240 × 370<br>210bhp (154kW)<br>Usuki Tekkosho Usuki |
| **TONG-UN 1008**<br>**Government of The Republic of South Korea**<br>Hanjin Shipping Co. Ltd.<br>Busan South Korea | **145**<br>—<br>203 | | **1968** Sodeno Zosensho—Nagoya (208)<br>7,32 2,185<br>28,00 7,29 2,60<br>1 dk<br>RW | **M General Cargo Barge**<br>Mchy.aft | Usuki<br>Oil 4SA 5Cy. 240 × 370<br>210bhp (154kW)<br>Usuki Tekkosho Usuki |
| **TONG-UN 1009**<br>**Government of The Republic of South Korea**<br>Hanjin Shipping Co. Ltd.<br>Busan South Korea | **145**<br>—<br>203 | | **1968** Sodeno Zosensho—Nagoya (209)<br>7,32 2,185<br>28,00 7,29 2,60<br>1 dk<br>RW | **M General Cargo Barge**<br>Mchy.aft | Usuki<br>Oil 4SA 5Cy. 240 × 370<br>210bhp (154kW)<br>Usuki Tekkosho Usuki |
| **TONG-UN 1010**<br>**Government of The Republic of South Korea**<br>Hanjin Shipping Co. Ltd.<br>Busan South Korea | **145**<br>—<br>203 | | **1968** Sodeno Zosensho—Nagoya (210)<br>7,32 2,185<br>28,00 7,29 2,60<br>1 dk<br>RW | **M General Cargo Barge**<br>Mchy.aft | Usuki<br>Oil 4SA 5Cy. 240 × 370<br>210bhp (154kW)<br>Usuki Tekkosho Usuki |

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| 6829018 | **TONG-UN 1011**<br>**Government of The Republic of South Korea**<br>Hanjin Shipping Co. Ltd.<br>Busan South Korea | **145**<br>—<br>203 | | **1968** Sodeno Zosensho—Nagoya (211)<br>7,32 2,185<br>28,00 7,29 2,60<br>1 dk<br>RW | **M General Cargo Barge**<br>Mchy.aft | Usuki<br>Oil 4SA 5Cy. 240 × 370<br>210bhp (154kW)<br>Usuki Tekkosho |
| 6827785 | **TONG-UN 1012**<br>**Government of The Republic of South Korea**<br>Hanjin Shipping Co. Ltd.<br>Busan South Korea | **145**<br>—<br>203 | | **1968** Sodeno Zosensho—Nagoya (212)<br>7,32 2,185<br>28,00 7,29 2,60<br>1 dk<br>RW | **M General Cargo Barge**<br>Mchy.aft | Usuki<br>Oil 4SA 5Cy. 240 × 370<br>210bhp (154kW)<br>Usuki Tekkosho |
| 6827797 | **TONG-UN 1013**<br>**Government of The Republic of South Korea**<br>Hanjin Shipping Co. Ltd.<br>Busan South Korea | **145**<br>—<br>203 | | **1968** Sodeno Zosensho—Nagoya (213)<br>7,32 2,185<br>28,00 7,29 2,60<br>1 dk<br>RW | **M General Cargo Barge**<br>Mchy.aft | Usuki<br>Oil 4SA 5Cy. 240 × 370<br>210bhp (154kW)<br>Usuki Tekkosho |
| 6827802 | **TONG-UN 1014**<br>**Government of The Republic of South Korea**<br>Hanjin Shipping Co. Ltd.<br>Busan South Korea | **145**<br>—<br>203 | | **1968** Sodeno Zosensho—Nagoya (214)<br>7,32 2,185<br>28,00 7,29 2,60<br>1 dk<br>RW | **M General Cargo Barge**<br>Mchy.aft | Usuki<br>Oil 4SA 5Cy. 240 × 370<br>210bhp (154kW)<br>Usuki Tekkosho |
| 7398640 | **TONGATSARA**<br>**Total Ocean Indien**<br>Majunga Madagascar | **100**<br>39<br>183 | (BV) | **1973** D.C.A.N. Direction des Constr. & Armes-Navales—Antsiranana<br>5,80 2,134<br>23,78<br>1 dk | **M Tanker**<br>Mchy.aft | Baudouin<br>Oil 4SA 4Cy. 150 × 150<br>142bhp (104kW)<br>Soc. des Moteurs Baudouin<br>Fuel (d.o.) |
| 7036125<br>*YCQR*<br>Rt | **TONGKOL**<br>ex Ferry Brug-80<br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Darat Ministry of Land Communications)**<br>Jakarta Indonesia | **259**<br>122<br>110 | KI | **1970** Matsuura Tekko Zosen—Higashino (206)<br>40,90 8,92 2,172<br>36,00 8,89 3,00<br>1 dk | **TM Ferry**<br>350dk P | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd.<br>4 propellers aft, 2 fwd |
| 7028116<br>*3EQO8*<br>20575-HK<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER | **TONGSHUN**<br>ex Lad Y-91 ex Southern Lady-87<br>ex Benefactor-82<br>Launched as Ion<br>**Tongshun Shipping (Panama) Inc.**<br>Panama Panama | T.Mk<br>**7 267**<br>4 251<br>—<br>**10 979**<br>6 604<br>17 029 | **✠100A1** SS 11/90<br>**✠LMC**<br>EL C† 2⅜″U2<br>FN 5228 | **1971**-1 Doxford & Sunderland Ltd.—Pallion Shpyd, Sunderland (894)<br>164,45 (BB) 21,39 —/9,668<br>152,41 21,34 12,96<br>P 8,9 F 15,3 2 dks<br>RW rf 152 DK fwd | **M General Cargo**<br>6 Ho 19,8 15,0 9,1 9,1 24,3 22,8<br>G.24 186 B.22 090<br>TEU 136 C.136/20'<br>5 Ha (stl) (10,9 × 6,1) (13,7 13,7 13,7 × 8,3) ER (13,7 × 8,3)<br>16W Der 1(50) 1(25) 16(10) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>8 238kW (11 200bhp)<br>G. Clark & N.E.M. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 1 615,5t (hvf) |
| 5427693<br>UK 19<br>Df Esd Rt | **TONIJN**<br>ex Marja Netty-89<br>ex Johanna Cornelia-69<br>**Pesquera Santa Lucia S.A.**<br>Valparaiso Chile | **151**<br>62<br>— | | **1963** Bijker's Aanneming's Bedrijf "Ijssel" Werf—Gorinchem (170)<br>34,37 6,61<br>6,51 3,28<br>len 73 | **M Fishing**<br>Side Trawler Beam-trawl<br>Mchy.aft | Deutz<br>Oil<br>960bhp (706kW) NE 73<br>.............. |
| 7302677<br>*HP4784*<br>17660-88B<br>Df Esd Gc<br>Pfd Rdr RTv | **TONINA**<br>ex Nagasaki-88 ex Wakaba Maru-87<br>**Lejano Oriente Panama S.A.**<br>Dong Sung Industrial Co. Ltd.<br>Panama Panama<br>SatCom: 1333216/TONI | **499**<br>266<br>652 | KR | **1973** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (710)<br>55,40 11,03 4,446<br>49,51 11,00 6,86<br>2 dks | **M Mother Ship**<br>Refrigerated Cargo | Niigata<br>Oil 4SA 8Cy. 310 × 380<br>2 600bhp (1 912kW)<br>Niigata Eng. Co. Ltd. |
| 8821565<br>*3ENB7*<br>18536-89<br>Df Esd Gc<br>Rdr Rt | **TONINA III**<br>**Lejano Oriente Panama S.A.**<br>Dongwon Industries Co. Ltd.<br>Panama Panama | *617*<br>*256*<br>428 | KR | **1989** Dae Sun SB. & Eng. Co. Ltd.—Busan (353)<br>56,07 (BB) 8,82 3,733<br>49,60 8,80 3,84 | **M Fishing**<br>Side-fishing Tuna Long-line<br>G.662 B.555 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with flexib<br>reduction geared to sc. shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Lt |
| 9001423<br>*3ENC7*<br>18537-89<br>Df Esd Gc<br>Rdr RTv | **TONINA V**<br>**Lejano Oriente Panama S.A.**<br>Dongwon Industries Co. Ltd.<br>Panama Panama<br>SatCom: 1335274/TONI | *617*<br>*256*<br>428 | KR | **1989** Dae Sun SB. & Eng. Co. Ltd.—Busan<br>56,07 (BB) 8,82 3,733<br>49,60 8,80 3,84 | **M Fishing**<br>Side-fishing Tuna Long-line<br>G.662 B.555 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with flexib<br>reduction geared to sc. shaft<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Lt |
| 6906000<br>*CSXB*<br>V-3-A<br>Df Esd Rdr<br>Rt | **TONITA** | **365**<br>218<br>380 | (RP)<br>✠Classed LR until 3/72 | **1969**-3 Est. Nav. de Viana do Castelo—Viana do Castelo (79)<br>38,03 8,84 4,201<br>33,28 8,75 4,40<br>RAD 7,1 F 14,1 1 dk<br>rf 432 BK 152 | **M Fishing**<br>Side-fishing | MAN<br>Oil 4SA 8Cy. 220 × 300 reverse red<br>to sc. shaft<br>960bhp (706kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 216kW 400V 50Hz a.c. |
| 5364669<br>*HQRA7*<br>Df Esd Rdr<br>Rt | **TONJA**<br>ex Salona-86 ex Samstein-76<br>ex Felstein I-70 ex Tonja-69<br>**O.S. Shipping S. de R.L.**<br>O. P. Svenssons Skeppsmakleri AB<br>San Lorenzo Honduras | **499**<br>331<br>864 | NV | **1957** Brodrene Lothe A/S—Haugesund (4)<br>53,68 7,83 3,912<br>49,03 7,80 4,30<br>RQD 29,9 F 6,4 1 dk<br>rf 152 | **M General Cargo**<br>G.1 133 B.1 062<br>2 Ha (11,9 13,4 × 4,9) ER<br>4W Der 4(2) | Volund<br>Oil 4SA 6Cy. 300 × 410<br>660bhp (485kW)<br>A/S Volund<br>Fuel 61,0t (d.o.)-2,5pd |
| 7827562<br>641096 | **TONJA RAE**<br>**Sahlman Seafoods Inc.**<br>Miami, Fl United States of America | **106**<br>72<br>— | | **1981** Steiner Shipyard Inc.—Bayou la Batre, Al (100)<br>22,81 3,352<br>20,12 6,71 3,41<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>1 Ho<br>1 Ha | Cummins<br>Oil 4SA 6Cy. 159 × 159 reduction<br>shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| 6806262<br>*3EWH5*<br>18081-PEXT2<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TONJE COB**<br>ex Ebony I-91 ex Nobility-87<br>ex Paludina-86 ex Urshalim-73<br>**Sealink Maritime Inc.**<br>Denholm Ship Management (U.K.) Ltd.<br>Panama Panama<br>SatCom: 1335404/TOCO | **15 252**<br>11 586<br>25 539 | **✠100A1** SS 3/86<br>oil tanker<br>**✠LMC**<br>EL G† 2⅜″U3<br>FN 6051 | **1968**-4 Verolme Dok & Schpsb.—Rozenburg (776)<br>175,01 (BB) 22,84 10,110<br>167,01 22,81 13,42<br>P 24,7 F 14,7 1 dk<br>rf nil | **M Tanker**<br>Oil Bitumen<br>SBT(LR)<br>10 Ta 10 Wing Ta ER<br>L.34 433 Asphalt 35 136 HeCls. BC<br>4 Cargo pumps total 2 000T/hr | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>Verolme Machinefabriek<br>2 WTAuxB primary 470lbf/in² (32,<br>secondary 213lbf/in² (14,7bar)<br>e(ex.g) 213lbf/in² (14,7bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 404,0t (hvf)-37,0pd |
| 8813013<br>*OUIH*<br>3230<br>Gc Pfd Rdr<br>Rt | **TONNE**<br>ex Tonne II-91<br>**Government of The Kingdom of Denmark (Statshavneadministrationen - Statens Uddybriingsmateriel)**<br>Hvide Sande Denmark | *473*<br>*141*<br>758 | BV | **1989** EOS A/S—Esbjerg (58)<br>45,00 3,201<br>44,00 10,00 3,50 | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Hopper 390 | Deutz<br>2 Oil 4SA each 10Cy. 125 × 13<br>412kW (560bhp)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 28kW 380V a.c. |
| 7607194<br>*LDVR*<br>18852<br>R-22-HA<br>Df Esd Gc<br>Pfd Rdr Rt | **TONNY**<br>ex Oyannes-79<br>**Arnold Sirevag**<br>Egersund Norway | **297**<br>110<br>— | NV | **1976** Sterkoder M/V A/S—Kristiansund N. (69)<br>41,66 9,22<br>34,96 6,41<br>F - 1 dk & S dk<br>rf 1397 BK 178 | **M Fishing** OSD<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | MAN<br>Oil 4SA 8Cy. 250 × 300<br>1 440bhp (1 059kW) NE 86<br>MAN-B&W Diesel G.m.b.H.<br>Controllable pitch propeller |

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|---|---|---|---|---|---|
| **TONO**<br>**State Fishing Corp.**<br>Takoradi Ghana | **1 296**<br>570<br>1 039 | ✠Classed LR until 13/1/88 | **1979**-8 Soc. Esercizio Cant.—Viareggio (623)<br>73,16 (BB) 12,02 5,012<br>62,79 12,01 7,93<br>2 dks<br>rf 813 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.1 221 | Deutz<br>Oil 4SA 6Cy. 370 × 400 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 440kW 1 × 64kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **TONQUIN**<br>ex Halawai ex APC 45<br>**Tonquin Fisheries Inc.**<br>Astoria, Or United States of America | **198**<br>135<br>— | | **1943** Lynch SB. Co.—San Diego, Ca<br>*29,45* 6,46<br>3,36 | **Wood M Fishing** | General Motors<br>Oil<br>500bhp (368kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **TONSINA**<br>**Connecticut National Bank**<br>Keystone Shipping Co.<br>Wilmington, De United States of America | **60 384**<br>51 490<br>124 751<br>T/cm<br>97,8 | AB | **1978** Sun SB. & Dry Dock Co.—Chester, Pa (668)<br>264,88 (BB) 41,51 16,761<br>251,47 41,46 21,85<br>1 dk<br>rf nil Bow/CM 130 Diam. 0,914 | **S Tanker**<br>IGS SBT DB<br>12 Ta ER<br>L.(oil) 137 094 HeCls. B<br>3 Cargo pumps total 10 500T/hr | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1250kW<br>Fuel 5 205,0t (o.f.)-160,0pd 17kn |
| **TONSNES**<br>**Tromso Fryseri og Kjoleanlegg A/S**<br>Tromso Norway | T.Mk<br>**329**<br>127<br>319 | NV | **1975** Storviks M/V A/S—Kristiansund N. (68)<br>51,49 9,02 4,482<br>44,86 9,00 6,51<br>F - 2 dks<br>rf 1600 BK 178 len 81 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho ER<br>In.280<br>1 Ha (2,4 × 1,9) ER | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 99kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 122,0t (d.o.)-5,0pd 12kn |
| **TONSUND**<br>ex Toni-60<br>**Waterline Shipping Ltd.**<br>Ole Hillebrand Jorgensen<br>Kingstown St. Vincent and the Grenadines | **492**<br>251<br>650 | HR<br>✠Classed LR until 1/87 | **1949**-4 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (712)<br>49,74 8,36 3,468<br>47,40 8,31 3,51<br>P 16,5 RQD 16,2 F 7,1 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.1 812 B.1 586 | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW) NE made fitted73<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 75kW 1 × 5kW 48V d.c.<br>9,5kn |
| **TONTINI PESCA QUARTO**<br>**Pesquera Roberto Bruno**<br>Roma Italy | **1 584**<br>831<br>1 219 | RI | **1970** Cant. Nav. Giuliano—Trieste (83)<br>74,99 12,53 5,004<br>65,99 12,50 8,21<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>2 Ho ER | Werkspoor<br>Oil 2SA 6Cy. 450 × 700<br>2 900bhp (2 133kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam |
| **TONTO**<br>ex Sitkin<br>**Clarence I. Jasper**<br>Juneau, Ak United States of America | **191**<br>130<br>— | | **1944** George Lawley & Son Corp.—Neponset, Ma (44)<br>7,09 2,464<br>46,33 3,48<br>1 dk<br>conv General Cargo — | **TM Research/Supply Ship**<br>Deck Cargo Geophysical | 2 Oil<br>............ |
| **TONTON JULIEN**<br>**Armement Jean Lucas et Compagnie**<br>Abidjan Cote d'Ivoire | **237**<br>81<br>— | (BV) | **1955** Ch. Nav. de la Pallice—La Rochelle-Pallice (5026)<br>36,05 7,19<br>4,04<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>In.150<br>3 Ha (each 1,3 × 1,0)<br>Der 1(2) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 45,0t (d.o.) 12kn |
| **TONU**<br>ex Merou-75<br>**Gouvernement General de la Polynesie Francaise (Service des Travaux Publics, des Mines, de l'Infrastructure et de l'Amenagement)**<br>Papeete French Polynesia | **543**<br>305<br>229 | BV<br>✠Classed LR until 6/6/75 | **1970**-5 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (53)<br>44,84 9,50 1,677<br>40,85 9,15 3,97<br>P 11,0 Trunk 29,9 1 dk<br>rf 305 | **TM Landing Craft**<br>Bow door<br>1 Ho ER<br>G.500<br>Der 1(2,25) | Cummins<br>2 Vee Oil 4SA each 12Cy. 140 × 152 sr reverse geared to sc. shafts<br>740bhp (544kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 32kW 415V 50Hz a.c.<br>9kn |
| **TONY & RAB**<br>**Gary Bruce**<br>Houma, La United States of America | **127**<br>87<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,97* 6,74 3,79<br>1 dk | **Reinforced Plastic M Fishing** | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TONY BEST**<br>ex Eastern Friendship-90<br>ex Young Soul-76 ex Grand Union-75<br>**Best Shipping Corp.**<br>Dolphin International (Shipping Agencies & Trading) Co. Ltd.<br>Monrovia Liberia | **8 951**<br>6 012<br>15 187 | BV | **1971** Ishikawajima Harima Heavy Ind. (I.H.I.) —Nagoya (2181)<br>142,27 (BB) 19,84 9,037<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 141 B.18 989<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>3 773kW (5 129bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 200kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 111,5t (d.o.) 1 120,0t (hvf)-20,0pd 13kn |
| **TONY CAR**<br>ex Tony Safi-87 ex Ramsgate-84<br>**Mundial Trust S.A.**<br>Aspen Shipping & Trading B.V.<br>Beirut Lebanon | T.Mk<br>**399**<br>251<br>1 194 | GL | **1973** Schulte & Bruns—Emden (271)<br>92,56 14,84 4,298<br>84,46 14,80 5,90<br>3 dks | **M RoRo Cargo**<br>Stern & side doors Ice strengthened<br>Mchy.aft<br>G.10 081 B.8 650 | Deutz SBV8M358<br>Oil 4SA 8Cy. 400 × 580<br>2 500bhp (1 839kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd<br>14kn |
| **TONY SECONDO**<br>ex Stavsund-83<br>Launched as Lionel<br>**Maiorca S.n.c. di Colandrea Antonio e C.**<br>Napoli Italy | **1 598**<br>934<br>2 997 | NV RI | **1974** Stocznia Gdanska im. Lenina—Gdansk (B431/502)<br>84,16 13,62 5,315<br>77,55 13,59 6,41<br>P 21,1 F 8,6 1 dk<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho 27,8 27,7 ER<br>G.3 862 B.3 559<br>2 Ha (stl) (each 21,9 × 8,0) ER<br>4W Der 4(5) | Deutz RSBV6M540<br>Oil 4SA 6Cy. 370 × 400<br>2 598bhp (1 911kW) NE 82<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 110kW 380V 50Hz a.c. |
| **TONY ST. PHILIP**<br>ex H. T. De Bardeleben-62<br>**A. P. St. Philip Inc.**<br>Tampa, Fl United States of America | **129**<br>59<br>— | (AB) | **1940** Levingston SB. Co.—Orange, Tx (142)<br>*23,54* 7,07<br>23,53 7,01 3,15<br>1 dk<br>BK 64 | **M Tug** | General Motors<br>Oil 2SA 12Cy. 216 × 267 E made fitted52<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 15kW 120V d.c.<br>Fuel 70,0t (d.o.) |
| **TONY VIEIRA**<br>ex Schleswig-79<br>**Idalthomas S.A.**<br>Panama Panama | **914**<br>324<br>— | (GL) | **1961** Luebecker Flender-Werke AG.—Luebeck (525)<br>67,70 10,57 4,960<br>60,03 10,51 7,14<br>B 11,3 2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | MAN G9V30/75<br>G9V30/75<br>2 Oil geared to sc. shaft<br>(i) Oil 4SA 9Cy. 300 × 450<br>2 055bhp (1 512kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>(ii) Oil 4SA 6Cy. 300 × 450<br>2 055bhp (1 512kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>14,5kn |
| **TONYA AND JOE**<br>**Pete Smirch & Sons Inc.**<br>Galveston, Tx United States of America | **130**<br>107<br>— | | **1972** J & S Marine Services Inc.—Brazoria, Tx<br>*20,88* 6,74<br>3,66 | **M Fishing** | Oil<br>480bhp (353kW)<br>.............<br>Fuel (d.o.) |

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| **7126372**<br>*UEYP*<br>M-31033<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TONYA BONDARCHUK**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 117**<br>850<br>—<br>**3 389**<br>1 615<br>4 687 | RS | **1972** VEB Schiffswerft "Neptun"—Rostock (328)<br>105,64 15,65 5,462/6,770<br>96,02 15,60 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3<br>G.6 510 B.6 060<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER<br>(9,9 × 7,0)<br>8W Der 1(40) 1(20) 8(5) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt<br>Fuel 78,0t (d.o.) 313,0t (hvf) |
| **7940405**<br>*WYC8397*<br>600538<br>Rt | **TONYA JANE**<br>ex Miss Han<br>**Tonya Jane Inc.**<br>Mobile, Al United States of America | **126**<br>85<br>— | | **1978** Master Marine Inc.—Bayou la Batre, Al<br>*22,38* 6,74<br>3,18<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>380bhp (280kW)<br>Caterpillar Tractor Co. |
| **8212520** | **TONYA-J**<br>**Lady Kimberley Inc.**<br>Mobile, Al United States of America | **150**<br>—<br>— | | **1982** Quality Marine Inc.—Bayou la Batre, Al (157)<br>27,82 6,71<br>3,36<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| **9018452**<br>*JIWQ*<br>130530<br>Rdr Rt | **TOO MARU**<br>**Aomori-Ken Suisan Shikenjo**<br>Ajigasawa, Aomori Pref. Japan | **140**<br>—<br>— | | **1990** Kitahama Zosen—Kitahama (102)<br>39,95 (BB) 7,90 2,591<br>32,00 6,80 2,90 | **M Research/Fishing**<br>Stern Trawler Ref | Niigata<br>Oil 4SA 6Cy. 220 × 280 with clutches, couplings & sr geared to sc. shaft<br>900kW (1 224bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8626226**<br>*JM5388*<br>127754<br>Gc Rdr Rt | **TOO MARU No. 28**<br>**Akaboshi Kisen K.K.**<br>Doi, Ehime Pref. Japan | **498**<br>—<br>1 596 | | **1984** Shitanoe Zosen K.K.—Usuki<br>71,81 4,501<br>67,01 11,51 6,71<br>1 dk | **M General Cargo** | Akasaka<br>Oil<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Die Ltd.) |
| **7815181**<br>*JL4595*<br>122961<br>Rdr Rt | **TOO MARU No. 31**<br>ex Iyo Maru-85<br>**Too Kaiun K.K.**<br>Usuki, Oita Pref. Japan | **677**<br>—<br>1 556 | | **1978** Kishigami Zosen K.K.—Akitsu (1288)<br>65,51 4,301<br>60,03 12,51 6,33<br>2 dks | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. |
| **7423495**<br>688<br>Df Esd Gc<br>Pfd Rdr Rt | **TOOTA**<br>ex Gulf Fleet No. 12-89<br>**Genprise Establishment**<br>Abu Dhabi United Arab Emirates | **198**<br>135<br>— | AB | **1975** Quality Equipment Inc.—Houma, La (127)<br>56,37 12,20 4,185<br>50,86 12,15 4,88<br>F 15,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 25 reduction geared to sc. shafts<br>E made reconditioned & fitted75<br>General Motors Corp. Electro-Motive D<br>Gen 2 × 99kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 328,0t (d.o.) |
| **7395375**<br>*WYV3389*<br>553256 | **TOP WAVE**<br>**GATX Aircraft Corp.**<br>San Diego, Ca United States of America | **971**<br>450<br>— | | **1973** Campbell Industries—San Diego, Ca<br>66,45 12,20<br>5,01 | **M Fishing** | Oil<br>3 600bhp (2 648kW)<br>............<br>Fuel (d.o.) |
| **5409500**<br>*LW4006*<br>RTm/h/v | **TOPADOR**<br>**Government of The Argentine Republic (Empresa Flota Fluvial del Estado Argentino) (EFFDEA)**<br>Buenos Aires Argentina | **196**<br>50<br>— | ✠Classed LR until 31/10/75 | **1968**-6 Ast. Alianza S.A.—Avellaneda (10)<br>30,61 8,44<br>28,00 8,01 3,76<br>1 dk<br>rf 889 | **D-E Tug** | MAN<br>2 Oil 4SA each 7Cy. 235 × 330 driv each 340kW 440V d.c. connected t motors (WL) & sr geared to sc. sh<br>✠ E made62 refitted68<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 36kW 220V d.c. |
| **8710285**<br>*JXVC*<br>20454<br>Df Esd Gc<br>Pfd Rdr Rt | **TOPAS**<br>**P/F Snaralokur**<br>Harstad Norway | *1 198*<br>*417*<br>— | NV | **1988** Harstad Verkstedene A/S—Harstad (140)<br>54,79 5,980<br>45,70 12,01 7,65<br>2 dks<br>rf 1003 BK 602 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Wartsila<br>Oil 4SA 8Cy. 320 × 350<br>2 728kW (3 709bhp)<br>Oy Wartsila Ab<br>Gen 1 × 1200kW 1 × 380kW 44 |
| **7412197**<br>*3EUJ5*<br>17422-87<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TOPAZ**<br>ex Amazon Maru-87<br>**Vigers Maritime Inc.**<br>Societe Anonyme Monegasque d'Administration Maritime et Aerienne (S.A.M.A.M.A.)<br>Panama Panama<br>SatCom: 1330362/TPAZ | **83 712**<br>62 567<br>138 842<br>T/cm<br>109,7 | NK | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2385)<br>285,58 44,51 16,544<br>269,98 44,48 24,69<br>1 dk<br>Bow/CM 140 Diam. 0,410 | **M Ore/Oil Carrier**<br>DB<br>Mchy.aft<br>G.86 964 L.(oil) 197 575<br>3 Cargo pumps total 10 500T/hr | Sulzer<br>Oil 2SA 8Cy. 1050 × 1800<br>32 000bhp (23 538kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 1200kW 450V 60Hz a.c.<br>Fuel 382,0t (d.o.) 8 694,0t (hvf)-99.5 |
| **8316211**<br>*SVPO*<br>8818<br>Df Esd Gc<br>Pfd Rdr RTv | **TOPAZ**<br>**Seahaven Management Corp. S.A.**<br>Piraeus Greece<br>SatCom: 1130106/TOPZ | *27 535*<br>*15 430*<br>46 874<br>T/cm<br>53,9 | ✠**100A1** SS 3/90<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>✠**LMC** **UMS**<br>**CCS**<br>EL Lt 632,5/70,0U3<br>FN 8733 | **1985**-3 Kawasaki Heavy Ind. Ltd.—Kobe (1374)<br>189,21 (BB) 32,24 11,507<br>180,02 32,20 16,31<br>F 15,0 1 dk<br>rf nil DK | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 26,5 28,9 28,9 28,9 26,5 ER<br>G.57 628<br>TEU 604<br>C.Ho 312/20' (40') C.Dk 292/20' (40')<br>5 Ha (stl) (13,6 20,1 20,1 20,1 14,4 × 16,0) ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>9 100bhp (6 694kW)<br>Kawasaki Heavy Ind. Ltd.<br>AuxB (o.f.) 6,9kgf/cm² (6,8bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 1 × 544kW 3 × 540kW 45<br>Fuel 147,5t (d.o.) 1 786,5t (hvf) |
| **7620586**<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **TOPAZ**<br>ex CMB Summit-92<br>ex Eastern Summit-90<br>ex Muncaster Castle-81<br>**Capitol Transports S.A.**<br>Greece | T.Mk<br>**10 603**<br>6 711<br>16 000<br>**15 284**<br>9 916<br>24 815 | AB<br>✠Classed LR until 25/9/81 | **1977**-11 Mitsubishi Heavy Industries Ltd. —Shimonoseki (786)<br>179,03 (BB) 22,94 —/10,372<br>168,00 22,86 14,30<br>P 30,2 F 17,7 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 20,9 27,9 27,9 27,9 23,1 5 TwD<br>G.33 906 B.32 428<br>TEU 628<br>9 Ha (stl) (10,8 × 10,3) (19,2p&s 19,2p&s 19,2p&s 13,5p&s × 7,7) ER<br>Cr 6(25) Der 2(50) 2(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 200,0t (d.o.) 1 247,0t (hvf) |
| **7010250**<br>*HSCH*<br>BK4046<br>Df Esd Gc<br>Pfd Rdr Rt | **TOPAZ**<br>ex T. J. T. 2-91 ex Eishin Maru-86<br>ex Saran-82 ex Sea Ace-77<br>ex Mizushima Maru-73<br>**Navee Supply Co. Ltd.**<br>Navee Chartering Co. Ltd.<br>Bangkok Thailand | **2 993**<br>1 909<br>5 849 | (NK) | **1969** Imabari Zosen—Imabari (221)<br>101,96 16,31 6,681<br>95,99 16,30 8,16<br>P 19,9 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 490 B.7 213<br>2 Ha (stl) (27,1 27,8 × 8,3) ER<br>Der 4(15) | MaK<br>Oil 4SA 6Cy. 540 × 840<br>3 800bhp (2 795kW)<br>Makita Tekkosho<br>Gen 2 × 264kW a.c. |
| **5414012**<br>*UVXY*<br>M-27573<br>Df Esd Gc<br>Rdr Rt | **TOPAZ**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 433**<br>872<br>1 424 | RS | **1963** ..............U.S.S.R.<br>84,69 14,03 5,811<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 331<br>5 Ha (1,2 1,2 × 1,3) (1,5 1,5 × 1,5) (1,6 × 1,6)<br>4W Der 2(5) 2(1,5) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **8127311**<br>*TCWA*<br>5138<br>Df Esd Gc<br>Rdr RTv | **TOPAZ**<br>**Kismet Transport Denizcilik ve Sanayi A.S.**<br>Istanbul Turkey | **1 594**<br>1 080<br>3 197 | AB | **1983** Gunsin Gemi Insaat ve Ticaret Ltd. Sti. —Balat, Istanbul (25)<br>84,92 (BB) 5,446<br>76,03 13,76 6,61<br>P 15,0 F 7,1 1 dk<br>rf 152 | **M General Cargo**<br>2 Ho ER<br>G.4 276 B.3 879<br>2 Ha (stl) ER<br>Cr 3(5) 1(3) | MaK<br>Oil 4SA 6Cy. 320 × 450 with fl sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 126kW a.c. 1 × 4 |

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| **TOPAZ**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **1 160**<br>348<br>404 | <br><br>RS | **1984** ............U.S.S.R.<br>58,58 12,68 4,671<br>51,62 5,92<br>1 dk | **D-E Tug**<br>Salvage | 2 Oil driving gen. connected to elec. motor<br>U.S.S.R. |
| **TOPAZ**<br>**Government of The Republic of Russia (Ministry of Geology)**<br>(Anadyr) (U.S.S.R.) | *271*<br>*81*<br>173 | <br><br>RS | **1965** ............U.S.S.R.<br>48,25 6,80 1,760<br>44,40 - 2,60<br>1 dk | **TM RoRo Cargo/ Landing Ship** | Russkiy 12CHSP15/18<br>2 Oil 4SA each 12Cy. 150 × 180<br>440kW (598bhp)<br>U.S.S.R. |
| **TOPAZ**<br>ex Al Shaker-88 ex Ryuko Maru-80<br>**Gulf Development Corp.**<br>San Lorenzo Honduras | **267**<br>85<br>— | <br><br>AB BV | **1968** Sanyo Zosen K.K.—Mukaishima (362)<br>31,20 9,33 3,277<br>28,00 9,20 4,20<br>1 dk<br>rf 508 | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 370 × 550<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 40kW 225V a.c.<br>Fuel 40,5t-6,0pd 10kn |
| **TOPAZ**<br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Sevastopol) (U.S.S.R.) | **233**<br>3<br>288 | <br><br>RS | **1968** VEB Schiffswerft "Edgar Andre" —Magdeburg (7013)<br>34,78 8,51 2,744<br>30,41 8,21 3,87<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>11,5kn |
| **TOPAZ**<br>**Government of The Republic of Russia (Ministry of Geology)**<br>(Ilyichyovsk) (U.S.S.R.) | **166**<br>18<br>36 | <br><br>RS | **1975** ............U.S.S.R.<br>33,96 7,09 2,666<br>3,69<br>1 dk | **M Research**<br>Ice strengthened<br>Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9kn |
| **TOPAZ**<br>ex Jason-80<br>**Chandler Fisheries Inc.**<br>Portland, Or United States of America | **134**<br>91<br>— | | **1976** A. W. Covacevich Shipyard—Biloxi, Ms<br>*21,65* 6,43<br>3,64<br>1 dk | **M Fishing** | Oil<br>355bhp (261kW)<br>U.S.A.<br>Fuel (d.o.) |
| **TOPAZOVYY**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **652**<br>216<br>495 | <br><br>RS | **1979** ............U.S.S.R.<br>55,00 9,53 4,341<br>5,19<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>2 Ho ER<br>In.632<br>2 Ha (each 2,9 × 2,9)<br>4W Der 4(3,25) | S.K.L. 6NVD48-2U<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>11,25kn |
| **TOPI**<br>**Portal Boat Co.**<br>Houma, La United States of America | **298**<br>202<br>1 000 | <br><br>AB | **1979** Halter Marine Inc.—New Orleans, La (714)<br>56,39 12,22 3,658<br>54,87 12,20 4,27<br>F 18,3 1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd<br>12kn |
| **TOPKAPI**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **1 047**<br>361<br>— | | **1970** Denizcilik Bankasi T.A.O.—Camialti (184)<br>67,26 20,50 3,099<br>59,24 17,71 4,70<br>1 dk | **M RoRo Cargo/Ferry** | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280 reverse reduction geared to sc. shaft<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 propellers aft, 1 fwd<br>11kn |
| **TOPLITA**<br>**Navrom Shipping Company**<br>Constantza Romania | **1 969**<br>1 110<br>2 400 | <br><br>RNR | **1979** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin (31120)<br>88,75 5,303<br>80,29 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 18,3 18,3 ER<br>B.3 257<br>TEU 42<br>3 Ha (stl) (8,7 × 7,7) (12,8 12,8 × 10,2) ER<br>3W Der 3(5) | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 800bhp (2 060kW)<br>H. Cegielski Poznan<br>Gen 3 × 150kW 400V 50Hz a.c.<br>Fuel 172,5t (d.o.) 13,75kn |
| **TOPOCALMA**<br>ex Rot-83 ex Trio-82 ex Zuiderster-80 ex Zuiderster 1-77 ex Relin-70<br>**Pesquera Sopesa-Alimar S.A.**<br>Valparaiso Chile | **401**<br>184<br>562 | <br><br>(NV) | **1967** A/S Akers M/V—Oslo (565)<br>38,54 8,03 5,462<br>33,00 8,01 6,96<br>2 dks<br>rf 1499 BK 89 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha (3,5 × 2,5) ER<br>1W Der 1(2) | Wichmann<br>Oil 2SA 5Cy. 300 × 450<br>1 485bhp (1 092kW)<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 50kW 1 × 30kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>11,5kn |
| **TOPOL** | **680**<br>252<br>335 | <br><br>(RS) | **1968** ............Kaliningrad<br>54,26 9,38 3,699<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **TOPOLICA**<br>**Luka Bar-Preduzece**<br>Bar Yugoslavia | **169**<br>—<br>— | <br><br>JR | **1984** Schiffswerft Johann Oelkers K.G.—Hamburg (588)<br>25,02 8,79<br>23,53 8,51 3,61<br>1 dk | **TM Tug**<br>Fire-fighting Tractor | Deutz RSBA6M528<br>2 Oil 4SA each 6Cy. 220 × 280 with clutches, flexible couplings & sr geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 33kW 380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 30,0t (d.o.) 11,75kn |
| **TOPPY**<br>**Kagoshima Shosen K.K.**<br>Kagoshima, Kagoshima Pref. Japan | **166**<br>—<br>20 | | **1989** Kawasaki Heavy Ind. Ltd.—Kobe (F003)<br>27,36 1,560<br>23,99 8,53 2,59 | **Aluminium Alloy TGT Hydrofoil Ferry**<br>264dk P | 2 Gas Turb geared to sc. shafts 7 600shp (5 590kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 450V 60Hz a.c.<br>Water jet propulsion units port<br>Water jet propulsion units starboard<br>43kn |
| **TOPSAIL STAR**<br>ex Winsor Trader-67 ex London-64<br>**Naviera Straule S. de R.L.**<br>San Lorenzo Honduras | **706**<br>267<br>1 205 | <br><br>✠Classed LR until 11/3/83 | **1951**-3 Burntisland S.B. Co. Ltd.—Burntisland (336)<br>64,78 11,18 3,893<br>59,87 11,00 6,43<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>2 Ho 16,4 14,5 ER<br>G.1 883 B.1 838<br>2 Ha (each 12,1 × 10,3) ER<br>4W Der 1(5) 1(3) | Polar<br>Oil 2SA 8Cy. 340 × 570<br>1 280bhp (942kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 50kW 1 × 25kW 220V d.c.<br>Fuel 59,0t (d.o.) 12,5kn |
| **TOPU**<br>ex MRTK-0666<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | *117*<br>*35*<br>30 | <br><br>RS | **1984** ............U.S.S.R.<br>25,50 7,00 2,390<br>- - 3,30<br>1 dk | **M Fishing** | Oil<br>............ |

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| **7348865**<br>*J8FA5*<br>3330<br>Df Esd Gc<br>Pfd Rdr Rt | **TOPUSKO**<br>**Cross Seas Shipping Corp.**<br>Croatia Line<br>Kingstown St. Vincent and the Grenadines | 6 075<br>2 855<br>**8 955**<br>4 939<br>13 945 | BV JR | **1975** VEB Warnowwerft Warnemuende —Warnemuende (390)<br>152,74 20,35 9,321<br>140,72 20,30 11,89<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>5 Ho 16,0 19,5 18,2 26,5 ER 18,9 5 TwD<br>G.19 021 B.17 404<br>TEU 96 C. 96/20'<br>5 Ha (stl) (9,1 × 6,0) (10,6 10,6 19,0 × 11,0) ER (10,4 × 10,0)<br>20W Der 1(70) 16(5-10) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DM<br>Gen 3 × 353kW 390V a.c.<br>Fuel 218,0t (d.o.) 1 173,0t (hvf)-38,5p |
| **5418197**<br>*SCYN*<br>Df Esd Gc<br>Rdr RTh/v<br>AMVER | **TOR**<br>**Government of The Kingdom of Sweden (Svenska Staten Sjofartsverket) (The National Swedish Administration of Shipping & Navigation)**<br>Norrkoping Sweden | **3 965**<br>13<br>— | | **1964** Wartsila Kon. Crichton-Vulcan—Turku/Abo (1107)<br>84,49 21,19 6,198<br>77,53 9,50<br>3 dks<br>rf 203 | **TD-E Icebreaker**<br>Cr 1(8) | Sulzer<br>4 Oil 2SA each 8Cy. 510 × 550 total (10 121kW) driving 4 gen. each 2 d.c. connected to 4 elec. motors e 3 000shp (2 207kW) (WL) & sr gea shafts<br>Wartsila Kon. Crichton-Vulcan<br>Gen 4 × 340kW 450V 60Hz a.c.<br>2 propellers , 2 fwd<br>Fuel 880,0t (d.o.)-50,0pd |
| **7111119**<br>*V2FA*<br>2106<br>Df Esd Gc<br>Rdr RTm/v | **TOR**<br>ex Ostetor-86<br>**Reederei Gunter Duwald**<br>Stade Antigua & Barbuda | **998**<br>672<br>1 900 | GL | **1971** Schpsw. Bodewes Gruno—Foxhol (228)<br>71,40 11,89 4,511<br>65,00 11,84 5,44<br>P 13,5 F 5,5 1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 406 B.2 123<br>2 Ha (stl) (24,9 12,5 × 7,6) ER<br>Cr 3(3) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau |
| **5078430**<br>*HO8671*<br>4055-74A<br>RTm | **TOR**<br>ex Condorina-74 ex Anfitrite-56<br>**Laureano Oubina Pineiro**<br>Panama Panama | **499**<br>273<br>777 | (AB) (RI) | **1955** Cant. Nav. Offic. Mecc. "Papette"—Venezia (119)<br>52,68 8,62 3,760<br>47,76 8,59 4,14<br>RQD 11,9 F 5,5 1 dk<br>RW rf 127 | **M General Cargo**<br>2 Ho 15,8 14,3 ER<br>B.953<br>2 Ha (each 7,7 × 4,1) ER<br>Der 1(3) 1(1,5) | Ansaldo<br>Oil 4SA 6Cy. 370 × 560<br>600bhp (441kW)<br>S.A. Ansaldo<br>Gen 1 × 10kW 2 × 4kW 110V d.c.<br>Fuel 54,0t (d.o.) |
| **5364918**<br>*OIJT*<br>604<br>Rdr RTv | **TOR**<br>**OY R. Nordstrom & Co. AB**<br>Porvoo/Borga Finland | **129**<br>—<br>— | ✠CLASS WITHDRAWN 17/10/91 | **1952**-3 A/B Hammarbyverken—Stockholm (32)<br>24,44 3,760<br>22,26 6,85 3,97<br>RW BK 127 | **M Tug/ Icebreaker**<br>Tender 176P | MWM<br>Oil 4SA 8Cy. 320 × 480<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 30kW 1 × 10kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 14,0t (d.o.)-2,0pd |
| **7707736**<br>*SFTW*<br>Df Esd Gc<br>Pfd Rdr RTv | **TOR ANGLIA**<br>ex African Gateway-87<br>ex Nordic Wasa-87 ex Tana-83<br>ex Merzario Gallia-81<br>**Tor Line AB**<br>Rederi AB Hornet (Hornet Shipping Co.)<br>Goteborg Sweden | T.Mk<br>**5 792**<br>2 877<br>7 518<br>**13 652**<br>9 248<br>— | NV | **1977** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (174)<br>171,94 (BB) 21,49 6,914<br>163,15 21,40 19,25<br>1 dk & S dk<br>len 89 & 79 | **TM RoRo Cargo** 12cbn<br>Stern door<br>Lane Length 1812 Clear height 6,00<br>Mchy.aft<br>B.16 670<br>TEU 723<br>C.Ho 65/20' C.RoRo Dk 141/20' 60/40' C.Dk 145/20' 126/40' | MaK<br>2 Oil 4SA each 9Cy. 450 × 550 sr gea shafts<br>8 532kW (11 599bhp)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 1 × 715kW 3 × 364kW 440V 6<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 1 321,0t (hvf)-45,0pd |
| **8026074**<br>*VRRT*<br>HK-0017<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **TOR BAY**<br>**Howill Shipping Ltd.**<br>P&O Containers Ltd. (P&OCL)<br>Hong Kong Hong Kong (British) | *33 267*<br>*17 480*<br>34 477 | ✠**100A1** SS 4/90<br>container ship<br>✠**LMC** **UMS**<br>EL Ot 660,0/78,0U3<br>FN 10512 | **1982**-7 Thyssen Nordseewerke G.m.b.H.—Emden (472)<br>216,08 (BB) 32,31 11,019<br>205,87 32,26 18,80<br>1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides Portable-guides<br>pt higher tensile steel DSS<br>6 Cell. Ho 14,5 29,0 29,0 29,0 30,2 ER 29,2<br>TEU 1944<br>C.Ho 1116/20' (40') C.Dk 828/20' (40') incl. 121 ref C.<br>17 Ha (stl) ER 4 Ha (stl) | B&W<br>Oil 2SA 5Cy. 900 × 2180<br>19 714bhp (14 501kW)<br>B&W Maskinfabrik Div. of B&W Diese<br>2 AuxB (o.f.) 12,2kgf/cm$^2$ (12,0bar)<br>e(ex.g) 12,2kgf/cm$^2$ (12,0bar) Spt 12,2kgf/cm$^2$ (12,0bar)<br>Gen 3 × 960kW 1 × 720kW 450V<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 75,0t (d.o.) 2 200,0t (hvf)-70,0pd |
| **7800760**<br>*SHCX*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TOR BELGIA**<br>ex Eva Oden-88<br>**Partrederiet Tor Belgia**<br>B&N, Bylock & Nordsjofrakt AB<br>Skarhamn Sweden | *16 948*<br>*5 084*<br>8 400 | NV | **1979** Oresundsvarvet AB—Landskrona (270)<br>**1988** (Additional cargo section) Neue Flensburger Schiffsbau-Ges.—Flensburg (N)<br>170,26 (BB) 21,04 5,301<br>160,51 21,01 12,81<br>2 dks<br>rf 102<br>len 88 | **TM RoRo Cargo**<br>Ice strengthened<br>Stern door/ramp<br>L 15,00 W 15,00<br>Clear height 6,00<br>Cars 370 Trailers 147<br>Mchy.aft<br>TEU 431<br>C.Dk 156/20' C.Ho 275/20' incl. 30 ref C. | Wartsila<br>2 Vee Oil 4SA each 12Cy. 320 × 35 clutches, flexible couplings & sr ge shafts<br>10 400bhp (7 650kW) NE 87<br>Oy Wartsila Ab<br>Gen 2 × 708kW 5 × 176kW 450V<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fw<br>Fuel 162,5t (d.o.) 1 707,0t (hvf)-38,5 |
| **7617735**<br>*OZBW6*<br>D-33265<br>Df Esd Gc<br>Rdr Rt | **TOR CALEDONIA**<br>ex Galloway-85 ex Gothic Wasa-85<br>ex Tor Caledonia-84<br>**DFDS A/S**<br>Kobenhavn Denmark (DIS) | **5 983**<br>3 495<br>12 200 | NV | **1977** A/S Fredriksstad M/V—Fredrikstad<br>188,67 (BB) 21,04 7,100<br>171,12 20,62 7,52<br>2 dks<br>len 90 | **TM RoRo Cargo** OSD 12bth D<br>Stern ramp<br>Mchy.aft<br>TEU 453<br>C.Ho 46/20' C.Dk 131/20' C.RoRo Dk 276/20' | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 46 sc. shafts<br>8 826kW (11 999bhp)<br>Lindholmen Motor AB.<br>Gen 3 × 410kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd thruster unit<br>Fuel 233,7t (d.o.) 1 132,89t (hvf)-35,4 |
| **7321972**<br>*SIYA*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TOR DANIA**<br>ex Bandar Abbas Express-78<br>ex Tor Dania-75<br>**Tor Line AB**<br>Rederi AB Hornet (Hornet Shipping Co.)<br>Goteborg Sweden | T.Mk<br>**5 052**<br>2 705<br>7 362 | NV | **1973** A/S Framnaes M/V—Sandefjord (181)<br>163,48 (BB) 21,06 7,170<br>145,93 20,60 14,71<br>2 dks<br>rf 602<br>len 77 | **TM RoRo Cargo** 12bth P<br>Stern door/ramp<br>Mchy.aft<br>B.16 225<br>TEU 458<br>C.Ho 51/20' C.Dk 131/20' C.RoRo Dk 276/20' | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 46 sc. shafts<br>12 000bhp (8 827kW)<br>Lindholmen Motor AB.<br>Gen 3 × 420kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 278,5t (d.o.) 1 244,5t (hvf)-43,5 |
| **7800758**<br>*SHCN*<br>Df Esd Gc<br>Pfd Rdr Rt | **TOR FLANDRIA**<br>ex Anna Oden-88<br>**P/R Tor Flandria**<br>B&N, Bylock & Nordsjofrakt AB<br>Skarhamn Sweden | *16 947*<br>*5 084*<br>8 400 | NV | **1979** Gotaverken Oresundsvarvet AB—Landskrona (269)<br>**1988** (Additional cargo section) Neue Flensburger Schiffsbau-Ges.—Flensburg (N)<br>170,26 (BB) 21,04 5,381<br>161,06 21,01 12,81<br>2 dks<br>rf 13<br>len 88 | **TM RoRo Cargo**<br>Stern door/ramp Ice strengthened<br>Cars 370 Trailers 147<br>Mchy.aft<br>TEU 431<br>C.Dk 156/20' C.Ho 275/20' incl. 30 ref C. | Wartsila<br>2 Oil 4SA each 12Cy. 320 × 350<br>8 994kW (12 227bhp) E 88<br>Oy Wartsila Ab<br>Gen 1 × 715kW 1 × 700kW 5 × 440V 60Hz a.c.<br>2 Thw. thrust propellers fwd |
| **7116913**<br>*SJZC*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TOR GOTHIA**<br>**Seaway Marine A/B & K/B**<br>Goteborg Sweden | **5 019**<br>2 733<br>9 928 | NV | **1971** A/S Framnaes M/V—Sandefjord (178)<br>163,48 (BB) 21,04 7,100<br>145,93 20,60 14,71<br>2 dks<br>rf 602<br>len 77 | **TM RoRo Cargo** 12bth P<br>Stern door/ramp<br>Mchy.aft<br>B.16 225<br>TEU 458<br>C.Ho 51/20' C.Dk 131/20' C.RoRo Dk 276/20' | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 4 sc. shafts<br>12 000bhp (8 827kW)<br>Lindholmen Motor AB.<br>Gen 3 × 420kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 278,5t (d.o.) 1 244,5t (hvf)-43,5 |
| **6706319**<br>*LJJO*<br>16969<br>Rdr Rt | **TOR JAN**<br>ex Feistein-90 ex Fagerstrand-82<br>ex Nordfrakt-80<br>**Sorfrakt A/S**<br>Stavanger Norway | **199**<br>137<br>411 | | **1966** Johan Drage A/S—Rognan i Saltdal (361)<br>37,57 7,42<br>33,69 7,40 3,66<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.497 B.442<br>2W Der 1(5) 1(2) | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>300bhp (221kW)<br>A/S Wichmann<br>Fuel (d.o.) |

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| **OR SCANDIA**<br>x Britta Oden-88<br>**/R Tor Scandia**<br>&N, Bylock & Nordsjofrakt AB<br>karhamn<br>Sweden | *16 947*<br>*5 084*<br>8 412 | NV | **1978** Gotaverken Oresundsvarvet AB—Landskrona (268)<br>1988 (Additional cargo section) Neue Flensburger Schiffsbau-Ges.—Flensburg<br>170,26 (BB) 21,04 5,385<br>160,51 21,01 12,81<br>B 23,2 F 11,6 2 dks<br>len 88 | **TM RoRo Cargo**<br>Ice strengthened<br>Stern door/ramp<br>L 15,00 W 15,00<br>Clear height 6,00<br>Cars 370 Trailers 147<br>Mchy.aft<br>TEU 431<br>C.Dk 156/20' C.Ho 275/20' incl. 30 ref C. | Wartsila 12V32<br>2 Vee Oil 4SA each 12Cy. 320 × 350 with clutches, flexible couplings & sr geared to sc. shafts<br>10 400bhp (7 650kW) NE 87<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 708kW 5 × 176kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 162,5t (d.o.) 1 707,0t (hvf)-38,5pd 16kn |
| **OR-INGE**<br>**rond Jakobsen**<br>volvaer<br>Norway | *136*<br>*54*<br>— | | **1952** E. & A. Helland Skibs. & Batbyggeri—Vestnes<br>25,65 6,25<br>- - 3,17 | **M Fishing** | Oil<br>............. |
| **ORA**<br>x Maria Theresa-90 ex Alice Langli-80<br>**/f Jota Tankers**<br>orshavn<br>Faeroes (Danish) | **499**<br>355<br>1 163<br>T/cm<br>14,0 | BV | **1977** Carl B. Hoffmanns Maskinfabrik—Esbjerg (16)<br>68,20 9,91 3,474<br>52,99 3,89<br>1 dk<br>Bow/CM 40 Diam. 0,150<br>len 82 | **M Tanker**<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 930 HeCls. C<br>2 Cargo pumps total 320T/hr | Alpha 407-26VO<br>Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 95,5t (d.o.)-3,5pd 10kn |
| **ORA**<br>x Domba-88 ex Hoomoss-87<br>x Kosmos-79 ex Apollo II-70<br>**ora Sea Services Ltd.**<br>ingstown<br>St. Vincent and the Grenadines | **393**<br>266<br>713 | BV | **1969** N.V. Bodewes Schps.—Martenshoek (504)<br>53,08 8,84 3,270<br>48,35 8,80 3,71<br>P 13,5 F 7,1 1 dk | **M General Cargo**<br>1 Ho 33,2 ER<br>G.903 B.829<br>1 Ha (25,7 × 5,4) ER | Brons<br>Oil 2SA 6Cy. 220 × 380<br>331kW (450bhp)<br>Appingedammer Brons Appingedam<br>Gen 3 × 10kW 110V d.c.<br>Fuel 51,0t (d.o.) 10kn |
| **ORA**<br>**eederei Theodor Hinz KG**<br>Vilhelm E. F. Schmid G.m.b.H.<br>usum<br>Federal Republic of Germany | T.Mk<br>**298**<br>188<br>1 053 | GL | **1981** Husumer Schiffsw.—Husum (1467)<br>63,02 (BB) 11,43 3,271<br>58,53 11,31 5,72<br>F 9,2 2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 317 B.2 271<br>TEU 43 C. 43/20'<br>1 Ha (stl) (37,1 × 8,9) ER | Callesen 6-427-FOT<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Controllable pitch propeller<br>10kn |
| **ORA MARU No. 8**<br>**ideo Nakamura**<br>Japan | **199**<br>—<br>502 | | **1991** Honda Zosen—Saiki (826)<br>3,201<br>45,01 11,02 5,21 | **M Sand Carrier** | Niigata 6M28BGT<br>Oil 4SA 6Cy. 280 × 480<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Japan |
| **ORA MARU No. 26**<br>Japan | **124**<br>44<br>— | | **1972** Sanuki Zosen Tekkosho K.K.—Takuma (657)<br>7,24<br>30,41 7,22 4,65<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 350bhp (993kW)<br>Hanshin Nainenki Kogyo Kobe |
| **ORA MARU No. 52**<br>**Matsuda Gyogyo K.K.**<br>Otaru, Hokkaido Pref.<br>Japan | **124**<br>—<br>— | | **1983** Sanuki Zosen Tekkosho K.K.—Takuma (1111)<br>37,72 2,471<br>30,92 7,38 4,60<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>In.94<br>1 Ha (stl) ER | Hanshin 6MUH28<br>Oil 4SA 6Cy. 280 × 340<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 150kW 225V a.c.<br>Controllable pitch propeller<br>12,25kn |
| **ORA MARU No. 58**<br>**Matsuda Gyogyo K.K.**<br>Otaru, Hokkaido Pref.<br>Japan<br>SatCom: 1201276/TORA | **279**<br>—<br>— | | **1983** K.K. Murakami Zosensho—Ishinomaki (1138)<br>58,20 (BB) 4,360<br>50,40 9,86 6,08<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>5 Ho ER<br>In.488<br>6 Ha (stl) ER | Hanshin 6LUS40<br>Oil 4SA 6Cy. 400 × 640<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller |
| **ORAFUKU MARU No. 21**<br>**Masunaga Kaiun Y.K.**<br>Saiki, Oita Pref.<br>Japan | **499**<br>—<br>1 477 | | **1982** K.K. Miura Zosensho—Saiki (655)<br>66,17 4,301<br>65,03 11,51 6,33<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 528 B.2 284<br>1 Ha (stl) ER | Hanshin 6LUN28AG<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **ORAH**<br>**Nok Co. Ltd. S.A.**<br>Khana Enterprise Ltd.<br>Panama<br>Panama<br>SatCom: 1332225/TORA | *4 212*<br>*2 020*<br>4 663 | KR (NK) | **1989** Kyokuyo Zosen K.K.—Chofu<br>115,80 (BB) 16,62 6,814<br>108,00 16,60 10,00<br>1 dk | **M Refrigerated Cargo**<br>3 Ho ER<br>In.5 973<br>3 Ha (stl) ER | Mitsubishi 6UEC37LA<br>Oil 2SA 6Cy. 370 × 880<br>2 978kW (4 049bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 460kW a.c.<br>15kn |
| **ORALLA**<br>**Pesquera Vasco-Gallega S.A.**<br>Vigo<br>Spain | **453**<br>192<br>— | (BV) | **1973** Construcciones Navales P. Freire S.A.—Vigo (75)<br>53,78<br>46,77 9,50 6,63<br>2 dks<br>len 82 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Duvant 8VNRS<br>Oil 4SA 8Cy. 315 × 480<br>1 200bhp (883kW)<br>Carmelo Unanue Zumaya<br>Controllable pitch propeller<br>Fuel 201,0t (d.o.) 12kn |
| **ORANI**<br>**Government of The Republic of Guyana**<br>Georgetown, Demerara<br>Guyana | **560**<br>243<br>383 | ✠Classed LR until 5/62 | **1960**-10 Sprostons Ltd.—Georgetown, Demerara (55)<br>56,09 11,89 2,210<br>52,43 11,43 3,43<br>4 dks<br>rf 305 | **TM RoRo Cargo/Ferry**<br>Deck Cargo 1200P<br>Lane Length 40 Cargo Width 4,50<br>Clear height 4,70<br>Mchy.aft | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292<br>960bhp (706kW)<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 65kW 220V d.c.<br>Fuel 11,0t (d.o.)-2,0pd 9kn |
| **ORARICA No. 2**<br>ex Eko-Nippon No. 10-79<br>**Societe Mauritana-Scandinave de Peche** | **137**<br>48<br>— | | **1974** K.K. Kushikino Zosensho—Kushikino (205)<br>28,61 6,51 2,706<br>24,80 6,46 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Caterpillar D379SCAC<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **ORAYOSHI MARU**<br>**Matsumoto Kaiun Y.K.**<br>Nakajima, Ehime Pref.<br>Japan | **137**<br>—<br>345 | | **1988** Y.K. Ouchi Zosensho—Nakajima<br>41,50 8,02 3,110<br>37,00 8,00 4,80<br>1 dk | **M General Cargo** | Matsui ML624GHS-3<br>Oil 4SA 6Cy. 240 × 240<br>331kW (450bhp)<br>Matsui Iron Works Co. Ltd. Ise |
| **ORBAS**<br>ex Brodrene Nilsen-88 ex Skarodd-83<br>ex Artus-71<br>**Thoma A/S**<br>Thorbjorn Mathisen<br>Maloy<br>Norway | **471**<br>266<br>— | NV | **1966** Kleven M/V A/S—Ulsteinvik (14)<br>42,40 7,65 4,852<br>37,34 7,62 6,25<br>2 dks<br>rf 165 BK 13 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>4 Ha (2,3 × 3,1) (2,3 × 1,4) (2,3 2,3 × 2,1) ER<br>1W Der 1(3) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>850bhp (625kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 68kW 1 × 44kW 1 × 38kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **ORBAT**<br>ex Taftan-55<br>**National Iranian Oil Co.**<br>Khorramshahr<br>Iran | **209**<br>11<br>— | ✠Classed LR until 9/65 | **1948**-8 Scott & Sons—Bowling (384)<br>33,58 7,17 2,191<br>31,55 7,01 2,75 | **TS Tug** | C 4Cy. (2) 279 & (2) 559 x 406<br>Plenty & Son Ltd. Newbury<br>Fuel 55,0t (o.f.) 9kn |
| **ORBAY**<br>**Shine Fisheries Ltd.**<br>Australia | **133**<br>—<br>— | | **1989** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A.<br>24,87 2,801<br>6,75 3,79 | **M Fishing**<br>Side Trawler Shrimp-trawl Ref | Cummins KTA-19-M<br>Oil 4SA 6Cy. 159 × 159<br>322bhp (237kW)<br>Cummins Engine Co. Inc. U.S.A.<br>9,5kn |

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| **8905543**<br>*9VFK*<br>384358<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TORBEN MAERSK**<br>**A. P. Moller Singapore Pte. Ltd.**<br>Singapore Singapore<br>SatCom: 1715626/TBNM | *17 700*<br>*7 244*<br>21 238 | ✠**100A1**<br>container ship<br>✠**LMC** **UMS**<br>EL (Jt) 634,0/68,0U3<br>FN 6612 | **1990**-10 Tsuneishi Zosen K.K.—Numakuma (640)<br>161,02 (BB) 28,23 10,022<br>152,00 28,20 15,30<br>F 18,7 1 dk<br>rf 200 | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>4 Cell. Ho ER<br>TEU 1106<br>C.Ho 554/20'(40',45') C.Dk<br>552/20'(40',45') incl. 64 ref C.<br>8 Ha (stl) ER | B&W<br>Oil 2SA 8Cy. 500 × 1910<br>8 900kW (12 100bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (ex.g) 10,5kgf/cm² (10,3bar)<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 3 × 1160kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller<br>Fuel 225,24t (d.o.)-38,0pd |
| **7814266**<br>*LGQK*<br>19166<br>Esd Pfd Rdr<br>Rt | **TORBERG**<br>**P/R Torberg**<br>Olav K. Giske<br>Aalesund Norway | **225**<br>85<br>—<br>**328**<br>144<br>— | | **1978** Brattvag Skipsinnredning—Brattvag<br>30,56 7,65 —/—<br>27,01 7,62<br>2 dks | **M Fishing** OSD/CSD<br>Side Trawler Ref<br>Mchy.aft<br>In.75 | Normo<br>Oil 4SA 6Cy. 250 × 300<br>1 260bhp (927kW)<br>A/S Bergens M/V<br>Gen 2 × 78,25kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 60,5t (d.o.) |
| **8332928**<br>*IVQH*<br>8049<br>Df Esd Gc<br>Rdr Rt | **TORCELLO**<br>**Azienda del Consorzio Trasporti Veneziano (A.C.T.V.)**<br>Venezia Italy | **279**<br>169<br>107 | RI | **1983** Cant. Nav. Mario Morini S.p.A.—Ancona (208)<br>38,38 2,008<br>34,02 7,75 2,85<br>1 dk | **M Fishing** | Fiat<br>2 Vee Oil 4SA each 12Cy. 145 × 13<br>840bhp (618kW)<br>Fiat-OM Applicazioni Industriali |
| **6402066**<br>377004<br>Df Esd Rdr<br>Rt | **TORCH**<br>ex River Avoca-78 ex Ceresio-76<br>ex Leise Nova-76 ex Hathershus-71<br>ex Mistralen-66<br>**Clyde Port Authority**<br>Glasgow United Kingdom | **299**<br>188<br>575 | BV | **1964** Sonderborg Skibsvaerft A/S—Sonderborg (40)<br>47,12 8,82 3,077<br>42,30 8,81 3,38<br>1 dk<br>conv General Cargo 77 | **M Buoy Tender**<br>1 Ho ER<br>G.664 B.588<br>2 Ha (each 9,9 × 4,9) ER<br>2W Der 2(3) | Alpha<br>Oil 2SA 4Cy. 260 × 400<br>400bhp (294kW) NE 70<br>Alpha-Diesel A/S<br>Fuel 31,0t (d.o.) |
| **7640213**<br>*IRMT*<br>1341<br>Df Esd Rdr<br>Rt | **TORE**<br>ex Salvamar-83<br>**Augustea Imprese Marittime e di Salvataggi S.p.A.**<br>Scinicariello Augustea Ship Management S.p.A.<br>Napoli Italy | **482**<br>198<br>373 | RI | **1979** Cant. Nav. A. Giorgetti—Viareggio (26)<br>40,11 10,52 4,538<br>36,02 10,51 5,21<br>1 dk | **M Tug**<br>Salvage | Polar<br>2 Vee Oil 4SA each 12Cy. 250 × 30<br>geared to sc. shaft<br>A/B Bofors Nohab<br>Controllable pitch propeller |
| **7638363**<br>*LHFV*<br>19181<br>Df Esd Gc<br>Rdr Rt | **TORE HUND**<br>**Nor-Cargo K/S**<br>Nor-Cargo International A/S<br>Trondheim Norway | **688**<br>373<br>1 570 | NV | **1978** Sterkoder M/V A/S—Kristiansund N. (65)<br>86,90 13,52 4,476<br>78,59 13,50 9,43<br>3 dks<br>len 82 | **M Pallets Carrier**<br>Side door (p) Ice strengthened<br>1 Ho ER<br>B.5 374<br>TEU 50 C. 50/20'<br>2 Ha (stl) (13,4 × 5,1) (7,1 × 7,8) ER<br>Cr 1(15-30) Der 1(40) | Normo<br>Vee Oil 4SA 16Cy. 250 × 300 geared<br>3 000bhp (2 207kW)<br>A/S Bergens M/V<br>Gen 2 × 112kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 159,5t (d.o.) |
| **6608907**<br>*LFWZ*<br>16469<br>Df Esd Rdr<br>Rt | **TORE JUNIOR**<br>ex Utvik Junior-70<br>**P/R Tore Junior**<br>Svein Molnes<br>Aalesund Norway | *216*<br>*65*<br>— | | **1966** Eidsvik Skipsbyggeri A/S—Uskedal (20)<br>29,11 6,76<br>26,19 6,71 3,51<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>450bhp (331kW)<br>A/S Wichmann<br>Fuel 23,5t (d.o.)-2,0pd |
| **5409512**<br>*LW4010*<br>RTm/h/v | **TOREADOR**<br>**Government of The Argentine Republic (Empresa Flota Fluvial del Estado Argentino) (EFFDEA)**<br>Buenos Aires Argentina | **325**<br>—<br>— | ✠Classed LR until 31/10/75 | **1964**-10 Ast. Alianza S.A.—Avellaneda (11)<br>30,48 8,44<br>28,02 8,01 3,76<br>1 dk<br>RW rf 889 | **D-E Tug** | MAN<br>2 Oil 4SA each 7Cy. 235 × 330 driv<br>each 340kW 440V d.c. connected<br>motors (WL) & sr geared to sc. sh<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 36kW 220V d.c.<br>Fuel (d.o.) |
| **7119264**<br>*Y5ON*<br>Df Esd Gc<br>RdrRTm | **TORGELOW**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | T.Mk<br>**299**<br>142<br>718 | DSRK GL | **1972** Elbewerften Boizenburg/Rosslau —Boizenburg (292)<br>57,87 (BB) 10,37 3,680<br>51,95 10,09 5,80<br>2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho 15,9 17,8 ER<br>G.1 532 B.1 400<br>2 Ha (stl) (8,9 12,5 × 7,7) ER<br>Cr 2(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>853kW (1 160bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 128kW 1 × 116kW 1 ×<br>390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 65,0t (d.o.) |
| **8330229**<br>*TCIT*<br>5191<br>Df Esd Gc<br>Rdr RTv | **TORGEM**<br>**Torgem Gemi Insaat ve Sanayi Kollektif Sirketi**<br>Istanbul Turkey | *2 862*<br>*1 807*<br>3 271 | AB | **1983** Kiyi Gemi Insaat ve Sanayii A.S.—Canakkale (004)<br>96,98 13,64 6,268<br>88,98 13,61 7,80<br>P 14,7 F 7,4 1 dk<br>rf nil<br>len 89 deepened 87 | **M General Cargo**<br>2 Ho ER<br>G.6 343 B.6 088<br>2 Ha (stl) ER<br>4W Der 4(5) | Sulzer<br>Oil 4SA 8Cy. 250 × 300<br>2 160bhp (1 589kW)<br>H. Cegielski<br>Gen 2 × 132kW a.c. 1 × 41,5kW |
| **8704951**<br>*JXSG*<br>20384<br>Df Esd Gc<br>Rdr Rt | **TORGHATTEN**<br>**A/S Torghatten Trafikkselskap**<br>Bronnoysund Norway | *657*<br>*200*<br>434 | (NV) | **1987** Hjorungavaag Verksted A/S—Hjorungavaag (44)<br>47,10 3,101<br>11,26 4,22<br>1 dk | **M RoRo Cargo/Ferry** | Alpha<br>Oil 4SA 6Cy. 225 × 300<br>1 100bhp (809kW)<br>MAN-B&W Diesel A/S<br>Gen 2 × 90kW 220V 50Hz a.c. |
| **8321890**<br>*LACL2*<br>N-00150<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TORGNES**<br>**Jebsens Thun Beltships Investments Inc.**<br>Jebsen Ship Management (Bergen) A/S<br>Bergen Norway (NIS)<br>SatCom: 1311411/LACL | *6 389*<br>*2 946*<br>8 709 | NV | **1985** Mitsubishi Heavy Industries Ltd. —Shimonoseki (868)<br>113,01 (BB) 8,267<br>106,03 20,21 9,48<br>1 dk | **M Bulk Carrier**<br>Self-unloader<br>4 Ho ER<br>G.8 542<br>4 Ha (stl) (each 15,4 × 10,0) ER | Pielstick<br>Oil 4SA 6Cy. 400 × 460 with flexible<br>sr geared to sc. shaft<br>3 510bhp (2 582kW)<br>Nippon Kokan K.K. Tsurumi Wor<br>Gen 2 × 290kW 1 × 220kW 440V<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 58,5t (d.o.) 360,0t (hvf)-12,0pd |
| **5365065**<br>*LDCK*<br>7892<br>Rt | **TORGNY**<br>ex Odd III ex Thor Major<br>**P/R Torgny**<br>Otto Nerhus<br>Haugesund Norway | **269**<br>118<br>— | (NV) | **1923** A/S Akers M/V—Oslo (407)<br>41,51 6,66 4,001<br>6,61 4,12<br>1 dk<br>R BK 191 len 62<br>conv Whaler 54<br>conv Side-fishing Fishing 82 | **M Stand-by Safety Vessel**<br>for offshore installations | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>320bhp (235kW) NE 55<br>A/S Wichmann<br>Fuel 24,5t (d.o.) |
| **8110916**<br>*LKEW*<br>19650<br>Rt | **TORGTIND**<br>**A/S Torghatten Trafikkselskap**<br>Bronnoysund Norway | **145**<br>77<br>50 | | **1981** Brodrene Aa Batbyggeri A/S—Hyen (158)<br>27,16 4,401<br>23,50 5,83 4,40<br>2 dks | **Reinforced Plastic TM Ferry**<br>Mchy.aft | Deutz<br>2 Vee Oil 4SA each 12Cy. 220 ×<br>sc. shafts<br>1 700bhp (1 250kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 26kW 230V 50Hz a.c. |
| **7040164**<br>*UBKP*<br>M-24742 | **TORI**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | **507**<br>174<br>263 | RS | **1959** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,520<br>44,35 8,79 4,30<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 2,2 × 1,8)<br>3W Der 1(2) 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW)<br>VEB Schwermasch. "Karl Liebknec<br>(SKL)<br>Fuel (d.o.) |

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|---|---|---|---|---|---|
| **TORI T**<br>**Bruce H. Doughty**<br>Boston, Ma United States of America | **130**<br>97<br>— | | **1981** Washburn & Doughty Associates Inc.—Bath, Me (11)<br>- -<br>20,93 6,76 2,83<br>1 dk | **M Fishing**<br>Shellfish | Cummins KTA-1150-M<br>Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>Cummins Engine Co. Inc. U.S.A. |
| **TORILD**<br>ex Odd II<br>**Maloy Skipsopphugging & Dykkerservice**<br>Bergen Norway | **219**<br>84<br>— | (NV) | **1923** A/S Akers M/V—Oslo (411)<br>36,12 6,68 4,001<br>6,63 4,12<br>1 dk<br>R BK 191 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>320bhp (235kW) NE 59<br>A/S Wichmann Rubbestadneset<br>Fuel (d.o.) |
| **TORILL KNUTSEN**<br>ex Vinga Knutsen-90<br>**K/S Knutsen Vinga Tank**<br>Knutsen O.A.S. Shipping A/S<br>Haugesund Norway (NIS)<br>SatCom: 1311730/LAHJ | *11 425*<br>*5 286*<br>14 910<br>T/cm<br>29,5 | NV (Class cont.) | **1990** S.A. Juliana Const. Gijonesa—Gijon (322)<br>141,50 23,04 8,015<br>133,83 23,00 11,80<br>1 dk | **M Tanker**<br>Oil Chemical<br>Ice strengthened DB<br>10 Wing Ta ER<br>L.17 850<br>10 Cargo pumps total 2 400T/hr | B&W 4S50MC<br>Oil 2SA 4Cy. 500 × 1910<br>5 237kW (7 120bhp)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 2 × 770kW 1 × 750kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13,5kn |
| **TORINO**<br>ex Happy Pilot-90 ex Opale-87<br>**Brudevold og Wilhelmsen Tankers I K/S**<br>Wilh. Wilhelmsen Ltd. A/S<br>Tonsberg Norway (NIS)<br>SatCom: 1311177/LACY | **134 140**<br>117 917<br>279 999<br>T/cm<br>162,5 | NV (BV) | **1975** Ch. de l'Atlantique—St. Nazaire (Y25)<br>342,98 21,351<br>330,69 51,80 27,34<br>1 dk<br>Bow/CM 166 Diam. 0,800 MH 2,1 | **S Tanker**<br>COW IGS<br>17 Ta ER<br>L.(oil) 369 075 HeCls. B<br>4 Cargo pumps total 16 000T/hr | 2 S Turb dr & tr geared to sc. shaft<br>32 400shp (23 832kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 850kW 1 × 550kW 440V 60Hz a.c.<br>Fuel 9 423,0t (o.f.) 158,0t (d.o.)-170,0pd 15kn |
| **TORITA**<br>ex Sjobas-91<br>**Torita K/S**<br>Kristiansund Norway | **189**<br>85<br>— | | **1971** Sigbjorn Iversen M/V. Skips.—Flekkefjord (17)<br>34,19 7,09<br>27,44 4,27<br>1 dk<br>len 80 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>550bhp (405kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 30,5t (d.o.)-2,0pd 11kn |
| **TORLAND**<br>ex Malling-91<br>**Telmar Chartering Ltd.**<br>Torbulk Shipping (UK) Ltd.<br>Grimsby United Kingdom | **1 596**<br>992<br>2 878 | **✠100A1** SS 10/88<br>**✠LMC** **UMS**<br>EL N 1$\frac{5}{16}$"SQ<br>FN 1578 | **1970**-2 Hall, Russell & Co. Ltd.—Aberdeen (946)<br>85,91 13,16 5,309<br>80,83 13,11 6,41<br>P 18,0 RQD 18,6 RFD 9,5 F 9,8 1 dk<br>rf 152 | **M General Cargo**<br>2 Ho 26,3 26,9 ER<br>G.3 540 B.3 313<br>2 Ha (stl) (each 20,1 × 7,6) ER | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 sr geared to sc. shaft<br>2 520bhp (1 854kW)<br>Mirrlees Blackstone (Stockport) Ltd. Stockport<br>Gen 3 × 170kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 10,5kn |
| **TORLAND**<br>**H/B Toronland**<br>Robert Ahlstrom<br>Goteborg Sweden | *716*<br>*370*<br>— | | **1989** Johs. Kristensen Skibsbyggeri A/S—Hvide Sand (189)<br>41,90 (BB)<br>36,00 9,10 4,60 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>G.71 In.380 | Wartsila 8V25<br>Vee Oil 4SA 8Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>1 840kW (2 501bhp)<br>Wartsila Diesel AB Trollhattan<br>Thw. thrust propeller fwd |
| **TORM AFRICA**<br>ex Santa Maria-87<br>**Companion Maritime Co.**<br>A/S Dampskibsselskabet TORM (TORM Lines)<br>Nassau Bahamas | **1 190**<br>506<br>2 063 | NV | **1979** Sandnessjoen Slip & M/V A/S —Sandnessjoen (40)<br>68,41 17,30 3,410<br>61,91 17,00 4,50<br>1 dk<br>rf nil | **M RoRo Cargo/ Landing Craft**<br>Deck Cargo<br>Bow ramp<br>Lane Length 52 Cargo Width 4,50<br>Cars 50 Lorries 30 Trailers 24<br>Mchy.aft<br>TEU 148 C. 148/20'(40') | Wichmann 6AXA<br>Oil 2SA 6Cy. 300 × 450<br>1 800bhp (1 324kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 100kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 132,0t (d.o.)-7,0pd 10,5kn |
| **TORM ALICE**<br>**Torm Singapore (Pte.) Ltd.**<br>A/S Dampskibsselskabet TORM (TORM Lines)<br>Singapore Singapore | *26 693*<br>*14 365*<br>44 969<br>T/cm<br>50,3 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty.<br>**✠LMC** **UMS**<br>EL L† 632,5/70,0U3(a)<br>FN 8354 | **1983**-1 Mitsui Eng. & SB. Co. Ltd.—Tamano (1248)<br>182,81 (BB) 31,15 11,831<br>174,66 31,11 16,72<br>F 14,7 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 23,8 27,2 27,2 27,2 26,4 ER<br>G.54 765 B.53 508 HeCls. ptB<br>5 Ha (stl) (13,6 17,6 17,6 17,6 17,6 × 16,0) ER<br>Cr 4(25) | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>10 700bhp (7 870kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 14kgf/cm$^2$ (13,8bar)<br>Gen 3 × 660kW 450V 60Hz a.c.<br>Fuel 205,0t (d.o.) 2 234,5t (hvf)-36,0pd 14kn |
| **TORM FREYA**<br>ex Ove Skou-91<br>A/S Dampskibsselskabet TORM (TORM Lines)<br>Kobenhavn Denmark (DIS) | T.Mk<br>**11 005**<br>6 157<br>14 576<br>**16 507**<br>9 738<br>23 706 | **✠100A1**<br>strengthened for heavy cargoes<br>hold Nos. 2 & 4 or Nos. 1, 3 & 5 may be empty<br>tank top strengthened for grab handling<br>certified container securing arrangements<br>**✠LMC** **UMS**<br>EL I† 605,0/64,0U3<br>FN 5879 | **1982**-5 Aalborg Vaerft A/S—Aalborg (239)<br>159,57 (BB) 24,95 7,695/10,346<br>150,20 24,91 14,23<br>P 8,9 F 3,7 2 dks | **M General Cargo/ Container Ship**<br>See Column 4 for container securing arrangements<br>5 Ho 17,4 24,4 25,4 25,1 17,7 5 TwD<br>G.32 075 B.28 896 HeCls. B<br>TEU 760<br>C.Ho 402/20' (40') C.Dk 358/20' (40') incl. 100 ref C.<br>9 Ha (stl) (12,7 × 10,4) (19,1p&s 19,1p&s 19,1p&s 12,7p&s × 8,9) ER<br>Cr 6(25) | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>11 600bhp (8 532kW)<br>B&W Maskinfabrik Div. of B&W Diesel A/S Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 7,1kgf/cm$^2$ (7,0bar)<br>Gen 3 × 1000kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 250,0t (d.o.) 1 758,0t (hvf)-36,5pd 16,5kn |
| **TORM GERD**<br>**Anholt Shipping Corp.**<br>A/S Dampskibsselskabet TORM (TORM Lines)<br>Kobenhavn Denmark (DIS)<br>SatCom: 1611152/OXDM | *36 952*<br>*22 893*<br>68 000 | NV (Class cont.) | **1991** Hashihama Zosen—Tadotsu (880)<br>225,00 13,200<br>215,00 32,20 18,30<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.81 803<br>7 Ha (stl) (14,2 × 12,8) (16,8 16,8 16,8 16,8 16,8 16,8 × 14,4) ER | B&W 6S60MC<br>Oil 2SA 6Cy. 600 × 2292<br>8 905kW (12 106bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 400kW 1 × 80kW 440V 60Hz a.c.<br>Fuel 187,0t (d.o.) 2 335,0t (hvf)-30,0pd 13,5kn |
| **TORM GUNHILD**<br>**A/S Dampskibsselskabet TORM (TORM Lines)**<br>Kobenhavn Denmark (DIS)<br>SatCom: 1610253/OXAZ | *28 017*<br>*15 706*<br>50 600<br>T/cm<br>49,6 | **✠100A1** SS 5/91<br>oil tanker (cc)<br>Type C cargoes in cargo tanks, in association with an approved list<br>**✠LMC** **UMS**<br>**IGS**<br>EL L† 632,5/70,0U3<br>FN 8679 | **1986**-5 Odense Staalskibsvaerft A/S—Lindo (109)<br>182,58 (BB) 32,24 13,288<br>173,51 32,21 17,81<br>1 dk<br>Bow/CM 94 Diam. 0,406 MH 2,1 | **M Tanker**<br>Oil Chemical<br>pt higher tensile steel<br>13 Ta ER<br>L.52 500 HeCls. BC<br>4 Cargo pumps total 4 800T/hr | B&W 5L70MCE<br>Oil 2SA 5Cy. 700 × 2268<br>12 235bhp (9 000kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 15,2kgf/cm$^2$ (15,0bar)<br>AuxB (Comp) 10,1kgf/cm$^2$ (9,9bar)<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 203,0t (d.o.) 1 518,0t (hvf) 14kn |
| **TORM HERDIS**<br>**Herdis Shipping Corp.**<br>A/S Dampskibsselskabet TORM (TORM Lines)<br>Monrovia Liberia<br>SatCom: 1242106/ELDU | *22 838*<br>*12 818*<br>39 977<br>T/cm<br>44,8 | NV | **1988** Hyundai Heavy Industries Co. Ltd.—Ulsan (615)<br>185,91 27,46 12,218<br>177,00 27,44 17,00<br>1 dk<br>Bow/CM 89 Diam. 0,410 MH 2,1 | **M Tanker**<br>Oil Chemical Molasses<br>COW IGS SBT<br>7 Ta ER<br>L.(oil) 47 371<br>4 Cargo pumps total 4 000T/hr | B&W 6S50MC<br>Oil 2SA 6Cy. 500 × 1910<br>7 848kW (10 669bhp)<br>Hyundai Heavy Industry Co. Ltd. Industrial Plant Div. Ulsan<br>Gen 3 × 500kW 1 × 100kW 440V 60Hz a.c.<br>14kn |
| **TORM KRISTINA**<br>ex Nortank Queen-88 ex Stavik-88<br>**K/S DMS Lillebelt**<br>A/S Dampskibsselskabet TORM (TORM Lines)<br>Kobenhavn Denmark (DIS)<br>SatCom: 1610427/OZOO | *41 766*<br>*25 885*<br>77 788<br>T/cm<br>66,6 | NV | **1986** Samsung Shipbuilding & Heavy Industries Co. Ltd.—Koje (1033)<br>228,61 (BB) 32,29 15,131<br>218,83 32,20 20,22<br>1 dk<br>Bow/CM 115 Diam. 0,310 MH 2,1 | **M Tanker**<br>Oil Chemical<br>COW IGS SBT DB<br>Mchy.aft<br>L.87 122<br>12 Cargo pumps total 886T/hr | B&W 6L60MC<br>Oil 2SA 6Cy. 600 × 1944<br>12 480bhp (9 180kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 2 × 1500kW 2 × 850kW 1 × 300kW 450V 60Hz a.c.<br>15kn |
| **TORM MARGRETHE**<br>**K/S Margretheholm**<br>A/S Dampskibsselskabet TORM (TORM Lines)<br>Monrovia Liberia<br>SatCom: 1240213/TORM | *43 530*<br>*26 849*<br>84 000<br>T/cm<br>67,5 | **✠100A1**<br>oil tanker (cc), in association with a list of defined cargoes<br>**✠LMC** **UMS**<br>**IGS**<br>EL P† 660,0/78,0U3<br>FN 11783 | **1988**-3 B & W Skibsvaerft A/S—Kobenhaven (924)<br>228,61 (BB) 16,001<br>218,73 32,25 21,62<br>1 dk<br>rf nil Bow/CM 115 Diam. 0,356 MH 1,8 | **M Tanker**<br>Oil Chemical<br>COW IGS(LR) PL(LR) SBT(LR) DB DSS<br>12 Ta ER<br>L.86 793<br>14 Cargo pumps total 10 320T/hr | B&W 5L70MCE<br>Oil 2SA 5Cy. 700 × 2268<br>10 900bhp (8 018kW)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>2 AuxB (1 o.f. 1 Comp) 8,2kgf/cm$^2$ (8,1bar)<br>Gen 1 × 1200kW 2 × 600kW 440V 60Hz a.c.<br>Fuel 441,0t (d.o.) 3 155,0t (hvf)-29,0pd 14,5kn |

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| **8901107**<br>*OUNB4*<br>D-33369<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TORM MARINA**<br>**Bothnia Shipping Corp.**<br>A/S Dampskibsselskabet TORM (TORM Lines)<br>Kobenhavn Denmark (DIS) | *36 573*<br>*22 893*<br>69 637 | NV | **1990** Hashihama Zosen—Tadotsu (869)<br>225,00 (BB) 32,24 13,223<br>215,02 32,21 18,32<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.81 839<br>7 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 600 × 2292<br>8 905kW (12 106bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 400kW 1 × 80kW 440V<br>Fuel 187,0t (d.o.) 2 335,0t (hvf)-30,0pd |
| **8005288**<br>*OUNZ4*<br>D-33290<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **TORM ROTNA**<br>ex Elpis-89 ex Bulk H-86<br>Launched as Hilversum<br>**Torm Singapore (Pte.) Ltd.**<br>A/S Dampskibsselskabet TORM (TORM Lines)<br>Kobenhavn Denmark (DIS)<br>SatCom: 1610604/OUNZ | **30 563**<br>23 781<br>62 343<br>T/cm<br>62,8 | **✠100A1** SS 2/87<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL N† 660,0/76,0U3(a)<br>FN 10856 | **1982**-4 Namura SB. Co. Ltd.—Imari (852)<br>224,59 (BB) 32,26 12,402<br>217,02 32,21 17,81<br>F 18,0 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 25,5 24,9 24,9 24,9 24,9 24,9 24,9 ER<br>G.73 389 HeCls. B<br>7 Ha (stl) (each 16,6 × 13,2) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 10kgf/cm$^2$ (9,9bar)<br>AuxB (ex.g) & htr primary 15,9kgf/cm$^2$<br>secondary 1,7kgf/cm$^2$ (1,7bar)<br>10kgf/cm$^2$ (9,9bar) rcv 5,89bar<br>Gen 1 × 520kW 2 × 460kW 450V<br>Fuel 173,0t (d.o.) 2 644,5t (hvf)-44,0pd |
| **7819943**<br>*J8FI3*<br>3393<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **TORM S. P.**<br>ex Simo Matavulj-91<br>ex Konkar Thetis-87<br>**S.P. Shipping Co. Ltd.**<br>Slobodna Plovidba<br>Kingstown St. Vincent and the Grenadines | **16 665**<br>11 514<br>24 432 | AB | **1981** R.O. Brodogradiliste "Uljanik"—Pula (336)<br>193,35 (BB) 22,97 10,259<br>181,62 22,90 14,15<br>P 32,7 F 13,8 1 dk, 2nd dk except in No. 1 hold<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 29,6 26,4 27,2 27,2 26,4 ER<br>4 TwD<br>G.32 819 B.31 346<br>TEU 598<br>C.Ho 388/20' (40') C.Dk 210/20' (40')<br>incl. 42 ref C.<br>9 Ha (stl) (19,2 19,2p&s 19,2p&s 19,2p&s 19,2p&s × 8,0) ER<br>Cr 6(25) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>9 520bhp (7 003kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 4 × 632kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 200,0t (d.o.) 1 783,0t (hvf)-41,5pd |
| **8320523**<br>*OWWK2*<br>2943<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TORM THYRA**<br>**A/S Dampskibsselskabet TORM (TORM Lines)**<br>Kobenhavn Denmark (DIS)<br>SatCom: 1610254/OWWK | *28 017*<br>*15 706*<br>50 600<br>T/cm<br>49,6 | **✠100A1**<br>oil tanker (cc)<br>Type C cargoes in association with an approved list<br>**✠LMC** **UMS**<br>**IGS**<br>EL L† 632,5/70,0U3<br>FN 8678 | **1985**-10 Odense Staalskibsvaerft A/S—Lindo (108)<br>183,55 (BB) 32,24 13,288<br>173,51 32,20 17,81<br>1 dk<br>rf nil Bow/CM 94 Diam. 0,406 MH 2,1 | **M Tanker**<br>Oil Chemical<br>IGS (LR) pt higher tensile steel<br>13 Ta ER<br>L.52 500 HeCls. BC<br>4 Cargo pumps total 4 800T/hr | B&W<br>Oil 2SA 5Cy. 700 × 2268<br>12 236bhp (9 000kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 15,2kgf/cm$^2$ (15,0bar)<br>AuxB (Comp) 10,1kgf/cm$^2$ (9,9bar)<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 206,0t (d.o.) 1 634,0t (hvf)-30,0pd |
| **8001567**<br>*ELBN6*<br>7114<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **TORM VENTURE**<br>**Baden Shipping Ltd.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **17 522**<br>11 337<br>29 999<br>T/cm<br>38,0 | BV | **1982** Kanda Zosensho K.K.—Japan (259)<br>172,02 (BB) 26,01 10,802<br>162,01 25,40 14,61<br>P 18,9 B 27,8 F 10,7 1 dk<br>Bow/CM 86 Diam. 0,305 MH 1,8 | **M Tanker**<br>IGS<br>15 Ta ER<br>L.(oil) 41 307 HeCls. BC<br>4 Cargo pumps total 3 000T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>10 200bhp (7 503kW)<br>Hitachi Zosen Sakurajima<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 205,0t (d.o.) 1 422,5t (hvf)-37,0pd |
| **7647297**<br>*WYG6888*<br>578496 | **TORMENTOR**<br>ex Buddy Boy<br>**Tormentor Inc.**<br>Corpus Christi, Tx United States of America | **112**<br>76<br>— | | **1976** A. W. Covacevich Shipyard—Biloxi, Ms<br>*21,25* 6,10<br>3,51<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>Fuel (d.o.) |
| **8129254**<br>*EAUB*<br>Df Esd Gc<br>Rdr Rt | **TORMES**<br>ex Pena Labra-87<br>**Mundi Shipping S.A.**<br>Santander Spain | **1 536**<br>1 016<br>3 116 | GL (BV)<br>LR class withdrawn-Owners' request 5/90 | **1982** Astilleros del Atlantico S.A.—Santander (215)<br>76,87 5,701<br>73,72 13,50 7,57<br>2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho ER<br>G.4 672 B.4 389<br>TEU 162<br>C.Ho 86/20' (40') C.Dk 76/20' (40')<br>1 Ha (stl) (50,3 × 10,2) ER<br>Cr 2(10) | Sulzer<br>Oil 4SA 8Cy. 250 × 300 geared to sc.<br>1 471kW (2 000bhp)<br>Ast. Espanoles S.A. Sestao<br>Gen 3 × 105kW 380V 50Hz a.c.<br>Fuel 208,0t (d.o.)-5,0pd |
| **7035389**<br>*EOTN*<br>M-28846<br>Df Esd Rdr Rt | **TORMIDERAND**<br>**The RSFSR Fishery Association for North-Western Regions**<br>(Sankt-Peterburg) (U.S.S.R.) | **863**<br>218<br>353 | RS | **1968** .............U.S.S.R.<br>55,12 9,53 3,112<br>4,50<br>1 dk | **D-E Fish Carrier**<br>Ref<br>Ice strengthened<br>1 Ho ER<br>In.360<br>1 Ha (2,4 × 2,4) ER<br>1W Der 1(2,5) | 2 Oil driving gen. connected to elec. m<br>geared to sc. shaft<br>(i) 4SA 6Cy. 250 × 340<br>(ii) 4SA 6Cy. 180 × 220 |
| **8404575**<br>*SQNI*<br>Df Esd Gc<br>Rdr Rt | **TORNADO**<br>**Maritime Reefer Transport Ltd.**<br>Szczecin Poland | *3 226*<br>*1 152*<br>2 349 | PR | **1985** Stocznia im. "Komuny Paryskiej"—Gdynia (B361/202)<br>94,87 5,601<br>87,53 15,00 7,83<br>2 dks | **M Fish Carrier**<br>Refrigerated Cargo<br>In.3 400 | Sulzer<br>Oil 4SA 6Cy. 400 × 480<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Technicz |
| **7826075**<br>*HO5076*<br>15503-86B<br>Df Esd Gc<br>Pfd Rdr Rt | **TORNADO**<br>ex Melur-88 ex Skadi-87<br>ex Seawolf-101-85 ex Cap Carolina-82<br>**M.C. Marine Inc.**<br>M.C.I.T. S.a.r.l.<br>Panama Panama | **868**<br>137<br>1 083 | **✠100A1** SS 11/90<br>offshore supply ship<br>Ice Class 3<br>**✠LMC**<br>EL M 412,5/30,0U3<br>FN 1028 | **1982**-3 Ast. Construcciones S.A.—Meira (159)<br>60,23 13,72 4,812<br>54,01 13,01 6,02<br>F 17,1 1 dk<br>rf nil | **TM Supply Ship**<br>Deck Cargo Anchor-handling | Sulzer<br>2 Vee Oil 4SA each 16Cy. 250 × 30<br>couplings & sr geared to sc. shaft<br>8 640bhp (6 355kW)<br>Ast. Espanoles S.A. Olaveaga<br>Gen 1 × 384kW 3 × 168kW 440V<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7521235**<br>*EHDL*<br>2333<br>Df Esd Gc<br>Rdr Rt | **TORNADO**<br>ex Veracruz Segundo-88<br>**Pesquera Vera-Cruz S.A.**<br>Pasajes Spain | **236**<br>42<br>— | BV | **1976** S.A. Balenciaga—Zumaya (272)<br>38,36 7,42 3,720<br>32,64 7,40 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | S.K.L.<br>Oil 4SA 8Cy. 320 × 480 reverse red<br>to sc. shaft<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **6503951**<br>*HQFG9*<br>Df Esd Pfd<br>Rdr Rt | **TORNADO**<br>ex Wiron VII-89 ex Tornado-70<br>Honduras | **150**<br>51<br>— | | **1964** Schiffsw. Julius Diedrich GmbH & Co. K.G.—Oldersum (93)<br>32,75 6,81 3,601 (aft)<br>28,20 6,71 | **M Fishing**<br>Side Trawler | A.B.C.<br>Oil 4SA 6Cy. 242 × 320<br>630bhp (463kW)<br>Anglo-Belgian Co. N.V.<br>Fuel 46,5t |
| **7121750**<br>5T-368 | **TORNADO**<br>ex P-10-71<br>**Marin Peric**<br>Split Croatia | **131**<br>42<br>132 | | **1954** Brodogradiliste "Split"—Split (114)<br>32,64 5,49 2,801<br>30,51<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (7,5 × 2,5) ER<br>Cr 1(-) | Alpha<br>Oil 2SA 4Cy. 200 × 340<br>180bhp (132kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri |
| **8030568**<br>617265 | **TORNADO**<br>**Canaveral Fleet Inc.**<br>Tampa, Fl United States of America | **131**<br>91<br>— | | **1980** Desco Marine—St. Augustine, Fl (F295)<br>*20,00* 6,74<br>3,76<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Ref Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159 geared<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| **5149198**<br>*OYEZ*<br>H330<br>Rdr RTv | **TORNEN**<br>ex Bulbider-88 ex Hermes-86<br>**B/B Tornen**<br>Jorgen Rasmussen<br>Lundeborg Denmark | **177**<br>0<br>— | | **1925** Aalborg Skibsvaerft A/S—Aalborg (28)<br>27,06 7,50 3,658<br>7,45 3,87<br>1 dk<br>R BK 127 | **M Tug** | General Motors<br>Oil 2SA 12Cy. 230 × 254<br>E made44 fitted62<br>General Motors Corp.<br>Gen 3 × 55kW 220V d.c.<br>Fuel 24,0t (d.o.)-4,0pd |

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| **TORNES**<br>**Jebsens Thun Beltships Investments Inc.**<br>Jebsen Ship Management (Bergen) A/S<br>Bergen Norway (NIS)<br>SatCom: 1310447/LNLK | *6 389*<br>*2 946*<br>8 721 | NV | **1984** Mitsubishi Heavy Industries Ltd. —Shimonoseki (867)<br>113,01 (BB) 20,22 8,263<br>106,03 20,21 11,21<br>1 dk | **M Bulk Carrier**<br>Self-unloader<br>4 Ho ER<br>G.8 542 HeCls. B<br>4 Ha (stl) (each 15,4 × 10,0) ER | Pielstick 6PC2-3L-400<br>Oil 4SA 6Cy. 400 × 460 with flexible couplings & sr geared to sc. shaft<br>3 510bhp (2 582kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 2 × 290kW 1 × 220kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 58,5t (d.o.) 360,0t (hvf)-12,0pd 15kn |
| **TORO**<br>ex Dhiran K-89 ex Suka Cita-87<br>ex Kakuko Maru-82<br>**Black Shipping Co. Ltd.**<br>Drytank S.A.<br>Valletta Malta | **1 969**<br>1 038<br>3 791 | NK | **1970** Setoda Zosensho Co. Ltd.—Setoda (243)<br>91,24 13,03 5,995<br>84,00 13,01 6,61<br>P 19,9 F 8,9 1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 4 230 | Daihatsu 6DSM-26F<br>2 Oil 4SA each 6Cy. 260 × 320 geared to sc. shaft<br>2 400bhp (1 765kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 104kW 225V a.c.<br>Fuel 133,0t-9,0pd 13kn |
| **TORO**<br>ex Oto Maru-83<br>**Pacific Offshore S.A.**<br>Manila Philippines | **172**<br>2<br>— | | **1970** Kanto Kogyo K.K.—Hakodate (17)<br>28,50 2,601<br>23,02 8,01 3,81<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 275 × 410 sr geared to sc. shafts<br>Fuji Diesel Co. Ltd. Japan<br>12kn |
| **TORO II**<br>ex Texas III<br>**Manuel Garca**<br>Brownsville, Tx United States of America | **147**<br>100<br>— | | **1980** ............Brownsville, Tx<br>*25,21* 6,81<br>3,59<br>1 dk | **M Fishing** | Oil<br>470bhp (346kW)<br>U.S.A. |
| **TOROK**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1985** ............U.S.S.R.<br>54,82 9,95 4,141<br>50,30 - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>853kW (1 160bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller<br>12kn |
| **TORON**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1985** ............U.S.S.R.<br>54,82 9,95 4,140<br>50,30 - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>853kW (1 160bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| **TORON**<br>**Martin Ahlstrom**<br>Goteborg Sweden | **276**<br>125<br>— | NV | **1976** Falkenbergs Varv AB—Falkenberg (171)<br>39,12<br>35,54 8,25 4,22<br>1 dk<br>rf 1148 BK 127 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho ER<br>3 Ha (stl) (2,1 3,1 2,1 × 1,9) ER | Polar<br>Vee Oil 4SA 12Cy. 250 × 300<br>2 100bhp (1 545kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 1 × 52kW 1 × 24kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **TOROS**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 333**<br>940<br>1 321 | RS | **1968** Stocznia im. "Komuny Paryskiej"—Gdynia (B26/209)<br>83,11 13,85 5,501<br>75,01 13,80 9,76<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.284 In.1 566<br>5 Ha (4,8 × 2,1) (1,9 1,9 × 1,9) (2,2 2,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Sulzer 8TD48<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>Sour "Jugoturbina" Karlovac<br>Controllable pitch propeller<br>12,75kn |
| **TOROS**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.) | **265**<br>—<br>— | RS | **1973** Brodogradiliste "Tito"—Belgrade (896)<br>35,44 9,30 3,201<br>30,00 9,00 4,50<br>1 dk | **M Tug** | B&W 7-26MTBF-40<br>2 Oil 4SA each 7Cy. 260 × 400 geared to sc. shaft<br>Titovi Zavodi "Litostroj" Ljubljana |
| **TOROS ALIZE**<br>ex Rio Explorer-82<br>**Toros Uluslararasi Nakliyat ve Denizcilik A.S.**<br>Istanbul Turkey | **4 619**<br>2 849<br>8 153 | (BV) | **1975** Yamanishi Zosen K.K.—Ishinomaki (789)<br>117,91 18,09 7,990<br>109,99 18,04 9,02<br>1 dk | **M General Cargo**<br>3 Ho 19,6 30,1 30,8 ER<br>G.10 134 B.9 928<br>3 Ha (stl) (11,8 20,1 20,1 × 9,6) ER<br>Der 2(20) 3(15) | Mitsubishi 6UEC52/105E<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>13kn |
| **TOROS I**<br>**Akdeniz Nakliyat ve Ticaret A.S.**<br>Mersin Turkey | **1 580**<br>891<br>2 540 | | **1972** Denizcilik Bankasi T.A.O., Alaybey Tersanesi —Izmir (8)<br>81,29 12,63 4,503<br>74,00 12,60 5,21<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 808<br>Der 1(2,5) | Polar<br>Oil 2SA 6Cy. 340 × 570<br>1 650bhp (1 214kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 75kW 1 × 23kW 380V 50Hz a.c.<br>Fuel 112,0t (hvf)-6,5pd 14kn |
| **TOROSISTYY**<br>**Dalryba**<br>(Okhotsk) (U.S.S.R.) | **163**<br>39<br>94 | RS | **1972** ............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (stl) (1,6 × 1,3)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9,25kn |
| **TOROSLAR I**<br>ex Cihan<br>**Toroslar Kollektif Sirketi**<br>Istanbul Turkey | **483**<br>185<br>650 | | **1951** Gutehoffnungshuette Sterkrade A.G. —Walsum<br>46,51 6,84 2,693<br>41,74 6,79 3,31<br>1 dk<br>len 72<br>conv Fish Carrier 72 | **M General Cargo**<br>2 Ha (each 2,1 × 1,9)<br>3W Der 3(1) | MAN<br>Oil 4SA 6Cy. 285 × 420<br>380bhp (280kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 20,5t (d.o.) 10kn |
| **TOROSLAR II**<br>**Toroslar Gemi Isletmeciligi Deniz Nakliyat Donatma Istiraki**<br>Istanbul Turkey | **499**<br>296<br>1 200 | BV | **1978** Gunsin Gemi Insaat ve Ticaret Ltd. Sti. —Balat, Istanbul (19)<br>59,90 5,301<br>54,11 9,61 6,41<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.2 855 B.2 761<br>2 Ha (stl) (16,0 16,6 × 7,6) ER<br>Cr 4(2,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 219kW 300/220V 1 × 40kW<br>11kn |
| **TOROSLAR III**<br>ex Mustafa Topal-91 ex Burcu<br>ex Kamer-85<br>Launched as Burcu<br>**Tore Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **989**<br>625<br>1 965 | BV | **1985** Tuzla Gemi Endustrisi A.S.—Tuzla (5)<br>70,57 10,83 5,190<br>63,00 10,80 6,10<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.2 451 B.2 320<br>2 Ha (stl) ER | Skoda<br>Oil 4SA 6Cy. 350 × 500 with flexible couplings & sr geared to sc. shaft<br>721kW (980bhp)<br>CKD Praha Praha<br>Gen 3 × 67kW 380V a.c.<br>Fuel 56,0t 11kn |
| **TORPE**<br>**Scheepvaartbedrijf Torpe C.V.**<br>Wagenborg Shipping B.V.<br>Westerbork Netherlands | *1 311*<br>*723*<br>1 800 | GL | **1987** B.V. Scheepswerf "Ferus Smit"—Foxhol (248)<br>79,69 3,701<br>75,01 11,21 4,63<br>P 12,5 F 6,8 1 dk | **M General Cargo**<br>1 Ho 55,8 ER<br>G.2 668 B.2 651<br>TEU 78 C. 78/20'<br>1 Ha (stl) (55,2 × 8,7) ER<br>Cr 1(8) | Caterpillar 3512TA<br>Vee Oil 4SA 12Cy. 170 × 190 with flexible couplings & reverse reduction geared to sc. shaft<br>791kW (1 075bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 60kW 220/380V a.c.<br>Thw. thrust propeller fwd<br>10,5kn |

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|---|---|---|---|---|---|---|
| 5131414<br>*INZH*<br>Esd Rt | **TORPEDINE**<br>ex Giuseppe Asaro<br>**Salvatore Giannino**<br>Cagliari Italy | 128<br>64<br>— | | **1962** Dante Castracani—Ancona<br>30,41 2,569<br>24,72 6,56 3,26<br>1 dk | **Wood M Fishing**<br>Side Trawler | MWM<br>Oil 4SA 6Cy. 250 × 350<br>415bhp (305kW)<br>Motorenw. Mannheim A.G. |
| 8908791<br>*P3TT3*<br>708965<br>Df Esd Gc<br>Pfd Rdr Rt | **TORPO**<br>**Jannicke One Shipping Ltd.**<br>Kustvaartbedrijf Moerman B.V.<br>Limassol Cyprus | *1 986*<br>*1 246*<br>3 504<br>T/cm<br>10,4 | ✠**100A1**<br>strengthened for heavy cargoes, bottom strengthened for loading & unloading aground<br>Ice Class 1D<br>✠**LMC** **UMS**<br>EL O 412,5/34,0U2<br>FN 1694 | **1990**-6 Bodewes Scheepswerven B.V.<br>—Hoogezand (561)<br>88,15 (BB) 14,18 4,898<br>83,20 14,00 6,35<br>RQD 12,5 F 7,0 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 63,8 ER<br>G.4 262 B.4 237<br>TEU 103 C.Ho 64/20' C.Dk 39/20'<br>2 Ha (stl) (each 25,3 × 10,2) ER<br>Cr 1(25-35) | MaK<br>Oil 4SA 6Cy. 320 × 450 w<br>sr geared to sc. shaft<br>1 176kW (1 599bhp)<br>Krupp MaK. Maschinebau<br>Gen 3 × 52kW 380V 50Hz<br>Thw. thrust propeller fwd Tu<br>Fuel 176,75t (d.o.)-5,5pd |
| 6611693<br>*EEVU*<br>1301<br>Df Esd Gc<br>Pfd Rdr Rt | **TORRE ARENILLAS**<br>ex Barandica-73<br>**Jose Perez Barandica**<br>Huelva Spain | 240<br>151<br>203 | (BV) | **1966** Ast. Luzuriaga S.A.—Pasajes (94)<br>33,96 7,42 3,518<br>28,86 7,37 3,92<br>1 dk | **M Fishing**<br>Side-fishing<br>9 Ha (1,6 1,6 1,6 1,6 1,6 1,6 1,6 1,6 × 1,3)<br>(0,9 × 0,9)<br>2W Der 2(1) | Kromhout<br>Oil 4SA 8Cy. 240 × 260<br>705bhp (519kW)<br>Kromhout Motorenfabrik<br>Fuel (d.o.) |
| 6911811<br>*IMMM*<br>235<br>Rt | **TORRE AVOLOS**<br>**Capieci S.p.A. Navigazione Rimorchiatori e Salvataggi**<br>Messina Italy | 259<br>81<br>— | RI | **1969** Cant. Nav. Cassaro—Messina (134)<br>32,49 9,48 4,001<br>30,03 9,00 4,60<br>1 dk | **M Tug** | Fiat<br>Oil 4SA 8Cy. 230 × 270<br>Fiat S.G.M. |
| 6700822<br>*EEZZ*<br>26<br>Esd Rt | **TORRE DEL MAR**<br>**Remolcadores de Malaga S.A.**<br>Malaga Spain | 115<br>15<br>— | ✠**100A1** SS 8/88<br>tug<br>✠**LMC**<br>EL (a)<br>FN 209 | **1966**-8 Enrique Lorenzo y Cia. S.A.—Vigo (324)<br>26,95 6,84 2,401<br>22,00 6,41 3,05<br>rf 381 BK 102 | **M Tug** | MWM<br>Oil 4SA 8Cy. 320 × 480<br>Motorenw. Mannheim A.G.<br>Gen 1 × 40kW 1 × 19k |
| 8012279<br>*EAKN*<br>1151<br>Df Esd Gc<br>RdrRTm | **TORRE VIGIA**<br>**Remolcadores de Malaga S.A.**<br>Malaga Spain | 196<br>7<br>172 | ✠**100A1** SS 6/91<br>tug<br>✠**LMC**<br>EL F 275,0/22,0U1<br>FN 304 | **1982**-1 Maritima del Musel S.A.—Gijon (229)<br>27,56 8,06 3,679<br>25,02 8,01 4,12<br>1 dk | **M Tug** | MWM<br>Oil 4SA 8Cy. 360 × 450<br>Motorenw. Mannheim A.G.<br>Gen 2 × 76kW 1 × 14k<br>Controllable pitch propeller<br>Fuel 106,0t (d.o.)-6,5pd |
| 6727571<br>*EFDY*<br>29<br>Esd Rdr Rt | **TORREBERMEJA**<br>**Remolcadores y Servicios S.A.**<br>Malaga Spain | 108<br>8<br>— | ✠Classed LR until 8/7/87 | **1968**-1 Enrique Lorenzo y Cia. S.A.—Vigo (337)<br>26,95 6,84 2,648<br>22,00 6,41 3,05<br>1 dk<br>rf 381 BK 102 | **M Tug** | MWM<br>Oil 4SA 8Cy. 320 × 480<br>Motorenw. Mannheim A.G.<br>Gen 1 × 32kW 1 × 19k<br>Fuel 40,5t |
| 5164069<br>*HO6373*<br>10750-PEXT1<br>Df Esd Gc<br>Rt | **TORREMAR**<br>ex Alma-82 ex Isabella-82<br>ex Hans Brohan-60<br>**West Coast Maritime Services Inc.**<br>Panama Panama | 1 212<br>896<br>1 815 | (GL) | **1952** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (358)<br>70,41 10,52 5,290<br>70,34 10,47 6,10<br>B 12,5 F 6,1 2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 557 B.2 373<br>6W | MaK<br>Oil 4SA 8Cy. 385 × 580<br>1 325bhp (975kW) NE 52<br>Maschinenbau Kiel A.G.<br>Fuel 130,0t |
| 7931753<br>*LAVD2*<br>N-00674<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TORRENS**<br>ex Topaz-89 ex Katowice II-89<br>**Wilhelmsen Lines A/S**<br>Tonsberg Norway (NIS)<br>SatCom: 1310126/LAVD | 16 938<br>10 289<br>21 334 | ✠**100A1**<br>roll on — roll off cargo ship<br>✠**LMC** **UMS**<br>EL Ot 660,0/78,0U3<br>FN 9649<br>(PR) | **1982**-12 Astilleros Espanoles S.A.—Factoria de Puerto Real, Cadiz (30)<br>199,50 (BB) 31,09 9,518<br>182,00 31,01 19,99<br>F 15,3 2 dks, 3rd dk in hold, 2pt dks (for cars) at fwd end of Upr TwD<br>rf nil DK in way of cargo hold | **M RoRo Cargo** 7cbn<br>Angled stern door/ramp (s)<br>L 49,75 W 23,50<br>Cars 113<br>1 Ho 12,5DTp&s 7,8DTp&s 105,2 ER<br>B.52 569 L.1 044 HeCls. C<br>TEU 1182<br>C.Ho 54/20' C.RoRo Dk 628/20' C.Dk 500/20' incl. 150 ref C. | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>17 249kW (23 450bhp)<br>Ast. Espanoles S.A.<br>AuxB (o.f.) 6,5kgf/cm² (6,4<br>e(ex.g) 6,5kgf/cm² (6,4bar)<br>Gen 1 × 1200kW 4 × 1<br>Thw. thrust Contr. pitch prop<br>Thw. thrust propeller<br>Fuel 706,5t (d.o.) 2 580,5t |
| 8127749<br>*VJAG*<br>850407<br>Df Esd Gc<br>Rdr Rt | **TORRENS TIDE**<br>**Tidewater Port Jackson Marine Pty. Ltd.**<br>Tidewater Marine Service Inc.<br>*Sydney, N.S.W.* Australia | 1 141<br>475<br>1 507 | AB | **1983** Torrens Shipbuilders Pty. Ltd.—Port Adelaide (42)<br>53,78 13,59 5,330<br>47,12 13,30 6,00<br>F 15,9 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Polar<br>2 Vee Oil 4SA each 8Cy. 2<br>flexible couplings & sr g<br>Nohab Diesel A/B<br>Gen 1 × 405kW a.c. 2 ×<br>2 Controllable pitch propelle<br>Thw. thrust Contr. pitch prop |
| 9015929<br>721947<br>Df Esd Gc<br>Pfd Rdr RTv | **TORRENT**<br>**Franco British Chartering Agency Ltd.**<br>Campbell Maritime Ltd.<br>London United Kingdom | 999<br>—<br>1 700 | BV (Class cont.) | **1991** Yorkshire D.D. Co. Ltd.—Hull (329)<br>- 3,880<br>69,00 9,98 4,85<br>1 dk | **TM General Cargo**<br>1 Ho ER<br>G.1 924 B.1 888<br>1 Ha (stl) ER | Cummins<br>2 Oil 4SA each 6Cy. 159 ×<br>flexible couplings & sr g<br>368kW (500bhp)<br>Cummins Charleston Inc.<br>Thw. thrust propeller fwd |
| 7811305<br>*IBNH*<br>490<br>Df Esd Gc<br>Pfd Rdr Rt | **TORRES**<br>ex Staffetta Mediterranea-88<br>**"Tirrenia" di Navigazione S.p.A.**<br>Cagliari Italy | 11 346<br>6 272<br>1 000 | RI | **1979** Cantieri Navali Riuniti S.p.A.—Ancona (872)<br>148,32 22,74 6,319<br>135,01 22,71 13,01<br>2 dks | **TM RoRo Cargo**<br>Mchy.aft | GMT<br>2 Vee Oil 4SA each 12Cy. 4<br>reduction geared to sc. s<br>15 000bhp (11 033kW)<br>Grandi Motori Trieste<br>2 Controllable pitch propelle |
| 7000712<br>*EEAG*<br>334<br>Df Esd Rdr<br>Rt | **TORRES**<br>**Remolques Gijoneses S.A.**<br>Gijon Spain | 141<br>26<br>— | (BV) | **1970** Soc. Met. Duro Felguera—Gijon (47)<br>23,53 7,27 2,769<br>22,00 7,24 3,15<br>1 dk | **M Tug**<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 240 × 280<br>Atlas-MaK Maschinenbau |
| 8520848<br>*CB3877*<br>Esd Rdr Rt | **TORRES DEL PAINE**<br>ex Imanol Toxu-89<br>**Pesquera del Sur**<br>Valparaiso Chile | *252*<br>*76*<br>137 | BV | **1987** Ast. Zamacona S.A.—Bilbao (126)<br>31,50 7,75 3,152<br>25,71 7,71 5,21<br>2 dks | **M Fishing**<br>Stern Trawler | Alpha<br>Oil 4SA 5Cy. 225 × 300 wi<br>sr geared to sc. shaft<br>400bhp (294kW)<br>Cons. Echevarria<br>Controllable pitch propeller |
| 6918584<br>*VJHL*<br>343629<br>Esd RdrRTm | **TORRES EXPRESS**<br>ex Lombardina Creek-88<br>ex Argusguard-85 ex Grayguard-83<br>ex San Pedro Cape-73<br>**Frank Markert**<br>*Cairns, Queensland* Australia | 326<br>165<br>338 | **100A1** SS 1/90<br>**LMC**<br>EL H $\frac{7}{8}$"U2<br>FN 412 | **1969** Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (49)<br>36,58 9,00 3,609<br>31,86 8,84 4,07<br>F 13,5 1 dk<br>rf 1092 | **TM Supply Ship**<br>Deck Cargo 6bth P<br>9 Ta<br>2 Ta ind<br>L.181 | General Motors<br>2 Vee Oil 2SA each 16Cy. 1<br>reduction geared to sc. s<br>1 400bhp (1 030kW)<br>General Motors Corp.<br>Gen 2 × 100kW 380V 50Hz<br>Thw. thrust propeller fwd<br>Fuel 22,5t (d.o.) |
| 5365405<br>*EQKA*<br>1063<br>Rt | **TORSHIZ**<br>ex Tabas-55<br>**Yusef Shalomi & Son**<br>Abadan Iran | 209<br>11<br>85 | ✠Classed LR until 11/63 | **1948**-8 Scott & Sons—Bowling (383)<br>33,58 7,17 2,191<br>31,55 7,01 2,75 | **TS Tug** | C 4Cy. (2) 279 & (2) 559 × 4<br>Plenty & Son Ltd.<br>Fuel 55,0t (o.f.) |
| 5379274<br>*LMOI*<br>15548<br>Df Esd Rdr<br>Rt | **TORSJO**<br>ex Torbris-86 ex Anitra-86<br>ex Grunnvag-81 ex Alfa-70<br>ex Vestnorge-67 ex Alfa-61<br>**Odd Viken**<br>Farsund Norway | T.Mk<br>**296**<br>109<br>408 | ✠CLASS WITHDRAWN 13/11/91 | **1946**-9 Solvesborgs Varv A/B—Solvesborg (28)<br>43,34 8,18 3,207<br>38,99 8,11 5,44<br>2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 23,3 ER<br>G.979 B.874<br>2 Ha (each 9,1 × 4,4) ER<br>2W Der 2(2,5) | Werkspoor<br>Vee Oil 4SA 12Cy. 215 × 2<br>geared to sc. shaft<br>919kW (1 249bhp) NE mad<br>N.V. Werkspoor<br>Fuel 45,5t (d.o.)-2,0pd |

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| **TORSON**<br>**A/S P. Jakobsen & Sonner**<br>Tromso Norway | *1 230*<br>*519*<br>— | NV | **1990** Th. Hellesoy Skipsbyggeri A/S—Lofallstrand (117)<br>56,00 11,00<br>... ... ...<br>2 dks | **M Fishing**<br>Side Trawler Purse Seiner Ref<br>Ice strengthened | Wichmann<br>Oil 2SA 8Cy. 280 × 360 geared to sc. shaft<br>2 427kW (3 300bhp)<br>Wartsila-Wichmann A/S Rubbestadneset<br>Gen 1 × 1280kW 1 × 515kW 1 × 295kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Thw. thrust propeller |
| **TORSVER**<br>ex L. O. Mogster-80<br>**Carestate Ltd.**<br>Georgetown Cayman Islands (British) | **495**<br>259<br>— | (NV) | **1965** Ankerlokken Verft Floro A/S—Floro (70)<br>49,43 8,21 5,341<br>44,91 8,16 6,81<br>2 dks<br>rf 1194 BK 127 len 69 | **M Fishing**<br>Side-fishing<br>1 Ho 3 Ta ER<br>3 Ha (each 3,5 × 2,9) ER<br>1W Der 1(3) | Wichmann<br>Oil 2SA 7Cy. 300 × 450<br>2 100bhp (1 545kW) NE 78<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 95kW 1 × 80kW 1 × 38kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **TORTOLI**<br>ex Flora-68<br>**FT Foschi Tonino & C. S.n.c.**<br>Rimini Italy | **777**<br>281<br>1 077 | (RI)<br>✠Classed LR until 3/69 | **1961**-6 Helsingborgs Varfs A/B—Helsingborg (89)<br>77,58 10,70 4,141<br>70,11 10,67 6,43<br>Ba 11,6 F 8,0 2 dks | **M General Cargo** CSD<br>1 Ho 40,2 1 TwD 45,1<br>G.2 464 B.2 294<br>2 Ha (stl) (15,2 10,9 × 6,9) ER<br>Cr 2(4) | Polar<br>Oil 2SA 6Cy. 340 × 570<br>1 260bhp (927kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 72kW 1 × 40kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 162,5t (d.o.) 13kn |
| **TORTUGA VIEJO**<br>ex Ingamar<br>**Chico Boy Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1973** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1 dk | **M Fishing**<br>Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TORTUGA 4**<br>ex Isla Tortuga 4-79<br>ex Santa Elena XX-75<br>**Pesquera Tortuga S.R. Ltda.**<br>Tambo de Mora Peru | **158**<br>72<br>— | (AB) (GL) | **1970** Metal Empresa S.A.—Callao (L-21)<br>25,02 6,74<br>21,49 6,71 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 10,6<br>1 Ha (w) (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr geared to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 5,0t (d.o.) 10kn |
| **TORTUGA 5**<br>ex Atlanta 6-76<br>**Pesquera Maria Guadalupe SCR Ltda.**<br>Tambo de Mora Peru | **200**<br>89<br>— | (GL) | **1967** Ast. Picsa S.A.—Callao<br>26,80 7,07<br>7,04 3,43<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW) E made67 fitted—<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 4kW 24V a.c. |
| **TORTUGA 6**<br>ex Atlanta 8-75<br>**Industria Maritima Pesquera S.A.**<br>Tambo de Mora Peru | **200**<br>89<br>— | (GL) | **1967** Ast. Picsa S.A.—Callao (209)<br>26,80 7,07<br>24,31 7,04 3,43<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW) E made67 fitted—<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 4kW 24V a.c. |
| **TORTUGA 7**<br>ex Atlanta 9-75<br>**Industria Maritima Pesquera S.A.**<br>Tambo de Mora Peru | **200**<br>89<br>— | (GL) | **1967** Ast. Picsa S.A.—Callao (210)<br>26,80 7,07<br>7,04 3,43<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW) E made57 fitted—<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 4kW 24V a.c. |
| **TORTUGA 8**<br>ex Atlanta 10-76<br>**Pesquera Ballena SCR Ltda.**<br>Tambo de Mora Peru | **200**<br>89<br>— | (GL) | **1967** Ast. Picsa S.A.—Callao<br>26,80 7,07<br>7,04 3,43<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW) E made67 fitted—<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 4kW 24V a.c. |
| **TORTUGA 9**<br>ex Golden Rose VI-75<br>**Pesquera Anezca SCR Ltda.**<br>Tambo de Mora Peru | **200**<br>89<br>— | (GL) | **1967** Ast. Picsa S.A.—Callao<br>26,80 7,07<br>7,04 3,43<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW) E made66 fitted—<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 4kW 24V a.c. |
| **TORTUGA 10**<br>ex Golden Rose VII-75<br>**Pesquera Maria Guadalupe SCR Ltda.**<br>Tambo de Mora Peru | **200**<br>89<br>— | (GL) | **1967** Ast. Picsa S.A.—Callao<br>26,80 7,07<br>7,04 3,43<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW) E made66 fitted—<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 4kW 24V a.c. |
| **TORY HILL**<br>ex Victory Hill-88 ex Khian Hill-86<br>**Jersey Shipping Corp.**<br>Sunscot Technical Services (1991) Ltd.<br>Panama Panama | **9 822**<br>6 440<br>15 179 | BV PR (AB) | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (1985)<br>142,25 (BB) 19,84 9,040<br>134,12 19,82 12,60<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.21 492 B.19 142<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>3 773kW (5 129bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 200kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 266,0t (hvf) 13,5kn |
| **TORYU MARU**<br>**Bingo Kyodo Kisen K.K.**<br>Numakuma, Hiroshima Pref. Japan | *356*<br>*106*<br>210 | NK | **1973** Towa Zosen K.K.—Shimonoseki (446)<br>32,52 9,02 3,639<br>30,00 9,00 4,09<br>1 dk | **TM Tug**<br>Pusher | Daihatsu 6DSM-26<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 96kW a.c.<br>12kn |
| **TORZHOK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1974** .............U.S.S.R.<br>83,93 14,03 5,720<br>10,01<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.314 In.1 765 L.14<br>3 Ha (2,0 2,0 × 2,0) (2,5 × 2,5)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>.............<br>12,5kn |
| **TOSA**<br>**Tochiki Kisen Y.K.**<br>Kurahashi, Hiroshima Pref. Japan | **451**<br>—<br>336 | | **1989** Kegoya Dock K.K.—Kure (893)<br>33,00 5,700<br>31,00 11,00 8,00<br>1 dk | **TM Tug**<br>Pusher | Niigata 6M34AFT<br>2 Oil 4SA each 6Cy. 340 × 620 with clutches & sr reverse geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata |
| **TOSA MARU**<br>**Kochi Prefecture (Board of Education)**<br>Kochi, Kochi Pref. Japan | **214**<br>—<br>— | | **1983** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1575)<br>3,001<br>38,03 7,61 3,36<br>1 dk | **M Fishing**<br>8 Ho ER<br>8 Ha (stl) ER | Daihatsu 6DSM-26<br>Oil 4SA 6Cy. 260 × 320 sr geared to sc. shaft<br>1 400bhp (1 030kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **TOSA MARU**<br>**Sanyo Kaiji Co. Ltd.**<br>Amagasaki, Hyogo Pref. Japan | **146**<br>—<br>90 | | **1984** Hikari Kogyo K.K.—Yokosuka (332)<br>30,64 8,62 2,731<br>26,50 8,59 3,51<br>1 dk | **TM Tug** | Yanmar 6T260L-ST<br>2 Oil 4SA each 6Cy. 260 × 330<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 80kW 440V 60Hz a.c.<br>2 Directional propellers<br>Fuel 34,0t (d.o.)-9,5pd 12,5kn |

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|---|---|---|---|---|---|---|
| **9016612**<br>*JFCT*<br>131499<br>Df Esd Gc<br>Pfd Rdr RTv | **TOSA MARU**<br>**Takashi Kimura**<br>Japan<br>SatCom: 1204403/JFCT | **119**<br>—<br>— | | **1991** Sanuki Zosen Tekkosho K.K.—Takuma (1220)<br>35,70 2,401<br>30,00 6,50 2,80 | **M Fishing**<br>Ref<br>In.37 | Niigata<br>Oil 4SA 6Cy. 220 × 280 sr geared<br>508kW (691bhp)<br>Niigata Eng. Co. Ltd. |
| **7639989**<br>*JMGT*<br>121006<br>Df Esd Gc<br>Pfd Rdr | **TOSAKAIEN MARU**<br>**Kochi Prefecture (Board of Education)**<br>Kochi, Kochi Pref. Japan | **467**<br>174<br>— | | **1977** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1229)<br>50,09 3,550<br>43,52 8,41 3,92<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo |
| **9013270**<br>*JFDH*<br>132091<br>Df Esd Gc<br>Pfd Rdr RTv | **TOSAKAIEN MARU**<br>**Kochi Prefecture (Board of Education)**<br>Kochi, Kochi Pref. Japan<br>SatCom: 1204355/JFDH | **458**<br>263<br>418 | | **1991** Miho Zosensho K.K.—Shimizu (1396)<br>53,99 (BB) 9,42 3,800<br>46,00 9,40 6,20 | **M Fishing**<br>Training Long-line Ref<br>In.128 | Hanshin<br>Oil 4SA 6Cy. 280 × 530 with flexible<br>sr geared to sc. shaft<br>1 177kW (1 600bhp)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **7715094**<br>*JM4245*<br>120684<br>Df Pfd Rdr<br>Rt | **TOSAN MARU No. 1**<br>**Tosan Gyogyo K.K.**<br>Shimonoseki, Yamaguchi Pref. Japan | **288**<br>—<br>400 | | **1977** Tokushima Zosen K.K.—Fukuoka (1265)<br>47,58 (BB) 7,83 3,201<br>41,00 7,80 3,56<br>1 dk | **M Fish Carrier**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 280 × 340<br>1 120bhp (824kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8303745**<br>*JM5123*<br>126941 | **TOSAN MARU No. 2**<br>**Tosan Gyogyo K.K.**<br>Shimonoseki, Yamaguchi Pref. Japan | **222**<br>—<br>— | | **1983** K.K. Izutsu Zosensho—Nagasaki (874)<br>47,60 (BB) 8,01 0,418<br>40,52 7,70 3,26<br>1 dk | **M Fishing**<br>Ref<br>8 Ho ER<br>In.351<br>8 Ha (stl) ER | Yanmar<br>Oil 4SA 6Cy. 280 × 360 with clutches<br>geared to sc. shaft<br>1 170bhp (861kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8805860**<br>*JM5696*<br>130336 | **TOSAN MARU No. 8**<br>**Tosan Gyogyo K.K.**<br>Shimonoseki, Yamaguchi Pref. Japan | **334**<br>—<br>— | | **1988** Nagasaki Zosen K.K.—Nagasaki (1033)<br>58,46 (BB) 8,59 4,001<br>51,00 8,56 4,50<br>1 dk | **M Fish Carrier** | Daihatsu<br>Oil 4SA 6Cy. 320 × 400 sr geared<br>1 147kW (1 559bhp)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 1 × 128kW 220V a.c. |
| **7830143**<br>*JM3785*<br>118036<br>Df Gc Pfd<br>Rdr Rt | **TOSAN MARU No. 25**<br>**Tosan Gyogyo K.K.**<br>Shimonoseki, Yamaguchi Pref. Japan | **323**<br>—<br>— | | **1975** K.K. Izutsu Zosensho—Nagasaki (716)<br>50,35 8,51<br>44,20 8,01 3,87<br>1 dk | **M Fishing/ Fish Carrier**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 380 reduction<br>shaft<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. |
| **7708833**<br>*SFMY*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TOSCA**<br>**Walleniusrederierna (Wallenius Lines)**<br>Stockholm Sweden<br>SatCom: 1370150/TOSC | **16 883**<br>7 781<br>12 197 | **100A1** CS 9/88<br>roll on — roll off vehicle carrier<br>**LMC** **UMS**<br>EL o 660,0/90,0U2<br>FN 8985<br>(AB) | **1978** Nippon Kokan K.K.—Tsu (63)<br>195,56 (BB) 31,73 8,502<br>180,02 31,72 18,19<br>P & B 166,2 F 15,6 2 dks<br>rf 838 DK in way of Nos. 1 & 2 holds | **M Vehicles Carrier**<br>Side door/ramp (s. f.)<br>Side door/ramp (s. a.)<br>Cars 5900<br>2 Ho ER | Pielstick<br>2 Vee Oil 4SA each 16Cy. 400 ×<br>sc. shaft<br>15 300kW (20 800bhp)<br>Nippon Kokan K.K. Tsurumi Wo<br>AuxB (o.f.) 7,5kgf/cm² (7,4bar)<br>2 e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 1 × 1440kW 3 × 1000kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 3 966,5t (hvf) |
| **7372232**<br>*LAQH2*<br>N-00502<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TOSCANA**<br>ex Happy Sitani-90 ex Ariela G.-89<br>**Brudevold og Wilhelmsen Tankers I K/S**<br>Wilh. Wilhelmsen Ltd. A/S<br>Tonsberg Norway (NIS)<br>SatCom: 1311436/LAQH | **60 337**<br>46 963<br>128 467 | NV (AB) | **1977** Hitachi Zosen—Sakai (4459)<br>265,62 (BB) 16,838<br>255,02 41,41 22,23<br>1 dk<br>rf 89 | **M Tanker**<br>COW IGS<br>Mchy.aft<br>L.(oil) 157 955<br>3 Cargo pumps total 12 000T/hr | B&W<br>Oil 2SA 7Cy. 900 × 1800<br>17 580kW (23 900bhp)<br>Hitachi Zosen Sakurajima<br>Gen 1 × 900kW 2 × 480kW 110V |
| **7430668**<br>*SYSR*<br>530<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TOSCANA**<br>ex Bulkvoltri-88 ex Japana-87<br>ex Pioneer Japan-83 ex Japana-80<br>ex Eastern City-79<br>**Brunswick Navigation Co. Ltd.**<br>Andros Greece | *36 106*<br>*22 924*<br>53 980<br>T/cm<br>62,6 | **100A1** SS 3/87<br>bulk carrier<br>strengthened for heavy cargoes, holds Nos. 2, 4 and 6 may be empty<br>**LMC** **UMS**<br>EL O† 666,0/78,0U3<br>FN 10736<br>RI (NV) | **1976** A/S Burmeister & Wain's Skibsbyggeri —Kobenhavn (889)<br>225,03 32,24 13,078<br>213,85 32,19 18,01<br>1 dk<br>rf nil DK throughout all cargo holds | **M Bulk Carrier**<br>Vehicles<br>pt higher tensile steel<br>7 Ho 26,9 23,3 23,3 23,3 23,3 23,3 25,2 ER<br>G.68 830 B.65 750 HeCls. B<br>7 Ha (stl) (each 14,4 × 15,0) ER<br>Cr 4(20) | B&W<br>Oil 2SA 7Cy. 800 × 1600<br>18 500bhp (13 608kW)<br>A/S Burmeister & Wain's Motor-og<br>1971<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 311,0t (d.o.) 3 190,5t (hvf) |
| **9016301**<br>*JK5053*<br>132463<br>Rdr Rt | **TOSEI**<br>**Toyo Koun K.K.**<br>Shinnanyo, Yamaguchi Pref. Japan | **698**<br>—<br>1 365 | | **1991** Kegoya Dock K.K.—Kure (917)<br>85,00 (BB) 14,03 3,891<br>80,00 14,00 6,70 | **M Container Ship**<br>Fixed-guides<br>2 Cell. Ho ER | Niigata<br>Oil 4SA 6Cy. 380 × 700 sr geared<br>1 876kW (2 550bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **8028785**<br>*JJ3267*<br>121230<br>Rdr Rt | **TOSEI MARU**<br>**Shin Marubishi Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **195**<br>—<br>— | | **1981** Kanagawa Zosen—Kobe (218)<br>8,62 2,601<br>25,76 8,60 3,81<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **7736488**<br>*JG3735*<br>121526 | **TOSEI MARU No. 2**<br>**K.K. Daito Unyu**<br>Tokyo Japan | **137**<br>— | | **1978** Ito Zosen—Tokyo<br>32,50 2,400<br>29,50 7,30 2,50<br>1 dk | **M General Cargo** | Oil |
| **8032619**<br>*JG4070*<br>121884 | **TOSEI MARU No. 6**<br>**K.K. Daito Unyu**<br>Tokyo Japan | **141**<br>—<br>295 | | **1980** Takao Zosen Kogyo K.K.—Tateyama (76)<br>2,300<br>29,60 7,90 2,49<br>1 dk | **M Tanker**<br>Chemical | Oil |
| **8838180**<br>*JD2566*<br>125601<br>HK1-1109<br>Rdr Rt | **TOSEI MARU No. 12**<br>**Tokai Gyogyo Y.K.**<br>Atsukeshi, Hokkaido Pref. Japan | **124**<br>—<br>— | | **1982** Sasaki Zosen K.K.—Kinoe<br>*27,40*<br>5,60 2,70<br>1 dk | **M Fishing** | Niigata<br>Oil<br>272kW (370bhp)<br>Niigata Eng. Co. Ltd. |
| **6509058**<br>*JNOL*<br>96123<br>Df Esd Gc<br>Pfd Rdr Rt | **TOSHI MARU No. 11**<br>ex Katsu Maru No. 11-70<br>**Kyodo Senpaku Kaisha Ltd.**<br>Tokyo Japan | *782*<br>*234*<br>— | NK | **1964** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1040)<br>68,38 9,91 4,395<br>61,88 9,90 5,31<br>1 dk<br>conv Whaler 90 | **M Fishery Patrol Vessel**<br>Mchy.aft | Oil 2SA 8Cy. 520 × 900<br>3 500bhp (2 574kW) E made57<br>Mitsubishi Nippon Heavy Ind.<br>Fuel 284,0t |
| **5365716**<br>*JPMG*<br>81909<br>Df Esd Gc<br>Pfd Rdr Rt | **TOSHI MARU No. 17**<br>**Kyodo Senpaku Kaisha Ltd.**<br>Tokyo Japan | **757**<br>—<br>— | NK | **1958** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (924)<br>68,43 9,91 4,496<br>61,88 9,89 5,29<br>1 dk<br>conv Whaler 90 | **M Fishery Patrol Vessel**<br>Mchy.aft | MAN<br>Oil 2SA 8Cy. 520 × 900<br>3 500bhp (2 574kW)<br>Mitsubishi Nippon Heavy Ind.<br>Fuel 312,0t |

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| **TOSHI MARU No. 18**<br>**Kyodo Senpaku Kaisha Ltd.**<br>Tokyo Japan | **758**<br>248<br>— | NK | **1958** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (926)<br>68,43 9,91 4,496<br>61,88 9,89 5,29<br>1 dk | **M Whaler**<br>Mchy.aft | Hayashikane<br>Oil 2SA 7Cy. 600 × 900<br>3 500bhp (2 574kW)<br>Hayashikane Zosen Shimonoseki<br>Fuel 287,5t 16,5kn |
| **TOSHI MARU No. 25**<br>**Kyodo Senpaku Kaisha Ltd.**<br>Tokyo Japan | **739**<br>231<br>— | NK | **1962** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (984)<br>68,38 9,94 4,801<br>63,00 9,91 5,16<br>1 dk | **M Whaler**<br>Mchy.aft | Hayashikane<br>Oil 2SA 8Cy. 450 × 750<br>3 600bhp (2 648kW)<br>Hayashikane Zosen Shimonoseki<br>Fuel 338,5t 16kn |
| **TOSHIMA**<br>**Toshima-Mura, Kagoshima-gun, Kagoshima Prefecture**<br>Kagoshima, Kagoshima Pref. Japan | **1 090**<br>—<br>488 | | **1985** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (883)<br>74,00 (BB) 11,89 3,750<br>67,01 11,61 6,56<br>2 dks | **TM Passenger/General Cargo/Ferry**<br>1 Ho ER 1 Ho<br>1 Ha (stl) ER 1 Ha (stl)<br>Der 2(-) | Yanmar 8Z280L-ST<br>2 Oil 4SA each 8Cy. 280 × 360 with clutches, flexible couplings & dr geared to sc. shafts<br>4 000bhp (2 942kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **TOSHIMA MARU No. 2**<br>**Toshin Kaiyo Kigyo** | **253**<br>114<br>128 | | **1958** Koyo Kogyo—Kure (55)<br>47,20 6,91 2,540<br>37,60 6,89 3,10<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.203 B.186<br>1 Ha ER | Hanshin<br>Oil 4SA 6Cy. 350 × 500<br>550bhp (405kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 40kW 115V d.c.<br>Fuel 13,0t-2,5pd 11kn |
| **TOSHIN**<br>ex Toshin Maru-87<br>**Shintoku Panama S.A.**<br>Panama Panama<br>SatCom: 1332563/TOSH | *4 943*<br>*2 643*<br>8 599 | NK | **1984** Miyoshi Zosen K.K.—Uwajima (198)<br>121,72 (BB) 7,922<br>112,43 17,21 9,71<br>P 22,9 F 10,7 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>21 Ta ER<br>L.9 406 | B&W 7L35MC<br>Oil 2SA 7Cy. 350 × 1050<br>4 760bhp (3 501kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 220kW a.c.<br>12,5kn |
| **TOSHIN MARU**<br>**Kokuyo Senpaku K.K.**<br>Kobe, Hyogo Pref. Japan | *1 467*<br>*472*<br>1 343 | NK | **1983** Honda Zosen—Saiki (711)<br>75,77 11,82 4,172<br>70,01 11,80 7,17<br>P 17,1 B 43,6 F 9,5 2 dks | **M Refrigerated Cargo Fish Carrier**<br>2 Ho ER<br>In.1 787<br>2 Ha (stl) (each 4,5 × 3,9) ER<br>4W Der 4(3) | Makita GSLH633<br>Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 240kW<br>Fuel 475,0t (d.o.)-4,5pd 12,25kn |
| **TOSHIN MARU**<br>**K.K. Suwa Kaiun**<br>Tokyo Japan | **699**<br>—<br>1 977 | NK | **1987** Murakami Hide Zosen K.K.—Hakata (273)<br>76,54 4,765<br>72,01 11,21 5,31<br>P 16,8 F 6,4 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 257 | Yanmar MF33-UT<br>Oil 4SA 6Cy. 330 × 620<br>1 125kW (1 529bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 3 × 82kW<br>Controllable pitch propeller<br>12,5kn |
| **TOSHIN MARU**<br>**Morimoto Kaiun K.K.**<br>Takamatsu, Kagawa Pref. Japan | **498**<br>—<br>1 526 | | **1976** K.K. Matsuura Zosensho—Kinoe (238)<br>69,65 11,54 4,152<br>65,03 11,51 6,33<br>2 dks | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TOSHIN MARU**<br>Philippines | **443**<br>—<br>1 202 | | **1975** K.K. Yoshida Zosen Kogyo—Arida<br>60,00 4,201<br>55,00 9,61 6,10<br>1 dk | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>11kn |
| **TOSHIN MARU**<br>**Topy Kaiun K.K. (Topy Marine Transport)**<br>Tokyo Japan | **407**<br>—<br>924 | | **1987** K.K. Yoshida Zosen Tekko—Kesennuma<br>70,04 10,62 3,450<br>64,00 10,60 6,10<br>1 dk | **M General Cargo** | Akasaka K28R<br>Oil 4SA 6Cy. 280 × 480<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TOSHIN MARU No. 1**<br>**Ono Suisan K.K.**<br>Iwaki, Fukushima Pref. Japan | **123**<br>—<br>— | | **1973** ............Japan<br>*29,20*<br>6,20 2,60<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>Japan |
| **TOSHIN MARU No. 2**<br>ex Yokosuka Maru No. 1-85<br>ex Daito Maru No. 15<br>ex Tokuyo Maru No. 18<br>**Illman Jones Inc.** | **672**<br>514<br>1 700 | | **1962** Shikoku Dockyard Co. Ltd.—Takamatsu (626)<br>68,81 10,01 4,700<br>63,53 9,96 5,19<br>1 dk | **M Tanker**<br>2 Ta ER<br>L.(oil) 2 060 | Oil 4SA 6Cy. 380 × 520<br>1 150bhp (846kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 20kW 115V d.c.<br>Fuel 76,0t-5,0pd 10,75kn |
| **TOSHIN MARU No. 11**<br>**Toshin Kaiun K.K.**<br>Mitsu, Hyogo Pref. Japan | **151**<br>—<br>385 | | **1990** Ura Kyodo Zosensho K.K.—Awaji (279)<br>2,801<br>37,52 7,31 2,93<br>1 dk | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| **TOSHIP MEGAH**<br>ex Pernas Simen-89<br>ex Asean Trader-83 ex Establecer-79<br>**Transocean Trades Sendirian Berhad**<br>Penang Malaysia | *6 381*<br>*3 796*<br>10 212 | NK | **1974** Hashihama Zosen—Imabari (549)<br>128,02 18,34 7,760<br>119,00 18,31 9,91<br>P 24,4 F 10,7 1 dk | **M General Cargo**<br>3 Ho ER<br>G.13 272 B.12 796<br>3 Ha (stl) (16,0 30,7 19,5 × 8,9) ER<br>4W Der 2(20) 2(15) | Mitsubishi 6UET52/90<br>Oil 2SA 6Cy. 520 × 900<br>4 413kW (6 000bhp)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 240kW a.c.<br>Fuel 1 143,0t (hvf)-23,0pd 13,25kn |
| **TOSHO MARU**<br>**Nissho Kisen K.K.**<br>Hinase, Okayama Pref. Japan | **497**<br>—<br>740 | NK | **1987** Sasaki Zosen K.K.—Kinoe (512)<br>60,18 3,533<br>56,01 10,01 4,60<br>P 12,8 F 7,1 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>Mchy.aft<br>L.(gas) 842 | Niigata 6M28BFT<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 99kW a.c. |
| **TOSHO MARU**<br>**Numakuma Kaiun K.K.**<br>Numakuma, Hiroshima Pref. Japan | **417**<br>—<br>1 000 | | **1979** K.K. Saidaiji Zosensho—Okazaki (68)<br>67,04<br>61,02 8,91 3,81<br>1 dk<br>len 84 | **M General Cargo**<br>Mchy.aft | Akasaka DM30R<br>Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TOSHO MARU**<br>**Hideo Shimizu**<br>Japan | **199**<br>—<br>480 | | **1991** Koa Sangyo K.K.—Takamatsu (560)<br>3,101<br>45,01 7,82 3,31<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.393 | Yanmar<br>Oil<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **TOSHO MARU**<br>**Kunio Okabayashi**<br>Kochi, Kochi Pref. Japan | **196**<br>—<br>521 | | **1979** K.K. Yoshida Zosen Kogyo—Arida (312)<br>3,000<br>44,91 8,01 4,50<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| **TOSHO MARU No. 2**<br>**Toyo Kaiun K.K.**<br>Tokyo Japan | **498**<br>—<br>1 650 | | **1976** K.K. Matsuura Zosensho—Kinoe (233)<br>69,65 11,54 4,261<br>65,03 11,51 6,33<br>2 dks | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe |

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| 8421250<br>*JG4537*<br>127695 | **TOSHO MARU No. 3**<br>**Nitto Sangyo Kaiun K.K.**<br>Toyo Kaiun K.K.<br>Tokyo Japan | 297<br>—<br>1 050 | | **1985** Daiko Dkyd Co. Ltd.—Osaka (130)<br>63,51 3,710<br>59,01 10,51 6,35<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 100 B.2 040<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 440 sr geared to<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| 8607426<br>Esd Rdr RTv | **TOSNO**<br>(U.S.S.R.) | 7 765<br>2 297<br>3 365 | RS (Class cont.) | **1991** Volkswerft GmbH.—Stralsund (833)<br>120,70 - 6,400<br>107,00 19,00 12,22<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>In.3 454 | S.K.L.<br>2 Vee Oil 4SA each 6Cy. 420 × 480<br>flexible couplings & sr geared to sc.<br>10 590kW (14 397bhp)<br>VEB Maschinenbau Halberstadt<br>Controllable pitch propeller |
| 8619223<br>*JK4689*<br>129535 | **TOSO MARU**<br>**Toei Kaiun K.K.**<br>Shinnanyo, Japan<br>Yamaguchi Pref. | 297<br>—<br>637 | | **1987** Towa Zosen K.K.—Shimonoseki (583)<br>52,84 3,501<br>48,01 8,62 4,02<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & reduction geared to sc.<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| 7933323<br>*JG3962*<br>123562<br>Rt | **TOSUI MARU No. 16**<br>**Tokyo Senpaku Kyusui K.K.**<br>Tokyo Japan | 104<br>—<br>180 | | **1979** Ishii Zosen—Chiba (112)<br>25,00 6,52 2,200<br>22,58 6,50 2,51<br>1 dk | **M Tanker**<br>Water<br>Mchy.aft | Oil 4SA 6Cy.<br>150bhp (110kW)<br>Mitsubishi Heavy Industries Ltd. |
| 9005637<br>*JK5083*<br>131820<br>Rt | **TOTAI MARU**<br>**Toei Kisen K.K.**<br>Ogaki, Japan<br>Hiroshima Pref. | 498<br>—<br>1 595 | | **1990** Nakatani Shipyard Co. Ltd.—Nomi (537)<br>- 4,000<br>70,00 12,00 7,20 | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 300 × 600 reverse geared<br>shaft<br>1 383kW (1 880bhp)<br>The Hanshin Diesel Works Ltd. |
| 5109588<br>*C6BE5*<br>700364<br>Rdr Rt | **TOTLAND**<br>ex Europabank-82 ex Europa-73<br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Public Limited Company (Red Funnel Group)**<br>Nassau Bahamas | 158<br>0<br>— | | **1960** N.V. Schps. v/h H. H. Bodewes—Millingen a/d Rijn (552)<br>28,86 8,39 3,801<br>25,94 8,01 3,48<br>1 dk | **TM Tug**<br>Tractor | Stork<br>2 Oil 4SA each 8Cy. 210 × 300<br>Kon. Mach. Stork & Co. N.V.<br>Fuel 32,0t |
| 8109591<br>*P24115*<br>000317<br>Rdr Rt | **TOTOL**<br>**Lutheran Shipping**<br>Madang Papua New Guinea | 207<br>—<br>300 | AB | **1981** Singmarine Shipyard (Pte.) Ltd.—Singapore (042)<br>29,98 2,687<br>28,91 7,56 3,20<br>F 4,9 1 dk<br>rf 51 | **TM Ferry/General Cargo**<br>Ref<br>1 Ho 16,8 ER<br>B.320<br>1 Ha (11,8 × 4,2) ER<br>Der 2(4) | Gardner<br>2 Oil 4SA each 8Cy. 121 × 152 reverse<br>geared to sc. shafts<br>340bhp (250kW)<br>L. Gardner & Sons Ltd.<br>Fuel 11,5t (d.o.)-1,5pd |
| 8604656<br>*EHWX*<br>1498 | **TOTOROTA**<br>**Pesquera Arrain S.A.**<br>Vigo Spain | *369*<br>*111*<br>268 | BV | **1989** Hijos de J. Barreras S.A.—Vigo (1498)<br>36,50 8,43 3,607<br>31,53 8,30 5,82<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.255 | Deutz<br>Oil 4SA 6Cy. 220 × 280 with flexible<br>dr geared to sc. shaft<br>640kW (870bhp)<br>Hijos de J. Barreras S.A.<br>Controllable pitch propeller |
| 7211567<br>*JDYJ*<br>112809<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TOTTORI MARU**<br>**Nippon Yusen Kaisha & Taiheiyo Kaiun K.K.**<br>Tokyo Japan<br>SatCom: 1200334/JDYJ | 116 142<br>90 332<br>237 377<br>T/cm<br>144,2 | NK | **1972** Mitsubishi Heavy Industries Ltd.—Nagasaki (1695)<br>321,83 52,46 19,889<br>304,02 52,41 25,71<br>F 15,0 1 dk<br>Bow/CM 164 Diam. 0,406 MH 1,2 | **S Tanker**<br>COW IGS SBT<br>12 Ta ER<br>L.(oil) 289 267 HeCls. BptC<br>3 Cargo pumps total 13 500T/hr | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 1 × 1400kW 2 × 680kW 450V<br>Fuel 7 548,0t (o.f.) 223,0t (d.o.)-170,0pd |
| 8017982<br>*7JIA*<br>122259<br>Df Esd Gc<br>Pfd Rdr Rt | **TOTTORI MARU No. 1**<br>**Tottori Prefecture**<br>Tottori, Japan<br>Tottori Pref. | 147<br>—<br>103 | | **1981** Wakamatsu Zosen K.K.—Wakamatsu (312)<br>36,10 6,84 2,901<br>30,28 6,80 5,82<br>1 dk | **M Research/Fishing**<br>Side Trawler<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 220 × 290 reduction<br>shaft<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. |
| 8300482<br>*CNCQ*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **TOUBKAL**<br>ex Tarfaya-89 ex Lombok-87<br>ex Fortuna-84<br>**Compagnie Marocaine de Navigation (COMANAV)**<br>Casablanca Morocco | *5 651*<br>*2 310*<br>6 658 | BV NK | **1983** Kochi Jyuko K.K.—Kochi (2311)<br>100,18 (BB) 7,576<br>89,79 18,81 8,01<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.12 847 B.11 816<br>2 Ha (stl) (each 20,3 × 10,2) ER<br>Der 2(25) 2(20) | B&W<br>Oil 2SA 5Cy. 350 × 1050<br>2 501kW (3 400bhp)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 240kW |
| 7033757<br>*FIOQ*<br>Esd Rdr Rt | **TOUCAN**<br>**Societe de Gerance de Navigation (S.O.G.E.N.A.)**<br>Caen France | 175<br>—<br>— | BV | **1970** S.I.C.C.Na.—St. Malo (116)<br>26,62 7,93 3,429<br>23,17 7,50 4,09<br>1 dk | **M Tug** | MaK<br>Oil 4SA 6Cy. 320 × 450 reverse<br>to sc. shaft<br>Atlas-MaK Maschinenbau<br>Fuel (d.o.) |
| 6703173<br>*ODJK*<br>Df Esd Rdr Rt | **TOUFIC S**<br>ex Electron-82<br>**J. T. Salloum & Co. Ltd.**<br>Beirut Lebanon | 382<br>204<br>653 | BV | **1966** Schpsw. Bodewes Gruno—Foxhol (220)<br>47,99 9,25 3,353<br>42,98 9,15 3,46<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.1 130 B.1 044<br>2 Ha (10,4 10,9 × 5,4) ER<br>2W Der 2(2) | Brons<br>Oil 2SA 6Cy. 220 × 380<br>375bhp (276kW)<br>Appingedammer Brons<br>Fuel 48,0t (d.o.) |
| 8402553<br>AL 38 | **TOUFIK**<br>**Entreprise Nationale des Peches (ENAPECHE)**<br>Alger Algeria | *198*<br>—<br>— | BV | **1985** Scheeps. Damen B.V.—Bergum (3604)<br>26,07 2,552<br>24,11 7,01 3,41 | **M Research/Fishing** | MAN<br>Oil 4SA 5Cy. 200 × 270 with clutches<br>geared to sc. shaft<br>588kW (799bhp)<br>MAN-B&W Diesel G.m.b.H.<br>Gen 1 × 32kW 380V a.c. |
| 7533161<br>*7TGZ*<br>Df Esd Gc<br>Pfd Rdr Rt | **TOUGGOURT**<br>**Societe Nationale de Transport Maritime & Compagnie Nationale Algerienne de Navigation Maritime (S.N.T.M./C.N.A.N.)**<br>Alger Algeria | 3 429<br>1 133<br>3 416 | BV | **1977** Niigata Eng. Co. Ltd.—Niigata (1515)<br>123,45 (BB) 18,52 6,160<br>113,01 18,50 13,49<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp<br>Lane Length 2910<br>G.15 030 B.11 858<br>2 Ha (stl) (21,9 10,5 × 5,4) ER<br>Cr 1(5) | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 460<br>geared to sc. shafts<br>11 180kW (15 199bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 240kW 385V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 8417625<br>*JK4539*<br>127967<br>Esd Gc Rdr Rt | **TOUKO MARU**<br>**Toko Kaiun K.K.**<br>Numakuma, Japan<br>Hiroshima Pref. | *11 433*<br>—<br>6 255 | NK | **1986** Kurushima Dockyard Co. Ltd.—Onishi (2411)<br>149,92 (BB) 7,019<br>142,91 22,81 12,10 | **M Vehicles Carrier**<br>Quarter stern door/ramp (p)<br>L 20,00 W 6,50 SWL 50<br>Quarter stern door/ramp (s)<br>L 20,00 W 6,50 SWL 50<br>Clear height 4,20<br>Cars 1100 | Mitsubishi<br>Oil 2SA 9Cy. 600 × 1500<br>17 500bhp (12 872kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 4 × 545kW a.c. |
| 5366148<br>Rt | **TOULINGUET**<br>**Sociedade Irpex**<br>Brazil | 328<br>201<br>— | | **1961** Chantier A. Peron—Camaret<br>*32,80* 8,18<br>8,16 4,81<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>5 Ha (0,7 × 0,6) (0,9 1,7 × 1,4) (0,9 × 1,3) (8,0 × 2,5) | MGO<br>Vee Oil 4SA 12Cy. 175 × 180<br>490bhp (360kW)<br>Soc. Alsacienne de Const. Mec.<br>Fuel (d.o.) |

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| **TOULONNAIS XII**<br>ex Labech-89 ex Alberto-86<br>**Guardie Ai Snachi S.r.l.**<br>Italy | **135**<br>37<br>— | BV | **1982** Cant. Nav. Euromare S.p.A.—La Spezia (130)<br>24,95 2,361<br>22,76 6,75 3,38<br>1 dk | **TM Tug** | General Motors 12V-71-N<br>2 Vee Oil 2SA each 12Cy. 108 × 127<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 72kW 220V a.c.<br>10,5kn |
| **TOULOUR**<br>ex Sarunta III-81<br>**P.T. Sarunta Waya Raya Line**<br>Jakarta Indonesia | **3 716**<br>2 305<br>6 305 | KI NK | **1976** Oshima Dock K.K.—Yoshiumi (630)<br>106,43 16,44 6,703<br>97,16 16,41 8,16<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 389 B.7 696<br>2 Ha (stl) (28,3 28,5 × 8,3) ER<br>Der 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW<br>Fuel 105,5t (d.o.) 412,0t (hvf)-12,0pd 12kn |
| **TOUMODI**<br>**Societe Ivoirienne de Transport Maritime (SITRAM)**<br>Abidjan Cote d'Ivoire<br>SatCom: 1777101/TOUM | *3 657*<br>*2 460*<br>6 525 | BV | **1984** Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (413)<br>99,85 7,851<br>89,62 16,01 9,53<br>2 dks | **M Tanker**<br>Chemical<br>13 Ta (s.stl) ER 14 Topside Wing Ta<br>L.5 660 HeCls. C<br>13 Cargo pumps total 1 040T/hr | MaK<br>Oil 4SA 6Cy. 350 × 380 sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 4 × 270kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 110,0t (d.o.) 305,0t (hvf) 13kn |
| **TOUMZIT**<br>ex Diana Rosal-87<br>**Societe Shrimps Fisheries**<br>Morocco | **286**<br>133<br>— | BV | **1975** Ast. de Huelva S.A.—Huelva (61)<br>38,49 7,27<br>33,28 7,24 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | S.K.L. 8NVD48A-2<br>Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel 125,0t (d.o.) 10,5kn |
| **TOUPS TIDE**<br>**Tidewater Navigators Inc.**<br>Tidewater Marine Service Inc.<br>Morgan City, La United States of America | **298**<br>202<br>956 | AB | **1983** McDermott Shipyard—New Iberia, La (157)<br>54,87 12,45 3,728<br>51,82 12,20 4,27<br>F 16,8 1 dk<br>rf nil | **TM Supply Ship**<br>Deck Cargo Fire-fighting 4cbn 12bth P | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW) E made reconditioned & fitted81<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 135kW 480V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 341,5t (d.o.)-7,5pd 11kn |
| **TOUR PRIGNAC**<br>ex Full Cry-84<br>**Societe Nouvelle Tankafrica**<br>Port aux Francais, Kerguelen Antarctic Terr. (French) | T.Mk<br>**2 299**<br>1 472<br>4 500<br>**3 292**<br>2 008<br>6 585 | BV<br>✠ | **1981**-10 Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (403)<br>99,85 (BB) 16,06 —/7,851<br>90,00 16,01 9,50<br>P 17,1 F 21,4 2 dks<br>rf nil | **M Tanker**<br>Chemical Wine Alcohol<br>12 Ta 14 Wing Ta ER<br>L.5 474 | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>2 850bhp (2 096kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 268kW 1 × 180kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 367,0t (d.o.) 14kn |
| **TOURCOING**<br>**Wilhelmsen Lines A/S**<br>Tonsberg Norway (NIS)<br>SatCom: 1310212/LGRA | **21 053**<br>12 662<br>31 460 | **✠100A1** CS 8/88<br>roll on — roll off cargo ship, movable decks, f cargo tanks— Tallow oil<br>**✠LMC UMS**<br>**✠Lloyd's RMC**<br>EL Qt 687,5/84,0U3<br>FN 11022 | **1978**-10 Mitsubishi Heavy Industries Ltd. —Nagasaki (1832)<br>228,51 (BB) 32,31 10,821<br>210,01 32,26 20,22<br>Ba 36,6 3 dks, 2 intermediate dks in No. 1 Upr. TwD (movable at centre), light cargoes only<br>rf nil | **M RoRo Cargo**<br>Ref 45bth P<br>Quarter bow door/ramp (a)<br>L 43,90 W 12,00 SWL 600<br>Mchy.aft<br>B.60 716 In.2 354 L.730<br>TEU 1707<br>C.Ho 1015/20' (40') C.Dk 692/20' (40') incl. 250 ref C. | Sulzer 9RND90M<br>Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 2 × 2000kW 2 × 1550kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 654,0t (d.o.) 3 475,0t (hvf)-98,5pd 20,5kn |
| **TOURIST FERRY BOAT PRIMO**<br>**Tourist Ferry-Boat S.p.A.**<br>Messina Italy | **820**<br>469<br>— | RI | **1968** D. C. Anastassiades & A. Ch. Tsortanides —Perama (51)<br>82,71 12,47 2,315<br>73,04 10,21 3,47<br>1 dk | **TM RoRo Cargo/Ferry** | Nohab F26A<br>2 Oil 4SA each 6Cy. 250 × 300<br>2 210kW (3 005bhp)<br>Wartsila Diesel AB Trollhattan<br>Gen 3 × 96kW 380V 50Hz a.c. |
| **TOURIST FERRY BOAT SECONDO**<br>**Tourist Ferry-Boat S.p.A.**<br>Messina Italy | **808**<br>454<br>— | RI | **1969** D. C. Anastassiades & A. Ch. Tsortanides —Perama (52)<br>82,71 12,47 2,315<br>73,04 10,20 3,47<br>1 dk | **TM RoRo Cargo/Ferry** | Nohab F26A<br>2 Oil 4SA each 6Cy. 250 × 300<br>2 210kW (3 005bhp)<br>Wartsila Diesel AB Trollhattan |
| **TOURIST FERRY BOAT TERZO**<br>ex Agios Sostis II-86<br>**Traghetti Pozzuoli S.r.l.**<br>Messina Italy | **437**<br>96<br>212 | RI | **1967** Bekris & Eleftheropoulos—Perama<br>58,35 9,02 1,471<br>53,25 9,00 1,99<br>1 dk | **TM RoRo Cargo/Ferry** | Deutz SBA6M528<br>2 Oil 4SA each 6Cy. 220 × 280<br>1 280kW (1 740bhp) NE 75<br>Kloeckner Humboldt Deutz Koeln |
| **TOURMALET**<br>ex Torocoba-91 ex Atlantic-77<br>**Skyline Shipping Inc.**<br>France | **9 511**<br>5 572<br>15 703 | RI (NK) | **1975** Hashihama Zosen—Imabari (579)<br>138,44 21,42 9,094<br>128,00 21,39 11,99<br>P 28,4 F 9,8 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 21 151 | Pielstick 16PC2-3V-400<br>Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 480bhp (6 238kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 320kW<br>14kn |
| **TOURMALET**<br>**Armement Dhellemmes S.A.**<br>Concarneau France | **222**<br>79<br>300 | BV | **1983** Con. Mec. de Normandie—Cherbourg (34/10)<br>34,02 8,31 3,701<br>30,99 7,90 6,41<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>1 Ho<br>In.180<br>2 Ha (stl) | Crepelle 6PSN3<br>Oil 4SA 6Cy. 260 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>800bhp (588kW)<br>Soc. Nouvelle des Moteurs Crepelle Lille<br>Gen 1 × 72kW 1 × 56kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 50,0t (d.o.)-3,0pd |
| **TOURMALINE**<br>ex Patroclos-89 ex Milky Way-86<br>ex Sweet Flag-83<br>**Oceanvelvet Navigation Ltd.**<br>Seastar Navigation Co. Ltd.<br>Limassol Cyprus | **13 138**<br>7 416<br>21 148<br>T/cm<br>29,5 | NV (NK) | **1976** Tsuneishi Zosen K.K.—Numakuma (343)<br>158,50 22,92 9,945<br>150,02 22,86 13,62<br>P 29,9 F 13,5 1 dk | **M Bulk Carrier**<br>4 Ho 20,4 30,0 26,3 27,8 ER<br>G.25 589 B.24 716 HeCls. B<br>4 Ha (stl) (12,4 × 9,6) (20,2 20,2 18,8 × 11,2) ER<br>Der 1(150) 4(25) | B&W 7K62EF<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 400kW 440V 60Hz a.c.<br>Fuel 137,0t (d.o.) 1 300,5t (hvf)-35,5pd 14,5kn |
| **TOUTATIS**<br>La Rochelle France | **115**<br>—<br>— | | **1986** Ch. "Union & Travail"—Les Sables d'Olonne<br>24,92 3,001<br>21,01 7,21 3,81 | **M Fishing**<br>Stern Trawler<br>In.72 | AGO<br>Oil<br>650bhp (478kW)<br>Soc. Alsacienne de Const. Mec. de Mulhouse (S.A.C.M.) Mulhouse |
| **TOVARISHCH**<br>ex Gorch Fock<br>**Kherson Marine College**<br>(Kherson) (U.S.S.R.) | **1 392**<br>230<br>292 | RS | **1933** Blohm & Voss K.a.A.—Hamburg (804)<br>73,64 12,02 5,230<br>68,51 7,55<br>1 dk | **Aux M Training Vessel**<br>Barque | Skoda<br>Oil 4SA 6Cy. 275 × 360<br>E made65 fitted68<br>CKD Praha Praha<br>7kn |
| **TOVATA**<br>ex Adi Keva-66 ex Morag-65<br>**Wong's Shipping Co. Ltd.**<br>Suva Fiji | **351**<br>148<br>386 | ✠Classed LR until 16/4/82 | **1956**-1 N.V. Scheeps. "Westerbroek" —Westerbroek (148)<br>42,75 7,73 3,004<br>38,03 7,50 4,09<br>P 11,3 RQD 23,2 F 4,3 1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho 22,8 ER<br>G.600 B.550<br>1 Ha (18,6 × 5,1) ER<br>Der 2(2) | Brons<br>Oil 4SA 6Cy. 290 × 450 with hydraulic coupling & reverse geared to sc. shaft<br>220bhp (162kW)<br>Appingedammer Brons Appingedam<br>Gen 1 × 6kW 115V d.c.<br>Fuel 32,0t (d.o.)-1,0pd 8,5kn |

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| **6810809**<br>*9VJA*<br>383831<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **TOVE COB**<br>ex Satu Mar-86 ex Lake Anette-83<br>ex Anco Duke-80 ex Athelduke-70<br>**DMD Enterprises Pte. Ltd.**<br>COB Shipping Canada Inc.<br>Singapore Singapore<br>SatCom: 1715255/TCOB | **11 102**<br>6 701<br>17 913<br>T/cm<br>28,2 | **✠100A1** CS 6/88<br>oil or chemical or molasses tanker in association with an approved list of cargoes SG up to 1,4 in centre tanks & Nos. 3 & 7 tanks<br>**✠LMC**<br>EL c† 2⅜"U2<br>FN 4975 | **1968**-7 Uddevallavarvet A/B—Uddevalla (221)<br>160,13 20,88 9,145<br>152,41 20,82 11,82<br>P 33,0 F 15,9 1 dk<br>rf 51 Bow/CM 84 Diam. 0,250 | **M Tanker**<br>Oil Chemical Molasses<br>Stern disch.<br>24 Ta ER<br>L.23 022 HeCls. BC<br>8 Cargo pumps total 2 000T/hr | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Uddevallavarvet A/B<br>2 WTAuxB primary 711lbf/in$^2$ (49,1bar)<br>secondary 213lbf/in$^2$ (14,7bar)<br>e(ex.g) 178lbf/in$^2$ (12,3bar)<br>Gen 3 × 364kW 450V 60Hz a.c.<br>Fuel 1 464,0t (hvf)-28,5pd |
| **8715546**<br>*LAUO2*<br>N-00818<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TOVE KNUTSEN**<br>**K/S Knutsen Terminal Tanker**<br>Knutsen O.A.S. Shipping A/S<br>Haugesund Norway (NIS)<br>SatCom: 1310150/LAUO | *60 489*<br>*34 614*<br>113 131<br>T/cm<br>95,7 | NV | **1989** Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (275)<br>243,00 (BB) 42,53 15,000<br>233,00 42,50 21,00<br>1 dk<br>Bow/CM 120 Diam. 0,410 MH 2,1 | **M Tanker**<br>COW IGS SBT DB<br>L.(oil) 122 978<br>4 Cargo pumps total 7 400T/hr | B&W<br>Oil 2SA 5Cy. 700 × 2674<br>10 761kW (14 630bhp)<br>Ast. Espanoles S.A. Manises<br>Gen 2 × 1200kW 1 × 850kW 450V<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (hvf) |
| **7124635**<br>*3DSU*<br>Esd Gc Rdr<br>RTv SatCom | **TOVUTO**<br>ex Babale-90<br>ex Eugene McDermott II-87<br>**Government of Fiji (Marine Department)**<br>Suva Fiji | *848*<br>*254*<br>— | **✠100A1**<br>exploration vessel<br>**✠LMC**<br>EL L 1$\frac{5}{16}$"U2<br>FN 733 | **1972**-1 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (67)<br>52,20 12,04 3,639<br>46,21 11,59 4,27<br>B & F 30,8 1 dk<br>rf nil | **TM Research**<br>Geophysical<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 200kW 415V 50Hz a.c. |
| **7921734**<br>*JL4665*<br>124082<br>Rdr Rt | **TOWA MARU**<br>**Y.K. Kato Unyu**<br>Kyowa Sangyo Kaiun K.K. (Kyowa Marine Transportation Co. Ltd.)<br>Mikame, Japan<br>Ehime Pref. | **499**<br>—<br>1 285<br>T/cm<br>4,9 | | **1980** Shirahama Zosen K.K.—Honai (97)<br>63,99 4,252<br>59,01 10,01 4,53<br>1 dk<br>Bow/CM 31 Diam. 0,203 | **M Tanker**<br>SBT<br>8 Ta ER<br>L.(oil) 1 199 HeCls. C<br>2 Cargo pumps total 1 000T/hr | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Fuel 12,5t (d.o.) 48,5t (hvf) |
| **7927221**<br>*JL4767*<br>123902 | **TOWA MARU**<br>**Toyo Kaiun K.K.**<br>Namikata, Japan<br>Ehime Pref. | **495**<br>—<br>1 600 | | **1980** Mategata Zosen K.K.—Namikata (160)<br>4,401<br>64,01 11,02 6,23<br>1 dk | **M General Cargo** | Hanshin<br>Oil<br>1 500bhp (1 103kW)<br>The Hanshin Diesel Works Ltd. |
| **8613695**<br>*JJ3497*<br>129149<br>Rt | **TOWA MARU**<br>**Taiho Unyu K.K.**<br>Osaka, Japan<br>Osaka Pref. | **299**<br>—<br>678 | | **1986** Uchida Zosen—Ise (846)<br>51,97 3,834<br>47,02 8,81 4,22<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.452 | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **8125313**<br>*JG4162*<br>125891<br>Rdr Rt | **TOWA MARU No. 2**<br>**Toko Unyu K.K.**<br>Yokohama, Japan<br>Kanagawa Pref. | **404**<br>—<br>846 | | **1981** Iisaku Zosen K.K.—Shizuoka (95)<br>52,84 3,800<br>48,00 9,00 4,00<br>1 dk | **M Tanker** | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. |
| **8403337**<br>*3FWX2*<br>14147-84B<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **TOWARD PACIFIC**<br>**Engi (Panama) S.A.**<br>Engi Shipping Co. Ltd.<br>Panama Panama | *3 150*<br>*1 550*<br>4 284 | NK | **1984** Tokushima Zosen Sangyo K.K.—Komatsujima (1690)<br>89,26 (BB) 15,02 6,257<br>81,51 15,00 9,66<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.7 135 B.6 684<br>TEU 34 C. 34/20'<br>2 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 370 × 720<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **6609547**<br>Esd | **TOWARTIT**<br>**Government of The Democratic Republic of The Sudan (Railways Department)**<br>Port Sudan Sudan | **221**<br>72<br>— | ✠Classed LR until 10/66 | **1966**-5 Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (57)<br>34,32 8,39 3,506<br>31,02 8,23 3,97<br>rf 991 BK 127 | **M Tug** | MAN<br>Oil 4SA 9Cy. 300 × 450 sr reverse<br>shaft<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 22kW 1 × 10kW 115V d.c. |
| **5058272**<br>*HO8512*<br>310-PEXT2<br>RTv | **TOWELL POWER**<br>ex Caltex Bintang-79<br>ex Grace Moran-54<br>**Yovatt Co. Ltd.**<br>Panama Panama | **238**<br>15<br>— | (AB) | **1949** Levingston SB. Co.—Orange, Tx (441)<br>*30,33* 8,28 4,026<br>30,48 8,23 4,47<br>1 dk<br>BK 64 | **D-E Tug** | General Motors<br>Vee Oil 2SA 12Cy. 222 × 267 driving<br>1 210kW 525V d.c. connected to<br>sr geared to sc. shaft<br>E made43 fitted49<br>General Motors Corp.<br>Fuel 122,0t |
| **8505989**<br>*ELJL3*<br>8554<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **TOWER BRIDGE**<br>**Eagle Express S.A.**<br>Monrovia Liberia<br>SatCom: 1242173/TBRG | *34 487*<br>*13 140*<br>34 245 | NK | **1985** Kawasaki Heavy Ind. Ltd.—Kobe (1393)<br>226,80 (BB) 32,24 11,534<br>210,01 32,21 19,51<br>F 17,7 2 dks | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER 1 Cell. Ho<br>TEU 2069<br>C.Ho 1154/20' (40') C.Dk 915/20' (40') incl. 258 ref C. | B&W<br>Oil 2SA 7Cy. 800 × 2592<br>18 820bhp (13 843kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 900kW 1 × 600kW 450V<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 351,0t (d.o.) 2 618,5t (hvf)-63,0pd |
| **7206093**<br>*OJCY*<br>636<br>Df Esd Pfd<br>Rdr RTm/v | **TOWER JULIE**<br>**Gronqvist & Gronqvist Kb**<br>Porvoo/Borga Finland | **499**<br>323<br>920 | ✠CLASS WITHDRAWN at Owners' request 7/91 | **1972**-3 Scheepswerf G. Bijlsma & Zn. N.V.—Wartena (588)<br>55,81 9,94 3,252<br>52,00 9,81 3,81<br>P 11,0 F 6,8 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 36,2 ER<br>G.1 147 B.1 034<br>1 Ha (stl) (27,4 × 6,0) ER | Blackstone<br>Oil 4SA 6Cy. 222 × 292 reverse<br>to sc. shaft<br>495bhp (364kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 3kW 24V d.c.<br>Fuel 40,5t (d.o.) |
| **8115930**<br>*YJWV7*<br>264<br>Esd Gc Pfd<br>Rdr RTm/v<br>SatCom | **TOWER TIDE**<br>**Tidewater Fleets Inc.**<br>Tidewater Marine Service Inc.<br>Port Vila Vanuatu | **298**<br>202<br>839 | AB | **1982** McDermott Shipyard—New Iberia, La (146)<br>54,87 12,40 3,728<br>51,82 12,20 4,27<br>F 16,8 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 216 × 254<br>geared to sc. shafts<br>E made60 reconditioned & fitted82<br>General Motors Corp. Electro-Motive<br>Gen 2 × 150kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 223,5t (d.o.)-13,5pd |
| **7502095**<br>*CB3189*<br>Rt | **TOWERKOP**<br>**Pesquera del Norte Ltda.**<br>Valparaiso Chile | **272**<br>81<br>— | | **1986** Andina de Desarrollo S.A.—Callao (064)<br>35,72 (BB)<br>30,59 8,28 4,12<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>In.338 | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 with<br>reverse geared to sc. shaft<br>633kW (861bhp)<br>Caterpillar Tractor Co.<br>Gen 2 × 49kW 220/380V d.c.<br>Thw. thrust propeller fwd |
| **5164526**<br>Df Rt | **TOWFIGH**<br>ex Iris-67 ex Isis-66 ex Westermarkt-55<br>ex Maris Stella-51<br>**Ali Anafjeh**<br>Khorramshahr Iran | **368**<br>215<br>508 | Classed BC until 11/67 | **1943** ..............England<br>52,79 7,12 3,239<br>47,99 7,09 3,51<br>P 13,2 RQD 16,2 F 4,9 1 dk<br>conv RoRo Cargo/ Tank Landing Craft 49 | **TM General Cargo**<br>Mchy.aft | Paxman<br>2 Oil 4SA each 6Cy. 180 × 195 sr<br>shafts<br>400bhp (294kW) E made refitted51<br>Davey, Paxman & Co. Ltd. |

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| **TOWING CHIEFTAIN**<br>ex Leie-89<br>**T.S.A. Tugs Ltd.**<br>Kingstown St. Vincent and the Grenadines | 168<br>0<br>— | | BV | **1953** Schps. L. Smit & Zoon—Kinderdijk (Co263)<br>27,16 7,52 3,201<br>7,47 3,56<br>1 dk | **M Tug**<br>1W | MAN<br>2 Vee Oil 4SA each 12Cy. 160 × 180 geared to sc. shaft<br>NE 70<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 148kW 380V a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **TOWING WIZARD**<br>ex Quaysider-84<br>**T.S.A. Tugs Ltd.**<br>Maldon United Kingdom | 121<br>0<br>— | ✠100A1<br>tug<br>✠LMC | SS 10/89<br>EL (a)<br>FN 263 | **1955**-9 Mutzelfeldtwerft G.m.b.H.—Cuxhaven (139)<br>29,62 7,14 3,195<br>25,71 6,79 3,41<br>1 dk<br>RW rf 838 BK 152 | **M Tug** | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln |
| **TOWMASTER**<br>ex Valiant ex Maurania II<br>**Massachusetts Towing Co. Inc.**<br>Providence, RI United States of America | 181<br>123<br>— | | | **1952** Ira S. Bushey & Sons Inc.—New York, NY (604)<br>7,65 3,506<br>30,64 7,62 3,74 | **M Tug** | Fairbanks, Morse<br>Oil 2SA 6Cy. 405 × 510<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 1 × 40kW 1 × 24kW 115V d.c.<br>Fuel (d.o.) |
| **TOWN POINT**<br>**Irvington Curtis Bay Co.**<br>Moran Towing of Virginia Inc.<br>Wilmington, De United States of America | 258<br>175<br>— | | AB | **1967** Jakobson Shipyard Inc.—Oyster Bay, NY (434)<br>4,496<br>28,83 8,23 4,96<br>1 dk<br>BK 76 | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 230 × 254 reverse reduction geared to sc. shaft<br>General Motors Corp. La Grange, Illinois<br>Gen 1 × 30kW 1 × 25kW<br>Fuel 102,5t (d.o.) |
| **TOWNSEND CROMWELL**<br>**Government of The United States of America (Department of Commerce)**<br>Honolulu, Hi United States of America<br>SatCom: 1500576/CROM | 579<br>399<br>309 | | (AB) | **1963** McDermott Shipyard—Morgan City, La (50308)<br>49,69 10,11 3,830<br>43,46 10,06 4,42<br>F 5,8 2 dks<br>rf 457 | **TM Research**<br>Oceanographic | 2 Oil 4SA each 6Cy. 216 × 267 sr geared to sc. shafts<br>800bhp (588kW)<br>White Motor Co. Springfield, Oh<br>2 Controllable pitch propellers<br>Fuel 136,0t (d.o.) 12kn |
| **TOXA**<br>ex Toxotis-87<br>**Hamilton Maritime Co. Ltd.**<br>Limassol Cyprus | 8 745<br>6 360<br>15 327 | ✠100A1<br>✠LMC | SS 11/90<br>EL Z 2$\frac{1}{8}$"U2<br>FN 4317 | **1971**-5 Hellenic Shipyards—Skaramanga (1068)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2 nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 642 B.19 539<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(25) 6(10) 4(5) | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>H. Cegielski Poznan<br>AuxB 7kgf/cm² (6,9bar)<br>Gen 3 × 220kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 984,5t (hvf)-20,5pd 14kn |
| **TOYAMA**<br>**A/S Det Ostasiatiske Kompagni (The East Asiatic Co. Ltd. A/S)**<br>Nassau Bahamas | *57 079*<br>*17 137*<br>39 949 | ✠100A1<br>✠LMC | CS 7/87<br>**UMS**<br>EL Qt 3$\frac{3}{16}$"U3<br>FN 15459 | **1972**-11 Mitsui SB. & Eng. Co. Ltd.—Tamano (900)<br>**1984** (Additional cargo section) Hyundai Mipo Dkyd Co. Ltd.—Ulsan<br>289,49 (BB) 32,31 11,610<br>274,96 32,21 24,01<br>B 29,9 1 dk<br>rf 305 len 84 | **TrM Container Ship**<br>Fixed-guides<br>9 Cell. Ho 29,4 31,0 30,1 29,4 16,2 29,4 ER 20,8 17,6 20,8<br>TEU 2666<br>C.Ho 1036/20' 374/40' C.Dk 882/20' (40') incl. 110 ref C.<br>22 Ha (stl) ER 10 Ha (stl) | B&W 6K84EF<br>6K84EF<br>3 Oil<br>62 900bhp (46 267kW)<br>(centre) Oil 2SA 6Cy. 840 × 1800<br>E made72 reconditioned & refitted9/84<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>(wing) 2 Oil 2SA each 9Cy. 840 × 1800<br>E made72 reconditioned & refitted9/84<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB (o.f.) 6kgf/cm² (5,9bar)<br>ne(ex.g) 10/88 8,6kgf/cm² (8,5bar)<br>Gen 5 × 980kW 450V 60Hz a.c.<br>Controllable pitch propeller on centre shaft only<br>Thw. thrust propeller fwd<br>Fuel 733,0t (d.o.) 8 386,5t (hvf) 26,25kn |
| **TOYAMA MARU No. 1**<br>**Toyama-ken Keison Gyogyo Kyodo Kumiai**<br>Uozu, Toyama Pref. Japan<br>SatCom: 1204171/JHWP | 379<br>—<br>492 | | | **1986** Niigata Eng. Co. Ltd.—Niigata (2026)<br>54,11 (BB) 3,441<br>8,70 3,81<br>1 dk | **M Fishing**<br>Side-fishing Long-line Ref<br>In.502 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **TOYAMA MARU No. 8**<br>**Toyama-ken Hokuyo Gyogyo Kyodo Kumiai**<br>Uozu, Toyama Pref. Japan | 198<br>—<br>— | | | **1985** K.K. Otsuchi Kogyo—Iwate (253)<br>... ... ...<br>36,20 6,70 3,40 | **M Fishing**<br>Tuna | Oil<br>Japan |
| **TOYAMA MARU No. 18**<br>**Toyama-ken Sakemasu Gyogyo Kyodo Kumiai**<br>Uozu, Toyama Pref. Japan<br>SatCom: 1204134 | 379<br>—<br>— | | | **1990** Niigata Eng. Co. Ltd.—Niigata (2186)<br>54,58 (BB) 3,440<br>47,90 8,70 3,80 | **M Fishing**<br>Long-line Ref<br>Mchy.aft<br>In.485 | Niigata 6M28BFT<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **TOYLA**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | *359*<br>*107*<br>129 | | RS | **1990** ............U.S.S.R.<br>35,74 8,90 3,491<br>31,00 - 6,08<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.98 | S.K.L. 6VD26/20AL-2<br>Oil 4SA 6Cy. 200 × 260<br>899bhp (661kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 200kW a.c.<br>10,9kn |
| **TOYO ETERNITY**<br>ex Shin-Kobe Maru-91<br>ex Sevenseas Conqueror-84<br>**Intermodal Shipping Inc.**<br>Manila Philippines<br>SatCom: 1700565/ENTY | *61 549*<br>*19 103*<br>115 977 | | NK (BV) | **1976** Mitsui Eng. & SB. Co. Ltd.—Tamano (1026)<br>259,32 (BB) 39,68 16,146<br>249,03 39,62 22,03<br>P 26,0 1 dk | **M Ore Carrier**<br>4 Ho 46,7 47,2 47,2 47,2 ER<br>Ore 66 061<br>8 Ha (stl) (14,0 × 9,9) (17,2 17,2 17,2 17,2 17,2 17,2 17,2 × 11,9) ER | B&W 7K90GF<br>Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 1 × 1100kW 2 × 560kW 450V 60Hz a.c.<br>Fuel 299,5t (d.o.) 6 921,0t (hvf)-80,5pd 15,25kn |
| **TOYO MARU**<br>**Y.K. Kato Unyu**<br>Mikame, Ehime Pref. Japan | 685<br>—<br>768 | | NK | **1979** Sanyo Zosen K.K.—Mukaishima (778)<br>61,19 3,952<br>55,02 10,01 4,42<br>P 13,2 F 6,8 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 028 | Akasaka DM28AR<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>10,5kn |
| **TOYO MARU**<br>**Asagami K.K.**<br>Kurahashi, Hiroshima Pref. Japan | 498<br>—<br>1 050 | | | **1972** Honda Zosen—Saiki (597)<br>57,89 9,53 4,001<br>53,95 9,50 4,30<br>1 dk | **M Tanker**<br>6 Ta ER | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 50kW 225V a.c.<br>Fuel 53,0t-2,0pd 12kn |
| **TOYO MARU**<br>ex Eiho Maru No. 32<br>**Y.K. Toyo Kaiun**<br>Kochi, Kochi Pref. Japan | 199<br>110<br>450 | | | **1969** K.K. Kakimoto Zosensho—Hinase<br>41,00 3,101<br>37,01 7,00 3,41<br>1 dk | **M General Cargo** | Oil<br>550bhp (405kW)<br>K.K. Otsuka Tekkosho Japan<br>11kn |

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| **8421638**<br>*JK4503*<br>127315 | **TOYO MARU**<br>**Toei Kaiun K.K.**<br>Shinnanyo, Yamaguchi Pref. Japan | **198**<br>—<br>492 | | **1985** Towa Zosen K.K.—Shimonoseki (561)<br>47,50 3,233<br>43,01 8,01 3,46<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.358 | Hanshin<br>Oil 4SA 6Cy. 260 × 440 reverse redu<br>to sc. shaft<br>800bhp (588kW)<br>The Hanshin Diesel Works Ltd. |
| **8720503**<br>*JM5711*<br>130357<br>Gc Rdr Rt | **TOYO MARU**<br>**Toyo Kaiun K.K.**<br>Sasebo, Nagasaki Pref. Japan | **153**<br>—<br>351 | | **1988** Y.K. Okajima Zoensho—Nakajima<br>45,69 8,32 3,220<br>40,00 8,30 5,00<br>1 dk | **M General Cargo** | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>331kW (450bhp)<br>Matsui Iron Works Co. Ltd. |
| **8508826**<br>*JK4477*<br>127387<br>Esd Gc Rdr<br>RTv | **TOYO MARU No. 1**<br>**Mazda Logistics Service Co. Ltd.**<br>Hiroshima, Hiroshima Pref. Japan | **2 516**<br>—<br>3 126<br>T/cm<br>5,6 | NK | **1985** Taihei Kogyo K.K.—Hashihama, Imabari (1722)<br>105,11 (BB) 5,669<br>95,03 16,62 5,95<br>B 83,9 F 8,9 | **M Vehicles Carrier**<br>TEU 37 C. 37/20' | Hanshin<br>Oil 4SA 6Cy. 440 × 880<br>3 825bhp (2 814kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 441kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,5t (d.o.) 256,5t (hvf)-10,0pd |
| **5325883**<br>*8JTB*<br>89628<br>Df Esd Gc<br>Pfd Rdr Rt | **TOYO MARU No. 1**<br>ex Shoun Maru No. 3<br>**K.K. Sakishin Senpaku Kogyo**<br>Miura, Kanagawa Pref. Japan | **281**<br>148<br>— | | **1962** Tokushima Zosen Sangyo K.K. —Komatsujima (122)<br>*41,73* 7,65 3,175<br>7,60 3,51<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 300 × 440<br>Niigata Eng. Co. Ltd. |
| **8822117**<br>*JK4952*<br>131075<br>Df Esd Gc<br>Pfd Rdr Rt | **TOYO MARU No. 2**<br>**Mazda Logistics Service Co. Ltd. & Kawabata Kaiun K.K.**<br>Hiroshima, Hiroshima Pref. Japan | **4 428**<br>—<br>3 559 | NK | **1989** Kanda Zosensho K.K.—Kawajiri (327)<br>120,00 (BB) 20,02 6,429<br>110,00 20,00 6,65 | **M RoRo Cargo/ Vehicles Carrier** | Mitsubishi<br>Oil 2SA 9Cy. 450 × 1350<br>7 061kW (9 599bhp)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller<br>Fuel 97,0t (d.o.) 439,0t (hvf)-25,1pd |
| **6818382**<br>*JK2713*<br>103004<br>Rdr | **TOYO MARU No. 8**<br>**Kawabata Kaiun K.K.**<br>Hiroshima, Hiroshima Pref. Japan | **687**<br>—<br>687 | | **1968** Ujina Zosensho—Hiroshima (482)<br>72,09 10,44 3,607<br>65,51 10,42 4,50<br>1 dk | **M RoRo Cargo**<br>1 Ho ER | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 250bhp (919kW)<br>Hanshin Nainenki Kogyo<br>Fuel 61,0t-6,0pd |
| **8210699**<br>*JL5120*<br>126299 | **TOYO MARU No. 11**<br>ex Yahata Maru-86<br>**Toyo Kaiun K.K.**<br>Tokyo Japan | **444**<br>—<br>996 | | **1982** Nakatani Shipyard Co. Ltd.—Nomi (478)<br>57,99 3,901<br>56,01 10,51 6,00<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 105 B.1 980<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>The Hanshin Diesel Works Ltd. |
| **8631154**<br>*JG4723*<br>128839<br>Gc Rdr Rt | **TOYO MARU No. 12**<br>**Toyo Kaiun K.K.**<br>Tokyo Japan | **199**<br>—<br>697 | | **1987** Sanyo Zosen K.K.—Mukaishima<br>54,46 9,02 3,400<br>49,50 9,00 5,50<br>1 dk | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>405kW (551bhp)<br>The Hanshin Diesel Works Ltd. |
| **6828442**<br>*JK2935*<br>103154<br>Rdr | **TOYO MARU No. 17**<br>**Mazda Logistics Service Co. Ltd.**<br>Hiroshima, Hiroshima Pref. Japan | **688**<br>—<br>675 | | **1968** Shin Yamamoto Zosensho—Kochi (108)<br>72,34 10,44 4,293<br>65,51 10,42 4,50<br>1 dk<br>RW | **M RoRo Cargo**<br>1 Ho | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 2 × 48kW 225V a.c. |
| **7852983**<br>*JI2802*<br>115816 | **TOYO MARU No. 17**<br>ex Kasuga Maru No. 2-83<br>**Yamamasu Kaiun K.K.**<br>Anan, Tokushima Pref. Japan | **491**<br>249<br>1 350 | | **1977** K.K. Yoshida Zosen Kogyo—Arida<br>60,30 3,760<br>55,00 10,41 5,69<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil<br>1 200bhp (883kW)<br>Makita Diesel Co. Ltd. |
| **8508802**<br>*JL5090*<br>127494 | **TOYO MARU No. 18**<br>**Nishihara Kaiun Y.K.**<br>Matsuyama, Ehime Pref. Japan | **1 539**<br>—<br>1 600 | | **1985** K.K. Taihei Kogyo—Akitsu (1790)<br>4,601<br>75,01 14,22 11,18 | **M Vehicles Carrier** | Hanshin<br>Oil 4SA 6Cy. 380 × 760<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. |
| **8118671**<br>*7JKG*<br>124630<br>Df Esd Gc<br>Pfd Rdr Rt | **TOYO MARU No. 21**<br>**Kawabata Kaiun K.K.**<br>Hiroshima, Hiroshima Pref. Japan | **1 994**<br>1 247<br>2 253 | NK | **1981** K.K. Taihei Kogyo—Akitsu (1466)<br>93,33 5,517<br>83,39 16,01 5,85<br>5 dks | **M Vehicles Carrier**<br>Cars 330<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 238kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 64,0t (d.o.) 270,5t (hvf)-8,0pd |
| **8905165**<br>*JK4962*<br>130986<br>Df Esd Gc<br>Pfd Rdr Rt | **TOYO MARU No. 22**<br>**Hinode Kaiun K.K. & Mansei Kaiun K.K.**<br>Kawajiri, Hiroshima Pref. Japan | **2 003**<br>—<br>2 181 | NK | **1989** Imamura Zosen—Kure (343)<br>93,60 (BB) - 5,314<br>85,00 16,00 5,94<br>2 dks | **M Vehicles Carrier** | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>2 942kW (4 000bhp)<br>Hitachi Zosen Sakurajima<br>Gen 3 × 235kW a.c.<br>Controllable pitch propeller |
| **7821831**<br>*JK4072*<br>122099<br>Esd Gc Rdr<br>Rt | **TOYO MARU No. 23**<br>**Mazda Logistics Service Co. Ltd.**<br>Hiroshima, Hiroshima Pref. Japan | **3 219**<br>—<br>3 205 | NK | **1979** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (275)<br>*108,72* 16,02 5,120<br>105,40 16,00 8,00<br>F 90,3 1 dk<br>len 89 | **M Vehicles Carrier**<br>Mchy.aft | Yanmar<br>Vee Oil 4SA 12Cy. 280 × 340 gea<br>3 200bhp (2 354kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 119,5t (d.o.) 373,5t (i.f.o.)-10,5 |
| **8010972**<br>*JK4176*<br>122228<br>Esd Gc Rdr<br>Rt | **TOYO MARU No. 25**<br>**Toko Unyu K.K.**<br>Kaminoseki, Yamaguchi Pref. Japan | **2 722**<br>—<br>2 517 | NK | **1980** Kishigami Zosen K.K.—Akitsu (1405)<br>96,96 5,317<br>85,50 15,51 5,80<br>1 dk | **M Vehicles Carrier**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 460 × 720<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 2 × 160kW 1 × 120kW 45<br>Fuel 136,5t (d.o.) 528,5t (hvf)-10,5 |
| **8017671**<br>*JK4218*<br>124525<br>Gc Rdr Rt | **TOYO MARU No. 26**<br>**Hinode Kaiun K.K. & Mansei Kaiun K.K.**<br>Kawajiri, Hiroshima Pref. Japan | **2 508**<br>—<br>3 161 | NK | **1980** Kishigami Zosen K.K.—Akitsu (1406)<br>105,80 5,317<br>95,03 16,62 5,92<br>1 dk | **M Vehicles Carrier**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 320kW 1 × 200kW 45<br>Fuel 107,0t (d.o.) 332,0t (hvf)-13, |
| **5414048**<br>*8LBD*<br>92814 | **TOYO MARU No. 26**<br>**Shigeki Mizuma**<br>Akehama, Ehime Pref. Japan | **180**<br>—<br>330 | | **1963** Ujina Zosensho—Hiroshima (403)<br>33,74 8,08 2,794<br>29,32 8,06 3,15<br>1 dk | **M RoRo Cargo**<br>1 Ho ER<br>1 Ha (13,2 × 6,1) | Kinoshita<br>Oil 4SA 4Cy. 240 × 380<br>180bhp (132kW)<br>Kinoshita Tekkosho<br>Fuel 8,5t-1,0pd |
| **8520537**<br>*JK4625*<br>127907 | **TOYO MARU No. 27**<br>**Ozuke Kisen K.K.**<br>Ogaki, Hiroshima Pref. Japan | **699**<br>—<br>999 | | **1986** Kambara Marine Development & SB. Co. LTD.—Numakuma (OE-127)<br>74,02 (BB) 3,395<br>70,01 13,01 5,16<br>2 dks | **M Vehicles Carrier** | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. |

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| **TOYO MARU No. 28**<br>Kurokawa Kaiun Y.K.<br>Nakajima, Ehime Pref. Japan | **698**<br>—<br>999 | | **1986** Kambara Marine Development & SB. Co. LTD.—Numakuma (OE-128)<br>74,02 (BB) 3,410<br>70,01 13,01 5,16<br>2 dks | **M Vehicles Carrier** | Hanshin<br>Oil 4SA 6Cy. 300 × 600 geared to sc. shaft<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TOYO MARU No. 53**<br>Great Eastern Shipping Inc. | **199**<br>104<br>499 | | **1968** Nishihara Zosen—Omishima (146)<br>35,41 7,04 3,175<br>7,01 3,48<br>1 dk | **M Tanker**<br>7 Ta ER | Oil 4SA 6Cy. 330 × 480<br>450bhp (331kW)<br>Matsue Diesel K.K. Matsue<br>Fuel 13,0t 10kn |
| **TOYO MARU No. 75**<br>Yamato Kaiun K.K.<br>Shimonoseki, Yamaguchi Pref. Japan | **699**<br>—<br>1 747 | | **1981** Imamura Zosen—Kure (275)<br>70,31 (BB) 11,21 4,652<br>65,03 11,00 5,01<br>1 dk | **M Tanker**<br>10 Ta ER | Hanshin 6EL30<br>Oil 4SA 6Cy. 300 × 600<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Japan<br>Controllable pitch propeller |
| **TOYO MARU No. 77**<br>Yamato Kaiun K.K.<br>Shimonoseki, Yamaguchi Pref. Japan | **699**<br>—<br>1 998 | | **1987** Shin Kurushima Dockyard Co. Ltd.—Akitsu (1982)<br>71,99 (BB) 5,000<br>68,20 12,01 5,31<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 249 | Hanshin<br>Oil 4SA 6Cy. 300 × 600 with clutches & reduction geared to sc. shaft<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller |
| **TOYO MARU No. 78**<br>Yamato Kaiun K.K.<br>Shimonoseki, Yamaguchi Pref. Japan | **469**<br>—<br>1 206 | | **1988** Imamura Zosen—Kure (331)<br>59,72 (BB) 9,72 4,220<br>54,72 9,70 4,55<br>1 dk | **M Tanker**<br>SBT<br>Mchy.aft<br>L.1 153 | Hanshin 6LUN28AG<br>Oil 4SA 6Cy. 280 × 480<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Japan |
| **TOYO MARU No. 81**<br>Daiwa Kaiun K.K.<br>Shimonoseki, Yamaguchi Pref. Japan | **1 483**<br>—<br>3 332 | NK | **1991** Shitanoe Zosen K.K.—Usuki (1120)<br>5,776<br>82,00 13,00 6,40<br>1 dk | **M Tanker** | Hanshin 6EL38<br>Oil 4SA 6Cy. 380 × 760<br>2 800bhp (2 060kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TOYO No. 1**<br>P.T. Toyo Fishing Industry Co. Indonesia ("P.T. TOFICO")<br>Jakarta Indonesia | **260**<br>—<br>— | (KI) | **1960** Fukuoka Zosen K.K.—Fukuoka<br>... ... ...<br>25,66 5,59 2,52<br>1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 310 × 440<br>450bhp (331kW)<br>Niigata Eng. Co. Ltd. Japan<br>Gen 1 × 50kW 225V |
| **TOYO No. 2**<br>Toyo Navigation S.A.<br>Panama Panama | *1 932*<br>*678*<br>2 357 | NK | **1984** Kishigami Zosen K.K.—Akitsu (1706)<br>76,03 4,955<br>70,01 12,81 5,01<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.3 838 B.3 530<br>1 Ha (stl) (35,0 × 8,5) ER<br>Der 2(15) | Niigata 6M34AFT<br>Oil 4SA 6Cy. 340 × 620 with flexible couplings & sr reverse geared to sc. shaft<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 4 × 80kW a.c.<br>11,25kn |
| **TOYO No. 3**<br>ex Junko Maru No. 12-74<br>P.T. Toyo Fishing Industry Co. Indonesia ("P.T. TOFICO")<br>Jakarta Indonesia | **398**<br>204<br>— | (KI) | **1959** Kanasashi Co. Ltd.—Shimizu (327)<br>*44,87* 7,83<br>44,07 7,78 3,89<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 370 × 520<br>900bhp (662kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 96kW 230V<br>Fuel 192,0t 12,5kn |
| **TOYO No. 5**<br>Iko Line Co. S.A.<br>Panama Panama | *2 147*<br>*830*<br>2 530 | NK | **1985** Kinoura Zosen K.K.—Hakata (151)<br>79,10 5,212<br>73,00 13,01 8,51<br>1 dk | **M General Cargo**<br>1 Ha (stl) (39,4 × 9,0) ER<br>Der 1(20) 1(15) | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>10,75kn |
| **TOYO No. 5**<br>P.T. Toyo Fishing Industry Co. Indonesia ("P.T. TOFICO")<br>Jakarta Indonesia | **104**<br>36<br>— | KI | **1970** Yokohama Yacht Co. Ltd.—Yokohama<br>... ... ...<br>22,00 6,00 2,65<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TOYO No. 6**<br>P.T. Toyo Fishing Industry Co. Indonesia ("P.T. TOFICO")<br>Jakarta Indonesia | **106**<br>36<br>— | KI | **1970** Yokohama Yacht Co. Ltd.—Yokohama<br>... ... ...<br>22,00 6,00 2,65<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TOYO No. 7**<br>Taiyo Iyo Kisen K.K.<br>Kobe, Hyogo Pref. Japan | *1 483*<br>*528*<br>1 758 | NK | **1986** Tokushima Zosen Sangyo K.K. —Komatsujima (1890)<br>71,63 (BB) 4,371<br>65,99 11,80 4,42<br>1 dk | **M General Cargo**<br>G.2 913 B.2 824<br>TEU 18 C. 18/20' | Hanshin 6EL30G<br>Oil 4SA 6Cy. 300 × 600<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller |
| **TOYO No. 7**<br>P.T. Toyo Fishing Industry Co. Indonesia ("P.T. TOFICO")<br>Jakarta Indonesia | **104**<br>36<br>— | KI | **1970** Yokohama Yacht Co. Ltd.—Yokohama<br>... ... ...<br>22,00 6,00 2,65<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TOYO No. 8**<br>ex Chokei Maru-88<br>H.S. Lines S.A.<br>Panama Panama | **1 044**<br>735<br>3 217 | NK | **1981** K.K. Namikata Zosensho—Namikata (103)<br>80,09 13,52 5,569<br>75,01 13,50 5,67<br>2 dks | **M General Cargo**<br>Mchy.aft | Makita GSLH637<br>Oil 4SA 6Cy. 370 × 590<br>2 300bhp (1 692kW)<br>Makita Diesel Co. Ltd. Japan<br>Gen 2 × 96kW 445V 60Hz a.c.<br>Fuel 52,5t (d.o.) 252,5t (hvf)-8,5pd 11,25kn |
| **TOYO No. 8**<br>P.T. Toyo Fishing Industry Co. Indonesia ("P.T. TOFICO")<br>Jakarta Indonesia | **104**<br>36<br>— | KI | **1970** Yokohama Yacht Co. Ltd.—Yokohama<br>... ... ...<br>22,00 6,00 2,65<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TOYO No. 10**<br>ex Shirahige Maru No. 5-71<br>ex Seisho Maru No. 3-64<br>P.T. Toyo Fishing Industry Co. Indonesia ("P.T. TOFICO")<br>Jakarta Indonesia | **462**<br>238<br>— | KI | **1959** Kanasashi Co. Ltd.—Shimizu (331)<br>*45,94* 7,83<br>45,95 7,80 3,89<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 370 × 520<br>900bhp (662kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 168kW 230V<br>10kn |
| **TOYO No. 11**<br>P.T. Toyo Fishing Industry Co. Indonesia ("P.T. TOFICO")<br>Jakarta Indonesia | **412**<br>276<br>— | (KI) | **1960** Kanasashi Co. Ltd.—Shimizu<br>... ... ...<br>43,16 7,80 3,81<br>1 dk | **M Fishing** | Akasaka<br>Oil 4SA 6Cy. 350 × 500<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 176kW 230V |
| **TOYO No. 15**<br>P.T. Toyo Fishing Industry Co. Indonesia ("P.T. TOFICO")<br>Jakarta Indonesia | **158**<br>55<br>— | KI | **1974** Minami-Nippon Zosen K.K.—Kushikino (210)<br>28,30 6,53 2,896<br>24,74 6,51 3,10<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 55kW 225V |

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| **7424607**<br>*YBVV*<br>Gc Rdr Rt | **TOYO No. 16**<br>**P.T. Toyo Fishing Industry Co. Indonesia ("P.T. TOFICO")**<br>Jakarta Indonesia | **158**<br>55<br>— | KI | **1974** Minami-Nippon Zosen K.K.—Kushikino (211)<br>28,30 6,53 2,896<br>24,74 6,51 3,10<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 55kW 225V |
| **7424619**<br>Rdr Rt | **TOYO No. 17**<br>**P.T. Toyo Fishing Industry Co. Indonesia ("P.T. TOFICO")**<br>Jakarta Indonesia | **158**<br>55<br>— | KI | **1974** Minami-Nippon Zosen K.K.—Kushikino (212)<br>28,33 6,53 2,896<br>24,74 6,51 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 55kW 225V |
| **7629362**<br>*YBVZ* | **TOYO No. 18**<br>**P.T. Toyo Fishing Industry Co. Indonesia ("P.T. TOFICO")**<br>Jakarta Indonesia | **100**<br>34<br>— | KI | **1971** K.K. Usuki Tekkosho—Japan<br>... ... ...<br>24,21 6,51 2,95<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 200<br>530bhp (390kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 1 × 50kW 225V |
| **8837112**<br>Rdr Rt | **TOYO No. 51**<br>ex Samodra 51<br>**P.T. Toyo Fishing Industry Co. Indonesia ("P.T. TOFICO")**<br>Jakarta Indonesia | **195**<br>89<br>— | KI | **1968** Nichiro Zosen—Japan<br>43,00 - —<br>- 7,22 2,45<br>1 dk | **M Fishing**<br>Side-fishing | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>478kW (650bhp)<br>Niigata Tekkosho<br>× 208kW 225V a.c. |
| **7126011**<br>*YCVX*<br>Df Esd Gc<br>Rdr Rt | **TOYO No. 53**<br>ex Samodra No. 23 ex Star Port No. 38<br>ex Katsuei Maru No. 23-79<br>**P.T. Toyo Fishing Industry Co. Indonesia ("P.T. TOFICO")**<br>Jakarta Indonesia | **134**<br>50<br>161 | KI | **1971** K.K. Usuki Tekkosho—Usuki (812)<br>35,11 7,01 2,566<br>30,89 6,99 2,80<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. |
| **6909466**<br>*YBZO*<br>Df Esd Gc<br>Rdr | **TOYO No. 56**<br>ex Kurnia No. 1-88<br>ex Nisshin Maru No. 67-74<br>**P.T. Alfa Kurnia Fish Enterprise**<br>Jakarta Indonesia | **232**<br>91<br>— | KI | **1969** Nichiro Zosen—Hakodate (272)<br>37,01 6,94 2,794<br>31,98 6,91 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka<br>Ltd.)<br>Gen 1 × 96kW 225V a.c. |
| **8837186**<br>Rdr Rt | **TOYO No. 61**<br>ex Bintang Bahagia-89 ex Perikani 06<br>**P.T. Toyo Fishing Industry Co. Indonesia ("P.T. TOFICO")**<br>Ambon Indonesia | **173**<br>71<br>— | KI | **1976** ............China, Taiwan<br>35,70 - 2,550<br>31,45 6,50 2,95<br>1 dk | **M General Cargo Barge** | Niigata<br>Oil 4SA 6Cy.<br>368kW (500bhp)<br>Niigata Tekkosho<br>× 64kW 220V |
| **7212810**<br>*3EZH5*<br>14078-KJ<br>Df Esd Gc<br>Pfd Rdr | **TOYO REEFER**<br>ex Uno Maru No. 7-87<br>ex Eiko Maru No. 6-79<br>**H. M. T. Lines S.A.**<br>Panama Panama | T.Mk<br>**389**<br>165<br>— | | **1972** Mie Shipyard Co. Ltd.—Yokkaichi (50)<br>*48,19* 8,44<br>46,41 8,41 5,90<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 700bhp (1 250kW)<br>Niigata Eng. Co. Ltd. |
| **8513352**<br>*3EPG6*<br>18047-88<br>Esd Gc Rdr<br>Rt SatNav | **TOYO REEFER No. 11**<br>ex Uno Maru No. 1-88<br>**H. M. T. Lines S.A.**<br>Panama Panama | *914*<br>*371*<br>929 | NK | **1985** Kinoura Zosen K.K.—Hakata (135)<br>63,06 3,561<br>58,00 10,50 3,60<br>2 dks | **M Refrigerated Cargo**<br>Mchy.aft<br>In.1 624<br>TEU 28 C.28/20' | Yanmar<br>Oil 4SA 6Cy. 240 × 310<br>736kW (1 001bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 180kW a.c. |
| **7371434**<br>*HQYA6*<br>L-0332683<br>Esd Rdr Rt | **TOYO STAR**<br>ex Marine Star-91 ex Green Star I-89<br>ex Seikai Maru No. 2-88<br>**Toyo Marine S. de R.L.**<br>Dae Lim Marine Co. Ltd.<br>San Lorenzo Honduras | **1 346**<br>961<br>3 086 | KR | **1974** Asakawa Zosen—Imabari (232)<br>73,51 12,63 6,013<br>67,98 12,60 7,50<br>1 dk<br>RW conv Tanker 90 | **M General Cargo**<br>3 Ta ER | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320 gear<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 120kW 225V a.c.<br>Fuel 168,0t (d.o.) 71,0t (i.f.o.)-8,0pd |
| **8351338**<br>*JH2994*<br>125735 | **TOYOEI MARU**<br>**Hoshichi Nakamura**<br>Toba, Mie Pref. Japan | **226**<br>—<br>270 | | **1983** Nagashima Zosen K.K.—Nagashima (158)<br>2,610<br>36,10 8,01 2,90<br>1 dk | **M General Cargo** | Oil 4SA 6Cy. |
| **8817100**<br>*JH3179*<br>130072<br>Df Esd Gc<br>Pfd Rdr Rt | **TOYOFUJI MARU**<br>**Toyofuji Shipping Co. Ltd.**<br>Tokai, Aichi Pref. Japan | **3 458**<br>—<br>3 219 | NK | **1989** Kambara Marine Development & SB. Co. LTD.—Numakuma (OE-160)<br>113,05 (BB) 18,01 5,516<br>105,00 18,00 6,01 | **M Vehicles Carrier**<br>G.27 600 | B&W<br>Oil 2SA 7Cy. 350 × 1050<br>3 678kW (5 000bhp)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 480kW a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 85,0t (d.o.) 305,0t (hvf)-15,0pd |
| **7714533**<br>*7KPA*<br>119950<br>Df Esd Gc<br>Pfd Rdr Rt | **TOYOFUJI MARU No. 3**<br>**Toyofuji Shipping Co. Ltd.**<br>Tokai, Aichi Pref. Japan | **3 420**<br>2 470<br>2 388 | NK | **1978** Naikai SB. & Eng. Co. Ltd.—Taguma Shipyard, Innoshima (427)<br>112,81 (BB) 5,722<br>102,01 16,50 5,92<br>1 dk<br>RW | **M Vehicles Carrier**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 460 × 740<br>4 000bhp (2 942kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 320kW 450V 60Hz a.c.<br>Fuel 34,0t (d.o.) 260,5t (hvf)-13,0pd |
| **8512229**<br>*JH3084*<br>128430<br>Df Esd Gc<br>Rdr RTv | **TOYOFUJI MARU No. 11**<br>**Toyofuji Shipping Co. Ltd.**<br>Tokai, Aichi Pref. Japan | **4 010**<br>—<br>3 514<br>T/cm<br>6,0 | NK | **1986** Naikai SB. & Eng. Co. Ltd.—Setoda (507)<br>124,64 (BB) 18,32 6,050<br>112,02 18,31 6,15<br>6 dks | **M Vehicles Carrier** | B&W<br>Oil 2SA 8Cy. 350 × 1050<br>5 080bhp (3 737kW)<br>Hitachi Zosen Hiroshima<br>Gen 2 × 440kW a.c.<br>Thw. thrust propeller<br>Fuel 47,0t (d.o.) 179,5t (hvf)-15,0pd |
| **9039573**<br>*JH3261*<br>131612<br>Df Esd Gc<br>Pfd Rdr RTv | **TOYOFUJI MARU No. 16**<br>**Toyofuji Shipping Co. Ltd.**<br>Tokai, Aichi Pref. Japan | **4 599**<br>—<br>3 624 | NK | **1991** Naikai SB. & Eng. Co. Ltd.—Setoda (571)<br>(BB) 6,016<br>117,00 20,00 6,38<br>1 dk | **M Vehicles Carrier** | B&W<br>Oil 2SA 7Cy. 420 × 1360<br>8 120bhp (5 973kW)<br>Hitachi Zosen Hiroshima |
| **7632797**<br>*7KOA*<br>119888<br>Df Esd Gc<br>Rdr Rt | **TOYOFUJI No. 2**<br>**Toyofuji Shipping Co. Ltd.**<br>Tokai, Aichi Pref. Japan | **6 877**<br>3 945<br>3 876 | NK | **1977** Naikai SB. & Eng. Co. Ltd.—Setoda (415)<br>116,92 (BB) 6,719<br>105,01 18,81 11,10<br>F 100,6 3 dks | **M Vehicles Carrier**<br>Cars 2100<br>Mchy.aft | MAN<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 320kW 450V 60Hz a.c.<br>Fuel 60,0t (d.o.) 681,0t (hvf)-22,0 |
| **8011287**<br>*JDUA*<br>125646<br>Df Esd Gc<br>Pfd Rdr Rt | **TOYOFUJI No. 6**<br>**Toyofuji Shipping Co. Ltd.**<br>Tokai, Aichi Pref. Japan | **4 224**<br>—<br>3 616 | NK | **1981** Mitsubishi Heavy Industries Ltd. —Shimonoseki (833)<br>118,01 19,13 6,050<br>110,01 19,11 8,39<br>1 dk | **M Vehicles Carrier**<br>Cars 650<br>Mchy.aft<br>TEU 146 C.Dk 146/20' | Mitsubishi<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 148,0t (d.o.) 584,0t (hvf)-21, |
| **8204250**<br>*JDXB*<br>125728<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **TOYOFUJI No. 8**<br>**Toyofuji Shipping Co. Ltd.**<br>Tokai, Aichi Pref. Japan | **8 822**<br>5 159<br>8 578 | NK | **1983** Mitsubishi Heavy Industries Ltd.—Kobe (1129)<br>156,01 (BB) 7,622<br>146,01 24,41 8,18 | **M Vehicles Carrier**<br>Quarter stern door/ramp (p)<br>L 25,00 W 7,00 SWL 30<br>Clear height 6,50<br>Cars 775<br>2 Ho ER<br>B.19 486 | Mitsubishi<br>Oil 2SA 8Cy. 520 × 1250<br>10 650bhp (7 834kW)<br>Mitsubishi Heavy Industries Ltd<br>Gen 2 × 650kW 450V 60Hz a.c.<br>Fuel 203,0t (d.o.) 1 264,0t (hvf)- |

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| **TOYOFUJI No. 10**<br>**Toyofuji Shipping Co. Ltd.**<br>Tokai, Japan<br>Aichi Pref.<br>SatCom: 1200335/JDXS | *44 356*<br>*13 306*<br>17 624 | NK | **1985** Mitsubishi Heavy Industries Ltd.—Nagasaki (1972)<br>190,00 (BB) 32,24 9,002<br>180,02 32,21 21,04<br>2 dks | **M Vehicles Carrier** | Mitsubishi 7UEC60L<br>Oil 2SA 7Cy. 600 × 1900<br>14 700bhp (10 813kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama |
| **TOYOFUJI No. 12**<br>**Toyofuji Shipping Co. Ltd.**<br>Tokai, Japan<br>Aichi Pref. | *11 497*<br>*3 449*<br>3 881 | NK | **1986** Towa Zosen K.K.—Shimonoseki (568)<br>124,52 (BB) 6,014<br>110,01 22,01 15,30<br>7 dks | **M Vehicles Carrier**<br>Stern door/ramps 1(p) 1(s) | Mitsubishi 6UEC45LA<br>Oil 2SA 6Cy. 450 × 1350<br>5 800bhp (4 266kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 320kW 445V 60Hz a.c.<br>Fuel 62,5t (d.o.) 800,5t (hvf) 16kn |
| **TOYOFUJI No. 14**<br>**Toyofuji Shipping Co. Ltd.**<br>Tokai, Japan<br>Aichi Pref.<br>SatCom: 1200363/JEBG | *43 425*<br>*13 201*<br>19 108 | NK | **1986** Kurushima Dockyard Co. Ltd.—Onishi (2446)<br>199,02 (BB) 9,675<br>190,02 32,21 12,04 | **M Vehicles Carrier**<br>2 Side doors/ramps<br>TEU 120 C. 120/20' (40') | Mitsubishi 8UEC60LA<br>Oil 2SA 8Cy. 600 × 1900<br>12 800bhp (9 415kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 3 × 720kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 163,0t (d.o.) 2 754,5t (hvf) 18,5kn |
| **TOYOFUJI No. 15**<br>**Toyofuji Shipping Co. Ltd.**<br>Tokai, Japan<br>Aichi Pref.<br>SatCom: 1204447/JJLP | *17 752*<br>*5 325*<br>10 761 | NK | **1991** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (946)<br>163,45 (BB) 25,02 8,221<br>152,00 25,00 12,75 | **M RoRo Cargo/ Vehicles Carrier**<br>TEU 168 C. 168/20' | Mitsubishi 8UEC52LA<br>Oil 2SA 8Cy. 520 × 1600<br>7 944kW (10 800bhp)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>18,5kn |
| **TOYOFUKU MARU**<br>**Fukuju Kigyo K.K.**<br>Miyama, Japan<br>Mie Pref. | **4 197**<br>—<br>2 805 | NK | **1989** Kanda Zosensho K.K.—Kawajiri (325)<br>108,00 (BB) - 5,615<br>99,90 19,60 5,96<br>2 dks | **M Vehicles Carrier** | B&W 7L35MC<br>Oil 2SA 7Cy. 350 × 1050<br>3 501kW (4 760bhp)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 400kW 445V a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>16kn |
| **TOYOFUKU MARU**<br>**Sueda Kaiun Y.K.**<br>Japan | **350**<br>—<br>780 | | **1991** Sasaki Zosen K.K.—Kinoe (563)<br>3,700<br>49,80 9,00 4,00 | **M Tanker**<br>Chemical | Hanshin 6LH28<br>Oil 4SA 6Cy. 280 × 460<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TOYOFUKU MARU No. 1**<br>**Toyofuku Kaiun K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **408**<br>—<br>773 | | **1977** Kyoei Zosen K.K.—Mihara (78)<br>50,53 3,501<br>45,88 8,41 3,76<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Matsui 6M26KHS<br>Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **TOYOFUKU MARU No. 8**<br>**Hideyuki Okita**<br>Kurahashi, Japan<br>Hiroshima Pref. | **146**<br>—<br>402 | | **1988** Y.K. Furumoto Tekko Zosensho—Osaki<br>48,00 8,02 3,400<br>43,06 8,00 4,90<br>1 dk | **M General Cargo** | Yanmar MF24-HT<br>Oil 4SA 6Cy. 240 × 420<br>368kW (500bhp)<br>Matsue Diesel K.K. Matsue |
| **TOYOHARU MARU No. 2**<br>**Toyomasu Kaiso K.K.**<br>Anan, Japan<br>Tokushima Pref. | **198**<br>—<br>690 | | **1983** K.K. Yoshida Zosen Kogyo—Arida (380)<br>3,250<br>51,52 9,30 5,52<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy.<br>Japan |
| **TOYOHATA MARU No. 28**<br>ex Seishu Maru No. 28-86<br>ex Sea Bird No. 1-74<br>**Sataro Tanaka**<br>Nansei, Japan<br>Mie Pref. | **432**<br>215<br>565 | | **1973** Miho Zosensho K.K.—Shimizu (867)<br>57,31 10,06 3,658<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Hanshin<br>Oil<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Japan<br>Fuel (d.o.) |
| **TOYOKAWA MARU**<br>**Shinkawa Kaiun K.K.**<br>Ube, Japan<br>Yamaguchi Pref. | **499**<br>—<br>995 | | **1980** Kogushi Zosen K.K.—Okayama (222)<br>4,000<br>56,22 10,00 4,30<br>1 dk | **M Tanker**<br>Chemical | Oil<br>Japan |
| **TOYOKAWA MARU**<br>**Kyokusen Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **295**<br>—<br>648 | | **1990** Imura Zosen K.K.—Komatsushima (251)<br>*49,20* 2,900<br>49,00 9,80 3,50<br>1 dk | **M Tanker**<br>Chemical<br>L.350 | Yanmar MF24-UT<br>Oil 4SA 6Cy. 240 × 420 reverse geared to sc. shaft<br>588kW (799bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **TOYOKAWA MARU**<br>**Kyokuyu Kaiun K.K.**<br>Yokohama, Japan<br>Kanagawa Pref. | **195**<br>—<br>487 | | **1987** Iisaku Zosen K.K.—Shizuoka (87132)<br>43,52 (BB) 3,250<br>38,99 7,21 3,51<br>1 dk | **M Tanker**<br>Edible Oil<br>6 Ta ER | Sumiyoshi<br>Oil 4SA 6Cy. 260 × 470 with clutches & reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>Thw. thrust propeller |
| **TOYOKAZE**<br>Launched as Houshin<br>**Sanpo Marine S.A.**<br>Panama Panama<br>SatCom: 1330466/TOYO | *11 637*<br>*6 953*<br>19 917 | NK | **1984** K.K. Usuki Tekkosho—Saiki (1318)<br>160,81 (BB) 9,102<br>149,64 22,81 12,02<br>1 dk | **M Tanker**<br>Oil Chemical<br>CBT SBT<br>21 Ta ER<br>L.23 276 | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1250<br>7 000bhp (5 149kW)<br>Kobe Hatsudoki K.K. Japan<br>13,7kn |
| **TOYOKUNI MARU**<br>**Panas Shipping Co. Ltd.** | **580**<br>372<br>969 | | **1968** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (267)<br>54,21 8,95 4,039<br>49,51 8,92 4,45<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>1 Ha (26,5 × 6,1) ER | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>930bhp (684kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 36kW 250V a.c.<br>10,25kn |
| **TOYOKUNI MARU No. 2**<br>**Hoei Kaiso K.K.**<br>Anan, Japan<br>Tokushima Pref. | **698**<br>—<br>1 500 | | **1981** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1402)<br>... ... ...<br>68,03 12,01 6,86<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin 6LU35<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe |
| **TOYOKUNI MARU No. 8**<br>**Toyokunimaru Gyogyo Seisan Kumiai**<br>Yaizu, Japan<br>Shizuoka Pref. | **343**<br>173<br>421 | | **1973** Miho Zosensho K.K.—Shimizu (880)<br>53,42 8,26 3,455<br>45,01 8,23 3,87<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka AH30<br>Oil 4SA 6Cy. 300 × 480<br>1 400bhp (1 030kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TOYOSAKI MARU**<br>**Osaka Municipal Office**<br>Osaka, Japan<br>Osaka Pref. | **101**<br>—<br>— | | **1972** Shimoda Dockyard Co. Ltd.—Shimoda (208)<br>23,30 6,84 2,150<br>21,00 6,80 2,90<br>1 dk | **TM Tug**<br>Mchy.aft | Niigata<br>2 Oil 4SA each 6Cy. 160 × 220<br>Niigata Eng. Co. Ltd. Tokyo |

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| **8024961**<br>*9VND*<br>384947<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **TOYOSHIMA MARU**<br>**Ifco Trading Pte. Ltd.**<br>Iino Marine Service Co. Ltd.<br>Singapore Singapore<br>SatCom: 1715770/TYSM | **34 832**<br>23 734<br>64 471<br>T/cm<br>63,7 | NK | **1982** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2784)<br>224,95 (BB) 12,924<br>215,42 32,21 17,81<br>F 15,6 1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.75 154<br>7 Ha (stl) (12,8 16,0 16,0 16,0 16,0 16,0 16,0 × 15,4) ER | Sulzer<br>Oil 2SA 5Cy. 760 × 1600<br>14 400bhp (10 592kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 380,0t (d.o.) 3 610,5t (hvf)-44,5pd |
| **8815401**<br>*JK4853*<br>129660 | **TOYOSHIMA MARU**<br>**Naigai Unyu K.K.**<br>Tokuyama, Japan<br>Yamaguchi Pref. | **187**<br>—<br>— | | **1988** Kanagawa Zosen—Kobe (316)<br>2,701<br>31,02 8,60 3,60<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 255 × 270<br>Niigata Eng. Co. Ltd. |
| **7019622**<br>*JG2858*<br>108840<br>Rt | **TOYOSHIO**<br>**Y.K. Toko Sangyo Kisen**<br>Hiroshima, Japan<br>Hiroshima Pref. | **161**<br>—<br>— | | **1970** Kanagawa Zosen—Kobe (101)<br>7,62 2,794<br>24,06 7,60 3,38<br>1 dk<br>RW | **TM Tug** | Nippon Hatsudoki<br>2 Oil 4SA each 6Cy. 325 × 460<br>Nippon Hatsudoki |
| **8024935**<br>*JK4264*<br>124585<br>Esd Rdr Rt | **TOYOSHIO MARU**<br>**Nagashiki Kisen K.K.**<br>Kasaoka, Japan<br>Okayama Pref. | **999**<br>—<br>2 300 | | **1981** Imamura Zosen—Kure (266)<br>79,51 12,02 5,001<br>74,02 12,01 5,52<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. |
| **7801427**<br>*JAKH*<br>122042<br>Df Esd Gc<br>Pfd Rdr Rt | **TOYOSHIO MARU**<br>**Government of Japan (Ministry of Education)**<br>Hiroshima University (Hiroshima Daigaku Nama-Mono Seisan Gakubu)<br>Kure, Japan<br>Hiroshima Pref. | **320**<br>103<br>344 | | **1978** Naikai SB. & Eng. Co. Ltd.—Taguma Shipyard, Innoshima (439)<br>8,34 3,001<br>39,22 8,31 4,02<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Tuna Ref<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8323173**<br>*JQWB*<br>128064<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **TOYOSU MARU**<br>**Iino Kaiun Kaisha Ltd. (IINO LINES)**<br>Tokyo Japan<br>SatCom: 1201252/JQWB | *24 387*<br>*9 211*<br>24 947<br>T/cm<br>44,5 | NK | **1984** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2865)<br>176,71 (BB) 9,202<br>168,99 30,01 17,61<br>B & F 153,1 1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>8 Ta (stl) ER<br>L.(gas) 39 113 | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>6 970bhp (5 127kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 297,0t (d.o.) 1 377,0t (hvf)-22,5pd |
| **9041693** | **TOYOTAKA MARU**<br>**Toyomasu Kaiun**<br>Japan | **400**<br>—<br>1 009 | | **1991** K.K. Miura Zosensho—Saiki (1027)<br>3,750<br>63,00 11,00 6,20 | **M General Cargo** | Akasaka<br>Oil 4SA 6Cy. 280 × 500<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.) |
| **8837992**<br>*JE2623*<br>123191<br>IT1-250<br>Rdr Rt | **TOYOTOMI MARU No. 8**<br>**Horiai Gyogyo K.K.**<br>Kamaishi, Japan<br>Iwate Pref. | **119**<br>—<br>— | | **1980** K.K. Otsuchi Kogyo—Iwate<br>*28,50*<br>5,90 2,70<br>1 dk | **M Fishing** | Niigata<br>Oil<br>294kW (400bhp)<br>Niigata Eng. Co. Ltd. |
| **8620844**<br>*JHKK*<br>124985<br>IT1-226<br>Rt | **TOYOTOMI MARU No. 18**<br>**Horiai Gyogyo K.K.**<br>Kamaishi, Japan<br>Iwate Pref. | **127**<br>—<br>— | | **1986** K.K. Otsuchi Kogyo—Iwate<br>... ...<br>32,01 6,71 2,90<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Niigata<br>Oil<br>324kW (440bhp)<br>Niigata Eng. Co. Ltd. |
| **9018505**<br>*JE2859*<br>130695<br>Rt | **TOYOTOMI MARU No. 28**<br>**Horiai Gyogyo K.K.**<br>Kamaishi, Japan<br>Iwate Pref. | **119**<br>—<br>— | | **1990** Otsuchi Zosen Kogyo K.K.—Iwate (270)<br>38,21 (BB) 7,36 2,700<br>31,00 6,56 3,00 | **M Fishing**<br>Long-line Ref<br>In.69 | Niigata<br>Oil 4SA 6Cy. 260 × 460 with clutches, couplings & sr geared to sc. shaft<br>625kW (850bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **9003926**<br>*JM6025*<br>132577<br>Rdr Rt | **TOYOTSU MARU**<br>**G.K. Nakatsu Tome Gumi**<br>Tsukumi, Japan<br>Oita Pref. | **497**<br>—<br>1 500 | | **1990** K.K. Miura Zosensho—Saiki (1003)<br>4,111<br>68,03 12,01 7,01 | **M General Cargo** | Niigata<br>Oil 4SA 6Cy. 300 × 530<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. |
| **7929413**<br>*JK4188*<br>122236<br>Rdr | **TOYOURA MARU**<br>**Toyoura Kisen K.K.**<br>Kasaoka, Japan<br>Okayama Pref. | **172**<br>—<br>40 | | **1980** Kanbara Zosen K.K.—Onomichi (247)<br>37,50 8,62 1,748<br>28,00 8,21 2,54<br>2 dks | **M Ferry** | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>Yanmar Diesel Engine Co. Ltd. |
| **7012727**<br>*UWQZ*<br>M-29169<br>Df Esd Gc<br>Rdr Rt | **TOYVO ANTIKAYNEN**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**6 391**<br>3 105<br>—<br>**10 028**<br>5 436<br>12 640 | RS | **1970** Stocznia Szczecinska im. A. Warskiego<br>—Szczecin (B40/102)<br>154,54 20,63 7,970/8,981<br>143,19 20,60 12,76<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 19,2 20,5 19,9 19,8 ER 22,0<br>B.17 860<br>5 Ha (stl) (12,0 × 8,0) (13,4 13,4 13,4 × 10,9) ER (11,5 × 10,9)<br>16W Der 1(60) 4(10) 6(5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski |
| **8623987**<br>*UIUB*<br>S-40892<br>Df Esd Gc<br>Rdr RTv | **TOYVO VYAKHYA**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *2 466*<br>*988*<br>3 135 | RS | **1985** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,02 13,22 3,670<br>110,76 13,01 5,50<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8815425**<br>*JI3334*<br>128738<br>Rdr Rt | **TOZAI MARU No. 1**<br>**Tozai Kaiun K.K.**<br>Shimotsu, Japan<br>Wakayama Pref. | **156**<br>—<br>— | | **1988** Kanagawa Zosen—Kobe (318)<br>*27,20*<br>8,60 3,70<br>1 dk | **TM Tug** | Niigata<br>2 Oil<br>Niigata Eng. Co. Ltd. |
| **8303757**<br>*JI3127*<br>125155 | **TOZAI MARU No. 2**<br>**Tozai Kaiun K.K.**<br>Shimotsu, Japan<br>Wakayama Pref. | **158**<br>—<br>— | | **1983** Kanagawa Zosen—Kobe (246)<br>30,31 2,501<br>25,76 8,60 3,71<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **8622452**<br>*JG4383*<br>126841<br>Rt | **TOZAN MARU No. 30**<br>**Higashiyama Kensetsu K.K.**<br>Tokyo Japan | **675**<br>—<br>— | | **1983** Takao Zosen Kogyo K.K.—Tateyama (78)<br>47,60 3,150<br>45,01 17,01 3,31<br>1 dk | **M Crane Ship** | Niigata<br>2 Oil<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd.<br>Fuel (d.o.) |
| **7611688**<br>*TSLM*<br>TG458<br>Df Esd Gc<br>Pfd Rdr Rt | **TOZEUR**<br>**Compagnie Tunisienne de Navigation S.A. (COTUNAV)**<br>Tunis Tunisia | **6 470**<br>3 781<br>8 628 | NV (BV) | **1977** Naikai SB. & Eng. Co. Ltd.—Setoda (411)<br>127,29 (BB) 18,04 8,033<br>117,99 18,00 10,50<br>P 79,9 F 15,9 1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.11 083 B.10 322<br>3 Ha (stl) (11,4 × 6,2) (20,4 20,4 × 10,6) ER<br>Cr 5(16) | B&W<br>Oil 2SA 9Cy. 450 × 900<br>5 811kW (7 900bhp)<br>Hitachi Zosen Hiroshima<br>Gen 3 × 500kW 400V 50Hz a.c. |

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| **TOZUDO**<br>**Cabo Verde S.A.**<br>Buenos Aires Argentina | **112**<br>67<br>113 | RI | **1990** A.N. Federico Contessi y Cia S.A.—Mar del Plata (57)<br>24,00 7,00 3,150<br>23,24 3,45<br>1 dk | **M Fishing**<br>Stern-fishing Ref<br>In.135 | Cummins VTA-28-M<br>Vee Oil 4SA 12Cy. 140 × 152 with clutches & sr geared to sc. shaft<br>496kW (674bhp)<br>Cummins Engine Co. Inc. Columbus, In |
| **TPAO**<br>ex Transoceanica Giovanna-89<br>ex Punta Mare-85<br>**Vakif Finansal Kiralama A.S.**<br>Ditas-Deniz Isletmeciligi ve Tankerciligi A.S.<br>Istanbul Turkey<br>SatCom: 1740124/TCNW | **83 497**<br>74 787<br>160 736<br>T/cm<br>118,4 | ✠**100A1** SS 5/86<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL Yt 3$\frac{13}{16}$"U3<br>FN 19656<br>(RI) | **1977**-6 Cantieri Navali Riuniti S.p.A.—Palermo (254)<br>308,52 43,87 17,495<br>292,01 43,81 23,50<br>F 25,6 1 dk<br>rf nil Bow/CM 143 Diam. 0,360 | **M Ore/Oil Carrier**<br>Adapted for Oil cargoes only<br>IGS(LR) pt higher tensile steel<br>10 Ho 22,4 21,4 21,4 21,4 21,4 21,4 21,4 21,4 21,4 20,1 6 Wing Ta ER<br>L.(oil) 196 707<br>10 Ha (stl) (17,9 17,9 17,9 17,9 15,7 15,7 17,9 17,9 17,9 16,9 × 13,1) ER<br>Cr 1(20)<br>3 Cargo pumps total 12 000T/hr | GMT B1060.8L<br>Oil 2SA 8Cy. 1060 × 1900<br>32 000bhp (23 538kW)<br>Grandi Motori Trieste Trieste<br>2 WTAuxB primary 37kgf/cm² (36,3bar) secondary 17kgf/cm² (16,7bar) (Spt 230°C) 16kgf/cm² (15,7bar) hs1279,3<br>AuxB (ex.g) 17kgf/cm² (16,7bar)<br>e(ex.g) 20kgf/cm² (19,7bar)<br>Gen 2 × 1150kW 1 × 960kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 312,0t (d.o.) 3 424,0t (hvf) 16,5kn |
| **TRA KHUC**<br>ex Santa Elena-78<br>**Vietnam Ocean Shipping Co. (VOSCO)**<br>Haiphong Vietnam | **7 100**<br>4 757<br>11 849 | NK | **1974** Kanda Zosensho K.K.—Kawajiri (187)<br>135,24 20,05 7,916<br>125,00 20,01 10,27<br>P 26,6 F 10,1 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 22,7 21,7 26,2 21,7 ER<br>G.14 815 B.14 267<br>4 Ha (stl) (16,1 15,0 18,7 14,2 × 8,9) ER<br>4W Der 4(15) | B&W 8K42EF<br>Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 224kW<br>Fuel 1 039,5t (hvf)-18,5pd 12,5kn |
| **TRAAL**<br>ex Ajax-79 ex Vingaborg-74<br>**P/R Traal**<br>Oskar L. Eriksen<br>Skudeneshavn Norway | *376*<br>*134*<br>— | NV | **1967** Lodose Varv A/B—Lodose (150)<br>38,33 8,03 2,744<br>33,51 8,01 3,92<br>1 dk<br>rf 1250 BK 246 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>2 Ha (1,6 4,4 × 1,9) ER | Alpha 8L23/30<br>Oil 4SA 8Cy. 225 × 300<br>1 468bhp (1 080kW) NE 87<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 2 × 72kW 220V 50Hz a.c.<br>Controllable pitch propeller |
| **TRABLUS**<br>Turkey | **1 495**<br>882<br>2 468 | (BV) | **1974** Sedef Gemi Endustrisi A.S.—Gebze (1)<br>78,67 12,63 5,030<br>72,01 12,60 5,90<br>P 19,9 F 10,7 1 dk<br>rf 152 | **M General Cargo**<br>2 Ho each 20,9 ER<br>G.1 436<br>2 Ha (stl) (each 17,9 × 9,6) ER<br>Cr 1(3) | Skoda 9L350IIPS<br>Oil 4SA 9Cy. 350 × 500<br>1 670bhp (1 228kW)<br>CKD Praha Praha<br>Gen 2 × 80kW 1 × 25kW 380/220V 50Hz a.c.<br>Fuel 122,0t (d.o.) 14kn |
| **TRACI-C**<br>**Clint L. Buckmaster**<br>Coos Bay, Or United States of America | **141**<br>98<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>*20,85* 6,74<br>3,74<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler | Cummins KT-1150-M<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **TRACIE & LANEE**<br>**Tusitala Inc.**<br>Mobile, Al United States of America | **136**<br>92<br>— | | **1980** Horton Boats Inc.—Bayou la Batre, Al<br>*23,57* 6,71<br>3,38<br>1 dk | **M Fishing**<br>Stern Trawler | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127<br>600bhp (441kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| **TRACY**<br>**Government of Canada (Transport Canada)**<br>Ottawa Canada | **963**<br>290<br>419 | ✠Classed LR until 23/6/78 | **1968**-4 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (42)<br>55,33 11,64 3,658<br>50,30 11,59 4,88<br>P 25,3 F 7,7 1 dk<br>rf 152 | **TD-E Buoy & Supply Ship**<br>Ice strengthened<br>1 Ho 13,4 ER<br>2 Ha (stl) (3,8 3,7 × 6,1) ER<br>Cr 1(10) Der 1(4) | Fairbanks, Morse<br>2 Oil 2SA each 8Cy. 207 × 508 total 2 666bhp (1 961kW) driving 4 gen. each 405kW 600V d.c. connected to 2 elec. motors each of 1 250shp (919kW) (WL) & sc. shafts<br>Fairbanks, Morse (Canada) Ltd. Kingston, Ont.<br>Gen 3 × 110kW 440V 60Hz a.c.<br>Fuel 131,0t (d.o.) 10kn |
| **TRACY**<br>ex Estelle Stone ex LT 1947-65<br>**Jerry K. Champion**<br>Wilmington, NC United States of America | **226**<br>153<br>— | (AB) | **1953** Avondale Marine Ways Inc.—Avondale, La (406)<br>*31,09* 8,13 4,055<br>30,56 8,08 4,53<br>1 dk<br>rf nil | **M Tug** | Fairbanks, Morse<br>Oil 2SA 6Cy. 406 × 508<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 2 × 40kW 115V d.c.<br>Fuel 65,0t (d.o.) |
| **TRACY BENNETT**<br>ex David Marley-91<br>**Alan Charles Bennett**<br>Newcastle - upon - Tyne United Kingdom | **730**<br>337<br>1 210 | ✠LR class withdrawn-Owners' request 5/90 | **1963**-6 R. Dunston (Hessle) Ltd.—Hessle (S799)<br>55,50 11,31 4,382<br>51,82 10,98 4,96<br>RQD 17,1 1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Polar<br>Oil 2SA 4Cy. 340 × 570<br>980bhp (721kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 75kW 220V d.c.<br>Fuel (d.o.) |
| **TRACY E. JONES**<br>ex Denis Brown ex Wm. S. Lyon<br>Panama Panama | *337*<br>*101*<br>— | | **1957** Marine Welding & Rep. Works Inc. —Greenville, Ms (5)<br>*32,07* 2,340<br>9,14 3,13<br>1 dk | **TM Tug**<br>Pusher | 2 Oil 12Cy.<br>General Motors Corp. U.S.A. |
| **TRACY LYNNE**<br>ex Tammy Lynn<br>**King Camaron Inc.**<br>Port Arthur, Tx United States of America | **100**<br>68<br>— | | **1969** Heritage Marine—Freeport, Tx<br>*19,73* 6,43<br>3,48 | **M Fishing** | Oil<br>370bhp (272kW)<br>.............<br>Fuel (d.o.) |
| **TRACY MARTINA**<br>**Rufus Genge**<br>St. John's, Nfl. Canada | **101**<br>50<br>— | | **1987** Bay d'Espoir Enterprises Ltd.—St. Albans, Nfl.<br>18,78 6,89<br>18,01 6,74 3,79<br>1 dk | **M Fishing** | Rolls Royce<br>Oil 4SA 12Cy. 135 × 152 with clutches & sr reverse geared to sc. shaft<br>685bhp (504kW)<br>Rolls-Royce Ltd. United Kingdom |
| **TRADE AMBASSADOR**<br>ex Mount Hydra-86 ex Grace Boeing-85<br>**Trade Bulkers Inc.**<br>Marine Management Services M.C.<br>Monrovia Liberia<br>SatCom: 1243174/TAMB | **18 953**<br>12 771<br>34 495<br>T/cm<br>42,6 | AB<br>✠Classed LR until 30/1/87 | **1976**-9 Sumitomo Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (984)<br>180,02 (BB) 28,45 10,897<br>170,01 28,40 15,02<br>P 32,4 F 13,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes<br>5 Ho 23,0 27,8 20,8 27,8 27,9 ER<br>G.44 659 B.40 796<br>5 Ha (stl) (14,0 × 10,5) (18,3 12,8 18,3 18,3 × 13,5) ER<br>Cr 1(15) 4(10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 750kW 440V 60Hz a.c.<br>Fuel 184,0t (d.o.) 1 697,0t (hvf) 16,5kn |
| **TRADE ANIMATION**<br>ex Delicia-87 ex Patricia-81<br>**Trade Animation S.A.**<br>Panama Panama | **15 056**<br>9 796<br>25 276 | NK | **1976** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (997)<br>162,01 (BB) 25,25 10,594<br>152,00 25,21 14,71<br>F 12,5 2 dks | **M General Cargo**<br>3 Ho 31,9 40,7 40,7 ER<br>G.32 479 B.31 008<br>3 Ha (stl) (20,8 × 12,5) (30,4 30,4 × 8,6) ER<br>Der 2(25,5) 2(15,25) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 820kW 450V 60Hz a.c.<br>Fuel (hvf) 14kn |
| **TRADE BANNER**<br>ex Mount Elikon-86<br>ex Mozart Festival-85<br>**Trade Carriers Inc.**<br>Marine Management Services M.C.<br>Monrovia Liberia<br>SatCom: 1243167/TBAN | **18 953**<br>12 771<br>34 505<br>T/cm<br>43,3 | AB<br>✠Classed LR until 7/81 | **1976**-3 Sumitomo Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (983)<br>179,99 (BB) 28,45 10,897<br>169,98 28,41 15,02<br>P 32,0 F 13,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 21,9 26,9 19,9 26,9 28,0 ER<br>G.44 659 B.40 796<br>5 Ha (14,0 × 10,5) (18,3 12,8 18,3 18,3 × 13,4) ER<br>Cr 4(10) Der 1(15) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 750kW 440V 60Hz a.c.<br>Fuel 190,0t (d.o.) 1 767,0t (hvf) 15,25kn |

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| 7360708<br>*3ETV5*<br>17370-87<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TRADE BLISS**<br>ex Calanda IV-87 ex Calanda-86<br>ex Sofati Continent-83 ex Calanda-82<br>ex Iren-79 ex Skotland-79<br>**Trade Bliss S.A.**<br>Panama Panama | 7 248<br>4 976<br>10 250 | GL<br>✠Classed LR until<br>14/8/81 | **1975**-2 Gebr. Schuerenstedt KG.<br>—Bardenfleth/Weser (1364)<br>143,82 (BB) 18,57 7,544<br>134,09 18,50 10,16<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 26,2 38,9 26,2 ER<br>G.15 093 B.14 711<br>TEU 458 C. 458/20'<br>3 Ha (stl) (26,2 38,7 26,2 × 15,0) ER<br>Cr 2(30) | MAN<br>2 Oil 4SA each 6Cy. 400 × 540 sr gea<br>shaft<br>6 700bhp (4 928kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 484kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 112,0t (d.o.) 426,0t (hvf)-21,0pd |
| 7503403<br>*C4TU*<br>707865<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TRADE CARRIER**<br>ex Bunko Maru-86<br>**Avgi Maritime Co. Ltd.**<br>Marine Management Services M.C.<br>Limassol Cyprus<br>SatCom: 1100172/CRTU | 30 745<br>21 622<br>51 672<br>T/cm<br>55,0 | NV (NK) | **1976** Hitachi Zosen—Sakai (4513)<br>199,98 (BB) 32,24 12,421<br>191,01 32,21 17,81<br>F 18,6 1 dk | **M Bulk Carrier**<br>7 Ho 12,3 27,2 19,0 19,0 19,0 23,7<br>19,0 ER<br>G.68 764 B.59 827<br>7 Ha (stl) (9,8 18,7 12,8 12,8 12,8 12,8 15,1<br>× 13,8) ER<br>14W Cr 3(22) Der 14(5) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>15 660bhp (11 519kW)<br>Hitachi Zosen<br>Gen 3 × 352kW 440V 60Hz a.c.<br>Fuel 249,5t (d.o.) 3 859,5t (hvf)-60,0pd |
| 7612773<br>*3EZW5*<br>18181-HK<br>Df Esd Gc<br>Pfd Rdr RTv | **TRADE CONCORD**<br>ex Wakagiku Maru-87<br>**Great Acclaim S.A.**<br>Panama Panama<br>SatCom: 1333442/TECD | 13 922<br>9 938<br>24 268 | NK | **1977** Nippon Kokan K.K.—Tsurumi Shipyard,<br>Yokohama (956)<br>162,52 (BB) 25,25 10,483<br>152,56 25,20 14,36<br>P 20,8 F 18,3 2 dks | **M General Cargo**<br>Heavy-load 2bth P<br>3 Ho ER 3 TwD<br>G.29 841 B.28 574<br>3 Ha (stl) (13,5 × 9,4) (30,0 42,0 × 12,6)<br>ER<br>Cr 2(31) 2(25) Der 1(500) 4(20) | MAN<br>Vee Oil 4SA 12Cy. 520 × 550<br>12 800bhp (9 415kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 540kW 450V 60Hz a.c.<br>Fuel 200,0t (d.o.) 1 695,0t (hvf)-40,0pd |
| 7126085<br>*P3CM2*<br>708000<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TRADE DARING**<br>ex Bise-87 ex Cast Petrel-83<br>ex Eden Bridge-79<br>**Milea Maritime Co. Ltd.**<br>Marine Management Services M.C.<br>Limassol Cyprus<br>SatCom: 1100176/TDAR | 79 317<br>57 331<br>134 999<br>T/cm<br>102,0 | NV<br>✠Classed LR until<br>13/3/87 | **1972**-3 Sumitomo SB. & Mchy. Co. Ltd.—Uraga<br>Shipyard, Yokosuka (926)<br>266,02 (BB) 44,07 17,111<br>258,02 44,01 24,52<br>1 dk<br>rf nil Bow/CM 123 Diam. 0,510 | **M Ore/Bulk/Oil Carrier**<br>Str. ore cargoes DB<br>9 Ho/Ta 18,9 20,7 20,8 20,8 20,8 20,8<br>20,8 20,8 20,8 ER<br>G.151 511 L.(oil) 165 223 Ore 83 034<br>HeCls. BC<br>9 Ha (stl) (12,6 12,7 13,3 13,3 13,3 13,3<br>13,3 13,3 13,3 × 19,2) ER<br>3 Cargo pumps total 10 032T/hr | Sulzer<br>Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 3 × 850kW 450V 60Hz a.c.<br>Fuel 437,0t (d.o.) 6 275,0t (hvf)-95,0pd |
| 7622285<br>*6ZSZ*<br>6122<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TRADE DAWN**<br>ex Eastern Harmony-88<br>ex Als Harmony-87<br>ex Eastern Harmony-86<br>**Trade Dawn Inc.**<br>Monrovia Liberia | T.Mk<br>**7 387**<br>5 106<br>17 000<br>**12 183**<br>8 483<br>19 607 | ✠100A1 SS 5/86<br>strengthened for heavy<br>cargoes<br>✠**LMC**<br>EL E† 577,5/64,0U2<br>FN 5261 | **1977**-11 Tsuneishi Zosen K.K.—Numakuma<br>(370)<br>152,36 (BB) 22,99 —/9,862<br>145,01 22,86 13,42<br>P 28,4 F 13,2 2 dks<br>rf nil | **M General Cargo**<br>Vehicles<br>4 Ho 21,1 28,5 28,5 28,5 ER 4 TwD<br>G.25 686 B.24 292<br>TEU 404<br>C.Ho 208/20'(40') C.Dk 196/20'(40')<br>4 Ha (stl) (13,7 × 10,6) (19,5 19,5 19,5 ×<br>12,1) ER<br>Cr 4(15) | B&W<br>Oil 2SA 7Cy. 550 × 1380<br>9 400bhp (6 914kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 161,0t (d.o.) 1 290,0t (hvf)-30,5pd |
| 7707358<br>*3EUR6*<br>18718-HK<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **TRADE DILIGENCE**<br>ex Pegasia-88<br>**Trade Diligence S.A.**<br>Panama Panama | T.Mk<br>**1 607**<br>1 052<br>4 490<br>**4 571**<br>3 152<br>7 398 | NV (GL) | **1978** Singapore SB. & Eng. Ltd.—Singapore (128)<br>120,53 (BB) 17,84 4,541/6,490<br>112,02 17,81 8,82<br>F 8,3 2 dks | **M Container Ship**<br>Portable-guides<br>Ice strengthened<br>2 Ho 46,1 39,0 ER<br>G.11 300 B.10 180<br>TEU 425<br>C.Ho 176/20' (40') C.Dk 249/20' (40')<br>incl. 30 ref C.<br>2 Ha (stl) ER | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>2 942kW (4 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Gen 1 × 480kW 3 × 240kW 440V 60H<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 61,0t (d.o.) 289,5t (hvf)-14,0pd |
| 7235135<br>*D5OX*<br>6510<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TRADE ENDEAVOR**<br>ex Seateam Courier-87<br>ex Navios Courier-86 ex Ross Isle-79<br>**Trade Tankers Inc.**<br>Marine Management Services M.C.<br>Monrovia Liberia<br>SatCom: 1243152/TEND | 50 849<br>39 828<br>113 706<br>T/cm<br>86,4 | NV | **1973** Nippon Kokan K.K.—Tsurumi Shipyard,<br>Yokohama (891)<br>264,35 (BB) 38,05 16,501<br>253,40 37,98 22,41<br>F 21,1 1 dk<br>rf 152 Bow/CM 128 Diam. 0,406 MH 1,8 | **M Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes DB Bow loading<br>9 Ho/Ta 17,6 21,5 21,5 21,5 21,5 21,5<br>21,5 21,5 21,5 ER<br>L.(oil) 116 651 Ore 62 590 HeCls. BC<br>9 Ha (stl) (11,2 × 12,8) (12,0 12,0 12,0<br>12,0 12,0 12,0 12,0 12,0 × 16,0) ER<br>2 Cargo pumps total 6 000T/hr | B&W<br>Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 735kW 1 × 700kW 440V 60H<br>Fuel 243,0t (d.o.) 4 327,5t (hvf)-42,5pd |
| 7610347<br>*3EDB7*<br>18684-90A<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TRADE EVER**<br>ex Hickory-89<br>ex Christoffer Oldendorff-88<br>ex Theekar-87<br>**Trade Ever Shipping Inc.**<br>Worlder Shipping Ltd.<br>Panama Panama | *15 514*<br>*8 982*<br>23 618 | ✠100A1 SS 10/91<br>strengthened for heavy<br>cargoes<br>✠**LMC**<br>EL F† 577,5/66,0U2<br>FN 6296 | **1978**-2 Hyundai SB. & Heavy Industry—Ulsan<br>(2369)<br>175,32 (BB) 23,98 10,402<br>167,65 23,35 14,20<br>P 34,8 F 26,3 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 16,0 26,0 27,2 27,2 28,1 ER<br>6 TwD<br>G.30 923 B.28 835<br>TEU 434<br>C.Ho 314/20' (40') C.Dk 120/20' (40')<br>9 Ha (stl) (9,1 × 7,0) (19,0p&s 19,5p&s<br>19,5p&s 19,5p&s × 8,0) ER<br>4W Cr 4(12,5) 2(5) Der 1(105) 4(10) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>12 500bhp (9 195kW)<br>J. G. Kincaid & Co. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 256,0t (d.o.) 1 700,0t (hvf)-42,0pd |
| 7720879<br>*3ERB7*<br>19521-PEXT<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **TRADE EXPANSION**<br>ex Ondra-89 ex Jetty-88 ex Mosel-88<br>**Trade Expansion Shipping Inc.**<br>Worlder Shipping Ltd.<br>Panama Panama | 11 825<br>9 019<br>18 002 | GL | **1978** Howaldtswerke-Deutsche Werft A.G. —Kiel<br>(129)<br>162,95 (BB) 22,94 9,621<br>153,52 22,86 12,76<br>P 28,1 F 36,3 2 dks | **M Container Ship**<br>Portable-guides<br>Ice strengthened<br>3 Ho 25,6 49,3 37,4 3 TwD<br>G.27 389 B.24 515<br>TEU 800<br>C.Ho 402/20' (40') C.Dk 398/20' (40')<br>incl. 32 ref C.<br>3 Ha (stl) ER<br>4W Cr 1(25) 2(21) Der 1(150) 4(5-10) | MAN<br>Oil 2SA 5Cy. 700 × 1250<br>10 300bhp (7 576kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 464kW 440V 60Hz a.c.<br>Fuel 182,5t (d.o.) 1 193,5t (hvf)-37,5pd |
| 7422776<br>*H9CQ*<br>10784-81B<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TRADE FAIR**<br>ex Trade Fortune-88 ex New Panda-85<br>ex Dunelmia-80<br>**Cafung Navigation S.A.**<br>Parakou Shipping Ltd.<br>Panama Panama | 8 934<br>6 506<br>15 079 | ✠100A1 SS 12/90<br>✠**LMC**<br>EL Z 2⅛"U2<br>FN 4317 | **1977**-7 Austin & Pickersgill Ltd.—South Dock,<br>Sunderland (460)<br>141,00 20,58 8,860<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 419 B.19 643<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 ×<br>8,5) ER (11,4 × 6,7)<br>10W Der 1(100) 1(30) 10(10) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd.<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 340kW 440V 60Hz a.c.<br>Fuel 122,5t (d.o.) 1 134,0t (hvf)-20,5pd |
| 7428988<br>*3ECT7*<br>18996-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TRADE FIR**<br>ex Zebra-89 ex Ibn Khaldoon-87<br>**Trade Fir Shipping Inc.**<br>Worlder Shipping Ltd.<br>Panama Panama | T.Mk<br>**11 144**<br>6 011<br>15 600<br>**15 446**<br>9 208<br>23 618 | BV<br>✠Classed LR until<br>26/7/86 | **1976**-12 Hyundai SB. & Heavy Industry—Ulsan<br>(2320)<br>175,32 (BB) 23,42 —/10,402<br>167,67 23,36 14,20<br>P 34,2 F 26,3 2 dks<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 16,0 26,0 27,2 27,2 28,1 ER<br>6 TwD<br>G.30 923 B.28 835<br>TEU 386<br>C.Ho 314/20' (40') C.Dk 72/20' (40')<br>9 Ha (stl) (9,1 × 7,0) (19,0p&s 19,5p&s<br>19,5p&s 19,5p&s × 8,0) ER<br>4W Cr 4(12,5) 2(5) Der 1(105) 4(10) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 195kW (12 501bhp)<br>Harland and Wolff Ltd.<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 256,0t (d.o.) 1 700,0t (hvf)-42,0pd |
| 7402219<br>*ELEJ5*<br>7706<br>Df Esd Gc<br>RdrRTm | **TRADE FLUENCY**<br>ex Pegasus Plenty-87<br>**Trade Fluency Inc.**<br>Monrovia Liberia | 4 262<br>2 797<br>5 604 | NK (KR) | **1975** Miho Zosensho K.K.—Shimizu (977)<br>118,01 19,03 5,919<br>108,01 19,00 8,21<br>P 19,9 B 6,1 F 11,6 1 dk<br>rf 411 | **M Container Ship**<br>Fixed-guides<br>TEU 280 C. 280/20'<br>5 Ha (stl) ER<br>Cr 1(30,5) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 900<br>5 200bhp (3 825kW)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.)<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel 190,0t (d.o.) 390,0t (hvf)-17,0pd |

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| **TRADE FORTITUDE**<br>ex World Truth-87 ex La Loma-78<br>**Trade Sea Inc.**<br>Marine Management Services M.C.<br>Monrovia Liberia<br>SatCom: 1243160/TFOR | **113 950**<br>96 159<br>249 223 | NV | **1972** Kawasaki Heavy Ind. Ltd.—Sakaide (1141)<br>325,99 (BB) 52,02 20,498<br>313,47 52,00 27,31<br>F 26,3 1 dk<br>rf 152 Bow/CM 173 Diam. 0,410 | **S Ore/Oil Carrier**<br>5 Ho each 47,8 15 Ta ER<br>L.(oil) 298 508 HeCls. BC<br>10 Ha (stl) (each 15,9 × 13,5) ER<br>Cr 2(2) Der 2(10) 4 13720<br>4 Cargo pumps total 13 720T/hr | 2 S Turb dr geared to sc. shaft<br>33 000shp (24 273kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 1 × 1280kW 2 × 640kW 450V 60Hz a.c.<br>Fuel 9 431,0t (o.f.)-162,5pd 15,5kn |
| **TRADE GRACE**<br>ex Enarxis-88 ex Bandama-85<br>ex Silveravon-78<br>**Trade Grace Maritime Corp.**<br>Parakou Shipping Ltd.<br>Monrovia Liberia | **10 101**<br>6 519<br>15 745 | BV<br>✠Classed LR until 21/3/80 | **1977**-7 Mitsubishi Heavy Industries Ltd.<br>—Hiroshima (283)<br>151,24 21,24 9,468<br>138,99 21,20 12,40<br>P 29,3 F 11,9 1 dk & 2nd dk except in Nos. 1 & 3 holds<br>rf 102 | **M General Cargo**<br>Portable-guides<br>4 Ho 20,5 27,3 27,3 27,3 ER 2 TwD<br>G.21 880 B.20 989<br>TEU 506<br>C.Ho 120/20' 40/40' C.Dk 176/20' 65/40'<br>7 Ha (stl) (13,0 × 8,5) (19,5p&s 19,5p&s 17,1p&s × 6,2) ER<br>Cr 1(5) Der 1(60) 4(22) 2(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 390kW 450V 60Hz a.c.<br>Fuel 82,0t (d.o.) 1 212,0t (hvf)-25,0pd 17,5kn |
| **TRADE GREECE**<br>ex Santa Rita-89 ex Ilona-89<br>**Kalavryta Maritime Co. Ltd.**<br>Marine Management Services M.C.<br>Limassol Cyprus<br>SatCom: 1100343/TGRE | **30 286**<br>21 410<br>54 615 | BV (RNR) | **1980** Intreprinderea Constr. Navale Constantza<br>—Constantza (386)<br>219,82 32,19 12,402<br>205,37 32,11 17,00<br>P 32,4 F 18,9 1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 16,5 28,4 18,9 26,8 17,0 29,4 18,1 ER<br>G.75 696 B.69 178 HeCls. ptB<br>10 Ha (stl) (each 11,6 × 15,4) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>12 799kW (17 400bhp)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 358,0t (d.o.) 2 401,5t (hvf)-50,5pd 15,3kn |
| **TRADE GREEN**<br>ex Menelaus-89 ex Barber Menelaus-84<br>ex Menelaus-80<br>**Trade Green Shipping Inc.**<br>Worlder Shipping Ltd.<br>Kingstown St. Vincent and the Grenadines | *17 180*<br>*9 702*<br>21 241 | ✠**100A1** SS 9/91<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL Ht 2¾"U2<br>FN 6231 | **1977**-7 Mitsubishi Heavy Industries Ltd.—Nagasaki (1806)<br>164,52 (BB) 26,07 10,624<br>155,00 26,00 14,20<br>P 34,2 F 25,6 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 14,2 24,0 24,0 24,0 24,8 5 TwD<br>G.30 335 B.28 814<br>TEU 773<br>C.Ho 407/20' C.Dk 366/20' incl. 76 ref C.<br>9 Ha (stl) (9,0 × 7,9) (19,2p&s × 8,0) (19,2p&s 19,2p&s 19,2p&s × 10,4) ER<br>9W Der 3(35) 5(22) 1(10) | Sulzer 7RND76M<br>Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (ex.g) 11kgf/cm² (10,8bar)<br>rcv 8kgf/cm' (7,9bar)<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>Gen 3 × 1000kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 168,0t (d.o.) 1 536,0t (hvf)-53,0pd 18kn |
| **TRADE HONOR**<br>ex Yanbu Pride-88 ex Mobil Pride-81<br>**Trade Gulf Navigation Co. Ltd.**<br>Marine Management Services M.C.<br>Limassol Cyprus<br>SatCom: 1100642/THON | **106 776**<br>90 647<br>214 994<br>T/cm<br>138,2 | NV (AB) | **1971** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (203)<br>326,02 (BB) 48,24 19,330<br>313,01 48,19 25,51<br>F 21,7 1 dk<br>RW rf nil Bow/CM 162 Diam. 0,410 MH 1,5 | **S Tanker**<br>COW IGS DB<br>15 Ta ER<br>L.(oil) 267 009 HeCls. B<br>4 Cargo pumps total 16 800T/hr | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>(casing) Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>(rotor) General Electric Co. Lynn, Ma<br>Gen 2 × 1120kW 450V 60Hz a.c.<br>Fuel 10 160,5t (o.f.)-145,5pd 16kn |
| **TRADE INDEPENDENCE**<br>ex Yanbu Progress-88<br>ex Mobil Progress-81<br>**Morella Shipping Co. Ltd.**<br>Marine Management Services M.C.<br>Limassol Cyprus | **106 809**<br>90 642<br>211 607<br>T/cm<br>138,2 | NV (AB) | **1971** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (206)<br>326,02 (BB) 48,24 19,327<br>313,01 48,20 25,51<br>F 21,7 1 dk<br>rf nil Bow/CM 162 Diam. 0,410 MH 1,5 | **S Tanker**<br>COW IGS DB<br>15 Ta ER<br>L.(oil) 267 000 HeCls. B<br>4 Cargo pumps total 16 800T/hr | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>(casing) Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>(rotor) General Electric Co. Lynn, Ma<br>Gen 2 × 1120kW 450V 60Hz a.c.<br>Fuel 10 160,5t (o.f.)-145,5pd 16kn |
| **TRADE LIGHT**<br>ex Tokyo Rainbow-88<br>**Trade Light Inc.**<br>Marine Management Services M.C.<br>Panama Panama<br>SatCom: 1333323/TLGT | **13 567**<br>10 170<br>24 090<br>T/cm<br>35,4 | AB (BV) (NK) | **1975** Kurushima Dockyard Co. Ltd.—Onishi (916)<br>173,51 24,85 9,678<br>163,00 24,80 13,39<br>P 30,2 F 12,2 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.32 504 B.30 927 HeCls. B<br>5 Ha (stl) (12,9 × 11,2) (19,5 19,5 19,5 19,5 × 12,8) ER<br>Cr 4(25) | Pielstick 16PC2-5V-400<br>Vee Oil 4SA 16Cy. 400 × 460 reverse geared to sc. shaft<br>10 400bhp (7 650kW)<br>Niigata Eng. Co. Ltd. Japan<br>Gen 2 × 500kW 450V a.c.<br>Fuel 224,5t (d.o.) 1 242,0t (hvf)-31,0pd 14,5kn |
| **TRADE LINK**<br>ex Regina-86<br>**Trade Light S.A.**<br>Panama Panama | T.Mk<br>**4 538**<br>2 959<br>8 300<br>**7 739**<br>5 271<br>11 075 | BV (GL) | **1978** Fukuoka Zosen K.K.—Fukuoka (1066)<br>136,38 20,55 7,600/8,325<br>125,51 20,52 11,03<br>P 22,3 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho ER 3 TwD<br>G.15 991 B.15 063<br>TEU 437 C.Ho 200/20' C.Dk 237/20'<br>3 Ha (stl) (12,4 × 10,9) (31,4 25,3 × 12,8) ER<br>Der 2(85) 5(23) | Mitsubishi 8UEC52/105D<br>Oil 2SA 8Cy. 520 × 1050<br>6 800bhp (5 002kW)<br>Kobe Hatsudoki K.K. Japan<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 162,0t (d.o.) 891,0t (hvf)-27,5pd 16kn |
| **TRADE LONGEVITY**<br>ex Yemen Pioneer-92<br>**Trade Longevity Shipping Co. Ltd.**<br>Worlder Shipping Ltd.<br>Limassol Cyprus | *5 053*<br>*3 324*<br>9 250 | ✠**100A1** SS 3/90<br>container cargoes in the holds and on hatch covers<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL (V) 605,0/44,0U2<br>FN 2606 | **1981**-12 E. J. Smit & Zoon's Schpsw. B.V.<br>—Westerbroek (824)<br>105,52 (BB) 15,98 8,502<br>98,74 15,87 10,52<br>F 8,9 2 dks, 2nd dk in way of Nos. 1 & 3 holds<br>rf 229 len 85 | **M General Cargo**<br>DSS<br>3 Ho 5,4DTp&s 21,7 21,0 32,2 ER 3 TwD<br>G.10 335 B.10 141 L.589<br>TEU 319<br>C.Ho 212/20' C.Dk 107/20' incl. 12 ref C.<br>3 Ha (stl) (20,6 18,9 31,5 × 12,8) ER<br>Cr 3(23) | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>3 200bhp (2 354kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 3 × 240kW 220/380V 50Hz a.c.<br>Fuel 105,5t (d.o.) 383,5t (hvf)-7,0pd 11kn |
| **TRADE LUCK**<br>ex Nordheide-91<br>Launched as Multicon<br>**Trade Luck Shipping Co. Ltd.**<br>Parakou Shipping Ltd.<br>Limassol Cyprus | T.Mk<br>**1 565**<br>1 064<br>4 490<br>**4 610**<br>3 212<br>7 415 | GL | **1979** Singapore SB. & Eng. Ltd.—Singapore (134)<br>120,40 (BB) 17,84 4,890/6,490<br>112,02 17,81 8,82<br>F 8,3 2 dks | **M Container Ship**<br>Portable-guides<br>Ice strengthened<br>2 Ho 46,1 39,0 ER<br>G.11 295 B.10 176<br>TEU 431<br>C.Ho 176/20' (40') C.Dk 255/20' (40') incl. 30 ref C.<br>2 Ha (stl) ER | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>2 942kW (4 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 480kW 3 × 240kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 60,0t (d.o.) 490,0t (hvf)-14,0pd 13,5kn |
| **TRADE MASTER**<br>ex Japan Rainbow-88<br>**Trade Maestro Inc.**<br>Marine Management Services M.C.<br>Panama Panama<br>SatCom: 1333312/TMAS | **13 547**<br>10 153<br>24 108<br>T/cm<br>35,4 | AB (BV) (NK) | **1976** Kurushima Dockyard Co. Ltd.—Onishi (917)<br>173,51 24,82 9,678<br>163,00 24,80 13,39<br>P 30,2 F 12,2 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.32 504 B.30 927 HeCls. B<br>5 Ha (stl) (12,6 × 11,2) (19,5 19,5 19,5 19,5 × 12,8) ER<br>Cr 4(25) | Pielstick 16PC2-5V-400<br>Vee Oil 4SA 16Cy. 400 × 460 reverse geared to sc. shaft<br>5 150kW (7 001bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 224,5t (d.o.) 1 241,5t (hvf)-29,0pd 14,5kn |
| **TRADE NOMAD**<br>ex Lantau Peak-89 ex Avenger-84<br>ex Cape Clear-82 ex Carisle-81<br>**Nomadic Navigation Co. Ltd.**<br>Marine Management Services M.C.<br>Limassol Cyprus | *43 867*<br>*25 101*<br>78 063<br>T/cm<br>69,6 | AB | **1974** Brodogradiliste i Tvornica Dizel Motora "Split" (263)<br>236,58 32,31 14,885<br>226,32 32,26 20,60<br>1 dk<br>rf nil Bow/CM 123 Diam. 0,410 | **M Ore/Bulk/Oil Carrier**<br>IGS DB<br>8 Ho/Ta 26,5 14,7 25,6 15,7 14,7 26,5 14,7 27,1 ER<br>G.87 324 L.(oil) 89 123 HeCls. B<br>12 Ha (stl) (each 9,8 × 12,5) ER<br>2 Cargo pumps total 5 000T/hr | MAN K7Z86/160F<br>Oil 2SA 7Cy. 860 × 1600<br>17 500bhp (12 872kW)<br>Tvornica Dizel Motora "Split" Split<br>Gen 1 × 800kW 1 × 650kW 1 × 600kW 440V 60Hz a.c.<br>Fuel 4 064,0t-61,0pd 15kn |
| **TRADE PINE**<br>ex Madrigal Integrity-88<br>ex National Integrity-88<br>ex Galleon Integrity-84<br>ex Galleon Tourmaline-83<br>**Trade Pine Shipping Inc.**<br>Worlder Shipping Ltd.<br>Panama Panama | *13 746*<br>*7 827*<br>20 391 | AB | **1980** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1235)<br>162,01 (BB) 23,07 10,059<br>152,03 23,00 14,03<br>P 29,6 F 10,4 2 dks<br>rf 196 | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho ER<br>G.28 644 B.26 548<br>TEU 538 C. 538/20' (40')<br>9 Ha (stl) (— × —) (13,4p&s 13,4p&s 13,4p&s —p&s × 10,2) ER<br>Cr 4(25) 1(16) | B&W 6L67GF<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 508kW<br>16,5kn |

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| 7314644<br>*P3ZL2*<br>708272<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **TRADE QUEST**<br>ex Sunset Peak-88 ex Carcape-84<br>**Quantum Navigation Co. Ltd.**<br>Marine Management Services M.C.<br>Limassol Cyprus | *43 867*<br>*25 100*<br>78 202<br>T/cm<br>69,5 | NV (AB) | **1973** Brodogradiliste i Tvornica Dizel Motora "Split" (260)<br>236,56 32,39 14,895<br>226,32 32,31 20,58<br>1 dk<br>rf nil Bow/CM 118 Diam. 0,406 | **M Ore/Bulk/Oil Carrier**<br>COW IGS SBT Str. heavy cargoes DB<br>8 Ho/Ta 26,5 14,7 26,5 15,7 14,7 26,5 14,7 27,4 ER<br>G.85 578 L.(oil) 86 389 HeCls. BC<br>12 Ha (stl) (each 9,8 × 1,3) ER<br>2 Cargo pumps total 5 000T/hr | MAN<br>Oil 2SA 7Cy. 860 × 1600<br>17 500bhp (12 872kW)<br>Tvornica Dizel Motora "Split"<br>Gen 1 × 720kW 1 × 600kW 1 ×<br>450V 60Hz a.c.<br>Fuel 363,5t (d.o.) 3 387,5t (hvf)-65,5pd |
| 7707401<br>*P3KH4*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **TRADE RANK**<br>ex Nordwind-91<br>ex Eurobridge Tower-80<br>ex Nordwind-80<br>**Proverb Shipping Co. Ltd.**<br>Worlder Shipping Ltd.<br>Limassol Cyprus | T.Mk<br>**1 598**<br>1 092<br>4 490<br>**4 691**<br>3 197<br>7 415 | GL | **1979** Singapore SB. & Eng. Ltd.—Singapore (133)<br>120,40 (BB) 17,84 4,512/6,490<br>112,02 17,81 8,82<br>F 8,3 2 dks | **M Container Ship**<br>Portable-guides<br>Ice strengthened<br>2 Ho 46,1 39,0 ER<br>G.11 295 B.10 176<br>TEU 431<br>C.Ho 176/20' (40') C.Dk 255/20' (40') incl. 30 ref C.<br>2 Ha (stl) ER | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 000bhp (2 942kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.)<br>Gen 1 × 480kW 3 × 240kW 440V<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 60,0t (d.o.) 490,0t (hvf)-14,0pd |
| 7312751<br>*3ENJ4*<br>15435-86<br>Df Esd Gc<br>Pfd Rdr Rt | **TRADE RELISH**<br>ex Electro Ace-85<br>ex Kyokko Maru No. 3-77<br>**Concrete Star Shipping S.A.**<br>Panama Panama | **4 204**<br>2 772<br>6 497 | NK | **1973** Hashihama Zosen—Imabari (509)<br>118,12 (BB) 18,04 6,490<br>108,97 17,99 8,23<br>P 22,0 F 17,7 1 dk<br>RW | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho ER<br>TEU 310<br>C.Ho 6/20' 68/40' C.Dk 4/20' 82/40'<br>6 Ha (stl) ER | Mitsubishi<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.)<br>Gen 2 × 360kW 445V a.c.<br>Fuel 946,0t-20,0pd |
| 7328839<br>*H8IO*<br>9034-PEXT3<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TRADE RESOLVE**<br>ex Gloria Ocean II-83<br>ex Ryuyu Maru-80<br>**Transport Hellenic Inc.**<br>Marine Management Services M.C.<br>Panama Panama<br>SatCom: 1333373/TRES | **25 394**<br>16 327<br>59 925<br>T/cm<br>60,9 | NV (NK) | **1973** Koyo Dockyard Co. Ltd.—Mihara (626)<br>226,30 32,06 13,004<br>213,01 32,01 16,92<br>P 49,4 F 19,9 1 dk<br>Bow/CM 108 Diam. 0,360 | **M Tanker**<br>Mchy.aft<br>L.(oil) 71 657<br>3 Cargo pumps total 4 500T/hr | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 1400kW<br>Fuel 2 530,0t-54,0pd |
| 7703479<br>*3EPO8*<br>19435-91<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TRADE RESOURCES**<br>ex Nam Gang Glory-90<br>ex Merry Ocean-83<br>**Trade Resources Shipping S.A.**<br>Panama Panama | *4 406*<br>*2 156*<br>5 692 | NK (KR) | **1977** Dae Dong SB. Co. Ltd.—Busan (190)<br>113,10 (BB) 17,58 5,996<br>107,00 17,50 8,20<br>P 17,7 F 6,8 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Ho 21,4 14,3 14,3 14,3 14,3 ER<br>G.8 171 B.6 785<br>TEU 274<br>C.Ho 144/20' (40') C.Dk 130/20' (40') incl. 7 ref C.<br>11 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 510 × 840 reverse reduc to sc. shaft<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.)<br>Gen 3 × 144kW 445V a.c.<br>Fuel 57,0t (d.o.) 370,0t (hvf)-12,0pd |
| 7825332<br>*3EKS5*<br>17788-HK<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TRADE RIVER**<br>ex Pohai No. 2-86 ex Delta Venture-83<br>**Trade River S.A.**<br>Panama Panama | **4 675**<br>2 424<br>6 189 | NK | **1979** Narasaki Zosen K.K.—Muroran (927)<br>111,51 (BB) 20,05 6,717<br>100,82 20,01 8,79<br>F 15,0 1 dk | **M Container Ship**<br>Fixed-guides<br>2 Cell. Ho ER<br>G.7 640 B.6 542<br>TEU 349 C.Ho 136/20' C.Dk 213/20'<br>4 Ha (stl) ER<br>Cr 1(38) | Makita<br>Oil 4SA 6Cy. 550 × 850<br>5 500bhp (4 046kW)<br>Makita Diesel Co. Ltd.<br>Gen 3 × 200kW<br>Fuel 50,5t (d.o.) 670,0t (hvf)-18,5pd |
| 7362677<br>*3EWM*<br>12572-82<br>Df Esd Gc<br>Rdr RTm/h/v | **TRADE VIGOUR**<br>ex Mexico I-87 ex Mexico-82<br>ex Hasselburg-80 ex Hoegh Apapa-79<br>ex Apapa Palm-77 ex Hasselburg-76<br>**Trade Vigour S.A.**<br>Panama Panama | **8 661**<br>5 539<br>11 618 | GL | **1974** Stocznia Szczecinska im. A. Warskiego —Szczecin (B430/05)<br>145,73 (BB) 21,52 8,421<br>134,42 21,49 11,31<br>F 23,2 2 dks<br>rf 178 | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 12,6 26,8 24,0 28,0 5 TwD<br>G.19 244 B.17 563 HeCls. B<br>TEU 322<br>C.Ho 210/20' (40') C.Dk 112/20' (40')<br>7 Ha (stl) (12,6 19,2p&s 19,2p&s 19,2p&s × 7,8) ER<br>21W Der 2(36) 2(25) 3(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>H. Cegielski<br>Gen 3 × 400kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 135,5t (d.o.) 1 120,5t (hvf)-35,5pd |
| 7362184<br>*P3OV3*<br>708962<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TRADE VISION**<br>ex Aktea-90<br>**Trade Vision Shipping Co.**<br>Marine Management Services M.C.<br>Limassol Cyprus<br>SatCom: 1100401/TVIS | *23 785*<br>*16 484*<br>43 841<br>T/cm<br>48,8 | AB | **1975** Eleusis Shipyards S.A.—Eleusis (1.0.008)<br>205,01 27,28<br>195,46 27,21 16,01<br>P 33,0 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>8 Ho 18,1 17,9 18,2 17,5 18,2 18,2 18,2 17,5 ER<br>G.54 698 HeCls. B<br>8 Ha (stl) (9,0 9,6 9,6 9,6 9,6 9,6 9,6 9,6 × 12,6) ER<br>Cr 4(10) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>14 200bhp (10 445kW)<br>Sumitomo S.B. & Mchy. Co. Ltd.<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 264,0t (d.o.) 2 213,0t (hvf) |
| 7350272<br>*P3OF3*<br>708963<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **TRADE WILL**<br>ex Althea-90<br>**Trade Will Shipping Co.**<br>Marine Management Services M.C.<br>Limassol Cyprus<br>SatCom: 1100424/TWIL | *23 785*<br>*16 484*<br>43 841 | AB | **1974** Eleusis Shipyards S.A.—Eleusis (1.0.007)<br>205,01 (BB) 27,26 11,797<br>195,49 27,21 16,01<br>P 33,3 F 15,0 1 dk | **M Bulk Carrier**<br>8 Ho 18,1 17,9 18,3 17,5 18,3 18,3 18,3 17,5 ER<br>G.49 323 HeCls. B<br>8 Ha (stl) (9,0 9,6 9,5 9,5 9,5 9,5 9,5 9,5 × 12,5) ER<br>Cr 4(10) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>12 780bhp (9 400kW)<br>Sumitomo S.B. & Mchy. Co. Ltd.<br>Gen 3 × 562kW 440V 60Hz a.c.<br>Fuel 264,0t (d.o.) 2 214,0t (hvf)-45,5pd |
| 7404449<br>*3EHC5*<br>7393-PEXT5<br>Df Esd Gc<br>Pfd Rdr Rt | **TRADE WIND**<br>ex Soyoung-91 ex Visayas Ma-86<br>ex Bulatan Pine-86<br>**Halcyon Shipping S.A.**<br>Halla Shipping Co. Ltd.<br>Panama Panama | **3 682**<br>2 416<br>6 564 | NK | **1975** Higaki Zosen K.K.—Imabari (158)<br>105,57 16,36 6,820<br>98,61 16,34 8,41<br>P 19,9 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.8 224 B.7 607<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 4(15) | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 132kW a.c.<br>Fuel 547,5t-12,5pd |
| 7907063<br>*WYF9002*<br>590065<br>Esd Rdr Rt | **TRADE WIND**<br>**Hiwall Inc.**<br>New Bedford, Ma United States of America | **199**<br>135<br>— | | **1978** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*26,86* 7,32 4,14<br>1 dk | **M Fishing**<br>Shellfish | General Motors<br>Oil reverse reduction geared to sc. shaft<br>1 135bhp (835kW)<br>General Motors Corp. Electro-Motive Di<br>Gen 2 × 90kW |
| 7647754<br>*WYL8576*<br>580414 | **TRADE WINDS**<br>**Trawler Gulf Challenger Inc.**<br>Tampa, Fl United States of America | **112**<br>76<br>— | | **1977** Steiner Shipyard Inc.—Bayou la Batre, Al<br>*20,18* 6,71 3,46<br>1dk | **M Fishing** | Oil<br>365bhp (268kW) |
| 6923371<br>*3EPU8*<br>20544-HK<br>Df Esd Gc<br>Pfd Rdr Rt | **TRADEPOWER**<br>ex Bua Thip-91 ex Artaki-88<br>ex Atlantic Victory-86 ex Escoba-82<br>ex Cereza-78 ex Wakagisan Maru-78<br>**Tradepower Maritime S.A.**<br>Thai Shipping & Chartering Co. Ltd.<br>Panama Panama | **7 575**<br>4 616<br>12 749<br>T/cm<br>23,9 | BV (NK) | **1969** Tsuneishi Zosen K.K.—Numakuma (211)<br>139,20 20,60 7,897<br>130,00 20,58 10,23<br>P 25,6 F 12,5 1 dk | **M General Cargo**<br>4 Ho ER<br>G.16 468 B.15 887<br>7 Ha (stl) (12,8 × 9,3) (13,5p&s 18,9p&s 18,2p&s × 7,4) ER<br>4W Der 1(20) 3(15) | B&W<br>Oil 2SA 8Cy. 500 × 1100<br>6 150bhp (4 524kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 220kW<br>Fuel 947,0t-21,0pd |
| 7423768<br>*C6KM6*<br>720485<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TRADER**<br>ex Trader I-91 ex Trader-88<br>ex Stove Trader-87<br>ex Horn Crusader-79<br>**Celeste Ltd.**<br>Denholm Ship Management (U.K.) Ltd.<br>Nassau Bahamas | *60 570*<br>*38 746*<br>110 444<br>T/cm<br>88,4 | NV | **1976** Oy Navire Ab—Naantali/Nadendal (52)<br>265,13 38,46 15,795<br>252,51 38,41 19,99<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 19,8 19,8 19,8 18,0 18,0 19,8 19,8 18,0 20,9 ER<br>G.131 523 B.129 103 HeCls. B<br>9 Ha (stl) (13,6 × 14,0) (15,4 15,4 15,4 15,4 15,4 15,4 15,4 15,4 × 18,0) ER | Sulzer<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 526kW 440V 60Hz a.c.<br>Fuel 474,0t (d.o.) 5 586,5t (hvf)-73,0pd |
| 6502749<br>*HQMA5*<br>L-0332549<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **TRADER**<br>ex Atlantic Trader-88 ex Maiseni-85<br>ex Esco-81 ex Olateju-81<br>ex Davies I-77 ex Dayaka Dua-77<br>ex Miura Maru-72<br>**Makwana Pacific Pvt. Ltd.**<br>San Lorenzo Honduras | **2 187**<br>1 095<br>5 187 | (NK) | **1965** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (643)<br>100,89 15,32 6,351<br>93,02 15,31 7,80<br>P 20,8 F 9,8 1 dk<br>RW | **M General Cargo**<br>3 Ho 17,2 31,0 17,6 ER<br>G.6 922 B.6 616<br>3 Ha (w) (10,8 22,4 11,8 × 6,9) ER<br>8W Der 2(15) 6(10) | Sulzer<br>Oil 2SA 6Cy. 480 × 700<br>2 640bhp (1 942kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 96kW 450V 60Hz a.c.<br>Fuel 309,0t (hvf) |

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| **TRADERS SUCCESS**<br>ex Iron Strength-91 ex Arcadian-89<br>ex Arcadian Sun-86 ex Pamela-81<br>ex Hosho Maru-79<br>**Laserlight Shipping Ltd.**<br>Paloma Investment Ltd.<br>Limassol Cyprus | **5 050**<br>3 844<br>9 948 | BV (NV) | **1971** Imabari Zosen—Imabari (236)<br>124,31 19,56 7,503<br>117,00 19,51 9,76<br>P 21,7 F 12,8 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.13 242 B.12 491<br>2 Ha (stl) (35,0 36,4 × 11,2) ER<br>12W Der 4(20) | Mitsubishi 6UEC52/105D<br>Oil 2SA 6Cy. 520 × 1050<br>4 560kW (6 199bhp)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 224kW a.c.<br>Fuel 772,0t-23,5pd 13,8kn |
| **TRADEWIND**<br>**Oceanwind Maritime Ltd.**<br>Westwind Africa Line Ltd.<br>Piraeus Greece | **14 686**<br>9 350<br>27 471<br>T/cm<br>39,2 | AB | **1981** Oshima Shipbuilding co. Ltd.—Nagasaki (10056)<br>169,81 (BB) 26,37 9,803<br>163,02 26,31 13,62<br>P 30,5 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.32 415 B.31 708<br>TEU 224 C. 224/20'<br>5 Ha (stl) (13,2 19,2 14,4 19,2 15,1 × 11,9) ER<br>Cr 4(25) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 570kW 450V 60Hz a.c.<br>17,5kn |
| **TRADEWIND**<br>ex Inmar Knight-79<br>**Kilgore Offshore Inc.**<br>New Orleans, La United States of America | **284**<br>193<br>700 | AB | **1978** Greenville SB. Corp.—Greenville, Ms (54)<br>52,43 11,61 3,725<br>50,30 11,59 4,35<br>F 13,5 1 dk | **TM Supply Ship**<br>Deck Cargo | Kromhout 8F/SW240<br>2 Oil 4SA each 8Cy. 240 × 260 reverse reduction geared to sc. shafts<br>2 340bhp (1 721kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>14kn |
| **TRADEWIND**<br>ex Sea Gull<br>**Brian Walker**<br>Boston, Ma United States of America | **122**<br>87<br>— | | **1972** North American Rockwell Corp. (Hatteras Yacht Div.)—New Bern<br>*19,73* 6,71<br>3,15<br>1 dk | **Reinforced Plastic M Fishing** | Oil<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) |
| **TRADEWIND**<br>**Tradewind Fisheries Inc.**<br>Seattle, Wa United States of America | **103**<br>70<br>— | | **1942** Marine View Boat Works—Tacoma, Wa<br>*21,49* 6,10<br>3,18<br>1 dk<br>conv Fishing — | **Wood M General Cargo** | Oil<br>335bhp (246kW)<br>..............<br>Fuel (d.o.) |
| **TRADEWIND EXPRESS**<br>**Nevis Maritime S.A.**<br>Botany Bay Management Services Pty. Ltd.<br>Panama Panama | *7 171*<br>*4 053*<br>12 752<br>T/cm<br>21,0 | **100A1** SS 1/87<br>oil, molasses and chemical tanker<br>SG 1,5 in association with a list of defined cargoes<br>**LMC**<br>EL Z 522,5/48,0U3<br>FN 3620<br>(NK) | **1986** K.K. Taihei Kogyo—Akitsu (1775)<br>123,30 (BB) 20,03 8,791<br>116,00 20,00 11,20<br>1 dk<br>rf 100 Bow/CM 61 | **M Tanker**<br>Oil Chemical Molasses<br>DB<br>8 Ta ER 12 Wing Ta<br>L.13 946<br>10 Cargo pumps total 1 700T/hr | Mitsubishi 6UEC45HA<br>Oil 2SA 6Cy. 450 × 1150 reverse reduction geared to sc. shaft<br>3 089kW (4 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>e(ex.g) (ex.g) 12,5kgf/cm² (12,3bar)<br>AuxB (o.f.) 9kgf/cm² (8,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>13kn |
| **TRADEWIND SEA**<br>ex Billesborg-86<br>**Alisios Compania Naviera S.A.**<br>Panama Panama<br>SatCom: 1333505/TSEA | T.Mk<br>**1 567**<br>1 202<br>4 084 | **✠100A1** SS 8/86<br>oil or chemical tanker<br>Ice Class 3<br>**✠LMC**<br>EL Q 1½"U2<br>FN 2124 | **1970-1** Frederikshavn Vaerft & Tordok A/S—Frederikshavn (294)<br>107,32 14,03 5,208<br>100,06 14,00 7,22<br>P 22,3 F 12,8 2 dks<br>rf 203 len 74 | **M Tanker**<br>Oil Chemical<br>17 Ta ER<br>L.4 748 HeCls. C | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 137kW 2 × 115kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 191,0t (d.o.)-8,0pd 12kn |
| **TRADITION**<br>**Tradition Mariner Inc.**<br>Las Vegas, Nv United States of America | **1 157**<br>595<br>— | | **1980** J. M. Martinac SB. Corp.—Tacoma, Wa (220)<br>71,02 13,26<br>59,34 12,81 5,59<br>2 dks | **M Fishing**<br>Tuna Seiner Ref | General Motors 20-645-E7<br>Vee Oil 2SA 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange |
| **TRADITION**<br>**Eastern Fisheries Inc.**<br>Boston, Ma United States of America | **188**<br>127<br>— | | **1987** Goudy & Stevens,—East Boothbay, Me<br>31,70 -<br>28,10 7,92 4,11<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar 3516TA<br>Vee Oil 4SA 16Cy. 170 × 190 geared to sc. shaft<br>Caterpillar Inc. Peoria, Illinois |
| **TRAEL**<br>ex Trael II-91<br>**Government of The Kingdom of Denmark (Statshavneadministrationen - Statens Uddybriingsmateriel)**<br>Hvide Sande Denmark | *473*<br>*141*<br>758 | BV | **1989** EOS A/S—Esbjerg (57)<br>45,00 3,201<br>10,00 3,50 | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Hopper 390 | Deutz<br>2 Oil 4SA each 10Cy. 125 × 130<br>412kW (560bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 28kW 380V a.c.<br>8,5kn |
| **TRAELEN**<br>**Troms Fylkes Dampskibsselskap A/S**<br>Tromso Norway | **121**<br>42<br>— | (NV) | **1971** Skaalurens Skibsbyggeri A/S—Rosendal (218/31)<br>27,56 7,52<br>7,50 3,20<br>1 dk<br>rf 1499 BK 102 | **TM RoRo Cargo/Ferry**<br>Deck Cargo 82dk P<br>Mchy.aft | Deutz<br>2 Vee Oil 4SA each 10Cy. 120 × 140<br>320bhp (235kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 16kW 220V 50Hz a.c.<br>2 Directional propellers<br>Fuel (d.o.) |
| **TRAELSKJAER**<br>ex Stolen-77 ex Solvind-62<br>ex Tonsberg I-58<br>**William Pettersen**<br>Harstad Norway | **123**<br>66<br>183 | | **1952** Hansen & Arntzen—Ekstrand<br>25,46 6,56 2,896<br>6,51<br>1 dk | **Wood M General Cargo**<br>1 Ho 8,9 ER<br>1 Ha (8,8 × 2,9) ER<br>2W Der 2(-) | Caterpillar<br>Oil 4SA 6Cy.<br>300bhp (221kW) NE 67<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9,5kn |
| **TRAENA**<br>**Helgeland Trafikkselskap A/S**<br>Sandnessjoen Norway | **198**<br>101<br>— | (NV) | **1976** A/S Fjellstrand Aluminium Yachts—Omastrand (1490)<br>25,68<br>9,29 3,48<br>2 dks | **TM Ferry**<br>Twin Hull 119dk P<br>Mchy.aft | M.T.U. 12V331TC82<br>2 Vee Oil 4SA each 12Cy. 165 × 155<br>2 450bhp (1 802kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 40kW 230V 50Hz a.c.<br>Fuel (d.o.) |
| **TRAENABANKEN**<br>ex Isqueen-91<br>**Traenabanken A/S**<br>S. Holmen<br>Svolvaer Norway | **177**<br>60<br>209 | | **1983** Moen Slip & Mek. Verksted A/S—Kolvereid (17)<br>27,28 4,050<br>7,83<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ho<br>In.160<br>1 Ha (stl) (2,0 × 5,0) | Caterpillar 3508TA<br>Vee Oil 4SA 8Cy. 170 × 190 sr geared to sc. shaft<br>705bhp (519kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| **TRAENEN**<br>**Government of The Kingdom of Norway (Den Norske Stat - Kystdirektoratet, Fyravdelingen)**<br>Oslo Norway | **187**<br>51<br>— | | **1977** Sigbjorn Iversen M/V. Skips.—Flekkefjord (41)<br>26,01 3,052<br>23,80 7,01 3,48<br>1 dk | **M Buoy & Lighthouse Tender**<br>Mchy.aft<br>Cr 1(2,5) | General Motors 12V-149<br>Vee Oil 2SA 12Cy. 146 × 146 geared to sc. shaft<br>700bhp (515kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Thw. thrust propeller fwd |
| **TRAEZ GWEN**<br>ex Vers L'Horizon<br>**Xavier Hansen**<br>Brest France | **195**<br>83<br>— | (BV) | **1958** S.I.C.C.Na. (Anc. Ch. Mougin)—St. Malo (31)<br>*28,96* 8,31<br>... ... ...<br>1 dk | **M General Cargo**<br>1 Ha (6,2 × 7,7)<br>Der 1(4) | Baudouin<br>2 Oil 4SA each 6Cy. 140 × 180 geared to sc. shaft<br>300bhp (221kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 21,5t (d.o.) 8,5kn |

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| **6617166**<br>*MLDA*<br>308683<br>Esd Rdr<br>RTm/v | **TRAFALGAR**<br>**The Alexandra Towing Co. Ltd.**<br>Liverpool United Kingdom | 173<br>—<br>— | ✠100A1 SS 8/86<br>tug<br>✠LMC<br>EL (c)<br>FN 329 | **1966**-11 R. Dunston (Hessle) Ltd.—Hessle (S834)<br>31,40 8,23 3,353<br>28,35 7,78 3,81<br>rf 533 BK 152 | **M Tug** | Crossley<br>Oil 2SA 8Cy. 267 × 343 sr geared to<br>Crossley Bros. Ltd.<br>Gen 3 × 15kW 220V d.c.<br>Fuel 37,5t (d.o.) |
| **8213081**<br>*YJXN4*<br>401<br>Df Esd Gc<br>Rdr Rt | **TRAFALGAR SERVICE**<br>**Zapata Gulf Marine International Ltd.**<br>Zapata Gulf Marine Corporation<br>Port Vila Vanuatu | 391<br>42<br>1 500 | AB | **1983** Halter Marine Inc.—Moss Point, Ms (1068)<br>3,693<br>51,85 12,20 4,27<br>F 17,1 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>reduction geared to sc. shafts<br>E made64 reconditioned & fitted83<br>General Motors Corp. Electro-Motive Div<br>Gen 2 × 150kW<br>Thw. thrust propeller fwd |
| **7733149**<br>*WYC4020*<br>585205 | **TRAIL BLAZER**<br>**Trail Blazer Inc.**<br>Galveston, Tx United States of America | 101<br>68<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Caterpillar<br>Oil<br>335bhp (246kW)<br>Caterpillar Tractor Co. |
| **7729069**<br>*WSZ7230*<br>596514<br>Esd Gc Pfd<br>Rdr Rt | **TRAILBLAZER**<br>**Alaska Seafood Producers Inc.**<br>Kodiak, Ak United States of America | 199<br>135<br>— | | **1978** Bender Welding & Machine Co. Inc.—Mobile, Al (309)<br>32,62 9,81 4,344<br>30,48 9,05 4,37<br>1 dk | **TM Fishing**<br>Crab | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 152<br>1 040bhp (765kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **8310138**<br>*WTD7996*<br>659377<br>Df Esd Gc<br>Pfd Rdr RTv | **TRAILBLAZER**<br>**Edison Chouest Offshore Inc.**<br>Galliano, La United States of America<br>SatCom: 1507511/ECOT | 179<br>122<br>— | AB | **1983** North American SB. Inc.—Larose, La (127)<br>44,20 4,007<br>42,68 10,37 4,22<br>1 dk<br>rf 51 | **TM Research**<br>Geophysical | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 170 × 190<br>sc. shafts<br>2 110bhp (1 552kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd |
| **6701345**<br>*VYSD*<br>327072<br>GcRTm | **TRAILER PRINCESS**<br>**S. A. Mowat Ltd.**<br>Victoria, B.C. Canada | 2 689<br>2 257<br>1 422 | | **1944** Bethlehem Steel Corp.—Baltimore, Md<br>*93,79* 17,23 3,001<br>... ...<br>2 dks<br>conv RoRo Cargo/ Tank Landing Ship 44<br>conv Repair Ship 66 | **TM RoRo Cargo/Ferry**<br>Rail Vehicles 16dk P | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 254<br>1 800bhp (1 324kW)<br>General Motors Corp. La Gra<br>Gen 3 × 100kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 262,0t (d.o.) |
| **6410972**<br>*HSOD*<br>BK0920<br>Esd Rdr RTh | **TRAITREUNG**<br>**Thai Oil Co. Ltd.**<br>Bangkok Thailand | 1 511<br>657<br>2 088 | ✠100A1 CS 12/88<br>oil tanker (cc)<br>Malaysian service & to Hong Kong<br>✠LMC<br>EL p 1 9/16"SQ<br>FN 1346 | **1964**-5 Smith's Dock Ltd.—South Bank, Middlesbrough (1275)<br>81,54 12,86 3,906<br>74,99 12,60 5,34<br>F 7,1 1 dk<br>rf 152 | **TM Tanker/Liquefied Gas Carrier**<br>Oil LPG Pressurised<br>1 Ta ind cyl horizontal on dk<br>8 Ta ER<br>L.2 636 L.(gas) 43 | Mirrlees<br>2 Oil 4SA each 6Cy. 248 × 318 sr revers<br>to sc. shafts<br>1 056bhp (777kW)<br>Mirrlees National Ltd.<br>Gen 1 × 40kW 1 × 20kW 220V d.c<br>Fuel (d.o.) |
| **7335997**<br>*UUAR*<br>M-32069<br>Df Esd Gc<br>Rdr Rt | **TRAKAU**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**2 581**<br>888<br>1 290 | RS | **1973** "Chernomorskiy" Shipyard—Nikolayev<br>83,90 14,03 5,709<br>78,06 13,95 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **8513259**<br>*LZEH*<br>Df Esd Gc<br>Rdr RTv | **TRAKIA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria<br>SatCom: 1435246/TRAK | *9 143*<br>*4 999*<br>10 442 | GL | **1987** Hijos de J. Barreras S.A.—Vigo (1491)<br>125,33 (BB) 9,002<br>114,61 21,01 12,02<br>P 25,6 F 10,7 2 dks | **M RoRo Cargo/General Cargo**<br>Str. heavy cargoes<br>Lane Length 95 Cargo Width 17,00<br>3 Ho ER<br>G.14 885 B.13 860<br>TEU 460 C. 460/20' (40')<br>3 Ha (stl) (12,9 × 10,5) (25,5 25,5 × 15,9) ER<br>Cr 2(36) | B&W<br>Oil 2SA 8Cy. 350 × 1050 geared to sc<br>4 480kW (6 091bhp)<br>H. Cegielski<br>Gen 3 × 400kW 220/380V 50Hz a.c<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 283,0t (d.o.) 699,5t (hvf)-15,0pd |
| **6815782**<br>*EI2080*<br>400652<br>Esd Rdr RTv | **TRALEE BAY**<br>**Irish Tugs Ltd.**<br>Cory Towage Ltd.<br>Cork Irish Republic | 299<br>—<br>— | ✠100A1 SS 10/87<br>tug<br>✠LMC<br>EL (e) 1 1/8"U2<br>FN 462 | **1968**-7 R. Dunston (Hessle) Ltd.—Hessle (S855)<br>39,35 9,12 3,785<br>35,59 8,69 4,27<br>1 dk<br>rf 533 BK 152 | **M Tug**<br>Fire-fighting | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 sr reverse gea<br>shaft<br>Mirrlees National Ltd.<br>Gen 1 × 75kW 2 × 55kW 220V d.c<br>Fuel 71,0t (d.o.) |
| **6419679**<br>*UEBP*<br>M-26559<br>Df Esd Gc<br>Rdr | **TRALFLOT**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 317**<br>941<br>1 320 | (RS) | **1963** Stocznia Gdanska im. Lenina—Gdansk (B26/06)<br>83,11 13,85 5,500<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.269 In.1 420<br>5 Ha (4,8 × 1,9) (1,2 1,2 × 1,2) (1,9 1,9 × 1,9)<br>4W Der 2(5) 2(1,5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>Sour "Jugoturbina"<br>Controllable pitch propeller |
| **6926191**<br>*9HLH2*<br>1423<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TRAMA**<br>ex Afaf-91 ex Beth-89<br>ex Khian Island-86<br>**Zoraki Shipping Lines Ltd.**<br>Valletta Malta | 9 901<br>7 275<br>14 939 | NV (AB) | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (1987)<br>142,27 (BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 ER 4 TwD<br>G.21 492 B.19 142<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 sr geare<br>shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 200kW 1 × 170kW 450V<br>Fuel 1 266,0t (hvf) |
| **7361738**<br>*LATK2*<br>N-00982<br>Df Esd Rdr<br>RTh/v<br>AMVER | **TRAMARCO SAILOR**<br>ex Artax-89 ex Petra II-88<br>ex Per Trader-86 ex Pav Trader-86<br>ex Pep Antares-84<br>ex Mercandian Sky-81<br>**Oso Tween II K/S**<br>Narvik Norway (NIS)<br>SatCom: 1312254/LATK | 1 555<br>1 072<br>4 099 | RI (BV) (NV) | **1975** Heinrich Brand Schiffswerft G.m.b.H. & Co. K.G.—Oldenburg (196)<br>89,77 (BB) 13,62 6,039<br>83,19 13,59 8,51<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.6 262 B.5 723<br>2 Ha (stl) (24,9 25,1 × 10,1) ER<br>Der 4(5) | Alpha<br>Oil 4SA 8Cy. 280 × 320<br>2 391bhp (1 759kW) NE 88<br>MAN-B&W Diesel A/S<br>Gen 1 × 110kW 1 × 104kW 1 ×<br>380V 50Hz a.c. |
| **7382897**<br>*3EUW8*<br>20736-PEXT<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER | **TRAMARCO TRADER**<br>ex Tilia Gorthon-88<br>**Trym I K/S**<br>Panama Panama | 7 283<br>4 508<br>9 662 | NV | **1975** Ulstein Hatlo A/S—Ulsteinvik (128)<br>129,01 19,51 7,563<br>121,44 19,49 10,01<br>P 23,5 F 13,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho 13,0 19,5 19,5 19,5 15,2 ER<br>G.14 395 B.14 196 HeCls. B<br>5 Ha (stl) (11,2 18,5 18,5 18,5 13,3 × 15,0) ER<br>Cr 2(25) 2(16) | B&W<br>Vee Oil 4SA 12Cy. 500 × 540<br>8 500bhp (6 252kW)<br>A/S Burmeister & Wain's Motor-og<br>1971<br>Gen 3 × 660kW 1 × 83kW 440V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 975,5t (hvf)-28,5pd |
| **6924179**<br>*VRDB*<br>377492<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TRAMCO AMITY**<br>ex Cast Seal-82 ex Blanca-78<br>**Hemisphere Shipping Co. Ltd.**<br>Ocean Tramping Co. Ltd.<br>Hong Kong Hong Kong (British) | 29 844<br>23 094<br>51 920<br>T/cm<br>55,8 | NV | **1969** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (823)<br>218,85 30,59 12,104<br>206,46 30,51 17,00<br>P 43,9 F 18,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 22,1 26,5 19,5 27,5 19,5 25,9 22,6 ER<br>G.62 668 B.61 068<br>7 Ha (stl) (12,1 17,8 12,1 17,8 12,1 17,8 12,1 × 12,8) ER<br>Cr 5(10) | B&W<br>Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>A/S Burmeister & Wain's Maskin- og<br>Skibsbyggeri<br>Gen 3 × 464kW 440V 60Hz a.c.<br>Fuel 3 000,0t (hvf)-51,0pd |

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| **TRAMONTANE**<br>ex Marseillais 16-89<br>**Compagnie Marseillaise de Remorquage et de Salvage Chambon**<br>Kotug Europe B.V.<br>Nassau Bahamas | **248**<br>—<br>— | BV | **1972** Ziegler Freres—Dunkerque (185)<br>31,63 9,25<br>29,37 8,79 3,66<br>1 dk | **TM Tug** | Crepelle 8SN<br>2 Oil 4SA each 8Cy. 250 × 280<br>Crepelle et Cie. Lille<br>11,6kn |
| **TRAMP 1**<br>**P.V.B.A. Verbeke Bunkering**<br>Belgium | —<br>—<br>482 | **A1** SS 4/88<br>inland waterways oil<br>tanker, Type IV<br>**LMC**<br>EL /22,0U1<br>FN 376 | **1957** N.V. Schps. v/h H. H. Bodewes—Millingen a/d Rijn<br>46,77 5,11 —<br>5,08 2,95<br>1 dk<br>rf nil | **M Tanker**<br>8 Ta ER | General Motors<br>Vee Oil 2SA 8Cy. 108 × 127 reverse reduction geared to sc. shaft<br>240bhp (177kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 1kW 24V d.c. |
| **TRAMUNTANA**<br>Panama Panama | *5 320*<br>*2 925*<br>6 392 | NK | **1983** Kochi Jyuko K.K.—Kochi (2278)<br>125,69 (BB) 7,316<br>117,02 17,81 10,22<br>P 25,3 F 10,4 3 dks | **M Refrigerated Cargo**<br>Vehicles<br>4 Ho ER<br>In.7 485<br>4 Ha (stl) (each 8,2 × 6,1) ER<br>8W Der 8(5) | Mitsubishi 7UEC45HA<br>Oil 2SA 7Cy. 450 × 1150<br>7 000bhp (5 149kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 159,5t (d.o.) 978,5t (hvf)-21,5pd 17kn |
| **TRAN HUNG DAO**<br>ex Beachway ex Transmundum III-74<br>**Dredging Sea Way Enterprise II**<br>Vinh Vietnam | **2 790**<br>1 841<br>— | (BV) | **1969** Norderwerft J. R. Koser—Hamburg (867)<br>95,00 16,06 5,330<br>91,65 16,01 6,00<br>P 15,3 F 16,2 1 dk<br>rf nil | **TrM Hopper/Dredger**<br>Suction Bottom doors<br>Twin side arms Dredging depth 23,5<br>Hopper 3399T<br>2 Ho ER<br>Hopper 4 758<br>2 sandpumps each 772kW (1050bhp)<br>Der 2(10) 2(3) | Bolnes 7DNL190/350<br>3 Oil 2SA each 7Cy. 190 × 350 reduction geared to sc. shafts<br>2 316kW (3 149bhp) NE made76 fitted—<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Gen 3 × 135kW 400V 50Hz a.c.<br>2 Thw. thrust propellers<br>Fuel 233,5t (d.o.) 9,5kn |
| **TRANEN**<br>**A/S D/S Oresund**<br>Kobenhavn Denmark | **250**<br>109<br>40 | NV | **1977** Westermoen Hydrofoil A/S—Mandal (53)<br>29,11 9,05 1,423<br>28,71 9,01 2,75<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 180dk P<br>Mchy.aft | AGO 195V12CSHR<br>2 Vee Oil 4SA each 12Cy. 195 × 180/192<br>3 600bhp (2 648kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.) Mulhouse<br>Gen 2 × 27kW 220V 50Hz a.c.<br>30kn |
| **TRANOI**<br>ex Stronoy-88<br>**Pesquera Qurbosa Nicolaus Queirolo & Compania Ltda.**<br>Valparaiso Chile | **680**<br>314<br>914 | NV | **1978** Karmsund Verft & M/V A/S—Haugesund (21)<br>49,38 9,61 6,200<br>41,81 7,57<br>2 dks<br>rf 533 BK 102 | **M Fishing**<br>Side Trawler Seiner<br>Ice strengthened<br>Mchy.aft | Alpha 14V23L-VO<br>Vee Oil 4SA 14Cy. 225 × 300 geared to sc. shaft<br>2 170bhp (1 596kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 128kW 1 × 54kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 140,0t-7,0pd 13,5kn |
| **TRANS ARCTIC**<br>**A/S Euro-Trans K/S**<br>Seatrans ANS<br>Bergen Norway | *4 757*<br>*2 151*<br>6 900 | NV | **1991** Hermann Suerken GmbH & Co. KG.<br>—Papenburg (369)<br>116,80 (BB) - 7,700<br>102,60 17,50 9,60<br>1 dk | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>11 Ta ER<br>L.7 552<br>11 Cargo pumps total 1 400T/hr | Normo BRM-8<br>Oil 4SA 8Cy. 320 × 360 with flexible couplings & sr geared to sc. shaft<br>2 994kW (4 070bhp)<br>BMV Bergen Diesel A/S Bergen<br>Gen 1 × 568kW a.c. 2 × 568kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (hvf) 15kn |
| **TRANS ASIA**<br>ex Korean Express-91<br>Kingstown St. Vincent and the Grenadines | **1 997**<br>964<br>3 295 | KR | **1974** Dae Dong SB. Co. Ltd.—Busan<br>73,21 13,90 6,346<br>66,78 13,87 7,60<br>P 15,0 RQD 14,4 F 6,1 1 dk | **M General Cargo**<br>4 Ho 7,4 13,7 13,4 7,7 ER<br>B.2 240<br>TEU 106 C. 106/20'<br>4 Ha (6,0 × 5,4) (10,6 12,6 × 12,1) (6,0 × 10,6) ER | Makita GSLH637<br>Oil 4SA 6Cy. 370 × 590<br>2 300bhp (1 692kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 160kW 440V 60Hz a.c.<br>Fuel 167,5t-8,5pd 13,25kn |
| **TRANS ASIA**<br>ex Shimaji Maru-81<br>**Trans-Asia Shipping Lines Inc.**<br>Cebu City Philippines | **955**<br>521<br>382 | | **1968** Niigata Eng. Co. Ltd.—Niigata (777)<br>64,83 10,04 3,252<br>58,98 10,01 4,50<br>1 dk | **M Ferry** 805P | Pielstick 6PC2L-400<br>Oil 4SA 6Cy. 400 × 460<br>3 000bhp (2 207kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 144kW 225V a.c.<br>Fuel 64,0t 16,5kn |
| **TRANS ASPIRATION**<br>ex Seidai Maru-86<br>**Great Tempo S.A.**<br>Panama Panama | **17 823**<br>11 021<br>30 310<br>T/cm<br>38,0 | NK | **1977** Imabari Zosen—Marugame (1044)<br>175,11 (BB) 10,445<br>165,00 26,01 14,51<br>P 29,6 F 13,2 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.37 431 B.35 924<br>5 Ha (10,3 × 11,2) (17,6 17,6 17,6 17,6 × 12,8) ER<br>Cr 4(25) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 130,0t (d.o.) 1 800,0t (d.o.)-41,0pd 14,5kn |
| **TRANS AUTO**<br>ex Autotrans-87 ex Kowa Maru-85<br>**Cawa Navigation S.A.**<br>Panama Panama<br>SatCom: 1335144/TSAO | *22 624*<br>*9 502*<br>23 893 | NK | **1979** Imabari Zosen—Marugame (1066)<br>160,38 (BB) 9,953<br>150,02 24,60 13,62<br>P 26,9 F 12,8 1 dk | **M Bulk Carrier**<br>G.31 182 B.29 841<br>4 Ha (stl) (18,3 19,9 19,9 19,9 × 12,8) ER<br>Cr 3(25) Der 1(25) | Pielstick 14PC2-5V-400<br>Vee Oil 4SA 14Cy. 400 × 460<br>9 100bhp (6 694kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 133,0t (d.o.) 1 116,0t (hvf)-30,0pd 15kn |
| **TRANS BALTIC**<br>**A/S Euro-Trans K/S**<br>Seatrans ANS<br>Bergen Norway (NIS) | *3 382*<br>*2 288*<br>3 991 | NV | **1975** Sterkoder M/V A/S—Kristiansund N. (43)<br>94,60 15,04 5,701<br>88,80 15,00 10,22<br>2 dks<br>rf nil len 85 | **M Pallets Carrier**<br>Side doors 2(s) Ice strengthened<br>1 Ho 68,4 ER<br>B.4 980<br>2 Ha (stl) (13,1 20,4 × 10,2) ER<br>Cr 1(25) | MaK 9M453AK<br>Oil 4SA 9Cy. 320 × 420<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 152kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 238,0t (d.o.) 13kn |
| **TRANS BORG**<br>ex Kongstraum-87 ex Brage Baltic-85<br>**A/S Kjemi-Trans K/S**<br>Seatrans ANS<br>Bergen Norway (NIS)<br>SatCom: 1310663/LARR | T.Mk<br>**2 558**<br>1 943<br>5 280 | NV | **1980** Mandals Slip & Mek. Verk. A/S—Mandal (85)<br>101,40 15,88 6,711<br>94,52 15,71 9,40<br>P -F - 1 dk<br>Bow/CM 49 Diam. 0,150 MH 1,2 | **M Tanker**<br>Chemical<br>Ice strengthened DB<br>Mchy.aft | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550<br>3 500bhp (2 574kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 160kW 440V 60Hz a.c.<br>Fuel 240,0t (d.o. & hvf)-15,0pd 12,5kn |
| **TRANS BRIDGE**<br>ex Lucid Star-87 ex Noble Venture-77<br>**Trans Bridge Inc.**<br>Monrovia Liberia | **19 740**<br>13 840<br>34 463<br>T/cm<br>40,3 | AB | **1976** Oshima Shipbuilding co. Ltd.—Nagasaki (012)<br>185,50 (BB) 26,07 11,156<br>175,01 26,01 15,52<br>P 30,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho ER<br>G.42 695 HeCls. ptB<br>5 Ha (stl) ER<br>Cr 5(15) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Sumitomo Hvy Industries Ltd Japan<br>Gen 3 × 400kW<br>Fuel 157,5t (d.o.) 1 758,0t (hvf)-41,0pd 15kn |
| **TRANS CHEMICA**<br>ex Castor Chimica-84 ex Corsica-81<br>**A/S Kjemi-Trans K/S**<br>Seatrans ANS<br>Nassau Bahamas | **1 599**<br>1 132<br>3 400 | NV (BV) | **1977** Kalmar Varv A/B—Kalmar (442)<br>96,02 5,501<br>85,02 14,01 6,23<br>1 dk | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>21 Ta ER<br>L.3 570 | Alpha 12U28L-VO<br>Vee Oil 4SA 12Cy. 280 × 320 geared to sc. shaft<br>2 880bhp (2 118kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 210kW 2 × 150kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 204,0t (hvf) 13,5kn |

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|---|---|---|---|---|---|---|
| **7426227**<br>*3EBV6*<br>18230-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TRANS COMFORT**<br>ex Kindly-87 ex General Tinio-86<br>ex New Zealand Alliance-84<br>ex Eastern Alliance-82 ex Bolnes-81<br>**Great City Navigation S.A.**<br>Panama Panama | **18 443**<br>12 283<br>35 208<br>T/cm<br>42,5 | AB<br>✠Classed LR until 6/2/87 | **1976**-11 Nippon Kokan K.K.—Shimizu (351)<br>177,02 (BB) 27,87 11,159<br>167,01 27,81 15,02<br>P 43,3 F 11,6 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 18,9 19,9 22,0 16,5 20,9 21,4 ER<br>G.40 389 B.38 773<br>6 Ha (stl) (9,7 × 11,2) (11,2 12,8 9,6 12,8 12,8 × 14,4) ER<br>Cr 5(15) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>12 600bhp (9 268kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 188,5t (d.o.) 2 342,5t (hvf)-45,0pd |
| **8808604**<br>*LAZN2*<br>N-00745<br>Esd Gc Pfd<br>Rdr RTm/h/v | **TRANS DANIA**<br>**A/S Dania Trans K/S**<br>Seatrans ANS<br>Bergen Norway (NIS) | *5 167*<br>*1 941*<br>5 353 | NV | **1989** Hermann Suerken GmbH & Co. KG.—Papenburg (363)<br>113,40 17,75 6,713<br>106,40 17,50 11,00<br>2 dks | **M Pallets Carrier**<br>Paper-carrying<br>Ice strengthened<br>2 Ho ER<br>G.9 048 B.7 870 | Normo<br>Oil 4SA 8Cy. 320 × 360 with clutches, couplings & sr geared to sc. shaft<br>2 942kW (4 000bhp)<br>BMV Bergen Diesel A/S<br>Gen 1 × 450kW 2 × 450kW 1 × 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 50,9t (d.o.) 479,9t (hvf)-14,0pd |
| **8401315**<br>*ELHP5*<br>8172<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TRANS DIGNITY**<br>Launched as Niriis<br>**Trans Dignity Inc.**<br>Monrovia Liberia<br>SatCom: 1244546/TSDG | *24 536*<br>*13 815*<br>42 569<br>T/cm<br>48,8 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>✠**LMC** **UMS**<br>EL K† 632,5/68,0U3(a)<br>FN 8056 | **1987**-12 Mitsui Eng. & SB. Co. Ltd.—Tamano (1320)<br>182,81 (BB) 30,54 11,215<br>174,02 30,51 15,78<br>P 9,5 F 14,7 1 dk<br>rf nil | **M Bulk Carrier**<br>Steel Hatch Covers (no fixed fire extinguishing system fitted in cargo holds)<br>pt higher tensile steel<br>5 Ho 26,1 27,2 27,2 27,2 26,4 ER<br>G.51 026 B.50 026<br>5 Ha (stl) (16,7 19,2 19,2 19,2 18,4 × 15,6) ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>6 193kW (8 419bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (Comp) 6kgf/cm² (5,9bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 165,0t (d.o.) 1 641,0t (hvf) |
| **8401303**<br>*ELHP6*<br>8173<br>Df Esd Gc<br>Pfd Rdr RTv | **TRANS EFFORT**<br>Launched as Okeanis<br>**Trans Effort Inc.**<br>Monrovia Liberia<br>SatCom: 1244436/TSEF | *24 536*<br>*13 815*<br>42 637<br>T/cm<br>48,8 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>✠**LMC** **UMS**<br>EL K† 632,5/68,0U3(a)<br>FN 8056 | **1987**-12 Mitsui Eng. & SB. Co. Ltd.—Tamano (1319)<br>182,81 (BB) 30,54 11,215<br>174,02 30,51 15,78<br>P 9,5 F 14,7 1 dk<br>rf nil | **M Bulk Carrier**<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>pt higher tensile steel<br>5 Ho 26,1 27,2 27,2 27,2 26,4 ER<br>G.51 026 B.50 026<br>5 Ha (stl) (16,7 19,2 19,2 19,2 18,4 × 15,6) ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>8 420bhp (6 193kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (Comp) 6kgf/cm² (5,9bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 165,0t (d.o.) 1 641,0t (hvf) |
| **8017073**<br>*LKQA3*<br>N-00676<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TRANS FENNIA**<br>**A/S Finn Trans K/S**<br>Seatrans ANS<br>Bergen Norway (NIS) | **1 997**<br>1 446<br>5 500 | NV | **1982** Kleven Loland A/S—Leirvik (46)<br>115,63 19,03 6,116<br>107,83 18,97 12,63<br>P 5,8 B 19,9 2 dks | **M Pallets Carrier**<br>2 Side doors/ramps (s) Ice strengthened<br>Mchy.aft | Werkspoor<br>Oil 4SA 8Cy. 410 × 470 sr geared to s<br>5 800bhp (4 266kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 304kW 1 × 248kW 380V 5<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 20,0t (d.o.) 600,0t (hvf)-22,0pd |
| **7700609**<br>*HP6421*<br>20850-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **TRANS FJELL**<br>**A/S Euro-Trans K/S**<br>Nortrans Shipping & Trading Far East Pte. Ltd.<br>Panama Panama | *2 106*<br>*743*<br>1 900 | NV | **1978** Loland Verft A/S—Leirvik i Sogn (41)<br>76,99 14,03 5,401<br>69,80 14,01 9,00<br>1 dk & S dk<br>Box K | **M Pallets Carrier**<br>Ice strengthened<br>Bow door Side door/ramp (s)<br>1 Ho ER<br>B.2 764<br>TEU 36 C. 36/20'<br>1 Ha (19,1 × 10,2) ER<br>Der 1(35) | Wichmann<br>Oil 2SA 7Cy. 300 × 450<br>1 960bhp (1 442kW)<br>A/S Wichmann<br>Gen 2 × 102kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 107,5t (hvf)-7,0pd |
| **7310210**<br>*HO5422*<br>11059-PEXT<br>Esd Gc Rdr<br>RTh | **TRANS FJORD**<br>**A/S Multi-Trans K/S**<br>Seatrans ANS<br>Panama Panama | *1 987*<br>*596*<br>884 | NV | **1973** Ejnar S. Nielsen M/V A/S—Harstad (20)<br>**1986** (Additional cargo section) Singapore SB. & Eng. Ltd.—Singapore<br>74,35 12,63 4,660<br>69,37 12,53 9,71<br>1 dk<br>rf 51 len 86 | **M RoRo Cargo**<br>Ice strengthened Bow & side doors<br>Mchy.aft<br>B.2 725<br>TEU 28 C. 28/20'<br>1W Der 1(25) | Wichmann<br>Oil 2SA 5Cy. 300 × 450<br>1 250bhp (919kW)<br>A/S Wichmann<br>Gen 2 × 66kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 61,0t (d.o.)-4,0pd |
| **7533032**<br>*3EPZ6*<br>18578-HK<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TRANS FORTUNE**<br>ex Ocean Jay-88<br>ex General Segundo-87 ex Baynes-82<br>**Great Cosmos Navigation S.A.**<br>Panama Panama | **18 976**<br>13 194<br>34 541<br>T/cm<br>42,6 | ✠**100A1** SS 6/90<br>bulk carrier<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL J† 3"U2<br>FN 7382 | **1976**-9 Sumitomo Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (989)<br>180,02 (BB) 28,45 10,891<br>170,01 28,40 15,02<br>P 32,4 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 23,0 27,8 20,8 27,9 27,9 ER<br>G.42 553 B.40 796<br>5 Ha (stl) (14,0 × 10,5) (18,3 12,8 18,3 18,3 × 13,4) ER<br>Cr 4(15) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Sumitomo Heavy Ind. Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 175,0t (d.o.) 1 975,0t (hvf) |
| **8009557**<br>*H9HB*<br>10719-81A<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TRANS FRIENDSHIP**<br>ex Gazania-87<br>**Faship Maritime Carriers Inc.**<br>Panama Panama | **10 121**<br>6 894<br>17 607 | NK | **1980** Shikoku Dockyard Co. Ltd.—Takamatsu (811)<br>148,11 21,75 9,351<br>137,50 21,71 12,22<br>P 27,2 F 10,4 1 dk | **M Bulk Carrier**<br>Mchy.aft<br>G.21 818 B.21 329<br>4 Ha (stl) (14,0 × 8,9) (20,2 20,2 20,2 × 10,5)<br>Der 4(25) | B&W<br>Oil 2SA 8Cy. 450 × 1200<br>7 890bhp (5 804kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 360kW |
| **8401016**<br>*3ETB7*<br>19601-HK<br>Df Esd Gc<br>Pfd Rdr Rt | **TRANS GLOBE**<br>ex Jia Ding Guan-89<br>**Hispania Shipping Corp. S.A.**<br>Panama Panama | *4 997*<br>*2 728*<br>7 000 | (ZC) | **1984** Ube Dockyard Co. Ltd.—Ube (188)<br>109,61 (BB) 17,84 7,001<br>101,02 17,81 9,02<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 393 B.8 717<br>2 Ha (stl) ER<br>Der 4(-) | B&W<br>Oil 2SA 7Cy. 350 × 1050<br>4 760bhp (3 501kW)<br>Hitachi Zosen Hiroshima Wo |
| **8305406**<br>647557 | **TRANS GULF XII**<br>**Trans Gulf Trawlers Inc.**<br>Houma, La United States of America | **133**<br>103<br>— | | **1982** Desco Marine—St. Augustine, Fl<br>22,00 6,74<br>19,99 4,09<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Shrimp-trawl<br>1 Ho<br>In.67<br>1 Ha (stl) | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 with clu geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **8305418**<br>648828 | **TRANS GULF XIV**<br>**Trans Gulf Trawlers Inc.**<br>Houma, La United States of America | **127**<br>87<br>— | | **1982** Desco Marine—St. Augustine, Fl<br>22,00 6,74<br>19,99 4,09<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Shrimp-trawl<br>1 Ho<br>In.67<br>1 Ha (stl) | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 with clu geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **7369156**<br>*HO3852*<br>14487-84<br>Esd Gc Rdr<br>RTh | **TRANS HAV**<br>**Hop Chartering**<br>Panama Panama | *1 987*<br>—<br>— | NV | **1974** Ejnar S. Nielsen M/V A/S—Harstad (21)<br>74,35 12,63 4,650<br>69,38 12,52 9,65<br>2 dks<br>rf 51 len 88 | **M RoRo Cargo**<br>Ice strengthened Bow & side doors<br>2 Ho ER<br>B.2 725<br>TEU 28 C. 28/20'<br>2 Ha (stl) (each 15,0 × 4,5) ER<br>1W Der 1(25) | Wichmann<br>Oil 2SA 5Cy. 300 × 450<br>919kW (1 249bhp)<br>A/S Wichmann<br>Gen 2 × 76kW 220V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 61,0t (d.o.)-4,0pd |
| **9045340**<br>*HP6238*<br>20802-PEXT<br>Df Esd Gc<br>Rdr Rt | **TRANS HERCULES**<br>**Windlines Shipping Ltd.**<br>Nortrans Shipping & Trading Far East Pte. Ltd.<br>Panama Panama | *220*<br>*66*<br>— | | Cmpl.**1991** President Marine Pte. Ltd.—Jurong, Singapore (063)<br>27,08 -<br>- 8,60 4,11<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 220 × 300 s shafts<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 40kW 415V 50Hz a.c.<br>Fuel 125,0t (d.o.)-6,5pd |

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| **TRANS ISLAND**<br>**New Island Shipping Co.**<br>Bandar Seri Begawan Brunei | **254**<br>134<br>400 | GL | **1984** Green Bay Marine (Pty.) Ltd.—Singapore (P44)<br>36,91 9,17 1,996<br>35,21 9,16 2,75<br>1 dk | **TM Tanker/ Landing Craft**<br>Deck Cargo<br>Bow ramp<br>Mchy.aft | Penta<br>2 Oil<br>A/B Volvo-Penta Goteborg |
| **TRANS NES**<br>**A/S Multi-Trans K/S**<br>Seatrans ANS<br>Bergen Norway | **494**<br>323<br>1 478 | NV | **1980** Loland Verft A/S—Leirvik i Sogn (44)<br>76,71 14,03 4,942<br>72,24 14,01 9,40<br>1 dk & S dk<br>Box K | **M Pallets Carrier** OSD<br>Bow door<br>Side door/ramp (p) Ice strengthened<br>1 Ho ER<br>B.2 764<br>TEU 36 C. 36/20'<br>1 Ha (stl) (18,9 × 10,2) ER<br>3W Cr 1(5) Der 1(75) | Wichmann 6AXA<br>Oil 2SA 6Cy. 300 × 450<br>2 000bhp (1 471kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 132kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 107,5t (hvf)-7,0pd 12,5kn |
| **TRANS NORDIA**<br>**A/S Nordia-Trans K/S**<br>Seatrans ANS<br>Bergen Norway | *4 876*<br>*1 611*<br>4 585 | NV | **1986** Kleven M/V A/S—Ulsteinvik (96)<br>110,50 6,300<br>17,61 11,03<br>2 dks | **M Pallets Carrier**<br>Paper-carrying<br>3 Side doors (s) Ice strengthened | Wartsila<br>Oil 4SA 8Cy. 320 × 350 geared to sc. shaft<br>4 076bhp (2 998kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 428kW 1 × 404kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>15kn |
| **TRANS PACIFIC**<br>ex Toyofuji Maru-89<br>**Feng Li Maritime Corp.**<br>Panama Panama | **1 625**<br>874<br>1 385 | NK | **1974** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (367)<br>96,86 16,03 5,512<br>87,00 16,01 5,77<br>3 dks<br>RW | **M RoRo Cargo**<br>Mchy.aft | MAN K6Z52/90N<br>Oil 2SA 6Cy. 520 × 900<br>4 413kW (6 000bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Fuel 69,0t (d.o.) 362,0t (hvf)-21,0pd 15,5kn |
| **TRANS PACIFIC 2**<br>ex Toyofuji No. 5-91<br>**Feng Li Maritime Corp.**<br>Panama Panama | **7 799**<br>2 675<br>3 580 | NK | **1979** Mitsubishi Heavy Industries Ltd.—Nagasaki (1847)<br>118,01 19,13 6,066<br>110,01 19,09 8,39<br>1 dk | **M Vehicles Carrier**<br>Cars 3130<br>Mchy.aft<br>TEU 146 C.Dk 146/20'<br>Cr 1(5) | Mitsubishi 6UET52/90D<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 100,0t (d.o.) 700,0t (hvf)-21,0pd 15,5kn |
| **TRANS PACIFIC 3**<br>ex Toyofuji No. 7-92<br>**Toyofuji Shipping Co. Ltd.**<br>Panama Panama | **13 836**<br>8 844<br>10 848 | NK | **1981** Naikai SB. & Eng. Co. Ltd.—Setoda (469)<br>190,08 8,021<br>178,01 29,01 12,48<br>2 dks | **M Vehicles Carrier**<br>Side door/ramps 2(s)<br>Cars 4024<br>Mchy.aft<br>TEU 146 C.Dk 146/20' | B&W 8K45GFCA<br>Oil 2SA 8Cy. 450 × 900<br>15 500bhp (11 401kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 480,0t (d.o.) 2 840,0t (hvf)-43,0pd 18kn |
| **TRANS SEA**<br>**A/S Euro-Trans K/S**<br>Seatrans ANS<br>Bergen Norway (NIS) | T.Mk<br>**1 586**<br>1 230<br>3 994 | NV | **1974** Sterkoder M/V A/S—Kristiansund N. (40)<br>95,61 15,02 5,684<br>88,60 14,99 10,22<br>P 11,0 B 15,6 2 dks | **M General Cargo**<br>Pallets<br>Ice strengthened Side doors<br>1 Ho ER<br>1 Ha (stl) (14,0 × 5,1) ER<br>1W Der 1(25) | MaK 9M453AK<br>Oil 4SA 9Cy. 320 × 420 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 152kW 1 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 16,5t (d.o.) 114,5t (hvf)-9,5pd 13kn |
| **TRANS STAR**<br>ex Follum Supplier-90<br>**A/S Euro-Trans K/S**<br>Seatrans ANS<br>Panama Panama | T.Mk<br>**1 136**<br>761<br>2 794 | NV | **1974** Sterkoder M/V A/S—Kristiansund N. (41)<br>76,61 15,04 5,716<br>70,31 15,00 10,22<br>2 dks<br>rf nil | **M Pallets Carrier**<br>Side doors 2(s) Ice strengthened<br>1 Ho ER<br>B.4 813<br>1 Ha (stl) (14,0 × 5,1) ER<br>1W Der 1(25) | MaK 9M453AK<br>Oil 4SA 9Cy. 320 × 420<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 152kW 380V 50Hz a.c.<br>Fuel 113,0t (d.o.)-11,0pd 13kn |
| **TRANS SUND**<br>**Reidar Johan Heggholmen**<br>Charter-Trans A/S<br>Bergen Norway | T.Mk<br>**393**<br>269<br>914 | NV | **1974** Fosen M.V.—Fevag (11)<br>55,55 11,03 3,771<br>50,81 11,00 5,62<br>2 dks<br>rf 500 len 79 | **M General Cargo**<br>Ice strengthened Side doors<br>Mchy.aft<br>1 Ho<br>G.1 303 B.1 133<br>1 Ha (stl) (14,2 × 9,5)<br>1W Der 1(10) | Alpha 406-26VO<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 50kW 1 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 10kn |
| **TRANS TIND**<br>**K/S Tind**<br>Seatrans ANS<br>Bergen Norway | *1 635*<br>*720*<br>2 250 | NV | **1980** Sterkoder M/V A/S—Kristiansund N. (82)<br>87,15 12,75 4,810<br>81,00 12,50 6,10<br>RAD -F - 1 dk<br>len 90 | **M Tanker/ Chemical Carrier**<br>Ice strengthened 4 Ta cyl horizontal on dk<br>12 Ta (stl) cyl vert ER<br>L.2 306 HeCls. C<br>12 Cargo pumps total 480T/hr | Normo KVM-12<br>Vee Oil 4SA 12Cy. 250 × 300 geared to sc. shaft<br>2 052bhp (1 509kW)<br>Normo Gruppen A/S Bergen<br>Gen 1 × 164kW 1 × 44kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>- 14,5kn |
| **TRANS TRADER**<br>ex Paper Trader-91<br>ex Nornews Leader-91<br>**P/R Leader**<br>Torkel Alendal Shipmanagement A/S<br>Haugesund Norway (NIS) | T.Mk<br>**1 598**<br>1 238<br>2 845 | NV | **1975** Sterkoder M/V A/S—Kristiansund N. (42)<br>94,62 15,04 5,685<br>88,80 15,00 10,22<br>2 dks<br>rf nil len 82 | **M Pallets Carrier**<br>Side doors 2(s) Ice strengthened<br>1 Ho ER<br>G.4 814<br>1 Ha (stl) (14,0 × 5,1) ER<br>1W Der 1(25) | MaK<br>Oil 4SA 8Cy. 320 × 420<br>2 989bhp (2 199kW) NE 88<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 152kW 1 × 40kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **TRANS VAG**<br>**A/S Multi-Trans K/S**<br>Seatrans ANS<br>Bergen Norway | **493**<br>323<br>1 487 | NV | **1979** Loland Verft A/S—Leirvik i Sogn (43)<br>76,71 14,03 4,901<br>69,80 14,01 9,43<br>1 dk & S dk<br>Box K | **M Pallets Carrier** OSD<br>Ice strengthened<br>Bow door Side door/ramp (s)<br>2 Ho ER<br>B.2 764<br>TEU 36 C. 36/20'<br>2 Ha (5,4 12,9 × 4,9) ER<br>1W Cr 1(5) Der 1(75) | Wichmann 6AXA<br>Oil 2SA 6Cy. 300 × 450<br>2 000bhp (1 471kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 132kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 107,5t (hvf)-7,0pd 12kn |
| **TRANS VIK**<br>**A/S Finn Trans K/S**<br>Seatrans ANS<br>Bergen Norway | **408**<br>286<br>1 083 | NV | **1976** Skaalurens Skibsbyggeri A/S—Rosendal (226/39)<br>58,76 11,03 3,734<br>53,78 11,00 6,71<br>2 dks<br>rf 500 len 78 | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>B.1 296<br>1W Der 1(10) | Alpha 407-26VO<br>Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 48kW 220V 50Hz a.c.<br>Fuel 43,5t (d.o.)-4,0pd 10kn |
| **TRANS-GULF VI**<br>**Julissa II Inc.**<br>Houma, La United States of America | **116**<br>86<br>— | | **1973** Allied Shipyard Inc.—Larose, La<br>*19,91* 6,71<br>2,93<br>1 dk | **M Fishing**<br>Shrimp-trawl | Oil<br>335bhp (246kW)<br>U.S.A. |
| **TRANS-GULF VII**<br>**Kim Mai Nguyen**<br>Houma, La United States of America | **116**<br>86<br>— | | **1974** Allied Shipyard Inc.—Larose, La<br>*19,91* 6,74<br>6,71 2,93<br>1 dk | **M Fishing**<br>Shrimp-trawl | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **TRANS-GULF VIII**<br>**Kim Mai Nguyen**<br>Houma, La United States of America | **110**<br>81<br>— | | **1974** Allied Shipyard Inc.—Larose, La<br>*19,91* 6,71<br>2,93<br>1 dk | **M Fishing**<br>Shrimp-trawl | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **8033601**<br>615677 | **TRANS-GULF XI**<br>**Catchalot Inc.**<br>Houma, La United States of America | **126**<br>86<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>*20,85* 6,74 3,74<br>1 dk | **Reinforced Plastic M Fishing**<br>Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| **5409586**<br>*CYLY*<br>313966<br>Df Esd Gc<br>RdrRTm | **TRANS-ST-LAURENT**<br>**La Traverse Riviere du Loup- St. Simeon Ltee.**<br>Quebec, P.Q. Canada | **2 173**<br>927<br>645 | ✠**100A1** SS 4/87<br>Great Lakes & Gulf of St. Lawrence service<br>Ice Class 1<br>✠**LMC**<br>EL t 1⅝"SQ<br>FN 1800 | **1963**-6 G. T. Davie & Sons Ltd.—Lauzon, P.Q. (79)<br>79,84 19,00<br>75,72 18,28 5,49<br>1 dk<br>rf 152 | **TM RoRo Cargo/Ferry**<br>Deck Cargo 450dk P | MAN<br>2 Oil 4SA each 6Cy. 280 × 320 with<br>flexible couplings & sr geared to sc<br>2 852kW (3 877bhp) NE 91<br>MAN B&W Diesel Aktiengesellschaft<br>2 AuxB 50lbf/in² (3,5bar)<br>Gen 2 × 275kW 575V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 416,5t (d.o.) |
| **6608165**<br>*9WUM*<br>325091<br>Rdr Rt | **TRANSBULK**<br>ex Sri Liming-87 ex Nikko Maru-81<br>**Transbulk Sendirian Berhad**<br>Kuching Malaysia | **1 112**<br>642<br>1 511 | (NK) | **1965** Imai Zosen—Kochi (227)<br>71,56 10,22 4,593<br>65,00 10,19 5,21<br>P 15,3 F 9,2 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.1 937 B.1 853<br>2 Ha (stl) (11,4 17,6 × 6,0) ER<br>Der 2(5) 1(3) | Hanshin<br>Oil 4SA 6Cy. 430 × 620<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 40kW<br>Fuel 112,0t-6,0pd |
| **5367350**<br>*WRUY*<br>245959<br>Df Esd Gc<br>RdrRTm | **TRANSERIE**<br>(Fwd & aft sections)<br>ex Catham-62 ex Tydol Bayonne-54<br>ex Catham-48<br>(Main Cargo section)<br>ex Pawcatuck-44<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **11 971**<br>8 449<br>19 655 | (AB) | **1944** (Fwd & aft sections) Sun SB. & Dry Dock Co.—Chester, Pa (396)<br>**1946** (Main Cargo section) Sun SB. & Dry Dock Co.—Chester, Pa (529)<br>**1967** (pt cargo section) American SB. Co. —Toledo, Oh<br>172,68 22,92 9,497<br>166,43 22,86 11,89<br>P 33,0 F 16,2 1 dk<br>RW rf 102 joined 67 | **T-E Tanker**<br>1 Ho 10,6 27 Ta ER<br>L.(oil) 22 002 HeCls. BC<br>1 Ha (stl) (4,5 × 3,4) ER<br>Der 4(5) | S Turb<br>7 240shp (5 325kW) driving gen. of 4<br>a.c. connected to elec. motor of 6<br>(4 413kW) (Sy)<br>General Electric Co.<br>Gen 2 × 400kW 440V 60Hz a.c.<br>Fuel 1 524,0t (o.f.)-51,0pd |
| **7211139**<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TRANSESTONIA**<br>ex Farona-90 ex Largo-89 ex Larona-87<br>ex Arona-86<br>**"Tallink"**<br>(Tallinn) (U.S.S.R.) | **2 387**<br>867<br>4 025 | NV (BV) | **1972** Hollming Oy—Rauma/Raumo (200)<br>118,09 (BB) 16,06 5,982<br>108,64 16,01 12,81<br>2 dks<br>rf 51 | **TM RoRo Cargo**<br>Paper-carrying 12bth D<br>Ice strengthened<br>Bow door & ramp<br>Stern door/ramp<br>L 12,00 W 7,60 SWL 65<br>Lane Length 860 Cargo Width 2,50<br>Clear height 6,00<br>2 Ho ER<br>B.10 380<br>TEU 175<br>C.RoRo Dk 160/20' (40') C.Dk 15/20' (40') incl. 20 ref C. | Pielstick<br>2 Oil 4SA each 9Cy. 400 × 460 reduc<br>to sc. shafts<br>6 610kW (8 986bhp)<br>Oy Wartsila Ab<br>Gen 2 × 403kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 63,0t (d.o.) 325,0t (hvf)-23,5pd |
| **8002640**<br>*DKJD*<br>1945<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TRANSFINLANDIA**<br>**Poseidon Schiffahrt OHG**<br>Veba Poseidon Schiffahrt G.m.b.H.<br>Luebeck Federal Republic of Germany | T.Mk<br>**8 110**<br>3 350<br>11 645 | GL | **1981** Flender Werft A.G.—Luebeck (623)<br>157,82 (BB) 24,90 8,241<br>146,01 24,60 21,62<br>3 dks | **TM Passenger/RoRo Cargo** OSD<br>12cbn 24bth P<br>Stern door/ramp Ice stregnthened<br>Lane Length 2240 Clear height 4,30<br>Mchy.aft<br>TEU 552 C. 552/20' incl. 30 ref C. | B&W<br>2 Oil 2SA each 10Cy. 450 × 1200<br>14 506kW (19 721bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 960kW 3 × 650kW<br>450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 107,5t (d.o.) 1 305,5t (hvf)-51,0pd |
| **5372410**<br>*HO4339*<br>15042-85<br>Df Gc Rdr<br>RTv | **TRANSGAS I**<br>ex Maria Christina M.-85<br>ex Ulla Tholstrup-85<br>**Transgas Internacional S.A.**<br>Panama Panama | **1 046**<br>569<br>686 | BV | **1961** Jos. L. Meyer—Papenburg (507)<br>66,60 9,56 3,607<br>58,32 9,50 5,52<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 917 | MWM<br>Oil 4SA 8Cy. 320 × 480<br>950bhp (699kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 196,0t (d.o.)-4,0pd |
| **7429229**<br>*DKMN*<br>1801<br>Df Esd Gc<br>Pfd Rdr RTv | **TRANSGERMANIA**<br>**Poseidon Schiffahrt OHG**<br>Veba Poseidon Schiffahrt G.m.b.H.<br>Luebeck Federal Republic of Germany<br>SatCom: 1121127/DKMN | T.Mk<br>**5 631**<br>2 754<br>5 233 | GL | **1976** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (792)<br>135,49 (BB) 21,75 6,050<br>119,92 21,71 14,76<br>B 87,5 2 dks | **TM Passenger/RoRo Cargo**<br>21cbn 63bth P<br>Stern door/ramp Ice strengthened<br>Lane Length 1624 Clear height 4,30<br>1 Ho 64,0 ER<br>B.23 701<br>TEU 248 C. 248/20' (40') incl. 20 ref C. | MAN<br>2 Oil 4SA each 6Cy. 520 × 550 reduc<br>to sc. shafts<br>12 660bhp (9 312kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 736kW 1 × 672kW 380V<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 91,5t (d.o.) 369,0t (hvf)-37,5pd |
| **7361283**<br>901<br>Df Esd Gc<br>Pfd RdrRTm | **TRANSGULF**<br>ex Strong Roc-87 ex Sea Fisher-81<br>ex Nornan Fjord-79<br>**Al Jaber Shipping Agency & Marine Works Ltd.**<br>Abu Dhabi United Arab Emirates | T.Mk<br>**1 204**<br>509<br>1 727 | NV | **1974** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1161)<br>79,61 13,83 —/4,832<br>70,31 13,80 9,75<br>P 19,9 F 10,1 2 dks<br>rf nil | **M RoRo Cargo**<br>Ice strengthened Stern door<br>1 Ho 68,4 ER<br>B.4 980<br>2 Ha (stl) (13,1 20,4 × 10,3) ER<br>Cr 1(22) | Wichmann<br>2 Oil 2SA each 7Cy. 300 × 450 geare<br>2 574kW (3 499bhp)<br>A/S Wichmann<br>Gen 1 × 270kW 1 × 100kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 176,0t (hvf)-12,0pd |
| **8331792**<br>*PIBC*<br>1735Z<br>Rdr Rt | **TRANSITORIUS**<br>**Rederij C. Kornet & Zonen B.V.**<br>Werkendam Netherlands | *601*<br>*283*<br>1 100 | | **1967** Fa. Breman—Netherlands (70)<br>66,68 8,21 2,531<br>64,06 3,18<br>1 dk | **M General Cargo** | Oil |
| **8706040**<br>*DMGU*<br>32780<br>Df Esd Gc<br>Rdr RTv | **TRANSLUBECA**<br>**Poseidon Schiffahrt OHG**<br>Veba Poseidon Schiffahrt G.m.b.H.<br>Luebeck Federal Republic of Germany<br>SatCom: 1121152/DMGU | *24 727*<br>*7 418*<br>11 500 | NV | **1990** Stocznia Gdanska S.A.—Gdansk (B498/01)<br>157,60 (BB) - 8,800<br>146,00 25,30 13,90 | **TM Passenger/RoRo Cargo**<br>Ref 33cbn 84bth P<br>Ice strengthened<br>Stern door/ramp<br>L 12,00 W 10,60<br>Lane Length 2090 Clear height 6,20<br>Cars 220<br>TEU 497 C.497/20' | Sulzer<br>2 Vee Oil 4SA each 12Cy. 400 × 56<br>& reduction geared to sc. shafts<br>7 196kW (9 783bhp)<br>Wartsila diesel OY<br>Gen 2 × 1104kW 1 × 832kW<br>Thw. thrust propeller fwd |
| **5205605**<br>*HO3717*<br>9555-PEXT<br>Df Pfd Rdr<br>RTm | **TRANSMAR**<br>ex Helene C-81 ex Leif Staerke-77<br>ex Leo-59 ex Bredholm-51 ex Zeus-50<br>**Coquette Shipping Co. Ltd.**<br>Panama Panama | **399**<br>211<br>600 | BV | **1944** Beliard, Crighton & Cie. S.A.—Oostende<br>47,50 8,74 4,192<br>42,50 8,69 4,50<br>P 15,6 F 7,1 1 dk<br>R BK 119 | **M General Cargo**<br>Mchy.aft<br>G.753 B.673<br>2 Ha (9,9 8,9 × 4,7)<br>2W Der 2(2) | Alpha<br>Oil 2SA 5Cy. 240 × 400<br>221kW (300bhp) NE 64<br>Alpha-Diesel A/S<br>Gen 3 × 5kW 110V<br>Controllable pitch propeller<br>Fuel 15,0t (d.o.)-1,5pd |
| **8202965** | **TRANSMARIN 1**<br>**Transmarin Deniz Tasima ve Gemicilik**<br>Turkey | *1 598*<br>—<br>3 300 | AB (Class cont.) | **1990** Tuzla Gemi Endustrisi A.S.—Tuzla (2)<br>74,50 - 5,601<br>- 14,00 6,60 | **M General Cargo** | Skoda<br>Oil 4SA 9Cy. 350 × 500<br>1 670bhp (1 228kW)<br>CKD Praha |
| **8301785** | **TRANSMODAL**<br>**Ferry Lineas Argentinas S.A.**<br>Argentina | **6 430**<br>—<br>6 000 | AB (Class cont.) | **1991** Ast. Argentinos Rio de La Plata S.A. (ASTARSA)—Tigre (151)<br>5,800<br>118,40 22,20 11,50 | **M RoRo Cargo**<br>TEU 435 C. 435/20' | Sulzer<br>Oil 4SA 8Cy. 400 × 480 geared to sc<br>5 220bhp (3 840kW)<br>A.F.N.E., Ast. y Fab. Nav. del Estado |

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| **TRANSOCEAN**<br>ex Parthenon-88 ex General Guisan-87<br>**Audacia Shipping Corp.**<br>Monrovia Liberia | **30 232**<br>21 203<br>55 069<br>T/cm<br>61,4 | NV | **1973** Stocznia im. "Komuny Paryskiej"—Gdynia (B521/305)<br>221,37 (BB) 32,24 12,421<br>206,61 17,00<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes<br>7 Ho 16,4 28,3 16,7 26,5 16,7 29,2 12,9 ER<br>G.68 754 HeCls. B<br>7 Ha (stl) (11,6 17,9 11,6 17,9 11,6 17,9 11,6 × 15,6) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski Poznan<br>Gen 3 × 640kW 380V 50Hz a.c.<br>Fuel 310,0t (d.o.) 2 850,0t (hvf)-53,0pd 15,75kn |
| **TRANSPACE**<br>ex Feng Lei-91<br>**Lucimiento Shipping Corp. S.A.**<br>Panama Panama | T.Mk<br>**6 513**<br>3 711<br>—<br>**9 784**<br>5 829<br>14 452 | ZC | **1970** Shanghai Shipyard—Shanghai<br>161,26 20,43 8,230/9,520<br>147,00 20,40 12,40<br>2 dks | **M General Cargo**<br>3 Ho ER 2 Ho<br>B.18 085<br>5 Ha (stl) (7,7 × 6,0) (12,7 15,0 × 8,0) ER (12,7 9,0 × 8,0)<br>16W Cr 1(5) Der 1(60) 6(10) 10(5) | Hudong 6ESDZ76/160<br>Oil 2SA 6Cy. 760 × 1600<br>6 620kW (9 000bhp)<br>Shanghai Diesel Engine Works Shanghai<br>Gen 4 × 250kW 400V 50Hz a.c.<br>16kn |
| **TRANSPETROL III**<br>ex Rifat Nisanci<br>Launched as Transport<br>**Trans Petrol Pazarlama ve Ticaret A.S.**<br>Istanbul Turkey | **400**<br>198<br>670 | AB | **1981** Gunsin Gemi Insaat ve Ticaret Ltd. Sti. —Balat, Istanbul (23)<br>52,20 8,03 3,201<br>49,54 8,01 3,51<br>P 11,9 F 4,6 1 dk<br>rf 102 | **M Tanker**<br>8 Ta ER | CKD<br>Oil 4SA 6Cy. 275 × 350<br>550bhp (405kW)<br>CKD Praha Praha<br>Gen 2 × 40kW a.c. 1 × 32kW a.c. 1 × 24kW a.c.<br>10,5kn |
| **TRANSPORT DOURO**<br>ex Condor-89 ex Lamara-85<br>ex Manchester Trader-85 ex Lamara-84<br>ex Meteor II-82<br>**Naviprima Shipping Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**1 999**<br>1 237<br>4 139<br>**4 046**<br>2 449<br>6 107 | GL | **1977** Salamis Shipyards S.A.—Salamis (124)<br>106,28 (BB) 18,85 5,246/6,316<br>98,33 18,81 8,21<br>F 13,2 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho ER<br>TEU 384 C. 384/20' (40') incl. 36 ref C.<br>5 Ha (stl) (12,6 × 11,0) (12,3 12,3 12,3 12,6 × 13,8) ER<br>Cr 1(35) | Deutz SBV12M540<br>Vee Oil 4SA 12Cy. 370 × 400 geared to sc. shaft<br>4 415kW (6 002bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>16kn |
| **TRANSPORT MAAS**<br>ex C. U. R. Caroline-89<br>ex L. Craeybeckx-88<br>**CMB Transport (Luxembourg) S.A.**<br>Aemas Luxembourg S.A.<br>Luxembourg Luxembourg | *5 608*<br>*3 088*<br>7 130 | GL | **1987** N.V. Boelwerf S.A.—Tamise/Temse (1523)<br>116,52 (BB) 19,64 6,162<br>106,86 19,61 8,01<br>P 10,7 F 7,7 2 dks | **M RoRo Cargo/General Cargo**<br>Ice strengthened<br>Stern door/ramp<br>L 11,00 W 6,50<br>1 Ho 77,9 ER<br>G.9 150<br>TEU 574<br>C.Ho 206/20' C.Dk 368/20' incl. 30 ref C.<br>1 Ha (stl) (76,5 × 15,2) ER<br>Cr 2(35) | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550 with flexible couplings & sr geared to sc. shaft<br>4 350bhp (3 200kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 320kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13kn |
| **TRANSPORT SCHELDE**<br>ex C. U. R. Benjamin-89<br>ex L. Delwaide-88<br>**N.V. Africargo & Partners**<br>Aemas Luxembourg S.A.<br>Luxembourg Luxembourg | *5 608*<br>*3 088*<br>7 101 | GL | **1987** N.V. Boelwerf S.A.—Tamise/Temse (1524)<br>116,52 (BB) 20,27 6,162<br>106,86 19,61 8,01<br>1 dk | **M RoRo Cargo/General Cargo**<br>Ice strengthened<br>Stern door/ramp<br>L 11,00 W 6,50<br>1 Ho 77,9 ER<br>G.9 150<br>TEU 574<br>C.Ho 206/20' C.Dk 368/20' incl. 30 ref C.<br>1 Ha (stl) (76,5 × 15,2) ER<br>Cr 2(35) | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550 with flexible couplings & sr geared to sc. shaft<br>4 350bhp (3 200kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 320kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13kn |
| **TRANSPORT TEJO**<br>ex Asd Hektor-89<br>Launched as Hektor<br>**Zapata Maritime Co. Ltd.**<br>Limassol Cyprus | **1 999**<br>1 231<br>4 192<br>**4 050**<br>2 452<br>6 138 | GL | **1977** Salamis Shipyards S.A.—Salamis (125)<br>106,20 (BB) 18,85 5,246/6,316<br>98,30 18,81 8,21<br>F 14,4 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Cell. Ho ER<br>TEU 304<br>C.Ho 140/20'(40') C.Dk 164/20'(40') incl. 40 ref C.<br>5 Ha (stl) (12,6 × 10,9) (12,3 12,3 12,6 12,6 × 13,7) ER<br>Cr 1(35) | Deutz SBV12M540<br>Vee Oil 4SA 12Cy. 370 × 400<br>4 415kW (6 002bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>16kn |
| **TRANSPORTER II**<br>**Jade Dienst G.m.b.H.**<br>Wilhelmshaven Federal Republic of Germany | *202*<br>*80*<br>360 | GL | **1987** Scheepswerf Bijlholt B.V.—Foxhol (644)<br>37,52 1,904<br>7,71 2,70<br>F 4,3 1 dk | **TM Tanker**<br>Slop-disposal<br>Mchy.aft<br>L.359 | MAN D2566MLE<br>2 Oil 4SA each 6Cy. 125 × 155 reverse reduction geared to sc. shafts<br>570bhp (419kW)<br>MAN Nutzfahrzeuge A.G. Nuernberg<br>8kn |
| **TRANSPORTOR**<br>**Achte Grosse Bleichen Schiffahrts G.m.b.H. & Co. KG**<br>Reederei Hermann Buss<br>Leer Antigua & Barbuda | *2 875*<br>*1 578*<br>4 566 | GL | **1990** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (790)<br>88,20 13,68 6,111<br>84,90 13,60 7,70<br>2 dks | **M General Cargo**<br>1 Ho 56,4 ER<br>G.5 665<br>TEU 173 C.Ho 105/20' C.Dk 68/20'<br>1 Ha (stl) (56,4 × 11,1) ER | Deutz SBV9M628<br>Oil 4SA 9Cy. 240 × 280 with flexible couplings & sr reverse geared to sc. shaft<br>1 067kW (1 451bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 96kW 220/380V a.c.<br>Thw. thrust propeller fwd<br>11kn |
| **TRANSQUEST**<br>**Lockheed Missiles & Space Co. Inc.**<br>San Diego, Ca United States of America<br>See Register Of Offshore Units | **199**<br>83<br>83 | | **1967** Albina Eng. & Mach. Works—Portland, Or (396)<br>32,11 2,439<br>11,89 3,69<br>1 dk | **TM Mother Ship**<br>for submersibles<br>Cr 1(-) | General Motors<br>2 Vee Oil 2SA each 8Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 250kW<br>Thw. thrust propeller fwd |
| **TRANSSHELF**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(Kholmsk) (U.S.S.R.)<br>SatCom: 1401302/UVBG | *26 547*<br>*7 964*<br>34 030 | RS | **1987** Wartsila Marine Industries Inc. Turku Shipyard—Turku/Abo (1293)<br>173,01 8,800<br>162,01 40,01 12,02<br>1 dk | **TM RoRo Cargo/ Semi-submersible Deck Cargo Ship**<br>Heavy-load | Wartsila 18V32<br>2 Vee Oil 4SA each 18Cy. 320 × 350 with clutches & sr geared to sc. shafts<br>13 500kW (18 353bhp)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 840kW a.c. 2 × 600kW a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>15kn |
| **TRANSWORLD BRIDGE**<br>**Pearl Maritime Co. Ltd.**<br>Overseas Maritime Agency Ltd.<br>Monrovia Liberia<br>SatCom: 1240656/ELJJ | *35 065*<br>*15 690*<br>43 000 | NK | **1980** Kawasaki Heavy Ind. Ltd.—Kobe (1325)<br>244,71 (BB) 12,023<br>228,40 32,21 18,62<br>1 dk<br>len 82 | **M Container Ship**<br>Fixed-guides 1cbn<br>5 Cell. Ho ER 1 Cell. Ho<br>TEU 2258<br>C.Ho 1219/20' (40') C.Dk 1039/20' (40') incl. 120 ref C.<br>13 Ha (stl) ER 3 Ha (stl)<br>14 Wing Ha (stl) ER 2 Wing Ha (stl) | MAN K10SZ90/160BL<br>Oil 2SA 10Cy. 900 × 1600<br>36 700bhp (26 995kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 740kW 450V 60Hz a.c.<br>Fuel 626,0t (d.o.) 3 623,0t (hvf)-86,0pd 21kn |
| **TRANZTAS TRADER**<br>ex Watergeus-89<br>**ANL Ltd. (The Australian National Line)**<br>Melbourne, Victoria Australia<br>SatCom: 1543145/TTAZ | *11 982*<br>*5 568*<br>14 245 | **100A1** SS 12/88<br>strengthened for heavy cargoes<br>**LMC** **UMS**<br>EL F† 577,5/66,0U2<br>FN 4946<br>(GL) | **1988** VEB Mathias-Thesen-Werft—Wismar (173)<br>156,70 (BB) 22,92 8,581<br>145,20 22,86 11,20<br>P 26,6 F 40,2 1 dk<br>rf nil DK | **M General Cargo**<br>Container cargoes in holds and on upper deck & hatch covers pt higher tensile steel<br>3 Ho ER<br>G.18 600<br>TEU 1034<br>C.Ho 364/20' (40') C.Dk 670/20' (40') incl. 60 ref C.<br>3 Ha (stl) (25,2T × 13,2) (38,0 25,1 × 18,8) ER<br>Cr 2(40) | Sulzer 5RTA58<br>Oil 2SA 5Cy. 580 × 1700<br>7 950kW (10 808bhp)<br>H. Cegielski Poznan<br>e(ex.g) (ex.g) 13,3kgf/cm$^2$ (13,1bar)<br>AuxB (o.f.) 8,2kgf/cm$^2$ (8,1bar)<br>Gen 1 × 800kW 3 × 480kW 440V a.c.<br>Thw. thrust propeller fwd<br>Fuel 101,6t (d.o.) 929,7t (i.f.o.)-50,8pd 16kn |

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| **8010738** | **TRAQUAIR** | **5 967** | | **1982** (Aft section) Ailsa Shipbuilders Ltd.—Troon | **M Liquefied Gas Carrier** | Sulzer |
| *VREB* | | 2 988 | | (557) | LPG Pressurised Ref | Oil 2SA 5Cy. 560 × 1150 |
| 701013 | **Anchor Line Ltd.** | 7 230 | BV | **1982** (Fwd section) Ferguson Bros. (Port Glasgow) | Ice strengthened | 6 325bhp (4 652kW) |
| Df Esd Gc | George Gibson & Co. Ltd. | | | Ltd.—Port Glasgow (485) | 3 Ta 1 cyl 2 double-cyl ER | Clark Hawthorn Ltd. |
| Pfd Rdr | Hong Kong Hong Kong | | | 113,82 18,42 8,119 | L.(gas) 6 617 | Gen 3 × 500kW 440V 60Hz a.c. |
| RTm/h/v | (British) | | | 106,51 18,31 11,71 | 2 Cargo pumps total 300T/hr | Fuel 41,5t (d.o.) 889,0t (hvf)-25,0pd |
| AMVER | | | | 1 dk | | |

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| **7023623** | **TRASTUR** | **403** | | **1970** Elbewerften Boizenburg/Rosslau—Rosslau | **M Fishing** | Wichmann |
| *OW2072* | ex Cutter X-73 | 212 | | 37,70 8,21 3,987 | Stern Trawler | Oil 2SA 4Cy. 300 × 450 |
| D2190 | **P/f A/S Beta** | 236 | NV (BV) | 33,00 8,18 5,49 | 1 Ho 8,5 ER | 1 000bhp (736kW) NE 78 |
| Df Esd Rdr | Fuglafjord Faeroes (Danish) | | | 1 dk | In.332 | A/S Wichmann |
| Rt | | | | rf 191 BK 102 | | Gen 2 × 89kW 380V 50Hz a.c. |
| | | | | | 1 Ha ER | Fuel 162,5t (d.o.) |

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| **8030257** | **TRASUMAR UNO** | **127** | | **1981** Sociedad Co-operativa de Ast. Ojeda y | **M Stand-by Safety Pollution Vessel** | Baudouin |
| | | 40 | | Aniceto—Aviles (103) | for offshore installations | Vee Oil 4SA 12Cy. 150 × 150 geared |
| | **Trasumar S.L.** | 140 | BV | 23,42 3,452 | | 430bhp (316kW) |
| Df Esd Rdr | Ferrol Spain | | | 20,02 7,51 4,73 | | Internacional Diesel S.A. |
| Rt | | | | 1 dk | | |

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| **7374101** | **TRAUTENBELS** | T.Mk | GL | **1974**-4 Mitsui SB. & Eng. Co. Ltd.—Osaka (981) | **M General Cargo** | B&W |
| *5BRO* | ex Trautenfels-80 ex Ehrenfels-76 | **6 831** | | 147,71 (BB) 22,94 7,697/9,600 | Heavy-load | Oil 2SA 7Cy. 620 × 1400 |
| 707442 | ex Aristokleidis-75 | 4 023 | ✠Classed LR until 4/7/75 | 140,01 22,86 13,01 | Str. ore cargoes | 9 400bhp (6 914kW) |
| Df Esd Gc | **Platinwave Shipping Ltd.** | 13 900 | | P 29,6 F 11,3 2 dks | 4 Ho 23,3 26,6 25,1 25,1 4 TwD | Mitsui SB. & Eng. Co. Ltd. |
| Pfd Rdr | Sea Traders S.A. | | | rf 51 conv General Cargo 75 | G.24 982 B.23 234 | Gen 3 × 400kW 450V 60Hz a.c. |
| RTm/h/v | Limassol Cyprus | **11 254** | | | 7 Ha (stl) (14,0 15,7p&s 15,7p&s 15,7p&s | |
| AMVER | | 6 637 | | | × 6,9) ER | |
| | | 18 325 | | | Cr 2(5) Der 2(200) 10(10) | |

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| **6725133** | **TRAVANTI** | T.Mk | **✠100A1** SS 7/86 | **1967**-10 Nieuwe Noord Nederlandse | **M Refrigerated Cargo** | Deutz |
| *9H3252* | ex Simona S-90 ex Cold Stream-89 | **661** | | Scheepswerven N.V.—Groningen (353) | | Vee Oil 4SA 12Cy. 400 × 500 |
| 2525 | ex Antarctic-84 | 244 | **✠LMC** | 80,96 12,07 4,115/4,915 | 3 Ho 13,5 16,7 14,6 ER 3 TwD | 2 970bhp (2 185kW) |
| Df Esd Gc | **Trama Shipping Co.** | 1 291 | **✠Lloyd's RMC** | 72,50 11,80 7,01 | In.2 233 | Kloeckner Humboldt Deutz |
| Rdr Rt | Lagousses Shipping Co. S.A. | | EL M 1¼"U2 | F 8,6 2 dks | | Gen 3 × 160kW 400V 50Hz a.c. |
| | Valletta Malta | **1 444** | FN 1364 | rf 279 | 3 Ha (stl) (each 9,7 × 5,1) ER | Fuel 305,0t (d.o.) |
| | | 811 | | | Der 3(3) | |
| | | 1 795 | | | | |

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| **7213474** | **TRAVE ORE** | *57 871* | | **1972** Harland & Wolff Ltd.—Belfast (1690) | **M Bulk Carrier** | B&W |
| *LAJD4* | ex Belinda-85 | *34 805* | | 260,61 (BB) 40,75 14,783 | Str. heavy cargoes | Oil 2SA 9Cy. 840 × 1800 |
| N-01009 | **Excellent Resources Corp.** | 108 198 | NV | 251,04 40,70 20,12 | 9 Ho 22,6 22,4 21,9 21,9 21,9 21,9 | 23 200bhp (17 065kW) |
| Df Esd Gc | Oak Steamship Co. Ltd. | T/cm | | F 19,9 1 dk | 21,9 21,9 21,0 ER | Harland and Wolff Ltd. |
| Pfd Rdr RTv | Bergen Norway (NIS) | 94,0 | | rf 152 | G.118 251 B.112 134 HeCls. B | Gen 3 × 600kW 440V 60Hz a.c. |
| AMVER | SatCom: 1312427/LAJD | | | | 9 Ha (stl) (13,0 13,7 13,7 13,7 13,7 13,7 | Fuel 314,0t (d.o.) 5 000,0t (hvf)-75,0pd |
| | | | | | 13,7 13,7 13,7 × 20,1) ER | |

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| **7309572** | **TRAVELER** | **386** | | **1967** Patterson Shipyard Inc.—Patterson, La | **M Fishing** | Oil |
| *WYZ6883* | | 263 | | *48,04* 9,15 | | 1 320bhp (971kW) |
| 507744 | **Santos Menhaden Corp.** | — | | 3,51 | | ............ |
| | Morgan City, La United States | | | | | Fuel (d.o.) |
| | of America | | | | | |

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| **7337880** | **TRAVELLER** | **195** | | **1968** Main Iron Works Inc.—Houma, La (204) | **TM Tug** | Caterpillar |
| *WTQ6966* | | 132 | | 3,798 | | 2 Vee Oil 4SA each 12Cy. 159 × 20 |
| 515013 | **Maritrans Operating Partners L.P.** | — | AB | 29,34 8,23 4,22 | | reduction geared to sc. shafts |
| Df Esd Gc | Wilmington, De United States | | | 1 dk | | Caterpillar Tractor Co. |
| Pfd Rdr RTh | of America | | | BK 64 | | Gen 2 × 40kW 220V 60Hz a.c. |
| | | | | | | Fuel 123,0t (d.o.) |

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| **8417728** | **TRAVELLER** | **190** | | **1984** Bender SB. & Repair Co. Inc.—Mobile, Al | **M Fishing** | Caterpillar |
| | | 129 | | (1009) | Shellfish Ref | Vee Oil 4SA 16Cy. 170 × 190 geared |
| 670742 | **Jakob J & J Fishing Corp.** | — | | 29,88 7,62 | | 1 125bhp (828kW) |
| | Boston, Ma United States | | | 26,85 4,14 | In.5 500 | Caterpillar Tractor Co. |
| | of America | | | 1 dk | | |

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| **5367752** | **TRAVELLER** | **113** | | **1941** Muir Bros. D.D. Ltd.—Port Dalhousie, Ont. | **M Tug** | Alpha |
| *VC2759* | ex Towmaster-49 | 3 | | *23,78* 6,13 3,506 | | Oil 2SA 6Cy. 290 × 490 |
| 170519 | ex Dalhousie Rover-46 | — | ✱Classed BC until 12/48 | ... ... ... | | NE 60 |
| Esd Rdr RTv | **McKeil Work Boats Ltd.** | | | | | Alpha-Diesel A/S |
| | Hamilton, Ont. Canada | | | RW | | Gen 2 × 35kW |
| | | | | | | Controllable pitch propeller |
| | | | | | | Fuel (d.o.) |

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| **7400261** | **TRAVEMUNDE LINK** | **4 263** | **✠100A1** CS 11/85 | **1975**-6 Schichau-Unterweser A.G.—Bremerhaven | **TM Passenger/RoRo Cargo/Ferry** | Werkspoor |
| *C6DX3* | ex Travemunde Link I-89 ex Flavia-88 | 1 291 | Ice Class 3 | (2256) | 300bth 700dk P | 2 Oil 4SA each 9Cy. 410 × 470 sr |
| 363725 | ex European Gateway-83 | 3 949 | **✠LMC** | 133,46 20,27 5,817 | Bow door/ramp Stern door/ramp | shafts |
| Df Esd Gc | Launched as European Express | | EL Z 2⅛"U2 | 123,20 19,91 11,66 | | 11 400bhp (8 385kW) |
| Pfd Rdr RTv | **GT-Link A/S** | | FN 3890 | B 65,3 2 dks | | Stork-Werkspoor Diesel B.V. |
| | Nassau Bahamas | | | rf 279 len 80 | | Gen 2 × 600kW 1 × 552kW 400V |
| | | | | | | 1 × 144kW 380V 50Hz a.c. |
| | | | | | | 2 Controllable pitch propellers |
| | | | | | | 2 Thw. thrust propellers fwd |
| | | | | | | Fuel 141,0t (d.o.) 352,0t (hvf) |

**LAID UP — SURVEYS OVERDUE 11/90**

| | | | | | | |
|---|---|---|---|---|---|---|
| **5126512** | **TRAVETANK** | **162** | | **1960** Norderwerft Koser & Meyer—Hamburg | **M Tanker** | MWM |
| *DNJK* | ex Nordbunker VII-87 ex Gasoel IV-69 | 86 | | (842) | Ice strengthened | Oil 4SA 6Cy. 215 × 300 |
| | **Travetank G.m.b.H. Werner Miethke** | 258 | GL | 41,13 6,33 2,080 | Mchy.aft | 265bhp (195kW) |
| Esd Rdr RTv | Hamburg Federal Republic | | | 40,04 6,30 2,44 | | Motorenw. Mannheim A.G. (MWM) |
| | of Germany | | | RQD 10,1 F 5,2 1 dk | | |
| | | | | len 65 | | |

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|---|---|---|---|---|---|---|
| **7616250** | **TRAVIATA** | **17 511** | **✠100A1** CS 7/87 | **1977**-12 Hitachi Zosen—Innoshima Works, | **M Vehicles Carrier** | Sulzer |
| *SFRZ* | | 8 515 | Ice Class 3 | Innoshima (4557) | Heavy-load | Oil 2SA 6Cy. 900 × 1550 |
| | **Manjoma AB** | 13 446 | **✠LMC** **UMS** | 190,00 (BB) 32,24 8,522 | Side door/ramp (s) | 17 400bhp (12 799kW) |
| Df Esd Gc | Walleniusrederierna (Wallenius Lines) | | EL O† 660,0/78,0U3 | 179,99 32,20 18,50 | Angled side door/ramp (s. a.) | Hitachi Zosen Sakuraji |
| Pfd Rdr RTv | Stockholm Sweden | | FN 9126 | P & B 159,2 3 dks & 4 intermediate dks | Cars 5400 | AuxB (o.f.) 8kgf/cm² (7,9bar) |
| AMVER | SatCom: 1370151/TRAV | | | rf 813 | Mchy.aft | e(ex.g) 12kgf/cm² (11,8bar) |
| | | | | | | Gen 3 × 960kW 450V 60Hz a.c. |
| | | | | | | Thw. thrust propeller fwd |
| | | | | | | Fuel 3 504,5t (hvf)-62,0pd |

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|---|---|---|---|---|---|---|
| **6417542** | **TRE MASAR** | **445** | | **1964** Haugesunds Slip A/S—Haugesund (4) | **TM RoRo Cargo/Ferry** | Wichmann |
| | ex Tre Maker-72 | 190 | | 44,96 10,04 3,652 | Deck Cargo 199dk P | 2 Oil 2SA each 5Cy. 280 × 420 |
| | **Stevns Charter & Towage A/S** | — | NV | 40,49 10,01 3,71 | Ice strengthened | 1 500bhp (1 103kW) |
| Gc Rdr RTv | Denmark | | | 1 dk | Bow ramp | A/S Wichmann |
| | | | | rf 1199 BK 152 | 2 Stern ramp | Gen 2 × 56kW 220V 50Hz a.c. |
| | | | | | Lane Length 120 Cargo Width 4,20 | Fuel 23,0t (d.o.)-4,5pd |
| | | | | | Clear height 3,70 | |
| | | | | | Cars 30 Trailers 3 | |
| | | | | | Mchy.aft | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **5409603** | **TRE SORELLE ROMANO** | **346** | | **1918** ..............La Seyne | **M General Cargo** | Ansaldo |
| *IJWM* | ex Anna Maria Seconda-63 | 186 | | 43,19 7,45 3,620 | | Oil 4SA 6Cy. 265 × 410 |
| 429 | ex Anna Maria-54 ex Alouette-46 | 447 | (BV) (RI) | 40,49 7,42 3,89 | 2 Ho ER | 300bhp (221kW) E made44 fitted- |
| | **Giacomo Romano** | | | 1 dk | | S.A. Ansaldo |
| | Trapani Italy | | | R conv 46 | 2W | Fuel 16,5t |

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|---|---|---|---|---|---|
| **TREANA**<br>ex Bonito-87 ex Polly-84<br>**Seagreen Shipping Ltd.**<br>Limassol Cyprus | **17 339**<br>11 440<br>27 800<br>T/cm<br>38,4 | AB | **1977** Taiwan SB. Corp.—Keelung (55)<br>181,21 25,05 10,302<br>168,23 25,01 13,80<br>1 dk | **M Bulk Carrier**<br>6 Ho ER<br>G.38 124 B.31 892 HeCls. B<br>6 Ha (stl) (10,2 13,0 11,6 13,2 13,2 13,2 × 11,9) ER<br>Der 12(5) | Sulzer 7RD76<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Ishikawajima Harima Heavy Ind. Japan<br>Fuel 223,5t (d.o.) 2 093,0t (hvf)-39,0pd 15kn |
| **TREASURE CHEST**<br>**Ralbo Inc.**<br>Tampa, Fl United States of America | **125**<br>85<br>— | | **1973** Desco Marine—St. Augustine, Fl (F132)<br>22,86 6,74 2,744<br>3,81 | **Reinforced Plastic M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| **TREASURE ISLAND**<br>ex Tuareg-85 ex Theano-78<br>**Anangel Dolphin Shipping Inc.**<br>Piraeus Greece | **13 639**<br>9 837<br>22 647 | AB | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2317)<br>164,34 (BB) 22,92 9,881<br>155,45 22,86 13,57<br>P 23,5 B 19,9 1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 23,7 25,5 18,3 25,5 26,3 ER<br>G.30 801 B.29 843<br>5 Ha (stl) (14,3 15,9 9,5 15,9 15,9 × 12,5) ER<br>4W Cr 5(10) | Pielstick 16PC2-2V-400<br>Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 360kW 1 × 260kW 450V 60Hz a.c.<br>Fuel 1 287,5t (hvf) 15kn |
| **TREASURE QUEST**<br>**Seven Seas Salnors Ltd.** | **127**<br>17<br>— | | **1951** Burlington Iron Works—Maine<br>*27,50* 6,43<br>1,33<br>1 dk | **TM Research** | General Motors<br>2 Vee Oil 2SA each 8Cy. 216 × 254<br>1 000bhp (736kW)<br>General Motors Corp. Detroit, Mi<br>10kn |
| **TREASURE SEA**<br>ex Australian Progress-91<br>**Treasure Sea Shipping Inc.**<br>Qingdao Ocean Shipping Company (COSCO QINGDAO)<br>Panama Panama<br>SatCom: 1335220/TRES | *74 966*<br>*42 926*<br>139 507 | ✠**100A1** CS 1/89<br>strengthened for ore cargoes No. 2, 4, 6 & 8 holds may be empty<br>✠**LMC** **UMS**<br>EL Xt 742,5/96,0U3<br>FN 17500 | **1977**-12 Blohm + Voss A.G.—Hamburg (894)<br>Cmd.**1979**-2<br>283,29 42,78 16,441<br>270,01 42,50 22,31<br>F 19,9 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 22,7 24,3 23,6 23,6 23,6 23,6 23,6 23,6 23,6 ER<br>G.144 455<br>9 Ha (stl) (13,7 14,7 14,7 14,7 14,7 14,7 14,7 14,7 14,7 × 17,5) ER | B&W 8K90GF<br>Oil 2SA 8Cy. 900 × 1800<br>26 600bhp (19 566kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>AuxB (ex.g) & rcv 10kgf/cm² (9,9bar)<br>Gen 3 × 720kW 450V 60Hz a.c.<br>Fuel 591,5t (d.o.) 3 655,5t (hvf) 15kn |
| **TREBBA**<br>ex Tornado-84<br>**Guilio Marchegiani e Francesco Mosca S.n.C.**<br>San Benedetto del Tronto Italy | **487**<br>217<br>385 | RI | **1967** Cant. Nav. Mario Morini—Ancona (89)<br>50,42 8,67 3,760<br>41,99 8,54 4,63<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln |
| **TREBIZOND**<br>ex Navios Challenger-83 ex Thorfrid-78<br>**Afros Navigation Co. Ltd.**<br>Limassol Cyprus | **48 501**<br>36 402<br>97 947<br>T/cm<br>87,6 | AB (NV) | **1970** A/B Gotaverken Arendal—Goteborg (845)<br>256,52 (BB) 39,02 14,441<br>243,90 38,94 19,69<br>F 18,0 1 dk<br>rf nil Bow/CM 128 Diam. 0,410 MH 1,8 | **M Ore/Bulk/Oil Carrier**<br>COW IGS Str. heavy cargoes DB<br>9 Ho/Ta 21,5 20,7 18,9 20,7 18,9 20,7 18,9 20,7 18,9 ER<br>G.108 369 L.(oil) 108 355 Ore 57 358 HeCls. BC<br>9 Ha (stl) (14,4 × 13,0) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 18,5) ER<br>3 Cargo pumps total 9 000T/hr | Gotaverken<br>Oil 2SA 9Cy. 850 × 1700<br>21 600bhp (15 888kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 665kW 1 × 650kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 508,0t (d.o.) 4 821,0t (hvf)-42,5pd 16kn |
| **TRECE DE JULIO**<br>**Servicios Portuarios De Guaymas S.A. de C.V.**<br>Guaymas, Sonora Mexico | **193**<br>—<br>— | AB | **1981** Scheepswerf Ton Bodewes B.V.—Franeker (F79)<br>30,26 8,26 3,310<br>27,36 7,80 4,07<br>F 5,8 1 dk<br>rf 1219 | **TM Tug** | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 55kW a.c.<br>13kn |
| **TREDAGH**<br>ex Bela-72 ex Tredagh-70<br>**Nitrigin Eireann Teoranta**<br>Dublin Irish Republic | **192**<br>110<br>— | (BV) | **1958** Baan Hofman N.V.—Gorinchem<br>*35,33* 6,74<br>... ... ...<br>1 dk | **M Dredger**<br>Suction<br>1 Ha (13,1 × 4,2) | Bohn & Kahler<br>Oil 4SA 4Cy. 280 × 400<br>250bhp (184kW)<br>Bohn u. Kahler Kiel<br>8kn |
| **TREESIE** | **112**<br>38<br>— | | **1967** Schpsb. Firma Hijlkema & Zonen —Martenshoek (2/88)<br>29,39 6,46<br>26,17<br>1 dk<br>•len 00 | **M Fishing** | Oil<br>............. |
| **TREG**<br>ex Tregastel-91 ex Njegos-85<br>ex Travemunde-80<br>**P&O Scottish Ferries Ltd.**<br>Aberdeen United Kingdom | **4 231**<br>2 163<br>1 524 | NV (JR) | **1971** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (478)<br>118,01 18,50 5,014<br>103,16 18,45 6,51<br>P 10,1 F 19,9 3 dks<br>rf 297 | **TM Passenger/RoRo Cargo/Ferry**<br>72cbn 232bth 1268dk P<br>Bow door/ramp Side door/ramps 2(s) Stern door/ramp Ice strengthened<br>Clear height 4,20<br>Cars 370 Trailers 38 | MAN V12V40/54<br>2 Vee Oil 4SA each 12Cy. 400 × 540<br>13 400bhp (9 857kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 750kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 77,0t (d.o.) 435,0t (hvf)-41,5pd 21kn |
| **TREGEAGLE**<br>ex Forth-86 ex Flying Demon-84<br>**Fowey Harbour Commissioners**<br>Fowey United Kingdom | **131**<br>0<br>30 | ✠Classed LR until 15/8/86 | **1964**-4 J. Lewis & Sons Ltd.—Aberdeen (344)<br>28,20 7,19<br>25,00 6,76 3,36<br>1 dk<br>rf 457 BK 152 | **M Tug** | Polar<br>Oil 2SA 6Cy. 340 × 570<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 30kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **TREIN MAERSK**<br>**A. P. Moller Singapore Pte. Ltd.**<br>Singapore Singapore<br>SatCom: 1715243/TRNM | *17 700*<br>*7 244*<br>21 229 | ✠**100A1**<br>container ship<br>✠**LMC** **UMS**<br>EL Jt 632,5/68,0U3<br>FN 6612 | **1990**-5 Tsuneishi Zosen K.K.—Numakuma (627)<br>161,02 (BB) 28,23 10,000<br>152,00 28,20 15,30<br>F 18,7 1 dk<br>rf 200 | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>4 Cell. Ho ER<br>TEU 1106<br>C.Ho 554/20'(40',45') C.Dk 552/20'(40',45') incl. 64 ref C.<br>8 Ha (stl) ER | B&W 8S50MC<br>Oil 2SA 8Cy. 500 × 1910<br>10 480kW (14 248bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (ex.g)<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 3 × 1160kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller<br>18,5kn |
| **TREKRONER**<br>ex Scandic Wasa-86 ex Milora-83<br>**Government of The Kingdom of Denmark (Danske Statsbaner)**<br>Kobenhavn Denmark | *15 195*<br>*4 558*<br>9 458 | NV | **1979** Ankerlokken Verft Floro A/S—Floro (110)<br>**1986** (Additional cargo section) A/S Nakskov Skibsvaerft—Nakskov<br>198,51 (BB) 21,04 7,030<br>181,41 21,01 14,66<br>2 dks<br>rf 686<br>len 86<br>conv RoRo Cargo 86 | **TM RoRo Cargo**<br>Rail Vehicles —cbn 12bth P<br>Stern door<br>Lane Length 806 Clear height 5,25<br>Mchy.aft | Pielstick 16PC2-5V-400<br>2 Vee Oil 4SA each 16Cy. 400 × 460<br>16 000bhp (11 769kW)<br>Lindholmen Motor AB. Goteborg<br>Gen 3 × 1112kW 1 × 804kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>15kn |

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| **7925297**<br>*SIZM*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **TRELLEBORG**<br><br>**AB Sydspedition**<br>SweFerry AB<br>Trelleborg Sweden | **10 882**<br>3 626<br>3 800 | **✠100A1** SS 4/88<br>train & vehicle ferry<br>Baltic and Kattegat<br>service, south of<br>Gothenburg—<br>Frederikshavn<br>Ice Class 1A<br>**✠LMC (UMS)**<br>EL F† 577,5/58,0U3<br>FN 5063 | **1982**-5 Oresundsvarvet AB—Landskrona (271)<br>170,19 23,80 5,817<br>158,50 23,78 8,16<br>B & F 150,9 1 dk, 2nd dk except in way of<br>machinery spaces<br>rf nil | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 22cbn 47bth 753dk P<br>Side door Stern door<br>pt higher tensile steel<br>Clear height 4,85 | MAN<br>4 Oil 4SA each 8Cy. 400 × 450<br>flexible couplings & sr geared to<br>23 928bhp (17 600kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>TOH (o.f.) 7,1kgf/cm² (7,0bar)<br>8 TOH (1 o.f. 7 ex.g) 7,1kgf/cm²<br>Gen 2 × 2320kW 3 × 1776kW<br>390V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers<br>Fuel 78,5t (d.o.) 324,0t (hvf) |
| **8810918**<br>*LAVV2*<br>N-01121<br>Df Esd Gc<br>Rdr Rt | **TRELSI**<br><br>**K/S A/S Stentroms Sandsli**<br>Rederiet Stenersen A/S<br>Bergen Norway (NIS) | *10 420*<br>*4 490*<br>15 002 | NV | **1991** Brodogradiliste "Uljanik"—Pula (393)<br>138,90 23,00 8,406<br>129,00 21,00 11,80<br>1 dk<br>Bow/CM 71 Diam. 0,203 MH 1,8 | **M Tanker**<br>Oil Chemical<br>SBT Ice strengthened DB<br>12 Wing Ta ER<br>L.17 082<br>12 Cargo pumps total 3 366T/hr | B&W<br>Oil 2SA 5Cy. 500 × 1620 sr geared<br>6 050kW (8 225bhp)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **5409615**<br><br>401359<br>W 98<br>Df Esd Rt | **TREMINOU**<br>ex Orskov-63<br>Launched as Copemar 1<br>**Dunmore Marine Supply Co. Ltd.**<br>Waterford Irish Republic | **115**<br>49<br>— | (BV) | **1963** Orskovs Staalskibsvaerft I/S—Frederikshavn (15)<br>25,61 6,05 3,023<br>23,58 6,00 3,18<br>1 dk | **M Fishing**<br>Side Trawler<br><br>3 Ha (1,0 1,5 1,5 × 0,9) | Alpha<br>Oil 2SA 5Cy. 240 × 400<br>257kW (349bhp)<br>Alpha-Diesel A/S<br>Fuel 20,5t (d.o.) |
| **7119707**<br>*V2PJ*<br>2509<br>Df Esd Gc<br>Rdr RTm/h/v | **TREMONT**<br>ex Sea Mirage-89 ex Wassertor-88<br>**Equinox Navigation (Antigua) Ltd.**<br>Enercon Group<br>St. John's Antigua & Barbuda | **669**<br>221<br>903 | GL | **1971** J. G. Hitzler, Schiffswerft u. Maschinenfabrik<br>—Lauenburg (726)<br>56,52 11,74 4,371<br>50,98 11,71 4,55<br>B & F 24,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br><br>Cr 1(5-15) 1(5) | MAN<br>2 Vee Oil 4SA each 16Cy. 220 ×<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 450kW 2 × 140kW 380V<br>Fuel (d.o.) |
| **7037894**<br>*WTU8165*<br>529154<br>Df Esd Gc<br>Pfd Rdr RTv | **TREMONT**<br><br>**New Wave Fisheries Inc.**<br>Seattle, Wa United States<br>of America<br>SatCom: 1500353/WAVE | **311**<br>165<br>— | (AB) | **1970** Bay Shipbuilding Corporation—Sturgeon<br>Bay, Wi (705)<br>39,68<br>35,06 8,54 4,88<br>1 dk | **M Fishing**<br>Side Trawler Ref | General Motors<br>Vee Oil 2SA 12Cy. 230 × 254<br>geared to sc. shaft<br>1 300bhp (956kW)<br>General Motors Corp.<br>Gen 2 × 45kW |
| **7309584**<br>*WB9204*<br>257013 | **TREMONT**<br><br>**Charles R. Bennett**<br>Houma, La United States<br>of America | **144**<br>59<br>— | | **1943** Dooley's Basin & Drydocking Co.—Fort<br>Lauderdale, Fl<br>*30,45* 5,97<br>3,48 | **Wood TrM Fishing** | General Motors<br>3 Oil<br>330bhp (243kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| **7904932**<br><br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TRENCHSETTER**<br>ex Condock II-89<br>**Condock II Schiffahrt Bauer K.G.**<br>Hamburg Federal Republic<br>of Germany | *5 870*<br>*2 332*<br>1 980 | **100A1** SS 12/89<br>DP(AM)<br>**LMC UMS**<br>EL W 503,6/48,0U2(a)<br>FN 2783<br>(GL) | **1979** Werft Nobiskrug G.m.b.H.—Rendsburg (697)<br>111,37 (BB) 20,01 4,480<br>94,00 19,60 10,00<br>F 12,8 2 dks<br>rf nil len 84<br>conv Barge Carrier Dock Ship 89 | **TM Dock Ship Trenching**<br>Pipe-carrier Survey<br>Integrated accommodation pontoon fitted<br>and hatch covers omitted in trenching<br>support mode<br>1 Ho 86,3 ER<br>1 Ha (stl) (85,2 × 15,0) ER | MaK<br>2 Oil 4SA each 6Cy. 320 × 450<br>shafts<br>2 170kW (2 950bhp)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 1 × 350kW 2 × 200kW 380V<br>2 Controllable pitch propellers<br>Directional thrust propellers fwd<br>unit<br>2 Directional thrust propellers<br>unit |
| **8820107**<br>*OIZF*<br><br>Esd Gc Pfd<br>Rdr RTm/h/v | **TRENDEN**<br><br>**Rederi AB Engship**<br>Nauvo/Nagu Finland | *3 826*<br>*2 043*<br>4 402 | GL | **1989** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (1040)<br>104,80 (BB) 16,25 5,801<br>97,40 16,00 7,80<br>P 13,0 B 6,2 F 14,8 2 dks | **M General Cargo**<br>Paper-carrying<br>Ice strengthened Str. heavy cargoes<br>1 Ho 65,8 ER<br>G.6 461 B.6 367<br>TEU 326<br>C.Ho 140/20'(40') C.Dk 186/20'( 40')<br>1 Ha (stl) (65,0 × 12,8) ER | Wartsila<br>Oil 4SA 8Cy. 320 × 350 with flexible<br>sr geared to sc. shaft<br>2 177kW (2 960bhp)<br>Oy Wartsila Ab<br>Gen 1 × 540kW 2 × 148kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7621932**<br>*3EEA7*<br>18351-89<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TRENDY**<br>ex Yamahiro Maru-89<br>ex Argo Enterprise-79<br>**Peruvian Naviera S.A.**<br>Panama Panama | **35 185**<br>19 497<br>61 451 | NK (AB) | **1979** Hitachi Zosen—Osaka Works, Sakai (4552)<br>224,52 12,445<br>215,02 32,21 17,81<br>F 15,6 1 dk | **M Bulk Carrier**<br><br><br>G.74 652 B.73 064<br><br>7 Ha (stl) (each 16,0 × 13,1) ER | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Hitachi Zosen Sakurajima<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 189,5t (d.o.) 2 838,5t (hvf) |
| **8808783**<br>*EACU* | **TRENERU**<br><br>**Chemaypa S.A.**<br>Ondarroa Spain | *247*<br>*74*<br>110 | BV | **1989** Ast. de Murueta S.A.—Guernica (169)<br>32,00 3,352<br>26,01 7,21 3,41<br>2 dks | **M Fishing**<br>Stern Trawler | Wartsila<br>Oil 4SA 4Cy. 220 × 240 with<br>couplings & sr geared to sc.<br>291kW (396bhp)<br>Cons. Echevarria<br>Gen 2 × 240kW 380V a.c.<br>Controllable pitch propeller |
| **8031067**<br>*Y5LS*<br><br>Rt<br>AMVER | **TRENNTSEE**<br><br>**Deutsche Seereederei Rostock**<br>**GmbH**<br>Rostock Federal Republic<br>of Germany | T.Mk<br>**3 496**<br>1 563<br>5 054<br>**5 664**<br>2 834<br>7 250 | DSRK GL | **1980** VEB Schiffswerft "Neptun"—Rostock (289)<br>120,50 (BB) 17,63 6,389/7,830<br>113,10 17,59 9,90<br>P 29,3 F 10,7 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>4 Ho 17,2 27,8 27,8 5,9 ER<br>G.8 654 B.8 244 In.334<br>TEU 248 C.Ho 182/20' C.Dk 66/i0'<br>7 Ha (stl) (12,5 × 10,2) (18,5p&s 18,5p&s<br>× 6,1) (2,9p&s × 2,9) ER<br>Cr 5(8) | S.K.L.<br>Vee Oil 4SA 12Cy. 420 × 480<br>5 222kW (7 099bhp)<br>VEB Maschinenbau Halberstadt<br>Gen 1 × 480kW 1 × 300kW<br>Controllable pitch propeller |
| **7229461**<br>*HO5260*<br>11036-81A<br>Df Esd Gc<br>Rdr Rt | **TRENOVA**<br>Launched as Cap Sud<br>**Starfish International Fisheries S.A.**<br>Panama Panama | **392**<br>168<br>— | (BV) | **1972** S.I.C.C.Na.—St. Malo (126)<br>41,08 9,48 4,179<br>36,78 9,21 4,50<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref | Pielstick<br>Vee Oil 4SA 12Cy. 185 × 210<br>1 300bhp (956kW) NE 74<br>Ch. de l'Atlantique<br>Fuel 98,5t (d.o.) |
| **7510717**<br>*P3MM3*<br>708764<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TRENT**<br>ex Dascalos D-91 ex Monagas-89<br>**Lynx Navigation Co. Ltd.**<br>Seascot Shiptrading Ltd.<br>Limassol Cyprus | T.Mk<br>**6 247**<br>3 369<br>9 920<br>**9 479**<br>6 067<br>12 831 | HR (AB) | **1978** Brodogradiliste "Split"—Split (280)<br>158,10 (BB) 21,85 8,121/9,321<br>148,01 21,81 12,27<br>F 11,3 2 dks, 3rd dk in holds 3 & 4<br>rf nil | **M General Cargo**<br>Ref<br>5 Ho 18,9 19,5 25,4 2,9DTp&s 25,4 ER<br>9,7 8 TwD 18,9 19,5 25,4 26,2<br>25,4 26,9 8,9 10,6<br>G.19 114 B.15 659 In.1 303<br>TEU 96 C. 96/20'<br>6 Ha (stl) (10,5 × 5,0) (12,7 18,7 18,7 ×<br>8,0) ER (2,9 2,9 × 5,7)<br>Cr 2(12,5) Der 1(100) 12(10) | MAN<br>Oil 2SA 6Cy. 780 × 1550<br>10 202kW (13 870bhp)<br>Tvornica Dizel Motora "Split"<br>Gen 3 × 680kW<br>Controllable pitch propeller |
| **6368040**<br><br>162863 | **TRENT**<br><br>**N. E. Murray**<br>Grimsby United Kingdom | **135**<br>92 | | **1931** R. Dunston Ltd.—Thorne<br>33,53 6,13 2,286<br>6,08<br>1 dk<br>R | **M General Cargo**<br><br>1 Ho 16,4 ER<br><br>2 Ha (7,0 5,5 × 3,6) ER<br>1W Der 1(1) | Gardner<br>Oil 4SA 8Cy. 135 × 195<br>152bhp (112kW) E made50<br>L. Gardner & Sons Ltd.<br>Fuel 1,0t (d.o.) |

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| **TRENTON**<br>ex Trentonia-84<br>**Rashid Establishment**<br>Bahrain | **604**<br>301<br>837 | GL<br>✠Classed LR until 15/2/85 | **1964**-11 Goole SB. & Repairing Co. Ltd.—Goole (547)<br>54,03 9,10 3,353<br>49,23 9,00 3,66<br>P 13,8 RQD 16,8 F 4,3 1 dk<br>rf 51 | **M General Cargo**<br>2 Ho 13,9 15,6 ER<br>G.1 098 B.1 062<br>2 Ha (stl) (10,5 11,1 × 5,1) ER | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 12kW 240V 50Hz a.c.<br>Fuel 27,5t (d.o.) 10,5kn |
| **TREPANG**<br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.) | *303*<br>*90*<br>89 | RS | **1984** Stocznia "Ustka"—Ustka (B275/03)<br>26,37 3,285<br>8,01 4,02<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | Sulzer 6AL20/24<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>750bhp (552kW)<br>H. Cegielski Poznan |
| **TRES**<br>**Pomeroy Enterprises Inc.**<br>Tampa, Fl United States of America | **101**<br>68<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A.<br>Fuel (d.o.) |
| **TRES CARABELAS**<br>**Jaime Rodriguez Camacho**<br>Gijon Spain | **253**<br>92<br>200 | BV | **1977** Ast. Ojeda y Aniceto S.A.—Aviles (27)<br>36,86 7,88 3,798<br>32,01 7,82 3,87<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Caterpillar D399SCAC<br>Vee Oil 4SA 16Cy. 159 × 203<br>1 250bhp (919kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11,5kn |
| **TRES DE AGOSTO**<br>**Mariscos Rodriguez S.A.**<br>Huelva Spain | *403*<br>*121*<br>— | BV | **1988** Ast. de Huelva S.A.—Huelva (387)<br>36,60 3,350<br>31,02 8,41 5,77<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.260 | Caterpillar 3512TA<br>Vee Oil 4SA 12Cy. 170 × 190 with clutches & sr reverse geared to sc. shaft<br>780kW (1 060bhp)<br>Caterpillar Inc. Peoria, Illinois |
| **TRESCAO**<br>**Compagnie Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Concarneau France | **1 145**<br>508<br>1 237 | BV | **1981** At. & Ch. de la Manche—Dieppe (1296)<br>70,52 (BB) 13,31 5,987<br>61,52 12,81 6,18<br>P 26,9 B 24,4 F 15,6 2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>In.1 250 | Deutz<br>Oil 4SA 8Cy. 370 × 400 with flexible couplings & sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 880kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 426,5t (d.o.)-12,0pd 16kn |
| **TRESFJORD**<br>**More og Romsdal Fylkesbatar**<br>Molde Norway | *3 423*<br>*1 285*<br>200 | NV (Class cont.) | **1991** Eide Contracting A/S.—Hoylandsbygd. ((39))<br>96,95 (BB) 15,50 4,250<br>79,20 15,00 | **M RoRo Cargo/Ferry**<br>Bow door<br>Stern door<br>Cars 155 | Normo BRM-6<br>500dk P Oil 4SA 6Cy. 320 × 360 geared to sc. shaft<br>2 329kW (3 166bhp)<br>BMV Bergen Diesel A/S Bergen<br>Gen 2 × 2280kW a.c.<br>15kn |
| **TREVIGNON II**<br>**Compagnie Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Concarneau France | **1 146**<br>508<br>1 610 | BV | **1980** At. & Ch. de la Manche—Dieppe (1288)<br>69,02 6,500<br>61,52 12,81<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>1 Ho ER<br>In.1 250 | Deutz RSBV8M540<br>Oil 4SA 8Cy. 370 × 400 reduction geared to sc. shaft<br>4 400bhp (3 236kW)<br>Kloeckner Humboldt Deutz Koeln |
| **TREVOZHNYY**<br>**Dalryba**<br>(Okhotsk) (U.S.S.R.) | **169**<br>39<br>112 | RS | **1970** .............U.S.S.R.<br>33,91 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.114<br>1 Ha (stl) (1,6 × 1,3)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **TREY B**<br>**Earl B. Branch Sr.**<br>Galveston, Tx United States of America | **122**<br>83<br>— | | **1971** Davis Shipbuilding—Freeport, Tx<br>*20,76* 6,71<br>3,69 | **M Fishing** | Oil<br>400bhp (294kW)<br>.............<br>Fuel (d.o.) |
| **TREZIEN**<br>**Armement Cooperatif Finisterien (A.C.F.)**<br>Douarnenez France | **268**<br>89<br>386 | BV | **1974** Ch. Normands Reunis—Courseulles-sur-Mer (34)<br>38,00 3,080<br>33,81 8,13 3,89<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>G.220<br>3 Ha (each 1,0 × 1,0) ER | MaK 8M282AK<br>Oil 4SA 8Cy. 240 × 280<br>1 250bhp (919kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 82,0t (d.o.) 13,25kn |
| **TRHES**<br>**Remolques Unidos S.A.**<br>Santander Spain | **166**<br>82<br>146 | (BV) | **1977** Ast. de Santander S.A.—Santander (129)<br>25,30 8,26 3,201<br>23,12 8,01 3,92<br>1 dk | **M Tug** | Waukesha L5792DSIM<br>Vee Oil 4SA 12Cy. 216 × 216 geared to sc. shaft<br>Waukesha Engine Div. Dresser Industries Inc. Waukesha, Wi |
| **TRI AN**<br>ex Pereslavl-Zalesskiy<br>**Vietnam Ocean Shipping Co. (VOSCO)**<br>Haiphong Vietnam | **3 224**<br>1 560<br>4 150 | (RS) | **1963** VEB Schiffswerft "Neptun"—Rostock (202)<br>105,85 14,61 6,554<br>95,71 14,53 8,03<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 248 B.5 767<br>4 Ha (stl) (6,9 8,7 8,7 × 9,9) ER (8,7 × 9,9)<br>8W Der 6(3) 2(2,5) | MAN K6Z57/80-A<br>Oil 2SA 6Cy. 570 × 800<br>2 391kW (3 251bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (d.o.) 12kn |
| **TRI SAMUDRA**<br>ex Northern Navigator-91<br>ex Keizan Maru-89<br>**P.T. Humpuss Divisi LNG**<br>Jakarta Indonesia | **971**<br>595<br>2 135 | NV | **1977** Sasaki Zosen K.K.—Kinoe (312)<br>72,42 4,718<br>72,22 12,01 5,36<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka AH36R<br>Oil 4SA 6Cy. 360 × 540<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 86kW 445V 60Hz a.c. |
| **TRI-SKY**<br>ex Tranevaag-91 ex Tjaerevaag-91<br>ex Mathilde-85<br>**Farsund Bulk Line AS**<br>Farsund Norway (NIS) | **411**<br>280<br>1 068 | –<br>BV | **1965** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (545)<br>61,17 10,55 3,861<br>56,32 10,49 6,10<br>F 7,4 1 dk & S dk | **M General Cargo**<br>Ice strengthened<br>2 Ho each 19,5 ER<br>G.2 138 B.1 926<br>2 Ha (each 15,3 × 7,4) ER | OSD Deutz<br>Oil 4SA 6Cy. 320 × 450<br>441kW (600bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 16kW 1 × 6kW 115V d.c.<br>Fuel 30,5t (d.o.) 11,5kn |
| **TRIA**<br>ex Helgoland-66<br>**Maritime & Commercial Co. Argonaftis S.A.**<br>Piraeus Greece | **131**<br>44<br>— | (GL) | **1940** Schulte & Bruns—Emden (139)<br>6,51 2,490<br>26,07 3,89<br>1 dk<br>R | **M Tug** | MWM<br>Oil 4SA 6Cy. 320 × 480 NE 57<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 16kW 220V d.c.<br>Fuel (d.o.) |
| **TRIA ADELPHIA**<br>**Limnos Naftiki Eteria**<br>Piraeus Greece | *407*<br>*122*<br>250 | | **1988** "Naus" Shipyard Philippou Bros. S.A. —Perama (152)<br>2,983<br>31,70 9,30 4,54<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.290 | Caterpillar 3512TA<br>Vee Oil 4SA 12Cy. 170 × 190 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>662kW (900bhp)<br>Caterpillar Tractor Co. U.S.A. |
| **TRIA ALPHA**<br>ex Rajaan-91 ex Aramis-81<br>**Comfort Marine S.A.**<br>Interunity Management Corp. S.A.<br>Panama Panama | **8 633**<br>5 856<br>15 175 | (AB) | **1970** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2180)<br>142,27 (BB) 19,84 9,037<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.21 492 B.19 142<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 289,5t (hvf) 14,5kn |

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| **7649776**<br>*9MAZ8*<br>326049<br>Df Esd Gc<br>Rdr Rt | **TRIA I**<br>ex Kyoritsu Maru-89<br>**J & C Trading Sendirian Berhad**<br>Port Kelang Malaysia | **495**<br>324<br>1 374 | NK | **1971** Murakami Hide Zosen K.K.—Hakata (87)<br>64,05 3,744<br>60,00 11,00 5,85<br>2dks | **M General Cargo**<br>G.2 282 B.1 662<br>1 Ha (33,9 × 7,4) ER | Makita<br>Oil 4SA 6Cy. 330 × 500<br>1 030kW (1 400bhp)<br>Makita Corporation<br>Gen 2 × 29,6kW a.c. |
| **7304819**<br>*9YBC*<br>Df Esd Rdr<br>RTm/h/v | **TRIADA FILIA**<br>ex Chronis K-91 ex Andreas-90<br>ex Ida G-88 ex Igag-84<br>ex Marag Signe-83<br>ex Signe Danielsen-80<br>ex Peter Theilgaard-78<br>ex Manchester Shipper-75<br>ex Peter Theilgaard-74<br>**Sunrise Shipping Co.**<br>Port of Spain Trinidad & Tobago | T.Mk<br>**1 336**<br>1 019<br>1 309 | BV HR (RI) | **1973** N.V. Bodewes Schps.—Martenshoek (516)<br>73,92 11,84 3,822<br>66,48 11,79 6,79<br>P 14,7 F 10,7 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 47,4 ER<br>G.3 260 B.2 985<br>2 Ha (stl) (21,8 12,5 × 6,1) ER<br>3W Der 3(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>809kW (1 100bhp)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 44kW 220/380V a.c.<br>Fuel 135,0t (d.o.) |
| **6411524**<br>*SW6643*<br>9680<br>Df Esd Gc<br>Rdr Rt | **TRIAENA**<br>ex Kate-90 ex Agios Panteleimon-88<br>ex Pilion-86 ex Christian Matthiesen-77<br>**Coastline Shipping Co.**<br>Piraeus Greece | **992**<br>696<br>1 875 | BV (GL) | **1964** Schiffsw. Hugo Peters—Wewelsfleth (522)<br>71,60 11,26 4,890<br>64,10 11,20 5,68<br>P 12,8 F 7,7 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 46,7 ER<br>G.2 421 B.2 207<br>4 Ha (w) (each 8,9 × 6,0) ER<br>4W Der 4(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Fuel 90,0t (d.o.) |
| **7050133**<br>*WP8558*<br>514692 | **TRIANGLE I**<br>ex Capt. Gould ex State Line-77<br>**Fisherman's Wharf Fillet Inc.**<br>United States of America | **149**<br>89<br>— | | **1968** Atlantic Marine Inc.—Fort George Island, Fl<br>*22,86* 7,32<br>... ... | **M Fishing** | Oil<br>425bhp (313kW)<br>..............<br>Fuel (d.o.) |
| **6815316**<br>323038<br>Df Esd Pfd<br>RdrRTm | **TRIANO**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **330**<br>116<br>152 | ✠Classed LR until 15/3/84 | **1968**-6 Canadian Vickers Shipyards Ltd. (G. T. Davie Div.)—Lauzon, PQ (99)<br>39,98 8,03<br>35,06 7,93 4,35<br>P 2,5 F 6,1 1 dk<br>rf 1067 BK 229 conv Side Trawler Fishing 87 | **M Fishing**<br>Shellfish<br>Ice strengthened<br>1 Ho 9,9 ER<br>In.220<br>2 Ha (stl) (each 1,6 × 1,0) ER<br>Der 1(2) | Alpha<br>Oil 2SA 6Cy. 310 × 490<br>750bhp (552kW)<br>Alpha-Diesel A/S<br>Gen 2 × 50kW 230V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **8402905**<br>*UBNB*<br>M-41748<br>Df Esd Gc<br>Rdr RTv | **TRIAS**<br>**Soyuzmorinzhgeologiya**<br>(Korsakov) (U.S.S.R.)<br>SatCom: 1400601/UBNB | *2 574*<br>*772*<br>1 100 | RS | **1984** Fukushima Zosen Ltd.—Matsue (316)<br>71,40 16,00 4,500<br>63,78 - 7,00<br>1 dk | **TM Research**<br>Geophysical | Fuji<br>2 Oil 4SA each 6Cy. 275 × 320<br>2 060kW (2 801bhp)<br>Fuji Diesel Co. Ltd.<br>Gen 3 × 500kW a.c. 1 × 200kW<br>2 Controllable pitch propellers |
| **7205867**<br>*P3IW2*<br>708264<br>Df Esd Gc<br>Rdr RTm/h/v | **TRIAS UNITY**<br>ex Fratzis-87 ex Thonon-84<br>ex Eric Vieljeux-79<br>**Giroscope Shipping Co. Ltd.**<br>Athinais Compania Maritima S.A.<br>Limassol Cyprus | T.Mk<br>**7 879**<br>3 512<br>10 303<br>**12 458**<br>6 385<br>16 000 | GL (BV) | **1972** Ch. Nav. de La Ciotat—La Ciotat (292)<br>171,00 23,86 7,671/9,700<br>158,02 23,80 12,53<br>2 dks<br>rf 30 | **M General Cargo**<br>Ref<br>4 Ho 27,7 21,3 21,5 22,7 ER<br>10,5DTp&s 5 TwD<br>G.22 595 B.21 325 In.143 L.411<br>TEU 389<br>C.Ho 177/20' (40') C.Dk 212/20' (40')<br>5 Ha (stl) (14,9 14,9 14,9 14,9 × 6,3) ER<br>(4,9 × 10,0)<br>6 Wing Ha (stl) (12,4p&s 14,9p&s 14,9p&s × 5,3) ER<br>17W Cr 1(5) Der 1(80) 3(20) 8(15) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Cie. de Const. Mec. Sulzer (CCM Su<br>Gen 3 × 780kW 450V 60Hz a.c.<br>Fuel 238,5t (d.o.) 423,0t (hvf)-54,0pd |
| **7355325**<br>*5BRX*<br>707444<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TRIBELS**<br>ex Trifels-80 ex Aristogenis-75<br>**Oceanlife Marine Ltd.**<br>Sea Traders S.A.<br>Limassol Cyprus | T.Mk<br>**7 196**<br>4 163<br>14 428<br>**11 673**<br>6 928<br>18 565 | GL<br>✠Classed LR until 17/10/75 | **1974**-2 Nipponkai Heavy Ind. Co. Ltd.—Toyama (170)<br>147,71 (BB) 22,94 6,130/9,634<br>140,01 22,86 13,01<br>P 29,6 F 11,3 2 dks<br>rf 51 conv General Cargo 75 | **M General Cargo**<br>Heavy-load<br>Str. ore cargoes<br>4 Ho 23,3 26,6 25,1 25,1 4 TwD<br>G.24 982 B.23 234<br>7 Ha (stl) (14,0 15,7p&s 15,7p&s 15,7p&s × 6,9) ER<br>Cr 2(5) Der 2(320) 10(10) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 1 104,5t (hvf) |
| **6512225**<br>*VWYT*<br>1184<br>Esd Gc Rdr<br>RTm/v | **TRIBENI**<br>**Calcutta Port Trust**<br>Calcutta India | **918**<br>216<br>308 | IRS<br>✠Classed LR until 27/10/78 | **1965**-7 Henry Robb Ltd.—Leith (493)<br>61,12 (BB) 10,77 3,582<br>53,35 10,67 5,19<br>F 12,8 1 dk<br>RW rf 457 | **TS Research**<br>Survey | C 4Cy. (2) 240 & (2) 520 x 520<br>1 430ihp (1 052kW)<br>Christiansen & Meyer<br>Gen 3 × 85kW 220V d.c.<br>Fuel 152,5t (o.f.) |
| **7917850**<br>*GBVL*<br>390847<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TRIBULUS**<br>**Shell Tankers (U.K.) Ltd.**<br>Douglas Isle of Man (British) | *68 619*<br>*42 948*<br>127 907<br>T/cm<br>90,2 | ✠100A1 SS 7/90<br>bulk carrier<br>strengthened for heavy cargoes, hold Nos. 2, 4, 6 & 8 may be empty<br>✠LMC UMS<br>EL V† 715,0/95,0U3(a)<br>FN 16173 | **1981**-3 Hyundai Heavy Industries Co. Ltd.—Ulsan (142)<br>264,52 40,87 16,744<br>254,21 40,81 22,81<br>F 16,5 1 dk<br>rf nil DK in way of Nos. 1-9 holds | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 22,1 22,4 22,4 22,4 22,4 22,4 22,4 22,4 22,4 ER<br>G.147 486 B.140 111<br>9 Ha (stl) (each 16,0 × 19,7) ER | B&W<br>Oil 2SA 6Cy. 800 × 1950<br>18 400bhp (13 534kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 8,5kgf/cm² (8,4bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 264,0t (d.o.) 4 100,0t (hvf) |
| **8404874**<br>*ELEH5*<br>7690<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TRIBUNO**<br>**Empire Blue Shipping Corp.**<br>Maruba S.C.A. Empresa de Navegacion Maritima<br>Monrovia Liberia<br>SatCom: 1240163/TRIB | *23 609*<br>*14 104*<br>38 476<br>T/cm<br>46,1 | ✠100A1 SS 1/89<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 1, 3, 5 & 7 holds or Nos. 2, 4 & 6 holds or Nos. 1, 4 & 7 holds or Nos. 2 & 6 holds may be empty<br>Ice Class 3<br>✠LMC UMS<br>EL J† 605,0/76,0U2<br>FN 8149 | **1985**-1 "Georgi Dimitrov" Shipyard—Varna (077)<br>198,56 (BB) 27,87 11,199<br>187,71 27,81 15,60<br>P 30,5 F 17,1 1 dk<br>rf nil | **M Bulk Carrier**<br>Steel Hatch Covers (no fixed fire extinguishing system in cargo holds) pt higher tensile steel<br>7 Ho 22,7 20,1 19,2 19,5 19,5 19,5 19,5 ER<br>G.46 066<br>7 Ha (stl) (12,8 × 11,2) (12,8 12,8 12,8 12,8 12,8 12,8 × 12,5) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW)<br>H. Cegielski<br>AuxB (o.f.) 6,9kgf/cm² (6,8bar)<br>e(ex.g) 6,9kgf/cm² (6,8bar)<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 350,0t (d.o.) 1 749,5t (hvf) |
| **8916906**<br>*CUMB* | **TRICANA DE AVEIRO**<br>**Pescarias Beira Litoral S.a.r.l.**<br>Aveiro Portugal | **130**<br>—<br>73 | | **1991** Est. Sao Jacinto S.a.r.L.—Aveiro (181)<br>24,00 7,43 2,943<br>20,97 3,50<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Cummins<br>Vee Oil 4SA 12Cy. 159 × 159<br>shaft<br>441kW (600bhp)<br>Cummins Engine Co. Ltd.<br>Controllable pitch propeller |
| **8207408**<br>*OVYC2*<br>D-12842<br>Rdr Rt | **TRICOLOR GATE**<br>ex Saigon Gate-91<br>ex Svendborg Gate-90<br>ex Admiral Most-89 ex Agnete Dania-87<br>**Partrederiet af 28.12.1981**<br>Svendborg Enterprise A/S<br>Svendborg Denmark (DIS) | T.Mk<br>**499**<br>303<br>1 702 | BV | **1983** Carl B. Hoffmanns Maskinfabrik—Esbjerg (48)<br>77,63 13,42 3,682<br>71,61 7,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 22,8 20,4 ER<br>G.3 695 B.3 673<br>TEU 150<br>C. Ho 84/20' (40') C. Dk 66/20' (40') incl. 24 ref C.<br>1 Ha (stl) (43,2 × 10,2) ER<br>Cr 2(25-50) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Fuel 180,0t (d.o.)-4,5pd |

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| **TRICOLOR STAR II**<br>ex Coringle Bay-91 ex Tiger Sea-90<br>ex Carola R-89<br>**Orlanda Reederei G.m.b.H.**<br>St. John's Antigua & Barbuda | *2 610*<br>*1 186*<br>2 925 | GL | **1988** Detlef Hegemann Rolandwerft G.m.b.H. & Co. KG.—Berne (140)<br>86,72 4,601<br>82,76 13,01 6,66<br>P 17,4 F 7,5 1 dk | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho ER<br>G.4 755<br>TEU 153 C. 153/20'<br>1 Ha (stl) (55,9 × 10,2) ER<br>Cr 2(25) | Alpha 8L28/32<br>Oil 4SA 8Cy. 280 × 320 reduction geared to sc. shaft<br>1 680kW (2 284bhp)<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 1 × 269kW 1 × 190kW 1 × 83kW 220/380V a.c.<br>Controllable pitch propeller<br>11,8kn |
| **TRICULA**<br>**Shell Tankers (U.K.) Ltd.**<br>Douglas Isle of Man (British) | *68 619*<br>*42 948*<br>127 907<br>T/cm<br>90,2 | ✠**100A1** SS 3/91<br>bulk carrier<br>strengthened for heavy cargoes, hold Nos. 2, 4, 6 & 8 may be empty<br>✠**LMC** **UMS**<br>EL V† 715,0/95,0U3(a)<br>FN 16173 | **1981**-5 Hyundai Heavy Industries Co. Ltd.—Ulsan (143)<br>264,52 40,87 16,744<br>254,21 40,81 22,81<br>F 16,5 1 dk<br>rf nil DK in way of Nos. 1-9 holds | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 22,1 22,4 22,4 22,4 22,4 22,4 22,4 22,4 22,4 ER<br>G.147 486 B.140 111<br>9 Ha (stl) (each 16,0 × 19,7) ER | B&W 6L80GFCA<br>Oil 2SA 6Cy. 800 × 1950<br>18 400bhp (13 534kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8,5kgf/cm² (8,4bar)<br>e(ex.g) 11kgf/cm² (10,8bar) Spt 8kgf/cm² (7,9bar)<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 264,0t (d.o.) 4 100,0t (hvf) 14,5kn |
| **TRIDANKA**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | *268*<br>*80*<br>97 | RS | **1985** ..............U.S.S.R.<br>34,30 7,85 2,850<br>30,05 - 3,70<br>1 dk | **M Fishing**<br>Tuna<br>Ice strengthened | S.K.L. 8VD36/24A-1<br>Oil 4SA 8Cy. 240 × 360<br>428kW (582bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller |
| **TRIDAYA BARUNA I**<br>**P.T. Perusahaan Pelayaran Nasional Tasikmadu (Tasikmadu Shipping Company Ltd.)**<br>Jakarta Indonesia | **113**<br>8<br>— | KI (AB) | **1978** Sing Koon Seng (Pte.) Ltd.—Singapore (422)<br>20,30 6,51 3,20<br>1 dk | **TM Tug** | Caterpillar 3408TA<br>2 Vee Oil 4SA each 8Cy. 137 × 152<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 22kW 440V 50Hz a.c.<br>9,5kn |
| **TRIDAYA BARUNA IV**<br>**P.T. Perusahaan Pelayaran Nasional Tasikmadu (Tasikmadu Shipping Company Ltd.)**<br>Jakarta Indonesia | **115**<br>58<br>— | KI | **1978** Swiftships Inc.—Morgan City, La (0210)<br>30,48 - 1,257<br>- 6,58 2,89<br>1 dk | **TrM Crewboat** | General Motors 12V-71-TI<br>3 Vee Oil 2SA each 12Cy. 108 × 127<br>1 125kW (1 529bhp)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 1 × 60kW 48V a.c. |
| **TRIDAYA BARUNA V**<br>ex Borneo Gulf-78<br>**P.T. Perusahaan Pelayaran Nasional Tasikmadu (Tasikmadu Shipping Company Ltd.)**<br>Jakarta Indonesia | **100**<br>20<br>— | AB | **1976** Asia Pacific Shpyd (Pte) Ltd.—Singapore (AP246)<br>3,193<br>21,34 6,25 3,36<br>1 dk | **TM Tug** | General Motors 12V-71-N<br>2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 2 × 22kW a.c.<br>10kn |
| **TRIDAYA BARUNA VII**<br>ex Pacific Gulf-78<br>**P.T. Perusahaan Pelayaran Nasional Tasikmadu (Tasikmadu Shipping Company Ltd.)**<br>Jakarta Indonesia | **100**<br>17<br>90 | AB | **1977** Gulf Pacific Shipyard (Pte.) Ltd.—Singapore (135)<br>21,34 6,28 3,193<br>20,12 6,25 3,36<br>1 dk | **M Tug** | Caterpillar 3406TA<br>2 Oil 4SA each 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 24kW a.c.<br>10,5kn |
| **TRIDAYA BARUNA 11**<br>**P.T. Perusahaan Pelayaran Nasional Tasikmadu (Tasikmadu Shipping Company Ltd.)**<br>Jakarta Indonesia | **117**<br>24<br>— | KI (AB) | **1982** Green Bay Marine (Pty.) Ltd.—Singapore (P27)<br>21,60 - 2,250<br>20,55 6,89 2,70<br>1 dk<br>rf 450 | **TM Tug** | Caterpillar 3412PCTA<br>2 Vee Oil 4SA each 12Cy. 137 × 152 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 30kW a.c.<br>9,5kn |
| **TRIDAYA BARUNA 12**<br>**P.T. Perusahaan Pelayaran Nasional Tasikmadu (Tasikmadu Shipping Company Ltd.)**<br>Jakarta Indonesia | **117**<br>24<br>— | KI (AB) | **1982** Green Bay Marine (Pty.) Ltd.—Singapore (P28)<br>21,60 - 2,250<br>20,55 6,89 2,70<br>1 dk<br>rf 450 | **TM Tug** | Caterpillar 3412PCTA<br>2 Vee Oil 4SA each 12Cy. 137 × 152 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 30kW<br>9,5kn |
| **TRIDAYA BARUNA 15**<br>**P.T. Perusahaan Pelayaran Nasional Tasikmadu (Tasikmadu Shipping Company Ltd.)**<br>Jakarta Indonesia | **140**<br>5<br>116 | AB KI | **1982** Heng Huat Shipbuilding & Const. (Pte.) Ltd.—Singapore (T5)<br>2,700<br>23,50 7,51 3,13<br>1 dk<br>rf 279 | **TM Tug** | Yanmar S165L-ST<br>2 Oil 4SA each 6Cy. 165 × 210 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 2 × 22kW<br>9kn |
| **TRIDAYA BARUNA 16**<br>**P.T. Perusahaan Pelayaran Nasional Tasikmadu (Tasikmadu Shipping Company Ltd.)**<br>Jakarta Indonesia | **120**<br>9<br>— | KI (GL) | **1983** Green Bay Marine (Pty.) Ltd.—Singapore (P30)<br>23,90 7,19 2,201<br>22,41 7,17 2,80<br>1 dk | **TM Tug** | Caterpillar 3412PCTA<br>2 Vee Oil 4SA each 12Cy. 137 × 152 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **TRIDENS**<br>**Government of The Kingdom of The Netherlands (Ministrie van Landbouw en Visserij)**<br>'s Gravenhage Netherlands<br>SatCom: 1300345 | **2 199**<br>659<br>600 | ✠**100A1**<br>Ice Class 1D<br>✠**LMC** **UMS**<br>EL P 440,0/36,0U2<br>FN 1381 | **1990**-3 B.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (653)<br>73,54 (BB) 14,08 4,600<br>64,02 13,86 7,70<br>B & F 42,7 2 dks<br>rf - | **TM Research/Fishing**<br>Stern Trawler Beam-trawl Seiner Ref Hydrographic | Deutz SBV8M628<br>2 Oil 4SA each 8Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shafts<br>3 200kW (4 350bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 625kW 2 × 530kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller<br>14kn |
| **TRIDENS I**<br>ex Tridens-90<br>**G. Boon Survey en Charter**<br>Den Helder Netherlands | **720**<br>196<br>— | | **1967** Sleephelling Mij. "Scheveningen" N.V.—Scheveningen (206)<br>61,02 10,22 4,001<br>53,12 9,81 7,01<br>2 dks | **M Research/Fishing** CSD | Bolnes<br>Oil 4SA 16Cy. 190 × 350<br>1 800bhp (1 324kW)<br>"Bolnes" Motorenfabriek N.V. Krimpen a/d Lek<br>Thw. thrust propeller fwd |
| **TRIDENT**<br>ex FS 206<br>**Mystic Way Inc.**<br>Seattle, Wa United States of America | **766**<br>626<br>213 | (AB) | **1944** Higgins Industries Inc.—New Orleans, La (72)<br>54,82 9,91 3,290<br>50,68 9,76 4,35<br>B & F 37,8 1 dk<br>rf 152 | **TM Research**<br>Survey<br>1 Ho 11,8 ER<br>1 Ha (2,1 × 2,7) ER<br>Cr 1(2) Der 2(2) | General Motors<br>2 Oil 2SA each 6Cy. 222 × 267 sr & reverse geared to sc. shafts<br>1 000bhp (736kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 100kW 120/220V d.c.<br>Fuel (d.o.) |
| **TRIDENT**<br>ex Steve W-80 ex Gay Moran-61<br>ex Dauntless No. 16-55<br>**R. J. Casho Marine Towing Corp.**<br>Philadelphia, Pa United States of America | **145**<br>99<br>— | (AB) | **1944** Allen Boat Co.—Harvey, La (84)<br>27,13 7,07<br>24,67 7,01 3,15<br>1 dk<br>BK 64 | **M Tug** | Enterprise<br>Oil 4SA 6Cy. 405 × 510<br>E made50 fitted54<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 60,0t |
| **TRIDENT AURORA**<br>**A. Raptis & Sons Pty. Ltd.**<br>*Cairns, Queensland* Australia | **270**<br>83<br>173 | NV (AB) | **1973** Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (95)<br>29,88 7,75 3,048<br>26,22 7,73 3,66<br>1 dk | **M Fishing**<br>Side Trawler | Callesen 5-427-EOT<br>Oil 4SA 5Cy. 270 × 400<br>575bhp (423kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Gen 1 × 114kW 1 × 72kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 74,0t (d.o.) 10kn |

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| **5341655**<br>*9H2340*<br>1455<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **TRIDENT CAPE**<br>ex Knut Constructor-86<br>ex Cape Constructor-82<br>ex Constructor-81 ex Storesund-74<br>Valletta Malta | T.Mk<br>**654**<br>157<br>300<br>**1 459**<br>1 019<br>1 080 | GL | **1958** Hoellen Skibsverft—Hoellen (128)<br>73,21 14,99 —/4,363<br>69,58 8,98 7,62<br>2 dks<br>rf nil len 74<br>conv General Cargo 74 | **M Work/Construction Crane Ship**<br>Diving Support<br>Moonpool<br>Mchy.aft<br>G.270 B.210<br>2W Cr 1(5) Der 1(50) | MaK<br>Oil 4SA 8Cy. 290 × 420 reduction<br>shaft<br>559kW (760bhp)<br>Maschinenbau Kiel A.G.<br>Gen 1 × 230kW 1 × 220kW<br>220/440V 60Hz a.c. 2 × 55kW<br>220/400V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 40,5t (d.o.)-3,0pd |
| **8205694**<br>*FUFF*<br>Df Esd Gc<br>Rdr Rt | **TRIDENT III**<br>ex Trident-86 ex Venture 84-83<br>**Emeraude Lines S.A.**<br>St. Malo France | **252**<br>132<br>— | BV (NV) | **1982** Westamarin A/S—Mandal (84)<br>29,21 9,25 1,491<br>27,34 9,02 3,15<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull —dk P<br>Mchy.aft | AGO<br>2 Vee Oil 4SA each 12Cy. 195 × 18<br>clutches, flexible couplings & sr<br>to sc. shafts<br>2 648kW (3 600bhp)<br>Soc. Alsacienne de Const. Mec. de<br>Mulhouse (S.A.C.M.)<br>Gen 2 × 32kW 220V 50Hz a.c. |
| **8300597**<br>*SZNU*<br>9071<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TRIDENT MARINER**<br>**Continental Commercial Enterprises Inc.**<br>Piraeus Greece | *17 210*<br>*10 759*<br>28 503<br>T/cm<br>36,8 | AB | **1984** Mitsubishi Heavy Industries Ltd.—Kobe (1136)<br>179,91 (BB) 10,502<br>170,90 22,97 14,51<br>P 42,4 F 12,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.38 637 B.32 939<br>TEU 432 C. 432/20'<br>5 Ha (stl) (12,8 19,2 12,8 19,2 19,2 × 10,8) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 7Cy. 560 × 1150<br>10 500bhp (7 723kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 530kW 450V 60Hz a.c. |
| **7396379**<br>*FGIY*<br>736465<br>Esd Rdr Rt | **TRIDENT V**<br>ex Trident 5-90 ex Vingtor-90<br>**Emeraude Lines S.A.**<br>St. Malo France | **251**<br>149<br>— | BV NV | **1974** Westermoen Hydrofoil A/S—Mandal (36)<br>29,13 9,02<br>- 9,00 -<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 180dk P<br>Mchy.aft | AGO<br>2 Vee Oil 4SA each 12Cy. 195 × 18<br>2 648kW (3 600bhp)<br>Soc. Alsacienne de Const. Mec. (S.A<br>Gen 2 × 20kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **8022975**<br>Rdr Rt | **TRIDENT VI**<br>ex Azur Express-90<br>ex Alisur Amarillo-88<br>**Emeraude Lines S.A.**<br>Fort de France Martinique (French) | **289**<br>164<br>50 | BV (NV) | **1981** Westamarin A/S—Mandal (79)<br>30,00 9,05 1,450<br>27,12 3,13<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 180dk P<br>Mchy.aft | AGO<br>2 Vee Oil 4SA each 12Cy. 195 × 18<br>clutches, flexible couplings & reve<br>geared to sc. shafts<br>3 600bhp (2 648kW)<br>Soc. Alsacienne de Const. Mec. de<br>Mulhouse (S.A.C.M.) |
| **8022999**<br>*FHHO* | **TRIDENT 4**<br>ex Celestina-87<br>**Emeraude Lines S.A.**<br>St. Malo France | **247**<br>165<br>50 | BV (RI) | **1981** Westamarin A/S—Alta (81)<br>29,06 9,02 2,890<br>27,13 9,01 3,18<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull —dk P | AGO<br>2 Vee Oil 4SA each 12Cy. 195 × 1<br>3 600bhp (2 648kW)<br>Soc. Alsacienne de Const. Mec. de<br>Mulhouse (S.A.C.M.) |
| **7805253**<br>*FQHF*<br>Gc Rdr Rt | **TRIDENT 7**<br>ex Siken-91 ex Tumleren-84<br>**Societe Sofinabail**<br>Emeraude Lines S.A.<br>St. Malo France | **234**<br>121<br>30 | NV | **1979** Westermoen Hydrofoil A/S—Mandal (68)<br>30,00 9,05 1,420<br>27,77 3,13<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 180dk P<br>Mchy.aft | AGO<br>2 Vee Oil 4SA each 12Cy. 195 × 1<br>3 600bhp (2 648kW)<br>Soc. Alsacienne de Const. Mec. (S.A<br>Gen 2 × 36kW 220V 50Hz a.c. |
| **8729511** | **TRIDENTE**<br>**Government of The Federative Republic of Brazil (Ministerio da Marinha do Brasil)**<br>Rio de Janeiro Brazil | **802**<br>—<br>— | (AB) | **1987** Estaleiros Amazonia S.A. "Estanave"<br>—Manaus<br>- -<br>55,40 11,60 4,60<br>1 dk | **M Tug** | Alpha<br>2 Vee Oil 4SA each 8Cy. 225 × 30<br>geared to sc. shaft<br>B&W Alpha Diesel Div. of B&W Die<br>Gen 2 × 160kW a.c. |
| **7517363**<br>*UPEW*<br>M-33532<br>Df Esd Gc<br>Rdr Rt | **TRIDTSATILETIYE POBEDY**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>Also known as 30 LETIYE POBEDY | T.Mk<br>**4 023**<br>1 654<br>—<br>**5 893**<br>2 803<br>8 264 | RS | **1975** "A. Zhdanov" SB. Yard—Leningrad<br>129,98 (BB) 17,84 7,840<br>120,99 17,81 9,81<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,1 16,1 17,5 17,5 ER 11,9<br>5 TwD<br>G.11 155 B.10 120<br>5 Ha (stl) (8,3 × 7,0) (11,2 11,2 11,2 × 9,9) ER (8,3 × 7,0)<br>4W Cr 3(8) Der 1(40) 4(5) | B&W<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works<br>Gen 2 × 300kW 1 × 200kW 1<br>Fuel 239,5t (d.o.) 363,5t (hvf)-17,5 |
| **7517349**<br>*EVBZ*<br>M-33714<br>Df Esd Gc<br>Rdr Rt | **TRIDTSATILETIYE POBEDY**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.)<br>Also known as 30 LETIYE POBEDY | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1975** ............U.S.S.R.<br>83,93 14,03 5,720<br>10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 In.1 765 L.14<br>3 Ha (1,9 × 1,9) (2,5 × 2,5) (1,9 × 1,9)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Controllable pitch propeller |
| **5299254**<br>*SV3030*<br>5564<br>Df Esd Rdr | **TRIENA I**<br>ex Lucky-78 ex Sand Finch-75<br>ex Ron Woolaway-70 ex Selskar-60<br>**Triaina Shipping Ltd.**<br>Piraeus Greece | **478**<br>280<br>— | ✠Classed LR until 4/9/75 | **1958**-10 Schpsw. Kramer & Booy "De Rietpol"<br>—Spaarndam (17)<br>50,30 8,11 3,074<br>45,12 8,01 3,36<br>P 11,6 F 8,3 1 dk<br>RW rf nil conv General Cargo 60 | **M Dredger/Sand Carrier**<br>Suction<br>Single Side Arm<br>1 Ho 30,4 ER<br>2W Der 2(5) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>525bhp (386kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 35,5t |
| **8302155**<br>*ICUT*<br>770<br>Df Esd Gc<br>Rdr RTv | **TRIESTE**<br>ex T. Wenda-91<br>**Lloyd Triestino di Navigazione S.p.A.**<br>Trieste Italy<br>SatCom: 1151245 | **30 536**<br>10 750<br>26 132 | PR RI | **1989** Stocznia Gdanska im. Lenina—Gdansk (B355/02)<br>202,41 - 9,650<br>- 31,01 15,52 | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>TEU 1515 C. 1515/20' | Sulzer<br>Oil 2SA 6Cy. 900 × 1900<br>16 260kW (22 106bhp)<br>H. Cegielski<br>Gen 5 × 4100kW 220/380V 50Hz |
| **7200934**<br>*WY9094*<br>525982 | **TRIEU HUNG**<br>ex Debbie Janet<br>**Hung Pham**<br>United States of America | **151**<br>102<br>— | | **1970** Master Marine Inc.—Bayou la Batre, Al<br>*23,57* 6,76<br>3,56 | **M Fishing** | Oil<br>472bhp (347kW)<br>..............<br>Fuel (d.o.) |
| **7719210**<br>*9HOS3*<br>2940<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>SatCom<br>AMVER | **TRIGLAV**<br>Launched as Bhavu Bhuti<br>**Malta Cross Shipping Co. Ltd.**<br>Croatia Line<br>Valletta Malta | **11 274**<br>6 330<br>15 642 | ✠**100A1** SS 12/89<br>✠**LMC**<br>EL Et† 577,5/56,0U3(a)<br>FN 5097<br>JR | Lch.**1978** Cmpl.**1981**-3 R.O. Brodogradiliste "Uljanik"—Pula (319)<br>152,51 (BB) 22,66 9,586<br>144,00 22,61 12,78<br>P 33,0 F 13,2 2 dks<br>rf nil DK in way of holds | **M General Cargo**<br>DSS<br>5 Ho 14,4 17,6 25,6 25,6 17,6 ER<br>5 TwD<br>G.21 512 B.20 416<br>TEU 412<br>C.Ho 289/20'(40') C.Dk 123/20'(40')<br>incl. 12 Ref. C.<br>8 Ha (stl) (7,1 × 8,0) (12,8 × 10,3)<br>(19,2p&s 19,2p&s 12,8p&s × 8,0) ER<br>Cr 4(20) Der 1(5) | B&W<br>Oil 2SA 5Cy. 670 × 1700<br>9 400bhp (6 914kW)<br>R.O. Tvornica Dizel Motora "Uljan<br>AuxB (o.f.) 7,5kgf/cm$^2$ (7,4bar)<br>e(ex.g) 8,5kgf/cm$^2$ (8,4bar)<br>Gen 3 × 586kW 450V 60Hz a.c.<br>Fuel 240,0t (d.o.) 1 200,0t (hvf)- |
| **8827337** | **TRIGUNA SEPULUH**<br>**P.T. Rejeki Abadi**<br>Samarinda Indonesia | **168**<br>107<br>— | KI | **1981** P. T. Rejeki Abadi Sakti—Samarinda<br>33,52 7,70 1,500<br>32,96 - 2,00<br>1 dk | **TM Landing Craft** | Rolls Royce<br>2 Oil 12Cy.<br>514kW (699bhp)<br>Rolls-Royce Ltd.<br>Gen 1 × 24kW 380V a.c. |

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| **TRIGUNA VIII**<br>**P.T. Jembatan Mas Mulyo**<br>Samarinda Indonesia | **238**<br>—<br>— | KI | **1976** P. T. Ippa Tirtadjaja—Tanjung Priok<br>36,57 - 1,400<br>9,76 1,99<br>1 dk | **TM Landing Craft**<br>Deck Cargo | Cummins<br>2 Vee Oil 4SA each 8Cy. 117 × 105<br>350bhp (257kW) |
| **TRIJNTJE CORNELIA**<br>ex Riekelt Jacoba-82<br>**A. & J. Romkes** | **122**<br>42<br>— | | **1969** Holland Launch N.V.—Zaandam (429)<br>28,38 6,89<br>25,40 6,81 3,26 | **M Fishing**<br>Side-fishing | Stork<br>Oil<br>705bhp (519kW) NE 78<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **TRIJNTJE GERDA**<br>Launched as Petronella<br>**Bais Noordzeevisserij B.V.**<br>Den Helder Netherlands | **515**<br>154<br>184 | | **1988** Scheepswerf Visser B.V.—Den Helder (119)<br>42,80 (BB) 9,16<br>38,35 9,00 5,31<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref<br>In.320 | Bolnes 16VDNL190/600<br>Vee Oil 2SA 16Cy. 190 × 350 with clutches, flexible couplings & sr geared to sc. shaft<br>1 764kW (2 398bhp)<br>"Bolnes" Motorenfabriek B.V. Netherlands<br>Thw. thrust propeller |
| **TRILBY**<br>**Hedby G. T. Pierre**<br>Rochester United Kingdom | **153**<br>110<br>220 | | **1896** Gill & Sons—Rochester<br>*29,51* 6,96 2,591<br>6,91<br>1 dk<br>conv Spritsail sailing vessel 47 | **Wood TM General Cargo Barge**<br>1 Ho 23,1<br>2 Ha (each 7,9 × 5,1) | Gardner<br>2 Oil 4SA each 5Cy. 130 × 195<br>190bhp (140kW) E made45 fitted47<br>L. Gardner & Sons Ltd. Manchester<br>Fuel 7,0t (d.o.) 7,25kn |
| **TRILONA**<br>**Pietro Carponetti**<br>Palermo Italy | **112**<br>51<br>— | | **1970** Cant. Nav. A. Giorgetti—Viareggio<br>27,11 6,23 2,690<br>22,00 6,20 2,90<br>1 dk | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TRIMLEY**<br>**The Alexandra Towing Co. Ltd.**<br>Harwich United Kingdom | *371*<br>*111*<br>— | **✠100A1**<br>tug<br>U.K. near continental trading area service<br>**✠LMC**<br>EL (E) 302,5/19,0U2<br>FN 360 | **1991**-3 Richards (Shipbuilders) Ltd.—Great Yarmouth (584)<br>30,64 10,24 4,116<br>25,00 9,60 4,80<br>RFD 16,0 1 dk<br>rf - BK 35 | **TM Tug** | Ruston 6RK270M<br>2 Oil 4SA each 6Cy. 270 × 305 with flexible couplings & sr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 2 × 312kW 1 × 85kW 440V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 85,0t (d.o.) 12kn |
| **TRINAESTI JULI**<br>**Jugoslavenska Oceanska Plovidba (JUGOOCEANIJA)**<br>Kotor Yugoslavia | **17 233**<br>10 846<br>28 906<br>T/cm<br>37,2 | BV JR | **1968** Brodogradiliste "Split"—Split (214)<br>187,03 22,99 10,723<br>174,53 22,92 14,13<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes<br>6 Ho 22,4 22,1 18,9 21,4 23,0 19,8 ER<br>G.37 811 B.34 030<br>6 Ha (stl) (14,4 14,4 12,8 14,4 15,2 12,8 × 11,3) ER<br>4W Der 2(10) 1(1,5) 1(0,75) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 224kW 440V d.c.<br>Fuel (hvf) 15kn |
| **TRINEC**<br>**Czechoslovak Ocean Shipping International Joint Stock Co. (Ceskoslovenska Namorni Plavba)**<br>Praha Czechoslovakia<br>SatCom: 1436104/OLGR | **20 596**<br>12 727<br>33 230<br>T/cm<br>41,5 | **✠100A1** SS 12/88<br>strengthened for ore cargoes, Nos. 1, 3, 5 & 7 or Nos. 2, 4 & 6 or Nos. 2 & 6 holds or No. 4 hold may be empty<br>**✠LMC UMS**<br>EL I† 2⅞"U2<br>FN 7302<br>(PR) | **1975**-9 Stocznia Szczecinska im. A. Warskiego—Szczecin (B447/23)<br>199,09 (BB) 24,46 11,005<br>184,89 24,40 15,09<br>P 12,8 F 15,9 1 dk | **M Bulk Carrier**<br>7 Ho 16,4 26,2 16,2 16,2 16,2 27,8 17,0 ER<br>G.44 135 B.37 716<br>9 Ha (stl) (each 10,7 × 11,9) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>AuxB (o.f.) 5kgf/cm$^2$ (4,9bar)<br>AuxB (ex.g) & rcv 5kgf/cm$^2$ (4,9bar)<br>Gen 3 × 640kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 963,0t (hvf)-41,5pd 15kn |
| **TRINIDAD**<br>**Tabor Corp.**<br>Nassau Bahamas<br>SatCom: 1103523/TRIN | *28 933*<br>*11 702*<br>42 664<br>T/cm<br>972,0 | NV (Class cont.) | **1991** Daewoo SB. & Heavy Machinery Ltd.—Okpo (5044)<br>184,72 (BB) 11,600<br>168,03 30,41 19,31<br>1 dk<br>Bow/CM 94 Diam. 0,356 MH 1,8 | **M Tanker**<br>IGS SBT Stern disch.<br>Mchy.aft<br>L.(oil) 52 537<br>4 Cargo pumps total 4 000T/hr | B&W 6L60MC<br>Oil 2SA 6Cy. 600 × 1944<br>8 606kW (11 700bhp)<br>Korea Heavy Industries & Construction Co. Ltd. Changwon<br>Gen 3 × 640kW 1 × 150kW 440V 60Hz a.c.<br>Fuel 213,0t (d.o.) 1 868,0t (hvf)-30,5pd 14,5kn |
| **TRINIDAD**<br>**Yassin Shipping & Trading Co.**<br>Port of Spain Trinidad & Tobago | **608**<br>244<br>508 | ✠Classed LR until 3/35 | **1931**-3 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (303)<br>55,48 9,78 3,061<br>9,73<br>P 7,4 B & F 36,9 1 dk<br>R | **TS General Cargo**<br>B.676<br>2W | C 4Cy. (2) 318 & (2) 660 x 508<br>Ferguson Bros. (Port Glasgow) Ltd. Port Glasgow<br>Fuel 97,5t (o.f.) 10kn |
| **TRINIDAD AND TOBAGO**<br>**The Shipping Corporation of Trinidad & Tobago Ltd.**<br>Nassau Bahamas | *8 823*<br>*4 760*<br>14 326<br>T/cm<br>25,0 | **✠100A1** SS 6/88<br>methanol tanker<br>**✠LMC UMS**<br>EL D† 550,0/54,0U3<br>FN 4346 | **1984**-1 Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (319)<br>140,37 (BB) 21,54 8,621<br>132,01 21,51 11,41<br>F 11,3 1 dk<br>rf 229 Bow/CM 76 Diam. 0,310 MH 2,1 | **M Tanker**<br>Chemical<br>1 horizontal cyl ta on deck (s)<br>11 Ta ER<br>L.15 793<br>2 Cargo pumps total 738T/hr | MaK<br>Oil 4SA 6Cy. 450 × 520 with clutches, flexible couplings & sr geared to sc. shaft<br>4 300bhp (3 163kW)<br>Ube Industries Ltd. Ube<br>AuxB (o.f.) 9kgf/cm$^2$ (8,9bar)<br>e(ex.g) 15kgf/cm$^2$ (14,8bar)<br>Gen 2 × 600kW 1 × 520kW 1 × 240kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 143,5t (d.o.) 567,5t (hvf) |
| **TRINIDAD III**<br>ex Christina C. ex Lou Jean II-74<br>Panama Panama | **509**<br>242<br>1 918 | | **1969** Pacific Coast Eng. Co.—Alameda, Ca (244)<br>46,26 10,70 5,030<br>43,29 10,37 7,80<br>2 dks | **TM Fishing**<br>Side-fishing Ref<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TRINIDAD SEA**<br>ex Amoco Trinidad-86<br>**Mammoth Bulk Carriers Ltd.**<br>Amoco Transport Co.<br>Monrovia Liberia | **76 484**<br>58 140<br>155 755<br>T/cm<br>132,0 | AB | **1974** Mitsubishi Heavy Industries Ltd.—Kobe (1056)<br>280,02 (BB) 53,65 15,360<br>268,03 53,60 19,99<br>F 18,9 1 dk<br>rf nil Bow/CM 139 Diam. 0,550 | **M Tanker**<br>COW IGS SBT<br>14 Ta ER<br>L.(oil) 184 707 HeCls. C<br>3 Cargo pumps total 10 500T/hr | Sulzer 10RND90<br>Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 1 × 350kW<br>Fuel 561,0t (d.o.) 7 291,0t (hvf)-91,5pd 14,5kn |
| **TRINITY**<br>ex Dignity-88 ex Stephanos-86<br>ex Merlin-80 ex Eastern Mary-79<br>**Firestone Navigation Co. Ltd.**<br>Limassol Cyprus | **11 432**<br>6 828<br>19 459<br>T/cm<br>28,7 | AB | **1969** Hitachi Zosen—Mukaishima (4172)<br>156,17 22,66 9,535<br>146,01 22,61 12,91<br>P 29,6 F 10,1 1 dk<br>rf 102 | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho each 26,9 ER<br>G.24 300 B.23 826<br>4 Ha (stl) (17,1 × 10,4) (17,9 17,9 17,9 × 12,1) ER<br>12W Der 4(15) | B&W 7-62VT2BF-140<br>Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 1 623,5t (hvf) 15kn |
| **TRINITY BAY**<br>ex Leichhardt-90<br>**Sea Swift Pty. Ltd.**<br>Cairns, *Queensland* Australia | **1 155**<br>323<br>1 266 | NV<br>✠LR class withdrawn-Owners' request 19/7/90 | **1981**-12 Ube Dockyard Co. Ltd.—Ube (169)<br>64,01 14,53 3,712<br>59,39 14,51 8,01<br>2 dks<br>rf nil | **TM RoRo Cargo**<br>Stern door<br>1 Ho 33,7 ER<br>G.2 311 B.2 039<br>TEU 46 C.Ho 10/20' C.Dk 36/20' incl. 16 ref C.<br>1 Ha (stl) (13,5 × 5,8) ER<br>Cr 1(25) | Daihatsu 6DSM-22<br>2 Oil 4SA each 6Cy. 220 × 280 dr geared to sc. shafts<br>2 648kW (3 600bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 3 × 240kW 420V 50Hz a.c.<br>2 Directional propellers<br>2 Directional thrust propellers fwd<br>Fuel 140,0t (d.o.)-6,0pd 11kn |
| **TRINITY BEACH**<br>ex Star Beach-92<br>**St. Vincent Shipping Inc.**<br>Manila Philippines | *23 826*<br>*12 793*<br>42 055 | NK | **1986** Nipponkai Heavy Ind. Co. Ltd.—Toyama (237)<br>187,92 (BB) 10,591<br>180,02 31,01 15,12<br>F 13,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 27,8 27,2 27,2 27,2 28,0 ER<br>G.50 028 B.49 123<br>TEU 844 C. 844/20' (40')<br>5 Ha (stl) (17,6 19,2 19,2 19,2 19,2 × 13,6) ER<br>Cr 4(25) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>8 960bhp (6 591kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 550kW a.c.<br>14kn |

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| **5280019**<br>*HQFW4*<br>L-0322472<br>Df Esd Rt | **TRINITY I**<br>ex Sa-Maru-90 ex Samaru-88<br>ex Pluto-76<br>**Triangle Container Shipping Ltd.**<br>San Lorenzo Honduras | **496**<br>220<br>939 | (GL) | **1957** Fr. Luerssen Werft G.m.b.H. & Co.<br>—Bremen-Vegesack (13269)<br>65,31 9,81 3,750<br>59,54 9,15 5,77<br>1 dk & S dk<br>RW rf 51 | **M General Cargo** OSD<br>2 Ho 9,3 17,3 ER<br>G.1 917 B.1 762<br>2 Ha (stl) (9,3 17,3 × 5,4) ER<br>Der 4(3-5) 2(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 40kW 230V<br>Fuel (d.o.) |
| **6920044**<br><br>332028<br>Rt | **TRINITY II**<br>ex Turner-89<br>**Mount Maunganui Seafoods Ltd.**<br>Tauranga New Zealand | **288**<br>86<br>269 | ✠LR class withdrawn 91 | **1969**-8 Adelaide Ship Cons. Pty. Ltd.—Adelaide,<br>S.A. (60)<br>35,51 9,12 4,026<br>32,82 8,96 4,35<br>rf 737 BK conv Tug 89 | **M Fishing**<br>Shrimp-trawl | English Electric<br>Vee Oil 4SA 16Cy. 254 × 305<br>shaft<br>2 400bhp (1 765kW)<br>English Electric Co. Ltd.<br>Gen 2 × 98kW 415V 50Hz a.c.<br>Controllable pitch propeller |
| **7535690**<br>*HP5640*<br>D267-17<br>89-PEXT<br>Df Gc Pfd<br>Rdr Rt | **TRINITY II**<br>ex Teno Maru No. 1-90<br>**Quan Well Co.**<br>Panama Panama | **116**<br>—<br>— | | **1975** K.K. Izutsu Zosensho—Nagasaki (712)<br>38,51 7,70<br>31,53 6,90 2,77<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Yanmar<br>Oil 4SA 6Cy. 280 × 340 reduct<br>shaft<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8115796**<br>*HP5614*<br>19769-PEXT<br>Esd Pfd Rdr<br>Rt | **TRINITY RIVER**<br>**P.T. Baruna Raya Logistics Inc.**<br>Mustang Island Transportation Co.<br>Panama Panama | **272**<br>184<br>1 200 | AB | **1982** Eastern Marine Inc.—Panama City, Fl (49)<br>50,30 11,64 3,442<br>45,39 11,59 3,97<br>F 14,4 1 dk<br>rf 457 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 146<br>reduction geared to sc. shaf<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit D<br>Div.<br>Gen 2 × 85kW<br>Thw. thrust propeller fwd |
| **5368598**<br><br>301655 | **TRINITY SAND**<br>**D. Cook Ltd.**<br>Grimsby United Kingdom | **1 252**<br>684<br>— | ✠Classed LR until 11/61 | **1961**-3 Simons-Lobnitz Ltd.—Renfrew (1158)<br>64,70 13,82 4,496<br>60,97 13,42 5,19<br>RQD 19,6 1 dk<br>RW rf nil | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft<br>Cr 3(6,5) | Ruston<br>Oil 4SA 7Cy. 260 × 368<br>707bhp (520kW)<br>Ruston & Hornsby Ltd.<br>Gen 2 × 60kW 220V d.c.<br>Fuel (d.o.) |
| **8313386**<br>*3FUW2*<br>14104-84B<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>AMVER | **TRINITY SEA**<br>ex Korean Morning-90<br>Launched as Trident<br>**Saint River S.A.**<br>Panama Panama | *18 639*<br>*10 508*<br>30 898 | NK | **1984** Hashihama Zosen—Tadotsu (827)<br>174,00 (BB) 10,653<br>165,00 26,00 14,80<br>P 26,2 F 12,6 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 20,4 27,5 27,5 27,5 26,7 ER<br>G.39 223 B.38 105<br>5 Ha (stl) (11,5 × 12,1) (19,5 19,5 19,5<br>19,5 × 13,9) ER<br>Cr 4(-) | B&W<br>Oil 2SA 4Cy. 600 × 1944<br>5 443kW (7 400bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 440kW 450V 60Hz a.c<br>Fuel 193,0t (d.o.) 941,0t (hvf)-20 |
| **7309596**<br>*WX9117*<br>281152 | **TRINITY SHOAL**<br>**Zapata Haynie Corp.**<br>Morgan City, La United States<br>of America | **470**<br>320<br>— | | **1960** Burton Construction & SB. Corp.—Port<br>Arthur, Tx<br>*45,82* 9,78<br>3,26 | **M Fishing** | Oil<br>912bhp (671kW)<br>............<br>Fuel (d.o.) |
| **7103019**<br>*P3GG2*<br>708188<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **TRINITY SIERRA**<br>ex Simoon-87 ex Giannis M-85<br>ex Nefos II-80<br>**Scarlet Shipping Co. Ltd.**<br>Thesarco Shipping Co. Ltd.<br>Limassol Cyprus | **9 093**<br>6 440<br>15 195 | **✠100A1** SS 5/87<br>**✠LMC**<br>EL Z 2⅛"U2<br>FN 4317 | **1971**-5 Austin & Pickersgill Ltd.—Southwick,<br>Sunderland (869)<br>141,00 20,48 8,852<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>RW rf nil | **M General Cargo**<br>5 Ho 21,6 29,7 11,4 22,8 ER 21,3<br>G.21 728 B.19 902<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,4 12,9 ×<br>8,4) ER (11,4 × 6,6)<br>10W Der 1(50) 10(10) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd<br>AuxB (Comp) 100lbf/in² (6,9bar)<br>Gen 3 × 280kW 440V 60Hz a.c<br>Fuel 122,0t (d.o.) 984,5t (hvf) |
| **7700958**<br>*3FWN2*<br>14204-84B<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **TRINITY STAR**<br>ex Fairway-89<br>**Argonaut Line Panama S.A.**<br>Panama Panama | **13 257**<br>9 771<br>23 778<br>T/cm<br>31,0 | NK | **1977** Imabari Zosen—Marugame (1047)<br>159,85 (BB) 24,64 9,973<br>150,02 24,60 13,62<br>P 26,9 F 12,8 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho 28,8 28,8 28,8 29,5 ER<br>G.31 000 B.29 689 HeCls. ptB<br>4 Ha (stl) (17,6 × 11,2) (19,2 19,2 19,2 ×<br>12,8) ER<br>Cr 3(25) Der 1(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 282kW (9 900bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 320kW a.c.<br>Fuel 158,5t (d.o.) 1 203,5t (hvf)-2 |
| **7725776**<br>*STRI*<br>151<br>Esd Rdr Rt | **TRINKITAT**<br>**Sea Ports Corp.**<br>Port Sudan Sudan | **300**<br>58<br>273 | **✠100A1** SS 4/84<br>tug<br>extended protected waters<br>service<br>**✠LMC**<br>EL (D)B 220,0/19,0U2<br>FN 461<br>**SURVEYS OVERDUE — CLASS SUSPENDED 12/1/90** | **1980**-3 Martin Jansen G.m.b.H. & Co. K.G.<br>Schiffswft. u. Fbk.—Leer (151)<br>37,19 9,89 3,961<br>33,53 9,45 4,27<br>1 dk, 2nd dk f of mchy space | **M Tug** | MAN<br>Oil 4SA 9Cy. 300 × 450 reverse<br>to sc. shaft<br>Masch. Augsburg-Nuernberg (MA<br>Gen 2 × 42kW 400V 50Hz a.c. |
| **6817833**<br>*HOZC*<br>293-68F<br>Esd Rdr Rt | **TRINTOC MARABELLA**<br>ex Texaco Marabella-85<br>ex Sabanitas-78 ex Golden Condor-74<br>**Trinidad & Tobago Oil Co. Ltd.**<br>Panama Panama | **2 094**<br>2 077<br>3 678 | (AB) | **1968** Bethlehem Steel Corp.—Beaumont, Tx<br>(6831)<br>79,28 16,79 3,725<br>77,55 16,77 5,19<br>1 dk<br>rf 152 | **TM Tanker**<br>Mchy.aft<br>12 Ta | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 ×<br>840bhp (618kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 50kW |
| **7391173**<br><br><br>Df Gc Rdr<br>Rt | **TRINTOC PLAISANCE**<br>ex Texaco Plaisance-85<br>**Trinidad & Tobago Oil Co. Ltd.**<br>Trinidad & Tobago | **300**<br>—<br>— | (AB) | **1975** Wiley Mfg. Co.—Port Deposit, Md (1007)<br>4,041<br>33,28 9,76 5,19<br>1 dk<br>BK 51 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 ×<br>reduction geared to sc. shafts<br>General Motors Corp. Electro-Mot<br>Gen 2 × 75kW a.c. |
| **7436686**<br><br><br>Gc Rdr Rt | **TRINTOC PLEIN PALAIS**<br>ex Texaco Plein Palais-85<br>ex Texaco Marfak-77<br>**Trinidad & Tobago Oil Co. Ltd.**<br>Trinidad & Tobago | **248**<br>168<br>— | (AB) | **1968** Jakobson Shipyard Inc.—Oyster Bay, NY<br>(436)<br>4,166<br>28,91 8,54 4,65<br>1 dk<br>BK 64 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 ×<br>geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 1 × 60kW 1 × 40kW<br>Fuel 75,0t (d.o.) |
| **7023831**<br>*Y5OB*<br><br>Df Esd Gc<br>RdrRTm | **TRINWILLERSHAGEN**<br>**Deutsche Seereederei Rostock**<br>**GmbH**<br>Rostock Federal Republic<br>of Germany | T.Mk<br>**299**<br>137<br>780 | DSRK GL | **1970** Elbewerften Boizenburg/Rosslau<br>—Boizenburg (272)<br>57,87 (BB) 10,27 3,680<br>55,25 10,11 5,80<br>2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 33,6 ER<br>G.1 539 B.1 400<br>TEU 39 C. 39/20'<br>1 Ha (stl) (30,0 × 7,7) ER | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>853kW (1 160bhp)<br>VEB Schwermasch. "Karl Liebkn<br>(SKL)<br>Gen 1 × 128kW 1 × 93kW<br>390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 65,0t (d.o.) |
| **5136309**<br>*OXVS*<br>D686<br>Df Esd Pfd<br>Rdr RTh | **TRIO SENIOR**<br>ex Trio-80 ex Grimur Kamban-74<br>**Poul Olsen**<br>Hirtshals Denmark | **248**<br>98<br>— | (NV) | **1959** Hatlo Verksted A/S—Ulsteinvik (7)<br>37,55 7,52 3,649<br>33,99 7,46 3,81<br>1 dk<br>rf 1199 BK 114 | **M Fishing**<br>Side-fishing<br>1 Ho 14,4 ER<br>2 Ha (stl) (each 2,2 × 2,2) ER<br>1W Der 1(2) | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>309kW (420bhp)<br>Alpha-Diesel A/S<br>Gen 1 × 110kW 1 × 15kW<br>Controllable pitch propeller<br>Fuel (d.o.) |

| Ship / Owner / Flag | Tonnage | Class | Built / Dimensions | Type / Particulars | Machinery |
|---|---|---|---|---|---|
| **TRION**<br>ex Leone I-88 ex Gandalf 1-81<br>ex Hilas-79 ex Albert-73<br>Costa Rica | **425**<br>265<br>688 | (GL) | **1952** Rolandwerft G.m.b.h.—Bremen (795)<br>50,81 7,52 3,423<br>45,85 7,50 3,97<br>P 9,5 F 5,2 1 dk<br>RW len 56 | **M General Cargo**<br>1 Ho ER<br>G.819 B.753<br>2 Ha<br>Der 3(2) | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>300bhp (221kW) NE 60<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 9,25kn |
| **TRIONFALE**<br>**Victor Balzan**<br>Valletta Malta | **132**<br>57<br>— | (RI) | **1956** Cant. Gardano & Giampieri—Porto Recanati<br>30,00 6,99<br>25,40 6,81 3,15<br>1 dk | **Wood M Fishing**<br>Side-fishing | Ansaldo<br>Oil 4SA 4Cy. 265 × 410<br>300bhp (221kW)<br>S.A. Ansaldo Stab. Mecc. Genova |
| **TRIP JUNIOR**<br>ex Hunter-82 ex Francina-77<br>**"Trip" Sportvisbedrijf**<br>Scheveningen Netherlands | **260**<br>118<br>— |  | **1956** Schps. & Mfbk. A. de Jong N.V. —Vlaardingen (103)<br>40,59 7,29 3,328<br>36,33 7,19 3,79<br>conv Side Trawler Fishing 77 | **M Fishing**<br>Sport-fishing | Deutz<br>Oil 4SA 8Cy. 270 × 500<br>NE 66<br>Kloeckner Humboldt Deutz Koeln |
| **TRIPANG**<br>ex Urgull-52<br>**P.T. Perpelin**<br>Jakarta Indonesia | **416**<br>207<br>— |  | **1945** Ast. Luzuriaga S.A.—Pasajes<br>44,56 8,06<br>8,01<br>1 dk | **M General Cargo**<br>Mchy.aft<br>2W | Krupps<br>Oil 4SA 6Cy. 295 × 420<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 20,5t 7kn |
| **TRIPLE T**<br>**Toomer Shrimp Co.**<br>Tampa, Fl United States of America | **127**<br>84<br>— |  | **1987** St. Augustine Shipbuilding—St. Augustine, Fl<br>23,17 6,41<br>2,75<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Shrimp-trawl<br>In.76 | Caterpillar 3408T<br>Vee Oil 4SA 8Cy. 137 × 152 sr reverse geared to sc. shaft<br>300bhp (221kW)<br>Caterpillar Inc. Peoria, Illinois |
| **TRIPLEX**<br>ex Vrede-68 ex Rotterdam-67<br>ex Van Ronzelen-62 ex Margot-52<br>ex Phoque<br>**John Jensen**<br>Harstad Norway | **732**<br>368<br>700 | (BV) (NV) | **1941** Jos. L. Meyer—Papenburg<br>58,70 8,44 4,204<br>52,00 8,39 5,80<br>P 26,6 F 6,8 1 dk<br>BK 191 conv Tanker 62 | **M Factory Ship**<br>Fish-factory Ref<br>In.370<br>7 Ha (2,2 2,2 × 1,4) (2,4 × 2,5) (2,2 2,2 × 1,2) (0,9 × 0,7) (1,2 × 0,9) ER<br>2W Der 2(5) | Wartsila 12V22<br>Vee Oil 4SA 12Cy. 220 × 240<br>2 180bhp (1 604kW) NE 1/78<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 124kW 1 × 80kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 313,0t (d.o.)-6,0pd 10kn |
| **TRIPOLI STAR**<br>ex Haugland-91 ex Virna-84<br>Launched as Bergum<br>San Lorenzo Honduras | **247**<br>197<br>508 | NV | **1968** Karmsund Verft & M/V A/S—Haugesund (8)<br>51,34 8,54 3,296<br>46,00 8,50 3,48<br>P 14,1 B 9,5 F 7,4 1 dk<br>rf 102 len 74 | **M Tanker**<br>8 Ta ER<br>L.(oil) 616 HeCls. C | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW) NE 79<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 72kW 1 × 50kW 230V 50Hz a.c.<br>Fuel 30,5t (d.o.)-1,5pd 10kn |
| **TRISAKTI**<br>**P.T. Bahana Utama Line**<br>Jakarta Indonesia | *9 853*<br>*5 996*<br>11 140 | GL KI | **1988** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (954)<br>120,00 (BB) 21,72 7,001<br>116,90 21,70 10,50<br>1 dk | **M Bulk Carrier**<br>Self-unloader<br>G.15 877 | MaK 9M453C<br>Oil 4SA 9Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>3 000kW (4 079bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 3 × 400kW 1 × 80kW 220/380V a.c.<br>Thw. thrust propeller fwd<br>12,3kn |
| **TRISAKTI-JAYA**<br>ex Uco VIII-90 ex Olympic 3-78<br>ex Kay Chuan III-75<br>**Trisakti Utama Shipping Pte. Ltd.**<br>Singapore Singapore | **103**<br>24<br>— | BV (AB) | **1974** Sing Koon Seng Ltd.—Singapore (153)<br>22,43 6,41 2,896<br>21,16 6,39 3,74<br>1 dk<br>BK 25 | **TM Tug** | Deutz<br>2 Oil 4SA each 8Cy. 133 × 159<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 22kW<br>Fuel 60,0t (d.o.) 9,5kn |
| **TRISHA KATE**<br>**Barge Build Pty. Ltd.**<br>Barge Express Pty. Ltd.<br>*Darwin, N.T.* Australia | **197**<br>60<br>174 | AB | **1985** North Queensland Engineers & Agents Pty. Ltd.—Cairns (120)<br>34,90 8,87 1,701<br>31,09 8,70 2,16<br>P 5,2 1 dk<br>rf nil | **TM Landing Craft**<br>Deck Cargo<br>Bow ramp<br>6 Ta ER<br>L.217 | MWM TBD601-6K<br>2 Oil 4SA each 6Cy. 160 × 165 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>860bhp (633kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 48kW a.c.<br>10kn |
| **TRISILA PRATAMA**<br>ex Surya Mas<br>**P.T. Pelayaran Penyeberangan Trisila Laut**<br>Samarinda Indonesia | **375**<br>226<br>— | KI | **1981** P.T. Kaltim Shipyard—Samarinda<br>40,82 2,450<br>39,53 10,05 3,05<br>1 dk | **TM Landing Craft**<br>Deck Cargo<br>Mchy.aft | Yanmar<br>2 Oil 4SA 6Cy.<br>480bhp (353kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **TRISNA II**<br>ex Tirta Djaja ex Sawo-66<br>Launched as Merauke<br>**P.T. Maskapai Pelayaran Sumatera**<br>Surabaya Indonesia | **1 159**<br>694<br>1 033 | KI | **1961** Cant. Nav. Apuania—Marina di Carrara (56)<br>68,51 10,04 3,801<br>64,70 9,99 6,10<br>2 dks<br>RW | **M General Cargo** CSD<br>2 Ha (9,1 11,5 × 5,0) ER<br>Der 4(3) | Werkspoor<br>Oil 4SA 6Cy. 330 × 600<br>940bhp (691kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 50kW 220V d.c.<br>Fuel 114,0t (d.o.) 12kn |
| **TRISTAN**<br>**Walleniusrederierna (Wallenius Lines)**<br>Stockholm Sweden<br>SatCom: 1370141/TRIS | *51 071*<br>*20 650*<br>28 070 | ✠**100A1** SS 9/89<br>vehicle carrier<br>CR, movable decks, Ice Class 3<br>✠**LMC** **UMS**<br>EL P† 660,0/78,0U3<br>FN 12160 | **1985**-2 Kockums AB—Malmo (598)<br>198,00 (BB) 32,29 11,645<br>190,74 32,25 31,50<br>B 176,8 2 dks, 1 dk fwd of Machy space - 6 intermediate fixed & 4 movable car decks<br>rf 996 | **M RoRo Cargo/ Vehicles Carrier**<br>pt higher tensile steel<br>dks Nos. 4, 6 & 9 str. for ro -ro cargoes<br>Side door/ramp (s)<br>L 24,70 W 4,50<br>Quarter stern door/ramp (s)<br>L 42,10 W 7,00<br>Clear height 6,20<br>Cars 6229 Trailers 539<br>Mchy.aft | Sulzer 7RTA68<br>Oil 2SA 7Cy. 680 × 2000<br>18 354bhp (13 500kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>NAuxB (o.f.) 9/90 12,2kgf/cm² (12,0bar)<br>e(ex.g) 18,3kgf/cm² (18,0bar)<br>Gen 3 × 1600kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 417,0t (d.o.) 3 578,0t (hvf)-58,0pd 20kn |
| **TRISTANIA II**<br>ex Skugvur-73<br>**South Atlantic Island Development Corp. Ltd.**<br>Tristan Investments (Pty.) Ltd.<br>Hamilton Bermuda (British) | **646**<br>313<br>505 | **100A1** SS 6/87<br>**LMC**<br>EL I $1\frac{1}{16}$"U2<br>FN 646<br>(NV) | **1964** Soviknes Verft A/S—Sovik (58)<br>52,13 9,33 4,560<br>46,00 9,15 4,88<br>P 17,7 F 15,9 1 dk<br>rf 1143 BK 152 conv Side-fishing Fishing 79 | **M General Cargo**<br>1 Ho ER<br>G.102 In.634<br>2 Ha (each 4,9 × 2,5) ER<br>2W Der 1(10) 1(3) | Alpha<br>Oil 2SA 8Cy. 310 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 250kW 2 × 112kW 380V 50Hz a.c.<br>Fuel 117,0t (d.o.) 11,5kn |
| **TRISTAR**<br>ex Fajar-91 ex Kedawang-88<br>ex Hokutai Maru-86<br>**Tristar Co. Inc.**<br>Panama Panama | **997**<br>591<br>1 561 | NK | **1973** Nishii Dock Co. Ltd.—Ise (239)<br>69,70 10,04 4,537<br>62,82 10,01 5,72<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Daihatsu 8PSHTC-26D<br>Oil 4SA 8Cy. 260 × 320<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>10kn |
| **TRISTAR**<br>**Samsung Shipbuilding & Heavy Industries Co. Ltd.**<br>Koje South Korea | **198**<br>43<br>56 | KR | **1978** Samsung Shipbuilding Co. Ltd.—Koje<br>31,73<br>26,50 8,60 3,51<br>1 dk | **TM Tug** | Daihatsu 6VSHTC-26H<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 3 × 34kW 445V a.c.<br>13kn |
| **TRISTAR A**<br>ex Angel<br>**Archipelago Shipping Lines Inc.**<br>Manila Philippines | **186**<br>71<br>— |  | **1964** Kanda Zosensho K.K.—Kure (92)<br>*30,00* 6,20<br>2,80<br>P 2,2 F 4,9 1 dk | **M Ferry** | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |

| | | | | | | |
|---|---|---|---|---|---|---|
| **7412642**<br>*3EKO7*<br>19303-PEXT1<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **TRISTAR I**<br>ex Sinar Suann-91 ex Oceanloyal-87<br>ex Anatolia-86<br>Panama Panama | 6 737<br>4 860<br>11 601 | NK | **1975** Imabari Zosen—Imabari (345)<br>123,32 (BB) 20,53 8,090<br>114,99 20,50 10,60<br>P 27,8 F 15,9 1 dk | **M General Cargo**<br>2 Ho 32,6 32,3 ER<br>G.15 369 B.14 305<br>2 Ha (stl) (32,6 32,3 × 11,2) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 224kW 440V 60Hz a.c.<br>Fuel 78,5t (d.o.) 761,5t (hvf)-21,0pd |
| **7711256**<br>Df Esd Gc<br>Pfd Rdr Rt | **TRITAO**<br>ex Sarandi-87<br>**Government of The Federative Republic of Brazil (Ministerio da Marinha do Brasil)**<br>Rio de Janeiro Brazil | 499<br>—<br>950 | (AB) | **1981** Estaleiros Amazonia S.A. "Estanave" —Manaus (145)<br>53,52 3,950<br>50,02 11,61 4,60<br>F 16,8 1 dk<br>rf 297 | **TM Supply Ship**<br>Deck Cargo | Alpha<br>2 Vee Oil 4SA each 8Cy. 225 × 300<br>reduction geared to sc. shafts<br>2 480bhp (1 824kW)<br>Equipamentos Villares S.A.<br>Gen 2 × 160kW 440V 60Hz a.c. |
| **7813286**<br>*CUUE*<br>L-523-C<br>Df Esd Rdr<br>Rt | **TRITAO**<br>**Euromar Chartering and Shipping Co. Ltd.**<br>Leixoes Portugal | 190<br>65<br>113 | RP | **1980** Est. Nav. do Mondego—Figueira da Foz (188)<br>34,52 2,598<br>29,32 7,61 3,64<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 240 × 330 geared to sc.<br>1 200bhp (883kW)<br>MaK. Maschinenbau G.m.b.H. |
| **8313398**<br>*ELDS8*<br>7573<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **TRITON**<br>**San Martin Line Ltd.**<br>Monrovia Liberia | *18 639*<br>*10 508*<br>30 881 | NK | **1984** Tsuneishi Zosen K.K.—Numakuma (532)<br>174,00 (BB) 26,04 10,630<br>165,00 26,00 14,81<br>P 26,3 F 11,9 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.38 132 B.37 298<br>5 Ha (stl) (12,9 × 12,1) (20,2 20,2 20,2 20,2 × 13,9) ER<br>Der 5(25) | B&W<br>Oil 2SA 4Cy. 600 × 1944<br>5 700bhp (4 193kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 440kW 450V 60Hz a.c.<br>Fuel 193,0t (d.o.) 941,0t (hvf)-20,0pd |
| **7046936**<br>*SVKR*<br>9857<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TRITON**<br>ex Sunward II-91<br>ex Cunard Adventurer-77<br>**Euro Club Cruises Maritime Co.**<br>Royal Hellenic Olympic Cruise Line Maritime Co.<br>Piraeus Greece<br>SatCom: 1131266/TRIT | **14 110**<br>7 055<br>2 314 | NV (AB)<br>Classed LR until 28/4/78 | **1971** Rotterdamsche D.D. Maats. N.V.—Rotterdam (329)<br>148,11 (BB) 21,92 5,881<br>125,89 21,49 12,60<br>B & F 132,6 4 dks<br>rf 381 | **TM Passenger Ship**<br>337cbn 857bth P | Werkspoor<br>4 Vee Oil 4SA each 12Cy. 410 × 470<br>sc. shafts<br>27 000bhp (19 860kW)<br>Stork-Werkspoor Diesel N.V.<br>Gen 4 × 960kW 1 × 160kW 450V<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 161,5t (d.o.) 689,0t (hvf)-99,5pd |
| **7627742**<br>*EOJW*<br>M-31248<br>Df Esd Gc<br>Pfd Rdr Rt | **TRITON**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**3 931**<br>1 810<br>2 118 | RS | **1977** VEB Volkswerft Stralsund—Stralsund (460)<br>101,83 (BB) 15,22 5,600<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha (2,2 × 2,2) (2,3 × 2,3)<br>6W Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller |
| **8421717**<br>*PIBB*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **TRITON**<br>**Rederij m.s. "Triton"**<br>Beck Scheepvaartkantoor B.V.<br>Groningen Netherlands | 997<br>547<br>1 544 | BV | **1986** Bodewes Scheepswerven B.V.—Hoogezand (551)<br>63,81 11,92 3,901<br>59,97 11,70 4,70<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 065 B.1 990<br>1 Ha (stl) (33,6 × 7,8) ER | MaK<br>Oil 4SA 6Cy. 320 × 450 geared to sc.<br>748bhp (550kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 74kW 1 × 35kW 220/380V<br>Fuel 88,0t (i.f.o.)-2,5pd |
| **7002734**<br>*UEBD*<br>M-27041<br>Df Esd Gc<br>Rdr Rt | **TRITON**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | 828<br>405 | RS | **1961** ............U.S.S.R.<br>52,30 11,51 4,499<br>47,20 11,43 5,80<br>1 dk | **D-E Tug**<br>Salvage<br>Ice strengthened<br>1W Der 1(5) | 2 Oil 4SA each 6Cy. 318 × 330<br>connected to elec. motor & |
| **5056298**<br>*LW4015*<br>5006<br>Df Esd Pfd<br>Rt | **TRITON**<br>ex C. F. O. Tontini-73<br>ex Ernst Groschel-60<br>**Pesqueria Dalia S.r.l.**<br>Mar del Plata Argentina | 443<br>207<br>— | (GL) (RI) | **1949** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven<br>48,06 8,03 4,268<br>43,31 8,01 4,73<br>F 5,2 1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho<br>B.380<br>1W | Ansaldo<br>Oil 4SA 6Cy. 370 × 560<br>900bhp (662kW) NE 60<br>S.A. Ansaldo Stab. Mecc. |
| **7431569**<br>*OXHQ*<br>D2050<br>Esd Pfd Rdr<br>Rt | **TRITON**<br>**Johan Kare Hjermitslev**<br>Hirtshals Denmark | 272<br>132<br>— | (BV) (NV) | **1974** Sakskobing Mask. og Skibsvaerft —Sakskobing (10)<br>39,45 8,26 3,501<br>33,99 8,23 4,22<br>1 dk<br>rf 1148 BK 145 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>Mchy.aft | Alpha<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Alpha-Diesel A/S<br>Gen 2 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 62,0t (d.o.) |
| **7435204**<br>*SV2461*<br>5347<br>Esd Gc Rdr<br>Rt | **TRITON**<br>ex Alex-89<br>**Triton Atlantic Fishing**<br>Piraeus Greece | 231<br>98<br>— | BV | **1975** Vassiliadis Bros.—Salamis (22)<br>30,89 7,60 2,401<br>25,30 6,99 3,92<br>1 dk | **M Fishing**<br>Trawler | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. |
| **7707023**<br>*IMRT*<br>724<br>Esd Rdr RTh | **TRITON**<br>**Societa Rimorchi Salvataggi - Trieste a.r.l. (SO.RI.SA.)**<br>Trieste Italy | 199<br>33<br>252 | RI | **1977** Campanella Cantieri Navali S.p.A.—Savona (83)<br>31,02 8,82 3,947 (aft)<br>26,52 8,41 4,42<br>1 dk | **M Tug** | Polar<br>Vee Oil 4SA 8Cy. 250 × 300 reduction<br>sc. shaft<br>A/B Bofors Nohab<br>Gen 2 × 51,2kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 125,0t (d.o.)-5,5pd |
| **8333441**<br>*WB3952*<br>254077<br>Rdr Rt | **TRITON**<br>**Boston Tow Boat Co.**<br>Boston, Ma United States of America | 199<br>96<br>— | | **1946** Luders Marine Construction Co.—Stamford, Ct (532)<br>—<br>28,73 7,62 4,12<br>1 dk | **M Tug** | Enterprise<br>2 Oil 4SA each 6Cy. 305 × 381<br>Enterprise Engine & Foundry Co. |
| **5134923**<br>*OIQC*<br>1607<br>Df Esd Rdr<br>Rt | **TRITON**<br>ex Grandgrogg-65<br>**Alfons Hakans Oy Ab**<br>Turku/Abo Finland | 198<br>53<br>— | | **1957** A/B Asi-Verken—Amal (34)<br>28,81 8,16 3,988<br>25,99 8,01 4,50<br>1 dk | **M Tug**<br>Salvage | Polar<br>Oil 2SA 7Cy. 345 × 580<br>Nydqvist & Holm A/B<br>Fuel 42,5t (d.o.)-4,0pd |
| **8033613**<br>607767 | **TRITON**<br>ex Tuscarora ex ATA 245 ex YT 77<br>ex YT 341 ex YTB 341<br>**Merce Transportation Co.**<br>New Orleans, La United States of America | 197<br>134<br>— | | **1942** Levingston SB. Co.—Orange, Tx (185)<br>*38,01* 9,15 5,004<br>37,72 9,14 5,34<br>1 dk | **M Tug** | Oil |
| **7309601**<br>*WF5709*<br>267697 | **TRITON**<br>**Berwick Marine Salvage Corp.**<br>Morgan City, La United States of America | 181<br>103<br>— | | **1954** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*42,80* 7,95<br>2,11 | **M Fishing** | Oil<br>1 120bhp (824kW)<br>............<br>Fuel (d.o.) |
| **6719964**<br>*DEJS*<br>Esd Rdr RTv | **TRITON**<br>**Hapag-Lloyd A.G.**<br>Hapag-Lloyd Transport & Service G.m.b.H.<br>Bremen Federal Republic of Germany | 157<br>—<br>— | GL | **1967** Jadewerft G.m.b.H.—Wilhelmshaven (110)<br>29,52 7,88 3,499<br>27,26 7,51 3,84<br>1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | Deutz<br>Oil 4SA 8Cy. 320 × 450 reverse<br>to sc. shaft<br>Kloeckner Humboldt Deutz<br>Gen 2 × 28kW 220/380V 50Hz a.c.<br>Fuel 33,5t (d.o.) |

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| **TRITON**<br>ex St. Croix ex Patton ASV80<br>**Robert L. Ellsworth**<br>Ketchikan, Ak United States of America | 128<br>87<br>— | (AB) | **1941** Sagstad Shipyards—Seattle, Wa<br>... ...<br>26,83 6,41 3,56<br>1 dk | **Wood TM Research**<br>Survey | Cooper Bessemer<br>2 Oil 4SA each 6Cy. 203 × 267<br>300bhp (221kW)<br>Cooper-Bessemer of Canada Stratford, Ont. |
| **TRITON**<br>**Government of The Republic of Cyprus (Ministry of Agriculture & Natural Resources)**<br>Limassol Cyprus | 39<br>16<br>— | ✠100A1 SS 12/89<br>stern trawler<br>✠LMC<br>EL a ½"U1<br>FN 105 | **1972**-6 Ryton Marine Ltd.—Wallsend (527)<br>16,06 4,83 1,905<br>14,10 4,73 2,67<br>1 dk<br>rf 762 | **M Research/Fishing**<br>Stern Trawler | Kelvin<br>Oil 4SA 6Cy. 165 × 184 reverse reduction geared to sc. shaft<br>240bhp (177kW)<br>English Electric Diesels Ltd. Kelvin Mar. Div. Glasgow<br>8,5kn |
| **TRITON HIGHWAY**<br>**Nippon Kisen Kaisha Ltd. & Taiyo Kaiun K.K.**<br>Nippon Kisen Kaisha Ltd. (Nippon Kisen K.K.)<br>Kobe, Hyogo Pref. Japan<br>SatCom: 1200315/JKPS | *45 783*<br>*13 734*<br>14 484 | NK | **1987** Kawasaki Heavy Ind. Ltd.—Sakaide (1408)<br>179,97 (BB) 32,24 9,118<br>167,01 32,20 14,99<br>2 dks | **M RoRo Cargo/ Vehicles Carrier**<br>Stern door/ramp 2 Side door/ramps | B&W 8S60MCE<br>Oil 2SA 8Cy. 600 × 2292<br>8 753kW (11 900bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 4 × 602kW<br>Thw. thrust Contr. pitch propeller fwd<br>20,8kn |
| **TRITON II**<br>**Canaveral Deep Sea Fishing Boats**<br>Jacksonville, Fl United States of America | 125<br>85<br>— | | **1972** Desco Marine—St. Augustine, Fl (F106)<br>*20,97* 6,74<br>3,81 | **Reinforced Plastic M Fishing**<br>Side Trawler Shrimp-trawl<br>In.45 | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **TRITON REEFER**<br>**Triton Reefer Maritime Co. Ltd.**<br>Wallem Shipmanagement Ltd.<br>Monrovia Liberia<br>SatCom: 1242665/TRFR | *8 188*<br>*3 810*<br>9 643<br>T/cm<br>22,0 | NK | **1990** Shin Kurushima Dockyard Co. Ltd.—Onishi (2656)<br>144,03 (BB) 8,125<br>136,02 21,61 12,86 | **M Refrigerated Cargo**<br>Vehicles<br>4 Ho ER<br>B.12 862 In.12 495<br>4 Ha (stl) (7,3 8,1 8,1 8,1 × 6,0) ER<br>Cr 2(30) 2(5) | Mitsubishi 6UEC52LS<br>Oil 2SA 6Cy. 520 × 1850<br>6 755kW (9 183bhp)<br>Kobe Hatsudoki K.K. Japan<br>Gen 2 × 800kW 2 × 400kW 450V 60Hz a.c.<br>Fuel 71,68t (d.o.) 1 112,96t (i.f.o.)-28,45pd 18,25kn |
| **TRITON VIII**<br>ex Oil Challenger-80<br>**Capuri Navigation S.A.**<br>Heerema Marine Contractors S.A.<br>Panama Panama | 2 384<br>1 182<br>5 146 | ✠100A1 SS 12/88<br>non—perishable cargo, cargo tanks (f) oil FP 60°C. (140°F.) or above<br>✠LMC<br>EL T 1¾"U2<br>FN 2217 | **1975**-8 A. Vuyk & Zonen's Scheepswerven B.V.—Capelle a/d Ijssel (872)<br>90,15 19,05 5,055<br>86,06 19,00 6,76<br>P 7,1 F 8,9 1 dk<br>rf 279 | **TM Tanker/ Pipe-carrier**<br>Oil Deck Cargo<br>Mchy.aft | Ruston 16RKCM<br>2 Vee Oil 4SA each 16Cy. 254 × 305 reverse reduction geared to sc. shafts<br>5 600bhp (4 119kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 3 × 102kW 415V 50Hz a.c.<br>2 Bow jet pumps<br>Fuel 325,0t (d.o.) 11,5kn |
| **TRITONIS**<br>**Societe Shell de Madagascar et des Comores**<br>Compagnie Malgache de Navigation | 139<br>60<br>60 | (BV) | **1964** D.C.A.N. Direction des Constr. & Armes-Navales—Antsiranana<br>27,59 6,18 1,150<br>26,50 6,00 1,91<br>1 dk | **TM Tank Barge**<br>Bow door<br>1 Ha (8,0 × 3,8) | Baudouin<br>2 Oil 4SA each 6Cy. 140 × 180<br>300bhp (221kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 4,5t (d.o.) 8,75kn |
| **TRIUMPH**<br>**B.V. Globecka, B.V. Nobecka & B.V. Tribecka**<br>Beck Scheepvaartkantoor B.V.<br>Groningen Netherlands | *997*<br>*547*<br>1 544 | BV | **1986** Bodewes Scheepswerven B.V.—Hoogezand (552)<br>63,84 3,890<br>60,00 11,71 4,73<br>1 dk | **M General Cargo** | MaK<br>Oil 4SA 6Cy. 320 × 450 geared to sc. shaft<br>748bhp (550kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 74kW 1 × 35kW 220/380V 60Hz a.c.<br>Fuel 88,0t (i.f.o.)-2,5pd 10kn |
| **TRIUMPH II**<br>**Transamerican Lines S.A.**<br>Panama Panama | 388<br>217<br>535 | (BV) | **1961** N.V. Schpsb. v/h Th. J. Fikkers—Foxhol (96)<br>49,64 8,11 2,934<br>45,22 8,01 3,20<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 30,0 ER<br>G.773 B.725<br>2 Ha (each 10,9 × 5,0) ER<br>2W Der 2(2) | Brons<br>Oil 4SA 4Cy. 220 × 380<br>220bhp (162kW)<br>Appingedammer Brons Appingedam<br>Fuel 28,5t (d.o.) 8kn |
| **TRIUMPH SEA**<br>ex Acadian Mistral-87<br>ex Offshore Hunter-86<br>ex Kongsholm-84<br>ex Normand Hunter-84<br>**Secunda Marine Services Ltd.**<br>St. John's, Nfl. Canada | 1 472<br>659<br>1 971 | ✠100A1 SS 5/89<br>offshore tug/supply ship<br>✠LMC UMS<br>EL (N) 720,0/36,0U2<br>FN 1000 | **1979**-9 Marystown Shipyard Ltd.—Marystown, Nfl. (25)<br>64,83 14,10 4,719<br>58,53 13,72 3,36<br>F 13,2 1 dk, 1 part dk fwd & aft of ER<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Wichmann 9AXAG<br>2 Oil 2SA each 9Cy. 300 × 450 with clutches, flexible couplings & sr geared to sc. shafts<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 170kW 1 × 56kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 656,5t (d.o.) 15kn |
| **TRIUMPH 9**<br>ex Shunsei Maru-81<br>**Panas Shipping Co. Ltd.**<br>Panama Panama | 468<br>293<br>777 | | **1965** Oura Dock—Namikata (54)<br>47,71 3,901<br>43,01 8,31 4,40<br>1 dk | **M General Cargo**<br>G.990 B.909<br>1 Ha (27,7 × 5,6) | Makita<br>Oil 4SA 6Cy. 320 × 470<br>700bhp (515kW)<br>Makita Tekkosho Takamatsu<br>10,5kn |
| **TRIUNFADOR**<br>Mexico | 114<br>—<br>— | | **1980** Quality Marine Inc.—Fowl River, Al (141)<br>24,39 —<br>6,72 3,38<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TRIUNFO**<br>ex Shizuoka Maru-89<br>**Pionera S.A.P.N.I.C.E.I.**<br>Argentina | 1 001<br>439<br>978 | NK | **1966** Kanasashi Co. Ltd.—Shimizu (727)<br>68,48 11,23 4,700<br>63,00 11,21 5,01<br>P 34,5 F 25,3 2 dks | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>1 Ha (27,9 × 28,5) ER | Akasaka<br>Oil 4SA 6Cy. 470 × 670<br>1 618kW (2 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 640kW a.c.<br>Fuel 403,5t-9,0pd 12,5kn |
| **TRIUNFO**<br>ex Vila de Olhao<br>**Murtosa Fishing Corp.**<br>New Bedford, Ma United States of America | 128<br>87<br>— | | **1978** Bender SB. & Repair Co. Inc.—Mobile, Al<br>*20,85* 6,71<br>3,38<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TRIUNFOGAS**<br>ex Petrobras Oeste-89<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro Brazil | 3 885<br>2 450<br>2 726 | ✠Classed LR until 6/9/89 | **1963**-2 Fujinagata Zosensho—Osaka (85)<br>108,46 15,70 5,211<br>100,01 15,60 8,01<br>P 26,3 F 15,6 1 dk<br>RW rf 178 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>17 Ta (C.mn.stl) ind cyl vert ER<br>L.(gas) 4 027 | B&W 6-50VTBF-110<br>Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 163kW 445V 60Hz a.c.<br>Fuel (d.o.) 14kn |
| **TRIXIE**<br>ex Lisse-91 ex Giorgis-89<br>ex Porto Alegro-80 ex Vermelha-75<br>ex Babitonga-74<br>**Tricolor Ltd.**<br>Rosjo Maritime Ltd.<br>Monrovia Liberia | 8 667<br>6 216<br>15 124 | AB<br>✠Classed LR until 9/81 | **1973**-10 Austin & Pickersgill Ltd.—Southwick, Sunderland (888)<br>141,00 20,45 8,859<br>134,17 20,43 11,74<br>F 11,9 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 425 B.19 649<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(30) 10(10) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>G. Clark & N.E.M. Ltd. Wallsend<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 120,0t (d.o.) 1 335,0t (hvf)-27,0pd 14kn |

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| **8109345**<br>*VTDW*<br>1939<br>Df Esd Rdr<br>Rt | **TRIYA**<br>**Marshall Seafoods Pte. Ltd.**<br>Bombay India | **115**<br>—<br>81 | **✠100A1** SS 9/86<br>trawler<br>**✠LMC**<br>EL 25,0/16,0U2<br>FN 212 | **1981**-11 Scheepsw. "De Hoop" B.V.—Hardinxveld (761)<br>23,68 6,58 2,909<br>21,24 6,51 3,43<br>1 dk<br>rf 686 BK 76 | **M Fishing**<br>Side Trawler Ref<br>In.70 | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 with clutc<br>couplings & sr reverse geared to sc<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 12kW 380V 50Hz a.c. |
| **7514490**<br>*LDWL3*<br>N-00345<br>Df Esd Pfd<br>Rdr Rt | **TROBO**<br>**Johan G. Olsen Shipping A/S**<br>Paal Wilson Management A/S<br>Kristiansand Norway (NIS) | T.Mk<br>**442**<br>341<br>1 325 | NV | **1976** Orens M/V—Trondheim (64)<br>74,81 10,62 3,598<br>68,15 10,60 6,02<br>F - 2 dks<br>rf nil len 80 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 854 B.2 545<br>1 Ha (stl) (39,3 × 7,0) ER<br>2W Der 2(-) | Normo<br>Oil 4SA 6Cy. 250 × 300<br>1 125bhp (828kW)<br>A/S Bergens M/V<br>Gen 2 × 60kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **5368952**<br><br>332851 | **TROCHUS**<br>**Steelcraft Engineering**<br>*Brisbane, Queensland* Australia | **535**<br>126<br>686 | ✠Classed LR until 10/57 | **1956**-6 Brooke Marine Ltd.—Lowestoft (231)<br>52,02 10,29 3,379<br>48,77 10,06 3,97<br>1 dk<br>R rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Crossley<br>Oil 2SA 5Cy. 254 × 305<br>840bhp (618kW)<br>Crossley Bros. Ltd.<br>Gen 2 × 40kW 1 × 5kW 110V d.c. |
| **6604573**<br>*FPQU*<br>Df Esd Gc<br>RdrRTm | **TROFA**<br>ex Boy Matthiesen-81<br>**Compagnie Europeene de Transport de L'Atlantique**<br>St. Nazaire France | **999**<br>685<br>1 860 | BV (GL) | **1966** Schiffsw. Hugo Peters—Wewelsfleth (523)<br>71,61 11,21 4,954<br>64,42 11,18 5,69<br>P 12,8 B 9,5 F 7,7 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 46,7 ER<br>G.2 416 B.2 231<br>4W Der 4(3) | MaK<br>Oil 2SA 6Cy. 320 × 450<br>1 200bhp (883kW)<br>MaK. Maschinenbau Kiel G.m.b.H<br>Gen 2 × 25kW<br>Fuel 96,5t (d.o.) |
| **5368964**<br>*YTKT*<br>2T-65<br>Rt | **TROGIR**<br>**JADROLINIJA P.O.**<br>Rijeka Croatia | **347**<br>136<br>20 | JR<br>✠Classed LR until 5/58 | **1957**-7 Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (194)<br>44,71 8,21 2,801<br>41,56 8,17 3,61<br>F 8,6 1 dk<br>RW rf 152 | **TM Ferry/General Cargo** 450dk P<br>1 Ha (2,2 × 2,1)<br>1W Der 2(1) | B&W<br>2 Oil 2SA each 6Cy. 240 × 370<br>900bhp (662kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 3 × 30kW 220V a.c.<br>Fuel 15,0t |
| **5109849**<br>*OXNQ*<br>H216<br>Df Esd Pfd<br>Rt | **TROIKÀ**<br>ex Trojka-86 ex Janne Vest-84<br>ex Eva Nordfisk-80<br>**John Christiansen**<br>Hvide Sande Denmark | **123**<br>59<br>— | | **1960** Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V.—Monnickendam (70)<br>27,01 6,30<br>6,20 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Alpha<br>Oil 2SA 4Cy. 240 × 400<br>206kW (280bhp)<br>Alpha-Diesel A/S<br>Fuel (d.o.) |
| **5161225**<br><br>706993 | **TROIS VIERGES**<br>ex Yol Express-91 ex Inger Poulsen-86<br>ex Joseta-52 ex Mary Win-50<br>ex Inger-45 ex Adelheid-36<br>ex Nelly Marie<br>Turks Islands Turks & Caicos Islands (British) | **122**<br>100<br>161 | (BV) | **1916** Gebroeders Fikkers—Muntendam<br>27,61 6,66 2,947<br>22,59 6,63 3,20<br>1 dk<br>R conv Galleas General Cargo — | **M General Cargo**<br>G.283<br>2 Ha (7,0 × 3,9) (2,9 × 2,5) ER | Alpha<br>Oil 2SA 4Cy. 260 × 400<br>200bhp (147kW) NE 75<br>Alpha-Diesel A/S<br>Controllable pitch propeller<br>Fuel 10,0t (d.o.)-1,0pd |
| **5368988**<br>*HP5916*<br>20222-LCE<br>Df Esd Pfd<br>Rt | **TROITA**<br>Panama Panama | **336**<br>166<br>180 | BV | **1962** Maritima del Musel S.A.—Gijon (35)<br>42,78 7,65 4,201<br>36,99 7,60 3,71<br>1 dk<br>RW | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz<br>Fuel 129,5t (d.o.) |
| **8226478**<br>*EUWC*<br>M-39801<br>Df Esd Gc<br>Rdr RTm/h/v | **TROITSKOYE**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | *738*<br>*221*<br>332 | RS | **1983** ..............U.S.S.R.<br>53,75 10,72 4,290<br>6,74<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **7027241**<br>*LZIK*<br>155<br>Df Esd Gc<br>Rdr Rt | **TROJAN**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **1 326**<br>437<br>1 440<br>**1 812**<br>969<br>2 260 | BR | **1969** "Ivan Dimitrov" Shipyard—Rousse (9)<br>80,75 11,92 4,350/5,290<br>74,58 11,89 6,66<br>P 25,0 2 dks | **M General Cargo** OSD/CSD<br>2 Ho ER<br>G.3 182<br>2 Ha (11,9 × 6,0) (23,2 × 7,0) ER<br>Cr 2(5) | Sulzer<br>Oil 2SA 6Cy. 360 × 600<br>1 320bhp (971kW)<br>"Zgoda" Zaklady Urzadzen Techniczn<br>Gen 3 × 80kW |
| **7216737**<br>*WW9292*<br>299492<br>Rdr Rt | **TROJAN**<br>**Trojan Offshore Boat Service Inc.**<br>New Orleans, La United States of America | **181**<br>123<br>— | | **1965** Halter Marine Services, Inc.—New Orleans, La (106)<br>10,37 2,918<br>42,68 10,36 3,51 | **M Supply Ship**<br>Deck Cargo | Oil<br>2 120bhp (1 559kW)<br>.............<br>Fuel (d.o.) |
| **5369059**<br>*WC3737*<br>258337<br>RTm/v | **TROJAN**<br>ex Ben B ex I. B. Pevoto<br>**Barworth Corp.**<br>Houston, Tx United States of America | **143**<br>97<br>— | | **1949** Harrisburg Machine Co Inc.—Houston, Tx<br>27,01 7,12<br>... ... ... | **M Tug** | General Motors<br>Oil 2SA 12Cy. 216 × 254<br>E made43 fitted49<br>General Motors Corp.<br>Gen 2 × 20kW 110/220V d.c.<br>Fuel (d.o.) |
| **7358949**<br>*OXGW2*<br>D2432<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TROJBORG**<br>ex Platessa-91<br>**Partrederiet Fladstrand**<br>Nic Pedersen & Co. 's Maglerforretning<br>Frederikshavn Denmark | **299**<br>162<br>716 | BV | **1975** A/S Nordsovaerftet—Ringkobing (99)<br>49,71 8,34 3,468<br>44,46 8,30 5,49<br>P 8,0 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,0 ER<br>G.1 312 B.1 159<br>1 Ha (27,5 × 5,0) ER<br>2W Der 1(5) 1(3) | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>441kW (600bhp)<br>Alpha-Diesel A/S<br>Gen 2 × 35kW 1 × 25kW 380V 50H<br>Controllable pitch propeller<br>Fuel 47,0t (d.o.)-2,5pd |
| **7826233**<br>*UTGL*<br>M-33465<br>Df Esd Gc<br>Rdr RTv | **TROKHUS**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | T.Mk<br>**1 725**<br>816<br>—<br>**2 635**<br>1 418<br>1 741 | RS | **1980** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B406/05)<br>85,00 15,03 —/6,000<br>75,01 - 9,20<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Ice strengthened<br>3 Ta<br>B.1 850 | Sulzer<br>Oil 4SA 8Cy. 400 × 480 geared to sc<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Techniczn<br>Gen 3 × 380kW<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 949,0t |
| **7710408**<br>*LADC2*<br>N-00091<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TROLL FOREST**<br>ex Skaubord-91<br>**Wilhelmsen Lines A/S**<br>Tonsberg Norway (NIS)<br>SatCom: 1311145/LADC | T.Mk<br>**16 363**<br>9 367<br>34 139<br>**28 134**<br>20 126<br>42 424 | NV | **1979** A/S Fredriksstad M/V—Fredrikstad (436)<br>182,51 32,31 10,383/12,020<br>173,21 32,28 25,81<br>3 dks<br>rf nil | **M RoRo Cargo/ Vehicles Carrier**<br>Mchy.aft<br>B.67 313<br>TEU 895 C.Dk 895/20'(40')<br>Cr 1(10) | B&W<br>Oil 2SA 8Cy. 670 × 1700<br>14 945bhp (10 993kW)<br>A/S Nye Fredriksstad Mek. Verk<br>Gen 3 × 1076kW 440V 60Hz a.c<br>Thw. thrust Contr. pitch propeller fwd |
| **8315566**<br>*LAKN4*<br>N-01059<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **TROLLNES**<br>**Jebsens Thun Beltships Investments Inc.**<br>Jebsen Ship Management (Bergen) A/S<br>Bergen Norway (NIS)<br>SatCom: 1312565/LAKN | *6 398*<br>*2 517*<br>8 734<br>T/cm<br>18,1 | NV | **1985** Kleven Loland A/S—Leirvik (93)<br>112,02 (BB) 8,202<br>105,01 20,52 9,61<br>1 dk<br>conv Self-unloader Bulk Carrier 85 | **M Bulk Carrier/ Stone Carrier**<br>Self-unloader Side-discharge<br>4 Ho ER<br>G.8 542<br>4 Ha (stl) (each 15,4 × 10,0) ER<br>Cr 1(-) | Wartsila<br>Oil 4SA 8Cy. 320 × 350 with flexible<br>sr geared to sc. shaft<br>3 800bhp (2 795kW)<br>Oy Wartsila Ab<br>Gen 1 × 1500kW 2 × 362kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust Contr. pitch propellers fw<br>Fuel 122,0t (d.o.) 529,5t (hvf)-13,5pd |

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| **TROLLSHELL**<br>**Troms Fylkes Dampskibsselskap A/S**<br>Tromso Norway | *1 280*<br>*515*<br>1 900<br>T/cm<br>6,7 | NV | **1990** Brodogradiliste "Boris Kidric"—Apatin (1097)<br>65,70 (BB) 5,100<br>60,00 12,00 7,00<br>1 dk<br>Bow/CM 31 Diam. 0,203 | **M Tanker**<br>IGS Ice strengthened<br>6 Ta ER<br>L.2 031<br>4 Cargo pumps total 775T/hr | Normo KRMB-6<br>Oil 4SA 6Cy. 250 × 300 sr geared to sc. shaft<br>1 110kW (1 509bhp)<br>BMV Bergen Diesel A/S Bergen<br>Gen 1 × 298kW 3 × 243kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 32,8t (d.o.) 71,3t (hvf)-4,0pd 11kn |
| **TROLLTIND**<br>ex Tanja-81 ex Bjerkosund-74<br>ex Gamel-72 ex Simla-70 ex Hippo-68<br>**Bjorn Iversen**<br>Kristiansand Norway | *634*<br>*200*<br>599 | NV | **1962** Westermoen Batbyggeri—Mandal (487)<br>56,25 8,49 3,366<br>48,29 8,44<br>1 dk & S dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 30,4 ER<br>G.1 189 B.1 104<br>2 Ha (stl) (each 10,6 × 3,6) ER<br>2W Der 2(3) | MaK<br>Oil 4SA 6Cy. 230 × 300<br>650bhp (478kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 20kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 37,5t (d.o.) 10,5kn |
| **TROLLVANN**<br>ex Brage Supplier-89<br>**K/S Trollvann**<br>Bjornebo Rederi A.S.<br>Oslo Norway (NIS)<br>SatCom: 1312260/LASO | *4 839*<br>*2 200*<br>7 287<br>T/cm<br>16,0 | NV (NK)<br>Classed LR until 1/90 | **1985** Towa Zosen K.K.—Shimonoseki (560)<br>114,51 (BB) 18,22 6,728<br>105,01 18,20 8,31<br>P 21,8 F 10,0 1 dk<br>Bow/CM 48 Diam. 0,254 | **M Tanker**<br>Oil Chemical Molasses<br>DB<br>10 Wing Ta ER<br>L.7 870<br>4 Cargo pumps total 1 500T/hr | MaK<br>Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>Ube Industries Ltd. Ube<br>Gen 2 × 360kW 1 × 250kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>11,75kn |
| **TROMAAS**<br>**Tromaas A/S**<br>Morland Ship Management AS<br>Arendal Norway (NIS)<br>SatCom: 1312220/LAKF | *52 247*<br>*29 494*<br>96 551<br>T/cm<br>87,8 | NV | **1988** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1157)<br>232,42 (BB) 12,131<br>222,64 42,02 20,32<br>1 dk<br>Bow/CM 117 Diam. 0,406 | **M Tanker**<br>COW IGS SBT<br>4 Ta 4 Wing Ta ER<br>L.(oil) 115 386<br>4 Cargo pumps total 8 600T/hr | Sulzer 6RTA62<br>Oil 2SA 6Cy. 620 × 2150<br>7 679kW (10 440bhp)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 185,8t (d.o.) 2 044,2t (hvf)-32,0pd 15,5kn |
| **TROMBETAS**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Vitoria Brazil | **312**<br>0<br>80 | BV | **1980** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (059)<br>28,25 2,850<br>26,88 9,11 3,66<br>1 dk | **M Tug** | M.T.U. 16V362TB61<br>2 Vee Oil 4SA each 16Cy. 160 × 180<br>Mecanica Pesada S.A. Taubate<br>11,25kn |
| **TROMPETEROS**<br>**Petrolera Transoceanica S.A.**<br>Callao Peru | **16 633**<br>12 791<br>25 243<br>T/cm<br>36,8 | AB | **1976** SIMA Serv. Ind. de la Marina Callao (SIMAC) —Callao (17)<br>171,18 (BB) 25,38 9,221<br>161,55 25,01 12,60<br>P 34,2 F 11,9 1 dk<br>rf 51 Bow/CM 77 Diam. 0,203 | **M Tanker**<br>IGS Stern disch.<br>22 Ta ER<br>L.(oil) 35 662 HeCls. C<br>4 Cargo pumps total 3 600T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 630kW<br>Fuel 154,5t (d.o.) 1 347,5t (hvf)-36,5pd 15,5kn |
| **TROMS SKARVEN**<br>**A/S K/S TFDS Kombiship**<br>TFDS Offshore A/S<br>Tromso Norway<br>SatCom: 1311264/JWZR | *3 149*<br>*944*<br>2 690 | NV | **1986** Molde Verft A/S—Hjelset ((197))<br>79,71 5,962<br>68,61 18,01 8,51<br>2 dks | **TD-E Tug/Supply Ship**<br>Stand-by Safety Deck Cargo Anchor-handling Fire-fighting | Normo KVMB-16<br>KVMB-12<br>4 Vee Oil driving 2 gen. each 1 800kW 600V a.c. connected to 2 elec. motors & sr geared to sc. shafts<br>(i) 2 Oil 4SA each 16Cy. 250 × 300<br>BMV Maskin A/S Bergen<br>(ii) 2 Oil 4SA each 12Cy. 250 × 300<br>BMV Maskin A/S Bergen<br>Gen 2 × 704kW 600V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 2 aft<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 808,0t (hvf)-40,5pd 12,75kn |
| **TROMS TJELD**<br>ex Star Orion-85<br>Launched as Edda Sun<br>**K/S Offshore Tjeld**<br>TFDS Offshore A/S<br>Tromso Norway | **1 590**<br>550<br>2 042 | NV | **1983** Dae Dong SB. Co. Ltd.—Busan (256)<br>67,87 15,88 6,401<br>58,81 15,61 7,47<br>B 11,9 F 15,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 8bth P<br>Ice strengthened | Wichmann<br>4 Oil 2SA each 7Cy. 300 × 450 with clutches, flexible couplings & sr geared to sc. shafts<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 1750kW 2 × 335kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 1 aft<br>Fuel 674,5t (d.o.) 15,5kn |
| **TROMS-PRINSEN**<br>**Troms Fylkes Dampskibsselskap A/S**<br>Tromso Norway | **247**<br>131<br>50 | (NV) | **1981** Westamarin A/S—Mandal (80)<br>29,01 9,02 1,301<br>27,82 3,13<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 210dk P | AGO 195V12CSHR<br>2 Vee Oil 4SA each 12Cy. 195 × 180/192 with clutches, flexible couplings & reverse reduction geared to sc. shafts<br>3 600bhp (2 648kW)<br>Soc. Alsacienne de Const. Mec. de Mulhouse (S.A.C.M.) Mulhouse<br>29kn |
| **TROMSBAS**<br>ex Osvaldson-91 ex Thevik-89<br>ex Meloyvaer-87<br>**Karl H. Pettersen**<br>Tromso Norway | **1 197**<br>558<br>— | NV | **1977** Myklebust Mek. Verksted A/S—Gurskebotn (5)<br>59,87 12,02 6,503<br>50,98 11,99 7,85<br>1 dk & S dk<br>rf 495 conv Stern Trawler Fishing 80 | **M Oil Pollution Recovery** OSD<br>Ice strengthened<br>1 Ho 6 Ta ER | MaK 9M453AK<br>Oil 4SA 9Cy. 320 × 420<br>3 400bhp (2 501kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **TROMSLAND**<br>**Tromsland AS**<br>Frithjof Jorgensen<br>Tromso Norway | *668*<br>*200*<br>— | | **1986** Aas Skipsbyggeri A/S—Vestnes (126)<br>42,55<br>35,06 6,51 | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.400 | Alpha<br>Oil geared to sc. shaft<br>1 480bhp (1 089kW)<br>MAN-B&W Diesel A/S Frederikshavn |
| **TROMSO CONFIDENCE**<br>**Glefi Shipping XX Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Monrovia Liberia<br>SatCom: 1244531 | *79 718*<br>*46 569*<br>154 970<br>T/cm<br>107,7 | NV (Class cont.) | **1991** Hyundai Heavy Industries Co. Ltd.—Ulsan (720)<br>273,76 (BB) 43,93 17,500<br>264,02 43,91 24,41<br>1 dk<br>Bow/CM 138 Diam. 0,610 MH 2,1 | **M Tanker**<br>COW IGS SBT DB DSS<br>9 Ta ER<br>L.(oil) 161 200<br>3 Cargo pumps total 12 000T/hr | B&W 6S70MC<br>Oil 2SA 6Cy. 700 × 2674<br>15 403kW (20 941bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>14,5kn |
| **TROMSO ENDEAVOUR**<br>**Glefi Shipping XXV Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Monrovia Liberia<br>SatCom: 1245262 | *79 718*<br>*46 569*<br>139 500 | NV (Class cont.) | **1991** Hyundai Heavy Industries Co. Ltd.—Ulsan (725)<br>274,00 17,500<br>264,00 43,90 24,40<br>1 dk | **M Tanker**<br>COW IGS DB DSS<br>9 Ta ER<br>L.(oil) 161 200<br>3 Cargo pumps total 12 000T/hr | B&W 6S70MC<br>Oil 2SA 6Cy. 700 × 2674<br>15 403kW (20 941bhp)<br>Hyundai Engine & Machinery Co. Ltd.. Ulsan<br>14,5kn |
| **TROMSO FIDELITY**<br>**Glefi Shipping XXII Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Monrovia Liberia<br>SatCom: 1244653/ELNX | *79 718*<br>*46 569*<br>139 500<br>T/cm<br>107,7 | NV (Class cont.) | **1991** Hyundai Heavy Industries Co. Ltd.—Ulsan (722)<br>274,00 - 17,500<br>264,00 43,90 24,40<br>1 dk | **M Tanker**<br>COW IGS DB DSS<br>9 Ta ER<br>L.(oil) 161 200<br>3 Cargo pumps total 12 000T/hr | B&W 6S70MC<br>Oil 2SA 6Cy. 700 × 2674<br>15 403kW (20 941bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>14,5kn |
| **TROMSO RELIANCE**<br>**Glefi Shipping XXI Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Monrovia Liberia<br>SatCom: 1244652/ELNY | *79 718*<br>*46 569*<br>139 500<br>T/cm<br>107,7 | NV (Class cont.) | **1991** Hyundai Heavy Industries Co. Ltd.—Ulsan (721)<br>274,00 - 17,500<br>264,00 43,90 24,40<br>1 dk<br>Bow/CM 138 Diam. 0,610 MH 2,1 | **M Tanker**<br>COW IGS DB DSS<br>9 Ta ER<br>L.(oil) 161 200<br>3 Cargo pumps total 12 000T/hr | B&W 6S70MC<br>Oil 2SA 6Cy. 700 × 2674<br>15 403kW (20 941bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>14,5kn |

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| **9000546**<br>*ELNY3*<br>9482<br>Df Esd Gc<br>Rdr RTv | **TROMSO SPIRIT**<br>**Glefi Shipping XXIV Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Monrovia Liberia<br>SatCom: 1245201/TRSP | *79 718*<br>*46 569*<br>139 500 | NV (Class cont.) | **1991** Hyundai Heavy Industries Co. Ltd.—Ulsan (724)<br>274,00 17,500<br>264,00 43,90 24,40 | **M Tanker**<br>COW IGS DB DSS<br>9 Ta ER<br>L.(oil) 161 200<br>3 Cargo pumps total 12 000T/hr | B&W<br>Oil 2SA 6Cy. 700 × 2674<br>15 403kW (20 941bhp)<br>Hyundai Engine & Machinery Co. Ltd |
| **9000560**<br>*ELOB8*<br>9511<br>Df Esd Gc<br>Pfd Rdr RTv | **TROMSO TRADER**<br>**Glefi Shipping XXVI Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Monrovia Liberia<br>SatCom: 1245402 | *79 718*<br>*46 569*<br>139 500 | NV (Class cont.) | **1991** Hyundai Heavy Industries Co. Ltd.—Ulsan (726)<br>274,00 17,500<br>264,00 43,90 24,40 | **M Tanker**<br>COW IGS DB DSS<br>9 Ta ER<br>L.(oil) 161 200 | B&W<br>Oil 2SA 6Cy. 700 × 2674<br>15 403kW (20 941bhp)<br>Hyundai Engine & Machinery Co. Ltd |
| **9000534**<br>*ELNY2*<br>9481<br>Df Esd Gc<br>Pfd Rdr RTv | **TROMSO TRUST**<br>**Glefi Shipping XXIII Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Monrovia Liberia<br>SatCom: 1245122 | *79 718*<br>*46 569*<br>139 500 | NV (Class cont.) | **1991** Hyundai Heavy Industries Co. Ltd.—Ulsan (723)<br>274,00 17,500<br>264,00 43,90 24,40<br>1 dk<br>Bow/CM 138 Diam. 0,609 MH 2,1 | **M Tanker**<br>COW IGS DB DSS<br>9 Ta ER<br>L.(oil) 161 200<br>3 Cargo pumps total 12 000T/hr | B&W<br>Oil 2SA 6Cy. 700 × 2674<br>15 403kW (20 941bhp)<br>Hyundai Engine & Machinery Co. Ltd |
| **5369279**<br>*JWWE*<br>14894<br>Df Esd Pfd<br>Rt | **TROMSOYBUEN**<br>**P/R Tromsoybuen**<br>Willy Angell<br>Tromso Norway | *472*<br>*234*<br>— | NV | **1958** Kaarbos M/V A/S—Harstad (22)<br>45,55 7,35 5,006<br>41,56 7,32 6,46<br>2 dks<br>rf 1257 BK 102 len 84 | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.37<br>2 Ha (2,5 3,1 × 2,2) ER<br>1W Der 1(3) | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>990bhp (728kW) NE 71<br>A/S Wichmann<br>Gen 1 × 115kW 1 × 40kW 220V 5<br>Fuel 75,0t (d.o.) |
| **7321958**<br>*LKVX*<br>18068<br>Df Esd Rdr<br>Rt | **TROMSOYVAERING**<br>ex Bakke Viking-88 ex Saltnesvag-86<br>ex Karl Senior-83 ex Odd Gjendem-80<br>**Tromsoyvaering A/S**<br>Tromso Norway | *249*<br>*74*<br>— | | **1973** Th. Hellesoy Skipsbyggeri A/S—Lofallstrand (89)<br>28,99 7,12<br>25,18 7,09 3,66<br>1 dk | **M Fishing**<br>Side-fishing | Callesen<br>Oil 4SA 5Cy. 270 × 400<br>575bhp (423kW)<br>Aabenraa Motorfabrik<br>Fuel (d.o.) |
| **5425645**<br>*LW4007*<br>RTm/h/v | **TRONADOR**<br>**Government of The Argentine Republic (Empresa Flota Fluvial del Estado Argentino) (EFFDEA)**<br>Buenos Aires Argentina | **326**<br>—<br>— | ✠Classed LR until 10/10/75 | **1964-4** Ryan Ast. Argentinos—Avellaneda<br>30,79 8,44<br>28,02 8,01 3,76<br>1 dk<br>RW rf 889 | **D-E Tug** | MAN<br>2 Oil 4SA each 7Cy. 235 × 330 driving<br>each 340kW 440V d.c. connected t<br>motors (WL) & sr geared to sc. sha<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 36kW 220V d.c.<br>Fuel (d.o.) |
| **5055036**<br>*JXKE*<br>15330<br>Df Esd Rdr<br>Rt | **TROND**<br>ex Stig Frode-84 ex Trond-82<br>ex Blia-69 ex Bulko-64<br>**Jon Braekkan**<br>Levanger Norway | **269**<br>156<br>493 | NV | **1960** Westermoen Batbyggeri—Mandal (480)<br>44,73 8,54 3,061<br>40,82 8,51 3,41<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.623<br>1 Ha (stl) (19,5 × 6,0) ER<br>2W Der 2(2,5) | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>600bhp (441kW) NE 66<br>A/S Wichmann<br>Gen 1 × 24kW 1 × 13kW 220V 50H<br>Fuel 36,5t (d.o.)-2,0pd |
| **5341796**<br>*LMMT*<br>15551<br>Df Esd Rt | **TROND ERLING**<br>ex Kvalnes-87 ex Stormy-74<br>**P/R Kvalnes**<br>Inge Pedersen<br>Sortland Norway | **138**<br>57<br>— | | **1961** Eidsvik Skipsbyggeri A/S—Uskedal (15)<br>31,68 6,30<br>6,20 3,31<br>1 dk<br>len 63 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Aabenra<br>Oil 4SA 4Cy. 270 × 400<br>300bhp (221kW)<br>Aabenraa Motorfabrik<br>Fuel (d.o.) |
| **6606258**<br>*LAZI*<br>16478<br>Rdr Rt | **TRONDENES**<br>**More Kabelservice A/S**<br>Tromso Norway | **223**<br>88<br>— | (NV) | **1965** Bolsones Verft—Molde (206)<br>34,17 9,50<br>29,98 8,97 3,66<br>1 dk<br>rf 919 BK 69 | **M RoRo Cargo/Ferry**<br>250dk P<br>Mchy.aft | Normo<br>Oil 4SA 5Cy. 250 × 300<br>650bhp (478kW)<br>Normo Gruppen A/S<br>Fuel (d.o.) |
| **8709896**<br>*JXXK*<br>20434<br>Rdr Rt | **TRONDERBAS**<br>**A/S Tronderbas K/S**<br>Namsos Norway | *1 332*<br>*578*<br>1 712 | NV | **1988** Szczecinska Stocznia Rem. "GRYFIA" —SZCZECIN ((503))<br>60,20 (BB) 6,449<br>53,01 11,00 8,01<br>2 dks<br>BK 246 | **M Fishing**<br>Side Trawler Purse Seiner Processing Ref<br>Ice strengthened<br>In.1 100 | Wartsila<br>Oil 4SA 6Cy. 320 × 350 geared to sc. s<br>2 250kW (3 059bhp)<br>Oy Wartsila Ab<br>Gen 1 × 700kW 1 × 250kW 440V 6<br>Thw. thrust propeller fwd ,1 aft |
| **5116426**<br>*LCCF*<br>12246<br>Df Esd Pfd<br>Rdr Rt | **TRONDERFISK**<br>ex Gasvaer Senior-88 ex Polarkyst-86<br>ex Aksla-82 ex Lyngvin-72<br>ex Flomann-71<br>**K/S A/S Tronderfisk**<br>Namsos Norway | **284**<br>137<br>— | NV | **1949** A. M. Liaaen Skibs. & M/V.—Alesund (84)<br>41,20 6,84 4,457<br>35,03 6,81 4,47<br>P 14,1 F 8,6 1 dk<br>RW rf 996 BK 183 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho 1 Ta ER<br>4 Ha (2,1 × 1,9) (2,5 2,5 2,5 × 1,3) ER | Wichmann<br>Oil 2SA 5Cy. 280 × 420<br>500bhp (368kW) NE 65<br>A/S Wichmann<br>Gen 1 × 168kW 1 × 52kW 220V 50H<br>Fuel (d.o.) |
| **5343471**<br>*LMPQ*<br>13969<br>Df Esd Rt | **TRONDERTRAL**<br>ex Sulaholm-91 ex Finnoybuen-86<br>ex Austervon-80 ex Sula 1-71<br>**Trondertral KS**<br>Brekk og Olgvik AS<br>Trondheim Norway | **158**<br>67<br>— | (NV) | **1955** Bolsones Verft—Molde (158)<br>33,41 6,51 3,201<br>30,31 6,46 3,41<br>1 dk<br>rf 978 BK 127 len 56 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>1 Ha (3,5 × 2,2) ER | Normo<br>Oil 4SA 6Cy. 250 × 360<br>540bhp (397kW) NE 75<br>A/S Bergens M/V<br>Gen 1 × 35kW 1 × 18kW 1 × 7,5<br>240V d.c.<br>Fuel (d.o.) |
| **7805215**<br>*LIAD*<br>19311<br>Gc Rdr Rt | **TRONDHEIM**<br>**Fosen Trafikklag A/S**<br>Trondheim Norway | **773**<br>420<br>512 | (NV) | **1979** Tronderverftet A/S—Hommelvik (43)<br>73,51 13,72 3,401<br>61,22 13,71 4,53<br>1 dk<br>rf 1956 BK 196 | **M RoRo Cargo/Ferry**<br>399dk P<br>Cars 90<br>Mchy.aft | Wichmann<br>Oil 2SA 6Cy. 300 × 450<br>1 800bhp (1 324kW)<br>A/S Wichmann<br>Gen 2 × 116kW 220V 50Hz a.c.<br>2 Controllable pitch propellers aft, 1 fw<br>Fuel 37,0t (d.o.)-5,0pd |
| **5332513**<br>*XPST*<br>A308<br>Df Esd Pfd<br>Rdr Rt | **TRONDUR**<br>ex Smola-67<br>**Foroyar Landsstyri**<br>Strandfaraskip Landsins<br>Torshavn Faeroes (Danish) | **400**<br>188<br>325 | NV | **1959** Aukra Bruk A/S—Aukra (9)<br>40,11 9,12 3,201<br>34,42 9,10 4,47<br>F 12,2 1 dk<br>rf 1046 BK 145 | **TM RoRo Cargo/Ferry**<br>185dk P<br>Ice strengthened<br>1 Ho 6,4 ER<br>In.82<br>1 Ha (2,1 × 1,9) ER<br>1W Der 1(2) | Wichmann<br>2 Oil 2SA each 6Cy. 280 × 420 geare<br>shafts<br>1 200bhp (883kW)<br>A/S Wichmann<br>Gen 2 × 60kW 220V 50Hz a.c.<br>Fuel 43,5t (d.o.) |
| **8519667**<br><br><br>Df Esd Gc<br>Rdr RTv | **TRONDUR I GOTU**<br>**P/f Vardin**<br>Gotu Faeroes (Danish)<br>SatCom: 1610302/TRON | *2 172*<br>*792*<br>2 300 | NV | **1986** FEAB Marstrandsverken—Marstrand (173)<br>67,01<br>58,50 14,51 5,74<br>3 dks<br>rf 800 | **M Fishing**<br>Stern Trawler Seiner<br>Ice strengthened | Wartsila<br>Oil 4SA 9Cy. 320 × 350<br>4 600bhp (3 384kW)<br>Oy Wartsila Ab<br>Gen 1 × 1656kW 3 × 374kW 440<br>2 Thw. thrust Contr. pitch propellers fw |
| **8422163**<br>*LACA2*<br>N-00001<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TRONES**<br>**Jebsens Thun Beltships Investments Inc.**<br>Jebsen Ship Management (Bergen) A/S<br>Bergen Norway (NIS)<br>SatCom: 1311407/LACA | *7 556*<br>*3 199*<br>11 339 | NV | **1986** Kleven M/V A/S—Ulsteinvik (94)<br>121,80 (BB) 8,314<br>105,01 20,52 11,61<br>1 dk | **M Bulk Carrier**<br>Self-unloader<br>5 Ho ER<br>G.10 776<br>5 Ha (stl) ER | Wartsila<br>Oil 4SA 8Cy. 320 × 350 geared to sc<br>3 798bhp (2 794kW)<br>Oy Wartsila Ab<br>Gen 2 × 360kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **7518410**<br>*HOKK*<br>7728-77F<br>Df Esd Gc<br>Pfd Rdr Rt | **TRONO**<br>ex Minos Star-80 ex Blue Yokahama-78<br>**Car Liner (Panama) S.A.**<br>Eastern Car Liner Ltd.<br>Panama Panama<br>SatCom: 1331271/TRNO | **10 765**<br>8 004<br>14 870 | NK | **1976** Kanda Zosensho K.K.—Japan (205)<br>147,99 (BB) 22,03 8,841<br>138,03 22,01 12,70<br>2 dks | **M RoRo Cargo/General Cargo**<br>Quarter stern door & ramp<br>3 Ho ER<br>G.22 777 B.21 616<br>TEU 217<br>3 Ha (stl) (11,5 × 8,9) (30,0 30,0 × 10,5) ER<br>Der 2(60) 3(20) | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460 geare<br>10 400bhp (7 650kW)<br>Nippon Kokan K.K. Tsurumi Wor |

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| **TRONOY**<br>**Tronoy A/S**<br>Tromso Norway | **148**<br>62<br>— | NV | **1960** Ejnar S. Nielsen M/V A/S—Harstad (4)<br>30,33 6,43 3,029<br>27,49 6,41 3,51<br>1 dk<br>rf 1440 BK 102 len 62 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>1 Ha (2,8 × 1,7) ER<br>1W Der 1(1,5) | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>495bhp (364kW) NE 75<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 45kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **TROPEOFOROS**<br>ex Ionian Sailor-91 ex Keiyo Maru-89<br>**Oceandawn Marine Co. Ltd.**<br>Pevson Shipping Co. S.A.<br>Limassol Cyprus | **10 763**<br>7 465<br>25 109 | NK | **1977** Kurushima Dockyard Co. Ltd.—Onishi (948)<br>149,90 (BB) 22,92 9,720<br>140,00 22,86 13,20<br>P 25,3 F 10,7 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.24 791 B.23 803<br>4 Ha (stl) (16,0 × 9,3) (19,2 19,9 19,9 × 12,5) ER<br>Der 4(25) | Mitsubishi 7UEC52/105E<br>Oil 2SA 7Cy. 520 × 1050<br>6 841kW (9 300bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 360kW 450V 60Hz a.c.<br>Fuel 165,5t (d.o.) 1 562,5t (hvf)-33,0pd 14,5kn |
| **TROPEOFOROS**<br>ex Pioneer-88 ex Lydia-82<br>ex Wistaria Purple-77<br>**Tropeoforos Shipping Co. Ltd.**<br>All Trust Shipping Co. S.A.<br>Valletta Malta | **8 825**<br>6 060<br>15 135 | BV (AB) | **1974** Jurong Shipyard Ltd.—Singapore (1006)<br>143,41 (BB) 19,87 9,043<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 ER 4 TwD<br>G.20 133 B.19 001<br>5 Ha (stl) (9,1 19,8 9,1 9,1 9,1 × 9,9) ER<br>12W Der 12(5) | Pielstick 12PC2-3V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. Japan<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 1 297,5t 13,5kn |
| **TROPESCA SECONDO**<br>**Societa Cooperativa Tropesca S.r.l.**<br>Mazara del Vallo Italy | **199**<br>73<br>— | RI | **1982** Cant. Nav. F. Giacalone—Mazara del Vallo (45)<br>33,51 7,32 3,101<br>27,28 7,31 3,92<br>1 dk | **M Fishing**<br>Stern Trawler | Crepelle 6PSN3L<br>Oil 4SA 6Cy. 260 × 320 geared to sc. shaft<br>1 425bhp (1 048kW)<br>Soc. Nouvelle des Moteurs Crepelle Lille |
| **TROPIC**<br>**Chikuei Kisen Y.K.**<br>Osaka, Osaka Pref. Japan | **492**<br>—<br>998 | | **1987** Kurinoura Dock K.K.—Yawatahama (245)<br>64,95 10,02 4,250<br>60,00 10,00 4,50<br>1 dk | **M Tanker**<br>Chemical | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440<br>956kW (1 300bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TROPIC**<br>**Societe de Transports Maritimes Brudey Freres**<br>Pointe-a-Pitre Guadeloupe (French) | *236*<br>*161*<br>50 | BV | **1988** Chantiers Navals de L'Esterel—Cannes<br>34,60 1,851<br>30,82 7,51<br>1 dk | **TM Ferry**<br>253dk P | MWM TBD604V16<br>2 Vee Oil 4SA each 16Cy. 170 × 195 reverse reduction geared to sc. shafts<br>5 220bhp (3 840kW)<br>Motorenw. Mannheim A.G. (MWM) West Germany |
| **TROPIC ACE**<br>ex Rita IV ex Gimen-75 ex Rita-75<br>ex Beth-70 ex Silesia-60 ex Hanna-55<br>ex Else II<br>**Aracul S.A.**<br>Panama Panama | **225**<br>112<br>265 | (GL) | **1908** J. J. Pattje & Zonen—Waterhuizen<br>39,27 6,76 2,490<br>6,74 2,75<br>1 dk<br>R len 55 | **M General Cargo**<br>1 Ho<br>G.425 B.368<br>2 Ha (8,3 9,6 × 3,9)<br>2W Der 2(1,5) | Alpha 344-F<br>Oil 2SA 4Cy. 200 × 340<br>200bhp (147kW) NE 61<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 14,0t (d.o.)-1,0pd 9kn |
| **TROPIC DAY**<br>**Birdsall Shipping Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **717**<br>135<br>606 | BV | **1969** Bellinger Shipyards Inc.—Jacksonville, Fl<br>70,90 14,74 3,582<br>68,59 14,64 4,27<br>1 dk | **TM RoRo Cargo**<br>Deck Cargo<br>Stern ramp | General Motors<br>2 Oil 2SA each 8Cy. 230 × 254 sr geared to sc. shafts<br>2 050bhp (1 508kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 60kW<br>Fuel 127,0t (d.o.) 13,5kn |
| **TROPIC FLYER**<br>**Birdsall Shipping Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **717**<br>135<br>962 | BV | **1973** Bellinger Shipyards Inc.—Jacksonville, Fl (106)<br>70,90 14,71 3,601<br>68,59 14,64 4,27<br>1 dk | **TM RoRo Cargo**<br>Deck Cargo<br>Stern ramp | General Motors 8-645-E6<br>2 Oil 2SA each 8Cy. 230 × 254<br>2 050bhp (1 508kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 60kW<br>Fuel 127,0t (d.o.) 13,5kn |
| **TROPIC ISLE**<br>**Birdsall Shipping Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **788**<br>132<br>861 | BV | **1977** Ishikawajima Ship & Chemical Plant Co. —Tokyo (482)<br>71,61 3,591<br>68,59 14,64 4,30<br>1 dk | **TM General Cargo** | General Motors 8-645-E2<br>2 Oil 2SA each 8Cy. 230 × 254<br>1 950bhp (1 434kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>14kn |
| **TROPIC ISLE**<br>ex Kaiko Maru No. 10-90<br>ex Tansei Maru-83<br>**Tokai Offshore Services Pte. Ltd.**<br>Panama Panama | **241**<br>—<br>169 | | **1963** Mitsubishi Zosen K.K.—Shimonoseki (578)<br>40,01 7,42 2,998<br>35,01 7,40 3,71<br>1 dk | **M Research**<br>Oceanographic<br>2 Ho | Akasaka<br>Oil 4SA 6Cy. 300 × 420<br>550bhp (405kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 44kW 230V a.c.<br>Fuel 71,0t-2,0pd 10kn |
| **TROPIC JADE**<br>**Birdsall Shipping S.A.**<br>Kingstown St. Vincent and the Grenadines | **1 813**<br>745<br>2 536 | BV | **1978** Miho Zosensho K.K.—Shimizu (1096)<br>90,23 (BB) 4,815<br>82,91 17,09 5,80<br>1 dk | **TM RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft<br>TEU 132 C.Dk 132/20' (40') incl. 50 ref C. | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>3 900bhp (2 869kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>14,5kn |
| **TROPIC KEY**<br>**Birdsall Shipping S.A.**<br>Kingstown St. Vincent and the Grenadines | **1 786**<br>503<br>2 530 | BV | **1980** Miho Zosensho K.K.—Shimizu (1114)<br>90,07 (BB) 17,10 4,815<br>82,94 17,07 5,80<br>1 dk | **TM RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft<br>TEU 132 C.Dk 132/20' (40') incl. 50 ref C. | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reduction geared to sc. shaft<br>3 900bhp (2 869kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>14,5kn |
| **TROPIC LURE**<br>**Birdsall Shipping S.A.**<br>Kingstown St. Vincent and the Grenadines | **1 795**<br>473<br>2 563 | BV | **1983** Miho Zosensho K.K.—Shimizu (1215)<br>90,05 (BB) 17,10 4,801<br>82,91 17,07 5,80<br>1 dk | **TM RoRo Cargo/General Cargo**<br>Stern door/ramp<br>L 14,62 W 4,57<br>1 Ho ER<br>G.1 566 B.1 355<br>TEU 135 C. 135/20' (40')<br>1 Ha (stl) ER | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 with clutches, flexible couplings & dr reverse geared to sc. shafts<br>3 900bhp (2 869kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Thw. thrust propeller fwd |
| **TROPIC MIST**<br>**Birdsall Shipping S.A.**<br>Kingstown St. Vincent and the Grenadines | **1 795**<br>473<br>2 563 | BV | **1983** Miho Zosensho K.K.—Shimizu (1216)<br>90,05 (BB) 17,10 4,801<br>82,91 17,07 5,80<br>1 dk | **TM RoRo Cargo/General Cargo**<br>Stern door/ramp<br>L 14,62 W 4,57<br>1 Ho ER<br>G.1 566 B.1 355<br>TEU 135 C. 135/20' (40')<br>1 Ha (stl) ER | General Motors 16-645-E6<br>2 Vee Oil 2SA each 16Cy. 230 × 254 with clutches & sr geared to sc. shafts<br>3 900bhp (2 869kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Thw. thrust propeller fwd |
| **TROPIC NIGHT**<br>ex Inagua Island-86<br>**Tropical Shipping & Construction Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **1 481**<br>799<br>2 333 | BV | **1976** Bellinger Shipyards Inc.—Jacksonville, Fl (111)<br>81,41 18,52 3,641<br>79,25 15,55 4,91<br>1 dk | **TrM Landing Craft**<br>Stern ramp<br>Mchy.aft | Caterpillar D398TA<br>3 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 295bhp (1 688kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 250kW 2 × 135kW 460V 60Hz a.c.<br>Fuel 713,5t (d.o.)-9,0pd 12kn |

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| **8035269**<br>*J8NW*<br>Df Esd Gc<br>Rdr RTm/h/v | **TROPIC OPAL**<br>ex Inagua Shore-86<br>**Tropical Shipping & Construction Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **1 481**<br>799<br>2 334 | BV | **1979** Wiley Mfg. Co.—Port Deposit, Md (36)<br>81,60 18,52 3,660<br>76,63 18,28 4,87<br>1 dk<br>rf 203 | **TrM RoRo Cargo/ Landing Craft**<br>Deck Cargo<br>Bow door & ramp<br>L 9,25 W 5,50 SWL 500<br>Stern door/ramp<br>L 2,75 W 15,00 SWL 500<br>Mchy.aft | Caterpillar<br>3 Vee Oil 4SA each 16Cy. 159 × 203<br>2 484kW (3 377bhp)<br>Caterpillar Tractor Co.<br>Gen 1 × 260kW 2 × 210kW 460V<br>Fuel 727,5t (d.o.)-9,0pd |
| **8217752**<br>*9V3099*<br>382832<br>Esd Gc Rdr<br>Rt | **TROPIC ORION**<br>ex Osam Cougar-83<br>**Snowdonia Marine Pte. Ltd.**<br>Chuan Hup Holdings Ltd.<br>Singapore Singapore | **799**<br>382<br>1 200 | AB | **1982** Tonoura Dock Co. Ltd.—Miyazaki (52)<br>4,323<br>52,51 12,21 5,01<br>F 18,6 1 dk<br>rf nil | **TM Supply Ship**<br>Deck Cargo | Fuji<br>2 Oil 4SA each 8Cy. 275 × 320 with<br>reverse geared to sc. shafts<br>4 800bhp (3 531kW)<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 200kW<br>Thw. thrust Contr. pitch propeller fwd |
| **7625964**<br>*J8PB*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TROPIC PALM**<br>ex Inagua Tide-86<br>**Tropical Shipping & Construction Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **2 944**<br>1 595<br>4 810 | BV | **1978** Bellinger Shipyards Inc.—Jacksonville, Fl (114)<br>100,69 21,75 4,709<br>97,54 21,34 6,10<br>1 dk<br>rf 203 | **TrM RoRo Cargo**<br>Stern ramp<br>Mchy.aft | Caterpillar<br>3 Vee Oil 4SA each 16Cy. 159 × 20<br>reduction geared to sc. shafts<br>3 375bhp (2 483kW)<br>Caterpillar Tractor Co.<br>Gen 3 × 210kW 1 × 100kW 460V<br>Fuel 986,5t (d.o.)-9,0pd |
| **8214396**<br>*J8PF*<br>Df Esd Gc<br>Rdr RTm/h/v | **TROPIC QUEST**<br>ex St. Aquarius-88 ex Aquarius-87<br>**Tropical Shipping & Construction Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | *7 947*<br>*3 711*<br>9 989 | BV (GL) | **1983** Schlichting-Werft G.m.b.H.—Travemuende (1464)<br>128,83 (BB) 20,83 8,200<br>115,15 20,50 11,71<br>F 16,2 2 dks | **M RoRo Cargo/General Cargo**<br>Ice strengthened<br>Stern door/ramp<br>L 13,00 W 8,00<br>Lane Length 525 Cargo Width 8,20<br>Clear height 5,20<br>Trailers 38<br>1 Ho 99,4 ER<br>G.13 877 B.13 247<br>TEU 568<br>C.Ho 250/20' (40') C.Dk 318/20' (40')<br>incl. 40 ref C.<br>3 Ha (stl) (18,9 37,8 25,5 × 15,4)<br>Cr 2(36) | MaK<br>Oil 4SA 8Cy. 450 × 520 sr geared to<br>4 412kW (5 998bhp)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 696kW 3 × 304kW 440V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (hvf)-21,0pd |
| **8214401**<br>*J8PG*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TROPIC REIGN**<br>ex Tropic Reef-88 ex Sagittarius-88<br>**Tropical Shipping & Construction Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | *7 947*<br>*3 710*<br>9 793 | BV (GL) | **1984** Schlichting-Werft G.m.b.H.—Travemuende (1465)<br>128,83 (BB) 20,50 8,200<br>115,19 20,16 11,71<br>F 16,2 2 dks | **M RoRo Cargo/General Cargo**<br>Ice strengthened<br>Stern door/ramp<br>L 13,00 W 8,00<br>Lane Length 525 Cargo Width 8,20<br>Clear height 5,20<br>Trailers 38<br>1 Ho 99,4 ER<br>G.13 877 B.13 247<br>TEU 568<br>C.Ho 250/20' (40') C.Dk 318/20' (40')<br>incl. 40 ref C.<br>3 Ha (stl) (18,9 37,8 25,5 × 15,4)<br>Cr 2(36) | MaK<br>Oil 4SA 8Cy. 450 × 520 sr geared to<br>4 412kW (5 998bhp)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 696kW 3 × 304kW 440V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (hvf)-21,0pd |
| **7366829**<br>*WYT8404*<br>552354<br>Esd Gc Rdr<br>RTm/h | **TROPIC SEAHORSE**<br>ex Black Beard-81<br>**Diamond Services Corp.**<br>New Orleans, La United States of America | **192**<br>130<br>— | AB | **1973** Halter Marine Fabricators, Inc.—Moss Point, Ms (392)<br>54,87 3,645<br>50,45 11,59 4,27<br>F 15,6 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | Kromhout<br>2 Oil 4SA each 9Cy. 240 × 260 revers<br>geared to sc. shafts<br>2 220bhp (1 633kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 100kW 440V 60Hz a.c.<br>Fuel 215,5t (d.o.) |
| **6708252**<br>*SWCX*<br>8865<br>Df Esd Gc<br>Pfd Rdr Rt | **TROPIC STAR**<br>ex Sitia-91 ex Monaco-88<br>ex Voyager-87 ex Dana Gloria-85<br>ex Stafford-84<br>**Cross Med Maritime Co.**<br>Tony Travel & Agency Ltd.<br>Piraeus Greece | T.Mk<br>**7 632**<br>2 314<br>2 169 | BV HR | **1967** Helsingor Skibsv. og Maskinbyg.—Helsingor (381)<br>113,59 17,02 5,004<br>108,59 17,00 5,90<br>2 dks<br>len 73<br>conv RoRo Cargo 85<br>conv Passenger/RoRo Cargo/Ferry 91 | **TM Passenger/Ferry**<br>10cbn 40bth 812dk P<br>Ice strengthened<br>1 Ha (stl) (9,3 × 3,6) | Wartsila<br>2 Oil 4SA each 6Cy. 320 × 350<br>NE 87<br>Oy Wartsila Ab<br>Gen 4 × 282,5kW 220/380V a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **5029714**<br>Df Esd Rt | **TROPIC STAR**<br>ex Atlantique-68<br>**The Shipping Corporation of Saudi Arabia Ltd.**<br>Saudi Arabia | **499**<br>308<br>648 | (BV) | **1945** .............Hamburg<br>*55,42* 8,41<br>8,36<br>F 11,9 1 dk<br>BK 221 | **M General Cargo**<br>Ref<br>3 Ho<br>In.680<br>3 Ha (1,3 5,1 × 4,5) (4,7 × 3,8)<br>2W Der 3(2) | Duvant<br>Oil 4SA 6Cy. 315 × 480<br>600bhp (441kW) NE 58<br>Moteurs Duvant<br>Fuel 40,5t (d.o.) |
| **5137872**<br>*KLHC*<br>275583<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **TROPIC SUN**<br>ex Gulfqueen-82<br>**Tropic Sun Shipping Co.**<br>Sun Transport Inc.<br>Philadelphia, Pa United States of America<br>SatCom: 1503610/TROP | **20 177**<br>12 488<br>35 280<br>T/cm<br>46,2 | AB<br>✠Classed LR until 3/60 | **1957**-12 Bethlehem-Sparrows Point Shipyard —Sparrows Pt., Md (4553)<br>201,48 27,56 10,491<br>192,03 27,44 13,80<br>P 41,8 B 11,0 F 25,0 1 dk<br>RW rf 203 Bow/CM 96 Diam. 0,152 MH 1,8 | **S Tanker**<br>30 Ta ER<br>L.(oil) 44 174 HeCls. BC<br>4 Cargo pumps total 4 120T/hr | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co.<br>Gen 2 × 500kW<br>Fuel 2 505,5t (o.f.)-76,0pd |
| **8521373**<br>852042 | **TROPIC SUNBIRD**<br>**Dectar Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **444**<br>176<br>20 | | **1986** S.B.F. Eng.—Fremantle, W.A. (QC34)<br>33,38 (BB) 13,37 —<br>32,59 13,01 3,71<br>1 dk | **TM Ferry**<br>Twin Hull 500dk P | MWM<br>2 Vee Oil 4SA each 12Cy. 170 × 18<br>clutches, flexible couplings & sq<br>to sc. shafts<br>3 160bhp (2 324kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **8614156**<br>852408 | **TROPIC SUNSEEKER**<br>**Dectar Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **444**<br>176<br>50 | | **1986** Precision Marine Holding Pty. Ltd. —Fremantle, W.A. (787)<br>33,38 13,37 —<br>32,59 13,01 3,71<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 500dk P | MWM<br>Vee Oil 4SA 12Cy. 160 × 185 gea<br>Motorenw. Mannheim A.G. (MWM) |
| **7121164**<br>Rdr Rt | **TROPIC TIDE**<br>**Ahmed Marine Service** | **200**<br>135<br>— | AB | **1971** American Marine Corp.—New Orleans, La (1077)<br>50,60 3,404<br>47,66 11,59 3,97<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 20<br>reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW<br>Fuel 248,0t (d.o.) |
| **7429736**<br>*3EID9*<br>21302-YJ<br>Df Esd Gc<br>Pfd Rdr Rt | **TROPIC WIND**<br>ex Global Strider-92<br>ex Lady Fortune-84 ex Joanna Star-83<br>ex Golden Wistaria-81<br>**RL Youngberry S.A.**<br>Panama Panama | **5 052**<br>3 262<br>8 428 | NK | **1975** Setouchi Zosen K.K.—Kinoe (448)<br>118,01 18,04 7,214<br>109,99 17,99 9,10<br>P 23,8 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.10 942 B.10 233<br>2 Ha (stl) (29,9 33,6 × 8,9) ER<br>Der 4(20) | B&W<br>Oil 2SA 6Cy. 420 × 900<br>4 100bhp (3 016kW)<br>Hitachi Zosen Hiroshima<br>Gen 2 × 200kW<br>Fuel 723,5t-16,5pd |

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| **TROPICAL**<br>ex Tiris Zemmour-71 ex Phalarope-66<br>**Sociedade de Pesca do Miradouro Ltda.**<br>Lisboa Portugal | **624**<br>281<br>339 | BV | **1965** N.V. Schps. Gebr. Pot—Bolnes (960)<br>52,18 9,07 4,344<br>44,02 9,00 6,76<br>B 3,4 2 dks<br>rf 787 | **M Fishing**<br>Stern Trawler Ref<br>2 Ho 6,1 8,5 ER<br>In.260<br>4 Ha (stl) (1,2 1,5 1,5 1,5 × 1,3) ER<br>1W Der 1(0,5) | AGO G12VS240<br>Vee Oil 4SA 12Cy. 240 × 220/230<br>1 350bhp (993kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.) Mulhouse<br>Gen 1 × 170kW 230V d.c.<br>Controllable pitch propeller<br>Fuel 129,5t (d.o.) 13,5kn |
| **TROPICAL**<br>**Mankoadze Fisheries Ltd.**<br>Tema Ghana | **245**<br>105<br>238 | (BV) | **1964** S.A. des Ancien Chantiers Dubigeon —Nantes-Chantenay (804)<br>31,96 7,60 3,731<br>25,66 7,51 4,07<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>L.150<br>Der 1(3) 2(0,5) | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 48,5t (d.o.) 10,5kn |
| **TROPICAL ACE**<br>ex Delfin del Atlantico-91<br>**Connaught Shipping Co. Inc.**<br>People Express Ltd.<br>Panama Panama | **2 752**<br>1 641<br>5 219 | **✠100A1** SS 9/87<br>DTsf & TwDa wine FP above 60° C<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL T 1¾"U2<br>FN 2686 | **1973**-12 S.A. Juliana Const. Gijonesa—Gijon (212)<br>114,66 (BB) 16,24 6,668<br>104,70 16,20 9,45<br>RFD 14,4 3 dks<br>rf nil | **M General Cargo**<br>Ref<br>4 Ho 13,8 17,3 17,3 13,8 ER 8 TwD<br>In.6 267 L.239<br>4 Ha (stl) (each 8,8 × 6,0) ER<br>Cr 2(5) 3(3) | Pielstick 12PC2-2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 256kW 380V 50Hz a.c.<br>Fuel 137,0t (d.o.) 219,0t (hvf)-17,0pd 15kn |
| **TROPICAL BEAUTY**<br>ex Bright Hope-82<br>**Tropical Beauty Navigation S.A.**<br>San Lorenzo Honduras | **14 516**<br>10 197<br>26 385 | NK | **1972** Tsuneishi Zosen K.K.—Numakuma (257)<br>170,21 25,05 10,418<br>165,00 25,00 14,00<br>P 26,3 F 11,9 1 dk<br>RW rf 102 | **M Bulk Carrier**<br>5 Ho 20,4 26,6 26,6 26,6 25,9 ER<br>G.34 893 B.34 198<br>5 Ha (stl) (12,9 × 11,4) (20,1 20,1 20,1 20,1 × 13,1) ER<br>5W Der 5(25) | B&W 7K62EF<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 480kW 445V a.c.<br>Fuel 1 756,5t-35,5pd 14,5kn |
| **TROPICAL DAMSEL**<br>**Union Stars Maritime S.A.**<br>Panama Panama | *5 451*<br>*3 184*<br>8 879 | NK | **1985** Kochi Jyuko K.K.—Kochi (2391)<br>115,19 (BB) 7,621<br>104,02 18,61 9,81<br>P 19,2 F 10,4 1 dk | **M General Cargo**<br>3 Ho ER<br>G.10 943 B.10 594<br>3 Ha (stl) (14,4 15,7 31,5 × 10,2) ER<br>Der 4(25) | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>3 354kW (4 560bhp)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 3 × 240kW a.c.<br>12,5kn |
| **TROPICAL DAWN**<br>**Orient Castle S.A.**<br>Shinko Maritime Co. Ltd.<br>Port Vila Vanuatu<br>SatCom: 1576174/DAWN | *8 234*<br>*3 599*<br>9 961 | AB NK | **1983** Kyokuyo Zosen Tekko K.K.—Chofu (318)<br>138,51 (BB) 8,016<br>128,02 21,01 10,60<br>P 24,7 F 9,8 1 dk<br>rf 102 | **M Container Ship**<br>Fixed-guides Refrigerated Cargo<br>Mchy.aft<br>6 Cell. Ho<br>TEU 380<br>C.Ho 236/20' (40') C.Dk 144/20' (40')<br>12 Ha (stl) | Mitsubishi 7UEC52HA<br>Oil 2SA 7Cy. 520 × 1250<br>10 640bhp (7 826kW)<br>Kobe Hatsudoki K.K. Japan<br>Gen 4 × 800kW<br>Thw. thrust Contr. pitch propeller fwd<br>20,5kn |
| **TROPICAL ESTORIL**<br>ex Cap Ferrato-85 ex Frigoantartico-84<br>**Dole Fresh Fruit International Ltd.**<br>Monrovia Liberia<br>SatCom: 1242470/ELHNX | T.Mk<br>**4 956**<br>2 702<br>8 190<br>**6 882**<br>3 889<br>9 735 | **✠100A1** SS 9/89<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL X 2"U2<br>FN 3994 | **1974**-12 Drammen Slip & Verk.—Drammen (79)<br>144,76 (BB) 18,04 8,256/9,081<br>134,75 18,00 11,64<br>F 40,9 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102 | **M Refrigerated Cargo**<br>Side doors 5(p) 5(s)<br>4 Ho 19,2 20,6 ER 22,1 19,8 11 TwD<br>In.10 809<br>4 Ha (stl) (7,1 7,0 × 4,5) ER (7,0 7,0 × 4,5)<br>8W Der 8(5) | Sulzer 8RND68<br>Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 520kW 450V 60Hz a.c.<br>Fuel 199,5t (d.o.) 1 762,0t (hvf)-44,5pd 21kn |
| **TROPICAL LIGHT**<br>**Pacific Castle S.A.**<br>Shinko Maritime Co. Ltd.<br>Port Vila Vanuatu<br>SatCom: 1576172/LITE | *8 234*<br>*3 599*<br>9 964 | NK (AB) | **1983** Kyokuyo Zosen Tekko K.K.—Chofu (319)<br>138,51 (BB) 8,016<br>128,02 21,01 10,60<br>P 24,7 F 9,8 1 dk<br>rf 102 | **M Container Ship**<br>Fixed-guides Refrigerated Cargo<br>Mchy.aft<br>6 Cell. Ho<br>TEU 380<br>C.Ho 236/20' (40') C.Dk 144/20' (40')<br>12 Ha (stl) | Mitsubishi 7UEC52HA<br>Oil 2SA 7Cy. 520 × 1250<br>10 640bhp (7 826kW)<br>Kobe Hatsudoki K.K. Japan<br>Gen 4 × 800kW<br>Thw. thrust Contr. pitch propeller fwd<br>20,5kn |
| **TROPICAL LION**<br>ex London Lion-78<br>**Anglomar Shipping Co. Ltd.**<br>Monrovia Liberia<br>SatCom: 1241301/DFJG | *122 960*<br>*106 112*<br>256 387<br>T/cm<br>159,6 | AB<br>✠Classed LR until 26/8/83 | **1972**-10 Swan Hunter Shipbuilders Ltd.—Wallsend (29)<br>345,50 (BB) 51,90 20,067<br>330,72 51,82 25,61<br>F 19,2 1 dk<br>rf nil Bow/CM 170 Diam. 0,710 MH 1,5 | **S Tanker**<br>Storage<br>IGS<br>13 Ta ER<br>L.(oil) 303 647 HeCls. B<br>4 Cargo pumps total 14 000T/hr | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Associated Electrical Industries Ltd., A.E.I. Manchester<br>Gen 2 × 1250kW 1 × 565kW 1 × 255kW 450V 60Hz a.c.<br>Fuel 9 606,5t (o.f.)-164,5pd 15,5kn |
| **TROPICAL MIST**<br>**Roseacacia Shipholding S.A.**<br>Dole Fresh Fruit International Ltd.<br>Oslo Norway (NIS)<br>SatCom: 1313551/LATZ | *9 749*<br>*5 841*<br>11 998 | NV | **1986** Korea SB. & Eng. Corp.—Busan (1029)<br>149,41 (BB) 21,70 9,743<br>137,62 21,51 12,86<br>F 41,2 4 dks | **M Refrigerated Cargo**<br>4 Ho 28,8 23,2 26,0 27,0 ER 12 TwD<br>In.13 592<br>TEU 48 C. 48/20' (40')<br>4 Ha (stl) (each 9,0 × 7,0) ER<br>Cr 2(30) 2(10) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>9 720bhp (7 150kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 2 × 860kW 1 × 680kW 1 × 440kW 440V 60Hz a.c.<br>Fuel 98,5t (d.o.) 1 048,0t (i.f.o.)-30,5pd 20kn |
| **TROPICAL MOON**<br>ex Rio Vinces-87 ex Tropical Moon-86<br>ex Brunskamp-78 ex Blexen-75<br>ex Augustenburg-72<br>**Dole Fresh Fruit International Ltd.**<br>Panama Panama | T.Mk<br>**3 354**<br>1 762<br>3 596<br>**4 660**<br>2 569<br>4 098 | NV (GL) | **1965** Howaldtswerke Hamburg A.G.—Hamburg (974)<br>135,97 (BB) 16,84 6,198/6,557<br>124,01 16,82 11,36<br>B & F 101,8 3 dks | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>4 Ho 27,9 19,5 ER 21,0 23,7 10 TwD<br>G.512 B.325 In.8 078<br>4 Ha (stl) (7,0 7,0 × 5,6) ER (7,0 7,0 × 5,6)<br>Der 1(10) 1(5) 6(3) | MAN K8Z70/120D<br>Oil 2SA 8Cy. 700 × 1200<br>10 500bhp (7 723kW)<br>Howaldtswerke Hamburg A.G. Hamburg<br>Gen 4 × 400kW 440V 60Hz a.c.<br>21kn |
| **TROPICAL MOON** | **4 642**<br>3 369<br>7 818 | (NK) | **1977** Kurushima Dockyard Co. Ltd.—Imabari (997)<br>114,26 17,63 7,201<br>104,02 17,61 9,02<br>P 18,6 F 11,0 1 dk | **M General Cargo**<br>G.10 601 B.10 028<br>2 Ha (stl) (30,8 34,2 × 8,7) ER<br>Der 2(25) 2(22) | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K. Kobe<br>12,75kn |
| **TROPICAL MORN**<br>**Roseapple Shipholding S.A.**<br>Dole Fresh Fruit International Ltd.<br>Oslo Norway (NIS)<br>SatCom: 1310736/LAFX | *9 749*<br>*5 841*<br>11 979 | NV | **1986** Korea SB. & Eng. Corp.—Busan (1030)<br>149,41 (BB) 21,70 9,743<br>137,62 21,51 12,86<br>F 41,2 4 dks | **M Refrigerated Cargo**<br>4 Ho 28,8 23,2 26,0 27,0 ER 12 TwD<br>In.13 592<br>TEU 48 C. 48/20' (40')<br>4 Ha (stl) (each 9,0 × 7,0) ER<br>Cr 2(30) 2(10) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>9 720bhp (7 150kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 2 × 860kW 1 × 680kW 1 × 440kW 440V 60Hz a.c.<br>Fuel 98,5t (d.o.) 1 048,0t (i.f.o.)-30,5pd 20kn |
| **TROPICAL PRINCE**<br>ex Delfin del Mediterraneo-91<br>**Goldpath West Shipping Co. Inc.**<br>People Express Ltd.<br>Panama Panama | **2 752**<br>1 641<br>5 219 | **✠100A1** SS 5/88<br>DTsf & TwDa wine FP above 60°C<br>**✠LMC**<br>**(✠Lloyd's RMC)**<br>EL T 1¾"U2<br>FN 2686 | **1974**-2 S.A. Juliana Const. Gijonesa—Gijon (213)<br>114,66 (BB) 16,24 6,668<br>104,70 16,20 9,45<br>RFD 14,4 3 dks<br>rf nil | **M General Cargo**<br>Ref<br>4 Ho 13,8 17,3 17,3 13,8 ER 8 TwD<br>In.6 267 L.239<br>4 Ha (stl) (each 8,8 × 6,0) ER<br>Cr 2(5) 3(3) | Pielstick 12PC2-2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 256kW 380V 50Hz a.c.<br>Fuel 137,0t (d.o.) 219,0t (hvf)-17,0pd 15kn |
| **TROPICAL PRINCESS III**<br>ex Tropical Princess-89 ex Oil Rover-89<br>**P.T. Prima Marindo Paradise**<br>Jakarta Indonesia | **182**<br>69<br>130 | BV KI | **1980** Cal Marine (Pte.) Ltd.—Singapore (155)<br>30,51 1,591<br>28,12 6,41 3,13<br>1 dk | **TM Crewboat** | General Motors 16V-92-TA<br>2 Vee Oil 2SA each 16Cy. 123 × 127<br>1 294kW (1 759bhp)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 50kW 400V a.c.<br>14,8kn |

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| 6827527<br>*D5KG*<br>6389<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **TROPICAL QUEEN**<br>ex Brunsbuttel-78<br>**Dole Fresh Fruit International Ltd.**<br>Monrovia Liberia | T.Mk<br>**3 246**<br>1 762<br>3 724<br>**4 662**<br>2 662<br>5 270 | NV (GL) | **1968** Howaldtswerke-Deutsche Werft—Hamburg (1002)<br>130,66 (BB) 17,33 6,198/7,189<br>124,31 17,30 11,36<br>B & F 118,9 3 dks | **M Refrigerated Cargo**<br>3bth P<br>Side doors 4(p) 4(s)<br>2 Ho ER 2 Ho<br>In.8 489<br>4 Ha (stl) (7,0 7,0 × 5,5) ER (7,0 7,0 × 5,5)<br>8W Der 1(10) 7(5) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>10 500bhp (7 723kW)<br>Howaldtswerke-Deutsche Werft<br>Gen 4 × 400kW 440V 60Hz a.c.<br>Fuel 336,0t (d.o.) 1 257,0t (hvf)-36,5pd |
| 6915477<br>*3EFU5*<br>17618-LI<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TROPICAL REEFER**<br>ex Freo Zuta-86 ex Nyanaw-82<br>ex Cooler Scan-74<br>**Windward Marine S.A.**<br>Panama Panama<br>SatCom: 1332403/TREF | **976**<br>426<br>—<br>**1 942**<br>1 066<br>2 462 | **✠100A1** SS 12/86<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL P $1\frac{7}{16}$"U2<br>FN 1754 | **1969**-5 Schlichting-Werft G.m.b.H.—Travemuende (1357)<br>93,71 (BB) 13,77 —/5,506<br>84,54 13,52 7,22<br>F 9,8 2 dks<br>rf 330 | **M Refrigerated Cargo**<br>3 Ho 22,0 17,9 18,9 ER<br>In.2 899<br>3 Ha (stl) (each 9,9 × 5,0) ER<br>Der 6(3) | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 400kW 2 × 200kW 380V 50<br>Controllable pitch propeller<br>Fuel 508,0t (hvf) |
| 7116212<br>*3EBE4*<br>16200-PEXT1<br>Df Esd Gc<br>Pfd Rdr Rt | **TROPICAL ROSE**<br>ex Eishin No. 8-86<br>ex Zao Maru No. 5-85<br>**J.M. Lines S.A.**<br>Panama Panama | **990**<br>635<br>2 711 | NK | **1971** Imamura Zosen—Kure (772)<br>86,72 12,53 5,100<br>80,02 12,50 7,70<br>P 16,2 2 dks | **M General Cargo**<br>G.4 465 B.4 216<br>2 Ha (stl) (13,2 × 8,0) (30,0 × 8,9) ER<br>Der 3(15) | Hanshin<br>Oil 4SA 6Cy. 460 × 680<br>2 600bhp (1 912kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 100kW a.c.<br>Fuel 218,5t-9,5pd |
| 8818790<br>*3EOX7*<br>18636-89<br>Df Esd Gc<br>Pfd Rdr Rt | **TROPICAL SEAROAD**<br>**Youmeknown Maritime S.A.**<br>Escobal Japan Ltd.<br>Panama Panama | *12 265*<br>*6 015*<br>15 296 | NK | **1989** Shin Kurushima Dockyard Co. Ltd.—Onishi (2628)<br>129,93 (BB) 7,822<br>124,00 24,00 15,20 | **M Wood-chip Carrier**<br>G.28 643<br>4 Ha (stl) (10,5 × 10,9) (12,0 12,0 12,0 × 11,0) ER<br>Cr 2(15) | Mitsubishi<br>Oil 2SA 7Cy. 370 × 880<br>3 604kW (4 900bhp)<br>Kobe Hatsudoki K.K.<br>Gen 4 × 252kW a.c. |
| 7383061<br>*ELHM9*<br>8152<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TROPICAL SINTRA**<br>ex Cap Frio-85 ex Frigoartico-82<br>**OCP (Atlantic) Ltd.**<br>Dole Fresh Fruit International Ltd.<br>Monrovia Liberia<br>SatCom: 1242741/ELHM | T.Mk<br>**4 953**<br>2 700<br>8 190<br>**6 881**<br>3 888<br>9 736 | **✠100A1** SS 11/89<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL X 2"U2<br>FN 3994<br>(NV) | **1974**-7 Drammen Slip & Verk.—Drammen (78)<br>144,76 (BB) 18,04 8,256/9,081<br>134,75 18,00 11,64<br>F 40,9 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102 | **M Refrigerated Cargo**<br>Side doors 5(p) 5(s)<br>4 Ho 19,2 20,6 ER 22,1 19,8 11 TwD<br>In.10 686<br>4 Ha (stl) (7,1 7,0 × 4,5) ER (7,0 7,0 × 4,5)<br>8W Der 8(5) | Sulzer<br>Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW)<br>Sulzer Bros. Ltd.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 520kW 450V 60Hz a.c.<br>Fuel 199,5t (d.o.) 1 762,0t (hvf)-44,5pd |
| 8408882<br>*LAUA2*<br>N-00741<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **TROPICAL SKY**<br>**Rosebay Shipholding S.A.**<br>Dole Fresh Fruit International Ltd.<br>Oslo Norway (NIS)<br>SatCom: 1313140/LAUA | *9 749*<br>*5 841*<br>11 998 | NV | **1986** Korea SB. & Eng. Corp.—Busan (1031)<br>149,41 (BB) 9,753<br>137,01 21,51 12,98<br>F 41,2 4 dks | **M Refrigerated Cargo**<br>4 Ho 28,8 23,2 26,0 27,0 ER 12 TwD<br>In.13 592<br>TEU 48 C. 48/20' (40')<br>4 Ha (stl) (each 9,0 × 7,0) ER<br>Cr 2(30) 2(10) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>9 720bhp (7 150kW)<br>Hyundai SB. & Heavy Industries<br>Gen 2 × 880kW 1 × 670kW 1 × 4<br>450V 60Hz a.c.<br>Fuel 98,5t (d.o.) 1 048,0t (i.f.o.)-30,5pd |
| 8408894<br>*LATD2*<br>N-00664<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **TROPICAL STAR**<br>**Roseleaf Shipholding S.A.**<br>Dole Fresh Fruit International Ltd.<br>Oslo Norway (NIS)<br>SatCom: 1313141/LATD | *9 749*<br>*5 841*<br>11 998 | NV | **1986** Korea SB. & Eng. Corp.—Busan (1032)<br>149,41 (BB) 9,757<br>137,62 21,51 12,98<br>F 41,2 4 dks | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>4 Ho 28,8 23,2 26,0 27,0 ER 12 TwD<br>In.13 592<br>TEU 48 C. 48/20' (40')<br>4 Ha (stl) (each 9,0 × 7,0) ER<br>Cr 2(30) 2(10) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>10 769bhp (7 921kW)<br>Hyundai SB. & Heavy Industries<br>Gen 2 × 860kW 1 × 680kW 1 × 4<br>440V 60Hz a.c.<br>Fuel 98,5t (d.o.) 1 048,0t (i.f.o.)-30,5pd |
| 6802204<br>*D5KF*<br>6388<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **TROPICAL SUN**<br>ex Brunshausen-78<br>**Dole Fresh Fruit International Ltd.**<br>Monrovia Liberia | T.Mk<br>**3 245**<br>1 767<br>3 700<br>**4 662**<br>2 662<br>5 354 | NV (GL) | **1968** Howaldtswerke Hamburg A.G.—Hamburg (999)<br>130,66 (BB) 17,33 6,249/7,201<br>124,31 17,30 11,36<br>B & F 118,9 3 dks | **M Refrigerated Cargo**<br>2cbn 4bth P<br>Side doors 4(p) 4(s)<br>2 Ho ER 2 Ho<br>In.8 646<br>4 Ha (stl) (7,0 7,0 × 5,5) ER (7,0 7,0 × 5,5)<br>8W Der 1(10) 7(5) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>10 500bhp (7 723kW)<br>Howaldtswerke Hamburg A.G.<br>Gen 4 × 400kW 440V 60Hz a.c.<br>Fuel 250,0t (d.o.) 850,0t (hvf)-42,0pd |
| 8812758<br>*3EGO7*<br>18406-89<br>Df Esd Gc<br>Pfd Rdr Rt | **TROPICAL TRADER**<br>**Prince Arrow S.A.**<br>Panama Panama | *12 357*<br>*5 754*<br>15 248 | NK | **1989** Saiki Jukogyo K.K.—Saiki (1002)<br>129,00 (BB) 7,815<br>122,00 24,00 15,40 | **M Wood-chip Carrier**<br>4 Ho ER<br>G.29 791<br>4 Ha (stl) (9,0 11,2 11,2 11,2 × 12,0) ER<br>Cr 2(12) | Mitsubishi<br>Oil 2SA 5Cy. 450 × 1350<br>3 898kW (5 299bhp)<br>Kobe Hatsudoki K.K.<br>Thw. thrust propeller fwd |
| 8806412<br>*3EXQ6*<br>18151-89<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **TROPICAL VENTURE**<br>**Pana Star Line S.A.**<br>Panama Panama | *18 203*<br>*8 830*<br>21 989 | NK | **1988** Tsuneishi Zosen K.K.—Numakuma (607)<br>153,00 (BB) 8,818<br>145,00 26,00 14,15 | **M Wood-chip Carrier**<br>4 Ho ER<br>G.43 187<br>4 Ha (stl) (12,8 15,2 15,2 16,0 × 12,8) ER<br>Cr 2(11) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1350<br>3 751kW (5 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 3 × 370kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Thw. thrust propeller |
| 8304000<br>*YJYB8*<br>507<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav | **TROPICAL WIND**<br>**Atlantic Castle S.A.**<br>Shinko Maritime Co. Ltd.<br>Port Vila Vanuatu<br>SatCom: 1576175/WIND | *8 234*<br>*3 599*<br>9 965 | NK (AB) | **1983** Kyokuyo Zosen Tekko K.K.—Chofu (320)<br>138,50 (BB) 8,016<br>128,00 21,00 10,60<br>P 24,6 F 9,8 1 dk<br>rf 102 | **M Container Ship**<br>Fixed-guides Refrigerated Cargo<br>Mchy.aft<br>6 Cell. Ho<br>TEU 380<br>C.Ho 236/20' (40') C.Dk 144/20' (40')<br>12 Ha (stl) | Mitsubishi<br>Oil 2SA 7Cy. 520 × 1250<br>7 826kW (10 640bhp)<br>Kobe Hatsudoki K.K.<br>Gen 4 × 800kW a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| 7915096<br>*ELBM9*<br>7109<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TROPICALE**<br>**Tropicale Cruises Inc.**<br>Monrovia Liberia<br>SatCom: 1240561/TROP | **22 919**<br>9 639<br>6 654 | **✠100A1** CS 9/91<br>**✠LMC** **UMS**<br>EL K† 632,5/68,0U3<br>FN 7862 | **1981**-12 Aalborg Vaerft A/S—Aalborg (234)<br>204,76 (BB) 26,45 7,119<br>176,97 26,31 18,11<br>P 11,9 B 29,0 F 22,9 4 dks, 5th deck clear of machinery space<br>rf nil | **TM Passenger Ship**<br>511cbn 1796bth P | Sulzer<br>2 Oil 2SA each 7Cy. 680 × 1250 w<br>flexible couplings & sr geared to s<br>26 600bhp (19 566kW)<br>Sulzer Bros. Ltd.<br>2 AuxB (o.f.) 8,7kgf/cm² (8,6bar)<br>2 e(ex.g) 8,7kgf/cm² (8,6bar)<br>Gen 5 × 2500kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 78,5t (d.o.) 1 616,0t (hvf)-81,5pd |
| 6713128<br>*HQDU9*<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **TROPICANA**<br>ex Venus I-88 ex Almar-88<br>ex Palm Enterprise-88<br>ex Star of Port Said-86<br>ex Amstelpark-84<br>**Sapper Compania Naviera S.A.**<br>San Lorenzo Honduras | **19 541**<br>12 477<br>34 114<br>T/cm<br>40,0 | (BV)<br>✠Classed LR until 29/5/89 | **1967**-9 Verolme Schpsw.—Alblasserdam (756)<br>183,93 (BB) 25,71 11,164<br>172,22 25,66 15,19<br>P 30,2 F 16,2 1 dk<br>rf nil<br>conv Bulk Carrier 77<br>conv General Cargo 81 | **M Bulk Carrier**<br>Str. ore cargoes<br>7 Ho 18,5 18,2 17,9 17,9 17,9 17,9 17,9 ER<br>G.40 496<br>7 Ha (stl) (each 11,9 × 11,9) ER<br>Cr 4(8) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>8 238kW (11 200bhp)<br>Sulzer Bros. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 1 321,0t (hvf) |
| 7531589<br>*3EVD6*<br>18733-PEXT1<br>Df Esd Gc<br>Pfd Rdr Rt | **TROPICANA I**<br>ex Rampla Juniors-88<br>Launched as Limnos Island<br>**Tropicana Shipping Co.**<br>Panama Panama | T.Mk<br>**3 471**<br>2 115<br>5 500<br>**5 801**<br>3 003<br>8 136 | BV<br>✠Classed LR until 6/86 | Lch. **1977** Est. EBIN/So S.A.—Porto Alegre (100A)<br>Cmpl. **1983**-7 Tsakos Industrias Navales S.A. —Montevideo<br>127,36 (BB) 18,29 —/8,063<br>117,07 17,96 10,27<br>P 26,3 F 12,8 2 dks<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>3 Ho 22,0 29,3 30,1 3 TwD<br>G.11 412 B.10 597<br>HeCls. B<br>TEU 116 C.Ho 86/20' C.Dk 8/20' 11/40'<br>3 Ha (stl) (13,0 × 8,0) (19,5 19,5 × 10,5) ER<br>5W Der 5(12-22) | Sulzer<br>Oil 4SA 8Cy. 400 × 480 with clu<br>couplings & sr geared to sc. sh<br>5 800bhp (4 266kW)<br>"Zgoda" Zaklady Urzadzen Techn<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 101,0t (d.o.) 528,0t (hvf) |

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| **TROPICANA REEFER**<br>ex Imouzzer-91<br>**Longnest Marine Co. Ltd.**<br>International Reefer Services S.A.<br>Limassol Cyprus | **7 178**<br>4 091<br>9 138 | BV | **1977** Drammen Slip & Verk.—Drammen (86)<br>144,46 (BB) 18,04 8,897<br>133,76 18,01 11,64<br>F 40,9 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102 | **M Refrigerated Cargo**<br>Side doors 5(p) 5(s)<br>4 Ho 19,2 20,6 ER 22,1 19,8 11 TwD<br>In.10 722<br>4 Ha (stl) (7,1 6,9 × 4,4) ER (6,9 6,9 × 4,4)<br>8W Der 8(5) | Sulzer 7RND68M<br>Oil 2SA 7Cy. 680 × 1250<br>13 200bhp (9 709kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 4 × 520kW 450V 60Hz a.c.<br>Fuel 249,5t (d.o.) 1 471,5t (hvf)-46,0pd 18,5kn |
| **TROPICO**<br>**Sociedade de Pesca do Miradouro Ltda.**<br>Aveiro Portugal | **266**<br>102<br>225 | ✠**100A1**<br>stern trawler<br>✠**LMC**<br>EL 330,0/19,0U2<br>FN 373 | **1985**-4 Est. Nav. do Mondego—Figueira da Foz (204)<br>35,01 8,62 3,776<br>30,03 8,40 4,02<br>F 15,3 1 dk<br>rf 1148 BK 119 | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref<br>In.200 | MaK<br>Oil 4SA 6Cy. 320 × 450 with flexible couplings & sr geared to sc. shaft<br>1 100bhp (809kW) E made69 reconditioned & fitted4/85<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 100kW 1 × 72kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 100,0t (d.o.)-4,0pd 12kn |
| **TROPICO**<br>ex Madelyn V-91 ex Virginia Generals<br>**A. M. Fishing Corp.**<br>Norfolk, Va United States of America | **165**<br>112<br>— | | **1979** Quality Marine Inc.—Bayou la Batre, Al<br>*24,88* 7,32 3,84<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 165<br>725bhp (533kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TROPICS**<br>**Mandel R. Borden**<br>Roatan Honduras | **127**<br>85<br>— | | **1974** Desco Marine—St. Augustine, Fl (F165)<br>22,86 2,744<br>20,99 6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Ref | Caterpillar D343SCAC<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TROPICSHELL**<br>**Shell Bermuda (Overseas) Ltd.**<br>Shell Tankers (U.K.) Ltd.<br>Nassau Bahamas | **255**<br>107<br>750 | AB | **1989** Scheeps. Damen B.V.—Gorinchem (8689)<br>35,72<br>34,27 3,03<br>1 dk | **TM Tanker** | Caterpillar 3406TA<br>2 Oil 4SA each 6Cy. 137 × 165 geared to sc. shafts<br>442kW (601bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 65kW a.c.<br>8,2kn |
| **TROPOSFERA**<br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.) | **3 931**<br>1 810<br>2 118 | RS | **1977** VEB Volkswerft Stralsund—Stralsund (461)<br>101,83 (BB) 15,22 5,600<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (2,2 × 2,2) (2,3 × 2,3)<br>6W Der 2(5) 4(3) | MAN 8ZD72/48AL-1<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>16kn |
| **TROSVIK-GUBBEN**<br>**Brodrene Sorensen Mekaniske Verksted A/S**<br>Brevik Norway | **504**<br>183<br>— | NV | **1973** Trosvik Verksted A/S—Brevik (98)<br>27,51 18,01<br>4,02<br>1 dk<br>rf nil | **TM Crane Pontoon**<br>Mchy.aft<br>3W Cr 1(225) | Deutz F8L413F<br>2 Vee Oil 4SA each 8Cy. 120 × 125<br>346bhp (255kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers<br>Fuel (d.o.) |
| **TROTUS**<br>**Intreprinderea de Pescuit Oceanic**<br>Tulcea Romania | **2 173**<br>924<br>1 138 | RNR | **1971** VEB Volkswerft Stralsund—Stralsund (310)<br>82,20 13,64 5,200<br>77,78 13,62 7,24<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.1 055<br>2 Ha (stl) (2,9 2,3 × 2,3) ER<br>4W Der 4(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 336kW 2 × 256kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 622,0t (d.o.) 13,5kn |
| **TROUT**<br>**Gastankvaartmaatschappij Chemgas B.V. (Chemgas Intercoastal C.V.)**<br>Rotterdam Netherlands | *1 997*<br>*599*<br>3 000 | BV | **1990** Scheepswerf "De Kaap"—Meppel (217)<br>105,56 2,900<br>102,08 11,92 6,05<br>1dk | **M Liquefied Gas Carrier**<br>LPG<br>L.(gas) 4 500 | Oil<br>............. |
| **TROUZ AR MOOR**<br>**Armement Edouard Cotonnec**<br>Pointe Noire People's Republic of Congo | **103**<br>36<br>— | | **1958** At. & Ch. de l'Adour—Anglet<br>*23,11* 6,56<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9)<br>Der 1(5) | Baudouin<br>2 Oil 4SA each 6Cy. 140 × 180 geared to sc. shaft<br>330bhp (243kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 27,5t (d.o.) 10,5kn |
| **TROVAO**<br>ex Mayrink Velga-45 ex Tunisio III-35<br>ex Pontos-35<br>**Companhia de Navegacao Lloyd Brasileiro (LLOYDBRAS)**<br>Rio de Janeiro Brazil | **297**<br>—<br>— | R | **1921** Deutsche Werke A.G.—Kiel (74)<br>40,31 7,29 3,391<br>... ... ... | **S Tug** | C 2Cy. 540 & 1000 x 651<br>Stettiner Oderwerke Stettin |
| **TROVATORE**<br>ex Faneli-90 ex Freedom-86<br>ex Fulda-82 ex Crocus-81<br>**Crighton Navigation Inc.**<br>Aegeus Shipping S.A.<br>Piraeus Greece | **5 576**<br>3 957<br>10 190<br>T/cm<br>19,0 | HR (NK) | **1975** Kurushima Dockyard Co. Ltd.—Imabari (847)<br>120,94 19,23 7,900<br>111,49 19,18 10,24<br>P 22,0 F 11,6 1 dk | **M General Cargo**<br>G.12 344 B.12 054<br>2 Ha (34,5 33,0 × 9,7) ER<br>Der 4(20) | MAN K6Z52/90<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Fuel 1 059,5t-18,0pd 13,25kn |
| **TROY**<br>ex Kathleen Turecamo-72 ex Matton-64<br>**American Dredging Co.**<br>Philadelphia, Pa United States of America | **141**<br>96<br>— | | **1956** John E. Matton & Son Inc.—Cohoes, NY (322)<br>... ... ...<br>25,48 7,01 3,20<br>1 dk | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 222 × 267 sr geared to sc. shaft<br>General Motors Corp. U.S.A. |
| **TROYDON**<br>**Mary Jane Corp.**<br>Philadelphia, Pa United States of America | **127**<br>86<br>— | | **1973** James K. Walker Marine Inc.—Pascagoula, Ms.<br>*22,22* 6,53<br>3,43<br>1 dk | **M Fishing**<br>Side Trawler | General Motors<br>Vee Oil 2SA 12Cy. 146 × 146<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| **TRSAT**<br>**Cross Seas Shipping Corp.**<br>Croatia Line<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**7 074**<br>3 838<br>10 973<br>**9 470**<br>5 391<br>13 930 | ✠**100A1** SS 5/89<br>DTa veg. oil or latex<br>Ice Class 3<br>✠**LMC**<br>EL ft 2¼"U3<br>FN 4745<br>JR | **1966**-6 R.O. Brodogradiliste "3 Maj"—Rijeka (502)<br>154,90 20,58 8,217/9,475<br>145,01 20,50 12,22<br>F 26,9 2 dks, 3rd dk in Nos. 2 & 3 holds<br>RW rf nil DK fwd | **M General Cargo**<br>Ref 12P<br>5 Ho 17,8 19,5 23,1 ER 19,9 11,9 - DTp&s<br>G.17 742 B.15 921 In.583<br>5 Ha (stl) (8,9 × 6,0) (11,9 11,9 × 7,0) ER (11,9 11,9 × 7,0)<br>18W Der 1(45) 1(20) 8(10) 10(5) | Stork<br>Oil 2SA 6Cy. 750 × 1600<br>10 500bhp (7 723kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>2 WTAuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 4 × 300kW 400V 50Hz a.c.<br>Fuel 225,0t (d.o.) 1 323,0t (hvf)-34,0pd 17kn |
| **TRUBCHEVSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **600**<br>194<br>304 | RS | **1980** ............U.S.S.R.<br>54,87 9,37 3,810<br>50,00 - 4,72<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |

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|---|---|---|---|---|---|---|
| **7917721**<br>*WYQ9015*<br>626863<br>Df Esd Gc<br>Pfd Rdr Rt | **TRUCKEE RIVER**<br>**Marine Asset Management Corp.**<br>Trico Marine Inc.<br>Houma, La United States of America | **299**<br>203<br>750 | (AB) | **1980** Halter Marine Inc.—Lockport, La (857)<br>3,658<br>54,87 12,20 4,27<br>F 13,8 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146<br>reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors-Detroit Diesel Allison D<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd |
| **5369504**<br>*USCT*<br>M-3095<br>Df Esd Gc<br>Pfd Rdr Rt | **TRUD**<br>Launched as Fraternity<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | **17 861**<br>10 467<br>26 874 | RS<br>✠Classed LR until 11/62 | **1960**-11 R.O. Brodogradiliste "3 Maj"—Rijeka (460)<br>192,11 25,07 10,238<br>180,02 25,00 13,11<br>1 dk | **S Tanker**<br>1 Ho 30 Ta ER<br>G.953 L.(oil) 34 174 HeCls. BC<br>1 Ha (3,4 × 4,8)<br>2W Der 2(3)<br>4 Cargo pumps total 4 400T/hr | 2 S Turb dr geared to sc. shaft<br>12 500shp (9 195kW)<br>AB De Lavals Angturbin<br>Fuel 1 548,5t (o.f.) |
| **8727109**<br>*UUGL*<br>M-41811<br>Df Esd Gc<br>Rdr RTv | **TRUD**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *738*<br>*221*<br>332 | RS | **1987** ............U.S.S.R.<br>53,74 10,71 4,400<br>47,92 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>971kW (1 320bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 300kW a.c. 3 × 160kW a.c<br>2 × 135kW a.c.<br>Controllable pitch propeller |
| **6928321**<br>*EOQG*<br>M-29075<br>Df Esd Rdr Rt | **TRUD**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **676**<br>253<br>296 | (RS) | **1967** ............U.S.S.R.<br>54,23 9,38 3,590<br>49,99 9,22 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **8030831**<br>*YUFK*<br>5T-87<br>Df Esd Gc<br>Rdr RTh/v | **TRUDBENIK**<br>**"Brodospas" Poduzece za Offshore, Teglenje i Spasavanje**<br>Split Croatia | **180**<br>—<br>131 | JR<br>✠Classed LR until 6/1/84 | **1982**-11 Brodogradiliste "Jozo Lozovina-Mosor"<br>—Trogir (183)<br>26,60 9,17 3,510<br>22,05 8,78 4,04<br>1 dk<br>rf - | **TM Tug**<br>Fire-fighting | MAN<br>2 Oil 4SA each 8Cy. 200 × 270 with c<br>flexible couplings & sr geared to sc.<br>Tvornica Dizel Motora "Split"<br>Gen 2 × 120kW 400V 50Hz a.c.<br>2 Directional propellers<br>Fuel 75,5t (d.o.)-6,0pd |
| **6505076**<br>*UGNI*<br>0503<br>RP-0130<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TRUDOVAJA SLAVA**<br>ex Trudovaya Slava-92<br>**Riga Trawling & Refrigeration Fleet**<br>Riga Latvia | **12 487**<br>11 030<br>11 086 | RS | **1965** Kieler Howaldtswerke A.G.—Kiel (1179)<br>167,27 24,03 7,551<br>153,52 23,96 14,86<br>4 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.14 869<br>5 Ha (4,0 4,0 4,0 4,0 3,5 × 4,0) ER<br>10W Der 2(10) 8(5) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>5 640bhp (4 149kW)<br>Kieler Howaldtswerke A.G. |
| **6824680**<br>*UONS*<br>M-28079<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **TRUDOVYE REZERVY**<br>**Dalryba**<br>(Petropavlovsk-Kamchatskiy) (U.S.S.R.) | T.Mk<br>**2 433**<br>872<br>1 434 | RS | **1966** ............U.S.S.R.<br>84,71 14,03 5,811<br>78,06 13,95 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.170 In.1 455<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **8309737**<br>*ZCUS*<br>708310<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TRUDY**<br>**Glasgow Bulk Carriers Ltd.**<br>Souter Shipping Ltd.<br>Hong Kong Hong Kong (British)<br>SatCom: 1477202/ZCUS | *17 228*<br>*9 809*<br>29 432<br>T/cm<br>35,6 | AB | **1985** Hyundai Heavy Industries Co. Ltd.—Ulsan (298)<br>179,81 (BB) 10,651<br>170,80 23,09 14,51<br>P 29,6 F 13,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.34 740 B.33 003<br>6 Ha (stl) ER<br>Cr 5(15) | B&W<br>Oil 2SA 5Cy. 600 × 1944<br>8 000bhp (5 884kW)<br>Hyundai SB. & Heavy Industries<br>Gen 3 × 460kW a.c. |
| **7321300**<br>*GBVS*<br>388093<br>FH 520<br>Df Esd Rdr Rt | **TRUEIRO**<br>**Interpesco Securities Ltd.**<br>Cmaine (Shipping) Ltd.<br>Falmouth United Kingdom | **263**<br>125<br>— | BV | **1973** Ast. Gondan—Puerto de Figueras (80)<br>35,01 7,52<br>32,01 7,50 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Krupps<br>Oil 4SA 8Cy. 295 × 420<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 91,5t (d.o.) |
| **8917091**<br>*CB4238*<br>195<br>Rt | **TRUENO I**<br>**Sociedad Pesquera Coloso S.A.**<br>Valparaiso Chile | **463**<br>154<br>151 | | **1990** Marco Chilena S.A.—Iquique (195)<br>44,70 (BB) 10,30<br>40,70 10,10 5,00 | **M Fishing**<br>Side-fishing Purse Seiner<br>In.580 | Caterpillar<br>Vee Oil 4SA 16Cy. 170 × 190 with clu<br>flexible couplings & sr geared to sc.<br>1 037kW (1 410bhp)<br>Caterpillar Inc.<br>Thw. thrust propeller fwd<br>Thw. thrust propeller |
| **8302909**<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>SatCom | **TRUETON**<br>ex Jotun-90<br>**KS Trueton**<br>Gefion Shipping<br>Norway (NIS) | *1 042*<br>*346*<br>1 048 | (BV) | **1984** A/S Nordsovaerftet—Ringkobing (173)<br>65,51 10,06 3,852<br>62,01 10,01 5,92<br>2 dks<br>**CAPSIZED AND SANK 1/90 — RAISED** | **M General Cargo**<br>Ice strenghtened<br>2 Ho ER 2 TwD<br>G.2 161 B.1 892<br>TEU 44 C.Ho 30/20' C.Dk 14/20'<br>2 Ha (stl) (each 15,9 × 7,5) ER<br>2W Der 2(8) | Callesen<br>Oil 4SA 6Cy. 270 × 400 sr geared to sc.<br>500bhp (368kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S<br>Gen 2 × 40kW a.c.<br>Controllable pitch propeller<br>Fuel 128,5t (d.o.) |
| **8012035**<br>*PIBO*<br>20082<br>UK 283<br>Df Esd Gc<br>Pfd Rdr Rt | **TRUI VAN HINTE**<br>**Rederij Geertruida B.V.**<br>Urk Netherlands | **264**<br>99<br>— | | **1981** Scheepswerf Metz—Urk (56)<br>36,56<br>8,01 4,42<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Bolnes<br>Oil geared to sc. shaft<br>1 500bhp (1 103kW)<br>"Bolnes" Motorenfabriek B.V. |
| **6802852**<br>*HP6139*<br>20648-PEXT<br>Rdr Rt | **TRUITJE**<br>**Tai International S.A.**<br>Panama Panama | **110**<br>38<br>— | | **1967** Jacht-en Scheepswerf M. Veldthuis<br>—Groningen (218)<br>29,90<br>6,43 2,62<br>1 dk<br>len 80 | **M Fishing**<br>Side Trawler Beam-trawl | Mitsubishi<br>Oil<br>780bhp (574kW) NE 87<br>Mitsubishi Heavy Industries Ltd. |
| **7504677**<br>*YVCV*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TRUJILLO**<br>**Compania Anonima Venezolana de Navegacion (CAVN)**<br>La Guaira Venezuela | T.Mk<br>**6 790**<br>3 883<br>—<br>**10 308**<br>6 159<br>14 814 | AB | **1977** Oy Navire Ab—Naantali/Nadendal (54)<br>159,26 (BB) 22,05 8,300/9,832<br>145,01 22,01 9,25<br>P 44,2 F 26,9 2 dks, 3rd dk in Nos. 2, 3 & 4 Holds<br>rf 102 | **M General Cargo**<br>Ref —bth P<br>4 Ho ER 12 TwD<br>G.21 329 B.20 642 In.1 505 L.1 730<br>TEU 140 C. 140/20'<br>7 Ha (stl) (8,1 × 6,9) (15,1 15,1 15,1 × 8,0) ER (4,9p&s × 2,9) (2,5 × 4,9)<br>Cr 2(12,5) Der 1(60) 10(10) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Oy Wartsila Ab<br>Gen 3 × 660kW |

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| **TRUMAN**<br>ex Havstril-77 ex Ofoten-77<br>**Odino Enterprise Inc.**<br>Panama Panama | **382**<br>154<br>— | (NV) | **1952** Trosvik Verksted A/S—Brevik (67)<br>41,13 7,01 3,988<br>6,96 5,52<br>2 dks<br>BK 152 | **M Ferry/General Cargo** 250P<br>1 Ho 10,7 ER<br>1 Ha (2,2 × 1,7) ER<br>1W Der 1(3,5) | Wichmann<br>Oil 2SA 4Cy. 380 × 450<br>600bhp (441kW)<br>M. Haldorsen & Sonner Rubbestadneset<br>Fuel 15,0t (d.o.) 12kn |
| **TRUNA STAR**<br>ex Katheryn Ann-81<br>**Red Star Fisheries Ltd.**<br>Georgetown Cayman Islands (British) | **116**<br>81<br>— | | **1972** Bay City Marine Inc.—San Diego, Ca<br>*20,79* 6,81<br>2,62 | **M Fishing** | Oil<br>340bhp (250kW)<br>.............<br>Fuel (d.o.) |
| **TRUNOJOYO**<br>**P.T. Dharma Lautan Utama**<br>Jakarta Indonesia | **187**<br>82<br>150 | KI | **1977** P.T. Pakin—Tandjung Priok (647)<br>31,50 1,501<br>29,80 9,01 2,42<br>2 dks | **M Ferry** | Yanmar 6KD-HT<br>Oil 4SA 6Cy. 145 × 170<br>660bhp (485kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **TRUNOVSK**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**3 540**<br>1 486<br>5 100<br>**5 467**<br>2 702<br>5 869 | RS | **1979** Stocznia Szczecinska im. A. Warskiego —Szczecin (B432/306)<br>124,06 (BB) 17,02 —/7,320<br>114,03 17,01 9,78<br>P 38,5 F 14,4 2 dks<br>rf 152 DK fwd | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>B.7 143 In.1 110<br>TEU 50<br>C.Ho 36/20' (40') C.Dk 14/20' (40')<br>4 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER (4,5 × 6,5)<br>10W Der 1(40) 8(5) | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd 15,75kn |
| **TRUONG SA**<br>ex Titan-1-90<br>**VIETSOVPETRO -Vietnam Soviet Joint Venture Corp.**<br>Saigon Vietnam<br>See Register of Offshore Units | *19 813*<br>*5 944*<br>3 343 | RS | **1984** Oy Wartsila Ab—Turku/Abo (1277)<br>141,41 7,992<br>121,75 54,51 13,01<br>1 dk | **TD-E Work/Construction Crane Ship**<br>for offshore installations Twin Hull<br>1 Ho ER<br>G.640<br>1 Ha (stl) (10,4 × 5,0) ER<br>Cr 1(600) | Wartsila 6R32<br>3 Oil 4SA each 6Cy. 320 × 350 total 5 553kW (7 549bhp) driving 3 gen. each 1 880kW 660V a.c. connected to 2 elec. motors each of 2 300shp (1 692kW) & sc. shafts<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 3 × 180kW 380V 50Hz a.c.<br>2 Directional propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>11kn |
| **TRUONG SON**<br>ex Thong Nhut-58 ex Vardar-58<br>**Government of The Socialist Republic of Vietnam**<br>Saigon Vietnam | **607**<br>281<br>734 | (BV) | **1953** R.O. Brodogradiliste "3 Maj"—Rijeka (335)<br>54,89 8,97 3,880<br>51,41 8,92 4,30<br>P 18,0 F 6,1 1 dk | **M General Cargo**<br>G.1 024 B.933<br>2 Ha (each 10,4 × 5,0) ER<br>4W Der 1(5) 4(1,5) | Sulzer<br>Oil 2SA 6Cy. 290 × 500<br>630bhp (463kW)<br>C.R.D. Adriatico Trieste<br>Fuel 37,5t (d.o.) 10,5kn |
| **TRUPIAL**<br>ex Container Venturer-88<br>Panama Panama | **886**<br>415<br>1 219 | GL<br>✠Classed LR until 27/4/88 | **1958**-10 Ailsa SB. Co. Ltd.—Troon (501)<br>80,09 12,78 4,084<br>74,68 12,20 6,71<br>F 9,2 2 dks<br>RW rf 457 | **M General Cargo**<br>2 Ho 9,7 31,7 ER 1 TwD<br>G.1 388<br>TEU 47 C.Ho 24/20' C.Dk 23/20'<br>3 Ha (stl) (5,4 × 5,4) (14,1 14,1 × 9,4) ER | Polar M48M<br>Oil 2SA 8Cy. 340 × 570 geared to sc. shaft<br>1 103kW (1 500bhp)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 75kW 220V d.c.<br>Fuel 51,0t (d.o.) 10kn |
| **TRURO**<br>**P/R Frogner Shipping I ANS**<br>Paal Wilson Management A/S<br>Bergen Norway (NIS) | *1 259*<br>*573*<br>1 398 | NV | **1976** Orens M/V—Trondheim (63)<br>77,48 (BB) 10,62 3,583<br>71,58 10,60 6,00<br>P -F - 2 dks<br>rf nil len 79 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 997 B.2 747<br>1 Ha (stl) (51,8T × 4,4)<br>Der 2(4,5) | Wichmann 4AXA<br>Oil 2SA 4Cy. 300 × 450<br>1 200bhp (883kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 56kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 57,0t (d.o.)-4,0pd 11,5kn |
| **TRUSKAVETS**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *15 893*<br>*8 092*<br>17 850 | RS | **1986** VEB Warnowwerft Warnemuende —Warnemuende (132)<br>173,50 (BB) 23,09 10,020<br>161,00 13,72<br>2 dks | **M RoRo Cargo/General Cargo**<br>Quarter stern door & ramp (s)<br>Ice strengthened<br>Cars 232 Lorries 81 Trailers 90<br>4 Ho 16,8 32,5 36,0 16,8 ER<br>G.25 677 B.20 439<br>TEU 533<br>C.Ho 333/20' (40') C.Dk 200/20' (40') incl. 30 ref C.<br>4 Ha (stl) (13,1 × 7,6) (26,4 33,5 12,8 × 12,5) ER<br>Cr 4(12) Der 1(125) 2(25) | MAN K5SZ70/125B<br>Oil 2SA 5Cy. 700 × 1250<br>7 600kW (10 332bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 580kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>15,5kn |
| **TRUSKAVETS**<br>**Dalryba**<br>(Mago) (U.S.S.R.) | T.Mk<br>**2 581**<br>888<br>1 268 | RS | **1971** "Chernomorskiy" Shipyard—Nikolayev<br>83,90 14,03 5,709<br>78,03 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>20 000bhp (14 711kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,25kn |
| **TRUSO**<br>**m.s. "Truso" Beutler Schiffahrts KG**<br>Heinrich Beutler KG<br>Luebeck Federal Republic of Germany | *1 616*<br>*645*<br>2 014 | GL | **1986** Schiffsw. Hugo Peters—Wewelsfleth (623)<br>82,45 11,49 3,891<br>76,82 11,31 5,41<br>P 12,5 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,8 ER<br>G.2 953 B.2 945<br>TEU 76 C. 76/20' (40')<br>1 Ha (stl) (49,8 × 9,0) ER | MWM TBD440-6K<br>Oil 4SA 6Cy. 230 × 270 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>815bhp (599kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 190kW 2 × 82kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 96,0t (d.o.)-3,0pd 10,5kn |
| **TRUSOVSKIY**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | *2 391*<br>*717*<br>913 | RS | **1983** Baltiya Shipyard—Klaypeda<br>85,10 13,03 3,901<br>6,51 | **M Fishing**<br>Suction Ref<br>Ice strengthened | Oil<br>............. |
| **TRUST**<br>ex Pampas-88<br>**Spaceway Shipping Ltd.**<br>Limassol Cyprus | **13 688**<br>9 184<br>26 901 | BV (NK) | **1976** Koyo Dockyard Co. Ltd.—Mihara (721)<br>177,19 22,84 10,558<br>164,90 22,80 14,60<br>P 29,3 F 13,5 1 dk | **M Bulk Carrier**<br>Vehicles<br>Mchy.aft<br>G.31 254 B.29 473<br>4 Ha (stl) (15,3 27,2 27,2 15,1 × 9,0)<br>Der 6(15) | Pielstick 18PC2-5V-400<br>Vee Oil 4SA 18Cy. 400 × 460 geared to sc. shaft<br>8 606kW (11 700bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 420kW 450V a.c.<br>14,5kn |
| **TRUST**<br>ex Star Light-90 ex Amadeo-90<br>ex Marsha-85<br>**Maxi Shipping Ltd.**<br>Brightest Star Maritime Corp.<br>Valletta Malta | **9 042**<br>6 274<br>15 261 | GL (AB) | **1975** Austin & Pickersgill Ltd.—South Dock, Sunderland (447)<br>141,00 20,45 8,840<br>136,05 20,43 11,74<br>F 11,3 1 dk, 2nd dk except in No. 5 hold | **M General Cargo**<br>5 Ho 11,6 12,1 13,6 12,8 ER 11,3<br>G.21 725 B.19 873<br>5 Ha (stl) (11,6 × 6,6) (12,1 13,6 12,8 × 8,4) ER (11,3 × 6,6)<br>10W Der 8(10) 2(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>5 516kW (7 499bhp)<br>G. Clark & N.E.M. Ltd. Wallsend<br>Gen 3 × 256kW 220/440V 60Hz a.c.<br>Fuel 1 023,0t (hvf) 15kn |
| **TRUST 38**<br>ex Highsea Pride-85<br>ex Wistaria Marble-80<br>**Trust Union Shipping Corp.**<br>Hayashi Marine Co. Ltd.<br>Panama Panama | **8 825**<br>6 060<br>15 172 | AB | **1974** Jurong Shipyard Ltd.—Singapore (1005)<br>143,41 (BB) 19,84 9,043<br>134,37 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 ER 4 TwD<br>G.20 139 B.19 010<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(5) | Pielstick 12PC2-2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. Japan<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>15kn |

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| **6819960**<br>*6NHL*<br>BS02-A969<br>Df Esd Gc<br>Pfd Rdr Rt | **TRUSTAR 101**<br>ex Kim's Marine No. 215-90<br>ex Jung Hwa No. 11-87<br>ex Dong Soo No. 103-84<br>ex Sog Ri San-82<br>ex Ebisu Maru No. 65<br>**Trustar Marine Co. Ltd.**<br>Busan South Korea | **349**<br>173<br>— | KR | **1967** Narasaki Zosen K.K.—Muroran (608)<br>51,62 8,41 3,404<br>45,50 8,39 5,85<br>B 3,4 2 dks | **M Fishing**<br>Stern Trawler Ref<br>3 Ho ER<br>In.398<br>3 Ha (1,5 1,5 × 1,7) (1,5 × 2,5) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 324kW (1 800bhp)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 100kW 225V a.c.<br>Fuel 217,5t-7,0pd |
| **6607264**<br>*TCZX*<br>3672<br>Df Esd Gc<br>Pfd Rdr Rt | **TRUVA**<br>**T.D.I. Deniz Yollari Isletmesi**<br>Istanbul Turkey | **3 422**<br>1 562<br>649 | BV | **1966** Dubigeon-Normandie S.A.—Nantes-Chantenay (823)<br>91,55 16,44 4,192<br>85,04 16,39 6,20<br>4 dks | **TM Passenger/RoRo Cargo**<br>105cbn 417bth P<br>Cars 100 Lorries 8 Trailers 2 | MWM<br>4 Oil 4SA each 8Cy. 360 × 450 geared<br>shafts<br>9 680bhp (7 120kW)<br>Motorenw. Mannheim A.G. (MWM)<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7506871**<br>*EOSL*<br>M-31196<br>Df Esd Gc<br>Pfd Rdr Rt | **TRUZHENIK MORYA**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | **3 931**<br>1 810<br>2 118 | RS | **1975** VEB Volkswerft Stralsund—Stralsund (441)<br>101,89 (BB) 15,22 5,601<br>91,90 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 620<br>2 Ha (each 2,3 × 2,3)<br>6W Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller |
| **8136348**<br>*UIUO*<br>M-39787<br>Df Esd Rdr<br>RTm/h/v | **TRUZHENIK MORYA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1983** .............U.S.S.R.<br>34,02 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.515<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **7826283**<br>*UVUM*<br>M-33484<br>Rt | **TRYDAKNA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**1 725**<br>816<br>—<br>**2 635**<br>1 418<br>1 741 | RS | **1981** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B406/10)<br>84,99 6,001<br>75,01 14,99 6,71<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Ice strengthened<br>3 Ta<br>B.1 850 | S.K.L.<br>Oil 4SA 8Cy. 240 × 360 geared to sc.<br>428kW (582bhp)<br>"Zgoda" Zaklady Urzadzen Techniczny<br>Gen 1 × 150kW a.c. 1 × 100kW a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd , 1<br>Fuel 949,0t |
| **5369645**<br>*LNXU*<br>15079<br>Rt | **TRYGGHEIM**<br>ex Telegraf-59<br>**Jan Hagerup**<br>Molde Norway | **200**<br>98<br>284 | (NV) | **1895** Kristiansands M/V A/S—Kristiansand S. (70)<br>43,29 6,23 2,896<br>6,20 3,31<br>1 dk<br>R BK 140 len 09<br>conv Cable-layer 59 | **M General Cargo**<br>Mchy.aft | Normo<br>Oil 2SA 4Cy. 300 × 360<br>280bhp (206kW) E made60 fitted70<br>A/S Bergens M/V<br>Fuel (d.o.) |
| **6729505**<br>*LMPP*<br>16873<br>Df Esd Rdr<br>Rt | **TRYGVASON**<br>ex Vikoysund-85 ex Roy-Arve-82<br>ex Hustabuen-78 ex Nils Haraldson-74<br>**P/R Bomlingen**<br>Haugesund Norway | *257*<br>*77* | | **1967** Eidsvik Skipsbyggeri A/S—Uskedal (22)<br>30,74 6,86<br>27,44 6,81 3,51<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>510bhp (375kW)<br>Alpha-Diesel A/S<br>Fuel 24,5t (d.o.)-1,0pd |
| **5150006**<br>*LCMK*<br>16435<br>Df Esd Pfd<br>Rt | **TRYGVE STENER**<br>ex Inger Hildur-77 ex Gossingen-76<br>ex Hette Margaretha-65<br>**Stener Hepso**<br>Trondheim Norway | **332**<br>133<br>— | (NV) | **1953** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (475)<br>41,18 7,04 3,798<br>37,37 7,01 4,04<br>2 dks<br>RW rf 1161 BK 119 len 69 | **M Fishing**<br>Side Trawler<br>1 Ho 3 Ta ER<br>2 Ha (1,9 × 2,9) (2,1 × 1,6) ER<br>1W Der 1(3) | Alpha<br>Oil 2SA 8Cy. 240 × 400<br>680bhp (500kW) NE 66<br>Alpha-Diesel A/S<br>Gen 1 × 72kW 1 × 32kW 220V 50Hz<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **7816381**<br><br><br>Esd Rdr RTv | **TRYNTJE**<br>**Visseribedrifj D. Visser B.V.**<br>Goedereede Netherlands | **146**<br>89<br>159 | | **1978** W. Visser & Zoon B.V. Werf "De Lastdrager"—Den Helder (89)<br>36,20 8,21 6,001<br>33,61 7,01 1,43<br>1 dk | **M Fishing**<br>Side-fishing Trailing Suction<br>Mchy.aft | Scania<br>2 Oil 4SA each 6Cy. 115 × 125 geared<br>360bhp (265kW)<br>Saab-Scania |
| **7612620**<br>*HP5578*<br>19708-PEXT-F<br>Esd Gc Pfd<br>Rdr RTm/v | **TS HERKULES**<br>ex Herkules-90<br>**Hapag-Lloyd A.G.**<br>Hapag-Lloyd Transport & Service G.m.b.H.<br>Bremen Panama | **249**<br>144<br>110 | GL | **1977** Jadewerft (Wilhelmshaven) G.m.b.H.—Wilhelmshaven (138)<br>30,76 8,84 3,039<br>28,50 8,81 3,61<br>1 dk | **TM Tug**<br>Tractor<br>Ice strengthened | MaK<br>2 Oil 4SA each 8Cy. 240 × 330 sr gear<br>shafts<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 54kW 440V 60Hz a.c.<br>2 Directional propellers<br>Fuel 107,0t (d.o.) |
| **8201741**<br>*DDNX*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **TS-51 SAFE**<br>**Hapag-Lloyd A.G.**<br>Hapag-Lloyd Transport & Service G.m.b.H.<br>Bremen Federal Republic of Germany | **1 453**<br>526<br>1 828 | GL | **1983** Elsflether Werft A.G.—Elsfleth/Weser (404)<br>67,47 14,03 5,971<br>58,81 14,00 6,91<br>F 17,4 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened<br>4 Ta<br>G.256 | MWM<br>2 Oil 4SA each 8Cy. 330 × 360 with<br>flexible couplings & sr geared to sc.<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 550kW 2 × 275kW 440V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 834,5t (d.o.)-17,0pd |
| **8209585**<br>*DDOQ*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TS-52 SOUND**<br>**Hapag-Lloyd A.G.**<br>Hapag-Lloyd Transport & Service G.m.b.H.<br>Bremen Federal Republic of Germany | *1 453*<br>*526*<br>1 828 | GL | **1983** Elsflether Werft A.G.—Elsfleth/Weser (405)<br>67,59 14,05 5,971<br>58,81 14,03 6,91<br>F 17,4 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened<br>4 Ta<br>G.256 | MWM<br>2 Oil 4SA each 8Cy. 330 × 360 with<br>flexible couplings & sr geared to sc.<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 550kW 2 × 275kW 440V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 834,5t (d.o.)-17,0pd |
| **7831939**<br>*UPPS*<br>M-36582<br>Df Esd Gc<br>Pfd Rdr Rt | **TSADA**<br>**Academy of Sciences**<br>(Makhachkala) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1980** .............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (stl) (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **7905168**<br>*9GZH*<br>316674<br>Rt | **TSAFLOBI**<br>**Mankoadze Fisheries Ltd.**<br>Takoradi Ghana | **299**<br>131<br>— | (NV) | **1982** Haugesunds Slip A/S—Haugesund (28)<br>28,94 4,401<br>27,41 8,25 6,74<br>2 dks<br>rf nil | **M Fishing**<br>Stern-fishing Tuna<br>5 Ta ER<br>In.285 | Wichmann<br>Oil 2SA 4Cy. 300 × 450<br>1 350bhp (993kW)<br>A/S Wichmann<br>Gen 2 × 180kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **8319847**<br>*LYGI*<br>M-31423<br>Df Esd Gc<br>Rdr RTm/h/v | **TSEFEY**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *4 069*<br>*1 220*<br>2 137 | RS | **1983** VEB Volkswerft Stralsund—Stralsund (210)<br>101,89 15,22 5,800<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L.<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DM |

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| **TSEKOA II**<br>**Government of Canada (Ministry of Public Works)**<br>Ottawa Canada | **161**<br>53<br>70 | **1984** Allied Shipbuilders Ltd.—North Vancouver, B.C. (241)<br>26,70 7,45 2,001<br>25,02 7,26 3,26<br>1 dk | **TM Maintenance Ship** | Caterpillar 3408TA<br>2 Vee Oil 4SA each 8Cy. 137 × 152 with clutches & sr geared to sc. shafts<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TSEMESSKAYA BUKHTA**<br>**Yugryba**<br>(Novorossiysk) (U.S.S.R.) | T.Mk<br>**3 931**<br>1 810<br>2 063 | **1975** VEB Volkswerft Stralsund—Stralsund (433)<br>101,86 (BB) 15,22 5,601<br>RS 91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>6W Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>14,5kn |
| **TSENTAVR**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(Yevpatoriya) (U.S.S.R.) | **1 085**<br>229<br>404 | **1981** .............U.S.S.R.<br>58,55 12,67 4,690<br>RS 51,62 - 5,90<br>F - 1 dk | **D-E Tug**<br>Salvage | 2 Oil driving gen. connected to elec. motor<br>U.S.S.R. |
| **TSERIBA**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | **508**<br>174<br>261 | **1960** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,590<br>RS 44,35 8,79 4,32<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 1,6 × 1,7)<br>1W Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW) NE 72<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.)<br>10,5kn |
| **TSESIS**<br>Limassol Cyprus | **12 588**<br>6 642<br>19 335<br>T/cm<br>31,1 | **1968** Stocznia im. "Komuny Paryskiej"—Gdynia (B70/11)<br>RS 176,99 21,87 9,530<br>165,00 21,75 11,87<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 22 Ta ER<br>G.813 L.(oil) 24 704 HeCls. BC<br>1 Ha (4,5 × 3,4)<br>1W Der 1(3)<br>4 Cargo pumps total 1 973T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski Poznan<br>16,75kn |
| **TSHELA**<br>**Societe Congo Italienne de Raffinage (S.O.C.I.R.)**<br>Moanda Zaire | **154**<br>35<br>— | **1967** Cant. Nav. Ind. Nav. Mecc. Affini SpA I.N.M.A.—La Spezia<br>(BV) 26,80 7,01 1,936<br>26,19 6,99 2,75<br>1 dk | **TM Tug**<br>Pusher<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| **TSHUAPA**<br>**Government of The Republic of Zaire (Ministere des Transports et Communications - Service des Voies Navigables)**<br>Boma Zaire | **2 011**<br>1 009<br>2 100 | **1976** A. Vuyk & Zonen's Scheepswerven B.V. —Capelle a/d Ijssel (873)<br>(BV) 82,81 4,801<br>77,02 14,00 6,02<br>1 dk | **TM Hopper/Dredger**<br>Bottom doors<br>Single side arm Dredging depth 18,0<br>Mchy.aft<br>Hopper 1 500<br>1 sandpump 910kW (1220bhp) | Bolnes 9DNL150/600<br>2 Oil 2SA each 9Cy. 190 × 350 geared to sc. shafts<br>2 700bhp (1 986kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>11,75kn |
| **TSIALE**<br>ex Kania-69<br>**Kaleawo Enterprises Ltd.**<br>Takoradi Ghana | **157**<br>59<br>100 | **1951** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B11/S95)<br>(PR) 32,57 6,76 3,010<br>3,33<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>400bhp (294kW) NE 59<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 18kW 115V d.c. 1 × 12kW 1 × 6kW 110V d.c.<br>9kn |
| **TSIKLON**<br>ex Brunshausen-66<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | T.Mk<br>**2 133**<br>1 210<br>—<br>**4 801**<br>3 369<br>4 147 | **1963** Blohm & Voss A.G.—Hamburg (829)<br>136,02 16,84 —/6,541<br>RS 124,01 16,82 8,95<br>3 dks, 4th dk fwd<br>conv General Cargo 66 | **M Refrigerated Cargo Fish Carrier** 12P<br>Ice strengthened<br>2 Ho ER 2 Ho<br>In.8 003<br>4 Ha (stl) (5,6 5,6 × 7,0) ER (5,6 5,6 × 7,0)<br>8W Der 1(10) 7(3) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>Blohm & Voss A.G. Hamburg<br>Gen 3 × 400kW 1 × 185kW 230V 50Hz a.c.<br>Fuel 1 717,0t (hvf)<br>21kn |
| **TSIKLON**<br>**Government of The Republic of Russia (Ministry of Shipbuilding)**<br>(Feodosiya) (U.S.S.R.) | *344*<br>*119*<br>37 | **1987** S. Ordzhonikidze Works—Poti<br>44,20 12,00 1,220<br>RS 34,90 1,95<br>2 dks | **Aluminium Alloy TGT Hydrofoil Ferry** | 2 Gas Turb with flange couplings & geared to sc. shafts 9 000shp (6 620kW)<br>U.S.S.R.<br>Water jet propulsion units port<br>Water jet propulsion units starboard<br>Fuel (o.f.) |
| **TSIKLON**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *182*<br>*54*<br>57 | **1988** .............U.S.S.R.<br>29,30 8,60 3,400<br>RS 27,00 - 4,30<br>1 dk | **TM Tug**<br>Fire-fighting<br>Ice strengthened | Russkiy 8CHNP25/34<br>2 Oil 4SA each 8Cy. 250 × 340<br>Russkiy-Diesel Works U.S.S.R.<br>2 Controllable pitch propellers |
| **TSIKLON**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **124**<br>37<br>20 | **1983** .............U.S.S.R.<br>28,71 6,35 1,480<br>RS 2,49<br>1 dk | **M Ferry** 250dk P | Oil<br>............. |
| **TSIKLON**<br>(Izmail) (U.S.S.R.) | *115*<br>*34*<br>24 | **1990** .............U.S.S.R.<br>26,50 6,60 2,061<br>RS 22,08 - 3,08<br>1 dk | **M Research**<br>Hydrographic | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>224bhp (165kW)<br>Russkiy-Diesel Works Leningrad<br>9,5kn |
| **TSIMENTOCLIS**<br>ex Vastanvik-65 ex Vila II-59<br>ex Elisabeth Schulte-46<br>**Tsimentoclis Shipping Co. S.A.**<br>Heracles Shipping Co. S.A.<br>Piraeus Greece | **1 365**<br>670<br>1 500 | **1946** A/B Ekensbergs Varv—Stockholm (181)<br>73,36 10,88 4,531<br>HR (BV) 69,19 10,80 4,65<br>P 16,2 RQD 31,1 F 9,2 1 dk<br>R rf nil | **M Cement Carrier**<br>G.2 520 B.2 407<br>1 Ha (stl) (8,8 × 4,8) 2 Ha (w) (8,3 9,6 × 4,8) ER<br>1W Der 1(3) | Polar<br>Oil 2SA 6Cy. 340 × 570<br>960bhp (706kW)<br>Atlas-Diesel A/B Stockholm<br>Gen 1 × 120kW 380V 50Hz a.c. 1 × 88kW 220V d.c.<br>Fuel 97,5t (d.o.)<br>10,5kn |
| **TSIMIHETY**<br>ex Nanny-60<br>**Compagnie Malgache de Cabotage**<br>Majunga Madagascar | **223**<br>130<br>226 | **1948** N.V. Schps. Doornbos—Tjamsweer (82)<br>*40,21* 6,25 2,201<br>(BV) ... ... ...<br>1 dk<br>len 59 | **M Passenger/General Cargo** 20P<br>1 Ho 7,0 ER<br>2 Ha (2,4 3,6 × 1,2) ER<br>Der 2(2) | De Industrie<br>Oil 4SA 3Cy. 250 × 350<br>120bhp (88kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 24kW<br>Fuel (d.o.)<br>8,5kn |
| **TSIMIRORO**<br>**Solitany Malagasy (SOLIMA)**<br>Tamatave Madagascar | **4 206**<br>2 322<br>6 847 | **1978** K.K. Usuki Tekkosho—Usuki (989)<br>107,52 17,33 7,162<br>BV 99,52 17,31 8,51<br>1 dk | **M Tanker/Liquefied Gas Carrier**<br>Oil LPG<br>4 LPG Ta on dk<br>14 Ta ER<br>L.(gas) 285 L.(oil) 7 020 | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>3 825bhp (2 814kW)<br>Kobe Hatsudoki K.K. Kobe<br>Fuel 619,0t<br>13,5kn |
| **TSIMISARAKA**<br>**Solitany Malagasy (SOLIMA)**<br>Tamatave Madagascar | **1 599**<br>718<br>2 337 | **1966** Cant. Nav. Ind. Nav. Mecc. Affini SpA I.N.M.A.—La Spezia (62)<br>BV 84,49 12,17 4,782<br>76,51 12,15 5,39<br>1 dk | **TM Tanker**<br>1 Ho 12 Ta ER<br>L.2 786<br>1 Ha (2,5 × 2,5)<br>1W Der 1(1,5) | Deutz<br>2 Oil 4SA each 6Cy. 320 × 450<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 220kW 380V 50Hz a.c.<br>12kn |

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| **7644104**<br>*UQYN*<br>M-34540<br>Df Esd Gc<br>Rdr Rt | **TSIMLYANSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1977** .............U.S.S.R.<br>83,90 14,03 5,720<br>9,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>B.236 In.1 348 L.14<br>3 Ha (2,5 × 2,5) (2,0 2,0 × 2,0)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Controllable pitch propeller |
| **7645811**<br>196059<br>Rt | **TSING HOI**<br>ex Man Lok-78<br>**Hongkong United Dockyards Ltd.**<br>Hong Kong Hong Kong (British) | **387**<br>128<br>272 | | **1951** Hong Kong & Whampoa Dock Co. Ltd. —Kowloon, Hong Kong (900)<br>39,63 13,21 2,667<br>39,17 12,76 3,66<br>1 dk | **TM Ferry**<br>Vehicles<br>Mchy.aft | Crossley<br>2 Oil 2SA each 6Cy. 267 × 343<br>1 020bhp (750kW)<br>Crossley Bros. Ltd. |
| **8816338**<br>711306<br>Rdr RTv | **TSING YI**<br>**The Hongkong Salvage & Towage Co. Ltd.**<br>Hong Kong Hong Kong (British) | **188**<br>54<br>100 | BV | **1989** Imamura Zosen—Kure (338)<br>24,60 9,15 3,501<br>19,03 8,50 4,70<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 with c<br>flexible couplings & reduction geare<br>shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 128kW 380V a.c. |
| **8321266**<br>*LYKL*<br>M-41977<br>Df Esd Gc<br>Rdr RTv | **TSIREYA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *249*<br>*74*<br>89 | RS | **1986** Stocznia "Ustka"—Ustka (B275/21)<br>29,80 8,19 3,280<br>26,37 8,01 4,00<br>1dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | Sulzer<br>Oil 4SA 6Cy. 200 × 240 geared to sc.<br>750bhp (552kW)<br>H. Cegielski<br>Gen 1 × 200kW a.c.<br>Controllable pitch propeller |
| **7524380**<br>*UPXE*<br>M-12440<br>Rt | **TSIRKON**<br>**Government of The Republic of Russia (Ministry of Geology)**<br>(Kaliningrad) (U.S.S.R.) | **166**<br>18<br>36 | RS | **1975** .............U.S.S.R.<br>33,96 7,09 2,631<br>3,69<br>1 dk | **M Research**<br>Ice strengthened<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8139106**<br>*UIRQ*<br>M-39795<br>Df Esd Rdr RTm/h/v | **TSISKARA**<br>**Yugryba**<br>(Batumi) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1983** .............U.S.S.R.<br>33,99 7,12 2,901<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 260<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **8133580**<br>*UFVZ*<br>M-35334<br>Df Esd Gc<br>Rdr RTm/h/v | **TSIVILSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**1 141**<br>349<br>545 | RS | **1982** Baltiya Shipyard—Klaypeda<br>59,00 13,02 4,873<br>52,00 8,89<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | Skoda<br>Oil<br>2 200bhp (1 618kW)<br>CKD Praha |
| **6910726**<br>*HO8555*<br>4199-74A<br>Df Esd Rt | **TSK 3**<br>ex Doren Page-73<br>**Fleming Brothers Co. S.A.**<br>Panama Panama | **111**<br>37<br>— | ✠Classed LR until 1/8/77 | **1969**-3 Schiffsw. Schloemer GmbH & Co. K.G. —Oldersum (189)<br>23,02 7,07 2,496<br>19,31 7,01 3,10<br>1 dk<br>rf 787 BK 127 | **M Fishing**<br>Side Trawler Shrimp-trawl Ref | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduc<br>to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 2,5kW 32V d.c.<br>Fuel 34,5t (d.o.) |
| **6913168**<br>*HO8557*<br>4197-74A<br>Df Esd Rt | **TSK 5**<br>ex Coralee M-73 ex Coralie-69<br>Launched as Caroline<br>**Fleming Brothers Co. S.A.**<br>Panama Panama | **111**<br>37<br>— | ✠Classed LR until 1/8/77 | **1969**-5 Schiffsw. Schloemer GmbH & Co. K.G. —Oldersum (191)<br>23,02 7,07 2,496<br>19,31 7,01 3,10<br>1 dk<br>rf 787 BK 127 | **M Fishing**<br>Side Trawler Shrimp-trawl<br>Mchy.fwd | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduc<br>to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 2,5kW 32V d.c. |
| **6911134**<br>*HO8559*<br>4176-74A<br>Df Esd Rt | **TSK 7**<br>ex Debbie M-73<br>**Fleming Brothers Co. S.A.**<br>Panama Panama | **111**<br>37<br>— | ✠Classed LR until 1/8/77 | **1969**-4 Schiffsw. Schloemer GmbH & Co. K.G. —Oldersum (190)<br>23,02 7,07 2,496<br>19,31 7,01 3,10<br>1 dk<br>rf 787 BK 127 | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduc<br>to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 60kW 380/220V 50Hz a.c. |
| **7229631**<br>*UWGO*<br>M-31059<br>Df Esd Gc<br>Pfd Rdr Rt | **TSKHALTUBO**<br>**Yugryba**<br>(Poti) (U.S.S.R.) | T.Mk<br>**2 154**<br>762<br>1 296 | RS | **1972** VEB Volkswerft Stralsund—Stralsund (345)<br>81,95 13,64 5,201<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geare<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **9004190**<br>*P3IU4*<br>709340<br>Df Esd Gc<br>Pfd Rdr Rt | **TSL BRAVO**<br>ex Nordisle-92<br>**Nordisle Shipping Co. Ltd.**<br>Reederei "NORD" Klaus E. Oldendorff Ltd.<br>Limassol Cyprus | *11 998*<br>*5 701*<br>14 190 | GL | **1991** Mathias-Thesen-Werft GmbH.—Wismar (191)<br>156,88 8,640<br>145,35 22,86 11,20<br>1 dk | **M Container Ship**<br>Fixed-guides<br>3 Ho ER<br>G.18 723 B.18 536<br>TEU 1034<br>C.Ho 364/20' (40') C.Dk 670/20' (40') incl. 60 ref C.<br>7 Ha (stl) ER<br>Cr 2(40) | Sulzer<br>Oil 2SA 5Cy. 580 × 1700<br>7 950kW (10 808bhp)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>Gen 1 × 800kW 3 × 480kW 220/4<br>Thw. thrust Contr. pitch propeller fwd<br>thruster unit |
| **8410342**<br>*DPHL*<br>SSR14590<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **TSL GALLANT**<br>ex Nacional Vitoria-92 ex Lloyd Itajai-88<br>ex Athens-87 ex Fast Eagle-87<br>Launched as Heike<br>**Partenreederei m.s. "Heike"**<br>NSB Niederelbe Schiffahrtsges. m.b.H. & Co. KG<br>Hamburg Federal Republic of Germany<br>SatCom: 1120750/DPHL | *9 392*<br>*4 863*<br>12 622 | GL | **1985** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (425)<br>146,01 (BB) 22,33 8,290<br>137,42 22,31 11,10<br>P 15,6 F 10,1 2 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>3 Cell. Ho 33,4 55,3 12,4 ER<br>TEU 1002<br>C.Ho 336/20' (40') C.Dk 666/20' (40') incl. 50 ref C.<br>7 Ha (stl) ER<br>Cr 2(36) | Sulzer<br>Oil 2SA 7Cy. 480 × 1400<br>8 970bhp (6 598kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 1 × 596kW 2 × 448kW 440V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **6906842**<br>*9HZP2*<br>2321<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **TSOUNA**<br>ex Aramis-89 ex Faustina-83<br>**Tsouna Navigation Ltd.**<br>Compass Maritime Enterprises Ltd.<br>Valletta Malta | **15 907**<br>10 426<br>27 364 | BV | **1968** Sanoyasu Dockyard Co. Ltd.—Osaka (267)<br>175,90 (BB) 22,92 9,907<br>168,21 22,86 14,81<br>P 31,7 F 11,6 1 dk | **M Bulk Carrier**<br>6 Ho 19,8 22,7 17,6 23,1 21,5 19,9 12 Ta ER<br>G.37 248 B.35 758 L.4 190<br>6 Ha (stl) (10,9 14,4 10,3 11,3 12,8 11,9 × 9,9) ER<br>12W Der 12(10) | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>8 459kW (11 500bhp)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 280kW 445V 60Hz a.c.<br>Fuel 1 607,5t (hvf) |
| **8506919**<br>Rt | **TSS API** | **123**<br>37<br>— | KI (NV) | **1985** Asia Pacific Shpyd (Pte) Ltd.—Singapore (841)<br>23,17 1,680<br>22,26 7,01 2,16<br>1 dk | **TM Oil Pollution Recovery** | Yanmar<br>2 Oil 4SA each 6Cy. 130 × 150 gea<br>shafts<br>652bhp (480kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 56kW 380V 50Hz a.c. |

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| **TSS BEATA**<br>ex Pink Jaguar-84<br>**East Asia Offshore Services (Pte.) Ltd.**<br>Chuan Hup Holdings Ltd.<br>Singapore Singapore<br>SatCom: 1715571/BEAT | *1 008*<br>*302*<br>1 924 | AB | **1982** Southern Ocean SB. Co. (Pte.) Ltd. —Singapore<br>4,301<br>38,51 10,01 4,22<br>1 dk | (132) | **TM Supply Ship**<br>Deck Cargo | Yanmar 8Z280L-ET<br>2 Oil 4SA each 8Cy. 280 × 360 sr reverse geared to sc. shafts<br>4 800bhp (3 531kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 128kW<br>Thw. thrust propeller fwd<br>14kn |
| **TSS BERTRAM**<br>ex Teratai-84 ex Osam Dragon 8-84<br>**Chuan Hup Holdings Ltd.**<br>Singapore Singapore | *386*<br>*115*<br>750 | AB | **1983** K.K. Goriki Zosensho—Ise<br>38,99 9,53 3,215<br>35,01 9,50 3,61<br>F 14,4 1 dk<br>rf 241 | (861) | **TM Supply Ship**<br>Deck Cargo | Otsuka SODHS6X26<br>2 Oil 4SA each 6Cy. 260 × 410 sr reverse geared to sc. shafts<br>1 600bhp (1 177kW)<br>K.K. Otsuka Tekkosho Oita<br>Gen 1 × 128kW a.c. 1 × 100kW a.c.<br>Thw. thrust propeller fwd<br>11,5kn |
| **TSS BRITTA**<br>ex Osam Jaguar-84<br>**Pacindo Marine Pte. Ltd.**<br>Chuan Hup Holdings Ltd.<br>Singapore Singapore | **336**<br>80<br>600 | AB | **1982** Tonoura Dock Co. Ltd.—Miyazaki<br>38,00 9,53 3,233<br>35,01 9,50 3,61<br>F 13,8 1 dk<br>rf 241 | (33) | **TM Tug/Supply Ship**<br>Deck Cargo | Fuji 6M23C<br>2 Oil 4SA each 6Cy. 230 × 260 sr reverse geared to sc. shafts<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd<br>Fuel 147,5t (d.o.)-7,0pd 11,5kn |
| **TSS PIONEER 4**<br>ex Tss Bastian-85 ex Bastian-85<br>ex Tss Pioneer 4-84<br>**Beauford Marine (Pte.) Ltd.**<br>Chuan Hup Holdings Ltd.<br>Singapore Singapore | **804**<br>381<br>1 000 | AB KI | **1983** Tonoura Dock Co. Ltd.—Miyazaki<br>58,30 12,22 4,323<br>52,51 12,21 5,01<br>F 18,6 1 dk<br>rf nil | (61) | **TM Supply Ship**<br>Deck Cargo | Fuji 8L27.5G<br>2 Oil 4SA each 8Cy. 275 × 320 with clutches & dr reverse geared to sc. shafts<br>4 800bhp (3 531kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 200kW<br>Thw. thrust Contr. pitch propeller fwd<br>13kn |
| **TSS PIONEER 5**<br>ex Tropic Orion 1-83<br>**Pembrooke Marine Pte. Ltd.**<br>Chuan Hup Holdings Ltd.<br>Singapore Singapore | **804**<br>381<br>1 000 | AB KI | **1983** Tonoura Dock Co. Ltd.—Miyazaki<br>58,30 12,22 4,323<br>52,51 12,21 5,21<br>F 18,6 1 dk<br>rf nil | (60) | **TM Supply Ship**<br>Deck Cargo | Fuji 8L27.5G<br>2 Oil 4SA each 8Cy. 275 × 320 with clutches & dr reverse geared to sc. shafts<br>4 800bhp (3 531kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 200kW<br>Thw. thrust Contr. pitch propeller fwd<br>13kn |
| **TSU LIH**<br>ex Naikai Maru No. 15-81<br>**Kaochin S.S. Co. Ltd.**<br>Kaohsiung China* | **499**<br>379<br>1 032 | | **1969** Hakata Zosen K.K.—Hakata<br>54,11 4,301<br>49,51 9,30 4,70<br>P 13,8 F 6,8 1 dk<br>rf 102 BK 102 | (68) | **M General Cargo**<br>1 Ho 24,0 ER<br>G.1 119 B.941<br>1 Ha (stl) (24,0 × 5,7) ER<br>2W Der 2(5) | Makita ESLHC633<br>Oil 4SA 6Cy. 330 × 550<br>1 250bhp (919kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 1 × 28kW 1 × 24kW 225V a.c.<br>11kn |
| **TSUBAKI MARU**<br>**Cosmo Kaiun K.K.**<br>Yokkaichi, Mie Pref. Japan | **144**<br>—<br>— | | **1979** Suzuki Shipyard Co. Ltd.—Yokkaichi<br>2,701<br>23,32 8,31 3,03<br>1 dk | (326) | **TM Pollution & Surface Clearance Vessel**<br>Mchy.aft | Isuzu<br>2 Oil 4SA each 6Cy. 230 × 380<br>700bhp (515kW)<br>Isuzu Marine Engine Inc. Ichihara |
| **TSUBAKI 2**<br>**Hagi Kaiun Y.K.**<br>Hagi, Yamaguchi Pref. Japan | **113**<br>—<br>52 | | **1990** Mitsubishi Heavy Industries Ltd. —Shimonoseki<br>33,00 6,72 2,011<br>29,00 6,50 2,80 | (947) | **M Ferry/General Cargo**<br>1 Ho ER<br>B.90<br>1 Ha (stl) ER | Daihatsu 6DLM-24S<br>Oil 4SA 6Cy. 240 × 320 with clutches & sr reverse geared to sc. shaft<br>883kW (1 200bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Thw. thrust Contr. pitch propeller fwd |
| **TSUBASA**<br>**K.K. Tatsumi Shokai**<br>Osaka, Osaka Pref. Japan | **198**<br>—<br>515 | | **1990** Koa Sangyo K.K.—Takamatsu<br>49,59 3,110<br>45,00 7,80 3,30<br>1 dk | (555) | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.323 | Yanmar MF26-HT<br>Oil 4SA 6Cy. 260 × 500<br>588kW (799bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **TSUBASA**<br>**Sado Kisen K.K.**<br>Ryotsu, Niigata Pref. Japan | **164**<br>—<br>20 | | **1989** Kawasaki Heavy Ind. Ltd.—Kobe<br>30,33 1,501<br>23,99 8,53 2,59 | (F001) | **Aluminium Alloy TGT Hydrofoil Ferry**<br>266dk P | 2 Gas Turb geared to sc. shafts 7 600shp (5 590kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 50kW 450V 60Hz a.c.<br>2 Water jet propulsion units<br>45kn |
| **TSUDA MARU**<br>**Hoko Fishing Co. Ltd.**<br>Tokyo Japan<br>SatCom: 1203333/JFTB | **4 317**<br>2 036<br>4 407 | NK | **1972** K.K. Usuki Tekkosho—Saiki<br>110,70 17,86 6,782<br>103,08 17,81 11,00<br>2 dks | (1160) | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>In.2 720 L.260<br>2 Ha (stl) (2,6 × 2,8) (3,2 × 3,0) ER<br>Der 2(5) 2(3) | Mitsubishi 9UET45/75C<br>Oil 2SA 9Cy. 450 × 750<br>5 700bhp (4 193kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 3 × 937kW 450V 60Hz a.c.<br>Fuel 2 000,5t-21,5pd 14kn |
| **TSUGARU**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **3 221**<br>—<br>— | | **1979** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo<br>4,852<br>105,42 9,61 8,01 | (2714) | **TM Patrol Weather Ship**<br>Search & Rescue | Pielstick 12PC2-5V-400<br>2 Vee Oil 4SA each 12Cy. 400 × 460 geared to sc. shafts<br>11 474kW (15 599bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 520kW 2 × 120kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 730,0t (d.o.)-49,0pd 22,75kn |
| **TSUGARU**<br>ex Soya Maru No. 1-89<br>**Higashi Nippon Ferry Co. Ltd.**<br>Hakodate, Hokkaido Pref. Japan | **537**<br>244<br>171 | | **1961** Nakamura Zosen Tekkosho—Matsue<br>50,10 11,02 2,617<br>45,00 11,00 3,70 | | **TM Ferry** | Daihatsu<br>2 Oil<br>1 860bhp (1 368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>14kn |
| **TSUGARU GLORIA**<br>**Clio Marine Inc.**<br>Showa Line Ltd. (Showa Kaiun K.K.)<br>Panama Panama<br>SatCom: 1335427/TGLO | *42 286*<br>*15 600*<br>49 345 | NK | **1991** Kawasaki Heavy Ind. Ltd.—Sakaide<br>224,00 (BB) 11,000<br>212,00 36,00 17,70<br>1 dk | (1422) | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>L.(gas) 75 000 | B&W 5S70MCE<br>Oil 2SA 5Cy. 700 × 2674<br>8 209kW (11 160bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 1040kW 450V a.c.<br>Fuel 563,72t (d.o.) 2 100,0t (i.f.o.) 16kn |
| **TSUGARU MARU**<br>**K.K. Hanshin Shipping**<br>Osaka, Osaka Pref. Japan | **465**<br>—<br>1 085 | | **1986** Murakami Hide Zosen K.K.—Hakata<br>69,91 3,701<br>65,03 11,51 6,02<br>2 dks | (251) | **M General Cargo**<br>1 Ho ER<br>G.1 991 B.1 958<br>1 Ha (stl) ER | Hanshin 6LH28G<br>Oil 4SA 6Cy. 280 × 460 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **TSUIKI MARU No. 8**<br>ex Daiho Maru No. 53-89<br>**Chikujyo Suisan K.K.**<br>Saigo, Shimane Pref. Japan | **137**<br>—<br>— | | **1978** K.K. Watanabe Zosensho—Nagasaki<br>42,68 6,61<br>36,10 6,41 2,95<br>1 dk | (760)<br>len 82 | **M Fishing/ Fish Carrier**<br>Mchy.aft | Yanmar G250-E<br>Oil 4SA 6Cy. 250 × 290 reduction geared to sc. shaft<br>430bhp (316kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka |

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| **7639898**<br>*JM3982*<br>120540<br>Df Esd Pfd<br>Rdr Rt | **TSUIKI MARU No. 10**<br>ex Taisei Maru No. 85-89<br>**Tsuiki Suisan Y.K.**<br>Saigo, Shimane Pref. Japan | **145**<br>—<br>234 | | **1977** Tokushima Zosen K.K.—Fukuoka (1231)<br>39,81 (BB) 6,84 2,337<br>33,91 6,81 3,13<br>1 dk | **M Fish Carrier**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo |
| **8633372**<br>*JK4785*<br>117898<br>Rt | **TSUIKI MARU No. 28**<br>ex Zuikei Maru No. 1-88<br>**Chikuya Suisan Y.K.**<br>Mihonoseki, Shimane Pref. Japan | **118**<br>—<br>— | | **1976** Kesennuma Tekko—Kesennuma<br>*29,60*<br>6,20 2,60<br>1 dk | **M Fishing**<br>Side-fishing | Oil |
| **7530262**<br>*JL4229*<br>119039<br>Esd Gc Rdr<br>Rt | **TSUKASA**<br>**Asahi Kaiun K.K.**<br>Uwajima, Ehime Pref. Japan | **197**<br>—<br>643 | | **1976** Asahi Zosen K.K.—Sumoto (163)<br>10,04 3,125<br>54,01 10,01 5,16<br>1 dk | **M General Cargo**<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8840195**<br>*JL5877*<br>131446<br>Gc Pfd Rdr<br>Rt | **TSUKASA MARU**<br>**Marugo Kaiun Y.K.**<br>Anan, Tokushima Pref. Japan | **433**<br>—<br>1 036 | | **1990** K.K. Yoshida Zosen Kogyo—Arida<br>71,43 3,640<br>66,00 11,00 6,20<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) (35,4 × 8,6) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>The Hanshin Diesel Works Ltd. |
| **8150368**<br>*JL3180*<br>105255 | **TSUKASA MARU No. 8**<br>ex Sumiei Maru-85<br>**Y.K. Tsukasa Kaiun**<br>Takuma, Kagawa Pref. Japan | **197**<br>—<br>400 | | **1969** Makihata Dock K.K.—Japan<br>37,50 3,001<br>33,00 7,00 3,31<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil<br>480bhp (353kW)<br>Makita Diesel Co. Ltd. |
| **7920778**<br>*JM4670*<br>123350 | **TSUKI MARU No. 3**<br>**Tsukimaru Kaiun K.K.**<br>Shimonoseki, Yamaguchi Pref. Japan | **464**<br>—<br>700 | | **1979** K.K. Miura Zosensho—Saiki (581)<br>54,21<br>50,02 8,40 3,92<br>1 dk | **M Tanker** | Hanshin<br>Oil<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **8504480**<br>*JM5327*<br>127047 | **TSUKI MARU No. 8**<br>**Tsukimaru Kaiun K.K.**<br>Shimonoseki, Yamaguchi Pref. Japan | **199**<br>—<br>520 | | **1985** Maeno Zosen K.K.—Onoda (112)<br>48,32 7,83 3,301<br>44,02 7,80 3,46<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 600 | Hanshin<br>Oil 4SA 6Cy. 240 × 410<br>600bhp (441kW)<br>The Hanshin Diesel Works Ltd. |
| **8415847**<br>*JI3218*<br>126547<br>Df Esd Gc<br>Pfd Rdr Rt | **TSUKIBOSHI MARU**<br>**Tsukiboshi Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **995**<br>—<br>2 999 | NK | **1984** Kishimoto Zosen K.K.—Kinoe (546)<br>83,32 13,03 5,327<br>78,01 13,01 5,41<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.3 797 B.3 457<br>1 Ha (stl) (42,2 × 9,1) ER | Makita<br>Oil 4SA 6Cy. 350 × 680 with flexible cou<br>sr geared to sc. shaft<br>2 300bhp (1 692kW)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 146kW a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **8017877**<br>*7KHP*<br>123981<br>Df Esd Gc<br>Pfd Rdr Rt | **TSUKUBA**<br>ex Gyokuzan-84<br>**Seiho Marine Y.K.**<br>Imabari, Ehime Pref. Japan | **1 045**<br>720<br>3 209 | NK | **1980** K.K. Namikata Zosensho—Namikata (102)<br>80,09 13,57 5,569<br>75,01 13,50 5,67<br>2 dks | **M General Cargo**<br>G.5 194 B.4 851<br>2 Ha (stl) (12,5 23,7 × 9,5) ER<br>Der 1(15) 2(10) | Makita<br>Oil 4SA 6Cy. 370 × 590<br>2 300bhp (1 692kW)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 120kW 445V 60Hz a.c.<br>Fuel 52,5t (d.o.) 252,5t (hvf)-8,5pd |
| **8114974**<br>*JG4202*<br>125957 | **TSUKUBA**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **188**<br>—<br>— | | **1982** Sumidagawa Zosen K.K.—Tokyo (N56-08)<br>35,01 1,291<br>33,00 6,30 3,41<br>1 dk | **TM Patrol Ship** | Pielstick<br>2 Vee Oil 4SA each 16Cy. 185 × 210<br>4 400bhp (3 236kW)<br>Fuji Diesel Co. Ltd. |
| **8415720**<br>*JG4471*<br>126872 | **TSUKUBA**<br>**Kashima Futo K.K.**<br>Kamisu, Ibaraki Pref. Japan | **161**<br>—<br>56 | | **1985** Hanasaki Zosensho—Yokosuka (196)<br>31,50 9,02 2,701<br>30,03 8,81 3,61<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **8204638**<br>*7JUI*<br>126743<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **TSUKUBA MARU**<br>**Daiichi Chuo Kisen K.K.**<br>Tokyo Japan<br>SatCom: 1202104/UJUI | *100 912*<br>*65 387*<br>201 227 | NK | **1983** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1111)<br>298,51 (BB) 18,501<br>285,02 50,00 25,02<br>1 dk | **M Bulk Carrier**<br>9 Ho ER<br>G.117 452<br>9 Ha (stl) (12,5 × 18,5) (14,1 14,1 14,1 14,1 14,1 14,1 13,2 × 23,6) (13,2 × 20,2) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1600<br>15 600bhp (11 475kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 2 × 700kW 1 × 660kW 450V<br>Fuel 190,0t (d.o.) 3 703,0t (hvf)-42,5pd |
| **7649491**<br>*JJ2950*<br>115949 | **TSUKUBA MARU**<br>**Daiei Kaiun Y.K.**<br>Kochi, Kochi Pref. Japan | **499**<br>336<br>1 601 | | **1974** K.K. Yoshida Zosen Kogyo—Arida<br>69,91 4,220<br>65,00 11,51 6,10<br>1dk | **M General Cargo**<br>G.2 900 B.2 450<br>1 Ha (36,5 × 8,2) ER | Makita<br>Oil<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. |
| **8503606**<br>*JG4490*<br>127658 | **TSUKUBA MARU**<br>**Tokyo Kisen K.K.**<br>Yokohama, Kanagawa Pref. Japan | **166**<br>—<br>— | | **1985** Kanagawa Zosen—Kobe (275)<br>2,701<br>27,61 8,60 3,81<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 sr gea<br>shafts<br>Niigata Eng. Co. Ltd. |
| **8135423**<br>*JI3145*<br>125147<br>Rt | **TSUKUBA MARU No. 2**<br>**Sumikin Butsuryu K.K.**<br>Osaka, Osaka Pref. Japan | **499**<br>—<br>1 591 | | **1982** K.K. Yoshida Zosen Kogyo—Arida (373)<br>4,800<br>68,81 11,00 6,61<br>1 dk | **M General Cargo**<br>Newsprint | Oil |
| **8510130**<br>*JI3252*<br>128617<br>Rt | **TSUKUBA MARU No. 3**<br>**Sumikin Butsuryu K.K.**<br>Osaka, Osaka Pref. Japan | **497**<br>—<br>1 599 | | **1985** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1845)<br>72,83 4,271<br>68,03 11,82 7,17<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 785 B.2 721<br>TEU 30 C. 30/20'<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480 sr geared to s<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **8908284**<br>*JFZL*<br>131656<br>Df Esd Gc<br>Pfd Rdr RTv | **TSUKUBASAN MARU**<br>**Mitsui O.S.K. Lines Ltd. & International Energy Transport Co. Ltd.**<br>Mitsui O.S.K. Lines Ltd.<br>Osaka, Osaka Pref. Japan<br>SatCom: 1201175/JFZL | *146 376*<br>*76 520*<br>259 998<br>T/cm<br>167,3 | NK | **1990** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (375)<br>324,00 (BB) 19,452<br>315,00 56,00 29,40<br>1 dk<br>Bow/CM 159 Diam. 0,510 | **M Tanker**<br>14 Ta ER<br>L.(oil) 317 199<br>3 Cargo pumps total 16 500T/hr | B&W<br>Oil 2SA 7Cy. 900 × 2916<br>18 507kW (25 160bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 4 × 740kW 450V 60Hz a.c. |
| **7109843**<br>*JM3103*<br>106408 | **TSUKUMI MARU**<br>**Y.K. Yamamaru**<br>Tsukumi, Oita Pref. Japan | **110**<br>—<br>— | | **1969** K.K. Usuki Tekkosho—Usuki (731)<br>27,30 5,62 1,500<br>23,00 5,60 2,40 | **M Ferry** | Oil<br>350bhp (257kW)<br>Usuki Tekkosho<br>Fuel (d.o.) |

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| **TSUKUMO MARU**<br>**Nishi Nippon Harbor Service K.K.**<br>Sasebo, Nagasaki Pref. Japan | **124**<br>—<br>— | **1986** Asahi Zosen K.K.—Sumoto<br>27,00 2,700<br>23,50 8,00 3,60<br>1 dk | **M Tug** | Daihatsu<br>Oil<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>11kn |
| **TSUKWEI**<br>ex Pandion V-75<br>**Tema Cold Stores Ltd.**<br>Takoradi Ghana | **121**<br>84<br>— | **1974** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*20,73* 6,71<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler | General Motors 16V-71-N<br>2 Vee Oil 2SA each 16Cy. 108 × 127 geared to sc. shaft<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>12kn |
| **TSUNA MARU No. 1**<br>ex Hiyoshi Maru No. 7 | **284**<br>146<br>334 | **1968** Kanasashi Co. Ltd.—Shimizu (848)<br>47,35 7,93<br>41,74 7,90<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka UHS27<br>Oil 4SA 6Cy. 270 × 420<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TSUNAMI**<br>**Caribbean Sea Foods of Turks Ltd.**<br>Turks Islands Turks & Caicos Islands (British) | **316**<br>182<br>— | **1944** .............Portland, Or<br>*48,16* 7,32<br>... ... ...<br>1 dk<br>conv — | **TM General Cargo** | General Motors<br>2 Oil each 24Cy. 127 × 108<br>1 800bhp (1 324kW)<br>General Motors Corp. Detroit, Mi<br>11kn |
| **TSUNEFUKU GO**<br>ex Kaiun No. 2-90<br>**Jyoso Kaihatsu Kogyo K.K.**<br>Kamisu, Ibaraki Pref. Japan | **499**<br>—<br>— | **1980** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (17)<br>... ... ...<br>45,22 17,01 3,20<br>1 dk | **TM Crane Ship**<br>Mchy.aft | Niigata 6MG20CX<br>2 Oil 4SA each 6Cy. 200 × 260<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TSUNEMI MARU**<br>**Umezaki Kogyo K.K.**<br>Shimonoseki, Yamaguchi Pref. Japan | **499**<br>—<br>1 000 | **1973** Izumi Zosensho—Moji<br>54,31 3,501<br>50,02 11,00 3,81<br>1dk | **M General Cargo** | Yanmar<br>Oil<br>680bhp (500kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>10kn |
| **TSUNETOYO MARU**<br>**Nishitaki Kaiun K.K.**<br>Tsukumi, Oita Pref. Japan | **497**<br>—<br>1 445 | **1981** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1485)<br>4,022<br>64,01 11,51 5,41<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita GNLH6275<br>Oil 4SA 6Cy. 275 × 450<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| **TSUNOMINE MARU No. 2**<br>**Y.K. Fukui Kaiun Kensetsu**<br>Ieshima, Hyogo Pref. Japan | **198**<br>—<br>583 | **1988** Tokuoka Zosen K.K.—Naruto<br>51,00 11,02 3,300<br>46,00 11,00 5,44<br>1 dk | **M Sand Carrier** | Matsui ML628GSC-3<br>Oil 4SA 6Cy. 280 × 520<br>515kW (700bhp)<br>Matsui Iron Works Co. Ltd. Ise |
| **TSUNOMINE MARU No. 6**<br>ex Giso Maru No. 42-88<br>**Tokuyama Genseki Yuso K.K.**<br>Tokuyama, Yamaguchi Pref. Japan | **697**<br>—<br>1 551 | **1976** Sokooshi Zosensho K.K.—Higashino<br>*68,31* 11,82 4,611<br>57,05 6,71<br>2dks<br>len 00 | **M General Cargo**<br>G.2 646 B.2 412<br>1 Ha (30,0 × 8,3) ER | Hanshin<br>Oil<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Japan<br>12,5kn |
| **TSURU ARROW**<br>**Sutherland Shipping Inc.**<br>Kristian Gerhard Jebsen Skipsrederi A/S<br>Nassau Bahamas<br>SatCom: 1104437/TSUA | **20 996**<br>12 703<br>38 678<br>T/cm<br>46,0 | **1974** Mitsui SB. & Eng. Co. Ltd.—Osaka (1011)<br>182,02 (BB) 29,01 11,596<br>NV 174,38 28,96 16,11<br>F - 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 17,5 26,2 26,2 26,2 18,3 ER<br>G.41 684 HeCls. B<br>TEU 2181<br>C.Ho 1728/20' (40') C.Ha 453/20' (40')<br>5 Ha (stl) (17,5 × 17,4) (26,2 26,2 26,2 18,3 × 22,9) ER<br>Cr 2(25) | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 650kW 440V 60Hz a.c.<br>Fuel 181,0t (d.o.) 2 151,0t (hvf)-50,0pd 14,5kn |
| **TSURU MARU**<br>**Tripak Corp.** | **154**<br>40<br>— | **1968** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (686)<br>30,61 6,53 2,769<br>26,60 6,51 2,82<br>1 dk | **M Fishing**<br>Side-fishing | Niigata<br>Oil 4SA 6Cy. 200 × 260<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **TSURU MARU**<br>**Nagasaki Prefecture (Fisheries Experimental Station) (Suisan-Shikenjo)**<br>Nagasaki, Nagasaki Pref. Japan | **108**<br>—<br>— | **1985** Maebata Zosen Tekkosho K.K.—Sasebo (166)<br>32,54 2,800<br>27,00 6,40 2,90 | **M Research/Fishing** | Oil<br>Japan |
| **TSURU MARU No. 1**<br>**Toa Kensetsu Kogyo K.K.**<br>Tokyo Japan | **251**<br>77<br>152 | **1970** Shimoda Dockyard Co. Ltd.—Shimoda (180)<br>NK 29,01 8,51 3,347<br>26,50 8,49 3,92<br>F 10,1 1 dk | **TM Tug**<br>Pusher | Daihatsu<br>2 Oil 4SA each 8Cy. 300 × 380<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 56kW 205V a.c.<br>Fuel 81,5t-4,0pd 8,25kn |
| **TSURU MARU No. 2**<br>**Toa Kensetsu Kogyo K.K.**<br>Tokyo Japan | **248**<br>75<br>— | **1970** Shimoda Dockyard Co. Ltd.—Shimoda (181)<br>29,01 8,56 2,794<br>26,52 8,50 3,89<br>1 dk | **TM Tug**<br>Pusher | Daihatsu<br>2 Oil 4SA each 8Cy. 300 × 380<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 56kW 205V a.c.<br>Fuel 81,5t-4,0pd 8,25kn |
| **TSURU MARU No. 3**<br>ex Daiun Maru-83<br>**Toa Kensetsu Kogyo K.K.**<br>Tokyo Japan | **248**<br>75<br>— | **1970** Shikoku Dockyard Co. Ltd.—Takamatsu (744)<br>29,01 8,54 2,801<br>26,01 8,51 3,92<br>1 dk<br>RW | **TM Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 350 × 550<br>Hanshin Nainenki Kogyo Kobe |
| **TSURU MARU No. 5**<br>**Toa Kaiun Sangyo K.K.**<br>Tokyo Japan | **252**<br>—<br>— | **1971** Shimoda Dockyard Co. Ltd.—Shimoda (192)<br>8,54<br>26,50 8,51 3,89<br>2 dks | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **TSURU MARU No. 6**<br>**Toa Kensetsu Kogyo K.K.**<br>Tokyo Japan | **298**<br>92<br>— | **1973** Hashimoto Zosensho—Kobe (362)<br>31,02 3,010<br>28,00 9,00 3,89<br>1 dk<br>RW | **TM Tug**<br>Pusher | Hanshin 6LUD32G<br>2 Oil 4SA each 6Cy. 320 × 510<br>Hanshin Nainenki Kogyo Kobe<br>13kn |
| **TSURU MARU No. 7**<br>**Toa Kaiun Sangyo K.K.**<br>Tokyo Japan<br>SatCom: 1204116/TURU | **304**<br>—<br>— | **1973** Kagoshima Dock & I.W. Co. Ltd. —Kagoshima<br>30,48 9,33 2,794<br>28,00 9,30 3,89<br>1 dk | **TM Tug**<br>Pusher | Daihatsu 8DSM-26<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **TSURU MARU No. 8**<br>ex Nissho Maru-89<br>**Toa Kensetsu Kogyo K.K.**<br>Tokyo Japan | **293**<br>—<br>— | **1975** Kuwata Dock K.K.—Onomichi<br>35,90 3,301<br>33,28 9,20 4,25<br>1 dk | **TM Tug** | Fuji<br>2 Oil<br>Fuji Diesel Co. Ltd. Japan<br>12,75kn |

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| **7373157**<br>*3EQI5*<br>17248-87<br>Df Esd Gc<br>Pfd Rdr Rt | **TSURU ORIENT**<br>ex Zuiko Maru-87<br>ex Manhattan King-81<br>**Sasco Shipping Ltd.**<br>Tanker Pacific Management Ltd.<br>Panama Panama<br>SatCom: 1332421/TSUR | **116 338**<br>87 712<br>233 478<br>T/cm<br>148,5 | NK | **1974** Kawasaki Heavy Ind. Ltd.—Sakaide (1199)<br>319,79 (BB) 53,04 19,651<br>304,81 52,99 25,30<br>1 dk<br>Bow/CM 160 Diam. 0,650 MH 0,9 | **S Tanker**<br>CBT COW IGS<br>14 Ta ER<br>L.(oil) 287 707<br>3 Cargo pumps total 15 000T/hr | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 1 × 1600kW 2 × 720kW 450V<br>Fuel 8 470,0t (o.f.) 295,0t (d.o.)-172,5pd |
| **8911138**<br>*JM5924*<br>131353<br>Df Esd Gc<br>Pfd Rdr Rt | **TSURUFUJI MARU No. 2**<br>**Hinode Kaiun K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **1 530**<br>—<br>3 299 | NK | **1990** Shin Kurushima Dockyard Co. Ltd.<br>—Hashihama, Imabari (2668)<br>88,82 (BB) 5,913<br>82,00 13,00 6,40<br>1 dk | **M Tanker**<br>10 Ta ER | Akasaka<br>Oil 4SA 6Cy. 370 × 720<br>1 405kW (1 910bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Thw. thrust Contr. pitch propeller fwd |
| **8025020**<br>*JM4993*<br>123489<br>Df Esd Gc<br>Pfd Rdr Rt | **TSURUFUJI MARU No. 18**<br>**Hinode Kaiun K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | *1 877*<br>*1 102*<br>3 990 | NK | **1981** Kochi Jyuko K.K.—Kochi (2167)<br>84,31 6,349<br>78,01 13,61 7,01<br>P 21,7 F 10,1 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 3 748 | Akasaka<br>Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 2 × 240kW a.c.<br>Fuel 35,0t (d.o.) 141,0t (hvf) |
| **5369994** | **TSURUFUJI MARU No. 18**<br>**Takauma Shipping Co.**<br>China* | **378**<br>200<br>649 | | **1962** Takehara Zosen—Takehara (185)<br>46,79 7,27 3,302<br>42,98 7,21 3,71<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>1 Ha (21,0 × 4,5) ER | Oil 4SA 6Cy. 300 × 430<br>410bhp (302kW)<br>Matsue Diesel K.K.<br>Fuel 18,5t |
| **7735252**<br>*JI2926*<br>119552<br>Rdr | **TSURUGA MARU**<br>**Nichido Kaiun K.K.**<br>Tsuruga, Japan<br>Fukui Pref. | **197**<br>—<br>— | | **1978** Ishikawajima Ship & Chemical Plant Co.<br>—Tokyo (493)<br>... ... ...<br>28,53 8,51 3,41<br>1 dk | **TM Tug** | 2 Oil |
| **8911281**<br>*JK4924*<br>131040<br>Rdr Rt | **TSURUGATA**<br>**Choichi Mori**<br>Kasaoka, Japan<br>Okayama Pref. | **499**<br>—<br>1 300 | | **1989** Yamanaka Zosen K.K.—Namikata (383)<br>77,82 (BB) 13,02 3,393<br>72,00 13,00 6,07<br>2 dks | **M General Cargo**<br>Ref<br>1 Ho ER<br>G.2 721 B.2 675<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 320 × 640<br>1 471kW (2 000bhp)<br>The Hanshin Diesel Works Ltd.<br>Thw. thrust propeller fwd |
| **8106800**<br>*3EWP2*<br>11889-PEXT3<br>Df Esd Gc<br>Pfd Rdr Rt | **TSURUGI**<br>ex Ken Wood-90 ex Goddess-87<br>**Big Horn Maritime S.A.**<br>Shinko Maritime Co. Ltd.<br>Panama Panama | **2 418**<br>1 439<br>4 661 | NK | **1980** K.K. Imai Seisakusho—Iwagi (210)<br>88,25 6,429<br>82,00 15,20 7,60<br>P 20,0 F 9,2 1 dk | **M General Cargo**<br>G.5 518 B.5 018<br>2 Ha (stl) (15,2 25,9 × 8,5) ER<br>Der 3(15) | Akasaka<br>Oil 4SA 6Cy. 380 × 600<br>1 692kW (2 300bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 2 × 104kW a.c. |
| **7650414** | **TSURUGI MARU**<br>**C. James Fishing Co.** | **318**<br>145<br>— | | **1963** Shikoku Dockyard Co. Ltd.—Takamatsu (650)<br>*39,02*<br>7,41 3,61<br>1 dk | **M Fishing**<br>Stern Trawler | Oil |
| **8915081**<br>*JM5945*<br>131333<br>Rdr Rt | **TSURUHA MARU**<br>**Matsushima Tanker Y.K.**<br>Matsushima, Japan<br>Kumamoto Pref. | **199**<br>—<br>530 | | **1989** Murakami Hide Zosen K.K.—Hakata (306)<br>3,301<br>44,02 8,01 3,51<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 240 × 410<br>588kW (799bhp)<br>The Hanshin Diesel Works Ltd. |
| **7825150**<br>*JG3777*<br>121689<br>Rdr Rt | **TSURUHIRO MARU**<br>**Keihin Yuso K.K.**<br>Tokyo Japan | **485**<br>—<br>947 | | **1978** Hanasaki Zosensho—Yokosuka (172)<br>51,31 3,950<br>47,00 9,20 4,30<br>1 dk | **M Tanker**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400 reduction ge<br>shaft<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **8511213**<br>*JG4560*<br>128845 | **TSURUHIRO MARU No. 8**<br>**Keihin Yuso K.K.**<br>Tokyo Japan | **284**<br>—<br>688 | | **1985** Murakami Hide Zosen K.K.—Hakata (246)<br>50,86 3,410<br>46,00 8,51 3,61<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 819 | Niigata<br>Oil 4SA 6Cy. 260 × 460 with clutche<br>reduction geared to sc. shaft<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **6911835**<br>*JGND*<br>102551<br>Df Gc Pfd<br>Rdr Rt | **TSURUI MARU**<br>**Government of Japan (Ministry of Transportation - Hokkaido Development Bureau) (Hokkaido Kaihatsu Kyoku)**<br>Kushiro, Japan<br>Hokkaido Pref. | **122**<br>—<br>— | | **1968** Narasaki Zosen K.K.—Muroran (664)<br>25,50 7,22 2,190<br>23,40 7,20 3,10<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 260 × 420<br>Matsui Iron Works Co. Ltd. |
| **8122385**<br>*3EGN7*<br>18438-89<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **TSURUSAKI**<br>**Silver Sapphire Inc.**<br>Shinsei Kaiun Co. Ltd.<br>Panama Panama<br>SatCom: 1333144/TURU | **3 574**<br>1 673<br>4 183 | NK | **1982** Kitanihon Zosen K.K.—Hachinohe (171)<br>99,01 (BB) 16,03 6,701<br>89,92 16,01 7,12<br>F 8,3 3 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.5 229<br>3 Ha (stl) (each 6,5 × 5,0) ER<br>Der 3(5) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1150<br>5 400bhp (3 972kW)<br>Akasaka Tekkosho K.K., (Akasaka De<br>Ltd.)<br>Gen 2 × 560kW 445V 60Hz a.c.<br>Fuel 97,0t (d.o.) 668,5t (hvf)-19,0pd |
| **8406834**<br>*JG4378*<br>126829<br>Esd Rdr Rt | **TSURUSATO MARU**<br>ex Kaiyo Maru-86<br>**Tsurusato Unyu K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **962**<br>—<br>2 201 | NK | **1983** Iwagi Zosen K.K.—Iwagi (101)<br>78,21 (BB) 5,111<br>72,42 12,01 5,62<br>P 21,1 F 12,8 1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 286 | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 120kW |
| **8416097**<br>*JM5309*<br>127768 | **TSURUSHIMA MARU**<br>**Y.K. Matsushima Kisen**<br>Ishida, Japan<br>Nagasaki Pref. | **496**<br>—<br>1 200 | | **1984** Odo Zosen Tekko K.K.—Shimonoseki (308)<br>61,93 9,73 4,201<br>56,01 9,71 4,47<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 148 | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. |
| **7824144**<br>*JM4602*<br>122908<br>Rdr Rt | **TSURUSHIO MARU No. 8**<br>ex Shoei Maru-90<br>**Tsurushio Kaiun Y.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **499**<br>—<br>1 100 | | **1979** Odo Zosen Tekko K.K.—Shimonoseki (256)<br>61,19 9,73 4,201<br>56,01 9,71 4,45<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. |
| **7930395**<br>*JM4730*<br>123447<br>Rdr Rt | **TSURUSHIO MARU No. 12**<br>ex Shinei Maru No. 8-87<br>**Tsurushio Kaiun Y.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **199**<br>126<br>400 | | **1980** Ura Kyodo Zosensho K.K.—Awaji (203)<br>... ... ...<br>42,02 7,51 3,41<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 200 × 240<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo |
| **7639458**<br>*JK3965*<br>120422<br>Rdr Rt | **TSURUSHIO MARU No. 18**<br>ex Kyosei Maru-89<br>**Tsurushio Kaiun Y.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **198**<br>127<br>650 | | **1977** Ura Kyodo Zosensho K.K.—Awaji (178)<br>... ... ...<br>42,02 7,51 3,41<br>1 dk | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 240 × 290<br>750bhp (552kW)<br>Yanmar Diesel Engine Co. Ltd. |

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| **TSURUWA MARU**<br>**Wakasugi Kaiun Y.K. & Y.K. Koyo Kisen**<br>Fukuoka, Fukuoka Pref. Japan | **4 884**<br>—<br>7 900 | NK | **1990** Iwagi Zosen K.K.—Iwagi (132)<br>7,373<br>99,99 18,70 9,45<br>1 dk | **M Limestone Carrier**<br>Mchy.aft | Mitsubishi 7UEC37LA<br>Oil 2SA 7Cy. 370 × 880<br>4 550bhp (3 347kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **TSURUYOSHI MARU No. 8**<br>**Miura Kisen Y.K.**<br>Johen, Ehime Pref. Japan | **199**<br>—<br>470 | | **1980** Shitanoe Zosen K.K.—Usuki (1006)<br>52,74 2,720<br>49,00 8,70 4,47<br>2 dks | **M General Cargo**<br>Mchy.aft | Matsui 6M26KGHS<br>Oil 4SA 6Cy. 260 × 400<br>450bhp (331kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **TSURUYOSHI MARU No. 18**<br>ex Fukutoku Maru-84<br>**Miura Kisen Y.K.**<br>Johen, Ehime Pref. Japan | **145**<br>—<br>349 | | **1979** Y.K. Ouchi Zosensho—Nakajima (153)<br>*35,82* 2,910<br>7,80 4,81<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>Japan |
| **TSURUYOSHI MARU No. 28**<br>ex Kami Maru No. 8-89<br>**Meiwa Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **195**<br>—<br>655 | | **1979** K.K. Kanmasu Zosensho—Omishima (90)<br>57,59 3,161<br>54,49 9,01 5,01<br>2 dks | **M General Cargo**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 280 × 450<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **TSUSHIMA**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **1 718**<br>460<br>— | | **1977** Mitsui Eng. & SB. Co. Ltd.—Tamano (1072)<br>75,04 4,098<br>70,01 12,51 6,41<br>4 dks | **M Lighthouse Tender Navigation** | Fuji 8S40C<br>Oil 4SA 8Cy. 400 × 620<br>4 000bhp (2 942kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 1 × 350kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 414,5t (d.o.)-10,5pd 16,5kn |
| **TSUSHIMA MARU**<br>**P.T. Irian Marine Products** | **108**<br>49<br>74 | | **1956** Kure Zosensho—Kure (22)<br>33,13 5,41<br>29,01 5,39 2,70<br>1 dk<br>rf 348 | **M Fishing**<br>Side-fishing<br>5 Ho 2,9 1,9 1,9 2,6 1,9 ER<br>2 Ha (each 0,9 × 1,0) ER | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>340bhp (250kW)<br>Niigata Tekkosho Niigata<br>Gen 1 × 13kW 115V<br>Fuel (hvf) |
| **TSUTA MARU No. 1**<br>**Fukuei Kaiun K.K., Hoyo Kaiun K.K. & Kyokuto Tanker K.K.**<br>K.K. Uyeno Unyu Shokai<br>Yokohama, Kanagawa Pref. Japan | *3 198*<br>*1 572*<br>5 495 | NK | **1983** Taihei Kogyo K.K.—Hashihama, Imabari (1626)<br>102,95 (BB) 6,765<br>97,01 15,51 8,01<br>P 26,0 F 14,1 1 dk<br>Diam. 0,203 | **M Tanker**<br>DB<br>10 Ta ER<br>L.(oil) 5 549 | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 184kW<br>Thw. thrust propeller fwd<br>13kn |
| **TSUYA MARU**<br>**Nomo Shosen K.K.**<br>Nagasaki, Nagasaki Pref. Japan | **225**<br>—<br>50 | | **1982** Nagasaki Zosen K.K.—Nagasaki (822)<br>35,95 1,971<br>32,52 7,21 2,93<br>1 dk | **TM Ferry** | Daihatsu 6DSM-18A<br>2 Oil 4SA each 6Cy. 180 × 230<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| **TSVETKOVO**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1981** VEB Volkswerft Stralsund—Stralsund (534)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L. 8ND272<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>16,25kn |
| **TSYURUPINSK**<br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Odessa) (U.S.S.R.) | **1 301**<br>324<br>621 | RS | **1975** VEB Peene-Werft—Wolgast (126)<br>73,60 - 3,850<br>65,99 12,78 5,20<br>1 dk | **TD-E Dredger**<br>Bucket<br>Dredging depth 24,0<br>Mchy.aft | S.K.L. 8NVD48-2U<br>2 Oil 4SA each 8Cy. 320 × 480 total 2 640bhp (1 942kW) driving 2 gen. connected to 2 elec. motors & sc. shafts<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 400kW 380V 50Hz a.c.<br>8,5kn |
| **TUALATIN**<br>ex SC 759<br>**Dwight Gilliam**<br>Seattle, Wa United States of America | **121**<br>21<br>— | | **1943** Robinson Marine Construction—Benton Harbor, Mi<br>*32,74*<br>33,69 5,69 2,77<br>1 dk<br>conv Submarine-chaser — conv Tug 77 | **Wood M Fishing** | Oil<br>1 000bhp (736kW) NE 77<br>U.S.A. |
| **TUAMAPU**<br>**Pescachile S.A.**<br>Valparaiso Chile | **292**<br>87<br>170 | BV | **1988** Polyships S.A.—Vigo (10003)<br>30,00 8,31 3,101<br>26,01 8,01 4,22<br>1 dk | **Reinforced Plastic M Fishing**<br>Long-line Ref<br>In.196 | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>705bhp (519kW)<br>Caterpillar Inc. Peoria, Illinois |
| **TUAN CHIEH**<br>**China Ocean Shipping Co. (COSCO)**<br>China | **4 939**<br>2 435<br>6 096 | | **1964** Dairen Dockyard—Dairen<br>... ... ...<br>... ... ... | **M General Cargo**<br>2 Ho ER 2 Ho<br>2 Ha ER 2 Ha<br>Der 13(-) | Oil<br>............ |
| **TUAN JIE**<br>**China Ocean Shipping Co. (COSCO)**<br>China | **4 940**<br>2 436<br>6 185 | | **1964** Dairen Dockyard—Dairen<br>121,01 16,01<br>... ... ...<br>1 dk | **S General Cargo** | Steam - x -<br>............ |
| **TUAPSE**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | **15 591**<br>7 905<br>23 900 | RS | **1979** Brodogradiliste "Split"—Split (286)<br>183,01 23,45 10,002<br>174,63 23,41 13,49<br>1 dk | **M Tanker**<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 29 157 | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>16,75kn |
| **TUBARAO**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Vitoria Brazil | **228**<br>77<br>— | AB | **1974** Est. EBIN/So S.A.—Niteroi (62)<br>28,38 9,00 3,061<br>25,00 8,62 3,51<br>1 dk<br>rf 508 | **TM Tug** | Daihatsu 8PSHTB-26D<br>2 Oil 4SA each 8Cy. 260 × 320 sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 54kW 220V 50Hz a.c.<br>2 Directional propellers<br>Fuel (d.o.) |
| **TUBIGAN KING**<br>ex Minerva ex Kotoura Maru No. 8-72<br>**Tubigan Fishing Corp.**<br>Zamboanga Philippines | **149**<br>66<br>— | | **1960** Kanasashi Co. Ltd.—Shimizu (353)<br>40,19<br>6,51<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Sumiyoshi<br>Oil 4SA 6Cy. 300 × 420<br>550bhp (405kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>9kn |
| **TUBROK**<br>**Government of Libya (Socialist Ports Company)**<br>Tripoli Libya | **1 453**<br>521<br>203 | (GL) | **1979** Osterreichische Schiffswerften A.G. Linz-Korneuburg—Linz (1266)<br>2,510<br>50,02 23,66 4,02<br>1 dk | **D-E Crane Barge**<br>Cr 1(300) | MWM TBD440-8<br>2 Oil 4SA each 8Cy. 230 × 270 total 1 046bhp (769kW) driving 2 gen. connected to 2 elec. motors each of 643shp (473kW) & sr geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Directional propeller , 1 fwd<br>6kn |

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| **5143883**<br>*IKPV*<br>52<br>Df RdrRTm | **TUCALIF**<br>ex Sicilia Ponte-88 ex Lauro Express-82<br>ex Haugesund-73 ex Kilbirnie-47<br>ex Bec I-43 ex PCE 827<br>**TU.CA. Turistica Costiera Amalfitana S.r.l.**<br>Salerno Italy | **496**<br>197<br>— | | **1943** Pullman Standard Car Mfg. Co.—Chicago, Illinois<br>RI 56,24 10,06 2,718<br>54,87 10,01 4,27<br>B & F 36,6 1 dk<br>rf 229 conv Corvette 47 | **TM RoRo Cargo/Ferry**<br>740dk P<br>1 Ha (8,6 × 7,4)<br>1W Der 1(2,5) | General Motors<br>2 Oil 2SA each 12Cy. 216 × 254<br>1 600bhp (1 177kW)<br>General Motors Corp.<br>Gen 2 × 80kW 400V 50Hz a.c. 110V d.c.<br>Fuel 26,5t (d.o.) |
| **6423199**<br>*CB2553*<br><br>Df Esd Rt | **TUCAN**<br><br>**Compania Pesquera Arauco S.A.**<br>Santiago Chile | **222**<br>79<br>— | | **1964** Hijos de J. Barreras S.A.—Vigo (1306)<br>32,80 7,85 3,633<br>(BV) 28,81 7,80 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 1,0) | A.B.C.<br>Oil 4SA 8Cy. 242 × 320<br>840bhp (618kW)<br>Anglo-Belgian Co. N.V.<br>Fuel 49,5t (d.o.) |
| **7219143**<br>*SQDN*<br><br>Df Esd Gc<br>Rdr Rt | **TUCANA**<br><br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich "Dalmor"**<br>Gdynia Poland | **2 691**<br>1 069<br>1 953 | | **1972** Stocznia Gdanska im. Lenina—Gdansk (B22/16)<br>PR 87,94 (BB) 14,53 5,601<br>80,02 14,51 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 554 | GMT<br>Vee Oil 4SA 12Cy. 300 × 450<br>2 500bhp (1 839kW)<br>H. Cegielski<br>Gen 1 × 640kW 2 × 256kW 400V a.c.<br>Controllable pitch propeller |
| **6413699**<br>*EELH*<br>2882<br>Df Esd Rt | **TUCANA**<br><br>**Salvador Correa Meirama**<br>La Coruna Spain | **188**<br>95<br>127 | | **1964** Ast. del Cadagua W. E. Gonzalez S.A. —Bilbao (62)<br>(BV) *29,02* 6,56 3,379<br>29,01 6,51 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (0,9 × 0,9) (1,0 × 1,0) | MAN<br>Oil 4SA 6Cy. 300 × 450<br>715bhp (526kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Fuel 60,0t (d.o.) |
| **6913508**<br>*OUHM*<br>D1701<br>Df Esd Gc<br>RdrRTm | **TUCANA**<br>ex Dicada-89 ex Rosa Pantos-81<br>**Morten Sorensen**<br>Hirtshals Denmark | **149**<br>70<br>— | | **1969** VEB Rosslauer Schiffswerft—Rosslau (D.562/54)<br>(BV) 33,58 6,66 2,693<br>29,52 6,61 3,28<br>F 6,1 1 dk<br>BK 69 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho 4,7 6,7 ER<br>2 Ha (stl) (each 1,3 × 1,2) ER<br>1W Der 1(3) 1(0,5) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW) NE 74<br>Caterpillar Tractor Co.<br>Gen 1 × 18kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 23,5t (d.o.) |
| **8036976**<br><br>622875 | **TUCANA**<br>ex Mikette<br>**The Gordon King Co.**<br>Seattle, Wa United States of America | **142**<br>114<br>— | | **1980** ............Oxnard, Ca<br>*21,04* 6,53<br>3,48<br>1 dk | **M Fishing** | Oil<br>520bhp (382kW) |
| **5370280**<br>*WAHM*<br>248410<br>Df Esd Gc | **TUCSON VICTORY**<br><br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **7 634**<br>4 615<br>10 891 | | **1945** California SB. Corp.—Los Angeles, Ca (V87)<br>AB 138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Allis Chalmers Mfg. Co.<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) |
| **8324749**<br>*DFWR*<br>2200<br>Esd Gc Rdr<br>RTm/v | **TUDOR**<br>ex Kirsten-88<br>**Reederei Paul Hase KG**<br>Stade Federal Republic of Germany | *1 296*<br>*388*<br>1 380 | | **1984** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (933)<br>GL 79,58 10,04 3,141<br>77,22 10,01 5,41<br>P 13,5 F 7,7 2 dks | **M General Cargo Slurry Carrier**<br>1 Ho -DTp&s 50,7 -DTp&s ER<br>G.2 187 B.2 184<br>TEU 72 C. 72/20' (40')<br>1 Ha (stl) (49,2 × 8,0) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 with clutches, couplings & sr geared to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz<br>Thw. thrust propeller fwd |
| **8012621**<br>*SJVX*<br><br>Esd Pfd Rt | **TUG**<br><br>**Roda Bolaget AB**<br>Goteborg Sweden | **279**<br>70<br>100 | **✠100A1** SS 10/90<br>tug<br>Norwegian coasting service South of 62° North also Swedish coasting service and with voyages between via the Skagerrak in reasonable weather<br>Ice Class 1C<br>**✠LMC** **UMS**<br>EL (D)F 247,5/19,0U1<br>FN 370 | **1982**-4 A/B Asi-Verken—Amal (133)<br>29,42 9,53 3,001<br>27,72 9,30 4,02<br>RFD 8,9 1 dk<br>rf 203 | **TM Tug**<br>Tractor | Hedemora<br>2 Vee Oil 4SA each 12Cy. 185 × 210 with clutches, flexible couplings & dr geared to sc. shafts<br>AB Hedemora Verkstader<br>Gen 2 × 96kW 380V 50Hz a.c.<br>2 Directional propellers |
| **7606633**<br>*WY5853*<br>518191 | **TUG MALCOLM**<br>ex Allegheny-79<br>**Malcolm Marine Salvage & Construction Co.**<br>Port Huron, Mi United States of America | **508**<br>216<br>— | | **1944** Levingston SB. Co.—Orange, Tx<br>*41,34* 10,11 —<br>10,06 4,45<br>1 dk conv Tug —<br>conv Research 79 | **M Tug** | Oil<br>..............<br>Fuel (d.o.) |
| **6517029**<br><br>Esd Gc Rt | **TUG SISIMAN**<br><br>**Government of The Republic of The Philippines (Bureau of Public Works)**<br>Philippines | **133**<br>78<br>— | | **1965** Marine Construction & Design Co. (MARCO) —Seattle, Wa (129)<br>23,86 7,32 2,845<br>22,86 7,01 3,28<br>1 dk<br>BK 229 | **TM Tug** | Caterpillar<br>2 Oil 4SA each 6Cy. 159 × 203<br>Caterpillar Tractor Co.<br>Fuel 38,5t (d.o.) |
| **5367922**<br><br>300161<br>RTm/v | **TUG 180**<br>ex Mabco 180-83 ex G. W. 180-75<br>ex Tregarth-70 ex Neylandia-61<br>**Swan Hunter (Trinidad) Ltd.**<br>United Kingdom | **102**<br>—<br>— | ✠Classed LR until 20/2/85 | **1958**-9 Schpsw. P. de Vries Lentsch—Alphen a/d Rijn (391)<br>25,00 6,79 2,775<br>23,02 6,41 3,10<br>1 dk<br>RW rf 508 BK 102 | **M Tug** | Deutz<br>Oil 4SA 6Cy. 320 × 450 sr reverse geared to sc. shaft<br>Kloeckner Humboldt Deutz<br>Gen 2 × 15kW 220V d.c.<br>Fuel (d.o.) |
| **5370369**<br>*MPKV7*<br><br>Df Esd Rdr<br>RTm/v | **TUGRO**<br>ex Logrose-83 ex Tugro-83<br>**Tugro Ltd.**<br>London United Kingdom | **399**<br>211<br>500 | **✠100A1** SS 4/86<br>**✠LMC**<br>EL g<br>FN 520<br>**SURVEYS OVERDUE — CLASS SUSPENDED 24/1/92** | **1962**-3 Grol's Scheepswerven—Zuidbroek (57)<br>50,70 8,11 2,985<br>46,11 8,01 3,26<br>RAD 8,6 RFD 8,3 1 dk<br>RW rf 76 | **M General Cargo**<br>Mchy.aft<br>G.793 B.767 | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>298bhp (219kW)<br>Kloeckner Humboldt Deutz<br>Fuel 45,0t (d.o.)-1,5pd |
| **7407831**<br>*OW2128*<br>2310<br>Esd Gc Rdr<br>Rt | **TUGVUFOSSUR**<br>ex Fleyr-90<br>**p/f Hjaltarstod**<br>Tvoroyri Faeroes (Danish) | **220**<br>97<br>334 | | **1975** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (192)<br>33,43 7,57 3,750<br>NV (BV) 29,11 7,51 3,87<br>P -F - 1 dk | **M Fishing**<br>Side-fishing Cutter<br>Mchy.aft | Wichmann<br>Oil 2SA 5Cy. 280 × 420<br>825bhp (607kW)<br>A/S Wichmann<br>Gen 1 × 96kW 380V 50Hz a.c.<br>Fuel 60,5t (d.o.) |
| **5142176**<br>*XPYK*<br>D707<br>Df Esd Rdr<br>Rt | **TUGVUSTEINUR**<br>ex Petur A Regni-90 ex Morgunrodin-85<br>ex Hans Oliver Hojgaard-73<br>**P/f Tugvusteinur**<br>Hans Andrias Jonsen<br>Hosvik Faeroes (Danish) | **179**<br>58<br>— | | **1959** Brattvag Skipsinnredning & J. Johansens Sveiseverks.—Brattvag (7)<br>NV 32,49 6,74<br>28,50 6,70 3,46<br>1 dk<br>rf 1397 BK 127 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Grenaa<br>Oil 4SA 6Cy. 240 × 300<br>368kW (500bhp) NE 80<br>Grenaa Motorfabrik, A/S<br>Gen 2 × 52kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **7324651**<br>*OW2199*<br>D2865<br>Df Esd Gc<br>Pfd Rdr Rt | **TUGVUVARDI**<br>ex Leiti-91 ex Sancy-91<br>**Tungureyni p/f**<br>Midvag Faeroes (Danish) | **338**<br>145<br>— | | **1974** S.I.C.C.Na.—St. Malo (129)<br>43,49 3,950<br>(BV) 38,59 9,40 6,30<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.300 | Kromhout<br>Oil 4SA 9Cy. 240 × 260 sr geared to sc. shaft<br>1 800bhp (1 324kW) NE 83<br>Stork-Werkspoor Diesel B.V.<br>Controllable pitch propeller<br>Fuel 64,0t (d.o.) |

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| **TUHAA PAE 3**<br>ex Aranui-91 ex Cadiz-80<br>**Societe de Navigation des Australes**<br>Papeete French Polynesia | T.Mk<br>**958**<br>464<br>1 540<br>**1 540**<br>891<br>2 420 | BV (GL) | **1967** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (601)<br>79,66 (BB) 4,598/5,801<br>72,32 11,82 6,76<br>P 16,5 F 8,9 1 dk<br>conv General Cargo 84 | **M Passenger/General Cargo**<br>32cbn 50bth P<br>Ice strenghtened<br>4 Ho ER<br>G.2 989 B.2 707<br>2 Ha (stl) (10,8 22,7 × 5,0) ER<br>3W Cr 3(3) | MAN G7V40/60<br>Oil 4SA 7Cy. 400 × 600<br>1 970bhp (1 449kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>13,5kn |
| **TUHAA-PAE II**<br>**Societe de Navigation des Australes**<br>Papeete French Polynesia | **1 033**<br>603<br>700 | BV | **1980** Ateliers et Chantiers du Sud-Ouest<br>—Bordeaux (1181)<br>59,62 3,522<br>54,01 12,01 5,72<br>1 dk | **TM RoRo Cargo/Ferry**<br>140P<br>1 Ha (stl) ER<br>Der 1(-) | MGO 16V175ASHR<br>2 Vee Oil 4SA each 16Cy. 175 × 180 reduction geared to sc. shafts<br>1 200bhp (883kW)<br>Soc. Alsacienne de Const. Mec. de Mulhouse (S.A.C.M.) Mulhouse |
| **TUHOBIC**<br>**Malta Cross Shipping Co. Ltd.**<br>Croatia Line<br>Valletta Malta | **13 328**<br>7 535<br>16 648 | BV JR | **1983** R.O. Brodogradiliste "Uljanik"—Pula (352)<br>160,00 (BB) 9,502<br>148,01 23,51 14,03<br>P 8,9 B 29,3 F 17,1 1 dk | **M General Cargo**<br>5 Ho<br>G.25 681 B.23 438<br>TEU 566<br>9 Ha (stl) (6,4 × 8,0) (12,8p&s × 5,6) (12,8p&s 25,2p&s 12,8p&s × 8,0) ER<br>Cr 5(20) | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>9 516bhp (7 000kW)<br>R.O. Tvornica Dizel Motora "Uljanik" Pula<br>Gen 3 × 662kW 380V 50Hz a.c.<br>Fuel 244,0t (d.o.) 1 367,0t (hvf)-37,0pd 16,25kn |
| **TUI CAKAU**<br>**J. K. Taplin & T. L. Fowler**<br>Port Vila Vanuatu | **130**<br>60<br>203 | | **1934** Marlows Ltd.—Suva<br>*25,91* 5,80 5,030<br>5,74<br>1 dk<br>R | **M Ferry/General Cargo**<br>22dk P<br>1 Ho 18,9 ER<br>1 Ha (7,6 × 5,7) ER<br>1W Der 1(2) | Gardner<br>Oil 4SA 8Cy. 140 × 178<br>200bhp (147kW) E made64 fitted70<br>Norris, Henty & Gardner Ltd. Manchester<br>Gen 1 × 5kW 110V d.c.<br>6,5kn |
| **TUI CAKAU III**<br>ex Merzario Nubia-83 ex Bia-82<br>ex Merzario Nubia-79 ex Bia-76<br>**Sofrana Unilines Holding S.A.**<br>Sofrana Unilines S.A.<br>Suva Fiji | T.Mk<br>**2 548**<br>1 871<br>2 869<br>**7 246**<br>4 945<br>4 580 | ✠100A1 CS 10/90<br>Ice Class 2 for a draught not exceeding 6.25 metres<br>✠LMC **UMS**<br>EL W U2<br>FN 3391 | **1975**-11 Oy Navire Ab—Naantali/Nadendal (51)<br>129,85 17,25 5,328/6,712<br>116,54 17,20 11,89<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp<br>L 10,00 W 7,60 SWL 45<br>Cars 230<br>Mchy.aft<br>TEU 303<br>C.Ho 176/20' C.Dk 127/20' incl. 80 ref C. | Normo KVMB-16<br>2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>5 600bhp (4 119kW)<br>A/S Bergens M/V Bergen<br>Gen 1 × 516kW 1 × 424kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 100,0t (d.o.)-13,0pd 12kn |
| **TUI TAI**<br>**Beachcomber Cruises Ltd.**<br>Suva Fiji | **200**<br>—<br>180 | | **1980** Carpenters Industrial—Suva (44)<br>39,96 9,25 2,701<br>31,53 9,20 3,92<br>2 dks | **Aux TM Ferry**<br>Schooner | Gardner<br>2 Oil 4SA each 8Cy. 140 × 200 reverse reduction geared to sc. shafts<br>460bhp (338kW)<br>L. Gardner & Sons Ltd. Manchester |
| **TUI TUATE**<br>ex Tui Tawate-74 ex Tapuhi-73<br>ex Empire Shirley-47<br>**Clement Stephen Griffiths**<br>Suva Fiji | **232**<br>0<br>— | ✠Classed LR until 16/7/76 | **1945**-9 A. Hall & Co. Ltd.—Aberdeen (706)<br>34,35 8,39 3,531<br>32,01 8,23 3,81<br>1 dk<br>R rf 457 BK 191 | **S Tug** | T 3Cy. 406 635 & 1067 x 686<br>A. Hall & Co. Ltd. Aberdeen<br>Gen 1 × 10kW 110V d.c.<br>Fuel (o.f.) 10kn |
| **TUJA**<br>ex Richardas Bukauskas-91<br>**Latvian Shipping Company**<br>Riga Latvia | T.Mk<br>**1 222**<br>427<br>—<br>**2 079**<br>918<br>2 180<br>T/cm<br>8,3 | RS | **1974** Int. Con. Nav. si Rel. la Cald Turnu-Severin<br>—Turnu-Severin<br>88,75 12,83 —/5,201<br>80,40 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,6 17,0 17,0 ER 3 TwD<br>G.3 575 B.3 240<br>TEU 57 C.Ho 38/20' C.Dk 19/20'<br>3 Ha (stl) (7,7 × 8,8) (12,9 12,9 × 10,2) ER<br>9W Der 1(20) 2(10) | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>H. Cegielski Poznan<br>Fuel 153,61t (d.o.)-7,9pd 12,8kn |
| **TUKUMS**<br>ex Vasya Stabrovskiy-91<br>**Latvian Shipping Company**<br>Riga Latvia | T.Mk<br>**1 222**<br>427<br>—<br>**2 079**<br>918<br>2 180<br>T/cm<br>8,3 | RS | **1974** Int. Con. Nav. si Rel. la Cald Turnu-Severin<br>—Turnu-Severin<br>88,75 5,201<br>80,40 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,6 17,0 17,0 ER 3 TwD<br>G.3 575 B.3 240<br>TEU 57 C.Ho 38/20' C.Dk 19/20'<br>3 Ha (stl) (7,7 × 8,8) (12,9 12,9 × 10,2) ER<br>Der 1(20) 2(10) | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>H. Cegielski Poznan<br>Fuel 153,61t (d.o.)-7,9pd 12,8kn |
| **TULA**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400776/UYDN | T.Mk<br>**5 627**<br>3 092<br>—<br>**9 323**<br>5 378<br>12 530 | RS | **1969** VEB Warnowwerft Warnemuende<br>—Warnemuende (305)<br>151,59 20,30 7,300/8,802<br>140,01 20,27 11,94<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 18,5 20,4 20,2 20,2 ER 18,8<br>6 TwD 15,6 18,3 20,4 20,2 20,2 18,8<br>G.19 129 B.17 611<br>5 Ha (stl) (10,4 × 9,9) (12,1 12,1 12,1 × 11,7) ER (10,4 × 9,9)<br>Cr 8(5) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 368kW<br>Fuel 370,0t (d.o.) 1 183,5t (hvf)-35,0pd 17,75kn |
| **TULANE VICTORY**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **7 640**<br>4 605<br>10 852 | AB | **1945** Permanente (Shipyard No. 1)—Richmond, Ca (593)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 330kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| **TULCEA**<br>**Navrom Shipping Company**<br>Constantza Romania | **1 969**<br>1 110<br>2 400 | RNR | **1978** Int. Con. Nav. si Rel. la Cald Turnu-Severin<br>—Turnu-Severin (31111)<br>88,65 5,301<br>80,27 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 18,3 18,3 ER<br>B.3 257<br>TEU 42<br>3 Ha (stl) (8,7 × 7,7) (12,8 12,8 × 10,2) ER<br>3W Der 3(5) | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 800bhp (2 060kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 150kW 400V 50Hz a.c.<br>Fuel 172,5t 12,75kn |
| **TULEN KABILOV**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 152 | RS | **1967** VEB Volkswerft Stralsund—Stralsund (223)<br>81,97 13,64 5,160<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,5 × 1,9) (2,6 2,6 2,6 × 2,3)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,75kn |
| **TULIP**<br>**Bahrain Fishing Co. (BAFCO)**<br>Bahrain | **105**<br>—<br>— | | **1975** Ast. IMESA—Salina Cruz (124)<br>21,01<br>5,64 2,72<br>1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,5kn |

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| 8400220<br>*C4QK*<br>707919<br>Df Esd Gc<br>Rdr RTm/h/v | **TULIP ISLANDS**<br>ex Sanko Pinnacle-86<br>**Pocho Navigation Co. Ltd.**<br>Limassol Cyprus<br>SatCom: 1100224/TUIS | *16 605*<br>*9 208*<br>27 573<br>T/cm<br>37,4 | BV NK | **1984** Mitsui Eng. & SB. Co. Ltd.—Tamano (1310)<br>168,31 (BB) 9,765<br>158,60 26,01 13,64<br>P 28,7 F 15,6 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 19,8 26,8 26,8 26,8 26,8 ER<br>G.34 666 B.33 417 HeCls. B<br>5 Ha (stl) (9,5 18,9 18,9 18,9 18,9 × 13,3) ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>6 370bhp (4 686kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 102,0t (d.o.) 1 360,0t (hvf)-21,5pd |
| 7238527<br>Df Gc Pfd<br>Rdr | **TULIPAN**<br>ex Otoshiro Maru No. 61-87<br>ex Kaisei Maru No. 61-82<br>**Infitco Ltd.**<br>Ghana | 428<br>216<br>560 | RI | **1972** Miho Zosensho K.K.—Shimizu (862)<br>57,46 9,02 3,861<br>49,26 9,00 4,09<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 264kW 440V 60Hz a.c. |
| 8332514<br>*IVFL*<br>250<br>Df Esd Gc<br>Rdr RTv | **TULIPANO N**<br>**Mazarpesca Societa Cooperativa S.r.l.**<br>Mazara del Vallo Italy | 317<br>123<br>— | RI | **1982** Cant. Nav. F. Giacalone—Mazara del Vallo (47)<br>38,51 8,03 3,301<br>31,88 8,01 4,09<br>1 dk | **M Fishing** | MAN<br>Oil 4SA 9Cy. 200 × 270<br>1 224bhp (900kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| 6406751<br>5T-69<br>Esd RTh | **TULJAN**<br>**Poduzece za Ulov i Promet Ribom "Jadran"**<br>Split Croatia | 123<br>57<br>122 | | **1949** Brodogradiliste Zurkovo—Zurkovo<br>23,60 6,30 3,499<br>6,25<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho 10,9<br>1 Ha (2,9 × 1,9)<br>1W Der 1(1,5) | MaK<br>Oil 4SA 6Cy.<br>240bhp (177kW)<br>MaK. Maschinenbau Kiel G.m.b.H<br>Fuel (d.o.) |
| 5370565<br>*UNJD*<br>M-24036<br>Df Esd Gc<br>Rdr<br>AMVER | **TULOMA**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *3 543*<br>*1 749*<br>3 610 | RS | **1956** Orenstein Koppel & Luebecker—Luebeck (513)<br>111,36 14,56 6,252<br>103,03 14,51 8,34<br>2 dks<br>RW | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>3 Ho ER 2 Ho<br>In.4 488<br>5 Ha (4,1 4,1 4,1 × 2,9) ER (4,1 4,1 × 2,9)<br>10W Der 1(15) 10(3) | MAN<br>Oil 2SA 6Cy. 600 × 1050<br>3 120bhp (2 295kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| 7048049<br>*WYZ6029*<br>518373 | **TULSA CHIEF**<br>**Long Hoang Nguyen**<br>Biloxi, Ms United States of America | 129<br>88<br>— | | **1969** Graham Boats Inc.—Pascagoula, Ms<br>*21,71* 6,46<br>3,66 | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| 7729605<br>*ATUJ*<br>1827<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TULSIDAS**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **12 914**<br>7 078<br>16 351 | IRS NV | **1980** Stocznia Gdanska im. Lenina—Gdansk (B343/03)<br>161,63 (BB) 22,86 9,351<br>154,01 22,79 13,31<br>P 37,5 F 30,8 2 dks<br>rf nil | **M General Cargo**<br>4 Ho<br>G.25 545 B.24 001<br>TEU 350<br>7 Ha (stl) (10,3 × 8,0) (20,0p&s × 5,7) (20,0p&s 20,0p&s × 8,0) ER<br>Cr 2(20) 3(16) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>H. Cegielski<br>Gen 3 × 760kW 380V 50Hz a.c. |
| 7811953<br>*UHQU*<br>M-33455<br>PKH-3237<br>Df Esd Gc<br>Pfd Rdr Rt | **TULSK**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**3 540**<br>1 486<br>5 100<br>**5 467**<br>2 702<br>5 838 | RS | **1979** Stocznia Szczecinska im. A. Warskiego —Szczecin (B432/307)<br>124,06 (BB) 17,02 —/7,320<br>114,03 17,01 9,78<br>P 38,5 F 14,4 2 dks<br>rf 152 DK fwd | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>B.7 143 In.1 110<br>TEU 50<br>C.Ho 36/20' (40') C.Dk 14/20' (40')<br>4 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER (4,5 × 6,5)<br>10W Der 1(40) 8(5) | Sulzer<br>Oil 2SA 5Cy 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd |
| 5069051<br>*XCTP*<br>EsdRTm | **TULUM**<br>ex Charta-68 ex Egbertha-57<br>ex Medea-56<br>**Navieros del Golfo S.A.**<br>Progreso Mexico | 499<br>349<br>955 | ✠Classed LR until 2/68 | **1954**-1 Zaanlandsche Schps. Maats.—Zaandam (460)<br>58,88 8,97 3,601<br>53,90 8,95 3,97<br>P 11,3 F 11,9 1 dk | **M General Cargo**<br>1 Ho 34,7 ER<br>G.1 102 B.1 042<br>2 Ha (11,2 10,9 × 5,0) ER<br>2W Der 2(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 5kW 115V d.c.<br>Fuel 55,0t (d.o.) |
| 8822961<br>*9V3358*<br>384028<br>Rdr Rt | **TULUS BERSAMA 23**<br>ex Man Hua No. 7<br>**Li An Hwat Overseas Transport Pte. Ltd.**<br>Taiping Marine Launching Pte. Ltd.<br>Singapore Singapore | 101<br>31<br>— | NK | **1983** Ocean Shipyard Co. Sdn. Bhd.—Sibu, Sarawak<br>21,49 6,50 2,083<br>19,97 6,40 2,60<br>1 dk | **M Tug** | Caterpillar<br>Oil<br>Caterpillar Inc. |
| 7388700<br>*5NHQ*<br>376156<br>Df Esd Gç<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TUMA**<br>ex Sea Breeze-85<br>**Nigerian National Petroleum Corp.**<br>Lagos Nigeria | **68 442**<br>52 046<br>136 100<br>T/cm<br>102,0 | AB (GL) (NV) | **1975** (Aft section) Eriksbergs M/V A/B (Lindholmen Div.)—Goteborg (673)<br>**1975** (Fwd section) LISNAVE, Est. Nav. de Lisboa S.A.R.L.—Lisboa (673)<br>280,04 (BB) 41,20 16,701<br>268,00 41,15 21,98<br>F 20,2 1 dk<br>rf 102 Bow/CM 140 Diam. 0,500 | **M Tanker**<br>Storage<br>CBT IGS<br>12 Ta ER<br>L.(oil) 167 697 HeCls. BC<br>4 Cargo pumps total 12 000T/hr | B&W<br>Oil 2SA 10Cy. 840 × 1800 reverse shaft<br>25 000bhp (18 389kW)<br>Eriksbergs M/V A/B<br>Gen 3 × 900kW 440V 60Hz a.c.<br>Fuel 487,5t (d.o.) 5 857,5t (hvf)-69,0p |
| 6508327<br>Esd Rdr RTv | **TUMACO**<br>ex Hummel-87<br>**Transportadora Commerical Ltda. (TRACO)**<br>Isla de San Andres Colombia | 295<br>144<br>577<br>T/cm<br>3,5 | GL | **1965** Elsflether Werft A.G.—Elsfleth/Weser (344)<br>53,75 7,83 2,652<br>49,18 7,70 3,10<br>P 13,5 F 6,1 1 dk<br>Bow/CM 35 Diam. 0,150 len 76 | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 777<br>1 Cargo pumps total 200T/hr | MWM<br>Oil 4SA 6Cy. 250 × 350 reverse shaft<br>400bhp (294kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 10,5t (d.o.)-1,5pd |
| 5370589<br>*SPLM*<br>Df Esd Rdr<br>RTm/h/v | **TUMAK**<br>**Polish Ship Salvage Co. (Polskie Ratownictwo Okretowe)**<br>Gdynia Poland | 137<br>5<br>— | PR | **1957** VEB Schiffswerft "Edgar Andre" —Magdeburg (6042)<br>29,04 6,53 2,401<br>26,55 3,00<br>1 dk | **M Tug** | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 27kW 1 × 7kW 230V d.c.<br>Fuel (d.o.) |
| 7305057<br>*UOMC*<br>M-29603<br>Df Esd Gc<br>Rdr Rt | **TUMAN-2**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **2 833**<br>1 059<br>1 150 | RS | **1972** .............U.S.S.R.<br>83,27 14,00 5,709<br>10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 255<br>3 Ha (2,5 1,9 × 2,5) (0,7 × 0,7)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Controllable pitch propeller |
| 7014907 | **TUMBES 1**<br>ex Virgen De Begona 2-75<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Chimbote Peru | 258<br>132<br>146 | (BV) | **1970** CONASA—Callao<br>31,70 7,65<br>7,62 3,92<br>1 dk | **M Fishing**<br>2 Ho<br>1 Ha (2,9 × 3,8) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 geared<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| 7008269<br>CE8905<br>Esd Rdr Rt | **TUMBES 3**<br>ex PA 21-76<br>**Pesquera Rodaballo SCR Ltda.**<br>Pisco Peru | 310<br>140<br>— | (GL) | **1970** Ast. Picsa S.A.—Callao (299)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | MAN<br>Oil 4SA 6Cy. 235 × 330 reverse to sc. shaft<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) |

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| **TUMBES 4**<br>ex PA 22-75<br>**Pesquera Chimbote 31 SCR Ltda.**<br>Chimbote Peru | **310**<br>140<br>— | (GL) | **1970** Ast. Picsa S.A.—Callao (300)<br>*35,09* 8,03<br>8,01<br>1 dk | **M Fishing**<br>Side-fishing | MAN<br>Oil 4SA 6Cy. 235 × 330<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| **TUMBES 7**<br>ex PA 25-76<br>**Pesquera Los Tiburones SCR Ltda.**<br>Chimbote Peru | **310**<br>140<br>— | (GL) | **1969** Ast. Picsa S.A.—Callao (303)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | MAN<br>Oil 4SA 6Cy. 235 × 330<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>12kn |
| **TUMBES 10**<br>ex PA 28-76<br>**Pea Samanco S.r.l. Fiorentina S.A.**<br>Pisco Peru | **310**<br>140<br>— | (GL) | **1970** Ast. Picsa S.A.—Callao (306)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | MAN<br>Oil 4SA 6Cy. 235 × 330 reverse reduction geared to sc. shaft<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>12kn |
| **TUMLAREN**<br>**P/R Tumlaren**<br>Paul Mannes<br>Kopervik Norway | *265*<br>*79*<br>— | NV | **1961** Ankerlokken Verft Floro A/S—Floro (30)<br>33,66 6,84 3,550<br>29,80 6,81 3,56<br>2 dks<br>rf 1351 BK 127 len 72 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>3 Ho ER<br>3 Ha (1,1 × 0,9) (2,6 × 1,9) (2,2 × 2,6) ER<br>1W Der 1(3) | Alpha<br>Oil 4SA 8Cy. 225 × 300 sr geared to sc. shaft<br>1 160bhp (853kW) NE 75<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 18kW 24V d.c.<br>Fuel 38,5t (d.o.)-3,0pd 11kn |
| **TUMMLER**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **133**<br>47<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,71 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>Halberstadt Halberstadt<br>Gen 2 × 21kW 110V d.c.<br>9kn |
| **TUNA**<br>ex Lillefjord ex Idefjord ex Union V<br>ex Erik Ask<br>**Carlos Gumbs**<br>Netherlands Antilles & Aruba | **163**<br>79<br>198 | | **1914** Kaldnes Patentslip & M/V—Tonsberg (29)<br>30,54 6,38<br>6,33 2,60<br>1 dk<br>R | **M General Cargo**<br>1 Ho 16,9 ER<br>G.255 B.227<br>1 Ha (11,9 × 4,1) ER<br>Cr 1(1) | Skandiaverken<br>Oil 2SA 2Cy. 380 × 400<br>210bhp (154kW) NE 47<br>Skandiaverken A/B Lysekil<br>Gen 2 × 24kW<br>Fuel 7,0t (d.o.)-1,0pd 7,5kn |
| **TUNA BRIDGE**<br>**Banyo Jitsugyo K.K.**<br>Tokyo Japan<br>SatCom: 1200211/JMOJ | *3 559*<br>*1 731*<br>4 232 | NK | **1989** Kitanihon Zosen K.K.—Hachinohe (236)<br>99,98 (BB) 16,32 7,014<br>90,00 16,30 9,80 | **M Refrigerated Cargo**<br>1 Ho<br>In.4 261 | Mitsubishi 6UEC37LA<br>Oil 2SA 6Cy. 370 × 880<br>2 942kW (4 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 600kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>15,25kn |
| **TUNA II**<br>**Direktorat Jenderal Perikanan Departeman Pertanian**<br>Tegal Indonesia | **107**<br>31<br>— | KI | **1972** P.T. Ippa Gaya Baru—Semarang<br>... ... ...<br>22,51 5,50 2,52<br>1 dk | **M Fishing**<br>Tuna | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 1 × 90kW 220/380V a.c. |
| **TUNA KING**<br>ex Alco Mazatlan-80<br>ex Alco Mar del Plata-77<br>ex Hinode Maru No. 51-70<br>**Tri-Marine Associates (Pte.) Ltd.**<br>Panama Panama | **281**<br>132<br>313 | (BV) | **1968** Kanasashi Co. Ltd.—Shimizu (842)<br>47,99 8,11 2,998<br>41,00 8,08 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>G.455 B.381<br>3 Ha (1,6 1,6 × 1,6) (0,7 × 0,5) ER | Akasaka UHS27<br>Oil 4SA 6Cy. 270 × 420<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11,75kn |
| **TUNA SERVICE DOS**<br>ex Sea Dynamic-90 ex Oil Explorer-89<br>**Comercio Internacional de Atun S.A. (COINASA)**<br>Panama Panama | **745**<br>280<br>1 053 | ✠**100A1** SS 7/90<br>✠**LMC**<br>EL K 1$\frac{3}{16}$"U2<br>FN 889 | **1972**-10 N.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (326)<br>56,44 12,76 4,268<br>51,34 12,50 4,81<br>F 18,6 1 dk<br>rf 203<br>**SURVEYS OVERDUE — CLASS SUSPENDED 18/10/91** | **TM Tug/Supply Ship**<br>Deck Cargo | Allen 12PVBCS12-F<br>2 Vee Oil 4SA each 12Cy. 241 × 305 reverse reduction geared to sc. shafts<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 3 × 144kW 440V 60Hz a.c.<br>2 Thw. thrust propellers fwd<br>Fuel 412,5t (d.o.)-11,0pd 13kn |
| **TUNA WEST**<br>ex Balmenach-88 ex Lador-86<br>ex Linda Bassau-81<br>ex Fishing Future-80 ex Umanaq-78<br>**A/S Tunafisk**<br>Floro Norway | *1 242*<br>*471*<br>1 700 | NV | **1976** Flekkefjord Slipp & Mask. A/S—Flekkefjord (119)<br>60,89 12,02 5,195<br>55,02 11,99 7,62<br>2 dks<br>rf 602 BK 132 conv Fish-factory Stern Trawler Shrimp-trawl Ref Factory Fishing 82<br>conv Tender for submersibles Research 89 | **M Fishing**<br>Side Trawler Tuna Ref<br>Ice strengthened<br>2 Ho 3 Ta ER<br>3 Ha (stl) (2,0 2,6 × 2,8) (2,6 × 7,4) ER | Polar F216V-D<br>Vee Oil 4SA 16Cy. 250 × 300<br>3 520bhp (2 589kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 258kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) 15kn |
| **TUNACORES**<br>Launched as Tunamar II<br>**Tunamar S.r.l.**<br>Aveiro Portugal | **1 034**<br>507<br>1 320 | (RP) | **1986** Est. Sao Jacinto S.a.r.L.—Aveiro (142)<br>67,49 5,819<br>61,88 12,27 8,21<br>1 dk | **M Fishing**<br>Tuna Purse Seiner | General Motors 20-645-E7<br>Vee Oil 2SA 20Cy. 230 × 254 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. U.S.A.<br>Thw. thrust propeller fwd |
| **TUNADAL**<br>**TFA Transforest Lines AB**<br>Sundsvall Sweden | *9 261*<br>*4 442*<br>12 497<br>T/cm<br>24,6 | ✠**100A1** SS 5/89<br>Ice Class 1<br>✠**LMC** **UMS**<br>EL At 2$\frac{3}{16}$"U2<br>FN 4466 | **1967**-6 Lindholmens Varv. A/B—Goteborg (1100)<br>153,40 20,30 8,414<br>142,17 20,20 11,21<br>P 23,8 F 18,3 1 dk<br>rf 279 | **M Bulk Carrier**<br>Newsprint 6P<br>5 Ho 4,8DT 5,4DT 18,2 18,2 18,2 18,2 18,2 ER<br>G.13 352<br>5 Ha (stl) (17,3T × 11,7) (17,3 17,3 17,3 17,3 × 15,1) ER<br>Cr 2(20) | Pielstick 10PC2V-400<br>2 Vee Oil 4SA each 10Cy. 400 × 460 sr geared to sc. shaft<br>5 884kW (7 999bhp)<br>Lindholmens Varv. A/B Goteborg<br>2 AuxB (1 o.f. 1 ex.g) 114lbf/in² (7,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 063,0t (hvf)-25,5pd 16,5kn |
| **TUNAMADEIRA**<br>Launched as Tunamar III<br>**Tunamar S.r.l.**<br>Aveiro Portugal | **1 034**<br>507<br>1 320 | (RP) | **1986** Est. Sao Jacinto S.a.r.L.—Aveiro (143)<br>67,49 5,819<br>61,88 12,27 8,21<br>1 dk | **M Fishing**<br>Tuna Purse Seiner | General Motors 20-645-E7<br>Vee Oil 2SA 20Cy. 230 × 254 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. U.S.A.<br>Thw. thrust propeller fwd |
| **TUNC**<br>ex Anadolu Kavagi-88<br>**Tunc Denizcilik ve Donatma Istiraki A.S.**<br>Istanbul Turkey | **693**<br>445<br>1 400 | ✠Classed LR until 2/12/83 | **1961**-8 Fairfield SB. & Eng. Co. Ltd.—Govan, Glasgow (805)<br>70,41 13,57 3,920<br>64,01 10,98<br>F 11,6 1 dk<br>RW rf 305 conv Ferry 88<br>**DAMAGED BY FIRE 3/85 — TO BE BROKEN UP** | **TS Tanker**<br>10 Ta ER | C 8Cy. (4) 280 & (4) 600 x 600<br>1 600ihp (1 177kW)<br>Christiansen & Meyer Hamburg<br>Fuel (o.f.) |
| **TUNC YAGCI**<br>ex Gulfem-90<br>**Sefer Yagci Halefleri Muzeyyen Yagci ve Ogullari Kollektif Sirketi**<br>Istanbul Turkey | **1 598**<br>1 284<br>2 300 | BV | **1975** Suleyman Saim Birkok—Istanbul<br>84,51 4,801<br>74,30 12,01 5,74<br>2 dks | **M General Cargo**<br>3 Ho ER<br>G.3 129 B.2 990<br>3 Ha (stl) (11,6 11,8 × 7,0) (11,6 × 7,1) ER<br>Cr 3(6) Der 6(3) | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450<br>1 177kW (1 600bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 4 × 73,8kW 220V 50Hz a.c.<br>10kn |

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|---|---|---|---|---|---|---|
| **7808542**<br>*TC3416*<br>4790<br>Esd Rdr Rt | **TUNCAY CEPNIOGLU**<br>**Cepnioglu Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **936**<br>547<br>1 296 | AB | **1980** Torgem Gemi Insaat ve Sanayii Kollektif Sirketi—Istanbul (38)<br>73,51 9,28 4,001<br>65,56 9,25 5,16<br>P 12,5 F 5,5 1 dk<br>rf nil len 87 | **M General Cargo**<br>2 Ho ER<br>G.1 246<br>2 Ha (stl) ER | S.K.L.<br>Oil 4SA 6Cy. 320 × 480 reduction geare<br>shaft<br>750bhp (552kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 58kW a.c. 1 × 40kW a.c. a.c.<br>Fuel 50,0t (d.o.) |
| **8226624**<br>*9WVT*<br>325122 | **TUNDA**<br>**Encik Lau Swee Nguong**<br>Kuching Malaysia | **152**<br>69<br>— | | **1956** Singapore Harbour Board—Singapore (1519)<br>25,91 7,78<br>3,66<br>1 dk | **TM Tug** | 2 Oil 4SA 4Cy. geared to sc. shafts<br>Lister Blackstone |
| **7625639**<br>Esd Rdr Rt | **TUNDA SATU**<br>**Government of Malaysia (Royal Malaysian Navy)**<br>Malaysia | **150**<br>—<br>— | | **1978** Ironwoods Shipyard Sdn. Bhd.—Kuching (023)<br>26,01 8,06<br>24,39 7,62 3,84<br>1 dk | **TM Tug**<br>Fire-fighting | Cummins<br>2 Vee Oil 4SA each 12Cy. 140 × 152<br>Cummins Engine Co. Inc. |
| **8816156**<br>*ELNU5*<br>9452<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **TUNDRA KING**<br>ex Del Monte Pride-91<br>**Kvaerner Reefer A/S**<br>Irgens Larsen A/S<br>Monrovia Liberia<br>SatCom: 1244127/DMPR | *11 658*<br>*6 290*<br>12 714 | AB (Class cont.) | **1990** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (278)<br>158,53 9,115<br>147,53 23,51 12,76<br>3 dks | **M Refrigerated Cargo**<br>Pallets<br>4 Ho ER 12 TwD<br>In.16 332<br>TEU 331 C.Ho 72/20'(40') C.Dk 191/20' 34/40' incl ref C.<br>4 Ha (stl) (8,7 × 6,1) (12,4 12,4 12,4 × 7,9) ER<br>Cr 4(19) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>9 746kW (13 250bhp)<br>Ast. Espanoles S.A. Manises Works |
| **8816170**<br>*ELNU6*<br>9453<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav | **TUNDRA PRINCESS**<br>ex Del Monte Spirit-91<br>**Kvaerner Reefer A/S**<br>Irgens Larsen A/S<br>Monrovia Liberia<br>SatCom: 1244434/DMSP | *11 658*<br>*6 290*<br>6 100 | AB (Class cont.) | **1991** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (280)<br>158,50 (BB) 23,52 9,115<br>147,50 23,50 12,75 | **M Refrigerated Cargo**<br>Pallets<br>4 Ho ER 12 TwD<br>In.16 332<br>TEU 331 C.Ho 72/20'(40') C.Dk 191/20' 34/40' incl ref C.<br>4 Ha (stl) (8,7 × 6,1) (12,4 12,4 12,4 × 7,9) ER<br>Cr 4(19) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>9 746kW (13 250bhp)<br>Ast. Espanoles S.A. Manises Works<br>Gen 1 × 928kW 1 × 150kW 450V 60Hz<br>Fuel 737,6t (d.o.) 1 604,02t (hvf)-46,7pd |
| **8816168**<br>*ELNU7*<br>9454<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **TUNDRA QUEEN**<br>ex Del Monte Quality-91<br>**Kvaerner Reefer A/S**<br>Irgens Larsen A/S<br>Monrovia Liberia<br>SatCom: 1244302/DMQY | *11 658*<br>*6 290*<br>6 100 | AB (Class cont.) | **1991** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (279)<br>158,53 (BB) 9,115<br>147,53 23,51 12,76<br>3 dks | **M Refrigerated Cargo**<br>Pallets<br>4 Ho ER 12 TwD<br>In.16 332<br>TEU 331 C.Ho 72/20'(40') C.Dk 191/20' 34/40' incl ref C.<br>4 Ha (stl) (8,7 × 6,1) (12,4 12,4 12,4 × 7,9) ER<br>Cr 4(19) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>9 746kW (13 250bhp)<br>Ast. Espanoles S.A. Manises Works<br>Gen 1 × 928kW 1 × 150kW 450V 60Hz<br>Fuel 737,6t (d.o.) 1 604,02t (hvf)-46,7pd |
| **7511656**<br>*SQGS*<br>Df Esd Gc<br>Rdr RTv | **TUNEK**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich "Odra"**<br>Swinoujscie Poland<br>SatCom: 1703222/ODTN | T.Mk<br>**2 395**<br>989<br>1 376 | PR | **1976** Stocznia im. "Komuny Paryskiej"—Gdynia (B417/03)<br>89,90 15,04 5,201<br>85,50 14,99 9,40<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.445 In.1 557 L.64 | Sulzer<br>Oil 4SA 6Cy. 400 × 480 reduction geare<br>shaft<br>600bhp (441kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 2 × 560kW 2 × 504kW 1 ×<br>400V a.c.<br>Controllable pitch propeller |
| **7626164**<br>*OXVN*<br>A355<br>Esd Gc Rdr Rt | **TUNEN**<br>**I/S Tunen**<br>A/S D/S Oresund<br>Kobenhavn Denmark | **250**<br>109<br>40 | NV | **1977** Westermoen Hydrofoil A/S—Mandal (52)<br>30,03 9,07 1,423<br>27,77 9,01 3,13<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 180dk P<br>Mchy.aft | AGO<br>2 Vee Oil 4SA each 12Cy. 195 × 180/<br>3 600bhp (2 648kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M<br>Gen 2 × 27kW 220V 50Hz a.c. |
| **8038120**<br>*LYFP*<br>M-39729<br>Df Esd Rdr RTv | **TUNETS**<br>ex RS-300 No. 154<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1982** ............U.S.S.R.<br>34,01 7,10 2,900<br>- - 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **5153230**<br>*BNGF*<br>Rdr Rt | **TUNG CHIN**<br>ex Hokushin Maru No. 3-70<br>**Tung Long Transportation Co. Ltd.**<br>Keelung China* | **490**<br>271<br>702 | | **1961** Takehara Zosen—Takehara (162)<br>52,51 7,83 3,506<br>47,02 7,78 4,02<br>1 dk | **M General Cargo**<br>1 Ho 35,9 ER<br>1 Ha (21,7 × 4,8) ER | Kinoshita<br>Oil 4SA 6Cy. 300 × 420<br>600bhp (441kW)<br>Kinoshita Tekkosho<br>Gen 1 × 5kW 115V d.c. |
| **7041766**<br>Df Esd Gc<br>Rdr Rt | **TUNG CHOU No. 7**<br>**Tung Chou Fishing Co. Ltd.**<br>Kaohsiung China* | **151**<br>94<br>— | | **1970** Hsin Kao S.B. Corp.—Kaohsiung<br>30,10<br>26,01 6,00 2,60<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Sumiyoshi<br>Oil 4SA 5Cy. 240 × 400<br>350bhp (257kW)<br>Sumiyoshi Marine Diesel Co. Ltd |
| **8110045**<br>*3EQA2*<br>17726-PEXT3<br>Df Esd Gc<br>Pfd Rdr RTv | **TUNG HAI**<br>ex Maenam Bridge-91<br>ex Kansai Pioneer-88<br>**Asahi Marine (Panama) S.A.**<br>Panama Panama | **4 906**<br>2 722<br>8 238 | NK | **1981** Kochi Jyuko K.K.—Kochi (2203)<br>115,50 (BB) 6,667<br>106,00 20,60 8,70<br>B 6,1 F 18,0 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 450<br>C.Ho 158/20' (40') C.Dk 292/20' (40') incl. 100 ref C.<br>10 Ha (stl) ER | Mitsubishi<br>Oil 2SA 7Cy. 450 × 1150<br>5 149kW (7 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.)<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 81,5t (d.o.) 457,0t (hvf)-21,0pd |
| **6412279**<br>1892<br>Df Esd | **TUNG HAI**<br>**Keelung Harbour Bureau**<br>Keelung China* | **1 768**<br>637<br>— | ✠Classed LR until 10/66 | **1964**-8 Verschure & Co's Schps.—Amsterdam (Co488)<br>73,20 12,65 4,465<br>69,42 12,50 6,10<br>1 dk<br>RW rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Mchy.aft<br>Hopper 1 000 | Smit-Bolnes<br>2 Oil 2SA each 7Cy. 300 × 550<br>1 750bhp (1 287kW)<br>N.V. Smit & Bolnes<br>Gen 3 × 160kW 440V 60Hz a.c. |
| **7204306**<br>*BMBX*<br>Df Esd Gc<br>Rdr RTv | **TUNG HAI No. 6**<br>ex Tung Hai No. 2-76<br>ex Ta Lai No. 6-76<br>Launched as Taral<br>**Tung Hai Navigation Co. Ltd.**<br>Kaohsiung China* | **1 999**<br>1 291<br>3 322 | | **1971** Shinhama Dock K.K.—Anan (660)<br>92,39 13,03 5,601<br>84,30 13,00 6,60<br>P 20,8 F 9,8 1 dk<br>RW rf 102 | **M General Cargo**<br>2 Ho 29,1 29,4 ER<br>G.4 262 B.4 060<br>2 Ha (stl) (21,4 22,1 × 7,0) ER<br>12W Der 1(15) 3(10) | Makita<br>Oil 4SA 6Cy. 470 × 680<br>2 800bhp (2 060kW)<br>Makita Tekkosho<br>Gen 2 × 120kW 445V a.c.<br>Fuel 70,0t (d.o.) 200,0t (hvf)-8,0pd |
| **6604872** | **TUNG HANG HUNG**<br>**Government of The People's Republic of China**<br>China | **2 500**<br>—<br>— | | **1966** Hudong Shipyard—Shanghai<br>... ... ...<br>... ... ... | **M Research** | Oil<br>............... |

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| **TUNG MAU No. 2**<br>**Tung Mau Ocean Fishery Co. Ltd.**<br>Kaohsiung China* | **491**<br>358<br>— | | **1980** Shin Tien Erh S.B. Co. Ltd.—Kaohsiung<br>50,96 8,46 3,250<br>44,96 8,31 3,66<br>P & B 27,8 F 5,2 1 dk<br>rf 246 BK | **M Fishing**<br>3 Ho 8,3 9,3 12,1 ER<br>In.732<br>3 Ha (stl) (1,9 × 1,3) (1,5 × 1,5) (1,3 × 1,1) ER | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 220V a.c.<br>12kn |
| **TUNG MING No. 1**<br>**Tung Ming Ocean Enterprise Co. Ltd.**<br>Kaohsiung China* | **387**<br>251<br>— | | **1977** San Yang SB. Co. Ltd.—Kaohsiung<br>45,12 7,55 2,961<br>38,59 7,50 3,41<br>P 22,0 F 5,2 1 dk<br>rf 152 BK | **M Fishing**<br>4 Ho 5,4 4,2 4,2 10,8 ER<br>In.369<br>4 Ha (each 1,5 × 1,5) ER | Otsuka SOD6-29C<br>Oil 4SA 6Cy. 290 × 420<br>1 100bhp (809kW)<br>K.K. Otsuka Tekkosho Oita<br>Gen 1 × 100kW 1 × 80kW 230/225V a.c.<br>10kn |
| **TUNG MING No. 2**<br>**Tung Ming Ocean Enterprise Co. Ltd.**<br>Kaohsiung China* | **387**<br>251<br>— | | **1978** San Yang SB. Co. Ltd.—Kaohsiung<br>45,12 7,52 2,961<br>38,59 7,50 3,41<br>P 22,0 F 5,2 1 dk<br>rf 152 BK | **M Fishing**<br>4 Ho 5,4 4,2 4,2 10,8 ER<br>In.369<br>4 Ha (each 1,5 × 1,5) ER | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 100kW 1 × 80kW 230/225V a.c.<br>10kn |
| **TUNG YIU**<br>ex Tomoe III-78 ex Shutoku Maru-71<br>ex Toshitoku Maru No. 7<br>**Xiamen Hua Hang Enterprises Co.**<br>China | **856**<br>471<br>1 626 | (BV) | **1965** Kurushima Dockyard Co. Ltd.—Imabari (282)<br>60,71 10,06 4,700<br>56,49 10,01 5,01<br>1 dk<br>RW | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 883 | Daihatsu<br>Oil SA 8Cy. 260 × 320 sr geared to sc. shaft<br>850bhp (625kW) E made56 fitted65<br>Daihatsu Kogyo Osaka<br>Gen 2 × 20kW 220V a.c.<br>10,5kn |
| **TUNGASUCA**<br>ex Jan Maria-87<br>Callao Peru | **555**<br>265<br>— | | **1973** T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (Z98)<br>61,96 10,29 4,458<br>9,99 6,76<br>2 dks<br>len 80 | **M Fishing**<br>Stern Trawler Ref | De Industrie 8542<br>Oil 4SA 8Cy. 400 × 600<br>2 300bhp (1 692kW)<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Controllable pitch propeller<br>15kn |
| **TUNGOR**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>209<br>322 | RS | **1983** .............U.S.S.R.<br>53,75 10,49 4,331<br>4,30<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| **TUNGUI**<br>**Atunidos S.A. de C.V.**<br>Topolobampo Mexico | **1 645**<br>494<br>2 844 | (AB) | **1984** Ast. del Cantabrico y de Riera—Factoria de G. Riera, Gijon (282)<br>73,11 (BB) 13,06 5,850<br>64,01 12,86 8,31<br>2 dks<br>rf 648 | **M Fishing**<br>Stern-fishing Tuna Seiner Refrigerated Cargo<br>In.1 359 | General Motors 20-645-E7B<br>Vee Oil 2SA 20Cy. 230 × 254 reverse reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 4 × 300kW 460V 60Hz a.c.<br>16kn |
| **TUNGUS**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **631**<br>223<br>323 | RS | **1969** .............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 9,30 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **TUNICA**<br>**Tidewater Balboa Inc.**<br>Tidewater Marine Service Inc.<br>Port Vila Vanuatu | **147**<br>100<br>— | | **1969** Breaux's Bay Craft Inc.—Loreauville, La (1120)<br>7,40<br>33,53 3,15<br>1 dk | **Aluminium Alloy TM Crewboat**<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>2 550bhp (1 876kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **TUNISIAN REEFER**<br>**Tunisian Reefer Ltd.**<br>Mermaid Marine Management Ltd.<br>Nassau Bahamas<br>SatCom: 1103212/TUNR | *9 831*<br>*5 277*<br>11 913<br>T/cm<br>25,2 | **✠100A1** SS 7/87<br>**✠LMC UMS**<br>**✠Lloyd's RMC**<br>EL Z 2"U3<br>FN 5176 | **1974**-8 Aalborg Vaerft A/S—Aalborg (202)<br>**1988**-1 (Additional cargo section) Jurong Shipyard Ltd.—Singapore<br>164,65 (BB) 21,06 8,919<br>153,02 21,01 12,81<br>F 14,7 3 dks, 4th dk fwd of mchy space<br>rf 152 len 87 | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>4 Ho ER 1 Ho 12 TwD ER 2 TwD<br>In.16 797<br>5 Ha (stl) (8,6 9,1 9,1 9,1 × 8,0) ER (9,1 × 8,0)<br>12W Cr 1(10) Der 4(5) | B&W 8K74EF<br>Oil 2SA 8Cy. 740 × 1600<br>11 650kW (15 838bhp)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 629kW 450V 60Hz a.c.<br>Fuel 100,0t (d.o.) 2 600,0t (i.f.o.)-58,0pd 21,3kn |
| **TUNKU LAUT**<br>**United Orient Leasing Co. Sendirian Berhad**<br>Labuan Malaysia | **146**<br>90<br>— | | **1979** Sersia Ship Building Factory—Singapore<br>6,61<br>27,61 2,99<br>2 dks | **M Fishing** | Baudouin 8P15.2SR<br>Vee Oil 4SA 8Cy. 150 × 150<br>572bhp (421kW)<br>Soc. des Moteurs Baudouin Marseille<br>10kn |
| **TUNNY**<br>ex L. G. E. 2 (LR 7504873 - aft section)-78<br>**Hollandsche Beton en Waterbouw B.V. (HBW-Materieel)**<br>Amsterdam Netherlands | **526**<br>526<br>1 200 | **✠100AN** SS 8/86<br>pontoon<br>FN 585<br>**LAID UP — SURVEYS OVERDUE 8/91** | **1975**-10 B.V. Schpsw. Janson—Aalst (30)<br>Rebuilt**1978**-6 Scheepswerf Ravestein B.V. —Deest (7129)<br>32,03 15,35 2,572<br>31,07 15,31 3,51<br>1 dk<br>rf nil | **Deck Cargo Pontoon** | |
| **TUNO**<br>Launched as Beatrice<br>**High Fortune Development Ltd.**<br>Panama Panama | *274*<br>*118*<br>381 | **✠100A1**<br>fishing vessel<br>Peruvian coastal service, not more than 50 miles offshore in reasonable weather<br>**LMC**<br>EL 275,0/22,0U1<br>FN 422 | **1989**-12 Mawei Shipyard—Mawei (806A-2)<br>38,50 - 3,600<br>34,00 8,20 4,20<br>1 dk<br>rf - Box K | **M Fishing**<br>Side-fishing Purse Seiner | Caterpillar 3512TA<br>Vee Oil 4SA 12Cy. 170 × 190 reduction reverse geared to sc. shaft<br>876kW (1 191bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 40kW 400V 50Hz a.c. |
| **TUNTSELOV-1**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **265**<br>70<br>97 | RS | **1980** .............U.S.S.R.<br>34,30 7,85 2,850<br>- - 3,70<br>1 dk | **M Fishing**<br>Tuna<br>Ice strengthened | Oil<br>U.S.S.R. |
| **TUO HAI**<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **26 959**<br>15 092<br>46 455 | ZC | **1984** Osaka Zosensho—Osaka (416)<br>189,68 (BB) 11,440<br>180,00 32,20 16,25<br>F 17,1 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.55 934 B.55 282<br>5 Ha (stl) (16,0 17,6 17,6 17,6 17,6 × 15,0) ER<br>Cr 5(16) | B&W 6L67GBE<br>Oil 2SA 6Cy. 670 × 1700<br>10 280bhp (7 562kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 560kW 450V 60Hz a.c.<br>14,5kn |

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| **7623148**<br>*BOBN*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TUO HE**<br>ex California-83<br>ex Arabian Endeavour-81<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **18 571**<br>13 481<br>25 550<br>T/cm<br>34,4 | ZC (GL) | **1978** Howaldtswerke-Deutsche Werft A.G.—Kiel (120)<br>169,02 (BB) 25,94 9,964<br>160,00 25,40 15,50<br>F 10,1 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>6 Ho 16,7 30,4comb. 16,0 16,0 30,4comb. 16,7 ER<br>G.37 246 HeCls. B<br>TEU 1140<br>C.Ho 712/20'(40') C.Dk 428/20'(40') incl. 32 ref C.<br>8 Ha (stl) (12,7 × 10,3) (12,7 12,7 12,7 12,7 12,7 12,7 12,9 × 20,1) ER<br>Cr 5(25) | Pielstick<br>Vee Oil 4SA 18Cy. 400 × 460 sr gea<br>shaft<br>11 700bhp (8 606kW)<br>Blohm + Voss A.G.<br>Gen 2 × 420kW 1 × 350kW 440V 6<br>Fuel 177,0t (d.o.) 1 734,0t (hvf)-40,5pd |
| **7112022**<br>*BIFB*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TUO JIANG**<br>ex Yannis-86 ex Niishige Maru-79<br>**Mingsheng Shipping Co.**<br>Shanghai China | **8 424**<br>5 512<br>12 150 | NK ZC | **1971** Hitachi Zosen—Mukaishima (4329)<br>140,05 (BB) 20,86 9,019<br>130,00 20,80 12,10<br>P 29,3 F 13,2 2 dks | **M General Cargo**<br>Ref<br>4 Ho 15,4 26,0 33,7 19,5 ER 4 TwD<br>G.17 590 B.16 446 In.535<br>4 Ha (stl) (7,0 × 6,1) (18,6 26,2 11,2 × 7,7) ER<br>8W Cr 2(15) Der 1(120) 4(10) 4(5) | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Hitachi Zosen Sakurajima Wo<br>Gen 3 × 380kW 440V 60Hz a.c.<br>Fuel 170,0t (d.o.) 826,5t (hvf)-29,0pd |
| **7522215**<br><br><br>Esd Rdr Rt | **TUO LUN ER HAO**<br>**Government of The People's Republic of China**<br>Tianjin/Tientsin China | **141**<br>—<br>— | (BV) | **1975** Malta Drydocks—Valletta (101)<br>29,44 7,88 3,556<br>26,22 7,47 3,66<br>1 dk | **M Tug** | Ruston<br>Oil 4SA 6Cy. 203 × 273 reverse reduc<br>to sc. shaft<br>Ruston Diesels Ltd. Newt |
| **7916662**<br>*BSUU*<br><br>Esd Gc Pfd<br>Rdr Rt | **TUO LUN 3**<br>**Government of The People's Republic of China (China National Complete Sets of Equipment Import & Export Corp.)**<br>Tianjin/Tientsin China | **902**<br>336<br>518 | (NK) (ZC) | **1980** Shimoda Dockyard Co. Ltd.—Shimoda (305)<br>60,00 11,92 4,390<br>54,00 11,90 5,50<br>F 17,7 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft<br>L.282 | Yanmar<br>2 Oil 4SA each 6Cy. 280 × 340 reducti<br>to sc. shafts<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 144kW |
| **7929097**<br>*IRLP*<br>1363<br>Df Esd Gc<br>Rdr Rt | **TUONO**<br>**Rimorchiatori Riuniti Spezzini Imprese Marittime e Salvataggi S.p.A.**<br>Napoli Italy | **199**<br>43<br>— | RI | **1980** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona (39)<br>32,11 8,51 3,150<br>28,02 8,49 4,27<br>1 dk | **M Tug**<br>Fire-fighting | Nohab<br>Vee Oil 4SA 12Cy. 250 × 300 geared t<br>A/B Bofors Nohab |
| **6727076**<br><br>Df Esd Gc<br>Rdr Rt | **TUPA**<br>**Companhia de Navegacao da Amazonia**<br>Rio de Janeiro Brazil | **390**<br>236<br>— | (AB) | **1968** Ishikawajima do Brasil—Rio de Janeiro (21)<br>37,01 9,45 4,407<br>34,80 9,35 5,01<br>1 dk | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 230 × 254 reverse r<br>geared to sc. shaft<br>General Motors Corp. Electro-Motive Di<br>Gen 2 × 60kW |
| **5370890**<br>*PUID* | **TUPI**<br>**Servicos do Navegacao da Bacia do Prata**<br>Corumba Brazil | **545**<br>149<br>— | ✠ | Lch.**1950** Cmd.**1953**-4 J. Morris & Co. (Gosport) Ltd.—Fareham (627)<br>44,96 12,25 2,147<br>39,71 12,22 3,13<br>F 11,3<br>RW | **TM Tug** | Mirrlees<br>2 Oil 4SA each 7Cy. 350 × 535<br>Mirrlees, Bickerton & Day |
| **7433505**<br>*PPLE*<br><br>Df Esd Gc<br>Rdr Rt<br>AMVER | **TUPI ANGRA**<br>ex Mercantil Saquarema-89<br>ex Ana Torrealba-88<br>**Tupinave S.A.**<br>Rio de Janeiro Brazil | **22 972**<br>11 935<br>38 860 | BV | **1981** Industrias Reunidas Caneco S.A.—Rio de Janeiro (226)<br>200,92 (BB) 27,26 10,772<br>191,83 27,21 15,22<br>F 13,5 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho ER<br>G.47 196<br>7 Ha (stl) (9,8 17,6 9,6 17,6 9,6 17,6 9,6 × 12,6) ER | B&W<br>Oil 2SA 7Cy. 670 × 1400<br>9 636kW (13 100bhp)<br>Equipamentos Villares S.A.<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 410,0t (d.o.) 2 642,0t (hvf)-41,5pd |
| **7433440**<br>*PPLA*<br>8475<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **TUPI BUZIOS**<br>ex Mercantil Itaborai-89 ex Arabela-88<br>**Companhia Tupi de Navegacao**<br>Rio de Janeiro Brazil | **26 512**<br>16 466<br>37 500<br>T/cm<br>49,8 | BV | **1979** Industrias Reunidas Caneco S.A.—Rio de Janeiro (220)<br>200,92 27,23 10,351<br>191,83 27,21 15,22<br>P 33,3 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho ER<br>G.47 199<br>7 Ha (stl) ER | B&W<br>Oil 2SA 7Cy. 670 × 1400<br>9 636kW (13 100bhp)<br>Equipamentos Villares S.A.<br>Gen 3 × 480kW 440V 60Hz a.c. |
| **7433024**<br>*PPMU*<br>9035<br>Rt<br>AMVER | **TUPI ILHA BELA**<br>ex Mercantil Friburgo-89<br>ex Graziela Ferraz-88<br>**Tupinave S.A.**<br>Rio de Janeiro Brazil | **17 893**<br>11 843<br>26 500 | BV | **1980** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (128)<br>173,18 9,721<br>162,01 26,61 13,52<br>1 dk | **M Bulk Carrier**<br>5 Ho 16,7 28,0 19,0 29,0 27,3 ER<br>G.34 091 B.32 095<br>TEU 513 C. 513/20'<br>5 Ha (stl) (12,5 × 11,4) (19,6 12,4 19,8 19,8 × 13,7) ER<br>Cr 5(16) | MAN<br>Oil 2SA 7Cy. 700 × 1250<br>9 783kW (13 300bhp)<br>Mecanica Pesada S.A.<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 256,5t (d.o.) 1 923,0t (hvf)-43,0pd |
| **7432989**<br>*PPMR*<br>9027<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **TUPI PONTA NEGRA**<br>ex Mercantil Petropolis-89<br>ex Regina Ferraz-88<br>**Tupinave S.A.**<br>Rio de Janeiro Brazil | **17 893**<br>11 843<br>26 223 | BV | **1980** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (120)<br>173,18 (BB) 26,67 9,721<br>162,01 26,61 13,52<br>P 29,3 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 16,6 27,9 18,9 28,0 28,0 ER<br>G.36 984 B.32 103<br>TEU 518 C. 518/20'<br>5 Ha (stl) (12,5 × 11,4) (19,5 12,3 19,7 19,7 × 16,5) ER<br>Cr 5(16) | MAN<br>Oil 2SA 7Cy. 700 × 1250<br>9 783kW (13 300bhp)<br>Mecanica Pesada S.A.<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 256,5t (d.o.) 1 923,0t (hvf)-43,0pd |
| **5370905**<br>*CGCV*<br>313104<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TUPPER**<br>**Government of Canada (Transport Canada)**<br>Ottawa Canada | **1 358**<br>419<br>437 | ✠Classed LR until 23/6/78 | **1959**-12 Marine Industrie Ltee.—Sorel, P.Q. (257)<br>62,36 12,86 4,293<br>56,16 12,81 5,57<br>P & B 33,3 F 8,0 1 dk<br>rf 305 | **TD-E Buoy & Lighthouse Tender**<br>Ice strengthened<br>1 Ho 10,9<br>1 Ha (5,2 × 4,2) | Fairbanks, Morse<br>2 Oil 2SA each 8Cy. 207 × 508 tota<br>(2 413kW) driving 2 gen. each 1<br>d.c. connected to 2 elec. motors ea<br>1 450shp (1 067kW) (CC) & sc. sh<br>Canadian Locomotive Co. Ltd.<br>Gen 2 × 240kW 230V d.c.<br>Fuel 227,0t (d.o.)(hvf) |
| **8620583**<br>*TC3106*<br>5261<br>Esd Gc Rdr<br>Rt | **TURA**<br>**Goksel Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **395**<br>118<br>— | AB | **1985** Dentas Gemi Insaat ve Onarim Sanayii A.S.—Istanbul<br>2,101<br>41,61 7,01 3,87<br>1 dk | **TM Passenger Ship**<br>—cbn 94bth P | General Motors<br>2 Oil 2SA each 12Cy. 107 × 127<br>1 350bhp (993kW)<br>General Motors-Detroit Diesel Allison D<br>Gen 2 × 126kW a.c. |
| **7524299**<br>*UERT*<br>0300<br>Df Esd Gc<br>Rdr Rt | **TURAIDA**<br>ex Valya Kurakina-92<br>**Latvian Shipping Company**<br>Riga Latvia | T.Mk<br>**1 222**<br>427<br>—<br>**2 079**<br>918<br>2 180<br>T/cm<br>8,3 | RS | **1975** Int. Con. Nav. si Rel. la Cald Turnu-Severin—Turnu-Severin<br>88,75 12,83 —/5,201<br>80,40 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,6 17,0 17,0 ER 3 TwD<br>G.3 575 B.3 240<br>TEU 57 C.Ho 38/20' C.Dk 19/20'<br>3 Ha (stl) (7,7 × 8,8) (12,9 12,9 × 10,2) ER<br>9W Der 1(20) 2(10) | Sulzer<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>H. Cegielski<br>Fuel 44,5t (d.o.) 133,5t (hvf)-7,5pd |
| **5370967**<br><br>3288<br>Rdr RTv | **TURAN EMEKSIZ**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **781**<br>293<br>— | ✠Classed LR until 2/12/83 | **1961**-11 Fairfield SB. & Eng. Co. Ltd.—Govan, Glasgow (810)<br>69,88 13,57 2,655<br>64,01 10,98 3,92<br>F 11,6 1 dk, 2nd dk except in mchy. space<br>RW rf 305 | **TS Ferry**<br>1600dk P | C 8Cy. (4) 280 & (4) 600 x 600<br>1 600ihp (1 177kW)<br>Fairfield SB. & Eng. Co. Ltd.<br>Fuel (o.f.) |

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| **TURANDOT**<br>ex Golden Rio-91<br>Launched as Weinheim<br>**Sea Maiden Corp.**<br>Alberta Shipbrokers Ltd.<br>Nassau Bahamas | **20 331**<br>14 123<br>38 186<br>T/cm<br>46,6 | GL | **1979** EMAQ-Engenharia & Maquinas S.A.—Rio de Janeiro (298)<br>193,81 27,64 10,911<br>183,01 27,61 14,81<br>P 34,8 F 10,1 1 dk | **M Bulk Carrier**<br>G.47 390<br>7 Ha (stl) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur<br>15kn |
| **TURANGGA SAMUDERA**<br>ex Caltex Kartinka-74 ex Froya-67<br>**P.N. Pertambangan Minyak Dan Gas Bumi Negara (PERTAMINA)**<br>Jakarta Indonesia | **393**<br>308<br>118 | (KI) | **1954** Trondhjems M/V A/S—Trondheim (232)<br>39,17 7,35<br>33,53 7,29 3,05<br>2 dks<br>RW | **M Ferry/General Cargo**<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 320 × 480<br>500bhp (368kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 65kW 220V<br>9kn |
| **TURANLAR I**<br>**Turna Gemicilik Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **498**<br>297<br>1 385 | AB | **1984** Gunsin Gemi Insaat ve Ticaret Ltd. Sti. —Balat, Istanbul (31)<br>69,65 (BB) 4,158<br>60,66 10,41 6,20<br>F 5,5 2 dks<br>rf 152 | **M General Cargo**<br>2 Ho ER<br>G.2 209 B.2 067<br>2 Ha (stl) ER<br>Der 3(3) | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 60kW a.c. 1 × 20kW a.c.<br>12kn |
| **TURANLAR II**<br>ex Asli Ayanoglu-90<br>ex Mehmet Guveli-80<br>**Turkol Deniz Ticaret Ltd. Sirketi**<br>Istanbul Turkey | **1 221**<br>847<br>2 150 | (AB) | **1975** Gultekin Dokerel Gemi Insaat—Izmir (31)<br>71,00 5,001<br>64,50 10,70 6,00<br>1 dk | **M General Cargo**<br>Mchy.aft | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>8kn |
| **TURAYDA**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | T.Mk<br>**3 019**<br>1 241<br>2 063 | RS | **1974** VEB Volkswerft Stralsund—Stralsund (415)<br>101,89 (BB) 15,22 5,601<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strenghtened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>4W Der 2(5) 2(3) | MAN 8ZD72/48AL-1<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15,5kn |
| **TURAYDA**<br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Riga) (U.S.S.R.) | **1 701**<br>501<br>265 | RS | **1972** Nippon Kokan K.K.—Asano Dockyard, Yokohama. (D-0007)<br>71,71 14,03 3,099<br>69,91 14,00 5,11<br>1 dk | **M Dredger**<br>Bucket<br>Dredging depth 18,0<br>Mchy.aft | MAN<br>Oil 4SA 8Cy. 300 × 450<br>1 700bhp (1 250kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 1 × 780kW d.c. 1 × 300kW d.c. 1 × 75kW d.c. |
| **TURBACZ**<br>ex Dalavik-65 ex Dalanas-57<br>ex Hulda-40 ex Dalanas-40<br>**Przedsieborstwo Uslug Morskich (Ship-Service) (P.U.M.)**<br>Szczecin Poland | **493**<br>224<br>664<br>T/cm<br>1,7 | PR<br>✠Classed LR until 6/57 | **1934**-11 Nya Varvs. Oresund—Landskrona (33)<br>55,33 8,28 3,591<br>52,99 8,23 3,94<br>P 12,2 F 7,7 1 dk<br>R Bow/CM 27 Diam. 0,250 len 62 | **M Tanker**<br>Oil-sludge<br>CBT IGS SBT Ice strengthened<br>5 Ta ER<br>L.(oil) 874 HeCls. BC<br>2 Cargo pumps total 240T/hr | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW) NE 62<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 32,5kW 1 × 10kW 2 × 4kW 110V d.c.<br>Fuel 26,5t (d.o.) 10kn |
| **TURBINELLA**<br>**Zapryba**<br>(U.S.S.R.) | *944*<br>*283*<br>533 | RS | **1986** ..............U.S.S.R.<br>55,53 11,09 5,010<br>49,82 - 7,50<br>2 dks | **M Fishing**<br>Stern-fishing Tuna Seiner Ref | Russkiy 8CHNRP30/38<br>Oil 4SA 8Cy. 300 × 380<br>1 673kW (2 274bhp)<br>U.S.S.R.<br>Gen 3 × 280kW a.c.<br>Controllable pitch propeller |
| **TURBOT**<br>**Government of The Commonwealth of The Bahamas (Nassau Port Authority)**<br>Nassau Bahamas | **162**<br>4<br>— | **✠100A1** SS 7/89<br>tug<br>Bahamas Islands service & to Florida<br>**LMC**<br>EL (F)D 247,5/19,0U2<br>FN 272 | **1980**-3 Rilaco B.V.—Krimpen a/d Ijssel<br>26,19 8,06 3,261<br>22,92 7,80 4,04<br>RFD 12,2 1 dk<br>rf 1168 BK 51 | **TM Tug** | Caterpillar D399TA<br>2 Vee Oil 4SA each 16Cy. 159 × 203 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW 220V 60Hz a.c.<br>Fuel 63,5t (d.o.) |
| **TURBOT 2**<br>**Andre Florus**<br>Cayenne French Guiana | **100**<br>—<br>— | | **1991** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,86 3,352<br>6,70 | **M Fishing**<br>Shrimp-trawl<br>In.93 | Cummins KT-19-M<br>Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>425bhp (313kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **TURBULENCE**<br>**Crescent Shipping Ltd.**<br>Rochester United Kingdom | T.Mk<br>**699**<br>440<br>1 821 | **✠100A1** SS 10/88<br>**✠LMC** **UMS**<br>EL (J) 385,0/30,0U2<br>FN 1363 | **1983**-8 Cochrane Shipbuilders Ltd.—Selby (124)<br>84,82 11,49 3,452<br>81,01 11,41 5,41<br>RQD 15,9 RFD 8,9 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 54,6 ER<br>G.2 478 B.2 472<br>1 Ha (stl) (50,0 × 8,2) ER | Callesen 8-427-HTKO<br>Oil 4SA 8Cy. 270 × 400 with clutches, flexible couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Gen 1 × 122kW 1 × 100kW 1 × 40kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 72,5t (d.o.)-4,0pd 10kn |
| **TURBULENTIE**<br>**H. C. F. Jansen**<br>Rotterdam Netherlands | **1 500**<br>—<br>1 781 | **✠A1** SS 7/90<br>inland waterways chemical tanker, Type IIA in association with a list of defined chemical cargoes, S.G. 1.6 (centre tanks only), CR (s.stl in centre tanks only)<br>L.S.O.<br>**LMC**<br>EL 140,0/30,0U2(a)<br>FN 1163 | **1986**-12 Alblas Scheepswerf—Hendrik-Ido-Ambacht (8605)<br>85,02 10,49 3,501<br>82,76 10,44 3,61<br>1 dk | **M Tank Barge**<br>Oil Chemical<br>5 Ta ER<br>L.1 750 | General Motors 16V-149-TI<br>Vee Oil 2SA 16Cy. 146 × 146 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 180bhp (868kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 1 × 56kW 1 × 22kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **TURCHESE**<br>**Finbeta S.p.A.**<br>Monrovia Liberia<br>SatCom: 1245463/ELGF | *3 503*<br>*1 795*<br>6 150<br>T/cm<br>6,0 | **100A1**<br>chemical tanker, ship type 2*, CR(s.stl), SG 1.85 in association with a list of defined cargoes<br>**LMC** **UMS**<br>EL (U) 467,5/40,0U3(a)<br>FN 2601<br>RI | **1988** Cant. Nav. Gecan Benetti—Viareggio (129)<br>118,90 (BB) 15,91 6,201<br>109,74 15,80 7,90<br>F 11,6 1 dk<br>Bow/CM 50 | **M Tanker**<br>Chemical<br>SBT pt higher tensile steel<br>18 Ta ER<br>L.6 650<br>18 Cargo pumps total 2 850T/hr | Wartsila 8R32D<br>Oil 4SA 8Cy. 320 × 350 with clutches, flexible couplings & sr geared to sc. shaft<br>3 000kW (4 079bhp)<br>Oy Wartsila Ab Vaasa/Vasa<br>TOH (o.f.) 5,6kgf/cm² (5,5bar)<br>2 TOH (1 o.f. 1 ex.g) 5,6kgf/cm² (5,5bar)<br>Gen 1 × 900kW 3 × 250kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 43,5t (d.o.) 305,0t (hvf)-12,0pd 13,5kn |
| **TURCHIA**<br>**Rimorchiatori Riuniti Porto di Genova S.r.l.**<br>Bari Italy | **125**<br>28<br>— | RI | **1959** Cant. Nav. Solimano—Savona (26)<br>24,01 6,63 3,201<br>21,01 6,61 3,81<br>1 dk<br>RW | **M Tug** | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 14kW 110V d.c.<br>Fuel (d.o.) |
| **TURDA**<br>**Navrom Shipping Company**<br>Constantza Romania | **1 969**<br>1 110<br>2 400 | RNR | **1978** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin (31112)<br>88,65 5,301<br>80,27 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 18,3 18,3 ER<br>B.3 257<br>TEU 42<br>3 Ha (stl) (8,7 × 7,7) (12,8 12,8 × 10,2) ER<br>3W Der 3(5) | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 800bhp (2 060kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 150kW 400V 50Hz a.c.<br>Fuel 172,5t (d.o.) 12,75kn |

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| **7230630**<br>*WYZ8435*<br>542550<br>Df Esd Gc<br>Pfd Rdr Rt | **TURECAMO BOYS**<br>ex Atlantic Tide-89 ex Gulf Tide-88<br>ex Newpark Sunshine-82<br>ex Miss Mildred-78<br>**Whitestack Towing & Transportation Co. Inc.**<br>Wilmington, De United States of America | **193**<br>131<br>— | AB | **1972** Main Iron Works Inc.—Houma, La (266)<br>3,836<br>32,44 9,15 4,42<br>1 dk<br>BK 89 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 216 × 25<br>reduction geared to sc. shafts<br>E made56 reconditioned & fitted72<br>General Motors Corp. Electro-Motive<br>Gen 2 × 75kW<br>Fuel 214,5t (d.o.) |
| **6604781**<br>*WV8861*<br>500066<br>Rt | **TURECAMO GIRLS**<br>ex Capt. Jan Porel-66<br>**B. Turecamo Towing Co.**<br>Turecamo Coastal & Harbor Towing Corp.<br>Wilmington, De United States of America | **195**<br>136<br>— | AB | **1965** Diamond Manufacturing Co.—Savannah, Ga (M-250)<br>8,28 3,928<br>29,14 8,23 4,30<br>1 dk<br>BK 152 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 8Cy. 230 × 254<br>reduction geared to sc. shafts<br>NE 72<br>General Motors Corp.<br>Gen 2 × 30kW<br>Fuel 150,5t |
| **6930178**<br>*3EDB2*<br>13616-84<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **TURFA**<br>ex Jacques Coeur-82<br>**Marine Sciences & Technology Co. Ltd.**<br>Sesam S.A.<br>Panama Panama | **601**<br>241<br>676 | (BV) | **1969** At. & Ch. de la Manche—Dieppe (1211)<br>47,00 10,98 4,827<br>41,00 10,62 5,11<br>2 dks<br>conv Tuna Seiner Fishing 83 | **M Research**<br>Oceanographic | AGO<br>Vee Oil 4SA 12Cy. 240 × 220/230<br>1 800bhp (1 324kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C<br>Gen 2 × 206kW 380V 50Hz a.c.<br>Fuel 149,5t (d.o.) |
| **7045059**<br>*ESAY*<br>M-12304<br>Df Esd Rdr<br>Rt | **TURGEN**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **631**<br>223<br>315 | RS | **1969** ............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 9,30 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **7381386**<br>*TCBK*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TURGUT KAPTANOGLU**<br>ex Trader-86 ex Globe Trader-83<br>Launched as Timmar II<br>**Mehmet Kaptanoglu Denizcilik ve Ticaret Ltd. Sirketi**<br>Istanbul Turkey | **5 084**<br>3 397<br>8 089 | GL (NK) | **1975** Yamanishi Zosen K.K.—Ishinomaki (774)<br>118,50 18,04 7,220<br>110,01 18,01 9,00<br>P 24,7 F 8,3 1 dk | **M General Cargo**<br>3 Ho ER<br>G.11 105 B.10 657<br>TEU 234<br>C.Ho 104/20' (40') C.Dk 130/20' (40') incl. 44 ref C.<br>3 Ha (stl) (12,6 23,7 23,0 × 8,9) ER<br>Der 5(20) | Mitsubishi<br>Oil 2SA 7Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies<br>Ltd.)<br>Fuel 90,0t (d.o.) 690,0t (hvf)-15,0pd |
| **8129498**<br>*5AOW*<br>766M/T<br>Df Esd Gc<br>Rdr Rt | **TURGUT REIS**<br>**Turkish Libyan Joint Maritime Transport Stock Co. (Turkiye Libya Deniz Nakliyati Ortak A.S.)**<br>Tripoli Libya | *4 579*<br>*2 910*<br>7 310 | NV (AB) | **1985** Marmara Tersanesi—Yarimca (20 A)<br>91,39 (BB) 7,965<br>17,01 10,22<br>F 7,7 2 dks<br>rf nil | **M General Cargo**<br>2 Ho ER<br>G.9 968 B.9 486<br>2 Ha (stl) ER<br>Der 3(21,5) 1(10) | Sulzer<br>Oil 4SA 6Cy. 400 × 480 sr geared to s<br>4 350bhp (3 200kW)<br>"Zgoda" Zaklady Urzadzen Techniczny<br>Gen 3 × 220kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **5053387**<br>*9H3596*<br>Df Pfd Rdr<br>RTm/v | **TURI**<br>ex Utklippan-92 ex Grimskar-90<br>ex Egaria-87 ex Hoburgen-85<br>ex Isgard-85 ex Britmari-79<br>ex Beluna-61<br>**Turi Shipping Ltd.**<br>A/B Broderna Hoglund<br>Valletta Malta | T.Mk<br>**498**<br>352<br>1 212 | BV | **1955** Kalmar Varv A/B—Kalmar (383)<br>65,23 9,50 3,957<br>57,97 9,48 3,99<br>2 dks<br>RW rf 127 len 69 | **M General Cargo**<br>Ice strengthened<br>1 Ho 46,5 ER<br>G.1 971 B.1 908<br>1 Ha (stl) (38,4 × 4,9) ER<br>2W Der 2(2,5) | MWM<br>Oil 4SA 6Cy. 230 × 270<br>675bhp (497kW) NE 70<br>Motorenw. Mannheim A.G. (MWM) |
| **7711658**<br>*EHPF*<br>Df Esd Gc<br>Pfd Rdr Rt | **TURIA**<br>ex Romeral-89<br>**Naviera Pinillos S.A.**<br>Huelva Spain | **1 779**<br>1 256<br>2 970 | BV GL | **1978** Ast. de Huelva S.A.—Huelva (96)<br>90,76 5,171<br>75,01 13,21 6,33 | **M Container Ship**<br>Fixed-guides<br>1 Cell. Ho ER<br>G.2 870<br>TEU 140 C. 140/20'<br>5 Ha (stl) ER | MWM<br>Oil 4SA 6Cy. 360 × 450 sr reverse ge<br>shaft<br>1 821kW (2 476bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 4 × 160kW 380V 50Hz a.c. |
| **6727595**<br>*LMJX*<br>17115<br>Df Esd Rdr<br>Rt | **TURIANNE**<br>ex Globus-87 ex Elfrida-82<br>ex With Junior-77<br>**Osterfrakt A/S**<br>Bergen Norway | **199**<br>122<br>— | NV | **1967** Scheepswerf G. Bijlsma & Zn. N.V. —Wartena (572)<br>36,45 7,01 2,763<br>33,36 7,00 3,10<br>B 8,0 F 4,9 1 dk<br>rf 246 len 74 | **M General Cargo**<br>1 Ho ER<br>G.374 B.354<br>1 Ha (stl) (15,6 × 4,2) ER<br>1W Der 1(2) | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>470bhp (346kW) NE 83<br>Cummins Engine Co. Inc.<br>Controllable pitch propeller |
| **7700104**<br>*P3BE2*<br>708130<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TURICIA**<br>**Turicia Co. Ltd.**<br>Harmstorf Shipping Co. Ltd.<br>Limassol Cyprus | T.Mk<br>**873**<br>463<br>1 037<br>**1 594**<br>917<br>2 175 | GL | **1978** Buesumer Werft G.m.b.H.—Buesum (269)<br>78,11 (BB) 12,76 4,661/5,750<br>70,82 12,51 7,52<br>P 15,6 F 7,1 2 dks | **M Refrigerated Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 17,9 14,3 13,3 3 TwD<br>In.2 409<br>3 Ha (each 8,4 × 3,9)<br>8W Der 6(3) | MaK<br>Oil 4SA 6Cy. 320 × 420 sr geared t<br>2 250bhp (1 655kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 444kW 380V 50Hz a.c.<br>Fuel 60,0t (d.o.) 230,0t (hvf)-7,0pd |
| **7532040**<br>349396<br>Esd Rt | **TURIHAUA**<br>**Port of Gisbourne Ltd.**<br>Whangarei New Zealand | **104**<br>0<br>— | | **1977** Whangarei Eng. & Cons. Co. Ltd. —Whangarei (150)<br>22,38 7,17 2,215<br>21,19 6,96 2,22<br>1 dk | **TM Tug**<br>Fire-fighting | MWM<br>2 Oil 4SA each 6Cy. 160 × 165<br>Motorenw. Mannheim A.G. (MWM) |
| **7945778**<br>M-12692 | **TURIST**<br>**Vladivostok Port Authority**<br>(Vladivostok) (U.S.S.R.) | **265**<br>119<br>48 | RS | **1981** ............U.S.S.R.<br>38,42 6,71 2,200<br>2,90<br>1 dk | **M Ferry** 160dk P<br>Ice strengthened | Oil |
| **7517662**<br>*TCNR*<br>4446<br>Df Esd Gc<br>Rdr Rt | **TURKAY DENIZ**<br>**Sukru Deniz ve Ortaklari Kollektif Sirketi**<br>Istanbul Turkey | **1 495**<br>1 037<br>2 845 | AB | **1977** Gemi-is Kolleketif Sirketi—Fener, Istanbul (22)<br>81,16 12,63 5,601<br>70,95 12,58 6,61<br>P 13,8 F 8,6 1 dk | **M General Cargo**<br>2 Ho each 24,7 ER<br>2 Ha (stl) (each 18,8 × 8,0) ER | MaK<br>Oil 4SA 8Cy. 320 × 450 dr geared<br>1 660bhp (1 221kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 88kW a.c. 1 × 40kW a.c. |
| **7741433**<br>*UNWL*<br>M-35521<br>Rt | **TURKMENISTAN**<br>**Vostokrybkholodflot**<br>(Kaliningrad) (U.S.S.R.) | **2 381**<br>1 080<br>1 880 | RS | **1979** Zelenodolsk Shipyard—Zelenodolsk<br>95,28 13,90 5,487<br>7,60<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>3 Ho ER<br>In.2 550<br>3 Ha (stl) (each 3,5 × 2,9) ER<br>Der 6(5) | Oil 4SA 6Cy. 525 × 720<br>............ |
| **6414978**<br>*UGXI*<br>M-21453<br>Df Esd Gc<br>Rdr Rt | **TURKMENNEFT**<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | **3 821**<br>2 002<br>4 719 | RS | **1963** "Georgi Dimitrov" Shipyard—Varna<br>123,50 16,01 4,401<br>115,02 15,96 5,52<br>1 dk | **TM Tanker**<br>Ice strengthened<br>15 Ta ER<br>L.(oil) 6 140 HeCls. BC | Russkiy<br>2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW)<br>Russkiy-Diesel Works<br>Fuel 93,5t (d.o.) 24,5t (hvf)-7,5pd |

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|---|---|---|---|---|---|
| **TURKU** | **2 723** | | **1966** Valmet Oy Pansion Tehdas—Turku/Abo (287) | **M General Cargo** | B&W 5-50VTBF-110 |
| | 1 302 | | | Ice strengthened | Oil 2SA 5Cy. 500 × 1100 |
| **Baltic Shipping Co.** | 3 930 | RS | 102,27 14,03 6,200 | 4 Ho 15,3 14,7 15,7 ER 19,1 | 2 900bhp (2 133kW) |
| (Sankt-Peterburg) (U.S.S.R.) | | | 93,00 14,00 6,89 | G.5 171 B.4 761 | Valmet Oy Rautpohjan Tehdas Jyvaskyla |
| | | | 1 dk | | Fuel 30,5t (d.o.) 254,0t (hvf)-10,0pd 13,5kn |
| | | | | 4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3) | |
| | | | | 8W Der 1(35) 8(5) | |
| **TURKUL** | T.Mk | | **1971** .............U.S.S.R. | **M Factory Fishing** | Skoda |
| | **2 581** | | 83,90 14,03 5,700 | Fish-factory Stern Trawler Ref | Oil 2SA 8Cy. 430 × 610 |
| **Dalryba** | 888 | RS | 78,03 13,97 10,04 | Ice strengthened | 2 000bhp (1 471kW) |
| (Korsakov) (U.S.S.R.) | 1 268 | | 2 dks | 3 Ho | CKD Praha Praha |
| | | | | G.314 In.1 765 | Gen 4 × 200kW 220V a.c. |
| | | | | 3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5) | Controllable pitch propeller |
| | | | | 4W Der 4(3) | 12,25kn |
| **TURMALIN** | *738* | | **1989** .............U.S.S.R. | **M Fishing** | S.K.L. 8NVD48A-2U |
| | *221* | | 53,75 10,71 4,361 | Stern Trawler Ref | Oil 4SA 8Cy. 320 × 480 |
| **Zapryba** | 332 | RS | 47,93 6,02 | | 1 318bhp (969kW) |
| (Kaliningrad) (U.S.S.R.) | | | 1 dk | | VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| | | | | | Gen 1 × 300kW a.c. 3 × 160kW a.c. |
| | | | | | Controllable pitch propeller |
| | | | | | 12,6kn |
| **TURMOIL** | *22 847* | | **1988** Hyundai Heavy Industries Co. Ltd.—Ulsan (497) | **M Tanker** | B&W 5S50MC |
| | *12 864* | | | COW IGS PL SBT | Oil 2SA 5Cy. 500 × 1910 |
| **Black Shipping Pte. Ltd.** | 39 872 | NV | 185,90 (BB) 27,46 12,121 | 8 Ta ER | 6 252kW (8 500bhp) |
| Wallem Shipmanagement Ltd. | T/cm | | 177,00 27,43 17,00 | L.(oil) 44 273 | Hyundai SB. & Heavy Industries Ulsan |
| Singapore Singapore | 44,8 | | 1 dk | 4 Cargo pumps total 4 000T/hr | Gen 3 × 500kW 450V 60Hz a.c. |
| SatCom: 1715573/TURM | | | Bow/CM 93 | | 14kn |
| **TURMOIL** | **217** | | **1972** Adelaide Ship Cons. (a Div. of Adelaide SS Ind. Pty Ltd)—Adl (70) | **M Tug** | MWM TD500-6 |
| | — | | | | Oil 4SA 6Cy. 360 × 450 |
| **Adelaide Steamship Industries Pty. Ltd.** | 178 | | 31,86 8,23 4,033 | | Motorenw. Mannheim A.G. (MWM) Mannheim |
| | | | 23,14 8,11 4,47 | | Gen 2 × 75kW 415V 50Hz a.c. |
| Ritch & Smith Pty. Ltd. | | | B 9,2 1 dk | | Controllable pitch propeller |
| *Port Adelaide, S.A.* Australia | | | rf 1143 BK | 1 Ha (w) (1,2 × 1,5) 2 Ha (stl) (0,4 × 0,5) (0,3 × 0,6) | Fuel 34,5t (d.o.) 13,75kn |
| **TUROSZOW** | **39 319** | | **1977** Mitsubishi Heavy Industries Ltd.—Kobe (1074) | **M Bulk Carrier** | Sulzer 7RND76 |
| | 25 132 | | | Ice strengthened | Oil 2SA 7Cy. 760 × 1550 |
| **Polish Steamship Co. (Polska Zegluga Morska)** | 71 411 | PR | 232,44 (BB) 32,24 13,871 | 7 Ho 21,2 25,2 25,2 25,2 25,2 25,2 25,2 ER | 14 000bhp (10 298kW) |
| | T/cm | | 220,00 32,20 19,11 | | Mitsubishi Heavy Industries Ltd. Kobe |
| Szczecin Poland | 67,9 | | 1 dk | G.81 248 HeCls. B | Gen 3 × 650kW 450V a.c. |
| | | | | 7 Ha (stl) (11,7 × 5,4) (16,2 16,2 16,2 16,2 16,2 16,2 × 7,2) ER | Fuel 264,0t (d.o.) 2 468,5t (hvf)-51,0pd 14,5kn |
| **TUROV** | *723* | | **1989** .............U.S.S.R. | **M Fishing** | S.K.L. 8NVD48A-2U |
| | *216* | | 54,84 10,16 4,141 | Stern Trawler Ref | Oil 4SA 8Cy. 320 × 480 |
| **Zapryba** | 414 | RS | 50,32 - 5,01 | | 1 158bhp (852kW) |
| (Klaypeda) (U.S.S.R.) | | | | In.412 | VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| | | | | | Gen 4 × 160kW a.c. |
| | | | | | Controllable pitch propeller |
| | | | | | 12kn |
| **TURPIAL** | **11 410** | ✠**100A1** SS 12/89 | **1970**-2 N.V. Boelwerf S.A.—Tamise/Temse (1451) | **M Tanker** | MAN |
| ex Stolt Norness-82 | 6 862 | oil & chemical tanker | | Oil Chemical | Oil 2SA 7Cy. 700 × 1200 |
| **Venezolana Transporte de Quimicos S.A.** | 18 130 | chemicals in Nos. 3, 4, 5, | 158,58 (BB) 22,15 9,472 | pt higher tensile steel DB DSS | 9 800bhp (7 208kW) |
| | T/cm | 6, 10, 11 & 12 (cr) tanks, | 155,25 21,80 12,20 | 16 Ta 20 Wing Ta ER | A.C.E.C. Gent/Gand |
| Carupano Venezuela | 30,0 | SG up to 1.8 (cc) | P 36,0 F 16,2 1 dk | L.21 482 HeCls. BC | 2 AuxB 8kgf/cm² (7,9bar) |
| SatCom: 1565113/TURP | | ✠**LMC** **UMS** | rf nil Bow/CM 70 Diam. 0,200 MH 0,6 | 36 Cargo pumps total 1 200T/hr | e(ex.g) 8kgf/cm² (7,9bar) |
| | | EL (w)D† /54,0U3 | | | Gen 3 × 508kW 450V 60Hz a.c. |
| | | FN 5279 | | | Controllable pitch propeller |
| | | | | | Thw. thrust propeller fwd |
| | | | | | Fuel 179,0t (d.o.) 1 325,0t (hvf)-36,5pd 15kn |
| **TURQUOISE BAY** | **1 101** | | **1973** Yarrows Ltd.—Victoria, B.C. (354) | **TM Tug** | General Motors 20-645-E7B |
| | 216 | | 47,25 14,48 7,317 | | 2 Vee Oil 2SA each 20Cy. 230 × 254 reverse reduction geared to sc. shafts |
| **Amerada Hess Shipping Corp.** | — | AB | 45,09 13,72 8,34 | | |
| Panama Panama | | | F 26,3 1 dk | | General Motors Corp. La Grange, Illinois |
| SatCom: 1330424/TREE | | | | | Gen 2 × 225kW |
| **TURQUOISE BLEU** | **30 705** | | **1976** Koyo Dockyard Co. Ltd.—Mihara (717) | **M Bulk Carrier** | B&W 7K74EF |
| ex Silver Merit-89 ex New Apollo-88 | 22 420 | | 223,00 (BB) 32,24 13,043 | | Oil 2SA 7Cy. 740 × 1600 |
| **Medscope Marine Ltd.** | 61 803 | NV (AB) (BV) | 213,01 32,21 17,91 | 6 Ho each 27,0 ER | 9 636kW (13 100bhp) |
| H. Glahr & Co. G.m.b.H. & Co. KG | | | F 16,8 1 dk | G.70 840 B.69 304 | Mitsui SB. & Eng. Co. Ltd. Tamano |
| Limassol Cyprus | | | rf nil | | Gen 2 × 650kW 440V 60Hz a.c. |
| | | | | 6 Ha (stl) (16,7 17,0 17,0 17,0 17,0 17,0 × 12,8) ER | 16,5kn |
| | | | | Cr 4(8) | |
| **TURRIS** | **597** | | **1982** .............U.S.S.R. | **M Fishing** | Oil |
| | 184 | | 55,53 11,09 4,950 | Tuna | |
| **Zapryba** | 526 | RS | - - 7,50 | Ice strengthened | ............. |
| (Kaliningrad) (U.S.S.R.) | | | 1 dk | | |
| **TURRITELLA** | *268* | | **1986** .............U.S.S.R. | **M Fishing** | S.K.L. 8VD36/24A-1 |
| | *80* | | 34,30 7,85 2,850 | Tuna Ref | Oil 4SA 8Cy. 240 × 360 |
| **Zapryba** | 97 | RS | 30,05 - 3,70 | Ice strengthened | 425kW (578bhp) |
| (Kaliningrad) (U.S.S.R.) | | | 1 dk | | VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| | | | | | Gen 1 × 150kW a.c. 1 × 100kW a.c. |
| | | | | | Controllable pitch propeller |
| **TURSO** | **295** | | **1950** Wartsila-Kon. Sandvikens Skepps. —Helsinki/Helsingfors | **TM Tug/ Icebreaker** | 2 Oil 2SA each 5Cy. 250 × 420 |
| | — | | | | |
| **O/Y Hangon Hinaus A/B** | — | | 36,07 9,35 3,658 | | Atlas-Diesel A/B Stockholm |
| Hanko/Hango Finland | | | 32,69 | | 5kn |
| **TURTLE** | **284** | | **1970** Kochiken Zosen—Kochi (395) | **M Fishing** | Hanshin |
| ex Hosei Maru No. 3-82 | 145 | | 8,11 3,150 | Side-fishing Ref | Oil 4SA 6Cy. 280 × 440 |
| **Litton Agro Marine Co. Ltd.** | — | | 42,02 8,08 3,48 | Mchy.aft | 950bhp (699kW) |
| | | | 1 dk | | Hanshin Nainenki Kogyo Kobe |
| | | | RW | | |
| **TUSA** | **16 169** | NV | **1977**-2 Sanoyasu Dockyard Co. Ltd.—Osaka (358) | **M Bulk Carrier** | B&W |
| ex Victus-88 ex Fort Victoria-86 | 11 331 | | | Str. heavy cargoes | Oil 2SA 7Cy. 670 × 1400 |
| **Tusa Shipping Corp.** | 28 317 | ✠Classed LR until 9/9/88 | 172,85 (BB) 25,46 10,408 | 5 Ho 24,3 24,7 24,7 24,7 24,0 ER | 13 100bhp (9 636kW) |
| Fairmont Shipping (H.K.) Ltd. | T/cm | | 163,00 25,40 14,41 | G.37 063 B.31 352 | Mitsui Eng. & SB. Co. Ltd. Tamano |
| Monrovia Liberia | 37,0 | | P 29,3 F 13,8 1 dk | | Gen 3 × 508kW 450V 60Hz a.c. |
| | | | rf nil | 5 Ha (stl) (14,0 16,0 16,0 16,0 16,0 × 10,9) ER | Fuel 234,5t (d.o.) 1 736,0t (hvf)-48,0pd 15,5kn |
| | | | | Cr 5(15) | |

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|---|---|---|---|---|---|---|
| **7229679**<br>*5BWR*<br>707585<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **TUSCAN STAR**<br>ex Flamingo Reefer-91 ex Horncliff-90<br>ex Flamingo Reefer-88<br>ex Bassro Nordic-88<br>ex Silver Reefer-88 ex Attica Reefer-85<br>ex Wild Cormorant-81<br>**Number Shipping Co. Ltd.**<br>International Reefer Services S.A.<br>Limassol Cyprus | T.Mk<br>**6 988**<br>3 692<br>9 315<br>T/cm<br>24,4 | ✠**100A1** SS 10/86<br>✠**LMC** **(UMS)**<br>✠**Lloyd's RMC**<br>EL C† 2⅜"U2<br>FN 4986 | **1973**-2 Luebecker Flender-Werke AG.—Luebeck (602)<br>154,46 (BB) 21,57 8,713<br>144,00 21,51 13,11<br>RFD 12,2 3 dks, 4th dk fwd of mchy. space<br>rf 203 | **M Refrigerated Cargo**<br>4 Side doors<br>4 Ho 22,3 22,4 ER 24,7 24,0<br>In.12 926<br>4 Ha (stl) (7,4 7,4 × 7,3) ER (7,4 7,4 × 7,3)<br>8W Der 8(5) | MAN<br>Oil 2SA 9Cy. 780 × 1550<br>17 100bhp (12 578kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar<br>Gen 4 × 650kW 450V 60Hz a.c.<br>Fuel 472,5t (d.o.) 1 745,0t (hvf) |
| **7026273**<br>*URGA*<br>M-25644<br>Df Esd Gc<br>Rdr Rt | **TUSHINO**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | **3 019**<br>1 412<br>4 230 | RS | **1970** Santierul Naval Galatz—Galatz<br>104,50 14,41 6,379<br>94,52 14,36 7,14<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 15,3 17,5 ER 16,6<br>B.5 273<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,4 × 9,5) ER (10,5 × 9,5)<br>8W Der 1(15) 8(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works<br>Fuel 92,5t (d.o.) 201,0t (hvf) |
| **8116453**<br>*VKET*<br>850473<br>Df Esd Gc<br>Rdr Rt | **TUSKER**<br>**Adelaide Steamship Industries Pty. Ltd.**<br>Ritch & Smith Pty. Ltd.<br>*Port Adelaide, S.A.* Australia | **426**<br>34<br>— | AB | **1983** Tamar SB. Pty. Ltd.—Launceston, Tas. (36)<br>32,31 10,90 4,809<br>32,01 10,61 5,36<br>F 13,5 1 dk<br>rf 229 | **TM Tug**<br>Fire-fighting | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340 with clu geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 125kW<br>2 Directional propellers |
| **5371284**<br>*VB4512*<br>178473<br>Df Esd Rdr<br>RTm/h/v | **TUSKER**<br>**Greater Sarnia Investment Corp.**<br>Sandrin Brothers Ltd.<br>Toronto, Ont. Canada | **396**<br>195<br>— | ✠**100A1** SS 6/88<br>tug<br>winters in the Great Lakes<br>✠**LMC**<br>EL (g)<br>FN 522 | **1958**-2 A. Hall & Co. Ltd.—Aberdeen (746)<br>39,63 10,22 4,109<br>36,58 9,76 4,50<br>1 dk<br>RW rf 610 BK 178 | **M Tug** | Polar<br>2 Oil 2SA each 8Cy. 250 × 420 with flu couplings & reverse reduction gears<br>British Polar Engines Ltd.<br>Gen 2 × 60kW 1 × 10kW 220V d.c.<br>Fuel (d.o.) |
| **7618428**<br>*YQGJ*<br>434<br>Df Esd Gc<br>Pfd Rdr Rt | **TUSNAD**<br>**Navrom Shipping Company**<br>Constantza Romania | **1 969**<br>1 110<br>2 400 | RNR | **1978** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin (31113)<br>88,30 5,301<br>80,24 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 18,3 18,3 ER<br>B.3 257<br>TEU 42<br>3 Ha (stl) (8,7 × 7,7) (12,8 12,8 × 10,2) ER<br>3W Der 3(5) | Sulzer<br>Oil 2SA 8Cy. 360 × 600<br>2 800bhp (2 060kW)<br>H. Cegielski<br>Gen 3 × 150kW 400V 50Hz a.c.<br>Fuel 172,5t (d.o.) |
| **7224708**<br>Rdr Rt | **TUSSOY**<br>**Companhia Nacional de Navegacao "Arca Verde"**<br>Sao Vicente Cape Verde Republic | **142**<br>45<br>— | | **1972** Sigbjorn Iversen M/V. Skips.—Flekkefjord (20)<br>25,38 7,47 —<br>23,75 7,17 2,49<br>1 dk | **M RoRo Cargo/Ferry** 60P<br>1 Ho 5,0 ER<br>1 Ha (stl) (2,9 × 1,9) ER | Deutz<br>Oil 4SA 8Cy. 135 × 160<br>360bhp (265kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 24kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7607364**<br>*LFOE*<br>19009<br>Rdr Rt | **TUSTNA**<br>**More og Romsdal Fylkesbatar**<br>Kristiansand Norway | **676**<br>285<br>150 | (NV) | **1977** Voldnes Skipsverft A/S—Fosnavaag (17)<br>56,32 2,998<br>51,01 11,63 4,20<br>1 dk<br>rf 1250 BK 132 | **M RoRo Cargo/Ferry** 399dk P<br>Cars 45 | MWM<br>Oil 4SA 6Cy. 360 × 450<br>1 800bhp (1 324kW) E made77 fitted<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 100kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **6421086**<br>*WNGW*<br>295172<br>Df Esd Gc<br>Pfd RdrRTm | **TUSTUMENA**<br>**State of Alaska (Department of Transportation)**<br>Juneau, Ak United States of America | **2 174**<br>898<br>— | AB | **1964** Christy Corp.—Sturgeon Bay, Wi (418)<br>89,87 18,50 4,382<br>81,08 17,99 6,56<br>1 dk & S dk | **TM Passenger/RoRo Cargo/Ferry** OSD 325P<br>Stern door & ramp (s)<br>L 6,63 W 3,35 SWL 30<br>len 69 Lane Length 289 Cargo Width 3,35<br>Clear height 4,20<br>1 Ho 49,9<br>1 Ha (stl) (4,4 × 6,7) | Fairbanks, Morse<br>2 Oil 2SA each 10Cy. 216 × 254 sr ge shafts<br>3 200bhp (2 354kW)<br>Fairbanks Morse & Co.<br>Gen 2 × 200kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 216,5t (hvf) |
| **5371296**<br>*EHNG*<br>1121 | **TUTE**<br>**Jose Cuenca Soto**<br>Huelva Spain | **161**<br>66<br>— | | **1953** Francisco Gonzalez—Vigo<br>*29,45* 6,46<br>... ... ... | **Wood S Fishing**<br>Side Trawler | T 3Cy. 432 321 & 352 x 591<br>............ |
| **5147358**<br>*OHMD*<br>Df Esd Gc<br>Rdr RTh/v | **TUTKA**<br>ex Helsinki-66<br>**Finnish Board of Navigation (Merenkulkuhallitus)**<br>Helsinki/ Helsingfors Finland | **410**<br>73<br>— | | **1960** Reposaaren Konepaja Oy—Reposaari (87)<br>37,37 9,02 3,201<br>32,49 9,00<br>2 dks | **M Research**<br>Survey | Alpha<br>Oil 2SA 5Cy. 290 × 490<br>600bhp (441kW)<br>Alpha-Diesel A/S<br>Gen 2 × 56kW 1 × 24kW 1 X 5<br>400V 50Hz a.c.<br>Fuel 51,0t (d.o.)-2,5pd |
| **9050694**<br>875911<br>Df Esd Gc<br>Rdr Rt | **TUTOLU**<br>**Government of New Zealand (Ministry of External Relations & Trade)**<br>Wellington New Zealand | **136**<br>102<br>20 | | **1991** McMullen & Wing Ltd.—Mount Wellington<br>... ... ...<br>17,91 8,01 2,63<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | Cummins<br>2 Oil<br>394bhp (290kW)<br>Cummins Engine Co. Inc. |
| **8306589**<br>*P3DI4*<br>P193<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TUTOVA**<br>Launched as Ritzberg<br>**Compania de Navigatie ROMLINE**<br>Limassol Cyprus | **10 243**<br>3 072<br>6 704 | RNR | **1984** VEB Mathias-Thesen-Werft—Wismar (153)<br>138,51 (BB) 21,01 7,232<br>123,02 20,50 14,61<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp Ice strengthened<br>Lane Length 1089<br>Mchy.aft<br>TEU 289 C. 289/20' (40') incl. 12 ref C. | S.K.L.<br>2 Vee Oil 4SA each 12Cy. 420 × 48 sc. shafts<br>14 410bhp (10 599kW)<br>VEB Maschinenbau Halberstadt<br>Gen 2 × 640kW 2 × 532kW 390V<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fw<br>Fuel 117,0t (d.o.) 1 070,0t (hvf)-36,5pd |
| **6417700**<br>*J8WO*<br>2457<br>Df Esd Gc<br>Rdr Rt | **TUTTI FRUTI I**<br>ex Komninos S-91 ex Nikolas-84<br>ex Andros-81 ex Zebras Fortune-79<br>ex Maria Dolores Tartiere-77<br>**Tutti Fruti Maritime Co. Ltd.**<br>D. Fragidis Chartering & Brokerage Ltd.<br>Kingstown St. Vincent and the Grenadines | **992**<br>536<br>—<br>**1 598**<br>1 099<br>2 850 | ✠**100A1** SS 5/89<br>✠**LMC**<br>EL q<br>FN 1439 | **1964**-12 Ast. de T. Ruiz de Velasco—Bilbao (88)<br>82,50 12,12 —/6,014<br>75,01 12,11 7,07<br>Ba 11,0 F 9,5 1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD/CSD<br>2 Ho 24,5 25,3 ER 2 TwD<br>G.3 705 B.3 258<br>2 Ha (stl) (each 20,8 × 8,0) ER<br>Der 2(-) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 850bhp (1 361kW)<br>Soc. Espanola de Const. Nav.<br>Gen 2 × 110kW 1 × 50kW 1 X 5<br>230V d.c.<br>Fuel 165,5t (d.o.) |
| **7039660**<br>*OGYI*<br>515<br>Rdr Rt | **TUURA**<br>**Oulun Kaupunki/Uleaborgs Stad**<br>Oulu/Uleaborg Finland | **364**<br>—<br>177 | GL | **1971** A/B Asi-Verken—Amal (94)<br>35,49 9,83 5,301<br>30,71 9,78 5,62<br>1 dk | **D-E Tug/ Icebreaker** | Wartsila<br>3 Oil 4SA each 8Cy. 240 × 310 driv each 136kW 380V a.c. connected t motors & geared to sc. shaft<br>Oy Wartsila Ab<br>Fuel 59,0t (d.o.)-10,5pd |
| **7222982**<br>*HQHV3*<br>Df Esd Gc<br>Rdr RTm/h/v | **TUVANA**<br>ex Levante-91 ex Tuvana-87<br>ex Tuvina-85 ex Tuvana-83<br>**M.V. "Tuvana"**<br>Varm-Dal Invest AB<br>Puerto Cortes Honduras | **1 419**<br>847<br>2 315 | GL<br>✠Classed LR until 1/11/85 | **1972**-9 Schps. "Hoogezand" J. Bodewes —Bergum (164)<br>78,01 11,97 4,922<br>71,53 11,85 5,90<br>P 15,9 F 9,8 1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho 25,2 23,3 ER<br>G.3 020 B.2 868<br>2 Ha (stl) (each 19,0 × 7,7) ER | Smit-Bolnes<br>Oil 2SA 8Cy. 300 × 550<br>1 920bhp (1 412kW)<br>N.V. Smit & Bolnes<br>Gen 2 × 88kW 380V 50Hz a.c.<br>Fuel (d.o.) |

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| **TUXA**<br>**Empresa Mocambicana de Pesca Ltda. (MOPESCA)**<br>Quelimane Mozambique | **120**<br>97<br>— | (GL) | **1974** Ind. e Comercio Ferjaro S.A.—Rio de Janeiro<br>... ... ...<br>20,40 6,05 3,38<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar D353SCAC<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TUXEDNI**<br>**Wards Cove Packing Co. Inc.**<br>Seattle, Wa United States of America | **188**<br>128<br>— | | **1968** Pacific Fishermen Inc.—Seattle, Wa.<br>*25,18* 7,93<br>3,08 | **M Fishing** | Oil<br>490bhp (360kW)<br>..............<br>Fuel (d.o.) |
| **TUXEDO PRINCESS**<br>ex Caledonian Princess-91<br>**Riverzest Ltd.**<br>Stranraer United Kingdom | **4 042**<br>1 769<br>630 | ✠Classed LR until 10/83 | **1961**-11 Wm. Denny & Bros. Ltd.—Dumbarton (1501)<br>107,60 17,43 3,658<br>101,05 16,77 5,34<br>B 54,9 2 dks, intermediate dk fwd, lower dk clear of mchy. space<br>rf 152 conv Passenger/RoRo Cargo/Ferry 83 | **TS Passenger/RoRo Cargo/Ferry**<br>Stationary Restaurant Ship<br>Stern door | 2 S Turb dr geared to sc. shafts<br>11 500shp (8 459kW) Pametrada<br>Wm. Denny & Bros. Ltd. Dumbarton<br>Gen 4 × 250kW 225V d.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 126,0t (o.f.) 19kn |
| **TUXPAN**<br>Launched as Cosamaloapan<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Alvarado Mexico | **121**<br>58<br>— | | **1964** N.V. Schpsb. v/h Th. J. Fikkers—Foxhol (103)<br>26,12 7,22<br>22,99 2,95 | **TM Fishing**<br>Side Trawler | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illinois |
| **TUXPAN**<br>**Jose Angel Ramirez**<br>Brownsville, Tx United States of America | **108**<br>70<br>— | | **1969** Atlantic Marine Inc.—Fort George Island, Fl<br>*20,55* 6,41<br>3,18 | **M Fishing** | Oil<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) |
| **TUZBURNU**<br>**Government of The Republic of Turkey (Turkiye Cumhuriyeti Devlet Demiryollari Genel Mudurlugu -Turkish State Railways)**<br>Istanbul Turkey | **108**<br>—<br>— | (GL) | **1961** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1079)<br>26,17 7,12<br>6,74 3,46<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 270 × 360 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 60kW 220V d.c.<br>Fuel (d.o.) |
| **TUZLA**<br>Launched as Spiegelberg<br>**Compania de Navigatie ROMLINE**<br>Limassol Cyprus | **10 243**<br>3 072<br>6 704 | RNR | **1985** VEB Mathias-Thesen-Werft—Wismar (154)<br>140,14 (BB) 21,01 6,451<br>123,04 20,50 14,61<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp Ice strengthened<br>Lane Length 1089<br>Mchy.aft<br>TEU 289 C. 289/20' (40') | S.K.L. 12VD48/42AL-1<br>2 Vee Oil 4SA each 12Cy. 420 × 480 sr geared to sc. shafts<br>14 410bhp (10 599kW)<br>VEB Maschinenbau Halberstadt Halberstadt<br>Gen 2 × 640kW 2 × 532kW 390V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 117,0t (d.o.) 1 070,0t (hvf)-36,5pd 14,5kn |
| **TUZLA**<br>**JADROLINIJA P.O.**<br>Rijeka Croatia | **347**<br>136<br>20 | JR<br>✠Classed LR until 5/58 | **1957**-4 Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (196)<br>44,71 8,21 2,814<br>41,56 8,17 3,61<br>F 8,6 1 dk<br>RW BK 152 | **TM Ferry/General Cargo** 450dk P<br>1 Ho<br>1 Ha (2,2 × 2,1)<br>1W Der 2(1) | Sulzer<br>2 Oil 2SA each 6Cy. 240 × 400<br>900bhp (662kW)<br>Sour "Jugoturbina" Karlovac<br>Gen 3 × 30kW 220V d.c.<br>Fuel 15,0t 13kn |
| **TUZLA**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **307**<br>77<br>100 | | **1989** Turkiye Gemi Sanayii A.S. Alaybey Tersanesi —Izmir (78)<br>-<br>47,37 8,97 2,53<br>1 dk. | **M Ferry** | Oil<br>.............. |
| **TUZLA**<br>ex R-4<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **238**<br>—<br>— | RNR | **1951** Baltic SB. & Eng. Works—Leningrad<br>32,59 7,65 3,699<br>3,79<br>1 dk<br>R | **S Tug** | T 3Cy. - - & - x -<br>U.S.S.R.<br>Gen 1 × 10kW 110V d.c.<br>Fuel 30,5t (o.f.) 10kn |
| **TV 3**<br>ex Rangoon-73<br>**Government of The Kingdom of Sweden (Svenska Staten Tullverket Kustbevakningen) (Swedish Coast Guard Service)**<br>Goteborg Sweden | **171**<br>79<br>146 | (BV) | **1966** VEB Rosslauer Schiffswerft—Rosslau<br>33,66 6,61 2,699<br>29,55 6,58 3,31<br>F 6,1 1 dk<br>rf 610 BK 152 conv Side Trawler Fishing 73 | **M Pollution Patrol Craft**<br>Mchy.aft | Polar<br>Oil 4SA 6Cy. 250 × 300<br>750bhp (552kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 1 × 28kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 19,5t (d.o.) 11kn |
| **TV 10**<br>**Government of The Kingdom of Sweden (Svenska Staten Tullverket Kustbevakningen) (Swedish Coast Guard Service)**<br>Djuron Sweden | **281**<br>—<br>244 | | **1985** Lunde Varv & Verkstads AB.—Ramvik (220)<br>37,34 8,89 3,560<br>30,92 8,55 4,60<br>1 dk | **TM Pollution & Surface Clearance Vessel** | Cummins<br>2 Vee Oil 4SA each 12Cy. 159 × 159 with clutches & sr geared to sc. shafts<br>2 000bhp (1 471kW)<br>Cummins Engine Co. Inc. Columbus, In<br>2 Directional propellers<br>Thw. thrust propeller fwd |
| **TV 45**<br>**Government of The Kingdom of Sweden (Svenska Staten Tullverket Kustbevakningen) (Swedish Coast Guard Service)**<br>Gavle Sweden | **150**<br>—<br>— | | **1980** Lunde Varv & Verkstads AB.—Ramvik (208)<br>28,91 6,81 2,601<br>6,51 3,76<br>1 dk | **TM Pollution & Surface Clearance Vessel** | Scania DSI1140M<br>2 Oil 4SA each 6Cy. 127 × 145 sr geared to sc. shafts<br>540bhp (397kW)<br>Saab-Scania Sodertalje<br>Gen 2 × 140kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 21,5t (d.o.)-2,5pd 10kn |
| **TV 46**<br>**Government of The Kingdom of Sweden (Svenska Staten Tullverket Kustbevakningen) (Swedish Coast Guard Service)**<br>Oxelosund Sweden | **150**<br>—<br>— | | **1980** Lunde Varv & Verkstads AB.—Ramvik (209)<br>28,91 6,81 2,601<br>6,51 3,76<br>1 dk | **TM Pollution & Surface Clearance Vessel** | Scania DSI1140M<br>2 Oil 4SA each 6Cy. 127 × 145 sr geared to sc. shafts<br>540bhp (397kW)<br>Saab-Scania Sodertalje<br>Gen 2 × 140kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 21,5t (d.o.)-2,5pd 10kn |
| **TV 47**<br>**Government of The Kingdom of Sweden (Svenska Staten Tullverket Kustbevakningen) (Swedish Coast Guard Service)**<br>Umea Sweden | **150**<br>—<br>— | | **1981** Lunde Varv & Verkstads AB.—Ramvik (213)<br>29,01 6,81 2,601<br>24,01 6,51 3,76<br>1 dk | **TM Pollution & Surface Clearance Vessel** | Scania DSI1140M<br>2 Oil 4SA each 6Cy. 127 × 145 sr geared to sc. shafts<br>540bhp (397kW)<br>Saab-Scania Sodertalje<br>Gen 2 × 140kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 21,5t (d.o.)-2,5pd 10kn |

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| **8101551**<br>*SKIU*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TV 48**<br>**Government of The Kingdom of Sweden (Svenska Staten Tullverket Kustbevakningen) (Swedish Coast Guard Service)**<br>Landskrona Sweden | **150**<br>—<br>— | | **1982** Lunde Varv & Verkstads AB.—Ramvik (214)<br>29,01 6,81 2,601<br>24,01 6,51 2,82<br>P 1,9 B 6,8 F 4,0 1 dk | **TM Pollution & Surface Clearance Vessel** | Scania<br>2 Oil 4SA each 6Cy. 127 × 145 sr gea<br>shafts<br>540bhp (397kW)<br>Saab-Scania<br>Gen 2 × 140kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 21,5t (d.o.)-2,5pd |
| **8101563**<br>*SKIV*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **TV 49**<br>**Government of The Kingdom of Sweden (Svenska Staten Tullverket Kustbevakningen) (Swedish Coast Guard Service)**<br>Slite Sweden | **150**<br>—<br>— | | **1982** Lunde Varv & Verkstads AB.—Ramvik (215)<br>29,01 6,81 2,601<br>24,01 6,51 2,82<br>P 1,9 B 6,8 F 4,0 1 dk | **TM Pollution & Surface Clearance Vessel** | Scania<br>2 Oil 4SA each 6Cy. 127 × 145 sr gea<br>shafts<br>540bhp (397kW)<br>Saab-Scania<br>Gen 2 × 140kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 21,5t (d.o.)-2,5pd |
| **8206765**<br>*SKIX*<br>Rdr Rt | **TV 50**<br>**Government of The Kingdom of Sweden (Svenska Staten Tullverket Kustbevakningen) (Swedish Coast Guard Service)**<br>Karlskrona Sweden | **250**<br>—<br>165 | | **1983** Lunde Varv & Verkstads AB.—Ramvik (216)<br>32,57 8,82 2,950<br>30,46 8,50 3,61<br>1 dk | **TM Pollution & Surface Clearance Vessel**<br>4 Ta 1 Ho ER<br>B.106 L.(oil) 163<br>1 Ha (stl) ER | Scania<br>2 Oil 4SA each 8Cy. 127 × 140 geared<br>shafts<br>764bhp (562kW)<br>Saab-Scania<br>Thw. thrust propeller fwd |
| **8206777**<br>*SKIY*<br>Rdr Rt | **TV 51**<br>**Government of The Kingdom of Sweden (Svenska Staten Tullverket Kustbevakningen) (Swedish Coast Guard Service)**<br>Ockero Sweden | **250**<br>—<br>165 | | **1983** Lunde Varv & Verkstads AB.—Ramvik (217)<br>32,57 8,82 2,950<br>30,46 8,50 3,61<br>1 dk | **TM Pollution & Surface Clearance Vessel**<br>4 Ta 1 Ho ER<br>B.106 L.(oil) 163<br>1 Ha (stl) ER | Scania<br>2 Oil 4SA each 8Cy. 127 × 140 geared<br>shafts<br>764bhp (562kW)<br>Saab-Scania<br>Thw. thrust propeller fwd |
| **7925285**<br>*SJTQ*<br>Df Esd Gc<br>Pfd Rdr Rt | **TV 171**<br>**Government of The Kingdom of Sweden (Svenska Staten Tullverket Kustbevakningen) (Swedish Coast Guard Service)**<br>Karlskrona Sweden | **250**<br>—<br>— | | **1980** Karlskronavarvet AB—Karlskrona (391)<br>43,92 2,201<br>40,01 8,51 4,42 | **Reinforced Plastic M Fishery Patrol Vessel** | Hedemora<br>2 Vee Oil 4SA each 16Cy. 185 × 210<br>3 310kW (4 500bhp)<br>AB Hedemora Verkstader<br>Thw. thrust propeller fwd |
| **7932006**<br>*SJTR*<br>Df Esd Gc<br>Pfd Rdr Rt | **TV 172**<br>**Government of The Kingdom of Sweden (Svenska Staten Tullverket Kustbevakningen) (Swedish Coast Guard Service)**<br>Nynashamn Sweden | **250**<br>—<br>— | | **1981** Karlskronavarvet AB—Karlskrona (394)<br>49,92 8,64 2,610<br>46,00 8,53 4,55<br>1 dk | **Reinforced Plastic TM Fishery Patrol Vessel** | Hedemora<br>2 Vee Oil 4SA each 16Cy. 185 × 210<br>sc. shafts<br>3 296kW (4 481bhp)<br>AB Hedemora Verkstader<br>Gen 2 × 170kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 73,0t (d.o.)-15,0pd |
| **5381344**<br>*SMZV*<br>Esd Pfd Rt | **TV 02 MAKLAPPEN**<br>ex Malo-71 ex Vingaskar-64<br>ex Donia-60<br>**Government of The Kingdom of Sweden (Svenska Staten Tullverket Kustbevakningen) (Swedish Coast Guard Service)**<br>Hollviksnas Sweden | **172**<br>113<br>240 | | **1938** Karlstads Varv A/B—Karlstad<br>33,56 7,27 3,201<br>7,22<br>1 dk<br>R | **M General Cargo**<br>G.340<br>2 Ha (each 5,4 × 3,5) ER<br>2W | Jonkopings<br>Oil 2SA 2Cy. 350 × 410<br>150bhp (110kW) NE 47<br>A/B Jonkopings Motfb.<br>Fuel (d.o.) |
| **9003287**<br>24169<br>Df Esd Gc<br>Rdr Rt | **TWAITE**<br>**Chemgas Intercoastal C.V.**<br>Gastankvaartmaatschappij Chemgas B.V. (Chemgas Intercoastal C.V.)<br>Rotterdam Netherlands | *1 997*<br>*599*<br>1 520 | BV | **1991** Scheepswerf "De Kaap"—Meppel (218)<br>105,57 3,040<br>102,09 11,93 6,08<br>1 dk | **TM Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (C.mn.stl) ind double-cyl horizontal ER<br>L.(gas) 2 560 | Stork<br>2 Oil 4SA each 8Cy. 210 × 300 with<br>couplings & sr reverse geared to sc<br>1 046kW (1 422bhp)<br>Stork-Wartsila Diesel B.V.<br>Gen 3 × 235kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd Tunnel thruster<br>Fuel 126,0t (d.o.) |
| **8224341**<br>*PIBL*<br>21138<br>SL 12<br>Rt | **TWEE GEBROEDERS**<br>ex Dirk Senior-90<br>**H. Brinkman & Zoon**<br>Stellendam Netherlands | *323*<br>—<br>— | | **1983** Scheepswerf Haak B.V.—Zaandam (962)<br>39,55 8,21 —<br>4,53<br>1 dk | **M Fishing**<br>Side-fishing Cutter | Kromhout<br>Oil 4SA 9Cy. 240 × 260<br>1 835bhp (1 350kW)<br>Stork-Werkspoor Diesel B.V. |
| **7365813**<br>Esd Pfd Rdr<br>Rt | **TWEE GEBROEDERS**<br>ex Willem en Klaas-79<br>Belgium | *220*<br>*66*<br>— | | **1974** Scheepswerf "Vooruit" C.V.—Zaandam (347 A)<br>33,30 7,19 —<br>30,36 7,17 3,81<br>1 dk<br>len 86 | **M Fishing**<br>Side-fishing | De Industrie<br>Oil<br>1 240bhp (912kW)<br>N.V. Motorenfabriek "De Industrie" |
| **8605387** | **TWEE GEBROEDERS**<br>**Hollestelle**<br>Yerseke Netherlands | **119**<br>—<br>— | | **1986** Scheepswerf "Vooruit" C.V.—Zaandam (374)<br>28,02 0,501<br>8,01 2,11<br>1 dk | **TM Fishing** | Cummins<br>2 Oil 4SA each 6Cy. 140 × 152 with<br>couplings & sr reverse geared to sc<br>550bhp (405kW)<br>Cummins Engine Co. Inc. |
| **5371416**<br>315788 | **TWEED**<br>**Furness Trinidad Ltd.**<br>Port of Spain Trinidad & Tobago | **170**<br>108<br>299 | | **1959** Rowhedge Ironworks Co. Ltd.—Rowhedge (880)<br>Re-erected **1959** Furness Eng. (Trinidad) Ltd.—Port of Spain<br>*34,29* 6,86<br>... ... ...<br>1 dk<br>rf nil | **M Tanker**<br>Water | Kelvin<br>Oil 4SA 6Cy. 152 × 229<br>132bhp (97kW)<br>Bergius Co. Ltd.<br>Fuel (d.o.) |
| **7825801**<br>*H8KP*<br>10126-80A<br>Df Esd Gc<br>Rdr Rt | **TWEED SETO**<br>**Tweed Navigation Co. Inc.**<br>Grinstead Shipping Co. Ltd.<br>Panama Panama | **10 312**<br>6 055<br>16 457<br>T/cm<br>33,4 | **✠100A1** SS 12/89<br>oil tanker<br>**✠LMC**<br>EL E† 577,5/56,0U3<br>FN 5459 | **1979**-12 Osaka Zosensho—Osaka (394)<br>159,52 (BB) 24,54 7,017<br>152,00 24,50 11,41<br>P 29,9 F 12,5 1 dk<br>rf 102 Bow/CM 74 Diam. 0,250 MH 1,2 | **M Tanker**<br>DB Bow loading<br>9 Ta ER<br>L.(oil) 21 237<br>3 Cargo pumps total 1 474T/hr | B&W<br>Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW)<br>Hitachi Zosen Hiroshima<br>AuxB (o.f.) 18kgf/$cm^2$ (17,7bar)<br>e(ex.g) 23kgf/$cm^2$ (22,6bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 137,5t (d.o.) 1 069,0t (hvf) |
| **8037619**<br>623419 | **TWEEDLES & DONNA**<br>ex Merrie Jo II<br>**Capt. Rose Inc.**<br>Beaufort-Morehead City, NC United States of America | **179**<br>122<br>— | | **1980** Harrison Boats Inc.—Arapahoe, NC<br>*25,70* 7,35<br>3,59<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>830bhp (611kW)<br>Caterpillar Tractor Co. |
| **5026932**<br>Df Esd Gc<br>Pfd Rdr Rt | **TWEIT II**<br>ex Khalil II-87 ex Kljafoss-80<br>ex Askja-76<br>**Abdul Razzak Kanafani**<br>Beirut Lebanon | **500**<br>247<br>1 077 | **✠100A1** SS 2/90<br>Str. nav. ice<br>**✠LMC**<br>EL I<br>FN 946 | **1957**-7 Solvesborgs Varv A/B—Solvesborg (47)<br>65,99 10,24 3,772<br>59,26 10,00 5,95<br>Ba 10,4 F 7,4 1 dk & S dk<br>RW rf 51 conv General Cargo 83 | **M Livestock Carrier** OSD<br>1 Ho ER<br>G.2 067 B.1 841<br>3 Ha (each 9,9 × 4,9) ER<br>6W Der 6(3) | Alpha<br>Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S<br>Fuel 97,5t (d.o.) |

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|---|---|---|---|---|---|
| **TWEIT III**<br>ex Raafat-88 ex Anne Christina<br>Beirut Lebanon | **727**<br>288<br>1 047 | BV HR | **1956** N.V. Scheeps. "Vooruitgang"—Foxhol (182)<br>74,83 10,52 3,871<br>67,80 10,22 6,20<br>P 6,1 F 6,4 1 dk & S dk<br>RW rf 203 | **M General Cargo** OSD<br>2 Ho 23,8 22,0 ER<br>G.2 316 B.2 127<br>2 Ha (each 15,6 × 4,9) ER<br>4W Der 4(5) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 40kW 1 × 20kW 110V d.c.<br>Fuel 135,0t (d.o.) 12kn |
| **TWEIT IV**<br>ex Al Khaled II-88 ex Fortuna 1-86<br>ex Fortuna-78<br>**Mustafa I. Antar & Khaled Mohamad A. Khaled**<br>Beirut Lebanon | **869**<br>508<br>1 443<br>**1 444**<br>1 025<br>2 345 | HR (GL) | **1966** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (453)<br>73,36 11,51 4,014/5,385<br>67,04 11,41 6,30<br>F 7,1 1 dk & S dk | **M General Cargo** OSD/CSD<br>2 Ho 11,5 16,9 ER<br>G.3 055 B.2 833<br>2 Ha (stl) (11,5 16,9 × 6,0) ER<br>Cr 1(5) 2(3) | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 140,0t (d.o.) 12,5kn |
| **TWELVE**<br>**Matteo, Cosimo & Vincenzo Asaro S.N.C.**<br>Mazara del Vallo Italy | *425*<br>*127*<br>187 | RI | **1989** Cant. Nav. M. Morini & C.—Ancona (233)<br>42,33 (BB) - 3,571<br>32,98 8,70 4,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref | MaK 6M332AK<br>Oil 4SA 6Cy. 240 × 330 with flexible couplings & sr geared to sc. shaft<br>1 000kW (1 360bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 324kW 380V 50Hz a.c. |
| **TWIELENFLETH**<br>**Government of The Federal Republic of Germany (Bundesminister fur Verkehr-WSV)**<br>Government of The Federal Republic of Germany (Wasser-und Schiffahrtsamt Hamburg)<br>Hamburg Federal Republic of Germany | **125**<br>77<br>175 | | **1971** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (184)<br>29,85 7,60 2,001<br>27,01 7,31 2,60<br>1 dk | **TM Tug** | Deutz<br>2 Vee Oil 4SA each 12Cy. 135 × 160<br>Kloeckner Humboldt Deutz West Germany<br>Gen 2 × 24kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 20,5t (d.o.) 10kn |
| **TWILIGHT**<br>ex Green Lake-77 ex Nasipit Maru-72<br>**Sea Service Navigation Corp. S.A.**<br>Panama Panama | **3 955**<br>2 191<br>6 173 | | **1956** Mitsubishi Zosen K.K.—Shimonoseki (508)<br>113,49 15,40 6,770<br>105,19 15,37 8,31<br>P 6,4 B 19,9 F 8,9 1 dk<br>RW | **M General Cargo**<br>4 Ho<br>G.8 410 B.7 834<br>4 Ha (8,8 13,5 14,2 13,5 × 6,0)<br>8W Der 4(10) 4(5) | MAN<br>Oil 2SA 6Cy. 520 × 900<br>2 400bhp (1 765kW)<br>Mitsubishi Nippon Heavy Ind. Yokohama<br>Gen 3 × 100kW 225V d.c.<br>Fuel 367,0t 11kn |
| **TWILIGHT**<br>**Rederij "Coudekercke" P.V.B.A.**<br>Oostende Belgium | *247*<br>*74*<br>— | | **1983** S.V. Scap—Oostende/Ostend<br>32,50 - —<br>- - -<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Bolnes<br>Oil<br>1 020bhp (750kW)<br>"Bolnes" Motorenfabriek B.V. Netherlands |
| **TWILIGHT**<br>**Trawler Ebb Tide Inc.**<br>Tampa, Fl United States of America | **103**<br>70<br>— | | **1980** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13 3,43<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | Cummins KT-1150-M<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **TWILIGHT '88**<br>**Sahlman Seafoods Inc.**<br>Miami, Fl United States of America | **107**<br>73<br>— | | **1988** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,86<br>19,75 6,70 3,23<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl | Cummins KT-19-M<br>Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **TWILIGHT III**<br>ex Hanny-86 ex Elisabeth-82<br>ex Deo Volente II-74<br>**W. Stevenson & Sons**<br>Penzance United Kingdom | **131**<br>44<br>— | | **1970** Holland Launch N.V.—Zaandam (439)<br>29,24<br>26,55 6,81 3,23 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Stork<br>Oil<br>705bhp (519kW) NE 77<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **TWILLINGATE**<br>ex Corncrake-67<br>**G.V.N. Corp.**<br>Panama Panama | **639**<br>237<br>810 | ✠Classed LR until 2/3/79 | **1946-5** Henry Robb Ltd.—Leith (351)<br>58,53 10,06 3,741<br>54,87 10,01 6,08<br>1 dk & S dk<br>RW rf 127 | **M General Cargo** OSD<br>2 Ho 16,4 13,4 ER<br>G.1 724 B.1 651<br>2 Ha (each 9,7 × 4,8) ER<br>4W Der 4(5) | MaK<br>Oil 4SA 6Cy. 385 × 580<br>750bhp (552kW) ✠ NE 1/52<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 50kW 1 × 12kW 220V d.c.<br>Fuel 25,5t (d.o.) 10,25kn |
| **TWIN**<br>ex Turkiye-91 ex Alkaid-88<br>ex Atlantis Solea-88 ex Atlantis Luck-86<br>ex Pangueon-83 ex Maria Rubicon-76<br>**Seacross Shipping S.A.**<br>Monrovia Liberia | *20 482*<br>*12 755*<br>34 574<br>T/cm<br>42,3 | NK | **1973** Onomichi Zosen K.K.—Onomichi (238)<br>179,91 (BB) 10,968<br>170,03 28,40 15,14<br>P 32,7 F 15,9 1 dk | **M Bulk Carrier**<br>5 Ho 20,3 27,3 26,9 26,9 24,6 ER<br>G.46 025 B.42 163 HeCls. ptB<br>5 Ha (stl) (14,0 × 10,5) (20,6 20,7 20,7 20,7 × 13,4) ER<br>Der 5(25) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>8 532kW (11 599bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 400kW a.c.<br>Fuel 198,0t (d.o.) 2 117,5t (hvf)-47,0pd 14,75kn |
| **TWIN DRILL**<br>ex Jaramac 57-84 ex Duplus-80<br>**Deep Sea International Inc.**<br>Panama Panama<br>See Register of Offshore Units | **750**<br>328<br>453 | AB (BV) | **1968** Boele's Schps. & Mchf. N.V.—Bolnes (1033)<br>41,00 (BB) 17,18 5,227<br>40,01 17,06 10,90<br>2 dks<br>rf nil | **TD-E Twin Hull Work Ship**<br>Diving Support<br>Mchy.aft<br>Cr 1(75) 1(20) | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146 total 2 318bhp (1 705kW) driving 2 gen. each 880kW 440V a.c. connected to 2 elec. motors each of 850shp (625kW) & sr geared to sc. shafts<br>E made72 fitted76<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 1 × 120kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Directional thrust propellers fwd , 2 aft<br>Fuel 160,0t (d.o.) 9kn |
| **TWINFLOWER**<br>ex Wide River-83<br>**Helmstar Shipping S.A.**<br>Panama Panama | *6 788*<br>*2 982*<br>9 120 | BV | **1983** Hakata Zosen K.K.—Hakata (280)<br>114,66 (BB) 18,24 7,670<br>105,52 18,20 12,50<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.15 760 B.14 630<br>2 Ha (stl) (each 29,4 × 11,2) ER<br>Cr 2(25) Der 2(15) | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>4 080bhp (3 001kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 280kW 440V 60Hz a.c.<br>14,5kn |
| **TWINKLE ACE**<br>**SKB Trading Panama Corp.**<br>Panama Panama | *5 506*<br>*2 273*<br>6 839 | NK | **1989** Iwagi Zosen K.K.—Iwagi (128)<br>97,13 (BB) 7,493<br>89,95 18,00 7,95 | **M General Cargo**<br>G.12 821 B.11 896<br>2 Ha (stl) (19,8 26,0 × 10,1) ER<br>Cr 4(25) | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>2 427kW (3 300bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 200kW a.c. |
| **TWINSISTER**<br>ex Wing Star-83<br>**Helmstar Shipping S.A.**<br>Panama Panama | *6 788*<br>*2 982*<br>9 120 | BV | **1983** Hakata Zosen K.K.—Hakata (281)<br>114,66 (BB) 18,24 7,670<br>105,52 18,20 12,50<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.15 760 B.14 630<br>2 Ha (stl) (each 29,4 × 11,2) ER<br>Cr 2(25) Der 2(15) | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>4 080bhp (3 001kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 280kW 440V 60Hz a.c.<br>14,5kn |

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| **7050509**<br>*WY5014*<br>516551 | **TWO BROTHERS**<br>ex F.P. Tower-76<br>**Vela Brothers Inc.**<br>Brownsville, Tx United States of America | **101**<br>60<br>— | | **1969** Atlantic Marine Inc.—Fort George Island, Fl<br>*20,21* 6,15<br>3,33 | **M Fishing** | Oil<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) |
| **8115485**<br>*VJPD*<br>396326<br>Df Esd Gc<br>Pfd Rdr Rt | **TWO FOLD BAY**<br>ex Pacific Dynasty<br>**N. J. & J. Love**<br>*Sydney, N.S.W.* Australia | **160**<br>82<br>— | | **1981** York Bros. (Trading) Pty. Ltd.—Woodburn, N.S.W. (46)<br>26,32 7,12 3,101<br>24,41 6,74 3,51 | **Aluminium Alloy M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>450bhp (331kW)<br>Caterpillar Tractor Co. |
| **7642895**<br>*WYN9816*<br>569879 | **TWO FRIENDS**<br>**Ferrara & Di Mercurio Inc.**<br>New Bedford, Ma United States of America | **147**<br>100<br>— | | **1975** Master Marine Inc.—Bayou la Batre, Al<br>*21,74* 6,76<br>3,46<br>1 dk | **M Fishing** | Oil<br>425bhp (313kW)<br>Fuel (d.o.) |
| **7100457**<br>*WX9060*<br>508928 | **TWO FRIENDS**<br>ex Chief Lookout-78<br>**Thach Cong Phan**<br>Corpus Christi, Tx United States of America | **101**<br>69<br>— | | **1967** Rockport Yacht & Supply Co.—Rockport, Tx<br>*21,37* 6,56<br>2,39 | **M Fishing** | Oil<br>380bhp (280kW)<br>............<br>Fuel (d.o.) |
| **7216347**<br>*HO5201*<br>10563-80A | **TWO KAYS**<br>ex Red River-84<br>**Kamiros Navigation**<br>Panama Panama | **254**<br>173<br>— | | **1967** Greenville SB. Corp.—Greenville, Ms<br>10,98 3,201<br>45,73 3,81<br>1 dk | **TM Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **5425671**<br>*HO3474*<br>14359-84<br>Df Esd Rdr<br>RTm/h | **TWO SISTERS**<br>ex Twee Gezusters-84<br>**C-Line Shipping Ltd.**<br>Panama Panama | T.Mk<br>**524**<br>279<br>1 125<br>**1 097**<br>597<br>— | HR<br>✠Classed LR until 1/2/89 | **1963**-6 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (768)<br>74,30 10,44 3,823/5,011<br>65,23 10,27 3,87<br>P 15,6 F 10,7 2 dks<br>RW rf 102 | **M General Cargo**<br>G.2 258 B.2 039<br>2 Ha (19,5 12,5 × 6,0) ER<br>6W Der 4(5) 2(3) | Brons<br>2P Vee Oil 2SA 16Cy. 220 × 380<br>919kW (1 249bhp)<br>Appingedammer Brons<br>Gen 1 × 8kW 220V d.c.<br>Fuel (d.o.) |
| **7223986**<br>*WYZ4266*<br>533063<br>Df Esd Gc<br>Rdr Rt | **TWO SONS**<br>ex Lady Jennifer-90 ex S Sue<br>**J. R. Corp.**<br>Boston, Ma United States of America | **135**<br>92<br>— | | **1971** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,84<br>3,38 | **M Fishing** | Oil<br>350bhp (257kW)<br>Fuel (d.o.) |
| **6708288**<br>317895<br>Esd Rt | **TWOFOLD BAY**<br>**Moana Fishing Ltd.**<br>Wellington New Zealand | **155**<br>116<br>71 | | **1966** Stannard Bros. Slipway & Eng. Pty. Ltd. —Sydney, N.S.W. (750)<br>22,86 6,18 2,617<br>20,12 5,94 2,97<br>1 dk | **M Fishing**<br>Side Trawler | General Motors<br>Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp.<br>Fuel (d.o.) |
| **7015822**<br>*EFFS*<br>2552<br>Df Esd Pfd<br>Rdr Rt | **TXANKA**<br>**Txanka S.A.**<br>Bilbao Spain | **219**<br>77<br>122 | BV | **1970** Ast. de Murueta S.A.—Guernica (102)<br>36,78 6,91 3,449<br>31,96 6,89 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Cons. Echevarria<br>Fuel 94,0t (d.o.) |
| **7362940**<br>*EGNN*<br>2276<br>Df Esd Gc<br>Rdr Rt | **TXINGURRI**<br>**Sanchez y Guzman S.A.**<br>Pasajes Spain | **249**<br>107<br>52 | BV | **1974** S.L. Ardeag—Bilbao (77)<br>34,27 6,99<br>30,51 6,89 3,89<br>i dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz<br>Fuel 84,5t (d.o.) |
| **7043960**<br>*EFWC*<br>2584<br>Df Esd Gc<br>Rdr RTv | **TXIRRINE**<br>ex Alcaravan-87<br>Launched as Alano<br>**Gipsa**<br>Bilbao Spain<br>SatCom: 1351544/EFWC | **586**<br>264<br>640 | BV | **1971** Maritima de Axpe S.A.—Bilbao (52)<br>47,50 4,700<br>42,70 10,41 5,21<br>1 dk | **M Fishing**<br>Side Trawler Tuna Ref | MWM<br>Oil 4SA 6Cy. 360 × 450<br>1 650bhp (1 214kW)<br>Naval-Stork-Werkspoor S.A.<br>Fuel 213,0t (d.o.) |
| **8900907**<br>*EA4299*<br>SS1-2445 | **TXOMIN-IMANOL**<br>**Xomin Urtiberea**<br>Pasajes Spain | **125**<br>—<br>99 | | **1989** Astilleros Antonio Ascorreta—Pasajes de San Pedro (104)<br>... ...<br>23,02 6,51 3,31 | **M Fishing**<br>Long-line Ref<br>In.207 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with flexible<br>couplings & sr geared to sc. shaft<br>287kW (390bhp)<br>Caterpillar Inc. |
| **7315478**<br>*EGDO*<br>2660<br>Df Esd Gc<br>Rdr RTv | **TXORI**<br>**Compania Internacional de Pesca y Derivados S.A. (INPESCA)**<br>Ondarroa Spain<br>SatCom: 1351577/TXRI | **857**<br>451<br>1 209 | BV | **1973** Maritima de Axpe S.A.—Bilbao (79)<br>54,49<br>47,02 11,71 5,62<br>2 dks | **M Fishing**<br>Side Trawler Ref | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300<br>2 250bhp (1 655kW)<br>Cons. Echevarria<br>Fuel 75,0t (d.o.) |
| **8208531**<br>*3FFC2*<br>14603-85<br>Df Esd Gc<br>Pfd Rdr RTv | **TXORI AUNDI**<br>**Inpesca Fishing Ltd.**<br>Panama Panama<br>SatCom: 1330451/AUND | *2 030*<br>*735*<br>1 826 | BV | **1984** Maritima de Axpe S.A.—Bilbao (159)<br>78,01 (BB) 5,901<br>67,01 13,61 8,77<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref | MaK<br>Oil 4SA 6Cy. 450 × 550 with flexible co<br>sr geared to sc. shaft<br>4 350bhp (3 200kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Directional thrust propellers fwd |
| **9006033**<br>*EHBX*<br>Df Esd Gc<br>Rdr RTv | **TXORI BERRI**<br>**Compania Internacional de Pesca y Derivados S.A. (INPESCA)**<br>Bermeo Spain<br>SatCom: 1351675/TXBE | **2 389**<br>—<br>2 100<br>T/cm<br>6,6 | BV (Class cont.) | **1991** S.A. Balenciaga—Zumaya (338)<br>81,00 6,601<br>69,02 14,41 7,01 | **M Fishing**<br>Side-fishing Tuna Purse Seiner Ref | MaK<br>Oil 4SA 6Cy. 240 × 330 with clutches,<br>couplings & sr geared to sc. shaft<br>3 310kW (4 500bhp)<br>Krupp MaK. Maschinebau G.m.b.H.<br>propeller fwd<br>propeller |
| **7410682**<br>*EGXU*<br>Df Esd Gc<br>Rdr RTv | **TXORI EDER**<br>**Placido Echevarria**<br>Bilbao Spain<br>SatCom: 1351251/EDER | **834**<br>435<br>1 200 | BV | **1976** Maritima de Axpe S.A.—Bilbao (95)<br>63,33 11,79 5,450<br>57,28 11,49 8,01<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | MWM<br>Oil 4SA 8Cy. 360 × 450 reduction gea<br>shaft<br>2 207kW (3 000bhp)<br>Fabrica de San Carlos S.A.<br>Gen 3 × 333kW 380V 50Hz a.c.<br>Fuel 413,5t (d.o.) |
| **7404360**<br>*EGUO*<br>1363<br>Df Esd Gc<br>Pfd Rdr Rt | **TXORI ERREKA**<br>**Pesquera Intxorta S.A.**<br>San Sebastian Spain | **288**<br>112<br>— | BV | **1975** S.A. Balenciaga—Zumaya (248)<br>41,43 7,93<br>34,80 7,88 3,84<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz |
| **7410670**<br>*EGWB*<br>2718<br>Df Esd Gc<br>Rdr RTv | **TXORI URDIN**<br>**Compania Internacional de Pesca y Derivados S.A.**<br>Bilbao Spain<br>SatCom: 1351267/URDI | **834**<br>436<br>1 300 | BV | **1976** Maritima de Axpe S.A.—Bilbao (81)<br>63,33 5,450<br>56,11 11,82 8,01<br>2 dks | **M Fishing**<br>Tuna Ref<br>Mchy.aft | MWM<br>Oil 4SA 8Cy. 360 × 450<br>2 207kW (3 000bhp)<br>Fabrica de San Carlos S.A.<br>Gen 3 × 1000kW 380V a.c.<br>Fuel 413,5t (d.o.) |
| **7817311**<br>*EHWQ*<br>Df Esd Gc<br>Pfd Rdr RTv | **TXORI ZURI**<br>ex Entremares Dos-84<br>**Compania Internacional de Pesca y Derivados S.A. (INPESCA)**<br>Bermeo Spain<br>SatCom: 1351102/ZURI | **1 333**<br>562<br>1 443 | BV | **1980** Ast. del Cadagua W. E. Gonzalez S.A. —Bilbao (113)<br>73,89 13,49 5,990<br>66,30 13,11 8,41<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 370 × 400 geared to sc.<br>4 400bhp (3 236kW)<br>Hijos de J. Barreras S.A.<br>Fuel 471,0t (d.o.) |

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|---|---|---|---|---|---|
| **TXORITXU**<br>ex Smit-Lloyd 43-89<br>ex Smit-Lloyd 45-86<br>**Impesca Fishing Ltd.**<br>Panama Panama | **743**<br>267<br>865 | (AB) | **1972** N.V. Schps. v/h H. H. Bodewes—Millingen<br>a/d Rijn (698)<br>53,14 12,30 4,439<br>49,31 12,02 4,96<br>F 14,4 1 dk<br>rf 229 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P | De Industrie<br>2 Oil 4SA each 8Cy. 305 × 460<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Gen 2 × 135kW 220V d.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 274,5t (d.o.) 13kn |
| **TXORITXU**<br>**Gijon Tasuna S.A.**<br>Bermeo Spain | **184**<br>69<br>— | | **1974** Ast. del Cadagua W. E. Gonzalez S.A.<br>—Bilbao (88)<br>32,19 7,40 3,353<br>27,51 7,37 3,76<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>750bhp (552kW)<br>..............<br>11,5kn |
| **TXTX STAR**<br>ex Noble Venturer-87 ex Corwin-86<br>ex Golden Venture-84 ex Afon Goch-80<br>ex Schelde-76<br>**TXTX Star Ltd.**<br>Georgetown Cayman Islands (British) | **298**<br>93<br>— | ✠CLASS WITRHDRAWN<br>27/9/89 | **1958**-9 J. & K. Smit's Scheeps.—Kinderdijk<br>(864)<br>44,63 9,48 3,912<br>40,01 9,11 4,40<br>B & F 22,9 1 dk<br>RW rf 787 | **D-E Tug** | Kromhout<br>3 Oil 4SA each 6Cy. 240 × 260 driving 3 gen. each 480kW 240V d.c. connected to 2 elec. motors & sr geared to sc. shaft<br>NE 12/67<br>Kromhout Motorenfabrik Amsterdam<br>Gen 3 × 54kW 220V d.c.<br>13kn |
| **TYCHO BRAHE**<br>**Long Haul Gas Carrier Ltd.**<br>Anglo-Eastern Ship Management Ltd.<br>Hong Kong Hong Kong (British) | *12 183*<br>*3 798*<br>16 225 | GL | **1982** Jos. L. Meyer—Papenburg (600)<br>159,00 21,34 9,821<br>149,16 21,30 14,13<br>F 16,5 1 dk | **M Tanker/Liquefied Gas Carrier**<br>Chemical LPG Pressurised Ref<br>Ice strengthened 2 Ta cyl horizontal on dk<br>1 Ta ind double-conical horizontal<br>Mchy.aft<br>3 Ta (stl) ind double-cyl horizontal<br>L.(gas) 15 105<br>8 Cargo pumps total 2 500T/hr | B&W 8L45GFCA<br>Oil 2SA 8Cy. 450 × 1200<br>7 890bhp (5 804kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 1100kW 440V 60Hz a.c.<br>14kn |
| **TYCHO BRAHE**<br>**Government of The Kingdom of Denmark (Danske Statsbaner)**<br>Helsingor Denmark | *10 845*<br>*3 253*<br>3 000 | NV (Class cont.) | **1991** Tangen Verft Kragero A/S—Kragero<br>((156))<br>111,00 - 5,500<br>94,83 27,60 7,75<br>1 dk | **TD-E RoRo Cargo/Ferry**<br>Rail Vehicles 1250dk P<br>Lane Length 535<br>Cars 238 | Wartsila 6R32E<br>2 Oil 4SA each 6Cy. 320 × 350 total 9 860kW (13 405bhp) driving gen. connected to 4 elec. motors each of 2 039shp (1 500kW)<br>Oy Wartsila Ab Finland<br>2 Controllable pitch propellers Rotatable azimuth directional thruster propeller<br>14,5kn |
| **TYCHOS**<br>ex Bear ex APC 89<br>**Frank F. Foti**<br>New Bedford, Ma United States of America | **163**<br>95<br>— | | **1942** Herreshoff Mfg. Co.—Bristol, Ri<br>*29,27* 6,46<br>3,26 | **Wood M Fishing** | Oil<br>400bhp (294kW)<br>National Supply Co. Cleveland, Oh<br>Fuel (d.o.) |
| **TYCHY**<br>**Polish Ocean Lines (Polskie Linie Oceaniczne)**<br>Gdansk Poland<br>SatCom: 1703117/SQPY | *15 652*<br>*4 624*<br>7 328 | PR | **1988** Stocznia im. "Komuny Paryskiej"—Gdynia<br>(B488/02)<br>147,48 - 6,801<br>135,12 23,51 14,91<br>2 dks | **TM RoRo Cargo**<br>6bth P<br>Stern door/ramp<br>TEU 400 C. 400/20' | Sulzer 6ZL40/48<br>2 Oil 4SA each 6Cy. 400 × 480 with flexible couplings & dr geared to sc. shafts<br>6 526bhp (4 800kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 1200kW 2 × 842kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 194,0t (d.o.) 1 481,0t (i.f.o.)-24,0pd 14,5kn |
| **TYEE**<br>ex Sandra Foss ex Tyee<br>**Donald J. House**<br>Wrangell, Ak United States of America | **100**<br>68<br>— | | **1925** E. B. McWhinney—Hoquiam, Wa<br>*23,50* 6,41<br>... ... ...<br>1 dk | **Wood M Tug** | Enterprise<br>Oil 4SA 8Cy. 305 × 406<br>NE 40<br>Enterprise Engine & Foundry Co. San Francisco, Ca |
| **TYGRYS**<br>**Szczecinska Stocznia Remontowa "Gryfia"**<br>Szczecin Poland | **119**<br>29<br>— | PR | **1966** Gdynska Stocznia Remontowa—Gdynia<br>(H800/247)<br>25,51 6,81 2,501<br>23,53 3,41<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 10kW 230V d.c.<br>10,5kn |
| **TYMLAT**<br>**Dalryba**<br>(Mago) (U.S.S.R.) | **2 833**<br>1 059<br>1 150 | RS | **1971** Baltiya Shipyard—Klaypeda<br>83,27 14,00 5,709<br>10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 255<br>3 Ha (2,5 1,9 × 2,5) (0,7 × 0,7)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| **TYMOVSK**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **3 019**<br>1 412<br>4 230 | RS | **1970** Santierul Naval Galatz—Galatz<br>104,50 14,41 6,370<br>94,52 14,36 7,14<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 15,3 17,5 ER 16,6<br>B.5 273<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,4 × 9,5) ER (10,5 × 9,5)<br>8W Der 1(15) 8(5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 92,5t (d.o.) 201,0t (hvf) 13,5kn |
| **TYMOVSK**<br>**Dalryba**<br>(Korsakov) (U.S.S.R.) | **2 690**<br>926<br>1 496 | RS | **1968** ..............U.S.S.R.<br>84,71 14,03 5,709<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 200V a.c.<br>Controllable pitch propeller<br>13kn |
| **TYNDA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1976** ..............U.S.S.R.<br>83,90 14,00 5,720<br>9,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.236 In.1 348 L.14<br>3 Ha (2,5 × 2,5) (2,0 2,0 × 2,0)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>CKD Praha Praha<br>Controllable pitch propeller<br>12,25kn |
| **TYNDARIS**<br>**Capieci S.p.A. Navigazione Rimorchiatori e Salvataggi**<br>Messina Italy | **198**<br>40<br>— | RI | **1972** Cant. Nav. M. & B. Benetti—Viareggio (98)<br>34,12 8,54 3,879<br>30,00 8,51 4,25<br>1 dk | **M Tug**<br>Salvage | MaK<br>Oil 4SA 9Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel |
| **TYNESIDER**<br>**Lawson-Batey Tugs Ltd.**<br>Newcastle - upon - Tyne United Kingdom | **150**<br>0<br>72 | ✠**100A1** SS 3/90<br>tug<br>near continental trading area<br>✠**LMC**<br>EL (A) 220,0/16,0U1<br>FN 271 | **1981**-3 R. Dunston (Hessle) Ltd.—Hessle (H930)<br>28,02 7,83 2,810<br>25,00 7,41 3,41<br>1 dk<br>rf 495 BK 152 | **M Tug** | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 40kW 440V 50Hz a.c.<br>11kn |
| **TYNNINGO**<br>**Waxholms Angfartygs A/B**<br>Vaxholm Sweden | **163**<br>59<br>35 | (NV) | **1964** A/B Broderna Larssons Varv—Kristinehamn<br>(410)<br>28,91 6,84 2,648<br>25,48 6,81 2,90<br>1 dk<br>rf 1600 BK 102 | **M Ferry**<br>231P<br>Ice strengthened | Alpha<br>Oil 2SA 7Cy. 240 × 400<br>560bhp (412kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 20kW 220V d.c.<br>Fuel 9,0t (d.o.)-2,0pd 12kn |

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| 7515365<br>*YJWY4*<br>283<br>Df Esd Gc<br>Pfd Rdr RTv | **TYPHOON**<br>**Wijsmuller Ship Management B.V.**<br>Port Vila Vanuatu<br>SatCom: 1576117/TYPH | **1 216**<br>68<br>1 165 | ✠**100A1** SS 12/90<br>tug<br>Ice Class 2<br>✠**LMC** **UMS**<br>EL (o) $1\frac{7}{16}$"U2<br>FN 876 | Cmd.**1976**-12 Cmpl.**1976**-9 Van der Giessen-de Noord B.V.—Alblasserdam (907)<br>48,11 (BB) 13,87 6,382<br>42,02 13,82 7,01<br>F 21,1 1 dk<br>rf nil | **TM Tug**<br>Anchor-handling<br>Cr 1(10) 1(4) | Werkspoor<br>2 Oil 4SA each 6Cy. 410 × 470<br>Stork-Werkspoor Diesel B.V.<br>TOH (o.f.) 36,7kgf/cm$^2$ (36,0bar)<br>TOH (o.f.) 36,7kgf/cm$^2$ (36,0bar)<br>Gen 2 × 370kW 3 × 185kW 450V 60<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (d.o.)-24,5pd |
| 7118909<br>*9H2792*<br>1973<br>Df Esd Gc<br>Rdr RTm/h/v | **TYPHOON**<br>ex Osa Tiger-88<br>**Typhoon Shipping Services Ltd.**<br>Laskaridis Shipping Co. Ltd.<br>Valletta Malta | **954**<br>443<br>1 190 | GL HR<br>✠Classed LR until 21/4/78 | **1972**-5 Vosper Thornycroft Uniteers (Pte.) Ltd. —Singapore (B.913)<br>56,47 13,39 3,899<br>51,87 13,11 4,58<br>F 24,1 1 dk<br>rf 127 | **TM Tug/Supply Ship**<br>Deck Cargo | Deutz<br>2 Vee Oil 4SA each 12Cy. 220 × 280<br>reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 180kW 1 × 96kW 440V 60<br>Thw. thrust propeller fwd |
| 7948366<br><br>612454 | **TYPHOON**<br>**Midnight Shrimp Inc.** | **103**<br>70<br>— | | **1979** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1 dk | **M Fishing**<br>Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| 7358420<br>*TFGA*<br>1421<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TYR**<br>**Government of The Republic of Iceland (Landhelgisgaesla - Coast Guard)**<br>Reykjavik Iceland | **923**<br>235<br>513 | ✠**100A1** SS 7/88<br>Ice Class 3<br>✠**LMC**<br>EL L $1\frac{1}{4}$"U2<br>FN 987 | **1975**-3 Aarhus Flydedock A/S—Aarhus (159)<br>70,90 10,11 4,865<br>62,01 10,01 5,90<br>B & F 39,7 1 dk, 2nd dk fwd of mchy. space<br>rf 1219 BK 178 | **TM**<br>Patrol Ship | MAN<br>2 Oil 4SA each 8Cy. 400 × 540<br>8 900bhp (6 546kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 196kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 228,5t (d.o.) |
| 5371791<br>*OIKX*<br>249<br>RdrRTm | **TYR**<br>ex Tyri-89 ex Tyr-80<br>**Alfons Hakans Oy Ab**<br>Turku/Abo Finland | **143**<br>39<br>— | ✠Classed LR until 6/2/81 | **1960**-1 A/B Asi-Verken—Amal (50)<br>25,02 7,88 3,801<br>22,81 7,65 4,22<br>RFD 4,9 1 dk | **M Tug/ Icebreaker** 35P<br>Ice strengthened | MaK<br>Oil 2SA 6Cy. 290 × 420<br>Maschinenbau Kiel A.G.<br>Gen 1 × 110kW 1 × 13kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 33,0t (d.o.) |
| 8108121<br>*OWLW*<br>D2762<br>Rt | **TYR**<br>**A/S Em. Z. Svitzer**<br>Kobenhavn Denmark | **127**<br>0<br>— | BV | **1981** Sakskobing Mask. og Skibsvaerft —Sakskobing (27)<br>26,32 7,50 2,950<br>22,81 7,41 3,61<br>1 dk | **M Tug**<br>Ice strengthened | Alpha<br>Vee Oil 4SA 8Cy. 225 × 300<br>B&W Alpha Diesel Div. of B&W Diesel A/S<br>Fre<br>Controllable pitch propeller<br>Fuel-2,5pd |
| 7639496<br>*9V3371*<br>383609<br>Gc Rdr Rt | **TYRIUS**<br>ex Star VI-89 ex Kakuhisa Maru-89<br>**Meridian Petroleum & Bunkering Services Pte.**<br>Singapore Singapore | **699**<br>506<br>1 806<br>T/cm<br>6,1 | NK | **1977** Ito Iron Works & SB. Co. Ltd.—Sasebo (203)<br>70,41 4,633<br>65,03 11,02 5,01<br>P 17,1 F 15,6 1 dk<br>Diam. 0,150 | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 214 HeCls. ptB<br>2 Cargo pumps total 1 000T/hr | Daihatsu<br>Oil 4SA 6Cy. 280 × 340 reverse reductio<br>to sc. shaft<br>1 103kW (1 500bhp)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 96kW a.c.<br>Fuel 9,0t (d.o.) 66,0t (hvf)-3,5pd |
| 6718427<br>*PIBQ*<br>14384<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **TYRO**<br>**Government of The Kingdom of The Netherlands (Stichting Onderzoek der Zee)**<br>'s Gravenhage Netherlands<br>SatCom: 1300516 | **1 304**<br>619<br>1 459 | BV | **1967** Van der Giessen-de Noord N.V.—Krimpen a/d Ijssel (857)<br>84,23 14,64 4,496<br>77,02 14,30 9,68<br>B 20,5 3 dks<br>rf.102 | **M Pallets Carrier** 12bth P<br>Ref<br>Side doors 2(s)<br>1 Ho 43,9 3 TwD 51,9 51,9 15,5<br>G.5 062 In.396<br>3 Ha (stl) (5,5 5,5 8,0 × 6,4) ER<br>Cr 1(15) 1(5) | MWM<br>2 Oil 4SA each 6Cy. 360 × 450 geared t<br>2 206kW (2 999bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 240kW 2 × 152kW 380V 50<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 164,5t (d.o.) |
| 6722765<br>*HAAO*<br><br>Df Esd Rdr<br>Rt | **TYRRHENIA**<br>ex Debrecen-87<br>Launched as Sagasund<br>**Hungarian Shipping Co. Ltd. (Magyar Hajozasi R.T.) (MAHART)**<br>Budapest Hungary | **1 199**<br>567<br>1 694 | RS | **1965** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (2045)<br>74,50 11,33 3,988<br>67,01 11,28 5,31<br>P 17,4 F 7,7 1 dk | **M General Cargo**<br>3 Ho 15,4 13,6 14,2 ER<br>3 Ha (stl) (each 8,6 × 5,6) ER<br>6W Der 1(10) 6(2,5) | Lang<br>Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar |
| 5371844<br>*ICTY*<br>128<br>Df Esd Gc<br>Rdr RTv | **TYRSUS**<br>**Government of the Republic of Italy (Ente Ferrovie dello Stato - Direzione Generale - Settore Autonomo Navigazione)**<br>Civitavecchia Italy | **4 447**<br>2 127<br>1 328 | RI | **1961** Cant. Nav. Riuniti—Palermo (221)<br>119,87 17,25 5,538<br>110,01 17,20 7,37<br>2 dks & S dk<br>RW rf 297 | **TM Passenger/RoRo Cargo/Ferry** OSD<br>Rail Vehicles 194bth 711dk P<br>Stern & side doors<br>Lane Length 316 Clear height 4,37<br>Cars 74 Rail Wagons 30 | Fiat<br>2 Oil 2SA each 6Cy. 600 × 800<br>8 000bhp (5 884kW)<br>S.A. Fiat S.G.M.<br>Gen 4 × 294kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 7718503<br>*SGWE*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **TYRUSLAND**<br>ex Jolly Ocra-85 ex Tyrusland-84<br>**Medro K/B**<br>Rederiaktiebolaget Transatlantic<br>Goteborg Sweden | **9 373**<br>3 221<br>12 007 | ✠**100A1** M 11/89-15mos<br>roll on—roll off cargo ship<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL (G†) 620,0/64,0U3<br>FN 6500 | **1978**-11 Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1182)<br>165,16 (BB) 25,94 8,000<br>155,00 25,52 16,41<br>F 31,4 2 dks<br>rf nil | **TM RoRo Cargo**<br>1 Ho 79,7 ER<br>B.22 300 L.8 110<br>TEU 800<br>C.Ho 128/20' C.RoRo Dk 356/20' C.Dk 316/20' incl. 60 ref C.<br>1 Ha (stl) (13,5s × 4,5) ER<br>Cr 1(25) | B&W<br>2 Oil 2SA each 12Cy. 450 × 1200<br>21 200bhp (15 594kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 4 × 760kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 298,0t (d.o.) 2 978,0t (hvf)-44,0pd |
| 7208778<br>*CXKQ*<br>111/80<br>Rdr Rt | **TYRVING**<br>**Belt S.A.**<br>Montevideo Uruguay | **114**<br>57<br>— | NV (RI) | **1972** Cant. Navali L. Rodriquez—Messina (153)<br>28,71 10,72<br>24,11 5,85<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>115dk P | Maybach<br>2 Vee Oil 4SA each 12Cy. 175 × 205<br>2 700bhp (1 986kW)<br>Union Friedrichshafen<br>Gen 1 × 20kW 220V 50Hz a.c.<br>Fuel 3,0t (d.o.) |
| 7534244 | **TYS**<br>**P.T. Tambang Timah (Persero)**<br>Jakarta Indonesia | **131**<br>125<br>— | KI | **1944** .............Canada<br>... ... ...<br>18,24 5,03 2,29<br>1 dk | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>General Motors Corp. |
| 7023104<br>*LMHD*<br>17439<br>Rdr Rt | **TYSNES**<br>**Hardanger Sunnhordlandske D/S**<br>Bergen Norway | **396**<br>153<br>— | | **1970** Haugesunds Slip A/S—Haugesund (13)<br>49,03 10,65 3,099<br>45,01 10,60 4,20<br>1 dk<br>rf 1499 BK 152 | **M RoRo Cargo/Ferry** 325dk P<br>Cars 40<br>Mchy.aft | Wichmann<br>Oil 2SA 5Cy. 280 × 420<br>750bhp (552kW)<br>A/S Wichmann<br>Gen 2 × 50kW 220V 50Hz a.c.<br>2 propellers aft, 1 fwd<br>Fuel (d.o.) |
| 8200709<br>*WMLG*<br>689193<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **TYSON LYKES**<br>ex Delaware Bay-90<br>ex American Ohio-87<br>**First American Bulk Carrier Corp.**<br>New York, NY United States of America<br>SatCom: 1500153/TYSO | *31 920*<br>*11 480*<br>36 003 | AB | **1985** Samsung Shipbuilding & Heavy Industries Co. Ltd.—Koje (1023)<br>206,03 (BB) 32,26 11,500<br>198,30 32,21 18,80<br>1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER 1 Cell. Ho<br>TEU 2411<br>C.Ho 1120/20' (40') C.Dk 1291/20' (40') incl. 308 ref C.<br>10 Ha (stl) ER 1 Ha (stl)<br>18 Wing Ha (stl) ER 2 Wing Ha (stl) | Sulzer<br>Oil 2SA 6Cy. 760 × 2200<br>19 740bhp (14 520kW)<br>Hyundai Engine Manufacturing Co. Ltd<br>Gen 3 × 1470kW a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| 7230202<br>*LJBF3*<br>N-00194<br>Df Esd Pfd<br>Rdr Rt | **TYSSO**<br>**P/R Frogner Shipping II ANS**<br>Paal Wilson Management A/S<br>Bergen Norway (NIS) | *1 106*<br>*590*<br>1 225 | NV | **1972** Orens M/V—Trondheim (56)<br>74,86 10,01 3,725<br>68,61 9,99 6,46<br>2 dks<br>rf nil len 79 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 606 B.2 358<br>1 Ha (stl) (42,1 × 6,0) ER<br>2W Der 2(2,5) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Mirrlees Blackstone (Stamford) Ltd<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 51,0t (d.o.)-3,5pd |

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|---|---|---|---|---|---|---|---|---|
| **TYTYAN SENTOSA**<br>ex Pulau Sentosa<br>**P.T. Tytyan Samodra Shipping Co.**<br>Samarinda Indonesia | **101**<br>—<br>— | KI | **1981**<br>21,85<br>20,00<br>1 dk | P.T. Tirta Kencana Overseas—Samarinda<br>-<br>6,40 | 2,400<br>3,17 | **TM Tug** | S.K.L.<br>2 Oil 4SA each 6Cy. 180 × 260<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 1 × 15kW 220V a.c. | 6NVD26A-3 |
| **TYTYAN 2**<br>**P.T. Tytyan Samodra Shipping Co.**<br>Jakarta Indonesia | **116**<br>36<br>— | KI | **1970**<br>25,61<br>1 dk | Chuan Hup Marine (Pte.) Ltd.—Singapore<br>6,41 | 2,90 | **M Tug** | Kanegafuchi<br>Vee Oil 4SA 12Cy. 275 × 410<br>E made57 fitted—<br>Kanegafuchi Japan | |
| **TYULEN-1**<br>**Kaspryba**<br>(Bautino) (U.S.S.R.) | **298**<br>70<br>112 | RS | **1981**<br>39,10<br>-<br>1 dk | ............U.S.S.R.<br>8,27<br>- | 2,650<br>3,60 | **M Fishing**<br>Suction<br>Ice strengthened | Oil<br>............ | |
| **TYULEN-2**<br>**Kaspryba**<br>(Bautino) (U.S.S.R.) | **298**<br>70<br>112 | RS | **1982**<br>*39,11*<br>1 dk | ............U.S.S.R.<br>8,28 | 2,650<br>3,61 | **M Fishing**<br>Suction<br>Ice strengthened | Oil<br>............ | |
| **TYULEN-3**<br>**Kaspryba**<br>(Bautino) (U.S.S.R.) | **298**<br>70<br>145 | RS | **1982**<br>*39,11*<br>1 dk | ............U.S.S.R.<br>8,28 | 2,650<br>3,61 | **M Fishing**<br>Suction<br>Ice strengthened | Oil<br>............ | |
| **TYULEN-4**<br>**Kaspryba**<br>(Makhachkala) (U.S.S.R.) | **298**<br>70<br>111 | RS | **1983**<br>39,10<br>1 dk | ............U.S.S.R.<br>8,28 | 2,850<br>3,61 | **M Fishing**<br>Suction<br>Ice strengthened | Oil<br>............ | |
| **TYULEN-5**<br>**Kaspryba**<br>(U.S.S.R.) | **298**<br>70<br>111 | RS | **1983**<br>39,10<br>1 dk | ............U.S.S.R.<br>8,28 | 2,850<br>3,61 | **M Fishing**<br>Suction<br>Ice strengthened | Oil<br>............ | |
| **TYULEN-6**<br>**Kaspryba**<br>(Makhachkala) (U.S.S.R.) | **340**<br>102<br>111 | RS | **1984**<br>39,10<br>1 dk | ............U.S.S.R.<br>8,28 | 2,850<br>3,61 | **M Fishing**<br>Suction<br>Ice strengthened | Oil<br>............ | |
| **TYULEN-8**<br>**Kaspryba**<br>(Makhachkala) (U.S.S.R.) | *340*<br>*102*<br>145 | RS | **1985**<br>39,10<br>34,45<br>1 dk | ............U.S.S.R.<br>8,27<br>- | 2,850<br>3,60 | **M Fishing**<br>Suction Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>425kW (578bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>10kn | 8NVD48A-2U |
| **TYULEN-9**<br>**Kaspryba**<br>(Bautino) (U.S.S.R.) | *340*<br>*102*<br>145 | RS | **1986**<br>39,10<br>34,45<br>1 dk | ............U.S.S.R.<br>8,27<br>- | 2,850<br>3,60 | **M Fishing**<br>Suction Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>425kW (578bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>10kn | 8VD36/24A-1U |
| **TYULEN-10**<br>**Kaspryba**<br>(Makhachkala) (U.S.S.R.) | *340*<br>*102*<br>145 | RS | **1988**<br>39,10<br>34,45<br>1 dk | ............U.S.S.R.<br>8,27<br>- | 2,850<br>3,60 | **M Fishing**<br>Suction Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>425kW (578bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>10kn | 8VD36/24A-1U |
| **TYULEN-11**<br>**Kaspryba**<br>(Bautino) (U.S.S.R.) | *340*<br>*102*<br>145 | RS | **1990**<br>39,12<br>34,47 | ............U.S.S.R.<br>8,27<br>- | 2,852<br>3,61 | **M Fishing**<br>Suction Ref<br>In.120 | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>577bhp (424kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 2 × 75kW a.c.<br>10kn | 8VD36/24A-1U |
| **TYULENOVO**<br>**Government of The People's Republic of Bulgaria (Direktzia Podarjane Chistotata na Chernomorskite Vodi)**<br>Varna Bulgaria | **263**<br>103<br>299 | BR | **1955**<br>40,42<br>1 dk | "Georgi Dimitrov" Shipyard—Varna<br>6,41 | 2,761<br>3,00 | **M Tanker**<br>Bunkering Vessel<br>2 Ta ER<br>L.(oil) 171 | MWM<br>Oil 4SA 6Cy. 180 × 250<br>200bhp (147kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 12kW 230V d.c. | |
| **TYULPAN**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *741*<br>*222*<br>332 | RS | **1990**<br>53,75<br>47,93<br>1 dk | ............U.S.S.R.<br>10,70<br>- | 4,401<br>6,00 | **M Fishing**<br>Stern Trawler Seiner Ref<br>In.218 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 318bhp (969kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 1 × 300kW a.c. 3 × 160kW a.c.<br>Controllable pitch propeller<br>12,6kn | 8NVD48A-2U |
| **TYUMEN**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 531**<br>2 380<br>6 132 | RS<br>RW | **1965**<br>123,83<br>114,99<br>1 dk | Stocznia Gdanska im. Lenina—Gdansk (B45/32)<br>16,74<br>16,69 | 7,020<br>8,44 | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 444 B.7 131<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(50) 1(15) 8(5) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 17kn | 5-62VT2BF-140 |
| **TYURI**<br>ex Sborshchik-389-87<br>**Tallinn Port Authority**<br>(Tallinn) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1987**<br>35,17<br>33,25<br>1 dk | ............U.S.S.R.<br>8,01<br>- | 3,120<br>3,60 | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>U.S.S.R. | 6CHNSP18/22 |
| **TYUTERS**<br>ex PTS-150B No. 3-64<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Sankt-Peterburg) (U.S.S.R.) | *100*<br>*40*<br>58 | RS | **1964**<br>27,14<br>24,57<br>1 dk | ............U.S.S.R.<br>5,65<br>- | 1,910<br>2,50 | **M Fishing**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>132kW (179bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>9kn | 6NVD26-2 |
| **TZINA**<br>ex Kometa I-M-81<br>**Nearchos Maritime Co.**<br>Piraeus Greece | **142**<br>93<br>— | AB | **1981**<br>35,21<br>30,00<br>1 dk | S. Ordzhonikidze Works—Poti (C709)<br>9,56<br>6,00 | 3,601<br>1,81 | **Aluminium Alloy TM Hydrofoil Ferry**<br>116dk P | 2 Vee Oil 4SA each 12Cy. 180 × 200 sr geared to sc. shafts<br>2 200bhp (1 618kW)<br>Zvyezda Works Leningrad<br>Gen 2 × 3kW<br>32kn | |
| **TZU CHIANG**<br>**Ming Sung Shipping Co.**<br>Shanghai China | **866**<br>347<br>660 | | **1944**<br>*59,90*<br>1 dk | — ..........<br>10,52<br>10,47 | | **TM General Cargo**<br>B.3 398 | Fairbanks, Morse<br>2 Oil 2SA each 10Cy. 205 × 255<br>Fairbanks Morse & Co. Beloit, Wi<br>13,5kn | |

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| **6825311**<br>*HP4995*<br>14234-PEXT<br>Rdr | **TZU HANG**<br>ex Wakasa Maru-88<br>ex Tatsumi Maru No. 8<br>**Wangco Line Inc.**<br>Panama Panama | **389**<br>190<br>706 | | **1968** K.K. Taihei Kogyo—Akitsu (220)<br>48,85 8,03 3,887<br>46,11 8,01 4,09<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.772 B.688<br>1 Ha (23,3 × 4,8) ER | Akasaka<br>Oil 4SA 6Cy. 510 × 840<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 1 × 32kW 1 × 16kW 225V a.c. |
| **5406182**<br>191087<br>Df Esd Rdr<br>Rt | **T4-161**<br>ex Korangi-75<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **854**<br>359<br>876 | **✠100A1** SS 9/90<br>oil tanker<br>Bangladesh coastal service<br>**✠LMC**<br>EL I 1 5/16"SQ<br>FN 835 | **1963**-8 Karachi Shipyard & Eng. Works Ltd. —Karachi (S51)<br>63,66 11,41 3,150<br>57,92 10,98 3,43<br>P 14,7 Trunk 34,5 F 5,5 1 dk<br>rf 102 | **TM Tanker**<br>Mchy.aft | Crossley<br>2 Oil 2SA each 4Cy. 266 × 342 with<br>couplings & sr reverse geared to<br>1 070bhp (787kW)<br>Crossley Bros. Ltd. |
| **6814867**<br>*S2WK*<br>317486<br>RTm/h | **T4-162**<br>ex Kalindi-75<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **925**<br>357<br>1 132 | **✠100A1** SS 1/89<br>oil tanker<br>Bangladesh coastal service<br>**✠LMC**<br>EL J 1"U2<br>FN 884 | **1968**-8 Jurong Shipbuilders Pte. Ltd.—Singapore (40)<br>65,41 10,93 3,518<br>59,01 10,90 4,07<br>P 16,8 Trunk 29,3 F 8,3 1 dk<br>rf 102 | **M Tanker**<br>6 Ta ER<br>L.(oil) 1 325 | Daihatsu<br>Oil 4SA 8Cy. 260 × 320 reverse reduc<br>to sc. shaft<br>930bhp (684kW)<br>Daihatsu Kogyo<br>Gen 2 × 120kW 445V 60Hz a.c.<br>Fuel 35,5t (hvf)-4,5pd |
| **6421127**<br>*S2ZQ*<br>191110 | **T4-164**<br>ex Teknaf-75 ex Y 64-64<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **627**<br>329<br>— | (AB)<br>CLASS WITHDRAWN<br>4/12/91 | **1944** Florida SB. Corp.—Ojus, Fl (2)<br>55,63 9,35 3,417<br>54,36 9,12 4,09<br>Ba 11,9 F 6,1 1 dk | **TM Tanker**<br>Mchy.aft | Cooper Bessemer<br>2 Oil 4SA each 6Cy. 229 × 267 sr gea<br>shafts<br>630bhp (463kW)<br>Cooper-Bessemer Corp. |
| **7234533**<br>317515<br>Rdr Rt | **T4-165**<br>ex T. 1049-75 ex Taiho Maru<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **398**<br>211<br>811 | NK | **1970** Kurushima Dockyard Co. Ltd.—Imabari (180)<br>52,41 8,03 3,810<br>47,02 8,01 4,02<br>P 11,3 F 5,5 1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 938 | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>552kW (750bhp)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.)<br>Gen 2 × 32kW<br>Fuel 38,5t-2,0pd |
| **7234557**<br>317517<br>Rdr | **T4-166**<br>ex T. 1050-75 ex Ise Maru<br>ex Jinyu Maru No. 11-72<br>ex Fukujin Maru-71<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **491**<br>271<br>910 | NK | **1965** Hakata Zosen K.K.—Hakata<br>53,37 8,79 4,077<br>48,49 8,77 4,40<br>P 12,2 F 5,5 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 157 | Nippon Hatsudoki<br>Oil 4SA 6Cy. 380 × 540<br>1 100bhp (809kW)<br>Nippon Hatsudoki<br>Fuel 42,5t-4,5pd |
| **7234545**<br>317516<br>Rdr Rt | **T4-167**<br>ex T. 1051-75 ex Chie Maru No. 1<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **651**<br>374<br>913 | NK | **1966** Kurinoura Dock K.K.—Yawatahama (41)<br>54,97 8,84 4,052<br>49,10 8,82 4,50<br>P 11,6 F 8,3 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 264 | Makita<br>Oil 4SA 6Cy. 360 × 520<br>1 100bhp (809kW)<br>Makita Tekkosho<br>Gen 1 × 10kW<br>Fuel 41,5t-3,0pd |
| **7235587**<br>317514<br>Rdr | **T4-168**<br>ex T. 1052-75 ex Rakusei Maru<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **500**<br>262<br>1 043 | NK | **1965** Sanuki Zosen Tekkosho K.K.—Takuma (187)<br>57,23 8,51 4,090<br>52,02 8,49 4,32<br>P 12,2 F 6,4 1 dk | **M Tanker**<br>Mchy.aft<br>3 Ta<br>L.(oil) 1 190 | Kinoshita<br>Oil 4SA 6Cy. 320 × 460<br>800bhp (588kW)<br>Kinoshita Tekkosho |
| **5413549**<br>317520<br>Pfd Rdr Rt | **T4-172**<br>ex T. 1056-75 ex Shoho Maru<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **1 343**<br>613<br>2 341 | NK | **1963** Setoda Zosensho Co. Ltd.—Setoda (128)<br>76,00 11,43 5,258<br>69,98 11,41 5,59<br>P 22,0 B 4,6 F 10,1 1 dk<br>rf 152 | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 241 | Fuji<br>Oil 4SA 6Cy. 400 × 580<br>1 350bhp (993kW)<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 30kW 115V d.c.<br>Fuel 34,0t (d.o.)-4,5pd |
| **7300679**<br>317521<br>Rdr | **T4-173**<br>ex T. 1057-75 ex Rakuyu Maru<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **575**<br>311<br>1 097 | NK | **1964** Sanuki Zosen Tekkosho K.K.—Takuma (160)<br>57,23 8,51 4,111<br>52,00 8,46 4,27<br>P 12,2 F 6,4 1 dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 158 | Hanshin<br>Oil 4SA 6Cy. 300 × 420<br>700bhp (515kW)<br>The Hanshin Diesel Works Ltd. |
| **7343530**<br>356490<br>Esd Rt | **T4-174**<br>ex T. 1058-75<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **883**<br>522<br>1 153 | ✠ | **1974** Khulna Shipyard—Khulna (334)<br>64,62 9,94 3,569<br>59,44 9,76 3,97<br>P 17,7 F 6,8 1 dk<br>rf nil | **TM Tanker**<br>8 Ta ER | Deutz<br>2 Oil 4SA each 6Cy. 320 × 450<br>960bhp (706kW) E made71 fitted73<br>Kloeckner Humboldt Deutz<br>Gen 2 × 158kW 440V 50Hz a.c. |
| **7424308**<br>Esd Rt | **T4-175**<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **880**<br>490<br>1 100 | | **1976** Khulna Shipyard—Khulna (428)<br>64,62 10,06 3,506<br>59,44 9,77 3,97<br>1 dk | **TM Tanker**<br>Mchy.aft | Deutz<br>2 Oil 4SA each 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Kloeckner Humboldt Deutz<br>Fuel 1 650,0t (hvf) |
| **7523714**<br>*LM8486*<br>Rt | **U. R. 111**<br>ex Maersk Barge 7-81<br>**A/S Uglands Rederi**<br>Ugland Offshore A/S<br>Grimstad Norway | **6 388**<br>4 865<br>11 284 | **✠100A1** SS 6/86<br>pontoon<br>EL R FSWR<br>FN 4150 | **1976**-3 Odense Staalskibsvaerft A/S—Lindo (504)<br>159,87 27,84 4,285<br>123,50 27,50 6,10<br>1 dk<br>rf nil | **Deck Cargo Pontoon** | |
| **7940467**<br>*WSX7108*<br>602309 | **U. S. DOMINATOR**<br>**U.S. Dominator Inc.**<br>Seattle, Wa United States of America | **199**<br>136<br>— | | **1979** Marine Ind. North West Inc.—Tacoma, Wa<br>*33,65* 9,68<br>3,28<br>1 dk | **M Fishing** | Alpha<br>Vee Oil 4SA 10Cy. 225 × 300<br>1 450bhp (1 067kW)<br>B&W Alpha Diesel Div. of B&W Die |
| **8519174**<br>*WTG8062*<br>921112<br>Esd Gc Pfd<br>Rdr RTv | **U. S. ENTERPRISE**<br>**U.S. Enterprise Inc.**<br>Seattle, Wa United States of America | **1 319**<br>897<br>— | (AB) | **1987** Halter Marine Inc.—Moss Point, Ms (1122)<br>68,31 4,236<br>63,71 12,81 4,88<br>1 dk | **TM Fishing**<br>Stern Trawler Processing Ref<br>In.1 359 | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 2<br>reduction geared to sc. shafts<br>3 900bhp (2 869kW)<br>General Motors Corp. Electro-Motive<br>Gen 2 × 250kW 480V 60Hz a.c.<br>Directional thrust propellers fwd<br>Fuel 489,5t (d.o.) |
| **7417458**<br>*WHNH*<br>601437<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **U. S. T. ATLANTIC**<br>**United States Trust Co. of New York, Trustee**<br>Interocean Management Corp.<br>New York, NY United States of America | **187 648**<br>171 126<br>404 531<br>T/cm<br>223,2 | AB | **1979** Newport News SB. & D.D. Co.—Newport News, Va (613)<br>362,14 22,810<br>348,40 69,50 28,96<br>1 dk<br>rf nil Bow/CM 184 Diam. 0,914 | **S Tanker**<br>IGS<br>27 Ta ER<br>HeCls. B<br>4 Cargo pumps total 27 600T/hr | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW)<br>General Electric Co.<br>Gen 1 × 2150kW a.c. 1 ×<br>Fuel-213,5pd |
| **7417460**<br>*WHNL*<br>613131<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **U. S. T. PACIFIC**<br>**United States Trust Co. of New York, Trustee**<br>Interocean Management Corp.<br>New York, NY United States of America<br>SatCom: 1507407/WNHL | **189 416**<br>171 126<br>404 531<br>T/cm<br>223,2 | AB | **1979** Newport News SB. & D.D. Co.—Newport News, Va (614)<br>362,14 22,810<br>348,40 69,50 28,96<br>1 dk<br>rf nil Bow/CM 184 Diam. 0,914 | **S Tanker**<br>IGS<br>27 Ta ER<br>HeCls. B<br>4 Cargo pumps total 27 600T/hr | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW)<br>General Electric Co.<br>Gen 1 × 2150kW a.c. 1 ×<br>Fuel-213,5pd |

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| **U. S. TRADER**<br>ex Eigigu-89 ex Booker Challenge-83<br>ex Sol Michel-79<br>ex Lloyd Copenhague-76<br>ex Sol Michel-72<br>**U.S. Trader Corp.**<br>Multifleet Marine Ltd.<br>Nassau Bahamas | T.Mk<br>**5 343**<br>3 279<br>8 410<br><br>**8 336**<br>5 176<br>10 700 | **100A1** SS 11/91<br>strengthened for heavy<br>cargoes<br>Ice Class 1A<br>**LMC**<br>EL Z 522,5/54,0U2<br>FN 4153<br>(NV) | **1972** VEB Schiffswerft "Neptun"—Rostock (371)<br>145,42 (BB) 19,46 7,786/8,903<br>135,26 19,41 11,31<br>P 30,8 F 13,5 2 dks<br>rf nil DK in way of Nos. 2 & 3 holds | **M General Cargo**<br><br>3 Ho ER<br>G.16 609 B.15 175<br>TEU 298 C. 298/20' (40')<br>5 Ha (stl) (14,0 × 11,5) (25,9p&s 25,9p&s × 7,6) ER<br>5W Der 5(30) | MAN K9Z60/105E<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>Halberstadt Halberstadt<br>AuxB (Comp) 8,1kgf/cm² (8,0bar)<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 223,5t (d.o.) 1 181,5t (hvf)-36,0pd 17kn |
| **UALA**<br><br>**Dalryba**<br>(Petropavlovsk - (U.S.S.R.)<br>Kamchatskiy) | **658**<br>244<br>296 | <br><br>RS | **1968** ............U.S.S.R.<br>54,23 9,38 3,591<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **UBALDINO**<br><br>**Industrias Pesqueras Ubaldino S.A.**<br>Vigo Spain | **386**<br>207<br>779 | <br><br>BV | **1965** Enrique Lorenzo y Cia. S.A.—Vigo (306)<br>*40,51* 7,85 3,760<br>40,49 7,80 4,17<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho ER<br><br><br>2 Ha (2,0 14,1 × 2,2) ER | MAN<br>Oil 4SA 9Cy. 300 × 450<br>1 070bhp (787kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 124,0t (d.o.) 11,75kn |
| **UBARANA**<br>ex Michael-82<br>ex Michael J. Goulandris-78<br>**Ubarana Shipping Co. Ltd.**<br>Valletta Malta | **24 069**<br>15 558<br>54 381<br>T/cm<br>59,6 | <br><br>AB | **1965** Uraga Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (854)<br>222,51 31,60 9,540<br>211,00 31,50 15,60<br>P 40,0 F 16,5 1 dk<br>RW rf nil Bow/CM 129 Diam. 0,406 | **M Tanker**<br>CBT Stern disch.<br>16 Ta ER<br>L.(oil) 52 851 HeCls. C<br>3 Cargo pumps total 5 040T/hr | Uraga<br>Oil 2SA 8Cy. 900 × 1550<br>19 000bhp (13 976kW)<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 1 × 580kW 2 × 460kW<br>Fuel 197,5t (d.o.) 2 814,0t (hvf)-59,0pd 16,2kn |
| **UBE MARU**<br>ex Awaji Maru-81<br>**Y.K. Toko Sangyo Kisen**<br>Hiroshima, Japan<br>Hiroshima Pref. | **198**<br>—<br>— | | **1972** Kanagawa Zosen—Kobe (122)<br>*30,03* 8,23 2,299<br>29,49 8,21 3,41<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| **UBERTY**<br>ex Van Star-77<br>**Bluesky Shipping Corp.**<br>Majuro Marshall Islands | *14 417*<br>*8 065*<br>21 496 | **✠100A1** SS 10/87<br><br>**✠LMC**<br>EL F† $2\frac{5}{8}$"U2<br>FN 5677 | **1977**-10 Mitsubishi Heavy Industries Ltd.—Kobe (1051)<br>164,12 (BB) 22,92 10,402<br>154,01 22,86 14,00<br>P 34,2 Ba 14,7 2 dks<br>rf 102 | **M General Cargo**<br><br>4 Ho 18,9 30,1 28,8 31,2 4 TwD<br>G.28 153 B.26 725<br>TEU 352<br>C.Ho 210/20' (40') C.Dk 142/20' (40')<br>7 Ha (stl) (13,3 × 8,9) (20,0p&s 20,0p&s 20,0p&s × 6,7) ER<br>5W Cr 2(22) Der 1(80) 2(22) 2(15) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 181,0t (d.o.) 1 287,0t (hvf) 15,25kn |
| **UBEZHDENNYY**<br><br>**Pacific Ocean Department of Fish Searching & Research Fleet**<br>(Vladivostok) (U.S.S.R.) | **193**<br>58<br>35 | <br><br>RS | **1983** ............U.S.S.R.<br>30,00 7,00 2,620<br>- 3,65<br>1 dk | **M Research** | Oil<br><br>............ |
| **UBULU UKWU**<br><br>**Federal Military Government of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **90**<br>—<br>— | **✠100A1** SS 12/90<br>Nigerian coasting service<br>**LMC**<br>EL (A) 165,0/13,0U1<br>FN 107 | **1978**-5 Akerboom Bros. Shipyard Ltd.—Leiden (519)<br>18,22 4,60 1,750<br>15,22 4,36 2,62<br>1 dk<br>rf - | **TM Pilot Cutter** | General Motors 8V-71-N<br>2 Vee Oil 2SA each 8Cy. 108 × 127 reverse reduction geared to sc. shafts<br>476bhp (350kW)<br>General Motors Ltd. Wellingborough<br>Gen 1 × 2kW 2 × 1,5kW 24V d.c. |
| **UCANCA**<br>ex River Lee-83 ex Chartsman-76<br>**Inter Latex Compania Naviera S.A.**<br>Panama Panama | **705**<br>367<br>1 191 | **✠100A1** SS 7/88<br>oil tanker<br>**✠LMC**<br>EL J $1\frac{3}{16}$"U1<br>FN 789 | **1967**-5 Drypool Eng. & D.D. Co. Ltd.—Hull (21)<br>61,88 9,40 3,906<br>58,12 9,30 4,27<br>P 15,0 Trunk 33,9 F 9,2 1 dk<br>rf 76 | **M Tanker**<br><br>10 Ta ER<br>L.(oil) 1 493 HeCls. C | Brons<br>Vee Oil 2SA 12Cy. 220 × 380<br>950bhp (699kW)<br>Drypool Eng. & D.D. Co. Ltd. Hull<br>Gen 1 × 60kW 2 × 35kW 220V d.c.<br>Fuel 50,0t (d.o.)-3,0pd 10kn |
| **UCAYALI 1**<br>ex Lia-79<br>**Chavin SCR Ltda.**<br>Pisco Peru | **158**<br>69<br>— | | **1967** Ast. Picsa S.A.—Callao<br>*24,51* 6,71<br>3,46<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **UCAYALI 2**<br>ex Pegaso III-79<br>**Nor Chiclayo SCR Ltda.**<br>Callao Peru | **158**<br>69<br>— | | **1966** Ast. Picsa S.A.—Callao<br>*24,48* 6,10<br>3,28<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>330bhp (243kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **UCAYALI 3**<br>ex Fernandito-79<br>**Pesquera Las Ardenas SCR Ltda.**<br>Chimbote Peru | **120**<br>—<br>— | <br><br>✠Classed LR until 9/67 | **1966**-1 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (308)<br>25,20 7,14<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **UCAYALI 4**<br>ex Nicky T-79<br>**Pesquera San Blas S.A.**<br>Casma Peru | **120**<br>—<br>— | <br><br>✠Classed LR until 12/67 | **1966**-9 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (319)<br>25,20 7,14 2,693<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>Box K | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **UCAYALI 5**<br>ex Richard T-79<br>**Pesquera Ucayali Cinco SCR Ltda.**<br>Casma Peru | **120**<br>—<br>— | <br><br>✠Classed LR until 12/67 | **1966**-10 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (328)<br>25,20 7,14 2,693<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **UCAYALI 6**<br>ex Michele T-79<br>**Pesquera San Blas S.A.**<br>Casma Peru | **120**<br>—<br>— | <br><br>✠Classed LR until 12/67 | **1966**-11 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (326)<br>25,20 7,14 2,693<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **UCAYALI 7**<br>ex Petsa 9-79<br>**Pesquera Cristo Moreno SCR Ltda.**<br>Supe Peru | **158**<br>69<br>— | | **1965** Ast. Picsa S.A.—Callao<br>*24,60* 6,71<br>3,46<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>330bhp (243kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **UCAYALI 8**<br>ex PH 18-76<br>**Tambo Mar No. 2 SCR Ltda.**<br>Chimbote Peru | **158**<br>69<br>— | <br><br>(GL) | **1966** Ast. Picsa S.A.—Callao (164)<br>6,71<br>22,61 3,28<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>330bhp (243kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **UCAYALI 9**<br>ex PA 2-76<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Callao Peru | **158**<br>69<br>— | <br><br>(GL) | **1966** Ast. Picsa S.A.—Callao<br>*24,51* 6,71<br>3,46<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **UCAYALI 10**<br>ex Petsa 7-79<br>**Proa Al Mar SCR Ltda.**<br>Supe Peru | **158**<br>69<br>— | | **1965** Ast. Picsa S.A.—Callao<br>*24,60* 6,71<br>3,46<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>330bhp (243kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **7127754**<br>*EWHE*<br>M-14578<br>Rt | **UCHASTLIVYY**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **169**<br>40<br>112 | RS | **1971** .............U.S.S.R.<br>33,91 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.114<br>1 Ha (stl) (1,6 × 1,3)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **6815988**<br>*LW4223*<br>Df Esd Gc<br>Rdr Rt | **UCHI**<br>ex Bueno Gonzalez-75<br>**Pesquera Mayorazgo, S.A.M.C.I.**<br>Buenos Aires Argentina | **700**<br>311<br>353 | ✠Classed LR until 25/8/82 | **1968**-12 Ast. Luzuriaga S.A.—Pasajes (107)<br>53,80 10,55 4,700<br>46,00 10,41 7,12<br>2 dks<br>rf 711 Box K 406 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.530 | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 550bhp (1 140kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 2 × 300kW 1 × 150kW 380V |
| **7436648**<br>*ELBU9*<br>7173<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **UCHOA**<br>ex Bebedouro-85 ex Oak-79<br>ex Bow Oak-78<br>**Overseas Navigation Ltd.**<br>Orient Ship Management Ltd.<br>Monrovia Liberia<br>SatCom: 1242764/BEBE | **4 853**<br>3 495<br>7 310 | AB (NV) | **1974** Santierul Naval Galatz—Galatz (640)<br>105,97 18,04 8,240<br>97,01 18,01 10,37<br>P 19,6 F 11,0 1 dk<br>rf nil conv Ref General Cargo 82 | **M Refrigerated Cargo Fruit Juice Carrier**<br>Ice strengthened<br>2 Ho 12 Wing Ta ER<br>In.5 131<br>2 Ha (stl) ER<br>Der 2(22) 2(12) | MWM<br>2 Oil 4SA each 6Cy. 360 × 450 sr<br>shafts<br>4 500bhp (3 310kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 500kW 3 × 136kW 380V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **7901356**<br>*5ZWH*<br>10061<br>Df Esd Gc<br>Pfd Rdr Rt | **UCHUMI**<br>**Kenya Fishing Industries Co. Ltd.**<br>Mombasa Kenya | **275**<br>131<br>273 | (NK) | **1980** Dong Hae SB. Co. Ltd.—Ulsan (7922)<br>44,51 8,03 3,096<br>38,51 8,01 3,20<br>P 20,8 F 5,2 1 dk | **M Fishing**<br>Tuna Long-line<br>Mchy.aft<br>In.262 | Makita<br>Oil 4SA 6Cy. 240 × 410<br>750bhp (552kW)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 80kW |
| **7035834**<br>*ESDH*<br>M-6167<br>Df Esd Rdr Rt | **UCHYONYY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **662**<br>247<br>306 | (RS) | **1968** .............U.S.S.R.<br>54,26 9,38 3,699<br>49,99 9,30 4,75<br>1 dk | **M Research/Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **7710769**<br>*C6KL4*<br>720476<br>Df Esd Gc<br>Rdr RTh/v<br>SatNav | **UCKA**<br>**United Shipping Services Three Inc.**<br>V. Ships (UK) Ltd.<br>Nassau Bahamas | **11 155**<br>6 146<br>15 884 | ✠**100A1** SS 9/89<br>✠**LMC** **UMS**<br>EL E† 577,5/56,0U3(a)<br>FN 4941<br>JR | **1979**-10 R.O. Brodogradiliste "Uljanik"—Pula (318)<br>152,51 (BB) 22,66 9,611<br>144,00 22,60 11,71<br>P 33,0 F 13,2 2 dks<br>rf nil DK in way of holds | **M General Cargo**<br>5 Ho 14,4 17,6 25,6 25,6 17,6 ER<br>5 TwD<br>G.21 512 B.20 431<br>TEU 412<br>C.Ho 289/20'(40') C.Dk 123/20'(40')<br>incl. 12 ref C.<br>8 Ha (stl) (7,1 × 8,0) (12,8 × 10,3)<br>(19,2p&s 19,2p&s 12,8p&s × 8,0) ER<br>1W Cr 4(20) Der 1(5) | B&W<br>Oil 2SA 5Cy. 670 × 1700<br>9 400bhp (6 914kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>AuxB 7,5kgf/cm$^2$ (7,4bar)<br>e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 568kW 450V 60Hz a.c.<br>Fuel 246,0t (d.o.) 1 209,5t (hvf)-33,0pd |
| **5075878**<br><br>A1985<br>Rt | **UCO I**<br>ex Clee Ness-88<br>**Uco Marine Contracting**<br>Bahrain Bahrain | **1 436**<br>729<br>1 712 | ✠Classed LR until 1/63 | **1962**-2 Fleming & Ferguson Ltd.—Paisley (797)<br>68,26 13,90<br>64,62 13,42 5,72<br>1 dk<br>RW rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single centre arm Dredging depth 14,0<br>Mchy.aft<br>Hopper 1 200<br>1 sandpump | Ruston<br>2 Oil 4SA each 5Cy. 260 × 368 with<br>couplings & sr reverse geared to<br>1 130bhp (831kW)<br>Ruston & Hornsby Ltd.<br>Gen 3 × 60kW 220V d.c. |
| **7730874**<br>*A9D2073*<br><br>Esd Rdr Rt | **UCO III**<br>**Uco Marine Contracting**<br>Bahrain Bahrain | **176**<br>31<br>— | BV (AB) | **1976** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS361)<br>25,91 3,542<br>24,39 7,62 3,81<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 20<br>reduction geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 40kW |
| **7856240**<br>*A9D2052*<br>A1462<br>Gc Rdr Rt | **UCO VII**<br>ex Fuji Maru No. 2-80<br>**Uco Marine Contracting**<br>Bahrain Bahrain | **197**<br>65<br>383 | BV (NK) | **1972** Iguchi Zosen Y.K.—Innoshima (302)<br>29,01 3,025<br>27,67 8,40 3,81<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 240 × 290<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 24kW |
| **7121114**<br>*A9D2069*<br>A1476<br>Df Esd Gc<br>Rdr Rt | **UCO XI**<br>ex Southern Cross-80<br>Launched as Cruzeiro de Sul<br>**Uco Marine Contracting**<br>Bahrain Bahrain | **290**<br>197<br>— | BV (AB) | **1972** Corpus Christi Marine Service—Corpus Christi, Tx (113)<br>51,82 4,007<br>46,61 11,59 4,58<br>F 16,5 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 14<br>reduction geared to sc. shafts<br>2 560bhp (1 883kW)<br>General Motors Corp.<br>Gen 2 × 100kW<br>Thw. thrust propeller fwd<br>Fuel 310,0t |
| **7048116**<br>*A9D2107*<br>A1475<br>Df Esd Gc<br>Pfd Rdr Rt | **UCO XII**<br>ex Sirius-80 ex Robray Second-75<br>ex Aquarius<br>**Uco Marine Contracting**<br>Bahrain Bahrain | **251**<br>171<br>846 | BV (AB) | **1969** Mangone SB. Corp.—Houston, Tx (90)<br>50,02 10,98 3,709<br>47,71 10,96 4,58<br>F 16,5 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 ×<br>reduction geared to sc. shafts<br>2 400bhp (1 765kW)<br>General Motors Corp. Electro-Motive<br>Gen 2 × 100kW<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **8202850**<br>*A9D2179*<br>Esd Gc Rdr Rt | **UCO XIV**<br>**Uco Marine Contracting**<br>Bahrain Bahrain | **374**<br>23<br>— | BV (AB) | **1982** Sing Koon Seng (Pte.) Ltd.—Singapore (sks598)<br>33,00 4,701<br>31,81 10,01 4,75<br>F 14,7 1 dk<br>rf 953 | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 280 × 340<br>geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 135kW<br>Thw. thrust propeller fwd |
| **6522579**<br>*A9D2239*<br><br>Esd Rdr Rt | **UCO XIX**<br>ex Moderator-83<br>**Uco Marine Contracting**<br>Bahrain | **836**<br>416<br>— | ✠Classed LR until 18/3/83 | **1965**-10 Boele's Schps. & Mchf. N.V.—Bolnes (1018)<br>59,44 11,38 4,033<br>55,78 8,23 4,65<br>P 14,7 F 8,3 1 dk<br>rf nil | **M Dredger/Sand Carrier**<br>Suction<br>Single side arm<br>Mchy.aft<br>Hopper 593<br>1 sandpump | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Lister Blackstone Ltd.<br>Fuel 38,5t (d.o.) |
| **6407717**<br>*A9D2238*<br><br>Esd Rdr Rt | **UCO XVIII**<br>ex Instow-83<br>**Uco Marine Contracting**<br>Bahrain | **735**<br>308<br>930 | ✠Classed LR until 18/3/83 | **1964**-5 N.V. Schpsw. "Foxhol"—Foxhol (119)<br>56,80 10,39 3,810<br>52,00 10,25 4,20<br>P 14,7 F 7,7<br>RW | **M Dredger/Sand Carrier**<br>Suction<br>Single side arm<br>1 Ho 18,4 ER<br>1 sandpump<br>Der 1(2) | Blackstone<br>Oil 4SA 8Cy. 222 × 292 with<br>reverse geared to sc. shaft<br>800bhp (588kW)<br>Lister Blackstone Ltd.<br>Gen 2 × 29kW 1 × 10kW 440V<br>Fuel 35,0t (d.o.) |
| **7112759**<br>*A9D2532*<br>2002/A<br>Df Esd Gc<br>Rdr Rt | **UCO XX**<br>ex Kimitetsu Maru-91<br>**Uco Marine Contracting**<br>Bahrain Bahrain | **7 984**<br>4 907<br>13 143<br>T/cm<br>23,2 | (NK) | **1971** Nipponkai Heavy Ind. Co. Ltd.—Toyama (156)<br>136,18 20,07 8,281<br>128,00 20,02 11,21<br>F 11,3 1 dk | **M Limestone Carrier**<br>3 Ho ER<br>B.9 840<br>8 Ha (stl) (20,4p&s 19,5p&s 19,5p&s × 5,0)<br>(15,0p&s × 6,0) ER | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460<br>5 580bhp (4 104kW)<br>Ishikawajima Harima Heavy Ind.<br>Gen 2 × 260kW 445V 60Hz a.c.<br>Fuel 54,0t (d.o.) 227,0t (hvf)-18,5 |

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| **UDACHLIVYY**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **169**<br>40<br>93 | **1969** U.S.S.R.<br>33,96 7,09 2,899<br>RS 3,64<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,5kn |
| **UDALA**<br>ex Urco-48<br>**Angel Rodal Fernandez**<br>Vigo Spain | **148**<br>76<br>— | **1945** Construcciones S.L.—Vigo<br>*29,11* 6,00<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Polar<br>Oil 2SA 4Cy. 250 × 420<br>310bhp (228kW)<br>Atlas-Diesel A/B Stockholm<br>Fuel 43,5t 11,5kn |
| **UDANG No. 1**<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **397**<br>203<br>— | **1946** Ishikawajima Harima Heavy Ind. (I.H.I.) —Japan<br>(KI) ... ... ...<br>45,01 7,70 4,20<br>1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Japan |
| **UDANG No. 2**<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **296**<br>122<br>— | **1960** Kukinoumi Zosen K.K.—Wakamatsu<br>... ... ...<br>(KI) 41,00 7,41 4,02<br>1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Japan<br>12,5kn |
| **UDANG No. 3**<br>ex Kawachi Maru-71<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **300**<br>95<br>267 | **1957** Kukinoumi Zosen K.K.—Wakamatsu (106)<br>41,74 7,22<br>KI 41,00 7,19 4,04<br>rf 348 | **M Fishing**<br>Side Trawler<br>5 Ho 4,8 2,5 2,5 2,5 2,6<br>3 Ha (each 1,0 × 1,3) | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 80kW 220V d.c.<br>Fuel 81,5t (hvf) 11,5kn |
| **UDANG No. 5**<br>ex Akama Maru-70<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **110**<br>47<br>87 | **1958** Kukinoumi Zosen K.K.—Wakamatsu (110)<br>33,20 5,47 2,201<br>(KI) 29,01 5,41 2,70<br>1 dk<br>rf 348 | **M Fishing**<br>Side-fishing<br>5 Ho 3,1 1,9 2,6 1,9 1,9 ER<br>2 Ha (each 0,9 × 1,1) | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>400bhp (294kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 7,5kW 115V d.c.<br>Fuel (hvf) |
| **UDANG No. 6**<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **110**<br>47<br>— | **1958** Kukinoumi Zosen K.K.—Wakamatsu<br>32,52<br>(KI) 29,39 5,43 2,52<br>1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>420bhp (309kW)<br>Niigata Eng. Co. Ltd. Japan |
| **UDANG No. 11**<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **101**<br>41<br>— | **1959** Kukinoumi Zosen K.K.—Wakamatsu<br>28,05<br>(KI) 5,21 2,42<br>1 dk | **M Fishing** | Kanegafuchi<br>Oil 4SA 6Cy. 290 × 410<br>400bhp (294kW)<br>Kanegafuchi Japan |
| **UDANG No. 15**<br>ex Takuyo Maru-71<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **107**<br>41<br>— | **1955** Kure Zosensho—Kure (14)<br>32,52 5,44<br>29,01 5,40 2,70<br>RQD 4,0 1 dk<br>BK 94 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>420bhp (309kW)<br>Niigata Tekkosho Niigata<br>Fuel 23,0t 10,25kn |
| **UDANG No. 17**<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **215**<br>96<br>— | **1967** Wakamatsu Zosen K.K.—Wakamatsu<br>34,12<br>(KI) 6,80 3,20<br>1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Japan |
| **UDANG No. 20**<br>ex Fukuei Maru No. 18<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **194**<br>89<br>— | **1981** Fujishin SB. Co.—Kamo (366)<br>45,06 2,750<br>KI 37,32 7,51 3,00<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft | Akasaka DM26<br>Oil 4SA 6Cy. 260 × 440<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **UDANG No. 21**<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **149**<br>63<br>139 | **1972** Wakamatsu Zosen K.K.—Wakamatsu (221)<br>25,56 6,71 2,601<br>KI 23,02 6,70 2,90<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr geared to sc. shaft<br>410bhp (302kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **UDANG No. 22**<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **149**<br>63<br>139 | **1972** Wakamatsu Zosen K.K.—Wakamatsu (222)<br>25,56 6,71 2,601<br>KI 23,02 6,70 2,90<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr geared to sc. shaft<br>410bhp (302kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **UDANG No. 23**<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **176**<br>80<br>157 | **1973** Wakamatsu Zosen K.K.—Wakamatsu (231)<br>27,82 6,91 2,718<br>KI 25,00 6,90 2,95<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Caterpillar D379SCAC<br>Oil 4SA 8Cy. 159 × 203 sr geared to sc. shaft<br>573bhp (421kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **UDANG No. 25**<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **176**<br>80<br>156 | **1973** Wakamatsu Zosen K.K.—Wakamatsu (232)<br>27,82 6,91 2,718<br>KI 25,00 6,90 2,95<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Caterpillar D379SCAC<br>Oil 4SA 8Cy. 159 × 203 sr geared to sc. shaft<br>573bhp (421kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **UDANG No. 26**<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Sorong Indonesia | **176**<br>77<br>159 | **1973** Wakamatsu Zosen K.K.—Wakamatsu (233)<br>27,82 6,91 2,718<br>KI 25,00 6,90 2,95<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Caterpillar D379SCAC<br>Oil 4SA 8Cy. 159 × 203 sr geared to sc. shaft<br>573bhp (421kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **UDANG No. 27**<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **170**<br>70<br>162 | **1974** Wakamatsu Zosen K.K.—Wakamatsu (253)<br>27,79 6,94 2,718<br>KI 25,00 6,91 2,95<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar D379SCAC<br>Oil 4SA 8Cy. 159 × 203 sr geared to sc. shaft<br>573bhp (421kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **UDANG No. 28**<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **170**<br>68<br>162 | **1974** Wakamatsu Zosen K.K.—Wakamatsu (252)<br>27,79 6,94 2,718<br>KI 25,00 6,91 2,95<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar D379SCAC<br>Oil 4SA 8Cy. 159 × 203 sr geared to sc. shaft<br>573bhp (421kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **UDANG No. 30**<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **170**<br>70<br>162 | **1974** Wakamatsu Zosen K.K.—Wakamatsu (255)<br>27,79 6,94 2,718<br>KI 25,00 6,91 2,95<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar D379SCAC<br>Oil 4SA 8Cy. 159 × 203 sr geared to sc. shaft<br>573bhp (421kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **UDANG No. 31**<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **170**<br>70<br>163 | **1974** Wakamatsu Zosen K.K.—Wakamatsu (256)<br>27,79 6,94 2,718<br>KI 25,00 6,91 2,95<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar D379SCAC<br>Oil 4SA 8Cy. 159 × 203 sr geared to sc. shaft<br>573bhp (421kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| 7633131<br>*YCGE*<br>Gc Rdr Rt | **UDANG No. 32**<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **162**<br>55<br>142 | KI | **1977** Wakamatsu Zosen K.K.—Wakamatsu (272)<br>31,58 6,91 2,601<br>27,01 6,90 2,98<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Oil 4SA 8Cy. 159 × 203 reduction gea<br>shaft<br>573bhp (421kW)<br>Caterpillar Tractor Co. |
| 7930450<br>*YCNU*<br>Esd Gc Rdr<br>Rt | **UDANG No. 33**<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Jakarta Indonesia | **165**<br>58<br>142 | KI | **1980** Wakamatsu Zosen K.K.—Wakamatsu (306)<br>31,55 6,91 2,601<br>26,73 6,90 2,93<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>573bhp (421kW)<br>Caterpillar Tractor Co. |
| 8827234<br>*YDSB*<br>Rt | **UDANG No. 35**<br>ex N. R. Ord<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Sorong Indonesia | **220**<br>145 | KI | **1973** Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A.<br>25,90 6,83 —<br>24,84 3,88<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>313kW (426bhp)<br>Caterpillar Tractor Co.<br>Gen 1 × 200kW 400V a.c. |
| 7421069<br>*YDSC*<br>Rt | **UDANG No. 36**<br>ex N. R. Nassau<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>*Sorong* Indonesia | **220**<br>145<br>— | KI | **1974** Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A.<br>25,90 6,84<br>24,84 - 3,88<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| 8827246<br>*YDSD*<br>Rt | **UDANG No. 37**<br>ex N. R. Robinson<br>**P.T. West Irian Fishing Industry Co. Ltd.**<br>Sorong Indonesia | **220**<br>145<br>— | KI | **1974** Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A.<br>25,90 6,83 —<br>24,84 - 3,88<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>313kW (426bhp)<br>Caterpillar Tractor Co.<br>Gen 1 × 200kW 440V a.c. |
| 7534074<br>*UPKK*<br>M-32774<br>Df Esd Rdr<br>Rt | **UDARNIK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **648**<br>211<br>404 | RS | **1975** ............U.S.S.R.<br>54,82 9,96 4,109<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| 8329804 | **UDAWA I**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **126**<br>0<br>— | KI | **1975** PT. Adiguna Sb & Eng.—Tanjung Priok<br>29,11<br>26,83 7,42 3,36<br>1 dk | **TM Tug** | Niigata<br>2 Vee Oil 4SA each 12Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| 8134223<br>6972+BA<br>Rt | **UDAWA II**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **134**<br>3<br>— | KI (AB) | **1981** PT. Adiguna Sb & Eng.—Tanjung Priok (044)<br>27,14 - 2,280<br>26,83 7,45 2,89<br>1 dk<br>rf 76 | **TM Tug** | Niigata<br>2 Vee Oil 4SA each 12Cy. 250 × 320<br>sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 24kW d.c. 1 × 12kW d.c |
| 8827105 | **UDAWA III**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **402**<br>17<br>— | KI | **1984** PT. Adiguna Sb & Eng.—Tanjung Priok (101)<br>40,50 - 3,950<br>36,00 9,00 4,50<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 160kW 450V a.c. |
| 8837679<br>*YDXE*<br>Rdr Rt | **UDAWA IV**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **402**<br>17<br>— | KI | **1989** PT. Adiguna Sb & Eng.—Tanjung Priok<br>40,50 - 3,950<br>36,00 9,00 4,50<br>1 dk | **TM Tug**<br>Tractor | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 440V a.c. |
| 8827076 | **UDAWA V**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **375**<br>—<br>— | KI | **1981** P.T. Intan Sengkunyit—Palembang<br>40,50 —<br>38,90 9,00 4,50<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 80kW 450V a.c. |
| 8329828 | **UDAWA VI**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **375**<br>—<br>— | KI | **1981** P.T. Intan Sengkunyit—Palembang (205)<br>40,52<br>38,92 9,01 4,50<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| 5346605<br>*OXII*<br>B244 | **UDBYHOJ**<br>ex Svendborgsund-67<br>**I/S Udbyhoj Faergefart**<br>Udbyhoj Syd Denmark | **115**<br>40<br>— | | **1947** Ring Andersens Staalskibsvaerft—Svendborg<br>*27,92* 8,79<br>8,74 2,44<br>1 dk | **Wood M Ferry**<br>100dk P | B&W<br>Oil 4SA 4Cy. 250 × 400<br>200bhp (147kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri |
| 8727123<br>*UIMV*<br>M-41238<br>Df Esd Gc<br>Pfd Rdr RTv | **UDOBNOYE**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | *738*<br>*221*<br>332 | RS | **1986** ............U.S.S.R.<br>53,74 (BB) 10,71 4,360<br>47,92 - 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>971kW (1 320bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 1 × 300kW a.c. 1 × 300kW a.c<br>Controllable pitch propeller |
| 7204928<br>Df Esd Gc<br>Pfd Rdr Rt | **UDOFE IV OKEBHO PALM**<br>ex Changi-88 ex Daiei Maru-85<br>ex Lucky-85 ex Naniwa Maru No. 71-84<br>**South Atlantic Seafood Co. Nigeria Ltd.**<br>Lagos Nigeria | **2 706**<br>1 883<br>5 724<br>T/cm<br>13,4 | BV NK | **1971** Watanabe Zosen K.K.—Hakata (142)<br>104,83 15,55 6,376<br>98,00 15,50 7,80<br>P 23,8 F 16,2 1 dk<br>RW Bow/CM 48 Diam. 0,300 | **M Tanker**<br>10 Ta ER<br>L.(oil) 5 924 HeCls. CptB<br>2 Cargo pumps total 2 000T/hr | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 144kW 445V a.c.<br>Fuel 30,0t (d.o.) 353,0t (hvf)-108,5pd |
| 7616341<br>*JJ3041*<br>118766<br>Rdr Rt | **UEDA MARU**<br>ex Koho Maru-88<br>**Ueda Eisen Unyu K.K.**<br>Tamano, Okayama Pref. Japan | **277**<br>—<br>— | | **1976** Kanagawa Zosen—Kobe (170)<br>9,25 3,101<br>29,01 9,21 4,22<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. |
| 6828959<br>*UKEN*<br>M-21102<br>Df Esd Gc<br>Pfd Rdr RTv | **UELEN**<br>ex Windford-76<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1401126/UKEN | **9 745**<br>6 515<br>16 557 | AB (RS) | **1968** Sanoyasu Dockyard Co. Ltd.—Osaka (274)<br>143,72 21,82 9,038<br>136,10 21,80 12,10<br>P 27,5 F 10,1 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 19,1 20,4 26,2 26,2 ER<br>G.20 671 B.20 441<br>4 Ha (stl) (13,7 × 9,3) (19,2 19,2 19,2 × 10,9) ER<br>Der 3(15) 8(10) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW)<br>Kawasaki Dockyard Co. Ltd.<br>Gen 3 × 220kW<br>Fuel 1 221,5t |
| 7102053<br>*EWAS*<br>M-12358<br>Df Esd Rdr<br>Rt | **UELEN**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **570**<br>215<br>313 | RS | **1970** ............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 9,30 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| 5362972<br>373788<br>DfRTm | **UFFE**<br>ex Karin-74 ex Djursland-72 ex Maj-69<br>ex Florrie-68 ex Tofto-66 ex Ingo-59<br>ex Kentse-56 ex Agnete Kure-54<br>ex Roselyne-49<br>**Tyrone Cipriani**<br>Georgetown, Demerara Guyana | **248**<br>124<br>240 | (BV) | **1918** ............Gouda<br>38,38 6,68 2,839<br>32,09 6,63 3,13<br>P 11,0 F 6,1 1 dk<br>R BK 152 len 51 | **M General Cargo**<br>1 Ho 21,3 ER<br>G.467 B.425<br>2 Ha (8,6 7,3 × 4,1) ER<br>2W Der 2(1,5) | Alpha<br>Oil 2SA 3Cy. 340 × 400<br>180bhp (132kW) NE 48<br>Frederikshavn Jernstoberi & Maskin<br>A/S<br>Gen 2 × 40kW 24V d.c.<br>Fuel 12,0t (d.o.)-1,0pd |

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| **UFUK**<br>ex Pep Altair-83 ex Mercandian Sun-81<br>**Turkish Libyan Joint Maritime Transport Stock Co. (Turkiye Libya Deniz Nakliyati Ortak A.S.)**<br>Tripoli Libya | **1 598**<br>1 085<br>4 165 | NV (BV) | **1976** Buesumer Werft G.m.b.H.—Buesum (257)<br>89,77 (BB) 13,62 6,039<br>83,34 13,61 8,51<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.6 262 B.5 723<br>TEU 122<br>C.Ho 90/20' (40') C.Dk 32/20' (40')<br>2 Ha (stl) (each 25,2 × 10,2) ER<br>Cr 4(5) | Alpha 18V23L-VO<br>Vee Oil 4SA 18Cy. 225 × 300<br>2 700bhp (1 986kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 104kW 1 × 72kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 309,0t (hvf)-10,5pd 13kn |
| **UFUK AKSOY**<br>ex Nas-89 ex Hulya 1-80<br>**Ali Riza Yakup Aksoy**<br>Istanbul Turkey | **1 455**<br>857<br>2 418 | BV (AB) | **1976** Celiktekne Sanayii ve Ticaret A.S.—Istanbul (2)<br>75,01 (BB) 11,51 5,549<br>65,99 11,50 6,51<br>P 22,0 F 6,1 2 dks<br>rf 114 | **M General Cargo** CSD<br>2 Ho 17,9 24,9 ER<br>G.2 872 B.2 663<br>2 Ha (stl) (11,9 17,9 × 7,0) ER<br>6W Der 6(3) | Skoda 9L350IIPS<br>Oil 4SA 9Cy. 350 × 500<br>1 670bhp (1 228kW)<br>CKD Praha Praha<br>Gen 2 × 64kW 1 × 32kW 220/280V a.c.<br>Fuel (d.o.)-5,0pd 12kn |
| **UFULI**<br>**Seaward Shipping & Trading Co. (S) Pte. Ltd.**<br>Male Maldives | *108*<br>*32*<br>350 | ✠CLASS WITHDRAWN at Owners' request 9/91 | **1991**-9 North Shipyard (Pte.) Ltd.—Singapore (1012)<br>31,22 8,04<br>25,25 8,00 2,10<br>1 dk<br>rf nil | **M Landing Craft** | Cummins NT-855-M<br>2 Oil 4SA each 6Cy. 140 × 152 with clutches & sr reverse geared to sc. shaft<br>352kW (479bhp)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 1 × 15kW 230V 50Hz a.c.<br>8kn |
| **UGHELI KINGDOM**<br>ex Eisho Maru-84<br>**Oboli Nigeria Ltd.**<br>Lagos Nigeria | **998**<br>655<br>2 490 | | **1971** Hakata Zosen K.K.—Hakata<br>72,01 12,02 3,506<br>71,51 11,99 5,49<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 678 | Niigata<br>Oil<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd. Japan<br>Fuel 42,5t-4,0pd 11,75kn |
| **UGLAND MAXITA**<br>ex Snimos King-91<br>**Andreas Ugland Car Carriers A/S**<br>Ugland Car Carriers A/S<br>Panama Panama<br>SatCom: 1335340/UGMA | *14 211*<br>*4 263*<br>21 858 | NV (NK) | **1984** Mitsubishi Heavy Industries Ltd.—Nagasaki (1951)<br>162,01 (BB) 38,05 6,371<br>152,63 38,02 9,02<br>F 26,6 1 dk | **TM RoRo Cargo/ Heavy-load Deck Cargo Carrier**<br>2 Stern ramps<br>Mchy.aft | MAN 7L40/54A<br>2 Oil 4SA each 7Cy. 400 × 540 with flexible couplings & sr geared to sc. shafts<br>8 750bhp (6 436kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 480kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 280,0t (d.o.) 2 760,0t (hvf)-27,5pd 13kn |
| **UGLEGORSK**<br>**Mietfinanz G.m.b.H.**<br>Acomarit (U.K.) Ltd.<br>Nassau Bahamas | *3 936*<br>*1 612*<br>4 168 | NV (Class cont.) RS | **1990** Sedef Gemi Endustrisi A.S.—Gebze (71)<br>97,80 - 5,620<br>90,22 17,30 7,00<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 493<br>TEU 224 C. 224/20' incl. 6 ref C.<br>2 Ha (stl) (each 25,7 × 12,5) ER<br>Cr 2(25) | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>3 359kW (4 567bhp)<br>H. Cegielski Poznan<br>Gen 1 × 300kW a.c. 2 × 264kW a.c.<br>Controllable pitch propeller<br>13,1kn |
| **UGLEKAMENSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **722**<br>217<br>405 | RS | **1983** ............U.S.S.R.<br>54,82 9,96 4,141<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **UGLEN**<br>**A/S Uglands Rederi**<br>Ugland Offshore A/S<br>Grimstad Norway<br>See Register of Offshore Units | **1 589**<br>614<br>2 600 | NV | **1978** A/S Nymo Mek. Verksted—Grimstad (2)<br>78,57 26,04 3,272<br>73,92 20,01 6,43<br>F - 2 dks<br>rf nil | **TD-E Sheerlegs Pontoon**<br>6W Cr 1(100-600) | Normo LDM-8<br>3 Oil 4SA each 8Cy. 250 × 300 total 4 590bhp (3 376kW) driving 3 gen. each 1 070kW 440V a.c. connected to 2 elec. motors fwd each of 1 000shp (736kW) & sc. shafts<br>A/S Bergens M/V Bergen<br>Gen 1 × 150kW 440V 60Hz a.c.<br>2 Directional propellers , for main propulsion<br>2 Thw. thrust Contr. pitch propellers<br>10kn |
| **UGLOVOY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1977** ............U.S.S.R.<br>33,96 7,09 2,901<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| **UGLY DUCKLING**<br>ex Bondad-88 ex Jinryu Maru-86<br>ex Fuji Maru-84<br>ex Zenkoren Maru No. 7-80<br>**Cosmo Prosperity Corp.**<br>Yih Tai Marine Corp.<br>Panama Panama<br>SatCom: 1332134/UGLY | *47 089*<br>*29 123*<br>62 766<br>T/cm<br>63,2 | NK | **1971** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (886)<br>224,00 (BB) 32,26 13,102<br>214,00 32,20 18,70<br>1 dk<br>conv Vehicles Carrier 88 | **M Bulk Carrier**<br>Side doors 1(p) 2(s)<br>Mchy.aft<br>G.111 602<br>Cr 6(10) 1(8) | Sulzer 6RD90<br>Oil 2SA 6Cy. 900 × 1550<br>11 033kW (14 999bhp)<br>Sumitomo S.B. & Mchy. Co. Ltd. Tamashima Works, Kurashiki<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 273,0t (d.o.) 2 244,5t (hvf)-48,5pd 14,5kn |
| **UGOLNYY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **2 177**<br>740<br>1 134 | RS | **1970** VEB Volkswerft Stralsund—Stralsund (308)<br>81,95 13,64 5,201<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>3 220bhp (2 369kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,75kn |
| **UGUR ISIK**<br>**Bargem-Bartin Gemicilik Anonim Sirketi**<br>Istanbul Turkey | **1 993**<br>1 326<br>3 556 | AB | **1978** Hidrodinamik A.S. Kavak Tersanesi—Istanbul (11)<br>13,19 —<br>81,03 13,16 7,12<br>P 11,9 F 5,5 2 dks<br>rf nil len & deepened 85 | **M General Cargo**<br>2 Ho each 25,3 ER<br>G.3 737 B.3 596<br>2 Ha (stl) (each 18,8 × 10,1)<br>Der 4(5) 4(3) | Skoda 9L350IIPS<br>Oil 4SA 9Cy. 350 × 500<br>1 670bhp (1 228kW)<br>CKD Praha Praha<br>Gen 2 × 78kW a.c. 1 × 29kW a.c.<br>11,5kn |
| **UHURU**<br>ex Leonidas 21-78<br>**Zanzibar Shipping Corp.**<br>Zanzibar Tanzania | **758**<br>485<br>1 262 | ✠Classed LR until 9/4/86 | **1974**-4 B.V. Schps. & Ghbw. v/h Jonker & Stans —Hendrik-Ido-Ambacht (330)<br>74,40 9,50 3,233<br>70,67 9,45 4,40<br>Ba 13,5 F 9,5 1 dk<br>rf 51 | **M Tank Barge**<br>10 Ta ER<br>L.(oil) 1 525 HeCls. C | Bolnes 6DNL150/600<br>Oil 2SA 6Cy. 190 × 350 reverse reduction geared to sc. shaft<br>750bhp (552kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Gen 2 × 60kW 380V 50Hz a.c.<br>Fuel (d.o.)-6,5pd 10kn |
| **UI TA**<br>**Kwang Hwa Steamship Co. Ltd.**<br>Kaohsiung China | **273**<br>137<br>427 | | **1967** Koike Zosen Kaiun K.K.,—Osaki (145)<br>38,92 7,01 2,896<br>35,01 6,99 3,31<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Matsue Diesel K.K. Matsue |
| **UIKKU**<br>**Neste Oy**<br>Naantali/ Nadendal Finland<br>SatCom: 1623133/OIHQ | *11 290*<br>*4 937*<br>15 954<br>T/cm<br>29,5 | NV | **1977** Werft Nobiskrug G.m.b.H.—Rendsburg (689)<br>164,47 22,26 9,502<br>151,54 22,22 12,02<br>P -F - 1 dk<br>Bow/CM 34 Diam. 0,240 | **M Tanker/ Icebreaker**<br>IGS Ice strengthened<br>8 Ta ER<br>L.(oil) 17 207 HeCls. BC<br>8 Cargo pumps total 2 560T/hr | MaK 12M551AK<br>2 Vee Oil 4SA each 12Cy. 450 × 550 dr geared to sc. shaft<br>11 474kW (15 599bhp)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 2800kW 2 × 416kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>14kn |

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| **7804675**<br>*JL4472*<br>122482<br>Gc Rdr | **UJIGAMI MARU**<br>**Fukuhisa Kaiun Y.K.**<br>Sekizen, Japan<br>Ehime Pref. | **199**<br>—<br>696 | | **1978** K.K. Matsuura Zosensho—Kinoe (260)<br>53,19 9,02 3,320<br>49,51 9,00 5,26<br>2 dks | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8827131** | **UJUNG KRAWANG**<br>**Perum Pelabuhan II Cabang Tanjung Priok**<br>Jakarta Indonesia | **121**<br>—<br>— | KI | **1965** Yacht u. Bootswerft Abeking & Rasmussen —Lemwerder<br>26,56 - —<br>24,65 6,72 2,81<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz |
| **6704385**<br>*PLRU*<br>Esd Pfd Rdr<br>Rt | **UJUNG LERO**<br>ex Sirontalo VI ex Kekal Abadi-81<br>ex Sylvia I-75<br>**P.T. Pelayaran Nusantara Sejati**<br>Jakarta Indonesia | **685**<br>520<br>1 067 | ✠Classed LR until 18/9/81<br>KI | **1967**-3 N.V. Schpsb. v/h Th. J. Eikkers—Foxhol (107)<br>61,42 10,04 3,709<br>55,66 9,85 6,07<br>P 15,0 F 23,2 1 dk<br>rf 152 | **M General Cargo**<br>Mchy.aft<br>G.1 548 B.1 380 | Brons<br>Vee Oil 2SA 12Cy. 220 × 380<br>900bhp (662kW)<br>Appingedammer Brons<br>Gen 2 × 10kW 220V d.c. |
| **6904210**<br>*5ZWC*<br>10058<br>Df Esd Rdr<br>Rt | **UJUZI**<br>ex Awefu-79<br>**Southern Engineering Co. Ltd.**<br>Mombasa Kenya | **119**<br>34<br>— | ✠Classed LR until 15/1/88 | **1968**-12 Schpsw. & Mfbk. Fa. A. van Bennekum —Sliedrecht (72)<br>23,98 6,58<br>20,71 6,51 3,41<br>F 7,4 1 dk<br>rf 737 BK 127 | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduc<br>to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 20kW 1 × 10kW 380V 60Hz a<br>Controllable pitch propeller |
| **6503688**<br>*UTFP*<br>M-18999<br>Df Esd Gc<br>Rdr Rt | **UKHTA**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **1 769**<br>559<br>1 660 | RS | **1964** ..............Kerch<br>83,55 12,04 4,649<br>74,00 11,99 5,34<br>1 dk | **M Tanker**<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 2 040<br>HeCls. BC | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Fuel 126,0t (d.o.)-7,5pd |
| **7651937**<br>*JJ2923*<br>113917<br>Rdr | **UKIKI MARU No. 8**<br>**Osawa Kaiun Kensetsu Y.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **493**<br>—<br>850 | | **1973** Wakayama Zosen—Kainan<br>52,10 3,101<br>47,00 10,51 5,52<br>1 dk | **M Sand Carrier**<br>1 Ha (20,4 × 8,6) ER | Fuji<br>Oil<br>1 300bhp (956kW)<br>Fuji Diesel Co. Ltd. |
| **6610132**<br>*OIOU*<br>267<br>Esd Rdr<br>RTh/v | **UKKO-PEKKA**<br>ex Hamina-86 ex Turku-82<br>**Hoyrylaivaosakeyhtio s/s Ukkopekka**<br>Abo Finland | **231**<br>68 | | **1938** A/B Sandvikens Skepps —Helsinki/Helsingfors (274)<br>35,06 7,35 3,607<br>32,24<br>1 dk<br>R | **M Research**<br>Oceanographic | Oil<br>400bhp (294kW) NE —<br>............<br>Gen 1 × 5kW 110V d.c.<br>Fuel (d.o.) |
| **7740702** | **UKMERGE** | **187**<br>48<br>80 | (RS) | **1978** ..............U.S.S.R.<br>31,63 7,32 2,899<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (stl) (1,4 × 1,1)<br>1W Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **7900962**<br>*5ITQ*<br>100007<br>Df Esd Gc<br>Rdr Rt | **UKOMBOZI**<br>**Zanzibar Shipping Corp.**<br>Zanzibar Tanzania | **1 423**<br>736<br>2 325 | ✠Classed LR until 30/8/89 | **1980**-6 Tsuneishi Zosen K.K.—Numakuma (OE-81)<br>74,50 12,02 5,146<br>68,00 12,01 6,00<br>P 18,3 F 10,7 1 dk<br>rf 102 | **TM Tanker**<br>8 Ta ER<br>L.(oil) 2 614 | Niigata<br>2 Oil 4SA each 8Cy. 310 × 380 geare<br>shafts<br>1 912kW (2 599bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 180kW 445V 50Hz a.c.<br>Fuel 158,0t (hvf) |
| **8727252**<br>M-43021<br>Rdr RTv | **UKRAINETS**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Nikolayev) (U.S.S.R.) | *270*<br>*81*<br>89 | RS | **1987** ..............Yugoslavia<br>35,78 9,49 3,280<br>30,23 - 4,50<br>1 dk | **M Tug**<br>Fire-fighting Salvage<br>Ice strengthened | MAN-Sulzer<br>2 Oil 4SA each 6Cy. 250 × 300<br>Gen 1 × 150kW a.c.<br>Controllable pitch propeller |
| **7828736**<br>*LYCN*<br>M-37009<br>Df Esd Gc<br>Rdr Rt | **UKRAINSKIY KOMSOMOLETS**<br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.) | **13 052**<br>7 042<br>11 566 | RS | **1979** "61 Kommunar" Shipyard—Nikolayev<br>172,09 (BB) 23,04 8,102<br>160,00 13,75<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.15 807<br>4 Ha (stl) (each 6,4 × 4,5) ER<br>8W Der 8(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works |
| **7424671**<br>*LKOL*<br>19673<br>M-75-SO<br>Df Esd Gc<br>Pfd Rdr RTv | **UKSNOY**<br>ex Meridian-83 ex St. Loman-82<br>**A/S Ringfisk**<br>Molde Norway<br>SatCom: 1312611/LKOL | **1 759**<br>836<br>— | NV | **1979** Flekkefjord Slipp & Mask. A/S—Flekkefjord (120)<br>63,28 5,841<br>55,00 12,00 7,62<br>1 dk & S dk<br>rf 699 BK 140 | **M Fishing**<br>Stern Trawler Purse Seiner Ref<br>Ice strengthened<br>Mchy.aft<br>6 Ta<br>OSD | Nohab<br>Vee Oil 4SA 16Cy. 250 × 300<br>3 500bhp (2 574kW)<br>A/B Bofors Nohab<br>Gen 3 × 256kW 440V 60Hz a.c. |
| **7612034**<br>*TCNX*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **ULA**<br>ex Barwil Express-89<br>ex Max Bastian-87 ex Cap Baitar-85<br>ex Max Bastian-77<br>**Kocman Denizcilik Isletmesi**<br>Istanbul Turkey | *4 817*<br>*3 086*<br>6 516 | GL | **1977** Ujina Zosensho—Hiroshima (556)<br>116,01 (BB) 17,02 6,943<br>108,03 17,01 9,00<br>P 20,8 F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 36,1 36,4 2 TwD<br>G.9 854 B.9 232<br>TEU 177<br>C.Ho 105/20' C.Dk 72/20' incl. 10 ref C.<br>2 Ha (stl) (25,1 31,5 × 10,3) ER<br>Der 2(50) 2(15) | MAN<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 240kW 1 × 200kW<br>Fuel 127,0t (d.o.) 569,0t (hvf)-20,0pd |
| **7645445**<br>*UHYH*<br>M-33694<br>Rt | **ULA**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **187**<br>48<br>80 | RS | **1977** ..............U.S.S.R.<br>31,63 7,35 2,901<br>3,54<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **7381738**<br>*GBQD*<br>356734<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ULAN**<br>ex Ulan Trader-89 ex Coulonge-88<br>ex Fort Coulonge-87<br>**Ulan Shipping Ltd.**<br>Barber Ship Management (UK) Ltd.<br>Douglas Isle of Man<br>(British) | **18 782**<br>12 204<br>31 275<br>T/cm<br>37,9 | NV<br>✠Classed LR until 3/89 | **1976**-2 Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel (902)<br>170,69 (BB) 26,04 11,018<br>162,03 26,00 14,46<br>P 33,9 F 17,4 1 dk<br>rf nil Bow/CM 82 Diam. 0,250 | **M Tanker**<br>Stern disch.<br>21 Ta ER<br>L.(oil) 40 500<br>4 Cargo pumps total 2 800T/hr | B&W<br>Oil 2SA 7Cy. 670 × 1400<br>9 562kW (13 000bhp)<br>A/S Burmeister & Wain's Motor-og M<br>1971<br>Gen 2 × 475kW 1 × 450kW 440<br>Fuel 186,0t (d.o.) 1 618,5t (hvf) |
| **8727264**<br>*LYJC*<br>M-41217<br>Rt | **ULAN**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1986** ..............U.S.S.R.<br>54,82 9,95 4,140<br>50,30 - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>853kW (1 160bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |

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| **ULAN-BATOR**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1401171/UVTE | *15 893*<br>*8 092*<br>17 850 | RS | **1986** VEB Warnowwerft Warnemuende<br>—Warnemuende (129)<br>173,50 (BB) 23,09 10,020<br>161,00 23,06 13,72<br>2 dks | **M RoRo Cargo/General Cargo**<br>Quarter stern door & ramp (s) Ice strengthened<br>Cars 232 Trailers 22<br>4 Ho 16,8 32,5 36,0 16,8 ER<br>G.25 677 B.20 439<br>TEU 533<br>C.Ho 333/20' (40') C.Dk 200/20' (40') incl. 30 ref C.<br>4 Ha (stl) (13,1 × 7,6) (26,4 33,5 12,8 × 12,5) ER<br>Cr 4(12) Der 1(125) 2(25) | MAN K5SZ70/125B<br>Oil 2SA 5Cy. 700 × 1250<br>10 332bhp (7 600kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 580kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>15,5kn |
| **ULAN-UDE**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | **5 418**<br>2 301<br>5 170 | RS | **1969** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,220<br>120,96 16,79 9,56<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.7 350<br>4 Ha (each 4,8 × 5,1) ER<br>8W Der 8(3) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving 4 gen. connected to elec. motor & geared to sc. shaft<br>U.S.S.R.<br>16,5kn |
| **ULAN-UDE**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 531**<br>2 383<br>6 630 | RS | **1968** Stocznia Gdanska im. Lenina—Gdansk (B45/65)<br>123,86 16,74 7,241<br>114,99 16,67 8,44<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>B.7 860<br>4 Ha (stl) (12,5 × 8,0) (12,5 14,0 14,0 × 8,9)<br>8W Der 1(50) 1(15) 8(5) | B&W 5-62VT2BF-140<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 81,5t (d.o.) 414,0t (hvf) 17kn |
| **ULBANSKIY ZALIV**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *12 383*<br>*3 776*<br>9 360 | RS | **1985** VEB Mathias-Thesen-Werft—Wismar (230)<br>152,94 22,25 7,980<br>142,00 22,01 13,60<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.13 306<br>4 Ha (stl) ER<br>Der 2(10) 7(5) | MAN K5SZ70/125BL<br>Oil 2SA 5Cy. 700 × 1250<br>10 330bhp (7 598kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 588kW 390V 50Hz a.c.<br>Fuel 633,0t (d.o.) 3 902,0t (hvf)-41,5pd 17,7kn |
| **ULBROKA**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Riga) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1986** ............U.S.S.R.<br>31,85 7,08 2,100<br>27,80 - 3,15<br>1 dk | **M Fish Carrier**<br>Ref | Russkiy 6CHN18/22<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>U.S.S.R. |
| **ULCINJ**<br>ex Pola De Laviana-85<br>**Montenegro Overseas Navigation Ltd. Inc.**<br>Prekookeanska Plovidba<br>Bar Yugoslavia | **9 028**<br>6 666<br>15 269 | **✠100A1** SS 7/87<br>strengthened for ore cargoes, No. 3 hold may be empty<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL B† 2"U3<br>FN 4384<br>JR | **1977**-3 S.A. Juliana Const. Gijonesa—Gijon (250)<br>143,87 (BB) 20,81 9,392<br>133,03 20,50 12,45<br>P 23,5 F 15,3 1 dk<br>rf nil DK in way of all holds | **M Bulk Carrier**<br>4 Ho 23,4 24,3 24,3 23,7 ER<br>G.20 813 B.19 867<br>4 Ha (stl) (16,4 17,1 17,1 16,3 × 11,5) ER<br>Der 4(25) | Pielstick 12PC2-5V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>7 800bhp (5 737kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 304kW 380V 50Hz a.c.<br>Fuel 624,0t (hvf) 14,75kn |
| **ULEV**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **637**<br>244<br>— | (GL)<br>**REPORTED BROKEN UP** | **1938** Atlas-Werke Akt.-Ges.—Bremen (334)<br>*62,43* 10,29 2,744<br>3,87<br>1 dk<br>R | **TS Ferry** | T 6Cy. (2) 362 (2) 591 & (2) 970 × 549<br>—P 1 700ihp (1 250kW)<br>Christiansen & Meyer Hamburg<br>11kn |
| **ULF RITSCHER**<br>**m.s. "Ulf Ritscher" G.m.b.H. & Co. Reederei KG**<br>Transeste Schiffahrt G.m.b.H.<br>Hamburg Federal Republic of Germany | *10 868*<br>*6 353*<br>15 174 | GL | **1990** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (996)<br>157,69 (BB) 22,92 8,970<br>147,20 22,80 11,80<br>1 dk | **M General Cargo**<br>4 Ho ER<br>TEU 1048<br>C.Ho 414/20'(40') C.Dk 635/20'(40', 45') incl. 100 ref C.<br>7 Ha (stl) (31,4p&s × 8,0) (12,4 12,5 12,5 12,4 12,4 × 20,4) ER<br>Cr 1(40) 1(50) | MaK 8M601C<br>Oil 4SA 8Cy. 580 × 600 with flexible couplings & sr geared to sc. shaft<br>8 800kW (11 964bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 600kW a.c. 1 × 372kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 150,0t (d.o.) 1 200,0t (hvf) 18,4kn |
| **ULI**<br>**Estela S.A.**<br>Pasajes Spain | **151**<br>84<br>— | (BV) | **1950** Astilleros del Talleres—Santander<br>29,52 6,13 3,099<br>25,51 6,10 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 0,9) | Polar<br>Oil 2SA 4Cy. 250 × 420<br>360bhp (265kW)<br>Atlas-Diesel A/B Stockholm<br>Fuel 59,0t (d.o.)<br>10kn |
| **ULI KALKAVAN**<br>**Kalkavan Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **992**<br>691<br>2 107 | BV | **1981** Degas Izmir Tersanesi Gemi Insaat ve Demir Imalat—Izmir<br>73,21 5,201<br>64,88 11,51 6,30<br>2 dks | **M General Cargo**<br>G.2 855 B.2 761<br>2 Ha (16,0 16,6 × 7,6)<br>Der 6(3) | Caterpillar D399SCAC<br>Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| **ULIMA**<br>ex Oil Partridge-88<br>**Syndicat Intercommunal a Vocation Multiple**<br>Noumea New Caledonia (French) | **168**<br>36<br>51 | BV (AB) | **1981** Mickon Marine Industries (Pte.) Ltd.<br>—Singapore (221)<br>31,91 6,43 1,775<br>28,43 6,41 3,31<br>1 dk<br>rf 749 | **TM Utility Vessel** | General Motors 16V-92-TA<br>2 Vee Oil 2SA each 16Cy. 123 × 127 sr reverse geared to sc. shafts<br>1 690bhp (1 243kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 25kW 415V 50Hz a.c.<br>Fuel 28,5t (d.o.)-5,0pd<br>15kn |
| **ULINA**<br>ex A. Fabricius-63<br>ex Twee Gebroeders-50 ex Geziena<br>**Mogens E. Nielsson Jensen**<br>Grena Denmark | **146**<br>78<br>234 | | **1931** H. v.d. Werf—Stadskanaal<br>31,35 5,34 2,439<br>5,29 2,65<br>1 dk<br>R conv General Cargo — | **M Dredger**<br>1 Ho 22,0 ER<br>2 Ha (4,5 9,9 × 3,8) ER<br>Der 1(2) | Scania<br>Oil 4SA 6Cy. 115 × 125<br>230bhp (169kW) NE 76<br>Saab-Scania Sodertalje<br>Gen 2 × 1kW 24V<br>Fuel (d.o.) |
| **ULISES**<br>ex Golfo de Tonkin<br>**Government of The Republic of Cuba (Instituto Cubano de Pesca)**<br>La Habana Cuba | *1 590*<br>*477*<br>1 321 | RCB (BV) | **1969** Ast. Construcciones S.A.—Vigo (78)<br>72,65 12,02 4,750<br>67,01 11,51 7,29<br>2 dks<br>conv Stern Trawler Ref Fishing 87 | **M Research/Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>3 Ho<br>In.1 593<br>3 Ha (3,8 × 1,3) (3,5 3,5 × 1,9) | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>2 670bhp (1 964kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 521,0t (d.o.) 13kn |
| **ULISES**<br>**Armadores Unidos S.A.**<br>Las Piedras Venezuela | **180**<br>81<br>154 | | **1974** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan (466)<br>25,00 7,14 2,439<br>23,53 7,01 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Deutz RSBA6M528<br>Oil 4SA 6Cy. 220 × 280<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln |
| **ULISES LLORCA**<br>**Pesquera Olabarria S.A.**<br>Las Palmas Spain | **187**<br>67<br>70 | (BV) | **1965** Maritima del Musel S.A.—Gijon (45)<br>33,20 6,56 3,353<br>29,01 6,51 3,76<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0) | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>825bhp (607kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 90,5t (d.o.) 12kn |

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| **7817828**<br>*ILTD*<br>219<br>Rdr Rt | **ULISSE**<br>**Caronte Shipping S.p.A.**<br>Messina Italy | **1 396**<br>399<br>1 452 | RI | **1978** C.N. "Visentini" di Visentini Francesco & C.<br>—Donada (135)<br>94,19 17,00 3,806<br>86,04 16,98 5,03<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —P<br>Bow door/ramp<br>W 7,80<br>Stern door/ramp<br>W 7,80<br>Lane Length 320 Clear height 4,40 | Polar<br>2 Vee Oil 4SA each 12Cy. 250 × 300<br>5 000bhp (3 678kW)<br>A/B Bofors Nohab<br>2 Directional propellers |
| **8008981**<br>*ELDE4*<br>7457<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ULJANIK**<br>ex Osco Uljanik-90 ex Balder Uljanik-88<br>**United Shipping Adriatic Inc.**<br>V. Ships (UK) Ltd.<br>Monrovia Liberia<br>SatCom: 1242112/ULJA | **20 494**<br>13 612<br>40 293<br>T/cm<br>47,9 | NV | **1983** R.O. Brodogradiliste "Uljanik"—Pula (347)<br>176,00 (BB) 11,224<br>173,84 32,01 15,12<br>1 dk<br>Bow/CM 89 Diam. 0,310 | **M Tanker**<br>COW IGS DB<br>18 Ta ER<br>L.(oil) 45 117<br>4 Cargo pumps total 4 800T/hr | B&W<br>Oil 2SA 5Cy. 670 × 1700<br>10 900bhp (8 018kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 3 × 618kW 440V 60Hz a.c.<br>Fuel 295,0t (d.o.) 1 535,0t (hvf)-36,5pd |
| **8309725**<br>*ZCUJ*<br>708309<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ULLA**<br>**Commonwealth Shipping Co. Ltd.**<br>Souter Shipping Ltd.<br>Hong Kong Hong Kong (British)<br>SatCom: 1477203/ZCUJ | *17 228*<br>*9 809*<br>29 399<br>T/cm<br>35,6 | AB | **1985** Hyundai Heavy Industries Co. Ltd.—Ulsan (297)<br>179,81 (BB) 10,651<br>170,01 23,09 14,51<br>P 29,6 F 13,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.34 740 B.33 003<br>6 Ha (stl) ER | B&W<br>Oil 2SA 5Cy. 600 × 1944<br>8 000bhp (5 884kW)<br>Hyundai SB. & Heavy Industries<br>Gen 3 × 460kW a.c. |
| **9019573**<br>*DJAA*<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **ULLA**<br>ex Nordic Bridge-91<br>**Reederei Jurgen Speck K.G.**<br>Breiholz Federal Republic of Germany | *2 364*<br>*963*<br>2 850 | NV (Class cont.) GL | **1991** Van Mill B.V.—Hardinxveld-Giessendam (164)<br>82,40 - 4,752<br>- 12,50 - | **M General Cargo**<br>Ice strengthened<br>1 Ho 55,2 ER<br>G.4 389<br>TEU 196 C. 196/20'<br>1 Ha (stl) (52,2 × 10,2) ER | Wichmann<br>Oil 2SA 6Cy. 280 × 360<br>1 800kW (2 447bhp)<br>Wartsila-Wichmann A/S<br>Controllable pitch propeller |
| **6912528**<br>*LGGD*<br>17248<br>Df Esd Gc<br>Rdr Rt | **ULLA**<br>**P/R Ulla**<br>Lars Bakke<br>Aalesund Norway | *312*<br>*127*<br>— | | **1969** Langsten Slip & Batbyggeri A/S—Tomra i Romsdal (44)<br>29,85 7,07<br>7,01 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Aabenra<br>Oil 4SA 6Cy. 270 × 400<br>480bhp (353kW)<br>Aabenraa Motorfabrik<br>Fuel 49,0t (d.o.)-1,5pd |
| **8612469**<br>*EGYY*<br>Rt | **ULLA**<br>**Pescanova de Canarias**<br>Vigo Spain | *213*<br>*64*<br>106 | BV (Class cont.) | **1990** Polyships S.A.—Vigo (90006)<br>28,02 8,30 2,050<br>23,63 8,01 4,22 | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl Ref<br>In.138 | Baudouin<br>Vee Oil 4SA 12Cy. 150 × 150 with clu<br>geared to sc. shaft<br>415kW (564bhp)<br>Soc. des Moteurs Baudouin |
| **6522684**<br>*OIES*<br>416<br>Df Esd Rdr<br>Rt | **ULLA**<br>ex Brage-74 ex Storgrogg-69<br>**Veitsiluoto O/Y**<br>Port of Kemi Authorities<br>Kemi Finland | **113**<br>—<br>— | ✠**100A1** SS 5/89<br>tug<br>Baltic coastal service<br>Ice Class 1<br>✠**LMC**<br>EL (a)<br>FN 232 | **1965**-12 A/B Asi-Verken—Amal (73)<br>24,06 7,37 2,896<br>21,14 7,15 3,79<br>1 dk | **M Tug** 30P | Wartsila<br>Oil 4SA 8Cy. 240 × 310 with flexible cou<br>sr reverse geared to sc. shaft<br>NE 1/80<br>Oy Wartsila Ab<br>Controllable pitch propeller<br>Fuel 20,5t (d.o.)-3,5pd |
| **7415175**<br>*OVOA*<br>H716<br>Rt | **ULLA BONDE**<br>**P/R Ulla Bonde**<br>Erik Bonde Pedersen<br>Esbjerg Denmark | **249**<br>135<br>— | (NV) | **1977** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (139)<br>36,81 3,201<br>33,61 7,41 3,46 | **M Fishing**<br>Side Trawler | Callesen<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik |
| **5141304**<br>Df Esd RTh | **ULLA DORTE**<br>ex Hammaburg-72<br>Kingstown St. Vincent and the Grenadines | **423**<br>216<br>714 | (GL) | **1957** Husumer Schiffsw.—Husum (1098)<br>52,74 8,72 3,277<br>47,63 8,64 3,69<br>P 14,1 F 7,1 1 dk<br>RW | **M General Cargo**<br>1 Ho 32,3 ER<br>G.892 B.835<br>2 Ha (13,6 9,3 × 5,0) ER | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 5kW 24V d.c.<br>Thw. thrust propeller<br>Fuel 24,5t (d.o.) |
| **7349572**<br>*OUYD*<br>H625<br>Esd Pfd Rdr<br>Rt | **ULLA MOLLER**<br>ex Jorn Tange-82<br>**P/R Ulla Moller**<br>Knud Erik Moller<br>Esbjerg Denmark | *348*<br>*129*<br>— | | **1974** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (111)<br>37,90 7,24 3,150<br>35,44 7,21 4,96<br>1 dk | **M Fishing**<br>Side Trawler | Callesen<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik<br>Fuel (d.o.) |
| **8513596**<br>*JXES*<br>20231<br>Df Esd Gc<br>Rdr RTv | **ULLENSVANG**<br>**Hardanger Sunnhordlandske D/S**<br>Bergen Norway | *2 871*<br>*861*<br>790 | NV | **1986** Ankerlokken Verft Forde A/S—Forde (23)<br>87,00 14,81<br>76,82 7,40 | **M RoRo Cargo/Ferry**<br>Deck Cargo 500dk P<br>Bow door Stern door<br>Cargo Width 7,00 Clear height 4,50<br>Cars 49 Lorries 12 | Wichmann<br>Vee Oil 2SA 8Cy. 280 × 360 geared t<br>2 000bhp (1 471kW)<br>A/S Wichmann<br>Gen 2 × 175kW 2 × 64kW 220V 50<br>Controllable pitch propeller<br>Fuel 34,5t (d.o.) 52,0t (hvf) |
| **7638521**<br>*LGKB3*<br>N-00288<br>Esd Gc Rdr<br>Rt | **ULLERO**<br>ex Lys-Tind-88<br>**K/S Ullero Shipping**<br>Supply Service Management A/S<br>Farsund Norway (NIS) | T.Mk<br>**496**<br>302<br>1 143<br>**1 343**<br>796<br>2 250 | NV | **1978** Orens M/V—Trondheim (66)<br>70,01 (BB) 12,70 3,731/5,320<br>63,00 12,51 6,51<br>P -F - 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 42,6 ER<br>G.3 117 B.2 640 HeCls. B<br>TEU 24 C.Dk 24/20'<br>1 Ha (stl) (37,8 × 9,9) ER<br>Cr 2(5) | MWM<br>Oil 4SA 8Cy. 360 × 450 sr geared to<br>2 250bhp (1 655kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 126kW 1 × 82kW 230V 50<br>Fuel 35,5t (d.o.) 167,0t (hvf)-9,0pd |
| **8806486**<br>*VRIW*<br>715727<br>Df Esd Rdr<br>RTv<br>AMVER | **ULLSWATER**<br>**Gemrose Co.**<br>P&O Ship Management (Hong Kong) Ltd.<br>Hong Kong Hong Kong (British)<br>SatCom: 1477344/VRIW | *63 106*<br>*34 719*<br>123 503 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2, 4, 6, & 8 holds may be empty<br>✠**LMC** **UMS**<br>EL U† 715,0/90,0U3<br>FN 15798 | **1990**-2 Daewoo SB. & Heavy Machinery Ltd. —Okpo (1047)<br>266,02 (BB) 40,59 15,401<br>256,00 40,50 21,21<br>1 dk<br>rf nil DK in way of Nos. 2 - 9 cargo holds | **M Bulk Carrier**<br>No fixed fire extinguishing system fitted in cargo holds pt higher tensile steel<br>9 Ho ER<br>G.136 041<br>9 Ha (stl) ER | B&W<br>Oil 2SA 5Cy. 700 × 2674<br>11 916kW (16 200bhp)<br>Korea Heavy Industries & Construction Ltd.<br>e(ex.g) (ex.g) 10kgf/cm² (9,9bar)<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 3 × 640kW 450V 60Hz a.c. |
| **7945168**<br>2358 | **ULMA**<br>ex Gis 56<br>**SO.CO.MAR. Societa Costruzioni Marittime S.p.A.**<br>Roma Italy | **163**<br>163<br>— | (RI) | **1952** Cant. Nav. di Taranto S.p.A.—Taranto<br>33,71 7,22 2,680<br>... ...<br>1 dk | **M Dredger** | Oil 4SA 6Cy. 180 × 320<br>Franco Tosi Industriale S.p.A. |
| **7015951**<br>Df Esd Pfd<br>Rdr | **ULRIKA**<br>**Osadjere Fishing Co. Ltd.**<br>Apapa Nigeria | **164**<br>70<br>— | (BV) | **1970** VEB Rosslauer Schiffswerft—Rosslau (3249)<br>33,63 6,61 2,699<br>29,57 6,58 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Polar<br>Oil<br>750bhp (552kW)<br>Nydqvist & Holm A/B |
| **7230185**<br>*LIYH*<br>17908<br>Esd Gc Pfd<br>Rdr Rt | **ULRIKEN**<br>**P/R Nordship**<br>Hydroship A/S<br>Oslo Norway | T.Mk<br>**499**<br>350<br>1 626 | NV | **1972** Fosen M.V.—Fevag (8)<br>78,49 11,49 4,420<br>72,78 11,46 7,93<br>2 dks<br>rf nil len 75 | **M General Cargo**<br>Pallets<br>Side doors<br>Mchy.aft<br>G.3 030 B.2 759 | Wichmann<br>Oil 2SA 7Cy. 280 × 420<br>1 170bhp (861kW)<br>A/S Wichmann<br>Gen 2 × 66kW 220V 50Hz a.c.<br>Fuel 61,0t (d.o.)-4,0pd |
| **8619405**<br>*3EGV6*<br>18351-SC<br>Df Esd Gc<br>Rdr RTv | **ULSAN GAS**<br>**Gemini World Maritime S.A.**<br>Panama Panama | *3 901*<br>*1 170*<br>3 240<br>T/cm<br>5,1 | GL KR | **1988** Korea SB. & Eng. Corp.—Busan (1042)<br>105,90 (BB) 5,014<br>99,90 16,11 8,01<br>P 19,5 F 10,4 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>3 Ta (stl) membrane cyl horizontal ER<br>L.(gas) 4 000<br>3 Cargo pumps total 1 050T/hr | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 346kW (3 189bhp)<br>Hyundai Engine & Machinery Co. Lt<br>Gen 2 × 240kW 220/440V 60Hz a.<br>Directional thrust propellers<br>Fuel 74,5t (d.o.) 254,5t (i.f.o.) |

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| **ULSAN PIONEER**<br>**Korea Industrial Leasing Co. Ltd.**<br>Heung-A Shipping Co. Ltd.<br>Busan South Korea | **693**<br>353<br>1 315 | KR | **1987** Dae Dong SB. Co. Ltd.—Busan (302)<br>68,97 (BB) 4,312<br>65,00 11,00 5,16<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 271 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches & reduction geared to sc. shaft<br>1 300bhp (956kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 120kW 440V a.c.<br>11,75kn |
| **ULSAN SOBANG**<br>**Government of The Republic of South Korea (Ministry of Home Affairs)**<br>Ulsan South Korea | **118**<br>37<br>— | (NK) | **1971** Sumidagawa Zosen K.K.—Tokyo<br>27,72<br>25,00 6,51 2,80<br>1 dk | **TM Fire-fighting Launch**<br>Mchy.aft | 2 Oil 4SA each 12Cy. 135 × 160<br>1 140bhp (839kW)<br>Mitsubishi Heavy Industries Ltd. Sagamihara<br>Fuel 4,0t-1,5pd 12,5kn |
| **ULSAN SPIRIT**<br>**VSSI Ulsan Inc.**<br>Teekay Shipping (Canada) Ltd.<br>Monrovia Liberia<br>SatCom: 1241354/ULSN | *59 289*<br>*31 627*<br>106 679<br>T/cm<br>91,8 | ✠**100A1**<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL S† 687,5/87,0U3<br>FN 15016 | **1990**-1 Hyundai Heavy Industries Co. Ltd.—Ulsan (644)<br>244,08 (BB) 42,70 14,624<br>234,00 42,68 21,52<br>1 dk<br>rf nil Bow/CM 121 Diam. 0,410 MH 2,1 | **M Tanker**<br>COW(LR) IGS(LR) PL(LR) SBT(LR)<br>pt higher tensile steel Bow loading<br>5 Ta 4 Wing Ta ER<br>L.(oil) 126 762<br>3 Cargo pumps total 9 000T/hr | B&W 6S60MC<br>Oil 2SA 6Cy. 600 × 2292<br>11 254kW (15 300bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>2 AuxB (o.f.) 19,4kgf/cm² (19,1bar)<br>AuxB (Comp) 9kgf/cm² (8,9bar)<br>Gen 3 × 680kW 440V 60Hz a.c.<br>Fuel (d.o.)(hvf) 14kn |
| **ULSNAES**<br>ex Lille-Karen-88<br>**P/R K. og B. Ohlsen**<br>Aabenraa Denmark | **299**<br>183<br>410 | BV | **1977** Aabenraa Maskinfabrik & Flydedok —Aabenraa (29)<br>45,22 2,801<br>41,48 8,01 3,20<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.633 B.577<br>1 Ha (22,1 × 5,4) ER | Callesen 5-427-EO<br>Oil 4SA 5Cy. 270 × 400 with clutches & sr geared to sc. shaft<br>400bhp (294kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Controllable pitch propeller<br>Fuel 35,5t (d.o.)-1,5pd 10kn |
| **ULTRA ALPHA**<br>ex Shoei Maru-88 ex Matsumi Maru-78<br>ex Shoei Maru No. 16<br>**Ultraline Tankers Pte. Ltd.**<br>Singapore Singapore | **998**<br>680<br>2 241 | | **1974** Imura Zosen K.K.—Komatsushima (172)<br>72,50 13,02 4,871<br>66,00 13,00 5,50<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe |
| **ULTRA GUIDE**<br>ex Katsu Maru No. 3-87<br>**Ultraline Tankers Pte. Ltd.**<br>Singapore Singapore | **999**<br>681<br>2 198 | | **1972** Shimoda Dockyard Co. Ltd.—Shimoda (220)<br>11,23 5,335<br>70,49 11,21 5,85<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe |
| **ULTRA PROMOTER**<br>ex Toshin Maru No. 3-83 | **499**<br>259<br>1 115 | NK | **1971** Taisei Zosen K.K.—Higashino<br>56,60 4,044<br>51,69 9,01 4,50<br>F 9,5 1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 263 | Akasaka AH28<br>Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 36kW<br>11kn |
| **ULTRAGAS**<br>ex LPG/C Ultragas-83 ex Ultragas-81<br>ex Norro<br>**Sociedad Naviera Ultragas Ltda.**<br>Valparaiso Chile | **1 122**<br>729<br>1 420 | GL (BV)<br>✠Classed LR until 1/70 | **1959**-4 Nystads Varv Ab—Uusikaupunki/Nystad (201)<br>74,81 10,55 4,299<br>67,42 10,51 5,92<br>2 dks<br>rf 51 conv General Cargo 69 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>3 Ta (stl) cyl horizontal ER<br>L.(gas) 1 460 | Deutz RBV6M366<br>Oil 4SA 6Cy. 420 × 660<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 116kW 2 × 88kW 380V 50Hz a.c.<br>Fuel 109,5t (d.o.)-4,5pd 13kn |
| **ULTRAMAR**<br>**Bankers Trust Co., as Trustee**<br>American Maritime Transport Inc.<br>New York, NY United States of America<br>SatCom: 1501547/ULMR | **39 827**<br>30 705<br>83 518<br>T/cm<br>77,2 | AB | **1973** National Steel & SB. Co.—San Diego, Ca (382)<br>272,04 (BB) 32,31 14,001<br>260,61 32,24 19,05<br>F 21,7 1 dk<br>rf nil | **S Ore/Bulk/Oil Carrier**<br>IGS DB<br>9 Ho/Ta ER<br>G.91 095 L.(oil) 89 283<br>9 Ha (stl) (each 14,6 × 14,6) ER<br>Der 2(10)<br>3 Cargo pumps total 10 800T/hr | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>General Electric Co. U.S.A.<br>Gen 1 × 1000kW 1 × 500kW 450V 60Hz a.c.<br>Fuel 5 188,0t (o.f.) 16,5kn |
| **ULTRAMAR I**<br>ex Expert-88<br>**Sociedad Naviera Ultragas Ltda.**<br>Chile | **295**<br>16<br>211 | GL | **1976** Boot-Lemmer B.V.—Lemmer (1355)<br>31,75 9,66 4,371<br>28,35 9,01 4,86<br>F 5,5 1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | Alco 16V251F<br>Vee Oil 4SA 16Cy. 229 × 267 sr geared to sc. shaft<br>Alco Engine Div. of White Industrial Power Inc. Auburn<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 150,0t (d.o.) 13kn |
| **ULTRAMAR II**<br>ex Taishin Maru No. 3-72<br>**Sea Transport Co. Inc.**<br>Cebu City Philippines | **295**<br>162<br>449 | | **1958** Shikoku Dockyard Co. Ltd.—Takamatsu (410)<br>44,51 6,71 3,201<br>42,50 6,68 3,36<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>1 Ha (19,0 × 3,9) ER<br>4W Der 4(2,5) | Makita<br>Oil 4SA 6Cy. 320 × 450<br>450bhp (331kW)<br>Makita Tekkosho Takamatsu<br>11kn |
| **ULTRAMAR III**<br>**Sociedad Naviera Ultragas Ltda.**<br>Valparaiso Chile | **205**<br>12<br>— | (GL) | **1974** Werftunion G.m.b.H. & Co., Zweigniederlassung Emden—Emden (116)<br>31,15 8,79 4,080<br>27,01 8,23 4,60<br>1 dk | **M Tug**<br>Ice strengthened | MWM TBD501-6<br>Oil 4SA 6Cy. 360 × 450<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel (d.o.) 11kn |
| **ULTRAMAR IV**<br>ex Coloso-76<br>**Sociedad Naviera Ultragas Ltda.**<br>Valparaiso Chile | **184**<br>20<br>298 | ✠Classed LR until 1/4/87 | **1961**-5 A. Hall & Co. Ltd.—Aberdeen (896)<br>30,79 7,95 3,601<br>27,44 7,62 3,87<br>1 dk<br>rf 533 BK 152 | **M Tug** | Ruston<br>Oil 4SA 8Cy. 260 × 368 sr reverse geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Fuel 45,5t (d.o.) 11kn |
| **ULTRAMAR IX**<br>ex Elbehafen I-81<br>**Sociedad Naviera Ultragas Ltda.**<br>Valparaiso Chile | **164**<br>—<br>— | GL | **1971** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1144)<br>30,05 8,23 3,010<br>26,01 3,71<br>1 dk | **TM Tug**<br>Ice strengthened | MAN<br>2 Oil 4SA each 8Cy. 160 × 180<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>12kn |
| **ULTRAMAR V**<br>**Sociedad Naviera Ultragas Ltda.**<br>Valparaiso Chile | **163**<br>74<br>144 | (AB) (GL) | **1977** Ast. de Santander S.A.—Santander (132)<br>25,40 8,26 3,201<br>23,12 8,01 3,92<br>1 dk | **M Tug** | Waukesha L5792DSIM<br>Vee Oil 4SA 12Cy. 216 × 216 reverse reduction geared to sc. shaft<br>Waukesha Engine Div. Dresser Industries Inc. Waukesha, Wi<br>Gen 2 × 60kW<br>11,5kn |
| **ULTRAMAR VI**<br>**Sociedad Naviera Ultragas Ltda.**<br>Valparaiso Chile | **163**<br>74<br>144 | (AB) (GL) | **1978** Ast. de Santander S.A.—Santander (133)<br>25,40 8,26 3,201<br>23,12 8,01 3,92<br>1 dk | **M Tug** | Waukesha L5792DSIM<br>Vee Oil 4SA 12Cy. 216 × 216 reverse reduction geared to sc. shaft<br>Waukesha Engine Div. Dresser Industries Inc. Waukesha, Wi<br>Gen 2 × 60kW<br>11,5kn |
| **ULTRAMAR VII**<br>ex Correct-79<br>**Sociedad Naviera Ultragas Ltda.**<br>Valparaiso Chile | **144**<br>—<br>— | GL | **1968** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1137)<br>29,39 7,90 3,210<br>26,01 7,59 3,69<br>1 dk | **M Tug** | Deutz SBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 74kW 440V a.c.<br>Fuel (d.o.) 12kn |

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| **8321618**<br>*HO3162*<br>14309-84<br>Esd Gc Pfd<br>Rdr RTv | **ULTRAMAR X**<br>**Ultra Gas International S.A.**<br>Transmares Naviera Chilena Ltda.<br>Panama Panama | *286*<br>*86*<br>238 | | **1984** Martin Jansen G.m.b.H. & Co. K.G.<br>Schiffswft. u. Fbk.—Leer (169)<br>GL 30,26 9,35 4,079<br>25,51 9,01 4,65<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | MWM<br>2 Oil 4SA each 8Cy. 230 × 270 sr gea<br>shafts<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 150kW 380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 134,5t (d.o.) |
| **7510535**<br>*CB3148*<br>Df Esd Gc<br>Rdr RTm/h/v | **ULTRAMAR XI**<br>ex Exact-86<br>**Sociedad Naviera Ultragas Ltda.**<br>Valparaiso Chile | **295**<br>16<br>211 | | **1976** Boot-Lemmer B.V.—Lemmer (1354)<br>31,73 9,71 4,371<br>GL 28,35 9,67 4,86<br>F 5,5 1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | Alco<br>Vee Oil 4SA 16Cy. 229 × 267 sr geare<br>shaft<br>Alco Engine Div. of White Industrial Pow<br>Inc.<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 150,0t (d.o.) |
| **7530028**<br>*CB3120*<br>802800<br>Df Esd Gc<br>Pfd Rdr Rt | **ULTRAMAR XII**<br>ex Toga-87<br>**Sociedad Naviera Ultragas Ltda.**<br>Valparaiso Chile | **399**<br>0<br>650 | | **1977** Langsten Slip & Batbyggeri A/S—Tomra i<br>Romsdal (76)<br>NV 35,21 10,32 4,150<br>32,72 10,01 5,01<br>1 dk<br>rf 1003 | **TM Tug**<br>Anchor-handling<br>Ice strengthened | Wichmann<br>2 Oil 2SA each 7Cy. 300 × 450<br>A/S Wichmann<br>Gen 2 × 168kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 225,0t (d.o.)-14,0pd |
| **8112627**<br>*CB-4448*<br>Df Esd Gc<br>Pfd Rdr Rt | **ULTRAMAR XIV**<br>ex Bjorn Eskil-90<br>**Sociedad Naviera Ultragas Ltda.**<br>Valparaiso Chile | **188**<br>53<br>— | | **1982** Statland Mek. Verksted—Nord-Statland (7)<br>29,39 8,51 4,760<br>NV 26,75 8,50 4,75<br>1 dk | **TM Tug**<br>Ice strengthened | Normo<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>A/S Bergens M/V<br>Gen 2 × 80kW 230V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **7366661**<br>*WJCG*<br>555146<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **ULTRASEA**<br>**Bankers Trust Co., as Trustee**<br>American Maritime Transport Inc.<br>New York, NY United States of America<br>SatCom: 1501544/ULSE | **39 827**<br>30 705<br>83 437<br>T/cm<br>77,2 | | **1974** National Steel & SB. Co.—San Diego, Ca (383)<br>AB 272,04 (BB) 32,31 12,188<br>260,61 32,24 19,05<br>F 21,7 1 dk<br>rf nil Bow/CM 178 Diam. 0,460 | **S Ore/Bulk/Oil Carrier**<br>DB<br>9 Ho/Ta ER<br>G.91 095 L.(oil) 89 283<br>9 Ha (stl) (each 14,6 × 14,6) ER<br>Der 2(10)<br>3 Cargo pumps total 10 800T/hr | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>General Electric Co.<br>Gen 1 × 1000kW 1 × 500kW 450V<br>Fuel 5 188,0t (o.f.) |
| **8600777**<br>*PQ6943*<br>Df Esd Gc<br>Rdr Rt | **ULTRATEC I**<br>**Ultratec Petroleo Comercio e Servicos Ltda.**<br>Rio de Janeiro Brazil | **883**<br>265<br>1 109 | | **1986** MacLaren BA Est. e Servicos Maritimos<br>—Niteroi (303)<br>AB 57,00 4,204<br>52,00 12,01 4,91<br>F 16,8 1 dk<br>rf 310 | **TM Offshore Well-Stimulation Vessel** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 300 revers<br>geared to sc. shafts<br>3 000bhp (2 207kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 220kW a.c.<br>Thw. thrust propeller fwd |
| **8600789**<br>*PQ6944*<br>Df Esd Gc<br>Rdr Rt | **ULTRATEC II**<br>**Ultratec Petroleo Comercio e Servicos Ltda.**<br>Rio de Janeiro Brazil | **883**<br>265<br>1 109 | | **1986** MacLaren BA Est. e Servicos Maritimos<br>—Niteroi (304)<br>AB 57,00 4,206<br>52,00 12,01 4,91<br>F 16,8 1 dk<br>rf 310 | **TM Offshore Well-Stimulation Vessel** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 300 revers<br>geared to sc. shafts<br>3 000bhp (2 207kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 220kW a.c.<br>Thw. thrust propeller fwd |
| **5372628**<br>*9MTB*<br>199552<br>Esd RTm/h | **ULU BERNAM**<br>**United Plantations Berhad**<br>Penang Malaysia | **378**<br>143<br>461<br>**509**<br>271<br>— | **✠100A1** SS 7/87<br>DTs—vegetable oil<br>**✠LMC**<br>EL g<br>FN 569 | **1961**-3 Kure Zosensho—Kure (56)<br>45,39 9,17 2,864/3,061<br>40,52 9,15 4,88<br>Ba 11,6 RFD 6,8 1 dk & pt S dk<br>rf 51 | **M General Cargo** OSD/CSD<br>2P<br>Mchy.aft<br>1 Ho 21,1 10,8DT 5,1DT 5,1DT<br>G.381 B.346 L.1 104 HeCls. BC<br>2 Ha (w) (each 6,4 × 3,4) 2 Ha (stl) (each 2,5 × 1,6)<br>2W Der 2(2) | Alpha<br>Oil 2SA 6Cy. 240 × 400 with flexible clu<br>clutch<br>309kW (420bhp)<br>Alpha-Diesel A/S<br>db 150lbf/in² (10,4bar)<br>Gen 1 × 14kW 1 × 13kW 225V 50Hz<br>Controllable pitch propeller<br>Fuel 27,5t (d.o.)-1,5pd |
| **6517964**<br>*HQHW*<br>RH-L83396<br>Rdr Rt | **ULU WAI**<br>ex Shosei Maru-84<br>**Naviera Priangan S. de R. L.**<br>Feeder International Line Pte. Ltd.<br>San Lorenzo Honduras | **1 599**<br>812<br>2 523 | | **1965** Setoda Zosensho Co. Ltd.—Setoda (182)<br>80,17 11,46 5,279<br>NK 73,97 11,41 5,85<br>P 17,4 F 8,0 1 dk<br>RW | **TM Tanker**<br>8 Ta ER<br>L.(oil) 3 008 | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>1 700bhp (1 250kW)<br>Daihatsu Kogyo<br>Gen 2 × 24kW 225V a.c.<br>Fuel 86,5t-6,0pd |
| **8607892**<br>Esd Gc Rdr<br>RTm/h/v | **ULUBATLI HASAN**<br>**Istanbul Ulasim Sanayii ve Ticaret A.S.**<br>Istanbul Turkey | *431*<br>*166*<br>125 | | **1987** Skaalurens Skibsbyggeri A/S—Rosendal ((1582))<br>NV 38,82 9,71 1,601<br>36,02 9,47 5,92<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 449dk P | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 18<br>sc. shafts<br>2 716bhp (1 998kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 56kW 380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 9,0t (d.o.) |
| **8607907** | **ULUC ALI REIS**<br>**Istanbul Ulasim Sanayii ve Ticaret A.S.**<br>Istanbul Turkey | **431**<br>—<br>125 | | **1987** Skaalurens Skibsbyggeri A/S—Rosendal ((1583))<br>NV 38,82 1,534<br>36,02 9,47 5,92<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 449dk P | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 18<br>clutches, flexible couplings & sr ge<br>shafts<br>4 102bhp (3 017kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 56kW 380V 50Hz a.c. |
| **7364455**<br>*TCSN*<br>4401<br>Df Esd Rdr<br>Rt | **ULUDAG**<br>**T.D.I. Deniz Yollari Isletmesi**<br>Istanbul Turkey | **1 901**<br>922<br>214 | ✠Classed LR until 25/7/86 | **1976**-6 Denizcilik Bankasi T.A.O.—Halic, Istanbul (185)<br>80,24 12,48 3,163<br>71,94 12,06 6,71<br>B 37,2 2 dks, 3rd dk clear of mchy space<br>rf 483 | **TM RoRo Cargo/Ferry**<br>1100dk P | Fiat<br>2 Oil 2SA each 8Cy. 360 × 650<br>2 800bhp (2 060kW)<br>Grandi Motori Trieste<br>Gen 2 × 180kW 230/115V d.c. |
| **8006799**<br>Rdr Rt | **ULUSAGHE**<br>**South New Georgia Development Co.**<br>Honiara Solomon Islands | **195**<br>120<br>250 | | **1981** Carpenters Industrial—Suva (26)<br>27,01 1,901<br>23,73 7,50 2,42 | **TM Landing Craft**<br>Mchy.aft | Gardner<br>2 Oil 4SA each 8Cy. 121 × 152 gea<br>shafts<br>340bhp (250kW)<br>L. Gardner & Sons Ltd. |
| **7303267**<br>*LKRE*<br>18024<br>Rdr Rt | **ULVIK**<br>**Hardanger Sunnhordlandske D/S**<br>Bergen Norway | **488**<br>227<br>199 | | **1973** Mjellem & Karlsen A/S—Bergen (114)<br>64,52 11,13 3,099<br>(NV) 58,98 11,10 4,22<br>1 dk<br>rf 1097 BK 183 | **M RoRo Cargo/Ferry**<br>325dk P<br>Ice strengthened<br>Cars 50<br>Mchy.aft | Wichmann<br>Oil 2SA 5Cy. 300 × 450<br>1 250bhp (919kW)<br>A/S Wichmann<br>Gen 2 × 72kW 220V 50Hz a.c.<br>2 propellers aft, 1 fwd<br>Fuel (d.o.) |
| **5372654**<br>*HO4219*<br>14844-85<br>Rdr Rt | **ULVIK HEVEA TRANSPORT**<br>ex Miss Albro-82 ex Ulvik<br>**Hevea Transport Inc.**<br>Panama Panama | **372**<br>184<br>— | | **1952** A/S Bergens M/V—Bergen<br>43,46<br>8,21 4,02<br>1 dk | **M General Cargo**<br>184P<br>1 Ho 19,2 ER<br>2 Ha (each 3,9 × 2,5) ER<br>Der 2(-) | Wichmann<br>Oil 2SA 4Cy. 300 × 450<br>600bhp (441kW)<br>A/S Wichmann |

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| **ULVON**<br>**Ornskoldsviks Buss Ab**<br>Ulvohamn Sweden | *172*<br>—<br>50 | | **1990** Moen Slip & Mek. Verksted A/S—Kolvereid (35)<br>28,00 - 3,271<br>24,00 7,20 3,30 | **M RoRo Cargo/Ferry**<br>Deck Cargo | Scania DSI1440M<br>2 Vee Oil 4SA each 8Cy. 127 × 140<br>404kW (549bhp)<br>Saab-Scania Sodertalje<br>Thw. thrust propeller fwd |
| **ULVSUND**<br>**Government of The Kingdom of Denmark (Statens Veterinaer Institut)**<br>Lindholm Pier Denmark | **235**<br>78<br>— | BV | **1987** Soby Motorfabrik og Staalskibsvaerft—Soby (70)<br>30,21 2,152<br>30,03 9,01 3,31<br>1 dk | **TM Ferry**<br>150dk P<br>Ice strengthened | Scania<br>2 Oil 4SA<br>766bhp (563kW)<br>Saab-Scania AB Sodertalje<br>2 Controllable pitch propellers<br>10,25kn |
| **ULYANA GROMOVA**<br>**Caspian Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | *4 136*<br>*1 763*<br>4 987 | RS | **1985** Volgograd Shipyard—Volgograd<br>125,06 16,63 4,150<br>121,12 - 6,90<br>1 dk | **M Tanker**<br>Ice strengthened | Russkiy 6CHRPN36/45<br>2 Oil 4SA each 6Cy. 360 × 450<br>2 296kW (3 121bhp)<br>U.S.S.R.<br>Gen 4 × 160kW a.c. |
| **ULYANOVSK**<br>**Ulyanovsk Shipping Co. Ltd.**<br>Acomarit Services Maritimes S.A.<br>Limassol Cyprus<br>SatCom: 1100713 | *17 199*<br>*11 920*<br>29 990<br>T/cm<br>37,7 | NV<br>✠CLASS WITHDRAWN at Owners' request 30/4/91 | **1983**-6 Hellenic Shipyards—Skaramanga (1125)<br>170,69 (BB) 26,04 10,767<br>162,01 26,01 14,46<br>P 32,0 F 17,4 1 dk<br>rf nil Bow/CM 78 | **M Tanker**<br>IGS<br>7 Ta ER 14 Wing Ta<br>L.(oil) 40 139<br>4 Cargo pumps total 3 600T/hr | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>8 832kW (12 007bhp)<br>H. Cegielski Poznan<br>Gen 2 × 528kW 1 × 500kW 440V 60Hz a.c.<br>Fuel 211,0t (d.o.) 1 592,0t (hvf) 15,5kn |
| **ULYBKA**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **680**<br>252<br>335 | (RS) | **1967** ............U.S.S.R.<br>54,23 9,33 3,830<br>49,99 9,30 4,86<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **ULYSSES II**<br>**Charles Buchan**<br>Peterhead United Kingdom | **268**<br>182<br>146 | | **1988** James N. Miller & Sons Ltd.—St. Monance (1034)<br>26,52 7,42<br>23,37 7,36 3,92<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref<br>In.180 | Alpha<br>Oil 4SA 5Cy. 225 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>850bhp (625kW)<br>MAN-B&W Diesel A/S Frederikshavn<br>Controllable pitch propeller |
| **ULYSSUS**<br>ex Grand Weal-88 ex Spes-82<br>**Ulyssus Shipping Co. SARL**<br>Palmyra Tsiris Lines S.A.<br>Beirut Lebanon | **10 146**<br>6 390<br>13 660 | AB | **1973** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (809)<br>155,63 (BB) 21,24 9,389<br>144,99 21,20 12,20<br>P 30,2 F 12,8 3 dks<br>rf 203 | **M General Cargo**<br>Mchy.aft | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| **ULZAMA**<br>**Pesquera Vasco-Gallega S.A.**<br>Vigo Spain | **281**<br>134<br>— | BV | **1958** Enrique Lorenzo y Cia. S.A.—Vigo (232)<br>37,98 6,89 3,709<br>33,38 6,80 4,02<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha | Krupps<br>Oil 4SA 8Cy. 295 × 420<br>700bhp (515kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 48,5t (d.o.) 11,5kn |
| **UM EL FAROUD**<br>ex Seafalcon-73<br>**General National Maritime Transport Co.**<br>Tripoli Libya | **1 999**<br>1 322<br>4 522<br>**3 148**<br>1 606<br>5 390<br>T/cm<br>12,7 | NV | **1969** Smith's Dock Ltd.—South Bank, Middlesbrough (1297)<br>109,56 15,55 5,752/6,408<br>100,26 15,50 8,11<br>2 dks<br>rf 51 Bow/CM 52 Diam. 0,250 MH 1,2 | **M Tanker**<br>Chemical<br>Ice strengthened<br>12 Ta ER<br>L.5 273 HeCls. C<br>4 Cargo pumps total 400T/hr | Smit-Bolnes<br>Vee Oil 2SA 16Cy. 300 × 550<br>3 200bhp (2 354kW)<br>N.V. Smit & Bolnes Zierikzee<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 412,5t-11,0pd 14kn |
| **UMAG CAYENNE**<br>ex Clement-92 ex Frisian Glory-86<br>ex Samsun Glory-85<br>**Frisian Shiptrade B.V.**<br>Holwerda Shipmanagement B.V.<br>Heerenveen Netherlands | *3 986*<br>*2 419*<br>6 025 | ✠**100A1**<br>container cargoes in the holds and on hatch covers<br>Ice Class 1C where output from main engine is limited to 2205kW at 570 engine rpm<br>✠**LMC** **UMS**<br>EL X 495,0/46,0U3(a)<br>FN 2631 | **1985**-4 Amels B.V.—Makkum (392)<br>106,63 (BB) 18,09 6,601<br>99,60 17,90 8,51<br>P 11,6 F 8,0 2 dks<br>rf nil | **M General Cargo**<br>pt higher tensile steel<br>3 Ho 24,0 27,0 21,0 ER 1 TwD<br>G.8 149 B.7 800<br>TEU 419<br>C.Ho 142/20' (40') C.Dk 277/20' (40')<br>3 Ha (stl) (18,7 25,4 18,7 × 12,7) ER<br>Cr 2(25-65) | Werkspoor 6TM410<br>Oil 4SA 6Cy. 410 × 470 with flexible couplings & sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 1 × 499kW 3 × 234kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 55,0t (d.o.) 457,0t (hvf)-13,5pd 14,5kn |
| **UMAG ST. MALO**<br>ex Crispin-92 ex Frisian Hope-86<br>ex Norasia Adria-86<br>Launched as Frisian Hope<br>**Rederij "Frisian Hope" C.V.**<br>Holwerda Shipmanagement B.V.<br>Heerenveen Netherlands | **3 986**<br>2 419<br>6 025 | ✠**100A1**<br>container cargoes in the holds and on hatch covers<br>Ice Class 1C where output from main engine is limited to 2205kW at 570 engine rpm<br>✠**LMC** **UMS**<br>EL X 495,0/46,0U3<br>FN 2632 | **1985**-9 Amels B.V.—Makkum (393)<br>106,63 (BB) 18,09 6,601<br>99,60 17,91 8,51<br>P 11,9 F 8,0 2 dks<br>rf nil | **M General Cargo**<br>pt higher tensile steel<br>3 Ho 24,0 26,1 21,0 ER 1 TwD<br>G.8 149 B.7 800<br>TEU 419<br>C.Ho 142/20' (40') C.Dk 277/20' (40')<br>3 Ha (stl) (18,7 25,4 18,7 × 12,7) ER<br>Cr 2(25-65) | Werkspoor 6TM410<br>Oil 4SA 6Cy. 410 × 470 with flexible couplings & sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 1 × 499kW 3 × 234kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 56,0t (d.o.) 464,5t (hvf) 14,5kn |
| **UMALIA I**<br>**Urmila & Co. Pvt. Ltd.**<br>Bombay India | **410**<br>258<br>599 | (AB) | **1975** G.R. Engineering—Rassaim, Goa (101)<br>47,50 2,453<br>46,00 10,25 3,00<br>1 dk<br>rf nil | **TM General Cargo**<br>Mchy.aft | Cummins<br>2 Oil 4SA each 6Cy. 1300 × 152 reverse reduction geared to sc. shafts<br>436bhp (321kW)<br>Kirloskar Cummins Ltd. Pune<br>Gen 2 × 3,25kW a.c.<br>Fuel 10,0t (d.o.) 7kn |
| **UMBA**<br>**Murmansk Area Salvage & Towage Agency**<br>(Murmansk) (U.S.S.R.) | **433**<br>180<br>539 | RS | **1961** ............U.S.S.R.<br>49,26 8,23 3,250<br>3,64<br>1 dk | **M General Cargo**<br>2 Ho<br>B.630<br>2 Ha (8,2 9,3 × 5,0)<br>Cr 1(1,5) | Oil 2SA 4Cy. 300 × 500<br>.............<br>Fuel (d.o.) 10kn |
| **UMBERLEIGH**<br>ex Granton Merlin-78<br>**H. I. Williams**<br>Granton United Kingdom | **235**<br>77<br>— | ✠**100A1** SS 4/91<br>✠**LMC**<br>EL (c)j<br>FN 353 | **1960**-7 Hall, Russell & Co. Ltd.—Aberdeen (886)<br>*32,92* 7,35<br>32,31 7,24 3,66<br>F 5,2 1 dk<br>RW rf 483 BK 152 conv Side Trawler Fishing 78 | **M Stand-by Safety Vessel**<br>for offshore installations | Ruston<br>Oil 4SA 5Cy. 318 × 368 sr reverse geared to sc. shaft<br>655bhp (482kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Fuel 28,5t 10,5kn |
| **UMBERTO D'AMATO**<br>ex Mare Di Giava-91<br>ex Amazon Pioneer-87<br>ex Esso Montreal-83<br>**Perseveranza S.p.A di Navigazione**<br>Fratelli d'Amato S.r.l.<br>Palermo Italy<br>SatCom: 1150216/IBHW | *17 381*<br>*9 313*<br>32 250<br>T/cm<br>42,0 | RI (AB) | **1973** Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1107)<br>187,76 26,55 10,424<br>179,84 26,52 13,72<br>P 29,0 F 14,7 1 dk<br>rf 51 Bow/CM 95 Diam. 0,360 | **M Tanker**<br>Stern disch.<br>21 Ta ER<br>L.(oil) 43 153 HeCls. B<br>4 Cargo pumps total 4 200T/hr | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 400bhp (8 385kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 1 392,0t (hvf)-44,0pd 15kn |

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| **8515972**<br>*P24070*<br>000377<br>Rdr Rt | **UMBOI**<br>**Lutheran Shipping**<br>Madang Papua New Guinea | **380**<br>—<br>450 | AB | **1985** Singmarine Shipyard (Pte.) Ltd.—Singapore (049)<br>2,939<br>41,08 8,50 3,51<br>1 dk<br>rf 18 | **TM General Cargo**<br>1 Ho 24,9 ER<br>1 Ha (stl) (15,0 × 5,0) ER | Gardner<br>2 Oil 4SA each 8Cy. 140 × 197 reve<br>geared to sc. shafts<br>500bhp (368kW)<br>L. Gardner & Sons Ltd.<br>Gen 2 × 30kW a.c. |
| **7333999**<br><br>170<br>Rdr Rt | **UMBRIEL**<br>**Bourgas Port Authority**<br>Bourgas Bulgaria | **226**<br>—<br>46 | BR | **1969** Leningradskiy Petrozavod—Leningrad<br>29,29 8,49 3,090<br>25,20 8,31 4,35<br>1 dk | **TM Tug**<br>Ice strengthened | Russkiy<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works<br>Gen 2 × 24kW 230V a.c.<br>2 Controllable pitch propellers |
| **7052571**<br>*EWEA*<br>M-30557 | **UMBRINA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **642**<br>219<br>431 | RS | **1970** .............U.S.S.R.<br>54,23 9,38 3,901<br>4,75<br>1 dk | **M Fishery Patrol Vessel**<br>2 Ho<br>B.418<br>2 Ha (each 1,5 × 1,6)<br>Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Fuel (d.o.) |
| **7401772**<br>*JFCU*<br>121216<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **UME MARU**<br>ex Asian Neptune-80<br>ex World Neptune-80 ex Saint Eniwa-79<br>**Tamai Steamship Co. Ltd.**<br>Tokyo Japan | **5 048**<br>—<br>7 347 | NK | **1974** K.K. Uwajima Zosensho—Uwajima (817)<br>114,26 17,63 7,205<br>103,99 17,61 9,00<br>P 19,6 F 11,0 1 dk | **M General Cargo**<br>Waste Disposal<br>4 Ho ER<br>G.21 837<br>2 Ha (30,7 34,2 × 8,7) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 200kW 450V 60Hz a.c.<br>Fuel 43,5t (d.o.) 227,5t (hvf)-15,5pd |
| **8216851**<br>*JF2095*<br>120037<br>Rdr | **UME MARU**<br>**Nipponkai Eisen K.K.**<br>Niigata, Niigata Pref. Japan | **185**<br>—<br>89 | | **1983** Hikari Kogyo K.K.—Yokosuka (325)<br>32,85 9,53 2,920<br>26,52 9,50 4,32<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 280 × 360 dr ge<br>shafts<br>Yanmar Diesel Engine Co. Ltd.<br>2 Directional thrust propellers<br>Fuel 51,0t (d.o.)-9,5pd |
| **6921189**<br>*JJ2295*<br>104713 | **UME MARU**<br>**Miura Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **176**<br>—<br>— | | **1968** Towa Zosen K.K.—Shimonoseki (366)<br>29,65 8,23 2,794<br>29,01 8,21 3,79<br>1 dk | **M Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 320 × 390 geare<br>Hanshin Nainenki Kogyo |
| **8135617**<br>*JM5165*<br>124748 | **UME MARU**<br>**Sasebo City**<br>Sasebo, Nagasaki Pref. Japan | **161**<br>—<br>220 | | **1982** Maebata Zosen Tekkosho K.K.—Sasebo (150)<br>2,520<br>27,31 6,80 3,00<br>1 dk | **M Tanker**<br>Water | Oil |
| **7904097**<br><br><br>Df Gc Rdr<br>Rt | **UME MARU No 25**<br>Indonesia | **199**<br>—<br>— | | **1979** Sanuki Zosen Tekkosho K.K.—Takuma (1018)<br>*32,71*<br>6,80 2,72<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. |
| **7934846**<br>*8KBK*<br>123175<br>MG1-1048<br>Df Esd Gc<br>Pfd Rdr Rt | **UME MARU No. 28**<br>ex Ito Maru No. 18-90<br>**Takeo Abe**<br>Onagawa, Miyagi Pref. Japan | **199**<br>—<br>— | | **1979** Kidoura Zosen K.K.—Kesennuma (373)<br>*32,10*<br>7,03 2,70<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. |
| **7436753**<br>*WYX2909*<br>554355<br>Esd Rdr Rt | **UMGOWA**<br>ex Francis W.-89 ex YTM-412-45<br>**Irving D. Logan**<br>Seattle, Wa United States of America | **128**<br>87<br>— | | **1945** Ira S. Bushey & Sons Inc.—New York, NY<br>... ... ...<br>30,79 8,54 4,27<br>1 dk | **M Tug** | General Motors<br>Oil 6Cy.<br>General Motors Corp. Electro-Motive D |
| **7123174**<br>*HQER3*<br>L-0322877<br>Gc Rdr Rt | **UMI No. 8**<br>ex Asahi Maru No. 16-89<br>ex Ebisu Maru No. 11<br>**Umi Shipping Inc.**<br>San Lorenzo Honduras | **473**<br>—<br>1 476 | | **1971** K.K. Usuki Tekkosho—Usuki (801)<br>63,96 11,03 4,115<br>60,00 11,00 5,95<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (34,7 × 8,0) ER | Usuki<br>Oil 4SA 6Cy. 380 × 500<br>1 700bhp (1 250kW)<br>Usuki Tekkosho<br>Gen 2 × 40kW 225V a.c. |
| **6404026**<br>*EDZF*<br>8518<br>Df Esd Gc<br>Rdr Rt | **UMIA**<br>**Pescanova S.A.**<br>Vigo Spain | **203**<br>75<br>— | (BV) | **1964** Hijos de J. Barreras S.A.—Vigo (1290)<br>32,80 7,83 3,607<br>28,78 7,78 3,89<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>7 Ha (each 1,3 × 1,3) | MAN<br>2 Oil 4SA each 8Cy. 160 × 180 gea<br>1 100bhp (809kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Fuel 45,0t (d.o.) |
| **8210041**<br>*JG4290*<br>126168 | **UMIGIRI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **149**<br>—<br>— | | **1983** Hitachi Zosen—Kanagawa Works, Kawasaki (117086)<br>30,99 6,33<br>28,50 6,30 3,31<br>1 dk | **Aluminium Alloy TM Patrol Ship** | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 190 × 2<br>clutches, flexible couplings & sr g<br>shafts<br>2 400bhp (1 765kW)<br>Ikegai Tekkosho |
| **8503125**<br>*JL5333*<br>128280 | **UMIJI**<br>**Aiwa Sangyo K.K.**<br>Imabari, Ehime Pref. Japan | **499**<br>—<br>1 600 | | **1985** K.K. Matsuura Zosensho—Kinoe (318)<br>71,68 11,54 4,211<br>67,01 11,51 6,41<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 185 B.1 939<br>TEU 54 C. 54/20'<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 320 × 510 with clutche<br>couplings & sr geared to sc. shaf<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **7314149**<br>*JGBB*<br>114027<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **UMITAKA MARU**<br>**Government of Japan (Ministry of Education)**<br>Tokyo University of Fisheries (Tokyo Suisan-Daigaku)<br>Tokyo Japan<br>SatCom: 1200707/JGBB | **1 828**<br>—<br>— | | **1973** Mitsui SB. & Eng. Co. Ltd.—Osaka (983)<br>79,00 12,45 5,150<br>71,00 12,40 8,30<br>1 dk<br>RW | **TM Fishing**<br>Training | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 320kW 450V 60Hz a.c.<br>Fuel 595,5t (d.o.)-14,0pd |
| **8840470**<br>*JD2234*<br>116803<br>HK1-1149<br>Rdr Rt | **UMITAKA MARU No. 11**<br>**Kaiyo Suisan K.K.**<br>Nemuro, Hokkaido Pref. Japan | **124**<br>—<br>— | | **1976** Towa Zosen K.K.—Niigata<br>*29,40*<br>5,60 2,60<br>1 dk | **M Fishing** | Akasaka<br>Oil<br>294kW (400bhp)<br>Akasaka Tekkosho K.K., (Akasaka D<br>Ltd.) |
| **8824464**<br>*JE2988*<br>130529<br>Esd Rdr Rt | **UMITAKA No. 6**<br>**K.K. Hosokawa Sangyo**<br>Aomori, Aomori Pref. Japan | **158**<br>—<br>— | | **1989** Fukui Zosen K.K.—Japan<br>30,70 2,500<br>23,30 9,00 3,20<br>1 dk | **TM Tug** | Yanmar<br>2 Oil<br>Yanmar Diesel Engine Co. Ltd |

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| **UMKA**<br>Completed as Neftegaz-53<br>**Murmansk Area Salvage & Towage Agency**<br>(Murmansk) (U.S.S.R.) | *2 723*<br>*817*<br>1 397 | RS | **1987** Stocznia Szczecinska im. A. Warskiego—Szczecin (B92/203)<br>68,51 4,900<br>63,51 17,51<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | Sulzer 6ZL40/48<br>2 Oil 4SA each 6Cy. 400 × 480 geared to sc. shafts<br>H. Cegielski Poznan<br>Gen 3 × 400kW a.c.<br>2 Controllable pitch propellers<br>13,5kn |
| **UMM AL LULU**<br>**Abu Dhabi National Tanker Co. (ADNATCO)**<br>P&O Ship Management Ltd.<br>Mina Zayed, Abu Dhabi United Arab Emirates<br>SatCom: 1720111/LULU | *24 699*<br>*12 550*<br>39 227<br>T/cm<br>47,4 | ✠**100A1** SS 9/88<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL (Mt) 660,0/76,0U3(a)<br>FN 8373 | **1983**-4 Korea SB. & Eng. Corp.—Busan (3013)<br>192,56 (BB) 30,03 11,720<br>180,02 30,00 16,51<br>F 15,0 1 dk<br>Bow/CM 99 Diam. 0,410 MH 2,1 | **M Tanker**<br>IGS (LR)<br>16 Ta ER<br>L.(oil) 46 249<br>4 Cargo pumps total 3 600T/hr | B&W 7L67GFCA<br>Oil 2SA 7Cy. 670 × 1700<br>15 200bhp (11 181kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 1000kW 1 × 900kW 450V 60Hz a.c.<br>Fuel 176,0t (d.o.) 1 843,0t (hvf) |
| **UMM AL SHAIF**<br>**Government of The State of Qatar (Ministry of Communications & Transport)**<br>Doha Qatar | **186**<br>105<br>307 | **100A1** SS 3/89<br>oil tanker<br>Qatar peninsular coasting service, FP 60°C and above<br>**LMC**<br>EL C 247,5/16,0U2<br>FN 289<br>(AB) | **1978** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS475T)<br>30,00 7,55 2,610<br>28,00 7,31 3,00<br>P 7,5 F 5,2 1 dk<br>rf 150 BK | **TM Tank Barge**<br>Oil Water<br>4 Ta ER | General Motors<br>2 Vee Oil 2SA each 8Cy. 108 × 127 reverse reduction geared to sc. shafts<br>338kW (460bhp)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 1 × 96kW 415V 50Hz a.c.<br>10kn |
| **UMM AL-MARADEM**<br>**Touristic Enterprises Co. K.S.C.**<br>Kuwait Kuwait | **51**<br>39<br>— | ✠**A1**<br>air cushion vehicle<br>Group 2<br>**LMC**<br>EL 20,0/9,5U1(b)<br>FN 134 | **1983**-9 Vosper Hovermarine Ltd.—Southampton (HM492)<br>18,29 6,02 1,677<br>17,22 5,79 1,98<br>1 dk<br>rf nil | **Reinforced Plastic TM Air Cushion Ferry**<br>Side walls —dk P | General Motors<br>2 Vee Oil 2SA each 8Cy. 123 × 127 reverse reduction geared to sc. shafts<br>654kW (889bhp)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 2,85kW 1 × 1,85kW 28V d.c.<br>2 propellers Air propeller and lift fan |
| **UMM SAID**<br>**Arab Maritime Petroleum Transport Co. (AMPTC)**<br>Doha Qatar<br>SatCom: 1774127/SAID | *52 594*<br>*28 137*<br>97 112 | **100A1** SS 3/90<br>oil tanker<br>**LMC** **UMS**<br>EL Tt 715,0/87,0U3<br>FN 14453<br>(NK) | **1990** Imabari Zosen—Marugame (1176)<br>246,84 (BB) 42,36 13,419<br>235,00 42,00 19,50<br>1 dk<br>rf nil | **M Tanker**<br>COW IGS SBT pt higher tensile steel<br>8 Ta ER<br>L.(oil) 110 812 | Sulzer 6RTA72<br>Oil 2SA 6Cy. 720 × 2500<br>9 003kW (12 240bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 16kgf/cm² (15,7bar)<br>e(ex.g) (ex.g) 16kgf/cm² (15,7bar)<br>Gen 2 × 680kW 440V 60Hz a.c.<br>14kn |
| **UMM SHAIF**<br>**Arab Maritime Petroleum Transport Co. (AMPTC)**<br>Mina Zayed, Abu Dhabi United Arab Emirates<br>SatCom: 1720447/SHAF | **3 378**<br>1 014<br>4 316 | NK | **1991** Kanrei Zosen K.K.—Naruto (349)<br>99,60 (BB) 5,763<br>92,00 15,80 7,30<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>Mchy.aft<br>2 Ta<br>L.(gas) 3 311 | Mitsubishi 6UEC37L<br>Oil 2SA 6Cy. 370 × 880<br>1 942kW (2 640bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>12,7kn |
| **UMMANZ**<br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **594**<br>212<br>1 107 | DSRK | **1970** VEB Elbewerft—Boizenburg (278)<br>59,92 10,32 2,899<br>56,90 10,01 3,51<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Ice strengthened<br>Mchy.aft<br>G.550 | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360<br>640bhp (471kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 40kW 390V a.c.<br>8kn |
| **UMSINI**<br>**Goverment of The Republic of Indonesia (Direktorat Jenderal Perla)**<br>Sorong Indonesia | **13 853**<br>8 413<br>3 434 | KI (GL) | **1985** Jos. L. Meyer G.m.b.H. & Co.—Papenburg (612)<br>144,02 (BB) - 5,865<br>130,03 23,41 11,79<br>3 dks, 4th dk fwd of machinery space | **TM Passenger/Ferry**<br>1096bth 500dk P<br>1 Ho ER 2 TwD<br>G.1 250 B.1 000<br>1 Ha (stl) (8,1 × 6,0) ER<br>Cr 2(7) | MaK 6M601AK<br>2 Oil 4SA each 6Cy. 580 × 600 with flexible couplings & sr geared to sc. shafts<br>14 790bhp (10 879kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 4 × 800kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 889,0t (d.o.)-61,0pd<br>20kn |
| **UMT-2**<br>**P.T. UMW Marabunta Timber Ltd.**<br>Bitung Indonesia | **170**<br>74<br>188 | KI (NK) | **1976** Wakayama Zosen—Kainan (523)<br>35,62 1,610<br>32,52 8,81 2,01<br>P 11,3 1 dk<br>RW | **TM Tank Barge**<br>Mchy.aft<br>L.(oil) 238 | Yanmar<br>2 Oil 4SA each 6Cy. 155 × 180<br>480bhp (353kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>8,5kn |
| **UMT-3**<br>**P.T. UMW Marabunta Timber Ltd.**<br>Bitung Indonesia | **170**<br>74<br>188 | KI (NK) | **1976** Wakayama Zosen—Kainan (524)<br>35,62 1,610<br>32,52 8,81 2,01<br>P 11,3 1 dk<br>RW | **TM Tank Barge**<br>Mchy.aft<br>L.(oil) 238 | Yanmar<br>2 Oil 4SA each 6Cy. 155 × 180<br>480bhp (353kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>8,5kn |
| **UMUAHIA**<br>**Federal Military Government of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **25**<br>—<br>— | ✠**100A1** SS 12/87<br>Nigerian coasting service<br>✠**LMC**<br>EL A ½"U1<br>FN 107 | **1977**-6 Akerboom Bros. Shipyard Ltd.—Leiden (500)<br>18,22 4,60 1,753<br>15,22 4,35 2,62<br>1 dk<br>rf 305 | **TM Pilot Cutter** | General Motors 12V-71<br>2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>720bhp (530kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 1 × 2kW 24V d.c. |
| **UMUNEDE**<br>**Federal Military Government of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **25**<br>—<br>— | ✠**100A1** SS 2/91<br>Nigerian coastal service<br>✠**LMC**<br>EL A ½"U1<br>FN 107 | **1977**-10 Akerboom Bros. Shipyard Ltd.—Leiden (501)<br>18,22 4,60 2,228<br>15,22 4,35 2,62<br>1 dk<br>rf 305 | **TM Pilot Cutter** | General Motors 12V-71<br>2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>720bhp (530kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 1 × 2kW 24V d.c. |
| **UMUR BEY**<br>**Istanbul Ulasim Sanayii ve Ticaret A.S.**<br>Istanbul Turkey | *431*<br>*166*<br>125<br>T/cm<br>1,2 | NV | **1987** Skaalurens Skibsbyggeri A/S—Rosendal ((1578))<br>38,82 9,71 1,601<br>36,02 9,47 3,92<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 449dk P | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 185 sr geared to sc. shafts<br>4 008bhp (2 948kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 56kW 380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 9,0t (d.o.)<br>32kn |
| **UN PA SAN**<br>**Korean Fishing Owners Industry**<br>North Korea | **2 600**<br>1 100<br>1 168 | | **1969** Li Ju Sok Shipyard—Pyongyang<br>82,30 13,72 4,877<br>73,16 9,15<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref | Oil<br>............ |
| **UNA**<br>ex Hand Loong-85<br>**Cement Transport & Shipping Co. Ltd.**<br>Splitska Plovidba<br>Kingstown St. Vincent and the Grenadines | **6 595**<br>4 364<br>11 679 | (NK) | **1976** Ujina Zosensho—Hiroshima (551)<br>128,78 19,64 8,251<br>120,02 19,60 10,52<br>P 23,5 F 10,7 1 dk | **M General Cargo**<br>G.14 140 B.13 809<br>3 Ha (stl) (17,6 30,1 18,2 × 9,7) ER<br>Cr 1(20) 3(15) | MAN<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 480kW<br>13,5kn |
| **UNA I GARDI**<br>ex Geiri Peturs-87 ex Sigurbergur-80<br>**Njall H/f**<br>Gardur Iceland | **138**<br>59<br>— | | **1972** Slippstodin h/f—Akureyri (35)<br>30,79 6,79<br>26,88 6,71<br>1 dk<br>len 73 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Kromhout<br>Oil 4SA 6Cy. 240 × 260<br>580bhp (427kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Fuel (d.o.) |

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| **8616192**<br>*OWVR*<br>3096<br>Rdr Rt | **UNAAQ**<br>ex Ungaaq-89<br>**Aulisartiteqatiqit Unaaq ApS**<br>Qeqertarsuaq/ Greenland<br>Godhavn (Danish) | *557*<br>*167*<br>— | NV | **1987** Danyard A/S—Aalborg ((182))<br>35,01<br>28,81 9,61 6,91<br>1 dk<br>rf 800 BK 297 | **M Fishing**<br>Stern Trawler Shrimp-trawl Processing<br>Ref<br>Ice strengthened | Wartsila<br>Oil 4SA 6Cy. 220 × 240<br>1 263bhp (929kW)<br>Oy Wartsila Ab<br>Gen 3 × 220kW 380V d.c. |
| **8414324**<br>*JI3188*<br>126482 | **UNABARA**<br>**Sumikin Butsuryu K.K.**<br>Wakayama, Japan<br>Wakayama Pref. | **199**<br>—<br>229 | | **1984** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1732)<br>30,61 3,503<br>29,52 9,31 4,12<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 320 sr ge<br>shafts<br>Niigata Eng. Co. Ltd. |
| **8003448** | **UNAL**<br>**Guinemar**<br>Guinea-Bissau | **120**<br>—<br>200 | BV | **1980** Scheepsw. A. Baars Azn. B.V.—Sliedrecht (692)<br>1,001<br>20,32 7,92 1,81 | **M RoRo Cargo/ Landing Craft** | Penta<br>Oil 4SA 6Cy. 130 × 150 geared to sc<br>293bhp (216kW)<br>A/B Volvo-Penta |
| **7928768**<br>*V2PD*<br>2503<br>Df Esd Gc<br>Rdr RTm/v | **UNAMAR**<br>ex Figaros-89<br>**Coastal Shipowners Ltd.**<br>Reederei John Luhrs K.G.<br>St. John's Antigua & Barbuda | T.Mk<br>**499**<br>312<br>1 894 | GL | **1980** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (891)<br>80,32 (BB) 13,85 5,039<br>72,70 13,81 8,16<br>F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,9 ER<br>G.3 605 B.3 514<br>TEU 132 C. 132/20'<br>1 Ha (50,3 × 10,9) ER | MaK<br>Oil 4SA 6Cy. 320 × 450 reduction ge<br>shaft<br>820bhp (603kW)<br>MaK. Maschinenbau G.m.b.H.<br>Thw. thrust propeller fwd |
| **7914080**<br>*DUAQ*<br>227663<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **UNAMONTE**<br>ex Sun Clover-84<br>**Seahorse Maritime Corp.**<br>Ichizan Kinkai Kisen Co. Ltd.<br>Manila Philippines | **12 897**<br>8 625<br>21 939 | NK | **1980** Tohoku Zosen—Shiogama (188)<br>155,20 9,959<br>145,01 22,86 13,62<br>P 29,0 F 13,5 1 dk | **M Bulk Carrier**<br>G.30 633 B.26 593<br>4 Ha (stl) (20,0 × 10,2) (20,1 20,1 20,1 × 11,2) ER<br>Der 4(25) | B&W<br>Oil 2SA 6Cy. 550 × 1380<br>8 040bhp (5 914kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 400kW 450V 60Hz a.c. |
| **7630531**<br>*UZEB*<br>M-33793<br>Df Esd Gc<br>Rdr RTv | **UNAN AVETISYAN**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400254/UZEB | **30 072**<br>18 866<br>52 699 | RS | **1976** Okean Shipyard—Nikolayev<br>215,37 (BB) 31,86 12,221<br>201,61 31,78 16,79<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>8 Ho ER<br>G.62 900<br>8 Ha (stl) (13,5 16,9 16,9 16,9 16,9 16,7 16,9 16,9 × 12,8) ER<br>Cr 1(3,25) | B&W<br>Oil 2SA 8Cy. 740 × 1600<br>13 700bhp (10 077kW)<br>Bryansk Eng. Works |
| **5372915**<br>*YXAO*<br>AGSP-0678<br>Rt | **UNARE**<br>**Corporacion Venezuela de Petroleo S.A. (CORPOVEN)**<br>Puerto la Cruz Venezuela | **252**<br>102<br>— | AB | **1954** Gulfport SB. Co.—Port Arthur, Tx (466)<br>32,42 8,31 3,868<br>30,56 8,26 4,27<br>1 dk<br>BK 64 | **M Tug** | General Motors<br>Vee Oil 2SA 16Cy. 222 × 267 sr ge<br>shaft<br>E made43 refitted54<br>General Motors Corp.<br>Gen 2 × 40kW 1 × 35kW<br>Fuel 94,5t |
| **6523860**<br>*WV8388*<br>500051<br>Esd Gc Rdr<br>RTh | **UNCATENA**<br>**Nantucket Steamship Authority**<br>New Bedford, Ma United States of America | **439**<br>323<br>154 | (AB) | **1965** Blount Marine Corp.—Warren, RI (112)<br>61,63 11,16 3,277<br>58,83 11,13 4,14<br>1 dk<br>BK 330 len 72 | **TM RoRo Cargo/Ferry** 200dk P | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 20<br>geared to sc. shafts<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co.<br>Gen 3 × 60kW 240V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 25,5t |
| **7937525**<br>*WYA2662*<br>597031 | **UNCLE BILLY**<br>ex Gems<br>**Snodgrass Brothers Inc.**<br>Corpus Christi, Tx United States of America | **103**<br>70<br>— | | **1978** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1dk | **M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **7743039**<br>*WYA2441*<br>592187 | **UNCLE BUDDY**<br>**Webster's Inc.**<br>Corpus Christi, Tx United States of America | **118**<br>80<br>— | | **1978** Marine Mart Inc.—Port Isabel, Tx<br>*20,73* 6,18<br>3,66<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>470bhp (346kW)<br>Cummins Engine Co. Inc. |
| **7650701**<br>231464<br>Df Esd Gc<br>Rdr Rt | **UNCLE CHICK**<br>ex Tatsuhiro Maru No. 11-91<br>**Flor De Cana Shipping Inc.**<br>Magsaysay Lines Inc.<br>Manila Philippines | **498**<br>380<br>1 189 | NK | **1976** Kogushi Zosen K.K.—Okayama (200)<br>63,10 4,046<br>57,94 10,00 4,50<br>1 dk | **M Tanker** | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 030kW (1 400bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 42,6kW a.c. |
| **7743493**<br>*WYA2614*<br>595106 | **UNCLE JOE**<br>**Miss Cheryl Inc.**<br>Brownsville, Tx United States of America | **100**<br>68<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>20,25 6,23<br>2,75<br>1 dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>Caterpillar Tractor Co. |
| **7806283**<br>*WYA5309*<br>599831<br>Df Esd Gc<br>Pfd Rdr RTv | **UNCLE LOUIE**<br>**m/v Uncle Louie Inc.**<br>San Diego, Ca United States of America<br>SatCom: 1503543/UNCL | **1 001**<br>475<br>— | | **1978** Campbell Industries—San Diego, Ca (124)<br>67,49 12,81<br>59,70 12,26 5,85<br>2 dks | **M Fishing**<br>Side-fishing Ref | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254 geare<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive D |
| **8036689**<br>620828 | **UNCLE POPS**<br>**Clinton P. Guidry Sr.**<br>New Orleans, La United States of America | **164**<br>116<br>— | | **1980** ............Pascagoula, Ms<br>*25,64* 7,24<br>3,51<br>1 dk | **M Fishing** | Oil<br>650bhp (478kW) |
| **5372939**<br>183983<br>Esd Pfd Rt | **UNDA**<br>ex Underley Queen-60<br>**Ron Francis Marine Ltd.**<br>Victoria, B.C. Canada | **113**<br>52<br>— | ✠Classed LR until 5/60 | **1952**-2 Henry Scarr Ltd.—Hessle (684)<br>*25,76* 6,56<br>25,61 6,51 2,98<br>1 dk<br>BK 203 conv Side Trawler Fishing 76 | **M Factory Ship**<br>Fish-factory | Mirrlees<br>Oil 4SA 6Cy. 215 × 330<br>Mirrlees, Bickerton & Day |
| **7047320**<br>*YDPY*<br>Df Esd Gc<br>Pfd Rdr Rt | **UNDAN**<br>ex Challenge-84<br>**P.T. Baruna Raya Logistics Inc.**<br>Jakarta Indonesia | **290**<br>197<br>1 024 | AB KI | **1970** Zigler Shipyards Inc.—Jennings, La (210)<br>51,82 3,899<br>47,70 11,59 4,58<br>F 12,2 1 dk<br>rf 914 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 25<br>reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive D<br>Gen 2 × 98kW<br>Thw. thrust propeller fwd<br>Fuel 225,5t (d.o.) |
| **8306400**<br>*PICX*<br>21340<br>Esd Gc Rdr<br>Rt | **UNDEN**<br>**Ahlmarco B.V.**<br>Sandfirden Rederij B.V.<br>Delfzijl Netherlands | *2 610*<br>*1 374*<br>3 171 | **100A1**<br>Ice Class 1A<br>**LMC** **UMS**<br>EL Q 440,0/34,0U2<br>FN 1686<br>(BV) | **1984** Nieuwe Noord Nederlandse Scheepswerven B.V.—Groningen (406)<br>87,03 (BB) 13,21 5,981<br>79,99 13,17 7,27<br>1 dk<br>rf nil | **M General Cargo**<br>1 Ho ER 1 TwD<br>G.4 780<br>TEU 135 C.Ho 84/20' C.Dk 51/20'<br>1 Ha (stl) (54,0 × 10,6) ER<br>Cr 1(26) | Wartsila<br>Oil 4SA 8Cy. 320 × 350 sr geared t<br>2 729kW (3 710bhp)<br>Oy Wartsila Ab<br>Gen 2 × 272kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 44,5t (d.o.) 168,5t (hvf) |

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| **UNDERAS SANDTAG IV**<br>ex Inez Hans-51 ex Inez-48 ex Greta-41<br>**A/B Underas**<br>Sodertalje Sweden | **353**<br>187<br>480 | | **1914** Eriksbergs M/V A/B—Goteborg (171)<br>41,41 6,86 3,512<br>6,84 3,79<br>P 9,2 F 4,6 H18' 1 dk<br>R rebuilt 63len 18 | **M General Cargo**<br>1 Ho 25,9 ER<br>1 Ha (19,8 × 5,4) ER<br>Der 1(1) | Alpha 405-24VO<br>Oil 2SA 5Cy. 240 × 400<br>257kW (349bhp) NE 67<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 40kW 220V a.c. 1 × 4,5kW 110V d.c.<br>Fuel 4,0t (d.o.) 7,5kn |
| **UNDERAS SANDTAG VI**<br>ex Carina-69 ex Norsklint-65<br>**A/B Underas**<br>Sodertalje Sweden | **499**<br>230<br>721 | BV | **1960** Alfred Hagelstein—Luebeck (597)<br>52,53 8,84 3,798<br>49,66 8,82 3,92<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.934 B.878<br>1 Ha (24,9 × 5,4) ER<br>2W Der 2(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 45,5t (d.o.) 10,5kn |
| **UNDERSEA HUNTER**<br>**Perry Oceanographics Inc.** | **148**<br>100<br>— | | **1968** Sermons Shipyard—Tarpon Springs, Fl<br>*23,44* 7,32<br>3,41 | **M Research** | Caterpillar<br>Oil<br>480bhp (353kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **UNDVA**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | **507**<br>174<br>263 | RS | **1960** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,520<br>44,35 8,79 4,30<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 2,2 × 1,8)<br>3W Der 1(2) 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW) NE 73<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 11kn |
| **UNECA XI**<br>ex Angel Rosendo-85<br>**Government of The Republic of Cuba (Union de Empresas Constructoras Caribe) (UNECA)**<br>Cuba | **498**<br>224<br>502 | ✠**100A1** SS 8/90<br>non—perishable cargoes on deck, oil cargoes FP 60°C and above<br>Cuban coastal service<br>✠**LMC**<br>EL (I) $\frac{13}{16}$" pt1"U2<br>FN 589<br>**CLASS SUPENDED 6/4/90** | **1979**-8 Van Doesburg Heeselt B.V.—Hasselt (114)<br>45,37 12,50 2,159<br>39,20 12,21 2,80<br>RAD 7,1 1 dk<br>rf nil | **TM RoRo Cargo/ Landing Craft**<br>Oil Water<br>Bow ramp<br>Mchy.aft | General Motors 16V-71-N<br>2 Vee Oil 2SA each 16Cy. 108 × 127 sr geared to sc. shafts<br>1 030kW (1 400bhp)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 1 × 30kW 1 × 5,25kW 380V 50Hz a.c. |
| **UNECA XII**<br>ex Jorge H-86<br>**Government of The Republic of Cuba (Union de Empresas Constructoras Caribe) (UNECA)**<br>La Habana Cuba | **498**<br>224<br>502 | ✠LR class withdrawn 17/10/90 | **1979**-5 Van Doesburg Heeselt B.V.—Hasselt (113)<br>45,37 12,50 2,159<br>39,20 12,21 2,80<br>RAD 7,1 1 dk<br>rf nil | **TM RoRo Cargo/ Landing Craft**<br>Oil Water<br>Bow ramp<br>Mchy.aft | General Motors 16V-71-N<br>2 Vee Oil 2SA each 16Cy. 108 × 127 sr geared to sc. shafts<br>706kW (960bhp)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 1 × 30kW 1 × 5,25kW 380V 50Hz a.c. |
| **UNEI MARU No. 3**<br>**Iwao Yamato**<br>Ieshima, Hyogo Pref. Japan | **498**<br>—<br>782 | | **1987** Tokuoka Zosen K.K.—Naruto<br>52,30 3,671<br>48,01 11,00 4,09<br>1 dk | **M Sand Carrier** | Niigata 6M30GT<br>Oil 4SA 6Cy. 300 × 530<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>10,5kn |
| **UNGKAYAH JATI**<br>**Q.R. Sendirian Berhad**<br>Bandar Seri Begawan Brunei | *239*<br>*120*<br>270 | GL | **1990** Green Bay Marine (Pty.) Ltd.—Singapore (P-79)<br>2,198<br>34,80 8,50 3,00<br>1 dk | **TM Tanker** | Cummins NTA-855-M<br>2 Oil 4SA each 6Cy. 140 × 152 reduction geared to sc. shafts<br>354kW (481bhp)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 29,6kW 220/380V a.c.<br>2 Directional propellers<br>9kn |
| **UNHOCOMO**<br>**Dick Parlevliet, Cornelis de Graaf, Klaus J. Kirchberger, Joachim Meyer & Bernd Narjes**<br>Guinea-Bissau | **155**<br>—<br>— | **100A1**<br>Class contemplated<br>FN 250 | **1990** Scheepswerf Bijlholt B.V.—Foxhol (642)<br>26,01<br>23,96 7,01 3,41 | **M Fishing**<br>Stern Trawler | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>547bhp (402kW)<br>Caterpillar Inc. Peoria, Illinois |
| **UNI-FOREVER**<br>ex Ever Forever-84<br>ex Green Forever-83<br>**Uniglory Marine Corp.**<br>Keelung China*<br>SatCom: 1350151/BKJB | **13 995**<br>7 020<br>18 828 | NK | **1979** Narasaki Zosen K.K.—Muroran (921)<br>161,55 (BB) 22,87 9,750<br>150,02 22,84 13,31<br>P 27,5 F 14,7 1 dk | **M General Cargo**<br>5 Ho 7,8 17,7 29,6 28,6 28,6 ER<br>G.24 016 B.20 546<br>TEU 956 C. 956/20' (40')<br>8 Ha (stl) (7,0 × 8,1) (12,4 × 13,1) (12,8 12,8 12,8 12,8 12,8 12,8 × 18,5) ER<br>Cr 1(36,5) 1(20) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>10 500bhp (7 723kW)<br>Hitachi Zosen Osaka<br>Gen 3 × 400kW 450V 60Hz a.c.<br>16,5kn |
| **UNI-FORTUNE**<br>ex Ever Fortune-84<br>ex Green Fortune-83<br>**Uniglory Marine Corp.**<br>Keelung China*<br>SatCom: 1350150/BKJA | **13 995**<br>7 020<br>18 828 | NK | **1978** Narasaki Zosen K.K.—Muroran (919)<br>161,55 (BB) 22,86 9,750<br>150,02 22,80 13,31<br>P 27,5 F 14,7 1 dk | **M General Cargo**<br>5 Ho 7,8 17,7 29,6 28,6 28,6 ER<br>G.24 095 B.20 622<br>TEU 956 C. 956/20' (40')<br>8 Ha (stl) (7,0 × 8,0) (12,3 × 13,1) (12,8 12,8 12,8 12,8 12,8 12,8 × 18,5) ER<br>Cr 1(36,5) 1(20) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>10 500bhp (7 723kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 400kW 450V 60Hz a.c.<br>16,5kn |
| **UNI-FORWARD**<br>ex Ever Forward-84<br>ex Green Forward-83<br>**Uniglory Marine Corp.**<br>Keelung China*<br>SatCom: 1350152/BKJC | **13 995**<br>7 020<br>18 821 | NK | **1978** Narasaki Zosen K.K.—Muroran (920)<br>161,55 (BB) 22,89 10,500<br>150,02 22,80 13,31<br>P 27,5 B 21,7 F 14,7 1 dk | **M General Cargo**<br>5 Ho 7,8 17,7 29,6 28,6 28,6 ER<br>G.24 095 B.20 622<br>TEU 956 C. 956/20' (40')<br>8 Ha (stl) (7,0 × 8,0) (12,3 × 13,1) (12,8 12,8 12,8 12,8 12,8 12,8 × 18,5) ER<br>Cr 1(36,5) 1(20) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>10 500bhp (7 723kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 400kW 450V 60Hz a.c.<br>16,5kn |
| **UNI-HANDSOME**<br>ex Ever Handsome-85<br>**Uniglory Marine Corp.**<br>Keelung China*<br>SatCom: 1350136/BKJD | *12 261*<br>*6 475*<br>17 821 | NK | **1976** Narasaki Zosen K.K.—Muroran (893)<br>154,75 22,54 9,327<br>142,90 22,50 12,50<br>P 28,7 F 11,9 1 dk<br>conv Bulk Carrier 78 | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho 25,4 27,0 26,2 27,0 ER<br>TEU 694 C. 694/20' (40')<br>15 Ha (stl) ER<br>Cr 2(38) | B&W 7K62EF<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 2 × 540kW 450V 60Hz a.c.<br>Fuel 121,5t (d.o.) 1 618,5t (hvf)-31,5pd 12,5kn |
| **UNI-HUMANITY**<br>ex Ever Humanity-85<br>**Uniglory Marine Corp.**<br>Keelung China*<br>SatCom: 1350140/BKJE | *12 261*<br>*6 475*<br>17 806 | NK | **1975** Narasaki Zosen K.K.—Muroran (891)<br>154,74 (BB) 22,53 9,341<br>142,88 22,51 12,50<br>P 28,7 F 11,9 1 dk<br>conv Bulk Carrier 78 | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho 25,4 27,0 26,2 27,0 ER<br>TEU 694 C. 694/20' (40')<br>15 Ha (stl) ER<br>Cr 2(38) | B&W 7K62EF<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 2 × 540kW 450V 60Hz a.c.<br>Fuel 121,5t (d.o.) 1 618,5t (hvf)-31,5pd 15kn |
| **UNI-MASTER**<br>ex Accord-84 ex Galleon Amethyst-82<br>ex Ever Master-79<br>**Unimaster Line S.A.**<br>Uniglory Marine Corp.<br>Panama Panama<br>SatCom: 1330535/HEYS | *11 950*<br>*7 950*<br>16 859 | NK | **1977** Narasaki Zosen K.K.—Muroran (908)<br>162,62 (BB) 22,89 9,311<br>149,99 22,80 12,50<br>P 29,0 F 10,7 2 dks<br>conv General Cargo 84 | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER<br>TEU 818 C. 818/20' (40')<br>8 Ha (stl) ER | B&W 7K62EF<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Hitachi Zosen Osaka<br>Gen 3 × 400kW<br>15,5kn |

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| **7602417**<br>*HPMN*<br>12191-82A<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **UNI-MERCY**<br>ex Action-84 ex Galleon Sapphire-82<br>ex Ever Mercy-80<br>**Unimercy Line S.A.**<br>Uniglory Marine Corp.<br>Panama Panama<br>SatCom: 1330510/HPMN | **11 652**<br>8 045<br>16 822 | NK | **1976** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (850)<br>162,62 (BB) 22,86 9,314<br>149,99 22,81 12,50<br>P 29,0 F 10,7 2 dks<br>conv General Cargo 84 | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER<br>TEU 818 C. 818/20' (40')<br>8 Ha (stl) ER | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 400kW |
| **7602560**<br>*HPXZ*<br>7994-77D<br>Df Esd Gc<br>Rdr RTv | **UNI-MODEST**<br>ex Nora I-84 ex Access-84<br>ex Galleon Topaz-82<br>ex Ever Modest-80<br>**Unimodest Line S.A.**<br>Uniglory Marine Corp.<br>Panama Panama<br>SatCom: 1330536/HPXZ | *11 648*<br>*8 041*<br>16 858 | NK | **1976** Narasaki Zosen K.K.—Muroran (907)<br>162,62 (BB) 22,86 9,311<br>149,99 22,80 12,50<br>P 29,0 F 10,7 2 dks<br>conv General Cargo 84 | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER<br>TEU 818 C. 818/20' (40')<br>8 Ha (stl) ER | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Hitachi Zosen<br>Gen 3 × 400kW |
| **7602429**<br>*HPMM*<br>12112-82A<br>Df Esd Gc<br>Pfd Rdr RTv | **UNI-MORAL**<br>ex Achieve-84 ex Galleon Opal-82<br>ex Galleon Onyx-81 ex Ever Moral-80<br>**Unimoral Line S.A.**<br>Uniglory Marine Corp.<br>Panama Panama<br>SatCom: 1330511/HPMM | **11 507**<br>8 006<br>16 802 | NK | **1976** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (851)<br>162,62 (BB) 22,86 9,341<br>149,99 22,80 12,50<br>P 29,0 F 10,7 2 dks<br>conv General Cargo 84 | **M Container Ship**<br>Fixed-guides<br>TEU 818 C. 818/20' (40')<br>8 Ha (stl) ER | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 400kW |
| **7326738**<br>*BKJF*<br>12139<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **UNI-PIONEER**<br>ex Ever Pioneer-85<br>**Uniglory Marine Corp.**<br>Keelung China* | **8 619**<br>3 981<br>11 874 | NK | **1973** Tohoku Zosen—Shiogama (147)<br>145,24 19,46 8,814<br>135,01 19,41 11,82<br>B 25,3 F 10,1 1 dk | **M General Cargo**<br>5 Ho ER<br>G.18 097 B.16 441<br>TEU 522 C. 522/20' (40')<br>5 Ha (stl) (9,1 × 6,0) (13,4 13,4 13,4 8,9 × 8,0) ER<br>Cr 1(20) Der 6(10) 6(5) | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Hitachi Zosen<br>Fuel 1 282,0t-28,5pd |
| **7396197**<br>*BKHS*<br>9855<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **UNI-SHINE**<br>ex Ever Shine-88<br>**Uniglory Marine Corp.**<br>Keelung China*<br>SatCom: 1350161/BKHS | **14 152**<br>5 653<br>15 764 | NK | **1976** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (843)<br>174,33 (BB) 24,03 9,302<br>163,53 24,01 13,31<br>P 54,9 F 30,8 1 dk<br>len 77 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 15,0 12,7 26,1 27,8 ER 27,2<br>TEU 878 C. 878/20' (40')<br>11 Ha (stl) ER 4 Ha (stl) | B&W<br>Oil 2SA 8Cy. 670 × 1400<br>15 000bhp (11 033kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Fuel 3 658,0t |
| **7396161**<br>*BKHU*<br>9857<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **UNI-SPRING**<br>ex Ever Spring-88<br>**Uniglory Marine Corp.**<br>Keelung China*<br>SatCom: 1350165/BKHU | **14 152**<br>5 653<br>15 752 | NK | **1975** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (810)<br>174,33 (BB) 24,06 9,321<br>163,53 23,98 13,29<br>P 54,9 F 30,8 1 dk<br>len 77 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 15,0 12,7 26,1 27,8 ER 27,2<br>TEU 878 C. 878/20'(40')<br>11 Ha (stl) ER 4 Ha (stl) | B&W<br>Oil 2SA 8Cy. 670 × 1400<br>15 000bhp (11 033kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 508kW 445V 60Hz a.c.<br>Fuel 3 658,0t |
| **7396173**<br>*BKHV*<br>9858<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **UNI-SUMMIT**<br>ex Ever Summit-88<br>**Uniglory Marine Corp.**<br>Keelung China*<br>SatCom: 1350162/BKHV | **14 152**<br>5 653<br>15 752 | NK | **1975** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (841)<br>174,32 (BB) 24,05 9,320<br>163,52 24,00 13,30<br>P 54,9 F 30,8 1 dk<br>len 77 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 15,0 12,7 26,1 27,8 ER 27,2<br>TEU 878 C. 878/20' (40')<br>11 Ha (stl) ER 4 Ha (stl) | B&W<br>Oil 2SA 8Cy. 670 × 1400<br>15 000bhp (11 033kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Fuel 3 658,0t |
| **7396185**<br>*BKHT*<br>9856<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **UNI-SUPERB**<br>ex Ever Superb-88<br>**Uniglory Marine Corp.**<br>Keelung China*<br>SatCom: 1350160/BKHT | **14 152**<br>5 653<br>15 752 | NK | **1976** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (842)<br>174,33 (BB) 24,03 9,321<br>163,53 23,98 13,29<br>P 54,9 F 30,8 1 dk<br>len 77 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 15,0 12,7 26,1 27,8 ER 27,2<br>TEU 878 C. 878/20' (40')<br>11 Ha (stl) ER 4 Ha (stl) | B&W<br>Oil 2SA 8Cy. 670 × 1400<br>15 000bhp (11 033kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 508kW 445V 60Hz a.c.<br>Fuel 3 658,0t |
| **7024914**<br>*9HHA3*<br>2655<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **UNIARCH**<br>ex Pamir-91<br>**Sea Royal Shipping Ltd.**<br>Unimar S.A. Maritime Services<br>Valletta Malta | **4 530**<br>2 214<br>6 630 | BV RS | **1970** Vyborg Shipyard—Vyborg (596)<br>121,93 16,74 6,800<br>113,00 16,70 8,30<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>B.7 490<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W<br>Oil 2SA 7Cy. 500 × 1100<br>3 653kW (4 966bhp)<br>Bryansk Eng. Works<br>Gen 3 × 192kW 220/400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 330,0t (hvf) |
| **7217614**<br>*3ERW8*<br>20617-TT<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **UNIBRIGHT**<br>ex Vapaco-91 ex Karion-89<br>ex Monona D-87 ex Birgitte-85<br>ex Global Star-83 ex Bona-80<br>ex Takao Maru-76<br>**Uniwise Marine Corp.**<br>Panama Panama | **10 605**<br>6 975<br>18 842 | BV (KR) (NK) | **1972** Koyo Dockyard Co. Ltd.—Mihara (613)<br>149,92 22,74 9,421<br>143,16 22,69 12,76<br>P 28,1 F 10,4 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.23 659 B.23 116 HeCls. B<br>4 Ha (stl) (17,9 × 9,9) (20,0 20,0 20,0 × 10,9) ER<br>12W Der 4(22) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>7 061kW (9 599bhp)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 792kW 445V 60Hz a.c.<br>Fuel 1 134,5t (hvf)-24,0pd |
| **7514567**<br>*UVFN*<br>Df Esd Gc<br>Pfd Rdr Rt | **UNICARRIER**<br>ex Osvald Tuul-91 ex Lindengracht-86<br>**Estonian Shipping Co.**<br>Tallinn Estonia | T.Mk<br>**1 599**<br>1 122<br>3 473<br>**3 482**<br>2 294<br>6 072 | RS<br>✠Classed LR until 13/10/87 | **1976**-7 Miho Zosensho K.K.—Shimizu (1043)<br>80,22 (BB) 16,13 5,971/8,470<br>74,88 16,01 10,49<br>RFD 9,8 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,8 ER 1 TwD<br>G.7 296 B.7 141<br>TEU 137 C.Ho 112/20' (40') C.Dk 25/20' (40')<br>1 Ha (stl) (44,4 × 12,8) ER<br>Cr 2(10) | Hanshin<br>Oil 4SA 6Cy. 460 × 740<br>2 574kW (3 499bhp)<br>Hanshin Nainenki Kogyo<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel 83,5t (d.o.) 206,5t (hvf) |
| **7009902**<br>*3EVY8*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **UNICEB**<br>ex Globe Express-81 ex Benlawers-78<br>**Mazamet Shipping Inc. S.A.**<br>Panama Panama | T.Mk<br>**12 889**<br>7 648<br>14 990 | RI<br>✠Classed LR until 25/6/82 | **1970**-6 Upper Clyde Shipbuilders Ltd. (Scotstoun Div.)—Scotstoun (514)<br>182,73 (BB) 25,07 9,322<br>172,98 25,00 13,03<br>P 8,3 RQD 47,0 B 14,4 F 18,9 1 dk, 2nd, 3rd & 4th dks in Nos. 2, 3 & 4 holds, 5th dk in Nos. 3 & 4 holds<br>RW rf 229<br>conv Ref General Cargo 83 | **M Livestock Carrier**<br>Mchy.aft | Sulzer<br>Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW)<br>Barclay, Curle & Co. Ltd.<br>Gen 4 × 500kW 440V 60Hz a.c.<br>Fuel 283,5t (d.o.) 2 692,5t (hvf) |
| **7213010**<br>*HSDD*<br>BK3165<br>Df Esd Gc<br>Pfd Rdr | **UNICORD 1**<br>ex Sumiyoshi Maru No. 35-82<br>**The Unicord Investment (Thailand) Co. Ltd.**<br>Bangkok Thailand | **402**<br>190<br>— | | **1972** Mie Shipyard Co. Ltd.—Yokkaichi (62)<br>8,64<br>49,20 8,62 3,92<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Die<br>Ltd.) |
| **8922149**<br>*JD2667*<br>128580<br>Rt | **UNICORN**<br>**Higashi Nippon Ferry Co. Ltd.**<br>Hakodate, Japan<br>Hokkaido Pref. | **163**<br>—<br>20 | | **1990** Kawasaki Heavy Ind. Ltd.—Kobe (F007)<br>27,36 1,560<br>23,99 8,53 2,59 | **Aluminium Alloy TGT Hydrofoil Ferry**<br>233dk P | 2 Gas Turb geared to sc. shafts 3 80<br>(2 795kW)<br>General Motors Corp., Detroit Diesel<br>Div. |
| **7051735**<br>*WX9752*<br>509574 | **UNICORN**<br>ex Gunsmoke ex Sliparound-77<br>ex Blue Danube<br>**Vineyard Highland Inc.**<br>Galveston, Tx United States of America | **101**<br>69<br>— | | **1967** Rockport Yacht & Supply Co.—Rockport, Tx<br>*21,37* 6,56<br>2,39 | **M Fishing** | Oil<br>350bhp (257kW)<br>............<br>Fuel (d.o.) |
| **8505769** | **UNICORN 1**<br>Launched as Banuso 3<br>**Inlaks Ltd.**<br>Nigeria | **137**<br>51<br>93 | BV | **1985** Astilleros Armon—Navia (108)<br>24,01 6,96 3,201<br>20,91 6,95 3,46<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 w<br>flexible couplings & sr reverse g<br>shaft<br>397kW (540bhp)<br>Caterpillar Tractor Co.<br>Gen 1 × 124kW 380V 50Hz a.c. |

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|---|---|---|---|---|---|---|---|
| **UNICORN 2**<br>**Inlaks Ltd.**<br>Nigeria | **143**<br>48<br>87 | <br><br>BV | **1986** Astilleros Armon—Navia<br>25,56<br>21,21<br>1 dk | <br>3,050<br>6,96 3,79 | (115) | **M Fishing**<br>Stern Trawler Ref | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>397kW (540bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 124,8kW 380V a.c.<br>10,5kn |
| **UNICORN 3**<br>**Inlaks Ltd.**<br>Nigeria | **142**<br>50<br>87 | <br><br>BV | **1986** Astilleros Armon—Navia<br>25,56<br>21,21<br>1 dk | <br>3,001<br>6,96 3,79 | (116) | **M Fishing**<br>Stern Trawler Ref | Caterpillar 3412PCTA<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>397kW (540bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 124kW 380V a.c.<br>10,5kn |
| **UNICORN 4**<br>**Inlaks Ltd.**<br>Nigeria | **142**<br>50<br>87 | <br><br>BV | **1986** Astilleros Armon—Navia<br>25,56<br>21,21<br>1 dk | <br>3,050<br>6,96 3,79 | (117) | **M Fishing**<br>Stern Trawler Ref | Caterpillar 3412PCTA<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>397kW (540bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 124kW 380V a.c.<br>10,5kn |
| **UNICORN 5**<br>**Inlaks Ltd.**<br>Port Harcourt Nigeria | *143*<br>*48*<br>87 | <br><br>BV | **1986** Astilleros Armon—Navia<br>25,56<br>21,21<br>1 dk | <br>3,050<br>6,96 3,79 | (118) | **M Fishing**<br>Stern Trawler Ref<br>In.110 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>397kW (540bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 124kW 380V a.c.<br>10,5kn |
| **UNIDAD**<br>**Panama Canal Commission**<br>Norfolk, Va United States of America | **286**<br>85<br>— | <br><br>(AB) | **1990** Houma Fabricators Inc.—Houma, La<br>32,01<br>27,20<br>1 dk | <br>3,039<br>10,80 4,45 | (95) | **TM Tug**<br>Tractor | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>2 Thw. thrust propellers fwd<br>Fuel 67,0t (d.o.)<br>12kn |
| **UNIFAITH**<br>ex Kildin-91<br>Unimar S.A.<br>San Lorenzo Honduras | **2 723**<br>1 271<br>6 441 | <br><br>RS | **1966** "A. Zhdanov" SB. Yard—Leningrad<br>121,95<br>113,01<br>1 dk | <br>16,74 7,090<br>16,69 8,31 | | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 800 B.7 300<br>4 Ha (stl) (13,1 13,1 13,1 × 9,5) ER (10,9 × 8,0)<br>1W Cr 4(5) Der 1(15) | B&W 9-50VTBF-110<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 330,0t (hfv)<br>14,5kn |
| **UNIFISH No. 1**<br>**Government of The Republic of The Philippines**<br>Universal Deep Sea Fishing Inc.<br>Manila Philippines | **119**<br>48<br>— | <br><br>(NK) | **1959** Yamamoto Zosen Tekkosho—Kochi<br>30,79<br>29,01<br>F 3,4 1 dk<br>RW | <br>5,90 2,299<br>5,72 3,00 | (85) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Kinoshita<br>Oil 4SA 6Cy. 260 × 400<br>320bhp (235kW)<br>Kinoshita Tekkosho Akashi<br>Fuel 26,5t (d.o.)<br>9,5kn |
| **UNIFISH No. 2**<br>**Government of The Republic of The Philippines**<br>Universal Deep Sea Fishing Inc.<br>Manila Philippines | **119**<br>48<br>— | <br><br>(NK) | **1959** Tosa Zosen Tekkosho—Kochi<br>30,79<br>29,01<br>F 3,4 1 dk<br>RW | <br>5,90 2,299<br>5,72 3,00 | (116) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>320bhp (235kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 26,5t (d.o.)<br>9,5kn |
| **UNIFISH No. 3**<br>**Government of The Republic of The Philippines**<br>Universal Deep Sea Fishing Inc.<br>Manila Philippines | **112**<br>39<br>— | <br><br>(NK) | **1959** Yamanishi Zosen K.K.—Ishinomaki<br>*26,10*<br>26,09<br>F 4,9 1 dk<br>RW | <br>5,64<br>5,59 2,21 | (339) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>320bhp (235kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel (d.o.) |
| **UNIFISH No. 4**<br>**Government of The Republic of The Philippines**<br>Universal Deep Sea Fishing Inc.<br>Manila Philippines | **112**<br>39<br>— | <br><br>(NK) | **1959** Yamanishi Zosen K.K.—Ishinomaki<br>*26,10*<br>26,19<br>F 4,9 1 dk<br>RW | <br>5,64<br>5,59 2,21 | (340) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>320bhp (235kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel (d.o.) |
| **UNIFISH No. 5**<br>**Government of The Republic of The Philippines**<br>Universal Deep Sea Fishing Inc.<br>Manila Philippines | **119**<br>55<br>— | <br><br>(NK) | **1959** K.K. Usuki Tekkosho—Usuki<br>30,79<br>27,01<br>F 3,4 1 dk<br>RW | <br>5,74 2,299<br>5,72 2,85 | (264) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Usuki<br>Oil 4SA 6Cy. 260 × 390<br>330bhp (243kW)<br>Usuki Tekkosho Usuki<br>Fuel 28,5t (d.o.)<br>9,5kn |
| **UNIFISH No. 6**<br>**Government of The Republic of The Philippines**<br>Universal Deep Sea Fishing Inc.<br>Manila Philippines | **119**<br>55<br>— | <br><br>(NK) | **1959** K.K. Usuki Tekkosho—Usuki<br>30,79<br>27,01<br>F 3,4 1 dk<br>RW | <br>5,74 2,299<br>5,72 2,85 | (265) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Usuki<br>Oil 4SA 6Cy. 260 × 390<br>330bhp (243kW)<br>Usuki Tekkosho Usuki<br>Fuel 28,5t (d.o.)<br>9,5kn |
| **UNIFISH No. 14**<br>**Government of The Republic of The Philippines**<br>Universal Deep Sea Fishing Inc.<br>Manila Philippines | **136**<br>50<br>— | <br><br>(NK) | **1962** Imai Zosen—Kochi<br>32,49<br>29,21<br>F 3,7 1 dk<br>RW | <br>5,95 2,388<br>5,91 3,00 | (127) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>420bhp (309kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 32,5t (d.o.)<br>10kn |
| **UNIFISH No. 16**<br>**Government of The Republic of The Philippines**<br>Universal Deep Sea Fishing Inc.<br>Manila Philippines | **136**<br>50<br>— | <br><br>(NK) | **1962** Imai Zosen—Kochi<br>32,49<br>29,21<br>F 3,7 1 dk<br>RW | <br>5,95 2,388<br>5,91 3,00 | (128) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>420bhp (309kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 32,5t (d.o.)<br>10kn |
| **UNIFISH No. 18**<br>**Government of The Republic of The Philippines**<br>Universal Deep Sea Fishing Inc.<br>Manila Philippines | **148**<br>74<br>— | <br><br>(NK) | **1962** Shikoku Dockyard Co. Ltd.—Takamatsu<br><br>30,48<br>F 4,0 1 dk<br>RW | <br>6,15<br>6,10 3,15 | | **M Fishing**<br>Side-fishing<br>Mchy.aft | Fuji<br>Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Fuel 16,5t (d.o.)<br>10,5kn |
| **UNIFOR 2**<br>**P.T. Satya Djaya Raya Trading Co.**<br>Jakarta Indonesia | **130**<br>—<br>— | <br><br>KI NK | **1979** Pan United Shipping Pte. Ltd.—Singapore<br>23,02<br>21,62<br>1 dk | <br>3,290<br>7,00 3,56 | | **TM Tug** | Caterpillar D353SCAC<br>2 Oil 4SA each 6Cy. 159 × 203 geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 25kW<br>11kn |

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| **6719512**<br>*J8DC9*<br>2934<br>Df Esd Gc<br>Rdr Rt | **UNIFORCE**<br>ex Salekhard-89<br>**Uniforce Shipping Co. S.A.**<br>Unimar S.A. Maritime Services<br>Kingstown St. Vincent and the Grenadines | **2 987**<br>1 425<br>6 584 | BV RS | **1965** Stocznia Gdanska im. Lenina—Gdansk (B45/37)<br>123,83 16,74 7,020<br>114,99 16,69 8,44<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 444 B.7 131<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(50) 1(15) 8(5) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>H. Cegielski<br>Gen 2 × 200kW 1 × 80kW 400V 50<br>Fuel 85,5t (d.o.) 478,0t (hvf) |
| **6600412**<br>L-0334262<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **UNIHOPE**<br>ex Taymyr-92<br>Unimar S.A.<br>San Lorenzo Honduras | **2 723**<br>1 271<br>6 459 | RS | **1965** "A. Zhdanov" SB. Yard—Leningrad<br>121,95 16,74 7,090<br>113,01 16,67 8,34<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 870 B.7 300<br>4 Ha (stl) (11,1 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,5)<br>Cr 4(5) | B&W<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 330,0t (hvf) |
| **7429827**<br>*3FDY2*<br>13735-84C<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **UNIJE**<br>ex Crest II-85 ex Sun Alkes-83<br>ex Matsufukujin Maru<br>**Trinos Shipping Corp.**<br>Losinjska Plovidba OOUR Brodarstvo<br>Panama Panama | **5 929**<br>4 197<br>10 166 | JR NK | **1975** Kochiken Zosen—Kochi (598)<br>127,97 18,34 7,757<br>119,00 18,31 9,91<br>P 23,8 F 10,1 1 dk<br>RW | **M General Cargo**<br>G.13 332 B.12 894<br>3 Ha (stl) (16,0 30,7 19,5 × 8,9) ER<br>Der 4(20) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 900<br>4 413kW (6 000bhp)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 1 079,0t-23,0pd |
| **7125225**<br>*V2BG*<br>2008<br>Df Esd Gc<br>Rdr RTm/h/v | **UNIKA**<br>ex Arnis-85<br>**Gunter Meyer**<br>Hamburg Antigua & Barbuda | T.Mk<br>**499**<br>281<br>1 426 | GL | **1971** Schiffsw. Hugo Peters—Wewelsfleth (544)<br>76,56 (BB) 12,83 4,058<br>68,08 12,81 7,01<br>F 7,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 45,0 ER<br>G.3 670 B.3 369<br>TEU 163 C. 163/20'<br>3 Ha (stl) (12,6 × 8,3) (13,1 13,1 × 10,3) ER | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 52kW 1 × 25kW 380V 50Hz<br>Fuel 108,5t (d.o.) |
| **7424645**<br>*LCRD*<br>18791<br>Rdr Rt | **UNIKA**<br>**P/R Unik**<br>Anders Austevoll<br>Bergen Norway | **354**<br>200<br>700 | NV | **1976** Maritime Sveiseindustri A/S—Gjerdsvika (3)<br>46,16 3,898<br>9,50 6,76<br>2 dks<br>rf 399 BK 102 | **M General Cargo**<br>Side door Stern door<br>Mchy.aft<br>B.394<br>Cr 1(10) | MWM<br>Oil 4SA 8Cy. 230 × 270<br>1 080bhp (794kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 80kW 1 × 48kW 230V 50Hz<br>Thw. thrust propeller fwd |
| **7722463**<br>*6NOZ*<br>IC0300-A877<br>Df Esd Gc<br>Pfd Rdr Rt | **UNIKOREA No. 77**<br>**Maxxan Co. Ltd.**<br>Inchon South Korea | **446**<br>222<br>540 | KR | **1977** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1231)<br>55,94 3,750<br>49,51 8,81 4,07<br>P 26,3 F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>3 Ha (1,0 × 0,9) (1,9 × 1,9) (1,0 × 0,7) ER | Akasaka<br>Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese Ltd.)<br>Gen 2 × 200kW 225V a.c. |
| **7722475**<br>*6NOY*<br>IC0300-A878<br>Df Esd Gc<br>Pfd Rdr Rt | **UNIKOREA No. 78**<br>**Maxxan Co. Ltd.**<br>Inchon South Korea | **446**<br>222<br>540 | KR | **1977** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1232)<br>55,94 3,750<br>49,51 8,81 4,07<br>P 26,3 F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>3 Ha (1,0 × 0,9) (1,9 × 1,9) (1,0 × 0,7) ER | Akasaka<br>Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese Ltd.)<br>Gen 2 × 200kW 225V a.c. |
| **7722487**<br>*6NPA*<br>IC0300-A849<br>Df Esd Gc<br>Pfd Rdr Rt | **UNIKOREA No. 79**<br>**Maxxan Co. Ltd.**<br>Inchon South Korea | **446**<br>222<br>540 | KR | **1977** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1233)<br>55,94 3,750<br>49,51 8,81 4,07<br>P 26,3 F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>3 Ha (1,0 × 0,9) (1,9 × 1,9) (1,0 × 0,7) ER | Akasaka<br>Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese Ltd.)<br>Gen 2 × 200kW 225V a.c. |
| **8828329**<br>*DTUW*<br>IC1100-A235<br>Df Esd Gc<br>Pfd Rdr Rt | **UNIKOREA No. 300**<br>**Maxxan Co. Ltd.**<br>Inchon South Korea | **388**<br>—<br>449 | KR | **1988** Korea Tacoma Marine Industries Ltd—Masan<br>53,50 - 3,390<br>48,28 8,90 3,75<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 280 × 480<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd<br>Gen 2 × 608kW 225V a.c. |
| **8842961**<br>*6KAH*<br>IC1100-A593<br>Df Esd Gc<br>Rdr Rt | **UNIKOREA No. 306**<br>**Maxxan Co. Ltd.**<br>Inchon South Korea | **388**<br>—<br>425 | KR | **1990** Korea Tacoma Marine Industries Ltd—Masan<br>53,50 - 3,650<br>47,99 8,90 3,75<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 280 × 480<br>883kW (1 200bhp)<br>Ssang Yong Heavy Industries Co. Ltd<br>Gen 2 × 304kW 225V a.c. |
| **7908445**<br>Df Esd Gc<br>Rdr Rt | **UNILIFTER**<br>ex Aivik-91 ex Mont Ventoux-90<br>France | T.Mk<br>**7 048**<br>5 043<br>4 650 | BV | **1980** Soc. Nouvelle des At. & Ch. du Havre—Le Havre (254)<br>109,63 (BB) 18,50 5,750<br>102,70 11,82<br>2 dks | **M RoRo Cargo/General Cargo/ Heavy-load Carrier**<br>Ice strengthened<br>Stern door/ramp<br>1 Ho ER<br>G.14 600 B.13 400<br>TEU 168<br>C.Ho 60/20' (40') incl. 40 ref C. C.Dk 108/20' (40')<br>1 Ha (stl) (34,0 × 10,0) ER<br>Der 2(155) | Pielstick<br>2 Oil 4SA each 8Cy. 280 × 290 reduc to sc. shaft<br>3 824kW (5 199bhp)<br>Alsthom-Atlantique Monto<br>Gen 1 × 560kW 2 × 360kW 380V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 592,9t (d.o.) |
| **7309637**<br>*WD7885*<br>261803 | **UNIMAK**<br>ex Cpl. John O. Johnson ex BSP 3111<br>**E. H. Bendiksen**<br>Seattle, Wa United States of America | **197**<br>153<br>— | | **1945** Maritime Shipyards—Seattle, Wa<br>*25,12* 8,11<br>2,65 | **Wood M Fishing** | Oil<br>330bhp (243kW)<br>............<br>Fuel (d.o.) |
| **8101680**<br>*WUW7910*<br>637693<br>Df Esd Pfd<br>Rdr Rt | **UNIMAK ENTERPRISE**<br>ex Spring Mist-87<br>**Unimak Enterprise Inc.**<br>Morgan City, La United States of America | **990**<br>703<br>— | (AB) | **1981** Halter Marine Inc.—Moss Point, Ms (990)<br>56,09 3,664<br>54,87 12,20 4,27<br>F 15,6 1 dk<br>rf 584 conv Deck Cargo Tug/Supply Ship 87 | **TM Fishing**<br>Stern Trawler Processing Ref | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 25 reduction geared to sc. shafts<br>2 520bhp (1 854kW) E made recon fitted81<br>General Motors Corp. Electro-Motive D<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd |
| **7610244**<br>*3EFI7*<br>18441-89<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **UNIMAR TRANSPORT**<br>ex Elli-89 ex Brave Pioneer-84<br>**Unimar Investments Inc.**<br>Panama Panama | **12 527**<br>7 100<br>18 972 | NK | **1976** Mitsui Eng. & SB. Co. Ltd.—Tamano (1084)<br>148,39 22,64 10,002<br>140,01 22,61 13,52<br>P 32,7 F 11,9 2 dks | **M General Cargo**<br>4 Ho ER<br>G.24 028 B.22 659<br>TEU 400 C. 400/20' (40')<br>4 Ha (stl) (12,5 16,4 16,4 16,4 × 11,4) ER<br>Cr 1(31) 2(20) Der 4(8,5) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 490,0t (hvf)-30,0 |
| **8408789**<br>*3EBK3*<br>14409-84B<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **UNIMEC**<br>**Fine Star S.A.**<br>Panama Panama | *2 849*<br>*1 738*<br>4 901 | NK | **1984** Tokushima Zosen Sangyo K.K. —Komatsujima (1691)<br>96,88 (BB) 4,780<br>89,95 17,81 6,81<br>P 18,3 F 7,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 057 B.5 755<br>2 Ha (stl) (14,7 33,6 × 9,0) ER<br>Der 3(15) | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka D Ltd.)<br>Gen 2 × 132kW a.c. |

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| **UNINAY**<br>**Universidad de Nayarit (Escuela de Ing. Pesquera)**<br>Mazatlan Mexico | **170**<br>—<br>— | | Cmpl. **1974** AUPSA (Ast. Unidos del Pacifico S.A.)—Mazatlan (495)<br>25,00 7,14 2,439<br>23,53 7,01 3,66<br>1 dk | **M Research/Fishing**<br>Ref<br>Mchy.aft | Cummins VT12-800-M<br>Vee Oil 4SA 12Cy. 140 × 152 sr geared to sc. shaft<br>525bhp (386kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Fuel (d.o.) |
| **UNION ARROW**<br>**Sagitta Shipping Ltd.**<br>Union Transport Group Plc<br>Dublin Irish Republic | **980**<br>692<br>1 400 | GL | **1980** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (765)<br>70,01 11,26 3,571<br>66,63 11,21 4,42<br>P 13,8 F 6,1 1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 926 B.1 870<br>1 Ha (stl) (39,6 × 8,3) ER | MaK 6M331AK<br>Oil 4SA 6Cy. 240 × 330<br>999bhp (735kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>11kn |
| **UNION ASIA No. 2**<br>ex Pearl Bay-88<br>ex Hayashikane Maru No. 2-84<br>**Union Asia Steamship Co. Ltd. & Sun Long Steamship Co. Ltd.**<br>Kaohsiung China*<br>SatCom: 1350274/BIAF | **3 658**<br>1 895<br>4 700 | (NK) | **1968** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1102)<br>111,11 16,24 6,868<br>101,50 16,21 8,49<br>P 48,2 F 11,3 1 dk, pt 2nd dk | **M Refrigerated Cargo**<br>3 Ho ER<br>In.5 023<br>3 Ha (stl) (each 6,6 × 5,2)<br>Cr 3(3) | Mitsubishi 7UEC52/105C<br>Oil 2SA 7Cy. 520 × 1050<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 3 × 336kW 445V 60Hz a.c.<br>Fuel 189,0t (d.o.) 774,5t (hvf)-22,0pd 16kn |
| **UNION AUCKLAND**<br>ex Columbia-74<br>**Union Shipping New Zealand Ltd.**<br>Auckland New Zealand | **12 775**<br>8 278<br>20 118 | NV | **1970** A/S Fredriksstad M/V—Fredrikstad (406)<br>165,16 22,61 9,354<br>152,53 22,60 11,19<br>1 dk<br>rf nil DK | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>5 Ho 21,7 23,0 23,4 23,4 24,1 ER<br>G.28 154 B.25 664 Ore 26 443 HeCls. B<br>5 Ha (stl) (15,3 × 10,9) (17,0 18,6 18,6 18,9 × 12,9) ER<br>Cr 5(10) | Gotaverken<br>Oil 2SA 6Cy. 760 × 1500<br>8 400bhp (6 179kW)<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 392kW 440V 60Hz a.c.<br>Fuel 140,0t (d.o.) 1 295,0t (hvf)-33,0pd 15,5kn |
| **UNION EXPRESS**<br>ex El Masare-88 ex Adina-82<br>ex Scheldeborg-69<br>**Naviera Union Express S. de R.L.**<br>San Lorenzo Honduras | **387**<br>227<br>531 | (BV) | **1959** Schpsw. "Friesland" N.V.—Lemmer (109)<br>46,00 7,95 2,520<br>44,00 7,90 3,20<br>1 dk<br>RW rf 51 | **M General Cargo**<br>1 Ho 29,9 ER<br>G.760 B.713<br>2 Ha (each 11,5 × 4,6) ER<br>Der 2(2) | Brons<br>Oil 4SA 4Cy. 290 × 450<br>240bhp (177kW)<br>Appingedammer Brons Appingedam<br>Gen 2 × 5kW 110V d.c.<br>Fuel (d.o.) 8,5kn |
| **UNION FORTUNE**<br>ex Porcupine-91 ex Cast Porcupine-91<br>ex Carrybox 2-90 ex Lux Delfic-88<br>Launched as San Huberto<br>**Ken Link Enterprises Inc.**<br>Panama Panama | **1 509**<br>927<br>3 455 | (BV) | **1988** Ast. Construcciones S.A.—Meira (168)<br>96,55 15,04 5,704<br>88,09 15,00 8,21<br>1 dk | **M General Cargo**<br>Wine<br>Str. heavy cargoes<br>3 Ho 2 Ta ER<br>G.6 422 L.90<br>TEU 235 C. 235/20'<br>5 Ha (stl) ER | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 with flexible couplings & sr geared to sc. shaft<br>3 236kW (4 399bhp)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 210kW 440V 60Hz a.c.<br>16kn |
| **UNION JUPITER**<br>**Union Transport Group Plc**<br>London United Kingdom | *2 230*<br>*1 001*<br>3 274 | GL | **1990** Cochrane Shipbuilders Ltd.—Selby (163)<br>99,73 12,62 4,258<br>- 12,50 6,35<br>P 45,3 F 19,2 2 dks | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho ER<br>G.4 575 B.4 477<br>TEU 114 C.Ho 86/20'(40') C.Dk 28/20'(40')<br>2 Ha (stl) (each 35,1 × 10,3) ER | Alpha 8L23/30<br>Oil 4SA 8Cy. 225 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>647kW (880bhp)<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 1 × 324kW 3 × 84kW 380V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 4,6t 11,2kn |
| **UNION MARS**<br>**Union Transport Group Plc**<br>Dublin Irish Republic | **935**<br>624<br>1 395 | GL<br>✠Classed LR until 18/12/81 | **1981**-4 A/S Nordsovaerftet—Ringkobing (146)<br>69,88 11,28 3,388<br>66,15 11,21 4,17<br>P 14,7 F 6,4 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 42,2 ER<br>G.1 918 B.1 862<br>1 Ha (stl) (40,0 × 7,4) ER | Alpha 7T23L-KVO<br>Oil 4SA 7Cy. 225 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>1 088bhp (800kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 3 × 64kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 26,5t (d.o.)-4,0pd 11kn |
| **UNION MOON**<br>**Union Transport Group Plc**<br>Dublin Irish Republic | *1 543*<br>*860*<br>2 362 | GL | **1985** Bodewes Schpsw. "Volharding" Foxhol B.V.—Foxhol (289)<br>87,66 11,05 3,941<br>82,81 11,02 5,21<br>P 12,2 F 6,1 1 dk | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho 31,5 31,7 ER<br>G.3 189 B.3 167<br>TEU 98<br>C.Ho 60/20' (40') C.Dk 38/20' (40') incl. 4 ref C.<br>2 Ha (stl) (31,4T × 7,0) (31,4 × 8,5) ER | Deutz<br>Oil 4SA 6Cy. 240 × 280 with flexible couplings & sr geared to sc. shaft<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 75kW 380V 50Hz a.c.<br>Bow jet pump<br>Fuel 88,0t (d.o.)-4,5pd 10kn |
| **UNION NEPTUNE**<br>**Union Transport Group Plc**<br>Dublin Irish Republic | *1 543*<br>*860*<br>2 362 | GL | **1985** Tille Scheepsbouw B.V.—Kootstertille (248)<br>87,66 11,05 3,941<br>82,66 11,02 5,21<br>P 12,2 F 6,1 1 dk | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho 31,5 31,7 ER<br>G.3 188 B.3 166<br>TEU 98<br>C.Ho 60/20' (40') C.Dk 38/20' (40') incl. 4 ref C.<br>2 Ha (stl) (31,4T × 7,0) (31,4 × 8,5) ER | Deutz SBV6M628<br>Oil 4SA 6Cy. 240 × 280 with flexible couplings & sr reverse geared to sc. shaft<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 75kW 380V 50Hz a.c.<br>Bow jet pump<br>Fuel 88,0t (d.o.)-4,5pd 10kn |
| **UNION OCEAN**<br>ex Igloo Moon-88 ex Gripo-85<br>ex Evofrio-76 ex Jo-Rivka-74<br>**Union Asia Steamship Co. Ltd. & Sun Long Steamship Co. Ltd.**<br>Kaohsiung China* | T.Mk<br>**1 799**<br>980<br>1 771 | (BV) | **1969** Soc. Nouvelle des At. & Ch. du Havre—Le Havre (193)<br>75,10 13,03 5,112<br>68,00 13,00 9,10<br>2 dks | **M Refrigerated Cargo**<br>Ice strengthened<br>3 Ho ER<br>L.2 462<br>6 Ha (each 6,4 × 4,5) ER<br>6W Der 12(5) | MaK<br>Oil 4SA 8Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Controllable pitch propeller<br>Fuel 71,0t (d.o.) 234,0t (hvf)-9,5pd 15kn |
| **UNION PLUTO**<br>**Leggett Freightways Ltd.**<br>Union Transport Group Plc<br>Dublin Irish Republic | **934**<br>621<br>1 395 | GL | **1981** A/S Nordsovaerftet—Ringkobing (151)<br>70,01 11,28 3,401<br>66,15 11,21 4,17<br>P 14,7 F 6,4 1 dk | **M General Cargo**<br>1 Ho 42,2 ER<br>G.1 934 B.1 866<br>1 Ha (stl) (40,0 × 7,4) ER | Alpha 7T23L-KVO<br>Oil 4SA 7Cy. 225 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>1 088bhp (800kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 3 × 64kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 26,5t (d.o.)-4,0pd 11kn |
| **UNION PUSAN**<br>ex Sun Eel No. 3-86 ex Spyro-73<br>ex Daitetsu Maru-72<br>**Pusan Shipping Co. Ltd.**<br>Busan South Korea | **1 933**<br>1 035<br>3 107 | KR (BV) (NK) | **1961** Nagoya Zosen—Nagoya (162)<br>85,12 12,76 5,741<br>78,01 12,70 6,68<br>P 21,1 F 7,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.3 866 B.3 594<br>2 Ha (11,8 26,5 × 6,4) ER<br>9W Der 2(20) 4(15) | Ito<br>Oil 4SA 6Cy. 435 × 640<br>1 500bhp (1 103kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 50kW 445V a.c.<br>Fuel 219,5t 11kn |
| **UNION ROTOITI**<br>**Canterbury Shipping Co. Ltd.**<br>Union Shipping New Zealand Ltd.<br>Auckland New Zealand | T.Mk<br>**12 858**<br>4 562<br>11 830<br><br>**23 854**<br>12 792<br>20 270 | **✠100A1** CS 6/87<br>DTsf — oil cargoes FP<br>61°C. and above<br>**✠LMC** **UMS**<br>EL Kt 2⅝"U3<br>FN 8007 | **1977**-6 Whyalla SB. & Eng. Works—Whyalla, S.A. (61)<br>203,23 (BB) 26,29 8,027/9,526<br>188,91 26,25 16,13<br>RFD 13,5 2 dks<br>rf 102 | **TD-E RoRo Cargo/Container Ship**<br>Deck-guides<br>Bow door/ramp<br>Angled stern door & ramp (p)<br>Bow door & ramp<br>Stern door/ramp<br>L 40,20 W 7,32 SWL 156<br>Lane Length 1868 Cargo Width 7,32<br>Clear height 6,47<br>Mchy.aft<br>TEU 646 C. 646/20' incl. 135 ref C. | Wartsila 16V32<br>3 Vee Oil 4SA each 16Cy. 320 × 350 total 16 317kW (22 183bhp) driving 3 gen. each 5 040kW 6 600V a.c. connected to 2 elec. motors each of 12 988shp (9 553kW)<br>NE 6/86<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 1200kW 2 × 705kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |

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| 7359711<br>*ZMUR*<br>875767<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **UNION ROTOMA**<br>ex Rost-91 ex Kagoro-91<br>ex PAD Australia-89<br>ex CGM Rostand-88 ex Rostand-87<br>**Union Shipping New Zealand Ltd.**<br>Auckland New Zealand<br>SatCom: 1663312/ZMUR | **13 978**<br>7 329<br>21 653 | BV | **1976** Chantiers de France-Dunkerque—Dunkerque (289)<br>207,40 (BB) 29,62 9,560<br>193,78 29,57 20,45<br>3 dks | **M RoRo Cargo**<br>Quarter stern door & ramp (s)<br>Lane Length 4940<br>Cars 1000<br>1 Ho 8,3DTp&s 6,0DTp&s 85,5 ER<br>B.28 510 L.1 297<br>TEU 1467<br>C.Ho 909/20' (40') C.Dk 558/20' (40') incl. 200 ref C.<br>2 Ha (stl) (13,1p&s × 8,0) ER<br>Cr 1(40) | Pielstick<br>2 Vee Oil 4SA each 16Cy. 480 × 520 sc. shaft<br>22 362kW (30 401bhp)<br>Ch. de l'Atlantique<br>Gen 2 × 1760kW 2 × 792kW 440V<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>Fuel 190,0t (d.o.) 3 448,0t (hvf)-96,0pd |
| 7366221<br>*ZMRX*<br>349279<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **UNION ROTORUA**<br>**Union Shipping New Zealand Ltd.**<br>Auckland New Zealand | T.Mk<br>**12 967**<br>4 403<br>11 680<br>**23 962**<br>12 585<br>20 271 | ✠**100A1** CS 8/91<br>DTf — oil cargoes FP<br>61°C. and above<br>✠**LMC** **UMS**<br>EL Kt 2⅝"U3<br>FN 7997 | **1976**-10 Whyalla SB. & Eng. Works—Whyalla, S.A. (60)<br>203,23 (BB) 26,29 8,035/9,526<br>188,91 26,25 16,13<br>RFD 13,5 2 dks<br>rf 102 | **TGT-E RoRo Cargo/Container Ship**<br>Deck-guides<br>Bow door & ramp<br>Stern door/ramp<br>L 40,20 W 7,32 SWL 156<br>Lane Length 1868 Cargo Width 7,32<br>Clear height 6,47<br>Mchy.aft<br>TEU 646 C. 646/20' incl. 135 ref C. | 1 Gas Turb 20739kW (27800shp) sr ge<br>6600v connected to 2 elec motors<br>9250kW (12400shp)<br>Thomassen Holland B.V.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 1 980,0t (d.o.) |
| 7027978<br>*3EMY8*<br>20423-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **UNION SAFETY**<br>ex Yih Fou-90 ex Union Success-85<br>ex Tetsuzui Maru-84<br>**Union Peace Marine Corp.**<br>Panama Panama | **37 123**<br>18 043<br>61 100<br>T/cm<br>66,0 | NK | **1970** Mitsui SB. & Eng. Co. Ltd.—Tamano (884)<br>228,75 (BB) 32,26 12,229<br>218,00 32,20 18,30<br>F 18,3 1 dk | **M Bulk Carrier**<br>5 Ho 35,2 37,4 20,4 37,4 37,4 ER<br>G.75 723 HeCls. B<br>9 Ha (stl) (12,8 12,8 13,5 13,5 13,5 13,5 13,5 13,5 13,5 × 12,8) ER | B&W<br>Oil 2SA 6Cy. 840 × 1800<br>11 401kW (15 500bhp)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 180,5t (d.o.) 2 869,0t (hvf)-52,5pd |
| 6819843<br><br><br>Rt | **UNION STRENGTH**<br>**Bacnotan Cement Industries Inc.**<br>Davao Philippines | **156**<br>16<br>— | (NK) | **1968** Odo Zosen Tekko K.K.—Shimonoseki (162)<br>30,00 7,35 2,750<br>27,01 7,29 3,51<br>1 dk | **M Tug** | B&W<br>Oil 2SA 5Cy. 280 × 500<br>Hitachi Zosen Hiroshima Work<br>Fuel 60,0t (d.o.) |
| 7127053<br>*3EWS8*<br>20810-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **UNION SUCCESS**<br>ex Yih Sen-91 ex Mitsui Maru No. 2-85<br>**Union Peace Marine Corp.**<br>Panama Panama | **36 953**<br>18 045<br>61 147<br>T/cm<br>66,0 | NK | **1972** Mitsui SB. & Eng. Co. Ltd.—Tamano (913)<br>228,76 (BB) 32,26 12,229<br>218,02 32,21 18,29<br>F 18,0 1 dk | **M Bulk Carrier**<br>9 Ho ER<br>G.75 560<br>9 Ha (stl) (12,8 12,8 13,5 13,5 13,5 13,5 13,5 13,5 13,5 × 12,8) ER | B&W<br>Oil 2SA 6Cy. 840 × 1800<br>16 500bhp (12 137kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 194,5t (d.o.) 3 289,0t (hvf)-53,5pd |
| 8416798<br>*EITC*<br>402417<br>Df Esd Gc<br>Rdr RTm/v<br>SatCom | **UNION SUN**<br>**Union Transport Group Plc**<br>Dublin Irish Republic | *1 543*<br>*860*<br>2 362 | GL | **1985** Tille Scheepsbouw B.V.—Kootstertille (247)<br>87,66 3,909<br>82,73 11,00 5,21<br>P 12,2 F 6,1 1 dk | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho 31,5 31,7 ER<br>G.3 189 B.3 168<br>TEU 98<br>C.Ho 60/20' (40') C.Dk 38/20' (40') incl. 4 ref C.<br>2 Ha (stl) (31,4T × 7,0) (31,4 × 8,5) ER | Deutz<br>Oil 4SA 6Cy. 240 × 280 with flexible co<br>sr geared to sc. shaft<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 75kW 380V 50Hz a.c.<br>Bow jet pump<br>Fuel 88,0t (d.o.)-4,5pd |
| 7435589<br>*ORQQ*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **UNION THREE**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **820**<br>111<br>— | BV | **1977** Beliard-Murdoch S.A.—Oostende (C.228)<br>45,62 4,701<br>41,69 11,51 6,13<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>reduction geared to sc. shafts<br>General Motors Corp. La G<br>Gen 2 × 216kW 220/440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 559,0t (d.o.) |
| 8416750<br>*EIWQ*<br>402430<br>Df Esd Gc<br>Pfd Rdr Rt | **UNION TITAN**<br>**Union Transport Group Plc**<br>Dublin Irish Republic | *1 543*<br>*860*<br>2 362 | GL | **1986** Bodewes Schpsw. "Volharding" Foxhol B.V.—Foxhol (290)<br>87,66 3,941<br>82,66 11,02 5,21<br>P 12,2 F 6,1 1 dk | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho 31,5 31,7 ER<br>G.3 189 B.3 168<br>TEU 98<br>C.Ho 60/20' (40') C.Dk 38/20' (40') incl. 4 ref C.<br>2 Ha (stl) (31,4T × 7,0) (31,4 × 8,5) ER | Deutz<br>Oil 4SA 6Cy. 240 × 280 with flexible c<br>sr reverse geared to sc. shaft<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 75kW 380V 50Hz a.c.<br>Bow jet pump<br>Fuel 88,0t (d.o.)-4,5pd |
| 8012827<br>*EIQN*<br>402141<br>Esd Gc Rdr<br>RTm/h/v | **UNION VENUS**<br>**Union Transport Group Plc**<br>Dublin Irish Republic | **935**<br>624<br>1 395 | GL<br>✠Classed LR until 18/12/81 | **1981**-4 A/S Nordsovaerftet—Ringkobing (147)<br>69,88 11,28 3,388<br>66,15 11,21 4,17<br>P 14,7 F 6,4 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 42,2 ER<br>G.1 874 B.1 862<br>1 Ha (stl) (40,0 × 7,4) ER | Alpha<br>Oil 4SA 7Cy. 225 × 300 with clutches<br>couplings & sr geared to sc. shaf<br>1 088bhp (800kW)<br>B&W Alpha Diesel Div. of B&W Diese<br>Gen 3 × 64kW 413V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 26,5t (d.o.)-4,0pd |
| 6505636<br>*ISAD*<br>1437<br>Df Esd Gc<br>RdrRTm | **UNIONE**<br>ex Elm-69<br>**Marnavi S.r.l.**<br>Napoli Italy | **499**<br>267<br>1 123 | RI (NV) | **1965** Soviknes Verft A/S—Sovik (62)<br>63,71 10,24 3,966<br>56,98 10,22 4,04<br>1 dk<br>rf 102 | **M Tanker**<br>Wine<br>9 Ta ER<br>L.1 428 | MWM<br>Oil 4SA 8Cy. 320 × 480<br>772kW (1 050bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 50kW 220V 50Hz a.c.<br>Fuel 70,0t (d.o.) |
| 6407274<br>*ICCE*<br>707<br>Esd Pfd Rdr<br>RTm/v | **UNIONE SECONDA**<br>ex Elpida II-76 ex Sirion-71<br>ex Polana-66<br>**"Pibiemme" Compagnia di Navigazione S.p.A.**<br>Trapani Italy | **499**<br>353<br>1 077 | RI<br>✠Classed LR until 13/8/76 | **1964**-3 Kroegerwerft G.m.b.H.—Rendsburg (1196)<br>63,02 9,66 3,760<br>56,82 9,45 4,09<br>P 16,5 F 11,0 1 dk<br>rf 51 conv Tanker 71 | **M Tanker**<br>Oil Wine Vegetable oil<br>Ice strengthened<br>8 Ta ER<br>L.1 400<br>2 Cargo pumps total 400T/hr | MWM<br>Oil 4SA 6Cy. 320 × 480<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 50kW 380V 1 × 21kW<br>Fuel 59,0t (d.o.)-3,5pd |
| 7125237<br>*OASN*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **UNIPUNA**<br>ex Turtle Bay-86 ex Santa Cruz-83<br>ex Lloyd Melbourne-80<br>ex Santa Cruz-78<br>**Naviera Universal S.A. (UNILINE)**<br>Callao Peru | T.Mk<br>**6 922**<br>3 662<br>10 200<br>**9 842**<br>6 071<br>14 120 | GL | **1972** Luebecker Flender-Werke AG.—Luebeck (593)<br>148,49 (BB) 21,67 7,748/9,341<br>140,01 21,62 12,02<br>P 46,1 F 23,8 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 17,5 20,2 27,2 22,4 ER 15,2 5,6DTp&s 6,6DTp&s 7 TwD<br>G.21 595 B.19 055 In.1 824 L.(oil) 1 276<br>TEU 204 C.204/20'<br>7 Ha (stl) (9,1 × 7,0) (12,8 × 10,3) (19,2p&s 12,8p&s × 7,7) ER (8,0 × 6,0)<br>12W Cr 2(12,5) 1(5) Der 1(80) 10(5-10) 2(3-5) | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 ×<br>geared to sc. shaft<br>12 000bhp (8 827kW)<br>Blohm + Voss A.G.<br>Gen 1 × 640kW 2 × 600kW 44<br>Fuel 200,0t (d.o.) 1 680,0t (hvf)-17,5 |
| 7633430<br>*P3TY3*<br>709145<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **UNIQUE**<br>ex Bruni-90 ex Puentemar I-90<br>ex Bruni-83 ex Merzario Fenicia-78<br>Launched as Bruni<br>**Searock Shipping Ltd.**<br>Limassol Cyprus | **1 569**<br>1 035<br>3 300 | GL | **1977** Blohm + Voss A.G.—Hamburg (817)<br>82,86 15,85 5,322<br>76,84 15,65 6,38<br>F 12,2 2 dks | **M RoRo Cargo/General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho 48,6 ER<br>G.3 398 B.3 256<br>TEU 219 C. 219/20'<br>1 Ha (stl) (43,7 × 12,5) ER<br>Cr 2(30) | Deutz<br>Oil 4SA 6Cy. 370 × 400 sr geared<br>2 207kW (3 000bhp)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 916kW 1 × 368kW 380V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |

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| **UNIQUE ALLIANCE**<br>**Unique Development Co. Inc.**<br>Monrovia Liberia | **12 145**<br>8 304<br>20 815 | AB | **1973** Sanoyasu Dockyard Co. Ltd.—Osaka (326)<br>156,88 (BB) 22,84 9,856<br>148,01 22,80 13,49<br>P 27,5 F 10,4 1 dk<br>rf 25 | **M Bulk Carrier**<br>Vehicles<br>5 Ho 22,4 25,4 15,0 26,2 18,6 ER<br>G.27 209 B.23 857<br>5 Ha (stl) (12,9 18,6 × 10,9) (9,7 × 9,9) (18,6 12,7 × 10,9) ER<br>Cr 2(40) 2(20) | B&W 8K62EF<br>Oil 2SA 8Cy. 620 × 1400<br>10 700bhp (7 870kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 1 619,5t (hvf) 15kn |
| **UNIQUE 1**<br>ex Yushin Maru-82<br>ex Shell Gas Maru No. 1-73<br>**Unique Gas & Petrochemicals Co. Ltd.**<br>Bangkok Thailand | **998**<br>583<br>752 | (NK) | **1965** Maizuru Jukogyo K.K.—Maizuru (99)<br>58,30 11,05 3,861<br>52,99 11,00 5,41<br>P 12,8 F 6,8 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>3 Ta cyl horizontal ER<br>L.(gas) 1 138 | Hanshin<br>Oil 4SA 8Cy. 260 × 330<br>850bhp (625kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 50kW 445V a.c.<br>Fuel 46,5t 10,25kn |
| **UNIQUE 2**<br>ex Yuensung-82 ex Ryotoku Maru-72<br>**Unique Gas & Petrochemicals Co. Ltd.**<br>Bangkok Thailand | **940**<br>515<br>1 085 | (BV) | **1967** Ujina Zosensho—Hiroshima (474)<br>61,09 10,52 4,268<br>56,01 10,49 5,11<br>P 15,6 F 8,6 1 dk<br>rf 102 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta cyl horizontal ER<br>L.(gas) 1 170 | Oil 4SA 6Cy. 380 × 540<br>1 100bhp (809kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 28kW 220V 60Hz a.c.<br>Fuel 86,5t (hvf) 11kn |
| **UNIQUE 3**<br>ex Siam Raj ex Yuho Maru-82<br>**Unique & Petrochemical Co. Ltd.**<br>Bangkok Thailand | **650**<br>352<br>706 | | **1970** Asakawa Zosen—Imabari (168)<br>58,30 9,02 3,404<br>51,01 9,00 4,40<br>1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG<br>1 Ta ER<br>L.(gas) 909 | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 48kW 225V a.c.<br>11kn |
| **UNIS TA**<br>ex Argos-90 ex Golar Kanto-88<br>**Pacific Star Navigation**<br>Kyung In Energy Co. Ltd.<br>Panama Panama<br>SatCom: 1333476/UNIS | **98 905**<br>80 872<br>215 714<br>T/cm<br>140,4 | KR NV | **1974** Kawasaki Heavy Ind. Ltd.—Sakaide (1178)<br>327,01 (BB) 48,24 19,597<br>312,99 48,19 25,20<br>1 dk<br>rf 102 Bow/CM 158 Diam. 0,460 MH 1,2 | **S Tanker**<br>Ice strengthened<br>13 Ta ER<br>L.(oil) 263 346<br>3 Cargo pumps total 15 000T/hr | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 1280kW 1 × 560kW 440V 60Hz a.c.<br>Fuel 6 310,0t (o.f.) 25,0t (d.o.)-130,0pd 16kn |
| **UNISEA**<br>ex Hae Won-89<br>ex Kiyo Maru No. 12-88<br>**Unisea Corp. S.de R.L.**<br>Shin Sung Shipping Co. Ltd.<br>Kingstown St. Vincent and the Grenadines | **697**<br>427<br>2 127 | KR | **1973** Sasaki Zosen K.K.—Kinoe (185)<br>70,01 11,43<br>65,99 11,41 5,01<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.3 200 B.2 800<br>1 Ha (34,3 × 8,0) ER | Makita<br>Oil<br>2 000bhp (1 471kW)<br>Makita Diesel Co. Ltd. Japan<br>11,5kn |
| **UNISELVA**<br>ex Fedora-85 ex Rodrigo Torrealba-81<br>**Naviera Centromar S.A.**<br>Naviera Universal S.A. (UNILINE)<br>Willemstad Netherlands Antilles & Aruba | **8 979**<br>6 570<br>14 537 | GL (AB)<br>✠Classed LR until 30/6/78 | **1973**-5 Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (33)<br>140,98 20,48 8,840<br>134,17 20,44 11,74<br>F 11,6 2 dks, 3rd dk in nos. 1 & 4 holds<br>rf nil | **M General Cargo**<br>4 Ho 21,5 29,7 5,3DTp&s 6,1DTp&s 22,8 ER 21,3 6 TwD<br>G.21 304 B.19 131<br>5 Ha (stl) (11,6 × 6,7) (12,0 13,5 12,9 × 8,5) ER (11,4 × 6,7)<br>Der 1(30) 6(10) 4(5) | MAN K6Z70/120E<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Mecanica Pesada S.A. Taubate<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 287,5t (hvf)-28,0pd 15kn |
| **UNISHIP I**<br>ex Bowler-83<br>**Uniship Agency**<br>Port Said Egypt | **217**<br>103<br>284<br>T/cm<br>2,2 | BV<br>✠Classed LR until 10/70 | **1963**-9 R. Dunston (Hessle) Ltd.—Hessle (S803)<br>35,01 7,50 2,344<br>33,53 7,17 2,75<br>Trunk 15,6 F 6,1 1 dk<br>rf nil Diam. 0,203 | **M Tanker**<br>CBT<br>2 Ta ER<br>L.(oil) 391 HeCls. C<br>1 Cargo pumps total 250T/hr | Kelvin<br>Oil 4SA 8Cy. 165 × 184 with flexible coupling & sr reverse geared to sc. shaft<br>240bhp (177kW)<br>Bergius Kelvin Co. Ltd. Glasgow<br>Gen 1 × 30kW 220V d.c.<br>Fuel-1,0pd 8,5kn |
| **UNISIERRA**<br>ex Charlottenborg-86 ex Afrika-79<br>**Naviera Centromar N.V.**<br>Naviera Universal S.A. (UNILINE)<br>Willemstad Netherlands Antilles & Aruba | T.Mk<br>**6 754**<br>3 420<br>10 469<br>**9 755**<br>5 393<br>13 579 | **✠100A1** SS 3/88<br>DTa—vegetable oil<br>No. 1 TwD to be empty when No. 1 hold used for water ballast<br>Ice Class 3<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Ct 2¾"U2<br>FN 4793 | **1972**-10 A/S Nakskov Skibsvaerft—Nakskov (197)<br>153,73 21,75 8,403/9,351<br>141,84 21,59 12,20<br>P 45,2 F 33,0 2 dks<br>rf nil | **M General Cargo**<br>Vegetable oil Ref<br>5 Ho 18,2 27,0 21,6 19,2 10,9<br>G.20 917 B.19 561 In.1 256<br>9 Ha (stl) (9,7 × 7,0) (18,5 × 10,5) (18,9 18,9 18,9 18,9 18,9 18,9 × 5,1) (8,8 × 8,1)<br>11W Cr 2(11) Der 1(80) 1(20) 10(10) | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 560kW 1 × 372kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 247,0t (d.o.) 1 103,0t (hvf) 18kn |
| **UNISON**<br>**Unison Shipping Corp. S.A.**<br>Panama Panama | **25 581**<br>18 861<br>44 700 | NV | **1978** Gotaverken Oresundsvarvet AB—Landskrona (259)<br>191,45 11,300<br>185,25 32,24 16,06<br>F - 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.60 173 B.54 030<br>7 Ha (stl) (12,9 × 12,9) (12,9 14,9 12,9 14,9 12,9 12,9 × 26,2) ER<br>Cr 4(25) | B&W 7K67GF<br>Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW)<br>A/B Gotaverken Goteborg<br>Gen 1 × 900kW 2 × 680kW 440V 60Hz a.c.<br>14,5kn |
| **UNISON FORTUNE**<br>ex Mount Felix-85 ex San Felix-80<br>**Woodtrans Navigation Corp.**<br>Unison Navigation Corp.<br>Panama Panama | **3 868**<br>2 371<br>6 566 | (NK) | **1973** Imabari Zosen—Imabari (306)<br>105,31 16,36 6,836<br>98,61 16,31 8,39<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>2 Ho 37,1 35,7 ER<br>G.8 421 B.8 019<br>2 Ha (27,2 28,5 × 8,3) ER<br>4W Der 4(15) | Hanshin 6LU50A<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 132kW<br>Fuel 522,0t-13,0pd 12,5kn |
| **UNISON PRAISE**<br>**Woodtrans Navigation Corp.**<br>Unison Navigation Corp.<br>Panama Panama | *5 551*<br>*2 351*<br>7 044 | NK | **1991** Shin Kochi Jyuko K.K.—Kochi (7012)<br>98,17 (BB) 7,427<br>89,95 18,80 12,90 | **M General Cargo**<br>2 Ho ER<br>G.13 790 B.12 612<br>2 Ha (stl) (each 20,3 × 12,7) ER<br>Der 2(25) 2(30) | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>2 427kW (3 300bhp)<br>The Hanshin Diesel Works Ltd. Japan |
| **UNISON SPLENDOR**<br>ex Eastern Ace-88 ex Celta Lily-85<br>**Woodtrans Navigation Corp.**<br>Unison Navigation Corp.<br>Panama Panama | **4 514**<br>3 287<br>7 852 | NK | **1977** Kurushima Dockyard Co. Ltd.—Imabari (2057)<br>114,26 17,63 7,201<br>104,00 17,60 9,00<br>P 18,8 F 11,0 1 dk | **M General Cargo**<br>G.10 601 B.10 028<br>2 Ha (30,8 34,2 × 8,7) ER<br>Der 2(25) 2(20) | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>3 310kW (4 500bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 450V a.c.<br>12,75kn |
| **UNISON 1**<br>ex Unison-90 ex Etna-83<br>ex Maluku Maru-79<br>Panama Panama | **3 651**<br>2 558<br>6 541 | (NK) | **1972** Imabari Zosen—Imabari (285)<br>105,31 16,36 6,833<br>98,61 16,34 8,41<br>P 19,9 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho 37,1 35,8 ER<br>G.8 421 B.8 019<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 2(30) 2(15) | B&W 6-42VT2BF-90<br>Oil 2SA 6Cy. 420 × 900<br>3 300bhp (2 427kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 132kW<br>Fuel 529,5t-14,0pd 12,5kn |
| **UNISTAR**<br>ex Inkurles-91<br>**Unistar Maritime Co. Ltd.**<br>Unimar S.A. Maritime Services<br>Valletta Malta | **2 730**<br>1 295<br>3 710 | RS | **1962** Valmet Oy Pansion Tehdas—Turku/Abo (273)<br>102,32 14,03 6,001<br>93,02 14,00 7,04<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 13,5 14,1 14,1 14,4 ER<br>G.5 039 B.3 852<br>4 Ha (stl) (10,4 × 6,4) (10,4 10,4 10,4 × 8,0) ER<br>4W Cr 2(3) Der 1(35) 2(5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 35,5t (d.o.) 213,5t (hvf) 14kn |

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| **7431167**<br>*3ENQ7*<br>19417-PEXT1<br>Df Esd Gc<br>Rdr RTv | **UNITANK**<br>ex Susana-89 ex Ibn Otman-89<br>Launched as Berthelot<br>**Unitank Maritime S.A.**<br>Panama Panama<br>SatCom: 1333756/UNTK | **13 514**<br>8 251<br>22 989 | BV | **1977** Sarpsborg Mek. Verksted A/S K/S —Sarpsborg (49)<br>172,35 23,04 10,002<br>163,33 23,00 13,01<br>1 dk<br>Bow/CM 91 Diam. 0,310 MH 1,2 | **M Tanker**<br>Chemical<br>DB Bow loading<br>34 Ta ER<br>L.25 215<br>20 Cargo pumps total 2 279T/hr | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 46<br>reduction geared to sc. shaft<br>15 600bhp (11 475kW)<br>Lindholmen Motor AB.<br>Gen 2 × 900kW 2 × 340kW 440V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **5373397**<br>*HO7610*<br>2587-PEXT<br>Df Esd Rdr<br>Rt | **UNITAS**<br>**Offshore Freight Service Ltd.**<br>Panama Panama | **234**<br>164<br>498 | (BV) | **1950** Noord Nederlandse Scheepswerven N.V. —Groningen (242)<br>44,96 7,37 2,998<br>7,32<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.619 B.595<br>2 Ha (8,8 9,3 × 4,2) ER<br>2W Der 2(3) | MAN<br>Oil 4SA 4Cy. 285 × 420<br>195bhp (143kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Fuel 36,5t (d.o.) |
| **8705254**<br>*DGUF*<br>15550<br>Df Esd Gc<br>Rdr | **UNITAS H**<br>**m.s. "Unitas H" Alfred Hinsch K.G.**<br>Hamburg Federal Republic of Germany | *2 184*<br>*1 061*<br>2 735 | GL | **1988** Schiffswerft u. Mfbk. Cassens G.m.b.H. —Emden (174)<br>82,02 12,70 4,711<br>79,13 6,66<br>P 8,0 1 dk | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho 54,6 ER<br>G.4 188<br>TEU 138 C.Ho 45/20' C.Dk 93/20'<br>1 Ha (stl) (54,0 × 10,3) ER | MWM<br>Oil 4SA 6Cy. 230 × 320 with flexible<br>sr geared to sc. shaft<br>1 100kW (1 495bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 200kW 1 × 64kW 220/38<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 103,5t (d.o.)-4,5pd |
| **6701216**<br>L-0334165<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **UNITEAM**<br>ex Kargopol-91<br>Unimar S.A.<br>San Lorenzo Honduras | **2 796**<br>1 365<br>6 459 | RS | **1966** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,120<br>113,01 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 800 B.7 300<br>4 Ha (stl) (10,9 × 8,0) (13,1 13,1 × 9,5) ER (13,1 × 9,5)<br>Cr 4(5) | B&W<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 330,0t (hvf) |
| **5373426** | **UNITED**<br>ex Richlube-46<br>**Norman Shoults**<br>Honduras | **609**<br>390<br>1 060 | | **1926** Bethlehem Steel Co.—San Francisco, Ca (5328)<br>57,00 9,81 3,525<br>55,02 9,76 4,27<br>1 dk<br>R | **D-E Tanker**<br>Mchy.aft<br>L.(oil) 1 136 HeCls. BC | Imperial<br>Oil 4SA 6Cy. 290 × 380 driving gen.<br>elec. motor<br>Atlas Imperial Engine Co.<br>Fuel 25,5t |
| **8000331**<br>*9VJO*<br>383791<br>Df Esd Gc<br>Pfd Rdr RTv | **UNITED AMBITION**<br>ex Stena Australica-88<br>ex Stena Trust-88 ex Rayna-86<br>**PC-Tan Investments Pte. Ltd.**<br>International United Shipping Agency Ltd.<br>Singapore Singapore<br>SatCom: 1715570/SAUS | **32 293**<br>25 653<br>59 460 | AB | **1981** Hitachi Zosen—Innoshima Works, Innoshima (4672)<br>224,52 (BB) 32,26 12,401<br>214,99 32,20 17,81<br>F 16,2 1 dk<br>rf 69 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.83 053<br>7 Ha (stl) (each 16,0 × 13,1) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>13 500bhp (9 930kW)<br>Hitachi Zosen Sakurajima<br>Gen 3 × 500kW |
| **8024272**<br>*VRQY*<br>708291<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **UNITED APPROACH**<br>**Alt Shipping Ltd.**<br>International United Shipping Agency Ltd.<br>Hong Kong Hong Kong (British) | *34 446*<br>*19 635*<br>61 539<br>T/cm<br>65,0 | **✠100A1** SS 4/88<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL M† 632,5/73,0U3(a)<br>FN 10674 | **1983**-1 Koyo Dockyard Co. Ltd.—Mihara (1031)<br>223,15 (BB) 32,26 9,141<br>213,01 32,20 17,91<br>P 15,9 F 19,2 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 23,1 23,0 23,7 20,4 23,7 23,7 23,7 ER<br>G.70 216 B.68 703 HeCls. B<br>7 Ha (stl) (14,0 17,0 17,1 13,8 17,1 17,1 15,4 × 12,8) ER | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11,5kgf/cm² (11,3bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 231,5t (d.o.) 3 250,5t (hvf)-38,5pd |
| **7701859**<br>*P3IM4*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **UNITED CONFIDENCE**<br>ex Reunited Confidence-91<br>ex United Confidence-87 ex Daisy-83<br>**Headline Shipping Co. Ltd.**<br>Limassol Cyprus | **9 657**<br>6 417<br>17 693 | (NK) | **1977** Tsuneishi Zosen K.K.—Numakuma (367)<br>146,01 (BB) 22,33 9,281<br>138,03 22,31 12,48<br>P 28,4 F 11,6 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.22 074 B.21 395<br>4 Ha (stl) (13,5 × 9,6) (19,5 19,5 19,5 × 11,2) ER<br>Der 4(25) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 360kW a.c. |
| **7362378**<br>*3EDU9*<br>21136-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **UNITED FUNG**<br>ex Fong Soon-91<br>ex Bronislaw Lachowicz-91<br>**Nautical Apollo S.A.**<br>Panama Panama | T.Mk<br>**6 957**<br>3 635<br>9 346<br>**9 871**<br>5 855<br>11 632 | NK (PR) | **1974** Stocznia Gdanska im. Lenina—Gdansk (B438/03)<br>161,02 (BB) 22,99 —/9,700<br>150,02 22,92 13,30<br>3 dks | **M General Cargo/Container Ship**<br>Fixed-guides 12bth P<br>Ice strengthened Side doors<br>4 Ho ER 1 Ho<br>G.20 155 B.19 298<br>TEU 218<br>C.Ho 148/20' (40') C.Dk 70/20' (40')<br>7 Ha (stl) (8,9 × 6,7) (12,9 19,2p&s 12,9p&s × 8,3) ER (12,9 × 8,3)<br>18W Der 1(80) 4(20) 14(5) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski<br>Gen 3 × 520kW 450V a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 518,0t (hvf) |
| **6915219**<br>*9HKS3*<br>2811<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **UNITED GLORY**<br>ex Makhtum-Kuli-91<br>**FESCO-Far Eastern Shipping Co. Malta Ltd.**<br>Unimar S.A. Maritime Services<br>Valletta Malta | T.Mk<br>**6 510**<br>2 999<br>—<br>**10 152**<br>5 202<br>15 090 | RS | **1969** R.O. Brodogradiliste "3 Maj"—Rijeka (523)<br>159,42 21,29 8,510/10,000<br>148,39 21,26 12,65<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 15,0 19,1 27,8 18,9 ER 19,2<br>B.20 417<br>5 Ha (stl) (9,8 × 9,5) (12,8 19,9 12,0 × 10,9) ER (10,3 × 9,5)<br>12W Der 1(60) 12(5) | Sulzer<br>Oil 2SA 8Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>R.O. Tvornica Dizel Motora "3 Maj" |
| **8114314**<br>*VRDP*<br>708739<br>AMVER | **UNITED HOPE**<br>**Ashmore Shipping Ltd.**<br>International United Shipping Agency Ltd.<br>Hong Kong Hong Kong (British) | *37 955*<br>*22 086*<br>69 011<br>T/cm<br>66,5 | **✠100A1** SS 6/88<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL N† 660,0/76,0U3(a)<br>FN 11054 | **1983**-8 Koyo Dockyard Co. Ltd.—Mihara (1052)<br>228,96 (BB) 32,26 13,401<br>218,02 32,20 18,50<br>F 18,3 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 23,8 24,6 24,2 24,2 24,2 24,2 24,2 ER<br>G.78 024 B.76 274<br>7 Ha (stl) (16,7 16,9 17,2 17,2 17,2 17,2 15,2 × 12,7) ER | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11,5kgf/cm² (11,3bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 254,0t (d.o.) 2 945,0t (hvf) |
| **5407409**<br>*SUJS*<br>Df Esd Gc<br>RdrRTm | **UNITED I**<br>ex New Dalia-91 ex Nanoula-83<br>ex Tamaris-79 ex Finnrover-73<br>ex Nina-71<br>**Silver Star Lines**<br>Alexandria Egypt | **2 635**<br>1 373<br>3 840 | BV (NV) | **1963** A/S Langesunds M/V—Langesund (49)<br>93,78 13,82 6,370<br>86,64 13,75 7,80<br>1 dk & S dk<br>rf nil | **M General Cargo** 4P<br>2 Ho 29,5 29,2 ER<br>G.5 069 B.4 729<br>2 Ha (stl) (18,2 18,9 × 7,0) ER<br>Cr 1(10) 3(5) | Sulzer<br>Oil 2SA 6Cy. 480 × 700<br>1 692kW (2 300bhp)<br>Masch. Buckau-Wolf<br>Gen 3 × 110kW 380V 50Hz a.c.<br>Fuel 348,5t (d.o.) |
| **6825866**<br>*9HQG3*<br>2986<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **UNITED MIGHT**<br>ex Gavrill Derzhavin-91<br>**FESCO-Far Eastern Shipping Co. Malta Ltd.**<br>Unimar S.A. Maritime Services<br>Valletta Malta | T.Mk<br>**6 515**<br>3 016<br>—<br>**10 204**<br>5 223<br>14 390 | RS | **1969** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (274)<br>159,42 21,29 —/9,700<br>148,39 21,21 12,65<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 15,0 19,1 27,8 18,9 ER 19,2<br>G.22 276 B.20 417<br>5 Ha (stl) (9,6 × 9,3) (12,7 19,9 11,8 × 10,9) ER (10,2 × 9,3)<br>12W Der 12(5) | B&W<br>Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>R.O. Tvornica Dizel Motora "Uljanik" |
| **7941394**<br>*JL3938*<br>113521<br>Esd Rdr | **UNITED No. 1**<br>ex Seiho Maru No. 10<br>**Kosai Ishii & Kokichi Unozawa**<br>Futtsu, Chiba Pref. Japan | **196**<br>94<br>— | (NK) | **1973** Y.K. Akamatsu Zosen—Uwajima<br>33,23 1,507<br>29,90 10,00 2,49<br>1 dk | **M Crane Ship**<br>1 Ha (stl) (9,9 × 6,0) ER<br>Der 1(20) | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>480bhp (353kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 16kW |

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| **UNITED PEACE**<br>**Mobility Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama | *28 822*<br>*12 615*<br>48 238<br>T/cm<br>50,4 | **✠100A1** SS 1/90<br>oil tanker, Toluene in<br>cargo tanks<br>SPM<br>**✠LMC** **UMS**<br>**IGS**<br>EL Mt 632,5/73,0U3<br>FN 8637 | **1984**-11 Kawasaki Heavy Ind. Ltd.—Sakaide (1372)<br>177,53 (BB) 32,24 10,224<br>168,00 32,20 19,21<br>1 dk<br>rf nil Bow/CM 87 Diam. 0,310 MH 2,1 | **M Tanker**<br>IGS (LR) SBT pt higher tensile steel<br>cs 4<br>7 Ta ER<br>L.(oil) 50 109<br>4 Cargo pumps total 3 200T/hr | B&W 5L60MCE<br>Oil 2SA 5Cy. 600 × 1944<br>9 000bhp (6 620kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 234,5t (d.o.) 1 401,0t (hvf) |
| **UNITED PROGRESS**<br>ex Plyavinyas-90<br>**Kalypso Star Tankers Co. S.A.**<br>VIP Maritime Co. Ltd.<br>San Lorenzo Honduras | **12 588**<br>6 642<br>19 350<br>T/cm<br>31,1 | BV RS | **1967** Stocznia im. "Komuny Paryskiej"—Gdynia (B70/08)<br>176,89 21,87 9,530<br>165,00 21,75 11,84<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 22 Ta ER<br>B.928 L.(oil) 24 670 HeCls. BC<br>1 Ha (4,5 × 3,5)<br>1W Der 1(5)<br>4 Cargo pumps total 1 973T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>7 061kW (9 599bhp)<br>H. Cegielski Poznan<br>Gen 3 × 280kW 220/380V 50Hz a.c.<br>17,6kn |
| **UNITED SING**<br>ex Raya Happiness-91 ex Alioth-83<br>ex Xin Hua Men-82 ex Sol Tulla-82<br>**Tillemont Shipping Corp. S.A.**<br>Panama Panama | T.Mk<br>**5 889**<br>3 822<br>9 899<br>**9 159**<br>5 921<br>12 835 | RI (NV) | **1978** VEB Schiffswerft "Neptun"—Rostock (422)<br>150,17 (BB) 21,04 7,219/9,040<br>140,42 21,01 11,31<br>P 36,0 B & F 39,4 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 29,9 34,9 34,9 ER<br>G.20 770 B.18 735<br>TEU 441<br>C.Ho 245/20' (40') C.Dk 196/20' (40')<br>5 Ha (stl) (22,2 × 11,2) (25,9p&s 25,9p&s × 7,6) ER<br>Der 4(40) 1(20) | MAN K9Z60/105E<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>VEB Maschinenbau Halberstadt Halberstadt<br>Gen 5 × 336kW 220/380V 50Hz a.c.<br>Fuel 223,5t (d.o.) 1 181,5t (hvf)-36,0pd 17kn |
| **UNITED SPIRIT**<br>ex Suleyman Stalskiy-91<br>**Sia Maritime Ltd.**<br>Unimar S.A. Maritime Services<br>Valletta Malta | T.Mk<br>**6 510**<br>2 999<br>—<br>**10 152**<br>5 202<br>14 340 | RS | **1968** R.O. Brodogradiliste "3 Maj"—Rijeka (521)<br>159,42 21,32 9,719<br>148,39 21,26 12,65<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 TwD ER 2 TwD<br>G.22 386 B.20 417<br>5 Ha (stl) (9,6 × 9,3) (12,7 19,9 11,8 × 10,9) ER (10,2 × 9,3)<br>12W Der 1(60) 5(12) | Sulzer 8RD76<br>Oil 2SA 8Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>Fuel 2 082,0t (hvf)-42,5pd 18,5kn |
| **UNITED STATES**<br>**United States Cruises Inc.**<br>Seattle, Wa United States of America | **38 216**<br>19 352<br>13 016 | AB | **1952** Newport News SB. & D.D. Co.—Newport News, Va (488)<br>301,76 30,97 9,818<br>276,66 30,94 17,07<br>B & F 244,8 3 dks<br>rf 864 | **QS Passenger Ship**<br>Ref 691cbn 1930bth P<br>B.4 191 In.1 019 | 8 S Turb dr geared to sc. shafts<br>173 800shp (127 840kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 6 × 1500kW<br>Fuel 12 077,5t (o.f.) 30kn |
| **UNITED STATES**<br>**CHB Foods Inc.**<br>San Diego, Ca United States of America | **438**<br>217<br>— | | **1957** National Steel & SB. Co.—San Diego, Ca (312)<br>9,35<br>46,03 9,30 3,79 | **M Fishing**<br>Side-fishing<br>Mchy.fwd | Fairbanks, Morse<br>Oil 2SA 6Cy. 203 × 254<br>960bhp (706kW)<br>Fairbanks Morse & Co. Beloit, Wi |
| **UNITED TANJA**<br>ex Thuntank 7-91 ex Thungas-75<br>ex Thungas I-74 ex Porsgrunn-74<br>**United Tankers AB**<br>Erik Thun A/B<br>Lidkoping Sweden | **1 216**<br>524<br>2 006 | NV | **1967** Falkenbergs Varv AB—Falkenberg (146)<br>72,95 12,15 5,430<br>66,02 12,10 6,02<br>1 dk<br>rf 102 Bow/CM 30 Diam. 0,203 conv Liquefied Gas Carrier 76 | **M Tanker**<br>Chemical<br>CBT SBT Ice strengthened<br>1 Ta 8 Wing Ta ER<br>L.1 880<br>4 Cargo pumps total 680T/hr | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>1 650bhp (1 214kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 128kW 1 × 110kW 1 × 99kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 120,0t (d.o.)-6,0pd 12,5kn |
| **UNITED TERRIER**<br>ex Ilse-91<br>**United Terrier P/R**<br>OT Shipping AB<br>Skarhamn Sweden | **7 852**<br>4 672<br>12 702 | NV | **1979** Lodose Varv A/B—Lodose (177)<br>142,42 17,84 8,621<br>136,58 17,81 11,10<br>P -F - 1 dk<br>rf 51 | **M Tanker**<br>Chemical<br>Ice strengthened<br>12 Ta ER<br>L.17 546 | Sulzer 8ZL40/48<br>Oil 4SA 8Cy. 400 × 480<br>5 800bhp (4 266kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 608kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>14,5kn |
| **UNITED TIGER**<br>ex Isabell-91<br>**United Tankers AB**<br>OT Shipping AB<br>Skarhamn Sweden | **7 494**<br>4 568<br>12 798 | NV | **1975** Lodose Varv A/B—Lodose (164)<br>142,47 17,81 8,621<br>136,58 17,77 11,10<br>P -F - 1 dk<br>rf 51 Bow/CM 68 Diam. 0,310 | **M Tanker**<br>Ice strengthened DB<br>12 Ta ER<br>L.(oil) 14 500<br>4 Cargo pumps total 3 000T/hr | Sulzer 8ZL40/48<br>Oil 4SA 8Cy. 400 × 480 sr geared to sc. shaft<br>5 800bhp (4 266kW) NE 79<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 560kW 1 × 198kW 1 × 160kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (hvf) 14,5kn |
| **UNITED TONY**<br>ex Lecko Av Lidkoping-91<br>**United Tony P/R**<br>Erik Thun A/B<br>Lidkoping Sweden | **2 366**<br>1 466<br>3 980 | **100A1**<br>chemical tanker<br>cargo Type B<br>SG 1,06 in association with an approved list of defined cargoes<br>Ice Class 1A<br>**✠LMC** **UMS**<br>EL R 440,0/40,0U2(a)<br>FN 1726 | **1982**-4 Falkenbergs Varv AB—Falkenberg (180)<br>88,02 (BB) 13,09 6,401<br>83,70 12,97 7,65<br>P 19,2 F 12,2 1 dk<br>rf nil | **M Tanker**<br>Chemical<br>DB<br>16 Ta ER<br>L.4 960 | Nohab F30.12V<br>Vee Oil 4SA 12Cy. 250 × 300 sr geared to sc. shaft<br>2 170kW (2 950bhp)<br>Nohab Diesel A/B Trollhattan<br>2 AuxB (1 o.f. 1 ex.g) 9,9kgf/cm² (9,8bar)<br>Gen 2 × 222kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 43,5t (d.o.) 120,0t (hvf)-7,0pd 13,5kn |
| **UNITED TRADER**<br>ex Thuntank 11-91<br>**P/R for M/T United Trader**<br>Erik Thun A/B<br>Lidkoping Sweden | *7 973*<br>*5 309*<br>14 210<br>T/cm<br>22,8 | **✠100A1**<br>chemical tanker<br>Ship Type 3* SG1.1 in centre tanks, in association with a list of defined cargoes<br>Ice Class 1C<br>**✠LMC** **UMS**<br>EL At 522,5/50,0U3<br>FN 3968 | **1988**-12 Inchon Eng. & SB. Corp.—Inchon (S-151)<br>143,00 (BB) 18,82 9,024<br>134,96 18,00 11,40<br>P 38,8 F 23,2 1 dk<br>rf nil Bow/CM 75 Diam. 0,250 MH 1,5 | **M Tanker**<br>Chemical<br>SBT pt higher tensile steel DB<br>5 Ta 14 Wing Ta ER<br>L.17 662<br>11 Cargo pumps total 2 000T/hr | Wartsila 12V32<br>Vee Oil 4SA 12Cy. 320 × 350 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>3 659kW (4 974bhp) E made88<br>Oy Wartsila Ab Vaasa/Vasa<br>AuxB (o.f.) 8,7kgf/cm² (8,6bar)<br>AuxB (o.f.) 8,7kgf/cm² (8,6bar)<br>3 e(ex.g) 9,2kgf/cm² (9,1bar)<br>Gen 1 × 360kW 3 × 260kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>14,8kn |
| **UNITED TRANSPORTER**<br>ex Thuntank 12-91<br>**P/R for M/T United Transporter**<br>Erik Thun A/B<br>Lidkoping Sweden | *7 973*<br>*5 309*<br>14 210<br>T/cm<br>22,4 | **✠100A1**<br>chemical tanker<br>Ship Type 3* SG1.53 in centre tanks in association with a list of defined cargoes<br>Ice Class 1C<br>**✠LMC** **UMS**<br>EL At 522,5/50,0U3<br>FN 3968 | **1989**-4 Inchon Eng. & SB. Corp.—Inchon (S-152)<br>143,00 (BB) 18,82 9,024<br>134,96 18,00 11,40<br>P 38,8 F 23,2 1 dk<br>rf nil Bow/CM 75 Diam. 0,250 MH 1,5 | **M Tanker**<br>Chemical<br>SBT pt higher tensile steel DB Stern disch.<br>5 Ta 14 Wing Ta ER<br>L.17 662<br>11 Cargo pumps total 3 540T/hr | Wartsila 12V32<br>Vee Oil 4SA 12Cy. 320 × 350 with clutches, flexible couplings & sr geared to sc. shaft<br>3 659kW (4 974bhp)<br>Oy Wartsila Ab Vaasa/Vasa<br>AuxB (o.f.) 8,7kgf/cm² (8,6bar)<br>AuxB (o.f.) 8,7kgf/cm² (8,6bar)<br>3 e(ex.g) 9,2kgf/cm² (9,1bar)<br>Gen 1 × 360kW 3 × 260kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>14,7kn |

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| **8321321**<br>*SKXV*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **UNITED TRAPPER**<br>ex Thuntank 8-91<br>**P/R for M/T United Trapper**<br>Erik Thun A/B<br>Lidkoping Sweden | *7 947*<br>*5 181*<br>14 329<br>T/cm<br>22,4 | ✠100A1 SS 6/90<br>chemical tanker<br>cargo Type B, SG 1.42 in<br>(cr) tanks, in association<br>with a list of defined<br>cargoes<br>Ice Class 1C<br>✠**LMC** **UMS**<br>EL Z 522,5/48,0U3(a)<br>FN 3965 | **1985**-6 Falkenbergs Varv AB—Falkenberg (182)<br>143,01 (BB) 18,11 8,999<br>134,80 18,00 11,41<br>P 22,0 F 10,4 1 dk<br>rf nil Bow/CM 80 Diam. 0,250 MH 1,5 | **M Tanker**<br>Chemical<br>DB<br>5 Ta ER 14 Wing Ta<br>L.16 583<br>11 Cargo pumps total 3 540T/hr | Wartsila<br>Vee Oil 4SA 12Cy. 320 × 350 with flex<br>couplings & sr geared to sc. shaft<br>4 010kW (5 452bhp)<br>Oy Wartsila Ab<br>2 AuxB (o.f.) 12,2kgf/cm² (12,0bar)<br>e(ex.g) 12,2kgf/cm² (12,0bar)<br>Gen 1 × 352kW 3 × 248kW 450V<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 69,5t (d.o.) 303,5t (hvf) |
| **8705321**<br>*SMJH*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **UNITED TRAVELLER**<br>ex Thuntank 9-91<br>**United Traveller P/R**<br>Erik Thun A/B<br>Lidkoping Sweden | *7 973*<br>*5 309*<br>14 371<br>T/cm<br>22,8 | ✠100A1<br>chemical tanker<br>Ship Type 3* SG1.1 in<br>centre tanks, in association<br>with a list of defined<br>cargoes<br>Ice Class 1C<br>✠**LMC** **UMS**<br>EL A† 522,5/50,0U3<br>FN 3967 | **1988**-9 Inchon Eng. & SB. Corp.—Inchon (S-150)<br>143,00 (BB) 9,029<br>134,96 18,00 11,40<br>P 39,1 F 23,5 1 dk<br>rf nil Bow/CM 75 Diam. 0,250 MH 1,5 | **M Tanker**<br>Chemical<br>SBT pt higher tensile steel DB Stern disch.<br>5 Ta 14 Wing Ta ER<br>L.17 662<br>11 Cargo pumps total 2 000T/hr | Wartsila<br>Vee Oil 4SA 12Cy. 320 × 350 with flex<br>couplings & sr geared to sc. shaft<br>3 659kW (4 974bhp)<br>Oy Wartsila Ab<br>Gen 3 × 260kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **7915565**<br>*LAGY2*<br>N-00231<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **UNITED TRITON**<br>ex OT Daylight-91<br>ex Ragnhild Brovig-88<br>**Jermyn Navigation Corp.**<br>OT Shipping AB<br>Oslo Norway (NIS)<br>SatCom: 1311325/LAGY | **25 033**<br>17 511<br>55 406<br>T/cm<br>58,8 | <br><br>NV | **1981** A/S Horten Verft—Horten (203)<br>207,42 32,29 12,604<br>198,69 32,26 16,74<br>P 27,8 B 14,4 F 9,8 1 dk<br>Bow/CM 101 Diam. 0,350 MH 1,5 | **M Tanker**<br>COW IGS SBT<br>29 Ta ER<br>L.(oil) 57 807 HeCls. BC<br>4 Cargo pumps total 6 000T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>A/S Horten Verft<br>Gen 2 × 1015kW 2 × 640kW 450V<br>Fuel 261,0t (d.o.) 2 022,0t (hvf)-40,5pd |
| **6403216**<br>*9HJU2*<br>1357<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **UNITED TRUST**<br>ex Maria Grace-89<br>ex Castle Grace II-88 ex Lago Izabal-85<br>ex Skaga Sif-76 ex Skaga-73<br>ex Concordia-69<br>**United Maritime Co. Ltd.**<br>Valera Maritime S.A.<br>Valletta Malta | **3 447**<br>1 966<br>4 887 | HR<br><br>✠Classed LR until<br>1/11/87 | **1964**-4 Aalborg Vaerft A/S—Aalborg (143)<br>110,50 15,04 6,268<br>103,00 15,00 6,76<br>RQD 81,1 F 9,8 1 dk<br>rf 127 | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 15,7 17,2 17,9 15,3 ER<br>G.6 966 B.6 739<br>4 Ha (stl) (11,6 × 6,0) (11,6 11,6 11,6 ×<br>9,2) ER<br>8W , Der 1(25) 1(15) 8(5) | B&W<br>Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW)<br>A/S Burmeister & Wain's Maskin- og<br>Skibsbyggeri<br>Gen 3 × 210kW 380V 50Hz a.c.<br>Fuel 279,5t (d.o.) 97,0t (hvf)-13,0pd |
| **7391355**<br>*S6AA*<br>367922<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **UNITED VENTURE**<br>ex Helga Oldendorff-81<br>**Rhenania Shipping Corp.**<br>Singapore Singapore<br>SatCom: 1715356/UNVE | **40 966**<br>31 221<br>74 013<br>T/cm<br>70,6 | ✠100A1 SS 2/90<br>strengthened for heavy<br>cargoes Nos. 2, 4 & 6<br>holds may be empty or<br>Nos. 2 & 6 holds may be<br>empty<br>✠**LMC** **UMS**<br>EL O† 3$\frac{7}{16}$"U2<br>FN 11941 | **1975**-4 R.O. Brodogradiliste "3 Maj"—Rijeka<br>(561)<br>244,00 (BB) 32,24 13,513<br>235,01 32,21 18,60<br>F 18,3 1 dk<br>rf nil | **M Bulk Carrier**<br>10bth P<br>8 Ho 21,0 25,6 27,8 25,5 18,6 25,5<br>18,6 25,5 ER<br>G.93 450<br>8 Ha (stl) (13,2 14,2 14,4 14,4 14,4 14,4<br>14,4 14,4 × 13,5) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>AuxB (Comp) 6kgf/cm² (5,9bar)<br>Gen 2 × 440kW 1 × 224kW 450V<br>Fuel 3 505,5t (hvf) |
| **8501971**<br>*YJWU9*<br>259<br>Rt | **UNITED VENTURER**<br><br>**United Venturer Ltd.**<br>Port Vila Vanuatu | **185**<br>57<br>— | | **1985** Dashwood Shipyard Co. Ltd.—Hong Kong<br>(150)<br>24,95 (BB) 9,02<br>3,56 | **TM Research**<br>Geophysical Twin Hull | MWM<br>2 Vee Oil 4SA each 8Cy. 120 × 130<br>500bhp (368kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **6409715**<br>*3EBS*<br>7762-PEXT5<br>Df Esd Gc<br>Rdr RTv | **UNITED WAY**<br>ex Fair Union-89 ex Island Container-89<br>ex Kooringa-76<br>**Quintero Shipping Corp. S.A.**<br>Panama Panama | **5 725**<br>3 131<br>6 801 | ✠100A1 CS 1/89<br><br>✠**LMC**<br>EL z 1$\frac{15}{16}$"SQ<br>FN 3071 | **1964**-5 N.S.W. Govt. Eng. & SB. U'takng (State<br>Dkyd.)—Newcastle, N.S.W. (72)<br>126,17 19,13 7,621<br>116,74 16,77 9,53<br>P 29,3 F 12,5 1 dk<br>rf 152 | **M Container Ship**<br>Fixed-guides<br>2 Cell. Ho 32,0 32,2 ER<br>TEU 283 C.Ho 184/20' C.Dk 99/20'<br>2 Ha (stl) ER<br>Cr 2(17) | Sulzer<br>Oil 2SA 5Cy. 760 × 1550<br>5 517kW (7 500bhp)<br>G. Clark (Sunderland) Ltd.<br>AuxB 49lbf/in² (3,4bar)<br>Gen 3 × 350kW 220V d.c.<br>Fuel 747,0t (hvf) |
| **7005669**<br>*HQJB5*<br>L-0334090<br>Df Esd Gc<br>Rdr RTv | **UNITIGER**<br>ex Balkhash-91<br>**Karelia Shipping Inc.**<br>Unimar S.A.<br>San Lorenzo Honduras | **1 124**<br>488<br>1 545 | <br><br>RS | **1969** Krasnoyarsk Shipyard—Krasnoyarsk<br>72,12 11,33 4,630<br>65,41 11,31 5,01<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>B.1 830<br>2 Ha (stl) (each 14,4 × 7,0) ER<br>Cr 1(8) | Russkiy<br>Oil 2SA 8Cy. 300 × 500<br>1 000bhp (736kW)<br>Russkiy-Diesel Works<br>Gen 2 × 150kW 400V 50Hz a.c. |
| **5325974**<br>*HO6175*<br>8639-PEXT1<br>Rdr Rt | **UNITIGER**<br>ex Energy Trader-80<br>ex Shoun Maru No. 36-71<br>**Montrose Pte. Ltd.**<br>Panama Panama | **874**<br>465<br>1 330 | <br><br>NK | **1957** Miho Zosensho K.K.—Shimizu (226)<br>62,90 9,83 4,604<br>57,99 9,81 5,01<br>P 16,2 F 5,8 1 dk | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 1 571 | Hanshin<br>Oil 4SA 6Cy. 370 × 520<br>950bhp (699kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 50kW<br>Fuel 62,0t |
| **7306063**<br>*UUHN*<br><br>Df Esd Gc<br>Rdr Rt | **UNITRADER**<br>ex Pyotr Krasikov-91<br>**Estonian Shipping Co.**<br>Tallinn Estonia | T.Mk<br>**4 226**<br>1 941<br>5 800<br>**6 555**<br>3 316<br>7 400 | <br><br>RS | **1973** Stocznia Szczecinska im. A. Warskiego<br>—Szczecin (B46/05)<br>135,41 (BB) 18,04 6,630/7,462<br>122,48 18,01 10,19<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER<br>11,2 6 TwD<br>G.11 491 B.10 746 In.267 L.417<br>TEU 112<br>C.Ho 88/20' (40') C.Dk 24/20' (40')<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s<br>13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd |
| **7361051**<br>*C6KH9*<br>720452<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>SatCom<br>AMVER | **UNITY**<br>ex Ambra Harrier-91<br>ex Jahre Speed-90 ex Florida-88<br>ex Friesland-85<br>Launched as Titurel<br>**Santos Navigation Ltd.**<br>Wallem Shipmanagement Ltd.<br>Nassau Bahamas | *61 901*<br>*45 062*<br>124 264<br>T/cm<br>96,7 | <br><br>GL | **1974** Rheinstahl Nordseewerke—Emden (433)<br>272,27 (BB) 39,07 16,511<br>258,00 39,02 21,80<br>F 22,6 1 dk<br>rf nil Bow/CM 136 Diam. 0,610 | **M Tanker**<br><br>15 Ta ER<br>L.(oil) 148 526 HeCls. C<br>3 Cargo pumps total 11 400T/hr | Sulzer<br>Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW)<br>Sulzer Bros. Ltd.<br>Gen 2 × 1000kW 440V 60Hz a.c.<br>Fuel 5 021,5t (hvf)-89,5pd |
| **7341764**<br>*9HEI3*<br>2549<br>Df Esd Gc<br>Rdr RTm/h/v | **UNITY**<br>ex Osman-90 ex Silver Cloud-88<br>**Leona Shipping Ltd.**<br>Brightest Star Maritime Corp.<br>Valletta Malta | **9 006**<br>6 226<br>15 260 | GL<br><br>✠Classed LR until<br>20/6/87 | **1975**-5 Austin & Pickersgill Ltd.—South Dock,<br>Sunderland (448)<br>141,00 20,48 8,859<br>137,06 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold | **M General Cargo** CSD<br><br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>4 TwD<br>G.21 724 B.19 872<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 ×<br>8,5) ER (11,4 × 6,7)<br>Der 10(10) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 100,0t (d.o.) 900,0t (hvf)-21,0pd |
| **6600890**<br>*5NGN*<br>375960<br>Df Esd Gc<br>Pfd Rdr Rt | **UNITY**<br>ex Aladewe-90 ex Naesborg-83<br>ex Sea Transport-77 ex Olau Mark-71<br>**Petro-med Oils (Nig) Ltd.**<br>Lagos Nigeria | **3 666**<br>1 847<br>5 286 | <br><br>✠Classed LR until<br>19/12/86 | **1966**-2 Burntisland S.B. Co. Ltd.—Burntisland<br>(416)<br>111,74 14,53 7,316<br>103,33 14,48 8,21<br>P 45,8 F 17,4 1 dk<br>rf 76 conv Oil Tanker 78 | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>22 Ta ER<br>L.6 122 | B&W<br>Oil 2SA 6Cy. 500 × 1100<br>4 620bhp (3 398kW)<br>Helsingor Skibsv. og Maskinbyg<br>Gen 3 × 197kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller<br>Fuel 508,0t (hvf)-15,0pd |

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| **UNITY ACE**<br>ex Unity-89<br>**Rupert Shipping Corp.**<br>Sunscot Technical Services (1991) Ltd.<br>Panama Panama | **9 508**<br>6 613<br>15 141 | BV | **1971** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Tokyo (2143)<br>142,27 (BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 122 B.18 970<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 2(20) 10(10) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>3 773kW (5 129bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 177,5t (hvf) 16kn |
| **UNITY COURIER**<br>ex Aage ex Cetus-78 ex Runa-69<br>ex Rimborg-68 ex Elni-67<br>ex Hulda Wal-65 ex Lindin-49 ex Ilse-46<br>ex Uuras-37 ex Assel<br>Kingstown St. Vincent and the Grenadines | **189**<br>96<br>239 | (NV) | **1931** Scheepswerven Gebr. Niestern—Delfzijl<br>*32,07* 6,53 2,591<br>6,48 3,05<br>RQD 4,6 F 4,6 1 dk<br>R | **M General Cargo**<br>1 Ho 18,9 ER<br>G.328<br>2 Ha (each 6,4 × 3,8) ER<br>2W Der 2(1) | Oil 2SA 3Cy. 230 × 400<br>180bhp (132kW) NE 51<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Fuel 7,0t (d.o.) 8kn |
| **UNITY I**<br>ex Virginia-88 ex Carol S-86<br>ex Mina 1-84 ex Billy-79<br>ex Janne Wehr-74<br>**Unity Naviera Compania S. de R.L.**<br>San Lorenzo Honduras | **399**<br>241<br>2 015 | GL | **1968** Schps. "Hoogezand" J. Bodewes—Bergum (145)<br>68,41 11,08 4,941<br>63,66 11,00 6,05<br>F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,9 ER<br>G.2 407 B.2 265<br>1 Ha (stl) (37,5 × 7,7) ER<br>2W Der 2(3) | MWM TBD484-6<br>Oil 4SA 6Cy. 320 × 480<br>1 000bhp (736kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 380kW<br>Fuel (d.o.) 12kn |
| **UNITY II**<br>ex Estlandia-89 ex Curran-80<br>**Scorpio Shipping Co. S.A.**<br>Nafto Trade Shipping & Commercial S.A.<br>San Lorenzo Honduras | **998**<br>690<br>2 081 | ✠**100A1** M 11/89-12mos<br>✠**LMC**<br>EL M 1¼"U2<br>FN 1117 | **1967**-2 Boele's Schps. & Mchf. N.V.—Bolnes (1026)<br>69,86 11,08 5,119<br>64,80 10,98 6,25<br>1 dk<br>rf nil conv Fixed-guides Container Ship 79 | **M General Cargo**<br>1 Ho 45,5 ER<br>G.2 938<br>TEU 60 C.Ho 38/20' C.Dk 22/20'<br>2 Ha (stl) (23,2 14,6 × 8,1) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 15kW 115/130V d.c.<br>Fuel 69,0t (d.o.) 12kn |
| **UNITY III**<br>ex Island-90 ex Olaf-84 ex Brise II-83<br>ex Dora Reith-68 ex Dinklage-64<br>**Vega Shipping Co.**<br>Nafto Trade Shipping & Commercial S.A.<br>San Lorenzo Honduras | **999**<br>601<br>2 148 | HR (BV) | **1957** Alfred Hagelstein—Luebeck (588)<br>80,22 10,85 5,004<br>73,89 10,80 6,25<br>RQD 17,4 F 9,2 1 dk<br>RW len & deepened 68 | **M General Cargo** 2P<br>Ice strengthened<br>1 Ho ER<br>G.2 977 B.2 755<br>2 Ha (15,0 23,5 × 6,0) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 1 × 30kW 380V 50Hz a.c.<br>Fuel (d.o.) 11kn |
| **UNITY IV**<br>ex Starachowice-91<br>**Deck Marine International Ltd.**<br>Nafto Trade Shipping & Commercial S.A.<br>San Lorenzo Honduras | **1 598**<br>785<br>3 610 | HR PR | **1970** "Georgi Dimitrov" Shipyard—Varna (265)<br>95,94 13,75 5,665<br>89,01 13,70 6,76<br>1 dk | **M General Cargo** 27bth P<br>Str. ore cargoes Ice strengthened<br>3 Ho ER<br>G.4 818 B.4 146<br>3 Ha (stl) (11,8 × 6,6) (16,4 16,4 × 8,4) ER | Sulzer 6TAD48<br>Oil 2SA 6Cy. 480 × 700<br>1 655kW (2 250bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 200kW 2 × 120kW 400V 50Hz a.c.<br>Fuel 135,0t (d.o.)-8,0pd 11,75kn |
| **UNITY LAKE**<br>Completed as Sawako<br>Launched as Channel Commander<br>**Jubilant Voyagers Corp. S.A.**<br>Ocean Tramping Co. Ltd.<br>Panama Panama<br>SatCom: 1333767/UNIT | *156 215*<br>*85 461*<br>281 751 | ✠**100A1**<br>oil tanker<br>SPM<br>✠**LMC** **UMS**<br>**IGS**<br>EL D* 770,0/114,0U3<br>FN 27657 | **1991**-1 Hitachi Zosen—Ariake Works, Nagasu (5002)<br>328,05 (BB) 57,04 21,000<br>315,00 57,00 30,80<br>1 dk<br>rf nil | **M Tanker**<br>COW(LR) IGS(LR) PL(LR) SBT(LR)<br>pt higher tensile steel<br>6 Ta ER 6 Wing Ta<br>L.(oil) 331 132 | B&W 6S80MC<br>Oil 2SA 6Cy. 800 × 3056<br>15 158kW (20 607bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>e(ex.g) (ex.g) 35,5kgf/cm² (34,9bar)<br>2 WTAuxB 30kgf/cm² (29,5bar) hs60,0<br>Gen 3 × 680kW 450V 60Hz a.c.<br>14,9kn |
| **UNITY V**<br>ex Kutno II-91<br>**Mountain Waves Maritime Inc.**<br>Nafto Trade Shipping & Commercial S.A.<br>San Lorenzo Honduras | **1 598**<br>785<br>3 619 | HR (PR) | **1969** "Georgi Dimitrov" Shipyard—Varna (263)<br>95,94 13,75 5,662<br>89,01 13,70 6,76<br>1 dk | **M Ore Carrier**<br>Str. ore cargoes Ice strengthened<br>3 Ho ER<br>G.4 818 B.4 146<br>3 Ha (11,8 × 6,6) (16,4 16,4 × 8,4) ER | Sulzer 6TAD48<br>Oil 2SA 6Cy. 480 × 700<br>1 655kW (2 250bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 200kW 2 × 120kW 400V a.c.<br>Fuel 328,0t (d.o.)-7,5pd 13kn |
| **UNITY VI**<br>ex Ciechanow-91<br>**Windward Navigation Inc.**<br>Nafto Trade Shipping & Commercial S.A.<br>San Lorenzo Honduras | **2 416**<br>1 102<br>3 608 | HR (PR) | **1970** "Georgi Dimitrov" Shipyard—Varna (266)<br>95,97 13,75 5,662<br>89,01 13,70 6,76<br>1 dk | **M General Cargo**<br>Str. ore cargoes Ice strengthened<br>3 Ho ER<br>G.4 818 B.4 146<br>3 Ha (stl) (11,8 × 6,6) (16,4 16,4 × 8,4) ER | Sulzer 6TAD48<br>Oil 2SA 6Cy. 480 × 700<br>1 655kW (2 250bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 200kW 2 × 120kW 400V 50Hz a.c.<br>Fuel 135,0t (d.o.)-8,0pd 11,75kn |
| **UNITY 1**<br>ex President I-87 ex Good Leader-84<br>ex Elwood Mead-74<br>**Hsila Maritime Co. S.A.**<br>Good Faith Shipping Co. S.A.<br>Panama Panama<br>SatCom: 1332243/UNTY | **58 821**<br>44 996<br>129 542<br>T/cm<br>92,0 | BV (AB) (NV) | **1973** Mitsubishi Heavy Industries Ltd.—Hiroshima (230)<br>261,02 (BB) 40,64 17,616<br>247,00 40,61 24,01<br>1 dk<br>rf 89 | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 20,8 21,5 20,8 20,8 20,8 23,1 20,8 23,1 20,8 ER<br>G.141 175 HeCls. B<br>9 Ha (stl) (14,4 × 14,4) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 17,6) ER | Sulzer 8RND90<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 463,5t (d.o.) 5 537,5t (hvf)-75,5pd 14,75kn |
| **UNIVERSAL APOLLO**<br>**Universal Apollo Inc.**<br>Chemical Tankers of America Inc.<br>Panama Panama | **3 879**<br>2 164<br>6 291 | NV (NK) | **1981** Ube Dockyard Co. Ltd.—Ube (162)<br>108,11 16,24 6,964<br>99,50 16,20 8,40<br>P 22,9 F 10,4 1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.7 060 | MaK 6M552AK<br>Oil 4SA 6Cy. 450 × 520 reduction geared to sc. shaft<br>3 310kW (4 500bhp)<br>Ube Industries Ltd. Ube<br>Gen 3 × 360kW 440V 60Hz a.c.<br>13,5kn |
| **UNIVERSAL No. 1**<br>ex Shinkai Maru-90<br>**Universal S. de R.L.**<br>Dong Hae Fisheries Co. Ltd.<br>San Lorenzo Honduras | **420**<br>156<br>396 | KR | **1969** Miho Zosensho K.K.—Shimizu (689)<br>51,49 8,41 3,395<br>45,50 8,39 3,79<br>1 dk | **M Fishing**<br>Training<br>1 Ho ER<br>1 Ha (1,9 × 1,9) ER | Niigata<br>Oil 4SA 6Cy. 330 × 520<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 160kW 220V a.c.<br>12,5kn |
| **UNIVERSAL No. 3**<br>ex Yuryo Maru No. 51-90<br>**Universal S. de R.L.**<br>Dong Hae Fisheries Co. Ltd.<br>San Lorenzo Honduras | **265**<br>126<br>301 | KR | **1971** Niigata Eng. Co. Ltd.—Niigata (1037)<br>45,65 7,93 3,150<br>40,20 7,90 3,51<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **UNIVERSAL RIVER**<br>**Lepta Shipping Co. Ltd.**<br>Orient Marine Co. Ltd. (Toyo Senpaku K.K.)<br>Monrovia Liberia<br>SatCom: 1242663/UNRV | *25 891*<br>*13 673*<br>43 665 | NK | **1990** Tsuneishi Zosen K.K.—Numakuma (641)<br>185,84 (BB) 30,43 11,319<br>177,00 30,40 16,20<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.53 594 B.52 280<br>5 Ha (stl) (19,2 20,8 20,8 20,8 20,8 × 15,3) ER<br>Cr 4(30) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>6 054kW (8 230bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 460kW 440V 60Hz a.c.<br>Fuel 276,0t (d.o.) 1 574,0t (hvf)-27,0pd 14kn |
| **UNIVERSAL TRADER**<br>ex Universal Taio-88<br>**Concord Maritime Corp. Inc.**<br>Monrovia Liberia | **36 942**<br>27 915<br>46 624<br>T/cm<br>55,5 | AB | **1974** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (830)<br>205,75 (BB) 30,48 11,350<br>196,50 30,43 21,29<br>1 dk<br>rf nil | **M Wood-chip Carrier**<br>6 Ho 27,2 24,6 24,7 24,7 24,7 27,2 ER<br>G.88 903 HeCls. ptB<br>6 Ha (stl) (13,2 14,4 14,4 14,4 14,4 13,5 × 13,4) ER<br>Cr 3(10,5) | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 580kW 445V 60Hz a.c.<br>Fuel 306,0t (d.o.) 1 962,0t (hvf)-48,5pd 13,5kn |

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|---|---|---|---|---|---|
| **8505771** | **UNIVERSAL 1**<br><br>**Universal Fishing Co. Ltd.**<br>Lagos Nigeria | **140**<br>45<br>129 | **1985** Astilleros Armon—Navia (109)<br>24,01 7,07 2,701<br>(BV) 20,91 6,95 3,46<br>1 dk | **M Fishing**<br>Stern Trawler<br><br>In.100 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with clu<br>flexible couplings & sr reverse geare<br>shaft<br>450bhp (331kW)<br>Caterpillar Tractor Co. |
| **5028837**<br>*5LGK*<br>3912<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **UNIVERSE**<br>ex Universe Campus-76 ex Atlantic-71<br>ex Badger Mariner-57<br>**Seawise Foundations Inc.**<br>Island Navigation Corporation International Ltd.<br>Monrovia Liberia<br>SatCom: 1240713/UNIV | **13 950**<br>7 270<br>5 182 | **1953** Sun SB. & Dry Dock Co.—Chester, Pa (586)<br>AB 171,81 23,27 8,729<br>161,09 23,17 13,57<br>B 96,4 F 24,4 3 dks<br>RW rf nil conv General Cargo 58 | **S Passenger/General Cargo** —cbn 851bth P<br>Ice strengthened<br>3 Ho<br>B.20 869<br>3 Ha (stl) (9,1 7,6 6,2 × 7,3)<br>Der 2(10) 6(5) | 2 S Turb dr geared to sc. shaft<br>19 250shp (14 160kW)<br>General Electric Co.<br>Gen 2 × 600kW<br>Fuel 3 868,0t (o.f.) |
| **8102919**<br>*HLLG*<br>BS-A-2368<br>Df Esd Gc<br>Pfd Rdr RTv | **UNIVERSE KIM**<br>ex Granada-86 ex Granada II<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea<br>SatCom: 1660217/UNVS | **981**<br>443<br>1 209 | **1982** Campbell Industries—San Diego, Ca (133)<br>67,52 12,50 5,819<br>KR 59,72 12,27 8,21<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br><br>In.1 390 | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254 reverse r<br>geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Di<br>Gen 3 × 240kW 440V d.c.<br>Thw. thrust propeller fwd |
| **7358511**<br>*SQCX*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **UNIWERSYTET GDANSKI**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **30 242**<br>22 291<br>52 020<br>T/cm<br>56,6 | **1974** A/S Burmeister & Wain's Skibsbyggeri —Kobenhavn (853)<br>PR (NV) 218,78 30,56 12,070<br>205,26 30,51 17,00<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho ER<br>G.70 234 B.60 954<br>7 Ha (stl) (11,8 17,3 12,0 17,6 12,0 17,6 12,0 × 13,0) ER | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW)<br>A/S Burmeister & Wain's Motor-og Mfbk<br>1971<br>Gen 3 × 528kW 390V a.c.<br>Fuel 3 496,0t (hvf)-55,0pd |
| **7121293**<br>*SQAZ*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **UNIWERSYTET JAGIELLONSKI**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **30 380**<br>22 196<br>52 000<br>T/cm<br>54,4 | **1971** A/S Burmeister & Wain's Skibsbyggeri —Kobenhavn (842)<br>PR (NV) 218,85 30,56 12,091<br>205,26 30,51 17,00<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>7 Ho 23,0 26,2 19,2 23,1 19,2 25,3 20,8 ER<br>G.62 670 B.61 070<br>7 Ha (stl) (12,1 17,8 12,1 17,8 12,1 17,8 12,1 × 13,0) ER | B&W<br>Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>A/S Burmeister & Wain's Motor-og Mfbk<br>1971<br>Gen 3 × 528kW 390V 50Hz a.c.<br>Fuel 2 507,5t (hvf) |
| **7637852**<br>*SQIW*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **UNIWERSYTET SLASKI**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **20 301**<br>13 041<br>33 470<br>T/cm<br>41,5 | **1979** Stocznia Szczecinska im. A. Warskiego —Szczecin (B517/03)<br>PR 198,20 (BB) 24,44 10,977<br>189,87 24,40 15,09<br>P 12,5 F 15,6 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho ER<br>G.43 581<br>9 Ha (stl) (10,8 8,9 8,9 10,8 10,8 10,8 10,8 10,8 10,8 × 9,9) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski<br>Gen 3 × 640kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf)-45,5pd |
| **7346908**<br>*SQCW*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **UNIWERSYTET WARSZAWSKI**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **30 248**<br>22 299<br>52 020<br>T/cm<br>56,4 | **1974** A/S Burmeister & Wain's Skibsbyggeri —Kobenhavn (852)<br>PR (NV) 218,83 30,56 12,070<br>205,26 30,51 17,00<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>7 Ho ER<br>G.70 234 B.60 954<br>7 Ha (stl) (11,8 17,3 12,0 17,6 12,0 17,6 12,0 × 13,0) ER | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW)<br>A/S Burmeister & Wain's Motor-og Mfbk<br>1971<br>Gen 3 × 528kW 390V a.c.<br>Fuel 3 494,0t (hvf)-54,5pd |
| **7358523**<br>*SQCZ*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **UNIWERSYTET WROCLAWSKI**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **30 244**<br>22 293<br>52 020<br>T/cm<br>56,4 | **1974** A/S Burmeister & Wain's Skibsbyggeri —Kobenhavn (854)<br>PR (NV) 218,78 30,56 12,070<br>205,26 30,51 17,00<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho ER<br>G.70 235 B.60 955<br>7 Ha (stl) (11,8 17,3 12,0 17,6 12,0 17,6 12,0 × 13,0) ER | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW)<br>A/S Burmeister & Wain's Motor-og Mfbk<br>1971<br>Gen 3 × 528kW 390V a.c.<br>Fuel 3 494,0t (hvf)-54,5pd |
| **7332505**<br>*3EPY7*<br>19486-TT<br>Df Esd Gc<br>Pfd Rdr Rt | **UNIWISE**<br>ex Veronica-89 ex Tama II-88<br>ex Mata II-88 ex Veronica-83<br>**Uniwise Marine Corp.**<br>Panama Panama | **6 254**<br>4 124<br>8 130 | **1973** Asakawa Zosen—Imabari (221)<br>105,70 18,04 7,616<br>BV (NK) 98,00 18,00 13,01<br>1 dk | **M General Cargo**<br>2 Ho each 35,9 ER<br>G.14 548 B.13 495<br>2 Ha (stl) (28,5 30,7 × 8,8) ER<br>Der 4(20) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>3 310kW (4 500bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 2 × 200kW 445V 60Hz a.c. |
| **8510489**<br>*3ENK4*<br>17222-PEXT2<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **UNIX FAIR**<br>ex Southern Fair-90 ex Kyokuho Iris-87<br>**Kyokuho Chemical Tanker S.A.**<br>Panama Panama | *4 441*<br>*2 242*<br>7 158 | **1985** Towa Zosen K.K.—Shimonoseki (566)<br>107,00 6,813<br>NK 99,00 18,20 8,10<br>P 19,2 F 10,3 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>14 Ta ER<br>L.8 136 | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 438kW (3 314bhp)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 300kW a.c. |
| **8823290**<br>*JM5876*<br>130467<br>Rdr Rt | **UNKAI**<br><br>**Y.K. Kankyo Kensetsu**<br>Miyazaki, Japan<br>Miyazaki Pref. | **495**<br>—<br>1 160 | **1989** Amakusa Zosen K.K.—Amakusa<br>65,41 4,100<br>60,00 10,00 4,50<br>1 dk | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 300 × 480<br>1 177kW (1 600bhp)<br>The Hanshin Diesel Works Ltd. |
| **8105088**<br>*V2GC*<br>2134<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **UNKAS**<br><br>**Partenreederei M/T "Unkas"**<br>Atlantic-Rhederei F. & W. Joch K.G.<br>Hamburg Antigua & Barbuda | T.Mk<br>**3 543**<br>2 265<br>6 390<br>T/cm<br>12,2 | **1981** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (192)<br>GL 115,75 (BB) 15,80 7,171<br>106,51 15,41 8,01<br>RQD 77,2 B 18,6 F 10,4 1 dk<br>Bow/CM 67 Diam. 0,254 | **M Tanker**<br>Chemical<br>CBT SBT Ice strengthened<br>DB Stern disch.<br>12 Wing Ta ER<br>L.6 341 HeCls. BC<br>4 Cargo pumps total 1 400T/hr | MaK<br>Oil 4SA 6Cy. 450 × 550 sr geared to s<br>3 350bhp (2 464kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 328kW 3 × 186kW 440V 6<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 81,5t (d.o.) 355,5t (hvf)-11,0pd |
| **7311769**<br>*JWTC3*<br>N-00084<br>Df Esd Gc<br>Pfd Rdr Rt | **UNLIS**<br>ex Uniwind-90 ex Thunbox 1-85<br>ex Viking Ole-79<br>**Bines Shipping A/S K/S**<br>Flekkefjord Norway (NIS) | T.Mk<br>**312**<br>205<br>1 120 | **1973** Hjorungavaag Verksted A/S—Hjorungavaag (18)<br>NV 60,71 9,53 3,542<br>54,69 9,50 5,26<br>2 dks<br>rf 241 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 530<br>2 Ha (stl) (17,9 16,8 × 7,3) ER<br>Der 2(20) | MWM<br>Oil 4SA 8Cy. 230 × 270<br>1 080bhp (794kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 50kW 1 × 17kW 220V 50H<br>Fuel 54,5t (d.o.)-4,5pd |
| **6522701**<br>*LAUK*<br>16367<br>RdrRTm | **UNN-HEIDI**<br>ex Storfosna-73 ex Tilje-69<br>**Sissel Aune**<br>Svolvaer Norway | **196**<br>127<br>371 | **1965** L. H. Salthammer Batbyggeri A/S—Vestnes (97)<br>(NV) 35,41 7,42 3,201<br>31,60 7,40 3,41<br>P 8,9 F 4,0 1 dk<br>rf 297 BK 119 | **M General Cargo**<br>Ice strengthened<br>1 Ho 21,7 ER<br>G.453 B.416<br>1 Ha (17,6 × 4,5) ER<br>2W Der 2(3) | Scania<br>Oil 4SA 8Cy. 127 × 140<br>426bhp (313kW) NE 86<br>Saab-Scania AB |
| **8604618** | **UNNAMED PONTOON FOR SINGAPORE**<br><br>**North Shipyard Pte. Ltd.**<br>Singapore Singapore | **200**<br>—<br>300 | ✠AN SS 8/91<br>inland waterways pontoon<br>**1986**-8 North Shipyard (Pte.) Ltd.—Singapore (NP1006)<br>33,86 3,51 5,101<br>FN 297 33,43 1,85 7,01<br>1 dk<br>rf nil | **Work/Construction Pontoon** | |

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|---|---|---|---|---|---|
| **UNNAMED PONTOON FOR UNITED KINGDOM**<br>**Parkman Buck Ltd.**<br>United Kingdom | **75**<br>—<br>150 | ✠**100A1**<br>pontoon<br>FN 182 | **1991**-3 Scheepswerf Ravestein B.V.—Deest (284)<br>23,02 6,44<br>23,00 6,40 1,50<br>1 dk<br>rf nil | **Pontoon** | |
| **UNNI MARIE**<br>ex Mons O-85 ex Nils Lyso-67<br>**Knud Aage Christensen**<br>Skudeneshavn Norway | **138**<br>59<br>— | NV | **1961** Skudenes Notbarkeri & Slip—Skudenes (1)<br>29,27 6,74 —<br>25,53 6,71 3,36<br>1 dk<br>rf 1402 BK 89 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>2 Ha (1,6 × 1,6) (1,9 × 1,9) ER<br>1W Der 1(1,5) | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>400bhp (294kW)<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 31kW 1 × 6kW 220V d.c.<br>Fuel 22,5t (d.o.)-1,0pd |
| **UNO**<br>ex Saaoy-91 ex Euro Broker-87<br>ex Jan Graebe-83 ex Munkbron-73<br>Launched as Jan Graebe<br>**Rederiet Uno I/S**<br>Fredericia Denmark (DIS) | T.Mk<br>**997**<br>603<br>2 464 | GL | **1971** Stader Schiffsw. G.m.b.H.—Stade (213)<br>77,25 (BB) 12,83 5,504<br>70,41 12,81 7,98<br>F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 44,4 ER<br>G.3 886 B.3 789<br>TEU 84 C. 84/20' (40')<br>1 Ha (stl) (44,3 × 10,5) ER | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450<br>1 650bhp (1 214kW)<br>Atlas-MaK Maschinenbau Kiel<br>12,75kn |
| **UNO MARU**<br>**Tatsumi Butsuryu K.K.**<br>Tamano, Okayama Pref. Japan | **195**<br>—<br>563 | | **1986** Nakamura Shipbuilding & Engine Works Co. Ltd.—Yanai<br>46,84 3,201<br>43,01 7,80 3,38<br>1 dk | **M Tanker**<br>Chemical | Oil<br>700bhp (515kW)<br>Japan<br>10kn |
| **UNO MARU**<br>ex Toho Maru-80<br>**Ueda Eisen Unyu Y.K.**<br>Tamano, Okayama Pref. Japan | **177**<br>66<br>— | | **1968** Osaka Zosensho—Osaka (280)<br>25,20 8,64 2,515<br>24,49 8,62 3,79<br>1 dk<br>RW | **TM Tug** | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Kogyo Osaka<br>Gen 1 × 80kW 225V a.c.<br>Fuel 26,5t-7,0pd 12kn |
| **UNO MARU No. 1**<br>ex Seiju Maru No. 5<br>**Government of The People's Republic of China** | **344**<br>157<br>268 | | **1968** Kanasashi Co. Ltd.—Shimizu (909)<br>52,66 8,74 3,201<br>45,32 8,72 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **UNO MARU No. 5**<br>ex Sangoku Maru-78<br>ex Seisho Maru No. 7<br>**Government of The People's Republic of China (China National Cereals, Oils & Foodstuffs Import & Export Corp.)**<br>China | **254**<br>134<br>— | | **1967** Kanasashi Co. Ltd.—Shimizu (802)<br>44,68 8,11 2,921<br>38,38 8,08 3,23<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 460<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **UNOKAWA MARU**<br>**Uno Kisen K.K.**<br>Namikata, Ehime Pref. Japan | **498**<br>—<br>1 600 | | **1985** K.K. Miura Zosensho—Saiki (713)<br>68,84 4,201<br>67,01 11,51 6,41<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin 6LUN28A<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **UNORA**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Riga) (U.S.S.R.) | *117*<br>*35*<br>30 | RS | **1989** ............U.S.S.R.<br>25,51 2,391<br>22,03 7,01 3,31<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,5kn |
| **UNRYU MARU**<br>**Fukui Prefecture**<br>Fukui Prefectural Kohama Fishery High School<br>Obama, Fukui Pref. Japan | **499**<br>169<br>— | | **1981** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (764)<br>51,69 8,62<br>45,52 8,60 3,92<br>1 dk | **M Fishing**<br>Training Side-fishing Long-line<br>Mchy.aft | Niigata 6M31AET<br>Oil 4SA 6Cy. 310 × 530<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>14,82kn |
| **UNRYU MARU**<br>**Katsumi Karao**<br>Osaka, Osaka Pref. Japan | **215**<br>78<br>210 | | **1970** Niigata Eng. Co. Ltd.—Niigata (878)<br>38,36 6,94 2,693<br>33,51 6,91 3,10<br>1 dk | **M Fishing**<br>Training Ref<br>2 Ho ER<br>2 Ha (1,3 × 1,3) (0,9 × 0,9) ER | Niigata<br>Oil 4SA 6Cy. 200 × 260<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 80kW<br>10,25kn |
| **UNRYU MARU**<br>**Toa Unyu K.K.**<br>Naha, Okinawa Pref. Japan | **186**<br>72<br>250 | | **1970** Odo Zosen Tekko K.K.—Shimonoseki (175)<br>36,02 7,01 2,210<br>32,69 6,99 2,60<br>1 dk | **M Tanker**<br>6 Ta ER | Usuki<br>Oil 4SA 6Cy. 260 × 420<br>340bhp (250kW)<br>Usuki Tekkosho Usuki<br>Fuel 6,5t-1,0pd 8kn |
| **UNSTRUT**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **132**<br>46<br>— | DSRK | **1956** Stralsund Schiffbau-u. Reparaturswerft —Stralsund<br>26,45 6,71 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>Halberstadt Halberstadt<br>Gen 2 × 14,5kW 110V d.c.<br>9kn |
| **UNTERNEHMUNG**<br>ex Charlotte Jarchau-90<br>**Horns Rev. Seefischerei G.m.b.H.**<br>Kiel Federal Republic of Germany | **105**<br>39<br>— | | **1973** Schiffswerft u. Masch. Max Sieghold —Bremerhaven (161)<br>26,40 6,68 2,648<br>23,53 6,61 3,36<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler | Deutz SBA8M528<br>Oil 4SA 8Cy. 220 × 280 reverse reduction geared to sc. shaft<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz Koeln<br>10,5kn |
| **UNTERWESER 37**<br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic of Germany | **996**<br>366<br>1 129 | GL | **1981** Hermann Suerken GmbH & Co. KG. —Papenburg (308)<br>59,42 14,25 3,610<br>54,62 14,01 4,81<br>B & F 19,2 1 dk | **TM Supply Ship**<br>Deck Cargo Fire-fighting Water<br>Ice strengthened<br>4 Ta cyl vert<br>G.100 L.370 | Deutz SBV6M628<br>2 Oil 4SA each 6Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shafts<br>2 774bhp (2 040kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 520kW 2 × 171kW 1 × 96kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 202,5t (d.o.)-6,5pd 12,5kn |
| **UNTERWESER 38**<br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic of Germany | *1 133*<br>*356*<br>1 090 | GL | **1984** Hermann Suerken GmbH & Co. KG. —Papenburg (315)<br>59,39 14,30 3,601<br>54,62 14,01 4,81<br>B & F 19,9 1 dk | **TM Supply Ship**<br>Deck Cargo Fire-fighting Water | Deutz SBV6M628<br>2 Oil 4SA each 6Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shafts<br>2 774bhp (2 040kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 520kW 2 × 171kW 1 × 96kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 202,5t (d.o.)-6,5pd 12,5kn |

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| **8122684**<br>*CBUN*<br><br>Df Esd Gc<br>Rdr RTv<br>SatNav | **UNZEN**<br>ex Unzen Maru-89<br>**Empresa de Desarrollo Pesquera de Chile S.A.**<br>Valparaiso Chile<br>SatCom: 1563106/UNZN | **2 591**<br>1 279<br>3 630 | | **1982** Naikai SB. & Eng. Co. Ltd.—Taguma Shipyard, Innoshima (475)<br>NK 91,88 15,02 6,414<br>85,25 15,00 9,20<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>4 Ho<br>In.2 653<br>4 Ha (1,5 1,5 × 2,1) (2,4 2,4 × 2,4)<br>Der 6(5) | B&W<br>Oil 2SA 5Cy. 450 × 900<br>3 236kW (4 399bhp)<br>Hitachi Zosen Hiroshima Works<br>Gen 2 × 752kW 445V 60Hz a.c.<br>Fuel 71,0t (d.o.) 959,5t (hvf)-16,0pd |
| **8604395**<br>*JL5446*<br>128383 | **UNZEN**<br>**Unzen Kaiun K.K.**<br>Matsuyama, Ehime Pref. Japan | **297**<br>—<br>888 | | **1986** K.K. Miura Zosensho—Saiki (758)<br>12,53 3,510<br>53,01 12,50 5,95<br>2 dks | **M Dredger**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>The Hanshin Diesel Works Ltd.<br>Thw. thrust propeller fwd |
| **7629685**<br>*9V2984*<br>381970<br>Rdr Rt | **UNZEN**<br>ex Unzen Maru-80<br>**Chiyoichi-Sep (F.E.) Pte. Ltd.** | **161**<br>41<br>— | | **1968** Watanabe Zosen K.K.—Hakata<br>26,55 8,02 3,144<br>NK 24,00 8,00 3,60<br>1 dk | **TM Tug**<br>Pusher | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Kogyo<br>Gen 2 × 28kW<br>Fuel 21,5t-5,0pd |
| **8720527**<br>*JM5714*<br>130392<br>Rdr Rt | **UNZEN MARU**<br>**Kamigoto Sogo Service K.K.**<br>Kami-goto, Nagasaki Pref. Japan | **196**<br>—<br>— | | **1988** Keihan Dock Co. Ltd.—Yokohama<br>36,60 8,82 2,600<br>31,90 8,80 3,70<br>1 dk | **M Tug** | Yanmar<br>Oil 4SA 6Cy. 260 × 330<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 60kW 225V 60Hz a.c. |
| **5373787**<br><br>Esd Rt | **UPESI**<br>ex Upesi II-54<br>**Mohamed Said-Al-Naqib**<br>Iraq | **242**<br>69<br>— | ✠Classed LR until 7/62 | **1954**-3 N.V. Scheeps. "Westerbroek" —Westerbroek (145)<br>35,01 8,06 3,188<br>30,79 8,01 3,46<br>F 10,7 1 dk<br>RW | **TM Tug** | Ruston<br>2 Oil 4SA each 6Cy. 260 × 370<br>Ruston & Hornsby Ltd. |
| **7645457**<br>*UHYB*<br>M-32484<br>Rt | **UPITYE**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **187**<br>48<br>80 | | **1977** .............U.S.S.R.<br>31,63 7,35 2,901<br>RS 3,54<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **5373799**<br><br>167872<br>Rdr | **UPLIFTER**<br>**Government of The United Kingdom (Secretary of State for Defence)**<br>United Kingdom | **775**<br>262<br>— | ✱Classed BC until 4/57 | **1944**-4 Smith's Dock Ltd.—South Bank, Middlesbrough<br>54,62 10,88 3,683<br>45,88 10,83 4,88<br>B 14,4 F 7,4 1 dk<br>R rf nil | **S Salvage Ship**<br>1 Ho 13,1<br>1 Ha (9,1 × 6,1)<br>Der 2(10) | T 3Cy. 298 502 & 864 x 610<br>640ihp (471kW)<br>Smith's Dock Co. Ltd.<br>Gen 1 × 30kW 2 × 15kW 110/220V<br>Fuel 71,0t (o.f.) |
| **7733797**<br>*EOJO*<br>M-33181<br>Rt | **UPORNYY**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **163**<br>39<br>88 | | **1978** .............U.S.S.R.<br>34,02 7,09 2,899<br>RS 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.78<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8309567**<br>*HZQA*<br>SA715<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **UQBA IBN NAFI**<br>**The National Shipping Company of Saudi Arabia (NSCSA)**<br>Denholm Ship Management (U.K.) Ltd.<br>Dammam Saudi Arabia<br>SatCom: 1743301/HZQA | *28 195*<br>*15 331*<br>42 825 | | **1985** Daewoo SB. & Heavy Machinery Ltd. —Okpo (2005)<br>NV 180,02 13,318<br>170,01 32,21 18,01<br>1 dk<br>Bow/CM 90 Diam. 0,200 MH 1,2 | **M Tanker**<br>Chemical<br>IGS DB<br>14 Ta ER<br>L.52 770<br>14 Cargo pumps total 3 500T/hr | Sulzer<br>Oil 2SA 5Cy. 680 × 2000<br>11 200bhp (8 238kW)<br>Hyundai SB. & Heavy Industries<br>Gen 3 × 850kW 1 × 650kW 440V 60Hz<br>Fuel-30,0pd |
| **7501936**<br>*YIUR*<br><br>Esd Rdr Rt | **UR**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **474**<br>125<br>368 | ✠CLASS WITHDRAWN at Owners' request 29/1/92 | **1976**-3 Niigata Eng. Co. Ltd.—Niigata (1370)<br>42,02 10,24 4,163<br>37,17 10,01 4,70<br>F 20,2 1 dk<br>rf 711 | **M Tug**<br>Fire-fighting | Niigata<br>Oil 4SA 6Cy. 400 × 600<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 176kW 385V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 180,0t |
| **8026610**<br>*EATP*<br>4060<br>RTm | **UR**<br>**Compania de Remolcadores Ibaizabal S.A.**<br>Bilbao Spain | **124**<br>32<br>79 | | **1982** S.L. Ardeag—Bilbao (132)<br>23,35 2,771<br>21,52 7,15 3,51<br>1 dk | **M Tug** | Waukesha<br>Vee Oil 4SA 12Cy. 216 × 216 sr geared shaft<br>Waukesha Engine Div. Dresser Industries Inc.<br>Gen 2 × 25kW 220V 50Hz a.c.<br>Directional propeller<br>Fuel 38,5t (d.o.)-3,5pd |
| **7416210**<br><br><br>Df Esd Gc<br>Rdr Rt | **UR ERTZA**<br>**Urondo S.A.**<br>Las Palmas Spain | **500**<br>229<br>213 | | **1976** S.L. Ardeag—Bilbao (83)<br>45,90 4,620<br>BV 39,60 9,01 6,58<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | National Gas<br>Oil 4SA 6Cy. 381 × 508<br>1 500bhp (1 103kW)<br>Mirrlees Blackstone (Stockport) Ltd.<br>Fuel 183,0t (d.o.) |
| **7024495**<br>*EFGN*<br><br>Df Esd Gc<br>Rdr Rt | **UR ZALEAK**<br>**Industria de la Pesca y el Comercio S.A.**<br>San Sebastian Spain | **306**<br>144<br>— | | **1970** S.L. Ardeag—Bilbao (57)<br>36,00 3,590<br>BV 34,19 7,62 3,92<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 250bhp (919kW)<br>Atlas-MaK Maschinenbau<br>Fuel 140,5t (d.o.) |
| **8843068**<br>*UJOW*<br>M-37090<br>Esd Rdr RTv | **URA-GUBA**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Murmansk) (U.S.S.R.) | *726*<br>*217*<br>414 | | **1991** .............U.S.S.R.<br>54,82 10,15 4,140<br>RS 50,30 5,00<br>1dk | **M Fishing**<br>Stern Trawler Ref | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 158bhp (852kW)<br>SKL Motoren & Systemtechnik AG |
| **8628121**<br><br><br>Df Esd Gc<br>Rdr Rt | **URABA**<br>**Colombianos Distribuidores de Combustible S.A. (CODI)**<br>Barranquilla Colombia | **621**<br>539<br>1 174 | **100A1** SS 8/88<br>oil tanker<br>**LMC**<br>EL j 357,5/26,0U2<br>FN 869 | **1969** Ast. Magdalena Ltda.—Barranquilla<br>61,07 11,02 2,990<br>58,48 11,00 3,85<br>F 5,6 1 dk<br>rf 150<br>deepened 88<br>conv Tank Barge 88 | **TM Tanker**<br>8 Ta ER | Cummins<br>2 Oil 4SA each 6Cy. 159 × 159 with hydraulic couplings & sr reverse shafts<br>626kW (851bhp)<br>Cummins Engine Co. Inc.<br>Gen 2 × 60kW 220V 60Hz a.c.<br>Fuel (d.o.) |
| **7388243**<br>*EGUY*<br>9585<br>Df Esd Gc<br>Pfd Rdr RTv | **URABAIN**<br>**Pesquera Vasco-Gallega S.A.**<br>Vigo Spain<br>SatCom: 1351122/VAGA | **1 421**<br>612<br>1 731 | | **1976** Enrique Lorenzo y Cia. S.A.—Vigo (380)<br>79,00 5,201<br>BV 69,22 12,01 7,62<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>2 700bhp (1 986kW)<br>Hijos de J. Barreras S.A.<br>Controllable pitch propeller<br>Fuel 558,5t (d.o.) |
| **7936387**<br>*8KRT*<br>123567<br>Df Esd Gc<br>Pfd Rdr Rt | **URAGA**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **3 231**<br>—<br>— | | **1980** Hitachi Zosen—Maizuru Works, Maizuru (4623)<br>... ... ...<br>98,81 14,61 8,01<br>1 dk | **TM Patrol Ship** | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 460<br>15 600bhp (11 475kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 520kW 450V 60Hz a.c. |

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| **URAGA MARU**<br>**Toshinari Koura**<br>Ryugatake, Kumamoto Pref. Japan | **193**<br>—<br>350 | | **1980** Suzuki Shipyard Co. Ltd.—Yokkaichi<br>... ... ...<br>42,02 7,71 3,41<br>1 dk | (338) | **M Tanker**<br>Chemical<br>Mchy.aft | | Matsui<br>Oil 4SA 6Cy. 230 × 380<br>600bhp (441kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **URAGA MARU**<br>**Tokyo Kisen K.K.**<br>Yokohama, Kanagawa Pref. Japan | **162**<br>—<br>— | | **1985** Kanagawa Zosen—Kobe<br>2,601<br>33,51 8,41 3,41<br>1 dk | (270) | **TM Tug** | | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 sr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata |
| **URAGAN**<br>ex Brunsbuttel-67<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | **4 801**<br>2 662<br>4 133 | RS | **1964** Howaldtswerke Hamburg A.G.—Hamburg<br>136,02 16,84 6,560<br>124,01 16,79 8,95<br>3 dks, 4th dk fwd | (963) | **M Refrigerated Cargo**<br>2 Ho ER 2 Ho<br>In.8 003<br>4 Ha (stl) (7,0 7,0 × 5,5) ER (7,0 7,0 × 5,5)<br>8W Der 1(10) 7(3) | 12P | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>Howaldtswerke Hamburg A.G. Hamburg<br>Gen 3 × 400kW 1 × 185kW 230V 50Hz a.c.<br>Fuel 1 717,0t (hvf) 21kn |
| **URAGAN**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | **1 151**<br>—<br>605 | RS | **1962** Valmet Oy Pansion Tehdas—Turku/Abo<br>61,37 11,82 4,709<br>55,33 11,51 5,77<br>1 dk | (262) | **M Tug**<br>Salvage<br>Ice strengthened<br>2W Der 2(1,5) | | MAN<br>Oil 4SA 7Cy. 520 × 740<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>15kn |
| **URAGAN**<br>ex PTR-50 No. 15-88<br>**Yugryba**<br>(Mariupol) (U.S.S.R.) | *187*<br>*56*<br>77 | RS | **1986** ............U.S.S.R.<br>31,85 7,08 2,100<br>27,80 - 3,15<br>1 dk | | **M Fish Carrier**<br>Ref | | Russkiy 6CHN18/22<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>U.S.S.R. |
| **URAGAN**<br>**Arkhangelsk Port Authority**<br>(Arkhangelsk) (U.S.S.R.) | *106*<br>*31*<br>14 | RS | **1988** ............U.S.S.R.<br>23,15 6,24 1,850<br>20,00 2,80<br>1 dk | | **M Ferry**<br>Ice strengthened | 70dk P | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>U.S.S.R. |
| **URAGANNYY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>89 | RS | **1973** ............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (stl) (1,6 × 1,3)<br>Der 2(2) | | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **URAGANO**<br>**Carmine Novella**<br>Salerno Italy | **196**<br>99<br>— | | **1972** Cant. Nav. Fratelli Maccioni—Viareggio<br>37,70 7,14 2,159<br>28,86 7,12 3,59<br>1 dk | (2) | **M Fishing**<br>Side Trawler Ref | | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Lister Blackstone Mirrlees Marine Stamford |
| **URAGO MARU No. 5**<br>ex Eisho Maru No. 22-89<br>**Urago Suisan K.K.**<br>Nishinoshima, Shimane Pref. Japan | **169**<br>—<br>— | | **1980** Minami-Kyushu Zosen K.K.—Kushikino<br>40,26 7,29 2,471<br>33,89 7,01 2,82<br>1 dk | (352) | **M Fishing**<br>Seiner<br>Mchy.aft | | Yanmar G250-ET<br>Oil 4SA 6Cy. 250 × 290<br>950bhp (699kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **URAGO MARU No. 8**<br>ex Chidori Maru No. 38-86<br>**Urago Suisan K.K.**<br>Nishinoshima, Shimane Pref. Japan | **159**<br>—<br>— | | **1975** K.K. Watanabe Zosensho—Nagasaki<br>38,99 6,56<br>33,56 6,51 3,13<br>1 dk | (673) | **M Fishing/ Fish Carrier**<br>Mchy.aft | | Hanshin<br>Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>470bhp (346kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **URAKAZE**<br>**Kyodo Kisen K.K.**<br>Sumoto, Hyogo Pref. Japan | **129**<br>—<br>14 | | **1979** K.K. Miho Zosensho—Osaka<br>25,95 0,960<br>23,38 5,80 2,60<br>1 dk | (273) | **Aluminium Alloy TM Ferry** | | Ikegai MB820B<br>2 Vee Oil 4SA each 12Cy. 175 × 205 reduction geared to sc. shafts<br>1 100bhp (809kW)<br>Ikegai Tekkosho Tokyo |
| **URAL**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **1 361**<br>473<br>526 | RS | **1970** ............U.S.S.R.<br>72,07 10,83 3,620<br>5,72<br>1 dk | | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>G.677<br>2 Ha (each 2,5 × 2,5)<br>4W Der 4(3) | | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,25kn |
| **URAL**<br>ex MRTK-1088<br>**Zapryba**<br>(Riga) (U.S.S.R.) | **117**<br>35<br>30 | RS | **1984** ............U.S.S.R.<br>25,50 7,00 2,390<br>- - 3,30<br>1 dk | | **M Fishing** | | Oil<br>.............. |
| **URALAR QUINTO**<br>**Naviera Uralar S.A.**<br>Bilbao Spain | **1 507**<br>1 042<br>4 087 | BV | **1982** S.A. Balenciaga—Zumaya<br>91,29 6,570<br>83,01 14,41 8,72<br>1 dk | (303) | **M General Cargo**<br>Str. heavy cargoes<br>Mchy.aft | | Deutz RBV6M358<br>Oil 4SA 6Cy. 400 × 580 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 112kW 1 × 50kW 220V 50Hz a.c.<br>Fuel 192,0t (d.o.)-5,0pd 12kn |
| **URALAR SEPTIMO**<br>**Naviera Uralar S.A.**<br>Bilbao Spain | **1 593**<br>1 127<br>4 130 | BV | **1984** S.A. Balenciaga—Zumaya<br>91,32 6,436<br>83,01 14,41 8,72<br>1 dk | (313) | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho ER<br>G.5 403 B.5 251<br>TEU 162 C. 162/20' (40')<br>2 Ha (stl) ER | | Deutz<br>Oil 4SA 6Cy. 400 × 580 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 112kW 1 × 50kW 220V 50Hz a.c.<br>Fuel 192,0t (d.o.)-5,0pd 12kn |
| **URALAR SEXTO**<br>**Naviera Uralar S.A.**<br>Bilbao Spain | **1 507**<br>1 042<br>4 034 | BV | **1983** S.A. Balenciaga—Zumaya<br>91,32 6,436<br>83,01 14,41 8,72<br>1 dk<br>rf nil | (308) | **M General Cargo**<br>Mchy.aft | | Deutz SBV6M358<br>Oil 4SA 6Cy. 400 × 580 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 112kW 1 × 50kW 220V 50Hz a.c.<br>Fuel 192,0t (d.o.)-5,0pd 12kn |
| **URALSKIE GORY**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**7 956**<br>3 959<br>—<br>**10 872**<br>5 910<br>8 900 | RS<br>✠Classed LR until 3/67 | **1964**-12 Uddevallavarvet A/B—Uddevalla<br>157,00 21,21 7,390/8,500<br>145,07 21,14 13,01<br>P 37,5 F 15,0 2 dks, 3rd dk except in mchy. space<br>rf 152 | (266) | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>5 Ho ER<br>In.12 649<br>5 Ha (each 5,0 × 4,1) ER<br>12W Der 10(5) 2(1,5) | | Gotaverken<br>Oil 2SA 7Cy. 760 × 1500<br>8 750bhp (6 436kW)<br>Uddevallavarvet A/B Uddevalla<br>17,5kn |
| **URAN**<br>**Compania Undraw Trading Corp. S.A.**<br>Panama Panama | T.Mk<br>**2 317**<br>954<br>1 547 | PR | **1962** Stocznia Gdanska im. Lenina—Gdansk<br>84,71 13,82 5,531<br>75,01 13,80 9,76<br>2 dks | (B15/07) | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 270 | | Sulzer 8TD48<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 4 × 240kW 1 × 24kW 230V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 12,5kn |

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| **8727408**<br>M-43006<br>Rt | **URAN**<br>**The Sea Commercial Port of St. Petersburg**<br>(Sankt-Peterburg) (U.S.S.R.) | *270*<br>*81*<br>89 | RS | **1987** Brodogradiliste "Tito"—Belgrade<br>35,78 9,49 3,280<br>30,23 4,50<br>1 dk | **M Tug**<br>Fire-fighting Salvage<br>Ice strengthened | Sulzer<br>2 Oil 4SA each 6Cy. 250 × 300<br>Gen 1 × 150kW a.c.<br>Controllable pitch propeller |
| **7730173**<br>*EOJY*<br>M-12543<br>Rt | **URAN**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Arkhangelsk) (U.S.S.R.) | **166**<br>18<br>35 | RS | **1977** ..............U.S.S.R.<br>33,96 7,09 2,591<br>3,69<br>1 dk | **M Research**<br>Ice strengthened<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **8133700**<br>M-36895<br>RTh | **URAN**<br>**Sevastopol Port Authority**<br>(Sevastopol) (U.S.S.R.) | **149**<br>101<br>20 | RS | **1982** ..............U.S.S.R.<br>28,70 6,35 1,480<br>2,50<br>1 dk | **M Ferry**<br>250dk P | Oil<br>............. |
| **6501941**<br>102/2<br>RTv | **URAN**<br>**Varna Port Authority**<br>Varna Bulgaria | **114**<br>41<br>— | BR<br>✠Classed LR until 6/67 | **1964**-12 Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (2021)<br>28,96 6,91 3,010<br>26,07 6,51 3,36<br>RAD 1,9 RFD 3,4 1 dk<br>rf 584 BK 102 | **M Tug** | Lang<br>Oil 4SA 8Cy. 315 × 450 with flexible cou<br>Lang Gepgyar<br>Gen 2 × 75kW 1 × 15kW 230V d.c.<br>Fuel (d.o.) |
| **8122189**<br>*JI2702*<br>115737<br>Df Esd Gc<br>Pfd Rdr Rt | **URANAGI MARU No. 1**<br>**Ine Gyogyo Kyodo Kumiai**<br>Ine, Kyoto Pref. Japan | **198**<br>—<br>314 |  | **1981** K.K. Izutsu Zosensho—Nagasaki (835)<br>41,86 7,12 2,901<br>35,01 7,10 3,36<br>P 13,8 B 4,0 F 3,7 1 dk | **M Fishing**<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 280 × 340 geared to sc. sha<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 104kW<br>Fuel 42,5t (d.o.) |
| **8404032**<br>*JI3202*<br>115740 | **URANAGI MARU No. 2**<br>**Ine Gyogyo Kyodo Kumiai**<br>Ine, Kyoto Pref. Japan | **216**<br>—<br>319 |  | **1984** Tokushima Zosen K.K.—Fukuoka (1510)<br>48,16 (BB) 3,320<br>40,95 7,82 3,41<br>1 dk | **M Fish Carrier**<br>7 Ho ER<br>In.299<br>7 Ha (stl) ER | Daihatsu<br>Oil 4SA 6Cy. 280 × 340 sr reverse gear shaft<br>1 170bhp (861kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7729033**<br>*DHLU*<br>12501<br>Df Esd Gc<br>Rdr RTm/h/v | **URANIA**<br>ex Ulsnis-89<br>**Partenreederei m.s. "Urania"**<br>Hans-Rudolf Tietjens<br>Hamburg Federal Republic of Germany | **499**<br>352<br>1 626 | GL | **1978** Kroegerwerft G.m.b.H.—Rendsburg (1500)<br>70,82 12,83 3,880<br>64,52 12,81 5,62<br>P 52,8 F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 018 B.2 846<br>TEU 104 C. 104/20'<br>1 Ha (43,7 × 10,2) ER | MaK<br>Oil 4SA 6Cy. 240 × 330<br>1 200bhp (883kW)<br>MaK. Maschinenbau G.m.b.H. |
| **7803920**<br>*UQUA*<br>M-31285<br>Df Esd Gc<br>Pfd Rdr Rt | **URANIYA**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**3 147**<br>1 386<br>2 117 | RS | **1978** VEB Volkswerft Stralsund—Stralsund (486)<br>101,45 (BB) 15,22 5,701<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (stl) (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>6W Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller |
| **7810650**<br>*J8CJ8*<br>2781<br>Df Esd Gc<br>Rdr Rt | **URANO No. 3**<br>ex Kintoku Maru-90<br>ex Kintoku Maru No. 12-89<br>ex Miyaura Maru No. 8-86<br>**Noriyuki Sugimoto**<br>Dong Sung Shipping Co. Ltd.<br>Kingstown St. Vincent and the Grenadines | **255**<br>125<br>222 | KR | **1978** Sanuki Zosen Tekkosho K.K.—Takuma (1003)<br>44,46 - 2,789<br>37,80 7,41 3,08<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. |
| **5050593**<br>*IKWZ*<br>1031<br>Rdr RTm/h/v | **URANO S.**<br>ex Brasile-85<br>**Societa Anonima Italiana Lavori Edili Marittimi S.p.A. (S.A.I.L.E.M.)**<br>Palermo Italy | **167**<br>17<br>— | RI | **1961** Cant. del Tirreno—Genova (251 R)<br>28,96 7,32 3,720<br>26,17 7,27 4,20<br>1 dk<br>RW | **M Tug** | B&W<br>Oil 2SA 8Cy. 280 × 500<br>Cant. Nav. Riuniti<br>Gen 1 × 30kW 1 × 10kW 110V d.c.<br>Fuel (d.o.) |
| **7044043**<br>*EFWI*<br>112<br>Df Esd Gc<br>Rdr Rt | **URANONDO**<br>**Urondo S.A.**<br>Ondarroa Spain | **225**<br>73<br>— | BV | **1971** S.L. Ardeag—Bilbao (59)<br>31,09<br>28,30 7,01 3,79<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Cons. Echevarria<br>Fuel 82,0t (d.o.) |
| **8706179**<br>*ELIE7*<br>8294<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>AMVER | **URANUS**<br>**Third Products Tankers Inc.**<br>Monrovia Liberia<br>SatCom: 1241321/ELIE | *22 946*<br>*13 067*<br>39 451<br>T/cm<br>44,8 | AB | **1988** Hyundai Heavy Industries Co. Ltd.—Ulsan (608)<br>185,86 (BB) 27,45 12,215<br>177,02 27,43 17,02<br>P 11,0 B 10,0 F 14,0 1 dk<br>Bow/CM 93 Diam. 0,406 MH 2,1 | **M Tanker**<br>COW IGS SBT<br>7 Ta ER<br>L.(oil) 47 308<br>4 Cargo pumps total 4 000T/hr | B&W<br>Oil 2SA 5Cy. 500 × 1910<br>5 627kW (7 650bhp)<br>Hyundai Heavy Industry Co. Ltd. Industrial Plant Div.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 160,5t (d.o.) 1 300,5t (i.f.o.)-25,0pd |
| **8618865**<br>*HZGL*<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **URANUS**<br>**Abdullah Abbar & Ahmed Zainy Cold Stores**<br>CI Shipping Ltd.<br>Jeddah Saudi Arabia<br>SatCom: 1743173/HZGL | *7 212*<br>*3 636*<br>6 518<br>T/cm<br>19,3 | ✠100A1<br>✠LMC UMS<br>EL A† 522,5/50,0U3<br>FN 3896 | **1989**-5 Dong Hae SB. Co. Ltd.—Ulsan (8650)<br>137,00 (BB) 19,63 7,401<br>129,00 19,60 10,60<br>P 34,4 F 36,1 1dk<br>rf nil | **M Refrigerated Cargo**<br>pt higher tensile steel<br>4 Ho 19,6 20,4 20,4 20,4 ER 8 TwD<br>In.9 704<br>TEU 6 C.Dk 6/20'<br>4 Ha (stl) (each 6,6 × 7,4) ER<br>Der 8(35) | B&W<br>Oil 2SA 5Cy. 500 × 1620<br>5 097kW (6 929bhp)<br>Hyundai Heavy Industry Co. Ltd. Industrial Plant Div.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 650kW 440V 60Hz a.c.<br>Fuel 97,0t (d.o.) 1 113,0t (hvf)-23,0pd |
| **9010022**<br>*3EXV8*<br>20873-YJ1<br>Df Esd Gc<br>Pfd Rdr Rt | **URANUS**<br>**Sagittarius Line S.A.**<br>Panama Panama | *5 551*<br>*2 351*<br>7 001 | NK | **1991** Shin Kochi Jyuko K.K.—Kochi (7011)<br>98,17 (BB) 7,427<br>89,95 18,80 12,90 | **M General Cargo**<br>2 Ho ER<br>B.12 843<br>2 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>2 424kW (3 295bhp)<br>The Hanshin Diesel Works Ltd. |
| **8833233**<br>*PICN*<br>Df Esd Gc<br>Pfd Rdr Rt | **URANUS**<br>**Baggermaatschappij Holland B.V.**<br>Hardinxveld -Giessendam Netherlands | **570**<br>541<br>— | BV | **1977** IHC Verschure B.V.—Amsterdam (879)<br>- - 3,250<br>58,04 9,53 3,34<br>1 dk | **TM Hopper Barge**<br>Bottom doors | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165<br>960kW (1 305bhp)<br>Caterpillar Inc.<br>Gen 2 × 3kW 24V d.c. |
| **5365871**<br>C-126<br>Df Esd Gc<br>Pfd Rdr Rt | **URANUS**<br>ex Mercury-66 ex Toshu Maru-66<br>**Bengal Shipping Lines Ltd.**<br>Chittagong Bangladesh | **438**<br>252<br>623 | NK | **1962** Kurushima Dockyard Co. Ltd.—Imabari (110)<br>47,71 8,06 3,569<br>42,98 8,01 3,92<br>P 11,3 F 5,5 1 dk | **M General Cargo**<br>1 Ho 27,5 ER<br>G.816 B.759<br>1 Ha (19,8 × 5,0) ER<br>4W Der 2(5) 2(3) | Nippon Hatsudoki<br>Oil 4SA 6Cy. 290 × 430<br>530bhp (390kW)<br>Nippon Hatsudoki<br>Fuel 26,0t |
| **7117357**<br>RTv | **URANUS**<br>**Wilson, Sons Servicos Maritimos S.A.**<br>Santos Brazil | **183**<br>—<br>— | ✠100A1 SS 12/89<br>tug<br>✠LMC<br>EL (b) ⅞"U1<br>FN 273 | **1972**-6 MacLaren Est. e Servicos Mar. S.A.—Rio de Janeiro (204)<br>29,11 7,57 3,391<br>25,00 7,00 3,92<br>1 dk<br>rf 940 | **M Tug** | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz<br>Gen 2 × 44kW 220V 60Hz a.c.<br>Fuel (d.o.) |

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| **URANUS GAS**<br>**A.S.L. Marine S.A.**<br>Sun Marine Co. Ltd.<br>Panama Panama | **2 330**<br>1 274<br>2 999 | NK | **1979** Kishigami Zosen K.K.—Akitsu (1340)<br>93,45 14,43 5,265<br>87,03 14,41 6,51<br>P 23,2 F 13,5 1 dk<br>Bow/CM 49 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (C.mn.stl) membrane cyl vert ER<br>L.(gas) 2 500 HeCls. B<br>2 Cargo pumps total 300T/hr | Akasaka DM46<br>Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 176kW 445V a.c.<br>Fuel 57,0t (d.o.) 464,5t (hvf) 13,25kn |
| **URANUS STAR**<br>ex Luminosa-82<br>**Uranus Shipping S.A.**<br>Panama Panama | **3 926**<br>2 604<br>6 508 | NK | **1981** Dae Dong SB. Co. Ltd.—Busan (248)<br>109,05 16,44 6,727<br>101,43 16,40 8,26<br>P 20,2 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 698 B.8 110<br>2 Ha (stl) (29,1 30,1 × 8,5) ER<br>Der 2(20) 2(15) | Mitsubishi 6UEC37/88H<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 180kW<br>12,5kn |
| **URANUS 1**<br>ex Hapag Lloyd Brasil-89<br>ex Uranus 1-88 ex Diplomat-78<br>ex Uranus-77<br>**Flen Maritime Corp.**<br>Flensburger Schiffsparten-Vereinigung A.G.<br>Flensburg Panama | T.Mk<br>**3 612**<br>2 302<br>6 744<br>**6 655**<br>4 145<br>9 945 | GL | **1977** Gebr. Schuerenstedt KG. —Bardenfleth/Weser (1368)<br>131,71 18,65 6,351/8,025<br>121,52 18,51 10,62<br>P 24,4 F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 19,6 39,2 16,1 ER<br>G.13 407 B.12 526<br>TEU 330<br>C.Ho 182/20' (40') C.Dk 148/20' (40') incl. 28 ref C.<br>3 Ha (stl) (12,6 × 8,0) (38,1 12,6 × 12,9) ER<br>Cr 4(16) | MaK 8M552AK<br>Oil 4SA 8Cy. 450 × 520 reduction geared to sc. shaft<br>6 300bhp (4 634kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 340kW 380V 50Hz a.c.<br>Fuel 130,0t (d.o.) 705,5t (hvf)-24,0pd 15,75kn |
| **URARA MARU**<br>**Sanoyasu Shoji K.K.**<br>Osaka, Osaka Pref. Japan | **2 681**<br>—<br>1 214 | | **1971** Fukuoka Zosen K.K.—Fukuoka (986)<br>101,58 19,26 4,725<br>94,01 19,21 6,15<br>2 dks | **TM RoRo Cargo/Ferry**<br>975dk P<br>Cars 28 Trailers 54 | Niigata 6MG31EZ<br>4 Oil 4SA each 6Cy. 310 × 380 geared to sc. shafts<br>8 000bhp (5 884kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 550kW 450V 60Hz a.c.<br>Fuel 31,0t (d.o.) 115,0t (i.f.o.)-30,0pd 16kn |
| **URARA MARU**<br>**Phoenix Kaiun Y.K.**<br>Tokushima, Tokushima Pref. Japan | **137**<br>—<br>454 | | **1987** Imura Zosen K.K.—Komatsushima (222)<br>40,40 2,600<br>38,50 8,50 2,85<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>Matsui Iron Works Co. Ltd. Japan |
| **URATA MARU**<br>**Naikai Eisen K.K. & K.K. Nissho Trade Marine Service**<br>Kobe, Hyogo Pref. Japan | **196**<br>—<br>— | | **1981** Kanbara Zosen K.K.—Onomichi (252)<br>31,50 2,700<br>26,97 8,80 3,58<br>1 dk | **TM Tug** | Mitsubishi S16N-T<br>2 Vee Oil 4SA each 16Cy. 160 × 180<br>Mitsubishi Heavy Industries Ltd. Sagamihara |
| **URAYOSHI MARU No. 68**<br>ex Meisei Maru No. 68-84<br>**Urayoshi Gyogyo Seisan Kumiai**<br>Nishinoshima, Shimane Pref. Japan | **145**<br>—<br>— | | **1976** K.K. Watanabe Zosensho—Nagasaki (683)<br>38,51 6,51<br>33,02 6,46 2,98<br>1 dk | **M Fishing/ Fish Carrier**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **URAYUKI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **123**<br>—<br>— | | **1975** Mitsubishi Heavy Industries Ltd. —Shimonoseki<br>26,00 1,130<br>24,50 6,29 3,04<br>1 dk | **Aluminium Alloy TrM Patrol Launch** | Mitsubishi 12DM20TK<br>3 Oil 4SA each 12Cy. 160 × 200<br>3 000bhp (2 207kW)<br>Mitsubishi Heavy Industries Ltd. Japan<br>Fuel 5,0t (d.o.) 22kn |
| **URAZURU MARU**<br>**Awaji Ferryboat Co. Ltd.**<br>Kobe, Hyogo Pref. Japan | **1 315**<br>—<br>574 | | **1974** Wakamatsu Zosen K.K.—Wakamatsu (250)<br>71,58 13,62 3,607<br>65,00 13,59 4,81<br>2 dks | **TM RoRo Cargo/Ferry**<br>505dk P<br>Cars 37 Trailers 20<br>Mchy.aft | Daihatsu 8DSM-26<br>2 Oil 4SA each 8Cy. 260 × 320<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 22,0t (d.o.) 88,5t (i.f.o.)-6,0pd 15kn |
| **URBASA**<br>**Pesquera Vasco-Gallega S.A.**<br>Vigo Spain | **187**<br>71<br>— | (BV) | **1954** Construcciones S.L.—Meira<br>*28,08* 6,20 3,302<br>6,18 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ha (0,9 × 0,9) | Polar<br>Oil 2SA 4Cy. 250 × 420<br>360bhp (265kW)<br>Atlas-Diesel A/B Stockholm<br>Fuel 48,5t (d.o.) 9,75kn |
| **URBIA**<br>**Pesquera Vasco-Gallega S.A.**<br>Vigo Spain | **296**<br>130<br>— | (BV) | **1961** Enrique Lorenzo y Cia. S.A.—Vigo (264)<br>40,11 6,89 3,595<br>33,38 6,80 4,02<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,2 × 1,2) | Krupps<br>Oil 4SA 8Cy. 295 × 420<br>700bhp (515kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel (d.o.) 12kn |
| **URD**<br>ex Aktiv Marine-91 ex Boyana-90<br>ex Seafreight Highway-89<br>ex Easy Rider-85<br>**Arka Marine II K/S**<br>Blaesbjerg Marine A/S<br>Kalundborg Denmark | T.Mk<br>**5 765**<br>2 342<br>6 235<br>T/cm<br>24,4 | (BV)<br>✠LR class withdrawn- Owners' request 6/11/90 | **1981**-6 Nuovi Cantieri Apuania S.p.A.—Marina di Carrara (2119)<br>150,81 (BB) 20,22 6,000<br>135,59 20,21 6,90<br>B 18,9 2 dks<br>rf nil<br>conv RoRo Cargo 91 | **TM RoRo Cargo/Ferry**<br>24bth D 600dk P<br>Ice strengthened<br>Stern door/ramp<br>Mchy.aft | MWM<br>2 Vee Oil 4SA each 12Cy. 330 × 360 geared to sc. shafts<br>8 826kW (11 999bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 700kW 220/450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 509,5t (d.o.) 1 198,5t (hvf) 17kn |
| **URDAX**<br>ex Gambo-61<br>**Calparsoro S.A.**<br>Cadiz Spain | **170**<br>71<br>69 | (BV) | **1948** Astilleros del Talleres—Santander<br>*27,50* 6,13 3,112<br>6,10 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>4 Ha (0,7 0,7 × 0,7) (0,7 0,7 × 0,6) | Oil 4SA 6Cy. 295 × 420<br>315bhp (232kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 54,0t (d.o.) 10kn |
| **URDIAIN**<br>ex Mar de Islandia-60<br>**Pesquera Vasco-Gallega S.A.**<br>Vigo Spain | **291**<br>139<br>— | (BV) | **1951** Construcciones S.L.—Meira<br>39,91 6,89 3,506<br>30,54 6,81 3,92<br>1 dk<br>RW<br>len 60 | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Duvant<br>Oil 4SA 6Cy. 315 × 480<br>900bhp (662kW) NE 68<br>Carmelo Unanue Zumaya<br>Fuel 66,5t (d.o.) 10,5kn |
| **URENGOY**<br>**Primorsk Shipping Co.**<br>(Nakhodka) (U.S.S.R.)<br>SatCom: 1401531 | *13 204*<br>*5 299*<br>17 200 | RS | **1975** Rauma-Repola Oy—Rauma/Raumo (231)<br>160,00 23,04 9,170<br>148,01 23,00 12,91<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 18 Ta ER<br>G.1 235 B.840 L.(oil) 17 940<br>1 Ha (7,0 × 7,0) ER<br>8 Cargo pumps total 3 000T/hr | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 500kW 400V 50Hz a.c.<br>Fuel (hvf) 16,25kn |
| **URFA**<br>**D.B. Deniz Nakliyati T.A.S. Genel Mudurlugu (Turkish Cargo Lines)**<br>Istanbul Turkey | *15 968*<br>*9 101*<br>27 004<br>T/cm<br>34,0 | AB | **1973** Namura SB. Co. Ltd.—Osaka (415)<br>177,04 (BB) 22,92 10,415<br>167,01 22,90 14,51<br>P 29,3 F 12,8 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>5 Ha (stl) ER<br>Cr 10(10) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 350kW<br>Fuel 1 806,5t (hvf) 15,5kn |

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| **8727288**<br><br>M-42161 | **URGA**<br>ex MRTK-1103-86<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Riga) (U.S.S.R.) | *117*<br>*35*<br>30 | <br><br>RS | **1986** ..............U.S.S.R.<br>25,50 7,00 2,390<br>22,00 - 3,30<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>221kW (300bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7396903**<br>*EGOG*<br>2685<br>Df Esd Gc<br>Rdr Rt | **URGAIN BAT**<br><br>**Pesquera Urgain S.A.**<br>Bilbao Spain | **206**<br>74<br>— | <br><br>(BV) | **1974** Ast. Luzuriaga S.A.—Pasajes (184)<br>34,60 6,61 3,404<br>27,51 6,58 3,59<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 2SA 6Cy. 260 × 400 reverse reduc to sc. shaft<br>600bhp (441kW)<br>Cons. Echevarria<br>Fuel 80,5t (d.o.) |
| **7396915**<br>*EGOH*<br>2683<br>Df Esd Gc<br>Rdr Rt | **URGAIN BI**<br><br>**Pesquera Urgain S.A.**<br>Bermeo Spain | **206**<br>74<br>— | <br><br>(BV) | **1974** Ast. Luzuriaga S.A.—Pasajes (185)<br>34,60 6,61 3,404<br>27,51 6,58 3,59<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 2SA 6Cy. 260 × 400 reverse reduc to sc. shaft<br>600bhp (441kW)<br>Cons. Echevarria<br>Fuel 80,5t (d.o.) |
| **7611303**<br>*ULEQ*<br>M-33729<br>Df Esd Gc<br>Rdr Rt | **URGAL**<br><br>**Dalryba**<br>(Mago) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | <br><br>RS | **1976** ..............U.S.S.R.<br>83,90 14,03 5,720<br>9,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.236 In.1 348 L.14<br>3 Ha (2,5 × 2,5) (2,0 2,0 × 2,0)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>CKD Praha<br>Controllable pitch propeller |
| **7928029**<br>*GBSQ*<br>389611<br>Esd Gc Pfd<br>Rdr Rt | **URGENCE**<br><br>**Crescent Shipping Ltd.**<br>Rochester United Kingdom | T.Mk<br>**699**<br>435<br>1 842 | **✠100A1** SS 2/86<br><br>**✠LMC** **UMS**<br>EL (J) 385,0/30,0U2<br>FN 1363 | **1981**-2 Cochrane Shipbuilders Ltd.—Selby (112)<br>84,82 11,49 3,442<br>81,01 11,41 5,41<br>RQD 15,9 RFD 8,9 2 dks<br>rf nil | **M General Cargo**<br><br>1 Ho 54,6 ER<br>G.2 478 B.2 472<br><br>1 Ha (stl) (50,0 × 8,2) ER | Alpha<br>Oil 4SA 8Cy. 225 × 300 with clutches, couplings & sr geared to sc. shaft<br>1 240bhp (912kW)<br>B&W Alpha Diesel Div. of B&W Diesel A<br><br>Gen 1 × 122kW 1 × 100kW 415V<br>Controllable pitch propeller<br>Fuel 72,5t (d.o.)-4,0pd |
| **7713278**<br>*UEAE*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **URGENCH**<br>ex Josephine-88 ex Inma-88<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | *4 415*<br>*2 651*<br>7 150 | <br><br>BV | **1979** Soc. Met. Duro Felguera—Gijon (145)<br>104,00 16,53 7,573<br>97,97 16,51 9,70<br>P 22,0 RQD 15,9 B 10,1 F 13,8 1 dk | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho 34,9 31,0 ER<br>G.8 914 HeCls. B<br>TEU 226<br>C.Ho 156/20' (40') C.Dk 70/20' (40')<br>2 Ha (stl) (each 25,9 × 12,6) ER<br>Cr 1(8) Der 2(5) | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 geared t<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 216kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 79,0t (d.o.) 273,5t (hvf)-11,0pd |
| **8411750**<br>*EDJI* | **URGOZO**<br><br>**Compania de Remolcadores Ibaizabal S.A.**<br>Bilbao Spain | **149**<br>—<br>315 | | **1984** S.L. Ardeag—Bilbao (138)<br>29,72<br>28,02 6,61 3,31<br>1 dk | **M Tanker**<br>Water<br>8 Ta ER<br>L.350 | Caterpillar<br>Oil 4SA 6Cy. 137 × 165 geared to sc.<br>335bhp (246kW)<br>Caterpillar Tractor Co. |
| **7347615**<br>*OHMS*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **URHO**<br><br>**Finnish Board of Navigation (Merenkulkuhallitus)**<br>Helsinki/ Helsingfors Finland | **7 011**<br>244<br>2 570 | | **1975** Oy Wartsila Ab—Helsinki/Helsingfors (401)<br>104,60 23,80 8,300<br>96,02 22,51 12,12<br>2 dks | **TD-E Icebreaker** | Pielstick<br>5 Vee Oil 4SA each 12Cy. 400 × 460<br>23 250bhp (17 102kW) driving 5<br>connected to 4 elec. motors each<br>(4 046kW) & geared to sc. shafts<br>Oy Wartsila Ab<br>2 Controllable pitch propellers , 2 fwd<br>Fuel (d.o.) |
| **7026596**<br>*YYFN*<br><br>Df Esd Gc<br>Rdr RTm/h | **URIBANTE**<br>ex Minatour-90 ex Tropic Eve-88<br>**King Ocean Services de Venezuela S.A.**<br>La Guaira Venezuela | **1 567**<br>1 103<br>2 501 | <br><br>BV | **1970** Buesumer Werft G.m.b.H.—Buesum (235)<br>81,49 13,42 5,106<br>75,82 13,21 7,70<br>2 dks | **M RoRo Cargo**<br>Deck Cargo<br>Stern ramp | MAN<br>Oil 4SA 16Cy. 220 × 300 sr geared<br>2 300bhp (1 692kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 140kW 440V 60Hz a.c. |
| **8030685**<br><br>653839<br>Esd Pfd Rdr Rt | **URIC TIDE**<br><br>**Tidewater Vessels Inc.**<br>Tidewater Marine Service Inc.<br>Morgan City, La United States of America | **282**<br>192<br>1 200 | <br><br>AB | **1982** Halter Marine Inc.—Moss Point, Ms (1021)<br>3,664<br>54,87 12,20 4,27<br>F 15,6 1 dk<br>rf 533 | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 20<br>reduction geared to sc. shafts<br>2 500bhp (1 839kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 135kW<br>Thw. thrust propeller fwd |
| **7129960**<br>*YQCE*<br>1010<br>Df Esd Gc<br>Pfd Rdr Rt | **URICANI**<br><br>**Compania de Navigatie Maritime PETROMIN**<br>Constantza Romània | **9 557**<br>2 971<br>12 500<br>T/cm<br>23,9 | <br><br>RNR | **1971** Santierul Naval Galatz—Galatz<br>148,72 19,77 7,933<br>140,75 19,72 10,72<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>5 Ho each 15,1 ER<br>G.7 773<br><br>5 Ha (stl) (each 15,0 × 9,9) ER | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 1 814,5t (hvf) |
| **5221453**<br>*EBZH*<br><br>Df Esd Rt | **URICEN UNO**<br>ex Mareton-88<br>**Asterrika S.A.**<br>Bermeo Spain | **240**<br>97<br>— | <br><br>BV | **1959** Hijos de J. Barreras S.A.—Vigo (1081)<br>35,13 6,89 3,544<br>29,75 6,80 3,97<br>1 dk<br>RW | **M Fishing**<br>Side Trawler | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW)<br>Hijos de J. Barreras S.A.<br>Fuel 71,0t (d.o.) |
| **7419224**<br>*EGWZ*<br><br>Df Esd Gc<br>Rdr Rt | **URICEN UNO**<br><br>**Uriondo y Cendoya**<br>Bermeo Spain | **227**<br>93<br>— | <br><br>(BV) | **1975** S.A. Balenciaga—Zumaya (259)<br>39,37 6,89 3,710<br>30,99 6,86 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 4SA 8Cy. 225 × 300<br>1 160bhp (853kW)<br>Cons. Echevarria<br>Fuel 78,5t (d.o.) |
| **7926239**<br>*YYAW*<br>AMMT-1264<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **URIMARE**<br>ex Caribbean Shoot-81<br>**Maraven S.A.**<br>Las Piedras Venezuela<br>SatCom: 1565120/YYAW | **33 100**<br>23 900<br>61 570 | **100A1** SS 5/86<br>oil tanker<br>**LMC** **UMS**<br>**IGS**<br>EL P 660,0/78,0U3<br>FN 11562<br>(AB) | **1981** Onomichi Zosen K.K.—Onomichi (296)<br>235,80 (BB) 32,24 12,223<br>224,01 32,20 19,41<br>1 dk<br>rf nil | **M Tanker**<br>IGS (LR) DSS<br>7 Ta ER<br>L.(oil) 76 511 | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>14 000bhp (10 298kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB 17,9kgf/cm² (17,6bar)<br>e(ex.g) 22,5kgf/cm² (22,1bar)<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel-41,5pd |
| **8026634**<br>*UDTM*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **URITSK**<br>ex Lux Scout-88 ex Escuby-88<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | *4 355*<br>*2 533*<br>7 150 | <br><br>BV | **1982** Soc. Met. Duro Felguera—Gijon (160)<br>103,99 16,54 7,573<br>95,74 16,50 9,71<br>1 dk | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho ER<br>G.8 914 B.8 468<br>TEU 226 C. 226/20' (40')<br>2 Ha (stl) (each 26,0 × 12,6) ER<br>Cr 1(8) Der 2(5) | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 with couplings & sr geared to sc.<br>2 944kW (4 002bhp)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 216kW 380V 50Hz a.c.<br>Fuel 73,5t (d.o.) 418,5t (hvf)-11,5 |
| **6917308**<br>*EDGL*<br>8998<br>Df Esd Pfd<br>Rdr Rt | **URIZAR**<br>Launched as Urabain<br>**Pesquera Vasco-Gallega S.A.**<br>Vigo Spain | **558**<br>225<br>669 | <br><br>BV | **1969** Enrique Lorenzo y Cia. S.A.—Vigo (346)<br>52,10 10,04 4,001<br>44,81 10,00 6,51<br>2 dks | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.542<br><br>3 Ha (1,3 × 4,3) (1,9 × 3,1) (1,5 × 1,9) ER | Duvant<br>Oil 4SA 8Cy. 315 × 480<br>1 200bhp (883kW)<br>Carmelo Unanue<br>Fuel 279,5t (d.o.) |

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| **URKERLAND**<br>ex Autol-90 ex Punta Motela-87<br>**Intername Shipping Ltd.**<br>Limassol Cyprus | **670**<br>387<br>1 195 | ✠**100A1** SS 4/89<br>strengthened for heavy<br>cargoes<br>✠**LMC**<br>EL K 357,5/28,0U2<br>FN 859 | **1980**-7 Ast. Luzuriaga S.A.—Pasajes (219)<br>62,82 10,65 3,952<br>57,00 10,61 4,45<br>P 11,3 F 9,5 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 38,1 ER<br>G.1 586 B.1 433<br>1 Ha (stl) (31,2 × 7,6) ER | Alpha 8T23L-VO<br>Oil 4SA 8Cy. 225 × 300 reverse reduction geared to sc. shaft<br>1 160bhp (853kW)<br>Cons. Echevarria Bermeo<br>Gen 2 × 72kW 1 × 52kW 1 × 12,5kW 380V 50Hz a.c. |
| **URKO**<br>**Cipriano Ojeda Perez**<br>Bilbao Spain | **143**<br>63<br>— | | **1944** Cia. Euskalduna—Bilbao<br>*26,22* 5,08<br>... ... ... | **M Fishing**<br>Side-fishing | Oil 2SA 6Cy. 240 × 370<br>416bhp (306kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>11,75kn |
| **URKO MENDI**<br>**Pesquera Almiketxu S.A.**<br>San Sebastian Spain | **293**<br>113<br>— | BV | **1975** S.A. Balenciaga—Zumaya (250)<br>43,52 8,16<br>37,34 7,98 3,84<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha 12V23L-VO<br>Vee Oil 4SA 12Cy. 225 × 300<br>1 180bhp (868kW)<br>Cons. Echevarria Bermeo<br>Fuel 178,5t (d.o.) 12,25kn |
| **URMILA**<br>**Government of The People's Republic of Bangladesh (Ministry of Food)**<br>Bangladesh | **215**<br>—<br>400 | | **1985** Highspeed SB. & Heavy Eng. Co. Ltd. —Dacca (87)<br>... ... ...<br>48,01 7,82 2,52 | **M General Cargo** | Deutz SBA6M816<br>Oil 4SA 6Cy. 142 × 160<br>390bhp (287kW)<br>Kloeckner Humboldt Deutz Ulm |
| **URNIETA**<br>**Pesquera Vasco-Gallega S.A.**<br>Vigo Spain | **296**<br>130<br>— | BV | **1961** Enrique Lorenzo y Cia. S.A.—Vigo (265)<br>40,11 6,89 3,595<br>33,38 6,80 4,02<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,2 × 1,2) | M.T.M.<br>Oil 4SA 8Cy. 295 × 420<br>700bhp (515kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel (d.o.) 12kn |
| **URQUIL**<br>**Pesquera del Atlantico S.A.I. y C.**<br>Buenos Aires Argentina | **1 461**<br>711<br>2 760 | (BV) | **1967** Enrique Lorenzo y Cia. S.A.—Vigo (319)<br>70,49 12,02 5,150<br>65,00 12,01 5,19<br>B 10,1 F 32,0 2 dks<br>RW BK 183 | **M Fishing**<br>Side Trawler Ref<br>2 Ho 21,5 17,3 ER<br>In.1 700<br>5 Ha (stl) (0,9 × 0,9) (1,0 1,0 × 1,0) (3,9 × 2,9) (3,9 × 2,5) ER | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 250kW 380V 50Hz a.c.<br>Fuel 368,5t (d.o.) 13,5kn |
| **URRACA III**<br>ex Wodan-79<br>Launched as Viking Princess<br>**Deir e Hijos S.A.**<br>Panama Panama | **399**<br>221<br>635 | (BV)<br>✠Classed LR until 11/12/81 | **1958**-8 Schps. "Hoogezand" J. Bodewes —Bergum (86)<br>50,53 8,21 3,290<br>46,31 8,16 3,59<br>RQD 11,6 F 8,3 1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho ER<br>G.779 B.750<br>2 Ha (each 10,9 × 5,2) ER | General Motors<br>Vee Oil 2SA 12Cy. 146 × 146 sr geared to sc. shaft<br>675bhp (497kW) ✠ NE 80<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Fuel 40,5t 9,5kn |
| **URRE TXINDORRA**<br>**Manuel E. Echevarria Hiros S.A.**<br>Pasajes Spain | **271**<br>99<br>143 | (BV) | **1974** Ast. de Murueta S.A.—Guernica (124)<br>39,63 7,62 3,582<br>34,50 7,60 4,09<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | MWM TD500-6<br>Oil 4SA 6Cy. 360 × 450<br>1 400bhp (1 030kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 127,0t (d.o.) 11kn |
| **URROZ**<br>ex Trindoqui-61<br>**Juan Perez Perez**<br>Vigo Spain | **162**<br>71<br>69 | (BV) | **1948** Astilleros del Talleres—Santander<br>*27,50* 6,13 3,125<br>6,10 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>4 Ha (0,7 0,7 × 0,7) (0,7 0,7 × 0,6) | Krupps<br>Oil 4SA 6Cy. 295 × 420<br>315bhp (232kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 45,5t (d.o.) 10kn |
| **URSA**<br>ex Bilberg I-90<br>**Baggermaatschappij Boskalis B.V.**<br>Papendrecht Netherlands | *3 877*<br>*1 163*<br>1 587<br>T/cm<br>15,0 | GL | **1986** O & K Tagebau und Schiffstechnik—Luebeck (775)<br>105,43 20,00 5,641<br>92,59 19,50 7,80<br>F 18,6 1 dk | **TM Dredger**<br>Cutter Suction<br>Dredging depth 25.0<br>Mchy.aft<br>Hopper 2 400<br>2 sandpumps each 3641kW (4950bhp), submerged suction pump 2170kW (2950bhp) | MAN 9L32/36<br>2 Oil 4SA each 9Cy. 320 × 360 with clutches, flexible couplings & sr geared to sc. shafts<br>10 060bhp (7 400kW)<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 2 × 3700kW 660V 50Hz a.c. 2 × 440kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 1 422,5t (d.o.) 13,5kn |
| **URSA MAJOR**<br>**Sidermar di Navigazione S.p.A.**<br>Napoli Italy | *46 178*<br>*26 039*<br>81 796<br>T/cm<br>76,2 | AB RI | **1977** Italcantieri S.p.A.—Genova (4326)<br>259,01 (BB) 32,31 14,045<br>248,01 32,26 19,21<br>F 18,0 1 dk<br>rf nil | **M Bulk Carrier**<br>9 Ho each 23,6 ER<br>G.94 012 HeCls. B<br>9 Ha (stl) (11,7 15,6 11,7 15,6 11,7 15,6 11,7 15,6 11,7 × 14,0) ER | GMT B900.7L<br>Oil 2SA 7Cy. 900 × 1600<br>20 300bhp (14 932kW)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 810kW a.c. 1 × 120kW a.c.<br>Fuel 533,0t (d.o.) 4 900,0t (hvf)-63,0pd 14,5kn |
| **URSA MAJOR**<br>**J. Romkes**<br>Urk Netherlands | **166**<br>62<br>— | | **1973** Holland Launch N.V.—Zaandam (513)<br>32,24 7,40 3,099<br>28,66 7,32 3,61<br>1 dk | **M Fishing**<br>Side Trawler | Kromhout 9F/SW240<br>Oil 4SA 9Cy. 240 × 260<br>747kW (1 016bhp)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **URSA MAYOR**<br>ex Eastern Bright VI-90<br>ex Tokuyoshi Maru No. 8-85<br>**P.T. Samudra Indah Gemilang**<br>Jakarta Indonesia | **999**<br>654<br>2 264 | KI (NK) | **1974** Sasaki Zosen K.K.—Kinoe (191)<br>76,51 11,03 4,852<br>72,07 11,00 5,01<br>1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 640 | Akasaka AH33<br>Oil 4SA 6Cy. 330 × 500<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW a.c.<br>11,5kn |
| **URSA MINOR**<br>ex Cornelia-87 ex Agama-83<br>ex Atlantic Wave-82 ex Cornelia B. I-78<br>**Protection Ltd.**<br>Swinship B.V.<br>Kingstown St. Vincent and the Grenadines | **499**<br>246<br>1 060 | GL (BV) | **1965** Firma C. Amels & Zoon Schpswf. & Mfbk. "Welgelegen"—Makkum (282)<br>68,23 10,44 3,963<br>64,98 10,37 6,25<br>1 dk & S dk | **M General Cargo** OSD<br>1 Ho ER<br>G.2 123 B.1 823<br>2 Ha (10,9 17,6 × 6,5) ER<br>Der 1(5-20) 1(5) 1(3) | MWM TRH348AU<br>Oil 4SA 8Cy. 320 × 480<br>772kW (1 050bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 52kW 1 × 48kW 220/380V a.c.<br>Fuel 81,5t 12,5kn |
| **URSA MINOR**<br>ex BSP 3144<br>**Jerry D. Thompson**<br>Juneau, Ak United States of America | **190**<br>157<br>— | | **1945** Sagstad Shipyards—Seattle, Wa<br>*24,85* 8,08<br>2,60<br>1 dk | **Wood M Fishing** | Oil<br>270bhp (199kW)<br>U.S.A. |
| **URSA MINOR**<br>ex Berendina-81<br>**H. & J. Romkes**<br>Urk Netherlands | **166**<br>62<br>— | | **1972** Holland Launch N.V.—Zaandam (508)<br>32,24 7,40 3,099<br>28,66 7,29 3,59<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Kromhout<br>Oil 4SA 9Cy. 240 × 260<br>1 015bhp (747kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **URSALA M**<br>ex Quest-79 ex E. F. Henley-77<br>ex Smart Aleck-74 ex Hatteras I<br>**Kenneth Miller**<br>Boston, Ma United States of America | **123**<br>87<br>— | | **1970** North American Rockwell Corp. (Hatteras Yacht Div.)—New Bern<br>*19,73*<br>6,71 3,15<br>1 dk | **Reinforced Plastic M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| **5364932**<br>*DEOJ*<br><br>Esd RdrRTm | **URSEL**<br>ex Bovik-73 ex Tor-On-66<br>**Ursel Fischerei G.m.b.H.**<br>Bremerhaven Federal Republic of Germany | *199*<br>*59*<br>106 | BV | **1962** Schiffswerft "Ernst Thalmann"—Brandenberg (131 12)<br>30,87 6,68 2,706<br>28,55 6,63 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>3 Ha (0,6 × 1,0) (1,5 1,5 × 1,4) ER<br>2W Der 1(3,5) 1(1,5) | Polar<br>Oil 4SA 6Cy. 250 × 300<br>600bhp (441kW)<br>Nydqvist & Holm A/B<br>Fuel (d.o.) |
| **5374365**<br>*EAKL*<br>7656<br>Df Esd Rdr<br>Rt | **URSUARAN**<br>**Navales Ceredeire S.L.**<br>Vigo Spain | **302**<br>151<br>224 | (BV) | **1956** Enrique Lorenzo y Cia. S.A.—Vigo (207)<br>39,91 6,89 3,506<br>6,81 3,92<br>1 dk<br>RW len 60 | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Duvant<br>Oil 4SA 6Cy. 315 × 480<br>900bhp (662kW) NE 68<br>Carmelo Unanue<br>Fuel 90,5t (d.o.) |
| **7236127**<br>*SEAK*<br><br>Df Esd Gc<br>Rdr RTh | **URSULA**<br>**SweFerry AB**<br>Helsingborg Sweden | **2 469**<br>1 240<br>880 | ✠**100A1** SS 3/90<br>Kattegat & Baltic service<br>Ice Class 1A<br>✠**LMC**<br>EL R $1\frac{9}{16}$"U2<br>FN 1394 | **1973**-3 Jos. L. Meyer—Papenburg (569)<br>71,30 16,74 4,014<br>64,17 16,31 5,41<br>B & F 60,7 1 dk, 2nd dk clear of mchy. spaces<br>rf 152 | **TM RoRo Cargo/Ferry**<br>800dk P<br>Bow door | Paxman<br>4 Oil 4SA each 6Cy. 260 × 368 sr ge<br>shafts<br>5 400bhp (3 972kW)<br>Ruston Paxman Diesels Ltd.<br>Gen 2 × 400kW 4 × 112kW 380V<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **8027676**<br>*V2FZ*<br>2131<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **URSULA**<br>ex Ursula Wessels-90<br>**Wessels Befrachtungs-und Bergederungsgesellschaft m.b.H. & Co. KG m.s. "Ursula Wessels"**<br>DAL Deutsche Afrika-Linien G.m.b.H. & Co.<br>Haren/Ems Antigua & Barbuda | **999**<br>606<br>2 976 | GL | **1981** M.A.N. Unternehmensbereich GHH Sterkrade —Walsum (1144)<br>99,80 11,41 4,341<br>95,41 11,35 4,45<br>F 7,7 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 67,8 ER<br>G.4 284 B.4 239<br>TEU 100<br>C.Ho 60/20' (40') C.Dk 40/20' (40')<br>1 Ha (stl) (66,6 × 9,1) ER | S.K.L.<br>Oil 4SA 8Cy. 320 × 480 sr reverse ge<br>shaft<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 104kW 1 × 40kW 220/38<br>Thw. thrust propeller fwd<br>Fuel 238,0t (d.o.)-6,0pd |
| **5190094**<br>*HO8175*<br>3165-PEXT<br>Df EsdRTm | **URSULA**<br>ex Barry-78 ex Ursula-75<br>ex Ursula P.-73 ex Klaus Wilhelm-66<br>**R. Pahladsingh & Zonen**<br>Panama Panama | **340**<br>181<br>542 | (GL) | **1950** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (245)<br>46,69 7,62 3,201<br>41,79 7,57 3,66<br>1 dk len 51 | **M General Cargo**<br>1 Ho 27,9 ER<br>G.715 B.675<br>2 Ha (11,9 12,5 × 5,0) ER<br>Der 2(2) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>250bhp (184kW)<br>Maschinenbau Kiel A.G.<br>Fuel (d.o.) |
| **7352476**<br>*9VEN*<br>382498<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **URSULA LEONHARDT**<br>ex Satsuky-82 ex Juno I-76<br>**Ursula Shipping Co. Pte. Ltd.**<br>Leonhardt & Blumberg<br>Singapore Singapore | **3 941**<br>2 820<br>6 557 | NK | **1974** Imabari Zosen—Imabari (316)<br>105,59 16,36 6,833<br>98,61 16,31 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 421 B.8 000<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>4W Der 4(15) | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 132kW<br>Fuel 552,5t-12,0pd |
| **7212080**<br>*SQBN*<br><br>Df Esd Gc<br>Rdr Rt | **URSUS**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdynia Poland | T.Mk<br>**6 378**<br>3 206<br>9 813<br>**10 071**<br>5 583<br>12 312 | PR | **1972** Stocznia Gdanska im. Lenina—Gdansk (B442/09)<br>154,67 20,65 7,900/8,967<br>143,14 20,55 12,70<br>2 dks | **M General Cargo**<br>Ref —bth P<br>Ice strengthened<br>4 Ho ER 1 Ho<br>G.19 110 B.17 193 In.1 228<br>5 Ha (stl) (11,9 × 8,0) (13,4 13,4 × 10,9) (12,3 × 6,6) ER (13,4 × 10,9)<br>16W Der 1(65) 16(5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>Gen 2 × 320kW 2 × 200kW 400V<br>Fuel 1 312,5t (hvf) |
| **5422863**<br>*IVHN*<br>612<br>Esd Rdr<br>RTm/v | **URSUS**<br>**Rimorchiatori Riuniti Panfido e C. S.p.A.**<br>Venezia Italy | **173**<br>50<br>— | RI | **1963** Cant. Nav. Breda S.p.A.—Venezia (230)<br>29,01 7,35 3,048<br>26,52 7,32 3,74<br>1 dk<br>RW | **M Tug**<br>Salvage<br>Der 1(2) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz<br>Gen 1 × 80kW 115/120V 50Hz a.c.<br>115V d.c.<br>Fuel (d.o.) |
| **5362219**<br>*JXBP*<br>15047<br>Rdr RTv | **URSUS**<br>ex Titan-89<br>**Buner Bukser og Battransport**<br>Namsos Norway | **146**<br>0<br>— | NV | **1958** Bolsones Verft—Molde (168)<br>27,89 7,01<br>24,49 6,99 3,66<br>1 dk<br>rf 780 BK 89 | **M Tug** | Alpha<br>Oil 2SA 8Cy. 290 × 490<br>Alpha-Diesel A/S<br>Gen 1 × 40kW 1 × 22kW 220V d.c.<br>Fuel 31,5t (d.o.)-4,5pd |
| **8118566**<br>*VRPC*<br>711269<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom<br>AMVER | **URSUYA**<br>ex General Lim-88 ex Lindnes-86<br>**Mission Shipping Ltd.**<br>Anglo-Eastern Ship Management Ltd.<br>Hong Kong Hong Kong (British) | *27 798*<br>*15 973*<br>47 882<br>T/cm<br>52,3 | ✠**100A1** SS 5/88<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty<br>✠**LMC** **UMS**<br>EL Mt 632,5/73,0U3(a)<br>FN 8961 | **1984**-2 Namura SB. Co. Ltd.—Imari (870)<br>189,08 (BB) 32,24 12,001<br>182,02 32,21 17,02<br>F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho 22,2 24,0 23,2 23,2 24,0 24,0 ER<br>G.59 250 HeCls. B<br>6 Ha (stl) (12,0 14,4 14,4 14,4 14,4 14,4 × 16,0) ER<br>Cr 3(25) | Sulzer<br>Oil 2SA 7Cy. 580 × 1700<br>9 520bhp (7 003kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 686kW 450V 60Hz a.c.<br>Fuel 164,0t (d.o.) 1 830,5t (hvf) |
| **5374468**<br>*EBYW*<br>7852<br>Df Esd Pfd<br>Rt | **URTAZUN**<br>**Pesqueros de Altura S.A.**<br>Vigo Spain | **281**<br>134<br>— | BV | **1958** Enrique Lorenzo y Cia. S.A.—Vigo<br>37,98 6,89 3,709<br>33,38 6,80 4,02<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha | Krupps<br>Oil 4SA 8Cy. 295 × 420<br>700bhp (515kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 48,5t (d.o.) |
| **8408430**<br>*DPUP*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **URTE**<br>**Jonny Petersen Reederei m.s. "Urte" KG**<br>Hamburg Federal Republic of Germany | *2 696*<br>*1 117*<br>3 035 | GL | **1985** Buesumer Werft G.m.b.H.—Buesum (2024)<br>92,51 (BB) 13,85 4,480<br>86,85 13,81 6,81<br>F 8,3 2 dks | **M General Cargo**<br>1 Ho 59,0 ER<br>G.5 150<br>TEU 166<br>C.Ho 108/20' (40') C.Dk 58/20' (40')<br>1 Ha (stl) (57,9 × 11,0) ER<br>Cr 2(25) | MaK<br>Oil 4SA 6Cy. 320 × 420 sr geared to<br>945bhp (695kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 270kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 60,0t (d.o.) 250,0t (i.f.o.)-6,0pd |
| **7525592**<br>*V2FQ*<br>2122<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **URTE**<br>ex Kattrepel-90 ex Neuwulmstorf II-87<br>ex Neuwulmstorf-86<br>**m.s. "Urte" E. Strahlmann & Co.**<br>Sprante Schiffahrts-Verwaltungs G.m.b.H.<br>Hamburg Antigua & Barbuda | **1 288**<br>929<br>2 908 | GL | Lch. **1976** Imamura Zosen—Kure (212)<br>Len & Cmpl. **1977** Hyundai SB. & Heavy Industry —Ulsan<br>96,32 (BB) 12,45 4,728<br>90,51 12,41 7,22<br>P 13,2 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho 69,5 ER<br>G.5 381 B.5 380<br>TEU 207<br>C.Ho 107/20' (40') C.Dk 100/20' (40')<br>1 Ha (stl) (60,5 × 10,0) ER | Yanmar<br>Oil 4SA 6Cy. 280 × 340 geared to<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 95kW 1 × 50kW 440V<br>Fuel 193,0t (d.o.)-6,0pd |
| **8900892**<br>*EGTT*<br><br>Rt | **URTIZBEREA ANAIAK**<br>**Rafael y Imanol Urtizberea**<br>Spain | **125**<br>—<br>99 | BV (Class cont.) | **1990** Astilleros Antonio Ascorreta—Pasajes de San Pedro (103)<br>... ... ...<br>23,02 6,51 3,31 | **M Fishing**<br>Long-line Ref | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 geared<br>600bhp (441kW)<br>Caterpillar Inc. |
| **6615182**<br><br>Esd Rt | **URUBAMBA 1**<br>ex Tasa 21-76<br>**Ana Karina SCR Ltda.**<br>Callao Peru | **105**<br>—<br>— | (AB) | **1965** Promecan Ingenieros S.A.—Callao (40)<br>... ... ...<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Normo<br>Oil 2SA 4Cy. 300 × 361<br>300bhp (221kW)<br>Normo Gruppen A/S<br>Controllable pitch propeller<br>Fuel 12,0t (d.o.) |
| **6710243**<br><br>Esd Rt | **URUBAMBA 2**<br>ex Tasa 22-76<br>**Pesquera Ballestas SCR Ltda.**<br>Callao Peru | **150**<br>—<br>— | (AB) | **1966** Promecan Ingenieros S.A.—Callao (66)<br>6,74<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Normo<br>Oil 2SA 4Cy. 300 × 361<br>300bhp (221kW)<br>Normo Gruppen A/S<br>Controllable pitch propeller<br>Fuel 12,0t (d.o.) |

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| **URUBAMBA 3**<br>ex Tasa 23-76<br>**Ana Karina SCR Ltda.**<br>Callao Peru | **150**<br>—<br>— | (AB) | **1966** Promecan Ingenieros S.A.—Callao (67)<br>21,49 6,74<br>6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Normo<br>Oil 2SA 4Cy. 300 × 361<br>300bhp (221kW)<br>Normo Gruppen A/S Bergen<br>Gen 2 × 50kW<br>Controllable pitch propeller<br>Fuel 12,0t (d.o.)<br>9kn |
| **URUBAMBA 4**<br>ex Tasa 25-76<br>**Pesquera Maria Del Rosario SCR Ltda.**<br>Callao Peru | **150**<br>—<br>— | (AB) | **1967** Promecan Ingenieros S.A.—Callao (97)<br>6,74<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Normo<br>Oil 2SA 4Cy. 300 × 361<br>300bhp (221kW)<br>Normo Gruppen A/S Bergen<br>Controllable pitch propeller<br>Fuel 12,0t (d.o.) |
| **URUBAMBA 5**<br>ex Ulises-76<br>**Pesquera Atlantida SCR Ltda.**<br>Tambo de Mora Peru | **158**<br>72<br>— | (AB) (GL) | **1966** Promecan Ingenieros S.A.—Callao (60)<br>6,79<br>21,47 6,71 3,51<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 5,0t 10kn |
| **URUBAMBA 6**<br>ex Golden Rose XI-76 ex Artefe 5-70<br>**Castro Brissolesi Reynoldo**<br>Callao Peru | **105**<br>—<br>— | (AB) | **1967** Promecan Ingenieros S.A.—Callao (79)<br>6,74<br>21,47 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr reverse geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 5,0t (d.o.) |
| **URUBAMBA 7**<br>ex Moquegua I-79<br>**Pesquera Mister Jonathan SCR Ltda.**<br>Tambo de Mora Peru | **164**<br>62<br>— | GL<br>✠Classed LR until 30/4/71 | **1967**-3 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (347)<br>25,20 7,14 3,175<br>21,49 6,71 3,51<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| **URUBAMBA 8**<br>ex Moquegua II-79<br>**Tambo Mar No. 3 SCR Ltda.**<br>Tambo de Mora Peru | **120**<br>—<br>— | ✠Classed LR until 4/71 | **1967**-4 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (349)<br>25,20 7,14 3,175<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **URUBAMBA 9**<br>ex Polaries-76<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Callao Peru | **150**<br>—<br>— | (AB) | **1966** Promecan Ingenieros S.A.—Callao (65)<br>6,74<br>21,47 6,71 3,51<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **URUBAMBA 10**<br>ex Sama 4-76<br>**Empresa Pesquera Los Andes SCR Ltda.**<br>Callao Peru | **150**<br>—<br>— | (AB) | **1968** Metal Empresa S.A.—Callao (L-1)<br>6,79<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 5,0t |
| **URUGUAY**<br>**Government of The Federative Republic of Brazil (Navegacao da Bacia do Prata - Ministerio da Viacao e Obras Publicas)**<br>Rio de Janeiro Brazil | **929**<br>513<br>1 131 | | **1926** Deutsche Werft Reiherstiegwerft—Hamburg (98)<br>75,52 11,54 2,731<br>11,49<br>B 19,9 F 7,4 1 dk<br>R | **TM General Cargo**<br>G.1 334<br>2W | MAN<br>2 Oil 4SA each 8Cy. 290 × 430<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 86,5t<br>9kn |
| **URUGUAYANA**<br>**Servicos de Navegacao da Amazonia e de Administracao do Porto do Para**<br>Belem Brazil | **160**<br>98<br>— | | **1913** James Rees & Sons Co.—Pittsburgh, Pa<br>*35,00* 7,98<br>... ... ...<br>1 dk<br>R | **S General Cargo** | Steam - x -<br>............ |
| **URUME MARU**<br>ex Shoei Maru<br>**Ishikawajima-Harima Heavy Industries Co. Ltd.**<br>Kure, Hiroshima Pref. Japan | **852**<br>470<br>— | | **1920** Mitsubishi Jukogyo—Nagasaki<br>41,56 19,82 1,610<br>38,99 3,66 | **TM** | Yanmar<br>2 Oil<br>250bhp (184kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>4,5kn |
| **URUME MARU**<br>**Kenzo Komatsu**<br>Kurahashi, Hiroshima Pref. Japan | **164**<br>—<br>470 | | **1986** Y.K. Kaneko Zosensho—Hojo<br>48,70 3,210<br>44,00 8,21 4,96<br>1 dk | **M General Cargo** | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>550bhp (405kW)<br>Matsui Iron Works Co. Ltd. Ise<br>10kn |
| **URUPEZ I**<br>**Urupez S.A.**<br>Uruguay | **250**<br>—<br>— | | **1978** Corena, Metalurgia e Constr. Naval S.A. —Itajai (080)<br>31,91 3,101<br>28,66 8,45<br>1 dk | **M Fishing** | Alpha 407-26VO<br>Oil 2SA 7Cy. 260 × 400<br>770bhp (566kW)<br>Alpha-Diesel A/S Frederikshavn |
| **URUPEZ II**<br>**Urupez S.A.**<br>Piriapolis Uruguay | **240**<br>97<br>300 | BV (NV) | **1981** B & W Skibsvaerft A/S—Kobenhaven (904)<br>32,59 (BB) 8,13 3,868<br>27,21 7,90 4,12<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd<br>In.270 L.55 | Alpha 407-26VO<br>Oil 2SA 7Cy. 260 × 400<br>770bhp (566kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 50kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>10,5kn |
| **URVASHI RANI**<br>**Union Carbide India Ltd.**<br>Bombay India | **185**<br>90<br>— | AB | **1976** Mazagon Dock Ltd.—Bombay (356)<br>27,34 8,06 2,901<br>25,89 7,92 3,64<br>F 12,5 1 dk | **M Fishing**<br>Side Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 88kW<br>10kn |
| **URZELA**<br>ex Princesa Voladora-81<br>ex Flying Princess-80<br>**STF Urzela Ltd.**<br>Shun Tak Ship Management Ltd.<br>Hong Kong Hong Kong (British) | **332**<br>248<br>— | AB | **1976** Boeing Marine Systems—Seattle, Wa (0007)<br>30,10 9,50 1,505/5,301<br>23,93 8,54 2,60<br>2 dks | **Aluminium Alloy TGT Hydrofoil Ferry**<br>250dk P<br>Mchy.aft | 2 Gas Turb dr geared to sc. shafts 7 400shp (5 443kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 2 × 50kW 440V 60Hz a.c.<br>2 Water jet propulsion units<br>Thw. thrust propeller fwd<br>43kn |
| **URZHUM**<br>**Omnitrade Shipping Co. Ltd.**<br>Acomarit Services Maritimes S.A.<br>Limassol Cyprus<br>SatCom: 1100442/URZH | **18 022**<br>13 142<br>29 990<br>T/cm<br>37,7 | NV<br>✠CLASS WITHDRAWN at Owners' request 21/7/91 | **1983**-1 Hellenic Shipyards—Skaramanga (1128)<br>170,69 (BB) 26,04 10,767<br>162,01 26,00 14,46<br>P 17,4 F 32,0 1 dk<br>rf nil Bow/CM 78 | **M Tanker**<br>IGS<br>7 Ta ER 14 Wing Ta<br>L.(oil) 40 139<br>4 Cargo pumps total 3 600T/hr | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>9 601kW (13 053bhp)<br>H. Cegielski Poznan<br>Gen 2 × 528kW 1 × 500kW 440V 60Hz a.c.<br>Fuel 211,0t (d.o.) 1 592,0t (hvf) 15,5kn |

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| **7214686**<br>*JEBW*<br>112829<br>Df Esd Gc<br>Pfd Rdr RTv | **USA MARU**<br>**Shoyo Kaiun K.K.**<br>Tokyo Japan<br>SatCom: 1200743/JEBW | **143 304**<br>53 370<br>269 110<br>T/cm<br>161,2 | NK | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2271)<br>337,02 (BB) 54,56 21,019<br>320,02 54,51 28,00<br>1 dk | **M Ore/Oil Carrier**<br>Adapted for Ore cargoes only<br>8 Ha (stl) (15,0 × 13,1) (19,9 19,9 19,9 19,9 19,9 19,9 19,9 × 16,2) ER | Pielstick<br>Vee Oil 4SA 12Cy. 570 × 620<br>13 240kW (18 000bhp) NE 84<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 800kW 1 × 750kW 450V |
| **7918218**<br>*JL4891*<br>124109 | **USA MARU**<br>**Usa Jari Y.K.**<br>Tosa, Kochi Pref. Japan | **197**<br>100<br>400 | | **1979** Imai Zosen—Kochi (392)<br>3,052<br>35,51 9,01 4,53<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 240 × 410<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo |
| **6804173**<br>Df Esd Gc<br>Pfd Rdr Rt | **USA MARU No. 1**<br>**Laurel Maritima S.A.** | **300**<br>155<br>— | | **1967** Kanasashi Co. Ltd.—Shimizu (772)<br>46,31 7,70 2,998<br>41,00 7,68 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 500<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo |
| **7943897**<br>*YCDO*<br>Df Esd Rdr RTm | **USAHA MINA I**<br>**P.T. Usaha Mina**<br>Jakarta Indonesia | **518**<br>188<br>1 139 | KI (GL) | **1976** Kleen-N-Paint Shipyard—Singapore (128)<br>49,50 8,92 4,200<br>48,00 4,65<br>B 15,6 F 7,1 1 dk | **M Refrigerated Cargo Fish Carrier**<br>In.455 | MWM<br>Oil 4SA 8Cy. 230 × 270<br>1 030bhp (758kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 380kW |
| **7943902**<br>*YCDP*<br>Df Esd Rdr RTm | **USAHA MINA II**<br>**P.T. Usaha Mina**<br>Jakarta Indonesia | **497**<br>182<br>1 139 | KI (GL) | **1976** Kleen-N-Paint Shipyard—Singapore (129)<br>48,54 8,92 4,311<br>48,01 4,65<br>B 15,6 F 7,1 1 dk | **M Refrigerated Cargo Fish Carrier**<br>In.455 | MWM<br>Oil 4SA 8Cy. 230 × 270<br>1 030bhp (758kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 380kW |
| **8037138**<br>*YCUB*<br>1603+GA<br>Df Rdr Rt | **USAHA MINA III**<br>**P.T. Usaha Mina**<br>Jakarta Indonesia | **114**<br>33<br>255 | KI (NK) | **1980** P.T. Ippa Gaya Baru—Semarang<br>34,50 - 2,300<br>27,50 5,71 2,65<br>1 dk | **M Fishing**<br>Mchy.aft<br>In.66 | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7205374**<br>Df Esd Gc<br>Rdr Rt | **USAHA MINA IV**<br>ex Kanei Maru No. 8-80<br>ex Shinpo Maru No. 1<br>**P.T. Usaha Mina**<br>Jakarta Indonesia | **299**<br>129<br>359 | KI (NK) | **1972** K.K. Ichikawa Zosensho—Ise (1295)<br>50,20 7,73 3,271<br>43,01 7,70 3,66<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>In.242 | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 400kW |
| **8329787**<br>*YDEA*<br>Rt | **USAHA MINA V**<br>ex Takuyo<br>**P.T. Usaha Mina**<br>Jakarta Indonesia | **289**<br>125<br>— | KI | **1972** Tokushima Zosen K.K.—Fukuoka<br>51,52<br>7,42 2,95<br>1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 280 × 400<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **8605545**<br>Esd Rdr Rt | **USHA**<br>**Sri Lakshmi Marine Products Ltd.**<br>India | **121**<br>—<br>— | | **1989** Hooghly Dock & Port Engineers Ltd. —Calcutta (444)<br>... ... ...<br>23,53<br>1 dk | **M Fishing**<br>Stern Trawler & Side Trawler | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 geared to<br>Caterpillar Inc. |
| **8727276**<br>M-38400 | **USHBA**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Sukhumi) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1986** .............U.S.S.R.<br>26,50 6,59 2,360<br>22,90 - 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp) |
| **6819609**<br>*LQUS*<br>Df Esd Gc<br>Rdr Rt | **USHUAIA**<br>ex Playa de Naos-78<br>Launched as Playa Naos<br>**Antartida Pesquera Industrial S.A.C.I.F. (API)**<br>Argentina | **2 622**<br>1 327<br>3 761 | ✠Classed LR until 18/7/84 | **1969**-2 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (216)<br>109,99 (BB) 15,30 6,458<br>98,96 15,27 9,28<br>RFD 9,2 2 dks, 3rd dk fwd of mchy. space | **M Refrigerated Cargo**<br>Ice strengthened<br>4 Ho 16,4 15,4 17,5 ER 16,0<br>In.4 879<br>4 Ha (stl) (7,1 7,1 7,1 × 5,0) ER (7,1 × 5,0)<br>Der 4(3)<br>12P | B&W<br>Oil 2SA 7Cy. 500 × 1100<br>5 400bhp (3 972kW)<br>Soc. Espanola de Const. Nav.<br>Gen 1 × 600kW 2 × 260kW 380V |
| **7359371**<br>*USYD*<br>M-17374<br>Df Esd Gc<br>Pfd Rdr RTv | **USINSK**<br>**Primorsk Shipping Co.**<br>(Nakhodka) (U.S.S.R.)<br>SatCom: 1401527/USYD | **12 196**<br>6 639<br>17 200 | RS | **1976** Rauma-Repola Oy—Rauma/Raumo (234)<br>160,00 23,04 9,170<br>147,99 23,00 12,91<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 18 Ta ER<br>G.1 235 B.840 L.(oil) 17 940<br>1 Ha (stl) (7,0 × 7,0) ER<br>2W Der 2(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>7 797kW (10 600bhp)<br>Bryansk Eng. Works<br>Gen 3 × 500kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf) |
| **6813394** | **USIWE KUPE**<br>**Government of The United Republic of Tanzania**<br>Dar es Salaam Tanzania | **120**<br>—<br>77 | | **1967** Fairmile Construction Co. Ltd.—Berwick-on-Tweed (638)<br>34,90 8,77 1,143<br>24,39 8,54 1,53<br>1 dk | **TM Ferry** | Kelvin<br>2 Oil 4SA each 3Cy. 165 × 184<br>78bhp (57kW)<br>Bergius Kelvin Co. Ltd. |
| **5374729**<br>169540 | **USK**<br>**J. Murphy & Sons Ltd.**<br>Cardiff United Kingdom | **823**<br>330<br>986 | ✠Classed LR until 6/7/73 | **1948**-6 Charles Hill & Sons Ltd.—Bristol (351)<br>56,19 10,67 4,039<br>53,35 10,37 4,65<br>RQD 16,5 RFD 13,8 1 dk<br>R | **S Hopper Barge**<br>Bottom doors<br>2 Ho each 10,0 ER | T 3Cy. 381 610 & 1016 x 686<br>750ihp (552kW)<br>Plenty & Son Ltd.<br>Gen 1 × 10kW 110V d.c.<br>Fuel 132,0t (o.f.) |
| **6602824**<br>*GSCA*<br>308800<br>RTv | **USKGARTH**<br>**Cory Towage Ltd.**<br>Cardiff United Kingdom | **161**<br>—<br>— | ✠**100A1** SS 2/87<br>tug<br>✠**LMC**<br>EL (b) 1"<br>FN 284 | **1966**-3 Richards (Shipbuilders) Ltd.—Lowestoft (484)<br>28,96 7,60 3,150<br>26,22 7,17 3,66<br>1 dk<br>RW rf 533 BK 152 | **M Tug** | Blackstone<br>Oil 4SA 8Cy. 222 × 292 sr reverse<br>shaft<br>Lister Blackstone Ltd.<br>Gen 2 × 30kW 220V d.c.<br>Fuel (d.o.) |
| **7946978**<br>*TC3493*<br>4567<br>Rdr RTv | **USKUDARLI-I**<br>ex Baris II-80<br>**Lutfullah Uskudarti**<br>Istanbul Turkey | **362**<br>224<br>850 | | **1977** Gemi Insaat Kollektif Sirketi—Balat, Istanbul<br>49,41 3,150<br>44,00 7,97 3,54<br>1 dk | **M General Cargo** | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>500bhp (368kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8729444**<br>*LYMB*<br>0544<br>Esd Rdr Rt | **USMA**<br>**"Uzvara"**<br>Riga Latvia | *723*<br>*216*<br>414 | RS | **1989** .............U.S.S.R.<br>54,84 4,141<br>50,32 10,16 5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.412 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 158bhp (852kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| **8026646**<br>*UEBV*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>AMVER | **USOLYE**<br>ex Lux Spirit-88 ex Josemi-87<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | **3 945**<br>2 722<br>7 114 | BV | **1982** Soc. Met. Duro Felguera—Gijon (161)<br>104,00 16,53 7,570<br>97,97 16,51 9,70<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 914 B.8 070 HeCls. B<br>TEU 226 C.Ho 156/20' C.Dk 70/20'<br>2 Ha (stl) (each 25,9 × 12,5) ER<br>2W Cr 1(8) Der 2(5) | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 with<br>couplings & sr geared to sc. shaft<br>2 944kW (4 002bhp)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 216kW 380V 50Hz a.c.<br>Fuel 72,5t (d.o.) 412,0t (hvf)-12,5 |

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| **USSURI**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**2 407**<br>751<br>—<br>**3 234**<br>1 501<br>4 303 | RS | **1966** VEB Schiffswerft "Neptun"—Rostock (235)<br>105,85 14,64 6,554<br>95,71 14,53 8,03<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7 4 TwD<br>G.6 248 B.5 775<br>4 Ha (stl) (9,9 × 6,8) (10,3 10,3 × 8,9) ER (9,6 × 7,0)<br>8W Der 1(35) 4(5) 4(3) | MAN K6Z57/80-A<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 456,0t-11,5pd 13,5kn |
| **USSURIYSK**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**7 236**<br>3 998<br>—<br>**9 501**<br>5 336<br>12 050 | (RS)<br>✠Classed LR until 12/62 | **1960**-12 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (770)<br>157,51 19,56 9,200<br>145,01 19,51 11,94<br>F 18,3 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>5 Ho 21,3 20,1 20,1 ER 21,0 21,0 5 TwD<br>G.19 552 B.17 512 L.820<br>5 Ha (stl) (11,5 12,0 12,0 × 8,9) ER (12,0 12,0 × 8,9)<br>16W Der 2(60) 16(5) | B&W 8-74VTBF-160<br>Oil 2SA 8Cy. 740 × 1600<br>10 000bhp (7 356kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel-34,5pd 17,5kn |
| **USSURIYSK**<br>**Primorsk Shipping Co.**<br>(Nakhodka) (U.S.S.R.) | *5 154*<br>*1 741*<br>6 237<br>T/cm<br>16,2 | RS | **1986** Rauma-Repola Oy—Rauma/Raumo (290)<br>113,00 18,33 7,200<br>105,33 18,31 8,50<br>1 dk<br>Bow/CM 50 Diam. 0,200 | **M Tanker/ Icebreaker**<br>Ice strengthened DB Stern disch.<br>3 Ta 8 Wing Ta ER<br>L.(oil) 6 067<br>11 Cargo pumps total 1 730T/hr | B&W 6L45GFCA<br>Oil 2SA 6Cy. 450 × 1200 total 5 914bhp (4 350kW) driving 2 gen. each 1 168kW 380V a.c. 2 gen. each 1 776kW 380V a.c. connected to 3 elec. motors each of 543shp (399kW) & reduction geared to sc. shafts<br>Bryansk Eng. Works U.S.S.R.<br>Gen 4 × 220kW 380V 50Hz a.c.<br>14kn |
| **USSURIYSKAYA**<br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Nakhodka) (U.S.S.R.) | **780**<br>270<br>931 | RS | **1973** Fukushima Zosen Ltd.—Matsue (263)<br>59,33 10,34 3,770<br>55,00 10,01 4,32<br>1 dk | **TM Sand Carrier**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 250 × 340<br>600bhp (441kW)<br>U.S.S.R. |
| **USSURIYSKAYA TAYGA**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | **12 383**<br>3 776<br>9 360 | RS | **1984** VEB Mathias-Thesen-Werft—Wismar (226)<br>152,94 8,021<br>142,02 22,22 13,62<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>4 Ho ER<br>In.13 184<br>4 Ha (stl) (each 6,0 × 4,0) ER<br>Cr 2(10) 7(5) | MAN K5SZ70/125BL<br>Oil 2SA 5Cy. 700 × 1250<br>10 330bhp (7 598kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 588kW 390V 50Hz a.c.<br>17,5kn |
| **USSURIYSKIY ZALIV**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | **12 891**<br>6 872<br>11 816 | RS (BV) | **1971** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (119)<br>164,60 22,20 8,002<br>153,22 22,15 13,90<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>5 Ho ER<br>G.1 446 In.14 119<br>5 Ha (3,9 × 3,4) (3,9 3,9 3,9 3,9 × 5,8) ER<br>10W Der 2(10) 8(5) | Pielstick 12PC2V-400<br>2 Vee Oil 4SA each 12Cy. 400 × 460 geared to sc. shaft<br>11 160bhp (8 209kW)<br>At. & Ch. de Nantes (Bretagne-Loire) Nantes<br>17,5kn |
| **UST-ILIMSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **4 821**<br>1 637<br>5 873 | RS | **1981** Rauma-Repola Oy—Rauma/Raumo (265)<br>115,50 17,02 7,000<br>105,01 17,01 8,51<br>P 36,0 F 15,0 1 dk | **M Tanker**<br>Replenishment<br>SBT Ice strengthened<br>1 Ho 8 Ta ER<br>B.203 L.(oil) 6 240 HeCls. ptB ptC<br>1 Ha (2,5 × 3,2) ER | B&W 5DKRN50/110-2<br>Oil 2SA 5Cy. 500 × 1100<br>3 351bhp (2 465kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 264kW 380V 50Hz a.c.<br>Fuel 88,0t (d.o.) 400,0t (hvf)-16,5pd 14kn |
| **UST-IZHMA**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | **4 816**<br>1 637<br>5 873 | RS | **1981** Rauma-Repola Oy—Rauma/Raumo (268)<br>115,50 17,02 7,001<br>105,01 17,01 8,51<br>1 dk | **M Tanker**<br>Replenishment<br>Ice strengthened<br>1 Ho 8 Ta ER<br>B.203 L.(oil) 6 240 HeCls. ptB ptC<br>1 Ha (2,5 × 3,2) ER | B&W 5DKRN50/110-2<br>Oil 2SA 5Cy. 500 × 1100<br>3 351bhp (2 465kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 264kW 380V 50Hz a.c.<br>Fuel 88,0t (d.o.) 400,0t (hvf)-16,5pd 14kn |
| **UST-KAN**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | **4 821**<br>1 637<br>5 873 | RS | **1981** Rauma-Repola Oy—Rauma/Raumo (266)<br>115,50 17,02 7,001<br>105,01 17,01 8,51<br>P 36,0 F 15,0 1 dk | **M Tanker**<br>Replenishment<br>SBT Ice strengthened<br>1 Ho 8 Ta ER<br>B.203 L.(oil) 6 240 HeCls. ptB ptC<br>1 Ha (2,5 × 3,2) ER | B&W 5DKRN50/110-2<br>Oil 2SA 5Cy. 500 × 1100<br>3 351bhp (2 465kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 264kW 380V 50Hz a.c.<br>Fuel 88,0t (d.o.) 400,0t (hvf)-16,5pd 14kn |
| **UST-KARSK**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | **4 821**<br>1 635<br>5 873 | RS | **1979** Rauma-Repola Oy—Rauma/Raumo (255)<br>115,50 17,02 7,000<br>105,01 17,00 8,51<br>P 36,0 F 15,0 1 dk | **M Tanker**<br>Replenishment<br>SBT Ice strengthened<br>1 Ho 8 Ta ER<br>B.203 L.(oil) 6 420 HeCls. ptB ptC<br>1 Ha (2,5 × 3,2) ER<br>Der 1(1) | B&W 5DKRN50/110-2<br>Oil 2SA 5Cy. 500 × 1100<br>3 351bhp (2 465kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 264kW 380V 50Hz a.c.<br>Fuel 88,0t (d.o.) 400,0t (hvf)-16,5pd 14kn |
| **UST-KUT**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | **4 821**<br>1 635<br>5 873 | RS | **1979** Rauma-Repola Oy—Rauma/Raumo (252)<br>115,50 17,05 7,000<br>105,01 17,01 8,51<br>P 36,0 F 15,0 1 dk | **M Tanker**<br>Replenishment<br>SBT Ice strengthened<br>1 Ho 8 Ta ER<br>B.203 L.(oil) 6 420 HeCls. ptB ptC<br>1 Ha (2,5 × 3,2)<br>Der 1(1) | B&W 5-50VT2BF-110<br>Oil 2SA 5Cy. 500 × 1100<br>3 351bhp (2 465kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 264kW 380V 50Hz a.c.<br>Fuel 88,0t (d.o.) 400,0t (hvf)-16,5pd 14kn |
| **UST-LABINSK**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | **4 816**<br>1 637<br>5 863 | RS | **1982** Rauma-Repola Oy—Rauma/Raumo (272)<br>115,19 17,05 7,001<br>105,01 17,01 8,51<br>1 dk | **M Tanker**<br>Replenishment<br>Ice strengthened<br>1 Ho 8 Ta ER<br>B.203 L.(oil) 6 420 HeCls. ptB ptC<br>1 Ha (2,5 × 3,2) ER | B&W 5DKRN50/110-2<br>Oil 2SA 5Cy. 500 × 1100<br>3 351bhp (2 465kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 264kW 380V 50Hz a.c.<br>Fuel 88,0t (d.o.) 400,0t (hvf)-16,5pd 14kn |
| **UST-78**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **107**<br>33<br>69 | PR | **1979** Stocznia "Ustka"—Ustka (B410/34)<br>25,73 2,893<br>22,51 7,23 3,51<br>1 dk | **M Fishing**<br>Stern Trawler | Sulzer 6AL20/24<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech. Puck<br>Gen 1 × 32kW 1 × 29,25kW 400V a.c.<br>Controllable pitch propeller<br>11kn |
| **UST-79**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **107**<br>33<br>68 | PR | **1979** Stocznia "Ustka"—Ustka (B410/33)<br>25,84 3,201<br>24,41 7,23 3,48<br>1 dk | **M Fishing**<br>Stern Trawler | Sulzer 6AL20/24<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech. Puck<br>Gen 1 × 32kW 1 × 29kW 400V a.c.<br>Controllable pitch propeller<br>11kn |
| **UST-80**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **107**<br>33<br>68 | PR | **1978** Stocznia "Ustka"—Ustka (B410/28)<br>25,71 2,900<br>24,41 7,23 3,48<br>1 dk | **M Fishing**<br>Stern Trawler | Sulzer 6AL20/24<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech. Puck<br>Gen 1 × 32kW 1 × 29kW 400V a.c.<br>Controllable pitch propeller<br>11kn |
| **UST-81**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **107**<br>32<br>68 | PR | **1978** Stocznia "Ustka"—Ustka (B410/27)<br>25,84 2,890<br>24,41 7,21 3,48<br>1 dk | **M Fishing**<br>Stern Trawler | Sulzer 6AL20/24<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech. Puck<br>Gen 1 × 32kW 1 × 29kW 400V a.c.<br>Controllable pitch propeller<br>11kn |

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| **7905950**<br>Df Esd Rdr<br>Rt | **UST-82**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **107**<br>33<br>68 | **1979**<br>25,66<br>PR 22,51<br>1 dk | Stocznia "Ustka"—Ustka (B410/39)<br>2,890<br>7,23 3,48 | **M Fishing**<br>Stern Trawler | Sulzer<br>Oil 4SA 6Cy. 200 × 240 geared to sc<br>570bhp (419kW)<br>Puckie Zaklady Mech.<br>Gen 1 × 32kW 1 × 29kW 400V a.c<br>Controllable pitch propeller |
| **7905962**<br>Df Esd Rdr<br>Rt | **UST-83**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **107**<br>33<br>68 | **1979**<br>25,71<br>PR 22,51<br>1 dk | Stocznia "Ustka"—Ustka (B410/40)<br>2,890<br>7,23 3,48 | **M Fishing**<br>Stern Trawler | Sulzer<br>Oil 4SA 6Cy. 200 × 240 geared to sc<br>570bhp (419kW)<br>Puckie Zaklady Mech.<br>Gen 1 × 32kW 1 × 29kW 400V a.c<br>Controllable pitch propeller |
| **7625861**<br>Df Esd Rdr<br>Rt | **UST-84**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **115**<br>35<br>68 | **1977**<br>25,84<br>PR 22,51<br>1 dk | Stocznia "Ustka"—Ustka (B410/16)<br>7,24 2,890<br>7,19 3,48 | **M Fishing**<br>Stern Trawler | Sulzer<br>Oil 4SA 6Cy. 200 × 240 reduction gea shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech.<br>Gen 1 × 32kW 1 × 29kW 400V a.c<br>Controllable pitch propeller |
| **7606918**<br>Df Esd Rdr<br>Rt | **UST-85**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **115**<br>35<br>68 | **1977**<br>25,86<br>PR 22,51<br>1 dk | Stocznia "Ustka"—Ustka (B410/13)<br>7,24 2,860<br>7,19 3,48 | **M Fishing**<br>Stern Trawler<br>G.90 | Sulzer<br>Oil 4SA 6Cy. 200 × 240 reduction gea shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech.<br>Gen 1 × 32kW 1 × 29kW 400V a.c<br>Controllable pitch propeller |
| **7606877**<br>Df Esd Rdr<br>Rt | **UST-86**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **115**<br>35<br>68 | **1976**<br>25,84<br>PR 22,51<br>1 dk | Stocznia "Ustka"—Ustka (B410/10)<br>7,24 2,860<br>7,19 3,48 | **M Fishing**<br>Side Trawler | Sulzer<br>Oil 4SA 6Cy. 200 × 240 reduction gea shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech.<br>Gen 1 × 32kW 1 × 29kW 400V a.c<br>Controllable pitch propeller |
| **7606889**<br>Df Esd Rdr<br>Rt | **UST-87**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **115**<br>35<br>69 | **1976**<br>25,81<br>PR 22,51<br>1 dk | Stocznia "Ustka"—Ustka (B410/09)<br>7,24 2,860<br>7,19 3,48 | **M Fishing**<br>Side Trawler | Sulzer<br>Oil 4SA 6Cy. 200 × 240 reduction gea shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech.<br>Gen 1 × 32kW 1 × 29kW 400V a.c<br>Controllable pitch propeller |
| **7393494**<br>Df Esd Rdr<br>Rt | **UST-88**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **106**<br>38<br>35 | **1974**<br>24,44<br>PR 21,85<br>1 dk | Stocznia "Ustka"—Ustka (B25s/A36)<br>6,58 2,471<br>6,56 3,38 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller |
| **7405560**<br>Df Esd Rdr<br>Rt | **UST-89**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **106**<br>38<br>35 | **1974**<br>24,41<br>PR 21,85<br>1 dk | Stocznia "Ustka"—Ustka (B25s/A37)<br>6,58 2,501<br>6,56 3,38 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller |
| **7325825**<br>Df Esd Rdr<br>Rt | **UST-90**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **105**<br>38<br>38 | **1973**<br>24,59<br>PR 21,95<br>1 dk | Stocznia "Ustka"—Ustka (B25s/A20)<br>6,58 2,501<br>6,53 3,38 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller |
| **7325813**<br>Df Esd Rdr<br>Rt | **UST-91**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **105**<br>38<br>38 | **1973**<br>24,44<br>PR 21,95<br>1 dk | Stocznia "Ustka"—Ustka (B25s/A21)<br>6,58 2,501<br>6,53 3,38 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller |
| **7334307**<br>Df Esd Rdr<br>Rt | **UST-92**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **106**<br>39<br>39 | **1973**<br>24,57<br>PR 21,95<br>1 dk | Stocznia "Ustka"—Ustka (B25s/A22)<br>6,58 2,501<br>6,53 3,38 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller |
| **7334319**<br>Df Esd Rdr<br>Rt | **UST-93**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **106**<br>39<br>50 | **1973**<br>24,57<br>PR 21,95<br>1 dk | Stocznia "Ustka"—Ustka (B25s/A23)<br>6,56 2,501<br>6,53 3,38 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller |
| **7227839**<br>Df Esd Rdr<br>Rt | **UST-94**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **103**<br>34<br>43 | **1972**<br>24,57<br>PR 21,85<br>1 dk | Stocznia "Ustka"—Ustka (B25s/A07)<br>6,58 2,286<br>6,56 3,38 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller |
| **7227841**<br>Df Esd Rdr<br>Rt | **UST-95**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **102**<br>33<br>43 | **1972**<br>24,41<br>PR 21,85<br>1 dk | Stocznia "Ustka"—Ustka (B25s/A08)<br>6,58 2,286<br>6,56 3,38 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller |
| **7228338**<br>Df Esd Rdr<br>Rt | **UST-96**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **103**<br>34<br>44 | **1972**<br>PR 24,52<br>21,95<br>1 dk | Gdynska Stocznia Remontowa—Gdynia<br>(B25s/343)<br>6,58 2,500<br>6,53 3,38 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller |

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| **UST-97**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **102**<br>33<br>43 | PR | **1971** Stocznia "Ustka"—Ustka (B25s/A01)<br>24,46 6,61 2,500<br>21,85 6,56 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10,5kn |
| **UST-98**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **103**<br>33<br>43 | PR | **1972** Gdynska Stocznia Remontowa—Gdynia (B25s/339)<br>24,41 6,58 2,500<br>21,95 6,53 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10,5kn |
| **UST-102**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **102**<br>34<br>44 | PR | **1972** Stocznia "Ustka"—Ustka (B25s/A03)<br>24,46 6,58 2,500<br>21,85 6,56 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 24V d.c.<br>Controllable pitch propeller<br>10,5kn |
| **UST-115**<br>ex HEL-118-90 ex GDY-175<br>**Maciej Dlouhy**<br>Ustka Poland | **106**<br>39<br>42 | PR | **1961** Gdynska Stocznia Remontowa—Gdynia (B25s/229)<br>24,54 6,58 2,361<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 4kW 1 × 2,5kW 1 × 1,5kW 24V d.c.<br>9,5kn |
| **UST-200**<br>Launched as UST-76<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **102**<br>30<br>68 | PR | **1980** Stocznia "Ustka"—Ustka (B410/48)<br>25,76 7,22 2,901<br>24,36 3,48<br>1 dk | **M Fishing**<br>Stern Trawler | Sulzer 6AL20/24<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech. Puck<br>Gen 2 × 36kW 400V a.c.<br>Controllable pitch propeller<br>10,75kn |
| **UST-201**<br>Launched as UST-77<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **102**<br>30<br>68 | PR | **1980** Stocznia "Ustka"—Ustka (B410/49)<br>25,68 7,22 2,901<br>24,36 3,48<br>1 dk | **M Fishing**<br>Stern Trawler | Sulzer 6AL20/24<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech. Puck<br>Gen 2 × 36kW 400V a.c.<br>Controllable pitch propeller<br>10,75kn |
| **UST-202**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **102**<br>30<br>69 | PR | **1981** Stocznia "Ustka"—Ustka (B410/58)<br>25,68 7,22 2,890<br>24,36 3,48<br>1 dk | **M Fishing**<br>Stern Trawler | Sulzer 6AL20/24<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech. Puck<br>Gen 2 × 36kW 400V a.c.<br>Controllable pitch propeller<br>11kn |
| **UST-203**<br>Launched as GDY-221<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **132**<br>44<br>79 | PR | **1981** Stocznia "Ustka"—Ustka (B410/60)<br>25,68 7,22 2,980<br>24,39 3,48<br>1 dk | **M Fishing**<br>Stern Trawler | Sulzer 6AL20/24<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech. Puck<br>Gen 2 × 36kW 400V a.c.<br>Controllable pitch propeller<br>11kn |
| **UST-204**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **177**<br>53<br>126 | PR | **1989** Stocznia "Ustka"—Ustka (B280/07)<br>26,77<br>7,41 3,66<br>1 dk | **M Fishing**<br>Stern Trawler | Sulzer 6AL20/24<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>419kW (570bhp)<br>H. Cegielski Poznan<br>10kn |
| **UST-205**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **178**<br>53<br>152 | PR | **1990** Stocznia "Ustka"—Ustka (B280/08)<br>26,78 7,14 3,200<br>23,87 - 3,66<br>1 dk | **M Fishing**<br>Stern Trawler<br>In.140 | Sulzer 6AL20D<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW)<br>H. Cegielski Poznan<br>Gen 1 × 50kW 1 × 41,6kW 400V a.c.<br>10kn |
| **UST-206**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Korab"**<br>Ustka Poland | **177**<br>53<br>126 | PR | **1990** Stocznia "Ustka"—Ustka (B280/09)<br>26,78 - 3,200<br>23,86 7,41 3,65<br>1 dk | **M Fishing**<br>Stern Trawler<br>In.140 | Sulzer 6AL20D<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW)<br>H. Cegielski Poznan<br>Gen 1 × 50kW 1 × 41,6kW 400V a.c.<br>10kn |
| **USTOYCHIVYY**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **167**<br>43<br>100 | RS | **1971** ............U.S.S.R.<br>34,02 7,09 2,890<br>- 3,89<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (stl) (1,6 × 1,3)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.)<br>9kn |
| **USTRICHNYY**<br>**Dalryba**<br>(Mago) (U.S.S.R.) | *704*<br>*211*<br>308 | RS | **1990** Zhabarovsk Shipyard—Khabarovsk<br>56,42 9,53 4,141<br>49,97 - 5,01<br>0 dks | **M Fishing**<br>Long-line Ref<br>Ice strengthened<br>In.200 | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>11,75kn |
| **USTRINE**<br>ex Baltic Sprite-74<br>**Caroline Shipping Co. Ltd.**<br>Losinjska Plovidba OOUR Brodarstvo<br>Kingstown St. Vincent and the Grenadines | **890**<br>436<br>—<br>**1 599**<br>972<br>2 627 | ✠**100A1** SS 8/88<br>✠**LMC**<br>EL q 1$\frac{7}{16}$"SQ<br>FN 1458<br>JR | **1960**-11 Kroegerwerft G.m.b.H.—Rendsburg (1171)<br>80,17 12,60 —/5,639<br>74,71 12,50 7,01<br>F 8,0 1 dk & S dk<br>rf nil | **M General Cargo** OSD/CSD<br>2 Ho 24,8 23,0 ER<br>G.3 470 B.3 190<br>2 Ha (stl) (each 15,8 × 5,6) ER<br>Cr 3(3) | MAN<br>Oil 4SA 8Cy. 400 × 600<br>1 650bhp (1 214kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 80kW 230V d.c.<br>Fuel 231,5t (d.o.) 13kn |
| **USTRITSA**<br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.) | *249*<br>*74*<br>80 | RS | **1984** Stocznia "Ustka"—Ustka (B275/04)<br>26,37 3,285<br>8,01 4,02<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Sulzer 6AL20/24<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>750bhp (552kW)<br>H. Cegielski Poznan |
| **USTYUZHNA**<br>ex Brigitte-88 ex Lorena-88<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | *4 415*<br>*2 651*<br>7 150 | BV | **1978** Soc. Met. Duro Felguera—Gijon (144)<br>104,00 16,53 7,573<br>97,97 16,51 9,70<br>P 22,0 RQD 15,9 B 9,8 F 13,8 1 dk | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho 34,9 31,0 ER<br>G.8 914 B.7 928 HeCls. B<br>2 Ha (stl) (each 25,9 × 12,6) ER<br>Cr 1(8) Der 2(5) | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 216kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 79,0t (d.o.) 273,5t (hvf)-11,0pd 12kn |

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| **8501050** | **USUMACINTA**<br>**Government of Mexico (Secretaria de Communicaciones y Transportes Servicio de Transbordadores, Direccion General)**<br>Tampico Mexico | **127**<br>116<br>50 | | (AB) | **1983** Construcciones Navales de Tampico S.A. —Tampico (5)<br>... ... ...<br>24,39 9,15 1,86 | **M Ferry** | | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152<br>Caterpillar Inc. |
| **6814233**<br>*LQXU*<br>Df Esd Gc<br>Rdr Rt | **USURBIL**<br>**Pesquera del Atlantico S.A.I. y C.**<br>Buenos Aires Argentina | **1 338**<br>612<br>2 995 | | BV | **1968** Enrique Lorenzo y Cia. S.A.—Vigo (329)<br>70,49 12,02 5,160<br>66,73 12,01 5,19<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>3 Ho<br>In.1 699 | | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 280kW<br>Fuel 549,5t (d.o.) |
| **7644922** | **UTAH V**<br>**Utah Development Co.**<br>Hay Point Services Pty. Ltd.<br>*Brisbane, Queensland* Australia | **510**<br>—<br>1 156 | **100A**<br>pontoon<br>restricted service | SS 1/90<br>EL (D)<br>FN 674 | **1970** North Queensland Engineers & Agents Pty. Ltd.—Cairns<br>33,53 17,68<br>33,51 17,67 2,42<br>1 dk<br>rf nil | **Deck Cargo Pontoon** | | |
| **8014887**<br>*JL4708*<br>125457<br>Rdr Rt | **UTAKA MARU**<br>**Utaka Kokudo Ferry K.K.**<br>Takamatsu, Kagawa Pref. Japan | **999**<br>—<br>250 | | | **1980** Sanuki Zosen Tekkosho K.K.—Takuma (1072)<br>... ... ...<br>70,21 12,50 4,50<br>1 dk | **TM RoRo Cargo/Ferry**<br>Cars 75 Trailers 29 | 730dk P | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340<br>1 176kW (1 599bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8730508**<br>*UHPE*<br>M-12943 | **UTASHUD**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *448*<br>*134*<br>207 | | RS | **1989** .............U.S.S.R.<br>44,89 9,48 3,771<br>39,37 5,14 | **M Fishing**<br>Stern Trawler Seiner Ref<br>In.210 | | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 150kW a.c. |
| **8318063**<br>*DFTS*<br>Df Esd Gc<br>Rdr RTm/v | **UTE**<br>**Reinhold Fischer K.G.**<br>Wilhelm E. F. Schmid G.m.b.H.<br>Stade Federal Republic of Germany | *1 204*<br>*389*<br>1 082 | | GL | **1984** Husumer Schiffsw.—Husum (1488)<br>63,00 (BB) 11,46 3,282<br>58,50 11,31 5,72<br>F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 37,1 ER<br>G.2 302 B.2 282<br>1 Ha (stl) (37,1 × 9,0) ER | | Callesen<br>Oil 4SA 6Cy. 270 × 400 reduction geared shaft<br>800bhp (588kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S<br>Gen 1 × 96kW 1 × 50kW 1 × 24kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **6813124**<br>*UYOR*<br>Df Esd Gc<br>Rdr Rt | **UTENA**<br>ex Tsiglomen-92<br>**Lithuanian Shipping Company (LISCO)**<br>Klaipeda Lithuania | **2 723**<br>1 302<br>3 930 | | RS | **1968** Hollming Oy—Rauma/Raumo (175)<br>102,27 14,05 6,201<br>93,20 14,03 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>G.5 171 B.4 785<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works<br>Fuel 30,5t (d.o.) 254,0t (hvf) |
| **7909619**<br>*DJIQ*<br>Esd Gc Rdr<br>RTv | **UTHLANDE**<br>**Wyker Dampfschiffs-Reederei Amrum G.m.b.H.**<br>Wyk-auf-Fohr Federal Republic of Germany | *1 734*<br>*576*<br>305 | | GL | **1980** Husumer Schiffsw.—Husum (1460)<br>67,87 12,83 1,901<br>64,98 12,81 3,20<br>B 37,5 1 dk<br>len 86 | **M RoRo Cargo/Ferry**<br>Bow ramp Stern ramp | 975dk P | MWM<br>2 Oil 4SA each 6Cy. 230 × 270<br>1 800bhp (1 324kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **8100648**<br>*DBCH*<br>Esd Gc Pfd<br>Rdr RTm/v | **UTHORN**<br>**Government of The Federal Republic of Germany (Bundesminister fur Forschung und Technologie)**<br>Biologische Anstalt Helgoland<br>Helgoland Federal Republic of Germany | **254**<br>70<br>87 | | GL | **1982** Schiffsw. Schloemer GmbH & Co. K.G. —Oldersum (280)<br>30,51 8,59 2,501<br>26,50 8,50 3,36<br>F 14,4 1 dk | **TM Research/ Fishery Survey Vessel**<br>Ice strengthened | | MWM<br>2 Vee Oil 4SA each 12Cy. 120 × 130 clutches, flexible couplings & sr shafts<br>630bhp (463kW)<br>Motorenw. Mannheim A.G. (MWM)<br>2 Controllable pitch propellers |
| **7041364**<br>*3VHH*<br>TG127<br>Rdr Rt | **UTIQUE**<br>**Government of The Republic of Tunisia (Office des Ports Nationaux Tunisiens)**<br>Bizerta Tunisia | **226**<br>—<br>— | | (BV) | **1967** Leningradskiy Petrozavod—Leningrad<br>29,32 8,31 3,074<br>26,98 7,95 4,35<br>1 dk | **TM Tug** | | Russkiy<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works<br>Gen 2 × 50kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 36,5t (d.o.) |
| **7205001**<br>*JG3152*<br>112716<br>Rdr Rt | **UTO MARU**<br>ex Aso Maru-78<br>**Aomori Ko Kanri Jimusho**<br>Aomori, Aomori Pref. Japan | **180**<br>50<br>— | | | **1971** Towa Zosen K.K.—Shimonoseki (418)<br>29,60 8,03 2,502<br>26,01 8,01 3,51<br>1 dk | **TM Tug** | | Niigata<br>2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 50kW 225V a.c.<br>Fuel 30,5t |
| **7913919**<br>*JG3967*<br>123539<br>Rdr Rt | **UTOKU MARU No. 3**<br>**Utoku Kaiun K.K.**<br>Tokyo Japan | **159**<br>—<br>278 | | | **1979** Shimoda Dockyard Co. Ltd.—Shimoda (300)<br>31,70 7,24 2,450<br>29,82 7,01 2,67<br>1 dk | **M Tanker**<br>Mchy.aft | | Matsui<br>Oil 4SA 6Cy. 230 × 380<br>300bhp (221kW)<br>Matsui Iron Works Co. Ltd. |
| **7913921**<br>*JG3989*<br>123540<br>Rdr Rt | **UTOKU MARU No. 5**<br>**Utoku Kaiun K.K.**<br>Tokyo Japan | **296**<br>—<br>560 | | | **1979** Shimoda Dockyard Co. Ltd.—Shimoda (301)<br>41,00 3,250<br>38,03 8,01 3,51<br>1 dk | **M Tanker**<br>Mchy.aft | | Matsui<br>Oil 4SA 6Cy. 230 × 380<br>500bhp (368kW)<br>Matsui Iron Works Co. Ltd. |
| **7720958**<br>Esd Rdr Rt | **UTONKON**<br>**Federal Military Government of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **90**<br>—<br>— | ✠**100A1**<br>Nigerian coasting service<br>**LMC** | SS 3/84<br>EL (A) 165,0/13,0U1<br>FN 107 | **1978**-7 Akerboom Bros. Shipyard Ltd.—Leiden (520)<br>18,22 4,60 1,750<br>15,22 4,36 2,62<br>1 dk<br>rf - | **TM Pilot Cutter** | | General Motors<br>2 Vee Oil 2SA each 8Cy. 108 × 127 reduction geared to sc. shafts<br>350kW (476bhp)<br>General Motors Ltd.<br>Gen 1 × 2kW 2 × 1,5kW 24V d.c. |

**SURVEYS OVERDUE — CLASS SUSPENDED 22/9/89**

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| **7029483**<br>*JQDV*<br>102582<br>Esd Rdr Rt | **UTOPIA**<br>ex Ferry Lilac-80 ex Ferry Izu<br>ex Suzuran Maru<br>**Nishi-Nippon Kisen Co. Ltd.**<br>Shimonoseki, Yamaguchi Pref. Japan | **9 991**<br>—<br>3 086 | | | **1970** Koyo Dockyard Co. Ltd.—Mihara (567)<br>160,64 25,66 6,058<br>151,01 25,61 8,79<br>1 dk | **TM RoRo Cargo/Ferry**<br>Bow door/ramp Stern door/ramp | 590P | Pielstick<br>2 Vee Oil 4SA each 18Cy. 400 × 460 sc. shafts<br>18 000bhp (13 240kW)<br>Fuji Diesel Co. Ltd.<br>Gen 3 × 920kW 440V 60Hz a.c. |
| **7810143**<br>*LHWJ*<br>19291<br>Gc Rdr Rt | **UTSIRA**<br>**Utsira Kommune**<br>Haugesund Norway | **193**<br>101<br>40 | | (NV) | **1979** Karmsund Verft & M/V A/S—Haugesund (22)<br>27,44<br>23,63 7,33 3,81<br>P -F - 1 dk<br>rf 894 BK 102 | **M Ferry/General Cargo**<br>1 Ho ER<br>1 Ha (3,5 × 2,2) ER | | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 geared<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 45kW 1 × 31kW 220V<br>Thw. thrust propeller fwd |

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| **UTSIRA LOCH**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **132**<br>46<br>— | DSRK | **1957** Stralsund Schiffbau-u. Reparaturswerft<br>—Stralsund<br>26,45 6,71 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>Halberstadt Halberstadt<br>Gen 2 × 14,5kW 110V d.c.<br>9kn |
| **UTSKAR**<br>ex Dano-Fjord-85<br>ex Sundbuss Pernille II-75<br>**Aug. Lindholms Eftr. Ab**<br>Stockholm Sweden | *214*<br>*80*<br>— | NV | **1965** Lindstols Skips & Batbyg. A/S—Risor (261)<br>31,15 7,52 2,013<br>28,61 7,31 2,62<br>F - 1 dk<br>rf 1199 | **TM Ferry**<br>Ice strengthened | 223P | Penta<br>2 Oil 4SA each 6Cy. 121 × 140 sr geared to sc. shafts<br>400bhp (294kW)<br>A/B Volvo-Penta Goteborg<br>Gen 2 × 49kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 12,0t (d.o.)-1,0pd |
| **UTSTEIN**<br>ex Eidfjord-87<br>**Rogaland Trafikkselskap A/S**<br>Stavanger Norway | **592**<br>307<br>250 | (NV) | **1975** Haugesunds Slip A/S—Haugesund (18)<br>64,32 11,28 3,117<br>58,50 11,23 4,22<br>1 dk<br>rf 1745 BK 1859 | **M RoRo Cargo/Ferry**<br>Mchy.aft | 390dk P | Wichmann 5AXA<br>Oil 2SA 5Cy. 300 × 450<br>1 375bhp (1 011kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 72kW 220V 50Hz a.c.<br>2 propellers aft, 1 fwd<br>Fuel (d.o.) 13,25kn |
| **UTSUMI**<br>**Tsuneishi Port Service K.K.**<br>Numakuma, Hiroshima Pref. Japan | **196**<br>—<br>— | | **1981** Sanyo Zosen K.K.—Mukaishima (825)<br>2,801<br>26,01 8,62 3,61<br>1 dk | **TM Tug** | | Niigata 6L25BX<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| **UTSUMI No. 2**<br>ex Ikuchi Maru-85<br>ex Mukaishima Maru No. 35-84<br>**Bigo Zosen K.K.**<br>Mukaishima, Hiroshima Pref. Japan | **193**<br>—<br>180 | | **1977** Kanbara Zosen K.K.—Onomichi (228)<br>33,80 2,200<br>28,60 10,00 2,90<br>1 dk<br>RW | **TM RoRo Cargo/Ferry** | 146dk P | Yanmar 6ML<br>2 Oil 4SA each 6Cy. 200 × 240<br>260bhp (191kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **UTTARKASHI**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India<br>SatCom: 1640231/UTRK | *28 739*<br>*15 763*<br>44 415 | IRS NV | **1986** Daewoo SB. & Heavy Machinery Ltd.<br>—Okpo (1036)<br>189,01 30,43 11,300<br>182,02 30,41 16,41<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.57 167<br>5 Ha (stl) (18,7 × 13,1) (18,7 18,7 18,7 18,7 × 14,7) ER<br>Cr 5(25) | | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>7 944kW (10 800bhp)<br>Korea Heavy Industries & Construction Co. Ltd. Changwon<br>Gen 3 × 600kW 1 × 540kW 1 × 132kW 380V 50Hz a.c. |
| **UTYOS**<br>**Sevryba**<br>(Vladivostok) (U.S.S.R.) | **1 160**<br>348<br>404 | RS | **1983** ..............U.S.S.R.<br>58,55 12,67 4,690<br>51,62 - 5,90<br>1 dk | **D-E Tug**<br>Salvage<br>Ice strengthened | | 2 Oil driving gen. connected to elec. motor<br>U.S.S.R. |
| **UTYOS**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **1 074**<br>232<br>440 | RS | **1976** ..............U.S.S.R.<br>58,55 12,68 4,687<br>51,62 5,90<br>1 dk | **D-E Tug**<br>Salvage<br>Ice strengthened<br>Der 1(5) 1(1) | | 2 Oil 4SA each 6Cy. 300 × 380 driving gen. connected to elec. motor & geared to sc. shaft<br>U.S.S.R.<br>13,25kn |
| **UVAROVSK**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | T.Mk<br>**1 725**<br>816<br>—<br>**2 635**<br>1 418<br>1 741 | RS | **1979** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B406/02)<br>85,10 15,02 —/6,001<br>75,01 9,20<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Ice strengthened<br>4 Ta ER 3 Ho<br>B.140 In.1 605<br>3 Ha (each 2,2 × 1,9) ER<br>Der 2(15) 1(1,5) | | Sulzer 8ZL40/48<br>Oil 4SA 8Cy. 400 × 480 geared to sc. shaft<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Thw. thrust propeller fwd 1 aft<br>Fuel 949,0t 15,25kn |
| **UVERO**<br>ex Falcon ex E. G. B. Riley-50<br>ex Seabord No. 1<br>**Government of The Republic of Cuba (Empresa Nacional de Cabotaje)**<br>La Habana Cuba | **464**<br>285<br>584 | | **1929** Bethlehem SB. Corp.—Quincy, Ma (1425)<br>*48,86* 10,11<br>10,06<br>1 dk<br>R | **M Tanker**<br>Mchy.aft<br>L.(oil) 736 | | Winton<br>Oil 2SA 6Cy. 280 × 380<br>Winton Eng. Corp. U.S.A.<br>Fuel 9,0t-1,5pd 6kn |
| **UWAJIMA 2**<br>**Uwajima Unyu K.K.**<br>Uwajima, Ehime Pref. Japan | **2 099**<br>—<br>958 | | **1983** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (910)<br>91,67 (BB) 15,63 4,311<br>84,03 15,61 5,80<br>1 dk | **TM RoRo Cargo/Ferry**<br>Bow door & ramp<br>2 Stern door/ramp<br>Cars 22 Trailers 30 | 600dk P | Daihatsu 6DSM-32<br>4 Oil 4SA each 6Cy. 320 × 380 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>7 200bhp (5 296kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 29,0t (d.o.) 107,0t (hvf)-21,0pd 17,8kn |
| **UWE URSULA**<br>**Horst Brey**<br>Hamburg Federal Republic of Germany | **198**<br>104<br>335 | (GL) | **1935** C. Luehring, Schiffswerft u. Trockendock<br>—Kirchhammelwarden (183)<br>37,93 7,04 2,710<br>34,80 6,99 3,31<br>RQD 7,1 F 2,2 1 dk<br>R len 36 | **M General Cargo**<br>1 Ho ER<br>G.453 B.424<br>2W | | MaK<br>Oil 4SA 6Cy. 215 × 360<br>180bhp (132kW) NE 51<br>Maschinenbau Kiel A.G. Kiel<br>8kn |
| **UWEX**<br>ex Finnsnes-84<br>**A/S Betongsprengning**<br>Aalesund Norway | *212*<br>*63*<br>— | (NV) | **1958** Kaarbos M/V A/S—Harstad (23)<br>28,78 8,62<br>26,70 8,01 3,26<br>1 dk<br>rf 902 BK 102 | **M RoRo Cargo/Ferry**<br>Cars 16<br>Mchy.aft | 160dk P | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>430bhp (316kW) E made69 fitted70<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 10kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **UXIA**<br>ex Dawn Pearl-87 ex Eredene-81<br>**Vincentpride Ltd.**<br>Cmaine (Shipping) Ltd.<br>Aberdeen United Kingdom | **214**<br>77<br>— | ✠**100A1** SS 4/87<br>✠**LMC**<br>EL (c) $\frac{15}{16}$"<br>FN 340 | **1961**-4 J. Lewis & Sons Ltd.—Aberdeen (302)<br>*32,31* 7,12<br>31,81 7,01 3,66<br>F 5,2<br>RW rf 991 BK 178 conv Side Trawler Fishing 81 conv Stand-by Safety Vessel 87 | **M Fishing**<br>Side Trawler<br>Der 1(1,5) | | Blackstone<br>Oil 4SA 8Cy. 222 × 292 sr reverse geared to sc. shaft<br>NE made73 fitted4/74<br>Mirrlees Blackstone (Stamford) Ltd. Stamford |
| **UXMAL**<br>**Permargo International S.A.**<br>Salina Cruz Mexico | **193**<br>—<br>— | (AB) | **1981** Alblas Scheepswerf—Krimpen a/d Ijssel (3111)<br>27,61 8,01 3,444<br>27,36 7,80 4,07<br>F 5,8 1 dk<br>rf 1219 | **TM Tug** | | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 55kW a.c.<br>13kn |
| **UYAK I**<br>ex State Rebel-88<br>**Uyak Fisheries Inc.** | **197**<br>133<br>1 300 | AB | **1977** Blount Marine Corp.—Warren, RI (205)<br>3,547<br>53,29 11,89 4,27<br>F 11,9 1 dk | **TM Supply Ship**<br>Deck Cargo Anchor-handling | | Caterpillar D399SCAC<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>12kn |

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| **7001235**<br>*UTCP*<br>M-28005<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **UZBEKISTAN**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **3 170**<br>1 225<br>1 434 | RS | **1964** Zelenodolsk Shipyard—Zelenodolsk<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.170 In.1 455<br>5 Ha (1,2 1,2 × 1,3) (1,3 × 1,5) (1,6 1,6 × 1,6)<br>4W Der 2(7,5) 2(1,5) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **7110907**<br>*IQAU*<br>186<br>Esd Rdr Rt | **UZEDA CATANESE**<br>ex Uzeda ex Audacia<br>**Fratelli Giacalone e Gilante**<br>Mazara del Vallo Italy | **157**<br>76<br>61 | | **1971** Dante Castracani—Ancona (79)<br>30,51 6,30 2,553<br>23,02 6,28 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | MWM<br>Oil 4SA 8Cy. 250 × 350<br>470bhp (346kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **7646853**<br>*UHUD*<br>S-34683<br>Df Esd Gc<br>Rdr Rt | **UZEIR GADZHIBEKOV**<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1977** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,671<br>108,01 12,98 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,0 18,0 18,0 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7826221**<br>*EKHR*<br>M-33464<br>Df Esd Gc<br>Rdr RTv | **UZHGORSK**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | T.Mk<br>**1 725**<br>816<br>—<br>**2 635**<br>1 418<br>1 749 | RS | **1979** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B406/04)<br>85,00 15,03 —/6,000<br>75,01 - 9,20<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Ice strengthened<br>3 Ta<br>B.1 850 | Sulzer<br>Oil 4SA 8Cy. 400 × 480 geared to sc.<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Thw. thrust Contr. pitch propeller fwd,<br>Fuel 949,0t |
| **8727355**<br>*UUZJ*<br>M-40258<br>Rt | **UZHVENTIS**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Pyarnu) (U.S.S.R.) | *359*<br>*107*<br>129 | RS | **1987** ............U.S.S.R.<br>35,72 8,92 3,490<br>31,00 - 6,07<br>2 dks | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>589kW (801bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 200kW a.c. |
| **7110505**<br>*EEOY*<br>114<br>Df Esd Rdr Rt | **UZTARGI**<br>**Pesqueras Uztargi**<br>Ondarroa Spain | **184**<br>61<br>155 | (BV) | **1971** Ast. Zamacona S.A.—Bilbao (66)<br>29,44<br>25,02 7,01 3,41<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Alpha<br>Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW)<br>Cons. Echevarria |
| **8112366**<br>Esd Rdr Rt | **UZU**<br>ex Lake Sonfon-90<br>**Misurata Port Authority**<br>Tripoli Libya | **121**<br>36<br>51 | ✠**100A1** SS 5/90<br>tug<br>Mediterranean coastal service and harbour use<br>**LMC**<br>EL (B) 220,0/16,0U2(a)<br>FN 233 | Lch.**1981** Cmpl.**1987**-9 Scheepswerf Aalst/'t Gilde B.V.—Aalst ((2709))<br>25,66 6,94 2,909<br>23,17 6,61 3,43<br>1 dk<br>rf - Box K 191 | **TM Tug** | Deutz<br>2 Vee Oil 4SA each 12Cy. 142 × 160 with clutches, flexible couplings & sr reverse to sc. shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 48kW 380V 50Hz a.c. |
| | | | **SURVEYS OVERDUE — CLASS SUSPENDED 4/10/91** | | | |
| **8512047**<br>Df Esd Gc<br>Rdr RTv | **UZUNDEMIR**<br>Launched as Hudem<br>**Hudem Denizcilik Ticaret A.S. (Hudem Shipping A.S.)**<br>Uzundemir Group of Shipping (Uzundemir Gemi Isletmeciligi Kollektif Sirketi)<br>Istanbul Turkey | **3 990**<br>2 602<br>6 500 | AB | **1990** Uzundemir Gemi Tersanesi Lt. Sti. —Karadeniz Eregli (3)<br>108,72 16,00<br>97,10 - 8,80<br>1 dk | **M General Cargo**<br>2 Ho each 36,1 ER<br>2 Ha (stl) (each 28,8 × 10,2) ER<br>Der 4(10) | MaK<br>Oil 4SA 8Cy. 320 × 420 sr geared to sc.<br>2 401kW (3 264bhp)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 200kW a.c. 1 × 120kW a.c. |
| **7530303**<br>*TCEU*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **UZUNOGLU**<br>ex Seadove-86 ex Aphrodite K-84<br>ex Buyo-84 ex Pine Loyal-81<br>ex Grace-77<br>**Hakki Uzunoglu**<br>Istanbul Turkey | **10 125**<br>7 405<br>15 878 | BV (NK) | **1976** Hashihama Zosen—Imabari (613)<br>138,21 21,44 9,524<br>123,70 21,40 14,00<br>1 dk | **M General Cargo**<br>3 Ho ER<br>G.21 740 B.20 440<br>3 Ha (stl) (30,7 18,6 18,6 × 10,5) ER<br>Der 2(32) 1(20) 1(15) | B&W<br>Oil 2SA 9Cy. 500 × 900<br>5 500bhp (4 046kW)<br>Hitachi Zosen Maizuru Works<br>Gen 2 × 300kW 445V 60Hz a.c. |
| **6820086**<br>*JJ2306*<br>104731<br>Df Esd Rt | **UZUSHIO**<br>ex Izumi Maru-84<br>**Suzaki Eisen K.K.**<br>Susaki, Kochi Pref. Japan | **175**<br>—<br>— | | **1968** Ishikawajima Ship & Chemical Plant Co. —Tokyo (382)<br>29,04 8,23 2,794<br>28,02 8,21 3,92<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA cach 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. |
| **6503250**<br>*JJ2066*<br>97055<br>Gc Rdr Rt | **UZUSHIO MARU**<br>**K.K. Sanwa Shosen**<br>Ushibuka, Kumamoto Pref. Japan | **366**<br>—<br>117 | | **1964** Mitsubishi Heavy Industries Ltd. —Shimonoseki (613)<br>54,31 9,61 2,363<br>44,51 9,00 3,51<br>1 dk | **TM RoRo Cargo/Ferry**<br>Mchy.aft<br>350dk P | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>550bhp (405kW)<br>Daihatsu Kogyo<br>Gen 2 × 40kW 225V a.c.<br>Fuel 15,0t-2,5pd |
| **7432721**<br>*JM3870*<br>118146<br>Rdr Rt | **UZUSHIO MARU**<br>**Tokusho Senpaku K.K.**<br>Onishi, Ehime Pref. Japan | **197**<br>—<br>— | NK | **1975** Kochi Jyuko K.K.—Kochi (883)<br>29,19<br>26,47 8,62 3,79<br>1 dk<br>RW | **TM Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 320 × 510<br>Hanshin Nainenki Kogyo |
| **6870330**<br>*UMZO*<br>M-24295<br>Rt | **UZVARA**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | **264**<br>94<br>134 | RS | **1957** ............East Germany<br>39,15 7,37 2,931<br>3,48<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>In.167<br>2 Ha (each 1,2 × 1,2)<br>Der 1(1) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>E made69 fitted—<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **7812012**<br>*EHXT*<br>Df Esd Gc<br>Rdr Rt | **V CENTENARIO**<br>ex El Segundo-87<br>**Mariscos Rodriguez S.A.**<br>Huelva Spain | *2 617*<br>*785*<br>1 881 | BV | **1986** Ast. de Huelva S.A.—Huelva (115)<br>74,71 14,23 4,422<br>69,12 14,20 5,62<br>3 dks | **M RoRo Cargo**<br>Ref | Alpha<br>Vee Oil 4SA 14Cy. 225 × 300 with flexible couplings & sr geared to sc. shaft<br>2 170bhp (1 596kW)<br>Cons. Echevarria<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Controllable pitch propeller |
| **8518388** | **V. B. C. CHOLA**<br>**V.B.C. Exports Ltd.**<br>Visakhapatnam India | **155**<br>47<br>80 | IRS (NV) | **1987** Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A. (245)<br>24,95 7,42 3,010<br>22,05 3,00<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.110 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches, flexible couplings & sr geared to sc.<br>368kW (500bhp)<br>Caterpillar Inc.<br>Gen 2 × 63kW 415V 50Hz a.c. |
| **8628274**<br>*VVMP*<br>2214<br>Esd Rdr Rt | **V. B. C. GOWTAMI**<br>**V.B.C. Exports Ltd.**<br>Visakhapatnam India | **116**<br>35<br>73 | IRS (AB) | **1987** Alcock, Ashdown Ltd.—Bhavnagar (137)<br>23,50 - 2,830<br>20,35 7,31 3,41<br>1 dk | **TM Fishing**<br>Trawler | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152 with sc. shafts<br>296kW (402bhp)<br>Caterpillar Tractor Co.<br>Gen 2 × 40kW 440V 50Hz a.c. |

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| **V. B. C. PANDYA**<br>**V.B.C. Exports Ltd.**<br>Visakhapatnam India | **155**<br>47<br>80 | IRS (NV) | **1987** Australian SB. Industries (W.A.) Pty. Ltd<br>—Fremantle, W.A. (246)<br>7,42 3,010<br>24,92 3,00<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 sr geared to sc. shaft<br>368kW (500bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 63kW 415V 50Hz a.c. |
| **V. B. C. SALIVAHAN**<br>**V.B.C. Exports Ltd.**<br>Visakhapatnam India | **116**<br>35<br>73 | IRS (AB) | **1987** Alcock, Ashdown Ltd.—Bhavnagar (138)<br>23,50 - 2,830<br>20,35 7,31 3,41<br>1 dk | **TM Fishing**<br>Trawler | Caterpillar 3408TA<br>2 Vee Oil 4SA each 8Cy. 137 × 152 sr geared to sc. shafts<br>296kW (402bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 440V 50Hz a.c.<br>9,5kn |
| **V. S. P. SAKAE MARU**<br>**Maizuru Eisen K.K.**<br>Maizuru, Kyoto Pref. Japan | **120**<br>39<br>— | | **1963** Osaka Zosensho—Osaka (213)<br>31,25 7,02 2,286<br>27,30 7,00 3,11<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 22kW 200V a.c.<br>2 Directional propellers<br>11,5kn |
| **V. S. P. TAKE MARU**<br>**Daito Unyu K.K. (Daito Transportation Co. Ltd.)**<br>Tokyo Japan | **196**<br>—<br>— | | **1968** Osaka Zosensho—Osaka (286)<br>31,96 8,23 2,718<br>30,89 8,21 3,79<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 310 × 380<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 20kW 220V a.c.<br>2 Directional propellers<br>Fuel 23,5t-3,0pd |
| **V. S. P. YAMATO MARU**<br>ex V. S. P. Daiwa Maru-86<br>**Haruyoshi Horikawa**<br>Tokyo Japan | **119**<br>—<br>— | | **1963** Osaka Zosensho—Osaka (220)<br>27,65 7,02 2,300<br>26,60 7,00 3,11<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata<br>2 Directional propellers |
| **V. S. P. YASHIMA MARU**<br>**Kurihara Kaiun K.K.**<br>Chiba, Chiba Pref. Japan | **193**<br>—<br>— | | **1967** Osaka Zosensho—Osaka (263)<br>31,91 8,23 2,693<br>30,87 8,21 3,79<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 310 × 380<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 20kW 220V a.c.<br>2 Directional propellers<br>Fuel 24,0t-3,0pd |
| **V.S.P. 1**<br>ex Suci-91 ex Eishin Maru No. 25-85<br>**V.S.P. Marine Shipping Co.**<br>Bangkok Thailand | **2 845**<br>1 522<br>5 194 | NK | **1974** Kochi Jyuko K.K.—Kochi (823)<br>95,59 15,04 6,986<br>88,09 15,02 7,98<br>P 23,2 F 10,4 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 5 448 | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW 445V 60Hz a.c.<br>Fuel 164,5t-13,0pd 12,5kn |
| **VAAGVIK**<br>ex Bas-84 ex Casino-66<br>**P/R Waagene og Kjsrvik**<br>Finn Waagene<br>Floro Norway | **264**<br>160<br>450 | NV | **1962** Sandnessjoen Slip & M/V A/S<br>—Sandnessjoen (5)<br>41,46 7,40 3,182<br>31,70 7,38 3,41<br>P 10,1 F 4,9 1 dk<br>rf 102 BK 76 len 79 | **M General Cargo**<br>Ice strengthened<br>1 Ho 15,7 ER<br>G.481 B.381<br>1 Ha (15,7 × 5,4) ER<br>2W Cr 1(5) Der 2(3) | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>375bhp (276kW) NE 70<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 4,5kW 1 × 2kW 24V<br>Controllable pitch propeller<br>Fuel 14,0t (d.o.) 9,25kn |
| **VAAL**<br>ex S. A. Vaal-87<br>**Adamastor Shipping Co. Inc.**<br>South African Marine Corp. Ltd. (SAFMARINE)<br>Kingstown St. Vincent and the Grenadines | *30 955*<br>*10 192*<br>34 098 | AB | **1982** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2770)<br>210,01 (BB) 12,021<br>196,02 32,21 18,72<br>F 19,2 1 dk<br>rf 102 | **M Container Ship**<br>Fixed-guides Ref<br>5 Cell. Ho ER 1 Cell. Ho<br>TEU 1704<br>C.Ho 978/20' (40') C.Dk 726/20' (40') incl. 510 ref C.<br>9 Ha (stl) ER 2 Ha (stl)<br>14 Wing Ha (stl) ER 4 Wing Ha (stl) | Sulzer 6RLA90<br>Oil 2SA 6Cy. 900 × 1900<br>21 600bhp (15 888kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 1350kW 1 × 1000kW 1 × 720kW-1 × 450kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 681,5t (d.o.) 3 431,0t (hvf)-41,0pd 17,5kn |
| **VAARVIND**<br>ex Gerlaug-85 ex Suzanne Faroult-67<br>ex Cote de Grace-59<br>**Sverre Vindenes**<br>Floro Norway | **229**<br>102<br>291 | BV | **1950** N.V. Scheepsbouw Unie—Groningen<br>39,88 6,71 2,591<br>36,07 6,66 2,87<br>1 dk | **M General Cargo**<br>Mchy.aft<br>2 Ha (6,5 8,2 × 3,9)<br>2W Der 2(2) | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127 sr geared to sc. shaft<br>365bhp (268kW) NE 69<br>General Motors Corp. Detroit, Mi<br>Fuel 28,5t (d.o.) 10kn |
| **VACATIONLAND**<br>Launched as Thomas Haviland<br>**Marine Atlantic Inc.**<br>Charlottetown, P.E.I. Canada | **3 038**<br>1 593<br>1 397 | ✠**100A1** CS 4/87<br>Port Borden, P.E.I. to Cape Tormentine, N.B. service<br>✠**LMC**<br>EL (V) 1¾"U2<br>FN 2660 | **1971**-4 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (54)<br>97,85 20,76 5,042<br>96,63 20,43 7,09<br>B 19,9 1 dk<br>rf 305 | **M RoRo Cargo/Ferry**<br>487dk P<br>Bow door/ramp Stern door/ramp<br>Lane Length 1045 Cargo Width 4,27<br>Clear height 4,50 | English Electric<br>2 Vee Oil 4SA each 16Cy. 254 × 305 sr geared with hydraulic clutch to sc. shaft<br>English Electric Diesels Ltd. Ruston Eng. Div. N.-le-Willows<br>Gen 2 × 275kW 460V 60Hz a.c.<br>2 Directional propellers aft, 1 fwd<br>Fuel 231,0t (d.o.)-12,5pd 11,5kn |
| **VACHON**<br>**Canadian Acceptance Corp. Ltd.**<br>Quebec, P.Q. Canada | **390**<br>18<br>272 | ✠**100A1** CS 2/91<br>tug<br>Ice Class 3<br>✠**LMC**<br>EL (e) 1"U1<br>FN 454 | **1973**-7 Star Shipyards Ltd.—New Westminster, B.C. (408)<br>30,99 11,59 5,595<br>29,44 10,98 4,42<br>1 dk<br>rf 305 | **TM Tug** | Alco 12V251E<br>2 Vee Oil 4SA each 12Cy. 229 × 267<br>MLW Industries Montreal, P.Q.<br>Gen 2 × 75kW 450V 60Hz a.c.<br>2 Directional propellers |
| **VADASTEINUR**<br>**Johan Simonsen**<br>Torshavn Faeroes (Danish) | **311**<br>136<br>— | NV | **1977** P/f Torshavnar Skipasmidja—Torshavn (22)<br>39,10 8,54<br>33,15 3,99<br>1 dk<br>rf 991 Box K 152 | **M Fishing**<br>Ref<br>Ice strengthened<br>Mchy.aft<br>In.360 | Volund<br>Oil 4SA 5Cy. 300 × 410<br>725bhp (533kW)<br>A/S Volund Kobenhavn<br>Gen 3 × 64kW 380V 50Hz a.c. |
| **VADENI**<br>**Intreprinderea de Exploatare a Floti Maritime NAVROM**<br>Braila Romania | **195**<br>61<br>49 | RNR | **1975** Santierul Naval Braila—Braila<br>29,29 8,21 3,290<br>27,01 4,30<br>1 dk | **TM Tug**<br>Ice strengthened | Russkiy 6DP30/50-5-2<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 50kW 230V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 39,5t (d.o.) 12,5kn |
| **VADHORN**<br>**P/R Horn**<br>Eidi Faeroes (Danish) | **182**<br>64<br>— | NV | **1976** Szczecinska Stocznia Rem. "GRYFIA"<br>—SZCZECIN (B30/01)<br>32,69 (BB) 3,531<br>28,12 7,62 5,72<br>1 dk & S dk<br>rf 902 BK 152 | **M Fishing** OSD<br>Ice strengthened<br>1 Ho ER<br>1 Ha (1,9 × 1,9) ER | MWM TBD440-6<br>Oil 4SA 6Cy. 230 × 270<br>810bhp (596kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 56kW 380V 50Hz a.c. |
| **VADIM GLAZUNOV**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | *2 060*<br>*696*<br>2 099 | RS | **1988** Osterreichische Schiffswerften A.G. Linz-Korneuburg—Korneuburg (770)<br>91,90 (BB) 13,60 3,370<br>84,90 13,40 4,90<br>2 dks | **TM Refrigerated Cargo**<br>Vehicles Pallets<br>Ice strengthened<br>2 Ho ER<br>In.3 064<br>TEU 96 C. 96/20'<br>2 Ha (stl) (each 25,2 × 10,0) ER<br>Cr 1(-) | Wartsila 8R22<br>2 Oil 4SA each 8Cy. 220 × 240<br>1 950kW (2 651bhp)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 248kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>12kn |

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| **8422436**<br>*UZCB*<br>M-17574<br>Df Esd Gc<br>Pfd Rdr RTv | **VADIM POPOV**<br>**Kamchatgidromet**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *693*<br>*207*<br>293 | RS | **1986** Valmetin Laivateollisuus Oy—Turku/Abo (369)<br>49,90 10,02 3,601<br>44,95 10,01 5,01<br>1 dk | **M Research**<br>Hydrographic Weather | Wartsila<br>Oil 4SA 8Cy. 240 × 310 with clutches,<br>couplings & sr geared to sc. shaft<br>986kW (1 340bhp)<br>Oy Wartsila Ab<br>Gen 1 × 160kW a.c. 1 × 160kW a.c.<br>Controllable pitch propeller |
| **7640926**<br>*UVSD*<br>M-31787 | **VADINSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**1 144**<br>355<br>556 | RS | **1976** Baltiya Shipyard—Klaypeda<br>59,01 (BB) 13,01 4,871<br>52,00 8,89 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>G.95 In.500 L.14<br>3 Ha (1,2 × 1,3) (0,7 × 0,7) (1,9 × 1,9)<br>2W Der 2(1,5) | Skoda<br>Oil 4SA 6Cy. 525 × 700<br>2 200bhp (1 618kW)<br>CKD Praha |
| **7720037**<br>*LHNX*<br>19252<br>Df Esd Gc<br>Pfd Rdr Rt | **VADSOJENTA**<br>**M/TR Vadsojenta**<br>Brodrene Aarsaether A/S<br>Vadso Norway | T.Mk<br>**299**<br>108<br>303 | NV | **1978** Storviks M/V A/S—Kristiansund N. (87)<br>46,54 9,43 4,534<br>40,16 6,51<br>F - 2 dks<br>rf 1600 BK 178 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 132kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 118,0t-6,5pd |
| **5418707**<br>*LLCU*<br>18222<br>Df Esd Pfd<br>Rdr Rt | **VADSOTRAL**<br>ex Anjou Bretagne-67<br>**P/R Torstein C. Mosand og Per R. Andersen**<br>Torstein C. Mosand<br>Vardo Norway | *458*<br>*137*<br>— | BV | **1963** Ch. & At. de la Perriere—Lorient (L28)<br>42,35 8,23 4,422<br>39,22 8,13 6,18<br>2 dks<br>len 84 | **M Fishing**<br>Stern Trawler<br>2 Ha (each 1,4 × 1,4) | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>800bhp (588kW) E made80 fitted—<br>Kloeckner Humboldt Deutz<br>Fuel 75,0t (d.o.) |
| **7947685**<br>*WQZ4057*<br>611225 | **VAERDAL**<br>ex Aleutian Mistress<br>**Jubilee Fisheries Inc.**<br>Seattle, Wa United States of America | **199**<br>136<br>— | | **1979** .............Tacoma, Wa<br>*33,69* 9,71<br>3,31<br>1 dk | **M Fishing** | Oil<br>1 450bhp (1 067kW) |
| **7105108**<br>*LAKW*<br>17596<br>Df Esd Pfd<br>Rdr Rt | **VAERLAND**<br>**P/R M/S Vaerland ANS**<br>Aalesund Norway | 188<br>79<br>— | | **1971** Eidsvik Skipsbyggeri A/S—Uskedal (27)<br>32,36 6,86<br>29,57 6,84 3,66<br>F 6,1 1 dk<br>len 74 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 32kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 43,5t (d.o.) |
| **7393640**<br>*JWRQ*<br>18360<br>Rdr Rt | **VAEROY**<br>**Fylkesbaatane i Sogn og Fjordane**<br>Floro Norway | 265<br>125<br>41 | (NV) | **1974** Skaalurens Skibsbyggeri A/S—Rosendal (223/36)<br>33,00 9,40 3,099<br>28,99 9,10 4,02<br>1 dk<br>rf 1250 BK 102 | **M RoRo Cargo/Ferry** 150P<br>Ice strengthened Bow door Stern door<br>Lane Length 87 Clear height 4,00<br>Cars 17 Trailers 1<br>Mchy.aft | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>500bhp (368kW)<br>A/S Wichmann<br>Gen 2 × 52kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **5375278**<br>Rdr | **VAEROY**<br>**Tartan Arrow (Marine) Ltd.**<br>United Kingdom | **142**<br>75<br>— | | **1935** A/S Bergens M/V—Bergen (218)<br>*29,30* 5,95<br>5,92<br>1 dk<br>R BK 152 | **M Passenger/Ferry** 152P | Wichmann<br>Oil 2SA 5Cy. 200 × 300<br>300bhp (221kW) NE 62<br>A/S Wichmann<br>Fuel (d.o.) |
| **6705028**<br>*ULIN*<br>M-17172<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **VAGA**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **2 920**<br>1 337<br>3 930 | RS | **1966** Nystads Varv Ab—Uusikaupunki/Nystad (241)<br>102,27 14,03 6,200<br>93,02 14,00 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>G.5 171 B.4 785<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER<br>(9,9 × 8,3)<br>8W Der 1(35) 8(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas<br>Fuel 30,5t (d.o.) 254,0t (hvf) |
| **7309649**<br>*WB4071*<br>247358 | **VAGABOND**<br>**Frank Guerra**<br>Los Angeles-Long Beach, Ca United States of America | **130**<br>81<br>— | | **1945** Puget Sound Boat Corp.—Tacoma, Wa<br>*23,78* 6,89<br>3,20 | **Wood M Fishing** | Oil<br>400bhp (294kW)<br>.............<br>Fuel (d.o.) |
| **6808600**<br>*LNWT*<br>16978<br>Df Esd Gc<br>Pfd Rdr Rt | **VAGAKALL**<br>ex Vagamot-86<br>**Lofoten Tralerrederi A/S**<br>Svolvaer Norway | T.Mk<br>**279**<br>93<br>299 | (NV) | **1968** Trondhjems M/V, Aker Trondelag A/S —Trondheim (622)<br>39,25 9,02 4,230<br>33,63 9,00 6,20<br>2 dks<br>rf 1046 BK 157 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>1 Ha (1,6 × 1,9) ER<br>1W Der 1(3) | Wichmann<br>Oil 2SA 7Cy. 280 × 420<br>1 050bhp (772kW)<br>A/S Wichmann<br>Gen 1 × 96kW 1 × 72kW 220V 50Hz<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7504330**<br>*LCKM*<br>18754<br>Df Esd Gc<br>Rdr Rt | **VAGAMOT**<br>ex Ringvassoy-86<br>**Lofoten Tralerrederi A/S**<br>Svolvaer Norway | **299**<br>97<br>— | NV | **1976** Sterkoder M/V A/S—Kristiansund N. (53)<br>41,66 9,22 4,395<br>35,23 9,17 6,35<br>F - 1 dk & S dk<br>rf nil BK 178 | **M Fishing** OSD<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Wichmann<br>Oil 2SA 6Cy. 300 × 450<br>1 800bhp (1 324kW)<br>A/S Wichmann<br>Gen 2 × 100kW 230V 50Hz a.c.<br>Controllable pitch propeller |
| **6804496**<br>*LNCC*<br>16921<br>Df Esd Gc<br>Pfd Rdr Rt | **VAGAMOY**<br>**Lofoten Tralerrederi A/S**<br>Svolvaer Norway | 278<br>87<br>299 | (NV) | **1967** Trondhjems M/V, Aker Trondelag A/S —Trondheim (626)<br>39,25 9,02 4,172<br>33,63 9,00 6,20<br>2 dks<br>rf 1046 BK 157 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>1 Ha (1,6 × 1,9) ER<br>1W Der 1(3) | Wichmann<br>Oil 2SA 7Cy. 280 × 420<br>1 050bhp (772kW)<br>A/S Wichmann<br>Gen 1 × 96kW 1 × 72kW 220V 50Hz<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7804962**<br>*LIGY*<br>19350<br>Gc Rdr Rt | **VAGAN**<br>**Ofotens og Vesteraalens D/S A/S**<br>Narvik Norway | 656<br>288<br>100 | (NV) | **1979** Bolsones Verft—Molde (259)<br>56,27 11,61<br>51,01 4,20<br>2 dks<br>rf 1245 Box K 127 | **M RoRo Cargo/Ferry**<br>Rail Vehicles<br>Bow door & stern door<br>Cars 45<br>Mchy.aft | Alpha<br>Vee Oil 4SA 12Cy. 225 × 300<br>1 860bhp (1 368kW)<br>Alpha-Diesel A/S<br>Gen 1 × 240kW 2 × 120kW 230V<br>Thw. thrust propeller fwd |
| **8031419**<br>*UMSI*<br>Esd Gc Rdr Rt | **VAGAY**<br>(Tallinn) (U.S.S.R.)<br>DELETE ENTRY — RIVER SERVICE ONLY | **1 380**<br>414<br>1 625 | | **1980** Elbewerften Boizenburg/Rosslau—Rosslau (355)<br>82,02 2,501<br>78,11 11,61 3,26<br>1 dk | **TM General Cargo**<br>2 Ho ER<br>TEU 70 C.Ho 34/20' C.Dk 36/20'<br>2 Ha (stl) ER | S.K.L.<br>2 Oil 4SA each 8Cy. 240 × 360<br>1 200bhp (883kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **7644491**<br>*OW2178*<br>D2584<br>Df Esd Gc<br>Pfd Rdr Rt | **VAGBORG**<br>ex Svalbard-83 ex Signe Helen-78<br>**P/f Polarfrost**<br>Jacob Joensen<br>Vag Faeroes (Danish) | *1 036*<br>*310*<br>— | NV | **1976** Karlstadsverken FEAB—Karlstad (123)<br>56,75 9,58 4,311<br>54,28 9,52<br>2 dks<br>rf 1245 BK 127<br>len 83 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>7 Ho ER<br>2 Ha (each 2,6 × 6,4) | Wichmann<br>Oil 2SA 7Cy. 300 × 450<br>2 100bhp (1 545kW)<br>A/S Wichmann<br>Gen 2 × 152kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (d.o.) |

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| **VAGEN SENIOR**<br>ex Hellskjaer-75<br>**Senjaservice A/S**<br>Kristiansund Norway | **146**<br>65<br>— | | **1956** Vaagland Batbyggeri A/S—Vaagland (51)<br>32,03 7,07<br>6,90 3,46<br>1 dk<br>len 66 | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Wichmann<br>Oil 2SA 6Cy. 200 × 300<br>450bhp (331kW) NE 66<br>A/S Wichmann Rubbestadneset<br>Fuel (d.o.) |
| **VAGERO**<br>ex White Crest-79 ex British Prince-73<br>ex White Crest-72<br>**Societa Marittima Flegrea S.n.C.**<br>Napoli Italy | **982**<br>466<br>1 585<br>**1 597**<br>870<br>2 704 | RI<br>✠Classed LR until<br>22/8/80 | **1971**-8 N.V. Schps. Gebr. van Diepen<br>—Waterhuizen (998)<br>79,94 11,99 3,090/5,879<br>72,24 11,89 7,01<br>P 18,3 F 11,3 2 dks<br>rf nil | **M General Cargo** OSD/CSD<br>Ice strengthened<br>2 Ho 22,7 25,3 2 TwD<br>G.3 392 B.3 046<br>2 Ha (stl) (each 16,7 × 7,7) ER<br>Der 2(3-5) 2(3) | MaK 8M451AK<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 84kW 1 × 21kW 380V 50Hz a.c.<br>Fuel 139,5t (hvf) |
| **VAGIF**<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | **3 587**<br>1 740<br>4 150 | RS | **1976** Navashinskiy Shipyard—Navashino<br>123,50 15,02 4,499<br>117,00 14,99 6,51<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 17,7 17,7 18,3 17,7 ER<br>G.6 070 B.5 800<br>4 Ha (stl) (11,9 11,9 13,7 13,7 × 8,3) ER<br>Cr 2(8) | Russkiy 8DR30/50-4<br>2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>11,75kn |
| **VAGSTEIN**<br>**P/R Vagstein**<br>Magnar Vage<br>Maloy Norway | *383*<br>*171*<br>750 | | **1979** Soviknes Verft A/S—Sovik (92)<br>38,23 7,62<br>29,01 7,61 6,33 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Callesen<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Controllable pitch propeller |
| **VAGULA**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | T.Mk<br>**3 017**<br>1 246<br>2 118 | RS | **1975** VEB Volkswerft Stralsund—Stralsund (440)<br>101,83 (BB) 15,24 5,601<br>91,90 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>Der 2(5) 4(3) | MAN 8ZD72/48AL-1<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15,5kn |
| **VAILLANT**<br>**Association Astree IV**<br>Dunkerque France | **162**<br>—<br>— | BV | **1961** Ziegler Freres—Dunkerque (119)<br>*25,55* 7,62<br>3,81<br>1 dk<br>RW | **M Tug** | Werkspoor<br>Oil 4SA 8Cy. 330 × 600<br>Ziegler Freres Dunkerque<br>Gen 2 × 20kW 110V d.c.<br>Fuel (d.o.) 11,2kn |
| **VAINDLO**<br>ex Khudozhnik Nesterov-92<br>ex Lauriergracht-86<br>**Estonian Shipping Co.**<br>Tallinn Estonia | T.Mk<br>**1 599**<br>1 122<br>3 473<br>**3 482**<br>2 294<br>6 072 | RS<br>✠Classed LR until<br>8/10/87 | **1976**-8 Miho Zosensho K.K.—Shimizu (1044)<br>80,22 (BB) 16,13 5,971/8,470<br>74,88 16,01 10,49<br>RFD 9,8 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,8 1 TwD<br>G.7 296 B.7 141<br>TEU 137<br>C.Ho 112/20' (40') C.Dk 25/20' (40')<br>1 Ha (stl) (44,4 × 12,8) ER<br>Cr 2(10) | Hanshin 6LU46A<br>Oil 4SA 6Cy. 460 × 740<br>3 500bhp (2 574kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 83,5t (d.o.) 206,5t (hvf) 11kn |
| **VAIR**<br>**John Cabot Ltd.**<br>St. John's, Nfl. Canada | **150**<br>66<br>— | | **1966** Atlantic SB. Co. Ltd.—Mahone Bay, N.S.<br>*25,70* 6,61<br>3,60<br>1 dk | **Wood M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp. Detroit, Mi<br>10kn |
| **VAISHALI II**<br>**Godavri Shipyard Ltd.**<br>Paleza Ghat India | *20*<br>*5*<br>— | ✠**A1**<br>protected waters service<br>**LMC**<br>FN 68 | **1987**-9 Scheeps. Damen B.V.—Gorinchem (3226)<br>10,55 4,96 1,201<br>10,01 4,91 1,81<br>1 dk | **M Utility Launch** | Caterpillar 3306T<br>Oil 4SA 6Cy. 121 × 152 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>186bhp (137kW)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c. |
| **VAISHALI III**<br>**Godavri Shipyard Ltd.**<br>Paleza Ghat India | **10**<br>—<br>— | ✠**A1**<br>protected waters service<br>**LMC**<br>FN 36 | **1987**-9 Scheeps. Damen B.V.—Gorinchem (5801)<br>8,21 3,20 0,750<br>7,65 3,14 1,50<br>1 dk<br>rf 81 | **M Launch** | Caterpillar 3304T<br>Oil 4SA 4Cy. 121 × 152 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>141bhp (104kW)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c. |
| **VAJRA**<br>**Government of The Republic of India (Coast Guard)**<br>Bombay India | *1 400*<br>*450*<br>195<br>T/cm<br>5,1 | AB | **1988** Mazagon Dock Ltd.—Bombay (785)<br>74,10 11,41 3,320<br>69,02 11,40 7,90<br>2 dks | **TM Fire-fighting Patrol Ship**<br>Pollution Control | Pielstick 16PA6V280<br>2 Vee Oil 4SA each 16Cy. 280 × 290 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>9 420kW (12 807bhp)<br>Alsthom-Atlantique France<br>Gen 4 × 213kW 415V 50Hz a.c. 1 × 160kW 160V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 140,0t (d.o.)-12,0pd 14kn |
| **VAKA**<br>**Eskfirdingur h/f**<br>Reydarfjordur Iceland | *996*<br>*250*<br>715 | NV | **1991** Ast. Gondan—Puerto de Figueras (296)<br>53,17 (BB) 10,52 5,662<br>43,00 10,50 7,00 | **M Fishing**<br>Stern Trawler Purse Seiner Ref<br>Ice strengthened<br>In.800 | Alpha 12V28/32<br>Vee Oil 4SA 12Cy. 280 × 320 with flexible couplings & reduction geared to sc. shaft<br>2 638kW (3 586bhp)<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 1 × 1520kW 1 × 376kW 380V a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller<br>14kn |
| **VAKA**<br>ex Oster-66<br>**P/R Kristoffersen og Gungersen**<br>Thor Age Kristoffersen<br>Kristiansand Norway | **199**<br>100<br>254 | (NV) | **1908** Kristiansands M/V A/S—Kristiansand S. (131)<br>38,23 6,61 3,150<br>6,58<br>1 dk<br>R len 15 | **M General Cargo**<br>1 Ho<br>G.368<br>1 Ha (10,6 × 3,6)<br>1W Der 1(3) | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>300bhp (221kW) NE 62<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| **VAKHRUSHEVSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>350 | RS | **1979** .............U.S.S.R.<br>53,75 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| **VAKIS T**<br>ex Ea-89<br>**Colonia Marine Co. Ltd.**<br>Navipower Compania Naviera S.A.<br>Limassol Cyprus<br>SatCom: 1100516/VAKT | **25 232**<br>19 270<br>49 114<br>T/cm<br>54,2 | ✠**100A1** SS 3/87<br>strengthened for ore cargoes, holds Nos. 2, 4 & 6 may be empty<br>✠**LMC**<br>EL Lt $3\frac{3}{16}$"U2<br>FN 9094<br>HR | **1971**-3 Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (161)<br>205,72 (BB) 29,93 12,574<br>194,01 29,85 17,02<br>Trunk 150,0 F 16,5 1 dk<br>rf 203 | **M Bulk Carrier**<br>7 Ho 22,4 21,1 20,5 22,2 20,5 20,5 20,5 ER<br>G.60 753<br>7 Ha (stl) (12,5 × 12,5) (13,2 13,7 13,7 13,7 13,7 13,7 × 14,4) ER<br>Cr 1(25) Der 2(5) | Sulzer 6RD90<br>Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 460kW 440V 60Hz a.c.<br>Fuel 1 940,5t (hvf) 16,5kn |
| **VAL**<br>ex Prompt-79<br>**Ocean S.r.l.**<br>Trieste Italy | **139**<br>38<br>119 | RI (GL) | **1969** Schulte & Bruns—Emden (256)<br>27,79 7,90 2,883<br>24,49 7,50 3,48<br>1 dk | **M Tug**<br>Ice strengthened | MaK 6M451AK<br>Oil 4SA 6Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Controllable pitch propeller<br>Fuel (d.o.) 12kn |

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|---|---|---|---|---|---|---|
| **6922690**<br>*IBFE*<br>562<br>Df Esd Gc<br>Rdr RTm/v | **VAL BADIA**<br>ex Elisabetta Montanari-88<br>ex Caty Multina-78<br>ex Cabo Tres Montes-71<br>**Cispa Gas Trasporti S.p.A.**<br>Pescara Italy | **2 893**<br>1 579<br>3 637 | RI (NV) | **1969** Kristiansands M/V A/S—Kristiansand S. (213)<br>101,94 14,46 6,060<br>94,01 14,41 7,12<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>6 Ta (stl) cyl horizontal ER<br>L.(gas) 3 735 | Sulzer<br>Oil 2SA 9Cy. 360 × 600<br>2 340bhp (1 721kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 232kW 440V 60Hz a.c.<br>Fuel 400,0t (hvf)-9,0pd |
| **8223232**<br>*IUBY*<br>528<br>Gc Rdr Rt | **VAL CADORE**<br>**Montanari Armamento S.p.A.**<br>Pescara Italy | **1 344**<br>708<br>1 300 | RI | **1984** Soc. Esercizio Cant.—Viareggio (697)<br>65,26 13,97 5,514<br>57,21 13,95 6,33<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Pollution Control | Wartsila<br>4 Oil 4SA each 8Cy. 220 × 240 with clu<br>flexible couplings & sr geared to sc. sh<br>Oy Wartsila Ab<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd |
| **7116901**<br>*IVHA*<br>739<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **VALAIS**<br>ex Saint Tropez-78<br>**Co.Tras.Mar. S.r.l.**<br>Trapani Italy | *1 434*<br>*689*<br>2 227 | RI (Class cont.) (BV) | **1971** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (01206)<br>81,31 12,45 4,830<br>74,81 12,40 5,59<br>1 dk<br>Bow/CM 52 Diam. 0,150 | **M Tanker**<br>Wine Alcohol<br>28 Ta ER<br>L.2 529<br>2 Cargo pumps total 260T/hr | MaK<br>Oil 4SA 6Cy. 450 × 500<br>1 765kW (2 400bhp)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 108kW 380V 50Hz a.c.<br>Fuel 264,0t (d.o.)-7,0pd |
| **7617022**<br>*LEDH*<br>18899<br>Df Esd Gc<br>Pfd Rdr Rt | **VALANES**<br>ex Storskjaer-91 ex Kibergvaeringen-86<br>ex Mehamnfjord-85 ex Furnes-80<br>**Nordkapp Havdrift AS**<br>Vardo Norway | **199**<br>85<br>— | | **1976** Th. Hellesoy Skipsbyggeri A/S—Lofallstrand (95)<br>30,41<br>27,03 7,62 6,33<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Wichmann<br>Oil 2SA 5Cy. 300 × 450<br>1 000bhp (736kW)<br>A/S Wichmann<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **6423216**<br>DAK 700<br>Df Esd Pfd<br>Rdr Rt | **VALBERG**<br>**Gueri-Madec-Gueri**<br>Dakar Senegal | **156**<br>52<br>— | (BV) | **1964** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5100)<br>29,90 6,76 2,921<br>25,00 6,71 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.100<br>2 Ha (each 0,9 × 1,0) ER<br>Der 1(3) | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>560bhp (412kW)<br>Kloeckner Humboldt Deutz<br>Fuel 30,0t (d.o.) |
| **5375462**<br>*OFNR*<br>1372<br>Rt | **VALBORG**<br>**Paakaupunkiseudun Partiolaiset R.Y.**<br>Helsinki/ Helsingfors Finland | **112**<br>72<br>220 | | **1948** .............Porvoo/Borga<br>29,80 7,27 3,048<br>27,51 7,22<br>1 dk | **Wood M General Cargo** | Oil<br>100bhp (74kW)<br>.............<br>Fuel (d.o.) |
| **7531606**<br>*IBBN*<br>534<br>Df Esd Gc<br>Pfd Rdr Rt | **VALBRENTA**<br>ex Rea Silvia-86<br>Launched as Syros Island<br>**Navigazione Montanari S.p.A.**<br>Pescara Italy | *5 507*<br>*3 185*<br>9 123 | ✠Classed LR until 10/1/86 RI | **1980**-3 Est. EBIN/So S.A.—Porto Alegre (102)<br>Cmd.**1980**-7<br>127,39 (BB) 17,99 8,063<br>117,07 17,96 10,27<br>P 26,3 F 12,8 2 dks<br>rf nil conv General Cargo 87 | **M Tanker**<br>Mchy.aft | Sulzer<br>Oil 4SA 8Cy. 400 × 480 sr geared to sc<br>5 800bhp (4 266kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 113,5t (d.o.) 592,0t (hvf) |
| **8007444**<br>*IBEC*<br>566<br>Df Esd Gc<br>Pfd Rdr Rt | **VALBRUNA**<br>**Cispa Gas Trasporti S.p.A.**<br>Pescara Italy | **12 381**<br>7 477<br>19 953 | AB RI | **1981** Cant. Nav. Breda S.p.A.—Venezia (296)<br>159,01 (BB) 25,63 8,332<br>149,99 25,60 11,21<br>1 dk<br>rf 152 | **M Tanker**<br>8 Ta ER<br>4 Cargo pumps total 4 800T/hr | GMT<br>Oil 4SA 9Cy. 420 × 500 sr geared to sc<br>6 300bhp (4 634kW)<br>Grandi Motori Trieste<br>Gen 3 × 350kW |
| **7421291**<br>*EUKK*<br>M-32540<br>Df Esd Gc<br>Rdr Rt | **VALDAY**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 094**<br>1 097<br>2 625 | RS | **1974** .............U.S.S.R.<br>107,50 14,43 6,230<br>10,42<br>1 dk | **D-E Factory Ship**<br>Fish-factory Ref<br>Ice strengthened | Wartsila<br>5 Oil 4SA each 6Cy. 240 × 310 total 4<br>(3 674kW) driving gen. connected to e<br>motor & sc. shaft<br>NE 82<br>Oy Wartsila Ab |
| **6417384**<br>*UEBZ*<br>M-26561<br>Df Esd Gc<br>Rdr<br>AMVER | **VALDAYLES**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 531**<br>2 380<br>6 470 | RS | **1964** Stocznia Gdanska im. Lenina—Gdansk (B45/19)<br>123,88 16,74 7,011<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 291 B.7 558<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(50) 1(13) 8(5) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>H. Cegielski<br>Gen 2 × 200kW 1 × 80kW 400V 50H<br>Fuel 85,5t (d.o.) 478,0t (hvf) |
| **7828748**<br>*UVNQ*<br>M-35019<br>Rt | **VALDAYSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>332 | RS | **1979** .............U.S.S.R.<br>53,75 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(3,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8921640**<br>*EHHV*<br>2191 | **VALDES VEGA**<br>**Higinio Valdes Diaz**<br>Gijon Spain | *128*<br>*43*<br>138 | | **1989** Astilleros Armon—Navia (201)<br>28,00 3,097<br>23,02 7,01 3,51<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.152 | GUASCOR<br>Vee Oil 4SA 12Cy. 150 × 150<br>235kW (319bhp)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR |
| **6404715**<br>*TFXO*<br>0259<br>Df Esd Rdr<br>Rt | **VALDIMAR SVEINSSON**<br>ex Jarl ex Stigandi-80 ex Sulan-68<br>**Jarl H/f**<br>Keflavik Iceland | **207**<br>92<br>— | (NV) | **1964** A/S Framnaes M/V—Sandefjord (165)<br>37,62 7,04 3,480<br>35,34 7,00 5,74<br>1 dk<br>len 66 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>3 Ha (0,9 × 1,2) (1,9 3,1 × 1,6) ER<br>1W Der 1(3) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Lister Blackstone Ltd.<br>Fuel (d.o.) |
| **7929968**<br>*VRGW*<br>385175<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VALDIVIA**<br>**Aiden Shipping Co. Ltd.**<br>Harrisons (Clyde) Ltd.<br>Hong Kong Hong Kong (British) | **35 522**<br>23 916<br>65 785<br>T/cm<br>64,0 | **✠100A1** CS 3/91<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL N† 660,0/76,0U3(a)<br>FN 10853 | **1981**-3 Namura SB. Co. Ltd.—Imari (844)<br>225,03 (BB) 32,26 12,917<br>217,00 32,20 17,81<br>F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 25,7 24,9 24,9 24,9 24,9 24,9 24,9 ER<br>G.75 550<br>7 Ha (stl) (14,9 16,6 16,6 16,6 16,6 16,6 16,6 × 13,1) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>AuxB (ex.g) 16kgf/cm² (15,7bar) Sp<br>10kgf/cm² (9,9bar) rcv 6kgf/cm² (5,<br>Gen 1 × 500kW 2 × 450kW 450V 6<br>Fuel 149,0t (d.o.) 2 672,5t (hvf) |
| **5380376**<br>*DESI*<br>SSR3998<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **VALDIVIA**<br>ex Vikingbank-70<br>**Free Hanseatic City of Hamburg**<br>RF Reedereigemeinschaft Forschungsschiffahrt G.m.b.H.<br>Hamburg Federal Republic of Germany | **1 343**<br>421<br>509 | GL | **1961** A.G. "Weser" Werk Seebeck—Bremerhaven (863)<br>75,29 11,03 5,250<br>64,01 11,00 7,32<br>F 14,4 2 dks<br>conv Fish-factory Stern Trawler Factory Fishing 76 | **M Research/ Mother Ship**<br>for submersibles Oceanographic<br>Stern ramp Ice strengthened<br>Cr 2(6) Der 2(5) | MAN<br>Oil 4SA 6Cy. 520 × 740<br>2 160bhp (1 589kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **6614970**<br>*EFAY*<br>743<br>Df Rdr Rt | **VALDIVIA**<br>Launched as J.C.P.-R2<br>**Government of Spain (Ministerio de Obras Publicas)**<br>Cadiz Spain | **321**<br>53<br>— | ✠LR class withdrawn 29/8/90 | **1967**-4 Soc. Espanola de Const. Nav.—Cadiz (130)<br>36,10 9,50 3,620<br>32,16 9,00 4,25<br>RAD 1,6 F 16,2 1 dk<br>rf 991 | **M Tug** | Stork<br>2 Oil 4SA each 6Cy. 270 × 500 sr g<br>shaft<br>Naval-Stork-Werkspoor S.A.<br>Gen 2 × 45kW 220V d.c.<br>Controllable pitch propeller |

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| **VALDORA**<br>ex Captain Frank-88<br>ex Kapetan Antonis-87 ex Bulknes-84<br>**Lloyd Shipping Co. Inc.**<br>Marimed Agencies (UK) Ltd.<br>Panama Panama | **11 716**<br>7 930<br>21 546<br>T/cm<br>31,3 | NV | **1970** Scotts' SB. Co. (1969) Ltd.—Greenock (1176)<br>158,50 (BB) 22,86 9,537<br>151,70 22,83 12,81<br>P 28,7 B 7,7 F 9,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Self-unloader<br>Str. heavy cargoes<br>6 Ho 18,9 18,9 18,5 18,5 18,5 18,5 ER<br>G.26 033 B.25 684 HeCls. ptB<br>6 Ha (stl) (11,8 × 10,3) (13,4 13,4 12,5 13,4 12,2 × 11,5) ER<br>Der 6(12) | B&W 8S45HU<br>2 Oil 4SA each 8Cy. 450 × 540 sr geared to sc. shaft<br>8 800bhp (6 473kW)<br>Helsingor Vaerft A/S Helsingor<br>Gen 2 × 380kW 2 × 325kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 113,0t (d.o.) 1 228,0t (hvf)-26,0pd 14,75kn |
| **VALEA ALBA**<br>**Navrom Shipping Company**<br>Constantza Romania | **7 091**<br>3 831<br>—<br>**11 358**<br>5 845<br>15 555 | RNR | **1983** Santierul Naval Galatz—Galatz (740)<br>158,60 —/9,602<br>146,89 22,81 13,24<br>1 dk | **M General Cargo**<br>4 Ho 21,0 27,6 27,7 20,0 ER<br>G.21 192 B.18 860<br>TEU 396 C. 396/20'<br>7 Ha (stl) (13,3 × 10,2) (19,2p&s 19,2p&s 19,2p&s × 7,7) ER<br>Der 4(22) | MAN 6L52/55A<br>2 Oil 4SA each 6Cy. 520 × 550 sr geared to sc. shaft<br>6 000bhp (4 413kW)<br>Intreprinderea de Const. de Masini Resita Resita |
| **VALENCA**<br>ex Nazareth-36 ex Valenca<br>**Companhia de Navegacao Bahiana S.A.**<br>Salvador Brazil | **190**<br>78<br>— | ✠ | **1910**-9 Ailsa SB. Co. Ltd.—Ayr<br>*35,42* 6,43<br>... ... ...<br>1 dk<br>R | **TS General Cargo** | C 4Cy. (2) 254 & (2) 508 x 305<br>Ailsa SB. Co. Ltd. Troon |
| **VALENCIA**<br>ex Maersk Valencia-91 ex Valencia-89<br>**Naviera F. Tapias S.A.**<br>Algeciras Spain<br>SatCom: 1351126/EHJB | **69 913**<br>53 790<br>151 805 | **✠100A1** SS 7/89<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL Z† 742,5/100,0U3<br>FN 19254 | **1977**-11 Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (154)<br>287,66 (BB) 46,11 18,616<br>275,01 46,00 24,01<br>F 23,8 1 dk | **M Tanker**<br>COW IGS (LR) SBT<br>5 Ta 10 Wing Ta ER<br>L.(oil) 198 866<br>4 Cargo pumps total 12 000T/hr | MAN 12V52/55A<br>2 Vee Oil 4SA each 12Cy. 520 × 550 sr geared to screw shaft<br>25 320bhp (18 624kW) NE 7/81<br>Hitachi Zosen Sakurajima Works, Osaka<br>2 WTAuxB 75kgf/cm² (73,6bar) Spt 515°C 65kgf/cm² (63,8bar) hs1644,4<br>✠ NAuxB (ex.g) 7/81 20kgf/cm² (19,7bar) Spt 245°C 12kgf/cm² (11,8bar) & 2 htrs & rcv 12kgf/cm² (11,7bar)<br>Gen 1 × 1500kW 1 × 1200kW 1 × 915kW 1 × 500kW 450V 60Hz a.c. |
| **VALENCIA BRIDGE**<br>ex Marjan-90<br>**Diamond Bridge Shipping Co. Ltd.**<br>Shipping Management S.A.M. (V. SHIPS)<br>Nassau Bahamas | **3 986**<br>1 542<br>4 600 | **100A1** CS 9/90<br>roll on — roll off cargo ship<br>**LMC**<br>EL A† 522,5/57,0U2<br>FN 4116<br>(JR) | **1980** "A. Zhdanov" SB. Yard—Leningrad (830)<br>140,11 (BB) 19,22 6,641<br>127,40 19,20 13,10<br>2 dks<br>rf 150 | **M RoRo Cargo**<br>Ice strengthened<br>Bow door/ramp<br>Lane Length 905<br>1 Ho 64,0 ER<br>B.11 600<br>TEU 200<br>C.Dk 77/20'(40') C.RoRo Dk 123/20'(40') | B&W 5DKRN62/140<br>Oil 2SA 5Cy. 620 × 1400<br>4 487kW (6 100bhp)<br>Bryansk Eng. Works Bryansk<br>e(ex.g) (ex.g) 10kgf/cm² (9,9bar)<br>WTAuxB 7,5kgf/cm² (7,4bar)<br>Gen 3 × 400kW 400V 50Hz a.c.<br>2 Thw. thrust propellers fwd<br>15kn |
| **VALENTIN**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1983** .............U.S.S.R.<br>54,82 9,96 4,114<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(2) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **VALENTIN KHUTORSKOY**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | T.Mk<br>**5 928**<br>2 767<br>—<br>**9 173**<br>4 860<br>13 738 | RS | **1971** Kherson Shipyard—Kherson<br>152,81 20,65 7,800/9,370<br>140,01 20,58 12,04<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>G.19 170 B.17 420<br>5 Ha (stl) (9,7 × 9,4) (14,4 14,4 14,4 × 10,9) ER (9,7 × 9,4)<br>Cr 8(6) Der 1(60) | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works Bryansk<br>17kn |
| **VALENTIN KOTELNIKOV**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | T.Mk<br>**2 433**<br>1 225<br>1 460 | RS | **1966** .............U.S.S.R.<br>84,69 14,03 5,398<br>78,06 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.294 In.1 331<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **VALENTIN SEROV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 205**<br>1 278<br>—<br>**5 093**<br>2 399<br>5 170 | RS | **1966** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 6,681/7,220<br>120,96 16,77 9,56<br>1 dk | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.7 350<br>4 Ha (each 4,8 × 5,1) ER<br>8W Der 8(3) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving gen. connected to elec. motor & geared to sc. shaft<br>E made74 fitted— U.S.S.R.<br>16,5kn |
| **VALENTIN SHASHIN**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1400604/UOCA<br>See Register of Offshore Units | **11 285**<br>5 536<br>7 245 | RS | **1981** Rauma-Repola Oy—Mantyluoto (RR-15)<br>149,41 7,301<br>136,81 24,01 12,68<br>2 dks | **TD-E Drilling Ship**<br>Ice strengthened | Wartsila 16V22<br>6 Vee Oil 4SA each 16Cy. 220 × 240 total 17 496bhp (12 869kW) driving 6 gen. each 1 980kW 6 000V a.c. connected to 4 elec. motors each of 1 875shp (1 379kW) & geared to sc. shafts<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 4 × 200kW 400V 50Hz a.c.<br>3 Thw. thrust propellers fwd , 2 aft<br>12kn |
| **VALENTIN SHEVCHUK**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**3 019**<br>1 806<br>2 063 | RS | **1974** VEB Volkswerft Stralsund—Stralsund (411)<br>101,86 (BB) 15,22 5,601<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>Der 2(5) 4(2) | MAN 8ZD72/48AL-1<br>Oil 4SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>14,75kn |
| **VALENTIN ZOLOTARYEV**<br>ex Velho-86 ex Athenian Spirit-86<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400244/UBPE | *12 536*<br>*7 964*<br>17 348 | RS (BV) | **1983** VEB Warnowwerft Warnemuende —Warnemuende (246)<br>158,05 (BB) 23,09 10,170<br>146,01 23,06 13,42<br>2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho ER 4 TwD<br>G.25 665 B.23 556<br>TEU 642<br>C.Ho 342/20' (40') C.Dk 300/20' (40')<br>7 Ha (stl) (18,6 × 13,0) (19,2p&s 19,2p&s 19,2p&s × 7,8) ER<br>9W Der 1(125) 4(35) 4(5-10) | MAN K7Z70/120E<br>Oil 2SA 7Cy. 700 × 1200<br>6 690kW (9 095bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 2 × 640kW 1 × 452kW 380V 50Hz a.c.<br>Fuel-21,0pd 13kn |
| **VALENTINA**<br>**Promise Island Corp. Inc.**<br>Oak Steamship Co. Ltd.<br>Monrovia Liberia | **31 907**<br>22 889<br>36 981<br>T/cm<br>48,0 | BV | **1976** Sumitomo Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (977)<br>196,02 (BB) 29,44 10,050<br>187,99 29,39 20,78<br>1 dk<br>rf nil | **M Wood-chip Carrier**<br>6 Ho 28,6 22,1 24,0 20,8 22,4 28,0 ER<br>G.77 094<br>6 Ha (stl) (13,9 13,5 13,5 13,5 13,5 14,4 × 13,4) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>8 827kW (12 000bhp)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 580kW 440V 60Hz a.c.<br>Fuel 1 783,0t (hvf) 14,9kn |

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| **7811654**<br>*YVGS*<br><br>Df Esd Gc<br>Rdr Rt | **VALENTINA**<br>ex La Iguana-87<br>**Inversiones y Suministros Amacuro C.A. (ISACA)**<br>Guanta Venezuela | **498**<br>224<br>502 | ✠**100A1** CS 3/91<br>non—perishable cargoes on deck, oil cargoes FP 60°C & above<br>Venezuelan coastal service & Barranquilla, Aruba, Curacao, Bonaire & Trinidad & Tobago<br>✠**LMC**<br>EL (I) $\frac{13}{16}$" pt1"U2<br>FN 589<br>**SURVEYS OVERDUE — CLASS SUSPENDED 15/8/91** | **1979**-1 Van Doesburg Heeselt B.V.—Hasselt (111)<br>45,37 12,50 2,159<br>39,20 12,21 2,80<br>RAD 7,1 1 dk<br>rf nil | **TM RoRo Cargo/ Landing Craft**<br>Oil Water<br>Bow ramp<br>Mchy.aft<br>L.190 L.(oil) 440<br>TEU 36 C.Dk 36/20' | General Motors<br>2 Vee Oil 2SA each 16Cy. 108 × 127<br>sc. shafts<br>1 030kW (1 400bhp)<br>General Motors Corp., Detroit Diesel Alliso<br>Div.<br>Gen 1 × 30kW 1 × 5,25kW 380V 50Hz<br>Fuel 34,5t (d.o.) |
| **7003180**<br>*HQDL7*<br>L-0332283<br>Df Esd Gc<br>Rdr RTm/h | **VALENTINE**<br>ex Oasis Saint-88 ex Nusantara 1-81<br>ex Yusho Maru-78<br>**Pelican Line S. de R.L.**<br>Pusan Shipping Co. Ltd.<br>San Lorenzo Honduras | **3 852**<br>2 491<br>6 188 | KR (NK) | **1969** Kanasashi Co. Ltd.—Shimizu (905)<br>110,14 16,24 6,653<br>101,91 16,21 8,21<br>P 25,0 F 10,7 1 dk | **M General Cargo**<br>2 Ho 34,0 36,5 ER<br>G.8 594 B.8 102<br>2 Ha (stl) (26,9 28,5 × 8,0) ER<br>12W Der 4(15) | Nippon Hatsudoki<br>Oil 4SA 6Cy. 520 × 680<br>3 500bhp (2 574kW)<br>Nippon Hatsudoki<br>Gen 2 × 152kW 445V 60Hz a.c.<br>Fuel 80,0t (d.o.) 462,0t (hvf)-11,0pd |
| **5271343**<br>*SV8582*<br>8530<br>Df Esd Pfd<br>Rdr RTv | **VALENTINE K**<br>ex Alfa Ena-84 ex Fotoula-83<br>ex Rathgar-83 ex Pass of Kildrummy-70<br>**Liberty Brothers Maritime Co.**<br>Piraeus Greece | **814**<br>414<br>1 167 | ✠Classed LR until 4/1/85 | **1959**-7 Rolandwerft G.m.b.h.—Bremen (878)<br>65,99 9,61 4,350<br>59,26 9,50 4,65<br>P 18,3 Trunk 32,0 F 10,4 1 dk<br>rf nil | **M Tanker**<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 3 022 HeCls. BC | Polar<br>Oil 2SA 5Cy. 340 × 570<br>1 050bhp (772kW)<br>Nydqvist & Holm A/B<br>Gen 2 × 35kW 1 × 25kW 110V d.c.<br>Fuel 56,0t (d.o.)-3,5pd |
| **7043867**<br>*IBJK*<br>70<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **VALENTINIANO**<br>ex Olivia-89 ex Team Hada-86<br>ex Hada-82 ex Team Castor-79<br>**Teodora Shipping S.r.l.**<br>Augusta Italy<br>SatCom: 1150206/IBJK | *17 851*<br>*12 105*<br>24 980<br>T/cm<br>38,9 | RI (NV) | **1971** A/S Horten Verft—Horten (170)<br>170,67 (BB) 25,94 11,367<br>163,35 25,91 15,30<br>F 15,0 1 dk<br>rf 76 Bow/CM 82 Diam. 0,305 | **M Tanker**<br>Chemical<br>32 Ta ER<br>L.41 938 HeCls. BC<br>4 Cargo pumps total 2 000T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>A/S Horten Verft<br>Gen 3 × 410kW 440V 60Hz a.c.<br>Fuel 137,0t (d.o.) 1 899,0t (hvf)-40,5pd |
| **7119587**<br>*C4AV*<br>707720<br>Df Esd Gc<br>Rdr RTv | **VALENTINO**<br>ex Aristaios-86<br>ex Caribbean Progress-79<br>ex Iranian Progress-76<br>ex Caribbean Progress-75<br>**Asterias Navigation Ltd.**<br>Limassol Cyprus | **4 469**<br>2 382<br>4 084 | HR (BV)<br>✠Classed LR until 3/86 | **1972**-3 Robb Caledon Shipbuilders Ltd.—Leith (510)<br>117,48 (BB) 20,58 6,319<br>104,02 20,30 12,50<br>F 12,2 2 dks<br>rf 152 conv RoRo Cargo/General Cargo — | **TM Passenger/RoRo Cargo/Ferry**<br>Stern door/ramp<br>1 Ho 103,9 1 TwD 52,7<br>1 Ha (stl) (16,9 × 3,6) ER | Pielstick<br>2 Vee Oil 4SA each 10Cy. 400 × 460<br>sc. shafts<br>9 000bhp (6 620kW)<br>Crossley Premier Engines Ltd.<br>Gen 2 × 400kW 2 × 300kW 440V 60Hz<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 614,5t (hvf) |
| **7519426**<br>*5MZP*<br>5770<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **VALERIA**<br>**Valeria Co. Ltd.**<br>NYK Ship Management Co. Ltd.<br>Monrovia Liberia<br>SatCom: 1242303/TMZP | **13 267**<br>7 819<br>20 523 | NK | **1977** Mitsubishi Heavy Industries Ltd.—Nagasaki (1774)<br>167,82 22,92 10,202<br>155,02 22,86 13,87<br>P 33,6 F 11,9 2 dks<br>rf nil | **M General Cargo**<br>4 Ho 26,1 27,9 27,9 27,9 ER 4 TwD<br>G.26 519 B.23 258<br>TEU 398<br>C.Ho 284/20' C.Dk 114/20' incl. 12 ref C.<br>7 Ha (stl) (17,1 19,8p&s 19,8p&s 19,8p&s × 8,0) ER<br>Cr 1(25) 2(20) 2(15) 1(10) | Mitsubishi<br>Oil 2SA 8Cy. 650 × 1350<br>12 800bhp (9 415kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 2 047,0t (hvf)-42,0pd |
| **8513285**<br>*XCVL*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **VALERIA**<br>**FRIGOMAR - Frigorificos Maritimos S.A. de C.V.**<br>Ensenada, Baja California Mexico<br>SatCom: 1175126/FRIM | *2 913*<br>*1 028*<br>2 912 | GL | **1987** Naval Gijon S.A.—Gijon (403)<br>95,31 (BB) 14,91 5,249<br>84,99 14,71 8,21<br>P 42,1 F 17,1 2 dks | **M Refrigerated Cargo**<br>4 Ho ER 4 TwD<br>In.4 106<br>4 Ha (stl) (each 5,2 × 5,6) ER<br>Cr 3(3) 2(1,5) | B&W<br>Oil 2SA 6Cy. 350 × 1050 with flexible<br>reduction geared to sc. shaft<br>3 354kW (4 560bhp)<br>Hitachi Zosen<br>Gen 1 × 1976kW 220/440V a.c.<br>Controllable pitch propeller |
| **7351185**<br><br>2249<br>Esd Rdr Rt | **VALERIA**<br>**Severino Costabile**<br>Salerno Italy | **224**<br>141<br>— | (RI) | **1976** Cant. Nav. Fratelli Maccioni—Viareggio (7)<br>49,31 7,78 3,501<br>39,71 7,47 4,07<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>900bhp (662kW)<br>Mirrlees Blackstone (Stamford) Ltd. |
| **8137794**<br>*IPHM*<br>492<br>Df Esd Gc<br>Rdr Rt | **VALERIA C.**<br>ex Benedetta Prima-83<br>**Valerio Ciavaglia e C.**<br>Ancona Italy | **150**<br>53<br>— | RI | **1981** Artemio Bugari Costruz. Nav. e Mecc.—Fano<br>27,74 6,63 2,320<br>22,15 6,61 3,33<br>1 dk | **M Fishing**<br>Side-fishing Ref | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>660bhp (485kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7222786**<br>*UKUE*<br>M-17317<br>Df Esd Gc<br>Pfd Rdr Rt | **VALERIAN ALBANOV**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Arkhangelsk) (U.S.S.R.) | **1 137**<br>284<br>630 | RS | **1972** Oy Laivateollisuus Ab—Turku/Abo (287)<br>68,23 11,92 4,122<br>60,00 11,89 6,02<br>2 dks | **M Research**<br>Hydrographic<br>Ice strengthened<br>2 Ho ER<br>B.445<br>2 Ha (each 3,6 × 2,5) ER<br>Cr 1(5) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7102338**<br>*UKFF*<br>M-31009<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VALERIAN KUYBYSHEV**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**5 627**<br>3 092<br>—<br>**9 323**<br>5 378<br>13 150 | RS | **1971** VEB Warnowwerft Warnemuende —Warnemuende (320)<br>151,52 20,35 —/8,960<br>140,01 20,30 11,94<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 18,5 20,4 20,4 20,5 ER 19,0 6 TwD<br>B.17 611<br>TEU 104 C.Ho 94/20' C.Dk 10/20'<br>5 Ha (stl) (10,3 × 9,9) (12,1 12,1 12,1 × 11,7) ER (10,3 × 9,9)<br>4W Cr 6(5) Der 1(60) 4(5-8) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>VEB Dieselmotorenwerk Rostock (DM<br>Gen 3 × 368kW<br>Fuel 370,0t (d.o.) 1 183,5t (hvf) |
| **7408598**<br>*UEAK*<br>M-12387<br>Df Esd Gc<br>Rdr Rt | **VALERIAN URYVAYEV**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Kholmsk) (U.S.S.R.) | **697**<br>85<br>350 | RS | **1974** .............Khabarovsk<br>54,77 9,53 4,190<br>9,30 5,19<br>1 dk | **M Research**<br>Hydrographic<br>Ice strengthened<br>1 Ho<br>B.68<br>1 Ha (2,7 × 1,7)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>875bhp (644kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8805509**<br>*UDXI*<br>S-42639<br>Df Esd Gc<br>Pfd Rdr RTv | **VALERIAN ZORIN**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | *2 060*<br>*696*<br>2 099 | RS | **1987** Osterreichische Schiffswerften A.G. Linz-Korneuburg—Korneuburg (766)<br>91,90 (BB) 13,60 3,370<br>84,90 13,40 4,90<br>2 dks | **TM Refrigerated Cargo**<br>Vehicles Pallets<br>Ice strengthened<br>2 Ho ER<br>In.3 064<br>TEU 96 C. 96/20' (40') incl. 24 ref C.<br>2 Ha (stl) (each 25,2 × 10,0) ER<br>Cr 1(-) | Wartsila<br>2 Oil 4SA each 8Cy. 220 × 240<br>2 650bhp (1 949kW)<br>Oy Wartsila Ab<br>Gen 2 × 248kW<br>Thw. thrust propeller fwd |
| **8502676**<br>*FHBD*<br><br>CC 622836<br>Rdr Rt | **VALERIANE**<br>**Louis Bonder**<br>Concarneau France | **103**<br>—<br>130 | | **1985** Chantier Piriou Freres—Concarneau<br>23,42 3,852<br>19,66 9,21 3,87<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>630bhp (463kW)<br>Caterpillar Tractor Co. |
| **8124084**<br><br><br>RTv | **VALERIE**<br>**Tuna del Pacifico S.A. de C.V.**<br>Ensenada, Baja California Mexico<br>SatCom: 1175114/XCHV | **1 126**<br>544<br>1 492 | BV | **1983** Soc. Esercizio Cant.—Viareggio (663)<br>68,81 12,96 5,401<br>61,19 12,36 8,26<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Mchy.aft<br>In.1 290 | MaK<br>Oil 4SA 9Cy. 320 × 420 with flexible<br>reverse reduction geared to sc.<br>2 650bhp (1 949kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Thw. thrust Contr. pitch propeller fwd |

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| **VALERIE C** | **14 674** | | **1980** Tsuneishi Zosen K.K.—Numakuma (474) | **M Bulk Carrier** | Sulzer 6RND68 |
| ex Isla-89 ex Sunny Island-87 | 10 369 | | 175,22 25,05 10,402 | | Oil 2SA 6Cy. 680 × 1250 |
| **PLM Transportation Equipment Corp.** | 26 814 | NV (NK) | 165,00 25,01 14,03 | 5 Ho 20,1 26,5 26,5 26,5 26,5 ER | 7 282kW (9 900bhp) |
| Pacific Carriers Pte. Ltd. | T/cm | | P 26,3 F 11,9 1 dk | G.35 060 B.34 028 HeCls. B | Sumitomo Heavy Ind. Ltd. Tamashima |
| Monrovia Liberia | 35,8 | | | | Gen 2 × 440kW 445V 60Hz a.c. |
| | | | | 5 Ha (stl) (12,8 × 11,5) (20,2 20,2 20,2 20,2 × 13,1) ER | Fuel 243,0t (d.o.) 1 428,0t (hvf)-33,0pd 14,75kn |
| | | | | Der 5(25) | |
| **VALERIE E** | **116** | | **1968** Kennedy Brown—Palatka, Fl | **M Fishing** | Oil |
| | 79 | | *21,86* 6,71 | | 370bhp (272kW) |
| **Valerie E Inc.** | — | | 3,87 | | ............ |
| Philadelphia, Pa United States of America | | | | | Fuel (d.o.) |
| **VALERIY CHKALOV** | *18 625* | | **1988** Kherson Shipyard—Kherson | **M Tanker** | B&W 6DKRN67/170 |
| | *8 894* | | 178,96 25,33 11,000 | Ice strengthened | Oil 2SA 6Cy. 670 × 1700 |
| **Novorossiysk Shipping Co. (NOVOSHIP)** | 28 610 | RS | 165,00 25,30 15,00 | 24 Ta ER | 8 700kW (11 828bhp) |
| (Novorossiysk) (U.S.S.R.) | | | 1dk | L.37 317 | Bryansk Eng. Works Bryansk |
| SatCom: 1401207/UPXP | | | | | Gen 1 × 600kW a.c. 3 × 560kW a.c. |
| **VALERIY DZHAPARIDZE** | *4 407* | | **1989** "Chernomorskiy" Shipyard—Nikolayev | **M Factory Fishing** | Russkiy 6CHN40/46 |
| | *1 322* | | 104,50 16,03 5,900 | Fish-factory Stern Trawler Ref | 2 Oil 4SA each 6Cy. 400 × 460 geared to sc. shaft |
| **Zapryba** | 1 810 | RS | 96,40 - 10,20 | Ice strengthened | 5 152kW (7 004bhp) |
| (Kaliningrad) (U.S.S.R.) | | | 2 dks | In.2 219 | Russkiy-Diesel Works Leningrad |
| SatCom: 1401420/LYDX | | | | | Gen 2 × 1600kW a.c. 3 × 200kW a.c. |
| | | | | | Controllable pitch propeller |
| | | | | | 16,1kn |
| **VALERIY KUZMIN** | *4 643* | | **1986** Navashinskiy Shipyard—Navashino | **TM General Cargo** | Russkiy 6CHRPN36/45 |
| | *1 798* | | 124,40 16,42 5,500 | Ice Strengthened | 2 Oil 4SA each 6Cy. 360 × 450 |
| **Yakut Industrial Administration of Marine Transport** | 5 020 | RS | 114,44 - 7,50 | | 2 206kW (2 999bhp) |
| (U.S.S.R.) | | | 1 dk | TEU 165 C.165/20'(40) | Russkiy-Diesel Works Leningrad |
| | | | | Cr 4(8) | Gen 3 × 200kW a.c. |
| | | | | | 12,5kn |
| **VALERIY MEZHLAUK** | T.Mk | | **1973** Kherson Shipyard—Kherson | **M General Cargo** | B&W 6-74VT2BF-160 |
| | **5 928** | | 152,81 20,65 7,800/9,370 | Ice strengthened | Oil 2SA 6Cy. 740 × 1600 |
| **Black Sea Shipping Co. (BLASCO)** | 2 903 | RS | 140,01 20,63 12,04 | 5 Ho 16,9 21,0 20,8 20,8 ER 16,5 | 9 000bhp (6 620kW) |
| (Odessa) (U.S.S.R.) | — | | 2 dks | B.14 420 | Bryansk Eng. Works Bryansk |
| | | | | | 17kn |
| | **9 173** | | | 5 Ha (stl) (9,8 × 8,9) (14,4 14,4 14,4 × 10,9) ER (9,8 × 9,5) | |
| | 4 995 | | | | |
| | 13 737 | | | 2W Cr 6(8) Der 1(60) | |
| **VALERIY VOLKOV** | T.Mk | | **1970** VEB Schiffswerft "Neptun"—Rostock (317) | **M General Cargo** | MAN K6Z57/80-A3 |
| | **2 138** | | 105,64 15,63 5,290/6,770 | Ice strengthened | Oil 2SA 6Cy. 570 × 800 |
| **Far-Eastern Shipping Co. (FESCO)** | 869 | RS | 96,02 15,55 8,01 | 4 Ho 15,1 16,0 16,7 ER 16,3 4 TwD | 3 250bhp (2 391kW) |
| (Vladivostok) (U.S.S.R.) | — | | 2 dks | G.6 510 | Halberstadt Halberstadt |
| | | | | | Fuel 78,0t (d.o.) 313,0t (hvf) 14kn |
| | **3 601** | | | 4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER (9,9 × 7,0) | |
| | 1 757 | | | | |
| | 4 648 | | | 8W Der 1(40) 1(20) 8(5) | |
| **VALERIYA BARSOVA** | **11 978** | RS | **1982**-4 Kherson Shipyard—Kherson (2023) | **M General Cargo** | B&W 6K74EF |
| ex Athenian Zoe-86 | 6 130 | | 162,31 (BB) 22,26 10,126 | | Oil 2SA 6Cy. 740 × 1600 |
| ex Athenian Anna-84 | 15 855 | ✠Classed LR until 7/87 | 144,61 22,20 13,42 | 5 Ho 10,3 22,6 15,3 29,6 15,4 ER 5 TwD | 10 600bhp (7 797kW) |
| **Black Sea Shipping Co. (BLASCO)** | | | F 12,8 2 dks | | Bryansk Eng. Works Bryansk |
| (Odessa) (U.S.S.R.) | | | rf 152 | G.21 690 B.19 920 | Gen 3 × 400kW 380V 50Hz a.c. |
| SatCom: 1400252/UWAK | | | | TEU 384 | Fuel 400,0t (d.o.) 1 400,0t (hvf)-36,0pd 16,75kn |
| | | | | C.Ho 223/20' incl. 12 ref C. C.Dk 161/20' | |
| | | | | 9 Ha (stl) (6,1 × 5,7) (19,1p&s 12,7p&s 25,3p&s 12,7p&s × 8,0) ER | |
| | | | | 4W Cr 7(12) Der 1(63) | |
| **VALETTA** | **16 639** | | **1972** Namura SB. Co. Ltd.—Osaka (402) | **M Bulk Carrier** | Sulzer 7RND68 |
| ex Pacemperor-89 | 11 684 | | 185,02 (BB) 27,06 10,726 | Str. heavy cargoes | Oil 2SA 7Cy. 680 × 1250 |
| **K/S Valetta** | 34 684 | AB | 175,01 27,01 14,71 | 7 Ho 18,2 18,3 24,0 14,4 24,0 19,2 18,3 ER | 11 550bhp (8 496kW) |
| Univan Ship Management Ltd. | T/cm | | P 10,1 F 13,2 1 dk | | Mitsubishi Heavy Industries Ltd. Kobe |
| Bergen Norway (NIS) | 43,0 | | rf 25 | G.42 963 B.40 864 HeCls. B | Gen 3 × 540kW 450V 60Hz a.c. |
| | | | | 7 Ha (stl) (8,7 11,9 17,6 8,0 16,7 12,8 11,2 × 12,5) ER | Fuel 167,5t (d.o.) 2 289,5t (hvf)-38,5pd 14,5kn |
| | | | | Cr 4(12,5) | |
| **VALFAJR 1** | 419 | | **1984** Costruz. Riparaz. Nav. Antonini S.p.A.—La Spezia (109) | **TM Tug** | Deutz SBV8M628 |
| | *125* | | | | 2 Oil 4SA each 8Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shafts |
| **National Iranian Tanker Co.** | 555 | NV | 35,72 4,671 | | Kloeckner Humboldt Deutz Koeln |
| Bandar Bushehr Iran | | | 31,30 9,50 5,11 | | Gen 2 × 260kW 1 × 125kW 380V 50Hz a.c. |
| | | | 1 dk | | 2 Controllable pitch propellers |
| | | | | | Thw. thrust Contr. pitch propeller fwd |
| **VALFAJR 2** | 419 | | **1985** Costruz. Riparaz. Nav. Antonini S.p.A.—La Spezia (110) | **TM Tug** | Deutz SBV8M628 |
| | *125* | | | | 2 Oil 4SA each 8Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shafts |
| **National Iranian Tanker Co.** | 555 | NV | 35,72 4,671 | | Kloeckner Humboldt Deutz Koeln |
| Bandar Bushehr Iran | | | 31,30 9,50 5,11 | | Gen 2 × 260kW 1 × 125kW 380V 50Hz a.c. |
| | | | 1 dk | | 2 Controllable pitch propellers |
| | | | | | Thw. thrust Contr. pitch propeller fwd |
| **VALFAJR 3** | 419 | | **1985** Costruz. Riparaz. Nav. Antonini S.p.A.—La Spezia (111) | **TM Tug** | Deutz SBV8M628 |
| | *125* | | | | 2 Oil 4SA each 8Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shafts |
| **National Iranian Tanker Co.** | 555 | NV | 35,72 4,679 | | Kloeckner Humboldt Deutz Koeln |
| Bandar Bushehr Iran | | | 31,30 9,50 5,11 | | Gen 2 × 260kW 1 × 125kW 380V 50Hz a.c. |
| | | | 1 dk | | 2 Controllable pitch propellers |
| | | | | | Thw. thrust Contr. pitch propeller fwd |
| **VALFIORITA** | 4 066 | | **1989** Fincantieri-Cant. Nav. Italiani S.p.A.—Livorno (5869) | **M Liquefied Gas Carrier** | GMT A420.6L |
| | *1 219* | | | LPG Atmospheric Ref. | Oil 4SA 6Cy. 420 × 500 with flexible couplings & sr geared to sc. shaft |
| **Compagnia Internazionale Stoccaggi Prodotti Petroliferi S.p.A. (C.I.S.P.A.)** | 4 286 | RI | 97,51 (BB) 14,82 6,650 | | 3 100kW (4 214bhp) |
| | | | 90,00 14,80 10,50 | L.(gas) 4 064 | Fincantieri-Cant. Nav. Italiani S.p.A. (Grandi Motori) Trieste |
| Pescara Italy | | | 1 dk | | Gen 1 × 750kW 3 × 525kW 440V 60Hz a.c. |
| SatCom: 1150473/IVSP | | | | | Controllable pitch propeller |
| | | | | | Thw. thrust Contr. pitch propeller fwd |
| | | | | | Fuel 43,0t (d.o.) 428,0t (hvf) 14kn |
| **VALGARDENA** | 4 997 | | **1985** Fincantieri-Cant. Nav. Italiani S.p.A.—Livorno (159) | **M Tanker** | Wartsila 9R32 |
| | *1 640* | | | SBT | Oil 4SA 9Cy. 320 × 350 with flexible couplings & sr geared to sc. shaft |
| **Navigazione Montanari S.p.A.** | 6 091 | RI | 116,01 (BB) 5,414 | 12 Ta ER | 4 175bhp (3 071kW) |
| Pescara Italy | | | 110,01 18,51 8,01 | HeCls. BC | Oy Wartsila Ab Vaasa/Vasa |
| | | | 1 dk | | Gen 3 × 500kW 440V 60Hz a.c. |
| | | | | | Controllable pitch propeller |
| | | | | | Thw. thrust Contr. pitch propeller fwd |
| | | | | | Fuel 60,0t (d.o.) 320,0t (hvf)-15,0pd 13kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7627766<br>*EORX*<br>M-31250<br>Df Esd Gc<br>Pfd Rdr Rt | **VALGEYARV**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | T.Mk<br>**3 017**<br>1 246<br>2 118 | RS | **1977** VEB Volkswerft Stralsund—Stralsund (462)<br>101,86 (BB) 15,22 5,600<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha (2,2 × 2,2) (2,3 × 2,3)<br>6W Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller |
| 7340679<br>*C4RA*<br>707913<br>Df Esd Gc<br>Rdr Rt | **VALI P**<br>ex Mari-86<br>**Valipur Shipping Ltd.**<br>Perosea Shipping Co. S.A.<br>Limassol Cyprus | **8 924**<br>6 158<br>15 251 | ✠**100A1** SS 11/88<br>✠**LMC**<br>EL Z $2\frac{1}{8}$"U2<br>FN 4317 | **1974**-2 Austin & Pickersgill Ltd.—South Dock, Sunderland (441)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 422 B.19 646 In.49<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(30) 8(10) 2(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd.<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 280kW 440V 60Hz a.c. |
| 5416383<br>*J4IL*<br>7057<br>Df Esd Gc<br>Rdr Rt | **VALI PERO**<br>ex Laurelbank-79<br>**Brethelman Shipping Co. S.A.**<br>Perosea Shipping Co. S.A.<br>Piraeus Greece | T.Mk<br>**6 411**<br>3 467<br>10 692<br>**8 406**<br>4 902<br>12 507 | ✠CLASS DELETED<br>18/5/90<br>**TO BE BROKEN UP** | **1963**-8 Wm. Doxford & Sons (Shipbuilders) Ltd —Pallion, Sld (857)<br>148,44 18,98 7,976/8,808<br>137,50 18,90 9,00<br>F 12,5 2 dks<br>RW rf 152 | **M General Cargo**<br>5 Ho 17,1 19,4 18,2 ER 5,3DTp&s 3,8DTp&s 16,0 25,9 5 TwD<br>G.16 952 B.15 343 L.1 401<br>6 Ha (w) (8,9 9,9 9,9 × 6,7) ER (3,8 9,9 9,9 × 6,7)<br>14W Der 1(50) 4(10) 10(6) | Doxford<br>Oil 2SA 4Cy. 670 × 2100<br>4 884kW (6 640bhp)<br>Wm. Doxford & Sons (Engineers) Ltd.<br>Gen 3 × 250kW 1 × 40kW 220V d.c.<br>Fuel 1 226,5t (hvf) |
| 7034907<br>*C4KY*<br>707739<br>Df Esd Gc<br>Rdr Rt | **VALIA V**<br>ex Parnasos-91 ex Ati-86 ex Ruta-83<br>ex Valle De Butron-79<br>**Lepontia Shipping Co. Ltd.**<br>Vamvaship Maritime S.A.<br>Limassol Cyprus | **1 595**<br>941<br>3 969 | ✠**100A1** SS 11/87<br>✠**LMC**<br>EL $1\frac{5}{16}$"U2<br>FN 1641<br>(RI) | **1971**-1 Ast. de T. Ruiz de Velasco—Bilbao (113)<br>88,40 (BB) 12,93 6,427<br>80,02 12,90 7,60<br>Ba 14,7 F 11,3 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho ER<br>G.4 465 | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 2 × 152kW 1 × 52kW 380V 50H |
| 7319709<br>*WBB8997*<br>980023<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VALIANT**<br>ex Seta-91 ex Chimborazo-90<br>ex Thomona-79<br>**Sealift Chemicals Inc.**<br>Sealift Inc.<br>Philadelphia, Pa United States of America | **4 375**<br>3 243<br>7 634<br>T/cm<br>16,0 | (NV) | **1973** Kleven M/V A/S—Ulsteinvik (24)<br>120,76 (BB) 16,03 6,895<br>16,01 8,77<br>P 26,0 F 6,1 1 dk<br>rf nil len 78 | **M Tanker**<br>Chemical<br>Ice strengthened<br>19 Ta ER<br>L.8 788 HeCls. BC<br>19 Cargo pumps total 1 800T/hr | MaK<br>2 Oil 4SA each 6Cy. 320 × 420 sr gea<br>shaft<br>4 200bhp (3 089kW) NE 78<br>MaK. Maschinenbau G.m.b.H.<br>Gen 1 × 350kW 2 × 256kW 440V 6<br>Controllable pitch propeller<br>Fuel 101,5t (d.o.) 406,5t (hvf)-13,0pd |
| 8506452<br>*DCBK*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **VALIANT**<br>ex Stadt Leer-91<br>**"Stadt Leer" Friesische Schiffahrtsbeteiligung K.G.**<br>Thien & Heyenga Bereederungs- und Befrachtungsgesellschaft m.b.H.<br>Leer Federal Republic of Germany | *2 800*<br>*1 138*<br>2 980 | GL | **1985** Seebeckwerft A.G.—Bremerhaven (1060)<br>85,55 (BB) 15,30 4,401<br>80,02 15,10 6,76<br>P 12,5 B 59,8 F 6,4 2 dks | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho 51,3 ER<br>G.5 166 B.5 130<br>TEU 246 C.Ho 118/20' C.Dk 128/20'<br>1 Ha (stl) (49,5 × 12,6) ER<br>Cr 2(25) | Deutz<br>Oil 4SA 9Cy. 240 × 280 with flexible c<br>sr geared to sc. shaft<br>1 840bhp (1 353kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 275kW 1 × 248kW 220/440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel-6,5pd |
| 7717145<br>*WUR8886*<br>592207<br>Df Esd Gc<br>Pfd Rdr RTv | **VALIANT**<br>ex Royal Princess-89 ex Valiant-88<br>**Royal Princess Fisheries Inc.**<br>ProFish International Inc.<br>Seattle, Wa United States of America<br>SatCom: 1502461/RPCS | *1 840*<br>*552*<br>1 190 | AB NV | **1978** McDermott Shipyard—Morgan City, La (236)<br>66,45 4,480<br>59,44 13,72 7,98<br>F 15,0 1 dk<br>conv Deck Cargo Tug/Supply Ship 88 | **TM Fishing**<br>Stern Trawler<br>Ice strengthened | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>sc. shafts<br>2 200bhp (1 618kW)<br>General Motors Corp. Electro-Motive Di<br>Gen 2 × 710kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 7624348<br>*PIDI*<br>Df Esd Gc<br>Rdr RTm/h/v | **VALIANT**<br>**Rederij "Valiant"**<br>Beck Scheepvaartkantoor B.V.<br>Groningen Netherlands | **1 599**<br>1 116<br>3 048 | BV | **1977** Schpsbw. & Rep. Gebr. Sander N.V. —Delfzijl (275)<br>80,40 13,64 5,536<br>73,51 13,42 6,74<br>1 dk | **M General Cargo**<br>2 Ho 19,5 32,0 ER<br>G.3 964 B.3 800<br>2 Ha (stl) (13,7 × 7,3) (25,0 × 9,5) ER | Brons<br>Vee Oil 2SA 16Cy. 220 × 380<br>1 500bhp (1 103kW)<br>Appingedammer Brons<br>Gen 2 × 31kW 220/380V 50Hz a.c.<br>Fuel 120,0t (d.o.) |
| 7535561<br>*HP4594*<br>13109-KJ<br>Rdr | **VALIANT**<br>ex Shuyo Maru-87<br>**YRL Shipping Co. S.A.**<br>Panama Panama | **1 234**<br>892<br>2 200 | | **1974** Tomoura Zosen K.K.—Miyakubo (585)<br>71,94 11,54 5,030<br>68,97 11,51 6,84<br>1 dk | **M General Cargo**<br>1 Ho<br>G.2 650 B.2 430<br>1 Ha (37,0 × 8,0) | Hanshin<br>Oil<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. |
| 7005841<br>*WY7686*<br>522574<br>Df Esd Gc<br>Pfd Rdr Rt | **VALIANT**<br>**Scott L. Bowlden**<br>Seattle, Wa United States of America | **195**<br>132<br>— | | **1969** Pacific Fishermen Inc.—Seattle, Wa. (277)<br>27,74 8,08<br>7,93 3,08<br>1 dk | **TM Fishing**<br>Side-fishing<br>Mchy.aft | General Motors<br>2 Oil 2SA each 16Cy. 108 × 127<br>1 400bhp (1 030kW)<br>General Motors Corp. |
| 8003280<br>*WYR6050*<br>634811<br>Df Esd Gc<br>Pfd Rdr Rt | **VALIANT**<br>**Bulkfleet Marine Ltd. No. 1**<br>Texaco Marine Services Inc.<br>Houston, Tx United States of America | **194**<br>132<br>— | AB | **1981** McDermott Shipyard—Morgan City, La (258)<br>6,268<br>39,63 13,12 6,71<br>F 24,1 1 dk<br>BK 51 | **TM Tug**<br>Articulated Pusher | MaK<br>2 Oil 4SA each 6Cy. 450 × 550 sr ge<br>shafts<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 300kW a.c. |
| 7375961<br>*P3DO3*<br>708756<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **VALIANT CARRIER**<br>ex Saudiah-89 ex Osco Saudiah-83<br>ex Osco Sun-80 ex Shikoku Geir-78<br>**Mistover Marine Co. Ltd.**<br>Amer Shipping Ltd.<br>Limassol Cyprus | *16 039*<br>*10 699*<br>29 139<br>T/cm<br>38,1 | GL (NK) (NV) | **1974** Shin Yamamoto Zosensho—Kochi (174)<br>178,49 (BB) 25,05 10,237<br>167,04 25,00 12,50<br>1 dk<br>Bow/CM 110 Diam. 0,350 MH 0,9 | **M Tanker**<br>Oil Chemical<br>19 Ta ER<br>L.(oil) 34 767 HeCls. CptB<br>3 Cargo pumps total 3 000T/hr | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>8 495kW (11 549bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 520kW 440V 60Hz a.c.<br>Fuel 2 832,0t (d.o. & hvf)-36,0pd |
| 8800729<br>*ELKZ5*<br>8876<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **VALIANT EXPRESS**<br>**Minastar Shipping Corp.**<br>Thome Ship Management Pte. Ltd.<br>Monrovia Liberia<br>SatCom: 1243320/ELKZ | *18 023*<br>*10 098*<br>29 998 | NK | **1988** Minami-Nippon Zosen K.K.—Usuki (603)<br>167,00 (BB) 27,42 10,261<br>158,00 27,40 15,55<br>1 dk | **M Tanker**<br>IGS<br>5 Ta 10 Wing Ta ER<br>L.44 405 | B&W<br>Oil 2SA 6Cy. 500 × 1910<br>6 664kW (9 060bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 343kW 450V 60Hz a.c.<br>Fuel 153,6t (d.o.) 1 637,0t (hvf)-24 |
| 8203218<br>*J8EC4*<br>3137<br>Df Esd Gc<br>Rdr RTm/v | **VALIANT FISH**<br>ex Oil Prowler-91 ex Bourgogne-87<br>ex Tender Bourgogne-87<br>**Eurofish Services Ltd.**<br>Feronia International Shipping (F.I.SH)<br>Kingstown St. Vincent and the Grenadines | **750**<br>219<br>1 000 | BV | **1983** Ateliers et Chantiers du Sud-Ouest —Bordeaux (1199)<br>53,57 11,82 4,552<br>47,86 11,51 5,52<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Wichmann<br>2 Oil 2SA each 7Cy. 300 × 450<br>A/S Wichmann<br>Gen 1 × 330kW 2 × 200kW 380<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 387,0t (d.o.)-14,0pd |
| 7309651<br>*WF3927*<br>229407 | **VALIANT LADY**<br>ex Sunshine III<br>**Dougherty Shrimp Co.**<br>Jacksonville, Fl United States of America | **131**<br>89<br>— | | **1930** New York Yacht Launch & Engine Co.—New York, NY<br>*29,11* 5,95<br>3,00 | **Wood TM Fishing** | General Motors<br>2 Oil<br>400bhp (294kW) NE made53<br>General Motors Corp.<br>Fuel (d.o.) |

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|---|---|---|---|---|---|
| **VALIANT SEAHORSE**<br>ex Inmar Prince-82<br>**Kanawha Valley Bank N.A.**<br>Zapata Gulf Marine Corporation<br>Morgan City, La United States of America | **281**<br>191<br>600 | AB | **1978** McDermott Shipyard—New Iberia, La (116)<br>3,671<br>54,79 12,20 4,27<br>F 14,7 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>E made65 reconditioned & fitted8/78<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>12kn |
| **VALIANT SERVICE**<br>**Glory China Shipping Inc.**<br>Panama Panama | **471**<br>320<br>— | AB | **1974** Zigler Shipyards Inc.—Mermentau, La (232)<br>56,70 3,928<br>49,54 11,59 4,58<br>F 14,7 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors 16-567-BC<br>2 Vee Oil 2SA each 16Cy. 216 × 254 reverse reduction geared to sc. shafts<br>E (p) made50 reconditioned & fitted74<br>General Motors Corp. La Grange, Illinois<br>E (s) made50 reconditioned & fitted77<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 200kW<br>Thw. thrust propeller fwd |
| **VALIDO**<br>**Firmino Martins Ltda.**<br>Lisboa Portugal | **199**<br>—<br>150 | | **1983** FOZNAVE, Est. Nav. da Figueira da Foz Lda.—Figueira da Foz (044)<br>33,91 8,01 3,601<br>28,61 7,80 3,92<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>In.140<br>1 Ha (stl) ER | Alpha 10V23L-VO<br>Vee Oil 4SA 10Cy. 225 × 300 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 450bhp (1 067kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Controllable pitch propeller |
| **VALIENTE**<br>ex Koyo Maru No. 2-80<br>**Transportadora Maritima de Combustible (TRAMACO S.A.)**<br>Montevideo Uruguay | **693**<br>364<br>1 096<br>T/cm<br>4,2 | BV | **1966** Kurushima Dockyard Co. Ltd.—Imabari (367)<br>56,04 9,48 4,301<br>52,46 9,45 4,70<br>1 dk<br>Bow/CM 35 Diam. 0,305 | **M Tanker**<br>6 Ta ER<br>L.(oil) 1 342 HeCls. C<br>2 Cargo pumps total 700T/hr | Akasaka<br>Oil<br>820bhp (603kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>Fuel 477,5t (d.o.)-3,0pd 10,5kn |
| **VALKA**<br>**Liepaja Ocean Fishing Fleet**<br>Liepaya Latvia | T.Mk<br>**2 581**<br>888<br>1 290 | RS | **1972** "Chernomorskiy" Shipyard—Nikolayev<br>83,90 14,03 5,700<br>78,06 13,95 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,25kn |
| **VALKLA**<br>ex Ivan Byelostotskiy-92<br>**Estonian Shipping Co.**<br>Tallinn Estonia | T.Mk<br>**4 226**<br>1 941<br>—<br>**6 555**<br>3 316<br>7 400 | RS | **1975** Stocznia Gdanska im. Lenina—Gdansk (B465/17)<br>135,41 (BB) 18,04 —/7,462<br>134,98 18,01 10,22<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER 11,2 6 TwD<br>G.11 491 B.10 781 In.267 L.420<br>TEU 112<br>C.Ho 88/20' (40') C.Dk 24/20' (40')<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s 13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd 15,5kn |
| **VALKYRIA**<br>**Lulea Bogserbats AB**<br>Lulea Sweden | **314**<br>102<br>— | ✠**100A1** SS 8/89<br>tug<br>Baltic coasting service<br>Ice Class 1A Super<br>✠**LMC**<br>EL (F)H $\frac{13}{16}$"U2<br>FN 415 | **1977**-9 A/B Asi-Verken—Amal (118)<br>32,90 9,76 4,101<br>28,58 9,30 5,19<br>RFD 6,4 1 dk<br>rf - BK 152 | **M Tug/ Icebreaker**<br>Fire-fighting<br>Mchy.aft | Polar F216V-D<br>Vee Oil 4SA 16Cy. 250 × 300 sr geared to sc. shaft<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 136kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13kn |
| **VALKYRIE**<br>**Jacobson Fishing Co. Inc.**<br>New Bedford, Ma United States of America | **197**<br>134<br>— | | **1967** Condy & Stevens—East Boothbay, Me<br>*27,86* 7,07<br>3,92 | **M Fishing** | Oil<br>765bhp (563kW)<br>.............<br>Fuel (d.o.) |
| **VALKYRIE VENTURER**<br>**Wood Fisheries Pty. Ltd.**<br>*Brisbane, Queensland* Australia | **150**<br>—<br>— | | **1989** Port Lincoln Ship Construction Pty. Ltd. —Port Lincoln, S.A. (V15)<br>19,70 7,18 3,125<br>17,00 7,00 3,50 | **M Fishing**<br>Side Trawler Beam-trawl Ref | Cummins KT-19-M<br>Oil 4SA 6Cy. 159 × 159 sr reverse geared to sc. shaft<br>368kW (500bhp)<br>Cummins Engine Co. Inc. U.S.A. |
| **VALKYRIEN**<br>**A/S Em. Z. Svitzer**<br>Esbjerg Denmark (DIS)<br>SatCom: 1610346/OVUA | *291*<br>*87*<br>145 | ✠**100A1** SS 9/88<br>tug<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL F 275,0/25,0U1<br>FN 377 | **1984**-2 Dannebrog Vaerft A/S—Aarhus (185)<br>32,42 9,53 4,061<br>27,89 9,01 4,50<br>RAD ,7 RFD 11,6 1 dk<br>rf 597 | **M Tug**<br>Pusher Fire-fighting<br>Mchy.aft | Wartsila 8R32<br>Oil 4SA 8Cy. 320 × 350 with clutches, flexible couplings & sr geared to sc. shaft<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 280kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 109,0t (d.o.)-12,0pd 14kn |
| **VALKYRIEN MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Hanstholm Denmark (DIS)<br>SatCom: 1610415/OYCU | *57 587*<br>*32 928*<br>110 296<br>T/cm<br>91,4 | ✠**100A1**<br>oil tanker SPM<br>✠**LMC** **UMS**<br>**IGS**<br>EL U† 715,0/90,0U3(a)<br>FN 14417 | **1988**-12 Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1349)<br>243,00 (BB) - 11,898<br>232,00 42,21 20,63<br>1 dk<br>rf nil Bow/CM 117 Diam. 0,410 MH 1,8 | **M Tanker**<br>COW IGS(LR) PL(LR)<br>SBT(LR) pt higher tensile steel<br>8 Ta ER<br>L.(oil) 104 112<br>4 Cargo pumps total 9 200T/hr | B&W 6S70MCE<br>Oil 2SA 6Cy. 700 × 2674<br>12 301kW (16 723bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>AuxB (Comp) 10kgf/cm² (9,9bar)<br>Gen 2 × 1200kW 1 × 680kW 450V 60Hz a.c.<br>Fuel (d.o.)(hvf) 15,53kn |
| **VALLABHBHAI PATEL**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **62 563**<br>46 676<br>113 925<br>T/cm<br>87,8 | AB IRS | **1977** Brodogradiliste "Split"—Split (271)<br>254,52 (BB) 39,07 16,881<br>246,01 39,01 23,02<br>1 dk<br>rf nil Bow/CM 128 Diam. 0,410 | **M Ore/Bulk/Oil Carrier**<br>Adapted for Dry cargoes only<br>Str. heavy cargoes DB<br>9 Ho/Ta ER<br>G.130 003<br>14 Ha (stl) ER<br>2 Cargo pumps total 9 000T/hr | MAN K8Z86/160F<br>Oil 2SA 8Cy. 860 × 1600<br>20 000bhp (14 711kW)<br>Tvornica Dizel Motora "Split" Yugoslavia<br>Gen 2 × 760kW 1 × 748kW 1 × 100kW 450V 60Hz a.c.<br>Fuel 508,0t (d.o.) 6 147,0t (hvf) 16kn |
| **VALLATHOL**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | T.Mk<br>**62 563**<br>46 676<br>114 147<br>T/cm<br>87,8 | AB IRS | **1976** Brodogradiliste "Split"—Split (270)<br>254,01 (BB) 39,07 16,860<br>246,01 39,01 23,02<br>P 34,5 1 dk<br>rf nil DK Bow/CM 128 Diam. 0,410 | **M Ore/Bulk/Oil Carrier**<br>Adapted for Dry cargoes only<br>Str. heavy cargoes DB<br>9 Ho/Ta 23,4 13,7 26,4 13,7 26,4 13,7 26,4 13,7 24,5 ER<br>G.130 626 L.(oil) 127 429 HeCls. BC<br>14 Ha (stl) (each 8,8 × 17,7) ER<br>2 Cargo pumps total 9 000T/hr | MAN K8Z86/160F<br>Oil 2SA 8Cy. 860 × 1600<br>20 000bhp (14 711kW)<br>Tvornica Dizel Motora "Split" Split<br>Gen 2 × 760kW 1 × 748kW 450V 60Hz a.c.<br>Fuel 6 604,5t (hvf)-62,0pd 14,5kn |
| **VALLDAL**<br>**More og Romsdal Fylkesbatar**<br>Aalesund Norway | **266**<br>126<br>— | (NV) | **1970** Ulstein M/V A/S—Ulsteinvik (62)<br>39,55 9,50<br>38,00 9,48 3,81<br>1 dk<br>rf 996 BK 127 | **M RoRo Cargo/Ferry**<br>245P<br>Cars 28<br>Mchy.aft | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>600bhp (441kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 32kW 220V 50Hz a.c.<br>2 propellers aft, 1 fwd<br>Fuel (d.o.) |

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| **6905367**<br>*ICEC*<br>561<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **VALLE AURORA**<br>ex Cristina Montanari-88<br>ex Hoegh Scout-74<br>Launched as Rita<br>**Cispa Gas Trasporti S.p.A.**<br>Pescara Italy | **2 998**<br>1 669<br>3 227 | RI (NV) | **1968** Kristiansands M/V A/S—Kristiansand S. (211)<br>101,94 14,46 6,058<br>94,21 14,41 7,12<br>P 28,1 B 12,8 F 15,0 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>6 Ta (stl) cyl horizontal ER<br>L.(gas) 3 636 | Sulzer<br>Oil 2SA 9Cy. 360 × 600<br>2 340bhp (1 721kW)<br>Sulzer Bros. Ltd.<br>Gen 2 × 232kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 330,0t (hvf)-9,5pd |
| **8123688**<br>*IBLU*<br>524 | **VALLE AZZURRA**<br>**Compagnia Internazionale Stoccaggi Prodotti Petroliferi S.p.A. (C.I.S.P.A.)**<br>Pescara Italy | **2 994**<br>1 608<br>3 331 | RI | **1983** Italcantieri S.p.A.—Genova (4390)<br>88,30 (BB) 14,23 6,615<br>80,02 14,20 7,62<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>3 Ta ER<br>L.(gas) 3 025 | GMT<br>Oil 4SA 6Cy. 420 × 500 sr geared to<br>3 089kW (4 200bhp)<br>Grandi Motori Trieste<br>Controllable pitch propeller |
| **7340617**<br>*IKGB*<br>530<br>Esd Gc Pfd<br>Rdr RTv | **VALLE BIANCA**<br>ex Wimpey Sealion-85<br>**Cispa Gas Trasporti S.p.A.**<br>Pescara Italy | *1 048*<br>*314*<br>1 494 | RI<br>✠Classed LR until 4/86 | **1973**-11 Appledore Shipbuilders Ltd.—Appledore (A.S.96)<br>59,01 12,76 5,269<br>53,93 12,50 6,05<br>F 24,1 1 dk<br>rf 838 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P<br>Ice strengthened<br>Der 1(5) | Alpha<br>2 Vee Oil 4SA each 18Cy. 225 × 300<br>clutches, flexible couplings & sr gea<br>shafts<br>Alpha-Diesel A/S<br>Gen 3 × 200kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 548,5t (d.o.) |
| **7012533**<br>*EEJG*<br>2796<br>Df Esd Rdr<br>Rt | **VALLE DE ACHONDO**<br>**Servinaves S.L.**<br>Bilbao Spain | **288**<br>109<br>— | BV | **1970** S.A. Juliana Constructora Gijonesa—Bilbao (16)<br>39,22 3,341<br>35,01 7,60 3,92<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 193bhp (878kW)<br>Kloeckner Humboldt Deutz |
| **7946409**<br>*EFNC* | **VALLE DE ARRATIA**<br>**Gorricho Jose Ramon**<br>Bilbao Spain | **254**<br>110<br>— | (BV) | **1967** Maritima del Musel S.A.—Spain<br>... ... ...<br>36,73 7,23 3,92<br>1 dk | **M Fishing**<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz |
| **6603048**<br>*EEUW*<br>2703<br>Df Esd Rdr<br>Rt | **VALLE DE ASUA**<br>**Pesquera Galaico Gaditana S.A.**<br>Bilbao Spain | **365**<br>182<br>— | BV | **1965** Maritima del Musel S.A.—Gijon (69)<br>42,83 7,65 3,683<br>36,99 7,60 4,20<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>1 Ho<br>In.339<br>3 Ha (1,9 1,9 × 1,3) (0,7 × 0,7)<br>1W Der 1(2,5) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz<br>Fuel 153,5t (d.o.) |
| **7415670**<br>Df Esd Gc<br>Rdr Rt | **VALLE DE FRAGA**<br>**Jose Valle Vazquez**<br>Gijon Spain | **195**<br>80<br>100 | | **1980** Sociedad Co-operativa de Ast. Ojeda y Aniceto—Aviles (24)<br>31,75 7,78 3,201<br>27,03 7,03 3,74<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 16Cy. 159 × 203 geared<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. |
| **7036589**<br>*3EXT7*<br>19767-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **VALLETA II**<br>ex Novsong-90 ex Erika Naber-87<br>ex Erika Schulte-78<br>**Tong Huat Shipping Co. S.A.**<br>Benorient Lines Ltd.<br>Panama Panama | T.Mk<br>**3 229**<br>1 720<br>6 105<br><br>**5 474**<br>3 687<br>8 150 | GL | **1971** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (476)<br>124,49 18,09 6,846/8,103<br>117,00 18,04 10,24<br>F 11,6 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 18,2 26,5 32,1 ER<br>G.12 275 B.11 436<br>3 Ha (stl) (12,5 19,5 26,0 × 10,2) ER<br>10W Der 10(5-10) | Deutz<br>Vee Oil 4SA 16Cy. 370 × 400 sr geared<br>shaft<br>4 413kW (6 000bhp)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 288kW 1 × 72kW 380V<br>Fuel 914,5t (hvf) |
| **6916548**<br>*9HXA2*<br>2174<br>Df Esd Gc<br>Rdr Rt | **VALLETTO**<br>ex Iskra-89<br>**Valletto Shipping Co. Ltd.**<br>Mayamar Marine Enterprises S.A.<br>Valletta Malta | **12 985**<br>8 297<br>20 000 | GL (RS) | **1969** Stocznia im. "Komuny Paryskiej"—Gdynia (B72/02)<br>177,25 22,46 9,380<br>166,00 22,33 12,37<br>1 dk | **M Tanker**<br>Ice strengthened<br>19 Ta ER<br>L.(oil) 27 216 HeCls. BC | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>7 061kW (9 599bhp)<br>H. Cegielski<br>Gen 3 × 320kW 380V a.c.<br>Fuel 315,0t (d.o.) 965,0t (hvf) |
| **7309675**<br>*WX7735*<br>506456<br>Rt | **VALLEY KING**<br>**Valley King Inc.**<br>Brownsville, Tx United States of America | **116**<br>79<br>— | | **1966** Border Marine Ways—Brownsville, Tx<br>*22,77*<br>6,25 3,56<br>1 dk | **M Fishing** | Oil<br>380bhp (280kW)<br>Fuel (d.o.) |
| **7306582**<br>*FPFQ*<br>13.421/0610<br>Df Esd Rdr<br>Rt | **VALLIERES**<br>ex Esguin-78<br>**Union des Remorqueurs de l'Ocean (U.R.O.)**<br>Societe Bordelaise de Remorquage<br>Bordeaux France | **220**<br>19<br>139 | BV<br>✠Classed LR until 7/9/79 | **1973**-6 Ast. de Santander S.A.—Santander (72)<br>31,91 8,84 3,512<br>28,50 8,60 4,09<br>RFD 4,9 1 dk<br>rf nil | **M Tug**<br>Fire-fighting | MWM<br>Oil 4SA 6Cy. 360 × 450 dr geared<br>Fabrica de San Carlos S.A.<br>Gen 1 × 80kW 1 × 72kW<br>380V 50Hz a.c.<br>Controllable pitch propeller |
| **7716763**<br>*OEME*<br>Df Esd Gc<br>Pfd Rdr RTv | **VALLUGA**<br>**Krohn Ges. m.b.H. & Co. KG**<br>Osterreichischer Lloyd Ship Management G.m.b.H.<br>Wien Austria<br>SatCom: 1544104/OEME | *4 222*<br>*2 510*<br>6 392 | **✠100A1** SS 6/90<br>strengthened for heavy cargoes<br>Ice Class 1A at a draught not exceeding 5.65 metres when portable ice cross beams fitted<br>Ice Class 1B at a draught not exceeding 6.15 metres when portable ice cross beams fitted<br>**✠LMC** **UMS**<br>EL T 467,5/44,0U2<br>FN 2392 | **1980**-8 Gotaverken Solvesborg AB—Solvesborg (90)<br>106,18 14,94 6,925<br>99,95 14,91 9,02<br>P 12,5 F 8,9 1 dk<br>rf 102 | **M Bulk Carrier**<br>2 Ho 38,4 35,2 ER<br>G.8 415 B.7 746<br>TEU 238 C.Ho 138/20' C.Dk 100/20'<br>2 Ha (stl) (33,5 32,3 × 12,5) ER | Alpha<br>Vee Oil 4SA 12Cy. 280 × 320 sr gea<br>shaft<br>3 224bhp (2 371kW)<br>B&W Alpha Diesel Div. of B&W Diesel<br>Gen 1 × 300kW 400V 60Hz a.c.<br>1 × 84kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 68,5t (d.o.) 272,0t (hvf) |
| **7333183**<br>*WYZ8406*<br>543320 | **VALLY**<br>**Shrimp Trawler Vally Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1972** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,46 | **M Fishing** | Oil<br>336bhp (247kW)<br>..............<br>Fuel (d.o.) |
| **6805309**<br>*UEDN*<br>0302<br>Df Esd Gc<br>Rdr Rt | **VALMIERA**<br>**Latvian Shipping Company**<br>Ventspils Latvia | **12 588**<br>6 642<br>19 353<br>T/cm<br>31,1 | RS | **1967** Stocznia im. "Komuny Paryskiej"—Gdynia (B70/10)<br>176,99 21,92 9,530<br>165,00 21,87 11,87<br>1 dk | **M Tanker**<br>1 Ho 22 Ta ER<br>B.813 L.(oil) 24 812 HeCls. BC<br>1 Ha (stl) (3,4 × 4,5) ER<br>1W Der 1(3)<br>4 Cargo pumps total 1 973T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski |
| **7354436**<br>*ELIP7*<br>8382<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **VALO**<br>ex Valor-89 ex Capricorn-78<br>ex Stella Prima-76<br>**Valo Shipping Corp.**<br>Fairmont Shipping (H.K.) Ltd.<br>Monrovia Liberia | *13 538*<br>*8 491*<br>22 631<br>T/cm<br>32,0 | AB | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2313)<br>164,34 (BB) 9,848<br>155,45 22,86 13,57<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 24,6 25,6 18,3 25,6 25,6 ER<br>G.30 801 B.29 843 HeCls. ptB<br>5 Ha (stl) (14,4 16,0 9,6 16,0 16,0 × 12,5) ER<br>5W Der 5(10) | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460 sr<br>shaft<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind.<br>Gen 2 × 310kW 1 × 200kW<br>Fuel 177,0t (d.o.) 1 110,5t (hvf) |

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| **VALO**<br>ex Raymona-71 ex Gullskar-63<br>**Kurt Torvald Olsson**<br>Goteborg Sweden | **128**<br>58<br>— | <br><br>(NV) | **1960** A/B Marstrands M/V—Marstrand (36)<br>31,15 6,79 3,226<br>6,68 3,61<br>1 dk<br>rf 1847 BK 203 len 79 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>4 Ha (0,8 0,8 × 1,1) (1,3 1,3 × 1,3) ER<br>1W Der 1(1) | Jonkopings<br>Oil 4SA 7Cy. 260 × 400<br>840bhp (618kW) NE 67<br>A/B Jonkopings Motfb. Jonkoping<br>Gen 2 × 4kW 110V d.c.<br>Fuel (d.o.) |
| **VALOSKAR**<br>ex Polaro-92 ex Randi-77<br>**Stefan Westerberg**<br>Ockero Sweden | **126**<br>44<br>— | | **1965** Ringens Batvarv—Marstrand<br>26,83 6,61<br>6,58 3,23<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Jonkopings<br>Oil 4SA 7Cy. 260 × 400<br>A/B Jonkopings Motfb. Jonkoping<br>Fuel (d.o.) |
| **VALOUR**<br>ex Loran-91 ex Lotti-89 ex Aurelia-87<br>ex Ryoko Maru-85<br>**Serpent Shipping Ltd.**<br>Ofer Brothers (Management) Ltd.<br>Valletta Malta | *22 961*<br>*12 899*<br>38 081<br>T/cm<br>43,4 | <br><br>NK | **1972** Sanoyasu Dockyard Co. Ltd.—Osaka (317)<br>180,64 (BB) 27,64 12,074<br>170,00 27,60 17,00<br>P 6,8 F 11,6 1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho ER<br>G.42 254 B.41 011<br>5 Ha (stl) (11,2 16,7 16,7 16,7 16,7 × 12,1) ER<br>Cr 4(8) | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>10 298kW (14 000bhp)<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 436kW 450V 60Hz a.c.<br>Fuel 272,0t (d.o.) 2 514,5t (hvf)-30,0pd 15,1kn |
| **VALOUR**<br>**Port of Singapore Authority**<br>Singapore Singapore | **277**<br>0<br>118 | ✠**100A1** SS 6/91<br>Singapore Harbour service and 30 miles seaward<br>✠**LMC**<br>EL (D)F 275,0/19,0U2<br>FN 415 | **1981**-6 Gul Engineering (Pte.) Ltd.—Singapore (6004)<br>33,51 9,48 3,571<br>30,99 9,16 4,20<br>1 dk<br>rf 279 | **TM Tug**<br>Tractor | Kromhout 9FEHD240<br>2 Oil 4SA each 9Cy. 240 × 260 sr geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 70kW 400V 50Hz a.c.<br>2 Directional propellers |
| **VALOUR**<br>**A.R.A. Nominees Pty. Ltd. & Consolidated Marine Developments (Australia) Pty. Ltd.**<br>*Cairns, Queensland* Australia | **223**<br>140<br>— | | **1979** Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A. (161)<br>22,00 7,47 3,175<br>20,58 7,45 3,99<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>Mchy.aft | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,5kn |
| **VALOUR**<br>**Maritrans Operating Partners L.P.**<br>Philadelphia, Pa United States of America | **193**<br>152<br>— | <br><br>AB | **1975** Main Iron Works Inc.—Houma, La (297)<br>11,28 5,436<br>39,98 11,23 5,87<br>F 8,6 1 dk | **TM Tug** | General Motors 16-645-E7B<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 98kW<br>Fuel 445,0t (d.o.) 12kn |
| **VALPARAISO**<br>ex Gustav Dahrendorf-69<br>**Empresa Pesquera Chile Ltda.**<br>Valparaiso Chile | **640**<br>285<br>— | <br><br>(GL) | **1955** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (270)<br>*56,55* 8,84<br>53,50 8,39 5,11<br>P 19,2 F 9,2 1 dk<br>RW | **D-E Fishing**<br>Side-fishing | Deutz<br>2 Oil total 1 530bhp (1 125kW) driving gen. connected to elec. motor & sc. shaft<br>(i) Oil 4SA 6Cy. 420 × 660<br>Kloeckner Humboldt Deutz Koeln<br>(ii) Oil 4SA 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln |
| **VALPARAISO REEFER**<br>ex Starland-90 ex Geestland-86<br>**Petrikata Shipping Co. Ltd.**<br>International Reefer Services S.A.<br>Valletta Malta | T.Mk<br>**5 881**<br>3 071<br>7 630 | ✠**100A1** CS 4/87<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL Z 2⅛"U2<br>FN 4194 | **1972**-6 Scotts' SB. Co. (1969) Ltd.—Greenock (728)<br>149,23 (BB) 19,26 8,446<br>135,06 19,21 11,84<br>RFD 14,4 3 dks, 4th dk in Nos. 1 & 2 holds<br>RW rf 152 DK fwd | **M Refrigerated Cargo** 12bth P<br>Side doors 6(p) 6(s)<br>3 Ho 35,9 27,2 ER 27,2 8 TwD<br>In.9 718<br>3 Ha (stl) (15,7 15,5 × 6,3) ER (15,5 × 6,3)<br>6W Cr 3(8) Der 6(5) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Scotts' SB. & Eng. Co. (1969) Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 430kW 440V 60Hz a.c.<br>Fuel 643,5t (d.o.) 932,0t (hvf) 21kn |
| **VALROSSA**<br>ex Wimpey Seadog-80<br>**Cispa Gas Trasporti S.p.A.**<br>Pescara Italy | **978**<br>475<br>1 490 | RI<br>✠Classed LR until 19/10/84 | **1973**-8 Appledore Shipbuilders Ltd.—Appledore (A.S.95)<br>60,48 12,76 5,284<br>53,93 12,50 6,05<br>F 24,1 1 dk<br>rf 838 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened | Alpha 18V23HU<br>2 Vee Oil 4SA each 18Cy. 225 × 300 sr geared to sc. shafts<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 200kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>13,5kn |
| **VALSESIA**<br>**Cispa Gas Trasporti S.p.A.**<br>Pescara Italy<br>SatCom: 1150570/ICGV | *4 066*<br>*1 219*<br>4 283 | <br><br>RI | **1990** Fincantieri-Cant. Nav. Italiani S.p.A.—Livorno (5870)<br>97,51 (BB) - 6,650<br>90,00 14,80 10,50<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>L.(gas) 4 064 | GMT A420.6L<br>Oil 4SA 6Cy. 420 × 500 sr geared to sc. shaft<br>2 626kW (3 570bhp)<br>Fincantieri-Cant. Nav. Italiani S.p.A. (Grandi Motori) Trieste<br>Gen 3 × 500kW 1 × 400kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 415,0t (d.o.)(i.f.o.)-11,0pd 13kn |
| **VALTELLINA**<br>**Compagnia Internazionale Stoccaggi Prodotti Petroliferi S.p.A. (C.I.S.P.A.)**<br>Pescara Italy | *13 041*<br>*5 375*<br>18 773<br>T/cm<br>32,7 | <br><br>RI | **1987** Fincantieri-Cant. Nav. Italiani S.p.A.—Genova (5819)<br>159,90 23,14 8,616<br>148,92 23,11 12,53<br>1 dk<br>Bow/CM 83 Diam. 0,310 MH 2,1 | **M Tanker**<br>DB Stern disch.<br>Mchy.aft<br>4 Cargo pumps total 4 000T/hr | Sulzer 6RTA48<br>Oil 2SA 6Cy. 480 × 1400<br>8 880bhp (6 532kW)<br>Grandi Motori Trieste Trieste<br>14,5kn |
| **VALTETSI**<br>ex Anton Roth-79 ex Steinhoft-71<br>Panama Panama | T.Mk<br>**3 084**<br>1 646<br>5 380<br>**4 859**<br>2 878<br>7 020 | <br><br>(BV) (GL) | **1959** Werft Nobiskrug G.m.b.H.—Rendsburg (614)<br>118,98 16,06 6,439/7,560<br>107,91 16,01 9,50<br>P 11,3 F 11,9 2 dks<br>RW rf 102 | **M General Cargo** 10bth P<br>Ice strengthened<br>4 Ho 11,8 4,8DT 3,6DT 21,6comb. ER 11,5 4,2DT 10,6 4 TwD<br>G.9 431 B.8 643 In.40 L.205<br>10W Der 1(50) 1(15) 2(10) 8(5) | Deutz RBV8M366<br>2 Oil 4SA each 8Cy. 420 × 660 geared to sc. shaft<br>3 800bhp (2 795kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 150kW 230V d.c.<br>Fuel (hvf) 14,25kn |
| **VALUR**<br>ex Vesturland-82 ex Hvalsnes-76<br>ex Frendo Hvalsnes-75 ex Hvalsnes-74<br>**Nes H/f**<br>A/S Shipmanagement Ltd.<br>Larvik Norway (NIS) | **297**<br>190<br>965<br>**777**<br>573<br>1 321 | <br><br>NV | **1973** Fiskerstrand Slipp & M/V—Fiskerstrand (25)<br>60,81 9,48 —/4,268<br>54,72 9,45 5,26<br>1 dk<br>rf 203 | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 41,6 ER<br>G.1 657<br>2 Ha (18,6 16,2 × 7,3) ER<br>2W Der 2(5) | MWM TBD440-8<br>Oil 4SA 8Cy. 230 × 270<br>995bhp (732kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 50kW 1 × 13kW 220V 50Hz a.c.<br>Fuel 137,0t (d.o.)-4,5pd 10kn |
| **VALUYSK**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **744**<br>213<br>332 | <br><br>RS | **1979** .............U.S.S.R.<br>53,75 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (stl) (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| **VALVANERA DEL MAR**<br>**Contenemar S.A.**<br>Bilbao Spain | **1 588**<br>1 073<br>3 432 | <br><br>GL | **1978** Maritima de Axpe S.A.—Bilbao (99)<br>86,21 14,03 5,920<br>79,02 14,00 8,06<br>P 8,3 F 5,8 2 dks | **M General Cargo**<br>G.7 750<br>TEU 98 C. 98/20' incl. 80 ref C. | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580 reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>Hijos de J. Barreras S.A. Vigo<br>14,5kn |
| **VALVOJA**<br>**Finnish Board of Navigation (Merenkulkuhallitus)**<br>Helsinki/Helsingfors Finland | **406**<br>127<br>— | | **1958** Valmet Oy Pansion Tehdas—Turku/Abo (241)<br>36,81 9,02 3,198<br>32,52 9,00 4,88<br>1 dk | **M Research**<br>Survey<br>Mchy.aft | Alpha<br>Oil 2SA 4Cy. 290 × 490<br>480bhp (353kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 2,5kW 1 × 1,25kW 220V d.c.<br>Fuel 38,5t (d.o.) |

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|---|---|---|---|---|---|---|
| 5425059<br>*OHMJ*<br>Df Esd Gc<br>Rdr RTh/v | **VALVOJA III**<br>ex Soisalo-83 ex Valvoja-80 ex Oulu-79<br>**Finnish Board of Navigation (Merenkulkuhallitus)**<br>Helsinki/ Helsingfors Finland | **341**<br>72<br>— | | **1963** Reposaaren Konepaja Oy—Reposaari (109)<br>37,37 9,02 3,198<br>34,85 9,00<br>2 dks | **M Lighthouse Tender** | Alpha<br>Oil 2SA 5Cy. 310 × 490<br>600bhp (441kW)<br>Alpha-Diesel A/S<br>Gen 2 × 49kW 1 × 21kW 400V 50<br>Fuel 57,0t (d.o.) |
| 6806963<br>*UTSX*<br>M-29771<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **VALYA KOTIK**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 117**<br>850<br>—<br>**3 389**<br>1 615<br>4 638 | RS | **1968** VEB Schiffswerft "Neptun"—Rostock (302)<br>105,67 15,63 —/6,760<br>95,99 15,60 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3<br>G.6 608 B.6 060<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER (9,4 × 7,0)<br>8W Der 1(40) 1(20) 8(5) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt<br>Fuel 78,0t (d.o.) 313,0t (hvf) |
| 7416040<br>*EIJL*<br>401547<br>Df Esd Gc<br>Pfd Rdr Rt | **VALZELL**<br>**Arklow Shipping Ltd.**<br>Arklow Irish Republic | **1 038**<br>569<br>1 608 | ✠100A1 CS 5/86<br>Ice Class 3<br>✠LMC UMS<br>EL K $1\frac{1}{8}$"U2(a)<br>FN 898 | **1976**-6 Verolme Cork Dockyards Ltd.—Cork (907)<br>61,52 10,42 4,776<br>56,49 10,25 5,64<br>P 10,4 F 6,1 1 dk<br>rf 152 | **M General Cargo**<br>1 Ho 38,4 ER<br>G.1 822<br>1 Ha (stl) (36,7 × 8,4) ER | De Industrie<br>Oil 2SA 6Cy. 220 × 380 reverse reduc<br>to sc. shaft<br>1 004bhp (739kW)<br>B.V. Motorenfabriek "De Industrie"<br>Gen 2 × 52kW 1 × 40kW 380V 50<br>Fuel 60,0t (d.o.) |
| 5323237<br>*XVYC*<br>Df Gc Rdr<br>Rt | **VAM CO 23**<br>ex Truong Sinh ex Kyotai Maru-73<br>ex Kyoho Maru ex Shinho Maru-69<br>Saigon Vietnam | **1 997**<br>1 077<br>3 082 | (NK) | **1960** Sanoyasu Dockyard Co. Ltd.—Osaka (182)<br>87,08 12,83 5,589<br>82,00 12,78 6,61<br>P 22,6 F 8,3 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.3 871 B.3 641<br>2 Ha (14,3 25,9 × 6,4) ER<br>8W Der 2(15) 4(10) | Ito<br>Oil 4SA 6Cy. 470 × 700<br>2 100bhp (1 545kW)<br>Ito Tekkosho<br>Gen 2 × 50kW 220V d.c.<br>Fuel 242,0t |
| 8316467<br>*P3RN2*<br>708378<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **VAMAND WAVE**<br>**Fairport Marine Co. Ltd.**<br>Teo Shipping Corp.<br>Limassol Cyprus<br>SatCom: 1100231/VAMA | *16 623*<br>*10 711*<br>28 303<br>T/cm<br>36,2 | ✠100A1<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty, certified container securing arrangement<br>✠LMC UMS<br>EL G† 577,5/60,0U3<br>FN 6321 | **1985**-1 Mitsubishi Heavy Industries Ltd.—Kobe (1153)<br>176,99 (BB) 23,14 10,538<br>168,00 23,11 14,51<br>P 27,5 F 14,1 1 dk<br>rf nil | **M Bulk Carrier**<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>5 Ho 21,6 28,8 24,3 28,8 28,8 ER<br>G.38 690 B.33 375<br>TEU 432<br>C.Ho 260/20' (40') C.Dk 172/20' (40')<br>5 Ha (stl) (12,8 19,2 14,4 19,2 19,2 × 10,8) ER<br>Cr 4(30) | Sulzer<br>Oil 2SA 4Cy. 580 × 1700<br>7 680bhp (5 649kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (Comp) 7kgf/$cm^2$ (6,9bar)<br>Gen 3 × 540kW 450V 60Hz a.c.<br>Fuel 185,0t (d.o.) 1 471,0t (hvf) |
| 7322366<br>*D9EZ*<br>ICR-730021<br>Rdr Rt | **VAN CASTLE**<br>ex Harumi Maru No. 1-82<br>ex Shunkai Maru No. 1<br>**Heung Hae Co. Ltd.**<br>Inchon South Korea | **166**<br>51<br>114 | KR (NK) | **1973** Hanasaki Zosensho—Yokosuka (158)<br>29,49 8,03 3,080<br>27,31 8,01 3,61<br>P 3,7 1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 46kW 225V a.c. |
| 6815471<br>*BVOB*<br>Df Esd<br>RTm/h | **VAN CHUNG No. 2**<br>**Van Chung Oceanic Development Co. Ltd.**<br>Kaohsiung China* | **287**<br>150<br>107 | | **1968** Taiwan Machy. Mfg. Corp.—Kaohsiung (1421)<br>40,19 7,12 2,693<br>35,03 7,09 3,18<br>1 dk<br>BK 119 | **M Fishing**<br>Side-fishing Ref<br>3 Ho 6,4 6,4 9,5 ER<br>In.260<br>3 Ha (stl) (1,0 × 2,1) (1,3 1,3 × 1,3) ER<br>1W Der 1(1,5) | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 220V 60Hz a.c.<br>Directional propeller<br>Fuel 162,5t (d.o.) |
| 7213890<br>Df Esd Gc<br>Rdr | **VAN CHUNG No. 11**<br>**Van Chung Oceanic Development Co. Ltd.**<br>Kaohsiung China* | **216**<br>152<br>— | | **1969** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>34,60 6,53 2,439<br>30,48 6,51 2,85<br>P 17,4 F 4,9 | **M Fishing**<br>Side-fishing<br>3 Ho 5,7 4,1 7,2 ER<br>3 Ha (each 1,2 × 1,2) ER | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>450bhp (331kW)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 64kW a.c. 1 × 40kW a.c |
| 9019444 | **VAN DIJCK**<br>Zeebrugge Belgium | **364**<br>—<br>— | | **1990** N.V. Scheepswerven L. de Graeve —Zeebrugge (C92)<br>... ... ...<br>37,67 | **M Fishing**<br>Side-fishing Cutter | Kromhout<br>Oil 4SA 6Cy. 240 × 260<br>2 000bhp (1 471kW)<br>Stork-Wartsila Diesel B.V. |
| 7416791<br>Esd Pfd Rdr<br>RTv | **VAN DIJCK**<br>**Peter Donald McLeod**<br>United Kingdom | *203*<br>*60*<br>— | | **1974** N.V. Scheepswerven L. de Graeve —Zeebrugge<br>33,53 —<br>7,50 4,20<br>1 dk | **M Fishing**<br>Side Trawler | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Atlas-MaK Maschinenbau |
| 8000288<br>*XVHX*<br>Df Esd Gc<br>Rdr Rt | **VAN DON**<br>ex Rising Tide No. 2-85<br>**Quang Ninh Shipping Co.**<br>Haiphong Vietnam | **2 494**<br>1 686<br>5 062 | NK | **1980** Higaki Zosen K.K.—Imabari (237)<br>96,25 6,131<br>89,97 15,51 7,50<br>P 15,6 B 5,2 F 11,0 1 dk | **M General Cargo**<br>G.5 975 B.5 397<br>2 Ha (stl) (17,5 31,1 × 8,3) ER<br>Der 3(15) | Hanshin<br>Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 132kW 445V a.c. |
| 6512029<br>*UIUL*<br>M-10173<br>Df Esd Gc<br>Pfd Rdr Rt | **VAN DYCK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**4 024**<br>1 495<br>2 511 | RS<br>✠Classed LR until 9/67 | **1965**-8 N.V. Koninklijke Maats. "De Schelde" —Vlissingen (324)<br>103,61 16,64 5,520<br>91,01 16,62 11,31<br>2 dks, 3rd dk in Nos. 1, 2 & 3 holds, 4th dk in Nos. 1 & 2 holds<br>rf 102 DK fwd | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>In.3 561 L.114<br>7 Ha (6,6 × 2,9) ER (3,2 × 2,0) (1,9 × 1,8) (1,2p&s 1,0p&s × 1,2) 2 Ha (stl) (1,5p&s × 1,0)<br>6W Der 2(10) 4(3) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>2 207kW (3 000bhp)<br>N.V. Koninklijke Maats. "De Schelde"<br>Controllable pitch propeller |
| 7309687<br>*WY8593*<br>524557 | **VAN ELLIOTT**<br>**Kak Island Enterprises Inc.**<br>Juneau, Ak United States of America | **120**<br>82<br>— | | **1969** .............Freeport, Tx<br>*21,49* 6,76<br>3,41 | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| 7916959<br>*OPCA*<br>Z 53<br>Esd Rdr RTv | **VAN EYCK**<br>**Rederij Depaepe B.V.B.A.**<br>Zeebrugge Belgium | *234*<br>—<br>— | | **1981** Scheepsw. West-Vlaamse N.V.—Oostkamp (C99)<br>34,29 7,57 3,301<br>- 7,51 3,92<br>1 dk | **M Fishing**<br>Stern Trawler & Side Trawler<br>Mchy.aft | A.B.C.<br>Oil 4SA 6Cy. 242 × 320 reduction<br>shaft<br>810bhp (596kW)<br>Anglo-Belgian Corporation N.V. |
| 6523391<br>*UIUY*<br>M-3493<br>Df Esd Gc<br>Pfd Rdr Rt | **VAN GOGH**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | T.Mk<br>**4 020**<br>1 495<br>2 560 | RS<br>✠Classed LR until 2/68 | **1965**-12 N.V. Koninklijke Maats. "De Schelde" —Vlissingen (326)<br>103,61 16,64 5,520<br>91,01 16,62 11,33<br>2 dks, 3rd dk in Nos. 1, 2 & 3 holds, 4th dk in Nos. 1 & 2 holds<br>rf 102 DK fwd | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.119 In.3 541<br>3 Ha (2,9 × 6,7) (1,9 × 2,6) (1,8 × 1,9)<br>6W Der 2(10) 4(3) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>2 207kW (3 000bhp)<br>N.V. Koninklijke Maats. "De Schelde"<br>Controllable pitch propeller |
| 7636858<br>*TCVI*<br>5913<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VAN K**<br>ex Rog-90 ex Sokorri-81<br>**Kalkavan Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **19 437**<br>14 279<br>34 683<br>T/cm<br>41,6 | ✠100A1 CS 1/89<br>strengthened for heavy cargoes, holds Nos. 2 & 4 or holds Nos. 1, 3 & 5 may be empty<br>Ice Class 3<br>✠LMC UMS<br>EL H† 605,0/62,0U3<br>FN 7296 | **1979**-3 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (213)<br>197,70 (BB) 24,26 11,183<br>185,02 24,21 15,22<br>P 8,3 F 19,6 1 dk<br>rf nil DK in way of all holds | **M Bulk Carrier**<br>5 Ho 22,4 29,8 29,8 29,8 27,3 ER<br>G.43 496<br>5 Ha (stl) (13,2 19,0 19,0 19,0 19,0 × 13,4) ER<br>Cr 4(16) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ast. Espanoles S.A.<br>AuxB (Comp) 6,5kgf/$cm^2$ (6,4bar)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 184,0t (d.o.) 1 687,0t (hvf) |

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| **VAN TRADER**<br>**Largo Shipping Co.**<br>Monrovia Liberia | *18 003*<br>*9 242*<br>28 468 | AB | **1986** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2915)<br>174,99 (BB) 10,227<br>165,00 26,01 14,51<br>P 29,6 F 11,6 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.35 910 B.34 780<br>TEU 501 C. 501/20'<br>5 Ha (stl) (19,2 10,4 10,4 10,4 10,4 × 12,8) ER<br>Cr 5(30) | Sulzer 5RTA58<br>Oil 2SA 5Cy. 580 × 1700<br>6 900bhp (5 075kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 550kW 450V 60Hz a.c.<br>14kn |
| **VAN WARRIOR**<br>**Delta Navigation Co. Ltd.**<br>Monrovia Liberia | *20 487*<br>*11 506*<br>32 708 | **✠100A1** SS 2/88<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty or No. 3 hold may be empty<br>timber deck cargoes<br>**✠LMC**<br>EL J† 605,0/66,0U3(a)<br>FN 7162 | **1983**-11 Minami-Nippon Zosen K.K.—Usuki (556)<br>183,50 (BB) 26,67 10,770<br>172,02 26,61 15,02<br>P 29,9 F 15,9 1 dk<br>rf nil DK in way of Nos. 2, 3, 4 & 5 cargo holds | **M Bulk Carrier**<br>5 Ho 27,2 27,2 20,8 27,2 27,2 ER<br>G.41 584 B.39 788 HeCls. B<br>5 Ha (stl) (16,8 × 12,8) (16,8 12,8 16,8 16,8 × 15,0) ER<br>Cr 5(25) | B&W 7L55GFCA<br>Oil 2SA 7Cy. 550 × 1380<br>10 500bhp (7 723kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 520kW 445V 60Hz a.c.<br>Fuel 166,0t (d.o.) 2 072,5t (hvf)-31,0pd 14,75kn |
| **VANADIS**<br>**Petro Shipping KB**<br>Nordic Oriental Shipmanagement A/B<br>Stockholm Sweden<br>SatCom: 1370416/VANA | *153 413*<br>*85 873*<br>254 000 | NV | **1991** Daewoo SB. & Heavy Machinery Ltd.<br>—Okpo (5039)<br>327,50 (BB) 57,20 18,922<br>315,00 54,21 30,40<br>1 dk | **M Tanker**<br>COW IGS SBT<br>6 Ta 6 Wing Ta ER<br>L.(oil) 323 400<br>3 Cargo pumps total 15 000T/hr | B&W 7S80MC<br>Oil 2SA 7Cy. 800 × 3056<br>23 456kW (31 889bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>Gen 3 × 752kW 400V 60Hz a.c. 1 × 250kW 440V 60Hz a.c.<br>14kn |
| **VANAHEIM**<br>**Miss Eva Vazques**<br>United States of America | **102**<br>68<br>— | | **1930** Meteghan SB. Co.—Meteghan, N.S.<br>28,43 5,31 3,633<br>5,26<br>1 dk<br>R | **M General Cargo**<br>G.46<br>1W | Fairbanks, Morse<br>Oil 2SA 6Cy. 220 × 265<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 12,0t 9kn |
| **VANCHI**<br>**Andaman & Nicobar Islands (Marine Engineer)**<br>Calcutta India | *349*<br>*105*<br>101 | | **1985** Central Inland Water Transport Corp. Ltd., Rajabagan—Calcutta (358)<br>33,00 9,10 3,401<br>29,95 9,01 4,50<br>1 dk | **TM Tug**<br>Fire-fighting Salvage | MAN<br>2 Oil 4SA each 5Cy. 300 × 450 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Garden Reach Shipbuilders & Engineers Ltd. Ranchi |
| **VANCOUVER**<br>ex Stacouver-90 ex Vancouver-88<br>ex Port Vancouver-86<br>**Oscar Transport S.A.**<br>Target Marine S.A.<br>Piraeus Greece | **32 173**<br>25 973<br>60 847<br>T/cm<br>63,9 | **✠100A1** CS 12/86<br>strengthened for heavy cargoes Nos. 2, 4 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL O† $3\frac{1}{16}$"U3<br>FN 10744<br>(NV) | **1977**-1 A/S Burmeister & Wain's Skibsbyggeri<br>—Kobenhavn (871)<br>224,42 32,31 12,602<br>213,88 32,24 17,99<br>1 dk<br>rf nil DK throughout holds | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 27,0 23,4 23,4 23,4 23,4 23,4 25,2 ER<br>G.79 900 B.76 300<br>7 Ha (stl) (each 14,4 × 15,0) ER | B&W 7K80GF<br>Oil 2SA 7Cy. 800 × 1600<br>18 500bhp (13 608kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>WTAuxB (o.f.) 121lbf/in² (8,4bar)<br>e(ex.g) 143lbf/in² (9,9bar)<br>Gen 1 × 652kW 2 × 600kW 440V 60Hz a.c.<br>15,75kn |
| **VANCOUVER**<br>**McIntosh Steamship Ltd.**<br>Georgetown Cayman Islands (British) | **5 536**<br>1 928<br>1 415 | ✠Classed LR until 23/6/78 | **1966**-7 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (326)<br>123,22 15,30 5,182<br>109,99 15,24 9,30<br>2 dks, 3rd dk in aux. mchy space fwd<br>rf 203 | **TT-E Research**<br>Weather 14P<br>Cr 3(1) Der 3(1) | 2 S Turb<br>8 250shp (6 068kW) driving gen. of 2 552kW 2480V a.c. connected to 2 elec. motors each of 3 750shp (2 758kW) (Sy)<br>Canadian Westinghouse Co. Hamilton, Ont.<br>Gen 3 × 650kW 1 × 180kW 3 × 100kW 460V 60Hz a.c.<br>Fuel (o.f.) |
| **VANCOUVER FIREBOAT No. 2**<br>**Northern Princess Seafoods Ltd.**<br>Vancouver, B.C. Canada | **119**<br>81<br>— | ✠Classed LR until 2/12/89 | **1951**-4 Yarrows Ltd.—Victoria, B.C. (115)<br>26,52 6,81 1,982<br>24,95 6,56 2,90 | **TM Firefloat** | General Motors<br>2 Vee Oil 2SA each 16Cy. 108 × 127 sr reverse geared to sc. shafts<br>1 030kW (1 400bhp) NE 2/72<br>Detroit Diesel Detroit, Mi<br>Gen 2 × 30kW 440V 60Hz a.c. |
| **VANCOUVER ISLAND PRINCESS**<br>ex Princess of Vancouver-87<br>**British Columbia Stena Line Ltd. (BC STENA LINE)**<br>Victoria, B.C. Canada | **8 836**<br>5 808<br>—<br>T/cm<br>46,7 | ✠Classed LR until 12/2/82 | **1955**-5 A. Stephen & Sons Ltd.—Glasgow (646)<br>134,04 20,12 4,528<br>118,27 19,21 6,00<br>B & F 115,6 1 dk<br>rf 152 conv Rail Vehicles RoRo Cargo/Ferry 82 | **TM RoRo Cargo/Ferry**<br>984dk P<br>Side door/ramp (p. f.)<br>Cars 128 | General Motors 12-645-E7<br>4 Vee Oil 2SA each 12Cy. 230 × 240 sr geared to sc. shafts<br>4 200bhp (3 089kW) NE 5/74<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 668,5t (d.o.) 571,0t (hvf)-6 904,0pd 15,5kn |
| **VANDA**<br>**Rederij "Vanda"**<br>Beck Scheepvaartkantoor B.V.<br>Groningen Netherlands | **1 457**<br>989<br>2 591 | BV | **1974** Schpsw. Bodewes Gruno—Foxhol (233)<br>78,77 12,45 5,017<br>71,99 12,25 6,10<br>1 dk | **M General Cargo**<br>2 Ho each 25,1 ER<br>G.3 398 B.3 271<br>2 Ha (stl) (each 19,2 × 8,2) ER | Brons 16GV-A<br>Vee Oil 2SA 16Cy. 220 × 380<br>1 500bhp (1 103kW)<br>Appingedammer Brons Appingedam<br>Gen 3 × 31kW 380V 50Hz a.c.<br>Fuel 142,0t (d.o.) 12kn |
| **VANDANA**<br>**Coastal Trawlers Ltd.**<br>Visakhapatnam India | **155**<br>47<br>80 | IRS (NV) | **1987** Australian SB. Industries (W.A.) Pty. Ltd<br>—Fremantle, W.A. (257)<br>24,95 7,47 3,010<br>22,05 7,42 3,00<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.110 | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches, flexible couplings & sr geared to sc. shaft<br>368kW (500bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 63kW 415V 50Hz a.c. |
| **VANDERBILT VICTORY**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **7 641**<br>4 612<br>10 886 | AB | **1945** California SB. Corp.—Los Angeles, Ca (V65)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Allis Chalmers Mfg. Co. Milwaukee, Wi<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| **VANDOC**<br>ex Sir Denys Lowson-79<br>**N. M. Paterson & Sons Ltd.**<br>Thunder Bay, Ont. Canada | **10 239**<br>7 473<br>16 101<br>T/cm<br>30,6 | **✠100A1** Lake M 7/89-9mos<br>Great Lakes and River St. Lawrence service<br>**✠LMC**<br>EL (g†) $2\frac{3}{16}$"SQ<br>FN 5259 | **1964**-3 Collingwood Shipyards—Collingwood, Ont. (179)<br>184,41 19,03 7,220 FW<br>179,84 18,90 10,34<br>Ba 28,7 F 15,9 1 dk<br>rf 76 | **M Bulk Carrier**<br>5 Ho ER<br>G.24 126<br>18 Ha (stl) (each 3,3 × 12,8) ER | Fairbanks, Morse<br>4 Oil 2SA each 8Cy. 206 × 508 with clutches & sr gearing to sc. shaft<br>6 000bhp (4 413kW)<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>12,5kn |
| **VANDOMA**<br>ex ST 745<br>**Government of The Republic of Portugal (Administracao dos Portos do Douro e Leixoes)**<br>Leixoes Portugal | **150**<br>38<br>— | (AB) | **1944** Tampa Marine Corp.—Tampa, Fl (29)<br>*26,71* 6,99 2,890<br>... ... | **M Tug** | Fairbanks, Morse<br>Oil 2SA 6Cy. 355 × 430<br>Fairbanks Morse & Co. New York, NY |
| **VANERNSEE**<br>**m.s. "Vanernsee" Schiffahrtsgesellschaft m.b.H. & Co. Reederei K.G.**<br>NORA Reederei und Verwaltungesellschaft m.b.H.<br>Limassol Cyprus | **999**<br>643<br>2 885 | GL | **1983** Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (181)<br>87,97 11,38 4,487<br>84,26 11,31 4,73<br>P 13,8 F 8,9 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 61,5 ER<br>G.3 737 B.3 624<br>TEU 72 C. 72/20'<br>1 Ha (stl) (52,9 × 8,9) ER | MWM TBD444-6<br>Oil 4SA 6Cy. 230 × 320 with flexible couplings & sr geared to sc. shaft<br>815bhp (599kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 123kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>11kn |

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| 7361790<br>*P3OT3*<br>708973<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **VANESSA**<br>ex Bos Odessa-91 ex Risan-90<br>ex Hanse-89 ex Hans Sachs-82<br>**Sea Odessa Shipping Ltd.**<br>Halfdan Ditlev-Simonsen & Co.<br>Management A/S<br>Limassol Cyprus | **26 318**<br>21 278<br>50 550<br>T/cm<br>52,4 | AB BV (GL) | **1975** Flensburger Schiffsbau-Ges.—Flensburg (639)<br>215,50 (BB) 28,05 12,521<br>205,01 28,00 17,30<br>F 14,4 1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 18,9 16,9 31,0comb. 17,9<br>31,0comb. 17,9 16,0 ER<br>G.65 180 B.62 380<br>TEU 1242 C.Ho 970/20' C.Dk 272/20'<br>9 Ha (stl) (12,6 × 17,0) (12,6 12,6 12,6<br>12,6 12,6 12,6 12,6 12,6 × 21,9) ER | MAN<br>Vee Oil 4SA 14Cy. 520 × 550 reductio<br>sc. shaft<br>9 268kW (12 600bhp)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 547kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 727,5t (hvf) |
| 8616611<br>*OWNC2*<br>D-13117<br>Df Esd Gc<br>Rdr Rt | **VANESSA**<br>**Rederiet Vanessa A/S**<br>ORION-Rederierne A/S<br>Kobenhavn Denmark (DIS) | *1 814*<br>*544*<br>1 976 | (NV) | **1987** Orskov Christensens Staalskibs. A/S<br>—Frederikshaven (149)<br>85,36 (BB) 3,541<br>79,21 14,01 6,33<br>2 dks<br>len 90 | **TM RoRo Cargo/General Cargo**<br>Pallets Deck Cargo<br>Side door (p & s)<br>Stern ramp Ice strengthened<br>2 Ho ER<br>G.2 395 B.1 995<br>TEU 120 C. 120/20' (40') incl. 30 ref C.<br>2 Ha (stl) (each 5,4 × 3,3) ER<br>Cr 1(37) | General Motors<br>2 Oil 4SA each 8Cy. 146 × 146 with fl<br>couplings & sr geared to sc. shafts<br>1 038kW (1 411bhp)<br>General Motors Corp., Detroit Diesel All<br>Div.<br>Gen 2 × 250kW 1 × 80kW 440V 60<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 7367914<br>*PIDL*<br>Df Esd Rdr<br>RTm/h/v | **VANESSA**<br>**Rederij "Vanessa"**<br>Beck Scheepvaartkantoor B.V.<br>Groningen Netherlands | **1 599**<br>1 113<br>3 165 | BV | **1974** Schps. "Hoogezand" J. Bodewes<br>—Hoogezand (521)<br>80,12 13,62 5,538<br>73,51 13,39 6,74<br>1 dk | **M General Cargo**<br>Mchy.aft<br>2 Ho 19,5 32,0<br>G.3 964 B.3 800<br>2 Ha (stl) (13,7 × 8,9) (25,1 × 9,5) | Brons<br>Vee Oil 2SA 16Cy. 220 × 380<br>1 500bhp (1 103kW)<br>Appingedammer Brons<br>Gen 2 × 31kW 220/380V 50Hz a.c.<br>Fuel 120,0t (d.o.) |
| 6812871<br>*YTDV*<br>Esd Gc Rdr<br>Rt | **VANGA**<br>ex Basto III-85<br>**JADROLINIJA P.O.** | T.Mk<br>**1 246**<br>374<br>— | (NV) | **1968** Ankerlokken Verft Glommen A/S<br>—Fredrikstad (168)<br>65,59 13,31 3,417<br>60,20 13,00 5,19<br>2 dks | **M RoRo Cargo/Ferry**<br>600dk P<br>Bow & stern doors Ice strengthened | Sulzer<br>Oil 2SA 5Cy. 360 × 600<br>956kW (1 300bhp)<br>Sulzer Bros. Ltd.<br>Gen 2 × 108kW 1 × 38kW 220V 50<br>2 Controllable pitch propellers aft, 1 fwd<br>Fuel (d.o.) |
| 6424117<br>*GNXH*<br>Esd Rdr<br>RTm/v | **VANGUARD**<br>ex Kenry-91 ex Campaigner-88<br>ex Rathgarth-77<br>**Carmet Tug Co. Ltd.**<br>Liverpool United Kingdom | **306**<br>0<br>— | ✠LR class withdrawn-<br>Owners' request 4/90 | **1965**-1 Richards (Shipbuilders) Ltd.—Lowestoft (478)<br>38,71 9,12 3,785<br>35,51 8,69 4,27<br>1 dk<br>RW rf 533 BK 152 | **M Tug** | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 with flexible co<br>reverse geared to sc. shaft<br>Mirrlees National Ltd.<br>Gen 3 × 40kW 220V d.c.<br>Fuel 71,0t (d.o.) |
| 7931507<br>382288<br>Rt | **VANGUARD**<br>**Port of Singapore Authority**<br>Singapore Singapore | **277**<br>0<br>117 | ✠**100A1** SS 9/86<br>tug<br>Singapore harbour service<br>and 30 miles seaward<br>✠**LMC**<br>EL (D)F 275,0/19,0U2<br>FN 415 | **1981**-6 Gul Engineering (Pte.) Ltd.—Singapore (6005)<br>33,51 9,48 2,850<br>30,99 9,16 4,20<br>1 dk<br>rf 279 | **TM Tug**<br>Tractor | Kromhout<br>2 Oil 4SA each 9Cy. 240 × 260 sr gear<br>sc.shafts<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 70kW 400V 50Hz a.c.<br>2 Directional propellers |
| 6408022<br>*MHPM*<br>304179<br>Rdr RTv | **VANGUARD**<br>**Rocombe Shipping Ltd.**<br>Glasgow United Kingdom | **224**<br>—<br>— | ✠Classed LR until<br>9/12/82 | **1964**-4 James Lamont & Co. Ltd.—Port Glasgow (401)<br>33,58 8,62 3,428<br>30,48 8,16 3,97<br>1 dk<br>RW rf 457 BK 140 | **M Tug**<br>Tender 144P | Crossley<br>Oil 2SA 8Cy. 267 × 343<br>Crossley Bros. Ltd.<br>Gen 1 × 30kW 1 × 15kW 220V d.c.<br>Fuel (d.o.) |
| 7823413<br>617802<br>Df Esd Pfd<br>Rdr Rt | **VANGUARD**<br>**King & Winge Inc.**<br>Juneau, Ak United States<br>of America | **198**<br>144<br>800 | | **1980** Mid-Coast Marine Inc.—Coos Bay, Or (9901)<br>28,66 8,06 2,744<br>26,52 7,93 3,41<br>1 dk | **TM Fishing**<br>Side-fishing | Cummins<br>2 Oil 4SA each 6Cy. 140 × 152 geared t<br>shafts<br>800bhp (588kW)<br>Cummins Engine Co. Inc. |
| 7414729<br>Df Esd Rdr<br>Rt | **VANGUARDIA**<br>ex Vanguard-90 ex Westmar-87<br>ex Murgen-87<br>**Opermar Internacional S.A. de C.V.**<br>Salina Cruz Mexico | **276**<br>98<br>— | ✠**100A1** SS 5/90<br>tug<br>✠**LMC** **UMS**<br>EL H $\frac{7}{8}$"U2<br>FN 402 | **1975**-12 N.V. Scheepswerf van Rupelmonde<br>—Rupelmonde (427)<br>29,98 10,16 4,261<br>27,11 10,01 4,81<br>RFD 12,2 1 dk<br>rf 813 | **TM Tug**<br>Fire-fighting | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254<br>reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Di<br>Gen 2 × 76kW 1 × 36kW 440V 60<br>Fuel 159,5t (d.o.) |
| 8910237<br>*SW5999*<br>9497<br>Rt | **VANI**<br>**Nikolaos Moraitis & Evagelos Giakos**<br>Piraeus Greece | **185**<br>123<br>402 | | **1990** "Naus" Shipyard Philippou Bros. S.A.<br>—Perama (160)<br>33,30 7,05 2,750<br>32,00 3,20<br>1 dk | **TM Tanker**<br>6 Ta ER<br>L.450 | delfin<br>2 Oil 4SA each 6Cy. 127 × 146 sr gea<br>shafts<br>242kW (329bhp)<br>Puckie Zaklady Mech. |
| 8324074<br>*JD2538*<br>125551 | **VANIA**<br>**Higashi Nippon Ferry Co. Ltd.**<br>Hakodate, Japan<br>Hokkaido Pref. | **5 110**<br>—<br>2 857 | | **1984** Naikai SB. & Eng. Co. Ltd.—Setoda (492)<br>126,24 (BB) 5,541<br>115,02 20,01 11,56<br>2 dks | **TM RoRo Cargo/Ferry**<br>520dk P<br>Bow door/ramp Side door/ramp (s, fwd)<br>Stern door/ramp<br>Cars 11 Trailers 77 | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 46<br>12 580bhp (9 253kW)<br>Nippon Kokan K.K. Tsurumi Wor<br>Thw. thrust Contr. pitch propeller fwd |
| 7203479<br>*HSJQ*<br>Gc Rdr Rt | **VANICH**<br>ex Wakamiya-87<br>ex Takachiho Maru No. 2-85<br>**Petrol Line Co. Ltd.**<br>Bangkok Thailand | **1 678**<br>986<br>3 470 | (NK) | **1971** Kyokuyo Zosen Tekko K.K.—Chofu (230)<br>87,03 12,83 5,855<br>80,52 12,81 6,35<br>P 21,4 F 10,1 1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 3 520 | Hanshin<br>Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 112kW 440V 60Hz a.c.<br>Fuel 20,0t (d.o.) 100,0t (i.f.o.)-8,0pd |
| 5376404<br>1099<br>Rdr RTv | **VANIKOY**<br>**T.D.I. Izmir Korfez Isletmesi**<br>Izmir Turkey | **511**<br>289<br>— | ✠Classed LR until 7/1/83 | Lch.**1954**-3 Cmpl.**1959**-6 Denizcilik Bankasi<br>T.A.O.—Haskoy, Istanbul (16)<br>47,12 10,32 2,410<br>42,91 8,31 3,38<br>F 8,3 1 dk<br>RW rf 406 | **TM Ferry**<br>—P | Fiat<br>2 Oil 2SA each 6Cy. 300 × 450 with<br>coupling & sr reverse geared to s<br>S.A. Fiat S.G.M. |
| 6613469<br>*DUUP*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatCom | **VANILLA**<br>ex Igloo Wind-89 ex Tingo-84<br>**Frabelle Fishing Corp.**<br>Manila Philippines | **1 133**<br>789<br>1 575 | ✠**100A1** SS 7/86<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL n 1$\frac{3}{16}$"SQ<br>FN 1123 | **1966**-7 Nystads Varv Ab—Uusikaupunki/Nystad (245)<br>73,82 (BB) 10,52 4,712<br>66,55 10,51 6,35<br>F 6,4 2 dks<br>rf 51 | **M Refrigerated Cargo**<br>2 Ho 19,8 22,0 2 TwD 22,7 23,3<br>In.2 036<br>4 Ha (stl) (4,0 × 3,5) (5,3 5,2 5,2 × 4,3)<br>ER<br>8W Der 8(3) | MaK<br>Oil 2SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 108kW 450V 60Hz a.c.<br>Fuel 148,0t (d.o.)-5,0pd |
| | | | **SURVEYS OVERDUE — CLASS SUSPENDED 1/11/91** | | | |
| 8406597<br>*UKGT*<br>M-17559<br>Df Esd Gc<br>Pfd Rdr RTv | **VANINO**<br>**Primorsk Shipping Co.**<br>(Nakhodka) (U.S.S.R.) | *5 154*<br>*1 741*<br>6 237<br>T/cm<br>16,2 | RS | **1985** Rauma-Repola Oy—Rauma/Raumo (287)<br>113,01 18,53 7,201<br>105,34 18,31 8,51<br>1 dk<br>Bow/CM 50 Diam. 0,200 | **M Tanker/ Icebreaker**<br>DB Stern disch.<br>3 Ta 8 Wing Ta ER<br>L.(oil) 6 067<br>11 Cargo pumps total 1 730T/hr | B&W<br>Oil 4SA 6Cy. 450 × 1200<br>3 960kW (5 384bhp)<br>Bryansk Eng. Works<br>Gen 4 × 220kW 380V 50Hz a.c. |
| 7831032<br>*UVGK*<br>M-35021<br>Rt | **VANINSK**<br>**Dalryba**<br>(Petropavlovsk - (U.S.S.R.)<br>Kamchatskiy) | **744**<br>213<br>332 | RS | **1979** ............U.S.S.R.<br>53,75 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (stl) (1,6 × 1,6)<br>Der 1(3,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebkn<br>(SKL) |

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|---|---|---|---|---|---|
| **VANKAREM**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **570**<br>215<br>313 | RS | **1970** U.S.S.R.<br>54,23 9,38 3,810<br>49,99 9,30 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **VANO**<br>**Waxholms Angfartygs A/B**<br>Vaxholm Sweden | **307**<br>105<br>50 | | **1991** Oskarshamns Varv. AB.—Oskarshamns (528)<br>37,70 7,52 1,280<br>7,50 2,78<br>1 dk | **Aluminium Alloy TrM Ferry**<br>340dk P | MAN D2842LYE<br>3 Vee Oil 4SA each 12Cy. 128 × 142 with clutches & sr geared to sc. shafts<br>1 764kW (2 398bhp)<br>MAN Nutzfahrzeuge A.G. Nuernberg<br>Gen 1 × 110kW 1 × 60kW 380V 50Hz a.c.<br>Fuel (d.o.)<br>20kn |
| **VANRI**<br>ex Star Vanri-89<br>**Kagitingan Shipping Corp.**<br>Teh Tung Steamship Co. Ltd.<br>Manila Philippines | *22 992*<br>*12 715*<br>38 594<br>T/cm<br>47,4 | NK | **1985** Koyo Dockyard Co. Ltd.—Mihara (1065)<br>189,98 (BB) 28,45 11,028<br>180,00 28,40 15,50<br>P 28,1 F 12,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.48 364 B.46 426<br>5 Ha (stl) (14,6 20,8 20,8 20,8 20,8 × 12,8) ER<br>Cr 4(25) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>6 767kW (9 200bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 440kW a.c.<br>14kn |
| **VANTAGE**<br>ex Bell Vantage-78<br>**Forward Shipping Co. Ltd.**<br>Navylloyd A.G.<br>Limassol Cyprus | **999**<br>683<br>2 450 | GL | **1974** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (746)<br>81,41 13,44 4,890<br>74,00 13,42 5,16<br>F 80,2 2 dks | **M General Cargo** CSD<br>Ice strengthened<br>Mchy.aft<br>G.4 380 B.3 960<br>TEU 144 C.Ho 144/20' | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420 reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>13,75kn |
| **VARAD**<br>**Government of The Republic of India (Coast Guard)**<br>Bombay India | **1 367**<br>410<br>191 | IRS (Class cont.) AB | **1990** Goa Shipyard Ltd.—Goa (1157)<br>74,60 11,39 3,240<br>69,00 11,37 7,89<br>3 dk<br>rf 954 | **M Patrol Ship** | Pielstick 16PA6V280<br>2 Vee Oil 4SA each 16Cy. 280 × 290<br>9 416kW (12 801bhp)<br>Kirloskar Oil Engines Ltd. Pune<br>Gen 4 × 212,5kW 1 × 159kW 415V 50Hz a.c.<br>Fuel 62,0t (d.o.)<br>22kn |
| **VARADERO**<br>ex Lazaro Pena-91<br>**Compania Baland de Navegacion S.A.**<br>La Habana Cuba | **10 057**<br>6 045<br>15 193 | **✠100A1** SS 7/87<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4578<br>RCB | **1977**-7 R.O. Brodogradiliste "3 Maj"—Rijeka (578)<br>148,01 (BB) 20,68 9,189<br>138,03 20,63 12,53<br>F 14,7 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 19,5 23,0 9,6DT 13,4 23,0 ER 19,8 5 TwD<br>G.22 161 B.19 898<br>TEU 198 C.Ho 158/20' C.Dk 40/20'<br>5 Ha (9,6 × 8,3) (13,4 13,4 13,4 × 9,9) ER (10,2 × 8,3)<br>Der 16(5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>AuxB (Comp) 6kgf/cm² (5,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>16kn |
| **VARAGEN**<br>**British Linen Leasing Ltd.**<br>Orkney Islands Shipping Co. Ltd.<br>Kirkwall United Kingdom | *928*<br>*312*<br>321 | **✠100A1**<br>ferry<br>U.K. coastal and Orkney Islands service<br>**✠LMC** **UMS**<br>EL (J) 357,5/26,0U3<br>FN 728 | **1989**-6 Cochrane Shipbuilders Ltd.—Selby (162)<br>49,95 11,72 3,610<br>45,75 11,40 4,50<br>1 dk<br>rf - | **TM RoRo Cargo/Ferry**<br>168dk P<br>Bow door<br>Bow door & ramp<br>Cars 33 | Caterpillar 3512TA<br>2 Vee Oil 4SA each 12Cy. 170 × 190 with clutches, flexible couplings & sr geared to sc. shafts<br>1 580kW (2 148bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 80kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **VARAHA**<br>**Visakhapatnam Port Trust**<br>Visakhapatnam India | **3 933**<br>—<br>4 527 | **✠100A1** SS 8/86<br>hopper dredger<br>Visakhapatnam service<br>**✠LMC**<br>EL (P) $2\frac{5}{16}$"U2<br>FN 2149 | **1977**-5 Garden Reach Workshops Ltd.—Calcutta (1000)<br>97,67 16,54 5,817<br>89,52 16,50 7,50<br>P 3,4 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 22,0<br>Hopper 4064T<br>1 Ho 31,3 ER<br>Hopper 2 500<br>2 sandpumps each 841kW (1128bhp) | MAN G8V30/45ATL<br>2 Oil 4SA each 8Cy. 300 × 450 reverse reduction geared to sc. shafts<br>3 400bhp (2 501kW)<br>Garden Reach Shipbuilders & Engineers Ltd. Ranchi<br>Gen 2 × 280kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10kn |
| **VARAK**<br>**A/S Gronlandstral**<br>Brodrene Aarsaether A/S<br>Aalesund Norway | **296**<br>89<br>— | NV | **1974** Bodo M/V—Bodo (38)<br>46,51 9,00<br>40,01 8,95 6,51<br>1 dk & S dk<br>rf 1600 BK 178 | **M Fishing** OSD<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | MaK 8M451AK<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 84kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **VARALONGA**<br>**Nosa Terramar S.A.**<br>San Sebastian Spain | **448**<br>—<br>290 | BV | **1988** Ast. Luzuriaga S.A.—Pasajes (236)<br>3,452<br>36,23 8,31 3,56<br>1 dk | **M Fishing**<br>Stern Trawler Ref | A.B.C.<br>Oil 4SA 6Cy. 242 × 320<br>950bhp (699kW)<br>Anglo-Belgian Corporation N.V. Belgium |
| **VARANASI**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India<br>SatCom: 1640236/VRNS | *28 739*<br>*15 763*<br>47 351 | IRS NV (BV) | **1987** Daewoo SB. & Heavy Machinery Ltd. —Okpo (1040)<br>189,00 (BB) - 11,300<br>182,18 30,40 16,40<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.52 560<br>5 Ha (stl) ER | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>7 944kW (10 800bhp)<br>Korea Heavy Industries & Construction Co. Ltd. Changwon<br>Gen 3 × 600kW 1 × 540kW 380V 50Hz a.c. |
| **VARANDEY**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.)<br>SatCom: 1400516/UWEX | T.Mk<br>**803**<br>307<br>1 322 | RS | **1985** Arkhangelsk Shipyard "Krasnyy Kuznitsa" —Arkhangelsk<br>72,20 13,02 2,999<br>65,60 - 4,40<br>1 dk | **TM RoRo Cargo/General Cargo**<br>1 Ho 37,9 ER<br>G.1 661<br>Cr 1(12) | S.K.L. 6VD26/20AL-1<br>2 Oil 4SA each 6Cy. 200 × 260<br>1 060kW (1 441bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW a.c.<br>20,3kn |
| **VARANGER**<br>ex Columbus-91 ex Sun Gas-80<br>**Royal Columbus Inc.**<br>Westfal-Larsen & Co. A/S<br>Monrovia Liberia<br>SatCom: 1244341/ELDX | **5 490**<br>3 835<br>6 159<br>T/cm<br>18,0 | NV | **1977** K.K. Usuki Tekkosho—Saiki (1208)<br>121,77 19,46 6,522<br>112,17 19,41 8,31<br>P 27,2 F 6,8 1 dk<br>Bow/CM 28 Diam. 0,203 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>5 Ta (C.mn.stl) ind spherical ER<br>L.(gas) 5 124<br>6 Cargo pumps total 1 050T/hr | Mitsubishi 6UEC52/105D<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 176,0t (d.o.) 787,0t (hvf)-20,5pd<br>15kn |
| **VARANGERFJORD**<br>**Finnmark Fylkesrederi og Ruteselskap**<br>Hammerfest Norway | *417*<br>*125*<br>100 | (NV) | **1990** Kvaerner Fjellstrand —a/s.—Omastrand (1600)<br>38,82 9,44 1,530<br>35,84 3,92 | **Aluminium Alloy TM Ferry**<br>Twin Hull Ref<br>167dk P<br>In.66 | M.T.U.<br>2 Oil 4SA each 16Cy. 165 × 185 with cultches & sr geared to sc. shafts<br>4 002kW (5 441bhp)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 60kW 220V 50Hz a.c.<br>2 Water jet propulsion units<br>Fuel (d.o.)<br>35,5kn |
| **VARANO**<br>ex Marsud Secondo-90<br>ex Esso Humber-86 ex Esso Penang-78<br>**Tankersud S.p.A**<br>Morfini S.r.l.<br>Bari Italy | *12 720*<br>*8 392*<br>21 457<br>T/cm<br>32,2 | RI (AB)<br>Classed LR until 9/6/89 | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (164)<br>170,08 (BB) 23,53 9,405<br>161,02 23,47 12,12<br>P 34,5 F 16,8 1 dk<br>rf 51 Bow/CM 85 Diam. 0,305 MH 1,2 | **M Tanker**<br>Bow loading Stern disch.<br>27 Ta ER<br>L.(oil) 28 204<br>4 Cargo pumps total 2 720T/hr<br>HeCls. B | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>5 296kW (7 200bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 287,5t (d.o.) 1 020,0t (hvf)-32,5pd<br>14,75kn |

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| **7648368**<br>*HSB2015*<br><br>Rdr Rt | **VARAPHAN**<br>ex Seiho Maru No. 5-80<br>**T.J.T. Services Co. Ltd.**<br>Bangkok Thailand | **499**<br>263<br>1 288 | | **1968** Katsuura Dockyard Co. Ltd.—Nachi-Katsuura<br>51,52 4,220<br>47,00 10,00 4,40<br>1dk | **M Tanker**<br>2 Ta ER<br>L.(oil) 1 180 | Fuji<br>Oil<br>1 200bhp (883kW)<br>Fuji Diesel Co. Ltd. |
| **7638404**<br>*LHJP*<br>19206<br>Df Esd Gc<br>Pfd Rdr Rt | **VARBERG**<br><br>**Kjerstad K/S**<br>Elias Kjerstad<br>Egersund Norway | **1 193**<br>613<br>1 201 | NV | **1978** Flekkefjord Slipp & Mask. A/S—Flekkefjord (124)<br>60,87 6,150<br>55,30 12,00 7,60<br>1 dk & S dk<br>rf 597 BK 140 | **M Factory Fishing** OSD<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 3 Ta ER<br>G.730 In.460<br>7 Ha (2,0 × 2,9) (2,3 2,3 × 2,4) (2,3 2,3 2,3 2,3 × 1,5) ER | Wichmann<br>Oil 2SA 9Cy. 300 × 450<br>2 700bhp (1 986kW)<br>A/S Wichmann<br>Gen 3 × 216kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **5300235**<br>*LLCV*<br>11010<br>Rt | **VARDAG**<br>ex Rosmersholm-67<br>**Ove Bernes**<br>Bergen Norway | **182**<br>92<br>305 | | **1944** Thor. N. Sauvik—Risor (135)<br>30,48 6,99 3,277<br>6,94 3,43<br>1 dk | **Wood M General Cargo**<br>1 Ho 17,0 ER<br>G.311 B.283<br>2 Ha (3,8 × 2,5) (4,1 × 3,5) ER<br>1W Der 2(-) | Volund<br>Oil 4SA 4Cy. 300 × 410<br>300bhp (221kW) E made55 fitted59<br>A/S Volund<br>Fuel (d.o.) |
| **9000209**<br>*J8FI5*<br>3394<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **VARDAR DELMAS**<br>ex Vardar-91<br>**S.P. Shipping Co. Ltd.**<br>Slobodna Plovidba<br>Kingstown St. Vincent and the Grenadines | *13 651*<br>*7 468*<br>18 150 | BV | **1990** VEB Warnowwerft Warnemuende —Warnemuende (282)<br>165,50 (BB) 10,072<br>152,40 23,50 13,40<br>1 dk | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 16,1 31,1 29,6 22,4 ER 4 TwD<br>G.24 634 B.22 914<br>TEU 670<br>C.Ho 360/20' (40') C.Dk 310/20' (40') incl. 45 ref C.<br>7 Ha (stl) (12,6 × 10,4) (25,1p&s 25,1p&s 19,2p&s × 7,8) ER<br>Cr 5(25) | Sulzer<br>Oil 2SA 5Cy. 580 × 1700<br>7 000kW (9 517bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 684kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 78,0t (d.o.) 1 209,8t (hvf)-34,5pd |
| **5417210**<br>*XPPI*<br>D998<br>Df Esd Pfd<br>Rdr Rt | **VARDBORG**<br>ex Tummas T-80 ex Porkerisnes-70<br>**P/f Polarfrost**<br>Jacob Joensen<br>Vag Faeroes (Danish) | **262**<br>110<br>— | NV | **1963** P/f Torshavnar Skipasmidja—Torshavn (9)<br>39,76 7,04<br>36,83 7,03 5,92<br>2 dks<br>rf 1461 BK 152 len 68 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>3 Ha (0,9 × 1,0) (1,6 1,6 × 0,9) ER<br>1W Der 1(2) | MaK<br>Oil 4SA 6Cy. 240 × 330<br>1 000bhp (736kW) NE 81<br>MaK. Maschinenbau G.m.b.H.<br>Gen 1 × 25kW 1 × 20kW 220V 50Hz<br>Fuel (d.o.) |
| **8920488**<br>*LALM4*<br>N-01118<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **VARDEN**<br><br>**Vega Tankers II Ltd.**<br>Barber International A/S<br>Grimstad Norway (NIS)<br>SatCom: 1312752/LALM | *38 792*<br>*21 279*<br>68 000 | NV | **1991** Zaliv Shipyard—Kerch (911)<br>242,80 13,600<br>228,00 32,20 18,00<br>1 dk | **M Tanker**<br>Ice strengthened<br>14 Wing Ta ER<br>L.(oil) 69 701 | B&W<br>Oil 2SA 8Cy. 600 × 1950<br>10 583kW (14 388bhp)<br>Bryansk Eng. Works<br>Gen 1 × 1000kW 3 × 500kW 440V |
| **5376612**<br>*LLLL*<br>11434<br>Rt | **VARDHOLM**<br>ex Espenes-47<br>**John Holthe**<br>Sortland Norway | **134**<br>64<br>— | (NV) | **1945** Sauholmen & Son—Bergen (14)<br>30,46 6,99<br>3,46<br>1 dk | **Wood M General Cargo**<br>1 Ho ER<br>1 Ha (3,9 × 2,5) ER<br>1W Der 1(3) | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>240bhp (177kW) E made55 fitted64<br>A/S Wichmann<br>Gen 1 × 10kW 110V d.c.<br>Fuel (d.o.) |
| **7534012**<br>*UMSW*<br>M-32468<br>Rt | **VARDUVA**<br><br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **180**<br>32<br>77 | RS | **1975** ............U.S.S.R.<br>31,63 7,35 2,839<br>3,54<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8709834**<br>*JXWX*<br>20422<br>M1H<br>Df Esd Gc<br>Rdr Rt | **VAREGG**<br>ex Dagny Kristin-91<br>**K/S Varegg**<br>Vartdal Fiskeriselskap A.S.<br>Aalesund Norway | *1 621*<br>*486*<br>— | NV | **1988** Soviknes Verft A/S—Sovik (102)<br>55,50 (BB) 5,400<br>46,20 13,00 8,00<br>2 dks<br>rf 1003 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.750 | MaK<br>Oil 4SA 8Cy. 320 × 420 reduction gea<br>shaft<br>3 600bhp (2 648kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 1280kW 1 × 800kW 440V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7941344** | **VARELA**<br><br>**Government of The Republic of Guinea-Bissau (Ministerio da Economia e Financas)**<br>Bissau Guinea-Bissau | **172**<br>—<br>— | (BV) | **1980** Scheepswerf Ravestein B.V.—Deest (981)<br>... ... ...<br>26,67 7,51 2,49<br>1 dk | **M General Cargo Barge**<br>2 Ho ER<br>2 Ha (stl) ER | Deutz<br>Vee Oil 4SA 12Cy. 125 × 130 with<br>flexible couplings & sr geared to<br>480bhp (353kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 12kW 380V 50Hz a.c.<br>Directional propeller |
| **7646865**<br>*UNNK*<br>M-35113<br>Df Esd Gc<br>Rdr Rt | **VARENA**<br><br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **744**<br>213<br>316 | RS | **1977** ............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.220<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(3,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd |
| **7362548**<br>*P3SF3*<br>709121<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VARENNA**<br>ex Bos Baltic-91 ex Claridge-90<br>ex Otello-88<br>**Open Sea Shipping Ltd.**<br>Halfdan Ditlev-Simonsen & Co. Management A/S<br>Limassol Cyprus | *33 521*<br>*18 901*<br>54 492<br>T/cm<br>61,2 | BV (NV)<br>LR class withdrawn-<br>Owners' request 29/8/90 | **1974** Stocznia im. "Komuny Paryskiej"—Gdynia (B521/D02)<br>221,47 (BB) 32,26 12,408<br>205,49 32,19 17,02<br>F 19,9 1 dk<br>rf nil DK fwd conv Vehicles Carrier 88 | **M Bulk Carrier**<br>Side doors & ramps 2 (s)<br>Str. heavy cargoes pt higher tensile steel<br>Mchy.aft | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>12 799kW (17 400bhp)<br>H. Cegielski<br>Gen 3 × 640kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 4 608,0t (hvf)-61,0pd |
| **5190135**<br>*SW5931*<br>9663<br>Rdr RTv | **VARI**<br>ex Shachaf-89 ex Klinge-81<br>**Octonia Shipping Co.**<br>Piraeus Greece | **299**<br>188<br>460<br>T/cm<br>3,5 | (GL) | **1962** Schiffsw. Scheel & Johnk—Hamburg (436)<br>*47,49* 8,03 2,040<br>2,60<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 605 HeCls. C<br>1 Cargo pumps total 300T/hr | MWM<br>Oil 4SA 6Cy. 250 × 350<br>350bhp (257kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 11,5t (d.o.)-1,5pd |
| **5007273**<br>*TC4648*<br><br>Df Esd Gc<br>Rdr Rt | **VARIM I**<br>ex Nazar R-88 ex Playa ex Merket-79<br>ex Moura-78 ex Marita-75 ex Akko-69<br>**Recep Erdem Akkoc**<br>Istanbul Turkey | T.Mk<br>**1 041**<br>444<br>1 377<br>**1 798**<br>935<br>2 642 | ✠Classed LR until 10/2/82 | **1958**-5 Jos. L. Meyer—Papenburg (486)<br>80,70 12,02 4,319/5,957<br>75,95 11,90 6,51<br>P 18,0 RQD 44,5 F 11,9 2 dks<br>RW rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>2 Ho 23,1 15,2 ER<br>G.3 253 B.2 888 In.206<br>2 Ha (stl) (14,0 14,6 × 5,6) ER<br>8W Der 2(10) 2(5) 4(3) | Deutz<br>Oil 4SA 8Cy. 420 × 660<br>1 650bhp (1 214kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Fuel 180,0t (d.o.) |
| **6912712**<br><br><br>Df Esd Gc<br>Rdr RTm/h/v | **VARINA**<br>ex Varna-85 ex Warna-84<br>**Varina Shipping Co. Inc.**<br>SO.CO.MAR S.r.l.<br>Gdynia Poland | **2 416**<br>1 261<br>3 496 | BV (GL) (PR) | **1968** "Georgi Dimitrov" Shipyard—Varna (627)<br>95,89 13,75 5,639<br>89,01 13,70 6,76<br>1 dk | **M General Cargo**<br>Str. ore cargoes Ice strengthened<br>3 Ho ER<br>G.4 818 B.4 146<br>3 Ha (10,3 × 6,0) (17,8 13,8 × 8,5) ER<br>8W Der 2(9,5) 6(5) | Sulzer<br>Oil 2SA 6Cy. 480 × 700 sr geared<br>1 655kW (2 250bhp)<br>"Zgoda" Zaklady Urzadzen Techn<br>Gen 2 × 120kW 400V 50Hz a.c.<br>Fuel 135,0t (d.o.)-8,0pd |

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| **VARJAKKA**<br>**Oulu Shipping Ltd.**<br>FG-Shipping Oy Ab<br>Nassau Bahamas | T.Mk<br>**6 762**<br>3 495<br>8 776<br>**12 385**<br>6 435<br>14 938 | ✠100A1 SS 9/88<br>strengthened for ore<br>cargoes, TwD hatch<br>covers light cargoes only<br>Ice Class 1A Super<br>✠LMC UMS<br>EL E† 584,7/56,0U3<br>FN 5096 | 1979-11 S.A. Juliana Const. Gijonesa—Gijon (256)<br>159,16 21,42 6,865/9,151<br>151,62 21,01 12,60<br>P 24,4 F 18,3 2 dks<br>rf nil | **M General Cargo**<br>Paper-carrying<br>3 Ho 18,8 32,0 32,0 ER 3 TwD<br>G.17 799 B.17 773<br>TEU 370<br>C.Ho 295/20'(40') C.Dk 75/20'(40')<br>3 Ha (stl) (18,8 × 12,8) (32,0 32,0 × 16,2)<br>ER<br>Cr 4(16) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 282kW (9 900bhp)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (Comp) 8,5kgf/cm² (8,4bar)<br>Gen 2 × 640kW 1 × 480kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 230,0t (d.o.) 1 180,0t (hvf)-30,0pd 15kn |
| **VARKIZA**<br>ex Talsy-90<br>**Varkiza Naftiki Eteria**<br>Piraeus Greece | **12 588**<br>6 642<br>19 335<br>T/cm<br>31,1 | RS | 1968 Stocznia im. "Komuny Paryskiej"—Gdynia (B70/12)<br>176,99 21,87 9,530<br>165,00 21,75 11,87<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 22 Ta ER<br>G.813 L.(oil) 24 704 HeCls. BC<br>1 Ha (4,5 × 3,5)<br>1W Der 1(3)<br>4 Cargo pumps total 1 973T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski Poznan<br>16,75kn |
| **VARMA**<br>**Finnish Board of Navigation (Merenkulkuhallitus)**<br>Helsinki/<br>Helsingfors Finland<br>SatCom: 1623107/OHMO | **3 889**<br>63<br>4 968 | | 1968 Oy Wartsila Ab—Helsinki/Helsingfors (387)<br>86,52 21,21 6,749<br>80,75 21,04<br>F 62,8 2 dks | **TD-E Icebreaker** 11P<br>Cr 1(8) | Sulzer 8MH51<br>4 Oil 2SA each 8Cy. 510 × 550 total 13 820bhp (10 165kW) driving 4 gen. each 2 400kW 400V d.c. connected to 2 elec. motors fwd each of 2 200shp (1 618kW) (WL) 2 elec. motors aft each of 3 400shp (2 501kW) (WL) & geared to sc. shafts<br>Oy Wartsila Ab Turku/Abo<br>Gen 4 × 337kW 380V 50Hz a.c.<br>2 propellers , 2 fwd<br>Fuel 548,5t (d.o.) 18kn |
| **VARMDO**<br>**Waxholms Angfartygs A/B**<br>Vaxholm Sweden | *307*<br>*105*<br>50 | | 1990 AB Nya Oskarshamns Varv—Oskarshamn (517)<br>37,70 7,52 1,280<br>34,79 7,50 2,78<br>1 dk | **Aluminium Alloy TrM Ferry** 340dk P | MAN D2842LE<br>3 Vee Oil 4SA each 12Cy. 128 × 142 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 764kW (2 398bhp)<br>MAN Nutzfahrzeuge A.G. Nuernberg<br>Gen 1 × 105kW 1 × 60kW 380V 50Hz a.c.<br>22kn |
| **VARNA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria<br>SatCom: 1435243/VARN | *7 455*<br>*3 523*<br>8 800 | (GL) | 1987 S.A. Juliana Const. Gijonesa—Gijon (308)<br>123,63 (BB) 8,002<br>114,61 21,01 10,52<br>P 25,3 F 9,8 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho ER 3 TwD<br>G.12 285 B.11 318<br>TEU 446 C. 446/20' (40')<br>3 Ha (stl) (12,6 × 9,9) (25,2 25,2 × 15,5)<br>ER<br>Cr 2(36) | B&W 8L35MC<br>Oil 2SA 8Cy. 350 × 1050 with flexible couplings & sr geared to sc. shaft<br>6 080bhp (4 472kW)<br>H. Cegielski Poznan<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>14kn |
| **VARNA**<br>ex Vera Larsen-63 ex Diana<br>**Baltic Schooner Association Ltd.**<br>Georgetown Cayman Islands (British) | **224**<br>99<br>240 | (BV) | 1917 G. & H. Bodewes—Martenshoek<br>38,28 6,56 3,137<br>34,52 6,51 3,61<br>1 dk<br>R BK 145 conv Schooner Wind-Assisted 73 | **M General Cargo**<br>G.425<br>2 Ha (each 7,3 × 3,5)<br>2W Der 2(2) | Alpha 404-24VO<br>Oil 2SA 4Cy. 240 × 400<br>206kW (280bhp) NE 58<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Fuel 6,0t (d.o.) |
| **VARNEBANK**<br>**C.V. Scheepvaartonderneming m.s. "Varnebank"**<br>Wagenborg Shipping B.V.<br>Delfzijl Netherlands | *851*<br>*624*<br>1 280 | BV | 1988 B.V. Scheepswerf "Ferus Smit"—Foxhol (252)<br>64,20 3,382<br>59,98 10,51 4,02<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 837 B.1 794<br>1 Ha (stl) (40,8 × 8,0) | Caterpillar 3508TA<br>Vee Oil 4SA 8Cy. 170 × 190 sr geared to sc. shaft<br>577kW (784bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 48kW 380V 50Hz a.c.<br>Directional propeller<br>8kn |
| **VARNEBANK**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | **251**<br>0<br>— | AB | 1976 B.V. Scheepswerven v/h H. H. Bodewes—Millingen a/d Rijn (729)<br>34,29 9,56 3,785<br>30,79 9,20 5,82<br>1 dk | **TM Tug**<br>Tractor | Kromhout 9FDHD240<br>2 Oil 4SA each 9Cy. 240 × 260<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 76kW a.c.<br>2 Controllable pitch propellers<br>12kn |
| **VARNITA TWEEN**<br>**Andreas Ugland Car Carriers A/S**<br>Ugland Car Carriers A/S<br>Georgetown Cayman Islands (British) | *12 453*<br>*7 389*<br>16 920 | 100A1<br>Class contemplated<br>FN 5309 | 1991 Varna Shipyard—Varna (309)<br>158,87 - 9,940<br>146,63 22,80 13,40<br>1 dk | **M General Cargo**<br>TEU 330 C. 330/20' | B&W 6DKRN67/170-7<br>Oil 2SA 6Cy. 670 × 1700<br>11 100bhp (8 165kW)<br>Bryansk Eng. Works U.S.S.R.<br>14kn |
| **VARNYAY**<br>Angola | **187**<br>48<br>80 | (RS) | 1978 ............U.S.S.R.<br>31,63 7,32 2,899<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (stl) (1,4 × 1,4)<br>1W Der 1(1,5) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,5kn |
| **VAROON**<br>ex Eiho Maru-81<br>**Petrol Line Co. Ltd.**<br>Bangkok Thailand | **984**<br>649<br>2 050 | | 1968 Shimoda Dockyard Co. Ltd.—Shimoda (159)<br>66,99 11,03 5,004<br>62,49 11,00 5,41<br>1 dk | **TM Tanker**<br>6 Ta ER<br>L.(oil) 2 398 | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Kogyo Osaka<br>Gen 1 × 20kW 1 × 15kW 115V d.c.<br>Fuel 53,0t 10kn |
| **VARSHA**<br>**G.P. Marine Products Ltd.**<br>Bombay India | **193**<br>58<br>104 | AB (Class cont.)<br>IRS (Class cont.) | 1990 Bharati Shipyard Pvt. Ltd. Ratnagiri (208)<br>28,00 7,71 3,225<br>24,09 7,70 4,58 | **M Fishing**<br>Stern Trawler Ref<br>In.110 | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches & sr reverse geared to sc. shaft<br>459kW (624bhp)<br>Caterpillar Inc. Peoria, Illinois |
| **VARSHAVA**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | **20 296**<br>11 534<br>32 030 | RS | 1960 Baltic SB. & Eng. Works—Leningrad<br>202,80 25,84 10,984<br>179,76 25,79 13,75<br>1 dk<br>RW | **S Tanker**<br>Ice strengthened<br>1 Ho 30 Ta ER<br>G.830 L.(oil) 39 785 HeCls. BC<br>1 Ha (6,0 × 4,1)<br>2W Der 2(5)<br>3 Cargo pumps total 2 250T/hr | 2 S Turb dr geared to sc. shaft<br>19 000shp (13 976kW)<br>Kirov Works Leningrad<br>Fuel 3 086,5t (o.f.)-117,0pd 18,75kn |
| **VARSOL**<br>ex Vestfart-91<br>**P/R Ergifossur**<br>Tormod Dahl<br>Eidi Faeroes (Danish) | *593*<br>*177*<br>— | NV | 1987 Molde Verft A/S—Hjelset ((46))<br>40,59<br>9,01 6,76<br>2 dks<br>rf 1257 | **M Fishing**<br>Side-fishing<br>Ice strengthened | Grenaa<br>Oil 4SA 6Cy. 240 × 300 geared to sc. shaft<br>1 000bhp (736kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>Gen 2 × 212kW 380V 50Hz a.c. |

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| **8616336**<br>*7LTJ*<br>124476<br>Esd Gc Pfd<br>Rdr Rt | **VARUNA**<br>**Higashi Nippon Ferry Co. Ltd. & Eiyu Shoji Y.K.**<br>Muroran, Hokkaido Pref. Japan | **16 725**<br>—<br>6 005 | NK | **1987** Mitsubishi Heavy Industries Ltd. —Shimonoseki (899)<br>187,13 (BB) 6,617<br>175,01 27,01 9,81 | **TM Passenger/RoRo Cargo/Ferry**<br>448bth 232dk P<br>Bow door & ramp<br>L 6,90 W 4,30<br>Quarter bow door/ramp (s)<br>L 21,00 W 6,50<br>Stern door/ramp<br>L 9,00 W 6,50<br>Clear height 4,50<br>Cars 116 Lorries 177 | MAN<br>2 Oil 4SA each 8Cy. 580 × 640 with flexi couplings & sr geared to sc. shafts<br>19 066kW (25 920bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 5 × 846kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd , 1 a |
| **8318489**<br>Df Esd Gc<br>Rdr Rt | **VARUNA**<br>**Government of The Republic of India (Coast Guard)**<br>Bombay India | *1 247*<br>*750*<br>195 | (AB) | **1988** Mazagon Dock Ltd.—Bombay (784)<br>74,12 10,65 3,001<br>69,02 10,61 7,93<br>2 dks | **TM Fire-fighting Patrol Ship**<br>Pollution Control | Pielstick<br>2 Vee Oil 4SA each 16Cy. 280 × 290 wi clutches, flexible couplings & reduction to sc. shafts<br>9 416kW (12 801bhp)<br>Alsthom-Atlantique<br>Gen 4 × 212kW a.c.<br>2 Controllable pitch propellers |
| **5376868**<br>*VTLL*<br>1074<br>Df Esd Rdr<br>RTm/h/v | **VARUNA**<br>**Government of The Republic of India (Director of Indo-Norwegian Project)**<br>Cochin India | **160**<br>48<br>163 | | **1961** Ankerlokken Verft Floro A/S—Floro (34)<br>28,00 6,89 3,302<br>27,97 6,86 3,43<br>1 dk | **M Research/Fishing**<br>1 Ho 2,5 ER<br>Der 1(1,5) | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>400bhp (294kW)<br>A/S Wichmann<br>Gen 2 × 45kW<br>Fuel 36,5t (d.o.) |
| **6911067**<br>*ATUC*<br>1818<br>Df Esd Gc<br>Rdr RTv | **VARUNA KACHHAPI**<br>ex Capetan Manolis-78<br>**Thakur Shipping Co. Ltd.**<br>Bombay India | **9 083**<br>6 362<br>15 291 | ✠Classed LR until 16/12/87 | **1969**-4 Bartram & Sons Ltd.—Sunderland (415)<br>141,05 20,48 8,859<br>134,17 20,43 11,74<br>F 13,8 1 dk, 2nd dk except in No. 5 hold<br>RW rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 24,3 ER<br>G.21 606 B.19 746<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) (11,4 × 6,7) ER<br>10W Der 8(10) 2(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>G. Clark & N.E.M. Ltd.<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel 1 200,0t (hvf) |
| **7384546**<br>*UUUD*<br>M-32688<br>Df Esd Gc<br>Rdr Rt | **VARZUGA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **1 976**<br>597<br>823 | RS | **1975** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B422/112)<br>72,83 13,03 4,852<br>65,00 13,01 7,93<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice Strengthened<br>3 Ho<br>In.822<br>2 Ha (each 2,2 × 2,2)<br>4W Der 2(5) 2(1,5) | Sulzer<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 12 (2 299kW) driving 3 gen. each 750kW connected to elec. motor of 2 298shp & sc. shaft<br>H. Cegielski<br>Gen 1 × 320kW 1 × 72kW 400V 50Hz a<br>Controllable pitch propeller |
| **9009554**<br>*JG4973*<br>131918<br>Rdr Rt | **VASA**<br>**Hakone Kankosen K.K.**<br>Hakone, Kanagawa Pref. Japan | **308**<br>—<br>54 | | **1991** Hitachi Zosen—Kanagawa Works, Kawasaki (114857)<br>35,67 (BB) 10,80 1,901<br>29,00 10,00 2,90<br>1 dk | **Aux M Ferry**<br>Replica Ship Ship-rig<br>650dk P | Akasaka<br>Oil 4SA 6Cy. 230 × 390 with clutches & sc. shaft<br>386kW (525bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 1 × 160kW a.c. 1 × 48kW a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **5426895**<br>*MGIX*<br>300229<br>Pfd RdrRTm | **VASA SOUND**<br>ex Ecctonia-87<br>**Frederick Charles Larkham & Son Ltd.**<br>Kirkwall United Kingdom | **658**<br>348<br>906 | ✠**100A1** SS 1/86<br>✠**LMC**<br>EL i $1\frac{1}{16}$"SQ<br>FN 668 | **1963**-7 Goole SB. & Repairing Co. Ltd.—Goole (539)<br>56,80 9,07 3,703<br>52,28 9,00 3,76<br>P 13,8 F 7,1 1 dk<br>rf 51<br>**SURVEYS OVERDUE — REPAIRS REQUIRED— CLASS SUSPENDED 8/4/91** | **M General Cargo**<br>1 Ho 32,3 ER<br>G.1 254 B.1 201<br>2 Ha (stl) (each 11,7 × 5,1) ER | Blackstone<br>Oil 4SA 8Cy. 222 × 292 with flexible coup reverse geared to sc. shaft<br>660bhp (485kW)<br>Lister Blackstone Ltd.<br>Gen 2 × 16kW 240V 50Hz a.c.<br>Fuel 29,5t (d.o.) |
| **5418331**<br>Esd | **VASABHA**<br>**Colombo Port Commission**<br>Colombo Sri Lanka | **275**<br>—<br>— | ✠Classed LR until 6/65 | **1963**-6 George Brown & Co. (Marine) Ltd. —Greenock (277)<br>33,71 9,17<br>30,48 8,69 4,02<br>1 dk<br>RW rf 203 | **TM Tug** | Alpha<br>2 Oil 2SA each 8Cy. 310 × 490<br>Alpha-Diesel A/S |
| **5160805**<br>*3EIY6*<br>18405-PEXT2<br>Df Esd Gc<br>Rdr Rt | **VASCO DA GAMA**<br>ex Infante Dom Henrique-88<br>**Trans World Cruises Inc.**<br>Panama Panama<br>SatCom: 1331251/VASC | T.Mk<br>**16 063**<br>8 969<br>6 139 | AB<br>✠Classed LR until 2/9/88 | **1961**-9 S.A. Cockerill-Ougree—Hoboken (814)<br>195,59 25,73 8,230<br>179,00 24,50 14,30<br>B & F 164,6 3 dks, 4th dk fwd of mchy. space | **TS Passenger/General Cargo**<br>Ref —cbn 660bth P<br>4 Ho<br>In.582 | 2 S Turb dr geared to sc. shafts<br>22 000shp (16 182kW)<br>S.A. Cockerill-Ougree |
| **7036515**<br>*ORVH*<br>16871<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **VASCO DA GAMA**<br>ex Humber River-87<br>**Jan de Nul N.V.**<br>Brugge Belgium<br>SatCom: 1546150/VAGA | **10 130**<br>3 039<br>11 857 | BV | **1971** N.V. Werf "Gusto"—Schiedam (CO761)<br>130,31 22,53 8,770<br>120,71 22,51 11,61<br>P 9,2 B 13,2 F 20,2 1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 30,0<br>Hopper 16218T<br>1 Ho ER 1 Ho<br>Hopper 10 156<br>2 sandpumps each 1765kW (2400bhp)<br>Cr 1(20) | Werkspoor<br>2 Vee Oil 4SA each 16Cy. 410 × 470<br>16 000bhp (11 769kW)<br>Stork-Werkspoor Diesel N.V.<br>Gen 3 × 600kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 2 699,5t (hvf) |
| **9017305**<br>*VRRR*<br>HK-0016<br>Esd Rdr Rt | **VASCO DA GAMA**<br>**Hongkong Macao Hydrofoil Co. Ltd.**<br>Hong Kong Hong Kong (British) | *458*<br>*155*<br>— | NV | **1991** FBM Marineteknik (S) Pte Ltd—Singapore (123)<br>- - 3,801<br>38,94 11,02 -<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | M.T.U.<br>2 Oil 4SA each 16Cy. 165 × 185 geared t shafts<br>3 878kW (5 272bhp)<br>M.T.U. Friedrichshafen GmbH<br>2 Water jet propulsion units |
| **6826925**<br>*HO9383*<br>5134-75<br>Esd RdrRTm | **VASCO DA GAMA I**<br>ex Vasco da Gama<br>**Strel Ltd.**<br>Straits Engineers Contracting Pte. Ltd.<br>Panama Panama | **988**<br>483<br>465 | ✠Classed LR until 11/73 | **1947** ............United Kingdom<br>68,59 11,64 1,842<br>66,15 11,59 4,27<br>P 15,3 F 10,7 1 dk<br>conv RoRo Cargo/ Tank Landing Craft — | **TM Supply Ship**<br>1 Ho 40,5 ER<br>G.978<br>2 Ha (5,4 12,1 × 5,4) ER<br>Der 2(1) | Paxman<br>4 Oil 4SA each 12Cy. 178 × 197 geared shafts<br>1 520bhp (1 118kW)<br>Davey, Paxman & Co. Ltd.<br>Gen 4 × 30kW 220V d.c.<br>Fuel 172,5t (d.o.) |
| **7116896**<br>*J8DS6*<br>3059<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **VASCO REEFER**<br>ex Shun Sang No. 8-92 ex Skaftafell-88<br>**Vasco Trade Inc.**<br>Yee Sang Shipping & Management Services<br>Kingstown St. Vincent and the Grenadines<br>SatCom: 1376166/SANG | T.Mk<br>**723**<br>407<br>1 179<br>**1 426**<br>914<br>1 740 | ✠**100A1** SS 7/91<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL M $1\frac{1}{16}$"U2<br>FN 1319 | **1971**-9 Buesumer Werft G.m.b.H.—Buesum (239)<br>76,41 (BB) 12,40 4,350/5,214<br>68,74 12,01 7,17<br>Ba 15,3 F 7,4 2 dks<br>rf 203 | **M Refrigerated Cargo**<br>3 Ho 16,9 15,0 14,0 ER<br>In.2 217<br>3 Ha (stl) (each 6,7 × 3,9) ER<br>Cr 2(3) | Deutz<br>Oil 4SA 6Cy. 135 × 160<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 160kW 1 × 132kW 380V 5<br>Thw. thrust propeller fwd<br>Fuel 227,5t (d.o. & hvf)-8,5pd |
| **7014622**<br>*5BXF*<br>707662<br>Df Esd Gc<br>Rdr RTh/v | **VASHIP**<br>ex Sailor II-89 ex Novsun-88<br>ex Amsteldiep-85 ex Putten-77<br>**Wellington Shipping Co.**<br>Limassol Cyprus | **12 592**<br>8 075<br>20 015<br>T/cm<br>28,8 | BV | **1970** Van der Giessen-de Noord N.V.—Krimpen a/d Ijssel (869)<br>160,10 21,90 9,926<br>151,14 21,77 13,31<br>P 31,7 F 14,1 1 dk | **M Bulk Carrier**<br>5 Ho 19,2 22,1 22,1 22,1 22,9 ER<br>G.27 223 HeCls. B<br>9 Ha (stl) (10,9 × 10,6) (14,4p&s 14,4p&s 14,4p&s 14,4p&s × 8,0) ER<br>Cr 5(8) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>5 517kW (7 500bhp)<br>Sulzer Bros. Ltd.<br>Gen 3 × 292kW 440V 60Hz a.c.<br>Fuel 180,5t (d.o.) 1 079,5t (hvf)-25,0pd |

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| **VASIL APRILOV**<br>ex Altair-70 ex Millerntor-64<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **5 498**<br>3 138<br>10 006 | BR | **1955** Nordseewerke Emden—Emden (278)<br>143,67 17,63 7,560<br>133,99 17,61 10,98<br>F 8,3 1 dk & S dk<br>RW | **M General Cargo** OSD<br>Ice strengthened<br>3 Ho ER 2 Ho<br>G.16 402 B.15 059<br>5 Ha (stl) (9,8 13,6 11,2 × 7,8) ER (13,6 11,2 × 7,8)<br>10W Der 1(15) 10(3-5) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>4 000bhp (2 942kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 130kW 230V d.c. |
| **VASIL KOLAROV**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **923**<br>405<br>168 | BR | **1959** "Georgi Dimitrov" Shipyard—Varna<br>63,81 9,33 3,201<br>57,79 9,30 5,87<br>2 dks | **M Passenger/General Cargo**<br>200P<br>1 Ho 9,6<br>G.192 B.179<br>1 Ha (2,9 × 1,9)<br>Cr 1(1) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW) E made58 fitted59<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 80kW 2 × 21kW 230V a.c.<br>Fuel 40,5t 14kn |
| **VASIL LEVSKY**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria<br>SatCom: 1435215/VALE | **11 750**<br>5 949<br>13 450 | BR | **1975** Kherson Shipyard—Kherson<br>162,31 (BB) 22,23 9,170<br>144,61 22,18 13,39<br>F 12,8 2 dks<br>rf 196 | **M General Cargo**<br>Ice strengthened<br>5 Ho 10,3 22,6 15,3 29,6 15,4 ER 5 TwD<br>G.21 340 B.19 230<br>TEU 388 C.Ho 320/20' C.Dk 68/20'<br>9 Ha (stl) (6,1 × 5,8) (19,2p&s 12,8p&s 25,3p&s 12,8p&s × 8,0) ER<br>4W Cr 7(12) Der 1(63) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 1 050,0t (d.o.) 468,0t (hvf) 18kn |
| **VASILEOSTROVSKIY**<br>**Sevzapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | *2 416*<br>*724*<br>911 | RS | **1989** Baltiya Shipyard—Klaypeda<br>85,12 13,04 3,901<br>76,82 - 6,51<br>1 dk | **M Fishing**<br>Suction Ref | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 320kW a.c. 1 × 150kW a.c.<br>11,3kn |
| **VASILIJ MERCUREV**<br>**Vasilij Mercurev Shipping Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Limassol Cyprus<br>SatCom: 1100441/VMER | *8 005*<br>*3 135*<br>9 999<br>T/cm<br>22,3 | ✠**100A1**<br>chemical tanker ship type 2, CR(s.stl), SG2—1, 1 to 5 (cr) tanks and slop tanks SG1.6, 1 to 5 wing tanks in association with a list of defined cargoes<br>Ice Class 1 B<br>✠**LMC** **UMS**<br>EL B† 550,0/55,0U3(a)<br>FN 3580 | **1987**-11 Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (271)<br>126,45 (BB) 20,55 7,203<br>117,81 20,52 9,86<br>P 17,1 F 13,2 1 dk<br>rf nil Bow/CM 66 Diam. 0,304 | **M Tanker**<br>Chemical<br>DB<br>5 Ta 10 Wing Ta ER<br>L.11 318<br>15 Cargo pumps total 1 000T/hr | B&W 7L35MC<br>Oil 2SA 7Cy. 350 × 1050<br>5 320bhp (3 913kW)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>2 AuxB (o.f.) 6,6kgf/cm² (6,5bar)<br>e(ex.g) 10,7kgf/cm² (10,5bar)<br>Gen 3 × 520kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>13,75kn |
| **VASILIJS FESENKOVS**<br>ex Vasiliy Fesenkov-91<br>**Latvian Shipping Company**<br>Riga Latvia | T.Mk<br>**3 281**<br>1 189<br>—<br>**6 400**<br>3 250<br>5 887<br>T/cm<br>17,3 | RS | **1974** Stocznia Gdanska im. Lenina—Gdansk (B437/04)<br>139,60 (BB) 18,04 6,581/7,780<br>128,00 11,49<br>2 dks | **M Refrigerated Cargo**<br>Ice strengthened<br>4 Ho 17,4 18,2 ER 18,0 17,4 10 TwD<br>In.7 250<br>4 Ha (stl) (5,3 6,4 × 6,3) ER (6,4 6,4 × 6,3)<br>8W Der 8(5) | Sulzer 8RND68<br>Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel (d.o.) 1 633,49t (hvf)-43,2pd 20,5kn |
| **VASILIJS STRUVE**<br>ex Vasiliy Struve-91<br>**Latvian Shipping Company**<br>Riga Latvia | T.Mk<br>**3 281**<br>1 189<br>—<br>**6 400**<br>3 250<br>5 887<br>T/cm<br>17,3 | RS | **1975** Stocznia Gdanska im. Lenina—Gdansk (B437/06)<br>139,60 (BB) 18,04 6,581/7,780<br>128,00 11,49<br>2 dks | **M Refrigerated Cargo**<br>Ice strengthened<br>4 Ho 17,4 18,2 ER 18,0 17,4 10 TwD<br>In.7 250<br>4 Ha (stl) (5,3 6,4 × 6,3) ER (6,4 6,4 × 6,3)<br>8W Der 8(5) | Sulzer 8RND68<br>Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel (d.o.) 1 633,49t (hvf)-43,2pd 20,5kn |
| **VASILIKI**<br>ex Amphitryon-79 ex Helen P.-70<br>**Vasiliki Shipping Co.**<br>Piraeus Greece | **981**<br>537<br>1 700 | HR (AB) | **1966** Cant. Nav. Solimano—Savona (40)<br>66,99 11,00 4,496<br>61,65 10,98 4,98<br>P 16,5 F 8,6 1 dk<br>rf 203 | **M Tanker**<br>1 Ho 15 Ta ER<br>1 Ha (stl) (1,8 × 2,7) | MWM<br>Oil 4SA 8Cy. 320 × 480 reverse geared to sc. shaft<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 35kW<br>Fuel 75,0t 12kn |
| **VASILIKI**<br>ex Alicia-87 ex Margrit-Angelika-75<br>ex Marin-61<br>**Cornelius Shipping Co. Ltd.**<br>Costas Dagadakis<br>Kingstown St. Vincent and the Grenadines | **497**<br>226<br>785 | HR<br>✠Classed LR until 26/6/81 | **1951**-3 Arnhemsche Stooms. Maats.—Arnhem (351)<br>57,79 9,25 3,455<br>55,33 9,20 3,54<br>P & B 32,7 F 8,9 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.1 246 B.1 144<br>2 Ha (10,3 11,2 × 5,4) ER<br>Der 4(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>540bhp (397kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 81,5t 10kn |
| **VASILIKI II**<br>ex Maplehurst-81<br>**Vasiliki II Shipping Co.**<br>Piraeus Greece | **1 476**<br>733<br>1 990 | HR<br>✠Classed LR until 1/10/81 | **1961**-12 Blyth Dry Docks & SB. Co. Ltd.—Blyth (380)<br>79,25 12,30 4,420<br>75,70 11,97 5,11<br>P 20,5 F 7,1 1 dk<br>rf 76 len 71 | **M Tanker**<br>11 Ta ER<br>L.(oil) 2 888 HeCls. BC | Polar<br>Oil 2SA 4Cy. 340 × 570<br>1 050bhp (772kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 100kW 220V d.c.<br>Fuel 73,0t (d.o.)-3,0pd 10,25kn |
| **VASILIKI III**<br>ex Anchorman-83<br>**Vasiliki III Shipping Co.**<br>Piraeus Greece | **795**<br>383<br>1 191 | HR<br>✠Classed LR until 7/10/83 | **1962**-1 Drypool Eng. & D.D. Co. Ltd.—Hull (4)<br>61,88 9,38 3,906<br>58,12 9,30 4,27<br>P 15,0 Trunk 33,9 F 9,5 1 dk<br>RW rf 76 | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 489<br>Der 2(1) | Brons<br>Vee Oil 2SA 12Cy. 220 × 380<br>900bhp (662kW)<br>Drypool Eng. & D.D. Co. Ltd. Hull<br>Fuel 51,0t-3,0pd 10,75kn |
| **VASILIKI V**<br>ex Assiduity-83<br>**Vasiliki V Shipping Co.**<br>Piraeus Greece | **961**<br>443<br>1 512 | HR<br>✠Classed LR until 17/5/83 | **1964**-5 Goole SB. & Repairing Co. Ltd.—Goole (537)<br>71,48 11,05 4,471<br>66,45 10,98 4,58<br>P 20,5 Trunk 33,3 F 11,6 1 dk<br>rf 102 | **M Tanker**<br>14 Ta ER<br>L.(oil) 2 067 | Blackstone<br>Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>1 000bhp (736kW) ✠ NE 5/73<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 50kW 2 × 20kW 220V d.c.<br>Fuel 56,5t |
| **VASILIOS**<br>ex Diligentia-70<br>**Vasilios Shipping Co.**<br>Piraeus Greece | **481**<br>233<br>668 | HR | **1952** Terneuzensche Scheepsbouw Mij. N.V. —Terneuzen (53)<br>55,99 8,34 3,379<br>49,94 8,28 3,51<br>P 18,9 F 8,6 1 dk<br>R | **M Tanker**<br>8 Ta ER<br>L.(oil) 911<br>1W Der 1(1) | MaK<br>Oil 4SA 8Cy. 285 × 425<br>480bhp (353kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 5kW 110V d.c.<br>Fuel 49,0t (d.o.) 10kn |
| **VASILIOS D**<br>ex Ainos-89 ex Argo-87 ex Evensk-87<br>**Thalasiai Metaforai Gerassimos Drakatos Co. Ltd.**<br>Georgios Drakatos Towage & Salvage<br>Piraeus Greece | **1 772**<br>557<br>1 660 | (RS) | **1966** .............Kerch<br>83,50 12,04 4,650<br>74,00 11,97 5,31<br>1 dk | **M Tanker**<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 2 031 HeCls. BC<br>2W Der 2(0,75) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Fuel 126,0t (d.o.)-7,5pd 13,25kn |
| **VASILIOS G**<br>**Antonios & Dionysios Vasilios Georgiou**<br>Patras Greece | *136*<br>*40*<br>100 | | **1987** Nafpigiki Techniki Ltd.—Greece (8601)<br>28,02 6,94 3,079<br>24,01 6,90 3,26 | **M Fishing**<br>Stern Trawler | Kelvin TGSC8<br>Oil 4SA 8Cy. 165 × 184 with clutches & geared to sc. shaft<br>500bhp (368kW)<br>Kelvin Diesels Ltd., GEC Diesels Glasgow |

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| **5104772**<br>*SV3684*<br>5254<br>Df Esd Rdr<br>Rt | **VASILIOS I**<br>ex Eole-74 ex Ellen Essberger-58<br>**Vasilios I Shipping Co.**<br>Piraeus Greece | **998**<br>474<br>1 753 | HR (BV) | **1958** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (623)<br>76,51 11,43 4,649<br>70,31 11,41 4,96<br>P 20,5 F 10,7 1 dk | **M Tanker**<br>10 Ta<br>L.(oil) 2 449 HeCls. BC<br>Der 1(1) 1(0,5) | Deutz<br>Oil 4SA 6Cy. 420 × 660<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz<br>Fuel 152,5t (d.o.) |
| **5398452**<br>*SV3321*<br>4101<br>Df Esd Rdr<br>Rt | **VASILIOS II**<br>ex Zephyr-71 ex Scharhorn-59<br>**Vasilios II Shipping Co.**<br>Piraeus Greece | **987**<br>436<br>1 530 | HR | **1954** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (562)<br>70,46 10,62 4,573<br>64,01 10,57 4,81<br>P 21,4 F 12,5 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 088<br>1 Ha (1,9 × 1,9)<br>2W Der 1(1) 1(0,5) | Deutz<br>Oil 4SA 6Cy. 420 × 660<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz<br>Fuel 129,0t (d.o.) |
| **8327545**<br>*SV5935*<br>7635<br>Rt | **VASILIOS III**<br>**Vasilios III Shipping Co.**<br>Piraeus Greece | **955**<br>568<br>1 165 | HR | **1981** ............Perama<br>65,77 11,99 —<br>61,60 4,20<br>1 dk | **M Tanker**<br>16 Ta ER | MAN<br>Oil 4SA 8Cy. 300 × 450<br>1 165bhp (857kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **6511881**<br>*SV4152*<br>8921<br>Df Esd Rdr<br>RTm/v | **VASILIOS IX**<br>ex Mare Silentum-85<br>**Vasilios IX Shipping Co.**<br>Piraeus Greece | **776**<br>409<br>1 601 | HR<br>✠Classed LR until 8/85 | **1965**-6 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (338)<br>75,80 9,73 3,893<br>70,13 9,40 4,96<br>P 15,3 RFD 12,2 F 11,6 1 dk<br>rf 76 len & deepened 70 | **M Tanker**<br>Oil Chemical<br>14 Ta ER<br>L.1 978 | Smit-Bolnes<br>Oil 2SA 5Cy. 300 × 550<br>1 000bhp (736kW)<br>N.V. Smit & Bolnes<br>Gen 2 × 20kW 110V d.c.<br>Fuel 66,0t (d.o.) |
| **6416706**<br>*SV4144*<br>8620<br>Df Esd Rdr<br>RTm/v | **VASILIOS V**<br>ex Mare Iratum-83<br>**Vasilios V Shipping Co.**<br>Piraeus Greece | **776**<br>409<br>1 602 | HR<br>✠Classed LR until 9/12/83 | **1964**-9 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (334)<br>76,05 9,73 4,192<br>69,96 9,40 4,96<br>P 15,3 F 11,6 1 dk<br>rf 76 len & deepened 69 | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>14 Ta ER<br>L.1 979 | Smit-Bolnes<br>Oil 2SA 5Cy. 300 × 550<br>1 000bhp (736kW)<br>N.V. Smit-Bolnes<br>Gen 2 × 20kW 110V d.c.<br>Fuel (d.o.) |
| **6417035**<br>*SV4235*<br>6010<br>Df Esd Rdr<br>RTm | **VASILIOS VI**<br>ex Christina-77 ex Anneke B-74<br>ex Pointe de Brezellec-73 ex Unkas-71<br>**Vasilios VI Shipping Co.**<br>Piraeus Greece | **490**<br>218<br>821 | HR (BV) | **1964** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1107)<br>59,31 8,69 3,588<br>54,34 8,62 3,74<br>P 17,4 F 8,0 1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 080 HeCls. C | MaK<br>Oil 4SA 6Cy. 320 × 450<br>675bhp (497kW)<br>Maschinenbau Kiel A.G.<br>Gen 2 × 25kW 230V d.c.<br>Fuel 39,5t (d.o.)-2,5pd |
| **5175484**<br>*SV3073*<br>6434<br>Df Esd Gc<br>Rdr Rt | **VASILIOS VII**<br>ex Scharhorn-77 ex Josef Joham-67<br>**Vasilios VII Shipping Co.**<br>Piraeus Greece | **995**<br>471<br>2 180 | HR (GL) | **1959** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (635)<br>85,55 11,43 4,674<br>82,23 11,38 4,96<br>P 20,5 F 11,6 1 dk<br>len 68 | **M Tanker**<br>10 Ta ER<br>L.(oil) 3 067 | Deutz<br>Oil 4SA 6Cy. 420 × 660<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz |
| **6407432**<br>*SV4150*<br>8765<br>Df Esd Rdr<br>RTm/v | **VASILIOS VIII**<br>ex Mare Liberum-84<br>**Vasilios VIII Shipping Co.**<br>Piraeus Greece | **776**<br>408<br>1 602 | HR<br>✠Classed LR until 27/9/84 | **1964**-4 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (332)<br>76,08 9,73 4,192<br>69,96 9,40 4,96<br>P 15,3 F 11,6 1 dk<br>rf 76 len & deepened 71 | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>Mchy.aft HeCls. C | Smit-Bolnes<br>Oil 2SA 5Cy. 300 × 550<br>1 000bhp (736kW)<br>N.V. Smit & Bolnes<br>Gen 2 × 20kW 110V d.c.<br>Fuel 72,5t (d.o.) |
| **6504230**<br>*SW3259*<br>9256<br>Esd RdrRTm | **VASILIOS X**<br>ex Rocas-87<br>**Vasilios X Shipping Co.**<br>Piraeus Greece | **1 423**<br>859<br>1 890<br>T/cm<br>7,0 | GL HR | **1965** Est. Nav. de Viana do Castelo—Viana do Castelo (65)<br>76,51 11,51 4,701<br>70,52 11,43 4,96<br>P 21,1 F 12,2 1 dk<br>Bow/CM 50 Diam. 0,203 | **TM Tanker**<br>Mchy.aft<br>3 Cargo pumps total 600T/hr | MWM<br>2 Oil 4SA each 8Cy. 320 × 480<br>2 100bhp (1 545kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 50kW 1 × 30kW 230V d.c.<br>Fuel (d.o.) |
| **5342154**<br>*SW3772*<br>9283<br>Df Esd Rdr<br>Rt | **VASILIOS XI**<br>ex Pointe de Beuzec-87 ex Strale-72<br>**M. Koutlakis & Co. Ltd.**<br>Piraeus Greece | **1 598**<br>1 028<br>2 744 | HR (BV) (RI) | **1959** Cant. Gardano & Giampieri—Porto Recanati (45)<br>80,55 12,65 5,220<br>74,27 12,60 5,74<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 3 526 | MaK<br>Oil 4SA 8Cy. 240 × 280<br>1 400bhp (1 030kW) NE made74<br>Atlas-MaK Maschinenbau |
| **6403230**<br>*SV7153*<br>Df Esd Rdr<br>Rt | **VASILIOS XII**<br>ex Tees Redwing-87<br>ex Dutch Engineer-82<br>**Vasilios XII Shipping Co.**<br>Greece | **499**<br>268<br>786 | HR<br>✠Classed LR until 12/12/87 | **1964**-5 N.V. Schbwf. v/h De Groot & Van Vliet —Slikkerveer (355)<br>52,68 9,71 3,852<br>47,50 9,61 4,02<br>P 13,5 Trunk 29,0 F 6,8 1 dk<br>rf nil DK fwd | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>5 Ta 3 Ta (s.stl) ER<br>L.947 | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz<br>Fuel 65,5t |
| **6622604**<br>*SW6620*<br>9677<br>Df Esd Rdr<br>Rt | **VASILIOS XIII**<br>ex Sunlight-90 ex Campolongo-90<br>**Vasilios XIII Shipping Co.**<br>Piraeus Greece | **999**<br>593<br>2 513 | HR<br>✠Classed LR until 1/90 | **1967**-5 S.A. Juliana Const. Gijonesa—Gijon (159)<br>79,58 12,22 5,157<br>73,00 12,20 5,82<br>P 20,5 Trunk 41,5 F 8,0 1 dk<br>rf 152 | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 832 | Werkspoor<br>Oil 4SA 6Cy. 390 × 680<br>1 140kW (1 550bhp)<br>Naval-Stork-Werkspoor S.A.<br>Gen 3 × 100kW 220V 50Hz a.c. |
| **6906983**<br>*SV7159*<br>9646<br>Pfd RdrRTm | **VASILIOS XIV**<br>ex Activity-89<br>**Vasilios XIV Shipping Co.**<br>Piraeus Greece | **698**<br>391<br>1 356 | HR<br>✠Classed LR until 19/1/90 | **1969**-4 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (361)<br>73,97 10,42 3,969<br>67,09 10,30 4,45<br>P 16,2 F 8,0 1 dk | **M Tanker**<br>Oil Chemical<br>10 Ta ER<br>L.1 778 | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 103kW (1 500bhp)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 40kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 70,0t (d.o.)-7,0pd |
| **6404090**<br>*SW3706*<br>9136<br>Df Esd Gc<br>Rdr RTm/v | **VASILIS**<br>ex Aro-88 ex Daron-87<br>ex Concordia-82<br>**Vaspini Shipping Co.**<br>Piraeus Greece | **426**<br>266<br>1 150 | HR (GL) | **1964** Kroegerwerft G.m.b.H.—Rendsburg (1194)<br>61,57 10,49 3,912<br>56,49 10,44 6,05<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho ER<br>G.2 121 B.1 922<br>2 Ha (each 14,4 × 6,3) ER<br>4W Der 4(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz |
| **7646877**<br>*EVCF*<br>M-34546<br>Df Esd Gc<br>Rdr Rt | **VASILIY ADONKIN**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1977** ............U.S.S.R.<br>83,90 14,00 5,720<br>10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 In.1 765 L.14<br>3 Ha (2,5 × 2,5) (2,0 2,0 × 2,0)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Controllable pitch propeller |
| **7426203**<br>*UFLE*<br>M-38429<br>Df Esd Gc<br>Pfd Rdr RTv | **VASILIY AZHAYEV**<br>ex General Roxas-85 ex Binsnes-82<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400216/UFLE | **20 222**<br>13 107<br>34 545 | RS<br>✠Classed LR until 5/87 | **1977**-4 Sumitomo Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (986)<br>180,02 (BB) 28,45 10,891<br>170,01 28,40 15,02<br>P 32,4 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 23,0 27,8 20,8 27,9 27,9 ER<br>G.42 553 B.40 796<br>5 Ha (stl) (14,0 × 10,5) (18,3 12,8 18,3 18,3 × 13,4) ER<br>Cr 4(15) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 175,0t (d.o.) 1 976,0t (hvf) |
| **6403101**<br>*USEG*<br>M-26226<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **VASILIY BLYUKHER**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **12 675**<br>6 275<br>7 678 | RS | **1963** Admiralteiskiy Shipyard—St. Petersburg<br>162,01 20,32 7,024<br>150,02 19,94 12,53<br>3 dks | **TM Factory Ship**<br>Shellfish Cannery Ref<br>Ice strengthened<br>3 Ho ER<br>In.3 165<br>3 Ha (each 3,9 × 3,9) ER<br>10W Der 8(5) 2(3) | Skoda<br>2 Oil 2SA each 8Cy. 430 × 610<br>4 000bhp (2 942kW)<br>Russkiy-Diesel Works<br>Gen 2 × 560kW 1 × 480kW 1 × |

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| **VASILIY BOZHENKO**<br>**Glavrybvod**<br>(Kherson) (U.S.S.R.) | *2 466*<br>*988*<br>3 135 | RS | **1984** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,23 13,21 3,423<br>108,03 13,01 5,54<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ta ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 50kW a.c.<br>10,7kn |
| **VASILIY BURKHANOV**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400327/UZHC | *18 574*<br>*7 442*<br>19 724 | RS | **1986** Valmet Oy Helsingin Telakka—Vuosaari, Helsinki/Helsingfors (322)<br>176,66 24,55 10,500<br>164,10 24,50 15,20<br>2 dks | **M RoRo Cargo/General Cargo/ Icebreaker**<br>Side door & ramp (s, aft)<br>4 Ho 10,0 26,8 33,2 23,7 ER 11,1DTp&s 6 TwD<br>G.30 284 L.902<br>TEU 576 C. 576/20'<br>8 Ha (stl) (12,8 × 13,0) (19,2p&s 25,6p&s 19,2p&s × 8,0) ER (12,8 × 11,0)<br>Cr 2(40) 3(20) | Sulzer 14ZV40/48<br>2 Vee Oil 4SA each 14Cy. 400 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>15 446kW (20 999bhp)<br>Oy Wartsila Ab Turku/Abo<br>Gen 4 × 800kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 675,5t (d.o.) 3 227,5t (hvf)-76,0pd 17kn |
| **VASILIY BYELOKONYENKO**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | T.Mk<br>**4 027**<br>1 823<br>—<br>**6 458**<br>3 082<br>7 700 | RS | **1974** Vyborg Shipyard—Vyborg<br>136,81 (BB) 17,84 6,511/7,500<br>124,97 10,39<br>P 36,6 F 29,3 2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 13,1 22,8 21,5 -DT 21,2 ER 4 TwD<br>G.11 350 B.10 650 L.300<br>4 Ha (stl) (9,8 × 8,0) (18,9 18,9 18,9 × 12,8) ER<br>16W Der 2(40) 2(20) | B&W 5K62EF<br>Oil 2SA 5Cy. 620 × 1400<br>6 700bhp (4 928kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 240kW 400V 50Hz a.c.<br>Fuel 160,0t (d.o.) 880,0t (hvf) 16,5kn |
| **VASILIY CHERNYSHYEV**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400622/UDVA | T.Mk<br>**18 455**<br>5 797<br>13 250 | RS | **1973** Admiralteiskiy Shipyard—St. Petersburg<br>197,31 26,42 8,100<br>182,00 14,53<br>4 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>B.7 366 In.6 244<br>5 Ha (each 4,1 × 4,1) ER<br>16W Der 4(10) 12(5) | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works Bryansk<br>14,5kn |
| **VASILIY FEDOSEYEV**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **7 684**<br>3 384<br>8 842 | RS | **1969** "Leninskogo Komsomola" Shipyard —Komsomolsk-na-Amure<br>133,10 18,83 8,941<br>118,42 18,75 11,61<br>2 dks | **D-E General Cargo**<br>Ice strengthened<br>3 Ho 14,7 16,3 ER 20,2 4 TwD 14,7 16,3 20,2 18,1<br>G.10 577 B.9 306<br>4 Ha (stl) (8,7 8,7 × 7,6) ER (8,7 8,7 × 7,6)<br>8W Der 2(60) 4(10) 4(5) | Fairbanks, Morse 10-38D8-1/8<br>4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving gen. connected to elec. motor & geared to sc. shaft<br>U.S.S.R.<br>Fuel 1 016,0t (d.o.) 15kn |
| **VASILIY FILIPPOV**<br>**Murmanskiy Tralflot**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1401543/UBCB | *7 765*<br>*2 329*<br>3 372 | RS | **1988** VEB Volkswerft Stralsund—Stralsund (810)<br>120,42 19,03 6,630<br>108,12 19,02 12,22<br>3 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>In.3 900 | S.K.L. 6VDS48/42AL-2<br>2 Oil 4SA each 6Cy. 420 × 480 with clutches, flexible couplings & reduction geared to sc. shaft<br>5 298kW (7 203bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 1500kW a.c. 2 × 760kW a.c.<br>Controllable pitch propeller<br>14,9kn |
| **VASILIY FOMIN**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**3 017**<br>1 246<br>2 118 | RS | **1976** VEB Volkswerft Stralsund—Stralsund (446)<br>101,86 (BB) 15,22 5,600<br>91,90 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>6W Der 2(5) 4(2) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15,75kn |
| **VASILIY GOLOVKIN**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 152 | RS | **1968** VEB Volkswerft Stralsund—Stralsund (237)<br>81,97 13,64 5,201<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,5 × 1,9) (2,6 2,6 2,6 × 2,3)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **VASILIY GOLOVNIN**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1401727/UGWJ | *13 514*<br>*4 777*<br>10 700 | RS | **1988** Kherson Shipyard—Kherson (5004)<br>163,90 22,46 9,000<br>145,38 - 12,00<br>1 dk | **D-E RoRo Cargo/General Cargo/ Icebreaker**<br>Ice strengthened | Sulzer 12ZV40/48<br>2 Vee Oil 4SA each 12Cy. 400 × 480 total 11 460kW (15 580bhp) driving 2 gen. each 5 500kW a.c. connected to elec. motor of 12 643shp (9 300kW) & geared to sc. shaft<br>Oy Wartsila Ab Turku/Abo |
| **VASILIY GOLUBYEV**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **245**<br>103<br>51 | RS | **1978** Nakhodkinskiy Shiprepairs Yard—Nakhodka<br>38,41 6,71 2,201<br>2,90<br>1 dk | **TM Ferry**<br>180dk P<br>Ice strengthened | 2 Oil 4SA each 8Cy. 180 × 220<br>U.S.S.R.<br>Fuel (d.o.) 12,75kn |
| **VASILIY GRECHISHNIKOV**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1982** VEB Volkswerft Stralsund—Stralsund (558)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L. 8ND272<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>16,25kn |
| **VASILIY ISAYEV**<br>**Murmansk Port Authority**<br>(Murmansk) (U.S.S.R.) | **245**<br>103<br>51 | RS | **1980** Nakhodkinskiy Shiprepairs Yard—Nakhodka<br>38,41 6,71 2,201<br>2,90<br>1 dk | **TM Ferry**<br>180dk P<br>Ice strengthened | 2 Oil 4SA each 8Cy. 180 × 220<br>U.S.S.R.<br>12,5kn |
| **VASILIY KALASHNIKOV**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 233**<br>691<br>1 987 | RS | **1981** Oy Laivateollisuus Ab—Turku/Abo (338)<br>95,00 13,22 3,700<br>90,20 13,01 5,49<br>1 dk | **TM General Cargo/ Training Ship**<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Thw. thrust propeller<br>11,5kn |
| **VASILIY KIKVIDZE**<br>**Georgian Shipping Co.**<br>(Batumi) (U.S.S.R.) | **10 847**<br>5 708<br>16 484<br>T/cm<br>26,0 | RS | **1976** Zaliv Shipyard—Kerch (707)<br>162,36 (BB) 21,42 8,910<br>150,02 21,39 11,23<br>1 dk<br>Bow/CM 59 MH 0,9 | **M Tanker**<br>Ice strengthened Stern disch.<br>21 Ta ER<br>L.(oil) 20 770<br>3 Cargo pumps total 2 211T/hr | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works Bryansk<br>16kn |
| **VASILIY KISELYOV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1977** ..............U.S.S.R.<br>83,90 14,03 5,720<br>10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.236 In.1 348 L.14<br>3 Ha (2,4 × 2,4) (2,0 2,0 × 2,0)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |

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| **7337335**<br>*UIBZ*<br>M-32547<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **VASILIY KLOCHKOV**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400240/UIBZ | T.Mk<br>**7 649**<br>3 777<br>—<br>**11 750**<br>5 949<br>13 500 | RS | **1973** Kherson Shipyard—Kherson<br>162,31 (BB) 22,26 8,770/9,170<br>144,61 22,18 13,44<br>F 12,8 2 dks<br>rf 196 | **M General Cargo**<br>Ice strengthened<br>5 Ho 10,3 22,6 15,3 29,6 15,4 ER<br>5 TwD<br>G.21 340 B.19 230<br>TEU 388 C.Ho 320/20' C.Dk 68/20'<br>9 Ha (stl) (6,3 × 6,0) (19,4p&s 13,0p&s 25,5p&s 13,0p&s × 8,2) ER<br>4W Cr 7(12) Der 1(63) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 460,5t (d.o.) 1 033,5t (hvf) |
| **8036160**<br>M-12696<br>Esd Rdr<br>RTm/v | **VASILIY KOSYAKOV**<br>**Murmansk Port Authority**<br>(Murmansk) (U.S.S.R.) | **245**<br>103<br>51 | RS | **1982** Nakhodkinskiy Shiprepairs Yard—Nakhodka<br>38,41 6,71 2,201<br>2,90<br>1 dk | **TM Ferry** 180dk P<br>Ice strengthened | 2 Oil 4SA each 8Cy. 180 × 220 |
| **7526651**<br>*UPSJ*<br>M-38432<br>Df Esd Gc<br>Pfd Rdr RTv | **VASILIY KOVAL**<br>ex Torm Herdis-85<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400235/UPSJ | **26 712**<br>17 861<br>44 749<br>T/cm<br>49,0 | RS (NV) | **1978** Odense Staalskibsvaerft A/S—Lindo (69)<br>182,81 30,13 12,250<br>175,90 30,01 16,87<br>F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened<br>6 Ho each 20,5 ER<br>G.54 100 HeCls. B<br>6 Ha (11,9 × 13,9) (15,1 15,1 15,1 15,1 15,1 × 16,5) ER<br>Cr 3(25) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>8 827kW (12 000bhp)<br>Sulzer Bros. Ltd.<br>Gen 3 × 650kW 440V 60Hz a.c.<br>Fuel 235,5t (d.o.) 2 300,0t (hvf)-40,5pd |
| **6922054**<br>*ESJJ*<br>M-29162<br>Df Esd Gc<br>Rdr Rt | **VASILIY KOZENKOV**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **2 948**<br>945<br>1 330 | RS | **1969** Stocznia Gdanska im. Lenina—Gdansk (B26/35)<br>83,11 13,82 5,501<br>78,03 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.284 In.1 566<br>5 Ha (1,9 1,9 × 1,9) (4,8 × 2,2) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>H. Cegielski<br>Controllable pitch propeller |
| **8422462**<br>*USCR*<br>M-17586<br>Df Esd Gc<br>Pfd Rdr RTv | **VASILIY LOMINADZE**<br>**Azerbaydzhangidromet**<br>(Baku) (U.S.S.R.) | *693*<br>*207*<br>293 | RS | **1987** Oy Laivateollisuus Ab—Turku/Abo (372)<br>49,90 10,02 3,600<br>44,95 10,00 5,00 | **M Research**<br>Hydrographic Weather | Wartsila<br>Oil 4SA 8Cy. 240 × 310 with clutches,<br>couplings & sr geared to sc. shaft<br>985kW (1 339bhp)<br>Oy Wartsila Ab<br>Gen 1 × 160kW a.c.<br>Controllable pitch propeller |
| **8607323**<br>*UVHA*<br>M-43092<br>Df Esd Gc<br>Rdr RTm/h/v | **VASILIY LOZOVSKIY**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1401434 | *7 765*<br>*2 329*<br>3 372 | RS | **1990** VEB Volkswerft Stralsund—Stralsund (823)<br>120,47 19,03 6,630<br>108,12 19,02 12,22<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.3 454 | S.K.L.<br>2 Oil 4SA each 6Cy. 420 × 480 with<br>flexible couplings & sr geared to sc<br>5 296kW (7 200bhp)<br>VEB Maschinenbau Halberstadt<br>Gen 2 × 1500kW a.c. 2 × 760kW a.c.<br>Controllable pitch propeller |
| **7612486**<br>*EOVQ*<br>S-17418<br>Df Esd Gc<br>Pfd Rdr Rt | **VASILIY MALOV**<br>ex Baltiyskiy-104-81<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **1 987**<br>1 002<br>2 554 | RS | **1978** Valmet Oy Pansion Tehdas—Turku/Abo (368)<br>95,00 13,21 4,001<br>90,20 13,01 5,49<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 475<br>TEU 83 C.Ho 48/20' C.Dk 35/20'<br>3 Ha (stl) (16,5 × 8,3) (16,5 16,5 × 10,2) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Thw. thrust propeller fwd |
| **8011469**<br>*UIFG*<br>M-38424<br>Df Esd Gc<br>Pfd Rdr RTv | **VASILIY MATUZENKO**<br>ex Maritime Pride-85<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400237/UIFG | **21 500**<br>15 196<br>39 416<br>T/cm<br>45,5 | RS (AB) | **1982** Osaka Zosensho—Osaka (406)<br>188,55 (BB) 28,45 11,972<br>180,02 28,40 16,41<br>P 10,4 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 28,0 27,2 28,0 28,0 27,2 ER<br>G.50 805 B.49 882 HeCls. B<br>5 Ha (stl) (20,0 × 12,5) (20,0 20,0 20,0 20,0 × 15,0) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 7Cy. 660 × 1400<br>9 160kW (12 453bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 570kW 450V 60Hz a.c.<br>Fuel 211,5t (d.o.) 2 056,0t (hvf)-43,5pd |
| **7415034**<br>*URBX*<br>M-32693<br>Df Esd Gc<br>Rdr RTv | **VASILIY MUSINSKIY**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.)<br>SatCom: 1401557/URBX | **10 179**<br>5 780<br>14 200<br>T/cm<br>25,7 | RS | **1974** Stocznia Gdanska im. Lenina—Gdansk (B540/07)<br>151,75 21,06 8,691<br>140,01 21,04 11,59<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho 16,9 19,9 19,8 19,5 19,5 ER<br>G.17 070 B.16 200<br>9 Ha (stl) (12,8T × 9,1) (15,4p&s 15,4p&s 15,4p&s 15,4p&s × 7,7) ER<br>18W Der 9(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>H. Cegielski<br>Gen 3 × 504kW 380V 50Hz a.c.<br>Fuel 2 520,0t-33,5pd |
| **6615833**<br>*USCW*<br>M-27614<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **VASILIY POLENOV**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | **5 418**<br>2 301<br>5 170 | RS | **1966** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,220<br>120,96 15,57 9,56<br>1 dk | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.7 350<br>4 Ha (each 4,8 × 5,1) ER<br>9W Der 8(3) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 tot<br>(5 296kW) driving gen. connected<br>motor & geared to sc. shaft |
| **8701038**<br>*3EXH8*<br>20845-NY<br>Df Esd Gc<br>Pfd Rdr RTv | **VASILIY POLESHCHUK**<br>**Vostokrybkholodflot**<br>Panama Panama | *12 410*<br>*3 820*<br>9 360 | RS | **1987** VEB Mathias-Thesen-Werft—Wismar (236)<br>152,94 - 8,021<br>141,99 22,20 13,60<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>4 Ho ER 4 TwD<br>In.13 306<br>4 Ha (stl) ER<br>Der 2(10) 7(5) | MAN<br>Oil 2SA 5Cy. 700 × 1250<br>10 332bhp (7 600kW)<br>VEB Dieselmotorenwerk Rostock (DM<br>Gen 4 × 588kW 390V 50Hz a.c.<br>Fuel 633,0t (d.o.) 3 902,0t (hvf)-41,5p |
| **7045463**<br>*ESLN*<br>M-30480<br>Df Esd Rdr<br>Rt | **VASILIY POPOV**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **629**<br>221<br>393 | RS | **1970** ..............U.S.S.R.<br>54,82 9,96 4,080<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW) NE 73<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **6701383**<br>*UYUG*<br>M-28476<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **VASILIY PUTINTSEV**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **9 422**<br>7 673<br>7 678 | RS | **1965** Admiralteiskiy Shipyard—St. Petersburg<br>162,01 20,02 7,024<br>150,02 19,94 12,53<br>3 dks | **TM Factory Ship**<br>Shellfish Cannery Ref<br>Ice strengthened<br>4 Ho ER<br>G.4 585<br>4 Ha (2,1 × 2,9) (2,5 × 2,7) (2,7 × 2,8) (3,2 × 3,5) ER<br>12W Der 10(5) 2(3) | Skoda<br>2 Oil 2SA each 8Cy. 430 × 610<br>4 000bhp (2 942kW)<br>CKD Praha |
| **7506869**<br>*EOSM*<br>M-31197<br>Df Esd Gc<br>Pfd Rdr Rt | **VASILIY REVYAKIN**<br>**Yugryba**<br>(Novorossiysk) (U.S.S.R.) | T.Mk<br>**3 102**<br>1 174<br>2 118 | RS | **1975** VEB Volkswerft Stralsund—Stralsund (442)<br>101,86 (BB) 15,24 5,601<br>91,90 15,21 9,68<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha (each 2,2 × 2,2)<br>6W Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (D<br>Controllable pitch propeller |

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| **VASILIY SHUKSHIN**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **4 417**<br>1 994<br>5 550 | RS | **1978** Navashinskiy Shipyard—Navashino<br>124,39 16,41 5,500<br>7,50<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.5 800<br>TEU 165 C. 165/20'<br>4 Ha (stl) (13,3 × 10,5) (13,3 13,3 13,3 × 12,8) ER<br>Cr 4(8) | Russkiy 6CHRPN36/45<br>2 Oil 4SA each 6Cy. 360 × 450<br>3 000bhp (2 207kW)<br>Russkiy-Diesel Works Leningrad<br>13kn |
| **VASILIY SOLOVYEV-SEDOY**<br>**Georgian Shipping Co.**<br>(Batumi) (U.S.S.R.)<br>SatCom: 1401541/UHQG | **16 502**<br>8 577<br>24 105 | RS | **1984** "Georgi Dimitrov" Shipyard—Varna (155)<br>184,61 (BB) 22,86 10,100<br>172,02 22,81 14,15<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho 20,4 13,1 20,1 13,1 20,1 13,1 20,1 ER<br>G.27 015<br>7 Ha (stl) (13,1 × 9,9) (10,5 13,1 10,5 13,1 10,5 13,1 × 11,4) ER | B&W 6DKRN67/140<br>Oil 2SA 6Cy. 670 × 1400<br>12 000bhp (8 827kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 277,5t (d.o.) 1 466,0t (hvf) 14,5kn |
| **VASILIY SURIKOV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **5 093**<br>2 399<br>5 170 | RS | **1966** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,220<br>120,96 16,79 9,56<br>1 dk | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.7 282<br>4 Ha (each 4,8 × 5,1) ER<br>8W Der 8(3) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving gen. connected to elec. motor & geared to sc. shaft<br>U.S.S.R.<br>16,5kn |
| **VASILIY TEPLOV**<br>**Dalryba**<br>(Okhotsk) (U.S.S.R.) | **167**<br>43<br>100 | RS | **1972** .............U.S.S.R.<br>34,02 7,09 2,890<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (stl) (1,6 × 1,3)<br>Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **VASILIY VERESHCHAGIN**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | **6 133**<br>2 947<br>5 285 | RS | **1963** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,211<br>120,96 16,79 9,56<br>1 dk | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.7 213<br>4 Ha (each 4,3 × 4,1) ER<br>9W Der 8(3) 1(1) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving gen. connected to elec. motor & geared to sc. shaft<br>U.S.S.R.<br>16,5kn |
| **VASILIY VINEVITIN**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | T.Mk<br>**2 433**<br>1 225<br>1 460 | RS | **1966** .............U.S.S.R.<br>84,69 14,03 5,709<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 331<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>13,75kn |
| **VASILIY VLADYSYEV**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **649**<br>211<br>395 | RS | **1973** .............U.S.S.R.<br>54,82 9,96 4,112<br>5,01<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,25) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **VASILIY YAKOVYENKO**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **632**<br>219<br>398 | RS | **1971** Leninskaya Kuznitsa—Kiyev (Kiev)<br>54,82 9,96 4,109<br>49,99 5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **VASILIY YAN**<br>**North Eastern Department of Shipping**<br>(U.S.S.R.) | **3 587**<br>1 740<br>4 150 | RS | **1976** Navashinskiy Shipyard—Navashino<br>123,50 15,02 4,499<br>117,00 6,51<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 17,7 17,7 18,3 17,7 ER<br>G.6 070 B.5 800<br>4 Ha (stl) (11,9 11,9 13,7 13,7 × 8,3) ER<br>Cr 2(8) | Russkiy 8DR30/50-4<br>2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>11,75kn |
| **VASILIY ZAIYCHEV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *1 895*<br>*568*<br>690 | RS | **1986** VEB Volkswerft Stralsund—Stralsund (712)<br>62,25 13,82 5,220<br>55,00 13,81 9,22<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>B.55 In.580 L.18 | S.K.L. 8VD26/20AL-2<br>2 Oil 4SA each 8Cy. 200 × 260 sr geared to sc. shaft<br>1 764kW (2 398bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 640kW a.c. 3 × 568kW a.c. 1 × 260kW a.c.<br>Controllable pitch propeller<br>12,9kn |
| **VASILYEVSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>332 | RS | **1979** .............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (stl) (1,6 × 1,6)<br>Der 1(3,25) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| **VASILYEVSKIY OSTROV**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1401535/UBHE | *4 407*<br>*1 322*<br>1 810 | RS | **1988** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,900<br>96,40 10,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Russkiy 6CHN40/46<br>2 Oil 4SA each 6Cy. 400 × 460 geared to sc. shaft<br>5 152kW (7 004bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller |
| **VASIN**<br>ex Marine Pacific I ex Fukuwa Maru-77<br>**Petrol Line Co. Ltd.**<br>Thailand | **1 876**<br>920<br>3 094<br>T/cm<br>8,7 | (NK) | **1965** Hashihama Zosen—Imabari (183)<br>80,70 12,65 5,512<br>78,01 12,60 6,25<br>P 20,5 F 8,0 1 dk<br>RW Bow/CM 28 Diam. 0,305 | **M Tanker**<br>8 Ta ER<br>L.(oil) 3 565 HeCls. BC | Niigata<br>2 Oil 4SA each 6Cy. 310 × 380 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 72kW 450V a.c.<br>Fuel 139,0t-7,0pd 12kn |
| **VASLUI**<br>**Compania de Navigatie ROMLINE**<br>Constantza Romania | **2 100**<br>973<br>3 150<br>**3 090**<br>2 086<br>4 400 | RNR | **1968** Santierul Naval Galatz—Galatz<br>98,30 13,92 5,500/6,579<br>90,91 13,87 8,13<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho -DT 15,6 21,7 20,8 ER<br>G.6 264 B.5 800<br>4 Ha (stl) (— 8,9 14,7 14,4 × 6,0) ER<br>10W Der 10(3-5) | Sulzer<br>Oil 2SA 5Cy. 560 × 1000<br>2 500bhp (1 839kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 113kW 230V d.c.<br>Fuel 228,5t (d.o.) 12,5kn |
| **VASOS**<br>ex Chinta-91 ex Moonlight-88<br>**Melisanthi Shipping Ltd.**<br>Goldenport Compania Naviera (Cyprus) Ltd.<br>Valletta Malta | **16 263**<br>10 737<br>26 769 | GL (AB) | **1970** Mitsui SB. & Eng. Co. Ltd.—Osaka (867)<br>178,52 (BB) 22,92 10,567<br>168,00 22,86 14,10<br>P 33,3 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,7 20,5 21,2 21,2 21,2 21,0 ER<br>G.33 623 B.28 593 HeCls. B<br>6 Ha (stl) (10,2 11,8 11,8 11,8 11,8 11,8 × 9,9) ER<br>12W Der 12(10) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>8 540kW (11 610bhp)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 320kW 220/440V 60Hz a.c.<br>Fuel 141,0t (d.o.) 1 672,0t (hvf)-30,5pd 14kn |

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| **5197030**<br>Df Esd Rdr<br>Rt | **VASSILAKIS**<br>ex Alkmini-74 ex Tasso G-74<br>ex Kronsberg-70 ex Porjus-49 | **712**<br>351<br>— | (HR) | **1937** Luebecker Flender-Werke AG.—Luebeck (248)<br>65,51 9,56<br>60,99 9,50 6,76<br>2 dks<br>RW | **M General Cargo**<br>1 Ho 40,8 ER<br>G.2 042 B.1 829<br>3 Ha (7,8 9,5 9,5 × 5,0) ER<br>6W Der 6(3) | CSD Oil 4SA 8Cy. 385 × 580<br>865bhp (636kW)<br>Deutsche Werke A.G.<br>Gen 2 × 80kW 1 × 15kW 220V d.<br>Fuel 51,0t (d.o.) |
| **7006168**<br>*P3BY2*<br>708154<br>Df Esd Gc<br>Rdr Rt | **VASSILIKI II**<br>ex Irene C-87 ex Atlantic Prosperity-87<br>ex Yerupaja-84 ex Star Helene-74<br>ex Helene-73<br>**Bonita Marine Ltd.**<br>Paralia Ltd.<br>Limassol Cyprus | **14 671**<br>10 166<br>26 596<br>T/cm<br>36,2 | ✠**100A1** SS 7/89<br>strengthened for ore<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>✠**LMC**<br>EL F† $2\frac{5}{8}$"U2<br>FN 6493 | **1970**-3 Austin & Pickersgill Ltd.—Southwick, Sunderland (864)<br>182,89 22,94 10,148<br>175,27 22,86 14,18<br>P 31,7 F 14,4 1 dk<br>RW rf nil | **M Bulk Carrier**<br>7 Ho 18,5 17,8 18,2 18,2 17,5 18,2 17,2 ER<br>G.34 487 B.32 372<br>7 Ha (stl) (each 12,1 × 12,1) ER<br>Der 7(15) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>8 827kW (12 000bhp)<br>G. Clark & N.E.M. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9<br>Gen 3 × 525kW 440V 60Hz a.c.<br>Fuel 184,5t (d.o.) 1 507,5t (hvf) |
| **5424512**<br>*J8LA*<br>2261<br>Df Esd Gc<br>Pfd Rdr Rt | **VASSILIKO BAY**<br>ex Marina Bay-91 ex Anna Marina-90<br>ex Frances-89 ex Cariba-88<br>ex Eastholm-86 ex Anne Sobye-84<br>ex Lankenauersand-72<br>**Olympic Navigation S.A.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**499**<br>297<br>1 101<br>**994**<br>665<br>1 739 | (GL) | **1963** Elsflether Werft A.G.—Elsfleth/Weser (339)<br>68,10 10,44 3,810/4,960<br>61,42 10,42 5,80<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 265 B.1 981<br>1 Ha (w) (15,0 × 6,0) 1 Ha (stl) (15,0 × 6,0) ER<br>4W Der 4(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **7813652**<br>*SV4489*<br>6439<br>Gc Rdr Rt | **VASSILIS I**<br>**Marathonas I Naftiki Eteria**<br>Piraeus Greece | **480**<br>363<br>50 | | **1979** Vassiliadis Yard—Salamis (34)<br>51,01<br>12,11 3,71<br>1 dk | **TM Ferry** | S.K.L.<br>2 Oil 4SA 8Cy.<br>840bhp (618kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **5082510**<br>*SV3936*<br>6599<br>Esd Pfd Rdr<br>RTm | **VASSILIS IV**<br>ex Maro-78 ex Chris-74 ex Acyro-72<br>ex Croydon-71<br>**Vassilis Papoutsoglou & Co**<br>Piraeus Greece | **797**<br>340<br>2 750 | ✠Classed LR until 4/1/90 | **1951**-12 Burntisland S.B. Co. Ltd.—Burntisland (346)<br>83,83 12,04 5,214<br>79,71 11,99 5,64<br>RQD 49,7 B 7,1 F 8,0 1 dk<br>RW rf nil | **M General Cargo**<br>3 Ho 18,5 17,0 17,0 ER<br>3 Ha (stl) (11,6 × 7,8) (10,9 10,9 × 8,2) ER | Polar<br>Oil 2SA 8Cy. 340 × 570<br>1 150bhp (846kW)<br>British Polar Engines Ltd.<br>Gen 3 × 39kW 220V d.c.<br>Fuel 37,5t (d.o.) |
| **7615244**<br>*P3IK4*<br>Df Esd Gc<br>Rdr Rt | **VASSILIS IX**<br>ex Stilo-91 ex Marteresa-88 ex Galia-85<br>ex Chief Abule-78<br>Launched as Galia<br>**Drapetsona Shipping Co. Ltd.**<br>Limassol Cyprus | **2 996**<br>1 716<br>4 921 | Rl<br>✠Classed LR until 17/1/86 | **1977**-11 Astilleros del Atlantico S.A.—Santander (193)<br>99,75 (BB) 15,30 6,648<br>90,02 15,21 8,21<br>P 14,4 F 6,8 1 dk<br>rf nil | **M General Cargo**<br>3 Ho 29,4 7,4 26,9 ER<br>G.7 135 B.6 229<br>TEU 180 C.Ho 96/20' C.Dk 84/20'<br>3 Ha (stl) (26,5 6,6 26,5 × 11,5) ER<br>Cr 2(16) | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500 sr geare<br>shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 160kW 380V 50Hz a.c.<br>Fuel 394,0t (d.o.) |
| **6921373**<br>*HQCE6*<br>Df Esd Gc<br>Pfd Rdr Rt | **VASSILIS VII**<br>ex Dwejra II-87 ex ASD Iris-76<br>ex Iris-73<br>**Vassilis Compania Naviera**<br>Papoutsoglou Brothers & Ioannis Papoutsoglou<br>San Lorenzo Honduras | T.Mk<br>**1 598**<br>673<br>3 750 | **100A1** SS 5/91<br>**LMC**<br>EL Q 440,0/36,0U2<br>FN 1689<br>(GL) | **1969** N.V. Schps. & Mfbk. "De Biesbosch"—Dordrecht (520)<br>84,26 (BB) 14,38 6,679<br>75,01 14,20 8,31<br>F 6,4 2 dks | **M General Cargo**<br>2 Ho ER<br>G.5 317 B.4 937<br>2 Ha (stl) (13,5 × 8,9) (31,4 × 11,0) ER<br>Der 3(12) | MWM<br>Oil 4SA 8Cy. 360 × 450<br>2 400bhp (1 765kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 85kW 1 × 22kW 380V 50H |
| **5042807**<br>*SW5572*<br>9553<br>Df Esd Gc<br>RdrRTm | **VASSILIS VIII**<br>ex Sealand-89 ex Seeland-88<br>ex Grethe Reith-69 ex Berolina-64<br>**Vassilis P. Shipping Co.**<br>Piraeus Greece | **948**<br>571<br>2 230 | (BV) (GL) | **1959** Alfred Hagelstein—Luebeck (593)<br>79,99 10,85 4,992<br>76,66 10,80 5,36<br>2 dks<br>RW rf 787 len & deepened 69 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 977 B.2 755<br>2 Ha (15,0 23,5 × 6,0) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450 reduction gea<br>shaft<br>736kW (1 001bhp)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 130kW 50Hz a.c.<br>Fuel 129,0t (hvf)-3,5pd |
| **5066889**<br>*HO2648*<br>8471-PEXT | **VASSOS**<br>ex Litsa-79 ex Aegeon ex Celebrity-66<br>ex Watersmeet-55 ex Britta-47<br>**Antoine Saade**<br>Panama Panama | **323**<br>153<br>— | (HR)<br>✠Classed LR until 10/66 | **1947**-2 S.A. Ansaldo—Genova (858)<br>44,33 7,50<br>40,82 7,47 3,15<br>RQD 11,6 F 6,4 1 dk | **M General Cargo**<br>1 Ho 12,9 ER<br>G.527 B.475<br>2 Ha (each 8,2 × 3,5) ER<br>2W Der 2(-) | Newbury<br>Oil 2SA 6Cy. 240 × 345<br>300bhp (221kW) NE 61<br>Newbury Diesel Co. Ltd. |
| **5377135**<br>*SFUK*<br>Rdr RTv | **VASTAN**<br>ex Nya Svartsjolandet<br>**Waxholms Angfartygs A/B**<br>Vaxholm Sweden | **118**<br>43<br>— | | **1900** Motala Verk. Nya—Motala (414)<br>32,49 5,92 3,101<br>5,90<br>1 dk<br>R | **M Ferry** | Alpha<br>340P Oil 2SA 6Cy. 240 × 400<br>246kW (334bhp) NE 53<br>Frederikshavn Jernstoberi & Maskinfab A/S<br>Gen 1 × 65kW 110V d.c.<br>Fuel 7,0t (d.o.) |
| **6600618**<br>*SITA*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **VASTANVIK**<br>**Cementa A/B**<br>Slite Sweden | **2 199**<br>892<br>3 282 | ✠**100A1** SS 5/90<br>Ice Class 2<br>✠**LMC** **UMS**<br>EL s $1\frac{9}{16}$"SQ<br>FN 1692 | **1966**-3 Wartsila Kon. Crichton-Vulcan—Turku/Abo (1132)<br>90,48 13,03 5,773<br>82,05 13,01 7,60<br>F 12,8 1 dk<br>rf 102 | **M Cement Carrier**<br>2 Ho 13,7 17,5 ER<br>G.2 713 | Nohab<br>Vee Oil 4SA 12Cy. 250 × 300 sr gear<br>shaft<br>2 060kW (2 801bhp) NE 86<br>BMV Bergen Diesel A/S<br>Gen 3 × 122kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8810205**<br>*IVXP*<br>1709<br>Df Esd Rdr<br>Rt | **VASTASO**<br>**Rimorchiatori Riuniti Spezzini Imprese Marittime e Salvataggi S.p.A.**<br>Napoli Italy | *244*<br>*73*<br>— | Rl | **1989** Cant. Navale "Ferrari" S.p.A.—La Spezia (77)<br>31,62 3,356<br>28,00 9,20 4,20<br>1 dk | **M Tug** | Wartsila<br>Vee Oil 4SA 12Cy. 250 × 300 geared t<br>Wartsila Diesel AB<br>Gen 1 × 169kW 380V 50Hz a.c. |
| **7400534**<br>*SLMB*<br>Df Esd Gc<br>Pfd Rdr Rt | **VASTERHAVET**<br>ex Carmarose-86<br>**Stig Vilhelm Utbult**<br>Ockero Sweden | *159*<br>*47*<br>— | | **1975** Falkenbergs Varv AB—Falkenberg (169 A)<br>27,28 8,06<br>23,98 8,03 3,99<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. |
| **8720072**<br>*SKXT*<br>Rdr Rt | **VASTERLAND**<br>**Kjeil & Douglas Sorensson**<br>Hono Sweden | *155*<br>—<br>— | | **1984** Karlstadsverken AB—Karlstad (3)<br>23,40<br>19,99 6,67 4,35<br>1 dk | **M Fishing**<br>1 Ho<br>1 Ha | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>539bhp (396kW)<br>Caterpillar Inc.<br>Fuel (d.o.) |
| **6721357**<br>*SGZE*<br>Df Esd Pfd<br>Rdr Rt | **VASTFJORD**<br>**Kenth Gustafsson**<br>Foto Sweden | *299*<br>*89*<br>— | (NV) | **1967** Broderna Jonssons Torrdocka—Kallandso (15)<br>38,94 7,83 2,801<br>29,11 7,80 3,87<br>1 dk<br>BK 259 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>5 Ha (0,9 × 0,9) (0,9 × 1,3) (1,2 1,5 1,2 × 1,5) ER<br>1W Der 1(3,5) 1(0,5) | Jonkopings<br>Oil 4SA 10Cy. 260 × 400<br>1 200bhp (883kW)<br>A/B Jonkopings Motfb.<br>Fuel (d.o.) |
| **5377173**<br>*SHKG*<br>Rdr Rt | **VASTTANK**<br>ex Vastmanland-52 ex Sigvard<br>**P/R Vasttank**<br>K. G. Simonsson<br>Goteborg Sweden | **223**<br>110<br>275 | (GL) | **1907** P. Larsson—Thorskog<br>31,86 6,81 2,720<br>30,38 6,76 3,03<br>P 6,8 F 3,4 1 dk<br>R conv General Cargo 52 | **M Tanker**<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 290 × 410<br>210bhp (154kW) NE 53<br>A/S Volund<br>Fuel (d.o.) |

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| **VASTVAG**<br>**H/B VG 92**<br>Varobacka Sweden | **164**<br>50<br>90 | | **1987** Smogens Plat & Svetsindustri AB—Smogen (41)<br>23,63 3,471<br>19,51 7,01 4,63<br>1 dk | **M Fishing**<br>Stern Trawler | MAN<br>Vee Oil 4SA 12Cy. 128 × 141<br>520bhp (382kW)<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Controllable pitch propeller |
| **VASU**<br>ex Akari No. 2-81<br>ex Akari Maru No. 2-79<br>ex Nissei Maru-75<br>**Bangkok Sea Transport Co. Ltd.**<br>Bangkok Thailand | **2 066**<br>1 240<br>3 523 | (NK) | **1965** Shin Yamamoto Zosensho—Kochi (56)<br>88,98 12,65 5,858<br>82,00 12,60 6,61<br>P 18,3 F 8,3 1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 4 443 | Nippon Hatsudoki HS6NV46<br>Oil 4SA 6Cy. 460 × 680<br>2 100bhp (1 545kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 56kW 230V a.c.<br>Fuel 349,5t-18,0pd 12kn |
| **VASU**<br>ex Shota Maru-88<br>**Newberry Shipping Ltd.**<br>Anglo-Eastern Ship Management Ltd.<br>Suva Fiji | **499**<br>271<br>1 070 | NK | **1978** Wakamatsu Zosen K.K.—Wakamatsu (280)<br>68,35 11,03 3,796<br>64,00 11,00 4,10<br>2 dks | **M Refrigerated Cargo**<br>In.1 293<br>4 Ha (each 3,3 × 3,3) ER<br>Der 2(2) | Akasaka AH33<br>Oil 4SA 6Cy. 330 × 500<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 432kW<br>12kn |
| **VASUA**<br>**Government of Fiji**<br>Suva Fiji | **238**<br>97<br>259 | (AB) | **1978** Marine Builders (Pte.) Ltd.—Singapore (1029)<br>33,00 6,476<br>30,51 8,50 2,47<br>P 5,2 1 dk | **TM Landing Craft**<br>Bow ramp<br>Mchy.aft | General Motors 6-71-TI<br>2 Oil 2SA each 6Cy. 108 × 127 geared to sc. shafts<br>410bhp (302kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 30kW |
| **VASYA ALEKSEYEV**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **4 677**<br>2 070<br>6 459 | RS | **1967** "A. Zhdanov" SB. Yard—Leningrad<br>121,95 16,74 7,090<br>113,01 16,69 8,34<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 870 B.7 300<br>4 Ha (stl) (11,0 × 8,0) (13,2 13,2 × 9,5) ER (13,2 × 9,6)<br>Cr 4(5) | B&W 9-50VTBF-110<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 330,0t (hvf) 15,75kn |
| **VASYA KOROBKO**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 113**<br>850<br>—<br>**3 373**<br>1 605<br>4 608 | RS | **1970** VEB Schiffswerft "Neptun"—Rostock (318)<br>105,64 15,65 5,462/6,770<br>96,02 15,60 8,01<br>2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3<br>B.5 991 In.519<br>5 Ha (stl) (9,9 × 7,0) (9,9 5,1 × 8,9) (2,9 × 3,9) ER (9,9 × 7,0)<br>8W Der 1(40) 1(20) 8(5) | MAN K6Z57/80-A3<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt Halberstadt<br>Fuel 78,0t (d.o.) 313,0t (hvf) 14,25kn |
| **VASYA KURKA**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | T.Mk<br>**1 222**<br>427<br>—<br>**2 079**<br>918<br>2 180 | RS | **1976** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin<br>88,75 12,83 —/5,200<br>80,40 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,4 16,5 16,7 ER<br>G.3 615 B.3 240<br>3 Ha (stl) (8,7 × 7,7) (12,8 12,8 × 10,1) ER<br>Der 1(20) 2(10) | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>H. Cegielski Poznan<br>Fuel 44,5t (d.o.) 133,0t (hvf)-7,0pd 12,75kn |
| **VASYUGAN**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **631**<br>223<br>315 | RS | **1969** ............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **VATHI**<br>ex Evanthia-80 ex Eleni Th-80<br>ex Coral-76 ex Arizona-73<br>**Spyros Sklavenitis**<br>Piraeus Greece | **492**<br>258<br>1 055 | (BV) | **1957** Noord Nederlandse Scheepswerven N.V. —Groningen (283)<br>62,01 9,40 3,842<br>55,99 9,30 4,04<br>P 15,9 B 15,9 F 10,4 1 dk | **M General Cargo**<br>1 Ho 37,9 ER<br>G.1 546 B.1 455<br>2 Ha (9,3 14,8 × 5,7) ER<br>3W Der 3(3) | MAN<br>Oil 4SA 8Cy. 300 × 450<br>950bhp (699kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>12,5kn |
| **VATICAN**<br>**La Bell Shrimp Co. Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1971** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,46 | **M Fishing** | Oil<br>365bhp (268kW)<br>............<br>Fuel (d.o.) |
| **VATOULA**<br>ex Katerina-88 ex Esteland-85<br>ex Alteland-63<br>**Vato Shipping Co.**<br>Volos Greece | **498**<br>361<br>900 | (GL) | **1958** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (411)<br>57,00 9,68 3,590<br>54,11 9,61 4,07<br>P 9,8 F 7,4 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>G.1 189 B.1 133<br>2 Ha (w) (each 15,0 × 5,5) ER | Deutz RBV6M545<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 10,5kn |
| **VATSY**<br>ex Le Scandinave-79<br>**Compagnie Malgache de Navigation**<br>Tamatave Madagascar | **1 437**<br>732<br>1 715 | BV (NV) | **1957** Drammen Slip & Verk.—Drammen (42)<br>72,55 10,77 4,738<br>65,84 10,72 6,41<br>2 dks<br>rf 102 | **M General Cargo**<br>3 Ho 10,2 14,1 17,6 ER<br>G.2 577 B.2 379<br>3 Ha (2,3 × 3,9) (11,8 12,9 × 5,1) ER<br>Der 1(20) 4(10) 4(5) | Polar<br>Oil 2SA 7Cy. 345 × 580<br>1 095bhp (805kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 55kW 220V d.c.<br>Fuel 165,5t (d.o.) 12kn |
| **VATSY 2**<br>**Compagnie Malgache de Navigation**<br>Tamatave Madagascar | **482**<br>250<br>311 | BV | **1979** SECREN—Antsiranana<br>52,41 9,00 1,771<br>49,20 3,87<br>1 dk | **M RoRo Cargo/ Landing Craft**<br>Mchy.aft | Baudouin 12P15.2SR<br>2 Vee Oil 4SA each 12Cy. 150 × 150<br>860bhp (633kW)<br>Soc. des Moteurs Baudouin Marseille<br>8kn |
| **VATSY 3**<br>**Compagnie Malgache de Navigation**<br>Tamatave Madagascar | **1 103**<br>587<br>1 350 | BV | **1979** Tsuneishi Zosen K.K.—Numakuma (OE-77)<br>77,02 13,52 2,852<br>70,01 13,50 8,62<br>2 dks | **TM RoRo Cargo/Ferry/ Landing Craft** 100P<br>Bow door/ramp<br>1 Ho ER<br>2 Ha (stl) ER | Daihatsu 6DSM-22<br>2 Oil 4SA each 6Cy. 220 × 280 reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>12,25kn |
| **VATSY 4**<br>**Compagnie Malgache de Navigation**<br>Tamatave Madagascar | **1 103**<br>587<br>1 350 | BV | **1980** Tsuneishi Zosen K.K.—Numakuma (OE-78)<br>77,02 13,52 2,852<br>70,01 13,50 8,62<br>2 dks | **TM RoRo Cargo/Ferry/ Landing Craft** 100P<br>Bow door/ramp<br>1 Ho ER<br>2 Ha (stl) ER | Daihatsu 6DSM-22<br>2 Oil 4SA each 6Cy. 220 × 280 reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>12,25kn |
| **VATTARU**<br>ex Taurus-86 ex Hung Hom-76<br>**Central Atolls Shipping Ltd.**<br>Maldives National Ship Management Ltd.<br>Male Maldives | **262**<br>66<br>— | ✠Classed LR until 20/1/89 | **1968**-2 Hong Kong & Whampoa Dock Co. Ltd. —Kowloon, Hong Kong (1057)<br>32,54 9,02 3,633<br>28,20 8,54 4,27<br>F 10,1 1 dk<br>rf 610 | **M Tug** | Crossley<br>Oil 2SA 8Cy. 267 × 343 sr reverse geared to sc. shaft<br>Crossley Premier Engines Ltd. Manchester<br>Gen 2 × 20kW 220V d.c.<br>Fuel 77,0t (d.o.) 12kn |

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| **5377252**<br>318049<br>Df Esd Pfd<br>Rdr | **VAUBAN**<br>**Government of The Republic of France (Office de la Recherche Scientifique et Technique Outre-Mer) (ORSTOM)**<br>Noumea New Caledonia (French) | **110**<br>84<br>— | BV | **1951** H. C. Stuelcken Sohn—Hamburg<br>22,51 6,23<br>21,49 6,20 3,20<br>1 dk<br>conv Side-fishing Fishing 65 | **M Research/Fishing**<br>Side-fishing Oceanographic<br>1 Ha (0,6 × 0,5) | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>310bhp (228kW) NE 57<br>Kloeckner Humboldt Deutz<br>Fuel 15,5t (d.o.) |
| **7944413**<br>*WQZ2234*<br>606719 | **VAUD J**<br>ex Angela Joy-80<br>**Vaud J. Inc.**<br>Philadelphia, Pa United States of America | **168**<br>114<br>— | | **1979** ..............Bayou la Batre, Al<br>*24,88* 7,32<br>3,84<br>1 dk | **M Fishing** | Oil<br>675bhp (497kW) |
| **7741445**<br>*UYTN*<br>M-8985<br>Rt | **VAVCHUGA**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | T.Mk<br>**799**<br>315<br>1 354 | RS | **1979** Arkhangelsk Shipyard "Krasnyy Kuznitsa" —Arkhangelsk<br>72,50 13,01 2,998<br>4,40<br>1 dk | **TM RoRo Cargo/General Cargo**<br>Bow door/ramp Ice strengthened<br>1 Ho 38,4 5 Ta ER<br>G.1 661<br>TEU 53<br>C.Ho 30/20' (40') C.Dk 23/20' (40')<br>2 Ha (13,1 19,8 × 8,6) ER<br>Cr 1(12) | S.K.L.<br>2 Oil 4SA each 6Cy. 200 × 260<br>1 440bhp (1 059kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel 72,0t (d.o.) |
| **7006352**<br>*5RHJ*<br>Esd RTv | **VAVENTY**<br>**Government of The Democratic Republic of Madagascar (Port Autonome Toamasina)**<br>Tamatave Madagascar | **242**<br>—<br>— | BV | **1970** D.C.A.N. Direction des Constr. & Armes-Navales—Antsiranana<br>30,00 8,41 3,995<br>27,01 8,01 4,60<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 320 × 450 reverse reduction to sc. shaft<br>Kloeckner Humboldt Deutz<br>Gen 2 × 60kW 220V d.c.<br>Directional propeller<br>Fuel 61,0t (d.o.) |
| **5186031**<br>*EIKC*<br>402497<br>Esd Rdr Rt | **VAYA CON DIOS**<br>ex Keverne-87<br>**Erin International Enterprises Ltd.**<br>Dublin Irish Republic<br>DELETE ENTRY — NOW A YACHT | **247**<br>79<br>— | ✠Classed LR until 29/5/86 | **1960**-5 J. I. Thornycroft & Co. Ltd.—Southampton (4189)<br>37,50 8,67 3,785<br>33,53 8,54 4,20<br>1 dk<br>RW rf 838 BK 152 conv Fire-fighting Tug 87 | **M Tug** | Polar<br>Oil 2SA 8Cy. 340 × 570 sr geared to sc<br>British Polar Engines Ltd.<br>Gen 2 × 60kW 1 × 40kW 1 × 18,5<br>440/220V a.c.<br>Controllable pitch propeller<br>Fuel 74,0t (d.o.) |
| **8410184**<br>*UYGP*<br>M-17562<br>Df Esd Gc<br>Pfd Rdr RTv | **VAYDAGUBSKIY**<br>**Sakhalinmorneftegazprom**<br>(Kholmsk) (U.S.S.R.) | *9 816*<br>*2 944*<br>12 000 | RS | **1986** Oy Wartsila Ab—Turku/Abo (1285)<br>131,50 22,35 8,502<br>120,80 22,00 12,50<br>1 dk | **TD-E Hopper/Dredger/ Fire-fighting Oil Recovery**<br>Trailing Suction<br>Ice strengthened<br>Twin side arms Dredging depth 30,0 (stbd arm), 50,0 (port arm)<br>Hopper 8 025<br>2 sandpumps each 1160kW (1577bhp), 1 submerged sandpump 570kW (775bhp) | Pielstick<br>2 Oil 4SA each 8Cy. 400 × 460 total 8 80<br>(11 969bhp) driving 2 gen. each 3 600<br>a.c. connected to elec. motor & reverse reduction geared to sc. shafts<br>Oy Wartsila Ab<br>Gen 2 × 768kW 400V 50Hz a.c.<br>2 Controllable pitch propellers |
| **7337804**<br>*UENI*<br>M-31700<br>Rt | **VAYDAVA**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | **180**<br>50<br>69 | RS | **1973** ..............U.S.S.R.<br>31,60 7,32 2,841<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (stl) (1,5 × 1,2)<br>Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **8417493**<br>*UBNY*<br>M-17588<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav | **VAYGACH**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1400673 | *20 791*<br>*6 237*<br>3 581<br>T/cm<br>37,0 | RS | **1990** Wartsila Marine Industries Inc. Helsinki Shipyard—Helsinki (475)<br>149,70 29,20 9,002<br>136,32 28,87 15,68<br>1 dk | **Nuclear TrT-E OR D-E Icebreaker** | Wartsila<br>3 Oil 4SA each 6Cy. 220 × 240 total 7 08<br>(9 625bhp) driving 2 gen. each 2 320<br>a.c. connected to 3 elec. motors each<br>16 314shp (12 000kW)<br>Wartsila Diesel Oy<br>NR<br>Gen 3 × 2432kW 2 × 2000kW 400V 5<br>3 Thw. thrust propellers<br>Fuel (nuclear) 900,0t (d.o.) |
| **7008960**<br>*ESST*<br>M-29170<br>Df Esd Gc<br>Rdr Rt | **VAYGACH**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **2 948**<br>1 299<br>1 332 | RS | **1969** Stocznia Gdanska im. Lenina—Gdansk (B26/38)<br>83,11 13,85 5,500<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.278 In.1 573<br>5 Ha (4,8 × 2,2) (1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>H. Cegielski<br>Controllable pitch propeller |
| **8718562**<br>*JD2551*<br>125570<br>Gc Rdr Rt | **VAYU**<br>**Higashi Nippon Ferry Co. Ltd.**<br>Hakodate, Hokkaido Pref. Japan | **1 529**<br>—<br>803 | | **1988** Naikai SB. & Eng. Co. Ltd.—Setoda (529)<br>83,44 (BB) 14,52 3,814<br>76,00 14,50 5,40<br>2 dks | **TM RoRo Cargo/Ferry**<br>470dk P<br>Bow door & ramp<br>L 8,30 W 4,50<br>Stern door/ramp<br>L 8,70 W 5,40<br>Trailers 23 | Daihatsu<br>2 Oil 4SA each 6Cy. 320 × 400 with clu<br>flexible couplings & sr reverse geared t<br>shafts<br>2 876kW (3 910bhp)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 480kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **8004674**<br>*VWZY*<br>2073<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VAYU DOOT**<br>ex Orion Glory-85 ex Ocean Glory-83<br>**Varun Shipping Co. Ltd.**<br>Bombay India | **3 924**<br>2 539<br>7 012<br>T/cm<br>15,0 | NK | **1980** Kurinoura Dock K.K.—Yawatahama (155)<br>112,48 16,06 6,974<br>104,20 16,01 8,11<br>P 27,2 F 16,5 1 dk<br>Bow/CM 54 | **M Tanker**<br>Oil Chemical Molasses<br>DB<br>Mchy.aft<br>L.7 853<br>4 Cargo pumps total 1 400T/hr | Akasaka<br>Oil 4SA 6Cy. 470 × 760<br>4 000bhp (2 942kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 3 × 173,25kW |
| **7828750**<br>*UVNW*<br>M-35018<br>Df Esd Gc<br>Rdr Rt | **VAZHGORSK**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **744**<br>213<br>332 | RS | **1979** ..............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>Der 2(3,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **8724602**<br>M-40852 | **VAZHNYY**<br>**Dalryba**<br>(Mago) (U.S.S.R.) | *182*<br>*54*<br>57 | RS | **1985** ..............U.S.S.R.<br>29,30 8,60 3,400<br>27,00 - 4,30<br>1 dk | **TM Tug**<br>Fire-fighting<br>Ice strengthened | Russkiy<br>2 Oil 4SA each 8Cy. 250 × 340<br>Russkiy-Diesel Works<br>Gen 2 × 50kW a.c.<br>2 Controllable pitch propellers |
| **5340792**<br>*LNXO*<br>16933<br>Df Esd Gc<br>PfdRTm | **VEA**<br>ex Vea I-69 ex Ster-68<br>ex Huiberdina Gijsbertha-63<br>**P/R Vea ANS**<br>Anders Vea<br>Kopervik Norway | *372*<br>*119*<br>— | NV | **1948** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (460)<br>42,83 7,04 4,576<br>42,32 7,01 5,52<br>1 dk<br>R rf 432 BK 191 len 72 | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>3 Ha (2,5 2,5 3,1 × 2,5) ER<br>1W Der 1(5) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>850bhp (625kW) NE 68<br>Atlas-MaK Maschinenbau<br>Gen 1 × 36kW 1 × 24kW 1 ×<br>220V 50Hz a.c.<br>Fuel (d.o.) |
| **6409870**<br>*JXKF*<br>18437<br>Esd Pfd Rdr<br>RTm | **VEA JUNIOR**<br>ex Aphrodite-74<br>**P/R Vea Junior**<br>Didrik T. Vea<br>Kopervik Norway | **176**<br>72<br>186 | BV | **1964** S.I.C.C.Na.—St. Malo (62)<br>31,86 7,27 3,671<br>27,36 7,21<br>2 dks | **M Fishing**<br>Side Trawler<br>G.220<br>1W Der 1(2) | Grenaa<br>Oil 4SA 6Cy. 240 × 300<br>900bhp (662kW) NE 85<br>Grenaa Motorfabrik, A/S<br>Fuel-2,5pd |

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| **VEAFISK**<br>ex Sjovarden-84 ex Havstal-81<br>ex Markusson-72<br>**K/S Veafisk A/S**<br>Augustin Thuestad<br>Haugesund Norway | **358**<br>150<br>— | NV | **1961** Kaarbos M/V A/S—Harstad (31)<br>42,07 7,35 4,901<br>34,80 7,32<br>2 dks<br>BK 89 len 66 | **M Fishing**<br>Side-fishing<br>1 Ho 3 Ta ER<br>4 Ha (3,2 × 3,0) (2,4 2,4 2,4 × 1,6) ER<br>1W Der 1(3) | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>800bhp (588kW)<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 98kW 1 × 72kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel-3,0pd 10kn |
| **VEAGUTT**<br>ex Riston-87 ex Horisont-65<br>**Marselius Halvorsen M.fl.**<br>Kopervik Norway | *138*<br>*57*<br>— | | **1962** Soviknes Verft A/S—Sovik (55)<br>27,72 6,61<br>24,39 6,41 3,46 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>300bhp (221kW)<br>A/S Wichmann Rubbestadneset<br>Fuel 20,5t (d.o.)-1,5pd 9,5kn |
| **VEAHAV**<br>ex Bondo Senior-90 ex K.S.K.-73<br>**K/S Sun Fish A/S**<br>Oddvar Vea<br>Haugesund Norway | **397**<br>172<br>— | NV | **1965** Brattvag Skipsinnredning & J. Johansens Sveiseverks.—Brattvag (19)<br>47,94 8,03 5,314<br>42,97 8,01 6,71<br>2 dks<br>rf 102 BK 119 len 69 | **M Fishing**<br>Side-fishing<br>1 Ho 6 Ta ER<br>7 Ha (2,5 × 2,9) (2,5 2,5 × 1,9) (2,5 2,5 2,5 2,5 × 1,6) ER<br>1W Der 1(3) | Wichmann<br>Oil 2SA 8Cy. 280 × 420<br>800bhp (588kW)<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 166kW 1 × 42kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **VEATRAL**<br>ex Longvanes-89 ex Fokus-86<br>ex Stobakk Senior-66<br>ex Ole Solbjorg-64<br>**P/R Veatral**<br>Jens Egil Vea<br>Kopervik Norway | *341*<br>*102*<br>— | NV | **1951** A. M. Liaaen Skibs. & M/V.—Alesund (85)<br>40,67 6,86 3,753<br>34,98 6,84 3,89<br>1 dk<br>rf 996 BK 145 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>3 Ha (stl) (1,0 1,0 × 1,4) (1,9 × 4,9) ER | Normo<br>Oil 4SA 6Cy. 250 × 300<br>780bhp (574kW) NE made63 fitted72<br>A/S Bergens M/V Bergen<br>Gen 1 × 25kW 1 × 23kW 1 × 17kW 110V d.c.<br>Fuel (d.o.) |
| **VEBO**<br>ex Trafik 5-69 ex Denofa 3-60<br>**P/R Vebo**<br>Thore Vinje<br>Aalesund Norway | **193**<br>85<br>249 | (NV) | **1929** Moss Vaerft & Dokk A/S—Moss (46)<br>35,36 6,58 3,201<br>32,92 6,53<br>P 11,0 F 4,9 1 dk<br>R BK 157 | **M General Cargo**<br>1 Ho 17,4 ER<br>In.263<br>2 Ha (5,4 4,8 × 3,0) ER<br>2W Der 1(5) | Normo<br>Oil 4SA 5Cy. 250 × 360<br>375bhp (276kW) E made64 fitted74<br>A/S Bergens M/V Bergen<br>Fuel 3,0t (d.o.) 9kn |
| **VECHERNIY LENINGRAD**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | *4 407*<br>*1 322*<br>1 810 | RS | **1990** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,901<br>96,40 - 10,20 | **D-E Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>4 Ho 2 Ta<br>In.2 238 L.10<br>3 Ha (stl) (1,9 × 1,6) (2,5 × 2,7) (2,7 × 2,9)<br>Der 6(3) | Pielstick 6PC2L-400<br>2 Oil 4SA each 6Cy. 400 × 460 total 5 152kW (7 004bhp) driving 3 gen. each 200kW 400V a.c. gen. of 100kW 400V a.c. connected to 2 elec. motors each of 6 800shp (5 002kW) & sr geared to sc. shaft<br>Russkiy-Diesel Works Leningrad<br>Controllable pitch propeller<br>Fuel 58,0t (i.f.o.) 1 204,0t (d.o.)-22,0pd 12kn |
| **VECTA**<br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Public Limited Company (Red Funnel Group)**<br>Southampton United Kingdom | **269**<br>0<br>138 | ✠Classed LR until 10/10/75 | **1970**-12 R. Dunston (Hessle) Ltd.—Hessle (875)<br>32,54 9,35 4,877 (aft)<br>28,96 8,84 4,88<br>RAD 1,0 RFD 6,1 1 dk<br>rf 686 BK 152 | **M Tug**<br>Fire-fighting | Mirrlees KMR6<br>Oil 4SA 6Cy. 381 × 457 reverse reduction geared to sc. shaft<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 69kW 1 × 40kW 1 × 12kW 440V 50Hz a.c.<br>Fuel 35,5t (d.o.) 12,5kn |
| **VECTOR**<br>ex Epimelia-91<br>**Alki Shipping Ltd.**<br>Piraeus Greece | **9 877**<br>6 895<br>15 177 | BV (AB) | **1970** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2089)<br>142,27 (BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 122 B.18 970<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>3 773kW (5 129bhp) E made69<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 74,0t (d.o.) 1 177,5t (hvf) 16,3kn |
| **VECTOR**<br>**Government of Canada (Department of Fisheries & Oceans)**<br>Ottawa Canada | **516**<br>187<br>184 | ✠Classed LR until 2/3/79 | **1967**-11 Yarrows Ltd.—Victoria, B.C. (293)<br>39,63 9,66 3,048<br>35,97 9,45 4,35<br>F 9,8 1 dk, 2nd dk fwd of mchy. space<br>rf 610 | **M Research**<br>Oceanographic<br>Cr 1(4,5) 1(1) | General Motors<br>4 Oil 2SA each 6Cy. 108 × 127 geared to sc. shaft<br>820bhp (603kW)<br>General Motors Corp. Detroit, Mi<br>Gen 3 × 100kW 460V 60Hz a.c.<br>Controllable pitch propeller<br>Bow jet pump<br>Fuel 66,0t (d.o.) 10kn |
| **VEDA**<br>**Higashi Nippon Ferry Co. Ltd.**<br>Hakodate, Hokkaido Pref. Japan | **5 087**<br>—<br>2 917 | | **1986** Naikai SB. & Eng. Co. Ltd.—Setoda (512)<br>126,24 (BB) 20,02 5,541<br>115,02 20,01 6,71 | **TM RoRo Cargo/Ferry** —dk P<br>Bow door & ramp<br>L 8,40 W 4,50<br>Side door & ramp (s. f.)<br>L 13,50 W 6,50<br>Stern door/ramp<br>L 8,80 W 5,50<br>Cars 22 Lorries 50 Trailers 27 | Pielstick 12PC2-5V-400<br>2 Vee Oil 4SA each 12Cy. 400 × 460 with flexible couplings & sr geared sc. shafts<br>12 580bhp (9 253kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Thw. thrust Contr. pitch propeller fwd |
| **VEDETTE**<br>**B.V. Globecka, B.V. Nobecka & B.V. Tribecka**<br>Beck Scheepvaartkantoor B.V.<br>Groningen Netherlands | **2 033**<br>1 168<br>3 502 | **✠100A1**<br>strengthened for heavy cargoes, containers in holds and on hatch covers<br>**✠LMC** **UMS**<br>EL P 440,0/32,0U3<br>FN 1647 | **1990**-12 Bodewes Scheepswerven B.V. —Hoogezand (560)<br>86,00 14,23 5,290<br>79,79 14,00 6,64<br>P 12,0 F 5,9 1dk<br>rf nil | **M General Cargo**<br>2 Cell. Ho ER<br>G.4 262<br>TEU 152 C. 152/20'<br>2 Ha (stl) (each 24,9 × 11,0) ER | MaK 6M452AK<br>Oil 4SA 6Cy. 320 × 450 with flexible couplings & sr geared to sc. shaft<br>1 100kW (1 495bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 74,4kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **VEDETTE**<br>**Vedette Shipping Co.**<br>Kingstown St. Vincent and the Grenadines | **399**<br>246<br>780 | BV | **1967** Schpsw. Bodewes Gruno—Foxhol (221)<br>54,11 9,25 3,379<br>49,08 9,15 3,46<br>1 dk & S dk | **M General Cargo** OSD<br>1 Ho ER<br>G.1 363 B.1 222<br>2 Ha (12,1 14,2 × 5,4) ER<br>2W Der 2(3) | Brons<br>Oil 2SA 6Cy. 220 × 380<br>375bhp (276kW)<br>Appingedammer Brons Appingedam<br>10kn |
| **VEDUSHCHIY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | *228*<br>—<br>86 | RS | **1985** ............Yugoslavia<br>35,23 9,01 3,160<br>30,00 - 4,50<br>1 dk | **M Tug**<br>Ice strengthened | Sulzer 6ASL25D<br>2 Oil 4SA each 6Cy. 250 × 300<br>Yugoslavia<br>Gen 2 × 100kW a.c.<br>Controllable pitch propeller |
| **VEER**<br>**Government of The Republic of India (Coast Guard)**<br>India | **995**<br>—<br>195 | | **1986** Mazagon Dock Ltd.—Bombay (574)<br>74,10 10,64 3,001<br>69,00 10,60 7,90<br>2 dks | **TM Fire-fighting Patrol Ship**<br>Pollution Control | Pielstick 16PA6V280<br>2 Vee Oil 4SA each 16Cy. 280 × 290 with clutches, flexible couplings & sr geared to sc. shafts<br>12 800bhp (9 415kW)<br>Alsthom-Atlantique France |
| **VEERE**<br>ex Emca 32<br>**Verenigde Tankrederij B.V.**<br>Rotterdam Netherlands | —<br>—<br>3 219 | **A-** SS 3/91<br>inland waterways oil tanker<br>**LMC**<br>EL (J) 1½"U1<br>FN 1664 | **1973** Ch. Nav. Smidts Freres N.V.—Hemixem (476)<br>110,01 11,46<br>107,80 11,41 4,02<br>1 dk<br>rf nil | **M Tank Barge**<br>16 Ta ER | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>880bhp (647kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 16kW 380V 50Hz a.c. 3 × 2,5kW 24V d.c. |

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| **7702114**<br>*V2EE*<br>2084<br>Df Esd Gc<br>Rdr RTm/h/v | **VEERHAVEN**<br>ex Rugard-91<br>**Horst Striesow Schiffahrtsges. K.G.**<br>Rendsburg Antigua & Barbuda | **902**<br>597<br>2 159 | GL | **1977** Schiffsw. Hugo Peters—Wewelsfleth (564)<br>80,40 12,83 4,871<br>72,24 12,81 4,96<br>P 12,8 F 5,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,8 ER<br>G.3 594 B.3 351<br>TEU 128 C. 128/20'<br>2 Ha (stl) (25,1 18,5 × 10,2) ER<br>Cr 1(5) | MaK<br>Oil 4SA 6Cy. 320 × 420 sr geared to sc. sha<br>1 999bhp (1 470kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 84kW 400/231V 50Hz a.c. |
| **7827029**<br>*WQZ4522*<br>613179<br>Df Esd Gc<br>Pfd Rdr RTv | **VEESEA**<br>ex Kara Seal-91<br>**Offshore Miss Inc.**<br>New Orleans, La United States of America<br>SatCom: 1501567/FUGR | **288**<br>196<br>1 000 | AB | **1979** Zigler Shipyards Inc.—Mermentau, La (263)<br>3,696<br>50,86 11,59 4,27<br>F 17,4 1 dk<br>rf 610 | **M Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reve<br>reduction geared to sc. shaft<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 210kW a.c.<br>Thw. thrust propeller fwd |
| **7726330**<br>*WSJ4799*<br>607985<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **VEESEA DIAMOND**<br>ex Subsea-91 ex Nicor Subsea-90<br>ex Acadian Seafarer-85<br>**Gem Shipping Inc.**<br>SEACOR Marine Inc.<br>New Orleans, La United States of America<br>SatCom: 1502135/SUBS | **184**<br>125<br>1 334 | AB | **1979** Halter Marine Inc.—New Orleans, La (653)<br>66,10 4,300<br>65,84 13,42 4,88<br>F 18,0 1 dk<br>conv Deck Cargo Tug/Supply Ship 82<br>conv Seismographic Survey Research 85 | **TD-E Diving Support Ship**<br>for offshore installations<br>Moonpool Ice strengthened | General Motors<br>5 Vee Oil 2SA each 16Cy. 146 × 146 total<br>5 795bhp (4 263kW) driving 5 gen. each<br>600V a.c. connected to 4 elec. motors ea<br>1 800shp (1 324kW) (d.c.) & sr geared t<br>shafts<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 1 × 150kW 480V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 938,0t |
| **7932226**<br>*WSJ4845*<br>626260<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v | **VEESEA EMERALD**<br>ex Seacor Sailor-91 ex Nicor Sailor-90<br>ex Acadian Sailor-85<br>**Gem Shipping Inc.**<br>SEACOR Marine Inc.<br>New Orleans, La United States of America<br>SatCom: 1502136 | **187**<br>125<br>1 334 | AB | **1980** Halter Marine Inc.—New Orleans, La (831)<br>66,10 4,300<br>65,84 13,42 4,88<br>F 18,0 1 dk<br>conv Deck Cargo Tug/Supply Ship 80<br>conv Seismographic Survey Research 85 | **TD-E Supply Ship**<br>Deck Cargo<br>Ice strengthened | General Motors<br>4 Vee Oil 2SA each 16Cy. 146 × 146 total<br>4 620bhp (3 398kW) driving 4 gen. each<br>600V a.c. connected to 2 elec. motors ea<br>1 800shp (1 324kW) (d.c.) & sr geared t<br>shafts<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 1 × 150kW 480V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 890,0t (d.o.)-12,5pd |
| **7433969**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **VEESEA GARNET**<br>ex Amelia-91 ex Amelia Pearcy-89<br>ex Morning Light-87<br>**Gem Shipping Inc.**<br>SEACOR Marine Inc.<br>Cayman Islands (British)<br>SatCom: 1502471 | **460**<br>313<br>971 | AB | **1975** Halter Marine Services, Inc.—Lockport, La (510)<br>59,44 12,81 3,900<br>53,40 12,76 4,90<br>F 17,7 1 dk<br>conv Deck Cargo Anchor-handling Tug/Supply Ship 86 | **TM General Cargo**<br>Ice strengthened | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reve<br>reduction geared to sc. shafts<br>5 750bhp (4 229kW)<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 200kW<br>Thw. thrust propeller fwd<br>Fuel 412,5t (d.o.) |
| **7390674**<br>*WYT9371*<br>565109<br>Esd Rdr Rt | **VEESEA HURRICANE**<br>ex Canary Island-91<br>**Storm Shipping Inc.**<br>SEACOR Marine Inc.<br>Morgan City, La United States of America | **278**<br>189<br>1 021 | AB | **1975** American Marine Corp.—New Orleans, La (1120)<br>57,10 11,59 3,925<br>51,87 11,56 4,58<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reve<br>reduction geared to sc. shafts<br>E made50 reconditioned & fitted5/75<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 75kW<br>Fuel 394,0t (d.o.) |
| **7517715**<br>*ZHFY8*<br>715887<br>Df Esd Gc<br>Pfd Rdr Rt | **VEESEA SAPPHIRE**<br>ex Ocean Ray-91<br>**Gem Shipping Inc.**<br>SEACOR Marine Inc.<br>Georgetown Cayman Islands (British) | **403**<br>274<br>— | AB | **1977** American Marine Corp.—New Orleans, La (1139)<br>62,13 13,42 4,680<br>59,80 13,40 5,44<br>F 21,4 1 dk<br>conv Deck Cargo Tug/Supply Ship 91 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations<br>Ice strengthened | Alco<br>2 Vee Oil 4SA each 16Cy. 229 × 267 reve<br>reduction geared to sc. shafts<br>6 480bhp (4 766kW)<br>Alco Engine Div. of White Industrial Power Inc.<br>Gen 2 × 175kW<br>Thw. thrust propeller fwd |
| **7390686**<br>*WYN6142*<br>569564<br>Esd Rdr<br>RTm/v | **VEESEA STORM**<br>ex Aleutian Island-91<br>**Storm Shipping Inc.**<br>SEACOR Marine Inc.<br>Morgan City, La United States of America | **278**<br>189<br>1 021 | AB | **1975** American Marine Corp.—New Orleans, La (1121)<br>57,10 11,59 4,500<br>51,87 11,54 4,58<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | General Motors<br>2 Vee Oil 2SA each 16Cy. 216 × 254 reve<br>reduction geared to sc. shafts<br>E made50 reconditioned & fitted11/75<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 75kW<br>Fuel 386,0t (d.o.) |
| **7390648**<br>*WZD4631*<br>559149<br>Esd Rdr Rt | **VEESEA TEMPEST**<br>ex Cozumel Island-91<br>**Storm Shipping Inc.**<br>SEACOR Marine Inc.<br>Morgan City, La United States of America | **278**<br>189<br>1 021 | AB | **1974** American Marine Corp.—New Orleans, La (1117)<br>55,58 11,59 3,912<br>53,45 11,56 4,58<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 216 × 254 reve<br>reduction geared to sc. shafts<br>E made50 reconditioned & fitted8/74<br>General Motors Corp.<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>Fuel 394,0t (d.o.) |
| **7517727**<br>*ZHFX6*<br>715884<br>Esd Gc Pfd<br>Rdr Rt | **VEESEA TOPAZ**<br>ex Ocean Tarpon-91<br>**Gem Shipping Inc.**<br>SEACOR Marine Inc.<br>Georgetown Cayman Islands (British) | *1 204*<br>*361*<br>— | AB | **1978** American Marine Corp.—New Orleans, La (1140)<br>62,13 13,42 4,684<br>59,80 13,40 5,44<br>F 21,4 1 dk<br>conv Deck Cargo Tug/Supply Ship 91 | **TM Supply Ship**<br>Stand-by Safety Vessel Deck Cargo for offshore installations<br>Ice strengthened | Alco<br>2 Vee Oil 4SA each 16Cy. 229 × 267 reve<br>reduction geared to sc. shafts<br>6 480bhp (4 766kW)<br>Alco Engine Div. of White Industrial Power Inc.<br>Gen 2 × 175kW<br>Thw. thrust propeller fwd |
| **7390636**<br>*WZD3090*<br>557223<br>Esd Rdr Rt | **VEESEA TORNADO**<br>ex Cayman Island-91<br>**Storm Shipping Inc.**<br>SEACOR Marine Inc.<br>Morgan City, La United States of America | **276**<br>188<br>1 021 | AB | **1974** American Marine Corp.—New Orleans, La (1116)<br>55,58 11,59 3,925<br>51,87 11,56 4,58<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reve<br>reduction geared to sc. shafts<br>E made47 reconditioned & fitted6/74<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>Fuel 394,0t (d.o.) |
| **7514830**<br><br>715918<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **VEESEA TYPHOON**<br>ex Java Seal-91<br>**Typhoon Seas Inc.**<br>SEACOR Marine Inc.<br>Georgetown Cayman Islands (British) | *936*<br>*280*<br>— | AB | **1976** Rockport Yacht & Supply Co.—Rockport, Tx (102)<br>56,39 11,61 3,810<br>53,01 11,59 4,58<br>F 17,1 1 dk | **TM Supply Ship**<br>Deck Cargo<br>4 Ta<br>L.108 | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reve<br>reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 210kW a.c.<br>Thw. thrust propeller fwd |

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| **VEESEA ZIRCON**<br>ex Star Light-91<br>**Gem Shipping Inc.**<br>SEACOR Marine Inc.<br>Georgetown Cayman Islands (British) | **491**<br>334<br>— | AB | **1976** Halter Marine Services, Inc.—Lockport, La (512)<br>55,25 12,83 4,103<br>53,40 12,81 4,73<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened | General Motors 16-645-E5<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 200kW<br>Thw. thrust propeller fwd<br>Fuel 412,5t (d.o.) 12kn |
| **VEFSEN** | **278**<br>110<br>— | (NV) | **1959** Sandnessjoen Slip & M/V A/S —Sandnessjoen (1)<br>34,90 7,35 2,877<br>30,48 7,31 3,81<br>1 dk<br>BK 152 | **M Ferry/General Cargo** 100P<br>1 Ho 10,2 ER<br>1 Ha (2,9 × 1,6) ER<br>Der 1(4) | Normo<br>Oil 2SA 8Cy. 220 × 320<br>400bhp (294kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 23kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 15,0t (d.o.)-1,5pd |
| **VEFSNA**<br>ex Nauma-85<br>**Helgeland Trafikkselskap A/S**<br>Sandnessjoen Norway | **255**<br>136<br>242 | (NV) | **1964** Loland Motorverstad A/S—Leirvik i Sogn (18)<br>37,65 8,74 3,112<br>33,48 8,51 3,71<br>1 dk<br>rf 749 BK 119 | **M Ferry/General Cargo** 60P<br>Ref<br>Side door<br>1 Ho 22,4 ER<br>G.510<br>1 Ha (3,9 × 2,5) ER<br>Cr 1(5) | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW 220V<br>Controllable pitch propeller<br>Fuel 15,0t (d.o.) 11kn |
| **VEGA**<br>**Vega Tanker Corp.**<br>Monrovia Liberia<br>SatCom: 1242156/EVEG | *22 972*<br>*12 995*<br>39 710<br>T/cm<br>44,8 | AB | **1989** Hyundai Heavy Industries Co. Ltd.—Ulsan (611)<br>185,96 (BB) 27,46 12,218<br>177,00 27,43 17,00<br>1 dk<br>Bow/CM 93 | **M Tanker**<br>COW IGS SBT<br>7 Ta ER<br>L.(oil) 48 020<br>4 Cargo pumps total 4 000T/hr | B&W 6S50MC<br>Oil 2SA 6Cy. 500 × 1910<br>7 856kW (10 680bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>Gen 3 × 500kW a.c. 1 × 175kW a.c.<br>14kn |
| **VEGA**<br>ex Pamina-83 ex CP Hunter-81<br>ex Pamina-80<br>**Vega Shipping Pte. Ltd.**<br>Reederei Horst Zeppenfeld G.m.b.H. & Co. K.G.<br>Singapore Singapore<br>SatCom: 1715205/VEGA | **13 297**<br>8 417<br>21 936 | GL | **1980** VEB Mathias-Thesen-Werft—Wismar (121)<br>178,52 22,92 10,110<br>167,42 22,86 14,03<br>P 30,5 F 12,2 2 dks | **M Bulk Carrier**<br>4 Ho 4 TwD<br>G.24 060 B.23 620 HeCls. B<br>TEU 863<br>C.Ho 400/20' C.Dk 463/20' incl. 263 ref C.<br>8 Ha (stl) (18,0p&s × 5,6) (25,6p&s 25,6p&s 25,6p&s × 8,0) ER<br>Cr 6(25) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 640kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 340,0t (d.o.) 1 600,0t (hvf)-38,5pd 15,5kn |
| **VEGA**<br>**Higashi Nippon Ferry Co. Ltd.**<br>Hakodate, Japan<br>Hokkaido Pref. | **6 340**<br>—<br>3 334 | | **1990** Mitsubishi Heavy Industries Ltd. —Shimonoseki (942)<br>134,60 (BB) 21,02 5,700<br>125,00 21,00 12,03<br>2 dks | **TM Passenger/RoRo Cargo/Ferry** | Pielstick 14PC2-6V-400<br>2 Vee Oil 4SA each 14Cy. 400 × 460 with flexible couplings & sr geared to sc. shaft<br>8 018kW (10 901bhp)<br>(p) Nippon Kokan K.K. Tsurumi Works, Yokohama<br>(s) Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Thw. thrust Contr. pitch propeller fwd<br>20,75kn |
| **VEGA**<br>**Dongnama Shipping Co. Ltd.**<br>Busan South Korea | **5 981**<br>3 623<br>8 477 | KR (AB) | **1968** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (618)<br>128,81 18,04 7,570<br>120,02 18,01 10,01<br>P 8,3 2 dks<br>rf 203 | **M General Cargo** 8P<br>8 Ho 9,5 17,9 16,3 15,0 20,1 20,8 15,7 7,4 ER<br>G.12 695 B.11 791<br>5 Ha (stl) (8,9 × 8,0) (11,2 11,2 10,5 × 8,9) (12,0 × 8,0) ER<br>14W Der 1(50) 6(10) 8(5) | MAN<br>Oil 2SA 7Cy. 600 × 1050<br>6 440bhp (4 737kW)<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 3 × 180kW 445V 60Hz a.c.<br>Fuel 1 236,5t 14,75kn |
| **VEGA**<br>**Melanesia Lines S.A.**<br>Nassau Bahamas | *3 791*<br>*1 717*<br>5 063 | NK | **1985** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1795)<br>98,35 (BB) 5,152<br>89,97 17,21 7,88<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.7 019 B.6 538<br>TEU 300 C. 300/20' (40')<br>2 Ha (stl) (each 25,9 × 12,7) ER<br>Cr 2(25) | Akasaka A41<br>Oil 4SA 6Cy. 410 × 800<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 240kW a.c.<br>Controllable pitch propeller<br>12kn |
| **VEGA**<br>ex Europa-90 ex Atlas IV-86<br>ex Tarek B.-83 ex Falster-80<br>ex Prince de Bretagne-75 ex Falster-75<br>**Hobart Shipping Co. Ltd.**<br>Ventouris Group Enterprises S.A.<br>Limassol Cyprus | **2 308**<br>837<br>3 163 | BV (NV) | **1975** Trondhjems M/V, Aker Trondelag A/S —Trondheim (713)<br>130,26 (BB) 18,93 4,312<br>118,29 16,51 10,83<br>2 dks<br>rf 648 len 77 | **TM Passenger/RoRo Cargo/Ferry** 66bth 434dk P<br>Bow door/ramp Side door/ramp<br>2 Stern door/ramps Ice strengthened<br>Mchy.aft | Polar SF112VS-F<br>4 Vee Oil 4SA each 12Cy. 250 × 300 sr geared to sc. shafts<br>9 240bhp (6 797kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 520kW 4 × 168kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 457,0t (d.o.)-30,5pd 19kn |
| **VEGA**<br>**Government of The Republic of Italy (Ministero Marina Mercantile)**<br>Italy | **1 751**<br>1 070<br>— | RI | **1990** Fincantieri-Cant. Nav. Italiani S.p.A.—La Spezia (5849)<br>80,70 11,82 4,300<br>71,51 11,80 5,60<br>2 dks | **TM Pollution Control Vessel**<br>Oil Recovery | GMT BL230.16V<br>2 Vee Oil 4SA each 16Cy. 230 × 310<br>5 840kW (7 940bhp)<br>Fincantieri-Cant. Nav. Italiani S.p.A. (Grandi Motori) Trieste |
| **VEGA**<br>**Far-Eastern Scientific Research Institute**<br>(Vladivostok) (U.S.S.R.) | *702*<br>*210*<br>— | RS | **1987** ..............U.S.S.R.<br>53,80 9,70 3,230<br>49,40 - 4,20<br>1dk | **M Tanker**<br>Bunkering<br>Mchy.aft | B&W 6DR30/50-5-3<br>Oil 4SA 6Cy. 300 × 500<br>441kW (600bhp)<br>Bryansk Eng. Works Bryansk<br>Gen 2 × 100kW a.c. 1 × 50kW a.c. |
| **VEGA**<br>ex FS<br>**N. & S. Lines Inc.**<br>Manila Philippines | **579**<br>302<br>— | (AB) | **1944** Higgins Industries Inc.—New Orleans, La<br>54,82 9,81 2,985<br>50,75 9,76 4,35<br>B & F 33,0 1 dk<br>rf 152 conv General Cargo — | **TM Ferry/General Cargo** 225P<br>Mchy.aft<br>In.708 | General Motors<br>2 Vee Oil 2SA each 6Cy. 216 × 267<br>1 000bhp (736kW)<br>General Motors Corp. Detroit, Mi<br>Fuel 59,0t (d.o.) 12kn |
| **VEGA**<br>**Gute Bogser og Marin Service AB**<br>Valleviken Sweden | *458*<br>*137*<br>— | | **1964** A/B Asi-Verken—Amal (68)<br>43,58 9,83 3,201<br>37,50 9,81 4,50<br>1 dk | **M Lighthouse Tender** | Polar<br>Oil 2SA 6Cy. 340 × 570<br>1 650bhp (1 214kW)<br>Nydqvist & Holm A/B Trollhattan<br>Fuel (d.o.) 12kn |
| **VEGA**<br>(Sankt-Peterburg) (U.S.S.R.) | *359*<br>*107*<br>129 | RS | **1990** ..............U.S.S.R.<br>35,74 8,93 3,491<br>31,02 - 6,08<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>11kn |
| **VEGA**<br>**Koraboimpex**<br>Varna Bulgaria | *182*<br>*54*<br>57 | RS | **1989** ..............U.S.S.R.<br>29,32 8,62 3,401<br>27,01 - 4,32<br>1 dk | **TM Tug**<br>Fire-fighting<br>Ice strengthened | Russkiy 8CHNP25/34<br>2 Oil 4SA each 8Cy. 250 × 340<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 50kW a.c.<br>2 Controllable pitch propellers<br>11,5kn |
| **VEGA**<br>ex Patriot<br>**Joe & I. Fisheries Inc.**<br>Philadelphia, Pa United States of America | **172**<br>117<br>— | | **1980** Quality Marine Inc.—Bayou la Batre, Al (130)<br>*24,88* 7,32<br>3,87<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **8135112**<br>*ULNZ*<br>M-39734<br>Df Esd Rdr<br>RTm/h/v | **VEGA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1983** ............U.S.S.R.<br>34,02 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **7050482**<br>*WY4939*<br>516479<br>Rt | **VEGA**<br>ex Edward Paul-74<br>**J & J Fisheries Inc.**<br>Juneau, Ak United States of America | **158**<br>108<br>— | | **1969** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*25,85*<br>7,36 3,46<br>1 dk | **M Fishing** | Oil<br>560bhp (412kW)<br>Fuel (d.o.) |
| **6914540**<br>*YTYF*<br>5T-305<br>Rdr RTv | **VEGA**<br>ex Vulkan-68 ex ST 776-51 ex DPC 46<br>**"Brodospas" Poduzece za Offshore, Teglenje i Spasavanje**<br>Split Croatia | **134**<br>—<br>— | JR (AB) | **1943** Decatur Iron & Steel Corp.—Decatur, Al (46)<br>26,85 7,35 2,980<br>24,74 7,29 3,26<br>1 dk | **M Tug** | General Motors<br>Vee Oil 2SA 8Cy. 216 × 254<br>General Motors Corp. La Grang<br>Gen 1 × 60kW 120V<br>Fuel 24,5t (d.o.) |
| **8411736**<br>*CUSG*<br>PM-253-C<br>Esd Rdr Rt | **VEGA**<br>**Sociedade de Pescas do Algarve Ltda. (PESCAL)**<br>Portimao Portugal | *132*<br>*58*<br>72 | RP | **1986** FOZNAVE, Est. Nav. da Figueira da Foz Lda.—Figueira da Foz (061)<br>24,01 7,40 3,000<br>20,00 7,36 3,50<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>In.95 | GUASCOR<br>Vee Oil 4SA 12Cy. 150 × 150<br>500bhp (368kW)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR)<br>Controllable pitch propeller |
| **7008611**<br>*3EUA8*<br>20703-HA<br>Df Esd Gc<br>Rdr Rt | **VEGA II**<br>ex Gorkovskaya Komsomoliya-91<br>**Second Danubo Shipping S.A.**<br>Panama Panama | **3 587**<br>1 740<br>4 150 | RS | **1969** Navashinskiy Shipyard—Navashino<br>123,50 15,04 4,499<br>117,00 14,99 6,53<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 17,9 17,9 18,5 17,9 ER<br>G.6 040 B.5 800<br>4 Ha (stl) (12,0 12,0 13,7 13,7 × 8,3) ER<br>Cr 3(5) | Russkiy<br>2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works<br>Fuel 217,5t |
| **7366130**<br>*GURT*<br>362358<br>LK 330<br>Df Esd Gc<br>Pfd Rdr Rt | **VEGA L. K.**<br>ex Vega C. S.-89 ex Arctic Riever-86<br>**Andrew Russel Smith, Ian F. Walterson, William G. Hughson, Robert Hugh Couper & Lyndon H. Mount**<br>Lerwick United Kingdom | *401*<br>*120*<br>— | **✠100A1** SS 6/86<br>stern trawler<br>**✠LMC** **UMS**<br>EL (H) $\frac{13}{16}$"U2 pt1"FSWR<br>FN 499 | **1975**-7 Clelands SB. Co. Ltd.—Wallsend (331)<br>40,53 9,56 3,785<br>35,00 9,45 4,75<br>F 16,8 1 dk<br>rf 432 BK 152 | **M Fishing**<br>Stern Trawler Ref<br>In.251 | Blackstone<br>Oil 4SA 16Cy. 222 × 292 sr geared to sc<br>1 700bhp (1 250kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 1 × 104kW 1 × 70kW 440V 50Hz<br>Controllable pitch propeller<br>Fuel 99,5t (d.o.) |
| **7224526**<br>*IBNI*<br>2289<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **VEGA OIL**<br>ex AGIP Sicilia-86<br>**Vega Oil S.p.A.**<br>Siracusa Italy | **125 736**<br>103 564<br>253 301<br>T/cm<br>160,1 | RI (AB) | **1972** Italcantieri S.p.A.—Monfalcone (4259)<br>348,90 51,87 20,013<br>330,72 51,82 25,61<br>1 dk<br>Bow/CM 174 Diam. 0,508 MH 1,8 conv Tanker<br>87 | **M Processing Tanker**<br>Storage Vessel for offshore installations<br>COW IGS<br>15 Ta ER<br>L.(oil) 315 052 HeCls. BC<br>4 Cargo pumps total 14 000T/hr | Fiat<br>Oil 2SA 10Cy. 1060 × 1900<br>38 600bhp (28 393kW)<br>Fiat S.G.M.<br>Gen 1 × 1400kW 2 × 1200kW 440V 60H<br>Fuel 11 390,0t (d.o.)-130,0pd |
| **8822832**<br>269<br>Rdr Rt | **VEGA Q**<br>**Oceanpesca S.r.l. di Giuseppe Quinci**<br>Mazara del Vallo Italy | *445*<br>*133*<br>— | RI | **1988** SINAM s.r.l.—Mazara del Vallo (4)<br>41,40 - 3,290<br>32,50 8,80 6,18<br>1 dk | **M Fishing** | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>990kW (1 346bhp)<br>Mirrlees Blackstone (Stockport) Ltd. |
| **7616951**<br>*HPFU*<br>9259-78B<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VEGA SS**<br>ex New East Sea-86<br>**Galaxy Shipping & Enterprises Co. Ltd. S.A.**<br>Panama Panama | T.Mk<br>**7 052**<br>4 205<br>—<br>**9 886**<br>6 717<br>16 130 | NV | **1978** A/S Bergens M/V—Bergen (776)<br>149,82 (BB) 21,06 9,041/—<br>139,27 21,01 12,96<br>F - 2 dks<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho ER<br>G.22 200 B.20 356<br>TEU 251 C. 251/20'<br>5 Ha (stl) (11,9 × 7,7) (12,6 12,6 12,6 17,2 × 10,2) ER<br>Der 1(60) 12(10) | MAN<br>Vee Oil 4SA 14Cy. 400 × 540 reduction ge sc. shaft<br>8 750bhp (6 436kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 516kW 1 × 160kW 440V 60Hz |
| **7331020**<br>*C9KC*<br>Esd Gc Rdr<br>Rt | **VEGA 1**<br>**Entreposto Frigorifico de Pesca de Mocambique Ltda.**<br>Quelimane Mozambique | **149**<br>48<br>124 | | **1973** Kanmon Zosen K.K.—Shimonoseki (318)<br>29,14 6,84 2,598<br>25,18 6,81 3,00<br>1 dk | **M Fishing**<br>Side Trawler | Daihatsu<br>Oil 4SA 6Cy. 220 × 280<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7331044**<br>*C9KD*<br>Esd Gc Rdr<br>Rt | **VEGA 2**<br>**Entreposto Frigorifico de Pesca de Mocambique Ltda.**<br>Quelimane Mozambique | **149**<br>48<br>124 | | **1973** Kanmon Zosen K.K.—Shimonoseki (319)<br>29,14 6,84 2,598<br>25,18 6,81 3,00<br>1 dk | **M Fishing**<br>Side Trawler | Daihatsu<br>Oil 4SA 6Cy. 220 × 280<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7353937**<br>*C9KX*<br>Esd Rdr Rt | **VEGA 3**<br>**Entreposto Frigorifico de Pesca de Mocambique Ltda.**<br>Quelimane Mozambique | **149**<br>48<br>125 | | **1973** Kanmon Zosen K.K.—Shimonoseki (320)<br>29,14 6,84 2,598<br>25,20 6,81 3,00<br>1 dk | **M Fishing**<br>Side Trawler | Daihatsu<br>Oil 4SA 6Cy. 220 × 280<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7353949**<br>*C9KY*<br>Esd Rdr Rt | **VEGA 4**<br>**Entreposto Frigorifico de Pesca de Mocambique Ltda.**<br>Quelimane Mozambique | **149**<br>48<br>125 | | **1973** Kanmon Zosen K.K.—Shimonoseki (321)<br>29,14 6,84 2,598<br>25,20 6,81 3,00<br>1 dk | **M Fishing**<br>Side Trawler | Daihatsu<br>Oil 4SA 6Cy. 220 × 280<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7722504**<br>*C9PT*<br>Rdr Rt | **VEGA 5**<br>**Entreposto Frigorifico de Pesca de Mocambique Ltda.**<br>Quelimane Mozambique | **148**<br>48<br>125 | | **1978** Kanmon Zosen K.K.—Shimonoseki (334)<br>29,11 2,598<br>25,23 6,81 3,03<br>1 dk | **M Fishing**<br>Stern Trawler | Daihatsu<br>Oil 4SA 6Cy. 220 × 280<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7722516**<br>*C9PU*<br>Rdr Rt | **VEGA 6**<br>**Entreposto Frigorifico de Pesca de Mocambique Ltda.**<br>Quelimane Mozambique | **148**<br>48<br>125 | | **1978** Kanmon Zosen K.K.—Shimonoseki (335)<br>29,11 2,598<br>25,23 6,81 3,03<br>1 dk | **M Fishing**<br>Stern Trawler | Daihatsu<br>Oil 4SA 6Cy. 220 × 280<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7920883**<br>Esd Gc Rdr<br>Rt | **VEGA 7**<br>**Entreposto Frigorifico de Pesca de Mocambique Ltda.**<br>Quelimane Mozambique | **149**<br>48<br>125 | | **1979** Kanmon Zosen K.K.—Shimonoseki (353)<br>29,11 6,84 2,598<br>25,20 6,81 3,00<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 220 × 280<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7920895**<br>*C9QN*<br>Esd Rdr Rt | **VEGA 8**<br>**Entreposto Frigorifico de Pesca de Mocambique Ltda.**<br>Quelimane Mozambique | **149**<br>48<br>125 | | **1979** Kanmon Zosen K.K.—Shimonoseki (354)<br>29,11 6,84 2,598<br>25,20 6,81 3,00<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 220 × 280<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7929449**<br>*C9QU*<br>Esd Gc Rdr<br>Rt | **VEGA 9**<br>**Entreposto Frigorifico de Pesca de Mocambique Ltda.**<br>Mozambique | **148**<br>49<br>— | | **1980** Kanmon Zosen K.K.—Shimonoseki (356)<br>29,14 6,81 2,601<br>25,00 6,80 3,03<br>1 dk | **M Fishing**<br>Side Trawler | Daihatsu<br>Oil 4SA 6Cy. 220 × 280<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7929451**<br>*C9QW*<br>Esd Gc Rdr<br>Rt | **VEGA 10**<br>**Entreposto Frigorifico de Pesca de Mocambique Ltda.**<br>Mozambique | **148**<br>49<br>— | | **1980** Kanmon Zosen K.K.—Shimonoseki (357)<br>29,14 6,81 2,601<br>25,00 6,80 3,03<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 220 × 280<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |

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| **VEGA 11**<br>**Entreposto Frigorifico de Pesca de Mocambique Ltda.**<br>Quelimane Mozambique | 149<br>48<br>125 | | **1974** Kanmon Zosen K.K.—Shimonoseki (324)<br>29,11 7,22 2,794<br>25,20 7,19 3,00<br>1 dk | **M Fishing**<br>Side-fishing | Daihatsu 6PSTCM-22<br>Oil 4SA 6Cy. 220 × 280<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| **VEGA 11**<br>**Entreposto Frigorifico de Pesca de Mocambique Ltda.**<br>Mozambique | 148<br>49<br>— | | **1980** Kanmon Zosen K.K.—Shimonoseki (358)<br>29,14 6,81 2,601<br>25,00 6,80 3,03<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Daihatsu 6DS-22<br>Oil 4SA 6Cy. 220 × 280<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>10,25kn |
| **VEGA 12**<br>**Entreposto Frigorifico de Pesca de Mocambique Ltda.**<br>Quelimane Mozambique | 149<br>48<br>125 | | **1974** Kanmon Zosen K.K.—Shimonoseki (325)<br>29,11 7,22 2,794<br>25,20 7,19 3,00<br>1 dk | **M Fishing**<br>Side-fishing | Daihatsu 6PSTCM-22<br>Oil 4SA 6Cy. 220 × 280<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| **VEGA 12**<br>**Entreposto Frigorifico de Pesca de Mocambique Ltda.**<br>Mozambique | 148<br>49<br>— | | **1980** Kanmon Zosen K.K.—Shimonoseki (359)<br>29,14 6,81 2,601<br>25,00 6,80 3,03<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Daihatsu 6DS-22<br>Oil 4SA 6Cy. 220 × 280<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>10,25kn |
| **VEGALAND**<br>ex Tarn-83 ex Vegaland-81<br>**Medro K/B**<br>Rederiaktiebolaget Transatlantic<br>Goteborg Sweden | **9 386**<br>3 234<br>12 200 | ✠**100A1** SS 8/89<br>roll on—roll off cargo ship<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL (G†) 623,0/64,0U3<br>FN 6498 | **1979**-9 Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1185)<br>165,00 (BB) 25,94 8,002<br>155,00 25,51 16,41<br>F 31,4 2 dks<br>rf nil | **TM RoRo Cargo**<br>Quarter stern door/ramp (s)<br>1 Ho 79,7 ER<br>B.22 300 L.8 110<br>TEU 800<br>C.Ho 128/20' C.RoRo Dk 356/20' C.Dk 316/20' incl. 60 ref C.<br>1 Ha (stl) (13,5s × 4,5) ER<br>Cr 1(25) | B&W 12L45GF<br>2 Oil 2SA each 12Cy. 450 × 1200<br>21 200bhp (15 594kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 4 × 760kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 298,0t (d.o.) 2 978,0t (hvf)-44,0pd 16,5kn |
| **VEGAS**<br>ex Wilma-90 ex Dirk Senior-83<br>**Savsundet Fishing H/B**<br>Savo Sweden | **236**<br>86<br>— | | **1975** W. Visser & Zoon B.V. Werf "De Lastdrager"<br>—Den Helder (80)<br>35,34 7,55 4,090<br>31,12 7,50 4,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Kromhout 9FDHD240<br>Oil 4SA 9Cy. 240 × 260<br>1 500bhp (1 103kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>12kn |
| **VEGESACK**<br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic of Germany | **203**<br>—<br>60 | GL | **1977** Jadewerft (Wilhelmshaven) G.m.b.H.<br>—Wilhelmshaven (141)<br>28,61 8,69 2,893<br>26,52 8,41 3,43<br>1 dk | **TM Tug**<br>Tractor<br>Ice strengthened | Deutz SBA8M528<br>2 Oil 4SA each 8Cy. 220 × 280 reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers<br>12kn |
| **VEGKOP**<br>**Laaiplaats Visprodukte Beperk**<br>Cape Town/Kaapstad South Africa | **125**<br>72<br>— | | **1974** Dorman Long Swan Hunter (Pty.) Ltd.<br>—Kaapstad/Cape Town<br>... ...<br>27,21 7,10 3,28 | **M Fishing** | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152<br>480bhp (353kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| **VEGSUND**<br>ex Loven IV-58 ex Cap. Piero Blessi-53<br>**Ragnar Vikesund**<br>Bergen Norway | **169**<br>102<br>244 | (BV) | **1946** Ing. Antonio Blessi—Trieste<br>*33,14* 6,05 2,439<br>6,02<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.311<br>1 Ha (15,0 × 2,9) ER<br>1W Der 1(2,5) | Normo<br>Oil 2SA 3Cy. 300 × 360<br>210bhp (154kW) NE 63<br>A/S Bergens M/V Bergen<br>Fuel 7,0t (d.o.) 9kn |
| **VEGUETA**<br>**Sindicato Pesquero Del Peru S.A.**<br>Peru | **274**<br>124<br>266 | AB (Class cont.) | **1991** Factoria Naval S.A.—Callao (08)<br>33,55 7,85 —<br>- 7,70 4,00 | **M Fishing**<br>Side-fishing | Caterpillar 3508TA<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>420kW (571bhp)<br>Caterpillar Inc. Peoria, Illinois |
| **VEIDAR I**<br>**Veidar AS**<br>Johan S. Dyb<br>Aalesund Norway | *207*<br>*89*<br>— | | **1966** Vaagland Batbyggeri A/S—Vaagland (71)<br>27,44 6,76<br>23,88 6,71 3,51<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wichmann<br>Oil 2SA 6Cy. 200 × 300<br>450bhp (331kW)<br>A/S Wichmann Rubbestadneset<br>Fuel 30,5t (d.o.)-2,0pd 9kn |
| **VEIDNES**<br>ex Else Safe-78<br>**P/R Veidnes**<br>Floro Norway | **163**<br>76<br>— | | **1976** Rantzausminde Badebyggeri—Svendborg (1516)<br>29,77<br>27,82 6,82 3,18 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Grenaa 6FR24TK<br>Oil 4SA 6Cy. 240 × 300<br>660bhp (485kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel 35,5t (d.o.)-0,5pd 9,5kn |
| **VEIDVAERING**<br>**Roan Fiskerselskap A/S**<br>Kristiansund Norway | **158**<br>63<br>— | | **1967** Kystvagens Slip & Batbyggeri—Frei (23)<br>27,41 6,41 4,001<br>... ... ...<br>2 dks len 84 | **M Fishing** OSD/CSD<br>Purse Seiner<br>2 Ho<br>G.150<br>Der 1(2,5) | Caterpillar<br>Oil<br>565bhp (416kW)<br>Caterpillar Inc. U.S.A.<br>Fuel-2,0pd 10,5kn |
| **VEIGA FONTAN**<br>**Francisco Veiga e Hijos S.L.**<br>Vigo Spain | **151**<br>64<br>— | | **1958** Victor Montenegro—Domayo<br>*25,21* 6,61<br>... ... ... | **Wood S Fishing**<br>Side-fishing | T 3Cy. - - & - x -<br>............<br>Fuel (o.f.) 8kn |
| **VEJEN**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **9 068**<br>4 103<br>14 027<br>T/cm<br>20,8 | BR<br>✠Classed LR until 31/12/71 | **1967**-3 Hitachi Zosen—Innoshima (4151)<br>139,83 19,46 9,021<br>131,02 19,40 12,25<br>P 27,2 F 14,1 1 dk<br>rf 102 DK fwd | **M Bulk Carrier**<br>Ice Strengthened<br>5 Ho 22,7 13,7 15,1 25,7 18,2 ER<br>G.15 964 HeCls. B<br>5 Ha (stl) (10,9 × 8,9) (7,6 7,6 16,6 10,5 × 10,5) ER | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 280kW 380V 50Hz a.c.<br>Fuel 85,0t (d.o.) 884,0t (hvf)-21,0pd 13,5kn |
| **VEKARA**<br>**Mopro Oy**<br>Savonlinna/Nyslott Finland | **1 662**<br>712<br>2 745 | | **1979** Oy Navire Ab—Naantali/Nadendal<br>80,70 12,60 4,350<br>77,70 12,40 5,01<br>1 dk<br>conv General Cargo Barge 85 | **TM Bulk Carrier**<br>1 Ho ER<br>G.3 050<br>1 Ha (stl) ER | Wizeman WM424LT<br>2 Oil 4SA each 12Cy. 142 × 128 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>808kW (1 098bhp)<br>J.Wizemann G.m.b.H. & Co. Remseck<br>Thw. thrust propeller fwd |
| **VEKTOR**<br>**Academy of Sciences**<br>(Sukhumi) (U.S.S.R.) | **173**<br>87<br>340 | RS | **1979** ............U.S.S.R.<br>55,65 (BB) 9,50 4,170<br>- - 5,18<br>1 dk | **M Research**<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller , 1 fwd<br>12,5kn |
| **VELA**<br>**Higashi Nippon Ferry Co. Ltd.**<br>Hakodate, Hokkaido Pref. Japan | **3 664**<br>—<br>1 845 | | **1979** Naikai SB. & Eng. Co. Ltd.—Setoda (447)<br>120,58 5,317<br>110,01 17,81 6,61<br>2 dks | **TM RoRo Cargo/Ferry** 500dk P<br>Bow door & ramp<br>L 8,20 W 4,00 SWL 50<br>Side door/ramp (s. f.)<br>L 11,75 W 5,50 SWL 50<br>Stern door/ramp<br>L 8,30 W 5,50 SWL 50<br>Cars 24 Lorries 72 | Pielstick 14PC2-2V-400<br>2 Vee Oil 4SA each 14Cy. 400 × 460 sr geared to sc. shafts<br>14 000bhp (10 298kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 540kW 445V 60Hz a.c.<br>Fuel 96,0t (d.o.) 196,0t (hvf)-52,0pd 21kn |

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| **7626451**<br>*IBHN*<br>1663<br>Df Esd Gc<br>Pfd Rdr Rt | **VELA**<br>ex Mar Bianco-88 ex White Sea-86<br>**Sidermar di Navigazione S.p.A.**<br>Napoli Italy | T.Mk<br>**1 599**<br>1 020<br>3 527<br>**3 176**<br>1 709<br>5 166 | ✠Classed LR until 28/9/84<br>RI (GL) | **1977**-9 Gotaverken Solvesborg AB—Solvesborg (86)<br>89,62 14,94 5,608/7,093<br>83,04 14,90 9,02<br>F 8,9 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho 57,5 ER<br>G.6 926 B.6 041<br>TEU 192 C.Ho 120/20' C.Dk 72/20'<br>1 Ha (stl) (51,0 × 12,4) ER<br>Cr 1(20) | Alpha<br>Vee Oil 4SA 12Cy. 280 × 320 with flexib<br>couplings & sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Alpha-Diesel A/S<br>Gen 1 × 300kW 2 × 200kW 450V 60<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 320,0t (d.o.) |
| **8717790**<br>*DSFG*<br>BSR-880967 | **VELA**<br>**Heung-A Shipping Co. Ltd.**<br>Busan South Korea | *2 468*<br>*1 618*<br>4 472 | KR | **1988** Dae Dong SB. Co. Ltd.—Busan (327)<br>106,70 (BB) 5,710<br>98,00 15,85 8,50 | **M Container Ship**<br>Fixed-guides<br>3 Cell. Ho ER<br>G.7 151 B.6 352<br>TEU 316 C. 316/20' | B&W<br>Oil 2SA 5Cy. 350 × 1050<br>2 795kW (3 800bhp)<br>Ssang Yong Heavy Industries Co. Ltd.<br>Gen 2 × 280kW 440V 60Hz a.c. |
| **5162607**<br>*YTVV*<br>7T-040<br>Df Esd Rdr<br>RTm | **VELA LUKA**<br>ex Pirol-69 ex Ipswich Pioneer-68<br>ex Meise-60<br>**RO Dalmatinska Plovidba**<br>Dubrovnik Croatia | T.Mk<br>**305**<br>126<br>530<br>**599**<br>379<br>979 | JR (BV) (GL) | **1955** Fr. Luerssen Werft G.m.b.H. & Co.<br>—Bremen-Vegesack (13237)<br>55,99 9,02 2,718/3,810<br>50,50 8,97 4,91<br>2 dks | **M General Cargo**<br>1 Ho 29,9 ER<br>G.1 365 B.1 278<br>1 Ha (26,6 × 6,0) ER<br>4W Der 2(3-5) 2(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>590bhp (434kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 55kW 1 × 33kW 220/230V d<br>Fuel 41,5t (d.o.) |
| **6708018**<br>*ATDT*<br>1277 | **VELAMEEN**<br>ex Hessatral-67<br>**Government of The Republic of India (Director of Indo-Norwegian Project)**<br>India | **117**<br>51<br>— | | **1960** Aukra Bruk A/S—Aukra (11)<br>23,88 6,20<br>21,01 3,41<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ha (1,9 × 1,4) | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>480bhp (353kW) NE 66<br>Caterpillar Tractor Co. |
| **5377666**<br>*EAMO*<br>7750<br>Df Esd Rt | **VELARDE**<br>**Antonio Ruiz Gonzalez**<br>Vigo Spain | **167**<br>68<br>— | (BV) | **1957** Francisco Gonzalez—Vigo (502)<br>*27,01* 6,51 3,655<br>6,47 4,02<br>1 dk | **Wood S Fishing**<br>Side-fishing<br>2 Ha | T 3Cy. 250 390 & 620 x 430<br>240ihp (177kW)<br>Talleres "La Industriosa"<br>Fuel (o.f.) |
| **7728596**<br>*EHXI*<br>Df Esd Gc<br>Pfd Rdr RTv | **VELAZQUEZ**<br>**Lineas Maritimas Espanolas S.A.**<br>Cadiz Spain<br>SatCom: 1351203/VELA | **4 198**<br>2 085<br>6 017 | ✠**100A1** SS 8/87<br>roll on — roll off cargo ship<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL E† 577,5/56,0U3<br>FN 4805 | **1983**-5 Empresa Nacional "Bazan" de C.N.M. S.A.<br>—San Fernando (212)<br>141,18 (BB) 21,77 6,701<br>125,02 21,51 16,92<br>B 88,4 F 15,6 2 dks & 1 pt dk, movable car dks in lower hold, main TwD and intermediate TwD<br>rf 749 DK in way of lower vehicle space | **TM RoRo Cargo**<br>Quarter stern door/ramp (p)<br>L 9,50 W 7,00 SWL 38<br>Stern door/ramp<br>L 15,00 W 10,00 SWL 76<br>Lane Length 2600 Clear height 4,50<br>Cars 1189 Trailers 164<br>Mchy.aft<br>B.24 644<br>TEU 339 C. 339/20' incl. 80 ref C. | MAN<br>2 Oil 4SA each 9Cy. 400 × 540 with flexib<br>couplings & sr geared to sc. shafts<br>11 250bhp (8 275kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A.<br>AuxB (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 600kW 2 × 320kW 380V 50Hz<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 98,0t (d.o.) 1 015,0t (hvf) |
| **8915237**<br>*ELMI4*<br>9147<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **VELEBIT**<br>**Donat Maritime Corp.**<br>Tankerska Plovidba<br>Monrovia Liberia<br>SatCom: 1244165/VELE | *23 277*<br>*13 807*<br>42 249 | NK | **1990** Oshima Shipbuilding co. Ltd.—Nagasaki (10127)<br>180,00 (BB) 11,228<br>172,00 30,50 15,80<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.52 125 B.51 118<br>5 Ha (stl) (14,4 19,2 19,2 19,2 19,2 × 15,3) ER<br>Cr 4(30) | Sulzer<br>Oil 2SA 6Cy. 520 × 1800<br>5 296kW (7 200bhp)<br>Diesel United Ltd.<br>Gen 3 × 480kW 440V 60Hz a.c.<br>Fuel 106,0t (d.o.) 1 422,0t (i.f.o.)-24,2pd |
| **7719222**<br>*9HOJ3*<br>2931<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>SatCom<br>AMVER | **VELEBIT**<br>Launched as Bhasa<br>**Malta Cross Shipping Co. Ltd.**<br>Croatia Line<br>Valletta Malta | **11 274**<br>6 331<br>15 709 | ✠**100A1** SS 5/89<br>✠**LMC**<br>EL E† 577,5/56,0U3(a)<br>FN 5097<br>JR | **1981**-6 R.O. Brodogradiliste "Uljanik"—Pula (322)<br>152,51 (BB) 22,66 9,611<br>144,02 22,61 12,78<br>P 33,0 F 13,2 2 dks<br>rf nil DK in way of holds | **M General Cargo**<br>5 Ho 14,4 17,6 25,6 25,6 17,6 ER<br>5 TwD<br>G.21 494 B.20 416<br>TEU 454<br>C.Ho 289/20' (40') C.Dk 165/20' (40') incl. 12 ref C.<br>8 Ha (stl) (7,1 × 8,0) (12,8 × 10,3) (19,2p&s 19,2p&s 12,8p&s × 8,0) ER<br>1W Cr 4(20) Der 1(5) | B&W<br>Oil 2SA 5Cy. 670 × 1700<br>9 400bhp (6 914kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>AuxB (o.f.) 7,5kgf/cm$^2$ (7,4bar)<br>e(ex.g) 8,5kgf/cm$^2$ (8,4bar)<br>Gen 3 × 586kW 450V 60Hz a.c.<br>Fuel 240,0t (d.o.) 1 200,0t (hvf)-35,0pd |
| **7437111**<br>*LZIU*<br>Df Esd Gc<br>Rdr Rt | **VELEKA**<br>**Navigation Maritime Bulgare**<br>Bourgas Bulgaria | **10 815**<br>5 819<br>16 540<br>T/cm<br>26,1 | BR | **1974** Baltic SB. & Eng. Works—Leningrad<br>162,36 (BB) 21,42 8,911<br>150,02 21,39 11,21<br>1 dk<br>Bow/CM 81 Diam. 0,350 | **M Tanker**<br>SBT Ice strengthened<br>17 Ta ER<br>L.(oil) 17 383 HeCls. BC<br>3 Cargo pumps total 2 250T/hr | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Gen 1 × 500kW a.c. 2 × 320kW a.c.<br>1 × 100kW a.c.<br>Fuel 254,0t (d.o.) 1 016,0t (hvf)-30,0pd |
| **7507215**<br>*J8CY8*<br>2901<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VELENJE**<br>**Genshipping Corp.**<br>Splosna Plovba<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**7 446**<br>4 912<br>14 378<br>**11 916**<br>7 419<br>18 468 | ✠**100A1** CS 6/91<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL D† 2½"U2<br>FN 5023<br>JR | **1976**-6 Mitsui Eng. & SB. Co. Ltd., Fujinagata Works—Osaka (1067)<br>147,71 (BB) 22,99 9,627<br>140,01 22,86 13,01<br>P 29,6 F 12,5 2 dks<br>rf 51 | **M General Cargo**<br>4 Ho 23,3 24,3 25,4 25,4 ER<br>G.25 627 B.23 737<br>TEU 232<br>C.Ho 136/20'(40') C.Dk 96/20'(40') incl. 60 ref C.<br>7 Ha (stl) (14,0 15,7p&s 15,7p&s 15,7p&s × 7,0) ER<br>Der 1(80) 1(40) 12(10) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 12kgf/cm$^2$ (11,8bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 196,0t (d.o.) 1 896,0t (hvf)-34,5pd |
| **7738503**<br>255750<br>Df Esd Gc<br>Rdr Rt | **VELERO IV**<br>**Jurgen A. Thomsen**<br>Los Angeles-Long Beach, Ca United States of America | **198**<br>134<br>— | | **1948** .............San Diego, Ca<br>33,53 3,963<br>8,23<br>1 dk<br>conv Fishing 72 | **M Research/Fishing** | Oil<br>600bhp (441kW)<br>Atlas Imperial Engine Co. |
| **6524670**<br>*LACY*<br>16273<br>Rt | **VELFJORD**<br>**Bronnoy Laks A/S**<br>Bronnoysund Norway | **154**<br>55<br>— | (NV) | **1965** Sandnessjoen Slip & M/V A/S<br>—Sandnessjoen (11)<br>27,79 8,03 2,509<br>24,52 8,01 3,31<br>1 dk<br>rf 1003 BK 89 | **M RoRo Cargo/Ferry**<br>Deck Cargo 100dk P<br>Cars 9<br>Mchy.aft | Penta<br>2 Oil 4SA each 6Cy. 121 × 140 geared<br>400bhp (294kW)<br>A/B Volvo-Penta<br>Fuel (d.o.) |
| **8139209**<br>4916 | **VELI KAPTAN**<br>**Munir Alp Kezer**<br>Turkey | **226**<br>152<br>— | | **1981** .............Karadeniz Eregli<br>... ... ...<br>29,21 8,54 2,60<br>1 dk | **TM Ferry**<br>—dk P | 2 Oil<br>294bhp (216kW) |
| **6800086**<br>*IVCA*<br>40<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **VELIA PRIMA**<br>ex Sarine-84 ex Nordseesand-77<br>**Bruzia di Navigazione S.r.l.**<br>Crotone Italy | **1 595**<br>926<br>2 824 | RI (GL) | **1967** Elsflether Werft A.G.—Elsfleth/Weser (356)<br>85,32 13,11 5,138<br>77,50 13,01 6,05<br>P 17,1 F 8,0 1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 715 B.3 339<br>4 Ha (each 9,3 × 7,0) ER<br>8W Der 1(15) 8(3-5) | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>2 140bhp (1 574kW)<br>Kloeckner Humboldt Deutz |
| **6930099**<br>*ULEJ*<br>S-30145<br>Df Esd Gc<br>Rdr Rt | **VELIKIY POCHIN**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1969** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,660<br>108,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |

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|---|---|---|---|---|---|
| **VELIKIY USTYUG**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 723**<br>1 302<br>3 930 | RS | **1969** Hollming Oy—Rauma/Raumo (178)<br>102,27 14,05 6,211<br>93,20 14,03 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>G.5 171 B.4 785<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 30,5t (d.o.) 254,0t (hvf)-10,5pd 13,5kn |
| **VELIMAHI**<br>ex Nopal Cherry-91 ex Pacific Lover-89<br>ex Atropos Island-87<br>**Comfort S.A.**<br>Tritea Maritime Ltd. Liberia<br>Piraeus Greece | *10 986*<br>*6 735*<br>18 863 | NV (NK) | **1977** K.K. Uwajima Zosensho—Uwajima (953)<br>146,08 22,89 9,311<br>137,01 22,86 12,60<br>P 23,8 F 10,7 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.23 755 B.22 707<br>4 Ha (stl) (16,0 × 9,6) (19,2 19,2 19,2 × 11,2) ER<br>Der 4(25) | Mitsubishi 6UEC52/105E<br>Oil 2SA 6Cy. 520 × 1050<br>5 884kW (7 999bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 316kW 440V 60Hz a.c.<br>14kn |
| **VELIMIR SKORPIK**<br>Launched as Ocean Captain<br>**Pulzar Maritime Corp.**<br>Tankerska Plovidba<br>Monrovia Liberia<br>SatCom: 1245336 | **49 601**<br>25 534<br>86 593 | AB JR | **1985** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (256)<br>243,82 (BB) 39,40 13,112<br>233,03 39,35 18,83<br>P 11,9 B 28,1 F 16,5 1 dk<br>rf nil Diam. 0,500 | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 98 048 HeCls. BC<br>3 Cargo pumps total 7 500T/hr | Sulzer 7RND76M<br>Oil 2SA 7Cy. 760 × 1550<br>12 350kW (16 790bhp)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 2 × 600kW 1 × 572kW 450V 60Hz a.c.<br>Fuel 332,0t (d.o.) 3 981,0t (hvf)-40,5pd 13,5kn |
| **VELIUONA**<br>ex Vladimir Favorskiy-92<br>**Lithuanian Shipping Company (LISCO)**<br>Klaipeda Lithuania | **3 184**<br>1 653<br>4 471 | RS | **1973** Nystads Varv Ab—Uusikaupunki/Nystad (272)<br>97,29 16,24 6,709<br>89,95 16,21 7,70<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.5 892<br>3 Ha (stl) (10,5 × 10,5) (18,5 18,5 × 13,0) ER<br>Der 1(15-35) 1(15-20) 1(12,5) | B&W 5-50VT2BF-110<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>14kn |
| **VELIZH**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**5 507**<br>2 596<br>—<br>**8 461**<br>4 469<br>12 295 | RS | **1965** VEB Warnowwerft Warnemuende —Warnemuende (438)<br>150,60 20,05 7,230/8,910<br>140,01 19,92 11,59<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,9 17,2 26,3 16,0 ER 20,4 7 TwD<br>G.18 269 B.16 621<br>5 Ha (stl) (9,0 × 5,9) (10,5 18,9 9,1 × 10,9) ER (12,9 × 10,9)<br>12W Der 1(60) 12(5) | MAN K9Z70/120<br>Oil 2SA 9Cy. 720 × 1200<br>8 150bhp (5 995kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 264kW 1 × 200kW<br>Fuel 265,0t (d.o.) 949,0t (hvf)-31,0pd 16,5kn |
| **VELLA**<br>ex A. D. Geopotes I-87<br>**Port of Melbourne Authority**<br>*Melbourne, Victoria* Australia | **4 121**<br>2 060<br>5 228 | BV | **1972** N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (89)<br>96,02 16,62 7,411<br>89,24 16,54 9,05<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 29,0<br>Hopper 5750T<br>Mchy.aft<br>Hopper 3 000<br>1 sandpump 1434kW (1950bhp)<br>Der 2(5) | Blackstone ESL16MK2<br>2 Oil 4SA each 16Cy. 222 × 292<br>4 000bhp (2 942kW)<br>Lister Blackstone Mirrlees Marine Stamford<br>Thw. thrust propeller fwd<br>12kn |
| **VELOS**<br>ex Stavros-85 ex Lossiemouth-77<br>ex Battleaxe-76 ex Strongbow-76<br>**Proodos Naftiki Eteria**<br>Megalohari Hellenic Tugboats<br>Piraeus Greece | **224**<br>41<br>— | HR<br>✠Classed LR until 4/12/81 | **1961**-6 Scott & Sons (Bowling) Ltd.—Bowling (426)<br>33,56 8,59 3,525<br>30,48 8,16 3,97<br>1 dk<br>RW rf 457 BK 127 | **M Tug** | Crossley<br>Oil 2SA 8Cy. 267 × 343<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 30kW 1 × 15kW 220V d.c.<br>Fuel (d.o.) |
| **VELOS III**<br>**B. Karnesis**<br>Piraeus Greece | **482**<br>341<br>— | | **1973** Vassiliadis Bros.—Salamis<br>44,51 10,39<br>30,99 2,24<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P | M.T.U.<br>2 Oil<br>700bhp (515kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |
| **VELOX**<br>ex Carmencita-83 ex Tender Pard-79<br>ex Musketeer Fighter-78<br>**Finarge - Finanziaria Armamento Genovese S.p.A.**<br>Napoli Italy | **498**<br>129<br>— | RI (AB) | **1976** Mangone SB. Corp.—Houston, Tx (119)<br>45,62 11,94 5,479<br>41,92 11,89 6,18<br>F 12,8 1 dk | **TM Tug**<br>Anchor-handling<br>Ice strengthened | General Motors 20-645-E5<br>2 Vee Oil 2SA each 20Cy. 230 × 254 sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>15kn |
| **VELOX**<br>**K/S Bugsertjeneste II A/S**<br>Johannes Ostensjo d.y.<br>Haugesund Norway | *429*<br>*128*<br>375 | NV | **1988** Batservice Verft A/S—Mandal (673)<br>33,30 5,020<br>30,00 10,00 5,62<br>1 dk | **TM Tug**<br>Tractor Pollution Control | MaK 8M332AK<br>2 Oil 4SA each 8Cy. 240 × 330 with clutches, flexible couplings & reduction geared to sc. shafts<br>E made87 fitted4/88<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 160kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 98,5t (d.o.)-6,0pd 13,25kn |
| **VELTRO**<br>**Oceanpesca S.r.l. di Giuseppe Quinci**<br>Mazara del Vallo Italy | **191**<br>94<br>362 | RI | **1966** Cant. Navalmeccanico di Senigallia S.p.A. —Senigallia (22)<br>36,00 6,79 3,239<br>31,50 6,76 3,59<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 320 × 450<br>450bhp (331kW)<br>Atlas-MaK Maschinenbau Kiel |
| **VELVET CHORD II**<br>**William & Robert McKee**<br>Newry United Kingdom | **191**<br>107<br>— | | **1988** Scheeps. Damen B.V.—Gorinchem (4172)<br>22,86 3,201<br>7,12 | **M Fishing**<br>Stern Trawler | Caterpillar 3508TA<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches, flexible couplings & sr geared to sc. shaft<br>526kW (715bhp)<br>Caterpillar Inc. Peoria, Illinois |
| **VEMAOIL**<br>ex Abdul K-90 ex Spirit of Mahe-84<br>ex Petrotank-74<br>**Ginmar Navigation Co. Ltd.**<br>Queensway Navigation Co. Ltd.<br>Panama Panama | **1 595**<br>810<br>2 866<br>T/cm<br>8,4 | NV | **1969** Broderna Ekeroths Metallkonstruktioner —Norrkoping (175)<br>82,10 13,02 5,345<br>75,00 12,98 6,00<br>1 dk<br>Bow/CM 48 Diam. 0,203 | **M Tanker**<br>3 Ta 8 Wing Ta ER<br>L.(oil) 3 320 HeCls. C<br>4 Cargo pumps total 1 340T/hr | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 177kW (1 600bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 100kW 1 × 62kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 349,5t (d.o.)-6,5pd 10kn |
| **VEMAOIL V**<br>ex Enalios Ethra-91 ex Fenix-89<br>ex Thita Argo-87 ex Pilat-84<br>**Chessbold Navigation Co. Ltd.**<br>Queensway Navigation Co. Ltd.<br>Limassol Cyprus | **2 913**<br>1 749<br>4 353<br>T/cm<br>11,8 | HR (BV) | **1972** Rolandwerft G.m.b.h.—Bremen (976)<br>104,88 14,84 5,766<br>91,01 14,80 6,89<br>1 dk | **M Tanker**<br>Oil Wine Vegetable oil<br>23 Ta ER<br>L.4 336 HeCls. BC<br>6 Cargo pumps total 540T/hr | MAN K6Z57/80F<br>Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 280kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 110,0t (d.o.) 390,0t (hvf)-18,5pd 15kn |
| **VEMAR**<br>Launched as Rioni<br>**Vetor S.r.l.**<br>Napoli Italy | **130**<br>39<br>55<br>T/cm<br>1,1 | RI (Class cont.) | **1991** S. Ordzhonikidze Works—Poti<br>1,010<br>34,50 10,30 3,50 | **Aluminium Alloy TM Hydrofoil Ferry**<br>155dk P | M.T.U. 12V396TC82<br>2 Vee Oil 4SA each 12Cy. 165 × 185 with flexible couplings & dr geared to sc. shafts<br>1 412kW (1 920bhp)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 1 × 9kW 28V d.c. |

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|---|---|---|---|---|---|---|
| **8613580**<br>*JD2546*<br>125560<br>Rt | **VENA**<br>**Higashi Nippon Ferry Co. Ltd.**<br>Hakodate, Japan<br>Hokkaido Pref. | **2 290**<br>—<br>1 265 | | **1987** Naikai SB. & Eng. Co. Ltd.—Setoda (516)<br>98,63 17,23 4,674<br>90,02 17,20 11,82 | **TM RoRo Cargo/Ferry** 456dk P<br>Bow door/ramp Stern door/ramp | Daihatsu<br>2 Oil 4SA each 6Cy. 400 × 480 with<br>flexible couplings & sr reverse geared<br>shaft<br>5 002kW (6 800bhp)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 540kW 445V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **7305796**<br>*LAUB2*<br>N-00604<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **VENABU**<br>ex Holcan Maas-90 ex Carmencita-88<br>ex Cartago-87 ex Tasso-86<br>ex Contract Voyager-86 ex Tendo-79<br>**K/S Venabu**<br>Halfdan Ditlev-Simonsen & Co.<br>Management A/S<br>Bergen Norway (NIS) | **6 898**<br>4 406<br>8 436 | GL | **1973** Soc. Met. Duro Felguera—Gijon (66)<br>133,36 (BB) 17,30 7,113<br>122,51 17,24 10,19<br>P 20,5 F 15,3 1 dk<br>len 74 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 6,6 13,8 13,1 25,9 13,1 ER<br>TEU 524 C. 524/20'<br>5 Ha (stl) ER | MAN<br>Oil 4SA 8Cy. 410 × 470<br>4 600bhp (3 384kW)<br>Fabrica de San Carlos S.A.<br>Gen 3 × 240kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8010960**<br>*ELNF8*<br>9335<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **VENANNA**<br>ex Tali-91 ex Pengall-90<br>**Venanna Shipping Inc.**<br>Peder Smedvig A/S<br>Monrovia Liberia<br>SatCom: 1243506 | **74 509**<br>53 313<br>139 609<br>T/cm<br>103,2 | BV | **1982** Kawasaki Heavy Ind. Ltd.—Sakaide (1337)<br>280,02 (BB) 42,02 16,152<br>268,03 23,02<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.156 771<br>9 Ha (stl) (15,2 × 14,0) (15,2 15,2 15,2 15,2 15,2 15,2 15,2 × 18,0) (15,2 × 12,0) ER | MAN<br>Oil 2SA 6Cy. 900 × 1900<br>13 674kW (18 590bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 4 × 720kW 440V 60Hz a.c. |
| **7742231**<br>*LQFJ*<br>3832<br>Df Esd Gc<br>Rt | **VENCEDOR**<br>ex ATA 236<br>**Government of The Argentine Republic (Empresa Flota Fluvial del Estado Argentino) (EFFDEA)**<br>Buenos Aires Argentina | **461**<br>161<br>— | (AB) | **1947** Gulfport Boiler & Welding Works Inc. —Port Arthur, Tx (265)<br>4,579<br>41,00 10,06 5,19<br>F 13,2 1 dk | **D-E Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 222 × 267<br>connected to 2 elec. motors & geared<br>shaft<br>General Motors Corp. |
| **6912542**<br>*YXZA*<br>AGSI-1350<br>Df Esd Gc<br>Rdr Rt | **VENCEMOS III**<br>**Transporte Industrial S.A. (TISA)**<br>La Guaira Venezuela | **3 458**<br>970<br>3 887 | AB | **1970** Empresa Nacional "Bazan" de C.N.M. S.A. —San Fernando (154)<br>102,11 15,88 6,122<br>93,66 15,85 7,78<br>RQD 27,2 F 12,8 1 dk<br>rf 762 | **TD-E Cement Carrier**<br>Self-unloader<br>2 Ho ER<br>G.4 522<br>2 Ha (stl) ER<br>Cr 1(8) Der 1(3) | MAN<br>2 Vee Oil 4SA each 16Cy. 220 × 300<br>4 600bhp (3 384kW) driving 2 gen.<br>to 4 elec. motors each of 986shp<br>geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 300kW |
| **7800215**<br>*YVBQ*<br>AGSI-1462<br>Df Esd Gc<br>Rdr RTh<br>AMVER | **VENCEMOS V**<br>**Transporte Industrial S.A. (TISA)**<br>La Guaira Venezuela | **4 304**<br>2 516<br>6 427 | AB | **1978** Kagoshima Dock & I.W. Co. Ltd. —Kagoshima (128)<br>114,51 6,801<br>108,97 16,08 7,47<br>P 24,4 F 10,1 1 dk<br>rf 152 | **TM Cement Carrier**<br>Self-unloader<br>8 Ho each 15,6p&s ER<br>G.5 881 | Daihatsu<br>2 Oil 4SA each 6Cy. 320 × 380 reverse<br>geared to sc. shafts<br>4 200bhp (3 089kW)<br>Daihatsu Diesel-Mfg. Co. Ltd.<br>Gen 3 × 200kW 440V 60Hz a.c. |
| **8000666**<br>*YYAP*<br>AGSI-1622<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **VENCEMOS VI**<br>**Transporte Industrial S.A. (TISA)**<br>La Guaira Venezuela | **5 415**<br>2 437<br>6 920 | **✠100A1** CS 10/90<br>bulk carrier<br>strengthened for heavy<br>cargoes<br>**✠LMC**<br>EL W 495,0/46,0U3<br>FN 2785 | **1980**-10 Ube Dockyard Co. Ltd.—Ube (160)<br>116,01 17,05 6,714<br>108,01 17,01 8,77<br>P 26,6 F 10,4 1 dk<br>rf 102 | **TM Bulk Carrier**<br>3 Ho 24,4 25,1 23,7 ER<br>G.7 102<br>3 Ha (stl) (each 15,6 × 8,6) ER<br>Cr 4(8) | Daihatsu<br>2 Oil 4SA each 6Cy. 320 × 380 dr geared<br>shafts<br>4 200bhp (3 089kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 3 × 240kW 445V 60Hz a.c. |
| **5338555**<br>*LNPF*<br>12364<br>Df Gc Rdr<br>Rt | **VENDLA**<br>ex Kleppe Senior-90 ex Leiv Aarseth-72<br>ex Star VII-66<br>**Nils Olai Ostervold**<br>Bergen Norway | *941*<br>*405*<br>— | NV | **1948** Hall, Russell & Co. Ltd.—Aberdeen (813)<br>63,00 9,05 6,939<br>56,32 9,00 7,85<br>1 dk<br>RW rf 991 BK 191<br>len 86<br>conv Side-fishing Fishing 73 | **M Fishing**<br>Purse Seiner<br>Ice strengthened | Wichmann<br>Oil 2SA 9Cy. 300 × 450 sr geared to<br>3 000bhp (2 207kW) NE 78<br>A/S Wichmann<br>Gen 1 × 255kW 1 × 250kW 220V<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 125,0t (d.o.)-4,0pd |
| **8805573**<br>*UGWR*<br>S-42626<br>Df Esd Gc<br>Pfd Rdr RTv | **VENEDIKT ANDREYEV**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | *2 060*<br>*696*<br>2 099 | RS | **1988** Osterreichische Schiffswerften A.G. Linz-Korneuburg—Linz (1364)<br>91,90 (BB) 13,60 3,370<br>84,90 13,40 4,90<br>2 dks | **TM Refrigerated Cargo**<br>Vehicles Pallets<br>Ice strengthened<br>2 Ho ER<br>In.3 064<br>TEU 96 C. 96/20' incl. 24 ref C.<br>2 Ha (stl) (each 25,2 × 10,0) ER<br>Cr 1(-) | Wartsila<br>2 Oil 4SA each 8Cy. 220 × 240<br>1 950kW (2 651bhp)<br>Oy Wartsila Ab<br>Gen 2 × 248kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7741457**<br>*UZFA*<br>M-35004 | **VENERA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1979** ..............U.S.S.R.<br>34,02 7,12 2,901<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.78<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Controllable pitch propeller |
| **6525789**<br>*LZCC*<br>99<br>Rt | **VENERA**<br>**Stroitelen i Technicheski Flot**<br>Varna Bulgaria | **113**<br>41<br>— | BR<br>✠Classed LR until 12/67 | **1965**-12 Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (2085)<br>28,45 6,91 3,010<br>26,07 6,51 3,36<br>RAD 1,9 RFD 3,4 1 dk<br>rf 584 BK 102 | **M Tug** | Lang<br>Oil 4SA 8Cy. 315 × 450 with flexible<br>Lang Gepgyar<br>Gen 2 × 75kW 1 × 15kW 220V a.c. |
| **6806975**<br>*ULEY*<br>M-29755<br>Df Esd Gc<br>Pfd Rdr Rt | **VENERA-IV**<br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 225 | RS | **1968** VEB Volkswerft Stralsund—Stralsund (226)<br>81,97 13,64 5,301<br>73,00 13,61 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 075<br>4 Ha (2,7 2,7 2,7 × 2,4) (1,5 × 1,9)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared<br>2 320bhp (1 706kW) NE 76<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **5102827**<br>*J8BJ2*<br>2567<br>Df Esd Rdr<br>RTm | **VENERE**<br>ex Samios-80 ex Elster-68<br>**Caicos Maritime (B.W.I.) Ltd.**<br>Kingstown St. Vincent and the Grenadines | **412**<br>153<br>983 | BV (GL) | **1958** Adler Werft G.m.b.H.—Bremen (14)<br>59,54 9,05 2,699<br>54,03 9,00 4,91<br>P 13,2 B 7,7 F 9,2 1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref<br>1 Ho 25,1 ER<br>G.1 214 B.1 172 In.41<br>1 Ha (stl) (25,1 × 5,1) ER<br>4W Der 1(10) 4(3-5) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>552kW (750bhp)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 55kW 1 × 33kW 220V d.c.<br>Fuel 43,5t (d.o.) |
| **7024718**<br>*P3FA2*<br>708244<br>Df Esd Gc<br>RdrRTm | **VENETA**<br>ex Nikolaos G-87 ex Lady Serena-87<br>ex Narya-78<br>**Connectica Shipping Co. Ltd.**<br>Comnimar Navigation Co. Ltd.<br>Limassol Cyprus | T.Mk<br>**861**<br>405<br>—<br>**1 577**<br>1 058<br>2 649 | **✠100A1** SS 5/91<br>Ice class 3<br>**✠LMC** **UMS**<br>EL N 1$\frac{5}{16}$"U2<br>FN 1496 | **1971**-4 Ast. Construcciones S.A.—Rios (26)<br>84,82 13,16 —/5,677<br>76,05 12,81 6,86<br>P 17,4 F 11,3 2 dks<br>rf 203 | **M General Cargo** CSD<br>1 Ho 52,7 ER<br>G.3 753 B.3 187<br>2 Ha (stl) (each 18,4 × 8,0) ER<br>Der 2(5) 2(3) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 850bhp (1 361kW)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 84kW 1 × 32kW 380V<br>Fuel 150,0t (d.o.) |

**UNDER TOW PROPELLING CLASS MACHINERY — CLASS SUSPENDED KALAMATA — PIRAEUS 12/90**

| | | | | | |
|---|---|---|---|---|---|
| **VENETICO**<br>ex Fenbank-84<br>**Astro Inc.**<br>Piraeus Greece | T.Mk<br>**8 204**<br>4 542<br>—<br>**12 238**<br>7 604<br>18 400 | AB<br>✠Classed LR until 9/84 | **1978**-8 Sunderland Shipbuilders Ltd.—Pallion, Sunderland (8)<br>161,42 22,97 —/9,745<br>152,51 22,92 13,11<br>F 13,5 2 dks<br>rf nil DK fwd | **M General Cargo**<br>5 Ho 19,8 24,1 24,3 20,5 ER 22,8<br>5 TwD<br>G.24 975 B.22 517<br>TEU 253<br>C.Ho 214/20' (40') C.Dk 39/20' (40')<br>7 Ha (stl) (10,9 13,5 13,6p&s 13,6p&s × 7,7) ER (13,6 × 7,7)<br>Der 1(60) 1(25) 16(10) | Doxford 67J6<br>Oil 2SA 6Cy. 670 × 2144<br>12 000bhp (8 827kW)<br>Doxford Engines Ltd. Sunderland<br>Gen 3 × 450kW 1 × 270kW 450V 60Hz a.c.<br>Fuel 257,0t (d.o.) 1 930,0t (hvf) 16,25kn |
| **VENETO**<br>**Societa Marittima Trasporti S.p.A. (SO.MA.TRA.)**<br>Cagliari Italy | **1 597**<br>944<br>3 200 | RI | **1977** C.N. "Visentini" di Visentini Francesco & C.—Donada (104)<br>81,01 13,87 5,401<br>75,01 13,50 6,51<br>1 dk | **M General Cargo**<br>Portable-guides<br>Mchy.aft<br>B.3 950 | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450<br>2 000bhp (1 471kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 192kW 380V 50Hz a.c. |
| **VENETTE**<br>ex Wilrover-91 ex Bulk Trader-88<br>**Smedvig Bulker I**<br>Peder Smedvig A/S<br>Stavanger Norway (NIS) | **31 591**<br>23 911<br>63 378<br>T/cm<br>63,9 | NV (AB) | **1983** Oshima Shipbuilding co. Ltd.—Nagasaki (10061)<br>227,11 (BB) 32,24 13,096<br>215,02 32,21 18,37<br>F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho ER<br>G.75 120 B.73 716<br>TEU 176 C. 176/20' (40')<br>7 Ha (stl) ER | Sulzer 5RLB76<br>Oil 2SA 5Cy. 760 × 1600<br>13 000bhp (9 562kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 600kW 440V 60Hz a.c.<br>16kn |
| **VENEZA DE PORTUGAL**<br>**Sociedade de Pesca de Arrasto de Aveiro Ltda.**<br>Aveiro Portugal | T.Mk<br>**182**<br>56<br>— | ✠Classed LR until 9/71 | **1969**-6 Est. Sao Jacinto S.a.r.L.—Aveiro (82)<br>32,01 7,45 2,750<br>27,08 7,21 3,41<br>F 15,3<br>RW rf 787 | **M Fishing**<br>Stern Trawler | MaK<br>Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 28kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **VENEZIA No. 23**<br>ex Jimenez-86 ex Anyo Maru No. 15-82<br>ex Kyosho Maru No. 31<br>**International Kopo Co. Ltd. Inc.**<br>Panama Panama | **349**<br>189<br>386 | KR | **1972** Yamanishi Zosen K.K.—Ishinomaki (688)<br>54,41 9,02 3,353<br>48,52 9,00 5,87<br>F 1,6 1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Fuji<br>Oil 4SA 6Cy. 400 × 620<br>2 700bhp (1 986kW)<br>Fuji Diesel Co. Ltd. Tateyama |
| **VENEZIA PRIMA**<br>**Government of The Republic of Italy (Ministero dei Lavori Pubblici - Genio Civile Opere Maritime - S.E.P.)**<br>Venezia Italy | **637**<br>364<br>— | (RI) | **1975** Cant. Nav. Vittoria—Adria (184)<br>55,30 9,83 3,660<br>51,72 9,81 3,81<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull | MWM<br>2 Oil 4SA each 6Cy. 160 × 165<br>970bhp (713kW)<br>Motorenw. Mannheim A.G. (MWM) West Germany |
| **VENEZIA SECONDA**<br>**Government of The Republic of Italy (Ministero dei Lavori Pubblici - Genio Civile Opere Maritime - S.E.P.)**<br>Venezia Italy | **637**<br>364<br>— | (RI) | **1975** Cant. Nav. Vittoria—Adria (185)<br>55,30 9,83 3,660<br>51,72 9,81 3,81<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull | MWM<br>2 Oil 4SA each 6Cy. 160 × 165<br>970bhp (713kW)<br>Motorenw. Mannheim A.G. (MWM) West Germany |
| **VENGADOR**<br>ex ATA 237<br>**Remolcadores Unidos Argentinos S.A. (R.U.A.S.A.)**<br>Buenos Aires Argentina | **461**<br>161<br>— | (AB) | **1947** Gulfport Boiler & Welding Works Inc. —Port Arthur, Tx (266)<br>4,579<br>41,00 10,06 5,19<br>F 13,2 1 dk | **D-E Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 222 × 267 driving gen. connected to 2 elec. motors & geared to sc. shaft<br>General Motors Corp. U.S.A.<br>Gen 2 × 60kW d.c.<br>14kn |
| **VENGEAMINE**<br>ex Rokko-90 ex Kasuga Maru-89<br>**H. M. T. Lines S.A.**<br>Panama Panama | *1 310*<br>*426*<br>1 197 | NK | **1984** Miyoshi Zosen K.K.—Uwajima (197)<br>71,09 (BB) 4,022<br>65,60 11,00 6,65<br>2 dks | **M Refrigerated Cargo**<br>2 Ho ER<br>In.1 502<br>2 Ha (stl)<br>Der 4(3) | Makita<br>Oil 4SA 6Cy. 330 × 620 reverse reduction geared to sc. shaft<br>1 324kW (1 800bhp)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 240kW a.c. |
| **VENGSOY**<br>**Troms Fylkes Dampskibsselskap A/S**<br>Tromso Norway | **199**<br>75<br>10 | | **1978** Skjervoy Skipsverft & M/V—Skjervoy (5)<br>33,00 9,40<br>31,22 9,20 3,81<br>1 dk | **M RoRo Cargo/Ferry** 150dk P<br>Mchy.aft | Caterpillar D379SCAC<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VENIA**<br>ex Eir-79<br>**Naviman S.N.C. di Biagio Mancino e C.**<br>Napoli Italy | **1 598**<br>1 347<br>3 053 | RI (NV) | **1972** Stocznia Gdanska im. Lenina—Gdansk (B431/303)<br>84,26 13,62 5,452<br>77,55 13,59 6,41<br>P 21,1 F 8,6 1 dk<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 925 B.3 450<br>2 Ha (stl) (each 21,9 × 8,0) ER<br>4W Der 2(10) 2(5) | Fiat B300.12V<br>Vee Oil 4SA 12Cy. 300 × 450<br>2 500bhp (1 839kW)<br>H. Cegielski Poznan<br>Gen 4 × 4328kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **VENICE**<br>ex Sea Victory-91 ex Mozart-83<br>**Ludo Maritime Corp.**<br>Monrovia Liberia | **43 456**<br>32 367<br>85 989<br>T/cm<br>81,2 | AB | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (118)<br>254,52 (BB) 36,63 14,012<br>243,01 36,50 19,99<br>F 17,7 1 dk<br>rf 13 Bow/CM 122 Diam. 0,410 MH 2,7 | **M Ore/Bulk/Oil Carrier**<br>IGS SBT Str. heavy cargoes<br>DB Bow loading<br>9 Ho/Ta 21,4 21,4 21,4 18,5 21,4 18,5 21,4 21,4 21,4 ER<br>G.95 901 L.(oil) 96 049 HeCls. BC<br>9 Ha (stl) (12,5 12,5 12,5 9,9 12,5 9,9 12,5 12,5 12,5 × 15,0) ER<br>Der 2(10) 2(5)<br>2 Cargo pumps total 6 000T/hr | Sulzer 8RND90<br>Oil 2SA 8Cy. 900 × 1550<br>18 400bhp (13 534kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 650kW 1 × 600kW 440V 60Hz a.c.<br>Fuel 320,0t (d.o.) 4 159,0t (hvf)-63,0pd 15kn |
| **VENILIA**<br>**Higashi Nippon Ferry Co. Ltd.**<br>Hakodate, Hokkaido Pref. Japan | **6 327**<br>—<br>3 363 | | **1988** Mitsubishi Heavy Industries Ltd.—Shimonoseki (915)<br>134,60 (BB) 21,35 5,721<br>125,00 21,00 12,03 | **TM RoRo Cargo/Ferry** 600dk P<br>Bow door & ramp<br>L 8,40 W 4,50<br>Side door/ramp (s)<br>L 13,45 W 6,50<br>Stern door/ramp<br>L 8,80 W 5,50<br>Cars 20 Trailers 96 | Pielstick 14PC2-6V-400<br>2 Vee Oil 4SA each 14Cy. 400 × 460 with flexible couplings & sr geared to sc. shafts<br>11 380kW (15 471bhp)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 680kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>20kn |
| **VENKA M**<br>**Bechtel Maritime Inc.**<br>Panama Panama | **185**<br>126<br>— | | **1979** Bender SB. & Repair Co. Inc.—Mobile, Al<br>*25,30* 7,35<br>3,43<br>1 dk | **TM Fishing**<br>Shellfish | Caterpillar 3408TA<br>2 Vee Oil 4SA each 8Cy. 137 × 152<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VENKAT**<br>ex Michael B-71<br>**Madras Port Trust**<br>Madras India | **194**<br>91<br>450 | IRS (BV) | **1969** Kanagawa Zosen—Kobe (92)<br>30,71 8,95 3,425<br>27,01 8,41 3,99<br>1 dk<br>RW rf 500 | **TM Tug** | 2 Oil 4SA each 6Cy. 380 × 540<br>Nippon Hatsudoki Kobe<br>Gen 2 × 32kW 1 × 9kW 210V 50Hz a.c.<br>Fuel (d.o.) 12kn |
| **VENKATESHWARA**<br>**Venkateshwara Fisheries Pvt. Ltd.**<br>Madras India | *127*<br>*38*<br>74 | IRS (Class cont.) | **1987** Chowgule & Co. Pvt. Ltd.—Goa (91)<br>24,01 7,40 2,636<br>20,02 7,21 3,41<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.45 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches & sr reverse geared to sc. shaft<br>450bhp (331kW)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 16kW 415V 50Hz a.c.<br>Fuel 53,0t (d.o.) 10,25kn |

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| **9014937**<br>*PJMG*<br>Df Esd Rdr<br>RTv | **VENLO**<br>W. Bockstiegel Reederei KG<br>Willemstad Netherlands Antilles & Aruba | *2 497*<br>*1 547*<br>4 175 | **100A1**<br>Class contemplated<br>FN 1701 | **1991** B.V. Scheepswerf "Ferus Smit"—Foxhol (288)<br>88,27 - 5,400<br>84,29 13,17 7,00<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.5 663<br>2 Ha (stl) (each 26,0 × 10,2) ER | Wartsila<br>Vee Oil 4SA 8Cy. 250 × 300 geared to<br>2 297bhp (1 690kW)<br>Wartsila Diesel AB |
| **8010958**<br>*LAMO4*<br>N-01132<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **VENORA**<br>ex Snowdon-91 ex Cetra Sagitta-87<br>**K/S Smedvig Bulkers II**<br>Peder Smedvig A/S<br>Stavanger Norway (NIS)<br>SatCom: 1313230/LAMO | *72 160*<br>*45 998*<br>139 650<br>T/cm<br>103,2 | **100A1** CS 11/87<br>bulk carrier<br>strengthened for heavy<br>cargoes, holds Nos. 2, 4,<br>6 & 8 may be empty<br>**LMC** **UMS**<br>EL X† 742,5/97,0U3<br>FN 17428<br>(BV) | **1983** Kawasaki Heavy Ind. Ltd.—Sakaide (1338)<br>280,02 (BB) 42,07 16,976<br>268,03 42,00 23,02<br>F 16,5 1 dk<br>rf 13 | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 21,4 19,0 19,0 21,4 21,4 19,0<br>19,0 21,4 19,0 ER<br>G.157 114 HeCls. B<br>9 Ha (stl) (15,1 × 14,0) (15,1 15,1 15,1<br>15,1 15,1 15,1 15,1 × 17,9) (15,1 ×<br>11,9) ER | MAN<br>Oil 2SA 6Cy. 900 × 1900<br>18 590bhp (13 674kW)<br>Kawasaki Heavy Ind. Ltd.<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 4 × 720kW 450V 60Hz a.c. |
| **6925082**<br>*UYNC*<br>Df Esd Gc<br>Rdr Rt | **VENTA**<br>ex Voronezh-92<br>**Lithuanian Shipping Company (LISCO)**<br>Klaipeda Lithuania | **2 723**<br>1 302<br>3 950 | RS | **1970** Hollming Oy—Rauma/Raumo (179)<br>102,27 14,05 6,211<br>93,20 14,03 6,89<br>RAD -B -F - 1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>G.5 171 B.4 761<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER<br>(9,9 × 8,3)<br>8W Der 1(35) 8(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works<br>Fuel 30,5t (d.o.) 254,0t (hvf) |
| **5378103**<br>*EBZI*<br>1966<br>Df Esd RTv | **VENTISCA**<br>**Mendipesca S.A.**<br>Pasajes Spain | **240**<br>97<br>— | BV | **1959** Hijos de J. Barreras S.A.—Vigo (1115)<br>35,13 6,89 3,556<br>29,75 6,80 3,97<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>304kW (413bhp)<br>Hijos de J. Barreras S.A.<br>Fuel 70,5t (d.o.) |
| **6500404**<br>*MICT*<br>307130<br>Esd Rdr | **VENTNOR**<br>**Celtic Diving & Salvage**<br>Southampton United Kingdom | **173**<br>—<br>— | ✠Classed LR until 12/88 | **1965**-1 R. Dunston (Hessle) Ltd.—Hessle (S818)<br>31,40 8,23<br>28,35 7,78 3,81<br>1 dk<br>rf 533 BK 152 | **M Tug** | Crossley<br>Oil 2SA 8Cy. 267 × 343 with flexible cou<br>reverse geared to sc. shaft<br>Crossley Bros. Ltd.<br>Gen 3 × 15kW 220V d.c.<br>Fuel (d.o.) |
| **7117058**<br>*9HEK3*<br>2551<br>Df Esd Gc<br>Rdr RTm/v | **VENTO**<br>ex Marco Polo-90 ex Esther del Mar-89<br>ex Manchester Rapido-77<br>Launched as Esther del Mar<br>**Navimar Maritime Ltd.**<br>Valletta Malta | **1 847**<br>1 418<br>2 837 | GL | **1971** Maritima del Musel S.A.—Gijon (129)<br>79,94 12,81 5,630<br>72,01 12,79 6,61<br>P 9,5 F 5,5 1 dk | **M Container Ship**<br>Fixed-guides<br>1 Cell. Ho 49,7 ER<br>TEU 143<br>C.Ho 54/20' 12/40' C.Dk 5/20' 30/40'<br>1 Ha (stl) ER | Deutz<br>Oil 4SA 8Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 72kW 1 × 32kW 380V 50Hz<br>Fuel 171,5t (d.o.) |
| **7820708**<br>*IVFC*<br>499<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **VENTO DI GRECALE**<br>**Traghetti Autotrasporti Rapidi Regione Organizzazione Sarda S.p.A. (TARROS)**<br>Cagliari Italy | *4 710*<br>*1 544*<br>3 850 | RI | **1980** Cant. Navale "Ferrari" S.p.A.—La Spezia<br>105,24 16,54 5,662<br>95,99 16,41 9,66<br>2 dks | **M RoRo Cargo**<br>6bth D<br>Stern door/ramp<br>L 9,00 W 7,00 SWL 20<br>Lane Length 365 Cargo Width 6,63<br>3 Cell. Ho ER<br>B.3 250<br>TEU 314<br>C.Ho 215/20' (40') C.Dk 99/20' (40')<br>Cr 1(31) | GMT<br>Oil 4SA 6Cy. 420 × 500<br>4 200bhp (3 089kW)<br>Grandi Motori Trieste<br>Fuel 120,0t (d.o.) 380,0t (hvf)-13,0pd |
| **8306723**<br>*IBNN*<br>510<br>Df Esd Gc<br>Rdr RTm/h/v | **VENTO DI LEVANTE**<br>**Traghetti Autotrasporti Rapidi Regione Organizzazione Sarda S.p.A. (TARROS)**<br>Cagliari Italy | *4 722*<br>*1 544*<br>4 005 | RI | **1984** Cant. Nav. "Luigi Orlando"—Livorno (158)<br>105,26 (BB) 16,51 5,663<br>96,02 16,43 9,68<br>P 18,0 F 10,1 2 dks | **M RoRo Cargo**<br>Stern door/ramp<br>L 9,00 W 7,00 SWL 20<br>Lane Length 365 Cargo Width 6,63<br>TEU 314 C. 314/20' | GMT<br>Oil 4SA 6Cy. 420 × 500 with flexible cou<br>sr geared to sc. shaft<br>4 200bhp (3 089kW)<br>Grandi Motori Trieste<br>Gen 1 × 340kW 3 × 240kW 380V 50H<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 185,0t (d.o.) 285,0t (hvf)-12,0pd |
| **8420359**<br>*IBQI*<br>533<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **VENTO DI MAESTRALE**<br>**Traghetti Autotrasporti Rapidi Regione Organizzazione Sarda S.p.A. (TARROS)**<br>Cagliari Italy<br>SatCom: 1150613/IBQI | *4 393*<br>*1 468*<br>6 910<br>T/cm<br>5,4 | RI | **1986** Fincantieri-Cant. Nav. Italiani S.p.A.—Livorno (4411)<br>114,81 (BB) 16,67 5,550<br>105,80 16,62 7,93<br>1 dk | **M RoRo Cargo/Container Ship**<br>Fixed-guides<br>Stern door/ramp<br>L 8,00 W 10,00 SWL 50<br>Lane Length 420 Cargo Width 8,00<br>Mchy.aft<br>TEU 336<br>C.Ho 96/20' (40') C.Dk 240/20' (40')<br>incl. 24 ref C.<br>Cr 1(40,5) | Fiat<br>Oil 4SA 6Cy. 420 × 500 with flexible cou<br>sr geared to sc. shaft<br>3 089kW (4 200bhp)<br>S.A. Fiat S.G.M.<br>Gen 1 × 340kW 3 × 240kW 380V 50H<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 100,0t (d.o.) 550,0t (hvf)-13,0pd |
| **8420361**<br>*IBES*<br>534<br>Df Esd Gc<br>Pfd Rdr RTv | **VENTO DI SCIROCCO**<br>**Traghetti Autotrasporti Rapidi Regione Organizzazione Sarda S.p.A. (TARROS)**<br>Cagliari Italy<br>SatCom: 1150615/IBES | *4 393*<br>*1 468*<br>6 910<br>T/cm<br>5,4 | RI | **1987** Fincantieri-Cant. Nav. Italiani S.p.A.—Livorno (4412)<br>114,81 (BB) 5,550<br>105,80 16,62 7,93<br>1 dk | **M RoRo Cargo/Container Ship**<br>Fixed-guides<br>Stern door/ramp<br>L 8,00 W 10,00 SWL 50<br>Lane Length 420 Cargo Width 8,00<br>TEU 336<br>C.Ho 96/20' (40') C.Dk 240/20' (40')<br>incl. 24 ref C. | GMT<br>Oil 4SA 6Cy. 420 × 500 sr geared to sc<br>4 200bhp (3 089kW)<br>Grandi Motori Trieste<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **8129591**<br>*UWKD*<br>0233<br>Df Esd Gc<br>Rdr RTm/h/v | **VENTSPILS**<br>**Latvian Shipping Company**<br>Ventspils Latvia | *5 154*<br>*1 741*<br>6 297<br>T/cm<br>16,4 | RS | **1983** Rauma-Repola Oy—Rauma/Raumo (279)<br>113,01 18,32 7,200<br>105,34 17,06 8,51<br>1 dk<br>Bow/CM 50 Diam. 0,200 | **M Tanker/ Icebreaker**<br>Ice strengthened DB Stern disch.<br>3 Ta 8 Wing Ta ER<br>L.(oil) 5 943<br>11 Cargo pumps total 1 730T/hr | B&W<br>Oil 2SA 6Cy. 450 × 1200<br>5 914bhp (4 350kW)<br>Bryansk Eng. Works<br>Gen 4 × 220kW 380V 50Hz a.c.<br>Fuel 457,39t (d.o.)-17,3pd |
| **7380409**<br>*LAZT2*<br>N-00802<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **VENTURA**<br>ex La Chesnais-89<br>ex Dominique L. D.-85 ex Roseline-83<br>**K/S Tribulk**<br>Halfdan Ditlev-Simonsen & Co. Management A/S<br>Bergen Norway (NIS) | **16 023**<br>10 573<br>27 243<br>T/cm<br>34,4 | BV | **1974** Nippon Kokan K.K.—Shimizu (326)<br>174,71 (BB) 22,86 10,967<br>164,57 14,71<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>6 Ho 18,4 19,5 20,4 20,4 20,4 23,4<br>ER<br>G.35 854 B.29 365<br>6 Ha (stl) (10,2 × 7,9) (11,0 11,8 11,8 11,8<br>11,8 × 9,5) ER<br>5W Cr 5(12) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>8 827kW (12 000bhp)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 197,0t (d.o.) 1 543,0t (hvf)-42,0pd |
| **7218307**<br>*PIFG*<br>Df Esd Rdr<br>RTm/v | **VENTURA**<br>**Rederij "Ventura"**<br>Beck Scheepvaartkantoor B.V.<br>Groningen Netherlands | **1 326**<br>909<br>2 256 | BV | **1972** Schpsw. Bodewes Gruno—Foxhol (229)<br>76,43 12,07 4,642<br>69,98 11,84 5,64<br>1 dk | **M General Cargo**<br>1 Ho 50,2 ER<br>G.3 058 B.3 002<br>2 Ha (stl) (13,7 × 7,7) (25,1 × 8,3) ER | Brons<br>Vee Oil 2SA 16Cy. 220 × 380<br>1 500bhp (1 103kW)<br>Appingedammer Brons<br>Gen 3 × 25kW 220/380V 50Hz a.c.<br>Fuel 122,0t (d.o.) |
| **7914494**<br>*WY2430*<br>612647<br>Df Esd Gc<br>Pfd Rdr Rt | **VENTURA**<br>**Conoco Inc. (Inland Marine Division)**<br>Conoco Shipping Co.<br>Westlake, La United States of America | **289**<br>196<br>750 | AB | **1979** Bollinger Machine Shop & Shpyd Inc. —Lockport, La (123)<br>11,61 3,395<br>51,82 11,59 3,97<br>F 16,8 1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 20<br>reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd |

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| **VENTURA CHEMICARRY**<br>**Petroleo Naviera S.A.**<br>Saehan Marine Co. Ltd.<br>Panama Panama | 3 194<br>2 003<br>5 568 | KR (NK) | **1977** Watanabe Zosen K.K.—Hakata (184)<br>104,15 15,04 6,476<br>96,02 15,02 7,80<br>P 26,0 F 7,1 1 dk<br>Bow/CM 52 Diam. 0,152 | **M Tanker**<br>Chemical<br>SBT<br>15 Ta ER<br>L.6 129 HeCls. ptB ptC<br>12 Cargo pumps total 1 900T/hr | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 180kW 445V a.c.<br>Fuel 639,0t-14,5pd 13,5kn |
| **VENTURE**<br>ex Wilanna-90<br>**Chartering Venture Pte. Ltd.**<br>Wallem Shipmanagement Ltd.<br>Singapore Singapore<br>SatCom: 1715616/VENT | *43 368*<br>*27 650*<br>76 000<br>T/cm<br>68,0 | NV | **1985** Uddevallavarvet AB—Uddevalla (332)<br>228,53 32,26 15,201<br>220,81 32,24 18,75<br>1 dk<br>Bow/CM 115 Diam. 0,406 MH 1,8 | **M Tanker**<br>COW IGS SBT DB<br>16 Ta ER<br>L.(oil) 90 973 HeCls. C<br>16 Cargo pumps total 10 400T/hr | B&W 4L80MCE<br>Oil 2SA 4Cy. 800 × 2592<br>12 780bhp (9 400kW)<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 740kW 440V 60Hz a.c.<br>Fuel 268,0t (d.o.) 1 878,5t (hvf)-30,5pd 14,5kn |
| **VENTURE**<br>ex Thistle Venture-83 ex Jarita-77<br>ex Gratian-72<br>**Afthoros Maritime Corp.**<br>Andros Greece | **39 580**<br>28 258<br>96 981 | ✠**100A1** SS 12/86<br>oil tanker<br>✠**LMC**<br>**IGS**<br>EL d* $3\frac{11}{16}$"U2<br>FN 13929 | **1967**-1 A.G. "Weser"—Bremen (1352)<br>255,13 (BB) 37,88 14,885<br>244,53 37,80 19,16<br>P 42,4 F 25,0 1 dk<br>rf 152 conv Tanker 77 | **S Tanker**<br>for offshore installations<br>COW(LR) IGS(LR) SBT(LR)<br>14 Ta ER<br>L.(oil) 119 410 | 2 S Turb dr geared to sc. shaft<br>22 500shp (16 550kW)<br>General Electric Co. Lynn, Ma<br>2 WTB 1000lbf/in$^2$ (69,0bar) Spt 512,8°C<br>920lbf/in$^2$ (63,5bar) hs1876,6<br>Gen 2 × 800kW 1 × 50kW 440V 60Hz a.c.<br>Fuel 7 442,5t (o.f.)-112,0pd 17kn |
| **VENTURE**<br>**John P. Forman & Partners**<br>Peterhead United Kingdom | *239*<br>*102*<br>— | | **1989** R. Dunston (Hessle) Ltd.—Hessle (972)<br>26,19<br>23,00 7,50 4,15<br>2 dks | **M Fishing**<br>Stern Trawler Seiner Ref | Alpha 5L23/30<br>Oil 4SA 5Cy. 225 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>625kW (850bhp)<br>MAN-B&W Diesel A/S Frederikshavn<br>Controllable pitch propeller |
| **VENTURE**<br>**Venture Operators Inc.**<br>Miami, Fl United States of America | **146**<br>99<br>— | | **1931** Merrill-Stevens D.D. & Repair Co. —Jacksonville, Fl<br>*35,00* 7,62<br>7,57 2,60<br>1 dk<br>conv General Cargo Barge — | **M General Cargo/ Supply Ship** | Oil<br>600bhp (441kW)<br>..............<br>Fuel (d.o.) |
| **VENTURE**<br>**Venture Trading Co. Ltd.**<br>Turks & Caicos Islands (British) | **105**<br>70<br>— | | **1951** U.S. Coast Guard Yard—Curtis Bay, Baltimore, Md<br>- 5,79 —<br>28,95 - 3,65<br>1 dk<br>conv Patrol Ship — | **TM General Cargo** | General Motors 8V-71<br>2 Vee Oil 4SA each 8Cy. 108 × 127<br>514kW (699bhp)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>12kn |
| **VENTURE K**<br>Launched as Tanimbar 1<br>**Vautier Shelf Co. (No. 14) Ltd.**<br>Napier New Zealand | **129**<br>62<br>— | | **1985** "K" Shipyard Construction Co.—Fremantle, W.A. (81)<br>25,33 3,052<br>6,41 3,66<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.82 | Mercedes Benz<br>Vee Oil 4SA 12Cy. 128 × 142 sr reverse geared to sc. shaft<br>475bhp (349kW)<br>Mercedes-Benz West Germany<br>Gen 1 × 120kW 415V 50Hz a.c.<br>Fuel 55,0t (d.o.)-1,5pd 9kn |
| **VENTURE KIM**<br>ex Marne K II-86<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea<br>SatCom: 1660225/VKIM | **996**<br>429<br>1 473 | KR | **1981** Campbell Industries—San Diego, Ca (132)<br>67,49 12,65 5,817<br>59,70 12,27 8,21<br>1 dk | **M Fishing**<br>Tuna Seiner<br>In.1 103 | General Motors 20-645-E7<br>Vee Oil 2SA 20Cy. 230 × 254 reverse reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 240kW 480V a.c.<br>15kn |
| **VENTURE LUNA**<br>ex Daisho Maru-91<br>**Venture Line Panama S.A.**<br>Panama Panama | *1 246*<br>*442*<br>1 244 | NK | **1982** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1557)<br>65,87 4,371<br>60,03 12,21 4,40<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>2 Ho ER<br>In.1 467<br>2 Ha (stl) (each 4,4 × 4,5) ER<br>Der 4(5) | Akasaka A31<br>Oil 4SA 6Cy. 310 × 600<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW<br>12,25kn |
| **VENTURE SERVICE**<br>**Zapata Gulf Marine Ltd.**<br>Port Vila Vanuatu | **808**<br>385<br>— | AB | **1974** Zigler Shipyards Inc.—Jennings, La (237)<br>60,97 11,59 3,906<br>53,17 11,56 4,58<br>F 15,3 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | General Motors 16-645-E2<br>2 Vee Oil 2SA each 16Cy. 216 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 200kW<br>12kn |
| **VENTURE STAR**<br>**Concorde Carriers Inc.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **18 648**<br>13 292<br>32 587<br>T/cm<br>42,1 | ✠**100A1** SS 4/91<br>bulk carrier<br>strengthened for heavy cargoes Nos. 2 & 4 holds may be empty<br>timber deck cargoes<br>✠**LMC**<br>EL J† 605,0/66,0U3(a)<br>FN 7263 | **1981**-1 Kanda Zosensho K.K.—Japan (255)<br>183,01 (BB) 27,69 10,877<br>170,01 27,60 15,12<br>P 26,9 F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br>DSS<br>5 Ho 24,0 27,2 22,4 27,2 27,9 ER<br>G.41 478 B.40 145<br>TEU 1074 C.Ho 478/20' C.Dk 596/20'<br>5 Ha (stl) (16,0 × 12,9) (19,2 14,9 19,4 19,9 × 20,4) ER<br>Cr 5(25) | Sulzer 7RND68M<br>Oil 2SA 7Cy. 680 × 1250<br>12 600bhp (9 268kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) (ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 510kW 450V 60Hz a.c.<br>Fuel 197,0t (d.o.) 1 616,0t (hvf) |
| **VENTURE WEST**<br>ex Cien D<br>**Ocean Proteins Inc.**<br>Portland, Or United States of America | **110**<br>75<br>— | | **1972** .............Mobile, Al<br>*20,85* 6,71<br>3,38<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| **VENTURER**<br>ex Chemical Venturer-86<br>**Ervent Shipping Ltd.**<br>Limassol Cyprus | **17 980**<br>10 338<br>29 081<br>T/cm<br>34,8 | ✠**100A1** SS 2/86<br>oil and chemical tanker<br>chemicals in Nos. 1, 2 & 10 centre tanks SG up to 1.5 (cc)<br>✠**LMC**<br>EL G† $2\frac{11}{16}$"U2<br>FN 6294 | **1972**-8 Swan Hunter Shipbuilders Ltd.—Hebburn Shipyard, Hebburn (38)<br>170,75 (BB) 25,35 10,630<br>160,03 25,30 14,03<br>P 33,3 F 15,6 1 dk<br>rf 102 Bow/CM 66 Diam. 0,200 MH 1,2 | **M Tanker**<br>Oil Chemical<br>DB Stern disch.<br>33 Ta ER<br>L.36 973 HeCls. BC<br>12 Cargo pumps total 3 600T/hr | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>J. G. Kincaid & Co. Ltd. Greenock<br>WTAuxB primary 45kgf/cm$^2$ (44,2bar)<br>secondary 16kgf/cm$^2$ (15,7bar) hs789,7<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 209,5t (d.o.) 1 589,0t (hvf)-40,5pd 15kn |
| **VENTURER**<br>ex Vickers Venturer-79 ex Relko-77 | **308**<br>58<br>169 | ✠Classed LR until 5/88 | **1963**-7 T. Mitchison Ltd.—Gateshead (518)<br>39,71 7,85 3,701<br>35,79 7,62 5,90<br>B & F 26,9 1 dk<br>rf 914 BK 51 conv Stern Trawler Fishing 68 | **M Research/ Mother Ship**<br>for submersibles Oceanographic | Maybach<br>2 Oil 4SA each 4Cy. 185 × 200 sr geared to sc. shaft<br>582kW (791bhp)<br>Bristol Siddeley Engines Ltd. Coventry<br>Gen 1 × 80kW 1 × 65kW 1 × 50kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 9kn |
| **VENTURER**<br>**Maritrans Operating Partners L.P.**<br>Philadelphia, Pa United States of America | **193**<br>131<br>— | AB | **1973** Main Iron Works Inc.—Houma, La (281)<br>3,874<br>32,49 9,76 4,40<br>1 dk<br>BK 127 | **TM Tug** | General Motors 16-567-BC<br>2 Vee Oil 2SA each 16Cy. 216 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 60kW<br>Fuel 183,0t (d.o.) |
| **VENTURER I**<br>**Venturer I Inc.**<br>New Orleans, La United States of America | **130**<br>88<br>— | | **1987** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,86<br>22,18 6,70 3,35 | **M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl | Oil<br>.............. |

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| **5270698**<br>*HO4439*<br>10910-PF1<br>Df Esd Pfd<br>Rt | **VENTURER II**<br>ex Paris Bretagne-85<br>**Ebony Holding Inc.**<br>Panama Panama | **281**<br>80<br>— | BV | **1962** Ch. & At. de la Perriere—Lorient (L18)<br>36,30 8,26 3,068<br>31,73 8,13 3,97<br>2 dks | **M Fishing**<br>Stern Trawler | Deutz<br>Vee Oil 4SA 12Cy. 220 × 280<br>935bhp (688kW) NE 68<br>Kloeckner Humboldt Deutz<br>Fuel 87,0t (d.o.) |
| **8038596**<br>Esd Pfd Rdr<br>RTm/v | **VENTUROUS**<br>**Mats Holme**<br>Sweden | **120**<br>52<br>— | | **1962** Philip & Son Ltd.—Dartmouth (1322)<br>29,60 5,64 2,101<br>2,29<br>1 dk<br>conv Patrol Launch 81 | **TM Research**<br>Geophysical Biological Oceanographic Geological | Cummins<br>2 Vee Oil 4SA each 12Cy. 140 × 152<br>sc. shafts<br>1 600bhp (1 177kW) NE 76<br>Cummins Engine Co. Inc.<br>Gen 2 110V d.c. |
| **5378189**<br>*VWQP*<br>1018<br>Df Esd Gc<br>Rdr Rt | **VENU**<br>**Bombay Port Trust**<br>Bombay India | **771**<br>207<br>— | IRS<br>✠Classed LR until 28/8/81 | **1962**-2 Zaanlandsche Schps. Maats.—Zaandam (488)<br>58,32 10,24 3,264<br>52,51 10,22 4,86<br>1 dk | **D-E Pilot Tender** | MAN<br>3 Oil 4SA each 8Cy. 235 × 330 total 2<br>(1 516kW) driving 3 gen. each 390kW<br>d.c. connected to 2 elec. motors each<br>750shp (552kW) & sr geared to sc. s<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 75kW 2 × 44kW 230V d.c.<br>Fuel 125,0t |
| **7358743**<br>*P3NK3*<br>709085<br>Df Esd Gc<br>Pfd Rdr Rt | **VENUS**<br>ex Gedser Link-89 ex Gedser-86<br>ex Dana Hafnia-86 ex Drachenfels-77<br>ex Dana Gloria-76<br>**Ticket Shipping Co. Ltd.**<br>Ventouris Group Enterprises S.A.<br>Limassol Cyprus | *14 540*<br>*4 362*<br>2 150 | BV | **1976** Helsingor Vaerft A/S—Helsingor (408)<br>144,02 24,39 5,530<br>131,02 22,99 12,63<br>2 dks<br>conv RoRo Cargo 86 | **TM Passenger/RoRo Cargo/Ferry**<br>—cbn 50bth 550dk P<br>Ice strengthened Stern door/ramp<br>3 Ho ER<br>Cr 1(25) | B&W<br>2 Vee Oil 4SA each 18Cy. 500 × 540<br>sc. shafts<br>27 540bhp (20 257kW)<br>Helsingor Vaerft A/S<br>Gen 1 × 1056kW 4 × 712kW 380V<br>2 Controllable pitch propellers |
| **7347548**<br>*LAZB*<br>20577<br>Df Esd Gc<br>Pfd Rdr RTv | **VENUS**<br>ex Scandinavica-90 ex Tarak L.-89<br>ex Scandinavica-89<br>ex Stena Scandinavica-87<br>ex Prinsessan Birgitta-82<br>**Color Line AS**<br>S & C Marine AS<br>Bergen Norway<br>SatCom: 1312331/LAZB | *13 286*<br>*5 766*<br>1 600 | NV | **1974** Oy Wartsila Ab—Turku/Abo (1214)<br>152,41 20,05 5,620<br>132,21 20,01 12,93<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>264cbn 906bth 150dk P<br>Ice strengthened<br>Bow door/ramp<br>L 7,20 W 5,90 SWL 50<br>Stern door/ramp<br>L 14,16 W 4,43 SWL 50<br>Lane Length 1270 Clear height 4,20<br>Cars 320. | Pielstick<br>2 Vee Oil 4SA each 18Cy. 400 × 460<br>21 600bhp (15 888kW)<br>Oy Wartsila Ab<br>Gen 4 × 912kW 1 × 192kW 380V 50Hz<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 181,0t (d.o.) 371,0t (hvf)-30,5pd |
| **7426045**<br>*JD2261*<br>116756<br>Esd Gc Rdr<br>Rt | **VENUS**<br>**Higashi Nippon Ferry Co. Ltd.**<br>Hakodate, Hokkaido Pref. Japan | **3 472**<br>—<br>1 713 | | **1975** Naikai SB. & Eng. Co. Ltd.—Taguma Shipyard, Innoshima (396)<br>17,23 4,877<br>109,99 17,20 6,58<br>1 dk<br>RW | **TM RoRo Cargo/Ferry**<br>387dk P<br>Trailers 45 | Pielstick<br>2 Vee Oil 4SA each 14Cy. 400 × 460<br>14 000bhp (10 298kW)<br>Nippon Kokan K.K. Tsurumi Works<br>Gen 3 × 540kW 445V 60Hz a.c.<br>Fuel 58,5t (d.o.) 191,5t (hvf)-19,5pd |
| **7355636**<br>*D8UG*<br>BSR-735779<br>Df Esd Gc<br>Pfd Rdr Rt | **VENUS**<br>**Heung-A Shipping Co. Ltd.**<br>Busan South Korea | **1 998**<br>911<br>2 520 | KR | **1973** Dae Dong SB. Co. Ltd.—Busan (S-101)<br>73,21 13,90 6,325<br>66,81 13,86 7,60<br>P 15,0 F 6,8 1 dk | **M General Cargo**<br>B.2 232<br>TEU 108<br>4 Ha (stl) (6,4 × 5,7) (12,5 12,5 6,4 × 11,0) ER | Makita<br>Oil 4SA 6Cy. 370 × 590<br>2 300bhp (1 692kW)<br>Makita Tekkosho<br>Gen 2 × 64kW 445V a.c. |
| **7126360**<br>*9H3100*<br>2170<br>Df Esd Gc<br>Pfd Rdr Rt | **VENUS**<br>ex Marc Island-91 ex Irafoss-86<br>ex Ranga-86 ex Barok-83<br>**Sea Prince Shipping Ltd.**<br>Valletta Malta | T.Mk<br>**1 516**<br>779<br>2 856 | BV (NV) | **1971**. Trondhjems M/V, Aker Trondelag A/S —Trondheim (646)<br>87,00 15,04 6,147<br>77,17 14,99 10,85<br>2 dks<br>rf 51 | **M RoRo Cargo/General Cargo**<br>Pallets<br>Side doors (s) Stern door/ ramp<br>Ice strengthened<br>Mchy.aft<br>1 Ho<br>B.6 351<br>4 Ha (stl) (18,4p&s 24,6p&s × 5,3)<br>2W Cr 1(5) Der 1(18) 1(16) | Werkspoor<br>Oil 4SA 8Cy. 410 × 470 reduction geared<br>shaft<br>3 236kW (4 399bhp)<br>Stork-Werkspoor Diesel N.V.<br>Gen 3 × 156kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 254,0t (hvf)-19,5pd |
| **7223223**<br>*TFKT*<br>1308<br>Df Esd Gc<br>Pfd Rdr Rt | **VENUS**<br>ex Juni-86<br>**Hvalur H/f**<br>Hafnarfjordur Iceland | **1 002**<br>319<br>793 | ✠**100A1** SS 4/91<br>stern trawler<br>Ice Class 2<br>✠**LMC**<br>EL M 1¼"U2<br>FN 1133 | **1973**-5 Ast. Luzuriaga S.A.—Pasajes (112)<br>68,66 11,71 4,801<br>59,21 11,60 7,52<br>F 21,1 2 dks<br>rf 838 Box K 597 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | MaK<br>Oil 4SA 8Cy. 320 × 420 sr geared to sc.<br>3 300bhp (2 427kW) ✠ NE 1/80<br>MaK. Maschinenbau G.m.b.H.<br>db 8kgf/cm² (7,9bar)<br>Gen 2 × 380kW 1 × 136kW 380V 50Hz<br>Controllable pitch propeller<br>Fuel (hvf) |
| **7392294**<br>*OYMX*<br>D2277<br>Esd Pfd Rdr<br>Rt | **VENUS**<br>**P/R Venus**<br>Laurids Hounisen<br>Esbjerg Denmark | **287**<br>126<br>— | (BV) (NV) | **1974** Orskovs Staalskibsvaerft I/S—Frederikshavn (79)<br>39,73 8,28<br>33,99 8,23 4,22<br>1 dk<br>rf 1148 BK 145 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>3 Ho ER<br>3 Ha (1,6 1,0 1,0 × 1,0) ER<br>1W Der 1(5) | Alpha<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Alpha-Diesel A/S<br>Gen 2 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 64,0t (d.o.) |
| **5378244**<br>*XPZN*<br>D835<br>Df Esd Pfd<br>Rdr Rt | **VENUS**<br>**P/f Nypan**<br>Eivind Rasmussen<br>Sandavagur Faeroes (Danish) | **259**<br>95<br>— | NV | **1961** Loland Motorverstad A/S—Leirvik i Sogn (14)<br>38,41 7,50<br>33,84 7,47 3,84<br>1 dk<br>rf 1046 BK 102 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>3 Ha (1,6 × 1,0) (1,6 1,6 × 1,3) ER<br>1W Der 1(1,5) | Wichmann<br>Oil 2SA 5Cy. 280 × 420<br>500bhp (368kW)<br>A/S Wichmann<br>Gen 2 × 24kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **8422993**<br>665417<br>Esd Gc Pfd<br>Rdr Rt | **VENUS**<br>**Riverway Co.**<br>St. Louis, Mo United States of America | **196**<br>133<br>— | AB | **1984** Brice Sb. Inc.—Hoyma, La (4)<br>3,879<br>35,36 9,76 4,58<br>1 dk<br>BK 51 | **TM Tug** | Alco<br>2 Vee Oil 4SA each 12Cy. 229 × 267<br>sc. shafts<br>Alco Engine Div. of White Industrial Pow<br>Inc.<br>Gen 2 × 75kW a.c. |
| **8619924**<br>*YTYZ*<br>2T-499<br>Esd Rdr<br>RTm/v | **VENUS**<br>**Jadranski Pomorski Servis Drustveno Poduzece**<br>Rijeka Croatia | **195**<br>58<br>100 | JR | **1988** "Titovo Brodogradiliste"—Kraljevica (475)<br>29,85 3,550<br>25,65 8,00 4,10<br>1 dk | **M Tug** | Sulzer<br>Oil 4SA 12Cy. 250 × 300 sr geared to sc.<br>Sour "Jugoturbina"<br>Gen 2 × 80kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 58,68t (d.o.)-9,0pd |
| **8105806**<br>*D9XG*<br>ICR-912329<br>Rdr Rt | **VENUS**<br>ex Miyo Maru-91<br>**Han Chang Industrial Co. Ltd.**<br>Inchon South Korea | *175*<br>—<br>116 | KR | **1981** Kanagawa Zosen—Kobe (225)<br>31,50 8,62 2,601<br>26,62 8,60 3,81<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **8805468**<br>*SMCP*<br>SG 7<br>Rdr Rt | **VENUS**<br>**Janne Erntsson & Evert Karlsson**<br>Nogersund Sweden | **174**<br>—<br>120 | | **1988** Smogens Plat & Svetsindustri AB—Smogen (43)<br>23,58 7,06<br>7,00 4,63<br>1 dk | **M Fishing**<br>Stern-fishing | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 geared<br>675kW (918bhp)<br>Caterpillar Inc. |
| **9017599**<br>*JM6078*<br>132635<br>Rdr Rt | **VENUS**<br>**Kyushu Yusen K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **163**<br>—<br>34 | | **1991** Kawasaki Heavy Ind. Ltd.—Kobe (F009)<br>30,33 1,560<br>23,99 8,53 2,59 | **Aluminium Alloy TGT Hydrofoil Ferry**<br>263dk P | 2 Gas Turb geared to sc. shafts 7<br>(5 590kW)<br>General Motors Corp., Detroit Diesel<br>Div.<br>Gen 2 × 50kW 450V 60Hz a.c. |

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| **VENUS**<br>**Capt. Punk Inc.**<br>Mobile, Al United States of America | **113**<br>77<br>— | | | **1979** ..............Theodore, Al<br>*21,71* 6,71<br>3,20<br>1 dk | **M Fishing** | Oil<br>520bhp (382kW)<br>U.S.A. |
| **VENUS DIAMOND**<br>**Poseidon Marine Transport Pte. Ltd.**<br>Hachiuma Steamship Co. Ltd.<br>Singapore Singapore<br>SatCom: 1715623/VNSD | **14 626**<br>8 994<br>14 409 | | NK | **1978** Mitsubishi Heavy Industries Ltd.—Nagasaki (1839)<br>214,31 29,24 8,624<br>200,31 29,21 12,63<br>len 80 | **M Vehicles Carrier**<br>Side door/ramp (s, aft)<br>Cars 5200<br>Mchy.aft | MAN 16V52/55A<br>Vee Oil 4SA 16Cy. 520 × 550 reduction geared to sc. shaft<br>16 000bhp (11 769kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Thw. thrust propeller<br>18,5kn |
| **VENUS GAS**<br>**Viking Carriers Inc.**<br>Panama Panama | **2 220**<br>1 237<br>2 820<br>T/cm<br>9,7 | | NK | **1973** K.K. Usuki Tekkosho—Usuki (888)<br>89,62 13,52 5,258<br>84,03 13,49 6,30<br>P 22,3 F 10,7 1 dk<br>Bow/CM 39 Diam. 0,203 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 2 500<br>2 Cargo pumps total 300T/hr | Akasaka DM46<br>Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW 440V 60Hz a.c.<br>Fuel 83,5t (d.o.) 389,0t (hvf)-10,0pd 13kn |
| **VENUS I**<br>ex Kaiyo Maru No. 15-83<br>ex Koshin Maru No. 5-79<br>ex Choun Maru No. 25-78<br>ex Kaisei Maru No. 18<br>ex Seirin Maru No. 21<br>**Atlantic Management Consultants Inc.**<br>Panama Panama | **157**<br>71<br>— | | | **1969** K.K. Usuki Tekkosho—Usuki (746)<br>*35,00* 6,71 2,591<br>6,68 2,90<br>1 dk<br>len 00 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Usuki<br>Oil 4SA 6Cy. 260 × 400<br>550bhp (405kW)<br>Usuki Tekkosho Usuki |
| **VENUS II**<br>ex Andy ex Greta H.-59<br>ex Bakke Boy-52 ex Vagan-51<br>**Nieves Hermanos Inc.**<br>Santo Domingo Dominican Rep. | **889**<br>450<br>1 311 | ✠Classed LR until 10/48 | (NV) | **1947**-6 C.R.D. Adriatico—Monfalcone (1728)<br>67,24 9,86 4,147<br>62,51 9,81 4,65<br>RQD 10,1 B 13,5 F 6,4 1 dk<br>len 60 | **M General Cargo**<br>Mchy.aft<br>G.1 486 B.1 385<br>6W | Fiat<br>Oil 2SA 5Cy. 360 × 650<br>S.A. Fiat S.G.M. Torino<br>Fuel 63,0t 10,5kn |
| **VENUS II**<br>ex Dagfrid-55 ex Lionel<br>**Arwid Bertins & Anna Gleracha**<br>Puerto Limon Costa Rica | **782**<br>420<br>1 067 | | (NV) | **1921** A/S Langesunds M/V—Langesund (7)<br>58,17 9,17 4,420<br>9,12<br>RQD 17,7 B 14,7 F 6,1 1 dk<br>R | **S General Cargo**<br>G.1 563 B.1 450<br>3W | T 3Cy. 343 559 & 953 x 711<br>A/S Langesunds Verft Langesund<br>Fuel 208,5t (c) 8,5kn |
| **VENUS No. 1**<br>**Hanryeo Development Co. Ltd.**<br>Chungmu South Korea | **151**<br>82<br>23 | | (KR) | **1974** Busan SB. & Eng. Co. Ltd.—Busan<br>31,30 6,02<br>30,00 6,00 3,00<br>B 8,3 1 dk | **TM Ferry** | M.T.U.<br>—P 2 Vee Oil 4SA each 16Cy. 160 × 180<br>2 800bhp (2 060kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 40kW 240V a.c.<br>21kn |
| **VENUS T**<br>ex Nautilus-91 ex Akritas-81<br>ex Pacific Sincere-77<br>ex Kasuga Maru-75<br>**Evernia Maritime Co. Ltd.**<br>Valletta Malta | **16 241**<br>10 573<br>26 969<br>T/cm<br>35,6 | | AB (NK) | **1970** Kurushima Dockyard Co. Ltd.—Imabari (640)<br>178,52 22,89 10,288<br>168,03 22,84 14,41<br>P 35,1 F 14,4 1 dk<br>RW | **M Bulk Carrier**<br>5 Ho ER<br>G.31 735 B.30 904<br>5 Ha (stl) (11,2 × 9,4) (17,2 17,2 17,2 17,2 × 10,8) ER<br>Der 5(10) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 400kW 445V 60Hz a.c.<br>Fuel 1 688,5t-42,5pd 14,75kn |
| **VENUS V**<br>**Venus Tanker Corp.**<br>Monrovia Liberia<br>SatCom: 1243615/ELIF | **42 047**<br>30 957<br>79 999<br>T/cm<br>89,4 | | AB | **1981** Hyundai Heavy Industries Co. Ltd.—Ulsan (128)<br>243,80 (BB) 40,54 12,210<br>235,01 40,51 18,78<br>1 dk<br>rf nil Bow/CM 123 Diam. 0,460 MH 1,5 | **M Tanker**<br>SBT<br>11 Ta ER<br>3 Cargo pumps total 7 500T/hr | Sulzer 7RND76M<br>Oil 2SA 7Cy. 760 × 1550<br>15 960bhp (11 740kW)<br>Hitachi Zosen Kobe<br>Gen 3 × 640kW<br>14,75kn |
| **VENUS VENTURE**<br>**Symphony Carriers Inc.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia<br>SatCom: 1240375/TRYH | **30 000**<br>20 659<br>54 317<br>T/cm<br>54,2 | | BV | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.) —Chita (2513)<br>193,00 (BB) 12,875<br>189,82 32,21 18,32<br>1 dk | **M Bulk Carrier**<br>7 Ho 18,5 23,0 19,1 18,2 19,1 23,1 17,6 ER<br>G.70 982 HeCls. B<br>7 Ha (stl) (9,5 15,1 13,5 12,8 13,5 15,1 9,6 × 14,5) ER<br>Cr 3(25) Der 14(5) | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 173,5t (d.o.) 3 146,0t (hvf)-46,5pd 15,25kn |
| **VENUSTA**<br>ex Diocleziano Primo-83<br>**Salvatore e Giovanni Gancitano S.n.C.**<br>Mazara del Vallo Italy | **184**<br>70<br>— | | | **1974** Cant. Nav. M. Morini & C.—Ancona (144)<br>32,69 7,60<br>25,71 7,22 3,79<br>1 dk | **Wood M Fishing**<br>Side-fishing | MAN G8V235/330ATL<br>Oil 4SA 8Cy. 235 × 330<br>600bhp (441kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| **VENUSTIANO CARRANZA**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **10 086**<br>5 725<br>17 442 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 7/84<br>EL et 2¼"SQ<br>FN 4554 | **1968**-2 Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (1957)<br>144,79 (BB) 21,34 9,322<br>137,47 21,30 11,82<br>P 36,9 F 20,2 1 dk<br>rf nil Diam. 0,200 | **M Tanker**<br>Stern disch.<br>24 Ta ER<br>L.(oil) 19 675 HeCls. BC | Sulzer 6RND68<br>5P Oil 2SA 6Cy. 680 × 1250<br>5 296kW (7 200bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 WTAuxB 270lbf/in$^2$ (18,7bar) Spt 230°C 234lbf/in$^2$ (16,2bar)<br>Gen 2 × 370kW 445V 60Hz a.c.<br>Fuel 1 707,0t (d.o.)-21,5pd 14kn |
| **VEOY**<br>**More og Romsdal Fylkesbatar**<br>Molde Norway | **1 137**<br>413<br>467 | | (NV) | **1974** Hjorungavaag Verksted A/S—Hjorungavaag (20)<br>74,99 12,50 3,099<br>66,20 11,99 4,53<br>1 dk<br>rf 500 | **TM RoRo Cargo/Ferry**<br>Bow & stern doors<br>Mchy.aft | Wichmann 5AXA<br>2 Oil 2SA each 5Cy. 300 × 450<br>2 500bhp (1 839kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 104kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 77,0t (d.o.)-4,0pd 14kn |
| **VERA**<br>ex Carol-91 ex Maryam B-88<br>ex Stream Balabac-88<br>ex Stream Dolphin-85<br>**Annita Shipping Ltd.**<br>Ofer Brothers (Ships) Ltd.<br>Valletta Malta | **20 532**<br>14 472<br>33 042<br>T/cm<br>41,9 | | AB | **1973** Osaka Zosensho—Osaka (335)<br>185,38 (BB) 26,04 11,367<br>175,01 26,00 16,11<br>F 11,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Vehicles<br>5 Ho 26,9 31,9 11,2 31,9 26,3 ER<br>G.41 371 B.40 068<br>5 Ha (stl) (16,7 17,6 × 12,6) (8,0 × 9,9) (17,6 16,7 × 12,6) ER<br>Cr 3(8) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel (d.o.) 14,75kn |
| **VERA**<br>ex Frisian-90 ex Frisiana-89<br>ex Thalassa-79<br>**Scheepvaart Onderneming "Vera" B.V.**<br>Wagenborg Shipping B.V.<br>Werkendam Netherlands | **723**<br>479<br>1 175 | | BV | **1978** Schps. Bodewes Bergum B.V.—Bergum (187)<br>62,47 9,91 3,361<br>59,99 9,40 4,00<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 549<br>1 Ha (stl) (33,5 × 7,4) ER | Brons 6GV-H<br>Vee Oil 2SA 6Cy. 220 × 380<br>552kW (750bhp)<br>Brons Industrie N.V. Appingedam<br>Gen 3 × 70kW 380V 50Hz a.c.<br>Fuel 83,5t 9,5kn |
| **VERA**<br>ex Apollonia IV-83 ex Margriet Anja-75<br>**Vassilis Papoutsoglou & Co.**<br>Thessaloniki Greece | **498**<br>307<br>940 | | (BV) (HR) | **1956** C. Amels & Zoon Scheepswerf—Makkum (196)<br>57,89 9,25 3,563<br>52,00 9,15<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>1 Ho 36,2 1 TwD 33,0<br>G.1 716 B.1 586<br>2 Ha (14,3 × 6,1) (13,7 × 3,5) ER<br>2W Der 2(3) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>750bhp (552kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 6kW 1 × 3kW 110V d.c.<br>Fuel 81,5t (d.o.) 11kn |

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| **8403155**<br>*3EAG4*<br>15018-85<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **VERA ACORDE**<br>**Sun Line Panama S.A.**<br>Panama Panama<br>SatCom: 1331726/SLVA | *15 788*<br>*8 986*<br>26 564 | NK | **1985** Kurushima Dockyard Co. Ltd.—Onishi (2390)<br>167,21 (BB) 9,541<br>160,03 26,01 13,01<br>P 24,7 F 11,3 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.33 918 B.32 682<br>4 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>6 900bhp (5 075kW)<br>Mitsui Eng. & SB. Co. Ltd. |
| **5022003**<br>*OXEO*<br>D1095<br>RdrRTm | **VERA BAGER**<br>ex Liselotte-71 ex Arbo-64 ex Seine-61<br>**Erik Martin Nielsen**<br>Marstal Denmark | **150**<br>80<br>234 | (BV) | **1926** J. Koster Hzn. "De Gideon"—Groningen (98)<br>34,93 5,74 2,553<br>5,72<br>1 dk<br>R | **M General Cargo**<br>1 Ho 19,9 ER<br>2 Ha (3,7 10,8 × 3,6) ER<br>1W Der 2(-) | Oil 2SA 390 × 420<br>224bhp (165kW) E made57 fitted74<br>A/S Hundested Motorfabrik<br>Gen 2 × 5kW 24V d.c.<br>Fuel 8,0t (d.o.)-0,5pd |
| **8729602**<br>*UECR*<br>M-41880<br>Df Esd Gc<br>Pfd Rdr RTv | **VERA BELIK**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | *738*<br>*221*<br>332 | RS | **1989** ..............U.S.S.R.<br>53,75 4,401<br>47,93 10,72 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **6829941**<br>*UYMS*<br>M-29020<br>Df Esd Gc<br>Rdr Rt | **VERA BELIK**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **697**<br>267<br>321 | (RS) | **1966** ..............U.S.S.R.<br>54,23 9,38 3,722<br>49,99 9,22 4,88<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.295<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **7346582**<br>Df Esd Gc<br>Rdr Rt | **VERA CRUZ**<br>**Companhia de Navegacao Baiana S.A.**<br>Salvador Brazil | **1 034**<br>539<br>377 | ✠Classed LR until 7/9/84 | **1976**-2 Est. EBIN/So S.A.—Porto Alegre (58)<br>71,02 13,92 2,693<br>63,35 13,50 4,50<br>B 27,2 1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo 590dk P | MAN<br>2 Oil 4SA each 7Cy. 235 × 330 sr geared shafts<br>1 680bhp (1 236kW)<br>Mecanica Pesada S.A.<br>Gen 2 × 140kW 225V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 48,0t (d.o.) |
| **5378397**<br>*PP3568*<br>Rt | **VERA CRUZ**<br>**Companhia Docas de Santos**<br>Santos Brazil | **363**<br>131<br>— | ✠Classed LR until 2/53 | **1950**-10 Verschure & Co's Schps.—Amsterdam<br>51,82 9,02 1,829<br>... ... | **S Dredger**<br>Bucket<br>Mchy.aft | T 3Cy. 265 405 & 686 x 449<br>Verschure & Co.'s Scheeps<br>Fuel (o.f.) |
| **6418792**<br>*XCVG*<br>Esd Rt | **VERA CRUZ**<br>**I.P.S.A.**<br>Alvarado Mexico | **100**<br>—<br>— | | **1964** N.V. Schpsb. v/h Th. J. Fikkers—Foxhol (104)<br>26,01 7,47 2,515<br>23,02 7,21 2,95 | **M Fishing**<br>Side Trawler | Caterpillar<br>2 Oil SA geared to sc. shaft<br>Caterpillar Tractor Co. |
| **5068980**<br>*HO5211*<br>10768-81<br>Df Esd Rdr<br>Rt | **VERA III**<br>ex Delta-80 ex Charlotte Priva-73<br>ex Deo Favente-59<br>**Transportadores Oceanicos S.A.**<br>Panama Panama | **383**<br>147<br>549 | (BV) | **1950** N.V. Scheeps. "Vooruitgang"—Foxhol (167)<br>54,01 8,34 3,023<br>47,76 8,31 3,05<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>1 Ho 33,9 ER<br>G.1 104<br>2 Ha (each 9,9 × 5,0) ER<br>4W Der 4(3) | De Industrie<br>Oil 4SA 6Cy. 305 × 450<br>360bhp (265kW)<br>D. & J. Boot "De Industrie"<br>Gen 1 × 9,5kW 2 × 7,5kW 110V d.c<br>Fuel 40,5t (d.o.) |
| **7943328**<br>*UEUG*<br>M-38251<br>RTv | **VERA KHORUZHAYA**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.)<br>SatCom: 1400523/UEUG | **4 045**<br>1 447<br>4 605 | RS | **1981** "A. Zhdanov" SB. Yard—Leningrad<br>139,66 19,23 6,620<br>127,41 13,11<br>2 dks | **M RoRo Cargo**<br>Ice strengthened<br>Bow door & ramp<br>L 23,00 W 6,00 SWL 65<br>Cargo Width 5,00 Clear height 4,50<br>Cars 540 Trailers 64<br>1 Ho 64,0 ER<br>B.11 600<br>TEU 242<br>C.Ho 42/20'(40') C.Dk 77/20'(40')<br>C.RoRo Dk 123/20'(40') | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 728,5t (hvf)-28,5pd |
| **7422491**<br>*GYEP*<br>386443<br>H 474<br>Df Esd Pfd<br>Rdr Rt | **VERA LOUISE**<br>**George Young**<br>Hull United Kingdom | **114**<br>43<br>— | | **1978** Eyemouth Boat Building Co. Ltd.—Eyemouth (210)<br>22,86 6,63 3,101<br>20,43 6,49 3,56<br>1 dk | **Wood M Fishing**<br>Stern Trawler<br>Mchy.aft | Caterpillar<br>Oil 4SA 8Cy. 159 × 203 reverse reductio to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. |
| **6724505**<br>350917<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **VERA MARINE**<br>ex Cap Gris Nez-82<br>**Viking Fishing Co. (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **473**<br>185<br>304 | (BV) | **1967** A.G. "Weser" Werk Seebeck—Bremerhaven (925)<br>52,91 9,53 4,820<br>47,60 9,50 6,81<br>F 12,8 2 dks<br>rf 711 conv Fish-factory Stern Trawler Factory Fishing 82 | **M Fishing**<br>Stern Trawler Processing Ref<br>1 Ho 15,4 ER<br>In.427<br>2 Ha (2,5 2,9 × 1,0) ER | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280 geared<br>1 600bhp (1 177kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 220kW 440V d.c. 1 × 140kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 151,0t (d.o.) |
| **8222599**<br>*UDSX*<br>M-32401<br>Df Esd Gc<br>Rdr RTv | **VERA MARYETSKAYA**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.)<br>SatCom: 1400440/UDSX | *16 508*<br>*8 577*<br>24 110 | RS | **1983** "Georgi Dimitrov" Shipyard—Varna (154)<br>184,61 (BB) 22,81 10,100<br>172,12 14,15<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 20,3 13,9 19,6 13,9 20,5 12,3 13,9 ER<br>G.29 313<br>7 Ha (stl) (13,1 10,5 13,1 10,5 13,1 10,5 13,1 × —) ER<br>Cr 4(16) | B&W<br>Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW)<br>Bryansk Eng. Works |
| **7300992**<br>*UJDQ*<br>M-17328<br>Df Esd Gc<br>Rdr Rt | **VERA MUKHINA**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **3 184**<br>1 653<br>4 471 | RS | **1973** Hollming Oy—Rauma/Raumo (203)<br>97,31 16,24 6,709<br>89,95 16,21 7,70<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 12,5 20,9 20,5 ER<br>B.5 892<br>3 Ha (stl) (10,5 × 10,5) (18,5 18,5 × 12,9) ER<br>Der 1(15-35) 1(15-20) 1(12,5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>3 850bhp (2 832kW)<br>Valmet Oy Rautpohjan Tehdas<br>Fuel 333,5t-14,0pd |
| **9011973**<br>*DFXM*<br>2341<br>Df Esd Gc<br>Rdr Rt | **VERA RAMBOW**<br>**Helmuth & Wilfried Rambow**<br>Wagenborg Shipping B.V.<br>Assel Federal Republic of Germany | *1 559*<br>*300*<br>1 800 | GL | **1991** Schiffsw. Julius Diedrich GmbH & Co. K.G.—Oldersum (160)<br>79,70 11,10 3,682<br>75,80 10,90 5,70<br>P 15,8 B 4,8 F 9,2 1 dk | **M General Cargo**<br>1 Ho 54,6 ER<br>G.2 901 B.2 895<br>TEU 80 C.Ho 48/20' C.Dk 32/20'<br>1 Ha (stl) (50,0 × 8,5) ER | Deutz<br>Oil 4SA 6Cy. 240 × 280 with flexible sr reverse geared to sc. shaft<br>1 080kW (1 468bhp)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 96kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd Tunnel thrust<br>Fuel 135,86t (d.o.) |
| **7942219**<br>*ENTW*<br>S-37268<br>Df Esd Gc<br>Rdr Rt | **VERA VOLOSHINA**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | *2 466*<br>*988*<br>3 134 | RS | **1981** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,671<br>108,03 13,00 5,54<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |

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| **VERACIOUS**<br>**Java Marine Lines Pte. Ltd.**<br>Singapore Singapore | *121*<br>*36*<br>79 | BV | **1988** Universal Dockyard Ltd.—Kowloon, Hong Kong (166)<br>23,18 3,061<br>20,33 7,00 3,55<br>1 dk | **TM Tug** | Caterpillar 3408TA<br>2 Vee Oil 4SA each 8Cy. 137 × 152 with clutches, flexible couplings & sr geared to sc. shafts<br>Caterpillar Inc. Peoria, Illinois |
| **VERACIOUS II**<br>**John P. Forman & Partners**<br>Peterhead United Kingdom | **110**<br>—<br>— | | **1988** R. Dunston (Hessle) Ltd.—Hessle (969)<br>26,19 (BB) 3,490<br>23,02 7,51 4,14 | **M Fishing**<br>Stern Trawler Seiner Ref | Alpha 5L23/30<br>Oil 4SA 5Cy. 225 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>626kW (851bhp)<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 2 × 55kW a.c. 1 × 25kW a.c.<br>Controllable pitch propeller<br>Fuel 24,5t (d.o.) 11,4kn |
| **VERACRUZ**<br>Gijon Spain | **162**<br>78<br>— | (BV) | **1967** S.A. Balenciaga—Zumaya (147)<br>26,80 6,81 3,302<br>24,49 6,63 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>2 Ha (each 1,2 × 0,9) | Baudouin<br>Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 52,0t (d.o.) 11,75kn |
| **VERAGUAS**<br>ex Seremoek-61 ex Chelmer-49<br>**Robin Co. Ltd.**<br>Panama Panama | **206**<br>112<br>197 | ✠Classed LR until 3/60 | **1948**-1 A. E. Goodwin Ltd.—Port Kembla, N.S.W.<br>37,65 7,78 2,331<br>35,31 7,32 2,75<br>RQD 10,1 F 5,8 1 dk | **TM General Cargo Barge**<br>Mchy.aft | Ruston<br>2 Oil 4SA each 6Cy. 205 × 275<br>Commonwealth Ordnance Factory Maribyrnong, Victoria<br>Fuel 69,5t 8kn |
| **VERANIA**<br>ex Belka-91 ex Mascaretti Primo-82<br>**Siamar S.r.l.**<br>San Benedetto del Tronto Italy | **1 241**<br>580<br>873 | RI | **1970** Soc. Esercizio Cant.—Viareggio (602)<br>73,18 12,02 4,598<br>62,79 11,99 5,41<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>2 Ho 18,7 12,6<br>In.1 400<br>3 Ha (stl) (1,0 2,8 2,2 × 1,9) | MaK<br>Oil 4SA 8Cy. 450 × 550<br>2 900bhp (2 133kW)<br>Atlas-MaK Maschinenbau West Germany<br>Gen 3 × 265kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **VERANO**<br>ex Dong Won No. 58-79<br>ex Kotoshiro Maru No. 18-72<br>ex Fujiura Maru No. 11<br>**Lejano Oriente Panama S.A.**<br>Dongwon Industries Co. Ltd.<br>Indonesia | **381**<br>183<br>497 | KR | **1966** Miho Zosensho K.K.—Shimizu (600)<br>54,34 8,23<br>48,54 8,21 3,79<br>P 22,0 F 6,8 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.488<br>2 Ha (1,3 × 1,3) (1,9 × 1,9) ER | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW 225V a.c.<br>12,25kn |
| **VERANSUR**<br>ex Olga-63 ex Antonio Ramos-58<br>ex Tito Campanella-51<br>**Navegacao Mansur Ltda.**<br>Terramar Navegacao Ltda.<br>Rio de Janeiro Brazil | **854**<br>641<br>— | | **1945** Cant. del Mediterraneo—Genova (103)<br>*61,18* 9,91 4,579<br>9,86 5,74<br>2 dks | **M General Cargo**<br>Mchy.aft<br>Der 1(5) 4(2) 1(1) | Ansaldo<br>Oil 4SA 6Cy. 370 × 560<br>600bhp (441kW)<br>S.A. Ansaldo Genova<br>Fuel 81,5t (d.o.) 9kn |
| **VERAZ**<br>**Pesquera Veraz S.A.**<br>Buenos Aires Argentina | **119**<br>76<br>116 | RI | **1988** A.N. Federico Contessi y Cia S.A.—Mar del Plata (48)<br>28,28 2,901<br>25,02 6,41 3,31<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>In.160 | Cummins VTA-28-M2<br>Vee Oil 4SA 12Cy. 140 × 152<br>444kW (604bhp)<br>Cummins Engine Co. Inc. U.S.A. |
| **VERAZZANO**<br>ex Maramozza-90<br>**Carbofin S.p.A.**<br>Palermo Italy<br>SatCom: 1150327/IBUM | **6 992**<br>4 083<br>11 724<br>T/cm<br>21,0 | AB RI | **1983** Cant. Nav. M. & B. Benetti—Viareggio (120)<br>142,25 (BB) 18,62 8,102<br>132,01 18,61 10,27<br>P 36,0 F 10,1 1 dk<br>rf nil Bow/CM 72 Diam. 0,250 MH 1,8 | **M Tanker**<br>Chemical<br>DB Stern disch.<br>8 Ta (s.stl) 14 Wing Ta ER<br>L.14 580 HeCls. C<br>22 Cargo pumps total 1 830T/hr | GMT<br>Oil 2SA 5Cy. 600 × 800 sr geared to sc. shaft<br>8 250bhp (6 068kW)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 685,0t (d.o.) 16kn |
| **VERBENA**<br>**Valiant Co. Ltd.**<br>NYK Ship Management Co. Ltd.<br>Monrovia Liberia<br>SatCom: 1242302/TMLN | **13 267**<br>7 819<br>20 518 | NK | **1976** Mitsubishi Heavy Industries Ltd.—Nagasaki (1772)<br>167,82 22,92 10,202<br>155,02 22,86 13,87<br>P 33,6 F 11,9 2 dks<br>rf nil | **M General Cargo**<br>4 Ho 26,1 27,9 27,9 27,9 ER 4 TwD<br>G.26 519 B.23 258<br>TEU 398<br>C.Ho 284/20' C.Dk 114/20' incl. 12 ref C.<br>7 Ha (stl) (17,1 19,8p&s 19,8p&s 19,8p&s × 8,0) ER<br>Cr 1(25) 2(20) 2(15) 1(10) | Mitsubishi 8UEC65/135D<br>Oil 2SA 8Cy. 650 × 1350<br>12 800bhp (9 415kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 2 047,0t (hvf)-42,0pd 16,75kn |
| **VERBENA**<br>**Irvin & Johnson Ltd.**<br>Cape Town/ Kaapstad South Africa | **811**<br>283<br>— | BV<br>✠Classed LR until 11/73 | **1972**-12 James Brown & Hamer Ltd.—Durban (Y19)<br>60,97 11,87 4,192<br>52,58 11,74 7,40<br>B 6,1 F 7,4 2 dks<br>rf 991 BK 178 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Ruston<br>Oil 4SA 8Cy. 318 × 368 sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Ruston Paxman Diesels Ltd. Lincoln<br>Gen 3 × 245kW 1 × 72kW 380V 50Hz a.c. |
| **VERCORS**<br>**Societe France Cables & Radio**<br>Brest France<br>SatCom: 1110210/FNRW | *8 575*<br>*2 572*<br>5 154 | BV | **1974** Soc. Nouvelle des At. & Ch. du Havre—Le Havre (216)<br>136,09 18,37 7,320<br>117,51 18,19 14,00<br>2 dks | **TD-E Cable-layer**<br>Mchy.aft | Crepelle 6PSN3<br>6PSN3<br>4 Oil driving 4 gen. each 1 300kW connected to 2 elec. motors & 2 sc. shafts. (Also 640kW alternator)<br>(i) 2 Oil 4SA each 8Cy. 260 × 280<br>5 400bhp (3 972kW)<br>Crepelle et Cie. Lille<br>(ii) 2 Oil 4SA each 6Cy. 260 × 280<br>4 000bhp (2 942kW)<br>Crepelle et Cie. Lille<br>16,5kn |
| **VERDEL**<br>**Pesquera Austral S.A.**<br>Vigo Spain<br>SatCom: 1351214/VERD | *1 479*<br>—<br>1 400 | BV | **1987** Construcciones Navales P. Freire S.A.—Vigo (291)<br>74,00 (BB) 5,281<br>64,83 12,51 7,68<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.2 000 | Deutz<br>Oil 4SA 6Cy. 400 × 580 with flexible couplings & sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Hijos de J. Barreras S.A. Vigo<br>Controllable pitch propeller |
| **VERDEMILHO**<br>**Pescarias Rio Novo do Principe R.L.**<br>Aveiro Portugal | **174**<br>99<br>109 | GL<br>✠ | **1982** Est. Nav. de Viana do Castelo—Viana do Castelo (116)<br>28,63 2,901<br>24,01 7,41 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho<br>In.100<br>2 Ha | Stork DRO218K<br>Oil 4SA 8Cy. 210 × 300 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>552kW (750bhp)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 48kW 220/380V 50Hz a.c.<br>Fuel 49,5t (d.o.) |
| **VERDI**<br>ex Team Progress-91 ex Capeville-88<br>ex Maaskant-85<br>**Verdi Shipping Co. Ltd.**<br>Arminter S.A.M.<br>Valletta Malta | **17 709**<br>11 988<br>32 214<br>T/cm<br>38,1 | ✠**100A1** M 10/89-12mos<br>oil tanker (cc)<br>✠**LMC** **UMS**<br>EL Ht 2$\frac{7}{16}$"U3<br>FN 6647 | **1975**-9 N.V. Boelwerf S.A.—Tamise/Temse (1480)<br>170,69 (BB) 26,04 11,418<br>162,67 26,00 14,86<br>P 38,1 F 16,2 1 dk<br>rf nil Bow/CM 81 Diam. 0,254 conv Chemical Tanker 86 | **M Tanker**<br>DB Stern disch.<br>23 Ta ER<br>L.37 764 HeCls. BC<br>4 Cargo pumps total 3 600T/hr | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>13 500bhp (9 930kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>2 WTAuxB 17kgf/cm² (16,7bar) hs419,9<br>e(ex.g) 18kgf/cm² (17,7bar)<br>Gen 3 × 540kW 450V 60Hz a.c.<br>Fuel 323,5t (d.o.) 2 286,5t (hvf)-43,5pd 13kn |

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| **5338567**<br>*LNPN*<br>12105<br>Df Gc Rdr<br>Rt | **VERDI**<br>ex Radek-92 ex Ligrunn-90<br>ex K. Vaage-88 ex H.K.M.-66<br>ex Star VIII-65<br>**P/R Lafisk ANS**<br>Laco A/S<br>Bergen Norway | *824*<br>*282*<br>— | *Classed BC until 10/65 | **1948**-10 Smith's Dock Ltd.—South Bank, Middlesbrough (1177)<br>54,41 8,41 4,115<br>44,02 8,39 4,73<br>1 dk<br>BK 191 len 75<br>conv Whaler 65 | **M Fishing**<br>Side-fishing<br>1 Ho 6,4 ER<br>1 Ha (1,9 × 0,9) ER | Wichmann<br>Oil 2SA 7Cy. 300 × 450<br>2 100bhp (1 545kW) NE 78<br>A/S Wichmann<br>Fuel (d.o.) |
| **7529512**<br>*EHDZ*<br>1382<br>Df Esd Rdr<br>Rt | **VERECINCO**<br>**Verecinco S.A.**<br>Huelva Spain | **289**<br>137<br>300 | (BV) | **1976** Ast. de Huelva S.A.—Huelva (58)<br>38,66 7,27 3,650<br>33,28 7,24 3,92<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 320 × 480<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 125,0t (d.o.) |
| **7529500**<br>*EHDS*<br>1381<br>Df Esd Rdr<br>Rt | **VERECUATRO**<br>**Pedro Figuereo Alonso**<br>Huelva Spain | **289**<br>137<br>— | BV | **1976** Ast. de Huelva S.A.—Huelva (57)<br>38,66 7,27 3,650<br>33,28 7,24 3,92<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 320 × 480<br>883kW (1 200bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 184kW 380V 50Hz a.c.<br>Fuel 125,0t (d.o.) |
| **7365100**<br>*4XLU*<br>MS237<br>Df Esd Gc<br>Rdr RTm/h/v | **VERED**<br>ex Zim Melbourne-80 ex Vered-78<br>**Zim Israel Navigation Company Ltd.**<br>Haifa Israel<br>SatCom: 1653110/ZXLU | *7 723*<br>*4 684*<br>9 404 | ✠**100A1** SS 5/88<br>container ship<br>Ice Class 2 at a draught<br>not exceeding 6.79metres<br>✠**LMC** **UMS**<br>EL (B†) 605,0/56,0U2<br>FN 3918 | **1978**-4 Israel Shipyards Ltd.—Haifa (1030)<br>**1985**-7 (Additional cargo section) Israel Shipyards Ltd.—Haifa<br>144,81 (BB) 19,64 7,829<br>131,78 19,51 10,22<br>P 26,3 F 23,2 1 dk<br>rf nil len 85 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 14,0 14,0 26,9 26,9 ER 13,1<br>TEU 578 C. 578/20' incl. 37 ref C.<br>13 Ha (stl) | Sulzer<br>Vee Oil 4SA 12Cy. 400 × 480 sr geared<br>shaft<br>8 000bhp (5 884kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 304kW 450V 60Hz a.c.<br>Fuel 151,5t (d.o.) 799,5t (hvf)-20,0pd |
| **7223649**<br>*EDRE*<br>1271<br>Df Esd Rt | **VEREMOS**<br>**Antonio Sardi Perez Romeu**<br>Huelva Spain | **226**<br>85<br>— | (BV) | **1973** Ast. Neptuno—Valencia (44)<br>30,92 3,302<br>26,01 7,50 3,81<br>1 dk | **M Fishing**<br>Side Trawler Ref | Poyaud<br>Vee Oil 4SA 12Cy. 150 × 180<br>660bhp (485kW)<br>Soc. Surgerienne de Const. Mec. |
| **8003943**<br>*V2CD*<br>2031<br>Df Esd Gc<br>Rdr RTm/h/v | **VERENA**<br>ex Ina Lehmann-89<br>**Schmelter u. Schoning Schiffahrts KG m.s. "Verena"**<br>Haren/Ems Antigua & Barbuda | **999**<br>682<br>2 574 | GL | **1981** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (870)<br>80,80 (BB) 13,44 5,061<br>75,65 13,40 5,19<br>F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,8 ER<br>G.4 202 B.4 138<br>TEU 154 C.Ho 84/20' C.Dk 70/20'<br>1 Ha (stl) (52,2 × 10,8) ER | MWM<br>Oil 4SA 8Cy. 320 × 480 reduction geared<br>shaft<br>1 287bhp (947kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Thw. thrust propeller fwd |
| **7717224**<br>*C6HA4*<br>755364<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **VERENA**<br>**Onesimus Dorey (Shipowners) Ltd.**<br>Nassau Bahamas | **492**<br>299<br>1 467 | GL | **1978** Detlef Hegemann Rolandwerft G.m.b.H.—Bremen (101)<br>80,40 10,06 3,261<br>76,41 10,01 5,41<br>P 15,6 F 7,7 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 383<br>TEU 47 C.Ho 47/20'<br>1 Ha (44,9 × 7,6) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 reverse reduction<br>to sc. shaft<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz |
| **7733826**<br>*EKRT*<br>M-35102<br>Df Esd Gc<br>Rdr Rt | **VERESHCHAGINO**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | **635**<br>199<br>395 | RS | **1978** ...... ......U.S.S.R.<br>54,82 9,96 4,141<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **6600333**<br>*UKXG*<br>M-27633<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **VEREYA**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**5 507**<br>2 596<br>—<br>**8 461**<br>4 469<br>12 295 | RS | **1965** VEB Warnowwerft Warnemuende—Warnemuende (440)<br>150,65 20,05 7,230/8,910<br>140,01 19,92 11,59<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,9 17,2 26,3 16,0 ER 20,4<br>7 TwD<br>G.18 269 B.16 621<br>5 Ha (stl) (9,0 × 5,9) (10,5 18,9 9,1 × 10,9) ER (12,9 × 10,9)<br>12W Der 1(60) 12(5) | MAN<br>Oil 2SA 9Cy. 700 × 1200<br>8 150bhp (5 995kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 264kW 1 × 200kW<br>Fuel 265,0t (d.o.) 949,0t (hvf)-31,0pd |
| **7602156**<br>*ITDW*<br>1304<br>Df Esd Gc<br>Pfd Rdr Rt | **VERGA**<br>**"Tirrenia" di Navigazione S.p.A.**<br>Napoli Italy | **7 222**<br>3 804<br>1 910 | RI | **1978** Italcantieri S.p.A.—Castellammare di Stabia (4346)<br>131,02 20,07 5,619<br>118,01 20,01 7,19<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>—cbn 490bth 510dk P<br>Cars 110 | GMT<br>2 Vee Oil 4SA each 16Cy. 420 × 500<br>geared to sc. shafts<br>19 200bhp (14 123kW)<br>Grandi Motori Trieste<br>2 Controllable pitch propellers |
| **5426443**<br>*J4XH*<br>7430<br>Df Esd Gc<br>Pfd Rdr | **VERGINA**<br>ex Golden Sky-79 ex Saudi Moon-79<br>ex El Greco-76 ex Dan-76 ex Bilu-67<br>**Stability Maritime Inc.**<br>Ayios Efthimios Navigation Co. Ltd.<br>Piraeus Greece | T.Mk<br>**6 222**<br>2 881<br>1 612 | HR<br>✠Classed LR until 5/4/84 | **1964**-3 S.A. Cockerill-Ougree—Hoboken (810)<br>127,79 18,62 5,125<br>117,20 18,51 12,17<br>Ba 23,8 B 29,0 2 dks<br>rf nil | **TM Passenger/RoRo Cargo/Ferry**<br>524P<br>Der 1(15) | Fiat<br>2 Oil 2SA each 7Cy. 600 × 800<br>10 500bhp (7 723kW)<br>S.A. Fiat S.G.M.<br>Gen 3 × 610kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (hvf) |
| **7046780**<br>*SWCN*<br>9825<br>Rdr Rt | **VERGINA CITY**<br>ex Yufu-91<br>**Open Season Shipping Inc.**<br>Ayios Efthimios Navigation Co. Ltd.<br>Piraeus Greece | **3 624**<br>1 901<br>500 | | **1971** Hashihama Zosen—Imabari (276)<br>89,39 14,64 4,160<br>82,00 14,61 5,90<br>2 dks<br>RW | **TM RoRo Cargo/Ferry**<br>1200dk P | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 460<br>8 400bhp (6 179kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 440kW 445V 60Hz a.c.<br>Fuel 48,5t (d.o.) 190,5t (i.f.o.)-27,0pd |
| **7938945**<br>*INFM*<br>577<br>Rdr Rt | **VERGINE DEL ROSARIO**<br>**Cooperativa Pescatori La Tonnara**<br>Salerno Italy | **255**<br>126<br>— | RI | **1977** Cant. Nav. Codecasa—Viareggio (F31)<br>44,33 7,52 3,150<br>35,36 7,51 4,02<br>1 dk | **M Fishing** | MAN-Sulzer<br>Oil 4SA 6Cy. 250 × 300<br>1 470bhp (1 081kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 50kW 220V 50Hz a.c. |
| **7128289**<br>*SXWT*<br>4394<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **VERGO**<br>**Peonia Compania Naviera S.A.**<br>Palmyra Management S.A.<br>Piraeus Greece<br>SatCom: 1130614/SXWT | **57 527**<br>46 269<br>113 812<br>T/cm<br>87,6 | ✠**100A1** SS 3/87<br>bulk carrier<br>strengthened for heavy<br>cargoes<br>✠**LMC** **(UMS)**<br>EL T† 3$\frac{7}{16}$"U3<br>FN 15232 | **1972**-4 Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (882)<br>264,35 (BB) 38,08 16,490<br>252,13 38,00 22,41<br>F 18,9 1 dk<br>rf 152 | **M Ore/Bulk/Oil Carrier**<br>Adapted for Dry cargoes only<br>1 Ho 17,6 8 Ho/Ta each 21,5 ER<br>G.116 651 HeCls. BC<br>9 Ha (stl) (11,2 × 12,8) (11,9 11,9 11,9 11,9 11,9 11,9 11,9 11,9 × 16,0) | Sulzer<br>Oil 2SA 8Cy. 900 × 1550<br>17 065kW (23 200bhp)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>2 WTAuxB 17kgf/cm² (16,7bar)<br>e(ex.g) 21kgf/cm² (20,6bar)<br>Gen 3 × 570kW 450V 60Hz a.c.<br>Fuel 4 237,0t (hvf)-71,0pd |
| **6610675**<br>*YXNS*<br>AJZL-7902<br>Rt | **VERICA**<br>**Terminales Maracaibo C.A.**<br>Maracaibo Venezuela | **187**<br>47<br>— | (AB) | **1965** Equitable Equipment Co.—Madisonville, La (1384)<br>25,91 7,78 2,439<br>23,78 7,32 3,15<br>1 dk<br>BK 38 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 ×<br>geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 40kW |
| **7016711**<br>*LZKK*<br>157<br>Df Esd Gc<br>Rdr Rt | **VERILA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **7 761**<br>3 475<br>9 542 | BR | **1969** "Georgi Dimitrov" Shipyard—Varna<br>134,02 18,22 7,460<br>122,00 18,19 10,39<br>1 dk | **M General Cargo**<br>Ice strengthened<br>5 Ho 14,7 16,6 16,6 15,0 15,0 ER<br>B.12 884<br>5 Ha (stl) (9,8 × 8,9) (11,5 11,5 11,5 11,5 × 10,9) ER | B&W<br>Oil 2SA 6Cy. 500 × 1100<br>4 200bhp (3 089kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 2 × 200kW 1 × 120kW |

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| **VERITAS**<br>**F. S. Switynk**<br>B.V. Scheepvaartbedrijf "Poseidon"<br>Kampen Netherlands | *1 132*<br>*730*<br>1 528 | GL | **1985** Peters-Ysselmeer B.V.—Kampen a/d Ijssel (397)<br>79,30 10,39 3,201<br>74,99 10,27 4,27<br>P 14,1 F 7,7 1 dk | **M General Cargo**<br>2 Ho 25,8 26,4 ER<br>G.2 329 B.2 299<br>2 Ha (stl) (25,7 25,1 × 7,7) ER | Kromhout 6SW240<br>Oil 4SA 6Cy. 240 × 260 with flexible couplings & sr reverse geared to sc. shaft<br>580kW (789bhp)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 45kW 1 × 22kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 30,0t (d.o.) 10kn |
| **VERITIC ORCHID**<br>ex Union Star-90<br>ex Nautilus Secundo-87<br>ex Arya Perdana-85<br>ex Andhika Perdana-83<br>ex Red Lotus-75<br>**Veritic Orchid Maritime Inc.**<br>Panama Panama | **4 366**<br>2 563<br>7 357 | BV (NK)<br>✠Classed LR until 8/87 | **1973** Kochiken Zosen—Kochi (526)<br>109,28 17,56 7,035<br>101,89 17,51 8,59<br>P 26,0 F 13,5 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho 36,1 36,4 ER<br>G.9 019 B.8 931<br>2 Ha (stl) (27,4 27,9 × 8,7) ER<br>4W Der 1(20) 3(15) | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>4 200bhp (3 089kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 150,0t (d.o.) 642,0t (hvf)-14,0pd 12kn |
| **VERKENNER I**<br>**Sterling Fisheries & Cold Storage (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **139**<br>78<br>— | | **1964** N.V. Schpsw. "De Vooruitgang" v/h D. Boot —Alphen a/d Rijn (1317)<br>25,94 7,12 2,591<br>21,01 7,01 3,13 | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>435bhp (320kW)<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| **VERKHNEDVINSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **601**<br>234<br>373 | RS | **1973** .............U.S.S.R.<br>54,23 9,38 3,901<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.418<br>2 Ha (each 1,4 × 1,6)<br>1W Der 1(2,5) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **VERKHNEURALSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **601**<br>234<br>373 | RS | **1973** .............U.S.S.R.<br>54,23 9,38 3,901<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.418<br>2 Ha (each 1,4 × 1,6)<br>1W Der 1(2,5) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **VERKHNEVILYUYSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **601**<br>234<br>373 | RS | **1973** .............U.S.S.R.<br>54,23 9,38 3,901<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.418<br>2 Ha (each 1,4 × 1,6)<br>1W Der 1(2,5) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **VERKHOLAZ**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **631**<br>223<br>320 | RS | **1969** .............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **VERKHOVINA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1977** .............U.S.S.R.<br>83,90 14,00 5,720<br>9,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 In.1 348 L.14<br>3 Ha (2,0 × 2,0) (2,5 × 2,5) (2,0 × 2,0)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12,25kn |
| **VERKHOYANSK**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **600**<br>220<br>312 | RS | **1972** .............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **VERKHOYANY**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 094**<br>1 097<br>2 625 | RS | **1973** .............U.S.S.R.<br>107,52 14,43 6,230<br>10,42 | **D-E Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>6 Ho<br>In.3 062<br>5 Ha (3,6 3,6 × 3,0) (2,0 × 2,0) (1,3 1,3 × 1,3)<br>6W Der 6(3) | 5 Oil 2SA each 6Cy. 318 × 330 total 5 000bhp (3 678kW) driving gen. connected to elec. motor & sc. shaft U.S.S.R.<br>Controllable pitch propeller<br>13kn |
| **VERLAINE**<br>**Louis Garrec**<br>Concarneau France | **111**<br>35<br>— | | **1986** Chantiers Navals Vergoz—Concarneau<br>24,01 6,84<br>21,21 6,81 3,51<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.90 | A.B.C. 6MDXS<br>Oil 4SA 6Cy. 242 × 320 with clutches, flexible couplings & sr geared to sc. shaft<br>650bhp (478kW)<br>Anglo-Belgian Corporation N.V. Gent/Gand<br>Controllable pitch propeller |
| **VERMA**<br>ex Mario E-86 ex Verma-78<br>**Marine Services Ltd.**<br>Georgetown Cayman Islands (British) | **515**<br>223<br>457 | (NV) | **1962** Gravdal Skipsbyggeri—Sunde (354)<br>49,41 11,64 3,969<br>42,98 10,38 4,91<br>1 dk<br>rf 500 BK 152 | **M General Cargo**<br>Mchy.fwd<br>1 Ho<br>G.1 274<br>1 Ha (6,0 × 2,9)<br>3W Der 1(10) 1(5) | MAN<br>Oil 4SA 8Cy. 300 × 450<br>1 165bhp (857kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 38kW 220V 50Hz a.c.<br>Fuel 91,5t (d.o.)-4,5pd 12kn |
| **VERMAN**<br>(Kandalaksha) (U.S.S.R.) | *182*<br>*54*<br>57 | RS | **1985** .............U.S.S.R.<br>29,30 8,60 3,400<br>27,00 4,30<br>1 dk | **TM Tug**<br>Fire-fighting<br>Ice strengthened | Russkiy 8CHNP25/34<br>2 Oil 4SA each 8Cy. 250 × 340<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 50kW a.c.<br>2 Controllable pitch propellers |
| **VERMILION BAY**<br>**San Miguel Shipping S.A.**<br>Panama Panama | *10 676*<br>*6 018*<br>14 910 | AB | **1985** Shin Yamamoto Zosensho—Kochi (279)<br>156,62 (BB) 8,302<br>147,91 24,01 11,21<br>P 22,6 F 11,9 1 dk<br>rf 348 | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER<br>TEU 860<br>C.Ho 368/20' (40') C.Dk 492/20' (40')<br>8 Ha (stl) ER<br>Cr 1(30) | B&W 6L50MC<br>Oil 2SA 6Cy. 500 × 1620<br>8 640bhp (6 355kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 560kW a.c.<br>Thw. thrust propeller fwd<br>17kn |
| **VERMILION BAY**<br>**Zapata Haynie Corp.**<br>Lake Charles, La United States of America | **537**<br>366<br>— | | **1967** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*49,57* 10,09<br>3,61 | **M Fishing** | Oil<br>1 530bhp (1 125kW)<br>............<br>Fuel (d.o.) |

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| **8020941**<br>*3ERT8*<br>19601-91<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **VERMILION HIGHWAY**<br><br>**Progress Navigation S.A.**<br>Escobal Japan Ltd.<br>Panama Panama<br>SatCom: 1335173/VERM | *41 008*<br>*25 109*<br>17 596 | NK | **1981** Imabari Zosen—Marugame (1093)<br>199,42 (BB) 9,319<br>186,01 30,01 13,85<br>1 dk | **M Vehicles Carrier**<br>Cars 4900<br>Mchy.aft | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 800kW 450V 60Hz a.c.<br>Fuel 555,0t (d.o.) 2 925,5t (hvf)-55,0pd |
| **6523171**<br>*SV4146*<br>169<br>Df Esd Pfd<br>Rdr Rt | **VERMION**<br>ex Stavros II-86 ex Reeve-84<br>ex Bemark-80 ex Breeveld-75<br>**Dimitrios Tsolakis Shipping Enterprises**<br>Thessaloniki Greece | **474**<br>263<br>1 005 | BV (HR) | **1965** N.V. Schpsw. "De Vooruitgang" v/h D. Boot —Alphen a/d Rijn (1322)<br>65,89 10,19 3,849<br>58,50 10,01 5,90<br>1 dk & S dk | **M General Cargo** OSD<br><br><br>G.1 623 B.1 483<br><br>2 Ha (19,8 × 5,9) (8,3 × 5,0) ER<br>Der 3(3) | De Industrie<br>Oil 4SA 8Cy. 305 × 460<br>1 000bhp (736kW)<br>D. & J. Boot "De Industrie"<br>Gen 2 × 20kW 220V d.c. |
| **7023087**<br>*LMMG*<br>17441<br>Df Esd Pfd<br>Rdr Rt | **VERMLAND**<br>ex Gerd Gaustadnes-74<br>**P/R Harald Meland**<br>Oslo Norway | T.Mk<br>**299**<br>204<br>— | NV | **1970** Lindstols Skips & Batbyg. A/S—Risor (268)<br>49,97 9,02 3,239<br>44,66 9,00 5,87<br>2 dks<br>rf 1003 len 79 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 220 B.1 110<br><br>1 Ha (stl) (28,5 × 6,2) ER<br>2W Der 1(5) 1(3) | Normo<br>Oil 4SA 6Cy. 250 × 360<br>540bhp (397kW)<br>A/S Bergens M/V<br>Gen 1 × 36kW 1 × 28kW 1 × 24kW<br>220V 50Hz a.c.<br>Fuel 20,5t (d.o.)-2,0pd |
| **6513516**<br><br>322826<br>Esd Pfd Rdr<br>Rt | **VERNA & GEAN**<br><br>**Mersey Trawlers Ltd.**<br>Liverpool, N.S. Canada | **161**<br>99<br>— | | **1964** W. C. McKay & Sons Ltd.—Shelburne, N.S.<br>28,66 7,07<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Fairbanks, Morse<br>Oil 2SA 7Cy. 133 × 184<br>Fairbanks Morse & Co. |
| **7392804**<br>*GVUM*<br>377892<br>PD 72<br>Esd Pfd Rdr<br>Rt | **VERNAL**<br>ex Glen Farg-82<br>**Michael Forman & partners**<br>Peter & J. Johnstone Ltd.<br>Peterhead United Kingdom | **115**<br>40<br>— | ✠Classed LR until 4/11/83 | **1977**-4 Tees Marine Services Ltd.—Middlesbrough (284)<br>26,09 6,81 2,866<br>24,08 6,72 3,36<br>F 3,7 1 dk<br>rf 914 BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 7,0 ER<br><br>2 Ha (stl) (each 1,0 × 1,0) ER | Blackstone<br>Oil 4SA 6Cy. 222 × 292 reverse reductio<br>to sc. shaft<br>600bhp (441kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 1 × 40kW 1 × 35kW 415V 50Hz a |
| **8316259**<br>*3FUG2*<br>12536-PEXT3<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **VERNER**<br>ex Sanko Cedar-86<br>**OMS Line (Panama) S.A.**<br>The Sanko Marine Co. Ltd.<br>Panama Panama<br>SatCom: 1331424/TRLF | *22 009*<br>*12 589*<br>37 662 | NK | **1984** Kanasashi Co. Ltd.—Toyohashi (3025)<br>188,02 (BB) 28,05 10,861<br>180,02 28,01 15,40<br>F 12,8 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho each 28,8 ER<br>G.47 588 B.45 961 HeCls. B<br><br>5 Ha (stl) (each 19,2 × 14,0) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>6 936bhp (5 102kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 122,5t (d.o.) 1 435,5t (hvf)-22,5pd |
| **5386124**<br>*SVRZ*<br>3572<br>Df Esd Rdr<br>RTm/h | **VERNICOS DIMITRIOS**<br>ex Nisos Delos-71 ex Warden-69<br>ex Twyford<br>**Nicolas E. Vernicos Shipping Co. Ltd.**<br>Piraeus Greece | **1 136**<br>851<br>974 | BV<br>✠Classed LR until 7/50 | **1945**-12 Henry Robb Ltd.—Leith<br>62,46 12,35 5,171<br>61,22 10,98 5,34<br>P 13,2 F 11,6 1 dk<br>R rf 381 | **M Tug**<br>Salvage<br>1 Ho 9,5<br><br>1 Ha (4,1 × 3,6)<br>7W Der 1(5) | Polar<br>2 Oil 2SA each 8Cy. 340 × 570 sr gear<br>shaft<br>British Auxiliaries Ltd.<br>Gen 2 × 100kW 1 × 30kW 220V d.c.<br>Fuel 401,5t (d.o.) |
| **5378737**<br>*SV2113*<br>1369<br>Rt | **VERNICOS MANOS**<br>ex Manos-54<br>**Nicolas E. Vernicos Shipping Co. Ltd.**<br>Piraeus Greece | **136**<br>64<br>— | (AB) | **1944** Platzer Boat Works—Houston, Tx (127)<br>26,70 7,07 2,858<br>24,67 7,01 3,15<br>1 dk<br>BK 76 | **M Tug** | Oil 2SA 6Cy. 320 × 405<br>Clark Bros. Co.<br>Fuel 51,0t |
| **5117054**<br>*SV6475*<br>3053<br>Rt | **VERNICOS MARTIN**<br>ex Gladstone-81 ex Flying Cock-70<br>**Nicolas E. Vernicos Shipping Co. Ltd.**<br>Piraeus Greece | **159**<br>40<br>— | ✠Classed LR until 7/65 | **1960**-2 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1299)<br>29,04 7,90 3,112<br>26,83 7,32 3,66<br>1 dk<br>RW rf 381 BK 178 | **M Tug** | Ruston<br>Oil 4SA 6Cy. 318 × 368 with flexible cou<br>reverse geared to sc. shaft<br>Ruston & Hornsby Ltd. |
| **5172731**<br>*SV4137*<br>2664<br>Esd Pfd Rdr<br>RTm/v | **VERNICOS NENA**<br>ex Liberty-80 ex Victory-77<br>ex Johann Wessels-76<br>**Nicolas E. Vernicos Shipping Co. Ltd.**<br>Piraeus Greece | **144**<br>19<br>— | (GL) | **1942** Schulte & Bruns—Emden (152)<br>30,38 6,91 3,810<br>27,51 4,09<br>1 dk<br>R | **M Tug** | MAN<br>Oil 4SA 9Cy. 300 × 450<br>NE 64<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 1 × 18,75kW 1 × 11,25kW 380V<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **8724585**<br><br><br>M-40049 | **VERNYY**<br><br><br>**Dalryba**<br>(Magadan) (U.S.S.R.) | *182*<br>*54*<br>57 | RS | **1985** .............U.S.S.R.<br>29,30 8,60 3,400<br>27,00 - 4,30<br>1 dk | **TM Tug**<br>Fire-fighting<br>Ice strengthened | Russkiy<br>2 Oil 4SA each 8Cy. 250 × 340<br>Russkiy-Diesel Works<br>Gen 2 × 50kW a.c.<br>2 Controllable pitch propellers |
| **8028292**<br>*PIFP* | **VERONA**<br><br>**Rederij "Verona"**<br>Beck Scheepvaartkantoor B.V.<br>Groningen Netherlands | **1 599**<br>1 111<br>3 095 | BV | **1982** Bodewes Scheepswerven B.V.—Hoogezand (544)<br>80,02 5,550<br>73,51 13,42 6,84<br>1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.3 922 B.3 777<br><br>2 Ha (stl) (each 21,5 × 9,5) ER | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Krupp MaK. Maschinebau G.m.b.H. |
| **5233999**<br>*WA8131*<br>211187<br>Df RTm/v | **VERONA**<br>ex Bronx-90 ex Cove Point<br>ex Michael Moran-75<br>ex Maj. Gen. J.B. Aleshire ex Dolphin<br>ex Hamburg American Line No. 3<br>ex Dolphin<br>**Maineport Towboats Inc.**<br>Wilmington, De United States of America | **288**<br>196<br>— | (AB) | **1913** Staten Island SB. Co.—Port Richmond, NY (601)<br>35,06 8,41 4,382<br>34,45 8,39 4,78<br>1 dk<br>RW BK 152 | **D-E Tug** | General Motors<br>Vee Oil 2SA 16Cy. 222 × 267 driving<br>1 210kW 525V d.c. connected to el<br>sr geared to sc. shaft<br>E made44 fitted60<br>General Motors Corp.<br>Gen 1 × 30kW 125V d.c.<br>Fuel 108,5t (d.o.) |
| **5378816**<br>*SKCG*<br><br>Rdr Rt | **VERONA**<br>ex Pax<br>**P/R Verona**<br>Arthur A. T. Osterman<br>Varmdo Sweden | **105**<br>67<br>160 | (BV) | **1909** H. Smit—Zoutkamp<br>28,07 5,59 2,001<br>5,57 2,14<br>1 dk<br>R conv sailing vessel — | **Aux Petrol General Cargo**<br>Galleas<br>1 Ho ER<br><br><br>1 Ha (10,9 × 3,9) ER<br>1W Der 1(-) | Jonkopings<br>Motor 2SA 2Cy. 260 × 310<br>80bhp (59kW) NE 44<br>A/B Jonkopings Motfb. |
| **7803360**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **VERONA AV GRADDO**<br>ex Ben Hav-91 ex Ben Roy-83<br>**Fred William Bergqvist**<br>Stockholm Sweden | **264**<br>128<br>156 | ✠CLASS WITHDRAWN 30/10/91 | **1979**-11 McTay Marine Ltd.—Bromborough (32)<br>30,46 8,77 3,501<br>27,01 8,75 4,42<br>F 10,7 1 dk<br>rf 686 BK 127 | **M Fishing**<br>Stern Trawler Ref | Wichmann<br>Oil 2SA 4Cy. 300 × 450<br>1 350bhp (993kW)<br>A/S Wichmann<br>Gen 2 × 154kW 1 × 24kW 440V<br>Controllable pitch propeller<br>Thw. thrust propeller |
| **8610667**<br>*EIDQ*<br>402503<br>D 602<br>Rt | **VERONICA**<br><br>**Kevin Liam McHugh**<br>Dublin Irish Republic<br>SatCom: 1656201/VERA | *4 034*<br>*1 210*<br>3 000 | NV | **1987** FEAB Marstrandsverken—Marstrand (174)<br>90,02 (BB) 7,001<br>85,02 15,02 10,01<br>3 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br><br>In.4 000 | Wartsila<br>Vee Oil 4SA 12Cy. 320 × 350 reductio<br>sc. shaft<br>6 033bhp (4 438kW)<br>Oy Wartsila Ab<br>Gen 1 × 1600kW 1 × 1300kW 440<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |

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| **VERONICA**<br>ex Carmel-85 ex Else Smedegaard-81<br>ex Salto-71 ex Carmel-64<br>**Paul Nurmi**<br>Mariehamn Finland | **140**<br>48<br>— | (NV) | **1963** A/B Marstrands M/V—Marstrand (47)<br>30,82 6,74<br>28,99 6,71 3,61<br>1 dk<br>BK 203 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>Mchy.aft<br>1 Ho<br>3 Ha (0,9 × 1,3) (1,5 1,5 × 1,5)<br>1W Der 1(1) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 20kW 1 × 7kW 110V d.c.<br>Fuel (d.o.) |
| **VERONICA**<br>ex Antonino Giacalone-80 ex Telemaco<br>**Giovanni Battista Asaro**<br>Mazara del Vallo Italy | **115**<br>40<br>— | | **1969** Cant. Nav. A. Stabile—Trapani<br>28,78 6,76<br>23,02 6,61 3,31<br>1 dk | **Wood M Fishing**<br>Side-fishing | MWM<br>Oil 4SA 8Cy. 250 × 350<br>400bhp (294kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| **VERONICA**<br>ex Froysjo-87 ex Sirahav-79<br>ex Reiher-55<br>**Torgeir Antonsen**<br>Hammerfest Norway | **113**<br>57<br>152 | GL | **1914** J. S. Figee—Vlaardingen<br>30,03 6,66 2,718<br>26,83 6,61 2,95<br>1 dk<br>R len 25<br>conv sailing vessel 14<br>conv Stern Trawler Fishing 79 | **M Sand Carrier**<br>1 Ho ER<br>G.198<br>1 Ha (7,6 × 2,9) ER<br>1W Der 1(2) | Cummins KTA-19-M<br>Oil 4SA 6Cy. 159 × 159 reverse reduction geared to sc. shaft<br>373kW (507bhp) NE 90<br>Cummins Engine Co. Inc. Columbus, In |
| **VERONICA FORESI**<br>ex Cigale-91 ex Nai Noemi-86<br>ex Noemi Lolli Ghetti-74<br>**Forchimica di Fabrizio Foresi & C. S.A.S.**<br>Venezia Italy | **18 175**<br>10 681<br>31 051<br>T/cm<br>34,8 | ✠Classed LR until 8/11/85<br>RI (AB) | **1973**-8 Cant. Nav. Breda S.p.A.—Venezia (274)<br>170,69 (BB) 25,94 11,198<br>164,80 25,90 14,51<br>P 39,1 F 15,3 1 dk<br>rf 102 Bow/CM 86 Diam. 0,360 | **M Tanker**<br>DB Stern disch.<br>21 Ta ER<br>L.(oil) 34 638 HeCls. BC<br>4 Cargo pumps total 3 600T/hr | GMT B780.5L<br>Oil 2SA 7Cy. 780 × 1600<br>14 000bhp (10 298kW)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 536kW 450V 60Hz a.c.<br>Fuel 2 266,0t (hvf)-45,5pd 16kn |
| **VERONICA M**<br>ex Cheramie Bo-Truc No. 16<br>**Veronica M Inc.**<br>Seattle, Wa United States of America | **434**<br>295<br>— | | **1968** American Marine Corp.—New Orleans, La (1013)<br>50,30 10,98 3,201<br>48,04 10,96 3,66<br>1 dk | **M Supply Ship** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **VERONICA VIKING**<br>ex Sealion Columbia-91<br>ex Active Duke-84<br>**Milroy Ltd.**<br>Viking Supply Ships (UK) Ltd.<br>London United Kingdom | T.Mk<br>**1 195**<br>609<br>2 215 | NV<br>LR class withdrawn-Owners' request 11/9/90 | **1976** Ulstein Hatlo A/S—Ulsteinvik (139)<br>67,80 17,33 4,617<br>63,61 13,81 7,29<br>B & F 22,6 1 dk<br>rf nil | **TM Supply Ship**<br>Deck Cargo Pipe-carrier Oil Recovery<br>Mchy.aft | Polar<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shafts<br>3 090kW (4 201bhp)<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 652kW 2 × 106kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd , 1 aft<br>Fuel 863,5t (hvf)-15,0pd 14,5kn |
| **VERONIKA**<br>ex Antonina C-89<br>**Princess Shipping Ltd.**<br>Port Vila Vanuatu<br>SatCom: 1576144/VERO | **756**<br>396<br>— | RI | **1970** San Diego Mar. Co.—San Diego, Ca (163)<br>*50,33* 11,00<br>4,47 | **M Fishing**<br>Mchy.fwd | General Motors<br>Oil 2SA 6Cy.<br>2 850bhp (2 096kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **VERONIQUE DELMAS**<br>**Societe Navale et Commerciale Delmas-Vieljeux (S.N.C.D.V.)**<br>Dunkerque France<br>SatCom: 1110147 | *30 750*<br>*10 038*<br>31 983 | BV | **1984** Chantiers de l'Atlantique—St. Nazaire (E28)<br>189,01 (BB) 32,24 11,423<br>175,39 32,20 18,80<br>1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 1417<br>C.Ho 698/20' (40') 57/40' C.Dk 605/20' (40') incl. 180 ref C.<br>22 Ha (stl) ER 1 Ha (stl)<br>Cr 4(40) 2(10) | Sulzer 7RLB66<br>Oil 2SA 7Cy. 660 × 1400 with flexible couplings & sr geared to sc. shaft<br>13 800bhp (10 151kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 3 × 1000kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 297,5t (d.o.) 2 197,5t (hvf)-43,5pd 18kn |
| **VEROPESO**<br>ex Golden Venture-86<br>**Titlark Shipping Co. Ltd.**<br>Eureka Shipping Co. S.A.<br>Limassol Cyprus | **10 066**<br>6 659<br>16 888<br>T/cm<br>27,5 | BV (AB) | **1971** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1153)<br>148,42 22,56 8,989<br>138,03 22,51 11,89<br>P 27,2 F 10,4 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 13,8 17,0 17,0 17,0 ER<br>G.21 703 B.21 017<br>4 Ha (stl) (13,8 × 10,9) (17,1 17,1 17,1 × 11,9) ER<br>12W Der 4(20) | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 720,0t 14,75kn |
| **VERRAZZANO 1800**<br>**Jan de Nul N.V.**<br>Brugge Belgium | **1 872**<br>1 419<br>3 512 | BV | **1979** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS501)<br>80,02 4,501<br>78,75 14,51 5,52<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft<br>Hopper 2 000 | Deutz<br>2 Vee Oil 4SA each 16Cy. 142 × 160<br>1 840bhp (1 353kW)<br>Kloeckner Humboldt Deutz Koeln |
| **VERRET TIDE**<br>**Tidewater Ventures Inc.**<br>Tidewater Marine Service Inc.<br>Port Vila Vanuatu | **297**<br>202<br>1 000 | AB | **1979** Avondale Shipyards Inc.—Westwego, La (2309)<br>57,92 12,48 4,204<br>53,04 12,20 4,88<br>F 17,1 1 dk<br>rf 457 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors 12-645-E7A<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW<br>Thw. thrust propeller fwd<br>12kn |
| **VERSAILLES**<br>ex Stena Nautica-87<br>ex Stena Nordica-83<br>ex Stena Danica-81<br>Launched as Stena Nordica<br>**G.I.E. Versabail**<br>Societe Nouvelle d'Armement Transmanche (S.N.A.T) (SEALINK)<br>Dieppe France | **6 737**<br>4 527<br>2 362 | BV<br>✠LR class withdrawn-Owners' request 2/8/90 | **1974**-6 Brodogradiliste "Jozo Lozovina-Mosor" —Trogir (163)<br>126,90 (BB) 23,65 5,265<br>108,11 23,31 12,27<br>B 92,7 3 dks<br>rf 203 widened & deepened 77 | **TM Passenger/RoRo Cargo/Ferry**<br>25cbn 114bth 1838dk P<br>Bow door & ramp<br>L 9,67 W 5,00 SWL 50<br>Stern door/ramp<br>L 6,63 W 4,06 SWL 50<br>Lane Length 920 Cargo Width 6,00<br>Clear height 5,25<br>Cars 340 Lorries 45 Trailers 50<br>Mchy.aft | Pielstick 18PC2-2V-400<br>2 Vee Oil 4SA each 18Cy. 400 × 460 sr geared to sc. shafts<br>13 232kW (17 989bhp)<br>Lindholmen Motor AB. Goteborg<br>Gen 4 × 720kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 508,0t (hvf) 22kn |
| **VERSALLES**<br>**Juan Maria Erquicia Saiza**<br>San Sebastian Spain | **243**<br>89<br>— | (BV) | **1974** Ast. Luzuriaga S.A.—Pasajes (178)<br>36,71 6,91 3,576<br>30,51 6,89 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (0,9 × 0,7) (0,9 × 0,9) ER | A.B.C. 6MDXC<br>Oil 4SA 6Cy. 242 × 320<br>900bhp (662kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 98,5t (d.o.) 11kn |
| **VERSALLES SEGUNDO**<br>**Juan Maria Erquicia Saiza**<br>San Sebastian Spain | **243**<br>89<br>— | (BV) | **1975** Ast. Luzuriaga S.A.—Pasajes (193)<br>36,71 6,91 3,576<br>30,51 6,89 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | A.B.C. 6MDXC<br>Oil 4SA 6Cy. 242 × 320<br>900bhp (662kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 98,5t (d.o.) 11kn |
| **VERTEX**<br>**Port of Singapore Authority**<br>Singapore Singapore | **277**<br>0<br>113 | ✠**100A1** SS 9/91<br>Singapore Harbour service and 30 miles seaward<br>✠**LMC**<br>EL (D)F 275,0/19,0U2<br>FN 415 | **1981**-8 Gul Engineering (Pte.) Ltd.—Singapore (6006)<br>33,51 9,48 2,852<br>30,99 9,16 4,20<br>1 dk<br>BK 279 | **TM Tug**<br>Tractor | Kromhout 9FEHD240<br>2 Oil 4SA each 9Cy. 240 × 260 sr geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 70kW 400V 50Hz a.c.<br>2 Directional propellers |
| **VERTIKAL**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **632**<br>219<br>398 | RS | **1972** ............U.S.S.R.<br>54,82 9,96 4,109<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |

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| **6417499**<br>*PIFM*<br>WR 126<br>Df Esd Pfd<br>RTm | **VERTRAUEN**<br>ex Weser-80 ex Bearn-72<br>**J. Jeeninga en Zoon**<br>Wieringen Netherlands | **194**<br>62<br>165 | GL (BV)<br>✠Classed LR until 8/66 | **1964**-12 N.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (303)<br>35,72 7,09 3,810<br>30,00 7,00 3,99<br>F 5,5<br>rf 940 BK 152 | **M Fishing**<br>Side Trawler<br>1 Ho 7,0 ER<br>In.120<br>2 Ha (each 1,2 × 0,9) ER<br>1W Der 1(1,5) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500 with flexible<br>reverse geared to sc. shaft<br>427kW (581bhp)<br>N.V. Werkspoor<br>Gen 1 × 32kW<br>Fuel 51,0t (d.o.) |
| **8807222**<br>*PIFK*<br>HD 23<br>Esd Gc Rdr<br>RTv | **VERTROUWEN**<br>**Rederij Gebroeders Bakker B.V.**<br>Den Helder Netherlands | *571*<br>*171*<br>— | | **1988** Stocznia im. "Komuny Paryskiej"—Gdynia (B965/06)<br>45,70 (BB) 3,831<br>43,74 9,01 5,11<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref | Stork-Werkspoor<br>Oil 4SA 9Cy. 280 × 300 with clutches,<br>couplings & sr geared to sc. shaft<br>3 569bhp (2 625kW)<br>Stork-Werkspoor Diesel B.V. |
| **8711473**<br>*PIGD*<br>UK 61<br>Esd Rdr Rt | **VERTROUWEN**<br>**Zeevisserijbedrijf J. Van den Berg en Zn. B.V.**<br>Urk Netherlands | **408**<br>122<br>640 | | **1988** Scheepswerf Visser B.V.—Den Helder (116)<br>40,15 (BB) 8,66 —<br>36,00 8,50 4,78<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref<br>In.250 | MAN<br>Oil 4SA 8Cy. 250 × 300 with clutches,<br>couplings & reduction geared to sc. shaft<br>1 471kW (2 000bhp)<br>Brons Industrie N.V.<br>Thw. thrust propeller |
| **8410005**<br>*OPCZ*<br>Z 78<br>Esd Pfd Rdr<br>RTm/v | **VERTROUWEN**<br>**Vantorre-Dobbelaere B.V.B.A.**<br>Zeebrugge Belgium | *274*<br>*82*<br>— | | **1984** N.V. Scheepswerven L. de Graeve—Zeebrugge<br>34,90 8,50<br>32,00 8,40 4,63<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref<br>1 Ho ER<br>In.80<br>1 Ha (stl) ER | Kromhout<br>Oil 4SA 8Cy. 240 × 260 with clutches,<br>couplings & sr geared to sc. shaft<br>1 200bhp (883kW)<br>Stork-Werkspoor Diesel B.V. |
| **8003498**<br>*PIFL*<br>TX 68<br>Esd Pfd Rdr<br>Rt | **VERTROUWEN**<br>ex Biem van der Vis-87<br>**Vertrouwen TX 68 B.V.**<br>Texel Netherlands | **266**<br>101<br>— | | **1980** Schpsw. Hoogezand B.V.—Hoogezand (209)<br>36,48 8,08 3,401<br>32,11 8,01 4,42<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Bolnes<br>Vee Oil 2SA 12Cy. 190 × 350<br>1 800bhp (1 324kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen |
| **7011046**<br>FD 30<br>Esd Pfd Rdr<br>Rt | **VERTROUWEN**<br>ex Albatros-88 ex Jannetje Hoekman-84<br>ex Koningin Juliana-81<br>ex Vertrouwen-74<br>**Ralph Wilding**<br>Fleetwood United Kingdom | **104**<br>36<br>— | | **1968** T. van den Beldt Thz. Schpsw. "Voorwaarts"—Westgraftdijk (427)<br>26,24<br>23,30 6,43 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Bolnes<br>Oil 2SA 6Cy. 190 × 350<br>600bhp (441kW)<br>"Bolnes" Motorenfabriek N.V. Krimpen |
| **6413003**<br>*IVKC*<br>940<br>RTm | **VERVECE**<br>**Rimorchiatori Napoletani S.M.**<br>Nápoli Italy | **193**<br>55<br>— | RI | **1964** Cant. Nav. M. & B. Benetti—Viareggio (61)<br>28,66 7,73 3,201<br>25,86 7,70 4,02<br>1 dk<br>RW | **M Tug** | MAN<br>Oil 4SA 8Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 1 × 20kW d.c. 1 × 15kW 220V d.c.<br>Controllable pitch propeller |
| **7365617**<br>*PIGF*<br>UK 176<br>Esd Rdr Rt | **VERWACHTING**<br>ex Soli Deo Gloria-82<br>**C. Post & Zonen**<br>Urk Netherlands | **188**<br>70<br>— | | **1975** Scheepsbouw-en Constructiebedrijf K. Hakvoort B.V.—Monnickendam (141)<br>33,63<br>28,35 7,50 3,89<br>1 dk | **M Fishing** | De Industrie<br>Oil 4SA 6Cy. 305 × 460<br>1 000bhp (736kW)<br>B.V. Motorenfabriek "De Industrie" Alphen |
| **7011008**<br>701275<br>P 845<br>Esd Pfd Rdr<br>Rt | **VERWACHTING**<br>**Johnson's Sea Enterprises (Portsmouth) Ltd.**<br>Portsmouth United Kingdom | **117**<br>60<br>— | | **1969** Van Goor's Schps. & Mach.—Monnickendam (637)<br>28,10<br>26,75 7,04 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Stork<br>Oil 4SA 8Cy. 210 × 300<br>660bhp (485kW)<br>Gebr. Stork & Co. N.V. |
| **8020551**<br>*LXBE*<br>31<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **VESALIUS**<br>**Bocimar Luxembourg S.A.**<br>Aemas Luxembourg S.A.<br>Luxembourg Luxembourg<br>SatCom: 1253136/LXBE | **70 184**<br>39 219<br>135 160<br>T/cm<br>100,4 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, hold Nos. 2, 4 & 6 may be empty, or oil cargoes<br>**✠LMC UMS**<br>**IGS**<br>EL X† 742,5/97,0U3(a)<br>FN 16328 | **1983**-2 N.V. Boelwerf S.A.—Tamise/Temse (1508)<br>249,11 45,04 16,049<br>240,01 45,01 23,02<br>B 3,1 F 22,0 1 dk<br>rf nil Bow/CM 120 Diam. 0,510 | **M Ore/Bulk/Oil Carrier**<br>COW IGS (LR) DB DSS<br>7 Ho/Ta each 24,0 ER<br>G.125 671 L.(oil) 131 039 Ore 71 650<br>7 Ha (stl) (each 13,1 × 20,3) ER<br>4 Cargo pumps total 10 000T/hr | MAN<br>Oil 2SA 7Cy. 900 × 1600<br>16 179bhp (11 901kW)<br>A.C.E.C.<br>2 AuxB (o.f.) 18,3kgf/cm² (18,0bar)<br>AuxB (o.f.) 8,1kgf/cm² (8,0bar)<br>e(ex.g) 8,1kgf/cm² (8,0bar)<br>Gen 3 × 760kW 450V 60Hz a.c.<br>Fuel 313,5t (d.o.) 6 149,0t (hvf)-59,5pd |
| **5055385**<br>*YVEJ*<br>AJZL-1291<br>Rt | **VESCA R-1**<br>ex Conchita-79 ex Burede-71<br>ex Debora Moran-58 ex Burede-57<br>**Jose B. Rodriquez**<br>Puerto Cabello Venezuela | **182**<br>70<br>— | (AB) | **1949** Gulfport SB. & D.D. Co—Port Arthur, Tx (355)<br>31,15 7,62 3,515<br>29,27 7,32 3,81<br>1 dk<br>BK 51 | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 222 × 267 sr reverse<br>sc. shaft<br>General Motors Corp.<br>Gen 2 × 30kW |
| **6701747**<br>*YVV2003*<br>ADKM-1412<br>Df Esd Pfd<br>Rdr RTm/v | **VESCA R-5**<br>ex Seaman-78<br>**Venecia Ship Service C.A.**<br>Puerto Cabello Venezuela | **304**<br>76<br>— | ✠Classed LR until 4/87 | **1967**-1 Charles D. Holmes & Co. Ltd.—Beverley (1004)<br>32,49 9,38 4,242<br>28,96 8,84 4,58<br>1 dk<br>rf 457 | **TM Tug**<br>1 Ha (1,4 × 1,8)<br>Der 1(5) | Ruston<br>2 Oil 4SA each 6Cy. 260 × 368 sr reve<br>to sc. shafts<br>Ruston & Hornsby Ltd.<br>Gen 1 × 78kW 2 × 75kW 1 × 42<br>220V d.c.<br>Fuel 122,0t (d.o.) |
| **6706694**<br>*YVV2004*<br>ADKM-1413<br>Df Esd Pfd<br>Rdr RTm/v | **VESCA R-6**<br>ex Superman-78<br>**Venecia Ship Service C.A.**<br>Puerto Cabello Venezuela | **304**<br>76<br>— | ✠Classed LR until 6/11/85 | **1967**-4 Charles D. Holmes & Co. Ltd.—Beverley (1005)<br>32,49 9,38 3,995<br>28,96 8,84 4,58<br>1 dk<br>rf 457 | **TM Tug** | Ruston<br>2 Oil 4SA each 6Cy. 260 × 368 sr reve<br>to sc. shafts<br>Ruston & Hornsby Ltd.<br>Gen 1 × 78kW 2 × 75kW 1 × 42<br>220V d.c.<br>Fuel 122,0t (d.o.) |
| **6812584**<br>*LNKH*<br>16951<br>Df Esd Gc<br>Rdr Rt | **VESLEMARI**<br>**D/S Furenak A/S**<br>Paal Aarseth<br>Aalesund Norway | **382**<br>166<br>356 | (NV) | **1968** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx (278)<br>45,52 8,16<br>8,11 4,50<br>1 dk<br>rf 1003 BK 81 len 77 | **M General Cargo/ Sealer**<br>5 Ho ER<br>7 Ha (stl)<br>1W Der 1(3) 1(2) | MaK<br>Oil 2SA 6Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 52kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **8028462**<br>*LJMP*<br>19542<br>Rt | **VESLESTRIL**<br>**Simon Mokster**<br>Stavanger Norway | **100**<br>58<br>25 | (NV) | **1981** A/S Fjellstrand Aluminium Yachts—Omastrand (1533)<br>25,91 2,410<br>23,30 5,82 2,62<br>2 dks | **Aluminium Alloy TM Ferry**<br>94dk P | M.T.U.<br>2 Oil 4SA each 8Cy. 165 × 185<br>1 600bhp (1 177kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 1 × 28kW 230V 50Hz a.c. |
| **7038135**<br>*LZKB*<br>167<br>Df Esd Gc<br>Rdr Rt | **VESLETS**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **7 761**<br>3 475<br>10 100 | BR | **1970** "Georgi Dimitrov" Shipyard—Varna (163)<br>134,02 18,22 8,000<br>122,00 18,19 10,39<br>1 dk | **M General Cargo**<br>Ice strengthened<br>5 Ho 14,7 16,6 16,6 15,0 15,0 ER<br>B.12 881<br>5 Ha (stl) (9,8 × 8,9) (11,5 11,5 11,5 11,5 × 10,9) ER | B&W<br>Oil 2SA 6Cy. 500 × 1100<br>4 200bhp (3 089kW)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 2 × 200kW 1 × 120kW 400V |

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| **VESLIK VIKING**<br>ex Highland Challenger-90<br>ex Offshore Challenger-89<br>ex Balder Challenger-88<br>**H.C. Supply Invest K/S**<br>Viking Supply Ships (UK) Ltd.<br>Nassau Bahamas<br>SatCom: 1104637<br>See Register of Offshore Units | **2 445**<br>1 061<br>2 647 | **✠100A1** SS 7/88<br>offshore supply ship<br>Ice Class 3<br>DP(AA)<br>**✠LMC** **UMS**<br>EL S 1 9/16"<br>FN 1558 | **1983**-8 Marystown Shipyard Ltd.—Marystown, Nfl. (34)<br>72,47 16,21 6,014<br>67,06 15,98 7,24<br>P 26,3 1 dk<br>rf 635 | **TM Supply Ship**<br>Deck Cargo Diving Support Pollution Control<br>Moonpool | Alco 12V251E<br>2 Vee Oil 4SA each 12Cy. 229 × 267 with clutches, flexible couplings & sr geared to sc. shafts<br>5 400bhp (3 972kW)<br>Bombardier Inc. Montreal<br>Gen 2 × 1100kW 3 × 395kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 2 aft<br>Fuel 1 079,0t (d.o.) 14kn |
| **VESNA-STAR**<br>**Fiona Holdings Pty. Ltd.**<br>*Port Adelaide, S.A.* Australia | **180**<br>148<br>— | (NV) | **1981** Kali Boat Building (Pty.) Ltd.—Port Adelaide, S.A. (26)<br>25,02 7,55<br>22,46 7,41 3,92<br>1 dk<br>rf 1143 | **M Fishing**<br>Tuna<br>Mchy.fwd | MWM TBD602V12<br>Vee Oil 4SA 12Cy. 160 × 165 geared to sc. shaft<br>870bhp (640kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 112kW 1 × 48kW 415V 50Hz a.c. |
| **VESPER STAR**<br>ex Harrowby-52<br>**H. W. J. Bartlett**<br>Shoreham United Kingdom | **122**<br>41<br>— | Classed LR until 11/51 | **1946** F. Curtis—Totnes<br>28,86 6,86 3,506<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Crossley<br>Oil 2SA 4Cy. 265 × 345<br>Crossley Bros. Ltd. Manchester |
| **VEST**<br>ex Oleto-72 ex Holger Andreasen-68<br>ex Christa Griese-60<br>**Rederi I/S Gilbert & Else Sorensen**<br>Anton Gilbert Sorensen<br>Aalborg Denmark (DIS) | **299**<br>169<br>488 | BV | **1951** Orenstein Koppel & Luebecker—Luebeck (451)<br>46,00 7,52 2,833<br>7,47 3,15<br>P 9,2 F 4,6 1 dk<br>RW len 65 & 55 | **M General Cargo**<br>1 Ho 30,0 ER<br>G.680 B.623<br>2 Ha (8,0 14,8 × 4,7) ER<br>Der 2(15) 1(2) | Alpha 405-24VO<br>Oil 2SA 5Cy. 240 × 400<br>257kW (349bhp) NE 63<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 24kW<br>Fuel 29,5t (d.o.) 8,5kn |
| **VEST**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Sevastopol) (U.S.S.R.) | **149**<br>101<br>20 | RS | **1980** ..............U.S.S.R.<br>28,70 6,35 1,480<br>2,50<br>1 dk | **M Ferry**<br>250dk P | Oil<br>.............. |
| **VEST-TAMPEN**<br>ex Meland-62 ex Gandal-58<br>ex Salma-47<br>**Vidar Pettersen**<br>Aalesund Norway | **262**<br>104<br>— | (NV)<br>*Classed BC until 9/33 | **1924** Smith's Dock Ltd.—South Bank, Middlesbrough (674)<br>41,64 7,04 4,192<br>39,02 7,01<br>1 dk<br>R BK 183 len 62 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ha (2,9 × 2,8) (1,9 × 1,4) ER | Alpha<br>Oil 2SA 8Cy. 240 × 400<br>640bhp (471kW) NE 63<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 22kW 110V d.c.<br>Fuel (d.o.) 10,5kn |
| **VESTA**<br>**Oleron Tanker S.A.**<br>Panama Panama<br>SatCom: 1333431/VEST | **42 155**<br>30 059<br>81 278<br>T/cm<br>31,3 | AB | **1980** Hyundai Heavy Industries Co. Ltd.—Ulsan (127)<br>243,80 (BB) 40,54 12,202<br>235,00 40,50 18,75<br>1 dk<br>rf nil Bow/CM 123 Diam. 0,460 MH 1,5 | **M Tanker**<br>IGS SBT<br>11 Ta ER<br>3 Cargo pumps total 7 500T/hr | Sulzer 7RND76M<br>Oil 2SA 7Cy. 760 × 1550<br>15 960bhp (11 740kW)<br>Hitachi Zosen Kobe<br>Gen 3 × 640kW a.c.<br>14,75kn |
| **VESTA**<br>**Higashi Nippon Ferry Co. Ltd.**<br>Hakodate, Hokkaido Pref. Japan | **3 664**<br>—<br>1 823 | | **1979** Naikai SB. & Eng. Co. Ltd.—Setoda (443)<br>120,58 17,84 5,301<br>110,01 17,81 6,61<br>2 dks<br>RW | **TM RoRo Cargo/Ferry**<br>500dk P<br>Bow door/ramp<br>Quarter bow door/ramp (s)<br>Stern door/ramp<br>Cars 24 Trailers 72 | Pielstick 14PC2-2V-400<br>2 Vee Oil 4SA each 14Cy. 400 × 460 sr geared to sc. shafts<br>14 000bhp (10 298kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 540kW 445V 60Hz a.c.<br>Fuel 96,0t (d.o.) 196,0t (hvf)-52,0pd 21kn |
| **VESTA**<br>**SAREMAR - Sardegna Regionale Marittima S.p.A.**<br>Napoli Italy | **984**<br>392<br>572 | RI | **1981** Cant. Nav. "Luigi Orlando"—Livorno (152)<br>69,60 (BB) 14,03 3,610<br>64,29 14,00 4,81<br>2 dks | **TM RoRo Cargo/Ferry**<br>—dk P<br>Bow door/ramp Stern door/ramp | GMT B230.12V<br>2 Vee Oil 4SA each 12Cy. 230 × 270 reverse reduction geared to sc. shafts<br>5 040bhp (3 707kW)<br>Grandi Motori Trieste Trieste<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 95,5t (d.o.)-15,0pd 16,5kn |
| **VESTA 1**<br>ex Vesta-89<br>**Violet Shipholding S.A.**<br>NYK Ship Management Co. Ltd.<br>Panama Panama<br>SatCom: 1332162/VEST | **13 949**<br>7 466<br>20 520 | NK | **1976** Mitsubishi Heavy Industries Ltd.—Nagasaki (1773)<br>167,82 22,92 10,202<br>155,02 22,86 13,85<br>P 33,6 F 11,6 2 dks<br>rf nil | **M General Cargo**<br>4 Ho 26,1 27,9 27,9 27,9 ER 4 TwD<br>G.26 519 B.23 258<br>TEU 398<br>C.Ho 284/20' C.Dk 114/20' incl. 12 ref C.<br>7 Ha (stl) (17,1 19,8p&s 19,8p&s 19,8p&s × 8,0) ER<br>Cr 1(25) 2(20) 2(15) 1(10) | Mitsubishi 8UEC65/135D<br>Oil 2SA 8Cy. 650 × 1350<br>9 415kW (12 800bhp)<br>Mitsubishi Jukogyo Nagasaki<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel 200,0t (d.o.) 2 154,0t (hvf)-43,5pd 16,75kn |
| **VESTAN**<br>ex Elektra-88 ex Zenit Elektra-86<br>ex Thalassini Doxa-85<br>**K/S Smedvig Tankers IV & Co.**<br>Peder Smedvig A/S<br>Stavanger Norway (NIS)<br>SatCom: 1310733/LAEF | **76 088**<br>64 535<br>142 221<br>T/cm<br>114,5 | NV | **1977** Gotaverken Arendal AB—Goteborg (894)<br>285,02 44,25 17,150<br>275,93 44,21 22,46<br>1 dk<br>rf nil Bow/CM 143 Diam. 0,500 MH 2,1 | **M Tanker**<br>COW IGS<br>12 Ta ER<br>L.(oil) 191 924 HeCls. BC<br>4 Cargo pumps total 12 000T/hr | B&W 8K90GF<br>Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 1250kW 440V 60Hz a.c.<br>Fuel 546,5t (d.o.) 1 780,0t (hvf)-502,5pd 16,25kn |
| **VESTANHAV**<br>**Tipo Shipping Co. Ltd.**<br>Erik Thun A/B<br>Limassol Cyprus | T.Mk<br>**1 565**<br>1 017<br>3 947<br>**2 454**<br>1 595<br>4 954 | **✠100A1** SS 8/91<br>Ice Class 1A for draught — 5,90m<br>Ice Class 1C for draught 6,83m<br>**✠LMC** **UMS**<br>EL R 1 9/16"U2<br>FN 1814 | **1974**-7 Falkenbergs Varv AB—Falkenberg (164)<br>87,08 13,09 5,893/6,839<br>84,41 12,97 8,51<br>P 16,2 F 10,7 2 dks<br>rf nil | **M General Cargo**<br>1 Ho ER<br>G.5 491 B.4 954<br>1 Ha (stl) (50,9 × 10,2) ER<br>Cr 2(15) | Polar SF116VS-F<br>Vee Oil 4SA 16Cy. 250 × 300 sr geared to sc. shaft<br>3 080bhp (2 266kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 165kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 25,0t (d.o.) 310,0t (hvf)-7,5pd 10,5kn |
| **VESTAS**<br>ex Guro-74 ex Gabriel Faroult-64<br>**K/S A/S Austholm**<br>Haugesund Norway | **199**<br>99<br>300 | BV | **1949** Scheepswerf "De Waal" N.V.—Zaltbommel (628)<br>39,35 6,71 2,553<br>36,00 6,63 2,85<br>P 10,1 F 5,5 1 dk<br>R | **M General Cargo**<br>1 Ho 21,7 ER<br>G.382 B.340<br>2 Ha (6,6 8,3 × 3,9) ER<br>2W Der 2(3) | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW) NE 68<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 1,5kW 24V d.c.<br>Fuel 13,0t (d.o.) 10kn |
| **VESTBAS**<br>ex Anna Lovise-79 ex Uksnoy-78<br>**P/R Vestbas ANS**<br>Aalesund Norway | *978*<br>*492*<br>— | NV | **1967** Brattvag Skipsinnredning & J. Johansens Sveiseverks.—Brattvag (22)<br>63,18 9,17 4,115<br>57,99 9,16 5,21<br>2 dks<br>rf 1499 BK 152 len 71 | **M Fishing**<br>Side-fishing<br>3 Ho 9 Ta ER<br>4 Ha (each 2,4 × 2,0)<br>8 Wing Ha (2,4p&s 2,4p&s 2,4p&s × 1,4) (2,4p&s × 1,6) ER<br>1W Der 1(3) | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 400bhp (1 030kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 204kW 1 × 152kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 90,0t (d.o.)-5,0pd 11,5kn |
| **VESTERAALEN**<br>**Einar H. Pedersen**<br>Seattle, Wa United States of America | **195**<br>136<br>— | | **1979** Western Maritime Inc.—Tacoma, Wa (101)<br>38,10 9,99<br>34,14 9,76 5,49<br>1 dk | **M Fishing**<br>Stern Trawler Crab<br>Cr 1(11) | Caterpillar D399SCAC<br>Vee Oil 4SA 16Cy. 159 × 203 reverse reduction geared to sc. shaft<br>1 225bhp (901kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 260kW 1 × 55kW |

| | | | | | | |
|---|---|---|---|---|---|---|
| **8019368** | **VESTERALEN** | **4 072** | | **1983** Kaarbos M/V A/S—Harstad (101) | **TM Passenger/RoRo/Cargo/Ferry** | Normo |
| *LLZY* | | 2 073 | | 108,57 4,601 | Ref —cbn 314bth —dk P | 2 Vee Oil 4SA each 16Cy. 250 × 300 |
| 19839 | **Ofotens og Vesteraalens D/S A/S** | 900 | NV | 96,02 16,51 8,84 | Ice strengthened | 6 400bhp (4 708kW) |
| Df Esd Pfd | Narvik Norway | | | 3 dks | | A/S Bergens M/V |
| Rdr Rt | | | | | Cr 1(15) | Gen 2 × 598kW 1 × 385kW 380V 50Hz |
| | | | | | | 2 Thw. thrust propellers fwd |
| **5359925** | **VESTERVEG** | **632** | | **1950** A/S Framnaes M/V—Sandefjord (143) | **M Fishing** | MaK |
| *LADL* | ex Thorgard-65 | 302 | | 55,58 9,05 4,877 | Side-fishing Seiner | Oil 4SA 8Cy. 320 × 420 |
| 12796 | **Brodr. Hufthammer** | — | NV | 44,02 9,00 6,30 | Ice strengthened | 2 650bhp (1 949kW) NE 77 |
| Df Esd Gc | Bergen Norway | | | 1 dk | 2 Ho 6 Ta ER | MaK. Maschinenbau G.m.b.H. |
| Pfd Rdr Rt | | | | RW BK 178 len 75 | | Gen 1 × 156kW 1 × 80kW 1 × 72kW 220V 50Hz a.c. |
| | | | | conv Whaler 66 | 3 Ha (2,9 2,9 2,8 × 4,1) ER | |
| | | | | | 3W Der 1(4) 2(2,5) | Thw. thrust propeller fwd , 1 aft |
| **5338543** | **VESTFART** | **627** | | **1948** Hall, Russell & Co. Ltd.—Aberdeen (812) | **M Fishing** | MaK |
| *LNPE* | ex Clupea-67 ex Star V1-65 | 268 | | 51,95 9,05 5,068 | Side-fishing | Oil 4SA 6Cy. 320 × 450 |
| 12364 | **P/R Vestfart** | — | NV | 45,01 9,00 5,49 | Mchy.aft | 1 100bhp (809kW) NE 67 |
| Df Gc Pfd | Bjorn Grotle | | | 2 dks | 4 Ho 4 Ta | Atlas-MaK Maschinenbau |
| Rdr Rt | Floro Norway | | | RW rf 991 BK 191 conv Whaler 67 | | Gen 2 × 166kW 1 × 72kW 220V 50Hz |
| | | | | | 4 Ha (2,6 × 2,9) (2,7 2,7 × 1,7) (1,7 × 2,9) | Thw. thrust propeller fwd , 1 aft |
| | | | | | 4 Wing Ha (2,3 2,3 × 1,3) (1,1 1,1 × 0,9) ER | Fuel (d.o.) |
| | | | | | 2W Der 1(5) 1(2) | |
| **8509739** | **VESTFART** | *166* | | **1986** Karstensens Skibsvaerft & Maskinvaerksted | **M Fishing** | Caterpillar |
| *OWFH* | | *68* | | I/S—Skagen (357) | Side Trawler | Vee Oil 4SA 12Cy. 170 × 190 with flexible couplings & sr geared to sc. shaft |
| 3028 | **Svend Vestergaard** | 220 | BV | 32,67 7,29 — | | 1 190bhp (875kW) |
| Rdr Rt | Skagen Denmark | | | 28,50 4,50 | In.220 | Caterpillar Tractor Co. |
| | | | | 1 dk | | Controllable pitch propeller |
| | | | | | | Thw. thrust propeller fwd |
| **7225984** | **VESTFISK** | **126** | | **1956** Bentsen & Sonner Slipp & Mek. Verksted —Hollen (129) | **M General Cargo** | General Motors |
| *LAZU* | ex Seifrakt-88 ex Tex-85 | 63 | | | | Vee Oil 2SA 12Cy. 108 × 127 |
| 14562 | **P/R Vestfisk** | — | | 28,53 5,82 | | 525bhp (386kW) |
| Rt | Kristiansund Norway | | | 5,80 3,05 | | General Motors Corp. |
| | | | | 1 dk | | Fuel (d.o.) |
| | | | | len 72 | | |
| **8417651** | **VESTFJORD** | *267* | | **1984** Vaagland Batbyggeri A/S—Vaagland (108) | **M Tug/General Cargo** | Callesen |
| *LNHD* | | *80* | | 31,02 8,21 3,350 | 1cbn | Oil 4SA 5Cy. 270 × 400 geared to sc. sha |
| | **Government of The Kingdom of Norway (Den Norske Stat - Kystdirektoratet, Losavdelingen)** | 250 | | 26,01 8,01 4,91 | | Aabenraa Motorfabrik, Heinrich Callesen A/S |
| Esd Gc Rdr | | | | F 17,4 1 dk | | |
| RTv | | | | | | Gen 1 × 56kW 1 × 40kW 220V 50Hz |
| | Oslo Norway | | | | | Directional propeller |
| | | | | | | Thw. thrust propeller fwd |
| | | | | | | Fuel 46,0t (d.o.)-1,5pd |
| **8917338** | **VESTFOLD** | *8 383* | | **1991** Kaldnes A/S—Tonsberg (67) | **TM RoRo Cargo/Ferry** | Alpha |
| *LDPY* | | *4 362* | | - - | 700dk P | 2 Oil 4SA each 6Cy. 280 × 320 with clu reduction . geared to sc. shafts |
| 20696 | **A/S Gokstad** | 1 700 | NV (Class cont.) | 112,00 19,00 6,00 | Ice strengthened | |
| Df Esd Gc | Bastofergen A/S | | | 2 dks | Bow door/ramp | 5 296kW (7 200bhp) |
| Rdr Rt | Horten Norway | | | | Stern door/ramp | MAN-B&W Diesel A/S |
| | | | | | Cars 250 | 2 Directional propellers Azimuth type |
| | | | | | | Fuel 241,64t (d.o.)-16,0pd |
| **8211849** | **VESTFONN** | *3 753* | | **1983** Ankerlokken Verft Forde A/S—Forde (20) | **TM Offshore Well-Stimulation Vessel** | Polar |
| *LLKZ* | | *1 125* | | 81,97 4,925 | | 2 Vee Oil 4SA each 12Cy. 250 × 300 wi clutches, flexible couplings & sr geare shafts |
| 19861 | **K/S A/S Sol-Supply I** | 2 505 | NV | 76,21 18,01 7,12 | | |
| Df Esd Gc | Sigval Bergesen | | | 2 dks | | |
| Pfd Rdr RTv | Stavanger Norway | | | conv Deck Cargo Pipe-carrier Supply Ship 85 | | 6 120bhp (4 502kW) |
| | SatCom: 1311242/LLKZ | | | | | Nohab Diesel A/B |
| | | | | | | Gen 2 × 1520kW 2 × 244kW 440V 60 |
| | | | | | | 2 Controllable pitch propellers |
| | | | | | | 2 Thw. thrust propellers fwd , 2 aft |
| **5300027** | **VESTGAR** | *300* | | **1956** Haugesund M/V A/S—Haugesund (12) | **M Ferry** | Wichmann |
| *LCEO* | ex Rosendal-79 | *120* | | 33,10 7,75 | 240P | Oil 2SA 4Cy. 280 × 420 |
| 14528 | **Agasoster Batservice** | — | (NV) | 30,31 7,70 3,36 | Mchy.aft | 320bhp (235kW) |
| Rdr Rt | Bergen Norway | | | 1 dk | | A/S Wichmann |
| | | | | rf 1003 BK 119 | | Fuel 11,0t (d.o.)-1,5pd |
| **5379200** | **VESTIS** | **122** | | **1945** Anton Austerheim—Sandane | **Wood M Fishing** | Wichmann |
| *LLFS* | ex Lindholm-59 ex Lindheim-53 | 39 | | 29,77 6,58 | Side-fishing | Oil 2SA 6Cy. 200 × 300 |
| 11073 | **Reidar Nilsen** | 203 | | 6,53 | Mchy.aft | 450bhp (331kW) NE 67 |
| Rdr Rt | Hammerfest Norway | | | | | A/S Wichmann |
| | | | | | 1W Der 1(-) | Fuel (d.o.) |
| **7704722** | **VESTKAPP** | *438* | | **1978** Eidsvik Skipsbyggeri A/S—Uskedal (37) | **M Fishing** | Callesen |
| *LGRD* | | *220* | | 42,09 7,62 | Side-fishing Long-line | Oil 4SA 5Cy. 270 × 400 |
| 19128 | **P/R Br. Aarvik ANS** | — | | 37,50 4,20 | Mchy.aft | 720bhp (530kW) |
| Df Esd Gc | Per Knut Aarvik | | | 2 dks | | Aabenraa Motorfabrik, Heinrich Callesen A/S |
| Pfd Rdr Rt | Maloy Norway | | | len 88 | | |
| **5058040** | **VESTKYST** | **298** | | **1951** Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (13184) | **M General Cargo** | Cummins |
| *LDUQ* | ex Calla-75 | 158 | | | Ice strengthened | Vee Oil 4SA 12Cy. 140 × 152 reverse geared to sc. shaft |
| 16385 | **Vestkyst Shipping A/S** | 415 | GL | 42,52 7,52 2,909 | 1 Ho ER | |
| Df Esd Rdr | A/S Vestfrakting | | | 39,78 7,50 3,26 | G.584 B.542 | 272kW (370bhp) NE 80 |
| Rt | Haugesund Norway | | | P 9,2 F 4,6 1 dk | | Cummins Engine Co. Inc. |
| | | | | RW | 1 Ha (17,9 × 5,1) ER | Gen 1 × 2kW 24V d.c. |
| | | | | | 2W Der 1(6) 1(5) | Fuel 20,5t (d.o.) |
| **8516885** | **VESTKYSTEN** | *657* | | **1987** Marstal Staalskibsvaerft og Maskinfabrik A/S —Marstal (109) | **M Fishery Patrol Vessel** | Alpha |
| *OXPO* | | *197* | | | Fire-fighting | 2 Oil 4SA each 6Cy. 225 × 300 with flexible couplings & dr geared to sc |
| 3093 | **Government of The Kingdom of Denmark (Den Danske Stat - Fiskeriministeriet)** | 126 | NV | 49,92 3,201 | | |
| Df Esd Gc | | T/cm | | 44,02 10,01 4,53 | | 1 086bhp (799kW) |
| Rdr RTm/h/v | | 3,7 | | 1 dk | | B&W Alpha Diesel Div. of B&W Diesel A/S |
| | Thyboron Denmark | | | rf 1499 BK 196 | | |
| | | | | | | Gen 1 × 424kW 2 × 224kW 1 × 380V 50Hz a.c. |
| | | | | | | Controllable pitch propeller |
| | | | | | | Thw. thrust Contr. pitch propeller fwd , 1 |
| | | | | | | Fuel 80,0t (d.o.)-4,0pd |
| **8211100** | **VESTLANDIA** | T.Mk | | **1983** P/f Skala Skipasmidja—Skala (39) | **M Pallets Carrier** | Polar |
| *OW2325* | | **497** | | 67,32 4,401 | Refrigerated Cargo | Vee Oil 4SA 12Cy. 250 × 300 reduction sc. shaft |
| 2827 | **P/f Kenn** | 315 | BV | 60,00 12,01 6,51 | Mchy.aft | 2 400bhp (1 765kW) |
| Rdr Rt | Glyvrar Faeroes (Danish) | 1 000 | | 2 dks | In.2 106 | Nohab Diesel A/B |
| | | **1 072** | | | | |
| | | 687 | | | | |
| | | 1 525 | | | | |

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| **VESTLINER**<br>ex Haugagut-76 ex Kos 36-64<br>ex Nor 11 ex Lome<br>**K/S A/S Vestvik**<br>Maloy Norway | *547*<br>*186*<br>457 | | **1942** Moss Vaerft & Dokk A/S—Moss (101)<br>47,68 7,68<br>7,62 4,53<br>1 dk<br>rf 978 BK 191 len 68<br>conv Whaler 64 | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>In.450<br>3 Ha (stl) (each 3,0 × 2,2)<br>2W Der 1(5-1) | Normo<br>Oil 4SA 8Cy. 250 × 300<br>1 400bhp (1 030kW) NE 73<br>A/S Bergens M/V Bergen<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) 12kn |
| **VESTMANNAEY**<br>**Isfelag Vestmannaeyjar h.f.**<br>Magnus Kristinsson<br>Vestmannaeyjar Iceland | **636**<br>219<br>347 | ✠100A1 SS 4/88<br>stern trawler<br>Ice Class 3<br>✠LMC<br>EL (I)J 1½"U2<br>FN 881 | **1972**-12 Narasaki Zosen K.K.—Muroran (805)<br>58,15 (BB) 9,53 4,566<br>55,02 9,50 6,51<br>B & F 18,6 2 dks<br>rf 787 BK 305 len 88 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 380 sr geared to sc. shaft<br>1 471kW (2 000bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **VESTMENNINGUR**<br>**P/f Meoalsbrekka**<br>Vestmanna Faeroes (Danish) | **308**<br>—<br>— | NV | **1985** P/f Torshavnar Skipasmidja—Torshavn (26)<br>32,42 4,001<br>28,71 8,01 6,18<br>2 dks<br>rf 1072 BK 119 | **M Fishing**<br>Stern Trawler | MWM TBD440-6<br>Oil 4SA 6Cy. 230 × 270<br>1 182bhp (869kW)<br>Motorenw. Mannheim A.G. (MWM) West Germany<br>Gen 2 × 72kW 380V 50Hz a.c. |
| **VESTNIK**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | *448*<br>*134*<br>207 | RS | **1989** ............U.S.S.R.<br>44,89 9,48 3,771<br>39,37 - 5,14<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref<br>In.210 | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 150kW a.c.<br>11,5kn |
| **VESTODD**<br>ex Lotus-84 ex Kings Star-64<br>ex Steinfalk-63<br>**K/S A/S Hanes & Co.**<br>Jon Harald Hanes<br>Aalesund Norway | **299**<br>109<br>371 | | **1955** C. Luehring Schiffswerft GmbH & Co. KG —Brake/Unterweser (5503)<br>40,29 7,60 2,845<br>36,89 7,50 3,10<br>1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho 21,9 ER<br>G.453 B.426<br>2 Ha (each 8,6 × 4,5) ER<br>2W Der 1(5) 1(4,5) | Wichmann<br>Oil 2SA 3Cy. 280 × 420<br>300bhp (221kW) NE 69<br>A/S Wichmann Rubbestadneset<br>Fuel 20,5t (d.o.) 9,5kn |
| **VESTRA**<br>ex Trygge-66<br>**Anleggstransport A/S**<br>Aalesund Norway | **138**<br>58<br>— | (NV) | **1938** Storviks M/V A/S—Kristiansund N.<br>28,38 7,65 2,337<br>7,60 3,20<br>P 13,2 1 dk<br>R BK 152 | **M Ferry**<br>99dk P<br>Mchy.aft | Aabenra 4-427-DOT<br>Oil 4SA 4Cy. 270 × 400<br>460bhp (338kW) NE 66<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Fuel 7,0t (d.o.)-1,5pd 10kn |
| **VESTRFJORDR**<br>**M. Brown & Partners**<br>Kirkwall United Kingdom | **240**<br>—<br>— | | **1986** James N. Miller & Sons Ltd.—St. Monance (1025)<br>25,94 7,40 3,101<br>23,12 7,36 3,92<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | Alpha 6T23L-KVO<br>Oil 4SA 6Cy. 225 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>930bhp (684kW)<br>MAN-B&W Diesel A/S Frederikshavn<br>Controllable pitch propeller |
| **VESTRI**<br>ex Happy Sprite-89<br>**K/S Smedvig Tankers V & Co.**<br>Peder Smedvig A/S<br>Stavanger Norway (NIS)<br>SatCom: 1313124/LASZ | **48 007**<br>37 998<br>97 115<br>T/cm<br>39,1 | AB NV | **1980** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (283)<br>253,02 (BB) 44,46 12,829<br>239,00 44,40 19,31<br>F 15,6 1 dk<br>rf nil Bow/CM 126 Diam. 0,510 MH 2,1 | **M Tanker**<br>COW IGS SBT<br>Mchy.aft<br>4 Cargo pumps total 7 500T/hr | Sulzer 6RLA90<br>Oil 2SA 6Cy. 900 × 1900<br>15 005kW (20 399bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 650kW 2 × 500kW 440V 60Hz a.c.<br>15,5kn |
| **VESTRI**<br>ex Drangey-72 ex Frodaklettur-68<br>**Vestri H/f**<br>Patreksfjordur Iceland | **196**<br>70<br>— | NV | **1964** Ankerlokken Verft Floro A/S—Floro (57)<br>33,84 7,22 3,709<br>30,13 7,19 3,81<br>1 dk<br>rf 902 BK 203 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>2 Ha (each 1,9 × 1,6) ER<br>1W Der 1(2,5) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW) NE 79<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 40kW 1 × 33kW 1 × 30kW 220V d.c.<br>Fuel (d.o.) |
| **VESTTIND**<br>**A/S Havfisk**<br>Melbu Norway | T.Mk<br>**291**<br>85<br>— | NV | **1965** A/S Fredriksstad M/V—Fredrikstad (385)<br>45,65 8,23 4,128<br>40,34 8,18 6,30<br>2 dks<br>rf 1402 len 77 | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>In.239<br>2 Ha (2,7 5,2 × 2,4) ER<br>2W Der 1(3) | Wichmann<br>Oil 2SA 5Cy. 300 × 450<br>1 500bhp (1 103kW) NE 77<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 120kW 220V 50Hz a.c. |
| **VESTURLAND**<br>**K/f Vordan**<br>Hosvik Faeroes (Danish) | **218**<br>99<br>165 | NV | **1970** P/f Torshavnar Skipasmidja—Torshavn (15)<br>33,96 7,35 3,576<br>28,71 7,32 3,81<br>1 dk<br>rf 965 BK 157 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>In.239<br>1 Ha (2,9 × 1,9) ER<br>1W Der 1(1,5) | Alpha<br>Oil 4SA 6Cy. 225 × 300<br>938bhp (690kW) NE 83<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 56kW 380V 50Hz a.c.<br>Fuel 55,0t (d.o.) 11kn |
| **VESTURSKIN**<br>**P/f Nugvunes**<br>Sorvag Faeroes (Danish) | *567*<br>*120*<br>— | NV | **1986** P/f Skala Skipasmidja—Skala (47)<br>41,03<br>36,56 8,86 6,46<br>2 dks<br>rf 1008 BK 165 | **M Fishing**<br>Stern Trawler<br>Ice strengthened | Wartsila<br>Oil 4SA 8Cy. 250 × 300 geared to sc. shaft<br>2 038bhp (1 499kW)<br>Nohab Diesel A/B Trollhattan<br>Gen 1 × 632kW 1 × 144kW 1 × 108kW 440V 50Hz a.c. |
| **VESTURSOKI**<br>ex Torsbugvin-81<br>**P/f Vestursoki**<br>Sorvag Faeroes (Danish) | T.Mk<br>**223**<br>88<br>— | (NV) | **1974** Frostad Verft A/S—Tomra i Romsdal (38)<br>34,32 7,52 3,612<br>29,06 7,50 6,08<br>2 dks<br>rf 1003 BK 208 | **TM Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>2 Ha (each 1,9 × 1,6) ER | MWM TBD440-6<br>2 Oil 4SA each 6Cy. 230 × 270<br>1 050bhp (772kW) NE 82<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 68kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **VESTURTUGVA**<br>ex Keldan-91 ex Sundabugvin-81<br>**P/F Galgasteinur**<br>Ivan Johannesen<br>Sandavagur Faeroes (Danish) | **257**<br>109<br>— | NV | **1962** Elektrosveis Alsaker & Ottesen—Sagvag (9)<br>37,29 7,52<br>32,92 7,50 3,86<br>1 dk<br>rf 1270 BK 132 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>3 Ha (1,0 × 1,1) (1,6 1,6 × 1,3) ER<br>1W Der 1(2) | Callesen<br>Oil 4SA 6Cy. 270 × 400<br>596kW (810bhp) NE 83<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Gen 2 × 60kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **VESTURVARDI**<br>**P/f Vesturvardi**<br>Sorvag Faeroes (Danish) | *488*<br>*169*<br>488 | (NV) | **1984** P/f Skala Skipasmidja—Skala (42)<br>38,61<br>33,91 8,86 4,22<br>2 dks<br>rf 1003 BK 157 | **M Fishing**<br>Stern Trawler<br>Ice strengthened | MWM<br>Vee Oil 4SA 12Cy. 230 × 270<br>1 632bhp (1 200kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 132kW 380V 50Hz a.c.<br>Fuel 98,0t (d.o.)-4,0pd 12,5kn |
| **VESTURVON**<br>**P/f Vesturvon**<br>Sorvag Faeroes (Danish)<br>SatCom: 1610263/VEST | **1 149**<br>432<br>1 100 | NV | **1987** Aukra Industrier A/S—Aukra (79)<br>65,51<br>57,21 13,01 5,62<br>3 dks<br>rf 597 BK 500 | **M Factory Fishing**<br>Fish-factory Stern Trawler<br>Ice strengthened | Wartsila<br>Oil 4SA 8Cy. 320 × 350<br>4 076bhp (2 998kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 1440kW 2 × 616kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |

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| **7382873**<br>*JWZT*<br>18511<br>Df Esd Gc<br>Pfd Rdr Rt | **VESTVAGOY**<br><br>**Lofoten Tralerrederi A/S**<br>Svolvaer Norway | T.Mk<br>**297**<br>89<br>— | NV | **1974** Storviks M/V A/S—Kristiansund N. (65)<br>46,56 9,02 4,534<br>39,98 9,00 6,51<br>F - 2 dks<br>rf - BK 178 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,5 × 1,9) ER<br>1W Der 1(1,5) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 132kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 126,0t (d.o.)-5,0pd |
| **7421033**<br>*LHOD*<br>17405<br>Rt | **VESTVAKT**<br><br>**Asbjorn Oldervik**<br>Bodo Norway | **146**<br>85<br>— | | **1969** Johan Drage A/S—Rognan i Saltdal<br>32,54 6,58<br>6,56<br>1 dk<br>len 74 | **M General Cargo** | Deutz<br>Oil 4SA 8Cy. 135 × 160<br>520bhp (382kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **6903486**<br>*JXAL3*<br>N-00947<br>Esd Gc Pfd<br>Rdr Rt | **VESTVANG**<br>ex Tevla-91<br>**AS Nordvang**<br>Maloy Norway (NIS) | *729*<br>*334*<br>1 063 | BV (NV) | **1968** Orens M/V—Trondheim (44)<br>56,70 9,33 3,506<br>51,74 9,30 3,56<br>1 dk & S dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 662 B.1 498<br>1 Ha (stl) (30,7 × 6,0) ER | Blackstone<br>Oil 4SA 8Cy. 222 × 292 reduction geared to<br>shaft<br>588kW (799bhp)<br>Lister Blackstone Ltd.<br>Gen 3 × 28kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.)-3,0pd |
| **5248255**<br>*LIAB*<br>13425<br>Df Esd Gc<br>Pfd Rdr Rt | **VESTVIKING**<br>ex Astrid Bakk-81 ex Nebb-67<br>**P/R Johrema**<br>Hans Reidar Njastad<br>Bergen Norway | **800**<br>388<br>— | NV | **1952** Mjellem & Karlsen A/S—Bergen (73)<br>57,26 9,05 5,928<br>50,98 9,00 8,39<br>2 dks<br>rf 996 BK 178 len 70<br>conv Whaler 67 | **M Fishing**<br>Side-fishing<br>4 Ha (2,7 3,3 × 3,9) (3,9 × 3,7) (3,3 × 3,9) ER<br>2W Der 2(-) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW) NE 67<br>Atlas-MaK Maschinenbau<br>Gen 1 × 160kW 2 × 62kW 1 × 25kW<br>220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **8219516**<br>*ITIN*<br>1424<br>Rt | **VESUVIO**<br><br>**Rimorchiatori Napoletani S.M.**<br>Napoli Italy | **198**<br>66<br>145 | RI | **1983** Cant. Nav. di Pesaro—Pesaro (53)<br>33,53 9,28 3,722<br>29,01 8,58 4,27<br>1 dk | **M Tug**<br>Fire-fighting | MAN G8V30/<br>Oil 4SA 8Cy. 300 × 450 sr reverse geared to<br>shaft<br>Masch. Augsburg-Nuernberg (MAN) |
| **8132809**<br><br>192296 | **VESUVIUS QUEEN**<br>ex Bowen Queen<br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **277**<br>179<br>— | | **1950** Yarrows Ltd.—Victoria, B.C.<br>44,20 13,72<br>41,61 10,99 2,44<br>1 dk | **TM RoRo Cargo/Ferry**<br>177dk P | 2 Oil<br>354kW (481bhp) |
| **7636585**<br>*UITO*<br>M-17411<br>Df Esd Gc<br>Rdr RTm/h/v | **VESYEGONSK**<br><br>**Sevrybkholodflot**<br>(Murmansk) (U.S.S.R.) | **4 821**<br>1 635<br>5 873 | RS | **1979** Rauma-Repola Oy—Rauma/Raumo (250)<br>115,50 17,05 7,000<br>105,01 17,01 8,51<br>P 36,0 F 15,0 1 dk<br>Bow/CM 55 Diam. 0,250 | **M Tanker**<br>Replenishment<br>SBT Ice strengthened<br>1 Ho 10 Wing Ta ER<br>B.203 L.(oil) 6 420 HeCls. ptB ptC<br>1 Ha (2,5 × 3,2) ER<br>2 Cargo pumps total 400T/hr | B&W 5-50VT<br>Oil 2SA 5Cy. 500 × 1100<br>3 351bhp (2 465kW)<br>Bryansk Eng. Works<br>Gen 3 × 264kW 380V 50Hz a.c.<br>Fuel 88,0t (d.o.) 400,0t (hvf)-16,5pd |
| **6412358**<br>*UYGL*<br>M-3444<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **VETER**<br><br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | **3 378**<br>1 210<br>3 673<br>**4 811**<br>2 132<br>5 213 | RS | **1964** Rheinstahl Nordseewerke—Emden (347)<br>136,00 16,84 6,230/7,113<br>124,01 16,81 8,95<br>1 dk & S dk, 3rd dk fwd | **M Refrigerated Cargo Fish Carrier**<br>OSD/CSD<br>2 Ho ER 2 Ho<br>In.8 172<br>4 Ha (each 7,0 × 5,5)<br>8W Der 1(10) 7(5) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **7007150**<br>*P3IZ3*<br>708802<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **VETERAN**<br>ex Renaciniento-89<br>ex Cosmos Eltanin-77<br>**Voula Shipping Co. Ltd.**<br>Limassol Cyprus | **9 245**<br>6 136<br>16 992 | AB | **1970** Sanoyasu Dockyard Co. Ltd.—Osaka (284)<br>143,71 21,85 9,164<br>136,10 21,80 12,30<br>P 27,5 F 10,1 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 19,2 26,3 26,3 26,3 ER<br>G.20 678 B.19 893<br>4 Ha (stl) (12,3 × 9,3) (19,2 19,2 19,2 × 10,9) ER<br>12W Der 4(20) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 3 × 256kW 445V 60Hz a.c.<br>Fuel 1 520,0t (hvf) |
| **6925953**<br>*UVAT*<br>M-29067<br>Df Rdr | **VETERAN**<br><br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | T.Mk<br>**2 985**<br>1 074<br>—<br>**3 555**<br>1 559<br>2 538 | RS | **1967** ............Nikolayev<br>99,37 14,03 5,541<br>90,00 14,00 7,24<br>1 dk | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>3 Ho ER<br>In.3 230<br>3 Ha (each 3,6 × 4,1) ER<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 driving ge<br>connected to elec. motor & geared to s |
| **8139120**<br>*EVZC*<br>M-35339<br>Df Esd Gc<br>Rdr RTm/h/v | **VETLUGA**<br><br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **1 734**<br>677<br>966 | RS | **1983** Baltiya Shipyard—Klaypeda<br>69,80 13,03 4,873<br>- 8,89<br>2 dks<br>len 90 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho 1 Ta<br>B.95 In.500 L.14<br>2 Ha (stl) (1,2 × 1,3) (1,9 × 1,9) | CKD<br>Oil 4SA 6Cy. 525 × 720<br>2 200bhp (1 618kW)<br>CKD Praha |
| **6360696**<br>*INVR*<br>713<br>Df Esd Gc<br>Rdr RTm/v | **VETOR QUINTO**<br>ex Vetor-75 ex Bellona-73<br>ex Thuntank-67<br>**Vetor S.r.l.**<br>Anzio Italy | **498**<br>241<br>944 | RI (NV) | **1963** Grotvaagen Verft A/S—Kyrksaeterora (27)<br>63,02 9,48 3,741<br>55,33 9,45 4,07<br>1 dk<br>rf 102 | **M Tanker**<br>Wine<br>8 Ta ER<br>L.(oil) 1 218 | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 68kW 1 × 44kW 1 × 20kW<br>380V 50Hz a.c.<br>Fuel (d.o.) |
| **5221403**<br>*IPTI*<br>773<br>Esd Rt | **VETOR SECONDO**<br>ex Maremma-77<br>**Vetor S.r.l.**<br>Roma Italy | **497**<br>256<br>831 | RI | **1959** Cant. Nav. M. & B. Benetti—Viareggio (37)<br>58,73 8,69 4,014<br>51,52 8,62 4,30<br>1 dk<br>RW<br>conv General Cargo 65 | **M Tanker**<br>Water<br>8 Ta ER<br>L.1 109 | MAN<br>Oil 4SA 6Cy. 300 × 450<br>715bhp (526kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 4 × 98kW 220V a.c.<br>Fuel 45,5t (d.o.)-3,0pd |
| **5083801**<br>*ILXF*<br>591<br>Rt | **VETOR TERZO**<br>ex Dades-75 ex Oder<br>**Torquato Vecchiarelli**<br>Roma Italy | **322**<br>163<br>— | (BV) (RI) | **1941** Ernst Menzer, Schiffswerft—Hamburg<br>*48,19* 8,03 2,426<br>45,01 7,98 2,80<br>1 dk | **M Tanker**<br>10 Ta ER | MWM<br>Oil 4SA 6Cy. 320 × 480<br>500bhp (368kW) NE 61<br>Mannheim Benz |
| **8137811**<br>*IQIU*<br>806<br>Df Esd Gc<br>Rdr Rt | **VETOR 944**<br>ex Isola Di Palmarola-82<br>**Vetor S.r.l.**<br>Roma Italy | **140**<br>90<br>— | RI | **1981** Feodosiya Shipyard—Feodosiya<br>35,18 6,02 1,580<br>30,00 6,00 1,81<br>1 dk | **TM Hydrofoil Ferry**<br>—dk P | 2 Vee Oil 4SA each 12Cy. 180 × 200<br>2 000bhp (1 471kW)<br>Zvyezda Works |
| **8729406**<br>*UHCB*<br>M-12940<br>Esd Rdr Rt | **VETROVOY**<br><br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *448*<br>*134*<br>207 | RS | **1989** ............U.S.S.R.<br>44,89 3,771<br>39,37 9,48 5,14<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref<br>In.210 | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 150kW a.c. |
| **8721193**<br>*UBHW*<br>M-41360<br>Df Esd Gc<br>Pfd Rdr RTv | **VETSMILGRAVIS**<br><br>**Zapryba**<br>(Riga) (U.S.S.R.) | *4 407*<br>*1 322*<br>1 810 | RS | **1988** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,900<br>96,40 - 10,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Russkiy<br>2 Oil 4SA each 6Cy. 400 × 460 geared t<br>5 148kW (6 999bhp)<br>Russkiy-Diesel Works<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c<br>Controllable pitch propeller |

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| **VEVIS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**282**<br>80<br>138 | RS | **1982** ............U.S.S.R.<br>35,72 8,92 3,429<br>8,83 5,95<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.110<br>1 Ha (1,3 × 1,3)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360 geared to sc. shaft<br>340bhp (250kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,5kn |
| **VEXILIA**<br>ex Condor Primo-91<br>**Frescogel S.r.l.**<br>San Benedetto del Tronto Italy | **199**<br>89<br>— | RI | **1981** Cant. Nav. M. Morini & C.—Ancona (173)<br>36,40 7,73 3,384<br>28,10 7,70 3,76<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.204 | MaK 8M331AK<br>Oil 4SA 8Cy. 240 × 330 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 350bhp (993kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel |
| **VEZUVSK**<br>(U.S.S.R.) | **744**<br>213<br>332 | RS | **1980** ............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (stl) (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| **VIA AVENIR**<br>**Via Banque S.A.**<br>Armement Saupiquet<br>Concarneau France | **1 742**<br>611<br>1 886 | BV (Class cont.) | **1990** Campbell Industries—San Diego, Ca (147)<br>78,34 (BB) 13,69 5,560<br>68,28 13,56 5,64 | **M Fishing**<br>Side-fishing Tuna Purse Seiner Ref<br>In.1 643 | Caterpillar 3612TA<br>Vee Oil 4SA 12Cy. 280 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>3 089kW (4 200bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Thw. thrust propeller fwd |
| **VIA HARMATAN**<br>ex Harmattan-85 ex Agustin Primero-78<br>**Armement Saupiquet**<br>Concarneau France | **1 359**<br>708<br>1 459 | BV | **1972** Maritima de Axpe S.A.—Bilbao (64)<br>64,60 12,83 5,995<br>58,65 12,81 8,56<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 404,0t (d.o.) 15kn |
| **VIA MISTRAL**<br>**Via Banque S.A.**<br>Armement Saupiquet<br>Concarneau France | **1 284**<br>645<br>1 361 | BV (Class cont.) | **1991** Campbell Industries—San Diego, Ca (148)<br>77,88 5,540<br>67,88 13,60 8,00 | **M Fishing**<br>Side-fishing Tuna Purse Seiner Ref | Caterpillar 3612TA<br>Vee Oil 4SA 12Cy. 280 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>3 089kW (4 200bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Thw. thrust propeller fwd<br>17,5kn |
| **VIA SIMOUN**<br>ex Beoumi-86<br>**Armement Saupiquet**<br>Concarneau France | **1 145**<br>508<br>1 610 | BV | **1980** At. & Ch. de la Manche—Dieppe (1280)<br>69,02<br>61,50 12,81 8,51<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Mchy.aft | AGO 240V20ESHR<br>Vee Oil 4SA 20Cy. 240 × 220 reduction geared to sc. shaft<br>4 200bhp (3 089kW)<br>Soc. Alsacienne de Const. Mec. de Mulhouse (S.A.C.M.) Mulhouse<br>Fuel 356,5t (d.o.) 17,5kn |
| **VIANDEN**<br>ex Pascal-91 ex Samos Faith-88<br>ex Seajay-84 ex Alexandra I-82<br>ex Athina-81 ex Proton-79<br>ex Marichu-76<br>**Vianden Shipping Ltd.**<br>Valletta Malta | **1 598**<br>1 093<br>2 896 | ✠**100A1** SS 12/87<br>✠**LMC**<br>EL q<br>FN 1437 | **1966**-1 Ast. de T. Ruiz de Velasco—Bilbao (94)<br>82,50 12,15 6,014<br>75,01 12,11 7,04<br>Ba 13,5 F 9,5 1 dk<br>RW rf 102 | **M General Cargo**<br>2 Ho 25,2 24,3 ER<br>G.3 705 B.3 258<br>2 Ha (each 20,7 × 5,5) ER<br>Der 8(3) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 850bhp (1 361kW)<br>Naval-Stork-Werkspoor S.A. Cadiz |
| **VIANGTHALAE**<br>ex Wang No. 1-85 ex Happy Willing-83<br>ex Kitsa S-80 ex Leanna-72<br>ex Danholm-65<br>**Narai Shipping Co. Ltd.**<br>Thailand | **5 770**<br>3 341<br>8 669 | (GL)<br>Classed LR until 18/1/84 | **1958** Ottensener Eisenwerk A.G.—Hamburg (516)<br>129,11 17,43 8,059<br>117,00 17,10 10,34<br>P 8,3 RAD 8,3 RFD 9,2 F 12,2 2 dks<br>RW rf 102 | **M General Cargo** CSD 7P<br>Ice strengthened<br>4 Ho 19,5 28,8 16,5 19,4<br>G.11 585 B.10 636<br>Der 1(30) 1(15) 10(5) | Oil 2SA 8Cy. 680 × 1250<br>4 800bhp (3 531kW)<br>Ottensener Eisenwerk A.G. Hamburg<br>Gen 3 × 176kW 400V 50Hz a.c.<br>14,5kn |
| **VIANTO PRIMERO**<br>**Vicente Martinez Oria**<br>Santander Spain | **121**<br>28<br>— | | **1973** Astilleros del Atlantico S.A.—Santander (154)<br>27,21<br>23,30 6,20 3,31<br>1 dk | **M Fishing**<br>Side-fishing | Alpha 405-26VO<br>Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Cons. Echevarria Bermeo<br>10kn |
| **VIANTO SEGUNDO**<br>**Felicidad Rodriguez**<br>Santander Spain | **121**<br>28<br>— | | **1973** Astilleros del Atlantico S.A.—Santander (155)<br>27,21<br>23,30 6,20 3,31<br>1 dk | **M Fishing**<br>Side-fishing | Alpha 405-26VO<br>Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Cons. Echevarria Bermeo<br>10kn |
| **VIANTO TERCERO** | **138**<br>71<br>— | | **1974** Ast. de Santander S.A.—Santander (92)<br>28,40<br>24,41 6,29 3,36<br>1 dk | **M Fishing**<br>Side Trawler | Baudouin 12P15.2SR<br>Vee Oil 4SA 12Cy. 150 × 150<br>750bhp (552kW)<br>Internacional Diesel S.A. Zumaya<br>10,5kn |
| **VIATOR**<br>ex Kiwi Arrow-88<br>**Viator K/S**<br>C. H. Sorensen & Sonner A/S<br>Arendal Norway (NIS)<br>SatCom: 1311412/LAGL | **20 884**<br>12 628<br>38 613<br>T/cm<br>46,0 | NV | **1974** Mitsui SB. & Eng. Co. Ltd.—Osaka (989)<br>182,02 (BB) 29,01 11,596<br>174,38 28,96 16,13<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 18,2 27,1 27,1 27,1 18,2 ER<br>G.41 684 B.40 745 HeCls. B<br>TEU 1100<br>5 Ha (stl) (17,5 × 18,0) (26,2 26,2 26,2 18,3 × 22,9) ER<br>Cr 2(30) | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 650kW 440V 60Hz a.c.<br>Fuel 181,0t (d.o.) 2 151,0t (hvf)-49,0pd 14kn |
| **VIBEKE MADSEN**<br>ex Benika-73 ex Gudrun Nordfisk-67<br>ex W-King I-65<br>**Kurt Madsen**<br>Thyboron Denmark | **111**<br>50<br>— | | **1960** Sonderborg Skibsvaerft A/S—Sonderborg (31)<br>25,63 6,05<br>6,00 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 260 × 410<br>420bhp (309kW) NE 67<br>A/S Motorfabriken Gamma Frederikshavn<br>Fuel 20,5t (d.o.)-1,5pd |
| **VIBHA II**<br>**Bombay Marine Engineering Works (Pvt.) Ltd.**<br>Mormugao India | **410**<br>258<br>599 | (AB) | **1975** Bombay Marine Eng. Works Pvt. Ltd. —Bombay (07)<br>47,50 2,383<br>46,00 10,25 3,00<br>F 4,6 1 dk<br>rf nil | **TM General Cargo**<br>1 Ho 25,2 ER<br>1 Ha (25,2 × 7,0) ER | Kirloskar<br>2 Oil 4SA each 8Cy. 175 × 220<br>484bhp (356kW)<br>Kirloskar Oil Engines Ltd. India<br>Gen 2 × 4,75kW<br>7kn |
| **VIBHA IV**<br>**Bombay Marine Engineering Works (Pvt.) Ltd.**<br>Bombay India | **500**<br>250<br>700 | | **1979** Bombay Marine Eng. Works Pvt. Ltd. —Bombay (17)<br>51,11 10,27 2,252<br>48,11 10,25 3,00<br>1 dk | **TM General Cargo**<br>Mchy.aft | Cummins NRTO-6-M<br>2 Oil 4SA each 6Cy. 130 × 152<br>470bhp (346kW)<br>Kirloskar Oil Engines Ltd. Pune |
| **VIBRENCE**<br>**Crescent Shipping Ltd.**<br>Rochester United Kingdom | T.Mk<br>**699**<br>435<br>1 842 | ✠**100A1** SS 5/91<br>✠**LMC** **UMS**<br>EL (J) 385,0/30,0U2<br>FN 1363 | **1981**-4 Cochrane Shipbuilders Ltd.—Selby (113)<br>84,82 11,49 3,442<br>81,01 11,41 5,41<br>RQD 15,9 RFD 8,9 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 54,6 ER<br>G.2 478 B.2 472<br>1 Ha (stl) (50,0 × 8,2) ER | Alpha 8V23L-VO<br>Vee Oil 4SA 8Cy. 225 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>1 240bhp (912kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 1 × 122kW 1 × 100kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 72,5t (d.o.)-4,0pd 10kn |

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|---|---|---|---|---|---|---|
| 7383592<br>*ELNX8*<br>9479<br>Df Esd Gc<br>Pfd Rdr RTv | **VIBRO**<br>ex Marshal-91 ex Brage Atlantic-87<br>ex Stainless Shipper-78<br>**Charlwood Shipping Inc.**<br>Fairmont Shipping (H.K.) Ltd.<br>Monrovia Liberia<br>SatCom: 1244561/VBRO | **2 973**<br>2 171<br>5 539 | NV | **1974** Trosvik Verksted A/S—Brevik (111)<br>116,80 15,45 6,001<br>104,78 15,40 7,42<br>1 dk<br>Bow/CM 51 Diam. 0,152 | **M Tanker**<br>Chemical<br>CBT SBT Ice strengthened<br>16 Ta (s.stl) ER<br>L.5 700<br>16 Cargo pumps total 1 280T/hr | Normo<br>2 Vee Oil 4SA each 12Cy. 250 × 300 geare<br>sc. shaft<br>4 500bhp (3 310kW) NE 81<br>A/S Bergens M/V<br>Gen 2 × 152kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 656,0t (hvf)-20,0pd |
| 7529988<br>*JXWL3*<br>N-00417<br>Df Esd Gc<br>Pfd Rdr Rt | **VIBRO STAR**<br>ex Alantes-88 ex Ragni-80<br>**K/S Vibro**<br>Vibro Shipping A/S<br>Farsund Norway (NIS) | **1 589**<br>1 113<br>3 100 | NV | **1976** Batservice Verft A/S—Mandal (649)<br>80,07 (BB) 13,77 5,322<br>74,50 13,76 6,53<br>P -F - 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 947 B.3 635<br>2 Ha (stl) (each 20,7 × 10,1) ER | MAN<br>Oil 4SA 9Cy. 300 × 450<br>2 145bhp (1 578kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (hvf) |
| 7049823<br>*WY5229*<br>515871 | **VIC AND MARK**<br>ex Bojoe-78 ex Lorey Donna-77<br>**Mastar Inc.**<br>Biloxi, Ms United States of America | **142**<br>97<br>— | | **1968** Larose Shipyard Inc.—Larose, La<br>*23,23* 6,74<br>3,84<br>1 dk | **M Fishing** | Oil<br>425bhp (313kW)<br>............<br>Fuel (d.o.) |
| 7509938<br>*P3ZG3*<br>709244<br>Df Esd Gc<br>Pfd Rdr Rt | **VICAL**<br>ex Maritime Bravery-90<br>ex Seisho Maru-87 ex Samoa Maru-79<br>**Abalone Shipping Ltd.**<br>Goldenport Compania Naviera (Cyprus) Ltd.<br>Limassol Cyprus | *10 730*<br>*5 339*<br>15 698 | NK | **1976** Kyokuyo Zosen Tekko K.K.—Chofu (279)<br>141,50 20,45 9,437<br>131,50 20,40 13,70<br>P 26,6 F 11,0 1 dk | **M General Cargo**<br>4 Ho ER<br>G.19 801 B.19 680<br>4 Ha (stl) (14,0 × 8,3) (14,0 14,0 14,0 × 11,2) ER<br>Der 4(10) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>4 560kW (6 199bhp)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 360kW 450V 60Hz a.c.<br>Fuel 78,0t (d.o.) 820,5t (hvf)-21,0pd |
| 7825928<br>*HO3236*<br>Esd Rt | **VICEITAS**<br>**Banco Nacional de Panama**<br>Balboa Panama | **150**<br>41<br>110 | | **1979** Ast. Picsa S.A.—Callao (433)<br>21,72<br>19,54 6,71 2,75<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>275bhp (202kW)<br>Caterpillar Tractor Co. |
| 8505575<br>*C6KI8*<br>720459<br>Esd Rdr Rt | **VICENTE**<br>ex S. Vicente-91<br>**Shell International Marine Ltd.**<br>Shell Tankers (U.K.) Ltd.<br>Nassau Bahamas | *532*<br>*234*<br>550 | BV | **1989** B.V. Scheepswerf K. Damen—Hardinxveld-Giessendam (643)<br>51,25 10,20 2,450<br>49,50 10,00 3,75<br>1 dk<br>Bow/CM 24 | **TM Tanker/ Landing Craft**<br>Buoy Tender<br>8 Wing Ta. ER<br>L.648<br>2 Cargo pumps total 120T/hr | Mitsubishi<br>2 Vee Oil 4SA each 12Cy. 150 × 160 with clutches, flexible couplings & sr reverse<br>to sc. shafts<br>1 160kW (1 577bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 104kW 380V 50Hz a.c. |
| 7503960<br>Df Esd Rdr Rt | **VICENTE BARREIRO**<br>**Pesquera Barreiro Gonzalez S.L.**<br>Gijon Spain | **394**<br>179<br>269 | (BV) | **1976** Ast. Gondan—Puerto de Figueras (140)<br>41,41 8,59 3,971<br>36,10 8,51 6,18<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | A.B.C.<br>Oil 4SA 8Cy. 242 × 320 geared to sc. shaft<br>1 200bhp (883kW)<br>Anglo-Belgian Co. N.V.<br>Fuel 185,5t (d.o.) |
| 6727088<br>*XCVA*<br>Df Esd Gc<br>Rdr RTm/h | **VICENTE GUERRERO**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Minatitlan Mexico | **5 773**<br>3 053<br>8 893<br>T/cm<br>17,8 | **✠100A1** SS 11/88<br>oil & chemical tanker<br>SG up to 1.15 in centre tanks<br>**✠LMC**<br>EL at 2″SQ<br>FN 3585 | **1967**-10 Kure Zosensho—Kure (135)<br>135,08 18,29 7,621<br>128,02 18,04 9,96<br>P 37,8 F 12,8 1 dk<br>rf 76 Bow/CM 66 Diam. 0,200 | **M Tanker**<br>Oil Chemical<br>4 Ta 6 Wing Ta ER<br>L.8 848 HeCls. B<br>4 Cargo pumps total 1 200T/hr | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>5 296kW (7 200bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>WTAuxB 150lbf/in$^2$ (10,4bar)<br>AuxB 114lbf/in$^2$ (7,9bar)<br>Gen 3 × 420kW 445V 60Hz a.c.<br>Fuel 1 017,0t (hvf)-24,5pd |
| 6410245<br>*EECY*<br>1297<br>Df EsdRTm | **VICENTE YANEZ PINZON**<br>ex Aneto-80<br>**Mariscos Rodriguez S.A.**<br>Huelva Spain | **346**<br>149<br>— | BV | **1964** Hijos de J. Barreras S.A.—Vigo (1300)<br>41,46 7,40 3,836<br>36,66 7,35 4,17<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 1,0) | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>699kW (950bhp)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 132kW 220V a.c.<br>Fuel 128,5t (d.o.) |
| 5379614<br>*EDUR*<br>2497 | **VICENTUCO**<br>ex Isacin-53<br>**Pesquerias Atlanticas de Gran Altura S.A.**<br>Las Palmas Spain | **169**<br>133<br>— | | **1951** J. Fernandez Montes—Gijon (12)<br>*27,50* 6,10<br>... ... ... | **M Fishing**<br>Side Trawler | Polar<br>Oil 2SA 5Cy.<br>NE 52<br>Atlas-Diesel A/B |
| 6808686<br>*CB3616*<br>Df Esd Pfd<br>Rdr Rt | **VICHUQUEN**<br>ex Hepso Senior-87<br>**Pesquera Sopesa-Alimar S.A.**<br>Chile | **498**<br>239<br>— | (NV) | **1967** A/S Hommelvik M/V—Hommelvik (106)<br>47,91 8,26 5,890<br>43,21 8,23 5,69<br>1 dk<br>rf 1097 BK 191 len 70 | **M Fishing**<br>Side-fishing Purse Seiner<br>Ice strenthened<br>1 Ho 3 Ta ER<br>3 Ha (2,5 2,5 × 3,5) (4,3 × 5,9) ER<br>1W Der 1(3,5) | Wichmann<br>Oil 2SA 7Cy. 300 × 450<br>1 750bhp (1 287kW) NE 73<br>A/S Wichmann<br>Gen 1 × 178kW 1 × 80kW 1 × 60kW<br>220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| 5379640<br>*VDSQ*<br>174110<br>Df EsdRTm | **VICISLE**<br>ex Tatchu-54<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **104**<br>52<br>96 | | **1943** W. R. Menchions & Co. Ltd.—Vancouver, B.C.<br>*22,44* 6,51<br>... ... ... | **Wood M Fishing**<br>Side-fishing<br>1 Ho 10,8<br>Der 1(3) | Oil 4SA 6Cy. 260 × 345<br>240bhp (177kW)<br>Washington Iron Works<br>Gen 1 × 4kW 1 × 2kW 37V d.c.<br>Fuel (d.o.) |
| 6619255<br>320753<br>Esd Pfd Rdr Rt | **VICKI & BROTHERS**<br>ex Techno-Rimouski-77 ex Zouave-75<br>**Miller Shipping Ltd.**<br>Halifax, N.S. Canada | **136**<br>58<br>— | ✠Classed LR until 5/71 | **1966**-8 Les Ch. Mar. Paspebiac Inc.—Paspebiac, P.Q. (18)<br>27,18 6,94 2,896<br>23,98 6,61 3,36<br>F 7,7 1 dk<br>Box K | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 8Cy. 159 × 203 reverse reduction<br>to sc. shaft<br>499bhp (367kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 20kW 240V 60Hz a.c. |
| 7106035<br>*3FRQ*<br>8735-PEXT1<br>Df Esd Gc<br>Pfd Rdr Rt | **VICKO**<br>ex Paz Estrella-90 ex Osho Maru-79<br>**Renzlor Securities Corp.**<br>Panama Panama | **4 919**<br>3 452<br>8 260 | NK | **1971** Kurushima Dockyard Co. Ltd.—Imabari (671)<br>119,11 18,04 7,232<br>110,00 18,00 9,00<br>P 23,7 F 9,6 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.11 314 B.10 736<br>3 Ha (stl) (13,5 25,2 25,2 × 8,9) ER<br>15W Der 5(20) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 900<br>3 678kW (5 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 184kW 445V a.c.<br>Fuel 834,0t-19,0pd |
| 5042792<br>*9H2958*<br>2102<br>Df Esd Rdr<br>RTm/h | **VICKY**<br>ex Valinco II-88 ex Bernisse-70<br>**Vittoria Shipping Ltd.**<br>Novamar S.r.l.<br>Valletta Malta | **500**<br>345<br>1 016 | **✠100A1** SS 1/89<br>**✠LMC**<br>EL j 1⅛″SQ<br>FN 737 | **1961**-9 Schpsw. Gebr. Coops N.V.—Hoogezand (226)<br>61,02 9,33 3,633<br>55,63 9,20 4,04<br>RQD 15,0 F 12,5 1 dk<br>rf 152 | **M General Cargo**<br>1 Ho 39,6 ER<br>G.1 138 B.1 062<br>Der 1(3) | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>750bhp (552kW)<br>N.V. Werkspoor<br>Gen 2 × 10kW 110V d.c.<br>Fuel 72,0t (d.o.) |
| | | | | **LAID UP — SURVEYS OVERDUE 12/86** | | |
| 8215297<br>*OPKX*<br>Z.284<br>Esd Rdr RTv | **VICKY**<br>**N.V. Rederij Fox**<br>Zeebrugge Belgium | **259**<br>78<br>93 | | **1982** Industrielle des Pecheries (IdP) S.V.—Oostende (010)<br>35,05 8,28 3,401<br>31,20 8,20 4,40<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl<br>1 Ho ER<br>In.170<br>1 Ha ER | A.B.C.<br>Oil 4SA 6Cy. 256 × 310 with clutches,<br>couplings & sr reverse geared to sc.<br>1 450bhp (1 067kW)<br>Anglo-Belgian Corporation N.V. |

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| **VICKY**<br>ex Strilvaer-84 ex Finnvaer-83<br>ex Frovaer-73 ex Nordmore<br>**Bjorn Bjornstad**<br>Fredrikstad Norway | **120**<br>50<br>— | (NV) | **1952** Stord Verft A/S—Stord (15)<br>*24,24* 5,82<br>5,80 3,10<br>1 dk | **M Ferry**<br>100dk P | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>365bhp (268kW) NE 75<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Fuel 5,0t (d.o.)-1,5pd |
| **VICKY**<br>**Alimentos del Mar S.A.**<br>Chimbote Peru | **105**<br>—<br>— | ✠Classed LR until 9/70 | **1965**-8 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (293)<br>22,36 6,91 3,887 (aft)<br>19,13 6,63 3,18<br>RAD 4,3 1 dk<br>BK | **M Fishing**<br>Side-fishing | General Motors<br>Oil 2SA 6Cy. 127 × 142 reverse reduction geared to sc. shaft<br>220bhp (162kW)<br>General Motors Corp. Detroit, Mi |
| **VICKY ROUSSOS**<br>ex Gunvor-91 ex Montauk Egret-86<br>**Tulip Star Shipping Ltd.**<br>J. G. Roussos Shipping S.A.<br>Limassol Cyprus | *2 811*<br>*1 622*<br>5 011 | BV (NK) | **1985** Sanyo Zosen K.K.—Mukaishima (1007)<br>91,60 6,501<br>84,92 15,21 7,83<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 786 B.5 281<br>2 Ha (stl) (15,6 26,0 × 10,0) ER<br>Der 3(20) 3(15) | Akasaka A34FD<br>Oil 4SA 6Cy. 340 × 660 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 471kW (2 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW 1 × 120kW 440V a.c.<br>13kn |
| **VICTANK I**<br>ex Kinyo Maru-87<br>**Coastal Bunkering Services Pte. Ltd.**<br>Singapore Singapore | **1 253**<br>758<br>2 101 | NK | **1976** Hakata Zosen K.K.—Hakata (167)<br>76,61 12,02 4,776<br>71,51 11,99 5,49<br>P 17,1 F 11,9 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 350 | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 96kW |
| **VICTOR**<br>ex Santo Victor-86<br>ex Eastern Ocean-79<br>**Victor Maritime Co. Ltd.**<br>Endeavour Shipping Co. S.A. (Panama)<br>Valletta Malta | **10 372**<br>6 724<br>16 940<br>T/cm<br>27,3 | AB | **1972** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (803)<br>148,39 22,56 9,368<br>138,00 22,51 11,89<br>P 27,5 F 10,1 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 23,3 26,3 26,3 26,3 ER<br>G.21 739 B.21 078 HeCls. B<br>4 Ha (stl) (16,1T × 9,3) (19,6 19,6 19,6 × 11,9) ER<br>Cr 4(20) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Fuel 152,5t (d.o.) 1 031,5t (hvf)-28,5pd 14,75kn |
| **VICTOR**<br>**Uniline Marine Pte. Ltd.**<br>Pioneer Barging (S) Pte. Ltd.<br>Singapore Singapore | *1 680*<br>*977*<br>3 190 | NK | **1988** Hong Lam Marine—Singapore (1)<br>73,00 4,833<br>70,52 15,00 5,80<br>B 8,9 F 9,8 1 dk | **TM Tank Barge**<br>Bunkering Vessel<br>10 Wing Ta ER<br>L.(oil) 3 577 | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320 with clutches, flexible couplings & epicyclic geared to sc. shafts<br>2 100bhp (1 545kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 3 × 56kW a.c.<br>2 Directional propellers |
| **VICTOR**<br>ex Thistle (WAGL 409)<br>**F/V Victor Inc.**<br>Ketchikan, Ak United States of America | **199**<br>160<br>— | | **1943** Martinolich SB. Corp.—San Francisco, Ca<br>*30,24* 9,15<br>2,75<br>1 dk<br>conv Lighthouse Tender — | **Wood TM Fishing** | 2 Oil<br>270bhp (199kW)<br>U.S.A. |
| **VICTOR**<br>ex Saint-Pierre-Eglise-74<br>**Co-Ownership "Victor"**<br>Laskaridis Shipping Co. Ltd.<br>Piraeus Greece | **188**<br>65<br>— | (BV) | **1948** Bath Iron Works Corp.—Bath, Me (300)<br>33,13 6,89<br>3,92<br>1 dk<br>RW | **M Fishing**<br>Side Trawler | B&W 6-50VBF-90<br>Oil 2SA 6Cy. 500 × 900<br>450bhp (331kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 1 × 17kW 2 × 10kW 110V d.c.<br>Fuel 27,5t (d.o.) 10kn |
| **VICTOR**<br>**Aga Fishing Corp.**<br>New Bedford, Ma United States of America | **164**<br>56<br>— | | **1965** Sturgeon Bay SB. & D.D. Co.—Sturgeon Bay, Wi (226)<br>27,01 6,91 3,201<br>23,55 6,86 3,76<br>1 dk, pt 2nd dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar<br>Oil 4SA 12Cy. 159 × 203<br>765bhp (563kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VICTOR BILLET**<br>**Societe Generale d'Alimentation (S.G.A.)**<br>Zaire | **113**<br>39<br>35 | | **1946** Beliard, Crighton & Cie. S.A.—Oostende (107)<br>30,00 6,58<br>6,53<br>F 4,0 1 dk<br>R | **M Fishing**<br>Side Trawler<br>1 Ho<br>3 Ha (0,9 × 0,6) (0,9 × 0,7) (0,9 × 0,9)<br>1W | Oil 4SA 4Cy. 300 × 450<br>250bhp (184kW)<br>Porn & Dunwoody Ltd. Southwark, London<br>Fuel 31,5t (d.o.) 9,5kn |
| **VICTOR DE CHAVARRI**<br>**Union de Estibadores S.A.**<br>Bilbao Spain | **3 308**<br>1 997<br>4 999 | ✠Classed LR until 26/2/71 | **1919**-6 Soc. Espanola de Const. Nav.—Bilbao (9)<br>*95,10* 14,66<br>95,76 14,61 7,42<br>P 26,9 F 13,5 1 dk<br>R conv General Cargo 82 | **S General Cargo Barge**<br>Mchy.aft<br>G.6 092 B.5 784 | T 3Cy. 559 889 & 1473 x 991<br>1 520ihp (1 118kW)<br>Swan, Hunter & Wigham Richardson Newcastle<br>Fuel 376,0t 9kn |
| **VICTOR H**<br>**Victor Huygebaert S.A.**<br>Gent/Gand Belgium | **758**<br>616<br>484 | | **1959** Scheepsw. West-Vlaamse N.V.—Oostkamp<br>7,50 2,833<br>50,58 7,45 3,31<br>RQD 12,8 F 8,3 1 dk<br>rf nil | **M Tanker**<br>12 Ta ER | A.B.C. 8MDX<br>Oil 4SA 8Cy. 242 × 320<br>500bhp (368kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Gen 1 × 35kW 1 × 25kW<br>Fuel 16,5t |
| **VICTOR HENSEN**<br>**Alfred-Wegener-Institut fur Polar- und Meeresforschung**<br>RF Reedereigemeinschaft Forschungsschiffahrt G.m.b.H.<br>Bremerhaven Federal Republic of Germany | **423**<br>112<br>— | GL | **1975** Schichau-Unterweser A.G.—Bremerhaven (2257)<br>39,22 9,50 3,580<br>34,02 9,43 4,40<br>F 17,7 1 dk | **M Research/Fishing**<br>Ice strengthened | M.T.U. 6R362TB61<br>2 Oil 4SA each 6Cy. 160 × 180 reduction geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>12,25kn |
| **VICTOR PLEVEN**<br>**Compagnie Malouine de Peche S.A. (COMAPECHE)**<br>St. Malo France<br>SatCom: 1110241/FNDP | **2 413**<br>1 050<br>1 636 | BV | **1971** Stocznia im. "Komuny Paryskiej"—Gdynia (B421/01)<br>90,56 15,04 5,201<br>81,62 15,02 9,40<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 23,0 5,4 12,9<br>In.2 040<br>3 Ha (stl) (23,0 3,0 12,9 × 3,0) | Pielstick 6PC2L-400<br>Oil 4SA 6Cy. 400 × 460 sr geared to sc. shaft<br>1 986kW (2 700bhp)<br>At. & Ch. de Bretagne France<br>Gen 2 × 320kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 951,0t (d.o.) 14kn |
| **VICTOR SEGHERS**<br>Zaire | **160**<br>83<br>— | | **1965** Ch. & Arme. A. Seghers—Oostende<br>... ... ...<br>... ... ... | **M Fishing**<br>Side-fishing | A.B.C.<br>Oil<br>375bhp (276kW)<br>............. |
| **VICTORIA**<br>**Ogino Sadao**<br>Takaoka, Toyama Pref. Japan | *1 954*<br>*789*<br>2 252 | NK | **1983** Wakamatsu Zosen K.K.—Wakamatsu (330)<br>83,27 5,022<br>76,99 13,26 7,83<br>2 dks | **M Refrigerated Cargo**<br>Mchy.aft<br>In.2 783 | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **VICTORIA**<br>ex Crusader-48 ex Pioneer ex Osprey<br>**Compania Navegacion Bidegaray-Menozzi**<br>Callao Peru | **1 100**<br>950<br>1 350 | | **1918** Consolidated SB. Co.—Morris Heights, NY<br>*54,87* 10,72<br>10,67<br>2 dks<br>R | **S General Cargo** | T 3Cy. 483 737 & 1168 x 762<br>Gas Eng. & Power Co. Morris Heights, NY<br>Fuel (o.f.) |

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| **7912771**<br>*JG4033*<br>121822<br>Rdr Rt | **VICTORIA**<br>**Hakone Kankosen K.K.**<br>Hakone, Japan<br>Kanagawa Pref. | **498**<br>—<br>100 | | **1980** Hitachi Zosen—Kanagawa Works, Kawasaki (4653)<br>37,65<br>29,01 10,00 2,80<br>1 dk | **M Ferry** | Akasaka<br>Oil 4SA 6Cy. 230 × 390 reverse reduc<br>to sc. shaft<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.) |
| **7211464**<br>*SV3330*<br>45<br>Rt | **VICTORIA**<br>**Adriana Kotsiri & Co.**<br>Patras Greece | **425**<br>228 | | **1972** General Shipyards of Greece—Eleusis (61)<br>57,51 11,00 1,702<br>(HR) 52,00 9,54 2,39<br>1 dk | **TM RoRo Cargo/Ferry** 300P<br>Bow door<br>Mchy.aft | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292<br>700bhp (515kW) E made60 fitted72<br>Lister Blackstone Ltd. |
| **7309754**<br>*WX5601*<br>249539 | **VICTORIA**<br>**Henry Kroll**<br>San Diego, Ca United States<br>of America | **384**<br>176<br>— | | **1946**-2 Clyde W. Wood Inc.—Stockton, Ca<br>*39,11* (BB) 28,45<br>176,21 28,40 3,51<br>F 14,7<br>rf nil DK in way of Nos. 1, 2, 3, 4 & 5 holds | **M Fishing** | Oil<br>840bhp (618kW)<br>..............<br>Fuel (d.o.) |
| **7208625**<br>*GQEY*<br>357433<br>Df Esd Rdr<br>Rt | **VICTORIA**<br>**The Alexandra Towing Co. Ltd.**<br>Liverpool United Kingdom | **272**<br>—<br>199 | ✠**100A1** SS 9/88<br>tug<br>U.K., Eire & between River<br>Elbe & Brest<br>✠**LMC**<br>EL (d) $\frac{7}{8}$"U2<br>FN 401 | **1972**-5 R. Dunston (Hessle) Ltd.—Hessle (S884)<br>32,64 9,40 4,268<br>28,96 8,95 4,88<br>RAD 1,0 RFD 12,8 1 dk<br>rf 686 BK 152 | **M Tug** | Ruston<br>Oil 4SA 9Cy. 318 × 368 reverse reduc<br>to sc. shaft<br>Ruston Paxman Diesels Ltd.<br>Gen 2 × 34kW 1 × 15kW 440V 50Hz |
| **7802770**<br>*SGWN*<br>Df Esd Gc<br>Pfd Rdr Rt | **VICTORIA**<br>ex Veronica-82<br>**Lulea Bogserbats AB**<br>Lulea Sweden | **236**<br>90<br>— | ✠**100A1** SS 4/91<br>tug<br>Baltic service<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL H 302,5/22,0U2<br>FN 358 | **1979**-6 A/B Asi-Verken—Amal (126)<br>27,46 9,91 4,245<br>24,80 9,52 4,91<br>1 dk<br>rf - BK 127 | **M Tug/ Icebreaker** | Polar<br>Vee Oil 4SA 12Cy. 250 × 300 sr geare<br>shaft<br>A/B Bofors Nohab<br>Gen 2 × 76kW 400V 50Hz a.c.<br>Controllable pitch propeller |
| **5379822**<br>*LFGJ*<br>2614<br>Rt | **VICTORIA**<br>**A/S Turisttrafikk**<br>Skien Norway | **152**<br>91<br>— | | **1882** A/S Akers M/V—Oslo (95)<br>30,82 5,49 2,134<br>5,45 2,93<br>1 dk<br>R | **Iron M Ferry** 150P | General Motors<br>Vee Oil 2SA 8Cy. 108 × 127<br>242bhp (178kW) NE 66<br>General Motors Corp., Detroit Diesel Allis<br>Div.<br>Fuel (d.o.) |
| **5279620**<br>Df Esd Pfd<br>Rdr Rt | **VICTORIA**<br>ex Rubjerg-87 ex Solminor-73<br>ex Platessa-66 ex Ulla Lilleheden-61<br>ex Ulla Skagbo-60 | **114**<br>53<br>— | | **1959** Orskovs Staalskibsvaerft I/S—Frederikshavn (1)<br>(BV) 25,61 6,10<br>21,95 5,97 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,0 1,5 1,5 × 0,9) ER | Alpha<br>Oil 2SA 5Cy. 240 × 400<br>257kW (349bhp)<br>Alpha-Diesel A/S<br>Fuel 23,5t (d.o.) |
| **6826080**<br>*HP5721*<br>19929-PEXT<br>Df Esd Rdr<br>Rt | **VICTORIA A**<br>ex Cabrillo-90<br>**Executive Interocean Charter &**<br>**Fishing Co. Inc**<br>Panama Panama | **675**<br>300<br>— | | **1968** J. M. Martinac SB. Corp.—Tacoma, Wa (174)<br>GL *45,78* 10,83 3,950<br>10,36 5,56 | **M Fishing**<br>Side-fishing Ref | General Motors<br>Vee Oil 2SA 16Cy. 230 × 254<br>2 058kW (2 798bhp)<br>Electro-Motive Div. Gen. Motors La Gra<br>Gen 1 × 3000kW 2 × 200kW 440V a.c |
| **9004097**<br>*3EWM8*<br>20804-KJ<br>Df Esd Gc<br>Pfd Rdr Rt | **VICTORIA ACE**<br>**Paulownia Steamship Inc.**<br>Panama Panama | *3 685*<br>*1 922*<br>6 349 | | **1991** Nishi Zosen K.K.—Imabari (365)<br>105,00 (BB) 7,038<br>NK 99,00 16,00 8,40<br>1 dk | **M Tanker**<br>Oil Chemical<br>10 Ta ER | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>2 427kW (3 300bhp)<br>The Hanshin Diesel Works Ltd. |
| **8306670**<br>*DNCR*<br>14200<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **VICTORIA BAY**<br>ex Isar Express-89 ex Carthago-88<br>ex Norasia Carthago-87 ex Carthago-84<br>**Conti-Container Schiffahrtsges.**<br>**m.b.H. & Co. Reederei K.G. m.s.**<br>**"Carthago"**<br>Christian F. Ahrenkiel G.m.b.H. & Co.<br>Hamburg Federal Republic<br>of Germany | *18 756*<br>*8 596*<br>26 140<br>T/cm<br>36,4 | | **1984** Howaldtswerke-Deutsche Werft A.G. —Kiel (196)<br>GL 169,02 (BB) 25,94 10,202<br>160,03 25,40 15,52<br>F 12,2 1 dk | **M Bulk Carrier**<br>Employed in container service only<br>Ice strengthened Str. heavy cargoes<br>6 Ho 17,0 30,4comb. 16,0 16,0<br>30,4comb. 17,0 ER<br>G.37 228<br>TEU 1316<br>C.Ho 712/20' (40') C.Dk 604/20' (40')<br>incl. 32 ref C.<br>8 Ha (stl) (12,7 × 10,3) (12,7 12,7 12,7<br>12,7 12,7 12,7 12,9 × 20,1) ER<br>Cr 4(40) | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>9 250bhp (6 804kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel 197,0t (d.o.) 1 746,0t (hvf)-37,0pd |
| **8520757**<br>*PJAO* | **VICTORIA CLIPPER**<br>**Clipper Navigation Inc.**<br>Willemstad Netherlands<br>Antilles & Aruba | **431**<br>146<br>— | | **1986** A/S Fjellstrand—Omastrand (1572)<br>40,42 9,45 —<br>NV 36,58 9,43 3,97<br>1 dk | **Aluminium Alloy TM Ferry** 330dk P<br>Twin Hull | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 18<br>sc. shafts<br>4 184bhp (3 078kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 60kW 220V 60Hz a.c.<br>2 Water jet propulsion units |
| **7412446**<br>*9VUF*<br>383421<br>Df Esd Gc<br>Pfd Rdr Rt | **VICTORIA COB**<br>ex Tomiwaka Maru-86<br>**Bandung Shipping (Pte.) Ltd.**<br>Singapore Singapore | **6 273**<br>3 561<br>11 075 | | **1975** Kyokuyo Zosen Tekko K.K.—Chofu (278)<br>130,49 (BB) 18,01 8,230<br>NK 120,00 17,99 10,01<br>P 25,6 F 17,4 1 dk<br>Diam. 0,230 MH 0,9 | **M Tanker**<br>Mchy.aft<br>L.(oil) 12 601<br>2 Cargo pumps total 1 000T/hr | Mitsubishi<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 240kW<br>Fuel 132,5t (d.o.) 1 420,0t (hvf) |
| **6907303**<br>*CLHR*<br>Df Esd Gc<br>Rdr Rt | **VICTORIA DE GIRON**<br>**Empresa de Navegacion Mambisa**<br>La Habana Cuba | *11 323*<br>*5 700*<br>15 363 | ✠**100A1** SS 5/90<br>Ice Class 2<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL Bt 2$\frac{5}{16}$"U2<br>FN 5021<br>RCB | **1969**-5 Uddevallavarvet A/B—Uddevalla (227)<br>161,88 20,55 9,792<br>150,40 20,50 12,88<br>F 15,9 2 dks, 3rd dk in No. 1 & 4 holds 4th dk in<br>No. 4 hold<br>rf 51 | **M General Cargo**<br>Ref<br>7 Ho 16,4 21,1 11,7 8,6 ER 7,8DTp&s<br>12,5 18,7 14,8 10 TwD<br>G.19 606 B.17 909 In.1 741 L.1 367<br>7 Ha (stl) (8,1 × 5,7) (12,2 7,7 3,0 × 7,3)<br>ER (12,5 12,5 10,1 × 7,3)<br>20W Der 1(60) 1(30) 18(10) 2(3) | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>11 900bhp (8 753kW)<br>Uddevallavarvet A/B<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 364kW 450V 60Hz a.c. |
| **7605897**<br>*EHOF*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **VICTORIA DEL MAR**<br>**Contenemar S.A.**<br>Barcelona Spain | **1 588**<br>1 073<br>3 450 | | **1978** Maritima de Axpe S.A.—Bilbao (100)<br>86,21, 14,03 5,920<br>GL 79,02 14,01 8,01<br>P 8,3 F 5,8 2 dks | **M General Cargo**<br>Ref<br>Mchy.aft<br>TEU 178 | Deutz<br>Oil 4SA 8Cy. 400 × 580 reduction ge<br>shaft<br>3 000bhp (2 207kW)<br>Hijos de J. Barreras S.A. |
| **7610270**<br>*ZCSD*<br>373502<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **VICTORIA FAITH**<br>Launched as Alpine Sky<br>**Baypark Transport Ltd.**<br>Orient Ship Management Ltd.<br>Hong Kong Hong Kong<br>(British) | **3 991**<br>2 497<br>6 828 | | **1977** Nishi Zosen K.K.—Imabari (179)<br>99,01 6,941<br>AB 16,51 8,51<br>1 dk<br>rf 102 | **M General Cargo**<br>3 Ho ER<br>G.8 298 B.8 018<br>3 Ha (stl) (13,8 16,1 16,1 × 8,4) ER<br>3W Der 3(15) | Hanshin<br>Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>The Hanshin Diesel Works Ltd.<br>Fuel 139,0t (d.o.) 334,0t (hvf)-11,0pd |
| **8009973**<br>*WYR4013*<br>631341<br>Df Esd Gc<br>Pfd Rdr Rt | **VICTORIA G.**<br>**Oil & Gas Rental Services Inc.**<br>Morgan City, La United States<br>of America | **295**<br>200<br>1 200 | | **1981** Halter Marine Inc.—Lockport, La (931)<br>3,944<br>AB 56,70 12,20 4,58<br>F 17,1 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 2<br>reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd |

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| **VICTORIA I**<br>ex Daiya Maru-86<br>**Inter Asia Investment Co. Inc.**<br>Panama Panama | **1 217**<br>383<br>1 103<br>T/cm<br>6,1 | | **1970** Taguma Zosen—Innoshima (85)<br>69,30 11,43 4,369<br>63,99 11,41 5,59<br>1 dk<br>RW Bow/CM 30 Diam. 0,203 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 1 462<br>2 Cargo pumps total 330T/hr | Nippon Hatsudoki<br>Oil 4SA 6Cy. 380 × 540<br>1 300bhp (956kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 96kW 445V 60Hz a.c.<br>Fuel 9,0t (d.o.) 54,5t (i.f.o.)-5,0pd 11,5kn |
| **VICTORIA I**<br>ex Taipan-89<br>ex Fukutoku Maru No. 5-88<br>**First Aqua Shipping Co.**<br>Manila Philippines | **497**<br>280<br>899 | BV | **1968** Imamura Zosen—Kure (147)<br>54,90 9,02 4,039<br>49,60 9,00 4,50<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (26,9 × 6,4) | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>662kW (900bhp)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 24kW 2 × 8kW 220V d.c.<br>12,2kn |
| **VICTORIA II**<br>ex Victoria Peak-89<br>ex Argosy Pacific-83<br>**Stoneham World Shipping S.A.**<br>Envoy Shipping (Hong Kong) Ltd.<br>Panama Panama<br>SatCom: 1331360/VICT | **41 250**<br>28 545<br>71 200<br>T/cm<br>29,6 | ✠Classed LR until 26/6/88<br>AB | **1976**-7 N.V. Cockerill Yards Hoboken—Hoboken (876)<br>241,87 (BB) 32,26 12,999<br>233,76 32,20 18,70<br>1 dk<br>rf nil DK | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 21,9 31,9 31,9 17,4 18,2 31,9 31,9 ER<br>G.86 018 B.83 091<br>11 Ha (stl) (each 9,1 × 12,8) ER | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>S.A. Cockerill-Ougree-Providence Seraing<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 197,0t (d.o.) 2 681,5t (hvf) 15kn |
| **VICTORIA II**<br>ex Kinsei Maru No. 8-90<br>ex Shinei Maru No. 27-80<br>**First Aqua Shipping Co.**<br>Manila Philippines | **404**<br>—<br>968 | BV | **1971** Y.K. Takasago Zosensho—Naruto<br>52,50 4,250<br>48,00 9,20 5,40<br>2dks | **M General Cargo**<br>G.1 346 B.1 318<br>1 Ha (26,9 × 7,1) ER | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>956kW (1 300bhp)<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 1 × 32kW 1 × 20kW 225V d.c.<br>13kn |
| **VICTORIA II**<br>**Continental Armadores de Pesca S.A. (CONARPESA)**<br>Puerto Madryn Argentina | **119**<br>76<br>145 | RI | **1986** A.N. Federico Contessi y Cia S.A.—Mar del Plata (45)<br>28,25 2,901<br>25,00 6,41 3,31<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.133 | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 with flexible couplings & reduction geared to sc. shaft<br>632bhp (465kW)<br>Caterpillar Inc. Peoria, Illinois |
| **VICTORIA M**<br>ex Victor H.-75 ex Fred D. Parr-66<br>ex Garland-60 ex FS 248<br>**Victoria M.**<br>Seattle, Wa United States of America | **499**<br>285<br>— | | **1944** Northwestern S.B. Co.—Bellingham, Wa (248)<br>*42,40* 10,24 4,344<br>42,30 10,19 5,39<br>1 dk<br>BK 368 | **Wood M General Cargo**<br>2 Ho<br>2 Ha | Fairbanks, Morse<br>Oil 2SA 5Cy. 405 × 510<br>875bhp (644kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 74,0t |
| **VICTORIA McALLISTER**<br>ex Dalzelleader-72 ex Toro<br>ex Lone Wolf ex YTB 179<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | **200**<br>136<br>— | (AB)<br>**IN PORT DAMAGED 3/88** | **1943** Gibbs Gas Engine Co. Ltd.—Jacksonville, Fl (179)<br>7,68<br>28,73 7,62 4,12<br>1 dk | **D-E Tug** | General Electric<br>2 Oil 2SA each 6Cy. 216 × 267 driving gen. connected to 2 elec. motors & sr geared to sc. shaft<br>General Electric Co. Lynn, Ma<br>Gen 2 × 40kW<br>Fuel 80,5t |
| **VICTORIA MAY**<br>**W. McLeman & D. J. Forman**<br>Peterhead United Kingdom | **241**<br>151<br>82 | | **1991** James N. Miller & Sons Ltd.—St. Monance (1044)<br>24,70 7,41 3,800<br>21,20 7,35 4,00<br>1 dk | **M Fishing**<br>Seiner Ref<br>In.160 | Deutz SBA12M816<br>Vee Oil 4SA 12Cy. 142 × 160 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>388kW (527bhp)<br>Kloeckner Humboldt Deutz Germany<br>10,5kn |
| **VICTORIA No. 1**<br>ex Ebisu Maru No. 68-85<br>**Ocean Victory Co.**<br>Panama Panama | **321**<br>171<br>271 | | **1971** Miho Zosensho K.K.—Shimizu (776)<br>46,82 7,93 3,099<br>40,70 7,90 3,46<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 440<br>850bhp (625kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **VICTORIA No. 8**<br>ex Katsu Maru No. 8-71<br>**Victoria Del Mar S.A.**<br>Paita Peru | **622**<br>189<br>— | (NK) | **1960** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (952)<br>61,96 9,45<br>55,94 9,40 5,03<br>1 dk | **M Whaler**<br>Mchy.aft | Hayashikane<br>Oil 2SA 7Cy. 600 × 900<br>3 500bhp (2 574kW)<br>Hayashikane Zosen Shimonoseki<br>Fuel 201,0t 17,5kn |
| **VICTORIA No. 102**<br>ex Chun Yang No. 102-83<br>**Dong Ho Deep Sea Fisheries Co. Ltd.**<br>Busan South Korea | **394**<br>204<br>— | KR | **1975** Korea Tacoma Marine Industries Ltd—Masan<br>52,61<br>47,27 8,41 3,81<br>P 22,6 F 6,8 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.528<br>3 Ha (1,0 × 1,2) (1,6 1,6 × 1,6) ER | Yanmar 6GL-UT<br>Oil 4SA 6Cy. 240 × 290<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 2 × 176kW 225V a.c.<br>12kn |
| **VICTORIA No. 103**<br>ex Chun Yang No. 103-83<br>**Dong Ho Deep Sea Fisheries Co. Ltd.**<br>Busan South Korea | **394**<br>204<br>— | KR | **1975** Korea Tacoma Marine Industries Ltd—Masan<br>52,61 3,520<br>47,27 8,41 3,81<br>P 22,6 F 6,8 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.528<br>3 Ha (1,0 × 1,2) (1,6 1,6 × 1,6) ER | Yanmar 6GL-UT<br>Oil 4SA 6Cy. 240 × 290<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 2 × 176kW 225V a.c.<br>11,75kn |
| **VICTORIA R.**<br>**Fishery Products International Ltd.**<br>Lunenburg, N.S. Canada | **222**<br>101<br>— | | **1965** Atlantic SB. Co. Ltd.—Lunenburg, N.S.<br>*30,33* 7,68<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Fairbanks, Morse<br>Oil 10Cy. 133 × 184<br>Fairbanks Morse & Co. Beloit, Wi |
| **VICTORIA REEFER**<br>ex Mofreeze-87 ex Opaline Bay-82<br>ex Lethe-79 ex Espadon-77<br>**Comercio Internacional de Atun S.A. (COINASA)**<br>Panama Panama<br>SatCom: 1332753/VICT | **4 731**<br>2 632<br>3 707 | BV | **1962** At. & Ch. de Nantes (Bretagne-Loire) —Nantes (665)<br>115,27 16,03 6,103<br>106,86 15,87 10,98<br>2 dks<br>rf 356 | **M Refrigerated Cargo**<br>4 Ho 18,8 16,0 14,6 20,7<br>In.6 638<br>4 Ha (stl) (5,8 5,8 4,8 5,8 × 4,8)<br>8W Der 2(8) 6(6) | Pielstick 12PC2V-400<br>4P 2 Vee Oil 4SA each 12Cy. 400 × 460 geared to sc. shaft<br>8 520bhp (6 267kW)<br>Soc. Gen. de Const. Mec. (S.G.C.M.) La Courneuve<br>Gen 4 × 285kW 220V d.c.<br>Fuel 457,0t (d.o.) 17kn |
| **VICTORIA STAR**<br>**Compagnie de Peche et de Mareyage (COPEMAR)**<br>Douala Cameroon | **176**<br>91<br>— | | **1977** Esmadan Skibsvaerft ApS—Esbjerg (95)<br>31,70<br>27,51 6,91 3,46<br>1 dk | **M Fishing** | Grenaa 6F24<br>Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW)<br>Grenaa Motorfabrik, A/S Grenaa |
| **VICTORIA V**<br>ex Victoria-87<br>ex Munakata Maru No. 11-86<br>**Epsilon S.A. (Empresa Maritima y de Navegacion)**<br>Buenos Aires Argentina | **927**<br>723<br>2 000 | NK | **1971** Imamura Zosen—Kure (180)<br>75,32 11,56 4,760<br>70,01 11,51 5,49<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 672 | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>2 100bhp (1 545kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 120kW 445V a.c.<br>Fuel 114,0t-7,0pd 12,25kn |
| **VICTORIA 18**<br>ex Ocean Express 1-91 ex Mary-90<br>ex Sea Trader-87 ex Tine Bach-85<br>**Jetguide Ltd.**<br>Panama Panama | T.Mk<br>**299**<br>162<br>710 | BV | **1970** A/S Nordsovaerftet—Ringkobing (53)<br>56,33 8,34 3,480<br>44,43 8,32 5,50<br>F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 26,2 ER<br>G.1 312 B.1 159<br>1 Ha (stl) (24,5 × 5,0) ER<br>2W Der 2(3) | Aabenra 6-427-FOT<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik Abenra<br>Gen 3 × 48kW 380V 50Hz a.c.<br>Fuel 100,5t (d.o.)-2,5pd 11kn |
| **VICTORIAHAMN**<br>**K/S Victoriahamn A/S**<br>Nor-Cargo International A/S<br>Narvik Norway (NIS) | *2 706*<br>*1 462*<br>2 050 | NV | **1986** Fosen M.V.—Fevag (39)<br>79,91 (BB) 5,012<br>73,21 15,02 10,01<br>3 dks | **M General Cargo**<br>Pallets Ref<br>Side door (p) Ice strengthened<br>3 Ho ER<br>B.4 450 In.800<br>TEU 39 C. 39/20'<br>3 Ha (stl) (each 10,5 × 6,5) ER<br>Cr 1(75) | Wartsila 6R32<br>Oil 4SA 6Cy. 320 × 350 with flexible couplings & sr geared to sc. shaft<br>2 780bhp (2 045kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 576kW 2 × 250kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>13,5kn |

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| **8829646**<br>Rdr Rt | **VICTORIANA**<br>ex Pacific Challenge-89<br>**Victoriana Maritime Panama S.A.**<br>Auckland New Zealand | **166**<br>85<br>— | | **1986** Wanganui Boats N.Z. Ltd.—Wanganui<br>- 7,50 —<br>- - 3,50<br>1 dk | **Aluminium Alloy TM Ferry** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 114 × 127<br>260kW (353bhp)<br>Caterpillar Inc. |
| **7935620**<br>*DZDE*<br>205682<br>Df Gc Pfd<br>Rdr | **VICTORIAS**<br>**Victorias Milling Co. Ltd.**<br>Iloilo Philippines | **111**<br>20<br>101 | | **1947** Hickenbotham Bros. Construction Div.<br>—Stockton, Ca (77)<br>22,56<br>19,66 6,25 2,90<br>1 dk | **TM Tug** | 2 Oil 2DA 12Cy.<br>Atlas Imperial Engine Co. |
| **7407128**<br>*9V2554*<br>356967<br>Esd Rdr Rt | **VICTORIOUS MARINER**<br>**Maritime (Pte.) Ltd.**<br>Singapore Singapore | **233**<br>15<br>— | AB | **1975** Asia Pacific Shpyd (Pte) Ltd.—Singapore (175)<br>3,379<br>28,96 8,54 4,42<br>1 dk<br>BK 25 | **TM Tug** | Caterpillar<br>2 Oil 4SA each 8Cy. 159 × 203<br>Caterpillar Tractor Co.<br>Gen 2 × 44kW |
| **8814263**<br>*JBDM*<br>124480<br>Df Esd Gc<br>Pfd Rdr Rt | **VICTORY**<br>**Higashi Nippon Ferry Co. Ltd. & Eiyu Shoji Y.K.**<br>Muroran, Hokkaido Pref. Japan | **17 113**<br>—<br>6 737 | NK | **1989** Mitsubishi Heavy Industries Ltd.—Kobe (1174)<br>187,13 (BB) 6,800<br>175,00 27,00 9,80 | **TM Passenger/RoRo Cargo/Ferry**<br>680P<br>Cars 116 Trailers 177 | Mitsubishi<br>2 Oil 4SA each 8Cy. 580 × 640 with<br>couplings & geraed to sc. shaft<br>21 184kW (28 800bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 4 × 968kW a.c.<br>Thw. thrust propeller fwd ,1 aft |
| **7716206**<br>*P3QX2*<br>708371<br>Df Esd Gc<br>Pfd Rdr RTh | **VICTORY**<br>ex Victorious-87<br>**Naftotrade Navigation Ltd.**<br>Grecomar Shipping Agency Ltd.<br>Limassol Cyprus | **9 737**<br>6 598<br>17 678<br>T/cm<br>26,6 | **✠100A1** SS 12/86<br>**✠LMC**<br>EL C† 550,0/52,0U3(a)<br>FN 4667 | **1978** Shikoku Dockyard Co. Ltd.—Takamatsu (800)<br>148,11 21,75 9,383<br>137,52 21,71 12,22<br>P 25,6 F 12,2 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 23,2 26,9 26,9 26,9 ER<br>G.23 616 B.20 820 HeCls. B<br>4 Ha (stl) (14,0 × 8,8) (20,1 20,1 20,1 × 10,4) ER<br>4W Der 4(25) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 geared<br>7 800bhp (5 737kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 2 × 360kW 450V 60Hz a.c.<br>Fuel 140,0t (d.o.) 1 140,0t (hvf)-26,5pd |
| **7235850**<br>*C6JY3*<br>716432<br>Df Esd Gc<br>Pfd Rdr Rt | **VICTORY**<br>ex Paganini-91 ex Leda-87<br>ex Luis de Requesens-79<br>**International Marine Holding Ltd.**<br>Suisse-Outremer Reederei A.G. (Swiss Overseas Ship Management Corp.)<br>Nassau Bahamas | **2 842**<br>1 818<br>7 030 | **100A1** SS 11/87<br>oil tanker<br>**LMC**<br>EL S 467,5/42,0U2<br>FN 2261<br>(BV) | **1973** Ast. del Cantabrico y de Riera—Factoria Cantabrico, Gijon (C.109)<br>101,53 (BB) 16,54 6,206<br>95,00 16,51 7,29<br>P 24,7 F 12,2 1 dk<br>Bow/CM 41 Diam. 0,203 MH 0,6 | **M Tanker**<br>12 Ta ER<br>L.(oil) 6 677 HeCls. C | Deutz<br>Oil 4SA 8Cy. 400 × 580 with flexible<br>sr geared to sc. shaft<br>2 940bhp (2 163kW)<br>Hijos de J. Barreras S.A.<br>db 12kgf/cm² (11,8bar)<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **7406772**<br>*PIFZ*<br>Df Esd Rdr<br>RTm/h | **VICTORY**<br>**Rederij "Victory"**<br>Beck Scheepvaartkantoor B.V.<br>Groningen Netherlands | **1 457**<br>989<br>2 657 | BV | **1975** Schpsw. Bodewes Gruno—Foxhol (234)<br>78,54 12,45 5,042<br>71,99 12,25 6,10<br>P 20,2 B 10,1 1 dk | **M General Cargo**<br>2 Ho each 24,9 ER<br>G.3 398 B.3 256<br>2 Ha (stl) (each 19,2 × 8,2) ER | Brons<br>Vee Oil 2SA 16Cy. 220 × 380<br>1 500bhp (1 103kW)<br>Appingedammer Brons<br>Fuel 162,5t (d.o.) |
| **7002980**<br>Gc Rdr Rt | **VICTORY**<br>ex Vela V-82 ex Senko Maru-80 | **999**<br>578<br>2 212 | (NK) | **1969** Imabari Zosen—Imabari (241)<br>71,56 11,43 5,481<br>67,01 11,41 5,85<br>P 16,5 F 12,2 1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 638 | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 40kW 220V a.c.<br>Fuel 68,0t |
| **7313327**<br>Df Esd Gc<br>Pfd Rdr | **VICTORY**<br>ex Miyazaki Maru-87<br>**Delsan Transport Lines Inc.**<br>Cebu City Philippines | **294**<br>128<br>— | | **1973** Kanasashi Co. Ltd.—Shimizu (1103)<br>48,60 7,65 3,099<br>46,46 7,62 3,56<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **8003292**<br>*WYR7906*<br>637185<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VICTORY**<br>**Bulkfleet Marine Ltd. No. 2**<br>Texaco Marine Services Inc.<br>Houston, Tx United States of America | **194**<br>132<br>— | AB | **1981** McDermott Shipyard—Morgan City, La (259)<br>42,68 13,72 6,268<br>39,63 13,12 6,71<br>F 24,1 1 dk<br>BK 51 | **TM Tug**<br>Articulated Pusher | MaK<br>2 Oil 4SA each 6Cy. 450 × 550 sr<br>shafts<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 200kW 460V 50Hz a.c. |
| **7309766**<br>*WB4157*<br>241745 | **VICTORY**<br>**Wards Cove Packing Co. Inc.**<br>Ketchikan, Ak United States of America | **117**<br>80<br>— | | **1942** Pacific Boat Building Co.—Tacoma, Wa<br>*22,86* 6,56<br>3,08 | **Wood M Fishing** | Imperial<br>Oil<br>500bhp (368kW)<br>Atlas Imperial Engine Co.<br>Fuel (d.o.) |
| **8418291**<br>*YJYD3*<br>518<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **VICTORY ACE**<br>**SKS Shipping Co. S.A.**<br>Port Vila Vanuatu | *36 026*<br>*10 808*<br>16 068 | NK | **1985** Kurushima Dockyard Co. Ltd.—Onishi (2410)<br>199,95 (BB) 28,05 7,800<br>191,00 28,01 11,99<br>len 87 | **M Vehicles Carrier** | Mitsubishi<br>Oil 2SA 6Cy. 600 × 1900 reverse<br>to sc. shaft<br>10 500bhp (7 723kW)<br>Ube Industries Ltd.<br>Gen 3 × 680kW a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **5070256**<br>*H3LG*<br>5480-75<br>Df Esd Gc<br>Rdr Rt | **VICTORY GLEAM**<br>ex Chile Maru-74<br>**Chieh Sheng Maritime S.A.**<br>Panama Panama | **8 352**<br>5 096<br>10 703 | (NK) | **1957** Kawasaki Dockyard Co. Ltd.—Kobe (956)<br>143,11 18,29 8,097<br>132,42 18,20 11,69<br>F 22,0 2 dks, pt 3rd dk<br>RW rf 152 | **M General Cargo** CSD<br>Ref<br>6 Ho 15,0 22,9 16,0 15,3 20,4 13,2<br>G.17 019 B.15 641 In.255<br>6 Ha (7,5 × 6,4) (14,7 8,5 8,5 13,5 8,5 × 7,1)<br>16W Der 2(25) 2(10) 2(8) 14(5) | MAN<br>2 Oil 4SA each 6Cy. 450 × 660<br>5 600bhp (4 119kW)<br>Kawasaki Dockyard Co. Ltd.<br>Gen 2 × 170kW 225V d.c.<br>Fuel 1 246,5t-18,5pd |
| **5285459**<br>Esd Gc Pfd<br>Rdr Rt | **VICTORY I**<br>ex Prinsesse Benedikte-88<br>**Royals Shipping Co. Ltd.**<br>Nausimar General Marine Enterprises<br>Valletta Malta | **3 960**<br>2 446<br>1 165 | BV Rl | **1959** Helsingor Skibsv. og Maskinbyg.—Helsingor (342)<br>110,95 17,23 4,446<br>108,03 17,18 7,01<br>2 dks<br>RW rf 297 conv Rail Vehicles RoRo Cargo/Ferry 89 | **TM RoRo Cargo/Ferry**<br>1500dk P | B&W<br>2 Oil 2SA each 7Cy. 500 × 900<br>8 700bhp (6 399kW)<br>Helsingor Skibsv. og Maskinbyg.<br>Gen 2 × 390kW 2 × 250kW 220V<br>Thw. thrust propeller<br>Fuel 122,0t (d.o.) |
| **8412730**<br>851855 | **VICTORY III**<br>Launched as QC 33<br>**Hydrofoil Seaflight Services Pty. Ltd.**<br>*Rockhampton, Queensland* Australia | **396**<br>152<br>100 | (NV) | **1985** S.B.F. Eng.—Fremantle, W.A. (OC. CA)<br>31,81 12,91<br>29,01 12,50 3,00<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull<br>400dk P | MWM<br>2 Vee Oil 4SA each 16Cy. 128 ×<br>& sr reverse geared to sc. shafts<br>1 064bhp (783kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **6813576**<br>*D8NL*<br>BSR-685751<br>Esd Rdr Rt | **VICTORY PUSAN**<br>ex Han Kang-86<br>**Pusan Shipping Co. Ltd.**<br>Busan South Korea | **1 001**<br>586<br>1 588 | KR | **1968** Korea SB. & Eng. Corp.—Pusan<br>68,97 10,52 4,630<br>63,02 10,49 5,31<br>P 14,4 F 6,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 162 B.1 983<br>2 Ha (stl) (9,6 19,7 × 5,4) ER<br>6W Der 2(10) 4(5) | Makita<br>Oil 4SA 6Cy. 380 × 540<br>1 200bhp (883kW)<br>Makita Tekkosho<br>Gen 2 × 72kW 445V 60Hz a.c. |

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| **VICTORY REEFER**<br>ex Falcon Reefer-87 ex Daniela-67<br>**Victory Shipping Co. Ltd.**<br>San Lorenzo Honduras | T.Mk<br>**862**<br>333<br>1 472<br>**1 415**<br>743<br>1 706 | BV<br>✠Classed LR until 1/8/86 | **1961**-9 Soc. des Ch. & At. du Rhin—Strasbourg (484)<br>77,04 11,21 3,868/4,922<br>69,09 11,10 6,71<br>Ba 18,0 F 6,8 1 dk & S dk<br>rf 102 | **M Refrigerated Cargo** OSD/CSD<br>Ice strengthened<br>2 Ho 14,1 23,7 ER<br>In.1 641<br>3 Ha (stl) (each 5,7 × 2,7) ER<br>6W Der 6(3) | Sulzer<br>Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 4 × 100kW 380V 50Hz a.c.<br>Fuel 278,5t (d.o.) 13kn |
| **VICTORY RIVER**<br>ex Ping Chau-89 ex Asia Pacific-84<br>ex Andros-83 ex Fermland-75<br>**Unison Maritime S.A.**<br>Panama Panama | **15 335**<br>10 877<br>26 204 | ZC (NV)<br>LR class withdrawn-Owners' request 6/90 | **1968** Oresundsvarvet A/B—Landskrona (218)<br>172,22 26,65 9,900<br>167,65 26,52 13,72<br>P 29,6 F 13,2 1 dk<br>rf 25 conv Bulk Carrier 75 | **M Container Ship**<br>Fixed-guides<br>Str. heavy cargoes Ice strengthened DSS<br>6 Cell. Ho 15,3 21,1 21,1 21,1 22,1 18,5 ER<br>G.34 849 B.34 107<br>TEU 948 C.Ho 588/20' C.Dk 360/20' incl. 30 ref C.<br>12 Ha (stl) ER<br>3W Cr 2(22) 3(12) Der 3(8) | Gotaverken<br>Oil 2SA 6Cy. 750 × 1600<br>8 385kW (11 399bhp)<br>A/B Gotaverken Goteborg<br>Gen 3 × 392kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 345,0t (hvf)-44,5pd 16kn |
| **VICTORY SEAHORSE**<br>**Zapata Gulf Marine Operators Inc.**<br>Zapata Gulf Marine Corporation<br>Morgan City, La United States of America | **275**<br>187<br>1 200 | AB | **1983** Eastern Marine Inc.—Panama City, Fl (62)<br>58,53 3,909<br>56,11 12,20 4,58<br>F 16,2 1 dk<br>rf 457 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | General Motors 16-645-E7<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>E (p) made77 reconditioned & fitted83<br>General Motors Corp. Electro-Motive Div. La Grange<br>E (s) made70 reconditioned & fitted83<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>13kn |
| **VICTORY SERVICE**<br>**Offshore Marine International Ltd.**<br>Zapata Gulf Marine Corporation<br>Port Vila Vanuatu | **471**<br>320<br>— | AB | **1973** Zigler Shipyards Inc.—Jennings, La (231)<br>56,70 11,59 3,928<br>49,54 11,57 4,58<br>F 14,7 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors 16-567-BC<br>2 Vee Oil 2SA each 16Cy. 216 × 254 reverse reduction geared to sc. shafts<br>E made50 fitted11/73<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 200kW<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 12kn |
| **VICTORY STAR**<br>ex Taihei Maru-90<br>**Victory Petroleum Trading Pte. Ltd.**<br>Singapore Singapore | **199**<br>141<br>600 | | **1976** Nishii Dock Co. Ltd.—Nansei (281)<br>7,85 3,101<br>44,02 7,82 3,31<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Hanshin Nainenki Kogyo Kobe |
| **VICTRESS**<br>**Rederij m.s. "Victress"**<br>Beck Scheepvaartkantoor B.V.<br>Groningen Netherlands | **999**<br>652<br>1 622 | BV | **1982** Niestern-Sander B.V.—Delfzijl (507)<br>66,15 11,56 4,461<br>59,97 11,35 5,26<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 227 B.2 151<br>1 Ha (stl) (33,7 × 7,8) ER | MaK 6M452AK<br>Oil 4SA 6Cy. 320 × 450<br>1 180bhp (868kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 60kW 1 × 32kW 380V 50Hz a.c.<br>11kn |
| **VIDA**<br>ex Vera I-89 ex Fort Point-87<br>ex Dunvegan Head-77<br>**Chilana Maritime Co. Ltd.**<br>Valletta Malta | **4 320**<br>2 121<br>6 910 | ✠Classed LR until 7/1/88 | **1968**-4 Schps. "De Hoop" N.V.—Lobith (264)<br>110,42 15,85 6,846<br>104,20 15,80 8,82<br>P 21,4 F 8,9 1 dk<br>RW rf 102 | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>2 Ho 36,7 37,1 ER<br>G.8 049 B.8 007<br>4 Ha (stl) (10,2 × 8,9) (10,9 10,9 9,5 × 9,9) ER | MAN<br>Oil 4SA 8Cy. 520 × 740<br>3 450bhp (2 538kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 160kW 415V 50Hz a.c.<br>Fuel 359,5t (d.o.) 13kn |
| **VIDA**<br>ex Jugoatlantik III-68<br>Cebu City Philippines | **719**<br>465<br>483 | (JR) | **1966** Brodogradiliste "Crvena Zvezda"—Pula (47)<br>46,11 10,77 4,293<br>41,00 10,52 5,11<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>10 Ta<br>L.612<br>9 Ha (1,8 1,8 × 0,9) (1,8 1,8 × 1,2) (1,8 1,8 1,8 × 1,8) (1,8 1,8 × 0,9)<br>Der 1(10) 1(3) 1(2,5) 1(1) | B&W 9-28VBF-50<br>Oil 2SA 9Cy. 280 × 500<br>1 560bhp (1 147kW)<br>Titovi Zavodi "Litostroj" Ljubljana<br>Fuel (d.o.) 12kn |
| **VIDA**<br>ex Fernando B-79<br>ex Sardatlantic Terzo-72<br>**Starfish International Fisheries S.A.**<br>Panama Panama | **615**<br>302<br>566 | (RI) | **1966** Cant. Nav. Giuliano—Trieste (75)<br>59,01 9,00 4,014<br>54,95 8,97 5,90<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho ER | MAN<br>Oil 4SA 9Cy. 300 × 450<br>1 310bhp (964kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| **VIDA**<br>ex Marie-80 ex Sudersand-75<br>ex Grimso-62 ex Vida-59 ex Elsa<br>**Vida Shipping AB**<br>Stockholm Sweden | *138*<br>*41*<br>205 | (BV) | **1916** .............Vlaardingen<br>34,09 6,58 2,794<br>30,84 6,56 3,51<br>1 dk<br>R BK 305 len 42<br>conv Side-fishing Fishing 62 | **M General Cargo**<br>1 Ho ER<br>G.283 B.255<br>3 Ha (1,3 × 2,2) (5,0 5,1 × 3,9) ER<br>2W Der 2(1) | Scania<br>Oil 4SA 6Cy. 127 × 145<br>230bhp (169kW) NE 67<br>A/B Scania Vabis Sodertalje<br>Fuel 4,0t (d.o.) 7kn |
| **VIDAL**<br>ex Rowanbank-91 ex Vento-89<br>ex Venture-86<br>**Vectis Shipping Corp. Inc.**<br>Sounion Management Ltd.<br>Kingstown St. Vincent and the Grenadines | *18 600*<br>*8 943*<br>26 423<br>T/cm<br>35,5 | AB | **1978** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (958)<br>173,01 (BB) 24,44 11,300<br>163,02 24,41 15,52<br>P 33,0 F 11,9 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho ER<br>G.38 805 B.1 180 HeCls. B<br>5 Ha (stl) (14,7 × 10,5) (13,1 19,5 19,5 19,5 × 13,1) ER<br>Cr 5(21,5) | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 560kW<br>Fuel 254,0t (d.o.) 1 598,0t (hvf)-40,0pd 15,5kn |
| **VIDAL BOCANEGRA**<br>**Juan Gude Vidal y Luis Bocanegra**<br>Huelva Spain | *348*<br>*104*<br>180 | BV | **1973** Ast. de Huelva S.A.—Huelva<br>37,39 7,35 3,290<br>31,50 7,32 3,89<br>1 dk | **M Fishing**<br>Side Trawler | Stork DRO210K<br>Oil 4SA 8Cy. 210 × 300<br>800bhp (588kW)<br>Fabrica de San Carlos S.A. San Fernando<br>Fuel 133,0t (d.o.) 12kn |
| **VIDAL BOCANEGRA SEGUNDO**<br>**Juan Gude Vidal y Luis Bocanegra**<br>Huelva Spain | **299**<br>139<br>— | BV | **1973** Ast. de Huelva S.A.—Huelva<br>37,39 7,35 3,290<br>31,50 7,32 3,89<br>1 dk | **M Fishing**<br>Side Trawler | Stork DRO210K<br>Oil 4SA 8Cy. 210 × 300<br>850bhp (625kW)<br>Fabrica de San Carlos S.A. San Fernando<br>Fuel 133,0t (d.o.) 12kn |
| **VIDAL BOCANEGRA TERCERO**<br>**Juan Gude Vidal y Luis Bocanegra**<br>Huelva Spain | *348*<br>*104*<br>225 | BV | **1988** Ast. de Huelva S.A.—Huelva (418)<br>36,00 3,600<br>31,02 8,01 5,77<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>G.285 | Caterpillar 3512TA<br>Vee Oil 4SA 12Cy. 170 × 190 with clutches & sr reverse geared to sc. shaft<br>780kW (1 060bhp)<br>Caterpillar Inc. Peoria, Illinois |
| **VIDAL DE NEGREIROS**<br>**Petroleo Brasileiro S.A. (PETROBRAS)**<br>Frota Nacional de Petroleiros (FRONAPE)<br>Rio de Janeiro Brazil | **129 391**<br>107 082<br>292 823<br>T/cm<br>162,0 | AB | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2375)<br>337,12 (BB) 54,54 21,589<br>320,02 54,49 27,82<br>1 dk<br>rf 102 Bow/CM 167 Diam. 0,406 MH 1,2 | **S Tanker**<br>IGS<br>22 Ta ER<br>L.(oil) 347 064 HeCls. B<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc shaft<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 1800kW 1 × 1500kW 440V 60Hz a.c.<br>Fuel 13 422,5t (o.f.) 447,5t (d.o.)-177,0pd 15,75kn |

**IN PORT DAMAGED 11/88**

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|---|---|---|---|---|---|---|
| **7022459**<br>*OVXT*<br>H458<br>Rdr Rt | **VIDAR**<br>ex Skagerak-74<br>**Ejner B. Jensen**<br>Thyboron Denmark | **134**<br>62<br>213 | | **1970** Bogense Skibsvaerft & Badebyggeri<br>—Bogense (206)<br>29,55 6,76 3,201<br>6,74 | **M Fishing**<br>Side-fishing | Alpha<br>Oil 2SA 5Cy.<br>440bhp (324kW)<br>Alpha-Diesel A/S<br>Fuel (d.o.) |
| **5379951**<br>*9H3218*<br>2445 | **VIDAR**<br>**Vidar Cruise Lines (M) Ltd.** | **132**<br>69<br>178 | | **1877** ............Jondal<br>29,23 6,96 3,048<br>6,90 3,36<br>1 dk<br>len 43 | **Wood M General Cargo**<br>G.255<br>2 Ha (4,5 3,9 × 3,5)<br>1W Der 1(3) | Oil 4SA 4Cy. 245 × 360<br>200bhp (147kW) NE 57<br>A/S Motorfabriken Gamma<br>Fuel 4,0t (d.o.) |
| **7628930**<br>*YQDP*<br>369<br>Esd Gc Rdr | **VIDELE**<br>**Intreprinderea de Exploatare a Floti Maritime NAVROM**<br>Constantza Romania | **606**<br>137<br>900 | RNR | **1976** Int. Con. Nav. si Rel. la Cald Turnu-Severin<br>—Turnu-Severin<br>55,10 10,42 3,599<br>52,43 4,30<br>1 dk | **TM General Cargo Barge**<br>Ice strengthened<br>1 Ho 23,9 ER<br>G.500 | Skoda<br>2 Oil 4SA each 6Cy. 250 × 340 geared to sc<br>shafts<br>600bhp (441kW)<br>Russkiy-Diesel Works<br>Gen 2 × 64kW 220V 50Hz a.c.<br>Fuel 56,0t (d.o.) |
| **7301207**<br>*LZKC*<br>Df Esd Gc<br>Rdr RTm/h/v | **VIDEN**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **7 761**<br>3 475<br>10 703<br>T/cm<br>19,2 | BR | **1972** "Georgi Dimitrov" Shipyard—Varna (165)<br>134,02 18,22 8,181<br>122,00 18,19 10,42<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho 14,7 16,6 16,6 15,0 15,0 ER<br>B.12 871 HeCls. B<br>5 Ha (stl) (9,8 × 8,9) (11,5 11,5 11,5 11,5 × 10,9) ER | B&W<br>Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW)<br>Bryansk Eng. Works<br>Gen 3 × 200kW 400V a.c.<br>Fuel 140,0t (d.o.) 754,0t (hvf)-14,5pd |
| **7333200**<br>*TFMT*<br>1365<br>Df Esd Gc<br>Rdr Rt | **VIDEY**<br>ex Hronn-79<br>**Hradfrystistodin i Reykjavik**<br>Reykjavik Iceland | **874**<br>388<br>816 | ✠**100A1** SS 5/87<br>stern trawler<br>Ice Class 3<br>✠**LMC**<br>EL K 1⅜"U2<br>FN 1144 | **1974**-3 Stocznia im. "Komuny Paryskiej"—Gdynia<br>(B425/202)<br>70,01 11,38 4,909<br>61,40 11,31 7,32<br>B 7,7 RFD 7,1 2 dks<br>rf 584 Box K 305 len 82 | **M Fishing**<br>Stern Trawler Ref | Sulzer<br>Oil 4SA 6Cy. 400 × 480 sr geared to sc.<br>3 000bhp (2 207kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 1 × 288kW 400V 50Hz a.c.<br>305V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **8711863**<br>331-V-009<br>Esd Rdr Rt | **VIDIMA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **1 896**<br>1 014<br>3 389 | BR | **1989** "Ivan Dimitrov" Shipyard—Rousse (470)<br>77,53 14,54 5,401<br>73,20 14,00 6,50<br>1 dk | **M Tanker**<br>Bunkering<br>SBT<br>12 Ta ER<br>L.(oil) 3 513 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>885kW (1 203bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Thw. thrust Contr. pitch propeller fwd |
| **7336678**<br>*TFRD*<br>1376<br>Df Esd Gc<br>Pfd Rdr Rt | **VIDIR**<br>ex April-85 ex Jon Dan-80 ex Ver-77<br>**Samherji H/f**<br>Akureyri Iceland | *1 144*<br>*343*<br>890 | NV<br>✠Classed LR until 11/10/85 | **1974**-5 Stocznia im. "Komuny Paryskiej"—Gdynia<br>(B425/204)<br>69,43 11,38 4,900<br>52,84 11,31 7,32<br>B 7,7 RFD 7,1 2 dks<br>rf 584 Box K 305 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | Sulzer<br>Oil 4SA 6Cy. 400 × 480<br>3 000bhp (2 207kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Emy propulsion by motoring M.E. driven<br>Gen 1 × 320kW 2 × 288kW<br>1 × 72kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7636614**<br>*UJEH*<br>M-17429<br>Df Esd Gc<br>Rdr RTm/h/v | **VIDNOYE**<br>**Sevrybkholodflot**<br>(Murmansk) (U.S.S.R.) | **4 821**<br>1 635<br>5 873<br>T/cm<br>13,3 | RS | **1979** Rauma-Repola Oy—Rauma/Raumo (253)<br>115,50 17,05 7,000<br>105,01 17,00 8,51<br>P 36,0 F 15,0 1 dk<br>Bow/CM 50 Diam. 0,250 | **M Tanker**<br>Replenishment<br>SBT Ice strengthened<br>1 Ho 10 Wing Ta ER<br>B.203 L.(oil) 6 420 HeCls. ptB ptC<br>1 Ha (2,5 × 3,2) ER<br>2 Cargo pumps total 400T/hr | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>3 351bhp (2 465kW)<br>Bryansk Eng. Works<br>Gen 3 × 264kW 380V 50Hz a.c.<br>Fuel 88,0t (d.o.) 400,0t (hvf)-16,5pd |
| **7607584**<br>*YQDI*<br>311<br>Df Esd Gc<br>Rdr Rt | **VIDRARU**<br>**Compania de Navigatie Maritime PETROMIN**<br>Constantza Romania | **15 856**<br>9 755<br>24 850<br>T/cm<br>34,5 | RNR (BR) | **1976** "Georgi Dimitrov" Shipyard—Varna (118)<br>185,20 (BB) 22,86 10,211<br>171,69 22,81 14,15<br>P 36,3 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 20,2 13,9 19,6 13,9 19,6 13,9 19,6 ER<br>G.29 214<br>7 Ha (stl) (13,2 × 9,9) (10,6 13,1 10,6 13,1 10,6 13,1 × 11,4) ER | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>H. Cegielski<br>Gen 2 × 320kW 1 × 200kW 400V<br>Fuel 278,0t (d.o.) 1 466,0t (hvf) |
| **5380003**<br>Rt | **VIDREEN**<br>ex Diesel<br>**Ahmed Hussain Ibrahim**<br>Iran | **200**<br>131<br>— | Classed LR until 12/66 | Approx.**1912** ............Mannheim<br>31,27 7,55<br>29,95 7,52 2,75<br>P 7,1 Trunk 15,6 1 dk<br>R | **M Tanker**<br>Mchy.aft | Ruston<br>Oil 4SA 6Cy. 203 × 267 sr reverse<br>shaft<br>204bhp (150kW) NE 60<br>Ruston & Hornsby Ltd. |
| **8803587**<br>*EATT* | **VIDUIDO**<br>**Nosa Terramar S.A.**<br>San Sebastian Spain | *343*<br>*103*<br>200 | BV | **1988** Ast. Luzuriaga S.A.—Pasajes (237)<br>3,452<br>30,61 8,31 3,56<br>1 dk | **M Fishing**<br>Stern Trawler Ref | A.B.C.<br>Oil 4SA 6Cy. 242 × 320<br>950bhp (699kW)<br>Anglo-Belgian Corporation N.V. |
| **8721791**<br>*LYLA*<br>M-40476 | **VIDZEME**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Riga) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1988** ............U.S.S.R.<br>54,82 10,15 4,140<br>50,30 - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| **5380039**<br>*SJUK*<br>Rdr Rt | **VIEILLE MONTAGNE**<br>ex Timmerman-81 ex Nordland-80<br>ex Vieille Montagne IV-67<br>**Luleaforum AB**<br>Ulf Nersing<br>Stockholm Sweden | **241**<br>104<br>356 | | **1922** P. Larsson—Thorskog (213)<br>31,70 6,89 2,820<br>6,81 3,66<br>P 8,3 F 4,6 1 dk<br>R | **M General Cargo**<br>1 Ho 12,8 ER<br>1 Ha (10,2 × 3,7) ER<br>1W Cr 1(2) | Oil 2SA 3Cy.<br>225bhp (166kW) NE 52<br>A/B Jonkopings Motfb.<br>Gen 1 × 5kW 24V d.c.<br>Controllable pitch propeller<br>Fuel 7,5t (d.o.) |
| **5380053**<br>*EDBF*<br>8105<br>Df Esd Rt | **VIEIRASA**<br>**Manuel Vieira Gonzalez**<br>Vigo Spain | **203**<br>103<br>152 | (BV) | **1959** Enrique Lorenzo y Cia. S.A.—Vigo (252)<br>33,66 6,38 3,436<br>29,49 6,30 3,87<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Krupps<br>Oil 4SA 6Cy. 295 × 420<br>310bhp (228kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 58,5t (d.o.) |
| **6917334**<br>*EAKY*<br>9095<br>Esd Gc Rdr<br>Rt | **VIEIRASA CINCO**<br>**Eduardo Vieira S.A.**<br>Vigo Spain | **472**<br>212<br>498 | ✠**100A1** SS 5/90<br>trawler<br>**LMC**<br>✠**Lloyd's RMC**<br>EL (h) 1$\frac{3}{16}$"U1<br>FN 562 | **1970**-9 Construcciones Navales P. Freire S.A.<br>—Vigo (52)<br>49,15 9,05 4,052<br>42,02 9,00 4,37<br>P 23,8 F 8,0 1 dk<br>rf 457 BK 152 | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>In.453 | MWM<br>Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW) E made67 fitted70<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 120kW 1 × 60kW 220V |
| **8521323**<br>*EAXI*<br>Df Esd Gc<br>Pfd Rdr Rt | **VIEIRASA OCHO**<br>**Eduardo Vieira S.A.**<br>Vigo Spain | *2 074*<br>*672*<br>2 089 | ✠**100A1**<br>stern trawler<br>Ice Class 1C<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL 412,5/34,0U2(a)<br>FN 1430 | **1988**-5 Hijos de J. Barreras S.A.—Vigo (1492)<br>77,53 (BB) 5,584<br>68,03 12,60 8,41<br>2 dks<br>rf 602 Box K 399 | **M Fishing**<br>Stern Trawler Refrigerated Cargo<br>Mchy.aft<br>In.2 200 | Deutz<br>Oil 4SA 8Cy. 400 × 580 with flexible<br>sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Hijos de J. Barreras S.A.<br>Gen 1 × 600kW 2 × 480kW<br>380V 50Hz a.c.<br>Controllable pitch propeller |

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| **VIEIRASA SEIS**<br>**Eduardo Vieira S.A.**<br>Vigo Spain | **481**<br>221<br>627 | BV | **1972**<br>53,37 4,001<br>43,11 9,00 4,40<br>2 dks | Construcciones Navales P. Freire S.A.—Vigo (69) | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 150bhp (846kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 229,5t (d.o.) 11kn |
| **VIEIRASA SIETE**<br>**Enrique Lloves Soler**<br>Vigo Spain | **393**<br>—<br>200 | BV | **1985**<br>39,81 3,801<br>36,20 8,81 4,02 | Construcciones Navales P. Freire S.A.—Vigo (106) | **M Fishing**<br>Stern Trawler Refrigerated Cargo | Daihatsu<br>Oil 4SA 6Cy. 260 × 320 with flexible couplings & sr geared to sc. shaft<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>12,5kn |
| **VIEIRASA TRES**<br>**Eduardo Vieira S.A.**<br>Vigo Spain | **903**<br>427<br>1 156 | **✠100A1** SS 4/90<br>stern trawler<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL (m)ft 1¼"SQ<br>FN 1109 | **1965**-5<br>70,06 10,55 4,700<br>62,26 10,51 7,29<br>2 dks<br>rf 330 | Maritima de Axpe S.A.—Bilbao (4)<br>len 68 | **M Fishing**<br>Stern Trawler Ref<br>In.1 393 | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 850bhp (1 361kW)<br>Hijos de J. Barreras S.A. Vigo<br>14kn |
| **VIEKODA**<br>**Wards Cove Packing Co. Inc.**<br>Juneau, Ak United States of America | **105**<br>93<br>— | | **1941**<br>*21,83* 7,35<br>1,78 | Maritime Shipyards—Seattle, Wa | **Wood M Fishing** | Oil<br>100bhp (74kW)<br>.............<br>Fuel (d.o.) |
| **VIENNA**<br>**Ibru Sea Foods Ltd.**<br>Lagos Nigeria | **166**<br>54<br>— | | **1965**<br>23,60 6,35 2,572<br>19,99 6,30 3,20<br>1 dk | Schiffswerft Korneuburg A.G.—Korneuburg (651) | **M Fishing**<br>Side Trawler<br>In.63 | MWM<br>Oil 4SA 12Cy. 140 × 180<br>480bhp (353kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>10,5kn |
| **VIENNA WOOD N**<br>ex Vienna Woods-85<br>**Markspirit Marine Ltd.**<br>Limassol Cyprus | **17 161**<br>12 407<br>28 622<br>T/cm<br>39,6 | AB (BV) | **1976**<br>179,03 26,07 10,321<br>168,03 26,01 14,51<br>1 dk<br>rf nil | Kanda Zosensho K.K.—Japan (203) | **M Bulk Carrier**<br>5 Ho 17,9 27,8 27,7 27,7 27,7 ER<br>G.41 304 B.36 337 HeCls. B<br>5 Ha (stl) (12,5 × 9,9) (19,1 18,7 18,7 18,7 × 12,5) ER<br>5W Der 5(25) | B&W 6K67GF<br>Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW)<br>Hitachi Zosen Osaka<br>Gen 3 × 530kW 440V 60Hz a.c.<br>Fuel 339,5t (d.o.) 1 741,0t (hvf)-42,5pd 14,75kn |
| **VIER GEBROEDERS**<br>ex Lummetje-80<br>**Gemy Fisheries Shipping Ltd.**<br>Limassol Cyprus | **255**<br>96<br>— | BV | **1974**<br>34,98 7,75 3,201<br>30,87 7,70 4,20<br>1 dk | T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (1348) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | De Industrie<br>Oil 4SA 8Cy. 305 × 460<br>1 240bhp (912kW)<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn |
| **VIERGE DE L'OCEAN**<br>**Societe Coopamat**<br>Andre Langlois<br>St. Malo France | **118**<br>44<br>— | (BV) | **1963**<br>24,03 6,81<br>22,61 6,76 3,71<br>1 dk | Ch. "Union & Travail"—Les Sables d'Olonne | **Wood M Fishing**<br>Side-fishing<br>2 Ha (each 0,9 × 1,0) | MGO<br>Vee Oil 4SA 12Cy. 175 × 180/192<br>500bhp (368kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.) Mulhouse<br>Fuel 17,5t (d.o.) 9,5kn |
| **VIERNES SANTO**<br>**Pesquera Santa Cruz S.A.**<br>Buenos Aires Argentina | **280**<br>125<br>— | (BV) | **1975**<br>29,19 7,55 3,379<br>25,48 7,50 5,41<br>1 dk | Const. Nav. Santodomingo—Vigo (505) | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>G.180 | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 115,0t (d.o.) 11kn |
| **VIESTE I**<br>**Societa di Navigazione Navigargano S.r.l.**<br>Manfredonia Italy | **198**<br>130<br>113 | RI | **1988**<br>- - —<br>36,86 8,25 3,31<br>1 dk | Cantiere Navale A. Bugari—Fano (66) | **TM Ferry** | Deutz SBA16M816<br>2 Vee Oil 4SA each 16Cy. 142 × 160<br>1 322kW (1 797bhp)<br>Kloeckner Humboldt Deutz Koeln |
| **VIESTURS**<br>ex Viyesturs-91<br>**Liepaja Ocean Fishing Fleet**<br>Liepaya Latvia | **508**<br>174<br>279 | RS | **1960**<br>50,81 8,87 3,630<br>44,35 8,79 4,32<br>1 dk | VEB Volkswerft Stralsund—Stralsund | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 1,6 × 1,7)<br>1W Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW) NE 70<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 11kn |
| **VIET BA 1**<br>**Vietnam United Enterprise of Sea & River Transportation (VISERITRANSPORT)**<br>Haiphong Vietnam | **1 073**<br>586<br>1 400 | | **1980**<br>70,58 - 4,200<br>- 11,64 5,30<br>1 dk | Ha Long Shipyard—Quang Ninh | **M General Cargo**<br>2 Ho ER<br>2 Ha (stl) (each 13,4 × —) ER<br>Cr 2(2) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>971kW (1 320bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 132kW a.c.<br>10,5kn |
| **VIET BA 4**<br>**Vietnam United Enterprise of Sea & River Transportation (VISERITRANSPORT)**<br>Haiphong Vietnam | *981*<br>—<br>1 400 | | **1986**<br>70,00 - 4,200<br>- 11,64 5,29<br>1 dk | Ha Long Shipyard—Quang Ninh | **M General Cargo**<br>2 Ho ER<br>2 Ha (stl) (each 13,4 × —) ER<br>Cr 2(2) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>971kW (1 320bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 132kW a.c.<br>11kn |
| **VIET DUC III**<br>ex Tara Renita-74<br>**Camarao Fishing Corp.**<br>Panama Panama | **136**<br>100<br>— | | **1972**<br>*23,47*<br>6,84 3,41 | .............Mobile, Al | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| **VIET DUC IX**<br>ex Lady Engeborg-74<br>**Camarao Fishing Corp.**<br>Panama Panama | **135**<br>91<br>— | | **1973**<br>*23,47* 6,84<br>3,38<br>1 dk | Marine Builders Inc.—Mobile, Al | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VIET DUC VII**<br>ex Mr. Adam-74<br>**Camarao Fishing Corp.**<br>Panama Panama | **134**<br>97<br>— | | **1973**<br>*23,47*<br>6,84 3,41 | .............Mobile, Al | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VIET DUC XI**<br>ex Lady Celia-74<br>**Camarao Fishing Corp.**<br>Panama Panama | **135**<br>98<br>— | | **1972**<br>*23,47*<br>6,84 3,41 | Marine Builders Inc.—Mobile, Al | **M Fishing** | Oil<br>265bhp (195kW)<br>U.S.A. |
| **VIET DUC XII**<br>ex Master Lee-74<br>**Camarao Fishing Corp.**<br>Panama Panama | **135**<br>91<br>— | | **1973**<br>*23,47* 6,84<br>3,38<br>1 dk | .............Mobile, Al | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VIET XO 1**<br>**Haiphong United Fishing Co.**<br>Haiphong Vietnam | **635**<br>198<br>395 | | **1965**<br>- - 4,100<br>- 9,82 5,00<br>1 dk | Leninskaya Kuznitsa—Kiyev (Kiev) | **M Fishing**<br>Stern Trawler Ref<br>In.562 | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>736kW (1 001bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) East Germany<br>Gen 2 × 150kW a.c. 2 × 100kW a.c.<br>11kn |

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| **8839122**<br>*XVWB*<br><br>Df Esd Gc<br>Rdr Rt | **VIET XO 2**<br><br>**Victory Fishing Corp.**<br>Saigon Vietnam | **695**<br>266<br>— | | **1965** Leninskaya Kuznitsa—Kiyev (Kiev)<br>54,24 - 3,660<br>- 9,33 4,88<br>1 dk | **M Fishing**<br>Stern Trawler Ref | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>588kW (799bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 150kW a.c. 2 × 100kW a.c |
| **8839134**<br>*XVWC*<br><br>Df Esd Gc<br>Rdr Rt | **VIET XO 3**<br><br>**Haiphong United Fishing Co.**<br>Haiphong Vietnam | **635**<br>198<br>395 | | **1972** Leninskaya Kuznitsa—Kiyev (Kiev)<br>- - 4,100<br>- 9,82 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br><br>In.562 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>736kW (1 001bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 150kW a.c. 2 × 100kW a.c |
| **8839146**<br>*XVWD*<br><br>Df Esd Gc<br>Rdr Rt | **VIET XO 4**<br><br>**Haiphong United Fishing Co.**<br>Haiphong Vietnam | **635**<br>198<br>395 | | **1973** Leninskaya Kuznitsa—Kiyev (Kiev)<br>- - 4,100<br>- 9,87 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br><br>In.562 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>736kW (1 001bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 150kW a.c. 2 × 100kW a.c |
| **8839158**<br>*XVWF*<br><br>Df Esd Gc<br>Rdr Rt | **VIET XO 6**<br><br>**Haiphong United Fishing Co.**<br>Haiphong Vietnam | **635**<br>198<br>395 | | **1973** Leninskaya Kuznitsa—Kiyev (Kiev)<br>54,82 - 4,100<br>- 9,80 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br><br>In.562 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>736kW (1 001bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 150kW a.c. 2 × 100kW a.c |
| **8839160**<br>*XVWG*<br><br>Df Esd Gc<br>Rdr Rt | **VIET XO 7**<br><br>**Haiphong United Fishing Co.**<br>Haiphong Vietnam | **635**<br>198<br>395 | | **1978** Leninskaya Kuznitsa—Kiyev (Kiev)<br>54,82 - 4,100<br>- 9,80 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br><br>In.562 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>736kW (1 001bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 150kW a.c. 2 × 100kW a.c |
| **8839172**<br>*XVWH*<br><br>Df Esd Gc<br>Rdr Rt | **VIET XO 8**<br><br>**Haiphong United Fishing Co.**<br>Haiphong Vietnam | **635**<br>198<br>395 | | **1978** Leninskaya Kuznitsa—Kiyev (Kiev)<br>54,82 - 4,100<br>- 9,80 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br><br>In.562 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>736kW (1 001bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 150kW a.c. 2 × 100kW a.c |
| **8839184**<br>*XVWI*<br><br>Df Esd Gc<br>Rdr Rt | **VIET XO 9**<br><br>**Haiphong United Fishing Co.**<br>Haiphong Vietnam | **635**<br>198<br>395 | | **1978** Leninskaya Kuznitsa—Kiyev (Kiev)<br>54,82 - 4,100<br>- 9,80 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br><br>In.562 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>736kW (1 001bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 150kW a.c. 2 × 100kW a.c |
| **8839196**<br>*XVWJ*<br><br>Df Esd Gc<br>Rdr Rt | **VIET XO 10**<br><br>**Haiphong United Fishing Co.**<br>Haiphong Vietnam | **635**<br>198<br>395 | | **1979** Leninskaya Kuznitsa—Kiyev (Kiev)<br>54,82 - 4,100<br>- 9,80 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br><br>In.562 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>736kW (1 001bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 150kW a.c. 2 × 100kW a.c |
| **8839201**<br>*XVWK*<br><br>Df Esd Gc<br>Rdr Rt | **VIET XO 11**<br><br>**Haiphong United Fishing Co.**<br>Haiphong Vietnam | **635**<br>198<br>395 | | **1979** Leninskaya Kuznitsa—Kiyev (Kiev)<br>54,82 - 4,100<br>- 9,80 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br><br>In.562 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>736kW (1 001bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 150kW a.c. 2 × 100kW a.c |
| **8839213**<br>*XVWM*<br><br>Df Esd Gc<br>Rdr Rt | **VIET XO 79**<br><br>**Haiphong United Fishing Co.**<br>Haiphong Vietnam | **652**<br>210<br>— | | **1980** Leninskaya Kuznitsa—Kiyev (Kiev)<br>- - 4,300<br>- 9,80 5,16<br>1 dk | **M Fishing**<br>Stern Trawler Ref | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>736kW (1 001bhp)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 2 × 150kW a.c. 2 × 100kW a.c |
| **7047071**<br>*XVNE*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **VIETNAM-NAMTU**<br>ex Jugoslavija-77 ex Miyoshi Maru-76<br>**Vietnam Sea Transport & Chartering Co.**<br>Saigon Vietnam | **5 709**<br>3 831<br>9 111 | (NK) | **1970** Kurushima Dockyard Co. Ltd.—Imabari (638)<br>124,19 17,66 8,002<br>115,02 17,61 10,29<br>P 22,9 B 5,8 F 10,1 2 dks | **M General Cargo**<br><br>3 Ho ER<br>G.12 985 B.12 364<br>3 Ha (stl) (15,3 25,1 25,1 × 8,0) ER<br>Der 5(15) | MAN<br>Oil 2SA 6Cy. 520 × 900<br>4 193kW (5 700bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 216kW 445V 60Hz a.c.<br>Fuel 1 047,5t-20,5pd |
| **8836869**<br>*XVOI*<br><br>Df Esd Gc<br>Rdr Rt | **VIETRANSCIMEX 1**<br><br>**VIETRANSCIMEX**<br>Saigon Vietnam | **967**<br>517<br>1 000 | | **1989** Bachdang Shipyard—Haiphong<br>71,24 - 3,700<br>- 11,64 4,80<br>1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.2 081<br>2 Ha (stl) (each 13,2 × 7,0) ER<br>2W Der 2(10) | Skoda<br>Oil 4SA 6Cy. 350 × 500<br>721kW (980bhp)<br>Skoda<br>Gen 2 × 75kW a.c. |
| **8029686**<br>*3EBC4*<br>15111-85<br>Df Esd Gc<br>Pfd Rdr Rt | **VIGAS**<br>Launched as Fuji Gas<br>**Royal Enterprise Co. S.A.**<br>Sun Marine Co. Ltd.<br>Panama Panama | **2 675**<br>803<br>3 070 | NK | **1981** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (1431)<br>93,35 5,265<br>87,03 14,41 6,51<br>P 23,2 F 13,5 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 2 511 | Akasaka<br>Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diese<br>Ltd.)<br>Gen 2 × 176kW 450V 60Hz a.c. |
| **8027406**<br>*GCML*<br>398718<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **VIGILANT**<br><br>**Government of The United Kingdom (Ministry of Agriculture, Fisheries & Food)**<br>Leith United Kingdom<br>SatCom: 1440647/GCML | **1 190**<br>270<br>388 | ✠**100A1**<br><br>✠**LMC** **UMS**<br>EL M 440,0/36,0U2(a)<br>FN 1217 | **1982**-9 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (487)<br>71,40 11,71 4,760<br>64,01 11,60 7,40<br>F 29,0 2 dks<br>rf 686 | **TM Fishery Patrol Vessel**<br>Fire-fighting | Ruston<br>2 Vee Oil 4SA each 12Cy. 254 × 305 w<br>clutches, flexible couplings & sr gea<br>shafts<br>5 640bhp (4 149kW)<br>Ruston Diesels Ltd.<br>Gen 3 × 195kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 203,0t (d.o.)-9,0pd |
| **7727138**<br>*GZHV*<br>378059<br>Esd Gc Pfd<br>Rdr Rt | **VIGILANT**<br><br>**Mersey Docks & Harbour Co.**<br>Liverpool United Kingdom<br>See Register of Offshore Units | *829*<br>*248*<br>445 | ✠**100A1** SS 8/86<br>buoy tender & salvage vessel<br>River Mersey & Liverpool Bay service<br>✠**LMC**<br>EL K 357,5/28,0U2<br>FN 767 | **1978**-7 Scheepswerf "Waterhuizen" B.V. J. Pattje<br>—Waterhuizen (334)<br>52,96 11,16 3,515<br>47,86 11,00 5,01<br>1 dk<br>rf 483 | **TM Buoy Salvage Ship**<br>Fire-fighting<br>Mchy.aft<br><br>Der 1(15) | Ruston<br>2 Oil 4SA each 6Cy. 230 × 273 revers<br>geared to sc. shafts<br>1 376bhp (1 012kW)<br>Ruston Diesels Ltd.<br>Gen 3 × 168kW 415V 50Hz a.c.<br>Thw. thrust propeller |

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| **VIGILANT**<br>**Alexander J. Buchan & others**<br>Peterhead United Kingdom | **224**<br>—<br>250 | ✠Classed LR until 20/10/82 | **1980**-6 Sigbjorn Iversen M/V. Skips.—Flekkefjord (57)<br>40,67 (BB) 9,00 4,701<br>33,51 8,91 6,66<br>2 dks<br>rf - | **M Fishing**<br>Side-fishing Seiner Ref | Wichmann 5AXA<br>Oil 2SA 5Cy. 300 × 450<br>1 676bhp (1 233kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 164kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , & 1 aft |
| **VIGILANT**<br>ex Vigilant II-83 ex Vigilant-82<br>**Sheridan Trading Inc.**<br>Panama Panama | **209**<br>43<br>— | | **1935** Wm. Denny & Bros. Ltd.—Dumbarton<br>*33,23* 5,87<br>2,04<br>F 6,1 1 dk<br>conv Fishery Patrol 82 | **TM Fishing** | 2 Oil 4SA each 8Cy. 280 × 380<br>Armstrong Whitworth & Co. Ltd. Newcastle |
| **VIGILANT**<br>ex Dolly S. McAllister-89<br>**Maritrans Operating Partners L.P.**<br>Philadelphia, Pa United States of America | **197**<br>134<br>— | AB | **1981** RYSCO Shipyard, Inc.—Blountstown, Fl (50)<br>4,153<br>33,43 10,06 4,86<br>1 dk<br>BK 102 | **TM Tug** | General Motors 12-645-E7B<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>12kn |
| **VIGILANT**<br>**Crowley Towing & Transportation Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **190**<br>88<br>— | AB | **1966** Pacific Coast Eng. Co.—Alameda, Ca (216)<br>37,01 4,471<br>35,18 9,45 5,01<br>1 dk<br>rf 51 BK 152 | **M Tug**<br>Mchy.aft | General Motors<br>Oil 2SA 16Cy. 230 × 254 reverse reduction geared to sc. shaft<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 60kW 208V 60Hz a.c.<br>Fuel 274,5t (d.o.) 14kn |
| **VIGILANT**<br>**Dixie Fuels Ltd.**<br>Wilmington, De United States of America | **161**<br>109<br>— | AB | **1978** Main Iron Works Inc.—Houma, La (339)<br>41,64 12,22 5,606<br>38,71 12,20 5,97<br>F 15,3 1 dk<br>rf 127 BK 127 | **TM Tug** | General Motors 16-645-E7B<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 98kW<br>13kn |
| **VIGILANT I**<br>ex Laura Franca-84<br>Launched as Franca Maria<br>**Stevric Fuel Transport Inc.**<br>Panama Panama | **145**<br>47<br>— | (AB) (BV) | **1970** Ast. Celaya—Bilbao (128)<br>25,99 8,16 3,506<br>23,47 8,11 3,97<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW<br>Fuel 20,5t (d.o.) 12kn |
| **VIGNESSWARA**<br>ex Ferry Naniwa-90<br>**Greenseas Shipping Co. Pte. Ltd.**<br>Panama Panama | **4 714**<br>2 762<br>1 420 | | **1971** Koyo Dockyard Co. Ltd.—Mihara (603)<br>120,81 20,45 4,901<br>112,02 20,40 6,81<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>33cbn 44bth 774dk P<br>Bow door/ramp<br>L 4,50 W 4,67<br>Stern door/ramp<br>L 4,00 W 6,65<br>Lane Length 98 Cargo Width 4,00<br>Clear height 3,85<br>Cars 54 | Niigata 6MG31EZ<br>4 Oil 4SA each 6Cy. 310 × 380 geared to sc. shafts<br>8 000bhp (5 884kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 640kW 445V 60Hz a.c.<br>Fuel 84,0t (d.o.) 141,0t (hvf)-28,5pd 17kn |
| **VIGO No. 1**<br>ex Cotlan No. 8<br>ex Fukutoku Maru No. 8-88<br>**Portuna S. de R.L.**<br>San Lorenzo Honduras<br>SatCom: 1334137 | **284**<br>145<br>343 | KR | **1974** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1156)<br>48,24 8,23 3,252<br>42,30 8,21 3,61<br>P 27,2 F 6,4 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Sumiyoshi S631SS<br>Oil 4SA 6Cy. 310 × 480<br>1 300bhp (956kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida |
| **VIGO No. 2**<br>ex Hallelujah No. 68<br>ex Yachiyo Maru No. 3-87<br>ex Ryoei Maru No. 38-82<br>**Portuna S. de R.L.**<br>San Lorenzo Honduras | **299**<br>155<br>— | KR RI | **1973** Kanasashi Co. Ltd.—Shimizu (1099)<br>49,20 8,34 3,302<br>43,39 8,31 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin 6LU32G<br>Oil 4SA 6Cy. 320 × 510<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Osaka |
| **VIGO STONE**<br>ex Barken-91 ex Baltwind-88<br>ex Barken-87 ex A. C. Crosbie-82<br>ex Ida Lundrigan-76<br>**Red Moon Shipping Ltd.**<br>Polascamar S.r.l.<br>Nassau Bahamas | **6 846**<br>3 559<br>9 985 | RI<br>✠CLASS WITHDRAWN at Owners' request 6/11/91 | **1972**-11 Robb Caledon Shipbuilders Ltd.—Dundee (558)<br>122,69 19,05 8,103<br>114,92 19,00 11,00<br>RAD 19,6 F 13,8 1 dk<br>rf 152 conv Fixed-guides General Cargo/Container Ship 82 | **M General Cargo**<br>Paper-carrying Pulp<br>Ice strengthened<br>4 Ho 9,1 18,9 27,3 19,6 ER<br>B.11 368<br>4 Ha (stl) (4,8 × 6,5) (18,9 27,3 23,8 × 16,4) ER<br>Cr 4(12,25) | Pielstick 14PC2V-400<br>Vee Oil 4SA 14Cy. 400 × 460 sr geared to sc. shaft<br>7 000bhp (5 149kW)<br>Crossley Premier Engines Ltd. Manchester<br>Gen 1 × 400kW 3 × 344kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 87,0t (d.o.) 938,0t (hvf)-22,0pd 14,5kn |
| **VIGOR**<br>ex Evia Luck-86 ex Laertes-82<br>**Silver Sponge Marine Co. Ltd.**<br>Attica Navigation & Management Corp.<br>Limassol Cyprus | T.Mk<br>**7 170**<br>3 929<br>—<br>**11 223**<br>6 554<br>16 120 | **100A1** CS 10/86<br>**LMC**<br>EL D† $2\frac{7}{16}$"U2<br>FN 5147<br>(RS) | **1976** Kherson Shipyard—Kherson (2009)<br>162,52 (BB) 22,26 —/10,000<br>144,61 22,20 13,39<br>F 12,8 2 dks<br>rf 196 | **M General Cargo**<br>pt higher tensile steel<br>5 Ho 9,8 23,0 15,7 30,0 15,7 ER<br>5 TwD<br>G.21 340 B.19 570<br>TEU 363 C.Ho 213/20' C.Dk 150/20'<br>9 Ha (stl) (6,3 × 6,0) (19,4p&s 13,0p&s 25,5p&s 13,3p&s × 8,2) ER<br>4W Cr 7(12) Der 1(63) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 7,5kgf/cm$^2$ (7,4bar)<br>AuxB (ex.g) & rcv 7,5kgf/cm$^2$ (7,4bar)<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 475,0t (d.o.) 1 085,0t (hvf) 15kn |
| **VIGORE**<br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italy | **237**<br>60<br>— | RI | **1973** Soc. Esercizio Cant. Sud—Napoli (141)<br>31,37 8,64 3,836<br>28,00 8,60 4,27<br>1 dk | **M Tug** | MAN G9V30/45ATL<br>Oil 4SA 9Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Controllable pitch propeller |
| **VIGOROUS**<br>ex Vaga ex YTM-374<br>**Puget Sound Tug & Barge Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **187**<br>—<br>— | | **1944** Gulfport Boiler & Welding Works Inc. —Port Arthur, Tx (234)<br>3,306<br>29,27 7,32 3,81<br>1 dk | **M Tug** | Oil<br>.............. |
| **VIGOROUS**<br>**Rollem Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **132**<br>33<br>43 | | **1946** Mort's Dock & Eng. Co. Ltd.—Sydney, N.S.W.<br>30,41 6,51 2,134<br>6,46<br>1 dk<br>rf 457 | **M Tug**<br>Cr 1(1,5) 1(0,5) | Crossley<br>Oil 8Cy. 265 × 355<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 7,5kW 110V d.c.<br>Fuel 27,5t (d.o.) 9,5kn |
| **VIGOROUS LUCK**<br>ex Golden Glister-91 ex Sofia N-89<br>ex Theologos-86 ex John K-85<br>ex Chiqui-80<br>Launched as Monte Albertia<br>**Golden Glister Shipping S.A.**<br>Shenyang Shipping Co.<br>Panama Panama | **4 827**<br>2 851<br>7 596 | ✠**100A1** SS 3/90<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC**<br>EL W 2"U2<br>FN 2826 | **1972**-4 S.A. Juliana Const. Gijonesa—Gijon (224)<br>118,12 17,66 7,354<br>108,29 17,30 8,79<br>P 24,1 F 11,3 1 dk<br>rf nil | **M General Cargo**<br>3 Ho 19,9 25,9 28,0 ER<br>G.9 769 B.9 599<br>3 Ha (stl) (13,0 19,8 20,5 × 10,3) ER<br>10W Der 2(35) 10(10) | B&W 6-50VT2BF-110<br>Oil 2SA 6Cy. 500 × 1100<br>4 600bhp (3 384kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 200kW 450V 60Hz a.c.<br>Fuel 660,5t (hvf) 14kn |

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| 7341350<br>*3EOH5*<br>13545-83<br>Df Esd Gc<br>Pfd Rdr Rt | **VIGOROUS SWAN**<br>ex Sea Glister-91 ex Apocalypsis-88<br>ex Sotiras-87 ex Sanjohn Bay-85<br>ex Beaverbank-81<br>**Shenyang Shipping Co.**<br>Panama Panama | T.Mk<br>**7 199**<br>4 208<br>12 945<br><br>**11 045**<br>7 101<br>16 901 | ✠**100A1**<br><br>✠**LMC** | SS 2/88<br><br><br>EL C† $2\frac{3}{8}$"U2<br>FN 5253<br>(GL) | **1974**-6 Sunderland Shipbuilders Ltd.—Deptford,<br>Sunderland (904)<br>161,45 21,42 9,735<br>152,48 21,34 13,11<br>2 dks<br>rf 152 DK in way of Nos. 2, 3 & 4 holds | **M General Cargo**<br>6 Ho 19,8 14,2 9,9 24,3 25,1 ER 22,8<br>5 TwD<br>G.24 308 B.22 277<br>TEU 144 C.Ho 120/20' (40') C.Dk 24/20'<br>7 Ha (stl) (10,9 13,7 13,7p&s 13,7p&s × 7,7) ER (13,7 × 7,7)<br>16W Der 1(50) 1(25) 16(10) | Doxford<br>Oil 2SA 6Cy. 670 × 2144<br>12 000bhp (8 827kW)<br>Doxford Engines Ltd.<br>2 AuxB (1 o.f. 1 Comp) 8,4kgf/cm² (8,3<br>Gen 3 × 450kW 1 × 270kW 440V 60 |
| 6930764<br>*V3MM*<br>03912002<br>Df Esd Gc<br>Rdr RTh/v | **VIGOUR MARINER**<br>ex Zim Manila II-91 ex Dror II-83<br>ex Ville D'Orient-79 ex Hope-77<br>ex Hope Isle-74<br>**Alice Maritime Co. Ltd.**<br>Belize Belize | *2 905*<br>*1 181*<br>4 165 | ✠**100A1**<br><br>✠**LMC** | SS 11/88<br><br><br>EL R $1\frac{9}{16}$"U2<br>FN 2105 | **1969**-12 Van der Giessen-de Noord N.V.<br>—Alblasserdam (872)<br>95,61 16,13 4,852<br>88,37 16,01 7,80<br>F 9,8 2 dks<br>rf 203 | **M Container Ship**<br>Fixed-guides<br>2 Cell. Ho 35,9 25,4 ER<br>TEU 152<br>C.Ho 39/20' 35/40' C.Dk 3/20' 20/40'<br>2 Ha (stl) ER | MaK<br>Oil 4SA 8Cy. 450 × 550 dr geared to s<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 152kW 400V 50Hz a.c.<br>Fuel 406,5t (hvf) |
| 7622120<br>*9VFI*<br>384319<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VIGOUR PACIFIC**<br>ex Coral Chief-90<br>**Ocean Bridge Shipping Pte. Ltd.**<br>Singapore Singapore | **6 373**<br>3 133<br>7 078 | ✠**100A1**<br><br>✠**LMC** | CS 7/87<br><br><br>EL Z $2\frac{1}{8}$"U2<br>FN 3298 | **1977**-7 Miho Zosensho K.K.—Shimizu (1054)<br>118,12 (BB) 20,05 7,017<br>108,01 20,01 10,52<br>F 10,1 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 13,1 13,1 13,7 13,7 13,7 ER<br>TEU 320 C.Ho 200/20' C.Dk 120/20'<br>10 Ha (stl) ER<br>Cr 1(22,5) | B&W<br>Oil 2SA 7Cy. 450 × 900<br>6 150bhp (4 524kW)<br>Hitachi Zosen Hiroshima Works<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 280kW 445V 60Hz a.c.<br>Fuel 118,0t (d.o.) 538,5t (hvf)-24,0pd |
| 7622118<br>*9VIG*<br>384569<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VIGOUR SINGAPORE**<br>ex Raja Bhum-91<br>ex Vigour Singapore-91<br>ex Papuan Chief-90<br>**Alleyn Shipping Ltd.**<br>Pacific Bridge Shipping Pte. Ltd.<br>Singapore Singapore | **7 354**<br>4 098<br>8 710 | ✠**100A1**<br><br>✠**LMC** | CS 4/91<br><br><br>EL (z)A† 577,5/54,0U2(a)<br>FN 3725 | **1977**-6 Miho Zosensho K.K.—Shimizu (1053)<br>132,11 (BB) 20,05 7,017<br>122,00 20,01 10,52<br>F 10,1 1 dk<br>rf nil len 81 | **M Container Ship**<br>Fixed-guides<br>DSS<br>6 Cell. Ho 13,1 13,1 13,7 13,7 13,7 13,7 ER<br>TEU 392 C.Ho 248/20' C.Dk 144/20'<br>12 Ha (stl) ER<br>Cr 1(22,5) | B&W<br>Oil 2SA 7Cy. 450 × 900<br>6 150bhp (4 524kW)<br>Hitachi Zosen Hiroshima Works<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 280kW 445V 60Hz a.c.<br>Fuel 118,0t (d.o.) 635,5t (hvf)-23,0pd |
| 7019505<br>*3ETB6*<br>18660-TT<br>Df Esd Gc<br>Pfd Rdr Rt | **VIGOUR VICTORY**<br>ex Tong Foo-88 ex Melion-86<br>ex Yamato Maru-82<br>**Tong Nan Maritime Co. S.A.**<br>Ta Sheng Navigation Co. Ltd.<br>Panama Panama | **2 993**<br>2 002<br>5 970 | | NK | **1970** Kurushima Dockyard Co. Ltd.—Onishi (603)<br>101,11 16,01 6,830<br>94,00 16,00 8,20<br>P 18,9 B 4,9 F 12,2 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 408 B.7 039<br>2 Ha (stl) (26,5 28,7 × 7,7) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>2 795kW (3 800bhp)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 132kW 445V a.c.<br>Fuel 498,0t-12,5pd |
| 7212054<br>*TFED*<br>1265<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **VIGRI**<br><br>**Ogurvik H/f**<br>Reykjavik Iceland | **859**<br>359<br>455 | ✠**100A1**<br>stern trawler<br>Ice Class 3<br>✠**LMC** | SS 8/90<br><br><br><br>EL K $1\frac{3}{8}$"U2<br>FN 1133 | **1972**-10 Stocznia im. "Komuny Paryskiej"<br>—Gdynia (B425/01)<br>67,90 11,46 4,598<br>60,81 11,31 7,32<br>B 7,7 RFD 7,1 2 dks<br>rf 610 BK len 81 | **M Fishing**<br>Stern Trawler Ref | Mirrlees<br>Oil 4SA 6Cy. 381 × 457<br>2 200bhp (1 618kW)<br>Mirrlees Blackstone (Stockport) Ltd.<br>Emy. propulsion by motoring M.E. driven<br>Gen 2 × 320kW 1 × 288kW 1 × 2<br>400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 5422930<br><br>351817<br>Df Esd Rdr<br>Rt | **VIGRI**<br><br>**Atlantic Harvesters of Namibia (Pty.) Ltd.**<br>Walvis Bay South Africa | **198**<br>114<br>— | | | **1963** Bolsones Verft—Molde (192)<br>30,48 6,86 3,315<br>27,46 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. |
| 8018390<br>*LZIC*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **VIHREN**<br><br>**Navigation Maritime Bulgare**<br>Varna Bulgaria<br>SatCom: 1435213/VIHR | **16 068**<br>8 796<br>24 148<br>T/cm<br>34,4 | | BR | **1981** "Georgi Dimitrov" Shipyard—Varna (143)<br>184,61 (BB) 22,86 10,100<br>172,12 22,81 14,15<br>P 15,9 F 16,8 1 dk | **M Bulk Carrier**<br>7 Ho 21,3 13,1 20,1 13,1 20,1 13,1 20,1 ER<br>G.32 564 HeCls. B<br>7 Ha (stl) (13,1 × 9,9) (10,5 13,1 10,5 13,1 10,5 13,1 × 11,4) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 311,0t (d.o.) 1 590,0t (hvf)-32,5pd |
| 8006828<br>*OINV*<br>616<br>Df Esd Gc<br>Rdr Rt | **VIIKARI**<br><br>**Kotka Port Authority**<br>Kotka Finland | **354**<br>0<br>128 | ✠Classed LR until 1/11/85 | | **1981**-9 Rauma-Repola Oy—Savonlinna (448)<br>32,92 10,37 4,906<br>30,03 10,01 5,72<br>1 dk<br>rf 1194 | **M Tug**<br>Ice strengthened | Wartsila<br>Oil 4SA 9Cy. 320 × 350 with clutches,<br>couplings & sr geared to sc. shaft<br>Oy Wartsila Ab<br>Gen 2 × 136kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 7042502<br>*UJLA*<br><br>Df Esd Gc<br>RdrRTm | **VIINISTU**<br>ex V. Kucher-91 ex Jobox-71<br>**Estonian Shipping Co.**<br>Tallinn Estonia | **299**<br>142<br>780 | | | **1970** Elbewerften Boizenburg/Rosslau<br>—Boizenburg (299)<br>57,87 (BB) 10,39 —/3,680<br>52,00 10,11 5,80<br>1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 33,6 ER<br>G.1 539 B.1 400<br>1 Ha (stl) (30,0 × 7,7) ER | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 160bhp (853kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 128kW 1 × 116kW 1 × 7<br>390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 65,0t (d.o.) |
| 7125029<br>*USXG*<br><br>Df Esd Gc<br>Rdr RTv | **VIIRELAID**<br>ex Thiassi-74 ex Irish Trader-72<br>Launched as Thiassi<br>**Estonian Shipping Co.**<br>Tallinn Estonia | **964**<br>567<br>1 500 | | RS (GL) | **1972** Hermann Suerken GmbH & Co. KG.<br>—Papenburg (236)<br>80,60 12,83 4,172<br>70,82 12,81 7,57<br>P 19,6 F 10,7 2 dks | **M RoRo Cargo**<br>Ice strengthened<br>Stern door/ramp<br>L 8,00 W 4,60<br>1 Ho 50,9 ER<br>G.4 706 B.4 543<br>TEU 115 C.Ho 71/20' C.Dk 44/20'<br>1 Ha (stl) (43,8 × 10,2) ER | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300<br>2 000bhp (1 471kW)<br>Alpha-Diesel A/S<br>Gen 1 × 72kW 230/400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 124,0t (d.o.) |
| 8316986<br>*VVKB*<br>2165<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **VIJAY DOOT**<br>ex Tomoe 7-87<br>**Varun Shipping Co. Ltd.**<br>Bombay India | *4 462*<br>*2 405*<br>7 313<br>T/cm<br>15,6 | | NK | **1984** Asakawa Zosen—Imabari (320)<br>114,10 (BB) 7,020<br>105,42 16,51 8,21<br>P 18,6 F 16,5 1 dk<br>Bow/CM 45 MH 3,0 | **M Tanker**<br>Oil Chemical Molasses<br>CBT DB<br>12 Ta ER<br>L.8 340<br>6 Cargo pumps total 800T/hr | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 3 × 220kW |
| 8007391<br><br><br>Df Esd Gc<br>Rdr Rt | **VIJAYA**<br><br>**Government of The Republic of India (Coast Guard)**<br>Bombay India | **1 350**<br>405<br>195 | | (AB) | **1985** Mazagon Dock Ltd.—Bombay (573)<br>74,10 3,201<br>69,02 11,41 5,52<br>1 dk<br>rf nil | **TM Fire-fighting Patrol Ship**<br>Pollution Control | Pielstick<br>2 Vee Oil 4SA each 16Cy. 280 × 290 wi<br>clutches, flexible couplings & sr gea<br>shafts<br>12 800bhp (9 415kW)<br>Alsthom-Atlantique<br>Gen 4 × 212kW a.c.<br>2 Controllable pitch propellers |
| 8037255<br>*ATSC*<br>1765<br>Esd Gc Rt | **VIJAYA LAKSHMI**<br><br>**Pron Magnate Pvt. Ltd.**<br>Visakhapatnam India | **116**<br>79<br>57 | | IRS (AB) | **1978** Ast. IMESA—Salina Cruz<br>23,17 2,240<br>21,39 7,33 3,28<br>1 dk<br>BK | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr geared to s<br>380bhp (280kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 10kW 120V 50Hz a.c.<br>Fuel 39,5t (d.o.) |
| 8037267<br><br>1752<br>Esd Rt | **VIJAYANAGAR**<br><br>**Andhra Pradesh Fisheries Corp. Ltd.**<br>Visakhapatnam India | **116**<br>102<br>— | | IRS (AB) | **1977** Ast. IMESA—Salina Cruz<br>23,17 7,47 2,510<br>19,94 7,32 3,43<br>B 10,1 1 dk<br>rf 1097 BK | **M Fishing** | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 sr geared to s<br>380bhp (280kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 10kW 120V 50Hz a.c.<br>Fuel 39,5t (d.o.) |

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| **VIJELIA**<br>ex NR. 4641<br>**Intreprinderea de Exploatare a Floti Maritime NAVROM**<br>Galatz Romania | **141**<br>98<br>— | RNR | **1971** S. Ordzhonikidze Works—Poti<br>33,46 9,56 3,607<br>30,00 6,00 1,81<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry** | 2 Vee Oil 4SA each 12Cy. 180 × 200/210 geared to sc. shafts<br>2 000bhp (1 471kW)<br>Zvyezda Works Leningrad<br>Gen 1 × 5,5kW 2 × 1kW 28V d.c.<br>Fuel 3,0t (d.o.) 31kn |
| **VIJERA**<br>ex Minador-84<br>**Cool Wind Navigation Corp.**<br>Losinjska Plovidba OOUR Brodarstvo<br>Kingstown St. Vincent and the Grenadines | **4 887**<br>2 831<br>5 952 | JR NK | **1974** Asakawa Zosen—Imabari (237)<br>100,49 18,65 5,881<br>93,00 18,60 9,61<br>1 dk | **TM General Cargo**<br>2 Ho ER<br>G.10 295 B.9 626<br>2 Ha (stl) (17,3 34,2 × 8,6) ER<br>3W Cr 3(15) | Akasaka AH40<br>2 Oil 4SA each 6Cy. 400 × 600<br>3 678kW (5 000bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 445V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 43,5t (d.o.) 472,5t (hvf)-13,0pd 12kn |
| **VIJETA**<br>**Coastal Trawlers Ltd.**<br>Bombay India | **180**<br>57<br>138 | IRS (AB) | **1988** Bharati Shipyard Pvt. Ltd. Ratnagiri (196)<br>27,00 (BB) 7,83 2,700<br>23,50 7,50 3,50<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>In.100 | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>405kW (551bhp)<br>Caterpillar Inc. Peoria, Illinois |
| **VIJVERHOF**<br>ex Sylvia Gamma-85<br>**Rederij "Combi Spirit"**<br>Heinrich Hanno & Co. B.V.<br>Rotterdam Netherlands | **1 599**<br>1 102<br>3 265 | ✠**100A1** SS 6/87<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL Q 440,0/38,0U2<br>FN 1536 | **1978**-1 Tille Scheepsbouw B.V.—Kootstertille (207)<br>81,72 14,08 5,501<br>74,50 14,00 6,61<br>P 14,7 F 10,4 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 24,9 25,9 ER<br>G.3 859 B.3 534<br>2 Ha (stl) (each 21,4 × 10,2) ER | Brons 12TD200<br>Vee Oil 2SA 12Cy. 220 × 380 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>Brons Industrie Group Alphen a/d Rijn<br>Gen 3 × 92kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 143,5t-9,0pd 12,5kn |
| **VIK**<br>ex Alkes-89 ex Miniland-88<br>ex Mustola-84<br>**K/B Bulk 4**<br>Sandhammaren Shipping AB<br>Skarhamn Sweden | *2 061*<br>*1 178*<br>2 730 | ✠**100A1** SS 1/90<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL P 440,0/32,0U3<br>FN 1521 | **1980**-10 Rauma-Repola Oy—Uusikaupunki/Nystad (300)<br>82,50 (BB) 12,78 5,050<br>80,90 12,60 6,20<br>P 8,0 F 9,5 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 48,5 ER<br>G.4 050<br>TEU 128 C.Ho 96/20' C.Dk 32/20'<br>1 Ha (stl) (49,9 × 10,1) ER | Wartsila 6R32<br>Oil 4SA 6Cy. 320 × 350 sr geared to sc. shaft<br>1 819kW (2 473bhp)<br>Oy Wartsila Ab Vaasa/Vasa<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 132kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>12kn |
| **VIKARA**<br>ex Vigan-90 ex Vikara-85<br>**Chantilly Maritime Corp.**<br>ODS Management A/S<br>Oslo Norway (NIS)<br>SatCom: 1312421/LACT | **34 181**<br>25 711<br>64 435<br>T/cm<br>62,4 | NV | **1973** Mitsubishi Heavy Industries Ltd.—Kobe (1039)<br>224,01 (BB) 31,86 13,348<br>212,63 31,82 18,37<br>F 14,1 1 dk<br>rf 64 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 19,2 23,0 23,0 23,0 23,0 23,0 23,0 ER<br>G.81 338 B.73 793<br>7 Ha (stl) (11,9 × 10,2) (14,4 14,4 14,4 14,4 14,4 14,4 × 13,5) ER | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 225,0t (d.o.) 2 900,0t (hvf)-46,0pd 14,5kn |
| **VIKAVAAG**<br>**P/R Vikavag**<br>Molde Norway | *425*<br>*163*<br>— | NV | **1987** Molde Verft A/S—Hjelset ((11))<br>33,71 3,658<br>29,01 8,41 4,02<br>1 dk | **M Fishing**<br>Side-fishing Long-line | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190<br>1 073bhp (789kW)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 220kW 380V 50Hz a.c. |
| **VIKEN**<br>ex American Patriot-79<br>**La Cava Management Corp.**<br>Los Angeles-Long Beach, Ca United States of America | **192**<br>131<br>— | | **1977** ............Mobile, Al<br>*25,03*<br>7,35 3,41<br>1 dk | **M Fishing** | Oil<br>730bhp (537kW)<br>U.S.A. |
| **VIKHR**<br>ex BK-1211<br>**The Sea Commercial Port of St. Petersburg**<br>(Sankt-Peterburg) (U.S.S.R.) | **225**<br>0<br>46 | RS | **1965** ............U.S.S.R.<br>29,30 8,49 3,090<br>- - 4,35<br>1 dk | **TM Tug** | Russkiy 6DR30/50-4<br>2 Oil 4SA each 6Cy. 300 × 500<br>Zvyezda Works Leningrad<br>2 Controllable pitch propellers<br>Fuel (d.o.) 11,4kn |
| **VIKHR**<br>ex BK-1214<br>**Sakhalin Shipping Co. (SASCO)**<br>(Korsakov) (U.S.S.R.) | **225**<br>0<br>46 | RS | **1966** ............U.S.S.R.<br>29,30 8,48 3,090<br>- - 4,35<br>1 dk | **TM Tug** | Russkiy 6DR30/50-4<br>2 Oil 4SA each 6Cy. 300 × 500<br>Zvyezda Works Leningrad<br>2 Controllable pitch propellers<br>11,4kn |
| **VIKHR**<br>**Podvodrechstroy**<br>(Sochi) (U.S.S.R.) | **187**<br>—<br>46 | RS | **1975** ............U.S.S.R.<br>29,30 8,49 3,090<br>27,00 - 4,35<br>1 dk | **TM Tug**<br>Ice strengthened | Russkiy 6D30/50-A-2<br>2 Oil 4SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 25kW a.c.<br>2 Controllable pitch propellers |
| **VIKHR- 1**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(Yevpatoriya) (U.S.S.R.) | **2 009**<br>603<br>425 | RS | **1983** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B98/01)<br>72,29 14,36 4,701<br>6,41<br>1 dk | **TM Fire-fighting Vessel** | Sulzer 16ASV25/30<br>2 Vee Oil 4SA each 16Cy. 250 × 300 geared to sc. shafts<br>H. Cegielski Poznan |
| **VIKHR- 3**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | *2 008*<br>*602*<br>425 | RS | **1984** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B98/03)<br>72,29 14,36 4,701<br>6,41<br>1 dk | **TM Fire-fighting Vessel** | Sulzer 16ASV25/30<br>2 Vee Oil 4SA each 16Cy. 250 × 300 geared to sc. shafts<br>H. Cegielski Poznan |
| **VIKHR- 4**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(Murmansk) (U.S.S.R.) | *2 008*<br>*602*<br>425 | RS | **1984** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B98/04)<br>72,29 14,36 4,701<br>6,41<br>1 dk | **TM Fire-fighting Vessel** | Sulzer 16ASV25/30<br>2 Vee Oil 4SA each 16Cy. 250 × 300 geared to sc. shafts<br>H. Cegielski Poznan |
| **VIKHR- 5**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | *2 008*<br>*602*<br>382 | RS | **1984** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B98/05)<br>72,30 14,36 4,700<br>63,00 - 6,40<br>1 dk | **TM Fire-fighting Vessel** | Sulzer 16ASV25/30<br>2 Vee Oil 4SA each 16Cy. 250 × 300 geared to sc. shafts<br>4 320kW (5 873bhp)<br>H. Cegielski Poznan<br>Gen 2 × 600kW a.c. 3 × 400kW a.c.<br>2 Controllable pitch propellers<br>16kn |
| **VIKHR- 6**<br>**Sakhalinmorneftegazprom**<br>(Kholmsk) (U.S.S.R.) | *2 008*<br>*602*<br>382 | RS | **1985** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B98/06)<br>72,34 14,36 4,700<br>63,00 14,00 6,40<br>1 dk | **TM Fire-fighting Vessel** | Sulzer 16ASV25/30<br>2 Vee Oil 4SA each 16Cy. 250 × 300 geared to sc. shafts<br>4 320kW (5 873bhp)<br>H. Cegielski Poznan<br>Gen 2 × 600kW a.c. 3 × 400kW a.c.<br>2 Controllable pitch propellers<br>16kn |
| **VIKHR- 7**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | *2 008*<br>*602*<br>382 | RS | **1985** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B98/07)<br>72,30 14,36 4,700<br>63,00 14,01 6,40<br>1 dk | **TM Fire-fighting Vessel** | Sulzer 16ASV25/30<br>2 Vee Oil 4SA each 16Cy. 250 × 300 geared to sc. shafts<br>4 320kW (5 873bhp)<br>H. Cegielski Poznan<br>Gen 2 × 600kW a.c. 3 × 400kW a.c.<br>2 Controllable pitch propellers<br>16kn |

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| **8422204**<br>*UFBD*<br>M-37744<br>Df Esd Gc<br>Pfd Rdr RTv | **VIKHR- 8**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | *2 008*<br>*602*<br>382 | RS | **1985** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B98/08)<br>72,30 14,36 4,700<br>63,00 14,01 6,40<br>1 dk | **TM Fire-fighting Vessel** | Sulzer<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>sc. shafts<br>4 320kW (5 873bhp)<br>H. Cegielski<br>Gen 2 × 600kW a.c. 3 × 400kW a.c.<br>2 Controllable pitch propellers |
| **8422216**<br>*UZJI*<br>M-41965<br>Df Esd Gc<br>Pfd Rdr RTv | **VIKHR- 9**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | *2 008*<br>*602*<br>382 | RS | **1986** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B98/09)<br>72,32 14,36 4,700<br>63,00 14,01 6,41 | **TM Fire-fighting Vessel** | Sulzer<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>sc. shafts<br>4 320kW (5 873bhp)<br>H. Cegielski<br>Gen 2 × 600kW a.c. 3 × 400kW a.c.<br>2 Controllable pitch propellers |
| **8511471**<br>*URVD*<br>M-41984<br>Df Esd Gc<br>Pfd Rdr RTv | **VIKHR-10**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | *2 008*<br>*602*<br>317 | RS | **1986** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B98/10)<br>72,32 4,601<br>63,02 14,01 6,41<br>1 dk | **TM Fire-fighting Vessel** | Sulzer<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>sc. shafts<br>4 320kW (5 873bhp)<br>H. Cegielski<br>Gen 2 × 600kW a.c. 3 × 400kW a.c.<br>2 Controllable pitch propellers |
| **8521294**<br>*UZME*<br>M-41985<br>Df Esd Gc<br>Pfd Rdr RTv | **VIKHR-11**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | *2 008*<br>*602*<br>382 | RS | **1986** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B98/11)<br>72,30 14,36 4,700<br>63,02 14,03 6,43 | **TM Fire-fighting Vessel** | Sulzer<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>sc. shafts<br>4 320kW (5 873bhp)<br>H. Cegielski<br>Gen 2 × 600kW a.c. 3 × 400kW a.c.<br>2 Controllable pitch propellers |
| **8601769**<br>*UUNC*<br>M-41997<br>Df Esd Gc<br>Pfd Rdr RTv | **VIKHR-12**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | *2 008*<br>*602*<br>382 | RS | **1987** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B98/12)<br>72,30 14,36 4,700<br>63,00 14,01 6,40 | **TM Fire-fighting Vessel** | Sulzer<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>sc. shafts<br>4 320kW (5 873bhp)<br>H. Cegielski<br>Gen 2 × 600kW a.c. 3 × 400kW a.c.<br>2 Controllable pitch propellers |
| **8601771**<br>*UULD*<br>M-42020<br>Df Esd Gc<br>Pfd Rdr RTv | **VIKHR-13**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | *2 008*<br>*602*<br>382 | RS | **1987** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B98/13)<br>72,30 14,36 4,700<br>63,00 14,01 6,40 | **TM Fire-fighting Vessel** | Sulzer<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>sc. shafts<br>4 320kW (5 873bhp)<br>H. Cegielski<br>Gen 2 × 600kW a.c. 3 × 400kW a.c.<br>2 Controllable pitch propellers |
| **8601783**<br>*UFCI*<br>M-42021<br>Df Esd Gc<br>Pfd Rdr RTv | **VIKHR-14**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | *2 008*<br>*602*<br>382 | RS | **1987** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B98/14)<br>72,30 14,36 4,700<br>63,00 14,01 6,40 | **TM Fire-fighting Vessel** | Sulzer<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>sc. shafts<br>4 320kW (5 873bhp)<br>H. Cegielski<br>Gen 2 × 600kW a.c. 3 × 400kW a.c.<br>2 Controllable pitch propellers |
| **7118961**<br>*EFXW*<br>1265<br>Esd Gc Rdr<br>Rt | **VIKI**<br>**Juan J. Bono Campano**<br>Huelva Spain | **330**<br>166<br>234 | BV | **1971** Ast. Gondan—Puerto de Figueras (61)<br>35,67 6,89<br>30,79 6,86 3,97<br>1 dk | **M Fishing**<br>Side Trawler | MWM<br>Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 170,0t (d.o.) |
| **5338763**<br>302240<br>Df Esd Pfd<br>RdrRTm | **VIKI LYNE II**<br>ex David Wilson-78<br>ex Admiral Hardy-68<br>ex Star of Devon-63<br>**Terry Clive Ingalls**<br>Victoria, B.C. Canada | **223**<br>72<br>— | ✠Classed LR until 10/3/78 | **1961**-1 P. K. Harris & Sons Ltd.—Appledore (131)<br>*33,01* 7,29 3,048<br>32,47 7,24 3,66<br>F 4,9 1 dk<br>rf 686 BK 76 | **M Fishing**<br>Side Trawler | Polar<br>Oil 2SA 4Cy. 340 × 570 with clutch<br>700bhp (515kW)<br>British Polar Engines Ltd.<br>Gen 2 × 220kW<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7395040**<br>*EGRN*<br>Df Esd Rdr<br>Rt | **VIKI SEGUNDO**<br>**Pesqueras Viki S.A.**<br>Huelva Spain | **289**<br>134<br>201 | (BV) | **1975** Ast. de Huelva S.A.—Huelva (47)<br>38,49 7,45 3,461<br>33,28 7,24 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.218 | MWM<br>Oil 4SA 6Cy. 320 × 480<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 125,0t (d.o.) |
| **5018246**<br>*WD2652*<br>224430<br>Df Esd Gc<br>Rdr Rt | **VIKING**<br>ex Ann Arbor No. 7-65<br>**Peterson Builders Inc.**<br>Milwaukee, Wi United States of America | **2 713**<br>1 287<br>— | AB | **1925** Manitowoc SB. Corp.—Manitowoc, Wi (214)<br>109,73 17,12 5,477<br>106,08 17,07 6,56<br>2 dks<br>R rf 229 | **TD-E Passenger/RoRo Cargo/Ferry**<br>375P | General Motors<br>4 Vee Oil 2SA each 16Cy. 216 × 254<br>6 120bhp (4 502kW) driving 4 gen.<br>1 226kW 750V d.c. connected to 4<br>each of 1 530shp (1 125kW) (WL)<br>to sc. shafts<br>NE 65<br>General Motors Corp.<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **8202757**<br>*PIHC* | **VIKING**<br>**Kustvaartbedrijf Moerman B.V.**<br>Rotterdam Netherlands | **1 599**<br>1 162<br>3 152 | BV | **1983** Schpsw. Bodewes Gruno—Foxhol (256)<br>81,62 14,10 5,381<br>74,53 14,01 6,46<br>1 dk | **M General Cargo**<br>1 Ho 55,3 ER<br>G.3 787 B.3 645<br>1 Ha (stl) (41,2 × 10,2) ER | MWM<br>Oil 4SA 6Cy. 320 × 480 with flexible<br>sr geared to sc. shaft<br>1 300bhp (956kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 52kW 220/380V 50Hz a.c.<br>Fuel 142,5t (d.o.) |
| **5389358**<br>*HO3218*<br>11424-81<br>Df Esd Rt | **VIKING**<br>ex Lek Viking-79 ex Benlow Viking-78<br>ex Viking-76 ex Vliestroom-74<br>ex Wijmers-74<br>**Warrior Shipping Inc.**<br>Marimed Agencies (UK) Ltd.<br>Panama Panama | **494**<br>274<br>762 | ✠CLASS WITHDRAWN 4/91 | **1958**-5 N.V. Schpsw. "Foxhol"—Foxhol (103)<br>56,70 9,05 3,525<br>51,01 8,91 3,61<br>P 16,2 F 8,3 1 dk<br>RW rf 51 | **M General Cargo**<br>Mchy.aft | Brons<br>Oil 4SA 8Cy. 290 × 450<br>500bhp (368kW)<br>Appingedammer Brons |
| **6618550**<br>*J8MH*<br>Df Esd Rdr<br>RTm/v | **VIKING**<br>ex Modena-87 ex Embdena-87<br>ex Suntis-85 ex Germann-78<br>ex Germa-68<br>**Viking Trader Ltd.**<br>Kingstown St. Vincent and the Grenadines | **299**<br>171<br>791 | GL | **1966** C. Cassens Schiffswerft—Emden (75)<br>54,34 9,53 3,409<br>49,92 9,50 5,49<br>1 dk & S dk | **M General Cargo**<br>Ice strengthened<br>G.1 529 B.1 393<br>1 Ha (stl) (28,0 × 6,2) ER<br>Der 2(2)<br>OSD | MWM<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **7931521**<br>382370<br>Rt | **VIKING**<br>**Port of Singapore Authority**<br>Singapore Singapore | **277**<br>0<br>118 | ✠**100A1** SS 1/87<br>Singapore Harbour service and 30 miles seaward<br>✠**LMC**<br>EL (D)F 275,0/19,0U2<br>FN 415 | **1981**-9 Gul Engineering (Pte.) Ltd.—Singapore (6007)<br>33,53 9,48 2,852<br>30,99 9,16 4,20<br>1 dk<br>rf 279 | **TM Tug**<br>Tractor | Kromhout<br>2 Oil 4SA each 9Cy. 240 × 260 sr<br>shafts<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 70kW 440V 50Hz a.c.<br>2 Directional propellers |

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| **VIKING**<br>**Horizon Trawlers Inc.**<br>Bellingham, Wa United States of America | **260**<br>191<br>— | | **1975** Marine Construction & Design Co. (MARCO)<br>—Seattle, Wa (271)<br>*32,37* 8,87<br>8,82 3,38<br>1 dk | **M Fishing**<br>Side Trawler Crab | Caterpillar<br>Oil<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>13kn |
| **VIKING**<br>**Bendiksen Fisheries Inc.**<br>New Bedford, Ma United States of America | **199**<br>158<br>— | | **1980** Newport Shipyard Inc.—Newport, RI<br>*24,51* 7,47 —<br>7,32 3,84<br>1 dk | **M Fishing**<br>Stern Trawler Shellfish | Caterpillar D398SCAC<br>Vee Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 30kW<br>11kn |
| **VIKING**<br>**Ronald E. Eachus**<br>Mobile, Al United States of America | **183**<br>124<br>— | | **1979** .............Moss Point, Ms<br>*24,18* 7,37<br>3,74<br>1 dk | **M Fishing** | Oil<br>600bhp (441kW)<br>U.S.A. |
| **VIKING**<br>ex Wm. Fraser ex F 48<br>**Farwest Fisheries Inc.**<br>Seattle, Wa United States of America | **167**<br>62<br>— | | **1943** Birchfield Boiler Inc.—Tacoma, Wa (7)<br>*27,74*<br>6,41 2,57<br>1 dk<br>conv General Cargo — | **M Fishing** | Oil<br>300bhp (221kW)<br>U.S.A.<br>Fuel (d.o.) |
| **VIKING**<br>ex Harriet Moran-86<br>ex Thomas E. Moran-47<br>**Wallin Marine Corp.**<br>Eklof Marine Corp.<br>New York, NY United States of America | **149**<br>101<br>— | AB | **1938** Defoe Boat & Motor Works—Bay City, Mi (161)<br>28,81 7,68 3,442<br>27,54 7,62 3,66<br>1 dk<br>BK 127 | **D-E Tug** | General Motors<br>Vee Oil 2SA 12Cy. 222 × 267 driving gen. of 814kW 525V d.c. connected to 2 elec. motors<br>E made44 refitted56<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 35kW 1 × 30kW 125V d.c.<br>Fuel (d.o.) |
| **VIKING**<br>ex Diana-83 ex Hermina E Goedkoop<br>**J. Koerts**<br>Delfzijl Netherlands | **115**<br>5<br>— | BV | **1957** Arnhemsche Schps. Maats.—Arnhem<br>26,90 6,63<br>26,50 3,20<br>1 dk | **TM Tug** | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10kn |
| **VIKING ACE**<br>ex Paramount Ace-90<br>**Viking Ace Inc.**<br>Barber Ship Management (UK) Ltd.<br>Monrovia Liberia | **13 731**<br>8 933<br>13 834 | NK | **1981** Tsuneishi Zosen K.K.—Numakuma (471)<br>186,01 32,03 9,021<br>174,02 32,01 13,19<br>2 dks | **M Vehicles Carrier**<br>Side doors 1(p) 1(s) Side door & ramp (s)<br>Cars 3000<br>Mchy.aft | B&W 8L67GFCA<br>Oil 2SA 8Cy. 670 × 1700<br>16 800bhp (12 357kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano |
| **VIKING BOY**<br>ex Edda Jarl-77<br>**K/S Eidesvik & Co. A/S**<br>Eidesvik & Co. A/S<br>Haugesund Norway | *1 560*<br>*468*<br>1 219 | NV | **1976** Ast. de Santander S.A.—Santander (115)<br>72,22 13,85 4,701<br>56,39 13,80 6,91<br>F - 2 dks<br>rf nil len 86 | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft<br>4 Ta cyl vert<br>G.42 | Wichmann<br>2 Oil 2SA each 10Cy. 300 × 450<br>NE 86<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 640kW 3 × 133kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>18kn |
| **VIKING CARRIER**<br>ex Penaga ex Sea Pearl I-89<br>ex Cholan-87 ex Sun Hing-85<br>ex Eiko Maru-76<br>**Pacific Viking Lines Co. Ltd.**<br>San Lorenzo Honduras | **780**<br>470<br>1 334 | NK | **1966** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1063)<br>63,99 10,04 4,317<br>58,40 10,01 4,86<br>P 15,2 F 7,4 1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 676 B.1 518<br>1 Ha (32,3 × 5,4) ER<br>4W Der 4(5) | Akasaka<br>Oil 4SA 6Cy. 350 × 500<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 20kW 105V d.c.<br>Fuel 57,0t-3,5pd 11kn |
| **VIKING DRILLER**<br>ex Tainaron-87 ex Bolivar-69<br>ex Cerro Bolivar-68<br>**K/S Viking Star**<br>Odfjell Drilling & Consulting Co. A/S<br>Nassau Bahamas<br>SatCom: 1104460/VDLR<br>See Register of Offshore Units | **9 877**<br>4 507<br>8 329 | AB<br>✠Classed LR until 3/75 | **1955**-1 Eriksbergs M/V A/B—Goteborg (452)<br>177,65 21,34 9,119<br>160,51 21,24 11,97<br>P 35,7 F 22,6 1 dk<br>conv Ore Carrier 75 | **M Drilling Ship**<br>Mchy.aft<br>Cr 2(100) 1(50) | B&W 6-74VTBF-160<br>Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW)<br>Eriksbergs M/V A/B Goteborg<br>Gen 1 × 250kW 480V 60Hz a.c.<br>Fuel 1 699,0t 13kn |
| **VIKING EXPLORER**<br>**Royal Viking Inc.**<br>Seattle, Wa United States of America | **193**<br>131<br>— | | **1979** Dakota Creek Industries Inc.—Anacortes, Wa<br>*33,99* 9,76<br>3,26<br>1 dk | **M Fishing**<br>Side-fishing Seiner Crab | Caterpillar D399SCAC<br>Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VIKING FIGHTER**<br>ex Tender Fighter-91<br>**K/S Eidesvik & Co. A/S**<br>Eidesvik & Co. A/S<br>Haugesund Norway | *2 075*<br>*622*<br>2 629 | NV | **1986** Trosvik Verksted A/S—Brevik (141)<br>69,32 5,712<br>59,67 15,51 7,32<br>2 dks | **TM Supply Ship**<br>Deck Cargo Fire-fighting Search & Rescue | Normo<br>2 Vee Oil 4SA each 12Cy. 250 × 300<br>5 990bhp (4 406kW)<br>BMV Maskin A/S Bergen<br>Gen 2 × 1224kW 2 × 244kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft |
| **VIKING GIRL**<br>**K/S Eidesvik Supply A/S**<br>Eidesvik & Co. A/S<br>Haugesund Norway | T.Mk<br>**497**<br>331<br>1 735 | NV | **1982** Kaarbos M/V A/S—Harstad (100)<br>65,72 5,868<br>56,42 13,81 6,91<br>B 8,0 F 24,1 2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Oil Recovery<br>4 Ta ER<br>G.170 | MaK 12M453AK<br>2 Vee Oil 4SA each 12Cy. 320 × 420<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 260kW 1 × 80kW 230/450V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 697,0t (d.o.)-18,5pd 15kn |
| **VIKING I**<br>ex Alfon Junior-89 ex Teigland-81<br>ex Torstein-76 ex Thorsteinn-76<br>ex Saerun-72 ex Gigja-70<br>**Trono A/S**<br>Arctic Surim A/S<br>Tromso Norway | **321**<br>156<br>— | NV | **1967** Kaarbos M/V A/S—Harstad (57)<br>41,28 7,83 5,055<br>37,32 7,80 6,18<br>2 dks<br>rf 13 BK 178 deepened 77 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>In.600<br>2 Ha (2,5 2,9 × 1,4) ER<br>1W Der 1(3) | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>900bhp (662kW)<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 90kW 2 × 40kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **VIKING I**<br>ex Viking-91<br>Panama Panama | **295**<br>173<br>78 | GL | **1968** Husumer Schiffsw.—Husum (1264)<br>40,19 7,83 2,058<br>35,72 7,80 3,13<br>1 dk<br>rf 305 BK 127 | **M Ferry**<br>405P<br>Ice strengthened | MAN R8V16/18TL<br>2 Oil 4SA each 8Cy. 160 × 180 reduction geared to sc. shaft<br>998bhp (734kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 39kW 400V 50Hz a.c.<br>2 Controllable pitch propellers aft, 1 fwd<br>Fuel 13,0t (d.o.) 14kn |
| **VIKING III**<br>ex Hanedamaru-82<br>**Cibat Marina Corp.**<br>Panama Panama | **125**<br>41<br>— | BV | **1966** Kurushima Dockyard Co. Ltd.—Onishi<br>26,57 2,720<br>23,50 7,00 3,20<br>1 dk | **TM Tug** | Nippon Hatsudoki<br>2 Oil 4SA each 6Cy. 290 × 430<br>Nippon Hatsudoki Kobe<br>2 Controllable pitch propellers<br>11,75kn |
| **VIKING JADE**<br>ex Muhlentor-88<br>**Saeed Mohammed Al Kamda**<br>Viking Dubai<br>Dubai United Arab Emirates | **491**<br>230<br>826 | NV (GL) | **1972** J. G. Hitzler, Schiffswerft u. Maschinenfabrik<br>—Lauenburg (730)<br>52,86 11,33 3,442<br>49,20 11,00 3,97<br>F 17,4 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>Mchy.aft | MWM TBD440-8<br>2 Oil 4SA each 8Cy. 230 × 270 reverse reduction geared to sc. shafts<br>1 398kW (1 901bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 112kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 12,5kn |

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| **7048051**<br>*WY7687*<br>522596 | **VIKING KING**<br>**Northern Reefer Co. Inc.**<br>Seattle, Wa United States of America | **179**<br>122<br>— | | **1969** Martinolich SB. Corp.—Tacoma, Wa<br>*22,93* 7,75<br>3,31 | **M Fishing** | Oil<br>725bhp (533kW)<br>.............<br>Fuel (d.o.) |
| **8019370**<br>*LKDW*<br>19628<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **VIKING LADY**<br>ex Active Queen-87<br>**K/S Eidesvik & Co. A/S**<br>Eidesvik & Co. A/S<br>Haugesund Norway | T.Mk<br>**492**<br>167<br>1 052 | NV | **1981** Sterkoder M/V A/S—Kristiansund N. (90)<br>64,67 4,720<br>55,22 13,81 6,91<br>B 7,4 F 15,0 2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Cr 1(3) 1(1) | Polar<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>sc. shafts<br>Nohab Diesel A/B<br>Gen 2 × 664kW 2 × 312kW 440V 60<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 693,0t (d.o.)-15,0pd |
| **5420293**<br>*OUTC*<br>D-3392<br>Df Esd Gc<br>Pfd Rdr Rt | **VIKING NAJA**<br>ex Hargo-90 ex Karl-Erik-90<br>ex Hermes-84<br>**Dykker Selskabet Viking ApS**<br>Hundested Denmark | **232**<br>68<br>150 | ✠**100A1** SS 7/87<br>tug<br>North Sea service<br>Ice Class 1<br>✠**LMC** **UMS**<br>EL (c)<br>FN 347 | **1963**-5 A/B Asi-Verken—Amal (64)<br>29,42 8,44 3,899<br>26,85 8,31 4,60<br>RFD 5,5 1 dk<br>BK 102 | **M Tug** | Hedemora<br>2 Vee Oil 4SA each 8Cy. 185 × 210 wi<br>couplings & sr reverse gears to sc. sh<br>AB Hedemora Verkstader<br>Gen 2 × 70kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.) |
| **7400819**<br>*LAZP*<br>20583<br>Df Esd Gc<br>Pfd Rdr Rt | **VIKING PRINCE**<br>ex Stad Supplier-89<br>**K/S Eidesvik & Co. A/S**<br>Eidesvik & Co. A/S<br>Haugesund Norway | T.Mk<br>**496**<br>193<br>1 190 | NV | **1975** Ulstein Hatlo A/S—Ulsteinvik (134)<br>64,52 13,85 4,719<br>58,07 13,80 6,91<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P<br>Mchy.aft | Polar<br>2 Vee Oil 4SA each 16Cy. 250 × 300<br>A/B Bofors Nohab<br>Gen 3 × 132kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 705,0t (d.o.)-24,0pd |
| **8423466**<br>261335<br>Rdr Rt | **VIKING PRINCE**<br>**Lehigh Marine Disposal Corp.**<br>New York, NY United States of America | **145**<br>72<br>— | | **1951** Arnold V. Walker Shipyard—Pascagoula, Ms (48)<br>*29,33*<br>6,10 2,77<br>1 dk | **TM Tug** | Caterpillar<br>2 Oil 4SA each 12Cy. 146 × 203<br>Caterpillar Tractor Co. |
| **6402937**<br>*3FNQ2*<br>14348-84<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **VIKING PRINCESS**<br>ex Ilmatar-84<br>**Crown Cruise Line S.A.**<br>Grundstad Maritime Overseas Inc.<br>Panama Panama | **6 421**<br>3 402<br>843 | NV | **1964** Wartsila-Kon. Sandvikens Skepps.<br>—Helsinki/Helsingfors (375)<br>128,33 16,41 4,420<br>116,44 16,36 7,01<br>3 dks, pt 4th dk<br>rf 500 len 73 | **TrM Passenger/RoRo Cargo/Ferry**<br>173cbn 372bth 338dk P<br>Side doors Ice strengthened<br>Cars 80<br>Mchy.aft | Sulzer<br>Polar<br>3 Vee Oil<br>5 600bhp (4 119kW)<br>(centre) Oil 4SA 12Cy. 510 × 550<br>Wartsila Kon. Crichton-Vulcan<br>(wing) 2 Oil 4SA each 16Cy. 250 × 300<br>Nydqvist & Holm A/B<br>Gen 1 × 600kW 3 × 448kW 380V 50<br>3 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 75,0t (d.o.) 215,0t (hvf)-29,0pd |
| **8302088**<br>*LNAB*<br>19989<br>Df Esd Gc<br>Rdr Rt | **VIKING QUEEN**<br>**K/S Eidesvik & Co. A/S**<br>Eidesvik & Co. A/S<br>Haugesund Norway | *2 295*<br>*688*<br>3 200 | NV | **1984** Hasund Mek. Verksted A/S—Ulsteinvik ((108))<br>75,04 16,01 6,265<br>67,82 7,40<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | Wichmann<br>4 Oil 2SA each 7Cy. 300 × 450 geared t<br>shafts<br>A/S Wichmann<br>Gen 2 × 1280kW 3 × 264kW 440V<br>2 Thw. thrust propellers fwd , 1 aft |
| **7309792**<br>*WX8727*<br>508212 | **VIKING QUEEN**<br>**Icicle Seafoods Inc.**<br>Wrangell, Ak United States of America | **198**<br>134<br>— | | **1967** Pacific Fishermen Inc.—Seattle, Wa.<br>*25,64* 7,93<br>3,08<br>1 dk | **M Fishing** | Oil<br>680bhp (500kW)<br>.............<br>Fuel (d.o.) |
| **6516441**<br>*WU5156*<br>297518<br>Esd Pfd Rdr Rt | **VIKING QUEEN**<br>**Rasmussen Fishing Corp.**<br>New Bedford, Ma United States of America | **139**<br>98<br>— | | **1965** Newbert & Wallace—Thomaston, Me<br>*24,42* 6,51<br>... ... ... | **Wood M Fishing** | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. |
| **7432068**<br>*PIGN*<br>Df Esd Gc<br>Rdr Rt | **VIKING R**<br>ex Koraalzee-88<br>**RN Dredging B.V.**<br>Werkendam Netherlands | *1 102*<br>*330*<br>— | BV | **1975** Scheepsw. & Mach. Fab. "De Liesboch"<br>B.V.—Jutphaas (145)<br>60,33 4,301<br>57,26 11,85 4,75<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Mchy.aft<br>Hopper 799 | Bolnes<br>2 Oil 2SA each 5Cy. 190 × 350 revers<br>geared to sc. shafts<br>882kW (1 199bhp)<br>"Bolnes" Motorenfabriek B.V.<br>Gen 3 × 340kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 118,0t (d.o.) |
| **7305590**<br>*A6E2286*<br>767<br>Df Esd Gc<br>Rdr RTm/h/v | **VIKING RUBY**<br>ex Pinnastor-88<br>**Saeed Mohammed Al Kamda**<br>Viking Dubai<br>Dubai United Arab Emirates | **494**<br>231<br>826 | NV (GL) | **1973** J. G. Hitzler, Schiffswerft u. Maschinenfabrik<br>—Lauenburg (734)<br>52,86 11,33 3,442<br>49,20 11,00 3,97<br>F 17,4 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened | MWM<br>2 Oil 4SA each 8Cy. 230 × 270 revers<br>geared to sc. shafts<br>1 398kW (1 901bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 112kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **7224681**<br>766<br>Df Esd Gc<br>Rdr RTm/h/v | **VIKING SAPPHIRE**<br>ex Jakobiturm-88<br>**Saeed Mohammed Al Kamda**<br>Viking Dubai<br>Dubai United Arab Emirates | **491**<br>230<br>826 | NV (GL) | **1972** J. G. Hitzler, Schiffswerft u. Maschinenfabrik<br>—Lauenburg (731)<br>52,86 11,33 3,442<br>49,20 11,00 3,97<br>F 17,4 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened | MWM<br>2 Oil 4SA each 8Cy. 230 × 270 revers<br>geared to sc. shafts<br>1 398kW (1 901bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 112kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 218,5t (d.o.) |
| **8207549**<br>*WTX4333*<br>653974<br>Df Esd Gc<br>Pfd Rdr Rt | **VIKING SEAHORSE**<br>**Zapata Gulf Marine Operators Inc.**<br>Zapata Gulf Marine Corporation<br>Morgan City, La United States of America | **275**<br>187<br>1 200 | AB | **1983** Eastern Marine Inc.—Panama City, Fl (59)<br>58,53 3,911<br>56,11 12,20 4,58<br>F 16,2 1 dk<br>rf 457 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>reduction geared to sc. shafts<br>E (p) made73 reconditioned &<br>General Motors Corp. Electro-Motive<br>E (s) made68 reconditioned &<br>General Motors Corp. Electro-Motive<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd |
| **8002597**<br>*C6CP*<br>372978<br>Df Esd Gc<br>Pfd Rdr RTv | **VIKING SERENADE**<br>ex Stardancer-90 ex Scandinavia-85<br>**Viking Serenade Inc.**<br>Royal Caribbean Cruises Ltd.<br>Nassau Bahamas<br>SatCom: 1103132/VSER | **26 747**<br>18 037<br>4 294 | BV | **1982** Dubigeon-Normandie S.A.—Prairie-au-Duc,<br>Nantes (164)<br>185,25 6,851<br>158,91 27,01 9,00<br>3 dks<br>conv Passenger/RoRo Cargo 91 | **TM Passenger Ship**<br>757cbn 2104bth P | B&W<br>2 Oil 2SA each 9Cy. 550 × 1380<br>19 860kW (27 000bhp)<br>Alsthom-Atlantique<br>Gen 2 × 2100kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers<br>Fuel 65,5t (d.o.) 1 061,5t (hvf)-51,2 |

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| **VIKING SKY**<br>ex Gulf Grenadier-90<br>**Westfjord Fishing Ltd.**<br>Vancouver, B.C. Canada | 513<br>244<br>— | ✠Classed LR until 6/69 | **1966**-5 Bathurst Marine Ltd.—Georgetown, P.E.I. (12)<br>39,32 8,56<br>33,23 8,54 6,56<br>F 16,5 2 dks<br>rf 610 BK 102 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Normo<br>Oil 4SA 6Cy. 250 × 300 sr geared to sc. shaft<br>780kW (1 060bhp)<br>A/S Bergens M/V Bergen<br>Gen 2 × 40kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>10kn |
| **VIKING SPIRIT**<br>**North Delta Seafoods Ltd.**<br>Vancouver, B.C. Canada | 101<br>43<br>— | | **1975** Shore Boat Builders Ltd.—Richmond, B.C.<br>*18,48* 6,10<br>3,43<br>1 dk | **Aluminium Alloy M Fishing**<br>Stern Trawler Seiner Ref | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| **VIKING STAR**<br>ex Pascal-90 ex Kepler-87 ex Pascal-85<br>**Stargas S.p.A.**<br>Venezia Italy<br>SatCom: 1150567/ICNV | *13 474*<br>*4 272*<br>19 044 | RI (Class cont.) (BV) (GL) | Cmpl.**1976** Boele's Schps. & Mchf. B.V.—Bolnes (1055)<br>153,45 (BB) 22,86 10,720<br>142,60 22,80 13,50<br>P 29,3 F 15,0 1 dk | **M Liquefied Gas Carrier/ Chemical Carrier LPG**<br>Pressurised Ref<br>Ice strengthened<br>6 Ta (stl) cyl horizontal ER<br>L.(gas) 15 022 | Wartsila 12V46<br>Vee Oil 4SA 12Cy. 460 × 580 sr geared to sc. shaft<br>9 030kW (12 276bhp) NE 91<br>Wartsila Diesel Oy Vaasa/Vasa<br>Gen 4 × 541,4kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>19,5kn |
| **VIKING STAR**<br>**Westfjord Fishing Ltd.**<br>Vancouver, B.C. Canada | 138<br>57<br>— | | **1978** Allied Shipbuilders Ltd.—North Vancouver, B.C. (210)<br>24,24 7,04<br>22,56 7,01 3,69 | **M Fishing**<br>Long-line | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VIKING TRADER**<br>ex Wood Star-87 ex Balder Hope-84<br>**Handybulk II K/S**<br>Univan Management Services AS<br>Bergen Norway (NIS) | 9 871<br>7 293<br>18 758<br>T/cm<br>28,2 | NK NV | **1981** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (298)<br>146,08 22,89 9,297<br>137,01 22,86 12,60<br>P 22,3 F 10,7 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.23 197 B.22 379 HeCls. B<br>4 Ha (stl) (16,0 × 9,6) (19,2 19,2 19,2 × 11,2) ER<br>Der 4(25) | Mitsubishi 6UEC52/125H<br>Oil 2SA 6Cy. 520 × 1250<br>5 884kW (7 999bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 312kW 440V 60Hz a.c.<br>Fuel 180,0t (d.o.) 1 621,5t (hvf)-25,0pd 14,25kn |
| **VIKING TRADER**<br>ex Oyster Bay-83 ex Manaure VII-83<br>ex Caribbean Sky-81<br>ex Federal Nova-81 ex Goya-79<br>Launched as Stena Tender<br>**Pandoro Ltd.**<br>Southampton United Kingdom | 3 985<br>1 858<br>6 555 | NV (GL)<br>Classed LR until 15/9/89 | Lch.**1976** Osterreichische Schiffswerften A.G. Linz-Korneuburg—Korneuburg (709)<br>Len & Cmpl.**1977** Werft Nobiskrug G.m.b.H. —Rendsburg<br>137,30 (BB) 18,14 5,660<br>131,71 17,61 11,70<br>2 dks<br>rf nil len 77<br>conv RoRo Cargo 84 | **TM Passenger/RoRo Cargo/Ferry** 40bth 36dk P<br>Ice strengthened<br>Lane Length 132 Cargo Width 16,10<br>Clear height 5,20<br>Trailers 67<br>Mchy.aft<br>TEU 200 C. 200/20' | Deutz RSBV12M540<br>2 Vee Oil 4SA each 12Cy. 370 × 400 with flexible couplings & sr geared to sc. shafts<br>8 826kW (11 999bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 520kW 2 × 520kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 111,5t (d.o.) 545,5t (hvf)-26,5pd 18kn |
| **VIKING TROLL**<br>ex Kongstein-87<br>**K/S Eidesvik & Co. A/S**<br>Eidesvik & Co. A/S<br>Haugesund Norway<br>SatCom: 1313243 | *2 402*<br>*722*<br>2 350 | NV | **1984** FEAB Marstrandsverken—Marstrand (166)<br>69,04 6,782<br>61,68 16,01 7,42<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12bth P<br>Ice strengthened | Wichmann<br>4 Oil 2SA each 7Cy. 300 × 450 with clutches, flexible couplings & dr geared to sc. shafts<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 2180kW 2 × 280kW 1 × 160kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 1 aft<br>Fuel 1 023,5t (d.o.)-40,0pd 14kn |
| **VIKING VENTURE**<br>**Winkie White Shipping Corp.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | 17 661<br>10 975<br>29 656<br>T/cm<br>37,8 | **✠100A1** SS 2/87<br>chemical tanker<br>cargo Type C SG 1.55, in association with an approved list of defined cargoes<br>**✠LMC**<br>**IGS**<br>EL G† 577,5/60,0U3<br>FN 6475 | **1981**-12 Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1241)<br>176,03 (BB) 25,02 10,784<br>165,00 25,01 14,23<br>P 36,6 F 12,2 1 dk<br>rf nil Bow/CM 86 Diam. 0,300 MH 2,1 | **M Tanker**<br>Oil Chemical<br>IGS (LR)<br>11 Ta ER<br>L.39 436 HeCls. C<br>4 Cargo pumps total 3 000T/hr | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 10kgf/cm$^2$ (9,9bar)<br>e(ex.g) 14kgf/cm$^2$ (13,8bar)<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel-37,5pd 15,1kn |
| **VIKINGBANK**<br>**P. Pot**<br>Delfzijl Netherlands | 1 595<br>1 144<br>3 040 | BV | **1978** Scheeps. "Voorwaarts" B.V.—Hoogezand (223)<br>81,72 14,28 5,381<br>74,53 14,01 6,46<br>P 4,6 1 dk | **M General Cargo**<br>1 Ho 53,2 ER<br>G.3 787 B.3 647<br>1 Ha (stl) (47,1 × 10,2) ER<br>2W Der 2(10) | Polar F212V-B<br>Vee Oil 4SA 12Cy. 250 × 300 reduction geared to sc. shaft<br>2 100bhp (1 545kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 84kW 1 × 80kW 1 × 60kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 217,5t-7,5pd 13kn |
| **VIKINGBANK**<br>**Smit Harbour Towage Co. (Smit Havensleepdiensten B.V.)**<br>Rotterdam Netherlands | *609*<br>*182*<br>150 | AB | **1987** Scheepswerf "De Waal" B.V.—Zaltbommel (723)<br>37,44 4,763<br>30,61 11,02 5,52<br>1 dk | **TM Tug**<br>Anchor-handling | Wartsila 12V22<br>2 Vee Oil 4SA each 12Cy. 220 × 240 sr geared to sc. shafts<br>Oy Wartsila Ab Finland<br>Gen 1 × 500kW a.c. 2 × 125kW a.c.<br>2 Controllable pitch propellers<br>14kn |
| **VIKINGBANK**<br>ex Veslevag-74<br>**P/R Vikingbank**<br>Hakon Kristoffersen<br>Haugesund Norway | 199<br>89<br>— | | **1955** Ankerlokken Slip & M/V—Floro (7)<br>32,59 7,04<br>29,67 6,94 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Alpha<br>Oil 2SA 5Cy. 230 × 400<br>368kW (500bhp) NE 67<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) 10kn |
| **VIKINGBANK**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | 132<br>46<br>— | DSRK | **1957** Stralsund Schiffbau-u. Reparaturswerft —Stralsund<br>26,45 6,71 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>Halberstadt Halberstadt<br>Gen 2 × 14,5kW 110V d.c.<br>9kn |
| **VIKINGFJORD**<br>ex Trondelag-89 ex Aure-64<br>**Simon Mokster**<br>Stavanger Norway | 557<br>121<br>— | (NV) | **1950** Stord Verft A/S—Stord (9)<br>49,20 7,68 3,506<br>7,62 5,57<br>2 dks<br>RW rf 919 BK 196 | **M Training Ship**<br>1 Ho<br>1 Ha (4,8 × 1,9)<br>Der 2(0,5) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 100bhp (809kW) E made66 fitted73<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 45kW 220V 50Hz a.c. 2 × 37,5kW 380V d.c.<br>Fuel 20,5t (d.o.)-5,0pd 12kn |
| **VIKINGLAND**<br>**Medro K/B**<br>Rederiaktiebolaget Transatlantic<br>Goteborg Sweden | 9 386<br>3 234<br>12 200 | **✠100A1** SS 7/89<br>roll on — roll off cargo ship<br>Ice Class 1A<br>**✠LMC** **UMS**<br>EL (G†) 623,0/64,0U3<br>FN 6498 | **1979**-10 Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1186)<br>165,16 (BB) 25,94 8,002<br>155,00 25,51 16,41<br>F 31,4 2 dks<br>rf nil | **TM RoRo Cargo/General Cargo**<br>1 Ho 79,7 ER<br>B.22 300 L.8 110<br>TEU 800 C.Ho 128/20' C.RoRo Dk 356/20' C.Dk 316/20' incl. 60 ref C.<br>1 Ha (stl) (13,5s × 4,5) ER<br>Cr 1(25) | B&W 12L45GF<br>2 Oil 2SA each 12Cy. 450 × 1200<br>21 200bhp (15 594kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 4 × 760kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 298,0t (d.o.) 2 978,0t (hvf)-44,0pd 16,5 |

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| **7349986**<br>*DJIN*<br>Df Esd Gc<br>Rdr RTm/v | **VIKINGLAND**<br>**Romo-Sylt-Linie G.m.b.H.**<br>List Federal Republic of Germany | **996**<br>582<br>520 | BV | **1974** Husumer Schiffsw.—Husum (1401)<br>68,28 12,43 2,502<br>63,30 12,40 3,61<br>1 dk | **TM RoRo Cargo/Ferry** 420dk P<br>Stern door/ramp<br>Lane Length 300 Cargo Width 3,60<br>Clear height 4,00<br>Cars 60 | Deutz<br>2 Vee Oil 4SA each 16Cy. 135 × 160<br>geared to sc. shaft<br>1 440bhp (1 059kW)<br>Kloeckner Humboldt Deutz<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 61,0t (d.o.)-3,5pd |
| **7712779**<br>K 175<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **VIKINGO**<br>ex Orcades Viking-90<br>ex Orcades Viking II-90 ex Zeta-85<br>ex Uksnoy-83<br>**Pesquera Camanchaca S.A.**<br>Valparaiso Chile | **963**<br>437<br>994 | NV | **1978** A/S Horten Verft—Horten (195)<br>57,84 (BB) 11,03 6,371<br>50,27 10,98 7,60<br>1 dk & S dk<br>rf 640 Box K 267 | **M Fishing** OSD<br>Stern Trawler<br>Ice strengthened<br>1 Ho 9 Ta ER<br>10 Ha (stl) (2,9 2,9 2,9 2,9 2,9 2,9 2,9 2,9 2,9 2,2 × 1,9) ER | Polar<br>Vee Oil 4SA 12Cy. 250 × 300<br>2 400bhp (1 765kW)<br>A/B Bofors Nohab<br>Gen 1 × 500kW 2 × 228kW 380V 50<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **5380417**<br>*TFJL*<br>0220<br>Df Esd Rdr | **VIKINGUR**<br>**Haraldur Bodvarsson h/f**<br>Akranes Iceland | **950**<br>361<br>— | **✠100A1** SS 8/86<br>trawler<br>Str. nav. ice<br>**✠LMC**<br>EL gt 1⅜"SQ<br>FN 1204 | **1960**-10 A.G. "Weser" Werk Seebeck —Bremerhaven (870)<br>72,52 (BB) 10,39<br>66,10 10,30 7,90<br>2 dks<br>rf 381 Box K 305 deepened 77 | **M Fishing** OSD<br>Side Trawler<br>3 Ho 6,2 8,0 5,0 ER<br>3 Ha (each 3,5 × 3,5) ER | Werkspoor<br>Oil 4SA 10Cy. 390 × 680 with hydraulic<br>2 050bhp (1 508kW)<br>N.V. Werkspoor<br>db 100lbf/in² (6,9bar)<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Thw. thrust propeller<br>Fuel (d.o.) |
| **7924176**<br>*OIOE*<br>67<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **VIKLA**<br>**Neste Oy**<br>Naantali/ Nadendal Finland<br>SatCom: 1623134/OIOE | *6 763*<br>*2 535*<br>8 388<br>T/cm<br>20,3 | NV | **1982** Valmet Oy Helsingin Telakka—Vuosaari, Helsinki/Helsingfors (306)<br>133,31 (BB) 19,26 7,216<br>124,01 19,02 9,53<br>1 dk<br>Bow/CM 74 Diam. 0,200 | **M Tanker**<br>Oil Chemical<br>IGS SBT Ice strengthened DB<br>6 Ta (s.stl) 12 Wing Ta ER<br>L.8 504 HeCls. C<br>23 Cargo pumps total 1 740T/hr | Pielstick 12PC<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared<br>shaft<br>4 413kW (6 000bhp)<br>Oy Wartsila Ab Helsink<br>Gen 3 × 616kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 112,0t (d.o.) 599,5t (hvf)-22,5pd |
| **5131696**<br>*LEDT*<br>13835<br>Df Esd Rt | **VIKNAFISK**<br>ex Dalbuen-88 ex Flobjorn-77<br>ex Manes-70 ex Glannoy<br>**Per Ola Valo**<br>Namsos Norway | *203*<br>*98*<br>— | NV | **1954** A. M. Liaaen Skibs. & M/V.—Alesund (90)<br>32,26 6,30 3,161<br>29,16 6,25 3,28<br>P -F - 1 dk<br>rf 1275 BK 157 len 56<br>conv Side-fishing Fishing 83 | **M Fishery Patrol Vessel**<br>1 Ho ER<br>3 Ha (0,4 × 0,7) (0,9 × 1,5) (3,0 × 1,6) ER<br>Der 1(3) | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>400bhp (294kW) NE 67<br>A/S Wichmann Rubbe<br>Gen 1 × 25kW 1 × 11kW 220V d.c.<br>Fuel 22,5t (d.o.)-1,5pd |
| **6604327**<br>*HSHD*<br>Rdr Rt | **VIKORN**<br>ex Oversea 9 ex Summit 7-82<br>ex Oceanic 7-76<br>ex Fuji Maru No. 11-72<br>**Lee Nam Seng Construction Ltd. Partnership**<br>Bangkok Thailand | **777**<br>468<br>1 342 | | **1965** Hashihama Zosen—Imabari (190)<br>60,79 9,02 4,496<br>56,01 9,00 4,73<br>1 dk<br>RW Diam. 0,203 | **M Tanker**<br>SBT<br>8 Ta ER<br>L.(oil) 1 600 HeCls. C<br>2 Cargo pumps total 600T/hr | Hanshin<br>Oil 4SA 8Cy. 260 × 330<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 24kW 225V a.c. |
| **8007389**<br>Df Esd Gc<br>Pfd Rdr Rt | **VIKRAM**<br>**Government of The Republic of India (Coast Guard)**<br>Bombay India | **1 350**<br>405<br>195 | (AB) | **1983** Mazagon Dock Ltd.—Bombay (572)<br>74,10 3,001<br>69,00 11,40 5,50<br>1 dk<br>rf nil | **TM Fire-fighting Patrol Ship**<br>Pollution Control | Pielstick<br>2 Vee Oil 4SA each 16Cy. 280 × 290 w<br>clutches, flexible couplings & sr geare<br>shafts<br>12 800bhp (9 415kW)<br>Alsthom-Atlantique |
| **5182322**<br>*LNYX*<br>12485<br>Df Esd Rdr<br>RTm | **VIKRI**<br>ex Karita-67 ex Tyfon-62 ex Sloman-58<br>ex Anna Karger-49<br>**Ole Aune**<br>Kristiansund Norway | **272**<br>119<br>488 | (NV) | **1948** Hugo Peters—Wewelsfleth<br>43,85 7,12 4,109<br>40,29 7,07 4,53<br>2 dks<br>BK 152 len 61<br>conv Side-fishing Fishing 61 | **M General Cargo** CSD<br>Ice strengthened<br>1 Ho 24,0 ER<br>G.651 B.595<br>1 Ha (stl) (17,8 × 4,5) 1 Ha (w) (8,9 × 5,0) ER<br>Der 1(4) 1(3,5) | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 sr geared<br>510bhp (375kW) E made61 fitted69<br>Caterpillar Tractor Co.<br>Gen 1 × 12kW 1 × 9kW 110V d.c.<br>Fuel (hvf) |
| **5115276**<br>*JWNO*<br>18317<br>Df Esd Gc<br>RdrRTm | **VIKSTRAUM**<br>ex Tone Olise-86 ex Marina Coast-74<br>ex Finno-70<br>**Sjofrakt A/S**<br>Bergen Norway | *506*<br>*264*<br>605 | (NV) | **1962** P. Hoivolds M/V A/S—Kristiansand S. (30)<br>48,29 8,51 3,366<br>43,62 8,46 5,47<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 30,4 ER<br>G.1 194 B.1 083<br>2 Ha (stl) (each 10,6 × 3,6) ER<br>2W Der 2(2,5) | MaK<br>Oil 4SA 6Cy. 230 × 300<br>650bhp (478kW)<br>Maschinenbau Kiel A.G.<br>Gen 2 × 20kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 37,5t (d.o.)-3,0pd |
| **6721876**<br>*SHCR*<br>Rt | **VIKTOR**<br>ex Boy-87 ex Tor-84<br>**Bengt Andersson & Co. H/B**<br>Lilla Edet Sweden | **109**<br>35<br>— | | **1966** Furusunds Varv—Hogmarso<br>22,69 7,01 4,201<br>6,99<br>1 dk | **M Tug** | Alpha<br>Oil 2SA 6Cy. 310 × 490<br>E made62 fitted66<br>Alpha-Diesel A/S<br>Fuel 22,5t (d.o.)-0,5pd |
| **7048427**<br>*ERES*<br>M-30617<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **VIKTOR BUGAYEV**<br>ex Poryv-74<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Odessa) (U.S.S.R.) | **3 311**<br>837<br>1 450 | RS | **1971** Stocznia Szczecinska im. A. Warskiego —Szczecin (B88/07)<br>100,11 14,81 8,751<br>14,76 5,11<br>2 dks | **TM Research**<br>Survey<br>Ice strengthened<br>1 Ho<br>B.157<br>1 Ha (4,1 × 2,4)<br>Cr 1(3) | Sulzer<br>2 Oil<br>1 471kW (2 000bhp)<br>(p) 2SA 8Cy. 480 × 700<br>H. Cegielski<br>(s) 2SA 8Cy. 480 × 700<br>H. Cegielski |
| **8422448**<br>*UZDV*<br>M-17578<br>Df Esd Gc<br>Pfd Rdr RTv | **VIKTOR BUYNITSKIY**<br>**Murmangidromet**<br>(Murmansk) (U.S.S.R.) | *693*<br>*207*<br>293 | RS | **1986** Valmetin Laivateollisuus Oy—Turku/Abo (370)<br>49,90 10,02 3,601<br>44,95 10,00 5,00 | **M Research**<br>Hydrographic Weather | Wartsila<br>Oil 4SA 8Cy. 240 × 310 with clutches<br>couplings & sr geared to sc. shaft<br>985kW (1 339bhp)<br>Oy Wartsila Ab<br>Gen 1 × 160kW a.c. 2 × 100kW a.c<br>Controllable pitch propeller |
| **8033247**<br>*URTZ*<br>M-37998<br>Df Esd Gc<br>Rdr RTv | **VIKTOR KHARA**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | **4 417**<br>1 994<br>5 485 | RS | **1981** Navashinskiy Shipyard—Navashino<br>124,42 16,41 5,501<br>117,02 15,82 7,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>TEU 165 C. 165/20' (40')<br>4 Ha (stl) (13,2 × 10,5) (13,2 13,2 13,2 × 12,8) ER<br>Cr 4(-) | Russkiy<br>2 Oil 2SA each 6Cy. 360 × 450<br>3 000bhp (2 207kW)<br>Russkiy-Diesel Works |
| D<br>Pfd | **VIKTOR KIBENOK**<br>**Danube Shipping Co.**<br>a) (U.S.S.R.) | **4 186**<br>1 260<br>5 028<br>T/cm<br>20,0 | | **1988** "Ilya Boyadzhiyev" Shipyard—Bourgas (106)<br>125,82 (BB) 4,153<br>120,51 16,02 6,92<br>1 dk<br>Bow/CM 85 Diam. 0,270 | **TM Tanker**<br>SBT DB Bow loading Stern disch.<br>12 Wing Ta ER<br>L.5 827<br>2 Cargo pumps total 1 700T/hr | Russkiy<br>2 Oil 4SA each 6Cy. 360 × 450 sr<br>to sc. shafts<br>2 206kW (2 999bhp)<br>Russkiy-Diesel Works<br>Gen 4 × 160kW a.c. |

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| **VIKTOR KINGISEPP**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1400545/USVG | T.Mk<br>**10 099**<br>3 929<br>—<br>**14 340**<br>7 344<br>10 118 | **1966** Stocznia Gdanska im. Lenina—Gdansk (B64/09)<br>RS 164,01 21,34 8,100/—<br>149,00 21,24 12,65<br>3 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.10 333<br>5 Ha (4,5 4,5 4,5 4,5 × 4,0) (4,0 × 3,2) ER<br>18W Der 2(10) 14(5) 2(3) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>Gen 6 × 320kW 380V 1 × 80kW 220V<br>14,5kn |
| **VIKTOR KINGISEPP**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | **255**<br>88<br>145 | **1953** .............East Germany<br>38,51 7,37 2,931<br>(RS) 3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.267<br>4 Ha (each 1,2 × 1,2)<br>Der 1(1) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>E made60 fitted—<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.)<br>9kn |
| **VIKTOR KURNATOVSKIY**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.)<br>SatCom: 1400653/UWFU | T.Mk<br>**3 935**<br>1 702<br>5 800<br>**6 550**<br>3 311<br>7 428 | **1974** Stocznia Gdanska im. Lenina—Gdansk (B465/09)<br>RS 135,41 (BB) 18,04 6,630/7,462<br>122,48 18,01 10,27<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER 11,2 6 TwD<br>G.11 491 B.10 781 In.267 L.420<br>TEU 112<br>C.Ho 88/20' (40') C.Dk 24/20' (40')<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s 13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd<br>15,5kn |
| **VIKTOR LYAGIN**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **5 094**<br>2 399<br>5 170 | **1965** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,220<br>RS 120,96 16,67 9,56<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.7 282<br>4 Ha (each 4,8 × 5,0) ER<br>8W Der 8(3) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving gen. connected to elec. motor & geared to sc. shaft<br>U.S.S.R.<br>16,75kn |
| **VIKTOR MIRONOV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *3 816*<br>*1 144*<br>1 796 | **1984** Stocznia Gdanska im. Lenina—Gdansk (B408/26)<br>RS 94,01 5,671<br>85,02 15,91 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Shrimp-trawl Ref<br>Ice strengthened<br>3 Ho<br>B.35 In.1 947 L.39<br>4 Ha (0,6 × 0,6) (2,4 2,4 2,4 × 2,1)<br>Der 6(3) | Sulzer 8ZL40/48<br>Oil 4SA 8Cy. 400 × 480 geared to sc. shaft<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 1200kW 1 × 760kW 400V 50Hz a.c. 2 × 350kW 320V 50Hz a.c.<br>15,75kn |
| **VIKTOR MURAVLENKO**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1400603/UZWI<br>See Register of Offshore Units | **11 285**<br>5 536<br>7 245 | **1982** Rauma-Repola Oy—Mantyluoto (RR-16)<br>149,41 7,301<br>RS 136,81 24,01 12,65<br>2 dks | **TD-E Drilling Ship**<br>Ice strengthened<br>Mchy.aft | Wartsila 16V22<br>6 Vee Oil 4SA each 16Cy. 220 × 240 total 17 496bhp (12 869kW) driving 6 gen. each 1 980kW 6 000V a.c. connected to 4 elec. motors each of 1 875shp (1 379kW) & geared to sc. shafts<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 4 × 200kW 400V 50Hz a.c.<br>3 Thw. thrust propellers fwd , 2 aft<br>12kn |
| **VIKTOR STRELTSOV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 931**<br>1 146<br>1 796 | **1982** Stocznia Gdanska im. Lenina—Gdansk (B408/20)<br>RS 93,91 5,760<br>85,02 15,91 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.35 In.1 947 L.39<br>4 Ha (0,6 × 0,6) (2,4 2,4 2,4 × 2,1)<br>Der 6(3) | Sulzer 8ZL40/48<br>Oil 4SA 8Cy. 400 × 480 geared to sc. shaft<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 1200kW 1 × 760kW 400V 50Hz a.c. 2 × 350kW 320V 50Hz a.c.<br>15,75kn |
| **VIKTOR TALALIKHIN**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.)<br>SatCom: 1400555/UEWB | T.Mk<br>**4 046**<br>1 447<br>4 605 | **1981** "A. Zhdanov" SB. Yard—Leningrad<br>139,66 6,620<br>RS 127,41 19,25 13,11<br>2 dks | **M RoRo Cargo**<br>Ice strengthened<br>Bow door & ramp<br>L 23,00 W 6,00 SWL 65<br>Cargo Width 5,00 Clear height 4,50<br>Cars 540 Trailers 64<br>1 Ho 64,0 ER<br>B.11 600<br>TEU 242<br>C.Ho 42/20'(40') C.Dk 77/20'(40')<br>C.RoRo Dk 123/20'(40') | B&W 5DKRN62/140<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 728,5t (hvf)-28,5pd<br>17kn |
| **VIKTOR TARASOV**<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | **4 186**<br>1 260<br>5 028 | **1985** "Ilya Boyadzhiyev" Shipyard—Bourgas (101)<br>RS 125,02 16,64 4,152<br>120,43 16,01 6,91<br>1 dk | **TM Tanker**<br>SBT<br>Mchy.aft | Russkiy 6CHRPN36/45<br>2 Oil 4SA each 6Cy. 360 × 450 with clutches, flexible couplings & dr geared to sc. shafts<br>2 300kW (3 127bhp)<br>Russkiy-Diesel Works U.S.S.R.<br>Gen 4 × 160kW a.c.<br>Thw. thrust propeller fwd<br>11,5kn |
| **VIKTOR TKACHYOV**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1400535/UOUJ | **13 520**<br>6 936<br>19 240 | **1981** VEB Warnowwerft Warnemuende —Warnemuende (146)<br>RS 162,11 22,92 9,881<br>154,90 22,86 13,52<br>P 38,1 F 16,5 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>6 Ho 20,3 16,2 17,7 16,5 18,4 18,4 ER<br>G.26 216 B.22 245<br>TEU 442 C.Ho 282/20' C.Dk 162/20'<br>6 Ha (stl) (12,8 × 10,8) (12,8 12,8 12,8 12,8 12,8 × 13,5) ER<br>Cr 6(12,5) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel 441,0t (d.o.) 1 257,0t (hvf)<br>15,25kn |
| **VIKTOR VASNETSOV**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | **6 133**<br>2 947<br>5 285 | **1964** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,201<br>RS 120,96 16,79 9,56<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.7 213<br>4 Ha (each 4,2 × 4,1) ER<br>9W Der 8(3) 1(1) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving gen. connected to elec. motor & geared to sc. shaft<br>U.S.S.R.<br>16,5kn |
| **VIKTORAS YATSENYAVICHUS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **3 015**<br>1 122<br>2 809 | **1968** .............U.S.S.R.<br>99,37 14,03 5,681<br>RS 7,24<br>1 dk | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>3 Ho ER<br>In.3 850<br>3 Ha (each 4,1 × 3,6) ER<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 driving gen. connected to elec. motor & geared to sc. shaft<br>U.S.S.R.<br>13,5kn |
| **VIKTORIO KODOVILLA**<br>**Latvian Shipping Company**<br>(Ventspils) (U.S.S.R.) | **27 694**<br>12 453<br>40 030<br>T/cm<br>46,8 | **1976** R.O. Brodogradiliste "3 Maj"—Rijeka (569)<br>195,00 (BB) 28,05 12,201<br>RS 182,99 28,00 17,81<br>1 dk | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 45 568<br>2 Cargo-pumps total 4 000T/hr | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 600kW 1 × 100kW 400V 50Hz a.c.<br>Fuel (d.o.) 2 989,4t (hvf)-53,9pd<br>16kn |

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| **8507573**<br>*UEKB*<br>M-43799<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>SatCom | **VIKTORIYA**<br>ex Miyajima Maru-91<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *9 814*<br>*2 944*<br>6 591 | RS (NK) | **1986** Hitachi Zosen—Innoshima Works, Innoshima (4819)<br>140,87 20,00 6,524<br>130,00 - 12,10<br>F 25,3 2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft<br>G.2 400 In.3 036 L.131 | Pielstick<br>Oil 4SA 9Cy. 400 × 460 with clutches,<br>couplings & sr geared to sc. shaft<br>6 750bhp (4 965kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **6424129**<br>*TFEF*<br>0979<br>Df Esd Pfd<br>Rdr Rt | **VIKURBERG**<br>ex Stapavik-80 ex Reykjaborg-77<br>**Reynir Johannsson og Benony Thorhallsson**<br>Grindavik Iceland | **327**<br>140<br>— | NV | **1964** A/S Framnaes M/V—Sandefjord (167)<br>43,16 7,73 3,836<br>37,98 7,70<br>1 dk<br>rf 800 BK 165 len 73 | **TM Fishing**<br>Side-fishing<br>2 Ho ER<br>3 Ha (2,5 × 1,5) (0,3 × 0,9) (4,5 × 1,5) ER<br>1W Der 1(3) | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292<br>NE (p) 84<br>Mirrlees Blackstone (Stamford) Ltd.<br>NE (s) 79<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 48kW 1 × 33kW 220V d.c.<br>Fuel (d.o.) |
| **8126484**<br>Gc Rdr Rt | **VIKUS**<br>**Servicios Tecnicos Maritimos S.A.**<br>Callao Peru | **101**<br>—<br>— | **✠100A1** SS 2/90<br>tug<br>for service at Callao with occasional coasting voyages to Buenaventura to Ilo<br>**✠LMC**<br>EL (A) 18,3/16,0U1<br>FN 221 | **1982**-10 J. Manly Ltd.—New Westminster, B.C. (581)<br>23,04 7,85 3,201<br>20,27 7,32 3,56<br>F 8,6 1 dk<br>rf - | **TM Tug**<br>Fire-fighting Salvage | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146 with<br>clutches, flexible couplings & sr reverse<br>to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 2 × 25kW 220V 60Hz a.c. |
| **5070713**<br>*8QLQ*<br>163/10-T<br>Rdr Rt | **VILA BAANI**<br>ex Quince Marianne-90<br>ex Sun Mount-81 ex Chiyo Maru-75<br>**Qasim Ibrahim**<br>Male Maldives | **455**<br>256<br>685 | NK | **1962** Fukushima Zosen Ltd.—Matsue (170)<br>54,21 7,65 3,447<br>49,51 7,60 3,81<br>P 11,3 F 3,4 1 dk<br>RW | **M Tanker**<br>4 Ta ER<br>L.(oil) 929 | Kinoshita<br>Oil 4SA 6Cy. 300 × 420<br>600bhp (441kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 8,5kW 1 × 5kW 1 × 3kW<br>Fuel 29,5t-2,5pd |
| **7649178**<br>*8QPA*<br>198/10-T<br>Rdr Rt | **VILA BAARU**<br>ex Sanyo Maru No. 16-88<br>ex Hokunan Maru No. 11<br>**Qasim Ibrahim**<br>Male Maldives | **499**<br>360<br>1 300 | | **1972** Taisei Zosen K.K.—Higashino<br>54,01 4,660<br>49,51 10,00 5,01<br>1dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 300 | Niigata<br>Oil<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. |
| **5129863**<br>Df Esd Rt | **VILA BALEIRA**<br>ex Aidypso-89 ex Labrini II-88<br>ex Irini K. ex Ruthensand-75<br>ex Germania-65<br>**Joao Silverio Pires Ltda.**<br>Funchal Portugal | **422**<br>211<br>679 | RP (GL) | **1956** C. Luehring Schiffswerft GmbH & Co. KG —Brake/Unterweser (5602)<br>- 8,54 3,310<br>51,57 8,49 3,46<br>1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.1 063 B.1 000<br>2 Ha (14,6 7,5 × 5,0) ER<br>Der 3(2) | Modag<br>Oil 2SA 7Cy. 225 × 330 geared to sc. shaf<br>300bhp (221kW)<br>Motorenfabriek Darmstadt |
| **7520542**<br>*WYT9700*<br>553777 | **VILA DA MURTOSA**<br>ex Maureen Patricia ex Miss Eloise-77<br>**Monte Fishing Corp.**<br>Boston, Ma United States of America | **112**<br>76<br>— | | **1973** Quality Marine Inc.—Theodore, Al<br>*21,71* 6,71<br>3,23<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | General Motors<br>Vee Oil 2SA 12Cy. 146 × 146<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel Allison Div. |
| **7732872**<br>584519 | **VILA DE DLHAVO**<br>**M & M Fishing Corp.**<br>New Bedford, Ma United States of America | **149**<br>111<br>— | | **1977** Bender SB. & Repair Co. Inc.—Mobile, Al<br>*22,96*<br>6,71 3,38<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>565bhp (416kW)<br>Caterpillar Tractor Co. |
| **6726917**<br>*HQBR6*<br>Df Esd Gc<br>Rdr RTm/h/v | **VILA DHOADHI**<br>ex Costia Pefanis-86 ex Adriana-75<br>**Qasim Ibrahim**<br>San Lorenzo Honduras | **2 163**<br>1 347<br>3 577 | **✠100A1** SS 4/89<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL Q 1½"U2<br>FN 1769 | **1968**-3 Soc. Espanola de Const. Nav.—Cadiz (143)<br>93,02 14,56 —/5,366<br>84,99 14,51 6,30<br>P 20,2 F 11,0 2 dks<br>RW rf nil DK fwd | **M General Cargo**<br>2 Ho 30,4 27,8 ER<br>G.4 440 B.4 000<br>2 Ha (stl) (each 20,1 × 7,6) ER<br>8W Der 2(9) 6(4,5) | B&W<br>Oil 2SA 9Cy. 420 × 750<br>3 900bhp (2 869kW)<br>Soc. Espanola de Const. Nav.<br>Gen 3 × 115kW 440V 60Hz a.c.<br>Fuel 30,5t (d.o.) 280,5t (hvf)-11,0pd |
| **7714698**<br>*8QNY*<br>197/10-T<br>Rdr Rt | **VILA DHUNI**<br>ex Taiko Maru No. 3-88<br>ex Taihaku Maru No. 8-87<br>**Gasim Ibrahim**<br>Male Maldives | **199**<br>134<br>550 | | **1977** Oka Zosen K.K.—Ushimado (247)<br>3,301<br>42,02 7,80 3,41<br>1 dk | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 240 × 290<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7385071**<br>*CUEH*<br>A-2611-N<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **VILA DO CONDE**<br>**Pescas - Tavares Mascarenhas S.A.**<br>Aveiro Portugal | **1 995**<br>600<br>1 829 | **✠100A1** SS 1/91<br>stern trawler<br>Ice Class 3 at a draught not exceeding 5,51 metres<br>**✠LMC**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1500 | **1977**-3 Est. Sao Jacinto S.a.r.L.—Aveiro (105)<br>80,12 (BB) 13,24 5,912<br>70,01 13,21 8,21<br>B 16,2 2 dks<br>rf 533 Box K 305 | **M Fishing**<br>Stern Trawler Ref | MaK<br>2 Oil 4SA each 6Cy. 320 × 420 sr geared<br>shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H.<br>db (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 800kW 1 × 320kW 380V<br>Controllable pitch propeller |
| **7638868**<br>*8QPG*<br>201/10-T<br>Df Esd Gc<br>Pfd Rdr Rt | **VILA HAKATHA**<br>ex Taiko Maru-89<br>**Qasim Ibrahim**<br>Male Maldives | **994**<br>676<br>2 440 | NK | **1977** Nakamura Shipbuilding & Engine Works Co. Ltd.—Yanai (132)<br>77,96 - 5,063<br>72,00 12,01 5,52<br>P 18,8 F 12,0 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 298 | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>1 545kW (2 100bhp)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 92kW a.c. |
| **5247586**<br>*8QMB*<br>172/10-T<br>Df Esd Rdr<br>RTm/h | **VILA MOOSUM**<br>ex Attiki-91 ex Nassauborg-80<br>**Vila Shipping & Trading Co. Ltd.**<br>Male Maldives | **1 354**<br>937<br>2 240 | BV | **1961** Firma C. Amels & Zoon Schpswf. & Mfbk. "Welgelegen"—Makkum (224)<br>81,79 10,65 4,990<br>74,43 10,51 6,02<br>P 14,4 B 6,1 F 10,1 1 dk<br>RW rf 56 len 69 | **M General Cargo**<br>1 Ho 53,4 ER<br>G.3 215 B.3 031<br>3 Ha (stl) (12,0 13,1 14,3 × 8,0) ER<br>3W Der 3(5) | De Industrie<br>Oil 4SA 6Cy. 400 × 600<br>1 200bhp (883kW)<br>D. & J. Boot "De Industrie"<br>Gen 1 × 88kW 1 × 44kW 1 × 30kW<br>220V d.c.<br>Fuel 84,5t (d.o.) |
| **7308463**<br>*WF5194*<br>267260 | **VILA NOVA**<br>ex Santa Rita III ex Mother Frances<br>**L & N Fishing Enterprises**<br>New Bedford, Ma United States of America | **103**<br>70<br>— | | **1954** Harvey F. Gamage S.B. Inc.—South Bristol, Me<br>*24,27* 5,80<br>3,08 | **Wood M Fishing** | Oil<br>550bhp (405kW)<br>..........<br>Fuel (d.o.) |
| **7357701**<br>*PPIG*<br>Df Esd Gc<br>Rdr Rt | **VILA NOVA DE FAMALICAO**<br>ex Olavo Egidio-85<br>**Brasilmar Navegacao S.A.**<br>Rio de Janeiro Brazil | **4 867**<br>3 246<br>7 620 | BV | **1976** Industrias Reunidas Caneco S.A.—Rio de Janeiro (201)<br>115,98 17,45 7,925<br>108,74 17,40 9,81<br>2 dks | **M General Cargo**<br>3 Ho ER<br>G.9 451 B.8 410<br>3 Ha (stl) (10,2 × 6,1) (15,0 15,0 × 7,6) ER<br>Cr 3(5) Der 4(10) | MAN<br>Oil 4SA 8Cy. 400 × 540<br>4 450bhp (3 273kW)<br>Mecanica Pesada S.A. |
| **7504574** | **VILA REAL**<br>**Pereira Mendes & Companhia Ltda.**<br>Portugal | **189**<br>64<br>— | (BV) | **1975** Argibay, Soc. de Const. Nav. e Mec. S.A.R.L.—Alverca (132)<br>33,99 7,78 3,506<br>30,26 7,75 5,62<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Fuel 77,5t (d.o.) |

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| **VILA VIDHUVARU**<br>ex Hakusei Maru No. 15-90<br>**Qasim Ibrahim**<br>Male Maldives | **661**<br>—<br>920 | | **1971** Fukae Zosen K.K.—Ogaki (131)<br>57,21 9,43 3,798<br>51,01 9,40 4,40<br>2 dks | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 948 | Sumiyoshi<br>Oil<br>1 200bhp (883kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>11kn |
| **VILACHAN**<br>Launched as Valle<br>**Estevez Pastoriza**<br>Vigo Spain | **252**<br>108<br>— | BV | **1972** Const. Nav. Santodomingo—Vigo (408)<br>38,54 8,03 3,801<br>34,93 8,01 5,92<br>2 dks<br>len 80 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 129,5t (d.o.) 11,5kn |
| **VILARO**<br>ex Megrez-89 ex Cened-88<br>ex Tjongerwal-87 ex Cairnfreighter-82<br>**Vascomar S.A.S. di Scotto di Santolo Michele e C.**<br>Napoli Italy | **1 596**<br>910<br>3 148 | RI<br>✠Classed LR until 10/5/89 | **1975**-11 Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer (133)<br>79,51 (BB) 13,62 5,538<br>72,01 13,50 6,66<br>P 15,0 F 7,7 1 dk<br>rf 483 | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,9 ER<br>G.3 767 B.3 342<br>TEU 72 C.72/20'<br>2 Ha (stl) (each 18,5 × 10,2) | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>1 765kW (2 400bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 72kW 400/231V 50Hz a.c.<br>Fuel 234,5t (d.o.)-8,0pd 12kn |
| **VILCEA**<br>**Navrom Shipping Company**<br>Constantza Romania | **5 934**<br>3 529<br>8 750 | RNR | **1984** Santierul Naval Braila—Braila (7517)<br>130,89 8,102<br>121,21 17,72 10,24<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 19,7 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (6,0 × 11,8) (9,9 9,9 9,9 × 13,6) ER<br>Cr 4(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 200kW 400V 50Hz a.c.<br>16kn |
| **VILCO 3**<br>**Villers Seafood Co. Inc.**<br>Corpus Christi, Tx United States of America | **101**<br>68<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,82<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 16Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **VILCO 4**<br>**Villers Seafood Co. Inc.**<br>Corpus Christi, Tx United States of America | **103**<br>70<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1 dk | **Wood M Fishing**<br>Side Trawler | Caterpillar<br>Vee Oil 4SA 16Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VILCO 15**<br>ex Partnership<br>**Villers Seafood Co. Inc.**<br>Tampa, Fl United States of America | **114**<br>77<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,61* 6,18<br>3,36<br>1 dk | **Reinforced Plastic M Fishing**<br>Shrimp-trawl | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VILCO 16**<br>ex Perseverance II<br>**R H V Inc.**<br>Los Angeles-Long Beach, Ca United States of America | **126**<br>85<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,97* 6,74<br>3,79<br>1dk | **Reinforced Plastic M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Oil<br>364bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VILCO 17**<br>ex John & Kossie<br>**R H V Inc.**<br>Corpus Christi, Tx United States of America | **127**<br>87<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,97* 6,74<br>3,81<br>1 dk | **Reinforced Plastic M Fishing** | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **VILHELM EGEDE**<br>**Ameralik Seafood A/S**<br>Egede & Brons A/S<br>Godthab/Nuk Greenland (Danish)<br>SatCom: 1610251/OUWH | *1 103*<br>*330*<br>— | NV | **1984** Langsten Slip & Batbyggeri A/S—Tomra i Romsdal (107)<br>51,62 (BB)<br>47,45 10,43 7,29<br>2 dks<br>rf 1300 | **M Factory Fishing**<br>Fish-factory Stern Trawler Shrimp-trawl Ref<br>Ice strengthened | Wichmann<br>Oil 2SA 5Cy. 300 × 450 geared to sc. shaft<br>2 244bhp (1 651kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 368kW 380V 50Hz a.c.<br>13kn |
| **VILIS LACIS**<br>ex Morskaja Slava-66<br>**Zapryba**<br>(Riga) (U.S.S.R.) | T.Mk<br>**12 425**<br>7 633<br>—<br>**16 532**<br>11 032<br>11 086 | RS | **1966** Kieler Howaldtswerke A.G.—Kiel (1181)<br>167,24 24,03 7,551<br>153,52 23,93 14,86<br>2 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.14 650<br>5 Ha (3,9 3,9 3,9 3,9 × 3,9) (3,9 × 3,5) ER<br>10W Der 2(10) 8(5) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>5 640bhp (4 149kW)<br>Kieler Howaldtswerke A.G. Kiel<br>14kn |
| **VILJANDI**<br>ex Boris Buvin-92 ex Uniroller-91<br>ex Boris Buvin-91<br>**Estonian Shipping Co.**<br>Tallinn Estonia<br>SatCom: 1400541/UFBR | T.Mk<br>**3 987**<br>1 543<br>4 600 | RS | **1978** "A. Zhdanov" SB. Yard—Leningrad (827)<br>139,63 (BB) 19,23 6,620<br>127,39 13,11<br>2 dks | **M RoRo Cargo**<br>Ice strengthened<br>Bow door & ramp (f)<br>L 23,00 W 5,00 SWL 65<br>Lane Length 768<br>Cars 500<br>1 Ho 64,0 ER<br>B.11 610<br>TEU 242<br>C.Ho 42/20' (40') C.Dk 77/20' (40')<br>C.RoRo Dk 123/20' (40') | B&W 5-62VTBF-140<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 728,5t (hvf)-28,5pd 17kn |
| **VILLA**<br>**Government of the Republic of Italy (Ente Ferrovie dello Stato - Direzione Generale - Settore Autonomo Navigazione)**<br>Messina Italy | **5 619**<br>2 577<br>2 435<br>T/cm<br>5,8 | • RI | **1985** Fincantieri-Cant. Nav. Italiani S.p.A. —Palermo (919)<br>145,01 18,42 5,868<br>138,61 18,41 7,73<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 160bth 1340dk P<br>Bow door<br>Lane Length 454 Clear height 4,75<br>Cars 170 Rail Wagons 45 | GMT B420.6L<br>4 Oil 4SA each 6Cy. 420 × 500 with flexible couplings & sr geared to sc. shafts<br>11 964bhp (8 800kW)<br>Grandi Motori Trieste Trieste<br>Gen 4 × 900kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 567,5t (d.o.) 19kn |
| **VILLA**<br>**Government of The Kingdom of Norway (Den Norske Stat - Kystdirektoratet, Fyravdelingen)**<br>Oslo Norway | **465**<br>150<br>356 | (NV) | **1975** Sigbjorn Iversen M/V. Skips.—Flekkefjord (32)<br>41,81 10,04 3,849<br>37,62 10,00 4,91<br>1 dk<br>rf 1046 BK 102 | **M Buoy & Lighthouse Tender**<br>Ice strengthened<br>1 Ho ER<br>1 Ha (8,6 × 5,2) ER<br>Der 1(6) | Wichmann 5AXA<br>Oil 2SA 5Cy. 300 × 450<br>1 250bhp (919kW)<br>A/S Wichmann Rubbestadneset<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 12kn |
| **VILLA**<br>ex Sjarmor-86 ex Villa-75<br>**Jayton Enterprises Inc.**<br>Panama Panama | **249**<br>86<br>— | (NV) | **1920** J. Storviks M/V—Kristiansund N. (10)<br>39,53 6,20 2,744<br>36,61 6,18 3,38<br>1 dk<br>R rf 1219 BK 191 len 55<br>conv Buoy Ship — | **M Stand-by Safety Vessel**<br>for offshore installations<br>Mchy.aft<br>1 Ho<br>1W Der 1(5) 1(1,5) | Wichmann<br>Oil 2SA 4Cy. 280 × 420<br>320bhp (235kW) NE 59<br>A/S Wichmann Rubbestadneset<br>Fuel (d.o.) |
| **VILLA ANA**<br>**Montenegro Bastos Hermanos**<br>Cadiz Spain | **426**<br>195<br>231 | (BV) | **1967** Ast. Celaya—Bilbao (86)<br>46,00 8,62 3,703<br>40,01 8,59 4,40<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.316<br>2 Ha (each 18,3 × 22,0) ER<br>1W Der 1(5) | Stork<br>Oil 4SA 8Cy. 270 × 500<br>900bhp (662kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Fuel 128,5t (d.o.) 11,5kn |

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| **7000803**<br>*EGVT*<br>Df Esd Gc<br>Rdr RTm/h/v | **VILLA DE AGAETE**<br>ex Floria-75<br>**Compania Trasmediterranea S.A.**<br>Las Palmas Spain | **4 274**<br>1 922<br>1 252 | **✠100A1** CS 6/90<br>European service south of 61°N., also the Mediterranean & to Canary Islands<br>Ice Class 1<br>**✠LMC**<br>EL X $1\frac{13}{16}$"U3<br>FN 2816 | **1970**-4 Oy Wartsila Ab—Helsinki/Helsingfors (391)<br>101,61 18,80 4,998<br>93,00 18,51 11,76<br>B 72,6 3 dks<br>rf 203 | **TM Passenger/RoRo Cargo/Ferry**<br>186bth 814dk P<br>Bow & stern doors | Wartsila<br>8 Oil 4SA each 8Cy. 240 × 310 sr gear<br>shafts<br>8 520bhp (6 267kW)<br>Oy Wartsila Ab<br>Gen 3 × 368kW 440V 50Hz a.c.<br>2 Controllable pitch propellers<br>Bow jet pump<br>Fuel 254,0t (d.o.)-34,5pd |
| **8619675**<br>*EEMX*<br>10026 | **VILLA DE BUEU**<br>**Exfaumar S.A.**<br>Vigo Spain | *550*<br>*165*<br>319 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL 330,0/24,0U2<br>FN 525 | **1989**-1 Hijos de J. Barreras S.A.—Vigo (1517)<br>40,01 9,57 4,201<br>33,02 9,52 6,41<br>F 12,0 2 dks<br>rf 500 Box K 412 | **M Fishing**<br>Stern Trawler Ref<br>In.400 | Deutz<br>Oil 4SA 6Cy. 240 × 280 with flexible co<br>sr geared to sc. shaft<br>1 066kW (1 449bhp)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 200kW 1 × 200kW 380V 50<br>Controllable pitch propeller |
| **6516867**<br>*EESI*<br>Df Esd RTv | **VILLA DE CELANOVA**<br>**Manuel Jose Gomez Rodriguez y Jose Eugenio Rodriguez Comedeiro**<br>Vigo Spain | **259**<br>122<br>178 | **✠100A1** SS 3/91<br>trawler<br>**✠LMC**<br>EL (d) 1"SQ<br>FN 367 | **1965**-10 Maritima del Musel S.A.—Gijon (65)<br>38,31 7,27 3,480<br>33,00 7,22 3,89<br>P 1,0 RFD 6,1<br>RW rf 818 BK 152 | **M Fishing**<br>Side Trawler<br>2 Ho 7,3 7,7<br>1 Ha (stl) (0,9 × 0,9)<br>Der 1(5) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 20kW 2 × 15kW 220V d.c.<br>Fuel (d.o.) |
| **7388281**<br>*EGSM*<br>Df Esd Gc<br>Pfd Rdr Rt | **VILLA DE MARIN**<br>**Manuel Nores Gonzalez**<br>Vigo Spain | **339**<br>188<br>— | BV | **1975** Const. Nav. Santodomingo—Vigo (418)<br>43,41 8,59<br>39,65 8,50 4,09<br>2 dks<br>len 81 | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.390 | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>1 000bhp (736kW)<br>Hijos de J. Barreras S.A.<br>Fuel 193,5t (d.o.) |
| **6925161**<br>*EDEN*<br>1809<br>Df Esd Gc<br>Pfd Rdr Rt | **VILLA DE MOGOR**<br>ex Casiano Villar Pazo-83<br>**Friopesca S.A.**<br>Gijon Spain | **1 102**<br>354<br>— | BV | **1969** Maritima del Musel S.A.—Gijon (111)<br>68,56 10,52<br>60,51 10,23 7,19<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>2 Ha (each 2,9 × 1,9) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A. |
| **6505557**<br>*EELN*<br>17<br>Df Esd Gc | **VILLA DE ONDARROA**<br>ex Murueta Tercero<br>**Cooperativa de Embarcaciones de Pesca "Ur-Gain"**<br>Ondarroa Spain | **124**<br>49<br>— | | **1964** Ast. de Murueta S.A.—Guernica (60)<br>26,01 6,33 2,998<br>23,07 6,30 3,31<br>RW | **M Fishing**<br>Side Trawler | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>300bhp (221kW)<br>Caterpillar Tractor Co. Pe |
| **5380625** | **VILLA HAYES**<br>**Government of The Republic of Paraguay (Ministerio de Obras Publicas y Communicaciones)**<br>Asuncion Paraguay | **200**<br>69<br>— | | **1960** Nippon Kokan K.K.—Shimizu (177)<br>33,43 10,37 1,512<br>33,00 9,96 2,21<br>1 dk | **TM Ferry**<br>—P | Hanshin<br>2 Oil 4SA each 6Cy. 200 × 300<br>Hanshin Nainenki Kogyo |
| **7929126**<br>*ITJA*<br>260<br>Rdr Rt | **VILLA SAN GIOVANNI**<br>**Caronte Shipping S.p.A.**<br>Messina Italy | **1 396**<br>399<br>2 500 | RI | **1980** C.N. "Visentini" di Visentini Francesco & C.—Donada (141)<br>94,19 17,00 3,810<br>86,01 16,50 5,06<br>1 dk | **TM RoRo Cargo/Ferry**<br>—P<br>Bow door/ramp<br>W 7,80<br>Stern door/ramp<br>W 7,80<br>Lane Length 320 Clear height 4,40 | Nohab<br>2 Vee Oil 4SA each 12Cy. 250 × 300<br>5 000bhp (3 678kW)<br>A/B Bofors Nohab |
| **5380649**<br>*EHHZ*<br>Esd | **VILLA SANJURJO**<br>**Angel Ojeda Perez**<br>Las Palmas Spain | **153**<br>62<br>— | | **1944** Soc. Met. Duro Felguera—Gijon<br>32,16 6,10 3,353<br>6,05 | **M Fishing**<br>Side-fishing<br>2W | Sulzer<br>Oil 2SA 4Cy. 290 × 500<br>400bhp (294kW)<br>Ast. Espanoles S.A. Sestao Wo<br>Fuel 49,0t |
| **5380613** | **VILLA-FLORIDA**<br>**Government of The Republic of Paraguay (Ministerio de Obras Publicas y Communicaciones)**<br>Asuncion Paraguay | **153**<br>55<br>— | ✠Classed LR until 6/63 | **1962**-9 Indunaval S.A.—Bilbao (45)<br>30,33 9,73<br>30,00 8,21 2,21<br>1 dk<br>rf nil | **TM Ferry**<br>—P | MWM<br>2 Oil 4SA each 6Cy. 140 × 180 sr revers<br>to sc. shafts<br>Suddeutsche Bremsen A.G. |
| **7902374**<br>*2TXZ*<br>366446<br>B 273<br>Df Esd Rdr Rt | **VILLAGE QUEEN**<br>**Henry Louis Campbell & Samuel Robert Campbell**<br>Belfast United Kingdom | **123**<br>70<br>— | | **1978** Palmers Boat Building Works—Portavogie, Co. Down<br>24,36 7,01 3,571<br>22,00 6,85 4,20<br>1 dk | **Wood M Fishing** | Kelvin<br>Oil 4SA 8Cy. 165 × 184 reverse reductio<br>to sc. shaft<br>500bhp (368kW)<br>Kelvin Diesels Ltd. |
| **6523743**<br>*EI2220*<br>402138<br>D 135<br>Df Esd Rt | **VILLAMANIN**<br>**Skellig Fish Ltd.**<br>Dublin Irish Republic | **241**<br>96<br>— | BV | **1966** Maritima del Musel S.A.—Gijon (68)<br>38,31 7,24 3,442<br>33,00 7,21 3,92<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,2 × 1,2) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>883kW (1 200bhp)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 140kW 440V a.c.<br>Fuel 96,0t (d.o.) |
| **6819685**<br>*EFVS*<br>Df Esd Rdr Rt | **VILLARDEVOS**<br>**Bretal Perez y otros**<br>La Coruna Spain | **219**<br>74<br>— | (BV) | **1968** Maritima del Musel S.A.—Gijon (94)<br>32,92 7,78 3,633<br>28,20 7,75 3,79<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,2 × 1,2) ER | MaK<br>Oil 4SA 8Cy. 240 × 280<br>900bhp (662kW)<br>MaK. Maschinenbau Kiel G.m.b.H<br>Fuel 92,0t (d.o.) |
| **7127247**<br>*CBVI*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **VILLARRICA**<br>ex Torm Kristina-82 ex Kristina-74<br>**Sociedad Naviera Ultragas Ltda.**<br>Valparaiso Chile | **14 160**<br>9 818<br>25 635<br>T/cm<br>35,2 | NV | **1972** Kaldnes M/V A/S—Tonsberg (191)<br>180,32 (BB) 22,92 10,821<br>168,59 22,86 13,72<br>P.37,2 F 17,7 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>6 Ho 21,7 20,7 20,9 20,9 20,1 21,7 ER<br>G.31 780 B.29 912 HeCls. B<br>6 Ha (stl) (each 13,1 × 11,5) ER<br>Cr 6(12,5) | Gotaverken 750/<br>Oil 2SA 6Cy. 750 × 1600<br>12 300bhp (9 047kW)<br>A/B Gotaverken<br>Gen 3 × 390kW 440V 60Hz a.c.<br>Fuel 252,5t (d.o.) 2 322,0t (hvf)-32,5pd |
| **7624013**<br>*HBDH*<br>125<br>Df Esd Gc<br>Pfd Rdr Rt | **VILLARS**<br>ex Bore Sea-85 ex Buraidah-79<br>**Compagnie de Navigation Transoceanique Suisse S.A.**<br>Keller Shipping Ltd.<br>Basle Switzerland | T.Mk<br>**3 773**<br>1 691<br>6 100 | **✠100A1** CS 11/87<br>Ice Class 1A<br>**✠LMC** **UMS**<br>EL Z 522,5/54,0U2(a)<br>FN 3892 | **1978**-2 Rauma-Repola Oy—Rauma/Raumo (247)<br>129,22 19,23 6,308<br>120,40 19,21 13,11<br>2 dks<br>rf 297 | **M RoRo Cargo**<br>4bth P<br>Stern door/ramp Ice strengthened<br>Lane Length 1268 Cargo Width 2,95<br>Clear height 4,20<br>1 Ho ER<br>B.15 046<br>TEU 367<br>C.Dk 132/20' C.RoRo Dk 235/20' incl. 50 ref C. | MaK<br>2 Oil 4SA each 6Cy. 450 × 550 sr gear<br>shaft<br>8 000bhp (5 884kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 360kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 199,0t (d.o.) 793,5t (hvf)-30,5pd |
| **8911401**<br>*EA3372*<br>2194<br>Df Esd Gc<br>Rdr Rt | **VILLASELAN**<br>**F. Jacinto Gonzalez**<br>Gijon Spain | **171**<br>51<br>80 | | **1989** Ast. Gondan—Puerto de Figueras (294)<br>27,00 6,63 3,060<br>22,90 6,50 3,20<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.100 | Poyaud<br>Vee Oil 4SA 12Cy. 150 × 180 with clu<br>flexible couplings & sr geared to sc.<br>346kW (470bhp)<br>Poyaud-S.S.C.M. |

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| **VILLASMUNDO**<br>**Augustea Imprese Marittime e di Salvataggi S.p.A.**<br>Scinicariello Augustea Ship Management S.p.A.<br>Augusta Italy | **215**<br>25<br>160 | RI | **1976** Bacino di Carenaggio S.p.A.—Trapani (7)<br>31,02 8,64 3,803<br>28,02 8,62 4,68<br>1 dk | **M Tug** | MAN G8V30/45ATL<br>Oil 4SA 8Cy. 300 × 450 geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 96kW 440V 60Hz a.c.<br>Controllable pitch propeller |
| **VILLE de ALEXANDRIE**<br>ex Cintra-91 ex Ville du Mistral-91<br>ex Cintra-90 ex Adils-89 ex Seevetal-85<br>ex Eco Mira-83 ex Seevetal-82<br>**m.s. "Cintra" Schiffahrtsgesellschaft**<br>Hamburg Antigua & Barbuda | **898**<br>607<br>2 060 | GL | **1977** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (807)<br>71,99 (BB) 12,83 4,450<br>65,51 12,81 4,50<br>P 10,7 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,0 ER 1 TwD<br>G.3 200 B.3 143<br>TEU 127 C.Ho 53/20' C.Dk 74/20' incl. 15 ref C.<br>1 Ha (stl) (43,8 × 10,2) ER | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450<br>1 103kW (1 500bhp)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>12,5kn |
| **VILLE D'AURORE**<br>ex Baracuda-91 ex Deichland-87<br>ex Bomberg-83 ex Roxane Kersten-80<br>ex Bomberg-77<br>**Arfert & Bendig**<br>Albert Hauschild (G.m.b.H. & Co.)<br>Hamburg Antigua & Barbuda | T.Mk<br>**999**<br>721<br>2 580 | GL | **1971** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (690)<br>90,81 13,85 5,182<br>82,76 13,81 8,01<br>P 12,2 F 8,6 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 59,4 ER<br>G.4 689 B.4 587<br>TEU 285 C. 285/20'<br>1 Ha (stl) (50,9 × 10,2) ER | Deutz RBV8M540<br>Oil 4SA 8Cy. 370 × 400<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>15kn |
| **VILLE D'ORIENT**<br>ex Kathe Husmann-88<br>ex Bacol Vitoria-87<br>Launched as Kathe Husmann<br>**"Kathe Husmann" Husmann Bereederungs Ges. m.b.H. & Co. K.G.**<br>Franz Husmann Schiffahrtsges. K.G.<br>Haren/Ems Federal Republic of Germany<br>SatCom: 1120224 | *5 608*<br>*3 088*<br>7 120 | GL | **1985** Werft Nobiskrug G.m.b.H.—Rendsburg (725)<br>116,52 (BB) 20,30 6,150<br>106,86 19,61 8,01<br>P 11,0 RQD 9,2 F 8,0 2 dks | **M RoRo Cargo/General Cargo**<br>Ice strengthened<br>Stern door/ramp<br>Lane Length 360<br>1 Ho 78,5 ER<br>G.9 155 B.9 061<br>TEU 574<br>C.Ho 206/20' (40') C.Dk 368/20' (40') incl. 30 ref C.<br>1 Ha (stl) (76,5 × 15,1) ER<br>Cr 2(35) | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550 with flexible couplings & sr geared to sc. shaft<br>4 350bhp (3 200kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 400kW 2 × 240kW 1 × 172kW 440/220V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13kn |
| **VILLE DE CANNES**<br>ex Georges Cadoudal-90<br>**Lorient Armement Navigation**<br>Lorient France | **337**<br>212<br>— | BV | **1985** Chantier J. Chauvet—Paimboeuf<br>35,53 8,98 1,390<br>30,24 - 3,15<br>2 dks | **TM Crewboat** | Penta<br>2 Oil<br>380kW (517bhp)<br>A/B Volvo-Penta Goteborg<br>Gen 2 × 72kW 380V a.c.<br>Fuel 13,0t (d.o.) |
| **VILLE DE CANOPUS**<br>ex ScanDutch Helvetia-91<br>ex Maeterlinck-89<br>**CMB Transport (Luxembourg) S.A.**<br>Aemas Luxembourg S.A.<br>Luxembourg Luxembourg<br>SatCom: 1253115/LXMM | *32 696*<br>*13 925*<br>38 981 | AB | **1984** N.V. Boelwerf S.A.—Tamise/Temse (1511)<br>207,02 (BB) 32,31 12,001<br>196,53 32,25 18,83<br>1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER 1 Cell. Ho<br>TEU 1997<br>C.Ho 1130/20' (40') C.Dk 867/20' (40') incl. 99 ref C.<br>10 Ha (stl) ER 1 Ha (stl)<br>16 Wing Ha (stl) ER 2 Wing Ha (stl)<br>Cr 4(-) | B&W 6L90GBE<br>Oil 2SA 6Cy. 900 × 2180<br>21 250bhp (15 631kW)<br>Cockerill-Sambre S.A. Seraing<br>Gen 1 × 1245kW 1 × 1100kW 2 × 900kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 160,0t (d.o.) 3 119,5t (hvf)-62,0pd 19,5kn |
| **VILLE DE CHINGUETTI III**<br>ex Angmar No. 5-81<br>ex Daikichi Maru No. 32-79<br>**Parimco S.A.**<br>Nouadhibou Mauritania | **349**<br>187<br>— | RI (KR) | **1970** Maruyo Zosen Tekkosho—Shiogama<br>53,50 3,798<br>48,49 8,81 5,90<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.441<br>3 Ha (1,9 1,9 × 1,9) (2,1 × 2,1) | Akasaka AH38<br>Oil 4SA 6Cy. 380 × 560<br>1 544kW (2 099bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 256kW 250V a.c.<br>12kn |
| **VILLE DE CHINGUETTI No. 1**<br>ex Inase Maru No. 1-80<br>**Parimco S.A.**<br>Nouadhibou Mauritania | **285**<br>107<br>— | (KR) | **1964** Nichiro Zosen—Hakodate (166)<br>45,62 7,90 3,404<br>39,60 7,85 3,87<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.311<br>2 Ha (each 1,4 × 1,4) ER | Niigata<br>Oil 4SA 6Cy. 350 × 500<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>11kn |
| **VILLE DE CHINGUETTI No. 2**<br>ex Angmar No. 3-81<br>ex Taihei Maru No. 11-79<br>**Parimco S.A.**<br>Nouadhibou Mauritania | **349**<br>158<br>— | RI (KR) | **1970** Narasaki Zosen K.K.—Muroran (733)<br>53,50 9,02<br>48,14 9,00 5,85<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.451<br>3 Ha (stl) (each 2,1 × 1,8) ER | Akasaka AH38<br>Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 128kW 225V a.c.<br>11,75kn |
| **VILLE DE COLOMBO**<br>ex Leerort-89 ex Medipas Sea-88<br>ex Leerort-87 ex Convoy Runner-87<br>ex Leerort-86 ex Contship Beta-85<br>ex Leerort-85<br>**N. Shipping G.m.b.H. & Co. K.G.**<br>Thien & Heyenga Bereederungs- und Befrachtungsgesellschaft m.b.H.<br>Bremen Federal Republic of Germany | **5 331**<br>3 435<br>8 020 | GL | **1982** Rickmers Rhederei G.m.b.H. Rickmers Werft—Bremerhaven (416)<br>127,67 (BB) 20,43 6,560<br>117,25 20,02 8,74<br>P 14,7 F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.10 060 B.10 010<br>TEU 582<br>C.Ho 198/20' (40') C.Dk 384/20' (40') incl. 50 ref C.<br>2 Ha (stl) (each 37,8 × 15,6) ER<br>Cr 2(35) | Deutz RSBV12M540<br>Vee Oil 4SA 12Cy. 370 × 400 with flexible couplings & sr geared to sc. shaft<br>6 000bhp (4 413kW)<br>Kloeckner Humboldt Deutz Kiel<br>Gen 1 × 440kW 3 × 278kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 80,5t (d.o.) 599,5t (hvf)-23,5pd 15,5kn |
| **VILLE DE DUBAI**<br>ex Britta Thien-89 ex AEL Europa-89<br>ex Britta Thien-88<br>**Thien Reederei G.m.b.H. & Co. KG**<br>Thien & Heyenga Bereederungs- und Befrachtungsgesellschaft m.b.H.<br>Hamburg Federal Republic of Germany<br>SatCom: 1120240 | *6 071*<br>*3 039*<br>8 049 | GL | **1986** Rickmers Rhederei G.m.b.H. Rickmers Werft—Bremerhaven (421)<br>129,55 (BB) 20,05 6,601<br>121,11 20,01 8,72<br>P 18,3 F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.10 060 B.10 010<br>TEU 582 C. 582/20' (40')<br>2 Ha (stl) ER<br>Cr 2(35) | Deutz RSBV12M640<br>Vee Oil 4SA 12Cy. 370 × 400 with flexible couplings & sr geared to sc. shaft<br>6 000bhp (4 413kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>16kn |
| **VILLE DE KUWAIT**<br>ex Palacio-92 ex Vira Bhum-90<br>ex Palacio-90 ex Oyster Bay-90<br>ex Global Express-86 ex Palacio-86<br>**MacAndrews & Co. Ltd.**<br>Douglas Isle of Man (British) | *3 790*<br>*1 573*<br>4 250<br>T/cm<br>13,6 | **✠100A1** SS 10/90<br>container cargoes in hold and on hatch covers<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL U 467,5/46,0U2<br>FN 2388 | **1985**-12 Nieuwe Noord Nederlandse Scheepswerven B.V.—Groningen (409)<br>106,61 (BB) 16,13 5,501<br>98,00 15,85 8,51<br>P 11,0 B 8,0 F 14,7 1 dk<br>rf nil | **M Container Ship**<br>Portable-guides<br>DSS<br>1 Ho 69,5 ER<br>G.7 138<br>TEU 354<br>C.Ho 144/20' (40') C.Dk 210/20' (40') incl. 20 ref C.<br>3 Ha (stl) ER<br>Cr 2(25-35) | Wartsila 8R32<br>Oil 4SA 8Cy. 320 × 350 sr geared to sc. shaft<br>4 079bhp (3 000kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 3 × 272kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 106,0t (d.o.) 341,0t (hvf)-11,5pd 14,75kn |
| **VILLE DE MANAKARA**<br>ex Ulla Danielsen-64<br>**Compagnie Malgache de Navigation**<br>Diego Suarez Madagascar | **1 400**<br>758<br>1 820 | BV | **1961** Bijker's Aanneming's Bedrijf "Ijssel" Werf—Gorinchem (162)<br>73,39 11,54 4,865<br>65,99 11,51 6,30<br>2 dks | **M General Cargo**<br>2 Ho 2 TwD<br>G.2 698 B.2 428<br>2 Ha (stl) (each 15,0 × 6,0) ER<br>8W Der 1(15) 8(5) | MaK<br>Oil 4SA 8Cy. 385 × 580<br>1 650bhp (1 214kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 3 × 58kW 220V d.c.<br>Fuel 268,0t |

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|---|---|---|---|---|---|---|
| **8708543**<br>*DPVM*<br><br>Rdr Rt<br>AMVER | **VILLE DE MARS**<br><br>**Schiffahrtsges. "Bille" m.b.H. & Co.**<br>Leonhardt & Blumberg<br>Hamburg Federal Republic of Germany | *18 037*<br>*10 484*<br>26 152 | GL | **1988** Seebeckwerft A.G.—Bremerhaven (1077)<br>176,71 (BB) 27,82 10,502<br>166,99 14,30 | **M Container Ship**<br>Fixed-guides 2cbn 4bth P<br>3 Ho ER<br>G.36 912<br>TEU 1786 C.Ho 706/20' C.Dk 1080/20'<br>9 Ha (stl) ER<br>Cr 3(40) | B&W<br>Oil 2SA 6Cy. 600 × 1944 with flexible reduction geared to sc. shaft<br>9 800kW (13 323bhp) E 88<br>Bremer Vulkan A.G.<br>Gen 1 × 800kW 3 × 560kW 220/440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (hvf) |
| **7633492**<br>*V2FM*<br>2118<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **VILLE DE MISTRAL**<br>ex Anglia-91 ex Gracechurch Harp-91<br>ex Anglia-90 ex Baltica-88 ex Baltic-88<br>ex Ruth Borchard-86 ex Baltic-85<br>ex Zim Trader-82 ex Zim Singapore-82<br>ex Baltic-78<br>**Partenreederei m.s. "Anglia"**<br>Peter Dohle Schiffahrts-KG. (G.m.b.H. & Co.)<br>Hamburg Antigua & Barbuda | **4 510**<br>3 230<br>6 811 | GL | **1978** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (828)<br>118,42 (BB) 17,84 6,511<br>109,05 17,81 8,72<br>F 8,0 2 dks | **M General Cargo** 1cbn 2bth P<br>Ice strengthened<br>1 Ho 77,0 ER<br>G.9 656 B.8 919<br>TEU 429<br>C.Ho 170/20' (40') C.Dk 259/20' (40') incl. ref C.<br>1 Ha (stl) (76,6 × 12,7) ER | MWM<br>Vee Oil 4SA 12Cy. 330 × 390 sr geare shaft<br>4 000bhp (2 942kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 552kW 2 × 236kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8707434**<br>*DNGB* | **VILLE DE NEPTUNE**<br><br>**Schiffahrtsgesellschaft "Glucksburg" m.b.H. & Co. KG**<br>H. Schuldt<br>Hamburg Federal Republic of Germany | *18 037*<br>*10 484*<br>26 152 | GL | **1988** Bremer Vulkan A.G.—Bremen-Vegesack (76)<br>176,71 (BB) 27,72 10,502<br>166,99 27,51 14,30<br>1 dk | **M Container Ship**<br>Fixed-guides<br>3 Ho ER<br>TEU 1786 C.Ho 708/20' C.Dk 1078/20'<br>9 Ha (stl) ER<br>Cr 3(40) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>9 800kW (13 323bhp)<br>Bremer Vulkan<br>Gen 1 × 800kW 3 × 560kW 220/440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 609,5t (i.f.o.) |
| **8208684**<br>*LXVB*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **VILLE DE SIRIUS**<br>ex Rhein Express-91<br>Launched as Verhaeren<br>**CMB Transport (Luxembourg) S.A.**<br>Aemas Luxembourg S.A.<br>Luxembourg Luxembourg<br>SatCom: 1253117/LXVB | *32 703*<br>*13 904*<br>38 466 | AB | **1984** N.V. Boelwerf S.A.—Tamise/Temse (1512)<br>207,02 (BB) 32,31 12,001<br>196,53 32,25 18,83<br>F 17,4 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides Ref<br>5 Cell. Ho ER 1 Cell. Ho<br>TEU 1997<br>C.Ho 1130/20' (40') C.Dk 867/20' (40') incl. 99 ref C.<br>10 Ha (stl) ER 1 Ha (stl)<br>16 Wing Ha (stl) ER 2 Wing Ha (stl) | B&W<br>Oil 2SA 6Cy. 900 × 2180<br>21 250bhp (15 631kW)<br>A.C.E.C.<br>Gen 1 × 1245kW 1 × 1100kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 160,0t (d.o.) 3 119,5t (hvf)-62,0pd |
| **7119733**<br>*C6JV5*<br>716415<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **VILLE DE TITANA**<br>ex OOCL Europa-90 ex Dart Europa-88<br>ex Oriental Minister-87<br>ex Seapac Bunker Hill-81<br>ex Asialiner-81<br>**Albany Marine Inc.**<br>Compagnie Maritime D'Affretement (CMA)<br>Nassau Bahamas<br>SatCom: 1103741/ITAN | **28 592**<br>20 354<br>31 830 | (AB) (GL) | **1972** Rheinstahl Nordseewerke—Emden (428)<br>243,42 30,56 11,521<br>224,85 30,50 19,18<br>2 dks<br>rf nil | **TM Container Ship**<br>Fixed-guides<br>8 Cell. Ho 14,0 28,5 28,5 28,5 28,5 12,8 ER 24,4 12,8<br>TEU 2142<br>C.Ho 352/20' (40') 362/40' C.Dk 294/20' (40') 386/40'<br>12 Ha (stl) ER 4 Ha (stl)<br>16 Wing Ha (stl) ER 4 Wing Ha (stl) | Stork-Werkspoor<br>2 Oil 4SA each 9Cy. 620 × 660 sr gea shafts<br>31 812bhp (23 400kW) NE 80<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 1200kW 2 × 1000kW 450V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 220,0t (d.o.) 5 000,0t (hvf)-96,0pd |
| **7205843**<br>*C6JX7*<br>716427<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **VILLE DE TUCANA**<br>ex OOCL Dynasty-91<br>ex Atlantic Senator-90<br>ex OOCL Atlantic-90 ex Dart Atlantic-88<br>ex Oriental Diplomat-87<br>ex Seapac Concord-81<br>ex Asiafreighter-81<br>**Tucana Co. Ltd.**<br>Compagnie Maritime D'Affretement (CMA)<br>Nassau Bahamas<br>SatCom: 1103757/VDCA | **28 592**<br>20 354<br>31 830 | (AB) (GL) | **1972** Rheinstahl Nordseewerke—Emden (429)<br>243,42 (BB) 30,56 11,521<br>224,85 30,50 19,18<br>2 dks<br>rf.nil | **TM Container Ship**<br>Fixed-guides<br>8 Cell. Ho 14,0 28,5 28,5 28,5 28,5 12,8 ER 24,4 12,8<br>TEU 2142<br>C.Ho 352/20' (40') 362/40' C.Dk 294/20' (40') 386/40'<br>12 Ha (stl) ER 4 Ha (stl)<br>16 Wing Ha (stl) ER 4 Wing Ha (stl) | Stork-Werkspoor<br>2 Oil 4SA each 9Cy. 620 × 660 sr gea shafts<br>31 812bhp (23 400kW) NE 80<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 1200kW 2 × 1000kW 450V<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 220,0t (d.o.) 5 000,0t (hvf)-96,0pd |
| **5171177**<br><br>310499 | **VILLE DE VANIER**<br>ex Jean Richard-76<br>**Jean P. Barrette**<br>Quebec, P.Q. Canada | **259**<br>152<br>— | | **1959** P. Lavoie—Petite Riviere, P.Q.<br>*29,30* 8,44<br>... ...<br>1 dk | **Wood M General Cargo** | General Motors<br>Oil 2SA 6Cy. 127 × 142<br>220bhp (162kW)<br>General Motors Corp. |
| **8322569**<br>*PIGM*<br><br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **VILLE DE VEGA**<br>ex Pacific Progress-88<br>**C.V. Progress**<br>Vroon B.V.<br>Breskens Netherlands | *22 667*<br>*12 137*<br>32 934 | AB (KR) | **1985** Inchon Eng. & SB. Corp.—Inchon (S-106)<br>187,61 (BB) 28,45 11,129<br>178,01 28,40 15,60<br>F 11,6 1 dk<br>rf nil | **M Bulk Carrier**<br><br>5 Ho ER<br>G.42 955 B.40 675<br>TEU 1522 C. 1522/20'<br>10 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 700 × 2268<br>16 980bhp (12 490kW)<br>Hyundai SB. & Heavy Industries<br>Gen 3 × 500kW a.c. |
| **8708531**<br>*DIDT*<br>15850<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>AMVER | **VILLE DE VENUS**<br><br>**Schiffahrtsgesellschaft "Troyburg" m.b.H. & Co.**<br>H. Schuldt<br>Hamburg Federal Republic of Germany | *18 037*<br>*10 484*<br>26 070 | GL | **1988** Bremer Vulkan A.G.—Bremen-Vegesack (82)<br>176,71 10,502<br>166,99 27,51 14,30<br>2 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>3 Cell. Ho ER<br>TEU 1786 C.Ho 708/20' C.Dk 1078/20'<br>9 Ha (stl) ER<br>Cr 3(40) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>10 000kW (13 595bhp)<br>Bremer Vulkan A.G.<br>Gen 1 × 800kW 3 × 560kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **8905957**<br>*FNHV*<br><br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VILLE DE VIRGO**<br>ex CGM Pasteur-90<br>**Norabail**<br>Compagnie Generale Maritime (C.G.M.)<br>Le Havre France | *37 235*<br>*15 486*<br>43 714 | BV | **1990** Samsung Shipbuilding & Heavy Industries Co. Ltd.—Koje (1073)<br>242,25 (BB) - 11,717<br>226,70 32,20 19,00<br>1 dk | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho ER 1 Cell. Ho<br>TEU 2690<br>C.Ho 1350/20'(40') C.Dk 1340/20'(40') incl. 125 ref C.<br>12 Ha (stl) ER 2 Ha (stl)<br>24 Wing Ha (stl) | Sulzer<br>Oil 2SA 7Cy. 840 × 2400<br>22 030kW (29 950bhp)<br>Korea Heavy Industries & Construction Co Ltd.<br>Gen 3 × 1000kW a.c.<br>Thw. thrust propeller fwd<br>Fuel (hvf) |
| **8405024**<br>*DCSI*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **VILLE DU LEVANT**<br>ex Heinrich J-90 ex Lido Adriatico-90<br>ex Seacrest Pioneer-89<br>ex Heinrich J-88 ex Bacol King-87<br>ex BCR King-87 ex RMS Laguna-86<br>ex Heinrich J-85<br>**Wega-Schiffahrtsges.m.b.H. & Co. KG m.s. "Heinrich J"**<br>Heinrich Jungerhans<br>Haren/Ems Federal Republic of Germany<br>SatCom: 1120760/HEIN | *5 608*<br>*3 080*<br>7 120 | GL | **1985** Werft Nobiskrug G.m.b.H.—Rendsburg (724)<br>116,52 (BB) 19,64 6,162<br>106,86 19,61 8,01<br>P 10,7 RQD 9,2 F 7,7 2 dks | **M RoRo Cargo/General Cargo**<br>Stern door/ramp Ice strengthened<br>1 Ho 77,9 ER<br>G.9 155 B.9 061<br>TEU 574<br>C.Ho 206/20' (40') C.Dk 368/20' (40')<br>1 Ha (stl) (76,5 × 15,2) ER<br>Cr 2(25-35) | MaK<br>Oil 4SA 6Cy. 450 × 550 with flexible cou sr geared to sc. shaft<br>4 350bhp (3 200kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 400kW 2 × 240kW 440/220V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8710924**<br>*TFDU*<br>1784<br>Rdr Rt | **VILLI MAGG**<br><br>**Byggastofnun**<br>Sudureyri Iceland | *134*<br>*40*<br>— | | **1987** Scheepswerf & Constr. Bedrijf Jac. den Breejen—Hardinxveld (1935)<br>24,77 2,552<br>22,31 7,01 3,41 | **M Fishing**<br>Stern Trawler Shellfish | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with clutc reverse geared to sc. shaft<br>510bhp (375kW)<br>Caterpillar Inc. |
| **8902113**<br>*FHQH*<br><br>CC 683454<br>Esd Rdr Rt | **VILLON**<br><br>**Chevannes-Merceron-Ballery S.A.**<br>Concarneau France | *226*<br>*73* | BV | **1989** Chantier Piriou Freres—Concarneau (80 6)<br>32,80 3,930<br>29,18 8,20 4,35<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br><br>In.170 | Wartsila<br>Oil 4SA 6Cy. 220 × 240 with clutches & to sc. shaft<br>736kW (1 001bhp)<br>Oy Wartsila Ab<br>Gen 1 × 60kW 380V a.c.<br>Controllable pitch propeller |

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| **VILMA**<br>ex Anne Marina-74<br>**Alberto P. Lopes**<br>Sao Vicente Cape Verde Republic | 299<br>190<br>617 | BV | **1967** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (263)<br>48,01 9,22 3,017<br>42,52 9,15 3,59<br>1 dk | **M General Cargo**<br>1 Ho 29,8 ER<br>G.957 B.822<br>2 Ha (each 10,8 × 4,9) ER<br>2W Der 2(3) | Alpha<br>Oil 2SA 5Cy. 240 × 400<br>425bhp (313kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 30kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 30,5t (d.o.) 9,5kn |
| **VILNIS**<br>Riga Latvia | **1 074**<br>232<br>440 | RS | **1976** ..........U.S.S.R.<br>58,55 12,65 4,690<br>51,62 5,90<br>1 dk | **D-E Tug**<br>Salvage<br>Ice strengthened | 2 Oil 4SA each 6Cy. 300 × 380 driving 2 gen. connected to 2 elec. motors & geared to sc. shaft<br>U.S.S.R.<br>13,25kn |
| **VILNIUS**<br>ex Vilnyus<br>**Lithuanian Shipping Company (LISCO)**<br>Klaipeda Lithuania | *21 890*<br>*6 567*<br>11 910 | RS | **1987** VEB Mathias-Thesen-Werft—Wismar (323)<br>190,93 (BB) 28,00 7,181<br>173,01 26,01 15,20<br>2 dks | **TM RoRo Cargo**<br>Rail Vehicles<br>Ice strengthened<br>Rail Wagons 103 | S.K.L. 6VDS48/42AL-2<br>4 Oil 4SA each 6Cy. 420 × 480 sr geared to sc. shafts<br>10 600kW (14 411bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 1500kW 3 × 530kW 390V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Thw. thrust Contr. pitch propeller<br>Fuel (hfv) 16,1kn |
| **VILNYUS**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *1 409*<br>*422*<br>484 | RS | **1984** Baltiya Shipyard—Klaypeda<br>59,03 4,873<br>52,02 13,02 8,89<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | Skoda<br>Oil<br>2 200bhp (1 618kW)<br>CKD Praha Praha |
| **VILSANDI**<br>ex Khudozhnik Koryn-92<br>ex Looiersgracht-86<br>**Estonian Shipping Co.**<br>Tallinn Estonia | T.Mk<br>**1 599**<br>1 122<br>3 473<br>**3 482**<br>2 294<br>6 072 | RS<br>✠Classed LR until 19/6/89 | **1976**-9 Miho Zosensho K.K.—Shimizu (1046)<br>80,22 (BB) 16,13 5,971/8,047<br>74,88 16,01 10,49<br>RFD 9,8 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,8 1 TwD<br>G.7 296 B.7 141<br>TEU 137<br>C.Ho 112/20' (40') C.Dk 25/20' (40')<br>1 Ha (stl) (44,4 × 12,8) ER<br>Cr 2(10) | Hanshin 6LU46A<br>Oil 4SA 6Cy. 460 × 740<br>2 574kW (3 499bhp)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 83,5t (d.o.) 206,5t (hvf) 11kn |
| **VILYANY**<br>**Estonian Shipping Co.**<br>(Tallinn) (U.S.S.R.) | **3 236**<br>1 539<br>4 494 | RS | **1964** VEB Schiffswerft "Neptun"—Rostock (217)<br>105,85 14,58 6,771<br>95,71 14,53 8,03<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 272 B.5 787<br>4 Ha (stl) (9,9 × 7,0) (10,3 10,3 × 8,9) ER (9,9 × 7,0)<br>8W Der 1(35) 4(5) 4(3) | MAN K6Z57/80-A<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 200kW 390V 50Hz a.c.<br>Fuel 552,5t (hvf) 14,5kn |
| **VILYUCHINSKIY**<br>**Rider Shipping Corp.**<br>Limassol Cyprus | *1 899*<br>*592*<br>1 255 | NV (Class cont.) | **1990** Sterkoder M/V A/S—Kristiansund N. (122)<br>64,05 (BB) - 5,780<br>55,55 13,00 5,95 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>G.130 In.930 | Wartsila 6R32E<br>Oil 4SA 6Cy. 320 × 350 reduction geared to sc. shaft<br>2 458kW (3 342bhp)<br>Wartsila Diesel Oy Vaasa/Vasa<br>Gen 1 × 1304kW 2 × 336kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>14kn |
| **VILYUYSK**<br>**Primorsk Shipping Co.**<br>(Nakhodka) (U.S.S.R.) | **12 212**<br>6 144<br>17 025 | RS | **1977** Rauma-Repola Oy—Rauma/Raumo (241)<br>160,00 23,04 9,170<br>147,99 23,00 12,91<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 18 Ta ER<br>G.950 L.(oil) 17 910<br>1 Ha (stl) (6,9 × 6,9) ER<br>2W Der 2(5) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works U.S.S.R.<br>Gen 3 × 500kW 400V 50Hz a.c.<br>Fuel (hvf) 16,25kn |
| **VIMAR P.**<br>**Ramon Miranda y otros**<br>Villagarcia de Arosa Spain | *199*<br>—<br>120 | BV | **1990** "ASTAFERSA", Ast. y Tall. Ferrolanos S.A. —La Grana (253)<br>29,00 6,70 3,390<br>25,20 - 5,80 | **M Fishing**<br>Long-line Ref<br>In.107 | Wartsila 4R22<br>Oil 4SA 4Cy. 220 × 240 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>390kW (530bhp)<br>Cons. Echevarria Bermeo<br>Gen 2 × 84kW 220/380V 50Hz a.c.<br>10kn |
| **VIMLA**<br>**Paradip Port Trust**<br>Calcutta India | **401**<br>116<br>193 | IRS<br>✠Classed LR until 1/89 | Lch.**1977** Cmpl.**1982**-6 Central Inland Water Transport Corp. Ltd., Rajabagan—Calcutta (372)<br>39,20 9,89 3,712<br>35,91 9,48 5,00<br>1 dk | **TM Tug** | MAN G6V30/45ATL<br>2 Oil 4SA each 6Cy. 300 × 450 reverse reduction geared to sc. shafts<br>Garden Reach Shipbuilders & Engineers Ltd. Ranchi<br>Gen 2 × 128kW 1 × 88kW 415V 50Hz a.c. |
| **VINA**<br>ex Reihan-89 ex Rima-83 ex Towal-82<br>ex Maha-79 ex Astir-78<br>ex Naerebout-72<br>Honduras | **492**<br>330<br>935 | BV<br>✠Classed LR until 31/10/80 | **1957**-8 Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen (229)<br>60,30 9,38 3,650<br>55,00 9,20 4,07<br>P 15,9 F 10,4 1 dk<br>RW rf 51 | **M General Cargo**<br>1 Ho 36,4 ER<br>G.1 178 B.1 089<br>2 Ha (each 12,8 × 4,9) ER<br>2W Der 2(3) | Bolnes<br>Oil 2SA 5Cy. 300 × 550<br>625bhp (460kW)<br>L. Smit & Zoon Kinderdijk<br>Gen 2 × 10kW 1 × 5kW 110V d.c.<br>Fuel 63,0t (d.o.) 10kn |
| **VINA DEL MAR**<br>ex Rio Lindo-78<br>**Government of The Republic of Chile (Empresa Maritima del Estado) (EMPREMAR)**<br>Valparaiso Chile<br>SatCom: 1563212/CBVM | **70 787**<br>53 117<br>137 303<br>T/cm<br>107,1 | **✠100A1** CS 4/91<br>ore or oil carrier SPM<br>**✠LMC** **UMS**<br>**IGS**<br>EL W† 3¾"U3<br>FN 17223 | **1976**-5 Kawasaki Heavy Ind. Ltd.—Kobe (1226)<br>273,24 (BB) 44,05 16,390<br>260,00 44,01 22,23<br>F 20,8 1 dk<br>rf 102 Bow/CM 140 MH 2,7 | **M Ore/Oil Carrier**<br>IGS (LR) pt higher tensile steel<br>DB Bow loading<br>5 Ho/Ta 11,4 12,0 12,0 12,0 12,0<br>10 Wing Ta ER<br>L.(oil) 160 526 Ore 73 226 HeCls. BC<br>10 Ha (stl) (11,9 13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 × 11,9) ER<br>3 Cargo pumps total 10 500T/hr | MAN K7Z105/180<br>Oil 2SA 7Cy. 1050 × 1800<br>28 000bhp (20 596kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>WTAuxB (o.f.) 24kgf/cm² (23,6bar) hs635,5<br>e(ex.g) 28,7kgf/cm² (28,2bar)<br>Gen 2 × 1120kW 450V 60Hz a.c.<br>Fuel 7 829,5t (hvf)-89,0pd 16kn |
| **VINACHIMEX 2**<br>**VINACHIMEX**<br>Haiphong Vietnam | **441**<br>219<br>400 | | **1986** Tambac Shipyard—Haiphong<br>53,80 - 2,550<br>- 7,60 3,20<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.715<br>2 Ha (stl) (each 9,0 × 5,0) ER | S.K.L. 6NVD36-1U<br>Oil 4SA 6Cy. 240 × 360<br>224kW (305bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) East Germany<br>Gen 2 × 30kW a.c.<br>10kn |
| **VINALES**<br>**Naviera Castellana S.A.**<br>Anglo Caribbean Shipping Co. Ltd.<br>Santa Lucia Cuba | *4 190*<br>*1 948*<br>4 500 | GL | **1990** S.A. Juliana Const. Gijonesa—Gijon (323)<br>- - 6,801<br>95,92 16,00 9,60<br>3 dks | **M Refrigerated Cargo**<br>4 Ho ER<br>In.5 728<br>TEU 40 C. 40/20'<br>4 Ha (stl) (each 7,4 × 6,3) ER | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>3 354kW (4 560bhp)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 3 × 600kW 1 × 66,4kW 440V a.c.<br>15kn |
| **VINAY I**<br>Nigeria | **139**<br>89<br>— | | **1984** Quality Shipyards Inc.—Houma, La (177)<br>27,16<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>625bhp (460kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| 7705465<br>*3EWO6*<br>18787-PEXT1<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **VINCAROSE**<br>ex Fareast Trader-89 ex Pyrros-88<br>ex Fortune Leader-85<br>**Vincarose Maritime Inc.**<br>Panama Panama | **13 222**<br>9 652<br>22 670<br>T/cm<br>32,0 | NV (AB) (NK) | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2471)<br>164,34 (BB) 22,92 9,873<br>155,45 22,86 13,57<br>RQD 20,2 B 20,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 24,5 25,6 18,3 25,6 25,6 ER<br>G.30 307 B.29 950 HeCls. B<br>5 Ha (stl) (14,4 16,0 9,6 16,0 16,0 × 12,5) ER<br>Cr 5(10) | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460 sr geared shaft<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 248kW 1 × 208kW 450V 60<br>Fuel 177,0t (d.o.) 1 110,5t (hvf)-26,5pd |
| 8418409<br>*OWFR*<br>2997<br>Rdr Rt | **VINCENT**<br>ex Breton-87<br>**Peter Vagn Knudsen**<br>Thyboron Denmark | *464*<br>*202*<br>— | BV (NV) | **1985** Th. Hellesoy Skipsbyggeri A/S—Lofallstrand (111)<br>40,19<br>35,51 8,40 6,71<br>2 dks<br>rf 1199 | **M Fishing**<br>Side-fishing | Grenaa<br>Oil 4SA 6Cy. 240 × 300<br>1 000bhp (736kW)<br>Grenaa Motorfabrik, A/S<br>Gen 2 × 92kW 380V 50Hz a.c. |
| 7105718<br><br><br>Df Esd Rdr<br>RTm | **VINCENT**<br><br>**Vincent Shipping Co.**<br>Kingstown St. Vincent and the Grenadines | **398**<br>257<br>762 | BV | **1971** N.V. Bodewes Schps.—Martenshoek (510)<br>55,10 9,25 3,506<br>49,94 9,17 5,62<br>1 dk | **M General Cargo**<br><br>1 Ho 37,8 ER<br>G.1 364 B.1 243<br><br>2 Ha (12,3 12,6 × 6,0) ER<br>2W Der 1(3-5) 1(3) | Brons<br>Oil 2SA 6Cy. 220 × 380<br>450bhp (331kW)<br>Appingedammer Brons<br>Gen 3 × 10kW 110V d.c.<br>Fuel (d.o.) |
| 6800787<br><br><br>Df Esd Pfd<br>Rdr Rt | **VINCENT**<br>ex Shinko Maru No. 68-87<br>ex Myoei Maru No. 85<br>**Shimizu Shokai Co. Ltd.**<br>Manila Philippines | **199**<br>—<br>280 | | **1967** Kyokuyo Zosen Tekko K.K.—Chofu (176)<br>40,24 6,61 3,150<br>35,49 6,58 3,31<br>1 dk | **M Fishing**<br>Side-fishing | Akasaka<br>Oil 4SA 6Cy. 300 × 440<br>820bhp (603kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| 7217133<br><br>539033<br>Df Esd Gc<br>Pfd Rdr RTv | **VINCENT D. TIBBETTS, JR.**<br>ex Daley-85<br>**Boston Towing & Transportation Co. Inc.**<br>Boston, Ma United States of America | **181**<br>123<br>— | (AB) | **1972** Southern SB. Corp.—Slidell, La (96)<br>29,27 9,00 3,963<br>28,10 8,54 4,58<br>RQD 1,3 1 dk | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reduction geared to sc. shafts<br>General Motors Corp.<br>Gen 2 × 60kW 210V 60Hz a.c.<br>Fuel 110,5t (d.o.) |
| 5281221<br>*WB9970*<br>257217<br>Df Esd Gc<br>Rdr Rt | **VINCENT TIBBETTS**<br>ex John P. Albans-74<br>ex Poling Bros. No. 10-74<br>ex Texaco No. 10-69<br>ex Poling Bros. No. 10-67<br>ex Newark Getty-59 ex Tycol-58<br>ex Ochlockonee-49<br>**Boston Towing & Transportation Co. Inc.**<br>New York, NY United States of America | **1 233**<br>856<br>1 839 | (AB) | **1944** East Coast Shipyards Inc.—Bayonne, NJ (15)<br>76,36 11,31 3,823<br>74,22 11,28 4,42<br>P 13,8 F 8,9 1 dk<br>rf 152 len 49 | **M Tanker**<br>14 Ta ER<br>L.(oil) 2 383 | Fairbanks, Morse<br>Oil 2SA 5Cy. 405 × 510<br>860bhp (633kW)<br>Fairbanks Morse & Co.<br>Fuel 58,0t-1,5pd |
| 5314808<br>*WJ8209*<br>276496<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **VINCENT TURECAMO**<br>ex Savannah-90<br>**Turecamo of Savannah Inc.**<br>Savannah, Ga United States of America | **262**<br>145<br>— | (AB) | **1958** Equitable Equipment Co.—Madisonville, La (1035)<br>32,01 8,28 4,125<br>29,72 8,23 4,50<br>1 dk<br>BK 127 | **M Tug** | Alco<br>Vee Oil 4SA 16Cy. 229 × 267 dr geared shaft<br>Alco Products Inc.<br>Gen 2 × 40kW 220V 60Hz a.c.<br>Fuel 142,0t (d.o.) |
| 7020334<br>*IRFG*<br>351<br>Rdr Rt | **VINCENTE**<br><br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italy | **237**<br>60<br>— | RI | **1970** Cant. Nav. Pellegrino—Napoli (140)<br>31,37 8,64 3,836<br>28,00 8,62 4,27<br>1 dk | **M Tug**<br>Salvage | MAN<br>Oil 4SA 9Cy. 300 × 450 reduction geared shaft<br>Masch. Augsburg-Nuernberg (MAN)<br>Controllable pitch propeller |
| 6403761<br>*IVOA*<br>15<br>Esd Rt | **VINCENZO GANCITANO**<br><br>**Giovanni Asaro**<br>Mazara del Vallo Italy | **106**<br>52<br>— | | **1963** Cant. Nav. Mario Morini—Ancona (73)<br>26,12 6,61<br>22,51 6,46 3,10 | **Wood M Fishing**<br>Side Trawler | Alpha<br>Oil 2SA 5Cy. 240 × 400<br>257kW (349bhp)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri |
| 5101342<br>*IRMS*<br>1174<br>Df Esd Rdr<br>RTh | **VINCENZO LUBRANO**<br>ex Elisabeth-72<br>**Vipima -Societa di Navigazione a.r.l.**<br>Napoli Italy | **999**<br>519<br>1 650 | (GL) (RI) | **1955** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (374)<br>72,32 10,85 4,623<br>65,99 10,83 5,26<br>P 17,7 B 7,1 1 dk<br>RW | **M General Cargo**<br><br>1 Ho 41,1 ER<br>G.2 106 B.1 960<br><br>4 Ha (each 8,0 × 5,4) ER<br>Der 4(3) | MaK<br>Oil 4SA 6Cy. 385 × 580<br>1 000bhp (736kW)<br>Maschinenbau Kiel A.G.<br>Gen 1 × 25kW 1 × 15kW 220V d.c.<br>Fuel (d.o.) |
| 8620002<br>*IWSP*<br>9915<br>Rt | **VINCENZO MARTELLOTTA**<br><br>**Whitehead Motofides S.p.A.**<br>Livorno Italy | **381**<br>184<br>340 | RI | **1988** Cant. Nav. Picchiotti S.p.A.—Viareggio (576)<br>43,04 (BB) 7,88 3,790<br>38,80 7,75 4,15<br>1 dk | **TM Research** | Isotta Fraschini<br>2 Oil 4SA each 6Cy. 170 × 170 with clutches, flexible couplings & sr reverse geared to shafts<br>2 590kW (3 521bhp)<br>Isotta Fraschini S.p.A.<br>Gen 2 × 200kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller<br>Fuel 32,0t (d.o.)-10,5pd |
| 7512507<br>*IPGD*<br>478<br>Esd Gc Pfd<br>Rdr Rt | **VINCENZO ONORATO**<br><br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italy | **375**<br>65<br>— | RI | **1976** Cant. Nav. A. Giorgetti—Viareggio (24)<br>35,21 9,89 4,706<br>31,42 9,52 4,86<br>1 dk | **M Tug**<br>Salvage | MAN<br>2 Oil 4SA each 9Cy. 300 × 450 geared to<br>Masch. Augsburg-Nuernberg (MAN)<br>Controllable pitch propeller |
| 7645720<br>*WYC2985*<br>577351 | **VINCIE & JOSEPHINE**<br><br>**Vincie & Josephine Inc.**<br>Gloucester, Ma United States of America | **133**<br>90<br>— | | **1976** Steiner Shipyard Inc.—Bayou la Batre, Al<br>*22,50* 6,76 3,48<br>1 dk | **M Fishing** | Oil<br>565bhp (416kW)<br><br>Fuel (d.o.) |
| 6912554<br>*9H3526*<br>2739<br>Df Esd Gc<br>RdrRTm | **VINDEMIA**<br><br>**Tropicana Shipping Co. Ltd.**<br>Valletta Malta | **1 421**<br>776<br>1 687<br>T/cm<br>7,4 | NV | **1969** Vaagen Verft A/S—Kyrksaeterora (32)<br>85,43 10,62 4,812<br>77,86 10,60 5,92<br>RAD 14,1 F 13,2 1 dk<br>rf 51 len 73 | **M Tanker**<br>Wine Alcohol<br>CBT Ice strengthened<br>68 Ta ER<br>L.1 500 | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 600bhp (1 177kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 80kW 1 × 40kW 380V 50Hz<br>Controllable pitch propeller<br>Fuel 29,5t (d.o.) 217,5t (hvf)-4,5pd |
| 7204344<br>*SKYV*<br><br>Rdr Rt | **VINDHEM**<br>ex Vindhem af Sundsvall-88<br>ex Sundet-84 ex Romo-83<br>ex Kalmarin-79<br>**AB Grundstenen 51912**<br>Stockholm Sweden | **226**<br>137<br>54 | (BV) | **1971** Kalmar Varv A/B—Kalmar (429)<br>30,21 8,46 1,804<br>25,51 4,91<br>1 dk | **TM Ferry**<br>Twin Hull 250P<br>Mchy.aft | M.T.U.<br>2 Oil 4SA each 6Cy. 175 × 205<br>420bhp (309kW)<br>Union Friedrichshafen<br>Fuel 7,0t (d.o.)-3,0pd |
| 7720398<br>*SFRA*<br><br>Rdr Rt | **VINDOGA**<br><br>**Waxholms Angfartygs A/B**<br>Vaxholm Sweden | **174**<br>64<br>40 | | **1978** Gotaverken Finnboda AB—Stockholm (401)<br>27,51 7,19 3,252<br>26,52 3,51<br>1 dk | **M Ferry**<br>233dk P | Hedemora<br>Vee Oil 4SA 6Cy. 185 × 210 geared to<br>405kW (551bhp)<br>AB Hedemora Verkstader<br>Controllable pitch propeller |

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| **VINE**<br>**Gemrose Co.**<br>P&O Ship Management (Hong Kong) Ltd.<br>Hong Kong Hong Kong (British) | *63 106*<br>*34 719*<br>123 503 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes Nos. 2, 4, 6 & 8 holds may be empty<br>✠**LMC** **UMS**<br>EL U† 715,0/90,0U3<br>FN 17332 | **1990**-8 Daewoo SB. & Heavy Machinery Ltd. —Okpo (1048)<br>266,00 (BB) 41,56 15,400<br>256,00 41,50 21,20<br>1 dk<br>rf nil DK in way of No. 2 - 9 cargo holds | **M Bulk Carrier**<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>pt higher tensile steel<br>9 Ho ER<br>G.136 041<br>9 Ha (stl) ER | B&W 5S70MC<br>Oil 2SA 5Cy. 700 × 2674<br>11 916kW (16 200bhp)<br>Korea Heavy Industries & Construction Co. Ltd. Changwon<br>e(ex.g) (ex.g) 10kgf/cm² (9,9bar)<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 3 × 640kW 450V 60Hz a.c.<br>14kn |
| **VINE**<br>ex Petrolina VI-87 ex British Vine-83<br>**Tenca Compania Naviera S.A.**<br>Panama Panama | **12 643**<br>8 000<br>21 172<br>T/cm<br>32,3 | ✠**100A1** M 12/89-6mos<br>oil tanker (cc)<br>✠**LMC**<br>**IGS**<br>EL i† 2$\frac{7}{16}$"SQ<br>FN 5563 | **1965**-3 Harland & Wolff Ltd.—Belfast (1601)<br>170,39 22,48 9,600<br>161,80 22,41 11,97<br>P 36,0 F 18,9 1 dk<br>RW rf 102 Bow/CM 83 Diam. 0,310 | **M Tanker**<br>Stern disch.<br>33 Ta ER<br>L.(oil) 27 326<br>4 Cargo pumps total 2 200T/hr | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW)<br>Harland and Wolff Ltd. Belfast<br>WTAuxB 350lbf/in² (24,2bar) Spt 260°C 285lbf/in² (19,7bar)<br>AuxB 150lbf/in² (10,4bar)<br>e(ex.g) 350lbf/in² (24,2bar) Spt 285lbf/in² (19,7bar)<br>sg 145lbf/in² (10,0bar)<br>Gen 2 × 550kW 1 × 305kW 1 × 240kW 440V 60Hz a.c.<br>Fuel 1 331,0t (hvf)-30,5pd 14,5kn |
| **VINETA**<br>**Hartwig Hinrichs**<br>Heinrich Beutler Reederei<br>Laboe bei Kiel Antigua & Barbuda | T.Mk<br>**499**<br>314<br>1 766 | BV (GL) | **1981** Schiffsw. Hugo Peters—Wewelsfleth (579)<br>82,45 11,33 3,550<br>76,82 11,31 5,41<br>P 12,5 F 6,1 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho 50,4 ER<br>G.2 914 B.2 909<br>TEU 48 C. 48/20'<br>1 Ha (stl) (49,8 × 8,9) ER | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280 reverse reduction geared to sc. shaft<br>441kW (600bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 168kW 1 × 60kW 1 × 45kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10,75kn |
| **VINGA**<br>ex Vingaborg-83<br>**Pesquera Iquique S.A.**<br>Valparaiso Chile | **484**<br>180<br>— | NV | **1974** Flekkefjord Slipp & Mask. A/S—Flekkefjord (115)<br>49,23 9,56<br>42,98 9,53 7,32<br>1 dk & S dk<br>rf 1003 BK 127 | **M Fishing** OSD<br>Side Trawler<br>Ice strengthened<br>Mchy.aft | Wichmann 7AXA<br>Oil 2SA 7Cy. 300 × 450<br>1 287kW (1 750bhp)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 132kW 1 × 60kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Thw. thrust propeller<br>Fuel (d.o.) |
| **VINGA**<br>ex Acamar-84 ex I. W. Winck-80<br>ex Jytte Bres-80 ex Wrath-74<br>ex Jytte Bres-72<br>**Rederi AB Else**<br>Kladesholmen Sweden | T.Mk<br>**399**<br>256<br>1 042 | BV | **1971** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (323)<br>64,62 11,03 3,658<br>56,98 10,99 6,20<br>F 9,2 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 41,6 ER<br>G.2 529 B.2 263<br>2 Ha (stl) (18,5 12,3 × 7,6) ER<br>Cr 1(5) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Lister Blackstone Mirrlees Marine Stamford<br>Gen 2 × 45kW 1 × 25kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 61,0t (d.o.)-3,0pd 10,5kn |
| **VINGA POLARIS**<br>**United Tankers AB**<br>OT Shipping AB<br>Goteborg Sweden | *7 462*<br>*4 341*<br>11 745<br>T/cm<br>23,0 | ✠**100A1** SS 5/91<br>oil tanker<br>SG 1,5 in centre tanks<br>Ice Class 1A at a draught not exceeding 7,60M<br>✠**LMC** **UMS**<br>EL Z 577,5/52,0U2<br>FN 3845 | **1981**-12 Karlskronavarvet AB—Karlskrona (404)<br>142,40 17,99 8,251<br>135,21 17,81 10,62<br>P 28,7 F 20,2 1 dk<br>rf nil Bow/CM 90 Diam. 0,360 MH 1,8 len 83 | **M Tanker**<br>DB<br>17 Ta ER<br>L.(oil) 15 025 HeCls. BC<br>4 Cargo pumps total 1 875T/hr | Wichmann 9AXAG<br>2 Oil 2SA each 9Cy. 300 × 450 sr geared to sc. shaft<br>4 416kW (6 004bhp)<br>A/S Wichmann Rubbestadneset<br>TOH (o.f.) 7,1kgf/cm² (7,0bar)<br>3 TOH (1 o.f. 2 ex.g) 7,1kgf/cm² (7,0bar)<br>Gen 2 × 1800kW 2 × 346kW 1 × 115kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 65,0t (d.o.) 379,5t (hvf)-20,5pd 12,5kn |
| **VINGA STAR**<br>**United Tankers AB**<br>OT Shipping AB<br>Goteborg Sweden | *7 460*<br>*4 342*<br>11 686<br>T/cm<br>23,0 | ✠**100A1** SS 7/90<br>oil tanker<br>SG 1.5 in (cr) tanks<br>Ice Class 1A draught not to exceed 7.60m<br>✠**LMC** **UMS**<br>EL Z 577,5/52,0U2<br>FN 3840 | **1982**-1 Karlskronavarvet AB—Karlskrona (402)<br>142,40 17,99 8,251<br>135,21 17,81 10,62<br>P 28,7 F 20,2 1 dk<br>rf nil Bow/CM 90 Diam. 0,360 MH 1,8 len 83 | **M Tanker**<br>DB<br>17 Ta ER<br>L.(oil) 15 025 HeCls. BC<br>4 Cargo pumps total 1 875T/hr | Wichmann 9AXAG<br>2 Oil 2SA each 9Cy. 300 × 450 sr geared to sc. shaft<br>4 416kW (6 004bhp)<br>A/S Wichmann Rubbestadneset<br>TOH (o.f.) 7,1kgf/cm² (7,0bar)<br>3 TOH (1 o.f. 2 ex.g) 7,1kgf/cm² (7,0bar)<br>Gen 2 × 1800kW 2 × 346kW 1 × 115kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 65,0t (d.o.) 379,5t (hvf)-20,5pd 12,5kn |
| **VINGABORG**<br>**Partrederi M.V. Vingaborg**<br>Donso Sweden | *384*<br>*115*<br>337 | | **1985** Kalmar Fartygsreparationer AB—Kalmar (463)<br>33,79 8,69 4,280<br>30,03 8,62 6,51<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>In.206 | Deutz<br>Oil 4SA 6Cy. 240 × 280 with flexible couplings & sr geared to sc. shaft<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **VINGAFORS**<br>ex Stenskar-83 ex Sonia Irene-78<br>ex Kristian Boel-78 ex Marius Boel-74<br>ex Hemland-70<br>**Lars Antonsson**<br>Sturko Sweden | **166**<br>67<br>— | NV | **1968** Blaalids Slip & M/V A/S—Maloy (20)<br>33,08 6,74<br>28,61 6,68 3,51<br>1 dk<br>rf 1041 BK 191 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>Mchy.aft | Jonkopings<br>Vee Oil 4SA 10Cy. 260 × 400<br>1 200bhp (883kW)<br>A/B Jonkopings Motfb. Jonkoping<br>Gen 1 × 45kW 1 × 36kW 1 × 14kW 24V d.c.<br>Fuel (d.o.) |
| **VINGALAND**<br>ex Ole Baunsgaard-79 ex Bolius-69<br>**P/R Vingaland**<br>Alvar Johansson<br>Fiskeback Sweden | **166**<br>72<br>193 | (BV) | **1969** VEB Rosslauer Schiffswerft—Rosslau<br>33,58 6,61 2,693<br>29,55 6,58 3,28<br>F 6,4 1 dk<br>rf 610 BK 64 | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>2 Ho 4,7 6,7 ER<br>In.180<br>2 Ha (stl) (each 1,5 × 1,2) ER<br>Der 2(0,5) | S.K.L.<br>Vee Oil 4SA 8Cy. 240 × 360<br>600bhp (441kW) NE 73<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 18kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 20,5t (d.o.) 12kn |
| **VINGASAND AV FISKEBACK**<br>ex Sette Mari-79 ex Sandettie-78<br>ex Ryvingen-75 ex Birgitte Engholm-72<br>ex Palermo-71<br>**P/R Vingasand**<br>Christer Jonsson<br>Fiskeback Sweden | **177**<br>63<br>— | (BV) (NV) | **1967** Kalmar Varv A/B—Kalmar (418)<br>33,86 7,35 3,506<br>30,03 7,32 3,66<br>1 dk<br>rf 902 BK 246 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>3 Ha (0,9 1,5 1,5 × 1,2) ER<br>1W Der 1(3) 2(0,25) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 21kW 1 × 12kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 35,5t (d.o.)-2,5pd |
| **VINGASJO**<br>ex Tarnsjo-79<br>**Swedia Rederi AB**<br>Donso Sweden | **1 999**<br>1 228<br>3 890<br>T/cm<br>10,2 | GL | **1972** C. Luehring Schiffswerft GmbH & Co. KG —Brake/Unterweser (7102)<br>96,12 12,55 5,911<br>88,42 12,50 7,17<br>P 20,8 F 12,8 1 dk<br>Bow/CM 42 Diam. 0,254 | **M Tanker**<br>CBT<br>14 Ta ER<br>L.(oil) 4 712 HeCls. C<br>4 Cargo pumps total 1 300T/hr | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 145kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 203,0t (d.o.)-7,5pd 12kn |

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| **6913405**<br>*SHAB*<br><br>Df Esd Rdr<br>RTm | **VINGASKAR**<br>ex Sandvik Av Styrso-90<br>ex Polyzena-78 ex Meta Pantos-73<br>**P/R Sandvik Av Styrso**<br>Sven Ake Kjellberg<br>Styrso Sweden | **164**<br>66<br>169 | (BV) | **1969** VEB Rosslauer Schiffswerft—Rosslau (D.562/52)<br>33,58 6,61 2,693<br>29,52 6,58 3,31<br>F 6,1 1 dk<br>BK 69 | **M Fishing**<br>Side Trawler<br>2 Ho 4,7 6,7 ER<br><br>2 Ha (stl) (each 1,3 × 1,2) ER<br>1W Der 1(0,5) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW) NE 73<br>Caterpillar Tractor Co.<br>Gen 1 × 18kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 23,5t (d.o.) |
| **7306738**<br>*SGIA*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **VINGAVAG**<br>ex Tarnvag-79 ex Vuosaari-78<br>**Dalavagen Forvaltning Goteborg AB**<br>United Tankers AB<br>Donso Sweden | **3 809**<br>1 985<br>6 060<br>T/cm<br>16,0 | ✠**100A1** SS 6/87<br>oil tanker<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL U 1$\frac{13}{16}$"U2<br>FN 2899 | **1973**-6 Valmet Oy Helsingin Telakka —Helsinki/Helsingfors (278)<br>109,12 17,66 7,001<br>103,10 17,61 10,50<br>P 26,0 F 12,2 1 dk<br>rf 102 Bow/CM 57 Diam. 0,250 deepened 90<br>conv Tanker 90 | **M Tanker**<br>Oil Chemical<br>DB<br>4 Ta 8 Wing Ta ER<br>L.8 070<br>3 Cargo pumps total 1 115T/hr | Werkspoor<br>Oil 4SA 8Cy. 410 × 470 sr geared to sc. shaft<br>4 600bhp (3 384kW)<br>Stork-Werkspoor Diesel N.V.<br>Gen 2 × 255kW 1 × 202kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 246,0t (d.o.)-17,5pd |
| **7721122**<br>*LGQL*<br>19148<br>Df Esd Gc<br>Pfd Rdr Rt | **VINGHOLM**<br>ex Gangstad Junior-86 ex Tor-Odd-82<br>**Knut Ellingvag & Sonner A/S**<br>Kristiansand Norway | **154**<br>60<br>201 | | **1978** Moen Slip & Mek. Verksted A/S—Kolvereid (12)<br>27,44 7,62<br>24,31 7,57 3,69<br>2 dks | **M Fishing**<br>Seiner | Grenaa<br>Oil 4SA 6Cy. 240 × 300<br>660bhp (485kW)<br>Grenaa Motorfabrik, A/S |
| **8901717**<br>*JG4912*<br>131933<br>Rt | **VINGT ET UN**<br><br>**Tokai Kisen K.K.**<br>Tokyo Japan | **1 595**<br>—<br>351 | | **1989** Mitsubishi Heavy Industries Ltd. —Shimonoseki (933)<br>64,83 13,01 3,000<br>55,00 13,00 4,70 | **TM Ferry** | Yanmar<br>2 Oil 4SA each 6Cy. 165 × 210 with clutches flexible couplings & sr geared to sc. shafts<br>882kW (1 199bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 3 × 360kW 450V a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **8114211**<br>*3WCS*<br>028PC/90<br>Df Esd Gc<br>Pfd Rdr Rt | **VINH**<br>ex Yoshiho-90<br>**Nghe Tinh River Transportation Co.**<br>Haiphong Vietnam | **1 593**<br>1 089<br>4 034 | NK | **1982** Kinoura Zosen K.K.—Hakata (77)<br>86,34 6,128<br>80,02 14,00 8,72<br>2 dks | **M General Cargo**<br><br>2 Ho ER<br>G.6 143 B.5 618<br><br>2 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 96kW 445V 60Hz a.c. |
| **8834184**<br>*XVHF*<br><br>Esd Rdr Rt | **VINH DIEN**<br><br>**DAMASCO**<br>Da Nang Vietnam | *385*<br>*169*<br>400 | | **1984** Benkien Eng. Factory—Haiphong<br>48,55 - 3,200<br>- 8,22 4,10<br>1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.698<br><br>2 Ha (stl) (each 7,9 × 4,5) ER | S.K.L.<br>Oil 4SA 8Cy. 180 × 260 reduction geared to sc. shaft<br>294kW (400bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8613126**<br>*3WDR*<br><br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>SatCom<br>AMVER | **VINH PHUOC**<br>ex Kumul Queen-90<br>**Vietnam Ocean Shipping Co. (VOSCO)**<br>Haiphong Vietnam | *7 166*<br>*3 322*<br>12 307 | NK | Lch.**1986** Cmpl.**1988** Shin Kurushima Dockyard Co. Ltd.—Akitsu (1917)<br>121,80 (BB) 8,308<br>116,01 20,01 11,03<br>P 16,2 F 11,4 1 dk | **M Bulk Carrier**<br><br>3 Ho ER<br>G.15 127 B.14 639<br><br>3 Ha (stl) ER<br>Der 4(25) | Mitsubishi<br>Oil 2SA 5Cy. 450 × 1350<br>3 016kW (4 100bhp)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 176kW a.c. |
| **8035790**<br>*XVAV*<br><br>Esd Rdr Rt | **VINH TRA**<br>ex Tenyu Maru<br>**Government of The Socialist Republic of Vietnam (Cuu Long O.S. Co.)**<br>Saigon Vietnam | **695**<br>473<br>2 220 | | **1981** Fujiwara Zosensho—Omishima (76)<br>69,41 - 4,871<br>- 13,01 7,10<br>1 dk | **M General Cargo**<br>Mchy.aft<br><br>2W Der 2(3) | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 177kW (1 600bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 100kW a.c. |
| **5381370**<br>*OFGS*<br>595<br>Rdr Rt | **VINHA**<br>ex Syskyjarvi ex Shorsch Borman<br>**Paula Kolari**<br>Porvoo/Borga Finland | **225**<br>138<br>305 | | **1912** Varkaus Bruk—Leppavirta<br>36,10 7,01 2,998<br>35,18 6,98<br>1 dk<br>R | **Iron M General Cargo** | Oil<br>NE —<br>..............<br>Fuel (d.o.) |
| **8602593**<br>*CUXG*<br><br>Esd Rdr Rt | **VINHO MADEIRA**<br><br>**Armadores de Pesca Madeira Ltda. (ARPEM)**<br>Funchal Portugal | **133**<br>50<br>116 | RP | **1989** Argibay, Soc. de Const. Nav. e Mec. S.A.R.L.—Alverca (161)<br>27,60 7,44 3,110<br>23,15 7,43 3,61<br>1 dk. | **M Fishing**<br>Tuna Long-line Ref<br><br>In.128 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with clutches geared to sc. shaft<br>459kW (624bhp)<br>Caterpillar Inc. |
| **8518170**<br>*IXWJ*<br>56<br>Df Esd Gc<br>Rdr Rt | **VINICIO BARRETTA**<br><br>**Impresa Fratelli Barretta Domenico e Giovanni S.n.C.**<br>Brindisi Italy | *359*<br>*107*<br>263 | RI | **1987** Bacino di Carenaggio S.p.A.—Trapani (14)<br>33,51 9,83 4,412<br>30,08 9,81 5,01<br>1 dk | **M Tug** | MaK<br>Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>Krupp MaK. Maschinebau G.m.b.H.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8520977**<br>*ELHO5*<br>8164<br>Df Esd Gc<br>Pfd Rdr RTv | **VINJERAC**<br><br>**Corisles Shipping Corp. Ltd.**<br>Tankerska Plovidba<br>Monrovia Liberia<br>SatCom: 1243226/VINJ | *6 506*<br>*3 559*<br>9 939<br>T/cm<br>19,3 | BV | **1988** R.O. Brodogradiliste "Uljanik"—Pula (379)<br>119,82 (BB) 8,002<br>110,01 19,02 10,42<br>1 dk<br>Bow/CM 47 Diam. 0,200 | **M Tanker**<br>Oil Chemical<br>DB Stern disch.<br>5 Ta 10 Wing Ta ER<br>L.12 520<br>5 Cargo pumps total 1 350T/hr | B&W<br>Oil 2SA 5Cy. 350 × 1050<br>2 795kW (3 800bhp)<br>R.O. Tvornica Dizel Motora "Uljanik"<br>Gen 3 × 720kW 450V 60Hz a.c. |
| **5177975**<br>*LEJP*<br>18958<br>Df Esd Rdr<br>Rt | **VINJEVAG**<br>ex Tatjana-85 ex Grollen-79<br>ex Jytte Bres-69<br>**Kjell Vading**<br>Sortland Norway | **299**<br>173<br>475 | GL | **1960** Alfred Hagelstein—Luebeck (602)<br>47,99 8,54 2,745<br>43,54 8,49 3,03<br>P 10,7 F 6,8 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 26,5 ER<br>G.580 B.538<br><br>1 Ha (stl) (19,0 × 5,0) ER<br>2W Der 2(2) | Cummins<br>Vee Oil 4SA 12Cy. 140 × 152 sr geared to sc. shaft<br>500bhp (368kW) E made75 fitted80<br>Cummins Engine Co. Inc.<br>Gen 2 × 2,5kW 220V d.c. |
| **5116127**<br>*OICE*<br>68<br>Rdr Rt | **VINKERI II**<br>ex Flatoy-73 ex Fjordbussen-54<br>**Nurmeksen Pikapalvelu Ky & Nurmes-Marina**<br>Joensuu Finland | **112**<br>51<br>— | | **1941** Kristiansands M/V A/S—Kristiansand S.<br>28,07 5,62 1,850<br>24,57 5,59 2,01<br>1 dk<br>RW | **TM Ferry** 120dk P | General Motors<br>2 Vee Oil 2SA each 6Cy. 123 × 127<br>596bhp (438kW) NE 49<br>General Motors Corp.<br>Fuel (d.o.) |
| **8126549**<br>*OZAC2*<br>D-12836<br>Rdr Rt<br>AMVER | **VINLAND SAGA**<br><br>**P/R Amalie I**<br>A. C. Oerssleff's Eftf. A/S<br>Bogense Denmark (DIS) | *972*<br>*438*<br>932 | BV | **1982** A/S Bogense Skibsvaerft—Bogense (231)<br>63,20 3,671<br>50,02 9,61 5,62<br>2 dks<br>len 87 | **M General Cargo**<br><br>1 Ho ER<br>G.1 718 B.1 548<br><br>1 Ha (stl) (29,4 × 6,1) ER<br>2W Der 2(5) | MWM<br>Oil 4SA 6Cy. 230 × 270<br>986bhp (725kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Controllable pitch propeller |
| **6602501**<br>*HBDI*<br>127<br>Df Esd Gc<br>Rdr RTm/v | **VINLANDIA**<br><br>**Vinalmar S.A.**<br>Basle Switzerland | **1 422**<br>774<br>2 030<br>T/cm<br>7,3 | NV | **1966** Vaagen Verft A/S—Kyrksaeterora (30)<br>84,61 10,62 4,674<br>77,86 10,60 5,92<br>RAD 14,1 F 13,2 1 dk<br>rf 51 len 73 | **M Tanker**<br>Wine Alcohol<br>CBT Ice strengthened<br>68 Ta ER<br>L.1 500<br>8 Cargo pumps total 240T/hr | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 80kW 1 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 29,5t (d.o.) 217,5t (hvf)-4,5pd |

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|---|---|---|---|---|---|
| **VINNI**<br>ex Hansa Visitor-89 ex Anaris-88<br>ex Kanaris-86 ex World Youth-83<br>**K/S SDS Bulk I**<br>Northsouth Shipmanagement Pte. Ltd.<br>Oslo Norway (NIS)<br>SatCom: 1310620/LAHV | **18 696**<br>13 246<br>35 105<br>T/cm<br>42,2 | NV<br>✠Classed LR until<br>12/8/88 | **1979**-7 Mitsui Eng. & SB. Co. Ltd., Chiba Works<br>—Ichihara (1100)<br>179,00 (BB) 27,06 11,075<br>170,01 27,01 15,40<br>P 31,1 F 14,1 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 21,7 25,3 25,3 25,3 26,2 ER<br>G.43 752<br>5 Ha (stl) (13,9 × 13,2) (16,4 16,4 16,4 16,4 × 14,9) ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>8 238kW (11 200bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 210,5t (d.o.) 1 736,5t (hvf) 15kn |
| **VINNITSA**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400132/UUAY | *15 893*<br>*8 092*<br>17 850 | RS | **1984** VEB Warnowwerft Warnemuende<br>—Warnemuende (123)<br>173,51 (BB) 10,021<br>161,02 23,06 13,72<br>2 dks | **M RoRo Cargo/General Cargo**<br>Ice strengthened<br>Quarter stern door/ramp (s)<br>L 25,00 W 5,80 SWL 45<br>Cars 232 Trailers 22<br>4 Ho 16,8 32,5 36,0 16,8 ER<br>G.25 677 B.20 439<br>TEU 533<br>C.Ho 333/20' (40') C.Dk 200/20' (40') incl. 30 ref C.<br>4 Ha (stl) (13,1 × 7,6) (26,4 33,6 12,8 × 12,5) ER<br>Cr 4(12,5) Der 1(125) 2(25) | MAN K5SZ70/125B<br>Oil 2SA 5Cy. 700 × 1250<br>7 600kW (10 332bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 580kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 479,0t (d.o.) 1 946,0t (hvf) 16,2kn |
| **VINO**<br>ex Vinum-62 ex Carola-53<br>ex Ramskappelle-53<br>**Finnavi S.r.l.**<br>Napoli Italy | **492**<br>249<br>670 | (BV) (GL) (RI) | **1949** St. Pieter Scheepsw.—Hemixem<br>53,90 8,49 4,115<br>49,79 8,39 4,60<br>F 8,3 1 dk<br>RW conv Side Trawler Fishing 53 | **M Tanker**<br>Wine<br>24 Ta<br>L.640<br>Der 1(0,5) | MaK<br>Oil 4SA 8Cy. 290 × 420<br>600bhp (441kW) NE 53<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 25kW 1 × 15kW 110V d.c.<br>Fuel 86,5t (d.o.) 10kn |
| **VINOGRADAR**<br>ex Kurila-66 ex Plavnik-61<br>ex S. V. Juraj-54<br>**Poljoprivredno Poduzece "Vinogradar"**<br>Split Croatia | **116**<br>71<br>210 | JR | **1946** Brodogradiliste Zurkovo—Zurkovo<br>27,06 6,96 3,601<br>23,60 6,91<br>1 dk | **Wood M General Cargo**<br>1W Der 1(1) | S.K.L.<br>Oil 4SA 6Cy. 240 × 260<br>305bhp (224kW) NE 73<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 5,5kW 110V d.c.<br>Fuel 4,5t (d.o.) 9kn |
| **VINOGRADNOYE**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | *722*<br>*217*<br>414 | RS | **1984** ..............U.S.S.R.<br>54,84 9,96 4,111<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **VINOGRADOVKA**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **738**<br>221<br>332 | RS | **1984** ..............U.S.S.R.<br>53,75 10,72 4,331<br>6,74<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **VINSTRA**<br>ex Cynthia No. 6-91<br>ex Great Diamond-86<br>ex World Diamond-85<br>**Kendal Maritime Inc.**<br>ODS Management A/S<br>Oslo Norway (NIS) | **13 275**<br>9 049<br>23 415<br>T/cm<br>32,4 | BV | **1982** Imabari Zosen—Imabari (410)<br>160,38 (BB) 24,64 9,959<br>149,99 24,60 13,59<br>1 dk | **M Bulk Carrier**<br>4 Ho 28,8 28,8 28,8 29,5 ER<br>G.31 233 B.29 841<br>4 Ha (stl) (18,4 20,0 20,0 20,0 × 12,8) ER<br>Cr 3(25) Der 1(25) | B&W 7L55GFCA<br>Oil 2SA 7Cy. 550 × 1380<br>10 500bhp (7 723kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 360kW 440V 60Hz a.c.<br>17kn |
| **VINTA**<br>ex Johnny S-89 ex Johnny-87<br>ex Wistaria Alamo-80<br>ex Blue Neptune-79<br>**Open Sea Maritime Corp.**<br>Trishul Shipmanagement Co.<br>Nassau Bahamas | **9 833**<br>7 005<br>16 583 | (NK) | **1976** Imai Zosen—Kochi (351)<br>143,39 21,95 9,392<br>135,01 21,91 12,20<br>P 26,0 F 10,1 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.21 916 B.20 115 HeCls. B<br>4 Ha (stl) (13,7 × 8,9) (21,7 21,7 21,7 × 11,4) ER<br>Der 1(49) 3(25) | Mitsubishi 9UEC52/105D<br>Oil 2SA 9Cy. 520 × 1050<br>9 300bhp (6 841kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 360kW 445V 60Hz a.c.<br>Fuel 135,0t (d.o.) 1 391,0t (hvf)-33,0pd 15,5kn |
| **VINTERO**<br>ex Vasterhavet-85<br>ex Johan V. Thode-80 ex Vera Lau-74<br>**Per Rune Johansson**<br>Fiskeback Sweden | *149*<br>*45*<br>— | | **1960** Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V.—Monnickendam (76)<br>28,00 6,23<br>6,20 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Alpha 406-24VO<br>Oil 2SA 6Cy. 240 × 400<br>309kW (420bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) 11kn |
| **VINTSAS MITSKYAVICHUS-KAPSUKAS**<br>ex Vintsas Mitskyavichus-73<br>ex Zapryba-71<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**10 155**<br>3 799<br>—<br><br>**13 571**<br>6 895<br>10 043 | RS | **1969** Stocznia Gdanska im. Lenina—Gdansk (B69/09)<br>164,01 21,34 8,078<br>149,00 21,21 12,65<br>2 dks & S dk | **M Factory Ship** OSD<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.10 010<br>5 Ha (each 4,5 × 3,9) ER<br>16W Der 2(10) 14(5) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>15,25kn |
| **VIOLA**<br>ex Kai Ghobad-80 ex Eco Gabriela-75<br>**Sertalum Placing S.A.**<br>Panama Panama | **1 102**<br>708<br>1 943 | **✠100A1** SS 7/86<br>**✠LMC**<br>EL o 1⅜"SQ<br>FN 1147 | **1965**-8 S.A. Juliana Const. Gijonesa—Gijon (144)<br>74,71 10,75 5,036<br>69,47 10,70 5,80<br>Ba 13,8 F 8,9 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 26,5 24,0 ER<br>G.2 409 B.2 131<br>2 Ha (stl) (17,3 14,4 × 5,5) ER<br>Der 4(5) | MAN<br>Oil 4SA 9Cy. 300 × 450<br>1 230bhp (905kW)<br>Cia. Euskalduna S.A. Bilbao<br>Gen 2 × 75kW 230V 50Hz a.c.<br>Fuel 132,0t (d.o.) 12kn |
| **VIOLA**<br>ex Sea Odin-82 ex Treuburg-80<br>**Hinrich Pahl**<br>Christian Jurgensen und Brink & Wolffel<br>Grunenthal Federal Republic of Germany | T.Mk<br>**299**<br>182<br>760 | GL | **1964** Jadewerft G.m.b.H.—Wilhelmshaven (90)<br>53,62 9,33 3,310<br>49,03 9,30 5,41<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho ER<br>G.1 517 B.1 430<br>1 Ha (stl) (26,6 × 5,4) ER<br>Der 2(2) | MWM TRH435SU<br>Oil 4SA 6Cy. 250 × 350 reduction geared to sc. shaft<br>300bhp (221kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>9,5kn |
| **VIOLA GORTHON**<br>**Viola Shipholding S.A.**<br>Gorthon Lines AB<br>Helsingborg Sweden | *18 773*<br>*6 392*<br>10 917<br>T/cm<br>32,8 | **✠100A1** SS 8/91<br>ro—ro cargo ship<br>Ice Class 1A<br>**✠LMC** **UMS**<br>EL Gt 577,5/60,0U3(a)<br>FN 5624 | **1987**-8 Korea SB. & Eng. Corp.—Busan (1036)<br>166,02 (BB) 23,07 6,981<br>157,21 22,61 13,16<br>3 dks<br>rf nil DK in way of cargo hold space | **M RoRo Cargo**<br>Pallets Paper-carrying<br>Stern door/ramp<br>L 18,00 W 12,00 SWL 66<br>Lane Length 2628 Cargo Width 2,94<br>Clear height 4,70<br>Cars 100 Trailers 160<br>Mchy.aft<br>B.33 100<br>TEU 169 C. 169/20' | Wartsila 12V32<br>9R32<br>2 Oil with clutches, flexible couplings & sr geared to sc. shaft<br>(i) Vee Oil 4SA 12Cy. 320 × 350<br>6 040bhp (4 443kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>(ii) Oil 4SA 9Cy. 320 × 350<br>4 530bhp (3 332kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>AuxB (o.f.) 8,7kgf/cm² (8,6bar)<br>2 e(ex.g) 9,1kgf/cm² (9,0bar)<br>Gen 1 × 1200kW 2 × 825kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 13,0t (d.o.) 21,0t (hvf)-35,0pd 20kn |
| **VIOLAINE**<br>**Societe de Dragages & Travaux Publics**<br>Libreville Gabon | **261**<br>137<br>400<br>T/cm<br>10,5 | BV | **1982** S.F.E.D.T.P.—Abidjan<br>44,38 1,401<br>38,71 10,00 2,49<br>1 dk | **TM Ferry**<br>Mchy.aft | Baudouin<br>2 Vee Oil 4SA each 8Cy. 150 × 150<br>574bhp (422kW)<br>Soc. des Moteurs Baudouin Marseille |

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| **5379767**<br>*J8EF5*<br>3162<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **VIOLET**<br>ex Victoria-91<br>**Inter-Ocean Marine Inc.**<br>Kingstown St. Vincent and the Grenadines | **2 099**<br>973<br>3 150<br><br>**3 090**<br>2 086<br>4 400 | RNR | **1962** Santierul Naval Galatz—Galatz<br>98,30 13,92 5,500/6,579<br>90,91 13,87 8,13<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho -DT 15,6 21,7 20,8 ER<br>G.6 264 B.5 800<br>4 Ha (stl) (— × —) (8,9 14,7 14,4 × 6,0) ER<br>10W Der 10(3-5) | Sulzer<br>Oil 2SA 5Cy. 560 × 1000<br>2 500bhp (1 839kW)<br>Sulzer Bros. Ltd.<br>Gen 2 × 113kW 1 × 68kW 230V d.c.<br>Fuel 228,5t (d.o.) |
| **8400517**<br>*C4WU*<br>707920<br>Df Esd Gc<br>Rdr RTm/h/v | **VIOLET ISLANDS**<br>ex Sanko Hydrangea-86<br>**Violet Navigation Co. Ltd.**<br>Limassol Cyprus<br>SatCom: 1100170/CZWU | *16 582*<br>*9 524*<br>27 652<br>T/cm<br>38,8 | BV NK | **1985** Mitsubishi Heavy Industries Ltd.—Nagasaki (1961)<br>165,51 (BB) 9,599<br>157,99 27,01 13,31<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 17,6 27,2 27,2 26,4 26,4 ER<br>G.34 810 B.34 182 HeCls. B<br>5 Ha (stl) (8,0 19,2 19,2 19,2 19,2 × 13,5) ER<br>Cr 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600<br>6 570bhp (4 833kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 234,5t (d.o.) 1 258,5t (hvf)-21,0pd |
| **8418368**<br>*3EZQ3*<br>15016-85C<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **VIOLETA**<br>ex Pearl Star-90<br>**Eastsea Shipping Co. Ltd. S.A.**<br>Panama Panama | *4 299*<br>*2 696*<br>6 851 | NK | **1985** Dong Hae SB. Co. Ltd.—Ulsan (8442)<br>110,17 16,44 6,746<br>103,00 16,41 8,56<br>P 20,2 F 12,2 1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 438 B.8 426<br>2 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 200kW 445V 60Hz a.c. |
| **8402668**<br>*PIHG*<br>5424Z<br>Esd Gc Pfd<br>Rdr RTh/v | **VIOS**<br>**Vios C.V.**<br>Tiel Netherlands | *998*<br>*553*<br>1 485 | BV | **1984** B.V. Scheepswerf "Ferus Smit"—Foxhol (236)<br>77,96 10,06 3,204<br>74,94 9,96 4,22<br>P 15,9 B 4,6 F 6,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 073 B.2 010<br>2 Ha (stl) (25,8 24,9 × 7,6) ER | Kromhout<br>Oil 4SA 6Cy. 240 × 260 with flexible coupling sr geared to sc. shaft<br>772kW (1 050bhp)<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 51kW 1 × 29kW 1 × 23kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 68,0t (d.o.)-3,0pd |
| **5381540**<br>*XCVC* | **VIOSCA**<br>**Compania Teneria Sueia Viosca S.A.**<br>La Paz Mexico | **128**<br>95<br>— | | **1927** A. Crestofani—Oakland, Ca<br>*25,18* 6,66<br>... ... ...<br>1 dk | **Wood M General Cargo**<br>Mchy.aft | Oil 4SA 3Cy. 265 × 380<br>Union Diesel Engine Co. |
| **6826793**<br>*ILSO*<br>202<br>Pfd Rdr Rt | **VIR SERVICE**<br>ex Saipem Orsa-90<br>**Secos S.r.l.**<br>Siracusa Italy | **758**<br>325<br>1 009 | RI | **1968** Cant. Nav. M. & B. Benetti—Viareggio (80)<br>56,09 11,43 4,115<br>51,01 11,41 4,75<br>B 6,1 F 18,9 1 dk | **TM Supply Ship**<br>Deck Cargo,<br>10 Ta 1 Ho<br>B.422 L.652<br>Der 2(10) | Fiat<br>2 Oil 4SA each 8Cy. 230 × 270<br>2 700bhp (1 986kW)<br>Fiat S.G.M.<br>Gen 2 × 100kW 440V 60Hz a.c.<br>Fuel 80,5t |
| **6520789**<br>*YTOV*<br>2T-341<br>Rdr RTv | **VIRA**<br>ex Kalmarsund IX-73<br>**JADROLINIJA P.O.**<br>Rijeka Croatia | **357**<br>130<br>170 | JR (BV) | **1965** Kalmar Varv A/B—Kalmar (414)<br>49,54 10,72 3,341<br>42,80 10,70 4,12<br>1 dk | **M RoRo Cargo/Ferry**<br>Deck Cargo 392dk P | Scania<br>6 Oil 4SA each 6Cy. 127 × 145 geared to sc.<br>918bhp (675kW)<br>A/B Scania Vabis<br>Gen 2 × 21kW 110V d.c.<br>2 propellers aft, 1 fwd<br>Fuel 14,0t (d.o.) |
| **7349845**<br>*9VIQ*<br>384706<br>Df Esd Gc<br>Rdr RTm/h/v | **VIRA BHUM**<br>ex Tristan-91 ex Cala Mediterranea-90<br>ex Tristan-84 ex Hodeidah Crown-83<br>ex Tristan-81 ex Columbus Caribic-79<br>Launched as Tristan<br>**Regional Container Lines (S) Pte. Ltd.**<br>Ship-Control Services (Pte.) Ltd.<br>Singapore Singapore | **8 412**<br>5 779<br>12 470 | GL | **1974** Orenstein & Koppel A.G.—Luebeck (700)<br>143,85 (BB) 21,59 8,313<br>134,02 21,51 11,10<br>B 21,4 F 11,0 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>4 Ho 18,9 34,9 16,4 16,4 ER<br>G.17 892 B.16 778<br>TEU 422 C. 422/20' incl. 144 ref C.<br>7 Ha (stl) (12,5 32,2p&s 12,7p&s 12,7p&s × 8,0) ER<br>Cr 2(35) Der 1(22) | Pielstick 18PC2-3<br>Vee Oil 4SA 18Cy. 400 × 460 reduction geared sc. shaft<br>9 630bhp (7 083kW)<br>Orenstein & Koppel A.G.<br>Gen 1 × 512kW 2 × 248kW 460V 60Hz a.c.<br>Fuel 160,5t (d.o.) 1 236,5t (hvf) |
| **7383516**<br>*LACV2*<br>N-00078<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **VIRA GAS**<br>ex Helios-84 ex Fernbank-77<br>**K/S Nordgas**<br>Hydroship A/S<br>Oslo Norway (NIS)<br>SatCom: 1311137/LACV | **8 414**<br>5 095<br>11 420<br>T/cm<br>21,5 | NV | **1976** Moss Rosenberg Verft A/S—Moss (183)<br>138,72 20,53 9,202<br>127,44 20,50 11,92<br>P -F - 1 dk<br>rf nil Bow/CM 51 Diam. 0,203 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>4 Ta (C.mn.stl) free standing cyl horizontal ER<br>L.(gas) 12 061 HeCls. B<br>7 Cargo pumps total 1 525T/hr | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 282kW (9 900bhp)<br>Sulzer Bros. Ltd.<br>Gen 3 × 576kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 210,0t (d.o.) 1 200,0t (hvf)-36,5pd |
| **7946112**<br>*HO7105*<br>2000-PEXT<br>Rt | **VIRA 3**<br>ex Myoho Maru No. 11-71<br>ex Aioi Maru No. 1<br>**Wong Wing Fai Co. S.A.**<br>Panama Panama | **198**<br>111<br>400 | | **1961** Tsurumi Dock—Yokohama (239)<br>2,801<br>29,01 7,21 3,31<br>1 dk | **M Tanker**<br>L.(oil) 388 | Sumiyoshi<br>Oil<br>250bhp (184kW)<br>Sumiyoshi Tekkosho |
| **5253547**<br>*HPXH*<br>6085-KJ<br>Rdr Rt | **VIRA 4**<br>ex Sanyo Maru-74<br>ex Nisshin Maru No. 10-71<br>**Wong Wing Fai Co. S.A.**<br>Panama Panama | **970**<br>544<br>1 540 | | **1959** Koyo Dockyard Co. Ltd.—Mihara (102)<br>67,11 10,06 4,598<br>62,82 10,01 5,11<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 955 | Oil 4SA 6Cy. 380 × 520<br>1 150bhp (846kW)<br>Nippon Hatsudoki<br>Gen 1 × 30kW 1 × 20kW 1 × 10kW 110V d.c. |
| **5419684**<br>*HO8497*<br>3843-PEXT<br>Rt | **VIRA 5**<br>ex Eiwa Maru No. 2-73<br>**Wong Wing Fai Co. S.A.**<br>Panama Panama | **497**<br>345<br>917 | | **1961** Kanmon Zosen K.K.—Shimonoseki (185)<br>45,04 8,64 3,607<br>43,69 8,59 4,02<br>1 dk<br>len 66 | **M Tanker**<br>5 Ta ER | Oil 4SA 6Cy. 270 × 390<br>330bhp (243kW)<br>Kobe Hatsudoki Seizosho<br>Fuel 19,0t-1,5pd |
| **5245863**<br>*H3FT*<br>5076-75<br>Df Esd Rdr Rt | **VIRA 7**<br>ex Nagato Maru No. 11-75<br>**Wong Wing Fai Co. S.A.**<br>Panama Panama | **1 490**<br>843<br>2 382 | (NK) | **1958** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (922)<br>78,01 11,36 5,576<br>72,01 11,31 6,25<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 664 | Hayashikane<br>Oil 2SA 6Cy. 490 × 720<br>1 800bhp (1 324kW)<br>Hayashikane Zosen<br>Gen 2 × 35kW 230V d.c.<br>Fuel 136,0t-5,0pd |
| **5186500**<br>*H3JL*<br>6083-75<br>Rdr Rt | **VIRA 8**<br>ex.Yuyo Maru-76 ex Kibo Maru-73<br>**Wong Wing Fai Co. S.A.**<br>Panama Panama | **1 389**<br>830<br>2 314 | (NK) | **1957** Hashihama Zosen—Imabari (54)<br>76,21 11,51 5,366<br>70,11 11,49 6,00<br>P 18,0 F 8,3 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 611 | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320 geared<br>1 620bhp (1 192kW) NE 63<br>Daihatsu Kogyo<br>Gen 1 × 10kW 230V d.c.<br>Fuel 70,0t-6,0pd |
| **7534543**<br>*H3ZI*<br>5868-75<br>Rdr Rt | **VIRA 9**<br>ex Shinyo Maru-75<br>**Wong Wing Fai Co. S.A.**<br>Panama Panama | **882**<br>544<br>1 526 | | **1965** Kurushima Dock Co. Ltd.—Japan (328)<br>65,69 4,501<br>59,57 9,50 4,75<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 1 905 | Niigata<br>Oil 4SA 8Cy. 250 × 320<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **6508676**<br>*HP3359*<br>6986-SS<br>Rdr Rt | **VIRA 11**<br>ex Fukuun Maru No. 11-76<br>**Wong Wing Fai Co. S.A.**<br>Panama Panama | **996**<br>564<br>1 965 | (NK) | **1965** Imabari Zosen—Imabari (134)<br>71,10 10,44 5,131<br>64,98 10,39 5,34<br>1 dk<br>RW | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 404 | Hanshin<br>2 Oil 4SA each 6Cy. 260 × 330 geared<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 15kW 115V d.c.<br>Fuel 61,0t-5,5pd |
| **7407489**<br><br>5795<br>Esd Rdr Rt | **VIRADOR**<br>ex Tomoshio-85<br>**Maruba S.C.A. Empresa de Navegacion Maritima**<br>Buenos Aires Argentina | **257**<br>89<br>255 | NK | **1974** Shimoda Dockyard Co. Ltd.—Shimoda (242)<br>33,30 9,61 3,379<br>30,71 9,58 3,99<br>F 5,5 1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320 sr geared shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 64kW |

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| **VIRAK**<br>**Ofotens og Vesteraalens D/S A/S**<br>Narvik Norway | *1 006*<br>*301*<br>50 | (NV) | 1979 Skjervoy Skipsverft & M/V—Skjervoy (6)<br>76,36 11,26<br>54,01 4,20<br>1 dk<br>rf 1753 BK 140 len 88 | **M RoRo Cargo/Ferry** 360dk P<br>Bow door/ramp Stern door/ramp<br>Lane Length 59 Cargo Width 2,50<br>Clear height 4,50<br>Mchy.aft | Normo LDMB-8<br>Oil 4SA 8Cy. 250 × 300<br>1 299bhp (955kW)<br>A/S Bergens M/V Bergen<br>2 Controllable pitch propellers aft, 1 fwd<br>Fuel 37,5t (d.o.)-4,0pd 12kn |
| **VIRANA**<br>ex Seven Arrows-89<br>**K/S SDS Bulk II**<br>Tschudi & Eitzen A/S<br>Oslo Norway (NIS)<br>SatCom: 1310641/LAVA | *22 309*<br>*13 036*<br>36 202 | NV (NK) | 1983 Imabari Zosen—Marugame (1117)<br>189,74 (BB) 27,67 10,843<br>178,01 27,61 15,22<br>P 30,5 F 12,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 28,0 28,0 28,0 28,0 28,8 ER<br>G.50 565 B.48 421<br>5 Ha (stl) (18,4 × 13,6) (20,0 20,0 20,0 20,0 × 15,3) ER<br>Cr 5(25) | Sulzer 6RLB66<br>Oil 2SA 6Cy. 660 × 1400<br>9 599kW (13 050bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 243,0t (d.o.) 1 911,0t (hvf)-35,0pd 13,75kn |
| **VIRANDO**<br>ex Smaragd-76<br>**Hallvard Mogster**<br>Bergen Norway | **247**<br>110<br>— | (NV) | **1946** A. M. Liaaen Skibs. & M/V.—Alesund (83)<br>41,08 6,81 4,357<br>35,41 6,76 4,50<br>1 dk<br>BK 165 | **M Fishing**<br>Side-fishing<br>1 Ho 3 Ta ER<br>4 Ha (2,1 × 2,1) (2,6 × 1,7) (2,6 2,6 × 1,4) ER | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) NE 69<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 64kW 1 × 36kW 1 × 32kW 220V d.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **VIRBALIS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**282**<br>80<br>138 | RS | **1982** ............U.S.S.R.<br>35,72 8,92 3,429<br>5,95<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.110<br>1 Ha (1,3 × 1,3)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360 geared to sc. shaft<br>340bhp (250kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,5kn |
| **VIRGEN AMADA**<br>**Pescados Hermanos Lijo S.A.**<br>Pasajes Spain | **182**<br>90<br>52 | BV | **1961** S.L. Ardeag—Bilbao (10)<br>*28,60* 6,23 3,277<br>6,18 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | A.B.C. 6MDXC<br>Oil 4SA 6Cy. 242 × 320 reduction geared to sc. shaft<br>662kW (900bhp) E made72 fitted74<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 65,0t (d.o.) 11,5kn |
| **VIRGEN DE ARAGON**<br>**Bordalaborda S.A.**<br>Pasajes Spain | **435**<br>195<br>920 | BV | **1961** Ast. Luzuriaga S.A.—Pasajes (52)<br>*42,01* 8,31 4,395<br>42,02 8,26 4,70<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,9 1,9 × 1,9) (1,0 × 1,0) | A.B.C. 8MDXC<br>Oil 4SA 8Cy. 242 × 320<br>1 200bhp (883kW) NE 75<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel (d.o.) 12kn |
| **VIRGEN DE BELLA**<br>ex Senemar III-91<br>ex Alvarez Entrena Decimo-82<br>**Continental Armadores De Pesca S.A.**<br>Buenos Aires Argentina | **273**<br>107<br>— | (BV) | **1974** Construcciones Navales P. Freire S.A.—Vigo (88)<br>38,44 3,310<br>33,86 7,24 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>G.265 | MWM TD484-6<br>Oil 4SA 6Cy. 320 × 480<br>809kW (1 100bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 106kW 220/380V a.c.<br>Fuel 130,5t (d.o.) 11,8kn |
| **VIRGEN DE BETANIA**<br>**Jose Senabre Verdu**<br>Vigo Spain | **204**<br>100<br>— | | **1961** Hijos de J. Barreras S.A.—Vigo (1122)<br>35,13 6,89 3,550<br>6,51 3,76<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel (d.o.) 10,5kn |
| **VIRGEN DE CONSOLACION**<br>**Varaderos del Rio Odel S.A.**<br>Huelva Spain | **159**<br>72<br>— | (BV) | **1969** Ast. Neptuno—Valencia (24)<br>27,82 7,01<br>24,01 6,99 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **VIRGEN DE COVADONGA**<br>**E. J. Denegri**<br>Mar del Plata Argentina | **194**<br>75<br>— | (BV) | **1974** Ast. Gondan—Puerto de Figueras (88)<br>30,74 7,01 3,398<br>26,50 6,99 3,71<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>2 Ha (each 0,9 × 0,9) | Carmelo Unanue<br>Oil 4SA 6Cy. 315 × 480<br>600bhp (441kW)<br>Carmelo Unanue Zumaya<br>Gen 1 × 52,75kW 1 × 24,75kW 220V 50Hz a.c.<br>Fuel 70,0t (d.o.) 10kn |
| **VIRGEN DE GUADALUPE**<br>**Manuel Tamargo Gonzalez**<br>Vigo Spain | **211**<br>101<br>— | (BV) | **1948** Hijos de J. Barreras S.A.—Vigo<br>*32,50* 6,00 3,150<br>5,95 3,51<br>1 dk<br>len 56 | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Werkspoor<br>Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 34,5t (d.o.) 11,5kn |
| **VIRGEN DE LA ANTIGUA**<br>**Congelmar S.A.**<br>San Sebastian Spain | **261**<br>111<br>358 | (BV) | **1966** Ast. Luzuriaga S.A.—Pasajes (90)<br>39,30 6,66 3,830<br>33,00 6,61 4,02<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ha (each 1,0 × 1,0)<br>1W Der 1(1) | Baudouin<br>2 Oil 4SA each 8Cy. 185 × 200 geared to sc. shaft<br>800bhp (588kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 111,5t (d.o.) 11,75kn |
| **VIRGEN DE LA BARQUERA**<br>**Elias Neira Fraga y otros**<br>Santander Spain | **135**<br>80<br>— | | **1968** Ast. San Martin del Mar—Villaviciosa<br>26,01<br>23,50 6,41 3,51 | **M Fishing**<br>Side Trawler | Deutz<br>Oil 2SA 12Cy. 124 × 142<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>12kn |
| **VIRGEN DE LA CINTA**<br>ex Senemar II-91<br>ex Alvarez Entrena Noveno-82<br>**Continental Armadores De Pesca S.A.**<br>Buenos Aires Argentina | **273**<br>107<br>— | (BV) | **1974** Construcciones Navales P. Freire S.A.—Vigo (87)<br>38,44 7,27 3,595<br>33,86 7,24 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>G.265 | MWM TD484-6<br>Oil 4SA 6Cy. 320 × 480<br>809kW (1 100bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 106kW 220/380V a.c.<br>Fuel 130,5t (d.o.) 11,7kn |
| **VIRGEN DE LA CINTA No. 7**<br>ex Jose de C.-34 ex Emma Oetken<br>**Pesqueras Gabriel Gonzalez S.R.C.**<br>Huelva Spain | **224**<br>99<br>— | | **1920** Unterweser Schiff.—Wesermuende<br>*38,81* 6,89<br>... ...<br>R | **S Fishing**<br>Side Trawler | T 3Cy. 320 521 & 845 x 579<br>Ottensener Masch. G.m.b.H. Hamburg<br>Fuel (o.f.) |
| **VIRGEN DE LA ESTRELLA**<br>**Transhue S.A.**<br>Buenos Aires Argentina | **1 078**<br>647<br>813 | ✠Classed LR until 21/6/89 | **1965-11** Maritima de Axpe S.A.—Bilbao (5)<br>61,80 10,55 4,700<br>54,01 10,51 7,29<br>2 dks<br>rf 330 | **M Fishing**<br>Stern Trawler Ref<br>In.1 026 | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 361kW (1 850bhp)<br>Hijos de J. Barreras S.A. Vigo<br>15kn |
| **VIRGEN DE LA FRANQUEIRA**<br>**Manuel Alvarez Crespo**<br>Pasajes Spain | **186**<br>116<br>— | (BV) | **1962** Ast. del Abra S.A.—Bilbao (37)<br>*28,60* 6,23 3,277<br>28,61 6,18 3,61<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 0,9) ER | Oil 2SA 6Cy. 250 × 375<br>450bhp (331kW)<br>Juaristi Zumaya<br>Fuel 80,5t (d.o.) 9,75kn |
| **VIRGEN DE LA GUIA**<br>**Pesqueras del Nervion S.A.**<br>Huelva Spain | **109**<br>67<br>— | (BV) | **1948** Juan Cruz Celaya e Hijos—Bilbao<br>*26,61* 5,92<br>5,87<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,0 1,0 × 0,9) (0,7 × 0,7) | Skandiaverken<br>Oil 2SA 4Cy. 380 × 400<br>360bhp (265kW) semi-diesel<br>Skandiaverken A/B Lysekil<br>Fuel 56,0t (d.o.) 10kn |

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| 5381746<br>*EBTY*<br>2060<br>Df Esd Rt | **VIRGEN DE LA MERCED**<br>**Pesquera Laurak-Bat S.A.**<br>Bilbao Spain | **109**<br>67<br>— | | | **1949** Juan Cruz Celaya e Hijos—Bilbao (5)<br>*26,61* 5,92<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,0 1,0 × 0,9) (0,7 × 0,7) | Skandiaverken<br>Oil 2SA 4Cy. 380 × 400<br>360bhp (265kW)<br>Skandiaverken A/B |
| 6600058<br>*EEWK*<br>3853<br>Esd Rdr Rt | **VIRGEN DE LA PENA**<br>Launched as J.C.P.-D. 3<br>**Government of Spain (Ministerio de Obras Publicas)**<br>Bilbao Spain | **1 558**<br>657<br>3 320 | ✠Classed LR until 16/1/76 | | **1966**-7 Soc. Espanola de Const. Nav.—Bilbao (133)<br>72,52 12,65 4,579<br>68,41 12,60 5,41<br>RFD 19,6 1 dk<br>rf nil | **TM Dredger/Sand Carrier**<br>Trailing Suction Sand-pump discharge (Shore-delivery)<br>Single side arm Dredging depth 18,0<br>Hopper 1800T<br>Mchy.aft<br>Hopper 1 000<br>1 sandpump 820kW (1100bhp) | Stork<br>2 Oil 4SA each 8Cy. 270 × 500<br>2 200bhp (1 618kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 3 × 120kW 380V 50Hz a.c. |
| 7363592<br>*EGVT*<br>Esd Rdr | **VIRGEN DE LA ROCA**<br>**Francisco Rodriguez Perez S.A.**<br>San Sebastian Spain | **248**<br>105<br>— | | BV | **1975** Soc. Met. Duro Felguera—Gijon (116)<br>37,34 7,45<br>32,01 7,41 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau<br>Fuel 128,0t (d.o.) |
| 5381772<br>*EDKZ*<br>1648<br>Df Esd | **VIRGEN DE LAGUNA**<br>ex Borda Berry<br>**Bordalaborda S.A.**<br>Pasajes Spain | **435**<br>195<br>920 | | BV | **1961** Ast. Luzuriaga S.A.—Pasajes (53)<br>*42,01* 8,31 4,255<br>42,02 8,26 4,70<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,9 1,9 × 1,9) (1,0 × 1,0) | A.B.C.<br>Oil 4SA 8Cy. 242 × 320<br>1 200bhp (883kW) NE 74<br>Anglo-Belgian Co. N.V.<br>Fuel (d.o.) |
| 5381837<br>*EFWZ*<br>6914<br>Df Esd Rt | **VIRGEN DE LOURDES**<br>**Manuel Tamargo Gonzalez**<br>Vigo Spain | **211**<br>101<br>— | | (BV) | **1948** Hijos de J. Barreras S.A.—Vigo<br>*32,50* 6,00 3,150<br>5,95 3,51<br>1 dk<br>len 56 | **M Fishing**<br>Side Trawler<br>3 Ha (0,6 × 0,6) (0,9 0,9 × 0,9) | Werkspoor<br>Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW)<br>Hijos de J. Barreras S.A.<br>Fuel 52,0t (d.o.) |
| 5137547<br>*HCNJ*<br>Df Esd Gc<br>Rdr RTm/h | **VIRGEN DE MONSERRAT**<br>ex Pinzon-89 ex Stril Flower-78<br>ex Gula-77<br>**Juan M. Vallejo**<br>Guayaquil Ecuador | T.Mk<br>**423**<br>179<br>— | | (NV) | **1954** Mjellem & Karlsen A/S—Bergen (74)<br>46,33 8,64 3,801<br>41,74 8,59 3,23<br>2 dks<br>BK 152 | **M Passenger/General Cargo/Ferry**<br>34bth 116dk P<br>Mchy.aft<br>2 Ha (each 3,5 × 2,2) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz<br>Fuel 39,0t (d.o.)-2,5pd |
| 7028013<br>*EAEP*<br>2836<br>Df Esd Rt | **VIRGEN DE PASTORIZA**<br>**Virgen de Pastoriza Comunidad de Bienes**<br>Malaga Spain | **148**<br>74<br>— | | RI | **1970** Ast. Neptuno—Valencia (31)<br>27,79<br>24,03 7,01 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>441kW (600bhp)<br>Lister Blackstone Mirrlees Marine |
| 6417059<br>*EEEQ*<br>1749<br>Df Esd Rdr Rt | **VIRGEN DEL CABO**<br>**Pesquera Rodriguez S.A.**<br>San Sebastian Spain | **929**<br>422<br>823 | ✠100A1<br>stern trawler<br>✠LMC | SS 5/89<br>EL (I)<br>FN 900 | **1964**-8 Ast. Construcciones S.A.—Vigo (45)<br>61,09 9,53 4,954<br>53,24 9,50 7,40<br>2 dks<br>RW rf 660 BK 127 | **M Fishing**<br>Stern Trawler<br>G.927<br>1W Der 2(3) | MWM<br>Oil 4SA 8Cy. 360 × 450 with flexible coupling<br>geared to sc. shaft<br>2 000bhp (1 471kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 340,5t |
| 5220174<br>*EDWE*<br>Df Esd Rdr Rt | **VIRGEN DEL CAMINO**<br>ex Mar Austral-67<br>**Pesquera Rodriguez S.A.**<br>Vigo Spain | **929**<br>422<br>823 | ✠100A1<br>stern trawler<br>✠LMC | SS 5/89<br>EL (I)c†<br>FN 900 | **1963**-9 Ast. Construcciones S.A.—Vigo (23)<br>61,09 9,53 4,954<br>53,24 9,50 7,40<br>2 dks<br>RW rf 660 BK 127 | **M Fishing**<br>Stern Trawler<br>G.927<br>1W Der 2(3) | MWM<br>Oil 4SA 8Cy. 360 × 450 with flexible coupling<br>geared to sc. shaft<br>2 000bhp (1 471kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 340,5t |
| 7332177<br>Df Esd Rdr Rt | **VIRGEN DEL CARMEN**<br>ex Senemar V-91<br>ex Alvarez Entrena Doce-82<br>**Continental Armadores De Pesca S.A.**<br>Buenos Aires Argentina | **290**<br>138<br>— | | (BV) | **1973** Ast. de Huelva S.A.—Huelva<br>38,66 7,27 3,595<br>33,28 7,24 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | MWM<br>Oil 4SA 6Cy. 320 × 480<br>809kW (1 100bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 168kW 220/380V a.c.<br>Fuel 125,0t (d.o.) |
| 6600046<br>*EEWJ*<br>Esd Rdr Rt | **VIRGEN DEL ROCIO**<br>Launched as J.C.P.-D. 2<br>**Government of Spain (Ministerio de Obras Publicas)**<br>Bilbao Spain | **1 558**<br>657<br>3 320 | ✠Classed LR until 17/11/72 | | **1966**-9 Soc. Espanola de Const. Nav.—Bilbao (132)<br>72,52 12,65 4,585<br>68,41 12,60 5,39<br>RFD 19,6 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 18,0<br>Hopper 1800T<br>Mchy.aft<br>Hopper 1 000<br>1 sandpump 820kW (1100bhp) | Werkspoor<br>2 Oil 4SA each 8Cy. 270 × 500<br>2 200bhp (1 618kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 3 × 120kW 380V 50Hz a.c. |
| 7129348<br>Df Esd Rdr Rt | **VIRGEN DEL ROCIO**<br>ex Senemar I-91<br>ex Alvarez Entrena Septimo-82<br>**Continental Armadores De Pesca S.A.**<br>Buenos Aires Argentina | **249**<br>90<br>— | | (BV) | **1972** Construcciones Navales P. Freire S.A.—Vigo (71)<br>36,94 7,40<br>31,55 7,24 3,92<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho ER<br>In.220 | Werkspoor<br>Oil 4SA 6Cy. 270 × 500 sr geared to sc. shaf<br>607kW (825bhp)<br>Naval-Stork-Werkspoor S.A.<br>Gen 3 × 32kW 220/380V a.c.<br>Fuel 99,5t (d.o.) |
| 7822691<br>*YYAJ*<br>ARSH-5525<br>Esd Gc Rdr Rt | **VIRGEN DEL VALLE**<br>**Consolidada de Ferrys C.A. (CONFERRYS)**<br>Pampatar Venezuela | **2 774**<br>1 220<br>1 321 | | NV | **1980** Trondhjems M/V, Aker Trondelag A/S —Trondheim (806)<br>104,98 16,51 4,017<br>95,99 16,50 10,24<br>2 dks<br>BK 203 | **TM RoRo Cargo/Ferry** OSD<br>Bow door Side door<br>Mchy.aft | Deutz<br>2 Oil 4SA each 6Cy. 370 × 400 geared to sc.<br>shafts<br>4 414kW (6 001bhp)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 260kW 1 × 152kW 440V 60Hz a<br>2 Controllable pitch propellers |
| 7109049<br>*LW4379*<br>Df Esd Gc<br>Pfd Rdr Rt | **VIRGEN MARIA**<br>ex Vierge Marie-77<br>**Compania Frigocen S.A.I.C.**<br>Mar del Plata Argentina | **633**<br>229<br>406 | | (BV) | **1971** S.I.C.C.Na.—St. Malo (114)<br>50,73 10,32 4,801<br>44,86 10,22 8,62<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>1 Ho ER<br>In.400<br>2 Ha (each 1,3 × 0,9) ER | Crepelle<br>Vee Oil 4SA 12Cy. 260 × 280 sr geared to s<br>shaft<br>1 800bhp (1 324kW)<br>Crepelle et Cie.<br>Gen 1 × 250kW 2 × 120kW 1 × 75kW<br>Fuel 178,5t (d.o.) |
| 5381887<br>199333 | **VIRGIN GORDA**<br>**J. R. & R. O'Neal**<br>Road Harbour British Virgin Islands | **111**<br>50<br>— | | | **1959** McDuff Richardson—Road Town, B.V.I.<br>*26,43* 7,65<br>... ... ...<br>1 dk | **Wood M General Cargo** | National Gas<br>Oil 6Cy. 152 × 216<br>National Gas & Oil Eng. Co. Ashton-und |
| 8316376<br>*3EBW4*<br>16223-PEXT5<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **VIRGINIA**<br>ex Tokyo Commander-91<br>Launched as Sanko Walnut<br>Panama Panama<br>SatCom: 1332113/TRXF | *15 786*<br>*9 209*<br>26 523 | | NK | **1985** Kanasashi Co. Ltd.—Toyohashi (3065)<br>167,21 (BB) 9,541<br>160,00 26,01 13,31<br>P 11,6 F 11,3 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 21,4 26,8 26,8 26,8 25,9 ER<br>G.34 665 B.33 417 HeCls. B<br>5 Ha (stl) (13,8 19,2 19,2 19,2 19,2 × 13,0) ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>5 865bhp (4 314kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 127,0t (d.o.) 1 254,5t (hvf)-20,0pd |
| 7319591<br>*9HQL3*<br>2994<br>Df Esd Gc<br>Rdr RTm/v | **VIRGINIA**<br>ex Panaghis Vergottis-91<br>**Mars Shipping Co. Ltd.**<br>Mycali Maritime Corp. S.A.<br>Valletta Malta | **8 953**<br>6 370<br>15 139 | | AB | **1973** Austin & Pickersgill Ltd.—South Dock, Sunderland (439)<br>141,00 20,45 8,859<br>134,17 20,43 11,74<br>F 11,3 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,4 11,4 22,9 ER 24,4<br>G.21 295 B.19 520<br>5 Ha (stl) (11,5 × 6,6) (12,1 13,6 12,8 × 8,4) ER (11,3 × 6,6)<br>10W Der 1(50) 4(10) 6(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 1 184,5t (hvf) |

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| **VIRGINIA**<br>ex Paradisier-89 ex Aigrette V-85<br>**Societa Maris S.r.l.**<br>La Maddalena Italy | **137**<br>79<br>25 | BV RI | **1972** Ch. Andre Merre—Nort-sur-Erdre<br>26,83 7,01 1,651<br>24,01 6,84 2,85<br>1 dk | **TM Launch**<br>Mchy.aft | Baudouin<br>180dk P 2 Vee Oil 4SA each 12Cy. 150 × 150 geared to sc. shafts<br>632kW (859bhp)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) 12kn |
| **VIRGINIA CITY**<br>ex Pakana ex AFT 108<br>**Luzon Stevedoring Corporation**<br>Manila Philippines<br>See Register of Offshore Units | **1 082**<br>736<br>— | | **1943** United Eng. Works—Alameda, Ca (108)<br>59,95 11,79 5,665<br>59,80 6,84<br>1 dk<br>conv Tug 74 | **M Diving Support Ship**<br>for offshore installations | Alco<br>4 Oil 4SA each 6Cy. 317 × 330 geared to sc. shaft<br>3 000bhp (2 207kW)<br>American Locomotive Co. Auburn, NY<br>Gen 2 × 100kW 240V d.c. |
| **VIRGINIA DARE**<br>**Virginia Dare Associates**<br>Norfolk, Va United States of America | **165**<br>112<br>— | | **1979** Quality Marine Inc.—Theodore, Al<br>*24,88* 7,32<br>3,84<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 165<br>725bhp (533kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VIRGINIA DEL MAR**<br>ex Ofelia-84 | **274**<br>53<br>— | | **1977** Mitchel Duane Phares—Carson, Ca<br>*31,22* 8,54<br>3,79<br>2 dks | **M Fishing**<br>Tuna | General Motors<br>Vee Oil 12Cy. 107 × 127<br>720bhp (530kW)<br>Detroit Diesel Eng. Co. Detroit, Mi<br>12kn |
| **VIRGINIA GENTLEMAN**<br>**S. Antonio Corp.**<br>Norfolk, Va United States of America | **168**<br>114<br>— | | **1978** Quality Marine Inc.—Bayou la Batre, Al<br>*24,88* 7,32<br>3,84<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar D348SCAC<br>Vee Oil 4SA 12Cy. 137 × 165<br>725bhp (533kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VIRGINIA GONZALEZ**<br>ex Canarias No. 3-46 ex Canarias<br>**Jose Escobio y Esco Escobio**<br>Las Palmas Spain | **104**<br>47<br>— | | **1931** Ast. de San Juan de la Nieva—Aviles<br>25,91 6,66<br>... ... ... | **Wood S Fishing**<br>Side-fishing | T 3Cy. 203 311 & 492 x 305<br>Hijos de J. Barreras Vgo |
| **VIRGINIA K**<br>**Shrimpboats Unlimited Inc.**<br>Morgan City, La United States of America | **120**<br>82<br>— | | **1976** Master Marine Inc.—Bayou la Batre, Al<br>*22,59* 6,71<br>3,43<br>1 dk | **M Fishing** | Oil<br>380bhp (280kW)<br>U.S.A.<br>Fuel (d.o.) |
| **VIRGINIA LANG**<br>**Calvin W. Lang**<br>Brunswick, Ga United States of America | **102**<br>69<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1 dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VIRGINIA QUEEN**<br>**Virginia Queen Associates**<br>Norfolk, Va United States of America | **166**<br>112<br>— | | **1979** Quality Marine Inc.—Theodore, Al<br>*24,88* 7,32<br>3,84<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar D348SCAC<br>Vee Oil 4SA 12Cy. 137 × 165<br>725bhp (533kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VIRGINIA RAINBOW**<br>**Neptune Taurus Shipping Corp.**<br>Panama Panama<br>SatCom: 1331676/VIRG | *13 661*<br>*8 362*<br>23 283<br>T/cm<br>32,0 | NK | **1986** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Tokyo (2935)<br>159,32 (BB) 23,14 9,921<br>151,01 23,11 13,87<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.30 900 B.29 700<br>TEU 527 C. 527/20' (40')<br>5 Ha (stl) ER | Pielstick 10PC2-6V-400<br>Vee Oil 4SA 10Cy. 400 × 460 geared to sc. shaft<br>6 500bhp (4 781kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 132,0t (d.o.) 762,0t (i.f.o.)-20,5pd 14kn |
| **VIRGINIA SURF**<br>**C. & N. Fishing Corp.**<br>Norfolk, Va United States of America | **168**<br>114<br>— | | **1978** Quality Marine Inc.—Theodore, Al (80)<br>27,46 2,741<br>23,80 7,33 3,97<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar D348SCAC<br>Vee Oil 4SA 12Cy. 137 × 165 geared to sc. shaft<br>725bhp (533kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VIRGINIA V**<br>ex Merry Chiara-92 ex Miss Chiara-89<br>ex Ada-85 ex Varde-81 ex Brunvard-77<br>**Ditto Shipping Co. Ltd.**<br>Limassol Cyprus | **2 992**<br>1 675<br>4 369 | RI (NV) | **1972** VEB Schiffswerft "Neptun"—Rostock (466)<br>104,15 14,66 5,792<br>95,92 14,61 6,08<br>P 23,2 F 11,6 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 29,4 33,6 ER<br>G.6 127 B.5 972<br>2 Ha (stl) (each 26,2 × 10,5) ER<br>Cr 2(12) 2(8) | S.K.L. 8ND272<br>Oil 2SA 8Cy. 480 × 720<br>3 200bhp (2 354kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 208kW 380V 50Hz a.c.<br>Fuel 430,0t (d.o.)-11,0pd 13kn |
| **VIRGINIA WAVE**<br>**Virginia Wave Associates**<br>Norfolk, Va United States of America | **168**<br>114<br>— | | **1978** Quality Marine Inc.—Theodore, Al<br>*24,88* 7,32<br>3,84<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 165<br>725bhp (533kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VIRGINIA 4**<br>ex Avant-90 ex Eastern Lady-89<br>ex Avant-81 ex Blue Lady-74<br>ex Brunette-71<br>**Doctrine Shipping Co. Ltd.**<br>Seadoll Chartering Co. Ltd.<br>San Lorenzo Honduras | **1 122**<br>768<br>2 235 | HR (NV) | **1965** VEB Schiffswerft "Neptun"—Rostock (505)<br>75,55 11,54 5,112<br>68,46 11,49 5,92<br>2 dks<br>rf 152 | **M General Cargo**<br>Ice strengthened<br>2 Ho each 22,7 ER<br>G.2 577 B.2 407<br>2 Ha (stl) (each 17,3 × 6,3) ER<br>4W Der 4(3) | CSD Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 300bhp (956kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 64kW 380V 50Hz a.c.<br>Fuel 152,5t (d.o.)-5,0pd 11,5kn |
| **VIRGINIAN**<br>United States of America | **120**<br>—<br>— | | **1981** St. Augustine Shipbuilding—St. Augustine, Fl<br>26,22<br>... ... ...<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VIRGO**<br>**Gannet Shipping Corp.**<br>Zim Israel Navigation Company Ltd.<br>Monrovia Liberia | **112 834**<br>95 250<br>229 242 | ✠**100A1** CS 12/89<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL B* 4$\frac{3}{16}$"U3<br>FN 23332 | **1974**-12 Nederlandsche Dok & Scheepsbouw Mij.<br>V.O.F.—Amsterdam (857)<br>329,68 (BB) 48,75 19,927<br>314,10 48,67 25,61<br>F 26,9 1 dk<br>rf nil Bow/CM 165 Diam. 0,560 MH 1,5 | **S Tanker**<br>COW IGS (LR) pt higher tensile steel<br>16 Ta ER<br>L.(oil) 291 822 | 2 S Turb dr geared to sc. shaft<br>31 550shp (23 207kW) GEC<br>Verolme Machinefabriek Ijsselmonde<br>2 WTB 74kgf/cm² (72,6bar) Spt 513°C 70kgf/cm² (68,7bar) hs3832,2<br>sg 17kgf/cm² (16,7bar)<br>Gen 2 × 1200kW 450V 60Hz a.c.<br>15,5kn |
| **VIRGO**<br>**Higashi Nippon Ferry Co. Ltd.**<br>Hakodate, Hokkaido Pref. Japan | **6 358**<br>—<br>3 359 | | **1990** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (941)<br>134,60 (BB) 22,41 5,720<br>125,00 21,00 12,03 | **TM Passenger/RoRo Cargo/Ferry** | Pielstick 14PC2-6V-400<br>2 Vee Oil 4SA each 14Cy. 400 × 460 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>11 380kW (15 471bhp)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 779kW 1 × 110kW<br>Thw. thrust Contr. pitch propeller fwd<br>20kn |
| **VIRGO**<br>**Bahia S.A. Fabrica de Conservas**<br>Callao Peru | T.Mk<br>**2 303**<br>941<br>1 410 | (PR) | **1964** Stocznia Gdanska im. Lenina—Gdansk (B15/19)<br>83,01 13,85 5,500<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 400 | Sulzer 8TD48<br>Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 4 × 250kW 1 × 24kW 230V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 12,5kn |

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| **7368059**<br>*PIGW*<br>Df Esd Gc<br>Pfd RTm/h/v | **VIRGO**<br>ex Fairmead-86 ex Hyde Park-82<br>ex Syon Park-74<br>**Amstelstraat Management Co. B.V.**<br>Kustvaartbedrijf Moerman B.V.<br>Rotterdam Netherlands | **1 599**<br>1 174<br>2 946 | ✠**100A1** SS 9/89<br>strengthened for heavy cargoes<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL Q 1½"U2<br>FN 1515 | **1974**-5 E. J. Smit & Zoon's Schpsw. B.V. —Westerbroek (804)<br>83,50 14,10 5,123<br>74,96 14,00 6,20<br>P 15,0 F 9,8 1 dk<br>rf 152 | **M General Cargo**<br>2 Ho each 25,5 ER<br>G.3 719 B.3 458<br>2 Ha (stl) (each 20,4 × 10,5) ER | MaK<br>Oil 4SA 8Cy. 320 × 450 sr geared to sc. sha<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 80kW 380V 50Hz a.c.<br>Fuel 209,5t (d.o.) |
| **7228572**<br>*PLOY* | **VIRGO**<br>ex Firgo-74<br>**P.T. Pelayaran Royal Samudera Nasional**<br>Jakarta Indonesia | **301**<br>227<br>420 | KI | **1972** P.N. Pakin—Tandjung Priok<br>48,93 7,01<br>47,35 6,99 2,52<br>1 dk | **M General Cargo**<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 135 × 160<br>350bhp (257kW)<br>Kloeckner Humboldt Deutz |
| **8429836**<br>*HO6458*<br>12562-82A<br>Df Esd Gc<br>Pfd Rdr Rt | **VIRGO I**<br>**Gulf Marine Maintenance & Offshore Service Co. Ltd.**<br>Panama Panama | **145**<br>98<br>— | | **1982** Breaux's Bay Craft Inc.—Loreauville, La<br>*31,98* 7,35<br>7,31 2,24<br>1 dk | **Aluminium Alloy M Production,Testing Vessel** | General Motors<br>Vee Oil 4SA 12Cy. 108 × 127 reverse reduc geared to sc. shaft<br>2 080bhp (1 530kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 2 × 99kW a.c. |
| **5382166**<br>RTv | **VIRILE**<br>ex Boambilly | **132**<br>33<br>— | | **1947** Walkers Ltd.—Maryborough, Queensland<br>30,41 6,53 2,134<br>28,63 6,49 3,23<br>1 dk<br>rf 457 | **M Tug**<br>Mchy.aft<br>Cr 1(1) 1(0,5) | National Gas<br>Oil 4SA 8Cy. 305 × 381<br>National Supply Co. Springfie<br>Gen 2 × 7,5kW 110V d.c.<br>Fuel 29,0t (d.o.) |
| **7604829**<br>*YTIV*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **VIRPAZAR**<br>ex Magiting Express-85<br>ex Balder Gent-85<br>**Prekookeanska Plovidba**<br>Bar Yugoslavia | **9 201**<br>6 461<br>15 373 | ✠**100A1** SS 3/90<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL B† 550,0/50,0U3<br>FN 4376<br>JR | **1979**-12 N.V. Cockerill Yards Hoboken—Hoboken (886)<br>141,46 20,53 9,341<br>132,19 20,50 12,60<br>F 11,3 2 dks<br>rf nil | **M General Cargo**<br>4 Ho 20,1 24,9 24,9 ER 27,5 4 TwD<br>G.21 365 B.20 093<br>TEU 16 C. 16/20' (40') ref C.<br>4 Ha (stl) (15,3 15,3 15,3 × 8,6) ER (15,3 × 8,6)<br>19W Der 1(30) 8(5) 8(3) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>7 400bhp (5 443kW)<br>B&W Maskinfabrik<br>2 AuxB (1 o.f. 1 ex.g) 6kgf/cm² (5,9bar)<br>Gen 3 × 310kW 450V 60Hz a.c.<br>Fuel 151,0t (d.o.) 755,5t (hvf) |
| **6912059**<br>*UTOG*<br>M-25378<br>Df Esd Gc<br>Rdr Rt | **VIRTSU**<br>**Estonian Shipping Co.**<br>(Tallinn) (U.S.S.R.) | **1 153**<br>521<br>1 718 | RS | **1967** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (2123)<br>74,55 11,33 4,671<br>67,39 11,28 5,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,4 13,6 14,2 ER<br>B.2 103<br>3 Ha (stl) (each 8,6 × 5,6) ER<br>6W Der 1(10) 6(2,5) | Lang<br>Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar<br>Fuel 96,5t (d.o.) |
| **8405751**<br>*3EYE3*<br>16116-PEXT3<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **VIRTUE**<br>ex Jarilla-88<br>Launched as Southern Virgo<br>**The Graces Line S.A.**<br>Panama Panama | *22 091*<br>*12 671*<br>38 883<br>T/cm<br>18,9 | NK | **1985** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2917)<br>180,80 (BB) 30,54 10,931<br>171,00 30,50 15,30<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,4 27,2 27,2 27,2 25,6 ER<br>G.46 112 B.44 492<br>5 Ha (stl) (15,2 × 12,8) (19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700 reverse reduction to sc. shaft<br>5 884kW (7 999bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 86,5t (d.o.) 1 626,5t (hvf)-23,0pd |
| **9031521**<br>*JD2670*<br>128583 | **VIRTUS**<br>**Higashi Nippon Ferry Co. Ltd.**<br>Hakodate, Hokkaido Pref. Japan | **6 327**<br>—<br>3 211 | NK | **1991** Mitsubishi Heavy Industries Ltd. —Shimonoseki (953)<br>134,60 (BB) 22,40 5,721<br>125,00 21,00 7,00<br>2 dks | **TM RoRo Cargo/Ferry** | Pielstick 14PC2-6<br>2 Vee Oil 4SA each 14Cy. 400 × 460 with fle couplings & sr geared to sc. shafts<br>13 388kW (18 201bhp)<br>Nippon Kokan K.K. Tsurumi Works, Yok<br>Thw. thrust Contr. pitch propeller fwd |
| **8729755**<br>M-43220<br>Rdr Rt | **VIRU**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Tallinn) (U.S.S.R.) | *117*<br>*35*<br>30 | RS | **1989** ............U.S.S.R.<br>25,51 2,391<br>22,03 7,01 3,31<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | S.K.L.<br>Oil 4SA 6Cy. 180 × 260<br>221kW (300bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8801967**<br>*EHLD*<br>2192 | **VIRXEN DA SALETA DOS**<br>**Pesquera Costa Brava**<br>Gijon Spain | **193**<br>57<br>279 | BV | **1989** Ast. Gondan—Puerto de Figueras (291)<br>36,00 (BB) 8,33 3,600<br>29,01 8,21 3,60<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.280 | Deutz<br>Oil 4SA 6Cy. 240 × 280 with clutches, flexi couplings & sr geared to sc. shaft<br>927kW (1 260bhp)<br>Hijos de J. Barreras S.A.<br>Controllable pitch propeller |
| **8223244**<br>*IBPK*<br>29<br>Rt | **VIS**<br>**Caronte Shipping S.p.A.**<br>Reggio Calabria Italy | *7 084*<br>*2 125*<br>3 979 | RI | **1984** C.N. "Visentini" di Visentini Francesco & C. —Donada (149)<br>81,01 (BB) 13,87 4,752<br>75,01 13,50 6,51<br>2 dks | **M RoRo Cargo** 12bth D<br>Stern door/ramp<br>L 12,00 W 13,20<br>Lane Length 230 Clear height 6,10<br>Cars 58 Trailers 75<br>Mchy.aft<br>TEU 347 C. 347/20' | Wartsila<br>Vee Oil 4SA 12Cy. 320 × 350 with flexible couplings & sr geared to sc. shaft<br>5 560bhp (4 090kW)<br>Oy Wartsila Ab<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **6518279**<br>*YTYV*<br>2T-384<br>Df Pfd Rdr<br>RTm/h | **VIS**<br>ex Sydfyn-76<br>**JADROLINIJA P.O.**<br>Rijeka Croatia | **894**<br>425<br>200 | JR (BV) | **1965** Flensburger Schiffsbau-Ges.—Flensburg (608)<br>57,00 14,94 3,361<br>51,01 14,91 4,12<br>2 dks & S dk | **TM RoRo Cargo/Ferry** OSD 500P | MAN<br>2 Oil 4SA each 9Cy. 300 × 450<br>2 440bhp (1 795kW)<br>Bremer Vulkan A.G. Bremen-V<br>Gen 4 × 118,5kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 49,0t (d.o.)-10,0pd |
| **7036773**<br>*HSB2152*<br>241028645<br>Gc Rdr Rt | **VISAHAKIT 4**<br>ex Koshin Maru-81<br>**Prachak Pakdi Co. Ltd.**<br>Bangkok Thailand | **999**<br>662<br>1 894 | NK | **1970** Asakawa Zosen—Imabari (170)<br>72,55 11,23 4,850<br>67,01 11,21 5,62<br>1 dk<br>RW | **M Tanker**<br>5 Ta ER<br>L.(oil) 2 686 | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320 geared to s<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 80kW 220V a.c. |
| **7926277**<br>*HSBI*<br>BK3618<br>Df Esd Gc<br>Pfd Rdr Rt | **VISAHAKIT 5**<br>ex Esso Tumasik-84<br>**Industry Promotion Enterprises Ltd.**<br>Bangkok Thailand | **2 933**<br>1 700<br>4 723 | AB | **1980** Shimoda Dockyard Co. Ltd.—Shimoda (308)<br>95,08 15,24 6,339<br>88,02 15,02 7,32<br>P 24,4 F 11,0 1 dk<br>rf 246 | **M Tanker**<br>Mchy.aft<br>L.(oil) 5 600 | Akasaka<br>Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 240kW |
| **8015960**<br>*HSAP*<br>BKK4021<br>Df Esd Gc<br>Pfd Rdr Rt | **VISAHAKIT 6**<br>ex Cochise-86<br>**Industry Promotion Enterprises Ltd.**<br>Bangkok Thailand | *3 842*<br>*2 100*<br>5 559 | AB | **1981** Gul Engineering (Pte.) Ltd.—Singapore (6008)<br>96,81 16,51 6,962<br>90,86 16,50 8,41<br>P 27,2 F 7,4 1 dk<br>rf nil Bow/CM 47 Diam. 0,200 MH 1,2 conv Oil Chemical Tanker 86 | **M Tanker/Liquefied Gas Carrier**<br>Oil Chemical LPG<br>19 Ta ER<br>L.(gas) 6 814<br>5 Cargo pumps total 1 450T/hr | Akasaka<br>Oil 4SA 6Cy. 400 × 600 sr reverse geared shaft<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 148kW |
| **8322961**<br>*HSJZ*<br>341000339<br>Df Esd Gc<br>Rdr Rt | **VISAHAKIT 7**<br>ex Reina-91 ex Penang Express-89<br>**Industry Promotion Enterprises Ltd.**<br>Esso Standard Thailand Ltd.<br>Bangkok Thailand | *3 742*<br>*1 950*<br>6 260 | NK | **1984** Higaki Zosen K.K.—Imabari (308)<br>102,60 (BB) 15,52 6,887<br>95,81 15,50 8,10<br>P 25,0 F 12,2 1 dk | **M Tanker**<br>Oil Chemical<br>10 Ta ER<br>L.6 755 | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 464kW (3 350bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 220kW a.c. |

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| **VISAKHA**<br>**Government of The Republic of India**<br>Madras India | **3 101**<br>1 594<br>— | ✠Classed LR until 1/63 | **1957**-12 Verschure & Co's Schps.—Amsterdam (Co356)<br>106,20 15,68 5,696<br>95,71 15,22 7,17<br>1 dk<br>RW rf nil | **TS Hopper/Dredger**<br>Cutter Suction Bottom doors (Shore-delivery)<br>Single centre arm Dredging depth 18,0<br>Hopper 3000T<br>Mchy.aft<br>Hopper 2 280<br>1 sandpump 895kW (1200bhp) | C 6Cy. (2) 440 & (4) 700 x 500<br>Brouwer<br>Verschure & Co. Schps. Amsterdam<br>11kn |
| **VISAL 2**<br>ex Constellation ex Preakness<br>**Vietnam Salvage Corp.**<br>Ocean Bridge Shipping Pty. Ltd.<br>San Lorenzo Honduras | **277**<br>188<br>— | | **1969** Burton Construction & SB. Corp.—Port Arthur, Tx (448)<br>12,20 3,887<br>48,16 4,58<br>1 dk | **M Supply Ship**<br>Deck Cargo | General Motors<br>Vee Oil 2SA 16Cy. 216 × 254<br>1 750bhp (1 287kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Fuel (d.o.) |
| **VISAL 4**<br>ex Emu ex Reliance-85 ex Apollo<br>**Vietnam Salvage Corp.**<br>Ocean Bridge Shipping Pty. Ltd.<br>San Lorenzo Honduras | **272**<br>185<br>— | KI | **1969** Halter Marine Fabricators, Inc.—Moss Point, Ms (223)<br>11,59 3,379<br>47,43 11,54 3,81<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | Stork<br>2 Oil 4SA each 8Cy. 210 × 300<br>1 600bhp (1 177kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Fuel (d.o.) |
| **VISALAKSHI**<br>ex Kraka-80<br>**Hauers Lines Pvt. Ltd.**<br>Calcutta India | T.Mk<br>**400**<br>214<br>1 060 | (BV) | **1970** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (311)<br>64,62 11,03 3,588<br>56,98 10,99 6,20<br>P 12,8 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 39,9 ER<br>G.2 532 B.2 263<br>2 Ha (stl) (18,5 12,3 × 7,6) ER<br>3W Der 3(3-5) | Alpha<br>Oil 4SA 8Cy. 225 × 300 sr geared to sc. shaft<br>888bhp (653kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 56kW 1 × 20kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 56,0t (d.o.)-4,0pd 11kn |
| **VISAYAN GLORY**<br>ex Balder Fortuna-89<br>**Ocean Grayhound Line S.A.**<br>Panama Panama | **15 056**<br>8 923<br>24 850 | NK | **1981** Kurushima Dockyard Co. Ltd.—Onishi (2187)<br>160,00 (BB) 10,007<br>150,02 25,01 13,72<br>P 25,6 F 12,2 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.31 792 B.30 522<br>5 Ha (stl) ER<br>Cr 3(25) Der 1(20) | Mitsubishi 6UEC52/125H<br>Oil 2SA 6Cy. 520 × 1250<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 400kW 440V 60Hz a.c.<br>Fuel 235,0t (d.o.) 1 355,0t (hvf)-25,0pd 14,25kn |
| **VISAYAS VICTORY**<br>ex Fjord Thistle-87 ex Ogna-82<br>**Transocean Transport Corp.**<br>Magsaysay Lines Inc.<br>Manila Philippines<br>SatCom: 1700273/DZVP | **19 208**<br>12 001<br>29 719<br>T/cm<br>38,6 | NV | **1974** A/S Bergens M/V—Bergen (689)<br>171,94 (BB) 25,94 10,764<br>161,98 25,91 14,89<br>P 29,9 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 12,5 24,3 24,3 24,3 24,3 ER<br>G.34 642 B.34 013<br>TEU 750<br>5 Ha (stl) (11,8 × 17,6) (23,6 23,6 23,6 23,6 × 21,1) ER<br>Cr 2(25) | MAN 12V52/55A<br>Vee Oil 4SA 12Cy. 520 × 550<br>12 000bhp (8 827kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 147,5t (d.o.) 1 824,0t (hvf)-36,0pd 14,25kn |
| **VISBUR**<br>ex Stenholm-91 ex Suderelv-91<br>**Hako Shipping Ltd.**<br>Hans Kohlrausch Schiffahrtsgesellschaft KG<br>Hamburg Antigua & Barbuda | **975**<br>637<br>2 360 | GL | **1978** (Aft section) Norderwerft KG. G.m.b.H. & Co. —Hamburg<br>**1978** (Fwd section) J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (849)<br>79,76 (BB) 12,81 4,509<br>74,50 12,77 6,81<br>P 12,5 F 5,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 766 B.3 625<br>TEU 145<br>1 Ha (stl) (50,3 × 10,2) ER | MaK 8M452AK<br>Oil 4SA 8Cy. 320 × 450 reduction geared to sc. shaft<br>1 500bhp (1 103kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Thw. thrust propeller fwd<br>12kn |
| **VISCOUNT**<br>Costa Rica | **116**<br>86<br>— | | **1973** Allied Shipyard Inc.—Larose, La<br>*19,91* 6,71<br>2,93<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>335bhp (246kW)<br>U.S.A. |
| **VISEU**<br>**Compania de Navigatie Maritime PETROMIN**<br>Constantza Romania | **15 856**<br>9 755<br>24 850 | RNR (BR) | **1976** "Georgi Dimitrov" Shipyard—Varna (114)<br>185,20 (BB) 22,86 10,229<br>172,85 22,81 14,15<br>P 36,3 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 20,2 13,9 19,6 13,9 19,6 13,9 19,6 ER<br>G.29 214<br>7 Ha (stl) (13,2 × 9,9) (10,6 13,1 10,6 13,1 10,6 13,1 × 11,4) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 278,0t (d.o.) 1 466,0t (hvf) 14,5kn |
| **VISHAL ASHISH**<br>**Salgaocar Industrial Gases (Pvt.) Ltd.**<br>Panaji India | **508**<br>319<br>800 | AB | **1982** Samant Shipyards Pvt. Ltd.—Goa (21)<br>52,76 10,39 2,901<br>50,25 10,01 2,93<br>1 dk<br>rf nil | **TM General Cargo Barge**<br>1 Ho 32,0 ER<br>G.750<br>1 Ha (stl) (32,0 × 8,0) ER | Cummins<br>2 Oil 4SA 6Cy. with clutches & sr reverse geared to sc. shafts<br>470bhp (346kW)<br>Kirloskar Cummins Ltd. Pune<br>2 Directional propellers<br>8,5kn |
| **VISHAL RESHMA**<br>**Salgaocar Shipping Co. Pvt. Ltd.**<br>Panaji India | **550**<br>373<br>700 | BV | **1982** G.R. Engineering—Rassaim, Goa (1)<br>52,41 10,04 2,371<br>49,97 10,00 3,00<br>1 dk | **TM General Cargo Barge**<br>1 Ho ER<br>1 Ha (stl) ER | Cummins NRTO-6-M<br>2 Oil 4SA each 6Cy. 130 × 152 with clutches & sr reverse geared to sc. shafts<br>470bhp (346kW)<br>Kirloskar Cummins Ltd. Pune<br>2 Directional propellers<br>8,75kn |
| **VISHAL SANJEEV**<br>**Salgaocar Shipping Co. Pvt. Ltd.**<br>Panaji India | **642**<br>435<br>800 | BV | **1983** G.R. Engineering—Rassaim, Goa (2)<br>55,43 10,04 2,501<br>53,50 10,00 3,20<br>1 dk | **TM General Cargo Barge**<br>1 Ho ER<br>1 Ha ER | Cummins N-855-M<br>2 Oil 4SA each 6Cy. 140 × 152<br>940bhp (691kW)<br>Kirloskar Cummins Ltd. Pune |
| **VISHNYOVOYE**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **180**<br>32<br>74 | RS | **1975** .............U.S.S.R.<br>31,60 7,35 2,839<br>3,54<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho<br>B.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,5kn |
| **VISHTRADER**<br>ex Santa Maria V-79 ex Tapanahony-75<br>**Southern Shipping Co. Inc.**<br>Panama Panama | **565**<br>286<br>762 | (AB)<br>✠Classed LR until 10/56 | **1950**-9 Bijker's Aanneming's Bedrijf "Ijssel" Werf —Gorinchem (118)<br>59,47 9,61 3,728<br>55,10 9,56 3,76<br>F 7,1 1 dk & S dk<br>RW rf 152 | OSD 6P<br>**M General Cargo**<br>2 Ho 14,8 18,9 ER<br>B.1 372<br>2 Ha (each 9,5 × 4,8) ER<br>4W Der 2(5-10) 2(6) | Werkspoor<br>Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 50kW 1 × 27kW 1 × 20kW 220V d.c.<br>Fuel 69,0t (d.o.) 9kn |
| **VISHVA ABHA**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **9 965**<br>4 968<br>13 635 | **100A1** SS 10/89<br>Ice Class 3<br>**LMC**<br>**Lloyd's RMC**<br>EL Bt $2\frac{7}{16}$"SQ<br>FN 4638<br>IRS | **1974** Kherson Shipyard—Kherson (1344)<br>155,76 20,65 9,481<br>140,95 20,60 12,30<br>P 33,0 F 28,1 2 dks<br>RW rf 152 | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho 15,8 17,0 17,9 28,5 17,4 ER 7 TwD<br>G.18 030 B.17 495 In.150<br>10 Ha (stl) (8,3 × 6,0) (13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,1) ER (2,9 × 3,8) | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works Bryansk<br>AuxB (ex.g) 7kgf/cm² (6,9bar) rcv 5kgf/cm² (4,9bar)<br>AuxB (o.f.) 5kgf/cm² (4,9bar)<br>Gen 3 × 300kW 400V 50Hz a.c.<br>16,5kn |

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| **7348920**<br>*ATGQ*<br>1452<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VISHVA AJAY**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **11 179**<br>5 924<br>14 580 | BV IRS | **1975** VEB Warnowwerft Warnemuende —Warnemuende (436)<br>169,30 (BB) 23,07 10,370<br>158,40 22,99 13,29<br>3 dks | **M General Cargo** OSD/CSD<br>Ref<br>Ice strengthened<br>4 Ho/Ta 7,0p&s 7,0p&s 5 Ho 14,7 19,1 18,4 31,2 ER 12,8 12 TwD<br>G.18 565 B.17 396 In.1 322 L.473<br>TEU 362<br>C.Ho 198/20' (40') C.Dk 164/20' (40')<br>11 Ha (stl) (2,8p&s × 2,8) (7,7 × 7,5) (12,6 12,6p&s 25,2p&s × 8,1) ER (6,9p&s × 4,5) (7,7 × 7,5)<br>22W Der 1(120) 2(25) 1(16) 16(5-10) 2(3-5) | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 2 × 640kW 2 × 480kW 400V 50Hz<br>Fuel 300,0t (d.o.) 1 600,0t (hvf)-82,0pd |
| **7348918**<br>*ATGP*<br>1451<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VISHVA AMBAR**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **11 179**<br>5 924<br>14 580 | BV IRS | **1975** VEB Warnowwerft Warnemuende —Warnemuende (435)<br>169,30 (BB) 23,07 10,370<br>158,65 23,00 13,29<br>P 62,5 F 36,0 3 dks<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>4 Ho/Ta 7,0p&s 7,0p&s 5 Ho 14,7 19,1 18,4 31,2 ER 12,8 12 TwD<br>G.18 565 B.17 396 In.1 322 L.473<br>TEU 362<br>C.Ho 198/20' (40') C.Dk 164/20' (40')<br>11 Ha (stl) (2,8p&s × 2,8) (7,7 × 7,5) (12,6 12,6p&s 25,2p&s × 8,1) ER (6,9p&s × 4,5) (7,7 × 7,5)<br>22W Der 1(120) 2(25) 1(16) 16(5-10) 2(3-5) | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 2 × 640kW 2 × 480kW 400V 50Hz<br>Fuel 300,0t (d.o.) 1 600,0t (hvf)-82,0pd |
| **7369998**<br>*ATKJ*<br>1557<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VISHVA ASHA**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **9 965**<br>4 968<br>13 635 | **100A1** SS 1/90<br>Ice Class 3<br>**LMC**<br>**Lloyd's RMC**<br>EL B† $2\frac{7}{16}$"SQ<br>FN 4638<br>IRS | **1973** Kherson Shipyard—Kherson (1343)<br>155,76 20,65 9,513<br>140,95 20,60 12,30<br>P 33,0 F 28,1 2 dks<br>RW rf 152 | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho 15,8 17,0 17,9 28,5 17,4 ER 7 TwD<br>G.18 030 B.17 495 In.150<br>10 Ha (stl) (8,3 × 6,0) (13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,1) ER (2,9 × 3,8) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>rcv 5kgf/cm² (4,9bar)<br>AuxB (o.f.) 5kgf/cm² (4,9bar)<br>Gen 3 × 300kW 400V 50Hz a.c. |
| **7306300**<br>*ATGS*<br>1454<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **VISHVA BANDHAN**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | T.Mk<br>**7 019**<br>3 760<br>10 894<br>**9 983**<br>5 654<br>13 764 | **✠100A1** SS 1/90<br>**✠LMC**<br>EL B† $2\frac{5}{16}$"U2<br>FN 4559<br>IRS | **1974**-2 Hindustan Shipyard Ltd.—Visakhapatnam (111182)<br>154,11 (BB) 20,07 8,040/9,227<br>143,21 20,01 11,82<br>P 48,2 F 13,2 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf 102 | **M General Cargo**<br>Ref<br>5 Ho 18,6 25,1 20,8 23,1 ER 17,4 10 TwD<br>G.19 272 B.17 731 In.881<br>5 Ha (stl) (8,7 × 5,7) (15,9 12,7 × 7,1) (12,7 × 5,7) ER (9,5 × 6,2)<br>16W Der 1(60) 1(20) 16(10) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>10 500bhp (7 723kW)<br>H. Cegielski<br>Gen 3 × 560kW 450V 50Hz a.c.<br>Fuel 305,0t (d.o.) 1 625,5t (hvf) |
| **7122742**<br>*ATGT*<br>1455<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **VISHVA KARUNA**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **7 030**<br>3 789<br>11 014<br>**10 000**<br>5 688<br>13 967 | **✠100A1** SS 5/87<br>DTsm—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL B† $2\frac{5}{16}$"U2<br>FN 4557<br>IRS | **1973**-2 Hindustan Shipyard Ltd.—Visakhapatnam (VC.171)<br>154,06 (BB) 20,07 9,199<br>143,16 20,01 11,82<br>P 46,4 F 13,2 1 dk & S dk<br>rf 102 | **M General Cargo** OSD/CSD<br>Ref<br>5 Ho 21,1 25,1 20,8 22,4 17,4<br>G.18 757 B.17 368 In.931<br>5 Ha (stl) (8,8 × 5,7) (16,0 12,8 × 7,1) (12,8 × 5,7) (9,6 × 7,1)<br>16W Cr 1(6) Der 1(60) 1(20) 16(4-10) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>10 200bhp (7 503kW)<br>H. Cegielski<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 550kW 450V 50Hz a.c.<br>Fuel 1 595,0t (hvf) |
| **7617864**<br>*ATSP*<br>1780<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VISHVA KAUMUDI**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **10 093**<br>6 108<br>13 671 | BV IRS | **1980** VEB Warnowwerft Warnemuende —Warnemuende (419)<br>156,85 (BB) 21,85 9,021<br>146,77 21,81 11,92<br>P 51,6 F 34,8 2 dks<br>rf nil DK | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 18,2 21,4 21,1 28,2 ER 16,5<br>G.18 298 B.17 303 In.746<br>TEU 283<br>C.Ho 177/20' (40') C.Dk 106/20' (40')<br>8 Ha (stl) (10,4 × 10,0) (15,9p&s 15,9p&s 20,5p&s × 7,8) ER (5,3 × 3,5)<br>12W Cr 1(5) Der 1(80) 3(22) 8(10) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 5 × 330kW 220V 50Hz a.c.<br>Fuel 293,5t (d.o.) 1 453,0t (hvf) |
| **7328982**<br>*ATGR*<br>1453<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **VISHVA MADHURI**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | T.Mk<br>**7 050**<br>3 760<br>10 871<br>**10 000**<br>5 654<br>13 761 | **✠100A1** SS 8/89<br>**✠LMC**<br>EL B† $2\frac{5}{16}$"U2<br>FN 4559<br>IRS | **1974**-8 Hindustan Shipyard Ltd.—Visakhapatnam (111183)<br>153,98 (BB) 20,07 8,033/9,233<br>143,21 20,01 11,82<br>P 48,2 F 13,2 2 dks, 3rd in Nos. 2, 3 & 4 holds<br>rf 102 | **M General Cargo**<br>Ref<br>5 Ho 18,6 25,1 20,8 23,1 ER 17,4 10 TwD<br>G.19 272 B.17 731 In.881<br>5 Ha (stl) (8,7 × 5,7) (15,9 12,7 × 7,1) (12,7 × 5,7) ER (9,5 × 6,2)<br>16W Der 1(60) 1(20) 16(10) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>10 500bhp (7 723kW)<br>H. Cegielski<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 560kW 450V 50Hz a.c.<br>Fuel 303,0t (d.o.) 1 620,5t (hvf) |
| **7225960**<br>*ATGV*<br>1457<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VISHVA MAMTA**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **9 991**<br>5 660<br>13 986 | **✠100A1** SS 9/88<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL B† $2\frac{5}{16}$"U2<br>FN 4559<br>IRS | **1973**-10 Hindustan Shipyard Ltd.—Visakhapatnam (111172)<br>154,16 (BB) 20,07 9,233<br>143,21 20,01 11,82<br>P 46,4 F 13,2 2 dks<br>rf 102 | **M General Cargo**<br>Ref<br>5 Ho 18,6 25,0 20,8 23,1 ER 17,3<br>In.881<br>5 Ha (stl) (8,7 × 5,7) (16,0 12,8 × 7,1) (12,8 × 5,7) ER (9,6 × 7,1) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>10 200bhp (7 503kW)<br>H. Cegielski<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 560kW 450V 50Hz a.c. |
| **7706873**<br>*ATSO*<br>1779<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VISHVA MOHINI**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **10 092**<br>6 112<br>13 715 | **100A1** CS 2/88<br>Ice Class 3<br>**LMC**<br>EL D† 555,0/62,0U2<br>FN 4946<br>IRS (BV) | **1978** VEB Warnowwerft Warnemuende —Warnemuende (411)<br>156,85 (BB) 21,85 9,000<br>146,62 21,81 11,92<br>P 46,7 F 29,9 2 dks<br>rf nil DK in way of all cargo holds | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho 18,2 21,4 21,1 28,2 ER 16,5<br>G.18 298 B.17 303 In.746<br>TEU 283<br>C.Ho 177/20' (40') C.Dk 106/20' (40')<br>8 Ha (stl) (10,4 × 10,0) (15,9p&s 15,9p&s 20,5p&s × 7,8) ER (5,3 × 3,5)<br>12W Cr 1(5) Der 1(80) 3(22) 8(10) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>AuxB (o.f.) 10,2kgf/cm² (10,0bar)<br>AuxB (ex.g) 8,2kgf/cm² (8,1bar)<br>Gen 4 × 400kW 1 × 43,2kW 380V<br>Fuel 293,5t (d.o.) 1 453,0t (hvf) |
| **7617852**<br>*ATSQ*<br>1781<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VISHVA NANDINI**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | T.Mk<br>**10 092**<br>6 106<br>13 715 | **100A1** SS 1/89<br>Ice Class 3<br>**LMC**<br>EL D† 555,0/62,0U2<br>FN 4946<br>(BV) (IRS) | **1978** VEB Warnowwerft Warnemuende —Warnemuende (417)<br>156,84 (BB) 21,85 9,021<br>146,76 21,80 11,90<br>P 46,7 F 29,9 2 dks<br>rf nil DK in way of all cargo holds | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho 18,2 21,4 21,1 28,2 ER 16,5<br>G.18 298 B.17 303 In.746<br>TEU 283<br>C.Ho 177/20' (40') C.Dk 106/20' (40')<br>8 Ha (stl) (10,4 × 10,0) (15,9p&s 15,9p&s 20,5p&s × 7,8) ER (5,3 × 3,5)<br>12W Cr 1(5) Der 1(80) 3(22) 8(10) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>AuxB (o.f.) 10,2kgf/cm² (10,0bar)<br>e(ex.g) (ex.g) 8,2kgf/cm² (8,1bar)<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel 293,5t (d.o.) 1 453,0t (hvf) |
| **7803384**<br>*ATVA*<br>1846<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VISHVA PALLAV**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | T.Mk<br>**8 943**<br>4 018<br>13 412<br>**12 810**<br>7 131<br>16 169 | **✠100A1** SS 5/90<br>**✠LMC**<br>EL E† 577,5/56,0U3<br>FN 5251<br>IRS | **1980**-9 Sunderland Shipbuilders Ltd.—Deptford, Sunderland (909)<br>152,03 22,94 —/9,535<br>145,01 22,90 13,31<br>P 29,6 F 11,6 2 dks<br>rf nil DK aft | **M General Cargo**<br>5 Ho 14,0 19,2 27,2 27,2 17,6 ER<br>G.24 029 B.22 607<br>TEU 396<br>C.Ho 268/20'(40') C.Dk 128/20'(40') incl. 18 ref C.<br>8 Ha (stl) (8,3 × 8,0) (13,1 × 10,3) (19,9p&s 19,9p&s 12,4p&s × 7,9) ER<br>Cr 4(16) Der 2(10) 2(5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Clark Hawthorn Ltd.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 716kW 380V 50Hz a.c.<br>Fuel 272,5t (d.o.) 1 117,5t (hvf) |

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|---|---|---|---|---|---|---|
| **VISHVA PANKAJ**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | T.Mk<br>**8 940**<br>4 018<br>—<br>**12 810**<br>7 131<br>16 169 | ✠**100A1**<br>✠**LMC**<br>EL E† 577,5/56,0U3<br>FN 5251<br>IRS | SS 3/90 | **1980**-4 Sunderland Shipbuilders Ltd.—Deptford, Sunderland (908)<br>152,03 22,94 —/9,521<br>145,01 22,90 13,31<br>P 29,6 F 11,6 2 dks<br>rf nil DK aft | **M General Cargo**<br>5 Ho 14,0 19,2 27,2 27,2 17,6 ER<br>G.24 029 B.22 607<br>TEU 396<br>C.Ho 268/20'(40') C.Dk 128/20'(40') incl. 18 ref C.<br>8 Ha (stl) (8,3 × 8,0) (13,1 × 10,3) (19,9p&s 19,9p&s 12,4p&s × 7,9) ER<br>Cr 4(16) Der 2(10) 2(5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 716kW 380V 50Hz a.c.<br>Fuel 272,5t (d.o.) 1 117,5t (hvf) 15,75kn |
| **VISHVA PARAG**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | T.Mk<br>**8 940**<br>4 018<br>13 389<br>**12 810**<br>7 131<br>16 146 | ✠**100A1**<br>✠**LMC**<br>EL E† 577,5/56,0U3(a)<br>FN 5254<br>IRS | SS 6/90 | **1980**-10 Sunderland Shipbuilders Ltd.—Pallion, Sunderland (15)<br>152,00 22,97 —/9,535<br>145,09 22,90 13,31<br>P 29,6 F 11,9 2 dks<br>rf nil DK aft | **M General Cargo**<br>5 Ho 14,0 19,2 27,2 27,2 17,6 ER<br>G.24 029 B.22 607<br>TEU 404<br>8 Ha (stl) (8,3 × 8,0) (13,1 × 10,3) (19,9p&s 19,9p&s 12,4p&s × 7,9) ER<br>Cr 4(16) Der 2(10) 2(5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Clark Hawthorn Ltd. Newcastle<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 716kW 380V 50Hz a.c.<br>Fuel 272,5t (d.o.) 1 117,5t (hvf) 15,75kn |
| **VISHVA PARIJAT**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | T.Mk<br>**8 940**<br>4 018<br>13 389<br>**12 810**<br>7 131<br>16 146 | ✠**100A1**<br>✠**LMC**<br>EL E† 577,5/56,0U3<br>FN 5254<br>IRS | SS 5/90 | **1980**-6 Sunderland Shipbuilders Ltd.—Pallion, Sunderland (14)<br>152,03 22,97 —/9,535<br>145,01 22,92 13,31<br>P 29,6 F 11,6 2 dks<br>rf nil DK aft | **M General Cargo**<br>5 Ho 14,0 19,2 27,2 27,2 17,6 ER<br>G.24 029 B.22 607<br>TEU 396<br>C.Ho 268/20'(40') C.Dk 128/20'(40') incl. 18 ref C.<br>8 Ha (stl) (8,3 × 8,0) (13,1 × 10,3) (19,9p&s 19,9p&s 12,4p&s × 7,9) ER<br>Cr 4(16) Der 2(10) 2(5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Clark Hawthorn Ltd. Newcastle<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 716kW 380V 50Hz a.c.<br>Fuel 272,5t (d.o.) 1 117,5t (hvf) 15,75kn |
| **VISHVA PARIMAL**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | T.Mk<br>**8 940**<br>4 018<br>13 412<br>**12 810**<br>7 131<br>16 169 | ✠**100A1**<br>✠**LMC**<br>EL E† 577,5/56,0U3(a)<br>FN 5254<br>IRS | SS 12/90 | **1980**-12 Sunderland Shipbuilders Ltd.—Deptford, Sunderland (910)<br>152,03 22,97 9,535<br>145,09 22,90 13,31<br>P 29,6 F 11,9 2 dks<br>rf nil DK aft | **M General Cargo**<br>5 Ho 14,0 19,2 27,2 27,2 17,6 ER<br>G.24 029 B.22 607<br>TEU 396 C. 396/20'<br>8 Ha (stl) (8,3 × 8,0) (13,2 × 10,3) (19,9p&s 19,9p&s 12,4p&s × 7,9) ER | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Clark Hawthorn Ltd. Newcastle<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 716kW 380V 50Hz a.c.<br>Fuel 272,5t (d.o.) 1 117,5t (hvf) 15,75kn |
| **VISHVA PRAFULLA**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | T.Mk<br>**8 940**<br>4 018<br>13 389<br>**12 810**<br>7 131<br>16 146 | ✠**100A1**<br>✠**LMC**<br>EL E† 577,5/56,0U3(a)<br>FN 5254<br>IRS | SS 11/90 | **1981**-2 Sunderland Shipbuilders Ltd.—Pallion, Sunderland (16)<br>152,03 22,97 —/9,535<br>145,09 22,90 13,31<br>P 29,6 F 11,9 2 dks<br>rf nil DK aft | **M General Cargo**<br>5 Ho 14,0 19,2 27,2 27,2 17,6 ER<br>G.24 029 B.22 607<br>TEU 396<br>C.Ho 268/20'(40') C.Dk 128/20'(40') incl. 18 ref C.<br>8 Ha (stl) (8,3 × 8,0) (13,1 × 10,3) (19,9p&s 19,9p&s 12,4p&s × 7,9) ER<br>Cr 4(16) Der 2(10) 2(5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Clark Hawthorn Ltd. Newcastle<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 716kW 380V 50Hz a.c.<br>Fuel 272,5t (d.o.) 1 117,5t (hvf) 15,75kn |
| **VISHVA SHAKTI**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **6 467**<br>3 222<br>—<br>**9 337**<br>5 098<br>12 901 | ✠**100A1**<br>✠**LMC**<br>EL e† $2\frac{1}{4}$"U2<br>FN 4429<br>IRS | M 12/89-6mos | **1969**-11 Hindustan Shipyard Ltd.—Visakhapatnam<br>153,85 19,51 7,773/9,227<br>141,13 19,46 11,92<br>P 10,1 F 12,2 1 dk & S dk, 3rd dk in No. 3 hold<br>RW rf 102 | **M General Cargo** OSD/CSD<br>Ref<br>5 Ho 16,8 21,5 18,7 18,7 20,2<br>G.18 092 B.16 639 In.452<br>5 Ha (stl) (11,2 15,0 11,9 11,9 11,9 × 7,0)<br>16W Der 1(40) 1(20) 10(5-10) 6(3-5) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>7 061kW (9 599bhp)<br>H. Cegielski Poznan<br>AuxB 5,1kgf/cm$^2$ (5,0bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 400kW 450V 50Hz a.c.<br>Fuel 1 422,5t (hvf) 17,5kn |
| **VISHVA SHOBHA**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **9 337**<br>5 099<br>12 931 | ✠**100A1**<br>✠**LMC**<br>EL e† $2\frac{1}{4}$"U2<br>FN 4429<br>IRS | M 11/89-6mos | **1969**-4 Hindustan Shipyard Ltd.—Visakhapatnam (VC.164)<br>153,96 19,51 9,221<br>141,13 19,46 11,92<br>P 10,1 F 12,2 2 dks, 3rd dk in No. 3 hold<br>RW rf 102 | **M General Cargo** CSD<br>Ref<br>5 Ho 16,7 21,5 18,7 18,7 20,2<br>G.18 010 B.17 134 In.294<br>5 Ha (stl) (11,2 15,0 11,9 11,9 11,9 × 7,0)<br>16W Der 1(40) 1(20) 10(5-10) 6(3-5) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>5 884kW (7 999bhp)<br>H. Cegielski Poznan<br>AuxB 5,1kgf/cm$^2$ (5,0bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 400kW 450V 50Hz a.c.<br>Fuel 1 386,0t (hvf) 16kn |
| **VISHVA SIDDHI**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **6 385**<br>3 174<br>9 772<br>**9 330**<br>5 103<br>12 972 | ✠**100A1**<br>DTa—vegetable oil<br>✠**LMC**<br>EL e† $2\frac{1}{4}$"U2<br>FN 4428<br>IRS | SS 9/88 | **1968**-8 Hindustan Shipyard Ltd.—Visakhapatnam (VC.162)<br>153,98 19,51 7,798/9,227<br>141,13 19,45 11,92<br>P 10,7 F 12,2 1 dk & S dk, 3rd dk in No. 3 hold<br>RW rf 102 | **M General Cargo** OSD/CSD<br>Ref<br>5 Ho 16,7 21,5 18,7 18,7 20,2<br>G.17 370 B.15 980 In.209<br>5 Ha (stl) (11,2 15,0 11,9 11,9 11,9 × 7,0)<br>16W Der 1(40) 1(20) 10(5-10) 6(3-5) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>5 884kW (7 999bhp)<br>H. Cegielski Poznan<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 400kW 450V 50Hz a.c.<br>Fuel 1 178,5t (hvf) 16kn |
| **VISHVA TARANG**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | T.Mk<br>**6 910**<br>2 738<br>—<br>**9 964**<br>4 967<br>13 635 | **100A1**<br>**LMC**<br>**Lloyd's RMC**<br>EL B† $2\frac{7}{16}$"SQ<br>FN 4638<br>IRS | SS 2/88 | **1973** Kherson Shipyard—Kherson (1342)<br>155,76 20,65 —/9,521<br>140,95 20,60 12,30<br>P 33,0 F 28,1 2 dks<br>RW rf 152 | **M General Cargo** 2bth P<br>Ref<br>pt higher tensile steel<br>5 Ho 15,8 17,0 17,9 28,5 17,4 ER 7 TwD<br>G.18 030 B.17 495 In.150<br>10 Ha (stl) (8,3 × 6,0) (13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,1) ER (2,9 × 3,8) | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works Bryansk<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>AuxB (o.f.) 5kgf/cm$^2$ (4,9bar)<br>Gen 3 × 300kW 400V 50Hz a.c.<br>Fuel 144,0t (d.o.) 1 135,0t (hvf)-34,0pd 16kn |
| **VISHVA UMANG**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **9 965**<br>4 968<br>13 635 | **100A1**<br>Ice Class 3<br>**LMC**<br>**Lloyd's RMC**<br>EL B $2\frac{7}{16}$"SQ<br>FN 4638<br>IRS | SS 6/88 | **1973** Kherson Shipyard—Kherson (1341)<br>155,76 20,65 9,068<br>140,95 20,60 12,30<br>P 33,0 F 28,1 2 dks<br>RW rf 152 | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho 15,8 17,0 17,9 28,5 17,4 ER 7 TwD<br>G.18 030 B.17 495 In.150<br>10 Ha (stl) (8,3 × 6,0) (13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,1) ER (2,9 × 3,8) | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works Bryansk<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>rcv 5kgf/cm' (4,9bar)<br>AuxB (o.f.) 5kgf/cm$^2$ (4,9bar)<br>Gen 3 × 300kW 400V 50Hz a.c. |
| **VISHVA VIKRAM**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **6 467**<br>3 231<br>9 805<br>**9 262**<br>5 122<br>12 880 | ✠**100A1**<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL e† $2\frac{1}{4}$"U2<br>FN 4425<br>IRS | SS 7/90 | **1970**-8 Hindustan Shipyard Ltd.—Visakhapatnam (VC.167)<br>153,90 19,51 7,773/9,221<br>141,13 19,46 11,89<br>P 10,1 F 12,2 1 dk & S dk, 3rd dk in No. 3 hold<br>RW rf 102 | **M General Cargo** OSD/CSD<br>Ref<br>5 Ho 16,8 21,6 18,7 ER 18,7 5,2DTp,c,s 20,2 6 TwD<br>G.17 520 B.16 119 In.434 L.(oil) 588<br>5 Ha (stl) (11,1 14,9 11,9 × 6,9) ER (11,9 11,9 × 6,9)<br>16W Der 1(40) 1(20) 10(5-10) 6(3-5) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>7 061kW (9 599bhp)<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 400kW 450V 50Hz a.c.<br>Fuel 1 422,5t (hvf) 17,5kn |
| **VISHVA YASH**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **7 030**<br>3 767<br>11 085<br>**9 993**<br>5 661<br>13 986 | ✠**100A1**<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL B† $2\frac{5}{16}$"U2<br>FN 4559<br>IRS | SS 8/87 | **1973**-5 Hindustan Shipyard Ltd.—Visakhapatnam (VC.170)<br>154,16 (BB) 20,07 —/9,240<br>143,21 20,01 11,82<br>P 46,4 F 13,2 1 dk & S dk<br>rf 102 | **M General Cargo** OSD/CSD<br>Ref<br>5 Ho 18,6 25,1 20,8 23,1 17,4<br>G.18 500 B.17 300 In.926<br>5 Ha (stl) (8,8 × 5,7) (16,0 12,8 × 7,1) (12,8 × 5,7) (9,6 × 7,1)<br>16W Der 1(60) 1(20) 16(4-10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>7 503kW (10 200bhp)<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 550kW 450V 50Hz a.c.<br>Fuel 1 869,5t (hvf) 16,5kn |
| **VISHWADOOT**<br>ex Petrobulk Rover-87<br>ex Ingram Osprey-86<br>ex Osco Ingram Osprey-84<br>Launched as Ingram Osprey<br>**Varun Shipping Co. Ltd.**<br>Bombay India | **18 959**<br>12 811<br>29 999<br>T/cm<br>40,1 | ✠**100A1**<br>oil tanker or Caustic Soda in partially filled cargo tanks (cc)<br>✠**LMC** **UMS**<br>**IGS**<br>EL I† 605,0/64,0U3(a)<br>FN 6604 | SS 6/87 | **1982**-7 Swan Hunter Shipbuilders Ltd.—Wallsend-Neptune Yds.,Wallsend (114)<br>170,52 (BB) 27,03 10,264<br>161,02 27,01 14,00<br>P 18,6 F 14,7 1 dk<br>rf nil Bow/CM 85 MH 1,5 | **M Tanker**<br>Oil Chemical<br>IGS (LR) Bow loading<br>8 Ta 16 Wing Ta ER 2 Ta<br>L.(oil) 40 088 HeCls. CptB<br>4 Cargo pumps total 3 800T/hr | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>11 400bhp (8 385kW)<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 WTAuxB (o.f.) 17,6kgf/cm$^2$ (17,3bar) Spt 252°C 15,7kgf/cm$^2$ (15,4bar) hs770,6<br>AuxB (Comp) 7,6kgf/cm$^2$ (7,5bar)<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 205,0t (d.o.) 2 745,0t (hvf)-36,5pd 14,75kn |

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|---|---|---|---|---|---|---|
| **6508688** | **VISION MORE** | **1 910** | | **1965** Hakodate Dock Co. Ltd.—Hakodate (360) | **M Refrigerated Cargo** | Ito |
| *3FUL* | ex Reefer Angel-82 | 997 | | 86,52 12,73 6,030 | | Oil 4SA 7Cy. 470 × 820 |
| 11186-PEXT1 | ex Hakodate Maru No. 2-82 | 3 063 | (NK) | 79,99 12,70 7,01 | 4 Ho ER | 2 800bhp (2 060kW) |
| Df Esd Gc | **Palaus Reimei Maritime S.A.** | | | P 22,0 F 8,9 1 dk | In.2 832 | Ito Tekkosho |
| Pfd Rdr | Evermore Shipping Co. Ltd. | | | RW rf 356 | | Gen 2 × 144kW 445V 60Hz a.c. |
| RTm/h/v | Panama Panama | | | | 4 Ha (2,9 3,0 3,0 3,0 × 2,9) ER | Fuel 638,0t (d.o.)-10,0pd |
| | | | | | 8W Der 8(3) | |
| **6720949** | **VISIR** | **149** | | **1967** Stalvik h.f.—Gardabaer (6) | **M Fishing** | MWM |
| *TFEQ* | ex Hafdis-72 | 61 | | 31,30 6,79 3,048 | Side-fishing | Oil 4SA 8Cy. 180 × 260 |
| 1043 | **Hornafirdingur H/f** | — | | 27,97 6,71 3,36 | | 555bhp (408kW) |
| Df Esd Rdr | Hornafjordur Iceland | | | 1 dk | | Motorenw. Mannheim A.G. (MWM) |
| RTm | | | | | | Gen 1 × 40kW 1 × 36kW 220V |
| | | | | | 2 Ha (stl) (0,9 × 0,9) (2,4 × 1,5) ER | Fuel (d.o.) |
| | | | | | Der 1(3) | |
| **6418821** | **VISITACION DE SOTO** | **223** | | **1964** Ast. Luzuriaga S.A.—Pasajes (78) | **M Fishing** | Baudouin |
| *EEEP* | | 100 | | *32,10* 6,79 3,556 | Side Trawler | 2 Oil 4SA each 8Cy. 185 × 200 geared |
| 1738 | **Antonio Cabrera Diaz** | — | (BV) | 6,11 3,92 | | 800bhp (588kW) |
| Df Esd Pfd | San Sebastian Spain | | | 1 dk | | Soc. des Moteurs Baudouin |
| Rdr Rt | | | | RW | | Fuel 69,0t (d.o.) |
| | | | | | 2 Ha (each 1,0 × 1,0) | |
| **7007631** | **VISMIN** | T.Mk | | **1970** Batservice Verft A/S—Arendal (590) | **M General Cargo** | MaK |
| *DUXZ* | ex Trans Bay-90 ex Knardal-86 | **289** | | 71,18 13,24 2,998 | Pallets | Oil 4SA 6Cy. 320 × 450 |
| | **Hop Chartering** | 145 | NV | 66,02 13,21 5,85 | Ice strengthened Side doors | 1 200bhp (883kW) |
| Df Esd Gc | Manila Philippines | 1 016 | | 2 dks | 1 Ho 47,0 ER | Atlas-MaK Maschinenbau |
| Pfd Rdr Rt | | | | rf 500 | G.961 | Gen 2 × 47kW 220V 50Hz a.c. |
| | | | | | 2 Ha (each 10,8 × 7,2) ER | Fuel 48,5t (d.o.)-4,0pd |
| **5382427** | **VISNES** | **133** | | **1906** C. Luehring, Schiffswerft u. Trockendock | **M General Cargo** | General Motors |
| *LMPL* | ex Olga-48 | 77 | | —Kirchhammelwarden | | Vee Oil 2SA 8Cy. 108 × 127 |
| 12000 | **Hallstein M. Tysse** | 179 | | 30,03 6,56 | 1 Ho ER | 350bhp (257kW) NE 75 |
| Rdr Rt | Bergen Norway | | | 27,79 6,53 3,13 | G.255 | General Motors Corp., Detroit Diesel |
| | | | | 1 dk | | Div. |
| | | | | R BK 203 len 39 | 1 Ha (9,4 × 3,8) ER | Fuel 4,0t (d.o.) |
| | | | | | 1W Der 1(2) | |
| **6611629** | **VISPY** | **2 498** | | **1966** Fr. Luerssen Werft G.m.b.H. & Co. | **M General Cargo** | Normo |
| *IBTV* | ex Garnes-78 | 1 316 | | —Bremen-Vegesack (13368) | Ice strengthened | 2 Oil 4SA each 8Cy. 250 × 300 geared |
| 1489 | **Comemar S.r.l.** | 3 561 | RI (NV) | 95,81 13,95 5,500 | 2 Ho ER | 2 080bhp (1 530kW) |
| Df Gc Rdr | Napoli Italy | | | 87,08 13,90 6,51 | G.5 134 B.4 971 | Normo Gruppen A/S |
| Rt | | | | 1 dk | | Gen 2 × 120kW 380V 50Hz a.c. |
| | | | | rf nil | 2 Ha (each 22,7 × 8,9) ER | Controllable pitch propeller |
| | | | | | 4W Der 4(5) | Fuel 204,0t (d.o.)-7,5pd |
| **6614023** | **VISSARION BELINSKIY** | T.Mk | | **1966** Brodogradiliste i Tvornica Dizel Motora | **M General Cargo** | B&W |
| *UTPK* | | **6 428** | | "Uljanik"—Pula (259) | Ice strengthened | Oil 2SA 8Cy. 740 × 1600 |
| M-28109 | **Black Sea Shipping Co. (BLASCO)** | 2 926 | RS | 159,42 21,32 7,979/9,741 | 5 Ho 15,0 19,1 27,8 18,9 ER 19,2 | 12 000bhp (8 827kW) |
| Df Esd Gc | (Odessa) (U.S.S.R.) | — | | 148,39 21,26 12,65 | G.22 276 B.20 368 | R.O. Tvornica Dizel Motora "Uljanik" |
| Pfd Rdr Rt | | | | 2 dks | | Fuel 207,5t (d.o.) 2 131,5t (hvf) |
| AMVER | | **10 109** | | | 5 Ha (stl) (9,8 × 9,4) (12,8 19,0 12,0 × | |
| | | 5 132 | | | 10,9) ER (10,5 × 9,4) | |
| | | 14 170 | | | 12W Der 1(60) 12(5) | |
| **6519211** | **VISTA** | **189** | | **1965** Storviks M/V A/S—Kristiansund N. (24) | **M RoRo Cargo/Ferry** | Penta |
| *LEFJ* | | 86 | | 30,15 9,53 2,617 | Deck Cargo 125dk P | 2 Oil 4SA each 6Cy. 121 × 140 |
| 16342 | **More og Romsdal Fylkesbatar** | — | (NV) | 27,77 9,50 3,51 | Cars 20 | 400bhp (294kW) |
| Rdr Rt | Molde Norway | | | 1 dk | Mchy.aft | A/B Volvo-Penta |
| | | | | rf 1097 BK 102 | | Gen 2 × 28kW 220V 50Hz a.c. |
| | | | | | | 2 propellers aft, 1 fwd |
| | | | | | | Fuel (d.o.) |
| **8017176** | **VISTA ALEGRE** | **174** | | **1983** Est. Nav. de Viana do Castelo—Viana do | **M Fishing** | Stork |
| | | 99 | | Castelo (117) | Side Trawler | Oil 4SA 8Cy. 210 × 300 with clutches, |
| A-3148C | **Pescarias Rio Novo do Principe R.L.** | 120 | ✠ | 28,63 2,901 | 2 Ho | couplings & sr reverse geared to |
| | Aveiro Portugal | | | 24,01 7,41 3,41 | In.100 | 750bhp (552kW) |
| | | | | 1 dk | | Stork-Werkspoor Diesel B.V. |
| | | | | | 2 Ha (stl) | Gen 2 × 48kW 380V 50Hz a.c. |
| | | | | | | Fuel 49,5t (d.o.) |
| **7214715** | **VISTAFJORD** | *24 116* | | **1973** Swan Hunter Shipbuilders Ltd.—Wallsend | **TM Passenger Ship** | Sulzer |
| *C6ZV* | | *8 907* | | (39) | 376cbn 670bth P | 2 Oil 2SA each 9Cy. 680 × 1250 |
| 399796 | **Cunard Line Ltd.** | 5 954 | NV | 191,09 25,05 8,230 | Ice strengthened | 24 000bhp (17 653kW) |
| Df Esd Gc | Nassau Bahamas | | | 167,67 25,00 16,77 | | G. Clark & N.E.M. Ltd. |
| Pfd Rdr | SatCom: 1104114/CPZV | | | 4 dks | | Gen 6 × 690kW 440V 60Hz a.c. |
| RTm/h/v | | | | rf 152 | | Thw. thrust Contr. pitch propeller fwd |
| **8701193** | **VISTAMAR** | *7 498* | | **1989** Union Naval de Levante S.A.—Valencia | **TM Passenger Ship** | Wartsila |
| *3EKG7* | | *2 594* | | (175) | 150cbn 350bth P | 2 Vee Oil 4SA each 12Cy. 220 × 240 |
| 19294-BE | **Mar Line Universal Shipping** | 1 173 | NV | 117,40 (BB) 16,82 4,553 | | couplings & sr geared to sc. shafts |
| Df Esd Gc | Hoteles Marinos S.A. | | | 100,00 16,80 6,60 | | 3 898kW (5 299bhp) |
| Pfd Rdr RTv | Panama Panama | | | | | Cons. Echevarria |
| | SatCom: 1332275/VIST | | | | | Gen 3 × 720kW 1 × 200kW 380V |
| | | | | | | 2 Controllable pitch propellers |
| | | | | | | Thw. thrust propeller fwd |
| **8417467** | **VISUD SAKORN** | *1 089* | ✠**100A1** SS 7/91 | **1986**-4 A/S Nordsovaerftet—Ringkobing (181) | **M Training Ship** | Alpha |
| *HSUC* | | *326* | | 61,19 11,18 3,501 | 42cbn | Oil 4SA 6Cy. 225 × 300 sr geared |
| BK3935 | **Government of The Kingdom of** | 688 | ✠**LMC** | 54,77 11,00 6,61 | Mchy.aft | 990bhp (728kW) |
| Df Esd Gc | **Thailand (Harbour Bureau)** | | EL K 357,5/28,0U2 | 2 dks | | B&W Alpha Diesel Div. of B&W Diesel |
| Rdr RTh/v | Bangkok Thailand | | FN 965 | rf nil | | |
| SatNav | | | | | | Gen 3 × 184kW 380V 50Hz a.c. |
| | | | | | | Controllable pitch propeller |
| | | | | | | Fuel 195,0t (d.o.) 119,0t (i.f.o.)-4,0pd |
| **7348657** | **VISUND** | T.Mk | | **1974** VEB Schiffswerft "Neptun"—Rostock (388) | **M General Cargo** | MAN |
| *LAVM2* | ex Seas Belem-91 ex Deneb-89 | **5 882** | | 149,82 21,04 7,681/9,051 | Ref 1cbn 1bth P | Oil 2SA 9Cy. 600 × 1050 |
| N-00645 | ex Roland Oceanic-82 ex Neuenburg-80 | 3 614 | GL | 140,04 21,01 11,31 | Ice strengthened | 9 000bhp (6 620kW) |
| Df Esd Gc | **KS Visund** | 9 504 | | P 30,2 F 40,0 2 dks | 3 Ho 19,5 34,1 33,5 ER | Halberstadt |
| Pfd Rdr | Halfdan Ditlev-Simonsen & Co. | | | | G.20 186 B.18 198 | Gen 3 × 400kW 380V 50Hz a.c. |
| RTm/h/v | Management A/S | **9 689** | | | TEU 420 C. 420/20' | Fuel 223,5t (d.o.) 1 181,5t (hvf)-36,0pd |
| AMVER | Bergen Norway (NIS) | 6 409 | | | 5 Ha (stl) (14,9 × 8,8) (19,8p&s 19,8p&s × | |
| | | 12 764 | | | 7,6) ER | |
| **8505953** | **VISURGIS** | *2 367* | | **1986** Hermann Suerken GmbH & Co. KG. | **M General Cargo** | Deutz |
| *DDXL* | | *953* | | —Papenburg (341) | Ice strengthened | Oil 4SA 8Cy. 240 × 280 with clutches |
| | **Gert R. Boese KG m.s. "Visurgis"** | 2 700 | GL | 87,91 (BB) 4,452 | 1 Ho 56,5 ER | couplings & sr reverse geared |
| Df Esd Gc | Rhein-Nord-Ostsee Befrachtungs | | | 81,01 12,81 7,12 | G.4 650 B.4 632 | 815bhp (599kW) |
| Rdr RTm/h/v | G.m.b.H. | | | F 6,8 2 dks | TEU 144 C. 144/20' (40') | Kloeckner Humboldt Deutz |
| SatNav | Duisburg-Ruhrort Federal Republic | | | | 1 Ha (stl) (56,5 × 10,1) ER | Thw. thrust propeller fwd |
| | of Germany | | | | | |
| **8613607** | **VISUVA** | **2 291** | | **1987** Naikai SB. & Eng. Co. Ltd.—Setoda (518) | **TM RoRo Cargo/Ferry** | Daihatsu |
| *JD2547* | | — | | 98,63 (BB) 17,23 4,674 | 390dk P | 2 Oil 4SA each 6Cy. 400 × 480 |
| 125561 | **Higashi Nippon Ferry Co. Ltd.** | 1 266 | | 90,02 17,21 6,51 | Bow door/ramp Stern door/ramp | flexible couplings & sr geared |
| | Hakodate, Japan | | | 2 dks | Lorries 35 | 8 000bhp (5 884kW) |
| | Hokkaido Pref. | | | | | Daihatsu Diesel Mfg. Co. Ltd. |
| | | | | | | Thw. thrust Contr. pitch propeller fwd |

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| **VISVESVARAYA**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **11 094**<br>5 989<br>15 444 | **100A1** SS 1/89<br>oil tanker<br>**LMC**<br>EL I† $2\frac{5}{8}$"<br>FN 4881<br>IRS | **1973** Baltic SB. & Eng. Works—Leningrad (616)<br>162,39 (BB) 21,44 8,929<br>149,66 21,40 11,21<br>P 37,2 F 15,9 1 dk<br>rf nil | **M Tanker**<br>Pt higher tensile steel Stern disch.<br>7 Ta ER<br>L.(oil) 21 367<br>3 Cargo pumps total 2 250T/hr | B&W 6-74VT2BF-160<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 15kgf/cm$^2$ (14,8bar)<br>AuxB (o.f.) 15kgf/cm$^2$ (14,8bar)<br>AuxB (ex.g) 8kgf/cm$^2$ (7,9bar) Spt 15kgf/cm$^2$ (14,8bar) rcv 6kgf/cm$^2$ (5,9bar)<br>Gen 3 × 500kW 400V 50Hz a.c. |
| | | **CLASS SUSPENDED — VOYAGE UNDER TOW VISAKHAPATNAM — SINGAPORE 6/91** | | | |
| **VITA BJORN**<br>ex Orca-67 ex Graninge-67 ex Alno-56<br>ex Alne-49 ex Kolbjorn<br>**M/S Vita Bjorn K/B**<br>Tomas Berglund<br>Lulea Sweden | **130**<br>5<br>— | | **1899** Bergsunds M/V A/B—Stockholm (274)<br>25,63 5,74 2,896<br>5,72<br>1 dk<br>R | **M Tug** | MaK<br>Oil 4SA 6Cy. 290 × 420 NE 55<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 20,5t (d.o.)-2,5pd 11,5kn |
| **VITA F.**<br>ex Irene D. G.-84 ex Kozan Maru-80<br>**Enomare S.p.A.**<br>Trapani Italy | **1 358**<br>776<br>2 541 | RI | **1971** Asakawa Zosen—Imabari (193)<br>76,79 12,04 5,195<br>71,51 11,99 5,57<br>1 dk<br>RW | **M Tanker**<br>Water<br>5 Ta ER<br>L.(oil) 3 747 | Daihatsu<br>Oil 4SA 6Cy. 320 × 380<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Fuel 85,5t (d.o.)-6,5pd 12,5kn |
| **VITA NOVA**<br>**Rederij Vita Nova C.V.**<br>Alkmaar Netherlands | *978*<br>*494*<br>1 411 | BV | **1985** Peters-Ysselmeer B.V.—Kampen a/d Ijssel (396)<br>70,01 10,37 3,450<br>66,02 10,27 4,32<br>1 dk | **M General Cargo**<br>1 Ho 45,0 ER<br>G.1 854<br>1 Ha (stl) (37,2 × 7,6) ER | Kromhout 6FDHD240<br>Oil 4SA 6Cy. 240 × 260 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>750bhp (552kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 45kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 59,5t (d.o.) 10,5kn |
| **VITA NOVA**<br>ex Rigmor-88 ex Estelle-85<br>ex Madzy-65<br>**Vita Nova Shipping Ltd.**<br>Valletta Malta | **299**<br>163<br>385 | BV | **1951** Scheepswerven Gebr. Niestern—Delfzijl (242)<br>43,57 7,04 2,801<br>36,61 7,01 3,08<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.538 B.510<br>2 Ha (each 9,3 × 4,1) ER<br>2W Der 2(2) | Alpha 404-24VO<br>Oil 2SA 4Cy. 240 × 400<br>206kW (280bhp) NE 65<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 24,5t (d.o.) 11kn |
| **VITAGRAIN**<br>ex Mlin-88 ex Knin-87 ex Boka-84<br>ex Betis-83 ex Arenal-75<br>**Vitagrain Shipping Co. Ltd.**<br>Vita Management S.A.<br>Limassol Cyprus | **15 780**<br>10 351<br>26 958<br>T/cm<br>35,0 | ✠**100A1** CS 1/88<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL F† $2\frac{5}{16}$"U3<br>FN 6286<br>(JR) | **1973**-3 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (155)<br>182,84 (BB) 22,46 10,553<br>171,69 22,41 14,20<br>P 30,8 F 15,9 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>7 Ho 17,6 19,5 19,8 14,3 19,8 22,2 16,7 ER<br>G.35 885<br>7 Ha (stl) (8,9 11,9 11,9 8,0 11,9 11,9 9,6 × 11,4) ER<br>14W Der 14(5-10) 2(3) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 460kW 1 × 350kW 440V 60Hz a.c.<br>Fuel (hvf) 16kn |
| **VITAJOY**<br>ex Agios Aimilianos-89<br>ex Japan Carryall-84<br>**Pontoporos Maritime Co. Ltd.**<br>Vita Management S.A.<br>Limassol Cyprus | **16 917**<br>11 195<br>31 695<br>T/cm<br>39,0 | NK | **1971** Tsuneishi Zosen K.K.—Numakuma (239)<br>181,72 25,46 11,207<br>170,03 25,40 15,32<br>P 33,0 F 11,6 1 dk<br>rf 102 | **M Bulk Carrier**<br>Vehicles<br>Side door & ramp (s)<br>5 Ho 21,7 27,5 28,0 28,0 23,2 ER<br>G.34 646 HeCls. B<br>5 Ha (stl) (11,9 16,8 16,8 16,8 13,6 × 10,6) ER<br>Cr 5(5) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>8 496kW (11 550bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 540kW 445V 60Hz a.c.<br>Fuel 204,5t (d.o.) 1 662,5t (hvf)-37,5pd 14,75kn |
| **VITALI II**<br>ex Jubilee-88 ex Oregon Rainbow-87<br>Launched as First Queen<br>**Afroessa Navigation Co. Ltd.**<br>Trico Enterprises S.A.<br>Limassol Cyprus | **9 767**<br>6 419<br>16 217 | BV (NK) | **1977** K.K. Uwajima Zosensho—Uwajima (947)<br>141,99 21,85 9,102<br>133,74 21,81 12,22<br>P 26,0 F 12,2 2 dks | **M General Cargo**<br>4 Ho ER<br>G.22 117 B.19 835<br>4 Ha (stl) (12,3 19,0 19,0 19,0 × 10,2) ER<br>Der 2(30) 1(20) 1(15) | B&W 9K45GF<br>Oil 2SA 9Cy. 450 × 900<br>7 900bhp (5 811kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 300kW 445V 60Hz a.c.<br>Fuel 162,5t (d.o.) 918,0t (hvf)-28,5pd 14kn |
| **VITALITY**<br>ex Levante-80<br>**Ocean Taurus Navigation Corp.**<br>Majuro Marshall Islands | *19 530*<br>*12 711*<br>34 995<br>T/cm<br>42,0 | ✠**100A1** SS 1/90<br>strengthened for ore cargoes Nos. 2, 4, & 6 holds may be empty<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL H† $2\frac{7}{16}$"U3<br>FN 7296 | **1976**-3 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (182)<br>196,02 (BB) 24,29 11,156<br>185,02 24,21 15,22<br>P 30,5 F 17,4 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 19,8 19,8 19,8 19,8 19,8 19,8 19,1 ER<br>G.44 753 B.38 526<br>7 Ha (stl) (each 13,1 × 11,5) ER<br>Cr 4(10) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 1 551,5t (hvf)-35,5pd 15kn |
| **VITALIY DYAKONOV**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | *4 643*<br>*1 798*<br>5 034 | RS | **1983** Navashinskiy Shipyard—Navashino<br>124,42 16,41 5,501<br>117,02 15,82 7,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.6 800 B.6 680<br>TEU 165 C.Ho 111/20' C.Dk 54/20'<br>4 Ha (stl) (13,2 × 10,5) (13,2 13,2 13,2 × 12,8) ER<br>Cr 4(8) | Russkiy<br>2 Oil<br>3 000bhp (2 207kW)<br>Russkiy-Diesel Works Leningrad |
| **VITALIY KRUCHINA**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **6 459**<br>3 082<br>7 700 | RS | **1974** Vyborg Shipyard—Vyborg<br>136,81 (BB) 17,84 7,500<br>124,97 17,73 10,39<br>P 36,6 F 29,3 2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 13,1 22,8 21,5 -DT 21,2 ER 4 TwD<br>G.11 350 B.10 650 L.300<br>4 Ha (stl) (9,8 × 8,0) (18,9 18,9 18,9 × 12,8) ER<br>4W Der 2(40) 2(20) | B&W 5K62EF<br>Oil 2SA 5Cy. 620 × 1400<br>6 700bhp (4 928kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 240kW 400V 50Hz a.c.<br>Fuel 160,0t (d.o.) 880,0t (hvf) 16,5kn |
| **VITALIY PRIMAKOV**<br>**Ukraine River Fleet Administration**<br>(Kherson) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1975** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,650<br>108,01 12,98 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 297<br>4 Ha (stl) (17,6 18,0 18,0 18,0 × 9,3) ER | S.K.L. 6NVD48-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn |
| **VITALUCK**<br>ex Northern Valley-85<br>ex Port Alberni City-84<br>**Alice Springs Shipping Ltd.**<br>Vita Management S.A.<br>Limassol Cyprus | **16 334**<br>11 937<br>26 209 | ✠**100A1** SS 9/86<br>strengthened for ore cargoes, Nos. 1 & 4 holds may be empty (cc)<br>✠**LMC**<br>EL G† $2\frac{11}{16}$"U2<br>FN 6452 | **1972**-9 Upper Clyde Shipbuilders Ltd. (Govan Division)—Govan (130)<br>174,10 (BB) 25,51 9,964<br>163,38 25,46 14,03<br>F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 19,2 28,5 20,4 28,0 28,0 ER<br>G.38 085 B.32 051<br>5 Ha (stl) (10,2 19,2 11,2 19,5 19,5 × 12,1) ER<br>Cr 5(15) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 189,0t (d.o.) 1 586,0t (hvf) 15,25kn |
| **VITASKY**<br>ex Pacific Lady-90 ex Kyushu Maru-85<br>**Bell Management S.A.**<br>Vita Management S.A.<br>Panama Panama | **12 222**<br>7 736<br>26 480 | NK | **1971** Sanoyasu Dockyard Co. Ltd.—Osaka (299)<br>169,22 24,54 9,722<br>160,00 24,49 13,62<br>P 9,8 F 16,5 1 dk | **M Ore Carrier**<br>4 Ho ER<br>G.25 077<br>4 Ha (stl) (12,8 23,7 23,7 13,5 × 10,4) ER<br>Cr 3(6) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 500bhp (6 988kW)<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 312kW 450V 60Hz a.c.<br>Fuel 203,5t (d.o.) 1 315,0t (hvf)-32,5pd 14kn |
| **VITAUTAS MONTVILA**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | *4 407*<br>*1 322*<br>1 810 | RS | **1987** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,900<br>96,40 - 10,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Russkiy 6CHN40/46<br>2 Oil 4SA each 6Cy. 400 × 460 geared to sc. shaft<br>5 148kW (6 999bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller |

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|---|---|---|---|---|---|---|
| **7623382**<br>*YQAM*<br>247<br>Df Esd Rt | **VITEAZUL**<br>**Intreprinderea de Exploatare a Floti Maritime NAVROM**<br>Constantza Romania | **829**<br>—<br>— | RNR | **1968** Intrepr. Constr. Nav. si Piese Turnate Oltenitsa—Oltenitsa<br>52,30 11,28 4,350<br>5,80<br>1 dk | **D-E Tug** | 2 Oil 4SA each 6Cy. 318 × 330 driving 2<br>each 760kW connected to elec. motor<br>shaft<br>Penza Diesel Works<br>Gen 2 × 100kW 2 × 57kW 220V d.c.<br>Fuel 284,5t (d.o.) |
| **8331699**<br>*UJLN*<br>M-40156<br>Df Esd Gc<br>Rdr RTv | **VITEBSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *1 402*<br>*422*<br>484 | RS | **1985** Baltiya Shipyard—Klaypeda<br>59,00 13,02 4,873<br>55,00 - 8,90<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho 1 Ta<br>B.95 In.500 L.14<br>2 Ha (stl) (1,2 × 1,3) (1,9 × 1,9) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>1 618kW (2 200bhp)<br>CKD Praha<br>Gen 1 × 500kW a.c. 2 × 150kW a.c.<br>Controllable pitch propeller |
| **6525064**<br>*OW2359*<br>1344<br>Df Esd Pfd<br>Rdr RTh/v | **VITIN**<br>ex Helle Tholstrup-84<br>**P/f Sandgrefstur**<br>Fuglafjord Faeroes (Danish) | **300**<br>167<br>354 | BV | **1965** Svendborg Skibsvaerft A/S—Svendborg (112)<br>46,92 8,13 2,693<br>42,02 8,11 3,03<br>P 12,5 F 8,0 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 388 | Grenaa<br>Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW) NE 74<br>Grenaa Motorfabrik, A/S<br>Controllable pitch propeller |
| **8610916**<br>*OLGB*<br>Df Esd Gc<br>Rdr RTm/h/v | **VITKOVICE**<br>**Czechoslovak Ocean Shipping International Joint Stock Co. (Ceskoslovenska Namorni Plavba)**<br>Praha Czechoslovakia<br>SatCom: 1436116/OLGB | *26 128*<br>*12 843*<br>40 908<br>T/cm<br>50,0 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty.(cc)<br>Ice Class 1C<br>**✠LMC** **UMS**<br>EL (Lt) 644,0/70,0U3<br>FN 8348 | **1989**-10 R.O. Brodogradiliste "3 Maj"—Rijeka (633)<br>196,30 (BB) 28,06 11,217<br>188,00 28,00 16,39<br>F 16,1 1 dk<br>rf nil DK | **M Bulk Carrier**<br>5 Ho ER<br>G.51 094<br>5 Ha (stl) (19,1 × 13,3) (19,1 19,1 19,1 19,1 × 16,0) ER | Sulzer<br>Oil 2SA 5Cy. 620 × 2150<br>7 331kW (9 967bhp)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>AuxB (o.f.) 7,1kgf/cm² (7,0bar)<br>e(ex.g) (ex.g) 7,1kgf/cm² (7,0bar)<br>Gen 3 × 600kW 400V 50Hz a.c.<br>Fuel 241,7t (d.o.) 1 703,4t (hvf)-25,0pd |
| **8719671**<br>921663 | **VITO C.**<br>**Vito C. Corp.**<br>Boston, Ma United States of America | **168**<br>114<br>— | | **1987** Rodriguez Boat Builders Inc.—Coden, Al<br>26,22 -<br>22,43 7,31 4,11<br>1 dk | **M Fishing** | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 geared to<br>Caterpillar Inc. |
| **8016586**<br>614860<br>Esd Pfd Rdr<br>Rt | **VITO C. II**<br>**Vito C. Corp.**<br>Gloucester, Ma United States of America | **186**<br>121<br>— | | **1979** G. & W. Industries Inc.—Cleveland, Oh<br>29,27<br>7,56 3,89<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 reverse<br>geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. |
| **7615995**<br>*LZGM*<br>Df Esd Gc<br>Rdr RTm/h/v | **VITOCHA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **15 662**<br>9 721<br>24 354<br>T/cm<br>34,4 | BR | **1977** "Georgi Dimitrov" Shipyard—Varna (120)<br>185,20 (BB) 22,86 10,100<br>171,69 22,81 14,15<br>P 36,3 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 20,1 13,7 19,5 13,7 19,5 13,7 19,5 ER<br>G.32 629 HeCls. B<br>7 Ha (stl) (14,7 10,5 13,1 10,5 13,1 10,5 13,1 × 11,4) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski<br>Gen 3 × 504kW a.c.<br>Fuel 311,0t (d.o.) 1 589,0t (hvf)-34,0pd |
| **7213216**<br>*ELHM7*<br>8150<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **VITORANDIS**<br>ex Tramco Glory-87 ex Cast Dolphin-82<br>ex Berit-78<br>**Ocean Neptune Navigation Corp.**<br>Monrovia Liberia | **28 343**<br>23 077<br>52 019<br>T/cm<br>54,4 | NV | **1972** A/S Burmeister & Wain's Skibsbyggeri —Kobenhavn (844)<br>218,85 30,56 12,091<br>206,43 30,51 17,00<br>P 43,9 F 18,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 22,1 26,5 19,5 27,5 19,5 25,9 22,6 ER<br>G.69 359 B.60 293 HeCls. ptB<br>7 Ha (stl) (12,1 17,8 12,1 17,8 12,1 17,8 12,1 × 12,8) ER<br>Cr 5(10) | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>A/S Burmeister & Wain's Motor-og Mfbk<br>1971<br>Gen 3 × 504kW 440V 60Hz a.c.<br>Fuel 298,0t (d.o.) 2 787,0t (hvf)-42,0pd |
| **7123356**<br>*LAZS2*<br>N-00803<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **VITORIA**<br>ex Pacmonarch-89 ex Terrylin-74<br>**K/S Vitoria**<br>Univan Ship Management Ltd.<br>Bergen Norway (NIS) | **13 839**<br>10 169<br>26 479<br>T/cm<br>36,0 | AB | **1972** Hakodate Dock Co. Ltd.—Hakodate (499)<br>171,71 (BB) 24,34 10,084<br>162,01 24,31 14,00<br>P 29,9 F 11,6 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 25,8 27,2 14,4 27,2 27,2 ER<br>G.33 413 B.33 051 HeCls. B<br>5 Ha (stl) (16,0 18,3 9,6 18,3 18,3 × 11,3) ER<br>Cr 4(15) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 137,0t (d.o.) 1 657,0t (hvf)-34,0pd |
| **6420264**<br>*PP2746* | **VITORIA**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Vitoria Brazil | **150**<br>—<br>— | **✠100A1** SS 4/90<br>tug<br>**LMC**<br>EL (c)<br>FN 339 | **1965**-9 Industrias Reunidas Caneco S.A.—Rio de Janeiro (155)<br>32,16 8,54 3,696<br>28,00 8,01 4,09<br>rf 838 | **M Tug** | General Motors<br>Vee Oil 2SA 16Cy. 216 × 254 reverse<br>geared to sc. shaft<br>General Motors Corp. |
| **5145843**<br>*PIHI*<br>19384<br>Df Esd Rdr<br>RTm/v | **VITORIA NOVA**<br>ex Vitoria Novas-89 ex Anita-87<br>ex Roelina-85 ex Michel-84<br>ex Sea Vigor-79<br>ex Heinrich Hauschildt-76<br>**J. D. Betzema**<br>Sneek Netherlands | **417**<br>253<br>745 | GL | **1959** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (449)<br>56,62 9,63 2,990<br>51,01 9,61 3,41<br>P 11,0 F 7,1 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.949 B.870<br>2 Ha (14,8 10,4 × 5,6) ER<br>2W Cr 1(5) Der 2(2) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>331kW (450bhp)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 80kW 1 × 60kW 220/380V |
| **7111042**<br>*9H3149*<br>2270<br>Esd Pfd Rdr<br>RTm/h/v | **VITORIN**<br>ex Lady Vera-89<br>**Tug Malta Ltd.**<br>Valletta Malta | **262**<br>0<br>171 | **✠100A1** SS 7/90<br>tug<br>**✠LMC**<br>EL (d) 1"U2<br>FN 398 | **1972**-1 James Lamont & Co. Ltd.—Port Glasgow (414)<br>32,54 9,38 4,299<br>28,96 8,84 4,88<br>RAD 1,0 1 dk<br>rf 457 BK 152 | **M Tug** | Paxman<br>Oil 4SA 9Cy. 318 × 368 sr reverse<br>shaft<br>Ruston Paxman Diesels Ltd.<br>Gen 3 × 50kW 400V 50Hz a.c.<br>Fuel 76,0t (d.o.) |
| **7920364**<br>*CSES*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **VITORINO NEMESIO**<br>ex Nicolette-90 ex Nicole-87<br>**Transinsular - Transportes Maritimos Insulares S.a.r.l.**<br>STEER Shipmanagement Services Ltd.<br>Ponta Delgada Portugal | *2 485*<br>*1 463*<br>3 032 | GL | **1980** Heinrich Brand Schiffswerft G.m.b.H. & Co. K.G.—Oldenburg (211)<br>86,14 (BB) 14,03 5,728<br>75,01 14,01 6,08<br>P 9,2 F 5,5 3 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,4 ER<br>G.5 140 B.5 005<br>TEU 153 C.Ho 93/20' C.Dk 60/20'<br>1 Ha (stl) (50,2 × 10,2) ER<br>Cr 1(25) | MaK<br>Oil 4SA 6Cy. 320 × 420 reduction<br>shaft<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 202,5kW 50Hz a.c. 2 ×<br>50Hz a.c.<br>Thw. thrust propeller fwd |
| **8918605**<br>*OUQQ5*<br>D-33382<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>CollRdr<br>SatCom | **VITTA THERESA**<br>**I/S Vitta Theresa**<br>Tankskibsrederiet Herning A/S (Herning Shipping A/S)<br>Struer Denmark (DIS) | *1 504*<br>*535*<br>2 294 | **100A1**<br>Class contemplated<br>FN 1314 | **1991** N.V. Nieuwe Scheepswerven t. Barbara —Maasmechelen (A2550)<br>79,70 (BB) 10,94 4,350<br>76,26 10,90 6,55<br>P 16,5 B 7,7 F 13,0 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>CBT SBT DB<br>10 Wing Ta 6,0 8,5 12,6 12,6 9,6 ER<br>L.2 471 HeCls. C | A.B.C.<br>Oil 4SA 6Cy. 256 × 310 geared to<br>1 104kW (1 501bhp)<br>Anglo-Belgian Corporation N.V.<br>Gen 2 × 92kW a.c.<br>Thw. thrust propeller fwd |
| **7719818**<br>*ICVU*<br>Df Esd Gc<br>Pfd Rdr RTv | **VITTORE CARPACCIO**<br>ex Dania Marine-92 ex El Arish-91<br>**Sicilia Regionale Marittima S.p.A. (SI.RE.MAR.)**<br>Palermo Italy | **4 609**<br>2 162<br>1 046 | NV | **1980** A/S Bergens M/V—Bergen (793)<br>105,01 (BB) 17,30 4,133<br>93,71 17,01 10,95<br>3 dks<br>rf nil | **TM Passenger/RoRo Cargo/Ferry**<br>412bth 660dk P<br>Stern door/ramp<br>B.5 630 | Normo<br>4 Vee Oil 4SA each 12Cy. 250 ×<br>sc. shafts<br>9 000bhp (6 620kW)<br>A/S Bergens M/V<br>Gen 3 × 900kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 40,0t (d.o.) 440,0t (hvf)-36,0pd |
| **5382702**<br>Df Rt | **VITTORIA**<br>**Juan Perlo**<br>Peru | **119**<br>63<br>— | | **1936** Al Larson—Los Angeles, Ca<br>*23,02* 6,86<br>... ... ... | **Wood M Fishing**<br>Side-fishing | Imperial<br>Oil 4SA 4Cy. 330 × 405<br>Atlas Imperial D.E. Co. |

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|---|---|---|---|---|---|
| **VITTORINO ZANIBON**<br>**Fratelli Cosulich S.p.A.**<br>Palermo Italy | **1 597**<br>828<br>2 163 | RI | **1943** C.R.D. Adriatico—Trieste<br>78,75 12,45 5,030<br>73,00 12,37 5,62<br>1 dk | **M Tanker**<br>15 Ta ER<br>L.(oil) 2 610 | Fiat<br>Oil 2SA 6Cy. 450 × 740<br>1 730bhp (1 273kW)<br>Fab. Mec. S. Andrea Trieste<br>Fuel 145,5t-7,0pd 12,25kn |
| **VITTORIO PALADINI**<br>ex Aardenburgh-66 ex Scheldt-55<br>**Compagnia di Navigazione Mediterranea** | **498**<br>258<br>772 | (RI)<br>*Classed BC until 5/66 | **1938**-7 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (654)<br>54,26 8,87 3,620<br>50,30 8,84 3,97<br>P & B 29,3 F 7,1 1 dk<br>R rf nil | **M General Cargo**<br>1 Ho 31,0 1 TwD 16,0<br>G.1 264 B.1 166<br>2 Ha (each 11,8 × 4,8) ER<br>4W Der 1(7) 3(3) | Deutz<br>Oil 4SA 6Cy. 370 × 580<br>575bhp (423kW)<br>Humboldt-Deutzmotoren Koeln-Deutz<br>Gen 1 × 50kW 1 × 32,5kW 1 × 10kW 220V d.c.<br>Fuel 40,5t (d.o.) 10kn |
| **VITU**<br>**Government of The Solomon Islands (Ministry of Transport & Communications)**<br>Honiara Solomon Islands | **140**<br>—<br>250 | | **1976** Hancocks SB. Co. Ltd.—Pembroke Dock (SI111/1)<br>... ... ...<br>24,39 7,62 1,86 | **TM Livestock Carrier** | 2 Oil<br>............ |
| **VITU**<br>**Government of Fiji**<br>Suva Fiji | **130**<br>—<br>— | | **1981** Fiji Government Shipyard—Suva (64)<br>23,02 3,071<br>22,03 7,08<br>1 dk | **TM Tug** | General Motors 16V-71-N<br>2 Vee Oil 2SA each 16Cy. 108 × 127 geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| **VITUS**<br>ex Rauma IV-89<br>ex Wilhelm Hackman-84<br>**Horsens Havn**<br>Horsens Denmark | **145**<br>21<br>177 | ✠Classed LR until 26/5/87 | **1978**-6 Rauma-Repola Oy—Savonlinna (410)<br>25,71 7,52 2,952<br>23,42 7,50 3,51<br>1 dk<br>rf 889 | **M Tug**<br>Ice strengthened<br>Mchy.aft | Wartsila<br>Oil 4SA 6Cy. 240 × 310 sr geared to sc. shaft<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **VITUS BERING**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400331/UJGH | *13 514*<br>*4 777*<br>10 700 | RS | **1986** Kherson Shipyard—Kherson (5001)<br>163,90 22,46 9,000<br>145,38 22,41 11,99<br>2 dks | **D-E RoRo Cargo/General Cargo/ Icebreaker**<br>Side door & ramp (s. aft)<br>5 Ho<br>B.15 300 In.212 L.865<br>TEU 326 C.Ho 198/20' C.Dk 128/20'<br>4 Ha (stl)<br>Cr 2(25) 1(12,5) | Sulzer 12ZV40/48<br>2 Vee Oil 4SA each 12Cy. 400 × 480 total 15 580bhp (11 460kW) driving 3 gen. each 880kW a.c. connected to elec. motor of 12 643shp (9 300kW) & geared to sc. shaft<br>Oy Wartsila Ab Turku/Abo<br>15,9kn |
| **VITUS BERING**<br>**Rider Shipping Corp.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *1 899*<br>*592*<br>— | NV | **1990** Sterkoder M/V A/S—Kristiansund N. (121)<br>64,05 (BB)<br>55,55 13,00 5,95 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>G.130 In.930 | Wartsila 6R32E<br>Oil 4SA 6Cy. 320 × 350 reduction geared to sc. shaft<br>2 458kW (3 342bhp)<br>Wartsila Diesel Oy Vaasa/Vasa<br>Gen 1 × 1304kW 2 × 336kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>14kn |
| **VITUS BERING**<br>**Harald Mannes**<br>Port Townsend, Wa United States of America | **189**<br>129<br>— | | **1980** Nichols Bros. Boat Builders Inc.—Freeland, Wa (49)<br>*31,00* 9,28<br>3,33<br>1 dk | **M Fishing**<br>Crab | Caterpillar D399SCAC<br>Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VITYA CHALENKO**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**2 137**<br>868<br>—<br>**3 608**<br>1 775<br>4 687 | RS | **1971** VEB Schiffswerft "Neptun"—Rostock (324)<br>105,67 15,63 5,290/6,770<br>96,02 15,60 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3 4 TwD<br>G.6 510<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER (9,9 × 7,0)<br>10W Der 1(40) 1(20) 8(5) | MAN K6Z57/80-A3<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt Halberstadt<br>Fuel 78,0t (d.o.) 313,0t (hvf)-11,0pd 13,75kn |
| **VITYA KHOMENKO**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**2 138**<br>869<br>—<br>**3 601**<br>1 757<br>4 648 | RS | **1969** VEB Schiffswerft "Neptun"—Rostock (311)<br>105,70 15,63 5,271/6,757<br>96,02 15,60 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3 4 TwD<br>G.6 510<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER (9,9 × 7,0)<br>8W Der 1(40) 1(20) 8(5) | MAN K6Z57/80-A3<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt Halberstadt<br>Fuel 78,0t (d.o.) 313,0t (hvf)-11,0pd 13,75kn |
| **VITYA NOVITSKIY**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | T.Mk<br>**1 222**<br>427<br>1 283<br>**2 079**<br>918<br>2 180 | RS | **1976** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin (31016)<br>88,75 12,83 4,150/5,201<br>80,40 12,81 6,68<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,3 16,5 16,6 ER<br>G.3 615 B.3 240<br>TEU 57 C.Ho 38/20' C.Dk 19/20'<br>3 Ha (stl) (8,7 × 7,7) (12,8 12,8 × 10,2) ER<br>Der 1(20) 2(5-10) | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>H. Cegielski Poznan<br>Fuel 45,0t (d.o.) 135,0t (hvf)-7,0pd 12kn |
| **VITYA SITNITSA**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**2 137**<br>868<br>—<br>**3 608**<br>1 775<br>4 687 | RS | **1971** VEB Schiffswerft "Neptun"—Rostock (325)<br>105,64 15,63 5,261/6,770<br>96,02 15,60 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3 4 TwD<br>G.6 510<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER (9,9 × 7,0)<br>10W Der 1(40) 1(20) 8(5) | MAN K6Z57/80-A3<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt Halberstadt<br>Fuel 78,0t (d.o.) 313,0t (hvf)-11,0pd 13,75kn |
| **VITYAZ**<br>**Academy of Sciences**<br>(Novorossiysk) (U.S.S.R.) | **4 842**<br>1 134<br>1 808 | RS | **1981** Stocznia Szczecinska im. A. Warskiego —Szczecin (B86/01)<br>111,00 16,62 5,720<br>- - 9,52<br>1 dk | **TM Research**<br>Oceanographic<br>Ice strengthened | Sulzer 6ZL40/48<br>2 Oil 4SA each 6Cy. 400 × 480<br>6 400bhp (4 708kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>2 Controllable pitch propellers<br>16kn |
| **VITYAZ**<br>**Soviet Danube Shipping Co.**<br>(Ust Dunaysk) (U.S.S.R.) | *228*<br>—<br>86 | RS | **1985** ............Yugoslavia<br>35,23 9,01 3,160<br>30,00 - 4,50<br>1 dk | **M Tug**<br>Ice strengthened | Sulzer 6ASL25/30<br>2 Oil 4SA each 6Cy. 250 × 300<br>Yugoslavia<br>Gen 2 × 100kW a.c.<br>Controllable pitch propeller |
| **VITYAZ**<br>ex MB-6124<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | **132**<br>0<br>36 | (RS) | **1966** ............U.S.S.R.<br>28,88 6,52 2,550<br>- - 3,16<br>1 dk | **M Tug** | Oil<br>............<br>Fuel (d.o.) |
| **VITYAZ**<br>ex MB-6104 ex BK-410<br>**Kamchatka Shipping Co.**<br>(Ust-Kamchatsk) (U.S.S.R.) | **132**<br>0<br>57 | RS | **1964** VEB Schiffswerft "Edgar Andre" —Magdeburg (6104)<br>28,87 6,78 2,620<br>25,62 - 3,00<br>1 dk | **M Tug**<br>Ice strengthened | Oil<br>............<br>Fuel (d.o.) |

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| **7383190**<br>*LACU2*<br>N-00086<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **VIVA**<br>ex Columbia-79<br>**C. H. Sorensen & Sonner A/S**<br>Arendal Norway (NIS) | **53 724**<br>43 979<br>110 439<br>T/cm<br>88,4 | <br><br>NV | **1975** A/S Fredriksstad M/V—Fredrikstad (423)<br>265,62 (BB) 38,46 15,793<br>252,56 38,41 21,47<br>F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho each 21,6 ER<br>G.133 239 B.129 027 HeCls. B<br>9 Ha (stl) (13,7 × 14,0) (15,5 15,5 15,5 15,5 15,5 15,5 15,5 15,5 15,5 × 17,9) ER | Sulzer<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>A/S Horten Verft<br>Gen 3 × 524kW 440V 60Hz a.c.<br>Fuel 468,5t (d.o.) 6 118,5t (hvf)-77,0pd |
| **8426236**<br>*DVTN*<br>212627<br>Rt | **VIVA PENAFRANCIA IV**<br><br>**Viva Shipping Lines Inc.**<br>Batangas Philippines | **202**<br>126<br>— | | **1968** Viva Shipping Lines Inc.—Lucena City<br>47,55 6,86 2,761<br>42,30 6,76 2,82<br>1 dk | **M Ferry/General Cargo**<br>436P | Oil |
| **8426250**<br>*DVVQ*<br>225246<br>Rt | **VIVA PENAFRANCIA IX**<br><br>**Viva Shipping Lines Inc.**<br>Batangas Philippines | **201**<br>121<br>— | | **1979** Viva Shipping Lines Inc.—Lucena City<br>7,35<br>47,00 7,32<br>1 dk | **M Ferry**<br>615P | Oil |
| **8426224**<br>*DVUJ*<br>220259<br>Rt | **VIVA PENAFRANCIA VI**<br><br>**Viva Shipping Lines Inc.**<br>Batangas Philippines | **265**<br>151<br>— | | **1972** Viva Shipping Lines Inc.—Lucena City<br>51,82 8,26 2,210<br>46,46 8,22 2,47<br>1 dk | **M Ferry/General Cargo**<br>597P | Oil |
| **7331460**<br><br>227417<br>Rdr Rt | **VIVA PENEFRANCIA**<br>ex Tamataka Maru No. 52<br>**Viva Shipping Lines Inc.** | **494**<br>222<br>— | | **1973** Sanuki Zosen Tekkosho K.K.—Takuma (716)<br>10,42<br>47,02 10,39 3,51<br>1 dk<br>RW | **TM Ferry**<br>784P | Makita<br>2 Oil 4SA each 6Cy. 290 × 440<br>2 000bhp (1 471kW)<br>Makita Tekkosho |
| **6811528**<br><br><br>Rdr | **VIVA STO. NINO**<br>ex Bisan Maru-82<br>**Viva Shipping Lines Inc.**<br>Batangas Philippines | **660**<br>319<br>262 | | **1967** Kanda Zosensho K.K.—Kure (127)<br>49,99 18,01 2,642<br>44,96 17,99 3,87<br>1 dk | **TM RoRo Cargo/Ferry**<br>752P | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>1 700bhp (1 250kW)<br>Daihatsu Kogyo<br>Gen 2 × 80kW<br>Fuel 22,0t-6,0pd |
| **7104403**<br>*3EPN8*<br>20535-HK<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **VIVA VICTORIA**<br>ex Atlantic Trader-91 ex Antillas-90<br>ex Lontue-85 ex Megalopolis-76<br>**Horizon International Shipping Co. S.A.**<br>Panama Panama | T.Mk<br>**6 505**<br>3 872<br>—<br><br>**9 267**<br>6 365<br>15 134 | ✠**100A1** SS 11/89<br>✠**LMC** **(UMS)**<br>EL B† 2″U3<br>FN 4419 | **1971**-5 Bremer Vulkan A.G.—Bremen-Vegesack (961)<br>139,58 21,06 —/9,494<br>132,70 21,00 12,30<br>F 12,5 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 15,7 19,5 16,4 21,0 19,2 ER<br>G.21 482 B.19 241<br>5 Ha (stl) (10,5 × 7,9) (12,7 11,2 14,1 12,7 × 10,5) ER<br>10W Der 1(60) 10(10) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Bremer Vulkan A.G. Bremen-<br>AuxB 8kgf/cm² (7,9bar)<br>Gen 3 × 346kW 440V 60Hz a.c.<br>Fuel 1 020,0t (hvf) |
| **7207889**<br>*WB4908*<br>254677 | **VIVA YO**<br>ex Reefer II-79 ex Great Sitkin<br>ex BSP 787<br>**Packers Pacifica Co.**<br>Seattle, Wa United States of America | **117**<br>78<br>— | | **1943** Maritime Shipyards—Seattle, Wa<br>*29,69* 9,15<br>3,00 | **Wood TM Fishing** | Caterpillar<br>2 Oil geared to sc. shafts<br>270bhp (199kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7211828**<br>*J8CG4*<br>2753<br>Df Esd Gc<br>Rdr RTm/h/v | **VIVACITY**<br>ex Griesheim-81<br>**Lambada Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines | **17 337**<br>11 915<br>34 151<br>T/cm<br>40,2 | GL<br><br>✠Classed LR until 7/73 | **1972**-7 Verolme Schpsw.—Alblasserdam (849)<br>181,72 (BB) 25,71 11,221<br>172,22 25,66 15,19<br>P 29,6 F 16,2 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho each 17,9 ER<br>G.40 032 HeCls. ptB<br>7 Ha (stl) (each 12,0 × 12,0) ER<br>Cr 4(12) | MAN<br>Oil 2SA 7Cy. 780 × 1550<br>13 300bhp (9 783kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 424kW 450V 60Hz a.c.<br>Fuel 180,0t (d.o.) 1 919,0t (hvf)-42,5pd |
| **6815079**<br>*9HVZ2*<br>2109<br>Df Esd Gc<br>Pfd Rdr RTv | **VIVALDI**<br>ex Cellana-85<br>**Clipper Shipping Ltd.**<br>Valletta Malta<br>SatCom: 1256161/VIVA | **15 635**<br>8 926<br>25 170<br>T/cm<br>35,8 | ✠**100A1** SS 8/91<br>oil tanker<br>((cc)) crude oil—defined ballasting<br>✠**LMC**<br>EL G† $2\frac{13}{16}$″U2<br>FN 6076 | **1968**-8 Whyalla SB. & Eng. Works—Whyalla, S.A. (46)<br>171,02 (BB) 24,44 9,780<br>162,87 24,39 12,91<br>P 16,5 F 20,2 1 dk<br>rf 102 Diam. 0,250 | **M Tanker**<br>Stern disch.<br>21 Ta ER<br>L.(oil) 30 327 HeCls. BC<br>4 Cargo pumps total 2 000T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>6 179kW (8 400bhp)<br>Commonwealth Govt. Engine Works Melbourn<br>WTAuxB primary 600lbf/in² (41,4bar) secondary 185lbf/in² (12,8bar)<br>Gen 1 × 550kW 2 × 500kW 415V 50H<br>Fuel 1 166,5t (d.o.)-28,5pd |
| **7396795**<br>*P3FZ3*<br>708807<br>Df Esd Gc<br>Rdr Rt | **VIVALDI**<br>ex Valle De Unza-88<br>**Ibiza Marine Co. Ltd.**<br>N. J. Pateras S.A.<br>Limassol Cyprus | **8 196**<br>6 213<br>14 350 | ✠**100A1** SS 9/89<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC**<br>EL B† 2″U3<br>FN 4356 | **1977**-5 T. Ruiz de Velasco S.A.—Bilbao (140)<br>138,56 (BB) 21,04 9,284<br>130,38 21,01 12,40<br>P 7,1 F 17,4 1 dk<br>rf nil DK in way of holds | **M Bulk Carrier**<br>3 Ho 31,6 30,0 30,0 ER<br>G.19 266<br>3 Ha (stl) (18,9 18,7 18,7 × 12,4) ER<br>6W Der 3(25) 3(16) | Werkspoor<br>Vee Oil 4SA 12Cy. 410 × 470 sr geared shaft<br>8 500bhp (6 252kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 320kW 380V 50Hz a.c.<br>Fuel 195,5t (d.o.) 563,0t (hvf) |
| **7033135**<br>*IPIV*<br>1122<br>Rdr Rt | **VIVARA**<br><br>**Rimorchiatori Napoletani S.M.**<br>Napoli Italy | **198**<br>44<br>— | <br><br>RI | **1970** Cant. Nav. Giuliano—Trieste (177)<br>30,79 8,62 3,722<br>28,02 8,60 4,25<br>1 dk | **M Tug**<br>Salvage | MAN<br>Oil 4SA 9Cy. 300 × 450 reduction gear shaft<br>Masch. Augsburg-Nuernberg (MAN)<br>Controllable pitch propeller |
| **7000011**<br>*H2QI*<br>701996<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **VIVARI II**<br>ex Susan Sea-91 ex Pigeon-90<br>ex Mariner-86 ex Anavissos-83<br>ex Argolis-80 ex Janey-78<br>**Crystal Shipping Co. Ltd.**<br>Limassol Cyprus | **8 909**<br>6 119<br>15 040 | BV HR<br><br>✠Classed LR until 20/8/87 | **1969**-7 Austin & Pickersgill Ltd.—Southwick, Sunderland (861)<br>141,00 20,48 8,857<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>RW rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 22,8<br>G.21 642 B.19 793<br>5 Ha (stl) (11,7 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 8(10) 2(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>4 046kW (5 501bhp)<br>Hawthorn, Leslie (Engineers) Ltd.<br>Gen 3 × 218kW 440V 60Hz a.c.<br>Fuel 120,0t (d.o.) 1 000,0t (hvf)-17,5pd |
| **8714267**<br>*LAMU*<br>20501<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav | **VIVAX**<br><br>**K/S Bugsertjeneste II A/S**<br>Johannes Ostensjo d.y.<br>Haugesund Norway | *429*<br>*128*<br>— | <br><br>NV | **1988** Batservice Verft A/S—Mandal (675)<br>33,30 10,60 5,020<br>29,95 10,00 5,62<br>1 dk | **TM Tug**<br>Pollution Control | MaK<br>2 Oil 4SA each 8Cy. 240 × 330 with c flexible couplings & sr geared to sc<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 160kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Controllable pitch propeller<br>2 Thw. thrust propellers fwd<br>Fuel 100,0t (d.o.)-6,0pd |
| **8318506**<br><br><br>Esd Rdr Rt | **VIVEK**<br><br>**Government of The Republic of India (Coast Guard)**<br>Bombay India | *1 247*<br>*750*<br>195 | <br><br>(AB) | **1989** Mazagon Dock Ltd.—Bombay (786)<br>74,10 11,41 3,080<br>69,00 11,40 7,90<br>2 dks | **TM Fire-fighting Patrol Ship**<br>Pollution Control | Pielstick<br>2 Vee Oil 4SA each 16Cy. 280 × 290 clutches, flexible couplings & reduc to sc. shafts<br>9 416kW (12 801bhp)<br>Alsthom-Atlantique<br>Gen 4 × 212,5kW 1 × 159kW<br>Controllable pitch propeller<br>Controllable pitch propeller |
| **7334503**<br>*ATKA*<br>1548<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **VIVEKANANDA**<br><br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **51 528**<br>36 708<br>89 367<br>T/cm<br>82,2 | <br><br>AB IRS | **1974** Mitsubishi Heavy Industries Ltd.—Kobe (1048)<br>237,65 (BB) 39,45 13,983<br>226,02 39,40 18,72<br>1 dk<br>rf nil Bow/CM 118 Diam. 0,500 | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 105 814 HeCls. BC<br>3 Cargo pumps total 6 000T/hr | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Mitsubishi Heavy Industries Ltd<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 297,0t (d.o.) 4 425,0t (hvf)-62,5pd |

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|---|---|---|---|---|---|
| **VIVI**<br>ex Majnou'a-90 ex Blue Fish II-85<br>ex Sea Garnet-78<br>**International Shipping Agencies**<br>Abu Dhabi United Arab Emirates | *699*<br>*209*<br>790 | BV<br>✠Classed LR until 3/78 | **1973**-10 Brodogradiliste "Tito"—Belgrade (886)<br>55,50 12,12 3,870<br>48,96 11,60 4,88<br>F 18,3 1 dk<br>rf 1092 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12P<br>2 Ta ER | Wichmann 6AXA<br>2 Oil 2SA each 6Cy. 300 × 450<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 160kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 169,5t (d.o.) 13,5kn |
| **VIVI**<br>ex Aspirant-48 ex Artno<br>**Office d'Exploitation des Transports au Congo (OTRACO)**<br>Matadi Zaire | **499**<br>307<br>— | Classed LR until 7/52 | **1942** Levingston SB. Co.—Orange, Tx<br>43,59 10,32 4,115<br>40,72 10,06 5,19<br>F 13,5 1 dk, 2nd dk clear of mchy space | **D-E Tug**<br>Der 1(1,5) | General Motors<br>2 Vee Oil 2SA each 12Cy. 222 × 267 driving 2 gen. each 650kW 560V d.c. connected to 2 elec. motors & sr geared to sc. shaft<br>General Motors Corp. La Grange, Illinois<br>Gen 1 × 60kW 1 × 30kW 120V d.c.<br>Fuel 167,5t (d.o.) 12kn |
| **VIVI L**<br>**G. Souliotis & S. Lainas**<br>Piraeus Greece | **983**<br>248<br>677 | (BV) (HR) | **1977** Vassiliadis Yard—Salamis (32)<br>66,53<br>59,09 13,91 3,76<br>1 dk | **TM RoRo Cargo/Ferry/ Landing Craft**<br>Deck Cargo 662dk P<br>Bow door/ramp | Caterpillar D398SCAC<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>2 300bhp (1 692kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VIVI M**<br>ex Gaasterland-87 ex Frisian Arrow-86<br>ex Samsun Arrow-85 ex Eems-82<br>**Manolmare Shipping Co.**<br>Piraeus Greece | **1 548**<br>1 088<br>3 776 | BV | **1978** Schps. "Hoogezand" J. Bodewes—Bergum (186)<br>81,46 14,81 6,160<br>75,01 14,51 8,87<br>2 dks | **M General Cargo** OSD<br>1 Ho ER<br>G.5 600 B.4 966<br>Der 3(25) | Deutz<br>Oil 4SA 6Cy. 320 × 450 reduction geared to sc. shaft<br>2 500bhp (1 839kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 136kW<br>Fuel 313,0t (d.o.)-10,0pd 12kn |
| **VIVIAN**<br>ex Drakedene-66 ex Empire Farjeon-46<br>**Dimitrios & Pantelis Theodossiou & Ioannis Vatikiotis**<br>Piraeus Greece | **379**<br>230<br>— | (HR)<br>✠Classed LR until 11/8/72 | **1944**-11 Goole SB. & Repairing Co. Ltd.—Goole (420)<br>45,12 8,28 2,921<br>42,98 8,23 3,36<br>F 4,3 1 dk<br>rf nil conv General Cargo — | **M Tank Barge**<br>Water<br>Mchy.aft<br>G.528 B.521<br>2W Der 2(2) | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW) E fitted—<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VIVIAN THERESA**<br>ex Libelle-74<br>**I/S Vivian Theresa**<br>Tankskibsrederiet Herning A/S (Herning Shipping A/S)<br>Ringkobing Denmark | **499**<br>271<br>1 112 | GL | **1968** Schiffswerft u. Masch. Max Sieghold —Bremerhaven (144)<br>62,49 9,50 3,576<br>56,70 9,38 4,12<br>P 14,1 F 6,8 1 dk | **M Tanker**<br>Ice strengthened<br>6 Ta ER<br>L.(oil) 1 350 HeCls. C | MWM D4846U<br>Oil 4SA 6Cy. 320 × 480<br>550bhp (405kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 110kW 380V<br>Fuel 30,5t (d.o.)-2,5pd 10,5kn |
| **VIVIEN**<br>**Vivien Co. Ltd.**<br>NYK Ship Management Co. Ltd.<br>Monrovia Liberia<br>SatCom: 1242301/TMMA | **13 267**<br>7 819<br>20 544 | NK | **1976** Mitsubishi Heavy Industries Ltd.—Nagasaki (1771)<br>167,82 22,92 10,202<br>155,02 22,86 13,87<br>P 33,6 F 11,9 2 dks<br>rf nil | **M General Cargo**<br>4 Ho 26,1 27,9 27,9 27,9 ER 4 TwD<br>G.26 519 B.23 258<br>TEU 398<br>C.Ho 284/20' C.Dk 114/20' incl. 12 ref C.<br>7 Ha (stl) (17,1 19,8p&s 19,8p&s 19,8p&s × 8,0) ER<br>Cr 1(25) 2(20) 2(15) 1(10) | Mitsubishi 8UEC65/135D<br>Oil 2SA 8Cy. 650 × 1350<br>12 800bhp (9 415kW)<br>Ube Industries Ltd. Ube<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 2 047,0t (hvf)-42,0pd 16,75kn |
| **VIVITA**<br>ex General Duque-89<br>ex Manila Brave-85 ex Bravenes-84<br>**Bulk Partners K/S**<br>Ugland Bulk Carriers A/S<br>Grimstad Norway (NIS)<br>SatCom: 1311760/LAQG | *20 450*<br>*11 682*<br>35 223<br>T/cm<br>42,6 | **✠100A1** SS 3/89<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL It 2⅞"U2<br>FN 7154 | **1975**-4 Nippon Kokan K.K.—Shimizu (340)<br>177,02 (BB) 27,87 11,158<br>167,01 27,81 15,02<br>P 31,7 F 15,3 1 dk<br>rf 102 | **M Bulk Carrier**<br>6 Ho 18,9 19,8 21,9 16,4 20,9 21,4 ER<br>G.40 389 B.38 773<br>6 Ha (stl) (9,7 × 11,2) (11,2 12,7 9,5 12,7 12,7 × 14,4) ER<br>Cr 5(16) | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10,5kgf/cm² (10,3bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 188,5t (d.o.) 2 342,5t (hvf)-45,0pd 15,5kn |
| **VIXIADOR**<br>Launched as Oitaven<br>**Sotelo Dios S.A.**<br>Vigo Spain | **337**<br>172<br>— | BV | **1973** Const. Nav. Santodomingo—Vigo (387)<br>41,48 4,050<br>36,20 8,50 6,15<br>2 dks<br>len 79 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>960bhp (706kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 165,5t (d.o.) 12kn |
| **VIYMSI**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | *1 896*<br>*1 014*<br>3 389 | RS | **1987** "Ivan Dimitrov" Shipyard—Rousse (460)<br>77,53 14,54 5,400<br>73,20 14,00 6,50<br>1 dk | **M Tanker**<br>Bunkering<br>SBT<br>12 Ta ER<br>L.(oil) 3 513 | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480 sr geared to sc. shaft<br>882kW (1 199bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) East Germany<br>Gen 2 × 150kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>10,2kn |
| **VIYTNA**<br>**Dalryba**<br>(Korsakov) (U.S.S.R.) | T.Mk<br>**3 147**<br>1 388<br>2 117 | RS | **1978** VEB Volkswerft Stralsund—Stralsund (474)<br>101,48 (BB) 15,22 5,700<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (stl) (1,6 × 2,0) (2,3 × 2,3) (2,2 × 2,2)<br>6W Der 2(5) 4(3) | MAN 8ZD72/48AL-1<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>14,75kn |
| **VIZAGAPATAM**<br>**Government of The Republic of India**<br>Madras India | **2 272**<br>929<br>— | ✠Classed LR until 12/37 | **1926**-11 Wm. Simons & Co. Ltd.—Renfrew (680)<br>86,26 16,11 4,725<br>16,06<br>P 4,6 1 dk<br>R | **TS Hopper/Dredger**<br>Cutter Suction<br>4W | T 12Cy. (4) 305 (4) 483 & (4) 813 x 559<br>Wm. Simons & Co. Ltd. Renfrew<br>8kn |
| **VIZCAINO**<br>**Pesquera Zapata S.A. de C.V.**<br>Ensenada, Baja California Mexico | **273**<br>195<br>330 | | **1976** Atlantic Marine Inc.—Fort George Island, Fl (4162)<br>32,92 8,84 3,671<br>29,27 8,79 4,78<br>F - 1 dk | **M Fishing**<br>Mchy.fwd<br>2 Ho<br>Der 2(-) | General Motors 12V-149<br>Vee Oil 2SA 12Cy. 146 × 146 reverse reduction geared to sc. shaft<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 1 × 50kW 216V<br>Fuel (d.o.) 9kn |
| **VKRADCHIVYY**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | *448*<br>*134*<br>207 | RS | **1983** ..............U.S.S.R.<br>44,89 9,48 3,771<br>5,11<br>1 dk | **M Fishing**<br>Seiner<br>Ice strengthened | Oil<br>............. |
| **VLAANDEREN IV**<br>**N.V. Baggerwerken Decloedt en Zoon**<br>Oostende Belgium | **816**<br>330<br>— | | **1947** J. & K. Smit's Scheeps.—Kinderdijk<br>54,01 11,51 2,801<br>51,29 11,31 4,50<br>1 dk | **M Dredger/Sand Carrier**<br>Suction Sand-pump discharge Stationary (Shore Delivery)<br>Single side arm Dredging depth 16,0<br>Mchy.aft<br>Hopper 643<br>1 pump 662kW (900bhp) | MAN<br>Oil 4SA 6Cy. 220 × 330<br>900bhp (662kW)<br>J. & K. Smit's Scheeps. Kinderdijk<br>8,5kn |
| **VLAANDEREN V**<br>**N.V. Baggerwerken Decloedt en Zoon**<br>Zeebrugge Belgium | **825**<br>597<br>— | | **1948** N.V. Scheepswerf van Rupelmonde —Rupelmonde<br>65,21 10,11 2,650<br>62,13 9,77 3,92<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>585bhp (430kW) E added—<br>Kloeckner Humboldt Deutz Koeln<br>9kn |

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| **7623289**<br>*ORYF*<br>Rt | **VLAANDEREN VI**<br>**N.V. Baggerwerken Decloedt en Zoon**<br>Zeebrugge Belgium | **826**<br>598<br>— | | **1948** N.V. Scheepswerf van Rupelmonde —Rupelmonde<br>65,21 10,11 2,650<br>62,13 9,77 3,92<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 220 × 280<br>585bhp (430kW) E added—<br>Kloeckner Humboldt Deutz |
| **7704552**<br>*ORYR*<br>Df Esd Gc<br>Pfd Rdr Rt | **VLAANDEREN XIX**<br>**N.V. Baggerwerken Decloedt en Zoon**<br>Zeebrugge Belgium | **2 305**<br>801<br>3 000 | BV | **1978** IHC Smit B.V.—Kinderdijk (896)<br>99,90 4,801<br>74,88 18,51 5,97<br>1 dk | **TD-E Dredger**<br>Cutter Suction<br>Dredging depth 30.0<br>Hopper 1 800<br>2 sandpumps each 3263kW (4374bhp), submerged suction pump 1910kW (2560bhp) | Mirrlees<br>2 Oil 4SA each 6Cy. 381 × 457 total 7 00<br>(5 149kW) driving 2 gen. connected to 2<br>motors each of 1 182shp (869kW)<br>Mirrlees Blackstone (Stockport) Ltd.<br>2 Directional propellers |
| **7623332**<br>*ORYQ*<br>RdrRTm | **VLAANDEREN XVII**<br>**N.V. Baggerwerken Decloedt en Zoon**<br>Zeebrugge Belgium | **1 141**<br>583<br>— | | **1953** J. & K. Smit's Scheeps.—Kinderdijk<br>63,51 12,27 4,001<br>60,86 5,62<br>1 dk | **M Hopper/Dredger/Sand Carrier**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 40,0<br>Mchy.aft<br>Hopper 797<br>1 sandpump 926kW (1259bhp) | MAN<br>Oil 8Cy.<br>1 260bhp (927kW)<br>J. & K. Smit's Scheeps. |
| **7026479**<br>*ORYN*<br>10/90<br>Esd Gc Rdr<br>RTv | **VLAANDEREN XVIII**<br>**N.V. Baggerwerken Decloedt en Zoon**<br>Zeebrugge Belgium | *9 640*<br>*3 463*<br>16 385 | BV | **1970** IHC Smit N.V.—Kinderdijk (754)<br>124,06 23,04 8,281<br>115,53 23,02 11,00<br>B 21,4 1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 30,0<br>Hopper 16350T<br>2 Ho<br>Hopper 11 301<br>2 sandpumps each 1911kW (2598bhp) | Deutz<br>2 Vee Oil 4SA each 12Cy. 370 × 400 with<br>couplings & geared to sc. shafts<br>14 206bhp (10 449kW) NE 85<br>Kloeckner Humboldt Deutz<br>2 Controllable pitch propellers |
| **8120583**<br>*ORSH*<br>Df Esd Rdr<br>RTv | **VLAANDEREN XXI**<br>**N.V. Baggerwerken Decloedt en Zoon**<br>Zeebrugge Belgium | *1 741*<br>*522*<br>2 265 | BV | **1983** Scheepswerven Beliard Oostende N.V. —Oostende (C.236)<br>76,03 14,53 4,571<br>72,52 14,51 5,01<br>1 dk | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Single side arm Dredging depth 30,0<br>Hopper 2500T<br>Mchy.aft<br>Hopper 1 751<br>1 sandpump 662kW (900bhp) | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280 with clu<br>flexible couplings & sr reverse geared to<br>shafts<br>2 396bhp (1 762kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 304kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 172,5t (d.o.) |
| **6909557**<br>*3EEA2*<br>13318-83A<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VLACHERNA BREEZE**<br>ex Vagelis-84 ex Yozan Maru-82<br>**Grenavy Compania Maritima S.A.**<br>Panama Panama | **11 610**<br>7 415<br>20 049<br>T/cm<br>29,9 | NK | **1969** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (189)<br>156,01 23,45 9,360<br>147,00 23,40 12,70<br>P 29,0 F 11,9 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.25 668 B.24 787<br>7 Ha (stl) (18,1 × 11,0) (19,7p&s 19,7p&s 19,7p&s × 8,3) ER<br>Cr 4(15) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>8 500bhp (6 252kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 296kW<br>Fuel 1 444,0t-33,0pd |
| **6929533**<br>*UKDW*<br>M-27392<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **VLADAS REKASHYUS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**2 407**<br>866<br>1 518 | RS | **1967** ............U.S.S.R.<br>84,69 14,03 5,700<br>78,06 13,97 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.157 In.1 296<br>5 Ha (1,2 1,2 × 1,3) (1,9 1,9 × 1,9) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **8811352**<br>*UZLH*<br>M-43053<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **VLADIMIR**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1401175/UZLH | *15 893*<br>*8 092*<br>17 850 | RS | **1988** VEB Warnowwerft Warnemuende —Warnemuende (138)<br>173,50 (BB) 23,09 10,000<br>161,00 23,03 13,70<br>2 dks | **M RoRo Cargo/General Cargo**<br>Ice strengthened<br>Quarter stern door & ramp (s)<br>Cars 232 Trailers 22<br>4 Ho 16,8 32,5 36,0 16,8 ER<br>G.25 677 B.20 439<br>TEU 533<br>C.Ho 333/20' (40') C.Dk 200/20' (40') incl. 30 ref C.<br>4 Ha (stl) (13,1 × 7,6) (26,4 33,6 12,8 × 12,5) ER<br>Cr 4(12) Der 1(125) 2(25) | MAN<br>Oil 2SA 5Cy. 700 × 1250<br>7 600kW (10 332bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 4 × 580kW 390V a.c.<br>Thw. thrust propeller fwd<br>Fuel 493,0t (d.o.) 1 977,0t (hvf) |
| **8624400**<br>*UEEQ*<br>M-40482<br>Df Esd Gc<br>Pfd Rdr RTv | **VLADIMIR ARSENYEV**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400355/UEEQ | *13 514*<br>*4 777*<br>10 700 | RS | **1987** Kherson Shipyard—Kherson (5003)<br>163,90 22,46 9,000<br>145,38 22,41 11,99<br>2 dks | **D-E RoRo Cargo/General Cargo/ Icebreaker**<br>Side door & ramp (s. aft)<br>5 Ho<br>B.15 300 In.212 L.865<br>TEU 326 C.Ho 198/20' C.Dk 128/20'<br>4 Ha (stl)<br>Cr 2(25) 1(12,5) | Sulzer<br>2 Vee Oil 4SA each 12Cy. 400 × 480 tot<br>11 460kW (15 580bhp) driving 3 gen.<br>880kW a.c. connected to elec. motor<br>12 643shp (9 300kW) & geared to sc.<br>Oy Wartsila Ab |
| **8721210**<br>*UJHC*<br>M-41332<br>Df Esd Gc<br>Pfd Rdr RTv | **VLADIMIR BABICH**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *4 407*<br>*1 322*<br>1 810 | RS | **1986** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,900<br>96,40 10,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Russkiy<br>2 Oil 4SA each 6Cy. 400 × 460 geared t<br>5 148kW (6 999bhp)<br>Russkiy-Diesel Works<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller |
| **8116295**<br>*UFNH*<br>M-37669<br>Df Esd Gc<br>Rdr RTm/v | **VLADIMIR BRODYUK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 931**<br>1 146<br>1 796 | RS | **1982** Stocznia Gdanska im. Lenina—Gdansk (B408/21)<br>93,91 5,760<br>85,02 15,91 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.35 In.1 947 L.39<br>4 Ha (0,6 × 0,6) (2,4 2,4 2,4 × 2,1)<br>Der 6(3) | Sulzer<br>Oil 4SA 8Cy. 400 × 480 geared to sc.<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 1 × 1200kW 1 × 760kW 400V<br>2 × 350kW 320V 50Hz a.c. |
| **8509208**<br>*UYBJ*<br>M-42386 | **VLADIMIR CHIVILIKHIN**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **4 575**<br>1 417<br>740 | RS (Class cont.) | **1990** Stocznia im. "Komuny Paryskiej"—Gdynia (B961/05)<br>90,00 5,250<br>78,47 17,62 10,32 | **M Passenger Ship** 150bth P | Sulzer<br>Oil 4SA 6Cy. 400 × 480 geared to sc.<br>3 200kW (4 350bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 3 × 640kW a.c. |
| **7600768**<br>*EOGP*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **VLADIMIR GAVRILOV**<br>ex Borgnes-83<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1401117/EOGP | **20 384**<br>12 307<br>35 271<br>T/cm<br>43,0 | RS<br>✠Classed LR until 17/10/86 | **1977**-5 Nippon Kokan K.K.—Shimizu (359)<br>177,02 (BB) 27,87 11,158<br>167,01 27,81 15,02<br>P 31,7 F 15,3 1 dk<br>rf 102 DK fwd | **M Bulk Carrier**<br>6 Ho 18,9 19,9 22,0 16,5 20,9 21,4 ER<br>G.40 389 B.38 774<br>6 Ha (stl) (9,7 × 11,2) (11,2 12,8 9,6 12,8 12,8 × 14,4) ER<br>Cr 5(15) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 188,5t (d.o.) 2 342,5t (hvf)-45,0pd |
| **7645471**<br>*EVMA*<br>M-34543<br>Df Esd Gc<br>Rdr Rt | **VLADIMIR GAVRILOV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1977** ............U.S.S.R.<br>83,90 14,00 5,720<br>9,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 In.1 348 L.14<br>3 Ha (2,5 × 2,5) (2,0 2,0 × 2,0)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Controllable pitch propeller |
| **7646891**<br>M-12562 | **VLADIMIR GOLUZENKO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **247**<br>121<br>51 | RS | **1977** Nakhodkinskiy Shiprepairs Yard—Nakhodka<br>38,41 6,71 2,180<br>2,90<br>1 dk | **TM Ferry** 180dk P<br>Ice strengthened | 2 Oil 4SA each 8Cy. 180 × 220 |

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| **VLADIMIR GUSAROV**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Magadan) (U.S.S.R.) | **187**<br>—<br>46 | RS | **1981** ............U.S.S.R.<br>29,30 8,49 3,090<br>- - 4,35<br>1 dk | **M Tug** | Oil |
| **VLADIMIR ILYICH**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400714/UQJX | T.Mk<br>**5 627**<br>3 092<br>—<br>**9 323**<br>5 378<br>13 150 | RS | **1970** VEB Warnowwerft Warnemuende<br>—Warnemuende (313)<br>151,47 20,30 7,300/8,802<br>140,01 20,27 11,94<br>P -F - 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 19,0 20,5 20,5 20,5 ER 19,0<br>6 TwD<br>G.19 129 B.17 611<br>TEU 104 C.Ho 94/20' C.Dk 10/20'<br>5 Ha (stl) (10,4 × 9,6) (12,1 12,1 12,1 × 11,7) ER (10,4 × 9,9)<br>4W Cr 6(5) Der 1(60) 4(5-8) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 368kW<br>Fuel 370,0t (d.o.) 1 183,5t (hvf) 17kn |
| **VLADIMIR KALININ**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | *1 898*<br>*569*<br>690 | RS | **1985** VEB Volkswerft Stralsund—Stralsund (675)<br>62,25 13,82 5,220<br>55,00 13,81 9,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Seiner Ref<br>Ice strengthened<br>B.55 In.580 L.18 | S.K.L. 8VD26/20AL-2<br>2 Oil 4SA each 8Cy. 200 × 260 sr geared to sc. shaft<br>1 766kW (2 401bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 640kW a.c. 3 × 568kW a.c. 1 × 260kW d.c.<br>Controllable pitch propeller<br>12,9kn |
| **VLADIMIR KOKKINAKI**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.)<br>SatCom: 1400433/UPSQ | *18 526*<br>*8 894*<br>28 750 | RS | **1986** Kherson Shipyard—Kherson<br>178,96 (BB) 25,33 11,000<br>165,00 25,30 15,00<br>1 dk | **M Tanker**<br>Ice strengthened<br>24 Ta ER<br>L.37 317 | B&W 6DKPH74/160-3<br>Oil 2SA 6Cy. 740 × 1600<br>7 797kW (10 600bhp)<br>Bryansk Eng. Works Bryansk<br>Gen 1 × 600kW a.c. 3 × 500kW a.c.<br>15,1kn |
| **VLADIMIR KOROLENKO**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **6 515**<br>3 016<br>—<br>**10 204**<br>5 223<br>14 390 | RS | **1969** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (275)<br>159,42 21,32 8,511/9,700<br>148,39 21,26 12,65<br>B -F - 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 15,0 19,1 27,8 18,9 ER 19,2<br>7 TwD<br>G.22 276 B.20 417<br>5 Ha (stl) (9,7 × 9,4) (12,7 19,9 11,9 × 11,0) ER (10,3 × 9,4)<br>12W Der 1(60) 12(5) | B&W 8-74VT2BF-160<br>Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>R.O. Tvornica Dizel Motora "Uljanik" Pula<br>Fuel 207,5t (d.o.) 2 131,5t (hvf)-42,5pd 18,5kn |
| **VLADIMIR KOROLENKO**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | *176*<br>*53*<br>31 | RS | **1986** ............U.S.S.R.<br>38,10 1,620<br>32,64 7,21 2,90<br>1 dk | **M Ferry**<br>294dk P | Russkiy 12CHSN18/20 6CHSP15/18<br>3 Oil geared to sc. shaft<br>(centre) Oil 4SA 12Cy. 180 × 200<br>1 920kW (2 610bhp)<br>U.S.S.R.<br>(wing) 2 Oil 4SA each 6Cy. 150 × 180<br>960kW (1 305bhp)<br>U.S.S.R. |
| **VLADIMIR KURASOV**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *4 407*<br>*1 322*<br>1 810 | RS | **1984** ............U.S.S.R.<br>104,50 16,03 5,900<br>94,01 10,22<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref | CKD<br>2 Oil 4SA each 6Cy. 525 × 720<br>6 000bhp (4 413kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>14kn |
| **VLADIMIR LEPORSKIY**<br>ex Volnogorsk<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | **4 192**<br>1 986<br>4 300 | (RS) | **1970** Navashinskiy Shipyard—Navashino<br>123,53 14,99 4,801<br>117,00 14,94 6,53<br>1 dk | **TM Ore Carrier**<br>Hot-cargoes<br>Ice strengthened<br>1 Ho 71,4 ER<br>G.3 630<br>1 Ha (stl) (71,4 × 8,3) ER | Russkiy<br>2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>11,25kn |
| **VLADIMIR LUGOVSKOY**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Yalta) (U.S.S.R.) | *205*<br>*62*<br>31 | RS | **1989** ............U.S.S.R.<br>37,60 7,21 1,690<br>34,01 2,90<br>1 dk | **M Ferry**<br>250dk P | Russkiy 12CHSN18/20 6CHSP15/18<br>3 Oil geared to sc. shaft<br>(centre) Oil 4SA 12Cy. 180 × 200<br>740kW (1 006bhp)<br>Russkiy-Diesel Works Leningrad<br>(wing) 2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp)<br>Russkiy-Diesel Works Leningrad<br>16,5kn |
| **VLADIMIR MAYAKOVSKIY**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**6 510**<br>2 999<br>—<br>**10 152**<br>5 202<br>14 340 | RS | **1968** R.O. Brodogradiliste "3 Maj"—Rijeka (520)<br>159,42 21,32 8,511/9,719<br>148,39 21,26 12,65<br>B -F - 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 15,0 19,1 27,8 18,9 ER 19,2<br>7 TwD<br>G.22 276 B.20 417<br>5 Ha (stl) (9,7 × 9,4) (12,7 19,9 11,9 × 11,0) ER (10,3 × 9,4)<br>12W Der 1(60) 12(5) | Sulzer 8RD76<br>Oil 2SA 8Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>Fuel 207,5t (d.o.) 2 131,5t (hvf)-42,5pd 18,5kn |
| **VLADIMIR MOLODTSOV**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Skadovsk) (U.S.S.R.) | *2 466*<br>*988*<br>3 135 | | **1985** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,02 13,22 3,670<br>110,76 13,00 5,50<br>1 dk | **M General Cargo** | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 50kW a.c. |
| **VLADIMIR MORDVINOV**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **10 185**<br>5 758<br>13 964 | RS | **1973** Stocznia Gdanska im. Lenina—Gdansk (B436/04)<br>150,09 21,06 8,691<br>139,91 21,04 11,59<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho ER<br>G.17 200 B.16 449<br>9 Ha (stl) (12,8T × 9,1) (15,4p&s 15,4p&s 15,4p&s 15,4p&s × 7,7) ER<br>18W Der 9(10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 380V 50Hz a.c.<br>15kn |
| **VLADIMIR NAZOR**<br>**JADROLINIJA P.O.**<br>Rijeka Croatia | **1 686**<br>—<br>672 | JR | **1986** "Titovo Brodogradiliste"—Kraljevica (444)<br>86,59 14,51<br>79,91 14,30 5,31<br>1 dk | **M RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Bow door Stern ramp | B&W 6S28LU4<br>2 Oil 2SA each 6Cy. 280 × 320<br>2 202bhp (1 620kW)<br>MAN-B&W Diesel G.m.b.H. West Germany<br>Thw. thrust Contr. pitch propeller fwd |
| **VLADIMIR OBRUCHEV**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | *733*<br>*220*<br>366 | RS | **1984** ............U.S.S.R.<br>55,61 9,33 4,220<br>5,19<br>2 dks | **M Research** | S.K.L.<br>Oil<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **VLADIMIR PARSHIN**<br>**Odessa Oceanographic Institute**<br>(Odessa) (U.S.S.R.) | *752*<br>*226*<br>272 | RS | **1989** Wartsila Marine Industries Inc.—Turko/abo (379)<br>49,92 10,02 3,601<br>44,51 10,00 5,00 | **M Research**<br>Hydrographic Weather<br>B.149 | Wartsila 824TS<br>Oil 4SA 8Cy. 240 × 310 with clutches, flexible couplings & sr geared to sc. shaft<br>985kW (1 339bhp)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 160kW a.c. 2 × 150kW a.c.<br>Controllable pitch propeller<br>12,8kn |

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| **8709676**<br>*UQDP*<br><br>Rdr Rt | **VLADIMIR PRAVIK**<br><br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **4 186**<br>1 260<br>5 028<br>T/cm<br>20,0 | | **1987** "Ilya Boyadzhiyev" Shipyard—Bourgas (105)<br>125,38 (BB) 16,64 4,153<br>120,45 16,62 6,94<br>1 dk<br>Bow/CM 85 Diam. 0,270 | **TM Tanker**<br>SBT DB Bow loading<br>6 Wing Ta ER<br>L.5 827<br>2 Cargo pumps total 1 700T/hr | Russkiy<br>2 Oil 4SA each 6Cy. 360 × 450 sr geared<br>shafts<br>2 206kW (2 999bhp)<br>Russkiy-Diesel Works<br>Gen 4 × 160kW a.c. |
| **7534177**<br><br>M-32526 | **VLADIMIR PUKALO**<br><br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **245**<br>103<br>51 | RS | **1975** Nakhodkinskiy Shiprepairs Yard—Nakhodka<br>38,41 6,71 2,180<br>2,90<br>1 dk | **TM Ferry** 180dk P<br>Ice strengthened | Russkiy<br>2 Oil 4SA each 8Cy. 180 × 220<br>464kW (631bhp)<br>Russkiy-Diesel Works |
| **7741471**<br><br>M-12570 | **VLADIMIR RODIK**<br><br>**Vladivostok Port Authority**<br>(Vladivostok) (U.S.S.R.) | **245**<br>103<br>51 | RS | **1979** Nakhodkinskiy Shiprepairs Yard—Nakhodka<br>38,41 6,71 2,201<br>2,90<br>1 dk | **TM Ferry** 180dk P<br>Ice strengthened | 2 Oil 4SA each 8Cy. 180 × 220<br><br>Fuel (d.o.) |
| **8721222**<br>*ULRD*<br>M-41345<br>Df Esd Gc<br>Pfd Rdr RTv | **VLADIMIR SIMONOK**<br><br>**Yugryba**<br>(Poti) (U.S.S.R.) | *4 407*<br>*1 322*<br>1 810 | RS | **1987** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,900<br>96,40 - 10,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Russkiy<br>2 Oil 4SA each 6Cy. 400 × 460 geared<br>5 148kW (6 999bhp)<br>Russkiy-Diesel Works<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller |
| **7333731**<br>*UUAV*<br>M-17342<br>Df Esd Gc<br>Pfd Rdr Rt | **VLADIMIR SUKHOTSKIY**<br><br>**Government of The Republic of Russia (Hydrographical Department of Ministry of Merchant Marine)**<br>(Arkhangelsk) (U.S.S.R.) | **1 139**<br>275<br>644 | RS | **1973** Oy Laivateollisuus Ab—Turku/Abo (294)<br>68,23 11,89 4,150<br>60,00 11,87 6,00<br>2 dks | **M Research**<br>Hydrographic<br>Ice strengthened<br>2 Ho ER<br>B.445<br>2 Ha (5,8 × 3,8) (2,0 × 1,7) ER<br>Cr 1(5) 1(2) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller |
| **7310636**<br>*UVXB*<br>M-30602<br>Df Esd Gc<br>Rdr RTv | **VLADIMIR TIMOFEYEV**<br><br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.)<br>SatCom: 1401516/UVXB | **10 185**<br>5 758<br>13 955<br>T/cm<br>25,5 | RS | **1973** Stocznia Gdanska im. Lenina—Gdansk (B436/02)<br>150,27 21,06 8,691<br>139,91 21,04 11,59<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho ER<br>G.17 200 B.16 441<br><br>9 Ha (stl) (12,8T × 9,1) (15,4p&s 15,4p&s 15,4p&s 15,4p&s × 7,7) ER<br>18W Der 9(10) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>Gen 3 × 504kW 380V 50Hz a.c.<br>Fuel 2 448,5t-32,0pd |
| **8523137**<br>*UYFX*<br>M-41362<br>Df Esd Gc<br>Pfd Rdr RTv | **VLADIMIR VASLYAYEV**<br><br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400110/UYFX | *32 264*<br>*9 679*<br>20 075 | RS | **1987** "Chernomorskiy" Shipyard—Nikolayev<br>227,34 30,04 9,880<br>204,00 30,01 21,00<br>4 dks | **TGT RoRo Cargo**<br>Ice strengthened<br><br>B.54 513<br>TEU 1246 C. 1246/20' | 2 Gas Turb geared to sc. shafts 47 020<br>(34 586kW)<br><br>Gen 5 × 1000kW 1 × 200kW 400V<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 8 380,5t (d.o.)-214,0pd |
| **8517114**<br>*UFGF*<br>M-43042<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **VLADIMIR VYSOTSKIY**<br><br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | *10 949*<br>*5 886*<br>15 970 | RS | **1988** R.O. Brodogradiliste "3 Maj"—Rijeka (647)<br>151,50 (BB) 22,42 9,000<br>142,60 22,40 12,15<br>1 dk | **M Tanker**<br>SBT Ice strengthened<br>16 Ta ER<br>L.20 400<br>16 Cargo pumps total 4 000T/hr | Pielstick<br>2 Oil 4SA each 6Cy. 400 × 460 with<br>flexible couplings & dr geared to sc.<br>5 738kW (7 801bhp)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>Gen 2 × 1360kW a.c. 2 × 512kW a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **7305112**<br>*UZMI*<br>S-32121<br>Df Esd Gc<br>Rdr Rt | **VLADIMIR ZATONSKIY**<br><br>**Ukraine River Fleet Administration**<br>(Kherson) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1972** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,00 13,21 3,650<br>108,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 297<br><br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **5383005**<br>*USZD*<br>M-12129<br>Df Esd Gc<br>Rdr Rt | **VLADIVOSTOK**<br><br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **17 148**<br>9 202<br>10 944 | RS | **1962** Kieler Howaldtswerke A.G.—Kiel (1168)<br>181,90 23,86 8,891<br>168,00 23,80 16,95<br>P 43,6 F 61,3 2 dks, pt 3rd dk<br>conv Whale-oil Ref Factory Ship 79 | **M Factory Ship**<br>Fish Cannery Ref<br>Ice strengthened<br>30 Ta 9 Ho<br>G.7 271 In.3 002 L.10 706<br>6 Ha (0,9 0,9 0,9 0,9 × 0,9) (1,9 1,9 × 1,8) ER<br>10W Cr 2(5) Der 1(30) 1(10) 9(5) | B&W<br>Oil 2SA 5Cy. 740 × 1600<br>6 250bhp (4 597kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri |
| **6822876**<br>*UWCD*<br>M-17245<br>Df Esd Pfd<br>Rdr RTv | **VLADIVOSTOK**<br><br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400314/UWCD | **9 416**<br>1 133<br>5 609 | RS | **1969** Oy Wartsila Ab—Helsinki/Helsingfors (386)<br>122,23 24,57 10,500<br>112,40 23,50 14,05<br>2 dks | **TrD-E Icebreaker**<br>Ice strengthened<br>4 Ho<br>B.860<br><br>2 Ha (2,4 × 3,0) (3,2 × 3,2)<br>2W Cr 2(10) 2(3) Der 2(1,5) | Sulzer<br>8 Oil 2SA each 9Cy. 510 × 550 total<br>(19 125kW) driving 8 gen. each<br>connected to 4 elec. motors each<br>(4 046kW) & sc. shafts<br>Oy Wartsila Ab |
| **8227446**<br>*UKLE*<br>M-27723<br>Df Esd Gc<br>Rdr RTh/v | **VLADIVOSTOKSKAYA**<br><br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Nakhodka) (U.S.S.R.) | **745**<br>223<br>1 068 | RS | **1984** .............U.S.S.R.<br>56,19 11,21 3,701<br>4,45<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil<br><br>............. |
| **6912231**<br>*UFDK*<br>S-28829<br>Df Esd Gc<br>Rdr RTv | **VLAS CHUBAR**<br><br>**Ukraine River Fleet Administration**<br>(Kherson) (U.S.S.R.) | **1 865**<br>938<br>2 128 | RS | **1967** .............U.S.S.R.<br>96,02 13,21 3,271<br>5,49<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br><br>3 Ha (stl) (each 16,4 × 9,7) ER | S.K.L.<br>2 Oil 2SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7362419**<br>*UNGP*<br>M-32652<br>Df Esd Gc<br>Rdr RTv | **VLAS NICHKOV**<br><br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.)<br>SatCom: 1401523/UNGP | **10 179**<br>5 780<br>14 200<br>T/cm<br>25,7 | RS | **1973** Stocznia Gdanska im. Lenina—Gdansk (B540/01)<br>151,75 21,06 8,691<br>139,91 21,04 11,59<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho ER<br>G.17 070 B.16 441<br><br>9 Ha (stl) (12,8T × 9,1) (15,4p&s 15,4p&s 15,4p&s 15,4p&s × 7,7) ER<br>18W Der 9(10) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>H. Cegielski<br>Gen 3 × 504kW 380V 50Hz a.c.<br>Fuel 2 520,0t-33,5pd |
| **5223645**<br><br><br>Df Esd Rt | **VLIEHORS**<br>ex Marianne-66 | **390**<br>180<br>620 | ✠Classed LR until 8/1/82 | **1955**-2 N.V. Scheepsbouw Unie—Groningen (262)<br>55,20 7,93 3,315<br>49,99 7,90 5,36<br>RQD 11,9 F 38,5 1 dk & S dk<br>RW rf 76 conv General Cargo 82 | **M Dredger/Sand Carrier** OSD<br>Ice strengthened<br>1 Ho 32,3 ER<br>G.1 250 B.1 190<br>1 Ha (stl) (27,7 × 5,0) ER | MaK<br>Oil 4SA 8Cy. 290 × 420<br>700bhp (515kW)<br>Maschinenbau Kiel A.G.<br>Gen 1 × 26kW 1 × 12kW 110V d.c.<br>Fuel 48,0t (d.o.) |
| **8117457**<br>*PIHQ*<br>20491<br>Esd Gc Pfd<br>Rdr RTm/v | **VLIELAND**<br><br>**A. G. Switynk**<br>B.V. Scheepvaartbedrijf "Poseidon"<br>Harlingen Netherlands | **1 019**<br>734<br>1 468 | BV | **1982** Scheepswerf G. Bijlsma & Zn. B.V.—Wartena (616)<br>78,92 3,150<br>74,91 9,96 4,22<br>1 dk | **M General Cargo**<br><br>3 Ho 18,5 17,3 18,5 ER<br>G.2 231 B.2 157<br><br>3 Ha (stl) (each 17,0 × 7,6) ER | Waukesha<br>Vee Oil 4SA 12Cy. 216 × 216 with<br>flexible couplings & sr reverse<br>shaft<br>870kW (1 183bhp)<br>Waukesha Engine Div. Dresser<br>Inc.<br>Gen 2 × 52kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 55,0t (d.o.)-3,5pd |

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| **VLIELAND**<br>ex Midsland-85 ex Bayern<br>ex Rheinland-74<br>**Terschellinger Stoomboot Maatschappij B.V.**<br>West-Terschelling Netherlands | **796**<br>330<br>218 | GL | **1968** Schulte & Bruns—Emden (252)<br>59,67 12,53 2,401<br>57,16 11,99 4,02<br>B 39,1 4 dks | **TM RoRo Cargo/Ferry** 1000dk P<br>Bow door/ramp Stern door/ramp Ice strengthened<br>Lane Length 50 Cargo Width 2,70<br>Clear height 4,70<br>Mchy.aft | General Motors 16V-149-T<br>Vee Oil 2SA 16Cy. 146 × 146<br>1 800bhp (1 324kW) NE 87<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 85kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **VLIEREE**<br>ex Eila-66<br>**Rederij P. van der Kooi-Vlieree**<br>Kampen Netherlands | **967**<br>650<br>1 500 | BV<br>✠Classed LR until 8/1/82 | **1955**-5 N.V. Scheepsbouw Unie—Groningen (263)<br>75,67 4,271<br>70,54 10,00 5,36<br>1 dk & S dk<br>rf 76 len & widened 82<br>conv General Cargo 82 | **M Hopper/Dredger/Sand Carrier** OSD<br>Trailing Suction Bottom doors<br>Ice strengthened<br>Mchy.aft | MaK<br>Oil 4SA 8Cy. 290 × 420<br>700bhp (515kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 88kW 2 × 44kW 220/380V 50Hz a.c.<br>Fuel 48,0t (d.o.) 9kn |
| **VLIESTROOM**<br>**Government of The Kingdom of The Netherlands (Directoraat-Generaal Scheepvaart en Maritieme Zaken) (DGSM)**<br>Harlingen Netherlands | *288*<br>*86*<br>133 | BV | **1988** Scheeps. Damen B.V.—Gorinchem (4490)<br>38,00 1,700<br>34,70 8,70 2,75<br>1 dk | **M Buoy Tender**<br>Ice strengthened<br>Cr 1(7,5) | Deutz SBA8M816<br>2 Oil 4SA each 8Cy. 142 × 160 with clutches, flexible couplings & dr reverse geared to sc. shafts<br>580kW (789bhp)<br>Kloeckner Humboldt Deutz West Germany<br>Gen 2 × 140kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10kn |
| **VLIET**<br>**Hollandsche Aanneming Maatschappij B.V. (HAM) (HAM International Dredging Contractors)**<br>Rijswijk, Zuid Holland Netherlands | **448**<br>191<br>414 | (BV) | **1979** Scheepsbouwwerf Slob B.V.—Sliedrecht (335)<br>52,71<br>50,91 9,05 3,38<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft<br>Hopper 454 | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152 reverse reduction geared to sc. shafts<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **VLORA**<br>ex Ilice-61<br>**Albanian State Shipping Enterprise**<br>Durres Albania | **8 649**<br>5 132<br>12 341 | (AB) (RI) | **1960** Cant. Nav. Riuniti—Ancona (246)<br>147,71 19,21 8,992<br>136,23 19,03 11,92<br>2 dks | **M General Cargo**<br>3 Ho ER 3 Ho<br>3 Ha (stl) ER 3 Ha (stl)<br>12W Der 13(-) | B&W 6-74VTBF-160<br>Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW)<br>Cant. Nav. Riuniti Ancona |
| **VLTAVA**<br>**Czechoslovak Ocean Shipping International Joint Stock Co. (Ceskoslovenska Namorni Plavba)**<br>Praha Czechoslovakia<br>SatCom: 1436101/OLGG | *6 425*<br>*3 320*<br>7 938<br>T/cm<br>17,6 | ✠**100A1**<br>certified container securing arrangements,<br>strengthened for heavy cargoes<br>Ice Class 1C<br>✠**LMC** **UMS**<br>EL Z 522,5/54,0U2(a)<br>FN 3194 | **1988**-4 Xingang Shipyard—Tianjin/Tientsin (260)<br>119,00 7,713<br>109,98 18,61 10,42<br>P 27,5 F 12,8 2 dks<br>rf nil | **M General Cargo**<br>Container cargoes in holds and on upper deck hatch covers<br>Mchy.aft<br>G.11 651 B.10 751<br>TEU 126 C. 126/20'<br>Cr 4(15) | Sulzer 5RTA38<br>Oil 2SA 5Cy. 380 × 1100<br>3 420kW (4 650bhp)<br>Shanghai Diesel Engine Works Shanghai<br>AuxB (Comp) 7,9kgf/cm² (7,8bar)<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 104,2t (d.o.) 625,1t (hvf)-15,5pd 13,4kn |
| **VM/S HERCULES**<br>ex S.L.S. Hercules-76<br>**Government of Canada (The St. Lawrence Seaway Authority)**<br>Montreal, P.Q. Canada | **2 108**<br>1 282<br>— | ✠**100A1** Lake SS 8/90<br>Great Lakes & River St. Lawrence service<br>Ice Class 3<br>✠**LMC**<br>EL r 1⅝"SQ<br>FN 1688 | **1962**-11 Marine Industrie Ltee.—Sorel, P.Q. (278)<br>60,97 22,86 4,265<br>60,36 22,26 5,69<br>1 dk<br>rf nil | **M Crane Ship**<br>Cr 1(250) 1(50) | 2 Oil 4SA each 6Cy. 229 × 267 with flexible couplings & sr geared to sc. shafts<br>1 640bhp (1 206kW)<br>Dominion Eng. Co. Ltd. Montreal, P.Q.<br>Gen 1 × 175kW 575V 60Hz a.c.<br>2 Directional propellers aft, 1 fwd<br>Fuel (d.o.) |
| **VNIMATELNYY**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *182*<br>*54*<br>57 | RS | **1990** ..............U.S.S.R.<br>29,32 8,62 3,401<br>27,01 4,32<br>1 dk | **TM Tug**<br>Fire-fighting | Russkiy 8CHNP25/34<br>2 Oil 4SA each 8Cy. 250 × 340<br>Russkiy-Diesel Works Leningrad<br>2 Controllable pitch propellers<br>11,5kn |
| **VNUKOVO**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 182 | RS | **1974** ..............U.S.S.R.<br>83,90 14,00 5,725<br>9,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>B.314 In.1 765 L.14<br>3 Ha (2,4 × 2,4) (2,0 2,0 × 2,0)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| **VO DAVI**<br>**Kowalsky**<br>Brazil | **100**<br>—<br>— | | **1988** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (177)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>............... |
| **VODICE**<br>**S.P. Shipping Co. Ltd.**<br>Slobodna Plovidba<br>Kingstown St. Vincent and the Grenadines | *13 688*<br>*7 468*<br>18 030<br>T/cm<br>79,5 | ✠**100A1**<br>strengthened for heavy cargoes<br>certified container securing arrangements<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL (G†) 577,5/70,0U2<br>FN 5560<br>JR | **1986**-8 VEB Warnowwerft Warnemuende —Warnemuende (231)<br>165,44 (BB) 23,09 10,070<br>152,41 23,06 13,42<br>P 28,7 F 28,7 1 dk<br>rf nil DK in way of Nos. 2, 3 & 4 holds | **M General Cargo**<br>pt higher tensile steel DSS<br>4 Ho 16,1 31,1 29,6 22,4 ER 4 TwD<br>G.24 634 B.22 937<br>TEU 670<br>C.Ho 360/20' (40') C.Dk 310/20' (40') incl. 45 ref C.<br>7 Ha (stl) (12,6 × 12,6) (25,1p&s 25,1p&s 19,2p&s × 7,8) ER<br>Cr 5(25) | MAN K5SZ70/125BL<br>Oil 2SA 5Cy. 700 × 1250<br>10 330bhp (7 598kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>AuxB (o.f.) 10,1kgf/cm² (9,9bar)<br>AuxB (ex.g) & rcv 10,1kgf/cm² (9,9bar) rcv 8,3kgf/cm'(8,2bar)<br>Gen 1 × 1100kW 3 × 712kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 393,5t (d.o.) 1 206,5t (hvf) |
| **VODITEL**<br>**Dalryba**<br>(Korsakov) (U.S.S.R.) | **634**<br>224<br>315 | RS | **1969** ..............U.S.S.R.<br>54,23 9,38 3,810<br>48,72 9,22 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **VODOLAZ**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **634**<br>223<br>315 | RS | **1969** ..............U.S.S.R.<br>54,23 9,38 3,810<br>48,72 9,22 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **VODOLAZ TEREKHOV**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **307**<br>47<br>44 | RS | **1979** ..............U.S.S.R.<br>41,00 8,16 2,001<br>3,56<br>1 dk | **TM Diving Tender**<br>Ice strengthened<br>Der 1(2,5) | 2 Vee Oil 4SA each 12Cy. 150 × 180<br>U.S.S.R.<br>12,25kn |
| **VODOLEY-1**<br>ex Shabla-69<br>**"Transimpex"**<br>Varna Bulgaria | **218**<br>78<br>224<br>T/cm<br>1,9 | BR | **1956** "Georgi Dimitrov" Shipyard—Varna (375)<br>35,62 6,66 2,750<br>34,55 6,51 2,90<br>1 dk<br>Diam. 0,120 conv General Cargo 69 | **M Tanker**<br>Water<br>4 Ta ER<br>L.238<br>4 Cargo pumps total 240T/hr | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>200bhp (147kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 24kW 110V d.c.<br>Fuel 4,0t (d.o.) 9kn |

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| **5125427**<br>*LZEC*<br>157<br>Rdr Rt | **VODOLEY-2**<br>ex Galata-69<br>**"Transimpex"**<br>Bourgas Bulgaria | **225**<br>78<br>300<br>T/cm<br>157,0 | BR | **1958** "Georgi Dimitrov" Shipyard—Varna (472)<br>35,62 6,66 2,690<br>34,55 6,51 2,90<br>1 dk<br>conv General Cargo 69 | **M Tanker**<br>Water<br>4 Ta ER<br>In.110 L.760<br>1 Cargo pumps total 200T/hr | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>200bhp (147kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 24kW 110V d.c.<br>Fuel 6,0t |
| **8725400**<br><br>M-8990<br>Rdr Rt | **VODOLEY-2**<br>ex SPPP-17<br><br>(Arkhangelsk) (U.S.S.R.) | *153*<br>*84*<br>248 | RS | **1979** ............U.S.S.R.<br>35,75 7,40 2,110<br>33,50 2,40<br>1 dk | **M Tanker**<br>Water<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works |
| **8228816**<br>*UOCL*<br>M-34817<br>Df Esd Rdr<br>RTh/v | **VODOYEM**<br><br>**Academy of Sciences**<br>(Arkhangelsk) (U.S.S.R.) | **116**<br>35<br>33 | RS | **1984** ............U.S.S.R.<br>24,08 6,08 2,490<br>3,10<br>1 dk | **M Research** | Oil<br><br>............. |
| **8603107**<br>*DRLP*<br><br>Rdr Rt | **VOGELSAND**<br><br>**Bundesant fur Wehrtechnik und Beschaffung**<br>Wilhelmshaven Federal Republic of Germany | **212**<br>83<br>60 | | **1987** O & K Tagebau und Schiffstechnik—Luebeck (778)<br>30,26 9,15 4,352<br>28,02 9,11 3,66<br>1 dk | **TM Tug**<br>Tractor | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280 with flexible couplings & sr geared to sc. shafts<br>Kloeckner Humboldt Deutz<br>2 Directional propellers |
| **8227173**<br><br><br>Df Esd Rdr<br>RTh/v | **VOHILAID**<br><br>**Estonian Shipping Co.**<br>Tallinn Estonia | **820**<br>252<br>261 | RS | **1983** Riga Shiprepair Works—Riga (501)<br>49,92 12,83 3,101<br>4,81 | **D-E RoRo Cargo/Ferry**<br>Deck Cargo | 2 Oil driving gen. connected to elec. motor<br><br>............. |
| **5383158**<br>*OHLW*<br><br>Df Esd Gc<br>Rdr Rt | **VOIMA**<br><br>**Finnish Board of Navigation (Merenkulkuhallitus)**<br>Helsinki/ Helsingfors Finland | **3 783**<br>46<br>4 486 | | **1954** Wartsila-Kon. Sandvikens Skepps. —Helsinki/Helsingfors (349)<br>83,52 19,41 6,749<br>79,81<br>2 dks | **TD-E Icebreaker** | Wartsila<br>6 Vee Oil 4SA each 16Cy. 220 × 240 total 17 460bhp (12 843kW) driving gen. to elec. motor & sc. shafts<br>NE 79<br>Oy Wartsila Ab<br>2 propellers , 2 fwd<br>Fuel 172,5t (d.o.) |
| **7623746**<br>*YQAE*<br>485<br>Df Esd Gc<br>Rdr Rt | **VOINICUL**<br><br>**A.F.D.J. Galatz (Administratia Fluviala a Dunarii de Jos - Galatz)**<br>Galatz Romania | **829**<br>—<br>— | RNR | **1966** Intrepr. Constr. Nav. si Piese Turnate Oltenitsa—Oltenitsa<br>52,30 11,03 4,609<br>47,17 5,82<br>1 dk | **D-E Tug/ Salvage Ship**<br>Ice strengthened<br><br>1W Der 1(5) | 2 Oil 4SA each 6Cy. 318 × 330 driving 2 each 760kW connected to elec. motor shaft<br>Penza Diesel Works<br>Gen 2 × 100kW 2 × 57kW 220V d.c.<br>Fuel 294,5t (d.o.) |
| **7338183**<br>*3DOB*<br>161666<br>Esd RdrRTm | **VOLA SILGA**<br>ex Martinetta<br>**Government of Fiji (Marine Department)**<br>Suva Fiji | **105**<br>68<br>— | ✠Classed LR until 9/71 | **1929**-6 J. I. Thornycroft & Co. Ltd.—Southampton<br>26,65 5,41 1,982<br>24,77 5,36 2,67<br>B 9,2 1 dk<br>RW<br>conv Yacht 71 | **TM Research**<br>Survey 6P | Gardner<br>2 Oil 4SA each 6Cy. 140 × 197<br>228bhp (168kW) NE 54<br>Norris, Henty & Gardner Ltd.<br>Gen 2 × 240kW<br>2 Directional propellers<br>Fuel 8,0t (d.o.) |
| **7389429**<br>*D5KS*<br>6401<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **VOLANS**<br>ex London Trader-85 ex Sea Stratus-78<br>**Volans Transport Co. Ltd.**<br>John T. Essberger G.m.b.H. & Co.<br>Monrovia Liberia<br>SatCom: 1242743/EDKS | **164 758**<br>145 236<br>362 118 | **✠100A1** SS 7/90<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL G* 5"U3<br>FN 30947 | **1975**-5 Kockums M/V A/B—Malmo (548)<br>362,75 60,05 22,327<br>350,35 60,00 28,33<br>F 17,1 1 dk<br>rf nil Bow/CM 181 | **S Tanker**<br>COW IGS (LR) pt higher tensile steel<br>25 Ta ER<br>L.(oil) 440 000<br>4 Cargo pumps total 22 000T/hr | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Kockums M/V A/B<br>2 WTB 76kgf/cm² (74,6bar) Spt 510°C 65,5kgf/cm² (64,3bar) hs2537,0 sg 12,6kgf/cm² (12,4bar)<br>Gen 1 × 1700kW 2 × 1280kW 450V<br>Fuel 7 973,0t (o.f.) 297,0t (d.o.) |
| **8213782**<br>*JD2536*<br>125546 | **VOLANS**<br><br>**Higashi Nippon Ferry Co. Ltd.**<br>Hakodate, Hokkaido Pref. Japan | **5 011**<br>—<br>2 680 | | **1983** Naikai SB. & Eng. Co. Ltd.—Setoda (483)<br>126,24 (BB) 20,02 5,541<br>115,02 20,01 11,56<br>2 dks | **TM RoRo Cargo/Ferry**<br>520dk P<br>Bow door & ramp<br>L 8,40 W 4,50 SWL 50<br>Quarter bow door/ramp (s)<br>L 13,45 W 6,50 SWL 50<br>Stern door/ramp<br>L 8,80 W 5,50 SWL 50<br>Cars 11 Trailers 77 | Pielstick<br>2 Vee Oil 4SA each 12Cy. 400 × 460 with couplings & sr geared to sc. shafts<br>12 800bhp (9 415kW)<br>Nippon Kokan K.K. Tsurumi Works<br>Gen 3 × 540kW 445V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 72,0t (d.o.) 252,0t (hvf)-38,5pd |
| **6512122**<br>*PIHY*<br>18397<br>Df Esd Gc<br>Rdr RTm/h | **VOLANS**<br>ex Lady Anita-70<br>**Government of The Kingdom of The Netherlands (Rijkswaterstaat)**<br>Rijswijk, Zuid Holland Netherlands | **458**<br>104<br>620 | (BV) | **1965** Verolme Scheepswerf Heusden N.V. —Heusden (726)<br>48,72 10,06 2,998<br>45,70 10,01 3,81<br>1 dk<br>rf nil | **TM Supply Ship**<br>Deck Cargo 12P<br>Mchy.aft<br><br>Der 1(10) | Kromhout<br>2 Oil 4SA each 8Cy. 240 × 260<br>1 700bhp (1 250kW)<br>Kromhout Motorenfabrik<br>Gen 2 × 150kW 380V 50Hz a.c.<br>2 Thw. thrust propellers fwd<br>Fuel (d.o.) |
| **5047728**<br>*LIYE*<br>13485<br>Rdr Rt | **VOLAREN**<br>ex Bolsoy-73<br>**Government of The Kingdom of Norway (Statens Vegvesen)**<br>Molde Norway | **110**<br>26 | (NV) | **1952** Stord Verft A/S—Stord (18)<br>26,80 5,82 2,185<br>5,77 3,10<br>B 11,6 1 dk<br>rf 127 BK 127 | **M Ferry/General Cargo**<br>120P<br>1 Ho 4,1 ER<br><br>1 Ha (1,8 × 1,6) ER<br>1W | Penta<br>Oil 4SA 6Cy. 130 × 150<br>356bhp (262kW)<br>A/B Volvo-Penta<br>Fuel 4,0t (d.o.) |
| **8030166**<br>*EDUM*<br><br>Rt | **VOLCAN DE TAMIA**<br><br>**Antonio Armas Curbelo S.A.**<br>Vigo Spain | **1 254**<br>492<br>1 700 | BV (GL) | **1983** Enrique Lorenzo y Cia. S.A.—Vigo (402)<br>85,50 (BB) 16,03 5,501<br>75,01 16,01 11,18<br>2 dks | **TM RoRo Cargo**<br>12bth D<br>Ice strengthened<br>Stern door/ramp<br>L 12,00 W 8,90<br>Lane Length 546 Clear height 4,50<br>Cars 121 Trailers 41<br>2 Ho ER<br>B.6 100<br>TEU 82 82/20'(40') | MaK<br>2 Oil 4SA each 8Cy. 240 × 330 with couplings & sr geared to sc. shafts<br>3 600bhp (2 648kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **7363918**<br>*EDGM*<br><br>Esd Gc Rdr<br>Rt | **VOLCAN DE TIMANFAYA**<br><br>**Antonio Armas Curbelo S.A.**<br>Vigo Spain | **556**<br>182<br>872 | BV (GL) | **1974** Enrique Lorenzo y Cia. S.A.—Vigo (374)<br>64,01 (BB) 12,04 3,774<br>55,00 12,03 8,31<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp<br>L 17,80 W 3,00 SWL 10<br>Lane Length 514 Cargo Width 11,00<br>Clear height 4,80<br>Cars 114 Lorries 35 Trailers 24<br>Mchy.aft<br>B.3 057<br>TEU 48 48/20'(40') | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reduction geared to sc. shafts<br>2 250bhp (1 655kW) E made69 fitted<br>Caterpillar Tractor Co.<br>Thw. thrust propeller fwd |
| **8030178**<br>*EDUY*<br><br>Rt | **VOLCAN DE TINACHE**<br><br>**Antonio Armas Curbelo S.A.**<br>Vigo Spain | **1 254**<br>492<br>1 700 | BV (GL) | **1983** Enrique Lorenzo y Cia. S.A.—Vigo (403)<br>85,53 16,03 5,816<br>75,01 16,01 11,18<br>2 dks | **TM RoRo Cargo**<br>12bth D<br>Ice strengthened<br>Stern door/ramp<br>L 12,00 W 8,90<br>Lane Length 546 Clear height 4,50<br>Cars 121 Trailers 41<br>2 Ho ER<br>B.6 100<br>TEU 82 82/20'(40') | MaK<br>2 Oil 4SA each 8Cy. 240 × 330 with couplings & sr geared to sc. shafts<br>3 600bhp (2 648kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |

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| **VOLCAN DE TISALAYA**<br>**Antonio Armas Curbelo S.A.**<br>Vigo Spain | **556**<br>182<br>872 | BV (GL) | **1975** Enrique Lorenzo y Cia. S.A.—Vigo (375)<br>64,01 12,04 3,785<br>55,00 12,03 8,31<br>2 dks | **TM RoRo Cargo**<br>Lane Length 268 Clear height 4,80<br>Cars 59 Lorries 38 Trailers 13<br>Mchy.aft<br>B.3 080<br>TEU 26 26/20'(40') | Caterpillar D399SCAC<br>D399SCAC<br>2 Vee Oil reverse reduction geared to sc. shafts<br>828kW (1 126bhp)<br>(p) 4SA 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>(s) 4SA 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 102kW 380V a.c.<br>14,5kn |
| **VOLCAN DE YAIZA**<br>ex Firlingen-73<br>**Antonio Armas Curbelo S.A.**<br>Las Palmas Spain | **351**<br>164<br>393 | BV (GL) | **1967** Cant. Nav. Felszegi—Trieste (88)<br>50,86 9,53 3,302<br>44,51 9,50 7,80<br>2 dks | **M RoRo Cargo**<br>Ice strengthened<br>Stern door/ramp<br>L 7,00 W 3,90<br>Lane Length 82 Clear height 4,00<br>Lorries 8 Trailers 4<br>1 Ho ER<br>B.1 664<br>1 Ha (6,0 × 2,9) ER<br>1W Der 1(5) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>588kW (799bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Controllable pitch propeller<br>Fuel 38,5t (d.o.) 11,7kn |
| **VOLCHANSK**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | **6 455**<br>2 698<br>4 270 | RS | **1965** "61 Kommunar" Shipyard—Nikolayev<br>130,94 16,84 6,722<br>120,96 16,77 9,56<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.5 400<br>4 Ha (each 4,2 × 4,2) ER<br>9W Der 1(15) 4(3) 4(2) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving gen. connected to elec. motor & geared to sc. shaft<br>U.S.S.R.<br>16,5kn |
| **VOLEMA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **265**<br>70<br>97 | RS | **1981** ............U.S.S.R.<br>34,30 7,85 2,850<br>- 7,82 3,70<br>1 dk | **M Fishing**<br>Tuna<br>Ice strengthened | Oil<br>............ |
| **VOLESUS**<br>ex Abunda-66 ex Boston Fury-61<br>**Chepo Shipping Co. S.A.**<br>Panama Panama | **577**<br>209<br>— | ✠Classed LR until 31/10/80 | **1956**-2 Cook, Welton & Gemmell Ltd.—Beverley (909)<br>*50,39* 9,25 4,271<br>48,93 9,15 4,65<br>RQD 26,3 F 8,6<br>RW rf 495 BK 203 | **M Fishing**<br>Side Trawler<br>1 Ho 14,6<br>2 Ha (w) (each 1,1 × 0,7) 2 Ha (stl) (each 4,0 × 1,1)<br>Der 3(2) | Mirrlees<br>Oil 4SA 8Cy. 381 × 457<br>1 080bhp (794kW)<br>Mirrlees, Bickerton & Day Stockport<br>Gen 2 × 40kW 1 × 10kW 220V d.c.<br>Fuel 101,5t (d.o.) 12kn |
| **VOLEVOY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | *182*<br>*54*<br>57 | RS | **1986** ............U.S.S.R.<br>29,30 8,60 3,400<br>27,00 - 4,30<br>1 dk | **TM Tug**<br>Fire-fighting<br>Ice strengthened | Russkiy 8CHNP25/34<br>2 Oil 4SA each 8Cy. 250 × 340<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 590kW a.c.<br>Controllable pitch propeller<br>Controllable pitch propeller |
| **VOLGA**<br>ex Ogden Volga-84<br>**Volga Transport Inc.**<br>OMI Corp.<br>Monrovia Liberia<br>SatCom: 1243523/VOGA | **33 932**<br>24 173<br>59 998<br>T/cm<br>67,6 | AB | **1981** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1081)<br>228,61 (BB) 32,29 11,960<br>220,02 32,25 20,02<br>1 dk<br>rf 13 BK 13 Bow/CM 113 Diam. 0,410 MH 1,8 | **M Tanker**<br>IGS<br>8 Ta ER<br>4 Cargo pumps total 5 000T/hr | Sulzer 4RLA90<br>Oil 2SA 4Cy. 900 × 1900<br>14 740bhp (10 842kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 750kW 440V 60Hz a.c.<br>15,25kn |
| **VOLGA**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | *2 342*<br>*702*<br>848 | RS | **1988** Baltiya Shipyard—Klaypeda<br>85,06 13,04 4,040<br>76,95 - 6,50<br>1 dk | **M Fishing**<br>Suction Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 534kW a.c. 1 × 220kW a.c. |
| **VOLGA-4001**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *4 911*<br>*1 623*<br>5 845 | RS | **1986** "Krasnoye Sormovo" Shipyard—Gorkiy<br>139,81 16,56 4,330<br>134,00 - 6,70<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.6 843<br>TEU 140 C. 140/20'<br>4 Ha (stl) (each 18,7 × 11,8) ER | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 940kW (2 637bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 150kW a.c.<br>Thw. thrust propeller fwd<br>10kn |
| **VOLGA-4002**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *4 911*<br>*1 623*<br>5 845 | RS | **1987** "Krasnoye Sormovo" Shipyard—Gorkiy<br>139,81 16,56 4,330<br>134,00 - 6,70<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.6 843<br>TEU 140 C. 140/20'<br>4 Ha (stl) (each 18,7 × 11,8) ER | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 940kW (2 637bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 150kW a.c.<br>Thw. thrust propeller fwd<br>10kn |
| **VOLGA-4003**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *4 911*<br>*1 623*<br>5 845 | RS | **1987** "Krasnoye Sormovo" Shipyard—Gorkiy<br>139,81 16,56 4,330<br>134,00 - 6,70<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.6 843<br>TEU 140 C. 140/20'<br>4 Ha (stl) (each 18,7 × 11,8) ER | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 940kW (2 637bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 150kW a.c.<br>Thw. thrust propeller fwd<br>10kn |
| **VOLGA-4004**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *4 911*<br>*1 623*<br>5 845 | RS | **1988** "Krasnoye Sormovo" Shipyard—Gorkiy<br>139,81 16,56 4,470<br>134,00 - 6,70<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.6 843<br>TEU 140 C. 140/20'<br>4 Ha (stl) (each 18,7 × 11,8) ER | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 940kW (2 637bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 150kW a.c.<br>Thw. thrust propeller fwd<br>10kn |
| **VOLGA-4005**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *4 911*<br>*1 623*<br>5 845 | RS | **1988** "Krasnoye Sormovo" Shipyard—Gorkiy<br>139,81 16,56 4,470<br>134,00 - 6,70<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.6 843<br>TEU 140 C. 140/20'<br>4 Ha (stl) (each 18,7 × 11,8) ER | S.K.L. 8NVD48A-3U<br>2 Oil 4SA each 8Cy. 320 × 480<br>2 600bhp (1 912kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 150kW a.c.<br>Thw. thrust propeller fwd<br>10kn |
| **VOLGA-4006**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *4 911*<br>*1 623*<br>5 845 | RS | **1988** "Krasnoye Sormovo" Shipyard—Gorkiy<br>139,81 16,56 4,470<br>134,00 - 6,70<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.6 843<br>TEU 140 C. 140/20'<br>4 Ha (stl) (each 18,7 × 11,8) ER | S.K.L. 8NVD48A-3U<br>2 Oil 4SA each 8Cy. 320 × 480<br>2 600bhp (1 912kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 150kW a.c.<br>Thw. thrust propeller fwd<br>10kn |

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| **8728816**<br>*UNQS*<br>S-43241<br>Df Esd Gc<br>Rdr RTv | **VOLGA-4007**<br>**Glavrechflot**<br>(Nikolayevsk-na-Amure) (U.S.S.R.) | *4 911*<br>*1 623*<br>5 845 | RS | **1989**<br>139,81<br>134,00<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 16,56<br>- | 4,470<br>6,70 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.6 843<br>TEU 140 C. 140/20'<br>4 Ha (stl) (each 18,7 × 11,8) ER | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 938kW (2 635bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8728828**<br>*UKIP*<br>M-43306<br>Df Esd Gc<br>Rdr RTv | **VOLGA-4008**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *4 966*<br>*1 673*<br>5 985 | RS | **1989**<br>139,81<br>134,00<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 16,56<br>- | 4,540<br>6,70 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.6 843<br>TEU 140 C. 140/20'<br>4 Ha (stl) (each 18,7 × 11,8) ER | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 938kW (2 635bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 150kW a.c. |
| **8829294**<br>*UVXF*<br>S-43615<br>Esd Rdr Rt | **VOLGA-4009**<br>**Glavrechflot**<br>(Nikolayevsk-na-Amure) (U.S.S.R.) | *4 966*<br>*1673*<br>5 985 | RS | **1990**<br>139,81<br>134,00<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 16,56<br>- | 4,450<br>6,70 | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.6 843<br>TEU 140 C. 140/20'<br>4 Ha (stl) (each 18,7 × 11,8) ER | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 938kW (2 635bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 150kW a.c. |
| **7024940**<br>*EKPQ*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 8**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 178**<br>1 240<br>2 818 | | **1964**<br>114,12<br>110,15<br>1dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,22<br>13,01 | 3,350<br>5,50 | **TM General Cargo**<br>4 Ho ER<br>G.4 510<br>4 Ha (stl) (each 16,5 × 9,5) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **6919277**<br>*ERDP*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 36**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 178**<br>1 240<br>2 818 | | **1968**<br>114,12<br>110,15<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,22<br>13,01 | 3,350<br>5,50 | **TM General Cargo**<br>4 Ho ER<br>G.4 510<br>4 Ha (stl) (each 16,5 × 9,5) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **6919291**<br>*ERDR*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 38**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 178**<br>1 240<br>2 818 | | **1968**<br>114,12<br>110,15<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,22<br>13,01 | 3,350<br>5,50 | **TM General Cargo**<br>4 Ho ER<br>G.4 510<br>4 Ha (stl) (each 16,5 × 9,5) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **6919514**<br>*ERDS*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 39**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 178**<br>1 240<br>2 818 | | **1969**<br>114,12<br>110,15<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,22<br>13,01 | 3,350<br>5,50 | **TM General Cargo**<br>4 Ho ER<br>G.4 510<br>4 Ha (stl) (each 16,5 × 9,5) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7115103**<br>Df Rdr | **VOLGO-BALT 114**<br>(U.S.S.R.)<br>DELETE ENTRY — RIVER SERVICE ONLY | **2 178**<br>1 240<br>2 863 | | **1970**<br>110,01<br>1 dk | "Krasnoye Sormovo" Shipyard—Gorkiy | 13,01 | 3,341<br>5,52 | **M General Cargo**<br>Mchy.aft | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7115127**<br>*EUCG*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 116**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 584**<br>1 429<br>2 907 | | **1970**<br>114,00<br>110,00<br>1 dk | Zavody Tazkeho Strojarstva—Komarno | 13,23<br>13,01 | 3,450<br>5,50 | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 360<br>1 320bhp (971kW)<br>Skoda |
| **8230089**<br>*EUCN*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 117**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 584**<br>1 429<br>2 907 | | **1970**<br>114,00<br>110,00<br>1 dk | Zavody Tazkeho Strojarstva—Komarno | 13,23<br>13,01 | 3,450<br>5,50 | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 360<br>1 030kW (1 400bhp)<br>Skoda |
| **8230091**<br>*EUCI*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 118**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 584**<br>1 429<br>2 907 | | **1970**<br>114,00<br>110,00<br>1 dk | Zavody Tazkeho Strojarstva—Komarno | 13,23<br>13,01 | 3,450<br>5,50 | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 360<br>1 030kW (1 400bhp)<br>Skoda |
| **7226122**<br>*EUCK*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 120**<br>**Western River Shipping Co.**<br>(Kaliningrad) (U.S.S.R.) | **2 618**<br>1 449<br>2 907 | | **1970**<br>114,00<br>110,00<br>1 dk | Zavody Tazkeho Strojarstva—Komarno | 13,23<br>13,01 | 3,450<br>5,50 | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 360<br>1 030kW (1 400bhp)<br>Skoda |
| **7226134**<br>*EUCL*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 121**<br>**Western River Shipping Co.**<br>(Kaliningrad) (U.S.S.R.) | **2 618**<br>1 449<br>2 907 | | **1970**<br>114,00<br>110,00<br>1 dk | Zavody Tazkeho Strojarstva—Komarno | 13,23<br>13,01 | 3,450<br>5,50 | **TM General Cargo**<br>4 Ho ER<br>G.4 720 | Skoda<br>2 Oil 4SA each 6Cy. 275 × 360<br>1 030kW (1 400bhp)<br>Skoda |
| **8230106**<br>*EUMR*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 124**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 584**<br>1 429<br>2 907 | | **1970**<br>114,00<br>110,00<br>1 dk | Zavody Tazkeho Strojarstva—Komarno | 13,23<br>13,01 | 3,450<br>5,50 | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 360<br>1 030kW (1 400bhp)<br>Skoda |
| **8230120**<br>*EUVN*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 126**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 584**<br>1 429<br>2 907 | | **1970**<br>114,00<br>110,00<br>1 dk | Zavody Tazkeho Strojarstva—Komarno | 13,23<br>13,01 | 3,450<br>5,50 | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 360<br>1 030kW (1 400bhp)<br>Skoda |
| **8230144**<br>*UBPX*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 140**<br>**Western River Shipping Co.**<br>(Kaliningrad) (U.S.S.R.) | **2 584**<br>1 429<br>2 907 | | **1971**<br>114,00<br>110,00<br>1dk | Zavody Tazkeho Strojarstva—Komarno | 13,23<br>13,01 | 3,450<br>5,50 | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 360<br>1 030kW (1 400bhp)<br>Skoda |
| **8230235**<br>*EKXA*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 159**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 584**<br>1 429<br>2 907 | | **1972**<br>114,00<br>110,00<br>1 dk | Zavody Tazkeho Strojarstva—Komarno | 13,23<br>13,01 | 5,50 | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 360<br>1 030kW (1 400bhp)<br>Skoda |
| **8728115**<br>*EMFV*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 167**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 584**<br>1 429<br>2 907 | | **1972**<br>114,00<br>110,00<br>1 dk | Zavody Tazkeho Strojarstva—Komarno | 13,23<br>13,01 | 3,450<br>5,50 | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 360<br>1 030kW (1 400bhp)<br>CKD Praha |

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| **VOLGO-BALT 168**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | 2 584<br>1 429<br>2 907 | **1972** Zavody Tazkeho Strojarstva—Komarno | 114,00 13,23 3,450<br>110,00 13,01 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 360<br>1 030kW (1 400bhp)<br>CKD Praha | 6L275IIPN<br>Praha |
| **VOLGO-BALT 177**<br>(U.S.S.R.) | **2 584**<br>1 429<br>2 863 | **1974** ......... | 113,92 13,18<br>110,45 5,50 | **TM General Cargo**<br>Mchy.aft | 2 Oil | |
| **VOLGO-BALT 178**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1973** Zavody Tazkeho Strojarstva—Komarno | 114,00 13,23 3,600<br>110,52 13,01 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda | 6L275A2<br>Praha<br>10kn |
| **VOLGO-BALT 179**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1973** Zavody Tazkeho Strojarstva—Komarno | 114,00 13,23 3,600<br>110,52 13,01 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda | 6L275A2<br>Praha<br>10kn |
| **VOLGO-BALT 183**<br>(U.S.S.R.) | **2 584**<br>1 429<br>2 863 | **1974** ......... | 114,00 13,20<br>110,00 5,50 | **TM General Cargo**<br>Mchy.aft | 2 Oil | |
| **VOLGO-BALT 184**<br>**Northern River Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **2 584**<br>1 429<br>2 922 | **1974** Zavody Tazkeho Strojarstva—Komarno | 113,92 13,18 3,600<br>110,45 - 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 750<br>4 Ha (stl) (19,6 19,8 19,8 19,8 × 9,5) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>CKD Praha | 6L275A2<br>Praha |
| **VOLGO-BALT 187**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1975** Zavody Tazkeho Strojarstva—Komarno | 114,00 13,23 3,600<br>110,52 - 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>CKD Praha | 6L275A2<br>Praha |
| **VOLGO-BALT 192**<br>**Western River Shipping Co.**<br>(Kaliningrad) (U.S.S.R.) | **2 554**<br>1 409<br>2 893 | **1976** Zavody Tazkeho Strojarstva—Komarno | 114,00 13,23 3,600<br>110,52 13,01 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda | 6L275A2<br>Praha<br>10,8kn |
| **VOLGO-BALT 201**<br>**North-Western River Shipping Co.**<br>(Leningrad) (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1977** Zavody Tazkeho Strojarstva—Komarno | 114,00 13,20 3,640<br>110,00 13,01 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda | 6L275A2<br>Praha<br>10kn |
| **VOLGO-BALT 204**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1977** Zavody Tazkeho Strojarstva—Komarno | 114,00 13,23 3,600<br>110,52 13,01 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda | 6L275A2<br>Praha<br>10kn |
| **VOLGO-BALT 205**<br>(U.S.S.R.) | **2 584**<br>1 429<br>2 863 | **1977** ......... | 113,92 13,18<br>110,45 5,50 | **TM General Cargo**<br>Mchy.aft | 2 Oil | |
| **VOLGO-BALT 206**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1977** Zavody Tazkeho Strojarstva—Komarno | 114,00 13,23 3,600<br>110,52 13,01 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 × 11,2) (18,8 20,3 × 11,1) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda | 6L275A2<br>Praha<br>10kn |
| **VOLGO-BALT 207**<br>**North-Western River Shipping Co.**<br>(Izmail) (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1978** Zavody Tazkeho Strojarstva—Komarno | 114,00 13,23 3,600<br>110,52 13,01 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda | 6L275A2<br>Praha<br>10kn |
| **VOLGO-BALT 208**<br>**White Sea & Onega River Shipping Co.**<br>(Izmail) (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1978** Zavody Tazkeho Strojarstva—Komarno | 114,00 13,23 3,600<br>110,52 13,01 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda | 6L275A2<br>Praha<br>10kn |
| **VOLGO-BALT 209**<br>(U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1978** Zavody Tazkeho Strojarstva—Komarno | 114,00 13,23 3,600<br>110,52 13,01 5,50<br>1 dk | **TM General Cargo** | Skoda<br>2 Oil<br>1 030kW (1 400bhp)<br>Skoda | Praha<br>10kn |
| **VOLGO-BALT 210**<br>(U.S.S.R.) | **2 584**<br>1 429<br>2 922 | **1978** ......... | 113,92 13,18 3,600<br>110,45 - 5,50<br>1 dk | **TM General Cargo**<br>Mchy.aft | 2 Oil | |
| **VOLGO-BALT 211**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1978** Zavody Tazkeho Strojarstva—Komarno | 114,00 13,23 3,600<br>110,52 13,01 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda | 6L275A2<br>Praha<br>10kn |
| **VOLGO-BALT 215**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1978** Zavody Tazkeho Strojarstva—Komarno | 114,00 13,23 3,600<br>110,52 13,01 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda | 6L275A2<br>Praha<br>10kn |
| **VOLGO-BALT 217**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) (U.S.S.R.) | *2 516*<br>*959*<br>2 893 | **1979** Zavody Tazkeho Strojarstva—Komarno | 113,85 13,19 3,530<br>110,52 - 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,2 19,5 19,5 19,5 × 9,5) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda | 6L275A2<br>Praha<br>10,8kn |

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| **8728074**<br>*ERNW*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 218**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) | (U.S.S.R.) | *2 516*<br>*959*<br>2 893 | **1986**<br>113,85<br>110,52<br>1 dk | 13,19<br>- | 3,530<br>5,50 | Zavody Tazkeho Strojarstva—Komarno | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,2 19,5 19,5 19,5 × 9,5) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>CKD Praha |
| **8230429**<br>*UJXM*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 221**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) | (U.S.S.R.) | *2 516*<br>*1 021*<br>3 064 | **1979**<br>113,88<br>110,52<br>1 dk | 13,19<br>- | 3,640<br>5,50 | Zavody Tazkeho Strojarstva—Komarno | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,2 19,5 19,5 19,5 × 9,5) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda |
| **8728062**<br>*UKBB*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 222**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) | (U.S.S.R.) | *2 516*<br>*959*<br>2 893 | **1985**<br>113,84<br>110,40<br>1 dk | 13,20<br>- | 3,530<br>5,50 | Zavody Tazkeho Strojarstva—Komarno | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,2 19,5 19,5 19,5 × 9,5) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>CKD Praha |
| **8230431**<br>*UZWZ*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 225**<br>**Western River Shipping Co.**<br>(Kaliningrad) | (U.S.S.R.) | **2 554**<br>1 409<br>2 893 | **1980**<br>114,00<br>110,52<br>1 dk | 13,23<br>13,01 | 3,600<br>5,50 | Zavody Tazkeho Strojarstva—Komarno | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda |
| **8841711**<br>Esd Rdr Rt | **VOLGO-BALT 226**<br>**White Sea & Onega River Shipping Co.** | (U.S.S.R.) | **2 584**<br>1 429<br>2 907 | **1980**<br>114,00<br>110,00<br>1 dk | 13,20 | 3,640<br>5,50 | Zavody Tazkeho Strojarstva—Komarno<br>(1957) | **TM General Cargo** | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>CKD Praha |
| **8841747**<br>Esd Rdr Rt | **VOLGO-BALT 229**<br>**White Sea & Onega River Shipping Co.** | (U.S.S.R.) | **2 584**<br>1 429<br>2 907 | **1981**<br>114,00<br>110,00<br>1 dk | 13,20 | 3,640<br>5,50 | Zavody Tazkeho Strojarstva—Komarno<br>(1960) | **TM General Cargo** | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>CKD Praha |
| **8230443**<br>*UNYJ*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 230**<br>**White Sea & Onega River Shipping Co.**<br>(Izmail) | (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1981**<br>114,00<br>110,52<br>1 dk | 13,23<br>13,01 | 3,600<br>5,50 | Zavody Tazkeho Strojarstva—Komarno | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | S.K.L.<br>2 Oil 4SA each 8Cy. 240 × 360<br>1 030kW (1 400bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8230455**<br>*UOCW*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 231**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) | (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1981**<br>114,00<br>110,52<br>1 dk | 13,23<br>13,01 | 3,600<br>5,50 | Zavody Tazkeho Strojarstva—Komarno | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda |
| **8230479**<br>*UITH*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 233**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) | (U.S.S.R.) | *2 516*<br>*1 021*<br>3 162 | **1983**<br>113,87<br>110,52<br>1 dk | 13,20<br>- | 3,640<br>5,50 | Zavody Tazkeho Strojarstva—Komarno | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,2 19,5 19,5 19,5 × 9,5) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda |
| **8230481**<br>*UJFK*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 234**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) | (U.S.S.R.) | *2 516*<br>*1 021*<br>3 162 | **1981**<br>113,87<br>110,52<br>1 dk | 13,20<br>- | 3,620<br>5,50 | Zavody Tazkeho Strojarstva—Komarno | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,2 19,5 19,5 19,5 × 9,5) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda |
| **8230493**<br>*UUXR*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 235**<br>**White Sea & Onega River Shipping Co.**<br>(Izmail) | (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1981**<br>114,00<br>110,52<br>1 dk | 13,23<br>13,01 | 3,600<br>5,50 | Zavody Tazkeho Strojarstva—Komarno | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda |
| **8230508**<br>*UUYC*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 236**<br>**White Sea & Onega River Shipping Co.**<br>(Izmail) | (U.S.S.R.) | **2 553**<br>1 408<br>2 863 | **1982**<br>114,00<br>110,52<br>1 dk | 13,26<br>- | <br>5,50 | Zavody Tazkeho Strojarstva—Komarno | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda |
| **8230510**<br>*UIBV*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 237**<br>**White Sea & Onega River Shipping Co.**<br>(Izmail) | (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1983**<br>114,00<br>110,52<br>1 dk | 13,23<br>13,01 | 3,600<br>5,50 | Zavody Tazkeho Strojarstva—Komarno | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda |
| **8230522**<br>*UIDA*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 238**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) | (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1982**<br>114,00<br>110,52<br>1 dk | 13,23<br>13,01 | 3,600<br>5,50 | Zavody Tazkeho Strojarstva—Komarno | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda |
| **8230534**<br>*UIDC*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 239**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) | (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1982**<br>114,00<br>110,52<br>1 dk | 13,23<br>13,01 | 3,600<br>5,50 | Zavody Tazkeho Strojarstva—Komarno | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda |
| **8230546**<br>*UJSO*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 240**<br>**White Sea & Onega River Shipping Co.**<br>(Izmail) | (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1982**<br>114,00<br>110,52<br>1 dk | 13,23<br>13,01 | 3,600<br>5,50 | Zavody Tazkeho Strojarstva—Komarno | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda |
| **8230558**<br>*EMHL*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 241**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) | (U.S.S.R.) | *2 516*<br>*1 021*<br>3 150 | **1983**<br>113,86<br>110,52<br>1 dk | 13,19<br>- | 3,640<br>5,50 | Zavody Tazkeho Strojarstva—Komarno | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,2 19,5 19,5 19,5 × 9,5) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda |
| **8230560**<br>*EMHR*<br>Df Esd Gc<br>Rdr RTv | **VOLGO-BALT 242**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) | (U.S.S.R.) | *2 516*<br>*1 021*<br>3 158 | **1982**<br>113,86<br>110,52<br>1 dk | 13,19<br>- | 3,600<br>5,50 | Zavody Tazkeho Strojarstva—Komarno | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,2 19,5 19,5 19,5 × 9,5) ER | Skoda<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda |

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| **VOLGO-BALT 243**<br>**Western River Shipping Co.**<br>(Kaliningrad) (U.S.S.R.) | **2 554**<br>1 409<br>2 893 | **1983** Zavody Tazkeho Strojarstva—Komarno | 114,00 13,23 3,600<br>110,52 13,01 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda 6L275A2<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda Praha<br>10,8kn |
| **VOLGO-BALT 244**<br>**Western River Shipping Co.**<br>(Kaliningrad) (U.S.S.R.) | **2 554**<br>1 409<br>2 893 | **1983** Zavody Tazkeho Strojarstva—Komarno | 114,00 13,23 3,600<br>110,52 13,01 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,6 18,8 18,8 20,3 × 11,2) ER | Skoda 6L275A2<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda Praha<br>10,8kn |
| **VOLGO-BALT 245**<br>**White Sea & Onega River Shipping Co.**<br>(Izmail) (U.S.S.R.) | **2 553**<br>1 408<br>2 893 | **1983** Zavody Tazkeho Strojarstva—Komarno | 114,00 13,23 3,600<br>110,52 13,01 5,50<br>1 dk | **TM General Cargo**<br>Mchy.aft | Skoda 6L275A2<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>Skoda Praha<br>10kn |
| **VOLGO-BALT 246**<br>**Northern River Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **2 554**<br>1 408<br>3 150 | **1983** Zavody Tazkeho Strojarstva—Komarno | 113,00 13,19 3,700<br>110,57 - 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,0 19,0 19,0 18,8 × 9,2) ER | Skoda 6L275A2<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>CKD Praha Praha<br>10,8kn |
| **VOLGO-BALT 247**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) (U.S.S.R.) | *2 516*<br>*1 021*<br>3 193 | **1983** Zavody Tazkeho Strojarstva—Komarno | 113,87 13,19 3,620<br>110,52 - 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (each 19,0 × 9,5) ER | Skoda 6L275A2<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>CKD Praha Praha |
| **VOLGO-BALT 248**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) (U.S.S.R.) | *2 516*<br>*1 021*<br>3 193 | **1984** Zavody Tazkeho Strojarstva—Komarno | 113,85 13,19 3,640<br>110,52 - 5,50<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 720<br>4 Ha (stl) (18,2 19,5 19,5 19,5 × 9,5) ER | Skoda 6L275A2<br>2 Oil 4SA each 6Cy. 275 × 350<br>1 030kW (1 400bhp)<br>CKD Praha Praha |
| **VOLGOBALT**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 094**<br>1 097<br>2 625 | **1973** ..............U.S.S.R. | 107,52 14,43 6,230<br>RS 10,42 | **D-E Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>6 Ho<br>In.3 062<br>5 Ha (3,0 3,0 × 3,0) (2,0 × 2,0) (1,3 1,3 × 1,3)<br>6W Der 6(3) | Wartsila 624TS<br>5 Oil 4SA each 6Cy. 240 × 310 total 4 995bhp (3 674kW) driving gen. connected to elec. motor & sc. shaft<br>NE 82<br>Oy Wartsila Ab Vaasa/Vasa<br>Controllable pitch propeller<br>13kn |
| **VOLGODONSK**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | **590**<br>262<br>316 | **1963** ..............U.S.S.R. | 54,26 9,38 3,690<br>RS 49,99 9,25 4,88<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **VOLGOGRAD**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **2 335**<br>853<br>277 | **1964** Volgograd Shipyard—Volgograd | 82,40 13,90 3,560<br>RS 76,82 5,62 | **TD-E Ferry**<br>600P | 4 Oil 4SA each 6Cy. 318 × 330 driving 4 gen. connected to 2 elec. motors & geared to sc. shafts<br>Kharkov<br>16kn |
| **VOLGOGRADSKIY KOMSOMOLETS**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **720**<br>221<br>352 | **1974** ..............U.S.S.R. | 53,73 (BB) 10,72 4,290<br>RS 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.295<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Thw. thrust propeller fwd , 1 aft<br>12,5kn |
| **VOLGONEFT-105**<br>ex Volgoneft-94M-73<br>**Volgotanker River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **3 621**<br>1 776<br>4 190 | **1973** "Georgi Dimitrov" Shipyard—Varna | 132,60 16,90 3,130<br>123,68 - 5,50<br>1 dk | **TM Tanker**<br>Mchy.aft | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 472kW (2 001bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW a.c. |
| **VOLGONEFT-110**<br>**Volgotanker River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | *3 463*<br>*1 039*<br>4 190 | **1973** "Georgi Dimitrov" Shipyard—Varna | 132,60 16,90 3,130<br>123,68 - 5,50<br>1 dk | **TM Tanker**<br>Mchy.aft | S.K.L. 8NVD48A-2<br>2 Oil 4SA each 8Cy. 320 × 480<br>2 944kW (4 002bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **VOLGONEFT-130**<br>**Volgotanker River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *3 463*<br>*1 039*<br>4 190 | **1976** "Georgi Dimitrov" Shipyard—Varna | 132,60 16,90 3,130<br>123,70 - 5,50<br>1 dk | **TM Tanker**<br>8 Ta ER<br>L.(oil) 5 672 | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 472kW (2 001bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW a.c.<br>10,9kn |
| **VOLGONEFT-140**<br>**Volgotanker River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **3 621**<br>1 776<br>4 190 | **1978** "Georgi Dimitrov" Shipyard—Varna | 132,60 16,90 3,130<br>123,60 - 5,50<br>1 dk | **TM Tanker**<br>Mchy.aft | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 472kW (2 001bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 110kW a.c. |
| **VOLGONEFT-166**<br>**Volgotanker River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *4 408*<br>*1 354*<br>5 872 | **1984** "Georgi Dimitrov" Shipyard—Varna | 138,00 17,00 4,090<br>134,20 - 6,40<br>1 dk<br>Bow/CM 55 Diam. 0,350 | **TM Tanker**<br>DB Bow loading Stern disch.<br>Mchy.aft<br>2 Cargo pumps totalT/hr | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 766kW (2 401bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 165kW a.c. |
| **VOLGONEFT-168**<br>**Volgotanker River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *4 407*<br>*1 353*<br>5 872 | **1987** "Georgi Dimitrov" Shipyard—Varna | 138,00 17,00 4,090<br>134,20 - 6,40<br>1 dk<br>Bow/CM 55 Diam. 0,350 | **TM Tanker**<br>DB Bow loading Stern disch.<br>Mchy.aft<br>2 Cargo pumps totalT/hr | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 764kW (2 398bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW a.c. |
| **VOLGONEFT-169**<br>**Volgotanker River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *4 407*<br>*1 353*<br>5 872 | **1987** "Georgi Dimitrov" Shipyard—Varna | 138,00 17,00 4,090<br>134,20 - 6,40<br>1 dk<br>Bow/CM 55 Diam. 0,350 | **TM Tanker**<br>DB Bow loading Stern disch.<br>Mchy.aft<br>2 Cargo pumps totalT/hr | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 764kW (2 398bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 150kW a.c. |

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| **8727965**<br>*UITY*<br>Df Esd Gc<br>Rdr RTv | **VOLGONEFT-170**<br>**Volgotanker River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *4 407*<br>*1 353*<br>5 872 | **1989** "Georgi Dimitrov" Shipyard—Varna<br>138,03 17,00 4,091<br>134,22 - 6,41<br>1 dk<br>Bow/CM 55 Diam. 0,350 | **TM Tanker**<br>Mchy.aft<br>2 Cargo pumps total 900T/hr | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 764kW (2 398bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 150kW a.c. |
| **8727977**<br>*EUGZ*<br>Df Esd Gc<br>Rdr RTv | **VOLGONEFT-210**<br>**Volgotanker River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **3 566**<br>1 760<br>4 660 | **1969** Volgograd Shipyard—Volgograd<br>132,60 16,90 3,400<br>124,40 - 5,50<br>1 dk | **TM Tanker**<br>Mchy.aft | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 472kW (2 001bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 100kW a.c. |
| **8727989**<br>*UFIB*<br>Df Esd Gc<br>Rdr RTv | **VOLGONEFT-246**<br>**Volgotanker River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **3 620**<br>1 777<br>4 193 | **1975** Volgograd Shipyard—Volgograd<br>132,60 16,90 3,130<br>123,68 - 5,50<br>1 dk | **TM Tanker**<br>Mchy.aft | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 472kW (2 001bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 100kW a.c. |
| **8727991**<br>*UFXA*<br>Df Esd Gc<br>Rdr RTv | **VOLGONEFT-247**<br>**Volgotanker River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **3 620**<br>1 777<br>4 193 | **1975** Volgograd Shipyard—Volgograd<br>132,60 16,90 3,130<br>123,68 - 5,50<br>1 dk | **TM Tanker**<br>Mchy.aft | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 472kW (2 001bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 100kW a.c. |
| **8728000**<br>*UFGP*<br>Df Esd Gc<br>Rdr RTv | **VOLGONEFT-248**<br>**Volgotanker River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **3 620**<br>1 777<br>4 193 | **1975** Volgograd Shipyard—Volgograd<br>132,60 16,90 3,130<br>123,68 - 5,50<br>1 dk | **TM Tanker**<br>Mchy.aft | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 472kW (2 001bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 100kW a.c. |
| **8230986**<br>*UWIS*<br>Df Esd Gc<br>Rdr RTv | **VOLGONEFT-270**<br>**Volgotanker River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **3 621**<br>1 777<br>4 750 | **1979** Volgograd Shipyard—Volgograd<br>132,60 16,90 3,490<br>124,70 - 5,50<br>1 dk | **TM Tanker**<br>Mchy.aft | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>1 472kW (2 001bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 100kW a.c. |
| **8841321**<br>*UYSW*<br>M-36724<br>Df Gc Rdr RTv | **VOLGONEFT-301**<br>**Amur River Shipping Co.**<br>(Nikolayevsk-na-Amure) (U.S.S.R.) | **4 136**<br>1 763<br>4 987 | **1982** ............U.S.S.R.<br>125,06 16,63 4,150<br>RS - - 6,90<br>1 dk | **TM Tanker** | Russkiy<br>2 Oil 4SA each 6Cy. 360 × 450<br>2 294kW (3 119bhp)<br>Russkiy-Diesel Works |
| **8611855**<br>*PIHZ*<br>HD 36<br>Rt | **VOLHARDING**<br>**Gebroeder R. & L. Zijlstra**<br>Den Helder Netherlands | *371*<br>*111*<br>— | **1987** Tille Scheepsbouw B.V.—Kootstertille (252)<br>39,91 3,501<br>35,82 8,01 4,73<br>1 dk | **M Fishing**<br>Side-fishing Cutter | Stork-Werkspoor<br>Oil 4SA 6Cy. 280 × 300<br>2 312bhp (1 701kW)<br>Stork-Werkspoor Diesel B.V. |
| **6701412**<br>*UUXS*<br>M-27679<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **VOLKHOV**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**5 507**<br>2 596<br>—<br>**8 461**<br>4 469<br>12 400 | **1966** VEB Warnowwerft Warnemuende —Warnemuende (444)<br>RS 150,63 20,05 7,230/8,910<br>140,01 19,92 11,59<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,9 17,2 26,3 16,0 ER 20,4<br>7 TwD<br>G.18 269 B.16 621<br>5 Ha (stl) (9,0 × 5,9) (10,5 18,9 9,1 × 10,9) ER (12,9 × 10,9)<br>12W Der 1(60) 12(5) | MAN<br>Oil 2SA 9Cy. 720 × 1200<br>8 150bhp (5 995kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 264kW 1 × 200kW<br>Fuel 265,0t (d.o.) 949,0t (hvf)-31,0pd |
| **6921737**<br>*ESJU*<br>M-30308<br>Df Esd Gc<br>Pfd Rdr Rt | **VOLKHOVSTROY**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 139 | **1969** VEB Volkswerft Stralsund—Stralsund (265)<br>82,05 13,64 5,201<br>RS 73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 094<br>4 Ha (2,5 × 2,8) (2,4 × 2,4) (1,6 × 2,1) (0,9 × 1,5)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **7943615**<br>*Y3NI*<br>Rt | **VOLKSWERFT 3**<br>**Volkswerft Stralsund**<br>Stralsund Federal Republic of Germany | **183**<br>—<br>46 | **1978** Gorokhovetskiy Sudostroitelnyy Zavod —Gorokhovets<br>DSRK 29,32 8,31 3,201<br>27,01 4,35<br>1 dk | **M Tug**<br>Ice strengthened | Russkiy<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works |
| **7031759**<br>*LNOR*<br>17472<br>Pfd Rdr Rt | **VOLLSOY**<br>ex Nordkappferja-82<br>**Rogaland Trafikkselskap A/S**<br>Stavanger Norway | **258**<br>117<br>— | **1970** Ejnar S. Nielsen M/V A/S—Harstad (16)<br>35,82 9,17 3,048<br>(NV) 32,77 9,00 3,87<br>1 dk & S dk<br>rf 902 BK 89 | **M RoRo Cargo/Ferry** OSD 200dk P<br>Bow & stern doors<br>Cars 16<br>Mchy.aft | Normo<br>Oil 4SA 6Cy. 250 × 360<br>540bhp (397kW)<br>Normo Gruppen A/S<br>Gen 2 × 32kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **6914203**<br>*EREB*<br>M-29165<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **VOLNA**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Vladivostok) (U.S.S.R.) | **3 281**<br>962<br>1 178 | **1968** Stocznia Szczecinska im. A. Warskiego —Szczecin (B88/03)<br>RS 97,11 13,82 5,201<br>88,42 13,80 8,77<br>2 dks | **TM Research**<br>Survey<br>Ice strengthened<br>B.150<br>1 Ha (4,1 × 2,4)<br>Cr 1(3) | Sulzer<br>2 Oil 2SA each 8Cy. 480 × 700<br>3 530kW (4 799bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych |
| **7630555**<br>*ERYJ*<br>M-12486 | **VOLNOGORSK**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **163**<br>39<br>89 | **1976** ............U.S.S.R.<br>33,96 7,09 2,899<br>RS 30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>G.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7311408**<br>*UWGW*<br>M-31078<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VOLNOMER**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**2 211**<br>639<br>1 091 | **1973** VEB Volkswerft Stralsund—Stralsund (123)<br>81,95 13,64 5,300<br>RS 73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Training Ref<br>Ice strengthened<br>3 Ho<br>G.155 In.520<br>3 Ha (2,6 2,3 × 2,3) (1,9 × 1,3)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **8131647**<br>M-31346<br>Rdr Rt | **VOLNYY VETER**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**3 090**<br>1 393<br>2 000 | **1981** VEB Volkswerft Stralsund—Stralsund (522)<br>101,45 15,22 5,709<br>RS 91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L.<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR |

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| **VOLO**<br>ex Claus-57 ex Noordbraband | **129**<br>59<br>270 | (GL) | **1911** van Roth—Vla<br>36,78 6,66<br>33,86 6,61 2,98<br>P 7,4 F 4,6 1 dk<br>R len 53<br>conv General Cargo 85 | **Aux M Passenger Ship**<br>Schooner<br>1 Ho 22,0 ER<br>G.396<br>2 Ha (9,2 8,5 × 3,8) ER<br>2W Der 2(1,5) | Alpha 403-VO<br>Oil 2SA 3Cy. 230 × 400<br>154kW (209bhp) NE 63<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 4kW 220V d.c.<br>Fuel (d.o.) 7,5kn |
| **VOLOCHAYEVSKIY**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Okhotsk) (U.S.S.R.) | *738*<br>*221*<br>332 | RS | **1988** ............U.S.S.R.<br>53,74 - 4,400<br>47,92 10,71 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice Strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 300kW a.c. 3 × 160kW a.c. 2 × 135kW a.c.<br>Controllable pitch propeller<br>12,7kn |
| **VOLODARSK**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**5 507**<br>2 596<br>—<br>**8 461**<br>4 469<br>12 400 | RS | **1966** VEB Warnowwerft Warnemuende —Warnemuende (446)<br>150,60 20,05 7,230/8,916<br>140,01 19,92 11,61<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,9 17,2 26,3 16,0 ER 20,4 7 TwD<br>G.18 269 B.16 621<br>5 Ha (stl) (9,0 × 5,9) (10,5 18,9 9,1 × 10,9) ER (12,9 × 10,9)<br>12W Der 1(60) 12(5) | MAN K9Z70/120A5<br>Oil 2SA 9Cy. 700 × 1200<br>8 150bhp (5 995kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 264kW 1 × 200kW<br>Fuel 265,0t (d.o.) 949,0t (hvf)-31,0pd 16,5kn |
| **VOLODARSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **642**<br>220<br>373 | RS | **1970** ............U.S.S.R.<br>54,21 9,38 3,899<br>48,72 9,30 4,78<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.418<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **VOLODARSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **163**<br>39<br>89 | RS | **1976** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9kn |
| **VOLODARSKIY**<br>**Kaspryba**<br>(Makhachkala) (U.S.S.R.) | *2 399*<br>*719*<br>911 | RS | **1985** Baltiya Shipyard—Klaypeda<br>85,10 13,04 3,900<br>76,80 - 6,50 | **M Fishing**<br>Suction Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 320kW a.c. 1 × 150kW a.c.<br>11,3kn |
| **VOLODYA DUBININ**<br>**Baku Marine College**<br>(Baku) (U.S.S.R.) | **1 374**<br>96<br>294 | RS | **1954** "Gheorghiu Dej" Shipyard—Budapest<br>70,19 10,01 3,801<br>64,62 9,96 5,31 | **TM Training Ship**<br>Ice strengthened<br>1 Ho<br>G.608<br>1 Ha (7,3 × 4,1)<br>2W Der 2(2) | Lang<br>2 Oil 2SA each 6Cy. 315 × 450<br>Ganz Waggon & Eng. Works Budapest<br>9,25kn |
| **VOLODYA DUBININ**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **699**<br>265<br>335 | (RS) | **1965** ............U.S.S.R.<br>54,23 9,38 3,830<br>49,99 9,25 4,88<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **VOLODYA SCHERBATSEVICH**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 117**<br>850<br>—<br>**3 389**<br>1 615<br>4 687 | RS | **1972** VEB Schiffswerft "Neptun"—Rostock (330)<br>105,62 15,65 —/6,770<br>96,02 15,60 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho ER 1 Ho<br>G.6 608 B.6 060<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER (9,9 × 7,0)<br>8W Der 1(40) 1(20) 8(5) | MAN K6Z57/80-A3<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt - Halberstadt<br>13,75kn |
| **VOLOGDALES**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **2 725**<br>1 331<br>4 045 | RS | **1962** Hollming Oy—Rauma/Raumo (162)<br>102,11 14,05 6,001<br>93,02 14,00 6,86<br>RAD -B -F - 1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,6 14,7 16,0 ER 17,5<br>G.5 179 B.4 769<br>4 Ha (stl) (9,9 9,9 9,9 × 8,4) ER (9,9 × 8,4)<br>6W Cr 2(3) Der 1(5-35) 1(5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 259,0t (hvf)-9,5pd 13,75kn |
| **VOLOIDE**<br>**Government of The Republic of Italy (Ministero dei Trasporti Gestione Navigazione Laghi)**<br>Italy | **178**<br>80<br>20 | RI | **1989** Cant. Nav. Rodriquez S.p.A.—Messina (237)<br>28,70 11,00<br>24,70 6,50 3,45 | **Aluminium Alloy TM Hydrofoil Ferry** | M.T.U. 16V396TB83<br>2 Vee Oil 4SA each 16Cy. 165 × 185<br>2 294kW (3 119bhp)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>36kn |
| **VOLOKOLAMSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **632**<br>219<br>398 | RS | **1972** ............U.S.S.R.<br>54,82 9,96 4,109<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **VOLOPAS**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **3 385**<br>1 435<br>1 810 | RS | **1983** ............U.S.S.R.<br>103,10 16,03 5,900<br>94,01 10,19<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3,25) | Skoda 6L525IIPV<br>2 Oil 4SA each 6Cy. 525 × 720<br>6 000bhp (4 413kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>14kn |
| **VOLOS I**<br>ex Four Flags II-88 ex Stavfjord-80<br>ex Magdalena Oldendorff-71<br>**Volos I Shipping Co.**<br>Heracles Shipping Co. S.A.<br>Piraeus Greece | **10 340**<br>5 958<br>15 931<br>T/cm<br>25,6 | NV (GL)<br>Classed LR until 16/4/81 | **1958** Flensburger Schiffsbau-Ges.—Flensburg (573)<br>157,82 19,38 9,446<br>145,50 19,31 12,50<br>P 39,4 F 17,4 1 dk<br>RW rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.20 181<br>5 Ha (stl) (each 12,8 × 8,9) ER<br>Der 1(5) 2(2) | MAN K8Z70/120<br>Oil 2SA 7Cy. 700 × 1200<br>5 340bhp (3 928kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 160kW 440V 60Hz a.c.<br>Fuel 995,5t (hvf) 14kn |

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| **7208766**<br>*J8FA7*<br>3332<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom<br>AMVER | **VOLOSKO**<br>**Cross Seas Shipping Corp.**<br>Croatia Line<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**6 241**<br>3 526<br>12 176<br>**9 715**<br>6 261<br>15 392 | ✠**100A1** SS 1/89<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL Bt 2$\frac{5}{16}$"U2<br>FN 4527<br>JR | **1972**-9 Cant. Nav. Breda S.p.A.—Venezia (269)<br>146,51 (BB) 21,06 —/9,138<br>135,11 21,00 12,50<br>F 13,8 2 dks<br>rf 152 | **M General Cargo**<br>5 Ho 18,9 23,1 9,4DTp&s 14,0 22,0 ER 11,7 7,0DTp&s<br>G.22 071 B.19 531<br>5 Ha (stl) (9,7 × 8,3) (14,0 14,0 12,9 × 9,9) ER (10,1 × 8,3)<br>16W Der 4(12) 2(10) 10(5) | Fiat<br>Oil 2SA 6Cy. 680 × 1200<br>7 650bhp (5 627kW)<br>Fiat S.G.M.<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 212,0t (d.o.) 1 216,0t (hvf)-27,0pd |
| **8619534**<br>*JXVF*<br>20473<br>Df Esd Gc<br>Rdr Rt | **VOLSTAD**<br>**Petter Volstad**<br>Aalesund Norway | *2 412*<br>*719*<br>1 230 | NV | **1988** Kleven M/V A/S—Ulsteinvik (100)<br>68,86 6,358<br>59,59 14,01 5,80<br>3 dks<br>rf 500 BK 500 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>G.350 In.1 055 | Wartsila<br>Oil 4SA 8Cy. 320 × 350 with clutches, flexib<br>couplings & sr geared to sc. shaft<br>4 079bhp (3 000kW)<br>Oy Wartsila Ab Vaasa<br>Gen 1 × 1600kW 2 × 370kW 380V 60Hz a<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **5280540**<br>*LAES*<br>12842<br>Df Esd Gc<br>Pfd Rdr Rt | **VOLSTAD JR**<br>ex Pol XIV-66<br>**P/R Volstad**<br>Einar Volstad<br>Aalesund Norway | **617**<br>257<br>— | NV | **1950** A/S Fredriksstad M/V—Fredrikstad (333)<br>51,39 9,05 5,665<br>45,32 9,02 6,13<br>2 dks<br>rf 996 BK 140 conv Whaler 66 | **M Fishing**<br>Side-fishing<br>Ice strengthened | Deutz<br>Vee Oil 4SA 12Cy. 240 × 280<br>3 000bhp (2 207kW) NE 85<br>Kloeckner Humboldt Deutz West Ge<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **7425194**<br>*LAIR*<br>18607<br>Df Esd Gc<br>Pfd Rdr Rt | **VOLSTAD VIKING**<br>**Volstad Viking A/S**<br>Aalesund Norway | **1 150**<br>462<br>— | NV | **1975** A. M. Liaaen A/S—Alesund (124)<br>68,76 12,53 5,284<br>60,00 12,50 7,78<br>F - 2 dks<br>rf 399 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500<br>3 500bhp (2 574kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 600kW 1 × 480kW 380V 50Hz a.c<br>Fuel (d.o.) |
| **7802287**<br>*9GYS*<br>316636<br>Df Esd Gc<br>Pfd Rdr Rt | **VOLTA RIVER**<br>**State Shipping Corporation (Black Star Line)**<br>Takoradi Ghana | T.Mk<br>**8 538**<br>4 403<br>11 618<br>**13 004**<br>7 506<br>16 687 | ✠**100A1** M 3/90-5mos<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC**<br>EL Ft 577,5/58,0U3<br>FN 5525 | **1980**-3 Hyundai Heavy Industries Co. Ltd.—Ulsan (117)<br>167,32 (BB) 22,94 9,791/10,176<br>154,01 22,86 13,01<br>B 28,1 F 29,9 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo**<br>4cbn 6bth P<br>5 Ho 14,0 20,3 20,8 22,4 ER 20,8 5 TwD<br>G.23 506 B.21 109<br>TEU 500 C.Ho 261/20' C.Dk 239/20'<br>8 Ha (stl) (7,0 12,8p&s 19,2p&s 19,2p&s × 7,8) ER (12,8 × 7,8)<br>8W Der 1(80) 7(25) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Mitsubishi Heavy Industries Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 780kW 450V 60Hz a.c.<br>Thw. thrust propeller<br>Fuel 314,5t (d.o.) 1 437,0t (hvf) |
| **7921473**<br>375263<br>Df Esd Gc<br>Pfd Rdr Rt | **VOLTAIRE**<br>**Rita Nominees Pty. Ltd.**<br>*Darwin, N.T.* Australia | **167**<br>74<br>— | | **1979** Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A. (164)<br>25,02 7,01<br>23,73 6,80 4,25<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 200 × 240 reverse reduction ge<br>to sc. shaft<br>510bhp (375kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7304417**<br>*SW6954*<br>9743<br>Df Esd Gc<br>Rdr Rt | **VOLTAZ**<br>ex Bowlder-91 ex Bowoon No. 5-85<br>ex Kogen Maru-75<br>**Evgeros Shipping Co. Ltd.**<br>Starlady Marine Ltd.<br>Piraeus Greece | **1 589**<br>982<br>3 806<br>T/cm<br>9,9 | HR (KR) (NK) | **1972** Miyoshi Zosen K.K.—Uwajima (201)<br>93,43 13,24 6,106<br>86,01 13,21 7,01<br>P 19,9 F 15,0 1 dk<br>Bow/CM 41 Diam. 0,254 | **M Tanker**<br>10 Ta ER<br>L.(oil) 4 841 HeCls. CptB<br>2 Cargo pumps total 1 766T/hr | Akasaka<br>Oil 4SA 6Cy. 460 × 720<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 128kW 445V a.c.<br>Fuel 21,0t (d.o.) 225,0t (hvf)-8,0pd |
| **8131116**<br>*OUWN2*<br>D-12858<br>Gc Pfd<br>RTm/h/v | **VOLUND**<br>**A/S Em. Z. Svitzer**<br>Aarhus Denmark (DIS)<br>SatCom: 1610465/OUWN | *291*<br>*87*<br>147 | ✠**100A1** SS 11/88<br>tug<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL F 275,0/25,0U1<br>FN 377 | **1983**-11 Dannebrog Vaerft A/S—Aarhus (184)<br>32,42 9,53 4,061<br>27,89 9,01 4,50<br>RAD ,7 RFD 11,9 1 dk<br>rf 610 | **M Tug**<br>Pusher Fire-fighting<br>Mchy.aft | Wartsila<br>Oil 4SA 8Cy. 320 × 350 with clutches, flexib<br>couplings & sr geared to sc. shaft<br>Oy Wartsila Ab Vaasa<br>Gen 2 × 280kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 109,0t (d.o.)-12,0pd |
| **8003838**<br>*PIIC*<br>Esd Rdr<br>RTm/h/v | **VOLVOX ANGLIA**<br>ex Argo-89<br>**Dredging V02 International**<br>Utrecht Netherlands | **982**<br>884<br>1 829 | BV (GL) | **1980** Hermann Suerken GmbH & Co. KG. —Papenburg (305)<br>63,66 12,32 4,071<br>60,03 12,01 4,53<br>1 dk | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Mchy.aft<br>Hopper 1 200 | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 137 × 152 reduc<br>geared to sc. shafts<br>906kW (1 232bhp)<br>Caterpillar Tractor Co. Peor<br>Gen 2 × 82kW 380V 50Hz a.c. |
| **8304567**<br>*PIID*<br>Df Esd Gc<br>Rdr Rt | **VOLVOX DELTA**<br>**Dredging V02 International**<br>Utrecht Netherlands<br>SatCom: 1300463 | *7 906*<br>*2 372*<br>10 915 | BV | **1984** IHC Smit B.V.—Kinderdijk (CO1167)<br>117,18 8,132<br>110,47 21,71 9,12<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Twin side arms Dredging depth 37,5<br>Hopper 10500T<br>Mchy.aft<br>Hopper 8 000<br>2 sandpumps each 1840kW (2501bhp)<br>Cr 1(20) | Werkspoor<br>2 Oil 4SA each 9Cy. 410 × 470 with clutche<br>flexible couplings & sr geared to sc. sha<br>12 650bhp (9 305kW)<br>Stork-Werkspoor Diesel B.V. Ams<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd |
| **7015444**<br>*PIIA*<br>24395<br>Df Esd Gc<br>RdrRTm | **VOLVOX HANSA**<br>ex Odam-91 ex Eberhard-91<br>ex Eberhard Steckhan-86<br>ex Antwerpen V-71<br>**Van Oord ACZ B.V.**<br>Gorinchem Netherlands | *6 416*<br>*1 924*<br>11 985 | BV | **1970** Smit Kinderdijk—Kinderdijk (Co753)<br>126,82 18,80 7,430<br>116,85 18,78 10,60<br>P 33,9 F 29,6 2 dks | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Hopper 1200T<br>1 Ho 52,4 ER<br>Hopper 6 000<br>2 sandpumps each 1199kW (1600bhp)<br>Cr 1(15) 2(5) | Smit-Bolnes<br>2 Vee Oil 2SA each 20Cy. 300 × 550<br>8 800bhp (6 473kW)<br>N.V. Smit & Bolnes<br>Gen 3 × 200kW 2 × 200kW 380V d.c.<br>2 Controllable pitch propellers<br>Fuel 670,5t (d.o.) |
| **7031395**<br>*PIIH*<br>Df Esd Gc<br>Rdr RTm/h/v | **VOLVOX HOLLANDIA**<br>**Dredging V02 International**<br>Utrecht Netherlands | **6 060**<br>3 128<br>10 547 | BV | **1971** Verolme Scheepswerf Heusden N.V. —Heusden (825)<br>112,05 19,11 8,770<br>103,33 19,00 9,81<br>2 dks | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 32,0<br>Hopper 9900T<br>1 Ho 49,9 ER<br>Hopper 6 008<br>2 sandpumps each 1250kW (1700bhp)<br>3 Ha (stl) (4,4 × 3,5) (2,1 × 7,0) (2,7 × 4,5) ER<br>Cr 1(15) 1(1) | Mirrlees<br>2 Oil 4SA each 8Cy. 381 × 457<br>7 100bhp (5 222kW)<br>Lister Blackstone Mirrlees Marine Ltd.<br>Gen 3 × 325kW 380V 50Hz a.c.<br>Fuel 1 194,0t (hvf) |
| **8611180**<br>*PIII*<br>Rt | **VOLVOX SCALDIA**<br>**Dredging V02 International**<br>Utrecht Netherlands | *1 996*<br>*598*<br>3 000 | BV | **1987** IHC Smit B.V.—Kinderdijk (CO1182)<br>85,81 3,941<br>76,97 14,01 6,33<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Single side arm Dredging depth 25,0<br>Hopper 3500T<br>Mchy.aft<br>Hopper 2 500<br>1 sandpump 978kW (1329bhp) | Bolnes<br>2 Oil 2SA each 7Cy. 190 × 350 with clutc<br>flexible couplings & sr geared to sc. s<br>2 278bhp (1 676kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft |
| **8102488**<br>*J8EX2*<br>3303<br>Gc Rdr Rt | **VOLZEE**<br>ex Sylvia-88<br>Launched as Sea Splitter 2<br>**Victory Shipping Ltd.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**756**<br>587<br>1 320 | BV | **1980** A. Vuyk & Zonen's Scheepswerven B.V. —Capelle a/d Ijssel (886)<br>58,32 3,660<br>57,82 11,00 3,76<br>2 dks | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Deutz<br>2 Vee Oil 4SA each 12Cy. 142 × 160<br>1 100bhp (809kW)<br>Kloeckner Humboldt Deutz<br>2 Directional thrust propellers<br>Fuel 53,0t (d.o.)-9,5pd |
| **7045487**<br>*ESUW*<br>M-30433<br>Df Esd Gc<br>Rdr Rt | **VOLZHANIN**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 581**<br>888<br>1 268 | RS | **1970** "Chernomorskiy" Shipyard—Nikolayev<br>83,90 14,03 5,701<br>78,03 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>3 Ho<br>G.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |

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| **VOLZHSK**<br><br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**5 507**<br>2 596<br>—<br><br>**8 461**<br>4 469<br>12 295 | RS | **1965** VEB Warnowwerft Warnemuende<br>—Warnemuende (439)<br>150,58 20,07 7,230/8,910<br>140,01 19,94 11,59<br>P 28,7 F 29,0 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,9 17,2 26,3 16,0 ER 20,4<br>7 TwD<br>G.18 269 B.15 089<br>5 Ha (stl) (9,0 × 6,0) (10,6 18,8 9,0 × 11,0) ER (12,8 × 11,0)<br>12W Der 1(60) 12(5) | MAN K9Z70/120<br>Oil 2SA 9Cy. 720 × 1200<br>8 150bhp (5 995kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 264kW 1 × 200kW<br>Fuel 265,0t (d.o.) 949,0t (hvf)-31,0pd 16,5kn |
| **VOMBIE**<br><br>**Compania Nationale de Navigation Interieure**<br>Libreville Gabon | **131**<br>73<br>62 | (BV) | **1985** Ast. Gondan—Puerto de Figueras (248)<br>27,03 7,04 1,401<br>24,26 7,01 2,01<br>1 dk | **TM Ferry/General Cargo**<br>50dk P<br>1 Ho<br>B.64<br><br>1 Ha (stl) | GUASCOR<br>2 Vee Oil 4SA each 8Cy. 150 × 150 sr reverse geared to sc. shafts<br>820bhp (603kW)<br>Gutierrez Ascunce Corp. S.A. (GUASCOR) Zumaya<br>Gen 2 × 48kW 380V 50Hz a.c. |
| **VOMERO**<br>ex Aquila-90 ex Sea Road-89<br>ex Aquila-89 ex Nahost Pionier-79<br>ex Ehrenfels-77 ex Ipswich Pioneer II-76<br>Launched as Aquila<br>**Societa Marittima Siciliana S.r.l.**<br>Italy | T.Mk<br>**8 557**<br>3 038<br>7 268 | RI (BV) (GL) | **1973** Kroegerwerft G.m.b.H.—Rendsburg (1378)<br>149,23 (BB) 18,93 6,427<br>137,42 18,42 11,51<br>2 dks | **M RoRo Cargo**<br>Stern ramp Ice strengthened<br><br>B.20 600<br>len 76 TEU 152 C. 76/40' | Werkspoor 16TM410<br>Vee Oil 4SA 16Cy. 410 × 470 reduction geared to sc. shaft<br>7 282kW (9 900bhp)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 154,5t (d.o.) 900,0t (hvf)-29,5pd 17,5kn |
| **VONIN**<br>ex Brilliant-69<br>**P/f Vonin**<br>Torshavn Faeroes (Danish) | **187**<br>62<br>— | BV | **1967** VEB Rosslauer Schiffswerft—Rosslau<br>33,58 6,66 2,693<br>29,52 6,61 3,28<br>F 6,1 1 dk<br>BK 64 | **M Fishing**<br>Stern Trawler<br>2 Ho 4,7 6,7 ER<br><br>2 Ha (stl) (each 1,3 × 1,2) ER<br>1W Der 1(3) 1(1,5) | S.K.L.<br>Oil 4SA 6Cy. 270 × 400<br>560bhp (412kW) NE 74<br>Aabenraa Motorfabrik Abenra<br>Controllable pitch propeller<br>Fuel 33,0t (d.o.) 11kn |
| **VONIN**<br>ex Palina-63<br>**Arnarvor H/f**<br>Isafjordur Iceland | **160**<br>56<br>162 | (BV) | **1960** Schps. "De Hoop" N.V.—Hardinxveld (587)<br>32,06 6,86 2,490<br>30,87 6,81 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br><br>len 82 | Kromhout<br>Oil 4SA 6Cy. 240 × 260<br>500bhp (368kW)<br>Kromhout Motorenfabrik Amsterdam<br>Fuel 21,5t (d.o.)-2,0pd 10kn |
| **VONNIE MARIE**<br>ex Vessel of Faith-80<br>ex Vessel of Honor-77<br>**Vonmar Trawlers Inc.**<br>Tampa, Fl United States of America | **163**<br>123<br>— | | **1973** ............Ocean Springs, Ms<br>*24,27* 7,47<br>3,74<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>440bhp (324kW)<br>U.S.A. |
| **VOO SHEE II**<br><br>**Chinese Petroleum Corporation**<br>Kaohsiung China*<br>SatCom: 1350157/VSHE | *59 893*<br>*32 440*<br>104 882<br>T/cm<br>84,7 | AB | **1986** China SB. Corp. (Keelung Division)<br>—Keelung (321)<br>247,58 (BB) 39,65 15,871<br>234,80 39,60 22,69<br>F 15,9 1 dk<br>rf nil Bow/CM 109 Diam. 0,450 MH 1,8 | **M Tanker**<br>COW IGS SBT<br>10 Ta ER<br>L.(oil) 122 947<br>3 Cargo pumps total 7 500T/hr | Sulzer 6RTA76<br>Oil 2SA 6Cy. 760 × 2200<br>16 040bhp (11 798kW)<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Gen 2 × 900kW 1 × 800kW 450V 60Hz a.c.<br>Fuel 229,0t (d.o.) 2 763,0t (hvf)-48,0pd 14,5kn |
| **VOORBODE**<br><br>**Huemul S.A.F.C.A.I.E.I.**<br>Argentina | **286**<br>128<br>— | | **1963** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (506)<br>43,97 7,37 3,887<br>38,59 6,99 | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 100kW 1 × 22kW 110V d.c.<br>Fuel 59,0t (d.o.) 12kn |
| **VOORLOPER**<br><br>**Huemul S.A.F.C.A.I.E.I.**<br>Argentina | **291**<br>133<br>— | | **1960** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (496)<br>44,15 7,35<br>38,54 7,29 3,81<br><br>RW | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 100kW 1 × 22kW 110V d.c.<br>Fuel (d.o.) |
| **VOORSPELER**<br>ex Friedensturm-86<br>**Unicorn Lines (Pty.) Ltd.**<br>Durban South Africa | **875**<br>313<br>1 300 | GL | **1975** Gutehoffnungshuette Sterkrade A.G.<br>—Walsum (1116)<br>56,14 14,33 4,611<br>51,01 14,00 7,57<br>B & F 20,5 2 dks | **TM Supply Ship**<br>Deck Cargo Pipe-carrier<br>Ice strengthened | Deutz SBA12M528<br>2 Vee Oil 4SA each 12Cy. 220 × 280<br>3 480bhp (2 560kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 129kW<br><br>13kn |
| **VOORTREKKER**<br><br>**Unicorn Lines (Pty.) Ltd.**<br>Durban South Africa | **1 156**<br>485<br>1 165 | GL | **1983** Dorbyl Marine Pty. Ltd.—Durban (7300)<br>61,96 13,34 5,066<br>54,72 13,01 6,23<br>B & F 20,8 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>12 Ta<br>G.245 L.740 | MaK 8M453AK<br>2 Oil 4SA each 8Cy. 320 × 420 sr geared to sc. shafts<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 350kW a.c. 1 × 128kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>12kn |
| **VOORWAARTS**<br><br>**Huemul S.A.F.C.A.I.E.I.**<br>Argentina | **291**<br>132<br>— | | **1961** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (501)<br>43,97 7,37<br>38,59 6,99 3,69<br><br>RW | **M Fishing**<br>Side Trawler | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 100kW 1 × 22kW 110V d.c.<br>Fuel 67,0t (d.o.) 12kn |
| **VOOSI**<br>ex Fritsis Rozin-92<br>**Estonian Shipping Co.**<br>Tallinn Estonia | T.Mk<br>**495**<br>267<br>1 120 | RS | **1972** Elbewerften Boizenburg/Rosslau<br>—Boizenburg (211)<br>71,07 (BB) 10,34 3,680<br>65,16 10,11 5,80<br>P 13,8 F 5,5 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho 20,4 24,4 ER<br>G.2 207 B.1 993<br><br>2 Ha (stl) (each 18,5 × 7,7) ER | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 160bhp (853kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 128kW 1 × 116kW 1 × 77kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 535,5t (d.o.) 12kn |
| **VORAN**<br><br>**N.V. Shipping Co. Voran**<br>Wagenborg Shipping B.V.<br>Willemstad Netherlands Antilles & Aruba | **852**<br>490<br>1 300 | BV | **1989** Scheepswerf G. Bijlsma & Zn. B.V.<br>—Wartena (649)<br>64,34 3,382<br>60,00 10,51 4,02<br>1 dk | **M General Cargo** | Caterpillar 3508TA<br>Vee Oil 4SA 8Cy. 170 × 190 geared to sc. shaft<br>578kW (786bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 112kW 380V a.c.<br>10,5kn |
| **VORDUR**<br><br>**Gjogur H/f**<br>Grenivik Iceland | **210**<br>90<br>229 | (NV) | **1967** A/S Hommelvik M/V—Hommelvik (109)<br>34,60 7,22 3,734<br>30,43 7,19 3,81<br>1 dk<br>rf 902 BK 119 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br><br>2 Ha (1,9 2,5 × 1,5) ER<br>1W Der 1(2,5) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>880bhp (647kW)<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 50kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **VORI**<br>ex Sumiko-91<br>**International Operators S.A.**<br>Andros Greece | *20 058*<br>*12 393*<br>34 544<br>T/cm<br>41,8 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>✠**LMC**<br>EL I† 605,0/64,0U3(a)<br>FN 7098 | **1984**-10 Mitsubishi Heavy Industries Ltd.—Kobe (1145)<br>176,61 (BB) 27,06 10,742<br>168,00 27,01 15,24<br>F 13,5 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 24,7 27,2 27,2 27,2 26,3 ER<br>G.46 947 B.40 303 HeCls. B<br>TEU 140 C.Dk 140/20' (40')<br>5 Ha (stl) (12,8 19,2 19,2 19,2 19,2 × 12,8) ER<br>Cr 4(25) | Sulzer 4RTA58<br>Oil 2SA 4Cy. 580 × 1700<br>5 649kW (7 680bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 6,9kgf/cm² (6,8bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 128,5t (d.o.) 1 540,5t (hvf) |

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| **6519780**<br>*J8CU2*<br>2863<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **VORKUTA**<br>**Seatrans Ltd.**<br>Incom Shipping Ltd.<br>Kingstown St. Vincent and the Grenadines | **4 531**<br>2 380<br>6 532 | HR RS | **1965** Stocznia Gdanska im. Lenina—Gdansk (B45/33)<br>123,86 16,74 7,020<br>114,99 16,67 8,44<br>P -B -F - 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 444 B.7 131<br>4 Ha (stl) (12,6 × 8,0) (12,6 × 9,0) ER (14,0 14,0 × 9,0)<br>8W Der 1(50) 1(15) 8(5) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>H. Cegielski<br>Gen 2 × 200kW 1 × 80kW 400V 50<br>Fuel 85,5t (d.o.) 478,0t (hvf) |
| **5383756**<br>Df Esd Rt | **VORMSI** | **617**<br>247<br>766 | (RS) | **1953** Stocznia im. "Komuny Paryskiej"—Gdynia (B53/09)<br>57,64 9,02 4,274<br>52,00 9,00 4,75<br>1 dk<br>RW | **M General Cargo**<br>2 Ho 16,0 15,3 ER<br>G.1 106 B.1 058<br>2 Ha (each 10,2 × 3,8) ER<br>4W Der 4(3) | Russkiy<br>Oil 2SA 6Cy. 300 × 500<br>600bhp (441kW)<br>Russkiy-Diesel Works<br>Fuel 27,5t (d.o.) |
| **8834380**<br>RTv | **VORMSI**<br>**Estonian Shipping Co.**<br>Tallinn Estonia | **195**<br>91<br>76 | RS | **1975** Volgograd Shipyard—Volgograd (37)<br>32,40 11,90 1,730<br>- - 3,30<br>1 dk | **TM Ferry** | Russkiy<br>2 Oil 4SA each 6Cy. 180 × 220<br>162kW (220bhp)<br>Russkiy-Diesel Works |
| **8314093**<br>*YQND*<br>653<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **VORONET**<br>**Navrom Shipping Company**<br>Constantza Romania | **7 091**<br>3 831<br>10 500<br>**11 358**<br>5 845<br>15 555 | RNR | **1983** Santierul Naval Galatz—Galatz<br>158,58 22,81 —/9,600<br>146,89 13,21<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>4 Ho 21,0 27,5 27,7 20,0 ER<br>G.21 192 B.18 860<br>TEU 396 C. 396/20'<br>7 Ha (stl) (13,3 × 10,2) (20,0p&s 19,2p&s 13,0p&s × 7,7) ER<br>6W Der 2(22) 2(12) | MAN<br>2 Oil 4SA each 6Cy. 520 × 550 sr gea shaft<br>6 000bhp (4 413kW)<br>Intreprinderea de Const. de Masini Resi |
| **7532806**<br>*UWGI*<br>M-31222<br>Df Esd Gc<br>Pfd Rdr Rt | **VOROSHILOVGRAD**<br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.) | **3 931**<br>1 810<br>2 118 | RS | **1976** VEB Volkswerft Stralsund—Stralsund (451)<br>101,86 (BB) 15,22 5,600<br>91,90 15,19 9,68<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha (each 2,2 × 2,2) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller |
| **7941291**<br>*HAAT*<br>Df Esd Gc<br>Rdr RTm/h/v | **VOROSMARTY**<br>**Hungarian Shipping Co. Ltd. (Magyar Hajozasi R.T.) (MAHART)**<br>Budapest Hungary | **11 988**<br>6 128<br>14 930 | RS | **1979** Kherson Shipyard—Kherson<br>162,34 (BB) 22,26 9,800<br>144,89 13,42<br>F 12,8 2 dks<br>rf 196 | **M General Cargo**<br>Ice strengthened<br>5 Ho 10,5' 23,2 15,7 30,0 15,7 ER 5 TwD<br>G.21 690 B.19 920<br>TEU 388 C.Ho 320/20' C.Dk 68/20'<br>9 Ha (stl) (6,3 × 6,1) (19,4p&s 13,0p&s 25,5p&s 13,0p&s × 8,2) ER<br>4W Cr 7(12) Der 1(63) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Bryansk Eng. Works<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 436,0t (d.o.) 1 579,0t (hvf)-41,0pd |
| **7630579**<br>*EKXS*<br>M-12487 | **VOROTYNETS**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **163**<br>39<br>89 | RS | **1976** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7433799**<br>*IUNH*<br>256<br>Df Esd Gc<br>Pfd Rdr Rt | **VORTICE**<br>ex Margarita-83 ex Tender Panther-79<br>ex Musketeer Fury-78<br>**Rimorchiatori Riuniti Porto di Genova S.r.l.**<br>Bari Italy | **498**<br>127<br>— | RI (AB) | **1976** Mangone SB. Corp.—Houston, Tx (120)<br>45,65 11,94 3,814<br>41,92 11,89 6,18<br>F 12,8 1 dk | **TM Tug**<br>Anchor-handling<br>Ice strengthened | General Motors<br>2 Vee Oil 2SA each 20Cy. 230 × 254 s sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 125kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 468,5t (d.o.) |
| **7831044**<br>*UGVD*<br>M-35181 | **VOSKHITITELNYY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1979** ..............U.S.S.R.<br>54,82 9,96 4,139<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.414<br>3 Ha (stl) (each 1,5 × 1,6)<br>Der 2(1,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **6613110**<br>*UNWZ*<br>M-28076<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **VOSKHOD**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | T.Mk<br>**2 433**<br>872<br>1 434 | RS | **1966** ..............U.S.S.R.<br>84,71 14,03 5,701<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.170 In.1 455<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **6927420**<br>*UFKC*<br>M-27849<br>Rt | **VOSKHOD**<br>**The RSFSR Fishery Association for North-Western Regions**<br>(Sankt-Peterburg) (U.S.S.R.) | **863**<br>218<br>353 | RS | **1967** ..............U.S.S.R.<br>55,12 9,53 3,110<br>4,50<br>1 dk | **D-E Fish Carrier**<br>Ref<br>Ice strengthened<br>1 Ho ER<br>In.360<br>1 Ha (2,4 × 2,4) ER<br>Cr 1(2,5) | 2 Oil 4SA each 6Cy. 250 × 340 driving connected to elec. motor & geared t |
| **8227771**<br>M-27724<br>Df Esd Gc<br>Rdr RTv | **VOSKHOD**<br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Batumi) (U.S.S.R.) | **745**<br>223<br>1 068 | RS | **1984** ..............U.S.S.R.<br>56,19 11,21 3,701<br>4,45<br>1 dk | **M Hopper Barge**<br>Bottom doors | Oil<br>............. |
| **8729614**<br>*LYLS*<br>M-42917<br>Df Esd Gc<br>Pfd Rdr RTv | **VOSKHOD**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Kaliningrad) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1989** ..............U.S.S.R.<br>54,82 10,15 4,140<br>50,30 - 5,00 | **M Fishing**<br>Stern Trawler Ref | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **6872508**<br>*UHXW*<br>M-3666<br>Rt | **VOSKHOD**<br>ex TM-334<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **305**<br>78<br>270 | RS | **1958** VEB Elbewerft—Boizenburg<br>43,08 7,62 3,229<br>38,26 3,51<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 6 Ta ER<br>B.70 L.(oil) 245<br>1 Ha (1,6 × 1,2) ER<br>1W Der 1(1) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **8724066**<br>M-42443<br>Esd Rdr Rt | **VOSKHOD**<br>**Caspian Shipping Co.**<br>(Baku) (U.S.S.R.) | *235*<br>*120*<br>455 | RS | **1988** ..............U.S.S.R.<br>35,17 8,01 3,120<br>33,25 - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works<br>Gen 1 × 50kW a.c. |
| **8723581**<br>M-36943<br>Rt | **VOSKHOD**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | *106*<br>*32*<br>14 | RS | **1986** ..............U.S.S.R.<br>23,15 6,24 1,850<br>20,00 2,80<br>1 dk | **M Ferry** 70dk P<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works |

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| **VOSKHOD-2**<br>**Gruzmorberegozashchita**<br>(Batumi) (U.S.S.R.) | *745*<br>*223*<br>1 068 | RS | **1986** ............Romania<br>56,19 3,700<br>53,20 11,21 4,44<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Ice strengthened | S.K.L. 6NVD26A-3<br>2 Oil 4SA each 6Cy. 180 × 260<br>544kW (740bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 100kW a.c. |
| **VOSKHOD-3**<br>**Gruzmorberegozashchita**<br>(Batumi) (U.S.S.R.) | *745*<br>*223*<br>1 068 | RS | **1987** ............Romania<br>56,19 3,700<br>53,20 11,21 4,44<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Ice strengthened | S.K.L. 6NVD26A-3<br>2 Oil 4SA each 6Cy. 180 × 260<br>574kW (780bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 100kW a.c. |
| **VOSKRESENSK**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 531**<br>2 383<br>6 457 | RS | **1966** Stocznia Gdanska im. Lenina—Gdansk (B45/46)<br>123,88 16,74 7,241<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 291 B.7 860<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>10W Der 1(50) 1(15) 8(5) | B&W 5-62VT2BF-140<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 16kn |
| **VOSSO**<br>ex Oyholm-88 ex Roselle-85 ex Mevi-76<br>ex Basel-70<br>**Kystrederiet A/S**<br>A/S Ersco<br>Bergen Norway | *610*<br>*287*<br>572 | NV | **1962** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (158)<br>53,22 9,00 3,169<br>48,01 8,97 4,47<br>2 dks<br>rf 76 | **M General Cargo**<br>Ice strengthened<br>1 Ho 29,2 ER<br>G.1 189 B.1 161<br>1 Ha (17,3 × 3,9) ER<br>2W Der 2(3) | MAN<br>Oil 4SA 6Cy. 300 × 450<br>715bhp (526kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 27,5kW 220V d.c.<br>Fuel 56,0t (d.o.) |
| **VOSTOCHNIY BEREG**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**7 856**<br>4 314<br>9 606 | RS | **1981** VEB Mathias-Thesen-Werft—Wismar (216)<br>152,69 22,26 8,002<br>142,02 22,22 13,62<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>G.1 876 In.13 000<br>4 Ha (stl) (each 6,0 × 3,9) ER<br>11W Der 2(10) 7(5) 2(3) | MAN K9Z60/105E<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>VEB Maschinenbau Halberstadt Halberstadt<br>17kn |
| **VOSTOCHNYY**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400333/UNYY | **9 455**<br>5 476<br>12 400 | RS | **1968** VEB Warnowwerft Warnemuende —Warnemuende (454)<br>150,65 20,05 8,910<br>140,01 19,99 11,61<br>P 28,7 F 29,0 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,9 17,2 26,3 16,0 ER 20,4 7 TwD<br>G.18 269 B.16 701<br>5 Ha (stl) (9,0 × 6,0) (10,6 18,8 9,0 × 11,0) ER (12,8 × 11,0)<br>12W Der 1(60) 12(5) | MAN K9Z70/120A5<br>Oil 2SA 9Cy. 700 × 1200<br>8 150bhp (5 995kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 264kW 1 × 200kW<br>Fuel 265,0t (d.o.) 949,0t (hvf)-31,0pd 16,5kn |
| **VOSTOCHNYY**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | *1 896*<br>*1 014*<br>3 389 | RS | **1988** "Ivan Dimitrov" Shipyard—Rousse (461)<br>77,53 14,54 5,400<br>73,20 14,00 6,50<br>1 dk | **M Tanker**<br>Bunkering<br>SBT<br>12 Ta ER<br>L.3 513 | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480 sr geared to sc. shaft<br>882kW (1 199bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 150kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>10,2kn |
| **VOSTOCHNYY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1978** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,5kn |
| **VOSTOK**<br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.)<br>SatCom: 1400501/UNMK | **26 400**<br>10 828<br>22 110 | RS | **1971** Admiralteiskiy Shipyard—St. Petersburg<br>224,54 28,05 10,021<br>27,97 16,74<br>4 dks | **TS Factory Ship**<br>Fish-factory Ref<br>G.7 204 In.20 878<br>4 Ha (stl) (each 4,1 × 4,1) ER<br>8W Cr 6(2,5) Der 8(5) | 4 S Turb geared to sc. shafts<br>26 000shp (19 125kW)<br>Kirov Works Leningrad<br>Fuel (o.f.) 19kn |
| **VOSTOK**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | *1 896*<br>*1 014*<br>3 389 | RS | **1986** "Ivan Dimitrov" Shipyard—Rousse<br>77,53 14,34 5,400<br>73,24 - 6,50<br>1dk | **M Tanker**<br>Bunkering<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 3 513 | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>883kW (1 200bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 160kW a.c.<br>10,2kn |
| **VOSTOK**<br>Launched as MB-7007<br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Nakhodka) (U.S.S.R.) | **233**<br>4<br>91 | RS | **1968** VEB Schiffswerft "Edgar Andre" —Magdeburg (7007)<br>34,78 8,51 2,921<br>30,41 8,21 3,87<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>11,5kn |
| **VOSTOK**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Korsakov) (U.S.S.R.) | **184**<br>55<br>46 | RS | **1983** ............U.S.S.R.<br>29,30 8,49 3,090<br>- - 4,35<br>1 dk | **M Tug** | Oil<br>............. |
| **VOSTOK 2**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 482**<br>2 010<br>6 459 | RS | **1965** "A. Zhdanov" SB. Yard—Leningrad<br>121,95 16,74 7,090<br>113,01 16,69 8,31<br>P -B -F - 1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 870 B.7 300<br>4 Ha (stl) (11,1 × 8,0) (13,3 13,3 × 9,6) ER (13,3 × 9,6)<br>Cr 4(5) | B&W 9-50VTBF-110<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 330,0t (hvf) 14,5kn |
| **VOSTORZHENNYY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | *448*<br>*134*<br>207 | RS | **1983** ............U.S.S.R.<br>44,89 9,48 3,771<br>5,11<br>1 dk | **M Fishing**<br>Seiner<br>Ice strengthened | Oil<br>............. |
| **VOSTRETSOVO**<br>**Primorrybprom**<br>(Vladivostok) (U.S.S.R.) | *1 896*<br>*1 014*<br>3 389 | RS | **1989** "Ivan Dimitrov" Shipyard—Rousse (469)<br>77,53 14,34 5,401<br>73,20 14,00 6,50<br>1 dk | **M Tanker**<br>Bunkering<br>SBT<br>12 Ta ER<br>L.(oil) 3 514 | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>885kW (1 203bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Thw. thrust Contr. pitch propeller fwd |
| **VOSTRETSOVO**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *738*<br>*221*<br>332 | RS | **1987** ............U.S.S.R.<br>4,360<br>... ...<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice Strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>971kW (1 320bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 300kW a.c. 3 × 160kW a.c.<br>Controllable pitch propeller<br>12,6kn |

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| **7208314**<br>*WYZ6926*<br>538148<br>Df Esd Gc<br>Pfd Rdr Rt | **VOYAGER**<br>**Voyager Inc.**<br>San Juan Puerto Rico (U.S.A.) | **1 472**<br>814<br>— | | **1972** Tacoma Boatbuilding Co. Inc.—Tacoma, Wa (252)<br>72,85 12,50 5,563<br>67,98 12,20 6,41<br>2 dks | **M Fishing**<br>Side-fishing Ref | Enterprise<br>Oil 4SA 12Cy. 330 × 381<br>4 286bhp (3 153kW)<br>Delaval Turbine Inc. (Enterprise Div.) |
| **5381033**<br>*HQWU*<br>L032-00839<br>Df Esd Gc<br>Rdr | **VOYAGER**<br>ex Marjobil-87 ex Vassilios R-85<br>ex Litohoro-84 ex Aris VI-82<br>ex Barrow-77 ex Corinthian Trader-75<br>ex Aghios Lazaros-73 ex Villegas-70<br>**Zebra Investment Trust**<br>San Lorenzo Honduras | **996**<br>451<br>1 632 | (HR)<br>✠Classed LR until 4/82 | **1955**-4 Rolandwerft G.m.b.h.—Bremen (853)<br>86,72 11,66 4,592<br>78,03 11,61 7,14<br>Ba 18,3 F 10,7 1 dk & S dk<br>RW rf 89 | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho 17,6 30,4 ER<br>G.3 324 B.3 080<br>2 Ha (9,1 19,5 × 5,7) ER<br>6W Der 1(15) 2(5) 4(3) | MWM<br>2 Oil 4SA each 8Cy. 320 × 480 with fluid couplings & sr gearing to sc. shaft<br>2 000bhp (1 471kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 60kW 220V d.c.<br>Fuel 161,5t (d.o.) |
| **8424549**<br>*WYU9130*<br>563475<br>Rdr Rt | **VOYAGER**<br>ex Charles E. Ankele<br>**Hollywood Marine Inc.**<br>Corpus Christi, Tx United States of America | **155**<br>105<br>— | | **1975** Glendale Shipyard—Houston, Tx (1016)<br>*21,01*<br>7,97 2,82<br>3 dks | **M Tug** | 2 Oil 12Cy. |
| **8921779**<br>*JM6055*<br>132601<br>Rdr Rt | **VOYAGER**<br>**Nishi Nippon Kaiun K.K.**<br>Kitakyushu, Fukuoka Pref. Japan | **132**<br>—<br>50 | | **1990** Mitsubishi Heavy Industries Ltd. —Shimonoseki (943)<br>26,50 1,400<br>23,50 9,00 2,60 | **Aluminium Alloy TM Ferry**<br>Twin Hull | General Motors<br>2 Vee Oil 2SA each 16Cy. 123 × 127 with & reverse reduction geared to sc. shafts<br>1 662kW (2 260bhp)<br>General Motors Corp., Detroit Diesel Allison Div. |
| **8132744**<br>Rt | **VOYAGER**<br>Panama Panama | **104**<br>70<br>— | | **1980** ..............Bayou la Batre, Al<br>*20,33* 6,71<br>3,28<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) |
| **7231361**<br>*9HYW2*<br>Df Esd Gc<br>Pfd Rdr Rt | **VOYAGER I**<br>ex Bluetank Junior-91<br>ex Tank Junior-90 ex Don-89<br>ex Dove-88 ex Maritime Shoun-79<br>ex Shoun Maru-74<br>**Hasting Shipping Ltd.**<br>Blue Flag Navigation Ltd. | **1 999**<br>1 209<br>3 611<br>T/cm<br>9,7 | HR (NK) | **1972** Tokushima Zosen K.K.—Fukuoka (1061)<br>91,01 (BB) 13,03 5,774<br>83,01 13,01 6,71<br>P 19,9 F 9,8 1 dk<br>Bow/CM 35 Diam. 0,200 | **M Tanker**<br>Oil Chemical Molasses<br>12 Ta ER<br>L.(oil) 4 539<br>4 Cargo pumps total 1 600T/hr | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320 geared to sc.<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Fuel 223,0t (hvf)-13,0pd |
| **7947300**<br>613018 | **VOYAGER I**<br>ex Kathleen J<br>**Marques Fishing Corp.**<br>Corpus Christi, Tx United States of America | **119**<br>81<br>— | | **1979** Rockport Yacht & Supply Co.—Rockport, Tx<br>*22,47* 6,76<br>3,05<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| **7391006**<br>*WTQ6963*<br>556625<br>Df Esd Gc<br>Pfd Rdr Rt | **VOYAGER II**<br>**Maritrans Operating Partners L.P.**<br>Philadelphia, Pa United States of America | **193**<br>131<br>— | AB | **1974** Main Iron Works Inc.—Houma, La (293)<br>3,874<br>32,49 9,76 4,40<br>1 dk<br>BK 127 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 60kW<br>Fuel 183,0t (d.o.) |
| **7704708**<br>Df Esd Gc<br>Pfd Rdr Rt | **VOYAGER K**<br>ex Libas-90<br>**R. J. McCullough**<br>Hull United Kingdom | *1 608*<br>*482*<br>1 880 | NV | **1978** G. Eides Sonner A/S—Hoylandsbygd (106)<br>71,33 6,511<br>62,11 11,61 7,88<br>2 dks<br>rf 762 BK 127 | **M Fishing**<br>Seiner<br>Ice strengthened<br>Mchy.aft | Wichmann<br>Oil 2SA 12Cy. 280 × 360<br>4 891bhp (3 598kW) NE 88<br>Wartsila-Wichmann A/S |
| **8307703**<br>*3EWD8*<br>20788-PEXT<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **VOYAGER 1**<br>ex Shinsho Maru-91 ex Shinsho 300-87<br>**Nomura Maritime Corp.**<br>Odin Marine Services (UK) Ltd.<br>Panama Panama<br>See Register of Offshore Units | *5 801*<br>*1 740*<br>5 939 | **100A1** SS 5/91<br>**LMC**<br>EL Z 522,5/56,0U2(a)<br>FN 2993<br>(NK) | **1983** Nippon Kokan K.K.—Shimizu (413)<br>100,20 24,56 5,519<br>95,00 24,50 7,00<br>F 36,6 1 dk<br>rf 500 | **TM Crane Ship**<br>Mchy.aft<br>Cr 1(300) | Hanshin<br>2 Oil 4SA each 6Cy. 350 × 550 with flexible couplings & reverse reduction geared to sc. shafts<br>2 942kW (4 000bhp)<br>The Hanshin Diesel Works Ltd.<br>AuxB(c) (o.f.) 7kgf/cm² (6,9bar)<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **8724963**<br>M-42051 | **VOYEVODA**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | *127*<br>*38*<br>25 | RS | **1988** ..............Poland<br>27,50 6,27 2,100<br>24,59 2,70<br>1dk | **M Tug**<br>Ice strengthened | Sulzer<br>Oil 4SA 6Cy. 250 × 300<br>Controllable pitch propeller |
| **8837980**<br>M-38641<br>Df Esd Gc<br>Rdr Rt | **VOYKOVETS**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Kerch) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1990** ..............U.S.S.R.<br>26,52 6,60 2,361<br>22,92 3,08<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>224bhp (165kW)<br>Russkiy-Diesel Works |
| **8033924**<br>*UGZC*<br>M-38886<br>Df Esd Gc<br>Rdr RTm/h/v | **VOYKOVO**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1982** ..............U.S.S.R.<br>54,82 9,96 4,114<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **6405032**<br>2T-62<br>Df | **VOZ**<br>**JADROLINIJA P.O.**<br>Rijeka Croatia | **274**<br>204<br>140 | JR | **1964** "Titovo Brodogradiliste"—Kraljevica (376)<br>32,42 11,21 2,356<br>30,00 11,16 2,90<br>1 dk | **TM RoRo Cargo/Ferry** —dk P<br>Deck Cargo<br>Mchy.aft | Deutz<br>2 Oil 4SA each 12Cy. 120 × 140<br>380bhp (280kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 20kW 380V d.c. |
| **7337828**<br>*UMBE*<br>M-32046<br>Df Esd Gc<br>Rdr Rt | **VOZNICHIY**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **648**<br>211<br>403 | RS | **1973** ..............U.S.S.R.<br>54,82 9,96 4,109<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl Processing Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **8031213**<br>*UBKT*<br>M-31321<br>Df Esd Gc<br>Rdr RTv | **VOZROZHDENIYE**<br>**Yugryba**<br>(Kerch) (U.S.S.R.)<br>SatCom: 1400561/UBKT | T.Mk<br>**3 090**<br>1 393<br>2 117 | RS | **1980** VEB Volkswerft Stralsund—Stralsund (505)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) |
| **7702994**<br>*PHZV*<br>23463<br>Df Esd Gc<br>Pfd Rdr RTv | **VREDEHOF**<br>ex Katja-91 ex Carib Bird-88<br>ex Reestland-87 ex Sylvia Alpha-85<br>**Rederij Vredehof B.V.**<br>Heinrich Hanno & Co. B.V.<br>Rotterdam Netherlands | **1 599**<br>1 102<br>3 214 | ✠**100A1** SS 6/87<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL Q 1½"U2<br>FN 1536 | **1977**-11 Tille Scheepsbouw B.V.—Kootstertille (206)<br>81,72 14,10 5,501<br>74,50 14,00 6,61<br>P 14,7 F 10,4 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 24,9 25,9 ER<br>G.3 859 B.3 534<br>2 Ha (stl) (each 21,4 × 10,2) ER | Brons<br>Vee Oil 2SA 12Cy. 220 × 380 sr geared shaft<br>2 400bhp (1 765kW)<br>Brons Industrie Group<br>Gen 3 × 92kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 143,5t (d.o.)-9,0pd |

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| **VRELO**<br>**Silk Line Shipping Co. Inc.**<br>Panama Panama | **327**<br>159<br>418 | (JR) | **1951** Poduzece "3 Maj"—Rijeka (283)<br>41,48 7,50 3,220<br>38,28 7,45 3,51<br>P 11,6 F 6,4 1 dk<br>R | **M General Cargo**<br>1 Ho 22,9 ER<br>G.582 B.548<br>2 Ha (8,9 8,4 × 4,7) ER<br>2W Der 2(1,5) | Alpha 404-24VO<br>Oil 2SA 4Cy. 240 × 400<br>206kW (280bhp) NE 70<br>Titovi Zavodi "Litostroj" Ljubljana<br>9kn |
| **VRIDI SIAP**<br>ex Vridi-85<br>**Societe Ivoirienne d'Avitaillement Portuaire**<br>Abidjan Cote d'Ivoire | *489*<br>*307*<br>1 020 | BV | **1983** Ateliers et Chantiers du Sud-Ouest —Bordeaux (1201)<br>49,81 11,41 3,001<br>48,01 11,00 3,51<br>1 dk | **TM Tank Barge**<br>Bunkering Vessel<br>8 Ta ER | Deutz F8L413F<br>2 Vee Oil 4SA each 8Cy. 125 × 130<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz West Germany |
| **VRIENDSCHAP**<br>ex Susanne M.-86 ex Bertha<br>**J. R. de Jong**<br>Leiden Netherlands | *116*<br>*34* | | **1931** Gebr. van Diepen—Waterhuizen (795)<br>29,52 5,85 2,030<br>27,80 5,80 2,70<br>RQD 6,8 1 dk<br>R shortened 86len 56 & 36 | **M General Cargo**<br>Mchy.aft | Daimler<br>Oil 4SA 6Cy. 150 × 190<br>200bhp (147kW) NE 65<br>Daimler-Benz A.G. West Berlin<br>Gen 1 1 24V d.c.<br>Fuel (d.o.) |
| **VRISSI**<br>ex Lesvos-86 ex Athanassia-85<br>**Mammouth Shipping Co. Ltd.**<br>Limassol Cyprus | **8 918**<br>6 417<br>15 241 | ✠**100A1** SS 5/90<br>✠**LMC** **UMS**<br>EL Z $2\frac{1}{8}$"U2<br>FN 4317 | **1974**-3 Austin & Pickersgill Ltd.—Southwick, Sunderland (890)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>3 TwD<br>G.21 425 B.19 649<br>TEU 104<br>C.Ho 61/20' (40') C.Dk 43/20' (40')<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(60) 10(5-10) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 1 508,0t (hvf) 15kn |
| **VROUW GRIETJE**<br>**J. van Dam & Zonen B.V.**<br>Goedereede Netherlands | *419*<br>*125*<br>— | | **1991** Brodogradiliste "Begej"—Zrenjanin (226)<br>40,11 3,530<br>35,25 8,50 4,71 | **M Fishing**<br>Side Trawler Beam-trawl | Stork-Werkspoor 6SW280<br>Oil 4SA 6Cy. 280 × 300<br>2 000bhp (1 471kW)<br>Stork-Wartsila Diesel B.V. Zwolle |
| **VROUWE ELISABETH II**<br>ex Sursum Corda-84<br>**C. Sluiter**<br>Den Helder Netherlands | **157**<br>54<br>— | | **1957** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (487)<br>30,18 6,84 3,201<br>6,79 3,51 | **M Fishing**<br>Side Trawler | A.B.C. 6MDXS<br>Oil 4SA 6Cy. 242 × 320<br>650bhp (478kW) NE 69<br>Anglo-Belgian Co. N.V. Gent/Gand |
| **VROUWE JOHANNA**<br>**Varend Vervoer B.V.**<br>Visser & Visser Chartering B.V.<br>Vlaardingen Netherlands | **1 599**<br>1 165<br>3 009 | BV | **1983** Scheepswerf Bijlholt B.V.—Foxhol (615)<br>81,72 14,10 5,381<br>74,50 14,01 6,46<br>P 17,4 B 5,5 F 14,7 1 dk | **M General Cargo**<br>1 Ho 55,3 ER<br>G.3 787 B.3 645<br>TEU 95 C.Ho 55/20' C.Dk 40/20'<br>1 Ha (stl) (41,2 × 10,2) ER<br>Cr 2(12,5) | MAN 6V25/30<br>Oil 4SA 6Cy. 250 × 300 with flexible couplings & sr geared to sc. shaft<br>1 600bhp (1 177kW)<br>Brons Industrie N.V. Appingedam<br>Gen 2 × 200kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 45,0t (d.o.) 211,0t (hvf)-5,0pd 11,5kn |
| **VROUWTJE**<br>ex Concordia-91<br>**K. Pasterkamp en Zonen**<br>Urk Netherlands | **269**<br>101<br>— | | **1980** Scheepswerf Bijlholt B.V.—Foxhol (608)<br>36,50<br>8,01 4,42<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Kromhout 6FAHD240<br>Oil 4SA 6Cy. 240 × 260 geared to sc. shaft<br>1 400bhp (1 030kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **VROUWTJE**<br>ex Rudi Robert-72<br>**K. Pasterkamp & Zn.**<br>Urk Netherlands | **132**<br>44<br>— | | **1969** T. van den Beldt Thz. Schpsw. "Voorwaarts" —Westgraftdijk (429)<br>29,24<br>6,48 3,38<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Stork<br>Oil<br>650bhp (478kW) NE 77<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **VSEVOLOD BERYEZKIN**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Murmansk) (U.S.S.R.) | **697**<br>85<br>357 | RS | **1975** ..............Khabarovsk<br>54,79 9,53 4,160<br>9,12 5,19<br>1 dk | **M Research**<br>Hydrographic<br>Ice strengthened | S.K.L. 6NVD48-2U<br>Oil 4SA 6Cy. 320 × 480<br>875bhp (644kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>11,75kn |
| **VSEVOLOD PUDOVKIN**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | **2 717**<br>1 277<br>3 517 | RS | **1965** Santierul Naval Galatz—Galatz<br>100,67 14,41 6,000<br>91,09 14,36 6,84<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,5 14,4 17,3 ER 15,3<br>G.4 610 B.4 288<br>4 Ha (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5)<br>8W Der 1(15) 8(5) | Fiat<br>Oil 2SA 6Cy. 540 × 960<br>2 900bhp (2 133kW)<br>Fiat S.G.M. Torino<br>Fuel 97,5t (d.o.) 182,0t (hvf) 13,75kn |
| **VSEVOLOD SIBIRTSEV**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1401135/UVAG | *32 096*<br>*10 490*<br>10 268 | — RS | **1989** Rauma Yards Oy—Rauma/Raumo (303)<br>179,20 7,902<br>165,20 28,00 22,50<br>2 dks | **M Factory Ship**<br>Fish-factory Crab Cannery Ref<br>In.9 023 | Wartsila 8R32<br>2 Oil 4SA each 8Cy. 320 × 350 with clutches, flexible couplings & dr geared to sc. shaft<br>6 840kW (9 299bhp)<br>Wartsila Diesel Oy Vaasa/Vasa<br>Gen 2 × 1920kW a.c. 3 × 1920kW a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 1 009,0t (d.o.) 3 675,0t (hvf) 14,9kn |
| **VSEVOLOD TIMONOV**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **633**<br>223<br>518 | RS | **1976** ..............U.S.S.R.<br>55,00 9,50 4,299<br>5,19<br>1 dk | **M General Cargo**<br>Ref<br>Ice strengthened<br>2 Ho ER<br>In.648<br>2 Ha (each 2,9 × 2,9) ER<br>4W Der 4(1,5) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>11,5kn |
| **VSP I**<br>ex Singa Wilmona-91 ex Pascagoula-89<br>ex Bayville-86 ex Maaskerk-85<br>**VSP Tankers Pte. Ltd.**<br>P.P. Petroleum Pte. Ltd.<br>Singapore Singapore | **17 711**<br>12 142<br>32 235<br>T/cm<br>38,1 | ✠**100A1** SS 1/90<br>oil tanker ((cc))<br>✠**LMC** **UMS**<br>EL H† $2\frac{7}{16}$"U3<br>FN 6647 | **1975**-12 N.V. Boelwerf S.A.—Tamise/Temse (1481)<br>170,69 (BB) 26,04 11,412<br>162,67 26,00 14,86<br>P 38,1 F 16,2 1 dk<br>rf nil Bow/CM 85 Diam. 0,250 conv Chemical Tanker 86 | **M Tanker**<br>DB Stern disch.<br>23 Ta ER<br>L.(oil) 38 535 HeCls. BC<br>4 Cargo pumps total 3 597T/hr | B&W 7K74EF<br>Oil 2SA 7Cy. 740 × 1600<br>13 500bhp (9 930kW)<br>S.A. Cockerill-Ougree-Providence Seraing<br>2 WTAuxB 17kgf/cm² (16,7bar) hs419,9<br>e(ex.g) 18kgf/cm² (17,7bar)<br>Gen 3 × 540kW 450V 60Hz a.c.<br>Fuel 323,5t (d.o.) 2 286,5t (hvf)-43,5pd 15,75kn |
| **VSPOLOKH**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 317**<br>1 271<br>1 388 | RS | **1964** Stocznia Gdanska im. Lenina—Gdansk (B26/09)<br>83,11 13,85 5,493<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.269 In.1 496<br>8 Ha (6,4 1,9 1,9 × 1,9) (1,0 1,0 × 1,0) (0,9 0,9 0,9 × 0,9)<br>2W Der 2(1,5) | Sulzer 8TD48<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>Sour "Jugoturbina" Karlovac<br>Controllable pitch propeller<br>12,5kn |

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| **7631652**<br><br>383305<br>Rt | **VST 1**<br><br>**Port of Singapore Authority**<br>Singapore Singapore | **209**<br>—<br>80 | ✠**100A1** SS 5/89<br>tug<br>Singapore port limits and<br>30 miles seawards<br>✠**LMC**<br>EL F 275,0/19,0U2<br>FN 317 | **1977**-10 Pan Asia Shipyard & Eng. (Pte.) Ltd.<br>—Singapore (PA/35)<br>29,11 9,38 2,636<br>25,94 8,50 3,69<br>1 dk<br>rf 94 | **TM Tug** | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280 sr geared to<br>shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 75kW 400V 50Hz a.c.<br>2 Directional propellers |
| **7631664**<br><br>383315 | **VST 2**<br><br>**Port of Singapore Authority**<br>Singapore Singapore | **209**<br>—<br>80 | ✠**100A1** SS 6/89<br>tug<br>Singapore port limits and<br>30 miles seawards<br>✠**LMC**<br>EL F 275,0/19,0U2<br>FN 317 | **1977**-12 Pan Asia Shipyard & Eng. (Pte.) Ltd.<br>—Singapore (PA/36)<br>29,11 9,38 2,363<br>25,91 8,51 3,69<br>1 dk<br>rf 94 | **TM Tug** | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280 sr geared to<br>shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 75kW 400V 50Hz a.c.<br>2 Directional propellers |
| **7631676**<br><br>383112<br>Rt | **VST 3**<br><br>**Port of Singapore Authority**<br>Singapore Singapore | **209**<br>—<br>80 | ✠**100A1** SS 4/88<br>tug<br>Singapore port limits and<br>30 miles seawards<br>✠**LMC**<br>EL F 275,0/19,0U2<br>FN 343 | **1978**-1 Pan Asia Shipyard & Eng. (Pte.) Ltd.<br>—Singapore (PA37)<br>29,49 9,25 —<br>28,22 8,50 3,64<br>1 dk<br>rf 254 | **TM Tug**<br>Tractor | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz<br>Gen 2 × 75kW 400V 50Hz a.c.<br>2 Directional propellers |
| **7631688**<br><br><br>Rt | **VST 4**<br><br>**Port of Singapore Authority**<br>Singapore Singapore | **209**<br>—<br>80 | ✠**100A1** SS 8/88<br>tug<br>Singapore port limits and<br>30 miles seawards<br>✠**LMC**<br>EL F 275,0/19,0U2<br>FN 317 | **1978**-1 Pan Asia Shipyard & Eng. (Pte.) Ltd.<br>—Singapore (PA/38)<br>29,49 9,25 2,382<br>25,91 8,51 3,69<br>1 dk<br>rf 254 | **TM Tug** | Deutz<br>2 Oil 4SA each 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz<br>Gen 2 × 75kW 400V 50Hz a.c.<br>2 Directional propellers |
| **8136805**<br>*EVZR*<br>M-12761<br>Df Esd Gc<br>Rdr RTm/h/v | **VSTRECHNYY**<br><br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | *448*<br>*134*<br>207 | RS | **1983** ............U.S.S.R.<br>44,89 9,48 3,771<br>5,11<br>1 dk | **M Fishing**<br>Seiner<br>Ice strengthened | Oil<br>............ |
| **7944530**<br>*WYA3107*<br>607515 | **VU PHONG**<br>ex Lady Jane<br>**Hy Don Ngoc Nguyen**<br>Corpus Christi, Tx United States of America | **132**<br>90<br>— | | **1979** ............Brownsville, Tx<br>*25,21* 6,71<br>3,56<br>1 dk | **M Fishing** | Oil<br>470bhp (346kW) |
| **8817875**<br><br>930207 | **VUI VUI**<br><br>**Tan Lee**<br>New Orleans, La United States of America | **151**<br>120<br>— | | **1988** My Nguyem :New Orleans LA<br>... ... ...<br>22,56 7,35 3,05<br>1 dk | **M Fishing**<br>Tuna Long-line | Cummins<br>Oil 4SA 6Cy. 140 × 152 geared to sc. shaft<br>300bhp (221kW)<br>Cummins Engine Co. Inc. |
| **8713641**<br>*YTUC*<br>2T-506<br>Esd Gc Rdr<br>RTv | **VUK KARADZIC**<br><br>**JADROLINIJA P.O.**<br>Rijeka Croatia | *2 296*<br>*875*<br>400 | JR | **1989** "Titovo Brodogradiliste"—Kraljevica (482)<br>68,80 16,00 3,210<br>56,38 13,80 4,40 | **TM RoRo Cargo/Ferry**<br>440dk P<br>Bow ramp<br>L 8,90 W 4,20<br>2 Stern ramp<br>L 5,20 W 4,20<br>Clear height 4,10<br>Cars 55 Trailers 8 | MAN<br>2 Oil 4SA each 6Cy. 200 × 270 sr geared<br>shafts<br>1 200kW (1 631bhp)<br>Tvornica Dizel Motora "Split"<br>2 Controllable pitch propellers |
| **7917393**<br>*ELOJ4*<br>9571<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **VUKOVAR**<br>ex Petar Lekovic-92 ex Sofia-85<br>**Pulzar Maritime Corp.**<br>Tankerska Plovidba<br>Monrovia Liberia<br>SatCom: 1245334 | *49 706*<br>*25 534*<br>85 591 | AB JR (BV) | **1982** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (255)<br>243,82 39,40 12,955<br>233,03 39,35 18,83<br>1 dk | **M Tanker**<br>IGS SBT<br>11 Ta ER<br>L.(oil) 98 048 | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>12 350kW (16 790bhp)<br>Ast. Espanoles S.A. Manises Works,<br>Gen 2 × 600kW 1 × 575kW 450V 60Hz |
| **7386398**<br>*P3LX2*<br>708323<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **VULCAN**<br>ex Stav-88 ex Banda Azul-87<br>**Rondel Shipping Ltd.**<br>Limassol Cyprus | **17 355**<br>12 333<br>30 499<br>T/cm<br>38,2 | ✠**100A1** SS 6/89<br>strengthened for ore<br>cargoes Nos. 2, 4 & 6<br>holds may be empty<br>✠**LMC**<br>EL G† 2⅜"U3<br>FN 6652 | **1975**-10 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (180)<br>190,66 22,86 10,688<br>177,98 22,79 14,58<br>P 28,1 F 16,8 1 dk<br>rf nil DK throughout holds | **M Bulk Carrier**<br>7 Ho 21,5 19,2 18,3 18,3 18,3 19,2<br>19,2 ER<br>G.39 982<br>7 Ha (stl) (each 12,8 × 10,9) ER | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ast. Espanoles S.A. Manises Works,<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 1 643,0t (hvf)-43,5pd |
| **7114862**<br>*YQAV*<br>967<br>Df Esd Gc<br>Pfd Rdr Rt | **VULCAN**<br><br>**Compania de Navigatie Maritime PETROMIN**<br>Constantza Romania | **9 557**<br>2 971<br>12 548<br>T/cm<br>23,9 | RNR | **1971** Santierul Naval Galatz—Galatz<br>148,72 20,38 7,930<br>140,75 19,72 10,72<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>5 Ho each 15,1 ER<br>G.7 773<br>5 Ha (stl) (each 15,0 × 9,9) ER | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 1 814,5t (hvf) |
| **7623409**<br><br>650 | **VULCAN**<br>ex 4971<br>**Santierul Naval Galatz (Galatzi Shipbuilding Yard)**<br>Galatz Romania | **701**<br>107<br>— | RNR | **1972** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest<br>38,82 19,00 1,521<br>38,79 2,90<br>1 dk | **TD-E Crane Barge** | 2 Oil 4SA each 8Cy. 160 × 185 driving 2<br>each 100kW connected to 2 elec. motors<br>of 89shp (65kW) & geared to sc. shafts<br>Ganz Waggon & Eng. Works<br>Gen 2 × 15kW 230V d.c.<br>Fuel 19,5t (d.o.) |
| **8829385** | **VULCAN**<br><br>**Port Otago Ltd.**<br>New Zealand | **350**<br>—<br>— | **A** SS 3/89<br>crane pontoon<br>for service within Otago<br>Bay<br>FN 433 | **1954**-99 ..........<br>Cmpl.**1955** (Additional cargo section) Otago Harbour Board—Dunedin<br>32,15 11,00 1,370<br>32,04 - 2,48<br>1 dk<br>RW rf nil len 88 & 86 | **Crane Pontoon** | E<br>.......... |
| **8917986**<br><br><br>Esd Gc Rdr<br>Rt SatNav | **VULCAN**<br><br>**Lismar Pty. Ltd.**<br>R. C. Slater & Co.<br>Fremantle, W.A. Australia | **210**<br>50<br>177 | | **1989** E.M.S. Holdings Pty. Ltd.—Munster, W.A. (19)<br>24,72 7,60 3,410<br>22,68 7,40 4,15<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl<br>Ref<br>In.100 | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches<br>couplings & sr reverse geared to sc.<br>410kW (557bhp)<br>Caterpillar Inc. |
| **8601800**<br>*YQRT*<br><br>Gc Rdr Rt<br>SatNav | **VULCANA BAI**<br><br>**Navrom Shipping Company**<br>Constantza Romania | **12 215**<br>6 470<br>14 956 | RNR | **1988** Santierul Naval Galatz—Galatz (786)<br>158,71 (BB) 9,600<br>147,00 22,80 13,20<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.22 769 B.21 709<br>TEU 420 C.Ho 294/20'(40') C.Dk 126/20' (40')<br>4 Ha (stl) (12,6 × 10,2) (25,1 25,1 12,5 × 7,8) ER<br>Cr 4(12,5) | MAN<br>Oil 2SA 8Cy. 520 × 1050<br>6 032kW (8 201bhp)<br>Intreprinderea de Const. de Masini Resita<br>Gen 3 × 504kW 380V 50Hz a.c. |
| **5300986**<br>*IJCG*<br>601<br>RTm | **VULCANO**<br>ex Costa Gaia-73 ex Rotinn-70<br>ex Alpha-52 ex Basto-47<br>**Traghetti delle Isole S.p.A. Compagnia di Navigazione**<br>Trapani Italy | **256**<br>87<br>127 | RI (NV) | **1934** Moss Vaerft & Dokk A/S—Moss (60)<br>44,51 8,26 3,677<br>41,36 8,21 3,97<br>B 11,0 F 4,9 1 dk<br>RW | **M Ferry**<br>250P | Alpha<br>Oil 2SA 7Cy. 290 × 490<br>700bhp (515kW) NE 54<br>Alpha-Diesel A/S<br>Gen 2 × 15kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 35,5t (d.o.) |

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|---|---|---|---|---|---|---|---|---|
| **VULCANO DEL GOLFO**<br>ex Gulf Fleet No. 28-79<br>**Larry Walker**<br>New Orleans, La United States of America | **179**<br>122<br>— | AB | 54,87<br>47,33<br>F 14,1 1 dk<br>rf 51 | 11,89<br>11,59 | 3,390<br>3,97 | **1977** Halter Marine Services, Inc.—Lockport, La (549) | **TM Supply Ship**<br>Deck Cargo | General Motors 16V-149-NA<br>2 Vee Oil 2SA each 16Cy. 146 × 146 geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>12kn |
| **VULCANUS**<br>**Bukser og Bjergning A/S**<br>Bergen Norway | **146**<br>0<br>— | NV | 27,89<br>24,49<br>1 dk<br>rf 780 BK 89 | 7,04<br>7,01 | 3,66 | **1959** Bolsones Verft—Molde (169) | **M Tug**<br>Mchy.aft | Alpha<br>Oil 2SA 8Cy. 290 × 490<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 40kW 2 × 22kW 220V d.c.<br>Fuel 31,5t (d.o.)-4,5pd |
| **VULKAN**<br>**Dalryba**<br>(Mago) (U.S.S.R.) | **2 891**<br>1 122<br>1 104 | RS | 83,27<br>2 dks | 14,03 | 5,700<br>10,04 | **1973** Baltiya Shipyard—Klaypeda | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 234<br>3 Ha (2,5 2,0 × 2,5) (0,8 × 0,8)<br>4W Der 4(3) | Skoda 6L525IIPS<br>Oil 4SA 6Cy. 525 × 720<br>2 500bhp (1 839kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| **VULKANOLOG**<br>**Academy of Sciences**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **681**<br>97<br>364 | RS | 55,66<br>1 dk | 9,53 | 4,171<br>5,19 | **1976** .............U.S.S.R. | **M Research**<br>Ice strengthened<br>1 Ho<br>B.57<br>1 Ha (1,9 × 1,9)<br>Der 2(2,5) | Oil 4SA 6Cy. 320 × 480<br>.............<br>12kn |
| **VUMBA**<br>ex Ifcor I-78<br>**Empresa Mocambicana de Pesca E.E. (EMOPESCA)**<br>Maputo Mozambique | **109**<br>74<br>— | AB | 22,89<br>20,73<br>1 dk<br>BK 152 | 6,48<br>6,38 | 2,464<br>3,33 | **1975** Sandock-Austral Ltd.—Durban (62) | **M Fishing**<br>Side Trawler<br>Mchy.aft | Caterpillar D353SCAC<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW a.c.<br>Fuel 26,5t (d.o.) 8,5kn |
| **VUNG TAU 1**<br>**VIETSOVPETRO -Vietnam Soviet Joint Venture Corp.**<br>Saigon Vietnam | *1 599*<br>*545*<br>1 800 | NV (Class cont.) | 66,50<br>56,40<br>1 dk | -<br>14,50 | 6,360<br>7,40 | **1991** Dae Dong SB. Co. Ltd.—Busan (366) | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Oil Recovery | Wartsila 12V32E<br>2 Vee Oil 4SA each 12Cy. 320 × 350 with flexible couplings & sr reverse geared to sc. shafts<br>Oy Wartsila Ab Vaasa/Vasa<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Thw. thrust Contr. pitch propeller<br>11kn |
| **VUTAN**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | 54,82<br>50,30<br>1 dk | 9,95<br>- | 4,141<br>5,00 | **1985** .............U.S.S.R. | **M Fishing**<br>Stern Trawler Ref | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller<br>12kn |
| **VV 6376**<br>**Government of The Kingdom of Sweden (Svenska Statens Vagverk)**<br>Sweden | **113**<br>34<br>145 | | 22,92<br>19,03<br>1 dk | 6,58<br>6,41 | 2,801<br>3,31 | **1983** Holms Skepps—Raa (142) | **M RoRo Cargo/Ferry**<br>Deck Cargo 173dk P<br>Mchy.aft | Scania DSI1140M<br>2 Oil 4SA each 6Cy. 127 × 145 with clutches, flexible couplings & sr geared to sc. shaft<br>540bhp (397kW)<br>Saab-Scania Sodertalje<br>Gen 2 × 40kW 380V 50Hz a.c.<br>10kn |
| **VYACHESLAV DENISOV**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **1 699**<br>765<br>2 483 | RS | 82,00<br>74,91<br>1 dk | 12,53<br>12,48 | 5,430<br>6,02 | **1971** Okean Shipyard—Nikolayev | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,6 15,0 15,7 ER<br>B.2 870<br>3 Ha (stl) (each 10,7 × 8,0) ER<br>Cr 2(8) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>2 500bhp (1 839kW)<br>CKD Praha Praha<br>Fuel 135,0t (hvf) 12,75kn |
| **VYACHESLAV FROLOV**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Vladivostok) (U.S.S.R.) | **695**<br>85<br>351 | RS | 55,66 | 9,53 | 4,160<br>5,19 | **1978** .............U.S.S.R. | **M Research**<br>Ice strengthened<br>1 Ho<br>B.68<br>1 Ha (2,7 × 1,8)<br>Der 2(1,5) | S.K.L. 6NVD48-2U<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>11,75kn |
| **VYATKALES**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **3 179**<br>1 430<br>4 167 | RS | 104,50<br>94,52<br>1 dk | 14,38<br>14,33 | 6,370<br>7,14 | **1965** .............U.S.S.R. | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 15,3 17,5 ER 16,6<br>G.5 031 B.4 818<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5)<br>8W Der 1(15) 8(5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 92,5t (d.o.) 201,0t (hvf) 13,5kn |
| **VYAZMA**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**5 507**<br>2 596<br>—<br>**8 461**<br>4 469<br>12 295 | HR RS | 150,68<br>140,01<br>P 28,7 F 29,0 2 dks<br>rf nil | 19,99<br>19,94 | 7,230/8,916<br>11,61 | **1964** VEB Warnowwerft Warnemuende —Warnemuende (432) | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,9 17,2 26,3 16,0 ER 20,4 7 TwD<br>G.18 269 B.16 621<br>5 Ha (stl) (9,0 × 6,0) (10,6 18,8 9,0 × 11,0) ER (12,8 × 11,0)<br>12W Der 1(60) 12(5) | MAN K9Z70/120A5<br>Oil 2SA 9Cy. 700 × 1200<br>8 150bhp (5 995kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 264kW 1 × 200kW<br>Fuel 265,0t (d.o.) 949,0t (hvf)-31,0pd 16,5kn |
| **VYAZMA**<br>Launched as Katun<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **4 816**<br>1 637<br>5 863 | RS | 115,50<br>105,01<br>1 dk | 17,05<br>17,01 | 7,001<br>8,51 | **1982** Rauma-Repola Oy—Rauma/Raumo (276) | **M Tanker**<br>Replenishment<br>Ice strengthened<br>1 Ho 8 Ta ER<br>B.121 L.(oil) 6 308 HeCls. ptB ptC<br>1 Ha (2,5 × 3,2) ER | B&W 5DKRN50/110-2<br>Oil 2SA 5Cy. 500 × 1100<br>3 351bhp (2 465kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 264kW 380V 50Hz a.c.<br>Fuel 88,0t (d.o.) 400,0t (hvf)-16,5pd 14kn |
| **VYBORG**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400741/UHZG | *15 893*<br>*8 092*<br>17 850 | RS | 173,50 (BB)<br>161,00<br>2 dks | 23,09<br>- | 10,000<br>13,70 | **1988** VEB Warnowwerft Warnemuende —Warnemuende (136) | **M RoRo Cargo/General Cargo**<br>Quarter stern door & ramp (s)<br>Ice strengthened<br>Cars 232 Trailers 22<br>4 Ho 13,0 32,0 36,0 13,0<br>G.25 677 B.20 439<br>TEU 533 C.Ho 333/20' (40') C.Dk 200/20' (40') incl. 30 ref C.<br>4 Ha (stl) (13,1 × 7,6) (26,4 33,6 12,8 × 12,5)<br>Cr 4(12) Der 1(125) 2(25) | MAN K5SZ70/125B<br>Oil 2SA 5Cy. 700 × 1250<br>7 600kW (10 332bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 580kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 485,0t (d.o.) 1 946,0t (hvf) 15,7kn |
| **VYBORG** | **233**<br>4<br>92 | (RS) | 34,78<br>30,41<br>1 dk | 8,51<br>8,21 | 2,921<br>3,71 | **1970** VEB Schiffswerft "Edgar Andre" —Magdeburg (7031) | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller |

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| **6827876**<br>*UIWH*<br>M-29109<br>Df Esd Gc<br>Rdr | **VYBORGSKAYA STORONA**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**2 344**<br>944<br>1 338 | RS | **1968** Stocznia Gdanska im. Lenina—Gdansk (B26/22)<br>83,11 13,85 5,601<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.284 In.1 566<br>5 Ha (4,8 × 2,1) (1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>Sour "Jugoturbina" |
| **7029433**<br>*USBU*<br>M-29493<br>Df Esd Gc<br>Rdr Rt | **VYBORGSKAYA STORONA**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **1 684**<br>754<br>2 485 | RS | **1970** Vyborg Shipyard—Vyborg<br>82,00 12,53 5,430<br>74,91 12,48 6,02<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,6 15,0 15,7 ER<br>G.2 980 B.2 870<br>3 Ha (stl) (each 10,7 × 8,0) ER<br>Cr 2(8) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>2 000bhp (1 471kW)<br>CKD Praha<br>Fuel 135,0t (hvf) |
| **8723270**<br>M-42285<br>Esd Rdr Rt | **VYBORGSKIY**<br>**Sevzapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | *2 416*<br>*724*<br>911 | RS | **1988** Baltiya Shipyard—Klaypeda<br>85,10 13,04 3,900<br>76,80 - 6,50<br>1 dk | **M Fishing**<br>Suction Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 320kW a.c. 1 × 150kW a.c. |
| **6600620**<br>*UJQK*<br>M-26350<br>Df Esd Rdr<br>Rt | **VYBORGSKIY**<br>**Latvian Shipping Company**<br>(Riga) (U.S.S.R.) | **2 044**<br>671<br>— | RS<br>✠Classed LR until 1/68 | **1966**-4 N.V. Schps. & Mach. "De Klop" —Sliedrecht (Co505)<br>81,92 13,52 4,217<br>75,72 13,21 5,80<br>Ba 21,1 1 dk<br>rf nil | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Ice strengthened:Twin side arms<br>Dredging depth 15,0 Hopper 1420T<br>Hopper 1 020<br>2 sandpumps each 261kW (350bhp)<br>1 Ha ER<br>Der 2(6) | Mirrlees<br>2 Oil 4SA each 6Cy. 381 × 457 total 3 096bhp (2 277kW) driving 2 gen. each 875kW 600V d.c. connected to 2 elec. motors each of 1 080shp (794kW) (CC) & sc. shafts<br>Mirrlees National Ltd.<br>Gen 3 × 136kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **6914148**<br>*ESII*<br>M-30326<br>Df Esd Gc<br>Pfd Rdr Rt | **VYCHEGDA**<br>**Kaspryba**<br>(Baku) (U.S.S.R.) | **1 115**<br>426<br>650 | RS | **1969**-9 VEB Mathias-Thesen-Werft—Wismar (140)<br>65,72 11,13 3,620<br>59,82 11,10 5,36<br>2 dks | **M Fishing**<br>Side-fishing Suction Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 150<br>2 Ha (each 2,3 × 2,3) ER<br>Cr 2(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 272kW 1 × 192kW 380V a.c. |
| **7031967**<br>*EVPU*<br>M-30579<br>Df Esd Gc<br>Rdr Rt | **VYMPEL**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 333**<br>1 330<br>1 306 | RS | **1970** Stocznia Gdanska im. Lenina—Gdansk (B26/43)<br>83,11 13,82 5,500<br>78,03 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.284 In.1 566<br>5 Ha (4,8 × 2,2) (1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>H. Cegielski<br>Controllable pitch propeller |
| **8723579**<br>M-38472<br>Rt | **VYMPEL**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | *106*<br>*31*<br>14 | RS | **1988** .............U.S.S.R.<br>23,15 6,24 1,850<br>20,00 2,80<br>1 dk | **M Ferry** 70dk P<br>Ice strengthened | Russkiy<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works |
| **8136350**<br>*EVZH*<br>M-12733<br>Df Esd Gc<br>Rdr RTm/h/v | **VYNOSLIVYY**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *448*<br>*134*<br>207 | RS | **1983** .............U.S.S.R.<br>44,89 9,48 3,771<br>5,11<br>1 dk | **M Fishing**<br>Seiner<br>Ice strengthened | Oil<br>............. |
| **7630581**<br>*EKXG*<br>M-12488<br>Rt | **VYSHEGORSK**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **163**<br>39<br>89 | RS | **1976** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7644116**<br>*UIYT*<br>M-34536<br>Df Esd Gc<br>Rdr Rt | **VYSHGOROD**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1977** .............U.S.S.R.<br>83,93 14,03 5,720<br>10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 In.1 348 L.14<br>3 Ha (2,0 × 2,0) (2,5 × 2,5) (2,0 × 2,0)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Controllable pitch propeller |
| **8328771**<br>*UUUC*<br>M-12790<br>Df Esd Gc<br>Rdr RTm/h/v | **VYSOKOGORNYY**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | *677*<br>*233*<br>495 | RS | **1984** .............U.S.S.R.<br>55,02 9,53 4,341<br>5,19<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>Mchy.aft<br>In.632 | S.K.L.<br>Oil<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8711289**<br>*UOKB*<br>Df Esd Gc<br>Rdr Rt | **VYSOKOGORSK**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | *7 120*<br>*2 936*<br>7 365 | RS (Class cont.) | **1991** Ast. Reunidos del Nervion S.A.—Bilbao (561)<br>132,71 19,86 6,880<br>122,06 - 8,80 | **M General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.10 600<br>TEU 318 C. 318/20'<br>4 Ha (stl) ER<br>Cr 4(20) | B&W<br>Oil 2SA 6Cy. 420 × 1360<br>5 119kW (6 959bhp)<br>Bryansk Eng. Works<br>Gen 2 × 440kW 1 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **7644128**<br>*URTK*<br>M-34539<br>Df Esd Gc<br>Rdr Rt | **VYSOKOVSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1977** .............U.S.S.R.<br>83,93 14,03 5,720<br>10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 In.1 348 L.14<br>3 Ha (2,0 × 2,0) (2,5 × 2,5) (2,0 × 2,0)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Controllable pitch propeller |
| **7832892**<br>*LYDD*<br>M-37756<br>Df Esd Gc<br>Rdr RTv | **VYSOTA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1980** .............U.S.S.R.<br>54,82 9,96 4,114<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.414<br>3 Ha (each 1,5 × 1,6)<br>Der 2(1,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7370911**<br>*C6KS2*<br>708788<br>Df Esd Gc<br>Pfd Rdr RTv | **VYTINA**<br>ex Michael C.-88<br>**Global Seatrade Shipping Co.**<br>Nassau Bahamas | **60 827**<br>45 659<br>123 511 | **✠100A1** SS 7/88<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL U† 3¾"U3<br>FN 15542 | **1975**-6 Mitsubishi Heavy Industries Ltd. —Hiroshima (255)<br>260,64 (BB) 40,67 16,841<br>247,00 40,61 22,31<br>F 21,7 1 dk<br>rf nil | **M Tanker**<br>CBT(LR) COW(LR) IGS(LR)<br>pt higher tensile steel<br>4 Ta 8 Wing Ta ER<br>L.(oil) 140 526 | Sulzer<br>Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW)<br>Mitsubishi Heavy Industries Ltd.<br>WTAuxB 18kgf/cm² (17,7bar) hs674,5 e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 450,0t (d.o.) 6 083,0t (hvf) |
| **7941825**<br>*UJLC*<br>M-37765<br>Df Esd Gc<br>Rdr RTv | **VYUGA**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1981** .............U.S.S.R.<br>54,82 9,96 4,114<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |

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| **VYUGA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *270*<br>*81*<br>89 | RS | **1988** ..............Yugoslavia<br>35,78 9,49 3,280<br>30,23 - 4,50<br>1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | Sulzer 6ASL25D<br>2 Oil 4SA each 6Cy. 250 × 300<br>Yugoslavia<br>Gen 1 × 150kW a.c.<br>Controllable pitch propeller |
| **VYUGA**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Korsakov) (U.S.S.R.) | *106*<br>*32*<br>14 | RS | **1986** ..............U.S.S.R.<br>23,15 6,24 1,850<br>20,00 2,80<br>1 dk | **M Ferry**<br>70dk P<br>Ice strengthened | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>Russkiy-Diesel Works Leningrad |
| **VZMORYE**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **3 179**<br>1 431<br>4 120 | RS | **1966** ..............U.S.S.R.<br>104,50 14,41 6,371<br>94,52 14,23 7,14<br>RAD -B -F - 1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 15,3 17,5 ER 16,6<br>G.5 433 B.5 085<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5)<br>ER (10,5 × 9,5)<br>8W Der 1(15) 8(5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 92,5t (d.o.) 201,0t (hvf) 13,75kn |
| **VZMORYE**<br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 255 | RS | **1967** VEB Volkswerft Stralsund—Stralsund (228)<br>82,00 13,62 5,301<br>73,00 13,61 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.196 In.1 075<br>4 Ha (2,7 2,7 2,7 × 2,4) (1,5 × 1,9)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **VZMORYE**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **163**<br>39<br>87 | RS | **1978** ..............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.96<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9kn |
| **W. D. ALPHA**<br>ex Mersey No. 3-65<br>ex Empire Hartland-46<br>**Oon Char Koon**<br>London United Kingdom | **686**<br>284<br>935 | Classed LR until 8/68 | **1946** Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (376)<br>51,08 10,09 4,134<br>49,08 10,06 4,58<br>RW rf nil | **TS Hopper Barge**<br>Bottom doors<br>Mchy.aft | T 6Cy. (2) 279 (2) 470 & (2) 762 x 533<br>1 000ihp (736kW)<br>Ferguson Bros. (Port Glasgow) Ltd. Port Glasgow<br>Gen 2 × 10kW 110V d.c.<br>Fuel 114,0t (o.f.) 9,5kn |
| **W. D. BETA**<br>ex Mersey No. 4-65<br>ex Empire Heathland-47<br>**Oon Char Koon**<br>London United Kingdom | **685**<br>278<br>935 | Classed LR until 8/68 | **1945** Fleming & Ferguson Ltd.—Paisley (701)<br>51,06 10,09 4,134<br>49,08 10,06 4,58<br>RW rf nil | **TS Hopper Barge**<br>Bottom doors<br>Mchy.aft | T 6Cy. (2) 279 (2) 470 & (2) 762 x 533<br>1 000ihp (736kW)<br>Fleming & Ferguson Ltd. Paisley<br>Gen 2 × 10kW 110V d.c.<br>Fuel 114,0t (o.f.) 9,5kn |
| **W. D. CLYDE**<br>**Westminster Dredging Co. Ltd.**<br>London United Kingdom | *948*<br>*284*<br>1 626 | ✠**100A1** M 5/89-9mos<br>hopper barge<br>U.K., Eire & between River Elbe & Brest<br>✠**LMC**<br>EL m 1¼"SQ<br>FN 1007 | **1963**-12 N.V. Scheeps. v.d. Werf—Deest (303)<br>65,31 11,66 4,287<br>61,27 11,31 5,11<br>1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft<br>Hopper 930 | Smit-Bolnes<br>Oil 2SA 7Cy. 300 × 550<br>1 260bhp (927kW)<br>N.V. Smit & Bolnes Zierikzee<br>Gen 2 × 100kW 440V 50Hz a.c.<br>Fuel (d.o.) |
| **W. D. ENTERPRISE**<br>ex J. H. W. D. Enterprise-73<br>**Westminster Dredging Co. Ltd.**<br>London United Kingdom | *1 080*<br>*324*<br>— | ✠**A1** SS 3/87<br>Persian Gulf service<br>EL n $1\frac{7}{16}$"<br>FN 1019 | **1961**-11 Simons-Lobnitz Ltd.—Renfrew (1159)<br>70,24 14,08 2,896<br>56,09 14,03 4,12<br>1 dk<br>rf nil | **Dredger**<br>Suction<br>Der 1(12) | Gen 1 × 450kW 440V 50Hz a.c. |
| **W. D. GATEWAY**<br>**Baggermaatschappij Boskalis B.V.**<br>Papendrecht Netherlands | *7 942*<br>*2 382*<br>6 100 | BV | **1969** Smit Kinderdijk—Kinderdijk (Co746)<br>133,62 19,54 8,890<br>121,03 19,49 11,20<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 30,0<br>Hopper 11245T<br>Mchy.aft<br>Hopper 6 145<br>2 sandpumps each 1617kW (2198bhp) | MAN<br>2 Oil 4SA each 12Cy. 400 × 540 reduction geared to sc. shafts<br>9 592kW (13 040bhp)<br>MAN B&W Diesel Aktiengesellschaft Augsburg<br>Gen 3 × 445,3kW 220/380V a.c.<br>2 Controllable pitch propellers<br>16kn |
| **W. D. HADEN II**<br>**Bay Houston Maritime Industries Inc.**<br>Galveston, Tx United States of America | **178**<br>121<br>— | (AB) | **1980** McDermott Shipyard—Morgan City, La (256)<br>28,96 9,78 5,157<br>27,44 9,76 6,02<br>1 dk<br>rf nil BK 51 | **M Tug** | General Motors 16-645-E7<br>Vee Oil 2SA 16Cy. 230 × 254 reverse reduction geared to sc. shaft<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>11,5kn |
| **W. D. HOYLE**<br>**Bahrain Enterprise Co.**<br>Bahrain Bahrain | **1 223**<br>576<br>— | ✠**100A1** SS 5/90<br>hopper dredger for unrestricted service excluding Trans Atlantic voyages north of 36°N but including Azores<br>✠**LMC**<br>EL m 1¼"SQ<br>FN 1107 | Lch.**1966** Blyth Dry Docks & SB. Co. Ltd.—Blyth (393)<br>Cmpl.**1967**-2 Verolme Cork Dockyards Ltd.—Cork<br>71,20 11,84 4,192<br>67,37 11,31 5,11<br>P 13,8 1 dk<br>RW rf nil<br>len 64<br>conv Hopper Barge 69<br>**SURVEYS OVERDUE — REPAIRS REQUIRED — CLASS SUSPENDED 11/10/91** | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 22,0<br>Hopper 1556T<br>Mchy.aft<br>Hopper 1 024<br>1 sandpump 485kW (659bhp) | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 sr reverse geared to sc. shafts<br>1 110kW (1 509bhp)<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 100kW 1 × 30kW 440V 50Hz a.c.<br>Fuel 122,0t (d.o.) 11kn |
| **W. D. ITCHEN**<br>ex DB 307-90 ex GC 307-87<br>**Westminster Dredging Co. Ltd.**<br>Southampton United Kingdom | *1 543*<br>*462*<br>2 807 | ✠**100A1** SS 12/87<br>hopper barge<br>✠**LMC**<br>EL N 412,5/34,0U2<br>FN 1304 | **1978**-5 Scheepswerf "De Waal" B.V.—Zaltbommel (712)<br>72,90 13,29 4,636<br>69,07 13,20 5,67<br>RAD 20,5 RFD 17,1 1 dk<br>rf nil | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Blackstone ESL6MK2<br>2 Oil 4SA each 6Cy. 222 × 292 sr reverse geared to sc. shafts<br>1 650bhp (1 214kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 360kW 2 × 118kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd 1 aft<br>10kn |
| **W. D. MEDWAY II**<br>ex W. D. Medway-88<br>**Westminster Dredging Co. Ltd.**<br>London United Kingdom | *3 122*<br>*1 034*<br>— | BV | **1976** Verolme Scheepswerf Heusden B.V. —Heusden (912)<br>77,09 19,00 5,157<br>73,34 6,30<br>1 dk<br>len & widened 88<br>conv Hinged-Centreline Split-Hull Hopper/Dredger 88 | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Single side arm Dredging depth 25,0/40,0<br>Mchy.aft<br>Hopper 3 650<br>1 sandpump 865kW (1175bhp)<br>Cr 1(15) | Bolnes 10DNL150/160<br>2 Oil 2SA each 10Cy. 190 × 350 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Gen 3 × 240kW 1 × 40kW 380V 50Hz a.c.<br>Fuel 254,0t (d.o.) 11kn |
| **W. D. SEVERN**<br>**Westminster Dredging Co. Ltd.**<br>London United Kingdom | *1 337*<br>*401*<br>2 060 | BV | **1974** Verolme Scheepswerf Heusden B.V. —Heusden (887 A)<br>69,96 3,790<br>65,72 12,98 4,91<br>conv Hinged-Centreline Split-Hull Hopper Barge 83 | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Single side arm Dredging depth 20,0<br>Hopper 2021T<br>Mchy.aft<br>Hopper 1 324<br>1 submerged pump 358kW (487bhp), 1 water-jet pump 270kW (367bhp) | Blackstone ESL8MK2<br>2 Oil 4SA each 8Cy. 222 × 292<br>1 500bhp (1 103kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>11kn |

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| **7719246**<br>*MLTW5*<br>719148<br>Df Esd Gc<br>Rdr Rt | **W. D. TEST**<br>ex DB 308-90 ex GC 308-87<br>**Westminster Dredging Co. Ltd.**<br>Southampton United Kingdom | *1 543*<br>*462*<br>2 807 | **✠100A1** SS 12/87<br>hopper barge<br>**✠LMC**<br>EL N 412,5/34,0U2<br>FN 1304 | **1978**-7 A. Vuyk & Zonen's Scheepswerven B.V.<br>—Capelle a/d Ijssel (884)<br>72,90 13,29 4,636<br>69,07 13,20 5,67<br>RAD 20,5 RFD 17,1 1 dk<br>rf nil | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292 sr geared to<br>shafts<br>1 650bhp (1 214kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 360kW 2 × 118kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd 1 aft |
| **5425815**<br>*MGUK*<br>304623<br>Rdr RTm/v | **W. D. TYNE**<br>**Westminster Dredging Co. Ltd.**<br>London United Kingdom | **1 078**<br>582<br>1 626 | **✠100A1** SS 7/91<br>hopper barge<br>U.K., Eire and between<br>River Elbe and Brest<br>**✠LMC**<br>EL m $1\frac{1}{4}$"SQ<br>FN 1007 | **1963**-7 N.V. Scheeps. v.d. Werf—Deest (301)<br>65,31 11,66 4,287<br>61,27 11,31 5,11<br>1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft<br>Hopper 930 | Smit-Bolnes<br>Oil 2SA 7Cy. 300 × 550<br>1 260bhp (927kW)<br>N.V. Smit & Bolnes<br>Gen 2 × 100kW 440V 50Hz a.c.<br>Fuel (d.o.) |
| **8624670**<br>*WY2451*<br>511829<br>Rdr Rt | **W. DOUGLAS MASTERSON**<br>**Mark E. Kuebler**<br>Galveston, Tx United States of America | **138**<br>94<br>— | | **1967** Bludworth Shipyard Inc.—Houston, Tx (6900)<br>8,18<br>25,07 8,13 3,20<br>1 dk | **M Tug** | General Motors<br>Vee Oil 2SA 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. |
| **7809364**<br>*CG4140*<br>372369<br>Df Esd Gc<br>Pfd Rdr RTv | **W. E. RICKER**<br>ex Callistratus-84<br>**Government of Canada (Department of Fisheries & Oceans)**<br>Ottawa Canada<br>SatCom: 1560171/RICK | **1 040**<br>532<br>— | **✠100A1** SS 11/90<br>stern trawler<br>**✠LMC**<br>EL J 357,0/30,0U1<br>FN 795 | **1978**-12 Narasaki Zosen K.K.—Muroran (922)<br>57,99 (BB) 9,53 3,852<br>50,53 9,50 6,23<br>F 23,5 2 dks<br>rf 102 Box K 305 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 400 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 150kW 220V 60Hz a.c.<br>Controllable pitch propeller |
| **5384279**<br>*MXYZ*<br>187026<br>LT 310<br>Df Esd Pfd<br>Rt | **W. F. P.**<br>**Arthur Charles Richard Law**<br>Lowestoft United Kingdom | **126**<br>50<br>— | | **1957** Thomas Summers & Co.—Fraserburgh (100)<br>*22,71* 6,81 3,506<br>... ... ... | **Composite M Fishing**<br>Side Trawler | A.K. Diesel<br>Oil 4SA 3Cy. 368 × 508<br>300bhp (221kW)<br>A.K. Diesels Ltd. |
| **7103813**<br>*WZQ7507*<br>530095<br>Df Esd Gc<br>Pfd Rdr RTm/h | **W. G. GINDER**<br>**Manufacturers Hanover Trust Co., Trustee**<br>Zapata Gulf Marine Corporation | **198**<br>134<br>823 | AB | **1971** Burton Construction & SB. Corp.—Port Arthur, Tx (467)<br>53,65 11,59 3,633<br>50,68 11,57 4,27<br>F 14,7 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange,<br>Gen 2 × 75kW 220V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 151,5t (d.o.) |
| **7710953**<br>*VI5BS*<br>375163 | **W. H. ADVENTURE**<br>ex Denis O'Malley-88<br>**Westham Dredging Co. Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **650**<br>561<br>905 | | **1978** Whyalla SB. & Eng. Works—Whyalla, S.A. (66)<br>50,02 9,56 3,185<br>49,23 9,52 3,76<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft<br>Hopper 500 | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152 geared<br>shafts<br>364bhp (268kW)<br>Caterpillar Tractor Co. Peoria, |
| **7905417**<br>*ZUCR*<br>350861<br>Df Esd Gc<br>Rdr Rt | **W. H. ANDRAG**<br>**South African Transport Services**<br>Cape Town/ Kaapstad South Africa | **430**<br>126<br>— | ✠ | **1980**-5 Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (5900)<br>36,40 11,61 3,564<br>33,28 11,00 4,12<br>RFD 11,9 1 dk<br>rf 356 | **TM Tug**<br>Fire-fighting Tractor | MAN<br>2 Oil 4SA each 8Cy. 250 × 300 geared to sc<br>shafts<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 92kW 400V 50Hz a.c.<br>2 Directional propellers |
| **8110681**<br>*C6JT8*<br>716407<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **W. H. BLOUNT**<br>ex Amir-91 ex Al Amir-90<br>**Vulica Shipping Co. Ltd.**<br>Nassau Bahamas<br>SatCom: 1103543/BLNT | *35 904*<br>*15 475*<br>65 402<br>T/cm<br>63,5 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL N† 660,0/76,0U3(a)<br>FN 10795 | **1984**-4 Hyundai Heavy Industries Co. Ltd.—Ulsan (202)<br>224,37 (BB) 32,24 13,001<br>214,99 32,20 18,01<br>F 17,7 1 dk<br>rf nil conv Bulk Carrier 91 | **M Bulk Carrier**<br>Self-unloader<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>pt higher tensile steel<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.75 142 B.71 760<br>7 Ha (stl) (16,1 16,0 16,0 16,0 16,0 16,0 16,0 × 13,2) ER | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>15 200bhp (11 181kW)<br>Hyundai Engine Manufacturing Co. Ltd.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 1 × 600kW 2 × 540kW 450V 60Hz a.c.<br>Fuel 249,0t (d.o.) 3 282,5t (hvf)-48,0pd |
| **7006900** | **W. H. GOOMAI**<br>ex W. D. A. Goomai-74<br>**Westham Dredging Co. Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **725**<br>—<br>— | **✠100A-** SS 10/87<br>Australian and New Zealand coastal service with occasional voyages between Australia and New Zealand<br>EL (G)<br>FN 1061 | **1970**-1 Favelle Mort Ltd.—Sydney, N.S.W.<br>46,13 20,22 2,140<br>45,73 19,82 3,36<br>1 dk<br>rf nil | **Crane Spud Pontoon** | Gen 1 × 64kW 1 × 40kW 415V 50Hz a.c. |
| **7033094**<br>*CZ9720*<br>344611 | **W. H. HORTON**<br>**A. Frame Contracting Ltd.**<br>Edmonton, Alberta Canada | **107**<br>73<br>— | | **1970** ............Canada<br>7,62<br>17,99 | **M Tug** | Oil<br>............<br>Fuel (d.o.) |
| **8835774** | **W. H. KUNARA**<br>**Westham Dredging Co. Pty. Ltd.**<br>Australia | **1 475**<br>—<br>— | **100A1** SS 6/91<br>dredger<br>protected waters service<br>EL R 500,0/36,0FSWR<br>pt350,0/38,0FSWR<br>FN 1473<br>(BV) | **1971** N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (84)<br>68,80 17,32 —<br>68,80 17,00 4,40<br>1 dk<br>rf nil len 73 | **Dredger**<br>Cutter Suction | |
| **7815739**<br>*VJWH*<br>375108<br>Esd Gc Pfd<br>Rdr Rt | **W. H. RELIANCE**<br>**Westham Dredging Co. Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **141**<br>45<br>420 | **✠100A1** SS 7/89<br>tug<br>**✠LMC**<br>EL C 288,2/19,0U2<br>FN 225 | **1979**-3 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (141)<br>23,80 7,68 3,345<br>19,87 7,36 3,92<br>F 10,7 1 dk<br>rf - | **TM Tug** | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292 reverse<br>geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 53kW 415V 50Hz a.c. |
| **7118521**<br>*GPHG*<br>343164<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **W. H. RESOLUTION**<br>ex W.D.A. Resolution-74<br>**Ham Dredging Ltd. & Westminster Dredging Co. Ltd.**<br>Westham Dredging Co. Pty. Ltd.<br>London United Kingdom | **5 427**<br>2 775<br>12 370 | **✠100A1** CS 1/89<br>hopper dredger<br>**✠LMC**<br>EL U $1\frac{13}{16}$"U2<br>FN 2863 | **1972**-5 N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (86)<br>116,54 18,09 7,062<br>107,50 18,01 8,62<br>P 31,4 F 23,5 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 25,0<br>Hopper 6996T<br>1 Ho 43,9 ER<br>Hopper 4 000<br>2 sandpumps each 1156kW (1572bhp)<br>Cr 1(20) 1(3) 2(1) | Mirrlees<br>2 Oil 4SA each 7Cy. 381 × 457 sr geared<br>shafts<br>6 200bhp (4 560kW)<br>Lister Blackstone Mirrlees Marine Ltd.<br>Gen 2 × 600kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 609,5t (d.o.) |
| **7027538** | **W. H. 761**<br>ex W.D.A. 71-74<br>**Westham Dredging Co. Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **836**<br>—<br>1 544 | **✠100A1** M 8/89-5mos<br>hopper barge<br>EL (I) $1\frac{1}{8}$"U2<br>FN 882 | **1971**-7 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (55)<br>59,29 11,08 3,474<br>58,07 10,98 4,20<br>RQD 13,8 RFD 13,5 1 dk<br>rf nil | **Hopper Barge**<br>Bottom doors | |
| **7036632** | **W. H. 762**<br>ex W.D.A. 72-74<br>**Westham Dredging Co. Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **836**<br>—<br>1 544 | **✠100A1** SS 7/89<br>hopper barge<br>EL (i) $1\frac{1}{8}$"U2<br>FN 882 | **1971**-5 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (56)<br>59,29 11,08 3,474<br>58,07 10,98 4,20<br>RQD 13,8 RFD 13,5 1 dk<br>rf nil | **Hopper Barge**<br>Bottom doors | |

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| **W. J. BURTON**<br>**Zapata Haynie Corp.**<br>Lake Charles, La United States of America | **539**<br>367<br>— | | **1966** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*49,57* 10,09<br>3,61 | **M Fishing** | Oil<br>1 530bhp (1 125kW)<br>.............<br>Fuel (d.o.) |
| **W. J. IVAN PURVIS**<br>ex Dana T. Bowen-75 ex Magpie-66<br>**Purvis Marine Ltd.**<br>Sault Ste. Marie Canada | **190**<br>88<br>— | | **1938** Marine Industrie Ltee.—Sorel, P.Q. (63)<br>29,42 7,80 2,667<br>7,75<br>1 dk | **M Tug/General Cargo** | Sulzer<br>Oil 2SA 5Cy. 250 × 330<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 25kW 220V d.c.<br>Fuel 64,0t (d.o.) 9,75kn |
| **W. J. LAWRENCE**<br>ex Brunswick No. 1-76<br>**L. & R. Trawler Ltd.**<br>Shelburne, N.S. Canada | **240**<br>108<br>— | | **1967** Atlantic SB. Co. Ltd.—Mahone Bay, N.S.<br>*31,52* 7,95<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203<br>765bhp (563kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **W. J. TROTTER**<br>**Queensland Tug & Salvage Co. Pty. Ltd.**<br>Howard Smith Industries Pty. Ltd.<br>*Brisbane, Queensland* Australia | *470*<br>*141*<br>354 | AB | **1986** Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (181)<br>10,85 5,201<br>33,91 10,83 5,41<br>1 dk<br>rf 56 | **TM Tug**<br>Fire-fighting Salvage | Yanmar 8Z280-ET<br>2 Oil 4SA each 8Cy. 280 × 360 with clutches, flexible couplings & dr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 2 × 140kW a.c.<br>12kn |
| **W. M. VACY ASH**<br>ex Lakeshell-87<br>**Socanav Inc.**<br>Montreal, P.Q. Canada | **5 724**<br>4 341<br>8 697 | **✠100A1** Lake SS 6/89<br>oil tanker<br>Ice Class 3<br>winters in the Great Lakes<br>**✠LMC**<br>EL X 2"U2<br>FN 3098 | **1969**-4 Marine Industrie Ltee.—Sorel, P.Q. (389)<br>121,93 18,52 7,100<br>114,46 17,99 9,07<br>P 19,6 F 10,7 1 dk<br>rf 152 | **M Tanker**<br>13 Ta ER<br>L.(oil) 11 383 HeCls. BptC | Ruston<br>Oil 2SA 8Cy. 368 × 470 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Ruston & Hornsby Ltd. Lincoln<br>3 AuxB 150lbf/in$^2$ (10,4bar)<br>Gen 2 × 350kW 550V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 189,0t (d.o.) 433,0t (hvf)-13,0pd 13kn |
| **W. MARSHALL CLARK**<br>**South African Transport Services**<br>Durban South Africa | **374**<br>—<br>— | ✠Classed LR until 26/9/75 | **1974**-8 Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (2000)<br>35,97 11,59 4,115<br>33,51 11,00 4,63<br>1 dk<br>rf 356 | **TM Tug**<br>Fire-fighting | Blackstone ESL16MK2<br>2 Oil 4SA each 16Cy. 222 × 292<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 110kW 380/220V 50Hz a.c.<br>2 Directional propellers |
| **W. N. TWOLAN**<br>**McKeil Marine Ltd.**<br>Ottawa Canada | **298**<br>13<br>81 | ✠Classed LR until 6/66 | **1962**-8 G. T. Davie & Sons Ltd.—Lauzon, P.Q. (76)<br>32,09 8,97 3,366<br>28,15 8,68 4,58<br>1 dk<br>rf nil | **TM Tug** | Werkspoor<br>2 Oil 4SA each 8Cy. 270 × 500 with fluid couplings<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 30kW 440V 60Hz a.c.<br>Fuel (d.o.) |
| **W. R. STREEPER**<br>**Streeper Brothers Marine Transport Ltd.**<br>Port Alberni, B.C. Canada | **114**<br>45<br>— | | **1973** Alberni Eng. & Shipyard Ltd.—Port Alberni, B.C.<br>*20,43* 7,93<br>... ... ...<br>1 dk | **QM Tug** | Caterpillar 3406T<br>4 Oil 4SA each 6Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 15kn |
| **W. T. COPPEDGE, Jr.**<br>ex Achilles-63 ex South American-51<br>**Empire Point Co.**<br>Jacksonville, Fl United States of America | **190**<br>99<br>— | | **1918** Texas Steamship Co.—Bath, Me (7)<br>*29,63* 8,41 3,506<br>28,78 7,17 3,81<br>1 dk<br>R | **M Tug** | Fairbanks, Morse<br>Oil 2SA 10Cy. 207 × 254 sr geared to sc. shaft NE 54<br>Fairbanks, Morse (Canada) Ltd. Canada |
| **W. T. JAMES, Jr.**<br>ex Joanne-65 ex E42 1836 ex FS 292<br>**Zapata Haynie Corp.**<br>Portland, Me United States of America | **559**<br>380<br>— | | **1945** Wheeler SB. Corp.—Whitestone, NY (106)<br>*50,69* 9,83 3,061<br>50,30 9,76 4,37<br>F 8,0 1 dk<br>rf 152 conv General Cargo 79 | **TM Fishing**<br>Side Trawler<br>Mchy.aft<br>2 Ho<br>B.680<br>2 Ha | General Motors<br>2 Oil 2SA each 6Cy. 222 × 267<br>1 000bhp (736kW)<br>General Motors Corp. La Grange, Illinois<br>Fuel 67,0t |
| **W. W. CONSTANTINE**<br>**Tees Pilot Cutters Co. Ltd.**<br>D. J. Hagger<br>Middlesbrough United Kingdom | **39**<br>17<br>— | **✠A1** SS 5/76<br>River Tees pilot service<br>**✠LMC**<br>EL (a) $\frac{1}{2}$"<br>FN 129 | **1956**-10 James N. Miller & Sons Ltd.—Fife (732)<br>16,84 5,49<br>15,96 5,34 2,70<br>1 dk(teak)<br>BK 254 | **Wood M Pilot Tender**<br>Mchy.aft | Gardner<br>Oil 4SA 8Cy. 140 × 184 sr geared to sc. shaft<br>152bhp (112kW)<br>L. Gardner & Sons Ltd. Manchester<br>Gen 2 24V d.c.<br>Fuel (d.o.) |
| **WAALBORG**<br>ex Vera Rambow-89<br>**Rederij Waalborg B.V.**<br>Wagenborg Shipping B.V.<br>Delfzijl Netherlands | **498**<br>331<br>1 595 | GL | **1979** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (881)<br>84,97 10,04 3,220<br>82,02 10,01 6,23<br>P 12,5 F 5,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 57,0<br>1 Ha (stl) (55,4 × 7,7) | Deutz SBA8M528<br>Oil 4SA 8Cy. 220 × 280<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>10,5kn |
| **WAALHAVEN**<br>ex Aleksandr Osipov-91<br>**Estonian Shipping Co.**<br>Tallinn Estonia | T.Mk<br>**3 987**<br>1 543<br>4 600 | RS | **1979** "A. Zhdanov" SB. Yard—Leningrad (828)<br>139,63 (BB) 19,23 6,620<br>127,39 13,11<br>2 dks | **M RoRo Cargo**<br>Ice strengthened<br>Bow door & ramp (f)<br>L 23,00 W 5,00 SWL 65<br>Clear height 1,73<br>Cars 500<br>1 Ho 64,0 ER<br>B.11 610<br>TEU 242<br>C.Ho 42/20' (40') C.Dk 77/20' (40')<br>C.RoRo Dk 123/20' (40') | B&W 5DKRN62/140<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 728,5t (hvf)-28,5pd 17kn |
| **WAASLAND**<br>**Exmar Lux S.A.**<br>Exmar N.V.<br>Luxembourg Luxembourg | *86 374*<br>*50 114*<br>147 327<br>T/cm<br>114,8 | **✠100A1** CS 11/91<br>bulk carrier strengthened for heavy cargoes, Nos. 2, 4, 6 & 8 holds may be empty, or oil cargoes<br>SPM<br>**✠LMC** **UMS**<br>**IGS**<br>EL Z† 742,5/100,0U3(a)<br>FN 18559 | **1986**-11 N.V. Boelwerf S.A.—Tamise/Temse (1520)<br>274,91 45,06 18,495<br>265,01 45,01 25,02<br>1 dk<br>rf nil DK in way of Nos. 1-9 holds incl. and pump room Bow/CM 138 Diam. 0,510 MH 2,1 | **M Ore/Bulk/Oil Carrier**<br>pt higher tensile steel DB<br>9 Ho/Ta 20,8 22,9 22,9 22,9 22,9 22,9 22,9 22,9 22,9 ER<br>G.162 783 L.163 462<br>9 Ha (stl) (10,4 × 13,4) (13,0 13,0 13,0 13,0 13,0 13,0 13,0 13,0 × 21,0) ER<br>3 Cargo pumps total 9 000T/hr | B&W 6L80MCE<br>Oil 2SA 6Cy. 800 × 2592<br>16 555bhp (12 177kW)<br>A.C.E.C. Gent/Gand<br>AuxB(p) (o.f.) 18,3kgf/cm$^2$ (18,0bar)<br>AuxB(s) (o.f.) 7,1kgf/cm$^2$ (7,0bar)<br>e(ex.g) 11,2kgf/cm$^2$ (11,0bar)<br>Gen 1 × 1600kW 1 × 950kW 2 × 936kW 450V 60Hz a.c.<br>Fuel 223,0t (d.o.) 4 119,0t (hvf) 13kn |
| **WAASLAND**<br>ex Marton Cross-81<br>**Sleepboot Mij "Zwitserland" B.V.**<br>Terneuzen Netherlands | **133**<br>0<br>— | (BV)<br>✠Classed LR until 20/6/81 | **1963**-4 R. Dunston (Hessle) Ltd.—Hessle (S794)<br>28,61 7,60 3,001<br>25,91 7,47 3,51<br>RW rf 533 BK 152 | **M Tug** | Crossley<br>Oil 2SA 6Cy. 368 × 483 with flexible coupling & sr reverse geared to sc. shaft<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 20kW 1 × 5kW 110V d.c.<br>Fuel 15,0t (d.o.) 11,25kn |
| **WABAN**<br>**Marine Contracting & Towing Co.**<br>Charleston, SC United States of America | **163**<br>111<br>— | | **1899** Neafie & Levy Ship & Engine Building Co.—Philadelphia, Pa (916)<br>29,88<br>27,74 6,10 3,18<br>1 dk<br>R | **M Tug** | Cooper Bessemer<br>Oil 4SA 6Cy. 395 × 560 NE 37<br>Cooper-Bessemer Corp. Grove City, Pa |

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| **7372737**<br>*ELII3*<br>8322<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WABASHA**<br>ex Mobil Venture-90<br>ex Olympic Rainbow-88<br>ex Oceanic Erin-80<br>**Mobil Shipping & Transportation Co.**<br>Monrovia Liberia<br>SatCom: 1240637/VENT | *50 222*<br>*28 131*<br>81 278<br>T/cm<br>82,5 | AB (NK) | **1975** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2390)<br>243,01 (BB) 13,099<br>230,00 39,98 19,79<br>F 16,2 1 dk<br>rf 13 Bow/CM 119 Diam. 0,406 | **M Tanker**<br>CBT COW IGS<br>13 Ta ER<br>L.(oil) 98 166 HeCls. BC<br>3 Cargo pumps total 8 250T/hr | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 900kW<br>Fuel 241,5t (d.o.) 3 588,5t (hvf)-57,0pd |
| **7737169**<br>*NHNF*<br>T-A0109<br>Df Esd Gc<br>Rdr Rt | **WACCAMAW**<br>**Government of The United States of America (Department of Transportation)**<br>Washington, DC United States of America | **16 576**<br>11 777<br>25 947<br>T/cm<br>30,0 | AB | **1946** Sun SB. & Dry Dock Co.—Chester, Pa (530)<br>196,91 22,92 10,972<br>187,76 22,86 10,83<br>P 34,5 F 18,9 1 dk<br>rf 102 len 64 | **TS Tanker**<br>Mchy.aft<br>8 Cargo pumps total 2 315T/hr | 2 S Turb dr geared to sc. shafts<br>13 500shp (9 930kW)<br>Westinghouse Elec. & Mfg. Co. |
| **8103119**<br>*VG2181*<br>395518<br>Df Esd Gc<br>Pfd Rdr Rt | **WACHWAS**<br>ex Canmar-Tingneak-89<br>**Amoco Canada Resources Ltd.**<br>Canadian Marine Drilling Ltd.<br>Edmonton, Alberta Canada | **210**<br>59<br>— | AB | **1981** Swiftships Inc.—Morgan City, La (0256)<br>36,58 8,08 1,431<br>7,48 2,93<br>1 dk<br>rf nil | **Aluminium Alloy TrM Supply Launch**<br>Deck Cargo Fire-fighting | M.T.U.<br>3 Vee Oil 4SA each 12Cy. 165 × 185 reverse reduction geared to sc. shafts<br>4 260bhp (3 133kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 50kW 120/208V 60Hz a.c. |
| **7215434**<br>*WU9673*<br>297205 | **WACO**<br>ex Sea Level 7-80<br>ex Magcobar Satelite-78<br>**Marine Haulers Inc.**<br>Galveston, Tx United States of America | **291**<br>198<br>— | | **1964** Burton Construction & SB. Corp.—Port Arthur, Tx (370)<br>10,37 3,125<br>38,10 3,66<br>1 dk | **M Supply Ship**<br>Deck Cargo | General Motors<br>Vee Oil 2SA 12Cy. 230 × 254<br>1 530bhp (1 125kW)<br>General Motors Corp. Electro-Motive Div. |
| **7005516**<br>*JG2687*<br>106160<br>Rdr Rt | **WADA MARU**<br>**Shoyo Kosan Kaisha**<br>Tokyo Japan | **188**<br>—<br>— | | **1969** Towa Zosen K.K.—Shimonoseki (377)<br>29,98 8,23 2,794<br>29,01 8,21 3,79<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd.<br>Gen 1 × 56kW 225V a.c. |
| **8306632**<br>*V2PI*<br>2508<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **WADAI**<br>ex Deppe Europe-90 ex Wadai-89<br>ex Hammonia-89 ex Wadai-89<br>ex Woermann Wadai-86 ex Wadai-84<br>**4th Maritime Ltd.**<br>Transocean Shipmanagement G.m.b.H.<br>St. John's Antigua & Barbuda | *12 811*<br>*7 382*<br>17 330 | BV | **1983** VEB Warnowwerft Warnemuende<br>—Warnemuende (255)<br>158,05 (BB) 23,09 10,181<br>146,01 23,06 13,42<br>P 8,9 B 29,0 F 40,0 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho ER 4 TwD<br>G.25 665 ,B.23 556<br>TEU 642<br>C.Ho 342/20' (40') C.Dk 300/20' (40') incl. 30 ref C.<br>7 Ha (stl) (18,6 × 13,0) (19,2p&s 19,2p&s 19,2p&s × 7,8) ER<br>9W Der 1(125) 4(35) 4(5-10) | MAN<br>Oil 2SA 7Cy. 700 × 1200<br>6 694kW (9 101bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 2 × 640kW 1 × 452kW 380V 50Hz<br>Fuel 291,0t (d.o.) 1 260,0t (hvf)-37,5pd |
| **7820588**<br><br><br>Df Esd Rdr Rt | **WADDAN**<br>**Libya Fishing Co. (LIFCO)**<br>Tripoli Libya | **129**<br>33<br>— | ✠Classed LR until 4/2/87 | **1981**-2 Khalkis Shipyard S.A.—Khalkis (925)<br>24,64 (BB) 7,01 2,501<br>19,56 7,00 3,51<br>1 dk<br>rf 495 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 21,5t (d.o.) |
| **8411566**<br>*PILN*<br>21910 | **WADDENZEE**<br>**Zevenster B.V.**<br>B.V. Scheepvaartbedrijf "Poseidon"<br>Harlingen Netherlands | *1 860*<br>*1 024*<br>3 035 | BV | **1985** Scheepswerf en Reparatiebedrijf "Harlingen" B.V.—Harlingen (70)<br>91,01 11,36 4,852<br>86,82 11,31 6,02<br>1 dk | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho 62,0 ER<br>G.3 552 B.3 488<br>TEU 67 C. 67/20' (40')<br>1 Ha (stl) (49,0 × 9,1) ER | MWM<br>Oil 4SA 6Cy. 230 × 320 with clutches, couplings & sr geared to sc. shaft<br>750kW (1 020bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8309907**<br>*SUDC*<br>2536<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **WADI AL KAMAR**<br>**National Navigation Co.**<br>Alexandria Egypt<br>SatCom: 1622306/SUDC | *27 294*<br>*17 904*<br>45 105<br>T/cm<br>71,3 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>Ice Class 3<br>✠**LMC**<br>EL Lt 632,5/70,0U3<br>FN 9021 | **1985**-4 Hyundai Heavy Industries Co. Ltd.—Ulsan (310)<br>195,41 (BB) 32,29 11,419<br>184,99 32,25 16,51<br>F 16,2 1 dk<br>rf nil DK in way of Nos. 1, 2, 3, 4 & 5 holds | **M Bulk Carrier**<br>5 Ho each 28,8 ER<br>G.58 130<br>5 Ha (stl) (each 19,2 × 15,2) ER<br>Cr 4(15) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>10 940bhp (8 047kW)<br>Hyundai SB. & Heavy Industries<br>2 AuxB (1 o.f. 1 ex.g) 8,9kgf/cm² (8,8bar<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 298,5t (d.o.) 2 471,0t (hvf)-26,5pd |
| **8309892**<br>*SUCP*<br>2535<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **WADI AL MOLOUK**<br>**National Navigation Co.**<br>Alexandria Egypt<br>SatCom: 1622305/SUCP | **27 294**<br>17 904<br>45 042<br>T/cm<br>71,3 | ✠**100A1** CS 4/90<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>Ice Class 3<br>✠**LMC**<br>EL Lt 632,5/70,0U3<br>FN 9021 | **1985**-4 Hyundai Heavy Industries Co. Ltd.—Ulsan (309)<br>195,41 (BB) 32,29 11,419<br>184,99 32,25 16,51<br>F 16,2 1 dk<br>rf nil DK in way of Nos. 1, 2, 3, 4 & 5 holds | **M Bulk Carrier**<br>5 Ho each 28,8 ER<br>G.58 130<br>5 Ha (stl) (each 19,2 × 15,2) ER<br>Cr 4(15) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>10 940bhp (8 047kW)<br>Hyundai SB. & Heavy Industries<br>2 AuxB (1 o.f. 1 ex.g) 8,9kgf/cm² (8,8bar<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 298,5t (d.o.) 2 471,0t (hvf)-26,5pd |
| **8309878**<br>*SUCN*<br>2525<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WADI AL NAKHEEL**<br>**National Navigation Co.**<br>Alexandria Egypt<br>SatCom: 1622303/SUCN | **27 294**<br>17 904<br>45 112<br>T/cm<br>71,3 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>Ice Class 3<br>✠**LMC**<br>EL Lt 632,5/70,0U3<br>FN 9021 | **1984**-3 Hyundai Heavy Industries Co. Ltd.—Ulsan (307)<br>195,41 (BB) 32,29 11,400<br>184,99 32,25 16,51<br>F 16,5 1 dk<br>rf nil DK in way of Nos. 1, 2, 3, 4 & 5 holds | **M Bulk Carrier**<br>5 Ho each 28,8 ER<br>G.58 130<br>5 Ha (stl) (each 19,2 × 15,2) ER<br>Cr 4(15) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>10 940bhp (8 047kW)<br>Hyundai SB. & Heavy Industries<br>2 AuxB (1 o.f. 1 ex.g) 8,9kgf/cm² (8,8bar<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 298,5t (d.o.) 2 471,0t (hvf)-26,5pd |
| **8309880**<br>*SUCK*<br>2526<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WADI AL NATROON**<br>**National Navigation Co.**<br>Alexandria Egypt<br>SatCom: 1622304/SUCK | **27 294**<br>17 904<br>45 112<br>T/cm<br>71,3 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>Ice Class 3<br>✠**LMC**<br>EL Lt 632,5/70,0U3<br>FN 9021 | **1985**-3 Hyundai Heavy Industries Co. Ltd.—Ulsan (308)<br>195,41 (BB) 32,29 11,419<br>184,99 32,25 16,51<br>F 16,5 1 dk<br>rf nil DK in way of Nos. 1, 2, 3, 4 & 5 holds | **M Bulk Carrier**<br>5 Ho each 28,8 ER<br>G.58 130<br>5 Ha (stl) (each 19,2 × 15,2) ER<br>Cr 4(15) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>8 047kW (10 940bhp)<br>Hyundai SB. & Heavy Industries<br>2 AuxB (1 o.f. 1 ex.g) 8,9kgf/cm² (8,8bar<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 298,5t (d.o.) 2 471,0t (hvf)-26,5pd |
| **7302952**<br><br><br>Df Esd Rt | **WADI ALHIRA**<br>ex Maleas-79<br>**Libyan-Greek Fishing Co. S.A.**<br>Benghazi Libya | **108**<br>47<br>— | (HR) | **1973** Th. Zervas & Sons—Ambelaki<br>30,56<br>26,01 6,80 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>1 Ha (0,9 × 1,3) ER<br>1W | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S |
| **7302938**<br><br>232<br>Esd Rt | **WADI GATTARA**<br>ex Costas-79<br>**Libyan-Greek Fishing Co. S.A.**<br>Benghazi Libya | **122**<br>58<br>— | (HR) | **1972** "Naus" Shipyard Philippou Bros. S.A.<br>—Perama<br>28,00 6,20 2,490<br>24,01 6,18 3,31<br>B 6,1 F 4,9 1 dk<br>BK | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 2SA 4Cy. 260 × 400<br>400bhp (294kW)<br>Alpha-Diesel A/S<br>Controllable pitch propeller<br>Fuel 45,5t (d.o.) |

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| **WADI HALFA**<br>**National Navigation Co.**<br>Alexandria Egypt<br>SatCom: 1622302/SUCE | *21 589*<br>*13 752*<br>31 948<br>T/cm<br>45,0 | ✠**100A1** SS 2/90<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2 & 4 holds<br>may be empty<br>Ice Class 3<br>✠**LMC**<br>EL J† 605,0/66,0U3<br>FN 7754 | **1985**-3 Hyundai Heavy Industries Co. Ltd.—Ulsan (306)<br>184,94 (BB) 28,45 10,018<br>176,21 28,40 15,60<br>F 14,7 1 dk<br>rf nil DK in way of Nos. 1, 2, 3, 4 & 5 holds | **M Bulk Carrier**<br>5 Ho 27,2 27,2 26,4 27,2 27,2 ER<br>G.46 272<br>5 Ha (stl) (each 19,2 × 14,4) ER<br>Cr 4(15) | Sulzer 5RTA58<br>Oil 2SA 5Cy. 580 × 1700<br>8 450bhp (6 215kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>AuxB (o.f.) 8,9kgf/cm² (8,8bar)<br>AuxB (ex.g) & rcv 9,1kgf/cm² (9,0bar)<br>evaporator 9.1kg/cm² (9bar)<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 223,0t (d.o.) 2 124,5t (hvf)-22,5pd 13,5kn |
| **WADI LABRAG**<br>ex Stylianos S.-78<br>**Libyan-Greek Fishing Co. S.A.**<br>Piraeus Greece | **199**<br>55<br>— | (GL) | **1973** D. C. Anastassiades & A. Ch. Tsortanides —Perama (73)<br>29,24 6,68 2,998<br>25,00 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha 405-26VO<br>Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederikshavn<br>10kn |
| **WADI MAI**<br>ex Subtec Horizon-84 ex Toko Maru-82<br>**Fujairah Port Authority**<br>Fujairah United Arab Emirates | **225**<br>68<br>61 | AB | **1972** Sanyo Zosen K.K.—Mukaishima (632)<br>30,48 9,10 3,295<br>27,01 8,79 3,79<br>1 dk<br>RW rf 450 | **TM Tug** | Fuji<br>2 Oil 4SA each 8Cy. 320 × 500 sr geared to sc. shafts<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 36kW<br>2 Controllable pitch propellers<br>13kn |
| **WADI MJENIN**<br>ex Georgios-79<br>**Libyan-Greek Fishing Co. S.A.**<br>Benghazi Libya | **124**<br>60<br>— | (HR) | **1973** "Naus" Shipyard Philippou Bros. S.A. —Perama<br>28,00 6,20 2,490<br>24,01 6,19 3,31<br>B 6,1 F 4,9 1 dk<br>BK | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha 404-26VO<br>Oil 2SA 4Cy. 260 × 400<br>400bhp (294kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 45,5t (d.o.) 12kn |
| **WADI SHATI**<br>ex Eleni S-80<br>**Libyan-Greek Fishing Co. S.A.**<br>Benghazi Libya | **119**<br>55<br>— | (GL) | **1974** D. C. Anastassiades & A. Ch. Tsortanides —Perama (80)<br>29,24 6,68 2,794<br>25,00 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha 406-26VO<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>10kn |
| **WADI TLAL**<br>ex Bengazi-78 ex Panormitis Junior-76<br>**Libyan-Greek Fishing Co. S.A.**<br>Benghazi Libya | **142**<br>—<br>71 | (BV) | **1974** D. Kamitsis & Co.—Perama<br>29,65<br>26,90 6,81 3,20<br>1 dk | **M Fishing**<br>Side Trawler | Alpha 406-26VO<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn |
| **WADI ZAMZAM**<br>ex Panagiota-78<br>**Libyan-Greek Fishing Co. S.A.**<br>Benghazi Libya | **142**<br>70<br>— | (BV) | **1973** D. Kamitsis & Co.—Perama<br>29,55 2,845<br>26,98 6,81 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>G.90 | Alpha 405-26VO<br>Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>11kn |
| **WADJEMUP**<br>**Elder-Prince Marine Services Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **181**<br>55<br>175 | | **1984** Elder Prince Marine Services Pty. Ltd., —Fremantle (25)<br>34,45 1,713<br>30,89 8,23 2,16<br>P 8,6 1 dk | **TrM RoRo Cargo/Tanker/ Landing Craft**<br>Vehicles Water<br>Bow door<br>Lane Length 31<br>Mchy.aft<br>L.240 | Rolls Royce<br>3 Oil 4SA each 6Cy. 130 × 152 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>708bhp (521kW)<br>Rolls-Royce Ltd. Coventry<br>Gen 1 × 30kW 415V 50Hz a.c.<br>11kn |
| **WADNOR ISLANDER**<br>ex Fishing Explorer-91<br>ex Barreras Masso Dos-87<br>**Wadnor Ltd.**<br>Hull United Kingdom | **1 285**<br>599<br>1 330 | BV | **1967** Hijos de J. Barreras S.A.—Vigo (1355)<br>74,00 13,03 7,049<br>67,77 13,01 7,40<br>2 dks | **M Fishing** CSD<br>Stern Trawler Ref<br>3 Ho<br>In.1 725<br>3 Ha (4,1 × 1,3) (4,1 × 2,3) (3,2 × 1,9) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 416,0t (d.o.) 14kn |
| **WADO**<br>**Ballast-Nedam Groep N.V.**<br>Zeist Netherlands | *6 599*<br>*2 009*<br>— | BV | **1972** IHC Smit B.V.—Kinderdijk (Co798)<br>126,59 18,85 7,910<br>116,82 18,80 10,60<br>F 24,1 1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 30,0<br>Hopper 11300T<br>Mchy.aft<br>Hopper 6 300<br>2 sandpumps each 1177kW (1600bhp) | Smit-Bolnes 16V316HDK<br>2 Oil 2SA each 16Cy. 300 × 550 reduction geared to sc. shafts<br>7 360kW (10 006bhp)<br>N.V. Smit-Bolnes Zierikzee<br>Gen 6 × 758kW 2 × 200kW 380V a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 782,5t 14kn |
| **WADOWICE**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **2 423**<br>1 111<br>3 613 | PR | **1969** "Georgi Dimitrov" Shipyard—Varna (261)<br>95,92 13,75 5,665<br>89,01 13,70 6,76<br>1 dk | **M General Cargo**<br>Ice strengthened Str. ore cargoes<br>3 Ho ER<br>G.4 818 B.4 146<br>3 Ha (stl) (11,8 × 6,6) (16,4 16,4 × 8,4) ER | Sulzer 6TAD48<br>Oil 2SA 6Cy. 480 × 700<br>1 655kW (2 250bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 200kW 2 × 120kW 400V 50Hz a.c.<br>Fuel 135,0t (d.o.)-8,0pd 11,75kn |
| **WAESUNG**<br>**Sanshin Koun K.K.**<br>Busan South Korea | **210**<br>114<br>254 | | **1963** Pusan SB. & Industry Co. Ltd.—Pusan<br>*27,80* 6,91<br>... ... ...<br>1 dk | **Wood M General Cargo** | MAN<br>Oil<br>285bhp (210kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| **WAFA**<br>ex Guardian-87 ex Good Guardian-81<br>ex Hebe-79<br>Morocco | **4 793**<br>2 486<br>5 302 | (BV)<br>✠Classed LR until 20/6/79 | **1962**-6 Henry Robb Ltd.—Leith (482)<br>115,60 16,82 6,732<br>106,69 16,77 9,45<br>P 30,5 F 12,2 2 dks<br>rf 76 conv Ref Supply Ship 79 | **M General Cargo**<br>Ref<br>3 Ho 13,0 24,3 17,5 6,1DTp&s ER<br>4 TwD<br>G.7 115 B.6 674 In.113 L.(oil) 238<br>4 Ha (stl) (6,8 × 4,8) (19,8 12,1 × 7,3) (3,0 × 6,1) ER<br>10W Der 1(25) 1(20) 10(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250 with flexible coupling<br>5 500bhp (4 046kW)<br>Swan, Hunter & Wigham Richardson Newcastle<br>Fuel 730,5t 15kn |
| **WAFRA**<br>**Sharjah Port Authority**<br>Sharjah United Arab Emirates | **357**<br>0<br>— | ✠**100A1** SS 6/88<br>tug<br>✠**LMC**<br>EL (e)<br>FN 469 | **1966**-12 Shikoku Dockyard Co. Ltd.—Takamatsu (716-B)<br>37,83 9,58 3,817<br>34,22 9,15 4,55<br>RAD 1,9 1 dk<br>rf 584 | **M Tug**<br>Fire-fighting | Hanshin<br>Oil 4SA 6Cy. 460 × 660<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 88kW 1 × 32kW 225V 50Hz a.c.<br>Controllable pitch propeller |
| **WAGLAN**<br>**The Hongkong Salvage & Towage Co. Ltd.**<br>Hong Kong Hong Kong (British) | **181**<br>—<br>72 | BV | **1987** Imamura Zosen—Kure (322)<br>22,61 9,15 3,501<br>18,42 8,51 4,73<br>B & F - 1 dk | **TM Tug** | Niigata 6L25CXE<br>2 Oil 4SA each 6Cy. 250 × 320 with clutches, flexible couplings & dr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Ota<br>Gen 2 × 64kW 380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 44,0t (d.o.)-6,5pd 11,5kn |
| **WAGNERS POINT**<br>ex Susan A. Moran<br>ex Carrie T. Meseck ex Manistee<br>ex Carrie T. Meseck<br>**John E. Moore Co.**<br>Moran Towing of Pennsylvania Inc.<br>Wilmington, De United States of America | **245**<br>167<br>— | | **1941** H. A. Marvel—Newburgh, NY (226)<br>31,40 8,26<br>29,62 8,21 4,02<br>1 dk<br>BK 127 | **S Tug** | U 3Cy. (3) 635 x 508<br>Unaflow<br>Skinner Engine Co. Erie, Pa<br>Gen 2 × 5kW 125V d.c.<br>Fuel 51,0t (o.f.) |
| **WAGRAM**<br>**B.V.B.A. Carpe Diem**<br>Zeebrugge Belgium | *249*<br>—<br>— | | **1990** Scheepsw. West-Vlaamse N.V.—Oostkamp<br>33,08 — —<br>1 dk | **M Fishing**<br>Side-fishing Cutter | A.B.C.<br>Oil<br>550kW (748bhp)<br>Anglo-Belgian Corporation N.V. Gent/Gand |

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| 5018155<br>*HP4973*<br>14211-PEXT<br>Df Esd Rdr<br>RTm/v | **WAGRIEN**<br>ex Christopher C-91 ex Wagrien-86<br>ex Martina B-75 ex Anke-67<br>Panama Panama | **497**<br>328<br>844 | GL | **1958** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (437)<br>59,97 8,95 3,371<br>53,88 8,89 3,92<br>P 8,9 F 4,9 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.1 175 B.1 061<br>2 Ha (w) (each 15,9 × 5,9) ER | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>370bhp (272kW)<br>Kloeckner Humboldt Deutz |
| 6601820<br>*3EQQ*<br>7818-77<br>Df Esd Gc<br>Rdr Rt | **WAH LEE**<br>ex Unyo Maru No. 5-72<br>**Kai Fui Co. Ltd.**<br>Panama Panama | **3 576**<br>2 353<br>5 729 | NK | **1965** Mitsubishi Heavy Industries Ltd. —Shimonoseki (618)<br>106,20 15,45 6,579<br>98,00 15,40 8,21<br>P 21,7 F 9,8 1 dk | **M General Cargo**<br>3 Ho ER<br>G.7 563 B.6 965<br>3 Ha (12,5 22,2 13,5 × 6,7) ER<br>11W Der 8(10) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 72kW 445V a.c.<br>Fuel 325,0t |
| 5191024<br>*HPXV*<br>4738-HK2<br>Df Rdr Rt | **WAH ON**<br>ex Seng Kong-74 ex Kofuku Maru-71<br>**Luenho Navigation Co. S.A.**<br>Panama Panama | **1 925**<br>1 017<br>2 862 | (NK) | **1948** Kawaminami Kogyo—Koyagi<br>86,72 12,20 5,360<br>82,30 12,15 6,20<br>P 26,6 F 8,9 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.3 931 B.3 542<br>2 Ha (9,1 25,6 × 6,4) ER<br>8W Der 1(30) 4(8) 2(5) 2(3) | Akasaka<br>Oil 4SA 6Cy. 470 × 670<br>1 800bhp (1 324kW) NE 59<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 1 × 40kW 105V d.c.<br>Fuel 164,5t |
| 9006186<br>*BKFU*<br>12014<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>CollRdr | **WAH SHAN**<br>**Sincere Navigation Corp.**<br>Oak Steamship Co. Ltd.<br>Kaohsiung China*<br>SatCom: 1350742/BKFU | *77 090*<br>*47 175*<br>149 507<br>T/cm<br>106,3 | AB (Class cont.) | **1991** China SB. Corp.—Kaohsiung (519)<br>270,00 (BB) 43,06 17,325<br>260,00 43,00 23,90<br>P 13,5 B 12,5 1 dk | **M Bulk Carrier**<br>9 Ho ER<br>G.164 597<br>9 Ha (stl) (each 14,1 × 18,4) ER | B&W<br>Oil 2SA 5Cy. 800 × 2592 reverse geared to shaft<br>10 569kW (14 369bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 500kW 220/440V 60Hz a.c.<br>Thw. thrust propeller<br>Fuel 283,0t (d.o.) 3 352,0t (hvf)-38,0pd |
| 7023984<br>*BXAJ*<br>Df Esd Gc<br>Rdr RTm/h/v | **WAH YEE**<br>ex Madeira-82 ex Amanda I-82<br>ex Kenya-82 ex Amanda I-82<br>ex Anny-77 ex Amanda I-76<br>ex Amanda-72<br>Launched as Suderfehn<br>**Guangdong Province, Hong Kong & Macau Navigation Co.**<br>Guangzhou/Canton China | **3 249**<br>1 894<br>4 549 | ZC (GL) | **1970** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (668)<br>100,55 (BB) 15,22 6,751<br>91,21 15,20 8,30<br>P 25,6 B 16,8 F 8,9 2 dks | **M General Cargo** CSD<br>Ice strengthened<br>2 Ho 31,8 33,1 ER<br>G.6 612 B.6 292<br>TEU 176 C. 176/20' incl. 18 ref C.<br>2 Ha (stl) (each 25,3 × 10,3) ER<br>12W Der 2(35) 2(8-15) | MaK<br>Oil 4SA 8Cy. 450 × 550<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 188kW 1 × 140kW 380V 50Hz a.c.<br>Fuel 620,0t (hvf) |
| 7414303<br>*YCWY*<br>7159+BA<br>Df Esd Gc<br>Pfd Rdr Rt | **WAHANSA LIMA**<br>ex Habsari No. 3-81<br>**P.T. Wahana Samudera (Wahansa)**<br>Jakarta Indonesia | **3 614**<br>2 235<br>6 178 | KI NK | **1975** Asakawa Zosen—Imabari (246)<br>106,46 (BB) 16,34 6,681<br>97,95 16,29 8,13<br>P 21,1 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 978 B.7 093<br>2 Ha (stl) (each 28,5 × 8,3) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| 5384633<br>*PKQH*<br>1493/L | **WAHJU**<br>ex Nel Bruynzeel-60<br>**P.T. Perusahaan Pelayaran Nusantara Sri Indrapura**<br>Surabaya Indonesia | **435**<br>273<br>500 | Classed LR until 6/66<br>(KI) | **1943** .............Glasgow<br>59,29 9,15 2,134<br>54,56 9,12 2,67<br>RFD 11,9 1 dk<br>rf nil conv RoRo Cargo/ Tank Landing Craft 47 | **TM General Cargo**<br>Mchy.aft<br>B.637<br>4W Der 4(5) | Paxman<br>2 Vee Oil 4SA each 12Cy. 180 × 195 geared to sc. shafts<br>1 100bhp (809kW)<br>Davey, Paxman & Co. Ltd.<br>Gen 1 × 91kW 220V |
| 7050834<br>*WY4947*<br>516059 | **WAHNELLA ANN**<br>**Wahnella Ann Inc.**<br>Mobile, Al United States of America | **130**<br>88<br>— | | **1968** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*22,86* 6,84 3,41<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW)<br>.............<br>Fuel (d.o.) |
| 6823026<br>316427 | **WAI WAI II**<br>**Bookers Shipping (Demerara) Ltd.**<br>Castries St. Lucia | **105**<br>54<br>— | | **1965** St. Augustine Boat Builders Inc—St. Augustine, Fl<br>*20,43* 6,20<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 6Cy. 146 × 203<br>2 500bhp (1 839kW)<br>Caterpillar Tractor Co.<br>Fuel 242,0t (d.o.) |
| 7327835<br>355808<br>Df Esd Gc<br>Rdr Rt | **WAIHOLA**<br>ex Irene M-78<br>**Sanford NZ Ltd.**<br>Dunedin New Zealand | **348**<br>176<br>— | (AB) | **1973** Dae Sun SB. & Eng. Co. Ltd.—Busan (sb-166)<br>34,73 8,67<br>30,41 8,51 3,81<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>6 Ho<br>6 Ha (stl) | Callesen<br>Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S<br>Gen 2 × 100kW<br>Controllable pitch propeller<br>Fuel 45,5t |
| 5384683<br>*OGKV*<br>224<br>Df Rdr Rt | **WAIJA**<br>ex Waija-61 ex Svano I<br>**O/Y Hangon Hinaus A/B**<br>Hanko/Hango Finland | **136**<br>—<br>— | | **1916** Hernosands Verk. & Varf. A/B.—Hernosand<br>27,31 6,86 3,995<br>25,91 6,81<br>1 dk<br>R | **S Tug** | T 3Cy. 305 508 & 838 x 457<br>Lindholmens M/V<br>Fuel 56,0t (o.f.) |
| 5047687<br>*SIRM*<br>Df Esd Rt | **WAILETT AV GLOMMEN**<br>ex Boljaren-89<br>**Yngve Villy Johansson**<br>Falkenberg Sweden | **149**<br>66<br>— | (NV) | **1961** Skaalurens Skibsbyggeri A/S—Rosendal (198/12)<br>31,50 6,56<br>6,53 3,15<br>1 dk<br>rf 1321 BK 157 len 67 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>4 Ha (1,3 1,3 1,3 0,9 × 0,9) ER<br>Der 1(1) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW) NE 67<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| 7001716<br>*3EDF8*<br>19989-PEXT2<br>Df Esd Gc<br>Pfd Rdr Rt | **WAILI**<br>ex Pointer Apitong-91 ex Las Rosas-90<br>ex Kratinos-84 ex Prairie-79<br>ex Shotai Maru-76<br>**Bellatrix International Finance Co. Ltd.**<br>Panama Panama | **6 075**<br>4 400<br>9 664 | NK | **1969** Hashihama Zosen—Imabari (255)<br>127,60 18,34 7,528<br>119,00 18,30 9,50<br>P 23,8 F 10,6 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.12 924 B.12 479<br>3 Ha (stl) (16,0 30,7 19,5 × 8,9) ER<br>6W Der 1(40) 3(15) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>3 972kW (5 400bhp)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 1 288,5t-21,5pd |
| 8100947<br>*SWKH*<br>9599<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **WAIMEA**<br>ex Sabodine Venture-86<br>**Veneto Shipping & Trading Inc.**<br>Piraeus Greece | **29 438**<br>21 624<br>61 751<br>T/cm<br>61,6 | AB (BV) | **1984** Koyo Dockyard Co. Ltd.—Mihara (1035)<br>222,99 (BB) 32,26 13,001<br>213,11 32,21 17,91<br>B 26,0 F 21,4 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 23,1 23,0 23,7 20,4 23,7 23,7 23,7 ER<br>G.70 216 B.68 703 HeCls. B<br>7 Ha (stl) (14,0 17,0 17,1 13,8 17,1 17,1 15,4 × 12,8) ER<br>Cr 6(15) | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 231,5t (d.o.) 3 262,5t (hvf)-44,0pd |
| 5384750<br>157768 | **WAIOTAHI**<br>ex Atua-34<br>**F. Fawcett-Kay**<br>Honiara Solomon Islands | **208**<br>104<br>234 | | **1932** G. T. Niccol—Auckland<br>*32,62* 7,68 2,198<br>... ... ...<br>1 dk | **Wood TM General Cargo**<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 6Cy. 114 × 140 NE 63<br>Caterpillar Tractor Co. |
| 5384827<br>*3DSP*<br>Esd Rdr Rt | **WAIRUA**<br>**Interport Shipping Corp. Ltd.**<br>Suva Fiji | **618**<br>279<br>249 | | **1961** Mason Bros. Ltd.—Auckland (26)<br>44,96 9,45 3,353<br>41,15 9,43 5,19<br>2 dks | **TM Ferry/General Cargo**<br>287dk P | English Electric<br>2 Oil 4SA each 6Cy. 254 × 305<br>English Electric Co. Ltd.<br>Fuel (d.o.) |

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| **WAITANGI**<br>**Northland Port Corporation (NZ) Ltd.**<br>Whangarei New Zealand | **252**<br>0<br>102 | ✠**100A1**<br>tug<br>✠**LMC** | SS 7/90<br>EL (d) 1"SQ<br>FN 428 | **1966**-12 Brooke Marine Ltd.—Lowestoft (333)<br>32,01 8,67 4,573<br>30,48 8,54 5,49<br>1 dk<br>rf 305 | **TM Tug**<br>Fire-fighting | Mirrlees<br>2 Oil 4SA each 8Cy. 248 × 267<br>Mirrlees National Ltd. Stockport<br>Gen 2 × 50kW 220V d.c.<br>2 Directional propellers<br>Fuel (d.o.) 11kn |
| **WAJIMA MARU No. 25**<br>ex Hakuryu Maru No. 25-90<br>**Wajima Gyogyo Seisan Kumiai**<br>Wajima, Ishikawa Pref. Japan | **228**<br>—<br>— | | | **1979** Minami-Kyushu Zosen K.K.—Kushikino (316)<br>45,52 7,50 2,901<br>38,10 7,21 3,31<br>1 dk | **M Fishing**<br>Seiner<br>Mchy.aft | Yanmar 6Z-ST<br>Oil 4SA 6Cy. 280 × 340<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| **WAJIMA MARU No. 28**<br>**Wajima Gyogyo Seisan Kumiai**<br>Wajima, Ishikawa Pref. Japan | **110**<br>—<br>— | | | **1983** K.K. Watanabe Zosensho—Nagasaki (1022)<br>38,31<br>30,51 7,12 2,82<br>1 dk | **M Fish Carrier** | Pielstick 6PA5L255<br>Oil 4SA 6Cy. 255 × 270<br>970bhp (713kW)<br>Niigata Eng. Co. Ltd. Japan |
| **WAJIMA MARU No. 71**<br>**Wajima Gyogyo Seisan Kumiai**<br>Wajima, Ishikawa Pref. Japan | **158**<br>—<br>— | | | **1978** K.K. Watanabe Zosensho—Nagasaki (771)<br>38,99 6,81<br>34,02 6,71 3,08<br>1 dk | **M Fishing/ Fish Carrier**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>580bhp (427kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **WAJIMA MARU No. 76**<br>**Wajima Gyogyo Seisan Kumiai**<br>Wajima, Ishikawa Pref. Japan | **169**<br>—<br>— | | | **1980** K.K. Watanabe Zosensho—Nagasaki (851)<br>39,00 6,80<br>34,00 6,70 3,30<br>1 dk | **M Fishing/ Fish Carrier**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 260 × 280 reduction geared to sc. shaft<br>1 300bhp (956kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **WAKA MARU**<br>**Manila Interocean Lines Inc.** | **497**<br>264<br>128 | | | **1957** Hitachi Zosen—Mukaishima (3833)<br>51,08 8,11 2,566<br>46,49 8,08 3,61<br>1 dk | **M Ferry**<br>414P<br>1 Ho<br>1 Ha (2,2 × 1,2) | Hanshin<br>Oil 4SA 7Cy. 370 × 520<br>1 040bhp (765kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 28kW 225V 60Hz a.c.<br>13,5kn |
| **WAKA MARU**<br>**Yasuji Yamamoto**<br>Hiroshima, Hiroshima Pref. Japan | **421**<br>—<br>375 | | | **1988** Kitanihon Zosen K.K.—Hachinohe (231)<br>46,45 3,073<br>40,00 10,60 3,10<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.650<br>1 Ha (stl) ER | Yanmar MF28-HT<br>Oil 4SA 6Cy. 280 × 450 with clutches & reverse reduction geared to sc. shaft<br>736kW (1 001bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **WAKA MARU No. 18**<br>**Shigeru Nakao**<br>Seidan, Hyogo Pref. Japan | **194**<br>62<br>— | | | **1981** Masui Zosensho K.K.—Nandan (167)<br>... ... ...<br>28,02 8,60 3,79<br>1 dk | **TM Tug** | Yanmar 6GAL-DT<br>2 Oil 4SA each 6Cy. 240 × 290<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **WAKABA**<br>**Nippon Shio Kaiso K.K.**<br>Tokyo Japan | **622**<br>—<br>1 680 | | | **1989** K.K. Matsuura Zosensho—Kinoe (365)<br>81,09 (BB) 12,02 4,196<br>75,00 12,00 7,00<br>2 dks | **M General Cargo**<br>Salt<br>1 Ho ER<br>G.2 741 | Hanshin 6EL30<br>Oil 4SA 6Cy. 300 × 600<br>1 324kW (1 800bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **WAKABA**<br>**Daito Unyu K.K. (Daito Transportation Co. Ltd.)**<br>Tokyo Japan | **232**<br>—<br>— | | | **1990** Hanasaki Zosensho—Yokosuka (218)<br>36,30 10,22 3,180<br>30,80 10,00 4,40<br>1 dk | **M Tug** | Niigata 6L28HX<br>Oil 4SA 6Cy. 280 × 370 with clutches, flexible couplings & reduction geared to sc. shaft<br>Niigata Eng. Co. Ltd. Ota |
| **WAKABA MARU**<br>**Kawasaki Kisen Kaisha Ltd., Nippon Yusen Kaisha, Mitsui O.S.K. Lines Ltd., Navix Line Ltd. & Showa Line Ltd.**<br>Osaka, Osaka Pref. Japan<br>SatCom: 1200444/JFIW | *102 511*<br>*30 753*<br>69 846 | | NK | **1985** Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1250)<br>283,01 (BB) 11,500<br>270,01 44,81 25,02<br>1 dk | **S Liquefied Gas Carrier**<br>LNG Pressurised<br>5 Ta (alu) ind spherical ER<br>L.(gas) 125 568 | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW) Stal-Laval<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 2500kW 1 × 1200kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 8 844,5t (o.f.) 225,0t (d.o.)-186,0pd 19,25kn |
| **WAKABA MARU**<br>**Wakaba Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **498**<br>—<br>1 525 | | | **1987** Yamanaka Zosen K.K.—Namikata (336)<br>73,72 (BB) 4,152<br>69,02 11,71 7,22<br>2 dks | **M General Cargo**<br>1 Ho ER 1 TwD<br>G.3 031 B.3 014<br>1 Ha (stl) ER | Hanshin 6EL30<br>Oil 4SA 6Cy. 280 × 600<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **WAKABA MARU**<br>**Osamu Kurita**<br>Tokyo Japan | **288**<br>—<br>800 | | | **1977** Suzuki Shipyard Co. Ltd.—Yokkaichi (287)<br>3,252<br>40,01 8,41 3,46<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Matsui MU623BS<br>Oil 4SA 6Cy. 230 × 380<br>500bhp (368kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **WAKABA MARU No. 1**<br>**Yamaguchi Kisen K.K.**<br>Namikata, Ehime Pref. Japan | **498**<br>—<br>1 543 | | | **1983** Yamanaka Zosen K.K.—Namikata<br>... ... ...<br>70,01 11,51 6,71<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>1 400bhp (1 030kW)<br>............ |
| **WAKABA MARU No. 1**<br>ex Meisho Maru No. 18-90<br>**Wakaba Gyogyo K.K.**<br>Mihonoseki, Shimane Pref. Japan | **135**<br>—<br>— | | | **1984** K.K. Mukai Zosensho—Nagasaki (531)<br>... ... ...<br>34,90 7,51 3,00<br>1 dk | **M Fishing**<br>Seiner | Oil<br>Japan<br>Fuel (d.o.) |
| **WAKABA MARU No. 1**<br>ex Meiho Maru No. 8-89<br>**Government of The People's Republic of China**<br>China | **116**<br>—<br>— | | | **1982** K.K. Izutsu Zosensho—Nagasaki (841)<br>39,45 (BB) 6,99<br>31,09 2,39<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Niigata<br>Oil<br>Niigata Eng. Co. Ltd. Japan |
| **WAKABA MARU No. 2**<br>**Kotani Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **498**<br>—<br>1 581 | | | **1983** Yamanaka Zosen K.K.—Namikata (277)<br>73,18 4,201<br>68,00 11,51 6,71<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 740 B.2 650<br>1 Ha (stl) (38,0 × 9,0) ER | Hanshin<br>Oil<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. Japan<br>Fuel (d.o.) 10,5kn |
| **WAKABA MARU No. 2**<br>**Daido Suisan K.K.**<br>Tokyo Japan<br>SatCom: 1204511/KLCV | **349**<br>—<br>835 | | | **1984** Niigata Eng. Co. Ltd.—Niigata (1806)<br>61,45 (BB) 4,560<br>53,93 11,82 7,12<br>2 dks | **M Fishing**<br>Seiner Ref<br>Mchy.fwd<br>In.1 039 | Niigata<br>Oil 4SA 8Cy. 310 × 380 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>2 600bhp (1 912kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Thw. thrust propeller fwd |
| **WAKABA MARU No. 3**<br>**K.K. Kyokuyo**<br>Tokyo Japan<br>SatCom: 1200547/JNBA | **349**<br>—<br>— | | | **1989** Niigata Eng. Co. Ltd.—Niigata (2161)<br>63,24 (BB) 12,02 4,460<br>55,00 12,00 7,27<br>2 dks | **M Fishing**<br>Long-line Ref<br>In.1 137 | Niigata 6MG32CLX<br>Oil 4SA 6Cy. 320 × 420 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Thw. thrust propeller fwd |

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| **8122799**<br>*8KOC*<br>125952<br>TK1-1077<br>Rdr Rt | **WAKABA MARU No. 7**<br>**K.K. Kyokuyo**<br>Tokyo Japan | **499**<br>237<br>— | | **1981** Niigata Eng. Co. Ltd.—Niigata (1732)<br>4,101<br>51,90 11,51 6,71<br>1 dk | **M Fishing**<br>Seiner Ref | Niigata<br>Oil 4SA 8Cy. 310 × 380<br>2 600bhp (1 912kW)<br>Niigata Eng. Co. Ltd. |
| **8520185**<br>*JALD*<br>128881<br>TK1-1214<br>Rdr RTv | **WAKABA MARU No. 8**<br>**K.K. Kyokuyo**<br>Tokyo Japan<br>SatCom: 1204503/JALD | **349**<br>—<br>809 | | **1986** Miho Zosensho K.K.—Shimizu (1281)<br>61,75 (BB) 12,25 4,552<br>54,01 12,01 7,04<br>2 dks | **M Fishing**<br>Seiner | Daihatsu<br>Oil 4SA 8Cy. 320 × 400 with clutches,<br>couplings & sr reverse geared to sc.<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Thw. thrust propeller fwd |
| **7518616**<br>*JM3846*<br>117978<br>SN1-44<br>Rdr Rt | **WAKABA MARU No. 11**<br>ex Daishi Maru No. 38<br>ex Meisei Maru No. 2-84<br>**Wakaba Gyogyo K.K.**<br>Mihonoseki, Japan<br>Shimane Pref. | **110**<br>—<br>— | | **1975** K.K. Mukai Zosensho—Nagasaki (308)<br>37,95 7,24 2,388<br>31,50 6,94 2,75<br>1 dk | **M Fishing** | Yanmar<br>Oil 4SA 6Cy. 280 × 340<br>1 120bhp (824kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **5318610**<br>Df Esd Gc<br>Rdr Rt | **WAKABA MARU No. 16**<br>ex Seisho Maru No. 22<br>ex Iwate Maru-61<br>**Tosei Sangyo K.K. (Tosei Industries Co. Ltd.)**<br>South Korea | **199**<br>111<br>— | | **1953** Kanasashi Co. Ltd.—Shimizu (157)<br>*35,27* 6,71<br>1 dk<br>RW | **M Research/Fishing**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 350 × 520<br>Niigata Tekkosho |
| **8304385**<br>*JK4170*<br>125766 | **WAKABA MARU No. 18**<br>**Wakaba Gyogyo K.K.**<br>Mihonoseki, Japan<br>Shimane Pref. | **181**<br>—<br>— | | **1982** K.K. Watanabe Zosensho—Nagasaki (888)<br>38,10<br>36,68 7,31 3,31<br>1 dk | **M Fish Carrier** | Yanmar<br>Oil 4SA 6Cy. 260 × 330 sr geared to sc<br>1 300bhp (956kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7653791**<br>*JM3524*<br>112172 | **WAKABA MARU No. 26**<br>ex Shofuku Maru No. 85-87<br>**Wakaba Gyogyo K.K.**<br>Mihonoseki, Japan<br>Shimane Pref. | **311**<br>—<br>— | | **1972** Fujiwara Zosensho—Omishima (28)<br>*43,41*<br>7,80 3,81<br>1 dk | **M Fishing** | Oil |
| **8106692**<br>*JBAI*<br>124311<br>Df Gc Rdr Rt | **WAKABA MARU No. 28**<br>ex Koshin Maru No. 58-89<br>**Wakaba Gyogyo K.K.**<br>Mihonoseki, Japan<br>Shimane Pref. | **247**<br>—<br>— | | **1981** K.K. Yoshida Zosen Tekko—Kesennuma (300)<br>46,54 (BB) 2,801<br>39,80 7,60 3,80<br>1 dk | **M Fishing**<br>Seiner<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>The Hanshin Diesel Works Ltd. |
| **7920247**<br>*JLHB*<br>121788<br>Df Esd Gc<br>Pfd Rdr Rt | **WAKACHIBA MARU**<br>**Chiba Prefecture**<br>Chiba, Japan<br>Chiba Pref. | **471**<br>158<br>— | | **1980** Miho Zosensho K.K.—Shimizu (1159)<br>49,92 8,51 3,688<br>43,79 8,50 3,92<br>1 dk | **M Training Ship**<br>Mchy.aft | Fuji<br>Oil 4SA 6Cy. 300 × 380<br>1 300bhp (956kW)<br>Fuji Diesel Co. Ltd. |
| **8519411**<br>*JL5416*<br>127523<br>Rt | **WAKAEI MARU No. 1**<br>Launched as Wakaba Maru No. 1<br>**Kaneko Kensetsu K.K.**<br>Matsushige, Japan<br>Tokushima Pref. | **441**<br>—<br>1 094 | | **1985** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (1866)<br>53,45 4,401<br>48,52 12,51 6,23<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.587<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **8613463**<br>*JL5542*<br>129048<br>Rdr Rt | **WAKAEI MARU No. 2**<br>**Kaneko Kensetsu K.K.**<br>Sakaide, Japan<br>Kagawa Pref. | **410**<br>—<br>1 332 | | **1986** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1935)<br>53,65 4,771<br>48,52 12,51 6,51 | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **5098375** | **WAKAEI MARU No. 11**<br>ex Ehime Maru No. 1-68<br>**Sultalandia Overseas Shipping Inc.** | **386**<br>239<br>— | | **1960** Kishimoto Zosen—Kinoe (109)<br>*45,30* 7,01 3,252<br>38,99 6,99 3,51<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (25,4 × 4,5) ER | MaK<br>Oil 2SA 6Cy. 280 × 420<br>500bhp (368kW)<br>Makita Tekkosho<br>Gen 1 × 2kW 24V d.c. |
| **8717623**<br>*JL5748*<br>130574 | **WAKAEI MARU No. 18**<br>**Kaneko Kensetsu K.K.**<br>Sakaide, Japan<br>Kagawa Pref. | **438**<br>—<br>1 140 | | **1988** Murakami S.B. Co. Ltd.—Naruto (177)<br>50,73 13,03 4,822<br>45,80 13,00 6,60<br>2 dks | **M Sand Carrier**<br>1 Ho ER<br>G.874 B.829<br>1 Ha ER | Niigata<br>Oil 4SA 6Cy. 300 × 530 with clutches &<br>reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8135851**<br>*JL3123*<br>105174<br>Rdr | **WAKAEI MARU No. 21**<br>ex Ao Maru No. 11<br>**Kochi Barusu Kigyo Kumiai**<br>Nakamura, Japan<br>Kochi Pref. | **199**<br>—<br>474 | | **1968** Wakayama Zosen—Kainan<br>36,00 3,101<br>33,25 7,80 3,51<br>1 dk | **M Sand Carrier** | Niigata<br>Oil 4SA 6Cy.<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **8312526**<br>*JL5196*<br>127417 | **WAKAFUJI MARU**<br>Launched as Takafuji Maru<br>**Asakawa Kisen K.K.**<br>Imabari, Japan<br>Ehime Pref. | **667**<br>—<br>1 300 | | **1983** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1613)<br>68,03 (BB) 4,363<br>62,21 10,00 4,50<br>1 dk | **M Tanker**<br>Asphalt<br>6 Ta ER<br>L.1 274 | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. |
| **5384968**<br>*8KFP*<br>90532<br>Rt | **WAKAFUJI MARU**<br>**K.K. Furukawa Gumi**<br>Tokyo Japan | **123**<br>—<br>— | | **1962** Miho Zosensho K.K.—Shimizu (341)<br>26,50 7,02 2,400<br>24,00 7,00 3,20<br>1 dk<br>RW | **TM Tug**<br>Mchy.aft | Akasaka<br>2 Oil 4SA each 6Cy. 300 × 420<br>Akasaka Tekkosho K.K., (Akasaka Diesel<br>Ltd.)<br>Gen 1 × 28kW 230V a.c.<br>Fuel 18,5t |
| **7912264**<br>Esd Rdr Rt | **WAKALAT**<br>**Government of The Republic of Iraq (State Enterprise for Water Transport)**<br>Basrah Iraq | **80**<br>—<br>— | **✠100A1**<br>Gulf coastal service<br>between Basrah & Bahrain<br>**LMC**<br>EL (A) 18,0/13,0U2<br>FN 162<br>**SURVEYS OVERDUE — CLASS SUSPENDED 31/7/87** | **1979**-11 Constructie & Scheepsbouw van Santen<br>B.V.—Sliedrecht<br>22,03 5,24 1,301<br>20,15 5,11 2,90<br>1 dk<br>rf 1143 BK 25 | **TM Ferry**<br>31dk P | M.T.U.<br>2 Vee Oil 4SA each 8Cy. 165 × 155<br>reduction geared to sc. shafts<br>1 140kW (1 550bhp)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 20kW 380/220V 50Hz a.c. |
| **9036832**<br>*JG5051*<br>132837<br>Esd Gc Rdr<br>RTv SatNav | **WAKAMATSU MARU No. 2**<br>**General Kaiun K.K.**<br>Tokyo Japan | **1 705**<br>—<br>2 998 | | **1991** Sasaki Zosen K.K.—Kinoe (557)<br>89,20 (BB) 5,503<br>85,00 13,20 6,50<br>P 22,3 B 4,8 F 10,7 1 dk<br>Bow/CM 45 Diam. 0,250 | **M Tanker**<br>CBT<br>10 Wing Ta ER<br>L.3 425<br>2 Cargo pumps total 2 000T/hr | Hanshin<br>Oil 4SA 6Cy. 380 × 760<br>2 060kW (2 801bhp)<br>Hanshin Nainenki<br>Gen 2 × 240kW 1 × 200kW 440V<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>thruster unit<br>Fuel 35,6t (d.o.) 156,4t (hvf)-9,5pd |

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| **WAKAMBA**<br>ex Woermann Wakamba-89<br>ex Tabora-85<br>**DAL Deutsche Afrika-Linien G.m.b.H. & Co.**<br>Panama Panama | **12 738**<br>8 196<br>20 435 | <br><br>GL | **1977** Hitachi Zosen—Mukaishima (4549)<br>161,53 22,84 9,970<br>152,03 22,81 13,62<br>P 31,1 F 12,5 2 dks<br>rf 102 | **M General Cargo**<br>Heavy-load<br>4 Ho 22,1 29,7 29,7 28,8 ER 4 TwD<br>G.27 945 B.26 873 HeCls. B<br>TEU 454<br>C.Ho 290/20' (40') C.Dk 164/20' (40') incl. 12 ref C.<br>7 Ha (stl) (13,4 × 8,2) (19,5p&s 19,5p&s 19,5p&s × 7,9) ER<br>8W Cr 4(16) Der 1(180) | B&W 7K67GF<br>Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 300,0t (d.o.) 1 430,0t (hvf)-49,5pd 16,25kn |
| **WAKAMIYA MARU**<br>**Ishita Kaiun K.K.**<br>Niihama, Ehime Pref. Japan | **499**<br>—<br>1 629 | | **1975** Toura Zosen—Japan<br>65,61 4,150<br>60,00 11,51 4,25<br>1dk | **M General Cargo**<br>1 Ha (31,6 × 8,9) ER | Hanshin<br>Oil<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11,5kn |
| **WAKAMIYA MARU No. 52**<br>ex Masa Maru No. 28-84<br>**Wakamiya Suisan K.K.**<br>Uwajima, Ehime Pref. Japan | **378**<br>—<br>505 | | **1972** Kanasashi Co. Ltd.—Shimizu (1058)<br>55,30 8,64 3,404<br>49,00 8,62 3,89<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **WAKAMIYA MARU No. 57**<br>ex Ariiso Maru No. 38-87<br>**Wakamiya Suisan K.K.**<br>Uwajima, Ehime Pref. Japan | **318**<br>—<br>— | | **1972** Niigata Eng. Co. Ltd.—Niigata (1138)<br>48,95 8,34 3,252<br>43,59 8,31 3,66<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **WAKANATSU OKINAWA**<br>**Ryukyu Kaiun Kaisha ("The Ryukyu Line")**<br>Japan | **8 000**<br>—<br>3 900 | | **1991** Saiki Jukogyo K.K.—Saiki (1012)<br>6,301<br>138,03 23,00 8,62 | **M Passenger/RoRo Cargo/Ferry**<br>17cbn 50bth 100dk P<br>Quarter bow door/ramp (s)<br>L 16,50 W 7,00<br>Quarter stern door/ramp (s)<br>L 16,60 W 7,00<br>Cars 180 Trailers 42<br>TEU 179 C. 179/20' | Pielstick 9PC40L570<br>Oil 4SA 9Cy. 570 × 750 sr geared to sc. shaft<br>11 925kW (16 212bhp)<br>Diesel United Ltd. Aioi<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Thw. thrust propeller<br>Fuel 564,4t (d.o.)-42,8pd 21kn |
| **WAKASA**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **960**<br>—<br>— | | **1978** Kawasaki Heavy Ind. Ltd.—Kobe (1300)<br>*73,71*<br>9,61 5,31<br>1 dk | **TM Patrol Ship** | 2 Oil<br>Japan |
| **WAKASA**<br>**Y.K. Sakata Kaiun**<br>Matsushima, Kumamoto Pref. Japan | **199**<br>—<br>635 | | **1988** Murakami Hide Zosen K.K.—Hakata (283)<br>2,901<br>52,02 9,80 5,00 | **M General Cargo**<br>1 Ho ER<br>G.1 450 B.1 403<br>1 Ha (stl) ER | Yanmar<br>Oil<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **WAKASA MARU**<br>**Sanyo Kaiji Co. Ltd.**<br>Nagoya, Aichi Pref. Japan | **282**<br>—<br>109 | | **1981** Hikari Kogyo K.K.—Yokosuka (312)<br>32,85 9,53 3,222<br>26,50 9,50 4,30<br>1 dk | **TM Tug** | Yanmar 6ZL-UT<br>2 Oil 4SA each 6Cy. 280 × 340<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **WAKASHIMA MARU**<br>**Wakashima Kaiun Y.K.**<br>Shimonoseki, Yamaguchi Pref. Japan | **323**<br>—<br>751 | | **1988** Kurinoura Dock K.K.—Yawatahama (256)<br>53,44 8,81 3,716<br>49,00 8,80 4,10<br>1 dk | **M Tanker**<br>SBT<br>6 Ta ER<br>L.740 | Hanshin 6LU26G<br>Oil 4SA 6Cy. 260 × 440 with clutches & reverse reduction geared to sc. shaft<br>625kW (850bhp) E made88<br>The Hanshin Diesel Works Ltd. Akashi |
| **WAKASHIO**<br>**Nagamune Kosan Y.K.**<br>Tokuyama, Yamaguchi Pref. Japan | *704*<br>*211*<br>442 | <br><br>NK | **1976** Wakamatsu Zosen K.K.—Wakamatsu (265)<br>51,85 4,004<br>46,41 10,41 4,60<br>F 7,1 1 dk | **TM Anchor Hoy**<br>Der 1(10) | Niigata<br>2 Oil 4SA each 6Cy. 370 × 540<br>4 600bhp (3 384kW)<br>Niigata Eng. Co. Ltd. Niigata<br>12,25kn |
| **WAKASHIO**<br>**Shodoshima Ferry K.K.**<br>Tonosho, Kagawa Pref. Japan | **384**<br>—<br>133 | | **1986** Fujiwara Zosensho—Omishima (102)<br>2,401<br>39,53 11,61 3,31 | **M RoRo Cargo/Ferry**<br>400dk P<br>Cars 3 Trailers 4 | Yanmar T260-ST<br>Oil 4SA 6Cy. 260 × 330<br>1 300bhp (956kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>12,5kn |
| **WAKASHIO**<br>**Green Kaiji K.K.**<br>Nagoya, Aichi Pref. Japan | **208**<br>—<br>— | | **1989** Kanbara Zosen K.K.—Onomichi<br>33,52 3,100<br>28,00 9,60 4,09<br>1 dk | **TM Tug** | Niigata<br>2 Oil<br>Niigata Eng. Co. Ltd. Ota<br>13kn |
| **WAKASHIO**<br>**Chiba Prefecture**<br>Chiba, Chiba Pref. Japan | **198**<br>—<br>28 | | **1989** Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (CH1612)<br>33,21 1,468<br>29,26 9,00 3,00<br>1 dk | **Aluminium Alloy TM Patrol Launch Twin Hull** | Yanmar 16LAK-ST1<br>2 Oil 4SA each 16Cy. 150 × 165 with clutches, flexible couplings & sr geared to sc. shafts<br>2 206kW (2 999bhp) E made88<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>20kn |
| **WAKASHIO MARU**<br>ex Fuku Maru No. 11-81<br>**Y.K. Kinkai Salvage**<br>Tokyo Japan<br>SatCom: 1203347/JLJH | *492*<br>*232*<br>530 | <br><br>NK | **1970** Mie Shipyard Co. Ltd.—Yokkaichi (15)<br>56,22 3,823<br>49,66 8,79 4,04<br>P 24,7 F 6,1 1 dk<br>conv Fishing — | **TM Tug/ Salvage Ship**<br>Mchy.aft | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 12,5kn |
| **WAKASHIO MARU**<br>**Government of Japan (Ministry of Education)**<br>Toyama Nautical College (Toyama Shosen Koto Semmon Gakko)<br>Shimminato, Toyama Pref. Japan | **301**<br>—<br>— | | **1970** K.K. Usuki Tekkosho—Usuki (752)<br>42,58 7,83 2,693<br>36,99 7,80 3,71<br>1 dk | **M Fishing**<br>Training | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo Kobe |
| **WAKASHIO MARU**<br>**Hokkaido Kyoiku-Cho, Jitsu Shusen Kanri-Kyoku**<br>Hakodate, Hokkaido Pref. Japan | **199**<br>—<br>— | | **1979** Hakodate Dock Co. Ltd.—Hakodate (700)<br>36,91 7,32 3,122<br>31,53 7,31 3,20<br>1 dk | **M Fishing**<br>Training Side-fishing | Daihatsu 6DSM-22<br>Oil 4SA 6Cy. 220 × 280<br>900bhp (662kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| **WAKASHIO MARU**<br>**Shimane Prefecture**<br>Matsue, Shimane Pref. Japan | **116**<br>—<br>105 | | **1988** Wakamatsu Zosen K.K.—Wakamatsu (370)<br>33,78 6,62 2,400<br>28,70 6,60 2,80<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft<br>In.37 | Yanmar M200L-ST<br>Oil 4SA 6Cy. 200 × 260 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>471kW (640bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 1 × 200kW 1 × 80kW 225V 60Hz a.c.<br>11,3kn |

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| **8137421**<br>*JRSV*<br>82119<br>Rt | **WAKASHIO MARU**<br>**Showa Kaiun Y.K.**<br>Kisarazu, Japan<br>Chiba Pref. | **100**<br>— | **1958** Ishikawajima Jukogyo—Tokyo<br>25,50 2,700<br>21,00 6,50 2,90<br>1 dk | **TM Tug** | Hanshin<br>2 Oil 4SA each 12Cy. 260 × 420<br>Hanshin Nainenki Kogyo |
| **8130162**<br>*7JEX*<br>125907<br>KN1-645<br>Rdr Rt | **WAKASHIO MARU No. 1**<br>**Wakashio Suisan K.K.**<br>Yokohama, Japan<br>Kanagawa Pref. | **498**<br>255<br>683 | **1982** Miho Zosensho K.K.—Shimizu (1202)<br>56,01 (BB) 11,64 4,352<br>50,02 11,41 6,81<br>2 dks | **M Fishing**<br>Seiner<br>Mchy.fwd<br>G.580 B.553 | Niigata<br>Oil 4SA 6Cy. 310 × 380 with clutches,<br>couplings & dr reverse geared to sc.<br>2 500bhp (1 839kW)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust propeller fwd |
| **8312291**<br>*7KFU*<br>126927<br>KG1-8<br>RTv | **WAKASHIO MARU No. 8**<br>**Wakashio Suisan K.K.**<br>Kushikino, Japan<br>Kagoshima Pref.<br>SatCom: 1201306/UKFU | **379**<br>—<br>— | **1983** Kanasashi Co. Ltd.—Shimizu (3005)<br>53,90 (BB) 8,74 3,401<br>47,50 8,70 3,76<br>1 dk | **M Fishing**<br>Long-line<br>5 Ho ER<br>5 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480 with clutches,<br>couplings & sr geared to sc. shaft<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **8513998**<br>*JGYF*<br>127868<br>KG1-185<br>RTv | **WAKASHIO MARU No. 18**<br>**Wakashio Suisan K.K.**<br>Kushikino, Japan<br>Kagoshima Pref.<br>SatCom: 1200340/JGYF | **379**<br>—<br>— | **1985** Kanasashi Co. Ltd.—Shimizu (3073)<br>53,52 (BB) 8,74 3,401<br>46,89 8,70 3,76<br>1 dk | **M Fishing**<br>Side-fishing Long-line | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches,<br>couplings & sr reverse geared to sc.<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **7206641**<br>*JITE*<br>111912<br>Df Gc Pfd<br>Rdr Rt | **WAKASHIO MARU No. 22**<br>**Itsuo Matsui**<br>Fukuoka, Japan<br>Fukuoka Pref. | **195**<br>93 | **1971** Uchida Zosen—Ise (702)<br>7,42<br>35,77 7,40 3,20<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. |
| **8514758**<br>*JGXO*<br>127867<br>KG1-82<br>Rdr RTv | **WAKASHIO MARU No. 28**<br>**Maruwaka Suisan K.K.**<br>Kushikino, Japan<br>Kagoshima Pref.<br>SatCom: 1200576/JGXO | **379**<br>—<br>— | **1985** Kanasashi Co. Ltd.—Shimizu (3085)<br>53,52 (BB) 8,74 3,401<br>46,89 8,70 3,76<br>1 dk | **M Fishing**<br>Side-fishing Long-line | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches,<br>couplings & sr reverse geared to sc.<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **7123069**<br>*JMAU*<br>109356<br>HK1-858<br>Df Gc Pfd<br>Rdr Rt | **WAKASHIO MARU No. 32**<br>ex Zensho Maru No. 8-82<br>ex Katori Maru No. 21<br>**Toshiyasu Tsubo**<br>Hakodate, Japan<br>Hokkaido Pref. | **316**<br>161<br>— | **1971** Kanasashi Co. Ltd.—Shimizu (1039)<br>49,54 8,23 3,296<br>44,00 8,18 3,64<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 440<br>919kW (1 249bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.) |
| **8814952**<br>*7KWV*<br>130384<br>KG1-9<br>Df Esd Gc<br>Rdr RTv | **WAKASHIO MARU No. 58**<br>**Wakashio Suisan K.K.**<br>Kushikino, Japan<br>Kagoshima Pref.<br>SatCom: 1200631/UKWV | **379**<br>—<br>— | **1988** Kanasashi Co. Ltd.—Shimizu (3148)<br>54,11 (BB) 8,77 3,401<br>47,50 8,70 3,76<br>1 dk | **M Fishing**<br>Long-line Ref<br>Mchy.aft<br>In.468 | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches,<br>couplings & sr reverse geared to sc.<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 280kW a.c. |
| **7920106**<br>*JBCP*<br>118655<br>HK1-726<br>Df Esd Gc<br>Pfd Rdr RTv | **WAKASHIO MARU No. 62**<br>**Ishigaki Gyogyo K.K.**<br>Nemuro, Japan<br>Hokkaido Pref.<br>SatCom: 1204127/JBCP | **314**<br>158<br>324 | **1980** Miho Zosensho K.K.—Shimizu (1112)<br>51,52 8,62 3,250<br>44,81 8,60 3,61<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.) |
| **8630447**<br>*JD2609*<br>127130<br>HK1-959<br>Rt | **WAKASHIO MARU No. 63**<br>**Ishigaki Gyogyo K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **127**<br>—<br>— | **1984** Sanuki Zosen Tekkosho K.K.—Takuma<br>29,40<br>6,20 2,70<br>1 dk | **M Fishing**<br>Side-fishing | Niigata<br>Oil<br>324kW (440bhp)<br>Niigata Eng. Co. Ltd. |
| **7238280**<br>*JEXJ*<br>113645<br>HK1-1062<br>Df Gc Pfd<br>Rdr RTv | **WAKASHIO MARU No. 68**<br>ex Kannon Maru No. 15-87<br>ex Koryo Maru No. 5-85<br>**Ishigaki Gyogyo K.K.**<br>Nemuro, Japan<br>Hokkaido Pref.<br>SatCom: 1201476/JEXJ | **404**<br>210<br>— | **1972** Kanasashi Co. Ltd.—Shimizu (1089)<br>55,89 8,82 3,785<br>49,51 8,79 4,04<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo |
| **8914996**<br>*JNHP*<br>131276<br>KG1-71<br>Rdr RTv | **WAKASHIO MARU No. 68**<br>**Wakashio Suisan K.K.**<br>Kushikino, Japan<br>Kagoshima Pref.<br>SatCom: 1200264/JNHP | **379**<br>—<br>— | **1989** Kanasashi Co. Ltd.—Shimizu (3201)<br>54,11 (BB) 8,72 3,400<br>47,81 8,70 3,75<br>1 dk | **M Fishing**<br>Long-line Ref<br>G.520 B.468 | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches,<br>couplings & sr reverse geared to sc.<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. |
| **8618530**<br>*JHHX*<br>129362<br>KG1-62<br>RTv | **WAKASHIO MARU No. 78**<br>**Maruwaka Suisan K.K.**<br>Kushikino, Japan<br>Kagoshima Pref.<br>SatCom: 1200515/JHHX | **379**<br>—<br>— | **1987** Kanasashi Co. Ltd.—Shimizu (3122)<br>53,52 (BB) 8,74 3,401<br>46,89 8,70 3,76<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft<br>In.468 | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches,<br>couplings & sr reverse geared to sc.<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **9037678**<br>*JEDJ*<br>128553<br>Df Esd Gc<br>Pfd Rdr Rt | **WAKASHIO MARU No. 81**<br>**Ishigaki Gyogyo K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **379**<br>—<br>458 | **1991** Miho Zosensho K.K.—Shimizu (1392)<br>56,04 (BB) 8,82 3,452<br>49,20 8,80 3,80<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.700 | Akasaka<br>Oil 4SA 6Cy. 280 × 500 with flexible<br>sr geared to sc. shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.) |
| **8910574**<br>*JNGV*<br>131271<br>KG1-70<br>Df Esd Gc<br>Rdr RTv | **WAKASHIO MARU No. 88**<br>**Wakashio Suisan K.K.**<br>Kushikino, Japan<br>Kagoshima Pref.<br>SatCom: 1200242/JNGV | **379**<br>—<br>— | **1989** Kanasashi Co. Ltd.—Shimizu (3197)<br>54,11 (BB) 8,72 3,400<br>47,50 8,70 3,75 | **M Fishing**<br>Long-line Ref<br>In.520 | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches,<br>couplings & sr reverse geared to sc.<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. |
| **7330727**<br>*JM3685*<br>116882<br>Rdr Rt | **WAKASHIO No. 2**<br>**Kagoshima Prefecture**<br>Kagoshima, Japan<br>Kagoshima Pref. | **266**<br>—<br>— | **1973** Ando SB. Co. Ltd.—Tokyo (225)<br>32,42 10,04 3,201<br>30,00 10,01 4,30<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **7801491**<br>*JM4530*<br>122833 | **WAKASUGI**<br>**Fukuoka Port & Harbor Bureau**<br>Hakata, Japan<br>Ehime Pref. | **199**<br>—<br>154 | **1978** Shimoda Dockyard Co. Ltd.—Shimoda<br>(283)<br>30,00 9,05 3,141<br>27,01 8,60 3,71<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 geared<br>Niigata Eng. Co. Ltd. |
| **8630710**<br>*JK4618*<br>128021<br>Rdr Rt | **WAKASUMIYOSHI**<br>**Koji Ozaki**<br>Kurahashi, Japan<br>Hiroshima Pref. | **177**<br>—<br>448 | **1987** Y.K. Okajima Zoensho—Nakajima<br>50,70 8,22 3,100<br>45,00 8,20 5,00<br>1 dk | **M General Cargo** | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>427kW (581bhp)<br>Matsue Diesel K.K. |

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| **WAKASUNKYU MARU**<br>**Sankyu Kaiun K.K.**<br>Yoshiumi, Japan<br>Ehime Pref. | **499**<br>—<br>1 500 | **1990** K.K. Matsuura Zosensho—Kinoe (368)<br>75,98 (BB) 4,061<br>70,00 12,50 7,00 | **M General Cargo**<br>1 Ho ER<br>G.2 837 B.2 757 | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & sr geared to sc. shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Thw. thrust propeller fwd |
| **WAKATAKA MARU**<br>**Government of Japan (Ministry of Agriculture & Forestry - Fisheries Agency)**<br>Hachinohe, Japan<br>Aomori Pref. | **174**<br>—<br>— | **1970** K.K. Usuki Tekkosho—Usuki (758)<br>32,01 6,02 2,699<br>28,50 6,00 3,00<br>1 dk | **M Research/Fishing** | Mitsubishi<br>Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Mitsubishi Heavy Industries Ltd. Japan<br>Gen 2 × 50kW 230V a.c.<br>Fuel 28,5t 10kn |
| **WAKATAKE MARU**<br>**Hokkaido Kyoiku-Cho, Jitsu Shusen Kanri-Kyoku**<br>Hakodate, Japan<br>Hokkaido Pref. | **424**<br>—<br>421 | **1984** Narasaki Zosen K.K.—Muroran (1059)<br>55,20 3,890<br>47,71 8,91 4,02<br>1 dk | **M Fishing**<br>Training Stern Trawler Ref<br>1 Ho ER<br>In.91<br>1 Ha (stl) ER | Akasaka DM30FD<br>Oil 4SA 6Cy. 300 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller |
| **WAKATOKU MARU**<br>**Hidehiko Otani**<br>Imabari, Japan<br>Ehime Pref. | **991**<br>—<br>2 383 | **1980** Hakata Zosen K.K.—Hakata (250)<br>71,63 5,088<br>71,51 12,01 5,52<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin 6EL32<br>Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe |
| **WAKATORA MARU No. 3**<br>**K.K. Tokuei Sangyo**<br>Kagoshima, Japan<br>Kagoshima Pref. | **353**<br>—<br>847 | **1986** Matsuura Tekko Zosen—Higashino (321)<br>55,53 (BB) 11,26 4,287<br>50,02 11,00 6,41<br>1 dk | **M Stone Carrier**<br>1 Ho ER<br>G.926 B.917<br>1 Ha (stl) ER | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440 with clutches & reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Thw. thrust Contr. pitch propeller fwd |
| **WAKATORI MARU**<br>ex Hoyo Maru No. 58-80<br>**Frabelle Fishing Corp.**<br>Manila Philippines | **373**<br>183<br>— | **1972** Nishii Dock Co. Ltd.—Ise (233)<br>7,93<br>40,21 7,90 3,51<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **WAKATORI MARU**<br>**Tottori Prefecture**<br>Tottori, Japan<br>Tottori Pref. | **273**<br>—<br>— | **1988** Hayashikane Dockyard Co. Ltd.—Nagasaki (961)<br>43,62 8,62 3,101<br>42,50 8,60 3,79<br>1 dk | **M Fishing**<br>Training Ref | Hanshin<br>Oil 4SA 6Cy. 280 × 460 reverse reduction geared to sc. shaft<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **WAKATSURU MARU**<br>**Government of The People's Republic of China**<br>China | **1 312**<br>—<br>634 | **1975** Wakamatsu Zosen K.K.—Wakamatsu (260)<br>71,58 13,62 3,607<br>65,00 13,59 4,81<br>2 dks | **TM RoRo Cargo/Ferry** 455dk P<br>Cars 37 Trailers 21<br>Mchy.aft | Daihatsu 8DSM-26<br>2 Oil 4SA each 8Cy. 260 × 320<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 24,0t (d.o.) 89,5t (i.f.o.)-6,0pd 15kn |
| **WAKATSURU MARU**<br>**Sanwa Kaiun K.K.**<br>Tokyo Japan | **697**<br>—<br>1 963 | **1983** Suzuki Shipyard Co. Ltd.—Yokkaichi (382)<br>70,67 4,942<br>65,00 11,00 5,41<br>1 dk | **M Tanker**<br>Oil Chemical<br>10 Ta ER<br>L.2 150 | Akasaka A31<br>Oil 4SA 6Cy. 310 × 600<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **WAKATSURU MARU No. 6**<br>**Sanwa Kaiun K.K.**<br>Tokyo Japan | **699**<br>—<br>1 500 | **1981** Suzuki Shipyard Co. Ltd.—Yokkaichi (360)<br>... ...<br>65,11 11,00 5,01<br>1 dk | **M Tanker**<br>2 Ho 10 Ta ER<br>L.2 150<br>2 Ha (stl) ER | Hanshin 6LU32<br>Oil 4SA 6Cy. 320 × 510 sr geared to sc. shaft<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **WAKATSURU MARU No. 8**<br>**Sanwa Kaiun K.K.**<br>Tokyo Japan | **696**<br>—<br>1 800 | **1990** Sasaki Zosen K.K.—Kinoe (552)<br>77,29 (BB) 4,522<br>72,00 11,20 4,93<br>1 dk | **M Tanker**<br>10 Ta ER | Hanshin 6EL38<br>Oil 4SA 6Cy. 380 × 760<br>1 324kW (1 800bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller |
| **WAKAYAMA MARU No. 51**<br>**Wakayama Suisan K.K.**<br>Uwajima, Japan<br>Ehime Pref. | **498**<br>—<br>— | **1989** Shin Yamamoto Zosensho—Kochi<br>*55,65* (BB)<br>9,60 4,80<br>1 dk | **M Fishing** | Niigata<br>Oil<br>Niigata Eng. Co. Ltd. Japan |
| **WAKAYOSHI MARU**<br>**Wajima Kaiun Y.K.**<br>Nakajima, Japan<br>Ehime Pref. | **199**<br>—<br>600 | **1988** Yamanaka Zosen K.K.—Namikata (361)<br>56,55 (BB) 3,018<br>52,51 9,61 5,21<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.1 330 B.1 299<br>1 Ha (stl) ER | Hanshin 6LU26G<br>Oil 4SA 6Cy. 260 × 440 with clutches & reverse reduction geared to sc. shaft<br>780bhp (574kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **WAKAYOSHI MARU**<br>**Y.K. Nakashita Kisen**<br>Kamagari, Japan<br>Hiroshima Pref. | **178**<br>96<br>480 | **1982** Hayashi Zosen—Higashino (128)<br>3,150<br>43,21 8,01 5,01<br>1 dk | **M General Cargo** | Oil<br>Japan |
| **WAKAYOSHI MARU No. 5**<br>**Y.K. Rikiishi Kaiun**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **381**<br>—<br>900 | **1972** Taisei Zosen K.K.—Higashino<br>44,00 3,701<br>41,51 10,51 5,47<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>Japan<br>10kn |
| **WAKAYOSHI MARU No. 8**<br>**Masashige Wakamatsu**<br>Mihara, Japan<br>Hiroshima Pref. | **299**<br>—<br>660 | **1973** K.K. Uno Zosensho—Namikata (65)<br>47,81 10,55 3,099<br>45,01 10,52 3,38<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **WAKAYOSHI MARU No. 28**<br>**Nanei Kaiun Y.K.**<br>Kagoshima, Japan<br>Kagoshima Pref. | **499**<br>—<br>1 620 | **1975** Yamanaka Zosen K.K.—Namikata (157)<br>11,54 4,192<br>64,01 11,51 6,10<br>2 dks | **M General Cargo**<br>Mchy.aft | Makita GSLH633<br>Oil 4SA 6Cy. 330 × 530<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| **WAKAYU**<br>ex Wakayu Maru-83<br>**Twin Bright Shipping Co. S.A.**<br>Panama Panama | **1 593**<br>1 090<br>4 036 | **1982** Kinoura Zosen K.K.—Hakata (83)<br>86,34 6,128<br>NK 80,02 14,01 6,41<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.6 143 B.5 618<br>2 Ha (stl) (12,6 24,5 × 9,5) ER<br>Der 3(15) | Akasaka A34<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 120kW 11kn |

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| 7047033<br>*YDPX*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **WAKEKE**<br>ex Exodus-88 ex Blanca Rainier-84<br>ex White Ray-80 ex Honan Maru-77<br>**P.T. Perusahaan Pelayaran Pedjaka**<br>Jakarta Indonesia | 1 696<br>1 019<br>3 477 | KI (NK) | **1970** Kurushima Dockyard Co. Ltd.—Imabari (613)<br>93,20 15,04 4,900<br>86,00 15,00 7,20<br>P 19,6 F 11,6 1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.5 818 B.5 503<br><br>2 Ha (stl) (24,0 24,5 × 7,3) ER<br>12W Der 1(15) 3(10) | Hanshin<br>Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 428,0t (d.o.)-7,0pd |
| 7229540<br>*C4RB*<br>P080<br>Df Esd Gc<br>Rdr RTm/h/v | **WAKENITZ**<br>ex Mette Christensen-76<br>**Koehn & Bohlmann Reederei K.G.**<br>Limassol Cyprus | 1 599<br>1 130<br>3 080 | GL | **1972** Orskovs Staalskibsvaerft I/S—Frederikshavn (65)<br>78,55 13,75 5,580<br>72,65 13,03 6,76<br>P 9,8 F 7,7 2 dks<br>len 76 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 989 B.3 710<br><br>2 Ha ER<br>4W Der 4(5) | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300 reduction<br>sc. shaft<br>2 000bhp (1 471kW)<br>Alpha-Diesel A/S<br>Gen 3 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 66,0t (d.o.) |
| 7035638<br><br>599001<br>Df Esd Gc<br>Pfd Rdr Rt | **WAKKANAI**<br>ex Ryuho Maru No. 38-78<br>**Silver Eye Co.**<br>Tacoma, Wa United States of America | 887<br>793<br>— | | **1970** Yamanishi Zosen K.K.—Ishinomaki (646)<br>53,80 9,02 3,353<br>46,41 9,00 3,64<br>2 dks<br>conv Side-fishing Refrigerated Cargo Fishing 78 | **M Factory Fishing**<br>Fish-factory Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| | | | **IN PORT DAMAGED 1/80** | | | |
| 8303628<br>*JL5199*<br>127421<br>Esd Gc Rdr<br>Rt SatNav | **WAKO MARU**<br><br>**Daiwa Kaiun K.K.**<br>Hakata, Japan<br>Ehime Pref. | 996<br>—<br>2 410 | NK | **1983** Hakata Zosen K.K.—Hakata (282)<br>83,24 (BB) 11,99 5,130<br>76,99 5,76 5,14<br>P 15,6 F 8,3 1 dk | **M Tanker**<br>SBT<br>10 Ta ER<br>L.(oil) 2 700 HeCls. B<br>2 Cargo pumps total 1 500T/hr | Akasaka<br>Oil 4SA 6Cy. 340 × 660 with clutches,<br>couplings & sr geared to sc. shaft<br>1 700bhp (1 250kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 120kW 1 × 40kW 440V 60Hz<br>Controllable pitch propeller<br>Fuel 34,5t (d.o.) 108,5t (hvf)-5,5pd |
| 7651561<br>*JI2780*<br>115797 | **WAKO MARU**<br><br>**Hikari Kisen K.K.**<br>Tanabe, Japan<br>Wakayama Pref. | 497<br>—<br>1 070 | | **1976** Katsuura Dockyard Co. Ltd.—Nachi-Katsuura<br>48,37 4,201<br>44,35 10,00 4,81<br>1 dk | **M Tanker** | Niigata<br>Oil<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| 7821788<br>*JK3995*<br>120458<br>Gc Rdr Rt | **WAKO MARU**<br><br>**Heiwa Kaiun K.K.**<br>Nippon Tanker K.K.<br>Kure, Japan<br>Hiroshima Pref. | 493<br>348<br>1 213 | | **1979** Nakatani Shipyard Co. Ltd.—Nomi (447)<br>59,80 4,282<br>54,01 10,01 4,63<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| 8408777<br>*JG4440*<br>128146 | **WAKO MARU**<br>ex Shinyo Maru-89<br>**Koyo Kisen K.K.**<br>Tokyo Japan | 354<br>—<br>500 | | **1985** Suzuki Shipyard Co. Ltd.—Yokkaichi (510)<br>52,61 4,098<br>48,01 8,60 4,30<br>1 dk | **M Tanker**<br>Chemical<br>5 Ta ER<br>L.649 | Yanmar<br>Oil 4SA 6Cy. 240 × 420<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. |
| 8824270<br>*JM5839*<br>131230<br>Gc Rdr Rt | **WAKO MARU**<br><br>**Nakamura Kaiun Y.K.**<br>Ishida, Japan<br>Nagasaki Pref. | 279<br>—<br>899 | | **1989** K.K. Kamishima Zosensho—Higashino<br>57,15 3,670<br>49,00 11,00 5,80<br>1 dk | **M Sand Carrier** | Matsui<br>Oil 4SA 6Cy. 280 × 520<br>736kW (1 001bhp)<br>Matsui Iron Works Co. Ltd. |
| 8910914<br>*7LFM*<br>131283<br>NS1-1048<br>Rdr Rt | **WAKO MARU**<br><br>**Nikko Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 164<br>—<br>— | | **1989** Nagasaki Zosen K.K.—Nagasaki (1062)<br>39,40 2,800<br>31,50 7,40 3,25 | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd. |
| 8204303<br>*JE2730*<br>124214<br>Rdr Rt | **WAKO MARU No. 21**<br>ex Gyosei Maru No. 21-86<br>**Nisshin Gyogyo K.K.**<br>Hachinohe, Japan<br>Aomori Pref. | 135<br>—<br>129 | | **1982** K.K. Murakami Zosensho—Ishinomaki (1103)<br>38,28 (BB)<br>30,94 7,00 2,80 | **M Fishing**<br>Side-fishing Seiner | Yanmar<br>Oil 4SA 6Cy. 280 × 360<br>1 050bhp (772kW)<br>Yanmar Diesel Engine Co. Ltd. |
| 8614950<br>*JE2893*<br>129672<br>AM1-512<br>Rdr RTv | **WAKO MARU No. 31**<br><br>**Nisshin Gyogyo K.K.**<br>Hachinohe, Japan<br>Aomori Pref.<br>SatCom: 1203717/WAKO | 135<br>—<br>149 | | **1987** K.K. Murakami Zosensho—Ishinomaki (1201)<br>45,60 (BB) 3,188<br>37,01 7,90 3,28<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Yanmar<br>Oil 4SA 6Cy. 280 × 360 with clutches,<br>couplings & sr geared to sc. shaft<br>1 170bhp (861kW)<br>Yanmar Diesel Engine Co. Ltd. |
| 7609790<br><br><br>Rt | **WAL**<br><br>**VEB Seehafen Wismar**<br>Wismar Federal Republic of Germany | 873<br>269<br>— | DSRK | **1974** S. Ordzhonikidze Works—Sevastopol<br>40,67 20,25 1,801<br>40,49 3,41 | **TD-E Crane Pontoon**<br>Ice strengthened<br><br><br>Cr 1(100) 1(25) | 2 Oil 4SA each 6Cy. 250 × 340 total 662<br>(487kW) driving 2 gen. connected to 2<br>motors<br>.............<br>2 Directional propellers |
| 8510893<br>*VJWC*<br>852301<br>Df Esd Rdr<br>Rt | **WALANA**<br><br>**Waratah Towage Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | 356<br>106<br>460 | AB | **1986** Tamar SB. Pty. Ltd.—Launceston, Tas. (43)<br>32,30 4,550<br>29,44 10,90 5,00<br>1 dk<br>rf 508 | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340 with<br>geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 150kW a.c. |
| 7337282<br><br>355165 | **WALARA**<br><br>**Planet Fisheries Pty. Ltd.**<br>*Fremantle, W.A.* Australia | 118<br>77<br>183 | | **1973** Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A.<br>*17,77* 5,49<br>... ...<br>1 dk | **M General Cargo** | Kelvin<br>Oil 4SA 8Cy. 165 × —<br>240bhp (177kW)<br>English Electric Diesels Ltd. Kelvin Mar.<br><br>Fuel (d.o.) |
| 5385405<br><br>192882 | **WALDERO**<br><br>**Walter Thomas Carr**<br>Vancouver, B.C. Canada | 100<br>77<br>— | | **1950** A. C. Benson Shipyards Ltd.—Vancouver, B.C.<br>*21,65* 6,25<br>... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 8Cy. 165 × 178<br>500bhp (368kW)<br>General Motors Corp. |
| 6929193<br>*HBFY*<br>102<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **WALDHORN**<br>ex Flower Bay-78 ex Flower Boy-73<br>**Contal Shipping Ltd.**<br>Basle Switzerland | 3 123<br>1 878<br>4 420 | NV | **1969** VEB Schiffswerft "Neptun"—Rostock (456)<br>102,90 14,64 5,804<br>94,62 14,61 7,19<br>P 22,0 F 10,1 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 29,5 33,6 ER<br>G.6 116 B.5 947<br><br>2 Ha (each 25,9 × 10,5) ER<br>Cr 1(10) | MaK<br>Oil 4SA 8Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Fuel 355,5t (d.o.) |
| 8611219<br>*V2BQ*<br><br>Df Esd Rdr<br>RTm/h/v | **WALDTRAUT B**<br><br>**W. Bockstiegel Reederei G.m.b.H. & Co. KG m.s. "Waldtraut B"**<br>Antigua & Barbuda | *1 984*<br>*895*<br>2 829 | GL | **1989** Scheeps. Damen B.V.—Gorinchem (8209)<br>89,30 4,332<br>85,50 12,50 6,35<br>1 dk | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho ER<br>G.3 964 B.3 907<br>TEU 158 C.Ho 78/20' C.Dk 80/20'<br>1 Ha (stl) (63,3 × 10,1) ER | Deutz<br>Oil 4SA 6Cy. 240 × 280 with flexible<br>sr reverse geared to sc. shaft<br>600kW (816bhp)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 84kW 1 × 38kW 220/380V<br>Thw. thrust propeller fwd |

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| **WALEA**<br>ex Discovery-82 ex Sea Glory III-82<br>ex Seiun Maru No. 7-81<br>**P.T. Perusahaan Pelayaran Pedjaka**<br>Jakarta Indonesia | **984**<br>624<br>2 218 | KI (BV) | **1969** Murakami Hide Zosen K.K.—Hakata (61)<br>70,36 11,43 5,119<br>65,00 11,41 5,85<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) (33,0 × 6,5) ER<br>2W Der 2(10) | Makita<br>Oil 4SA 6Cy. 380 × 540<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 64kW 225V 60Hz a.c.<br>Fuel 588,5t 13kn |
| **WALEED AL BAKRY IV**<br>ex Hirotama Maru-82<br>**Bakri Navigation Co. Ltd.**<br>Jeddah Saudi Arabia | **1 533**<br>932<br>3 196<br>T/cm<br>10,0 | NK | **1973** Matsuura Tekko Zosen—Higashino (233)<br>86,52 13,03 5,422<br>80,02 13,01 6,25<br>P 22,3 F 9,5 1 dk<br>Diam. 0,350 | **M Tanker**<br>Bunkering Vessel<br>CBT<br>10 Ta ER<br>L.(oil) 3 304 HeCls. C<br>2 Cargo pumps total 2 000T/hr | Niigata 8MG25BX<br>2 Oil 4SA each 8Cy. 250 × 320 geared to sc. shaft<br>3 200bhp (2 354kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 144kW 445V 60Hz a.c.<br>Fuel 122,0t-14,0pd 12,5kn |
| **WALEN**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich "Odra"**<br>Swinoujscie Poland | T.Mk<br>**2 476**<br>1 030<br>1 690 | PR | **1973** Stocznia im. "Komuny Paryskiej"—Gdynia (B418/05)<br>88,96 15,02 5,400<br>81,62 14,97 9,40<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 700 | GMT A300.12V<br>Vee Oil 4SA 12Cy. 300 × 450<br>2 700bhp (1 986kW)<br>H. Cegielski Poznan<br>Gen 1 × 640kW 2 × 320kW 400V<br>Controllable pitch propeller<br>14,5kn |
| **WALET**<br>ex Sanyo Maru-76<br>**P.T. Pellok. Payung Samudra**<br>Palembang Indonesia | **155**<br>43<br>— | KI (NK) | **1961** Yamamoto Zosen Tekkosho—Kochi<br>27,56 7,32 2,990<br>25,38 7,29 3,61<br>1 dk | **TM Tug**<br>Mchy.aft | General Motors 16V-71<br>2 Vee Oil 2SA each 16Cy. 108 × 127 NE 84<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 1 × 32kW 220/390V a.c.<br>Fuel 26,5t 8kn |
| **WALIE DUA**<br>ex UMT-1<br>**P.T. UMW Marabunta Timber Ltd.**<br>Padang Indonesia | **823**<br>492<br>662 | KI (NK) | **1975** Wakayama Zosen—Kainan (519)<br>54,59 2,909<br>48,52 10,81 4,53<br>F 7,4 1 dk<br>RW | **TM General Cargo**<br>G.1 303 B.1 218<br>2 Ha (5,6 21,2 × 8,3) ER<br>Der 1(10) | Yanmar 6GL-DT<br>2 Oil 4SA each 6Cy. 240 × 290<br>1 800bhp (1 324kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>11,5kn |
| **WALIE LIMA**<br>ex Witbridge-91 ex Marlago III-87<br>ex Witbridge-86 ex San Carlos I-85<br>ex Sea Bridge-81<br>Launched as Gulf Bridge<br>**P.T. Walie Andalas**<br>Jakarta Indonesia | **1 228**<br>369<br>1 402 | KI (BV) | **1977** Teraoka Shipyard Co. Ltd.—Nandan (169)<br>83,30 3,150<br>75,60 16,20 4,00<br>1 dk | **TM RoRo Cargo/ Deck Cargo Ship**<br>Bow ramp<br>Mchy.aft<br>TEU 126 C. 126/20'<br>Cr 1(30) | Daihatsu 6PSHTCM-26E<br>2 Oil 4SA each 6Cy. 260 × 320<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>14kn |
| **WALIE 8**<br>ex Teluk Emas-91 ex Niaga XXVII-90<br>ex Komodo X-80 ex Yoei Maru-80<br>ex Y. Joh No. 1-79<br>ex Toho Maru No. 18-73<br>**P.T. Walie Andalas**<br>Tanjung Priok Indonesia | **708**<br>401<br>1 552 | KI (NK) | **1970** Kyokuyo Zosen Tekko K.K.—Chofu (215)<br>70,10 10,83 4,429<br>63,97 10,80 6,50<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 400<br>1 Ha (33,5 × 6,2) ER | Matsui<br>Oil 4SA 6Cy. 380 × 560<br>1 600bhp (1 177kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Gen 2 × 52kW 225V a.c.<br>Fuel 81,5t-5,0pd 12kn |
| **WALILI**<br>**Compagnie de Transport Maritime S.A. (COTRAMA)**<br>Societe Marocaine de Navigation Maritime S.A. (NAVIMAR)<br>Tangier Morocco | **2 075**<br>1 121<br>3 020 | BV | **1980** Miho Zosensho K.K.—Shimizu (1152)<br>91,39 15,83 5,501<br>83,90 15,80 6,58<br>1 dk | **M Refrigerated Cargo**<br>Mchy.aft<br>In.6 088 | Hanshin<br>Oil 4SA 6Cy. 460 × 480<br>3 840bhp (2 825kW)<br>Hanshin Nainenki Kogyo Kobe<br>15,25kn |
| **WALISONGO**<br>ex Betana<br>**P.T. Saibi Jaya Line**<br>Padang Indonesia | **170**<br>82<br>163 | (KI) | **1947** E. J. Smit & Zoon's Schpsw. N.V.<br>—Westerbroek (707)<br>37,09 7,04 1,901<br>33,76 6,99 2,90<br>F 6,8 1 dk | **M General Cargo**<br>1 Ho 21,1 ER<br>G.277 B.269<br>3W | De Industrie<br>Oil 4SA 3Cy. 280 × 400<br>150bhp (110kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 6,0t 8kn |
| **WALKA MLODYCH**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **20 309**<br>13 179<br>33 485 | PR | **1978** Stocznia Szczecinska im. A. Warskiego<br>—Szczecin (B517/02)<br>198,18 (BB) 24,44 10,991<br>189,92 24,40 15,12<br>P 12,5 F 15,6 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>7 Ho ER<br>G.43 581<br>9 Ha (stl) (10,8 8,9 8,9 10,8 10,8 10,8 10,8 10,8 10,8 × 11,9) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 3 × 640kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf)-45,5pd 16kn |
| **WALKER NINE**<br>ex Ugarit-91 ex Johanna-86<br>ex Venus-85 ex Alithia-82<br>ex Diakan Truth-77 ex Dianet-74<br>**Jaguar Navigation Ltd.**<br>Kingstown St. Vincent and the Grenadines | **4 991**<br>3 424<br>8 535 | NV | **1962** A/S Porsgrunds M/V—Porsgrunn (124)<br>116,29 16,03 8,103<br>108,01 16,01 10,16<br>P 10,4 F 15,3 1 dk<br>rf 165 | **M General Cargo**<br>3 Ho 30,7 30,7 15,5 ER<br>G.11 446 B.10 952<br>3 Ha (stl) (24,3 24,6 12,3 × 7,1) ER<br>10W Der 10(5) | MAN<br>Vee Oil 4SA 10Cy. 520 × 740<br>3 770bhp (2 773kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 128kW 440V 60Hz a.c.<br>Fuel 373,0t (d.o.) 13kn |
| **WALL BROOK**<br>**F. C. & P. E. Wieland**<br>Whitmarine Ltd.<br>London United Kingdom | **244**<br>132<br>310 | | **1940** Henry Scarr Ltd.—Hessle (406)<br>39,63 7,70<br>38,56 7,68 2,75<br>1 dk<br>RW rf 305 | **M General Cargo Barge**<br>1 Ho 22,1 ER<br>G.496 B.460<br>1 Ha (20,1 × 5,6) ER | Kelvin<br>Oil 4SA 6Cy. 165 × 184<br>240bhp (177kW) NE 63<br>Bergius Kelvin Co. Ltd. Glasgow<br>Gen 1 × 1kW 24V d.c.<br>Fuel 13,0t (d.o.) 8kn |
| **WALLA WALLA**<br>**State of Washington (Department of Transportation)**<br>Seattle, Wa United States of America | **3 246**<br>1 198<br>1 220 | AB | **1973** Todd Pacific Shipyards Corp.—Seattle, Wa (54)<br>134,12 26,52 5,182<br>127,41 26,47 7,55<br>1 dk | **D-E RoRo Cargo/Ferry**<br>—P | General Motors 16-645-E7B<br>4 Vee Oil 2SA each 16Cy. 230 × 254 total 11 500bhp (8 459kW) driving 4 gen. each 1 900kW 325V a.c. connected to 2 elec. motors each of 8 500shp (6 252kW) & sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 550kW 1 × 100kW 450V 60Hz a.c.<br>2 propellers aft, 1 fwd<br>Fuel 490,5t 20kn |
| **WALLACIA**<br>**Pacific Towing (PNG) Pty. Ltd.**<br>Lae Papua New Guinea | **103**<br>47<br>— | | **1967** Stannard Bros. Slipway & Eng. Pty. Ltd.<br>—Sydney, N.S.W.<br>*19,54* 6,13<br>... ...<br>1 dk | **TM Tug** | General Motors<br>2 Oil 2SA each 12Cy. 108 × 127<br>Detroit Diesel Detroit, Mi<br>10kn |
| **WALLARAH**<br>**Coal & Allied Operations Pty. Ltd.**<br>Howard Smith Industries Pty. Ltd.<br>*Newcastle, N.S.W.* Australia | *5 717*<br>*1 852*<br>6 666<br>T/cm<br>16,4 | NV | **1986** Ube Dockyard Co. Ltd.—Ube (194)<br>97,87 (BB) 19,54 7,014<br>90,02 19,51 9,30<br>P 24,4 F 15,6 1 dk | **M Bulk Carrier**<br>Self-unloader<br>2 Ho ER<br>2 Ha (stl) (24,7 21,0 × 14,0) ER | Daihatsu<br>2 Oil 4SA each 6Cy. 320 × 400 with clutches & sr geared to sc. shaft<br>3 400bhp (2 501kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 1 × 800kW 3 × 316kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 49,0t (d.o.) 209,0t (i.f.o.)-11,5pd 13,5kn |
| **WALLASEY**<br>**The Alexandra Towing Co. Ltd.**<br>Liverpool United Kingdom | **265**<br>0<br>203 | **✠100A1** SS 8/91<br>tug<br>**✠LMC**<br>EL G 357,5/20,5U2<br>FN 408 | **1977**-12 R. Dunston (Hessle) Ltd.—Hessle (913)<br>32,92 9,61 4,171<br>29,01 9,15 4,91<br>RAD 1,0 1 dk<br>rf 711 BK 152 | **M Tug** | Ruston 12RKCM<br>Vee Oil 4SA 12Cy. 254 × 305 dr geared to sc. shaft<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 3 × 60kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 92,0t (d.o.) 13kn |

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| **5393529**<br>*OWKM*<br>D2263<br>Df Esd Pfd<br>RTm/h/v | **WALLODA**<br>ex Nina Kathrine Nordfisk-85<br>ex Wotan-74<br>**Thomas C. Thane**<br>Esbjerg Denmark | **267**<br>138<br>— | (GL) | **1956** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (143)<br>40,06 7,75 2,744<br>38,38 7,70 3,41<br>P 6,1 RQD 6,1 F 3,4 1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho 13,0 8,0 ER<br>27 Ha ER | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 17,25kW 1 × 8,75kW<br>220/380V 50Hz a.c.<br>Fuel (d.o.) |
| **6703355**<br>*HO6739*<br>13064-83<br>Df Esd Gc<br>Rdr Rt | **WALLONA**<br>**Compagnie Naviere San Gilles S.A.**<br>Janssonfrakt - E. G. Jansson AB<br>Panama Panama | T.Mk<br>**1 565**<br>1 132<br>— | ✠**100A1** SS 9/87<br>Ice Class 3<br>✠**LMC**<br>EL o /35,0U2<br>FN 1399 | **1967**-5 Broderna Ekeroths Metallkonstruktioner<br>—Norrkoping (170)<br>86,75 11,61 5,195<br>78,19 11,51 6,38<br>F 9,5 1 dk<br>rf 102 len 74 | **M General Cargo**<br>1 Ho 57,6 2 TwD<br>2 Ha (stl) (7,0 × 16,4) (7,0 × 27,4) ER<br>Der 2(5) 2(3) | MWM<br>Oil 4SA 8Cy. 360 × 450<br>1 650bhp (1 214kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 90kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **5045201**<br>*SIKG*<br>Df Esd Pfd<br>RTm | **WALLY**<br>ex Biscaya-87<br>**Tygfisk AB**<br>Simrishamn Sweden | **148**<br>65<br>— | BV | **1962** Schiffswerft "Ernst Thalmann"—Brandenberg<br>28,55 6,63<br>26,19 6,62 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (0,9 × 0,5) (1,5 1,5 × 1,1) | Polar<br>Oil 4SA 6Cy. 250 × 300<br>900bhp (662kW) NE 67<br>Nydqvist & Holm A/B<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.) |
| **8602854**<br>*SLMD*<br>Rdr Rt | **WALONA**<br>**Walona H/B**<br>Skarhamn Sweden | *272*<br>*81*<br>— | | **1986** Abelvaer Slipp & Mek. Verksted A/S<br>—Abelvaer (101)<br>29,98 8,39 —<br>2,87<br>1 dk | **M Ferry**<br>Sport-fishing 250dk P | Scania<br>3 Vee Oil 4SA each 8Cy. 127 × 140 geared<br>shaft<br>1 260bhp (927kW)<br>Saab-Scania |
| **8135954**<br>Esd Rdr Rt | **WALRUS**<br>ex Dirkje-89<br>**Pesquera Santa Lucia S.A.**<br>Valparaiso Chile | **139**<br>—<br>— | | **1970** Jacht-en Scheepswerf M. Veldthuis<br>—Groningen (228)<br>28,50<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Oil<br>800bhp (588kW) NE 80<br>Stork-Werkspoor Diesel B.V. |
| **8704028**<br>YE 182 | **WALRUS**<br>**L. W. Van Ijsseldijk**<br>Yerseke Netherlands | *138*<br>*41*<br>— | | **1987** Scheepsbouw B.V. Gebr. Buys—Krimpen<br>a/d Ijssel (43)<br>30,05 1,650<br>29,21 8,51 2,27<br>1 dk | **TM Fishing**<br>Shellfish | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165 with clutches,<br>flexible couplings & sr reverse geared<br>shafts<br>816bhp (600kW)<br>Caterpillar Inc. |
| **7309900**<br>*WB4287*<br>247630 | **WALRUS**<br>**Wards Cove Packing Co. Inc.**<br>Ketchikan, Ak United States of America | **120**<br>101<br>— | | **1945** Tregoning Boat Co.—Seattle, Wa<br>*22,99* 7,47<br>1,86 | **Wood M Fishing** | Oil<br>240bhp (177kW)<br>.............<br>Fuel (d.o.) |
| **7309895**<br>*WB4288*<br>240626 | **WALRUS**<br>**Tryge Olsen**<br>Bellingham, Wa United States of America | **101**<br>88<br>— | | **1941** Maritime Shipyards—Seattle, Wa<br>*21,86* 7,45<br>1,78 | **Wood M Fishing** | Oil<br>140bhp (103kW)<br>.............<br>Fuel (d.o.) |
| **6802187**<br>*PP2482* | **WALSA**<br>**Companhia de Saveiros do Rio de Janeiro**<br>Rio de Janeiro Brazil | **183**<br>56<br>— | ✠Classed LR until 5/2/86 | **1968**-8 MacLaren Est. e Servicos Mar. S.A.—Rio<br>de Janeiro (180)<br>29,11 7,52 2,915<br>25,10 7,01 3,89<br>1 dk<br>rf 940 | **M Tug** | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz<br>Gen 1 × 36kW 1 × 26kW 220V 60Hz a.c. |
| **5103259**<br>*OYDN*<br>Df Esd Rdr<br>Rt | **WALSOE**<br>ex Kathleen-87 ex Lyn-79<br>ex P Rudbeck Larsen-77 ex Emilia-64<br>**Faareholderforeninger de Samvirkende**<br>Julianehab Greenland (Danish) | **118**<br>64<br>183 | (BV) | **1951** Soren Larsen & Sonners Skibsvaerft A/S<br>—Nykobing<br>30,03 7,04<br>25,99 7,01 2,82<br>RAD - 1 dk | **Wood Aux M General Cargo**<br>Galleas<br>1 Ho ER<br>2 Ha (each 5,1 × 4,1) ER<br>Der 2(3,5) | Scania<br>Oil 4SA 6Cy. 127 × 135 sr geared to sc.<br>180bhp (132kW) NE 61<br>A/B Scania Vabis<br>Fuel (d.o.) |
| **7734935**<br>*PIMI*<br>24014<br>Df Esd Gc<br>Rdr RTm/h/v | **WALTER**<br>ex Walter Koerte-86<br>**Boon Survey Charter & de Boer B.V.**<br>Amsterdam Netherlands | *750*<br>*225*<br>— | (GL) | **1957** Jadewerft G.m.b.H.—Wilhelmshaven (41)<br>59,10 9,05 3,501<br>50,29 9,02 4,76<br>1 dk | **M Buoy Tender**<br>Ice strengthened<br>Cr 1(-) | 4 Oil 4SA each 6Cy. 185 × 200 reduction<br>to sc. shaft<br>Maybach Mercedes-Benz Motorenbau |
| **6705767**<br>*IVUN*<br>409<br>Esd Rdr Rt | **WALTER**<br>**Walter Menghini**<br>Ancona Italy | **117**<br>34<br>— | | **1966** Cant. Nav. Mario Morini—Ancona (91)<br>27,89 6,79 2,388<br>21,49 6,63 3,10 | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 290 × 420<br>E made61 fitted—<br>Atlas-MaK Maschinenbau |
| **7609611**<br>*WYT3723*<br>559390 | **WALTER & DAPHNE**<br>**Sammie Eugene Williams**<br>Washington, NC United States of America | **131**<br>89<br>— | | **1974** B-Var Boat Yard—Holden Beach, NC<br>*22,71*<br>7,38 2,82<br>1 dk | **Wood M Fishing**<br>Side Trawler Shrimp-trawl | General Motors<br>2 Vee Oil 2SA each 8Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp., Detroit Diesel Allison<br>Div.<br>Fuel (d.o.) |
| **7214777**<br>*HP5479*<br>19466-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv | **WALTER F**<br>ex Tarros Gage-89 ex Lahneck-78<br>ex Bergen Juno-77<br>**Monsanto Shipping Corp.**<br>Geminis Shipping Co. S.A.<br>Panama Panama | T.Mk<br>**830**<br>438<br>—<br>**1 475**<br>827<br>1 920 | ✠**100A1** CS 2/87<br>Ice Class 2 at a draught<br>not exceeding 4,177m<br>✠**LMC**<br>EL P $1\frac{7}{16}$"U2<br>FN 1564 | **1972**-5 T. Van Duijvendijk's Schpsw. N.V.<br>—Lekkerkerk (Z94)<br>85,32 13,72 —/4,704<br>79,15 13,70 6,05<br>RAD 15,0 F 7,1 2 dks<br>rf nil | **M RoRo Cargo/Container Ship**<br>Vehicles Fixed-guides<br>Stern ramp Ice strengthened<br>1 Ho 7,0DT 6,7DT 39,6 ER 1 TwD<br>13,7<br>TEU 113<br>C.Ho 44/20' (40') C.Dk 69/20' (40') incl.<br>33 ref C.<br>1 Ha (stl) ER<br>Cr 1(30) | Werkspoor<br>Oil 4SA 6Cy. 410 × 470 sr geared to sc.<br>3 200bhp (2 354kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 3 × 144kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 243,0t (d.o.)-9,5pd |
| **5182360**<br>Df Esd Rdr<br>Rt | **WALTER FUNK**<br>ex Karl-70<br>**Markwarth Shipping Co. Ltd.**<br>Honiara Solomon Islands | **244**<br>112<br>429 | (GL) | **1950** Jos. L. Meyer—Papenburg<br>*39,14* 6,84<br>2,70<br>P 7,7 RQD 19,2 F 4,9 1 dk<br>RW | **M General Cargo** | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>250bhp (184kW)<br>Kloeckner Humboldt Deutz |
| **8714841**<br>*DFVT*<br>2312<br>Df Esd Gc<br>Pfd Rdr Rt | **WALTER HAMMANN**<br>**Hammann & Prahm G.m.b.H. & Co. KG**<br>Wischhafen Federal Republic of Germany | *1 156*<br>*346*<br>1 323 | GL | **1988** Gebr. Koetter—Haren/Ems (82)<br>58,75 (BB) 11,74 3,530<br>55,20 11,65 5,50<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 36,0 ER<br>G.2 217 B.2 210<br>TEU 50 C. 50/20'<br>1 Ha (stl) (34,7 × 9,2) ER | MWM<br>Oil 4SA 6Cy. 230 × 270 sr geared to sc.<br>720kW (979bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 134kW 1 × 67kW<br>220/380V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7514684**<br>*WXU3434*<br>585852<br>Df Esd Gc<br>Rdr Rt | **WALTER J. MCCARTHY JR.**<br>ex Belle River-90<br>**Armstrong Steamship Co.**<br>American Steamship Co.<br>Wilmington, De United States of America | **35 923**<br>33 534<br>82 209<br>T/cm<br>95,0 | AB | **1977** Bay Shipbuilding Corporation—Sturgeon<br>Bay, Wi (716)<br>304,81 10,383<br>301,79 32,01 17,10<br>1 dk<br>rf nil | **TM Bulk Carrier**<br>Self-unloader<br>7 Ho 39,0 36,5 43,8 43,8 43,8 36,5<br>31,7 ER<br>G.78 319<br>37 Ha (stl) (each 3,3 × 17,0) ER | General Motors<br>4 Vee Oil 2SA each 20Cy. 230 × 254<br>sc. shafts<br>14 000bhp (10 298kW)<br>General Motors Corp. Electro-Motive<br>Gen 2 × 600kW 480V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft |

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| **WALTER JACOB**<br>ex Bremerhaven-89<br>Launched as Walter Jacob<br>**Partenreederei m.s. "Walter Jacob"**<br>Ernst Jacob<br>Flensburg Federal Republic of Germany<br>SatCom: 1120512/BREM | *9 417*<br>*5 590*<br>11 755 | (GL) | **1984** Flender Werft A.G.—Luebeck (634)<br>146,13 (BB) 21,54 9,451<br>137,60 21,51 12,63<br>F 36,3 3 dks, 4th dk in holds 2, 3 & 4 | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s) Ice strengthened<br>4 Ho 18,1 20,8 20,0 20,0 ER 12 TwD<br>In.13 496<br>4 Ha (stl) (each 9,9 × 7,0) ER<br>2W Cr 3(10) Der 1(10) 1(5) | B&W 6L67GB<br>Oil 2SA 6Cy. 670 × 1700<br>13 000bhp (9 562kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 1 × 1300kW 3 × 750kW 440V 60Hz a.c.<br>Fuel 255,0t (d.o.) 1 241,0t (hvf)-41,0pd 21kn |
| **WALTER JAMES**<br>ex Jessie Lynn<br>**Walter James Inc.**<br>Mobile, Al United States of America | **143**<br>97<br>— | | **1979** ..............Mobile, Al<br>*23,47* 6,81<br>3,41<br>1 dk | **M Fishing** | Oil<br>780bhp (574kW)<br>U.S.A. |
| **WALTER PEAK**<br>ex Tiger Lily-89<br>**Convelle Enterprises Ltd.**<br>Invercargill New Zealand | **102**<br>73<br>25 | | **1979** International Catamarans (Pacific) Ltd. —Whangarei<br>- 1,850<br>- 7,65<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | General Motors<br>2 Oil 4SA each 8Cy. 123 × 127<br>648kW (881bhp) NE 81<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>24kn |
| **WALTER REETZ**<br>**Otis Engineering Corp.**<br>Houston, Tx United States of America | **222**<br>169<br>— | | **1979** ..............Harvey, La<br>*21,80* 9,76<br>2,09<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>680bhp (500kW)<br>U.S.A. |
| **WALTER ULBRICHT**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**7 299**<br>3 659<br>11 350 | RS | **1974** VEB Warnowwerft Warnemuende —Warnemuende (338)<br>150,37 (BB) 21,87 8,560<br>140,01 21,80 13,59<br>F 15,3 2 dks, 3rd dk in Nos. 2 - 4 holds | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER 13,6 8 TwD<br>G.17 878 B.17 037 In.587 L.403<br>TEU 368<br>C.Ho 244/20'(40') C.Dk 124/20'(40')<br>9 Ha (stl) (12,9 12,9p&s 25,1p&s 12,9p&s × 8,1) ER (3,5p&s × 2,6)<br>4W Cr 4(8) Der 1(60) 4(12) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>9 460bhp (6 958kW) E made74 reconditioned & refitted85<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 301,0t (d.o.) 1 198,0t (hvf)-34,0pd 18,5kn |
| **WALTHER HERWIG**<br>**Government of The Federal Republic of Germany (Bundesminister fur Ernahrung Landwirtschaft und Forsten)**<br>Bremerhaven Federal Republic of Germany | **2 250**<br>941<br>1 380 | GL | **1972** Schlichting-Werft G.m.b.H.—Travemuende (1373)<br>76,82 14,84 6,052<br>69,02 14,81 9,91<br>B 33,3 3 dks | **M Research/Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>Der 1(12) 1(3) | MAN V16V22/30ATL<br>2 Vee Oil 4SA each 16Cy. 220 × 300 reduction geared to sc. shaft<br>4 600bhp (3 384kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 440kW 1 × 96kW 220/380V 50Hz a.c.<br>Fuel 651,5t (d.o.) 15,5kn |
| **WALVIS**<br>ex Zwaantje-89 ex Harmen Post-86<br>ex De Vrouw Aaltje-82 ex Geertruida-82<br>**Pesquera Santa Lucia S.A.**<br>Valparaiso Chile | **156**<br>55<br>— | | **1969** W. Visser & Zoon N.V. Werf "De Lastdrager"—Den Helder (61)<br>30,48 7,09 —<br>26,98 6,99 3,48<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl<br>Mchy.aft | Bolnes<br>Oil 2DA 8Cy.<br>960bhp (706kW)<br>"Bolnes" Motorenfabriek N.V. Krimpen a/d Lek |
| **WALVIS**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **128**<br>16<br>— | BV | **1965** N.V. Cockerill Yards Hoboken—Hoboken (825)<br>27,16 7,07 3,201<br>24,36 7,00 3,64<br>1 dk | **M Tug** | A.B.C. 8MDXS<br>Oil 4SA 8Cy. 242 × 320<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel (d.o.) 12,25kn |
| **WAMBIRI**<br>**Adelaide Steamship Industries Pty. Ltd. & The Swan River Shipping Co. Ltd.**<br>Fremantle Tug Operators<br>*Fremantle, W.A.* Australia | *477*<br>*141*<br>— | ✠**100A1**<br>tug<br>✠**LMC** **UMS**<br>EL H 302,5/22,0U2(a)<br>FN 488 | **1986**-11 Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A. (241)<br>34,80 11,43 4,923<br>30,00 10,83 5,41<br>F 15,9 1 dk<br>rf - BK 25 Box K | **TM Tug**<br>Fire-fighting Salvage | Daihatsu<br>2 Oil 4SA each 8Cy. 280 × 340 with flexible couplings & dr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 150kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 213,0t (d.o.)-13,5pd 14kn |
| **WAN CHUN**<br>**China Container Express Line Inc.**<br>Monrovia Liberia | *5 077*<br>*2 489*<br>7 356 | AB | **1979** China SB. Corp. (Keelung Division) —Keelung (83)<br>115,50 - 6,595<br>106,43 18,80 8,62<br>P 17,7 F 7,7 1 dk<br>rf 152 | **M Container Ship**<br>Fixed-guides 1cbn<br>6 Cell. Ho 19,1 12,6 12,6 12,6 12,6 12,6 ER<br>TEU 335 C. 335/20'<br>6 Ha (stl) ER<br>Cr 1(30,5) | Makita KSLH654<br>Oil 4SA 6Cy. 540 × 850<br>5 200bhp (3 825kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 3 × 200kW 445V a.c.<br>Fuel 572,0t (d.o.)-16,5pd 13kn |
| **WAN FU**<br>ex Lun Shan-86 ex Finnfighter-75<br>**Ying Kou Marine Shipping Co.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**2 612**<br>1 513<br>3 725 | ZC (NK) (NV) | **1965** Wartsila Kon. Crichton-Vulcan—Turku/Abo (1121)<br>91,55 14,03 6,560<br>82,00 14,00 7,90<br>2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.5 154 B.4 729<br>4 Ha (8,4 × 7,6) (9,9 9,9 9,9 × 10,9) ER<br>4W Cr 2(5) Der 1(20) 4(5) | Sulzer<br>Oil 2SA 6Cy. 560 × 1000<br>2 400bhp (1 765kW)<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>Gen 2 × 172kW 380V 50Hz a.c.<br>Fuel 342,5t (hvf)-8,5pd 14,5kn |
| **WAN HAI 201**<br>ex WH 201-90<br>**Yi Chun Navigation Inc.**<br>Monrovia Liberia<br>SatCom: 1240663/WHAA | *17 123*<br>*7 246*<br>23 724 | AB | **1989** Naikai SB. & Eng. Co. Ltd.—Setoda (542)<br>174,00 (BB) 27,03 9,100<br>164,00 27,00 14,60<br>1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 1057<br>C.Ho 598/20'(40') C.Dk 459/20'(4 0')<br>9 Ha (stl) ER<br>Cr 1(35) | B&W 7S50MC<br>Oil 2SA 7Cy. 500 × 1910<br>8 076kW (10 979bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 800kW a.c. 3 × 580kW a.c.<br>1 × 130kW a.c. 1 × 80kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 438,0t (d.o.) 991,0t (hvf)-33,9pd 17,5kn |
| **WAN HAI 202**<br>**China Container Express Line Inc.**<br>Monrovia Liberia<br>SatCom: 1243151/WHBB | *17 123*<br>*7 246*<br>23 692<br>T/cm<br>39,0 | AB | **1990** Naikai SB. & Eng. Co. Ltd.—Setoda (543)<br>174,00 (BB) 27,03 9,850<br>164,00 27,00 14,60<br>1 dk | **M Container Ship**<br>Fixed-guides<br>5 Ho ER<br>TEU 1057<br>C.Ho 598/20'(40') C.Dk 459/20' (40')<br>9 Ha (stl) ER<br>Cr 1(35) | B&W 7S50MC<br>Oil 2SA 7Cy. 500 × 1910<br>8 076kW (10 979bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 800kW a.c. 3 × 580kW a.c.<br>1 × 130kW a.c. 1 × 80kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 179,28t (d.o.) 840,32t (hvf)-33,9pd 17,5kn |
| **WAN HAI 203**<br>**Taiwan Container Express Line Inc.**<br>Monrovia Liberia<br>SatCom: 1243704/WHCC | *17 134*<br>*7 246*<br>23 729 | AB | **1990** Naikai SB. & Eng. Co. Ltd.—Setoda (553)<br>174,00 (BB) 9,869<br>164,89 27,01 14,61<br>1 dk | **M Container Ship**<br>Fixed-guides<br>5 Ho ER<br>TEU 1057 C. 1057/20'(40')<br>9 Ha (stl) ER<br>Cr 1(35) | B&W 7S50MC<br>Oil 2SA 7Cy. 500 × 1910 dr geared to sc. shaft<br>8 076kW (10 979bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 800kW a.c. 3 × 580kW a.c.<br>1 × 130kW a.c. 1 × 80kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 179,28t (d.o.) 840,32t (hvf)-33,9pd 17,5kn |
| **WAN HAI 205**<br>**Wan Hai Steamship Co. Inc.**<br>Monrovia Liberia<br>SatCom: 1244140/WHDD | *17 134*<br>*7 246*<br>23 676 | AB | **1990** Naikai SB. & Eng. Co. Ltd.—Setoda (554)<br>174,00 (BB) 9,869<br>164,89 27,00 14,60 | **M Container Ship**<br>Fixed-guides<br>5 Ho ER<br>TEU 1057 C.Ho 598/20' C.Dk 459/20'<br>9 Ha (stl) ER<br>Cr 1(35) | B&W 7S50MC<br>Oil 2SA 7Cy. 500 × 1910<br>8 076kW (10 979bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 800kW a.c. 3 × 580kW a.c.<br>1 × 130kW a.c. 1 × 80kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 179,28t (d.o.) 840,32t (hvf)-33,9pd 17,5kn |

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| **9002702**<br>*ELOD9*<br>9528<br>Df Esd Gc<br>Rdr Rt<br>CollRdr | **WAN HAI 206**<br>**Yi Chun Navigation Inc.**<br>Monrovia Liberia | *17 136*<br>*7 247*<br>23 724 | AB (Class cont.) | **1991** Naikai SB. & Eng. Co. Ltd.—Setoda (563)<br>174,60 (BB) - 9,850<br>164,00 27,00 14,60<br>1 dk | **M Container Ship**<br>Fixed-guides<br>5 Ho ER<br>TEU 1057 C.Ho 598/20' C.Dk 459/20'<br>9 Ha (stl) ER<br>Cr 1(35) | B&W<br>Oil 2SA 7Cy. 500 × 1910<br>8 076kW (10 979bhp)<br>Hitachi Zosen Sakurajima Wor<br>Gen 1 × 800kW a.c. 3 × 580kW a.c.<br>1 × 130kW a.c. 1 × 80kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 179,28t (d.o.) 840,32t (hvf)-33,9pd |
| **7041027**<br>*BEFW*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WAN JI**<br>ex Gerd Wesch-86<br>**Anhui Ocean Shipping Company (COSCO ANHUI)**<br>Shanghai China | T.Mk<br>**3 449**<br>2 135<br>5 490 | ZC (GL) | **1971** Gebr. Schuerenstedt KG.—Bardenfleth/Weser (1355)<br>105,94 (BB) 16,11 6,640<br>97,00 16,00 8,30<br>P 18,3 F 10,7 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 36,5 32,0 ER<br>G.7 872 B.7 334<br>TEU 186 C. 186/20' (40')<br>2 Ha (stl) (each 24,6 × 10,5) ER<br>4W Cr 1(50) 1(30) 2(8) | MaK<br>Oil 4SA 8Cy. 450 × 550 sr geared to sc<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 232kW 1 × 124kW<br>220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 366,0t (d.o.)-15,0pd |
| **7021261**<br>*3EGP2*<br>13222-83A<br>Df Esd Gc<br>Rdr Rt | **WAN KUN**<br>ex Orion-90 ex Jaya Selatan-88<br>ex Palembang-84 ex Lung Yung-82<br>**Wakun Navigation Co. S.A.**<br>Panama Panama | **4 864**<br>3 188<br>7 469 | BV | **1970** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (762)<br>117,53 17,25 6,990<br>107,00 17,20 8,72<br>P 23,5 F 8,3 1 dk<br>RW rf 89 | **M General Cargo**<br>3 Ho 18,7 29,1 30,0 ER<br>G.10 249 B.9 864<br>3 Ha (stl) (10,5 × 7,4) (21,0 21,0 × 8,9) ER<br>15W Der 5(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>2 795kW (3 800bhp)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 180kW 440V a.c.<br>Fuel 535,5t (hvf) |
| **7526510**<br>*BOKS*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WAN LING**<br>ex Lucent Star-83<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **15 354**<br>10 707<br>25 882<br>T/cm<br>36,5 | ZC (AB) | **1977** Kanasashi Co. Ltd.—Tsukama Works, Shimizu (1220)<br>175,84 (BB) 25,76 9,640<br>165,00 25,40 13,40<br>P 25,6 F 12,2 1 dk | **M Bulk Carrier**<br>5 Ho 16,7 27,0 27,0 27,0 27,0 ER<br>G.35 946 B.31 773 HeCls. ptB<br>5 Ha (stl) (12,5 × 9,9) (18,9 18,7 18,7 18,7 × 12,5) ER<br>5W Der 5(25) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 360kW 440V 60Hz a.c.<br>Fuel 131,0t (d.o.) 1 453,0t (hvf)-32,5pd |
| **8300054**<br>*BRRA*<br>Df Esd Gc<br>Rdr Rt | **WAN NIAN HONG**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **7 669**<br>3 847<br>3 019 | (ZC) | **1984** Hudong Shipyard—Shanghai (1137)<br>138,00 6,001<br>124,00 17,60 8,40<br>2 dks | **M Passenger/General Cargo** | Hudong<br>Oil 2SA 9Cy. 430 × 820<br>9 000bhp (6 620kW)<br>Hudong Shipyard |
| **5337094**<br>*BZAD*<br>Df Esd Gc<br>Pfd Rdr RTv | **WAN PING**<br>ex Ocean Jupiter-83 ex Lei Shan-81<br>ex Minhao-77 ex Spreestein-72<br>**Anhui Ocean Shipping Company (COSCO ANHUI)**<br>Wuhu China | T.Mk<br>**4 874**<br>2 749<br>6 725 | ZC (BV) (GL) | **1957** Bremer Vulkan A.G.—Bremen-Vegesack (855)<br>126,02 16,03 7,580<br>115,67 16,00 9,66<br>B 21,7 F 15,6 2 dks | **M General Cargo**<br>2bth P<br>5 Ho 12,5 17,5 21,0 ER 18,9 15,3<br>G.10 408 B.9 398<br>5 Ha (stl) (6,3 10,5 13,3 × 4,8) ER (10,5 7,7 × 4,8)<br>12W Der 1(60) 12(3-5) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>3 900bhp (2 869kW)<br>Bremer Vulkan A.G. Breme<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel 650,5t (hvf) |
| **7373664**<br>*BOYL*<br>Df Esd Gc<br>Pfd Rdr Rt | **WAN QUAN HE**<br>ex Fortuna Ocean-84<br>ex Asian Princess-82<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **4 028**<br>2 630<br>6 158 | ZC (NK) | **1974** K.K. Uwajima Zosensho—Uwajima (801)<br>119,26 18,04 3,320<br>109,00 18,00 8,25<br>P 20,8 F 17,7 1 dk<br>RW | **M Container Ship**<br>Fixed-guides<br>G.8 358<br>TEU 262 C.Ho 10/20' 126/40'<br>6 Ha (stl) ER | Mitsubishi<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 356kW 450V a.c.<br>Fuel 880,0t-23,0pd |
| **7333808**<br>*BEDI*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WAN RU**<br>ex Bi Sheng-90 ex Boleslaw Prus-82<br>**Anhui Ocean Shipping Company (COSCO ANHUI)**<br>Shanghai China | T.Mk<br>**6 749**<br>4 387<br>13 650<br>**9 784**<br>6 798<br>16 271 | ZC (GL) (PR) | **1973** A.G. "Weser" Werk Seebeck—Bremerhaven (971)<br>150,06 (BB) 21,06 8,322/9,250<br>145,86 21,04 12,25<br>F 9,8 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 18,9 18,9 17,6 24,9 18,9 ER<br>G.22 304 B.20 406<br>TEU 185 C.Dk 185/20'<br>5 Ha (stl) (12,5 × 7,7) (12,7 12,7 17,2 12,7 × 10,3) ER<br>10W Der 1(60) 10(5-10) | MAN<br>Vee Oil 4SA 16Cy. 400 × 540 reductio<br>sc. shaft<br>6 392kW (8 690bhp)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 392kW 360V 60Hz a.c.<br>Fuel 126,0t (d.o.) 1 097,5t (hvf)-34,0pd |
| **8601197** | **WAN SHOU SHAN**<br>**China Ocean Shipping Co. (COSCO)**<br>China | **25 000**<br>—<br>39 035 | ZC (Class cont.) | **1989** Dalian Shipyard—Dalian/Dairen (B350/3)<br>11,000<br>185,02 28,41 15,83<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Sulzer<br>Oil 2SA 6Cy. 520 × 1800<br>11 110bhp (8 172kW)<br>Dalian Marine Diesel Engine Works |
| **6607305**<br>*BZAQ*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WAN TAI**<br>ex Bailu-83 ex Olau Leif-72<br>**Anhui Ocean Shipping Company (COSCO ANHUI)**<br>Wuhu China | **3 721**<br>1 977<br>5 334 | (ZC)<br>✠Classed LR until 17/6/83 | **1966**-3 Helsingborgs Varfs A/B—Helsingborg (96)<br>111,87 14,53 7,316<br>103,33 14,48 8,21<br>P 45,8 F 17,4 1 dk<br>rf 51 | **M Tanker**<br>Ice strengthened<br>24 Ta ER<br>L.(oil) 6 793 HeCls. C | B&W<br>Oil 2SA 6Cy. 500 × 1100<br>4 200bhp (3 089kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 3 × 210kW 440V 60Hz a.c.<br>Fuel 658,5t (hvf)-18,5pd |
| **7043465**<br>*BEDH*<br>Df Esd Gc<br>Rdr RTm/h/v | **WAN XIANG**<br>ex Popi-88 ex Papua-87<br>ex Waigani Express-81 ex Bellatrix-78<br>**Anhui Ocean Shipping Company (COSCO ANHUI)**<br>Shanghai China | T.Mk<br>**2 905**<br>1 920<br>5 942<br>**5 083**<br>3 443<br>7 550 | GL ZC | **1971** Orenstein & Koppel A.G.—Luebeck (678)<br>116,80 (BB) - 6,441/7,511<br>108,60 18,26 9,94<br>F 9,2 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 21,4 28,0 28,5 ER<br>G.10 902 B.9 967<br>TEU 475 C. 475/20'<br>3 Ha (stl) (12,6 × 8,0) (19,5 19,5 × 12,8) ER<br>Cr 2(15) 3(8) | MaK<br>Vee Oil 4SA 12Cy. 450 × 550 reductio<br>sc. shaft<br>5 500bhp (4 046kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 304kW 380V 50Hz a.c.<br>Thw. thrust propeller<br>Fuel 640,0t (hvf) |
| **7403392**<br>*HSJW*<br>321005521<br>Df Esd Gc<br>Pfd Rdr Rt | **WANA BHUM**<br>ex Siam Paetra-91 ex Jaru Bhum-90<br>ex Alaia-88 ex Empress-87<br>ex Hongkong Express-86<br>ex Ever Harvest-82<br>**Regional Container Lines Co. Ltd.**<br>Ship-Control Services (Pte.) Ltd.<br>Bangkok Thailand | **11 076**<br>8 237<br>16 547 | NK | **1975** Narasaki Zosen K.K.—Muroran (885)<br>153,10 22,23 8,992<br>142,99 22,20 12,00<br>P 27,8 F 11,6 1 dk<br>conv Bulk Carrier 79 | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER<br>TEU 680<br>C. Ho 366/20' (40') C.Dk 314/20' (40')<br>8 Ha (stl) ER<br>Der 4(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>5 884kW (7 999bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 440kW a.c. |
| **7720635**<br>*ZMOQ*<br>380141<br>Esd Pfd Rdr Rt | **WANAKA**<br>**Sanford NZ Ltd.**<br>Dunedin New Zealand | **257**<br>92<br>— | (AB) | **1978** Dae Sun SB. & Eng. Co. Ltd.—Busan (208)<br>31,09<br>25,66 8,00 4,75<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho 7,3 ER<br>1 Ha (stl) (1,8 × 1,1) ER | Daihatsu<br>Oil 4SA 6Cy. 220 × 280<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8034186** | **WANDA**<br>**Government of The Federative Republic of Brazil (Departamento Nacional de Portos e Vias Navegaveis)**<br>Areia Branca Brazil | **612**<br>—<br>520 | (BV) | **1975** Estaleiros Amazonia S.A. "Estanave"—Manaus<br>45,01 —<br>10,80 3,61<br>1 dk | **M General Cargo**<br>Mchy.aft<br>1 Ho<br>G.600 | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 40kW |
| **7121528**<br>*HO7026*<br>2197-71B<br>Esd Gc Rdr Rt | **WANDA**<br>ex Vicki<br>**Hamid Bader Trading Establishment**<br>Panama Panama | **181**<br>105<br>244 | (AB) | **1970** Corpus Christi Marine Service—Corpus Christi, Tx (112)<br>7,93 3,077<br>33,48 7,92 3,74<br>F 14,4 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 14<br>reduction geared to sc. shafts<br>1 540bhp (1 133kW)<br>General Motors Corp., Detroit Diesel<br>Div.<br>Gen 2 × 75kW<br>Fuel (d.o.) |

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| **WANDA R.**<br>ex Oranje-60<br>**C. B. Wallace**<br>Georgetown, Demerara Guyana | **182**<br>129 | | **1908** Nederlandsche Dok & Scheepsbouw Mij. N.V.—Amsterdam<br>*38,71* 7,32 3,353<br>7,27<br>1 dk<br>R | **M General Cargo**<br>Mchy.aft | Kelvin<br>Oil 4SA 8Cy. 165 × 184<br>NE 60<br>Bergius Co. Ltd. Glasgow<br>Fuel 15,0t 9kn |
| **WANDAJEAN**<br>ex Cubahama ex Kaula ex Cubahama<br>**Tradship Ltd. Inc.**<br>Panama Panama | **1 459**<br>846<br>— | (AB)<br>✠Classed LR until 3/54 | **1938**-8 Henry Robb Ltd.—Leith<br>81,36 11,99 4,090<br>76,21 11,59 5,77<br>Ba 15,0 B 8,3 F 12,8 1 dk & S dk<br>R rf 102 | **TM Refrigerated Cargo** OSD<br>2 Ho ER<br>B.340 In.2 152<br>3 Ha ER<br>6W | Polar<br>2 Oil 2SA each 7Cy. 340 × 570<br>2 240bhp (1 648kW)<br>British Auxiliaries Ltd. Glasgow<br>Fuel 162,5t 13kn |
| **WANDELAAR**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Zeebrugge Belgium | *280*<br>*84*<br>— | BV | **1970** Terneuzensche Scheepsbouw Mij. N.V.—Terneuzen (107)<br>33,49 9,02 3,899<br>29,32 8,70 4,60<br>F 15,0 1 dk<br>rf 699 BK 272 | **TM Tug**<br>1 Ha (1,5 × 1,5) | Alpha<br>2 Oil 2SA each 9Cy. 260 × 400<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 100kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 101,5t (d.o.) 13kn |
| **WANDERER**<br>ex Caliente<br>**Compania de Navigation Aguadulce S.A.** | **272**<br>185<br>— | | **1965** Burton Construction & SB. Corp.—Port Arthur, Tx<br>50,30 11,59 2,998<br>47,10 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo 19bth P<br>2 horiz cyl Ta on deck | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW<br>Fuel 137,0t (d.o.) 10kn |
| **WANDERER**<br>**Westley D. Eaton**<br>Bellingham, Wa United States of America | **112**<br>69<br>— | | **1935** Western Boat Building Corp.—Tacoma, Wa<br>*22,83* 6,23<br>3,03 | **Wood M Fishing** | Imperial<br>Oil<br>400bhp (294kW)<br>Atlas Imperial Engine Co. U.S.A.<br>Fuel (d.o.) |
| **WANDERER III**<br>**D. & K. Gibson**<br>Ballantrae United Kingdom | **147**<br>—<br>80 | | **1984** Campbeltown Shipyard Ltd.—Campbeltown (066)<br>21,34 3,369<br>18,11 6,71 3,81<br>1 dk | **M Fishing**<br>Side Trawler Seiner Ref<br>1 Ho ER<br>In.75 | Deutz SBA8M816<br>Oil 4SA 8Cy. 142 × 160 with clutches, flexible couplings & dr geared to sc. shaft<br>554bhp (408kW)<br>Kloeckner Humboldt Deutz Koeln |
| **WANDERLUST**<br>ex Bredskar-71 ex Laila-57 ex Seehund ex Zeehond<br>**Wanderlust N.V.**<br>St. Maarten Netherlands Antilles & Aruba | **235**<br>135<br>325 | (GL) | **1914** J. J. Pattje & Zonen—Waterhuizen<br>*37,74* 7,35 2,604<br>3,00<br>RQD 9,2 1 dk<br>R len 51<br>conv sailing vessel — | **M General Cargo**<br>Mchy.aft | General Motors<br>Oil 2SA 6Cy. 127 × 142<br>220bhp (162kW) NE 57<br>General Motors Corp. Detroit, Mi |
| **WANDILLA**<br>**Adelaide Steamship Industries Pty. Ltd. & The Swan River Shipping Co. Ltd.**<br>Fremantle Tug Operators<br>*Fremantle, W.A.* Australia | **243**<br>—<br>— | ✠**100A1** SS 1/88<br>tug<br>Fremantle Harbour service whist engaged on western coast and not more than 50 miles offshore<br>✠**LMC**<br>EL (c) $\frac{15}{16}$"U1<br>FN 350 | **1971**-2 Adelaide Ship Cons. (a Div. of Adelaide SS Ind. Pty Ltd)—Adl (69)<br>30,31 8,67 4,407<br>26,07 8,49 4,93<br>RAD 2,8<br>rf 737 BK 152 | **TM Tug** | Daihatsu 8PSHTCM-26<br>2 Oil 4SA each 8Cy. 260 × 320 sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 60kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 38,5t (d.o.) 11,6kn |
| **WANDO**<br>**Puget Sound Tug & Barge Co.**<br>Crowley Maritime Corporation<br>Seattle, Wa United States of America | **289**<br>196<br>— | | **1916** U.S. Naval Shipyard—Charleston, SC<br>*35,12* 7,62 4,207<br>35,06 7,47 4,60<br>RW | **M Tug** | Fairbanks, Morse<br>Oil<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 2 × 20kW 120V 60Hz a.c.<br>Fuel (d.o.) 12kn |
| **WANDO RIVER**<br>ex Wind Rush-60<br>**Wando River Corp.**<br>Providence, RI United States of America | **148**<br>122 | | **1957** Byrd Commercial Diving Inc.—Miami, Fl<br>*28,32* 8,51<br>... ... ...<br>1 dk | **TM General Cargo** | General Motors<br>2 Vee Oil 2SA each 6Cy. 108 × 152<br>204bhp (150kW) E made55 fitted59<br>General Motors Corp. Detroit, Mi |
| **WANEA**<br>ex Kinwa Maru No. 2-81<br>**P.T. Inimexintra**<br>Jakarta Indonesia | **699**<br>525<br>1 908 | KI | **1973** Shirahama Zosen K.K.—Honai<br>71,51 10,83 4,649<br>67,01 10,77 5,01<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin 6LUD32<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Japan<br>12kn |
| **WANETA**<br>ex Mobil Valiant-90<br>**Mobil Shipping & Transportation Co.**<br>Monrovia Liberia<br>SatCom: 1240623/ELCI | **41 135**<br>28 502<br>81 282<br>T/cm<br>87,3 | BV | **1982** Oshima Shipbuilding co. Ltd.—Nagasaki (10058)<br>243,21 (BB) 42,04 12,161<br>233,03 42,02 18,83<br>1 dk<br>Bow/CM 124 Diam. 0,410 MH 1,5 | **M Tanker**<br>IGS SBT<br>8 Ta ER<br>4 Cargo pumps total 4 600T/hr | Sulzer 5RLA90<br>Oil 2SA 5Cy. 900 × 1900<br>17 400bhp (12 799kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Controllable pitch propeller |
| **WANG HIN**<br>ex Hoyo Maru No. 1-90<br>**Samui Ferry Co. Ltd.**<br>Bangkok Thailand | **986**<br>—<br>339 | | **1969** Kanda Zosensho K.K.—Kure (138)<br>63,99 12,63 3,125<br>57,00 12,60 4,50<br>2 dks | **TM RoRo Cargo/Ferry**<br>Deck Cargo 244dk P<br>Trailers 17 | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>3 200bhp (2 354kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 80kW 225V a.c.<br>Fuel 38,5t-3,0pd 15kn |
| **WANG JAE SAN**<br>**Government of The Democratic People's Republic of North Korea**<br>Chungjin North Korea | **6 608**<br>3 838<br>9 938 | | **1976** .............North Korea<br>160,00 (BB)<br>... ... ...<br>1 dk | **M General Cargo**<br>4 Ho ER<br>4 Ha (stl) ER<br>Cr 2(-) Der 5(-) | Oil<br>.............<br>Fuel (d.o.) 16kn |
| **WANG JIANG**<br>ex Chinsha Career-82 ex Tahiti Maru-80<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **10 590**<br>6 882<br>16 167 | ZC (NK) | **1974** Namura SB. Co. Ltd.—Osaka (416)<br>151,20 (BB) 21,24 9,449<br>139,00 21,20 12,40<br>P 29,0 F 10,1 1 dk pt 2nd dk | **M General Cargo**<br>Mchy.aft<br>G.21 565 B.20 651<br>7 Ha (stl) (13,0 × 8,4) (19,5p&s 19,5p&s 17,2p&s × 6,2)<br>Cr 2(15) Der 1(20) 3(15) | Mitsubishi 8UEC52/105D<br>Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Fuel 1 447,0t-27,5pd 14,75kn |
| **WANG LAI**<br>ex Konpira Maru-81<br>**Samui Ferry Co. Ltd.**<br>Bangkok Thailand | **794**<br>416<br>— | | **1963** Shikoku Dockyard Co. Ltd.—Takamatsu (652)<br>53,17 11,03 2,769<br>52,00 11,00 3,99<br>1 dk | **TM RoRo Cargo/Ferry**<br>475dk P | 2 Oil 4SA each 6Cy. 325 × 460<br>1 540bhp (1 133kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 64kW 225V a.c.<br>Fuel 45,5t-2,5pd 12,5kn |
| **WANG LORK**<br>ex Dogo Maru-81<br>**Samui Ferry Co. Ltd.**<br>Bangkok Thailand | **877**<br>464<br>263 | | **1964** Hashihama Zosen—Imabari (172)<br>57,00 11,03 2,591<br>52,99 10,98 4,02<br>3 dks | **TM Ferry**<br>682P | Hanshin<br>2 Oil 4SA<br>1 700bhp (1 250kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 88kW 225V a.c.<br>Fuel 51,5t-3,0pd 13kn |
| **WANG THONG**<br>ex Matsuyama<br>**Samui Ferry Co. Ltd.**<br>Bangkok Thailand | **638**<br>—<br>— | | **1961** Nakamura Zosen Tekkosho—Matsue<br>45,52 12,20 3,506<br>40,49 12,17 3,71 | **TM Ferry**<br>415P | Daihatsu<br>2 Oil<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>13kn |

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| **7015183**<br>*BOZN*<br>Df Esd Gc<br>Pfd Rdr Rt | **WANG TING**<br>ex Taihanshan-71<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**7 003**<br>3 813<br>11 709<br>**9 791**<br>5 601<br>14 517 | ✠Classed LR until 3/72 | ZC **1970**-7 Rauma-Repola Oy—Rauma/Raumo (194)<br>151,69 21,06 8,649/9,840<br>138,84 21,00 12,40<br>P 45,5 F 32,7 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf nil | **M General Cargo**<br>Ref<br>3 Ho 8,9DT 10,2DT 22,5 24,3 25,1 ER 12 TwD<br>G.21 585 B.19 201 In.1 303<br>8 Ha (stl) (8,2 × 6,0) (14,4 × 8,4) (15,2p&s 12,8p&s × 6,0) ER (3,6 3,3 × 4,7)<br>2 Wing Ha (stl) (6,1p&s × 2,2) ER<br>16W Der 1(30) 6(10) 10(5) | Gotaverken<br>Oil 2SA 6Cy. 750 × 1600<br>10 350bhp (7 613kW)<br>A/B Gotaverken<br>Gen 3 × 376kW 440V 60Hz a.c.<br>Fuel 1 422,5t (hvf) |
| **8833283**<br>*BPGM*<br>Df Esd Gc<br>Pfd Rdr Rt | **WANG XIN**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **3 858**<br>2 006<br>1 110 | | **1984** Qiuxin Shipyard—Shanghai<br>106,67 - 3,800<br>97,00 15,80 7,70<br>2 dks | **TM Passenger/General Cargo**<br>Ref<br>1 Ho ER<br>G.818<br>1 Ha (stl) (5,7 × 5,4) ER<br>2W Der 2(3) | Chinese Std. Type<br>2 Oil 4SA each 6Cy. 430 × 820<br>4 414kW (6 001bhp)<br>Hudong Shipyard<br>Gen 3 × 250kW 400V a.c. |
| **5385998**<br><br>172890 | **WANGANUI**<br>**Wanganui Harbour Board**<br>Whangarei New Zealand | **252**<br>82<br>288 | ✠ | **1950**-1 Henry Robb Ltd.—Leith (395)<br>34,47 8,69 2,744<br>32,77 8,27 2,82<br>RW | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft | Polar<br>Oil 2SA 4Cy. 250 × 420<br>360bhp (265kW)<br>British Polar Engines Ltd.<br>Fuel 21,5t |
| **7434729**<br>*OUTT6*<br>D-33394<br>Df Esd Gc<br>Pfd Rdr Rt | **WANGARD**<br>ex Sylvia-90 ex Atlantic Flier-90<br>ex Bintang Bolong-88 ex Janada-78<br>**Wangard Shipping Co.**<br>Kobenhavn Denmark (DIS) | **1 597**<br>977<br>2 900 | NV | **1976** Hjorungavaag Verksted A/S—Hjorungavaag (24)<br>63,71 13,31 6,585<br>56,85 12,51 7,73<br>P -F - 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 225 B.3 177<br>1 Ha (stl) (40,0 × 10,5) ER | Normo<br>Oil 4SA 9Cy. 250 × 300 geared to sc. s<br>1 575bhp (1 159kW)<br>A/S Bergens M/V<br>Gen 2 × 128kW 380V 50Hz a.c.<br>Fuel (hvf) |
| **8417247**<br>*DCRL*<br>S4105<br>Df Esd Rdr<br>RTv | **WANGEROOGE**<br>**Rita Warrings**<br>Carolinensiel Federal Republic of Germany | *621*<br>*186*<br>123 | GL | **1985** Husumer Schiffsw.—Husum (1496)<br>45,52 (BB) 9,91 1,301<br>42,02 9,71 2,01<br>B 6,1 F 12,8 1 dk | **TM Ferry** 760dk P<br>Ice strengthened | Penta<br>4 Oil 4SA each 6Cy. 130 × 150 sr rever to sc. shafts<br>1 292bhp (950kW)<br>A/B Volvo-Penta<br>Gen 1 × 212kW a.c. 1 × 100kW a.c<br>2 propellers , 1 fwd<br>Thw. thrust propeller fwd<br>Fuel 20,0t (d.o.)-2,5pd |
| **6500038**<br>*PLNG*<br>1756/L<br>Df Esd Gc<br>Pfd RdrRTm | **WANGURER**<br>ex Bergbritt-71<br>**P.T. Delima Mas Perkasa**<br>Jakarta Indonesia | **498**<br>289<br>1 104 | ✠Classed LR until 1/74<br>KI | **1965**-1 N.V. Schps. & Mfbk. "De Biesbosch" —Dordrecht (460)<br>63,45 9,50 3,925<br>57,26 9,40 4,20<br>P 19,9 F 13,5 1 dk<br>rf 102 | **M Tanker**<br>Vegetable oil<br>8 Ta ER<br>L.(oil) 1 400 HeCls. BC | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 48kW 220V d.c.<br>Fuel 80,0t (d.o.)-3,0pd |
| **8313221**<br>*LAFE4*<br>N-00871<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>SatCom<br>AMVER | **WANI LAKE**<br>ex General Mata-89<br>Launched as Saltnes<br>**General Mata Inc.**<br>A/S Havtor Management<br>Drammen Norway (NIS) | *18 977*<br>*9 359*<br>29 446<br>T/cm<br>40,4 | NV | **1985** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1123)<br>174,81 (BB) 27,54 10,137<br>167,01 27,50 14,23<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.36 208 B.36 035<br>TEU 514<br>C.Ho 270/20' (40') C.Dk 244/20' (40')<br>6 Ha (stl) (9,6 × 14,0) (19,2 19,2 19,2 19,2 × 23,0) (10,4 × 14,0) ER<br>Cr 3(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>7 500bhp (5 517kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 218,0t (d.o.) 1 112,0t (hvf)-21,5pd |
| **7718022**<br>*3FAJ2*<br>11976-PEXT3<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WANI SWAN**<br>ex General Lim-89 ex Million Trader-88<br>ex Ocean Lead-85<br>**General Lim Inc.**<br>A/S Havtor Management<br>Panama Panama | *14 387*<br>*8 537*<br>23 777 | NV (NK) | **1977** Imabari Zosen—Marugame (1045)<br>159,82 (BB) 9,954<br>150,02 24,60 13,62<br>P 26,9 F 12,8 1 dk<br>conv Bulk Carrier 90 | **M Bulk Carrier**<br>Self-unloader<br>4 Ho 28,8 28,8 28,8 29,5 ER<br>G.31 000 B.29 689<br>4 Ha (stl) (17,6 × 11,2) (19,2 19,2 19,2 × 12,8) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 282kW (9 900bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 360kW 450V 60Hz a.c. |
| **8914166**<br>*DMXW*<br>Df Esd Rdr<br>RTm/h/v<br>SatCom | **WANNSEE**<br>**m.s. "Wannsee" Schiffahrtsges. m.b.H. & Co. Reederei KG**<br>Rostock Federal Republic of Germany | *2 481*<br>*1 206*<br>3 232 | GL | **1991** Est. Nav. de Viana do Castelo—Viana do Castelo (156)<br>87,48 - 5,075<br>82,12 13,00 7,10<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.4 630<br>TEU 153 C.Ho 104/20' C.Dk 49/20'<br>1 Ha (stl) (57,4 × 10,2) ER | Alpha<br>Oil 4SA 6Cy. 280 × 320 with clutches, fle couplings & sr reverse geared to sc. s<br>835kW (1 135bhp)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Fed<br>Gen 1 × 216kW 2 × 135,2kW 220/38<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7814321**<br>*9GZJ*<br>316667<br>Rt | **WANSIMA**<br>**Mankoadze Fisheries Ltd.**<br>Takoradi Ghana | **898**<br>428<br>1 055 | (NV) | **1981** Sterkoder M/V A/S—Kristiansund N. (86)<br>52,00 11,10 5,611<br>48,93 11,02 7,27<br>F - 2 dks<br>rf 1156 BK 178 | **M Fishing**<br>Side-fishing Seiner Ref<br>12 Ta ER<br>In.930<br>12 Ha (stl) (1,3 1,3 1,3 1,3 × 1,3) (1,6 1,6 1,6 1,6 1,6 1,6 1,6 1,6 × 1,6) ER<br>Cr 2(3) | Wichmann<br>Oil 2SA 9Cy. 300 × 450 reduction gear shaft<br>3 600bhp (2 648kW)<br>A/S Wichmann<br>Gen 1 × 808kW 2 × 664kW 440V 6<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 267,0t (d.o.) |
| **7129609**<br>*ELHG*<br>4236<br>Df Esd Gc<br>Rdr RTv | **WANTON**<br>ex Capt. Frank Martin-90<br>ex Strait Container-90<br>ex American Main-78<br>**Wankun Development (U.S.A.) Inc.**<br>Chiu Lun Container Transportation Co. Ltd.<br>Monrovia Liberia | **3 139**<br>1 589<br>2 905 | ✠**100A1** SS 6/90<br>✠**LMC** **(UMS)**<br>EL S $1\frac{5}{8}$"U2<br>FN 2172 | **1972**-12 Ast. Construcciones S.A.—Meira (120)<br>104,53 (BB) 15,24 4,890<br>93,93 15,19 7,93<br>P 20,8 F 15,9 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 6,5 13,1 13,8 13,8 13,8 ER<br>G.5 578<br>TEU 176 C. 176/20'<br>5 Ha (stl) ER | MAN<br>Oil 4SA 8Cy. 400 × 540 sr geared to sc<br>4 450bhp (3 273kW)<br>Empresa Nacional "Bazan" de C.N.M. S<br>WTAuxB 8kgf/cm² (7,9bar) Spt 175°C<br>Gen 3 × 204kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 396,5t (hvf) |
| **7522370**<br>*YDPC*<br><br>Gc Rdr | **WANUAKU**<br>ex Okishima Maru-84<br>**P.T. Perusahaan Pelayaran Pedjaka**<br>Jakarta Indonesia | **698**<br>384<br>1 743 | KI | **1976** Sasaki Zosen K.K.—Kinoe (302)<br>70,50 11,03 4,570<br>65,00 11,02 6,33<br>2 dks | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Die Ltd.) |
| **8005563**<br>*ELCG7*<br>7266<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **WAPELLO**<br>ex Mobil Vanguard-90<br>**Mobil Shipping & Transportation Co.**<br>Monrovia Liberia<br>SatCom: 1240622/ELCG | **41 135**<br>28 502<br>81 283<br>T/cm<br>87,3 | BV | **1982** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1094)<br>243,21 (BB) 42,04 12,161<br>233,03 42,02 18,83<br>1 dk<br>Bow/CM 124 Diam. 0,410 MH 1,5 | **M Tanker**<br>COW IGS PL SBT<br>8 Ta ER<br>L.(oil) 100 391<br>4 Cargo pumps total 4 600T/hr | Sulzer<br>Oil 2SA 5Cy. 900 × 1900<br>17 400bhp (12 799kW)<br>Sumitomo Heavy Ind. Ltd.<br>Controllable pitch propeller |
| **8625569**<br>*JM5489*<br>127865<br>Rt | **WAPEN VAN HOORN**<br>**Nagasaki Hollanda Mura K.K. (Nagasaki Holland Village Co. Ltd.)**<br>Seihi Japan<br>Nagasaki Pref. | **184**<br>—<br>— | | **1986** Maebata Zosen Tekkosho K.K.—Sasebo<br>34,02 1,920<br>27,01 6,80 2,60<br>1 dk | **M Ferry** | Daihatsu<br>Oil<br>860bhp (633kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |

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| **WAPPEN VON HAMBURG**<br>ex Lucaya-66<br>ex Wappen von Hamburg-65<br>**Nordic Schiffahrtsgesellschaft m.b.H.**<br>Seetouristik G.m.b.H. & Co. K.G.<br>Hamburg Federal Republic of Germany | **4 437**<br>2 559<br>635 | GL | **1965** Howaldtswerke Hamburg A.G.—Hamburg (973)<br>109,63 15,17 4,179<br>103,10 15,02 8,26<br>B 72,6 2 dks | **TM Ferry**<br>Ice strengthened<br>Cr 1(2,5)<br>1800P | MAN V12V40/54<br>2 Vee Oil 4SA each 12Cy. 400 × 540<br>10 160bhp (7 473kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 400kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (hvf) 15kn |
| **WAPPEN VON NORDERNEY**<br>ex Wappen Von Eckernforde-80<br>ex Donald Duck-80<br>Launched as Frisia XII<br>**Reederei Cassen Eils G.m.b.H. & Co. KG**<br>Cuxhaven Federal Republic of Germany | **158**<br>107<br>— | GL | **1967** C. Cassens Schiffswerft—Emden (84)<br>31,12 7,04 0,991<br>28,45 7,03 1,60<br>1 dk<br>widened 80 | **TM Ferry**<br>Ice strengthened<br>220P | Daimler MB846AB<br>2 Oil 4SA each 6Cy. 150 × 190<br>640bhp (471kW)<br>Daimler-Benz A.G. West Berlin<br>12,5kn |
| **WAR CRY**<br>**Ira D. Spencer Jr.**<br>Norfolk, Va United States of America | **178**<br>121<br>— | | **1979** Steiner Shipyard Inc.—Bayou la Batre, Al<br>... ... ...<br>26,52 7,32 3,66<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Caterpillar D348TA<br>Vee Oil 4SA 12Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| **WARAN**<br>**N.V. Shipping Co. Waran**<br>Wagenborg Shipping B.V.<br>Willemstad Netherlands Antilles & Aruba | *852*<br>*490*<br>1 300<br>T/cm<br>6,0 | BV | **1989** Scheepswerf G. Bijlsma & Zn. B.V. —Wartena (651)<br>64,20 10,55 3,382<br>59,98 10,51 4,00<br>1 dk | **M General Cargo** | Caterpillar 3508TA<br>Vee Oil 4SA 8Cy. 170 × 190 sr geared to sc. shaft<br>578kW (786bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 57,5kW 380V 50Hz a.c.<br>Fuel 63,0t (d.o.)-3,4pd 11kn |
| **WARANG**<br>**Hedland Marine Services Pty. Ltd.**<br>Adelaide Steamship Industries Pty. Ltd.<br>*Sydney, N.S.W.* Australia | **425**<br>36<br>420 | AB | **1982** Tamar SB. Pty. Ltd.—Launceston, Tas. (34)<br>32,31 10,90 4,480<br>27,06 10,61 5,36<br>F 13,5 1 dk<br>rf 229 | **TM Tug** | Daihatsu 6DSM-28<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches & sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 125kW<br>2 Directional propellers<br>13,25kn |
| **WARBAH**<br>ex Helsby-88 ex Umm Ruwaisat-87<br>**Kuwait Oil Tanker Co. S.A.K.**<br>Unimas Shipping<br>Kuwait Kuwait<br>SatCom: 1730144/WRBH | *43 970*<br>*19 727*<br>65 602 | NV<br>✠Classed LR until 7/3/89 | **1982**-10 China SB. Corp.—Kaohsiung (198)<br>241,00 (BB) 32,29 13,123<br>230,99 27,87 15,02<br>1 dk<br>rf nil Bow/CM 120 Diam. 0,350 | **M Tanker**<br>COW IGS SBT<br>7 Ta 4 Wing Ta ER<br>L.(oil) 90 038<br>3 Cargo pumps total 4 800T/hr<br>HeCls. CptB | B&W 9L67GFCA<br>Oil 2SA 9Cy. 670 × 1700<br>14 417kW (19 600bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 900kW 1 × 736kW 2 × 500kW 440V 60Hz a.c.<br>Fuel 239,5t (d.o.) 2 544,5t (hvf)-56,0pd 15,75kn |
| **WARBER**<br>ex Zeus-89<br>**A. Visser**<br>Sneek Netherlands | **455**<br>223<br>571 | | **1965** Sneker Scheepsbouw Unie—Sneek (25)<br>60,53 7,50 2,210<br>58,32 3,18<br>1 dk | **M General Cargo**<br>Mchy.aft<br>G.1 104<br>2 Ha (stl) (each 17,9 × 5,9) | Oil<br>10kn |
| **WARDA**<br>ex Mega Julie-91 ex Odyssey-88<br>ex Sanko Odyssey-86<br>ex Itel Odyssey-79<br>**Melita Shipping Ltd.**<br>Seabridge S.A.<br>Valletta Malta<br>SatCom: 1256254/WARD | **53 387**<br>25 958<br>87 290<br>T/cm<br>83,2 | NV (AB) (NK) | **1978** Koyo Dockyard Co. Ltd.—Mihara (706)<br>246,24 13,559<br>235,31 38,94 20,73<br>1 dk<br>rf 51 Diam. 0,510 MH 0,9 | **M Tanker**<br>COW IGS SBT<br>5 Ta ER<br>L.(oil) 112 778<br>3 Cargo pumps total 8 250T/hr | Pielstick 12PC4V-570<br>Vee Oil 4SA 12Cy. 570 × 620 sr geared to sc. shaft<br>18 000bhp (13 240kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 900kW 440V 60Hz a.c.<br>15,25kn |
| **WARDA**<br>ex Sin Ching Mou No. 22-78<br>**MAPEX**<br>Casablanca Morocco | **268**<br>144<br>— | | **1972** Kaohsiung SB. Co. Ltd—Kaohsiung<br>33,51 —<br>7,03 3,03<br>1 dk | **M Fishing**<br>Ref | Oil<br>1 000bhp (736kW)<br>.............. |
| **WARDAH**<br>ex Dona Christina-92<br>ex Messiniaki Pnoi-83<br>**Pyramid Navigation E.S.A.**<br>Alexandria Egypt | **18 259**<br>10 868<br>30 294<br>T/cm<br>38,0 | ✠**100A1** SS 3/88<br>oil tanker<br>✠**LMC** **UMS**<br>EL H† $2\frac{7}{16}$"U3<br>FN 6539 | **1972**-6 Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2191)<br>170,72 (BB) 26,04 11,011<br>162,01 26,00 14,36<br>P 37,8 F 14,1 1 dk<br>rf nil Bow/CM 85 Diam. 0,310 | **M Tanker**<br>Stern disch.<br>1 Ho 15,0 24 Ta ER<br>G.1 186 B.1 111 L.(oil) 36 271<br>1 Ha (stl) (2,9 × 4,5) ER<br>4 Cargo pumps total 2 800T/hr<br>HeCls. BptC | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>8 496kW (11 550bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 WTAuxB (o.f.) 17kgf/cm² (16,7bar) hs476,2 e(ex.g) 20kgf/cm² (19,7bar)<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 2 526,0t (hvf)-39,5pd 16,5kn |
| **WARDEN POINT**<br>ex Red Sea-80<br>**The Queensland Cement & Lime Co. Ltd.**<br>Cementco Shipping Pty. Ltd.<br>*Brisbane, Queensland* Australia | **3 894**<br>2 406<br>6 128 | ✠**100A1** SS 9/87<br>bulk carrier<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL (T) 522,5/42,0U2<br>FN 2389 | **1978**-3 Gotaverken Solvesborg AB—Solvesborg (87)<br>105,64 14,97 6,987<br>99,95 14,90 9,00<br>B 10,4 Trunk 16,0 F 8,9 1 dk<br>rf 102<br>conv Bulk Carrier 90 | **M Bulk Carrier**<br>Cement Self-unloader<br>2 Ho 36,8 33,6 ER<br>G.8 415 B.7 746<br>2 Ha (25,9 26,5 × 12,4) ER | Alpha 12U28L-VO<br>Vee Oil 4SA 12Cy. 280 × 320 geared to sc. shaft<br>3 180bhp (2 339kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 300kW 2 × 200kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>13,25kn |
| **WAREMBUNGAN**<br>ex Harrier-85 ex Yufukujin Maru-82<br>**P.T. Mustika Segara Perkasa**<br>Jakarta Indonesia | **995**<br>719<br>2 200 | KI | **1973** Hakata Zosen K.K.—Hakata (135)<br>77,70 12,04 5,106<br>73,97 12,02 5,49<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Hanshin 6LU38<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe |
| **WARFLETH**<br>**m.s. "Warfleth" Blanke Schiffahrts K.G.**<br>Dieter Blanke<br>Elsfleth Federal Republic of Germany | T.Mk<br>**299**<br>155<br>1 092 | GL | **1980** Detlef Hegemann Rolandwerft G.m.b.H. —Bremen (108)<br>73,97 (BB) 9,50 2,880<br>70,01 9,47 4,91<br>P 13,8 F 5,2 2 dks | **M General Cargo**<br>1 Ho 49,6 ER<br>G.1 859 B.1 845<br>1 Ha (stl) (46,8 × 7,4) ER | Deutz RSBA6M528<br>Oil 4SA 6Cy. 220 × 280<br>599bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd<br>10kn |
| **WARI**<br>**Port Qasim Authority**<br>Port Quasim Pakistan | **166**<br>166<br>224 | ✠**100A1**<br>hopper barge<br>extended protected waters service<br>FN 223 | **1987**-10 Karachi Shipyard & Eng. Works Ltd. —Karachi (199)<br>20,35 8,34 2,352<br>20,02 8,01 3,10<br>1 dk<br>rf nil | **Hopper Barge**<br>Bottom doors | |
| **WARILLA**<br>**Hedland Marine Services Pty. Ltd.**<br>Adelaide Steamship Industries Pty. Ltd.<br>*Sydney, N.S.W.* Australia | **422**<br>35<br>420 | AB | **1982** Tamar SB. Pty. Ltd.—Launceston, Tas. (35)<br>32,31 10,90 4,480<br>27,06 10,61 5,36<br>F 13,5 1 dk<br>rf 229 | **TM Tug** | Daihatsu 6DSM-28<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches & sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 125kW<br>2 Directional propellers<br>13kn |
| **WARIN**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | T.Mk<br>**494**<br>267<br>1 111 | DSRK GL | **1972** Elbewerften Boizenburg/Rosslau —Boizenburg (213)<br>71,00 (BB) 10,37 3,680<br>65,16 10,10 5,80<br>P 13,8 F 5,5 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho 20,4 24,4 ER<br>G.2 207 B.1 993<br>2 Ha (stl) (19,3 19,2 × 7,7) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>854kW (1 161bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 128kW 1 × 116kW 1 × 76,8kW 1 × 14,4kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 535,5t (d.o.) 12,3kn |

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| **7620782**<br>Gc Rdr Rt | **WARINGIN I**<br>ex Queensway-91 ex Kinsei Maru-90<br>**P.T. Sulsetra Delta Perkasa**<br>Surabaya Indonesia | **699**<br>503<br>1 690 | KI | **1976** Higaki Zosen K.K.—Imabari (185)<br>11,05<br>63,43 11,02 5,01<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **6607953**<br>*9WAO5*<br>325714<br>Esd Gc Rdr Rt | **WARIS CIPTA**<br>ex Asean Ruby-91 ex Yuho Maru-88<br>**Waris Cipta Sendirian Berhad**<br>Labuan Malaysia | **3 462**<br>2 106<br>5 797 | NK | **1966** Onomichi Zosen K.K.—Onomichi (165)<br>105,75 14,81 6,681<br>98,25 14,79 8,46<br>P 21,1 F 9,2 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.7 482 B.7 402<br>3 Ha (13,4 22,7 20,8 × 7,0) ER | Mitsubishi<br>Oil 2SA 6Cy. 450 × 720<br>2 427kW (3 300bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 100kW 445V 60Hz a.c.<br>Fuel 11,5t (d.o.) 119,0t (i.f.o.)-10,5pd |
| **7725609**<br>*SQJS*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WARKA**<br>**Anglo-Polish Shipping Venture Ltd. (Polsko Brytyjskie Przedsiewziecie Zeglugowe, Spolka Akcyjna)**<br>Polish Steamship Co. (Polska Zegluga Morska)<br>Szczecin Poland | **2 992**<br>1 621<br>4 451 | PR<br>✠Classed LR until 26/6/81 | **1980**-6 Scotstoun Marine Ltd.—Scotstoun (243)<br>95,00 14,64 6,050<br>87,99 14,60 7,60<br>P 19,2 F 7,1 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 31,2 30,0 ER<br>G.5 798 B.5 655<br>2 Ha (stl) (each 23,7 × 8,9) ER | Sulzer<br>Oil 4SA 6Cy. 400 × 480 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>G. Clark & N.E.M. Ltd.<br>Gen 2 × 260kW 1 × 80kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 24,0t (d.o.) 188,0t (hvf)-10,0pd |
| **7224069**<br>*WYZ5635*<br>531691 | **WARLOCK**<br>**David Yardley**<br>Corpus Christi, Tx United States of America | **127**<br>86<br>— | | **1971** Superior Fabricators Inc.—Bayou la Batre, Al<br>*20,40* 6,71<br>3,56 | **M Fishing** | Oil<br>360bhp (265kW)<br>..............<br>Fuel (d.o.) |
| **7101360**<br>*ZHFN4*<br>715804<br>Esd Rdr Rt | **WARM WIND**<br>ex Chevron-89<br>**Samsom, Craig, Carl & Cristopher Croy & Charles McCoy**<br>Georgetown Cayman Islands (British) | **126**<br>86<br>— | | **1956** Platzer Shipyard—Houston, Tx (201)<br>6,10<br>27,08 3,05<br>1 dk | **TM Crewboat** | 2 Oil 4SA each 6Cy. 127 × 143<br>1 000bhp (736kW)<br>..............<br>Fuel (d.o.) |
| **8509557**<br>*ELNK9*<br>9376<br>Df Esd Gc<br>Pfd Rdr RTv | **WARMIA**<br>**Transocean Reefer Corp.**<br>Przedsiebiorstwo Przemyslowo-Uslugowe Rybolowstwa Morskiego "Transocean" (Deep Sea Services & Fish Handling Co.)<br>Monrovia Liberia<br>SatCom: 1244146/WARM | *7 395*<br>*2 754*<br>6 232 | PR (Class cont.) | **1990** Stocznia Gdanska S.A.—Gdansk (B364/05)<br>124,24 7,200<br>116,18 20,01<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER 8 TwD<br>In.8 194<br>TEU 8 C.Dk 8/20'<br>4 Ha (stl) (each 6,2 × 4,7) ER<br>Der 8(5) | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>4 500kW (6 118bhp)<br>H. Cegielski<br>Gen 3 × 810kW 1 × 100kW 400V a.c.<br>Fuel 224,0t (d.o.) 763,0t (hvf)-24,8pd |
| **7229265**<br>*UACU*<br>M-31063<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WARNEMUNDE**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400774/UACU | T.Mk<br>**7 192**<br>3 682<br>12 347 | RS | **1972** VEB Warnowwerft Warnemuende—Warnemuende (331)<br>150,37 (BB) 21,87 8,562<br>140,01 21,80 13,59<br>F 15,3 2 dks, 3rd dk in Nos. 2 - 4 holds | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER 13,6 8 TwD<br>G.17 878 B.17 037 In.587 L.403<br>TEU 368 C.Ho 244/20'(40') C.Dk 124/20'(40')<br>9 Ha (stl) (12,9 12,9p&s 25,1p&s 12,9p&s × 8,1) ER (3,5p&s × 2,6)<br>4W Cr 4(8) Der 1(60) 4(12) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Fuel 301,0t (d.o.) 1 198,0t (hvf)-41,5pd |
| **5423001**<br>*Y3KB*<br>Df Esd Gc<br>Rdr RTm/h/v | **WARNEMUNDE**<br>**Government of The Federal Republic of Germany (Deutsche Reichsbahn Fahrschiffbetrieb Sassnitz)**<br>Sassnitz Federal Republic of Germany | **6 148**<br>2 008<br>1 564 | DSRK | **1963** VEB Schiffswerft "Neptun"—Rostock (120)<br>136,32 17,70 4,744<br>- 17,34 7,35<br>2 dks<br>RW rf 203 | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 8cbn 32bth 800dk P<br>Bow door Side doors 1(p) 1(s) Ice strengthened<br>Lane Length 325 Cargo Width 2,50<br>Clear height 4,65<br>Trailers 18 Rail Wagons 25 | Halberstadt<br>4 Oil 4SA each 9Cy. 470 × 660 sr geared to shafts<br>7 068kW (9 609bhp)<br>Halberstadt<br>Gen 4 × 552kW 1 × 89,6kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 317,0t (d.o.)-39,5pd |
| **5385833**<br>*PKUJ*<br>1983/L<br>Esd Rt | **WARNI 28**<br>ex Wanaiyos-74<br>**P.T. Pelayaran Taat Suradi Raya**<br>Jakarta Indonesia | **483**<br>223<br>660 | KI | **1961** Kyushu Zosen—Wakamatsu (244)<br>51,19 8,21 3,601<br>47,00 8,18 4,12<br>1 dk | **M General Cargo**<br>2 Ha (8,9 9,6 × 3,9) ER<br>Der 4(3) | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>450bhp (331kW)<br>Hanshin Nainenki Kogyo<br>Fuel 48,0t |
| **5386318**<br>*Y4SH*<br>Df Esd Rdr Rt | **WARNOW**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **132**<br>46<br>— | DSRK | **1956** Stralsund Schiffbau-u. Reparaturswerft—Stralsund<br>26,45 6,71 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 14,5kW 110V d.c. |
| **8409288**<br>*VJWE*<br>851487<br>Df Esd Gc<br>Rdr Rt | **WARRAWEE**<br>**Waratah Towage Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **352**<br>106<br>460 | AB | **1985** Tamar SB. Pty. Ltd.—Launceston, Tas. (42)<br>32,31 10,90 4,550<br>32,01 10,61 5,01<br>1 dk | **TM Tug**<br>Fire-fighting | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340 with clu geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 125kW a.c.<br>2 Directional propellers |
| **7126748**<br>355096<br>Rdr Rt | **WARREN**<br>**Adelaide Steamship Industries Pty. Ltd.**<br>Waratah Towage Pty. Ltd.<br>*Sydney, N.S.W.* Australia | **170**<br>0<br>— | AB | **1971** Adelaide Ship Cons. (a Div. of Adelaide SS Ind. Pty Ltd)—Adl (71)<br>3,480<br>23,75 7,32 4,07<br>1 dk | **TM Tug** | Mirrlees<br>2 Oil 4SA each 8Cy. 222 × 292<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 25kW |
| **8026309**<br>*YJXU7*<br>452<br>Esd Rdr Rt | **WARRI SEAHORSE**<br>**Zapata Gulf Marine Service Ltd. S.A.**<br>Zapata Gulf Marine Corporation<br>Port Vila Vanuatu | **407**<br>180<br>350 | AB | **1981** Scheeps. Damen B.V.—Bergum (4601)<br>45,01 2,136<br>43,21 10,51 2,93<br>F 2,2 1 dk<br>rf nil | **TrM RoRo Cargo/ Deck Cargo Landing Supply Ship**<br>Pipe-carrier | General Motors<br>3 Vee Oil 2SA each 12Cy. 108 × 127 reduction geared to sc. shafts<br>1 080bhp (794kW)<br>General Motors Corp.<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd |
| **7508233**<br>*VJDW*<br>374357<br>Rdr RTv | **WARRINGA**<br>**Stannard Bros. Launch Services Pty. Ltd.**<br>Charter Craft & Marine Services Pty. Ltd.<br>*Sydney, N.S.W.* Australia | **235**<br>0<br>— | **✠100A1** SS 3/87<br>tug<br>New South Wales coasting service<br>**✠LMC**<br>EL (F) $\frac{3}{4}$"U2<br>FN 351 | **1977**-2 Tamar SB. Pty. Ltd.—Launceston, Tas. (22)<br>30,18 8,72 3,683<br>27,06 8,54 4,42<br>RAD 1,0 1 dk<br>rf - BK 25 | **TM Tug** | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 reverse geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 72kW 415V 50Hz a.c. |
| **7212688**<br>*HCBW*<br>CN-00-0076<br>Df Esd Rdr Rt | **WARRIOR**<br>ex Seachemist-84 ex Candia-83<br>ex Elcandia-81 ex Shinkoh Maru-74<br>**Logistica Maritima C.A. (LOGMAR)**<br>Guayaquil Ecuador | **2 051**<br>1 169<br>3 329 | **100A1** SS 8/87<br>oil tanker<br>**LMC**<br>EL p $1\frac{7}{16}$"U2<br>FN 1567<br>(NK) | **1972**-3 Ujina Zosensho—Hiroshima (520)<br>88,83 12,63 5,760<br>82,00 12,59 6,51<br>P 18,6 Trunk 49,4 F 11,0 1 dk<br>RW rf 152 | **M Tanker**<br>9 Ta ER<br>L.(oil) 4 229 | Ito<br>Oil 4SA 6Cy. 440 × 680<br>2 800bhp (2 060kW)<br>Ito Tekkosho<br>WTAuxB 10kgf/cm$^2$ (9,9bar) hs62,0<br>Gen 2 × 100kW 445V 60Hz a.c.<br>Fuel 324,0t-9,5pd |

**REPAIRS REQUIRED — CLASS SUSPENDED 11/89**

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|---|---|---|---|---|---|
| **WARRIOR**<br>ex Sea Wolf-90 ex Keith Rhea<br>**Lossie Delaware Inc.**<br>Seattle, Wa United States of America | **288**<br>196<br>— | | **1967** Zigler Shipyards Inc.—Jennings, La (181)<br>10,98 3,887<br>42,88 10,93 4,58<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil<br>1 700bhp (1 250kW)<br>..............<br>Fuel (d.o.) |
| **WARRIOR**<br>**San Diego Transportation Co.**<br>Crowley Maritime Corporation<br>San Francisco, Ca United States of America | **199**<br>135<br>— | AB | **1975** McDermott Shipyard—Morgan City, La (202)<br>41,46 11,13<br>39,22 11,08 5,80<br>1 dk | **TM Tug** | General Motors 20-645-E7B<br>2 Vee Oil 2SA each 20Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 90kW<br>Fuel 782,5t (d.o.) 14kn |
| **WARRIOR**<br>ex Freedom-90<br>**Warrior Fishing Corp.**<br>Philadelphia, Pa United States of America | **139**<br>103<br>— | | **1985** Eastern Marine Inc.—Panama City, Fl (96)<br>29,27<br>7,62 4,20<br>1 dk | **M Fishing**<br>Stern Trawler Shellfish<br>In.210 | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois |
| **WARRIOR**<br>**Versaggi Shrimp Corp.**<br>Tampa, Fl United States of America | **115**<br>79<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,61* 6,18<br>3,36<br>1 dk | **Reinforced Plastic M Fishing**<br>Shrimp-trawl | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152<br>415bhp (305kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **WARRIOR II**<br>ex Wallys Pride-76<br>**Hunters Offshore Enterprises Inc.**<br>Eureka, Ca United States of America | **137**<br>93<br>— | | **1972** Ericson Marine—Tarpon Springs, Fl<br>*22,16* 6,86<br>3,76<br>1 dk | **M Fishing** | Oil<br>600bhp (441kW)<br>U.S.A. |
| **WARSAW**<br>ex Terri B. ex Warrengas-75<br>ex Gen. C. B. Sears<br>**Gateway Tugs Inc.**<br>Norfolk, Va United States of America | **188**<br>128<br>— | (AB) | **1915** Racine-Truscott Boat Co.—Muskegon, Mi<br>33,71 6,76 3,306<br>32,16 6,71 3,69<br>1 dk<br>RW BK 152 | **M Tug** | General Motors<br>Oil 2SA 12Cy. 222 × 267 sr geared to sc. shaft<br>E made44 fitted53<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 60kW<br>Fuel 114,0t (d.o.) |
| **WARSZAWA II**<br>**Polish Ocean Lines (Polskie Linie Oceaniczne)**<br>Gdynia Poland<br>SatCom: 1703112/SQNP | *11 573*<br>*6 179*<br>13 593<br>T/cm<br>27,1 | PR | **1986** Stocznia im. "Komuny Paryskiej"—Gdynia (B354/01)<br>149,51 (BB) 9,140<br>140,01 22,01 12,02<br>P 7,1 F 32,0 3 dks, 3rd dk in No.5 hold | **M General Cargo**<br>Ref 12bth P<br>3 Ho 18,2 18,9 26,4 1 Cell. Ho 20,0<br>1 Ho 16,8 ER 7 TwD<br>G.15 373 B.14 596 In.2 660 L.608<br>TEU 302<br>C.Ho 170/20' C.Dk 132/20' incl. 20 ref C.<br>9 Ha (stl) (12,6 12,8p&s 19,2p&s 12,8p&s × 7,8) (10,1p&s × 7,5) ER<br>Cr 3(25) 3(12,5) Der 2(5) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>7 080kW (9 625bhp)<br>H. Cegielski Poznan<br>Gen 1 × 1040kW 3 × 800kW 1 × 90kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 261,0t (d.o.) 1 459,0t (hvf)-30,5pd 16,8kn |
| **WARTENA**<br>**Karlskrona Kommun Stadsbyggnadskontoret**<br>Karlskrona Sweden | **399**<br>288<br>460 | BV | **1958** Scheepswerf G. Bijlsma & Zn. N.V. —Wartena (535)<br>48,75 7,75 2,902<br>42,98 7,70 3,15<br>1 dk<br>RW conv General Cargo — | **M Cable-layer**<br>1 Ho 28,0 ER<br>2W Der 2(2) | De Industrie<br>Oil 4SA 5Cy. 305 × 460<br>276kW (375bhp)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 24kW 1 × 24kW 380V a.c.<br>9,5kn |
| **WARTURM**<br>**VTG Supply Boat Liberia Inc.**<br>OSA Marine Ltd.<br>Monrovia Liberia | **742**<br>265<br>900 | GL | **1983** Teraoka Shipyard Co. Ltd.—Nandan (219)<br>57,41 12,07 4,222<br>51,80 12,01 4,78<br>B & F 19,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Yanmar 6Z280L-ST<br>2 Oil 4SA each 6Cy. 280 × 360 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Thw. thrust propeller fwd<br>12,5kn |
| **WARU**<br>**Government of The Republic of Indonesia (Perusahaan Negara Garam - Salt Administration)**<br>Kalianget Indonesia | **433**<br>236<br>599 | KI | **1957** Vereenigde Prauwen Verer—Tandjung Priok (442)<br>*53,25* 9,22 2,617<br>51,67 9,20 3,59<br>1 dk & S dk | **M General Cargo** OSD<br>2 Ha (each 8,7 × 5,0)<br>Der 2(6) 2(3) | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 19,5kW 110V d.c.<br>Fuel 51,0t (d.o.) 6kn |
| **WARUNA KRIDA**<br>ex Bali Tide-85 ex Catherine-81<br>**Tidewater Balboa Inc.**<br>Tidewater Marine Service Inc.<br>Port Vila Vanuatu | **176**<br>47<br>— | AB | **1973** Promet Private Ltd.—Singapore (44)<br>30,48 7,60 2,836<br>28,30 7,32 3,54<br>1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 4SA each 12Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 48kW<br>11kn |
| **WARUNDA**<br>**Gaibres Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **225**<br>56<br>155 | NV<br>✠Classed LR until 20/1/89 | **1966**-12 Adelaide Ship Cons. Pty. Ltd.—Adelaide, S.A. (32)<br>31,85 8,56 3,658<br>29,24 8,07 4,46<br>rf 1295 BK 38 conv Tug 88 | **M Fishing**<br>Stern Trawler Shrimp-trawl Processing Ref | General Motors<br>Vee Oil 2SA 16Cy. 222 × 267 sr geared to sc. shaft<br>1 059kW (1 440bhp) E made44 refitted66<br>General Motors Corp. Cleveland, Oh<br>Gen 1 × 100kW a.c. 1 × 71kW a.c.<br>Controllable pitch propeller<br>Fuel 23,5t (d.o.) 12kn |
| **WASA KING**<br>ex Silja Star-90 ex Viking Sally-90<br>**Wasa Line Oy Ab**<br>Vaasa/Vasa Finland | **15 566**<br>8 372<br>3 345 | BV | **1980** Jos. L. Meyer—Papenburg (590)<br>155,43 (BB) 5,550<br>137,42 24,21 7,62<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>498cbn 1190bth 810dk P<br>Ice strengthened<br>Bow door & ramp<br>L 7,00 W 5,40<br>2 Stern door/ramps 1(p) 1(s)<br>L 6,50 W 6,00<br>Cars 370 Lorries 46 Trailers 70 | MAN 8L40/45<br>4 Oil 4SA each 8Cy. 400 × 450 reduction geared to sc. shafts<br>17 652kW (23 998bhp)<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>Gen 4 × 260kW 380/220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Thw. thrust propeller fwd<br>Fuel 254,0t (d.o.) 859,5t (hvf)-53,0pd 19,5kn |
| **WASAT**<br>ex Cimadevilla-87<br>**Maritime Geminis Enterprises S.A.**<br>Tramp S.A.<br>Panama Panama | **3 489**<br>2 204<br>6 225 | **✠100A1** SS 4/91<br>strengthened for heavy cargoes<br>**✠LMC** **(UMS)**<br>EL T 1¾"U2<br>FN 2392 | **1976**-11 S.A. Juliana Const. Gijonesa—Gijon (260)<br>108,21 (BB) 15,85 6,624<br>100,01 15,80 8,11<br>P 20,8 F 10,4 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 34,3 32,4 ER<br>G.7 695 B.7 622<br>2 Ha (stl) (each 24,9 × 10,2) ER | Werkspoor 6TM410<br>Oil 4SA 6Cy. 410 × 470 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Fabrica de San Carlos S.A. San Fernando<br>db (o.f.) 7kgf/cm² (6,9bar)<br>Gen 2 × 200kW 380V 50Hz a.c.<br>Fuel 36,5t (d.o.) 320,0t (hvf) 13kn |
| **WASEBERG**<br>**Partenreederei m.s. "Waseberg"**<br>Vega-Reederei Friedrich Dauber<br>Hamburg Federal Republic of Germany | *1 957*<br>*880*<br>2 890<br>T/cm<br>4,6 | BV (GL) | **1985** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (974)<br>87,97 (BB) 4,680<br>85,30 11,31 6,86<br>P 15,0 F 6,8 2 dks | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho 60,4 ER<br>G.3 777 B.3 753<br>TEU 90 C. 90/20' (40')<br>1 Ha (stl) (55,9 × 9,3) ER | Deutz<br>Oil 4SA 6Cy. 240 × 280 with flexible couplings & sr reverse geared to sc. shaft<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 180kW 1 × 60kW 1 × 32kW 220V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 190,0t (d.o.)-3,5pd 11kn |
| **WASHIN MARU**<br>**Hikari Kisen K.K.**<br>Tanabe, Wakayama Pref. Japan | **499**<br>—<br>1 100 | | **1979** Suzuki Shipyard Co. Ltd.—Yokkaichi (315)<br>4,501<br>45,50 10,00 4,81<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |

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| **8005757**<br>*JL4934*<br>124087<br>Rdr Rt | **WASHIN MARU**<br>**Daito Kisen Y.K.**<br>Matsuyama, Ehime Pref. Japan | **499**<br>1 215 | | **1980** Shirahama Zosen K.K.—Honai (98)<br>60,51 4,101<br>56,01 9,81 4,30<br>1 dk | **M Tanker**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **8410598**<br>*JK4498*<br>127310 | **WASHIN MARU**<br>**Bocho Kisen Y.K.**<br>Hofu, Yamaguchi Pref. Japan | **197**<br>—<br>700 | | **1984** Maeno Zosen K.K.—Onoda (106)<br>56,32 9,20 3,152<br>51,01 9,01 5,41<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>800bhp (588kW)<br>The Hanshin Diesel Works Ltd. |
| **7933062**<br>*JG3868*<br>121611<br>Rt | **WASHIN MARU No. 3**<br>ex Daishin Maru-85<br>**Keihin Kaiun K.K.**<br>Tokyo Japan | **194**<br>—<br>533 | | **1979** Kanagawa Kigyo—Yokohama (129)<br>41,90 7,60 2,500<br>39,95 7,50 2,80<br>1 dk | **M Tanker**<br>Mchy.aft | Matsui<br>Oil 4SA 3Cy. 230 × 380<br>350bhp (257kW)<br>Matsui Iron Works Co. Ltd. |
| **6704488**<br>*KXAW*<br>245460<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **WASHINGTON**<br>ex Seatrain Washington-77<br>(Fwd & pt cargo sections) ex Maine-67 ex Tomahawk-66<br>(Main Cargo section) ex Ohio-44 ex Mission San Jose-66<br>(Aft section) ex Mission San Diego-44<br>**Government of The United States of America (Department of Transportation)**<br>Washington, DC United States of America<br>SatCom: 1502607/KXAW | **8 039**<br>4 805<br>12 489 | AB | **1944** (Fwd & pt cargo sections) Marinship Corp.—Sausalito, Ca (38)<br>**1944** (Main Cargo section) Marinship Corp.—Sausalito, Ca (28)<br>**1944** (Aft section) Marinship Corp.—Sausalito, Ca (24)<br>170,67 20,78 8,243<br>164,45 20,73 11,97<br>P 33,0 F 16,2 2 dks<br>RW rf 229 joined 67<br>conv Tanker 67 | **T-E Rail Vehicles Carrier**<br>Aircraft<br>1 Ho 100,1 ER 1 TwD<br>1 Ha (stl) (18,5 × 11,2) ER<br>Cr 2(45) | S Turb<br>10 000shp (7 356kW) driving gen. of 7 500kW 2300V connected to elec. motor (Sy)<br>General Electric Co. Clevela<br>Gen 2 × 400kW 440V 60Hz a.c.<br>Fuel 2 535,0t (o.f.) |
| **7627417**<br>*GWHG*<br>377261<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WASHINGTON**<br>**Powell Duffryn Shipping Ltd.**<br>Stephenson Clarke Shipping Ltd.<br>Douglas Isle of Man (British) | **6 236**<br>4 078<br>9 008 | ✠**100A1** SS 7/91<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL Y $2\frac{1}{16}$"U2<br>FN 3348 | **1977**-5 Kagoshima Dock & I.W. Co. Ltd.—Kagoshima (97)<br>127,01 18,67 7,582<br>117,43 18,60 9,91<br>P 22,3 F 9,8 1 dk<br>rf 152 | **M Bulk Carrier**<br>3 Ho 17,0 34,9 34,9 ER<br>G.11 960<br>3 Ha (stl) (13,1 × 12,8) (28,0 28,0 × 15,2) ER | Pielstick 12PC2<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to shaft<br>6 000bhp (4 413kW)<br>Nippon Kokan K.K. Tsurumi Works, Yo<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 109,0t (d.o.) 714,0t (hvf) |
| **8710352**<br>*YJYE8*<br>530<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **WASHINGTON**<br>**Stevens Line Co. Ltd.**<br>Port Vila Vanuatu<br>SatCom: 1576162/WASH | *6 154*<br>*3 565*<br>7 190 | NK | **1988** Imabari Zosen—Imabari (470)<br>137,55 (BB) 18,02 7,615<br>129,00 18,00 10,50 | **M Refrigerated Cargo**<br>In.11 327 | B&W<br>Oil 2SA 5Cy. 500 × 1620<br>5 701kW (7 751bhp)<br>Mitsui Eng. & SB. Co. Ltd. |
| **7050846**<br>*WY5149*<br>516857 | **WASHINGTON**<br>**Huffington Ocean Trawlers Inc.**<br>Houston, Tx United States of America | **141**<br>96<br>— | | **1968** Bishop SB. Corp.—Aransas Pass, Tx<br>*24,36* 6,71<br>3,69 | **M Fishing** | Oil<br>425bhp (313kW)<br>............<br>Fuel (d.o.) |
| **8605739**<br>*JKHH*<br>129150<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **WASHINGTON HIGHWAY**<br>**Kawasaki Kisen Kaisha Ltd. (Kawasaki Kisen K.K.)**<br>Kobe, Hyogo Pref. Japan<br>SatCom: 1203435/JKHH | *50 334*<br>*15 100*<br>14 081<br>T/cm<br>45,1 | NK | **1986** Mitsubishi Heavy Industries Ltd.—Kobe (1167)<br>190,00 (BB) 32,24 8,721<br>180,02 32,20 21,90 | **M RoRo Cargo/ Vehicles Carrier**<br>2 Side door/ramps 1(p) 1(s)<br>L 16,30 W 4,00 SWL 3<br>Stern door/ramp<br>L 28,00 W 5,50 SWL 50<br>Cargo Width 5,50 Clear height 1,65<br>Cars 5472<br>Mchy.aft | Sulzer<br>Oil 2SA 6Cy. 620 × 2150<br>9 342kW (12 701bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 820kW 1 × 100kW 450V 60H<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 308,5t (d.o.) 2 859,0t (hvf)-41,5pd |
| **8810645**<br>*JKRG*<br>129216<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **WASHINGTON MARU**<br>**Khana Enterprise Ltd.**<br>Tokyo Japan<br>SatCom: 1202342/JKRG | *3 475*<br>*1 720*<br>4 218 | NK | **1988** Teraoka Shipyard Co. Ltd.—Nandan (273)<br>100,80 (BB) 6,213<br>94,00 15,60 6,50<br>2 dks | **M Refrigerated Cargo**<br>9 Ho ER<br>In.5 420<br>9 Ha (stl) ER | Mitsubishi<br>Oil 2SA 7Cy. 370 × 880<br>3 604kW (4 900bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 360kW a.c. |
| **8323850**<br>*ELLW7*<br>9054<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **WASHINGTON RAINBOW II**<br>**Neptune Crux Shipping Corp.**<br>Monrovia Liberia<br>SatCom: 1241774/EFYF | *13 881*<br>*8 411*<br>22 828 | NK | **1984** Mitsubishi Heavy Industries Ltd.—Shimonoseki (869)<br>157,26 (BB) 23,04 9,908<br>149,00 23,00 13,62<br>P 28,1 F 11,9 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.30 170 B.25 832<br>4 Ha (stl) (12,8 × 10,8) (19,2 19,2 24,8 × 12,4) ER<br>Cr 4(25) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1600<br>6 000bhp (4.413kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 485kW 450V 60Hz a.c.<br>Fuel 190,5t (d.o.) 976,5t (i.f.o.)-17,5pd |
| **7710836**<br>*SYVA*<br>9201<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WASHINGTON STAR**<br>ex Anna L-91 ex Dacebank-87<br>**Navigator Maritime Inc.**<br>Leond Maritime Inc.<br>Piraeus Greece<br>SatCom: 1130651/ANNA | T.Mk<br>**8 243**<br>4 641<br>13 613<br>**12 214**<br>7 730<br>18 501 | ✠Classed LR until 4/1/88<br>BV | **1979**-6 Sunderland Shipbuilders Ltd.—Pallion, Sunderland (11)<br>161,83 22,97 —/9,951<br>152,58 22,90 13,11<br>P 31,4 F 13,5 2 dks<br>rf nil DK in way of Nos. 2-4 holds | **M General Cargo**<br>5 Ho 19,8 24,3comb. 24,3 20,5 ER 22,7 6 TwD<br>G.26 883 B.24 289<br>TEU 372<br>C.Ho 238/20'(40') C.Dk 134/20'(40')<br>7 Ha (stl) (10,5 13,4 13,4p&s 13,4p&s × 7,7) ER (13,4 × 7,3)<br>Der 1(60) 1(35) 5(22) 1(10) | Doxford<br>Oil 2SA 4Cy. 760 × 2184<br>12 000bhp (8 827kW)<br>Doxford Engines Ltd.<br>Gen 3 × 470kW 1 × 270kW 445V 60<br>Fuel 254,0t (d.o.) 1 906,0t (hvf)-40,5pd |
| **7702621**<br>*JK3741*<br>115401<br>Df Esd Gc<br>Rdr Rt | **WASHO MARU**<br>**Nanyo Kisen Co. Ltd.**<br>Mikame, Ehime Pref. Japan | **697**<br>1 939 | | **1977** Sasaki Zosen K.K.—Kinoe (257)<br>71,50 11,02 4,930<br>65,00 11,00 6,70<br>2 dks | **M General Cargo**<br>Mchy.aft<br>G.2 761 B.2 582 | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Dies Ltd.) |
| **8221583**<br>*JI3163*<br>126459 | **WASHO MARU**<br>**Kokuka Sangyo Co. Ltd.**<br>Osaka, Osaka Pref. Japan | **499**<br>—<br>1 300 | | **1983** Kishimoto Zosen K.K.—Kinoe (527)<br>64,50 4,222<br>60,03 10,01 4,53<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.(oil) 1 298 | Hanshin<br>Oil 4SA 6Cy. 280 × 480 with clutches reduction geared to sc. shaft<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **8130277**<br>*JJ3306*<br>125206 | **WASHU**<br>**Government of Japan (Ministry of Transportation - Bureau of Ports & Harbors - No. 3 Harbor Construction Bureau)**<br>Kobe, Hyogo Pref. Japan | **194**<br>—<br>115 | | **1982** Mitsubishi Heavy Industries Ltd.—Kobe (1132)<br>29,49 10,83 2,201<br>27,89 10,80 3,13<br>1 dk | **TM Surface Clearance Vessel**<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 16Cy. 108 × 127 sc. shafts<br>960bhp (706kW)<br>General Motors Corp. |
| **7740128**<br>*JK3915*<br>120377<br>Rdr | **WASHU MARU**<br>**Tatsumi Butsuryu K.K.**<br>Tamano, Okayama Pref. Japan | **198**<br>—<br>550 | | **1978** Kao Sangyo—Japan (496)<br>*42,10* 3,260<br>7,70 3,41<br>1 dk | **M Tanker**<br>Chemical | Oil |

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| **WASIAN**<br>ex Swallow-84 ex Houn Maru-82<br>ex Kyozan Maru No. 3<br>**P.T. Perusahaan Pelayaran Pedjaka**<br>Jakarta Indonesia | **963**<br>534<br>2 507 | KI | **1971** Geibi Zosen Kogyo—Kure (230)<br>73,18 11,54 5,560<br>68,03 11,51 7,80<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.3 425 B.3 145<br>1 Ha (36,1 × 7,0) ER<br>6W Der 2(10) | Nippon Hatsudoki<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 80kW 220V a.c.<br>Fuel 116,0t-5,5pd 12kn |
| **WASO MARU**<br>**K.K. Sanwa Shokai**<br>Osaka, Japan<br>Osaka Pref. | **693**<br>452<br>2 100 | | **1981** Nakatani Shipyard Co. Ltd.—Nomi (471)<br>78,31<br>73,00 11,51 6,91<br>1 dk | **M General Cargo**<br>G.3 228 B.2 552 | Daihatsu 6DSM-32<br>Oil 4SA 6Cy. 320 × 380 with clutches & reverse reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>Controllable pitch propeller |
| **WASPADA**<br>ex Jenfree-88<br>**Continent Maritime S.A.**<br>Panama Panama | *2 880*<br>*1 508*<br>3 911 | BV | **1985** Hakata Zosen K.K.—Hakata (317)<br>91,39 (BB) 5,790<br>84,00 15,41 7,01<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 465 B.5 368<br>TEU 254<br>C.Ho 99/20' (40') C.Dk 155/20' (40') incl. 20 ref C.<br>Cr 2(25) | MaK 6M453AK<br>Oil 4SA 6Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>2 200bhp (1 618kW)<br>Ube Industries Ltd. Ube<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 62,0t (d.o.) 345,5t (hvf) 12,5kn |
| **WASSANE**<br>**Hala Fisheries**<br>Agadir Morocco | **375**<br>151<br>400 | BV | **1989** Manche Industrie Marine—Dieppe (501)<br>39,91 9,30 3,550<br>35,32 9,00 3,95<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.350 | Wartsila 6R22<br>Oil 4SA 6Cy. 220 × 240 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>930kW (1 264bhp)<br>Societe Moteurs Duvant Crepelle Valenciennes<br>Gen 2 × 280kW 380V a.c.<br>12kn |
| **WATAKABE MARU No. 5**<br>**Shibuta Tug Boat K.K.**<br>Monbetsu, Japan<br>Hokkaido Pref. | **100**<br>—<br>— | | **1974** Kanayama Zosen K.K.—Japan<br>27,00 2,500<br>24,00 6,50 3,20<br>1 dk | **M Tug** | Oil<br>Japan |
| **WATAN SOPPENG**<br>ex Andhika I-87<br>**P.T. Wahana Samudera (Wahansa)**<br>Jakarta Indonesia | **3 552**<br>2 448<br>6 144 | NK | **1974** Nishi Zosen K.K.—Imabari (153)<br>102,72 16,24 6,611<br>95,99 16,18 8,18<br>P 21,7 F 10,1 1 dk | **M General Cargo**<br>G.7 722 B.7 078<br>2 Ha (stl) (25,9 28,6 × 8,3) ER<br>Der 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 136kW<br>Fuel 513,0t (d.o.)-11,5pd 12,75kn |
| **WATER IRON**<br>ex Mizushima Maru No. 2-83<br>**Ilona Trading Corp.**<br>Panama Panama | **193**<br>103<br>380 | | **1967** Oka Zosen K.K.—Ushimado<br>38,00 —<br>34,02 7,31 3,10<br>1 dk | **M General Cargo**<br>1 Ha (stl) (17,9 × 5,9) ER | Oil<br>350bhp (257kW)<br>Kobe Hatsudoki K.K. Japan<br>8kn |
| **WATER SPIRIT**<br>ex Southern Gulf-87<br>**RST Holdings Ltd.**<br>Georgetown Cayman Islands (British) | **198**<br>134<br>500 | AB | **1980** Depend-A-Craft—Pierre Part, La (47)<br>3,841<br>47,55 11,59 4,35<br>F 14,4 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | General Motors 16V-149<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 2 × 90kW a.c.<br>12kn |
| **WATER SPIRIT**<br>**Economy Shipping Co. Ltd.**<br>Turks Islands Turks & Caicos Islands (British) | **124**<br>84<br>— | | **1970** Davis Shipbuilding—Freeport, Tx<br>*20,76* 6,71<br>3,69<br>1 dk | **M Fishing** | General Motors<br>Vee Oil 2SA 8Cy. 108 × 127<br>400bhp (294kW)<br>General Motors Corp. Detroit, Mi<br>12kn |
| **WATER'S EDGE**<br>**Sahlman Seafoods Inc.**<br>Miami, Fl United States of America | **105**<br>71<br>— | | **1982** Steiner Shipyard Inc.—Bayou la Batre, Al (140)<br>22,81 2,401<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl | Cummins<br>Oil<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **WATERFORD**<br>**Sincere Navigation Corp.**<br>Oak Steamship Co. Ltd.<br>Kaohsiung China*<br>SatCom: 1350566/BKFH | *77 096*<br>*47 175*<br>149 511<br>T/cm<br>106,0 | NV | **1990** China SB. Corp. (Keelung Division)—Keelung (361)<br>270,00 17,132<br>260,00 43,00 23,90<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.164 597<br>9 Ha (stl) (each 14,1 × 18,4) ER | B&W 5L80MCE<br>Oil 2SA 5Cy. 800 × 2592<br>8 253kW (11 220bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 460kW 1 × 140kW 440V 60Hz a.c.<br>Thw. thrust propeller<br>Fuel 217,0t (d.o.) 2 853,0t (hvf)-38,0pd 12,6kn |
| **WATERLOO**<br>**The Alexandra Towing Co. Ltd.**<br>Liverpool United Kingdom | *301*<br>*90*<br>96 | **✠100A1**<br>tug<br>for near Continental trading area service<br>**✠LMC**<br>EL (G) 302,5/17,0U2(a)<br>FN 380 | **1987**-6 McTay Marine Ltd.—Bromborough (77)<br>31,15 9,76 4,582<br>28,91 9,31 3,81<br>1 dk | **TM Tug**<br>Tractor | Ruston 6RK270<br>2 Oil 4SA each 6Cy. 270 × 305 with flexible couplings & dr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 2 × 80kW 440V 50Hz a.c.<br>2 Directional propellers<br>12kn |
| **WATERMAN**<br>**Government of The United Kingdom (Ministry of Defence - Navy Department)**<br>United Kingdom | **263**<br>79<br>300 | **✠100A1**<br>**✠LMC**<br>EL F 275,0/22,0U1<br>FN 416 | **1978**-6 R. Dunston (Hessle) Ltd.—Hessle (914)<br>40,11 7,85 2,540<br>37,52 7,56 3,51<br>P 14,1 RFD 4,9 1 dk<br>rf 152 | **M Tanker**<br>Water<br>4 Ta ER | Blackstone ES8<br>Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>660bhp (485kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 70kW 440V 60Hz a.c. |
| **WATERMAN**<br>**Wagenborg Sleepdienst B.V.**<br>Wagenborg Shipping B.V.<br>Delfzijl Netherlands | **235**<br>70<br>136 | **✠100A1**<br>tug<br>Dutch coastal service<br>**✠LMC**<br>EL F 275,0/19,0U2(a)<br>FN 326 | **1987**-12 B.V. Bodewes Binnenvaart—Millingen a/d Rijn (773)<br>28,50 9,15 3,614<br>24,90 8,81 4,27<br>RFD 13,5 1 dk<br>rf 704 | **TM Tug** | MWM<br>2 Oil 4SA each 6Cy. 230 × 270 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 70kW 220/380V 50Hz a.c. |
| **WATERPROEF**<br>ex Plancius-88 ex Pollux<br>**Plancius Mari-Team B.V.**<br>Joon Shipping & Trading B.V.<br>Amsterdam Netherlands | **440**<br>116<br>453 | | **1950** N.V. Schps. Gebr. Pot—Bolnes (917)<br>54,87 - —<br>43,63 27,80 5,86<br>1 dk | **M Research** | Bolnes<br>Oil<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek |
| **WATERS EDGE II**<br>**Waters Edge Inc.**<br>Tampa, Fl United States of America | **100**<br>68<br>— | | **1976** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |
| **WATERSPOUT**<br>**Sir Roland Symonette** | **111**<br>73<br>— | | **1965** Diesel Engine Sales Inc.—St. Augustine, Fl<br>*22,26* 6,10<br>... ... ...<br>1 dk | **Wood M General Cargo** | Caterpillar<br>Oil 4SA 6Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |

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| 8034514<br>652066 | **WATERSPOUT**<br>**Sahlman Seafoods Inc.**<br>Miami, Fl United States of America | **105**<br>72<br>— | | **1982** Steiner Shipyard Inc.—Bayou la Batre, Al<br>(135)<br>22,81 2,401<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| 5127047<br>*YKBJ*<br>31/LA<br>Df Esd Rt | **WATFA**<br>ex Congelsa-87 ex Argea-73<br>ex Geertruid Margaretha-69<br>**Abdullah Yassin**<br>Lattakia Syria | **499**<br>291<br>931 | (RI)<br>✠Classed LR until 3/70 | **1957**-10 Zaanlandsche Schps. Maats.—Zaandam<br>(470)<br>58,93 9,02 3,582<br>53,90 8,95 3,97<br>P 11,3 F 10,4 1 dk<br>rf 25 | **M General Cargo**<br>1 Ho ER<br>G.1 102 B.1 042<br>2W Der 2(-) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz<br>Fuel 61,0t |
| 9018866<br>*CNA2658*<br>Rt | **WATR**<br>**Societe de Peche Ennasr**<br>Agadir Morocco | *416*<br>*121*<br>289 | BV | **1990** S.A. Balenciaga—Zumaya<br>(348)<br>39,60 3,701<br>32,62 8,81 3,85 | **M Fishing**<br>Stern Trawler & Side Trawler Ref<br>In.320 | MaK<br>Oil 4SA 6Cy. 240 × 280 with clutches, flexi<br>couplings & reduction geared to sc. shaft<br>736kW (1 001bhp)<br>Krupp MaK. Maschinebau G.m.b.H. |
| 8826656<br>*DJDB*<br>Esd Rdr Rt | **WATTENLAEUFER**<br>**Delta Muschel NF**<br>Husum Federal Republic of Germany | *217*<br>*65*<br>169 | | **1987** Husumer Schiffsw.—Husum<br>(1506)<br>- - —<br>33,18 10,00 1,90<br>1 dk | **TM Fishing**<br>Shellfish | Scania<br>2 Oil 4SA each 8Cy. 127 × 140 dr reverse<br>to sc. shafts<br>370kW (503bhp)<br>Saab-Scania<br>Gen 1 × 132kW 380V a.c. |
| 6514675<br>*3EAC9*<br>20986-HK<br>Df Esd Gc<br>Pfd Rdr Rt | **WATTLE**<br>ex Tian Hai-91 ex Priamos-75<br>Panama Panama | **20 103**<br>14 512<br>39 615<br>T/cm<br>46,8 | ZC<br>✠Classed LR until 5/9/75 | **1965**-9 J. Boel et Fils S.A.—Tamise/Temse<br>(1424)<br>203,75 (BB) 27,28 11,280<br>192,00 27,27 14,10<br>P 34,5 F 16,2 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>Str. ore cargoes<br>7 Ho 19,2 24,8 19,1 19,1 19,1 24,9 18,2 ER<br>G.47 062 B.45 415<br>9 Ha (stl) (11,6T × 9,6) (9,0 9,1 12,5 12,5 12,5 9,1 9,1 12,5 × 11,8) ER<br>Cr 4(10) 1(6,5) | MAN<br>Oil 2SA 6Cy. 860 × 1600<br>12 600bhp (9 268kW)<br>A.C.E.C.<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 163,0t (d.o.) 1 506,0t (hvf)-36,0pd |
| 6911093<br>*YDNP*<br>Df Esd Rdr<br>Rt | **WATULINEI**<br>ex Exocet-84 ex Eastern Adventure-83<br>ex Golden Adventure-76 ex Mustang-75<br>ex Kyoun Maru-74 ex Choan Maru-70<br>**P.T. Perusahaan Pelayaran Pedjaka**<br>Jakarta Indonesia | **2 536**<br>1 607<br>4 205 | KI (KR) (NK) | **1969** Imai Zosen—Kochi<br>(270)<br>92,41 14,43 6,003<br>84,99 14,41 7,07<br>P 22,3 F 9,5 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 567 B.5 301<br>2 Ha (stl) (17,3 28,0 × 8,0) ER<br>Der 3(15) | Ito<br>Oil 2SA 6Cy. 470 × 820<br>3 200bhp (2 354kW)<br>Ito Tekkosho<br>Gen 2 × 120kW 110V a.c.<br>Fuel 392,0t-10,5pd |
| 8411669<br>*PINB*<br>21914 | **WATUM**<br>**C. Veninga en Zn. C.V.**<br>Delfzijl Netherlands | *998*<br>*553*<br>1 497 | BV | **1985** B.V. Scheepswerf "Ferus Smit"—Foxhol<br>(238)<br>77,96 9,96 3,180<br>74,94 9,95 4,22<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 074 B.2 011<br>2 Ha (stl) (25,8 24,9 × 7,6) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 with clutches, flexi<br>couplings & sr geared to sc. shaft<br>1 070bhp (787kW)<br>Kloeckner Humboldt Deutz<br>Thw. thrust propeller fwd |
| 8803680<br>*VJAC*<br>Esd Gc Rdr<br>RTh/v<br>SatNav | **WAURI**<br>**Government of The Commonwealth of Australia (Department of Primary Industry)**<br>*Cairns, Queensland* Australia | *145*<br>*21*<br>67 | | **1988** North Queensland Engineers & Agents Pty. Ltd.—Cairns<br>(129)<br>25,20 8,72 2,120<br>21,49 8,60 3,41<br>B 10,4 1 dk | **TM Fishery Patrol Ship**<br>Twin Hull | MWM<br>2 Vee Oil 4SA each 12Cy. 128 × 140 with<br>clutches, flexible couplings & sr geared t<br>shafts<br>1 644bhp (1 209kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 30kW 415V 50Hz a.c. |
| 7210367<br>*P3OR4*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **WAVE**<br>ex Transocean Merchant-92<br>ex Eiryu Maru-87<br>**Metharme Shipping Co. Ltd.**<br>Ancora Investment Trust Inc.<br>Limassol Cyprus | **19 924**<br>12 105<br>32 875<br>T/cm<br>48,4 | NK | **1972** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo<br>(221)<br>188,02 30,03 9,175<br>180,02 30,00 13,49<br>F 15,3 1 dk | **M Bulk Carrier**<br>5 Ho 26,8 24,7 28,8 24,7 24,7 ER<br>G.36 810 B.35 908 HeCls. ptB<br>5 Ha (stl) (16,7 16,7 21,0 16,7 16,7 × 13,2) ER<br>Cr 4(15) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>10 500bhp (7 723kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 435kW 445V 60Hz a.c.<br>Fuel 194,0t (d.o.) 1 909,0t (hvf)-33,0pd |
| 5106225<br>*J4ME*<br>309<br>Df Esd Gc<br>RdrRTm | **WAVE**<br>ex Alinta-76 ex Escombreras-73<br>**Kyma Compania Naviera S.A.**<br>Chios Greece | **12 732**<br>7 717<br>20 124<br>T/cm<br>31,5 | ✠Classed LR until 21/6/83 | **1958**-1 Soc. Espanola de Const. Nav.—Cadiz<br>(89)<br>172,50 21,72 9,481<br>161,55 21,68 11,92<br>P 31,7 B 12,5 F 23,2 1 dk<br>RW rf 152 Bow/CM 82 Diam. 0,310 | **M Tanker**<br>Stern disch.<br>27 Ta ER<br>L.(oil) 23 193 HeCls. BptC<br>3 Cargo pumps total 1 350T/hr | B&W<br>Oil 2SA 8Cy. 740 × 1600<br>7 000bhp (5 149kW)<br>Soc. Espanola de Const. Nav.<br>Gen 2 × 80kW 1 × 75kW 1 × 50kW 110V d.c.<br>Fuel 2 281,0t (hvf)-23,5pd |
| 5386825<br>*WB4343*<br>238001<br>Df Esd | **WAVE**<br>ex Harvard-39<br>**Nor'East Marine Inc.**<br>Portland, Me United States of America | **314**<br>136<br>— | | **1938** Bethlehem SB. Corp.—Quincy, Ma<br>(1472)<br>44,81 7,95<br>39,25 7,93 4,37<br>RQD 18,9 F 6,8<br>R BK 89 | **M Fishing**<br>Side Trawler<br>1 Ho 10,5<br>2 Ha | Cooper Bessemer<br>Oil 4SA 6Cy. 395 × 560<br>650bhp (478kW)<br>Cooper-Bessemer Corp.<br>Fuel 54,0t |
| 6803117<br>*3FHG*<br>12393-82A<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **WAVE CREST**<br>ex Good Sun-84<br>ex Mimis N. Papalios-80<br>**Wave Crest Shipping S.A.**<br>Good Faith Shipping Co. S.A.<br>Panama Panama | **8 972**<br>6 186<br>15 363 | BV (AB) | **1968** Bartram & Sons Ltd.—Sunderland<br>(410)<br>141,05 20,45 8,687<br>134,12 20,43 11,74<br>B 18,0 F 14,4 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,7 29,9 11,5 22,9 ER 21,4<br>G.21 881 B.20 000<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 10(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>Vickers Ltd.<br>Gen 3 × 218kW 440V 60Hz a.c.<br>Fuel 984,5t (hvf) |
| 7405091<br>*HP5615*<br>19770-PEXT<br>Df Esd Gc<br>Rdr Rt | **WAVE ROSE**<br>ex Arklow Bridge-90<br>ex Tequila Sunset-84 ex Caircarrier-82<br>**Boterita Shipping S.A.**<br>Panama Panama | **1 555**<br>1 028<br>3 147 | **✠100A1** SS 7/89<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL P $1\frac{7}{16}$"U2<br>FN 1452 | **1976**-2 Martin Jansen G.m.b.H. & Co. K.G. Schiffswft. u. Fbk.—Leer<br>(134)<br>79,51 (BB) 13,62 5,538<br>72,01 13,50 6,66<br>P 15,0 F 7,7 1 dk<br>rf 483 | **M General Cargo**<br>1 Ho 49,9 ER<br>G.3 767 B.3 342<br>TEU 72 C.72/20'<br>2 Ha (stl) (each 18,5 × 10,2) ER | MaK<br>Oil 4SA 8Cy. 320 × 450 sr geared to sc<br>2 004bhp (1 474kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 72kW 400/231V 50Hz a.c. |
| 8825781<br>*9V3609*<br>384875<br>Esd Rdr Rt | **WAVE RUNNER**<br>ex Pan Marine III-83<br>**Selat Marine Pte. Ltd.**<br>Singapore Singapore | **131**<br>46<br>— | AB KI | **1982** Swiftships Inc.—Morgan City, La<br>(307)<br>31,59 5,94 —<br>27,83 - 2,10<br>1 dk | **Aluminium Alloy M Crewboat** | General Motors<br>3 Vee Oil 2SA each 12Cy. 108 × 127<br>3 375kW (4 588bhp)<br>Detroit Diesel Eng. Co.<br>Gen 1 × 60kW 440V a.c. |
| 8701686<br>LK 134 | **WAVE SHEAF**<br>**T. A. Goodlad & Partners**<br>Lerwick United Kingdom | **250**<br>—<br>— | | **1987** Campbeltown Shipyard Ltd.—Campbeltown<br>(080)<br>26,55<br>23,40 7,51<br>1 dk | **M Fishing**<br>Stern Trawler<br>In.200 | Deutz<br>Vee Oil 4SA 12Cy. 142 × 160<br>724bhp (533kW)<br>Kloeckner Humboldt Deutz |
| 8030697<br>*WRB5842*<br>653840<br>Rdr Rt | **WAVE TIDE**<br>**TMS Acquisition Corp.**<br>Tidewater Marine Service Inc.<br>Morgan City, La United States of America | **282**<br>192<br>1 200 | AB | **1982** Halter Marine Inc.—Moss Point, Ms<br>(1022)<br>3,664<br>54,87 12,20 4,27<br>F 15,6 1 dk<br>rf 533 | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 with<br>reduction geared to sc. shafts<br>2 500bhp (1 839kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 135kW<br>Thw. thrust propeller fwd |

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| **WAVENEY WARRIOR**<br>ex Sir Fred Parkes-87<br>**Pesquera Santa Elena S.A.I.C.**<br>Argentina | *1 550*<br>*465*<br>— | ✠**100A1**<br>✠**LMC** | SS 1/89<br>EL p 1½"SQ<br>FN 1288 | **1966**-3 Hall, Russell & Co. Ltd.—Aberdeen (928)<br>*67,82* 12,53 4,573<br>62,57 12,50 8,08<br>B 14,1 RFD 8,0 2 dks<br>rf 838 BK 152 conv Stern Trawler Fishing 83 conv Stand-by Safety Vessel 84 conv Stern Trawler Fishing 87 | **M Stand-by Safety Vessel**<br>1 Ho 30,4<br>In.797<br>1 Ha (3,8 × 1,5)<br>3W | National Gas<br>Oil 4SA 8Cy. 381 × 508 with twiflex vulcan coupling & sr geared to sc. shaft<br>2 350bhp (1 729kW)<br>Mirrlees National Ltd. Stockport<br>Emy. propulsion by motoring M.E. driven generator<br>Gen 1 × 350kW 1 × 330kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 401,5t (d.o.) 13,5kn |
| **WAVERLEY**<br>**Waverley Steam Navigation Co. Ltd.**<br>Glasgow United Kingdom | **693**<br>327<br>128 | | | **1947** A. & J. Inglis Ltd.—Glasgow (1330 P)<br>73,13 17,45 1,918<br>73,06 9,20 2,67<br>1 dk<br>R | **PS Ferry**<br>1016dk P | D T 3Cy. 610 991 & 1575 x 1676<br>2 100ihp (1 545kW)<br>Rankin & Blackmore Ltd. Greenock<br>Gen 1 × 15kW 110V d.c.<br>Fuel (o.f.) 14kn |
| **WAXHOLM I**<br>**Waxholms Angfartygs A/B**<br>Vaxholm Sweden | *387*<br>*148*<br>25 | | | **1983** Lunde Varv & Verkstads AB.—Ramvik (218)<br>36,02 9,02<br>35,51<br>1 dk | **TM Ferry**<br>—dk P | Scania DSI1140M<br>2 Oil 4SA each 6Cy. 127 × 145 with clutches, flexible couplings & sr geared to sc. shafts<br>400bhp (294kW)<br>Saab-Scania Sodertalje<br>2 Controllable pitch propellers |
| **WAXHOLM II**<br>**Waxholms Angfartygs A/B**<br>Vaxholm Sweden | *387*<br>*148*<br>50 | | | **1983** Lunde Varv & Verkstads AB.—Ramvik (219)<br>35,51 9,02 1,591<br>... ...<br>1 dk | **TM Ferry**<br>Mchy.aft<br>—dk P | Scania DSI1140M<br>2 Oil 4SA each 6Cy. 127 × 145 with clutches, flexible couplings & sr geared to sc. shafts<br>540bhp (397kW)<br>Saab-Scania Sodertalje<br>Gen 2 × 60kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 6,0t (d.o.)-2,5pd 12kn |
| **WAY HENG**<br>ex SBS I-89 ex Everest-81<br>ex Shohei Maru-80 | **488**<br>295<br>1 098 | NK | | **1968** Asakawa Zosen—Imabari (132)<br>50,22 - 3,869<br>49,51 9,01 4,50<br>P 12,2 F 6,8 1 dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 249 | Fuji<br>Oil 4SA 6Cy. 260 × 410<br>552kW (750bhp)<br>Fuji Diesel Co. Ltd. Tateyama<br>9,75kn |
| **WAYI**<br>ex Kota Wirama-92 ex Montaigle-84<br>**Fu Ming Shipping Enterprise Ltd.**<br>Devotion Shipping (Agency) Ltd.<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**7 042**<br>3 583<br>11 323<br>**11 478**<br>6 365<br>16 566 | ✠**100A1**<br>✠**LMC**<br>**UMS** | SS 5/89<br>EL Ft 2⅝"U2<br>FN 5347 | **1968**-11 N.V. Cockerill Yards Hoboken—Hoboken (840)<br>160,81 23,25 7,932/9,897<br>148,01 23,11 13,01<br>Ba 24,7 F 27,2 2 dks<br>rf 152 | **M General Cargo**<br>2bth P<br>11 Ho 14,6 21,6 27,9 21,5 ER 21,9 21,5p&s 5,6p&s 19,2p&s 6 TwD<br>G.21 318 B.19 790 L.598<br>5 Ha (stl) (8,3 × 5,9) (13,3 × 7,9) (19,9 13,5 × 5,7) ER (13,1 × 7,9)<br>4 Wing Ha (stl) (19,9p&s 13,5p&s × 5,1)<br>11W Der 4(30) 7(10) | B&W 6-84VT2BF-180<br>Oil 2SA 6Cy. 840 × 1800<br>13 800bhp (10 151kW)<br>S.A. Cockerill-Ougree-Providence Seraing<br>2 AuxB (1 o.f. 1 ex.g) 100Ibf/in² (6,9bar)<br>Gen 3 × 402kW 450V 60Hz a.c.<br>Fuel 309,0t (d.o.) 1 931,5t (hvf)-50,0pd 18,5kn |
| **WAYNE DICKESON**<br>**Otis Engineering Corp.**<br>Houston, Tx United States of America | **180**<br>169<br>— | | | **1978** ..............Harvey, La<br>*21,80* 9,76<br>2,04<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>680bhp (500kW)<br>U.S.A. |
| **WAYNE VICTORY**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **7 607**<br>4 561<br>10 891 | AB | | **1945** California SB. Corp.—Los Angeles, Ca (V77)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Allis Chalmers Mfg. Co. Milwaukee, Wi<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| **WAYO MARU**<br>**Shinsei Kaiun K.K.**<br>Yonabaru Japan<br>Okinawa Pref. | **499**<br>—<br>1 100 | | | **1990** Sasaki Zosen K.K.—Kinoe (546)<br>64,39 3,999<br>60,03 10,00 4,50<br>1 dk | **M Tanker**<br>8 Ta ER | Akasaka A28SR<br>Oil 4SA 6Cy. 280 × 550 reverse geared to sc. shaft<br>1 177kW (1 600bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Thw. thrust Contr. pitch propeller fwd |
| **WAYO MARU**<br>**Tamotsu Teraguchi**<br>Ondo, Japan<br>Hiroshima Pref. | **498**<br>—<br>1 250 | | | **1989** Murakami Hide Zosen K.K.—Hakata (292)<br>4,222<br>60,03 10,01 4,53<br>1 dk | **M Tanker** | Hanshin 6LUN28AG<br>Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **WAYO MARU**<br>**Gulf Floating Service S.A.** | **496**<br>245<br>967 | | | **1964** Asakawa Zosen—Imabari (70)<br>53,50 8,84 4,090<br>48,98 8,81 4,40<br>1 dk<br>RW | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 163 | Kinoshita<br>Oil 4SA 6Cy. 326 × 460<br>750bhp (552kW)<br>Kinoshita Tekkosho Akashi<br>Gen 1 × 10kW 100V d.c.<br>Fuel 27,5t-2,5pd 10kn |
| **WAYO MARU**<br>**Wakachiku Kensetsu K.K.**<br>Osaka, Japan<br>Osaka Pref. | **196**<br>—<br>— | | | **1974** Shin Yamamoto Zosensho—Kochi (179)<br>8,62 2,591<br>29,70 8,59 3,79<br>1 dk<br>RW | **TM Tug** | Niigata 6L25BX<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| **WAYO MARU No. 8**<br>**Wayo Kisen K.K.**<br>Tanabe, Japan<br>Wakayama Pref. | **236**<br>—<br>552 | | | **1987** Sasaki Zosen K.K.—Kinoe<br>43,01 2,690<br>40,01 9,01 3,31<br>1 dk | **M Tanker** | Matsui ML624GS-3<br>Oil 4SA 6Cy. 240 × 240<br>500bhp (368kW)<br>Matsui Iron Works Co. Ltd. Ise<br>8,25kn |
| **WAYOMBO**<br>**N.V. Scheepvaart Maatschappij Suriname**<br>Paramaribo Surinam | **161**<br>74<br>183 | | | **1960** Bijker's Aanneming's Bedrijf "Ijssel" Werf —Gorinchem (154)<br>33,38 6,05 2,020<br>30,00 6,00 2,49<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 17,9comb. ER<br>2 Ha (5,0 7,0 × 3,5) ER<br>Der 2(3) | Bolnes<br>Oil 4SA 4Cy. 190 × 350<br>200bhp (147kW)<br>"Bolnes" Motorenfabriek N.V. Krimpen a/d Lek<br>Gen 1 × 5,5kW 110V d.c.<br>Fuel (d.o.) |
| **WAYWARD WIND**<br>**Wayward Wind Inc.**<br>Sahlman Seafoods Inc.<br>Tampa, Fl United States of America | **112**<br>76<br>— | | | **1978** Steiner Shipyard Inc.—Bayou la Batre, Al<br>*20,46* 6,71<br>3,43<br>1 dk | **M Fishing**<br>Shrimp-trawl | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **WAZAI No. 1**<br>ex Akishima Maru-86<br>**Usong Marine S.A.**<br>Panama Panama | **297**<br>178<br>580 | NK | | **1970** Tanigawa Zosen Tekko K.K.—Japan<br>48,16 3,377<br>43,01 8,21 3,81<br>P 12,8 F 6,1 1 dk | **M Cement Carrier**<br>Mchy.aft<br>G.569 | Otsuka<br>Oil 4SA 6Cy. 280 × 400<br>750bhp (552kW)<br>K.K. Otsuka Tekkosho Usuki<br>10,5kn |

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| **7428782**<br>*5AOA*<br><br>Esd Rdr Rt | **WAZN**<br>ex Nego Loader-81<br>**Brega Petroleum Marketing Co.**<br>Tobruk Libya | **485**<br>239<br>596 | **100A1** SS 9/87<br>oil tanker/landing craft<br>Mediterranean Sea service east of 10°E oil cargoes FP 60°C & above in No. 2 wing & No. 3 centre tanks — vehicles not to be carried simultaneously with oil cargoes of FP below 60°C & tanks for oil cargoes of FP below 60°C to be certified gas free before loading of vehicles<br>**LMC**<br>EL K 357,5/28,0U2<br>FN 692<br>(AB)<br>**SURVEYS OVERDUE — CLASS SUSPENDED 19/4/91** | **1976** Singapore SB. & Eng. Ltd.—Singapore (115)<br>49,79 12,37 2,439<br>44,89 12,20 3,20<br>RAD 11,6 F 5,8 1 dk<br>rf nil | **TM Tanker/ Landing Craft**<br>Deck Cargo<br>Bow door/ramp<br>5 Ta ER | MWM<br>2 Oil 4SA each 6Cy. 160 × 165 reverse<br>geared to sc. shafts<br>1 000bhp (736kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 40kW 415V 50Hz a.c. |
| **8419829**<br>*DVXA*<br>228216<br>Df Esd Gc<br>RdrRTm | **WE CARRIER**<br><br>**Albar Shipping & Trading Corp.**<br>Ichizan Kinkai Kisen Co. Ltd.<br>Manila Philippines | *4 110*<br>*2 232*<br>6 778 | NK | **1985** Kurinoura Dock K.K.—Yawatahama (211)<br>108,39 (BB) 16,54 7,066<br>99,27 16,51 8,21<br>1 dk<br>Bow/CM 52 Diam. 0,216 | **M Tanker**<br>Oil Chemical Molasses<br>CBT COW IGS SBT<br>12 Ta ER<br>L.7 707<br>6 Cargo pumps total 2 400T/hr | Hanshin<br>Oil 4SA 6Cy. 440 × 880<br>3 600bhp (2 648kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Fuel 111,0t (d.o.) 604,5t (hvf)-11,0pd |
| **6719237**<br>*3EXY7*<br>19777-SC<br>Df Esd Gc<br>Rdr Rt | **WEALTH**<br>ex Mano No. 7-90 ex Santen Maru-72<br>**Wealthy Maritime Co. S.A.**<br>Swift Shipping Corp. Ltd.<br>Panama Panama | **3 922**<br>2 512<br>6 276 | KR (NK) | **1967** Setoda Zosensho Co. Ltd.—Setoda (213)<br>110,85 16,24 6,700<br>101,90 16,20 8,20<br>P 22,0 F 11,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.8 517 B.8 106<br>2 Ha (stl) (28,6 28,5 × 7,6) ER<br>Der 4(15) 4(10) | B&W<br>Oil 2SA 6Cy. 420 × 900<br>2 427kW (3 300bhp)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 196kW 445V a.c.<br>Fuel 413,5t |
| **8609280**<br>*3EIZ5*<br>15967-87<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **WEALTH REEFER**<br><br>**Wealth Reefer Line S.A.**<br>Panama Panama<br>SatCom: 1330316/WEAL | *7 286*<br>*3 691*<br>7 348 | NK | **1986** K.K. Uwajima Zosensho—Uwajima (2498)<br>144,51 (BB) 19,82 7,027<br>136,00 19,80 10,22<br>P 29,6 F 38,8 | **M Refrigerated Cargo**<br>Vehicles<br>In.9 345<br>4 Ha (stl) (7,2 8,0 8,0 8,0 × 6,0) ER<br>Der 8(5) | B&W<br>Oil 2SA 6Cy. 500 × 1620<br>8 350bhp (6 142kW)<br>Hitachi Zosen Sakurajima Work |
| **7383889**<br>*3EHE5*<br>17695-HK<br>Df Esd Gc<br>Pfd Rdr Rt | **WEALTHY RIVER**<br>ex Admiralty Island-89 ex Reliant-86<br>ex Astronomer-83<br>**Unison Maritime S.A.**<br>Panama Panama | *28 089*<br>*10 920*<br>23 120 | ZC<br>✠Classed LR until 8/4/89 | **1977**-1 Stocznia Gdanska im. Lenina—Gdansk (B463/101)<br>204,22 (BB) 30,99 10,021<br>193,81 30,82 15,60<br>F 23,2 1 dk<br>rf nil DK in way of holds conv Fixed-guides Ref Container Ship 82<br>conv Aircraft Transport 83 conv Helicopter Carrier 86 | **M Container Ship**<br>Fixed-guides Ref<br>DSS<br>6 Cell. Ho 16,4 16,0 16,0 16,0 17,3 14,7 ER<br>In.6 847<br>TEU 1202<br>C.Ho 516/20' 181/40' C.Dk 324/20' (40') incl. 366 ref C.<br>11 Ha (stl) ER<br>22 Wing Ha (stl) ER<br>Cr 1(40) | Sulzer<br>Oil 2SA 10Cy. 900 × 1550<br>21 331kW (29 000bhp)<br>H. Cegielski<br>Gen 4 × 960kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 642,0t (d.o.) 3 190,5t (hvf)-100,5pd |
| **5387104**<br><br>187265 | **WEAR HOPPER No. 3**<br><br>**General Marine**<br>Sunderland United Kingdom | **414**<br>258<br>645 | ✠**100A1** SS 9/86<br>for service on the east coast of Great Britain<br>✠**LMC**<br>EL (g) $1\frac{1}{8}$"SQ<br>FN 592 | **1959**-11 J. L. Thompson & Sons Ltd.—North Sands, Sunderland (246)<br>48,67 9,20 3,252<br>46,79 8,84 3,81<br>1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Mirrlees<br>Oil 4SA 6Cy. 216 × 330<br>366bhp (269kW)<br>Mirrlees, Bickerton & Day<br>Gen 2 × 25kW 220V d.c.<br>Fuel 38,5t (d.o.) |
| **5387116**<br><br>187266 | **WEAR HOPPER No. 4**<br><br>**General Marine**<br>Sunderland United Kingdom | **414**<br>258<br>645 | ✠**100A1** SS 9/86<br>for service on the east coast of Great Britain<br>✠**LMC**<br>EL (g) $1\frac{1}{8}$"SQ<br>FN 592 | **1959**-11 J. L. Thompson & Sons Ltd.—North Sands, Sunderland (247)<br>48,67 9,20 3,252<br>46,79 8,84 3,81<br>1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Mirrlees<br>Oil 4SA 6Cy. 216 × 330 reverse reduction<br>to sc. shaft<br>366bhp (269kW)<br>Mirrlees, Bickerton & Day<br>Gen 2 × 25kW 220V d.c.<br>Fuel 38,5t (d.o.) |
| **6412774**<br>*DVMB*<br>226688<br>Df Esd Gc<br>Rdr Rt | **WEASEL**<br>ex Hie-82<br>**Compania Naviera Mohican S.A.**<br>North Sea Maritime Corp.<br>Manila Philippines | **1 738**<br>1 241<br>2 996 | BV (NK) | **1964** Shikoku Dockyard Co. Ltd.—Takamatsu (663)<br>85,58 12,45 5,436<br>78,97 12,40 6,30<br>P 22,0 F 11,0 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.3 856 B.3 583<br>2 Ha (13,0 27,2 × 6,1) ER<br>6W Der 6(7) | Ito<br>Oil 4SA 6Cy. 470 × 700<br>2 100bhp (1 545kW)<br>Ito Tekkosho<br>Fuel 140,0t |
| **7376161**<br>*HP2000*<br>6348-76B<br>Df Esd Gc<br>Pfd Rdr Rt | **WEATHERLY**<br><br>**Offshore Logistics International Inc.**<br>Panama Panama | **918**<br>397<br>2 200 | AB | **1975** Teraoka Shipyard Co. Ltd.—Nandan (141)<br>65,84 4,719<br>60,41 12,81 5,80<br>F 18,6 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>Mchy.aft | Polar<br>2 Vee Oil 4SA each 16Cy. 250 × 300 sr<br>sc. shafts<br>7 040bhp (5 178kW)<br>A/B Nohab<br>Gen 2 × 150kW a.c. 1 × 75kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7905584**<br>*EHWB*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **WEC CANARIAS**<br>ex Ana Del Mar-85<br>**Ibercargo S.A.**<br>Bilbao Spain | **1 400**<br>766<br>3 120 | GL | **1980** Maritima del Musel S.A.—Gijon (209)<br>94,09 13,21 5,161<br>86,19 13,20 7,45<br>P 7,4 F 6,4 1 dk | **M Container Ship**<br>Fixed-guides Ref<br>TEU 185 C. 185/20' incl 66 ref C.<br>5 Ha (stl) ER | Deutz<br>Oil 4SA 6Cy. 400 × 580 geared to sc.<br>2 200bhp (1 618kW)<br>Hijos de J. Barreras S.A.<br>Fuel 47,0t (d.o.) 159,0t (hvf)-9,5pd |
| **8321682**<br>*DABH*<br>14055<br>Df Esd Rdr<br>RTm/h/v<br>SatNav | **WEC PORTUGAL**<br>ex Akak Star-85 ex Arnd Becker-84<br>**Reederei Bernd Becker K.G. m.s. "Arnd Becker"**<br>Hamburg Federal Republic of Germany | **1 599**<br>1 118<br>4 110 | GL | **1983** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (939)<br>96,98 (BB) 17,84 5,581<br>89,36 17,61 5,74<br>P 18,9 F 10,7 2 dks | **M Container Ship**<br>Portable-guides<br>1 Ho 61,1 ER<br>G.6 580 B.6 229<br>TEU 383 C. 383/20' (40') incl. 25 ref C.<br>2 Ha (stl) ER | Deutz<br>Oil 4SA 8Cy. 370 × 400 sr geared to sc.<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 360kW 2 × 230kW 380V<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 55,0t (d.o.) 380,0t (hvf)-12,5pd |
| **7932616**<br>*SYWC*<br><br>Df Esd Rdr<br>RTm/h/v | **WEC ROTTERDAM**<br>ex City of Liverpool-91 ex Barrister-89<br>ex City of Liverpool-87 ex Barrister-85<br>ex Carmen-81<br>**Sea Venture Maritime Co.**<br>Piraeus Greece<br>SatCom: 1131216/PNIA | **18 575**<br>12 984<br>25 150<br>T/cm<br>33,6 | GL | **1981** Howaldtswerke-Deutsche Werft A.G. —Kiel (158)<br>169,04 (BB) 25,46 9,961<br>160,03 25,40 15,52<br>F 9,5 1 dk | **M Bulk Carrier**<br>Employed in container service only<br>Ice strengthened Str. heavy cargoes<br>6 Ho 17,0 30,4comb. 16,0 16,0 30,4comb. 17,0 ER<br>G.37 141<br>TEU 1176<br>C.Ho 712/20' (40') C.Dk 464/20' (40') incl. 32 ref C.<br>8 Ha (stl) (12,8 × 10,3) (12,9 12,8 12,8 12,8 12,8 12,8 12,9 × 20,1) ER<br>Cr 5(25) | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>9 250bhp (6 804kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel 203,0t (d.o.) 1 746,0t (hvf)-37,0pd |

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| **WECOMA**<br>**National Science Foundation**<br>Oregon State University (College of Oceanography)<br>Newport, Or United States of America<br>SatCom: 1503606/WECO | **280**<br>214<br>— | | **1975** Peterson Builders Inc.—Sturgeon Bay, Wi (9250-2)<br>53,93 4,379<br>48,16 10,06 4,58<br>B 15,9 F 37,5 1 dk<br>BK 305 | **M Research**<br>Oceanographic Survey | General Motors 16-645-E7B<br>Vee Oil 2SA 16Cy. 230 × 254 sr geared to sc. shaft<br>2 875bhp (2 115kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 750kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 191,0t (d.o.) 14,5kn |
| **WEDDELL SEA**<br>**Banda Shipping Inc.**<br>Panama Panama | **18 703**<br>12 792<br>33 789<br>T/cm<br>42,0 | AB | **1978** Kanasashi Co. Ltd.—Toyohashi (024)<br>182,18 (BB) 27,03 10,802<br>170,01 27,01 15,22<br>P 27,5 F 13,2 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.44 769 B.39 134<br>5 Ha (stl) ER<br>Der 5(15) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 400kW<br>16,25kn |
| **WEDELL FOSS**<br>**Security Pacific Equipment Leasing Inc.**<br>Foss Maritime Co.<br>Seattle, Wa United States of America | **195**<br>133<br>— | AB | **1982** Tacoma Boatbuilding Co. Inc.—Tacoma, Wa (437)<br>30,48 4,877<br>29,27 10,98 4,12<br>1 dk<br>rf 18 | **TM Tug**<br>Tractor<br>1 Ho<br>1 Ha (stl) | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254 sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>2 Directional propellers<br>12kn |
| **WEELA**<br>**Charter Craft & Marine Services Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **232**<br>—<br>135 | ✠100A1 tug<br>✠LMC<br>CS 10/87<br>EL (c) 15/16"U1<br>FN 364 | **1968**-3 Adelaide Ship Cons. Pty. Ltd.—Adelaide, S.A. (40)<br>32,21 8,56 4,007<br>28,96 8,08 4,47<br>Box K 406 | **M Tug** | Mirrlees<br>Oil 4SA 6Cy. 381 × 457 sr reverse geared to sc. shaft<br>Mirrlees National Ltd. Stockport<br>Gen 2 × 40kW 220V d.c.<br>Fuel 36,5t (d.o.) 11kn |
| **WEELEK No. 3**<br>**K. K. Line S.A.**<br>Panama Panama<br>SatCom: 1331535/KKWK | *10 316*<br>*5 537*<br>16 956<br>T/cm<br>28,2 | NK | **1983** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (311)<br>147,30 (BB) 23,04 8,729<br>138,82 23,00 12,12<br>P 21,7 F 10,1 1 dk<br>Bow/CM 77 Diam. 0,250 MH 2,1 | **M Tanker**<br>Chemical<br>DB<br>17 Ta ER<br>L.20 864<br>5 Cargo pumps total 1 700T/hr | Mitsubishi 6UEC45HA<br>Oil 2SA 6Cy. 450 × 1150<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K. Kobe |
| **WEELEK No. 5**<br>ex Ulf-90 ex Oliver-88 ex Bras-83<br>**Bow's Brother Navigation S.A.**<br>Panama Panama<br>SatCom: 1333364/BBWK | **2 023**<br>1 523<br>4 443 | NV (GL) | **1976** Fosen M.V.—Fevag (15)<br>92,84 14,53 6,830<br>84,21 14,51 9,09<br>P - 1 dk | **M Tanker**<br>Chemical<br>CBT SBT Ice strengthened<br>22 Ta ER<br>L.4 590 | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420 reduction geared to sc. shaft<br>2 060kW (2 801bhp)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 133kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 259,0t (hvf)-12,0pd 13kn |
| **WEERT**<br>ex Howard Barge No. 3-75 ex B 45-73<br>**Volker Stevin Baggermaatschappij Nederland B.V.**<br>Rotterdam Netherlands | **769**<br>230<br>1 799 | GL | **1970** Th. Buschmann Schiffswerft—Hamburg (126)<br>65,03 11,03 2,650<br>60,03 10,98 3,51<br>P 11,0 F 6,4 1 dk | **TM Hopper Barge**<br>Bottom doors<br>1 Ho 48,0 ER<br>1 Ha (48,0 × 8,0) ER | Deutz SBA8M816<br>2 Oil 4SA each 8Cy. 142 × 160 reverse reduction geared to sc. shafts<br>716kW (973bhp) NE 79<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 30kW 1 × 28kW 220/380V 50Hz a.c. 1 × 20kW 220V d.c.<br>Directional thrust propellers fwd<br>9kn |
| **WEGA**<br>**Partenreederei m.s. "Wega"**<br>Hans Peter Wegener<br>Hamburg Federal Republic of Germany | *3 727*<br>*1 806*<br>4 185 | GL | **1985** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (931)<br>103,51 (BB) 16,46 5,639<br>96,60 16,02 8,03<br>P 17,4 F 19,2 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.6 733 B.6 549<br>TEU 341 C. 341/20' (40')<br>3 Ha (stl) ER | Wartsila<br>Oil 4SA 6Cy. 320 × 350 with flexible couplings & sr geared to sc. shaft<br>1 455bhp (1 070kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Controllable pitch propeller<br>14,5kn |
| **WEGA**<br>**Goverment of The Federal Republic of Germany (Der Bundesminister fur Verkehr Abteilung Seeverkehr)**<br>Hamburg Federal Republic of Germany | *969*<br>*290*<br>160 | GL | **1990** Kroeger Werft G.m.b.H & Co. Kg. —Schacht —Audorf (1522)<br>52,05 (BB) 11,56 3,451<br>47,20 11,40 5,25<br>1 dk | **D-E Research**<br>Hydrographic Survey | M.T.U. 12V183TA51<br>Vee Oil 4SA 12Cy. 128 × 142 total 660kW (897bhp) driving 2 gen. each 510kW 380V d.c. gen. of 267kW 380V d.c. connected to elec. motor of 760shp (559kW) & geared to sc. shaft<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Thw. thrust propeller fwd Pump jet<br>Thw. thrust propeller<br>Fuel 91,0t (d.o.) 10kn |
| **WEGA**<br>**Hapag-Lloyd A.G.**<br>Hapag-Lloyd Transport & Service G.m.b.H.<br>Bremen Federal Republic of Germany | **157**<br>—<br>— | GL | **1968** Jadewerft G.m.b.H.—Wilhelmshaven (112)<br>29,49 7,85 3,125<br>27,26 7,50 3,84<br>1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | Deutz SBV8M545<br>Oil 4SA 8Cy. 320 × 450 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 28kW 220/380V 50Hz a.c.<br>Fuel 33,5t (d.o.) 12,5kn |
| **WEGA**<br>**Government of The Federal Republic of Germany (Deutsches Hydrographisches Institut)**<br>Bundesamt fur Seeschiffahrt und Hydrographie<br>Hamburg Federal Republic of Germany | **156**<br>23<br>— | | **1962** Schlichting-Werft G.m.b.H.—Travemuende (1322)<br>31,86 6,51 2,201<br>27,03 6,46 2,90<br>1 dk | **Wood M Research**<br>Hydrographic<br>Der 1(1) | Deutz SBF12M716<br>Vee Oil 4SA 12Cy. 135 × 160<br>280bhp (206kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 55kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 10,5kn |
| **WEGA III**<br>ex Richard II-85 ex Richard I-82<br>ex Richard Rahmann-82<br>**Friedrich K. H. Pahmeier**<br>Hamburg Antigua & Barbuda | **424**<br>260<br>853 | GL | **1962** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (513)<br>56,34 9,45 3,820<br>50,02 9,40 3,92<br>P & B 33,6 F 5,8 1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.1 470 B.1 328<br>2 Ha (8,8 17,5 × 5,4) ER | Deutz RV6M545<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>9,5kn |
| **WEI CHANG No. 1**<br>**Wei Chang Fishing Co. Ltd.**<br>Keelung China* | **130**<br>—<br>— | | **1970** Tung Lung S.B. Co. Ltd.—Keelung<br>26,52 5,19 2,693<br>24,49 5,16<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil<br>300bhp (221kW) -<br>Kuang Yu Iron Works Keelung |
| **WEI CHANG No. 2**<br>**Wei Chang Fishing Co. Ltd.**<br>Keelung China* | **130**<br>—<br>— | | **1970** Tung Lung S.B. Co. Ltd.—Keelung<br>26,52 5,19 2,693<br>24,49 5,16 | **Wood M Fishing**<br>Side Trawler | Oil<br>300bhp (221kW)<br>Kuang Yu Iron Works Keelung |
| **WEI HAI**<br>ex Fruen-73 ex Lysland-70<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **20 422**<br>12 802<br>31 825<br>T/cm<br>41,2 | ZC (NV) | **1964** Haugesund M/V A/S—Haugesund (24)<br>187,05 26,07 10,624<br>176,78 26,06 15,24<br>P 33,0 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 21,7 18,8 18,3 18,3 18,3 18,3 18,3 ER<br>G.40 626<br>7 Ha (stl) (11,2 11,6 11,6 11,6 11,6 11,6 11,6 × 12,8) ER<br>Cr 7(8) | Fiat A750.8L<br>Oil 2SA 8Cy. 750 × 1320<br>11 200bhp (8 238kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 1 658,0t (hvf) 15kn |

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| **7709992**<br>*BOBO*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **WEI HE**<br>ex Nedlloyd Caledonia-83<br>ex Caledonia-81<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **18 587**<br>13 468<br>25 550 | ZC (GL) | **1979** Howaldtswerke-Deutsche Werft A.G.—Kiel (125)<br>169,13 (BB) 25,94 9,964<br>160,00 25,40 15,50<br>F 10,1 1 dk | **M Bulk Carrier**<br>Ice strengthened<br>6 Ho 16,7 30,4comb. 16,0 16,0 30,4comb. 16,7 ER<br>G.37 246 HeCls. B<br>TEU 1140 C.Ho 712/20'(40') C.Dk 428/20'(40') incl. 32 ref C.<br>8 Ha (stl) (12,7 × 10,3) (12,7 12,7 12,7 12,7 12,7 12,7 12,9 × 20,1) ER<br>Cr 5(25) | Pielstick<br>Vee Oil 4SA 18Cy. 400 × 460 sr geared to sc. shaft<br>11 700bhp (8 606kW)<br>Blohm + Voss A.G.<br>Gen 2 × 420kW 1 × 350kW 440V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 734,0t (hvf)-40,5pd |
| **8715845**<br>*BROY*<br>Df Esd Gc<br>Rdr RTv | **WEI HU LING**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | *12 827*<br>*6 980*<br>20 412 | ZC | **1991** Guangzhou Shipyard—Guangzhou/Canton (81010)<br>164,00 9,800<br>154,00 13,40<br>1 dk | **M Bulk Carrier** | Sulzer<br>Oil 2SA 6Cy. 480 × 1400<br>5 826kW (7 920bhp)<br>Shanghai Diesel Engine Works<br>Gen 3 × 388kW 1 × 90kW 400V a.c. |
| **6510150**<br>*H3BI*<br>6953-PEXT3<br>Df Esd Gc<br>Rdr | **WEI LI**<br>ex Shinryo Maru No. 18-76<br>**Manfung Shipping S.A.**<br>Panama Panama | **253**<br>129<br>— | | **1965** Kochiken Zosen—Kochi (285)<br>38,61 7,45 3,150<br>38,10 7,40 3,41<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>4 Ho 6,4 6,4 7,0 7,0 ER<br>In.289<br>4 Ha (stl) (1,0 1,0 × 0,7) (1,2 1,2 × 1,3) ER | Fuji<br>Oil 4SA 6Cy. 300 × 430<br>700bhp (515kW)<br>Fuji Diesel Co. Ltd.<br>Gen 2 × 64kW 225V a.c. |
| **7234442**<br>*YJYK7*<br>569<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WEI LIK**<br>ex Winedrop-88 ex Eastern Hornet-82<br>**Wei Lik Maritime Ltd.**<br>Port Vila Vanuatu | **19 654**<br>13 871<br>34 203<br>T/cm<br>41,0 | GL (AB) | **1973** Osaka Zosensho—Osaka (330)<br>185,50 (BB) 26,04 11,100<br>175,01 26,00 15,50<br>P 30,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.44 735 B.41 242 HeCls. B<br>5 Ha (stl) ER<br>Cr 14(5) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>8 496kW (11 550bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 324kW 440V 60Hz a.c.<br>Fuel 157,0t (d.o.) 1 711,0t (hvf)-29,0pd |
| **7024512**<br>*C6BS2*<br>708859<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WEI RIVER**<br>ex Kirk Star-92 ex Maracay-88<br>ex Abaco Star-87 ex Sand Shore-86<br>ex Nopal Shore-77 ex Mignon-74<br>**Salty Dog Ltd.**<br>Nassau Bahamas | T.Mk<br>**2 847**<br>1 433<br>5 182 | **✠100A1** SS 4/86<br>Ice Class 1<br>**✠LMC (UMS)**<br>EL U $1\frac{7}{8}$"U2<br>FN 2917 | **1970**-12 A/B Finnboda Varf—Stockholm (389)<br>113,49 16,11 6,820<br>103,21 16,06 12,20<br>2 dks<br>rf nil | **M RoRo Cargo**<br>12P<br>Stern door<br>Cars 478<br>1 Ho 67,9 ER<br>B.9 410<br>1 Ha (stl) (13,1 × 3,9) ER | MaK<br>Vee Oil 4SA 16Cy. 450 × 550<br>6 000bhp (4 413kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 252kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 642,0t (hvf) |
| **8021971**<br>*BOFN*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WEI SHAN HU**<br>**Dalian Ocean Shipping Company (COSCO DALIAN)**<br>Dalian/Dairen China | **38 706**<br>17 593<br>63 098 | ZC | **1982** Namura SB. Co. Ltd.—Imari (856)<br>224,63 32,24 12,750<br>217,00 32,20 19,60<br>F 18,9 1 dk | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 77 981 | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>12 500bhp (9 195kW)<br>Hitachi Zosen Sakurajima Works<br>Gen 3 × 580kW 450V 60Hz a.c. |
| **7332684**<br>*YJYK8*<br>570<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **WEI WU**<br>ex Castor-88 ex Saqr Jizan-86<br>ex Maritime Justice-82<br>**Yick Fung Shipping & Enterprises Co. Ltd.**<br>Port Vila Vanuatu | **19 723**<br>13 861<br>34 196<br>T/cm<br>40,9 | NV (AB) | **1973** Osaka Zosensho—Osaka (339)<br>185,50 (BB) 26,04 11,148<br>175,01 26,00 15,50<br>P 30,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 24,7 32,7 15,1 32,7 25,6 ER<br>G.42 595 B.41 242 HeCls. B<br>5 Ha (stl) (13,5 19,2 8,7 19,2 15,1 × 12,6) ER<br>14W Der 14(10) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 332kW 450V 60Hz a.c.<br>Fuel 1 964,0t (hvf) |
| **7314759**<br>*3ESJ6*<br>18639-PEXT<br>Df Esd Gc<br>Pfd Rdr RTh | **WEI XIN**<br>ex Vanya H-88 ex Sissy-87<br>**Bowling Maritime Inc.**<br>Panama Panama | **18 063**<br>12 714<br>32 209 | GL (AB) | **1973** Namura SB. Co. Ltd.—Osaka (409)<br>187,03 (BB) 25,05 10,845<br>175,01 25,00 15,40<br>F 9,2 1 dk<br>RW rf 102 | **M Bulk Carrier**<br>5 Ho 27,8 32,7 14,4 32,7 27,2 ER<br>G.37 617 B.36 109<br>5 Ha (stl) (15,2 18,4 8,0 18,4 15,2 × 12,1) ER<br>Cr 4(8) 1(5) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 512kW |
| **6613081**<br>*BRQX*<br>Df Esd Gc<br>Rdr RTv | **WEI ZHI 1**<br>ex Spassk-Dalniy-90<br>**Dalian Wei Zhi Shipping Co.**<br>Dalian/Dairen China | **3 234**<br>1 500<br>1 470 | RS ZC | **1966** VEB Schiffswerft "Neptun"—Rostock (231)<br>105,85 14,64 6,560<br>95,71 14,56 8,03<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 248 B.5 775<br>4 Ha (stl) (9,9 × 6,8) (10,2 10,2 × 8,9) ER (9,6 × 8,8)<br>8W Der 1(35) 4(5) 4(3) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>2 942kW (4 000bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (d.o.) |
| **7706732**<br>*Y5KU*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **WEIMAR**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | **15 979**<br>8 637<br>23 200<br>T/cm<br>35,2 | DSRK GL | **1977** VEB Mathias-Thesen-Werft—Wismar (110)<br>176,66 22,93 10,110<br>167,42 22,86 14,03<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho 14,0 27,3 27,3 27,3 27,3 ER<br>G.29 550 B.29 180 HeCls. ptB<br>TEU 426 C.Ho 354/20' C.Dk 72/20'<br>10 Ha (stl) (7,3p&s × 6,8) (22,7p&s 22,7p&s 22,7p&s 22,7p&s × 8,9) ER | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 2 × 850kW 1 × 500kW 380V 50Hz a.c.<br>Fuel 383,0t (d.o.) 1 710,0t (hvf) |
| **7114965**<br>*V2AR*<br>1067<br>Df Esd Gc<br>Rdr RTm/v | **WEISA**<br>ex Eurotrader-86 ex Kini Kersten-80<br>ex Relay-74 ex Osterland-73<br>**Partenreederei m.s. "Weisa"**<br>Hamburg Antigua & Barbuda | T.Mk<br>**499**<br>338<br>1 249<br>**999**<br>714<br>1 972 | GL | **1971** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (689)<br>74,53 10,85 3,977/5,060<br>67,67 10,80 6,02<br>P 12,2 F 10,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,6 ER<br>G.2 432 B.2 169<br>1 Ha (stl) (40,2 × 7,6) ER | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 50kW 1 × 30kW 380V 50Hz a.c.<br>Fuel 112,0t (d.o.) |
| **8137354**<br>*DCKT*<br>Esd Rdr RTv | **WEISSE DUNE**<br>ex Klara Katharina<br>**Karl Friedrich Funk**<br>Greetsiel Federal Republic of Germany | **174**<br>107<br>280 | | **1909** —..........<br>36,50 6,18 2,101<br>36,25 2,39<br>1 dk<br>len 64deepened 62 | **M General Cargo** | Deutz<br>Oil 4SA 11Cy. 135 × 160 reverse geared to sc. shaft<br>E made71 fitted—<br>Kloeckner Humboldt Deutz |
| **7412551**<br>*P3KN2*<br>708331<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **WEISSHORN**<br>ex Eastern Trader-89 ex Allan Boy-88<br>ex Bardomar-85<br>**Jasmine Shipping Co. Ltd.**<br>Contal Shipping Ltd.<br>Limassol Cyprus | **3 855**<br>2 588<br>7 124 | GL (BV) (NK) | **1976** Kurushima Dockyard Co. Ltd.—Onishi (876)<br>106,46 17,02 7,113<br>98,00 17,00 8,69<br>P 18,3 F 10,1 1 dk<br>rf 51 | **M General Cargo**<br>Mchy.aft<br>2 Ho 39,1 33,4<br>G.8 820 B.8 217<br>2 Ha (stl) (31,3 28,7 × 8,3)<br>4W Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>2 795kW (3 800bhp)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 70,0t (d.o.) 400,0t (hvf)-12,5pd |
| **5387348**<br>*Y4SQ*<br>Df Esd Rdr Rt | **WEISSWAL**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **133**<br>47<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,71 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt<br>Gen 2 × 21kW 110V d.c. |

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| **WEJHEROWO**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Szczecin Poland | T.Mk<br>**2 805**<br>1 391<br>3 408 | PR | **1975** Stocznia Gdanska im. Lenina—Gdansk (B472/02)<br>106,36 16,03 5,681<br>100,72 16,01 9,50<br>P -F - 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.6 420 B.6 214<br>TEU 119 C.Ho 87/20' C.Dk 32/20'<br>2 Ha (stl) (each 25,1 × 10,3) ER<br>Der 1(25) 4(8) 1(5) | Sulzer 6ZL40/48<br>Oil 4SA 6Cy. 400 × 480<br>3 900bhp (2 869kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 250kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 225,0t (d.o.)-13,5pd 14,25kn |
| **WEKAR**<br>**Suez Canal Authority**<br>Port Said Egypt | **152**<br>137<br>— | GL | **1962** Timsah SB. Co.—Ismailia (104)<br>27,23 7,88 2,693<br>25,00 7,24 3,81<br>1 dk | **M Tug** | General Motors 16-567-C<br>Vee Oil 2SA 16Cy. 216 × 254 geared to sc. shaft<br>General Motors Corp. La Grange, Illinois<br>12,5kn |
| **WEL MAS**<br>ex Musandam-90<br>**Wel Mas Navigation Pte. Ltd.**<br>Singapore Singapore | **202**<br>60<br>— | (AB) | **1974** Asia Pacific Shpyd (Pte) Ltd.—Singapore (111)<br>28,66 3,382<br>26,19 8,54 3,87<br>1 dk | **TM Tug** | Caterpillar D348TA<br>2 Vee Oil 4SA each 12Cy. 137 × 165 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW<br>Fuel 151,5t 10kn |
| **WELDWOOD SPIRIT**<br>ex Lady Theresa-74<br>**Weldwood Transportation Ltd.**<br>Vancouver, B.C. Canada | **143**<br>38<br>— | ✠Classed LR until 22/11/74 | **1963**-3 Cook, Welton & Gemmell Ltd.—Beverley (984)<br>28,61 7,52 3,347<br>25,91 7,32 3,81<br>rf 610 BK 152 | **M Tug** | Ruston<br>Oil 4SA 7Cy. 260 × 368 sr reverse geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Fuel 20,5t 11kn |
| **WELL VOY No. 1**<br>ex Rita Point-79 ex Wah Po-78<br>ex Glory Star-78 ex Shintoko Maru-75<br>ex Expert Maru-75<br>ex Southern Dragon-73<br>ex Silver Swan-70 ex Baltic Importer-69<br>**Well Voy Navigation S.A.**<br>Panama Panama | **1 683**<br>715<br>2 601 | (NK) (NV)<br>✠Classed LR until 14/5/76 | **1953**-9 Werft Nobiskrug G.m.b.H.—Rendsburg (564)<br>99,09 12,96 5,550<br>89,87 12,91 8,11<br>F 8,3 1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD 2P<br>Ice strengthened<br>3 Ho 16,4 21,7 24,3<br>G.4 718 B.4 400<br>3 Ha (stl) (10,5 14,4 17,8 × 5,0)<br>10W Der 1(5-10) 9(5) | MaK<br>2 Oil 4SA each 10Cy. 385 × 580 with hydraulic couplings & sr gearing to sc. shaft<br>3 600bhp (2 648kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 3 × 150kW 230V d.c.<br>Fuel 279,5t (d.o.) 15,5kn |
| **WELL-BANK**<br>**Svend Age Bang Andersen**<br>Skagen Denmark | *187*<br>*73*<br>— | NV | **1985** Strandby Skibsvaerft I/S—Strandby (84)<br>26,01 3,801<br>7,01<br>1 dk<br>rf 711 BK 152 | **M Fishing**<br>Stern Trawler | Alpha<br>Oil 4SA 5Cy. 225 × 300<br>775bhp (570kW)<br>MAN-B&W Diesel A/S Frederikshavn<br>Gen 1 × 96kW 1 × 66kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **WELLAMO**<br>**EffJohn International Oy Ab**<br>Oy Silja Line Ab<br>Helsinki/ Helsingfors Finland | *33 818*<br>*17 568*<br>3 720 | NV | **1986** Oy Wartsila Ab—Helsinki/Helsingfors (471)<br>168,03 (BB) 31,60 6,514<br>152,71 27,61 14,46<br>7 dks | **TM Passenger/RoRo Cargo/Ferry**<br>566cbn 1625bth 375dk P<br>Ice strengthened<br>Bow door & ramp<br>L 16,50 W 7,00<br>Stern door/ramp (p)<br>L 7,70 W 6,00<br>Stern door/ramp (s)<br>L 7,70 W 9,00<br>Cars 350 Lorries 60 | Pielstick 12PC2-6V-400<br>4 Vee Oil 4SA each 12Cy. 400 × 460 with clutches, flexible couplings & sr geared to sc. shafts<br>26 408kW (35 902bhp)<br>Oy Wartsila Ab Turku/Abo<br>Gen 4 × 2000kW 1 × 400kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Thw. thrust Contr. pitch propeller<br>22kn |
| **WELLCOM**<br>ex Qiong Feng-91 ex Qing Chuan 8-89<br>ex Thira-89 ex Xifias I-88<br>ex Antonis Gianis H-84<br>ex Three Arrows-78<br>**Wild Dragon Holdings Ltd.**<br>Picton Shipping Agency Ltd.<br>Monrovia Liberia | **6 010**<br>3 828<br>9 955 | **100A1** M 5/91-6mos<br>**LMC**<br>EL Y 522,5/52,0U2<br>FN 3368<br>(NK) (ZC) | **1974** Imabari Zosen—Imabari (321)<br>119,88 (BB) 20,55 7,530<br>112,00 20,50 9,55<br>P 22,9 F 12,8 1 dk<br>rf 178 | **M General Cargo**<br>2 Ho ER<br>G.12 960 B.12 330<br>2 Ha (stl) (31,8 31,1 × 10,3) ER<br>4W Der 4(21) | Mitsubishi 6UEC52/105D<br>Oil 2SA 6Cy. 520 × 1050<br>4 560kW (6 199bhp)<br>Kobe Hatsudoki K.K. Kobe<br>AuxB(c) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 851,5t (hvf)-21,5pd 13,25kn |
| **WELLINGTON**<br>ex Gurnard-86 ex Aziebank-82<br>ex Azie-73<br>**The Alexandra Towing Co. Ltd.**<br>Southampton United Kingdom | **161**<br>0<br>— | | **1961** N.V. Schps. v/h H. H. Bodewes—Millingen a/d Rijn (553)<br>28,86 8,39 3,801<br>25,94 8,34 3,48<br>1 dk | **TM Tug**<br>Tractor | Stork<br>2 Oil 4SA each 8Cy. 210 × 300<br>Kon. Mach. Stork & Co. N.V. Zwolle<br>Fuel 32,0t 11,5kn |
| **WELLINGTON MARU**<br>ex Canberra Maru-87<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Osaka Pref. Japan<br>SatCom: 1200402/JITV | **32 163**<br>—<br>29 888 | NK | **1979** Mitsui Eng. & SB. Co. Ltd.—Tamano (1194)<br>216,31 (BB) 11,526<br>199,02 32,21 19,03<br>F 29,3 1 dk | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER 1 Cell. Ho<br>TEU 1570 C. 1570/20' incl. 602 ref C.<br>20 Ha (stl) | B&W 9L90GFC<br>Oil 2SA 9Cy. 900 × 2180<br>30 700bhp (22 582kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 5 × 1100kW 450V 60Hz a.c.<br>Fuel 804,0t (d.o.) 3 509,0t (hvf)-94,0pd 22,25kn |
| **WELLINGTON STAR**<br>ex New Zealand Star-77<br>**Pacific Coast Shipping Co. (Bermuda)**<br>Blue Star Ship Management Ltd.<br>Suva Fiji | T.Mk<br>**8 593**<br>3 796<br>11 121<br>**11 382**<br>6 507<br>13 290 | **✠100A1** CS 2/88<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL it $2\frac{7}{16}$"U2<br>FN 5635 | **1967**-9 Bremer Vulkan A.G.—Bremen-Vegesack (930)<br>168,36 (BB) 22,36 8,973/9,961<br>157,26 22,26 13,57<br>P 60,4 F 34,5 1 dk<br>RW rf 102 conv Refrigerated Cargo 78 | **M Container Ship/ Refrigerated Cargo**<br>Fixed-guides<br>In.17 914<br>TEU 340 C.Ho 208/20' (40') C.Dk 132/20' (40') incl. 208 ref C. | MAN<br>Oil 2SA 9Cy. 860 × 1600<br>20 700bhp (15 226kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 400kW 440V 60Hz a.c. |
| **WELS**<br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **302**<br>105<br>— | DSRK | **1957** VEB Elbewerft—Boizenburg<br>47,96 8,34 2,699<br>46,72 3,00<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>216bhp (159kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 12,75kW 1 × 3,5kW 230V 50Hz a.c.<br>8kn |
| **WELS**<br>**C. & H. Heuvelman Shipping & Trading B.V.**<br>Krimpen a/d Ijssel Netherlands | **120**<br>54<br>— | GL | **1989** Sosnovka Shipyard—Sosnovka<br>- - 2,200<br>- 6,80 3,20<br>1 dk | **M Utility Vessel** | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260 reverse reduction geared to sc. shaft<br>220kW (299bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 16kW 220/380V a.c.<br>10kn |
| **WELSH BAY**<br>ex Volvox Frisia-85<br>ex Transmundum VI-74<br>**Associated British Ports**<br>Newport, Gwent United Kingdom | **2 837**<br>2 058<br>4 871 | BV | **1971** Norderwerft J. R. Koser—Hamburg (873)<br>94,98 16,11 5,252<br>91,65 16,01 6,00<br>P 15,3 F 16,2 1 dk<br>rf nil | **TrM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 20,0<br>Hopper 5000T<br>Mchy.aft<br>1 Ho<br>Hopper 3 607<br>2 sandpumps each 810kW (1101bhp)<br>Der 2(8) 2(3) | Ruston<br>3 Oil<br>3 748bhp (2 757kW)<br>(i) 2 Oil 4SA each 6Cy. 254 × 305 NE 81<br>Ruston Diesels Ltd. Newton-le-Willows<br>(ii) Oil 4SA 8Cy. 254 × 305 NE 81<br>Ruston Diesels Ltd. Newton-le-Willows<br>12kn |

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| **8611491**<br>*MGKA8*<br>712575<br>Esd Gc Pfd<br>Rdr RTm/v | **WELSH PIPER**<br>**Filbuk III Ltd.**<br>British Dredging Aggregates Ltd.<br>Newport, Gwent United Kingdom | *1 251*<br>*375*<br>1 923<br>T/cm<br>7,2 | **✠100A1**<br>dredger<br>U.K. home trade service,<br>bottom strengthened for<br>operating aground<br>**✠LMC**<br>EL M 412,5/36,0<br>FN 1146 | **1987**-9 Appledore Ferguson Shipbuilders Ltd.<br>—Appledore (143)<br>69,02 12,50 4,368<br>65,00 12,41 5,21<br>P 13,2 F 8,6 1 dk<br>rf nil | **M Dredger/Sand Carrier**<br>Trailing Suction Mech. discharge (Shore-delivery Boom-discharge)<br>Single side arm Dredging depth 20,0<br>1 Ho ER<br>Hopper 785<br>1 sandpump<br>1 Ha (stl) ER | Blackstone<br>Oil 4SA 6Cy. 222 × 292 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 347bhp (991kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 1 × 668kW 1 × 550kW 1 × 156kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **9012238**<br>*3EFX9*<br>21210-YJ<br>Df Esd Gc<br>Rdr Rt | **WELSH VENTURE**<br>**Perennial Motors Transport Inc.**<br>Mitsui O.S.K. Lines Ltd.<br>Panama Panama | *151 127*<br>—<br>280 000 | NK | **1991** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (382)<br>- 21,874<br>319,00 56,00 30,20<br>1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 327 909 | B&W<br>Oil 2SA 7Cy. 900 × 2916<br>18 286kW (24 860bhp)<br>Mitsui Eng. & SB. Co. Ltd. |
| **7216191** | **WEN**<br>ex Owen Tide-79 ex Derreaux | **140**<br>95<br>— | | **1956** Milan Marine Co.—Galveston, Tx (8)<br>7,07<br>26,65 2,85<br>1 dk | **TM Utility Boat** | General Motors<br>2 Oil 2SA each 6Cy. 127 × 142<br>600bhp (441kW)<br>General Motors Corp. |
| **7513563**<br>Esd Rdr Rt | **WEN CHUAN TUO 4**<br>**Wenchong Shipyard**<br>Guangzhou/Canton China | **303**<br>77<br>— | | **1975** "A. Fai" Engineers & Shiprepairers—Hong Kong (53)<br>32,83 10,01 —<br>26,50 9,50 3,06<br>1 dk | **TM Tug**<br>Fire-fighting | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 75kW 400V 50Hz a.c. |
| **6803234**<br>*BOJT*<br>Df Esd Gc<br>Pfd Rdr Rt | **WEN DENG HAI**<br>ex Essi Kristine-78<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **41 088**<br>27 795<br>76 645<br>T/cm<br>70,8 | ZC (NV) | **1968** Harland & Wolff Ltd.—Belfast (1669)<br>251,46 (BB) 32,06 14,250<br>245,57 32,00 19,43<br>B 31,4 F 17,1 1 dk<br>rf 127 | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho each 21,0 ER<br>G.91 211 B.85 537<br>9 Ha (stl) (11,6 13,7 13,7 13,7 13,7 13,7 13,7 13,7 13,7 × 16,4) ER | B&W<br>Oil 2SA 9Cy. 840 × 1800<br>18 900bhp (13 902kW)<br>Harland and Wolff Ltd.<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 194,0t (d.o.) 3 596,0t (hvf)-66,0pd |
| **7519983**<br>*BOJQ*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WEN HE**<br>ex Contract Carrier-82 ex Zepbaltic-78<br>ex Dafra Northsea ex Gulf Sailor<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**2 889**<br>1 103<br>3 690<br>**4 248**<br>1 599<br>6 035 | ZC (GL) | **1977** Yamanishi Zosen K.K.—Ishinomaki (809)<br>117,45 18,65 3,429/6,500<br>107,50 18,60 8,50<br>P 20,5 F 10,4 2 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>3 Cell. Ho ER<br>G.9 880 B.9 285<br>TEU 358 C.Ho 182/20' C.Dk 176/20'<br>6 Ha (stl) ER<br>Cr 2(30) | MAN<br>Vee Oil 4SA 10Cy. 400 × 540<br>5 600bhp (4 119kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 4 × 200kW 445V |
| **8023943**<br>*BOXQ*<br>Df Esd Gc<br>Pfd Rdr RTv | **WEN ZHOU HAI**<br>**Tianjin United Shipping Co. Ltd.**<br>Tianjin/Tientsin China | *35 243*<br>*21 973*<br>64 170 | ZC (NV) | **1982** B & W Skibsvaerft A/S—Kobenhaven (905)<br>225,00 (BB) 32,29 13,108<br>213,70 32,24 18,00<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 26,2 22,7 22,7 22,7 22,7 22,7 25,3 ER<br>G.79 110 B.75 490 HeCls. B<br>7 Ha (stl) (each 14,4 × 15,0) ER | B&W<br>Oil 2SA 5Cy. 800 × 1950<br>12 600bhp (9 268kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 330,0t (d.o.) 2 810,0t (hvf)-40,5pd |
| **5363287**<br>*PLSN*<br>Rdr Rt | **WENANG**<br>ex Sumber Mas No. 2<br>ex Heiyo Maru-74 ex Shuko Maru<br>ex Marushin Maru No. 5<br>ex Toju Maru-69<br>**P.T. Sulateng Co.**<br>Samarinda Indonesia | **687**<br>359<br>1 083 | KI | **1961** Mukaishima Dock Co. Ltd.—Mukaishima (55)<br>59,47 9,15 4,090<br>54,23 9,10 4,50<br>1 dk<br>RW | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 394 | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>700bhp (515kW) E made56 refitted61<br>Hanshin Nainenki Kogyo<br>Gen 1 × 7,5kW 1 × 5kW 106V d.c.<br>Fuel 44,5t-3,0pd |
| **5311624**<br>*YBXU*<br>Esd Rdr Rt | **WENAS I**<br>ex Sansha Maru No. 11-72<br>**P.T. Wenas Frozen Prawns Ltd.**<br>Ambon Indonesia | **276**<br>187<br>— | KI | **1961** Miho Zosensho K.K.—Shimizu (287)<br>38,21 7,17 2,901<br>36,05 7,10 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Ito<br>Oil 4SA 6Cy. 350 × 350<br>630bhp (463kW)<br>Ito Tekkosho<br>Gen 1 × 70kW 230V d.c. |
| **8329799**<br>*YBXC* | **WENAS III**<br>**P.T. Wenas Frozen Prawns Ltd.**<br>Surabaya Indonesia | **100**<br>27<br>— | KI | **1964** Niigata Eng. Co. Ltd.—Niigata<br>25,66 2,301<br>5,40 2,57<br>1 dk | **M Fishing**<br>Ref | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>450bhp (331kW)<br>Niigata Eng. Co. Ltd. |
| **7323932**<br>*WYZ8286*<br>541315 | **WENDY AND ERIC**<br>ex Michael F ex Kell Bell I<br>**Wendy & Eric Inc.**<br>Galveston, Tx United States of America | **108**<br>73<br>— | | **1972** Heritage Marine—Freeport, Tx<br>*20,06* 6,43<br>3,48 | **M Fishing** | Oil<br>345bhp (254kW)<br>..............<br>Fuel (d.o.) |
| **7733187**<br>*WYC4499*<br>586446 | **WENDY ANNE**<br>ex Jo Lynn<br>**Chung van Cao**<br>Mobile, Al United States of America | **141**<br>96<br>— | | **1977** Marine Builders Inc.—Mobile, Al<br>*23,47*<br>6,84 3,38<br>1 dk | **M Fishing** | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>345bhp (254kW)<br>General Motors Corp., Detroit Diesel Allison Div. |
| **6716778**<br>Esd Rt | **WENDY ANNE** | **102**<br>32<br>— | | **1966** Scheepswerf "Vooruit" C.V.—Zaandam (322)<br>21,52 6,00<br>18,32 5,95 2,90<br>1 dk | **M Fishing**<br>Side Trawler | General Motors<br>Vee Oil 2SA 8Cy. 114 × 127<br>350bhp (257kW)<br>General Motors Corp. |
| **7509445**<br>*WYH6553*<br>571631<br>Df Esd Gc<br>Pfd Rdr Rt | **WENDY FOSS**<br>ex Mana-87<br>**Foss Maritime Co.**<br>Seattle, Wa United States of America | **109**<br>74<br>— | AB | **1976** Main Iron Works Inc.—Houma, La (306)<br>37,70 10,39 4,553<br>35,84 10,37 4,93<br>F 11,0 1 dk<br>BK 76 | **TM Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 75kW |
| **8015207**<br>*4SSJ*<br>Df Esd Gc<br>Rdr Rt | **WENNAPPUWA MARU**<br>**Government of The Democratic Socialist Republic of Sri Lanka**<br>Colombo Sri Lanka | **190**<br>—<br>— | | **1980** Uchida Zosen—Ise (809)<br>2,301<br>30,03 7,01 2,93<br>1 dk | **M Fishing**<br>Tuna | Akasaka<br>Oil 4SA 6Cy. 230 × 390<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 120kW 405V 50Hz a.c. |
| **7115476**<br>*D9JF*<br>ICR-710118<br>Rdr Rt | **WEOL MI**<br>ex Kikusei Maru-83<br>**Tong Bo Marine & Shipping Co.**<br>Inchon South Korea | **186**<br>55<br>94 | KR | **1971** Shin Yamamoto Zosensho—Kochi (147)<br>28,05 8,34 2,801<br>26,50 8,31 3,61<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 40kW 225V a.c. |
| **6602422**<br>*6KFW*<br>IF2256<br>Df Esd Gc<br>Rdr Rt | **WEOL MI No. 305**<br>**Go You Jin**<br>Inchon South Korea | **621**<br>332<br>624 | (BV) (KR) | **1965** Soc. Esercizio Cant.—Viareggio (544)<br>54,49 9,53 3,798<br>48,49 9,50 4,45<br>P 25,6 F 4,9 1 dk | **M Fishing**<br>Side-fishing Ref<br>4 Ho ER<br>In.650<br>3 Ha (each 1,5 × 1,5) ER<br>2W Der 2(2) | Ansaldo<br>Oil 4SA 8Cy. 320 × 420<br>1 200bhp (883kW)<br>S.A. Ansaldo Stab. Mecc.<br>Fuel 340,5t (d.o.) |

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| **WERBELLINSEE**<br>**Deutsche Seereederei Rostock GmbH**<br>Rostock Federal Republic of Germany | T.Mk<br>**3 483**<br>1 950<br>4 929<br>**5 650**<br>2 825<br>7 309 | **1979** VEB Schiffswerft "Neptun"—Rostock (285)<br>120,48 (BB) 17,63 6,389/7,830<br>DSRK GL 113,10 17,60 9,90<br>P 29,3 F 10,7 2 dks | **M General Cargo**<br>Ref 9P<br>Ice strengthened<br>4 Ho 17,2 27,8 27,8 5,9 ER<br>G.8 654 B.8 244 In.324<br>TEU 248 C.Ho 182/20' C.Dk 66/20'<br>7 Ha (stl) (12,5 × 10,2) (18,5p&s 18,5p&s × 6,1) (2,9p&s × 2,9) ER<br>Cr 5(8) | S.K.L. 12VD48/42AL-2<br>Vee Oil 4SA 12Cy. 420 × 480 geared to sc. shaft<br>5 222kW (7 099bhp)<br>VEB Maschinenbau Halberstadt Halberstadt<br>Gen 1 × 480kW 1 × 300kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>16,2kn |
| **WERDER BREMEN**<br>**Reederei Rainer Tegtmeier m.s. "Werder Bremer" KG**<br>Sunship Schiffahrtskontor KG<br>Bremen Federal Republic of Germany | *1 297*<br>*389*<br>1 529 | **1985** Hermann Suerken GmbH & Co. KG. —Papenburg (335)<br>GL 74,91 (BB) 10,60 3,391<br>70,52 10,51 5,72<br>F 6,1 2 dks | **M General Cargo**<br>1 Ho 49,2 ER<br>G.2 351 B.2 310<br>1 Ha (stl) (46,8 × 8,2) ER | MAN<br>Oil 4SA 7Cy. 200 × 270 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>600bhp (441kW)<br>MAN-B&W Diesel G.m.b.H. Augsburg<br>Gen 2 × 94kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10kn |
| **WERDERTOR**<br>**VTG Supply Boat Liberia Inc.**<br>OSA Marine Ltd.<br>Monrovia Liberia | **1 521**<br>574<br>1 540 | **1976** Elsflether Werft A.G.—Elsfleth/Weser (395)<br>70,16 14,33 6,325<br>GL 61,83 14,01 7,27<br>B & F 26,9 2 dks | **TM Tug/Supply Ship**<br>Icebreaker Deck Cargo<br>Ice strengthened<br>Der 1(5) | MaK 8M551AK<br>2 Oil 4SA each 8Cy. 450 × 550 reduction geared to sc. shafts<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 350kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 1 319,0t (d.o.) 15kn |
| **WERNER KUBE**<br>**Rostocker Fischfang Reederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **998**<br>312<br>539 | **1965** VEB Peene-Werft—Wolgast (202)<br>63,15 10,62 4,701<br>(DSRK) 59,21 10,57 6,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>In.122 | MAN<br>Oil 2SA 6Cy. 480 × 720<br>1 750bhp (1 287kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 1 × 320kW 1 × 120kW 1 × 60kW 390V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **WERNER NIEDERMEIER**<br>**Rostocker Fischfang Reederei G.m.b.H.**<br>Rostock Federal Republic of Germany | *1 943*<br>*582*<br>699 | **1987** VEB Volkswerft Stralsund—Stralsund (753)<br>62,22 - 5,200<br>DSRK GL 55,00 13,80 9,20 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref | S.K.L. 8VD26/20AL-2<br>2 Oil 4SA each 8Cy. 200 × 260 sr geared to sc. shaft<br>1 764kW (2 398bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 640kW 2 × 568kW 220/380V a.c. 1 × 325kW 465V d.c.<br>Controllable pitch propeller<br>12,5kn |
| **WERNER SEELENBINDER**<br>**Rostocker Fischfang Reederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **253**<br>108<br>300 | **1951** VEB Volkswerft Stralsund—Stralsund<br>39,25 7,32 2,693<br>(DSRK) 36,45 3,48<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>2 Ha ER | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 44kW 110V d.c.<br>9kn |
| **WESBRIDGE ONE**<br>**Pacific Towing Services Ltd.**<br>Vancouver, B.C. Canada | **147**<br>35<br>— | **1966** Star Shipyard (Mercer's) Ltd.—New Westminster, B.C. (384)<br>24,39 7,83<br>22,76 7,42 4,20<br>1 dk | **M Tug** | General Motors<br>2 Vee Oil 2SA each 16Cy. 108 × 127 geared to sc. shaft<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 30kW 110V 60Hz a.c.<br>Fuel 59,0t (d.o.) 12kn |
| **WESELTJE**<br>ex L'Artha-89<br>**Jan de Nul N.V.**<br>Brugge Belgium | **1 483**<br>1 062<br>2 700 | **1974** Frd. Krupp Schiffsw.—Duisburg (539)<br>80,02 11,41 4,496<br>BV 79,10 11,37 5,62<br>1 dk | **TM Hopper Barge**<br>Bottom doors | Baudouin 12P15.2SR<br>2 Vee Oil 4SA each 12Cy. 150 × 150<br>942kW (1 281bhp)<br>Soc. des Moteurs Baudouin Marseille<br>8kn |
| **WESER**<br>ex Wise-89 ex Weser-88<br>**Promar Holding Ltd.**<br>Valletta Malta | **1 369**<br>910<br>2 452 | **1968** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (635)<br>GL 75,32 11,82 5,590<br>69,09 11,80 6,66<br>B 13,5 F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 22,5 20,2 2 TwD 22,5 21,2<br>G.3 160 B.2 880<br>2 Ha (stl) (21,5 × 8,4) (20,3 × 7,2) ER<br>4W Der 2(5) 2(3) | Deutz RBV6M358<br>Oil 4SA 6Cy. 400 × 580<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 125kW 1 × 41kW 380V a.c.<br>Fuel 107,5t (d.o.) 13kn |
| **WESER**<br>**Partrederiet for m.s. Weser**<br>Chr. Jensen, Soeborg og Benthin's Eftt. A/S (CJ Shipping)<br>Saeby Denmark (DIS) | T.Mk<br>**998**<br>660<br>2 653 | **1974** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (728)<br>GL 93,20 14,56 4,858<br>80,22 14,53 7,95<br>F 7,7 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,6 ER<br>G.5 841 B.5 481<br>TEU 195 C. 195/20'<br>1 Ha (stl) (51,3 × 10,3) ER | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550 reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>Atlas-MaK Maschinenbau Kiel<br>14,5kn |
| **WESER**<br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic of Germany | **231**<br>—<br>— | **1973** Jadewerft G.m.b.H.—Wilhelmshaven (132)<br>29,93 8,82 2,510<br>GL 28,50 8,79 3,59<br>1 dk | **TM Tug**<br>Tractor<br>Ice strengthened | Deutz RSBA8M528<br>2 Oil 4SA each 8Cy. 220 × 280 reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>12kn |
| **WESER**<br>ex Annechiena<br>**Ernst-Hermann Meyer**<br>Bremen Federal Republic of Germany | **148**<br>83<br>200 | **1899** Van der Adel—Papendrecht<br>31,65 6,05 2,091<br>30,21 6,02 2,42<br>1 dk<br>len & deepened 55 | **M General Cargo** | MWM RHS518A<br>Oil 4SA 8Cy. 140 × 180<br>128kW (174bhp) NE —<br>Motorenw. Mannheim A.G. Mannheim<br>9kn |
| **WESER GUIDE**<br>ex Zim Kingston-88 ex Weser Guide-84<br>**Partenreederei m.s. "Weser Guide"**<br>Reederei Weser-Schiffahrts-Agentur G.m.b.H. & Co. K.G.<br>Brake Federal Republic of Germany<br>SatCom: 1120622/WGUI | *3 784*<br>*1 820*<br>5 189 | **1984** Heinrich Brand Schiffswerft G.m.b.H. & Co. K.G.—Oldenburg (217)<br>GL 99,50 (BB) 17,23 6,501<br>88,19 17,21 8,21<br>P 12,5 F 7,4 2 dks | **M General Cargo**<br>1 Ho 54,6 ER<br>G.6 060 B.6 000<br>TEU 350<br>C.Ho 116/20' (40') C.Dk 234/20' (40') incl. 20 ref C.<br>1 Ha (stl) (52,2 × 13,2) ER<br>Cr 2(40) | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550 with flexible couplings & sr geared to sc. shaft<br>3 400bhp (2 501kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 696kW 1 × 500kW 1 × 226kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 60,0t (d.o.) 400,0t (hvf)-10,0pd 14kn |
| **WESER ORE**<br>ex Brazilian Wealth-81 ex Tarfala-78<br>**Great Walrus Shipping Inc.**<br>Island Navigation Corporation International Ltd.<br>Monrovia Liberia<br>SatCom: 1244255/WORE | **99 617**<br>81 353<br>278 734<br>T/cm<br>153,1 | **1974** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (301)<br>NV 335,03 (BB) 52,00 21,997<br>320,40 51,95 28,02<br>F 22,0 1 dk<br>rf nil Bow/CM 285 Diam. 0,813 | **TM Ore/Oil Carrier**<br>COW IGS<br>7 Ho/Ta 27,5 38,6 35,9 38,6 35,9 38,6 31,1 22 Wing Ta ER<br>L.(oil) 332 246 Ore 166 125 HeCls. B<br>7 Ha (stl) (each 19,2 × 14,4) ER<br>Cr 2(5) Der 2(15) 4 15200<br>4 Cargo pumps total 15 200T/hr | B&W 8K84EF<br>2 Oil 2SA each 8Cy. 840 × 1800<br>40 000bhp (29 422kW)<br>R.O. Tvornica Dizel Motora "Uljanik" Pula<br>Gen 2 × 1280kW 2 × 960kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 401,5t (d.o.) 12 542,5t (hvf)-140,0pd 16,5kn |
| **WESER STAR**<br>ex Menkar-91 ex Royal Star-89<br>**Sutton Navigation Co. Ltd.**<br>MarConsult Gesellschaft fur Reedereiberatung m.b.H.<br>Limassol Cyprus | *3 777*<br>*1 844*<br>4 868 | **1985** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1763)<br>NK 97,08 (BB) 5,217<br>89,97 17,21 5,57<br>F 7,4 2 dks | **M General Cargo**<br>2 Ho ER<br>G.7 432 B.6 827<br>TEU 300 C. 300/20' (40') incl. 20 ref C.<br>2 Ha (stl) (each 26,6 × 12,7) ER<br>Cr 2(25) | Akasaka A41<br>Oil 4SA 6Cy. 410 × 800<br>2 900bhp (2 133kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW a.c.<br>12kn |

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| **6414954**<br>*C4KV*<br>707859<br>Df Esd Gc<br>Rdr RTh | **WESERBERG**<br>ex Westland-89 ex Westtal-86<br>ex Zillertal-86 ex Bulk Trader-83<br>ex Primrose-80 ex Gyram-74<br>ex Pauline-73 ex Patricia X-72<br>ex Sagafjell-71<br>**Olerama Shipping Co. Ltd.**<br>Luder Bischoff G.m.b.H. & Co.<br>Limassol Cyprus | *1 596*<br>*931*<br>2 388 | GL | **1964** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (1990)<br>84,44 11,31 4,930<br>77,02 11,28 5,29<br>P 20,5 F 7,7 1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,4 23,5 14,2 ER<br>G.2 192 B.2 085<br>3 Ha (stl) (9,9 18,5 14,2 × 5,6) ER | S.K.L.<br>Oil 4SA 8Cy. 320 × 480 sr geared to sc. shaft<br>1 320bhp (971kW) NE 75<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 74kW 220V d.c.<br>Fuel 77,0t (d.o.) |
| **6414942**<br>*9H3155*<br>2286<br>Df Esd Rdr<br>RTh | **WESERKANT**<br>ex Sagaland-89 ex Northtal-86<br>ex Iseltal-86 ex Bulk Merchant-83<br>ex Fleur-80 ex Mariam-74 ex Fofo<br>ex George X-72 ex Sagaland-71<br>**Bulkmar Shipping Ltd.**<br>Luder Bischoff G.m.b.H. & Co.<br>Valletta Malta | **1 596**<br>931<br>2 388 | BV (GL) | **1964** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (1988)<br>84,44 11,28 4,928<br>77,02 5,29<br>P 20,5 F 7,7 1 dk<br>len 76 | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,4 23,5 14,2 ER<br>G.3 386 B.3 083<br>3 Ha (stl) (9,9 18,5 8,7 × 5,6) ER | S.K.L.<br>Oil 4SA 8Cy. 320 × 480 sr geared to sc. shaft<br>971kW (1 320bhp) NE 76<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 74kW 220V d.c.<br>Directional propeller<br>Fuel 77,0t (d.o.) |
| **6414930**<br>*C4KU*<br>707854<br>Df Esd Rdr<br>RTh | **WESERLAND**<br>ex Eastland-90 ex Easttal-86<br>ex Oetztal-86 ex Bulk Pioneer-83<br>ex Ixia-80 ex Garorm-74 ex Irene-73<br>ex Nicholas X-72 ex Sagahorn-71<br>**Searobin Shipping Co. Ltd.**<br>Luder Bischoff G.m.b.H. & Co.<br>Limassol Cyprus | **1 956**<br>931<br>2 359 | GL | **1964** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (1991)<br>84,44 11,31 4,930<br>77,02 11,28 5,29<br>P 20,5 F 7,7 1 dk<br>len 76 | **M General Cargo**<br>3 Ho 15,4 23,5 14,2 ER<br>G.2 192 B.2 085<br>3 Ha (stl) (9,9 18,5 14,2 × 5,6) ER<br>7W Der 6(2,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480 sr geared to sc. shaft<br>1 320bhp (971kW) NE 76<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 74kW 220V d.c.<br>Directional propeller<br>Fuel 77,0t (d.o.) |
| **7214727**<br>*DJYC*<br>Df Esd Gc<br>Rdr RTm/h/v | **WESERTAL**<br>ex Meyer Express-73 ex Wesertal-72<br>**Partenreederei m.s. "Wesertal"**<br>J. A. Reinecke (G.m.b.H. & Co.)<br>Luebeck Federal Republic of Germany | T.Mk<br>**1 597**<br>694<br>2 850 | GL | **1972** Rickmers Rhederei G.m.b.H. Rickmers Werft—Bremerhaven (367)<br>114,86 (BB) 17,43 5,322<br>103,41 17,40 10,80<br>B 38,5 2 dks | **TM RoRo Cargo**<br>Ice strengthened<br>Bow door & ramp<br>L 10,00 W 3,50<br>Stern door/ramp<br>L 6,50 W 8,00<br>Lane Length 796 Clear height 4,37<br>Trailers 65<br>B.9 596<br>1 Ha (16,7 × 3,9) | 12bth D<br>MaK<br>2 Oil 4SA each 8Cy. 450 × 550<br>5 002kW (6 800bhp)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 380kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 406,5t (d.o.)-25,5pd |
| **7502112** | **WESPAL**<br>**Western Palawan Timber Corp.**<br>Manila Philippines | **415**<br>273<br>625 | | **1975** Sandoval Shipyards Inc.—Navotas (10)<br>42,98 9,78<br>39,60 9,76 2,72<br>1 dk | **TM Landing Craft**<br>Mchy.aft | Yanmar<br>2 Oil 4SA each 6Cy. 145 × 170 reverse reduction geared to sc. shafts<br>480bhp (353kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **5386136**<br>*ODND*<br>2722<br>Df Esd Rt | **WESSAM**<br>ex Bahia-78 ex Maha-77 ex Warden-74<br>ex Spurt-59<br>**Hassein Mohamed El Fakih**<br>Beirut Lebanon | **399**<br>202<br>559 | ✠Classed LR until 6/3/81 | **1948**-3 Gebr. Bodewes Scheepswerf "Volharding"—Foxhol (119)<br>47,20 8,08 3,195<br>43,52 8,01 3,23<br>P 10,4 RQD 27,2 F 7,4 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.811 B.765<br>2 Ha (each 9,6 × 4,9) ER<br>2W Der 2(2) | Werkspoor<br>Oil 4SA 6Cy. 270 × 500<br>370bhp (272kW)<br>N.V. Werkspoor<br>Fuel 37,5t (d.o.) |
| **7309998**<br>271803 | **WEST BEAUFORT**<br>**Berwick Marine Salvage Corp.**<br>Morgan City, La United States of America | **171**<br>54<br>— | | **1956** J. F. Bellinger & Son—Jacksonville, Fl<br>*37,46* 7,32<br>2,11 | **M Fishing** | Oil<br>600bhp (441kW)<br>.............<br>Fuel (d.o.) |
| **7910113**<br>*VM6336*<br>375252<br>Esd Rdr Rt | **WEST BLUFF**<br>**Northern Bluff Fisheries Pty. Ltd.**<br>*Darwin, N.T.* Australia | **150**<br>93<br>65 | | **1978** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A. (122)<br>22,53<br>21,70 6,75 3,76<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **5331040**<br>197692<br>Rdr | **WEST HAWK**<br>ex Skardale-70<br>**Jim Pattison Enterprises Ltd.**<br>Vancouver, B.C. Canada | **102**<br>66<br>— | | **1944** ............Tacoma, Wa<br>*22,10* 6,15<br>... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 6Cy. 159 × 203<br>E made60 fitted61<br>Caterpillar Tractor Co. |
| **8500977**<br>*C4IB*<br>707696<br>Df Esd Gc<br>Pfd Rdr Rt | **WEST ISLANDS**<br>**West Island Shipping Co. Ltd.**<br>Limassol Cyprus | **9 112**<br>6 497<br>15 136<br>T/cm<br>24,3 | ✠**100A1**<br>✠**LMC**<br>EL Z 522,5/54,0U2(a)<br>FN 4427 | **1986**-7 Smith's Dock Ltd—South Bank, Middlesbrough (1358)<br>144,02 20,45 8,872<br>137,52 20,43 11,76<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 22,8 ER 21,3<br>3 TwD<br>G.21 379 B.19 536<br>TEU 126<br>C.Ho 82/20' (40') C.Dk 44/20' (40')<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 6(15) 4(10) | Sulzer<br>Oil 2SA 5Cy. 560 × 1150<br>6 400bhp (4 708kW)<br>Clark Kincaid Ltd.<br>AuxB (Comp) 7,4kgf/cm² (7,3bar)<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel 130,0t (d.o.) 989,5t (hvf) |
| **7600586**<br>*V2PM*<br>2512<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **WEST MOOR**<br>ex Westermoor-86<br>ex Essex Courage-83<br>ex Westermoor-83<br>**Tizan Shipping Co. Ltd.**<br>Ambra Shipmanagement Ltd.<br>St. John's Antigua & Barbuda | T.Mk<br>**1 599**<br>1 174<br>4 150 | GL | **1977** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (804)<br>97,54 16,03 5,722<br>90,81 16,01 8,21<br>P 15,0 F 11,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 64,6 ER<br>G.7 726 B.7 265<br>TEU 284<br>C.Ho 140/20' (40') C.Dk 144/20' (40')<br>1 Ha (stl) (63,7 × 12,8) ER<br>Der 2(30) | MaK<br>Oil 4SA 6Cy. 450 × 550 reduction geared to sc. shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 1 × 460kW 1 × 285kW 2 × 200kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 95,0t (d.o.) 448,0t (hvf)-13,0pd |
| **8708232**<br>*XYCV*<br>BT-10081<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **WEST POINT**<br>**Burma Navigation Corporation**<br>Kotani Steamship Co. Ltd.<br>Yangon Union of Myanmar<br>SatCom: 1510105/WEPT | *36 520*<br>*23 312*<br>70 227 | NK | **1988** Sanoyas Corp.—Mizushima (1086)<br>225,00 (BB) 13,298<br>217,00 32,26 18,30<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.81 839 B.78 529<br>7 Ha (stl) (16,7T × 13,3) (16,7 16,7 16,7 16,7 16,7 16,7 × 15,0) ER | Mitsubishi<br>Oil 2SA 6Cy. 600 × 1900<br>7 172kW (9 750bhp)<br>Ube Industries Ltd.<br>Gen 3 × 390kW 450V 60Hz a.c. |
| **7719648**<br>585926<br>Df Esd Pfd<br>Rdr Rt | **WEST POINT**<br>**JKP Fisheries Inc.**<br>Seattle, Wa United States of America | **197**<br>134<br>— | | **1977** Marine Construction & Design Co. (MARCO)—Seattle, Wa (326)<br>32,95 8,82 3,964<br>29,29 8,60 4,45<br>1 dk | **M Fishing**<br>Crab | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. |
| **7331513**<br>*HO4739*<br>15057-85 | **WEST PRINCESS**<br>ex Yashiro Maru-85<br>**New Katsuragi Shipping S.A.**<br>Panama Panama | **996**<br>687<br>2 000 | | **1973** Sasaki Zosen K.K.—Kinoe (182)<br>76,76 11,00 5,004<br>72,01 10,98 5,11<br>1 dk | **M Tanker**<br>5 Ta ER<br>L.(oil) 2 313 | Oil<br>2 000bhp (1 471kW)<br>.............<br>Fuel 112,0t-6,0pd |
| **5420164** | **WEST SEA**<br>ex Golden Steer-65 ex Kosho Maru-63<br>**Government of The Socialist Republic of Vietnam** | **917**<br>453<br>1 710 | | **1946** Settsu Zosen Kogyo—Osaka<br>*60,39* 9,50 4,573<br>60,00 9,49 5,47<br>P 14,1 F 7,1 1 dk<br>R | **M General Cargo**<br>Mchy.aft<br>G.18 750 B.17 960 | Kinoshita<br>Oil 4SA 6Cy. 350 × 500<br>E made refitted58<br>Kinoshita Tekkosho<br>Fuel 61,0t (d.o.) |

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| **WEST SEA**<br>ex Elsa Pantos-69<br>**Villy Christensen**<br>Skagen Denmark | **149**<br>62<br>169 | (BV) | **1969** VEB Rosslauer Schiffswerft—Rosslau (3279)<br>32,57 6,66 2,693<br>29,52 6,61 3,28<br>F 6,1 1 dk<br>BK 69 | **M Fishing**<br>Side Trawler<br>2 Ho 4,7 6,7 ER<br>In.18<br>2 Ha (stl) (each 1,3 × 1,2) ER<br>1W Der 1(0,5) | Aabenra 6-427-FS<br>Oil 4SA 6Cy. 270 × 400<br>560bhp (412kW) NE 72<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Gen 1 × 18kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.) 11,5kn |
| **WEST STAR**<br>ex Shoun Commander-88<br>**West Star Shipping Ltd.**<br>Wallem Shipmanagement Ltd.<br>Valletta Malta | *4 016*<br>*2 122*<br>6 718 | NK | **1983** Kochi Jyuko K.K.—Kochi (2296)<br>107,63 (BB) 7,005<br>98,61 16,51 8,51<br>P 24,4 F 11,6 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>10 Ta ER<br>L.7 357 | Mitsubishi 6UEC37H<br>Oil 2SA 6Cy. 370 × 880<br>2 869kW (3 900bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 450V 60Hz a.c.<br>Fuel 123,5t (d.o.) 670,0t (hvf)-13,0pd 12,9kn |
| **WEST TIDE**<br>**Compania Naviera Asetec S.A. de C.V.** | **190**<br>129<br>— | | **1963** American Marine Corp.—New Orleans, La (849)<br>10,06 2,667<br>40,31 3,15<br>1 dk | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Oil 4SA each 8Cy. 159 × 203<br>1 020bhp (750kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **WEST VIRGINIA**<br>**Equili Co. II**<br>Marine Transport Lines Inc.<br>Panama Panama | **42 175**<br>29 726<br>81 279<br>T/cm<br>89,3 | AB | **1981** Mitsubishi Heavy Industries Ltd.—Nagasaki (1862)<br>236,33 (BB) 44,02 12,191<br>220,02 44,01 18,62<br>1 dk<br>rf nil Bow/CM 117 Diam. 0,410 MH 1,8 | **M Tanker**<br>IGS<br>13 Ta ER<br>3 Cargo pumps total 5 240T/hr | Sulzer 5RLA90<br>Oil 2SA 5Cy. 900 × 1900<br>17 000bhp (12 505kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 600kW<br>16kn |
| **WEST WIND II**<br>**Anfer Fishing Corp.**<br>New Bedford, Ma United States of America | **129**<br>88<br>— | | **1969** Master Marine Inc.—Bayou la Batre, Al<br>*22,19* 6,76<br>3,56 | **M Fishing** | Oil<br>425bhp (313kW)<br>..............<br>Fuel (d.o.) |
| **WEST WIND III**<br>**Trawler Miss Sylvia Inc.**<br>Tampa, Fl United States of America | **127**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (F170)<br>22,86 2,744<br>20,99 6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Ref | Caterpillar D343SCAC<br>Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 51,0t (d.o.) 10kn |
| **WESTANVAG**<br>ex Bravik Af Styrso-84 ex Bravik-81<br>**L. G. Karlsson**<br>Hasslo Sweden | **127**<br>61<br>— | | **1966** A/B Broderna Olsson & Co.—Skredsvik<br>26,88 6,66 4,501<br>6,10<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Skandiaverken<br>Oil 4SA 6Cy. 250 × 350<br>660bhp (485kW)<br>Skandiaverken A/B Lysekil<br>Fuel (d.o.) 10kn |
| **WESTANVIND**<br>ex Bulk Sea-89 ex Esperanza-87<br>ex Bulk Sea-85 ex Angela Helen-81<br>ex Frendo Norden-77<br>**Sjotransporter Jansson & Co. A/B**<br>Varmdo Sweden | **499**<br>274<br>772 | **100A1** SS 10/86<br>**LMC** **UMS**<br>EL H 304,0/24,0U2<br>FN 616<br>(GL) (NV) | **1976** Wroclawska Stocznia Rzeczna—Wroclaw (B529/01)<br>50,20 (BB) 8,97 3,420<br>46,84 8,81 4,32<br>P 10,4 F 5,2 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 31,1 ER<br>G.906<br>1 Ha (stl) (28,5 × 6,5) ER | MWM TBD440-6<br>Oil 4SA 6Cy. 230 × 270 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>515kW (700bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 78kW 220/380V 50Hz a.c.<br>Fuel 70,0t (d.o.)-2,0pd 9,5kn |
| **WESTBANK**<br>ex Nordhavet-91 ex Axel Boel-80<br>**P/R Westbank**<br>Jan Trane P/R<br>Esbjerg Denmark | **287**<br>131<br>— | (NV) | **1974** A/S De Smithske—Aalborg (1)<br>39,73 8,23 2,490<br>33,99 8,18 4,22<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl<br>Ice strengthened | Alpha 409-26VO<br>Oil 2SA 9Cy. 260 × 400<br>1 860bhp (1 368kW) NE 83<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 64kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **WESTBANK**<br>ex Bente Loth-84 ex Stromvig-82<br>ex Pia Vanggaard-77 ex Vinga-71<br>**Christer Bert Nicklasson**<br>Ockero Sweden | *163*<br>*50*<br>— | BV | **1962** Schiffswerft "Ernst Thalmann"—Brandenberg<br>32,16 6,74 2,998<br>28,55 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) NE 70<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.) 12kn |
| **WESTBAY**<br>ex Westray-61<br>**K/S West Cruise A/S**<br>Aalesund Norway | **465**<br>220<br>711 | ✠Classed LR until 12/76 | **1942**-3 J. Lewis & Sons Ltd.—Aberdeen (159)<br>50,12 8,44 4,114<br>45,73 8,39 4,58<br>1 dk<br>conv Side Trawler Fishing 48 | **M General Cargo**<br>1 Ho 25,6 ER<br>G.878 B.821<br>1 Ha (18,5 × 3,4) ER<br>2W Der 2(3) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 sr geared to sc. shaft<br>750bhp (552kW) NE 4/71<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 15kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 51,0t (d.o.) |
| **WESTDIEP**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Gent Belgium | **126**<br>26<br>— | **✠A1** SS 9/88<br>inland waterways tug<br>**✠LMC**<br>EL (a) $\frac{11}{16}$"U2<br>FN 260 | **1975**-1 N.V. Scheepswerf van Rupelmonde —Rupelmonde (425)<br>28,02 7,47 2,661<br>25,13 7,01 3,31<br>1 dk<br>rf 889 | **M Tug** | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 380V 50Hz a.c. |
| **WESTELLA**<br>ex Cornelis Vrolijk Fzn.-88<br>**North Atlantic Fishing Co. Ltd.**<br>Marr Vessel Management Ltd.<br>Hull United Kingdom | *2 031*<br>*823*<br>1 870 | **✠100A1** SS 4/87<br>stern trawler<br>**✠LMC** **UMS**<br>EL O 440,0/34,0U2<br>FN 1621 | **1981**-10 Schpsw. en Mach. Ysselwerf B.V. —Capelle a/d Ijssel (201)<br>86,26 (BB) 12,76 4,973<br>78,95 12,51 8,01<br>B 15,9 2 dks<br>rf 432 Box K 399 len 85 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Mchy.aft | Deutz RSBV6M540<br>Oil 4SA 6Cy. 370 × 400 with flexible couplings & sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>Kloeckner Humboldt Deutz Koeln<br>TOH (o.f.) 10,2kgf/cm² (10,0bar)<br>TOH (ex.g) 10,2kgf/cm² (10,0bar)<br>Gen 2 × 818kW 380V 50Hz a.c. 1 × 450kW 1 × 200kW 250V d.c.<br>Controllable pitch propeller |
| **WESTERDAM**<br>ex Homeric-88<br>**HAL Shipping Ltd.**<br>Nassau Bahamas<br>SatCom: 1103414/CYHE | *53 872*<br>*27 624*<br>5 340 | **100A1** CS 9/91<br>passenger ship<br>**LMC**<br>EL P† 660,0/76,0U3<br>FN 12144<br>(AB) | **1986** Jos. L. Meyer G.m.b.H. & Co.—Papenburg (610)<br>243,20 (BB) 29,73 7,219<br>219,25 29,00 26,40<br>5 dks<br>rf nil len 90 | **TM Passenger Ship** 747cbn 1773bth P<br>pt higher tensile steel | B&W 10L55GB<br>2 Oil 2SA each 10Cy. 550 × 1380 sr geared to sc. shafts<br>23 796kW (32 351bhp)<br>B&W Maskinfabrik Div. of B&W Diesel A/S Kobenhavn<br>AuxB (o.f.) 10,2kgf/cm² (10,0bar)<br>3 AuxB (1 o.f. 2 ex.g) 10,2kgf/cm² (10,0bar)<br>2 AuxB (ex.g) 10,2kgf/cm² (10,0bar)<br>2 e(ex.g) (ex.g) 9,2kgf/cm² (9,1bar)<br>Gen 4 × 2250kW 1 × 1700kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 103,0t (d.o.) 3 018,0t (i.f.o.)-85,0pd 19kn |
| **WESTEREMS**<br>**Redmann Seefischerei**<br>Buesum Federal Republic of Germany | **167**<br>50<br>— | GL | **1991** Scheepswerf Visser B.V.—Den Helder (134)<br>24,00 - 3,000<br>- 6,70 4,00<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref | MWM TBD604BL6<br>Oil 4SA 6Cy. 170 × 195 geared to sc. shaft<br>221kW (300bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>9kn |

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| **8137342**<br>*DCPO*<br><br>Rdr RTv | **WESTEREMS**<br>ex Bernhard<br>**Johann Byl Schiffahrt**<br>Borkum Federal Republic of Germany | **136**<br>81<br>— | | **1905** J. G. Hitzler—Lauenburg (Elbe)<br>33,79 6,20<br>32,03 6,15 2,49<br>1 dk | **M Dredger**<br>Suction | Cummins<br>Oil 4SA 6Cy. 140 × 152 reverse reduction<br>to sc. shaft<br>200bhp (147kW) NE 82<br>Cummins Engine Co. Inc. |
| **7910852**<br>*V2RG*<br>2558<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **WESTERHAMM**<br>ex Maersk Tango-91<br>ex Westerhamm-87<br>ex Independent Spirit-87<br>ex Westerhamm-87 ex BCR Queen-87<br>ex Nedlloyd Westerhamm-85<br>ex Neptune Marlin-84<br>ex Westerhamm-83<br>ex Sofati Canada-83<br>ex Eastmed Princess-83<br>ex Westerhamm-82<br>**Everglade Maritime Co. Ltd.**<br>Ambra Shipmanagement Ltd.<br>St. John's Antigua & Barbuda | T.Mk<br>**3 936**<br>2 787<br>10 945 | <br><br>GL | **1979** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (875)<br>127,01 (BB) 20,25 8,660<br>113,70 20,21 11,41<br>P 18,9 F 11,0 2 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>2 Ho ER<br>G.14 990 B.14 133<br>TEU 542<br>C.Ho 8/20' 126/40' (20') C.Dk 46/20' 118/40' (20') incl. 50 ref<br>2 Ha (stl) ER<br>Cr 2(35) | Deutz<br>Vee Oil 4SA 12Cy. 370 × 400 sr geared to sc.<br>shaft<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 552kW 2 × 360kW 1 × 308kW<br>450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 307,5t (d.o.) 713,0t (hvf)-22,0pd |
| **8100698**<br>*DJUD*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **WESTERLAND**<br>ex Eagle Cloud-90 ex Maersk Astro-88<br>ex Westerland-86<br>**Gebr. Peterson Schiffahrtsges. "Westerland" K.G.**<br>Rendsburg Federal Republic of Germany | T.Mk<br>**4 384**<br>2 880<br>—<br><br>**7 897**<br>4 996<br>11 708 | <br><br>GL | **1981** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (826)<br>133,31 (BB) 20,22 7,224/8,648<br>122,97 20,21 11,41<br>P 22,6 F 15,9 2 dks | **M Container Ship**<br>Portable-guides<br>Ice strengthened<br>3 Ho 8,4 39,2 37,8 3 TwD<br>G.15 730 B.14 870<br>TEU 605<br>C.Ho 286/20' (40') C.Dk 319/20' (40') incl. 50 ref C.<br>3 Ha (stl) ER<br>Cr 2(35) | B&W<br>Oil 2SA 5Cy. 550 × 1380<br>7 480bhp (5 502kW)<br>Hitachi Zosen<br>Gen 1 × 736kW 3 × 360kW 1 × 43,25kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 160,0t (d.o.) 960,0t (hvf)-26,0pd |
| **7041091**<br>*DIZY*<br><br>Esd Gc Rdr Rt | **WESTERLAND**<br><br>**Roem-Sylt-Linie**<br>Forde-Reederei G.m.b.H.<br>List Federal Republic of Germany | *1 509*<br>*575*<br>356 | <br><br>GL (BV) | **1971** Husumer Schiffsw.—Husum (1297)<br>58,35 12,40 2,502<br>53,42 12,37 3,61<br>1 dk | **TM Ferry**<br>400dk P<br>Mchy.aft | MWM<br>2 Oil 4SA each 6Cy. 170 × 195<br>2 366bhp (1 740kW) NE 7/88<br>Motorenw. Mannheim A.G. (MWM) |
| **7221548**<br>*EI2585*<br>402567<br>D 635<br>Df Esd Gc<br>Rdr Rt | **WESTERLEA**<br>ex Azalea-80<br>**Maramour Ltd.**<br>Dublin Irish Republic | **292**<br>187<br>— | **100A1** SS 6/89<br>fishing vessel<br>**LMC**<br>EL (E) $\frac{13}{16}$"U1 pt$\frac{7}{8}$"U2<br>FN 347 | **1972** Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V.—Monnickendam (135)<br>33,61 7,42<br>31,60 7,29 3,69<br>F 4,3 1 dk<br>rf 889 BK 178 len 78 & 74 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Blackstone<br>Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaf<br>1 000bhp (736kW) NE 6/78<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 64kW 380V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 fwd |
| **7310002**<br>*WX8422*<br>507754 | **WESTERLY**<br><br>**James Christopher Jensen**<br>Wrangell, Ak United States of America | **113**<br>77<br>— | | **1967** Berg Shipyard Inc.—Blaine, Wa<br>*19,69* 6,43<br>3,46 | **M Fishing** | Oil<br>340bhp (250kW)<br>..............<br>Fuel (d.o.) |
| **7437616**<br>*WYT9565*<br>548157<br>Rt | **WESTERN**<br>ex Offshore Trawler<br>**Uri Enterprises Inc.**<br>Seattle, Wa United States of America | **146**<br>99<br>— | | **1973** Offshore Trawlers Inc.—Bayou la Batre, Al<br>*21,92* 6,71<br>3,61<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>400bhp (294kW) |
| **8111398**<br>*WRB2313*<br>647559<br>Esd Gc Pfd<br>Rdr RTm/h/v | **WESTERN ALEUTIAN**<br><br>**Western Geophysical Co. of America**<br>New Orleans, La United States of America<br>SatCom: 1503251/ALEU | **198**<br>135<br>378 | <br><br>(AB) | **1982** Vancouver Shipyards Co. Ltd.—Vancouver, B.C. (103)<br>45,95 9,78 2,450<br>41,15 9,76 3,20<br>B 4,0 F 20,8 1 dk<br>rf 152 | **M Research**<br>Seismographic Survey<br>Mchy.aft | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146 sr rever<br>geared to sc. shaft<br>1 350bhp (993kW)<br>General Motors-Detroit Diesel Allison Div.<br>Gen 2 × 162kW 460V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **7647209**<br>*HP4845*<br>14115-NO<br>RTv | **WESTERN ANCHORAGE**<br>ex Norby Nolty-81<br>**Western Sea Services of Panama Inc.**<br>Panama Panama<br>SatCom: 1332613/ANCH | **214**<br>140<br>700 | | **1977** Bourg D.D. & Service Co. Inc.—Bourg, La (41)<br>3,531<br>54,87 12,20 5,49<br>1 dk | **M Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 254<br>4 400bhp (3 236kW)<br>General Motors Corp. Electro-Motive Div. |
| **8312772**<br>*P3ZE2*<br>708583<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WESTERN ANDES**<br>ex Endurance-88 ex Endurance I-85<br>**Ivory Seas Maritime Co. Ltd.**<br>Hanseatic Shipping Co. Ltd.<br>Limassol Cyprus | *22 208*<br>*13 837*<br>37 715<br>T/cm<br>46,8 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>✠**LMC** **UMS**<br>EL I† 605,0/64,0U3<br>FN 7593 | **1985**-5 Mitsubishi Heavy Industries Ltd.—Nagasaki (1948)<br>182,81 (BB) 28,45 10,807<br>174,02 28,41 15,22<br>P 27,8 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>pt higher tensile steel<br>5 Ho 24,8 28,8 28,8 28,8 26,4 ER<br>G.51 199 B.46 099<br>TEU 168 C. 168/20' (40')<br>5 Ha (stl) (12,8 19,2 19,2 19,2 × 15,0) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>8 160bhp (6 002kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 6,9kgf/cm$^2$ (6,8bar)<br>e(ex.g) 12kgf/cm$^2$ (11,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 182,0t (d.o.) 1 631,0t (hvf)-24,0pd |
| **6511752**<br>*HP4876*<br>18293-NO<br>Df Esd Gc<br>Pfd Rdr RTv | **WESTERN ARCTIC**<br>ex Geoitalia Prima-87<br>ex Western Arctic-86 ex Aspa Terzo-80<br>**Western Sea Services of Panama Inc.**<br>Panama Panama<br>SatCom: 1330760/ARCT | **1 081**<br>202<br>— | **100A1**<br>Ice Class 3<br>**LMC**<br>EL M 385,0/36,0U1<br>FN 1170<br>(RI) | **1965** Cant. Nav. Apuania—Marina di Carrara (77)<br>74,40 (BB) 12,20 4,914<br>65,00 11,99 6,00<br>B & F 48,5 1 dk<br>RW rf 1041 conv Fish-factory Stern Trawler Factory Fishing 80 | **D-E Research**<br>Seismographic<br>Stern door Ice strengthened<br>Mchy.aft | Deutz<br>3 Oil 4SA each 6Cy. 270 × 360 total 2 700<br>(1 986kW) driving 3 gen. each 584kW<br>a.c. connected to 2 elec. motors each of<br>950shp (699kW) & sr geared to sc. shaft<br>Kloeckner Humboldt Deutz<br>Gen 1 × 56kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 532,5t (d.o.) |
| **8007119**<br>*H9ET*<br>10484-84A<br>Df Esd Gc<br>Pfd Rdr RTv | **WESTERN ATLANTIC**<br><br>**Western Sea Services of Panama Inc.**<br>Panama Panama<br>SatCom: 1330720/ATLA | **685**<br>85<br>356 | <br><br>NV | **1980** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (189)<br>57,92 10,22 3,818<br>54,01 6,35<br>2 dks<br>rf 196 | **M Research**<br>Seismographic<br>Ice strengthened<br>Mchy.aft | Alpha<br>Vee Oil 4SA 8Cy. 225 × 300<br>1 160bhp (853kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S<br>Gen 2 × 320kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **8119584**<br>*HP4862*<br>18274-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt | **WESTERN ATLAS**<br>ex Magnus Viking-87<br>**Western Sea Services of Panama Inc.**<br>Panama Panama<br>SatCom: 1331527/ATLA | *3 390*<br>*1 017*<br>2 450 | <br><br>AB (NV) | **1982** A/S Framnaes M/V—Sandefjord (196)<br>81,06 4,322<br>76,21 18,01 7,12<br>2 dks<br>conv Deck Cargo Pipe-carrier Supply Ship 88 | **TM Research**<br>Seismographic Survey | Nohab<br>2 Vee Oil 4SA each 12Cy. 250 × 300 with<br>clutches, flexible couplings & sr geared<br>shafts<br>5 300bhp (3 898kW)<br>Nohab Diesel A/B<br>Gen 2 × 1224kW 2 × 224kW 440V<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 1 500,0t (d.o.)-12,0pd |

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| **WESTERN AVENIR**<br>ex Noble-89 ex Asian Brilliance-85<br>**K/S Western Avenir**<br>Northsouth Shipmanagement Pte. Ltd.<br>Oslo Norway (NIS)<br>SatCom: 1313210/LASN | *19 552*<br>*14 615*<br>36 955 NK NV | **1984** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (314)<br>189,52 (BB) 28,33 10,796<br>180,02 28,01 15,22<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.46 584 B.45 630<br>5 Ha (stl) (20,8 × 12,5) (20,8 20,8 20,8 16,0 × 14,0) ER<br>Cr 4(25,5) | Mitsubishi<br>Oil 2SA 6Cy. 600 × 1500<br>8 380bhp (6 164kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 440kW 1 × 200kW 440V 60Hz a.c.<br>14kn |
| **WESTERN BELL**<br>**Western Bell KS**<br>Belstove Management A/S<br>Oslo Norway (NIS)<br>SatCom: 1312435/LACX | *23 272*<br>*13 681*<br>42 004 NV<br>T/cm<br>48,2 | **1991** Oshima Shipbuilding co. Ltd.—Nagasaki (10134)<br>179,99 11,228<br>172,02 30,51 15,83<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.52 125 B.49 832<br>5 Ha (stl) (14,4 19,2 19,2 19,2 19,2 × 15,3) ER<br>Cr 4(25) | Sulzer 6RTA52<br>Oil 2SA 6Cy. 520 × 1800<br>5 296kW (7 200bhp)<br>Diesel United Ltd. Aioi<br>Gen 3 × 410kW 440V 60Hz a.c.<br>Fuel 106,0t (d.o.) 1 422,0t (i.f.o.)-24,2pd 14,6kn |
| **WESTERN BRIDGE**<br>**British Steel plc**<br>Ropner Shipping Services Ltd.<br>Nassau Bahamas<br>SatCom: 1103503/WEBR | *55 695* ✠**100A1**<br>*26 186* bulk carrier<br>96 772 ✠**LMC** **UMS**<br>T/cm EL T† 715,0/87,0U3<br>84,6 FN 14221 | **1991**-1 Hashihama Zosen—Tadotsu (871)<br>249,90 (BB) 38,07 15,019<br>239,00 38,00 21,50<br>F 18,7 1 dk<br>rf nil | **M Bulk Carrier**<br>Self-unloader<br>pt higher tensile steel<br>5 Ho 33,2 34,0 34,0 34,0 27,0 ER<br>G.89 896<br>10 Ha (stl) (each 9,3 × 26,4) ER | B&W 6S70MC<br>Oil 2SA 6Cy. 700 × 2674<br>13 093kW (17 800bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 1500kW 2 × 800kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>15kn |
| **WESTERN CARIBBEAN**<br>ex Anvil Cross-84 ex Dane-84<br>**Western Sea Services of Panama Inc.**<br>Panama Panama<br>SatCom: 1330754/CARI | *2 292* ✠**100A1** SS 12/88<br>*687* Ice Class 2<br>920 ✠**LMC**<br>EL O 15/16"U2<br>FN 1558 | **1973**-2 Brooke Marine Ltd.—Lowestoft (384)<br>*70,11* 12,86 5,860<br>73,46 12,81 8,39<br>F 34,8 2 dks<br>rf 1372 DK fwd conv Stern Trawler Ref Fishing 84 | **M Research**<br>Geophysical<br>Mchy.aft | Mirrlees KMR7<br>Oil 4SA 7Cy. 381 × 457 sr geared to sc. shaft<br>3 246bhp (2 388kW)<br>Mirrlees Blackstone (Stockport) Ltd. Stockport<br>Gen 4 × 640kW 260/450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13,5kn |
| **WESTERN CAY**<br>ex Unitedgeo II-72<br>**Western Geophysical Co. of America**<br>New Orleans, La United States of America | **195**<br>132<br>— | **1966** Mangone SB. Corp.—Houston, Tx (72)<br>8,54 3,150<br>35,13 8,53 3,66<br>1 dk<br>conv Deck Cargo Supply Ship — | **M Research**<br>Geophysical Seismographic | Oil<br>1 400bhp (1 030kW)<br>............<br>Fuel (d.o.) |
| **WESTERN CHALLENGER**<br>ex Karlsburg-84<br>**Western Sea Services of Panama Inc.**<br>Panama Panama<br>SatCom: 1330714/CHAL | *4 161*<br>*1 248*<br>1 418 GL | **1972** A.G. "Weser" Werk Seebeck—Bremerhaven (963)<br>97,62 (BB) 15,85 6,503<br>83,01 15,79 10,11<br>B & F 65,9 3 dks<br>conv Stern Trawler Ref Fishing 84 | **M Research**<br>Geophysical Seismographic<br>Ice strengthened | Deutz SBV8M358<br>2 Oil 4SA each 8Cy. 400 × 580 reduction geared to sc. shaft<br>5 000bhp (3 678kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.)<br>15,25kn |
| **WESTERN CHALLENGER**<br>ex Misinderan<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **255**<br>173<br>— | **1942** Burger Boat Co.—Manitowoc, Wi<br>41,46 7,50 3,810<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 6Cy. 355 × 485<br>E made45 fitted—<br>Union Diesel Engine Co. Oakland, Ca |
| **WESTERN COMET**<br>ex Margarita ex Ramona-77<br>**Vasco Worrell**<br>Corpus Christi, Tx United States of America | **104**<br>71<br>— | **1964** Sea Hoss Marine Ways Inc.—Freeport, Tx<br>*20,40* 6,74<br>3,18 | **M Fishing** | Oil<br>335bhp (246kW)<br>............<br>Fuel (d.o.) |
| **WESTERN COVE**<br>ex Anvil Mountie-84 ex Olga Bravo-84<br>ex Anna Marie Bech-78<br>**Western Sea Services of Panama Inc.**<br>Bech Rederierne (Horsens Shipping A/S)<br>Panama Panama<br>SatCom: 1331157/COVE | **1 474**<br>285<br>2 997 NV | **1975** Sonderborg Skibsvaerft A/S—Sonderborg (73)<br>78,77 13,29 5,055<br>75,01 13,26 6,02<br>P 22,0 F 13,2 1 dk<br>rf 203 conv Stern Trawler Fishing 84 | **M Research**<br>Seismographic<br>Ice strengthened<br>2 Ho 49,0 14,0 ER<br>G.3 766 B.3 653<br>1 Ha (stl) (9,8 × 9,1) ER<br>2W Der 1(30) | Alpha 14V23LU<br>Vee Oil 4SA 14Cy. 225 × 300<br>2 170bhp (1 596kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 480kW 3 × 88kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 172,0t (d.o.)-8,0pd 12kn |
| **WESTERN CRUSADER**<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **108**<br>62<br>— | **1942** Victoria Motor Boat Co. Ltd.—Victoria, B.C.<br>*24,54* 6,10<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Vivian<br>Oil 6Cy. 230 × 305<br>Vivian Engine Works Ltd. Vancouver, B.C. |
| **WESTERN CRYSTAL**<br>ex New Crystal-89 ex Sanko Crystal-87<br>**Midas Transport Inc.**<br>Monrovia Liberia<br>SatCom: 1241505/TRLB | *23 536*<br>*13 340*<br>39 333 NK | **1984** Namura SB. Co. Ltd.—Imari (872)<br>181,03 (BB) 31,04 11,005<br>174,02 31,01 15,52<br>F 13,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,2 26,4 27,2 27,2 26,4 ER<br>G.49 674 B.48 566 HeCls. B<br>5 Ha (stl) (16,0 19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>6 355kW (8 640bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 100,0t (d.o.) 1 300,0t (hvf)-25,0pd 14kn |
| **WESTERN DAWN**<br>ex Arleen-73<br>**Thor A. Olsen**<br>Seattle, Wa United States of America | **192**<br>130<br>— | **1969** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*24,36* 7,35<br>3,43<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>720bhp (530kW)<br>U.S.A. |
| **WESTERN ENDEAVOUR**<br>**Western Tug & Barge Co. Pty. Ltd.**<br>Port Moresby Papua New Guinea | **2 129**<br>992<br>2 850 AB | **1988** Sing Koon Seng SB. & Eng. Ltd.—Singapore (680)<br>3,609<br>75,00 17,50 4,60<br>1 dk<br>rf nil | **TM Ore/Oil Carrier**<br>1 Ho 31,7 10 Wing Ta ER<br>G.1 300 L.2 000<br>TEU 91 C. 91/20'<br>1 Ha (stl) (31,8 × 8,5) ER | Wartsila 6R22HF<br>2 Oil 4SA each 6Cy. 220 × 240 reverse reduction geared to sc. shafts<br>2 400bhp (1 765kW)<br>Wartsila Diesel Singapore (Pte) Ltd. Singapore<br>Gen 2 × 160kW a.c.<br>10kn |
| **WESTERN ENDEAVOUR**<br>**Western Seaboard Fishing Co. Ltd.**<br>Dublin Irish Republic<br>SatCom: 1656205/WSFC | *1 988*<br>*770*<br>— NV | **1987** Mjellem & Karlsen A/S—Bergen (138)<br>71,02<br>64,93 12,62 8,51<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>G.432 In.1 957 | Wichmann<br>Oil 2SA 10Cy. 280 × 360 geared to sc. shaft<br>4 076bhp (2 998kW)<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 1600kW 3 × 288kW 1 × 72kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd , 1 aft |
| **WESTERN ENTERPRISE**<br>**Western Tug & Barge Co. Pty. Ltd.**<br>Port Moresby Papua New Guinea | *2 145*<br>*1 015*<br>2 850 AB | **1989** Sing Koon Seng SB. & Eng. Ltd.—Singapore (681)<br>75,00 - 4,000<br>71,00 17,50 4,60<br>1 dk | **TM Ore/Oil Carrier**<br>1 Ho 31,7 10 Wing Ta ER<br>G.1 300 L.2 000<br>TEU 91 C. 91/20'<br>1 Ha (stl) (31,8 × 8,5) ER | Wartsila 6R22<br>2 Oil 4SA each 6Cy. 220 × 240 with flexible couplings & sr geared to sc. shafts<br>1 766kW (2 401bhp)<br>Wartsila Diesel Singapore (Pte) Ltd. Singapore<br>Gen 2 × 160kW a.c.<br>10kn |

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| **8016342**<br>*WTE2744*<br>629826<br>Df Esd Pfd<br>Rdr Rt | **WESTERN ENTERPRISE**<br>ex Spring Rain-87<br>**Western Fisheries Inc.**<br>Morgan City, La United States of America | **282**<br>191<br>1 200 | (AB) | **1980** Halter Marine Inc.—Moss Point, Ms (964)<br>54,87 3,810<br>12,20 4,27<br>F 15,6 1 dk<br>conv Deck Cargo Tug/Supply Ship 87 | **TM Fishing**<br>Crab | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 254 reverse reduction geared to sc. shafts<br>2 520bhp (1 854kW) E made52 reconditioned & fitted80<br>General Motors-Detroit Diesel Allison Div. Indianapolis<br>Thw. thrust propeller fwd |
| **8314926**<br>*DVTE*<br>228710<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WESTERN EXPRESS**<br>ex Fairway Express-90<br>Launched as Sanko Canna<br>**Western Bulk Carriers U.S.A.**<br>Manila Philippines<br>SatCom: 1700201/DVTE | *22 147*<br>*12 665*<br>38 888<br>T/cm<br>47,2 | NK | **1986** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2895)<br>180,80 (BB) 30,54 10,932<br>171,33 30,51 15,32<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,4 27,2 27,2 27,2 25,6 ER<br>G.46 112 B.44 492<br>5 Ha (stl) (15,2 × 12,8) (19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>7 950bhp (5 848kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 83,5t (d.o.) 1 626,5t (hvf)-23,0pd |
| **5388158**<br>*VYXX*<br>179082 | **WESTERN EXPRESS**<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **247**<br>146<br>— | | **1943** Tacoma Boatbuilding Co. Inc.—Tacoma, Wa<br>41,46 7,50 3,658<br>1 dk | **Wood TM Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 165<br>960bhp (706kW) E made73 fitted74<br>Caterpillar Tractor Co. Peoria, Il<br>Fuel (d.o.) |
| **8309012**<br>*DUOL*<br>228476<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **WESTERN FAITH**<br>Launched as Sanko Auriga<br>**Supreme Shipping Corp.**<br>Manila Philippines<br>SatCom: 1700153/DUPX | *22 145*<br>*12 665*<br>38 888<br>T/cm<br>47,2 | NK | **1985** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2881)<br>179,91 (BB) 30,54 10,932<br>171,00 30,51 15,30<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,4 27,2 27,2 27,2 25,6 ER<br>G.46 112 B.44 492 HeCls. B<br>5 Ha (stl) (15,2 × 12,8) (19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>6 800bhp (5 002kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 86,5t (d.o.) 1 626,5t (hvf)-23,0pd |
| **8842478**<br>*P2V4726*<br>Df Esd Gc<br>Pfd Rdr Rt | **WESTERN FLYER**<br>**Western Tug & Barge Co. Pty. Ltd.**<br>Port Moresby Papua New Guinea | *2 146*<br>*1 016*<br>2 879 | AB | **1990** Sing Koon Seng SB. & Eng. Ltd.—Singapore (690)<br>3,710<br>71,40 17,50 4,60<br>1 dk | **TM Ore/Oil Carrier**<br>1 Ho/Ta 31,7 ER | Kromhout<br>2 Oil 4SA each 6Cy. 240 × 260 reverse reduction geared to sc. shafts<br>1 856kW (2 523bhp)<br>Stork-Wartsila Diesel B.V.<br>Gen 3 × 160kW a.c. |
| **5220837**<br>*VC5029*<br>319722<br>Esd Pfd Rdr | **WESTERN FLYER**<br>ex G. C. Marsh-75 ex G. C. Marc II-69<br>ex Marc II-67<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **137**<br>71<br>— | ✠Classed LR until 6/71 | **1962**-9 Marine Industrie Ltee.—Sorel, P.Q. (290)<br>24,95 6,71<br>22,48 6,56 3,36<br>F 4,0<br>rf 1270 | **M Fishing**<br>Side Trawler | Alpha<br>Oil 2SA 4Cy. 240 × 400 with hydraulic coupling<br>228kW (310bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller |
| **8029715**<br>*LACZ4*<br>N-00799<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WESTERN FRIEND**<br>ex Stove Friend-85<br>**P/R Handymax A/S**<br>Northsouth Shipmanagement Pte. Ltd.<br>Oslo Norway (NIS) | *27 835*<br>*14 404*<br>45 526 | NV (NK) | **1982** Tsuneishi Zosen K.K.—Numakuma (491)<br>192,74 (BB) 29,55 12,158<br>183,01 27,51 17,33<br>F 13,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.55 420 B.52 143<br>6 Ha (stl) (18,3 17,8 17,8 17,8 17,8 17,8 × 15,2) ER<br>Cr 6(25) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>8 532kW (11 599bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 600kW 1 × 120kW 440V 60Hz a.c. |
| **8323214**<br>*DVTY*<br>228816<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WESTERN FUTURE**<br>Launched as Vully<br>**Manila Seagull Shipping Corporation**<br>Fuyo Kaiun Co. Ltd.<br>Manila Philippines<br>SatCom: 1700215/DVTY | *21 941*<br>*12 598*<br>32 650<br>T/cm<br>47,2 | ✠**100A1** SS 7/91<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>✠**LMC** **UMS**<br>EL J† 605,0/66,0U3(a)<br>FN 7838 | **1986**-9 Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2897)<br>180,80 (BB) 30,54 10,929<br>171,02 30,51 15,32<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>5 Ho 26,4 27,2 27,2 27,2 25,6 ER<br>G.46 112 B.44 492<br>5 Ha (stl) (15,2 × 12,8) (19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>9 600bhp (7 061kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (o.f.) 7,9kgf/cm² (7,8bar)<br>e(ex.g) 11,5kgf/cm² (11,3bar)<br>Gen 3 × 540kW 450V 60Hz a.c. |
| **8313348**<br>*DDSI*<br>4515<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **WESTERN GALLANTRY**<br>Launched as Pacific Gallantry<br>**Bremer Multigrade OBO G.m.b.H. & Co. KG**<br>Chemikalien Seetransport G.m.b.H.<br>Bremen Federal Republic of Germany<br>SatCom: 1120627/DDSI | *25 865*<br>*13 129*<br>43 467 | NV | **1985** Tsuneishi Zosen K.K.—Numakuma (549)<br>185,83 (BB) 30,43 11,300<br>177,02 30,41 16,21<br>F 12,1 1 dk<br>conv Bulk Carrier 87 | **M Ore/Bulk/Oil Carrier**<br>COW IGS Str. heavy cargoes<br>7 Ho ER<br>G.48 166 L.47 751<br>TEU 358 C.Dk 358/20'(40')<br>7 Ha (stl) (each 12,7 × 15,3) ER<br>Cr 4(25)<br>4 Cargo pumps total 3 600T/hr | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>7 120kW (9 680bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 660kW 1 × 80kW 220/440V 60Hz a.c.<br>Fuel 1 208,0t (hvf) |
| **7209370**<br>*SWLW*<br>9392<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WESTERN GEORGIOS**<br>ex Belstar-88<br>**Oia Shipping Co. Ltd.**<br>Tomazos Shipping Co. Ltd.<br>Piraeus Greece | **19 960**<br>14 327<br>38 406<br>T/cm<br>43,6 | NV | **1972** A/S Fredrikstad M/V—Fredrikstad (412)<br>193,45 (BB) 26,27 11,767<br>181,72 26,22 16,08<br>P 41,5 F 19,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 25,4 21,8 21,8 21,8 21,8 21,8 ER<br>G.46 696 B.45 332 HeCls. B<br>6 Ha (stl) (18,6 17,2 17,2 17,2 17,2 17,2 × 14,0) ER<br>Cr 6(15) | Gotaverken 750/1500<br>Oil 2SA 8Cy. 760 × 1500<br>10 700bhp (7 870kW)<br>A/S Fredriksstad M/V<br>Gen 3 × 425kW 440V 60Hz a.c.<br>Fuel 280,5t (d.o.) 2 416,0t (hvf)-35,5pd |
| **5388184**<br>*CYDD*<br>174070 | **WESTERN GIRL**<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **100**<br>61<br>— | | **1942** W. R. Menchions & Co. Ltd.—Vancouver, B.C.<br>23,78 6,46 3,353<br>6,41<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho 10,0<br>1 Ha (2,6 × 2,5)<br>2W Der 1(2) | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW) NE 61<br>General Motors Corp., Detroit Diesel Allison Div. |
| **7730941**<br>Rt | **WESTERN GLADIATOR**<br>ex Takusei Maru No. 38-77<br>**Western Towage Co. Inc.**<br>Philippines | **130**<br>33<br>— | | **1967** Sanyo Zosen K.K.—Mukaishima (326)<br>31,22 2,501<br>29,52 6,20 3,10<br>1 dk | **M Tug** | Hanshin<br>Oil<br>Hanshin Nainenki |
| **8309024**<br>*DZXR*<br>230930<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **WESTERN GLORY**<br>Launched as Sanko Gemini<br>**Alyaga Navigation Corp.**<br>Manila Philippines<br>SatCom: 1700160/DZXR | *22 145*<br>*12 665*<br>38 888<br>T/cm<br>47,2 | NK | **1986** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2882)<br>179,91 (BB) 10,932<br>171,00 30,51 15,32<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,4 27,2 27,2 27,2 25,6 ER<br>G.46 112 B.44 492<br>5 Ha (stl) (15,2 × 12,8) (19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>6 800bhp (5 002kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 86,5t (d.o.) 1 626,5t (hvf)-23,0pd |
| **8313350**<br>*DDSL*<br>7795<br>RTv<br>AMVER | **WESTERN GREETING**<br>Launched as Pacific Greeting<br>**Zweite Bremer Multigrade OBO G.m.b.H. & Co. KG**<br>Chemikalien Seetransport G.m.b.H.<br>Bremen Federal Republic of Germany<br>SatCom: 1120626/DDSL | *25 865*<br>*13 707*<br>43 549 | NV | **1987** Tsuneishi Zosen K.K.—Numakuma (550)<br>197,01 (BB) 30,43 11,319<br>177,02 30,41 16,21<br>1 dk<br>conv Bulk Carrier 87 | **M Ore/Bulk/Oil Carrier**<br>COW IGS Str. heavy cargoes<br>7 Ho ER<br>G.48 166 L.47 751<br>TEU 358 C.Dk 358/20'(40')<br>7 Ha (stl) (each 12,7 × 15,3) ER<br>Cr 4(25)<br>4 Cargo pumps total 3 600T/hr | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>7 120kW (9 680bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 660kW 1 × 80kW 220/440V 60Hz a.c. |
| **8313362**<br>*DDSM*<br>4516<br>Esd Gc Pfd<br>Rdr RTv<br>AMVER | **WESTERN GUARDIAN**<br>Launched as Pacific Guardian<br>**Dritte Bremer Multigrade OBO G.m.b.H. & Co. KG**<br>Chemikalien Seetransport G.m.b.H.<br>Bremen Federal Republic of Germany<br>SatCom: 1120630/DDSM | *25 865*<br>*13 707*<br>43 434 | NV | **1987** Tsuneishi Zosen K.K.—Numakuma (551)<br>197,01 (BB) 30,43 11,319<br>177,02 30,41 16,21<br>F 12,1 1 dk<br>conv Bulk Carrier 87 | **M Ore/Bulk/Oil Carrier**<br>COW IGS Str heavy cargoes<br>7 Ho ER<br>G.48 166 L.47 751<br>TEU 358 C.Dk 358/20'(40')<br>7 Ha (stl) (each 12,7 × 15,3) ER<br>Cr 4(25)<br>4 Cargo pumps total 3 600T/hr | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>7 120kW (9 680bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 660kW 1 × 80kW 220/440V 60Hz a.c. |

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| **WESTERN HARBOR**<br>ex Honorine-81<br>**Western Geophysical Co. of America**<br>Pascagoula, Ms United States of America<br>SatCom: 1503254/HARB | *1 116*<br>*334*<br>450 | AB | **1977** Halter Marine Services, Inc.—Lockport, La (623)<br>54,87 3,671<br>51,49 12,20 4,27<br>F 15,3 1 dk<br>conv Deck Cargo Supply Ship 82 | **TM Research**<br>Oceanographic Survey | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW) E made66 reconditioned & fitted9/77<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 175kW a.c. 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **WESTERN HERCULES**<br>ex Safe Truck-87 ex Solvaar-83<br>ex Safe Truck-82<br>**Western Sea Services of Panama Inc.**<br>Panama Panama<br>SatCom: 1331254/HERC | *3 390*<br>*1 017*<br>2 518 | AB (NV) | **1980** G. Eides Sonner A/S—Hoylandsbygd (108)<br>81,01 18,04 4,322<br>76,21 17,99 7,09<br>F - 2 dks<br>conv Deck Cargo Pipe-carrier Supply Ship 88 | **TM Research**<br>Seismographic Survey<br>Mchy.aft | Polar F212V<br>2 Vee Oil 4SA each 12Cy. 250 × 300 sr geared to sc. shafts<br>5 280bhp (3 884kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 1600kW 2 × 124kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd , 2 aft<br>14,8kn |
| **WESTERN HOPE**<br>Launched as Sanko Taurus<br>**Cyr Transport & Marine Services Inc.**<br>Manila Philippines<br>SatCom: 1700144/DZTY | *22 145*<br>*12 665*<br>38 888<br>T/cm<br>47,2 | NK | **1985** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2880)<br>179,91 (BB) 30,54 10,932<br>171,00 30,51 15,30<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,4 27,2 27,2 27,2 25,6 ER<br>G.46 112 B.44 492 HeCls. B<br>5 Ha (stl) (15,2 × 12,8) (19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>6 800bhp (5 002kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 86,5t (d.o.) 1 626,5t (hvf)-23,0pd 14,25kn |
| **WESTERN HORIZON**<br>**Western Geophysical Co. of America**<br>New Orleans, La United States of America<br>SatCom: 1503250/HORI | **224**<br>152<br>— | AB | **1982** Sing Koon Seng (Pte.) Ltd.—Singapore (587)<br>4,214<br>62,18 12,01 4,88<br>F 47,9 1 dk<br>rf 508 | **TM Research**<br>Seismographic Survey<br>Ice strengthened | Caterpillar D399TA<br>2 Vee Oil 4SA each 16Cy. 159 × 203 sr geared to sc. shafts<br>1 604kW (2 181bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 260kW<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>13kn |
| **WESTERN HUMBOLDT**<br>ex Endeavor-91 ex Endeavor I-84<br>**Moonray Shipping Co. Ltd.**<br>Hanseatic Shipping Co. Ltd.<br>Limassol Cyprus<br>SatCom: 1101334/WHUM | *22 208*<br>*13 839*<br>37 696<br>T/cm<br>46,8 | ✠**100A1** SS 2/89<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>✠**LMC** **UMS**<br>EL I† 605,0/64,0U3<br>FN 7411 | **1984**-11 Mitsubishi Heavy Industries Ltd. —Nagasaki (1925)<br>182,81 (BB) 28,45 10,751<br>170,01 28,40 15,19<br>P 27,8 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Steel Hatch Covers (no fixed fire extinguishing system in cargo holds) pt higher tensile steel<br>5 Ho 24,8 28,8 28,8 28,8 26,4 ER<br>G.47 399 B.46 099<br>TEU 168 C. 168/20' (40')<br>5 Ha (stl) (12,8 19,2 19,2 19,2 19,2 × 15,0) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>6 002kW (8 160bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 6,9kgf/cm² (6,8bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 182,0t (d.o.) 1 631,0t (hvf) |
| **WESTERN INLET**<br>**Western Sea Services of Panama Inc.**<br>Panama Panama<br>SatCom: 1330733/INLE | **1 071**<br>355<br>— | AB | **1981** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS566)<br>61,12 4,012<br>58,60 12,01 4,88<br>F 43,0 1 dk<br>rf 500 | **TM Research** | Caterpillar D399TA<br>2 Vee Oil 4SA each 16Cy. 159 × 203 sr geared to sc. shafts<br>1 604kW (2 181bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 350kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>10kn |
| **WESTERN INVESTOR**<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **119**<br>46<br>125 | | **1980** Allied Shipbuilders Ltd.—North Vancouver, B.C. (223)<br>24,06 7,17 2,928<br>20,53 7,01 3,36<br>1 dk | **M Fishing**<br>Seiner | Caterpillar D348SCAC<br>Vee Oil 4SA 12Cy. 137 × 165 geared to sc. shaft<br>700bhp (515kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Thw. thrust propeller fwd<br>10,75kn |
| **WESTERN JADE**<br>ex New Jade-89 ex Sanko Jade-85<br>**Midas Transport Inc.**<br>Monrovia Liberia<br>SatCom: 1241523/TRLO | *23 536*<br>*13 340*<br>39 339<br>T/cm<br>47,4 | NK | **1984** Namura SB. Co. Ltd.—Imari (873)<br>181,03 (BB) 31,04 11,007<br>174,02 31,01 15,52<br>P 13,5 B 11,0 F 2,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,2 26,4 27,2 27,2 26,4 ER<br>G.49 674 B.48 566 HeCls. B<br>5 Ha (stl) (16,0 19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>6 355kW (8 640bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 100,0t (d.o.) 1 300,0t (hvf)-25,0pd 14kn |
| **WESTERN KIM**<br>ex South Seas-89<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea<br>SatCom: 1660132/WEST | **1 201**<br>486<br>— | KR | **1981** J. M. Martinac SB. Corp.—Tacoma, Wa (224)<br>68,13 —<br>59,31 12,81 5,59<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref | General Motors 20-645-E7<br>Vee Oil 2SA 20Cy. 230 × 254 geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Directional propeller<br>Thw. thrust propeller fwd |
| **WESTERN KING**<br>**R. A. Roberts Fishing Ltd.**<br>Vancouver, B.C. Canada | **178**<br>88<br>— | | **1964** Benson Bros. SB. Co. (1960) Ltd. —Vancouver, B.C.<br>*24,88* 7,50<br>7,45<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois |
| **WESTERN LARK**<br>ex Lark-85<br>**United Philippine Lines Inc.**<br>Manila Philippines | *27 807*<br>*14 272*<br>45 575 | NK (NV) | **1983** Tsuneishi Zosen K.K.—Numakuma (496)<br>192,72 (BB) 12,131<br>183,62 29,51 17,30<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 24,1 22,6 22,6 22,6 22,6 22,6 ER<br>G.55 420 B.52 143<br>6 Ha (stl) (18,4 17,8 17,8 17,8 17,8 17,8 × 15,2) ER<br>Cr 6(25) | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 600kW 440V 60Hz a.c.<br>15kn |
| **WESTERN LEGEND**<br>**Western Atlas International Inc.**<br>Panama Panama | *2 945*<br>*883*<br>— | NV (Class cont.) | **1991** Ulstein Verft A/S—Ulsteinvik (226)<br>71,50 -<br>61,20 17,00 7,60<br>1 dk | **TM Research**<br>Seismographic<br>Ice strengthened | Normo BRM-6<br>2 Oil 4SA each 6Cy. 320 × 360 geared to sc. shafts<br>4 998kW (6 795bhp)<br>BMV Bergen Diesel A/S Bergen |
| **WESTERN LEOPARD**<br>ex High Adventure-86<br>**P/R Western Leopard ANS**.<br>Belstove Management A/S<br>Oslo Norway (NIS) | *20 276*<br>*12 429*<br>34 607 | NV (NK) | **1984** Mitsubishi Heavy Industries Ltd.—Kobe (1141)<br>176,03 (BB) 10,762<br>168,03 27,01 15,24<br>F 12,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 24,9 25,8 25,8 25,8 25,8 ER<br>G.46 947 B.40 303<br>5 Ha (stl) (12,8 19,2 19,2 19,2 19,2 × 12,8) ER<br>Cr 4(25) | Sulzer 4RTA58<br>Oil 2SA 4Cy. 580 × 1700<br>5 649kW (7 680bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 131,0t (d.o.) 1 572,0t (hvf)-21,0pd 14kn |
| **WESTERN LION**<br>**First United Shipping Corp.**<br>Monrovia Liberia<br>SatCom: 1241314/AHBN | *130 539*<br>*103 692*<br>269 117<br>T/cm<br>150,0 | AB | **1974** Hitachi Zosen—Sakai (4371)<br>331,00 (BB) 51,24 22,013<br>316,01 51,19 28,30<br>1 dk<br>rf 107 Bow/CM 166 MH 1,8 | **S Tanker**<br>IGS<br>17 Ta ER<br>4 Cargo pumps total 16 000T/hr | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 1900kW 450V 60Hz a.c.<br>Fuel 11 809,5t 15,5kn |

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| **8312681**<br>*LAHN4*<br>N-00959<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **WESTERN LION**<br>ex Seri-86<br>**P/R Western Lion ANS**<br>Belstove Management A/S<br>Oslo Norway (NIS) | *20 277*<br>*12 429*<br>34 607 | NV (NK) | **1984** Mitsubishi Heavy Industries Ltd.—Kobe (1143)<br>176,03 (BB) 10,742<br>168,03 27,01 15,24<br>F 12,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 24,7 27,2 27,2 27,2 26,3 ER<br>G.46 947 B.40 303<br>5 Ha (stl) (12,8 19,2 19,2 19,2 19,2 × 12,8) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 4Cy. 580 × 1700<br>5 649kW (7 680bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 480kW 440V 60Hz a.c. |
| **8308939**<br>*3EII2*<br>13041-83A<br>Df Esd Gc<br>Rdr Rt | **WESTERN LUCKY**<br>**Western Lucky S.A.**<br>Panama Panama | 2 625<br>1 752<br>4 833 | NK | **1983** K.K. Imai Seisakusho—Iwagi (227)<br>90,51 15,24 6,405<br>83,32 15,21 7,60<br>P 19,2 B 5,2 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 720 B.5 075<br>2 Ha (stl) (15,1 25,9 × 8,5) ER<br>Der 2(15) 1(20) | Akasaka<br>Oil 4SA 6Cy. 380 × 600 reverse reduction<br>to sc. shaft<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 120kW<br>Fuel-6,5pd |
| **5388201**<br>*VDSL*<br>174080 | **WESTERN MARINER**<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | 101<br>57<br>— | | **1943** Star Shipyard (Mercer's) Ltd.—New Westminster, B.C.<br>23,78 6,30 3,048<br>... .. ..<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.fwd | Caterpillar<br>Oil 4SA 159 × 203<br>425bhp (313kW) E made73 fitted74<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **9010149**<br>*HP6387*<br>21056-PEXT<br>Df Esd Gc<br>Rdr Rt | **WESTERN MONARCH**<br>**Western Atlas International Inc.**<br>Panama Panama | *5 184*<br>*1 555*<br>— | NV (Class cont.) | **1991** Ulstein Hatlo A/S—Ulsteinvik (231)<br>92,50 -<br>81,03 20,00 9,00<br>1 dk | **TrD-E Research**<br>Seismographic<br>Ice strengthened | Normo<br>3 Oil 4SA each 8Cy. 320 × 360 total 12<br>(8 999kW) driving gen. connected to<br>motor<br>BMV Bergen Diesel A/S |
| **7027502**<br>*HO5672*<br>2404-72A<br>Gc Rdr Rt | **WESTERN MOON**<br>**Jackson Marine S.A.**<br>Zapata Gulf Marine Corporation<br>Panama Panama | 275<br>187<br>— | | **1970** Halter Marine Fabricators, Inc.—Moss Point, Ms (239)<br>11,59 3,369<br>47,25 3,97 | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 600bhp (1 177kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) |
| **7827512**<br>618316<br>Df Esd Gc<br>Pfd Rdr RTv | **WESTERN NARROWS**<br>**Steiner Shipyard Inc.**<br>New Orleans, La United States of America<br>SatCom: 1503202/NARR | 196<br>133<br>— | (AB) | **1980** Mangone SB. Corp.—Houston, Tx (127)<br>56,39 4,187<br>51,74 11,59 4,88<br>F 17,1 1 dk<br>BK 127 conv Geophysical Research 88<br>**DAMAGED BY FIRE 4/88** | **TD-E Diving Support Ship**<br>for offshore installations<br>Moonpool | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146 total<br>2 560bhp (1 883kW) driving gen. connected<br>2 elec. motors & sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 250kW a.c.<br>Thw. thrust propeller fwd |
| **9032953** | **WESTERN NAVIGATOR**<br>**Western Towboat Co.**<br>United States of America | 216<br>64<br>— | | **1991** Western Towboat Terminal—Seattle, Wa (8)<br>28,65 4,267<br>8,53 | **TM Tug** | Caterpillar<br>2 Oil geared to sc. shafts<br>Caterpillar Inc. |
| **7404205**<br>*HO5369*<br>11583-82A<br>Df Esd Gc<br>Pfd Rdr RTv | **WESTERN OCEAN**<br>ex Siddis Skipper-81<br>**Western Sea Services of Panama Inc.**<br>Panama Panama<br>SatCom: 1330732/OCEA | 495<br>227<br>800 | NV | **1975** Firma C. Amels & Zoon Schpswf. & Mfbk. "Welgelegen"—Makkum (348)<br>58,93 4,141<br>53,19 11,99 6,00<br>F - 1 dk<br>conv Deck Cargo Tug/Supply Ship 81 | **TM Research**<br>Seismographic<br>Mchy.aft | Alpha<br>2 Vee Oil 4SA each 10Cy. 225 × 300<br>2 900bhp (2 133kW)<br>Alpha-Diesel A/S<br>Gen 2 × 170kW 1 × 56kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7324077**<br>*WYZ8175*<br>542285 | **WESTERN OCEAN**<br>**Vicki-Pat Inc.**<br>Plymouth, Ma United States of America | 153<br>104<br>— | | **1972** New Bern Shipyards Inc.—New Bern, NC<br>*20,64* 7,32<br>3,71 | **M Fishing** | Oil<br>335bhp (246kW)<br>............<br>Fuel (d.o.) |
| **5388213**<br>197702 | **WESTERN OCEAN**<br>ex Tidings-54<br>**Charles Drake Fishing Co. Ltd.**<br>Vancouver, B.C. Canada | 128<br>83<br>— | | **1944** Marine View Boat Works—Tacoma, Wa<br>25,30 6,41 3,201<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW) NE 63<br>General Motors Corp. |
| **7907893**<br>*HO3498*<br>10808-81C<br>Esd Gc Rdr<br>RTv | **WESTERN ODYSSEY**<br>**Western Sea Services of Panama Inc.**<br>Panama Panama<br>SatCom: 1333321/ODYS | 894<br>146<br>— | AB | **1980** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS506)<br>56,32 12,45 4,212<br>53,29 12,01 4,88<br>F 40,3 1 dk<br>rf 500 | **TM Research**<br>Seismographic Survey for offshore installations | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 rev<br>reduction geared to sc. shafts<br>1 604kW (2 181bhp)<br>Caterpillar Tractor Co.<br>Gen 2 × 100kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **8123729**<br>*HO5478*<br>11272-81A<br>Esd Gc Rdr<br>RTv | **WESTERN ORIENT**<br>**Western Sea Services of Panama Inc.**<br>Panama Panama<br>SatCom: 1330734/ORIE | 779<br>269<br>— | AB | **1981** Weng Chan Eng. Co. (Pte.) Ltd.—Singapore (V86)<br>2,410<br>47,43 12,20 2,80<br>F 11,9 1 dk<br>BK 203 | **TM Research**<br>Survey | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146 rev<br>reduction geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Alli<br>Div.<br>Gen 2 × 125kW |
| **7508893**<br>*WYM7002*<br>564010<br>Df Esd Gc<br>Rdr RTv | **WESTERN PACIFIC**<br>ex Madrugador-80<br>**Western Pacific Fisheries Inc.**<br>San Diego, Ca United States of America<br>SatCom: 1504712/WPFC | 985<br>459<br>— | | **1975** Campbell Industries—San Diego, Ca (105)<br>66,53 12,20<br>58,83 5,80<br>1 dk | **M Fishing**<br>Tuna Seiner | General Motors<br>Vee Oil 2SA 20Cy. 230 × 254<br>3 550bhp (2 611kW)<br>General Motors Corp. Electro-Motive Div. |
| **7907908**<br>*HO3496*<br>10264-80C<br>Esd Gc Rdr<br>RTv | **WESTERN PACIFIC**<br>**Western Sea Services of Panama Inc.**<br>Panama Panama<br>SatCom: 1330715/PACI | 825<br>86<br>— | AB | **1980** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS507)<br>56,32 12,45 4,212<br>53,83 12,01 4,88<br>F 40,3 1 dk<br>rf 500 | **TM Research**<br>Survey | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>reduction geared to sc. shafts<br>1 604kW (2 181bhp)<br>Caterpillar Tractor Co.<br>Gen 2 × 175kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **8000886**<br>*ZMAE*<br>62100<br>Df Esd Gc<br>Pfd Rdr Rt | **WESTERN PACIFIC**<br>**Nelson Fisheries Ltd.**<br>Nelson New Zealand | 471<br>265<br>376 | | **1979** WECO-Dorman Joint Venture—Nelson (101)<br>35,97 9,50 4,160<br>32,82 9,31 4,65<br>1 dk | **M Fishing**<br>Seiner | Caterpillar<br>Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. |
| **7050212**<br>*WY5510*<br>517957 | **WESTERN PACIFIC**<br>ex Gulf Gypsy-80<br>**Wes Pac Boat Co.**<br>Anchorage, Ak United States of America | 132<br>90<br>— | | **1968** Marine Builders Inc.—Mobile, Al<br>*22,86* 6,84<br>3,41 | **M Fishing** | Oil<br>500bhp (368kW)<br>............<br>Fuel (d.o.) |

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| **WESTERN PAL**<br>ex Western Falcon-90 ex Ficus-89<br>**Orientwisdom Shipping Corp.**<br>MMS Co. Ltd.<br>Manila Philippines | *19 146*<br>*11 123*<br>32 409 | NK | **1983** Tsuneishi Zosen K.K.—Numakuma (517)<br>179,00 (BB) 11,182<br>170,00 25,40 15,50<br>P 29,8 F 12,0 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.40 010 B.38 810<br>5 Ha (stl) (10,5 18,0 18,2 18,2 18,2 × 11,8) ER<br>Cr 4(25) | Mitsubishi 6UEC60HA<br>Oil 2SA 6Cy. 600 × 1500<br>6 238kW (8 481bhp)<br>Ube Industries Ltd. Ube<br>Gen 2 × 440kW a.c.<br>13,5kn |
| **WESTERN PEGASUS**<br>**Takise Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **102**<br>—<br>120 | | **1978** K.K. Hatayama Zosensho—Yura (143)<br>28,00 2,300<br>25,00 5,30 2,40<br>1 dk | **M Tanker** | Oil<br>Japan |
| **WESTERN PIONEER**<br>ex Vent ex ARS 29<br>**Johnnie Dontos**<br>Seattle, Wa United States of America | **944**<br>642<br>— | | **1944** Bellingham Iron Works—Bellingham, Wa<br>11,28 5,487<br>52,61 6,25<br>1 dk<br>conv Salvage Ship — | **Wood TM General Cargo** | Cooper Bessemer<br>2 Oil 4SA each 6Cy. 267 × 343<br>1 760bhp (1 295kW)<br>Cooper-Bessemer Corp. U.S.A. |
| **WESTERN PIONEER**<br>ex Farallon-55<br>**H. G. Helgerson (1964) Ltd.**<br>Vancouver, B.C. Canada | **141**<br>96<br>— | | **1936** J. M. Martinac SB. Corp.—Tacoma, Wa<br>26,22 7,12 3,353<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 6Cy. 290 × 380<br>Washington Iron Works Seattle, Wa |
| **WESTERN POLARIS**<br>**Western Geophysical Co. of America**<br>Pascagoula, Ms United States of America<br>SatCom: 1503252/POLA | **199**<br>135<br>391 | AB | **1982** Vancouver Shipyards Co. Ltd.—Vancouver, B.C. (104)<br>45,95 9,78 2,439<br>41,15 9,76 3,20<br>B 4,0 F 20,8 1 dk<br>rf 152 | **TM Research**<br>Seismographic Survey | General Motors 12V-149<br>2 Vee Oil 2SA each 12Cy. 146 × 146 sr reverse geared to sc. shafts<br>1 350bhp (993kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 2 × 176kW 460V 60Hz a.c.<br>Thw. thrust propeller fwd<br>11kn |
| **WESTERN PRIDE**<br>**Western Sea Services of Panama Inc.**<br>Panama Panama | *2 945*<br>*883*<br>— | NV (Class cont.) | **1991** Ulstein Hatlo A/S—Ulsteinvik (225)<br>71,50 -<br>61,20 17,00 7,60 | **TM Research**<br>Seismographic<br>Ice strengthened | Normo BRM-6<br>2 Oil 4SA each 6Cy. 320 × 360<br>4 856kW (6 602bhp)<br>BMV Bergen Diesel A/S Bergen |
| **WESTERN PRODUCER**<br>ex Veta C-55 ex Cape Spencer-54<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **122**<br>83<br>— | | **1945** Marine View Boat Works—Tacoma, Wa<br>26,52 6,51 4,268<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho 9,7<br>1 Ha (3,6 × 3,6)<br>Cr 1(5) | Imperial<br>Oil 6Cy. 292 × 381<br>325bhp (239kW)<br>Atlas Imperial D.E. Co. Oakland, Ca<br>Gen 1 × 5kW 110V 1 × 5kW 1 × 3kW 32V 60Hz a.c. 1 12V d.c.<br>Fuel (d.o.) |
| **WESTERN PROGRESS**<br>ex Eastern Countess-85<br>ex Totai Maru-78<br>**Western Progress Lines S.A.**<br>Joong Ang Shipping Co. Ltd.<br>Panama Panama | **15 581**<br>11 033<br>25 316<br>T/cm<br>34,5 | KR (NK) | **1971** Namura SB. Co. Ltd.—Osaka (393)<br>174,58 (BB) 22,86 10,338<br>164,50 22,80 14,36<br>P 29,9 F 13,8 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.33 135 B.30 675<br>5 Ha (stl) (11,9 18,3 10,4 18,3 18,3 × 10,4) ER<br>Der 3(15) 2(10) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 400kW 450V a.c.<br>Fuel 1 387,0t-40,5pd 15kn |
| **WESTERN RANGER**<br>**Sanford NZ Ltd.**<br>Nelson New Zealand | **409**<br>220<br>300 | | **1981** Whangarei Eng. & Cons. Co. Ltd. —Whangarei (160)<br>35,97 3,582<br>33,08 9,29 4,08<br>1 dk | **M Fishing**<br>Seiner Ref | Caterpillar D399SCAC<br>Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| **WESTERN RELIANCE**<br>ex T. W. Nelson-85<br>**Western Sea Services of Panama Inc.**<br>Panama Panama<br>SatCom: 1330767/RELI | **2 573**<br>1 135<br>1 059 | AB | **1978** Mitsubishi Heavy Industries Ltd. —Shimonoseki (792)<br>86,64 (BB) 14,03 4,820<br>77,02 14,01 7,47<br>F 6,4 2 dks<br>rf 203 | **TM Research**<br>Geophysical Seismographic for offshore installations<br>Ice strengthened | Daihatsu 8DSM-26 6DSM-26<br>4 Oil geared to sc. shafts<br>(centre) 2 Oil 4SA each 8Cy. 260 × 320<br>2 354kW (3 200bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>(wing) 2 Oil 4SA each 6Cy. 260 × 320<br>1 838kW (2 499bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 3 × 700kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>15,75kn |
| **WESTERN SEA**<br>ex Yukon Bleu-79 ex Goldrill 4-77<br>ex Offshore Salvor ex Petromar Salvor<br>ex Pee Dee River ex LSM (R) 517<br>**Western Sea Inc.**<br>Seattle, Wa United States of America<br>See Register of Offshore Units | **744**<br>593<br>— | | **1945** Brown SB. Co.—Houston, Tx (324)<br>10,42 2,915<br>60,43 10,37 3,43<br>conv Landing Ship (Rocket) 66<br>conv Drilling Ship 79 | **M Factory Fishing**<br>Fish-factory Crab Processing | General Motors<br>5 Oil<br>3 200bhp (2 354kW) E fitted—<br>General Motors Corp. La Grange, Illinois |
| **WESTERN SEA**<br>**Alston S. Robbins**<br>Bar Harbor, Me United States of America | **173**<br>126<br>— | | **1975** Win Mar Construction Inc.—New Bern, NC<br>*23,99* 7,32<br>3,38<br>1 dk | **M Fishing** | Oil<br>450bhp (331kW)<br>U.S.A.<br>Fuel (d.o.) |
| **WESTERN SERVICE**<br>ex George S. Pearson-67 ex Fox Island<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **177**<br>120<br>— | | **1925** Skanzie D.D. & SB. Co.—Gig Harbor, Wa<br>30,48 10,52<br>27,59 9,83 2,85<br>1 dk | **Wood M Ferry**<br>—P | General Motors<br>Oil 2SA 6Cy. 127 × 142<br>220bhp (162kW) NE 57<br>General Motors Corp. Detroit, Mi |
| **WESTERN SHIELD**<br>ex Southern Jay-90<br>**Kvaerner Shipping A/S**<br>Rederiet Helge R. Myhre A/S<br>Oslo Norway (NIS)<br>SatCom: 1311573/LAEX | *26 195*<br>*13 683*<br>43 296 | NV | **1984** Tsuneishi Zosen K.K.—Numakuma (524)<br>185,83 (BB) 30,43 11,319<br>177,02 30,41 16,21<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 28,0 28,0 28,0 28,0 27,2 ER<br>G.53 594 B.52 280<br>TEU 1076<br>C.Ho 516/20' (40') C.Dk 560/20' (40')<br>5 Ha (stl) (19,2 20,8 20,8 20,8 20,8 × 15,3) ER<br>Cr 4(25) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>9 680bhp (7 120kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 460kW 440V 60Hz a.c.<br>Fuel 271,75t (d.o.) 1 549,25t (hvf)-26,5pd 14kn |
| **WESTERN SHORE**<br>ex Eastern Jay-90<br>**Kvaerner Shipping A/S**<br>Rederiet Helge R. Myhre A/S<br>Oslo Norway (NIS)<br>SatCom: 1311570/LAEW | *26 195*<br>*13 683*<br>43 296 | NV | **1984** Tsuneishi Zosen K.K.—Numakuma (523)<br>185,83 (BB) 30,43 11,319<br>176,99 30,41 16,21<br>F 15,0 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 28,0 28,0 28,0 28,0 27,2 ER<br>G.53 594 B.52 280<br>TEU 1076<br>C. Ho 516/20' (40') C.Dk 560/20' (40')<br>5 Ha (stl) (19,2 20,8 20,8 20,8 20,8 × 15,3) ER<br>Cr 4(25) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>8 230bhp (6 054kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 460kW 440V 60Hz a.c.<br>Fuel 271,75t (d.o.) 1 549,25t (hvf)-26,5pd 14kn |

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| **8131374**<br>*WUS6512*<br>651286<br>Esd Gc Pfd<br>Rdr RTv | **WESTERN SHORE**<br>**Western Geophysical Co. of America**<br>New Orleans, La United States of America<br>SatCom: 1503257/SHOR | **197**<br>67<br>— | AB | **1982** Quality Shipbuilders Inc.—Moss Point, Ms (117)<br>3,744<br>47,63 11,59 3,97<br>F 31,1 1 dk<br>rf 457 | **TM Research**<br>Seismographic Survey | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse<br>reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Il<br>Gen 2 × 230kW<br>2 Controllable pitch propellers<br>Directional thrust propellers fwd |
| **7316331**<br>*WB4411*<br>241122 | **WESTERN SKY**<br>ex Colonel Leon M. Logan<br>**Western Sky Fishing Inc.**<br>New Bedford, Ma United States of America | **170**<br>78<br>— | | **1941** .............Tacoma, Wa<br>*26,83* 7,37<br>3,38 | **Wood M Fishing** | Oil<br>400bhp (294kW)<br>............<br>Fuel (d.o.) |
| **8842480**<br>*P2V4725*<br>Df Esd Gc<br>Pfd Rdr Rt | **WESTERN STAR**<br>**Western Tug & Barge Co. Pty. Ltd.**<br>Port Moresby Papua New Guinea | *2 146*<br>*1 016*<br>2 879 | AB | **1990** Sing Koon Seng SB. & Eng. Ltd.—Singapore (30-301)<br>3,710<br>71,40 17,50 4,60<br>1 dk | **TM Ore/Oil Carrier**<br>1 Ho/Ta 31,7 ER | Kromhout<br>2 Oil 4SA each 6Cy. 240 × 260 reverse<br>geared to sc. shafts<br>1 856kW (2 523bhp)<br>Stork-Wartsila Diesel B.V.<br>Gen 2 × 177kW a.c. 1 × 170kW a.c. |
| **7947362**<br>612319 | **WESTERN STAR**<br>ex Teacher's Pet<br>**Moriah Enterprises Inc.**<br>Tacoma, Wa United States of America | **177**<br>129<br>— | | **1979** ...........Tacoma, Wa<br>*19,82* 7,17<br>3,61<br>1 dk | **Reinforced Plastic M Fishing** | Oil<br>840bhp (618kW) |
| **8423806**<br>*WJ6123*<br>275206<br>Esd Rdr Rt | **WESTERN STAR**<br>**James River II Inc.**<br>Portland, Or United States of America | **177**<br>120<br>— | | **1957** Gunderson Bros.—Portland, Or (4640)<br>—<br>23,78 7,93 3,05<br>1 dk | **M Tug** | Oil 8Cy. 305 × 381<br>General Metals Corp. (Enterprise Division)<br>Oakland |
| **7316343**<br>*WB4412*<br>239180 | **WESTERN STAR**<br>**Vessel Western Star**<br>New Bedford, Ma United States of America | **118**<br>71<br>— | | **1939** .............Tacoma, Wa<br>*22,80* 6,53<br>2,93 | **Wood M Fishing** | Oil<br>220bhp (162kW)<br>............<br>Fuel (d.o.) |
| **7806233**<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **WESTERN STRAIT**<br>**University of Hawaii**<br>Honolulu, Hi United States of America | **261**<br>177<br>325 | AB | **1979** Mangone SB. Corp.—Houston, Tx (126)<br>56,39 3,993<br>51,74 11,59 4,88<br>F 17,1 1 dk<br>BK 13 | **TM Research** | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146 sr<br>sc. shafts<br>2 560bhp (1 883kW)<br>General Motors Corp., Detroit Diesel Allison<br>Div.<br>Gen 1 × 250kW a.c. 1 × 150kW a.c.<br>Thw. thrust propeller fwd |
| **6921127**<br>*9V2979*<br>382212<br>Gc Rdr Rt | **WESTERN TARGA 1**<br>ex Ultraline-90 ex Sinar Baru-81<br>ex Toko Maru No. 1-81<br>**Western Bunkering Services Pte. Ltd.**<br>Singapore Singapore | **499**<br>297<br>654 | NK | **1969** Towa Zosen K.K.—Shimonoseki (369)<br>54,30 8,94 4,151<br>49,00 8,90 4,50<br>P 11,3 F 6,7 1 dk | **M Tanker**<br>Bunkering<br>6 Ta ER<br>L.(oil) 1 079 | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels<br>Ltd.)<br>Gen 2 × 28kW a.c. |
| **8328159**<br>*HO4044*<br>15569-86A<br>Pfd Rdr RTv | **WESTERN TEMPEST**<br>ex Fob 8-84<br>**Western Sea Services of Panama Inc.**<br>Panama Panama<br>SatCom: 1333314/TEMP | *383*<br>*114*<br>280 | NV | **1982** Santierul Naval Galatz—Galatz (761)<br>36,50 10,22 2,766<br>32,80 4,45<br>1 dk<br>conv General Cargo 84 | **TM Research**<br>Seismographic | Penta<br>2 Oil 4SA each 6Cy. 130 × 150<br>568bhp (418kW)<br>A/B Volvo-Penta |
| **8710003**<br>*VY7040*<br>810479<br>Rdr Rt | **WESTERN THUNDERBIRD**<br>ex Boe Junior-89<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | *289*<br>*86*<br>— | NV | **1986** Sletta Batbyggeri—Vagos (64)<br>36,00<br>8,01 4,20<br>1 dk<br>rf 996 | **M Fishing** | Mitsubishi<br>Oil 4SA 6Cy. 240 × 280<br>1 100bhp (809kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 90kW 230V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft |
| **7710939**<br>*VJWT*<br>374695<br>Df Esd Gc<br>Pfd Rdr Rt | **WESTERN TIDE**<br>**Tidewater Port Jackson Marine Pty. Ltd.**<br>Tidewater Marine Service Inc.<br>*Sydney, N.S.W.* Australia | **962**<br>378<br>1 850 | AB | **1978** Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (132)<br>59,67 4,609<br>55,02 12,26 5,31<br>F 24,4 1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>sc. shafts<br>5 750bhp (4 229kW)<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 300kW a.c. 1 × 98kW a.c.<br>Thw. thrust propeller fwd |
| **8401767**<br>*LAKF4*<br>N-01151<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>SatCom<br>AMVER | **WESTERN TIGER**<br>ex Western Pride-85 ex Saga Rose-85<br>**P/R Western Tiger ANS**<br>Northsouth Shipmanagement Pte. Ltd.<br>Oslo Norway (NIS) | *23 444*<br>*12 486*<br>37 180 | NV (Class cont.) NK | **1984** Koyo Dockyard Co. Ltd.—Mihara (1058)<br>189,97 (BB) 28,45 10,751<br>180,02 28,41 15,52<br>P 28,1 F 12,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.49 641 B.47 528<br>5 Ha (stl) (17,7 × 12,8) (20,0 20,0 20,0 20,0 × 16,0) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>9 780bhp (7 194kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 4 × 360kW a.c. |
| **8000563**<br>*ELHW3*<br>8226<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WESTERN TRADE**<br>ex Western Trader-88 ex Platon-87<br>ex Kyriaki-86<br>**Union Tankers Corp.**<br>Scinicariello Augustea Ship Management S.p.A.<br>Monrovia Liberia | **30 464**<br>23 810<br>65 077 | ✠LR class withdrawn-Owners' request 1/91 | **1981**-9 Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (983)<br>224,54 (BB) 32,26 12,842<br>214,03 32,21 17,71<br>F 17,1 1 dk<br>rf 51 DK in way of Nos. 2-7 holds | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 23,3 23,6 23,6 23,6 23,6 23,6. 23,6 ER<br>G.74 823<br>7 Ha (stl) (14,2 × 10,4) (14,7 14,7 14,7 14,7 14,7 14,7 × 14,4) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 241,0t (d.o.) 3 477,0t (hvf) |
| **8801008**<br>*DUBR*<br>230215<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **WESTERN TRADER**<br>**St. Vincent Shipping Inc.**<br>Nisshin Shipping Co. Ltd. (Nisshin Kaiun K.K.)<br>Manila Philippines<br>SatCom: 1700351/DUBR | *36 549*<br>*23 279*<br>70 329 | NK | **1989** Sanoyas Corp.—Mizushima (1090)<br>225,00 (BB) 13,291<br>217,00 32,26 18,30<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.81 838 B.78 529<br>7 Ha (stl) (16,7 × 13,3) (16,7 16,7 16,7 16,7 16,7 16,7 × 15,0) ER | Sulzer<br>Oil 2SA 6Cy. 620 × 2150<br>7 356kW (10 001bhp)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 420kW 450V 60Hz a.c. |
| **9031416**<br>Df Esd Gc<br>Rdr RTv | **WESTERN TRADER**<br>Federal Republic of Germany | *4 164*<br>*1 965*<br>4 744 | GL (Class cont.) | **1991** Schiffsw. Hugo Peters—Wewelsfleth (640)<br>111,10 - 5,984<br>99,90 16,00 8,40<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.7 558 B.7 124<br>TEU 400 C. 400/20'<br>3 Ha (stl) ER | MaK<br>Oil 4SA 9Cy. 320 × 420 with flexible<br>sr geared to sc. shaft<br>1 970kW (2 678bhp)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7813391**<br>*P2V4786*<br>Df Esd Rdr<br>RTv | **WESTERN TRADER**<br>ex Karin Cat-91<br>**Western Tug & Barge Co. Pty. Ltd.**<br>Port Moresby Papua New Guinea | T.Mk<br>**396**<br>272<br>1 055 | BV | **1979** Sakskobing Mask. og Skibsvaerft —Sakskobing (25)<br>62,90 11,21 3,571<br>57,00 6,20<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.2 442 B.2 250<br>1 Ha (stl) (34,2 × 7,7) ER | Alpha<br>Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Alpha-Diesel A/S |

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| **WESTERN TRADER**<br>ex Baranof ex Western Trader ex Kailua<br>ex Casco<br>**Irving D. Logan**<br>Juneau, Ak United States of America | **145**<br>98<br>— | | **1920** Long Beach SB. Co.—Long Beach, Ca<br>*36,61* 7,35<br>3,23 | **TM Fishing** | 2 Oil<br>400bhp (294kW)<br>............<br>Fuel (d.o.) |
| **WESTERN VIKING**<br>**Frank Doherty**<br>Sligo Irish Republic | **737**<br>430<br>955 | NV | **1980** Tille Scheepsbouw B.V.—Kootstertille (216)<br>47,96 4,001<br>45,95 9,31 6,81<br>2 dks<br>rf 279 len 82 | **M Fishing**<br>Side Trawler Seiner<br>Mchy.aft | MaK<br>Oil 4SA 6Cy. 320 × 420 geared to sc. shaft<br>2 094bhp (1 540kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 136kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **WESTERN VIKING**<br>ex Ouingondy<br>**Viking Boat Co. Inc.**<br>Juneau, Ak United States of America | **199**<br>135<br>— | | **1967** Dorchester SB. Corp.—Dorchester, NJ<br>30,64 3,048<br>25,61 7,36 4,12<br>3 dks | **M Fishing**<br>Stern Trawler | Caterpillar<br>Oil 4SA 12Cy. 320 × 460<br>765bhp (563kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **WESTERN VILLAGE**<br>ex Sea Elfi-90<br>**Orient Wisdom Shipping Corp.**<br>Manila Philippines | *23 186*<br>*13 036*<br>41 084 | AB | **1985** Sanoyas Corp.—Mizushima (1064)<br>182,76 (BB) 11,185<br>174,00 30,01 15,83<br>F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho ER<br>G.49 580 B.48 007<br>5 Ha (stl) (15,4 × 11,0) (17,9 17,9 17,9 17,9 × 13,0) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>9 450bhp (6 951kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 440kW 450V 60Hz a.c.<br>16,25kn |
| **WESTERN WARRIOR**<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **110**<br>57<br>— | | **1944** W. R. Menchions & Co. Ltd.—Vancouver, B.C.<br>23,93 6,51 3,150<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Caterpillar<br>Oil<br>NE 73<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **WESTERN WAVE**<br>**Western Sea Services of Panama Inc.**<br>Panama Panama<br>SatCom: 1332266/WAVE | **297**<br>174<br>— | AB | **1983** Quality Shipbuilders Inc.—Moss Point, Ms (118)<br>4,123<br>43,79 12,50 4,27<br>F 36,6 1 dk<br>rf 762 | **TM Research**<br>Seismographic Survey | Caterpillar D398TA<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>1 650bhp (1 214kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 235kW<br>12kn |
| **WESTERN WAVE**<br>**Stinson Marine Corp.**<br>Bar Harbor, Me United States of America | **159**<br>108<br>— | | **1974** Barbour Boat Works Inc.—New Bern, NC<br>*20,64*<br>7,32 3,71 | **M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A. |
| **WESTERN WIND**<br>**Western Sea Services of Panama Inc.**<br>Panama Panama<br>SatCom: 1330735/WIND | **1 071**<br>358<br>— | AB | **1981** Sing Koon Seng (Pte.) Ltd.—Singapore (SKS567)<br>61,12 4,012<br>58,60 12,01 4,88<br>F 43,0 1 dk<br>rf 500 | **TM Research**<br>Seismographic Survey | Caterpillar D399TA<br>2 Vee Oil 4SA each 16Cy. 159 × 203 sr geared to sc. shafts<br>1 604kW (2 181bhp)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 260kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>13kn |
| **WESTERN WIND**<br>ex G. C. Colonial II-77 ex Cap David-67<br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **137**<br>71<br>— | ✠Classed LR until 6/71 | **1963**-6 Les Ch. Mar. Paspebiac Inc.—Paspebiac, P.Q. (7)<br>24,95 6,89 2,591<br>22,46 6,56 3,36<br>F 4,0<br>rf 1270 Box K | **M Fishing**<br>Side Trawler | Alpha 404-24VO<br>Oil 2SA 4Cy. 240 × 400 with hydraulic coupling<br>206kW (280bhp)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller |
| **WESTERN WINNER**<br>ex Singa Wiltrader-89 ex Flores-87<br>**Alpha Beta Investment Co. Ltd.**<br>Panama Panama | **15 953**<br>10 734<br>30 396 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>timber deck cargoes<br>✠**LMC**<br>EL H† 605,0/62,0U3(a)<br>FN 6766 | **1982**-8 Nippon Kokan K.K.—Shimizu (395)<br>175,01 (BB) 26,04 10,464<br>167,01 26,00 14,51<br>P 27,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 20,2 27,5 27,2 27,2 27,2 ER<br>G.37 197 B.35 708<br>5 Ha (stl) (12,5 × 9,9) (17,6 17,6 17,6 17,6 × 12,5) ER<br>Cr 4(25) | Sulzer 5RLB66<br>Oil 2SA 5Cy. 660 × 1400<br>9 875bhp (7 264kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (Comp) 8,9kgf/cm$^2$ (8,8bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 196,5t (d.o.) 1 598,0t (hvf)-29,5pd 15,25kn |
| **WESTERN 102**<br>**Western Shellfish International**<br>Balboa Panama | **200**<br>—<br>— | (AB) | **1970** Ast. de Veracruz S.A.—Veracruz (52)<br>6,79<br>24,06 3,71<br>1 dk<br>BK 203 | **M Fishing**<br>1 Ho 7,3<br>1 Ha (w) | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **WESTERN 103**<br>**Western Shellfish International**<br>Balboa Panama | **170**<br>—<br>— | | **1970** Ast. de Veracruz S.A.—Veracruz (53)<br>6,79<br>24,06 3,71<br>1 dk<br>BK 203 | **M Fishing**<br>1 Ho<br>1 Ha (w) | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. U.S.A.<br>Fuel (d.o.) |
| **WESTERO**<br>ex John Karen-85<br>**Sven Olof Larsson**<br>Hono Sweden | *228*<br>*68*<br>— | | **1974** Schpsw. "Friesland" B.V.—Lemmer (72)<br>26,19 7,40 3,201<br>22,51 7,32 3,51<br>1 dk | **M Fishing**<br>Side-fishing | Caterpillar D398TA<br>Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **WESTERSCHELDE**<br>ex Catharina-84<br>**Rederij Delta B.V.**<br>Stellendam Netherlands | **301**<br>104<br>— | | **1974** Gdynska Stocznia Remontowa—Gdynia<br>36,61<br>8,03 4,32<br>1 dk | **M Fishing**<br>Side Trawler | Deutz<br>Oil<br>NE 85<br>Kloeckner Humboldt Deutz West Germany |
| **WESTERTAL**<br>ex Ville d'Oman-91 ex Westertal-88<br>ex Zim Australia-88 ex Zim Sydney-86<br>Launched as Westertal<br>**Gebr. Peterson Schiffahrtsges. "Westertal" m.b.H. & Co. K.G.**<br>Schiffahrtskontor Rendsburg G.m.b.H.<br>Rendsburg Federal Republic of Germany<br>SatCom: 1120713/DKRL | *10 544*<br>*5 643*<br>14 436 | GL | **1983** Werft Nobiskrug G.m.b.H.—Rendsburg (715)<br>151,11 (BB) 22,94 8,521<br>138,03 22,92 11,26<br>P 22,6 F 26,6 1 dk | **M Container Ship**<br>Portable-guides<br>Str. heavy cargoes<br>3 Cell. Ho ER<br>TEU 932<br>C.Ho 362/20' (40') C.Dk 570/20' (40') incl. 75 ref C.<br>3 Ha (stl) ER | MaK 8M601AK<br>Oil 4SA 8Cy. 580 × 600 with flexible couplings & sr geared to sc. shaft<br>10 876bhp (8 000kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 1000kW 2 × 448kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 247,5t (d.o.) 1 177,0t (hvf)-30,5pd 16,5kn |
| **WESTFALEN**<br>**A.G. "Ems"**<br>Emden Federal Republic of Germany | *1 812*<br>*570*<br>418 | GL | **1972** C. Cassens Schiffswerft—Emden (108)<br>77,91 12,60 2,346<br>73,21 12,00 6,13<br>3 dks<br>len 80 | **TM RoRo Cargo/Ferry**<br>1600dk P<br>Bow door Stern door Ice strengthened<br>Cargo Width 3,80 Clear height 4,00<br>Cars 65<br>Mchy.aft | MaK 8M282AK<br>2 Oil 4SA each 8Cy. 240 × 280<br>2 500bhp (1 839kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 185kW 1 × 37kW 360V 50Hz a.c.<br>Thw. thrust propeller fwd .<br>Fuel 53,5t (d.o.)-10,5pd 15kn |

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| **8316704**<br>*C6JE5*<br>708313<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WESTFIELD**<br>**Advance Maritime Corp.**<br>Orient Ship Management Ltd.<br>Nassau Bahamas<br>SatCom: 1103332/WEST | *27 818*<br>*12 649*<br>41 619<br>T/cm<br>48,5 | **100A1** CS 8/90<br>bulk carrier<br>strengthened for heavy cargoes Nos. 2, 4 & 6, or 1, 3, 5 & 7, or 4 holds may be empty<br>**LMC** **UMS**<br>EL M† 634,0/73,0U3<br>FN 8212<br>(BV) | **1985** Hyundai Heavy Industries Co. Ltd.—Ulsan (338)<br>187,50 (BB) 29,05 12,051<br>178,90 29,00 16,90<br>P 31,4 F 9,7 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 13,5 25,7 13,5 25,7 13,5 25,7 12,4 ER<br>G.47 671 B.46 280<br>TEU 1584<br>C.Ho 1044/20' (40') C.Dk 540/20' (40')<br>7 Ha (stl) (12,4 × 17,0) (24,6 12,4 24,6 12,4 24,6 12,4 × 23,0) ER<br>Cr 2(35) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>5 973kW (8 120bhp)<br>Hyundai Engine Manufacturing Co. Ltd.<br>AuxB(c) (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 1 × 750kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 101,0t (d.o.) 2 009,5t (hvf)-23,5pd |
| **7808401**<br>*GYHP*<br>379519<br>Df Esd Gc<br>Pfd Rdr Rt | **WESTGATE**<br>**Rowbotham Tankships Ltd.**<br>Douglas Isle of Man (British) | **1 599**<br>1 124<br>3 368 | ✠**100A1** SS 6/89<br>oil tanker<br>✠**LMC** **(UMS)**<br>EL Q 440,0/38,0U2(a)<br>FN 1699 | **1979**-7 Kanrei Zosen K.K.—Naruto (280)<br>93,17 (BB) 13,62 5,274<br>86,01 13,42 6,33<br>P 19,9 F 11,6 1 dk<br>rf 152 | **M Tanker**<br>DB<br>12 Ta ER<br>L.(oil) 3 672 | MaK<br>Oil 4SA 6Cy. 320 × 420 dr geared to sc. shaft<br>2 250bhp (1 655kW)<br>Ube Industries Ltd.<br>Gen 2 × 520kW 2 × 216kW 445V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>Fuel 136,5t (d.o.) |
| **8712491**<br>*ELIP8*<br>8383<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WESTGATE BRIDGE**<br>ex Bellavia-91<br>**Bellavia Shipping & Trading Inc.**<br>Herm Dauelsberg<br>Monrovia Liberia<br>SatCom: 1240234 | *15 520*<br>*7 689*<br>20 410<br>T/cm<br>34,6 | GL | **1989** VEB Warnowwerft Warnemuende —Warnemuende (286)<br>181,51 (BB) 10,072<br>168,41 23,06 13,42<br>P 28,3 F 27,2 2 dks<br>len 89 | **M General Cargo** 10bth P<br>Ice strengthened Str. heavy cargoes<br>4 Cell. Ho ER<br>G.27 200 B.25 400<br>TEU 1128<br>C.ho 420/20'(40') C.dk 708/20'(40')<br>4 Ha (stl) ER<br>Cr 1(40) 3(25) | Sulzer<br>Oil 2SA 5Cy. 580 × 1700<br>7 000kW (9 517bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 1 × 1000kW 3 × 744kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 407,0t (d.o.) 1 209,0t (hvf)-33,0pd |
| **8837382**<br>*OPMI*<br>Z 321<br>Df Esd Pfd<br>Rdr Rt | **WESTHINDER**<br>**Rederij De "Noordhinder" B.V.B.A.**<br>Zeebrugge Belgium | *462*<br>—<br>— | | **1990** N.V. Scheepswerven L. de Graeve —Zeebrugge<br>40,68 - - -<br>1 dk | **M Fishing**<br>Side-fishing Cutter | MaK<br>Oil<br>880kW (1 196bhp)<br>Krupp MaK. Maschinenbau G.m.b.H.<br>West Germ |
| **7051034**<br>*ORQX*<br>10/97<br>Esd Pfd Rdr<br>RTm/v | **WESTHINDER**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **284**<br>23<br>— | BV | **1971** Terneuzensche Scheepsbouw Mij. N.V. —Terneuzen (108)<br>32,92 9,00 3,899<br>29,32 8,70 4,60<br>F 15,0 1 dk<br>rf 699 BK 272 | **TM Tug**<br>1 Ha (1,5 × 1,5) | Alpha<br>2 Oil 2SA each 9Cy. 260 × 400 with hydraulic coupling<br>Alpha-Diesel A/S Frederiks<br>Gen 2 × 100kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 101,5t (d.o.) |
| **5388500**<br>*SHGI*<br>Rdr Rt | **WESTKUST**<br>**Orust Skolfartygsstiftelse**<br>Goteborg Sweden | **146**<br>98<br>200 | | **1932** Sjotorps Varv & Mek. Verkstad—Sjotorp<br>*26,61* 7,17 2,801<br>7,12<br>1 dk<br>conv Tug 72 | **Wood M Training Ship** 84P<br>2 Ho each 7,0 ER | Scania<br>Oil 4SA 6Cy. 127 × 145<br>205bhp (151kW) NE 64<br>A/B Scania Vabis<br>Fuel (d.o.) |
| **5050397**<br>*SGNM*<br>Df Esd Pfd<br>RTm | **WESTLAND**<br>ex Santos Av Hono-78<br>ex Brandenburg-77<br>**Johan Borjesson**<br>Traslovslage Sweden | **147**<br>65<br>— | (BV) | **1961** Schiffswerft "Ernst Thalmann"—Brandenberg<br>30,92 6,63 3,660<br>26,19 6,58<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (0,9 × 0,5) (1,5 1,5 × 1,1) | Jonkopings<br>Oil 4SA 8Cy. 260 × 400<br>960bhp (706kW) NE 67<br>A/B Jonkopings Motfb.<br>Fuel (d.o.) |
| **6712174**<br>*CY8257*<br>327828<br>Esd RdrRTm | **WESTLANE**<br>ex Wesbridge Two-84<br>**Mariner Barge Transport Ltd.**<br>Vancouver, B.C. Canada | **143**<br>47<br>— | | **1966** Star Shipyard (Mercer's) Ltd.—New Westminster, B.C. (385)<br>24,39 7,83<br>22,76 7,42 4,20<br>1 dk | **M Tug** | General Motors<br>2 Oil 2SA each 16Cy. 108 × 127 geared to sc. shaft<br>General Motors Corp.<br>Gen 2 × 30kW 110/220V 60Hz a.c.<br>Fuel (d.o.) |
| **7710824**<br>*P3KD2*<br>708233<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WESTMAN**<br>ex Pikebank-87<br>**Lefkada Navigation Co. Ltd.**<br>Transman Shipping Enterprises S.A.<br>Limassol Cyprus | T.Mk<br>**8 243**<br>4 641<br>13 548<br>**12 214**<br>7 730<br>18 436 | ✠**100A1** SS 11/88<br>✠**LMC**<br>EL D† 550,0/62,0U2<br>FN 5495 | **1979**-3 Sunderland Shipbuilders Ltd.—Pallion, Sunderland (9)<br>161,83 22,97 —/9,951<br>152,58 22,90 13,11<br>P 33,3 F 13,5 2 dks<br>rf nil DK fwd | **M General Cargo**<br>5 Ho 19,8 24,3comb. 24,3 20,5 ER 22,7 6 TwD<br>G.26 883 B.24 289<br>TEU 372<br>C.Ho 238/20'(40') C.Dk 134/20'(40')<br>7 Ha (stl) (10,5 13,5 13,5p&s 13,5p&s × 7,7) ER (13,5 × 7,4)<br>Der 1(60) 1(35) 5(22) 1(10) | Doxford<br>Oil 2SA 4Cy. 760 × 2180<br>12 000bhp (8 827kW)<br>Doxford Engines Ltd.<br>2 AuxB (1 o.f. 1 Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 470kW 1 × 270kW 445V 60Hz a.c.<br>Fuel 254,0t (d.o.) 1 906,0t (hvf)-40,5pd |
| **7827287**<br>*PJZK*<br>Esd Gc Rdr<br>Rt | **WESTMINSTER ZEAL**<br>**Dreco International N.V.**<br>Westminster Offshore Ltd.<br>Curacao Netherlands Antilles & Aruba<br>See Register of Offshore Units | **803**<br>212<br>740 | BV | **1979** Singmarine Shipyard (Pte.) Ltd.—Singapore (023)<br>55,00 3,582<br>52,00 12,21 4,37<br>1 dk | **TM Maintenance Ship**<br>for offshore installations<br>Mchy.aft<br>Cr 1(12) Der 1(50) | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Ill<br>Gen 2 × 395kW 1 × 135kW 440V 60Hz a.c.<br>Thw. thrust propeller |
| **7227164**<br>*SLFZ*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WESTON**<br>ex Orion-85<br>**Partrederiet Weston**<br>B&N, Bylock & Nordsjofrakt AB<br>Skarhamn Sweden | **4 310**<br>1 688<br>5 710 | ✠**100A1** SS 6/90<br>Ice Class 1 & 1A<br>✠**LMC** **UMS**<br>EL C† 2⅜"U2<br>FN 4870 | **1973**-1 Rauma-Repola Oy—Rauma/Raumo (207)<br>137,52 22,36 6,643<br>126,75 22,31 16,11<br>2 dks, 1 intermediate dk (light cargoes only)<br>rf 508 | **TM RoRo Cargo** 12bth P<br>2 Stern door/ramps 1(p) 1(s)<br>L 10,50 W 6,60<br>Lane Length 1448 Cargo Width 2,90<br>Clear height 4,20<br>1 Ho 54,4 2 TwD 105,7 97,6<br>B.20 383<br>TEU 304<br>C.Ho 38/20' C.RoRo Dk 188/20' C.Dk 78/20' incl. 26 ref C.<br>2 Ha (stl) (each 13,0 × 3,5) ER<br>Cr 1(20) | Werkspoor<br>2 Oil 4SA each 9Cy. 410 × 470<br>10 500bhp (7 723kW)<br>Stork-Werkspoor Diesel N.V.<br>Gen 3 × 528kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 142,0t (d.o.) 467,5t (hvf)-38,0pd |
| **7526376**<br>*GJRQ*<br>182608 | **WESTON PANTHER**<br>ex M. S. C. Panther-75<br>**Bradshaw & Darlington Marine Services Ltd.**<br>Liverpool United Kingdom | **154**<br>0<br>— | ✠Classed LR until 7/52 | **1950**-2 Henry Robb Ltd.—Leith<br>28,76 7,75 3,658<br>... ... | **TM Tug** | Crossley<br>2 Oil 2SA each 4Cy. 370 × 485<br>Crossley Bros. Ltd. |
| **8030130**<br>*ELIK9*<br>8344<br>Rdr Rt<br>AMVER | **WESTPHALIA**<br>Launched as Josefa Torres<br>**Eastgate Shipping Corp.**<br>Shipping Management S.A.M. (V. SHIPS)<br>Monrovia Liberia | **9 210**<br>6 262<br>11 434 | AB | Cmpl.**1983** Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (253)<br>Cmd.**1988**<br>193,91 5,001<br>168,03 27,01 16,72<br>1 dk<br>conv Barge Carrier Dock Ship 88 | **TM Container Ship**<br>Fixed-guides<br>TEU 616 448/20' 84/40' | Pielstick<br>2 Oil 4SA each 6Cy. 400 × 460 reverse reduction geared to sc. sahfts<br>5 738kW (7 801bhp)<br>Ast. Espanoles S.A. Olaveaga<br>Gen 6 × 350kW 440V 60Hz a.c.<br>Fuel 23,5t (d.o.) |
| **7423249**<br>*ZMJW*<br>343625<br>Df Esd Gc<br>Rdr Rt | **WESTPORT**<br>**Westport Nominees Ltd.**<br>Milburn New Zealand Ltd.<br>Lyttelton New Zealand | **2 610**<br>1 288<br>4 081 | ✠**100A1** CS 1/91<br>✠**LMC** **UMS**<br>EL S 1⅝"U2<br>FN 1829 | **1976**-1 J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (749)<br>94,52 (BB) 14,25 5,849<br>90,23 14,02 6,25<br>P 32,7 F 14,1 1 dk<br>rf nil | **M Cement Carrier**<br>Mchy.aft<br>G.3 007<br>Cr 1(3) | MaK<br>2 Oil 4SA each 6Cy. 320 × 450 reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 1 × 220kW 420V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |

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| **WESTPORT**<br>**CHB Foods Inc.**<br>San Diego, Ca United States of America | **363**<br>167<br>— | | **1956** National Steel & SB. Co.—San Diego, Ca (309)<br>*40,24* 9,30<br>9,28 3,79<br>1 dk | **M Fishing**<br>Side-fishing | Fairbanks, Morse<br>Oil 2SA 6Cy. 203 × 254<br>960bhp (706kW)<br>Fairbanks Morse & Co. Beloit, Wi |
| **WESTPORT**<br>**Westport Scalloping Corp.**<br>New Bedford, Ma United States of America | **196**<br>133<br>— | | **1980** Bender SB. & Repair Co. Inc.—Mobile, Al (758)<br>*26,86* 7,93<br>7,62 4,14<br>1 dk | **M Fishing**<br>Shellfish | Caterpillar D399SCAC<br>Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11,5kn |
| **WESTRA**<br>**Government of The United Kingdom (Secretary of State for Scotland)**<br>Leith United Kingdom<br>SatCom: 1440670/GUMF | **885**<br>202<br>517 | ✠**100A1** CS 3/89<br>✠**LMC** **UMS**<br>EL K $1\frac{5}{16}$"U2<br>FN 926 | **1975**-2 Hall, Russell & Co. Ltd.—Aberdeen (962)<br>59,52 11,08 4,388<br>52,00 10,98 6,81<br>F 9,5 2 dks<br>rf 279 BK 152 | **M Fishery Patrol Vessel**<br>Mchy.aft | Polar SF112VS-F<br>2 Vee Oil 4SA each 12Cy. 250 × 300 sr geared to sc. shaft<br>4 200bhp (3 089kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 200kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>12kn |
| **WESTRAC**<br>**Tug Wasp Inc.**<br>Western Towboat Co.<br>Seattle, Wa United States of America | **143**<br>97<br>— | | **1988** Western Towboat Terminal—Seattle, Wa<br>23,17 8,54 4,268<br>4,57<br>1 dk | **TM Tug**<br>Tractor | Caterpillar 3512TA<br>2 Vee Oil 4SA each 12Cy. 170 × 190 With clutches, flexible couplings & dr geared to sc. shafts<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 55kW 208V 60Hz a.c.<br>2 Thw. thrust propellers<br>12kn |
| **WESTRALIA**<br>ex Appleleaf-89<br>Launched as Hudson Cavalier<br>**Government of The Commonwealth of Australia (Department of Defence)**<br>Dawson Industries Ltd.<br>Australia<br>SatCom: 1543166/VKCX | **20 444**<br>10 678<br>33 595<br>T/cm<br>38,4 | ✠**100A1** CS 9/89<br>oil tanker (cc)<br>✠**LMC** **UMS**<br>EL Ht 605,0/70,0U2<br>FN 6801 | Lch.**1975**-7 Cmpl.**1979**-9 Cammell Laird Shipbuilders Ltd.—Birkenhead (1363)<br>170,69 (BB) 25,96 11,864<br>163,51 25,91 15,68<br>P 8,9 1 dk<br>rf nil Bow/CM 87 Diam. 0,310 MH 0,9 | **M Tanker**<br>Replenishment<br>Stern disch.<br>24 Ta ER<br>L.(oil) 32 309<br>4 Cargo pumps total 3 600T/hr | Pielstick 14PC2-2V-400<br>2 Vee Oil 4SA each 14Cy. 400 × 460 with clutches, flexible couplings & sr geared to sc. shaft<br>14 000bhp (10 298kW)<br>Crossley Premier Engines Ltd. Manchester<br>3 AuxB (o.f.) 10,5kgf/cm² (10,3bar)<br>Gen 2 × 2704kW 3300V 2 × 626kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t (d.o.) 1 273,5t (hvf) 16,5kn |
| **WESTSIDER**<br>**Clipper Cargoes Co. Ltd.**<br>Newcastle - upon - Tyne United Kingdom | **151**<br>0<br>— | ✠Classed LR until 9/84 | **1964**-2 R. Dunston (Hessle) Ltd.—Hessle (S804)<br>30,33 7,70 3,068<br>27,13 7,17 3,66<br>1 dk<br>RW | **M Tug** | Deutz<br>Oil 4SA 6Cy. 320 × 450 sr reverse geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln |
| **WESTWARD**<br>ex Royal Viking Star-90<br>**Kloster Cruise Ltd.**<br>Nassau Bahamas<br>SatCom: 1104507/RVLA<br>Also Sat Comm ID 1104510/RVLA | **28 492**<br>16 845<br>5 656 | NV | **1972** Oy Wartsila Ab—Helsinki/Helsingfors (395)<br>205,47 (BB) 25,20 7,548<br>169,73 25,19 13,67<br>5 dks<br>rf 399 len 81 | **TM Passenger Ship**<br>401cbn 812bth P | Sulzer 9ZH40/48<br>4 Oil 2SA each 9Cy. 400 × 480 sr geared to sc. shafts<br>18 000bhp (13 240kW)<br>Oy Wartsila Ab Helsinki/Helsingfors<br>Gen 1 × 1700kW 6 × 840kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 665,0t (d.o.) 2 227,0t (hvf)-78,0pd 18,5kn |
| **WESTWARD**<br>ex Royal Alaskan ex Jo G ex BSP 864<br>**M/V Westward Inc.**<br>Juneau, Ak United States of America | **163**<br>130<br>— | | **1943** Maritime Shipyards—Seattle, Wa<br>*24,69* 8,08<br>2,65 | **Wood TM Fishing** | Caterpillar<br>2 Oil<br>270bhp (199kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **WESTWARD**<br>**Sea Education Association Inc.**<br>Boston, Ma United States of America | **125**<br>85<br>— | AB | **1961** Yacht u. Bootswerft Abeking & Rasmussen —Lemwerder (5619)<br>38,10 6,71<br>25,00 6,56 4,22<br>RQD 10,4 1 dk | **Aux M Research/ Oceanographic Vessel** | MWM<br>Oil 4SA 6Cy. 180 × 260 reverse reduction geared to sc. shaft<br>350bhp (257kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 20kW a.c. 1 × 7,5kW a.c.<br>10kn |
| **WESTWARD BF350**<br>ex Lunar Bow-87<br>**Westward BF350 Ltd.**<br>Westward Fishing Co. Ltd.<br>Banff United Kingdom | **195**<br>—<br>305 | ✠Classed LR until 15/5/81 | **1978**-7 Sigbjorn Iversen M/V. Skips.—Flekkefjord (45)<br>39,88 8,01 4,111<br>28,00 7,93 6,38<br>RAD 4,6 1 dk<br>rf 991 BK 178 | **M Fishing**<br>Side-fishing Seiner Ref<br>Mchy.aft | Caterpillar D399SCAC<br>Vee Oil 4SA 16Cy. 159 × 203 sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 104kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust propellers<br>12kn |
| **WESTWARD HO**<br>ex Vecta-66<br>**Tunerbrook Ltd.**<br>Cardiff United Kingdom | **600**<br>400<br>481 | | **1938** J. I. Thornycroft & Co. Ltd.—Southampton (1180)<br>60,91 9,20 1,829<br>9,15<br>2 dks<br>R | **TM Ferry**<br>750dk P | English Electric<br>2 Oil 4SA each 6Cy. 380 × 510<br>English Electric Co. Ltd. Rugby<br>Gen 1 × 40kW 1 × 25kW 115V d.c.<br>Fuel 15,0t (d.o.) 15kn |
| **WESTWARD I**<br>ex Calvin L. Stinson<br>**Westward Ltd. Partnership**<br>Seattle, Wa United States of America | **184**<br>125<br>275 | | **1980** Bellinger Shipyards Inc.—Jacksonville, Fl (115)<br>41,18 3,661<br>36,28 9,47 5,19<br>2 dks | **M Fishing**<br>Stern Trawler Seiner Ref | General Motors 12-645-E6<br>Vee Oil 2SA 12Cy. 230 × 254 geared to sc. shaft<br>1 067kW (1 451bhp)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Controllable pitch propeller |
| **WESTWARD ISLE**<br>**Thomas Flaherty**<br>Galway Irish Republic | **233**<br>134<br>— | | **1982** Schpsb. en Constructiebedrijf K. Hakvoort B.V.—Netherlands (170)<br>27,03 3,352<br>24,01 7,31 3,71<br>2 dks | **M Fishing**<br>Stern Trawler | Kromhout 6F/SW240<br>Oil 4SA 6Cy. 240 × 260<br>950bhp (699kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>12kn |
| **WESTWARD VENTURE**<br>**675 Leasing Co.**<br>Toten Ocean Trailer Express Inc. (TOTE)<br>Wilmington, De United States of America<br>SatCom: 1500461/KHJB | **17 527**<br>11 399<br>18 202 | AB | **1977** Sun SB. & Dry Dock Co.—Chester, Pa (675)<br>241,03 (BB) 32,01 9,021<br>223,65 28,05 18,34<br>3 dks<br>rf 432 | **S RoRo Cargo**<br>Side doors & ramps 2(p) 3(s)<br>4 Ho | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 2000kW<br>Fuel (o.f.) 25kn |
| **WESTWARD WIND**<br>**Westward Wind Inc.**<br>Seattle, Wa United States of America | **441**<br>299<br>— | | **1978** Bender SB. & Repair Co. Inc.—Mobile, Al<br>48,77 10,37<br>3,43<br>1 dk<br>len & rebuilt 88 | **TM Fishing**<br>Side-fishing Long-line Crab Ref<br>Mchy.aft<br>In.113<br>Cr 1(12) | General Motors 12V-149-TI<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>1 600bhp (1 177kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |
| **WESTWIND**<br>ex Ilni-88 ex Boknis-86<br>**Partenreederei m.s. "Westwind"**<br>Hamburg Antigua & Barbuda | T.Mk<br>**499**<br>293<br>1 530 | GL | **1976** Stader Schiffsw. G.m.b.H.—Stade<br>82,15 12,96 4,176<br>72,32 12,81 7,01<br>F 4,0 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 17,9 33,6 ER<br>G.4 038 B.3 735<br>TEU 95 C. 95/20'<br>3 Ha (stl) (14,3 18,5 12,5 × 10,2) ER | MaK 6M453AK<br>Oil 4SA 6Cy. 320 × 420<br>1 950bhp (1 434kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 65,5kW 1 × 42,5kW 400V 50Hz a.c.<br>13,5kn |

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| **8821539**<br>*DUNJ*<br>230494<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav | **WESTWIND GLORY**<br>**Monterrey Shipping Corp.**<br>Westwind Shipping Corp.<br>Manila Philippines<br>SatCom: 1700414/WWGR | *4 717*<br>*2 486*<br>6 464 | NK | **1989** Dae Sun SB. & Eng. Co. Ltd.—Busan (350)<br>100,25 (BB) - 6,639<br>91,25 17,50 7,00<br>2 dks | **M General Cargo**<br>2 Ho ER 2 TwD<br>G.10 850 B.10 076<br>2 Ha (stl) (25,3 26,6 × 12,5) ER<br>Der 2(30) 2(20) | Makita<br>Oil 4SA 6Cy. 420 × 840 sr geared to sc. shaft<br>2 251kW (3 060bhp)<br>Makita Diesel Co. Ltd.<br>Gen 3 × 179kW a.c. |
| **8512982**<br>*DVDM*<br>229144<br>RTv<br>AMVER | **WESTWOOD ANETTE**<br>**Seafarers Shipping Corp.**<br>Manila Philippines<br>SatCom: 1700246/DVDM | *28 805*<br>*13 964*<br>45 252 | NV | **1987** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2955)<br>199,90 (BB) 11,681<br>188,73 30,51 16,21<br>1 dk | **M Bulk Carrier**<br>11 Ho ER<br>G.51 006<br>TEU 2025 C. 2025/20'<br>11 Ha (stl) (6,5 × 13,0) (13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 × 25,3) ER<br>Cr 2(40) | Sulzer<br>Oil 2SA 6Cy. 620 × 2150<br>10 980bhp (8 076kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 800kW 3 × 600kW 1 × 80kW 440V 60Hz a.c. |
| **8512956**<br>*C6CE7*<br>710725<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WESTWOOD BELINDA**<br>**K/S A/S Borgestad Forest**<br>A/S Borgestad<br>Nassau Bahamas<br>SatCom: 1104401/ABCD | *28 805*<br>*13 964*<br>45 295 | NV | **1986** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2952)<br>199,90 (BB) 11,718<br>190,63 30,51 16,21<br>1 dk | **M Bulk Carrier**<br>11 Ho ER<br>G.51 006<br>TEU 2025 C. 2025/20'<br>11 Ha (stl) (6,5 × 13,0) (13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 × 25,3) ER<br>Cr 2(40) | Sulzer<br>Oil 2SA 6Cy. 620 × 2150<br>7 267kW (9 880bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 4 × 520kW 1 × 80kW 450V 60Hz a.c. |
| **8512968**<br>*C6CJ5*<br>710743<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WESTWOOD CLEO**<br>**K/S A/S Aaby Forest I**<br>E. B. Aabys Rederi A/S<br>Nassau Bahamas<br>SatCom: 1104406/AABY | *28 805*<br>*13 964*<br>45 295 | NV | **1987** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2953)<br>199,90 (BB) 11,718<br>188,70 30,51 16,21<br>1 dk | **M Bulk Carrier**<br>11 Ho ER<br>G.51 006<br>TEU 2025 C. 2025/20'<br>11 Ha (stl) (6,5 × 13,0) (13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 × 25,3) ER<br>Cr 2(40) | Sulzer<br>Oil 2SA 6Cy. 620 × 2150<br>7 525kW (10 230bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 4 × 520kW 1 × 80kW 450V 60Hz a.c. |
| **8512970**<br>*C6CW9*<br>711111<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WESTWOOD JAGO**<br>**K/S A/S Aaby Forest II**<br>E. B. Aabys Rederi A/S<br>Nassau Bahamas<br>SatCom: 1104431/AABY | *28 805*<br>*13 964*<br>45 295 | NV | **1987** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2954)<br>199,90 (BB) 30,59 12,709<br>188,70 30,51 16,21<br>1 dk | **M Bulk Carrier**<br>11 Ho ER<br>G.51 000 B.50 000<br>TEU 2025 C. 2025/20'<br>11 Ha (stl) (6,5 × 13,0) (13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 × 25,3) ER<br>Cr 2(40) | Sulzer<br>Oil 2SA 6Cy. 620 × 2150<br>10 980bhp (8 076kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 4 × 520kW 1 × 80kW 450V 60Hz a.c. |
| **8512944**<br>*DVPV*<br>228816<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WESTWOOD MARIANNE**<br>**Seafarers Shipping Corp.**<br>Manila Philippines<br>SatCom: 1700214/DVPV | *28 805*<br>*13 964*<br>44 570 | NV | **1986** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Aioi (2951)<br>199,90 (BB) 11,718<br>188,70 30,51 16,21<br>1 dk | **M Bulk Carrier**<br>11 Ho ER<br>G.51 006 B.50 000<br>TEU 2025 C. 2025/20'<br>11 Ha (stl) (6,5 × 13,0) (13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 13,1 × 25,3) ER<br>Cr 2(40) | Sulzer<br>Oil 2SA 6Cy. 620 × 2150<br>10 980bhp (8 076kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 4 × 520kW 1 × 80kW 450V 60Hz a.c. |
| **7533367**<br>*GKBB*<br>709096<br>Df Esd Pfd<br>Rdr Rt | **WESWEAR**<br>ex Brage-89<br>**Svitzer Ltd.**<br>Newcastle - upon - Tyne United Kingdom | **150**<br>6<br>— | BV | **1975** Scheepswerf Haak B.V.—Zaandam (926)<br>27,49 7,52 3,100<br>25,48 7,51 3,51<br>1 dk | **M Tug/ Icebreaker**<br>Ice strengthened | Alpha<br>Vee Oil 4SA 10Cy. 225 × 300<br>Alpha-Diesel A/S<br>Gen 2 × 104kW 380V a.c.<br>Controllable pitch propeller |
| **7739002**<br>589969 | **WET & WILD**<br>ex Sandy Lee<br>**Gerald W. Sawyer**<br>San Francisco, Ca United States of America | **114**<br>77<br>— | | **1978** ............Coden, Al<br>*21,98* 6,76<br>3,38<br>1 dk | **M Fishing** | Oil<br>400bhp (294kW) |
| **8830841**<br>*P2V4142*<br>000412<br>Esd Gc Rdr Rt | **WEWAK**<br>**Kambang Holdings Pty. Ltd.**<br>Madang Papua New Guinea | *1 128*<br>*541*<br>— | AB | **1988** Huangpu Shipyard—Guangzhou/Canton (P-8732)<br>... ...<br>48,00 12,60 5,00<br>1 dk | **TrM General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER<br>Cr 2(-) | Gardner<br>3 Oil 4SA each 6Cy. 140 × 168 sr geared to sc. shafts<br>684kW (930bhp)<br>L. Gardner & Sons Ltd.<br>Gen 2 × 76kW a.c. |
| **5388718**<br>*WB4437*<br>241175<br>Df Esd Pfd<br>Rdr Rt | **WEYMOUTH**<br>**Weymouth Fishing Corp.**<br>New Bedford, Ma United States of America | **170**<br>115<br>— | | **1941** Bethlehem SB. Corp.—Quincy, Ma (1515)<br>*31,25* 6,74<br>...<br>1 dk | **M Fishing**<br>Side Trawler | Alpha<br>Oil 2SA 6Cy. 240 × 400<br>309kW (420bhp) NE 63<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri |
| **7220673**<br>*6KST*<br>BF21308<br>Df Esd Gc<br>Rdr Rt | **WHA YANG No. 73**<br>**Wha Yang Industrial Co. Ltd.**<br>Busan South Korea | **233**<br>118<br>243 | (KR) | **1966** Korea SB. & Eng. Corp.—Pusan<br>*34,48*<br>34,63 6,89 3,10<br>P 17,1 F 5,5 1 dk | **M Fishing**<br>Ref<br>In.195 | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. |
| **5186952**<br>*6LJW*<br>BF22023<br>Df Esd Gc<br>Pfd Rdr Rt | **WHA YANG No. 75**<br>ex Kikusui Maru No. 5-72<br>**Wha Yang Industrial Co. Ltd.**<br>Busan South Korea | **240**<br>131<br>— | (KR) | **1962** Kanasashi Co. Ltd.—Shimizu (497)<br>40,87 7,35 2,998<br>36,58 7,29 3,41<br>P 12,5 F 4,3 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.151<br>3 Ha (each 1,2 × 1,3) | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 48kW 225V a.c. |
| **6422585**<br>*6LCK*<br>BS-A-1806<br>Df Esd Gc<br>Pfd Rdr Rt | **WHA YANG No. 78**<br>ex Genryo Maru No. 28-75<br>**Wha Yang Industrial Co. Ltd.**<br>Busan South Korea | **253**<br>127<br>— | (KR) | **1964** Kanasashi Co. Ltd.—Shimizu (580)<br>43,72 7,57 2,896<br>38,54 7,50 3,31<br>P 18,0 F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.279<br>4 Ha (4,7 4,7 × 7,9) (1,1 1,1 × 1,3) | Akasaka<br>Oil 4SA 6Cy. 300 × 420<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 104kW 230V a.c. |
| **7122170**<br>*6LDS*<br>BS-A-1816<br>Df Esd Gc<br>Pfd Rdr Rt | **WHA YANG No. 91**<br>ex Junko Maru No. 3-80<br>**Kang Bong-Ju**<br>Busan South Korea | **374**<br>193<br>471 | KR | **1970** Kanasashi Co. Ltd.—Shimizu (942)<br>55,25 8,62 3,398<br>49,00 8,59 3,89<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>In.484<br>3 Ha (1,6 × 1,6) (1,0 1,0 × 1,0) ER | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 120kW 225V a.c. |
| **6715906**<br>*6NFY*<br>BF38152<br>Df Esd Gc<br>Rdr Rt | **WHA YANG No. 102**<br>ex Hatto Maru No. 82-74<br>**Wha Yang Industrial Co. Ltd.**<br>Busan South Korea | **346**<br>165<br>— | (KR) | **1966** Niigata Eng. Co. Ltd.—Niigata (681)<br>53,57 8,28<br>49,03 8,23 5,82<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.398<br>4 Ha (1,6 × 2,0) (1,6 × 2,6) (1,7 × 2,1) (1,0 × 1,5) | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW) NE 70<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 100kW 225V a.c. |

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| **WHALE**<br>ex BSP 1929<br>**Wards Cove Packing Co. Inc.**<br>Ketchikan, Ak United States of America | **164**<br>132<br>— | | **1944** ..............Seattle, Wa<br>*25,09* 8,11<br>2,65 | **Wood M Fishing** | Oil<br>230bhp (169kW)<br>.............<br>Fuel (d.o.) |
| **WHEELDALE H**<br>**A. K. Soal Ltd.**<br>Hull United Kingdom | **273**<br>147<br>386 | | **1953** John Harker Ltd.—Knottingley (254)<br>42,98 6,68 2,515<br>41,46 6,63 2,75<br>P 9,5 F 5,8 1 dk<br>RW rf 76 BK 25 | **M Tanker**<br>5 Ta ER<br>L.(oil) 595 | Blackstone<br>Oil 4SA 5Cy. 222 × 292<br>225bhp (166kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 1 × 10kW 110V d.c.<br>Fuel 4,0t (d.o.)-1,0pd 8kn |
| **WHEELER**<br>**Government of The United States of America (Department of The Army - Corps of Engineers)**<br>United States of America | **10 614**<br>8 135<br>10 518 | AB | **1982** Avondale Shipyards Inc.—Avondale, La (2322)<br>124,67 8,992<br>117,07 23,79 11,89<br>P 37,8 F 25,6 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Cr 1(20) | Cooper Bessemer KSV16T<br>2 Vee Oil 4SA each 16Cy. 343 × 419 sr geared to sc. shafts<br>10 400bhp (7 650kW)<br>Cooper Energy Services Inc. Grove City, Pa<br>Gen 3 × 1000kW<br>2 Controllable pitch propellers<br>14kn |
| **WHEELSMAN**<br>**Rowbotham Tankships Ltd.**<br>Douglas Isle of Man (British) | **2 897**<br>1 536<br>4 648 | **✠100A1** SS 8/88<br>oil tanker (cc)<br>**✠LMC**<br>EL t 1$\frac{5}{8}$"U2<br>FN 2013 | **1967**-5 Clelands SB. Co. Ltd.—Wallsend (293)<br>98,30 14,41 6,084<br>92,97 14,33 7,32<br>P 22,6 F 8,0 1 dk<br>rf 127 | **M Tanker**<br>16 Ta ER<br>L.(oil) 5 720 | Ruston<br>Oil 4SA 9Cy. 318 × 368 sr geared to sc. shaft<br>2 380bhp (1 751kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 3 × 110kW 415V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 203,0t (d.o.)-9,0pd 11,5kn |
| **WHESTGATE**<br>ex Helena Husmann-77<br>**Partenreederei m.s. "Whestgate"**<br>Norbal Schiffahrtskontor Lange & Luhr<br>Hamburg Antigua & Barbuda | *1 315*<br>*665*<br>1 691 | GL | **1966** Jos. L. Meyer—Papenburg (539)<br>72,88 11,59 4,619<br>67,42 11,51 6,30<br>P 12,2 F 5,8 2 dks | **M General Cargo**<br>1 Ho 48,0 ER<br>G.3 100 B.2 773<br>2 Ha (stl) (each 16,7 × 7,0) ER<br>4W Der 4(3) | MWM TBD484-6<br>Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 72,0t (d.o.) 12kn |
| **WHIMBREL**<br>**Karachi Port Trust**<br>Karachi Pakistan | **682**<br>482<br>— | **✠100A1** SS 2/88<br>Karachi Harbour service<br>**✠LMC**<br>EL I<br>FN 915 | **1959**-9 Karachi Shipyard & Eng. Works Ltd.—Karachi (S4)<br>60,61 11,94 3,798<br>56,39 11,59 4,63<br>1 dk<br>RW | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | MAN<br>Oil 4SA 8Cy. 285 × 420<br>760bhp (559kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Controllable pitch propeller |
| **WHITANK**<br>ex Luban-87<br>**John H. Whitaker (Holdings) Ltd.**<br>Hull United Kingdom | **682**<br>321<br>1 030<br>T/cm<br>5,0 | BV (PR) | **1976** Wroclawska Stocznia Rzeczna—Wroclaw (ZB1000/2)<br>61,02 9,33 3,660<br>58,60 9,31 4,09<br>1 dk<br>Diam. 0,200 | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 1 182 HeCls. C<br>3 Cargo pumps total 300T/hr | Sulzer 6ASL25/30<br>Oil 4SA 6Cy. 250 × 300 reduction geared to sc. shaft<br>940bhp (691kW)<br>H. Cegielski Poznan<br>Gen 2 × 160kW 1 × 48kW 400V a.c.<br>Controllable pitch propeller<br>Fuel 33,5t (d.o.) 11kn |
| **WHITBY**<br>ex Wilton-84<br>Panama Panama | **202**<br>74<br>— | ✠Classed LR until 11/56 | **1956**-1 Lobnitz & Co. Ltd.—Renfrew (1142)<br>33,00 8,67 2,452<br>28,05 8,39 3,20<br>RW rf 152 conv Tug/ Tender 72 | **M Buoy Tender** | Crossley<br>80P Oil 2SA 4Cy. 267 × 343<br>Crossley Bros. Ltd. Manchester |
| **WHITBY**<br>**Sealord Products Ltd.**<br>Nelson New Zealand | **192**<br>73<br>— | **✠100A1**<br>stern trawler<br>**✠LMC** **UMS**<br>EL (D) $\frac{13}{16}$"U2<br>FN 276 | **1977**-7 Nagasaki Zosen K.K.—Nagasaki (602)<br>30,71 (BB) 7,60 3,071<br>25,79 7,52 3,20<br>RAD 8,0 F 6,4 1 dk<br>rf 254 BK 356 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 9,1 ER<br>In.150<br>1 Ha (stl) (1,9 × 1,9) ER<br>Der 2(-) | Daihatsu<br>Oil 4SA 6Cy. 220 × 280 reverse reduction geared to sc. shaft<br>850bhp (625kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 110kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>10kn |
| **WHITDALE**<br>ex Danae-88 ex Pass of Chisholm-84<br>ex Cordene-75<br>**John H. Whitaker (Tankers) Ltd.**<br>Hull United Kingdom | **913**<br>551<br>1 435 | BV HR<br>✠Classed LR until 15/11/85 | **1970**-5 Appledore Shipbuilders Ltd.—Appledore (A.S.72)<br>70,16 9,96 4,192<br>65,33 9,76 4,96<br>P 16,2 F 6,8 1 dk<br>rf 152 len 72 | **M Tanker**<br>Oil Chemical<br>DSS<br>8 Ta ER<br>L.1 612 HeCls. C | Paxman<br>2 Vee Oil 4SA each 12Cy. 178 × 197 sr geared to sc. shaft<br>1 264bhp (930kW)<br>English Electric Diesels Ltd. Paxman Eng. Div. Colchester<br>Gen 2 × 200kW 1 × 75kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 61,0t (d.o.)-4,0pd 11,5kn |
| **WHITE ARROW**<br>**Andes Line S.A.**<br>Panama Panama | *6 562*<br>*3 267*<br>8 298 | NK | **1983** K.K. Taihei Kogyo—Akitsu (1561)<br>137,01 (BB) 7,387<br>128,02 20,01 10,32<br>F 10,1 3 dks | **M Refrigerated Cargo**<br>In.9 209 | Mitsubishi 6UEC52HA<br>Oil 2SA 6Cy. 520 × 1250<br>8 500bhp (6 252kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 588kW 450V 60Hz a.c.<br>Fuel 217,0t (d.o.) 1 212,5t (hvf)-26,0pd 17,25kn |
| **WHITE CASTLE**<br>**Castle Maritime S.A.**<br>Taiko Shipping Co. Ltd. (Taiko Kaiun K.K.)<br>Panama Panama<br>SatCom: 1333107/EEQZ | *6 557*<br>*3 204*<br>7 129 | NK | **1989** Shikoku Dockyard Co. Ltd.—Takamatsu (853)<br>146,02 (BB) 7,130<br>138,00 18,50 10,65<br>F 10,5 2 dks | **M Refrigerated Cargo**<br>In.9 440 | B&W 6L50MC<br>Oil 2SA 6Cy. 500 × 1620<br>5 818kW (7 910bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 560kW 450V 60Hz a.c.<br>18,2kn |
| **WHITE CATTLEYA**<br>ex Seiho Maru No. 8-91<br>**Cattleya Shipping Panama S.A.**<br>Panama Panama | **998**<br>693<br>2 000 | | **1980** Fukushima Zosen Ltd.—Matsue (298)<br>... ... ...<br>71,51 12,01 5,21<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin 6LU38<br>Oil 4SA 6Cy. 380 × 580<br>2 200bhp (1 618kW)<br>Hanshin Nainenki Kogyo Kobe |
| **WHITE CORAL**<br>**Sun Prince Line**<br>Panama Panama | *12 283*<br>*7 621*<br>21 649 | NK | **1986** Shin Yamamoto Zosensho—Kochi (280)<br>151,95 (BB) 24,03 9,689<br>142,02 24,01 13,21<br>P 23,8 F 11,6 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.26 802 B.25 730<br>4 Ha (stl) (17,6 × 11,2) (20,0 20,0 20,0 × 12,7) ER<br>Cr 3(30,5) Der 1(25) | B&W 5L50MC<br>Oil 2SA 5Cy. 500 × 1620<br>6 350bhp (4 671kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 256kW a.c.<br>14kn |
| **WHITE DOLPHIN**<br>**Sun Panama Shipping S.A.**<br>Panama Panama<br>SatCom: 1331276/DLPN | *5 893*<br>*3 362*<br>7 101 | NK | **1988** Imabari Zosen—Imabari (471)<br>136,83 (BB) 7,615<br>129,00 18,00 10,50 | **M Refrigerated Cargo**<br>4 Ho ER<br>In.9 061<br>TEU 1616/20'<br>4 Ha (stl) (each 8,4 × 6,4) ER<br>Der 8(5) | B&W 5L50MC<br>Oil 2SA 5Cy. 500 × 1620<br>4 207kW (5 719bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 4 × 370kW a.c.<br>17,6kn |
| **WHITE DOVE**<br>ex Clearview II ex Matco II<br>**White Dove Inc.**<br>Philadelphia, Pa United States of America | **166**<br>121<br>— | | **1971** Rockport Yacht & Supply Co.—Rockport, Tx<br>26,52 7,04 3,658<br>3,51 | **M Fishing**<br>Ref | Oil<br>670bhp (493kW)<br>.............<br>Fuel (d.o.) |

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| **8502262**<br>672981 | **WHITE DOVE TOO**<br>**White Dove Inc.**<br>United States of America | **198**<br>167<br>— | | **1984** Roanoke Island Steel & Boat Works Inc.—Wanchese, NC (14)<br>37,19 9,94 3,841<br>9,15 4,45<br>1 dk | **M Fishing**<br>Tuna Seiner | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 geared to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co. |
| **8324256**<br>*3FYO2*<br>14257-84<br>Esd Gc Rdr Rt | **WHITE FUJI**<br>**White Panama S.A.**<br>Panama Panama | *2 353*<br>*1 364*<br>3 132 | NK | **1984** Shirahama Zosen K.K.—Honai (117)<br>84,36 (BB) 13,42 5,552<br>78,01 13,40 8,01<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.4 978 B.4 828<br>1 Ha (stl) (37,8 × 9,0) ER<br>Der 1(25) 1(15) | Makita<br>Oil 4SA 6Cy. 350 × 680<br>2 000bhp (1 471kW)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 120kW a.c. |
| **8915275**<br>*3ESC7*<br>19562-KJ<br>Df Esd Gc<br>Pfd Rdr Rt<br>SatNav | **WHITE HAKUYO**<br>**White Panama S.A.**<br>Panama Panama | *2 499*<br>*2 150*<br>6 650 | NK | **1989** Shin Kochi Jyuko K.K.—Kochi (7001)<br>98,17 (BB) 7,171<br>89,95 18,20 7,60<br>1 dk | **M General Cargo**<br>G.11 340 B.10 808<br>2 Ha (stl) (each 25,2 × 10,2) ER<br>Der 3(30) 2(25) | Makita<br>Oil 2SA 5Cy. 350 × 1050<br>2 646kW (3 597bhp)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 200kW a.c. |
| **7933830**<br>613668 | **WHITE HORSE**<br>ex Man-o-War<br>**Thaun Binh Le**<br>Houston, Tx United States of America | **155**<br>105<br>— | | **1979** Gulf Coast Marine Builders Inc.—Bayou la Batre, Al<br>... ... ...<br>26,85<br>1 dk | **Reinforced Plastic M Fishing**<br>Shellfish | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>470bhp (346kW)<br>Cummins Engine Co. Inc. |
| **7936703**<br>*OPUO*<br>Z 519<br>Esd Pfd Rdr RTv | **WHITE HORSE**<br>**White Horse B.V.B.A.**<br>Zeebrugge Belgium | **154**<br>45<br>— | | **1970** Schps. van Langerbrugge—Gent/Gand<br>28,32 — —<br>1 dk<br>**IN PORT DAMAGED 12/88** | **M Fishing**<br>Side-fishing | A.B.C.<br>Oil 4SA 8Cy. 242 × 320<br>525bhp (386kW)<br>Anglo-Belgian Co. N.V. |
| **9020596**<br>*3ESF8*<br>20627-KJ<br>Df Esd Gc<br>Pfd Rdr Rt | **WHITE KOOWA**<br>**White Panama S.A.**<br>Panama Panama | *3 561*<br>*1 623*<br>4 638 | NK | **1991** Watanabe Zosen K.K.—Hakata (253)<br>91,12 (BB) 6,601<br>83,00 15,00 6,90 | **M General Cargo** | Akasaka<br>Oil 4SA 6Cy. 410 × 800<br>2 427kW (3 300bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 180kW a.c. |
| **8511237**<br>*3EGB4*<br>15232-85B<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **WHITE LILAC**<br>ex White Lily-86<br>**Shinwa Shipping S.A.**<br>Panama Panama | *2 808*<br>*1 661*<br>5 177 | NK | **1985** Sanyo Zosen K.K.—Mukaishima (1010)<br>91,80 6,468<br>84,92 15,61 7,78<br>P 19,9 F 11,0 1 dk | **M General Cargo**<br>G.5 997 B.5 486<br>2 Ha (stl) (15,6 26,0 × 8,4) ER<br>Der 1(25) 2(15) | Akasaka<br>Oil 4SA 6Cy. 380 × 600<br>1 692kW (2 300bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 176kW a.c. |
| **9020601**<br>*3EWT8*<br>20811-KJ<br>Df Esd Gc<br>Pfd Rdr Rt | **WHITE LUCKY**<br>**White Panama S.A.**<br>Panama Panama | *3 561*<br>*1 623*<br>4 638 | NK | **1991** Watanabe Zosen K.K.—Hakata (254)<br>(BB) 6,601<br>83,00 15,00 6,90 | **M General Cargo** | Akasaka<br>Oil 4SA 6Cy. 410 × 800<br>3 300bhp (2 427kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **6619061**<br>*DUIA*<br>515<br>Df Rt | **WHITE MAGNOLIA II**<br>ex Gulf Stream 7<br>**Frabelle Fishing Corp.**<br>Manila Philippines | **135**<br>63<br>137 | (NK) | **1965** Fukuoka Zosen K.K.—Fukuoka<br>33,38 6,43<br>29,70 6,41 3,00<br>1 dk<br>BK | **M Fishing**<br>Side-fishing | Usuki<br>Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Usuki Tekkosho<br>Fuel 32,5t |
| **8806242**<br>*3EAE7*<br>18897-KJ<br>Df Esd Gc<br>Pfd Rdr Rt<br>SatNav<br>AMVER | **WHITE MANTA**<br>**New South Shipping S.A.**<br>Nisshin Kisen K.K. (Nisshin Kisen Co. Ltd.)<br>Panama Panama<br>SatCom: 1330157/MANT | *5 899*<br>*2 869*<br>6 565 | NK | **1989** Shikoku Dockyard Co. Ltd.—Takamatsu (850)<br>136,02 (BB) 7,315<br>128,00 18,00 10,50 | **M Refrigerated Cargo**<br>1 Ho<br>In.8 143 | B&W<br>Oil 2SA 5Cy. 500 × 1620<br>4 597kW (6 250bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 480kW 450V 60Hz a.c. |
| **8803898**<br>*JH3113*<br>130047<br>Esd Pfd Rdr Rt | **WHITE MARINE**<br>**Marusho Kaiun K.K.**<br>Heda Unsosen K.K.<br>Heda, Shizuoka Pref. Japan | **109**<br>—<br>50 | | **1988** Iisaku Zosen K.K.—Shizuoka (88138)<br>32,30 1,750<br>27,00 6,00 2,52<br>1 dk | **Aluminium Alloy TM Ferry** | Yanmar<br>2 Oil 4SA each 12Cy. 148 × 165 sr reverse geared to sc. shafts<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7818092**<br>*STWN*<br>019/79<br>Df Esd Gc<br>Rdr RTm/h/v | **WHITE NILE**<br>**Sudan Shipping Line Ltd.**<br>Port Sudan Sudan | T.Mk<br>**5 314**<br>3 379<br>7 765<br>**9 140**<br>6 654<br>12 905 | **✠100A1** SS 11/89<br>container cargoes in holds, on hatch covers & upper deck, ro — ro cargoes in TwD, DTf — veg. oil, FP above 150°F<br>**✠LMC**<br>EL Dt 550,0/54,0U3<br>FN 4002 | **1979**-12 B & W Skibsvaerft A/S—Kobenhavn (879)<br>133,31 (BB) 20,55 —/9,418<br>122,31 20,50 12,22<br>RAD 25,6 Trunk 63,7 RFD 34,8 2 dks<br>rf nil | **M RoRo Cargo/General Cargo**<br>Quarter stern door/ramp (s)<br>4 Ho 11,2 17,2 33,0 30,7 ER 3 TwD<br>G.20 110 B.18 970 L.850<br>TEU 372 C.Ho 200/20' C.Dk 172/20'<br>4 Ha (stl) (6,7T × 5,8) (14,1 × 10,2) (26,9 26,9 × 10,3) ER<br>Cr 1(36) 1(35) 1(18) 2(12,5) | B&W<br>Oil 2SA 5Cy. 550 × 1380<br>6 700bhp (4 928kW)<br>B&W Maskinfabrik<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 2 × 500kW 1 × 300kW 450V 60Hz a<br>Fuel 184,0t (d.o.) 867,0t (hvf) |
| **8317356**<br>*ELOR9*<br>9640<br>Df Esd Gc<br>Rdr Rt<br>SatNav<br>AMVER | **WHITE OCEAN**<br>ex Hideshima Maru-92<br>**Linosa Marine Ltd.**<br>Monrovia Liberia | *6 268*<br>*2 740*<br>6 368 | NK | **1984** Shikoku Dockyard Co. Ltd.—Takamatsu (827)<br>145,57 (BB) 6,816<br>138,03 17,81 10,49<br>3 dks | **M Refrigerated Cargo**<br>4 Ho ER<br>In.8 847<br>4 Ha (stl) (each 7,7 × 6,0) ER<br>4W Der 4(5) | B&W<br>Oil 2SA 9Cy. 450 × 1200<br>5 995kW (8 150bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 122,5t (d.o.) 956,5t (hvf)-29,0pd |
| **7705453**<br>*SYQC*<br>9608<br>Df Esd Gc<br>Pfd Rdr Rt | **WHITE OPAL**<br>ex Sunrise Ocean-87<br>**Madlen Navigation Co. Ltd.**<br>Seastar Navigation Co. Ltd.<br>Piraeus Greece | **12 640**<br>9 470<br>23 651 | NK | **1977** Imabari Zosen—Marugame (1037)<br>159,82 (BB) 24,64 9,954<br>150,02 24,60 13,62<br>P 26,9 F 12,8 1 dk | **M Bulk Carrier**<br>4 Ho 28,8 28,8 28,8 29,5 ER<br>G.30 425 B.29 099<br>4 Ha (stl) (17,6 × 11,2) (19,2 19,2 19,2 × 12,8) ER<br>Cr 3(25) Der 1(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 320kW 450V 60Hz a.c.<br>Fuel 191,0t (d.o.) 1 418,5t (hvf)-33,5pd |
| **5129734**<br>*SMOX*<br>Esd Rdr RTv | **WHITE PEARL**<br>ex Natie-88 ex Kaja H-86 ex Jens N-81<br>ex Inger H-75 ex Gerhard Jacobs-71<br>ex Christoph Kleemeyer-62<br>ex Marieluise-51<br>**Majvi Helene Hakansdotter**<br>Helsingborg Sweden | **207**<br>106<br>375 | GL | **1934** C. Luehring, Schiffswerft u. Trockendock —Kirchhammelwarden (181)<br>39,02 6,10 2,650<br>35,36 6,05 3,00<br>RQD 6,1 F 4,6 1 dk<br>R len & deepened 51 | **M General Cargo**<br>G.411<br>2 Ha ER | MWM<br>Oil 4SA 6Cy. 215 × 300 reverse reduction to sc. shaft<br>200bhp (147kW) NE 62<br>Motorenw. Mannheim A.G. (MWM) |
| **7639135**<br>*3EYG6*<br>18247-89<br>Df Esd Gc<br>Pfd Rdr Rt | **WHITE PHOENIX**<br>ex Komeshima Maru-88<br>**Hakata Phoenix S.A.**<br>Panama Panama | **4 557**<br>2 630<br>8 024 | NK | **1978** Miyoshi Zosen K.K.—Uwajima (237)<br>126,30 8,674<br>116,00 19,00 9,70<br>1 dk | **M Refrigerated Cargo**<br>Mchy.aft<br>In.8 441<br>4 Ha (6,4 × 4,8) (7,1 7,1 7,1 × 5,9)<br>Der 4(5) | Pielstick<br>Vee Oil 4SA 16Cy. 400 × 460<br>7 650kW (10 400bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 560kW 445V 60Hz a.c.<br>Fuel 328,0t (d.o.) 1 175,0t (hvf)-38,5pd |

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|---|---|---|---|---|---|---|
| **WHITE ROSE**<br>ex Klelia-86 ex Bremen-83<br>ex Vassiliki Colocotronis-76<br>**Roseart Navigation Ltd.**<br>Limassol Cyprus<br>SatCom: 1100302/WHRO | **176 008**<br>152 277<br>392 985<br>T/cm<br>212,8 | | <br><br>AB | **1975** A.G. "Weser"—Bremen (1391)<br>370,24 22,600<br>356,50 63,99 28,61<br>F 18,3 1 dk<br>rf nil Bow/CM 187 Diam. 0,610 MH 1,5 | **S Tanker**<br>Storage<br>COW IGS SBT<br>17 Ta ER<br>L.(oil) 325 839 HeCls. B<br>4 Cargo pumps total 20 000T/hr | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW) General Electric<br>A.G. "Weser" Bremen<br>Gen 2 × 2000kW 450V 60Hz a.c.<br>Fuel-224,5pd 16kn |
| **WHITE SANDS**<br>ex Urgain Iru-84<br>**Plymouth Shipping**<br>Brixham United Kingdom | **206**<br>74<br>— | | <br><br>BV | **1975** Ast. Luzuriaga S.A.—Pasajes (186)<br>34,60 6,61 3,401<br>27,51 6,58 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha 406-26VO<br>Oil 2SA 6Cy. 260 × 400 reverse reduction geared to sc. shaft<br>600bhp (441kW)<br>Cons. Echevarria Bermeo<br>Fuel 80,5t (d.o.) 10kn |
| **WHITE SANPO 2**<br><br>**Sanpo Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | **10 181**<br>—<br>3 725 | | | **1981** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1240)<br>155,61 (BB) 23,63 5,800<br>141,00 23,61 8,01<br>1 dk | **M Passenger/RoRo Cargo/Ferry**<br>—cbn —bth —dk 1050P<br>Cars 52 Trailers 117<br>Mchy.aft | Pielstick 18PC2-5V-400<br>2 Vee Oil 4SA each 18Cy. 400 × 460 sr geared to sc. shaft<br>23 400bhp (17 212kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 2 × 1440kW 1 × 280kW 450V 60Hz a.c.<br>Fuel 143,0t (d.o.) 540,0t (hvf)-25,5pd 20kn |
| **WHITE SEA**<br>ex Alvega-86<br>**White Sea Ltd.**<br>Shipping Management S.A.M. (V. SHIPS)<br>Gibraltar Gibraltar (British) | **33 329**<br>22 335<br>57 372<br>T/cm<br>57,2 | ✠**100A1**<br>oil tanker (cc)<br>✠**LMC**<br>**IGS** | SS 9/88<br><br>**UMS**<br><br>EL Mt 632,5/84,0U2<br>FN 9854 | **1977**-12 Cammell Laird Shipbuilders Ltd.<br>—Birkenhead (1368)<br>210,01 (BB) 32,29 12,466<br>202,50 32,25 16,41<br>P 25,3 1 dk<br>rf nil Bow/CM 106 Diam. 0,360 MH 2,4 | **M Tanker**<br>IGS (LR)<br>21 Ta ER<br>L.(oil) 71 731<br>6 Cargo pumps total 6 400T/hr | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>G. Clark & N.E.M. Ltd. Wallsend<br>WTAuxB (o.f.) 21,4kgf/cm² (21,0bar) Spt 17,5kgf/cm² (17,2bar) hs593,3<br>NWTAuxB (o.f.) 5/82 10,5kgf/cm² (10,3bar) hs28,0<br>e(ex.g) 21,8kgf/cm² (21,4bar)<br>Gen 3 × 780kW 450V 60Hz a.c.<br>Fuel 343,0t (d.o.) 5 263,0t (hvf) 16kn |
| **WHITE STAR**<br>ex Calderon-89<br>**Stargas S.p.A.**<br>Venezia Italy | *2 400*<br>*720*<br>3 061 | | <br><br>RI (BV) | **1981** T. Ruiz de Velasco S.A.—Bilbao (154)<br>77,02 6,201<br>71,02 14,51 7,93<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>2 Ta ER<br>L.(gas) 2 850 | Alpha 18V23L-VO<br>Vee Oil 4SA 18Cy. 225 × 300<br>1 920kW (2 610bhp)<br>Cons. Echevarria Bermeo |
| **WHITE STONE**<br>ex Madeleine-89 ex Canadia-84<br>ex Maria Gorthon-81<br>**North Star Maritime Ltd.**<br>Marine Managers Ltd.<br>Nassau Bahamas | T.Mk<br>**2 723**<br>1 802<br>4 455<br><br>**5 438**<br>3 804<br>7 745 | ✠**100A1**<br>Ice Class 1<br>✠**LMC** | SS 11/88<br><br>**UMS**<br>EL (W) 1⅜"U3<br>FN 3025 | **1970**-12 Hollming Oy—Rauma/Raumo (4195)<br>114,31 16,77 5,911/8,078<br>111,16 16,69 10,52<br>RAD 21,7 F 9,8 2 dks<br>rf 203 len 75 | **M General Cargo**<br><br>7 Ho 8,3 9,7 9,7 9,7 9,7 9,7 9,7 ER<br>7 TwD<br>G.11 547 B.11 157<br>TEU 251<br>C.Ho 179/20' (40') C.Dk 72/20' (40')<br>Cr 3(12,5) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>4 450kW (6 050bhp) NE 8/79<br>Lindholmen Motor AB. Goteborg<br>NAuxB (Comp) 7/81 7,1kgf/cm² (7,0bar)<br>Gen 3 × 292kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 62,0t (d.o.) 780,5t (hvf)-18,0pd 15kn |
| **WHITE STORK**<br>ex Pro Americana-89<br>ex Elisabeth Roth-86<br>**White Stork Shipping Ltd.**<br>Uniteam Marine Ltd.<br>Limassol Cyprus | T.Mk<br>**6 551**<br>4 304<br>12 894<br><br>**9 176**<br>6 473<br>15 245 | | <br><br>GL | **1972** Flensburger Schiffsbau-Ges.—Flensburg (639)<br>139,63 (BB) 21,04 8,217/9,170<br>131,65 21,01 12,30<br>F 12,2 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 29,3 8,9 18,5 19,3 ER<br>4 TwD<br>G.21 653 B.19 260<br>TEU 254<br>C.Ho 144/20' (40') C.Dk 110/20' (40')<br>10W Der 2(80) 10(5-10) | MAN K6Z70/120E<br>Oil 2SA 6Cy. 700 × 1200<br>7 800bhp (5 737kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>Gen 3 × 328kW 440V 60Hz a.c.<br>Fuel 90,0t (d.o.) 900,0t (hvf)-30,5pd 16kn |
| **WHITEFISH BAY**<br>ex Quetico-83 ex Whitefish Bay-69<br>**Canada Steamship Lines Inc.**<br>Great Lakes Bulk Carriers Inc. (GLBC)<br>Toronto, Ont. Canada | **18 370**<br>12 971<br>25 766<br>T/cm<br>45,4 | ✠**100A1**<br>Great Lakes & River St.<br>Lawrence service<br>✠**LMC** | Lake SS 8/84<br><br><br><br>EL ot 2⅜"SQ<br>FN 7517 | **1961**-4 Davie SB. Ltd.—Lauzon, P.Q. (625)<br>222,51 22,97 8,146 FW<br>216,06 22,85 11,94<br>Ba 33,6 F 17,4 1 dk<br>rf 76 | **S Bulk Carrier**<br>4bth P<br>6 Ho 29,2 29,2 29,2 29,2 29,2 26,5 ER<br>G.34 886<br>22 Ha (stl) (each 3,3 × 14,6) ER | 2 S Turb dr geared to sc. shaft<br>10 000shp (7 356kW)<br>Parsons Marine Turbine Co. Wallsend<br>2 WTB 525lbf/in² (36,2bar) Spt 407,3°C 510lbf/in² (35,2bar) hs1103,0<br>Gen 2 × 500kW 550V 60Hz a.c.<br>Fuel 660,5t (o.f.) 15kn |
| | | **LAID UP — SURVEYS OVERDUE 8/89** | | | | |
| **WHITEHEAD II**<br><br>**Whitehead Motofides S.p.A.**<br>Livorno Italy | **174**<br>58<br>165 | | <br><br>RI | **1987** Cant. Nav. Picchiotti S.p.A.—Viareggio<br>(570)<br>27,50 (BB) 6,90 2,130<br>26,00 - 3,90<br>1 dk | **TM Utility Vessel** | Caterpillar 3512TA<br>2 Vee Oil 4SA each 12Cy. 170 × 190 with flexible couplings & reverse reduction geared to sc. shafts<br>1 910kW (2 597bhp)<br>Caterpillar Inc. Peoria, Illinois |
| **WHITETHORN**<br>ex Hero-70<br>**Coe Metcalf Shipping Ltd.**<br>Liverpool United Kingdom | **1 564**<br>759<br>— | ✠**100A1**<br><br>✠**LMC** | SS 3/88<br><br><br>EL q<br>FN 1362 | **1963**-6 Charles Hill & Sons Ltd.—Bristol (441)<br>79,56 12,15 5,119<br>74,68 11,82 6,41<br>P 19,6 F 8,6 1 dk, 2nd dk in No. 2 hold<br>RW rf 102 conv General Cargo 79<br>conv Research 84 | **M Drilling Ship**<br>Moonpool<br>Mchy.aft | Polar<br>Oil 2SA 9Cy. 340 × 570<br>2 475bhp (1 821kW)<br>British Polar Engines Ltd. Glasgow<br>Bow jet pump<br>Fuel 186,0t 14kn |
| **WHITIDE**<br>ex Lindvag-90 ex Tarnvik-78<br>**John H. Whitaker (Tankers) Ltd.**<br>Hull United Kingdom | *1 148*<br>*652*<br>2 083 | ✠**100A1**<br>oil tanker<br>Ice Class 2<br>✠**LMC** | M 7/89-6mos<br><br><br>**UMS**<br>EL (K) 1"U2<br>FN 1110 | **1970**-8 Karlstads Varv A/B—Karlstad (148)<br>74,53 10,24 4,850<br>69,50 10,22 5,74<br>P 19,2 F 11,9 1 dk<br>rf 178 | **M Tanker**<br><br>12 Ta ER<br>L.(oil) 719 | Deutz -<br>Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 db 10kgf/cm² (9,9bar)<br>Gen 2 × 112kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 45,5t (d.o.) 11kn |
| **WHITING**<br><br>**Government of The United States of America (Department of Transportation - National Oceanic & Atmospheric Administration)**<br>United States of America<br>SatCom: 1504412/WHIT | **696**<br>151<br>206 | | <br><br>(AB) | **1963** Marietta Mfg. Co.—Point Pleasant, WV<br>(903)<br>49,69 10,14 3,271<br>44,81 10,06 5,19<br>F 27,5 2 dks<br>rf 305 | **TM Research**<br>Hydrographic<br>Ice strengthened | General Motors<br>2 Oil 2SA each 8Cy. 216 × 254 sr geared to sc. shafts<br>1 640bhp (1 206kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 220kW 225/450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 140,0t (d.o.) 12kn |
| **WHITING SEA**<br>ex Amoco Whiting-86<br>ex Amoco Tehran-80<br>**Amoco Transport Co.**<br>Monrovia Liberia | **76 472**<br>58 123<br>132 500<br>T/cm<br>132,0 | | <br><br>AB | **1975** Mitsubishi Heavy Industries Ltd.—Kobe<br>(1058)<br>280,14 (BB) 13,533<br>268,00 53,60 19,99<br>F 18,9 1 dk<br>rf nil Bow/CM 139 Diam. 0,550 MH 1,5 | **M Tanker**<br>COW IGS SBT<br>12 Ta ER<br>L.(oil) 186 692 HeCls. CptB<br>3 Cargo pumps total 10 500T/hr | Sulzer 10RND90<br>Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 870kW<br>Fuel 540,5t (d.o.) 7 291,0t (hvf)-91,5pd 14,5kn |
| **WHITKIRK**<br>ex Borman-89<br>**John H. Whitaker (Tankers) Ltd.**<br>London United Kingdom | **730**<br>331<br>1 219 | <br><br>✠Classed LR until 2/7/89 | BV | **1969**-6 N.V. Schps. v/h H. H. Bodewes—Millingen<br>a/d Rijn (681)<br>64,55 9,22 3,671<br>62,01 9,15 4,42<br>Ba 12,2 RFD 10,7 1 dk<br>rf 102 | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 1 433 HeCls. C | Blackstone<br>Oil 4SA 8Cy. 222 × 292 sr reverse geared to sc. shaft<br>485kW (659bhp)<br>Lister Blackstone Mirrlees Marine Stamford<br>Gen 2 × 23,5kW 380V 50Hz a.c.<br>Fuel 17,5t (d.o.)-2,0pd 10kn |
| **WHITONIA**<br><br>**John H. Whitaker (Holdings) Ltd.**<br>R. Lapthorn & Co. Ltd.<br>Hull United Kingdom | **498**<br>387<br>1 180 | | <br><br>BV | **1983** Yorkshire D.D. Co. Ltd.—Hull (279)<br>49,99 4,036<br>46,41 9,42 4,75<br>1 dk | **TM General Cargo**<br><br>1 Ho 33,2 ER<br>G.1 484 B.1 345<br><br>1 Ha (stl) (26,2 × 6,5) ER | Cummins KT-1150-M<br>2 Oil 4SA each 6Cy. 159 × 159<br>730bhp (537kW)<br>Cummins Charleston Inc. Charleston, SC<br>2 Directional propellers |

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| 6828820<br>*MNGY5*<br>720301<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WHITSTAR**<br>ex Furena-91 ex Furenas-90<br>ex Stardex-79 ex Lone Wonsild<br>**John H. Whitaker (Tankers) Ltd.**<br>Hull United Kingdom | T.Mk<br>**999**<br>587<br>2 140<br>T/cm<br>6,6 | BV | **1968** Frederikshavn Vaerft & Tordok A/S<br>—Frederikshavn (286)<br>74,31 10,22 4,831<br>68,98 10,19 5,74<br>P 22,0 B 14,1 F 13,2 2 dks<br>rf 51 len 75 | **M Tanker**<br>14 Ta ER<br>L.(oil) 2 580<br>4 Cargo pumps total 1 295T/hr HeCls. B | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 137kW 1 × 39kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 51,0t (d.o.)-3,0pd |
| 8216497<br>*WRC2232*<br>658112<br>Esd Gc Pfd<br>Rdr RTm/h/v | **WHITTIE TIDE**<br>**Tidewater Navigators Inc.**<br>Tidewater Marine Service Inc.<br>Morgan City, La United States of America | **298**<br>202<br>713 | AB | **1983** McDermott Shipyard—New Iberia, La (156)<br>54,87 (BB) 12,48 3,728<br>51,82 12,20 4,27<br>F 16,8 1 dk<br>rf nil | **TM Supply Ship**<br>Deck Cargo 12bth P | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria,<br>Gen 2 × 135kW 480V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 341,5t (d.o.)-7,5pd |
| 5389061<br>*KTZH*<br>248214<br>Df Esd Gc | **WHITTIER VICTORY**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **7 607**<br>4 561<br>10 891 | AB | **1945** California SB. Corp.—Los Angeles, Ca (V82)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Allis Chalmers Mfg. Co. Milwau<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) |
| 5392317<br><br>Df Esd Gc<br>Rdr Rt | **WI SONG**<br>**Government of The Democratic People's Republic of North Korea**<br>North Korea | **1 500**<br>—<br>— | | **1961** ........North Korea<br>... ... ...<br>... ... ... | **M General Cargo** | Oil<br>............. |
| 5249247<br>*OVSB*<br>D1586<br>Df Esd Rdr<br>RTm | **WICKI-ALEX**<br>ex Watohama-88 ex Vikingbank-85<br>ex Neptunus-68<br>**Borge Lauritz Larsen**<br>Hundested Denmark | **137**<br>58<br>— | BV | **1961** Schiffswerft "Ernst Thalmann"—Brandenberg<br>30,94 6,61<br>3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,3 × 1,0) ER<br>Der 1(5) 1(1,5) | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW) E made68 fitted71<br>Alpha-Diesel A/S Frederik<br>Gen 2 × 14kW 220V d.c.<br>Controllable pitch propeller |
| 7112486<br>*EICL*<br>401046<br>Df Esd Gc<br>Pfd Rdr RTv | **WICKLOW**<br>**B & I Line Public Limited Company**<br>Dublin Irish Republic | **3 442**<br>1 750<br>3 664 | ✠**100A1** SS 8/87<br>U.K., Eire & between River<br>Elbe and Brest<br>✠**LMC** **UMS**<br>EL S 1⅝"U2<br>FN 2243 | **1971**-10 Verolme Cork Dockyards Ltd.—Cork (821)<br>Cmd.**1972**-10<br>99,60 16,26 5,215<br>92,51 16,21 8,03<br>1 dk<br>rf 381 | **M Container Ship**<br>Fixed-guides<br>DSS<br>1 Cell. Ho 57,9 ER<br>TEU 177 C.Ho 84/20' 30/30' C.Dk 48/20' | MAN<br>Oil 4SA 7Cy. 400 × 540<br>3 900bhp (2 869kW)<br>Masch. Augsburg-Nuernberg (MAN) Aug<br>Gen 2 × 160kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 148,5t (d.o.) |
| 7436727<br>*WY3930*<br>512840<br>Rdr Rt | **WICOMICO**<br>ex Queen Bee-75<br>**Diana L. Sadowski**<br>Wilmington, De United States of America | **132**<br>90<br>— | (AB) | **1968** Berg Boat Co.—Wilmington, De (1)<br>21,04 ... 7,32 3,00<br>1 dk<br>BK 51 | **TM Tug** | Caterpillar<br>2 Oil 4SA each 8Cy. 159 × 203 reverse red geared to sc. shafts<br>Caterpillar Tractor Co. Peoria,<br>Gen 2 × 50kW<br>2 Controllable pitch propellers<br>Fuel 60,0t (d.o.) |
| 8520393<br>*V2HZ*<br>2183<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav | **WIDAR**<br>ex Fahrland-91<br>**m.s. "Widar" Dietrich Tamke KG**<br>Transeste Schiffahrt G.m.b.H.<br>Hamburg Antigua & Barbuda<br>SatCom: 1304154/WIDA | *13 769*<br>*7 550*<br>18 070<br>T/cm<br>37,0 | DSRK GL (BV) | **1986** VEB Warnowwerft Warnemuende<br>—Warnemuende (205)<br>165,51 (BB) 10,051<br>152,41 23,06 13,42<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened Str. heavy cargoes<br>4 Cell. Ho ER<br>G.24 600 B.22 900<br>TEU 946<br>C.Ho 352/20' (40') C.Dk 594/20' (40') incl. 45 ref C.<br>7 Ha (stl) ER | MAN<br>Oil 2SA 5Cy. 700 × 1250<br>6 840kW (9 299bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 1 × 1000kW 2 × 684kW 1 × 408<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 1 208,5t (hvf) 293,5t (i.f.o.)-33,5pd |
| 7732585<br><br>583100 | **WIDE BAY**<br>**Farwest Fisheries Inc.**<br>Seattle, Wa United States of America | **123**<br>106<br>— | | **1977** ............Seattle, Wa<br>*21,31*<br>7,32 2,21<br>1 dk | **M Fishing** | Oil<br>550bhp (405kW) |
| 5318725<br>*HQBD9*<br>RH-L83537<br>Df Esd Gc<br>Rdr Rt | **WIDE SEA No. 28**<br>ex Sea Bird No. 35-86<br>ex Seishu Maru No. 18-74<br>**Sea Load Shipping Lines S. de R.L.**<br>San Lorenzo Honduras | **1 317**<br>719<br>2 063 | NK | **1962** Kanasashi Co. Ltd.—Shimizu (450)<br>76,59 12,86 5,060<br>69,47 12,81 5,69<br>P 22,6 F 12,2 1 dk<br>conv Side-fishing Fishing — | **M Refrigerated Cargo Fish Carrier**<br>In.2 255<br>3 Ha (stl) (each 2,0 × 2,2) ER<br>Der 2(5) 1(1) | Hanshin<br>Oil 4SA 6Cy. 490 × 700<br>2 100bhp (1 545kW)<br>Hanshin Nainenki Kogyo<br>Gen 3 × 248kW a.c.<br>Fuel 468,5t |
| 7110892<br><br><br>Rdr Rt | **WIDE TIDE**<br>**Naviera Buena Suerte**<br>Honduras | **197**<br>134<br>— | | **1965** American Marine Corp.—New Orleans, La (905)<br>10,67 3,074<br>43,39 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo Anchor-handling | Caterpillar<br>2 Oil 4SA 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria<br>Fuel (d.o.) |
| 7316434<br>*WX7119*<br>503725 | **WIDGEON II**<br>**William D. Tillion Sr.**<br>Juneau, Ak United States of America | **148**<br>106<br>— | | **1945** ............La Conner, Wa<br>*25,15* 7,95<br>2,42 | **Wood M Fishing** | Oil<br>330bhp (243kW)<br>.............<br>Fuel (d.o.) |
| 8717556<br>*DFTZ*<br>2299<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WIDOR**<br>**Reederei Paul Hase KG**<br>Stade Federal Republic of Germany | *1 412*<br>*436*<br>1 780 | GL | **1987** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (957)<br>80,96 (BB) 11,38 3,288<br>77,78 11,32 5,41<br>P 13,2 RQD 5,8 F 6,8 2 dks | **M General Cargo Slurry Carrier**<br>1 Ho 51,6 ER<br>G.2 443 B.2 424<br>1 Ha (stl) (49,2 × 8,9) ER | Deutz<br>Oil 4SA 6Cy. 240 × 280 with flexible coup sr reverse geared to sc. shaft<br>599kW (814bhp)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 221kW 220/380V a.c. |
| 7828982<br>*WYA2504*<br>594441 | **WIDOW MAKER**<br>**Widow Maker Inc.**<br>Brownsville, Tx United States of America | **100**<br>68<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,27* 6,23<br>2,75<br>1 dk | **Wood M Fishing**<br>Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| 8908521<br>*DHHW*<br>16410<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav | **WIDUKIND**<br>**m.s. "Widukind" Dietrich Tamke K.G.**<br>Transeste Schiffahrt G.m.b.H.<br>Hamburg Federal Republic of Germany | **10 868**<br>6 353<br>15 165 | GL | **1990** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (997)<br>157,70 (BB) 22,92 8,970<br>147,20 22,80 11,80<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.20 462 B.19 831<br>TEU 1048<br>C.Ho 414/20' (40') C.Dk 634/20' (40') incl. 100 ref C.<br>7 Ha (stl) (31,4p&s × 8,0) (12,4 12,5 12,5 12,4 12,4 × 20,4) ER<br>Cr 2(-) | MaK<br>Oil 4SA 8Cy. 580 × 600 with flexible cou sr geared to sc. shaft<br>8 800kW (11 964bhp)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 1 × 600kW 1 × 372kW 3 ×<br>220/440V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |

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| **WIEBKE**<br>ex Tequila Sunshine-89<br>**Partenreederei m.s. "Wiebke"**<br>SAL Schiffahrtskontor Altes Land G.m.b.H.<br>Hamburg Federal Republic of Germany | *3 120*<br>*1 733*<br>4 125 | GL | **1984** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (913)<br>88,63 (BB) 15,70 7,011<br>80,52 15,46 8,31<br>F 8,6 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,3 ER<br>G.5 553 B.5 471<br>TEU 256 C. 256/20' (40')<br>1 Ha (stl) (51,3 × 12,5) ER<br>Cr 2(30) | Deutz SBV12M628<br>Vee Oil 4SA 12Cy. 240 × 280 with flexible couplings & sr geared to sc. shaft<br>2 032bhp (1 495kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13,8kn |
| **WIEBKE**<br>ex Nordland I-88 ex Tim-78<br>**Dieter Geldschlager**<br>Stralsund Federal Republic of Germany | **211**<br>94<br>350 | GL | **1937** Rheinwerft Walsum—Walsum (807)<br>36,73 6,81 2,261<br>36,63 6,76 2,54<br>P 9,2 F 4,6 1 dk<br>R | **M General Cargo**<br>1 Ho 21,4 ER<br>G.385 B.363<br>2 Ha (each 10,5 × 4,5) ER<br>2W Der 1(2) 1(1,5) | MaK 4M421<br>Oil 4SA 4Cy. 280 × 420 reverse reduction geared to sc. shaft<br>150bhp (110kW)<br>Deutsche Werke A.G. Kiel<br>Fuel 7,0t 7,5kn |
| **WIEBKE I**<br>ex Mona Rosa-90<br>**Eckhard J. Nehls**<br>Wilhelm E. F. Schmid G.m.b.H.<br>Husum Federal Republic of Germany | **291**<br>148<br>477 | GL | **1960** Alfred Hagelstein—Luebeck (600)<br>45,34 8,54 2,696<br>43,11 3,23<br>P 11,3 F 6,4 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 26,5 ER<br>G.580 B.534<br>1 Ha (20,5 × 5,4) ER<br>2W Der 2(2) | Deutz SBA6M528<br>Oil 4SA 6Cy. 220 × 280 reverse reduction geared to sc. shaft<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| **WIELAND**<br>ex Strathspey-79 ex Wieland-78<br>**Transaue KG m.s. "Wieland"**<br>Limassol Cyprus | **1 599**<br>1 065<br>3 820 | GL | **1976** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (751)<br>93,53 (BB) 14,97 6,050<br>83,95 14,51 6,43<br>P 15,9 B & F 66,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 59,4 ER<br>G.6 067 B.5 728<br>TEU 205 C. 205/20' incl. 26 ref C.<br>1 Ha (stl) (51,3 × 10,3) ER | MaK 6M551AK<br>Oil 4SA 6Cy. 450 × 550 reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 370kW 1 × 177kW 1 × 24kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>14kn |
| **WIELICZKA**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdansk Poland | T.Mk<br>**3 539**<br>1 685<br>5 215<br>**5 543**<br>2 931<br>6 380 | PR | **1973** Stocznia Szczecinska im. A. Warskiego —Szczecin (B432/04)<br>123,83 (BB) 17,02 6,601/7,319<br>113,92 17,00 9,78<br>P 38,5 F 14,4 2 dks<br>rf 152 | **M General Cargo**<br>Ref 8bth P<br>Ice strengthened<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>G.8 372 B.7 623 In.961<br>TEU 50 C.Ho 36/20' (40') C.Dk 14/20' (40')<br>6 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER (3,0 3,0p&s × 4,0)<br>6W Cr 3(5) Der 1(40) 6(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd 16kn |
| **WIELINGEN**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Zeebrugge Belgium | **271**<br>30<br>— | BV | **1969** Beliard-Murdoch S.A.—Oostende (C.202)<br>32,62 9,20 3,696<br>28,00 8,72 4,60<br>1 dk | **M Tug** | Cockerill<br>Oil 4SA 8Cy. 241 × 305 sr reverse geared to sc. shaft<br>S.A. Cockerill-Ougree Seraing<br>Fuel (d.o.) 13kn |
| **WIELINGEN**<br>ex Raphael-Gabrielle-73<br>**B.V.B.A. Rederij Ruytingen**<br>Zeebrugge Belgium | **135**<br>52<br>— | | **1948** J. Boel et Fils S.A.—Tamise/Temse (1164)<br>33,60 6,50 —<br>- - -<br>1 dk | **M Fishing**<br>Side Trawler | Deutz<br>Oil<br>500bhp (368kW) NE 62<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| **WIELUN**<br>**Anglo-Polish Shipping Venture Ltd. (Polsko Brytyjskie Przedsiewziecie Zeglugowe, Spolka Akcyjna)**<br>Polish Steamship Co. (Polska Zegluga Morska)<br>Szczecin Poland | **2 293**<br>1 622<br>4 462 | PR<br>✠Classed LR until 5/6/81 | **1980**-5 Scotstoun Marine Ltd.—Scotstoun (242)<br>95,03 14,64 6,071<br>87,99 14,60 7,60<br>P 19,2 F 7,1 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 31,2 30,0 ER<br>G.5 798 B.5 655<br>2 Ha (stl) (each 23,7 × 8,9) ER | Sulzer 6ZL40/48<br>Oil 4SA 6Cy. 400 × 480 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>G. Clark & N.E.M. Ltd. Wallsend<br>Gen 2 × 260kW 1 × 80kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 24,0t (d.o.) 188,0t (hvf)-10,0pd 12,25kn |
| **WIESBADEN**<br>**Deutsche Fischfang-Union G.m.b.H. & Co. KG**<br>Cuxhaven Federal Republic of Germany | **3 181**<br>1 359<br>1 846 | GL | **1973** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (374)<br>91,98 (BB) 15,04 6,109<br>82,20 15,00 9,56<br>B & F 67,7 2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.1 191<br>Der 2(3) | MaK 6M551AK<br>2 Oil 4SA each 6Cy. 450 × 550 reduction geared to sc. shaft<br>4 800bhp (3 531kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 800kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 056,5t (d.o.) 15,5kn |
| **WIGGER**<br>ex Conny-84<br>**T.A.V.O. Kruijsifix Beheer B.V.**<br>Rotterdam Netherlands | —<br>—<br>629 | **A1** SS 11/87<br>inland waterways oil barge<br>Type V<br>L.S.O. also for service between Flushing & Ostend 15 miles seaward, windforce not exceeding Beaufort 6 from land & Beaufort 5 from sea<br>EL 130,0/30,0<br>FN 442 | **1972** Boot-Lemmer B.V.—Lemmer (1344)<br>35,01 9,50<br>34,90 9,45 3,20<br>Trunk 7,7 1 dk<br>rf nil conv General Cargo Barge 81 | **Oil Carrier**<br>Pushed<br>8 Ta | Gen 1 × 24kW 24V d.c.<br>Thw. thrust propeller fwd |
| **WIGGINS TIDE**<br>**Tidewater (Isle of Man) Ltd.**<br>Tidewater Marine Service Inc.<br>Douglas Isle of Man (British) | **769**<br>178<br>543 | AB | **1979** Burton Shipyard Inc.—Port Arthur, Tx (536)<br>54,87 3,690<br>51,49 12,20 4,27<br>F 17,4 1 dk<br>rf 678 conv Deck Cargo Tug/Supply Ship — | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 216 × 254 geared to sc. shafts<br>3 200bhp (2 354kW) E made54 reconditioned & fitted79<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>13kn |
| **WIGHT KING**<br>ex Sant' Agata-91<br>**Phoenix Enterprises Ltd.**<br>Cowes Express Ltd.<br>Tonsberg Norway (NIS) | *395*<br>*140*<br>50 | NV | **1989** Brodrene Aa Batbyggeri A/S—Hyen (201)<br>35,43 2,050<br>3,55 | **Reinforced Plastic TM Air Cushion Ferry**<br>Twin Hull 330dk P | MWM TBD604BV16<br>2 Vee Oil 4SA each 16Cy. 170 × 195 geared to sc. shafts<br>3 198kW (4 348bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 32kW 230V 50Hz a.c.<br>2 Water jet propulsion units<br>2 propellers Lift Fan<br>46kn |
| **WIGHT PRINCE**<br>ex Seaswift 23-91<br>**Surface Effect Ship B.V.**<br>Cowes Express Ltd.<br>Tonsberg Norway (NIS) | *118*<br>*47*<br>14 | NV | **1990** B.V. Koninklijke Mij. Schps. & Mach. "De Schelde"—Vlissingen (373)<br>24,25 0,350<br>- 7,70 2,15 | **TM Air Cushion Ferry**<br>Twin Hull 132dk P | 2 Oil<br>.............<br>2 Water jet propulsion units<br>2 propellers fwd Lift fan<br>28kn |

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| **8704901**<br>*LAFC2*<br>N-00163<br>Gc Rdr RTv | **WIGHT QUEEN**<br>ex Virgin Butterfly-91<br>**Garnet (International) Ltd.**<br>Cowes Express Ltd.<br>Tonsberg Norway (NIS) | *373*<br>*136*<br>50 | NV | **1988** Brodrene Aa Batbyggeri A/S—Hyen (190)<br>36,00 2,101<br>11,31 3,51<br>1 dk | **Reinforced Plastic TM Air Cushion Ferry**<br>Twin Hull<br>330dk P | MWM<br>2 Vee Oil 4SA each 16Cy. 170 × 195 sr gea<br>sc. shaft<br>3 198kW (4 348bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 23kW 220V 50Hz a.c.<br>2 Water jet propulsion units |
| **7350739**<br>*YCBQ*<br>Rdr Rt | **WIHARTANTI**<br>**Pertamina Dok Dumai**<br>Jakarta Indonesia | **142**<br>—<br>— | KI | **1974** PT. Adiguna Sb & Eng.—Tanjung Priok (29)<br>29,11 2,756<br>26,83 7,32 3,36 | **TM Tug** | Matsui<br>Oil 4SA 6Cy. 260 × 420<br>Matsui Iron Works Co. Ltd. |
| **5412222**<br>*YDET*<br>Df Esd Gc<br>Rdr Rt | **WIJAYA INDAH**<br>ex Kri Talaud ex Kovda<br>**P.T. Wijaya Raya Indah Surabaya**<br>Surabaya Indonesia | **1 149**<br>895<br>— | KI | **1962** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest (1935)<br>74,48 11,33 4,000<br>67,39 11,28 5,31<br>1 dk | **M General Cargo**<br>3 Ho 15,4 13,6 14,2 ER<br>B.2 092<br>3 Ha (stl) (each 8,6 × 5,5) ER<br>6W Der 1(10) 6(2,5) | Yanmar<br>Oil 4SA 6Cy. 280 × 450<br>809kW (1 100bhp) NE 89made81<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 186,5kW 220V d.c.<br>Fuel 96,5t (d.o.) |
| **7641279** | **WIJAYA KUSUMA**<br>**P.N. Aneka Tambang**<br>Cilacap Indonesia | **107**<br>0<br>445 | KI | **1971** P.T. Ippa Gaya Baru—Semarang<br>... ... ...<br>24,31 6,82 2,57<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz |
| **8835724**<br>*PISF*<br>Rdr Rt | **WIJKER RIB**<br>**B.V. v/h J. M. Dekker & Zoon**<br>Papendrecht Netherlands | **565**<br>169<br>901 | GL | **1962** J. Boel et Fils S.A.—Tamise/Temse (1385)<br>- - 2,838<br>- 9,15 3,45<br>1 dk | **M Supply Ship**<br>Deck Cargo | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 dr reverse geared t<br>shaft<br>884kW (1 202bhp)<br>Caterpillar Inc.<br>Gen 2 × 18,4kW 220/380V a.c.<br>24V d.c.<br>Directional propeller |
| **6806509**<br>*V2PQ*<br>2516<br>Df Esd Gc<br>Pfd Rdr Rt | **WIKING EAST**<br>ex Nordon-90 ex Blue Moon-73<br>ex Brunita-72<br>**Wiking Shipping Ltd.**<br>Heinrich Beutler Reederei<br>St. John's Antigua & Barbuda | **1 572**<br>1 103<br>2 960 | BV (NV) | **1967** VEB Schiffswerft "Neptun"—Rostock (425)<br>78,59 11,54 6,065<br>71,89 11,49 7,24<br>1 dk<br>rf 152 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 586 B.3 310<br>2 Ha (18,5 19,2 × 6,2) ER<br>4W Der 2(5) 2(3) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 84kW 1 × 20kW 380V 50Hz a.c.<br>Fuel 157,5t (d.o.)-6,0pd |
| **6823997**<br>*V2PO*<br>2514<br>Df Esd Gc<br>Pfd Rdr Rt | **WIKING WEST**<br>ex Holmon-90 ex Ako-72<br>**Wiking Shipping Ltd.**<br>Heinrich Beutler Reederei<br>St. John's Antigua & Barbuda | **1 572**<br>1 104<br>2 261 | BV (NV) | **1968** VEB Schiffswerft "Neptun"—Rostock (426)<br>78,72 11,54 5,061<br>71,96 11,51 5,90<br>1 dk<br>rf 152 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 586 B.3 310<br>2 Ha (18,5 19,2 × 6,3) ER<br>4W Der 2(5) 2(3) | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 84kW 1 × 40kW 380V 50Hz a.c.<br>Fuel 162,5t (d.o.)-5,0pd |
| **5393555**<br>Df Esd Pfd<br>Rdr RTm/v | **WIKINGBANK**<br>ex Wouter Senior-68 | **104**<br>36<br>— | (GL) | **1961** N.V. Stami Schpsb.—Dordrecht (111)<br>26,50 6,05<br>24,26 6,00 3,10<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho 5,9 ER | Stork<br>Oil 4SA 6Cy. 210 × 300<br>282bhp (207kW)<br>Gebr. Stork & Co. N.V.<br>Fuel 16,5t |
| **5012278**<br>*DAHT*<br>Df Esd Pfd<br>RTm/v | **WIKO II**<br>ex Teutonia-89 ex Alnilam-86<br>**Wiko Fischerei G.m.b.H.**<br>Buesum Federal Republic of Germany | **105**<br>42<br>— | | **1959** Fa. S. Seymonsbergen Werf "Concordia"—Amsterdam (625)<br>26,40 6,30 2,185<br>23,40 6,20 3,10<br>1 dk | **M Fishing**<br>Side-fishing | De Industrie<br>Oil SA 6Cy. 250 × 350 reverse reduction<br>sc. shaft<br>300bhp (221kW)<br>D. & J. Boot "De Industrie" |
| **8702862**<br>*P3ZP3*<br>709141<br>Df Esd Gc<br>Pfd Rdr Rt | **WILA BUCK**<br>**Custom Shipping Co. Ltd.**<br>Reederei Wilfried Buck<br>Limassol Cyprus | *3 186*<br>*1 372*<br>4 139 | **✠100A1**<br>strengthened for heavy cargoes, timber deck cargoes<br>**✠LMC** **CCS**<br>EL T 467,5/44,0U2<br>FN 1961 | **1990**-12 Wenchong Shipyard—Huangpu/Whampoa (253)<br>93,00 (BB) 15,02 6,261<br>86,00 15,00 7,80<br>P 18,1 F 7,4 1 dk<br>rf nil | **M General Cargo**<br>2 Ho ER<br>G.4 750 B.4 500<br>TEU 180 C. 180/20' incl. 12 ref C.<br>2 Ha (stl) (each 26,5 × 10,4) ER<br>Cr 2(25) | B&W<br>Oil 2SA 6Cy. 260 × 980<br>2 190kW (2 977bhp)<br>Hudong Shipyard<br>AuxB (Comp) 9,2kgf/cm² (9,1bar)<br>Gen 3 × 352kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd. Tunnel<br>thruster unit |
| **6606234**<br>*SQFV*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WILANOW**<br>ex Kronprins Carl Gustav-75<br>**Polish Baltic Shipping Co. (Polska Zegluga Baltycka)**<br>Kolobrzeg Poland | **6 474**<br>2 299<br>1 118 | PR<br>✠Classed LR until 28/5/76 | **1966**-5 Werft Nobiskrug G.m.b.H.—Rendsburg (646)<br>110,17 17,94 4,900<br>- 17,61 11,20<br>P 3,7 B & F 91,5 1 dk, 2nd dk except in mchy. space<br>rf 508 | **TM Passenger/RoRo Cargo/Ferry**<br>—cbn —bth —dk 600P<br>Ice strengthened Bow & stern doors<br>Cars 150 | MAN<br>4 Oil 4SA each 18Cy. 300 × 450 sr geare<br>shafts<br>11 400bhp (8 385kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 464kW 1 × 80kW 400V 50Hz<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 254,0t (d.o.) |
| **7316446**<br>*WB4483*<br>209911 | **WILBERT A. EDWARDS**<br>**Herbert Hansen**<br>Philadelphia, Pa United States of America | **317**<br>129<br>— | | **1912** M. M. Davis & Son Inc.—Solomons, Md<br>*43,71* 7,32<br>3,54 | **Wood M Fishing** | Oil<br>600bhp (441kW)<br>..............<br>Fuel (d.o.) |
| **8304799**<br>*LMZU*<br>19958<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **WILCHIEF**<br>**K/S North Sea Diving Support A/S**<br>Anders Wilhelmsen & Co. ANS<br>Oslo Norway<br>SatCom: 1310432/LMZU<br>See Register of Offshore Units | *3 700*<br>*1 110*<br>1 959 | NV | **1984** Trosvik Verksted A/S—Brevik (135)<br>78,31 5,579<br>70,31 18,01 8,62<br>1 dk | **TD-E Diving Support Ship**<br>for offshore installations Fire-fighting<br>2 Moonpools<br>Cr 1(50) 2(3) | Normo<br>4 Vee Oil total 12 880bhp (9 474kW) dr<br>each 2 715kW 660V a.c. 2 gen. each<br>660V a.c. connected to 2 elec. motors<br>2 750shp (2 023kW) & sc. shafts<br>(centre) 2 Oil 4SA each 12Cy. 250 × 30<br>A/S Bergens M/V<br>(wing) 2 Oil 4SA each 16Cy. 250 × 300<br>A/S Bergens M/V<br>2 Controllable pitch propellers<br>3 Thw. thrust Contr. pitch propellers fwd<br>Fuel 890,0t (d.o.)-18,0pd |
| **5389475**<br>*GYLR*<br>163857<br>Rt | **WILCLAIR**<br>ex Severn Industry-62<br>**Sidney Beaton**<br>Southampton United Kingdom | **124**<br>69<br>142 | ✠Classed LR until 1/66 | **1935**-2 Charles Hill & Sons Ltd.—Bristol (215)<br>27,79 5,95 2,166<br>27,13 5,92 2,44<br>RQD 7,4 F 1,9 1 dk<br>R | **M General Cargo**<br>1 Ho 16,6 ER<br>1 Ha (15,3 × 4,3) ER<br>1W Der 1(1) | Ruston<br>Oil 4SA 4Cy. 205 × 275<br>136bhp (100kW) NE 50<br>Ruston & Hornsby Ltd.<br>Fuel 3,0t |
| **7021728**<br>*DYWP*<br>224216<br>Df Esd Gc<br>Rdr Rt | **WILCON I**<br>ex Hokuto Maru-78<br>**William Lines Inc.**<br>Cebu City Philippines | **4 210**<br>3 172<br>3 203 | **100A1** SS 6/88<br>roll on — roll off cargo ship<br>Philippine coastal service<br>**LMC**<br>EL W 495,0/50,0U2<br>FN 2114<br>(BV) (NK) | **1970** Ujina Zosensho—Hiroshima (504)<br>107,40 16,01 5,385<br>98,00 15,98 5,59<br>F 19,2 2 dks<br>rf 100 | **M RoRo Cargo**<br>3 Ho ER<br>B.6 529<br>TEU 144 C. 144/20'<br>6 Ha (stl) (13,5 13,5 19,6 19,6 13,2 13,2 × 5,2) ER<br>Cr 1(22) 1(10) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460<br>3 531kW (4 800bhp)<br>Nippon Kokan K.K. Tsurumi Works<br>Gen 2 × 260kW 445V a.c.<br>Thw. thrust propeller fwd<br>Fuel 165,5t-18,0pd |

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| **WILCON II**<br>ex General Santos City-79<br>ex Kyofuku Maru-78<br>**William Lines Inc.**<br>Cebu City Philippines | **1 946**<br>1 351<br>3 405 | AB (NK) | **1968** Ujina Zosensho—Hiroshima (487)<br>89,72 12,83 5,741<br>83,01 12,81 6,76<br>P 17,1 F 8,0 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho ER<br>G.4 223 B.4 032<br>TEU 111 C. 111/20'<br>2 Ha (stl) (17,6 29,2 × 6,5) ER<br>9W Der 1(15) 2(10) | Ito<br>Oil 4SA 6Cy. 470 × 700<br>2 200bhp (1 618kW)<br>Ito Tekkosho Shimizu<br>Gen 1 × 110kW 2 × 80kW 440V 60Hz a.c.<br>Fuel 292,5t-7,5pd 12,25kn |
| **WILCON IV**<br>ex Wisteria Garnet-79 ex Blue Moon-77<br>**William Lines Inc.**<br>Cebu City Philippines | **3 579**<br>2 554<br>4 876 | (AB) (NK) | **1975** Honda Zosen—Saiki (629)<br>102,34 16,01 5,817<br>95,00 15,98 9,38<br>P 9,2 B 66,2 F 9,2 2 dks<br>rf 102 | **M General Cargo**<br>1 Ho 41,4 ER<br>G.11 115 B.10 266<br>TEU 52 C. 52/20'<br>2 Ha (stl) ER<br>Der 1(20) 1(5) | Makita KSLH647<br>Oil 4SA 6Cy. 470 × 760<br>4 100bhp (3 016kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 144kW a.c.<br>14kn |
| **WILCON V**<br>ex Tungho No. 2-79<br>**William Lines Inc.**<br>Cebu City Philippines | **1 858**<br>1 113<br>3 738 | NK | **1975** K.K. Imai Seisakusho—Iwagi (151)<br>76,76 15,32 5,182<br>71,99 15,30 6,58<br>F 6,1 1 dk<br>RW | **TM General Cargo**<br>G.4 709 B.4 302<br>TEU 128 C. 128/20'<br>2 Ha (stl) (each 24,6 × 5,1) ER<br>Der 2(16) | Akasaka AH28R<br>2 Oil 4SA each 6Cy. 280 × 440<br>2 700bhp (1 986kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW<br>9,5kn |
| **WILCON VI**<br>ex Dumaguete-81<br>ex Dumaguete City-76<br>ex Dona Virginia-70 ex Virginia VI-67<br>ex Virginia-66 ex Fylgia-66<br>**William Lines Inc.**<br>Cebu City Philippines | **2 063**<br>1 003<br>3 556 | ✠**100A1** SS 8/90<br>with freeboard<br>Str. nav. ice<br>✠**LMC**<br>EL u<br>FN 2121 | Lch.**1942** Cmd.**1945**-7 Eriksbergs M/V A/B—Goteborg (324)<br>102,39 13,59 5,722<br>96,93 13,57 8,31<br>F 9,8 2 dks | **M Ferry/General Cargo**<br>Ref 243P<br>G.5 805 B.5 493 In.1 161<br>TEU 139 C. 139/20' | B&W 9-50VF-90<br>Oil 2SA 9Cy. 500 × 900<br>2 440bhp (1 795kW)<br>Eriksbergs M/V A/B Goteborg<br>db 100lbf/in² (6,9bar)<br>Gen 2 × 240kW 440V 60Hz a.c.<br>Fuel 459,5t (d.o.) 14kn |

**SURVEYS OVERDUE — CLASS SUSPENDED 20/2/92**

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| **WILCON VIII**<br>ex Big Glory-83 ex Blue Tokyo-78<br>**William Lines Inc.**<br>Cebu City Philippines | **3 638**<br>1 479<br>4 643 | NK | **1976** Honda Zosen—Saiki (633)<br>92,11 16,03 6,833<br>84,82 16,01 7,40<br>P 1,3 F 77,2 2 dks | **M Vehicles Carrier**<br>G.9 924 B.8 527<br>TEU 148 C. 148/20'<br>2 Ha (21,0 22,7 × 8,6) ER<br>Der 1(35) 3(20) | Makita KSLH647<br>Oil 4SA 6Cy. 470 × 760<br>4 100bhp (3 016kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 144kW 445V 60Hz a.c.<br>14,25kn |
| **WILCON X**<br>ex Katarungan-88<br>ex National Steel Five-85<br>ex Lotus Venture-79<br>**William Lines Inc.**<br>Manila Philippines | **3 796**<br>2 533<br>6 204 | AB (NK) | **1974** Asakawa Zosen—Imabari (223)<br>106,43 16,36 6,703<br>97,95 16,31 8,16<br>P 22,3 F 20,8 1 dk<br>rf 348 | **M General Cargo**<br>2 Ho each 30,1 ER<br>G.8 393 B.7 309<br>2 Ha (stl) (28,4 28,5 × 8,3) ER<br>4W Der 4(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 128kW 445V 60Hz a.c.<br>Fuel 537,5t (hvf)-12,0pd 13,5kn |
| **WILCON XI**<br>ex Manila Jasmine-88<br>ex Moges Flamboyan-85<br>**Lotus Investment Inc.**<br>William Lines Inc.<br>Cebu City Philippines | **4 566**<br>3 266<br>7 346 | NK | **1977** Kurushima Dockyard Co. Ltd.—Imabari (2053)<br>112,65 (BB) 18,62 7,390<br>104,00 18,60 9,40<br>P 18,9 F 9,5 1 dk | **M General Cargo**<br>G.10 291 B.9 943<br>3 Ha (stl) (12,6 22,4 22,4 × 9,9) ER<br>Der 2(20) 3(15) | Mitsubishi 7UET45/80D<br>Oil 2SA 7Cy. 450 × 800<br>3 678kW (5 000bhp)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 200kW a.c.<br>9,6kn |
| **WILD COSMOS**<br>**Central Field Line (Liberia) Ltd.**<br>Monrovia Liberia<br>SatCom: 1244413/DTET | **7 050**<br>4 270<br>6 335 | NK | **1978** Kochi Jyuko K.K.—Kochi (2026)<br>141,51 24,24 7,802<br>132,01 24,21 10,39<br>1 dk | **M Vehicles Carrier**<br>Cars 2200<br>Mchy.aft | Pielstick 14PC2-5V-400<br>Vee Oil 4SA 14Cy. 400 × 460 sr geared to sc. shaft<br>9 100bhp (6 694kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 570kW<br>17kn |
| **WILD DUCK**<br>**Wild Duck Inc.**<br>Gloucester, Ma United States of America | **132**<br>89<br>— | | **1946** .............South Bristol, Me<br>*24,11* 6,68<br>3,61 | **Wood M Fishing** | Oil<br>400bhp (294kW)<br>.............<br>Fuel (d.o.) |
| **WILD LILY**<br>**Central Field Line S.A.**<br>Panama Panama | *5 256*<br>*2 133*<br>2 155 | NK | **1977** Omishima Dock K.K.—Kamiura (1063)<br>95,56 15,42 5,211<br>86,92 15,41 6,94 | **M Vehicles Carrier**<br>Cars 600<br>Mchy.aft | Akasaka 6DM51SS<br>Oil 4SA 6Cy. 510 × 840<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>13,75kn |
| **WILD MARY**<br>**Lawrence S. Vandecoevering**<br>Eureka, Ca United States of America | **129**<br>88<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,85* 6,74<br>3,74<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler Shrimp-trawl | Cummins KT-1150-M<br>Oil 4SA 6Cy. 159 × 159 sr geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>10,5kn |
| **WILDCAT** | **129**<br>87<br>— | | **1969** Breaux's Bay Craft Inc.—Loreauville, La<br>*31,95* 6,25<br>2,72 | **Aluminium Alloy TM Crewboat** | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 800bhp (1 324kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **WILDEBEES**<br>**South African Transport Services**<br>Durban South Africa | **777**<br>282<br>1 036 | ✠Classed LR until 8/67 | **1966**-1 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (444)<br>55,12 10,60 4,147<br>51,21 10,22 4,73<br>F 7,1 1 dk<br>RW rf nil | **M Hopper Barge**<br>Bottom doors<br>1 Ho 18,5 ER<br>G.481<br>2 Ha (stl) (1,0 × 1,0) (0,6 × 0,6) ER | Ruston<br>Oil 4SA 6Cy. 318 × 368 sr reverse geared to sc. shaft<br>1 230bhp (905kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 200kW 110/220V d.c.<br>Fuel 101,5t (d.o.) 10,5kn |
| **WILDEBEEST**<br>**Portal Boat Co.**<br>Morgan City, La United States of America | **208**<br>141<br>— | | **1973** Halter Marine Fabricators, Inc.—Moss Point, Ms (352)<br>3,506<br>53,19 12,20 4,27<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | Kromhout 9F/SW240<br>2 Oil 4SA each 9Cy. 240 × 260<br>3 400bhp (2 501kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **WILDEKUS**<br>**Dun-Al Fishing (Pty.) Ltd.**<br>Cape Town/Kaapstad South Africa | **423**<br>267<br>— | | **1969** Globe Engineering Works—Kaapstad/Cape Town (154)<br>36,10 8,23 4,268<br>34,93 8,21 4,32<br>1 dk<br>rf 1448 BK 152 len 75 | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>1 Ha (2,8 × 1,9) ER | Caterpillar<br>Oil 219 × 279<br>850bhp (625kW) NE made<br>Caterpillar Tractor Co. Peoria, Illinois |
| **WILFRED M. COHEN**<br>**A. B. McLean Ltd.**<br>Sault Ste. Marie Canada | **284**<br>133<br>— | | **1948** Newport News SB. & D.D. Co.—Newport News, Va<br>*31,25* 8,56<br>4,60<br>1 dk | **M Tug** | Fairbanks, Morse<br>Oil 2SA 10Cy. 206 × 254<br>Fairbanks Morse & Co. Beloit, Wi<br>13kn |
| **WILFRED SYKES**<br>**Inland Steel Co.**<br>Chicago, Il United States of America | **11 701**<br>7 148<br>21 845 | AB | **1950** American SB. Co.—Lorain, Oh (866)<br>202,70 21,39 7,843<br>201,17 21,34 11,28<br>P 28,1 F 19,2 1 dk<br>RW rf 76 | **S Bulk Carrier**<br>6 Ho ER<br>18 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>7 700shp (5 664kW)<br>Westinghouse Elec. Corp. Pittsburgh, Pa<br>Gen 2 × 500kW<br>Thw. thrust propeller fwd<br>Fuel 569,0t (o.f.) |

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| **7907099**<br>*CGDV*<br>800741<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WILFRED TEMPLEMAN**<br>**Government of Canada (Department of Fisheries & Oceans)**<br>Ottawa Canada | **925**<br>225<br>1 225 | **✠100A1** SS 8/89<br>stern trawler<br>Ice Class 2<br>**✠LMC**<br>EL K 357,5/28,0U2(a)<br>FN 782 | **1982**-3 Ferguson Industries Ltd.—Pictou, N.S. (210)<br>50,30 11,16 4,250<br>44,10 10,98 6,74<br>F 18,6 3 dks<br>rf 914 | **M Research/Fishing**<br>Stern Trawler | Alco<br>Vee Oil 4SA 12Cy. 229 × 267 with clutches, flexible couplings & sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Bombardier Inc.<br>Gen 1 × 350kW 350V d.c. 2 × 200kW 1 × 125kW 460V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 209,5t (d.o.)-8,0pd |
| **9018921**<br>*VNXT*<br>854184<br>Df Esd Gc<br>Rdr Rt | **WILGA**<br>**Waratah Towage Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **350**<br>—<br>—<br>T/cm<br>4,5 | AB (Class cont.) | **1991** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A. (173)<br>32,00 4,400<br>29,45 10,53 5,00<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 360 geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 1 × 120kW 1 × 80kW 415V 50Hz a.c. |
| **5389580**<br>*HP2685*<br>7734-77<br>RTv | **WILGA**<br>ex Banbury Cross-55 ex Metinda II-50<br>ex Empire Nan-46<br>**World Dredging Ltd.**<br>Panama Panama | **256**<br>168<br>171 | ✠Classed LR until 16/12/83 | **1945**-12 Scott & Sons—Bowling (375)<br>34,45 9,17 4,134<br>32,01 9,15<br>1 dk<br>RW rf 381 BK 178 | **M Tug**<br>Mchy.aft | General Motors<br>Vee Oil 2SA 16Cy. 146 × 146 NE 10/75<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 1 × 10kW 110V d.c. |
| **7315595**<br>*ELAU9*<br>6965<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WILHADITURM**<br>**VTG Supply Boat Liberia Inc.**<br>OSA Marine Ltd.<br>Monrovia Liberia | **778**<br>227<br>936 | GL | **1973** Schiffsw. Hugo Peters—Wewelsfleth (550)<br>57,51 12,02 4,502<br>50,60 11,71 5,62<br>B & F 21,4 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>Der 1(5) | MWM<br>2 Vee Oil 4SA each 16Cy. 230 × 270 reduct geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM)<br>2 Controllable pitch propellers<br>Fuel 142,0t (d.o.) |
| **7129788**<br>*UWGP*<br>M-31047 | **WILHELM PIECK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**8 351**<br>4 194<br>9 288 | RS | **1972** VEB Mathias-Thesen-Werft—Wismar (194)<br>151,87 22,23 7,951<br>22,20 12,55<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.13 000<br>4 Ha (stl) (each 6,0 × 3,9) ER<br>11W Der 2(10) 7(5) 2(3) | MAN<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>Halberstadt |
| **8707745**<br>*Y4HP*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **WILHELM RUGHEIMER**<br>**Rostocker Fischfang Reederei G.m.b.H.**<br>Rostock Federal Republic of Germany | *1 943*<br>*582*<br>699 | DSRK GL | **1987** VEB Volkswerft Stralsund—Stralsund (756)<br>62,22 5,200<br>55,00 13,80 9,20 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>B.55 In.580 L.18 | S.K.L.<br>Oil 4SA 8Cy. 200 × 260 sr geared to sc. sha<br>1 764kW (2 398bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 640kW a.c. 3 × 568kW a.c. 1 × 260kW a.c.<br>Controllable pitch propeller |
| **5389671**<br>*SHIG*<br>Rdr Rt | **WILHELM THAM**<br>**Canalroute A/B**<br>Erik Thun A/B<br>Lidkoping Sweden | **308**<br>159<br>117 | | **1912** Motala Verk. Nya—Motala (446)<br>31,55 6,74 2,820<br>6,71<br>2 dks<br>R | **M Ferry** OSD 130P | Scania<br>2 Oil 4SA each 6Cy. 127 × 145 geared to sc<br>460bhp (338kW) NE 66<br>A/B Scania Vabis<br>Gen 2 × 19kW 110V d.c.<br>Fuel 11,0t (d.o.)-0,5pd. |
| **8718811**<br>YE 78 | **WILHELMINA**<br>**Jac. van der Plasse Jr. B.V.**<br>Yerseke Netherlands | *283*<br>*85*<br>— | | **1988** Jh. van Eijk & Zn.—Sliedrecht (364)<br>40,16 1,430<br>37,75 10,00 1,90<br>1 dk | **TM Fishing**<br>Shellfish | General Motors<br>2 Vee Oil 2SA each 12Cy. 108 × 127 with clutches, flexible couplings & sr reverse to sc. shafts<br>530kW (721bhp)<br>General Motors Corp., Detroit Diesel Allison Div. |
| **7925106**<br>*PIPS*<br>UK 224 | **WILHELMINA**<br>**Th. de Boer**<br>Urk Netherlands | **266**<br>98<br>— | | **1980** Schps. Barkmeijer Stroobos B.V.—Stroobos (213)<br>36,50<br>... ... ...<br>1 dk | **M Fishing** | Stork<br>Oil geared to sc. shaft<br>1 600bhp (1 177kW)<br>Stork-Werkspoor Diesel B.V. |
| **6410427**<br>*PIPN*<br>KW 173<br>Df Esd Rdr<br>RTm | **WILHELMINA**<br>ex Aquarius-72<br>**Rederij Wilhelmina B.V.**<br>Gebr. Vooys<br>*Katwijk aan Zee* Netherlands | **131**<br>46<br>— | | **1964** D. & J. Boot Schpsw. "De Industrie"—Alphen a/d Rijn (1312)<br>30,71 6,53 2,899<br>24,95 6,51 3,41 | **M Fishing**<br>Side Trawler | De Industrie<br>Oil 4SA 6Cy. 250 × 350<br>510bhp (375kW)<br>D. & J. Boot "De Industrie"<br>Fuel (d.o.) |
| **7420948**<br>*PIPA*<br>4720<br>Df Esd Rdr<br>Rt | **WILHELMINA V**<br>**B.V. Zeelichter "Thames II"**<br>V. L. van der Eb<br>Rotterdam Netherlands | **917**<br>560<br>1 450 | **✠100A1** SS 6/90<br>**✠LMC**<br>EL K 1⅛"U2<br>FN 934 | **1975**-12 Scheepswerf G. Bijlsma & Zn. B.V.—Wartena (595)<br>64,98 10,83 4,144<br>59,90 10,70 4,88<br>P 11,9 F 7,7 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 40,1 ER<br>G.1 924 B.1 861<br>1 Ha (stl) (33,6 × 7,7) ER | De Industrie<br>Oil 4SA 8Cy. 305 × 460<br>1 150bhp (846kW)<br>B.V. Motorenfabriek "De Industrie"<br>Gen 2 × 40kW 220/380V 50Hz a.c.<br>Fuel 112,0t (d.o.) |
| **7917202**<br>YE 100<br>Esd Rdr Rt | **WILHELMINA-JEANINE**<br>**Jac. van der Plasse Jr. B.V.**<br>Yerseke Netherlands | **177**<br>70<br>— | GL | **1979** Scheepsw. A. Baars Azn. B.V.—Sliedrecht (687)<br>37,50 9,05 0,542<br>37,34 9,01 1,81<br>1 dk | **TM Fishing**<br>Side-fishing Suction Dredge Shellfish<br>Twin side arms<br>1 Ho ER<br>Der 2(-)<br>len 87 | General Motors<br>2 Vee Oil 2SA each 6Cy. 108 × 127 reverse reduction geared to sc. shafts<br>360bhp (265kW)<br>General Motors Corp., Detroit Diesel Allison Div. |
| **5389774**<br>*OIWF*<br>Df Esd Rdr<br>RTm/v | **WILHELMINE**<br>ex Wilhelmine Oltmann-88<br>**Alfons Rafael Widestam**<br>Porvoo/Borga Finland | **371**<br>232<br>550 | GL | **1953** Stader Schiffsw. G.m.b.H.—Stade (162)<br>51,24 7,52 2,920<br>46,72 3,36<br>P 9,2 F 5,5 1 dk<br>RW len 61 | **M General Cargo**<br>Ice strengthened<br>1 Ho 24,9 ER<br>G.761 B.700<br>2 Ha (each 9,5 × 5,0) ER<br>Der 2(2) | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>250bhp (184kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **8007133**<br>*DGKW*<br>Esd Rdr RTv | **WILHELMINE**<br>**Petersen & Alpers**<br>Hamburg Federal Republic of Germany | **188**<br>—<br>93 | GL | **1980** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (199)<br>26,75 8,84 2,801<br>24,82 8,81 3,61<br>1 dk | **TM Tug**<br>Tractor<br>Ice strengthened | Deutz<br>2 Oil 4SA each 6Cy. 220 × 280 reduction to sc. shafts<br>Kloeckner Humboldt Deutz |
| **8100583**<br>*DHGL*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **WILHELMINE STEFFENS**<br>ex Lucky Star-91<br>**m.s."Wilhelmine Steffens" Reederei Steffens G.m.b.H. & Co.**<br>Hamburg Federal Republic of Germany | T.Mk<br>**299**<br>160<br>1 092 | GL | **1981** Gebr. Koetter—Haren/Ems (72)<br>74,33 (BB) 9,53 2,914<br>70,52 9,48 4,91<br>P 13,8 F 5,2 2 dks | **M General Cargo**<br>1 Ho 49,8 ER<br>G.1 891 B.1 874<br>1 Ha (stl) (46,7 × 7,4) ER | Deutz<br>Oil 4SA 6Cy. 220 × 280 with flexible coupl sr geared to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz<br>Thw. thrust propeller fwd |
| **5389798**<br>*DDBC*<br>SSR129<br>Esd Gc Pfd<br>Rdr RTm/h/v | **WILHELMSHAVEN**<br>**Harle Express Seetouristik G.m.b.H. & Co. K.G.**<br>Wilhelmshaven Federal Republic of Germany | **1 418**<br>836<br>— | (GL) | **1963** Rolandwerft G.m.b.h.—Bremen (911)<br>75,85 12,12 3,201<br>69,25 12,01 6,71<br>2 dks, 3rd dk fwd & aft | **TM Ferry** 1100P<br>Ice strengthened | MAN<br>2 Vee Oil 4SA each 16Cy. 220 × 300 rev reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Fuel 55,0t (d.o.) |

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| **WILJO**<br>**J. van Dam & Zonen B.V.**<br>Goedereede Netherlands | **132**<br>56<br>— | | **1968** Schps. Boot-Leiden N.V.—Leiden (1469)<br>31,20<br>6,35 3,13<br>1 dk<br>len 80 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 220 × 280<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz West Germany |
| **WILK**<br>**Morski Port Handlowy Gdynia**<br>Gdynia Poland | **116**<br>27<br>— | PR | **1964** Gdynska Stocznia Remontowa—Gdynia (H670/245)<br>25,48 6,81 3,201<br>23,50 3,41<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 10kW 1 × 3,5kW 230V d.c.<br>10kn |
| **WILKE**<br>ex Sea Dart-89 ex Wilke-88<br>**Briese Schiffahrts K.G. m.s. "Wilke" G.m.b.H.**<br>Hartmann Schiffahrts G.m.b.H. & Co. KG<br>Emden Federal Republic of Germany | T.Mk<br>**299**<br>155<br>1 063 | GL | **1983** Schiffsw. Julius Diedrich GmbH & Co. K.G. —Oldersum (148)<br>74,55 (BB) 9,50 2,882<br>70,52 9,47 4,91<br>P 13,8 F 5,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,8 ER<br>G.1 882 B.1 866<br>TEU 66<br>C.Ho 42/20' (40') C.Dk 24/20' (40')<br>1 Ha (stl) (46,8 × 7,4) ER | Deutz SBA6M528<br>Oil 4SA 6Cy. 220 × 280 with flexible couplings & sr reverse geared to sc. shaft<br>441kW (600bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 68kW 1 × 34kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10,5kn |
| **WILKIN A. FALGOUT**<br>**Falgout Brothers Inc.**<br>Houma, La United States of America | **197**<br>134<br>— | | **1973** Bollinger Machine Shop & Shpyd Inc. —Lockport, La (87)<br>7,93 3,023<br>27,79 7,88 3,51<br>1 dk | **M Tug** | Oil<br>.............<br>Fuel (d.o.) |
| **WILKO**<br>ex Clasina-89 ex Ramsland-87<br>ex Bebko-85<br>**ANS Korntransport I**<br>Paal Wilson Management A/S<br>Bergen Norway | **790**<br>580<br>1 340 | NV | **1971** Brattvag Skipsinnredning & J. Johansens Sveiseverks.—Brattvag (27)<br>60,79 (BB) 9,50 4,317<br>54,69 9,45 5,26<br>2 dks<br>rf 241 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>2 Ha (stl) (17,9 16,8 × 7,4) ER<br>2W Der 2(5) | MWM<br>Oil 4SA 8Cy. 230 × 270<br>1 080bhp (794kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 50kW 1 × 17kW 220V 50Hz a.c.<br>Fuel (d.o.) 8,5kn |
| **WILL**<br>ex Will Everard-71<br>**P&O Containers Ltd. (P&OCL)**<br>Maldon United Kingdom | **188**<br>129<br>— | ✠Classed LR until 9/65 | **1925**-7 Fellows & Co. Ltd.—Great Yarmouth (308)<br>*29,75* 7,04 2,636<br>29,57 7,01 2,90<br>1 dk<br>R | **Aux M General Cargo Barge**<br>Spritsail | Newbury<br>Oil 4SA 6Cy. 135 × 200<br>120bhp (88kW) NE 50<br>Newbury Diesel Co. Ltd. Newbury |
| **WILL COLONNA**<br>ex Easton-73 ex West Point-72<br>ex Helen B. Moran-72<br>ex Dauntless No. 2-55<br>ex Dauntless No. 12-52<br>**River Services Inc.**<br>Wilmington, De United States of America | **140**<br>95<br>— | (AB) | **1938** Jakobson & Peterson Inc.—Brooklyn, NY (276)<br>26,22 7,37<br>25,00 7,32 3,31<br>1 dk | **M Tug** | Enterprise<br>Oil 4SA 6Cy. 405 × 510 NE 44<br>Enterprise Engine Co. San Francisco, Ca<br>Gen 1 × 25kW 120V d.c.<br>Fuel 54,0t (d.o.) |
| **WILL WATCH**<br>ex Al-Mustafa-86 ex St. Benedict-84<br>**Sealord Products Ltd.**<br>Nelson New Zealand<br>SatCom: 1663110/CTUB | **1 453**<br>677<br>1 016 | **✠100A1** SS 10/90<br>stern trawler<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL N 1⅜"U2<br>FN 1357 | **1973**-3 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (464)<br>12,76 5,335<br>65,44 12,66 8,08<br>B 11,9 1 dk, 2nd dk clear of hold<br>rf 762 conv Stern Trawler Fishing 87 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>In.1 005 | Polar M68T<br>Oil 2SA 8Cy. 500 × 700<br>2 133bhp (1 569kW)<br>British Polar Engines Ltd. Glasgow<br>db 100lbf/in² (6,9bar)<br>Gen 3 × 308kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>14,25kn |
| **WILLAPA BAY**<br>ex Algarvio-75<br>**Wallace B. Welch**<br>Portland, Or United States of America | **195**<br>132<br>— | | **1950** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*38,38* 6,23<br>2,75<br>1 dk | **M Fishing** | General Motors<br>Oil<br>500bhp (368kW)<br>General Motors Corp. U.S.A. |
| **WILLARD P. LEBEOUF**<br>**Zapata Haynie Corp.**<br>Houma, La United States of America | **555**<br>377<br>— | | **1965** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*51,03* 10,11<br>3,61 | **M Fishing** | Oil<br>1 530bhp (1 125kW)<br>.............<br>Fuel (d.o.) |
| **WILLASSEN SENIOR**<br>ex Alftafell-77 ex Gideon-70<br>**Hans Willassen**<br>Svolvaer Norway | **213**<br>88<br>224 | NV | **1967** VEB Elbewerft—Boizenburg (444)<br>33,79 7,22 2,699<br>29,60 7,19 3,81<br>1 dk<br>rf 851 BK 221 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Lister Blackstone Ltd. Stamford<br>Gen 1 × 40kW 1 × 33kW 1 × 30kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **WILLAURIE**<br>ex Willmary-80<br>**Wilfred B. Hart**<br>Nassau Bahamas | **244**<br>147<br>376 | ✠Classed LR until 3/11/82 | **1966**-11 Schps. "Hoogezand" J. Bodewes —Hoogezand (134)<br>41,76 7,73 2,293<br>39,27 7,62 2,65<br>P 6,4 RFD 7,1 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 28,0 ER<br>G.486 B.428<br>1 Ha (24,2 × 4,2) ER | MaK<br>Oil 4SA 6Cy. 240 × 350<br>290bhp (213kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 3kW 24V d.c.<br>Fuel 10,0t (d.o.) 8,5kn |
| **WILLEM**<br>**C. Vonk & Zonen**<br>Texel Netherlands | *390*<br>*117*<br>— | | **1984** Stocznia Remontowa "Nauta"—Gdynia ((415))<br>40,14 3,541<br>36,50 8,01 4,73<br>1 dk | **M Fishing**<br>Side-fishing | Deutz<br>Oil 4SA 9Cy. 240 × 280 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>2 265bhp (1 666kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 100kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **WILLEM**<br>ex Neeltje Cornelis-84<br>ex Relinquenda-79<br>ex Twee Gebroeders-72<br>**K. Pasterkamp & Zn.**<br>Urk Netherlands | **164**<br>57<br>— | | **1970** T. van den Beldt Thz. Schpsw. "Voorwaarts" —Westgraftdijk (435)<br>30,61 7,01 —<br>27,31 6,89 3,71<br>1 dk | **M Fishing**<br>Side-fishing Ref | Stork<br>Oil 4DA 8Cy. 210 × 300<br>800bhp (588kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **WILLEM ADRIANA**<br>**R. A. B. Carter**<br>Brixham United Kingdom | **160**<br>—<br>— | | **1974** T. van Duijvendijk's Scheepswerven—Alphen a/d Rijn (1352)<br>34,02 7,75 3,201<br>7,70 4,20<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Deutz RBV6M545<br>Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln |
| **WILLEM BARENTSZ**<br>ex Landsort-89 ex Holenweg-66<br>ex Johanne Becker-60<br>**Joke Wittenberg & Heine Deelstra**<br>Netherlands | **180**<br>—<br>— | (GL) | **1931** Gebr. van Diepen—Waterhuizen (789)<br>49,70 6,10 1,600<br>- 2,29<br>RQD 7,4 1 dk<br>R len 50<br>conv General Cargo 89 | **Aux M Ferry**<br>Schooner | MWM<br>Oil 4SA 4Cy. 250 × 350<br>150bhp (110kW) NE 43<br>Motorenw. Mannheim A.G. Mannheim<br>8,5kn |
| **WILLEM BEUKELSZ**<br>**Government of The Kingdom of The Netherlands**<br>'s Gravenhage Netherlands | **205**<br>51<br>75 | | **1956** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (481)<br>35,13 7,22 3,353<br>32,14 7,19 3,71<br>RW | **D-E Research/Fishing**<br>Mchy.aft | MWM<br>2 Oil 6Cy. driving 2 gen. each 97kW 180V d.c. connected to elec. motor of 240shp (177kW) (WL) & sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 50kW 220V d.c.<br>Fuel (d.o.) |

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| 7928914<br><br><br>Rdr Rt | **WILLEM F. FEENSTRA S.R.**<br><br>**Reederij Feenstra**<br>Rotterdam Netherlands | 2 000<br>—<br>200 | | **1980** Ross Co. Ltd.—New Ross (729)<br>89,52 11,36 1,201<br>87,00 11,05 2,37<br>1 dk | **TM Ferry** | Deutz<br>2 Vee Oil 4SA each 16Cy. 142 × 160 reverse reduction geared to sc. shafts<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz |
| 8211796<br>*PIPJ*<br><br>UK 158 | **WILLEM JACOB**<br><br>**A. van Urk**<br>Urk Netherlands | *209*<br>*61*<br>— | | **1983** Scheepswerf Veldthuis Groningen B.V. —Zuidbroek (311)<br>29,16 - 2,931<br>23,42 7,51 3,92<br>1 dk | **M Fishing** | Mitsubishi<br>Oil 4SA 6Cy. 160 × 180 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>588kW (799bhp)<br>Mitsubishi Heavy Industries Ltd. |
| 7321843<br><br><br>Df Esd Pfd<br>Rdr Rt | **WILLEM VAN DER ZWAN** | 564<br>263<br>— | | **1973** T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (279)<br>61,93 10,29 4,458<br>9,99 6,76<br>2 dks<br>len 80 | **M Fishing**<br>Stern Trawler | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz |
| 7111860<br>*C4VO*<br>707956<br>Pfd Rdr<br>RTm/v | **WILLEM W**<br>ex Sincerity-86<br>**Oceanhope Navigation Ltd.**<br>Limassol Cyprus | 1 596<br>1 019<br>2 824 | ✠**100A1** SS 11/86<br>✠**LMC**<br>EL O 1 5/16"U2<br>FN 1494 | **1971**-10 R. Dunston (Hessle) Ltd.—Hessle (S878)<br>85,02 12,76 5,074<br>79,25 12,65 6,20<br>P 16,8 F 6,4 1 dk<br>rf 152 | **M General Cargo**<br>2 Ho 26,8 28,6 ER<br>G.3 511 B.3 313<br>2 Ha (stl) (18,2 20,1 × 8,5) ER | Polar<br>2 Oil 4SA each 6Cy. 250 × 300 geared to sc. shaft<br>1 800bhp (1 324kW)<br>British Polar Engines Ltd.<br>Gen 2 × 55kW 415V 50Hz a.c.<br>Fuel 106,5t (d.o.) |
| 8705826<br>*PIPL*<br><br>UK 33 | **WILLEMPJE HOEKSTRA**<br><br>**Gebr. de Boer**<br>Urk Netherlands | 410<br>123<br>— | | **1987** Schpsw. Bodewes Gruno—Foxhol (261)<br>39,40 —<br>35,13 8,51 4,73<br>1 dk | **M Fishing**<br>Side-fishing Cutter | Kromhout<br>Oil 4SA 6Cy. 280 × 300<br>2 312bhp (1 701kW)<br>Stork-Werkspoor Diesel B.V. |
| 6706797<br>*Y4IP*<br><br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WILLI BREDEL**<br><br>**Rostocker Fischfang Reederei G.m.b.H.**<br>Rostock Federal Republic of Germany | 2 583<br>1 003<br>1 955 | DSRK GL | **1966** VEB Mathias-Thesen-Werft—Wismar (283)<br>87,79 14,20 5,700<br>- 14,15 9,80<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 034<br>6 Ha | Sulzer<br>Oil 2SA 8Cy. 480 × 720<br>2 245kW (3 052bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 2 × 800kW 1 × 400kW 220/380V a.c. 1 × 300kW 220/440V a.c. 1 × 72kW 220/380V a.c.<br>Controllable pitch propeller |
| 7814577<br>*WYB7321*<br>604374<br>Esd Gc Rdr Rt | **WILLI TIDE**<br><br>**Tidewater Resources Inc.**<br>Tidewater Marine Service Inc.<br>New Orleans, La United States of America | 283<br>192<br>700 | AB | **1979** Halter Marine Inc.—Moss Point, Ms (773)<br>56,39 3,658<br>51,85 12,20 4,27<br>F 20,2 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>E (p) made54 reconditioned & fitted1/79<br>General Motors Corp. Electro-Motive Div.<br>E (s) made60 reconditioned & fitted1/79<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 1150kW<br>Thw. thrust propeller fwd |
| 7948433<br><br>615155 | **WILLIAM & LAUREN**<br>ex Ella & Josie-90<br>**F/V William & Lauren Inc.**<br>Wilmington, De United States of America | 116<br>79<br>— | | **1979** ..............Panama City, Fl<br>*19,63* 6,71<br>3,26<br>1 dk | **M Fishing** | Oil<br>450bhp (331kW) |
| 5390163<br>*WB4504*<br>225045<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WILLIAM A. REISS**<br>ex John A. Topping-35<br>**Oglebay Norton Co.**<br>Wilmington, De United States of America | 10 849<br>8 631<br>18 488<br>T/cm<br>30,7 | AB | **1925** Great Lakes Eng. Works—River Rouge, Mi (251)<br>189,49 18,95 8,287<br>183,24 18,90 12,04<br>1 dk<br>R deepened 63 | **S Bulk Carrier**<br>4 Ho 32,0 36,5 36,5 31,0 ER<br>G.18 870<br>18 Ha (stl) (each 3,6 × 12,1) ER<br>12P | 2 S Turb dr geared to sc. shaft<br>5 500shp (4 046kW) NE /53<br>De Laval Steam Turbine Co.<br>Gen 2 × 300kW 1 × 100kW<br>Thw. thrust propeller fwd<br>Fuel 404,5t (o.f.) |
| 5390187<br>*WD6050*<br>220054<br>Rdr Rt | **WILLIAM A. WHITNEY**<br><br>**Tug Killarney Inc.**<br>Detroit, Mi United States of America | 145<br>47<br>— | | **1920** Whitney Bros. Co.—Superior, Wi (61)<br>32,77 7,35<br>30,79 7,32 3,81<br>R | **M Tug** | Fairbanks, Morse<br>Oil 4SA 10Cy. 206 × 254<br>NE 77<br>Fairbanks, Morse (Canada) Ltd. |
| 5412363<br>*C6L2010*<br>702274<br>Df Esd Rdr<br>RTm/h | **WILLIAM ALBURY**<br>ex Melinda-87 ex Linda-86<br>ex Belinda-84 ex Denzo-81<br>ex Dubhe-79 ex Lloyd-74<br>**Haydock Holdings Ltd.**<br>Nassau Bahamas | 489<br>294<br>1 070 | ✠Classed LR until 25/2/87<br>GL | **1963**-3 N.V. Schps. Gebr. van Diepen —Waterhuizen (973)<br>68,64 10,32 3,958<br>62,51 10,20 6,15<br>F 7,7 1 dk & S dk<br>RW rf nil | **M General Cargo**<br>1 Ho 41,0 ER<br>G.2 051 B.1 889<br>2 Ha (each 14,3 × 5,4) ER<br>4W Der 4(3)<br>OSD | Brons<br>Vee Oil 2SA 12Cy. 220 × 380 reverse geared to sc. shaft<br>900bhp (662kW)<br>Appingedammer Brons<br>Gen 1 × 15kW 2 × 10kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 5390199<br>*GFXS*<br>166716<br>BM 137<br>Df Esd Pfd<br>RTm | **WILLIAM ALLEN**<br>ex Ala-56<br>**P. M. Tree**<br>Brixham United Kingdom | 118<br>58<br>— | | **1944** Rowhedge Ironworks Co. Ltd.—Rowhedge<br>*28,20* 6,86 3,353<br>...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Crossley<br>Oil 4Cy. 265 × 345<br>240bhp (177kW)<br>Crossley Bros. Ltd.<br>Gen 2 × 220kW<br>Fuel (d.o.) |
| 5390321<br>*GBNE*<br>300781<br>RTm | **WILLIAM BRICE**<br><br>**Hall Dredging Ltd.**<br>London United Kingdom | 132<br>53<br>193 | | **1958** J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1171)<br>27,67 6,53<br>25,91 6,41 2,67<br>1 dk<br>rf nil | **M General Cargo**<br>1 Ho 11,2 ER<br>B.160<br>1 Ha (11,2 × 4,2) ER | Kelvin<br>Oil 4SA 4Cy. 152 × 229<br>88bhp (65kW)<br>Bergius Co. Ltd.<br>Fuel 1,0t (d.o.) |
| 5322623<br>*WD5901*<br>254168<br>Rdr Rt | **WILLIAM C. SELVICK**<br>ex Sherman H. Serre-77<br>**Selvick Marine Towing Corp.**<br>Milwaukee, Wi United States of America | 142<br>97<br>— | (AB) | **1944** Platzer Boat Works—Houston, Tx (128)<br>25,91 7,01 2,744<br>24,67 6,99 3,15<br>1 dk<br>BK 76 | **M Tug**<br>1W | Oil 2SA 6Cy. 320 × 405<br>Clark Bros. Co.<br>Fuel 56,0t |
| 7801661<br>*D5OE*<br>6491<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WILLIAM E. MUSSMAN**<br><br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberia<br>SatCom: 1241730/DHOE | 43 428<br>29 762<br>81 273<br>T/cm<br>90,4 | AB | **1979** Mitsubishi Heavy Industries Ltd.—Nagasaki (1845)<br>232,49 (BB) 44,05 12,101<br>220,02 44,01 18,62<br>2 dks<br>rf nil Bow/CM 109 Diam. 0,406 MH 1,5 | **M Tanker**<br>COW IGS SBT<br>10 Ta ER<br>L.(oil) 92 205<br>3 Cargo pumps total 6 000T/hr<br>CSD HeCls. BC | Sulzer<br>Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 700kW a.c.<br>Fuel 4 851,5t (d.o.)-71,0pd |
| 7119410<br>*UIIE*<br>M-31025<br>Df Esd Gc<br>Pfd Rdr Rt | **WILLIAM FOSTER**<br><br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | T.Mk<br>**5 697**<br>3 092<br>—<br>**9 323**<br>5 378<br>13 150 | RS | **1971** VEB Warnowwerft Warnemuende —Warnemuende (322)<br>151,39 20,35 8,960<br>140,01 20,30 10,85<br>P -F - 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 19,0 20,5 20,5 20,5 20,5 ER 19,0 6 TwD<br>G.18 803 B.17 611<br>TEU 104 C.Ho 94/20' C.Dk 10/20'<br>5 Ha (stl) (9,5 × 9,6) (12,1 12,1 12,1 × 11,7) ER (10,4 × 9,9)<br>4W Cr 6(5) Der 1(60) 4(5-8) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 368kW<br>Fuel 370,0t (d.o.) 1 183,5t (hvf) |
| 7619939<br>*WC3117*<br>257673<br>Rdr Rt | **WILLIAM GUY**<br>ex W. A. Wansley-81<br>**Wesley T. Corp.**<br>Galveston, Tx United States of America | 148<br>41<br>— | | **1949** Alexander Shipyards Inc.—New Orleans, La<br>7,62 —<br>27,01 7,57 3,36<br>1 dk | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 216 × 254<br>General Motors Corp.<br>Fuel (d.o.) |

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|---|---|---|---|---|---|
| **WILLIAM HENRY II**<br>**R. Mitchelmore**<br>Dartmouth United Kingdom | *110*<br>—<br>— | ✠**100A1**<br>trawler<br>**LMC**<br>EL 138,7/18,0U2<br>FN 209 | **1989**-1 Schpsw. "Friesland" B.V.—Lemmer ((123))<br>22,51 6,80 3,201<br>19,50 6,70 4,00<br>P 6,0 F 3,9 1 dk<br>rf - BK 200 | **M Fishing**<br>Side Trawler Crab | Kelvin TBSC8<br>Oil 4SA 8Cy. 165 × 184 with clutches & dr reverse geared to sc. shaft<br>394kW (536bhp)<br>Kelvin Diesels Ltd., GEC Diesels Glasgow<br>Gen 2 × 104kW 1 × 18kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **WILLIAM J. DUGAN**<br>ex John F. Drews-67 ex Calumet<br>ex Tioga<br>**Dunbar & Sullivan Dredging Co.**<br>Detroit, Mi United States of America | **124**<br>83<br>— | | **1894** .............Buffalo, NY<br>6,71<br>28,81 3,36<br>R | **M Tug** | General Motors<br>Oil 2SA 12Cy. 216 × 254<br>NE 50<br>General Motors Corp. La Grange, Illinois<br>Fuel 28,5t |
| **WILLIAM J. SUTTON**<br>ex Hickory Knoll<br>**Government of The United States of America (Department of Commerce)**<br>United States of America | **3 834**<br>2 124<br>5 113 | (AB) | **1945** Consolidated Steel Corp.—Wilmington, Ca (1316)<br>103,23 15,27 7,138<br>97,95 15,24 8,84<br>P 27,5 F 11,6 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>4 Ho 13,0 24,0 20,5 9,3 ER<br>B.6 711 In.255<br>4 Ha (6,1 12,3 12,3 × 6,1) (2,7 × 2,4) ER<br>16W | Nordberg<br>Oil 2SA 6Cy. 545 × 735<br>1 700bhp (1 250kW)<br>Nordberg Manufacturing Co. St. Louis, Mo<br>Gen 2 × 250kW 230V d.c.<br>Fuel 990,5t 10kn |
| **WILLIAM L. COLNON**<br>ex Polar 2-85 ex Tara Lynn S.-84<br>**Great Lakes Dredge & Dock Co.**<br>New York, NY United States of America | **198**<br>143<br>— | AB | **1975** Main Iron Works Inc.—Houma, La (289)<br>11,59 5,639<br>39,15 11,56 6,08<br>1 dk | **TM Tug**<br>Ice strengthened | General Motors 16-645-E5<br>2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>Fuel 560,0t (d.o.) 13kn |
| **WILLIAM R. GRACE**<br>**Oswego Chemical Carriers Corp.**<br>Marine Transport Lines Inc.<br>Monrovia Liberia<br>SatCom: 1241220/WMRG | **9 954**<br>6 143<br>10 922<br>T/cm<br>25,1 | AB | **1964** Verolme Dok & Schpsb.—Rozenburg (676)<br>156,47 21,21 7,506<br>142,65 21,19 12,50<br>P 8,9 F 17,1 1 dk<br>RW rf nil Bow/CM 48 Diam. 0,305 | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta (C.mn.stl) ind rectangular vert ER<br>L.(gas) 12 976<br>4 Cargo pumps total 1 272T/hr | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 465kW<br>Fuel 172,5t (d.o.) 1 170,5t (hvf)-29,5pd 17kn |
| **WILLIAM R. ROESCH**<br>**Continental Illinois Bank with Union Commerce Bank (Cleveland) as Trustee**<br>Oglebay Norton Co.<br>Cleveland, Oh United States of America<br>SatCom: 1501507/WMRR | **9 639**<br>5 700<br>19 786<br>T/cm<br>35,8 | AB | **1973** American SB. Co.—Lorain, Oh (901)<br>192,03 20,78 7,744<br>185,93 20,73 11,26<br>P 24,7 F 12,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Self-unloader<br>4 Ho 32,9 36,5 36,5 27,4 ER<br>Ore 19 800<br>17 Ha (stl) (each 3,3 × 12,1) ER | Alco 16V251E<br>2 Vee Oil 4SA each 16Cy. 229 × 267 reverse reduction geared to sc. shaft<br>5 600bhp (4 119kW)<br>Alco Engine Inc. Auburn, NY<br>Gen 2 × 915kW a.c. 1 × 800kW a.c.<br>Thw. thrust propeller fwd<br>14kn |
| **WILLIAM SHAKESPEARE**<br>**Marisol Commercial Inc.**<br>Panama Panama | **9 305**<br>6 765<br>15 328 | GL | **1978** Bremer Vulkan A.G.—Bremen-Vegesack (1018)<br>141,94 21,04 9,060<br>134,02 21,01 12,32<br>P 27,8 F 11,6 1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 19,8 26,3 26,3 26,3 ER<br>G.20 929 B.20 365 HeCls. B<br>TEU 358<br>C.Ho 252/20' (40') C.Dk 106/20' (40')<br>4 Ha (stl) (13,1 × 12,0) (19,3 19,3 19,3 × 13,5) ER<br>4W Der 1(40) 3(22) | MAN 6L52/55A<br>Oil 4SA 6Cy. 520 × 550 reduction geared to sc. shaft<br>4 656kW (6 330bhp)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 137,0t (hvf) 14,5kn |
| **WILLIAM T**<br>ex Petrel-83 ex Falcon ex Tanforan<br>**Buri Maritime Corp.**<br>Panama Panama | **192**<br>131<br>— | | **1961** Burton Construction & SB. Corp.—Port Arthur, Tx (307)<br>10,37 2,617<br>42,83 10,32 3,20<br>1 dk<br>rf 152 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Oil 2SA each 8Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **WILLIAM TIDE**<br>Launched as Petromar Titan<br>**Tidewater Grand Isle Inc.**<br>Tidewater Marine Service Inc.<br>Morgan City, La United States of America<br>SatCom: 1504214/TIDE | **264**<br>180<br>1 200 | AB | **1983** Halter Marine Inc.—New Orleans, La (1078)<br>58,53 12,20 3,928<br>52,63 12,18 4,58<br>F 17,1 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | General Motors 12-645-E7B<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>12kn |
| **WILLIAMSBURGH**<br>**Wilmington Trust Co., as Trustee**<br>Texaco Marine Services Inc.<br>Wilmington, De United States of America | **103 812**<br>90 743<br>228 701<br>T/cm<br>133,2 | AB | **1974** Seatrain SB. Corp.—Brooklyn, NY (101)<br>333,66 43,79 21,441<br>322,03 43,74 27,74<br>1 dk<br>rf 152 Bow/CM 163 Diam. 0,510 MH 1,5 | **S Tanker**<br>15 Ta ER<br>L.(oil) 263 147<br>4 Cargo pumps total 16 208T/hr | 2 S Turb dr geared to sc. shaft<br>50 000shp (36 778kW)<br>Delaval Turbine Inc. Trenton, NJ<br>Gen 2 × 1750kW a.c.<br>Fuel 10 032,5t (o.f.) 17,5kn |
| **WILLIE B**<br>ex Saetre-87 ex Aga-71<br>**Deanand Harnarine & Tulsie Persaud Bissessar**<br>Kingstown St. Vincent and the Grenadines | **457**<br>246<br>610 | **100A1** SS 7/90<br>**LMC**<br>EL H 339,0/26,0U1<br>FN 556<br>(NV) | **1961** C. Luehring Schiffswerft GmbH & Co. KG —Brake/Unterweser (6013)<br>52,25 8,54 3,156<br>46,49 8,49 3,46<br>P 14,0 F 8,0 1 dk<br>RW rf - | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.906<br>1 Ha (19,9 × 4,9) ER<br>2W Der 2(3) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>412kW (560bhp)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 36kW 220V d.c.<br>Fuel 27,5t (d.o.) |
| **WILLING**<br>ex Sanshin Pearl-78<br>ex Tamashima Maru-74<br>**Thai Argo Navigation Co. Ltd.**<br>Bangkok Thailand | **4 930**<br>2 881<br>7 812 | (BV) (NK) | **1957** Hitachi Zosen—Mukaishima (3821)<br>120,73 16,74 7,341<br>112,07 16,69 9,10<br>P 8,0 B 21,1 F 9,5 1 dk, pt 2nd dk | **M General Cargo**<br>4 Ho<br>G.10 212 B.9 402<br>4 Ha (10,1 17,4 12,5 10,4 × 6,5)<br>10W Der 4(10) 6(5) | B&W 6-50VTBF-110<br>Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 80kW 450V a.c.<br>Fuel 755,0t-9,5pd 15,5kn |
| **WILLING BOYS**<br>ex Pimar-81<br>**Pimar Fisheries Ltd.**<br>Plymouth United Kingdom | **197**<br>112<br>— | BV | **1972** Ast. Gondan—Puerto de Figueras (64)<br>29,24 7,04 2,998<br>25,02 7,00 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | M.T.M.<br>Oil 4SA 6Cy. 295 × 420<br>750bhp (552kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 82,0t (d.o.) 11kn |
| **WILLOWGARTH**<br>**Cory Towage Ltd.**<br>Liverpool United Kingdom | *392*<br>*117*<br>— | ✠**100A1**<br>tug<br>✠**LMC** **UMS**<br>EL (H) 330,0/30,0U2<br>FN 387 | **1989**-7 Richards (Shipbuilders) Ltd.—Lowestoft (580)<br>31,60 9,54 4,050<br>27,10 9,50 4,80<br>RFD 6,8 1 dk<br>rf - | **TM Tug**<br>Fire-fighting | Ruston 6RK270<br>2 Oil 4SA each 6Cy. 270 × 305 with clutches, flexible couplings & dr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 3 × 80kW 440V 50Hz a.c.<br>2 Directional propellers<br>12kn |
| **WILLOWGLEN**<br>ex Joseph X. Robert-82 ex Lehigh-81<br>Launched as Mesabi<br>**Parrish & Heimbecker Ltd.**<br>Hamilton, Ont. Canada | **9 032**<br>5 760<br>16 805<br>T/cm<br>30,0 | AB | **1943** Great Lakes Eng. Works—River Rouge, Mi (295)<br>189,16 18,37 7,471<br>184,11 18,29 10,67<br>F 15,9 1 dk<br>RW rf 76 | **S Bulk Carrier**<br>4 Ho ER<br>G.17 524<br>18 Ha (stl) (each 3,3 × 11,5) ER | T 3Cy. 610 1045 & 1727 x 1067<br>2 500ihp (1 839kW)<br>NE<br>Gt. Lakes Eng. Works Ashtabula, Oh<br>Gen 2 × 100kW 1 × 60kW<br>Fuel 261,0t (o.f.) 13kn |

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| **8606006**<br>*OU4096*<br>815<br>Df Esd Gc<br>Rdr Rt | **WILLY**<br>**I/S ELSAM**<br>Odense Denmark | *4 744*<br>*2 205*<br>9 100 | **✠100A1**<br>barge<br>non—perishable cargo<br>Kattegat and Baltic Sea<br>service including Hamburg<br>via the Kiel canal<br>(Holtenau — Brunsbuttel)<br>also to Tallinn whilst<br>unmanned<br>Ice Class 3<br>EL (R) 175,0/38,0<br>FN 2841 | **1987**-2 Odense Staalskibsvaerft A/S—Lindo (577)<br>101,02 19,03 7,495<br>97,90 19,00 10,01<br>1 dk<br>rf nil | **General Cargo Barge** | Gen 1 × 346kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **8007092**<br>*DIGM*<br>Df Esd Gc<br>Rdr RTm/h/v | **WILLY**<br>ex Gerhard-88<br>**Horst-Eberhard Eberhardt**<br>Carl F. Peters<br>Hamburg Federal Republic of Germany | *3 070*<br>*1 559*<br>5 238 | GL | **1981** Kroegerwerft G.m.b.H.—Rendsburg (1503)<br>105,75 15,14 5,660<br>100,59 15,02 5,80<br>2 dks<br>len 85 | **M Tanker**<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 6 787<br>4 Cargo pumps total 1 100T/hr | MWM<br>Oil 4SA 6Cy. 360 × 450 sr geared to sc. shaft<br>2 475bhp (1 821kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 65,5t (d.o.) 76,0t (hvf)-8,0pd |
| **8502145**<br>*PIQG*<br>22282<br>Esd Gc Pfd<br>Rdr RTv | **WILLY**<br>**Evert Bays C.V.**<br>Texel Netherlands | *851*<br>*490*<br>1 281 | BV | **1986** B.V. Scheepswerf "Ferus Smit"—Foxhol (242)<br>64,22 3,331<br>60,03 10,51 4,02<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 837 B.1 794<br>1 Ha (stl) (40,8 × 8,0) ER | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches,<br>couplings & sr geared to sc. shaft<br>775bhp (570kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 44kW a.c. 1 × 25kW a.c. |
| **9013919**<br>*PIQM*<br>24048<br>UK 153<br>Df Esd Gc<br>Pfd Rdr Rt | **WILLY**<br>**Orion B.V.**<br>Urk Netherlands | **421**<br>—<br>— | | **1990** Mach. Fab. Maaskant B.V.—Stellendam (470)<br>40,11 (BB) -<br>35,25 8,50 4,70<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref | Deutz<br>Oil 4SA 9Cy. 240 × 280 with flexible coupling<br>reduction geared to sc. shaft<br>1 470kW (1 998bhp)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 100kW a.c.<br>Thw. thrust propeller fwd |
| **7604908**<br>1042 | **WILLY**<br>**P.T. T.O.B. Shipping Co.**<br>Jakarta Indonesia | **103**<br>68<br>— | (KI) | **1964** PT. Adiguna Sb & Eng.—Tanjung Priok<br>... ... ...<br>25,96 5,54 1,81<br>1 dk | **M Tanker** | Yanmar<br>Oil 4SA 4Cy. 120 × 135<br>120bhp (88kW) E made62 fitted64<br>Yanmar Diesel Engine Co. Ltd. |
| **9033878**<br>*PIOY*<br>24367<br>Df Esd Gc<br>Rdr RTv | **WILLY 2**<br>**Evert Bays C.V.**<br>Texel Netherlands | *1 189*<br>*712*<br>1 980 | BV (Class cont.) | **1991** Scheepswerf en Reparatiebedrijf "Harlingen" B.V.—Harlingen (96)<br>64,78 - 4,400<br>60,00 11,40 5,00<br>1 dk | **M General Cargo** | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 geared to sc. shaft<br>955kW (1 298bhp)<br>Caterpillar Inc. |
| **7425302**<br>*HOGV*<br>6806-76A<br>Df Esd Gc<br>Pfd Rdr Rt | **WILMA**<br>ex Vortex Mariner-87<br>**Wilma International Shipping S.A.**<br>Panama Panama | **6 749**<br>4 860<br>11 614 | NK | **1976** Imabari Zosen—Imabari (352)<br>123,32 (BB) 20,53 8,102<br>115,02 20,52 10,62<br>P 24,1 F 12,2 1 dk | **M General Cargo**<br>G.15 369 B.14 305<br>2 Ha (32,6 32,3 × 11,2) ER<br>Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 224kW 440V 60Hz a.c.<br>Fuel 78,5t (d.o.) 761,5t (hvf)-21,0pd |
| **8325535**<br>*PIQT*<br>24364<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WILMA**<br>ex Conex-90<br>**Rederij Wilma Shipping Co.**<br>Vertom Scheepvaart en Handelsmaatschappij B.V.<br>Delfzijl Netherlands | *4 365*<br>*2 585*<br>6 300 | AB | **1985** Sedef Gemi Endustrisi A.S.—Gebze (51)<br>(BB) 6,701<br>97,29 16,62 8,62<br>P 21,4 F 7,4 1 dk<br>rf nil | **M General Cargo**<br>2 Ho each 36,4 ER<br>G.8 930 B.8 585<br>TEU 188<br>C.Ho 108/20' (40') C.Dk 80/20' (40')<br>2 Ha (stl) (each 25,3 × 12,8) ER<br>4W Der 2(8) 2(4) | Hanshin<br>Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 1 × 224kW a.c. 2 × 208kW a.c.<br>Controllable pitch propeller |
| **8511940**<br>*P3EY2*<br>708138<br>Df Esd Gc<br>Rdr Rt | **WILMA**<br>**Fors Maritime Co. Ltd.**<br>Hartmann Schiffahrts G.m.b.H. & Co. KG<br>Limassol Cyprus | *1 939*<br>*1 073*<br>2 859 | GL | **1986** Scheeps. Damen B.V.—Bergum (8233)<br>89,03 4,333<br>85,30 12,51 6,35<br>F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 63,3 ER<br>G.3 935 B.3 886<br>TEU 158 C. 158/20' (40')<br>1 Ha (stl) (63,3 × 10,1) ER | Deutz<br>Oil 4SA 6Cy. 240 × 280 sr geared to sc. shaft<br>1 630bhp (1 199kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 200kW 220/380V a.c.<br>Thw. thrust propeller fwd<br>Fuel 202,0t (d.o.) 15,0t |
| **7367794**<br>*PIQN*<br>24291<br>UK 88<br>Df Esd Gc<br>Pfd Rdr Rt | **WILMA**<br>**Noordzeevisserijbedrijf Wilma B.V.**<br>Urk Netherlands | *282*<br>*87*<br>— | | **1974** Scheepswerf Metz—Urk (37)<br>39,83 7,80 3,110<br>36,06 7,70 4,15<br>1 dk<br>len 80 | **M Fishing**<br>Side-fishing<br>Mchy.aft | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau |
| **7937989**<br>*HO5432*<br>11260-81<br>Rt | **WILMA I**<br>ex Wilma-81 ex Evelyn Collins-78<br>**Planta Trust Co.**<br>Panama Panama | **196**<br>133<br>— | | **1968** Nolty J. Theriot Inc.—Golden Meadow, La (23)<br>... ... ...<br>29,11 8,23 3,66<br>1 dk | **M Tug** | Oil |
| **8835906**<br>*OPFX* <br>Df Esd Gc<br>Rdr Rt | **WILMAR**<br>**Wilmar P.V.B.A.**<br>Oostende Belgium | **207**<br>—<br>— | | **1988** Scheepswerven Seghers N.V.—Oostende<br>25,94 - —<br>-<br>1 dk | **M Fishing**<br>Stern Trawler | Caterpillar<br>Oil<br>519kW (706bhp)<br>Caterpillar Inc. |
| **7700960**<br>*LASQ2*<br>N-00557<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WILMASTER**<br>ex John Gorgias-89 ex Maya-88<br>ex Selva-87 ex Oriental Forest-84<br>**Awilco Shipping A/S**<br>Anders Wilhelmsen & Co. ANS<br>Oslo Norway (NIS) | **21 926**<br>12 983<br>36 416 | NK NV | **1977** Imabari Zosen—Marugame (1058)<br>189,31 (BB) 10,864<br>178,00 27,60 15,20<br>P 30,5 F 12,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.48 846 B.46 488<br>5 Ha (17,6 × 13,7) (18,3 18,3 18,3 18,3 × 15,5) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>8 385kW (11 399bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 400kW 1 × 200kW 450V 60Hz |
| **5275911**<br>*WA9480*<br>241108<br>Df Rdr Rt | **WILMINGTON**<br>ex Thomas Point ex Peter Moran-65<br>**McAllister Towing of Wilmington**<br>Wilmington, De United States of America | **212**<br>69<br>— | (AB) | **1941** Pennsylvania Shipyards Inc.—Beaumont, Tx (251)<br>32,01 7,65 3,731<br>30,48 7,62 4,12<br>1 dk<br>BK 114 | **D-E Tug** | General Motors<br>Vee Oil 2SA 12Cy. 216 × 267 driving gen.<br>connected to elec. motor & sr geared to sc.<br>shaft<br>General Motors Corp.<br>Gen 2 × 30kW<br>Fuel 100,5t |
| **8714982**<br>*ELND9*<br>9320<br>Df Esd Gc<br>Rdr RTm/v<br>AMVER | **WILOMI ALTA**<br>**Mendala II Transport Inc.**<br>OMI Corp.<br>Monrovia Liberia<br>SatCom: 1243375/WITA | *76 992*<br>*42 305*<br>133 300 | AB | **1990** Mitsubishi Heavy Industries Ltd.—Nagasaki (2021)<br>274,30 (BB) 43,23 —<br>266,18 43,20 23,80<br>1 dk<br>Bow/CM 140 Diam. 0,400 | **M Tanker**<br>COW IGS SBT<br>10 Ta ER<br>L.(oil) 168 610<br>3 Cargo pumps total 10 500T/hr | Sulzer<br>Oil 2SA 6Cy. 720 × 2500<br>10 360kW (14 085bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 286,09t (d.o.) 2 659,42t (hvf)-52,3pd |
| **6504034**<br>*V2PB*<br>2501<br>Df Esd Gc<br>Rdr RTm/h/v | **WILOWE**<br>ex Energy-88 ex Geseke-87 ex Rewi-85<br>ex Achilles-78<br>**Sevenway Shipping Co. Ltd.**<br>St. John's Antigua & Barbuda | T.Mk<br>**493**<br>297<br>1 205 | GL | **1964** Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (13362)<br>72,80 11,54 3,571<br>67,26 11,43 6,30<br>F 5,8 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 16,2 19,8 ER<br>G.3 176 B.2 828<br>2 Ha (stl) (16,2 19,8 × 6,7) ER<br>Cr 1(5) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 176kW 230/400V<br>Fuel 66,5t (d.o.) |

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| **WILRIDER**<br>ex Consensus Sun-92<br>ex Manila Prime-89 ex Union Peace-88<br>**K/S Consensus Sun**<br>Det Nordenfjeldske D/S AS<br>Oslo Norway (NIS) | *17 054*<br>*10 342*<br>28 097 | AB | **1984** Hitachi Zosen—Innoshima Works, Innoshima (4767)<br>178,21 (BB) 23,14 10,610<br>167,21 23,11 14,58<br>P 29,6 F 11,6 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho ER<br>G.38 584 B.33 651<br>5 Ha (stl) ER<br>Cr 4(25) | Sulzer 6RTA58<br>Oil 2SA 6Cy. 580 × 1700<br>9 600bhp (7 061kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 440kW<br>16,75kn |
| **WILSON**<br>**Wilson Navigation Co. S.A.**<br>Wayson Shipping Enterprises Co. Ltd.<br>Panama Panama | *2 818*<br>*1 786*<br>5 151 | NK | **1985** K.K. Imai Seisakusho—Iwagi (246)<br>93,60 (BB) 6,138<br>86,87 16,01 7,62<br>P 22,9 F 7,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 251 B.5 571<br>2 Ha (stl) (17,5 31,8 × 8,5) ER<br>Der 1(30) 2(15) | Hanshin 6EL38<br>Oil 4SA 6Cy. 380 × 760<br>2 800bhp (2 060kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 160kW a.c.<br>11,5kn |
| **WILSONS PRIDE**<br>**Geoffrey Brucewood & others**<br>*Melbourne, Victoria* Australia | **114**<br>77<br>— | | **1973** Wilson Bros.—Port Cygnet, Tas.<br>*20,61* 6,81<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Gardner<br>Oil 4SA 8Cy. 121 × —<br>L. Gardner & Sons Ltd. Manchester<br>Fuel (d.o.) 10,5kn |
| **WILTON**<br>**Tees & Hartlepool Port Authority**<br>Middlesbrough United Kingdom | *345*<br>*103*<br>84 | **✠100A1** SS 7/87<br>Tees Bay & approaches service in an area bounded 7 miles north to 5 miles south of River Tees with occasional voyages to Whitby & the River Tyne & not more than 5 miles offshore<br>**✠LMC**<br>EL G 302,5/20,5U2(a)<br>FN 478 | Lch.**1982** George Brown & Co. (Marine) Ltd. —Greenock (286)<br>Cmpl.**1983**-7 Tees & Hartlepool Port Authority —Greenock<br>40,54 9,68 1,931<br>37,01 9,25 3,66<br>1 dk | **TM Buoy Tender**<br>Mchy.aft<br>Cr 1(20-30) | Polar F26R-D<br>Oil 4SA 6Cy. 250 × 300 driving hydraulic pumps powering prop. units<br>1 200bhp (883kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 1 × 150kW 1 × 42kW 415V 50Hz a.c.<br>2 Directional propellers , 1 fwd<br>Fuel 47,0t (d.o.) 8,5kn |
| **WILTSHIRE**<br>**Bibby Transport Ltd.**<br>Bibby International Services (IOM) Ltd.<br>Hong Kong Hong Kong (British) | *10 306*<br>*3 305*<br>12 518 | **✠100A1** CS 5/88<br>liquefied gas carrier<br>Propane, propylene, butane, butadiene, butylene or anhydrous ammonia in independent tanks, max pressure 0,27bar, min. temp. minus 50°C.<br>Ice Class 3<br>**✠LMC UMS**<br>**✠Lloyd's RMC (LG)**<br>EL A† 2$\frac{3}{16}$"U2<br>FN 4797 | **1968**-9 Swan Hunter & Tyne S.Bs. Ltd. (Hawthorn Leslie)—Hebburn (766)<br>151,70 21,39 8,230<br>141,74 21,34 12,50<br>P 27,5 F 17,7 1 dk<br>rf 178 DK fwd | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>3 Ta (stl) ind prismatic ER<br>L.(gas) 15 495 HeCls. B | Doxford 76JS6C<br>Oil 2SA 4Cy. 760 × 2180<br>8 380bhp (6 164kW)<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>2 AuxB (1 o.f. 1 ex.g) 121lbf/in$^2$ (8,4bar)<br>Gen 4 × 346kW 440V 60Hz a.c.<br>Fuel 1 194,0t (hvf) 16kn |
| **WIN SHUN SHING**<br>ex Dairyo Maru-88<br>**Win Shu Fishery Co. Ltd.**<br>China*<br>SatCom: 1350212/BECS | **2 955**<br>1 538<br>3 742 | (NK) | **1973** Shikoku Dockyard Co. Ltd.—Takamatsu (764)<br>100,01 (BB) 15,83 6,325<br>92,00 15,80 8,41<br>P 26,6 F 11,9 1 dk, pt 2nd dk<br>RW | **M Refrigerated Cargo**<br>3 Ho ER 1 TwD<br>In.3 547<br>3 Ha (stl) (each 4,8 × 5,0)<br>6W Der 2(5) 4(3) | Mitsubishi 6UEC52/105C<br>Oil 2SA 6Cy. 520 × 1050<br>5 400bhp (3 972kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 360kW 445V 60Hz a.c.<br>Fuel 157,5t (d.o.) 614,5t (hvf)-24,0pd 15,5kn |
| **WINANGUN**<br>ex Kokuho Maru No. 2<br>**P.T. Mustika Segara Perkasa**<br>Jakarta Indonesia | **998**<br>609<br>2 178 | KI | **1974** Okayama Zosen K.K.—Hinase (245)<br>72,54 11,00 5,106<br>67,01 10,98 5,57<br>1 dk<br>RW | **M Tanker**<br>Chemical<br>Mchy.aft | Yanmar 6ZL-UT<br>Oil 4SA 6Cy. 280 × 340<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **WINCHESTER**<br>ex Lady Janice-82<br>**Usen Fisheries (1983) Ltd.**<br>Charlottetown, P.E.I. Canada | **434**<br>224<br>— | ✠Classed LR until 3/74 | **1970**-4 Fishermen's Loan Board of P.E.I. —Georgetown, P.E.I. (21)<br>39,10 8,64<br>34,07 8,54 5,24<br>F 14,7 1 dk<br>rf 610 BK 152 | **M Fishing**<br>Stern Trawler | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 sr geared to sc. shaft<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>10kn |
| **WINCO TRADER**<br>ex Sira Trader-90 ex Paper Trader-87<br>ex Nornews Service-84 ex Deneb-74<br>**Winco Maritime Ltd.**<br>Kingstown St. Vincent and the Grenadines | *1 944*<br>*811*<br>1 402 | NV | **1969** Kleven M/V A/S—Ulsteinvik (19)<br>85,50 12,55 4,201<br>82,20 12,54 6,86<br>P 13,2 F 9,8 2 dks<br>rf nil len 74 | **M General Cargo**<br>Pallets<br>Side door (p) Ice strengthened<br>2 Ho ER<br>B.3 308<br>2 Ha (stl) (19,2 17,4 × 10,5) ER<br>2W Cr 1(5) Der 2(5) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 128kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 97,5t (d.o.)-7,5pd 14kn |
| **WIND CHALLENGER**<br>ex Petrobulk Raider-89<br>**Wind Challenger K/S**<br>Wind Management AS<br>Oslo Norway (NIS)<br>SatCom: 1310675/LAZO | *18 023*<br>*10 098*<br>29 998<br>T/cm<br>38,0 | NV (NK) | **1987** Minami-Nippon Zosen K.K.—Usuki (601)<br>167,00 (BB) 27,43 10,262<br>158,00 27,40 15,55<br>1 dk<br>Bow/CM 86 Diam. 0,254 MH 0,9 | **M Tanker**<br>IGS SBT<br>5 Ta 10 Wing Ta ER<br>L.44 392<br>4 Cargo pumps total 3 000T/hr | B&W 6S50MC<br>Oil 2SA 6Cy. 500 × 1910<br>6 664kW (9 060bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 343kW 450V 60Hz a.c.<br>Fuel 153,6t (d.o.) 1 637,0t (hvf)-24,4pd 14,3kn |
| **WIND EAGLE**<br>ex Intrepide-83 ex Dover-81<br>ex Anneli-80 ex Ann-Louise-77<br>ex Sudersand-76 ex Gunnevi-74<br>ex Kungsvik-72 ex Intrepide-63<br>**Cedar Cove Ltd.**<br>Bo Froland | **492**<br>277<br>828 | ✠Classed LR until 6/9/89 | **1958**-5 N.V. Bodewes Schps.—Martenshoek (437)<br>57,10 8,97 3,493<br>51,85 8,91 3,84<br>P 14,7 F 8,9 1 dk<br>RW rf 76 | **M General Cargo**<br>1 Ho 33,9 ER<br>G.1 036 B.980<br>2 Ha (each 13,3 × 4,7) ER<br>2W Der 2(3) | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>416kW (566bhp) NE 10/80<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 33,5t (d.o.) 10kn |
| **WIND RIVER**<br>ex Leopold Theriot-91<br>**Marine Asset Management Corp.**<br>Trico Marine Inc.<br>Golden Meadow, La United States of America | **190**<br>·129<br>— | | **1979** Universal Iron Works—Houma, La (155)<br>3,429<br>50,30 12,20 3,97<br>1 dk | **TM Supply Ship**<br>Deck Cargo | General Motors 16V-149-TI<br>2 Vee Oil 2SA each 16Cy. 146 × 146<br>2 400bhp (1 765kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In |
| **WIND SONG**<br>**Windstar Sail Cruises Ltd.**<br>Nassau Bahamas<br>SatCom: 1104270/WSNG<br>Also Sat Comm ID 1104271 | *5 307*<br>*1 710*<br>922<br>T/cm<br>4,1 | BV | **1987** Soc. Nouvelle des At. & Ch. du Havre—Le Havre (270)<br>134,02 15,83 4,111<br>108,46 15,80 9,30 | **Aux D-E Passenger Ship**<br>Schooner 75cbn 150bth P | Wartsila 6R22<br>3 Oil 4SA each 6Cy. 220 × 240 total 4 281bhp (3 149kW) driving 3 gen. each 1 000kW a.c. connected to elec. motor of 1 400shp (1 030kW) & sr geared to sc. shaft<br>Wartsila Diesel Normed S.A. La Ciotat<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 202,0t (d.o.)-6,0pd 11kn |
| **WIND SONG**<br>ex Osprey<br>**Wind Song Inc.**<br>Mobile, Al United States of America | **101**<br>68<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **8603509**<br>*C6CY9*<br>711121<br>Df Esd Gc<br>Rdr RTv | **WIND SPIRIT**<br><br>**Wind Spirit Ltd.**<br>Nassau Bahamas<br>SatCom: 1104434/WSPT | *5 736*<br>*1 788*<br>847<br>T/cm<br>4,1 | <br><br>BV | **1988** Soc. Nouvelle des At. & Ch. du Havre—Le Havre (272)<br>134,02 15,83 4,101<br>108,46 15,80 9,30<br>3 dks | **Aux D-E Passenger Ship**<br>Schooner 75cbn 150bth P | Wartsila<br>3 Oil 4SA each 6Cy. 320 × 350 total 4 281bhp<br>(3 149kW) driving 3 gen. each 1 000kW a.c.<br>connected to elec. motor of 1 400shp (1<br>& sr geared to sc. shaft<br>Wartsila Diesel Normed S.A.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 202,0t (d.o.)-6,0pd |
| **8420878**<br>*C6CA9*<br>710711<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **WIND STAR**<br><br>**Windstar Cruises I Ltd.**<br>Barber Ship Management Ltd.<br>Nassau Bahamas<br>SatCom: 1104267/WSTR<br>Also Sat Comm ID 1104266/WSTR | *5 307*<br>*1 710*<br>922<br>T/cm<br>4,1 | <br><br>BV | **1986** Soc. Nouvelle des At. & Ch. du Havre—Le Havre (269)<br>134,02 19,61 4,111<br>108,46 15,80 6,66<br>3 dks | **Aux D-E Passenger Ship**<br>Schooner 75cbn 150bth P | Wartsila<br>3 Oil 4SA each 6Cy. 220 × 240 total 4 281bhp<br>(3 149kW) driving 3 gen. each 1 000kW a.c.<br>connected to elec. motor of 1 400shp (1<br>& sr geared to sc. shaft<br>Wartsila Diesel Normed S.A.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 202,0t (d.o.)-6,0pd |
| **7907752**<br>*LAGN4*<br>N-00941<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **WIND SUCCESS**<br>ex Success-90<br>Launched as Mary<br>**Wind Success K/S**<br>Wind Management AS<br>Oslo Norway (NIS)<br>SatCom: 1312175/LAGN | *26 959*<br>*15 449*<br>46 869.<br>T/cm<br>52,8 | <br><br>NV | **1985** Stocznia Gdanska im. Lenina—Gdansk (B552/02)<br>192,21 12,207<br>184,03 30,82 15,91<br>1 dk<br>Bow/CM 89 Diam. 0,400 | **M Tanker**<br>Oil Chemical<br>COW IGS SBT<br>18 Ta ER<br>L.51 249<br>18 Cargo pumps total 6 400T/hr | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>H. Cegielski<br>Gen 3 × 1120kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 410,0t (d.o.) 4 158,0t (hvf)-30,5pd |
| **7717389**<br>*LANB2*<br>N-00427<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WIND SUNRISE**<br>ex Balaki-88 ex Balder Bergen-85<br>ex Balder Horten-78<br>**Wind Sunrise II K/S**<br>Wind Management AS<br>Oslo Norway (NIS) | **17 754**<br>11 914<br>32 107<br>T/cm<br>38,2 | <br><br>NV | **1978** A/S Horten Verft—Horten (191)<br>168,79 (BB) 25,94 11,518<br>161,53 25,91 14,66<br>P -F - 1 dk<br>rf 76 Bow/CM 81 Diam. 0,254 MH 1,5 | **M Tanker**<br>Oil Chemical Alcohol<br>8 Ta · 16 Wing Ta ER<br>L.(oil) 41 160 HeCls. BC<br>6 Cargo pumps total 3 000T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>A/S Horten Verft<br>Gen 1 × 1200kW 2 × 600kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 139,0t (d.o.) 2 270,0t (hvf)-40,0pd |
| **7030937**<br>*C6IH8*<br>715966<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **WIND TRADER**<br>ex Sunwind-89 ex Polwind-87<br>ex Helene Presthus-82<br>ex Brittenburg-80 ex Eastern Street-77<br>ex Lloyd New York-75<br>ex Hamburger Damm-73 ex Tasco-71<br>Launched as Hamburger Damm<br>**Bayside Shipping Corp.**<br>Multifleet Marine Ltd.<br>Nassau Bahamas | T.Mk<br>**5 130**<br>3 168<br>7 717<br><br>**7 990**<br>5 203<br>10 423 | <br><br>GL | **1970** VEB Schiffswerft "Neptun"—Rostock (382)<br>146,23 (BB) 19,44 7,770/8,905<br>133,10 19,36 11,31<br>P 30,5 F 12,2 2 dks | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>Ice strengthened<br>3 Ho 17,9 33,5 35,0 ER<br>G.16 167 B.14 759 In.204 HeCls. B<br>TEU 416<br>C.Ho 308/20' C.Dk 108/20' incl. 22 ref C.<br>5 Ha (stl) (14,6 × 8,7) (25,9p&s 25,9p&s × 7,6) ER<br>18W Der 3(50) 3(16) | MAN<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>Halberstadt<br>Gen 3 380V 50Hz a.c.<br>Fuel 417,5t (d.o.) 1 126,0t (hvf)-32,0pd |
| **6723903**<br>*VM3508*<br>196968<br>Esd Rt | **WINDALIA**<br><br>**Elder-Prince Marine Services Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **283**<br>224<br>— | | **1967** John Franetovich & Co.—Fremantle, W.A.<br>27,67 8,26 1,677<br>26,45 8,23 1,83<br>RQD 6,1 B 6,1 1 dk<br>conv Tanker/ Landing Craft — | **QM Research**<br>Seismographic Survey 2P<br>pt bulk oil carrier<br>Bow door 1 Ho 70' (open)<br>6 Ta ER<br>1W | Rolls Royce<br>4 Oil 4SA each 6Cy. 130 × 152<br>500bhp (368kW) NE 73<br>Rolls-Royce Ltd.<br>Gen 2 × 1,5kW 24V d.c.<br>Fuel 20,5t (d.o.)-1,0pd |
| **7433919**<br><br>577231<br>Df Esd Gc<br>Pfd Rdr Rt | **WINDANCE**<br><br>**Windance Fisheries Inc.**<br>Norfolk, Va United States of America | **418**<br>284<br>1 000 | <br><br>(AB) | **1976** Halter Marine Fabricators, Inc.—Moss Point, Ms (521)<br>54,87 12,20 3,642<br>49,92 12,15 4,27<br>1 dk<br>conv Deck Cargo Supply Ship 88 | **TM Fishing**<br>Crab Processing Ref | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 150kW a.c.<br>Fuel 222,5t (d.o.) |
| **8806149**<br>*OIZC*<br><br>Esd Pfd Rdr<br>RTm/h/v | **WINDEN**<br><br>**Rederi AB Engship**<br>Nauvo/Nagu Finland | *3 826*<br>*2 043*<br>4 401 | <br><br>GL | **1989** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.—Hamburg (1037)<br>104,80 (BB) 16,25 5,550<br>97,40 16,00 7,80 | **M General Cargo**<br>Paper-carrying<br>Ice strengthened Str. heavy cargoes<br>1 Ho 65,8 ER<br>G.6 461 B.6 367<br>TEU 326<br>C.Ho 140/20'(40') C.Dk 186/20'( 40')<br>1 Ha (stl) (65,0 × 12,8) ER | Wartsila<br>Oil 4SA 8Cy. 320 × 350 with flexible couplings sr geared to sc. shaft<br>2 960kW (4 024bhp)<br>Oy Wartsila Ab<br>Gen 1 × 540kW 2 × 148kW 220/380V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7711581**<br>*C6IL6*<br>715994<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **WINDFIELD**<br>ex Pierre L. D.-86<br>**Gearbulk Shipowning Ltd.**<br>Kristian Gerhard Jebsen Skipsrederi A/S<br>Nassau Bahamas<br>SatCom: 1103103/WIND | *26 942*<br>*11 653*<br>39 900<br>T/cm<br>45,2 | <br><br>NV (BV) | **1980** Stocznia im. "Komuny Paryskiej"—Gdynia (B518/02)<br>182,97 11,740<br>173,34 29,00 16,42<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.43 628 B.42 397 HeCls. ptB<br>5 Ha (stl) (20,8 × 20,4) (25,6 25,6 25,6 × 23,0) (20,8 × 20,4) ER<br>Cr 2(25) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>8 827kW (12 000bhp)<br>H. Cegielski<br>Gen 3 × 720kW 440V 60Hz a.c.<br>Fuel 350,0t (d.o.) 2 500,0t (hvf)-48,0pd |
| **5228920**<br>*J8AG*<br>356111<br>Df Esd Gc<br>RdrRTm | **WINDGLOW**<br>ex Sankaty-77 ex Nordsee Pilot-72<br>ex Mathias Reith-71 ex Mowe II-62<br>ex Musgrave-61 ex Mowe II-60<br>**Windglow Shipping**<br>Edward H. Coe<br>Kingstown St. Vincent and the Grenadines | **1 026**<br>607<br>1 753 | <br><br>(GL) | **1954** Alfred Hagelstein—Luebeck (575)<br>*63,77* 10,32 5,006<br>60,81 10,29 6,02<br>F 8,0 2 dks<br>RW rf 81 | **M General Cargo** CSD<br>2 Ho each 19,8 ER<br>G.2 010 B.1 812<br>2 Ha (stl) (each 12,9 × 6,0) ER<br>4W Der 6(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450 geared to sc. shaft<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 40kW 1 × 15kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **7050200**<br>*WY4464*<br>515274 | **WINDJAMMER**<br><br>**Windjammer Fisheries Inc.**<br>Seattle, Wa United States of America | **132**<br>98<br>— | | **1968** Pacific Fishermen Inc.—Seattle, Wa.<br>*20,21* 6,74<br>3,41 | **M Fishing** | Oil<br>425bhp (313kW)<br>..............<br>Fuel (d.o.) |
| **7732597**<br>*WYC3298*<br>582761 | **WINDJAMMER**<br><br>**Parria & Breaux Windjammer Inc.**<br>New Orleans, La United States of America | **114**<br>77<br>— | | **1977** Green Acres Inc.—Bayou la Batre, Al<br>*22,10*<br>6,71 3,41<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW) |
| **7316501**<br>*WX7817*<br>506271 | **WINDJAMMER**<br><br>**Le Thi Le**<br>Galveston, Tx United States of America | **107**<br>63<br>— | | **1966** Pterudis Trawlers Inc.—St. Augustine, Fl<br>*22,19* 6,89<br>2,85 | **Wood M Fishing** | Oil<br>460bhp (338kW)<br>..............<br>Fuel (d.o.) |
| **7731359**<br>*WYG7213*<br>582454 | **WINDJAMMER**<br><br>**T & P Trawlers Inc.**<br>Brownsville, Tx United States of America | **101**<br>68<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,82<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil<br>365bhp (268kW)<br>Fuel (d.o.) |
| **6907652**<br>*9HVA2*<br>2070<br>Df Esd Gc<br>Pfd Rdr Rt | **WINDMILL PRIDE**<br>ex Sagarika-89 ex Aristarchos-85<br>**Windmill Shipping Ltd.**<br>Valletta Malta | **9 262**<br>5 985<br>14 908 | <br><br>AB | **1968** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2042)<br>142,27 (BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 105 B.18 944<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz<br>Fuel 1 280,0t |

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| **WINDO**<br>ex Mjovik-91 ex Windo-90<br>ex Nincop-88<br>**Torso Rederi Ab**<br>Torso Sweden | T.Mk<br>**499**<br>315<br>1 200 | GL | **1968** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (595)<br>68,43 10,52 3,976<br>62,11 10,51 6,25<br>F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,1 ER<br>G.2 438 B.2 237<br>2 Ha (stl) (12,5 × 6,4) (21,5 × 7,6) ER | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 48kW 1 × 16kW 380V<br>Fuel 41,5t (d.o.) 12,5kn |
| **WINDOC**<br>ex Steelcliffe Hall-88<br>(Aft section)<br>ex Rhine Ore-76<br>**N. M. Paterson & Sons Ltd.**<br>Thunder Bay, Ont. Canada | **18 517**<br>12 585<br>28 591<br>T/cm<br>46,3 | **100A1** Lake SS 8/88<br>Great Lakes and river St.<br>Lawrence service<br>**LMC**<br>EL /62,0<br>FN 7703<br>(AB) | **1959** (Aft section) Schlieker-Werft—Hamburg (533)<br>**1977** (Fwd & cargo sections) Davie SB. Ltd.<br>—Lauzon, P.Q. (694)<br>222,50 23,18 8,403 FW<br>218,03 23,09 12,24<br>P 28,3 F 9,1 1 dk<br>RW rf nil len & widened 77<br>conv Ore Carrier 77 | **M Bulk Carrier**<br>6 Ho ER<br>G.36 139<br>17 Ha (stl) (each 6,1 × 14,3) ER<br>Cr 1(5) | B&W 7-74VTBF-160<br>Oil 2SA 7Cy. 740 × 1600<br>6 436kW (8 750bhp)<br>Frd. Krupp A.G. Essen<br>AuxB (o.f.) 7,1kgf/cm² (7,0bar)<br>e(ex.g) (ex.g) 7,1kgf/cm² (7,0bar)<br>Gen 2 × 550,4kW 1 × 240kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 126,5t (d.o.) 499,5t (hvf)-2,5pd 12,5kn |
| **WINDRUNNER**<br>ex Ruby K. II-78<br>**Windrunner Fisheries Inc.**<br>Coos Bay, Or United States of America | **147**<br>100<br>— | | **1966** Rush & Bryan—Freeport, Tx<br>*21,71* 6,86<br>3,54<br>1 dk | **M Fishing** | Oil<br>380bhp (280kW)<br>..............<br>Fuel (d.o.) |
| **WINDU KARSA PRATAMA**<br>ex Bisan<br>**P.T. Windu Karsa**<br>Jakarta Indonesia | **565**<br>228<br>— | KI | **1980** Fujiwara Zosensho—Omishima (71)<br>55,72 - 3,040<br>49,66 16,21 3,81<br>1 dk | **TM Ferry** | 2 Oil<br>Japan |
| **WINDWARD**<br>ex Werra-84 ex Werra Express-84<br>ex Freudenfels-80 ex Aristotelis-76<br>**Seafather Maritime Inc.**<br>Piraeus Greece | **14 211**<br>8 874<br>21 885 | GL<br>✠Classed LR until<br>28/2/75 | **1974**-7 Mitsui SB. & Eng. Co. Ltd.—Osaka (982)<br>170,77 (BB) 22,94 9,381<br>161,75 22,86 13,01<br>P 30,2 F 11,3 1 dk<br>rf 51 len 79<br>conv General Cargo 79 | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>4 Cell. Ho ER<br>TEU 924<br>C.Ho 504/40' C.Dk 420/20' (40') incl.<br>10 ref C.<br>16 Ha (stl) ER | B&W 7K62EF<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel 466,0t (d.o.) 1 100,0t (hvf)-42,5pd 16kn |
| **WINDWARD**<br>ex Nordfjord 1-91<br>**Windward Lines Ltd.**<br>Kingstown St. Vincent and the Grenadines | **870**<br>435<br>— | NV | **1963** Aukra Bruk A/S—Aukra (17)<br>57,31 11,38 3,506<br>50,22 11,35 4,55<br>1 dk<br>rf 450 BK 152 | **TM Passenger/RoRo Cargo/Ferry**<br>60bth 290dk P<br>Lane Length 96<br>1 Ho ER<br>1 Ha (6,4 × 2,5) ER<br>Cr 1(10) 1(3) | Normo<br>2 Oil 4SA each 8Cy. 250 × 300<br>2 000bhp (1 471kW)<br>A/S Bergens M/V Bergen<br>Fuel 132,0t (d.o.) 13kn |
| **WINDWARD**<br>**James Melzer**<br>Seattle, Wa United States of America | **116**<br>58<br>— | | **1945** I. X. Heggem—Edmonds, Wa<br>*22,19* 6,56<br>3,10 | **Wood M Fishing** | Oil<br>300bhp (221kW)<br>Washington Iron Works Seattle, Wa<br>Fuel (d.o.) |
| **WINDWARD BAY**<br>ex Tonala-89 ex Lisbet Coast-82<br>**McQuilkin Bros.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**299**<br>162<br>716 | BV | **1974** A/S Nordsovaerftet—Ringkobing (80)<br>49,71 8,34 3,468<br>44,46 8,30 5,49<br>P 8,0 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,0 ER<br>G.1 312 B.1 159<br>1 Ha (27,5 × 5,0) ER<br>2W Der 1(5) 1(3) | Alpha 406-26VO<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 35kW 1 × 25kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 48,0t (d.o.)-3,0pd 11kn |
| **WINDWARD PASSAGE**<br>ex Inagua Gull-86<br>**Penora Shipping Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **447**<br>130<br>1 223 | BV | **1965** Bellinger Shipyards Inc.—Jacksonville, Fl (82)<br>70,01 13,01 3,301<br>66,32 12,81 4,40<br>1 dk<br>rf 203 | **TM RoRo Cargo/ Landing Craft**<br>Bow doors<br>Mchy.aft | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 240/480V 60Hz a.c.<br>Fuel 480,5t (d.o.) 12kn |
| **WINDWARD SENTRY**<br>ex Liberator-89 ex Mark Briley-85<br>**Government of The United States of America (U.S. Coast Guard)**<br>Norfolk, Va United States of America | **394**<br>268<br>1 000 | AB | **1979** McDermott Shipyard—New Iberia, La (119)<br>58,53 3,628<br>54,03 12,20 4,27<br>F 15,6 1 dk<br>rf 610— conv Deck Cargo Supply Ship 89 | **TM Mother Ship**<br>Aerostat facility | General Motors 12-567-BC<br>2 Vee Oil 2SA each 12Cy. 216 × 254 reverse reduction geared to sc. shafts<br>2 520bhp (1 854kW) E made51 reconditioned & fitted79<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **WINDY WEATHER**<br>**Windy Weather Inc.**<br>Sahlman Seafoods Inc.<br>Tampa, Fl United States of America | **112**<br>76<br>— | | **1978** Steiner Shipyard Inc.—Bayou la Batre, Al<br>*20,46* 6,71<br>3,43<br>1 dk | **M Fishing**<br>Shrimp-trawl | Caterpillar D353TA<br>Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **WINE TRADER**<br>ex Quality Trader-91<br>ex Jacobus Broere-89<br>**Tropicana Shipping Co. Ltd.**<br>Valletta Malta | **1 274**<br>775<br>2 303 | ✠**100A1** SS 7/87<br>oil & chemical tanker SG<br>up to 1.6<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL N $1\frac{5}{16}$"U2<br>FN 1319 | **1968**-8 Nieuwe Noord Nederlandse<br>Scheepswerven N.V.—Groningen (358)<br>82,30 12,25 5,004<br>74,94 11,98 5,62<br>P 20,5 F 12,8 1 dk<br>rf 102 | **M Tanker**<br>Oil Chemical<br>12 Ta ER<br>L.2 854 HeCls. C | De Industrie<br>Oil 4SA 6Cy. 400 × 600<br>1 499bhp (1 103kW)<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn<br>2 wtdb 142lbf/in² (9,8bar)<br>Gen 2 × 64kW 1 × 24kW 380V 50Hz a.c.<br>Fuel 127,5t (d.o.)-5,0pd 12,5kn |
| **WINETA**<br>**Maritime Reefer Transport Ltd.**<br>Szczecin Poland<br>SatCom: 1703213/SQGF | T.Mk<br>**8 032**<br>3 723<br>8 360 | PR | **1976** Stocznia Gdanska im. Lenina—Gdansk<br>(B68/02)<br>151,31 (BB) 20,65 7,401<br>146,97 20,62 12,81<br>3 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>G.832 B.746 In.10 639 L.(oil) 154<br>4 Ha (each 4,5 × 3,6) ER<br>10W Der 10(5) | Sulzer 8ZL40/48<br>2 Oil 4SA each 8Cy. 400 × 480 geared to sc. shaft<br>9 600bhp (7 061kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 640kW 1 × 72kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>19kn |
| **WING FAT**<br>ex Tak Pao-85 ex Hokko Maru-82<br>**Tai Fat Shipping (H.K.) Co. Ltd.**<br>Hong Kong Hong Kong (British) | *498*<br>*198*<br>1 000 | | **1968** Shinhama Dock K.K.—Anan<br>54,31<br>49,00 9,01 4,50<br>1dk | **M General Cargo**<br>G.1 000 B.980<br>1 Ha (25,6 × 5,3) ER | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190<br>867bhp (638kW) NE 87<br>Caterpillar Inc. Peoria, Illinois<br>9,5kn |
| **WING FU**<br>ex Yuan Hsin-78 ex Tai Yun-78<br>ex Fhear Ghuisan-78 ex Leda-77<br>ex Hsing Lung-74 ex Eiko Maru-73<br>ex Niigata Maru-72<br>**Wing Fu Co. S.A.**<br>Panama Panama | **2 306**<br>1 236<br>3 606 | (NK) | **1957** Niigata Eng. Co. Ltd.—Niigata (255)<br>92,82 13,06 5,893<br>86,01 13,01 6,81<br>P 11,6 B 20,2 F 11,0 1 dk | **M General Cargo**<br>Ref<br>2 Ho<br>G.4 672 B.4 238 In.148<br>2 Ha (22,0 20,1 × 6,1)<br>8W Der 2(8) 6(5) | Niigata<br>Oil 2SA 7Cy. 480 × 800<br>2 200bhp (1 618kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 40kW 230V d.c.<br>Fuel-199,0pd 12kn |

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| **5331612**<br>*3FIC2*<br>13963-84A<br>Df Esd Gc<br>Pfd Rdr RTv | **WING KO**<br>ex Beryte-84 ex Skyros-73<br>**Wing Ko Maritime S.A.**<br>Panama Panama<br>SatCom: 1333262/WIKO | **2 661**<br>1 285<br>3 280 | BV | **1962** Frederikshavn Vaerft & Flydedok A/S<br>—Frederikshavn (232)<br>105,19 15,55 6,097<br>100,01 15,50 6,41<br>F 25,3 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>Ref 12P<br>4 Ho 17,5 16,0 15,4 18,3<br>G.5 833 B.5 465 In.1 841<br>4 Ha (7,3 9,6 8,9 7,5 × 5,3)<br>12W Der 1(30) 1(10) 2(5) 10(3) | B&W<br>Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW)<br>Helsingor Skibsv. og Maskinbyg.<br>Gen 2 × 355kW 60Hz a.c. 1 × 215kW<br>Fuel 464,5t |
| **7392141**<br>*H9SQ*<br>11114-81D<br>Df Esd Gc<br>Rdr Rt | **WING LEE No. 1**<br>ex Marine Bright-90 ex China First-87<br>ex Far East Trader-85<br>ex Nikkoh Maru-81<br>**Wing Hop Marine Service S.A.**<br>Panama Panama | **4 164**<br>2 625<br>5 659 | NK | **1974** Miho Zosensho K.K.—Shimizu (975)<br>119,00 17,84 5,921<br>109,00 17,80 8,20<br>P 20,1 F 15,8 1 dk | **M Container Ship**<br>Fixed-guides<br>7 Cell. Ho ER<br>TEU 296 C. 296/20'<br>7 Ha (stl) ER | Makita<br>Oil 4SA 6Cy. 540 × 850<br>3 825kW (5 200bhp)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Fuel 410,5t-15,0pd |
| **8632251**<br><br>711290 | **WING LUEN**<br><br>**Willful Shipping Ltd.**<br>Hong Kong Hong Kong (British) | *495*<br>*198*<br>— | | **1988** Yue Zhong Shipyard—Zhongshan<br>- - 2,600<br>- 10,20 4,08<br>1 dk | **M General Cargo** | Caterpillar<br>Oil 4SA 12Cy. 170 × 190<br>954kW (1 297bhp)<br>Caterpillar Inc. |
| **7712145**<br>*3EED9*<br>21145-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **WING SON**<br>ex Berlioz-91 ex EAL Opal-91<br>ex Merkur America-90<br>ex Deo Juvante-87 ex Sekondi-86<br>ex Bello Folawiyo-85 ex Sekondi-85<br>**Wing Son Navigation Co. S.A.**<br>Waibert Steamship Co. Ltd.<br>Panama Panama | T.Mk<br>**4 937**<br>3 142<br>8 063<br><br>**8 600**<br>5 599<br>11 587 | **100A1** CS 5/89<br>strengthened for heavy cargoes<br>Ice Class 1C<br>**LMC** **UMS**<br>EL (B†) 550,0/58,0U2<br>FN 4412<br>(GL) | **1979** Stocznia Szczecinska im. A. Warskiego<br>—Szczecin (B430/08)<br>146,16 (BB) 21,54 7,038/8,438<br>134,40 21,51 11,31<br>F 29,0 2 dks<br>rf 178 DK fwd | **M General Cargo**<br>4 Ho 14,0 29,3 32,0 16,8 5 TwD<br>G.18 035 B.17 027 HeCls. B<br>TEU 454<br>C.Ho 214/20' (40') C.Dk 240/20' (40')<br>incl. 15 ref C.<br>7 Ha (stl) (12,6 19,2p&s 25,6p&s 12,5p&s × 7,8) ER<br>18W Der 6(36) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>H. Cegielski<br>2 AuxB (1 o.f. 1 ex.g) 5kgf/cm² (4,9bar)<br>Gen 1 × 664kW 3 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 184,0t (d.o.) 993,0t (hvf)-35,5pd |
| **7031618**<br>*3EJE8*<br>D377-17<br>89-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WING TAI**<br>ex Joyce-90 ex Jupiter 8-90<br>ex Kah Hong-90 ex Hye Siang-89<br>ex Nan Yang-85 ex Green Star-85<br>ex Seisho Maru-76<br><br>Panama Panama | *3 105*<br>*2 104*<br>5 758 | NK | **1970** Koyo Dockyard Co. Ltd.—Mihara (571)<br>100,54 16,03 6,541<br>94,01 15,98 8,01<br>P 20,2 B 6,4 F 12,2 1 dk | **M General Cargo**<br>2 Ho 36,4 33,9 ER<br>G.7 267 B.6 640<br>2 Ha (stl) (25,4 27,8 × 7,7) ER<br>Der 1(50) 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>2 795kW (3 800bhp)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 128kW 445V 60Hz a.c.<br>Fuel 87,0t (d.o.) 465,5t (hvf)-9,0pd |
| **5392006**<br>*OFHN*<br>1341 | **WINGA**<br>ex Ragnborg-55 ex Pirkko-50<br>ex Alands Express<br>**Kinnunen Kauko Unto**<br>Turku/Abo Finland | **196**<br>97<br>203 | | **1877** .............Oskarshamn<br>34,32 6,08 2,998<br>... ... ...<br>R | **Iron M Ferry**<br>—P | Oil<br>NE —<br>............<br>Fuel (d.o.) |
| **5411888**<br>*FIET*<br><br>LO 193647<br>Df Esd Pfd<br>Rdr Rt | **WINGER**<br>ex Jackson 2-70 ex Jaczon 2-68<br>**Francois Le Leuch**<br>Lorient France | **134**<br>41<br>— | | **1963** Scheepsbouwerf & Mfbk. H. de Haas N.V.<br>—Maassluis (119)<br>27,56 6,33 3,048<br>24,08 6,28 3,20<br>1 dk | **M Fishing**<br>Side Trawler | De Industrie<br>Oil 4SA 6Cy. 250 × 350<br>510bhp (375kW)<br>D. & J. Boot "De Industrie"<br>Fuel (d.o.) |
| **5343158**<br>*MEFW*<br>302405<br>Df Esd Pfd<br>RTm | **WINKLEIGH**<br>ex Suffolk Craftsman-75<br>**Putford Enterprises Ltd.**<br>Lowestoft United Kingdom | **196**<br>61<br>— | ✠**100A1** SS 6/91<br>trawler<br>✠**LMC**<br>EL (c)I<br>FN 332 | **1961**-7 Richards Iron Works Ltd.—Lowestoft (462)<br>*32,50* 7,12 3,734 (aft)<br>31,98 7,01 3,36<br>F 5,5<br>R rf 305 BK 178 conv Side Trawler Fishing 80 | **M Stand-by Safety Vessel**<br>for offshore installations | Ruston<br>Oil 4SA 6Cy. 260 × 368 sr reverse geared t<br>shaft<br>540bhp (397kW)<br>Ruston & Hornsby Ltd.<br>Fuel 33,5t (d.o.) |
| **7401849**<br>*P3WG2*<br>708510<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WINNER**<br>ex Fighter-88 ex Eleni-87 ex Chloe-85<br>ex Ocean Rentis-76<br>Launched as Ocean Retla<br>**Yellow Rose Shipping Co. Ltd.**<br>Dalnave Navigation Inc.<br>Limassol Cyprus | **14 275**<br>9 333<br>27 223<br>T/cm<br>35,2 | GL (AB) | **1975** Mitsui SB. & Eng. Co. Ltd.—Osaka (1030)<br>176,74 (BB) 10,540<br>168,00 22,84 14,10<br>P 33,3 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.36 217 B.31 403<br>6 Ha (stl) ER<br>Cr 5(10) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>8 532kW (11 599bhp)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 400kW 220/440V a.c.<br>Fuel-25,5pd |
| **8811479**<br><br><br>Rdr | **WINNER**<br><br>**Chendur Sea Foods Ltd.**<br>Madras India | **155**<br>47<br>80 | IRS (NV) | **1988** Australian SB. Industries (W.A.) Pty. Ltd<br>—Fremantle, W.A. (262)<br>24,95 7,45 3,201<br>- 7,42 4,00<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>In.110 | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 with flexible couplings & sr geared to sc. shaft<br>372kW (506bhp)<br>Caterpillar Inc.<br>Gen 2 × 50kW 415V 50Hz a.c.<br>Controllable pitch propeller |
| **6812376**<br><br><br>Df Esd Gc<br>Rdr RTm/h/v | **WINNETOU**<br><br>**Partenreederei M/T "Winnetou"**<br>Atlantic-Rhederei F. & W. Joch K.G.<br>Hamburg Antigua & Barbuda | **999**<br>621<br>2 170 | GL | **1968** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (S.141)<br>76,89 (BB) 12,43 4,671<br>71,38 12,41 5,26<br>P 22,9 F 11,9 1 dk<br>Diam. 0,254 | **M Tanker**<br>Oil Vegetable oil Molasses<br>Ice strengthened<br>4 Ta 8 Wing Ta ER<br>L.(oil) 2 116 HeCls. C<br>3 Cargo pumps total 900T/hr | MaK<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 68kW 380V 50Hz a.c. |
| **7356989**<br>*3BED*<br>372914<br>Df Esd Gc<br>Rt | **WINNIE DES MASCAREIGNES**<br><br>**Government of Mauritius (Ministry of Communications)**<br>Port Louis Mauritius | **148**<br>40<br>41 | ✠Classed LR until 25/11/77 | **1976**-6 Taylor Smith & Co. Ltd.—Port Louis (18773)<br>28,91 8,03 2,763<br>26,12 7,60 3,43<br>RAD 1,0 1 dk<br>rf 787 BK 25 | **TM Tug** | Kelvin<br>2 Oil 4SA each 8Cy. 165 × 184 reverse<br>geared to sc. shafts<br>GEC Diesels Ltd. Kelvin Marine Div.<br>Gen 2 × 40kW 400V 50Hz a.c. |
| **5301980**<br>*VCKD*<br>372490<br>Df Esd Gc<br>Rdr Rt | **WINNIPEG**<br>ex Cartiercliffe Hall-88<br>(Aft section)<br>ex Ruhr Ore-76<br>**Canada Steamship Lines Inc.**<br>Great Lakes Bulk Carriers Inc. (GLBC)<br>Toronto, Ont. Canada | **18 883**<br>12 875<br>28 591 | AB | **1960** (Aft section) Schlieker-Werft—Hamburg (536)<br>**1977** (Fwd & cargo sections) Davie SB. Ltd.<br>—Lauzon, P.Q. (692)<br>222,51 8,403<br>218,04 23,09 12,27<br>P 34,2 F 11,6 1 dk<br>RW rf nil len & widened 77<br>conv Ore Carrier 77 | **M Bulk Carrier**<br>6 Ho ER<br>G.36 139<br>17 Ha (stl) (each 6,1 × 14,3) ER<br>Cr 1(5) | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW)<br>Frd. Krupp A.G.<br>Gen 1 × 250kW a.c. 2 × 240kW a.c.<br>Controllable pitch propeller<br>Fuel 126,5t (d.o.) 499,5t (hvf)-2,5pd |
| **7406227**<br>*ELCW8*<br>7397<br>Df Esd Gc<br>Rdr RTm/h/v | **WINSERTOR**<br><br>**VTG Supply Boat Liberia Inc.**<br>OSA Marine Ltd.<br>Monrovia Liberia | **1 362**<br>408<br>1 470 | GL | **1975** Gutehoffnungshuette Sterkrade A.G.<br>—Walsum (1117)<br>56,04 14,33 5,138<br>51,01 14,00 7,57<br>2 dks<br>conv Deck Cargo Tug/Supply Ship 85 | **TM Maintenance Ship**<br>Diving for offshore installations<br>Ice strengthened | MWM<br>2 Vee Oil 4SA each 12Cy. 230 × 270<br>reduction geared to sc. shafts<br>3 500bhp (2 574kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Thw. thrust propeller fwd |
| **8601159**<br>*WSE7379*<br>693559<br>Df Esd Gc<br>Rdr Rt | **WINSLOW C. KELSEY**<br><br>**General Dynamics Corporation**<br>New York, NY United States of America | **194**<br>132<br>— | AB | **1985** Eastern Marine Inc.—Panama City, Fl (97)<br>3,828<br>26,98 10,52 5,03<br>1 dk<br>rf 686 | **TM Tug**<br>Fire-fighting | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254<br>reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 175kW a.c. |
| **7641827**<br><br>350364 | **WINSTON**<br><br>**Longusta Trawling Co. (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **167**<br>84<br>— | | **1960** Schiffswerft "Ernst Thalmann"—Brandenberg<br>28,48 6,66<br>3,08<br>1 dk | **M Fishing** | Oil<br>............ |

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|---|---|---|---|---|---|
| **WINSTON CHURCHILL**<br>**DFDS A/S**<br>Esbjerg Denmark (DIS) | T.Mk<br>**8 658**<br>4 452<br>2 235 | BV | **1967** Cant. Nav. del Tirreno e Riuniti—Riva Trigoso (277)<br>140,65 20,53 5,487<br>125,00 20,50 12,50<br>2 dks<br>rf 241 | **TM Passenger/RoRo Cargo/Ferry**<br>232cbn 757bth 93dk P<br>Ice strengthened<br>Bow door & ramp<br>Stern door & ramp<br>2 Ho<br>B.726 | B&W 10-50VT2BF-110<br>2 Oil 2SA each 10Cy. 500 × 1100<br>14 000bhp (10 298kW)<br>Cant. Nav. Riuniti Ancona<br>Gen 4 × 450kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 555,0t (d.o.) 21kn |
| **WINSTON CHURCHILL**<br>**Christopher A. Craft**<br>London United Kingdom<br>SatCom: 1440643/GKWA | **1 451**<br>470<br>— | ✠Classed LR until 2/64 | **1963**-5 J. Samuel White & Co. Ltd.—Cowes (2014)<br>67,72 11,49 3,976<br>62,62 11,43 7,17<br>2 dks, 3rd dk except in mchy. space<br>RW rf 229 | **TD-E Lighthouse Tender**<br>1 Ho 12,5<br>1 Ha (3,4 × 3,4)<br>Der 1(5) | English Electric<br>4 Oil 4SA each 6Cy. 254 × 305 total 2 168bhp (1 595kW) driving 4 gen. each 292kW 230V d.c. connected to 2 elec. motors each of 725shp (533kW) (WL) & sc. shafts<br>English Electric Co. Preston<br>Gen 4 × 75kW 220V d.c.<br>Fuel 203,0t 13,5kn |
| **WINTER MOON**<br>ex Zenit Moon-87 ex Winter Moon-85<br>**Hexagon Maritime Pte. Ltd.**<br>Nordic Oriental Shipmanagement A/B | T.Mk<br>**11 690**<br>6 205<br>15 200 | ✠**100A1** CS 1/89<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL G† 577,5/60,0U3<br>FN 6435 | **1979**-2 Gotaverken Arendal AB—Goteborg (913)<br>168,31 (BB) 25,76 10,119<br>157,71 25,71 15,09<br>Ba 47,0 F 17,1 3 dks, 4th dk in Nos. 1, 2 & 3 holds, 5th dk in Nos. 2 & 3 holds<br>rf nil | **M Refrigerated Cargo**<br>Pallets<br>Side doors 4(p) 4(s) pt higher tensile steel<br>4 Ho 26,9 29,7 28,8 ER 28,8<br>In.17 143 HeCls. B<br>TEU 240 C.Ho 240/20'<br>7 Ha (stl) (24,6 × 15,2) (24,9p&s 24,9p&s × 9,9) ER (24,7p 18,6s × 10,0)<br>Cr 4(16) | B&W 6K90GF<br>Oil 2SA 6Cy. 900 × 1800<br>15 079kW (20 500bhp)<br>A/B Gotaverken Goteborg<br>AuxB (o.f.) 7,6kgf/cm² (7,5bar)<br>e(ex.g) 7,6kgf/cm² (7,5bar)<br>Gen 4 × 900kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 349,5t (d.o.) 2 610,0t (hvf) 22kn |
| **WINTER QUARTER**<br>**Second Oceanic Corp.**<br>New York, NY United States of America | **271**<br>184<br>— | | **1954** .............Camden, NJ<br>*47,74* 8,89<br>3,31<br>1 dk | **M Fishing** | Oil<br>800bhp (588kW)<br>.............<br>Fuel (d.o.) |
| **WINTER SEA**<br>ex Zenit Sea-87 ex Winter Sea-85<br>**Nonagon Maritime Ltd.**<br>Nordic Oriental Shipmanagement A/B<br>Nassau Bahamas | T.Mk<br>**11 165**<br>6 370<br>15 200 | ✠**100A1** CS 1/90<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL G† 577,5/60,0U3<br>FN 6435 | **1980**-1 Gotaverken Arendal AB—Goteborg (914)<br>169,22 (BB) 25,76 10,119<br>157,71 25,71 15,09<br>Ba 47,0 F 17,1 3 dks, 4th dk in Nos. 1, 2 & 3 holds, 5th dk in Nos. 2 & 3 holds<br>rf nil | **M Refrigerated Cargo**<br>Pallets<br>Side doors 4(p) 4(s) pt higher tensile steel<br>4 Ho 26,9 29,7 28,8 ER 28,8<br>In.17 143 HeCls. B<br>TEU 240 C.Ho 240/20'<br>7 Ha (stl) (24,6 × 15,1) (24,9p&s 24,9p&s × 9,9) ER (24,6p 18,5s × 9,9)<br>Cr 4(16) | B&W 6K90GF<br>Oil 2SA 6Cy. 900 × 1800<br>15 079kW (20 500bhp)<br>A/B Gotaverken Goteborg<br>AuxB (o.f.) 7,6kgf/cm² (7,5bar)<br>e(ex.g) 7,6kgf/cm² (7,5bar)<br>Gen 4 × 900kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 355,0t (d.o.) 2 652,0t (hvf) |
| **WINTER STAR**<br>ex Zenit Star-87 ex Winter Star-85<br>**Pentagon Maritime Ltd.**<br>Nordic Oriental Shipmanagement A/B<br>Nassau Bahamas | T.Mk<br>**11 165**<br>6 372<br>15 200 | ✠**100A1** CS 2/89<br>certified container securing arrangements<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL G† 577,5/60,0U3<br>FN 6435 | **1979**-3 Gotaverken Arendal AB—Goteborg (915)<br>169,22 (BB) 25,76 10,119<br>157,71 25,71 15,09<br>Ba 47,0 F 17,1 3 dks, 4th dk in Nos. 1, 2 & 3 holds, 5th dk in Nos. 2 & 3 holds<br>rf nil | **M Refrigerated Cargo**<br>Pallets<br>Side doors 4(p) 4(s) pt higher tensile steel<br>4 Ho 26,9 29,7 28,8 ER 28,8<br>In.17 143 HeCls. B<br>TEU 240 C.Ho 240/20'<br>7 Ha (stl) (24,6 × 15,2) (24,9p&s 24,9p&s × 9,9) ER (24,7p 18,6s × 10,0)<br>Cr 4(16) | B&W 6K90GF<br>Oil 2SA 6Cy. 900 × 1800<br>15 079kW (20 500bhp)<br>A/B Gotaverken Goteborg<br>AuxB (o.f.) 7,6kgf/cm² (7,5bar)<br>e(ex.g) 7,6kgf/cm² (7,5bar)<br>Gen 4 × 900kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 349,5t (d.o.) 2 610,0t (hvf) 22kn |
| **WINTER SUN**<br>ex Zenit Sun-87 ex Winter Sun-84<br>**Sextagon Maritime Ltd.**<br>Nordic Oriental Shipmanagement A/B<br>Nassau Bahamas | T.Mk<br>**11 165**<br>6 369<br>15 200 | ✠**100A1** CS 11/89<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL G† 577,5/60,0U3<br>FN 6435 | **1979**-12 Gotaverken Arendal AB—Goteborg (916)<br>169,25 (BB) 25,76 10,121<br>157,71 25,71 15,09<br>Ba 47,0 F 17,1 3 dks, 4th dk in Nos. 1, 2 & 3 holds, 5th dk in Nos. 2 & 3 holds<br>rf nil | **M Refrigerated Cargo**<br>Pallets<br>Side doors 4(p) 4(s) pt higher tensile steel<br>4 Ho 26,9 29,7 28,8 ER 28,8<br>In.17 143 HeCls. B<br>TEU 240 C.Ho 240/20'<br>7 Ha (stl) (24,6 × 15,2) (24,9p&s 24,9p&s × 9,9) ER (24,7p 18,6s × 10,0)<br>Cr 4(16) | B&W 6K90GF<br>Oil 2SA 6Cy. 900 × 1800<br>15 079kW (20 500bhp)<br>A/B Gotaverken Goteborg<br>AuxB (o.f.) 7,6kgf/cm² (7,5bar)<br>e(ex.g) 7,6kgf/cm² (7,5bar)<br>Gen 4 × 900kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>22kn |
| **WINTER WATER**<br>ex Zenit Water-87 ex Winter Water-85<br>**Heptagon Maritime Pte. Ltd.**<br>Nordic Oriental Shipmanagement A/B<br>Nassau Bahamas | **11 736**<br>6 244<br>15 100 | ✠**100A1** CS 12/88<br>certified container securing arrangements<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL G† 577,5/60,0U3<br>FN 6435 | **1979**-2 Gotaverken Oresundsvarvet AB—Landskrona (266)<br>169,20 (BB) 25,76 10,119<br>157,71 25,71 15,09<br>Ba 47,0 F 17,1 3 dks, 4th dk in Nos. 1, 2 & 3 holds, 5th dk in Nos. 2 & 3 holds<br>rf nil | **M Refrigerated Cargo**<br>Pallets<br>Side doors 4(p) 4(s) pt higher tensile steel<br>4 Ho 26,9 29,7 28,8 ER 28,8<br>In.17 143 HeCls. B<br>TEU 240 C.Ho 240/20'<br>7 Ha (stl) (24,6 × 15,2) (24,9p&s 24,9p&s × 9,9) ER (24,7p 18,6s × 10,0)<br>Cr 4(16) | B&W 6K90GF<br>Oil 2SA 6Cy. 900 × 1800<br>15 079kW (20 500bhp)<br>A/B Gotaverken Goteborg<br>AuxB (o.f.) 7,6kgf/cm² (7,5bar)<br>e(ex.g) 7,6kgf/cm² (7,5bar)<br>Gen 4 × 900kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 349,5t (d.o.) 2 610,0t (hvf) 22kn |
| **WINTER WAVE**<br>ex Zenit Wave-87 ex Winter Wave-85<br>**Octagon Maritime Pte. Ltd.**<br>Nordic Oriental Shipmanagement A/B<br>Skarhamn Sweden | T.Mk<br>**11 701**<br>6 187<br>15 100 | ✠**100A1** CS 2/89<br>certified container securing arrangements<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL G† 577,5/60,0U3<br>FN 6435 | **1979**-3 Gotaverken Oresundsvarvet AB—Landskrona (267)<br>169,20 (BB) 25,76 10,119<br>157,71 25,71 15,09<br>Ba 47,0 F 17,1 3 dks, 4th dk in Nos. 1, 2 & 3 holds, 5th dk in Nos. 2 & 3 holds<br>rf nil | **M Refrigerated Cargo**<br>Pallets<br>Side doors 4(p) 4(s) pt higher tensile steel<br>4 Ho 26,9 29,7 28,8 ER 28,8<br>In.17 143 HeCls. B<br>TEU 240 C.Ho 240/20'<br>7 Ha (stl) (24,6 × 15,2) (24,9p&s 24,9p&s × 9,9) ER (24,7p 18,6s × 10,0)<br>Cr 4(16) | B&W 6K90GF<br>Oil 2SA 6Cy. 900 × 1800<br>15 079kW (20 500bhp)<br>A/B Gotaverken Goteborg<br>AuxB (o.f.) 7,6kgf/cm² (7,5bar)<br>e(ex.g) 7,6kgf/cm² (7,5bar)<br>Gen 4 × 900kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 349,5t (d.o.) 2 610,0t (hvf) 22kn |
| **WINTHROP**<br>**Wildwood Clam Co. Inc.**<br>Philadelphia, Pa United States of America | **164**<br>111<br>— | | **1929** Bethlehem SB. Corp.—Quincy, Ma (1429)<br>*31,16* 6,74<br>31,09 6,71 3,51 | **M Fishing**<br>Side Trawler<br>1 Ho 9,1<br>2 Ha | Fairbanks, Morse<br>Oil 4SA 6Cy. 216 × 254<br>640bhp (471kW) NE 51<br>Fairbanks, Morse & Co. U.S.A.<br>Fuel 18,5t |
| **WINTHROP VICTORY**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America | **7 607**<br>4 561<br>10 897 | AB | **1945** California SB. Corp.—Los Angeles, Ca (V74)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Allis Chalmers Mfg. Co. Milwaukee, Wi<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| **WIRA KERIS**<br>ex Pacific Dagger-87<br>**Bahtera Wira Sendirian Berhad**<br>Port Kelang Malaysia | **807**<br>387<br>1 065 | AB | **1981** Yokohama Zosen—Chiba (1396)<br>57,71 12,22 3,912<br>52,51 12,21 4,53<br>F 20,2 1 dk<br>rf 152 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting Pollution Control | Yanmar 8ZL-UT<br>2 Oil 4SA each 8Cy. 280 × 340 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 3 × 160kW<br>Thw. thrust propeller fwd<br>12,75kn |
| **WIRA WIJAYA**<br>ex Lady Sally-87<br>**Bahtera Wira Sendirian Berhad**<br>Port Kelang Malaysia | **1 402**<br>539<br>1 771 | AB | **1982** Teraoka Shipyard Co. Ltd.—Nandan (215)<br>63,51 5,196<br>55,22 14,51 6,02<br>F 21,4 1 dk<br>rf 297 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>12bth P | Yanmar 6Z280L-ST<br>4 Oil 4SA each 6Cy. 280 × 360 sr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 280kW 1 × 200kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 675,0t (d.o.)-21,0pd 12,5kn |

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| **8135485**<br>*9V3319*<br>383743<br>Rt | **WIRA 3**<br>ex Hai Hin 28-88 ex CP 101<br>ex Kaihoh Maru<br>**Kasman Marine Pte. Ltd.**<br>Singapore Singapore | **102**<br>30<br>— | GL | **1971** Izumi Zosensho—Moji<br>23,53 7,04 2,340<br>21,04 7,01 2,80<br>1 dk | **TM Tug** | Kubota<br>2 Oil 4SA each 6Cy. 200 × 240<br>Kubota Tekkosho (Sakai Diesel Plant) |
| **7233058**<br>*PKXU* | **WIRABUANA I**<br>ex Azusa Maru-74<br>**P.T. Taliabu Timber**<br>Jakarta Indonesia | **133**<br>64<br>38 | | **1959** Sanoyasu Dockyard Co. Ltd.—Osaka (174)<br>31,68 5,72 1,994<br>29,01 2,60<br>1 dk | **M Ferry/General Cargo** 108P<br>1 Ho<br>G.42 B.36<br>1 Ha (2,2 × 2,2)<br>1W Der 1(1) | Oil 4SA 6Cy. 265 × 400<br>320bhp (235kW)<br>Nippon Hatsudoki<br>Gen 1 × 17kW 1 × 5kW 115V d.c. |
| **5363926**<br>*PKXV*<br>Rt | **WIRABUANA II**<br>ex Daitoko Maru-70<br>ex Tokuzen Maru No. 11-69<br>**P.T. Taliabu Timber**<br>Jakarta Indonesia | **269**<br>142<br>— | (KI) | **1958** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (22)<br>43,54 6,53<br>6,51 3,43<br>P 11,9 F 4,9 1 dk | **M Tanker**<br>Mchy.aft | Matsue<br>Oil 4SA 6Cy. 270 × 380<br>320bhp (235kW)<br>Matsue Diesel K.K. |
| **7031955**<br>Esd Rt | **WIRACOCHA**<br>**Pesquera Productos de Conservas S.A.**<br>Salaverry Peru | **285**<br>113<br>— | (GL) | **1970** Ast. Picsa S.A.—Callao (337)<br>*30,94* 7,62<br>3,66<br>F 11,0 1 dk | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 146 × 146<br>800bhp (588kW)<br>General Motors Corp. |
| **7039165**<br>332066<br>RTv | **WIRANA**<br>ex Wato-87<br>**Yalabide Pty. Ltd.**<br>*Darwin, N.T.* Australia | **316**<br>—<br>— | NV<br>✠Classed LR until 12/12/86 | **1971**-3 Adelaide Ship Cons. (a Div. of Adelaide SS Ind. Pty Ltd)—Adl (67)<br>35,41 9,30 4,026<br>32,85 8,96 4,35<br>1 dk<br>rf 737 Box K 368 | **M Tug** | English Electric<br>Vee Oil 4SA 12Cy. 254 × 305 dr geared to sc<br>shaft<br>Ruston Paxman Diesels Ltd. Newton-le-W<br>Gen 2 × 98kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 62,5t (d.o.) |
| **9006162**<br>*9V3488*<br>384498<br>Df Esd Gc<br>Pfd Rdr Rt | **WIRAS PERMATA No. 1**<br>ex Jiang Hai 2-90<br>**Airtrust (Hong Kong) Ltd.**<br>Wiras Shipping Pte. Ltd.<br>Singapore Singapore | *973*<br>*516*<br>1 601 | **100A1** SS 11/90<br>Singapore home trade limits<br>**LMC**<br>EL K 357,5/31,0U2(a)<br>FN 963<br>(ZC) | **1990** Wuhu Shipyard—Wuhu (2122/1)<br>62,85 11,62<br>58,00 11,60 5,00<br>P 13,8 F 5,7 1 dk<br>rf - | **M General Cargo**<br>Mchy.aft | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380 dr reverse geared to<br>shaft<br>441kW (600bhp)<br>Guangzhou Diesel Engine Factory<br>Guangzhou<br>AuxB(c) (ex.g) 5kgf/cm$^2$ (4,9bar)<br>Gen 3 × 64kW 400V 50Hz a.c. |
| **9006174**<br>*9V3505*<br>384544<br>Df Esd Gc<br>Pfd Rdr Rt | **WIRAS PERMATA No. 2**<br>ex Jiang Hai 3-90<br>**Airtrust (Hong Kong) Ltd.**<br>Wiras Shipping Pte. Ltd.<br>Singapore Singapore | *973*<br>*516*<br>1 601 | **100A1** SS 11/90<br>Singapore home trade limits<br>**LMC**<br>EL K 357,5/31,0U2(a)<br>FN 963<br>(ZC) | **1990** Wuhu Shipyard—Wuhu (2122/2)<br>62,85 11,62<br>58,00 11,60 5,00<br>P 13,8 F 5,7 1 dk<br>rf - | **M General Cargo**<br>Mchy.aft | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380 dr reverse geared to<br>shaft<br>441kW (600bhp)<br>Guangzhou Diesel Engine Factory<br>Guangzhou<br>AuxB(c) (ex.g) 5kgf/cm$^2$ (4,9bar)<br>Gen 3 × 64kW 400V 50Hz a.c. |
| **5361916**<br>*LMZC*<br>11840<br>Df Rt | **WIRO**<br>ex Tippetue-90<br>**Osterfrakt A/S**<br>Bergen Norway | **254**<br>156<br>396 | BV (NV) | **1948** Seutelvens Verksted—Fredrikstad (43)<br>*36,25* 6,66 2,902<br>35,82 6,63 3,38<br>1 dk<br>rf 450 | **M General Cargo Barge**<br>1 Ho ER<br>G.481<br>1 Ha (15,4 × 4,8) ER<br>Der 1(3) | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>377bhp (277kW) NE 71<br>General Motors Corp.<br>Gen 2 × 4kW 110V d.c.<br>Fuel (d.o.) |
| **8611879**<br>*PIRD*<br>22645<br>IJM 203<br>Rt | **WIRON III**<br>**Wiron Rederijen B.V.**<br>P. J. Smit<br>Ijmuiden Netherlands | *499*<br>*256*<br>— | | **1987** Stocznia Remontowa "Nauta"—Gdynia (418)<br>39,81<br>35,90 8,51 4,68<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Kromhout<br>Oil 4SA 6Cy. 240 × 260<br>1 500bhp (1 103kW)<br>Stork-Werkspoor Diesel B.V. |
| **8611867**<br>*PIRF*<br>22764<br>IJM 204 | **WIRON IV**<br>**Wiron Rederijen B.V.**<br>P. J. Smit<br>Ijmuiden Netherlands | *499*<br>*256*<br>— | | **1987** Stocznia Remontowa "Nauta"—Gdynia (419)<br>39,91 —<br>37,42 8,51 4,68<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Kromhout<br>Oil 4SA 6Cy. 240 × 260<br>1 500bhp (1 103kW)<br>Stork-Werkspoor Diesel B.V. |
| **8417364**<br>Df Esd Pfd<br>Rdr RTv | **WIRON V**<br>**Gendev of Namibia Ltd.**<br>Windhoek Namibia | *441*<br>*235*<br>300 | | **1986** Stocznia Remontowa "Nauta"—Gdynia (416)<br>36,81 (BB) 3,501<br>32,97 8,51 4,68<br>1 dk | **M Fishing**<br>Stern Trawler Pair Trawler Ref<br>Ice strengthened<br>In.393 | Kromhout<br>Oil 4SA 6Cy. 240 × 260 geared to sc. shaf<br>883kW (1 200bhp)<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 400kW a.c. 1 × 200kW a.c.<br>1 × 80kW a.c.<br>Controllable pitch propeller<br>Fuel 77,5t (hvf) |
| **8417376**<br>Df Esd Gc<br>Rdr Rt | **WIRON VI**<br>**Gendev of Namibia Ltd.**<br>Windhoek Namibia | *444*<br>*235*<br>— | | **1986** Stocznia Remontowa "Nauta"—Gdynia (417)<br>36,56 (BB) 3,501<br>33,00 8,51 4,65<br>1 dk | **M Fishing**<br>Stern Trawler Pair Trawler Ref<br>Ice strengthened<br>In.393 | Kromhout<br>Oil 4SA 6Cy. 240 × 260<br>883kW (1 200bhp)<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 400kW a.c. 1 × 200kW a.c.<br>1 × 80kW a.c.<br>Fuel 77,5t (hvf) |
| **6618964**<br>*DFWW*<br>1636<br>Df Esd Rdr<br>RTm/v | **WISCHHAFEN**<br>ex Jani-88 ex Biskaya-87<br>ex William Flint-84 ex Wesermarsch-69<br>**August Blanck**<br>Stade Federal Republic of Germany | **299**<br>189<br>767 | GL | **1966** N.V. Scheeps. "Vooruitgang"—Foxhol (215)<br>54,13 9,40 3,257<br>49,05 9,20 5,41<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho ER<br>G.1 542 B.1 429<br>1 Ha (26,6 × 5,4) ER<br>Der 2(2) | MWM<br>Oil 4SA 6Cy. 250 × 350 sr geared to sc. sh<br>550bhp (405kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **8633059**<br>*HP4918*<br>14170-RH<br>Rt | **WISCONSIN**<br>ex Georgswerder<br>**G. Veenstra**<br>Panama Panama | **104**<br>31<br>— | GL | **1957** F. Schichau G.m.b.H.—Bremerhaven (1681)<br>- 2,507<br>24,43 7,70 2,97<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz |
| **7205386**<br>*P3EE3*<br>708733<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WISDOM**<br>ex Nichio-89 ex Nichio Maru-87<br>**Domise Shipping Ltd.**<br>Limassol Cyprus<br>SatCom: 1100311/WISD | **105 293**<br>90 749<br>238 436<br>T/cm<br>151,2 | BV (NK) | **1972** Hitachi Zosen—Sakai (4331)<br>324,01 (BB) 53,07 18,892<br>310,02 53,01 25,00<br>1 dk<br>Bow/CM 163 Diam. 0,406 MH 1,2 | **S Tanker**<br>CBT COW IGS<br>15 Ta ER<br>L.(oil) 282 664 HeCls. ptB ptC<br>3 Cargo pumps total 13 500T/hr | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Hitachi Zosen Sakurajima Work<br>Gen 1 × 1500kW 2 × 740kW 450V 60H<br>Controllable pitch propeller<br>Fuel 7 831,5t (o.f.) 279,5t (d.o.)-173,0pd |
| **5324865**<br>*BKAU*<br>4898<br>Df Esd Rdr<br>Rt | **WISDOM ENERGY**<br>ex Shizu-Ura Maru-74<br>**Energy Shipping Co. Ltd.**<br>Keelung China* | **1 766**<br>803<br>2 753<br>T/cm<br>8,4 | (NK) | **1961** Kasado Dock Co. Ltd.—Kudamatsu (217)<br>84,37 12,43 5,290<br>78,00 12,40 6,20<br>P 21,1 F 8,3 1 dk<br>RW rf 152 Bow/CM 30 Diam. 0,203 | **M Tanker**<br>10 Ta ER<br>L.(oil) 3 038 HeCls. BC<br>2 Cargo pumps total 600T/hr | Ito<br>Oil 4SA 6Cy. 460 × 690<br>1 800bhp (1 324kW)<br>Ito Tekkosho<br>Gen 3 × 50kW 445V 60Hz a.c.<br>Fuel 10,0t (d.o.) 119,5t (hvf)-6,0pd |
| **6726577**<br>*YJXC8*<br>316<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **WISE SEAS TRIDENT**<br>ex Luciana Della Gatta-89<br>ex Eastern Charm-80 ex Polyhymnia-79<br>**Wise Seas Shipping Co. Ltd.**<br>Port Vila Vanuatu | **29 348**<br>16 446<br>55 151<br>T/cm<br>56,2 | RI (NV) | **1967** Eriksbergs M/V A/B—Goteborg (612)<br>217,61 29,62 13,817<br>208,80 29,57 17,61<br>F 16,8 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 23,7 24,4 22,6 21,0 22,6 24,4 20,1 ER<br>G.64 025 B.61 379<br>7 Ha (stl) (each 13,9 × 12,8) ER | B&W<br>Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Uddevallavarvet A/B<br>Gen 1 × 512kW 2 × 364kW 450V 60H<br>Fuel 3 725,0t (hvf) |

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| **WISNU I**<br>Launched as Bayu I<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **101**<br>32<br>15 | KI | **1979** PT. Adiguna Sb & Eng.—Tanjung Priok (66)<br>27,51 1,712<br>25,02 6,51 2,82<br>1 dk | **TM Tug**<br>Fire-fighting | Mitsubishi S6N-MTK-2<br>2 Oil 4SA each 6Cy. 160 × 180 sr reverse geared to sc. shafts<br>E made77 fitted79<br>Mitsubishi Heavy Industries Ltd. Japan |
| **WISNU II**<br>Launched as Bayu II<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **101**<br>0<br>15 | KI | **1979** PT. Adiguna Sb & Eng.—Tanjung Priok (67)<br>27,51 1,712<br>25,02 6,51 2,82<br>1 dk | **TM Tug**<br>Fire-fighting | Mitsubishi S6N-TK-2<br>2 Oil 4SA each 6Cy. 160 × 180 sr reverse geared to sc. shafts<br>Mitsubishi Heavy Industries Ltd. Japan |
| **WISNU III**<br>Launched as Bayu III<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **101**<br>0<br>15 | KI | **1979** PT. Adiguna Sb & Eng.—Tanjung Priok (68)<br>27,51 1,712<br>25,02 6,51 2,82<br>1 dk | **TM Tug**<br>Fire-fighting | Mitsubishi S6N-TK-2<br>2 Oil 4SA each 6Cy. 160 × 180 sr reverse geared to sc. shafts<br>Mitsubishi Heavy Industries Ltd. Japan |
| **WISNU IV**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **115**<br>—<br>159 | KI | **1981** PT. Adiguna Sb & Eng.—Tanjung Priok (69)<br>27,51 1,712<br>25,02 6,51 2,82<br>1 dk | **TM Tug**<br>Fire-fighting | Mitsubishi<br>2 Oil 4SA each 6Cy. 200 × 240 sr reverse geared to sc. shafts<br>Mitsubishi Heavy Industries Ltd. Japan |
| **WISNU IX**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **115**<br>—<br>15 | KI | **1980** PT. Adiguna Sb & Eng.—Tanjung Priok (74)<br>27,51 1,712<br>25,02 6,51 2,82<br>1 dk | **TM Tug**<br>Fire-fighting | Mitsubishi S6N-TK-2<br>2 Oil 4SA each 6Cy. 160 × 180 sr reverse geared to sc. shafts<br>Mitsubishi Heavy Industries Ltd. Japan |
| **WISNU V**<br>Launched as Bayu V<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **101**<br>32<br>15 | KI | **1980** PT. Adiguna Sb & Eng.—Tanjung Priok (70)<br>27,51 1,712<br>25,02 6,51 2,82<br>1 dk | **TM Tug**<br>Fire-fighting | Mitsubishi S6N-TK-2<br>2 Oil 4SA each 6Cy. 160 × 180 sr reverse geared to sc. shafts<br>Mitsubishi Heavy Industries Ltd. Japan |
| **WISNU VI**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **115**<br>—<br>159 | KI | **1981** PT. Adiguna Sb & Eng.—Tanjung Priok (71)<br>27,51 1,712<br>25,02 6,51 2,82<br>1 dk | **TM Tug**<br>Fire-fighting | Mitsubishi S6N-TK<br>2 Oil 4SA each 6Cy. 160 × 180 sr reverse geared to sc. shafts<br>Mitsubishi Heavy Industries Ltd. Japan |
| **WISNU VII**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **115**<br>—<br>159 | KI | **1979** PT. Adiguna Sb & Eng.—Tanjung Priok (72)<br>27,51 1,712<br>25,02 6,51 2,82<br>1 dk | **TM Tug**<br>Fire-fighting | Mitsubishi S6N-MTK-2<br>2 Oil 4SA each 6Cy. 160 × 180 sr reverse geared to sc. shafts<br>Mitsubishi Heavy Industries Ltd. Japan |
| **WISNU VIII**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **115**<br>—<br>159 | KI | **1981** PT. Adiguna Sb & Eng.—Tanjung Priok (73)<br>27,51 1,712<br>25,02 6,51 2,82<br>1 dk | **TM Tug**<br>Fire-fighting | Mitsubishi S6N-TK<br>2 Oil 4SA each 6Cy. 160 × 180 sr reverse geared to sc. shafts<br>Mitsubishi Heavy Industries Ltd. Japan |
| **WISNU X**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **115**<br>—<br>15 | KI | **1980** PT. Adiguna Sb & Eng.—Tanjung Priok (75)<br>27,51 1,712<br>25,02 6,51 2,82<br>1 dk | **TM Tug**<br>Fire-fighting | Mitsubishi S6N-TK-2<br>2 Oil 4SA each 6Cy. 160 × 180 sr reverse geared to sc. shafts<br>Mitsubishi Heavy Industries Ltd. Japan |
| **WISNU XI**<br>**Direktorat Perkapalan Dan Telekomunikasi (PERTAMINA)**<br>Jakarta Indonesia | **101**<br>32<br>15 | KI | **1980** PT. Adiguna Sb & Eng.—Tanjung Priok (76)<br>27,51 1,712<br>25,02 6,51 2,82<br>1 dk | **TM Tug**<br>Fire-fighting | Mitsubishi S6N-TK-2<br>2 Oil 4SA each 6Cy. 160 × 180 sr reverse geared to sc. shafts<br>Mitsubishi Heavy Industries Ltd. Japan |
| **WISNU XII**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Negara (PERTAMINA)**<br>Jakarta Indonesia | **118**<br>—<br>15 | KI | **1983** PT. Adiguna Sb & Eng.—Tanjung Priok (77)<br>27,51 6,63 1,712<br>25,02 6,51 5,80<br>1 dk | **TM Tug**<br>Fire-fighting | Mitsubishi<br>2 Oil 4SA each 6Cy. 160 × 180 sr geared to sc. shafts<br>Mitsubishi Heavy Industries Ltd. Japan<br>Gen 1 × 40kW 220V 50Hz a.c.<br>Fuel 7,5t (d.o.) 12,5kn |
| **WISSELVALLIGHEID**<br>ex Pieter Anthonie-87<br>**Visserijbedrijf Wisselvalligheid B.V.**<br>K. W. Tanis & Zonen<br>Goedereede Netherlands | **208**<br>74<br>— | | **1973** Scheepswerf "Vooruit" C.V.—Zaandam (342)<br>33,00<br>7,50<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | De Industrie 8430<br>Oil 4SA 8Cy. 305 × 460<br>1 240bhp (912kW)<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn |
| **WISSELVALLIGHEID**<br>Goedereede Netherlands | **166**<br>58<br>— | | **1973** Scheepswerf "Vooruit" C.V.—Zaandam (341)<br>30,21<br>7,01 3,79<br>1 dk | **M Fishing**<br>Side-fishing | De Industrie 8430<br>Oil 4SA 8Cy. 305 × 460<br>1 200bhp (883kW)<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn |
| **WISTARI**<br>ex W. J. Trotter-85<br>**Queensland Tug & Salvage Co. Pty. Ltd.**<br>*Brisbane, Queensland* Australia | **396**<br>117<br>368 | ✠**100A1** SS 11/87<br>tug<br>✠**LMC** **UMS**<br>EL G 302,5/20,5U2<br>FN 482 | **1982**-12 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (153)<br>33,91 11,10 4,601<br>29,67 10,83 5,41<br>1 dk<br>rf - BK 25 | **TM Tug**<br>Fire-fighting Tractor | Daihatsu 6DSM-28<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches, flexible couplings & dr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 125kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 118,0t (d.o.)-6,5pd 11,5kn |
| **WISTERIA**<br>**Maple Shipping Corp.**<br>Manila Philippines<br>SatCom: 1700526/WIST | *5 131*<br>*3 149*<br>6 523 | NK | **1991** Kitanihon Zosen K.K.—Hachinohe (256)<br>115,00 (BB) 7,765<br>105,50 17,80 10,10<br>1 dk, 2nd & 3rd dks in way of hold only | **M Refrigerated Cargo**<br>4 Ho ER 8 TwD<br>In.7 652<br>4 Ha (stl) ER | Mitsubishi 6UEC45LA<br>Oil 2SA 6Cy. 450 × 1350<br>5 001kW (6 799bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 4 × 343,2kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>17kn |
| **WITASSIST II**<br>ex Kathryn-91 ex Utah ex Bluebird ex Pennsylvania<br>**WIT Equipment Co. Inc.**<br>Miami, Fl United States of America | **620**<br>422<br>— | | **1947** ..............Pittsburgh, Pa<br>- - —<br>40,85 10,97 2,28<br>1 dk | **M Tug** | Oil<br>U.S.A. |
| **WITH JUNIOR**<br>ex Austborg-88<br>**Egil Ulvan Rederi A/S**<br>Trondheim Norway | T.Mk<br>**199**<br>71<br>840 | NV | **1982** Vaagland Batbyggeri A/S—Vaagland (102)<br>55,94 3,560<br>49,61 12,06 7,70<br>2 dks | **M General Cargo**<br>Pallets<br>Side doors 2(p) Stern door/ramp<br>Ice strengthened<br>Mchy.aft<br>1 Ho<br>B.1 860<br>1 Ha (stl) (22,6 × 6,1)<br>Cr 1(20) | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190<br>1 060bhp (780kW) NE 88<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 80kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **WITHNELL BAY**<br>**Mermaid Sound Port & Marine Services Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **478**<br>144<br>— | NV | **1985** Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A. (229)<br>34,70 11,51 5,050<br>32,26 11,08 5,57<br>1 dk | **TM Tug**<br>Fire-fighting Pollution Control | Pielstick 8PA5L255<br>2 Oil 4SA each 8Cy. 255 × 270 with clutches, flexible couplings & dr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 181kW 415V 50Hz a.c.<br>2 Directional propellers<br>2 Thw. thrust propellers |

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| **5108637**<br>*HO7706*<br>8247-77<br>Rt | **WITSERVICE II**<br>ex Esso Tug No. 2 ex Socony 17<br>ex S. T. Co. No. 17<br>ex S. O. Co. No. 17<br>**Witservice Ltd.**<br>West Indies Transport Ltda. S.A.<br>Panama Panama | **233**<br>63<br>— | | **1907**<br>*27,44*<br><br><br><br>R | Skinner SB. & D.D. Co.—Baltimore, Md<br>7,01<br>6,96 | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 216 × 254<br>E made43 fitted—<br>General Motors Corp. La Grange, Ill |
| **8327284**<br>*VPQY*<br>708176 | **WITSERVICE III**<br>ex Barbara McAllister-77 ex Gladiator<br>ex Geo H. Jackson ex E. C. Dempsey<br>**Challenger Ltd.**<br>Georgetown Cayman Islands (British) | **113**<br>77<br>— | | **1910**<br>Rebuilt **1942**<br>23,47<br><br>1 dk | American SB. Co.—Cleveland, Oh<br>.............U.S.A.<br>—<br>6,24 2,32 | **M Tug** | General Motors<br>Vee Oil 2SA 12Cy. 216 × 254<br>General Motors Corp. |
| **8632055**<br><br>850680<br>Rt | **WITSUNDAY PRINCESS**<br><br>**Ansett Transport Industries Ltd.**<br>*Townsville, Queensland* Australia | **172**<br>75<br>— | | **1972**<br>29,62<br><br>1 dk | .............Australia<br>6,50<br>6,48 2,67 | **TM Ferry**<br><br>—dk P | Gardner<br>2 Oil 4SA each 8Cy. 140 × 197<br>680kW (924bhp)<br>L. Gardner & Sons Ltd. Manche |
| **5005524**<br>*WA2188*<br>240513<br>Df Gc Rdr<br>RTm/v | **WITTE I**<br>ex Carol Anne Witte-89<br>ex Agnes A. Moran-78 ex Marion-74<br>ex Agnes A. Moran-72<br>**Donjon Marine Co. Inc.**<br>New York, NY United States of America | **133**<br>55<br>— | (AB) | **1941**<br>28,81<br>27,13<br>1 dk<br>BK 102 | Pennsylvania Shipyards Inc.—Beaumont, Tx (247)<br>6,74<br>6,71 3,28 | **D-E Tug** | General Motors<br>Oil 2SA 12Cy. 216 × 267 driving gen. of 650kW<br>550V d.c. connected to elec. motor & sr gea<br>to sc. shaft<br>General Motors Corp. La Grange, Ill<br>Gen 1 × 30kW 125V d.c.<br>Fuel 72,0t |
| **7734923**<br>*DBMM*<br><br>Esd Gc Pfd<br>Rdr RTv | **WITTESAND**<br>ex Nickel<br>**Government of The Federal Republic of Germany (Bundesminister fur Verkehr-WSV)**<br>Government of The Federal Republic of Germany (Wasser-und Schiffahrtsamt Bremerhaven)<br>Bremerhaven Federal Republic of Germany | **270**<br>84<br>— | GL | **1952**<br>43,77<br>40,04<br>1 dk | Jadewerft G.m.b.H.—Wilhelmshaven<br>7,95 2,301<br>7,50 3,00 | **M Research**<br>Survey | MWM<br>Oil 4SA 6Cy. 250 × 350<br>Motorenw. Mannheim A.G. (MWM) Mannhe |
| **7014191**<br>*Y6FI*<br><br>Rdr Rt | **WITTOW**<br><br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **594**<br>212<br>1 107 | DSRK | **1970**<br>59,97<br>56,90<br>1 dk | VEB Elbewerft—Boizenburg (279)<br>10,32 2,899<br>10,01 3,51 | **TM Hopper Barge**,<br>Bottom doors<br>Ice strengthened<br>Mchy.aft<br>Hopper 550 | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360<br>640bhp (471kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeb<br>Gen 2 × 40kW 390V a.c. |
| **7700087**<br>*P3DY*<br>380966<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **WITTSAND**<br><br>**Diligence Shipping Co. Ltd.**<br>Harmstorf Shipping Co. Ltd.<br>Limassol Cyprus | T.Mk<br>**869**<br>455<br>1 037<br>**1 587**<br>905<br>2 175 | GL | **1978**<br>78,11<br>70,82<br>P 15,6 | Buesumer Werft G.m.b.H.—Buesum (267)<br>(BB) 12,76 4,601/5,762<br>12,51 7,52<br>F 7,1 2 dks | **M Refrigerated Cargo**<br>Sail-Assisted<br>Ice strengthened<br>3 Ho ER 3 TwD<br>In.2 409<br>3 Ha (stl) (each 8,5 × 3,9) ER<br>6W Der 6(3) | MaK 6M453<br>Oil 4SA 6Cy. 320 × 420 sr geared to sc. shaft<br>2 250bhp (1 655kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 444kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 60,0t (d.o.) 230,0t (hvf)-7,0pd |
| **8136427**<br>*HO6928*<br>10253-PEXT1<br>Df | **WITTUG**<br>ex Wittug I-83 ex LT-536<br>**Witwater Corp.**<br>West Indies Transport Ltda. S.A.<br>Panama Panama | **495**<br>201<br>— | (AB) | **1944**<br>*41,40*<br>41,00<br>F 12,5 | Levingston SB. Co.—Orange, Tx (332)<br>4,701<br>10,05 5,11<br>2 dks | **TD-E Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 222 × 267 driving ge<br>connected to elec. motor<br>General Motors Corp. Electro-Motive Div. |
| **8824919**<br><br><br>Rt | **WIYASA**<br>ex Djanggawirana<br>**P.T. Astri Lines**<br>Jakarta Indonesia | **749**<br>460<br>— | KI | **1976**<br>69,50<br>67,20<br>1 dk | Sasaki Zosen K.K.—Kinoe<br>11,42 5,000<br>- 5,61 | **M General Cargo**<br><br>1 Ho ER<br><br><br>2 Ha (stl) (each 14,4 × 8,0) ER | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>1 471kW (2 000bhp)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 128kW a.c. |
| **7034581**<br><br><br>Df Esd Rdr<br>Rt | **WLA-10**<br>ex Ust-109<br>**Aleksander & Magdalena Krzysztofik**<br>Wladyslawowo Poland | **106**<br>38<br>47 | PR | **1967**<br><br>24,59<br>21,95<br>1 dk | Gdynska Stocznia Remontowa—Gdynia (B25s/316)<br>6,61 2,501<br>3,38 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenh<br>Gen 2 × 2,5kW 1 × 1,5kW 24V d.c. |
| **6905159**<br><br><br>Df Esd Rdr<br>RTm | **WLA-33**<br>ex Schedar-90 ex Triane-86<br>ex Johan Hjermitslev-82<br>ex Bente Loth-73 ex Lysandros-68<br>**"Polfish"**<br>Wladyslawowo Poland | **150**<br>67 | BV PR | **1968**<br><br>33,58<br>29,57<br>F 6,1<br>BK 64 | VEB Rosslauer Schiffswerft—Rosslau (3261)<br>6,66 3,040<br>6,61 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,6 6,7 ER<br><br>2 Ha (stl) (each 1,5 × 1,2) ER<br>1W Der 1(0,5) | Alpha 408-36<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW) NE 70<br>Alpha-Diesel A/S Frederiksh<br>Gen 1 × 80kW 1 × 60kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.) |
| **7025114**<br><br><br>Df Esd Rdr<br>Rt | **WLA-41**<br>ex HEL-111-89<br>**Ignacy Necel**<br>Wladyslawowo Poland | **106**<br>39<br>42 | PR | **1965**<br><br>24,59<br>21,95<br>1 dk | Gdynska Stocznia Remontowa—Gdynia (B25s/305)<br>6,61 2,420<br>3,41 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenh<br>Gen 1 × 2,75kW 1 × 1,75kW 1 × 1,5kW<br>24V d.c. |
| **7038264**<br>*SNPG*<br><br>Df Esd Rt | **WLA-107**<br><br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **107**<br>40<br>35 | (PR) | **1959**<br><br>24,64<br>21,95<br>1 dk | Gdynska Stocznia Remontowa—Gdynia (B25s/184)<br>6,61 2,841<br>3,38 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenh<br>Gen 1 × 1,75kW 1 × 1,5kW 24V d.c. |
| **7038288**<br>*SNPR*<br><br>Df Esd Rdr<br>Rt | **WLA-109**<br><br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **107**<br>40<br>43 | (PR) | **1959**<br><br>24,62<br>21,95<br>1 dk | Gdynska Stocznia Remontowa—Gdynia (B25s/198)<br>6,61 2,501<br>3,38 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenh<br>Gen 2 × 3,25kW 1 × 1,5kW 24V d.c. |
| **7038290**<br>*SNPU*<br><br>Esd Rdr Rt | **WLA-110**<br><br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **107**<br>40<br>55 | (PR) | **1959**<br><br>24,62<br>21,95<br>1 dk | Gdynska Stocznia Remontowa—Gdynia (B25s/200)<br>6,61 2,420<br>3,38 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenh<br>Gen 1 × 3,25kW 1 × 1,5kW 24V d.c. |
| **7038305**<br>*SNPX*<br><br>Df Esd Rdr<br>Rt | **WLA-132**<br><br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **107**<br>40<br>35 | (PR) | **1959**<br><br>24,62<br>21,95<br>1 dk | Gdynska Stocznia Remontowa—Gdynia (B25s/201)<br>6,61 2,420<br>3,38 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenh<br>Gen 1 × 4kW 1 × 1,5kW 24V d.c. |

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| **WLA-133**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **107**<br>40<br>33 | **1959**<br>(PR) 24,62<br>21,95<br>1 dk | 6,61 | 2,320<br>3,38 | Gdynska Stocznia Remontowa—Gdynia<br>(B25s/202) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 2 × 3,25kW 1 × 1,5kW 24V d.c.<br>10kn |
| **WLA-134**<br>ex SWI-44<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **107**<br>40<br>56 | **1959**<br>(PR) 24,62<br>21,95<br>1 dk | 6,61 | 3,38 | Gdynska Stocznia Remontowa—Gdynia<br>(B25s/186) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 4kW 1 × 1,5kW 24V d.c.<br>10kn |
| **WLA-136**<br>**Bogumila Kowalska**<br>Wladyslawowo Poland | **107**<br>39<br>35 | **1960**<br>PR 24,57<br>21,95<br>1 dk | 6,53 | 2,380<br>3,38 | Gdynska Stocznia Remontowa—Gdynia<br>(B25s/212) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 3,25kW 1 × 1,5kW 24V d.c.<br>10kn |
| **WLA-137**<br>**Mariusz Reiner & Stanislaw Rys**<br>Wladyslawowo Poland | **107**<br>39<br>33 | **1960**<br>PR 24,57<br>21,95<br>1 dk | 6,58 | 2,361<br>3,38 | Gdynska Stocznia Remontowa—Gdynia<br>(B25s/213) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 3,25kW 1 × 1,5kW 24V d.c.<br>10kn |
| **WLA-138**<br>**Aleksander Krzysztofik**<br>Wladyslawowo Poland | **107**<br>39<br>36 | **1960**<br>PR 24,57<br>21,95<br>1 dk | 6,58 | 2,291<br>3,38 | Gdynska Stocznia Remontowa—Gdynia<br>(B25s/214) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 3,25kW 1 × 1,25kW 24V d.c.<br>10kn |
| **WLA-145**<br>ex WLA-139<br>**Jerzy Skrzek**<br>Wladyslawowo Poland | **106**<br>39<br>37 | **1962**<br>PR 24,57<br>21,95<br>1 dk | 6,58 | 2,340<br>3,38 | Gdynska Stocznia Remontowa—Gdynia<br>(B25s/251) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 3,25kW 1 × 1,5kW 24V d.c.<br>10kn |
| **WLA-146**<br>**Witold Nowak & Kazimierz Orlowski**<br>Wladyslawowo Poland | **106**<br>39<br>36 | **1962**<br>PR 24,54<br>21,95<br>1 dk | 6,58 | 2,380<br>3,38 | Gdynska Stocznia Remontowa—Gdynia<br>(B25s/253) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 3,25kW 1 × 1,5kW 24V d.c.<br>10kn |
| **WLA-148**<br>**Alfons Adolph i Wspolnicy**<br>Wladyslawowo Poland | **106**<br>39<br>41 | **1962**<br>PR 24,57<br>21,95<br>1 dk | 6,58 | 2,501<br>3,38 | Gdynska Stocznia Remontowa—Gdynia<br>(B25s/255) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 3,25kW 1 × 1,5kW<br>9,5kn |
| **WLA-149**<br>**Jan Redlin**<br>Wladyslawowo Poland | **106**<br>39<br>41 | **1962**<br>PR 24,62<br>21,95<br>1 dk | 6,58 | 2,291<br>3,38 | Gdynska Stocznia Remontowa—Gdynia<br>(B25s/256) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 3,25kW 1 × 1,5kW 24V d.c.<br>9,5kn |
| **WLA-151**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **106**<br>39<br>33 | **1963**<br>PR 24,57<br>21,95<br>1 dk | 6,61<br>6,60 | 2,361<br>3,38 | Gdynska Stocznia Remontowa—Gdynia<br>(B25s/272) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 3,25kW 1 × 1,5kW 24V d.c.<br>9,5kn |
| **WLA-152**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **107**<br>38<br>35 | **1963**<br>PR 24,59<br>21,95<br>1 dk | 6,58 | 2,420<br>3,38 | Gdynska Stocznia Remontowa—Gdynia<br>(B25s/273) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 3,25kW 1 × 1,5kW 24V d.c.<br>10kn |
| **WLA-153**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **107**<br>38<br>35 | **1964**<br>PR 24,59<br>21,95<br>1 dk | 6,58 | 2,500<br>3,38 | Gdynska Stocznia Remontowa—Gdynia<br>(B25s/263) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 3kW 1 × 2,5kW 1 × 1,5kW 24V d.c.<br>9kn |
| **WLA-154**<br>**Zbigniew Konopski**<br>Wladyslawowo Poland | **106**<br>39<br>33 | **1965**<br>PR 24,59<br>21,95<br>1 dk | 6,58 | 2,291<br>3,41 | Gdynska Stocznia Remontowa—Gdynia<br>(B25s/306) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Volund<br>Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 4kW 1 × 1,5kW 24V d.c.<br>10kn |
| **WLA-200**<br>**Wojciech Redlin**<br>Wladyslawowo Poland | **106**<br>38<br>39 | **1974**<br>24,52<br>PR 21,85<br>1 dk | 6,58<br>6,56 | 2,501<br>3,38 | Stocznia "Ustka"—Ustka<br>(B25s/A31) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10kn |
| **WLA-201**<br>**Miroslaw Jedrych & Mieczyslaw Gruba**<br>Wladyslawowo Poland | **106**<br>38<br>39 | **1974**<br>24,44<br>PR 21,85<br>1 dk | 6,58<br>6,56 | 2,501<br>3,38 | Stocznia "Ustka"—Ustka<br>(B25s/A32) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10kn |
| **WLA-202**<br>**Henryk Szweda**<br>Wladyslawowo Poland | **103**<br>34<br>38 | **1972**<br>24,57<br>PR 21,85<br>1 dk | 6,61<br>6,56 | 2,430<br>3,38 | Stocznia "Ustka"—Ustka<br>(B25s/A04) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 24V d.c.<br>Controllable pitch propeller<br>10,5kn |
| **WLA-203**<br>**Zdzislaw Madrzak & Jan Barbachowski**<br>Wladyslawowo Poland | **103**<br>34<br>44 | **1972**<br>24,41<br>PR 21,85<br>1 dk | 6,58<br>6,56 | 2,430<br>3,38 | Stocznia "Ustka"—Ustka<br>(B25s/A05) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 1 × 4kW 1 × 3,5kW 30V d.c.<br>Controllable pitch propeller<br>10,5kn |

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| **7321855**<br>Df Esd Rdr Rt | **WLA-204**<br>**Zdzislaw Madrzak**<br>Wladyslawowo Poland | **104**<br>37<br>38 | **1973** Stocznia "Ustka"—Ustka (B25s/A17)<br>24,52 6,58 2,450<br>PR 21,85 6,56 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 24V d.c.<br>Controllable pitch propeller |
| **7321867**<br>Df Esd Rt | **WLA-205**<br>**Andrzej Hebel**<br>Wladyslawowo Poland | **105**<br>38<br>38 | **1973** Stocznia "Ustka"—Ustka (B25s/A18)<br>24,49 6,58 2,450<br>PR 21,85 6,56 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller |
| **7325760**<br>Df Esd Rt | **WLA-206**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **105**<br>38<br>38 | **1973** Stocznia "Ustka"—Ustka (B25s/A19)<br>24,54 6,58 2,501<br>PR 21,95 6,53 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller |
| **7393468**<br>Df Esd Rdr Rt | **WLA-207**<br>**Wlodzimierz Szomborg**<br>Wladyslawowo Poland | **106**<br>38<br>44 | **1974** Stocznia "Ustka"—Ustka (B25s/A33)<br>24,52 6,58 2,420<br>PR 21,85 6,56 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller |
| **7393470**<br>Df Esd Rdr Rt | **WLA-208**<br>**Zdzislaw Koziara**<br>Wladyslawowo Poland | **106**<br>39<br>39 | **1974** Stocznia "Ustka"—Ustka (B25s/A34)<br>24,49 6,58 2,501<br>PR 21,85 6,56 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller |
| **7393482**<br>Df Esd Rdr Rt | **WLA-209**<br>**Jozef Labuhn**<br>Wladyslawowo Poland | **106**<br>39<br>39 | **1974** Stocznia "Ustka"—Ustka (B25s/A35)<br>24,52 6,58 2,501<br>PR 23,25 3,38<br>1 dk | **M Fishing** | Wola<br>Oil 4SA 12Cy. 135 × 155 reduction geared to s<br>shaft<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7422104**<br>Df Esd Rdr Rt | **WLA-210**<br>**Jerzy Maroszek**<br>Wladyslawowo Poland | **107**<br>39<br>39 | **1975** Stocznia "Ustka"—Ustka (B25s/A44)<br>24,59 6,58 2,420<br>PR 21,85 6,56 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller |
| **7422116**<br>Df Esd Rdr Rt | **WLA-211**<br>**Brunon Hintzke & Mieczyslaw Byczkowski**<br>Wladyslawowo Poland | **107**<br>39<br>39 | **1975** Stocznia "Ustka"—Ustka (B25s/A45)<br>24,52 6,58 2,501<br>PR 21,85 6,56 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>300bhp (221kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller |
| **7504952**<br>Df Esd Rdr Rt | **WLA-212**<br>**Kazimierz Pipka & Wojciech Jackowski**<br>Wladyslawowo Poland | **106**<br>39<br>44 | **1975** Stocznia "Ustka"—Ustka (B25s/A52)<br>24,49 6,61 2,501<br>PR 21,82 6,58 3,38<br>1 dk | **M Fishing**<br>Side Trawler | Wola<br>Vee Oil 4SA 12Cy. 135 × 155<br>350bhp (257kW)<br>Zaklady Mechaniczne im Nowotki<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller |
| **7635701**<br>Df Esd Rdr Rt | **WLA-288**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **106**<br>32<br>68 | **1979** Stocznia "Ustka"—Ustka (B403/15)<br>26,24 2,966<br>PR 22,51 7,22 3,48<br>1 dk | **M Fishing**<br>Stern Trawler | Sulzer<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech.<br>Gen 1 × 32kW 1 × 29,25kW 400V a.c.<br>Controllable pitch propeller |
| **7635713**<br>Df Esd Rdr Rt | **WLA-289**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **106**<br>32<br>68 | **1979** Stocznia "Ustka"—Ustka (B403/14)<br>26,29 2,930<br>PR 22,48 7,23 3,48<br>1 dk | **M Fishing**<br>Stern Trawler<br>Ice strengthened | Sulzer<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech.<br>Gen 1 × 32kW 1 × 29,25kW 400V a.c.<br>Controllable pitch propeller |
| **7635799**<br>Df Esd Rdr Rt | **WLA-290**<br>ex Greifswalder Oie-78<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **106**<br>32<br>58 | **1978** Stocznia "Ustka"—Ustka (B403/06)<br>26,29 2,900<br>PR 22,51 7,23 3,48<br>1 dk | **M Fishing**<br>Stern Trawler | Sulzer<br>Oil 4SA 6Cy. 200 × 240 reduction geared to<br>shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech.<br>Gen 1 × 37,5kW 400V a.c.<br>Controllable pitch propeller |
| **7635787**<br>Df Esd Rdr Rt | **WLA-291**<br>Launched as Danholm<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **106**<br>32<br>58 | **1978** Stocznia "Ustka"—Ustka (B403/07)<br>26,29 2,900<br>PR 22,51 7,23 3,48<br>1 dk | **M Fishing**<br>Stern Trawler | Sulzer<br>Oil 4SA 6Cy. 200 × 240 reduction geared to<br>shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech.<br>Gen 2 × 37,5kW 400V a.c.<br>Controllable pitch propeller |
| **7635775**<br>Df Esd Rdr Rt | **WLA-292**<br>Launched as Rugen<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **106**<br>32<br>68 | **1978** Stocznia "Ustka"—Ustka (B403/08)<br>26,29 2,980<br>PR 22,51 7,23 3,49<br>1 dk | **M Fishing**<br>Stern Trawler | Sulzer<br>Oil 4SA 6Cy. 200 × 240 reduction geared to<br>shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech.<br>Gen 2 × 37,5kW 400V a.c.<br>Controllable pitch propeller |
| **7635751**<br>Df Esd Rdr Rt | **WLA-294**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **106**<br>32<br>68 | **1978** Stocznia "Ustka"—Ustka (B403/10)<br>26,29 2,980<br>PR 22,48 7,26 3,48<br>1 dk | **M Fishing**<br>Stern Trawler | Sulzer<br>Oil 4SA 6Cy. 200 × 240 reduction geared to<br>shaft<br>570bhp (419kW)<br>Puckie Zaklady Mech.<br>Gen 2 × 32kW 400V a.c.<br>Controllable pitch propeller |

**WLA-295** 106 1978 Stocznia "Ustka"—Ustka (B403/11) **M Fishing** Sulzer 6AL20/24
32 26,27 2,980 Stern Trawler Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft
**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"** 68 PR 22,48 7,23 3,48 570bhp (419kW)
1 dk Puckie Zaklady Mech. Puck
Wladyslawowo Poland Gen 1 × 32kW 1 × 29,25kW 400V a.c.
Controllable pitch propeller
10,75kn

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**WLA-296** 106 1979 Stocznia "Ustka"—Ustka (B403/12) **M Fishing** Sulzer 6AL20/24
32 26,29 2,701 Stern Trawler Oil 4SA 6Cy. 200 × 240 geared to sc. shaft
**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"** 68 PR 22,48 7,23 3,48 Ice strengthened 570bhp (419kW)
1 dk Puckie Zaklady Mech. Puck
Wladyslawowo Poland Gen 1 × 32kW 1 × 29,25kW 400V a.c.
Controllable pitch propeller
10,75kn

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**WLA-297** 106 1979 Stocznia "Ustka"—Ustka (B403/13) **M Fishing** Sulzer 6AL20/24
32 26,29 2,931 Stern Trawler Oil 4SA 6Cy. 200 × 240 geared to sc. shaft
**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"** 68 PR 22,48 7,23 3,48 Ice strengthened 570bhp (419kW)
1 dk Puckie Zaklady Mech. Puck
Wladyslawowo Poland Gen 1 × 32kW 1 × 29,25kW 400V a.c.
Controllable pitch propeller
10,75kn

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**WLA-298** 114 1977 Stocznia "Ustka"—Ustka (B410/20) **M Fishing** Sulzer 6AL20/24
35 25,79 3,169 Side Trawler Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft
**Oman National Fisheries Co.** 69 (PR) 22,48 7,26 3,43 570bhp (419kW)
1 dk G.90
Oman Puckie Zaklady Mech. Puck
Gen 1 × 32kW 1 × 29,25kW 400V a.c.
Controllable pitch propeller
10,75kn

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**WLA-299** 115 1978 Stocznia "Ustka"—Ustka (B410/22) **M Fishing** Sulzer 6AL20/24
36 25,73 2,840 Stern Trawler Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft
**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"** 68 PR 22,46 7,26 3,48 570bhp (419kW)
1 dk Puckie Zaklady Mech. Puck
Wladyslawowo Poland Gen 1 × 32kW 1 × 29,25kW 400V a.c.
Controllable pitch propeller
10,75kn

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**WLA-300** 109 1975 Stocznia "Ustka"—Ustka (B410/01) **M Fishing** Sulzer 6AL20/24
33 25,00 7,24 2,920 Stern-fishing Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft
**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"** 53 PR 23,70 7,19 3,51 570bhp (419kW)
1 dk G.90 Puckie Zaklady Mech. Puck
Wladyslawowo Poland Gen 2 × 20kW 400V a.c.
Controllable pitch propeller
10,75kn

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**WLA-301** 109 1975 Stocznia "Ustka"—Ustka (B410/02) **M Fishing** Sulzer
33 25,20 7,24 2,870 Stern Trawler Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft
**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"** 69 PR 23,91 7,19 3,51 570bhp (419kW)
1 dk G.90 Puckie Zaklady Mech. Puck
Wladyslawowo Poland Gen 2 × 32kW 400V a.c.
Controllable pitch propeller
10,75kn

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**WLA-302** 114 1976 Stocznia "Ustka"—Ustka (B410/03) **M Fishing** Sulzer 6AL20/24
35 25,68 7,24 2,890 Stern Trawler Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft
**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"** 58 PR 22,48 7,21 3,51 570bhp (419kW)
1 dk G.90 Puckie Zaklady Mech. Puck
Wladyslawowo Poland Gen 1 × 32kW 1 × 29,25kW 400V a.c.
Controllable pitch propeller
10,75kn

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**WLA-303** 114 1976 Stocznia "Ustka"—Ustka (B410/04) **M Fishing** Sulzer 6AL20/24
35 25,68 7,24 2,820 Stern Trawler Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft
**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"** 58 PR 22,48 7,21 3,51 570bhp (419kW)
1 dk G.90 Puckie Zaklady Mech. Puck
Wladyslawowo Poland Gen 1 × 32kW 1 × 29,25kW 400V a.c.
Controllable pitch propeller
10,75kn

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**WLA-304** 107 1978 Stocznia "Ustka"—Ustka (B410/23) **M Fishing** Sulzer 6AL20/24
33 25,76 7,22 2,900 Stern Trawler Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft
**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"** 58 PR 22,51 7,21 3,48 570bhp (419kW)
1 dk Puckie Zaklady Mech. Puck
Wladyslawowo Poland Gen 2 × 32kW a.c.
Controllable pitch propeller
10,75kn

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**WLA-305** 102 1980 Stocznia "Ustka"—Ustka (B410/43) **M Fishing** Sulzer 6AL20/24
30 25,68 2,920 Stern Trawler Oil 4SA 6Cy. 200 × 240 geared to sc. shaft
**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"** 69 PR 22,51 7,23 3,48 570bhp (419kW)
1 dk Puckie Zaklady Mech. Puck
Wladyslawowo Poland Gen 1 × 36kW 1 × 32kW 400V a.c.
Controllable pitch propeller
10,75kn

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**WLA-306** 102 1980 Stocznia "Ustka"—Ustka (B410/44) **M Fishing** Sulzer 6AL20/24
30 25,71 2,920 Stern Trawler Oil 4SA 6Cy. 200 × 240 geared to sc. shaft
**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"** 69 PR 22,51 7,23 3,48 570bhp (419kW)
1 dk Puckie Zaklady Mech. Puck
Wladyslawowo Poland Gen 1 × 36kW 1 × 32kW 400V a.c.
Controllable pitch propeller
10,75kn

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**WLA-307** 102 1979 Stocznia "Ustka"—Ustka (B410/41) **M Fishing** Sulzer 6AL20/24
30 25,68 2,980 Stern Trawler Oil 4SA 6Cy. 200 × 240 geared to sc. shaft
**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"** 59 PR 22,51 7,23 3,48 570bhp (419kW)
1 dk Puckie Zaklady Mech. Puck
Wladyslawowo Poland Gen 1 × 32kW 1 × 29,25kW 400V a.c.
Controllable pitch propeller
10,75kn

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**WLA-308** 132 1983 Stocznia "Ustka"—Ustka (B410/69) **M Fishing** Sulzer 6AL20/24
44 25,77 - 3,000 Stern Trawler Oil 4SA 6Cy. 200 × 240 geared to sc. shaft
**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"** 79 PR 22,03 7,21 3,49 570bhp (419kW)
1 dk Puckie Zaklady Mech. Puck
Wladyslawowo Poland

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**WLA-310** 177 1989 Stocznia "Ustka"—Ustka (B280/04) **M Fishing** Sulzer 6AL20/24
53 26,77 Stern Trawler Oil 4SA 6Cy. 200 × 240 geared to sc. shaft
**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"** 126 PR 7,39 3,66 570bhp (419kW)
H. Cegielski Poznan
Wladyslawowo Poland 10kn

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| **8600351**<br>Esd Rdr Rt | **WLA-311**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **177**<br>53<br>126 | | **1990** Stocznia "Ustka"—Ustka (B280/10)<br>26,76 - 3,200<br>PR 23,84 7,41 3,66<br>1 dk | **M Fishing**<br>Stern Trawler<br>In.140 | Sulzer<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW)<br>H. Cegielski<br>Gen 1 × 50kW 1 × 41,6kW 400V a.c. |
| **8600363**<br>Df Esd Gc<br>Rdr Rt | **WLA-312**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich "Szkuner"**<br>Wladyslawowo Poland | **178**<br>53<br>126 | | **1990** Stocznia "Ustka"—Ustka (B280/11)<br>26,78 3,200<br>PR 23,87 7,40 3,66<br>1dk | **M Fishing**<br>Stern Trawler<br>In.140 | Sulzer<br>Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW)<br>H. Cegielski<br>Gen 1 × 50kW 1 × 41,6kW 400V a.c. |
| **7044316**<br>*SPYG*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **WLADYSLAW JAGIELLO**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdynia Poland | T.Mk<br>**5 369**<br>2 965<br>8 180<br>**8 148**<br>4 704<br>11 570 | | **1971** Stocznia Szczecinska im. A. Warskiego —Szczecin (B445/10)<br>PR 145,29 18,85 7,480/9,081<br>135,01 18,75 11,71<br>2 dks | **M General Cargo**<br>Ref 12bth P<br>5 Ho 17,7 17,7 20,1 -DTp&s 11,9 ER 23,2 6 TwD<br>G.15 088 B.13 645 In.1 366<br>6 Ha (stl) (9,6 × 7,0) (11,2 11,9 × 9,3) (3,7 4,5 × 7,0) ER (11,9 × 8,9)<br>18W Der 1(60) 4(10) 12(5) 2(3) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>H. Cegielski<br>Gen 2 × 320kW 2 × 200kW 400V a.c.<br>Fuel (hvf)-30,5pd |
| **7120976**<br>*SQBM*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **WLADYSLAW LOKIETEK**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdynia Poland | T.Mk<br>**5 375**<br>2 973<br>8 250<br>**8 160**<br>4 714<br>11 625 | | **1972** Stocznia Szczecinska im. A. Warskiego —Szczecin (B445/13)<br>PR 145,47 18,88 7,316/9,091<br>135,01 18,75 11,71<br>2 dks | **M General Cargo**<br>Ref 12bth P<br>Ice strengthened<br>5 Ho 17,7 17,7 20,1 -DTp&s 11,9 ER 23,2 6 TwD<br>G.15 088 B.13 645 In.1 366<br>6 Ha (stl) (9,6 × 7,0) (11,2 11,9 × 9,3) (3,7 4,5 × 7,0) ER (11,9 × 8,9)<br>18W Der 1(60) 4(10) 12(5) 2(3) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>H. Cegielski<br>Gen 2 × 320kW 2 × 200kW 400V 50Hz<br>Fuel (hvf)-31,0pd |
| **7900077**<br>*SQLC*<br>760<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WLADYSLAW SIKORSKI**<br>**French-Polish Shipping Co. (Francusko-Polskie Towarzstwo Zeglugowe)**<br>Polish Ocean Lines (Polskie Linie Oceaniczne)<br>Gdynia Poland<br>SatCom: 1703111/SQLC | **30 082**<br>14 368<br>22 639 | | **1981** Ch. Nav. de La Ciotat—La Ciotat (325)<br>200,26 (BB) 31,75 9,900<br>PR 185,55 31,70 18,80<br>F 18,9 1 dk, 2nd dk aft of mchy. space | **M RoRo Cargo/Container Ship**<br>Fixed-guides Deck-guides<br>Angled stern door/ramp (s)<br>Clear height 6,60<br>5 Cell. Ho ER<br>B.40 713<br>TEU 1417<br>C.Ho 438/20' C.RoRo Dk 317/20' C.Dk 662/20' incl. 150 ref C.<br>14 Ha (stl) ER | Sulzer<br>Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW)<br>H. Cegielski<br>Gen 4 × 960kW 1 × 120kW 380V 50Hz<br>Thw. thrust Contr. pitch propeller fwd , 1 a<br>Fuel 643,0t (d.o.) 3 141,5t (hvf) |
| **7117280**<br>*SQCF*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **WLADYSLAWOWO**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdynia Poland | T.Mk<br>**7 658**<br>4 208<br>9 745<br>**10 930**<br>6 368<br>14 137 | | **1971** A/S Nakskov Skibsvaerft—Nakskov (193)<br>166,27 (BB) 23,35 8,280/10,002<br>PR 154,87 23,30 12,91<br>2 dks | **M General Cargo**<br>Ref 12bth P<br>Ice strengthened<br>5 Ho ER 1 Ho<br>G.21 485 B.19 535 In.1 549<br>6 Ha (stl) (9,1 × 6,7) (11,4 13,0 × 8,6) (12,9 12,9 × 6,0) ER (7,4 × 3,8)<br>6 Wing Ha (stl) (12,9p&s 12,9p&s × 4,5) ER (3,1p&s × 4,5)<br>10W Der 1(60) 4(10) 11(5) | B&W<br>Oil 2SA 8Cy. 840 × 1800<br>20 000bhp (14 711kW)<br>Nylands Verksted A/S<br>Gen 3 × 608kW 380V a.c.<br>Controllable pitch propeller<br>Fuel 1 985,5t (d.o.) |
| **8302313**<br>*SQPV*<br>Df Esd Gc<br>Rdr RTv | **WLOCLAWEK**<br>**Polish Ocean Lines (Polskie Linie Oceaniczne)**<br>Gdansk Poland<br>SatCom: 1703127/SQPV | **15 635**<br>4 590<br>7 359 | | **1989** Stocznia im. "Komuny Paryskiej"—Gdynia (B488/05)<br>PR 147,76 - 6,800<br>130,41 23,51 14,91 | **TM RoRo Cargo**<br>TEU 677 C. 677/20' | Sulzer<br>2 Oil 4SA each 6Cy. 400 × 480 with flexible couplings & dr geared to sc. shafts<br>9 624bhp (7 079kW)<br>(p) "Zgoda" Zaklady Urzadzen Technicznych<br>(s) "Zgoda" Zaklady Urzadzen Technicznych<br>Gen 2 × 1200kW 2 × 842kW 400V 50Hz<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 194,0t (d.o.) 1 481,0t (i.f.o.)-24,0pd |
| **7435931**<br>*SQGD*<br>Df Esd Gc<br>Rdr Rt | **WLOCZNIK**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich "Odra"**<br>Swinoujscie Poland | T.Mk<br>**2 584**<br>1 069<br>1 550 | | **1975** Stocznia Gdanska im. Lenina—Gdansk (B414/01)<br>PR 88,58 15,02 5,600<br>83,52 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>B.440 In.1 415 | Sulzer<br>Oil 4SA 6Cy. 400 × 480 reduction geared to shaft<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 2 × 560kW 2 × 504kW 400V 2 × 320kW 320V a.c.<br>Controllable pitch propeller |
| **8601903**<br>Rdr Rt | **WM. A. MCGAW**<br>**Ocean Enterprises**<br>United States of America | **244**<br>—<br>— | | **1985** Waller Marine—Houston, Tx<br>32,42<br>27,69 7,93 4,07<br>1 dk | **M Research**<br>Survey | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 40kW a.c.<br>Thw. thrust propeller fwd |
| **8842636**<br>*WL9254*<br>279653<br>Df Esd Gc<br>Rdr Rt | **WM. J. MCPHILLIPS**<br>**Weeks Marine Inc.**<br>New York, NY United States of America | **199**<br>135<br>— | | **1959** ............Madisonville, La<br>- - —<br>30,32 8,22 4,38<br>1 dk | **M Tug** | Oil |
| **6400575**<br>318774<br>Esd Rdr | **WM. LYON MACKENZIE**<br>**Corporation of the City of Toronto**<br>Toronto, Ont. Canada | **102**<br>50<br>29 | ✠Classed LR until 9/71 | **1964**-5 Russel Bros. Ltd.—Owen Sound, Ont. (1216)<br>24,72 6,30<br>23,02 6,10 3,05<br>1 dk<br>rf 178 | **TM Tug**<br>Fire-fighting<br>2 Ha (stl) (7,3 × 7,3) (9,1 × 13,7)<br>Cr 1(0,5) | Cummins<br>2 Vee Oil 4SA each 12Cy. 140 × 152 geared to sc. shafts<br>Cummins Engine Co. Inc.<br>Gen 2 × 36kW 450V 60Hz a.c.<br>Fuel (d.o.) |
| **7316563**<br>*WYZ3045*<br>527698 | **WM. P. KENNEDY III**<br>**Charles F. Turan**<br>New Orleans, La United States of America | **143**<br>101<br>— | | **1970** ............Mobile, Al<br>*20,76* 7,01<br>3,51 | **M Fishing** | Oil<br>350bhp (257kW)<br>...............<br>Fuel (d.o.) |
| **8224559**<br>*9V3135*<br>382944<br>Esd Rdr Rt | **WMT DUA**<br>ex Kim In No. 17-90<br>**Silk Sita Trading Pte. Ltd.**<br>Pacific Carriers Pte. Ltd.<br>Singapore Singapore | **100**<br>4<br>— | | **1983** Pan Asia Shipyard & Eng. (Pte.) Ltd. —Singapore (73)<br>AB 2,680<br>21,30 6,70 3,27<br>1 dk | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 137 × 152 reduction geared to sc. shafts<br>Caterpillar Inc.<br>Gen 2 × 28kW a.c. |
| **8816144**<br>*9V3332*<br>383868<br>Esd Rdr Rt | **WMT SATU**<br>**Silk Sita Trading Pte. Ltd.**<br>Pacific Carriers Pte. Ltd.<br>Singapore Singapore | **110**<br>33<br>— | | **1988** President Marine Pte. Ltd.—Jurong, Singapore (007)<br>AB —<br>20,30 6,70 3,27<br>1 dk | **M Tug** | Mitsubishi<br>2 Oil 4SA each 6Cy. 145 × 160 geared to sc. shaft<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 25kW a.c.<br>Fuel (d.o.) |

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| **WODAN**<br>**N.V. Dolfijn**<br>Zeebrugge Belgium | *246*<br>*74*<br>— | | **1983** Scheepsw. West-Vlaamse N.V.—Oostkamp<br>32,50 - —<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | A.B.C.<br>Oil<br>1 081bhp (795kW)<br>Anglo-Belgian Corporation N.V. Belgium |
| **WOERMANN AFRICA**<br>ex Kwangtung-92<br>ex Presidente Jose Pardo-89<br>**The China Navigation Co. Ltd.**<br>Hong Kong Hong Kong (British)<br>SatCom: 1477320 | **16 736**<br>9 971<br>21 725 | **✠100A1**<br>Ice Class 3 at a draught<br>not exceeding 9.75 metres<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL It 605,0/64,0U3(a)<br>FN 6973 | **1986** SIMA Serv. Ind. de la Marina Callao (SIMAC)<br>—Callao (027)<br>Cmd. **1986**-12<br>182,00 (BB) 27,04 10,251<br>170,00 27,00 14,00<br>P 35,4 F 34,2 2 dks<br>rf nil DK in way of Nos. 2, 3, 4 & 5 holds | **M General Cargo**<br>Ref<br>pt higher tensile steel DSS<br>5 Ho 12,8DT 11,2DTp&s 19,2 4,8DTp&s 19,2 25,6 4,8DTp&s 19,2 ER 13,1<br>4 TwD<br>G.27 216 In.1 130 L.2 103<br>TEU 918<br>C.Ho 528/20' (40') C.Dk 390/20' (40')<br>incl. 50 ref C<br>10 Ha (stl) (12,8 × 10,4) (19,2p&s × 7,9) (19,2p&s 25,6p&s 19,2p&s × 10,4) ER (13,1 × 12,9)<br>Cr 3(36) Der 1(18) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>8 827kW (12 000bhp)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 3 × 710kW 450V 60Hz a.c.<br>Fuel 2,0t (d.o.) 35,0t (hvf) 15kn |
| **WOKYANG**<br>ex Daikoku Maru No. 18-83<br>**Oriente Industrial S. de R.L.**<br>San Lorenzo Honduras | **165**<br>68<br>— | | **1973** Uchida Zosen—Ise (741)<br>7,14<br>33,81 7,12 2,95<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu 6PSHTCM-26E<br>Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **WOL KWANG**<br>**Tong Yang Cement Co. Ltd.**<br>Busan South Korea | **3 109**<br>1 869<br>5 229 | KR | **1978** Koyo Dockyard Co. Ltd.—Mihara (IWS-5)<br>96,04 15,52 6,447<br>89,95 15,51 8,01<br>P 21,7 F 11,0 1 dk | **M Cement Carrier**<br>Mchy.aft<br>G.4 654 | Makita KGS43B<br>Oil 4SA 6Cy. 430 × 650 geared to sc. shaft<br>3 300bhp (2 427kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 130kW 450V a.c.<br>14,25kn |
| **WOLANDA**<br>**C. Selby & others**<br>Kingstown St. Vincent and the Grenadines | **233**<br>113<br>305 | (BV) | **1935** Gebr. van Diepen—Waterhuizen (814)<br>*35,33* 6,71 2,744<br>6,66<br>1 dk<br>R | **M General Cargo**<br>1 Ho 21,0 ER<br>G.440 B.408<br>2 Ha (5,7 8,7 × 2,9) ER<br>2W Der 2(2) | Brons<br>Oil 4SA 4Cy. 270 × 340<br>160bhp (118kW)<br>Appingedammer Brons Appingedam<br>Fuel (d.o.) 7,5kn |
| **WOLDSTAD**<br>**Government of The United States of America (Alaskan Department of Public Safety)**<br>Kodiak, Ak United States of America | **305**<br>267<br>512 | | **1982** Nichols Bros. Boat Builders Inc.—Freeland, Wa<br>36,89 8,54<br>3,81<br>1 dk | **TM Search & Rescue Vessel** | General Motors 16V-149-TI<br>2 Vee Oil 2SA each 16Cy. 146 × 146 sr geared to sc. shafts<br>2 000bhp (1 471kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>2 Controllable pitch propellers<br>Directional thrust propellers fwd |
| **WOLF RIVER**<br>ex Blue Sail-83<br>**Marine Asset Management Corp.**<br>Trico Marine Inc.<br>New Orleans, La United States of America | **299**<br>203<br>1 200 | (AB) | **1982** Champion-Swiftships Inc.—Pass Christian, Ms (010)<br>3,636<br>54,87 12,20 4,27<br>F 14,7 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | General Motors<br>2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>12kn |
| **WOLFE ISLANDER III**<br>**Government of Canada (Ministry of Transportation & Communications for The Province of Ontario)**<br>Kingston, Ont. Canada | **985**<br>667<br>300 | | **1975** Port Arthur SB. Co. Ltd.—Port Arthur, Ont. (128)<br>62,49 20,27 1,829<br>58,98 19,79 3,48<br>1 dk | **TM RoRo Cargo/Ferry** —P | Cummins VT-1710-M<br>4 Vee Oil 4SA each 12Cy. 140 × 152<br>2 200bhp (1 618kW)<br>Cummins Engine Co. Inc. Columbus, In<br>4 propellers aft, 2 fwd<br>Fuel (d.o.) 12kn |
| **WOLFERT FRANKE**<br>ex Cornelis Gerrit-84<br>**Van Jumelet en Otte**<br>Bruinisse Netherlands | *272*<br>*81*<br>— | | **1975** Scheepswerf en Reparatiebedrijf "Harlingen" B.V.—Harlingen (45)<br>37,40 - 2,890<br>34,36 7,54 3,85<br>1 dk<br>len 82 | **M Fishing** | De Industrie<br>Oil 4SA 8Cy. 305 × 460<br>1 400bhp (1 030kW)<br>B.V. Motorenfabriek "De Industrie" Alphen a/d Rijn |
| **WOLFHOUND**<br>ex Odiel-81<br>**Monkfish Ltd.**<br>Guernsey Channel Islands (British) | **220**<br>85<br>224 | (BV) | **1956** Hijos de J. Barreras S.A.—Vigo (1026)<br>36,50 6,71 3,429<br>32,01 6,68 3,79<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha | Werkspoor<br>Oil 4SA 8Cy. 220 × 500<br>950bhp (699kW) NE 73<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 69,0t (d.o.) 10kn |
| **WOLFSBURG**<br>**Burma Navigation Corporation**<br>Ahrenkiel Shipping (H.K.) Ltd.<br>Yangon Union of Myanmar<br>SatCom: 1510106/WOBG | *39 187*<br>*11 927*<br>9 772 | GL | **1988** Jiangnan Shipyard—Shanghai (2173)<br>182,71 7,702<br>170,52 29,61 14,13<br>1 dk | **M RoRo Cargo/ Vehicles Carrier**<br>Side door/ramp (s)<br>L 17,00 W 4,50 SWL 10<br>Quarter stern door/ramp (s)<br>L 31,00 W 7,50 SWL 70<br>Cars 3555 | B&W 6L60MC<br>Oil 2SA 6Cy. 600 × 1944<br>7 920kW (10 767bhp)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 840kW 1 × 700kW 1 × 98kW 220/440V a.c.<br>17,5kn |
| **WOLGAST**<br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **1 287**<br>321<br>— | DSRK | **1976** VEB Peene-Werft—Wolgast (208)<br>73,67 13,21 3,850<br>65,99 12,78 5,19<br>1 dk | **TD-E Dredger**<br>Bucket<br>Dredging depth 24,0<br>Mchy.aft | S.K.L. 8NVD48-2U<br>2 Oil 4SA each 8Cy. 320 × 480 total 2 640bhp (1 942kW) driving 2 gen. connected to 2 elec. motors & sc. shafts<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 400kW 380V 50Hz a.c.<br>8,5kn |
| **WOLGAST**<br>**Richard Aelts KG**<br>Rostock Antigua & Barbuda | **498**<br>239<br>1 050 | DSRK GL<br>✠Classed LR until 6/66 | **1965**-12 Dok & Schpsb. Maats. "Makkum" —Makkum (10)<br>63,30 10,60 3,860<br>56,22 10,49 6,06<br>RFD 8,6 1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 35,2 ER<br>G.2 023 B.1 858<br>2 Ha (stl) (each 12,1 × 5,4) ER<br>Cr 2(5) | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>971kW (1 320bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 56kW 1 × 16kW 220/380V 50Hz a.c.<br>Fuel 92,5t (d.o.) 12kn |
| **WOLMA**<br>**Bele Borjesson**<br>Fiskeback Sweden | *220*<br>*66*<br>— | (NV) | **1964** A/B Marstrands M/V—Marstrand (50)<br>35,79 6,74 3,607<br>27,97 6,71 3,97<br>1 dk<br>rf 1948 BK 196 len 84 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>3 Ha (0,9 × 1,3) (1,5 × 1,5) (1,5 × 1,2) ER | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| **WOLOAN**<br>ex Explorer ex Daiko Maru-82<br>**P.T. Mustika Segara Perkasa**<br>Jakarta Indonesia | **499**<br>284<br>1 000 | KI | **1970** Kishimoto Zosen—Kinoe (386)<br>56,49 9,02 4,090<br>51,72 9,00 4,50<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 070 | Oil 4SA 6Cy. 320 × 460<br>1 200bhp (883kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 40kW<br>Fuel 39,5t-3,0pd 10,25kn |

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| **7342873**<br>*J8FC*<br>2107<br>Df Esd Gc<br>Pfd Rdr Rt | **WOLRAAD WOLTEMADE**<br>ex S. A. Wolraad Woltemade-79<br>**Wolraad Woltemade Corp. Ltd.**<br>Pentow Marine (Pty.) Ltd.<br>Kingstown St. Vincent and the Grenadines | **2 708**<br>226<br>2 055 | **✠100A1**<br>tug<br>**✠LMC** | SS 3/90<br><br><br>EL R 1¾"U2<br>FN 2039 | **1976**-4 Robb Caledon Shipbuilders Ltd.—Leith (516)<br>94,65 (BB) 15,85 7,519<br>85,65 15,21 8,59<br>F 48,5 1dk, 2nd dk in fwd & aft salvage holds<br>rf 1778 | **M Tug**<br>Fire-fighting Salvage<br><br>Der 1(30) | Mirrlees<br>2 Vee Oil 4SA each 16Cy. 381 × 457 sr ge<br>sc. shaft<br>Mirrlees Blackstone (Stockport) Ltd.<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>✠ 4 ne(ex.g) 2/85 7,1kgf/cm² (7,0bar)<br>Gen 2 × 740kW 2 × 308kW 440V 60Hz a<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 1 697,0t |
| **7366403**<br>*WZC4518*<br>560339<br>Df Esd Gc<br>Pfd Rdr RTv | **WOLVERINE**<br><br>**The Huntington National Bank**<br>Oglebay Norton Co.<br>Wilmington, De United States of America<br>SatCom: 1501510/WOLV | **10 037**<br>6 269<br>20 236<br>T/cm<br>35,8 | | <br><br>AB | **1974** American SB. Co.—Lorain, Oh (903)<br>192,03 20,73 7,722<br>185,91 20,71 11,26<br>P 24,7 F 12,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Self-unloader<br>4 Ho ER<br>G.19 800<br>17 Ha (stl) ER | Alco<br>2 Vee Oil 4SA each 16Cy. 229 × 267 reve<br>reduction geared to sc. shaft<br>5 600bhp (4 119kW)<br>Alco Engine Co.<br>Gen 3 × 800kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 311,0t (d.o.) |
| **7613258**<br><br>229384<br>Esd Gc Rdr Rt | **WOLVERINE**<br>ex Shokei Maru-87<br>**Loadstar Shipping Co. Inc.**<br>Manila Philippines | **992**<br>578<br>2 877 | | <br><br>NK | **1976** Ube Dockyard Co. Ltd.—Ube (152)<br>78,42 12,22 5,716<br>72,01 12,21 5,82<br>2 dks | **M General Cargo**<br>Mchy.aft<br>G.4 012 B.3 863 | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo |
| **7507057**<br>*ETWA*<br>Df Esd Gc<br>Rdr Rt | **WOLWOL**<br>ex Pep Coral-82<br>**The Ethiopian Shipping Lines**<br>Assab Ethiopia | T.Mk<br>**1 599**<br>1 169<br>4 165 | | <br><br>NV | **1977** Orskovs Staalskibsvaerft I/S—Frederikshavn (91)<br>98,96 (BB) 16,01 5,741<br>89,49 15,82 9,22<br>F - 2 dks<br>rf 508 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.8 474 B.7 373<br>TEU 180 C. 180/20'<br>2 Ha (stl) (each 25,3 × 11,0) ER<br>3W Cr 2(10) Der 1(75) 2(10) | Alpha<br>Vee Oil 4SA 16Cy. 225 × 300<br>2 480bhp (1 824kW)<br>Alpha-Diesel A/S<br>Gen 3 × 144kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 458,0t (hvf)-9,0pd |
| **7636016**<br>*VJEW*<br>374696<br>Esd Rdr Rt | **WOMBI**<br><br>**Waratah Towage Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **265**<br>37<br>— | **✠100A1**<br>tug<br>**✠LMC** | SS 9/88<br><br>**UMS**<br>EL (F) 275,0/22,0U2<br>FN 358 | **1978**-9 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (130)<br>30,00 9,96 4,026<br>24,80 9,71 4,70<br>1 dk<br>rf - BK 25 | **TM Tug**<br>Fire-fighting | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 reverse re<br>geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 68kW 415V 50Hz a.c. |
| **6716338**<br>*6KWR*<br>BS-A-311<br>Rdr | **WON CHANG No. 81**<br>ex Sam Young No. 77-84<br>ex Tae Yang No. 101-84<br>ex Kook Yang No. 101<br>**Heo Jeong-Won**<br>Busan South Korea | **133**<br>41<br>113 | | <br><br>(KR) | **1967** Fukuoka Zosen K.K.—Fukuoka (882)<br>33,56 6,15 2,401<br>28,61 6,10 2,75<br>F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.100<br>4 Ha (each 0,9 × 1,1) | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 26kW 230V a.c. |
| **6716388**<br>*6KWW*<br>BS-A-316<br>Rdr | **WON CHANG No. 82**<br>ex Sam Young No. 78-84<br>ex Tae Yang No. 107-84<br>ex Kook Yang No. 107<br>**Heo Jeong-Won**<br>Busan South Korea | **133**<br>41<br>113 | | <br><br>(KR) | **1967** Fukuoka Zosen K.K.—Fukuoka (885)<br>33,56 6,15 2,401<br>28,61 6,10 2,75<br>F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.100<br>4 Ha (each 0,9 × 1,1) | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 26kW 230V a.c. |
| **8305872**<br>*D9KQ*<br>PHR-838662<br>Df Esd Gc<br>Pfd Rdr Rt | **WON JIN**<br><br>**Dong Shin Shipping Co.**<br>Pohang South Korea | **790**<br>—<br>1 580 | | <br><br>KR | **1983** Dae Sun SB. & Eng. Co. Ltd.—Busan (274)<br>69,80 12,22 4,101<br>65,21 12,21 4,70<br>P 16,5 B 10,7 F 9,8 1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 451 B.1 428<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Ssang Yong Heavy Industries Co. Ltd.<br>Gen 2 × 60kW 225V a.c. |
| **5392587**<br><br>9911 | **WON ZU**<br><br>**Government of The Republic of South Korea**<br>Hanjin Shipping Co. Ltd.<br>Busan South Korea | **573**<br>270<br>581 | | | **1944** Higgins Industries Inc.—New Orleans, La<br>54,82 9,76 3,353<br>53,80 9,73 4,50<br>1 dk | **TM General Cargo**<br>G.759 B.691<br>2 Ha (each 4,8 × 6,1) ER<br>2W Der 2(5) | General Motors<br>2 Oil 2SA 6Cy.<br>500bhp (368kW)<br>General Motors Corp.<br>Fuel 64,0t |
| **8116465**<br>*VKAW*<br>850878<br>Df Esd Gc<br>Rdr Rt | **WONGA**<br><br>**Waratah Towage Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **427**<br>129<br>420 | | <br><br>AB | **1983** Tamar SB. Pty. Ltd.—Launceston, Tas. (37)<br>32,31 10,90 4,809<br>27,06 10,61 5,36<br>F 13,5 1 dk<br>rf 229 | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 230 × 340 with clutc<br>geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 125kW<br>2 Directional propellers |
| **7850650**<br>*D7SX*<br>BSR-645805<br>Gc Rdr Rt | **WOO CHANG**<br>ex Chemicarry No. 15-85<br>ex Seisui Maru No. 1-76<br>**Choi Jong-Chul**<br>Busan South Korea | **416**<br>158<br>614 | | <br><br>KR | **1964** K.K. Usuki Tekkosho—Saiki (583)<br>48,77 3,620<br>44,00 8,64 3,92<br>P 11,3 F 5,2 1 dk<br>RW | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.589 HeCls. ptB | Fuji<br>Oil 4SA 6Cy. 275 × 320<br>750bhp (552kW)<br>Fuji Diesel Co. Ltd.<br>Gen 1 × 30kW 230V a.c.<br>Fuel 32,5t (d.o.)-2,5pd |
| **8629838**<br>*6KIV*<br>KN7166-A539<br>Df Esd Pfd<br>Rdr Rt | **WOO CHANG**<br><br>**Kim Hung-Man**<br>Ulreung South Korea | **106**<br>—<br>133 | | <br><br>KR | **1984** Simguen Shipbuilding & Eng. Ltd. —Masan<br>37,12 - 2,648<br>29,00 6,00 2,90<br>1 dk | **M Fishing**<br>Side-fishing Cuttle | Oil 4SA 6Cy. 200 × 240<br>272kW (370bhp)<br>Ssang Yong Heavy Industries Co. Ltd.<br>Gen 1 × 80kW 225V a.c. |
| **6909806**<br>*D9YA*<br>ICR-912237<br>Df Esd Gc<br>Rdr Rt | **WOO GEUN**<br>ex Oriental Rex No. 8-91 ex Visayan-90<br>**Woo Lim Shipping Co. Ltd.**<br>Inchon South Korea | *1 623*<br>—<br>3 362 | | <br><br>KR (NK) | **1969** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (711)<br>93,02 12,63 5,411<br>86,01 12,60 6,38<br>P 18,9 F 7,1 1 dk<br>len 72 | **M Tanker**<br>Oil Chemical<br>Mchy.aft<br>L.4 006 | Akasaka<br>Oil 4SA 6Cy. 470 × 670<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 100kW 445V 60Hz a.c.<br>Fuel 267,0t-8,5pd |
| **5099628**<br>*6KYI*<br>ICR-595583<br>Rdr Rt | **WOO IL**<br>ex Shin Ah No. 3-88<br>ex Young Jin No. 2<br>ex Eiyu Maru No. 5-68<br>**Woo Lim Shipping Co. Ltd.**<br>Inchon South Korea | **553**<br>529<br>1 405 | | <br><br>KR | **1959** Kanagawa Zosen—Kobe (16)<br>63,10 9,56 4,703<br>57,97 9,50 5,01<br>P 15,3 F 5,5 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 1 661 | Mitsubishi<br>Oil 4SA 6Cy. 380 × 520<br>1 150bhp (846kW)<br>Nippon Hatsudoki<br>Gen 1 × 10kW 105V d.c. |
| **8226076**<br>*6LHX*<br>BS02-A396<br>Df Gc Rdr Rt | **WOO IL No. 11**<br>ex Kum Ryung No. 12<br>**Kwang Sung Fisheries Co. Ltd.**<br>Busan South Korea | **346**<br>160<br>425 | | <br><br>KR | **1964** Narasaki Zosen K.K.—Muroran<br>43,69 3,617<br>38,31 7,90 3,92<br>P 16,5 F 6,1 1 dk | **M Fishing**<br>3 Ha (stl) (1,6 × 1,5) (2,0 2,0 × 1,6) | Niigata<br>Oil 4SA 6Cy. 310 × 460<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 176kW 225V a.c. |
| **7737511**<br>*6NEB*<br>BS02-A860<br>Df Esd Gc<br>Rdr Rt | **WOO IL No. 33**<br>ex Yu Sung No. 109-86<br>ex Seo Kwang No. 7-84<br>ex Soo Gong No. 31-80<br>**Woo Il Fisheries Co. Ltd.**<br>Busan South Korea | **424**<br>224<br>511 | | <br><br>KR | **1960** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka<br>47,88 3,711<br>47,30 8,79 4,20<br>P 6,1 F 4,9 1 dk | **M Fishing**<br>Side-fishing Long-line Tuna<br>In.556<br>3 Ha (1,6 1,9 1,9 × 1,9) ER | Akasaka<br>Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesel Ltd.)<br>Gen 2 × 200kW 220V a.c. |

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| **WOO JIN**<br>**Woojin**<br>Ulsan South Korea | **287**<br>—<br>751 | KR | **1984** Chungmu Shipyard Co. Ltd.—Chungmu<br>50,12 8,03 3,866<br>43,01 8,01 4,02<br>1 dk | (132) | **M Tanker**<br>SBT<br>6 Ta ER<br>L.(oil) 856 | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>550bhp (405kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 1 × 36kW 225V a.c.<br>11kn |
| **WOO JIN No. 51**<br>ex O Dae Yang No. 212-84<br>ex Hoyo Maru No. 51-74<br>ex Shichiyo Maru No. 1-69<br>**Woojin Fisheries Co. Ltd.**<br>Busan South Korea | **496**<br>285<br>— | KR | **1960** Kanasashi Co. Ltd.—Shimizu<br>52,20 8,84 3,812<br>47,27 8,79 4,32<br>P 26,3 F 8,3 1 dk | (385) | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.615<br>3 Ha (each 1,8 × 1,9) ER | Akasaka<br>Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 116kW 225V a.c.<br>12kn |
| **WOO JIN No. 53**<br>ex Kyeong Yang No. 1-89<br>ex Yu Sung No. 108-84<br>ex Tae Sun No. 1-83<br>ex Sanyo Maru No. 18<br>ex Junyo Maru No. 18-76<br>**Kim Young-Il**<br>Busan South Korea | **269**<br>133<br>341 | KR | **1963** Tokushima Zosen Sangyo K.K.<br>—Komatsujima<br>45,55 3,319<br>39,98 7,60 3,51<br>P 18,6 F 6,1 1 dk<br>RW | (150) | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.407<br>4 Ha (1,0 1,0 × 1,0) (1,4 1,4 × 1,4) ER | Makita<br>Oil 4SA 6Cy. 350 × 500<br>699kW (950bhp)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 80kW 230V a.c.<br>Fuel 169,5t<br>13,3kn |
| **WOO JUNG No. 5**<br>ex Kohoku Maru No. 6-72<br>**Sail Fisheries Co. Ltd.**<br>Busan South Korea | **312**<br>156<br>— | (KR) | **1966** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki<br>44,51 8,23 3,404<br>40,62 8,21 3,79<br>2 dks | (1076) | **M Fishing**<br>Stern Trawler Ref<br>In.340<br>3 Ha (1,5 1,5 × 1,7) (1,5 × 2,4) ER | MAN<br>Oil 4SA 6Cy. 300 × 420<br>1 200bhp (883kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 2 × 80kW 225V a.c.<br>12,25kn |
| **WOO KWANG**<br>ex An Jin No. 1-85<br>ex Shin Ah No. 19-81<br>ex Izumi Maru No. 17-76<br>**Woo Lim Shipping Co. Ltd.**<br>Inchon South Korea | **910**<br>457<br>848 | KR (NK) | **1968** Imai Zosen—Kochi<br>61,32 10,52 4,201<br>55,00 10,49 4,81<br>P 14,1 F 3,4 1 dk<br>RW | (267) | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta spherical ER<br>L.(gas) 1 173 | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 32kW 220V a.c.<br>Fuel 80,5t-5,0pd<br>11kn |
| **WOO KYUNG**<br>ex Shin Ah No. 15-85<br>ex Weol Mi No. 302-75<br>**Woo Lim Shipping Co. Ltd.**<br>Inchon South Korea | **885**<br>501<br>1 385 | KR (BV) | **1965** Cant. Nav. Breda S.p.A.—Venezia<br>65,66 9,53 4,684<br>60,00 9,50 5,11<br>P 18,9 F 7,4 1 dk<br>len & deepened 75<br>conv Ref Fishing 75 | (238) | **M Tanker**<br>4 Ho ER<br>L.(oil) 1 385 | Makita<br>Oil 4SA 6Cy. 250 × 420<br>1 024bhp (753kW) NE made74 fitted7/75<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 92kW 440V a.c.<br>Fuel 340,5t (d.o.)<br>12,5kn |
| **WOO LIM**<br>ex Jungwoo Energy-85<br>ex Chemical Energy-83<br>**Woo Lim Shipping Co. Ltd.**<br>Inchon South Korea | **2 280**<br>1 246<br>2 503<br>T/cm<br>9,5 | KR (AB) | **1975** Tokushima Zosen Sangyo K.K.<br>—Komatsujima<br>90,56 5,282<br>84,00 13,49 6,30<br>P 22,3 F 10,7 1 dk<br>rf 94 Bow/CM 38 Diam. 0,150 | (387) | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (s.stl) ind cyl horizontal ER<br>L.(gas) 2 506 HeCls. B<br>2 Cargo pumps total 400T/hr | Hanshin<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 256kW 445V a.c.<br>Fuel 50,0t (d.o.) 353,0t (hvf)-12,0pd<br>13,5kn |
| **WOO RYONG**<br>ex Shin Ah No. 9-85<br>ex Seiko Maru No. 11-73<br>ex Eiyu Maru No. 15<br>**Woo Lim Shipping Co. Ltd.**<br>Inchon South Korea | **840**<br>412<br>1 143 | KR | **1965** Imai Zosen—Kochi<br>63,51 9,63 4,344<br>57,94 9,58 4,81<br>P 14,1 F 7,4 1 dk<br>RW | (210) | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 669 | Oil 4SA 6Cy. 380 × 520<br>1 200bhp (883kW)<br>Nippon Hatsudoki Kobe<br>Gen 1 × 24kW 230V a.c.<br>11kn |
| **WOO SUNG**<br>ex Myung Sung-85 ex Meisei Maru-81<br>ex Kurishima Maru-74<br>ex Meiko Maru-66<br>**Kim Kyae-Tae**<br>Busan South Korea | **998**<br>617<br>1 657 | KR (NK) | **1956** Shioyama Dockyard Co. Ltd.—Osaka<br>73,72 10,83 4,940<br>67,01 10,80 5,69<br>P 26,0 F 9,2 1 dk<br>rf 297 conv Refrigerated Cargo — | (227) | **M Tanker**<br>Mchy.aft<br>L.(oil) 573 | Niigata M6F43A<br>Oil 4SA 6Cy. 430 × 540<br>1 400bhp (1 030kW)<br>Niigata Tekkosho Niigata<br>Gen 2 × 120kW 220V d.c.<br>Fuel 415,5t (d.o.)-5,0pd<br>12kn |
| **WOO SUNG No. 71**<br>ex Dong Geong No. 23-86<br>ex Kwang Myung No. 170-84<br>**Lee Mal-Hyang**<br>Busan South Korea | **363**<br>186<br>480 | KR | **1974** Miho Zosensho K.K.—Shimizu<br>53,40 8,82 3,405<br>47,00 8,77 3,61<br>P 33,0 F 9,2 1 dk | (953) | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.513<br>3 Ha (1,3 1,3 × 0,9) (1,7 × 1,7) ER | Akasaka AH28<br>Oil 4SA 6Cy. 280 × 440<br>993kW (1 350bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c.<br>11,75kn |
| **WOO SUNG No. 101**<br>**Woo Sung Commercial Co. Ltd.**<br>Pohang South Korea | **106**<br>45<br>76 | KR | **1983** Pohang SB. Co. Ltd.—Pohang<br>34,25 - 2,498<br>29,00 6,00 2,75<br>1 dk | | **M Fishing**<br>Side-fishing Cuttle | Oil 4SA 6Cy. 195 × 340<br>331kW (450bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 160kW 225V a.c. |
| **WOO SUNG No. 103**<br>**Sho Yug-Ji**<br>Pohang South Korea | **129**<br>43<br>95 | (KR) | **1984** Pohang SB. Co. Ltd.—Pohang<br>34,97 - 2,894<br>29,00 6,00 2,95<br>1 dk | | **M Fishing**<br>Side-fishing Cuttle | Oil 4SA 6Cy. 160 × 200<br>331kW (450bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 208kW 225V a.c. |
| **WOO SUNG No. 207**<br>**Kim Yung-Man**<br>Pohang South Korea | **106**<br>—<br>90 | (KR) | **1985** Pohang SB. Co. Ltd.—Pohang<br>34,97 - 2,727<br>29,00 6,00 2,95<br>1 dk | | **M Fishing**<br>Side-fishing Cuttle | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>285kW (387bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 1 × 208kW 225V a.c. |
| **WOO YANG No. 77**<br>ex Ryong Sung No. 77-84<br>ex Sin Bul San No. 21-83<br>**Cho Hyo Sik**<br>Busan South Korea | **149**<br>29<br>139 | KR | **1980** Chinhae SB. Co. Ltd.—Chinhae<br>39,27 7,32<br>31,81 7,31 2,93<br>F 3,7 1 dk | | **M Fishing**<br>Seiner | Niigata 6M31GX<br>Oil 4SA 6Cy. 310 × 460 reverse geared to sc. shaft<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 80kW 225V a.c.<br>12,5kn |
| **WOO YANG No. 103**<br>ex Tomi Maru No. 23<br>**Woo Yang Fisheries Co. Ltd.**<br>Busan South Korea | **347**<br>149<br>— | KR | **1967** K.K. Goriki Zosensho—Ise<br>*42,31* 8,72 3,023<br>41,81 8,69 3,79<br>1 dk<br>RW | (656) | **M Fishing**<br>Stern Trawler Ref<br>In.378<br>3 Ha (1,7 × 2,1) (1,9 × 2,4) (1,9 × 3,4) ER | Hanshin<br>Oil 4SA 6Cy.<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 104kW 225V a.c.<br>11,75kn |
| **WOO YANG No. 105**<br>**Woo Yang Fisheries Co. Ltd.**<br>Busan South Korea | **277**<br>148<br>— | KR | **1964** Miho Zosensho K.K.—Shimizu<br>46,00 3,232<br>40,49 7,50 3,61<br>P 15,3 F 7,1 1 dk | | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.347<br>3 Ha (each 1,5 × 1,5) | Ito<br>Oil 4SA 6Cy. 310 × 480<br>650bhp (478kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 64kW 230V a.c.<br>10,75kn |
| **WOO YANG No. 107**<br>ex Hae Bung No. 23-75<br>**Woo Yang Fisheries Co. Ltd.**<br>Busan South Korea | **347**<br>151<br>364 | KR | **1967** Nichiro Zosen—Ishinomaki<br>48,42 3,521<br>43,85 8,50 3,76<br>B 3,7 1 dk | | **M Fishing**<br>Stern Trawler Ref<br>In.359 | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 104kW 230V a.c.<br>11,5kn |

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| **7530391**<br>*3EMV4*<br>15386-86<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WOOD PIONEERS**<br>ex Ace Pioneers-87 ex New Pioneer-76<br>**Ready Marine S.A.**<br>Panama Panama | **9 103**<br>6 444<br>16 588<br>T/cm<br>26,3 | NK | **1976** Kochi Jyuko K.K.—Kochi (933)<br>141,69 21,85 9,094<br>133,74 21,81 12,22<br>P 26,0 F 12,5 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 925 B.20 358<br>4 Ha (stl) (14,4 × 9,9) (20,5 20,5 20,5 × 10,9) ER<br>Der 4(25) | Mitsubishi<br>Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 316kW 445V 60Hz a.c.<br>Fuel 159,0t (d.o.) 1 102,5t (hvf)-25,5pd |
| **7717901**<br>*DUQF*<br>229423<br>Df Esd Gc<br>Pfd Rdr Rt | **WOODCHUCK**<br>ex Cattleya Ace-87 ex Izumi-79<br>**Compania Naviera Mohican S.A.**<br>North Sea Maritime Corp.<br>Manila Philippines | **2 552**<br>1 823<br>5 776 | NK | **1978** Geibi Zosen Kogyo—Kure (278)<br>98,00 17,05 6,414<br>89,90 17,01 7,19<br>P 57,3 F 10,1 1 dk | **M General Cargo**<br>Mchy.aft<br>G.8 109 B.7 423<br>Der 1(20) 2(15) | Makita<br>Oil 4SA 6Cy. 430 × 650<br>3 300bhp (2 427kW)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 144kW a.c. |
| **5121079**<br>*J8DU8*<br>3077<br>Df Esd Gc<br>Rdr RTh/v<br>AMVER | **WOODLANDS**<br>ex Woodland-91 ex Jensen Star-86<br>ex French River-81<br>**International Capital Equipment of Canada Ltd.**<br>International Capital Equipment Inc. (ICE)<br>Kingstown St. Vincent and the Grenadines | **6 677**<br>3 687<br>5 039 | **✠100A1** SS 7/91<br>**✠LMC**<br>EL (z) 1$\frac{7}{8}$"SQ<br>FN 3416 | **1961**-8 Collingwood Shipyards—Collingwood, Ont. (170)<br>123,17 18,42 5,201<br>116,08 18,29 11,13<br>1 dk<br>rf nil | **M General Cargo**<br>Side doors 4(p) 4(s)<br>1 Ho 109,7 ER<br>G.10 214 B.9 727<br>1 Ha (stl) (14,6 × 4,5) ER<br>Cr 1(30) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 850bhp (1 361kW)<br>N.V. Werkspoor<br>Gen 2 × 150kW 550V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 154,5t (d.o.) |
| **5392733**<br>*GGBA*<br>301526<br>Df Esd Pfd<br>RTm | **WOODLEIGH**<br>**Putford Enterprises Ltd.**<br>Lowestoft United Kingdom | **199**<br>67<br>— | **✠100A1** SS 6/91<br>For service within the limits of the Continental Shelf & Continental Slope in an area bounded in the north by Parallel 62°N, in the west by Meridian 15°W and in the south by Parallel 48°N<br>**✠LMC**<br>EL (c) $\frac{15}{16}$"<br>FN 329 | **1960**-1 Richards Iron Works Ltd.—Lowestoft (452)<br>*32,56* 7,12 2,896<br>31,70 7,01 3,36<br>F 5,5<br>RW rf 305 BK 178 conv Side Trawler Fishing 75 | **M Stand-by Safety Vessel**<br>for offshore installations | Crossley<br>Oil 2SA 6Cy. 267 × 343<br>550bhp (405kW)<br>Crossley Bros. Ltd.<br>Gen 2 × 15kW 220V d.c.<br>Fuel (d.o.) |
| **8702070**<br><br>805165 | **WOODSIDE I**<br>**City of Dartmouth**<br>Halifax, N.S. Canada | **256**<br>161<br>15 | | **1987** Pictou Industries Ltd.—Pictou, N.S.<br>24,11 9,78 —<br>23,78 9,45 1,53<br>1 dk | **M Ferry** | Caterpillar<br>2 Oil 4SA each 6Cy. 121 × 152 with clutches, flexible couplings & sr geared to sc. shaft<br>460bhp (338kW)<br>Caterpillar Inc.<br>2 Directional propellers aft, 1 fwd |
| **7044251**<br>*C6JF4*<br>716261<br>Df Esd Gc<br>Rdr Rt | **WOODSTONE**<br>ex Eugenie Cotton-90<br>**Medpol Ltd.**<br>Shipping Management S.A.M. (V. SHIPS)<br>Nassau Bahamas | **3 810**<br>1 916<br>5 735 | BV RI (PR) | **1971** Stocznia Gdanska im. Lenina—Gdansk (B522/04)<br>108,95 15,83 6,849<br>102,01 15,04 8,69<br>1 dk | **M Ore Carrier**<br>Ice strengthened<br>4 Ho ER<br>G.7 678 B.7 429<br>4 Ha (stl) (10,2 × 8,6) (16,9 14,9 8,8 × 9,9) ER | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>2 501kW (3 400bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 3 × 440kW 400V 50Hz a.c.<br>Fuel 247,0t (hvf)-12,0pd |
| **7733175**<br>*WYG7509*<br>585717 | **WOODY**<br>**Woody Shrimp Co. Inc.**<br>Corpus Christi, Tx United States of America | **118**<br>80<br>— | | **1977** Marine Mart Inc.—Port Isabel, Tx<br>*20,73*<br>6,20 3,66<br>1 dk | **M Fishing** | Caterpillar<br>Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. |
| **8909135**<br>*3EZW7*<br>19845-PEXT2<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WOODY DUKE**<br>**Golden Helm Shipping Co. S.A.**<br>Mitsui O.S.K. Lines Ltd.<br>Panama Panama<br>SatCom: 1333313/WDUK | *13 705*<br>*8 100*<br>22 273 | NK | **1990** Saiki Jukogyo K.K.—Saiki (1008)<br>9,115<br>148,00 25,00 12,70<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.29 301 B.29 298<br>4 Ha (stl) (20,0T × 11,6) (20,8 20,8 20,8 × 17,5) ER<br>Cr 4(30) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1350<br>6 240bhp (4 590kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 400kW 445V 60Hz a.c.<br>Fuel 80,56t (d.o.) 804,89t (hvf)-16,0pd |
| **6702064**<br>*GXER*<br>377840<br>Df Esd Rdr<br>RTm | **WOOLACOMBE**<br>ex Josiane-91 ex Woolacombe-90<br>ex Clarissa-77<br>**Hamlet & Co. Ltd.**<br>Ipswich United Kingdom | **496**<br>300<br>820 | BV<br>✠Classed LR until 8/86 | **1967**-3 Scheeps. "Voorwaarts"—Martenshoek (194)<br>57,76 9,07 3,493<br>52,02 8,96 3,87<br>P 14,4 F 8,3 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 35,6 ER<br>G.1 083 B.1 008<br>2 Ha (w) (each 13,1 × 5,4) ER | Brons<br>Vee Oil 2SA 8Cy. 220 × 380<br>600bhp (441kW)<br>Appingedammer Brons<br>Gen 2 × 8kW 1 × 6kW 110V d.c.<br>Fuel 33,5t (d.o.) |
| **8302650**<br>*VJEI*<br>851148<br>Df Esd Gc<br>Rdr Rt | **WOONA**<br>**Waratah Towage Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **427**<br>129<br>420 | AB | **1984** Tamar SB. Pty. Ltd.—Launceston, Tas. (38)<br>32,31 10,90 4,809<br>27,06 10,61 5,36<br>F 13,5 1 dk<br>rf 229 | **TM Tug**<br>Fire-fighting | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340 with clutches geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 125kW<br>2 Directional propellers |
| **5392800**<br>*HO9144*<br>8471-78C<br>Df Esd Rdr<br>RTv | **WOONA**<br>**Chuan Hup Holdings Ltd.**<br>Panama Panama | **306**<br>61<br>206 | NK<br>✠Classed LR until 6/7/73 | **1954**-1 James Lamont & Co. Ltd.—Port Glasgow (379)<br>34,85 9,17 3,937<br>32,29 9,15 4,27<br>1 dk<br>R BK 178 | **M Tug**<br>1W | Fuji<br>Oil 4SA 6Cy. 275 × 320<br>NE 74<br>Fuji Diesel Co. Ltd.<br>Fuel 147,5t (d.o.)-4,5pd |
| **5392836**<br>*J8FE3*<br>3360<br>Df Esd Gc<br>Rdr RTv | **WOOREE**<br>**Falcon Resources S.A.**<br>Kingstown St. Vincent and the Grenadines | **209**<br>—<br>157 | (NV)<br>✠Classed LR until 4/7/80 | **1958**-6 T. Mitchison Ltd.—Gateshead (84)<br>32,36 8,56 3,671<br>29,39 8,08 4,09<br>rf 495 BK 51 | **M Tug** | National Gas<br>Oil 4SA 8Cy. 305 × 381 sr reverse geared to shaft<br>National Gas & Oil Eng. Co.<br>Gen 2 × 25kW 1 × 10kW 220V d.c.<br>Fuel 48,0t (d.o.) |
| **8204676**<br>*D8VH*<br>BSR-901038<br>Df Esd Gc<br>Pfd Rdr Rt | **WOOYANG ANGELA**<br>ex Princess Angela-90<br>**Woo Yang Shipping Co. Ltd.**<br>Busan South Korea | **2 751**<br>1 722<br>5 054 | KR (NK) | **1982** Tokushima Zosen Sangyo K.K. —Komatsujima (1508)<br>94,04 16,24 5,968<br>89,52 16,21 7,19<br>P 18,3 F 8,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 067 B.5 408<br>2 Ha (stl) (20,3 32,2 × 8,4) ER<br>Der 3(25) | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 180kW |
| **8209975**<br>*DSLZ*<br>BSR-901013<br>Df Esd Gc<br>Pfd Rdr Rt | **WOOYANG BLUE**<br>ex Ehime I-90 ex Ehime-90<br>ex Ehime Maru-83<br>**Woo Yang Shipping Co. Ltd.**<br>Busan South Korea | **1 485**<br>1 051<br>3 961 | KR (NK) | **1982** Fujiwara Zosensho—Omishima (78)<br>86,21 6,058<br>80,02 14,01 8,41<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.5 947 B.5 310<br>2 Ha (stl) (14,0 25,9 × 8,4) ER<br>Der 3(15) | Hanshin<br>Oil 4SA 6Cy. 350 × 700<br>2 400bhp (1 765kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 96kW |
| **7010573**<br>*D8ZX*<br>BSR-695628<br>Df Esd Gc<br>Rdr Rt | **WOOYANG PRINCE**<br>ex Oriental Prince-90 ex Dong San-82<br>ex Maya Maru-80<br>**Woo Yang Shipping Co. Ltd.**<br>Busan South Korea | **3 031**<br>2 045<br>5 968 | KR (NK) | **1970** Kurushima Dockyard Co. Ltd.—Imabari (496)<br>101,12 17,05 6,830<br>94,01 16,01 8,21<br>P 18,9 B 4,9 F 9,8 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 408 B.7 039<br>2 Ha (stl) (26,5 28,7 × 7,7) ER<br>Der 2(15) 2(10) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 440,0t-12,5pd |

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| **WORK AND HAPPINESS**<br>ex Pioneer II<br>**Mankoadze Fisheries Ltd.**<br>Takoradi Ghana | **618**<br>246<br>369 | | **1963** Leninskaya Kuznitsa—Kiyev (Kiev)<br>54,21 9,30<br>49,99 9,17 4,70<br>rf 762 | **M Fishing**<br>Side Trawler<br>2 Ho 8,3 6,0<br>2 Ha (stl) (each 1,5 × 1,6)<br>Cr 2(0,5) Der 1(2) 3(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 400<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **WORK CHIEF**<br>ex Kysten-91<br>**Kelpie Shipping Ltd.**<br>Cross Ship-Repair Ltd.<br>Monrovia Liberia | **291**<br>137<br>417 | NV (Class cont.) | **1969** Brattvag Skipsinnredning & J. Johansens Sveiseverks.—Brattvag (24)<br>40,26 9,02 3,607<br>35,99 9,00 3,71<br>1 dk<br>rf 800 BK 152 | **M Passenger/General Cargo/Ferry**<br>Ref 90P<br>Ice strengthened<br>2 Ho ER<br>G.775 B.601 In.105<br>1 Ha (3,9 × 2,5) ER<br>Cr 1(8) | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 72kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 16,5t (d.o.) 10kn |
| **WORLD ACHILLES II**<br>**Camden Shipping Co.**<br>Piraeus Greece | **19 451**<br>13 760<br>37 389<br>T/cm<br>44,8 | ✠**100A1** SS 7/89<br>strengthened for ore<br>cargoes<br>Nos. 2, 4 & 6 holds may<br>be empty<br>✠**LMC** **UMS**<br>EL I† 2⅞"U2<br>FN 7787 | **1975**-10 Hellenic Shipyards—Skaramanga (1093)<br>196,12 (BB) 26,57 11,348<br>185,96 26,50 15,37<br>P 32,4 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 20,5 20,8 21,2 20,4 19,5 20,4<br>21,2 ER<br>G.46 589 B.44 292<br>7 Ha (stl) (12,2 13,0 13,0 13,0 13,0 13,0<br>12,2 × 12,4) ER<br>Cr 6(15) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 475kW 450V 60Hz a.c.<br>Fuel 212,5t (d.o.) 2 101,0t (hvf) 15kn |
| **WORLD ADMIRAL**<br>**Liberian Prosperity Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia<br>SatCom: 1243362/WADM | **106 673**<br>89 310<br>237 311<br>T/cm<br>151,2 | BV | **1974** Hitachi Zosen—Sakai (4384)<br>323,99 (BB) 53,04 19,422<br>309,99 52,99 25,00<br>1 dk<br>rf nil Bow/CM 164 Diam. 0,600 | **S Tanker**<br>COW IGS SBT<br>17 Ta ER<br>L.(oil) 282 664 HeCls. ptB ptC<br>3 Cargo pumps total 13 500T/hr | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 1520kW 2 × 740kW 450V 60Hz a.c.<br>Fuel 8 130,5t (o.f.) 244,0t (d.o.)-176,0pd 15,75kn |
| **WORLD AEGEUS**<br>**Dillard Shipping Co.**<br>Piraeus Greece | **19 264**<br>13 689<br>37 428<br>T/cm<br>43,7 | AB | **1979** Hellenic Shipyards—Skaramanga (1120)<br>196,07 (BB) 26,55 11,373<br>186,09 26,47 15,40<br>P 32,4 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 20,5 20,8 21,2 20,4 19,5 20,4<br>21,2 ER<br>G.46 590 B.44 292<br>7 Ha (stl) (12,2 13,0 13,0 13,0 13,0 13,0<br>12,2 × 12,4) ER<br>Cr 6(22) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 3 × 370kW 440V 60Hz a.c.<br>Fuel 213,0t (d.o.) 2 101,0t (hvf)-40,0pd 15kn |
| **WORLD AGAMEMNON**<br>**Garrick Shipping Co.**<br>Piraeus Greece | **19 264**<br>13 689<br>37 451<br>T/cm<br>44,7 | AB | **1976** Hellenic Shipyards—Skaramanga (1096)<br>196,07 (BB) 26,55 11,373<br>186,09 26,47 15,40<br>P 32,4 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 20,5 20,8 21,2 20,4 19,5 20,4<br>21,2 ER<br>G.46 581 B.44 287<br>7 Ha (stl) (12,2 13,0 13,0 13,0 13,0 13,0<br>12,2 × 12,4) ER<br>Cr 6(16) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 476kW 1 × 407kW 440V 60Hz a.c.<br>Fuel 213,0t (d.o.) 2 100,0t (hvf) 15kn |
| **WORLD AJAX**<br>**Athlone Shipping Co.**<br>Piraeus Greece | **19 451**<br>13 760<br>36 999<br>T/cm<br>44,7 | ✠**100A1** SS 5/90<br>strengthened for ore<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>✠**LMC** **UMS**<br>EL I† 2⅞"U2<br>FN 7792 | **1975**-6 Hellenic Shipyards—Skaramanga (1092)<br>196,07 (BB) 26,55 11,278<br>186,09 26,47 15,40<br>P 32,4 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 20,5 20,8 21,2 20,4 19,5 20,4<br>21,2 ER<br>G.46 581 B.44 287<br>7 Ha (stl) (12,2 13,0 13,0 13,0 13,0 13,0<br>12,2 × 12,4) ER<br>Cr 6(10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 475kW 450V 60Hz a.c.<br>Fuel 212,5t (d.o.) 2 101,0t (hvf) 15kn |
| **WORLD AMBASSADOR**<br>**Liberian Wisteria Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia<br>SatCom: 1240742/AHQA | **106 798**<br>89 347<br>237 474<br>T/cm<br>151,2 | BV | **1975** Hitachi Zosen—Ariake Works, Nagasu (4421)<br>324,01 53,04 19,459<br>310,02 52,99 25,00<br>1 dk<br>Bow/CM 169 Diam. 0,406 | **S Tanker**<br>COW IGS<br>17 Ta ER<br>L.(oil) 282 577 HeCls. ptB ptC<br>3 Cargo pumps total 13 500T/hr | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 1520kW 2 × 740kW 450V 60Hz a.c.<br>Fuel 8 130,5t (o.f.) 244,0t (d.o.)-176,0pd 15,75kn |
| **WORLD AMBER**<br>**Angus Shipping Ltd.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **28 448**<br>19 874<br>55 244<br>T/cm<br>66,5 | BV | **1980** Tsuneishi Zosen K.K.—Numakuma (444)<br>216,01 35,54 11,029<br>205,01 35,51 16,01<br>1 dk<br>Bow/CM 109 Diam. 0,406 | **M Tanker**<br>COW IGS SBT<br>10 Ta ER<br>L.(oil) 67 204 HeCls. ptB<br>8 Cargo pumps total 3 160T/hr | Pielstick 10PC4-2V-570<br>Vee Oil 4SA 10Cy. 570 × 620 geared to sc. shaft<br>15 000bhp (11 033kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 1500kW a.c. 2 × 1440kW a.c.<br>1 × 540kW a.c.<br>Fuel 204,0t (d.o.) 1 849,0t (hvf)-40,5pd 15kn |
| **WORLD AMPHION**<br>**Pantego Shipping Co.**<br>Piraeus Greece | **19 267**<br>13 690<br>37 428<br>T/cm<br>44,4 | AB | **1979** Hellenic Shipyards—Skaramanga (1121)<br>196,07 (BB) 26,57 11,358<br>186,09 26,51 15,42<br>P 32,4 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 20,5 20,8 21,2 20,4 19,5 20,4<br>21,2 ER<br>G.46 581 B.44 287<br>7 Ha (stl) (12,2 13,0 13,0 13,0 13,0 13,0<br>12,2 × 12,4) ER<br>Cr 6(22) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Switzerland<br>Gen 2 × 476kW 1 × 369kW 440V 60Hz a.c.<br>Fuel 213,0t (d.o.) 2 101,0t (hvf)-40,0pd 14,6kn |
| **WORLD APOLLO**<br>**Roscoe Shipping Co.**<br>Piraeus Greece | **19 426**<br>13 735<br>37 532<br>T/cm<br>44,8 | ✠**100A1** SS 12/86<br>strengthened for ore<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>✠**LMC** **UMS**<br>EL I† 2⅞"U2<br>FN 7794 | **1972**-12 Hellenic Shipyards—Skaramanga (1080)<br>196,25 (BB) 26,57 11,354<br>186,09 26,51 15,37<br>P 32,4 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 20,5 20,8 21,2 20,4 19,5 20,4<br>21,2 ER<br>G.46 581<br>7 Ha (stl) (12,2 13,0 13,0 13,0 13,0 13,0<br>12,2 × 12,4) ER<br>Cr 6(10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB (Comp) 100lbf/in$^2$ (6,9bar)<br>Gen 1 × 476kW 2 × 370kW 450V 60Hz a.c.<br>Fuel 213,0t (d.o.) 1 513,0t (hvf) 15,25kn |
| **WORLD ARES**<br>**Napier Shipping Co.**<br>Piraeus Greece | **19 265**<br>13 720<br>37 623<br>T/cm<br>44,7 | AB | **1974** Hellenic Shipyards—Skaramanga (1085)<br>196,07 (BB) 26,55 11,373<br>186,09 26,47 15,40<br>P 32,4 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 20,5 20,8 21,2 20,4 19,5 20,4<br>21,2 ER<br>G.46 581 B.44 287 HeCls. B<br>7 Ha (stl) (12,2 13,0 13,0 13,0 13,0 13,0<br>12,2 × 12,4) ER<br>Cr 6(10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 2 × 476kW 1 × 369kW 440V 60Hz a.c.<br>Fuel 213,0t (d.o.) 2 091,0t (hvf)-40,0pd 15kn |
| **WORLD ARETUS**<br>**Radford Shipping Co.**<br>Piraeus Greece | **19 265**<br>13 690<br>37 472<br>T/cm<br>44,8 | AB | **1977** Hellenic Shipyards—Skaramanga (1108)<br>196,07 (BB) 26,55 11,827<br>186,09 26,47 15,40<br>P 32,4 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 20,5 20,8 21,2 20,4 19,5 20,4<br>21,2 ER<br>G.46 590 B.44 292<br>7 Ha (stl) (12,2 13,0 13,0 13,0 13,0 13,0<br>12,2 × 12,4) ER<br>Cr 6(16) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 213,0t (d.o.) 2 101,0t (hvf)-40,5pd 14,5kn |
| **WORLD ARGONAUT**<br>**Gower Shipping Co.**<br>Piraeus Greece | **19 264**<br>13 686<br>37 451<br>T/cm<br>44,8 | AB | **1976** Hellenic Shipyards—Skaramanga (1097)<br>196,07 (BB) 26,55 11,373<br>186,09 26,47 15,40<br>P 32,4 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 20,5 20,8 21,2 20,4 19,5 20,4<br>21,2 ER<br>G.46 589 B.44 292 HeCls. B<br>7 Ha (stl) (12,2 13,0 13,0 13,0 13,0 13,0<br>12,2 × 12,4) ER<br>Cr 6(16) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>Gen 2 × 476kW 1 × 369kW 440V 60Hz a.c.<br>Fuel 221,0t (d.o.) 2 177,0t (hvf)-38,5pd 15kn |

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| 7312464<br>*SZNA*<br>3579<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **WORLD ARGUS**<br>**Fedora Shipping Co.**<br>Piraeus Greece | **19 451**<br>13 760<br>37 580<br>T/cm<br>44,7 | **✠100A1** SS 8/88<br>strengthened for ore<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>**✠LMC** **UMS**<br>EL I† $2\frac{7}{8}$"U2<br>FN 7798 | **1973**-10 Hellenic Shipyards—Skaramanga (1082)<br>196,25 (BB) 26,57 11,354<br>186,09 26,50 15,40<br>P 32,4 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 20,5 20,8 21,2 20,4 19,5 20,4<br>21,2 ER<br>G.46 590 B.44 292<br>7 Ha (stl) (12,2 13,0 13,0 13,0 13,0 13,0<br>12,2 × 12,4) ER<br>Cr 6(10) | Sulzer<br>Oil 2SA 8Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 2 × 496kW 1 × 370kW 440V 60Hz a.c.<br>Fuel 212,5t (d.o.) 2 101,0t (hvf) |
| 7372646<br>*3ELS8*<br>20377-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD BERMUDA**<br>Launched as World Monarch<br>**Pengrandy Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1333717/WBER | **129 493**<br>111 034<br>271 580<br>T/cm<br>161,2 | NV (AB) | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Chita (2332)<br>336,99 (BB) 54,56 21,048<br>320,00 54,51 27,01<br>1 dk<br>rf nil Bow/CM 168 Diam. 0,600 | **S Tanker**<br>COW IGS SBT<br>15 Ta ER<br>L.(oil) 319 939 HeCls. ptB ptC<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 1600kW 2 × 800kW 450V 60Hz a.c.<br>Fuel 7 553,0t (o.f.) 387,0t (d.o.)-178,5pd |
| 7372062<br>*3ENP8*<br>20447-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD BRASILIA**<br>**Eastomo Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1333773/WBSA | **133 894**<br>112 557<br>283 761 | AB | **1976** Hitachi Zosen—Sakai (4422)<br>343,01 (BB) 20,205<br>325,00 53,00 28,28<br>F 24,1 1 dk<br>rf nil | **S Tanker**<br>24 Ta ER | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Hitachi Zosen Sakurajima Works,<br>Gen 2 × 2000kW<br>Fuel (d.o.) |
| 7932563<br>*3FRU*<br>11724-82<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD BRIDGE**<br>ex Crown Bridge-90<br>Launched as World Bridge<br>**Spirit Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1331123/CRBR | **24 655**<br>15 799<br>48 531 | **✠100A1** SS 11/86<br>oil tanker<br>in association with an<br>approved list of cargoes<br>**✠LMC** **UMS**<br>**IGS**<br>EL M† 632,5/73,0U3<br>FN 8637 | **1982**-2 Kanasashi Co. Ltd.—Toyohashi (1303)<br>177,22 (BB) 32,24 10,502<br>168,00 32,20 19,21<br>1 dk<br>rf nil Bow/CM 86 Diam. 0,310 | **M Tanker**<br>COW(LR) IGS(LR) SBT(LR)<br>11 Ta ER<br>L.(oil) 50 973<br>5 Cargo pumps total 3 600T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>10 600bhp (7 797kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>2 AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 23kgf/cm² (22,6bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 250,5t (d.o.) 1 659,0t (hvf) |
| 8307210<br>*ELEB4*<br>7641<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD BRIDGE**<br>ex New Topaz-91 ex Sanko Topaz-86<br>**Topaz Line Ltd.**<br>Monrovia Liberia<br>SatCom: 1241541/TRSL | *23 207*<br>*12 834*<br>38 434 | NK | **1984** Koyo Dockyard Co. Ltd.—Mihara (1071)<br>189,97 (BB) 28,45 11,021<br>180,02 28,41 15,52<br>P 28,1 F 12,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.48 648 B.46 672<br>5 Ha (stl) (17,7 20,0 20,0 20,0 20,0 × 14,4)<br>ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>8 650bhp (6 363kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c. |
| 8004521<br>*H9SD*<br>12304-82A<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WORLD CASTLE**<br>ex World Cosmos-83<br>**Bliss Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama | **24 655**<br>15 799<br>48 532<br>T/cm<br>49,7 | **✠100A1** SS 6/88<br>oil tanker<br>in association with an<br>approved list of cargoes<br>**✠LMC** **UMS**<br>**IGS**<br>EL M† 632,5/73,0U3<br>FN 8637 | **1982**-8 Kanasashi Co. Ltd.—Toyohashi (1307)<br>177,22 (BB) 32,24 12,767<br>168,00 32,20 19,21<br>1 dk<br>rf nil Bow/CM 88 Diam. 0,410 MH 2,1 | **M Tanker**<br>IGS (LR)<br>11 Ta ER<br>L.(oil) 53 091<br>4 Cargo pumps total 3 194T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>10 600bhp (7 797kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>2 AuxB (o.f.) 17,9kgf/cm² (17,6bar)<br>e(ex.g) 23kgf/cm² (22,6bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 250,5t (d.o.) 1 659,0t (hvf) |
| 7352593<br>*ELLV5*<br>9044<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD CHAMPION**<br>ex Andes Maru-86<br>**Necomark Co. Ltd.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia<br>SatCom: 1244505/WCHA | **118 459**<br>98 833<br>273 117<br>T/cm<br>161,2 | NK | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Chita (2353)<br>337,07 (BB) 54,56 21,032<br>320,02 54,51 27,01<br>1 dk<br>Diam. 0,410 MH 0,9 | **S Tanker**<br>Mchy.aft<br>16 Ta<br>L.(oil) 319 938<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 1600kW 2 × 800kW 450V 60Hz a.c.<br>Fuel 8 331,0t (o.f.) 275,0t (d.o.)-175,5pd |
| 7373353<br>*5LAH*<br>5552<br>Df Esd Gc<br>Pfd Rdr RTv | **WORLD CONCORD**<br>**Rhea Shipping Co. Ltd.**<br>Monrovia Liberia<br>SatCom: 1242616/JPAN | *43 686*<br>*14 045*<br>56 906 | NK | **1976** Kawasaki Heavy Ind. Ltd.—Kobe (1223)<br>224,01 (BB) 32,54 12,528<br>213,01 32,52 21,82<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>10 Ta prismatic ER<br>L.(gas) 80 026 | MAN<br>Oil 2SA 7Cy. 900 × 1600<br>20 300bhp (14 932kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 1160kW |
| 7373365<br>*5MVR*<br>5749<br>Df Esd Gc<br>Pfd Rdr RTv | **WORLD CREATION**<br>**Liberian Asteroid Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia<br>SatCom: 1241561/TRIX | *43 665*<br>*14 050*<br>56 786 | NK | **1976** Kawasaki Heavy Ind. Ltd.—Kobe (1224)<br>224,01 (BB) 32,54 12,529<br>213,01 32,50 21,82<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>10 Ta prismatic ER<br>L.(gas) 80 026 | MAN<br>Oil 2SA 7Cy. 900 × 1600<br>20 300bhp (14 932kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 1160kW |
| 7349053<br>*ELDU3*<br>7584<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD DISCOVERER**<br>Launched as Bewa Discoverer<br>**Adventurer Cruises Inc.**<br>Discoverer Reederei G.m.b.H.<br>Monrovia Liberia<br>SatCom: 1242744/DISC | **3 153**<br>1 619<br>732 | AB | **1974** Schichau-Unterweser A.G.—Bremerhaven (2250)<br>87,51 15,12 4,460<br>70,80 15,02 8,72<br>2 dks<br>rf 297 | **M Passenger Ship** 80cbn 152bth P<br>Ice strengthened | MaK<br>2 Oil 4SA each 8Cy. 320 × 450 sr geared<br>shaft<br>4 800bhp (3 531kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 7033941<br>*5MPO*<br>3713<br>Df Esd Gc<br>Pfd Rdr Rt | **WORLD DUALITY**<br>**Athos Shipping Co.**<br>Monrovia Liberia | **51 877**<br>39 650<br>114 144<br>T/cm<br>87,6 | **✠100A1** SS 5/91<br>strengthened for ore<br>cargoes, Nos. 2, 4, 6 & 8<br>holds may be empty<br>**✠LMC** **UMS**<br>EL T† $3\frac{7}{16}$"U3<br>FN 15224 | **1970**-12 Nippon Kokan K.K.—Tsurumi Shipyard,<br>Yokohama (873)<br>264,32 (BB) 38,05 16,498<br>252,00 38,00 22,41<br>F 18,9 1 dk<br>rf 152 Bow/CM 129 Diam. 0,410 | **M Ore/Bulk/Oil Carrier**<br>Adapted for Dry cargoes only<br>pt higher tensile steel DB<br>9 Ho/Ta ER<br>G.116 651 HeCls. BC<br>2 Cargo pumps total 7 000T/hr | B&W<br>Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>WTAuxB (o.f.) 17kgf/cm² (16,7bar) hs706,6<br>AuxB (ex.g) & htr 20,5kgf/cm² (20,1bar)<br>rcv & Spt 17kgf/cm² (16,7bar)<br>Gen 1 × 600kW 2 × 560kW 450V 60Hz a.c.<br>Fuel 3 962,5t-76,0pd |
| 7043726<br>*5LPM*<br>3440<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD DUET**<br>**Porthos Shipping Co.**<br>Monrovia Liberia | **51 877**<br>39 650<br>114 144<br>T/cm<br>87,6 | **✠100A1** SS 1/91<br>strengthened for ore<br>cargoes, Nos. 2, 4, 6 & 8<br>holds may be empty<br>**✠LMC** **UMS**<br>EL T† $3\frac{7}{16}$"U3<br>FN 15224 | **1971**-4 Nippon Kokan K.K.—Tsurumi Shipyard,<br>Yokohama (874)<br>264,32 (BB) 38,05 16,498<br>252,00 38,00 22,41<br>F 18,9 1 dk<br>rf 152 Bow/CM 129 Diam. 0,410 | **M Ore/Bulk/Oil Carrier**<br>Adapted for Dry cargoes only<br>pt higher tensile steel DB<br>9 Ho/Ta 17,6 21,6 21,6 21,6 21,6 21,6<br>21,6 21,6 21,6 ER<br>G.116 651 HeCls. BC<br>9 Ha (stl) (11,2 × 12,8) (12,0 12,0 12,0<br>12,0 12,0 12,0 12,0 12,0 × 16,0) ER<br>2 Cargo pumps total 7 000T/hr | B&W<br>Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>WTAuxB 17kgf/cm² (16,7bar) hs706,6<br>AuxB (ex.g) & htr 20,5kgf/cm² (20,1bar)<br>rcv & Spt 17kgf/cm² (16,7bar)<br>Gen 1 × 600kW 2 × 560kW 450V 60Hz a.c.<br>Fuel 4 054,0t-76,0pd |
| 7926021<br>*VRKY*<br>399422<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WORLD EDEN**<br>**World Fairfax Shipping Ltd.**<br>World-Wide Shipping Agency Ltd.<br>Hong Kong Hong Kong<br>(British) | **72 940**<br>54 718<br>138 102<br>T/cm<br>100,8 | **✠100A1** SS 9/86<br>bulk carrier<br>for ore, coal & grain<br>cargoes only, strengthened<br>for heavy cargoes, Nos. 2,<br>4, 6 & 8 holds may be<br>empty<br>**✠LMC** **UMS**<br>EL W† 754,0/95,0U3<br>FN 17319 | **1981**-8 Kawasaki Heavy Ind. Ltd.—Sakaide (1331)<br>270,14 (BB) 43,06 17,028<br>260,00 43,01 23,60<br>1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>Mchy.aft | B&W<br>Oil 2SA 6Cy. 800 × 1950<br>16 200bhp (11 916kW)<br>Hitachi Zosen Sakurajima Works<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c. |
| 7374694<br>*A8NR*<br>5116<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD EMINENCE**<br>**Liberian Titan Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia<br>SatCom: 1241511/TRYK | **115 323**<br>98 283<br>261 729 | **✠100A1** SS 8/88<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL C* $4\frac{3}{8}$"U3<br>FN 25124<br>(NK) | **1975**-4 Nippon Kokan K.K.—Tsu (26)<br>338,11 (BB) 51,87 20,899<br>320,00 51,81 26,70<br>RFD 23,5 1 dk<br>rf 51 Bow/CM 163 Diam. 0,460 | **S Tanker**<br>COW IGS (LR) pt higher tensile steel<br>14 Ta ER<br>L.(oil) 319 932 | 2 S Turb dr geared to sc. shaft<br>31 000shp (22 802kW)<br>Mitsubishi Heavy Industries Ltd.<br>2 WTB 74kgf/cm² (72,6bar) Spt 515°C<br>63kgf/cm² (61,8bar) hs3033,2<br>sg 10kgf/cm² (9,9bar)<br>Gen 2 × 1500kW 450V 60Hz a.c.<br>Fuel 10 074,0t (hvf)-152,0pd |

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| **WORLD EXPRESS No. 1**<br>**An Hwa Oceanic Enterprises Inc. Ltd.**<br>Kaohsiung China* | **252**<br>103<br>— | | **1971** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>36,50 6,53<br>31,98 6,51 2,98<br>P 18,0 F 5,5 1 dk | **M Fishing**<br>Ref<br>3 Ho ER<br>4 Ha (1,0 1,0 1,1 1,1 × 0,4) ER | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>550bhp (405kW)<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Gen 2 × 64kW 220V a.c.<br>9kn |
| **WORLD FISHERIES No. 2**<br>**World Wide Marketers Ltd.**<br>New York, NY United States of America | **101**<br>69<br>— | | **1967** Rockport Yacht & Supply Co.—Rockport, Tx<br>*20,49* 6,71<br>3,31<br>1 dk | **M Fishing**<br>1 Ho<br>1 Ha (1,1 × 1,6) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **WORLD FONTAINE**<br>**K.K. World Shipping**<br>Namikata, Ehime Pref. Japan | **1 998**<br>1 065<br>3 920 | NK | **1982** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1548)<br>92,21 (BB) 6,568<br>85,02 16,21 9,53<br>3 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.4 332<br>3 Ha (stl) (each 5,0 × 5,1) ER<br>Der 6(4) | Hanshin 6ELS44<br>Oil 4SA 6Cy. 440 × 880<br>4 500bhp (3 310kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 560kW 450V 60Hz a.c.<br>Fuel 116,0t (d.o.) 577,5t (hvf)-13,5pd 14,5kn |
| **WORLD GAS No. 1**<br>ex L. P. Maru No. 8-83<br>**World Gas Co. Ltd.**<br>Bangkok Thailand | **1 092**<br>556<br>1 149 | NK | **1970** Ujina Zosensho—Hiroshima (499)<br>65,31 11,43 4,090<br>61,50 11,41 5,11<br>P 15,3 F 6,1 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>3 Ta ER<br>L.2 321 L.(gas) 1 311 | Hanshin 6LU35<br>Oil 4SA 6Cy. 350 × 550<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 48kW 445V 60Hz a.c.<br>Fuel 18,5t (d.o.) 131,5t (hvf)-5,5pd 12kn |
| **WORLD GAS No. 2**<br>ex Don Antonio I ex Rasmus-79<br>ex Rasmus Tholstrup-79<br>**World Gas Co. Ltd.**<br>Bangkok Thailand | **873**<br>506<br>465 | (BV) | **1953** A/B Marstrands M/V—Marstrand (30)<br>60,48 10,09 3,772<br>55,78 10,04 5,08<br>1 dk<br>len 59 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>5 Ta (stl) 2 cyl vert 3 spherical ER<br>L.(gas) 1 045 | MaK<br>Oil 4SA 8Cy. 290 × 420<br>1 000bhp (736kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 40,5t (d.o.)-3,5pd 10kn |
| **WORLD GAS 3**<br>ex Visahakit 1-86<br>**World Gas Co. Ltd.**<br>Bangkok Thailand | **2 894**<br>2 018<br>5 399 | AB | **1971** Jurong Shipbuilders Pte. Ltd.—Singapore (70)<br>90,23 18,32 5,068<br>88,09 18,29 6,10<br>P 12,2 F 7,7 1 dk<br>rf nil | **TM Tanker**<br>2 tanks on deck<br>8.Ta ER | Werkspoor<br>2 Oil 2SA each 4Cy. 290 × 400 reverse reduction geared to sc. shafts<br>1 980bhp (1 456kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 500kW 1 × 160kW<br>Fuel 125,0t |
| **WORLD GLORY**<br>ex Wild Iris-89<br>**Gilbert Trade Inc.**<br>Panama Panama | **9 836**<br>6 551<br>10 915 | BV (NK) | **1980** Kurushima Dockyard Co. Ltd.—Onishi (2138)<br>165,00 27,64 7,817<br>155,02 27,61 11,69<br>1 dk | **M Vehicles Carrier**<br>Cars 3000<br>Mchy.aft | MAN 12V52/55A<br>Vee Oil 4SA 12Cy. 520 × 550 sr geared to sc. shaft<br>8 827kW (12 000bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 440kW 100/450V 60Hz a.c.<br>18kn |
| **WORLD HARMONY**<br>ex Ocean Harmony-88 ex Erato II-87<br>ex Shima Maru-87<br>**Canwood Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1332564/OCHY | **118 363**<br>99 945<br>259 596<br>T/cm<br>156,9 | NK | **1974** Nippon Kokan K.K.—Tsu (22)<br>331,53 (BB) 54,84 20,326<br>314,03 54,79 26,42<br>1 dk<br>Bow/CM 165 Diam. 0,600 MH 0,9 | **S Tanker**<br>CBT COW IGS<br>13 Ta ER<br>L.(oil) 321 557 HeCls. B<br>4 Cargo pumps total 18 000T/hr | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 1 × 1900kW 2 × 770kW 450V 60Hz a.c.<br>Fuel 8 797,0t (o.f.) 335,0t (d.o.)-182,0pd 15,75kn |
| **WORLD HITACHI ZOSEN**<br>**Sameon Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1335313/WHIT | **124 878**<br>107 519<br>268 904 | AB (NK) | **1975** Hitachi Zosen—Ariake Works, Nagasu (4387)<br>331,02 (BB) 51,26 18,947<br>316,01 51,19 28,30<br>1 dk<br>rf 107 | **S Tanker**<br>IGS<br>17 Ta ER<br>L.(oil) 332 673 | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 1750kW<br>Fuel (o.f.) 15,75kn |
| **WORLD KIM**<br>ex Finisterre-84<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea<br>SatCom: 1660117/WRLD | **897**<br>472<br>753 | KR | **1972** J. M. Martinac SB. Corp.—Tacoma, Wa (191)<br>61,91 12,65 2,861<br>54,56 12,20 4,63<br>B 14,4 2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref | General Motors<br>Oil 2SA 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 3 × 249kW 440V a.c.<br>Fuel 247,0t 14,5kn |
| **WORLD KINSHIP**<br>**Blake Shipping Co.**<br>Piraeus Greece<br>SatCom: 1130636/WKSP | **40 650**<br>32 248<br>87 158<br>T/cm<br>85,4 | AB | **1980** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2681)<br>246,87 (BB) 13,019<br>236,81 39,91 19,03<br>1 dk<br>rf nil Bow/CM 122 Diam. 0,410 MH 1,5 | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 100 440<br>3 Cargo pumps total 7 487T/hr | Sulzer 7RND76M<br>Oil 2SA 7Cy. 760 × 1550<br>15 960bhp (11 740kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 600kW<br>15,25kn |
| **WORLD KUDOS**<br>**Gibbon Shipping Co.**<br>Piraeus Greece<br>SatCom: 1130765/WKDS | **40 349**<br>31 990<br>79 600<br>T/cm<br>85,2 | AB | **1981** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2682)<br>246,87 (BB) 13,018<br>236,81 39,91 19,03<br>1 dk<br>rf nil Bow/CM 122 Diam. 0,410 MH 1,5 | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 100 440<br>3 Cargo pumps total 7 500T/hr | Sulzer 7RND76M<br>Oil 2SA 7Cy. 760 × 1550<br>15 960bhp (11 740kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 1600kW<br>15,25kn |
| **WORLD LIGHT**<br>**World Logan Shipping Ltd.**<br>World-Wide Shipping Agency Ltd.<br>Hong Kong Hong Kong (British) | **72 940**<br>54 718<br>136 211<br>T/cm<br>100,8 | **✠100A1** SS 9/91<br>bulk carrier<br>for ore, coal & grain cargoes only, strengthened for heavy cargoes, Nos. 2, 4, 6 & 8 holds may be empty<br>**✠LMC** **UMS**<br>EL W† 754,0/95,0U3<br>FN 17319 | **1981**-8 Kawasaki Heavy Ind. Ltd.—Sakaide (1330)<br>270,14 (BB) 43,06 16,828<br>260,00 43,01 23,60<br>1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>Mchy.aft | B&W 6L80GFCA<br>Oil 2SA 6Cy. 800 × 1950<br>16 200bhp (11 916kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>14kn |
| **WORLD LYNX**<br>**World Feederships Inc.**<br>Callitsis Ships Management S.A.<br>Monrovia Liberia<br>SatCom: 1244377/LYNX | **10 385**<br>6 077<br>13 562 | AB | **1979** Mie Shipyard Co. Ltd.—Yokkaichi (190)<br>153,02 (BB) 8,651<br>145,01 23,00 13,01<br>F 11,3 1 dk<br>rf 102 | **M Container Ship**<br>Fixed-guides<br>4 Cell. Ho ER 1 Cell. Ho<br>TEU 782<br>C.Ho 392/20' (40') C.Dk 390/20' (40') incl. 90 ref C.<br>8 Ha (stl) ER<br>Cr 2(35) | Pielstick 18PC2-5V-400<br>Vee Oil 4SA 18Cy. 400 × 460 sr geared to sc. shaft<br>11 700bhp (8 606kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 480kW<br>Fuel 290,0t (d.o.) 1 750,0t (hvf)-34,0pd 17kn |
| **WORLD MARINE**<br>**Holden Shipping Co.**<br>Piraeus Greece | **19 451**<br>13 760<br>37 649<br>T/cm<br>44,8 | **✠100A1** SS 11/87<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL I† 2⅞"U2<br>FN 7794 | **1973**-8 Hellenic Shipyards—Skaramanga (1083)<br>196,25 (BB) 26,57 11,786<br>186,09 26,51 15,37<br>P 32,4 F 14,4 1 dk | **M Bulk Carrier**<br>7 Ho 20,5 20,8 21,2 20,4 19,5 20,4 21,2 ER<br>G.46 590 B.44 292<br>7 Ha (stl) (12,2 13,0 13,0 13,0 13,0 13,0 12,2 × 12,4) ER<br>Cr 6(10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>AuxB (Comp) 100lbf/in² (6,9bar)<br>Gen 2 × 476kW 1 × 370kW 440V 60Hz a.c.<br>Fuel 213,0t (d.o.) 1 513,0t (hvf) 15kn |
| **WORLD MARINE 701**<br>ex Manei Maru No. 1-89<br>ex Kaiho Maru No. 7-80<br>**World Marine Co. Ltd.**<br>Takoradi Ghana | **300**<br>148<br>390 | | **1973** Miho Zosensho K.K.—Shimizu (884)<br>51,01 8,03 3,468<br>42,98 8,01 3,71<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>12kn |

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| **7332610**<br>*3EQP7*<br>19509-PG<br>Esd Gc Rdr<br>Rt | **WORLD NAVIGATOR**<br>ex Koyo-86 ex Koyo Maru-86<br>**Central Lines Overseas S.A.**<br>Panama Panama | **2 269**<br>1 407<br>4 832 | BV (NK) | **1973** Asakawa Zosen—Imabari (215)<br>92,18 15,04 6,554<br>86,01 15,02 7,24<br>P 24,4 F 13,2 1 dk<br>RW | **TM Tanker**<br>Mchy.aft<br>L.(oil) 6 029 | Hanshin<br>2 Oil 4SA each 6Cy. 320 × 510<br>3 200bhp (2 354kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 30,0t (d.o.) 170,0t (i.f.o.) |
| **8618217**<br>*3EQR7*<br>19510-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD PENDANT**<br>**Colindale Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1332541/WPDT | *142 639*<br>*82 042*<br>265 243 | **✠100A1**<br>oil tanker SPM<br>**✠LMC** **UMS**<br>**IGS**<br>EL E* 774,0/117,0U3<br>FN 26505 | **1989**-11 Hyundai Heavy Industries Co. Ltd.—Ulsan (499)<br>322,07 56,04 19,802<br>310,00 56,00 29,50<br>1 dk<br>rf nil | **M Tanker**<br>COW(LR) IGS(LR) PL(LR) SBT(LR)<br>pt higher tensile steel<br>6 Ta 6 Wing Ta ER<br>L.(oil) 308 188<br>3 Cargo pumps total 15 000T/hr | B&W<br>Oil 2SA 6Cy. 800 × 3056<br>17 859kW (24 279bhp)<br>Hyundai SB. & Heavy Industries<br>AuxB (o.f.) 18,1kgf/cm² (17,8bar)<br>AuxB (o.f.) 18,1kgf/cm² (17,8bar)<br>e(ex.g) 21kgf/cm² (20,6bar)<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel (d.o.)(hvf) |
| **7376496**<br>*3ENV8*<br>20457-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD PETROBRAS**<br>**Brosten Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1333760/WPBR | **193 778**<br>161 805<br>411 508<br>T/cm<br>151,8 | AB | **1977** Hitachi Zosen—Ariake Works, Nagasu (4443)<br>362,01 70,03 22,340<br>350,02 70,01 28,12<br>F 17,1 1 dk<br>rf nil Bow/CM 172 Diam. 0,700 | **S Tanker**<br>IGS<br>27 Ta ER<br>4 Cargo pumps total 20 000T/hr | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW)<br>Hitachi Zosen Sakurajima Works<br>Gen 2 × 2500kW |
| **8614417**<br>*3EZS6*<br>18841-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WORLD PHOENIX**<br>**Swallow Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1330142/WPHO | *143 941*<br>*86 938*<br>276 052 | NV | **1988** Daewoo SB. & Heavy Machinery Ltd.<br>—Okpo (5017)<br>322,00 (BB) 21,024<br>310,02 56,00 29,50<br>1 dk | **M Tanker**<br>COW IGS SBT<br>Mchy.aft | B&W<br>Oil 2SA 6Cy. 800 × 3056<br>18 308kW (24 890bhp)<br>Korea Heavy Industries & Construction Co. Ltd.<br>Gen 3 × 880kW 1 × 250kW 440V 60Hz a.c. |
| **8613877**<br>*3EWE6*<br>18078-89<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WORLD PRELUDE**<br>**Clover Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1331557/WPRE | *142 639*<br>*82 042*<br>265 243<br>T/cm<br>160,0 | **✠100A1**<br>oil tanker SPM<br>**✠LMC** **UMS**<br>**IGS**<br>EL E* 774,0/117,0U3<br>FN 26504 | **1988**-10 Hyundai Heavy Industries Co. Ltd.—Ulsan (480)<br>322,11 56,04 20,473<br>310,02 56,00 29,49<br>1 dk<br>rf nil Bow/CM 163 | **M Tanker**<br>COW(LR) IGS(LR) PL(LR) SBT(LR)<br>pt higher tensile steel<br>6 Ta 6 Wing Ta ER<br>L.(oil) 308 188<br>3 Cargo pumps total 15 000T/hr | B&W<br>Oil 2SA 6Cy. 800 × 3056<br>17 859kW (24 279bhp)<br>Hyundai SB. & Heavy Industries<br>2 AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 21kgf/cm² (20,6bar)<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel (d.o.) |
| **8618839**<br>*3EFW7*<br>19103-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD PRIME**<br>**Alpaca Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1332241/WPME | *143 941*<br>*86 938*<br>276 210 | NV | **1989** Daewoo SB. & Heavy Machinery Ltd.<br>—Okpo (5027)<br>322,00 (BB) 21,024<br>311,62 56,00 29,50<br>1 dk | **M Tanker**<br>COW IGS SBT<br>L.(oil) 275 984 | B&W<br>Oil 2SA 6Cy. 800 × 3056 with flexible coupling sr geared to sc. shaft<br>18 308kW (24 890bhp)<br>Korea Heavy Industries & Construction Co. Ltd.<br>Gen 3 × 880kW 1 × 250kW 440V 60Hz a.c. |
| **8618205**<br>*3EYO6*<br>18848-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WORLD PRINCE**<br>**Conbridge Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1330127/WPRI | *142 639*<br>*82 042*<br>265 322 | **✠100A1**<br>oil tanker SPM<br>**✠LMC** **UMS**<br>**IGS**<br>EL E* 770,0/117,0U3<br>FN 26505 | **1988**-11 Hyundai Heavy Industries Co. Ltd.—Ulsan (498)<br>322,07 56,04 20,473<br>310,00 56,00 29,50<br>1 dk<br>rf nil Bow/CM 163 | **M Tanker**<br>COW(LR) IGS(LR) PL(LR) SBT(LR)<br>pt higher tensile steel<br>6 Ta 6 Wing Ta ER<br>L.(oil) 308 188<br>3 Cargo pumps total 15 000T/hr | B&W<br>Oil 2SA 6Cy. 800 × 3056<br>13 976kW (19 000bhp)<br>Hyundai SB. & Heavy Industries<br>AuxB (o.f.) 18,1kgf/cm² (17,8bar)<br>AuxB (o.f.) 18,1kgf/cm² (17,8bar)<br>e(ex.g) 21kgf/cm² (20,6bar)<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel (d.o.)(hvf) |
| **7925780**<br>*SZLU*<br>8581<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD PROCESS**<br>**Brentford Shipping Co.**<br>Piraeus Greece<br>SatCom: 1133173/WPCS | *17 199*<br>*11 863*<br>29 990<br>T/cm<br>37,7 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>**IGS**<br>EL H† 605,0/70,0U2<br>FN 6555 | **1984**-1 Hellenic Shipyards—Skaramanga (1126)<br>170,69 (BB) 26,04 10,740<br>162,01 26,00 14,46<br>P 32,0 F 17,4 1 dk<br>rf nil Bow/CM 78 Diam. 0,310 MH 1,5 | **M Tanker**<br>IGS (LR) Stern disch.<br>7 Ta ER 14 Wing Ta<br>L.(oil) 40 139<br>4 Cargo pumps total 3 600T/hr | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>13 052bhp (9 601kW)<br>H. Cegielski<br>2 AuxB (1 o.f. 1 ex.g) 18,3kgf/cm² (18,0bar)<br>Gen 2 × 528kW 1 × 500kW 440V 60Hz a.c.<br>Fuel 211,0t (d.o.) 1 592,0t (hvf) |
| **8007250**<br>*SVGW*<br>9018<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD PRODIGY**<br>**Ballard Shipping Co. Ltd.**<br>Piraeus Greece<br>SatCom: 1133170/WPGY | *17 277*<br>*11 784*<br>29 988<br>T/cm<br>37,7 | AB | **1986** Hellenic Shipyards—Skaramanga (1131)<br>170,54 (BB) 10,750<br>162,01 26,01 14,46<br>P 48,5 F 16,5 1 dk<br>rf nil Bow/CM 78 | **M Tanker**<br>IGS<br>7 Ta ER 14 Wing Ta<br>L.(oil) 40 139 | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>12 000bhp (8 827kW)<br>H. Cegielski<br>Gen 2 × 528kW 1 × 500kW 440V 60Hz a.c.<br>Fuel 211,0t (d.o.) 1 592,0t (hvf) |
| **8007236**<br>*SXXB*<br>8668<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD PRODUCE**<br>**Buckhurst Shipping Co.**<br>Piraeus Greece<br>SatCom: 1133172/WPDC | *17 277*<br>*11 784*<br>29 990<br>T/cm<br>37,7 | AB | **1984** Hellenic Shipyards—Skaramanga (1129)<br>170,69 (BB) 10,802<br>162,01 26,01 14,46<br>P 32,0 F 16,5 1 dk<br>rf nil Bow/CM 78 | **M Tanker**<br>IGS<br>7 Ta ER 14 Wing Ta<br>L.(oil) 40 139 | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>12 000bhp (8 827kW)<br>H. Cegielski<br>Gen 3 × 528kW 440V 60Hz a.c.<br>Fuel 211,0t (d.o.) 1 592,0t (hvf) |
| **7235240**<br>*3ENW8*<br>20458-PEXT<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **WORLD PROGRESS**<br>**Whistler Co. S.A.**<br>Panama Panama<br>SatCom: 1333761/WPOW | **105 787**<br>87 239<br>237 276<br>T/cm<br>146,5 | BV (NK) | **1973** Mitsubishi Heavy Industries Ltd.—Nagasaki (1702)<br>320,87 (BB) 52,46 19,880<br>301,71 52,40 25,70<br>F 15,0 1 dk<br>rf 114 Bow/CM 155 Diam. 0,410 | **S Tanker**<br>12 Ta ER<br>L.(oil) 289 153 HeCls. BC<br>3 Cargo pumps total 13 500T/hr | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Ltd.<br>Fuel 8 164,0t (o.f.)-162,5pd |
| **8007224**<br>*SYKL*<br>8776<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD PROLOGUE**<br>**Bromley Shipping Co.**<br>Piraeus Greece<br>SatCom: 1133171/WPLG | *17 277*<br>*11 806*<br>29 990<br>T/cm<br>37,7 | AB | **1985** Hellenic Shipyards—Skaramanga (1127)<br>170,69 (BB) 26,04 10,740<br>162,01 26,01 14,46<br>P 32,0 F 16,5 1 dk<br>rf nil Bow/CM 78 | **M Tanker**<br>IGS<br>7 Ta ER 14 Wing Ta<br>L.(oil) 40 139 | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>12 000bhp (8 827kW)<br>H. Cegielski<br>Gen 3 × 528kW 440V 60Hz a.c.<br>Fuel 211,0t (d.o.) 1 592,0t (hvf) |
| **8007248**<br>*SWWR*<br>9019<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD PROPHET**<br>**Balham Shipping Co. Ltd.**<br>Piraeus Greece<br>SatCom: 1133167/WPHT | *17 277*<br>*11 784*<br>29 988<br>T/cm<br>37,7 | AB | **1985** Hellenic Shipyards—Skaramanga (1130)<br>172,52 (BB) 10,750<br>162,01 26,01 14,46<br>P 48,5 F 16,5 1 dk<br>rf nil Bow/CM 78 | **M Tanker**<br>7 Ta ER 14 Wing Ta<br>L.(oil) 40 139 | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>12 000bhp (8 827kW)<br>H. Cegielski<br>Gen 2 × 528kW 1 × 500kW 440V 60Hz a.c.<br>Fuel 211,0t (d.o.) 1 592,0t (hvf) |
| **8618841**<br>*3EOT7*<br>18578-89<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD PROSPECT**<br>**Purbeck Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1332166/WPPR | *143 941*<br>*86 938*<br>275 984 | NV | **1989** Daewoo SB. & Heavy Machinery Ltd.<br>—Okpo (5029)<br>322,00 (BB) 21,024<br>310,00 56,00 29,50<br>1 dk | **M Tanker**<br>COW IGS SBT<br>L.(oil) 309 916 | B&W<br>Oil 2SA 6Cy. 800 × 3056 with flexible coupling sr geared to sc. shaft<br>18 308kW (24 890bhp)<br>Korea Heavy Industries & Construction Co. Ltd.<br>Gen 3 × 880kW 1 × 250kW 440V 60Hz a.c. |
| **8029296**<br>*3EFT2*<br>12884-83<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WORLD QUINCE**<br>ex Regent Quince-87<br>**Regent Quince Shipping Co. S.A.**<br>International United Shipping Agency Ltd.<br>Panama Panama | *24 597*<br>*13 153*<br>41 538<br>T/cm<br>50,0 | **✠100A1** SS 9/87<br>bulk carrier<br>strengthened for heavy cargoes, holds Nos. 2 & 4 may be empty<br>**✠LMC**<br>EL K† 632,5/68,0U3(a)<br>FN 8305 | **1982**-11 Nipponkai Heavy Ind. Co. Ltd.—Toyama (221)<br>188,40 (BB) 31,04 10,770<br>180,02 31,01 15,12<br>P 28,1 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 30,1 31,5 21,5 31,5 28,2 ER<br>G.38 266 B.33 478 HeCls. ptB<br>5 Ha (stl) (18,2 21,5 13,2 21,5 19,0 × 11,0) ER<br>Cr 4(20) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (Comp) 7,9kgf/cm² (7,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 226,0t (d.o.) 4 929,5t (hvf)-35,5pd |

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| **WORLD RAINBOW**<br>**Parsons Shipping Ltd.**<br>Enron Arbross Ship Management Co. Ltd.<br>Panama Panama<br>SatCom: 1332116/TRAF | *41 638*<br>*12 491*<br>49 724 | NK (AB) | **1971** Mitsubishi Heavy Industries Ltd.—Yokohama (924)<br>223,96 (BB) 34,65 11,929<br>213,01 34,60 21,39<br>B 28,4 1 dk<br>rf 38 | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>8 Ta rectangular ER<br>L.(gas) 70 247 HeCls. B | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 700kW 450V 60Hz a.c.<br>Fuel 3 012,5t (hvf)-55,0pd 15,5kn |
| **WORLD RECOVERY**<br>ex Havkong-76<br>**Clan Shipping Co.**<br>Piraeus Greece<br>SatCom: 1130762/WRVY | *114 933*<br>*97 536*<br>231 054<br>T/cm<br>142,6 | NV | **1973** Howaldtswerke-Deutsche Werft A.G. —Kiel (46)<br>327,74 (BB) 49,36 20,498<br>311,26 49,00 28,12<br>1 dk<br>rf nil Bow/CM 170 Diam. 0,700 | **S Ore/Oil Carrier**<br>CBT COW IGS DB<br>5 Ho 10 Ta ER<br>L.(oil) 148 252 Ore 128 311 HeCls. B<br>10 Ha (stl) (9,9 15,0 15,0 15,0 15,0 15,0 15,0 15,0 15,0 15,0 × 15,1) ER<br>4 Cargo pumps total 16 000T/hr | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW) General Electric<br>A.G. "Weser" Bremen<br>Gen 2 × 1104kW 1 × 480kW 440V 60Hz a.c.<br>Fuel 11 212,0t (o.f.) 273,5t (d.o.)-157,5pd 15,5kn |
| **WORLD RENAISSANCE**<br>ex Homeric Renaissance-78<br>ex Renaissance-77<br>**Hellenic Company Overseas Cruise Vessels S.A.**<br>Epirotiki Lines S.A.<br>Piraeus Greece<br>SatCom: 1130440/SYXQ | **8 665**<br>4 160<br>2 931 | **100A1** CS 12/89<br>**LMC**<br>EL A† 550,0/57,0U2<br>FN 4294<br>BV (AB) | **1966** Ch. de l'Atlantique—St. Nazaire (D23)<br>150,09 (BB) 21,06 6,201<br>132,42 21,01 11,41<br>3 dks<br>RW rf 500 | **TM Passenger/General Cargo**<br>268cbn 536bth P<br>Side door 6(p) 6(s)<br>Mchy.aft<br>2 Ho 14,0 13,0 4 Ta<br>G.1 758 B.1 492 In.585 L.362<br>1 Ha (stl) (8,0 × 4,8)<br>Der 2(5) | B&W 6-62VT2BF-90<br>2 Oil 2SA each 6Cy. 620 × 900<br>10 062kW (13 679bhp)<br>Ch. de l'Atlantique St Nazaire<br>2 WTAuxB 6kgf/cm$^2$ (5,9bar)<br>AuxB (ex.g) 6kgf/cm$^2$ (5,9bar)<br>Gen 3 × 750kW 440V 60Hz a.c.<br>Fuel 548,5t (hvf) 18,5kn |
| **WORLD RENOWN**<br>**Konease Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1335244/WREN | **118 475**<br>99 119<br>262 267 | **✠100A1** SS 4/90<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL C* 4$\frac{3}{8}$"U3<br>FN 25507 | **1974**-11 Nippon Kokan K.K.—Tsu (31)<br>332,70 (BB) 54,87 20,575<br>314,00 54,81 26,42<br>1 dk<br>rf 51 | **S Tanker**<br>IGS (LR) pt higher tensile steel<br>22 Ta ER<br>L.(oil) 319 080 | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>2 WTB 76,5kgf/cm$^2$ (75,1bar) Spt 515°C<br>63kgf/cm$^2$ (61,8bar) hs3349,9<br>sg 10kgf/cm$^2$ (9,9bar)<br>Gen 1 × 1880kW 2 × 1000kW 450V 60Hz a.c.<br>Fuel 10 552,5t-177,0pd 15,75kn |
| **WORLD RIVER**<br>**Lepta Shipping Co. Ltd.**<br>Orient Marine Co. Ltd. (Toyo Senpaku K.K.)<br>Panama Panama<br>SatCom: 1332167/WDRV | *25 891*<br>*13 673*<br>43 665 | NK | **1989** Tsuneishi Zosen K.K.—Numakuma (623)<br>185,84 (BB) 30,43 11,319<br>177,00 30,40 16,20<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.53 594 B.52 280<br>5 Ha (stl) (19,2 20,8 20,8 20,8 20,8 × 15,3) ER<br>Cr 4(30) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>7 120kW (9 680bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 460kW 440V 60Hz a.c.<br>Fuel 276,0t (d.o.) 1 574,0t (hvf)-27,0pd 14kn |
| **WORLD SANPO**<br>ex Kyoshin Maru No. 2-85<br>**World Sanpo S.A.**<br>Hayashi Marine Co. Ltd.<br>Panama Panama | *2 758*<br>*1 547*<br>4 424 | NK | **1983** Kishimoto Zosen K.K.—Kinoe (530)<br>92,94 6,076<br>86,01 14,81 7,52<br>P 20,5 F 9,8 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 457 B.5 115<br>TEU 12 C. 12/20' ref C.<br>2 Ha (stl) (31,5 14,2 × 8,0) ER<br>3W Der 2(25) 1(15) | Akasaka A37<br>Oil 4SA 6Cy. 370 × 720<br>2 700bhp (1 986kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 450V 60Hz a.c.<br>Fuel 66,5t (d.o.) 286,0t (hvf)-9,0pd 12kn |
| **WORLD SEA**<br>**Boncaster Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1330170/WSEA | *25 740*<br>*11 222*<br>41 570 | NK | **1989** Koyo Dockyard Co. Ltd.—Mihara (2007)<br>181,61 (BB) 30,02 11,765<br>172,00 30,00 18,40<br>1 dk | **M Tanker**<br>COW IGS SBT<br>8 Ta ER<br>L.(oil) 52 494 | B&W 5S60MC<br>Oil 2SA 5Cy. 500 × 2292<br>6 988kW (9 500bhp) E made88<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 395kW a.c.<br>14,2kn |
| **WORLD SHANGHAI**<br>Launched as Cabo de Hornos<br>**Silverboat Co. Ltd.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia<br>SatCom: 1243626/WSHG | *38 812*<br>*17 598*<br>62 326<br>T/cm<br>64,3 | **✠100A1**<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL P 660,0/78,0U3<br>FN 11241 | **1989**-3 Hudong Shipyard—Shanghai (1181)<br>224,63 (BB) 32,24 12,772<br>217,00 32,20 19,60<br>F 18,5 1 dk<br>rf nil | **M Tanker**<br>COW IGS(LR) PL(LR) SBT(LR)<br>9 Ta ER<br>L.(oil) 74 176 HeCls. C | B&W 6L60MC<br>Oil 2SA 6Cy. 600 × 1944<br>9 195kW (12 501bhp)<br>Hudong Shipyard Shanghai<br>AuxB (o.f.) 16,3kgf/cm$^2$ (16,0bar)<br>AuxB (Comp) 11,7kgf/cm$^2$ (11,5bar)<br>Gen 3 × 600kW 440V 60Hz a.c.<br>14kn |
| **WORLD SKY**<br>ex World Bridgestone-85<br>**Credo Shipping Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1332115/TRIN | *39 946*<br>*12 645*<br>49 486 | NK | **1971** Kawasaki Heavy Ind. Ltd.—Kobe (1137)<br>210,55 (BB) 32,54 12,326<br>200,01 32,49 21,80<br>1 dk<br>rf 356 | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>10 Ta semi-membrane rectangular ER<br>L.(gas) 74 477 HeCls. B | MAN K8Z78/155E<br>Oil 2SA 8Cy. 780 × 1550<br>15 000bhp (11 033kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>Fuel 2 730,0t (hvf) 15,5kn |
| **WORLD SPEAR**<br>**Opal Seas Navigation Ltd.**<br>International United Shipping Agency Ltd.<br>Hong Kong Hong Kong (British) | *37 955*<br>*22 086*<br>69 001<br>T/cm<br>66,4 | **✠100A1** SS 10/88<br>bulk carrier<br>strengthened for heavy cargoes, holds Nos. 2, 4 & 6 may be empty<br>**✠LMC** **UMS**<br>EL N† 660,0/76,0U3(a)<br>FN 11054 | **1983**-5 Koyo Dockyard Co. Ltd.—Mihara (1037)<br>228,96 (BB) 32,26 13,401<br>218,02 32,20 18,50<br>F 18,3 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 23,8 24,6 24,2 24,2 24,2 24,2 24,2 ER<br>G.78 024 B.76 274<br>7 Ha (stl) (16,8 16,9 17,3 17,3 17,3 17,3 15,5 × 12,8) ER | B&W 7L67GFCA<br>Oil 2SA 7Cy. 670 × 1700<br>13 099bhp (9 635kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11,5kgf/cm$^2$ (11,3bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 254,0t (d.o.) 2 945,0t (hvf) |
| **WORLD SPRING**<br>**Pageant Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1333334/WSPR | *28 822*<br>*12 615*<br>48 225<br>T/cm<br>50,4 | **✠100A1** SS 4/90<br>oil tanker<br>Toluene in cargo tanks, SPM<br>**✠LMC** **UMS**<br>**IGS**<br>EL M† 632,5/73,0U3<br>FN 8641 | **1985**-3 Kawasaki Heavy Ind. Ltd.—Sakaide (1373)<br>177,53 (BB) 32,24 10,502<br>168,03 32,21 19,21<br>1 dk<br>rf nil Bow/CM 87 Diam. 0,310 MH 2,1 | **M Tanker**<br>IGS (LR) SBT pt higher tensile steel<br>cs 4<br>7 Ta (stl) ER<br>L.(oil) 50 109<br>4 Cargo pumps total 3 200T/hr | B&W 5L60MCE<br>Oil 2SA 5Cy. 600 × 1944<br>9 000bhp (6 620kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>WTAuxB 17,9kgf/cm$^2$ (17,6bar)<br>e(ex.g) 22kgf/cm$^2$ (21,6bar)<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 234,5t (d.o.) 1 401,0t (hvf) |
| **WORLD STAR**<br>ex Bright Star-90<br>**Cebu Sealink Corp.**<br>Manila Philippines<br>SatCom: 1700226/DVJX | *36 584*<br>*22 631*<br>69 582 | NK | **1985** Mitsui Eng. & SB. Co. Ltd.—Tamano (1331)<br>222,72 (BB) 13,258<br>213,00 32,20 18,30<br>F 14,9 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho each 24,3 ER<br>G.80 120 B.78 049<br>7 Ha (stl) (15,2 × 12,8) (16,3 16,3 16,3 16,3 16,3 16,3 × 14,4) ER | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>7 944kW (10 800bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 1 × 500kW a.c. 2 × 480kW a.c.<br>Controllable pitch propeller<br>15,25kn |
| **WORLD STAR No. 2**<br>ex Koyo Maru No. 8<br>**Sail Fisheries Co. Ltd.**<br>Busan South Korea | **192**<br>100<br>— | (KR) | **1963** Niigata Eng. Co. Ltd.—Niigata (531)<br>38,94 6,96 2,794<br>34,14 6,91 3,10<br>P 17,1 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.251<br>3 Ha (each 1,2 × 1,2) | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 80kW 225V a.c.<br>9,75kn |
| **WORLD STAR No. 7**<br>ex Sakura Maru No. 5-74<br>**Sail Fisheries Co. Ltd.**<br>Busan South Korea | **191**<br>86<br>— | (KR) | **1963** Niigata Eng. Co. Ltd.—Niigata (530)<br>38,94 6,96 2,794<br>34,14 6,91 3,10<br>P 14,7 F 5,5 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. Niigata<br>9,75kn |
| **WORLD SUMMIT**<br>ex World Sun-85 ex Pacific Sun-79<br>**Liberian Serenity Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **122 347**<br>107 288<br>260 064<br>T/cm<br>159,2 | AB NV | **1974** Kockums M/V A/B—Malmo (545)<br>340,52 51,82 20,067<br>328,99 51,80 25,61<br>F 20,2 1 dk<br>rf nil Bow/CM 165 Diam. 0,510 | **S Tanker**<br>COW IGS<br>17 Ta ER<br>L.(oil) 338 749 HeCls. B<br>4 Cargo pumps total 15 724T/hr | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) Stal-Laval<br>Kockums M/V A/B Malmo<br>Gen 2 × 1200kW 1 × 640kW 440V 60Hz a.c.<br>Fuel 13 514,5t-157,5pd 15,75kn |

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| **7389431**<br>*D5WD*<br>6697<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WORLD SYMPHONY**<br>ex Sea Symphony-80<br>**Chiswell Shipping Ltd.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **164 717**<br>145 236<br>356 324<br>T/cm<br>194,8 | **✠100A1** SS 6/89<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL G* 5"U3<br>FN 30947 | **1975**-9 Kockums M/V A/B—Malmo (549)<br>362,75 60,05 22,327<br>350,35 60,00 28,33<br>F 17,1 1 dk<br>rf nil Bow/CM 181 | **S Tanker**<br>COW(LR) IGS(LR) pt higher tensile steel<br>25 Ta ER<br>L.(oil) 440 000<br>4 Cargo pumps total 22 000T/hr | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Kockums M/V A/B<br>2 WTB 76kgf/cm² (74,6bar) Spt 510°C 65,5kgf/cm² (64,3bar) hs2537,0<br>sg 12,6kgf/cm² (12,4bar)<br>Gen 1 × 1700kW 2 × 1280kW 450V 60Hz<br>Fuel 7 973,0t (o.f.) 297,0t (d.o.) |
| **7818779**<br>*D5XG*<br>6726<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD TEXAS**<br>**Liberian Stingray Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia<br>SatCom: 1244417/TEXA | **25 727**<br>19 160<br>53 545 | AB | **1980** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2687)<br>208,69 (BB) 12,201<br>199,02 32,21 17,81<br>F 13,5 1 dk<br>rf 13 | **M Tanker**<br>IGS SBT<br>11 Ta ER<br>L.(oil) 64 875 | Pielstick 10PC4-2V<br>Vee Oil 4SA 10Cy. 570 × 620 sr geared to shaft<br>15 000bhp (11 033kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 2730kW a.c. 1 × 750kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7533111**<br>*P3WS2*<br>708546<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **WORLD THEMIS**<br>ex Muskiz-88 ex Amanda-86<br>ex Amandine-86<br>**Navywind Shipping Ltd.**<br>Limassol Cyprus | **23 679**<br>14 360<br>38 931<br>T/cm<br>45,2 | BV | **1977** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (951)<br>185,02 (BB) 11,434<br>175,01 27,81 16,16<br>F 18,6 1 dk<br>rf 1003 conv Pipe-carrier Bulk Carrier — | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho 24,6 26,3 26,4 26,3 26,4 ER<br>G.48 563 B.47 544 HeCls. B<br>5 Ha (stl) (15,0 × 11,2) (16,7 16,7 16,7 16,7 × 14,4) ER<br>Cr 4(20) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 295,0t (d.o.) 1 968,0t (hvf)-38,5pd |
| **7049263**<br>*ELFL3*<br>7930<br>Df Esd Gc<br>Pfd Rdr RTv | **WORLD TRADER**<br>ex Eiko Maru-86<br>**Rodney Co. Ltd.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia<br>SatCom: 1244333/WDTD | **101 927**<br>86 226<br>231 796<br>T/cm<br>141,4 | NK | **1971** Hitachi Zosen—Sakai (4300)<br>319,74 (BB) 50,86 20,016<br>304,81 50,81 25,91<br>1 dk<br>Bow/CM 162 Diam. 0,550 MH 0,9 | **S Tanker**<br>Storage<br>14 Ta ER<br>L.(oil) 278 222 HeCls. B<br>4 Cargo pumps total 16 000T/hr | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 1 × 340kW 2 × 280kW 450V 60Hz a.c.<br>Fuel 8 091,5t (o.f.)-179,5pd |
| **8102268**<br>*ELCP5*<br>7336<br>Df Esd Gc<br>Pfd Rdr Rt | **WORLD UMPIRE**<br>**Feltham Shipping Co.**<br>Monrovia Liberia | *28 268*<br>*15 993*<br>47 409<br>T/cm<br>48,8 | **✠100A1** M 1/88-12mos<br>bulk carrier<br>strengthened for heavy cargoes, hold Nos. 2 & 4 may be empty<br>**✠LMC** **UMS**<br>EL (L†) 632,5/73,0U3<br>FN 9083 | **1983**-1 Hyundai Heavy Industries Co. Ltd.—Ulsan (192)<br>196,15 (BB) 32,26 11,672<br>186,01 32,21 16,62<br>F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 27,2 28,8 28,8 28,8 28,8 ER<br>G.59 548 B.56 570<br>5 Ha (stl) (each 16,8 × 16,0) ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>12 000bhp (8 827kW)<br>Hyundai SB. & Heavy Industries<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 590kW 450V 60Hz a.c.<br>Fuel 307,5t (d.o.) 2 235,0t (hvf) |
| **8102270**<br>*ELCP6*<br>7337<br>Df Esd Gc<br>Pfd Rdr Rt | **WORLD UTILITY**<br>**Harrow Shipping Co. S.A.**<br>Monrovia Liberia | *28 268*<br>*15 993*<br>47 409<br>T/cm<br>48,8 | **✠100A1** SS 4/88<br>bulk carrier<br>strengthened for heavy cargoes, hold Nos. 2 & 4 may be empty<br>**✠LMC** **UMS**<br>EL (L†) 632,5/73,0U3<br>FN 9082 | **1983**-1 Hyundai Heavy Industries Co. Ltd.—Ulsan (193)<br>196,15 (BB) 32,26 11,672<br>185,99 32,21 16,62<br>F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 27,2 28,8 28,8 28,8 28,8 ER<br>G.59 548 B.56 570<br>5 Ha (stl) (each 16,8 × 16,0) ER<br>Cr 4(25) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>12 000bhp (8 827kW)<br>Hyundai SB. & Heavy Industries<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 590kW 450V 60Hz a.c.<br>Fuel 307,5t (d.o.) 2 235,0t (hvf) |
| **8009507**<br>*ELBZ6*<br>7209<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **WORLD VALE**<br>**Kingfield Co. Ltd.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **87 132**<br>68 026<br>194 941<br>T/cm<br>129,8 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, holds 2, 4, 6, 8 & 10 may be empty<br>**✠LMC** **UMS**<br>EL A* 742,5/102,0U3<br>FN 21267 | **1982**-7 Nippon Kokan K.K.—Tsu (74)<br>300,01 (BB) 50,07 18,251<br>285,00 50,00 24,62<br>F 18,9 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>11 Ho 20,5 21,0 21,0 21,0 21,0 21,0 21,0 21,0 21,0 21,0 21,0 ER<br>G.213 000<br>11 Ha (stl) (12,3 × 15,8) (12,6 12,6 12,6 12,6 12,6 12,6 12,6 12,6 12,6 12,6 × 22,8) ER | B&W<br>Oil 2SA 7Cy. 900 × 2180<br>22 200bhp (16 329kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>AuxB (ex.g) 11,5kgf/cm² (11,3bar) Spt 8kgf/ch' (7,9bar)<br>8kgf/cm² (7,9bar) Spt 8kgf/ch' (7,9bar)<br>Gen 2 × 800kW 1 × 720kW 450V 60Hz a.c.<br>Fuel-64,0pd |
| **7353743**<br>*3ELR8*<br>19342-91<br>Df Esd Gc<br>Pfd Rdr RTv | **WORLD VICTORY**<br>ex Amur Maru-86<br>**Ramtin Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama<br>SatCom: 1335254/WVIC | **106 151**<br>87 653<br>237 011<br>T/cm<br>146,5 | NK | **1974** Mitsubishi Heavy Industries Ltd.—Nagasaki (1726)<br>321,85 52,46 19,889<br>304,02 52,41 25,71<br>F 15,3 1 dk<br>Bow/CM 165 Diam. 0,600 MH 0,9 | **S Tanker**<br>CBT COW IGS<br>19 Ta ER<br>L.(oil) 281 544 HeCls. BptC<br>3 Cargo pumps total 13 500T/hr | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel 8 154,0t (o.f.) 10,0t (d.o.)-166,5pd |
| **7501376**<br>*ELQV*<br>5947<br>Df Esd Gc<br>Pfd Rdr RTv | **WORLD VIGOUR**<br>**Rhea Shipping Co. Ltd.**<br>Monrovia Liberia<br>SatCom: 1242617/JAPAN | *43 713*<br>*14 045*<br>56 852 | NK | **1977** Kawasaki Heavy Ind. Ltd.—Kobe (1241)<br>224,01 (BB) 12,301<br>213,01 32,52 21,82<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>10 Ta prismatic ER<br>L.(gas) 79 963 | MAN K7SZ<br>Oil 2SA 7Cy. 900 × 1600<br>20 300bhp (14 932kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 1160kW |
| **8300743**<br>*ELJS5*<br>8612<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **WORLD WING II**<br>**United Car Transport Corp. S.A.**<br>Monrovia Liberia<br>SatCom: 1242177/WING | *41 035*<br>*12 311*<br>16 045 | NK | **1984** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1117)<br>190,05 (BB) 32,29 8,202<br>180,02 32,25 23,58 | **M Container Ship/ Vehicles Carrier**<br>Deck-guides<br>Cars 4000<br>Mchy.aft<br>TEU 338 C. 338/20' (40') | Sulzer<br>Oil 2SA 8Cy. 580 × 1700<br>15 360bhp (11 298kW)<br>Sumitomo Heavy Ind. Ltd. |
| **7353626**<br>*5LPH*<br>4705<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **WORLD WOOD**<br>**Eastern Pearl**<br>Nordic Oriental Shipmanagement Pte. Ltd.<br>Monrovia Liberia | *36 785*<br>*13 445*<br>46 599<br>T/cm<br>55,5 | AB | **1974** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (828)<br>205,75 (BB) 30,51 11,351<br>196,55 30,47 21,29<br>1 dk<br>rf nil | **M Wood-chip Carrier**<br>6 Ho ER<br>G.88 971<br>6 Ha (stl) (13,3 14,4 14,4 14,4 14,4 13,5 × 13,4) ER<br>Cr 3(10,5) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 580kW<br>Fuel 257,0t (d.o.) 1 962,0t (hvf)-43,0pd |
| **7381128**<br>*A8HU*<br>4962<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **WORLD XANADU**<br>ex World Canada-85<br>**Liberian Courage Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia<br>SatCom: 1240346/TREU | **122 192**<br>104 715<br>276 560 | AB | **1974** Sumitomo SB. & Mchy. Co. Ltd.—Oppama Shipyard, Yokosuka (1011)<br>340,80 (BB) 54,46 19,668<br>324,01 54,41 26,90<br>1 dk<br>rf 13 | **S Tanker**<br>IGS<br>15 Ta ER | 2 S Turb dr geared to sc. shaft<br>38 000shp (27 951kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 1 × 1650kW a.c. 2 × 880kW a.c.<br>Fuel 11 791,0t |
| **7396628**<br>*GYHR*<br>366451<br>Df Esd Gc<br>Pfd Rdr Rt | **WORTHING**<br>ex Ballykelly-90 ex Lis Danielsen-79<br>**Powell Duffryn Shipping Ltd.**<br>Stephenson Clarke Shipping Ltd.<br>Belfast United Kingdom | **1 596**<br>1 147<br>3 011 | **✠100A1** SS 7/90<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC**<br>EL P $1\frac{7}{16}$"U2<br>FN 1509 | **1975**-11 Schpsw. Gebr. Suurmeyer B.V.—Foxhol (235)<br>83,47 14,13 5,074<br>74,88 14,00 6,15<br>P 15,0 F 9,8 1 dk<br>rf 152 | **M General Cargo**<br>2 Ho each 24,6 ER<br>G.3 761 B.3 463<br>2 Ha (stl) (each 20,3 × 10,5) ER | MaK<br>Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 80kW 1 × 76kW 220/380V<br>Fuel 217,5t (d.o.)-6,5pd |
| **6611124**<br>*5BNT*<br>707429<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **WORTHY**<br>ex Donovania-85<br>**Thywor Maritime Ltd.**<br>Limassol Cyprus | **39 042**<br>25 151<br>71 152 | **✠100A1** SS 11/89<br>oil tanker<br>((cc)) crude oil<br>defined ballasting<br>**✠LMC**<br>**IGS**<br>EL y† $3\frac{9}{16}$"SQ<br>FN 11722 | **1966**-10 Kockums M/V A/B—Malmo (477)<br>242,07 33,61 13,132<br>231,66 33,53 17,07<br>P 21,7 F 23,2 1 dk<br>rf 127 | **M Tanker**<br>CBT(LR) COW(LR) IGS(LR)<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 85 630 HeCls. B<br>2 Cargo pumps total 6 400T/hr | Sulzer<br>Oil 2SA 9Cy. 900 × 1550<br>13 417kW (18 241bhp)<br>Kockums M/V A/B<br>WTAuxB 455lbf/in² (31,4bar)<br>WTAuxB 142lbf/in² (9,8bar)<br>e(ex.g) 455lbf/in² (31,4bar)<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 2 457,0t (hvf)-65,0pd |

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| **WOTAN**<br>ex Scot Trader-91 ex Wotan-86<br>**Walter Meyer**<br>Johs. Thode G.m.b.H. & Co.<br>Hamburg Federal Republic of Germany | *1 585*<br>*615*<br>1 900 | GL | **1986** Husumer Schiffsw.—Husum (1501)<br>82,02 11,49 3,652<br>77,53 11,31 5,41<br>P 13,2 F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 51,6 ER<br>G.2 662<br>1 Ha (stl) (50,3 × 9,0) ER | MAN 8L20/27<br>Oil 4SA 8Cy. 200 × 270 with flexible couplings & sr geared to sc. shaft<br>815bhp (599kW)<br>MAN Masch. Augsburg-Nuernberg A.G. Nuernberg<br>Gen 1 × 130kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 100,0t (d.o.)-3,0pd 10kn |
| **WOTAN**<br>**Manfred Knoth**<br>Luebeck Federal Republic of Germany | 105<br>54<br>153 | | **1954** Schiffs—Und Masch. Mannheim A.G. —Mannheim<br>25,27 7,02 1,530<br>2,20<br>1dk | **TM Utility Vessel** | MWM RHS418<br>2 Oil 4SA each 8Cy. 140 × 180 dr reverse geared to sc. shafts<br>648kW (881bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>× 4,5kW 24V d.c.<br>10kn |
| **WOURI I**<br>**Crevettes du Cameroun**<br>Douala Cameroon | 150<br>—<br>— | | **1980** Rockport Yacht & Supply Co.—Rockport, Tx<br>... ... ...<br>25,33 7,01 3,66<br>1 dk | **M Fishing**<br>Stern Trawler Ref Shrimp-trawl | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152<br>1 800bhp (1 324kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| **WOURI II**<br>**Crevettes du Cameroun**<br>Douala Cameroon | 150<br>—<br>— | | **1980** Rockport Yacht & Supply Co.—Rockport, Tx<br>... ... ...<br>25,33 7,01 3,66<br>1 dk | **M Fishing**<br>Stern Trawler Ref Shrimp-trawl | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152<br>1 800bhp (1 324kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| **WOURI III**<br>**Crevettes du Cameroun**<br>Douala Cameroon | 150<br>—<br>— | | **1980** Rockport Yacht & Supply Co.—Rockport, Tx<br>... ... ...<br>25,33 7,01 3,66<br>1 dk | **M Fishing**<br>Stern Trawler Ref Shrimp-trawl | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152<br>1 800bhp (1 324kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| **WOURI IV**<br>**Crevettes du Cameroun**<br>Douala Cameroon | 150<br>—<br>— | | **1980** Rockport Yacht & Supply Co.—Rockport, Tx (483)<br>... ... ...<br>25,33 7,01 3,66<br>1 dk | **M Fishing**<br>Stern Trawler Ref Shrimp-trawl | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152<br>1 800bhp (1 324kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| **WOURI IX**<br>**Crevettes du Cameroun**<br>Douala Cameroon | 150<br>—<br>— | | **1980** Rockport Yacht & Supply Co.—Rockport, Tx (488)<br>... ... ...<br>25,33 7,01 3,66<br>1 dk | **M Fishing**<br>Stern Trawler Ref Shrimp-trawl | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152<br>1 800bhp (1 324kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| **WOURI STAR**<br>ex Gudrun Safe-78<br>**Compagnie de Peche et de Mareyage (COPEMAR)**<br>Douala Cameroon | 149<br>79<br>— | | **1976** Soby Motorfabrik og Staalskibsvaerft—Soby<br>29,77 6,79<br>3,18 | **M Fishing** | Grenaa 6FR24TK<br>Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel (d.o.) |
| **WOURI V**<br>**Crevettes du Cameroun**<br>Douala Cameroon | 150<br>—<br>— | | **1980** Rockport Yacht & Supply Co.—Rockport, Tx (484)<br>... ... ...<br>25,33 7,01 3,66<br>1 dk | **M Fishing**<br>Stern Trawler Ref Shrimp-trawl | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152<br>1 800bhp (1 324kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| **WOURI VI**<br>**Crevettes du Cameroun**<br>Douala Cameroon | 150<br>—<br>— | | **1980** Rockport Yacht & Supply Co.—Rockport, Tx (485)<br>... ... ...<br>25,33 7,01 3,66<br>1 dk | **M Fishing**<br>Stern Trawler Ref Shrimp-trawl | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152<br>1 800bhp (1 324kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| **WOURI VII**<br>**Crevettes du Cameroun**<br>Douala Cameroon | 150<br>—<br>— | | **1980** Rockport Yacht & Supply Co.—Rockport, Tx (486)<br>... ... ...<br>25,33 7,01 3,66<br>1 dk | **M Fishing**<br>Stern Trawler Ref Shrimp-trawl | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152<br>1 800bhp (1 324kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| **WOURI VIII**<br>**Crevettes du Cameroun**<br>Douala Cameroon | 150<br>—<br>— | | **1980** Rockport Yacht & Supply Co.—Rockport, Tx (487)<br>... ... ...<br>25,33 7,01 3,66<br>1 dk | **M Fishing**<br>Stern Trawler Ref Shrimp-trawl | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152<br>1 800bhp (1 324kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| **WOURI X**<br>**Crevettes du Cameroun**<br>Douala Cameroon | 150<br>—<br>— | | **1980** Rockport Yacht & Supply Co.—Rockport, Tx (489)<br>... ... ...<br>25,33 7,01 3,66<br>1 dk | **M Fishing**<br>Stern Trawler Ref Shrimp-trawl | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152<br>1 800bhp (1 324kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| **WOUTER SENIOR**<br>**C.V. Wed. 't Mannetje & Zn.**<br>Goedereede Netherlands | *395*<br>*118*<br>— | | **1984** Stocznia Remontowa "Nauta"—Gdynia<br>40,14 3,541<br>36,50 8,01 4,73<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref<br>Mchy.aft | Deutz<br>Oil 4SA 9Cy. 240 × 280 with clutches & sr geared to sc. shaft<br>2 065bhp (1 519kW)<br>Kloeckner Humboldt Deutz Koeln |
| **WRAHANALA**<br>ex Geomar I ex Pointe Coupee-79<br>**Fairfield Industries Panama S.A.**<br>Panama Panama | 185<br>125<br>— | (AB) | **1964** American Marine Corp.—New Orleans, La (896)<br>3,074<br>43,24 10,67 3,66<br>F 15,3 1 dk<br>rf 457 | **TM Supply Ship**<br>Deck Cargo | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW<br>Fuel 129,0t (d.o.) |
| **WRANGLER**<br>**M/V Wrangler Inc.**<br>Galveston, Tx United States of America | 112<br>76<br>— | | **1973** Kristi Inc.—Freeport, Tx<br>*21,98* 6,81<br>3,08<br>1 dk | **M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A. |
| **WREN ARROW**<br>ex Charles L. D.-90<br>**Roland Maritime Corp.**<br>Kristian Gerhard Jebsen Skipsrederi A/S<br>Nassau Bahamas<br>SatCom: 1103306/WREN | *27 824*<br>*12 649*<br>41 637<br>T/cm<br>48,6 | NV (BV) | **1985** Hyundai Heavy Industries Co. Ltd.—Ulsan (337)<br>187,51 (BB) 29,47 12,051<br>178,01 29,01 16,92<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 13,5 25,7 13,5 25,7 13,5 25,7 12,4 ER<br>G.47 671 B.46 280<br>TEU 1584<br>C.Ho 1044/20' (40') C.Dk 540/20' (40')<br>7 Ha (stl) (12,4 × 17,0) (24,6 12,4 24,6 12,4 24,6 12,4 × 23,0) ER<br>Cr 2(35) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>8 120bhp (5 973kW)<br>Hyundai Engine Manufacturing Co. Ltd. Ulsan<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 101,0t (d.o.) 2 009,5t (hvf)-23,5pd 13kn |
| **WRIGHT**<br>ex Young America-86<br>ex Mormacsun-70<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America<br>SatCom: 1501717 | 23 255<br>14 436<br>15 946 | AB | **1970** Ingalls SB. Div. of Litton Systems Inc. —Pascagoula, Ms (1160)<br>183,50 (BB) 27,49 10,392<br>170,69 27,44 17,99<br>3 dks<br>rf nil conv Fixed-guides RoRo/Container/General Cargo 86 | **S RoRo Cargo/ Logistics Ship**<br>Stern door & ramp<br>6 Ho 27,1 16,7 16,7 16,7 16,7 16,7 ER 13 TwD<br>G.37 095 B.33 782<br>TEU 758<br>C.Ho 444/20' (40') C.Dk 314/20' (40')<br>7 Ha (stl) (12,7 12,7 12,7 12,7 12,7 12,7 × —) ER (— × —)<br>12 Wing Ha (stl) (12,7p&s 12,7p&s × —) (12,7p&s 12,7p&s 12,7p&s 12,7p&s × 7,8) ER<br>14W Cr 2(5) Der 1(70) 10(30) | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1500kW 440V 60Hz a.c.<br>Fuel 5 007,0t (o.f.) 23,5kn |

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| **6513322**<br>*BOQH*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **WU CHANG**<br>ex Novelist-77<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | T.Mk<br>**3 584**<br>1 954<br>7 496<br>**5 580**<br>2 854<br>7 609 | ZC<br>✠Classed LR until 16/12/77 | **1965**-10 Lindholmens Varv. A/B—Goteborg (1092)<br>124,00 17,28 7,011/8,200<br>114,30 17,22 10,36<br>P 27,2 F 12,8 2 dks<br>rf 102 | **M General Cargo**<br>Ref<br>4 Ho 17,6 22,5 23,1 17,9<br>G.10 741 B.9 866 In.123<br>4 Ha (stl) (8,1 × 6,7) (13,6 13,6 × 7,9) (13,6 × 6,7)<br>Cr 4(5) Der 1(30) 5(10) | Gotaverken<br>Oil 2SA 7Cy. 630 × 1300<br>5 800bhp (4 266kW)<br>Lindholmens Varv. A/B<br>Gen 3 × 250kW 450V 60Hz a.c.<br>Fuel (hvf) |
| **8021828**<br>*BOFQ*<br>Df Esd Gc<br>Pfd Rdr RTv | **WU CHANG HU**<br>**Dalian Ocean Shipping Company (COSCO DALIAN)**<br>Dalian/Dairen China<br>SatCom: 1570234/WCHU | **38 563**<br>16 648<br>60 585<br>T/cm<br>63,6 | ZC (NK) | **1983** Hitachi Zosen—Ariake Works, Nagasu (4694)<br>228,50 (BB) 32,24 12,190<br>219,00 32,20 19,00<br>P 19,6 1 dk | **M Tanker**<br>COW IGS SBT<br>13 Ta ER<br>L.(oil) 75 508 | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>12 500bhp (9 195kW)<br>Hitachi Zosen Sakurajima Works<br>Gen 3 × 600kW 450V 60Hz a.c. |
| **5393610** | **WU CHIA**<br>**Ming Sung Shipping Co.**<br>Shanghai China | **538**<br>199<br>— | | **1949** .............China<br>... ... ...<br>... ... ... | **M General Cargo** | Oil<br>.............. |
| **5393622** | **WU CHIANG**<br>**Ming Sung Shipping Co.**<br>Shanghai China | **866**<br>347<br>660 | | **1944** —..........<br>*59,90* 10,52<br>10,47 | **TM General Cargo**<br>G.3 398 | Fairbanks, Morse<br>2 Oil 2SA each 10Cy. 205 × 255<br>Fairbanks Morse & Co. |
| **7413282**<br>*BOUA*<br>Df Esd Gc<br>Pfd Rdr RTv | **WU JIANG**<br>ex Sea Eagle-80<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **9 422**<br>6 037<br>15 200 | ZC<br>✠Classed LR until 23/1/81 | **1977**-8 Ishikawajima Harima Heavy Ind. (I.H.I.) —Chita (2495)<br>143,40 (BB) 19,87 6,000<br>134,10 19,81 12,34<br>2 dks, 2nd dk perforated in holds<br>rf 152 DK fwd | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 141 B.18 989<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared<br>shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 120,0t (d.o.) 1 138,0t (hvf)-24,5pd |
| **8017607**<br>*BFIS*<br>Df Esd Gc<br>Pfd Rdr Rt | **WU JIANG**<br>ex Cavalry-86<br>**Mingsheng Shipping Co.**<br>Shanghai China | **4 827**<br>2 940<br>8 041 | BV ZC | **1981** Iwagi Zosen K.K.—Iwagi (25)<br>116,14 7,190<br>108,00 18,00 9,00<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.10 149 B.9 662<br>TEU 206<br>C.Ho 102/20′ (40′) C.Dk 104/20′ (40′) incl. 20 ref C.<br>Der 1(35) 3(25) | B&W<br>Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 400kW 440V 60Hz a.c.<br>Fuel 120,0t (d.o.) 730,0t (hvf)-20,0pd |
| **5370838**<br>*BCFN*<br>Df Esd Gc<br>Rdr RTm/h/v | **WU LIAN QUAN**<br>ex Mah II-85 ex Poros Island-80<br>ex Tunis-74<br>**Shangdong Province Marine Shipping Co.**<br>Qingdao/Tsingtao China | T.Mk<br>**3 280**<br>1 777<br>5 690<br>**5 196**<br>2 937<br>7 375 | ZC (GL) | **1962** Blohm & Voss A.G.—Hamburg (824)<br>126,29 16,26 6,782/7,875<br>114,90 16,20 10,00<br>P 7,1 F 14,7 2 dks<br>RW rf nil | **M General Cargo** 4bth P<br>4 Ho 21,3 26,5 ER 22,4 15,9 4 TwD<br>G.11 046 B.10 108<br>4 Ha (stl) (11,1 14,0 × 6,2) ER (14,0 11,1 × 6,2)<br>12W Der 1(30) 1(20) 8(5-10) 4(5) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>5 400bhp (3 972kW)<br>Blohm & Voss A.G.<br>Gen 3 × 180kW 400V 50Hz a.c.<br>Fuel 125,0t (d.o.) 675,0t (hvf)-16,5pd |
| **7013460**<br>*BLUB*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WU LIN**<br>ex Argyroula-89 ex Almajor-87<br>ex Jamaicanstars-85 ex Kinko Maru-82<br>**Yantai Marine Fishing Co.**<br>Guangzhou/Canton China | **10 900**<br>7 358<br>18 534 | (AB) (NK) | **1970** Kanasashi Co. Ltd.—Shimizu (920)<br>155,10 (BB) 22,86 9,221<br>146,00 22,80 12,65<br>P 29,3 F 13,2 1 dk | **M Bulk Carrier**<br>Vehicles<br>Side door (p)<br>4 Ho ER<br>G.22 977 B.22 070 HeCls. ptB<br>4 Ha (stl) (17,9 18,7 18,7 19,5 × 10,5) ER<br>Cr 4(8) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 300kW 445V a.c.<br>Fuel 133,5t (d.o.) 1 469,0t (hvf)-27,5pd |
| **7523257**<br>*BOCW*<br>Df Esd Gc<br>Pfd Rdr Rt | **WU MEN**<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**5 954**<br>2 875<br>—<br>**9 672**<br>5 197<br>13 662 | ZC (BV) | **1975** VEB Warnowwerft Warnemuende —Warnemuende (393)<br>152,75 (BB) 20,35 9,291<br>140,73 20,30 11,90<br>P 54,0 F 28,1 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 19,4 18,1 26,4 ER 18,9<br>G.18 792 B.17 379<br>5 Ha (stl) (9,0 × 5,9) (10,5 10,5 18,9 × 10,9) ER (10,3 × 9,9)<br>16W Der 1(70) 16(10) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 400kW 390V 50Hz a.c.<br>Fuel 1 517,0t (hvf) |
| **8843276**<br>*BWBU*<br>Df Esd Gc<br>Rdr RTv | **WU SHAN**<br>**Government of The People's Republic of China (Fujian Province Shipping Co. - Fuzhou Branch)**<br>Fuzhou/Foochow China | **2 238**<br>1 344<br>3 402 | ZC | **1991** Qingdao Fishery Shipyard—Qingdao, Shandong.<br>81,15 5,200<br>76,00 15,00 6,80<br>1 dk | **M General Cargo** | Chinese Std. Type<br>Oil 4SA 6Cy. 320 × 440<br>971kW (1 320bhp)<br>Guangzhou Diesel Engine Factory<br>Guangzhou<br>Gen 3 × 120kW 400V a.c. |
| **7227657**<br>*BOXD*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WU SHENG HAI**<br>ex Nicolaos Pateras-80<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China<br>SatCom: 1570514/WSHA | **17 297**<br>10 550<br>30 886 | ZC<br>✠Classed LR until 7/80 | **1973**-1 R.O. Brodogradiliste "3 Maj"—Rijeka (547)<br>196,60 (BB) 22,99 10,853<br>182,88 22,90 14,48<br>P 33,9 F 21,7 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 20,8 16,2 19,4 16,2 19,4 16,2 19,4 ER<br>G.37 929 B.33 019<br>7 Ha (stl) (12,2 8,9 12,1 8,9 12,1 8,9 12,1 × 12,5) ER<br>Cr 6(10) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 144,0t (d.o.) 2 390,0t (hvf)-37,0pd |
| **6716883**<br>*BOJX*<br>Df Esd Gc<br>Pfd RdrRTm | **WU TAI SHAN**<br>ex Forbin-77<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**7 366**<br>3 886<br>10 674<br>**10 427**<br>5 767<br>13 800 | ZC (BV) | **1967** Ch. Nav. de La Ciotat—La Ciotat (238)<br>157,25 21,85 8,433/9,710<br>149,47 21,84 12,55<br>P 9,5 F 31,7 2 dks, 3rd dk fwd of machinery space<br>rf 102 | **M General Cargo**<br>Ref 2P<br>4 Ho 6,7DTp&s 8,5DT 14,2 19,2 19,2 19,2 ER 12 TwD 6 Ta<br>G.19 925 B.18 947 In.311 L.911<br>10 Ha (stl) (7,5 × 5,3) (12,0p&s 12,0p&s 12,0p&s 12,0p&s × 6,3) ER (9,3 × 5,3)<br>10W Cr 5(5) Der 1(80) 8(15) 2(5) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW)<br>Cie. de Const. Mec. Sulzer (CCM Sulzer)<br>Gen 3 × 600kW 400V 50Hz a.c.<br>Fuel 2 048,5t (hvf) |
| **6500375**<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **WU TONG SHAN**<br>ex Seacalf-84 ex Prodromos-78<br>ex Simonburn-72<br>**Shenzhen Shipping Co.**<br>China | **20 056**<br>12 334<br>34 000<br>T/cm<br>42,9 | ✠Classed LR until 10/84 | **1965**-3 Furness S.B. Co. Ltd.—Haverton Hill (519)<br>192,03 25,99 10,751<br>183,19 25,91 14,71<br>P 58,3 F 17,1 1 dk<br>rf 114 conv Bulk Carrier 68 | **M Bulk Carrier**<br>Vehicles<br>7 Ho 23,0 18,2 18,2 18,2 18,2 18,2 17,6 ER<br>G.44 854<br>7 Ha (stl) (14,9 × 10,6) (10,6 10,6 10,6 10,6 10,6 10,9 × 13,7) ER<br>Der 14(5-10) | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW)<br>Fairfield-Rowan Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 120,0t (d.o.) 2 133,5t (hvf) |
| **9039315**<br>Df Esd Gc<br>Rdr RTv | **WU YI HU**<br>China | **250**<br>—<br>100 | ZC (Class cont.) | **1991** Wavemaster International Pty. Ltd.—Willetton, W.A. (028)<br>38,70<br>11,00 1,20 | **TM Ferry**<br>Twin Hull 354dk P | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 185<br>M.T.U. Friedrichshafen GmbH |
| **8701595**<br>*BXNZ*<br>Esd Gc Rdr Rt | **WU YI HU**<br>**Government of The People's Republic of China (The Joint Passenger Transportation Co. of Jiangmen & Hongkong Macau)**<br>Jiangmen China | **249**<br>74<br>230 | ZC | **1987** Fairey Marinteknik Shipbuilders (S) Pte. Ltd. —Singapore (110)<br>35,59 1,230<br>31,60 7,70 2,80 | **TM Ferry** 265dk P | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 185<br>clutches, flexible couplings & sr<br>shafts<br>1 610bhp (1 184kW)<br>M.T.U. Friedrichshafen<br>2 Water jet propulsion units |

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|---|---|---|---|---|---|
| **WU YI SHAN**<br>ex Birkenfels-78<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**7 011**<br>4 110<br>10 236<br>**9 441**<br>5 812<br>12 991 | ZC (GL) | **1967** A.G. "Weser"—Bremen (1363)<br>152,25 20,45 8,306/9,500<br>146,88 20,44 12,20<br>P 38,8 F 28,1 3 dks | **M General Cargo**<br>5bth P<br>4 Ho -DTp&s 13,7 24,3 24,3 19,9 ER<br>G.19 086 B.17 518 L.671<br>5 Ha (stl) (7,0 10,5 17,9 17,9 13,1 × 6,4) ER<br>10W Cr 2(5) Der 1(150) 8(10) 2(5) | MAN K7Z78/155D<br>Oil 2SA 7Cy. 780 × 1550<br>11 200bhp (8 238kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 280kW 380V 50Hz a.c.<br>Fuel (hvf) 19kn |
| **WUBBINA**<br>ex Ramona-62 ex Esperance-61<br>ex Wiema-55 ex Hollandia-52<br>**Armement Maritime Lewis (A.M.L.)**<br>Majunga Madagascar | **163**<br>82<br>225 | (BV) | **1930** G. Pattje—Westerbroek<br>*30,97* 7,42<br>... ... ...<br>1 dk<br>R | **M General Cargo**<br>G.249 B.238<br>2 Ha (8,7 4,4 × 2,9) | De Industrie<br>Oil 4SA 3Cy. 250 × 350<br>120bhp (88kW) NE 44<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 8,0t (d.o.) 6,5kn |
| **WULKAN**<br>**Zarzad Portu Szczecin**<br>Szczecin Poland | **187**<br>0<br>— | PR | **1976** Gorokhovetskiy Sudostroitelnyy Zavod —Gorokhovets<br>29,37 8,31 3,090<br>25,35 - 4,35<br>1 dk | **TM Tug** | Russkiy<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 25kW 230V a.c.<br>10,5kn |
| **WURZBURG**<br>ex Dagon ex Junko Maru No. 10-72<br>**Gotor S.A.**<br>Panama Panama | **426**<br>282<br>— | (RI) | **1954** Kanasashi Co. Ltd.—Shimizu (180)<br>*46,76* 7,80 4,001<br>7,75<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 400 × 570<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **WUSHISHI CONQUEST**<br>ex Ranworth Queen-72<br>**Geoma Impex Ltd.**<br>Wushishi Fisheries Ltd.<br>Belfast United Kingdom | **181**<br>65<br>— | ✠Classed LR until 6/10/72 | **1955**-3 J. Lewis & Sons Ltd.—Aberdeen (248)<br>*31,70* 6,81<br>6,76<br>F 5,5<br>RW rf 305 BK 178 | **M Fishing**<br>Side Trawler | Crossley<br>Oil 2SA 6Cy. 265 × 345<br>350bhp (257kW)<br>Crossley Bros. Ltd. Manchester |
| **WUSHISHI VENTURE**<br>ex Flying Duchess-72<br>ex Boston Herald-72<br>**Wushishi Fisheries Ltd.**<br>Lowestoft United Kingdom | **166**<br>55<br>— | ✠Classed LR until 17/11/72 | **1956**-5 Richards Iron Works Ltd.—Lowestoft (428)<br>*31,40* 6,81<br>30,48 6,71 3,28<br>F 5,5<br>RW rf 610 BK 152 | **M Fishing**<br>Side Trawler | Widdop<br>Oil 2SA 5Cy. 318 × 470<br>550bhp (405kW)<br>H. Widdop & Co. Ltd. Keighley<br>Gen 2 × 10kW 220V d.c.<br>Fuel (d.o.) |
| **WWM 1**<br>ex Hafentor-84 ex NVG 3-69<br>**WWM Navigation Ltd.**<br>Intermarine (Sharjah) Ltd.<br>Limassol Cyprus | **477**<br>135<br>795 | GL | **1965** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (686)<br>52,71 11,26 3,372<br>51,31 11,00 3,97<br>F 14,4 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>Mchy.aft | MWM TB12RS18/22<br>2 Vee Oil 4SA each 12Cy. 180 × 220<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>12,5kn |
| **WYAMBI**<br>**Waratah Towage Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **266**<br>52<br>— | AB | **1976** Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (121)<br>29,01 9,96 4,001<br>26,22 9,54 4,73<br>1 dk<br>BK 13 | **TM Tug** | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 68kW a.c.<br>12kn |
| **WYBIA**<br>**North Western Shipping & Towage Co. Pty. Ltd.**<br>*Launceston, Tas.* Australia | **216**<br>—<br>155 | **✠100A1** CS 12/85<br>tug<br>**✠LMC**<br>EL (c) $\frac{15}{16}$"U1<br>FN 344 | **1967**-9 Adelaide Ship Cons. Pty. Ltd.—Adelaide, S.A. (35)<br>30,10 8,49 4,230<br>27,21 8,08 4,55<br>B 8,3 1 dk<br>rf 813 Box K | **M Tug**<br>1 Ha (1,0 × 1,3) | English Electric<br>Oil 4SA 8Cy. 254 × 305 dr reverse geared to sc. shaft<br>English Electric Co. Preston<br>Gen 2 × 30kW 220V d.c.<br>Fuel 26,5t (d.o.) 10,5kn |
| **WYBREGTJE**<br>**Rederij L. de Boer & Zn. B.V.**<br>Urk Netherlands | *477*<br>*143*<br>— | | **1984** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk ((410))<br>42,02 4,001<br>9,01 5,72<br>1 dk | **M Fishing**<br>Side Trawler | Crepelle 12PSN3<br>Vee Oil 4SA 12Cy. 260 × 320 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>Societe Moteurs Duvant Crepelle Lille |
| **WYMARINE**<br>**Oceanaction Shipping Ltd.**<br>Kitaura Kaiun K.K.<br>Limassol Cyprus | *4 365*<br>*1 846*<br>4 869 | NK | **1984** Hakata Zosen K.K.—Hakata (302)<br>97,24 5,433<br>89,52 18,20 5,52<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.9 621 B.8 950<br>2 Ha (stl) (16,8 33,6 × 11,0) ER<br>Der 3(25) | Hanshin 6EL38<br>Oil 4SA 6Cy. 380 × 760<br>2 800bhp (2 060kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 132kW<br>11kn |
| **WYOLA**<br>ex Pirate-76<br>**Adelaide Steamship Industries Pty. Ltd. & The Swan River Shipping Co. Ltd.**<br>Fremantle Tug Operators<br>*Melbourne, Victoria* Australia | **266**<br>52<br>— | **✠100A1** CS 12/90<br>**✠LMC** **UMS**<br>EL F $\frac{7}{8}$"U2<br>FN 358 | **1975**-12 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (113)<br>29,01 9,96 3,988<br>24,80 9,71 4,70<br>1 dk<br>rf - BK 25 | **TM Tug** | Blackstone ESL8MK2<br>2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 68kW 415V 50Hz a.c.<br>12kn |
| **WYOMING**<br>ex Aspen-82<br>**Wyoming Boat Corp.**<br>United States of America | **116**<br>42<br>— | | **1936** Humphreys Marine Railway & Lumber Co. —Weems, Va<br>*31,06* 5,95<br>2,72 | **Wood M Fishing** | Cooper Bessemer<br>Oil<br>250bhp (184kW)<br>Cooper-Bessemer Corp. U.S.A.<br>Fuel (d.o.) |
| **WYSZKOW**<br>**Anglo-Polish Shipping Venture Ltd. (Polsko Brytyjskie Przedsiewziecie Zeglugowe, Spolka Akcyjna)**<br>Polish Steamship Co. (Polska Zegluga Morska)<br>Szczecin Poland | **2 997**<br>1 613<br>4 378 | PR<br>✠Classed LR until 12/12/80 | **1979**-10 Scotstoun Marine Ltd.—Scotstoun (239)<br>95,05 14,64 6,060<br>87,99 14,60 7,60<br>P 19,2 F 7,1 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 31,2 30,0 ER<br>G.5 798 B.5 655<br>2 Ha (stl) (each 23,7 × 8,9) ER<br>Cr 2(5-10) | Sulzer 6ZL40/48<br>Oil 4SA 6Cy. 400 × 480 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 260kW 1 × 80kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 24,0t (d.o.) 188,0t (hvf)-10,0pd 12,25kn |
| **WYUNA**<br>**Australian Maritime College**<br>*Melbourne, Victoria* Australia<br>SatCom: 1543303/VLLV | **1 313**<br>312<br>655 | ✠Classed LR until 26/6/81 | **1953**-8 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (404)<br>63,58 11,92 4,585<br>56,77 11,89 6,86<br>2 dks<br>RW conv Pilot Tender 81 | **TD-E Training Ship** | English Electric<br>3 Oil 4SA each 8Cy. 254 × 305 total 1 941bhp (1 428kW) driving 3 gen. each 380kW 400V d.c. connected to 2 elec. motors each of 700shp (515kW) & sc. shafts<br>English Electric Co. Preston<br>Gen 2 × 150kW 3 × 60kW 1 × 50kW 220V d.c. |
| **XALOC**<br>**Remolques Aguadas y Salvamentos S.A.**<br>Gijon Spain | **106**<br>42<br>40 | (AB) | **1979** Ast. de Tarragona—Tarragona (199)<br>20,02 2,601<br>17,48 7,00 3,69<br>1 dk<br>BK 94 | **M Tug** | Deutz RSBA8M528<br>Oil 4SA 8Cy. 220 × 280 reverse reduction geared to sc. shaft<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 32kW<br>11kn |
| **XAMAR 1**<br>**Somali Ports Authority (Wakaaladda Dekedaha Soomaliyeed)**<br>Mogadiscio Somali Republic | **157**<br>—<br>60 | (BV) | **1976** Scheepswerf & Constr. Bedrijf Jac. den Breejen—Hardinxveld<br>22,15 6,61 3,420<br>... ... ...<br>1 dk | **TM Tug**<br>Pusher | General Motors<br>2 Vee Oil 2SA each 12Cy. 146 × 146<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi |

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| 7625380 | **XAMAR 2**<br>**Somali Ports Authority (Wakaaladda Dekedaha Soomaaliyeed)**<br>Mogadiscio Somali Republic | 157<br>—<br>60 | (BV) | **1977** Scheepswerf & Constr. Bedrijf Jac. den Breejen—Hardinxveld<br>22,15 6,61 3,420<br>... ...<br>1 dk | **TM Tug**<br>Pusher | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 159 × 203 geared t<br>shafts<br>Caterpillar Tractor Co. Peoria, I |
| 6923448<br>*9HAM3*<br>2352<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **XANADU**<br>ex Londontank-90 ex Cadore-89<br>ex Laurotank Cadore-89 ex Cadore-88<br>ex Lyford-86 ex Alchiba-83<br>ex Alma-Thar-80 ex Alchiba-78<br>**Grey Shipping Co. Ltd.**<br>Drytank S.A.<br>Valletta Malta | *16 494*<br>*10 934*<br>28 769<br>T/cm<br>39,4 | RI<br>✠Classed LR until 2/7/87 | Cmpl.**1972**-5 Stabilimenti Navali S.p.A.—Taranto (158)<br>192,41 24,62 10,345<br>182,53 24,50 13,06<br>P 37,2 F 24,4 1 dk<br>RW rf nil Bow/CM 101 Diam. 0,410 | **M Tanker**<br>Bow loading<br>1 Ho 13,0 30 Ta ER<br>G.1 128 L.(oil) 37 200<br>1 Ha (5,5 × 4,5) ER<br>Der 1(5)<br>4 Cargo pumps total 3 000T/hr | Fiat<br>Oil 2SA 6Cy. 780 × 1600<br>12 000bhp (8 827kW)<br>Fiat S.G.M.<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 117,5t (d.o.) 1 604,5t (d.o.) |
| 5244900<br>*HQFS2*<br>L-0133178<br>Esd Gc Rdr<br>RTm/h/v<br>SatNav<br>SatCom | **XANADU HOLIDAY**<br>ex Aquanaut Holiday-90<br>ex Northern Cruiser-87<br>ex N. A. Comeau-78<br>**Palm Beach Ltd.**<br>Xanadu Holiday Cruises Ltd.<br>San Lorenzo Honduras | *1 235*<br>*428*<br>— | ✠Classed LR until 9/4/77 | **1962**-5 George Brown & Co. (Marine) Ltd. —Greenock (275)<br>57,66 12,32 2,763<br>52,74 11,89 4,20<br>RAD 18,9 B 6,8 2 dks<br>RW rf 229 conv RoRo Cargo/Ferry 88 | **M Passenger/Ferry**<br>38cbn 80bth 200dk P | Polar<br>Oil 2SA 6Cy. 340 × 570<br>1 540bhp (1 133kW)<br>British Polar Engines Ltd.<br>Fuel 40,5t (d.o.)-6,0pd |
| 7909322<br><br>375137<br>Esd Rdr Rt | **XANADU I**<br>**M. G. Kailis Gulf Fisheries Pty. Ltd.**<br>*Darwin, N.T.* Australia | 122<br>80<br>— | | **1978** "K" Shipyard Construction Co.—Fremantle, W.A.<br>22,81 6,53 3,101<br>21,42 6,41 3,51<br>1 dk | **M Fishing**<br>Side Trawler Shrimp-trawl Ref<br>Mchy.aft | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152 reduction gea<br>sc. shaft<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, I |
| 8509002<br>*DPXZ*<br>15110<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **XANDRINA**<br>**Partenreederei m.s. "Xandrina"**<br>Peter Dohle Schiffahrts-KG. (G.m.b.H. & Co.)<br>Hamburg Federal Republic of Germany | *1 567*<br>*564*<br>1 750 | GL | **1986** Arminiuswerft G.m.b.H.—Bodenwerder (10495)<br>81,21 11,38 3,437<br>77,42 11,31 5,41<br>F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 51,6 ER<br>G.2 823 B.2 777<br>TEU 72 C. 72/20' (40')<br>1 Ha (stl) (50,4 × 9,0) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 with flexible coupling<br>sr reverse geared to sc. shaft<br>816bhp (600kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 205kW 1 × 60kW 1 × 24kW<br>440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 110,5t (d.o.)-3,5pd |
| 7350521<br>*SV3657*<br>4417<br>Rdr Rt | **XANTHOULA V**<br>**Vassiliou Brothers**<br>Piraeus Greece | 964<br>528<br>— | (HR) | **1974** Vassiliadis Bros.—Salamis (14)<br>66,86 13,49 1,499<br>55,02 3,31<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | S.K.L. 8VD26/2<br>2 Oil 4SA each 8Cy. 200 × 260<br>1 920bhp (1 412kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| 7127675<br>*HO9791*<br>3560-73B<br>Df Esd Gc<br>Rdr RTv | **XAVIER B**<br>**International Marine Services Inc.**<br>Panama Panama | 462<br>314<br>508 | AB | **1971** Mangone SB. Corp.—Houston, Tx (102)<br>50,30 11,64 4,282<br>45,73 11,59 4,88<br>F 17,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | General Motors<br>2 Vee Oil 2SA each 16Cy. 230 × 254 revers<br>reduction geared to sc. shafts<br>General Motors Corp. La Grange<br>Gen 2 × 100kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 337,5t (d.o.)-10,0pd |
| 6909856<br>*EHZJ*<br>8930<br>Df Esd Pfd<br>Rdr Rt | **XAXAN**<br>**Pesquerias Molares S.A.**<br>Jose Molares Alonso S.A.<br>Vigo Spain | 557<br>225<br>669 | GL (BV) | **1968** Enrique Lorenzo y Cia. S.A.—Vigo (344)<br>52,10 10,04 4,001<br>43,01 10,01 6,51<br>RQD 35,7 2 dks | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.542<br>1 Ha (3,1 × 1,9) ER | Deutz<br>Oil 4SA 6Cy. 400 × 500<br>1 250bhp (919kW)<br>Hijos de J. Barreras S.A.<br>Fuel 279,5t (d.o.) |
| 7385344<br>*EGZF*<br><br>Rdr Rt | **XEITOSINO**<br>**Pescaboa S.A.**<br>Vigo Spain | 494<br>213<br>— | BV | **1975** Ast. de Mallorca S.A.—Palma de Mallorca (211)<br>53,22 4,090<br>46,06 9,50 6,48<br>2 dks len 82 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW) E made72 fitted75<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller |
| 7121061<br><br>Df Esd Rdr<br>RTm/h | **XEITOSO**<br>**Jose Sanchez Pardo y otros**<br>Sanchez y Guzman S.A.<br>Gijon Spain | 283<br>125<br>— | BV | **1972** Ast. Gondan—Puerto de Figueras<br>37,52 7,52 3,499<br>32,01 7,50 3,97<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho 14,3 ER<br>In.230<br>1 Ha (stl) ER | M.T.M.<br>Oil 4SA 8Cy. 295 × 420<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 108,5t (d.o.) |
| 5415195<br>*EDVD*<br>1608<br>Df EsdRTm | **XEIXAL**<br>ex Capitan Jorge-88<br>**Jose Porto Garrido**<br>Barcelona Spain | 178<br>65<br>— | (BV) | **1963** Maritima del Musel S.A.—Gijon (52)<br>33,20 6,51<br>29,01 6,43 3,76<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Krupps<br>Oil 4SA 6Cy. 295 × 420<br>550bhp (405kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 45,0t (d.o.) |
| 7811276<br><br>Rdr Rt | **XEL-HA**<br>ex Alijumbo Secondo-82<br>**Government of Mexico (Ministry of Tourism)**<br>Can Cun Mexico | 170<br>135<br>40 | (RI) | **1980** Navaltecnica—San Benedetto del Tronto (203)<br>30,97 12,60 3,691<br>26,70 5,49 3,46<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry** | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 155 revers<br>reduction geared to sc. shafts<br>1 050bhp (772kW)<br>M.T.U. Friedrichshafen GmbH |
| 6703276<br><br>Rt | **XENG FENG**<br>**China Ocean Shipping Co. (COSCO)**<br>China | **4 711**<br>2 786<br>6 800 | | **1961** Dairen Dockyard—Dairen<br>... ... ...<br>... ... ... | **S General Cargo** | Steam - x -<br>2 500ihp (1 839kW)<br>............<br>Fuel (o.f.) |
| 5400968<br>*SYML*<br>2245<br>Df | **XENIA**<br>ex Evangelia-69 ex Argo-65<br>ex Marta-62 ex Jyden ex Hermine<br>ex Contest<br>**Dionisios Maltezos**<br>Piraeus Greece | 462<br>303<br>680 | ✠Classed LR until 2/56 | **1879**-12 Sir J. Laing—Deptford, Sunderland (252)<br>51,85 8,11 4,115<br>8,06<br>RQD 15,9 B 11,0 F 6,4 1 dk Well dk<br>R BK 178 | **Iron M General Cargo**<br>2 Ho<br>G.945 B.899<br>3 Ha<br>3W Der 3(-) | MWM<br>Oil 4SA 6Cy. 350 × 430<br>500bhp (368kW) E made43 refitted52<br>Motorenw. Mannheim A.G.<br>Fuel 30,5t (d.o.) |
| 7801570<br>*P3PN2*<br>708375<br>Df Esd Gc<br>Pfd Rdr Rt | **XENOULA M**<br>ex Appolonia Explorer-89<br>ex Secil Argentina-87 ex Keng Min-86<br>ex Alioth-81 ex Alishan-80<br>**Nisseas Shipping Ltd.**<br>Limassol Cyprus | **2 491**<br>1 723<br>5 112 | NK | **1978** K.K. Uwajima Zosensho—Uwajima (2072)<br>96,04 5,965<br>89,52 16,21 7,22<br>P 19,9 F 8,3 1 dk | **M General Cargo**<br>G.6 116 B.5 365<br>2 Ha (20,9 33,6 × 8,3) ER<br>Der 2(20) 1(15) | Makita<br>Oil 4SA 6Cy. 410 × 650<br>2 060kW (2 801bhp)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 152kW a.c. |
| 8810839<br>*EHVE* | **XEOS**<br>**Hermanos Santos Alonso**<br>Vigo Spain | *230*<br>*69*<br>160 | BV | **1989** Construcciones Navales P. Freire S.A.—Vigo (336)<br>29,99 3,450<br>25,00 7,50 5,60<br>2 dks | **M Fishing**<br>Stern Trawler<br>In.115 | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with flexib<br>& sr geared to sc. shaft<br>515kW (700bhp)<br>Caterpillar Inc.<br>Gen 3 × 96kW 220V a.c. |

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| **XI FENG KOU**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **12 321**<br>5 159<br>13 976 | ZC<br>✠Classed LR until 10/82 | **1980**-10 Kawasaki Heavy Ind. Ltd.—Sakaide (1319)<br>176,98 (BB) 26,55 8,520<br>160,00 26,50 18,50<br>3 dks<br>rf 406 | **M RoRo Cargo**<br>Ice strengthened<br>Quarter stern door/ramp (s)<br>L 34,50 W 8,00<br>Lane Length 2723 Cargo Width 8,00<br>Clear height 6,75<br>Trailers 213<br>Mchy.aft<br>TEU 729<br>C.Ho 457/20' (40') C.Dk 272/20' (40') | MAN 7L52/55A<br>7L52/55A<br>2 Oil geared to sc. shaft<br>15 825bhp (11 640kW)<br>(i) Oil 4SA 7Cy. 520 × 550<br>Kawasaki Heavy Ind. Ltd. Kobe<br>(ii) Oil 4SA 8Cy. 520 × 550<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 1 × 1120kW 2 × 1088kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>21kn |
| **XI FESTIVAL**<br>**Empresa de Navegacion Mambisa**<br>La Habana Cuba | **11 749**<br>5 949<br>13 499 | BV RCB | **1978** Kherson Shipyard—Kherson<br>162,39 (BB) 22,26 9,173<br>144,66 22,20 13,47<br>F 12,8 2 dks<br>rf 196 | **M General Cargo**<br>Ice strengthened<br>5 Ho 10,3 22,6 15,3 29,6 15,4 ER<br>5 TwD<br>G.21 340 B.19 570<br>TEU 388 C.Ho 320/20' C.Dk 68/20'<br>9 Ha (stl) (6,1 × 5,7) (19,2p&s 12,8p&s 25,3p&s 12,8p&s × 8,0) ER<br>4W Cr 7(12) Der 1(63) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 468,0t (d.o.) 1 050,0t (hvf) 18kn |
| **XI GING KAN 1**<br>**Government of The People's Republic of China (China National Technical Import Corp.)**<br>Shijiu Gang China | **210**<br>—<br>178 | | **1985** Minami-Kyushu Zosen K.K.—Kushikino (506)<br>29,47 8,13 2,601<br>26,60 7,92 3,61<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240 with clutches & sr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **XI HAI**<br>ex Ocean Brave-82<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **20 340**<br>13 869<br>35 060 | ZC (NK) | **1975** Imabari Zosen—Marugame (1022)<br>182,30 (BB) 26,01 11,278<br>172,00 26,00 15,70<br>P 31,1 F 12,2 1 dk | **M Bulk Carrier**<br>G.46 517 B.40 684<br>5 Ha (stl) (13,5 × 11,2) (17,6 17,6 17,6 17,6 × 12,8) ER<br>Cr 4(22) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 500kW 450V a.c.<br>14,25kn |
| **XI JIANG**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Zhaoqing Branch)**<br>Guangzhou/Canton China | **1 448**<br>600<br>— | ZC | **1984** Xinzhongguo Shipyard—Guangzhou/Canton<br>64,40 - 2,000<br>56,00 12,00 5,80<br>1 dk | **TM Ferry** | Chinese Std. Type 6300<br>2 Oil 4SA each 6Cy. 300 × 370<br>1 766kW (2 401bhp)<br>Guangzhou Diesel Engine Factory Guangzhou/Canton<br>Gen 3 × 160kW 400V a.c.<br>12kn |
| **XI PYATILETKA**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | *3 041*<br>*936*<br>3 134 | RS | **1983** Est. Nav. de Viana do Castelo—Viana do Castelo (119)<br>119,21 13,42 3,750<br>112,50 13,20 6,02<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20' (40')<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>10,5kn |
| **XI QIAO SHAN**<br>ex Golden Sun-84 ex Karaiskaki-82<br>ex British Monarch-73<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **16 903**<br>11 329<br>30 545<br>T/cm<br>40,4 | ZC<br>✠Classed LR until 30/12/83 | **1965**-1 Scotts' SB. & Eng. Co. Ltd.—Greenock (700)<br>186,08 - 10,777<br>173,74 25,49 14,58<br>P 31,4 F 16,2 1 dk<br>rf 102 DK fwd | **M Bulk Carrier**<br>7 Ho 17,6 17,7 18,6 17,7 18,6 17,7 19,7 ER<br>G.37 927 B.35 796<br>7 Ha (stl) (10,9 11,8 11,8 11,8 11,8 11,8 11,8 × 12,8) ER<br>Der 7(10) | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW)<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 123,0t (d.o.) 1 505,0t (hvf) 15,5kn |
| **XI QUE**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **7 160**<br>3 723<br>2 500 | | **1987** Xingang Shipyard—Tianjin/Tientsin (250)<br>120,00 5,201<br>108,00 18,80 9,60 | **TM Passenger/General Cargo** | B&W 5L35MC<br>2 Oil 2SA each 5Cy. 350 × 1050<br>6 800bhp (5 002kW)<br>Hudong Shipyard Shanghai |
| **XI YANG**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | T.Mk<br>**6 748**<br>3 516<br>—<br>**9 974**<br>5 531<br>14 793 | | **1973** Zhonghua Shipyard—Shanghai<br>161,25 8,370<br>150,30 20,40 12,40<br>P 20,2 B 11,9 F 33,9 2 dks | **M General Cargo**<br>5 Ho<br>G.19 097 B.18 670<br>5 Ha (stl) (7,7 × 6,0) (12,8 15,0 12,8 9,0 × 8,0)<br>16W Der 1(30) 16(5) | Hudong<br>Oil 2SA 6Cy. 760 × 1600<br>9 000bhp (6 620kW)<br>Shanghai Diesel Engine Works Shanghai<br>Gen 4 × 250kW 380V 50Hz a.c.<br>13,5kn |
| **XIA CHI**<br>ex Cygnus-85<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **16 400**<br>10 715<br>28 317<br>T/cm<br>37,6 | ZC<br>✠Classed LR until 6/9/85 | **1971**-2 Oresundsvarvet A/B—Landskrona (230)<br>170,96 (BB) 25,94 10,205<br>163,50 25,90 13,50<br>P 15,0 F 13,8 1 dk<br>rf 25 | **M Tanker**<br>Oil Chemical<br>IGS<br>22 Ta ER<br>L.37 075 HeCls. C<br>4 Cargo pumps total 3 000T/hr | Gotaverken 750/1600VGS9U<br>Oil 2SA 6Cy. 750 × 1600<br>12 300bhp (9 047kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 490kW 450V 60Hz a.c.<br>Fuel 180,5t (d.o.) 1 590,5t (hvf)-35,5pd 15,25kn |
| **XIA MEN**<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**5 955**<br>2 911<br>—<br>**9 672**<br>5 233<br>13 707 | ZC (BV) | **1975** VEB Warnowwerft Warnemuende —Warnemuende (392)<br>152,75 (BB) 20,35 —/9,310<br>140,73 20,30 11,90<br>P 53,4 F 30,5 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 19,4 18,1 26,4 ER 18,9<br>G.18 792 B.17 379<br>5 Ha (stl) (9,0 × 5,9) (10,5 10,5 18,9 × 10,9) ER (10,3 × 9,9)<br>16W Der 1(70) 16(10) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 400kW 390V 50Hz a.c.<br>Fuel 1 517,0t (hvf) 18,25kn |
| **XIA SHUI YUN 3**<br>ex Xia Fan 3-73<br>**Xiamen Water Transport Corp.**<br>Xiamen/Amoy China | **193**<br>126<br>100 | | **1966** ..............People's Republic of China<br>29,88 - —<br>27,84 5,38 2,24<br>1 dk | **M General Cargo** | Chinese Std. Type 6160A<br>Oil 4SA 6Cy. 160 × 225<br>184kW (250bhp)<br>People's Republic of China<br>8,8kn |
| **XIA SHUI YUN 23**<br>**Xiamen Water Transport Corp.**<br>Xiamen/Amoy China | **265**<br>138<br>300 | | **1985** Shengli Shipyard—China<br>38,66 - 3,000<br>35,00 7,40 3,50<br>1 dk | **M General Cargo** | Chinese Std. Type 6160A<br>Oil 4SA 6Cy. 160 × 225<br>257kW (349bhp)<br>Weifang Diesel Engine Factory Weifang<br>Gen 1 × 24kW 400V a.c. |
| **XIA SHUI YUN 24**<br>ex Skalanes-86 ex Nina Junior-84<br>**Xiamen Water Transport Corp.**<br>Xiamen/Amoy China | T.Mk<br>**299**<br>162<br>696 | BV | **1974** A/S Nordsovaerftet—Ringkobing (84)<br>49,70 8,34 3,400<br>44,45 8,30 5,50<br>F 8,0 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 26,2 ER<br>G.1 312 B.1 159<br>1 Ha (stl) (24,5 × 5,0) ER<br>2W Der 1(5) 1(3) | Alpha 406-26VO<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 48kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 45,5t (d.o.)-2,0pd 11,5kn |

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| **8807909**<br>*EEBN*<br><br>Rt | **XIADA**<br><br>**Xiada S.A.**<br>Vigo Spain | **199**<br>60<br>124 | (BV) | **1988** Astilleros Orge Leiros Barros S.A.—Vigo (1)<br>30,99 (BB) 6,63 3,180<br>26,52 6,51 3,41<br>2 dks | **M Fishing**<br>Long-line Ref | Deutz<br>Oil 4SA 6Cy. 400 × 580 with flexible couplings &<br>sr geared to sc. shaft<br>540bhp (397kW)<br>Hijos de J. Barreras S.A.<br>Controllable pitch propeller<br>Thw. thrust propeller |
| **7626487**<br>*HPKP*<br>9111-78B<br>Df Esd Gc<br>Pfd Rdr Rt | **XIAN FENG**<br>ex Soun Tres-89 ex Davinci-88<br>ex Ruth Lu-84<br>**Dailin Marine S.A.**<br>Panama Panama | **3 992**<br>2 713<br>6 100 | AB | **1978** China SB. Corp.—Kaohsiung (12)<br>108,51 6,652<br>100,01 16,21 8,11<br>P 22,3 F 11,9 1 dk<br>rf nil | **M General Cargo**<br>Mchy.aft | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 160kW |
| **8834976**<br>*BWCI*<br><br>Df Esd Gc<br>Rdr RTv | **XIAN JIANG**<br><br>**Government of The People's Republic of China (Fujian Province Shipping Co. - Xiamen Branch)**<br>Xiamen/Amoy China | **2 195**<br>1 375<br>2 226 | ZC | **1990** Wuchang Shipyard—Wuhan<br>81,15 4,200<br>76,00 15,00 6,80<br>1 dk | **M General Cargo** | Chinese Std. Type<br>Oil 4SA 6Cy. 320 × 440<br>971kW (1 320bhp)<br>Guangzhou Diesel Engine Factory<br>Guangzhou/Can<br>Gen 3 × 120kW 400V a.c. |
| **6509357**<br>*J8DW9*<br>3094<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **XIAN REN**<br>ex Tian Shan-86 ex Finnreel-77<br>ex Annika-71<br>**Ying Kou Marine Shipping Co.**<br>Kingstown St. Vincent and the Grenadines | **1 790**<br>947<br>2 891<br><br>**2 847**<br>1 733<br>4 097 | NV ZC | **1965** Wartsila Kon. Crichton-Vulcan—Turku/Abo (1129)<br>96,91 14,03 5,404/6,573<br>87,33 14,00 7,90<br>P 25,6 F 13,5 1 dk & S dk<br>rf 102 | **M General Cargo** OSD/CSD<br>— 6P<br>Ice strengthened<br>2 Ho 16,3 44,1 ER<br>G.5 748 B.5 352<br>4 Ha (stl) (8,5 × 7,0) (12,2 12,2 12,2 × 10,9) ER<br>2W Cr 3(5) Der 2(5) | Sulzer<br>Oil 2SA 6Cy. 560 × 1000<br>2 400bhp (1 765kW)<br>Wartsila Kon. Crichton-Vulcan<br>Gen 2 × 172kW 380V 50Hz a.c.<br>Fuel 378,0t (d.o.)-8,5pd |
| **7374254**<br>*BOBB*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **XIANG CHENG**<br>ex Star Procyon-79 ex Aristeidis-77<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570364/XCHN | **11 417**<br>6 894<br>18 460 | ✠Classed LR until 1/2/80<br>ZC | **1976**-2 Mitsui SB. & Eng. Co. Ltd.—Osaka (1014)<br>147,70 (BB) 23,02 9,500<br>140,00 22,86 13,00<br>P 34,2 B 16,5 F 14,7 2 dks<br>rf 51 | **M General Cargo** CSD<br>4 Ho 23,3 25,4 25,4 25,4 4 TwD<br>G.25 318 B.23 544<br>TEU 205<br>C.Ho 48/10' 112/20' C.Dk 18/10' 60/20'<br>7 Ha (stl) (14,0 15,7p&s 15,7p&s 15,7p&s × 6,9) ER<br>Cr 2(25) 3(12,5) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 112,5t (d.o.) 1 103,5t (hvf) |
| **7343334**<br>*BRZX*<br><br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **XIANG HAI**<br>ex Seaborn-89 ex Aura Adventure-86<br>ex Strait of Canso-82<br>**Zhuhai Shipping Enterprise Co. Ltd.**<br>Zhuhai China<br>SatCom: 1570264/BRZX | **17 798**<br>12 475<br>32 298<br>T/cm<br>45,6 | ✠Classed LR until 2/89<br>ZC | **1975**-10 Swan Hunter Shipbuilders Ltd.—Readhead Shipyard, S. Shields (90)<br>192,01 26,95 10,260<br>182,93 26,90 13,64<br>P 15,9 F 22,9 1 dk<br>rf 152 Bow/CM 97 Diam. 0,360 MH 1,2 | **M Tanker**<br>Ice strengthened<br>18 Ta ER<br>L.(oil) 40 999<br>4 Cargo pumps total 2 400T/hr | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>10 298kW (14 000bhp)<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasg<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel-42,5pd |
| **7112917**<br>*BOWV*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **XIANG HAI**<br>ex Eleni Martinos-76<br>ex Tensho Maru-73<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **15 821**<br>10 647<br>27 272<br>T/cm<br>37,3 | Classed LR until 7/76<br>ZC (NK) | **1971**-9 Tsuneishi Zosen K.K.—Numakuma (251)<br>178,50 (BB) 22,94 10,500<br>168,00 22,86 14,10<br>P 33,3 F 15,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>6 Ho ER<br>G.35 774 B.30 828<br>6 Ha (stl) (10,2 11,8 11,8 11,8 11,8 11,8 × 10,0) ER<br>12W Der 12(10) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>9 900bhp (7 282kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 440kW 440V 60Hz a.c.<br>Fuel 2 001,5t |
| **8318013**<br>*BOPE*<br><br>Df Esd Gc<br>Pfd Rdr RTv | **XIANG HE**<br><br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570114/XIHE | *24 043*<br>*9 868*<br>30 940 | ZC (AB) | **1985** Flensburger Schiffsbau-Ges.—Flensburg (2019)<br>200,48 (BB) 28,68 10,400<br>190,88 28,40 15,60<br>1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>6 Ho ER<br>TEU 1686<br>C.Ho 834/20' (40') C.Dk 852/20' (40') incl. 54 ref C.<br>19 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 700 × 2268<br>14 700bhp (10 813kW)<br>B&W Maskinfabrik Div. of B&W Diesel A/S<br>Gen 1 × 1072kW a.c. 2 × 800kW a.c.<br>1 × 352kW a.c.<br>Thw. thrust propeller fwd |
| **7529196**<br>*BOVG*<br><br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **XIANG JIANG**<br><br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | T.Mk<br>**7 096**<br>4 204<br>12 000<br><br>**9 978**<br>6 677<br>16 270 | ✠Classed LR until 23/11/79<br>ZC | **1978**-2 A.G. "Weser" Seebeckwerft—Bremerhaven (1005)<br>149,80 (BB) 21,11 8,175/9,260<br>139,25 21,00 12,25<br>F 12,2 2 dks<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 18,9 19,3 17,9 25,5 19,5 ER<br>5 TwD<br>G.22 305 B.20 406<br>TEU 247 C.Ho 185/20' C.Dk 62/20'<br>5 Ha (stl) (12,5 × 7,7) (12,7 12,7 17,2 12,7 × 10,3) ER<br>Cr.2(20) 4(16) | MAN<br>Vee Oil 4SA 16Cy. 400 × 540 sr geared to sc. shaft<br>8 690bhp (6 392kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 530kW 450V 60Hz a.c.<br>Fuel 130,0t (d.o.) 1 026,0t (hvf) |
| **6727246**<br>*BWDL*<br><br>Df Esd Gc<br>Rdr Rt | **XIANG JIANG**<br>ex Eyvind Sif-79<br>**Xiamen Shipping Co.**<br>Xiamen/Amoy China | **499**<br>336<br>1 000 | (BV) | **1967** N.V. Bodewes Schps.—Martenshoek (492)<br>73,20 11,84 —<br>70,32 11,82 2,45<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 877 B.2 704<br>2 Ha (21,0 11,9 × 6,0) ER<br>3W Der 1(5) 2(3) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Atlas-MaK Maschinenbau<br>Fuel 132,0t (d.o.)-4,0pd |
| **7015872**<br>*BOTQ*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **XIANG YANG**<br>ex Gao Yang<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**6 809**<br>3 504<br>—<br><br>**10 142**<br>5 394<br>14 465 | ZC | **1969** Dairen Dockyard—Dairen<br>161,26 20,45 8,198/9,220<br>147,00 20,40 12,40<br>P 22,3 F 33,6 2 dks | **M General Cargo**<br>5 Ho 16,0 24,0 24,0 24,0 ER 17,9<br>G.18 131<br>5 Ha (stl) (7,7 × 6,0) (12,7 15,0 12,7 × 8,0) ER (9,0 × 8,0)<br>16W Der 1(60) 6(10) 10(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 4 × 250kW 230V d.c.<br>Fuel 1 245,5t |
| **8426949**<br>*BNVB*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **XIANG YANG HONG 3**<br><br>**Government of The People's Republic of China (China Geology Engineering Corp.)**<br>Shanghai China | **882**<br>458<br>— | | **1972** Guangzhou Shipyard—Guangzhou/Canton<br>73,79 3,280<br>65,99 10,00 4,70<br>B 21,4 1 dk | **M Research**<br>Oceanographic | 2 Oil 4SA each 6Cy. 390 × 450<br>1 800bhp (1 324kW)<br>People's Republic<br>Gen 2 × 100kW 400V 50Hz a.c. |
| **6711821**<br>*BNUA*<br><br>Df Esd Gc<br>Rdr RTv<br>SatNav | **XIANG YANG HONG 5**<br>ex Chang Ning-76<br>**Government of The People's Republic of China (South Sea Branch of the State Oceanic Administration)**<br>Guangzhou/Canton China<br>SatCom: 1570216/NOSA | **5 743**<br>3 193<br>5 453 | ✠Classed LR until 17/10/69<br>(ZC) | **1967**-6 Stocznia im. "Komuny Paryskiej"—Gdynia (B41/09)<br>152,60 19,49 7,200<br>141,10 19,40 11,65<br>F 30,5 1 dk & S dk, pt 3rd dk<br>RW rf 152 | **M General Cargo**<br>5 Ho 17,0 21,0 18,9 ER 22,8 19,9<br>G.17 772 B.16 464<br>5 Ha (stl) (8,9 × 7,0) (13,8 13,8 × 8,9) ER (12,1 12,1 × 8,9)<br>20W Der 1(50) 1(30) 6(10) 10(5) 2(1,5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski<br>Gen 2 × 320kW 1 × 200kW 400V 50Hz a.c. |
| **8833142**<br>*BNPA*<br><br>Df Esd Gc<br>Rdr Rt | **XIANG YANG HONG 7**<br><br>**Government of The People's Republic of China (The North China Sea Sub-Bureau of The National Oceanology Bureau)**<br>Xiamen/Amoy China | **1 177**<br>353<br>— | | **1974** Wuhu Shipyard—Wuhu<br>74,00 3,400<br>66,00 10,00 4,70<br>1 dk | **TM Research** | Chinese Std. Type<br>2 Oil 4SA each 6Cy. 390 × 450<br>2 942kW (4 000bhp)<br>Shaanxi Diesel Engine Factory<br>Gen 3 × 100kW 400V a.c. |

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| **XIANG YANG HONG 8**<br>**Government of The People's Republic of China (The North China Sea Sub-Bureau of The National Oceanology Bureau)**<br>Xiamen/Amoy China | **1 177**<br>353<br>— | | **1975** Wuhu Shipyard—Wuhu<br>74,00 - 3,400<br>66,00 10,00 4,70<br>1 dk | **TM Research** | Chinese Std. Type 6390<br>2 Oil 4SA each 6Cy. 390 × 450<br>2 942kW (4 000bhp)<br>Shaanxi Diesel Engine Factory Xinping<br>Gen 3 × 90kW 400V a.c.<br>17,5kn |
| **XIANG YANG HONG 9**<br>**Government of The People's Republic of China (The North China Sea Sub-Bureau of The National Oceanology Bureau)**<br>Qingdao/Tsingtao China<br>SatCom: 1570246/NONA | **2 952**<br>779<br>1 626 | ZC | **1978** Hudong Shipyard—Shanghai<br>112,05 5,514<br>97,50 15,20 8,20<br>2 dks | **TM Research**<br>Oceanographic | Hudong 9ESDZ43/82B<br>2 Oil 2SA each 9Cy. 430 × 820<br>6 620kW (9 000bhp)<br>Hudong Shipyard Shanghai<br>Gen 4 × 400kW 400V 50Hz a.c.<br>18kn |
| **XIANG YANG HONG 10**<br>**Government of The People's Republic of China (East Sea Branch of the State Oceanic Administration)**<br>Shanghai China<br>SatCom: 1570211/NOEA | **10 135**<br>3 041<br>5 820 | (ZC) | **1979** Jiangnan Shipyard—Shanghai<br>156,20 7,770<br>135,00 20,60 11,50<br>F 28,7 3 dks | **M Research**<br>Oceanographic | MAN K9Z60/105<br>2 Oil 2SA each 9Cy. 600 × 1050<br>18 000bhp (13 240kW)<br>VEB Maschinenbau Halberstadt Halberstadt<br>Gen 5 × 630kW 400V 50Hz a.c.<br>20kn |
| **XIANG YANG HONG 14**<br>**Government of The People's Republic of China (South Sea Branch of the State Oceanic Administration)**<br>Guangzhou/Canton China<br>SatCom: 1570251/NOSB | **2 894**<br>823<br>1 739 | ZC | **1981** Hudong Shipyard—Shanghai<br>110,99 5,510<br>97,55 15,20 8,20<br>B 57,3 1 dk | **M Research**<br>Oceanographic | Hudong 9ESDZ43/82B<br>2 Oil 2SA each 9Cy. 430 × 820<br>18 000bhp (13 240kW)<br>Hudong Shipyard Shanghai<br>Gen 3 × 400kW 400V 50Hz a.c.<br>18,75kn |
| **XIANG YANG HONG 16**<br>**Government of The People's Republic of China (East Sea Branch of the State Oceanic Administration)**<br>Shanghai China<br>SatCom: 1570220/NOEB | **2 894**<br>823<br>1 739 | ZC | **1981** Hudong Shipyard—Shanghai<br>110,99 5,511<br>97,55 15,20 8,20<br>2 dks | **M Research**<br>Oceanographic | Hudong 9ESDZ43/82B<br>2 Oil 2SA each 9Cy. 430 × 820<br>18 000bhp (13 240kW)<br>Hudong Shipyard Shanghai<br>Gen 3 × 400kW 400V 50Hz a.c.<br>18,75kn |
| **XIANG YUN**<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**3 816**<br>1 753<br>—<br>**5 860**<br>2 931<br>7 228 | ZC | **1980** Xingang Shipyard—Tianjin/Tientsin<br>124,00 —/7,351<br>115,00 18,00 10,40<br>B 22,3 F 11,3 2 dks | **M General Cargo**<br>4 Ho<br>G.11 062 B.9 651<br>4 Ha (stl) (11,2 × 6,0) (13,3 13,3 × 9,0) (11,2 × 6,0)<br>12W Der 1(30) 12(5) | MAN K6Z52/90N<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kawasaki Heavy Ind. Ltd. Japan<br>Gen 1 × 340kW 2 × 250kW 390V 50Hz a.c.<br>15,5kn |
| **XIAO SHI KOU**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **5 986**<br>1 793<br>7 374 | ZC<br>✠Classed LR until 15/1/82 | **1980**-1 Kawasaki Heavy Ind. Ltd.—Sakaide (1315)<br>146,55 (BB) 22,64 6,820<br>130,00 22,60 14,20<br>2 dks<br>rf 152 | **M RoRo Cargo**<br>Ice strengthened<br>Quarter stern door/ramp (a)<br>L 32,00 W 7,50 SWL 100<br>Lane Length 1374 Cargo Width 7,50<br>Clear height 6,75<br>Cars 550<br>1 Ho 74,6<br>B.18 900<br>TEU 435<br>C.Ho 33/20' C.Ro/ro Dk 212/20' C.Dk. 190/20' | MAN 10V52/55A<br>Vee Oil 4SA 10Cy. 520 × 550 sr geared to sc. shaft<br>10 550bhp (7 760kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 1 × 740kW 2 × 720kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 126,0t (d.o.) 644,0t (hvf)-35,0pd 17,25kn |
| **XIFIAS II**<br>ex Hardy-83 ex Thue Jr.-73<br>**Atlantic Fishing "Xifias"**<br>Stathakis Brothers & Basil Manoussos<br>Piraeus Greece | **335**<br>107<br>— | NV | **1964** Trondhjems M/V, Aker Trondelag A/S —Trondheim (552)<br>38,10 8,03 3,506<br>33,00 8,01 6,96<br>2 dks<br>rf 1499 BK 127 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho<br>2 Ha (2,5 × 1,4) (0,9 × 0,9)<br>1W Der 1(3) | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>900bhp (662kW)<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 168kW 1 × 134kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **XIFIAS III**<br>ex Veafisk-83 ex Vagakall-82<br>**Atlantic Fishing "Maleas"**<br>Stathakis Brothers & Basil Manoussos<br>Piraeus Greece | T.Mk<br>**258**<br>100<br>299 | NV | **1967** Trondhjems M/V, Aker Trondelag A/S —Trondheim (627)<br>39,25 9,02 4,172<br>33,63 9,00 6,20<br>2 dks<br>rf 1046 BK 157 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>1 Ha (1,6 × 1,9) ER<br>1W Der 1(3) | Wichmann<br>Oil 2SA 7Cy. 280 × 420<br>1 050bhp (772kW)<br>A/S Wichmann Rubbestadneset<br>Gen 1 × 80kW 1 × 72kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **XIFIAS IV**<br>ex Aegeon-86 ex Nyroca<br>**Atlantic Fishing "Ionion"**<br>Stathakis Brothers & Basil Manoussos<br>Piraeus Greece | **292**<br>140<br>— | AB (BV) (HR)<br>✠Classed LR until 2/69 | **1964**-12 N.V. Scheeps. v.d. Werf—Deest (313)<br>45,93 8,82 3,817<br>40,01 8,51 4,35<br>B & F 34,2 1 dk<br>rf 483 Box K conv Stern Trawler Ref Fishing — | **M Research**<br>Oceanographic Ref<br>In.261 | MAN<br>Oil 4SA 9Cy. 300 × 450 sr geared to sc. shaft<br>1 270bhp (934kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 168kW a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 12kn |
| **XIN AN**<br>**Jiangxi Ocean Shipping Company (COSCO JIANGXI)**<br>Shanghai China | T.Mk<br>**1 850**<br>1 000<br>—<br>**2 953**<br>1 852<br>4 400 | ZC | **1967** Santierul Naval Galatz—Galatz<br>100,60 13,92 —/6,600<br>90,92 13,90 8,10<br>F 8,0 2 dks | **M General Cargo**<br>3 Ho ER<br>G.5 938 B.5 470<br>3 Ha (stl) (9,0 14,7 14,7 × 6,0) ER<br>10W Der 2(20) 10(5) | Sulzer<br>Oil 2SA 5Cy. 560 × 1000<br>2 500bhp (1 839kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 113kW 230V d.c.<br>12kn |
| **XIN AN JIANG**<br>ex Octavia-77<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | T.Mk<br>**6 547**<br>4 208<br>12 848<br>**9 371**<br>6 463<br>15 191 | ZC (GL) (NV) | **1970** Bremer Vulkan A.G.—Bremen-Vegesack (951)<br>139,55 - 8,214/9,181<br>135,16 21,04 12,50<br>F 11,9 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 16,0 19,3 16,3 20,4 19,3 ER<br>G.21 692 B.19 309<br>5 Ha (stl) (10,5 × 7,9) (12,7 11,2 14,2 12,7 × 10,5) ER<br>10W Der 1(30) 10(10) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 1 020,0t (hvf) 15kn |
| **XIN CHANG**<br>ex Sunnanland-77 ex Sagaholm-72<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**4 187**<br>2 042<br>6 411<br>**6 327**<br>3 425<br>7 850 | (ZC)<br>✠Classed LR until 14/10/77 | **1963**-7 Wartsila Kon. Crichton-Vulcan—Turku/Abo (1086)<br>134,65 17,66 7,259/8,148<br>123,42 17,53 10,72<br>P 41,8 F 17,4 2 dks<br>rf 51 | **M General Cargo**<br>Ref 4P<br>Ice strengthened<br>4 Ho 16,0 18,6 17,1 25,7 ER<br>G.12 564 B.11 452 In.755<br>9 Ha (stl) (8,1 × 6,0) (13,5 11,4 14,8 × 6,6) (6,6 × 4,0) (2,4 2,4 2,4 2,4 × 1,4) ER<br>16W Cr 1(3) Der 1(30) 2(7,5-10) 12(5-7,5) 2(5) | Gotaverken<br>Oil 2SA 7Cy. 630 × 1300<br>5 800bhp (4 266kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 1 267,0t (hvf)-22,5pd 16kn |
| **XIN CHENG**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **4 967**<br>2 421<br>6 700 | ZC | **1987** Zhonghua Shipyard—Shanghai (325)<br>109,90 7,000<br>99,00 17,60 9,00<br>1 dk | **M General Cargo** | Sulzer 5RTA38<br>Oil 2SA 5Cy. 380 × 1100<br>Sulzer Bros. Ltd. Winterthur |

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| **5085603**<br>*BOKX*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **XIN DU**<br>ex Dalmatia-76<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | T.Mk<br>**2 711**<br>1 268<br>4 714<br>**4 318**<br>2 471<br>5 918 | ZC<br>✠Classed LR until 14/10/77 | **1962**-2 Lindholmens Varv. A/B—Goteborg<br>121,35 14,53 6,090/6,951<br>112,80 14,48 9,22<br>P 3,7 F 12,2 2 dks<br>rf 102 | (1076)<br>len 67 | **M General Cargo**<br>Ice strengthened<br>6 Ho 12,2 10,9 12,9 13,5 13,5 12,9 ER<br>G.8 778 B.8 041<br>6 Ha (stl) (7,7 × 6,4) (8,1 10,2 10,2 10,2 10,2 × 11,4) ER<br>Cr 4(5) 1(3) | 4P | Gotaverken<br>Oil 2SA 8Cy. 520 × 900<br>3 000bhp (2 207kW)<br>Lindholmens Varv. A/B<br>Gen 3 × 140kW 230V d.c.<br>Fuel 363,5t (hvf)-11,0pd |
| **7034830**<br>*BOYJ*<br>Df Esd Gc<br>Pfd Rdr Rt | **XIN FENG**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **9 105**<br>4 865<br>12 320 | ZC | **1970** VEB Warnowwerft Warnemuende —Warnemuende<br>151,11 (BB) 20,07 9,000<br>140,00 20,00 11,55<br>P 12,2 F 13,8 2 dks | (362) | **M General Cargo**<br>Ref<br>4 Ho ER 1 Ho<br>G.12 076 B.10 581 In.3 170<br>5 Ha (stl) (9,0 × 5,9) (10,5 18,9 9,1 × 10,9) ER (12,9 × 10,9)<br>16W Der 1(70) 4(10) 12(5) | | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 4 × 400kW 390V 50Hz a.c. |
| **7019660**<br>*3ERG6*<br>18607-HK<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **XIN FENG**<br>ex Good Trader-90 ex Transcape-88<br>ex El Greco-86 ex Carimare-83<br>ex Wangoni-76 ex Auguste Schulte-75<br>**Xin Feng Shipping Corp.**<br>Panama Panama | T.Mk<br>**3 223**<br>1 730<br>6 105<br>**5 470**<br>3 664<br>8 100 | GL (BV) | **1970** Schiffbau-Ges. Unterweser A.G. —Bremerhaven<br>123,98 18,09 6,839/8,078<br>115,19 18,01 10,19<br>F 11,6 2 dks | (474) | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 18,2 26,5 32,1 ER<br>G.12 280 B.11 440<br>3 Ha (stl) (12,4 19,5 26,0 × 10,3) ER<br>10W Der 1(80) 10(10) | | Deutz<br>Vee Oil 4SA 16Cy. 370 × 400<br>6 400bhp (4 708kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 288kW 1 × 72kW 380V 50Hz a.c.<br>Fuel 75,0t (d.o.) 740,0t (hvf)-16,5pd |
| **7418244**<br>*BRZO*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **XIN FENG JIANG**<br>ex Athloforos-91 ex Seahorse-88<br>ex Protostatis-86 ex Flying Eagle-80<br>ex Ellice Maru-78<br>**Guangzhou Hai Dian Shipping Co.**<br>Guangzhou/Canton China | **15 491**<br>10 899<br>27 098 | (NK)<br>LR class withdrawn-Owners' request 12/90 | **1975** Namura SB. Co. Ltd.—Osaka<br>177,04 (BB) 22,92 10,389<br>167,01 22,89 14,51<br>P 29,3 F 14,7 1 dk<br>rf 102 | (423) | **M Bulk Carrier**<br>Str. heavy cargoes DSS<br>5 Ho ER<br>G.36 523 B.32 595<br>5 Ha (stl) (11,6 18,3 12,8 18,3 12,8 × 11,5) ER<br>Cr 5(10) | | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 1 754,5t-39,5pd |
| **7375038**<br>*BIBK*<br>Df Esd Gc<br>Pfd Rdr Rt | **XIN HAI MAO**<br>ex Hu Leng Si Hao-86<br>**New Seas Navigation Corp.**<br>Shanghai China | **998**<br>531<br>1 409 | ZC (NK) | **1974** Nishii Dock Co. Ltd.—Ise<br>71,50 11,03 4,630<br>64,00 11,00 5,50<br>P 25,0 F 10,4 1 dk | (272) | **M Refrigerated Cargo**<br>In.1 490<br>3 Ha (stl) (each 3,9 × 3,3) ER<br>Der 6(3) | | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 300bhp (1 692kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 320kW 380V 50Hz a.c.<br>Fuel 355,5t (d.o.)-8,0pd |
| **7108863**<br>*3EOI6*<br>D92-3987-HK<br>Rdr Rt | **XIN HAI No. 1**<br>ex Kagawa Maru-88 ex Settsu<br>**Rio Grande Shipping Overseas Corp. S.A.**<br>Panama Panama | **1 074**<br>369<br>380 | | **1971** Shikoku Dockyard Co. Ltd.—Takamatsu<br>69,58 14,74 3,455<br>65,00 14,71 4,60<br>1 dk<br>RW | (748) | **TM RoRo Cargo/Ferry** | 600P | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320<br>3 200bhp (2 354kW)<br>Niigata Eng. Co. Ltd.<br>Fuel 36,5t |
| **7125976**<br>*3EOJ6*<br>D93-3987-HK<br>Rdr Rt | **XIN HAI No. 2**<br>ex Okayama Maru-88 ex Senshu<br>**Rio Grande Shipping Overseas Corp. S.A.**<br>Panama Panama | **1 095**<br>606<br>399 | | **1971** K.K. Usuki Tekkosho—Usuki<br>69,60 14,74 3,455<br>65,00 14,71 4,60<br>2 dks | (800) | **TM RoRo Cargo/Ferry**<br>Mchy.aft | 600P | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Fuel 7,5t (d.o.) 36,5t (i.f.o.) |
| **7128928**<br>*3EVN6*<br>D123-3 987-HK<br>Gc Rdr Rt | **XIN HAI No. 3**<br>ex Daisen Maru-88<br>**Rio Grande Shipping Overseas Corp. S.A.**<br>Panama Panama | **1 482**<br>882<br>— | | **1972** Sanuki Zosen Tekkosho K.K.—Takuma<br>72,73 14,86 3,563<br>68,00 14,81 4,81<br>2 dks | (611) | **TM Ferry** | 1100dk P | Daihatsu<br>2 Oil 4SA each 8Cy. 300 × 380<br>2 660bhp (1 957kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Fuel 21,0t (d.o.) 118,0t (i.f.o.) |
| **6928254**<br>Df Esd Gc<br>Rdr Rt | **XIN HAI TENG**<br>ex Pomona-85 ex Virtus-81<br>**New Seas Navigation Corp.**<br>Shanghai China | **8 937**<br>6 224<br>15 266 | ✠Classed LR until 6/1/86 | **1969**-11 Bartram & Sons Ltd.—Sunderland<br>141,05 20,48 8,852<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>RW rf 1092 | (419) | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 742 B.19 916<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(25) 8(10) 2(5) | | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>Hawthorn, Leslie (Engineers) Ltd.<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel 1 016,0t (hvf) |
| **7109001**<br>*BIBU*<br>Df Esd Gc<br>Rdr RTm/h/v | **XIN HAI YUE**<br>ex Illerberg-86<br>ex Hamburger Senator-78<br>**New Seas Navigation Corp.**<br>Shanghai China | T.Mk<br>**2 730**<br>1 876<br>5 790<br>**4 726**<br>3 373<br>7 435 | ZC (GL) | **1971** Orenstein & Koppel A.G.—Luebeck<br>112,41 (BB) 17,30 6,516/7,513<br>107,68 17,23 8,70<br>F 9,2 2 dks | (682) | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 21,3 28,5 26,6 ER<br>G.10 645 B.10 000<br>3 Ha (stl) (12,9 × 7,7) (19,5 19,5 × 10,5) ER<br>10W Der 2(60) 10(10) | | MaK<br>Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 256kW 1 × 136kW 220/380V 50Hz a.c.<br>Fuel 65,0t (d.o.) 430,0t (hvf)-16,5pd |
| **8218500**<br>*3FIA2*<br>12171-PEXT7<br>Df Esd Gc<br>Pfd Rdr Rt | **XIN HAILONG**<br>ex Hai Ying-91 ex Hai-88 ex Insa-88<br>ex Nanga Parbat-86 ex Sharphu-85<br>ex Vira Bhum-85 ex Insa-85<br>ex Shanghai Express-84<br>**Hai Ying Shipping Inc.**<br>Pacific International Lines (Pte.) Ltd.<br>Panama Panama | *7 343*<br>*3 136*<br>8 593 | BV | **1983** Zhonghua Shipyard—Shanghai<br>125,53 7,802<br>112,53 21,01 10,52<br>1 dk | (8201) | **M Container Ship**<br>Fixed-guides<br>TEU 480 C. 480/20'<br>10 Ha (stl) ER | | Sulzer<br>Oil 2SA 5Cy. 560 × 1150<br>5 517kW (7 500bhp)<br>Dalian Marine Diesel Engine Works<br>Gen 2 × 416kW 450V 60Hz a.c. |
| **8414867**<br>*BPCA*<br>Df Esd Gc<br>Pfd Rdr Rt | **XIN HE**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **4 967**<br>2 421<br>6 700 | ZC | **1985** Zhonghua Shipyard—Shanghai<br>106,90 8,860<br>99,00 17,60 9,00<br>2 dks | (319) | **M General Cargo** | | Sulzer<br>Oil 2SA 5Cy. 380 × 1100<br>Sulzer Bros. Ltd. |
| **5343794**<br>Rdr | **XIN HE CHANG LUN 2**<br>ex Liang You Tuo 1 ex Sumi Maru-73<br>**Xinhe Shipyard**<br>Tianjin/Tientsin China | **155**<br>45<br>— | | **1961** Izumi Zosensho—Moji<br>27,26 6,99 1,901<br>26,60 6,96 3,38<br>1 dk | | **M Tug** | | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 10kW 220V 50Hz a.c. |
| **7419717**<br>*BOFA*<br>Df Esd Gc<br>Pfd Rdr Rt | **XIN HU**<br>ex Sanyo Maru-75<br>**Dalian Ocean Shipping Company (COSCO DALIAN)**<br>Dalian/Dairen China | **6 757**<br>4 182<br>11 518 | ZC (NK) | **1975** Mie Shipyard Co. Ltd.—Yokkaichi<br>130,50 18,52 8,600<br>120,00 18,50 10,70<br>P 31,1 F 14,1 1 dk<br>RW | (150) | **M Tanker**<br>Mchy.aft<br>L.(oil) 12 841 | | Mitsubishi<br>Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 360kW 445V 60Hz a.c.<br>Fuel 1 329,0t-27,5pd |
| **7739973**<br>*BPYA*<br>Df Esd Gc<br>Pfd Rdr Rt | **XIN HUA 1**<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **1 520**<br>749<br>—<br>**2 708**<br>1 415<br>3 655 | ZC | **1975** Zhonghua Shipyard—Shanghai<br>101,15 —/6,020<br>92,30 13,80 7,70<br>P 20,2 F 15,0 2 dks | | **M General Cargo**<br>3 Ho ER 3 TwD<br>G.5 159 B.4 662<br>3 Ha (stl) (9,7 11,0 11,0 × 7,0) ER<br>Der 6(3-5) | | Hudong<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard<br>Gen 2 × 250kW 400V 50Hz a.c.<br>Fuel 45,5t (d.o.) 86,5t (hvf) |
| **7939169**<br>*BPYB*<br>Df Esd Gc<br>Pfd Rdr Rt | **XIN HUA 2**<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | T.Mk<br>**1 522**<br>747<br>**2 686**<br>1 396<br>3 656 | ZC | **1975** Zhonghua Shipyard—Shanghai<br>101,75 5,500<br>92,05 13,80 7,70<br>P -F - 2 dks | | **M General Cargo**<br>3 Ho ER 3 TwD<br>G.5 158 B.4 601<br>3 Ha (stl) (9,7 11,0 11,0 × 7,0) ER<br>6W Der 6(3-5) | | Hudong<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard<br>Gen 2 × 250kW 400V 50Hz a.c.<br>Fuel 45,5t (d.o.) 86,5t (hvf) |

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| **XIN HUA 3**<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **1 522**<br>747<br>—<br>**2 686**<br>1 396<br>3 663 | **1975** Zhonghua Shipyard—Shanghai<br>101,15 —/6,020<br>ZC 92,30 13,80 7,70<br>P 20,2 F 15,0 2 dks | **M General Cargo**<br>3 Ho ER 3 TwD<br>G.5 159 B.4 602<br>3 Ha (stl) (9,7 11,0 11,0 × 7,0) ER<br>Der 6(3-5) | Hudong 6ESDZ43/82B<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard Shanghai<br>Gen 2 × 250kW 400V 50Hz a.c.<br>Fuel 45,5t (d.o.) 86,5t (hvf) 14kn |
| **XIN HUA 6**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | T.Mk<br>**1 459**<br>705<br>—<br>**2 605**<br>1 404<br>3 340 | **1970** Hudong Shipyard—Shanghai<br>100,20 —/5,520<br>(ZC) 92,05 13,80 7,70<br>P 21,1 F 13,5 2 dks | **M General Cargo**<br>3 Ho ER 3 TwD<br>B.4 641<br>3 Ha (stl) (9,7 11,0 11,0 × 7,0) ER<br>Der 6(3-5) | Hudong<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard Shanghai<br>Gen 2 × 250kW 400V 50Hz a.c.<br>Fuel 45,5t (d.o.) 86,5t (hvf) 14kn |
| **XIN HUA 7**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | T.Mk<br>**1 522**<br>747<br>2 522<br>**2 686**<br>1 396<br>3 865 | **1981** Zhonghua Shipyard—Shanghai<br>101,15 —/6,171<br>ZC 92,30 13,80 7,70<br>P 20,2 F 11,9 2 dks | **M General Cargo**<br>3 Ho 3 TwD<br>B.4 641<br>3 Ha (stl) (9,7 11,0 11,0 × 7,0) ER<br>Der 6(3-5) | Hudong 6ESDZ43/82B<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard Shanghai<br>Gen 2 × 250kW 400V 50Hz a.c.<br>Fuel 45,5t (d.o.) 86,5t (hvf) 14kn |
| **XIN HUA 8**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | T.Mk<br>**1 522**<br>747<br>2 522<br>**2 686**<br>1 396<br>3 881 | **1982** Zhonghua Shipyard—Shanghai<br>101,15 6,171<br>ZC 92,05 13,80 7,70<br>P 20,2 F 11,9 2 dks | **M General Cargo**<br>3 Ho 3 TwD<br>B.4 641<br>3 Ha (stl) (9,7 11,0 11,0 × 7,0) ER<br>Der 6(3-5) | Hudong 6ESDZ43/82B<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard Shanghai<br>Gen 2 × 250kW 400V 50Hz a.c.<br>Fuel 45,5t (d.o.) 86,5t (hvf) 14kn |
| **XIN HUA 9**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | T.Mk<br>**1 533**<br>760<br>—<br>**2 684**<br>1 409<br>3 881 | **1983** Hudong Shipyard—Shanghai<br>101,15 —/5,981<br>ZC 92,30 13,80 7,70<br>P 20,2 F 11,9 2 dks | **M General Cargo**<br>3 Ho ER 3 TwD<br>B.4 641<br>3 Ha (stl) (9,6 10,9 10,9 × 7,0) ER<br>Der 6(3-5) | Hudong 6ESDZ43/82B<br>Oil 2SA 6Cy. 430 × 820<br>2 600bhp (1 912kW)<br>Hudong Shipyard Shanghai<br>Gen 2 × 250kW<br>Fuel 46,0t (d.o.) 88,0t (hvf) 14kn |
| **XIN HUA 10**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | T.Mk<br>**2 631**<br>1 394<br>3 881 | **1983** Hudong Shipyard—Shanghai<br>101,15 6,171<br>ZC 92,30 13,80 7,70<br>P 20,2 F 11,9 2 dks | **M General Cargo**<br>3 Ho ER 3 TwD<br>B.4 641<br>3 Ha (stl) (9,6 10,9 10,9 × 7,0) ER<br>Der 6(3-5) | Hudong 6ESDZ43/82B<br>Oil 2SA 6Cy. 430 × 820<br>2 600bhp (1 912kW)<br>Hudong Shipyard Shanghai<br>Gen 2 × 250kW<br>Fuel 46,0t (d.o.) 88,0t (hvf) 14kn |
| **XIN HUA 68**<br>ex Zhan Dou 68-85<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **2 691**<br>1 990<br>3 238 | **1972** Xingang Shipyard—Tianjin/Tientsin<br>102,00 5,501<br>92,00 13,80 7,60<br>2 dks | **M General Cargo**<br>3 Ho<br>3 Ha (stl) (12,0 × 7,0) (12,8 12,8 × 6,8)<br>3W Der 3(3) | Hudong 6ESDZ43/82B<br>Oil 2SA 6Cy. 430 × 820<br>2 600bhp (1 912kW)<br>Hudong Shipyard Shanghai<br>Gen 2 × 250kW 380V 50Hz a.c.<br>13kn |
| **XIN HUA 81**<br>ex Zhan Dou 81-85<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **2 691**<br>1 990<br>3 265 | **1968** Hudong Shipyard—Shanghai<br>99,80 5,501<br>92,00 13,80 7,60<br>2 dks | **M General Cargo**<br>3 Ho<br>3 Ha (stl) (12,3 13,0 13,0 × 7,0)<br>5W Der 4(3-5) 1(4) | Hudong<br>Oil 2SA 6Cy. 430 × 820<br>2 200bhp (1 618kW)<br>Hudong Shipyard Shanghai<br>Gen 2 × 250kW 380V 50Hz a.c.<br>13kn |
| **XIN HUA 82**<br>ex Zhan Dou 82-85<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **2 688**<br>1 394<br>3 265 | **1969** Hudong Shipyard—Shanghai<br>99,80 5,501<br>92,00 13,80 7,60<br>2 dks | **M General Cargo**<br>3 Ho<br>3 Ha (stl) (12,4 13,0 13,0 × 7,0)<br>6W Der 1(15) 5(5) | Hudong<br>Oil 2SA 6Cy. 430 × 820<br>2 200bhp (1 618kW)<br>Hudong Shipyard Shanghai<br>Gen 2 × 250kW 380V 50Hz a.c.<br>13kn |
| **XIN HUA 83**<br>ex He Ping 83 ex Zhan Dou 83-85<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **2 695**<br>1 416<br>3 265 | **1969** Hudong Shipyard—Shanghai<br>99,80 5,501<br>92,00 13,80 7,60<br>2 dks | **M General Cargo**<br>3 Ho<br>3 Ha (stl) (12,3 13,0 13,0 × 7,0)<br>3W Der 1(5) 2(3) | Hudong<br>Oil 2SA 6Cy. 430 × 820<br>2 200bhp (1 618kW)<br>Hudong Shipyard Shanghai<br>Gen 2 × 250kW 380V 50Hz a.c.<br>14kn |
| **XIN HUI**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **4 967**<br>2 421<br>6 700 | **1986** Zhonghua Shipyard—Shanghai (326)<br>106,90 7,000<br>ZC 99,00 9,00<br>2 dks | **M General Cargo** | Sulzer 5RTA38<br>Oil 2SA 5Cy. 380 × 1100<br>Sulzer Bros. Ltd. Winterthur |
| **XIN JI**<br>ex Iason-85<br>**Beijing S. G. Shipping Corp. Ltd.**<br>Parakou Shipping Ltd.<br>Tianjin/Tientsin China | **10 739**<br>6 934<br>17 070<br>✠Classed LR until 21/3/86 | ZC **1970**-3 Doxford & Sunderland SB. & Eng. Co. Ltd.<br>—Pallion Shipyard, Sld (891)<br>164,45 (BB) 21,39 9,678<br>152,41 21,33 12,95<br>P 8,9 F 15,0 2 dks<br>RW rf 152 DK fwd | **M General Cargo**<br>5 Ho 19,8 15,0 24,3 24,3 22,8 9,1DT<br>G.24 186 B.22 090<br>5 Ha (stl) (10,9 × 6,1) (13,7 13,7 13,7 13,7 × 8,3)<br>16W Der 1(35) 16(10) | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>G. Clark & N.E.M. Ltd. Wallsend<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 106,5t (d.o.) 1 509,0t (hvf) 17kn |
| **XIN KANG**<br>ex Xin Tai-88 ex Waylink-87<br>ex Hermann Wesch-85<br>**Jiangxi Ocean Shipping Company (COSCO JIANGXI)**<br>Shanghai China | T.Mk<br>**3 453**<br>2 115<br>5 460 | **1971** Gebr. Schuerenstedt KG.<br>—Bardenfleth/Weser (1356)<br>ZC (GL) 106,00 (BB) 16,11 6,670<br>97,00 16,00 8,30<br>P 18,6 F 10,7 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 36,5 32,0 ER<br>G.7 872 B.7 334<br>TEU 186 C. 186/20' (40')<br>2 Ha (stl) (each 24,7 × 10,5) ER<br>4W Der 1(50) 1(30) 2(15) | MaK 8M551AK<br>Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 232kW 1 × 124kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 366,0t (d.o.)-15,0pd 15kn |
| **XIN NING**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **4 937**<br>2 421<br>6 700 | **1986** Zhonghua Shipyard—Shanghai (324)<br>106,90 7,000<br>ZC 99,00 17,60 9,00<br>1 dk | **M General Cargo** | Sulzer 5RTA38<br>Oil 2SA 5Cy. 380 × 1100<br>Sulzer Bros. Ltd. Winterthur |
| **XIN NING**<br>**Government of The People's Republic of China (Taishan County Guanghai Port Ltd.)**<br>Guanghai China | *512*<br>*164*<br>37 | **1988** Precision Marine Holding Pty. Ltd.<br>—Fremantle, W.A. (863)<br>ZC 39,70 (BB) 1,040<br>35,70 12,90 3,70<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 280dk P | MWM<br>2 Vee Oil 4SA each 16Cy. 170 × 195 with flexible couplings & sr geared to sc. shafts<br>4 566bhp (3 359kW)<br>Motorenw. Mannheim A.G. (MWM) West Germany<br>2 Water jet propulsion units |

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| **8414879**<br>*BPCB*<br>Df Esd Gc<br>Pfd Rdr Rt | **XIN PING**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **4 967**<br>2 421<br>6 700 | ZC | **1985** Zhonghua Shipyard—Shanghai (322)<br>106,90 7,000<br>99,00 17,60 9,00<br>2 dks | **M General Cargo** | Sulzer<br>Oil 2SA 5Cy. 380 × 1100<br>Sulzer Bros. Ltd. |
| **8414881**<br>*BPCC*<br>Df Esd Gc<br>Pfd Rdr Rt | **XIN TAI**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **4 967**<br>2 421<br>6 700 | | **1985** Zhonghua Shipyard—Shanghai (323)<br>106,90 7,000<br>99,00 17,60 9,00 | **M General Cargo** | Sulzer<br>Oil 2SA 5Cy. 380 × 1100<br>Sulzer Bros. Ltd. |
| **8717714**<br>*BIEV*<br>Rdr Rt | **XIN XING No. 1**<br>**China Xinxing Shipping Co.**<br>Shanghai China | **680**<br>239<br>600 | ZC | **1988** Teraoka Shipyard Co. Ltd.—Nandan (267)<br>58,00 3,650<br>54,00 9,50 4,30<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 873 | Yanmar<br>Oil 4SA 6Cy. 220 × 300<br>736kW (1 001bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| **7734105**<br>*BOKR*<br>Df Esd Gc<br>Pfd Rdr Rt | **XIN YANG**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | T.Mk<br>**6 886**<br>3 672<br>—<br>**9 910**<br>5 499<br>14 873 | ZC | **1975** Guangzhou Shipyard—Guangzhou/Canton<br>161,25 20,45 8,198/9,530<br>147,18 20,40 12,40<br>P 8,0 B 25,0 F 33,6 2 dks | **M General Cargo**<br>5 Ho 16,0 24,0 24,0 24,0 ER 17,9<br>G.19 882 B.17 886<br>5 Ha (stl) (7,7 × 6,0) (12,7 15,0 12,7 × 8,0) ER (9,0 × 8,0)<br>16W Der 1(60) 6(10) 10(5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski<br>Gen 3 × 368kW 390V 50Hz a.c.<br>Fuel (d.o.) |
| **7620976**<br>*HP5168*<br>19059-PEXT1<br>Rdr Rt | **XIN YOU 181**<br>ex Kinyo-89<br>**Eastern Faith Shipping S.A.**<br>Panama Panama | **699**<br>492<br>1 893 | NK | **1977** Kochi Jyuko K.K.—Kochi (1212)<br>71,13 11,03 4,767<br>65,00 11,00 5,00<br>P 18,3 F 13,2 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 169 | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 324kW (1 800bhp)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 72kW a.c. |
| **7036175**<br>*BXFV*<br>Df Esd Gc<br>Rdr Rt | **XING AN**<br>ex Pacific Express-87<br>ex Toshun Maru-85<br>ex Itsukushima Maru No. 1-78<br>**Guangdong Shantou Navigation Co.**<br>Shantou China | **499**<br>352<br>456 | ZC (KR) | **1970** Sasaki Zosen K.K.—Kinoe (144)<br>59,91 10,04 4,350<br>54,20 10,00 4,50<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 871 B.1 067<br>1 Ha (32,0 × 6,4) ER | Usuki<br>Oil 4SA 6Cy. 340 × 500<br>1 300bhp (956kW)<br>Usuki Tekkosho<br>Gen 1 × 36kW 225V a.c. |
| **7375193**<br>*BROZ*<br>Df Esd Gc<br>Pfd Rdr Rt | **XING AN LING**<br>ex Hungtse Career-85<br>ex Shosei Maru-81<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **14 580**<br>10 541<br>27 709 | NK ZC | **1974** Onomichi Zosen K.K.—Onomichi (255)<br>172,35 24,62 10,224<br>163,00 24,60 14,20<br>P 31,1 F 12,2 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.34 393 B.33 468<br>5 Ha (stl) (12,6 × 8,6) (19,0 19,2 19,2 19,2 × 12,0) ER<br>5W Der 5(25) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 380kW 450V a.c.<br>Fuel 1 489,0t (hvf)-36,0pd |
| **7300849**<br>*BOZY*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **XING CHENG**<br>ex Golden Harvest-78<br>ex Union Aotearoa-78<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**6 302**<br>3 185<br>—<br>**9 347**<br>5 147<br>12 825 | ZC (BV) | **1973** VEB Warnowwerft Warnemuende —Warnemuende (402)<br>150,00 (BB) 21,85 —/9,000<br>139,92 21,80 11,90<br>2 dks | **M General Cargo**<br>Ref<br>5 Ho 18,5 21,1 21,1 21,1 ER 17,0<br>G.17 024 B.16 141 In.826<br>8 Ha (stl) (10,2 × 8,8) (15,8p&s 15,8p&s 15,8p&s × 7,7) ER (5,3 × 3,5)<br>Cr 1(5) Der 1(80) 3(22) 8(5-10) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 4 × 400kW 390V 50Hz a.c. |
| **5245382**<br>Df Esd Gc<br>Pfd Rdr RTv | **XING HAI**<br>ex Solomon Sea-74 ex Pina-73<br>ex Naess Favorita-68<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **19 263**<br>11 661<br>30 746<br>T/cm<br>40,4 | (ZC)<br>✠Classed LR until 26/7/74 | **1961**-8 Flensburger Schiffsbau-Ges.—Flensburg (583)<br>196,37 24,39 10,999<br>185,38 24,36 14,61<br>P 37,2 F 34,2 1 dk<br>RW rf nil | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>9 Ho 14,7 13,6 13,6 13,6 13,6 13,6 13,6 13,6 13,6 ER<br>G.35 481<br>9 Ha (stl) (each 8,8 × 10,0) ER<br>Cr 5(10) | MAN<br>Oil 2SA 8Cy. 780 × 1400<br>9 300bhp (6 841kW)<br>Bremer Vulkan A.G. Bremen-Vegesa<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 2 192,5t (hvf) |
| **7126994**<br>*BOBH*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **XING HAI HE**<br>ex Ngan Chau-89 ex Main Express-81<br>ex Oriental Importer-76<br>ex Main Express-73<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**12 909**<br>7 487<br>11 151 | ZC (GL) | **1972** Blohm + Voss A.G.—Hamburg (880)<br>170,87 (BB) 24,62 7,870<br>155,00 24,50 14,60<br>F 34,8 2 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>4 Cell. Ho ER<br>TEU 736<br>C.Ho 116/20' 196/40' C.Dk 20/20' 104/40' incl. 21 ref C.<br>9 Ha (stl)<br>12 Wing Ha (stl) | MAN<br>Oil 2SA 9Cy. 780 × 1550<br>15 750bhp (11 585kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 388kW 450V 60Hz a.c.<br>Fuel 2 298,5t (hvf) |
| **8318049**<br>*BOPH*<br>Df Esd Gc<br>Rdr RTv | **XING HE**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China<br>SatCom: 1570147/INHE | *19 237*<br>*8 922*<br>25 925 | ZC (GL) | **1985** Howaldtswerke-Deutsche Werft A.G. —Kiel (205)<br>172,00 (BB) 28,71 10,702<br>160,00 28,40 15,50<br>F 12,5 1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>4 Cell. Ho ER<br>TEU 1328<br>C.Ho 676/20' (40') C.Dk 652/20' (40') incl. 54 ref C.<br>16 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 700 × 2268<br>13 800bhp (10 151kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 1 × 1000kW 2 × 850kW 1 × 350kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **6622599**<br>*BXBQ*<br>Df Esd Gc<br>Pfd Rdr Rt | **XING HU**<br>ex Dona Montserrat-79 ex West Star-75<br>ex Cabo Izarra-70<br>**Guangdong Province, Hong Kong & Macau Navigation Co.**<br>Guangzhou/Canton China | **4 338**<br>1 675<br>913 | ZC (AB)<br>✠Classed LR until 5/70 | **1967**-3 Soc. Espanola de Const. Nav.—Cadiz (120)<br>104,90 15,78 4,265<br>93,00 15,50 10,30<br>B & F 92,7 2 dks, 3rd dk except in mchy. space<br>rf 229 | **TM Ferry/General Cargo** 268P<br>Mchy.aft | B&W<br>2 Oil 2SA each 9Cy. 420 × 750<br>7 800bhp (5 737kW)<br>Ast. Espanoles S.A. Sestao Works,<br>Gen 4 × 270kW 400V 50Hz a.c.<br>Fuel 347,5t (d.o.) |
| **7107601**<br>*BXFU*<br>Df Esd Gc<br>Pfd Rdr Rt | **XING HUA**<br>ex Pravade Sea-86 ex Timber Friend-81<br>ex San Hoi-74 ex Sankyo Maru-73<br>**Guangdong Shantou Navigation Co.**<br>Shantou China | **2 582**<br>1 623<br>4 490 | NK ZC | **1971** Fukuoka Zosen K.K.—Fukuoka (983)<br>92,05 15,22 6,010<br>84,95 15,20 7,15<br>P 20,5 F 8,0 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 788 B.5 328<br>2 Ha (stl) (17,4 29,9 × 8,9) ER<br>Der 3(15) | Nippon Hatsudoki<br>Oil 4SA 6Cy. 470 × 740<br>3 000bhp (2 207kW)<br>Nippon Hatsudoki<br>Fuel 441,0t |
| **7041534**<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **XING JIANG**<br>ex Mercs Trinco-89 ex Trinco-86<br>ex Theresa-83 ex Ariadne-79<br>ex Theresa-79<br>**China Ocean Shipping Co. (COSCO)**<br>China | T.Mk<br>**453**<br>265<br>1 044 | (GL) | **1971** N.V. Scheepsb.Werf en Lasbedr. v.h. J. C. Slob—Sliedrecht (265)<br>57,16 10,06 3,912<br>52,51 10,01 6,25<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 33,9 ER<br>G.1 941 B.1 827<br>TEU 36 C. 36/20'<br>1 Ha (stl) (24,9 × 7,7) ER<br>2W Der 1(5) 1(3) | MWM<br>Oil 4SA 8Cy. 230 × 270 reverse reduction to sc. shaft<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 36kW 380V 50Hz a.c.<br>Fuel 77,0t (d.o.) |
| **8407670**<br>*BOGA*<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav | **XING KAI HU**<br>**Dalian Ocean Shipping Company (COSCO DALIAN)**<br>Dalian/Dairen China<br>SatCom: 1570175/XKHU | **38 472**<br>16 481<br>60 489 | ZC | **1986** Dalian Shipyard—Dalian/Dairen (T600/1)<br>228,50 12,220<br>219,00 32,20 19,00<br>1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 92 061 | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>12 500bhp (9 195kW)<br>Dalian Marine Diesel Engine Works |
| **6913297**<br>*BXFQ*<br>Df Esd Gc<br>Rdr RTm/v | **XING LI**<br>ex Hua Wah-89 ex Pegasus-84<br>ex Louisiane-80 ex Hornmeer-75<br>**Guangdong Shantou Navigation Co.**<br>Shantou China | T.Mk<br>**4 303**<br>2 271<br>7 382 | ZC (BV) (GL) | **1969** Howaldtswerke-Deutsche Werft—Hamburg (830)<br>133,38 (BB) 19,89 7,424<br>122,03 19,82 11,00<br>P 21,4 B 23,5 F 28,4 2 dks | **M General Cargo**<br>Ref<br>5 Ho 7,6 23,7 23,1 18,2 ER 9,7<br>G.14 554 B.13 511 In.124<br>5 Ha (stl) (10,5 9,7 × 5,0) (16,0 16,0 × 6,4) ER (9,7 × 6,4)<br>16W Der 1(60) 14(10) 2(5) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>5 296kW (7 200bhp)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 260kW 380V 60Hz a.c.<br>Fuel 1 042,5t (hvf) |

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| **XING LONG**<br>ex Ji Hai 7-90 ex Ding Hai-83<br>ex Successor-74 ex Matumba-69<br>**Hebei Province Shipping Co.**<br>Qinhuangdao China | **11 470**<br>6 347<br>16 735<br>T/cm<br>26,9 | (ZC)<br>✠Classed LR until 4/74 | **1963**-2 Lindholmens Varv. A/B—Goteborg (1075)<br>152,53 21,01 9,100<br>144,78 20,81 12,04<br>P 29,0 Trunk 102,5 F 13,8 1 dk | **M Bulk Carrier**<br>Str. ore cargoes<br>7 Ho 11,5 22,7 11,5 11,5 11,5 22,4 9,1 ER<br>G.22 632<br>7 Ha (stl) (6,7 16,9 7,7 7,7 7,7 16,9 7,7 × 9,7) ER | Gotaverken<br>Oil 2SA 7Cy. 630 × 1300<br>5 800bhp (4 266kW)<br>Lindholmens Varv. A/B Goteborg<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 173,5t (d.o.) 1 165,5t (hvf) 13,5kn |
| **XING LONG**<br>ex Trinity Splendour-80<br>ex Clan Menzies-79<br>**Hebei Province Subcorporation China Ocean Shipping Co. (COSCO HEBEI)**<br>Qinhuangdao China | **7 315**<br>3 642<br>9 967 | (ZC)<br>✠Classed LR until 10/79 | **1958**-5 Greenock Dockyard Co. Ltd.—Greenock (491)<br>153,70 21,32 8,991<br>141,74 20,06 13,70<br>P 10,1 F 13,2 1 dk & S dk, 3rd dk except in No. 5 hold<br>RW rf 127 DK fwd | **M General Cargo** OSD<br>5 Ho 15,6 21,6 28,5 ER 22,4 16,4<br>G.18 027 B.16 215<br>1 Ha (stl) (6,8 × 5,4) 4 Ha (w) (11,5 15,0 × 6,4) ER (10,0 8,3 × 6,4)<br>18W Der 1(80) 2(40) 2(15) 4(7) 10(5) 2(3) | Doxford<br>Oil 2SA 6Cy. 750 × 2500<br>8 000bhp (5 884kW)<br>Wallsend Slipway Engineers Ltd. Wallsend<br>Gen 3 × 220kW 220V d.c.<br>Fuel 1 295,5t (hvf) 16,25kn |
| **XING NING**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | T.Mk<br>**5 461**<br>3 032<br>9 510<br>**8 425**<br>4 819<br>11 762 | ZC<br>✠Classed LR until 2/68 | **1966**-12 Stocznia im. "Komuny Paryskiej" —Gdynia (B41/08)<br>152,60 19,49 7,722/8,751<br>141,60 19,40 11,65<br>F 30,5 2 dks, 3dk in Nos. 2 & 3 holds for light cargoes only<br>RW rf 152 | **M General Cargo**<br>5 Ho 17,0 21,0 18,9 ER 22,8 19,9<br>G.17 772 B.16 464<br>5 Ha (stl) (8,9 × 7,0) (13,8 13,8 × 8,9) ER (12,1 12,1 × 8,9)<br>20W Der 1(50) 1(30) 6(10) 10(5) 2(1,5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>Gen 2 × 320kW 1 × 200kW 400V 50Hz a.c.<br>Fuel 1 524,0t (hvf) 15,5kn |
| **XING QUAN**<br>**Quanzhou Marine Transport Co.**<br>Kingstown St. Vincent and the Grenadines | **982**<br>549<br>1 568 | ZC | **1989** Wuchang Shipyard—Wuhan<br>63,93 —<br>59,00 11,50 5,50<br>1 dk | **M General Cargo** | Chinese Std. Type 6350<br>Oil 4SA 6Cy. 300 × 380<br>662kW (900bhp)<br>Shaanxi Diesel Engine Factory Xinping<br>Gen 2 × 75kW 1 × 24kW 400V a.c.<br>12,2kn |
| **XING SU HAI**<br>ex Keyaki-81<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China<br>SatCom: 1570535/XSHA | **18 707**<br>11 647<br>34 878<br>T/cm<br>42,1 | ZC<br>✠Classed LR until 20/3/81 | **1977**-12 Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1132)<br>179,01 (BB) 27,06 10,951<br>170,00 27,00 15,40<br>P 30,5 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 23,0 26,2 26,2 26,2 26,2 ER<br>G.43 752 B.42 431<br>5 Ha (stl) (14,0 × 13,2) (16,6 16,6 16,6 16,6 × 14,9) ER<br>Cr 5(15) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 209,0t (d.o.) 1 721,0t (hvf)-35,0pd 13kn |
| **XING YE 1**<br>ex Princess Sarah-90 ex Estella-87<br>ex Ocean Constructor-83<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **3 814**<br>2 469<br>6 330 | ZC (NK) | **1979** China SB. Corp.—Kaohsiung (16)<br>108,51 16,24 6,655<br>100,01 16,21 8,11<br>P 22,3 F 13,2 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho 35,5 34,9 ER<br>G.8 492 B.7 996<br>2 Ha (stl) (27,2 28,1 × 8,3) ER<br>6W Der 2(20) 2(15) | Mitsubishi 6UET45/75C<br>Oil 2SA 6Cy. 450 × 750<br>2 795kW (3 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW 450V 60Hz a.c.<br>Fuel 557,0t (hvf) 15kn |
| **XING YE 2**<br>ex Siti Meika-90 ex Bogo-88<br>ex Caribbean Ace-82<br>**Dalian Steam Shipping Co.**<br>Dalian/Dairen China | **4 576**<br>3 072<br>8 875 | ZC (NK) | **1975** K.K. Uwajima Zosensho—Uwajima (868)<br>114,23 18,62 7,621<br>103,99 18,60 9,81<br>P 20,5 F 12,2 1 dk | **M General Cargo**<br>3 Ho ER<br>G.10 941 B.10 321<br>3 Ha (14,4 15,7 32,3 × 9,3) ER<br>Der 2(20) 2(15) | Mitsubishi 6UET45/80D<br>Oil 2SA 6Cy. 450 × 800<br>3 310kW (4 500bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 200kW 440V a.c.<br>15,4kn |
| **XING ZHONG**<br>ex Noble Star-86 ex Royal No. 1-83<br>ex Bright-81 ex Sanshu Maru-76<br>**Guangdong Shantou Navigation Co.**<br>Shantou China | **2 582**<br>1 623<br>4 487 | NK ZC (KR) | **1970** Fukuoka Zosen K.K.—Fukuoka (977)<br>92,05 15,24 6,010<br>84,95 15,20 7,15<br>P 20,5 F 8,0 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 788 B.5 328<br>2 Ha (stl) (17,5 29,9 × 8,9) ER<br>9W Der 3(15) | Nippon Hatsudoki<br>Oil 4SA 6Cy. 470 × 740<br>3 000bhp (2 207kW)<br>Nippon Hatsudoki Kobe<br>Gen 1 × 128kW 440V a.c.<br>Fuel 441,0t-10,0pd 12kn |
| **XINHENG**<br>ex Koheng-90 ex Tauloto II-79<br>ex Safia-73<br>**Xinheng Shipping Co. Ltd.**<br>Worlder Shipping Ltd.<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**2 657**<br>1 220<br>4 870<br>**4 185**<br>2 298<br>4 951 | GL<br>Classed LR until 21/11/88 | **1970** "Georgi Dimitrov" Shipyard—Varna (206)<br>114,26 15,07 6,500/6,546<br>103,00 15,02 9,35<br>Ba 22,9 F 13,5 2 dks<br>rf 203 | **M General Cargo**<br>4 Ho 11,2 8,2DT 15,1 15,3 18,3 ER<br>B.7 833<br>4 Ha (stl) (each 11,5 × 7,4) ER<br>8W Der 2(30) 8(5) | MAN K6Z57/80C<br>Oil 2SA 6Cy. 570 × 800<br>2 470kW (3 358bhp)<br>Halberstadt Halberstadt<br>Gen 1 × 160kW 2 × 120kW 220/380V 50Hz a.c.<br>Fuel 81,5t (d.o.) 207,5t (hvf)-14,0pd 13,5kn |
| **XIONG ER SHAN**<br>ex Lindinger Karat-78<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **1 599**<br>1 019<br>4 114 | ZC (BV) | **1975** Husumer Schiffsw.—Husum (1424)<br>91,45 (BB) 14,25 6,122<br>87,80 14,22 8,60<br>F 15,0 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 61,7 ER<br>G.6 351 B.5 785<br>2 Ha (stl) (18,9 25,2 × 10,2) ER<br>4W Der 2(20) 2(5) | Deutz RSBV8M540<br>Oil 4SA 8Cy. 370 × 400<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 160kW 380V 50Hz a.c.<br>Fuel 303,0t (d.o.)-15,0pd 14,25kn |
| **XIONG YUE CHENG**<br>ex Opulence-82<br>ex Xiong Yue Cheng-80<br>ex Elisabeth Bornhofen-78 ex Citos-75<br>ex Elisabeth Bornhofen-72<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**3 974**<br>1 961<br>7 165<br>**6 330**<br>3 409<br>9 304 | ZC (GL) | **1971** Schlichting-Werft G.m.b.H.—Travemuende (1371)<br>130,92 (BB) 7,043/8,211<br>120,30 19,40 10,60<br>P 38,5 F 10,4 2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,1 26,2 26,2 ER 19,0 4 TwD<br>G.13 417 B.12 431<br>TEU 294<br>C.Ho 189/20' (40') C.Dk 105/20' (40') incl. 24 ref C.<br>6 Ha (stl) (12,6 19,1p&s 19,1p&s × 7,5) ER (12,8 × 7,5)<br>12W Der 1(60) 4(6-12) 8(5) | MAN V16V40/54<br>Vee Oil 4SA 16Cy. 400 × 540<br>8 900bhp (6 546kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 4 × 280kW 390V 50Hz a.c.<br>18kn |
| **XISTA**<br>ex San Martin de Arriba<br>**Daniel Alvarez Fernandez y otros**<br>Santander Spain | **163**<br>68<br>— | | **1968** Basse-Sambre-Corcho S.A.—Santander (102)<br>27,79<br>23,55 6,39 4,07<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 5Cy.<br>425bhp (313kW)<br>Cons. Echevarria Bermeo<br>9kn |
| **XITLE**<br>ex Panay-88 ex Douglas Fir-81<br>**Ame-Mar**<br>Naviera Armamex S.A de C.V.<br>Mexico | **4 237**<br>2 388<br>7 948 | GL NK | **1979** K.K. Uwajima Zosensho—Uwajima (2096)<br>117,51 20,83 5,495<br>112,02 20,81 7,52<br>F 12,5 1 dk | **M Tanker/ Deck Cargo Ship**<br>Mchy.aft<br>L.(oil) 7 165 | Pielstick 6PC2-5L-400<br>Oil 4SA 6Cy. 400 × 460 reduction geared to sc. shaft<br>2 868kW (3 899bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 160kW 220/440V a.c.<br>11,5kn |
| **XIU LI HU**<br>**Zhonggang Passenger Joint Transportation Ltd.**<br>Guangzhou/Canton China | **299**<br>112<br>100 | ZC (NV) | **1984** A/S Fjellstrand Aluminium Yachts —Omastrand (1563)<br>31,50 1,631<br>29,15 9,40 3,50<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 289dk P | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 185 geared to sc. shafts<br>4 000bhp (2 942kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 20kW 230V 50Hz a.c.<br>28kn |
| **XIU SHAN**<br>ex Vigour Maritime-89 ex Sky Luck-87<br>ex Zim Napoli II-87 ex Hehaluz II-83<br>ex Sally-79 ex Sally Isle-74<br>**Shanghai Haihua Shipping Co.**<br>Shanghai China | T.Mk<br>**2 910**<br>1 239<br>3 780 | ZC<br>✠Classed LR until 1/90 | **1970**-2 Van der Giessen-de Noord N.V. —Alblasserdam (873)<br>95,60 16,13 4,820<br>88,00 16,00 7,80<br>F 9,8 2 dks<br>rf 203 | **M Container Ship**<br>Fixed-guides<br>2 Cell. Ho 35,9 25,4 ER<br>TEU 152<br>C.Ho 55/20' 27/40' C.Dk 3/20' 20/40'<br>2 Ha (stl) ER | MaK 8M551AK<br>Oil 4SA 8Cy. 450 × 550 dr geared to sc. shaft<br>2 574kW (3 499bhp)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 152kW 400V 50Hz a.c.<br>Fuel 406,5t (hvf) 15kn |

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| **8035207**<br>*UNTQ*<br>M-36718<br>Df Esd Gc<br>Rdr RTm/h/v | **XIX SYEZD VLKSM**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **744**<br>209<br>332 | **1982** ............U.S.S.R.<br>53,75 10,72 4,290<br>RS 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **5147346**<br>*9H2706*<br>2481<br>Rdr Rt | **XLENDI**<br>ex Borgshorn-90 ex Royal Sheeba-88<br>ex Helsingor-87<br>**Gozo Shipping Co. Ltd.**<br>Valletta Malta | *1 444*<br>*433*<br>640 | **1955** Helsingor Skibsv. og Maskinbyg.—Helsingor (321)<br>BV 80,02 12,93 3,582<br>79,15 12,91 5,26<br>1 dk<br>RW rf 305 | **D-E RoRo Cargo/Ferry**<br>Rail Vehicles 640dk P<br>Ice strengthened | B&W<br>4 Oil 4SA each 5Cy. 250 × 400 total 2 100bhp (1 545kW) driving 4 gen. each 280kW 220V d.c. connected to 2 elec. motors each of 550shp (405kW) (CC)<br>Helsingor Skibsv. og Maskinbyg.<br>Gen 2 × 280kW 1 × 170kW 220V d.c.<br>Directional propeller aft, 1 fwd<br>Fuel 42,5t (d.o.) |
| **7826714**<br>*EHUX*<br>Df Esd Gc<br>Pfd Rdr Rt | **XOVE**<br>**Aluflet S.A.**<br>La Coruna Spain | **1 398**<br>763<br>2 580 | **1980** Ast. Luzuriaga S.A.—Pasajes (221)<br>77,81 (BB) 12,22 5,301<br>BV 70,01 12,20 6,51<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 650 | Alpha<br>Vee Oil 4SA 12Cy. 225 × 300 reduction geared to sc. shaft<br>1 740bhp (1 280kW)<br>Cons. Echevarria |
| **7942594**<br>*BPJL*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **XU ZHOU**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **16 499**<br>8 604<br>25 935 | **1975** Hudong Shipyard—Shanghai<br>185,50 (BB) 10,330<br>(ZC) 172,00 23,20 14,20<br>P 39,4 F 12,8 1 dk | **M Bulk Carrier**<br>6 Ho ER<br>G.31 050<br>6 Ha (stl) (each 11,9 × 11,0) ER<br>Der 12(10) | Hudong<br>Oil 2SA 6Cy. 750 × 1600<br>12 000bhp (8 827kW)<br>Hudong Shipyard<br>Gen 3 × 400kW 400V 50Hz a.c. |
| **7616274**<br>*BODY*<br>Df Esd Gc<br>Pfd RdrRTm | **XUAN CHENG**<br>ex Theodoros A. S.-79<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **9 794**<br>5 951<br>15 112 | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (2576)<br>ZC (AB) 143,40 (BB) 19,84 9,056<br>134,11 19,81 12,34<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 160 B.19 008<br>5 Ha (stl) (9,1 19,8 9,1 9,1 9,1 × 9,9) ER<br>12W Der 1(30) 12(10) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 200kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 143,0t (hvf)-18,5pd |
| **7601449**<br>*BRQL*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v<br>AMVER | **XUE FENG LING**<br>ex Lamma Forest-90 ex Clarkspey-81<br>ex Star Bay-81 ex Clarkspey-78<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | *18 328*<br>*10 914*<br>29 566<br>T/cm<br>40,1 | ✠LR class withdrawn-Owners' request 3/91<br>ZC **1977**-4 Mitsubishi Heavy Industries Ltd. —Hiroshima (274)<br>170,62 (BB) 27,26 10,215<br>160,00 27,21 14,10<br>P 30,5 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 22,4 26,4 19,2 26,4 26,4 ER<br>G.39 508 B.33 318<br>5 Ha (stl) (12,8 20,0 12,8 20,0 18,4 × 11,2) ER<br>Cr 1(25) 3(15) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>8 827kW (12 000bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel 386,0t (d.o.) 1 781,0t (hvf) |
| **7034919**<br>Df Esd Gc<br>Rdr RTm/h/v | **XUE FENG SHAN**<br>ex Biscayne Sun-83 ex Unit Scan-79<br>**Government of The People's Republic of China (Fujian Province Shipping Co. - Fuzhou Branch)**<br>Fuzhou/Foochow China | **499**<br>338<br>1 278 | **1970** Buesumer Werft G.m.b.H.—Buesum (236)<br>71,50 (BB) 13,26 3,982<br>ZC (BV) 65,70 13,20 6,30<br>F 6,4 2 dks<br>rf 140 | **M General Cargo**<br>1 Ho 43,7 ER<br>G.2 674 B.2 544<br>1 Ha (stl) (43,7T × 6,0) ER<br>4W Der 2(30) | Alpha<br>Vee Oil 4SA 14Cy. 225 × 300<br>1 710bhp (1 258kW)<br>Alpha-Diesel A/S<br>Gen 2 × 85kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 152,5t (d.o.)-6,5pd |
| **7525451**<br>*BOWY*<br>Df Esd Gc<br>Pfd Rdr RTv | **XUE HAI**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570547/XUHA | **28 495**<br>18 115<br>46 585 | **1977** R.O. Brodogradiliste "3 Maj"—Rijeka (580)<br>212,86 (BB) 12,161<br>ZC (BV) 199,86 28,00 17,40<br>F 15,9 1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho ER<br>G.59 096<br>7 Ha (stl) (each 12,6 × 14,2)<br>Cr 4(15) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>Gen 3 × 416kW 400V 50Hz a.c. |
| **7020592**<br>*HSGA*<br>1375/2513<br>Gc Rdr Rt | **XUJATI**<br>**Jalaprathan Cement Co. Ltd.**<br>Bangkok Thailand | **1 542**<br>940<br>1 684 | **1970** Tohoku Zosen—Shiogama (120)<br>73,49 14,03 3,518<br>AB 69,02 14,00 6,61<br>1 dk<br>rf 102 | **TM Cement Carrier**<br>Self-unloader<br>4 Ho each 8,9 ER<br>G.1 625 | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>1 500bhp (1 103kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 80kW 385V 50Hz a.c.<br>Fuel 32,5t (d.o.) |
| **8324048**<br>*BEGA*<br>Esd Gc Pfd<br>Rt | **XUN YANG**<br>ex Nisshin Maru-85<br>**Jiangxi Ocean Shipping Company (COSCO JIANGXI)**<br>Shanghai China | *2 886*<br>*1 612*<br>4 460 | **1984** Miyoshi Zosen K.K.—Uwajima (196)<br>87,33 6,141<br>ZC (NK) 83,27 14,80 8,85<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.6 588 B.6 060<br>2 Ha (stl) ER | Makita<br>Oil 4SA 6Cy. 380 × 740<br>2 000bhp (1 471kW)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 144kW 445V 60Hz a.c. |
| **7215355**<br>*UGOR*<br>M-31516<br>Df Esd Gc<br>Rdr Rt | **XV SYEZD PROFSOYUZOV**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | T.Mk<br>**2 581**<br>888<br>1 268 | **1972** "Chernomorskiy" Shipyard—Nikolayev<br>83,90 14,03 5,709<br>RS 78,06 13,95 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **7730185**<br>*UUEH*<br>M-34552<br>Df Esd Gc<br>Rdr Rt | **XVI SYEZD PROFSOYUZOV**<br>**Dalryba**<br>(Korsakov) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | **1978** ............U.S.S.R.<br>83,90 14,03 5,720<br>RS 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 B.236 In.1 348 L.14<br>3 Ha (2,3 × 2,3) (1,9 1,9 × 1,9)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Controllable pitch propeller |
| **7038161**<br>*EUXB*<br>S-30123<br>Df Esd Gc<br>Rdr Rt | **XVI SYEZD VLKSM**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>2 925 | **1970** ............U.S.S.R.<br>114,20 13,21 3,420<br>RS 108,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) |
| **8035219**<br>*UIHO*<br>M-37583<br>Df Esd Gc<br>Rdr RTm/h/v | **XVII SYEZD PROFSOYUZOV**<br>**Government of The Republic of Russia (Ministry of Geology)**<br>(Novorossiysk) (U.S.S.R.)<br>SatCom: 1401401/UIHO | **3 385**<br>1 435<br>1 704 | **1982** ............U.S.S.R.<br>103,10 16,03 5,750<br>RS 94,01 10,19<br>2 dks | **M Research/Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | CKD<br>2 Oil 4SA each 6Cy. 525 × 720<br>6 000bhp (4 413kW)<br>CKD Praha<br>Controllable pitch propeller |
| **8101410**<br>*UUKD*<br>S-40132<br>Df Esd Gc<br>Rdr RTm/v | **XVII SYEZD PROFSOYUZOV**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **2 780**<br>1 552<br>3 146 | **1982** Est. Nav. de Viana do Castelo—Viana do Castelo (118)<br>RS 119,21 13,42 3,752<br>112,50 13,20 6,00<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20' (40')<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL)<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |

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| **XVII SYEZD VLKSM**<br>ex Sormovskiy-32<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1974** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,652<br>108,01 13,00 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 297<br>4 Ha (stl) (17,6 18,0 18,0 18,0 × 9,3) | S.K.L. 6NVD48-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn |
| **XVIII SYEZD PROFSOYUZOV**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | *4 407*<br>*1 322*<br>1 810 | RS | **1987** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,900<br>96,40 - 10,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Russkiy 6CHN40/46<br>2 Oil 4SA each 6Cy. 400 × 460 geared to sc. shaft<br>5 152kW (7 004bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller |
| **XVIII SYEZD VLKSM**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1978** ............U.S.S.R.<br>83,90 14,03 5,720<br>10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 B.236 In.1 765 L.14<br>3 Ha (2,2 × 2,2) (1,9 1,9 × 1,9)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| **XX SYEZD KOMSOMOLA LITVY**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**1 141**<br>349<br>545 | RS | **1982** Baltiya Shipyard—Klaypeda<br>59,03 4,873<br>52,02 13,02 8,89<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | Skoda<br>Oil<br>2 200bhp (1 618kW)<br>CKD Praha Praha |
| **XX SYEZD VLKSM**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *4 407*<br>*1 322*<br>1 810 | RS | **1987** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,900<br>96,40 - 10,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Russkiy 6CHN40/46<br>2 Oil 4SA each 6Cy. 400 × 460 geared to sc. shaft<br>5 148kW (6 999bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller |
| **XXIV SYEZD KPSS**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) (U.S.S.R.) | **2 484**<br>1 321<br>3 225 | RS | **1971** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,650<br>108,01 5,54<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,5kn |
| **XXV SYEZD KPSS**<br>**Vostokrybkholodflot**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**10 103**<br>5 286<br>11 550 | RS | **1976** "61 Kommunar" Shipyard—Nikolayev<br>172,09 (BB) 23,04 8,098<br>160,00 13,75<br>2 dks | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>4 Ho ER<br>In.15 807<br>4 Ha (stl) (each 6,4 × 4,5) ER<br>8W Der 8(5) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>18,75kn |
| **XXVI SYEZD KPSS**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | T.Mk<br>**3 385**<br>1 435<br>1 815 | RS | **1981** ............U.S.S.R.<br>103,10 16,03 5,900<br>94,01 10,19<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3,25) | Skoda 6L525IIPV<br>2 Oil 4SA each 6Cy. 525 × 720<br>6 000bhp (4 413kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>14kn |
| **XXVII SYEZD KPSS**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *4 407*<br>*1 322*<br>1 810 | RS | **1985** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,900<br>96,40 - 10,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Russkiy 6CHN40/46<br>2 Oil 4SA each 6Cy. 400 × 460 geared to sc. shaft<br>5 148kW (6 999bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller |
| **XXX ANIVERSARIO**<br>**Government of The Republic of Cuba**<br>La Habana Cuba | *1 778*<br>*533*<br>450 | ✠**100A1** SS 1/88<br>dredger<br>extended protected waters service<br>EL (P) 490,0/52,0<br>FN 1428 | **1983**-12 Appledore Shipbuilders Ltd.—Appledore (137)<br>101,50 16,57 3,364<br>68,00 16,50 4,50<br>1 dk<br>rf nil | **Dredger**<br>Spud Cutter Suction | Gen 2 × 1100kW 1 × 174kW 440V 60Hz a.c. |
| **Y. AKSOY**<br>ex Zihni Pioneer-88 ex Yoko Maru-76<br>**Ufuk Denizcilik Sanayi ve Ticaret A.S.**<br>Istanbul Turkey | **2 628**<br>1 559<br>4 455 | NK | **1970** Fukuoka Zosen K.K.—Fukuoka (968)<br>92,06 15,22 6,020<br>84,97 15,19 7,17<br>P 20,4 F 8,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 602 B.5 349<br>2 Ha (stl) (17,5 29,9 × 8,9) ER<br>9W Der 2(20) 1(15) | Mitsubishi<br>Oil 2SA 6Cy. 390 × 650<br>2 207kW (3 000bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 128kW 1 × 64kW 445V 60Hz a.c.<br>Fuel 443,0t-10,0pd 12kn |
| **Y. S. F. 101**<br>**Yamuna Shipping Ltd.**<br>Bombay India | **115**<br>51<br>— | IRS | **1981** Machinefabriek D. E. Gorter B.V. —Hoogezand (81-7006)<br>23,50 6,53 2,501<br>21,01 6,51 3,36<br>1 dk<br>rf 686 BK | **M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl Ref | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **Y. S. F. 102**<br>**Yamuna Shipping Ltd.**<br>Bombay India | **115**<br>51<br>— | IRS | **1981** Machinefabriek D. E. Gorter B.V. —Hoogezand (81-7007)<br>23,50 6,53 2,501<br>21,01 6,51 3,36<br>rf 686 BK | **M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl Ref | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **Y. TRADER**<br>ex Y. Mariner-91 ex Hawaiian Sun-90<br>ex Kriti Sun-78<br>**West Pacific Carriers Inc.**<br>Monrovia Liberia<br>SatCom: 1240530/YMAR | **48 928**<br>33 085<br>78 736 | AB<br>✠Classed LR until 23/1/76<br>HeCls. BC | **1974**-4 (Aft section) Mitsubishi Heavy Industries Ltd.—Yokohama (949)<br>**1978** (Fwd & cargo sections) Jurong Shipyard Ltd. —Singapore<br>244,46 (BB) 40,64 12,914<br>230,51 40,01 19,82<br>P 17,1 F 54,0 1 dk<br>rf 5 shortened 78 | **M Tanker**<br>COW IGS<br>14 Ta ER | Sulzer 9RND90<br>Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 770kW 450V 60Hz a.c.<br>15,75kn |
| **Y. WINNER**<br>ex Iason-85 ex Gracious Fountain-85<br>**Sunix (Panama) S.A.**<br>Panama Panama<br>SatCom: 1330545/YKWN | **60 315**<br>43 449<br>124 136 | ✠**100A1** SS 5/89<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL U† 3⅜"U3<br>FN 15542<br>HeCls. BC | **1975**-12 Mitsubishi Heavy Industries Ltd. —Hiroshima (253)<br>259,09 (BB) 41,28 16,841<br>247,00 40,61 22,31<br>F 22,6 1 dk<br>rf nil | **M Tanker**<br>COW IGS (LR) pt higher tensile steel<br>4 Ta 8 Wing Ta ER<br>L.(oil) 140 526 | Sulzer 9RND90<br>Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>WTAuxB 18kgf/cm² (17,7bar) hs836,1<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 3 480,0t (d.o. & hvf)-86,5pd 15,5kn |
| **YA CHUKLI BOLONG**<br>**Government of The Republic of Gambia (Ministry of Agriculture & Natural Resourses)**<br>Banjul Gambia | **128**<br>35<br>106 | ✠Classed LR until 2/3/84 | **1982**-4 Carl B. Hoffmanns Maskinfabrik—Esbjerg (43)<br>24,62 6,76 3,055<br>21,21 6,71 3,31<br>F 10,7 1 dk<br>rf - BK 152 | **M Fishing**<br>Stern Trawler Seiner<br>1 Ho<br>In.72<br>1 Ha | Alpha 405-26VO<br>Oil 2SA 5Cy. 260 × 400 reverse reduction geared to sc. shaft<br>550bhp (405kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 36kW 380V 50Hz a.c.<br>Controllable pitch propeller |

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| **8315891**<br>*BOLF*<br>Rt<br>AMVER | **YA JIANG**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **4 074**<br>2 033<br>5 121 | ZC | **1985** Wenchong Shipyard—Huangpu/Whampoa<br>106,04 6,501<br>99,00 16,00 9,00<br>2 dks | **M General Cargo** | Pielstick 6PC2-5L-4<br>Oil 4SA 6Cy. 400 × 460 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 240kW 390V 50Hz a.c. |
| **7121205**<br>*3EBL5*<br>15915-86A<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **YA RAB**<br>ex Padang-88 ex Sanaga-84<br>ex Woermann Sanaga-76<br>**Delray Shipping Corp.**<br>Holbud Ltd.<br>Panama Panama | **11 061**<br>7 031<br>19 469<br>T/cm<br>29,2 | AB | **1971** Hitachi Zosen—Mukaishima (4315)<br>156,22 22,66 9,218<br>146,01 22,61 12,91<br>P 27,8 F 11,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>4 Ho 26,8 26,8 26,8 28,8 ER<br>G.24 638 B.24 215<br>4 Ha (stl) (17,2 19,8 19,8 19,8 × 10,4) ER<br>4W Der 4(22) | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Hitachi Zosen Sakurajima Works, Osa<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 313,0t (d.o.) 1 348,5t (hvf)-32,0pd |
| **7619446**<br>*3EXA8*<br>20822-LI<br>Df Esd Gc<br>Pfd Rdr Rt | **YA SAMADU**<br>ex Nata-91<br>**Millbury Trading S.A.**<br>Holbud Ltd.<br>Panama · Panama | *9 194*<br>*5 604*<br>14 960 | **✠100A1** SS 9/86<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL A† $2\frac{3}{16}$"U2<br>FN 4315 | **1977**-7 Ishikawajima Harima Heavy Ind. (I.H.I.)<br>—Yokohama (2608)<br>143,41 (BB) 19,84 9,062<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5 ER 4 TwD<br>G.20 141 B.18 988<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 1(30) 12(10) | Pielstick 12PC2-2V-4<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 140,0t (hvf)-17,5pd |
| **7533082**<br>*BOXN*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **YA ZHOU HAI**<br>ex Kamara-88 ex Green Elm-84<br>ex Balder Trader-81<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China | **31 258**<br>22 316<br>65 338 | ZC (NK)<br>✠Classed LR until 7/10/88 | **1977**-1 Hakodate Dock Co. Ltd.—Hakodate (632)<br>219,07 (BB) 32,29 13,600<br>208,00 32,25 18,55<br>P 34,8 F 18,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 21,0 22,7 24,0 19,2 24,0 24,0 24,0 ER<br>G.72 732 B.71 541<br>7 Ha (stl) (12,6 × 10,5) (13,7 14,4 9,6 14,4 14,4 14,4 × 13,1) ER | Sulzer 6RND<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 309,5t (d.o.) 3 653,0t (hvf) |
| **7641009**<br>Gc Rdr Rt | **YAA ASANTEWAA**<br>**Government of The Republic of Ghana (Ports Authority)**<br>Takoradi Ghana | **154**<br>0<br>166 | **✠100A1** SS 11/87<br>tug<br>Tema/Takoradi harbour duties<br>**✠LMC**<br>EL (E)C 247,5/19,0U2<br>FN 273 | **1977**-10 Asia Pacific Shpyd (Pte) Ltd.—Singapore (337)<br>26,09 7,90 3,264<br>23,80 7,62 3,81<br>RAD 1,6 1 dk<br>rf 889 BK 25 | **TM Tug**<br>Fire-fighting | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 reverse reductio geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 40kW 415V 50Hz a.c. |
| **7032583**<br>*ESGQ*<br>M-27403<br>Df Esd Gc<br>Rdr Rt | **YAAN KOORT**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | T.Mk<br>**2 351**<br>783<br>1 451 | RS | **1968** ..............U.S.S.R.<br>84,71 14,03 —/5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.157 In.1 296<br>5 Ha (1,2 1,2 × 1,3) (1,9 1,9 × 1,9) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **8836924**<br>*UUGI*<br>M-43308<br>Df Esd Gc<br>Rdr Rt | **YABLOCHNOYE**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Kholmsk) (U.S.S.R.) | *738*<br>*221*<br>329 | RS | **1990** ..............U.S.S.R.<br>53,73 10,70 4,401<br>47,93 - 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref<br>In.248 | S.K.L. 8NVD48A<br>Oil 4SA 8Cy. 320 × 480<br>1 318bhp (969kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 300kW a.c. 3 × 150kW a.c.<br>Controllable pitch propeller |
| **7828774**<br>*UFEM*<br>M-35516<br>Rt | **YABLONOVSKIY**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **744**<br>213<br>350 | RS | **1979** ..............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>Der 2(3,25) | S.K.L. 8NVD48A<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **7621786**<br>566365<br>Esd Gc Pfd<br>Rdr Rt | **YABUCOA SUN**<br>ex Danielle-86 ex Captain Martin-85<br>**Sun Transport Inc.**<br>Wilmington, De United States of America | **183**<br>152<br>— | | **1975** Bollinger Machine Shop & Shpyd Inc.<br>—Lockport, La (94)<br>3,901<br>30,61 9,15 4,47<br>1 dk | **TM Tug** | Nohab<br>Oil<br>A/B Bofors Nohab |
| **8004911**<br>*7JTX*<br>124296<br>WK1-288<br>Df Esd Gc<br>Pfd Rdr Rt | **YACHIKO MARU No. 2**<br>ex Seifuku Maru No. 15-90<br>**Yachiyo Gyogyo Suisan Kumiai**<br>Kushimoto, Wakayama Pref. Japan | **194**<br>97<br>226 | | **1980** Miho Zosensho K.K.—Shimizu (1175)<br>42,07 2,831<br>36,02 7,51 3,18<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **7722968**<br>*JL4528*<br>118923<br>Rdr Rt | **YACHIYO MARU**<br>**Matsumoto Kaiun Kigyo Kumiai**<br>Takamatsu, Kagawa Pref. Japan | **137**<br>—<br>250 | | **1977** Takebe Zosen—Takamatsu (72)<br>32,30 2,500<br>29,50 6,50 2,80<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>200bhp (147kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8621070**<br>*7KDU*<br>128603<br>WK1-182<br>Rt | **YACHIYO MARU No. 1**<br>**Yachiyo Gyogyo Suisan Kumiai**<br>Kushimoto, Wakayama Pref. Japan | **319**<br>—<br>— | | **1986** Katsuura Dockyard Co. Ltd.—Nachi-Katsuura (282)<br>... (BB) ... ...<br>44,12 8,50 3,56<br>1 dk | **M Fishing**<br>Wind-Assisted Side-fishing Tuna Long-line Ref<br>In.428 | Hanshin<br>Oil<br>The Hanshin Diesel Works Ltd.<br>Fuel (d.o.) |
| **8122294**<br>*7LBI*<br>125101<br>WK1-150<br>Rt | **YACHIYO MARU No. 3**<br>**Yachiyo Gyogyo Suisan Kumiai**<br>Kushimoto, Wakayama Pref. Japan | **299**<br>151<br>384 | | **1982** Kanasashi Co. Ltd.—Shimizu (2076)<br>49,97 (BB) 3,301<br>44,00 8,62 3,66<br>1 dk | **M Fishing**<br>Tuna Long-line Ref<br>5 Ho ER<br>G.443 B.391<br>5 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 440 sr reverse geared shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| **7804467**<br>*JIME*<br>119928<br>WK1-255<br>Df Esd Gc<br>Pfd Rdr Rt | **YACHIYO MARU No. 8**<br>ex Kasuga Maru No. 23-88<br>**Yachiyo Gyogyo Suisan Kumiai**<br>Kushimoto, Wakayama Pref. Japan | **314**<br>156<br>— | | **1978** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (2003)<br>52,20 3,301<br>46,00 8,62 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7828413**<br>*7LNJ*<br>119713<br>WK1-118<br>Df Esd Gc<br>Pfd Rdr Rt | **YACHIYO MARU No. 10**<br>ex Daiyu Maru No. 8-89<br>**Yachiyo Gyogyo Suisan Kumiai**<br>Kushimoto, Wakayama Pref. Japan | **258**<br>—<br>216 | | **1979** Yamakawa Zosen Tekko K.K.—Kagoshima (636)<br>44,70 2,531<br>37,80 7,40 3,08<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 440 reduction geared shaft<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo |
| **5404990**<br>*OBAA*<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **YACU CASPI**<br>ex Hercules-79<br>**Naviera Amazonica Peruana S.A. (Peruvian Amazon Line)**<br>Iquitos Peru | T.Mk<br>**4 204**<br>2 247<br>5 987<br>**5 769**<br>2 866<br>7 658 | BV | **1963** N.V. Schps. Gebr. Pot—Bolnes (947)<br>129,24 17,58 6,446/7,347<br>117,35 17,53 9,53<br>2 dks<br>RW rf 102 | **M General Cargo**<br>Ref 12P<br>4 Ho 13,8 21,5 21,5 23,2<br>G.9 335 B.8 447 In.489<br>4 Ha (stl) (8,1 × 5,0) (13,4 13,4 11,9 × 6,0)<br>12W Der 1(75) 1(30) 4(9) 6(6) 2(3) | Stork<br>Oil 2SA 7Cy. 630 × 1350<br>6 000bhp (4 413kW)<br>Gebr. Stork & Co. N.V.<br>Gen 3 × 170kW 220V d.c.<br>Fuel 311,0t (hvf) |

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| **YACU WAYO**<br>ex Andromeda-82 ex Hattingen-81<br>ex Hornwind-79<br>**Naviera Amazonica Peruana S.A. (Peruvian Amazon Line)**<br>Iquitos Peru | T.Mk<br>**6 168**<br>2 559<br>7 500 | GL | **1969** Howaldtswerke-Deutsche Werft—Hamburg (831)<br>133,38 (BB) 19,89 7,403<br>123,02 19,82 11,00<br>P 36,6 F 26,9 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 7,6 23,7 23,1 18,2 ER 9,7<br>G.14 514 B.13 480 In.154<br>5 Ha (stl) (10,5 9,7 × 5,0) (16,0 16,0 × 6,4) ER (9,7 × 6,4)<br>16W Der 1(60) 14(10) 2(5) | MAN K6Z70/120D<br>Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 260kW 380V 60Hz a.c.<br>Fuel 1 042,5t (hvf) 17,5kn |
| **YACYRETA**<br>**Kambara Paraguay S.A.C.I.**<br>Asuncion Paraguay | **391**<br>323<br>800 | NK | **1982** Kambara Uruguay S.A.—Montevideo (P3)<br>44,20 11,03 2,109<br>43,01 11,00 3,00<br>1 dk | **TM Tanker**<br>Vegetable oil<br>Mchy.aft<br>L.(oil) 709 | Niigata 6L13CX<br>2 Oil 4SA each 6Cy. 130 × 160 geared to sc. shafts<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. Urawa<br>Gen 1 × 24kW<br>7kn |
| **YADRAN III**<br>ex Luiciana<br>**Andina de Desarrollo S.A. (ANDESA)**<br>Salaverry Peru | **106**<br>42<br>— | (GL) | **1959** Fabricaciones Metallicas E.P.S. (FABRIMET) —Callao<br>18,24 5,85<br>14,76 5,49 2,52<br>1 dk | **M Fishing** | Caterpillar D3406TA<br>Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>330bhp (243kW) NE 82<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **YAE MARU**<br>**Keishin Kaiun K.K.**<br>Hakata, Ehime Pref. Japan | **699**<br>—<br>2 029 | | **1985** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1830)<br>77,83 (BB) 4,773<br>72,01 12,01 7,01<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.3 330 B.3 136<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 300 × 600 sr geared to sc. shaft<br>1 500bhp (1 103kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **YAE MARU**<br>**Government of The People's Republic of China**<br>China | **695**<br>—<br>1 999 | | **1975** K.K. Uno Zosensho—Namikata (80)<br>11,41 5,106<br>68,00 11,38 6,99<br>2 dks<br>RW | **M General Cargo**<br>Mchy.aft | Hanshin 6LUD35<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe |
| **YAE MARU**<br>**Chinai Kaiun K.K.**<br>Namikata, Ehime Pref. Japan | **499**<br>—<br>1 538 | | **1987** Tokushima Zosen Sangyo K.K. —Komatsujima (1948)<br>(BB) 4,087<br>68,00 12,01 7,01 | **M General Cargo**<br>1 Ho ER<br>G.2 935 B.2 832<br>1 Ha (stl) ER | Hanshin 6LH28<br>Oil 4SA 6Cy. 280 × 460<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller |
| **YAE MARU**<br>**Markwarth Shipping Co. Ltd.**<br>Honiara Solomon Islands | **332**<br>—<br>465 | | **1968** Tokushima Zosen Sangyo K.K. —Komatsujima (271)<br>45,52 3,420<br>41,00 8,01 3,87<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 8Cy. 250 × 320<br>930bhp (684kW)<br>Niigata Eng. Co. Ltd. Japan<br>11kn |
| **YAE MARU**<br>**Yamadai Kisen Y.K.**<br>Hinase, Okayama Pref. Japan | **199**<br>119<br>700 | | **1979** Shin Nippon Jukogyo K.K.—Higashino (155)<br>54,01<br>49,71 9,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Japan |
| **YAE MARU**<br>**Y.K. Takeda Kisen**<br>Ondo, Hiroshima Pref. Japan | **106**<br>56<br>250 | | **1971** Miyoshi Zosen K.K.—Uwajima (200)<br>34,00 5,82 2,550<br>28,00 5,80 2,70<br>1 dk | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil<br>230bhp (169kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **YAEGUMO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **149**<br>—<br>90 | | **1979** Mitsubishi Heavy Industries Ltd. —Shimonoseki (803)<br>30,99 6,33 1,170<br>28,50 6,30 3,31<br>1 dk | **Aluminium Alloy TM Patrol Launch** | M.T.U. 16V652TB71<br>2 Vee Oil 4SA each 16Cy. 190 × 230 reverse reduction geared to sc. shafts<br>2 400bhp (1765kW)<br>Ikegai Tekkosho Kawasaki<br>28kn |
| **YAEI MARU No. 2**<br>**Route Marine Transportation** | **226**<br>110<br>289 | | **1970** Tokushima Zosen Sangyo K.K. —Komatsujima (305)<br>39,63 7,04 2,845<br>35,01 7,01 3,15<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>1 Ha (13,2 × 4,5) ER<br>Der 1(5) 1(2,5) | Niigata<br>Oil 4SA 6Cy. 200 × 260<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. Niigata<br>9,5kn |
| **YAEKAWA MARU**<br>**Shigeta Kisen K.K. & Asahi Kisen K.K.**<br>Kobe, Hyogo Pref. Japan | **694**<br>459<br>1 813 | NK | **1981** Sanyo Zosen K.K.—Mukaishima (822)<br>75,39 4,423<br>70,01 14,01 4,50<br>1 dk | **M General Cargo**<br>G.4 568 B.3 938<br>1 Ha (stl) (39,6 × 10,8) ER<br>Der 2(4) | Hanshin 6EL32<br>Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 96kW<br>11,5kn |
| **YAESHIHO MARU**<br>**Awaji Ferryboat Co. Ltd.**<br>Kobe, Hyogo Pref. Japan | **1 796**<br>—<br>654 | | **1971** Mitsubishi Heavy Industries Ltd. —Shimonoseki (699)<br>71,56 13,01 3,658<br>65,00 12,40 4,81<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo 800dk P<br>Mchy.aft | Daihatsu<br>2 Oil 4SA each 8Cy. 300 × 380<br>2 660bhp (1 957kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 3 × 225kW 450V a.c.<br>Fuel 81,5t 14kn |
| **YAESHIMA No. 8**<br>ex Tarumi No. 2-90<br>ex Shigei Maru No. 11-87<br>**Akitsu Ferry K.K.**<br>Akitsu, Hiroshima Pref. Japan | **221**<br>—<br>170 | | **1973** Kanbara Zosen K.K.—Onomichi (193)<br>33,81 10,04 2,693<br>28,61 10,01 2,90<br>1 dk<br>RW | **M Ferry**<br>—P | Yanmar 6MAL-DHT<br>Oil 4SA 6Cy. 200 × 240<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>7,5kn |
| **YAESHIO**<br>**Green Kogyo K.K.**<br>Nagoya, Aichi Pref. Japan | **196**<br>—<br>— | | **1974** Shimoda Dockyard Co. Ltd.—Shimoda (237)<br>28,81 8,64<br>27,51 8,62 3,81<br>1 dk | **TM Tug** | Niigata 6L25BX<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Tokyo |
| **YAEYAMA**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **386**<br>—<br>— | | **1972** K.K. Usuki Tekkosho—Usuki (853)<br>58,04 2,661<br>52,91 7,38 4,20<br>1 dk | **TM Patrol Ship** | Niigata<br>2 Oil<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd. Japan<br>17kn |
| **YAEZUKI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **149**<br>—<br>— | | **1981** Hitachi Zosen—Kanagawa Works, Kawasaki (117081)<br>30,99 6,33 1,180<br>28,50 6,30 3,31<br>1 dk | **Aluminium Alloy TM Patrol Ship** | M.T.U. 16V652TB71<br>2 Vee Oil 4SA each 16Cy. 190 × 230 geared to sc. shafts<br>2 420bhp (1 780kW)<br>Ikegai Tekkosho Kawasaki<br>30kn |

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| 8316168<br>*EQOE*<br>5/63<br>Df Esd Gc<br>Pfd Rdr Rt | **YAGHOUB**<br>**National Iranian Tanker Co.**<br>Bandar Bushehr Iran | *1 019*<br>*305*<br>1 459 | ✠**100A1** SS 8/89<br>offshore supply ship<br>✠**LMC**<br>EL (L) 555,7/34,0U2(a)<br>FN 956 | **1984**-5 Kanrei Zosen K.K.—Naruto (301)<br>61,12 12,76 4,301<br>55,50 12,21 5,01<br>F 24,7 1 dk<br>rf 381 | **TM Supply Ship**<br>Deck Cargo Fire-fighting | Deutz<br>2 Oil 4SA each 8Cy. 240 × 280 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>3 700bhp (2 722kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 240kW 385V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 510,5t (d.o.) |
| 8217142<br>*JJWS*<br>126713<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **YAGISHIRI**<br>**Otaru Line Co. Ltd.**<br>Tokyo Japan<br>SatCom: 1201702/YAGI | *1 239*<br>*442*<br>1 210 | NK | **1983** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1566)<br>65,87 4,371<br>60,00 12,21 7,01<br>2 dks | **M Refrigerated Cargo**<br>4 Ho ER<br>In.1 579<br>4 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| 7713929 | **YAGNASRI**<br>**Kakinada Port Department**<br>Kakinada India | **240**<br>—<br>250 | | **1975** Bharati Shipyard Pvt. Ltd.—Kakinada<br>35,11 8,67 1,531<br>33,02 8,41 2,42<br>1 dk | **TM Tanker/ Deck Cargo Ship**<br>Mchy.aft | Torpedo-Rijeka<br>2 Oil 4SA each 4Cy. 112 × 140 geared to sc. shafts<br>Tvornica Motora "Torpedo" |
| 7645483<br>*UMTN*<br>M-12518<br>Rt | **YAGODNOYE**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1977** .............U.S.S.R.<br>33,96 7,09 2,901<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.115<br>1 Ha (1,7 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| 6867101<br>*UTEK*<br>M-27324<br>Rt | **YAGRY**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **334**<br>88<br>188 | RS | **1960** .............U.S.S.R.<br>43,62 7,68 3,141<br>3,94<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.219<br>2 Ha (each 2,2 × 2,2)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| 6622501<br>*3EJG5*<br>17747-BA<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **YAGUAR**<br>ex Yaguari-86 ex Torre-S-83<br>ex Torrens-83<br>**Novelda S.A.**<br>A. Bottacchi S.A. de Navegacion<br>Panama Panama | *12 808*<br>*6 963*<br>13 208 | ✠**100A1** SS 8/88<br>TwDsa — latex<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL Et 2$\frac{5}{16}$"U3<br>FN 5632 | **1967**-2 Uddevallavarvet A/B—Uddevalla (276)<br>174,71 20,81 8,471<br>165,67 20,73 13,26<br>F 13,2 2 dks, 3rd dk in Nos. 3, 4 & 5 holds<br>rf 305 len 71<br>conv Ref General Cargo 71 | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>Side doors<br>5 Ho 18,9DT 24,7 9,6DTp&s 11,2 22,4 21,6 9,6 ER<br>G.17 059 B.15 192 In.1 202 L.869<br>TEU 126<br>C.Ho 90/20' (40') C.Dk 36/20' (40')<br>13 Ha (stl) (13,9 16,6p&s 16,7p&s × 6,1) (6,4p&s 13,0p&s × 8,0) (16,7p&s × 6,1) (4,8p&s × 5,4) ER<br>8W Cr 2(25) 5(5) Der 1(200) 1(40) 4(10) 2(5) | B&W<br>Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Uddevallavarvet A/B<br>AuxB (o.f.) 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 368kW 450V 60Hz a.c.<br>Fuel 2 680,5t (hvf)-46,5pd |
| 7642780<br>*UUDE*<br>M-33659<br>RTv | **YAGUAR**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400272/UUDE | **2 781**<br>—<br>1 140 | RS | **1976** Admiralteiskiy Shipyard—St. Petersburg<br>92,79 (BB) 15,63 5,900<br>80,40 7,70<br>B & F - 2 dks | **M Tug**<br>Fire-fighting Salvage<br>Ice strengthened<br>Der 1(3) | 2 Vee Oil 2SA each 16Cy. 230 × 600 reduction geared to sc. shaft<br>Gen 4 × 240kW 1 × 80kW 400V a.c.<br>Thw. thrust propeller fwd |
| 7718838<br>*JK3966*<br>120423<br>Rdr Rt | **YAGUMO MARU**<br>**Kumagaya Kaiji Kogyo K.K.**<br>Tokuyama, Yamaguchi Pref. Japan | **195**<br>69<br>83 | | **1978** Towa Zosen K.K.—Shimonoseki (506)<br>30,61 8,82 3,001<br>27,01 8,81 3,51<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| 5153204<br>*LQLM*<br>7824<br>Df Esd Gc<br>Rdr | **YAHAM**<br>ex Hokusei Maru No. 2-70<br>**Government of The Argentine Republic (Yacimientos Carboniferos Fiscales) (YCF)**<br>Buenos Aires Argentina | **4 571**<br>2 583<br>6 747 | BV (NK)<br>✠Classed LR until 8/10/82 | **1960** Osaka Zosensho—Osaka (168)<br>117,20 15,98 7,341<br>108,01 15,91 8,92<br>P 23,5 F 12,5 1 dk<br>RW rf 127 | **M General Cargo**<br>3 Ho ER<br>G.8 173 B.7 858<br>3 Ha (16,7 23,2 19,5 × 6,7) ER | B&W<br>Oil 2SA 7Cy. 420 × 900<br>3 000bhp (2 207kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 100kW 445V 60Hz a.c.<br>Fuel 144,5t |
| 8403246<br>*JL5176*<br>126383 | **YAHATA MARU**<br>**Sasano Kaiun K.K.**<br>Anan, Tokushima Pref. Japan | **497**<br>—<br>1 600 | | **1984** Shinhama Dock K.K.—Anan (753)<br>71,79 4,211<br>67,01 11,51 6,41<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 140 B.1 900<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480 sr geared to sc. shaft<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| 7512844<br>*JL4296*<br>117464<br>Rdr Rt | **YAHATA MARU**<br>**Takechi Kaiun K.K.**<br>Nakagawa, Tokushima Pref. Japan | **198**<br>139<br>449 | | **1975** Sanuki Zosen Tekkosho K.K.—Takuma (806)<br>7,73 3,226<br>41,99 7,70 3,41<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Matsui Iron Works Co. Ltd. |
| 8619182<br>*JM5677*<br>129501 | **YAHATA MARU No. 1**<br>**Nishi Nippon Kaiun K.K.**<br>Kitakyushu, Fukuoka Pref. Japan | **198**<br>—<br>— | | **1987** Odo Zosen Tekko K.K.—Shimonoseki (332)<br>34,02 9,45 2,731<br>29,01 9,20 4,20<br>1 dk | **TM Tug**<br>Fire-fighting | Fuji<br>2 Oil 4SA each 6Cy. 275 × 320 with flexible couplings & dr geared to sc. shafts<br>Fuji Diesel Co. Ltd. |
| 8916035<br>*JE3018*<br>130897<br>Rt | **YAHATA MARU No. 1**<br>**K.K. Yahata Suisan**<br>Karakuwa, Miyagi Pref. Japan | **119**<br>—<br>215 | | **1989** Kidoura Zosen K.K.—Kesennuma (562)<br>37,46 (BB) - 2,500<br>31,20 6,40 2,80<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.146 | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>592kW (805bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| 8615746<br>*JJ3439*<br>125382 | **YAHATA MARU No. 2**<br>**Arai Kaiun Y.K.**<br>Ieshima, Hyogo Pref. Japan | **376**<br>—<br>1 067 | | **1987** Matsuura Tekko Zosen—Higashino (327)<br>55,20 (BB) 11,59 4,222<br>50,02 11,51 5,62<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.625<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 320 × 510 with clutches & reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |
| 7701419<br>*JL4406*<br>120873<br>Gc Rdr Rt | **YAHATA MARU No. 5**<br>**Y.K. Suetomi Kaiun**<br>Hofu, Yamaguchi Pref. Japan | **496**<br>297<br>1 592 | | **1977** K.K. Matsuura Zosensho—Kinoe (253)<br>70,11 4,274<br>65,03 11,02 6,33<br>2 dks | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 530bhp (1 125kW)<br>Hanshin Nainenki Kogyo |
| 8804220<br>*JJ3604*<br>130819<br>Rdr Rt | **YAHATA MARU No. 5**<br>**Seto Kaiun Y.K.**<br>Ieshima, Hyogo Pref. Japan | **469**<br>—<br>624 | | **1988** K.K. Saidaiji Zosensho—Okayama (153)<br>50,50 3,220<br>46,00 10,50 5,40 | **M Sand Carrier** | Hanshin<br>Oil<br>The Hanshin Diesel Works Ltd. |
| 7722944<br>*JL4517*<br>118916<br>Gc Rdr Rt | **YAHATA MARU No. 5**<br>**Takeya Kaiun K.K.**<br>Nandan, Hyogo Pref. Japan | **199**<br>—<br>600 | | **1977** Takebe Zosen—Takamatsu (68)<br>... ...<br>43,01 7,51 3,41<br>1 dk | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 240 × 290<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. |

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| **YAHATA MARU No. 8**<br>**Yawata Maru Gyogyo Unyu K.K.**<br>Oshima, Japan<br>Tokyo Pref. | **149**<br>—<br>165 | **1979** K.K. Morimoto Zosensho—Kamo<br>37,14 (BB) 6,86 2,701<br>32,01 6,71 3,00<br>1 dk | | **M Fish Carrier**<br>Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. | 6M26ZG<br><br><br>Niigata |
| **YAHATA MARU No. 10**<br>ex Akitsu Maru No. 2-88<br>**Shiotsuki Kaiun Y.K.**<br>Saiki, Japan<br>Oita Pref. | **298**<br>—<br>850 | **1976** K.K. Miura Zosensho—Saiki<br>64,75 10,52 3,588<br>60,00 10,49 5,49<br>1 dk | (521) | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo | 6LU28G<br><br><br>Kobe |
| **YAHATA MARU No. 11**<br>**Tokai Shosen K.K.**<br>Kurahashi, Japan<br>Hiroshima Pref. | **499**<br>—<br>1 570 | **1986** K.K. Matsuura Zosensho—Kinoe<br>71,02 (BB) 11,54 4,401<br>66,02 11,50 6,71<br>2 dks | (330) | **M General Cargo**<br>1 Ho ER<br>G.2 422 B.2 302<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches, flexible couplings & sr geared to sc. shaft<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller | 6LH28<br><br><br>Akashi |
| **YAHATA MARU No. 12**<br>**Yahata Kisen Y.K.**<br>Kurahashi, Japan<br>Hiroshima Pref. | **499**<br>—<br>1 600 | **1983** K.K. Matsuura Zosensho—Kinoe<br>70,41 11,54 4,411<br>66,02 11,51 6,51<br>1 dk | (305) | **M General Cargo**<br>1 Ho ER<br>G.2 657 B.2 410<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 280 × 480 with flexible couplings & sr reverse geared to sc. shaft<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. | 6LUN28AG<br><br><br>Akashi |
| **YAHATA MARU No. 56** | **365**<br>195<br>— | **1973** Sanuki Zosen Tekkosho K.K.—Takuma<br>9,02<br>50,09 9,00 5,69<br>1 dk<br>RW | (710) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo | 6LUS40<br><br><br>Kobe |
| **YAHATA MARU No. 58**<br>**Kanemoto Suisan K.K.**<br>Kushiro, Japan<br>Hokkaido Pref.<br>SatCom: 1203344/JDIN | **349**<br>—<br>417 | **1982** K.K. Murakami Zosensho—Ishinomaki<br>57,21 4,260<br>49,48 9,20 5,62<br>1 dk | (1107) | **M Fishing**<br>Stern Trawler<br>4 Ho ER<br>In.350<br>4 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd. | 6LUS40<br><br><br>Akashi |
| **YAHATA MARU No. 58**<br>**K.K. Yahata Suisan**<br>Karakuwa, Japan<br>Miyagi Pref. | **284**<br>144<br>— | **1981** Kanasashi Co. Ltd.—Shimizu<br>3,252<br>43,36 8,41 3,61<br>1 dk | (2073) | **M Fishing**<br>Long-line | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | 6M28AET<br><br><br>Niigata |
| **YAHATA MARU No. 61**<br>**K.K. Yahata Suisan**<br>Karakuwa, Japan<br>Miyagi Pref. | **119**<br>—<br>— | **1984** Kidoura Zosen K.K.—Kesennuma<br>*29,00* 1,900<br>6,10 2,50<br>1 dk | | **M Fishing**<br>Side-fishing | Niigata<br>Oil<br>272kW (370bhp)<br>Niigata Eng. Co. Ltd. | <br><br><br>Japan |
| **YAHATA MARU No. 68**<br>**K.K. Yahata Suisan**<br>Karakuwa, Japan<br>Miyagi Pref. | **379**<br>—<br>— | **1984** Kanasashi Co. Ltd.—Shimizu<br>53,29 (BB) 3,401<br>46,89 8,72 3,76<br>1 dk | (3032) | **M Fishing**<br>Long-line Ref<br>5 Ho ER<br>5 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. | <br><br><br>Niigata |
| **YAHATA MARU No. 78**<br>**K.K. Yahata Suisan**<br>Karakuwa, Japan<br>Miyagi Pref. | **409**<br>—<br>— | **1987** Kanasashi Co. Ltd.—Shimizu<br>56,80 (BB) 8,84 3,452<br>49,61 8,81 3,84<br>1 dk | (3130) | **M Fishing**<br>Long-line<br>G.611 B.534 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | 6M28BFT<br><br><br>Niigata |
| **YAHATA MARU No. 81**<br>**K.K. Yahata Suisan**<br>Karakuwa, Japan<br>Miyagi Pref. | **119**<br>—<br>130 | **1987** Kidoura Zosen K.K.—Kesennuma<br>38,00 (BB) 6,43 2,520<br>31,40 6,41 2,80<br>1 dk | (550) | **M Fishing**<br>Long-line | Niigata<br>Oil 4SA 6Cy. 260 × 460 with clutches, flexible couplings & dr geared to sc. shaft<br>805bhp (592kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller | <br><br><br>Niigata |
| **YAHATA MARU No. 81**<br>**Saichi Shima**<br>Kushiro, Japan<br>Hokkaido Pref. | **119**<br>—<br>— | **1981** K.K. Yoshida Zosen Tekko—Kesennuma<br>*27,20* 2,200<br>5,70 2,70<br>1 dk | | **M Fishing**<br>Side-fishing Tuna Long-line | Hanshin<br>Oil<br>294kW (400bhp)<br>The Hanshin Diesel Works Ltd. | <br><br><br>Akashi |
| **YAHATA MARU No. 83**<br>**Kanemojima Suisan K.K.**<br>Kushiro, Japan<br>Hokkaido Pref. | **499**<br>—<br>836 | **1986** K.K. Murakami Zosensho—Ishinomaki<br>65,87 (BB) 4,333<br>56,01 9,50 4,70<br>1 dk | (1195) | **M Fishing**<br>Side-fishing<br>In.754 | Hanshin<br>Oil 4SA 6Cy. 380 × 580 with clutches, flexible couplings & sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. | 6LU38G<br><br><br>Japan |
| **YAHATA MARU No. 85** | **124**<br>44<br>— | **1971** Sanuki Zosen Tekkosho K.K.—Takuma<br>7,22 2,401<br>29,95 7,19 4,63<br>2 dks<br>RW | (608) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Fuji<br>Oil 4SA 6Cy. 280 × 450<br>1 300bhp (956kW)<br>Fuji Diesel Co. Ltd. | <br><br><br>Tateyama |
| **YAHATA MARU No. 85**<br>**Hamaki Gyogyo K.K.**<br>Kushiro, Japan<br>Hokkaido Pref. | **123**<br>—<br>— | **1980** Sanuki Zosen Tekkosho K.K.—Takuma<br>... ... ...<br>30,92 7,38 2,70<br>1 dk | (1062) | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>In.104 | Niigata<br>Oil 4SA 6Cy. 280 × 320<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW 225V a.c.<br>Controllable pitch propeller | 6L28BX<br><br><br>Niigata<br><br><br>10,5kn |
| **YAHATA MARU No. 88**<br>**K.K. Yahata Suisan**<br>Karakuwa, Japan<br>Miyagi Pref.<br>SatCom: 1202117/JKHT | **409**<br>—<br>— | **1989** Niigata Eng. Co. Ltd.—Niigata<br>56,40 (BB) 8,92 3,486<br>49,15 8,90 3,85<br>1 dk | (2158) | **M Fishing**<br>Long-line Ref<br>In.549 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller | 6M28BFT<br><br><br>Niigata |
| **YAHATA MARU No. 105**<br>ex Fukukyu Maru No. 15-86<br>ex Showa Maru No. 15-80<br>**Kyosei Gyogyo K.K.**<br>Kushiro, Japan<br>Hokkaido Pref. | **318**<br>—<br>— | **1971** Kanasashi Co. Ltd.—Shimizu<br>50,47 8,34 3,302<br>44,51 8,31 3,71<br>1 dk | (1002) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>809kW (1 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | AH27<br><br><br><br>Yaizu |
| **YAHIKO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **964**<br>—<br>261 | **1978** Mitsubishi Heavy Industries Ltd.—Shimonoseki<br>77,81 9,63 3,052<br>73,00 9,61 5,21<br>2 dks | (798) | **TM Patrol Ship** | Niigata<br>2 Oil 4SA each 8Cy. 400 × 520<br>7 000bhp (5 149kW)<br>Niigata Eng. Co. Ltd. | 8L40X<br><br><br>Niigata |

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| **8902383**<br>*JNXI*<br>132802<br>Df Esd Gc<br>Pfd Rdr RTv | **YAHIKO MARU**<br>**Daiichi Chuo Kisen K.K.**<br>Tokyo, Japan<br>SatCom: 1204356/JNXI | *149 519*<br>*75 570*<br>258 091<br>T/cm<br>168,2 | NK | **1991** Mitsui Eng. & SB. Co. Ltd., Chiba Works —Ichihara (1367)<br>330,00 (BB) 59,04 19,539<br>315,00 59,00 29,70<br>1 dk<br>Bow/CM 156 Diam. 0,609 | **M Tanker**<br>COW IGS SBT Bow loading<br>Mchy.aft<br>L.(oil) 316 579 | B&W<br>Oil 2SA 8Cy. 800 × 3056<br>16 690kW (22 690bhp)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 1000kW 1 × 1000kW 450V a.c. |
| **7853509**<br>*JL4439*<br>122434<br>Rt | **YAHO MARU No. 5**<br>**Toyama Chuo Mokuzai K.K.**<br>Uchinoura, Kagoshima Pref., Japan | **471**<br>—<br>1 409 | | **1977** Mategata Zosen K.K.—Namikata<br>67,01 4,120<br>62,51 11,51 6,10<br>1 dk | **M General Cargo**<br>Salt<br>Mchy.aft | Makita<br>Oil<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. |
| **7804455**<br>*JIKA*<br>119927<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **YAIZU**<br>**Shizuoka Prefectural Office**<br>Shizuoka, Shizuoka Pref., Japan<br>SatCom: 1204450/JIKA | **432**<br>144<br>— | | **1978** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (2002)<br>51,01 3,352<br>44,02 8,31 3,71<br>1 dk | **M Fishing**<br>Training Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **9012185**<br>*JIUW*<br>131552<br>SO1-1100<br>Df Esd Gc<br>Pfd Rdr RTv | **YAIZU**<br>**Shizuoka Prefectural Office**<br>Shizuoka, Shizuoka Pref., Japan<br>SatCom: 1200514/JIUW | **416**<br>—<br>— | | **1991** Kanasashi Co. Ltd.—Shimizu (3251)<br>56,41 (BB) 9,02 3,401<br>48,70 9,00 3,80 | **M Fishing**<br>Training Stern Trawler Ref<br>In.90 | Akasaka<br>Oil 4SA 6Cy. 310 × 530 sr geared to sc. shaft<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **6824446**<br>*J8BG9*<br>2550<br>Df Esd Gc<br>Rdr Rt | **YAK**<br>ex Yakhont-89<br>**Zaide Shipping Inc.**<br>Kingstown, St. Vincent and the Grenadines | T.Mk<br>**3 170**<br>1 225<br>1 400 | (RS) | **1966** .............U.S.S.R.<br>84,71 14,03 5,703<br>78,06 13,95 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 296<br>5 Ha (1,6 1,6 × 1,5) (1,8 × 1,8) (1,6 1,5 × 1,3)<br>4W Der 2(5) 2(1,5) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V d.c.<br>Controllable pitch propeller |
| **7398597**<br>*YJZK6*<br>765<br>Esd Rdr Rt | **YAK**<br>**Portal Energy Corp.**<br>Port Vila, Vanuatu | **199**<br>135<br>1 106 | | **1973** Halter Marine Fabricators, Inc.—Moss Point, Ms (351)<br>3,480<br>54,92 12,20 4,27<br>1 dk<br>rf 356 | **TM Supply Ship**<br>Deck Cargo | Kromhout<br>2 Oil 4SA each 9Cy. 240 × 260<br>1 500bhp (1 103kW)<br>Stork-Werkspoor Diesel B.V. |
| **7122833**<br>*D9ER*<br>ICR-710058<br>Rdr Rt | **YAK JIN**<br>ex Apollo Maru-81<br>**Tong Bo Marine & Shipping Co.**<br>Inchon, South Korea | **156**<br>45<br>— | KR | **1971** Matsuura Tekko Zosen—Higashino (213)<br>29,49 8,06 2,699<br>28,50 8,01 3,64<br>RQD 4,6 1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 144kW 445V a.c. |
| **5400205**<br>DAK 528<br>Df Esd | **YAKAAR**<br>ex Aigue Marine<br>**Societe Africaine de Peche de l'Atlantique (S.A.P.A.)**<br>Dakar, Senegal | **147**<br>49<br>— | (BV) | **1963** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne (501-1)<br>*30,00* 6,91 3,501<br>25,46 6,86 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,1 × 1,0)<br>1W Der 1(1) | Baudouin<br>Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin<br>Controllable pitch propeller<br>Fuel 306,5t (d.o.) |
| **7364601**<br>*TCKH*<br>4321<br>Esd Rdr Rt | **YAKAKOY**<br>**Yakit Nakliyat ve Ticaret A.S.**<br>Istanbul, Turkey | **848**<br>298<br>1 295 | BV | **1974** Torlaklar Tersanesi—Istanbul (26)<br>65,36 11,03 3,937<br>59,01 11,00 4,50<br>1 dk | **M Tanker**<br>5 Ho ER<br>L.(oil) 1 574 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 55kW 220V 50Hz a.c. |
| **5167891**<br>*UZYP*<br>M-1100 | **YAKAN**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.) | **796**<br>521<br>1 185 | RS | **1952** Hollming Oy—Rauma/Raumo (50)<br>59,47 10,01 4,573<br>53,32 9,96 5,01<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho 21,4 12,5 ER<br>G.1 460 B.1 313<br>3 Ha (each 8,3 × 6,0) ER<br>6W Der 6(2) | Russkiy<br>Oil 2SA 8Cy. 300 × 500<br>800bhp (588kW) E made51 fitted66<br>Russkiy-Diesel Works<br>Fuel 88,5t (d.o.)-4,0pd |
| **7628162**<br>*TUNW*<br>AN912<br>Df Esd Gc<br>Rdr RTm/h/v | **YAKASSE**<br>**Societe Ivoirienne de Transport Maritime (SITRAM)**<br>Abidjan, Cote d'Ivoire | **13 022**<br>6 648<br>16 891 | BV | **1978** Mitsubishi Heavy Industries Ltd.—Yokohama (988)<br>156,01 (BB) 24,06 9,819<br>146,01 24,01 13,31<br>P 18,9 F 12,8 2 dks | **M General Cargo/Container Ship**<br>Fixed-guides Ref —P<br>4 Ho 20,2 26,5 25,7 26,5 ER 6 TwD<br>G.25 216 B.23 811 In.342 HeCls. B<br>TEU 353 C.Ho 90/20' C.Dk 263/20'<br>8 Ha (stl) (13,2 × 10,2) (19,5p&s 19,5p&s 19,5p&s × 8,0) ER (3,2 × 3,9)<br>12W Cr 1(3) Der 5(25) 2(10) | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 560kW 380V 50Hz a.c.<br>Fuel 180,0t (d.o.) 1 289,5t (hvf)-33,5pd |
| **8835360**<br>*WY2988*<br>511823<br>Rdr Rt | **YAKIMA**<br>**State of Washington (Department of Transportation)**<br>Seattle, Wa, United States of America | **2 705**<br>1 115<br>— | AB | **1968** National Steel & SB. Co.—San Diego, Ca (355)<br>116,43 - —<br>108,81 22,25 7,39<br>1 dk | **TM Ferry** | General Motors<br>4 Oil 2SA each 16Cy. 216 × 254<br>6 592kW (8 962bhp)<br>General Motors Corp.<br>Gen 2 × 300kW a.c. |
| **8423856**<br>*WA6778*<br>239201<br>Rdr Rt | **YAKIMA**<br>ex Noatak ex Yakima ex Keith<br>**Puget Sound Tug & Barge Co.**<br>Crowley Maritime Corporation<br>Portland, Or, United States of America | **165**<br>112<br>— | | **1939** Commercial Iron Works—Portland, Or (23)<br>—<br>28,25 7,78 2,04<br>1 dk | **M Tug** | Enterprise<br>2 Oil 4SA each 8Cy. 305 × 381 NE 44<br>Enterprise Engine & Foundry Co. |
| **8421779**<br>*TC5286*<br>5709<br>Df Esd Gc<br>Rdr RTv | **YAKIT II**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul, Turkey | **843**<br>379<br>1 200 | | **1989** Turkiye Gemi Sanayii A.S.—Camialti (230)<br>65,51<br>58,90 10,70 4,67<br>1 dk. | **M Tanker** | Sulzer<br>Oil<br>1 560bhp (1 147kW)<br>............. |
| **6402509**<br>*TC3595*<br>3567<br>Df Gc Rdr RTm | **YAKIT-I**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul, Turkey | **892**<br>401<br>1 263<br>T/cm<br>5,2 | (AB) | **1965** Denizcilik Bankasi T.A.O.—Camialti (100)<br>65,51 10,04 4,147<br>58,91 10,01 4,68<br>P 21,4 B 4,3 F 8,3 1 dk<br>rf nil Diam. 0,203 | **TM Tanker**<br>10 Ta ER<br>L.(oil) 1 380 HeCls. BC<br>2 Cargo pumps total 300T/hr | Fiat<br>2 Oil 4SA each 6Cy. 300 × 450 reverse reduction geared to sc. shafts<br>1 040bhp (765kW) E made57 refitted65<br>S.A. Fiat S.G.M.<br>Gen 2 × 60kW 110/220V d.c.<br>Fuel 32,5t (d.o.)-3,0pd |
| **7020073**<br>*UPNB*<br>M-29491<br>Df Esd Gc<br>Rdr Rt | **YAKOB KUNDER**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **1 684**<br>754<br>2 485 | RS | **1970** Vyborg Shipyard—Vyborg<br>82,00 12,53 5,430<br>74,91 12,48 6,02<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,6 15,0 15,7 ER<br>G.2 980 B.2 870<br>3 Ha (stl) (each 10,7 × 8,0) ER<br>Cr 2(8) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>2 500bhp (1 839kW)<br>CKD Praha<br>Fuel 135,0t (hvf) |

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| **YAKOV BONDARYENKO**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400243/UHUG | T.Mk<br>**7 649**<br>3 777<br>—<br>**11 750**<br>5 949<br>13 512 | RS | **1976** Kherson Shipyard—Kherson<br>162,31 (BB) 22,23 8,770/9,227<br>144,61 22,18 13,39<br>F 12,8 2 dks<br>rf 196 | **M General Cargo**<br>Ice strengthened<br>5 Ho 10,3 22,6 15,3 29,6 15,4 ER<br>5 TwD<br>G.21 340 B.19 230<br>TEU 388 C.Ho 320/20' C.Dk 68/20'<br>9 Ha (stl) (6,2 × 5,9) (19,3p&s 12,9p&s<br>25,4p&s 12,9p&s × 8,1) ER<br>4W Cr 7(12) Der 1(63) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 1 033,5t (d.o.) 460,5t (hvf) 18kn |
| **YAKOV BUTAKOV**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **245**<br>103<br>51 | RS | **1978** Nakhodkinskiy Shiprepairs Yard—Nakhodka<br>38,41 6,71 2,201<br>34,50 2,90<br>1 dk | **TM Ferry** 180dk P<br>Ice strengthened | Russkiy 8CHNP18/22<br>2 Oil 4SA each 8Cy. 180 × 220<br>464kW (631bhp)<br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 12,7kn |
| **YAKOV GAKKEL**<br>**Government of The Republic of Russia (Hydrometeorological Service)**<br>(Odessa) (U.S.S.R.) | **694**<br>91<br>350 | RS | **1975** ..............Khabarovsk<br>55,63 9,50 4,128<br>9,12 5,16<br>1 dk | **M Research**<br>Hydrographic<br>Ice strengthened<br>1 Ho<br>B.68<br>1 Ha (2,8 × 1,6)<br>2W Der 2(1,5) | S.K.L. 6NVD48-2U<br>Oil 4SA 6Cy. 320 × 480<br>875bhp (644kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>11,75kn |
| **YAKOV IGOSHKIN**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **334**<br>88<br>197 | RS | **1959** ..............U.S.S.R.<br>43,59 7,65 3,017<br>3,87<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>B.219<br>2 Ha (each 2,2 × 2,2)<br>Der 1(2) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 10,75kn |
| **YAKOV PAVLOV**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *738*<br>*221*<br>338 | RS | **1985** ..............U.S.S.R.<br>53,74 10,71 4,360<br>47,92 - 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>970kW (1 319bhp) E made85<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 300kW a.c. 3 × 160kW a.c.<br>2 × 135kW a.c.<br>Controllable pitch propeller |
| **YAKOV REZNICHENKO**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **1 699**<br>765<br>2 483 | RS | **1971** Okean Shipyard—Nikolayev<br>82,00 12,53 5,430<br>74,91 12,48 6,02<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,6 15,0 15,7 ER<br>G.2 980 B.2 870<br>3 Ha (stl) (each 10,7 × 8,0) ER<br>Cr 2(8) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>2 500bhp (1 839kW)<br>CKD Praha Praha<br>Fuel 135,0t (hvf) 12,75kn |
| **YAKOV SINYAKIN**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **246**<br>103<br>52 | | Cmpl.**1975** Nakhodkinskiy Shiprepairs Yard —Nakhodka<br>38,39 6,71 2,170<br>2,90 | **M Ferry** 80dk P<br>Ice strengthened | E |
| **YAKOV SMIRNITSKIY**<br>**Government of The Republic of Russia (Hydrographical Department of Ministry of Merchant Marine)**<br>(Arkhangelsk) (U.S.S.R.) | **1 213**<br>240<br>590 | RS | **1977** Oy Laivateollisuus Ab—Turku/Abo (317)<br>68,46 12,43 4,160<br>60,20 6,02<br>2 dks | **M Research**<br>Oceanographic<br>Ice strengthened<br>2 Ho ER<br>B.481<br>2 Ha (stl) (1,9 × 1,0) (4,8 × 3,2) ER<br>Cr 1(5) 1(2) | Deutz RBV6M358<br>Oil 4SA 6Cy. 400 × 580 geared to sc. shaft<br>1 471kW (2 000bhp)<br>Kloeckner Humboldt Deutz West Germany<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 13,5kn |
| **YAKOV SVERDLOV**<br>**Primorsk Shipping Co.**<br>(Nakhodka) (U.S.S.R.) | *10 948*<br>*5 887*<br>16 195 | RS | **1989** R.O. Brodogradiliste "Uljanik"—Pula (375)<br>151,20 (BB) 9,017<br>142,50 22,39 12,14<br>1 dk | **M Tanker**<br>Ice strengthened<br>6 Ta ER 10 Wing Ta<br>L.20 502<br>16 Cargo pumps total 4 000T/hr | B&W 5L50MC<br>Oil 2SA 5Cy. 500 × 1620<br>5 700kW (7 749bhp)<br>R.O. Tvornica Dizel Motora "Uljanik" Pula<br>Gen 1 × 720kW a.c. 2 × 560kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>14,5kn |
| **YAKOV VOROBYOV**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | *2 466*<br>*988*<br>3 135 | RS | **1985** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,02 13,22 3,670<br>110,76 13,00 5,50<br>1 dk | **TM General Cargo** | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **YAKOYO CARRIER**<br>ex Cap Anamur-91<br>**Hans Voss Schiffahrts KG**<br>Seavoss Schiffahrt G.m.b.H.<br>Hamburg Panama | **5 346**<br>3 090<br>6 600 | GL | **1977** Watanabe Zosen K.K.—Hakata (190)<br>118,70 (BB) 17,05 7,101<br>108,01 17,01 9,02<br>P 22,3 F 7,7 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 36,2 38,5 ER 2 TwD<br>G.9 839 B.9 298<br>TEU 174<br>C.Ho 102/20' (40') C.Dk 72/20' (40')<br>incl. 10 ref C.<br>2 Ha (stl) (25,8 32,2 × 10,5) ER<br>Der 2(50) 2(15) | Mitsubishi 6UEC52/105D<br>Oil 2SA 6Cy. 520 × 1050<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 320kW 1 × 200kW 440V 60Hz a.c.<br>Fuel 105,0t (d.o.) 800,0t (hvf)-20,5pd 14kn |
| **YAKTEMI**<br>ex Ansgariturm-79<br>**Homero Fonda y Compania S.A.I.C.**<br>Buenos Aires Argentina | **498**<br>164<br>725 | GL | **1969** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (711)<br>53,70 11,03 3,366<br>49,20 11,00 3,94<br>F 19,2 1 dk | **TM Supply Ship**<br>Deck Cargo 12P<br>Ice strengthened<br>Der 1(5) | MWM TB12RS18/22<br>2 Vee Oil 4SA each 12Cy. 180 × 220<br>1 900bhp (1 398kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 336kW 380/220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 279,5t (d.o.) 12kn |
| **YAKUB KOLAS**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **3 587**<br>1 740<br>4 130 | RS | **1972** Navashinskiy Shipyard—Navashino<br>123,53 15,02 4,499<br>117,00 14,99 6,51<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 17,9 17,9 18,5 17,9 ER<br>G.6 040 B.5 800<br>4 Ha (stl) (12,0 12,0 13,7 13,7 × 8,3) ER<br>Cr 2(8) | Russkiy 8DR30/50-4<br>2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel 217,5t (hvf) 11,75kn |
| **YAKUB KYAZIMOV**<br>**Kaspmorneftegazflot**<br>(Krasnovodsk) (U.S.S.R.) | **861**<br>126<br>— | RS | **1969** Krasnoye Barrikadiy Yard—Astrakhan<br>54,01 14,51 2,099<br>3,71<br>1 dk | **TM Crane Ship**<br>1 Ho ER<br>G.120<br>1 Ha ER<br>Cr 1(25) | Russkiy<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Bow jet pump<br>10,75kn |
| **YAKUP KAPTAN**<br>**Naklet Kollektif Sirketi**<br>Istanbul Turkey | **499**<br>298<br>1 020 | BV | **1975** Sedef Gemi Endustrisi A.S.—Gebze (10)<br>59,47<br>54,89 9,22 3,79<br>1 dk | **M General Cargo**<br>Mchy.aft<br>G.1 218 B.991 | Skoda 6L350IIPN<br>Oil 4SA 6Cy. 350 × 500<br>980bhp (721kW)<br>CKD Praha Praha |
| **YAKURI MARU**<br>**Y.K. Inui Kaiun**<br>Naoshima, Kagawa Pref. Japan | **284**<br>—<br>561 | | **1986** Takebe Zosen—Takamatsu (116)<br>39,98 3,571<br>39,91 9,00 4,50<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.400<br>1 Ha (stl) ER | Niigata 6M26AGTE<br>Oil 4SA 6Cy. 260 × 460 reverse reduction geared to sc. shaft<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Niigata |

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|---|---|---|---|---|---|---|
| **6911885**<br>*JMMC*<br>103424<br>Df Esd Gc<br>Pfd Rdr | **YAKUSHI MARU No. 8**<br>ex Soryu Maru No. 55-79<br>ex Yakushi Maru No. 38-79<br>**Kotaro Koshino**<br>Tokyo Japan | **254**<br>123<br>— | | **1968** Niigata Eng. Co. Ltd.—Niigata (825)<br>45,62 (BB) 7,93 3,150<br>40,19 7,90 3,48<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 144kW 1 × 24kW 445V a.c. |
| **7950565**<br><br><br>Rt | **YAKUSHI MARU No. 11**<br>ex Meisho Maru No. 53-83<br>ex Dai Maru No. 15-80<br>**Solomon Taiyo Ltd.**<br>Honiara Solomon Islands | **297**<br>149<br>— | | **1970** Kochiken Zosen—Kochi (390)<br>*42,01*<br>8,11 3,51<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Daihatsu<br>Oil<br>980bhp (721kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7124831**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **YAKUSHI MARU No. 21**<br><br>**Taisei Trading** | **349**<br>189<br>— | | **1971** Yamanishi Zosen K.K.—Ishinomaki (681)<br>54,39 9,02 3,328<br>48,42 9,00 5,87<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 400 × 640<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7331018**<br>*8JRS*<br>115101<br>Df Gc Pfd Rdr | **YAKUSHI MARU No. 23**<br>ex Tomizo Benten Maru-81<br>**Chotoku Suisan Y.K.**<br>Kashima, Shimane Pref. Japan | **299**<br>169<br>381 | | **1973** Kanasashi Co. Ltd.—Shimizu (1132)<br>51,34 8,03 3,398<br>42,98 8,01 3,69<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **7737602** | **YAKUSHI MARU No. 31**<br>ex Hamayoshi Maru No. 30<br>**Ushin Iron Works** | **128**<br>67<br>— | | **1962** Niigata Eng. Co. Ltd.—Niigata<br>*29,20*<br>5,71 2,90<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Oil |
| **7231311**<br>*JM2999*<br>112124<br>Df Esd Gc<br>Pfd Rdr Rt | **YAKUSHIMA MARU No. 2**<br>**Kagoshima Shosen K.K.**<br>Kagoshima, Kagoshima Pref. Japan | **2 213**<br>917<br>722 | | **1972** K.K. Usuki Tekkosho—Saiki (1159)<br>95,00 (BB) 13,24 4,496<br>87,00 13,21 7,40<br>1 dk | **TM RoRo Cargo/Ferry**<br>977dk P | Mitsubishi<br>2 Oil 2SA each 7Cy. 450 × 800<br>10 000bhp (7 356kW)<br>Kobe Hatsudoki Seizosho<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel 38,0t (d.o.) 180,0t (i.f.o.) |
| **8633243**<br>*JQCS*<br>102581<br>Rt | **YAKUSHIN MARU No. 96**<br>**Tetsuo Horiuchi**<br>Iwasaki, Aomori Pref. Japan | **111**<br>—<br>— | | **1970** ............Japan<br>*29,20*<br>6,10 2,70<br>1 dk | **M Fishing**<br>Side-fishing | Oil |
| **6925331**<br>*JQVN*<br>106883<br>Df Esd Gc<br>Rdr Rt | **YAKUSI MARU No. 8**<br>ex Kaiun Maru No. 23-87<br>ex Eifuku Maru No. 38-79<br>ex Fukuju Maru No. 28<br>**Takao Yamanaka**<br>Kakuda, Miyagi Pref. Japan | **199**<br>95<br>— | | **1969** Kochiken Zosen—Kochi (368)<br>7,12 2,845<br>36,99 7,09 3,18<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Daihatsu Kogyo |
| **7223247**<br>*TCGH*<br>4160<br>Esd Rdr Rt | **YALCIN KALKAVAN**<br>ex Atil-85<br>**Kalkavan Vapurculuk A.S.**<br>Istanbul Turkey | **499**<br>299<br>1 050 | BV | **1973** Deniz Insaat Kizaklari—Buyukdere (131)<br>61,30 10,52 3,680<br>57,99 10,49 5,80<br>1 dk & S dk | **M General Cargo**<br>Mchy.aft<br>1 Ho<br>G.1 924 B.1 848<br>2 Ha (11,5 16,2 × 6,0)<br>OSD | Skoda<br>Oil 4SA 6Cy. 350 × 500<br>980bhp (721kW)<br>CKD Praha |
| **8328654** | **YALE**<br>**Benino-Arabe Libyenne de Peche Maritime**<br>Cotonou Benin | **154**<br>43<br>— | BV | **1983** Soc. Esercizio Cant.—Viareggio (665)<br>25,81 2,750<br>20,40 7,03 3,41<br>1 dk | **M Fishing**<br>Stern Trawler | Baudouin<br>Vee Oil 4SA 12Cy. 150 × 150<br>680bhp (500kW)<br>Soc. des Moteurs Baudouin |
| **7364508**<br>*TCIG*<br>4305<br>Df Esd Gc<br>Rdr Rt | **YALIKOY**<br>ex Asit I-85<br>**Yusuf Kalkavan Ogullari Denizcilik Yatirium Sanayii ve Ticaret Anonim Sirketi**<br>Istanbul Turkey | **2 411**<br>1 444<br>3 950 | AB | **1974** Hidrodinamik A.S. Kavak Tersanesi—Istanbul (6)<br>103,90 14,03 5,328<br>96,60 14,00 6,20<br>P 19,9 F 8,9 1 dk<br>rf nil Diam. 0,203 len 89 | **M Tanker**<br>Chemical<br>SBT<br>15 Ta ER<br>4 Cargo pumps total 600T/hr<br>HeCls. C | Polar<br>Oil 2SA 8Cy. 340 × 570<br>1 880bhp (1 383kW)<br>Nydqvist & Holm A/B<br>Gen 3 × 75kW<br>Fuel 120,0t 40,0t (d.o.)-6,5pd |
| **6394324**<br><br>3621 | **YALIKOY**<br>ex Hans-Carl-52 ex Groningen<br>**Mehmet ve Kazim Kaptanoglu Kollektif Sirketi**<br>Istanbul Turkey | **468**<br>245<br>533 | | **1918** Erven Aller—Hasselt<br>48,11 7,62 3,379<br>...<br>1 dk<br>R | **S General Cargo**<br>Mchy.aft | T 3Cy. 267 413 & 701 x 457<br>Machf. Delfshaven |
| **6701929**<br>*TC3485*<br>3968<br>Df Esd Gc<br>RdrRTm | **YALIKOY II**<br>ex Surmene-83 ex Milas-81<br>**Mustafa Okan ve Kardesleri Kollektif Sirketi**<br>Istanbul Turkey | **499**<br>298<br>940 | BV | **1966** Celiktrans Deniz Insaat—Istanbul (27)<br>59,80 9,07 3,899<br>54,11 9,05 4,27<br>P 15,0 F 8,3 1 dk | **M General Cargo**<br>G.1 076 B.1 019<br>2 Ha (each 10,9 × 3,2) ER<br>12P | Skoda<br>Oil 4SA 6Cy. 350 × 500<br>660bhp (485kW)<br>CKD Praha<br>Gen 2 × 20kW 110V d.c.<br>Fuel 22,5t |
| **5394341**<br>*TCUJ*<br>72<br>Rdr RTv | **YALOVA**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **561**<br>335<br>— | (GL)<br>✠Classed LR until 3/52 | **1948**-9 Verschure & Co's Schps.—Amsterdam (58)<br>54,41 10,95 2,001<br>3,31<br>1 dk<br>RW | **TS Ferry**<br>—P | T 6Cy. (2) 265 (2) 405 & (2) 686 x 449<br>680ihp (500kW)<br>Verschure & Co.'s Scheeps |
| **9012197**<br>*VRRN*<br>HK-0013<br>Esd Gc Rdr<br>Rt SatNav | **YAM O**<br>**The Hongkong Salvage & Towage Co. Ltd.**<br>Hong Kong Hong Kong (British) | *456*<br>*136*<br>380 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL (H) 443,0/28,0U2<br>FN 474 | **1991**-3 Matsuura Tekko Zosen—Higashino (362)<br>35,48 11,24 4,868<br>30,00 10,50 5,28<br>F 17,5 1 dk<br>rf nil | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 370 with clutches, flexible couplings & dr geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 144kW 385V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd Tunnel thruster unit<br>Fuel 234,05t (d.o.)-14,23pd |
| **7640938**<br>*ULFV*<br>M-32478<br>Rt | **YAM-302**<br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.) | **180**<br>32<br>77 | RS | **1976** ............U.S.S.R.<br>31,60 7,32 2,839<br>3,51<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7640940**<br>*ULFT*<br>M-32479<br>Rt | **YAM-303**<br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.) | **180**<br>32<br>77 | RS | **1976** ............U.S.S.R.<br>31,60 7,32 2,839<br>3,51<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7609752**<br>*C6KN9*<br>720494<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **YAMA**<br>ex Handa Riga-91 ex Navigator-89<br>ex Therean Mariner-84<br>**Yama Shipping Co. Ltd.**<br>Dockendale Shipping Co. Ltd.<br>Nassau Bahamas<br>SatCom: 1305134/YAMA | *14 038*<br>*8 449*<br>23 169 | AB | **1979** Ishikawajima Harima Heavy Ind. (I.H.I.) —Chita (2569)<br>164,34 (BB) 10,094<br>155,48 22,86 14,13<br>F 12,2 1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.30 412 B.29 562<br>8 Ha (stl) ER<br>Cr 2(22) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>7 800bhp (5 737kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 450kW a.c. 1 × 160kW a.c.<br>Controllable pitch propeller |

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| **YAMA MARU No. 3**<br>**Takemasa Usami**<br>Hitachi, Japan<br>Ibaraki Pref. | **307**<br>—<br>— | | **1983** K.K. Watanabe Zosensho—Nagasaki<br>48,01<br>44,71 8,31 3,51<br>1 dk | (1016) | **M Fish Carrier** | Niigata 6L25CXE<br>Oil 4SA 6Cy. 250 × 320 sr geared to sc. shaft<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **YAMA MARU No. 5**<br>ex Inari Maru No. 21-87<br>**K.K. Yama Maru**<br>Hitachi, Japan<br>Ibaraki Pref. | **160**<br>—<br>— | | **1978** Minami-Kyushu Zosen K.K.—Kushikino<br>38,61 2,650<br>32,11 7,05 2,98<br>1 dk | (285) | **M Fishing**<br>Seiner<br>Mchy.aft | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Japan |
| **YAMA MARU No. 7**<br>**Takemasa Usami**<br>Hitachi, Japan<br>Ibaraki Pref. | **135**<br>—<br>— | | **1983** K.K. Watanabe Zosensho—Nagasaki<br>... ... ...<br>34,12 7,51 3,00<br>1 dk | (1033) | **M Fish Carrier** | Oil<br>Japan<br>Fuel (d.o.) |
| **YAMA MARU No. 8**<br>**K.K. Yama Maru**<br>Hitachi, Japan<br>Ibaraki Pref. | **199**<br>—<br>— | | **1975** Nichiro Zosen—Ishinomaki<br>43,31 (BB)<br>38,10 7,10 3,36<br>1 dk | (356) | **M Fish Carrier**<br>Mchy.aft | Yanmar 6GL-ET<br>Oil 4SA 6Cy. 240 × 290<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **YAMA MARU No. 10**<br>ex Yutoku Maru No. 1-85<br>**Takemasa Usami**<br>Hitachi, Japan<br>Ibaraki Pref. | **154**<br>—<br>— | | **1978** Minami-Kyushu Zosen K.K.—Kushikino<br>... ... ...<br>31,55 6,88 2,90 | (307) | **TM Fishing** | 2 Oil<br>Niigata Eng. Co. Ltd. Japan |
| **YAMA MARU No. 11**<br>**K.K. Yama Maru**<br>Hitachi, Japan<br>Ibaraki Pref. | **149**<br>—<br>— | | **1977** Nichiro Zosen—Ishinomaki<br>38,87 (BB)<br>33,00 6,71 2,75<br>1 dk | (378) | **M Fishing**<br>Purse<br>Mchy.aft | Niigata 6L25BX<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **YAMA MARU No. 21**<br>ex Myojin Maru No. 11-88<br>**K.K. Yama Maru**<br>Hitachi, Japan<br>Ibaraki Pref. | **181**<br>—<br>— | | **1978** K.K. Izutsu Zosensho—Nagasaki<br>41,33 6,76<br>34,35 6,71 3,71<br>1 dk | (776) | **M Fishing/ Fish Carrier**<br>Mchy.aft | Niigata 6L25BXB<br>Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Ota |
| **YAMA MARU No. 27**<br>**Kazuko Fukuchi** | **116**<br>33<br>— | | **1975** Nichiro Zosen—Ishinomaki<br>36,35<br>29,98 7,00 2,85<br>1 dk | (355) | **M Fishing**<br>Purse<br>Mchy.aft | Niigata 6L28BX<br>Oil 4SA 6Cy. 280 × 320<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **YAMA MARU No. 37**<br>**K.K. Yama Maru**<br>Hitachi, Japan<br>Ibaraki Pref. | **235**<br>—<br>— | | **1989** K.K. Watanabe Zosensho—Nagasaki<br>53,60 (BB) 3,701<br>45,00 8,30 4,20<br>1 dk | (1161) | **M Fishing**<br>Ref<br>In.407 | Niigata 6MG28HX<br>Oil 4SA 6Cy. 280 × 370 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>861kW (1 171bhp)<br>Niigata Eng. Co. Ltd. Tokyo<br>Thw. thrust propeller fwd |
| **YAMABISHI MARU No. 3**<br>ex Chiyoda Maru No. 1-64<br>**Yada Kisen K.K.**<br>Anan, Japan<br>Tokushima Pref. | **186**<br>—<br>342 | | **1961** Fujinagata Zosensho—Osaka<br>44,10 7,83 2,845<br>40,01 7,78 3,20<br>1 dk<br>RW rf 102 | (81) | **M Tanker**<br>Chemical<br>2 Ho each 9,8 ER<br>L.408 | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>430bhp (316kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 7kW 115V d.c.<br>Fuel 16,5t (d.o.)-1,5pd 9,5kn |
| **YAMABISHI MARU No. 5**<br>**Yamane Kaiun K.K.**<br>Tokyo Japan | *1 342*<br>*402*<br>1 605 | NK | **1990** Imamura Zosen—Kure<br>72,95 (BB) 4,527<br>68,00 12,00 5,60<br>1 dk | (311) | **M Tanker**<br>Chemical Sulphur<br>Mchy.aft<br>L.788 | Hanshin 6EL35<br>Oil 4SA 6Cy. 350 × 700<br>1 103kW (1 500bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>12,4kn |
| **YAMABISHI MARU No. 6**<br>**Yamane Kaiun K.K.**<br>Tokyo Japan | **999**<br>—<br>1 899 | | **1972** Higaki Zosen K.K.—Imabari<br>68,89 11,43 5,182<br>62,18 11,41 5,62<br>1 dk | (137) | **M Tanker**<br>Chemical<br>3 Ta ER<br>L.787 | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 180kW 445V a.c.<br>Fuel 148,5t-7,0pd 11,5kn |
| **YAMABISHI MARU No. 8**<br>**Maruko Kaiun K.K.**<br>Uchinomi, Japan<br>Kagawa Pref. | **499**<br>—<br>1 264 | | **1980** Kogushi Zosen K.K.—Okayama<br>4,230<br>58,09 10,00 4,50<br>1 dk | (220) | **M Tanker**<br>Chemical | Oil<br>Japan |
| **YAMABISHI MARU No. 15**<br>**Yamane Kaiun K.K.**<br>Tokyo Japan | **699**<br>—<br>1 230 | NK | **1978** Higaki Zosen K.K.—Imabari<br>67,54 4,414<br>63,51 11,02 5,01<br>P 15,3 F 10,1 1 dk<br>RW | (212) | **M Tanker**<br>Oil Chemical<br>Mchy.aft<br>L.1 211 | Hanshin 6LU35<br>Oil 4SA 6Cy. 330 × 500<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>11,75kn |
| **YAMABISHI MARU No. 21**<br>**Tagashira Kaiun Ltd.**<br>Imabari, Japan<br>Ehime Pref. | **489**<br>—<br>1 245 | | **1986** Murakami Hide Zosen K.K.—Hakata<br>64,50 4,212<br>60,00 10,00 4,50<br>1 dk | (253) | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 180 | Hanshin 6LH28G<br>Oil 4SA 6Cy. 280 × 460 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **YAMABUKI**<br>**Mitsubishi Heavy Industries Ltd.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **353**<br>—<br>81 | | **1974** Nagasaki Zosen K.K.—Nagasaki<br>32,01 8,44 2,109<br>28,99 8,41 2,90<br>1 dk | (378) | **TM Ferry** | Mitsubishi 6DE10MTK<br>—P 2 Oil 4SA each 6Cy. 150 × 200<br>380bhp (280kW)<br>Mitsubishi Heavy Industries Ltd. Tokyo |
| **YAMADA MARU No. 1**<br>**Yamada Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>65<br>— | | **1971** Nagasaki Zosen K.K.—Nagasaki<br>38,00 6,53 2,515<br>32,69 6,51 3,00<br>1 dk | (272) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **YAMADA MARU No. 2**<br>**Yamada Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>65<br>— | | **1971** Nagasaki Zosen K.K.—Nagasaki<br>38,00 6,53 2,515<br>32,69 6,51 3,00<br>1 dk | (273) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **YAMADA MARU No. 3**<br>**Yamada Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>—<br>— | | **1981** Nagasaki Zosen K.K.—Nagasaki<br>... ... ...<br>32,90 6,51 3,00<br>1 dk | (771) | **M Fishing**<br>Stern Trawler | Niigata 6MG25CX<br>Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>1 030bhp (758kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **YAMADA MARU No. 5**<br>**Yamada Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>—<br>— | | **1981** Nagasaki Zosen K.K.—Nagasaki<br>... ... ...<br>32,90 6,51 3,00<br>1 dk | (772) | **M Fishing**<br>Stern Trawler | Niigata 6MG25CX<br>Oil 4SA 6Cy. 250 × 320 redudction geared to sc. shaft<br>1 030bhp (758kW)<br>Niigata Eng. Co. Ltd. Niigata |

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| **8114560**<br>*JMAA*<br>124757<br>NS1-901<br>Df Esd Gc<br>Pfd Rdr Rt | **YAMADA MARU No. 6**<br>**Yamada Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>—<br>— | **1981** Nagasaki Zosen K.K.—Nagasaki<br>... ... ...<br>32,69 6,51 3,00<br>1 dk | (773) **M Fishing**<br>Stern Trawler | Niigata<br>Oil 4SA 6Cy. 250 × 320 reduction geared to<br>shaft<br>1 030bhp (758kW)<br>Niigata Eng. Co. Ltd. |
| **8114572**<br>*JM5034*<br>124758<br>NS1-902<br>Df Esd Gc<br>Pfd Rdr Rt | **YAMADA MARU No. 7**<br>**Yamada Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>—<br>— | **1981** Nagasaki Zosen K.K.—Nagasaki<br>... ...<br>32,69 6,51 3,00<br>1 dk | (775) **M Fishing**<br>Stern Trawler | Niigata<br>Oil 4SA 6Cy. 250 × 320 reduction geared to<br>shaft<br>1 030bhp (758kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 840kW 1 × 520kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **7102869**<br>Df Rdr Rt | **YAMADA MARU No. 10** | **144**<br>66<br>— | **1970** Nagasaki Zosen K.K.—Nagasaki<br>38,00 6,53 2,515<br>32,69 6,51 3,00<br>1 dk | (267) **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **8312966**<br>*JMGD*<br>127062<br>NS1-950<br>Rt | **YAMADA MARU No. 10**<br>**Yamada Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>—<br>199 | **1983** Nagasaki Zosen K.K.—Nagasaki<br>40,04 2,739<br>34,02 6,71 3,13<br>1 dk | (857) **M Fishing**<br>Stern Trawler<br>4 Ho ER<br>In.150<br>5 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible<br>couplings & dr reverse geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. |
| **7102871**<br>Rt | **YAMADA MARU No. 11** | **144**<br>65<br>— | **1970** Nagasaki Zosen K.K.—Nagasaki<br>38,00 6,53 2,515<br>32,69 6,51 3,00<br>1 dk | (268) **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **8312978**<br>*JM5353*<br>127063<br>NS1-951<br>Rt | **YAMADA MARU No. 11**<br>**Yamada Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>—<br>199 | **1983** Nagasaki Zosen K.K.—Nagasaki<br>40,04 6,76 2,739<br>33,71 6,71 3,13<br>1 dk | (858) **M Fishing**<br>Stern Trawler<br>4 Ho ER<br>In.150<br>5 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible<br>couplings & dr reverse geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. |
| **8114584**<br>*JMAG*<br>124760<br>NS1-905<br>Df Gc Pfd<br>Rdr Rt | **YAMADA MARU No. 12**<br>**Yamada Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>—<br>— | **1981** Nagasaki Zosen K.K.—Nagasaki<br>2,661<br>32,92 6,51 3,03<br>1 dk | (776) **M Fishing**<br>Pair Trawler | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 030bhp (758kW)<br>Niigata Eng. Co. Ltd. |
| **8114596**<br>*JM5036*<br>123431<br>NS1-906<br>Rdr Rt | **YAMADA MARU No. 13**<br>**Yamada Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>—<br>— | **1981** Nagasaki Zosen K.K.—Nagasaki<br>2,661<br>32,92 6,51 3,03<br>1 dk | (777) **M Fishing**<br>Pair Trawler | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 030bhp (758kW)<br>Niigata Eng. Co. Ltd. |
| **8312928**<br>*JMFD*<br>126975<br>NS1-945<br>Rt | **YAMADA MARU No. 15**<br>**Yamada Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>—<br>199 | **1983** Nagasaki Zosen K.K.—Nagasaki<br>40,04 2,739<br>33,71 6,71 3,13<br>1 dk | (852) **M Fishing**<br>Stern Trawler<br>4 Ho ER<br>In.150<br>5 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible<br>couplings & dr reverse geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. |
| **8312930**<br>*JM5277*<br>126976<br>NS1-946 | **YAMADA MARU No. 16**<br>**Yamada Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>—<br>199 | **1983** Nagasaki Zosen K.K.—Nagasaki<br>40,04 2,739<br>33,71 6,71 3,13<br>1 dk | (853) **M Fishing**<br>Stern Trawler<br>4 Ho ER<br>In.150<br>5 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible<br>couplings & dr reverse geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. |
| **8505264**<br>*7KGR*<br>127766<br>NS1-973<br>Rt | **YAMADA MARU No. 17**<br>**Yamada Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>—<br>— | **1985** Nagasaki Zosen K.K.—Nagasaki<br>... ... ...<br>34,02 6,71 3,13<br>1 dk | (885) **M Fishing**<br>Pair Trawler | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8505276**<br>*JM5491*<br>127767<br>NS1-974<br>Rt | **YAMADA MARU No. 18**<br>**Yamada Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>—<br>— | **1985** Nagasaki Zosen K.K.—Nagasaki<br>... ...<br>34,02 6,71 3,13<br>1 dk | (886) **M Fishing**<br>Pair Trawler | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **9038139** | **YAMADA MARU No. 21**<br>**Yamada Suisan K.K.**<br>Japan | **164**<br>—<br>— | **1991** Nagasaki Zosen K.K.—Nagasaki<br>3,050<br>34,00 7,50 3,50 | (1100) **M Fishing** | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd. |
| **9038141** | **YAMADA MARU No. 22**<br>**Yamada Suisan K.K.**<br>Japan | **164**<br>—<br>— | **1991** Nagasaki Zosen K.K.—Nagasaki<br>3,050<br>34,00 7,50 3,50 | (1101) **M Fishing** | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd. |
| **7102948**<br>Df Rdr Rt | **YAMADA MARU No. 33** | **144**<br>66<br>— | **1970** Nagasaki Zosen K.K.—Nagasaki<br>38,00 6,53 2,515<br>32,69 6,51 3,00<br>1 dk | (270) **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **7102950**<br>Rt | **YAMADA MARU No. 35** | **144**<br>66<br>— | **1970** Nagasaki Zosen K.K.—Nagasaki<br>38,00 6,53 2,515<br>32,69 6,51 3,00<br>1 dk | (271) **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **7209734**<br>*JLQF*<br>110312<br>NS1-516<br>Df Rdr Rt | **YAMADA MARU No. 51**<br>**Yamada Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>—<br>— | **1971** Nagasaki Zosen K.K.—Nagasaki<br>38,00 6,53<br>32,26 6,51 3,00<br>1 dk | (277) **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **7209746**<br>*JM3435*<br>110313<br>NS1-517<br>Df Rt | **YAMADA MARU No. 52**<br>**Yamada Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>—<br>— | **1971** Nagasaki Zosen K.K.—Nagasaki<br>38,00 6,53<br>32,26 6,51 3,00<br>1 dk | (278) **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **7209772**<br>Df Rdr Rt | **YAMADA MARU No. 53**<br>**King & Zei Co. Ltd.** | **144**<br>—<br>— | **1971** Nagasaki Zosen K.K.—Nagasaki<br>38,00 6,53<br>32,26 6,51 3,00<br>1 dk | (282) **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **7209784**<br>Df Rt | **YAMADA MARU No. 55**<br>**King & Zei Co. Ltd.** | **144**<br>—<br>— | **1971** Nagasaki Zosen K.K.—Nagasaki<br>38,00 6,53<br>32,26 6,51 3,00<br>1 dk | (283) **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **7209758**<br>Df Rdr Rt | **YAMADA MARU No. 56**<br>**Government of The People's Republic of China** | **144**<br>—<br>— | **1971** Nagasaki Zosen K.K.—Nagasaki<br>38,00 6,53<br>32,26 6,51 3,00<br>1 dk | (280) **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |

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| **YAMADA MARU No. 57**<br>**Government of The People's Republic of China**<br>China | **144**<br>—<br>— | | **1971** Nagasaki Zosen K.K.—Nagasaki (281)<br>38,00 6,53<br>32,26 6,51 3,00<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **YAMADA MARU No. 61**<br>ex Nitto Maru No. 5<br>**Togen Suisan K.K.** | **106**<br>36<br>— | | **1963** Mitsubishi Zosen K.K.—Shimonoseki (582)<br>33,53 5,57<br>29,01 5,54 2,70<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>Niigata Eng. Co. Ltd. Niigata |
| **YAMADA MARU No. 62**<br>ex Nitto Maru No. 6<br>**Togen Suisan K.K.** | **107**<br>36<br>— | | **1963** Mitsubishi Zosen K.K.—Shimonoseki (583)<br>33,53 5,57<br>29,01 5,54 2,70<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>Niigata Eng. Co. Ltd. Niigata |
| **YAMAE MARU**<br>**Yamamoto Shoji K.K.**<br>Tokyo Japan | **1 733**<br>—<br>3 285 | NK | **1979** Sasaki Zosen K.K.—Kinoe (331)<br>88,70 12,63 5,808<br>82,00 12,60 6,41<br>P 21,1 F 11,0 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 3 301 | Akasaka AH40<br>Oil 4SA 6Cy. 400 × 600<br>2 800bhp (2 060kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 120kW 445V 60Hz a.c.<br>Fuel 53,0t (d.o.) 159,5t (hvf)-8,5pd 13kn |
| **YAMAGIRI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **157**<br>—<br>— | | **1979** Hitachi Zosen—Kanagawa Works, Kawasaki (117075)<br>30,99 6,33 1,167<br>28,50 6,30 3,31<br>1 dk | **Aluminium Alloy TM Patrol Launch**<br>Mchy.aft | M.T.U. 16V652TB71<br>2 Vee Oil 4SA each 16Cy. 190 × 230 reverse reduction geared to sc. shafts<br>2 400bhp (1 765kW)<br>Ikegai Tekkosho Kawasaki<br>30kn |
| **YAMAHIME MARU**<br>**Oriental Shipping Co. Ltd.**<br>Namikata, Ehime Pref. Japan<br>SatCom: 1203761/YHIM | *76 813*<br>*41 744*<br>139 816<br>T/cm<br>104,1 | NK | **1985** Namura SB. Co. Ltd.—Imari (880)<br>270,06 (BB) 43,06 16,784<br>260,03 43,01 24,01<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.158 421<br>9 Ha (stl) ER | Sulzer 6RTA76<br>Oil 2SA 6Cy. 760 × 2200<br>12 580bhp (9 253kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 580kW 1 × 550kW 1 × 320kW 450V 60Hz a.c.<br>Fuel-39,5pd 13kn |
| **YAMAK**<br>**Yedsan Yedek Parca ve Ticaret Sanayi A.S.**<br>Istanbul Turkey | **3 988**<br>2 586<br>6 277 | AB | **1984** Gunsin Gemi Insaat ve Ticaret Ltd. Sti. —Balat, Istanbul (29)<br>107,65 6,890<br>99,35 16,51 8,79<br>P 17,7 F 7,4 2 dks<br>rf 152 | **M General Cargo**<br>3 Ho ER<br>3 Ha (stl) ER<br>Cr 4(5) | Hanshin 6EL44<br>Oil 4SA 6Cy. 440 × 880 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 220kW a.c.<br>13,5kn |
| **YAMAKAWA MARU**<br>**Frabal Shipping Corp.** | **997**<br>542<br>2 009 | (NK) | **1967** Kochiken Zosen—Kochi (325)<br>71,28 10,83 5,004<br>65,00 10,80 5,59<br>P 15,3 F 8,9 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.2 238 B.2 030<br>1 Ha (35,2 × 5,4) ER<br>Der 2(10) | Oil 4SA 6Cy. 380 × 540<br>1 300bhp (956kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 48kW 230V d.c.<br>Fuel 90,5t 11kn |
| **YAMAKUNI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **496**<br>—<br>— | | **1978** K.K. Usuki Tekkosho—Usuki (980)<br>63,35 7,83 2,701<br>60,03 7,80 4,30<br>1 dk | **TM Patrol Ship** | Niigata 6M31X<br>2 Oil 4SA each 6Cy. 310 × 460 reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **YAMAKUNI MARU**<br>**Howa Kaiun Co. Ltd. (Howa Kaiun K.K.)**<br>Saiki, Oita Pref. Japan | **4 340**<br>—<br>6 694 | NK | **1985** Honda Zosen—Saiki (736)<br>108,49 (BB) 17,53 7,167<br>99,95 17,51 8,82<br>P 21,1 F 13,2 1 dk | **M General Cargo**<br>Wind-Assisted<br>2 Ho ER<br>G.8 783 B.8 268<br>2 Ha (stl) (27,3 28,0 × 9,0) ER | Hanshin 6EL44<br>Oil 4SA 6Cy. 440 × 880<br>3 500bhp (2 574kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 240kW a.c.<br>Controllable pitch propeller<br>12kn |
| **YAMAKUNI MARU No. 2**<br>**Iwakuni Kaiun K.K.**<br>Iwakuni, Yamaguchi Pref. Japan | **198**<br>—<br>700 | | **1979** K.K. Miura Zosensho—Saiki (575)<br>56,01 9,20<br>51,31 9,01 5,21<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe |
| **YAMAKUNI MARU No. 3**<br>**Iwakuni Kaiun K.K.**<br>Iwakuni, Yamaguchi Pref. Japan | **198**<br>—<br>700 | | **1980** K.K. Miura Zosensho—Saiki (615)<br>54,51 3,407<br>50,02 9,01 5,21<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **YAMAKUNI MARU No. 5**<br>**Iwakuni Kaiun K.K.**<br>Iwakuni, Yamaguchi Pref. Japan | **316**<br>—<br>850 | | **1989** K.K. Miura Zosensho—Saiki (856)<br>65,50 (BB) 10,52 3,508<br>60,00 10,50 6,00<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.1 752 B.1 611<br>1 Ha (stl) ER | Hanshin 6LH28G<br>Oil 4SA 6Cy. 280 × 460 reverse geared to sc. shaft<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |
| **YAMALSKIY**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **744**<br>213<br>332 | RS | **1980** .............U.S.S.R.<br>53,75 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,75kn |
| **YAMAMA**<br>**Qatar General Petroleum Corp. (Offshore Operations)**<br>Shell Internationale Petroleum Mij. B.V.<br>Doha Qatar | **144**<br>43<br>— | ✠**100A1** SS 6/91<br>Arabian Gulf and Gulf of Oman service<br>**LMC**<br>EL 222,0/16,0U2<br>FN 279 | **1982**-9 FRITIMCO—Bergum<br>30,89 6,74 2,107<br>27,64 6,53 3,56<br>B 11,9 1 dk | **TM Tug/ Supply Launch**<br>Deck Cargo Fire-fighting 12dk P<br>Mchy.aft | M.T.U. 12V396TB83<br>2 Vee Oil 4SA each 12Cy. 165 × 185 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 60kW 415V 50Hz a.c.<br>Fuel 14,0t (d.o.)-6,0pd 22kn |
| **YAMAMIYA MARU**<br>**Kaiho Kaiun K.K.**<br>Namikata, Ehime Pref. Japan | **268**<br>—<br>109 | | **1976** Hikari Kogyo K.K.—Yokosuka (278)<br>32,85 9,50 4,014<br>26,50 9,48 4,30<br>1 dk | **TM Tug**<br>Mchy.aft | Yanmar<br>2 Oil 4SA each 6Cy. 280 × 340<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| **YAMANAKA MARU**<br>ex Sansan Venture-82<br>**Yamanaka Kaiun K.K. (Yamanaka Shipping Co. Ltd.)**<br>Tokyo Japan | **34 067**<br>21 589<br>58 412 | NK (BV) | **1981** Koyo Dockyard Co. Ltd.—Mihara (1000)<br>222,99 32,26 12,469<br>213,01 32,21 17,91<br>F 16,8 1 dk | **M Bulk Carrier**<br>Mchy.aft | B&W 7L67GFC<br>Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 268,0t (d.o.) 3 560,5t (hvf)-41,0pd 15kn |
| **YAMANE MARU No. 1**<br>**Yamane Unyu K.K.**<br>Tokyo Japan | **506**<br>—<br>1 583 | | **1986** K.K. Uno Zosensho—Namikata (185)<br>73,28 (BB) 12,43 4,101<br>68,61 12,40 7,01 | **M General Cargo**<br>1 Ho ER<br>G.3 054 B.2 933<br>1 Ha (stl) ER | Hanshin 6LH28RG<br>Oil 4SA 6Cy. 280 × 460 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Controllable pitch propeller |

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| **8131025**<br>*JG4275*<br>126103 | **YAMANE MARU No. 5**<br>**Yamane Unyu K.K.**<br>Tokyo, Japan | **496**<br>—<br>1 590 | **1982** K.K. Uno Zosensho—Namikata (160)<br>72,83 11,54 4,252<br>68,00 11,51 6,30<br>1 dk | **M General Cargo**<br>Paper-carrying<br>1 Ho ER<br>G.3 133 B.2 774<br>TEU 54 C.54/20'<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. |
| **7335741**<br>*JG3011*<br>111152<br>Rdr | **YAMANE MARU No. 7**<br>**Y.K. Keisho Kaiun**<br>Kochi, Kochi Pref., Japan | **499**<br>—<br>1 543 | **1971** Higaki Zosen K.K.—Imabari (128)<br>65,79 10,52 4,573<br>60,00 10,49 4,65<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (33,6 × 7,4) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 60kW 225V a.c.<br>Fuel 66,0t-6,0pd |
| **8820169**<br>*JG4810*<br>131136<br>Rdr Rt | **YAMASACHI**<br>**Yamane Kaiun K.K.**<br>Tokyo, Japan | **499**<br>—<br>999 | **1989** Higaki Zosen K.K.—Imabari (363)<br>64,57 (BB) 10,02 3,800<br>60,00 10,00 4,50<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.913 | Hanshin<br>Oil 4SA 6Cy. 280 × 460 with clutches & reverse reduction geared to sc. shaft<br>1 030kW (1 400bhp) E made88<br>The Hanshin Diesel Works Ltd. |
| **8304191**<br>*JDRB*<br>127081<br>HK1-886<br>Rdr Rt | **YAMASAN MARU No. 5**<br>ex Taiki Maru No. 18-87<br>**Namima Gyogyo K.K.**<br>Wakkanai, Hokkaido Pref., Japan | **160**<br>—<br>— | **1983** Narasaki Zosen K.K.—Muroran (1055)<br>38,00 (BB) 2,910<br>33,02 7,41 4,63<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>1 Ha (stl) ER | Fuji<br>Oil 4SA 6Cy. 280 × 350 with clutches, flexible couplings & sr geared to sc. shaft<br>1 170bhp (861kW)<br>Fuji Diesel Co. Ltd.<br>Controllable pitch propeller |
| **7512686**<br>Df Gc Rdr<br>Rt | **YAMASAN MARU No. 5**<br>**BM Universal Marine & Fishing Corp.**<br>Philippines | **129**<br>—<br>— | **1975** Kochi Jyuko K.K.—Kochi (1207)<br>6,41 2,490<br>31,50 6,38 2,90<br>1 dk<br>RW | **M Fishing**<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 220 × 280<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7512674**<br>Df Gc Rdr<br>Rt | **YAMASAN MARU No. 8**<br>**BM Universal Marine & Fishing Corp.**<br>Philippines | **154**<br>—<br>— | **1975** Kochi Jyuko K.K.—Kochi (1206)<br>6,41 2,490<br>31,50 6,38 2,90<br>1 dk | **M Fishing**<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 220 × 280<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8814615**<br>*JH3171*<br>130016<br>Rt | **YAMASAN MARU No. 11**<br>**Tokai Suisan K.K.**<br>Minami-chita, Aichi Pref., Japan | **230**<br>—<br>— | **1988** Watanabe Zosen K.K.—Hakata (1130)<br>50,91 (BB) 7,91 3,800<br>44,90 7,90 4,10<br>1 dk | **M Fish Carrier**<br>In.361 | Yanmar<br>Oil 4SA 6Cy. 280 × 360 sr reverse geared to sc. shaft<br>1 710kW (2 325bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Thw. thrust propeller fwd |
| **7936478**<br>*JACU*<br>118674<br>HK1-739<br>Df Esd Gc<br>Pfd Rdr Rt | **YAMASAN MARU No. 11**<br>**Namima Gyogyo K.K.**<br>Wakkanai, Hokkaido Pref., Japan | **226**<br>—<br>— | **1980** Nagasaki Zosen K.K.—Nagasaki (723)<br>41,00 6,96<br>34,50 6,90 3,05<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shafts<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **8811869**<br>*JH3120*<br>130015 | **YAMASAN MARU No. 21**<br>**Tokai Suisan K.K.**<br>Minami-chita, Aichi Pref., Japan | **230**<br>—<br>300 | **1988** Watanabe Zosen K.K.—Hakata (1125)<br>50,91 (BB) 7,91 3,800<br>44,90 7,90 4,10<br>1 dk | **M Fish Carrier**<br>In.361 | Yanmar<br>Oil 4SA 6Cy. 280 × 360 sr reverse geared to sc. shaft<br>861kW (1 171bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Thw. thrust propeller fwd |
| **8620997**<br>*JDXX*<br>128429<br>AC1-41<br>RTv | **YAMASAN MARU No. 51**<br>**Tokai Suisan K.K.**<br>Minami-chita, Aichi Pref., Japan<br>SatCom: 1201341/JDXX | **135**<br>—<br>— | **1985** K.K. Watanabe Zosensho—Nagasaki (1082)<br>... ... ...<br>34,83 7,51 3,08<br>1 dk | **M Fish Carrier**<br>Mchy.aft | Yanmar<br>Oil<br>Yanmar Diesel Engine Co. Ltd.<br>Fuel (d.o.) |
| **8708098**<br>*JCCM*<br>128530<br>HK1-1066<br>Rdr RTv | **YAMASAN MARU No. 58**<br>**Namima Gyogyo K.K.**<br>Wakkanai, Hokkaido Pref., Japan<br>SatCom: 1201526/JCCM | **349**<br>—<br>1 050 | **1987** Kitanihon Zosen K.K.—Hachinohe (225)<br>70,69 (BB) 10,62<br>61,02 10,61 7,01<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 350<br>2 200bhp (1 618kW)<br>Niigata Eng. Co. Ltd. |
| **8403387**<br>*JDXE*<br>127579<br>Rdr RTv | **YAMASAN MARU No. 58**<br>**Tokai Suisan K.K.**<br>Minami-chita, Aichi Pref., Japan<br>SatCom: 1201152/JDXE | **135**<br>—<br>— | **1983** K.K. Watanabe Zosensho—Nagasaki (1025)<br>37,01<br>33,33 7,31 2,95<br>1 dk | **M Fishing**<br>Purse Seiner | Yanmar<br>Oil 4SA 6Cy. 260 × 330 sr geared to sc. shaft<br>1 170bhp (861kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7828360**<br>*JG3886*<br>121748<br>Esd Pfd Rdr<br>Rt | **YAMASAN MARU No. 75**<br>ex Inari Maru No. 75-90<br>**Oriental Chartering K.K.**<br>Tokyo, Japan | **196**<br>—<br>— | **1979** K.K. Izutsu Zosensho—Nagasaki (806)<br>44,73 7,24<br>37,11 7,21 3,00<br>1 dk | **M Fishing/ Fish Carrier**<br>Side-fishing Seiner<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7232195**<br>Df Esd Gc<br>Pfd Rdr Rt | **YAMASAN MARU No. 81**<br>Honduras | **349**<br>202<br>— | **1972** Narasaki Zosen K.K.—Muroran (803)<br>57,10 9,02 3,449<br>50,50 9,00 5,69<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Fuji<br>Oil 4SA 6Cy. 400 × 620<br>2 300bhp (1 692kW)<br>Fuji Diesel Co. Ltd. |
| **7231672**<br>Df Esd Gc<br>Pfd Rdr Rt | **YAMASAN MARU No. 85**<br>Honduras | **349**<br>191<br>— | **1972** Narasaki Zosen K.K.—Muroran (804)<br>57,10 9,02 3,449<br>50,50 9,00 5,69<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Fuji<br>Oil 4SA 6Cy. 400 × 620<br>2 300bhp (1 692kW)<br>Fuji Diesel Co. Ltd. |
| **8223749**<br>*JAOI*<br>124494<br>HK1-851 | **YAMASAN MARU No. 101**<br>**Namima Gyogyo K.K.**<br>Wakkanai, Hokkaido Pref., Japan | **279**<br>—<br>622 | **1983** K.K. Murakami Zosensho—Ishinomaki (1130)<br>58,50 (BB) 9,86 4,379<br>6,08<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>5 Ho ER<br>In.463<br>6 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 400 × 520<br>2 600bhp (1 912kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8223751**<br>*JAPB*<br>124495<br>HK1-853<br>Rdr Rt | **YAMASAN MARU No. 102**<br>**Namima Gyogyo K.K.**<br>Wakkanai, Hokkaido Pref., Japan | **279**<br>—<br>622 | **1983** K.K. Murakami Zosensho—Ishinomaki (1131)<br>58,50 (BB) 9,86 4,379<br>6,08<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>5 Ho ER<br>In.463<br>6 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 400 × 520<br>2 600bhp (1 912kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8310322**<br>*JG4320*<br>126029 | **YAMASEN MARU No. 35**<br>**Katsutoshi Nishimiya**<br>Asahi, Chiba Pref., Japan | **181**<br>—<br>— | **1983** Minami-Kyushu Zosen K.K.—Kushikino (375)<br>42,85 7,45 2,601<br>35,79 7,07 3,13<br>1 dk | **M Fishing**<br>7 Ho ER | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust propeller fwd |
| **8410639**<br>*JDVS*<br>126868<br>IG1-572 | **YAMASEN MARU No. 61**<br>**G.K. Yamasen Shoten**<br>Hasaki, Ibaraki Pref., Japan | **127**<br>—<br>182 | **1984** K.K. Murakami Zosensho—Ishinomaki (1173)<br>39,40 (BB) 2,556<br>31,91 6,61 2,90<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.135 | Daihatsu<br>Oil 4SA 6Cy. 250 × 340<br>915bhp (673kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |

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| **YAMASHIO MARU**<br>**Kawatetsu Unyu K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **498**<br>—<br>1 588 | | **1977** Yoshiura Zosen—Kure<br>69,40 4,152<br>65,03 11,51 6,08<br>2 dks | (259) | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 300 × 480<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| **YAMASHIRO**<br>**Tsutomu Okimoto**<br>Kurahashi, Japan<br>Hiroshima Pref. | **158**<br>—<br>399 | | **1990** Y.K. Furumoto Tekko Zosensho—Osaki<br>51,03 3,050<br>45,00 8,30 5,10<br>1 dk | | **M General Cargo**<br>1 Ha (stl) (27,0 × 6,3) ER | Yanmar MF24-UT<br>Oil 4SA 6Cy. 240 × 420<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **YAMASHIRO MARU No. 18**<br>**Shigetoshi Ueda**<br>Owase, Japan<br>Mie Pref. | **499**<br>241<br>— | | **1975** K.K. Ichikawa Zosensho—Ise<br>9,22 3,836<br>54,18 9,20 4,25<br>1 dk<br>RW | (1324) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin 6LU38<br>Oil 4SA 6Cy. 380 × 580<br>2 100bhp (1 545kW)<br>Hanshin Nainenki Kogyo Kobe |
| **YAMATAKA MARU No. 3**<br>**Yamaichi Shoun Y.K.**<br>Matsushima, Japan<br>Kumamoto Pref. | **423**<br>—<br>652 | | **1986** Amakusa Zosen K.K.—Amakusa<br>51,01 3,271<br>46,00 10,00 5,21<br>1 dk | | **M Sand Carrier** | Akasaka<br>Oil 4SA 6Cy. 260 × 440<br>850bhp (625kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>10kn |
| **YAMATO**<br>**SK Shipholding S.A.**<br>Kawasaki Kisen Kaisha Ltd. (Kawasaki Kisen K.K.)<br>Panama Panama | *93 699*<br>*60 084*<br>184 349 | NK | **1991** Kawasaki Heavy Ind. Ltd.—Sakaide<br>18,300<br>280,00 46,00 25,00<br>1 dk | (1423) | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.199 751<br>9 Ha (stl) (15,3 × 19,3) (15,3 15,3 15,3 15,3 15,3 15,3 15,3 × 21,2) (15,3 × 15,0) ER | B&W 7S70MC<br>Oil 2SA 7Cy. 700 × 2674<br>11 372kW (15 460bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 610kW a.c. 1 × 120kW a.c.<br>13,6kn |
| **YAMATO**<br>ex Yamato Maru-91<br>**Empresa Pesquera de la Patagonia y Antartida S.A.**<br>Buenos Aires Argentina<br>SatCom: 1540324/YMTM | **3 889**<br>988<br>4 151 | NK | **1970** Hitachi Zosen—Mukaishima<br>108,95 17,05 6,317<br>100,67 17,00 10,72<br>2 dks | (4304) | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Mchy.aft<br>4 Ho<br>In.3 311<br>3 Ha (0,8 × 1,1) (2,3 2,3 × 2,3)<br>Der 4(5) 2(3) | B&W 12M42CF<br>Oil 2SA 12Cy. 420 × 750<br>4 340kW (5 900bhp)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 740kW 445V 60Hz a.c.<br>Fuel 544,0t (d.o.) 1 226,0t (hvf)-24,5pd 14,2kn |
| **YAMATO MARU**<br>**Masui Kaiun K.K.**<br>Saiki, Japan<br>Oita Pref. | **499**<br>—<br>1 584 | | **1983** K.K. Miura Zosensho—Saiki<br>71,25 4,311<br>66,02 11,51 6,61<br>1 dk | (668) | **M General Cargo**<br>Mchy.aft | Akasaka DM28A<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller |
| **YAMATO MARU**<br>ex Settsu Maru No. 7-80<br>**Harinsuit Transport Co. Ltd.**<br>Bangkok Thailand | **485**<br>—<br>1 279 | | **1974** Oura Dock—Namikata<br>11,03<br>59,01 11,00 6,33<br>1 dk<br>RW | (101) | **M General Cargo**<br>Mchy.aft | Hanshin 6LU32<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe |
| **YAMATO MARU**<br>**Tokyo Kisen K.K.**<br>Yokohama, Japan<br>Kanagawa Pref. | **240**<br>—<br>— | | **1980** Kanagawa Zosen—Kobe<br>... ... ...<br>27,01 8,60 3,81<br>1 dk | (215) | **TM Tug** | Niigata 6MG25BX<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| **YAMATO MARU**<br>**K.K. Kansai Kowan Kogyo**<br>Osaka, Japan<br>Osaka Pref. | **199**<br>—<br>— | | **1965** Fujinagata Zosensho—Osaka<br>30,00 2,650<br>27,01 8,40 3,69<br>1 dk | (109) | **TM Tug** | Fuji<br>2 Oil<br>Fuji Diesel Co. Ltd. Japan<br>12,25kn |
| **YAMATO MARU**<br>ex Masuei Maru-85<br>ex Chitose Maru No. 11-82<br>ex Eifuku Maru No. 11<br>**Yamato Kaiun Y.K.**<br>Hizen, Japan<br>Saga Pref. | **199**<br>—<br>480 | | **1969** S. Wakayama—Naruto<br>40,01 3,180<br>38,99 7,41 5,41<br>1 dk | | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil<br>650bhp (478kW)<br>The Hanshin Diesel Works Ltd. Japan<br>10kn |
| **YAMATO MARU**<br>**Yoshiumi Kaiji Kogyo K.K.**<br>Yoshiumi, Japan<br>Ehime Pref. | **197**<br>—<br>55 | | **1972** Ishikawajima Ship & Chemical Plant Co. —Tokyo<br>28,38 8,64 2,591<br>25,00 8,62 3,51<br>1 dk | (432) | **TM Tug** | Usuki<br>2 Oil 4SA each 8Cy. 260 × 320<br>Usuki Tekkosho Usuki |
| **YAMATO MARU**<br>ex Yamato Maru No. 21-90<br>ex Koyo Maru No. 1<br>**Nagaoka Suisan Y.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | **169**<br>—<br>— | | **1981** Kyowa Zosen—Kesennuma<br>*30,80*<br>6,30 3,00<br>1 dk | | **M Fishing** | Niigata<br>Oil<br>294kW (400bhp)<br>Niigata Eng. Co. Ltd. Japan |
| **YAMATO MARU**<br>**Osaka Municipal Port Authority**<br>Osaka, Japan<br>Osaka Pref. | **138**<br>—<br>— | | **1983** Kanagawa Zosen—Kobe<br>30,21 2,601<br>25,51 8,31 3,61<br>1 dk | (249) | **TM Tug** | Niigata 6L20CX<br>2 Oil 4SA each 6Cy. 200 × 260 sr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata |
| **YAMATO MARU No. 3**<br>**Cosmo Kaiun K.K., Naniwa Tanker Co. Ltd. & Taiyo Tanker K.K.**<br>Osaka, Japan<br>Osaka Pref. | **1 473**<br>—<br>2 999 | NK | **1991** Sasaki Zosen K.K.—Kinoe<br>5,830<br>79,00 12,60 6,40 | (560) | **M Tanker**<br>10 Wing Ta ER<br>L.(oil) 3 315 | Hanshin 6EL38<br>Oil 4SA 6Cy. 380 × 760<br>2 060kW (2 801bhp)<br>Hanshin Nainenki Kobe<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **YAMATO MARU No. 3**<br>**Osaka Kisen K.K.**<br>Sukumo, Japan<br>Kochi Pref. | **483**<br>—<br>1 308 | | **1981** K.K. Miura Zosensho—Saiki<br>65,72 11,51 4,201<br>10,81 6,20<br>1 dk | (636) | **M General Cargo**<br>Mchy.aft | Akasaka DM28A<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **YAMATO MARU No. 3**<br>ex Shoshin Maru No. 11-85<br>**Kinsei Kaiun Y.K.**<br>Yoshiumi, Japan<br>Ehime Pref. | **465**<br>—<br>1 232 | | **1976** K.K. Matsuura Zosensho—Kinoe<br>59,31 10,55 4,201<br>54,01 10,51 6,18<br>2 dks | (235) | **M General Cargo**<br>Mchy.aft | Hanshin 6LU28<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe |
| **YAMATO MARU No. 3**<br>**Y.K. Fukushima Kaiun**<br>Anan, Japan<br>Tokushima Pref. | **401**<br>—<br>1 023 | | **1989** K.K. Yoshida Zosen Kogyo—Arida<br>72,30 3,420<br>66,00 11,00 6,20<br>1 dk | | **M General Cargo** | Hanshin LH28RG<br>Oil 4SA 6Cy. 280 × 460<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. Akashi |

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| **8815097**<br>*JFWK*<br>130710<br>MG1-1650<br>Rdr RTv | **YAMATO MARU No. 3**<br>**Nagaoka Suisan Y.K.**<br>Kesennuma, Japan<br>Miyagi Pref.<br>SatCom: 1202317/JFWK | **319**<br>—<br>— | **1988** Niigata Eng. Co. Ltd.—Niigata (2103)<br>49,42 (BB) 3,249<br>43,75 8,30 3,60<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.421 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **5006059** | **YAMATO MARU No. 5**<br>ex Aiei Maru No. 3-67<br>**Greenfield Shipping Co.** | **286**<br>186<br>399 | **1960** Kishigami Zosen K.K.—Akitsu (207)<br>42,91 6,66 2,794<br>34,09 6,61 3,10<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>len 62<br>1 Ha (14,7 × 4,1) ER | Oil 4SA 5Cy. 270 × 400<br>270bhp (199kW)<br>Kinofuji Tekkosho |
| **8630758**<br>*JI3300*<br>128700<br>Rdr Rt | **YAMATO MARU No. 5**<br>**Daiwa Kaiko Y.K.**<br>Tottori, Japan<br>Tottori Pref. | **139**<br>—<br>226 | **1987** Kanbara Zosen K.K.—Onomichi<br>32,50 8,52 2,450<br>29,00 8,50 2,80<br>1 dk | **M General Cargo** | Matsui<br>Oil 4SA 6Cy. 240 × 400<br>221kW (300bhp)<br>Matsui Iron Works Co. Ltd. |
| **8001828**<br>*JM4892*<br>123426<br>Rdr Rt | **YAMATO MARU No. 7**<br>**Kinei Kaiun Y.K.**<br>Anan, Japan<br>Tokushima Pref. | **461**<br>—<br>1 237 | **1980** K.K. Miura Zosensho—Saiki (602)<br>3,901<br>61,22 10,51 6,02<br>1 dk | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8625533**<br>*JL5417*<br>127524<br>Rt | **YAMATO MARU No. 8**<br>**Hyoki Kaiun K.K.**<br>Anan, Japan<br>Tokushima Pref. | **398**<br>—<br>1 007 | **1986** K.K. Yoshida Zosen Kogyo—Arida<br>72,01 3,420<br>65,99 11,00 6,20<br>1 dk | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **8815372**<br>*JL5777*<br>130596<br>Rt | **YAMATO MARU No. 8**<br>**Kono Kaiun K.K.**<br>Matsushige, Japan<br>Tokushima Pref. | **195**<br>—<br>600 | **1989** Imura Zosen K.K.—Komatsushima (231)<br>*46,40*<br>10,60 5,30 | **M General Cargo** | Akasaka<br>Oil<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7620809**<br>*JM4263*<br>120615 | **YAMATO MARU No. 12**<br>**Kusakabe Kisen K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **499**<br>—<br>1 591 | **1977** Honda Zosen—Saiki (642)<br>4,001<br>62,01 11,02 4,42<br>1 dk | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8301541**<br>*8KKE*<br>126572<br>MG1-1287<br>Rt | **YAMATO MARU No. 18**<br>**Yokichi Hatakeyama**<br>Karakuwa, Japan<br>Miyagi Pref. | **319**<br>—<br>— | **1983** Niigata Eng. Co. Ltd.—Niigata (1777)<br>49,20 (BB) 3,201<br>43,77 8,31 3,56<br>1 dk | **M Fishing**<br>Long-line Ref<br>4 Ho ER<br>In.421<br>4 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480 with flexible coupling sr geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **9016557**<br>*JRWH*<br>130939<br>Rdr RTv | **YAMATO MARU No. 21**<br>**Nagaoka Suisan Y.K.**<br>Kesennuma, Japan<br>Miyagi Pref.<br>SatCom: 1204173/JRWH | **289**<br>—<br>320 | **1990** Niigata Eng. Co. Ltd.—Niigata (2205)<br>49,29 (BB) 3,205<br>43,00 8,30 3,55 | **M Fishing**<br>Long-line Ref<br>In.370 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with flexible coupling sr geared to sc. shaft<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8921418**<br>*JRJP*<br>130904<br>MG1-1758<br>Rdr RTv | **YAMATO MARU No. 28**<br>**Yamato Gyogyo K.K.**<br>Kesennuma, Japan<br>Miyagi Pref.<br>SatCom: 1200672/JRJP | **349**<br>—<br>403 | **1990** Niigata Eng. Co. Ltd.—Niigata (2172)<br>51,09 (BB) 3,389<br>45,10 8,60 3,75 | **M Fishing**<br>Long-line Ref<br>In.453 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **8014007**<br>*8JFX*<br>124962<br>MG1-1166<br>Df Esd Gc<br>Pfd Rdr Rt | **YAMATO MARU No. 28**<br>ex Kaiho Maru No. 23-85<br>**Tomoyoshi Hatakeyama**<br>Karakuwa, Japan<br>Miyagi Pref. | **199**<br>—<br>— | **1980** Kidoura Zosen K.K.—Kesennuma (381)<br>38,71 7,09 2,401<br>32,01 7,03 2,70<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>Niigata Eng. Co. Ltd. |
| **8005305**<br>*8KJQ*<br>124441<br>MG1-1333<br>Df Esd Gc<br>Pfd Rdr Rt | **YAMATO MARU No. 38**<br>ex Ryoei Maru No. 78-89<br>ex Mito Maru No. 3-84<br>**Yamato Gyogyo K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | **299**<br>142<br>— | **1980** Narasaki Senpaku Kogyo K.K.—Muroran (168)<br>51,26 3,301<br>44,07 8,62 3,66<br>1 dk | **M Fishing**<br>Tuna Long-line<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460 geared to sc. shaft<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8804141**<br>*JKIP*<br>130548<br>MG1-1608<br>Rdr RTv | **YAMATO MARU No. 58**<br>**Yamato Gyogyo K.K.**<br>Kesennuma, Japan<br>Miyagi Pref.<br>SatCom: 1203707/JKIP | **349**<br>—<br>— | **1988** Niigata Eng. Co. Ltd.—Niigata (2080)<br>51,03 (BB) 8,62 3,347<br>45,22 8,60 3,71<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft<br>In.450 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7238620**<br>*JNHM*<br>112370<br>MG1-672<br>Df Esd Gc<br>Rdr Rt | **YAMATO MARU No. 68**<br>ex Shoei Maru No. 68-78<br>**Yokichi Hatakeyama**<br>Karakuwa, Japan<br>Miyagi Pref. | **260**<br>120<br>— | **1972** Niigata Eng. Co. Ltd.—Niigata (1166)<br>45,65 7,93 3,150<br>40,59 7,90 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. |
| **7927269**<br>*JKAF*<br>124240<br>MG1-1133<br>Df Esd Gc<br>Pfd Rdr Rt | **YAMATO MARU No. 88**<br>**Yokichi Hatakeyama**<br>Karakuwa, Japan<br>Miyagi Pref. | **299**<br>149<br>— | **1980** Miho Zosensho K.K.—Shimizu (1160)<br>50,17 8,51 3,222<br>43,52 8,50 3,59<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480 geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7729291**<br>*3EAN3*<br>14565-84A<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **YAMATO REEFER**<br>**Valiente Maritime S.A.**<br>Panama, Panama | **5 627**<br>3 491<br>6 396 | **1978** Shikoku Dockyard Co. Ltd.—Takamatsu (802)<br>NK 145,52 6,751<br>138,03 17,51 10,22<br>2 dks | **M Refrigerated Cargo**<br>Side doors 4(p) 4(s)<br>3 Ho ER 1 Ho<br>In.8 583<br>4 Ha (stl) (7,7 7,7 7,7 × 6,0) ER (7,7 × 6,0)<br>Der 8(5) | Pielstick<br>Vee Oil 4SA 12Cy. 400 × 460<br>7 800bhp (5 737kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 560kW 440V 60Hz a.c.<br>Fuel 269,5t (d.o.) 1 155,0t (hvf)-29,5pd |
| **7379199**<br>*ELKJ6*<br>8749<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **YAMATO SPIRIT**<br>ex Sanko Prestige-85<br>**Compania Naviera Rose S.A.**<br>Teekay Shipping (Canada) Ltd.<br>Monrovia, Liberia<br>SatCom: 1241462/YASP | **42 619**<br>32 564<br>81 274<br>T/cm<br>81,8 | **1976** Kanasashi Co. Ltd.—Toyohashi (004)<br>246,01 (BB) 38,38 13,053<br>NK 235,01 38,02 18,29<br>F 19,6 1 dk<br>Bow/CM 124 Diam. 0,410 MH 0,9 | **M Tanker**<br>CBT COW IGS<br>18 Ta ER<br>L.(oil) 110 633<br>3 Cargo pumps total 8 250T/hr<br>HeCls. C | MAN<br>Oil 2SA 7Cy. 900 × 1600<br>20 300bhp (14 932kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 880kW |
| **7903196**<br>*D5YR*<br>6763<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **YAMATOGAWA**<br>**Daisy Shipping Co. Ltd.**<br>Monrovia, Liberia<br>SatCom: 1242412/DTYR | **30 914**<br>22 422<br>60 958 | **1980** Kawasaki Heavy Ind. Ltd.—Sakaide (1324)<br>209,51 (BB) 36,05 13,047<br>NK 200,01 36,01 18,72<br>1 dk<br>Bow/CM 102 Diam. 0,410 | **M Tanker**<br>SBT<br>6 Ta ER<br>L.(oil) 73 945<br>3 Cargo pumps total 6 000T/hr | MAN<br>Vee Oil 4SA 12Cy. 520 × 550 sr geared shaft<br>12 660bhp (9 312kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 1 × 420kW 1 × 230kW 400V |

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| **YAMATOMO**<br>**Yamamoto Maritime S.A.**<br>Panama Panama | *4 541*<br>*2 223*<br>6 081 | | **1985** Imamura Zosen—Kure (308)<br>98,90 (BB) 17,52<br>NK 89,95 17,50 10,00<br>2 dks | **M General Cargo**<br>G.10 704 B.9 943<br>2 Ha (stl) (24,7 26,0 × 12,5) ER<br>Der 2(30) 2(22) | Akasaka A41<br>Oil 4SA 6Cy. 410 × 800<br>3 300bhp (2 427kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW a.c.<br>12kn |
| **YAMAWA MARU No. 2**<br>**Yokohama Yusosen K.K.**<br>Tokyo Japan | **299**<br>—<br>599 | | **1976** Tokushima Zosen Sangyo K.K. —Komatsujima (506)<br>8,23 3,501<br>38,00 8,21 3,71<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Hanshin Nainenki Kogyo Kobe |
| **YAMAYOSHI**<br>ex Yamayoshi Maru-89<br>**N. T. Shipping S.A.**<br>Panama Panama | **1 476**<br>1 080<br>4 204 | | **1982** K.K. Namikata Zosensho—Namikata (106)<br>84,41 (BB) 14,53 6,322<br>NK 78,01 14,51 6,51<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.6 196 B.5 563<br>TEU 102 C. 102/20' (40')<br>2 Ha (stl) (12,3 28,5 × 10,0) ER<br>Der 1(22) 2(15) | Akasaka DM38AK<br>Oil 4SA 6Cy. 380 × 600<br>1 692kW (2 300bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 144kW 450V 60Hz a.c.<br>Fuel 60,0t (d.o.) 268,0t (hvf)-6,5pd 10,2kn |
| **YAMAYUKI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **149**<br>—<br>— | | **1982** Hitachi Zosen—Kanagawa Works, Kawasaki (117083)<br>31,00 1,170<br>28,50 6,30 3,30<br>1 dk | **Aluminium Alloy TM Patrol Ship** | M.T.U. 16V652TB71<br>2 Vee Oil 4SA each 16Cy. 190 × 230 with clutches, flexible couplings & sr geared to sc. shafts<br>4 800bhp (3 531kW)<br>Ikegai Tekkosho Kawasaki<br>30kn |
| **YAMAZUMI MARU No. 3**<br>**Asia Marine Corp. Ltd.** | **105**<br>26<br>— | | **1971** Asahi Zosen K.K.—Sumoto (112)<br>... ... ...<br>... ... ...<br>1 dk | **M Tug** | Oil<br>Japan<br>Fuel (d.o.) |
| **YAMBURG**<br>ex Oinoussian Fighter-89<br>**Yamburg Shipping Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Limassol Cyprus<br>SatCom: 1100460/YAMB | *24 621*<br>*13 564*<br>41 630<br>T/cm<br>49,1 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>container cargoes in holds, on upper deck and hatch covers<br>timber deck cargoes,<br>certified container securing arrangements<br>✠**LMC** **UMS**<br>EL Kt 632,5/68,0U3(a)<br>FN 8179<br>(KR) | **1987**-3 Hyundai Heavy Industries Co. Ltd.—Ulsan (406)<br>183,80 (BB) 30,54 11,218<br>176,00 30,51 15,96<br>F 15,6 1 dk<br>rf nil DK in way of Nos. 2-5 holds | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 28,5 27,2 27,2 27,2 27,2 ER<br>G.51 174 B.48 615<br>TEU 836<br>C.Ho 504/20' (40') C.Dk 332/20' (40')<br>5 Ha (stl) (16,0 19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(25) | B&W 5L60MC<br>Oil 2SA 5Cy. 600 × 1944<br>9 800bhp (7 208kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>AuxB (o.f.) 7,9kgf/cm² (7,8bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 174,5t (d.o.) 1 507,0t (i.f.o.)-25,0pd 14kn |
| **YAMILAH**<br>**Abu Dhabi National Tanker Co. (ADNATCO)**<br>P&O Ship Management Ltd.<br>Mina Zayed, Abu Dhabi United Arab Emirates<br>SatCom: 1720110/YAMI | **17 380**<br>11 392<br>27 930<br>T/cm<br>39,3 | | **1983** Chantiers de l'Atlantique—St. Nazaire (A28)<br>NV 178,19 (BB) 27,54 10,376<br>165,03 27,51 15,32<br>1 dk<br>Bow/CM 89 Diam. 0,300 MH 2,1 | **M Tanker**<br>IGS SBT<br>12 Ta ER<br>L.(oil) 35 160<br>4 Cargo pumps total 3 200T/hr | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Alsthom-Atlantique St. Nazaire<br>Gen 4 × 1000kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 238,0t (d.o.) 1 573,0t (hvf) 15,75kn |
| **YAMOUSSOUKRO**<br>**Societe Ivoirienne de Transport Maritime (SITRAM)**<br>Abidjan Cote d'Ivoire | **13 530**<br>7 066<br>16 746 | | **1977** Mitsubishi Heavy Industries Ltd.—Yokohama (986)<br>BV 156,01 (BB) 24,06 9,818<br>146,01 24,01 13,31<br>P 18,9 F 12,8 2 dks | **M General Cargo/Container Ship**<br>Fixed-guides Training Ref 26bth P<br>4 Ho 20,2 26,5 25,7 26,5 ER 6 TwD<br>G.25 216 B.23 811 In.342 HeCls. B<br>TEU 353 C.Ho 90/20' C.Dk 263/20'<br>8 Ha (stl) (13,2 × 10,2) (19,5p&s 19,5p&s 19,5p&s × 8,0) ER (3,2 × 3,9)<br>12W Cr 1(3) Der 5(25) 2(10) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 560kW 380V 50Hz a.c.<br>Fuel 180,0t (d.o.) 1 289,5t (hvf)-33,5pd 15kn |
| **YAMPI LASS II**<br>**Coastal Shipping Co. Pty. Ltd.**<br>Papua New Guinea | **105**<br>54<br>— | | **1945** Millars & Bunnings Ltd.—Perth, W.A.<br>25,91 6,13 2,363<br>... ... ...<br>1 dk | **Wood M Tender**<br>1 Ho 6,4<br>1 Ha (5,1 × 3,6)<br>1W Der 1(2) | Ruston<br>Oil 6Cy. 205 × 275<br>Chas. Ruwolt Pty. Ltd. Melbourne, Victoria<br>Fuel 3,0t 10kn |
| **YAMPOL**<br>ex Oinoussian Pride-89<br>**Yampol Shippping Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Limassol Cyprus<br>SatCom: 1100505/YAMP | *24 609*<br>*13 564*<br>41 630<br>T/cm<br>49,1 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty,<br>container cargoes in holds, on upper deck and hatch covers<br>timber deck cargoes<br>certified container securing arrangements<br>✠**LMC** **UMS**<br>EL Kt 632,5/68,0U3<br>FN 8178<br>(KR) | **1986**-4 Hyundai Heavy Industries Co. Ltd.—Ulsan (398)<br>183,85 (BB) 30,54 11,218<br>175,98 30,51 15,96<br>F 15,3 1 dk<br>rf nil DK in way of Nos. 2-5 holds | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 28,5 27,2 27,2 27,2 27,2 ER<br>G.51 174 B.48 615<br>TEU 836<br>C.Ho 504/20' (40') C.Dk 332/20' (40')<br>5 Ha (stl) (16,0 19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(25) | B&W 5L60MC<br>Oil 2SA 5Cy. 600 × 1944<br>7 208kW (9 799bhp)<br>Hyundai SB. & Heavy Industries Ulsan<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 174,5t (d.o.) 1 507,0t (i.f.o.)-25,0pd 14kn |
| **YAMUNA**<br>**Andaman & Nicobar Islands (Marine Engineer)**<br>*Port Blair* India | **215**<br>95<br>110 | | **1965** AFCO Ltd.—Bombay<br>33,53 7,35 2,134<br>30,48 7,01 3,05<br>1 dk | **M General Cargo** | MAN<br>Oil 4SA 6Cy. 175 × 220<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| **YAN AN WU HAO**<br>ex Chichibu Maru<br>**Shandong Foodstuffs Import & Export Co.**<br>Qingdao/Tsingtao China | **4 862**<br>2 104<br>6 014 | | **1961** Kawasaki Dockyard Co. Ltd.—Kobe (1022)<br>133,20 18,06 6,949<br>(NK) (ZC) 122,64 18,01 11,00<br>P 28,7 1 dk & S dk<br>RW | **M General Cargo** OSD/CSD<br>Ref<br>3 Ho ER<br>In.5 770<br>3 Ha (each 2,9 × 3,4) ER<br>6W Der 2(15) 4(5) | MAN<br>Oil 2SA 6Cy. 600 × 1050<br>4 500bhp (3 310kW)<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 3 × 480kW 445V a.c.<br>Fuel 2 149,0t-19,5pd 13,5kn |
| **YAN AN 5**<br>ex Wladyslaw Orkan-87<br>**Shandong Province Hongnan Navigation Co.**<br>Qingdao/Tsingtao China | T.Mk<br>**6 445**<br>3 149<br>9 681<br>**10 119**<br>5 409<br>12 181 | | **1971** Stocznia Gdanska im. Lenina—Gdansk (B442/07)<br>ZC (PR) 154,65 - 7,900/8,970<br>143,10 20,10 12,70<br>2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 20,1 20,8 20,0 22,4 ER 22,4<br>8 TwD<br>G.18 406 B.17 300 In.3 998<br>5 Ha (stl) (7,3 × 5,0) (13,4 13,4 12,6 × 10,9) ER (7,3 × 5,0)<br>16W Der 1(65) 16(5) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski Poznan<br>Gen 4 × 320kW 400V a.c.<br>Fuel 1 570,0t (hvf)-39,5pd 18kn |
| **YAN AN 6**<br>**Shandong Province Hongnan Navigation Co.**<br>Qingdao/Tsingtao China | **998**<br>531<br>1 392 | | **1974** Nishii Dock Co. Ltd.—Ise (270)<br>71,40 11,03 4,811<br>ZC (NK) 64,00 11,00 5,50<br>P 25,0 F 10,4 1 dk | **M Refrigerated Cargo**<br>3 Ho ER<br>In.1 490<br>3 Ha (stl) (each 3,9 × 3,3) ER<br>Der 6(3) | Hanshin 6LUS38<br>Oil 4SA 6Cy. 380 × 580<br>2 300bhp (1 692kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 450kW 380V 50Hz a.c.<br>Fuel 355,5t-8,0pd 12,5kn |

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| **7379395**<br>*BCCM*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **YAN AN 7**<br>ex Hai Feng 828<br>**Government of The People's Republic of China (China National Cereals, Oils & Foodstuffs Import & Export Corp.)**<br>Qingdao/Tsingtao China | **859**<br>397<br>400 | (NK) | **1974** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1176)<br>67,15 4,500<br>59,50 10,80 5,00<br>P 36,6 F 9,8 1 dk | **M Factory Ship**<br>Fish-factory<br>2 Ho ER<br>conv Fish Carrier Ref — 2 Ha (each 3,0 × 3,0) ER<br>4W Der 4(2) | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 400kW 385V a.c.<br>Fuel 319,0t (d.o.)-6,0pd |
| **7030054**<br>*ESBU*<br>M-29905<br>Df Esd Gc<br>Rdr Rt | **YAN BERZIN**<br><br>**Zapryba**<br>(Riga) (U.S.S.R.) | T.Mk<br>**2 352**<br>788<br>1 496 | RS | **1968** ..............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **7120134**<br>*BOZS*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **YAN CHENG**<br><br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **6 554**<br>3 613<br>7 153 | ZC (PR) | **1971** Stocznia Szczecinska im. A. Warskiego —Szczecin (B446/07)<br>135,19 17,76 7,652<br>123,29 17,69 10,39<br>2 dks | **M General Cargo** CSD<br>Ref<br>Ice strengthened<br>4 Ho ER 1 Ho<br>G.9 624 B.8 844 In.1 401<br>5 Ha (stl) (9,9 × 5,9) (12,5 12,5 × 8,9) (6,3 × 5,3) ER (6,7 × 8,6)<br>17W Der 1(40) 2(15) 4(5) 10(2,5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski<br>Gen 2 × 320kW 2 × 200kW 400V 50Hz a.c. |
| **5246922**<br>*BLKH*<br><br>Df Esd Gc<br>Pfd RdrRTm | **YAN DANG SHAN**<br>ex Nanok S-87<br>**Oujiang Shipping Co. Ltd.**<br>Wenzhou China | **2 208**<br>1 263<br>3 050 | ZC (BV) | **1962** Svendborg Skibsvaerft A/S—Svendborg (100)<br>88,54 12,78 6,050<br>83,54 12,77 7,25<br>2 dks<br>RW rf 102 | **M General Cargo** CSD<br>Ref 12P<br>Ice strengthened<br>4 Ho 8,9 8,9 11,9 10,5 ER<br>G.4 033 B.3 470 In.85<br>4 Ha (stl) (each 8,3 × 6,1) ER<br>8W Der 1(30) 2(10) 10(5) 4(3) | MaK<br>Oil 4SA 10Cy. 385 × 580<br>2 000bhp (1 471kW)<br>Maschinenbau Kiel A.G.<br>Gen 2 × 110kW 2 × 70kW 220V<br>Fuel 216,0t (d.o.)-8,0pd |
| **8833130** | **YAN GANG GONG SHUI 1**<br><br>**Government of The People's Republic of China (Yantai Port Affairs Administration)**<br>Yantai China | **662**<br>400<br>— | | **1983** Yingkou Shipyard—Yingkou<br>40,33 - 3,500<br>36,90 8,00 4,20<br>1 dk | **M Tug**<br>Supply Ship | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 52kW 220V a.c. |
| **8833099**<br>*BCUX*<br><br>Rt | **YAN HAI 13**<br><br>**Yantai Ocean Shipping Company (COSCO YANTAI)**<br>Yantai China | **270**<br>87<br>— | | **1976** Yantai Shipyard—Yantai<br>39,64 - 2,500<br>35,00 7,20 3,35<br>1 dk | **M General Cargo** | Chinese Std. Type<br>Oil 4SA 6Cy. 160 × 225<br>257kW (349bhp)<br>Weifang Diesel Engine Factory<br>Gen 1 × 12kW 230V a.c. |
| **8833207**<br>*BBTF*<br><br>Rt | **YAN HAI 14**<br><br>**Yantai Ocean Shipping Company (COSCO YANTAI)**<br>Yantai China | **270**<br>87<br>— | | **1978** Yantai Shipyard—Yantai<br>39,64 - 2,500<br>35,00 7,20 3,35<br>1 dk | **M General Cargo** | Chinese Std. Type<br>Oil 4SA 6Cy. 160 × 225<br>257kW (349bhp)<br>Weifang Diesel Engine Factory<br>Gen 1 × 11kW 240V a.c. |
| **7238022**<br>*BOFB*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **YAN HU**<br>ex Ocean Trader-75<br>**Dalian Ocean Shipping Company (COSCO DALIAN)**<br>Dalian/Dairen China | **5 166**<br>2 982<br>8 748 | (NK) (ZC) | **1972** Imai Zosen—Kochi (320)<br>122,36 17,23 7,951<br>114,00 17,20 9,50<br>P 26,3 F 10,1 1 dk<br>RW | **M Tanker**<br><br>13 Ta ER<br>L.(oil) 9 400 | Mitsubishi<br>Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 240kW 1 × 160kW 445V 60Hz a.c.<br>Fuel 2 166,0t-30,5pd |
| **8904202**<br>*BFBA*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **YAN JING**<br><br>**Tianjin Jin Shen Ferry Co. Ltd.**<br>Tianjin/Tientsin China | **9 960**<br>3 085<br>3 626 | ZC | **1990** Onomichi Zosen K.K.—Onomichi (342)<br>135,00 (BB) 6,330<br>122,00 20,60 13,70<br>2 dks | **M Passenger/RoRo Cargo/Ferry**<br>46cbn 220bth 222dk P<br>Quarter stern ramp<br>TEU 161 C. 161/20' | Pielstick<br>Vee Oil 4SA 18Cy. 400 × 460 with flexible couplings & sr geared to sc. shaft<br>8 441kW (11 476bhp)<br>Diesel United Ltd.<br>Gen 3 × 680kW 1 × 115kW 450V a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **8917015**<br>*BSHW*<br><br>Rt | **YAN JIU SHENG 1**<br><br>**Government of The People's Republic of China (Yantai Maritime Rescue & Salvage Bureau)**<br>Yantai China | **399**<br>119<br>73 | ZC | **1990** Singmarine Shipyard (Pte.) Ltd.—Singapore (175)<br>49,88 2,030<br>45,58 8,00 4,60 | **TrM Search & Rescue Vessel** | M.T.U.<br>3 Oil 4SA each 16Cy. 165 × 185<br>3 840kW (5 221bhp)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 100kW 380V a.c. |
| **8833166**<br>*BSIW*<br><br>Esd Pfd Rdr Rt | **YAN JIU YOU 1**<br><br>**Yantai Salvage Co.**<br>Yantai China | **819**<br>336<br>1 000 | | **1980** Mawei Shipyard—Mawei<br>67,42 - 3,900<br>60,00 10,00 4,50<br>1 dk | **M Tanker**<br><br>6 Ta ER<br>L.2 739 | Skoda<br>Oil 4SA 6Cy. 350 × 500<br>721kW (980bhp)<br>Skoda<br>Gen 2 × 90kW 500V a.c. |
| **8833178**<br>*BSZX*<br><br>Df Esd Pfd<br>Rdr Rt | **YAN JIU YOU 2**<br><br>**Yantai Salvage Co.**<br>Yantai China | **789**<br>335<br>1 000 | | **1980** Xinzhongguo Shipyard—Guangzhou/Canton<br>67,42 - 4,070<br>60,00 10,00 4,50<br>1 dk | **M Tanker**<br><br>6 Ta ER<br>L.2 739 | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>596kW (810bhp)<br>Shanghai Diesel Engine Works<br>Gen 2 × 90kW 400V a.c. |
| **8833180**<br>*BSHB*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **YAN JIU 2**<br><br>**Yantai Salvage Co.**<br>Yantai China | **980**<br>236<br>— | ZC | **1975** Wuhu Shipyard—Wuhu<br>59,53 - 4,440<br>54,00 11,60 5,70<br>1 dk | **TM Tug**<br>Salvage | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 90kW 400V a.c. |
| **8833192**<br>*BSHD*<br><br>Esd Pfd Rdr<br>Rt | **YAN JIU 4**<br><br>**Yantai Salvage Co.**<br>Yantai China | **272**<br>—<br>— | | **1976** Dalian Shipyard—Dalian/Dairen<br>37,25 - 3,300<br>34,60 8,60 4,45<br>1 dk | **M Tug**<br>Salvage | CKD<br>Oil 4SA 9Cy. 350 × 500<br>Skoda<br>Gen 2 × 75kW 400V a.c. |
| **8427058**<br>*BSHH*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **YAN JIU 8**<br><br>**Yantai Salvage Co.**<br>Yantai China | **980**<br>236<br>— | ZC | **1977** Wuhu Shipyard—Wuhu<br>59,51 4,441<br>54,00 11,60 5,70<br>1 dk | **M Tug**<br>Salvage<br><br><br>1W Der 1(5) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 90kW 400V 50Hz a.c. |
| **8427060**<br>*BSHI*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **YAN JIU 9**<br><br>**Yantai Salvage Co.**<br>Tianjin/Tientsin China | **980**<br>236<br>— | (ZC) | **1977** Wuhu Shipyard—Wuhu<br>60,22 4,611<br>54,00 11,60 5,70<br>1 dk | **M Tug**<br>Salvage<br><br><br>Der 1(5) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 90kW 400V 50Hz a.c. |
| **8427072**<br>*3EDO8*<br>20014-HK-F<br>Df Esd Gc<br>Rt | **YAN JIU 10**<br><br><br>Panama Panama | **980**<br>236<br>— | ZC | **1977** Wuhu Shipyard—Wuhu<br>59,62 4,441<br>54,01 11,60 5,72<br>1 dk | **M Tug**<br>Salvage<br><br><br>1W Der 1(5) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 90kW 400V 50Hz a.c. |

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| **YAN JIU 11**<br>**Yantai Salvage Co.**<br>Yantai China | **980**<br>236<br>— | ZC | **1978** Wuhu Shipyard—Wuhu<br>59,61 4,441<br>54,00 11,60 5,70<br>1 dk | **M Tug**<br>Salvage<br>1W Der 1(5) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 90kW 400V 50Hz a.c.<br>13,75kn |
| **YAN JIU 12**<br>**Yantai Salvage Co.**<br>Yantai China | **980**<br>236<br>— | ZC | **1978** Wuhu Shipyard—Wuhu<br>59,61 4,441<br>54,00 11,60 5,70<br>1 dk | **M Tug**<br>Salvage<br>1W Der 1(5) | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 90kW 400V 50Hz a.c.<br>13,75kn |
| **YAN JIU 13**<br>**Yantai Salvage Co.**<br>Yantai China | **980**<br>—<br>— | ZC | **1979** Wuhu Shipyard—Wuhu<br>60,22 4,441<br>54,00 11,60 5,70<br>1 dk | **M Tug**<br>Salvage | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 90kW 400V 50Hz a.c.<br>14kn |
| **YAN JIU 14**<br>**Yantai Salvage Co.**<br>Yantai China | **980**<br>—<br>— | ZC | **1978** Wuhu Shipyard—Wuhu<br>59,52 4,441<br>54,00 11,60 5,70<br>1 dk | **M Tug**<br>Salvage<br>1W Der 1(5) | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 90kW 400V 50Hz a.c.<br>13,75kn |
| **YAN JIU 15**<br>**Yantai Salvage Co.**<br>Yantai China | **980**<br>—<br>— | ZC | **1978** Wuhu Shipyard—Wuhu<br>59,53 4,441<br>54,00 11,60 5,70<br>1 dk | **M Tug**<br>Salvage | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 90kW 400V 50Hz a.c.<br>13,75kn |
| **YAN JIU 16**<br>**Yantai Salvage Co.**<br>Tianjin/Tientsin China | **1 059**<br>242<br>— | ZC | **1981** Wuhu Shipyard—Wuhu<br>60,16 - 4,440<br>54,00 11,60 5,70<br>1 dk | **TM Tug**<br>Salvage | S.K.L. 8NVD48A-2U<br>2 Oil 4SA each 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Gen 3 × 90kW 400V a.c.<br>13kn |
| **YAN MEN**<br>**Tianjin Ocean Shipping Company**<br>**(COSCO TIANJIN)**<br>Tianjin/Tientsin China<br>SatCom: 1570320/YAME | T.Mk<br>**6 046**<br>2 868<br>—<br><br>**9 014**<br>4 678<br>11 932 | ZC (BV) | **1977** VEB Warnowwerft Warnemuende<br>—Warnemuende (396)<br>146,03 (BB) —/9,321<br>140,73 20,34 11,90<br>P 54,0 F 29,9 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 19,4 18,1 26,3 ER 18,9<br>G.18 792 B.17 379<br>5 Ha (stl) (8,9 × 5,8) (10,5 10,5 18,9 × 10,9) ER (10,2 × 9,9)<br>16W Der 1(70) 4(10) 12(5-10) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 1 517,0t (hvf) 18kn |
| **YAN OYA**<br>**Ceylon Petroleum Corp.**<br>Colombo Sri Lanka | **296**<br>176<br>442 | ✠Classed LR until 20/6/80 | **1939**-4 Hong Kong & Whampoa Dock Co. Ltd.<br>—Kowloon, Hong Kong (815)<br>41,00 7,65 2,928<br>39,02 7,62 3,36<br>1 dk<br>R | **TM Tanker**<br>6 Ta ER | Widdop<br>2 Oil 2SA each 3Cy. 215 × 305<br>360bhp (265kW)<br>H. Widdop & Co. Ltd. Keighley<br>Fuel 2,0t 7kn |
| **YAN QING**<br>ex Panagiotis Al-84<br>ex Saint Matthieu-81<br>ex Hoegh Bonny-75<br>**Guangzhou Ocean Shipping**<br>**Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | T.Mk<br>**7 773**<br>4 630<br>—<br><br>**8 062**<br>4 929<br>11 948 | ZC (AB) (BV) | **1970** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (729)<br>146,79 (BB) 19,26 8,920<br>135,00 19,20 11,50<br>F 27,8 2 dks<br>rf 152 | **M General Cargo**<br>5 Ho 16,5 21,4 25,4 22,4 17,9<br>G.18 178 B.16 637<br>5 Ha (stl) (8,4 × 6,0) (13,4 17,2 13,4 11,2 × 8,0)<br>17W Der 1(60) 2(20) 8(10) 6(5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Fuel 1 599,5t (hvf) 15kn |
| **YAN SHAN**<br>ex Aloha-80<br>**Tianjin Ocean Shipping Company**<br>**(COSCO TIANJIN)**<br>Tianjin/Tientsin China<br>SatCom: 1570621/YSHN | **11 275**<br>6 151<br>16 213 | ZC (GL)<br>✠Classed LR until 8/80 | **1976**-12 Kanawa Dockyard Co. Ltd.—Hiroshima (210)<br>148,00 21,85 9,451<br>139,00 21,80 12,40<br>P 27,8 F 11,6 2 dks<br>rf 102 | **M General Cargo**<br>4 Ho 20,2 26,9 26,9 26,9 ER<br>G.21 287 B.20 243<br>TEU 425 C. 425/20'<br>7 Ha (12,5 × 9,4) (18,7p&s 18,7p&s 18,7p&s × 7,9) ER<br>6W Cr 2(15) Der 1(120) 2(20) 2(15) 1(10) | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>6 000bhp (4 413kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 450kW 550V 60Hz a.c.<br>Fuel 85,0t (d.o.) 1 085,0t (hvf) 15kn |
| **YAN TING**<br>**Tianjin Ocean Shipping Company**<br>**(COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**7 003**<br>3 805<br>11 587<br><br>**9 791**<br>5 593<br>14 434 | ZC<br>Classed LR until 22/11/74 | **1973**-10 Rauma-Repola Oy—Rauma/Raumo (218)<br>151,69 21,06 —/9,856<br>138,84 21,05 12,40<br>P 44,2 F 33,3 2 dks, 3rd dk fwd of mchy. space<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>3 Ho 8,9DT 10,2DTp&s 22,5 24,3 25,1 ER 12 TwD<br>G.21 623 B.19 237 In.4 134<br>8 Ha (stl) (8,2 × 6,0) (14,4 × 8,4) (15,2p&s 12,8p&s × 6,0) ER (3,6 3,3 × 4,7)<br>2 Wing Ha (stl) (6,1p&s × 2,2) ER<br>16W Der 1(30) 6(10) 10(5) | Gotaverken 750/1600VGS6U<br>Oil 2SA 6Cy. 750 × 1600<br>10 350bhp (7 613kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 376kW 440V 60Hz a.c.<br>Fuel 1 422,5t (hvf) 18kn |
| **YAN YAO**<br>ex Eastsea-66 ex Laiwui-58<br>ex Demta-51 ex Seroea-47<br>**Keat Navigation Co. Ltd.**<br>Phuket Thailand | **556**<br>361<br>472 | | **1946** Albina Eng. & Mach. Works—Portland, Or (235)<br>55,20 8,87 2,591<br>8,82<br>P 11,0 F 8,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.864 B.823<br>2 Ha ER<br>4W Der 4(3) | Enterprise<br>Oil 4SA 6Cy. 305 × 380<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 35,5t 8,5kn |
| **YAN YU 617**<br>**Yantai Marine Fishing Co.**<br>Yantai China | **274**<br>85<br>— | ZC | **1984** Dalian Fishing—Dalian<br>43,50 - —<br>37,00 7,60 3,80 | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Dalian Fishing Dalian<br>Gen 2 × 90kW 400V a.c. |
| **YAN YU 618**<br>**Yantai Marine Fishing Co.**<br>Yantai China | **274**<br>85<br>— | ZC | **1984** Dalian Fishing—Dalian<br>43,50<br>37,00 7,60 3,80 | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Dalian Fishing Dalian<br>Gen 2 × 90kW 400V a.c. |
| **YAN YU 619**<br>**Yantai Marine Fishing Co.**<br>Yantai China | **199**<br>85<br>— | ZC | **1984** Dalian Fishing—Dalian<br>43,50 - —<br>37,00 7,60 3,80 | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Dalian Fishing Dalian<br>Gen 2 × 51kW 400V a.c. |
| **YAN YU 620**<br>**Yantai Marine Fishing Co.**<br>Yantai China | **199**<br>85<br>— | ZC | **1984** Dalian Fishing—Dalian<br>43,50 - -<br>37,00 7,60 3,80 | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Dalian Fishing Dalian<br>Gen 2 × 51kW 400V a.c. |
| **YAN YU 621**<br>**Yantai Marine Fishing Co.**<br>Yantai China | **199**<br>85<br>— | ZC | **1985** Dalian Fishing—Dalian<br>43,50 - -<br>37,00 7,60 3,80 | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Dalian Fishing Dalian<br>Gen 2 × 51kW 400V a.c. |

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| **8833362** | **YAN YU 622**<br>**Yantai Marine Fishing Co.**<br>Yantai China | **199**<br>85<br>— | ZC | **1985** Dalian Fishing—Dalian<br>43,50 - —<br>37,00 7,60 3,80 | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Dalian Fishing<br>Gen 2 × 51kW 400V a.c. |
| **8833295** | **YAN YU 625**<br>**Yantai Marine Fishing Co.**<br>Yantai China | **274**<br>85<br>— | ZC | **1986** Yantai Fishing Vssl. Factory—Yantai<br>43,50 - —<br>37,00 7,60 3,80 | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Zibo Fishing Vessel Diesel Engine Works<br>Gen 2 × 64kW 400V a.c. |
| **8833324** | **YAN YU 626**<br>**Yantai Marine Fishing Co.**<br>Yantai China | **274**<br>85<br>— | ZC | **1986** Yantai Fishing Vssl. Factory—Yantai<br>43,50 - —<br>37,00 7,60 3,80 | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Zibo Fishing Vessel Diesel Engine Works<br>Gen 2 × 64kW 400V a.c. |
| **8833300** | **YAN YU 627**<br>**Yantai Marine Fishing Co.**<br>Yantai China | **274**<br>85<br>— | ZC | **1987** Yantai Fishing Vssl. Factory—Yantai<br>43,50 - —<br>37,00 7,60 3,80 | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Zibo Fishing Vessel Diesel Engine Works<br>Gen 2 × 64kW 400V a.c. |
| **8833312** | **YAN YU 628**<br>**Yantai Marine Fishing Co.**<br>Yantai China | **274**<br>85<br>— | ZC | **1987** Yantai Fishing Vssl. Factory—Yantai<br>43,50 - —<br>37,00 7,60 3,80 | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Zibo Fishing Vessel Diesel Engine Works<br>Gen 2 × 64kW 400V a.c. |
| **8833245**<br>*BBEA7*<br>Esd Pfd Rdr Rt | **YAN YU 629**<br>**Yantai Marine Fishing Co.**<br>Yantai China | **274**<br>82<br>— | ZC | **1988** Yantai Fishing Vssl. Factory—Yantai<br>43,50 - 2,800<br>37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>324kW (440bhp)<br>Zibo Fishing Vessel Diesel Engine Works<br>Gen 2 × 64kW 400V a.c. |
| **8833257**<br>*BBEA8*<br>Esd Pfd Rdr Rt | **YAN YU 630**<br>**Yantai Marine Fishing Co.**<br>Yantai China | **272**<br>82<br>— | ZC | **1988** Yantai Fishing Vssl. Factory—Yantai<br>43,50 - 2,800<br>37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>324kW (440bhp)<br>Zibo Fishing Vessel Diesel Engine Works<br>Gen 2 × 64kW 400V a.c. |
| **8827258**<br>Rt | **YAN YU 801**<br>**Yantai Marine Fisheries Co.**<br>China National Fisheries Corp.<br>Yantai China | **303**<br>90<br>— | (ZC)<br>CLASS WITHDRAWN at Owners' request 12/9/91 | **1990** Dalian Fishing—Dalian (9012041)<br>44,38 7,62<br>38,00 7,60 3,75<br>1 dk<br>rf - Box K 400 | **M Fishing**<br>Stern Trawler | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380 dr reverse geared to<br>shaft<br>733kW (997bhp)<br>Dalian Fishing<br>Gen 2 × 120kW 400V 50Hz a.c. |
| **8827260**<br>Df Esd Gc Rdr Rt | **YAN YU 802**<br>**Yantai Marine Fisheries Co.**<br>China National Fisheries Corp.<br>Yantai China | **303**<br>90<br>— | (ZC)<br>CLASS WITHDRAWN at Owners' request 12/9/91 | **1990** Dalian Fishing—Dalian (9012042)<br>44,38 7,62 2,852<br>38,00 7,60 3,75<br>1 dk<br>rf - Box K 400 | **M Fishing**<br>Stern Trawler | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380 dr reverse geared to<br>shaft<br>733kW (997bhp)<br>Dalian Fishing<br>Gen 2 × 120kW 400V 50Hz a.c. |
| **7625770**<br>*BBEG*<br>Df Esd Gc Rdr RTv | **YAN YUAN ER HAO**<br>ex Sawa-87<br>Launched as Saira<br>**Yantai Marine Fishing Co.**<br>Yantai China<br>SatCom: 1570277/YANB | **2 405**<br>995<br>1 320 | ZC (NV) | **1977** Stocznia im. "Komuny Paryskiej"—Gdynia (B417/211)<br>90,00<br>81,60 15,00 8,39<br>2 dks<br>rf 1097 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.1 561 | OSD Sulzer<br>Oil 4SA 6Cy. 400 × 480 geared to sc. shaft<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietoch<br>Gen 2 × 560kW 2 × 504kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **7392361**<br>*BBFK*<br>Df Esd Gc Pfd Rdr RTv | **YAN YUAN No. 3**<br>ex Aramo-90<br>**Yantai Marine Fishing Co.**<br>Yantai China<br>SatCom: 1570450/YANG | *2 703*<br>*971*<br>1 881 | BV ZC | **1976** Maritima del Musel S.A.—Gijon (154)<br>88,65 14,13 5,850<br>77,00 14,10 6,25<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft | Deutz<br>Vee Oil 4SA 12Cy. 400 × 500<br>3 236kW (4 399bhp)<br>Hijos de J. Barreras S.A.<br>Gen 1 × 568kW 380V a.c. 2 × 510kW 50<br>2 × 456kW 380V a.c.<br>Controllable pitch propeller<br>Fuel 738,5t (d.o.) |
| **7229784**<br>*BDEB*<br>Df Esd Gc Pfd Rdr RTm/h/v | **YAN YUAN YI HAO**<br>ex Geeste-85<br>**Yantai Marine Fishing Co.**<br>Yantai China<br>SatCom: 1570276/YANA | **3 576**<br>1 560<br>2 439 | ZC (GL) | **1973** A.G. "Weser" Werk Seebeck—Bremerhaven (964)<br>94,95 (BB) 6,000<br>83,00 15,85 8,82<br>B & F 65,9 2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho 21,0<br>In.1 294<br>1 Ha (6,5 × 1,9)<br>Der 4(5) | Deutz<br>2 Oil 4SA each 8Cy. 400 × 580 geared to sc.<br>5 000bhp (3 678kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 600kW 2 × 100kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 117,5t (d.o.) |
| **6824458**<br>*UVDJ*<br>M-28085<br>Df Esd Gc Rdr Rt<br>AMVER | **YANA**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **3 179**<br>1 431<br>4 140 | RS | **1966** ..............U.S.S.R.<br>104,50 14,41 6,370<br>94,52 14,28 7,12<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 15,3 17,5 ER 16,6<br>G.5 430 B.5 316<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5)<br>8W Der 1(15) 8(5) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works<br>Fuel 92,5t (d.o.) 201,0t (hvf) |
| **8727642**<br>*ULID*<br>M-42234<br>Df Esd Rdr RTv | **YANA**<br>**Spetsmorprovodka**<br>(Sankt-Peterburg) (U.S.S.R.) | *1 178*<br>*353*<br>391 | RS | **1987** ..............U.S.S.R.<br>58,55 12,67 4,760<br>51,60 5,90<br>1 dk | **D-E Tug**<br>Fire-fighting Salvage<br>Ice strengthened | Russkiy<br>2 Oil 4SA each 6Cy. 300 × 380 driving 2<br>each 300kW a.c. 2 gen. each 160kW a.c.<br>connected to elec. motor |
| **6928888**<br>*ESOM*<br>M-30377<br>Df Esd Gc Pfd Rdr Rt | **YANA**<br>**Kaspryba**<br>(Baku) (U.S.S.R.) | **1 115**<br>426<br>565 | RS | **1970** VEB Mathias-Thesen-Werft—Wismar (150)<br>65,72 11,71 3,620<br>59,82 11,10 5,36<br>2 dks | **M Fishing**<br>Side-fishing Suction Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 150<br>2 Ha (each 1,9 × 1,9) ER<br>Cr 2(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 272kW 1 × 192kW 380V a.c. |
| **7535274**<br>*JK3100*<br>105878 | **YANAI**<br>**Boyo Kisen K.K.**<br>Yanai, Yamaguchi Pref. Japan | **644**<br>—<br>— | | **1961** Nakamura Zosen Tekkosho—Matsue<br>49,00 12,22 3,455<br>44,02 12,20 3,69 | **TM RoRo Cargo/Ferry**<br>Trailers 8 | 300dk P Daihatsu<br>2 Oil<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7527863**<br>Rt | **YANBU I**<br>ex Jeddah-84<br>**Government of The Kingdom of Saudi Arabia (Ministry of Communications - Jeddah Port Administration)**<br>Jeddah Saudi Arabia | **1 443**<br>1 101<br>— | NV (GL) | **1977** Gutehoffnungshuette Sterkrade A.G. —Walsum (1127)<br>52,02 24,39 2,601<br>51,62 24,01 4,02<br>1 dk | **TM Crane Barge** | M.T.U.<br>2 Vee Oil 4SA each 8Cy. 165 × 185 reverse<br>reduction geared to sc. shafts<br>1 310bhp (964kW)<br>M.T.U. Friedrichshafen GmbH |

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| **YANBU 1**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Yanbu Port Management - YPM<br>Jeddah Saudi Arabia | **103**<br>0<br>— | ✠**100A1** SS 9/86<br>tug<br>Red Sea service<br>✠**LMC**<br>EL (D) 220,0/16,0U2<br>FN 201 | **1978**-1 Yokohama Yacht Co. Ltd.—Yokohama (738-2)<br>23,04 6,89 3,074<br>21,01 6,71 2,82<br>1 dk<br>rf 203 | **TM Tug**<br>Tractor | M.T.U. 6V396TC61<br>2 Vee Oil 4SA each 6Cy. 165 × 185 reverse reduction geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 64kW 445V 60Hz a.c.<br>2 Directional propellers<br>8,5kn |
| **YANBU 2**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Yanbu Port Management - YPM<br>Jeddah Saudi Arabia | **103**<br>0<br>— | ✠**100A1** SS 11/86<br>tug<br>Red Sea service<br>✠**LMC**<br>EL (D)B 220,0/16,0U2<br>FN 201 | **1978**-2 Yokohama Yacht Co. Ltd.—Yokohama (738-5)<br>23,04 6,89 3,074<br>21,01 6,71 2,82<br>1 dk<br>rf 203 | **TM Tug**<br>Tractor | M.T.U. 6V396TC61<br>2 Vee Oil 4SA each 6Cy. 165 × 185 reverse reduction geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 64kW 445V 60Hz a.c.<br>2 Directional propellers<br>10,25kn |
| **YANBU 3**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Yanbu Port Management - YPM<br>Jeddah Saudi Arabia | **160**<br>0<br>— | ✠**100A1** SS 10/86<br>tug<br>Arabian Gulf and Red Sea service and voyages in between<br>✠**LMC**<br>EL (E)C 247,5/22,0U2<br>FN 302 | **1978**-5 Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (737)<br>28,28 8,01 3,798<br>26,90 7,80 3,41<br>1 dk<br>rf 203 | **TM Tug**<br>Tractor | M.T.U. 8V396TC61<br>2 Vee Oil 4SA each 8Cy. 165 × 185<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 80kW 450V 60Hz a.c.<br>2 Directional propellers<br>10kn |
| **YANBU 16**<br>ex Yanbu Pilot 16-85<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Yanbu Port Management - YPM<br>Jeddah Saudi Arabia | **99**<br>29<br>11 | ✠**100A1**<br>Saudi Arabian Red Sea coastal service<br>✠**LMC**<br>EL 190,0/16,0U2(a)<br>FN 221 | **1983**-3 FRITIMCO—Bergum ((2617))<br>26,45 5,97 1,601<br>24,01 5,82 3,36<br>1 dk<br>rf - | **TM Pilot Launch**<br>Mchy.aft | Deutz SBA16M816<br>2 Vee Oil 4SA each 16Cy. 142 × 160 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>2 766bhp (2 035kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 48kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 10,5t (d.o.) |
| | | **SURVEYS OVERDUE — CLASS SUSPENDED 1/10/90** | | | |
| **YANBU 21**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Yanbu Port Management - YPM<br>Jeddah Saudi Arabia | *407*<br>*122*<br>268 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL H 312,2/22,0U2(a)<br>FN 487 | **1983**-1 Scheepswerf G. Bijlsma & Zn. B.V. —Wartena (617)<br>34,02 11,28 3,376<br>32,47 11,00 3,97<br>RFD 15,0 1 dk<br>rf - | **TM Tug**<br>Fire-fighting Tractor | Deutz SBV6M628<br>2 Oil 4SA each 6Cy. 240 × 280 sr geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 120kW 440V 60Hz a.c.<br>2 Directional propellers<br>Fuel 120,5t (d.o.) |
| **YANBU 22**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Jeddah Saudi Arabia | *402*<br>*120*<br>308 | ✠**100A1** SS 8/89<br>tug<br>✠**LMC**<br>EL G 302,5/20,5U2(a)<br>FN 475 | **1984**-3 Korea SB. & Eng. Corp.—Busan (0302)<br>33,81 11,26 5,344<br>31,60 11,00 4,02<br>1 dk<br>rf 203 | **TM Tug**<br>Fire-fighting Tractor | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 185 sr geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 120kW 440V 60Hz a.c.<br>2 Directional propellers<br>Fuel 128,5t (d.o.) |
| **YANBU 31**<br>**Government of The Republic of Iraq (Ministry of Oil) (State Company for Oil Projects - SCOP)**<br>Saudi Arabia | *190*<br>*57*<br>— | **100A1**<br>Class contemplated<br>FN 343 | **1990** Scheeps. Damen B.V.—Gorinchem (8693)<br>32,42 2,001<br>31,12 7,21 3,81 | **TM Fire-fighting Vessel** | MWM TBD604BV16<br>2 Vee Oil 4SA each 16Cy. 170 × 195 geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| **YANBU 55**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Yanbu Port Management - YPM<br>Yenbo Saudi Arabia | *170*<br>*51*<br>— | ✠**100A1** SS 10/89<br>oil recovery ship for Saudi Arabian Red Sea coastal service<br>**LMC**<br>EL 180,0/16,0U2<br>FN 247 | **1984**-1 B.V. Mch. & Schps. P. Smit, Jr. —Rotterdam (3912)<br>22,03 8,72 2,417<br>20,93 8,51 3,28<br>1 dk<br>rf nil | **TM Oil Pollution Recovery**<br>Fire-fighting | M.T.U.<br>2 Vee Oil 4SA each 6Cy. 165 × 185 with clutches, flexible couplings & dr geared to sc. shafts<br>872bhp (641kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 48kW 440V 60Hz a.c.<br>2 Directional propellers<br>Fuel 11,0t (d.o.) |
| **YANG CHENG**<br>ex Harvest-79 ex Glenogle-77<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**9 640**<br>4 735<br>10 520<br>**11 537**<br>6 773<br>11 455 | ZC<br>✠Classed LR until 11/5/79 | **1962**-9 Fairfield SB. & Eng. Co. Ltd.—Govan, Glasgow (812)<br>165,74 22,76 9,056/9,400<br>152,40 22,70 13,26<br>P 9,2 F 18,3 3 dks, 4th dk in No. 4 hold<br>rf 152 DK fwd | **M General Cargo**<br>Ref 12P<br>7 Ho 18,5 16,4 21,7 18,4 ER 20,9 14,7 6,7<br>G.17 503 B.15 850 In.2 374<br>7 Ha (stl) (8,0 × 4,8) (8,3 10,9 7,9 × 7,3) ER (10,9 × 7,3) (8,3 × 6,1) (2,9 × 8,1)<br>26W Der 1(40) 4(15) 4(10) 16(5) | Sulzer 9RND90<br>Oil 2SA 9Cy. 900 × 1550<br>16 600bhp (12 210kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 500kW 220V d.c.<br>Fuel 1 827,0t (hvf)<br>15kn |
| **YANG CHENG**<br>ex Jie Yang-85<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | T.Mk<br>**6 881**<br>3 674<br>—<br>**9 913**<br>5 501<br>14 212 | (ZC) | **1976** Guangzhou Shipyard—Guangzhou/Canton<br>161,25 (BB) 20,43 —/9,530<br>147,00 20,40 12,40<br>B 25,0 F 33,6 2 dks | **M General Cargo**<br>4 Ho ER 1 Ho<br>G.19 882 B.17 886<br>5 Ha (stl) (7,7 × 6,0) (12,8 15,0 12,8 × 8,0) ER (9,0 × 8,0)<br>17W Der 1(60) 6(3-10) 10(3-5) | Hudong<br>Oil 2SA 6Cy. 750 × 1600<br>12 000bhp (8 827kW)<br>Guangzhou Diesel Engine Factory Guangzhou/Canton<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel (d.o.)<br>16kn |
| **YANG CHENG HU**<br>**Dalian Ocean Shipping Company (COSCO DALIAN)**<br>Dalian/Dairen China<br>SatCom: 1570306/YACH | **11 780**<br>7 737<br>19 989<br>T/cm<br>24,6 | ZC | **1982** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1252)<br>158,00 (BB) 22,08 9,200<br>149,00 22,00 12,20<br>P 40,0 F 14,1 1 dk<br>Bow/CM 65 Diam. 0,310 MH 0,9 | **M Tanker**<br>15 Ta ER<br>L.(oil) 20 285<br>3 Cargo pumps total 1 476T/hr | Sulzer 6RLA56<br>Oil 2SA 6Cy. 560 × 1150<br>7 590bhp (5 583kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 500kW 450V 60Hz a.c.<br>14kn |
| **YANG FANG KOU**<br>ex Devonport-78<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **12 131**<br>8 322<br>18 285 | ZC (AB) | **1978** Narasaki Zosen K.K.—Muroran (917)<br>158,01 (BB) 22,86 10,100<br>144,54 22,80 13,70<br>P 25,3 F 11,0 2 dks<br>rf 203 conv RoRo Cargo/General Cargo 88 | **M General Cargo/Container Ship**<br>Fixed-guides<br>Side door/ramp (s, aft) Stern door/ramp<br>3 Ho ER<br>G.25 655 B.22 738<br>TEU 316 C.Dk 316/20'<br>3 Ha (stl) (13,1 × 9,9) (27,0 27,0 × 12,8) ER<br>Der 1(100) 2(30) 3(15) | Pielstick 16PC2-5V-400<br>Vee Oil 4SA 16Cy. 400 × 460 geared to sc. shaft<br>10 400bhp (7 650kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 440kW 450V 60Hz a.c.<br>16kn |
| **YANG HONG**<br>ex Takachiho Maru-78<br>**Yang Hong S.S. Co. Ltd.**<br>Keelung China* | **1 659**<br>1 034<br>3 100 | (NK) | **1970** Kanda Zosensho K.K.—Kure (144)<br>86,52 12,83 5,520<br>79,99 12,81 6,35<br>P 17,7 F 9,8 1 dk<br>rf 102 | **M Tanker**<br>6 Ta ER<br>L.(oil) 3 388 | Hanshin 6L46SH<br>Oil 4SA 6Cy. 460 × 680<br>2 400bhp (1 765kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 100kW 1 × 40kW 225V a.c.<br>Fuel 109,5t-8,5pd<br>12kn |
| **YANG LIN**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **10 005**<br>5 409<br>13 637 | ZC<br>✠Classed LR until 22/11/74 | **1973**-6 Brodogradiliste i Tvornica Dizel Motora "Split" (255)<br>160,12 (BB) 21,85 9,420<br>148,00 21,78 12,25<br>F 8,9 2 dks, 3rd dk in way of No. 2 hold<br>rf nil | **M General Cargo**<br>5 Ho 18,9 19,5 26,9 26,9 ER 17,2<br>G.20 138 B.18 539 HeCls. B<br>5 Ha (stl) (10,5 × 5,0) (12,8 18,7 18,7 × 8,0) ER (7,4 × 8,0)<br>16W Der 1(120) 2(12) 14(5) | MAN K6SZ78/155<br>Oil 2SA 6Cy. 780 × 1550<br>11 400bhp (8 385kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 504kW 450V 60Hz a.c.<br>Fuel 215,0t (d.o.) 1 708,0t (hvf)-42,5pd<br>19,5kn |

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| **6507177**<br>*BROE*<br>Df Esd Gc<br>Rdr RTm/h/v | **YANG MING SHAN**<br>ex Goldean Alliance-82<br>ex Atherstone-78<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **25 395**<br>14 138<br>44 668<br>T/cm<br>48,9 | ZC<br>✠Classed LR until 8/82 | **1965**-4 Hitachi Zosen—Innoshima (4048)<br>206,00 27,49 12,001<br>195,00 27,00 16,65<br>P 34,5 F 17,7 1 dk<br>rf 13 DK | **M Bulk Carrier**<br>8 Ho 17,6 20,6 14,9 14,9 14,9 18,8 14,9 18,8 ER<br>G.51 266<br>8 Ha (stl) (10,5 × 9,5) (13,1 9,3 9,3 9,3 11,2 9,3 11,2 × 11,4) ER | B&W<br>Oil 2SA 7Cy. 840 × 1800<br>16 100bhp (11 843kW)<br>Hitachi Zosen Sakurajima Works<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 2 908,0t (hvf) |
| **7939183**<br>*BUSA*<br>Df Esd Gc<br>Pfd Rdr Rt | **YANG ZI JIANG 1**<br>ex Xin Hua 4-82<br>**China Yangtze River Shipping Co. Ltd.**<br>Wuhan China | T.Mk<br>**1 522**<br>747<br>—<br>**2 686**<br>1 396<br>3 658 | ZC | **1977** Zhonghua Shipyard—Shanghai<br>101,15 —/6,000<br>92,30 13,80 7,70<br>P 20,2 F 11,9 2 dks | **M General Cargo**<br>3 Ho ER 3 TwD<br>G.5 158 B.4 769<br>3 Ha (stl) (9,7 11,0 11,0 × 7,0) ER<br>6W Der 6(3-5) | Hudong<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard<br>Gen 2 × 250kW 400V 50Hz a.c.<br>Fuel 45,5t (d.o.) 86,5t (hvf) |
| **7939195**<br>*BUSB*<br>Df Esd Gc<br>Pfd Rdr Rt | **YANG ZI JIANG 2**<br>ex Xin Hua 5-82<br>**China Yangtze River Shipping Co. Ltd.**<br>Wuhan China | T.Mk<br>**1 522**<br>747<br>—<br>**2 686**<br>1 397<br>3 658 | ZC | **1977** Zhonghua Shipyard—Shanghai<br>101,15 —/6,000<br>92,30 13,80 7,70<br>P 20,2 F 11,9 2 dks | **M General Cargo**<br>3 Ho ER 3 TwD<br>G.5 158 B.4 769<br>3 Ha (stl) (9,7 11,0 11,0 × 7,0) ER<br>6W Der 6(3-5) | Hudong<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard<br>Gen 2 × 250kW 400V 50Hz a.c.<br>Fuel 45,5t (d.o.) 86,5t (hvf) |
| **5035452**<br>*BUSC*<br>Df Esd Gc<br>Rdr RTm/h/v | **YANG ZI JIANG 3**<br>ex Dina-82 ex Mahabhakti-80<br>ex Trikora Djaya-73<br>ex Sumatra Breeze-71 ex Bamora-71<br>**China Yangtze River Shipping Co. Ltd.**<br>Wuhan China | T.Mk<br>**4 896**<br>1 917<br>—<br>**6 311**<br>3 463<br>7 670 | (IRS) (ZC)<br>✠Classed LR until 22/12/82 | **1961**-1 Harland & Wolff Ltd.—Govan, Glasgow (1612 G)<br>129,88 18,06 —/7,798<br>120,94 17,99 9,91<br>P & B 53,4 F 14,4 2 dks, 3rd dk in No. 3 hold<br>RW rf 152 | **M General Cargo**<br>Ref<br>4 Ho 16,5 22,7 23,4 ER 23,4<br>G.10 161 B.9 362 In.1 206<br>5 Ha (stl) (9,6 14,2 13,4 × 7,3) ER (9,2 × 6,7) (2,4 × 3,0)<br>4W Cr 5(3) Der 1(25) 4(10) | B&W<br>Oil 2SA 6Cy. 620 × 1400 exhaust 470<br>6 700bhp (4 928kW)<br>Harland & Wolff Ltd.<br>Gen 4 × 350kW 440V 60Hz a.c.<br>Fuel 1 358,5t (hvf) |
| **7022681**<br>*BUYD*<br>Df Esd Gc<br>Pfd Rdr Rt | **YANG ZI JIANG 4**<br>ex Woolga-83 ex Woolgar-82<br>**China Yangtze River Shipping Co. Ltd.**<br>Wuhan China | **2 755**<br>1 284<br>4 948 | ZC<br>✠Classed LR until 12/82 | **1970**-10 "Georgi Dimitrov" Shipyard—Varna (208)<br>113,80 15,07 6,550<br>103,00 15,00 9,35<br>Ba 21,1 F 13,5 2 dks<br>rf 203 | **M General Cargo**<br>Side doors Ice strengthened<br>3 Ho 11,0 35,0 17,9 ER<br>G.8 315 B.7 583<br>3 Ha (stl) (11,0 24,0 11,0 × 7,4) ER<br>8W Der 1(50) 1(30) 6(5) 2(2,5) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt<br>Gen 1 × 160kW 3 × 120kW 400V 50Hz a.c.<br>Fuel 347,5t (d.o. & hvf)-12,0pd |
| **6922200**<br>*BUYE*<br>Df Esd Gc<br>Rdr RTm/h/v | **YANG ZI JIANG 5**<br>ex Tecona-86 ex Prominent I-80<br>ex Scol Prominent-77<br>ex Eastern Bridge-74 ex Cape Henry-74<br>ex Hinrich Witt-72<br>**China Yangtze River Shipping Co. Ltd.**<br>Wuhan China | **2 836**<br>1 940<br>—<br>**4 799**<br>3 310<br>7 460 | ZC (GL) | **1969** Orenstein Koppel & Luebecker—Luebeck (663)<br>116,78 (BB) 17,33 —/7,520<br>107,95 17,00 9,90<br>F 9,2 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho ER 3 TwD<br>G.10 660 B.10 007<br>TEU 226 C. 226/20'<br>3 Ha (stl) (13,7 × 7,7) (19,5 19,5 × 10,5) ER<br>11W Der 1(80) 10(10) | MaK<br>Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 232kW 1 × 124kW 380V 50Hz a.c.<br>Fuel 432,0t (i.f.o.)-15,5pd |
| **6923383**<br>*BUYF*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **YANG ZI JIANG 6**<br>ex Temara-86 ex Mejean III-80<br>ex Nordwelle-77<br>**China Yangtze River Shipping Co. Ltd.**<br>Wuhu China | T.Mk<br>**2 830**<br>1 938<br>5 885<br>**4 793**<br>3 309<br>7 460 | ZC (BV) (GL) | **1969** Schlichting-Werft G.m.b.H.—Travemuende (1365)<br>116,78 (BB) 17,25 6,516/7,525<br>107,95 17,00 9,90<br>F 8,3 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 21,9 28,5 32,0 ER<br>G.10 660 B.10 012<br>TEU 226<br>3 Ha (stl) (12,9 × 7,7) (19,5 19,5 × 10,5) ER<br>10W Der 2(60) 10(10) 1(1) | MaK<br>Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 232kW 1 × 124kW 380V 50Hz a.c.<br>Fuel 68,0t (d.o.) 432,0t (hvf) |
| **6610089**<br>*BOIY*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **YANG ZONG HAI**<br>ex Southern Ruby-78<br>ex Hoegh Mallard-74<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China | **14 444**<br>9 223<br>25 379 | ZC (NV) | **1966** Kawasaki Dockyard Co. Ltd.—Kobe (1072)<br>178,50 (BB) 22,86 10,220<br>168,00 22,80 14,10<br>P 33,9 F 13,5 1 dk | **M Bulk Carrier**<br>6 Ho 17,9 19,5 19,5 19,5 19,5 21,2 ER<br>G.28 908 B.28 425<br>6 Ha (stl) (11,8 13,1 13,1 13,1 13,1 13,1 × 10,2) ER<br>12W Der 12(12) | MAN<br>Oil 2SA 7Cy. 780 × 1400<br>10 500bhp (7 723kW)<br>Kawasaki Dockyard Co. Ltd.<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 141,0t (d.o.) 1 923,0t (hvf)-32,0pd |
| **8726727**<br>M-38577<br>RTv | **YANINA**<br>ex Tavrida<br>**Black Sea Shipping Co. (BLASCO)**<br>(Yevpatoriya) (U.S.S.R.) | *176*<br>*53*<br>31 | RS | **1987** ............U.S.S.R.<br>38,10 7,21 1,620<br>32,64 2,90<br>1 dk | **TrM Ferry**<br>294dk P | Russkiy<br>3 Oil<br>(centre) Oil 4SA 12Cy. 180 × 200<br>735kW (999bhp)<br>(wing) 2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp) |
| **7052935**<br>*UIBQ*<br>M-30592<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **YANIS LENTSMANIS**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**2 948**<br>942<br>—<br>**5 194**<br>2 432<br>4 413 | RS | **1971** Stocznia Gdanska im. Lenina—Gdansk (B443/07)<br>119,82 (BB) 17,00 7,290<br>110,01 16,95 11,21<br>2 dks | **M Refrigerated Cargo**<br>8P<br>Ice strengthened<br>2 Ho ER 2 Ho<br>In.5 357<br>4 Ha (stl) (5,6 × 4,2) (6,3 × 5,7) ER (6,3 6,3 × 5,7)<br>8W Der 8(5) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW)<br>Stocznia Gdanska im. Lenina<br>Gen 4 × 320kW 380V 50Hz a.c. |
| **7048415**<br>*UJNC*<br>M-30591<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **YANIS RAYNIS**<br>**Latvian Shipping Company**<br>(Riga) (U.S.S.R.) | T.Mk<br>**2 948**<br>951<br>—<br>**5 215**<br>2 457<br>4 428 | RS | **1971** Stocznia Gdanska im. Lenina—Gdansk (B443/05)<br>119,56 (BB) 17,00 7,290<br>110,01 16,95 11,21<br>2 dks | **M Refrigerated Cargo**<br>8P<br>Ice strengthened<br>2 Ho ER 2 Ho<br>In.5 357<br>4 Ha (stl) (5,6 × 4,2) (6,3 × 5,7) ER (6,3 6,3 × 5,7)<br>8W Der 8(5) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW)<br>Stocznia Gdanska im. Lenina<br>Gen 4 × 320kW 380V 50Hz a.c. |
| **7305136**<br>*UYHX*<br>M-30967<br>Df Esd Gc<br>Rdr Rt | **YANKA KUPALA**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **3 587**<br>1 740<br>4 130 | RS | **1972** Navashinskiy Shipyard—Navashino<br>123,53 15,02 4,499<br>117,00 14,99 6,51<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 17,9 17,9 18,5 17,9 ER<br>G.6 040 B.5 800<br>4 Ha (stl) (12,0 12,0 13,7 13,7 × 8,3) ER<br>Cr 2(8) | Russkiy<br>2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works<br>Fuel 217,5t (hvf) |
| **5409811**<br>*CYJT*<br>318683<br>Df Esd Gc<br>Rdr RTv | **YANKCANUCK**<br>**Purvis Marine Ltd.**<br>Sault Ste. Marie Canada | **3 280**<br>1 898<br>4 753 | AB | **1963** Collingwood Shipyards—Collingwood, Ont. (178)<br>98,89 15,04 6,419<br>91,75 14,94 7,93<br>P 18,3 F 5,5 1 dk<br>RW rf nil | **M General Cargo**<br>2 Ho each 28,6 ER<br>G.6 021<br>2 Ha (stl) (each 26,8 × 10,9) ER<br>Cr 1(35) | Cooper Bessemer<br>Oil 4SA 8Cy. 394 × 559<br>1 860bhp (1 368kW)<br>Cooper-Bessemer of Canada<br>Gen 2 × 200kW 550V 60Hz a.c.<br>Fuel 134,0t (d.o.)-5,0pd |
| **5395046**<br>*WJ4683*<br>203969<br>RdrRTm | **YANKEE**<br>ex Block Island-48<br>ex Hook Mountain-40 ex Machigonne<br>**Rhode Island Navigation Co.**<br>New London, Ct United States of America | **425**<br>289<br>— | | **1907** Neafie & Levy Ship & Engine Building Co. —Philadelphia, Pa (1004)<br>45,73 8,84<br>... ... ...<br>1 dk<br>R | **M Ferry**<br>500P | General Motors<br>Oil 2SA 12Cy. 216 × 267<br>900bhp (662kW) E made42 fitted48<br>General Motors Corp.<br>Gen 3 × 100kW 110/230V d.c.<br>Fuel (d.o.) |

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| **YANKEE**<br>ex Anne Moran-76 ex William J. Moran<br>ex Wapasha<br>**Eklof Marine Corp.**<br>New York, NY United States of America | **149**<br>101<br>— | AB | **1938** Defoe Boat & Motor Works—Bay City, Mi (162)<br>28,66 7,68 3,433<br>27,54 7,62 3,66<br>1 dk<br>BK 127 | **D-E Tug** | General Motors<br>2 Vee Oil 2SA each 12Cy. 222 × 267 driving gen. of 814kW 525V d.c. connected to 2 elec. motors & sr geared to sc. shaft<br>E made44 reconditioned & fitted55<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 35kW 1 × 30kW 125V d.c. |
| **YANKEE CLIPPER**<br>ex Lappland-79<br>ex Manchester Falcon-76<br>Launched as Lappland<br>**Partenreederei m.s. "Yankee Clipper"**<br>Claus Speck<br>Rendsburg Federal Republic of Germany | **998**<br>669<br>2 560 | GL | **1975** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (770)<br>81,39 13,42 5,030<br>74,17 13,39 5,19<br>P 13,2 F 59,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,8 ER<br>G.4 730 B.4 420<br>TEU 149 C. 149/20' (40')<br>1 Ha (50,4 × 10,2) ER | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420 reduction geared to sc. shaft<br>1 999bhp (1 470kW)<br>Atlas-MaK Maschinenbau Kiel<br>13,75kn |
| **YANKEE CLIPPER**<br>ex Lucil-74<br>**Thomas J. Cain**<br>Cain & Scott<br>Ketchikan, Ak United States of America | **154**<br>105<br>— | | **1969** ............Mobile, Al<br>*24,36*<br>7,36 3,46<br>1 dk | **M Fishing** | Oil<br>720bhp (530kW)<br>U.S.A.<br>Fuel (d.o.) |
| **YANKEE CLIPPER**<br>ex Karen Elizabeth-74<br>**Jack A. Keith**<br>New Bedford, Ma United States of America | **122**<br>83<br>— | | **1968** Master Marine Inc.—Bayou la Batre, Al<br>*22,10*<br>7,01 3,56<br>1 dk | **M Fishing** | Oil<br>400bhp (294kW)<br>U.S.A.<br>Fuel (d.o.) |
| **YANKEE TRADER**<br>**Hokoku Kosan K.K.**<br>Kitakyushu, Fukuoka Pref. Japan | **817**<br>—<br>— | | **1930** ............Norfolk, Va<br>50,20 4,300<br>45,00 9,60 5,75<br>1 dk | **TM Ferry** —dk P | 2 Oil<br>U.S.A. |
| **YANKEE TRADER**<br>ex YMS 283<br>**Sherman F. Miller**<br>Portland, Or United States of America | **225**<br>127<br>— | | **1943** San Diego Mar. Co.—San Diego, Ca<br>*38,26* 7,45<br>3,33<br>conv Minesweeper — | **Wood TM Fishing** | General Motors<br>2 Oil<br>1 000bhp (736kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **YANNIS**<br>ex Leon-88 ex Fanny Anna-87<br>ex Filbright-86 ex Cairnshope-85<br>ex Gold Lucky-85 ex Pine Light-82<br>**Mandraki Marine Co. Ltd.**<br>Valletta Malta | **10 788**<br>7 459<br>18 694 | NK | **1976** Narasaki Zosen K.K.—Muroran (906)<br>154,74 22,61 9,338<br>142,91 22,51 12,53<br>P 28,4 F 11,0 1 dk | **M Bulk Carrier**<br>4 Ho 26,2 26,2 26,2 27,0 ER<br>G.23 578 B.23 138 HeCls. B<br>4 Ha (stl) (14,8 × 10,0) (14,8 15,6 16,4 × 12,0) ER<br>4W Der 4(25) | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>6 105kW (8 300bhp)<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 2 × 360kW 450V 60Hz a.c.<br>Fuel 112,5t (d.o.) 1 450,0t (hvf)-29,0pd 15kn |
| **YANNIS**<br>ex Flag Union-90 ex Novaya Zemlya-89<br>**Gardol Marine S.A.**<br>Panama Panama | **4 375**<br>2 113<br>6 441 | BV (NV) (RS) | **1965** "A. Zhdanov" SB. Yard—Leningrad<br>121,95 16,74 7,090<br>113,01 16,69 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 870 B.7 300<br>4 Ha (stl) (10,9 × 8,0) (13,1 13,1 × 9,5) ER (13,1 × 9,5)<br>Cr 4(5) | B&W 9-50VTBF-110<br>Oil 2SA 9Cy. 500 × 1100<br>3 825kW (5 200bhp)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 330,0t (hvf) 14,5kn |
| **YANNIS II**<br>ex Schwarzburg-90<br>**Semora Shipping S.A.**<br>Panama Panama | T.Mk<br>**5 197**<br>2 888<br>8 210<br>**8 285**<br>4 961<br>10 080 | (DSRK) (GL) | **1967** VEB Warnowwerft Warnemuende —Warnemuende (209)<br>150,35 20,25 7,240/8,205<br>143,87 20,20 11,71<br>F 13,5 2 dks | **M General Cargo**<br>Ref 6P<br>Ice strengthened<br>5 Ho -DT 17,3 18,9 18,0 21,1 ER 15,8<br>G.14 934 B.7 841 In.330 L.511<br>5 Ha (stl) (10,5 × 7,0) (12,1 12,1 11,6 × 10,9) ER (9,9 × 8,0)<br>12W Cr 1(5) Der 1(60) 2(8-14) 4(5-8) 6(3-5) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 340kW 1 × 240kW 390V 50Hz a.c.<br>Fuel 858,5t (d.o.) 866,5t (hvf) 18,5kn |
| **YANO MARU No. 11**<br>**Yano Kensetsu K.K.**<br>Kobe, Hyogo Pref. Japan | **458**<br>201<br>— | | **1972** Imai Zosen—Kochi (318)<br>45,29 1,501<br>41,51 15,00 3,00<br>1 dk | **M Crane Barge** | Yanmar<br>Oil<br>680bhp (500kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Fuel (d.o.) 6kn |
| **YANO MARU No. 12**<br>**Yano Kensetsu K.K.**<br>Kobe, Hyogo Pref. Japan | **494**<br>—<br>600 | | **1973** Kochi Jyuko (Eiho Zosen) K.K.—Kochi<br>46,51 2,601<br>43,01 16,01 3,00<br>1 dk | **TM Dredger** | Yanmar<br>2 Oil<br>1 300bhp (956kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>6kn |
| **YANO MARU No. 15**<br>**Yano Kensetsu K.K.**<br>Himeji, Hyogo Pref. Japan | **498**<br>—<br>— | | **1982** Kochi Jyuko (Kaisei Zosen) K.K.—Kochi (1541)<br>51,74 2,901<br>49,51 16,01 3,31<br>1 dk | **M Work Ship**<br>Mchy.aft | Matsue MF28-P<br>Oil 4SA 6Cy. 280 × 450<br>1 200bhp (883kW)<br>Matsue Diesel K.K. Matsue |
| **YANTAR**<br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Kaliningrad) (U.S.S.R.) | *182*<br>*54*<br>69 | RS | **1983** ............U.S.S.R.<br>... ...<br>... ...<br>1 dk | **M Tug** | Oil<br>............ |
| **YANTAR**<br>**Government of The Republic of Russia (Ministry of Geology)**<br>(Novorossiysk) (U.S.S.R.) | **166**<br>18<br>36 | RS | **1975** ............U.S.S.R.<br>33,96 7,09 2,631<br>3,69<br>1 dk | **M Research**<br>Ice strengthened | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9kn |
| **YANTAR**<br>**Vyborg Port Authority**<br>(Vyborg) (U.S.S.R.) | **124**<br>31<br>20 | RS | **1983** ............U.S.S.R.<br>28,71 6,35 1,480<br>2,49<br>1 dk | **M Ferry** 250dk P | Oil<br>............ |
| **YANTAR**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Temryuk) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1989** ............U.S.S.R.<br>26,52 2,361<br>22,92 6,60 3,08<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>224bhp (165kW)<br>Russkiy-Diesel Works U.S.S.R.<br>9,25kn |
| **YANTARNYY**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 873**<br>1 305<br>3 930 | RS | **1968** Valmet Oy Pansion Tehdas—Turku/Abo (291)<br>102,27 14,03 5,201<br>93,20 14,00 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>G.5 171 B.4 785<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 30,5t (d.o.) 254,0t (hvf) 13,5kn |

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| **7405704**<br>*EVBP*<br>M-31179<br>Df Esd Gc<br>Pfd Rdr Rt | **YANTARNYY BEREG**<br>**Vostokrybkholodflot**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**8 324**<br>4 201<br>—<br>**11 755**<br>6 385<br>9 286 | RS | **1975** VEB Mathias-Thesen-Werft—Wismar (202)<br>152,25 22,23 7,798<br>142,02 22,20 13,62<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>B.1 876 In.13 026<br>4 Ha (stl) (each 6,0 × 3,9) ER<br>Der 9(5) | MAN<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>Halberstadt |
| **6409222**<br>DAK 722<br>Df Esd Pfd<br>Rdr Rt | **YANTINA**<br>Dakar Senegal | **179**<br>59<br>— | (BV) | **1964** S.I.C.C.Na.—St. Malo (63)<br>32,01 7,24<br>29,65 7,22 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>In.145<br>2 Ha (each 0,9 × 0,9)<br>Der 1(2) 1(1) | Duvant<br>Oil 4SA 6Cy. 255 × 300<br>575bhp (423kW)<br>Moteurs Duvant<br>Fuel 44,0t (d.o.) |
| **8202745**<br>*FIPV1*<br>Df Esd Gc<br>Rdr Rt | **YANYAN**<br>**Federal Military Government of Nigeria (Department of Fisheries - Federal Ministry of Agriculture)**<br>Lagos Nigeria | **110**<br>16<br>— | ✠ | **1983**-9 Shin-A Shipbuilding Co. Ltd.—Chungmu (264)<br>34,02 6,25 1,291<br>31,55 6,00 3,00<br>1 dk<br>rf 914 | **TM Fishery Patrol Vessel**<br>Mchy.aft | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 185 with & sr reverse geared to sc. shafts<br>1 224bhp (900kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 42kW 220V 50Hz a.c.<br>Fuel 12,5t (d.o.) |
| **8805834**<br>*3EQE6*<br>18582-YJ | **YAOKI**<br>**Yaoki Shipping S.A.**<br>Panama Panama | *3 183*<br>*1 574*<br>5 111 | NK | **1988** Murakami Hide Zosen K.K.—Hakata (280)<br>6,497<br>89,97 16,01 7,83<br>1 dk | **M Tanker**<br>Oil Chemical | Akasaka<br>Oil<br>3 300bhp (2 427kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8622103**<br>*JM5300*<br>126991<br>Rt | **YAOKI MARU**<br>**Asamatsu Yamamoto**<br>Ishida, Nagasaki Pref. Japan | **125**<br>—<br>250 | | **1983** Y.K. Okajima Zoensho—Nakajima (207)<br>34,35 2,801<br>30,00 6,80 3,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Yanmar<br>Oil<br>300bhp (221kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Fuel (d.o.) |
| **8841046**<br>*JM5972*<br>131361<br>Rt | **YAOKI MARU No. 5**<br>**Yaoki Maru Kaiun Y.K.**<br>Ishida, Nagasaki Pref. Japan | **199**<br>—<br>630 | | **1990** Y.K. Takasago Zosensho—Naruto<br>56,03 3,310<br>50,00 9,30 5,45<br>1 dk | **M General Cargo** | Akasaka<br>Oil 4SA 6Cy. 260 × 440<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7708637**<br>Esd Pfd Rdr<br>Rt | **YAQOOT**<br>**Port Qasim Authority**<br>Karachi Pakistan | **63**<br>17<br>4 | ✠**100A1** SS 6/88<br>Sonmiana to Sirmouth (Indus Delta) service, not more than 15 miles offshore<br>✠**LMC**<br>EL (A) 100,0/12,5U2<br>FN 153 | **1978**-8 McTay Marine Ltd.—Bromborough (28)<br>20,53 5,47<br>19,03 5,25 2,75<br>1 dk<br>rf 635 | **TM Pilot Launch** | Kelvin<br>2 Oil 4SA each 8Cy. 165 × 184 reverse geared to sc. shafts<br>800bhp (588kW)<br>Kelvin Diesels Ltd.<br>Gen 2 × 10kW 230V 50Hz a.c. 2 × 2,5kW |
| **7944279**<br>Esd Rt | **YAQUI**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas, Sonora Mexico | **104**<br>53<br>— | (AB) | **1977** Ast. Monarca—Guaymas (595)<br>... ... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler | Waukesha<br>Oil 4SA 6Cy. 215 × 215 reverse reduction to sc. shaft<br>385bhp (283kW)<br>Waukesha Engine Div. Dresser Industries Inc.<br>Gen 1 × 3kW a.c. 1 × 1,75kW a.c. |
| **7923445**<br>*AEPD*<br>Df Esd Gc<br>Pfd Rdr Rt | **YAQUINA**<br>**Government of The United States of America (Department of The Army - Corps of Engineers)**<br>Portland, Or United States of America | **1 960**<br>1 027<br>2 943 | (AB) | **1981** Norfolk SB. & D.D. Corp.—Norfolk, Va (178)<br>60,97 3,660<br>58,83 17,68 5,19<br>F 17,1 1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms<br>Hopper 6 422<br>2 sandpumps each 3208kW (4300bhp) | Caterpillar<br>2 Vee Oil 4SA each 16Cy. 159 × 203 sr sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 400kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7640952**<br>*UERB*<br>M-32477 | **YARA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **180**<br>32<br>77 | RS | **1976** .............U.S.S.R.<br>31,60 7,32 2,839<br>3,51<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **5395151**<br>*WSC5795*<br>250424<br>Df Esd Gc<br>Rdr RTv | **YARDARM KNOT**<br>ex Octavia-46<br>**Yak Inc.**<br>Seattle, Wa United States of America<br>SatCom: 1500367/YAKN | **3 777**<br>2 121<br>5 281 | (AB) | **1945** Pennsylvania Shipyards Inc.—Beaumont, Tx (337)<br>103,23 15,27 7,138<br>97,95 15,24 8,84<br>P 27,5 F 11,6 2 dks<br>rf nil<br>conv General Cargo — | **M Factory Ship**<br>Fish-factory Ref<br>3 Ho 13,0 24,0 20,5 ER<br>In.3 245<br>3 Ha (6,1 12,3 12,3 × 6,1) ER<br>10W Der 2(10) 8(5) | Nordberg<br>Oil 2SA 6Cy. 545 × 735<br>1 700bhp (1 250kW)<br>Nordberg Manufacturing Co.<br>Gen 2 × 250kW 220V d.c.<br>Fuel 990,5t |
| **7710537**<br>850117<br>Df Esd Gc<br>Rdr Rt | **YARDIE CREEK**<br>**Finbar Marine Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **287**<br>152<br>— | AB | **1978** Marine Builders (Pte.) Ltd.—Singapore (1015)<br>33,99 3,112<br>32,31 8,50 3,51<br>1 dk<br>conv Tug 87 | **M Research**<br>Seismographic Survey | General Motors<br>2 Vee Oil 2SA each 16Cy. 108 × 127 reduction geared to sc. shaft<br>960bhp (706kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 2 × 80kW |
| **8119053**<br>*UPNU*<br>M-17553<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **YARENGA**<br>**Government of The Republic of Russia (Ministry of Gas Industry)**<br>(Baku) (U.S.S.R.) | *1 589*<br>*476*<br>1 394 | RS | **1984** Valmetin Laivateollisuus Oy—Turku/Abo (352)<br>67,32 13,90 5,201<br>58,20 13,81 7,32<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Wartsila<br>4 Oil with clutches, flexible couplings & sr sc. shafts<br>(i) 2 Vee Oil 4SA each 12Cy. 220 × 240<br>Oy Wartsila Ab<br>(ii) 2 Oil 4SA each 6Cy. 220 × 240<br>Oy Wartsila Ab<br>Gen 2 × 440kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 860,0t (d.o.) |
| **7229095**<br>*EUZR*<br>M-30958<br>Df Esd Rdr<br>Rt | **YARENSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **601**<br>233<br>373 | RS | **1972** ...........U.S.S.R.<br>54,23 9,38 3,901<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.418<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2,5) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |

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| **YARGARA**<br>ex Capulet-84<br>**Yargara Shipping Co. Ltd.**<br>Unicom Management Services (Cyprus) Ltd.<br>Valletta Malta<br>SatCom: 1256255/YARG | **15 188**<br>10 241<br>26 324<br>T/cm<br>32,0 | ✠**100A1** SS 8/90<br>strengthened for ore cargoes No. 3 hold may be empty<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL G† 2$\frac{11}{16}$"U2<br>FN 6440 | **1972**-6 Swan Hunter Shipbuilders Ltd.—Haverton Hill (48)<br>182,89 (BB) 22,97 10,364<br>174,17 22,64 14,33<br>P 32,0 F 14,7 1 dk<br>rf nil DK | **M Bulk Carrier**<br>5 Ho 25,2 24,9 25,2 25,2 23,7 ER<br>G.33 454<br>5 Ha (stl) (14,4 × 9,1) (18,4 18,4 18,4 16,7 × 10,6) ER<br>Cr 4(12) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>15kn |
| **YARIMCA**<br>ex Freden V-60 ex Freden-53<br>**Firat Petrol Ticaret A.S.**<br>Istanbul Turkey | **1 588**<br>843<br>2 235 | (NV)<br>CLASS WITHDRAWN at Owners' request 29/5/91 | **1953** (Fwd & aft sections) A/S Pusnaes M/V —Arendal (86)<br>**1972**-12 (Cargo section) Marmara Transport—Izmit<br>80,63 10,29 5,347<br>74,86 10,24 6,71<br>1 dk<br>rf 102 | **M Tanker**<br>Mchy.aft | Polar<br>Oil 2SA 6Cy. 340 × 570<br>1 650bhp (1 214kW) NE made fitted11/77<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 70kW 1 × 27,5kW 380V 50Hz a.c.<br>Fuel 131,0t 12kn |
| **YARKIY** | **163**<br>39<br>88 | (RS) | **1978** .............U.S.S.R.<br>34,02 7,09 2,898<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.78<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9kn |
| **YARKIY LUCH**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **5 220**<br>3 248<br>3 056 | RS<br>✠Classed LR until 5/67 | **1965**-4 Hitachi Zosen—Mukaishima (4018)<br>115,02 17,43 5,601<br>105,01 17,33 8,84<br>P 30,2 F 11,0 2 dks<br>rf 102 DK | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>G.2 053 In.511<br>4 Ha (1,9 × 1,8) (1,9 1,9 × 1,9) (0,9 × 1,2) ER<br>6W Der 4(3) 2(1) | B&W 6-50VTBF-110<br>Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>14kn |
| **YARM CROSS**<br>**Cory Towage (Tees) Ltd.**<br>Middlesbrough United Kingdom | **185**<br>—<br>98 | ✠**100A1** SS 5/88<br>tug<br>River Tees estuary service with occasional voyages to the River Tyne and not more than 5 miles offshore<br>✠**LMC**<br>EL (D)B 277,0/20,5U2<br>FN 336 | **1979**-8 R. Dunston (Hessle) Ltd.—Hessle (920)<br>28,30 9,00 2,766<br>27,11 8,81 3,56<br>1 dk<br>rf 813 | **TM Tug**<br>Tractor | Ruston 6RK3CM<br>2 Oil 4SA each 6Cy. 254 × 305 sr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 2 × 37kW 415V 50Hz a.c.<br>2 Directional propellers<br>9kn |
| **YARMOUK**<br>**Egyptian Fisheries Co. for Fishing & Fish Gears**<br>Alexandria Egypt | *193*<br>*58*<br>168 | NK | **1989** Niigata Eng. Co. Ltd.—Niigata (2111)<br>30,71 - 2,700<br>26,00 7,41 3,15<br>F 11,5 1 dk | **M Research/Fishing**<br>Training Ref<br>In.50 | Niigata 6NSCM<br>Oil 4SA 6Cy. 190 × 260 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>662kW (900bhp)<br>Niigata Eng. Co. Ltd. Ota<br>Gen 2 × 80kW a.c.<br>10kn |
| **YAROSLAV IOSSELIANI**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1982** VEB Volkswerft Stralsund—Stralsund (542)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L.<br>Oil 4SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>16,25kn |
| **YAROSLAVL**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **863**<br>218<br>353 | RS | **1966** .............U.S.S.R.<br>55,10 9,50 3,087<br>9,43 4,50 | **D-E Fish Carrier**<br>Ref<br>Ice strengthened<br>1 Ho ER<br>In.360<br>1 Ha (1,9 × 1,9) ER<br>Cr 1(2,5) | 2 Oil 4SA each 6Cy. 250 × 340 driving gen. connected to elec. motor & geared to sc. shaft<br>U.S.S.R.<br>10kn |
| **YARROW**<br>ex M. I. Transporter-78 ex Berglill-70<br>**Effluents Services Ltd.**<br>Liverpool United Kingdom | **766**<br>471<br>1 215 | ✠**100A1** SS 6/87<br>waste acids carrier in Nos. 2, 3, 4 & 5 centre tanks<br>✠**LMC**<br>EL L 1$\frac{3}{16}$"U2<br>FN 1081 | **1967**-1 Lodose Varv A/B—Lodose (148)<br>71,15 11,03 3,772<br>65,00 11,00 5,62<br>RAD 22,9 F 11,0 1 dk & S dk<br>rf 102 conv Oil Chemical Tanker 71 | **M Tanker** OSD<br>Chemical<br>14 Ta ER<br>L.1 586 | MWM<br>Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 54kW 1 × 20kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>12kn |
| **YARTSEVO**<br>ex Lux Intrepid-89 ex Marcoalbelay-89<br>**Yartsevo Shipping Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Limassol Cyprus<br>SatCom: 1100502/YART | **19 425**<br>14 135<br>34 832 | ✠**100A1** SS 4/89<br>bulk carrier strengthened for heavy cargoes, Nos. 2 & 4 hold may be empty<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL H† 605,0/62,0U3<br>FN 7296 | **1981**-7 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (237)<br>197,70 (BB) 24,26 11,183<br>185,02 24,21 15,22<br>P 8,3 F 19,6 1 dk<br>rf nil DK in way of all holds | **M Bulk Carrier**<br>5 Ho 22,4 29,1 30,7 29,1 21,6 ER<br>G.46 629 B.40 603<br>5 Ha (stl) (13,2 19,0 19,0 19,0 19,0 × 13,5) ER<br>Cr 4(16) | B&W 5L67GFCA<br>Oil 2SA 5Cy. 670 × 1700<br>10 900bhp (8 018kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 176,0t (d.o.) 1 686,0t (hvf) 12,5kn |
| **YARVE**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Tallinn) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1989** .............U.S.S.R.<br>31,86 7,09 2,101<br>27,82 - 3,18 | **M Fish Carrier**<br>Ref<br>In.100 | Russkiy 6CHN18/22<br>Oil 4SA 6Cy. 180 × 220<br>315bhp (232kW)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 25kW a.c.<br>10,2kn |
| **YARWUN**<br>**N. D. Hegarty & Son Pty. Ltd. & The Adelaide Steamship Co. Ltd.**<br>*Sydney, N.S.W.* Australia | **177**<br>13<br>— | | **1969** Stannard Bros. Slipway & Eng. Pty. Ltd. —Sydney, N.S.W.<br>25,91 7,90 3,658<br>24,52 7,35 3,97<br>B 8,3 1 dk | **TM Tug** | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292<br>Lister Blackstone Mirrlees Marine Stamford<br>Gen 2 × 35kW 415V 50Hz a.c.<br>Fuel 42,5t (d.o.) 10kn |
| **YARY**<br>ex Ianuaria-90 ex Alessia-90<br>ex Ember-86 ex Shaula-85<br>ex Membership-81<br>ex Frendo Membership-76<br>**Yarimar S.r.l.**<br>Cagliari Italy | **4 994**<br>3 098<br>8 295 | BV RI (NV) | **1976** Santierul Naval Galatz—Galatz (644)<br>106,05 18,04 8,943<br>98,33 18,01 10,34<br>P -F - 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.11 610 B.11 044<br>2 Ha (stl) (each 31,7 × 12,9) ER<br>4W Der 2(22) 2(12) | MWM TBD501-6<br>2 Oil 4SA each 6Cy. 360 × 450 geared to sc. shaft<br>3 310kW (4 500bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 136kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 508,0t (hvf)-17,5pd 15,25kn |
| **YAS-3206**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Ilyichyovsk) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1988** .............U.S.S.R.<br>26,50 6,50 2,320<br>23,61 - 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>220kW (299bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **YASAKA**<br>**Keiyo Kaiun K.K.**<br>Onomichi, Hiroshima Pref. Japan | **495**<br>—<br>1 600 | | **1975** K.K. Namikata Zosensho—Namikata (87)<br>11,03<br>61,98 11,00 6,30<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin 6LU32<br>Oil 4SA 6Cy. 320 × 510<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe |

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| **7416698**<br><br><br>Rdr Rt | **YASAKA MARU**<br><br>**Government of The People's Republic of China (China Zhou Shan Ocean Fishery (Second) Corp.)** | **134**<br>57<br>— | | **1974** Nagasaki Zosen K.K.—Nagasaki (506)<br>37,29 7,22 2,413<br>30,79 7,19 4,60<br>1 dk | **M Fishing**<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8213586**<br>*7JPK*<br>126266<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **YASAKA REEFER**<br><br>**Yashiro Senpaku Kaisha Ltd.**<br>Honma Senpaku Co. Ltd. (Honma Senpaku K.K.)<br>Tokyo Japan<br>SatCom: 1203363/YASA | *9 273*<br>*4 593*<br>10 647 | NK | **1983** Hitachi Zosen—Maizuru Works, Maizuru (4737)<br>149,89 (BB) 22,51 9,018<br>140,01 20,52 12,73<br>F 34,8 4 dks | **M Refrigerated Cargo**<br>Vehicles<br>Side doors 4(p) 4(s)<br>4 Ho ER 10 TwD<br>In.12 260<br>4 Ha (stl) (9,7 10,5 10,5 × 7,5) ER (10,5 × 7,5)<br>7W Der 4(7) 3(2) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 190bhp (8 231kW)<br>Hitachi Zosen Sakurajima Works, Os<br>Gen 3 × 580kW 450V 60Hz a.c.<br>Fuel 86,0t (d.o.) 1 557,0t (hvf)-38,0pd |
| **7522071**<br>*TC4519*<br><br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **YASAR DOGU I**<br>ex Simonsturm-86<br>**Sezai Turkes Feyzi Akkaya Construction Co.**<br>Istanbul Turkey | **570**<br>220<br>975 | GL | **1977** J. G. Hitzler, Schiffswerft u. Maschinenfabrik —Lauenburg (758)<br>53,35 11,94 4,036<br>47,58 11,61 4,63<br>B & F 17,7 1 dk | **TM Supply Ship**<br>Deck Cargo Anchor-handling | MWM<br>2 Vee Oil 4SA each 12Cy. 230 × 270<br>3 000bhp (2 207kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 160kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 566,0t (d.o.)-13,5pd |
| **8325638**<br>*3DSJ*<br><br>Rt | **YASAWA PRINCESS**<br><br>**Blue Lagoon Cruises Ltd.**<br>Suva Fiji | **895**<br>366<br>241 | AB | **1985** Fiji Government Shipyard—Suva (81)<br>54,89 11,33 2,496<br>47,15 11,00 4,32<br>1 dk | **TM Passenger Ship**<br>32cbn 96bth P | MWM<br>2 Oil 4SA each 6Cy. 160 × 165 with clutches, flexible couplings & sr reverse geared to sc shafts<br>1 524bhp (1 121kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **6714770**<br>*HQ2015*<br>L-0352788<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **YASENA**<br>ex Yasenyevo-89 ex Gigondas-79<br>ex Torm Ragnhild-77 ex Ragnhild-74<br>**Chimeron Trust Shipping S.A.**<br>Thalkat Navigation S.A. Liberia<br>San Lorenzo Honduras | **15 810**<br>9 142<br>25 450<br>T/cm<br>32,0 | BV (GL) (NV) | **1967** Kaldnes M/V A/S—Tonsberg (174)<br>180,27 (BB) 22,92 10,191<br>168,36 22,86 13,75<br>F 12,5 1 dk<br>rf 51 | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>6 Ho 21,7 20,7 20,9 20,9 20,1 21,7 ER<br>G.30 848 B.29 320<br>6 Ha (stl) (each 13,1 × 11,5) ER<br>Cr 3(10) | Gotaverken 750/1600V<br>Oil 2SA 6Cy. 750 × 1600<br>7 613kW (10 350bhp)<br>A/B Gotaverken<br>Gen 1 × 452kW 2 × 336kW 440V 60Hz a.c.<br>Fuel 2 172,5t (hvf)-30,5pd |
| **6608270**<br>*UJQM*<br><br>Df Esd Rdr<br>Rt | **YASENSKIY**<br><br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | **2 044**<br>671<br>1 866 | ✠Classed LR until 4/69 | **1966**-6 Smit Kinderdijk—Kinderdijk<br>81,92 13,52 4,217<br>75,72 13,21 5,82<br>Ba 21,1 1 dk<br>rf nil | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Ice strengthened:Twin side arms<br>Dredging depth 15,0 Hopper 1420T<br>Hopper 1 020<br>2 sandpumps each 261kW (350bhp)<br>1 Ha ER<br>Der 2(6) | Mirrlees<br>2 Oil 4SA each 6Cy. 381 × 457 total 3 096bhp (2 277kW) driving 2 gen. each 875kW 600V d.c. connected to 2 elec. motors each of 1 080shp (794kW) (CC) & sc. shafts<br>Mirrlees National Ltd.<br>Gen 3 × 136kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **8727721**<br>*LYKP*<br>M-42232<br>Df Esd Gc<br>Rdr RTv | **YASENYEVO**<br><br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | *738*<br>*221*<br>329 | RS | **1987** ..............U.S.S.R.<br>53,74 10,71 4,400<br>47,92 - 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 300kW a.c. 3 × 150kW a.c.<br>Controllable pitch propeller |
| **7425871**<br>*EQQA*<br><br>Esd Rdr RTv | **YASER**<br>ex Ramin-80<br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Khorramshahr Iran | **167**<br>48<br>70 | ✠Classed LR until 19/11/82 | **1976**-1 Towa Zosen K.K.—Shimonoseki (485)<br>27,92 7,35 2,750<br>25,10 7,00 3,51<br>RAD 2,5 1 dk<br>rf 584 | **M Tug**<br>Fire-fighting | Blackstone<br>Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 52kW 225V 50Hz a.c. |
| **7517222**<br>*UESB*<br>M-25692<br>Df Esd Gc<br>Rdr Rt | **YASHA GORDIYENKO**<br><br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | T.Mk<br>**1 222**<br>427<br>—<br>**2 079**<br>918<br>2 180 | RS | **1975** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin<br>88,75 12,83 5,201<br>80,40 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 240<br>3 Ha (stl) (8,8 × 7,7) (12,8 12,8 × 10,2) ER<br>Der 1(20) 2(10) | Sulzer<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>H. Cegielski |
| **8618724**<br>*JPDX*<br>130214<br>Rt<br>AMVER | **YASHIMA**<br><br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **5 204**<br>—<br>— | | **1988** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (1040)<br>130,00 (BB) 15,54 5,250<br>118,76 15,51 8,80 | **TM Patrol Ship** | Pielstick 12PC2<br>2 Vee Oil 4SA each 12Cy. 400 × 460 with flexible couplings & sr geared to sc. shafts<br>13 240kW (18 000bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **7313781**<br>*JG3250*<br>114624<br>Gc Rdr Rt | **YASHIMA**<br><br>**Honshu Shikoku Renrakukyo Kodan**<br>Tokyo Japan | **264**<br><br>85 | | **1973** Ishikawajima Ship & Chemical Plant Co. —Tokyo (446)<br>31,30 8,64 2,794<br>28,00 8,62 3,71<br>1 dk | **TM Tug**<br>Salvage | Daihatsu<br>2 Oil 4SA each 6Cy. 275 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8303642**<br>*7JUW*<br>126745 | **YASHIMA**<br><br>**Daito Unyu K.K. (Daito Transportation Co. Ltd.)**<br>Tokyo Japan | **166**<br>—<br>70 | | **1983** Hanasaki Zosensho—Yokosuka (190)<br>32,11 9,02 2,920<br>30,82 8,81 3,92<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **7852581**<br>*JK4942*<br>131065<br>Esd Gc Rdr<br>Rt | **YASHIMA MARU**<br>ex Yashima-89 ex Kaei Maru-88<br>ex Sumiei Maru No. 18-79<br>**Y.K. Yashio Shoji**<br>Ogaki, Japan<br>Hiroshima Pref. | **480**<br>—<br>1 285 | | **1972** Sasaki Zosen K.K.—Ofunato<br>51,74 3,801<br>47,20 10,00 5,52<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Akasaka<br>Oil<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7019907**<br><br><br>Df Gc Rdr<br>Rt | **YASHIMA MARU**<br><br>**Gold Fishery S. de R.L.**<br>Honduras | **194**<br>—<br>— | | **1969** Nagasaki Zosen K.K.—Nagasaki (218)<br>40,09 7,24 3,252<br>34,02 7,22 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **7736529**<br>*JE2352*<br>121367<br>Rt | **YASHIMA MARU**<br>ex Myoei Maru-88<br>**Toyo Kaiun K.K.**<br>Sasebo, Japan<br>Nagasaki Pref. | **194**<br>99<br>564 | | **1978** K.K. Saidaiji Zosensho—Okayama (61)<br>*45,21* 3,200<br>8,01 4,81<br>1 dk | **M General Cargo** | Oil |
| **5123027**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **YASHIMA MARU No. 5**<br>ex Fuku Maru No. 11<br>**New World Union Transport Co. Ltd.** | **289**<br>151<br>— | | **1962** Kanasashi Co. Ltd.—Shimizu (432)<br>46,16 7,57<br>40,54 7,50 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo |
| **8910615**<br>*JL5816*<br>131474<br>Rt | **YASHIMA MARU No. 11**<br><br>**K.K. Yashima Kaiun**<br>Shido, Japan<br>Kagawa Pref. | **198**<br>—<br>521 | | **1990** Koa Sangyo K.K.—Takamatsu (552)<br>49,58 - 3,103<br>45,00 7,80 3,30<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.323 | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>588kW (799bhp)<br>Niigata Eng. Co. Ltd. |

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| **YASHIMA MARU No. 21**<br>**Y.K. Nakamura Gyogyo**<br>Tsuda, Japan<br>Kagawa Pref. | **127**<br>—<br>— | | **1984** Sanuki Zosen Tekkosho K.K.—Takuma (1133)<br>38,82 (BB) 2,601<br>32,01 6,61 2,93<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>In.113 | Niigata<br>Oil 4SA 6Cy. 255 × 270 sr geared to sc. shaft<br>970bhp (713kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **YASHIMA MARU No. 23**<br>**K.K. Yashima Kaiun**<br>Shido, Japan<br>Kagawa Pref. | **290**<br>—<br>779 | | **1985** Murakami Hide Zosen K.K.—Hakata (238)<br>52,00 3,752<br>48,01 8,51 4,02<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.482 | Yanmar<br>Oil 4SA 6Cy. 240 × 420 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. Fuse |
| **YASHIMA MARU No. 27**<br>**K.K. Yashima Kaiun**<br>Aikawa, Japan<br>Niigata Pref. | **299**<br>—<br>628 | | **1988** K.K. Miura Zosensho—Saiki (812)<br>51,50 (BB) 9,02 3,200<br>47,50 9,00 3,65<br>1 dk | **M Cement Carrier**<br>6 Ho ER | Niigata 6NSCM<br>Oil 4SA 6Cy. 190 × 260 dr geared to sc. shaft<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **YASHIO MARU**<br>ex Yashio-88<br>ex Takayama Maru No. 3-88<br>**Y.K. Yashio Shoji**<br>Ogaki, Japan<br>Hiroshima Pref. | **491**<br>—<br>1 200 | | **1973** K.K. Matsuura Zosensho—Kinoe (207)<br>54,77 11,03 2,921<br>50,02 11,00 5,69<br>2 dks | **M Sand Carrier**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 330 × 500<br>1 350bhp (993kW)<br>Makita Tekkosho Takamatsu |
| **YASHIO MARU**<br>**K.K. Yashio Sangyo**<br>Toshin Yusosen Co. Ltd.<br>Yaizu, Japan<br>Shizuoka Pref. | **199**<br>129<br>590 | | **1971** K.K. Kakimoto Zosensho—Hinase<br>46,41 3,401<br>41,86 7,51 3,51<br>1 dk | **M Tanker** | Yanmar 6G-DT<br>Oil<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>10,5kn |
| **YASHIO MARU No. 3**<br>**K.K. Yashio Sangyo**<br>Toshin Yusosen Co. Ltd.<br>Yaizu, Japan<br>Shizuoka Pref. | **499**<br>—<br>1 195 | | **1978** Kyoei Zosen K.K.—Mihara (82)<br>60,10 4,198<br>55,02 9,81 4,32<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka DM28AR<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **YASHIRO MARU**<br>**Sadako Hamada**<br>Tokuyama, Japan<br>Yamaguchi Pref. | **199**<br>—<br>— | | **1969** Akitsu Dock K.K.—Akitsu (371)<br>26,80 8,82<br>26,01 8,79 3,79<br>1 dk | **M Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 280 × 440 geared to sc. shaft<br>Hanshin Nainenki Kogyo Kobe |
| **YASHIROKAWA**<br>ex Yashirokawa Maru-91<br>**Archway Maritime S.A.**<br>Panama Panama | *74 449*<br>*48 136*<br>145 736 | NK | **1981** Kawasaki Heavy Ind. Ltd.—Sakaide (1335)<br>280,02 (BB) 43,03 16,977<br>268,03 43,01 23,02<br>B 27,2 1 dk | **M Bulk Carrier**<br>9 Ho each 24,0 ER<br>G.161 482 HeCls. B<br>9 Ha (stl) (14,4 × 14,0) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 18,4) (14,4 × 12,0) ER | MAN 14V52/55A<br>Vee Oil 4SA 14Cy. 520 × 550 sr geared to sc. shaft<br>14 070bhp (10 349kW)<br>Kawasaki Heavy Ind. Ltd. Sakaide<br>Gen 2 × 512kW 1 × 412kW 450V 60Hz a.c.<br>Fuel 249,5t (d.o.) 4 254,5t (hvf)-42,5pd 13kn |
| **YASHKINO**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1973** .............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| **YASHMA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 433**<br>872<br>1 424 | RS | **1964** Nikolayev Shipyard "Nosenko"—Nikolayev<br>84,69 14,03 5,811<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 189<br>5 Ha (1,2 1,2 × 1,3) (1,5 1,5 × 1,5) (1,6 × 1,6)<br>4W Der 2(5) 2(1,5) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW) E made62 fitted64<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **YASINOVATAYA**<br>ex Oinoussian Unity-89<br>**Yasinovataya Shipping Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Limassol Cyprus<br>SatCom: 1100501/YASI | *24 609*<br>*13 564*<br>41 796<br>T/cm<br>49,1 | ✠**100A1** SS 9/91<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty,<br>container cargoes in holds, on upper deck and hatch covers<br>timber deck cargoes<br>✠**LMC** **UMS**<br>EL K† 632,5/68,0U3<br>FN 8179<br>(KR) | **1986**-9 Hyundai Heavy Industries Co. Ltd.—Ulsan (400)<br>183,80 (BB) 30,53 11,218<br>176,00 30,51 15,96<br>F 15,3 1 dk<br>rf nil DK in way of Nos. 2-5 holds | **M Bulk Carrier**<br>5 Ho 28,5 27,2 27,2 27,2 27,2 ER<br>G.51 174 B.48 615<br>TEU 836<br>C.Ho 504/20' (40') C.Dk 332/20' (40')<br>5 Ha (stl) (16,0 19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(25) | B&W 5L60MCE<br>Oil 2SA 5Cy. 600 × 1944<br>9 800bhp (7 208kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>AuxB (o.f.) 7,9kgf/cm² (7,8bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 175,0t (d.o.) 1 507,0t (hvf)-25,0pd 14kn |
| **YASMINA**<br>ex Rose Stone-91 ex Sassa-85<br>ex Leeor-82 ex Virgo-81<br>**United Developing Enterprises Co.**<br>Kingstown St. Vincent and the Grenadines | **4 824**<br>2 819<br>6 835 | BV (NV) | **1964** Rauma-Repola Oy—Rauma/Raumo (141)<br>130,89 16,26 7,011<br>120,12 16,24 8,89<br>P 46,1 F 11,3 1 dk<br>len 70 | **M General Cargo**<br>Wine Ref 4bth P<br>Ice strengthened<br>7 Ho<br>G.10 140 B.7 627 In.1 582<br>9 Ha (9,0 × 5,9) (9,8 9,8 13,6 13,6 13,6 1,4 × 5,5) (4,5 5,2 × 5,9)<br>Cr 1(8) 6(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>Gen 3 × 250kW 1 × 98kW 440V 60Hz a.c.<br>Fuel 190,0t (d.o.) 465,0t (hvf)-19,0pd 17kn |
| **YASMINE**<br>ex Arenas-74 ex Barendsz-72<br>ex Marie Helleskov-69<br>**Compagnie Cherifienne d'Armement**<br>Casablanca Morocco | **1 214**<br>633<br>1 845 | ✠LR class withdrawn 16/1/91 | **1964**-11 Kerstholt Scheeps. N.V.—Groningen (373)<br>73,46 11,92 4,744<br>66,05 11,80 5,36<br>P 19,2 F 11,0 1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 414 B.2 259<br>3 Ha (10,1 11,0 11,0 × 5,9) ER<br>3W Der 3(3) | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 80,5t (d.o.) 12kn |
| **YASNAYA POLYANA**<br>ex Oinoussian Prudence-89<br>**Yasnaya Polyana Shipping Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Limassol Cyprus<br>SatCom: 1100472/YANS | *24 621*<br>*13 564*<br>41 756<br>T/cm<br>49,1 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>container cargoes in holds, on upper deck and hatch covers<br>timber deck cargoes<br>certified container securing arrangements<br>✠**LMC** **UMS**<br>EL K† 632,5/68,0U3(a)<br>FN 8181<br>(KR) | **1987**-1 Hyundai Heavy Industries Co. Ltd.—Ulsan (401)<br>183,83 (BB) 30,54 11,218<br>176,03 30,51 15,96<br>F 15,6 1 dk<br>rf nil DK in way of Nos. 2-5 holds | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 28,4 27,2 27,2 27,2 27,2 ER<br>G.51 174 B.48 615<br>TEU 836<br>C.Ho 504/20' (40') C.Dk 332/20' (40')<br>5 Ha (stl) (16,0 19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(25) | B&W 5L60MC<br>Oil 2SA 5Cy. 600 × 1944<br>9 800bhp (7 208kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>AuxB (o.f.) 7,9kgf/cm² (7,8bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 174,5t (d.o.) 1 507,0t (i.f.o.)-25,0pd 14kn |

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| **7235484**<br>*UHUT*<br>M-30959<br>Df Esd Rdr<br>Rt | **YASNOGORSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **601**<br>233<br>373 | RS | **1972** ..........U.S.S.R.<br>54,23 9,38 3,887<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.418<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2,5) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **8136817**<br>*UHVD*<br>M-12742<br>Df Esd Gc<br>Rdr Rt | **YASNOMORSKIY**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **677**<br>233<br>495 | RS | **1983** ..........U.S.S.R.<br>55,01 9,52 4,340<br>5,18<br>1 dk | **M Fish Carrier**<br>Ref | S.K.L.<br>Oil<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **8422242**<br>*UGNB*<br>M-37741<br>Df Esd Gc<br>Pfd Rdr RTv | **YASNYY**<br>Completed as Neftegaz-20<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.)<br>SatCom: 1400754/UGNB | *2 737*<br>*821*<br>1 329 | RS | **1985** Stocznia im. "Komuny Paryskiej"—Gdynia (B92/20)<br>81,16 16,30 4,900<br>71,46 15,97 7,22<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>Ice strengthened | Sulzer<br>2 Oil 4SA each 6Cy. 400 × 480 geared to sc. shafts<br>H. Cegielski<br>Gen 3 × 384kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7740738** | **YASNYY** | **163**<br>39<br>88 | (RS) | **1978** ..........U.S.S.R.<br>34,02 7,09 2,896<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.78<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **6601052**<br>*H2CQ*<br>701747<br>Df Esd Gc<br>Pfd Rdr Rt | **YASSEMIN**<br>ex Thiessow-81<br>**Biscay Navigation Co. Ltd.**<br>Limassol Cyprus | **298**<br>170<br>615 | DSRK<br>✠Classed LR until 10/67 | **1966**-2 N.V. Schpsb. v/h Th. J. Fikkers—Foxhol (106)<br>47,96 9,17 3,380<br>45,37 9,15 3,46<br>P & B 24,1 F 7,1 1 dk<br>rf 127 | **M General Cargo**<br>Ice strengthened<br>2 Ho 19,8 18,9 ER<br>G.1 022 B.955<br>2 Ha (stl) (each 8,7 × 4,9) ER<br>Cr 2(3) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>540bhp (397kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 42kW 390V 50Hz a.c.<br>Fuel 40,0t (d.o.) |
| **6811970**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **YASSINE**<br>ex Balboa No. 2 ex Ryuho Maru No. 11<br>**Kew Espana**<br>Nouadhibou Mauritania | **349**<br>161<br>— | RI | **1967** Yamanishi Zosen K.K.—Ishinomaki (568)<br>50,60 8,82 3,328<br>44,61 8,79 3,79<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 700bhp (1 250kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8131697**<br>*UTYI*<br>M-31354<br>Df Esd Gc<br>Pfd Rdr RTv | **YASTREBOVO**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**3 090**<br>1 393<br>2 000 | RS | **1981** VEB Volkswerft Stralsund—Stralsund (527)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L.<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) |
| **7934872**<br>*JM4712*<br>123284<br>Rdr | **YASU MARU**<br>**Okawa Kaiun Bussan K.K.**<br>Okawa, Japan<br>Fukuoka Pref. | **480**<br>—<br>750 | | **1979** Kumamoto Dock K.K.—Yatsushiro (110)<br>54,01 8,79<br>48,11 8,60 3,61<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Oil 4SA 6Cy.<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8921236**<br>*JEUC*<br>129967<br>KO1-755<br>Rdr RTv | **YASU MARU No. 28**<br>**Masahiko Yashioka**<br>Muroto, Japan<br>Kochi Pref.<br>SatCom: 1203102/JEUC | **409**<br>—<br>479 | | **1990** Miho Zosensho K.K.—Shimizu (1375)<br>55,45 (BB) 8,72 3,499<br>49,00 8,70 3,85<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.521 | Akasaka<br>Oil 4SA 6Cy. 310 × 530 with clutches & sr rev geared to sc. shaft<br>1 177kW (1 600bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8151099**<br>*JK3315*<br>105912 | **YASUE MARU**<br>ex Sumiyoshi Maru<br>**Taisei Kaiun Y.K.**<br>Sasebo, Japan<br>Nagasaki Pref. | **199**<br>110<br>450 | | **1969** K. Kan—Ehime Pref.<br>33,51 3,201<br>30,00 7,00 3,31<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>350bhp (257kW)<br>Mitsubishi Co. |
| **8844294**<br>*JH3207*<br>130108<br>Rdr Rt | **YASUEI MARU**<br>**G.K. Marushin Kaiun**<br>Kiinagashima, Japan<br>Mie Pref. | **445**<br>—<br>1 029 | | **1990** Kimura Zosen K.K.—Yutaka<br>64,00 - 4,500<br>58,00 13,50 5,80<br>1 dk | **M Sand Carrier** | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>The Hanshin Diesel Works Ltd. |
| **6816736**<br>*JRKK*<br>102634<br>Df Esd Pfd<br>Rdr | **YASUEI MARU No. 3**<br>ex Wakamiya Maru No. 38-85<br>ex Asahi Maru No. 11<br>ex Tagoshima Maru No. 1-69<br>**Y.K. Yasuei Suisan**<br>Uwajima, Japan<br>Ehime Pref. | **199**<br>—<br>— | | **1967** Miho Zosensho K.K.—Shimizu (649)<br>41,71 7,62<br>35,01 7,60 3,18<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>552kW (750bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8707173**<br>*JM5626*<br>129452 | **YASUEI MARU No. 8**<br>**Hyakumatsu Kaiun Y.K.**<br>Oyano, Japan<br>Kumamoto Pref. | **199**<br>—<br>670 | | **1987** Yamanaka Zosen K.K.—Namikata (350)<br>55,45 (BB) 9,02 3,382<br>51,52 9,01 5,52 | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 440 with clutches, flexible couplings & reduction geared to sc. shaft<br>800bhp (588kW)<br>The Hanshin Diesel Works Ltd. |
| **7812347**<br>*JM4559*<br>122875<br>Rdr Rt | **YASUEI MARU No. 11**<br>**Nagamachi Kaiun Y.K.**<br>Tokushima, Japan<br>Tokushima Pref. | **199**<br>—<br>700 | | **1978** K.K. Miura Zosensho—Saiki (555)<br>3,231<br>48,01 10,01 4,91 | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo |
| **7740295**<br>*JD2334*<br>118503<br>Rdr Rt | **YASUEI MARU No. 83**<br>ex Eikyu Maru No. 83-90<br>ex Kohoku Maru No. 83-89<br>**Sumiho Maru Katsugyo Unpan K.K.**<br>Uwajima, Japan<br>Ehime Pref. | **188**<br>—<br>— | | **1978** K.K. Izutsu Zosensho—Nagasaki (772)<br>41,33 6,76<br>34,35 6,71 3,00<br>1 dk | **M Fishing**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7621059**<br>*JNYM*<br>119441<br>Esd Gc Pfd<br>Rdr Rt | **YASUEI SUISAN MARU No. 63**<br>ex Yamasen Maru No. 56-88<br>ex Hakuryu Maru No. 56-86<br>**Y.K. Yasuei Suisan**<br>Uwajima, Japan<br>Ehime Pref. | **166**<br>—<br>242 | | **1976** K.K. Murakami Zosensho—Ishinomaki (983)<br>41,20 6,99 2,501<br>35,11 6,71 3,20<br>1 dk | **M Fishing**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7377830**<br>*JJ2953*<br>115956<br>Esd Gc Rdr<br>Rt | **YASUHARU MARU**<br>**Shin Taito Steamship Co. Ltd. & Shinnippon Kinkai Kaisha Ltd.**<br>Ube, Japan<br>Yamaguchi Pref. | **10 431**<br>—<br>16 220 | NK | **1974** Kasado Dock Co. Ltd.—Kudamatsu (282)<br>156,98 20,91 8,910<br>148,11 20,88 12,20<br>1 dk | **M Cement Carrier**<br>Self-unloader<br>Mchy.aft<br>G.12 925 | Mitsubishi<br>Oil 2SA 9Cy. 650 × 1350<br>12 150bhp (8 937kW)<br>Ube Industries Ltd.<br>Gen 3 × 320kW 445V 60Hz a.c.<br>Fuel 61,0t (d.o.) 337,0t (hvf)-45,5pd |

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| **YASUHIKO MARU**<br>ex Tokuichi Maru No. 8-88<br>ex Minakata Maru-85 ex Nina Clara-79<br>ex Eiwa Maru No. 15-79 ex Fumi Maru<br>**Y.K. Fukagawa Kaiun**<br>Kuchinotsu, Japan<br>Nagasaki Pref. | **499**<br>—<br>1 065 | | **1969** Towa Zosen K.K.—Shimonoseki (371)<br>54,62 8,82 4,166<br>49,38 8,79 4,47<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 145 | Oil 4SA 6Cy. 260 × 410<br>700bhp (515kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 1 × 24kW 1 × 16kW 225V a.c.<br>10kn |
| **YASUKO VENTURE**<br>**Hong Kong Venture Shipping Inc.**<br>Venture Shipping (Managers) Ltd.<br>Majuro Marshall Islands | *23 071*<br>*12 963*<br>38 623 | NK | **1985** China SB. Corp. (Keelung Division)<br>—Keelung (305)<br>189,95 (BB) 28,45 11,065<br>180,02 28,41 15,52<br>P 28,1 F 13,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,9 29,2 27,7 29,2 29,2 ER<br>G.48 648 B.46 671<br>5 Ha (stl) (26,9 29,2 27,7 29,2 29,2 × 14,4) ER | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>8 650bhp (6 363kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 440kW 450V 60Hz a.c.<br>14kn |
| **YASUSHIMA**<br>ex Yasushima Maru-88<br>**Spring Reefer Carriers Co. Ltd.**<br>Yashima Shipping Co. Ltd.<br>Monrovia Liberia | *6 564*<br>*3 229*<br>7 173 | NK | **1986** Shikoku Dockyard Co. Ltd.—Takamatsu (838)<br>146,03 (BB) 7,316<br>138,00 18,51 10,65<br>F 10,4 3 dks | **M Refrigerated Cargo**<br>4 Ho ER 8 TwD<br>In.9 235<br>TEU 12 C. 12/20' (40')<br>4 Ha (stl) (each 9,9 × 8,2) ER<br>Der 4(5) | B&W 6L50MC<br>Oil 2SA 6Cy. 500 × 1620<br>6 157kW (8 370bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 560kW 450V 60Hz a.c.<br>18,2kn |
| **YASUTAKA MARU No. 2**<br>**Glory Shipping S. de R.L.**<br>Honduras | **995**<br>—<br>1 904 | | **1969** Kishimoto Zosen—Kinoe (341)<br>62,01 11,61 4,369<br>58,98 11,59 5,49<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 380 × 560<br>1 700bhp (1 250kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 60kW 225V a.c.<br>Fuel 51,0t-4,0pd 11,5kn |
| **YASUTAKA MARU No. 3**<br>**Heian Kaiun K.K.**<br>Tanabe, Japan<br>Wakayama Pref. | **698**<br>—<br>1 904 | | **1987** K.K. Miura Zosensho—Saiki (782)<br>65,00 4,701<br>60,00 11,51 5,11<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **YATHREB**<br>ex Paaschburg-87 ex Hermann-Hans-75<br>**Trust Marine**<br>Suez Egypt | T.Mk<br>**499**<br>282<br>1 065 | GL | **1965** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (559)<br>61,68 10,04 3,947<br>56,32 10,01 6,20<br>F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 027 B.1 858<br>2 Ha (w) (19,2 11,0 × 6,4) ER<br>Der 3(3) | Deutz RBV6M545<br>Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>10,5kn |
| **YAU FAT**<br>ex Unex I-90 ex Taihei Maru No. 8-84<br>**Unex Shipping Co. Ltd. S.A.**<br>Panama Panama | **535**<br>300<br>1 574 | BV | **1969** Fukae Zosen K.K.—Ogaki<br>53,90 4,501<br>51,01 9,20 6,71<br>1 dk | **M Sand Carrier**<br>1 Ha (stl) | Niigata<br>Oil 4SA 8Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata<br>10kn |
| **YAU TSUNG**<br>**On Way Success Co. Ltd.**<br>Hong Kong Hong Kong (British) | **996**<br>696<br>— | BV | **1973** Yau Wing Co. Ltd.—Kowloon, Hong Kong<br>63,48 11,97<br>61,68 11,96 4,20<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Mchy.aft<br>1 Ha (38,8 × 2,4) | 2 Oil 4SA each 6Cy. 160 × 225<br>500bhp (368kW) E made71 fitted73<br>Weifang Diesel Engine Factory Weifang<br>7kn |
| **YAUBULA**<br>**Government of Fiji**<br>Suva Fiji | **250**<br>—<br>400 | | **1977** Fiji Government Shipyard—Suva (40)<br>42,52 9,12 1,601<br>41,03 9,11 2,19<br>2 dks | **TM Ferry/ Landing Craft** | General Motors 12V-71-TI<br>2 Vee Oil 2SA each 12Cy. 108 × 127 geared to sc. shafts<br>1 050bhp (772kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>8kn |
| **YAVALA**<br>ex Robert C. Gibson-91<br>ex Tom Tough-74<br>**Howard Smith Industries Pty. Ltd.**<br>Suva Fiji | **160**<br>36<br>— | **✠100A1** CS 11/89<br>tug<br>**✠LMC**<br>EL (a) ⅞"U1<br>FN 266 | **1969**-11 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (48)<br>25,07 7,88 3,988 (aft)<br>23,17 7,47 3,97<br>1 dk<br>rf nil BK 152 | **TM Tug** | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Lister Blackstone Mirrlees Marine Stamford<br>Gen 2 × 29kW 415V 50Hz a.c.<br>Fuel 40,5t (d.o.) 10kn |
| **YAVIRE**<br>**Maraven S.A.**<br>Las Piedras Venezuela<br>SatCom: 1565114/YMSL | *11 979*<br>*3 593*<br>11 800 | **✠100A1**<br>liquefied gas carrier for the carriage of Propane, iso butane, butane & anhydrous ammonia in independent tanks with a max. density of 0.68T/cub.M at 0.35bar at a min. temp of minus 48°C<br>max. allowable tank vapour pressure is 4bar<br>**✠LMC** **UMS**<br>EL (F†) 577,5/71,0U2<br>FN 4973 | **1983**-6 Oy Wartsila Ab—Turku/Abo (1263)<br>146,01 (BB) 22,53 8,316<br>136,00 22,51 14,05<br>1 dk<br>rf nil DK in way of all holds | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>pt higher tensile steel<br>cs 3<br>4 Ta (36% Ni.stl) ind cyl horizontal ER<br>L.(gas) 14 000<br>8 Cargo pumps total 1 200T/hr | Sulzer 6RLA56<br>Oil 2SA 6Cy. 560 × 1150<br>8 403bhp (6 181kW)<br>Oy Wartsila Ab Turku/Abo<br>AuxB (Comp) 7,1kgf/cm² (7,0bar)<br>Gen 3 × 720kW 440V 60Hz a.c.<br>Fuel 213,0t (d.o.) 919,5t (hvf)-28,0pd 16,25kn |
| **YAVOROV**<br>ex Costas N. Pateras-89<br>**Yavorov Shipping Co. Ltd.**<br>Acomarit (U.K.) Ltd.<br>Limassol Cyprus<br>SatCom: 1100470/YAVO | *24 621*<br>*13 564*<br>41 808<br>T/cm<br>49,1 | **✠100A1**<br>bulk carrier strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty, container cargoes in holds, on upper deck and hatch covers<br>timber deck cargoes<br>certified container securing arrangements<br>**✠LMC** **UMS**<br>EL K† 632,5/68,0U3<br>FN 8178<br>(KR) | **1986**-6 Hyundai Heavy Industries Co. Ltd.—Ulsan (399)<br>183,78 (BB) 30,54 11,218<br>175,98 30,51 15,96<br>F 15,3 1 dk<br>rf nil DK in way of Nos. 2-5 holds | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 28,5 27,2 27,2 27,2 27,2 ER<br>G.51 174 B.48 615<br>TEU 836<br>C.Ho 504/20' (40') C.Dk 332/20' (40')<br>5 Ha (stl) (16,0 19,2 19,2 19,2 19,2 × 15,2) ER<br>Cr 4(25) | B&W 5L60MC<br>Oil 2SA 5Cy. 600 × 1944<br>9 800bhp (7 208kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>AuxB (o.f.) 7,9kgf/cm² (7,8bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 175,0t (d.o.) 1 507,0t (i.f.o.)-25,0pd 14kn |
| **YAVUZ SULTAN**<br>**Saribaslar Kollektif Sirketi**<br>Istanbul Turkey | **299**<br>157<br>500 | | **1970** Gemi Insaat Kollektif Sirketi—Balat, Istanbul<br>48,16 2,880<br>43,21 7,00 3,26<br>1 dk | **M General Cargo** | Oil<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) West Germany<br>8kn |
| **YAWATA MARU No. 3**<br>**Sunada Senpaku K.K.**<br>Kurashiki, Japan<br>Okayama Pref. | **177**<br>—<br>— | | **1967** Taguma Zosen—Innoshima (55)<br>32,52 8,23 2,998<br>29,90 8,21 3,69<br>1 dk<br>RW | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. Tateyama<br>12kn |
| **YAWATA MARU No. 8**<br>**Shinei Kaiun Y.K.**<br>Tokushima, Japan<br>Tokushima Pref. | **199**<br>—<br>647 | | **1990** Hamamoto Zosensho K.K.—Tokushima (732)<br>60,00 (BB) 3,170<br>56,00 9,30 5,42<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Matsui ML628GSC-3<br>Oil 4SA 6Cy. 280 × 520<br>588kW (799bhp)<br>Matsui Iron Works Co. Ltd. Ise |

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| **7127027**<br>Gc Rdr Rt | **YAWATA MARU No. 12**<br>**Government of The People's Republic of China** | **499**<br>326<br>1 609 | | **1971** K.K. Matsuura Zosensho—Kinoe (177)<br>65,00 11,03 4,420<br>60,00 11,00 4,50<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha (34,8 × 8,0) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 48kW 225V a.c.<br>Fuel 85,5t-4,0pd |
| **7375973**<br>*SVGZ*<br>9123<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **YAYAMARIA**<br>ex Singapore Awaji-83<br>ex Awajishima Maru-81<br>**Limni Maritime Co. Ltd.**<br>Tsakos Shipping & Trading S.A.<br>Piraeus Greece | **15 804**<br>10 332<br>29 137<br>T/cm<br>38,1 | AB (NK) | **1975** Shin Yamamoto Zosensho—Kochi (175)<br>178,49 (BB) 25,02 10,273<br>167,01 25,00 13,49<br>P 40,6 F 15,0 1 dk<br>rf 500 Bow/CM 88 Diam. 0,457 | **M Tanker**<br>SBT<br>19 Ta ER<br>L.(oil) 36 725 HeCls. CptB<br>4 Cargo pumps total 4 000T/hr | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Hitachi Zosen Sakurajima Works, Os<br>Gen 2 × 520kW 445V 60Hz a.c.<br>Fuel 3 035,0t-40,5pd |
| **7915436**<br>*9WDI*<br>324874<br>Df Esd Gc<br>Pfd Rdr RTv | **YAYASAN DUA**<br>**Yayasan Sabah Shipping Sendirian Berhad (Syarikat Milek Yayasan Sabah)**<br>Labuan Malaysia | **4 793**<br>3 360<br>8 036 | **✠100A1** SS 7/89<br>**✠LMC**<br>EL W 495,0/50,0U2<br>FN 2854 | **1980**-6 K.K. Taihei Kogyo—Akitsu (1381)<br>113,01 (BB) 18,45 7,224<br>103,99 18,42 9,02<br>P 18,9 F 13,5 1 dk<br>rf 203 | **M General Cargo**<br>2 Ho 39,2 38,5 ER<br>G.10 766 B.10 168<br>2 Ha (stl) (30,8 32,2 × 9,1) ER<br>4W Der 4(15) | B&W<br>Oil 2SA 5Cy. 450 × 900<br>4 400bhp (3 236kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 9kgf/cm² (8,9bar)<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 78,0t (d.o.) 525,0t (hvf)-16,0pd |
| **7917173**<br>*9WEZ*<br>324909<br>Df Esd Gc<br>Pfd Rdr Rt | **YAYASAN ENAM**<br>**Yayasan Sabah Shipping Sendirian Berhad (Syarikat Milek Yayasan Sabah)**<br>Labuan Malaysia | **4 793**<br>3 360<br>8 027 | **✠100A1** SS 2/88<br>**✠LMC**<br>EL W 495,0/50,0U2<br>FN 2851 | **1983**-5 Sabah SB., Repairing & Eng. Sdn. Bhd. —Labuan (118)<br>113,01 (BB) 18,45 7,220<br>103,99 18,41 9,00<br>P 18,9 F 13,5 1 dk<br>rf 203 | **M General Cargo**<br>2 Ho 39,2 38,5 ER<br>G.10 700 B.10 100<br>2 Ha (stl) (30,8 32,2 × 9,1) ER<br>Der 4(15) | B&W<br>Oil 2SA 5Cy. 450 × 900<br>4 400bhp (3 236kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) (ex.g) 8,9kgf/cm² (8,8bar)<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 78,0t (d.o.) 525,0t (hvf)-16,0pd |
| **8211590**<br>*9WFQ*<br>324931<br>Df Esd Gc<br>Pfd Rdr RTv | **YAYASAN LAPAN**<br>**Yayasan Sabah Shipping Sendirian Berhad (Syarikat Milek Yayasan Sabah)**<br>Labuan Malaysia | *5 106*<br>*3 117*<br>8 027<br>T/cm<br>11,2 | **✠100A1** SS 4/89<br>**✠LMC**<br>EL W 495,0/50,0U2<br>FN 2851 | **1984**-3 Sabah Shipyard Sdn. Bhd.—Labuan (122)<br>113,01 (BB) 18,45 7,232<br>103,99 18,41 9,00<br>P 18,9 F 13,2 1 dk<br>rf 203 | **M General Cargo**<br>2 Ho 39,2 38,5 ER<br>G.10 766 B.10 168<br>2 Ha (stl) (30,8 32,2 × 9,1) ER<br>4W Der 4(15) | B&W<br>Oil 2SA 5Cy. 450 × 900<br>4 400bhp (3 236kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 9kgf/cm² (8,9bar)<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 78,0t (d.o.) 525,5t (hvf)-15,5pd |
| **7917161**<br>*9WEX*<br>324903<br>Df Esd Gc<br>Pfd Rdr Rt | **YAYASAN LIMA**<br>**Yayasan Sabah Shipping Sendirian Berhad (Syarikat Milek Yayasan Sabah)**<br>Labuan Malaysia | **4 793**<br>3 360<br>8 027 | **✠100A1** SS 1/87<br>**✠LMC**<br>EL W 495,0/50,0U2<br>FN 2851 | **1982**-12 Sabah SB., Repairing & Eng. Sdn. Bhd. —Labuan (117)<br>113,01 (BB) 18,45 7,232<br>103,99 18,41 9,00<br>P 18,9 F 13,5 1 dk<br>rf 203 | **M General Cargo**<br>2 Ho 39,2 38,5 ER<br>G.10 700 B.10 100<br>2 Ha (stl) (30,8 32,2 × 9,1) ER<br>Der 4(15) | B&W<br>Oil 2SA 5Cy. 450 × 900<br>4 400bhp (3 236kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 8,9kgf/cm² (8,8bar)<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 78,0t (d.o.) 525,0t (hvf)-16,0pd |
| **7915424**<br>*9WDF*<br>324871<br>Df Esd Gc<br>Pfd Rdr RTv | **YAYASAN SATU**<br>**Yayasan Sabah Shipping Sendirian Berhad (Syarikat Milek Yayasan Sabah)**<br>Labuan Malaysia | **4 793**<br>3 360<br>8 036 | **✠100A1** SS 12/89<br>**✠LMC**<br>EL W 495,0/50,0U2<br>FN 2854 | **1980**-3 K.K. Taihei Kogyo—Akitsu (1380)<br>113,01 (BB) 18,45 7,224<br>104,02 18,41 9,02<br>P 18,9 F 13,5 1 dk<br>rf 203 | **M General Cargo**<br>2 Ho 39,2 38,5 ER<br>G.10 766 B.10 168<br>2 Ha (stl) (30,8 32,2 × 9,1) ER<br>4W Der 4(15) | B&W<br>Oil 2SA 5Cy. 450 × 900<br>4 400bhp (3 236kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 9kgf/cm² (8,9bar)<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 78,0t (d.o.) 525,0t (hvf)-16,0pd |
| **7915448**<br>*9WDL*<br>324878<br>Df Esd Gc<br>Pfd Rdr RTv | **YAYASAN TIGA**<br>**Yayasan Sabah Shipping Sendirian Berhad (Syarikat Milek Yayasan Sabah)**<br>Labuan Malaysia | **4 793**<br>3 360<br>8 048 | **✠100A1** SS 6/90<br>**✠LMC**<br>EL W 495,0/50,0U2<br>FN 2854 | **1980**-9 K.K. Taihei Kogyo—Akitsu (1382)<br>113,01 (BB) 18,45 7,224<br>103,99 18,42 9,02<br>P 18,9 F 13,5 1 dk<br>rf 203 | **M General Cargo**<br>2 Ho 39,1 38,4 ER<br>G.10 766 B.10 168<br>2 Ha (stl) (30,7 32,1 × 9,0) ER<br>4W Der 4(15) | B&W<br>Oil 2SA 5Cy. 450 × 900<br>4 400bhp (3 236kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 9kgf/cm² (8,9bar)<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 78,0t (d.o.) 525,0t (hvf)-16,0pd |
| **8211588**<br>*9WFJ*<br>324923<br>Df Esd Gc<br>Pfd Rdr RTv | **YAYASAN TUJUH**<br>**Yayasan Sabah Shipping Sendirian Berhad (Syarikat Milek Yayasan Sabah)**<br>Labuan Malaysia | *5 106*<br>*3 117*<br>8 027<br>T/cm<br>11,2 | **✠100A1**<br>**✠LMC**<br>EL W 495,0/50,0U2<br>FN 2852 | **1983**-11 Sabah SB., Repairing & Eng. Sdn. Bhd. —Labuan (121)<br>113,01 (BB) 18,45 7,220<br>104,02 18,41 9,00<br>P 18,9 F 13,5 1 dk<br>rf 203 | **M General Cargo**<br>2 Ho 39,2 38,5 ER<br>G.10 766 B.10 168<br>2 Ha (stl) (30,8 32,2 × 9,1) ER<br>4W Der 4(15) | B&W<br>Oil 2SA 5Cy. 450 × 900<br>4 400bhp (3 236kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 8,9kgf/cm² (8,8bar)<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 78,0t (d.o.) 525,0t (hvf)-16,0pd |
| **8626551**<br>*JM5427*<br>127739<br>Rt | **YAYOI**<br>**Shoei Kaiun Y.K.**<br>Imabari, Japan<br>Ehime Pref. | **499**<br>—<br>1 566 | | **1985** Yamanaka Zosen K.K.—Namikata<br>70,95 4,201<br>65,99 11,51 6,71<br>1 dk | **M General Cargo**<br>G.2 602 B.2 508 | Hanshin<br>Oil<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **8204690**<br>*8KSO*<br>126082<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **YAYOI MARU**<br>**Eiwa Kaiun K.K.**<br>K.K. Kyowa Sansho<br>Kure, Japan<br>Hiroshima Pref. | **499**<br>251<br>1 175 | NK | **1982** Uchida Zosen—Ise (822)<br>69,70 (BB) 4,022<br>64,50 11,00 4,04<br>2 dks | **M Refrigerated Cargo**<br>4 Ho ER<br>G.1 420 In.1 379<br>2 Ha (stl) ER | Makita<br>Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. |
| **9021162** | **YAYOI MARU**<br>**Osaka Kisen K.K.**<br>Japan | **199**<br>—<br>700 | | **1991** Imura Zosen K.K.—Komatsushima (256)<br>3,590<br>50,50 9,30 5,60 | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>662kW (900bhp)<br>The Hanshin Diesel Works Ltd. |
| **5425956**<br>*JD2121*<br>93316<br>Rdr Rt | **YAYOI MARU**<br>**Yoshinobu Hamasaki**<br>Hofu, Japan<br>Yamaguchi Pref. | **131**<br>—<br>— | | **1963** Shimoda Dockyard Co. Ltd.—Shimoda (132)<br>26,06 7,78 2,300<br>23,00 7,40 3,19<br>1 dk | **TM Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 290 × 410<br>Hanshin Nainenki Kogyo |
| **8838386**<br>*JJMG*<br>124172<br>FS1-351<br>Rdr Rt | **YAYOI MARU No. 28**<br>ex Ichiko Maru<br>**Uroko Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **119**<br>34<br>— | | **1980** Yamakawa Zosen Tekko K.K.—Kagoshima<br>*27,00*<br>6,20 2,40<br>1 dk | **M Fishing** | Hanshin<br>Oil<br>294kW (400bhp)<br>The Hanshin Diesel Works Ltd. |
| **8603913**<br>*JHSH*<br>128201<br>FS1-381<br>Rdr Rt | **YAYOI MARU No. 32**<br>**Uroko Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **127**<br>—<br>125 | | **1986** Yamanishi Zosen K.K.—Ishinomaki (922)<br>39,83 (BB) 8,08 3,025<br>31,91 6,81 2,85<br>1 dk | **M Fishing**<br>Stern-fishing | Niigata<br>Oil 4SA 6Cy. 250 × 320 with clutches, fle couplings & sr reverse geared to sc. shaf<br>915bhp (673kW)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust propeller fwd , 1 aft |
| **7642106**<br>*WX6813*<br>504524<br>Esd Rdr RTv | **YBOR CITY**<br>ex Donald Bollinger<br>**Moody Bros. of Jacksonville Inc.**<br>Houma, La United States of America | **147**<br>100<br>— | | **1966** Bollinger Machine Shop & Shpyd Inc. —Lockport, La (57)<br>7,40 —<br>21,49 7,35 3,48<br>P 15,6 1 dk | **TM Tug** | Caterpillar<br>2 Oil<br>Caterpillar Tractor Co.<br>Gen 2 × 40kW 120V 60Hz a.c.<br>Fuel (d.o.) |

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|---|---|---|---|---|---|
| **YE LAN**<br>ex Tai Lung-81<br>**Taiwan Navigation Co. Ltd.**<br>Keelung China*<br>SatCom: 1350541/BHFJ | **18 650**<br>11 945<br>29 213<br>T/cm<br>38,9 | AB | **1979** China SB. Corp. (Keelung Division)<br>—Keelung (86)<br>172,60 (BB) 27,56 10,600<br>164,01 27,51 14,71<br>P 17,4 F 11,0 1 dk<br>rf nil | **M Bulk Carrier/Container Ship**<br>Fixed-guides<br>5 Ho 19,9 33,6 19,9 33,6 19,8 ER<br>G.37 900 B.36 925 HeCls. B<br>TEU 926 C.Ho 498/20' C.Dk 428/20'<br>9 Ha (stl) (12,8 × 13,0) (25,6p&s 12,8p&s 25,6p&s 12,8p&s × 10,9) ER<br>Cr 3(25) 2(16) | Sulzer 7RND68M<br>Oil 2SA 7Cy. 680 × 1250<br>13 300bhp (9 783kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 480kW 450V a.c.<br>Fuel 202,0t (d.o.) 2 090,0t (hvf)-48,5pd 15,75kn |
| **YE XING**<br>ex Zun Hua-85 ex Weddell Sea-75<br>ex Salvada-71<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **8 872**<br>5 263<br>13 198 | ZC<br>✠Classed LR until 11/7/75 | **1961**-11 AB Oskarshamns Varv—Oskarshamn (372)<br>147,80 18,80 9,290<br>134,81 18,75 12,04<br>P 15,0 F 18,0 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>5 Ho 14,9 21,3 19,6 ER 8,3DTp&s 12,1 21,1<br>G.18 128 B.16 565<br>5 Ha (stl) (9,6 11,4 11,4 × 7,0) ER (14,4 10,6 × 7,0)<br>16W Der 1(30) 2(10) 14(5) | Gotaverken<br>Oil 2SA 9Cy. 630 × 1300<br>5 600bhp (4 119kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 200kW 230V d.c.<br>Fuel (hvf) 13,5kn |
| **YEDITEPE I**<br>ex Yeditepe-90<br>**Istanbul Ulasim Sanayii ve Ticaret A.S.**<br>Istanbul Turkey | *431*<br>*166*<br>125 | NV | **1987** A/S Fjellstrand—Omastrand (1579)<br>38,82 9,71<br>36,02 9,47 5,92<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 449dk P | M.T.U. 12V396TB93<br>2 Vee Oil 4SA each 12Cy. 165 × 185 geared to sc. shafts<br>2 718bhp (1 999kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 56kW 380V 50Hz a.c.<br>25kn |
| **YEDUGURI 4**<br>**Yeduguri Sea Foods Ltd.**<br>Bombay India | *180*<br>*57*<br>138 | IRS (AB) | **1988** Bharati Shipyard Pvt. Ltd. Ratnagiri (205)<br>27,00 (BB) 7,83 3,000<br>23,50 7,50 3,50<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.100 | Yanmar S165L-ST<br>Oil 4SA 6Cy. 165 × 210 with clutches & sr reverse geared to sc. shaft<br>550bhp (405kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **YEDUGURI-1**<br>**Yeduguri Sea Foods Ltd.**<br>Bombay India | *180*<br>*57*<br>138 | IRS (AB) | **1988** Bharati Shipyard Pvt. Ltd. Ratnagiri (202)<br>27,00 (BB) 7,83 3,000<br>23,50 7,50 3,50<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.100 | Yanmar S165L-ST<br>Oil 4SA 6Cy. 165 × 210 with clutches & sr reverse geared to sc. shaft<br>550bhp (405kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **YEDUGURI-2**<br>**Yeduguri Sea Foods Ltd.**<br>Bombay India | *180*<br>*57*<br>138 | IRS (AB) | **1988** Bharati Shipyard Pvt. Ltd. Ratnagiri (203)<br>27,00 (BB) 7,83 3,000<br>23,50 7,50 3,50<br>1 dk | **M Fishing**<br>Stern Trawler | Yanmar S165L-ST<br>Oil 4SA 6Cy. 165 × 210 with clutches & sr reverse geared to sc. shaft<br>550bhp (405kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **YEDUGURI-3**<br>**Yeduguri Sea Foods Ltd.**<br>Bombay India | *180*<br>*57*<br>138 | IRS (AB) | **1988** Bharati Shipyard Pvt. Ltd. Ratnagiri (204)<br>27,00 (BB) 7,83 3,000<br>23,50 7,50 3,50<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.100 | Yanmar S165L-ST<br>Oil 4SA 6Cy. 165 × 210 with clutches & sr reverse geared to sc. shaft<br>550bhp (405kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **YEE CHANG No. 3**<br>**Yee Chang Fishery Co. Ltd.**<br>Kaohsiung China* | **282**<br>189<br>107 | | **1968** Taiwan Machy. Mfg. Corp.—Kaohsiung (1432)<br>40,19 7,12 2,693<br>35,03 7,09 3,18<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 9,5 6,2 6,2 ER<br>In.240<br>3 Ha (1,9 × 1,6) (1,3 1,3 × 0,9) ER<br>2W Der 2(1) | Akasaka<br>Oil 4SA 6Cy. 270 × 400<br>620bhp (456kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 64kW 225V a.c.<br>10,5kn |
| **YEFIM GORBENKO**<br>**Yugryba**<br>(Novorossiysk) (U.S.S.R.) | *4 407*<br>*1 322*<br>1 810 | RS | **1988** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,900<br>96,40 10,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Russkiy 6CHN40/46<br>2 Oil 4SA each 6Cy. 400 × 460<br>5 152kW (7 004bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller |
| **YEFIM KRIVOSHEYEV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 932**<br>1 147<br>1 771 | RS | **1980** Stocznia Gdanska im. Lenina—Gdansk (B408/09)<br>93,91 5,760<br>85,02 15,91 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.35 In.1 947 L.39<br>4 Ha (0,6 × 0,6) (2,4 2,4 2,4 × 2,1)<br>Der 6(3) | Sulzer 8ZL40/48<br>Oil 4SA 8Cy. 400 × 480 geared to sc. shaft<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 1200kW 1 × 760kW 400V 50Hz a.c. 2 × 350kW 320V 50Hz a.c.<br>15,75kn |
| **YEFREMOV**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1978** ..............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,5kn |
| **YEFREN**<br>Launched as Lispafish 9<br>**Libyan Spanish Fishing Co. (LISPAFISH)**<br>Tripoli Libya | **269**<br>123<br>170 | BV | **1979** Const. Nav. Santodomingo—Vigo (459)<br>30,71 7,52 3,352<br>27,82 7,50 5,41<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Deutz RSBA6M528<br>Oil 4SA 6Cy. 220 × 280<br>750bhp (552kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 380kW 220V 50Hz a.c.<br>Fuel 125,0t (d.o.) 11kn |
| **YEHYA**<br>ex Bandon-87 ex Gerda Maria-86<br>ex Bamse-78<br>**Meat Trade Co. Ltd.**<br>Taher Shipping Management Co. Ltd.<br>Panama Panama | **1 598**<br>1 105<br>2 499 | NV | **1972** Storviks M/V A/S—Kristiansund N. (48)<br>70,11 13,14 5,462<br>61,78 13,11 7,75<br>1 dk<br>rf 724 | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>1 Ho ER<br>G.1 178 B.611 In.2 815<br>1 Ha (stl) (37,4 × 10,2) ER<br>Cr 1(5) | Wichmann<br>Oil 2SA 8Cy. 280 × 420<br>1 320bhp (971kW)<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 180kW 2 × 68kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 86,5t (d.o.)-4,5pd 10,5kn |
| **YEKATERINA BELASHOVA**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **3 184**<br>1 653<br>4 471 | RS | **1973** Hollming Oy—Rauma/Raumo (205)<br>97,31 16,24 6,709<br>89,95 16,21 7,70<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.5 892<br>3 Ha (stl) (each 10,5 × 10,5) ER<br>Der 3(-) | B&W 5-50VT2BF-110<br>Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>14kn |
| **YELAN**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | **607**<br>192<br>304 | RS | **1978** ..............U.S.S.R.<br>54,84 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,5kn |
| **YELENA**<br>ex Teekay Arawak-87<br>ex Petro Bordeaux-82<br>**Petro Bank**<br>Buenos Aires Argentina | **3 025**<br>2 044<br>5 012<br>T/cm<br>14,5 | (BV) (RI) | **1971** Cant. Nav. Ind. Nav. Mecc. Affini SpA<br>I.N.M.A.—La Spezia (77)<br>106,61 16,03 4,501<br>100,01 16,01 5,82<br>B 4,6 F 9,5 1 dk<br>Bow/CM 53 Diam. 0,406 | **TM Tanker**<br>SBT<br>12 Ta ER<br>L.(oil) 6 316 HeCls. C<br>2 Cargo pumps total 4 000T/hr | Deutz<br>2 Oil 4SA each 12Cy. 220 × 280 sr geared to sc. shafts<br>2 206kW (2 999bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 420kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Directional thrust propellers fwd<br>Fuel 58,0t (d.o.)-11,0pd 11,5kn |

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|---|---|---|---|---|---|---|
| 8033156<br>*EKDR*<br>S-37930<br>Df Esd Gc<br>Rdr Rt | **YELENA LITVINOVA**<br>**Amur River Shipping Co.**<br>(Nikolayevsk-na-Amure) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1981** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,08 13,21 3,671<br>108,03 13,00 5,54<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| 8711265<br>*UUTM*<br>M-43792<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatCom | **YELENA SHATROVA**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | *7 120*<br>*2 936*<br>7 365 | RS | **1990** Ast. Reunidos del Nervion S.A.—Bilbao (559)<br>132,00 19,86 6,880<br>122,00 - 8,80<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.10 474<br>TEU 294 C. 294/20'<br>4 Ha (stl) ER<br>Cr 4(20) | B&W<br>Oil 2SA 6Cy. 420 × 1360<br>5 119kW (6 959bhp)<br>Bryansk Eng. Works<br>Gen 2 × 440kW 1 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 7310612<br>*UUOZ*<br>M-30640<br>Df Esd Gc<br>Rdr RTv | **YELENA STASOVA**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400335/UUOZ | T.Mk<br>**4 013**<br>1 793<br>5 800<br>**6 551**<br>3 311<br>7 428 | RS | **1973** Stocznia Gdanska im. Lenina—Gdansk (B465/04)<br>135,41 (BB) 18,04 6,630/7,462<br>122,48 18,01 10,27<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER 11,2 6 TwD<br>G.11 491 B.10 746 In.267 L.417<br>TEU 112<br>C.Ho 88/20' (40') C.Dk 24/20' (40')<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s 13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd |
| 7943330<br>*EWZU*<br>M-12675<br>Df Esd Gc<br>Rdr RTv | **YELENINSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **600**<br>194<br>304 | RS | **1981** ..............U.S.S.R.<br>54,87 3,810<br>50,02 4,75<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| 5101031<br>*UQMM*<br>M-27486<br>Df Esd Gc<br>Rdr Rt | **YELGAVA**<br>**Latvian Shipping Company**<br>(Riga) (U.S.S.R.) | **2 887**<br>1 406<br>4 334 | RS | **1961** A/B Gavle Varv—Gavle (109)<br>104,86 14,81 6,090<br>96,93 14,79 6,81<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.155 L.(oil) 5 322 HeCls. BC<br>1 Ha (3,1 × 2,3) ER<br>4W Der 2(3) 1(2) 1(1) | B&W<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Fuel 271,5t (d.o.)-12,0pd |
| 6928577<br>*YJYX7*<br>663<br>Df Esd Rdr<br>RTh/v | **YELISAVA**<br>ex Sea Hunter-90 ex Anne M<br>**Pesdel Compania Ltda.**<br>Port Vila Vanuaiu | **606**<br>302<br>— | | **1969** J. M. Martinac SB. Corp.—Tacoma, Wa (178)<br>*45,79* 10,67<br>10,37 4,17<br>B 9,8 2 dks<br>shortened 80 | **M Fishing**<br>Side-fishing | General Motors<br>Oil 2SA 16Cy. 230 × 254 reverse reduction ge<br>to sc. shaft<br>2 800bhp (2 060kW)<br>General Motors Corp. La Grange, Ill<br>Fuel 158,5t |
| 8832100<br>*UEAT*<br>M-12995 | **YELIZOVO**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *448*<br>*134*<br>207 | RS | **1990** ..............U.S.S.R.<br>44,89 9,48 3,771<br>39,37 5,14 | **M Fishing**<br>Stern Trawler Seiner Ref<br>In.210 | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 150kW a.c. |
| 7632747<br>*P3II3*<br>708830<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **YELLOW AMBER**<br>ex Jelita-89 ex Wilmona-88<br>**Seamove Shipping Ltd.**<br>H. Glahr & Co. G.m.b.H. & Co. KG<br>Limassol Cyprus<br>SatCom: 1100334/YEAM | **35 047**<br>24 640<br>63 787<br>T/cm<br>66,0 | NV | **1978** Mitsubishi Heavy Industries Ltd.—Nagasaki (1828)<br>224,82 32,19 13,753<br>214,99 32,01 19,61<br>F - 1 dk | **M Bulk Carrier**<br>Vehicles<br>Side doors 1(p) 2(s) Str. heavy cargoes<br>6 Ho 25,6 28,5 28,5 28,5 28,5 28,5 ER<br>G.70 791 HeCls. B<br>6 Ha (stl) (15,9 18,2 18,2 18,2 18,2 18,2 × 12,5) ER<br>Cr 3(15) | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 750kW 440V 60Hz a.c.<br>Fuel 267,0t (d.o.) 2 977,0t (hvf)-56,0pd |
| 8428557<br>384565<br>Rt | **YELLOW BIRD**<br>**United Cruise Ltd.**<br>Nassau Bahamas | **189**<br>185<br>— | | **1978** Caribbean Boats Ltd.—St. George's<br>9,78 —<br>19,66 9,76<br>3 dks | **TM Ferry**<br>Twin Hull | 2 Oil each 4Cy. 106 × 152<br>160bhp (118kW)<br>Perkins Engines Ltd. |
| 7365411<br>*ELON2*<br>9601<br>Df Esd Gc<br>Pfd Rdr RTh<br>AMVER | **YELLOW FIN**<br>ex Aspra-91 ex Nai di Stefano-87<br>**Yellow Fin Shipping**<br>Denholm Ship Management (U.K.) Ltd.<br>Monrovia Liberia | **125 663**<br>98 614<br>253 953<br>T/cm<br>160,0 | AB (RI) | **1975** Italcantieri S.p.A.—Monfalcone (4305)<br>348,98 (BB) 52,13 19,950<br>330,64 51,80 25,33<br>1 dk<br>Bow/CM 174 Diam. 0,410 | **M Tanker**<br>Bow loading<br>19 Ta ER<br>L.(oil) 312 592 HeCls. BC<br>4 Cargo pumps total 14 000T/hr | GMT<br>Oil 2SA 10Cy. 1060 × 1900<br>38 600bhp (28 393kW)<br>Grandi Motori Trieste<br>Gen 1 × 1400kW 2 × 1200kW 450V 60Hz<br>Fuel 10 821,0t (hvf)-128,0pd |
| 8814495<br>*VTSJ*<br>2378<br>Esd Rdr Rt | **YELLOW FIN**<br>**Government of The Republic of India (Director of Fishery & Survey of India)**<br>Bombay India | *310*<br>*93*<br>164 | NK | **1989** Niigata Eng. Co. Ltd.—Niigata (2115)<br>35,76 (BB) - 2,854<br>31,39 7,60 3,10<br>P 17,6 F 5,0 1 dk | **M Research/Fishing**<br>Stern-fishing Seiner Ref<br>In.117 | Niigata<br>Oil 4SA 6Cy. 190 × 260 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>588kW (799bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 208kW a.c. |
| 8014112<br>*IJZO*<br>723<br>Df Esd Gc<br>Pfd Rdr Rt | **YELLOW STAR**<br>ex Shoseki Maru No. 2-86<br>**Stargas S.p.A.**<br>Venezia Italy | *1 875*<br>*609*<br>1 808 | RI (NK) | **1980** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1416)<br>78,97 4,601<br>73,00 12,81 5,62<br>P 18,0 F 8,9 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 2 259 | Akasaka<br>Oil 4SA 6Cy. 400 × 600<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 200kW 450V 60Hz a.c.<br>Fuel 90,0t (d.o.) 190,0t (hvf)-9,0pd |
| 5395498<br>182019<br>Df Esd Pfd | **YELLOWFIN**<br>ex Alorburn-58 | **115**<br>42<br>— | | **1945** F. Curtis Ltd.—Looe<br>*28,17* 6,74<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Ruston<br>Oil 6Cy. 260 × 368<br>NE 58<br>Ruston & Hornsby Ltd. |
| 7230898<br>*WYC2277*<br>537119 | **YELLOWFIN**<br>ex Easy Rider ex Lawaia-74<br>**State of California**<br>Honolulu, Hi United States of America | **109**<br>74<br>— | | **1971** Lewis B. Maurer—Costa Mesa, Ca<br>*21,16*<br>7,29 2,65<br>1 dk | **Aluminium Alloy M Fishing** | Oil<br>870bhp (640kW)<br>Fuel (d.o.) |
| 5395503<br>180190 | **YELLOWTAIL**<br>ex Maravanne-59<br>**John Gerrard Lowe**<br>Lowestoft United Kingdom | **119**<br>43<br>— | | **1945** F. Curtis Ltd.—Looe<br>*27,99* 6,96<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Crossley<br>Oil 2SA 4Cy. 265 × 345<br>Crossley Bros. Ltd. |
| 5395515<br>*UJYK*<br>M-25183<br>Df Esd Gc<br>Rdr Rt | **YELNYA**<br>**Kamchatka Shipping Co.**<br>(U.S.S.R.) | **7 562**<br>3 919<br>12 081<br>T/cm<br>21,8 | RS | **1959** Admiralteiskiy Shipyard—St. Petersburg<br>145,45 19,23 8,691<br>138,00 19,13 10,39<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 24 Ta ER<br>G.1 095 L.(oil) 14 062 HeCls. BC<br>1 Ha (5,7 × 3,8) ER<br>2W Der 2(5)<br>4 Cargo pumps total 1 000T/hr | Skoda<br>2 Oil 2SA each 8Cy. 430 × 610 geared to s<br>4 000bhp (2 942kW)<br>Russkiy-Diesel Works<br>Fuel 838,0t (d.o.)-14,0pd |

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| **YELNYA**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Sevastopol) (U.S.S.R.) | 3 674<br>1 728<br>5 045 | RS | **1968** Rauma-Repola Oy—Rauma/Raumo (168)<br>106,14 15,44 6,720<br>97,00 - 7,93<br>1 dk<br>conv Tanker —<br>conv Replenishment Tanker 90 | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.183 L.5 908 | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 354kW (3 200bhp)<br>Valmet Corp., Linnavuori Works<br>Tampere/Tammerfors<br>14kn |
| **YELSK**<br>**Latvian Shipping Company** | 7 562<br>3 919<br>12 081<br>T/cm<br>21,8 | (RS) | **1960** Admiralteiskiy Shipyard—St. Petersburg<br>145,45 19,23 8,691<br>138,00 19,13 10,39<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 24 Ta ER<br>G.1 118 L.(oil) 14 140 HeCls. BC<br>1 Ha (5,7 × 3,8) ER<br>2W Der 2(5)<br>4 Cargo pumps total 1 000T/hr | Skoda<br>2 Oil 2SA each 8Cy. 430 × 610 geared to sc. shaft<br>4 000bhp (2 942kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel 838,0t (d.o.)-14,0pd 13kn |
| **YELSK**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | 649<br>211<br>394 | RS | **1972** .............U.S.S.R.<br>54,82 9,96 4,115<br>5,03<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **YELTA**<br>**History Trust of South Australia**<br>*Port Adelaide, S.A.* Australia | 233<br>—<br>— | ✠Classed LR until 6/52 | **1949**-2 Cockatoo Docks & Eng. Co. Pty. Ltd. —Sydney, N.S.W. (192)<br>31,50 8,13 3,125<br>28,68 7,62 3,94<br>RW BK 165 | **S Tug** | T 3Cy. 381 635 & 1016 x 686<br>Cockatoo Docks & Eng. Co. Pty. Ltd.<br>Sydney, N.S.W.<br>Gen 1 × 4kW 110V d.c.<br>Fuel 64,5t (o.f.) 11,5kn |
| **YEMELYAN PUGACHYOV**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.) | 13 572<br>6 723<br>19 590 | RS | **1980** VEB Warnowwerft Warnemuende —Warnemuende (110)<br>162,08 22,89 9,880<br>154,87 22,86 13,54<br>P 37,5 F 16,8 1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>6 Ho 21,2 16,9 17,5 17,0 17,5 17,5 ER<br>G.26 395 B.22 422<br>TEU 442 C.Ho 282/20' C.dk 160/20'<br>6 Ha (stl) (12,8 × 10,8) (12,8 12,8 12,8 12,8 12,8 × 13,4) ER | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel 441,0t (d.o.) 1 257,0t (hvf) 15,25kn |
| **YEMELYAN YAROSLAVSKIY**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**4 013**<br>1 793<br>5 800<br>**6 551**<br>3 311<br>7 425 | RS | **1974** Stocznia Gdanska im. Lenina—Gdansk (B465/12)<br>135,41 (BB) 18,04 6,630/7,462<br>122,48 18,01 10,27<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER 11,2 6 TwD<br>G.11 491 B.10 746 In.267 L.417<br>TEU 112<br>C.Ho 88/20' (40') C.Dk 24/20' (40')<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s 13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd 15,5kn |
| **YEMEN PRIDE**<br>**Togal Properties S.A.**<br>Oost Atlantic Lijn B.V.<br>Nassau Bahamas | *5 053*<br>*3 324*<br>9 250 | ✠**100A1**<br>container cargoes in the holds and on hatch covers<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL (V) 605,0/44,0U2<br>FN 2606 | **1982**-1 Bodewes Scheepswerven B.V. —Hoogezand (542)<br>105,52 (BB) 15,98 8,462<br>98,74 15,87 10,52<br>F 8,9 2 dks, 2nd dk in way of Nos. 1 & 3 holds<br>rf 229 len 86 | **M General Cargo**<br>DSS<br>3 Ho 5,4DTp&s 21,7 21,0 32,2 ER 3 TwD<br>G.10 335 B.10 141 L.589<br>TEU 319<br>C.Ho 212/20' C.Dk 107/20' incl. 12 ref C.<br>3 Ha (stl) (20,6 18,9 31,5 × 12,8) ER<br>Cr 3(23) | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>3 200bhp (2 354kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 3 × 240kW 220/380V 50Hz a.c.<br>Fuel 105,5t (d.o.) 383,5t (hvf)-7,0pd 11kn |
| **YEMETSK**<br>(Murmansk) (U.S.S.R.) | 649<br>211<br>395 | RS | **1972** .............U.S.S.R.<br>54,82 9,96 4,115<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **YEMIN**<br>**Government of The Union of Myanmar (Inland Water Transport Corp.)**<br>Yangon Union of Myanmar | 160<br>—<br>20 | (BV) | **1965** Yokohama Zosen—Chiba (1049)<br>30,48 9,35 1,347<br>28,30 9,15 2,29<br>1 dk | **TM Salvage Ship**<br>2 Ha (0,9 × 0,9) (1,1 × 1,1) | Akasaka<br>2 Oil 4SA each 6Cy. 230 × 360<br>440bhp (324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel (d.o.) 9kn |
| **YEMOJA**<br>**Federal Military Government of Nigeria (Federal Ministry of Science & Technology)**<br>Lagos Nigeria | 280<br>100<br>263 | ✠Classed LR until 25/1/89 | **1981**-2 Schiffsw. Schloemer GmbH & Co. K.G. —Oldersum (177)<br>36,23 (BB) 9,30 3,752<br>32,47 9,20 4,09<br>F 20,2<br>rf 635 | **M Research/Fishing**<br>Stern Trawler Ref<br>In.66 | Deutz<br>Oil 4SA 8Cy. 220 × 280 sr geared to sc. shaft<br>1 280bhp (942kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 400kW 1 × 240kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller |
| **YEN AN 5**<br>ex Chichibu Maru No. 2-73<br>**Government of The People's Republic of China**<br>Qingdao/Tsingtao China | 1 477<br>1 029<br>2 046 | (NK) | **1961** Miho Zosensho K.K.—Shimizu (304)<br>81,01 12,55 5,335<br>73,00 12,50 5,80<br>P 30,8 F 16,5 1 dk<br>RW | **M Fish Carrier**<br>Ref<br>3 Ho ER<br>In.2 136<br>3 Ha (each 1,9 × 1,9) ER<br>6W Der 2(15) 2(5) 2(1) | Akasaka<br>Oil 4SA 6Cy. 470 × 670<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 200kW 450V a.c.<br>Fuel 513,0t 11,5kn |
| **YENAKIYEVO**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | 4 077<br>1 806<br>4 300 | RS | **1971** Navashinskiy Shipyard—Navashino<br>123,53 14,99 4,801<br>117,00 14,94 6,51<br>1 dk | **TM Ore Carrier**<br>Hot-cargoes<br>Ice strengthened<br>1 Ho 71,4 ER<br>G.3 660<br>1 Ha (stl) (71,4 × 8,3) ER | Russkiy<br>2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>11,25kn |
| **YENDI**<br>**Ghana Supply Commission**<br>Takoradi Ghana | 150<br>—<br>— | ✠Classed LR until 27/3/85 | **1969**-5 C. Cassens Schiffswerft—Emden (96)<br>29,32 8,06 2,896<br>26,45 7,62 3,81<br>1 dk<br>rf 610 | **TM Tug** | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 36kW 1 × 20kW 231/400V 50Hz a.c.<br>Fuel 34,5t (d.o.) |
| **YENIGUN**<br>**Yenigun Muhittin ve Ortaklari**<br>Istanbul Turkey | 387<br>293<br>514 | (BV) | **1967** Deniz Insaat Kizaklari—Fener, Istanbul (105)<br>55,55 8,49 3,161<br>51,47 8,46 3,56<br>1 dk<br>len 73 | **M General Cargo**<br>1 Ho ER<br>G.826 B.775<br>2 Ha (each 11,5 × 4,1) | Blackstone<br>Oil 4SA 6Cy. 222 × 292<br>337bhp (248kW)<br>Lister Blackstone Ltd. Stamford<br>9kn |
| **YENIKOY**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | 483<br>264<br>— | (GL) | **1952** Verschure & Co's Schps.—Amsterdam (Co160)<br>50,83 9,83 2,001<br>47,00 8,21 3,15<br>1 dk | **TM Ferry** | Sulzer<br>2 Oil 4SA each 5Cy. 300 × 500<br>900bhp (662kW)<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>12kn |

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| **7036735**<br>*TC4023*<br>4060<br>Df Esd Rdr<br>Rt | **YENIKOY I**<br>ex Densan-86<br>**Gemi Insaa Bakim Anonim Sirketi (GIBAS)**<br>Istanbul Turkey | **999**<br>601<br>1 626 | AB | **1971** Celiktrans Deniz Insaat—Istanbul (39)<br>69,50 11,03 4,598<br>63,91 11,00 5,01<br>P 12,5 F 6,8 1 dk<br>rf nil | **M Tanker**<br>8 Ta ER | Werkspoor<br>Oil 2SA 6Cy. 290 × 400<br>1 350bhp (993kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 75kW a.c. 1 × 30,5kW a.c.<br>Fuel 74,0t |
| **8311168**<br>*UDUE*<br><br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **YENISEI**<br>ex C. A. Margaronis-88<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | *22 629*<br>*14 005*<br>37 178 | ✠100A1 SS 11/89<br>bulk carrier strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty, container cargoes in holds, on Upper deck and on hatch covers<br>Ice Class 3<br>✠LMC UMS<br>EL J† 605,0/66,0U3<br>FN 7851 | **1985**-1 Hyundai Heavy Industries Co. Ltd.—Ulsan (299)<br>186,70 (BB) 28,45 11,046<br>178,42 28,40 15,60<br>F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho each 27,3 ER<br>G.52 131 B.46 092<br>TEU 874<br>C.Ho 424/20' (40') C.Dk 450/20' (40')<br>5 Ha (stl) (each 19,0 × 14,4) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 5Cy. 580 × 1700<br>9 600bhp (7 061kW)<br>Hyundai SB. & Heavy Industries<br>2 AuxB (1 o.f. 1 ex.g) 8,3kgf/cm² (8,2bar)<br>Gen 3 × 540kW 450V 60Hz a.c.<br>Fuel 172,5t (d.o.) 1 725,5t (hvf) |
| **7101944**<br>*EVSE*<br>M-30549<br>Df Esd Gc<br>Rdr Rt | **YENISEY**<br><br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **1 361**<br>473<br>526 | RS | **1970** ..............U.S.S.R.<br>72,09 10,83 3,620<br>5,72 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>Mchy.aft<br>2 Ho<br>G.677<br>2 Ha (each 2,5 × 2,5)<br>4W Der 4(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **6805347**<br>*UGYX*<br>M-24566<br>Df Esd | **YENISEY**<br><br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | **599**<br>341<br>229 | (RS) | **1956** VEB Elbewerft—Boizenburg<br>57,26 9,10 2,461<br>53,37 8,97 4,09<br>conv Side Trawler Ref Fishing — | **TD-E Fish Carrier**<br>Ref<br>2 Ho ER<br>In.612<br>2 Ha (each 1,2 × 1,6) ER<br>Cr 2(1) | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360 total 600bhp (441kW) driving 2 gen. each 200kW connected to 2 elec. motors & sc. shafts<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7406186**<br>*ULYR*<br>M-17387<br>Df Esd Gc<br>Pfd Rdr RTv | **YENISEYSK**<br><br>**Primorsk Shipping Co.**<br>(Nakhodka) (U.S.S.R.)<br>SatCom: 1400554/ULYR | **12 212**<br>6 144<br>17 125 | RS | **1977** Rauma-Repola Oy—Rauma/Raumo (239)<br>160,00 23,04 9,170<br>147,99 23,00 12,91<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 18 Ta ER<br>G.1 235 B.1 143 L.(oil) 17 340<br>1 Ha (stl) (7,0 × 6,9) ER<br>4W Der 2(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works<br>Gen 3 × 500kW 400V 50Hz a.c.<br>Fuel (hvf) |
| **8723256**<br>*ULKR*<br>M-40165<br>Esd Rdr Rt | **YENOTAYEVSKIY**<br><br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | *2 399*<br>*719*<br>911 | RS | **1986** Baltiya Shipyard—Klaypeda<br>85,10 13,04 3,900<br>76,80 - 6,50<br>1 dk | **M Fishing**<br>Suction Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 320kW a.c. 1 × 150kW a.c. |
| **7647326**<br>*C6XM*<br>372936<br>Rt | **YEOCOMICO II**<br>ex Irene Z-82<br>**Y II Shipping Co. Ltd.**<br>Nassau Bahamas | **416**<br>279<br>— | | **1940** Norfolk SB. & D.D. Corp.—Norfolk, Va<br>*38,10* 9,15<br>3,81<br>1 dk | **M Fishing** | Oil<br>730bhp (537kW)<br>Fuel (d.o.) |
| **7422881**<br>*LAIL4*<br>N-00984<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **YEOMAN BANK**<br>ex Salmonpool-90<br>**K/S Fernbank**<br>Master Management A/S<br>Oslo Norway (NIS)<br>SatCom: 1312314/LAIL | *24 870*<br>*15 182*<br>43 728<br>T/cm<br>50,8 | NV<br>✠LR class withdrawn-Owners' request 9/90 | **1982**-5 Eleusis Shipyards S.A.—Eleusis (10011)<br>204,96 27,26 11,781<br>195,46 27,21 16,01<br>P 33,0 F 17,1 1 dk<br>rf nil DK in way of Nos. 2, 3,4, 5, 6, 7, & 8 cargo holds<br>conv Bulk Carrier 91 | **M Bulk Carrier**<br>Self-unloader<br>Str. heavy cargoes<br>8 Ho 18,2 17,9 18,4 17,6 18,4 18,4 18,4 17,6 ER<br>G.54 688 B.45 802 HeCls. B<br>8 Ha (stl) (9,0 9,6 9,6 9,6 9,6 9,6 9,6 9,6 × 12,6) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>9 415kW (12 800bhp)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 2 × 715kW 3 × 450kW 1 × 200kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 254,0t (d.o.) 2 142,0t (hvf)-54,0pd |
| **8900517**<br>*LAIA4*<br>N-01034<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **YEOMAN BROOK**<br><br>**Finroc AB**<br>Master Management A/S<br>Oslo Norway (NIS)<br>SatCom: 1312433/LAIA | *43 332*<br>*19 471*<br>77 548 | NV | **1991** Daewoo SB. & Heavy Machinery Ltd.—Okpo (1052)<br>245,00 (BB) 32,20 14,000<br>235,00 20,10 | **M Bulk Carrier**<br>Self-unloader<br>Str. heavy cargoes<br>7 Ho ER<br>G.72 103<br>9 Ha (stl) (10,2 10,2 10,2 10,2 10,2 10,2 10,2 10,2 15,3 × 14,4) ER | B&W<br>Oil 2SA 6Cy. 600 × 2292 sr geared to sc. shaft<br>10 232kW (13 910bhp)<br>Korea Heavy Industries & Construction Co. Ltd.<br>Gen 2 × 1600kW 1 × 850kW 1 × 250kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Thw. thrust propeller |
| **8900529**<br>*ELNZ7*<br>9494<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **YEOMAN BURN**<br><br>**Rhenania Shipping Corp.**<br>Monrovia Liberia<br>SatCom: 1244707/BURN | *43 332*<br>*19 471*<br>77 548 | NV | **1991** Daewoo SB. & Heavy Machinery Ltd.—Okpo (1053)<br>245,00 32,20 14,017<br>235,00 20,10<br>1 dk | **M Bulk Carrier**<br>Self-unloader<br>Str. heavy cargoes<br>7 Ho ER<br>G.72 103<br>9 Ha (stl) (10,2 10,2 10,2 10,2 10,2 10,2 10,2 10,2 15,3 × 14,4) ER | B&W<br>Oil 2SA 6Cy. 600 × 2292 sr geared to sc. shaft<br>10 232kW (13 910bhp)<br>Korea Heavy Industries & Construction Co. Ltd.<br>Gen 2 × 1600kW 1 × 850kW 1 × 250kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Thw. thrust propeller |
| **7343396**<br>*GUTZ*<br>364404<br>Pfd Rt | **YEOMAN ROSE**<br>ex Island Swift-90<br>ex Seaborne Trader-87<br>**CPB Shipping**<br>Malvern Marine Services Ltd.<br>Liverpool United Kingdom | **499**<br>304<br>965 | | **1975** Yorkshire D.D. Co. Ltd.—Hull<br>42,50 9,96 3,582<br>38,99 9,50 4,73<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | Caterpillar<br>2 Oil 4SA each 6Cy. 137 × 165<br>374bhp (275kW)<br>Caterpillar Tractor Co. |
| **7405302**<br>*D9OO*<br>BSR-746617<br>Rdr Rt | **YEON JIN**<br>ex Riyo Maru-84<br>**Ku Ryuk Co. Ltd.**<br>Busan South Korea | **154**<br>56<br>— | KR | **1974** Shin Yamamoto Zosensho—Kochi (181)<br>27,06 8,03 2,591<br>23,50 8,01 3,61<br>1 dk<br>RW | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 225V a.c. |
| **7647027**<br>*BEGA*<br>1895<br>Df Esd Gc<br>Pfd Rdr | **YEON KWANG**<br><br>**Ocean Fishery Development Administration**<br>Kaohsiung China* | **424**<br>214<br>— | | **1959** Kanasashi Co. Ltd.—Shimizu<br>45,98 7,98 3,410<br>45,22 7,80 3,81<br>P 19,2 F 6,1 1 dk<br>rf 246 | **M Fishing**<br>5 Ho 5,0 4,4 7,7 7,7 5,0 ER<br>In.481<br>5 Ha (stl) (each 1,8 × 1,5) ER | Akasaka<br>Oil 4SA 6Cy. 370 × 520<br>900bhp (662kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 1 × 200kW 2 × 80kW 220V a.c. |
| **6827096**<br>*D9DK*<br>BSR-690071<br>Rdr Rt | **YEONG JIN No. 88**<br>ex Sam Hae No. 107-89<br>ex Han Dong-86 ex Kozan Maru-81<br>ex Kasei Maru-81<br>**Jung Hwan-Kyong & Besides One**<br>Busan South Korea | **350**<br>—<br>630 | KR | **1968** Sanyo Zosen K.K.—Mukaishima (382)<br>55,86 8,72 3,412<br>46,11 8,69 3,79<br>P 15,9 F 8,0 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 450 | Oil 4SA 6Cy. 325 × 460<br>900bhp (662kW)<br>Nippon Hatsudoki<br>Gen 2 × 24kW 220V d.c.<br>Fuel 51,0t-3,0pd |
| **8629943**<br><br><br>Gc Rt | **YEONG LIM**<br><br>**Yeong Lin Marine Works Co. Ltd.**<br>Busan South Korea | **250**<br>—<br>— | (KR) | **1978** Suzuki Zosen—Ishinomaki<br>- —<br>8,00 2,00<br>1 dk | **M Dredger** | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>441kW (600bhp)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 240kW 220V a.c. |

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| **YEOSU PIONEER No. 2**<br>**Heung-A Shipping Co. Ltd.**<br>Busan South Korea | **607**<br>357<br>1 195 | KR | **1980** Dae Dong SB. Co. Ltd.—Busan (242)<br>62,79 10,04 4,028<br>58,12 10,00 4,50<br>P 15,6 F 10,4 1 dk | **M Tanker**<br>Alcohol<br>Mchy.aft<br>L.(oil) 1 255 | Akasaka AH28<br>Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 225V a.c.<br>13,5kn |
| **YEOSU PIONEER No. 3**<br>ex Dong Sung-81 ex Kokuryu Maru-72<br>**Woo Jin Shipping Co. Ltd.**<br>Busan South Korea | **467**<br>242<br>747 | KR | **1960** Onomichi Zosen K.K.—Onomichi (70)<br>49,76 9,05 3,709<br>44,99 9,00 4,02<br>P 13,2 F 5,8 1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.680 | Niigata<br>Oil 4SA 6Cy. 310 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 8kW 105V d.c.<br>10,5kn |
| **YEPIFAN KOVTYUKH**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | **15 034**<br>8 205<br>22 610 | RS | **1970** Brodogradiliste i Tvornica Dizel Motora "Split" (226)<br>186,29 23,45 9,700<br>174,02 23,41 12,55<br>1 dk | **M Tanker**<br>Ice strengthened<br>16 Ta ER<br>L.(oil) 30 175<br>HeCls. BC | B&W 7-74VT2BF-160<br>Oil 2SA 7Cy. 740 × 1600<br>10 500bhp (7 723kW)<br>R.O. Tvornica Dizel Motora "Uljanik" Pula<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 202,5t (d.o.) 1 867,5t (hvf) 17kn |
| **YEREWA**<br>**Government of The Republic of India (Ministry of Home Affairs)**<br>The Shipping Corporation of India Ltd.<br>Bombay India | **1 552**<br>658<br>370 | IRS<br>✠Classed LR until 12/10/84 | **1965**-1 Mazagon Dock Ltd.—Bombay (198)<br>68,28 11,61 2,902<br>61,27 11,59 4,65<br>P & B 26,3 F 15,6 1 dk<br>RW rf 102 | **TM Passenger/General Cargo**<br>2 Ho 9,1 14,6 ER<br>G.736 B.651<br>2 Ha (stl) (each 3,6 × 3,0) ER<br>4W Der 4(2) | MAN<br>2 Oil 4SA each 6Cy. 300 × 450<br>1 040bhp (765kW) ✠ E made62 fitted65<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 70kW 1 × 11,5kW 400V 50Hz a.c.<br>Fuel 46,5t 12kn |
| **YERIMU**<br>ex Fairlift-87<br>**Weeton Holdings Ltd.**<br>Bernuth Agencies Inc.<br>Panama Panama | **1 585**<br>1 050<br>2 539 | BV | **1969** Zaanlandsche Schps. Maats.—Zaandam (515)<br>78,72 13,57 —/5,500<br>70,11 13,40 6,91<br>2 dks | **M General Cargo**<br>1 Ho 46,7 ER<br>G.3 216 B.3 079<br>1 Ha (stl) (40,5 × 10,2) ER<br>6W Der 2(70) | MaK<br>Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 88kW 1 × 20kW 220/380V 50Hz a.c.<br>Fuel (d.o.) 13kn |
| **YERMAK**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400332/UKNM | **12 231**<br>—<br>7 560 | RS | **1974** Oy Wartsila Ab—Helsinki/Helsingfors (398)<br>134,85 26,07 10,961<br>124,82 25,99 16,72<br>4 dks | **TrD-E Icebreaker**<br>Ice strengthened<br>1 Ho<br>Cr 2(10) | Sulzer 12ZH40/48<br>9 Vee Oil 2SA each 12Cy. 400 × 480 total 41 400bhp (30 452kW) driving 9 gen. each 3 080kW connected to 3 elec. motors each of 12 000shp (8 827kW) & sc. shafts<br>Oy Wartsila Ab Turku/Abo<br>Gen 6 × 896kW 400V 50Hz a.c.<br>19kn |
| **YEROFEY KHABAROV**<br>ex Ledokol 5-66<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **2 305**<br>—<br>1 092 | RS | **1964** Admiralteiskiy Shipyard—St. Petersburg<br>67,70 18,29 6,046<br>62,01 17,51 8,31<br>2 dks | **TD-E Icebreaker**<br>Ice strengthened<br>1 Ho<br>B.244<br>1 Ha (1,8 × 2,5)<br>2W Der 2(1,5) | Fairbanks, Morse<br>3 Oil 2SA each 10Cy. 207 × 508 total 5 400bhp (3 972kW) driving 3 gen. connected to 3 elec. motors & geared to sc. shafts<br>U.S.S.R.<br>2 propellers , 1 fwd<br>14kn |
| **YEROS**<br>ex Recife-87 ex Paraskevi C.-84<br>ex Pasania II-82 ex Ryuei Maru-78<br>**Athenian Victory S.A.**<br>Tsakos Shipping & Trading S.A.<br>Piraeus Greece<br>SatCom: 1130740/YERO | **29 097**<br>20 800<br>60 032<br>T/cm<br>60,9 | (NK) (NV) | **1973** Koyo Dockyard Co. Ltd.—Mihara (625)<br>226,42 32,06 13,004<br>213,01 32,01 16,90<br>P 49,4 F 19,9 1 dk<br>Bow/CM 108 Diam. 0,360 | **M Tanker**<br>COW IGS<br>19 Ta ER<br>L.(oil) 69 205<br>3 Cargo pumps total 4 500T/hr | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 2 504,5t-59,5pd 15kn |
| **YERSEKE 92**<br>ex Cardium-87 ex Orion II-86 ex Anno<br>**Nordfriesische Herzmuschel G.m.b.H**<br>Wyk-auf-Fohr Federal Republic of Germany | **123**<br>69<br>— | | **1911** H. Kroese—Hoogezand<br>35,01 5,52<br>31,65 2,16<br>1 dk | **M Fishing**<br>Side-fishing<br>len 52 & 33 | MWM<br>Oil 4SA 3Cy. 210 × 300 reverse geared to sc. shaft<br>239bhp (176kW) E made37 fitted—<br>Motorenw. Mannheim A.G. Mannheim<br>8kn |
| **YERUSLAN**<br>**Kaspryba**<br>(Krasnovodsk) (U.S.S.R.) | **1 361**<br>473<br>527 | RS | **1969** ............U.S.S.R.<br>72,09 10,83 3,541<br>5,72 | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.677<br>2 Ha (each 2,5 × 2,5)<br>4W Der 4(3) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,25kn |
| **YESHAYHU**<br>ex N. R. Darwin-85<br>**Even-Ezra Agrofishing Co. Ltd.**<br>Lagos Nigeria | **158**<br>95<br>— | | **1977** Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A.<br>... ... ...<br>22,69 6,86 2,44<br>1 dk | **M Fishing** | Caterpillar D353SCAC<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,25kn |
| **YESIL RIZE I**<br>**Rize Denizcilik A.S.**<br>Istanbul Turkey | **1 948**<br>1 105<br>3 500 | **✠100A1** SS 9/88<br>**✠LMC**<br>EL O 412,5/36,0U2<br>FN 1517 | **1979**-5 Degas Izmir Tersanesi Gemi Insaat ve Demir Imalat—Izmir (3)<br>81,62 13,80 5,417<br>74,50 13,75 6,61<br>P 13,8 F 8,6 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 25,6 26,9 ER<br>G.4 140 B.3 800<br>TEU 96 C.Ho 72/20' C.Dk 24/20'<br>2 Ha (stl) (18,5 19,2 × 10,1) ER<br>4W Der 2(25) 2(5) | Brons<br>Oil 4SA 8Cy. 400 × 600<br>2 300bhp (1 692kW)<br>Brons Industrie Group Alphen a/d Rijn<br>Gen 2 × 125kW 1 × 49kW 380V 50Hz a.c. |
| **YESILADA**<br>ex Peter Wessel-71<br>**T.D.I. Deniz Yollari Isletmesi**<br>Istanbul Turkey | T.Mk<br>**3 100**<br>1 532<br>— | (NV) | **1968** Aalborg Vaerft A/S—Aalborg (174)<br>87,20 15,70 4,166<br>81,51 15,65 5,47<br>3 dks<br>rf 203 | **TM Passenger/RoRo Cargo/Ferry**<br>800P<br>Side doors<br>Bow door/ramp<br>L 5,20 W 3,70 SWL 32<br>Stern door/ramp<br>L 5,10 W 4,00 SWL 34<br>Lane Length 224 Cargo Width 4,00<br>Clear height 4,20<br>Cars 125 Trailers 10 | B&W 12-26MTBF-40V<br>4 Vee Oil 4SA each 12Cy. 260 × 400 dr geared to sc. shafts<br>9 600bhp (7 061kW)<br>Holeby Dieselmotor Fabrik A/S Holeby<br>Gen 2 × 560kW 1 × 332kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 152,5t (d.o.) 19,5kn |
| **YESIM 1**<br>ex Alchimist Lubeck-84<br>**Aksay Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **1 599**<br>1 117<br>3 265<br>T/cm<br>8,6 | GL | **1970** Schiffswerft Ernst Menzer O.H.G. —Geesthacht (487)<br>86,31 (BB) 13,54 5,111<br>80,22 13,49 6,10<br>P 22,9 F 9,2 1 dk<br>Bow/CM 37 Diam. 0,203 | **M Tanker**<br>Chemical<br>CBT SBT<br>6 Ta 10 Ta (s.stl) ER<br>L.3 551<br>12 Cargo pumps total 890T/hr | MaK 8MU452AK<br>Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>1 900bhp (1 398kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 90kW 1 × 60kW 220/380V 50Hz a.c.<br>Fuel 182,0t (d.o.)-6,0pd 12,5kn |
| **YESSENTUKI**<br>(Riga) (U.S.S.R.) | **7 562**<br>3 919<br>12 081<br>T/cm<br>21,8 | RS | **1959** Admiralteiskiy Shipyard—St. Petersburg<br>145,45 19,23 8,681<br>138,00 19,13 10,39<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 24 Ta ER<br>G.1 118 L.(oil) 14 077<br>HeCls. BC<br>1 Ha (5,7 × 3,8) ER<br>3W Der 2(5) 1(1,5)<br>4 Cargo pumps total 1 000T/hr | Skoda<br>2 Oil 2SA each 8Cy. 430 × 610 geared to sc. shaft<br>4 000bhp (2 942kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel 838,0t (d.o.)-14,0pd 13kn |
| **YESU**<br>ex Esturion-87<br>**Pesqueras Serantes S.A.**<br>Las Palmas Spain | **311**<br>137<br>140 | BV | **1961** Enrique Lorenzo y Cia. S.A.—Vigo (251)<br>38,41 6,89 3,596<br>33,38 6,80 4,02<br>1 dk | **M Fishing**<br>Side Trawler | M.T.M.<br>Oil 4SA 8Cy. 290 × 420<br>700bhp (515kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Controllable pitch propeller<br>12,75kn |

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| **7723572**<br><br><br>Esd Gc Rt | **YET KIEU**<br>ex Keppel Lima-86<br>**Vietnam Ocean Shipping Co.**<br>**(VOSCO)**<br>Haiphong Vietnam | **277**<br>20<br>— | **100A1**<br>tug<br>**LMC**<br>EL (E) 275,0/22,0U2<br>FN 416<br>(AB) | **1978** Singmarine Shipyard (Pte.) Ltd.—Singapore (019)<br>32,42 9,61 3,601<br>30,00 9,31 4,55<br>RAD 2,5 1 dk<br>rf - | **TM Tug** | MaK 8M332<br>2 Oil 4SA each 8Cy. 240 × 330 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 80kW 415V 50Hz a.c. |
| **6826353**<br>*TC3440*<br>3924<br>Rdr RTv | **YETIM OSMAN**<br>ex Umran ex Capanoglu<br>**Memis Mete ve Ortaklari**<br>Istanbul Turkey | **325**<br>193<br>390 | (BV) | **1969** Deniz Insaat Kizaklari—Fener, Istanbul (114)<br>42,80 7,27 3,101<br>7,26 3,43<br>1 dk<br>len 70 | **M General Cargo**<br>1 Ho ER<br>G.463 B.448<br>2 Ha (8,1 8,6 × 4,2) ER<br>Der 2(1,5) | Alpha 404-24<br>Oil 2SA 4Cy. 240 × 400<br>206kW (280bhp)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenha |
| **8607361**<br>*LYNG*<br>M-43098<br>Df Esd Gc<br>Rdr RTm/h/v | **YEVA SIMONAYTITE**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | *7 765*<br>*2 329*<br>3 372 | RS | **1990** Volkswerft GmbH.—Stralsund (827)<br>120,47 19,03 6,630<br>108,12 - 12,22<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.3 454 | S.K.L. 6VDS48/42<br>2 Vee Oil 4SA each 6Cy. 420 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>5 296kW (7 200bhp)<br>VEB Maschinenbau Halberstadt Halberst<br>Gen 2 × 1500kW a.c. 2 × 760kW a.c.<br>Controllable pitch propeller |
| **7418505**<br>*UFZV*<br>M-32621<br>Df Esd Gc<br>Rdr Rt | **YEVGENIY BURYKHIN**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **720**<br>221<br>350 | RS | **1974** ..............U.S.S.R.<br>53,73 (BB) 10,70 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.295<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | S.K.L. 8NVD48A<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeb<br>Controllable pitch propeller<br>Thw. thrust propeller double ended aft, 1 fwd |
| **7041376**<br>*URFZ*<br>M-25649<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **YEVGENIY CHAPLANOV**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **3 019**<br>1 412<br>4 230 | RS | **1970** Santierul Naval Galatz—Galatz<br>104,50 14,41 6,370<br>94,52 14,36 7,14<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 15,3 17,5 ER 16,6<br>B.5 273<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5).<br>8W Der 1(15) 8(5) | B&W 5-50VTBF<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works<br>Fuel 92,5t (d.o.) 201,0t (hvf) |
| **7620378**<br>*UERR*<br>M-33612<br>Df Esd Gc<br>Rdr Rt | **YEVGENIY LEBEDYEV**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | T.Mk<br>**18 455**<br>5 797<br>13 250 | RS | **1975** Admiralteiskiy Shipyard—St. Petersburg<br>197,31 26,42 8,100<br>182,00 14,51<br>4 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>G.8 327 In.6 098<br>5 Ha (each 4,1 × 4,1) ER<br>16W Der 4(10) 12(5) | B&W 6-74VT2BF<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works |
| **8811699**<br>*UDVO*<br>M-43089<br>Df Esd Gc<br>Pfd Rdr RTv | **YEVGENIY MRAVINSKIY**<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | *16 075*<br>*8 022*<br>17 565 | RS | **1990** VEB Warnowwerft Warnemuende —Warnemuende (151)<br>173,48 (BB) 23,08 10,020<br>162,03 23,03 13,74<br>1 dk | **M RoRo Cargo/General Cargo**<br>Stern ramp<br>4 Ho 16,8 32,5 36,0 16,8 ER<br>G.22 860<br>TEU 728 C. 728/20' incl. 30 ref C.<br>4 Ha (stl) (13,1 × 7,6) (26,4 33,6 12,8 × 12,5) ER<br>Cr 5(12) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>9 540kW (12 970bhp)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 4 × 530kW a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **5395632**<br>*UTPC*<br>M-26153<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **YEVGENIY NIKISHIN**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **12 675**<br>6 275<br>7 737 | RS | **1962** Admiralteiskiy Shipyard—St. Petersburg<br>161,98 20,32 7,030<br>150,02 19,94 12,53<br>3 dks | **TM Factory Ship**<br>Shellfish Cannery Ref<br>Ice strengthened<br>3 Ho ER<br>G.3 165<br>3 Ha (each 3,9 × 3,9) ER<br>12W Der 10(5) 2(3) | Skoda<br>2 Oil 2SA each 8Cy. 430 × 610<br>4 000bhp (2 942kW)<br>CKD Praha<br>Gen 2 × 560kW 1 × 480kW 1 × 80kW |
| **7003582**<br>*UPMZ*<br>M-29440<br>Df Esd Gc<br>Rdr Rt | **YEVGENIY NIKONOV**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **1 684**<br>754<br>2 485 | RS | **1969** Vyborg Shipyard—Vyborg<br>82,00 12,53 5,430<br>74,91 12,48 6,02<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,6 15,0 15,7 ER<br>G.2 980 B.2 870<br>3 Ha (stl) (each 10,6 × 8,0) ER<br>Cr 2(8) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>2 500bhp (1 839kW)<br>CKD Praha<br>Fuel 135,0t (hvf) |
| **7040889**<br>*UTQZ*<br>M-29495<br>Df Esd Gc<br>Rdr Rt | **YEVGENIY ONUFRIYEV**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **1 684**<br>746<br>2 485 | RS | **1970** Vyborg Shipyard—Vyborg<br>82,00 12,53 5,430<br>74,91 12,48 6,02<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,6 15,0 15,7 ER<br>G.2 980 B.2 870<br>3 Ha (stl) (each 10,6 × 8,0) ER<br>Cr 2(8) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>2 500bhp (1 839kW)<br>CKD Praha<br>Fuel 135,0t (hvf) |
| **8225620**<br>*UHMP*<br>M-31413<br>Df Esd Gc<br>Rdr RTm/h/v | **YEVGENIY POLYAKOV**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1982** VEB Volkswerft Stralsund—Stralsund (562)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L.<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) |
| **7826245**<br>*UVRY*<br>M-33480<br>Df Esd Gc<br>Rdr RTm/h/v | **YEVGENIY PREOBRAZHENSKIY**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**1 725**<br>816<br>—<br>**2 635**<br>1 418<br>1 749 | RS | **1980** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B406/06)<br>84,99 —/6,001<br>75,01 14,99 9,22<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Ice strengthened<br>3 Ta<br>B.1 850 | Sulzer 8ZL40<br>Oil 4SA 8Cy. 400 × 480 geared to sc. shaft<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochow<br>Gen 3 × 380kW<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 949,0t |
| **8230027**<br>*EMIL*<br><br>Df Esd Gc<br>Rdr RTv | **YEVGENIY PYLAYEV**<br>**North-Western River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 584**<br>1 429<br>2 907 | | **1972** Zavody Tazkeho Strojarstva—Komarno<br>114,00 13,23 3,450<br>110,00 - 5,50<br>1 dk | **TM General Cargo**<br>Mchy.aft | Skoda 6L275<br>2 Oil 4SA each 6Cy. 275 × 360<br>1 030kW (1 400bhp)<br>CKD Praha<br>Gen 2 × 80kW a.c. 1 × 25kW a.c. |
| **8724743**<br>*UZIS*<br>M-40477 | **YEVGENIY TITOV**<br>**Novorossiysk Shipping Co.**<br>**(NOVOSHIP)**<br>(Novorossiysk) (U.S.S.R.) | *18 625*<br>*8 894*<br>28 610 | RS | **1986** Kherson Shipyard—Kherson<br>178,96 25,33 11,000<br>165,00 25,30 15,00<br>1dk | **M Tanker**<br>Ice strengthened<br>24 Ta ER<br>L.37 317 | B&W 6DKRN67<br>Oil 2SA 6Cy. 670 × 1700<br>8 700kW (11 828bhp)<br>Bryansk Eng. Works<br>Gen 1 × 600kW a.c. 3 × 500kW a.c. |
| **8325896**<br>*UPLF*<br>M-41651<br>Df Esd Gc<br>Rdr RTm/h/v | **YEVGENIY VAKHTANGOV**<br>**Georgian Shipping Co.**<br>(Batumi) (U.S.S.R.)<br>SatCom: 1400560/UPLF | *16 502*<br>*8 577*<br>24 105<br>T/cm<br>34,0 | RS | **1984** "Georgi Dimitrov" Shipyard—Varna (156)<br>184,41 (BB) 22,86 10,211<br>172,12 22,81 14,15<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho 20,3 13,9 19,6 13,9 20,5 12,3 19,6 ER<br>G.27 015<br>7 Ha (stl) (13,1 10,5 13,1 10,5 13,1 10,5 13,1 × —) ER | B&W 6DKRN67<br>Oil 2SA 6Cy. 670 × 1400<br>12 000bhp (8 827kW)<br>Bryansk Eng. Works<br>Gen 3 × 504kW 400V 50Hz a.c. |

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| **YEVGENIY YEGOROV**<br>(Arkhangelsk) (U.S.S.R.) | *1 160*<br>*348*<br>404 | RS | **1986** ..............U.S.S.R.<br>58,55 12,67 4,690<br>51,60 - 5,90<br>1 dk | **D-E Tug**<br>Fire-fighting Salvage<br>Ice strengthened | Russkiy 6CHNIA30/38<br>2 Oil 4SA each 6Cy. 300 × 380 driving 2 gen. each 300kW 2 gen. each 160kW connected to elec. motor<br>U.S.S.R.<br>13,2kn |
| **YEVPATORIYA**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Yevpatoriya) (U.S.S.R.) | *176*<br>*53*<br>31 | RS | **1984** ..............U.S.S.R.<br>38,10 (BB) 7,21 1,620<br>32,64 2,90 | **TrM Ferry**<br>294dk P | Russkiy 12CHSN18/20<br>6CHSN15/18<br>3 Oil<br>(centre) Oil 4SA 12Cy. 180 × 200<br>735kW (999bhp)<br>Russkiy-Diesel Works Leningrad<br>(wing) 2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp)<br>Russkiy-Diesel Works Leningrad<br>17kn |
| **YEWGARTH**<br>**MCI Leasing (UK) Ltd.**<br>Cory Towage Ltd.<br>Liverpool United Kingdom | *452*<br>*135*<br>226 | **✠100A1**<br>tug<br>**✠LMC**<br>EL H 302,5/30,0U2<br>FN 468 | **1985**-3 McTay Marine Ltd.—Bromborough (56)<br>36,86 10,52 4,166<br>31,75 9,81 4,91<br>RFD 6,4 1 dk<br>rf 648 BK 170 | **TM Tug**<br>Fire-fighting Pollution Control | Ruston<br>2 Oil 4SA each 6Cy. 270 × 305 with flexible couplings & sr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 3 × 97kW 440V 60Hz a.c.<br>2 Directional propellers<br>Fuel 86,0t (d.o.)-4,5pd 13kn |
| **YEWTREE**<br>ex Kin Shing-89<br>**Yewtree Maritime Inc.**<br>Monrovia Liberia | **19 370**<br>14 369<br>35 064<br>T/cm<br>40,9 | **✠100A1** SS 11/86<br>bulk carrier<br>strengthened for heavy cargoes, holds Nos. 2 & 4 may be empty<br>**✠LMC**<br>EL H† 605,0/62,0U3<br>FN 7296 | **1981**-11 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (243)<br>197,70 (BB) 24,26 11,183<br>185,02 24,21 15,22<br>P 8,3 F 19,6 1 dk<br>rf nil DK in way of all holds | **M Bulk Carrier**<br>5 Ho 22,4 29,1 30,7 29,1 21,6 ER<br>G.43 495 B.40 942<br>5 Ha (stl) (13,2 19,1 19,1 19,1 19,1 × 13,5) ER<br>Cr 4(16) | B&W 5L67GFCA<br>Oil 2SA 5Cy. 670 × 1700<br>10 900bhp (8 018kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 176,0t (d.o.) 1 686,0t (hvf) 15,5kn |
| **YEYCHANIN**<br>**Yugryba**<br>(Temryuk) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1988** ..............U.S.S.R.<br>31,85 7,08 2,100<br>27,80 - 3,15 | **M Fish Carrier**<br>Ref | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>221kW (300bhp)<br>U.S.S.R. |
| **YEYSK**<br>**Yugryba**<br>(Novorossiysk) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 255 | RS | **1967** VEB Volkswerft Stralsund—Stralsund (215)<br>81,95 13,64 5,290<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 077<br>4 Ha (2,2 × 1,8) (1,3 × 1,3) (2,5 × 2,2) (2,8 × 2,5)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **YEYSK**<br>**Azov Shipping Co.**<br>(Kerch) (U.S.S.R.) | *1 028*<br>*308*<br>— | RS | **1988** ..............U.S.S.R.<br>49,72 12,78 3,100<br>42,97 - 4,80<br>1dk | **TrD-E RoRo Cargo/Ferry**<br>Deck Cargo<br>Ice strengthened | S.K.L. 6VD26/20AL-2<br>3 Oil 4SA each 6Cy. 200 × 260 total 1 986kW (2 700bhp) driving gen. of 88kW connected to 2 elec. motors each of 965shp (710kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>12,5kn |
| **YEYSKIY LIMAN**<br>ex Sloman Alsterpark-75<br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.) | **4 903**<br>2 517<br>6 560 | RS (GL) | **1968** Howaldtswerke-Deutsche Werft—Hamburg (829)<br>138,99 (BB) 18,04 7,560<br>127,92 18,00 9,22<br>F 121,1 4 dks<br>conv Refrigerated Cargo 75 | **M Fish Carrier**<br>Refrigerated Cargo<br>Ice strengthened<br>4 Ho 27,5 20,9 ER 23,0 24,8<br>In.8 918<br>4 Ha (stl) (6,7 6,7 × 5,3) ER (6,7 6,7 × 5,3)<br>8W Der 1(5-10) 7(3-5) | MAN K9Z70/120E<br>Oil 2SA 9Cy. 700 × 1200<br>12 600bhp (9 268kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 4 × 400kW 450V 60Hz a.c.<br>Fuel 1 717,0t (hvf) 22,75kn |
| **YGIA**<br>ex Lakonikos-85 ex Neapolis II-81<br>ex Corkbrook-76<br>**Fiesta Shipping Inc.**<br>Piraeus Greece | **1 586**<br>985<br>2 650 | HR<br>✠Classed LR until 9/5/88 | **1964**-5 Clelands SB. Co. Ltd.—Wallsend (273)<br>80,88 11,97 5,188<br>76,21 11,89 5,49<br>P 8,3 F 8,9 1 dk<br>rf 102 | **M General Cargo**<br>3 Ho 18,5 16,1 17,3 ER<br>G.3 387 B.3 215<br>3 Ha (10,9 × 7,0) (10,0 10,0 × 7,6) ER<br>Der 3(3) | Polar<br>Oil 2SA 6Cy. 340 × 570<br>1 340bhp (986kW)<br>British Polar Engines Ltd. Glasgow |
| **YGUREY**<br>ex Y 65<br>**Government of The Republic of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguay | **617**<br>334<br>1 030 | (AB) | **1945** Florida SB. Corp.—Ojus, Fl (3)<br>55,61 9,20 3,506<br>54,82 9,15 4,12<br>P 11,6 F 6,1 1 dk<br>conv Tanker — | **TM General Cargo**<br>Mchy.aft<br>G.1 076 B.963 | Cooper Bessemer<br>2 Oil 4SA each 6Cy. 230 × 265<br>Cooper-Bessemer Corp. Grove City, Pa<br>Fuel 38,5t |
| **YHAGUY**<br>**Government of The Republic of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguay | **1 126**<br>729<br>1 038 | ✠Classed LR until 30/1/76 | **1961**-3 Ishikawajima Harima Heavy Ind. (I.H.I.) —Tokyo (797)<br>73,00 12,17 2,515<br>68,00 12,01 3,99<br>F 6,8 1 dk<br>rf nil | **M General Cargo Barge**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **YI CHANG**<br>ex Naturalist-77<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | T.Mk<br>**3 583**<br>1 291<br>5 645<br>**5 578**<br>2 859<br>7 604 | ZC<br>✠Classed LR until 18/11/77 | **1965**-9 Lindholmens Varv. A/B—Goteborg (1091)<br>124,00 17,28 7,011/8,200<br>114,30 17,22 10,36<br>P 27,2 F 12,8 2 dks<br>rf 102 | **M General Cargo**<br>Ref<br>4 Ho 17,6 22,5 23,1 17,9<br>G.10 741 B.9 866 In.123<br>4 Ha (stl) (8,1 × 6,7) (13,6 13,6 × 7,9) (13,6 × 6,7)<br>5W Cr 4(5) Der 1(30) 5(10) | Gotaverken<br>Oil 2SA 7Cy. 630 × 1300<br>5 800bhp (4 266kW)<br>Lindholmens Varv. A/B Goteborg<br>Gen 3 × 250kW 450V 60Hz a.c.<br>Fuel (hvf) 17kn |
| **YI CHUN**<br>ex American Sioux-80<br>**Yi Chun Steamship Co. Ltd.**<br>Keelung China* | *4 860*<br>*2 404*<br>7 457 | NK (AB) | **1978** Kagoshima Dock & I.W. Co. Ltd. —Kagoshima (113)<br>115,50 18,84 6,579<br>106,40 18,80 8,60<br>P 22,6 F 10,7 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 347<br>C.Ho 149/20' (40') C.Dk 198/20' (40') incl. 20 ref C.<br>5 Ha (stl) ER<br>Cr 1(34,5) | B&W 6K45GFC<br>Oil 2SA 6Cy. 450 × 900<br>5 280bhp (3 884kW) NE 80<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 200kW<br>Fuel 540,0t (d.o.)-16,5pd 13kn |
| **YI HAI**<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **26 950**<br>15 092<br>46 482 | ZC | **1984** Osaka Zosensho—Osaka (418)<br>189,68 (BB) 11,440<br>180,00 32,20 16,25<br>F 17,1 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.55 934 B.55 282<br>5 Ha (stl) (16,0 17,6 17,6 17,6 17,6 × 15,0) ER<br>Cr 4(16) | B&W 6L67GBE<br>Oil 2SA 6Cy. 670 × 1700<br>10 280bhp (7 562kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 560kW 450V 60Hz a.c.<br>14,5kn |
| **YI HE**<br>ex Clara Maersk-88 ex TFL Adams-86<br>ex Clara Maersk-84<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570551/YIHE | **21 609**<br>14 402<br>25 078 | GL ZC<br>✠Classed LR until 2/1/88 | **1968**-5 (Aft section) Kockums M/V A/B—Malmo (507)<br>**1980** (Fwd & cargo sections) Hitachi Zosen —Innoshima Works, Innoshima<br>197,06 (BB) 29,75 10,500<br>185,46 29,70 16,00<br>F 13,2 2 dks<br>rf nil<br>len & widened 80<br>conv Ref General Cargo 80 | **M Container Ship**<br>Fixed-guides 6bth P<br>9 Cell. Ho 15,0 12,8 12,8 12,8 12,8 12,8 12,8 12,8 ER 12,8<br>G.35 050<br>TEU 1218<br>C.Ho 626/20' (40') C.Dk 592/20' (40') incl. 60 ref C.<br>20 Ha (stl) ER 1 Ha (stl)<br>2 Wing Ha (stl) | B&W 9-84VT2BF-160<br>Oil 2SA 9Cy. 840 × 1800<br>15 226kW (20 700bhp)<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 700kW 220/440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 380,5t (d.o.) 3 405,5t (hvf)-70,0pd 21,25kn |

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| **7375399**<br>*3ECU7*<br>18999-TT<br>Df Esd Gc<br>Pfd Rdr Rt | **YI KANG**<br>ex Jaya Puri-83 ex Eastern Angel-82<br>ex Arrowsharp-77 ex Diamarina-77<br>ex Canario-75<br>Panama Panama | **3 307**<br>2 074<br>5 953 | (NK) | **1974** Oshima Dock K.K.—Yoshiumi (555)<br>101,07 16,24 6,587<br>94,98 16,21 8,21<br>P 19,9 B 10,7 1 dk | **M General Cargo**<br>2 Ho 35,6 33,6 ER<br>G.7 454 B.6 931<br>2 Ha (stl) (27,9 29,4 × 8,0) ER<br>4W Der 4(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 148kW<br>Fuel 576,0t (hvf)-13,0pd |
| **7803932**<br>*BOCZ*<br>Df Esd Gc<br>Pfd Rdr RTv | **YI MEN**<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China<br>SatCom: 1570633/YIMN | T.Mk<br>**6 046**<br>2 868<br>—<br>**9 014**<br>4 678<br>13 780 | ZC (BV) | **1978** VEB Warnowwerft Warnemuende —Warnemuende (398)<br>152,75 (BB) 20,35 —/9,321<br>140,73 20,30 11,90<br>P 54,0 F 29,9 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 19,4 18,1 26,3 ER 18,9<br>G.18 818 B.17 403<br>5 Ha (stl) (8,9 × 5,8) (10,5 10,5 18,9 × 10,9) ER (10,2 × 9,9)<br>16W Der 1(70) 16(10) | MAN<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 1 517,0t (hvf) |
| **8601264**<br>*BRUF*<br>Df Esd Gc<br>Rdr RTv | **YI MENG SHAN**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **26 835**<br>11 009<br>39 837 | ZC | **1990** Dalian Shipyard—Dalian/Dairen (B350/5)<br>195,00 9,980<br>185,00 32,00 15,20<br>1 dk | **M Bulk Carrier** | Sulzer<br>Oil 2SA 6Cy. 520 × 1800<br>7 606kW (10 340bhp)<br>Dalian Marine Diesel Engine Works<br>Gen 3 × 485kW 400V a.c. |
| **7412977**<br>*BWCP*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **YI MING**<br>ex Trade Bright-89 ex Ibn Zuhr-86<br>**Xiamen Business Marine Co. Ltd.**<br>Xiamen/Amoy China | T.Mk<br>**9 586**<br>6 758<br>18 896<br>**14 096**<br>9 989<br>23 284 | ✠Classed LR until 3/89<br>ZC | **1977**-7 Scotstoun Marine Ltd.—Scotstoun (226)<br>175,33 (BB) 23,98 —/10,402<br>167,65 23,55 14,20<br>P 34,2 F 26,3 2 dks<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 16,0 26,0 27,2 27,2 28,1 ER 6 TwD<br>G.30 923 B.28 835<br>TEU 434 C.Ho 314/20' (40') C.Dk 120/20' (40')<br>9 Ha (stl) (9,1 × 7,0) (19,0p&s 19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>Cr 2(40) 4(12,5) 2(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 195kW (12 501bhp)<br>J. G. Kincaid & Co. Ltd.<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 256,0t (d.o.) 1 700,0t (hvf)-42,0pd |
| **7117113**<br>*BOIZ*<br>Df Esd Gc<br>Pfd Rdr RTv | **YI NING HAI**<br>ex Island Sun-78<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China | **15 672**<br>9 300<br>25 747<br>T/cm<br>34,4 | ZC (AB) | **1971** Hitachi Zosen—Maizuru Works, Maizuru (4281)<br>174,69 22,86 10,310<br>164,00 22,80 14,30<br>P 29,0 F 11,0 1 dk<br>rf 152 | **M Bulk Carrier**<br>5 Ho 23,7 27,2 19,2 27,2 27,2 ER<br>G.35 854 B.31 926<br>5 Ha (stl) (14,0 × 8,9) (17,6 12,8 17,6 17,6 × 14,2) ER<br>10W Der 10(15) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Hitachi Zosen Sakurajima Works,<br>Gen 3 × 325kW 440V 60Hz a.c.<br>Fuel 200,0t (d.o.) 1 740,0t (hvf)-34,0pd |
| **7412965**<br>*BWCO*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **YI RONG**<br>ex Trade Glory-89 ex Ibn Bajjah-86<br>**Xiamen Business Marine Co. Ltd.**<br>Xiamen/Amoy China | T.Mk<br>**14 096**<br>9 586<br>23 830 | ✠Classed LR until 4/89<br>ZC | **1977**-7 Govan Shipbuilders Ltd.—Govan, Glasgow (229)<br>175,30 (BB) 23,98 10,405<br>168,27 23,41 14,20<br>P 34,2 F 26,3 2 dks<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 16,0 26,0 27,2 27,2 28,1 ER 6 TwD<br>G.30 923 B.28 835<br>TEU 386 C.Ho 314/20' (40') C.Dk 72/20' (40')<br>9 Ha (stl) (9,1 × 7,0) (19,0p&s 19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>Cr 2(40) 4(12,5) 2(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 195kW (12 501bhp)<br>J. G. Kincaid & Co. Ltd.<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 256,0t (d.o.) 1 700,0t (hvf)-42,0pd |
| **8422149**<br>*BXAR*<br>Esd Gc Rdr<br>Rt | **YI XIAN HU**<br>**Zhonggang Passenger Joint Transportation Ltd.**<br>Guangzhou/Canton China | **299**<br>112<br>100 | ZC (NV) | **1985** A/S Fjellstrand—Omastrand (1566)<br>31,50 1,671<br>29,15 9,40 3,50<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 290dk P | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 185 geared to sc. shafts<br>4 000bhp (2 942kW)<br>M.T.U. Friedrichshafen GmbH<br>Gen 2 × 20kW 230V 50Hz a.c. |
| **7517961**<br>*BODK*<br>Df Esd Gc<br>Pfd Rdr Rt | **YI YANG**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**7 168**<br>3 498<br>—<br>**10 267**<br>5 388<br>14 145 | ZC | **1973** Kiangnan Dockyard & Eng. Works —Shanghai<br>161,51 —/9,221<br>148,00 21,20 12,50<br>F 14,7 2 dks | **M General Cargo**<br>4 Ho ER 1 Ho<br>G.19 332<br>5 Ha (stl) (9,1 × 6,0) (15,0 15,0 12,7 × 8,0) ER (9,7 × 8,0)<br>14W Der 1(60) 4(10) 10(5) | Hudong<br>Oil 2SA 6Cy. 760 × 1600<br>9 000bhp (6 620kW)<br>Kiangnan Dockyard & Eng. Works<br>Gen 4 × 250kW 400V 50Hz a.c. |
| **6515760**<br>*SYDT*<br>9633<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **YIANNIS P. V.**<br>ex Ras Tanura-90 ex Yannis V-76<br>ex Pyrros V.-76 ex Spectra J.-75<br>ex Pyrros V.-71 ex Laristan-70<br>**Amarantos Shipping Co. S.A.**<br>Avin International Corp. of Panama S.A.<br>Piraeus Greece | **32 662**<br>22 012<br>65 638<br>T/cm<br>65,8 | ✠**100A1** SS 3/90<br>moored oil storage barge<br>✠**LMC**<br>EL x† 3$\frac{5}{16}$"SQ<br>FN 11097 | **1965**-12 Lithgows Ltd.—Port Glasgow (1153)<br>237,68 (BB) 32,31 12,834<br>227,44 32,25 16,54<br>P 39,1 F 25,6 1 dk<br>rf nil Bow/CM 110 Diam. 0,457 | **Tanker**<br>Storage Barge<br>Stern disch.<br>15 Ta ER<br>L.(oil) 75 675 HeCls. C<br>4 Cargo pumps total 8 000T/hr | |
| **8029416**<br>*HPQJ*<br>12377-82A<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **YICK FAT**<br>**Hong Fat Shipping Inc.**<br>Panama Panama | **24 550**<br>13 104<br>42 949 | NK | **1982** Sanoyasu Dockyard Co. Ltd.—Mizushima (1044)<br>189,80 (BB) 31,25 11,323<br>180,02 31,21 16,01<br>P 15,9 F 12,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.50 227 B.48 490<br>5 Ha (stl) ER<br>Cr 5(25) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>11 900bhp (8 753kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 500kW |
| **8028620**<br>*YJYJ7*<br>561<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **YICK HING**<br>**Yick Hing Maritime Ltd.**<br>Port Vila Vanuatu | **20 897**<br>14 010<br>39 850 | NK | **1983** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1251)<br>187,00 11,219<br>176,99 28,81 16,01<br>F 13,2 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.48 442 B.46 575<br>5 Ha (stl) ER<br>Cr 5(-) | B&W<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. |
| **8312136**<br>*3ESI8*<br>20636-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **YICK HUA**<br>ex Lori J-91 ex Pacific Defender-88<br>**Yick Hua Maritime Inc.**<br>Panama Panama<br>SatCom: 1335337/YIUA | *17 054*<br>*10 342*<br>28 086 | AB | **1984** Hitachi Zosen—Innoshima Works, Innoshima (4773)<br>178,24 (BB) 23,14 10,572<br>167,21 23,11 14,76<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.38 555 B.33 607<br>5 Ha (stl) (12,0 19,2 19,2 19,2 17,6 × 11,4) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 580 × 1700<br>9 600bhp (7 061kW)<br>Hitachi Zosen Sakurajima Works,<br>Gen 3 × 440kW 450V 60Hz a.c. |
| **8510037**<br>*3EGB5*<br>17625-PEXT2<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **YICK JIA**<br>ex Lydia V-91<br>Launched as Sakura<br>**Yick Jia Maritime Inc.**<br>Panama Panama | *35 247*<br>*22 140*<br>67 395<br>T/cm<br>63,2 | NK | **1986** Kawasaki Heavy Ind. Ltd.—Kobe (1396)<br>220,20 (BB) 13,240<br>212,02 32,21 18,22<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.77 311<br>7 Ha (stl) (14,7 × 12,0) (16,4 16,4 16,4 16,4 16,4 14,7 × 14,0) ER | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>9 520bhp (7 003kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 220,0t (d.o.) 2 473,0t (hvf)-31,0pd |
| **8800250**<br>*ELIF4*<br>8299<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **YICK KAM**<br>ex El Bravo-92<br>**Yick Kam Shipping Ltd.**<br>Monrovia Liberia | *36 573*<br>*22 893*<br>69 421<br>T/cm<br>65,2 | NV | **1988** Tsuneishi Zosen K.K.—Numakuma (609)<br>225,00 (BB) 13,223<br>215,00 32,20 18,30<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.81 803<br>7 Ha (14,2 × 12,8) (16,8 16,8 16,8 16,8 16,8 16,8 × 14,4) ER | B&W<br>Oil 2SA 5Cy. 700 × 2268<br>7 410kW (10 074bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c. 1 × 80kW 440V 60Hz a.c.<br>Fuel 173,0t (d.o.) 2 334,0t (hvf) |

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| **YICK LEE**<br>**Hong Fat Shipping Inc.**<br>Panama Panama | **20 897**<br>14 010<br>39 925 | NK | **1982** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1249)<br>187,00 28,83 11,219<br>176,99 28,81 16,01<br>F 13,2 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.48 442 B.46 575<br>5 Ha (stl) (17,6 19,6 19,6 19,6 19,6 × 12,6) ER<br>Cr 5(15) | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW<br>15kn |
| **YICK LUK**<br>**Hong Fat Shipping Inc.**<br>Panama Panama | *24 550*<br>*13 104*<br>42 925 | NK | **1982** Sanoyasu Dockyard Co. Ltd.—Mizushima (1046)<br>189,80 (BB) 31,25 11,323<br>180,02 31,21 16,01<br>P 15,9 F 12,2 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.50 227 B.48 490<br>5 Ha (stl) (15,4 18,4 18,4 18,4 18,4 × 12,0) ER<br>Cr 5(15) | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW<br>15kn |
| **YICK SING**<br>**Yick Sing Maritime Ltd.**<br>Port Vila Vanuatu | **20 897**<br>14 010<br>39 818 | NK | **1982** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1250)<br>187,00 28,83 11,219<br>177,02 28,81 16,01<br>F 13,2 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.48 442 B.46 575<br>5 Ha (stl) (17,6 19,2 19,2 19,2 19,2 × 12,6) ER<br>Cr 5(15) | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW<br>15kn |
| **YICK WING**<br>**Hong Fat Shipping Inc.**<br>Panama Panama | *24 550*<br>*13 104*<br>42 943 | NK | **1982** Sanoyasu Dockyard Co. Ltd.—Mizushima (1045)<br>189,80 (BB) 31,25 11,323<br>180,02 31,21 16,01<br>P 15,9 F 12,2 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.50 227 B.48 490<br>5 Ha (stl) (15,4 18,4 18,4 18,4 18,4 × 12,0) ER<br>Cr 5(15) | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW<br>15kn |
| **YICK ZAO**<br>**Hong Fat Shipping Inc.**<br>Panama Panama | *23 715*<br>*12 565*<br>39 803 | NK | **1983** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1261)<br>187,00 (BB) 28,83 11,219<br>176,99 28,01 16,01<br>F 13,2 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.48 431 B.46 564<br>5 Ha (stl) ER | B&W 6L67GBE<br>Oil 2SA 6Cy. 670 × 1700<br>13 000bhp (9 562kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>15kn |
| **YIH CHUEN No. 1**<br>**Yih Chuen Fishery Co. Ltd.**<br>Kaohsiung China* | **205**<br>61<br>— | | **1968** San Yang SB. Co. Ltd.—Kaohsiung<br>... ... ...<br>... ... ... | **M Fishing** | Oil<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Fuel (d.o.) |
| **YIH CHYUN No. 315**<br>ex Seishu Maru No. 35-81<br>**Y. C. F. Fishery Co. Ltd.**<br>Kaohsiung China* | **430**<br>215<br>524 | | **1972** Miho Zosensho K.K.—Shimizu (835)<br>57,46 9,02 3,849<br>49,00 9,00 4,12<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe |
| **YIH FOU**<br>ex Sophia-91 ex Onoe Maru No. 2-88<br>**Yih Tai Marine Corp.**<br>Keelung China* | *65 681*<br>*37 614*<br>117 961<br>T/cm<br>92,6 | NK | **1978** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (991)<br>262,35 40,26 16,268<br>251,60 40,20 23,00<br>1 dk | **M Bulk Carrier**<br>9 Ho ER<br>G.137 834 HeCls. B<br>9 Ha (stl) (14,0 × 16,0) (11,4 15,2 15,2 15,2 15,2 15,2 11,4 15,2 × 18,0) ER | Sulzer 8RND90<br>Oil 2SA 8Cy. 900 × 1550<br>17 065kW (23 200bhp)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 455,0t (d.o.) 5 801,0t (hvf)-80,0pd 15,3kn |
| **YILDIRAN**<br>**Yildiran Denizcilik Isletmesi Sanayi ve Ticaret A.S.**<br>Istanbul Turkey | **1 598**<br>1 076<br>3 650 | BV | **1983** Densan Tersanesi—Tuzla<br>89,57 13,92 6,520<br>80,40 13,87<br>1 dk | **M General Cargo**<br>Mchy.aft | Skoda<br>Oil<br>1 670bhp (1 228kW)<br>CKD Praha Praha |
| **YIN CHUAN**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**7 501**<br>3 729<br>12 485<br>**10 734**<br>6 532<br>15 480 | ZC<br>✠Classed LR until<br>22/11/74 | **1974**-3 R.O. Brodogradiliste "3 Maj"—Rijeka (564)<br>157,10 (BB) 21,65 —/9,260<br>148,00 21,60 12,45<br>F 30,8 2 dks, 3rd dk in No. 4 hold<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 14,4 22,5 27,9 24,0comb. ER<br>21,5 6 TwD<br>G.19 246 B.17 159 In.2 638<br>5 Ha (stl) (8,1 × 4,9) (13,5 18,3 13,5 × 7,9) ER (11,7 × 7,9)<br>12W Cr 1(5) Der 1(60) 4(8) 8(5) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 416kW 400V 50Hz a.c.<br>Fuel 177,0t (d.o.) 1 351,5t (hvf) 18kn |
| **YIN FENG**<br>ex Cam Bubinga-87<br>Launched as Ivory Uranus<br>**Dalian Container Steam Shipping Co.**<br>Dalian/Dairen China | T.Mk<br>**9 141**<br>5 915<br>13 208 | ZC (GL) | **1977** VEB Schiffswerft "Neptun"—Rostock (404)<br>150,13 (BB) - 9,070<br>144,48 21,05 11,30<br>P 30,5 B & F 39,4 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 30,0 34,9 34,9 ER 4 TwD<br>G.20 770 B.18 735 HeCls. B<br>TEU 350<br>C.Ho 232/20' (40') C.Dk 118/20' (40') incl. 22 ref C.<br>5 Ha (stl) (18,9 × 10,5) (25,9p&s 25,9p&s × 7,6) ER<br>Der 1(80) 5(22) | MAN K9Z60/105E<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>VEB Maschinenbau Halberstadt Halberstadt<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 223,5t (d.o.) 1 181,5t (hvf)-36,0pd 17kn |
| **YIN HE**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China<br>SatCom: 1570146/YIHE | **19 237**<br>8 922<br>25 925 | ZC (GL) | **1984** Howaldtswerke-Deutsche Werft A.G. —Kiel (204)<br>172,00 (BB) 28,71 10,680<br>160,00 28,40 15,50<br>F 12,2 1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>4 Cell. Ho ER<br>TEU 1328<br>C.Ho 676/20' (40') C.Dk 652/20' (40') incl. 54 ref C.<br>16 Ha (stl) ER | B&W 6L70MCE<br>Oil 2SA 6Cy. 700 × 2268<br>13 800bhp (10 151kW)<br>Mitsui Eng. & SB. Co. Ltd. Osaka<br>Gen 1 × 1000kW 2 × 850kW 1 × 350kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>17kn |
| **YIN KIM**<br>**New Southseas Maritime Carriers Co. S.A.**<br>Wallem Shipmanagement Ltd.<br>Panama Panama | *15 357*<br>*8 874*<br>25 845 | ✠**100A1** SS 1/91<br>bulk carrier<br>strengthened for heavy<br>cargoes<br>✠**LMC**<br>EL F† 577,5/58,0U3(a)<br>FN 6254 | **1981**-2 Osaka Zosensho—Osaka (400)<br>178,31 (BB) 23,09 9,581<br>169,02 23,00 14,00<br>P 27,8 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 26,3 26,3 26,3 26,3 25,6 ER<br>G.33 064 B.32 175<br>9 Ha (stl) (19,2 × 11,0) (19,9p&s 19,9p&s 19,9p&s 19,9p&s × 7,8) ER<br>Cr 4(30) | B&W 7L55GF<br>Oil 2SA 7Cy. 550 × 1380<br>9 380bhp (6 900kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 139,0t (d.o.) 1 219,0t (hvf)<br>14,5kn |
| **YIN LONG**<br>ex Goodwood-90 ex Sun Merlion-87<br>**Southern China L.P.G. Shipping (Shekou) Co. Ltd.**<br>Shekou China | **2 418**<br>1 349<br>3 107 | ZC (NK) | **1981** Honda Zosen—Saiki (688)<br>93,60 14,43 5,263<br>87,03 14,41 6,51<br>P 22,3 F 13,5 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 2 511 | Akasaka DM46<br>Oil 4SA 6Cy. 460 × 720<br>2 354kW (3 200bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 176kW 445V a.c.<br>15,3kn |
| **YIN SHAN HAI**<br>ex Vancouver Island-78<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **16 781**<br>10 634<br>27 498<br>T/cm<br>36,0 | ZC<br>✠Classed LR until<br>18/8/78 | **1972**-4 Upper Clyde Shipbuilders Ltd. (Scotstoun Div.)—Scotstoun (519)<br>176,98 22,92 10,620<br>170,69 22,86 14,33<br>P 30,8 F 14,7 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 17,8 18,0 18,2 12,9 18,2 18,2 18,1 ER<br>G.40 358<br>7 Ha (stl) (11,5 11,4 12,1 8,9 12,1 12,1 12,1 × 10,5) ER<br>Cr 5(5) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>J. G. Kincaid & Co. Ltd. Greenock<br>Gen 3 × 450kW 440V 60Hz a.c.<br>15kn |

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| **8905775**<br>*BXOV*<br><br>Rt | **YIN SHAN HU**<br>**Guangdong Sanfu Passenger & Cargo Transport Associate Co.**<br>Sanfu China | *294*<br>*70*<br>35 | ZC | **1989** Wavemaster International Pty. Ltd.—Willetton, W.A. (020)<br>32,00 9,50 1,250<br>28,90 9,00 3,55 | **Aluminium Alloy TM Ferry**<br>Twin Hull 252dk P | M.T.U. 12V396T<br>2 Vee Oil 4SA each 12Cy. 165 × 185 with clutches, flexible couplings & sr geared to sc. shafts<br>2 178kW (2 961bhp)<br>M.T.U. Friedrichshafen West Germ |
| **8211215**<br>*BXIB*<br><br>Esd Rdr Rt | **YIN ZHOU HU**<br>**Government of The People's Republic of China (Jiangmen Port Authorities, Guangdong)**<br>Jiangmen China | **134**<br>70<br>50 | ZC | **1982** "A. Fai" Engineers & Shiprepairers—Hong Kong<br>22,06 1,645<br>19,35 8,70 2,71<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | Isotta Fraschini ID36SS<br>2 Vee Oil 4SA each 8Cy. 170 × 170 with clutches flexible couplings & sr reverse geared to sc. shafts<br>1 760bhp (1 295kW)<br>Isotta Fraschini S.p.A. Ita<br>Gen 2 × 32kW 380V 50Hz a.c. |
| **8832186**<br><br>Esd Rdr | **YING AN**<br>**Government of The People's Republic of China (Qinhuangdao Harbour Administration)**<br>Qinhuangdao China | **587**<br>176<br>— | | **1986** Universal Dockyard Ltd.—Kowloon, Hong Kong<br>46,96 - 3,510<br>44,51 10,40 4,20<br>1 dk | **TM Dredger**<br>Grab-dredger | Yanmar S185L<br>2 Oil 4SA each 6Cy. 185 × 230<br>810kW (1 101bhp)<br>Yanmar Diesel Engine Co. Ltd. Japa<br>Gen 2 × 64kW 400V a.c.<br>10,1 |
| **8607531**<br>*BRNH*<br><br>Df Esd Gc<br>Rdr RTv | **YING BAO**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **3 995**<br>1 918<br>5 036 | RNR (Class cont.) ZC | **1991** Santierul Naval Galatz—Galatz (816)<br>101,50 6,970<br>94,13 16,40 8,60 | **M General Cargo** | MAN 6L40/54<br>Oil 4SA 6Cy. 400 × 540<br>2 758kW (3 750bhp)<br>MAN B&W Diesel Aktiengesellschaft Augsb<br>Gen 3 × 264kW 1 × 120kW 390V a.c.<br>14k |
| **7515509**<br><br><br>Df Rdr Rt | **YING BIN 3**<br>ex Blue Hawk<br>**Changjiang National Shipping Corp.**<br>Shekou China | **191**<br>111<br>26 | ZC | **1975** Mitsui SB. & Eng. Co. Ltd.—Ichihara (CP20-01)<br>26,46 8,82 1,180<br>24,39 8,80 2,48<br>1 dk | **TM Ferry**<br>Twin Hull 200P<br>Mchy.aft | M.T.U. 12V331TC<br>2 Vee Oil 4SA each 12Cy. 165 × 155<br>2 250bhp (1 655kW)<br>M.T.U. Friedrichshafen GmbH Friedrichsha<br>Gen 1 × 40kW 220V 60Hz a.c.<br>28,5k |
| **6711522**<br>*BOJF*<br><br>Df Esd Gc<br>Pfd Rdr RTv | **YING GE HAI**<br>ex Normandiet-77<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **15 572**<br>8 969<br>25 046<br>T/cm<br>34,6 | ✠Classed LR until 13/1/78<br>ZC | **1967-5** Fujinagata Zosensho—Osaka (133)<br>178,00 22,94 10,180<br>168,00 22,86 13,70<br>P 33,3 F 13,5 1 dk<br>rf 102 | **M Bulk Carrier** 4P<br>Ice strengthened<br>6 Ho 19,8 21,4 21,2 19,5 21,2 21,8 ER<br>G.31 430<br>6 Ha (stl) (11,6 13,5 13,5 11,8 13,5 13,5 × 10,9) ER<br>Cr 3(10) | B&W 6-74VT2BF-1<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Mitsui SB. & Eng. Co. Ltd. Tama<br>Gen 3 × 308kW 450V 60Hz a.c.<br>Fuel 1 266,0t (hvf)-36,0pd<br>15k |
| **8822741**<br>*3EQX7*<br>19518-HKF<br>Rt | **YING HUI HSIANG**<br>**Fu Kuang Fishery Co. Ltd.**<br>Panama Panama | *705*<br>*268*<br>— | | **1989** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>54,85 8,92 3,582<br>8,90 3,85<br>1 dk | **M Fishing**<br>Long-line Ref | Daihatsu 6DLM-2<br>Oil 4SA 6Cy. 260 × 340<br>Daihatsu Diesel Mfg. Co. Ltd. Japa |
| **7041326**<br>*BAZA*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **YING KOU**<br>ex Coral Sea-88 ex Hentis-87<br>ex Port Vila-84 ex Kaikoura-84<br>ex Georgios Z-83 ex Nadina-82<br>ex Barbarella-78<br>**Ying Kou Marine Shipping Co.**<br>Dalian/Dairen China | T.Mk<br>**5 784**<br>3 397<br>8 140 | ZC (GL) | **1970** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (S.147)<br>129,94 17,30 7,506<br>124,93 17,20 10,10<br>F 14,7 2 dks | **M General Cargo**<br>3 Ho 20,2 30,0 30,3 ER<br>G.12 792 B.11 432<br>3 Ha (stl) (13,2 × 9,9) (25,2 25,2 × 6,0) ER<br>Cr 4(12,5-25) 1(8) | MaK 8M551AK<br>Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Ki<br>Gen 2 × 332kW 1 × 155kW 380V 50Hz a.c.<br>Fuel 1 067,0t (hvf)<br>15,5k |
| **7430278**<br><br><br>Df Esd Gc<br>Rdr RTm/h/v | **YING KOU**<br>ex Malayan Bona-85<br>**Ying Kou Marine Shipping Co.**<br>China | **3 717**<br>2 604<br>6 288 | (NK) | **1975** Nishii Dock Co. Ltd.—Nansei (279)<br>104,30 16,24 6,684<br>95,99 16,21 8,18<br>P 20,2 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 977 B.7 522<br>2 Ha (stl) (each 26,5 × 8,9) ER<br>Der 4(15) | Mitsubishi 6UET45/75<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K. Kob<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 74,5t (d.o.) 500,5t (hvf)-12,5pd<br>12,5k |
| **7396525**<br>*HP5725*<br>19934-TT<br>Rdr Rt | **YING TA**<br>ex Taiyo-90 ex Taiyo Maru-87<br>Panama Panama | T.Mk<br>**499**<br>313<br>1 505 | (KR) | **1974** Sasaki Zosen K.K.—Kinoe (192)<br>63,10 11,00 4,801<br>61,30 10,98 6,10 | **M General Cargo**<br>1 Ho ER<br>1 Ha (33,9 × 7,4) ER | Makita<br>Oil<br>1 800bhp (1 324kW)<br>Makita Tekkosho Takamats |
| **6820232**<br><br><br>Df Esd Gc<br>Rdr Rt | **YING YOU SHAN**<br>ex Silverdolphin-85 ex Kosei Maru-70<br>**Lianyungang Shipping Co.**<br>China Ocean Shipping Co. (COSCO)<br>China | **6 175**<br>4 074<br>9 762 | (AB) (NK) | **1968** Tohoku Zosen—Shiogama (100)<br>127,44 19,03 7,290<br>118,01 19,00 9,56<br>P 24,1 F 9,8 1 dk | **M General Cargo**<br>4 Ho ER<br>G.12 299 B.11 792<br>4 Ha (stl) (14,3 16,4 16,4 15,0 × 8,9) ER<br>Der 1(15) 3(10) | Oil 2SA 8Cy. 420 × 900<br>4 400bhp (3 236kW)<br>Hitachi Zosen Hiroshima Works, Innoshi<br>Gen 3 × 172kW<br>Fuel 816,0t<br>12,75k |
| **7806697**<br>*C6IG4*<br>715957<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **YINKA FOLAWIYO**<br>ex Calandrini-89<br>**Nationwide Investments S.A.**<br>Nigerian Green Lines Ltd.<br>Nassau Bahamas | T.Mk<br>**7 093**<br>3 848<br>—<br>**10 218**<br>5 771<br>11 808 | BV | **1979** Stocznia Gdanska im. Lenina—Gdansk (B438/311)<br>161,02 (BB) 22,99 —/9,678<br>149,08 22,92 13,31<br>P 53,7 F 31,7 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>Side doors<br>1 Ta 2 Wing Ta 4 Ho ER 1 Ho 10 TwD<br>G.20 100 B.18 900 In.2 100 L.540<br>TEU 334 C.Ho 196/20'(40') C.Dk 138/20'(40') incl. 72 ref C.<br>7 Ha (stl) (8,9 12,8 19,2p&s 19,2p&s × 6,7) ER (12,8 × 8,3)<br>18W Cr 1(80) 4(25) 3(10) 1(3) Der 1(80) 4(20) 14(5) | Sulzer 6RND<br>Oil 2SA 6Cy. 900 × 1550<br>15 460bhp (11 372kW)<br>H. Cegielski Pozna<br>Gen 3 × 520kW 450V a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 542,5t (hvf)<br>21k |
| **9010539** | **YINKA FOLAWIYO 1**<br>Nigeria | **150**<br>—<br>— | | **1989** Master Marine Inc.—Bayou la Batre, Al<br>... ... ...<br>25,91 7,32 | **M Fishing**<br>Stern Trawler | Caterpillar 3412<br>Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaf<br>Caterpillar Inc. Peoria, |
| **9010541** | **YINKA FOLAWIYO 2**<br>Nigeria | **150**<br>—<br>— | | **1989** Master Marine Inc.—Bayou la Batre, Al<br>... ... ...<br>25,91 7,32 | **M Fishing**<br>Stern Trawler | Caterpillar 3412<br>Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaf<br>Caterpillar Inc. Peoria, |
| **9010553** | **YINKA FOLAWIYO 3**<br>Nigeria | **150**<br>—<br>— | | **1989** Master Marine Inc.—Bayou la Batre, Al<br>... ... ...<br>23,47 7,01 | **M Fishing**<br>Stern Trawler | Caterpillar 3412<br>Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaf<br>Caterpillar Inc. Peoria, |
| **9010565** | **YINKA FOLAWIYO 4**<br>Nigeria | **150**<br>—<br>— | | **1989** Master Marine Inc.—Bayou la Batre, Al<br>... ... ...<br>23,47 7,01 | **M Fishing**<br>Stern Trawler | Caterpillar 3412<br>Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaf<br>Caterpillar Inc. Peoria, |

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| 10085<br>*02210*<br>0087<br>d Rdr<br>m/h/v<br>Nav | **YIRUMBA**<br>**Broken Hill Pty. Co. Ltd.**<br>Groote Eylandt Mining Co. Pty. Ltd.<br>*Darwin, N.T.* Australia | **190**<br>57<br>— | NV | **1989** Ocean Shipyards, W.A. Pty Ltd.—Fremantle, W.A. (171)<br>23,95 4,700<br>21,60 8,00 5,27<br>1 dk | **TM Tug** | Caterpillar 3512TA<br>2 Vee Oil 4SA each 12Cy. 170 × 190 with clutches, flexible couplings & reduction geared to sc. shafts<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 100kW 240/480V 60Hz a.c.<br>2 Directional propellers<br>2 Directional thrust propellers fwd<br>Fuel 30,0t (d.o.)-7,5pd 10kn |
| 34480 | **YIU LIAN No. 15**<br>**Yiu Lian Dockyards Ltd.**<br>Hong Kong Hong Kong (British) | **254**<br>172<br>— | Classed LR until 5/29/2/80 | **1975** Yiu Lian Machinery Repairing Works Ltd.—Hong Kong (19)<br>32,77 9,05 3,309<br>28,20 8,39 3,89<br>RFD 9,5 1 dk<br>rf 686 | **TM Tug** | Makita<br>2 Oil 4SA each 6Cy. 240 × 410 reverse reduction geared to sc. shafts<br>Makita Diesel Co. Ltd. Japan<br>Gen 1 × 50kW 1 × 48kW 380V 50Hz a.c. |
| 34478<br>r Rt | **YIU LIAN No. 18**<br>**Yiu Lian Dockyards Ltd.**<br>Hong Kong Hong Kong (British) | **314**<br>200<br>— | ✠Classed LR until 22/2/80 | **1976** Yiu Lian Machinery Repairing Works Ltd.—Hong Kong (28)<br>32,85 9,76<br>26,50 9,50 4,32<br>RFD 4,0 1 dk<br>rf 1245 | **TM Tug**<br>Fire-fighting | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320 sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>2 Directional propellers |
| 15799<br>d RdrRTm | **YLANG**<br>ex Osa Hawk-89<br>**Societe Comorienne de Cabotage**<br>Navale et Commerciale Havraise Peninsulaire (N.C.H.P.)<br>Moroni Comoro Islands | **458**<br>203<br>664 | BV GL | **1976** Singapore Slpwy & Eng. Co. (Pte.) Ltd.—Singapore (96)<br>51,01 12,83 2,761<br>45,83 12,81 3,41<br>RQD 11,6 1 dk | **TM RoRo Cargo/ Landing Supply Ship**<br>Water Oil<br>Bow door/ramp<br>L 10,20 W 5,00<br>Mchy.aft | Deutz<br>2 Oil 4SA each 6Cy. 220 × 280 reverse reduction geared to sc. shafts<br>1 740bhp (1 280kW)<br>Kloeckner Humboldt Deutz Koeln<br>10,5kn |
| 04305<br>BCJ | **YLVA**<br>**A/B Goteborg-Styrso Skargardstrafik**<br>Goteborg Sweden | **315**<br>137<br>50 | | **1989** AB Nya Oskarshamns Varv—Oskarshamn (518)<br>34,15<br>31,50 7,55 3,43 | **M Ferry**<br>450dk P | Caterpillar 3508TA<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches, flexible couplings & sr geared to sc. shaft<br>638kW (867bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Thw. thrust propeller fwd |
| 95797<br>VL | **YLVA AF KARINGON**<br>ex Ylva-85<br>**Bjorn Kenneth Tobin**<br>Karingon Sweden | **125**<br>59<br>500 | | **1951** De Haan & Oerlemans—Heusden (261)<br>26,50 6,00 2,420<br>5,95<br>2 dks<br>RW | **M Ferry**<br>243P<br>Mchy.aft | Oil 2SA 5Cy. 250 × 340<br>325bhp (239kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 1 × 1,5kW 24V a.c.<br>Fuel 5,0t (d.o.)-1,0pd 12kn |
| 05346<br>DA<br>Esd Gc<br>d Rdr Rt<br>MVER | **YMER**<br>**Government of The Kingdom of Sweden (Svenska Staten Sjofartsverket) (The National Swedish Administration of Shipping & Navigation)**<br>Norrkoping Sweden | **6 908**<br>195<br>2 600 | | **1977** Oy Wartsila Ab—Helsinki/Helsingfors (413)<br>104,70 23,86 7,081<br>96,02 22,52 12,12<br>2 dks | **TD-E Icebreaker** | Pielstick 12PC2-2V-400<br>5 Vee Oil 4SA each 12Cy. 400 × 460 total 23 250bhp (17 102kW) driving 5 gen. connected to 4 elec. motors each of 5 500shp (4 046kW) & geared to sc. shafts<br>Oy Wartsila Ab Turku/Abo<br>2 Controllable pitch propellers , 2 fwd<br>18,5kn |
| 20584<br>YFZ<br>-10102<br>Esd Gc<br>r RTm/h/v | **YMIR**<br>**KG Schiffahrtsgesellschaft Beutelrock G.m.b.H. & Co.**<br>Friedrich Beutelrock G.m.b.H & Co. K.G.<br>Yangon Union of Myanmar | **1 599**<br>1 193<br>4 210 | GL | **1980** Werft Nobiskrug G.m.b.H.—Rendsburg (700)<br>99,95 (BB) 15,75 5,090<br>95,31 15,71 5,29<br>F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>G.7 280 B.7 086<br>TEU 287 C.Ho 140/20' C.Dk 147/20'<br>3 Ha (stl) (12,3 × 10,1) (24,6 24,6 × 12,5) ER | Deutz SBV6M540<br>Oil 4SA 6Cy. 370 × 400 reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 208kW 2 × 176kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>12,25kn |
| 09822<br>TUG<br>80<br>F 343<br>Esd Gc<br>d Rdr Rt | **YMIR**<br>**Stalskip H/f**<br>Hafnarfjordur Iceland | **540**<br>187<br>529 | ✠**100A1**<br>stern trawler<br>Ice Class 1D<br>✠**LMC**<br>EL 412,5/34,0U2<br>FN 993 | **1988**-5 Sigbjorn Iversen M/V. Skips.—Flekkefjord (72)<br>53,00 (BB) 12,55 4,952<br>50,60 12,10 7,50<br>F 23,5 Upr. F 20,8 2 dks<br>rf 1003 Box K 419 | **M Fishing**<br>Stern Trawler Processing Ref<br>Mchy.aft<br>In.525 | Wartsila 6R32<br>Oil 4SA 6Cy. 320 × 350 with clutches, flexible couplings & sr geared to sc. shaft<br>2 005kW (2 726bhp)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 1200kW 1 × 253kW 1 × 113kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 176,92t (hvf) |
| 42239<br>Esd Gc<br>d Rdr Rt | **YMIR**<br>ex Ben Lui-78<br>**Iluz**<br>Uruguay | **491**<br>173<br>305 | ✠Classed LR until 20/11/89<br>**DAMAGED BY FIRE 4/90** | **1971**-4 J. Lewis & Sons Ltd.—Aberdeen (364)<br>48,19 10,09 3,887<br>42,68 10,06 6,71<br>B 6,8 RFD 21,7 2 dks<br>rf 686 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Polar<br>Vee Oil 4SA 12Cy. 250 × 300 reverse geared to sc. shaft<br>1 214kW (1 650bhp)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 125kW 1 × 44kW 415V 50Hz a.c.<br>13,5kn |
| 33086<br>*63930*<br>21714 | **YOBYO No. 53**<br>**Toa Kensetsu Kogyo K.K.**<br>Tokyo Japan | **173**<br>—<br>— | | **1979** Toa Tekko K.K.—Yokohama (5)<br>27,01 1,801<br>25,51 9,01 2,70<br>1 dk | **TM Anchor Hoy** | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240 reduction geared to sc. shafts<br>480bhp (353kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 22113<br>*416*<br>1671<br>r Rt | **YODO MARU**<br>**Osaka City (Port & Harbour Bureau)**<br>Osaka, Osaka Pref. Japan | **153**<br>—<br>— | | **1990** Kanagawa Zosen—Kobe (337)<br>30,20 9,50 2,700<br>25,50 8,60 3,77<br>1 dk | **TM Tug** | Niigata 6L25CXE<br>2 Oil 4SA each 6Cy. 250 × 320 with flexible couplings & sr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Ota<br>Gen 2 × 64kW 225V 60Hz a.c.<br>Fuel 27,52t (d.o.) 13,15kn |
| 17803<br>ESN4<br>5663-86B<br>Esd Gc<br>d Rdr RTv | **YODOGAWA**<br>ex Molly Laura-88<br>**T.Y. Transport S.A.**<br>Panama Panama<br>SatCom: 1331660/EESN | *13 632*<br>*8 244*<br>24 090 | NK | **1986** Hakodate Dock Co. Ltd.—Hakodate (2436)<br>155,23 (BB) 25,28 10,022<br>146,00 25,00 13,50<br>1 dk | **M Tanker**<br>Oil Chemical Molasses<br>15 Ta ER<br>L.29 235 | Mitsubishi 5UEC52LA<br>Oil 2SA 5Cy. 520 × 1600<br>4 266kW (5 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 362kW a.c.<br>13,2kn |
| 01266<br>*5184*<br>27398 | **YODOGAWA MARU**<br>**Kimoto Kisen K.K.**<br>Hakata, Ehime Pref. Japan | **699**<br>—<br>1 871 | | **1983** Hakata Zosen K.K.—Hakata (278)<br>72,90 4,701<br>68,03 11,21 5,11<br>1 dk | **M Tanker**<br>10 Ta ER | Niigata 6M34AFT<br>Oil 4SA 6Cy. 340 × 620<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| 58119<br>VR<br>Esd Pfd | **YOFF**<br>ex Notre Dame de Bonne Nouvelle<br>**Armement Sueur**<br>Dakar Senegal | **122**<br>43<br>72 | | **1957** At. & Ch. du Nord-Ouest—Dieppe<br>*26,61* 6,23 3,125<br>6,18 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0)<br>Der 1(1,5) | Crepelle 7PS<br>Oil 4SA 7Cy. 230 × 300<br>410bhp (302kW)<br>Etab. Crepelle Lille<br>Fuel 28,5t (d.o.) 10kn |
| 03640<br>-10110<br>VVER | **YOHFU**<br>Launched as Orange Bay<br>**Burma Navigation Corporation**<br>Yangon Union of Myanmar | *15 941*<br>*9 064*<br>26 712 | NK | **1987** Hakodate Dock Co. Ltd.—Hakodate (2437)<br>167,21 (BB) 26,29 9,543<br>160,00 26,01 13,31<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.33 917 B.32 681<br>5 Ha (stl) (13,8 19,2 19,2 19,2 19,2 × 13,1) ER<br>Cr 4(25) | B&W 6L50MCE<br>Oil 2SA 6Cy. 500 × 1620<br>6 900bhp (5 075kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 360kW 450V 60Hz a.c.<br>14kn |

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| **8300468**<br>*ELDE5*<br>7458<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **YOHJIN**<br>Launched as Arafura Breeze<br>**Booz Shipping Inc.**<br>Mibae Shosen K.K.<br>Monrovia Liberia<br>SatCom: 1242167/YOHN | **29 933**<br>8 979<br>11 662 | **1983** Kanasashi Co. Ltd.—Toyohashi (3001)<br>164,01 (BB) 28,05 8,421<br>NK 155,02 28,01 10,98 | **M Vehicles Carrier**<br>Side door/ramps 1(p) 1(s) 2 Quarter stern door/ramps<br>Cars 3100<br>Mchy.aft | Mitsubishi<br>Oil 2SA 6Cy. 600 × 1500<br>10 800bhp (7 944kW)<br>Ube Industries Ltd.<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **6824393**<br>Df Esd Gc<br>Pfd Rdr Rt | **YOHO MARU** | **1 955**<br>1 035<br>2 970 | **1968** Hakodate Dock Co. Ltd.—Hakodate (423)<br>86,57 12,73 6,020<br>(NK) 79,99 12,70 6,99<br>P 22,3 F 8,9 1 dk | **M Refrigerated Cargo**<br>4 Ho ER<br>In.2 767<br>4 Ha (each 3,8 × 3,4) ER<br>Der 8(3) | Akasaka<br>Oil 4SA 6Cy. 510 × 840<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Fuel 798,5t-11,5pd |
| **8508840**<br>*3EEF9*<br>21148-YJ<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>SatCom | **YOHTEI**<br>ex Yohtei Maru-91<br>**Yohtei Line S.A.**<br>Panama Panama | *2 436*<br>*934*<br>2 468 | **1985** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (1778)<br>NK 88,32 (BB) 5,074<br>82,02 14,51 8,03<br>2 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.3 455<br>3 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 370 × 720<br>2 210bhp (1 626kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 108,0t (d.o.) 520,0t (i.f.o.)-9,5pd |
| **7651626**<br>*HP5530*<br>D226-39<br>87-PEXT<br>Gc Rdr Rt | **YOJIN MARU**<br>ex Myojin Maru No. 7-89<br>**Pinang Jaya Inc.**<br>Panama Panama | **495**<br>294<br>1 498 | **1969** Okayama Zosen K.K.—Hinase (197)<br>62,21 4,501<br>57,00 10,00 6,46<br>2dks | **M General Cargo**<br>G.1 241 B.1 121<br>1 Ha (33,0 × 7,0) ER | Akasaka<br>Oil 4SA 6Cy. 350 × 520<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8909989**<br>*JJ3655*<br>129237<br>Rt | **YOKA MARU**<br>**Y.K. Ochi Kaiun**<br>Higashiura, Japan<br>Hyogo Pref. | **198**<br>—<br>700 | **1989** Ura Kyodo Zosensho K.K.—Awaji (277)<br>5,152<br>53,01 9,31 5,39 | **M General Cargo** | Hanshin<br>Oil<br>900bhp (662kW)<br>The Hanshin Diesel Works Ltd. |
| **7935175**<br>*JL4718*<br>123067<br>Rdr Rt | **YOKA MARU No. 23**<br>**Takasago Kaiun K.K.**<br>Takasago, Japan<br>Hyogo Pref. | **199**<br>117<br>450 | **1979** Murakami S.B. Co. Ltd.—Naruto (120)<br>... ... ...<br>49,92 9,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo |
| **8330944**<br>*3EVA8*<br>19620-91<br>Esd Gc Rdr<br>RTv SatNav | **YOKO**<br>ex Yoko Maru-91<br>**Kiku Shipping S.A.**<br>Panama Panama<br>SatCom: 1335365/EVAT | *2 472*<br>*962*<br>2 549 | **1984** Kinoura Zosen K.K.—Hakata (125)<br>86,52 4,971<br>NK 80,02 14,51 5,01<br>2 dks | **M Refrigerated Cargo**<br>3 Ho ER<br>In.3 436<br>3 Ha (stl) (each 6,6 × 6,3) ER<br>Der 6(5) | Akasaka<br>Oil 4SA 6Cy. 370 × 720<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 448kW a.c. |
| **8810425**<br>*JM5837*<br>130494<br>Rt | **YOKO**<br>**Iki Kaihatsu Y.K.**<br>Katsumoto, Japan<br>Nagasaki Pref. | **499**<br>—<br>1 632 | **1989** K.K. Miura Zosensho—Saiki (830)<br>69,50 (BB) 4,188<br>64,00 13,00 7,00<br>2 dks | **M Dredger/Sand Carrier**<br>1 Ho ER<br>B.1 113<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 350 × 550 with clutches & geared to sc. shaft<br>1 471kW (2 000bhp)<br>The Hanshin Diesel Works Ltd.<br>Thw. thrust propeller fwd |
| **7900675**<br>*7KDD*<br>123246<br>Df Esd Gc<br>Pfd Rdr Rt | **YOKO MARU**<br>**Government of Japan (Ministry of Agriculture & Forestry - Fisheries Agency)**<br>Nagasaki, Japan<br>Nagasaki Pref. | **499**<br>120<br>452 | **1979** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (812)<br>49,00 9,22 3,752<br>43,01 9,20 4,37 | **M Research/Fishing**<br>Stern Trawler<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 280 × 340 geared to sc. shaft<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8405268**<br>*JL5216*<br>127451<br>Rt | **YOKO MARU**<br>**Shizuo Kitahara**<br>Hizen, Japan<br>Saga Pref. | **199**<br>—<br>500 | **1984** K.K. Namikata Zosensho—Namikata (116)<br>54,46 2,901<br>49,51 9,01 5,31<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.1 323 B.1 285<br>1 Ha (stl) ER | Oil 4SA 6Cy. 250 × 450 with clutches & reverse reduction geared to sc. shaft<br>550bhp (405kW)<br>Sumiyoshi Marine Diesel Co. Ltd |
| **8519394**<br>*JM5485*<br>127860 | **YOKO MARU**<br>**Nishi Nippon Harbor Service K.K.**<br>Sasebo, Japan<br>Nagasaki Pref. | **183**<br>—<br>— | **1986** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (1843)<br>3,001<br>28,02 9,21 4,12<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 280 × 360<br>Yanmar Diesel Engine Co. Ltd.<br>2 Controllable pitch propellers |
| **8617691**<br>*JG4640*<br>129811<br>NS1-1010<br>Rdr Rt | **YOKO MARU**<br>**Nikko Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **155**<br>—<br>— | **1986** Nagasaki Zosen K.K.—Nagasaki (1012)<br>35,01<br>32,01 7,31 3,26<br>1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. |
| **8414362**<br>*JL5314*<br>128256<br>Rt | **YOKO MARU No. 3**<br>**Kitagawa Kaiun Y.K.**<br>Nakamura, Japan<br>Kochi Pref. | **185**<br>—<br>450 | **1984** K.K. Namikata Zosensho—Namikata (123)<br>54,46 9,02 2,801<br>49,51 9,01 5,31<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.1 218 B.900<br>1 Ha (stl) ER | Sumiyoshi<br>Oil 4SA 6Cy. 250 × 450 with clutches & reverse reduction geared to sc. shaft<br>550bhp (405kW)<br>Sumiyoshi Marine Diesel Co. Ltd |
| **8118633**<br>*JL4850*<br>124055 | **YOKO MARU No. 8**<br>**Y.K. Fuji Kaiun**<br>Masayoshi Kisen K.K.<br>Hojo, Japan<br>Ehime Pref. | **699**<br>—<br>1 750 | **1981** Sasaki Zosen K.K.—Kinoe (350)<br>69,80 (BB) 11,23 4,601<br>65,00 11,00 5,01<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. |
| **8616049**<br>*OXBR*<br>3033<br>Df Esd Gc<br>Pfd Rdr Rt | **YOKO-TANI**<br>**Walther Holm Thorsen**<br>Tejn Denmark | *268*<br>*112*<br>343 | **1986** EOS A/S—Esbjerg (52)<br>32,01 3,701<br>NV 27,01 7,31<br>1 dk<br>rf 1029 BK 102 | **M Fishing**<br>Stern Trawler<br>Ice strengthened | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 geared to sc. shaft<br>900bhp (662kW)<br>Caterpillar Inc.<br>Gen 2 × 80kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **8015051**<br>*ELID4*<br>8283<br>Df Esd Gc<br>Pfd Rdr RTv<br>SatNav<br>AMVER | **YOKOHAMA**<br>ex Yokohama Maru-88<br>**World Car Carriers Inc.**<br>M.O. Ship Management Co. Ltd.<br>Monrovia Liberia<br>SatCom: 1243315/NCYM | **15 586**<br>9 680<br>17 938 | **1981** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1088)<br>NK 190,00 (BB) 32,24 8,920<br>180,00 32,20 13,05 | **M RoRo Cargo/ Vehicles Carrier**<br>Heavy-load<br>Side doors & ramps 1(p) 1(s) Quarter stern doors & ramps 1(p) 1(s)<br>2 Side door/ramps 1(p) 1(s)<br>L 17,00 W 4,10 SWL 10<br>2 Quarter stern door/ramps 1(p) 1(s)<br>L 26,90 W 4,50 SWL 20<br>Cars 5594<br>Mchy.aft | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>12 357kW (16 799bhp)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 388,0t (d.o.) 2 290,0t (hvf)-56,0pd |
| **8015439**<br>*JG4159*<br>121855<br>Esd Rdr Rt | **YOKOHAMA**<br>**Yokohama Municipal Office**<br>Yokohama, Japan<br>Kanagawa Pref. | **159**<br>—<br>— | **1981** Yokohama Yacht Co. Ltd.—Yokohama (778)<br>30,99 7,60 2,155<br>27,51 7,21 3,00<br>1 dk | **TrM Fire-fighting Vessel** | M.T.U.<br>3 Vee Oil 4SA each 12Cy. 190 × 230 reduction geared to sc. shaft<br>1 500bhp (1 103kW)<br>Ikegai Tekkosho |

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| **YOKOHAMA MARU**<br>**Sendaiwan Kogyo K.K.**<br>Ishinomaki, Japan<br>Miyagi Pref. | **162**<br>58<br>— | | **1967** Osaka Zosensho—Osaka (269)<br>7,62 2,515<br>26,98 7,60 3,56<br>1 dk<br>RW | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Diesel Co. Ltd. Tateyama |
| **YOKOSEI MARU No. 2**<br>ex Chokai Maru No. 3<br>**Yokokiyo Kaiun K.K.**<br>Yokohama, Japan<br>Kanagawa Pref. | **485**<br>—<br>900 | | **1969** Makihata Dock K.K.—Mukaihigashi<br>45,50 3,901<br>41,00 8,50 4,20<br>1 dk | **M Tanker**<br>L.(oil) 1 000 | Niigata<br>Oil<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Japan<br>11kn |
| **YOKOSUKA**<br>**Japan Marine Science & Technology Center (Kaiyo Kagaku Gijutsu Center)**<br>Yokosuka, Japan<br>Kanagawa Pref.<br>SatCom: 1200240/JCOY | *4 439*<br>*1 331*<br>1 368 | NK | **1990** Kawasaki Heavy Ind. Ltd.—Kobe (1411)<br>105,22 (BB) 16,02 4,671<br>95,00 16,00 7,30 | **TM Research/ Mother Ship**<br>for submersibles Oceanographic | Daihatsu 8DLM-32<br>2 Oil 4SA each 8Cy. 320 × 400<br>3 752kW (5 101bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>16kn |
| **YOKOSUKA MARU No. 1**<br>**K.K. Musashino**<br>Yokosuka, Japan<br>Kanagawa Pref. | **497**<br>—<br>1 180 | | **1988** Takao Zosen Kogyo K.K.—Tateyama<br>64,25 10,02 4,070<br>58,50 10,00 4,60<br>1 dk | **M Training Ship** | Yanmar T240-ET<br>Oil 4SA 6Cy. 240 × 310<br>883kW (1 200bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **YOKOSUKA MARU No. 3**<br>ex Toshin Maru No. 3-87<br>ex Tokai Maru No. 5-87<br>ex Chiyoda Maru<br>ex Nichiyo Maru No. 1<br>**K.K. Musashino**<br>Yokosuka, Japan<br>Kanagawa Pref. | **427**<br>—<br>886 | | **1950** Ishikawajima Jukogyo—Tokyo<br>56,22 4,080<br>52,00 9,01 4,40<br>1 dk | **M Training Ship** | Oil 4SA 6Cy. 350 × 520<br>550bhp (405kW)<br>Kobe Hatsudoki K.K. Japan<br>9kn |
| **YOKYU MARU No. 1**<br>ex Kerama Maru | **151**<br>85<br>52 | | **1969** Kochiken Zosen—Kochi (360)<br>5,92 2,058<br>28,50 5,90 2,42<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>500bhp (368kW)<br>Hanshin Nainenki Kogyo Kobe |
| **YOLANDA**<br>**Rederij Roelfs**<br>Comar Scheepvaart en Handelmij. B.V. (Comar Container Line (CCL))<br>Rotterdam Netherlands | **997**<br>694<br>2 222 | BV | **1978** Schpsbw. & Rep. Gebr. Sander B.V.<br>—Delfzijl (276)<br>82,00 14,23 4,450<br>74,53 14,00 6,86<br>2 dks | **M General Cargo** OSD<br>Ice strengthened<br>G.3 941 B.3 764<br>1 Ha (stl) (49,8 × 10,2) | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 441,0t 12,5kn |
| **YOLANDA**<br>**Roberto Calver Henry**<br>Valencia Spain | **127**<br>70<br>— | | **1958** C. Carabel—Castellon<br>*27,01* 6,30<br>... ... ... | **Wood M Fishing**<br>Side-fishing | Oil 3Cy. 350 × 410<br>380bhp (280kW)<br>............ .<br>9,5kn |
| **YOLANDA DE LA CINTA**<br>ex Alvarez Entrena Catorce-84<br>**Enfepesca S.A.**<br>Huelva Spain | **300**<br>138<br>— | BV | **1975** Ast. de Huelva S.A.—Huelva (49)<br>38,44 7,27 3,595<br>33,28 7,24 3,89<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | MWM TBD484-6<br>Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 125,0t (d.o.) 11,5kn |
| **YOLANDA Z**<br>ex Gina Anne<br>**Zee Fishing Co.**<br>San Diego, Ca United States of America<br>SatCom: 1504721/YOLA | **1 308**<br>781<br>2 400 | | **1974** Tacoma Boatbuilding Co. Inc.—Tacoma, Wa (259)<br>71,61 12,60 5,893<br>67,06 12,50 9,35<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref | General Motors 16-645-E7B<br>2 Vee Oil 2SA each 16Cy. 230 × 254 geared to sc. shaft<br>5 750bhp (4 229kW)<br>General Motors Corp. La Grange, Illinois<br>18kn |
| **YOLANDE DELMAS**<br>**Societe Navale et Commerciale Delmas-Vieljeux (S.N.C.D.V.)**<br>Dunkerque France<br>SatCom: 1110155 | *30 750*<br>*10 038*<br>30 458 | BV | **1984** Chantiers de l'Atlantique—St. Nazaire (G28)<br>189,01 (BB) 32,24 11,421<br>175,42 32,21 18,83<br>2 dks | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 1417<br>C.Ho 698/20' (40') 57/40' C.Dk 605/20' (40') incl. 180 ref C.<br>22 Ha (stl) ER 1 Ha (stl)<br>Cr 4(40) 2(10) | Sulzer 7RLB66<br>Oil 2SA 7Cy. 660 × 1400 with flexible couplings & sr geared to sc. shaft<br>13 800bhp (10 151kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 3 × 1000kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 297,5t (d.o.) 2 197,5t (hvf)-43,5pd 18kn |
| **YOLANDE LETZER**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | *249*<br>*74*<br>134 | ✠**100A1**<br>tug<br>for service in Baltic Sea, North Sea, Irish Sea and English Channel between 61°N and 48°N<br>✠**LMC**<br>EL (D) 275,0/19,0U2<br>FN 365 | **1991**-4 N.V. Scheepswerf van Rupelmonde<br>—Rupelmonde (463)<br>31,99 9,05 3,965<br>27,28 8,70 4,67<br>RFD 8,2 1 dk<br>rf - | **M Tug**<br>Salvage | A.B.C. 8MDZC<br>Oil 4SA 8Cy. 256 × 310 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>Anglo-Belgian Corporation N.V. Gent/Gand<br>Gen 2 × 108kW 380V 50Hz a.c.<br>propeller fwd Can be used for emergency propulsion<br>Fuel 60,0t (d.o.) 13,5kn |
| **YOLE 1**<br>ex Pizarro 3 ex Maruja-79<br>**Pesquera Hicomar S.A.**<br>Salinas Ecuador | **213**<br>99<br>249 | (GL)<br>✠Classed LR until 12/70 | **1969**-9 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (386)<br>30,18 7,80 3,696<br>26,45 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 Box K | **M Fishing**<br>Side-fishing<br>1 Ho 12,8<br>1 Ha (3,5 × 2,6)<br>Cr 1(3) | Caterpillar D379TA<br>Vee Oil 4SA 8Cy. 159 × 203 sr reverse geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c.<br>Fuel 11,0t (d.o.) 11kn |
| **YOLYOL**<br>ex Dona Nancy I-88 ex Carolyn-86<br>ex Roerborg-81<br>**Naviera Yolyol S. de R.L.**<br>San Lorenzo Honduras | **394**<br>239<br>537 | (BV) | **1966** N.V. Schpsw. "Appingedam"—Appingedam (200)<br>50,22 8,54 2,769<br>47,99 8,51 3,15<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.822 B.769<br>2 Ha (each 12,1 × 5,3) ER<br>2W Der 2(3) | MWM<br>Oil 4SA 6Cy. 250 × 350 sr geared to sc. shaft<br>358bhp (263kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 56,5t (d.o.) 9,5kn |
| **YOM BUN JIN**<br>**Korea Tonghae Shipping Co.**<br>North Korea | **6 676**<br>3 918<br>9 950 | | **1982** .............North Korea<br>160,00 (BB)<br>... ... ...<br>1 dk | **M General Cargo**<br>4 Ho ER<br>4 Ha (stl) ER<br>Cr 4(-) Der 5(-) | Oil<br>............ |
| **YOMN**<br>**Mahoney Marine Services Co.**<br>Alexandria Egypt | **220**<br>—<br>— | **100A1** SS 6/89<br>tug<br>Egyptian coastal service<br>**LMC**<br>EL (D) 247,5/19,0U1<br>FN 310<br>(RS) | **1971** Petrozavodsk Shipyard—Petrozavodsk<br>29,62 8,32 3,200<br>24,60 8,30 4,30<br>1 dk<br>rf 850 | **TM Tug**<br>pt higher tensile steel | Russkiy 6D30/50-A-2<br>2 Oil 4SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 1 × 40kW 1 × 32kW 1 × 32kW 380V 50Hz a.c.<br>2 Controllable pitch propellers |

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|---|---|---|---|---|---|---|---|
| **6900331**<br>*6NDT*<br>ICR-680297<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **YON EUN**<br>ex Jinko Maru-75<br>**Pan Ocean Shipping Co. Ltd.**<br>Inchon South Korea | **14 152**<br>8 820<br>23 169<br>T/cm<br>33,3 | KR (NK) | **1968** Uraga Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (905)<br>168,05 (BB) 23,30 9,570<br>157,03 23,22 13,21<br>P 29,3 F 11,0 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.28 930 B.28 121<br>5 Ha (stl) (12,9 × 10,2) (16,5 16,5 16,5 16,5 × 13,1) ER<br>Cr 5(8) | HeCls. B | Sulzer<br>Oil 2SA 7Cy. 680 × 1250<br>8 700bhp (6 399kW)<br>Uraga Heavy Industries Ltd.<br>Gen 3 × 280kW 445V 60Hz a.c.<br>Fuel 82,0t (d.o.) 1 253,5t (hvf)-27,0pd |
| **8101032**<br>*HMZI*<br>Df Rdr Rt | **YON PUNG HO**<br>**Government of The Democratic People's Republic of North Korea**<br>Nampo North Korea | **9 160**<br>5 844<br>13 000 | | **1980** ............Chinnampo<br>... ... ...<br>... ... ...<br>1 dk | **M General Cargo** | | Oil<br>............. |
| **7900352**<br>*JCDS*<br>123516<br>Df Esd Gc<br>Pfd Rdr Rt | **YONAKUNI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **957**<br>—<br>1 250 | | **1979** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (866)<br>77,83 9,63 3,352<br>73,00 9,61 5,82<br>2 dks | **TM Patrol Ship**<br>Mchy.aft | | Niigata<br>2 Oil 4SA each 8Cy. 400 × 520<br>3 500bhp (2 574kW)<br>Niigata Eng. Co. Ltd. |
| **8633621**<br>Rdr Rt | **YONAKUNI**<br>**Aramayo Co.**<br>Honduras | **185**<br>94<br>122 | | **1973** Higo Zosen—Kumamoto<br>36,30 6,42 2,200<br>32,00 6,40 2,75<br>1 dk | **M Ferry/General Cargo** | 36P | Oil<br>552kW (750bhp)<br>Usuki Tekkosho |
| **9009798**<br>*JM4135*<br>120847<br>Rdr Rt | **YONE MARU**<br>**K.K. Oyone Kosan**<br>Naha, Okinawa Pref. Japan | **499**<br>—<br>1 500 | | **1990** K.K. Miura Zosensho—Saiki (885)<br>3,801<br>75,01 12,51 7,01 | **M General Cargo** | | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. |
| **8632031**<br>*JF2067*<br>120007<br>NG1-87<br>Rt | **YONEYAMA MARU No. 5**<br>**Yahata Gyogyo K.K.**<br>Niigata, Niigata Pref. Japan | **117**<br>—<br>— | | **1981** K.K. Honma Zosensho—Niigata<br>... ...<br>30,80 5,90 2,40<br>1 dk | **M Fishing**<br>Side-fishing | | Niigata<br>Oil<br>294kW (400bhp)<br>Niigata Eng. Co. Ltd. |
| **7368011**<br>*BWIR*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **YONG AN**<br>ex Junior Longo-84 ex Punta Arenas-84<br>ex Junior Longo-82 ex Junior Lilo-79<br>**Government of The People's Republic of China (Fujian Province Foreign Trade Corp.)**<br>Fuzhou/Foochow China | **1 999**<br>1 529<br>4 695 | ZC (BV) | **1974** Handel & Schpsb. Mij. Kramer & Booy B.V.—Kootstertille (184)<br>106,42 (BB) 15,32 5,700<br>97,92 15,30 7,80<br>P 16,5 F 10,4 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 31,0 42,4 ER<br>G.4 870 B.4 814<br>1 Ha (stl) (51,8 × 10,3) ER<br>Cr 2(40-80) | len 79 | Alpha<br>Vee Oil 4SA 12Cy. 280 × 320 sr geared to sc. shaft<br>2 905bhp (2 137kW) NE 84<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederik<br>Gen 2 × 124kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 315,0t (d.o.)-9,0pd |
| **7506144**<br>*D8ZW*<br>BSR-866023<br>Df Rdr Rt | **YONG DUCK**<br>ex Daio-86<br>**Yong Ho Shipping Co. Ltd.**<br>Busan South Korea | **274**<br>101<br>94 | KR | **1975** Hanasaki Zosensho—Yokosuka (165)<br>36,28 10,04 3,963<br>32,69 10,01 4,40<br>1 dk | **TM Tug** | | Niigata<br>2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 64kW 225V 50Hz a.c. |
| **6728537**<br>*BOVM*<br>Df Esd Gc<br>Pfd Rdr Rt | **YONG FENG HAI**<br>ex Costas Frangos-78<br>**Guangzhou Shipping & Enterprises Co. Ltd.**<br>Guangzhou/Canton China | **15 354**<br>9 777<br>25 456<br>T/cm<br>35,1 | ZC (AB) | **1968** Fujinagata Zosensho—Osaka (124)<br>176,60 23,25 9,930<br>168,00 23,20 13,95<br>P 33,0 F 12,2 1 dk<br>rf 102 | **M Bulk Carrier**<br>6 Ho ER<br>G.33 839 B.29 818<br>6 Ha (stl) (8,2 × 9,0) (12,4 12,8 12,8 12,8 12,8 × 10,0) ER<br>12W Der 4(10) 8(5) | | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>10 080bhp (7 414kW)<br>Uraga Heavy Industries Ltd.<br>Gen 3 × 328kW 450V 60Hz a.c.<br>Fuel 1 831,0t (hvf) |
| **8029301**<br>*BTND*<br>Esd Rdr Rt | **YONG GANG TUO 6**<br>**Government of The People's Republic of China (Ningbo Port Administration Bureau - Ministry of Communications)**<br>Ningbo China | **331**<br>85<br>524 | (NK) | **1981** Odo Zosen Tekko K.K.—Shimonoseki (273)<br>35,50 9,83 3,440<br>31,00 9,80 4,30<br>1 dk | **TM Tug**<br>Fire-fighting | | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 sr geared to shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW |
| **8029313**<br>*BTNE*<br>Esd Rdr Rt | **YONG GANG TUO 7**<br>**Government of The People's Republic of China (Ningbo Port Administration Bureau - Ministry of Communications)**<br>Ningbo China | **331**<br>85<br>524 | (NK) | **1981** Odo Zosen Tekko K.K.—Shimonoseki (274)<br>35,50 9,83 3,440<br>31,00 9,80 4,30<br>1 dk | **TM Tug**<br>Fire-fighting | | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 sr geared to shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW |
| **8029325**<br>*BTNF*<br>Esd Rdr Rt | **YONG GANG TUO 8**<br>**Government of The People's Republic of China (Ningbo Port Administration Bureau - Ministry of Communications)**<br>Ningbo China | **331**<br>85<br>524 | (NK) | **1981** Odo Zosen Tekko K.K.—Shimonoseki (275)<br>35,80 9,83 3,600<br>31,00 9,80 4,34<br>1 dk | **TM Tug**<br>Fire-fighting | | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320 sr geared to shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW |
| **8832344**<br>*BLBV*<br>Esd Rdr Rt | **YONG GANG TUO 9**<br>**Government of The People's Republic of China (Ningbo Port Administration Bureau - Ministry of Communications)**<br>Ningbo China | **388**<br>116<br>143 | | **1988** Xinhe Shipyard—Tianjin<br>35,52 - 3,140<br>31,00 9,80 4,30<br>1 dk | **TM Tug** | | Niigata<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 90kW 400V a.c. |
| **7737913**<br>*BVUP*<br>2826<br>Df Gc Rdr | **YONG HSIN**<br>**Ocean Fishery Development Administration**<br>Kaohsiung China* | **205**<br>98<br>— | | **1968** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>34,60 6,35 2,642<br>30,48 6,20 3,00<br>P 16,8 F 3,4 1 dk | **M Fishing**<br>3 Ho 5,4 3,9 7,0 ER<br>3 Ha (each 1,0 × 1,0) | | Oil 2SA 5Cy. 260 × 400<br>550bhp (405kW)<br>Taiwan Mach. Mfg. Corp.<br>Gen 1 × 64kW 1 × 40kW 220V a.c. |
| **7642118**<br>*9V2498*<br>356855<br>Esd Rdr<br>RTm/v | **YONG HUA**<br>ex Salviking-91<br>**Yong Hing Shipyard**<br>See Register of Offshore Units | **665**<br>227<br>861 | NK | **1975** Selco Shipyard Pte. Ltd.—Singapore<br>61,27 11,61 2,871<br>59,54 11,56 3,97<br>1 dk | **TM Mooring Salvage Ship**<br>Cr 1(200) Der 1(15) | conv Crane Ship 84 | General Motors<br>2 Vee Oil 2SA each 12Cy. 216 × 254 ge sc. shafts<br>1 800bhp (1 324kW)<br>General Motors Corp. Electro-Motive Div |
| **6516556**<br>*BOXJ*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **YONG JI HAI**<br>ex Mair-80 ex Athena's Temple-73<br>ex Thorshavn-73<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China | **17 782**<br>12 425<br>35 307<br>T/cm<br>41,5 | ZC (NV) | **1965** Mitsui SB. & Eng. Co. Ltd.—Tamano (717)<br>192,02 25,66 11,131<br>183,00 25,60 15,22<br>P 38,5 F 20,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 20,1 19,2 19,5 19,2 19,5 19,5 19,5 ER<br>G.41 681<br>7 Ha (stl) (11,2 12,2 12,2 12,2 12,2 12,3 12,3 × 11,8) ER<br>Cr 4(7) | | B&W<br>Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 206,0t (d.o.) 2 401,0t (hvf)-34,0pd |

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| **YONG JIANG**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China<br>SatCom: 1570605/YNJG | T.Mk<br>**7 138**<br>4 201<br>—<br>**10 014**<br>6 711<br>16 270 | ZC<br>✠Classed LR until 23/11/79 | **1978**-4 A.G. "Weser" Seebeckwerft—Bremerhaven (1006)<br>149,80 (BB) 21,11 8,175/9,259<br>139,25 21,00 12,25<br>F 12,2 2 dks<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 18,9 19,3 17,9 25,5 19,5 ER<br>5 TwD<br>G.22 305 B.20 406<br>TEU 247 C.Ho 185/20' C.Dk 62/20'<br>5 Ha (stl) (12,5 × 7,7) (12,7 12,7 17,2 12,7 × 10,3) ER<br>Cr 2(20) 4(16) | MAN 16V40/54A<br>Vee Oil 4SA 16Cy. 400 × 540 sr geared to sc. shaft<br>8 690bhp (6 392kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 530kW 450V 60Hz a.c.<br>Fuel 130,0t (d.o.) 1 026,0t (hvf) 16,5kn |
| **YONG JIN**<br>ex Jong Dzin-79 ex Chuoh Maru-72<br>**Korea Tonghae Shipping Co.**<br>Pyongyang North Korea | **7 358**<br>4 267<br>11 353 | (PR) | **1958** Nipponkai Heavy Ind. Co. Ltd.—Toyama (713)<br>137,27 18,22 8,567<br>128,00 18,17 11,41<br>P & B 24,7 F 11,6 2 dks<br>RW | **M General Cargo**<br>5 Ho<br>G.15 399 B.14 244<br>5 Ha (8,9 11,9 11,9 11,9 11,9 × 7,1)<br>16W Der 4(10) 12(5) | Sulzer<br>Oil 2SA 6Cy. 720 × 1250<br>5 400bhp (3 972kW)<br>Uraga Diesel Kogyo Tamashima<br>Gen 2 × 180kW 450V a.c.<br>Fuel 850,5t 13,75kn |
| **YONG JIN**<br>ex Awaji Maru-86<br>**Yong Ho Shipping Co. Ltd.**<br>Busan South Korea | **186**<br>—<br>— | KR | **1974** Kanagawa Zosen—Kobe (144)<br>8,23 2,515<br>28,50 8,21 3,59<br>1 dk<br>RW | **TM Tug** | Niigata 6MG25BX<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 48kW 225V a.c.<br>13kn |
| **YONG JOO No. 2**<br>**Han Il Leasing Co. Ltd.**<br>Yong Ju Shipping Co.<br>Inchon South Korea | **199**<br>—<br>74 | KR | **1987** Seo Hae Sb. Co. Ltd.—Seoul<br>41,30 - 1,600<br>32,00 8,40 2,10<br>B 23,0 1 dk | **TM Ferry** | Penta<br>2 Oil 4SA each 6Cy. 130 × 150<br>442kW (601bhp)<br>A/B Volvo-Penta Sweden<br>Gen 2 × 70kW 225V a.c. |
| **YONG MA No. 1**<br>ex Sachi Maru-79<br>**Yong Ma Shipping Co. Ltd.**<br>Masan South Korea | **198**<br>55<br>60 | KR | **1969** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (677)<br>32,11 8,82 2,794<br>30,79 8,79 3,89<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 48kW 225V a.c.<br>Fuel 29,5t 12kn |
| **YONG MA No. 3**<br>ex Asakaze Maru-83<br>**Yong Ma Shipping Co. Ltd.**<br>Masan South Korea | **214**<br>73<br>70 | KR | **1972** Hanasaki Zosensho—Yokosuka (152)<br>32,11 8,82 3,302<br>30,82 8,79 3,89<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 1 × 88kW 225V a.c.<br>Fuel 32,0t-3,0pd 12kn |
| **YONG MA No. 7**<br>ex Sakata Maru-80 ex Teizan Maru<br>**Yong Ma Shipping Co. Ltd.**<br>Masan South Korea | **120**<br>36<br>14 | KR | **1963** Tohoku Zosen—Shiogama (41)<br>24,69 7,73 2,286<br>22,00 7,31 3,20<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 270 × 400<br>Matsui Iron Works Co. Ltd. Ise<br>Gen 2 × 16kW 205V a.c.<br>11,75kn |
| **YONG MEN**<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**5 954**<br>2 923<br>—<br>**9 672**<br>5 245<br>13 687 | ZC (BV) | **1975** VEB Warnowwerft Warnemuende —Warnemuende (389)<br>152,75 (BB) 9,321<br>140,73 20,35 11,90<br>P 54,0 F 29,9 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 19,4 18,1 26,4 ER 18,9<br>G.18 818 B.17 403<br>5 Ha (stl) (9,0 × 5,9) (10,5 10,5 18,9 × 10,9) ER (10,3 × 9,9)<br>16W Der 1(70) 16(10) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 320kW 390V 50Hz a.c.<br>Fuel 1 517,0t (hvf) 19kn |
| **YONG NING**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | T.Mk<br>**5 739**<br>3 191<br>9 470<br>**8 688**<br>4 922<br>11 720 | ZC (PR) | **1966** Stocznia im. "Komuny Paryskiej"—Gdynia (B41/D01)<br>152,66 19,46 7,722/8,750<br>141,60 19,40 11,66<br>F 30,5 2 dks, pt 3rd dk<br>RW rf 152 | **M General Cargo**<br>5 Ho 17,0 21,0 18,9 ER 22,8 19,9<br>G.17 896 B.16 631<br>5 Ha (stl) (8,9 × 7,0) (13,8 13,8 × 8,9) ER (12,1 12,1 × 8,9)<br>20W Der 1(50) 1(30) 6(10) 10(5) 2(1,5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>Gen 2 × 320kW 1 × 200kW 400V 50Hz a.c.<br>15kn |
| **YONG SAN**<br>ex Shin Heung No. 5-79<br>ex Ushio Maru-78<br>**Cho Kwang Enterprise Co. Ltd.**<br>Busan South Korea | **1 981**<br>1 097<br>3 066 | KR NK | **1960** Niigata Eng. Co. Ltd.—Niigata (296)<br>89,01 12,86 5,639<br>82,00 12,81 6,61<br>P 22,9 F 7,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 016 B.3 734<br>2 Ha (12,1 26,7 × 6,4) ER<br>9W Der 6(15) | Niigata M8F43CHS<br>Oil 4SA 8Cy. 430 × 620<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 48kW 230V a.c.<br>Fuel 210,5t-6,5pd 12,25kn |
| **YONG SHIN**<br>**Daebo Shipping Co. Ltd.**<br>Busan South Korea | **4 327**<br>—<br>6 900 | KR | **1990** Dae Dong SB. Co. Ltd.—Busan (354)<br>110,08 - 6,914<br>101,60 16,40 8,55<br>P 23,0 F 11,7 1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 388 B.8 447<br>2 Ha (stl) (28,6 30,5 × 10,3) ER<br>Der 2(15) 2(20) | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>2 869kW (3 900bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 190,4kW 445V a.c.<br>12,5kn |
| **YONG XING**<br>**Ningbo Huagang Co. Ltd.**<br>Ningbo China | **399**<br>140<br>125 | NV | **1985** A/S Fjellstrand—Omastrand (1570)<br>38,80 - 2,400<br>36,00 9,45 3,93<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | M.T.U. 16V396TB83<br>2 Vee Oil 4SA each 16Cy. 165 × 185 geared to sc. shafts<br>4 000bhp (2 942kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 56kW 380V 50Hz a.c. |
| **YONGJA**<br>ex Kyokuyo Maru-80<br>**Panas Shipping Co. Ltd.**<br>Panama Panama | **489**<br>307<br>949 | | **1967** Hakata Zosen K.K.—Hakata<br>53,01 4,201<br>49,51 8,81 4,40<br>2dks | **M General Cargo**<br>G.1 250 B.1 020<br>1 Ha (27,5 × 5,5) ER | Makita<br>Oil<br>900bhp (662kW)<br>Makita Diesel Co. Ltd. Japan<br>9kn |
| **YONGJA II**<br>ex Kinokuni Maru No. 2-81<br>**Panas Shipping Co. Ltd.**<br>Panama Panama | **499**<br>305<br>970 | | **1967** Tokushima Zosen Sangyo K.K. —Komatsujima<br>54,21 4,041<br>49,51 8,91 4,45<br>1dk | **M General Cargo**<br>G.1 156 B.1 012<br>1 Ha (27,0 × 5,1) ER | Oil<br>850bhp (625kW)<br>Nippon Hatsudoki Japan<br>10,5kn |
| **YONSO**<br>ex Willy-81<br>**Continental African Maritime Co. Ltd.**<br>Takoradi Ghana | **349**<br>159<br>— | | **1966** Fa. S. Seymonsbergen Werf "Concordia" —Amsterdam (652)<br>48,19<br>41,79 8,51 4,25 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>14kn |
| **YONSOON**<br>ex Max No. 3-81 ex Daisan Maru-81<br>**Chweesoon Shipping Co. S.A.**<br>Panama Panama | **195**<br>78<br>216 | | **1968** K.K. Saidaiji Zosensho—Okayama<br>30,99 2,750<br>29,24 7,60 3,00<br>1 dk | **M General Cargo**<br>1 Ha (stl) (15,3 × 5,7) ER | Niigata<br>Oil<br>450bhp (331kW)<br>Niigata Eng. Co. Ltd. Japan<br>9kn |
| **YOPOUGON**<br>**Societe Ivoirienne de Transport Maritime (SITRAM)**<br>Abidjan Cote d'Ivoire | **13 022**<br>6 648<br>16 909 | BV | **1977** Mitsubishi Heavy Industries Ltd.—Yokohama (987)<br>156,01 (BB) 24,06 9,819<br>146,03 24,01 13,31<br>P 18,9 F 12,8 2 dks | **M General Cargo/Container Ship**<br>Fixed-guides Ref —P<br>4 Ho 20,2 26,5 25,7 26,5 ER 6 TwD<br>G.25 216 B.23 811 In.342 HeCls. B<br>TEU 353 C.Ho 90/20' C.Dk 263/20'<br>8 Ha (stl) (13,2 × 10,2) (19,5p&s 19,5p&s 19,5p&s × 8,0) ER (3,2 × 3,9)<br>12W Cr 1(3) Der 5(25) 2(10) | Sulzer 7RND68<br>Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 560kW 380V 50Hz a.c.<br>Fuel 180,0t (d.o.) 1 289,5t (hvf)-33,5pd 15kn |

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| **8515532**<br>*LZHF*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **YORDAN LUTIBRODSKI**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria<br>SatCom: 1435247/LUTI | **23 609**<br>14 104<br>38 519<br>T/cm<br>46,1 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes<br>holds Nos. 1, 3, 5 and 7, holds Nos. 2, 4 and 6, holds Nos. 1, 4 and 7 or holds Nos. 2 and 6 may be empty<br>Ice Class 1D<br>✠**LMC** **UMS**<br>EL Kt 632,5/78,0U2(a)<br>FN 8147 | **1986**-12 "Georgi Dimitrov" Shipyard—Varna (080)<br>198,41 (BB) 27,84 11,205<br>187,66 27,81 15,60<br>P 30,2 B 12,8 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 22,7 20,3 19,5 19,5 19,5 19,5 20,4 ER<br>G.46 066<br>7 Ha (stl) (13,0 × 11,2) (13,0 × 12,6) (13,0 13,0 13,0 13,0 13,0 × 12,7) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW)<br>H. Cegielski<br>AuxB (o.f.) 7kgf/cm² (6,9bar) hs67,3<br>e(ex.g) (o.f.) 7kgf/cm² (6,9bar) hs304,0<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 355,5t (d.o.) 1 777,5t (hvf) |
| **8906690**<br>*BKFT*<br>11723<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>CollRdr<br>AMVER | **YORK**<br>**Sincere Navigation Corp.**<br>Oak Steamship Co. Ltd.<br>Kaohsiung China*<br>SatCom: 1350544/BKFT | *77 400*<br>*47 175*<br>149 503<br>T/cm<br>106,3 | GL | **1990** China SB. Corp.—Kaohsiung (385)<br>270,05 (BB) 17,325<br>260,00 43,00 23,90<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.164 597<br>9 Ha (stl) (each 14,1 × 18,4) ER | B&W<br>Oil 2SA 5Cy. 800 × 2592 reverse geared to sc. shaft<br>10 570kW (14 370bhp)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 500kW 1 × 112kW 220/440V 60Hz a.c.<br>Thw. thrust propeller<br>Fuel 217,0t (d.o.) 2 853,0t (hvf)-38,0pd |
| **5396090**<br>315402<br>RTv | **YORK SYME**<br>**North Western Shipping & Towage Co. Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **158**<br>—<br>— | ✠Classed LR until 2/9/77 | **1961**-7 Adelaide Ship Cons. Pty. Ltd.—Adelaide, S.A. (8)<br>28,96 7,57 3,163<br>26,78 7,17 3,66<br>1 dk<br>rf 533 | **M Tug** | Ruston<br>Oil 4SA 6Cy. 318 × 308 with hydraulic coupling sr reverse geared to sc. shaft<br>Ruston & Hornsby Ltd.<br>Gen 2 × 35kW 220V d.c.<br>Fuel 19,5t (d.o.) |
| **8124307**<br>*ELD08*<br>7541<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **YORKGATE**<br>**Pearl Bay Shipping Co. Ltd.**<br>Societe Anonyme Monegasque d'Administration Maritime et Aerienne (S.A.M.A.M.A.)<br>Monrovia Liberia | *23 604*<br>*14 095*<br>38 377 | NV<br>✠Classed LR until 9/12/87 | **1984**-3 "Georgi Dimitrov" Shipyard—Varna (072)<br>198,61 (BB) 27,87 11,189<br>187,71 27,81 15,60<br>P 30,2 F 17,1 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho 22,7 20,1 19,2 19,5 19,5 19,5 19,5 ER<br>G.46 066 HeCls. ptB<br>7 Ha (stl) (12,8 × 11,2) (12,8 12,8 12,8 12,8 12,8 12,8 × 12,5) ER<br>Cr 5(25) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW)<br>H. Cegielski<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 350,0t (d.o.) 1 749,5t (hvf) |
| **7808334**<br>*P3OI*<br>394245<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **YORKSAND**<br>ex Reefer Knight-90 ex Yorksand-80<br>**Sardinia Shipping Co. Ltd.**<br>Harmstorf Shipping Co. Ltd.<br>Limassol Cyprus | *2 206*<br>*1 322*<br>3 098 | GL | **1979** Buesumer Werft G.m.b.H.—Buesum (275)<br>95,61 12,76 5,741<br>88,19 12,51 7,52<br>P 15,6 F 7,1 2 dks<br>len 85 | **M Refrigerated Cargo**<br>Sail-Assisted<br>Ice strengthened<br>4 Ho ER 4 TwD<br>In.2 409<br>4 Ha (stl) (each 8,5 × 3,9) ER<br>6W Der 8(3) | MaK<br>Oil 4SA 6Cy. 320 × 420 reduction geared to sc. shaft<br>2 250bhp (1 655kW)<br>MaK. Maschinenbau G.m.b.H. |
| **7624336**<br>*5BSL*<br>707539<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **YORKSEE**<br>ex Katharina-90 ex Karlsvik-86<br>Launched as Eriesee<br>**Trush Shipping Co. Ltd.**<br>NORA Reederei und Verwaltungsgesellschaft m.b.H.<br>Limassol Cyprus | **1 599**<br>1 140<br>3 050 | GL | **1977** Schpsw. "Friesland" B.V.—Lemmer (365)<br>82,28 13,85 5,330<br>74,88 13,81 6,46<br>P 14,1 F 7,4 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,2 ER<br>G.3 171<br>1 Ha (stl) (42,6 × 11,2) ER | MWM<br>Oil 4SA 6Cy. 330 × 360 reduction geared to sc. shaft<br>2 600bhp (1 912kW)<br>Motorenw. Mannheim A.G. (MWM) |
| **7301192**<br>355003 | **YORKTOWN**<br>**North Western Shipping & Towage Co. Pty. Ltd.**<br>*Launceston, Tas.* Australia | **248**<br>16<br>— | | **1972** Tamar SB. Pty. Ltd.—Launceston, Tas. (14)<br>29,49 9,00 4,192<br>... ...<br>1 dk | **TM Tug** | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292<br>Lister Blackstone Mirrlees Marine |
| **5262562**<br>*HQSC*<br>L-00200442<br>Df Esd Rt | **YORO**<br>ex Yllos-84 ex Tex-77 ex Oliver-77<br>ex Oliver T.-75 ex Olive-72<br>San Lorenzo Honduras | **337**<br>199<br>432 | (BV) | **1954** Schpsw. Gebr. Coops N.V.—Hoogezand (206)<br>45,42 6,96 2,883<br>41,81 6,89 3,15<br>P 9,8 F 6,4 1 dk<br>RW | **M General Cargo**<br>G.580 B.538<br>2 Ha (8,8 10,2 × 4,1) ER<br>2W Der 2(2) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>360bhp (265kW)<br>Maschinenbau Kiel A.G.<br>Fuel (d.o.) |
| **7801348**<br>*3EXM2*<br>13586-83<br>Df Esd Gc<br>Pfd Rdr Rt | **YOSEI MARU**<br>ex Queen Toyo-83<br>**Yang Tsung Navigation Inc.**<br>Panama Panama | **688**<br>450<br>2 056 | NK | **1978** Mategata Zosen K.K.—Namikata (153)<br>72,98 5,009<br>68,03 12,01 5,52<br>2 dks<br>RW | **M General Cargo**<br>G.3 451 B.3 008<br>1 Ha (36,9 × 8,4) ER<br>Der 2(7) | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 72kW |
| **8910732**<br>*JL5871*<br>130610<br>Rdr Rt | **YOSEI MARU**<br>**Tsukiboshi Kaiun K.K.**<br>Anan, Tokushima Pref. Japan | **499**<br>—<br>1 600 | | **1989** K.K. Miura Zosensho—Saiki (863)<br>4,101<br>70,01 12,51 7,01 | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd. |
| **7938828**<br>382051<br>Rt | **YOSHI III**<br>ex Way Hua 3-90 ex Bintang Jaya-88<br>ex Good Services-86<br>ex Daiei Maru No. 6-80<br>ex Kyokuto Maru No. 32<br>ex Yusei Maru No. 5<br>ex Daiko Maru No. 2<br>**Sea Shell Line Marine Oil Trading Pte. Ltd.**<br>Singapore Singapore | **174**<br>91<br>288 | NK | **1966** Y.K. Furumoto Tekko Zosensho—Osaki (180)<br>33,69 3,003<br>29,40 6,40 3,30<br>P 7,6 F 4,7 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 384 | Hanshin<br>Oil 2SA 6Cy. 210 × 330<br>221kW (300bhp)<br>The Hanshin Diesel Works Ltd. |
| **8708919**<br>*JM5601*<br>129494 | **YOSHI MARU No. 1**<br>**Hamada Kisen Y.K.**<br>Kagoshima, Kagoshima Pref. Japan | **198**<br>—<br>680 | | **1987** K.K. Miura Zosensho—Saiki (785)<br>53,01 3,282<br>48,01 9,31 5,57 | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd. |
| **6809214**<br>Df Esd Pfd<br>Rdr Rt | **YOSHI MARU No. 1**<br>**Nansei Enyo Gyogyo**<br>South Korea | **113**<br>42<br>— | | **1967** Tokushima Zosen K.K.—Fukuoka (721)<br>34,22 5,64 2,591<br>29,39 5,62 3,00<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>552kW (750bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **6809226**<br>Esd | **YOSHI MARU No. 2**<br>**Nansei Enyo Gyogyo**<br>South Korea | **114**<br>42<br>— | | **1967** Tokushima Zosen K.K.—Fukuoka (722)<br>34,22 5,64 2,591<br>29,39 5,62 3,00<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>552kW (750bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7828126**<br>*JL4564*<br>120892<br>Rt | **YOSHI MARU No. 3**<br>ex Kosei Maru No. 7-88<br>**Kenji Yamakawa**<br>Kasaoka, Okayama Pref. Japan | **199**<br>—<br>696 | | **1978** Murakami S.B. Co. Ltd.—Naruto (113)<br>*50,60* 3,300<br>9,20 5,11<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil |

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| **YOSHI MARU No. 3**<br>**Fukushin Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **127**<br>—<br>— | **1987** Yamanishi Zosen K.K.—Ishinomaki (932)<br>39,83 (BB) 2,550<br>31,91 6,81 2,87<br>1 dk | **M Fishing**<br>Stern-fishing<br>G.114 | Niigata<br>Oil 4SA 6Cy. 255 × 270 with clutches, flexible couplings & sr geared to sc. shaft<br>970bhp (713kW)<br>Niigata Eng. Co. Ltd. Ota<br>Thw. thrust propeller fwd , 1 aft |
| **YOSHI MARU No. 3**<br>**Y.K. Hagiwara Suisan**<br>Nango, Japan<br>Miyazaki Pref. | **119**<br>—<br>— | **1990** Fujishin SB. Co.—Kamo (556)<br>37,00 2,750<br>31,00 6,50 2,92<br>1 dk | **M Fishing**<br>Long-line Ref | Yanmar T240-ET2<br>Oil 4SA 6Cy. 240 × 310 with clutches & sr geared to sc. shaft<br>618kW (840bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Controllable pitch propeller |
| **YOSHI MARU No. 18**<br>**Hirota Suisan K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref.<br>SatCom: 1201453/JMDA | **349**<br>—<br>931 | **1987** K.K. Mukai Zosensho—Nagasaki (580)<br>70,82 (BB) 10,62 4,192<br>63,51 10,61 7,01<br>2 dks | **M Fishing**<br>Stern-fishing Ref<br>In.956 | Akasaka<br>Oil 4SA 6Cy. 310 × 530 with clutches & sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Thw. thrust Contr. pitch propeller fwd |
| **YOSHI MARU No. 22**<br>**Entreposto Frigorifico de Pesca de Mocambique Ltda.**<br>Quelimane Mozambique | **346**<br>185<br>— | **1968** Yamanishi Zosen K.K.—Ishinomaki (571)<br>47,99 8,41 3,302<br>42,02 8,39 3,76<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 350 × 520<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **YOSHI MARU No. 23**<br>**Hirota Suisan K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **119**<br>44<br>— | **1968** Hakata Dock K.K.—Fukuoka (103)<br>34,60 6,13<br>29,93 6,10 2,95<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka 6DH27SS<br>Oil 4SA 6Cy. 270 × 420<br>552kW (750bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **YOSHI MARU No. 25** | **119**<br>44<br>— | **1968** Hakata Dock K.K.—Fukuoka (105)<br>34,60 6,13<br>29,93 6,10 2,95<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka 6DH27SS<br>Oil 4SA 6Cy. 270 × 420<br>552kW (750bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **YOSHI MARU No. 36**<br>**Nansei Enyo Gyogyo**<br>South Korea | **114**<br>42<br>— | **1967** Hakata Dock K.K.—Fukuoka (101)<br>32,52 5,74<br>29,49 5,72 2,70<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka 6DH27SS<br>Oil 4SA 6Cy. 270 × 420<br>552kW (750bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **YOSHI MARU No. 38**<br>**Fukushin Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref.<br>SatCom: 1201230/JMQT | **279**<br>—<br>527 | **1989** Yamanishi Zosen K.K.—Ishinomaki (972)<br>59,58 (BB) 10,22 4,911<br>51,25 10,20 6,20 | **M Fishing**<br>Stern Trawler Long-line Ref<br>In.491 | Akasaka AH40AKD<br>Oil 4SA 6Cy. 400 × 640 sr geared to sc. shaft<br>1 912kW (2 599bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>Controllable pitch propeller |
| **YOSHI MARU No. 38**<br>**Y.K. Yoshi Maru Suisan**<br>Nango, Japan<br>Miyazaki Pref. | **125**<br>—<br>— | **1989** Higashi Kyushu Zosen K.K.—Usuki<br>*31,00*<br>5,77 2,57<br>1 dk | **Reinforced Plastic M Fishing** | Yanmar<br>Oil<br>405kW (551bhp)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **YOSHI MARU No. 38**<br>**Nansei Enyo Gyogyo**<br>South Korea | **114**<br>42<br>— | **1967** Hakata Dock K.K.—Fukuoka (102)<br>32,52 5,74<br>29,49 5,72 2,70<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka 6DH27SS<br>Oil 4SA 6Cy. 270 × 420<br>552kW (750bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **YOSHI MARU No. 63**<br>**Kurokawa Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **299**<br>146<br>387 | **1979** Niigata Eng. Co. Ltd.—Niigata (1627)<br>49,92 (BB) 3,291<br>44,02 8,62 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6M28AFT<br>Oil 4SA 6Cy. 280 × 480 reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW 225V a.c. |
| **YOSHI MARU No. 68**<br>**Kurokawa Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **127**<br>—<br>— | **1985** K.K. Yoshida Zosen Tekko—Kesennuma (327)<br>*32,01*<br>6,61 3,00 | **M Fishing**<br>Tuna | Oil<br>Japan |
| **YOSHI MARU No. 70**<br>**Kurokawa Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **379**<br>—<br>— | **1990** Niigata Eng. Co. Ltd.—Niigata (2176)<br>54,55 (BB) 3,440<br>47,90 8,70 3,80 | **M Fishing**<br>Long-line Ref<br>In.502 | Niigata 6M28HFT<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>699kW (950bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **YOSHI MARU No. 83**<br>ex Shinmei Maru No. 8-90<br>**Fukushin Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref.<br>SatCom: 1204220/YJTQ | **378**<br>—<br>370 | **1978** Niigata Eng. Co. Ltd.—Niigata (1602)<br>48,87 (BB) 3,260<br>42,80 8,51 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **YOSHI UMI**<br>**Tsushima Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | *3 922*<br>*2 434*<br>6 420 | **1983** Higaki Zosen K.K.—Imabari (288)<br>105,59 16,36 6,822<br>NK 98,63 16,34 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 438 B.8 083<br>2 Ha (stl) ER | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>4 080bhp (3 001kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 250kW 450V 60Hz a.c.<br>Fuel 86,5t (d.o.) 506,0t (hvf)-8,5pd 12,5kn |
| **YOSHIDA MARU**<br>**Oita Eisen K.K.**<br>Saiki, Japan<br>Oita Pref. | **199**<br>—<br>— | **1971** Towa Zosen K.K.—Shimonoseki (412)<br>32,52 8,84 2,598<br>27,01 8,82 3,51<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 40kW 225V a.c. |
| **YOSHIE MARU No. 25**<br>**Komiya Kaiun K.K.**<br>Kamogawa, Japan<br>Chiba Pref. | **998**<br>—<br>2 462 | **1979** Murakami Hide Zosen K.K.—Hakata (178)<br>78,31 5,157<br>NK 72,52 12,01 5,69<br>P 18,3 F 10,4 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 416 | Hanshin 6LU38G<br>Oil 4SA 6Cy. 380 × 580<br>2 200bhp (1 618kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 256kW<br>12kn |
| **YOSHIE MARU No. 27**<br>**Komiya Kaiun K.K.**<br>Kamogawa, Japan<br>Chiba Pref. | **499**<br>—<br>1 000 | **1974** Sugane Zosen—Yokohama<br>55,00 4,201<br>49,00 9,81 4,65<br>1dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 098 | Sumiyoshi<br>Oil<br>1 300bhp (956kW)<br>Sumiyoshi Tekkosho Japan<br>11kn |
| **YOSHIE MARU No. 28**<br>**Takao Zosen Kogyo K.K.**<br>Kamogawa, Japan<br>Chiba Pref. | **103**<br>—<br>— | **1978** ..............Japan<br>- -<br>- 5,80 2,60<br>1 dk | **M General Cargo** | Oil<br>Japan |

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|---|---|---|---|---|---|---|---|
| **7935204**<br>*JL4731*<br>123854<br>Gc Rdr Rt | **YOSHIEI MARU**<br>ex Nanshu Maru-85<br>**Yoshimatsu Furunaka**<br>Kurahashi, Hiroshima Pref. Japan | **199**<br>—<br>548 | | **1979**<br>49,10 3,201<br>45,01 8,40 5,01<br>1 dk | Y.K. Okajima Zoensho—Nakajima (188) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 300<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. |
| **7535626**<br>*JNTK*<br>117873<br>Df Esd Gc<br>Pfd Rdr Rt | **YOSHIEI MARU No. 36**<br>ex Tenyo Maru No. 5-84<br>**Y.K. Yoshieimaru**<br>Asahi, Chiba Pref. Japan | **148**<br>—<br>— | | **1975**<br>37,85 6,63 2,801<br>6,61 3,20<br>1 dk | Kidoura Zosen K.K.—Kesennuma (322) | **M Fishing**<br>Ref<br>Mchy.aft<br>In.172 | Akasaka<br>Oil 4SA 6Cy. 250 × 410<br>950bhp (699kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 1 × 100kW 1 × 80kW 225V a.c. |
| **8720424**<br>*JL5674*<br>129923<br>Rdr Rt | **YOSHIFUJI MARU**<br>**Kotobuki Kaiun Y.K.**<br>Naruto, Tokushima Pref. Japan | **199**<br>—<br>690 | | **1988**<br>54,40 10,52 3,180<br>48,00 10,50 5,30<br>1 dk | K.K. Kamishima Zosensho—Higashino | **M Sand Carrier** | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>625kW (850bhp)<br>The Hanshin Diesel Works Ltd. |
| **8627531**<br>*JM4609*<br>127951<br>Rdr Rt | **YOSHIFUKU MARU**<br>**Hiroyuki Dekiura**<br>Kurahashi, Hiroshima Pref. Japan | **165**<br>—<br>444 | | **1986**<br>48,77 3,320<br>43,01 8,21 5,01<br>1 dk | Shin Nippon Jukogyo K.K.—Higashino | **M General Cargo**<br>G.1 069 B.1 007 | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>550bhp (405kW)<br>Matsui Iron Works Co. Ltd. |
| **8220852**<br>*JM4930*<br>124687 | **YOSHIGA MARU No. 11**<br>**Koga Kaiun K.K.**<br>Kitakyushu, Fukuoka Pref. Japan | **198**<br>—<br>300 | | **1982**<br>… … …<br>49,03 9,01 5,01<br>1 dk | Shitanoe Zosen K.K.—Usuki (1022) | **M General Cargo**<br>Mchy.aft | Oil<br>............... |
| **7853406**<br>*JG3571*<br>119185<br>Rt | **YOSHIGA MARU No. 15**<br>ex Matsushima Maru No. 31-83<br>**K.K. Abe**<br>Seto, Ehime Pref. Japan | **491**<br>—<br>1 200 | | **1976**<br>64,01 5,001<br>59,52 10,30 6,30<br>1 dk | Segami Tekko—Japan | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| **7522344**<br>*JK3808*<br>115557<br>Gc Rdr | **YOSHIGA MARU No. 18**<br>ex Ebisu Maru No. 11-85<br>**Yoshiga Kaiun K.K.**<br>Kitakyushu, Fukuoka Pref. Japan | **198**<br>—<br>711 | | **1975**<br>9,02 3,328<br>50,98 9,00 5,08 | Sasaki Zosen K.K.—Kinoe (253) | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8135693**<br>*JK4358*<br>125805<br>Rt | **YOSHIGA MARU No. 21**<br>ex Kuki Maru No. 3-90<br>**Yoshiga Kaiun K.K.**<br>Kitakyushu, Fukuoka Pref. Japan | **499**<br>343<br>1 599 | | **1982**<br>4,270<br>66,60 11,51 6,20<br>1 dk | Sokooshi Zosensho K.K.—Higashino (282) | **M General Cargo** | Oil |
| **8132354**<br>*JK4291*<br>124640<br>Rt | **YOSHIHIRO**<br>ex Yoshihiro Maru-90<br>**Isao Takeuchi**<br>Komatsushima, Tokushima Pref. Japan | **187**<br>—<br>446 | | **1981**<br>3,220<br>43,21 8,01 5,01<br>1 dk | Shin Nippon Jukogyo K.K.—Higashino (173) | **M General Cargo**<br>Mchy.aft | Oil<br>............... |
| **7535640**<br>*JE2284*<br>117227<br>Df Esd Pfd<br>Rdr Rt | **YOSHIKATSU MARU No. 15**<br>ex Narita Maru No. 15-83<br>**Y.K. Kissho Gyogyo**<br>Hamada, Shimane Pref. Japan | **120**<br>—<br>— | | **1975**<br>36,50 (BB)<br>31,20 6,20 2,77<br>1 dk | Nichiro Zosen—Ishinomaki (357) | **M Fishing**<br>Seiner | Akasaka<br>Oil 4SA 6Cy. 250 × 400<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7397074**<br>*JM3761*<br>116956<br>Df Esd Pfd<br>Rdr Rt | **YOSHIKATSU MARU No. 23**<br>ex Zensei Maru No. 53-85<br>ex Daiei Maru No. 53-83<br>**Y.K. Yoshikatsu Gyogyo**<br>Hamada, Shimane Pref. Japan | **143**<br>—<br>— | | **1974**<br>38,08 6,35 2,591<br>33,00 6,33 2,95<br>1 dk | Tokushima Zosen K.K.—Fukuoka (1138) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **5084661**<br>Df | **YOSHIKUNI MARU**<br>ex Daikoku Maru No. 18 | **329**<br>251<br>— | | **1954**<br>7,19<br>38,99 7,14 3,61<br>F 7,1 1 dk | Kanasashi Co. Ltd.—Shimizu (185) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Ito<br>Oil 4SA 6Cy. 370 × 520<br>Ito Tekkosho |
| **7237860**<br>*8JFA*<br>113694<br>IK1-181<br>Df Esd Gc<br>Rdr Rt | **YOSHIMI MARU No. 7**<br>ex Eiho Maru No. 38-90<br>ex Matsusei Maru No. 2-84<br>**Tadakazu Okino**<br>Uchiura, Ishikawa Pref. Japan | **323**<br>—<br>365 | | **1972**<br>50,40 8,23 3,379<br>44,20 8,21 3,61<br>1 dk | Miho Zosensho K.K.—Shimizu (858) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **7394979**<br>*HP4552*<br>13079-KJ<br>Gc Rdr Rt | **YOSHINO**<br>ex Mikawa-78<br>**Trust Union Shipping Corp.**<br>Hayashi Marine Co. Ltd.<br>Panama Panama | **699**<br>449<br>2 019 | | **1974**<br>12,02<br>68,00 11,99 6,99<br>1 dk<br>RW | Yamanaka Zosen K.K.—Namikata (136) | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>2 150bhp (1 581kW)<br>Hanshin Nainenki Kogyo |
| **7615206**<br>*JLAV*<br>119247<br>Df Esd Gc<br>Rdr Rt | **YOSHINO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **496**<br>127<br>— | | **1977**<br>63,35 7,83 2,918<br>57,66 7,80 4,30<br>1 dk | K.K. Usuki Tekkosho—Usuki (963) | **TM Patrol Ship** | Niigata<br>2 Oil 4SA each 6Cy. 310 × 380<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd. |
| **8221351**<br>*JI3151*<br>126444 | **YOSHINO MARU**<br>**Kansai Harbour Service Co. Ltd. (Kansai Kowan Service K.K.)**<br>Sakai, Osaka Pref. Japan | **278**<br>—<br>— | | **1982**<br>3,501<br>28,02 9,52 4,12<br>1 dk | K.K. Hatayama Zosensho—Yura (180) | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd.<br>2 Directional propellers |
| **6809252**<br>*JG2472*<br>101064<br>Rdr Rt | **YOSHINO MARU**<br>**Kawazoe Eiko Y.K.**<br>Sakaiminato, Tottori Pref. Japan | **188**<br>—<br>— | | **1967**<br>29,04 8,39 2,794<br>28,02 8,21 3,89<br>1 dk | Ishikawajima Ship & Chemical Plant Co. —Tokyo (367) | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd.<br>Gen 1 × 30kW 225V a.c.<br>Fuel 34,5t |
| **8223995**<br>*3EHB5*<br>17692-KJ<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **YOSHINO REEFER**<br>**Trans Reefer Line Inc.**<br>Panama Panama<br>SatCom: 1330275/YSNO | *6 150*<br>*3 631*<br>7 118 | NK | **1983**<br>137,83 (BB) 18,65 7,702<br>128,02 18,61 10,27<br>P 27,8 F 29,3 3 dks | Kyokuyo Zosen Tekko K.K.—Chofu (317) | **M Refrigerated Cargo**<br>4 Ho ER<br>In.8 616<br>4 Ha (stl) (6,0 × 4,0) (7,0 7,0 7,0 × 5,3) ER<br>8W Der 8(5) | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1250<br>8 000bhp (5 884kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 500kW 445V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 200,5t (hvf)-22,0pd |
| **8605428**<br>*JL5422*<br>128344<br>Rt | **YOSHINOGAWA MARU**<br>**Sankyo Kaiun Y.K.**<br>Nakagawa, Tokushima Pref. Japan | **499**<br>—<br>1 584 | | **1986**<br>72,83 (BB) 4,393<br>68,03 11,51 6,91<br>2dks | Yamanaka Zosen K.K.—Namikata (323) | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. |

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| **YOSHISHIGE MARU No. 15**<br>**Hosei Kensetsu Kogyo K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **490**<br>—<br>1 217 | | **1985** Nagashima Zosen K.K.—Nagashima<br>61,50<br>56,01<br>1 dk | <br><br>13,50 | <br>4,020<br>5,92 | **M Sand Carrier** | Oil<br>1 400bhp (1 030kW) | <br><br>Japan<br>12kn |
| **YOSHISHIGE MARU No. 18**<br>**Nippon Kido Kensetsu K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **475**<br>—<br>1 128 | | **1986** Nagashima Zosen K.K.—Nagashima<br>61,70<br>56,00<br>1 dk | <br>13,42<br>13,40 | <br>3,970<br>6,00 | **M Sand Carrier** | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd. | 6LU32G<br><br><br>Akashi |
| **YOSHISHIGE MARU No. 26**<br>**Nippon Kido Kensetsu K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **481**<br>—<br>1 127 | | **1989** Nagashima Zosen K.K.—Nagashima<br>63,00<br>57,50<br>1 dk | <br><br>13,20 | <br>4,000<br>6,00 | **M Sand Carrier** | Akasaka<br>Oil 4SA 6Cy. 330 × 500 reverse geared to sc. shaft<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | DM33R<br><br>Japan |
| **YOSHITAKA MARU No. 25**<br>ex Kotoshiro Maru No. 58-89<br>**Masakichi Yamashita**<br>Nyuzen, Japan<br>Toyama Pref. | **299**<br>152<br>— | | **1978** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (2007)<br>50,68<br>43,79<br>1 dk | <br><br>8,60 | <br>3,301<br>3,66 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | DM28AR<br><br><br>Yaizu |
| **YOSHITAKA MARU No. 31**<br>**Ikeda Shoji K.K.**<br>Katsuura, Japan<br>Chiba Pref. | **478**<br>—<br>1 278 | | **1984** Suzuki Shipyard Co. Ltd.—Yokkaichi (500)<br>62,90<br>57,99<br>1 dk | <br><br>9,50 | <br>4,309<br>4,50 | **M Tanker**<br>Oil Chemical<br>8 Ta ER<br>L.1 349 | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. | <br><br><br>Akashi |
| **YOSHITOKU MARU**<br>**Soma Kaiun K.K.**<br>Soma, Japan<br>Fukushima Pref. | **449**<br>—<br>1 067 | | **1981** Sanyo Zosen K.K.—Mukaishima (813)<br>58,81<br>54,72<br>2 dks | <br><br>10,01 | <br>4,001<br>5,90 | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | DM28AR<br><br><br>Yaizu |
| **YOSHITOMI MARU**<br>**Hokusei Kaiun Y.K.**<br>Naruto, Japan<br>Tokushima Pref. | **149**<br>—<br>300 | | **1981** Tokuoka Zosen K.K.—Naruto (101)<br><br>29,90<br>1 dk | <br><br>7,00 | <br>2,900<br>3,10 | **M Tanker**<br><br>6 Ta ER<br>L.(oil) 320 | Matsui<br>Oil 4SA 6Cy. 230 × 380<br>300bhp (221kW)<br>Matsui Iron Works Co. Ltd. | MU323CGHS<br><br><br>Ise |
| **YOSHIUMI**<br>**Hideo Ozaki**<br>Tonosho, Japan<br>Kagawa Pref. | **198**<br>—<br>653 | | **1981** Yano Zosen K.K.—Imabari (105)<br>56,01<br>53,32<br>2 dks | <br>9,40<br>9,19 | <br>3,182<br>5,01 | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. | 6M28AGT<br><br><br>Niigata |
| **YOSHIUMI MARU No. 10**<br>**Tsushima Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | **699**<br>—<br>1 741 | | **1976** Omishima Dock K.K.—Kamiura (1052)<br><br>68,03<br>1 dk | <br>12,02<br>12,01 | <br><br>6,76 | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. | <br><br><br>Niigata |
| **YOSHO MARU**<br>**Hikari Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **494**<br>—<br>1 294 | | **1987** K.K. Saidaiji Zosensho—Okayama (135)<br>77,93 (BB)<br>70,01<br>2 dks | <br>12,73<br>12,70 | <br>3,374<br>6,00 | **M General Cargo**<br><br>1 Ho ER<br>G.2 528<br>TEU 62 C. 62/40'<br>1 Ha ER | Fuji<br>Oil 4SA 6Cy. 320 × 610<br>1 500bhp (1 103kW)<br>Fuji Diesel Co. Ltd. | 6S32G<br><br><br>Tateyama |
| **YOSHU MARU**<br>**Sunada Kaiun Y.K.**<br>Imabari, Japan<br>Ehime Pref. | **498**<br>— | | **1981** Y.K. Tokai Zosensho—Tsukumi (605)<br>*59,01*<br><br>1 dk | <br><br>12,50 | <br><br>5,90 | **M General Cargo**<br>Mchy.aft | Oil | <br><br>Japan |
| **YOSHU MARU**<br>**Sunada Kaiun Y.K.**<br>Imabari, Japan<br>Ehime Pref. | **496**<br>—<br>1 400 | | **1991** Hamamoto Zosensho K.K.—Tokushima (750)<br>65,93 (BB)<br>59,90 | <br><br>13,50 | <br>4,322<br>7,15 | **M Sand Carrier**<br><br>1 Ho ER<br>B.1 039<br><br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 340 × 620<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust propeller fwd | 6M34AGT<br><br><br>Japan |
| **YOSHU MARU No. 1**<br>**Nippon Kaiun K.K. (Nippon Shipping Co. Ltd.)**<br>Tokyo Japan | **7 521**<br>—<br>11 784 | NK | **1988** Kanda Zosensho K.K.—Kawajiri (314)<br>135,00 (BB)<br>126,60<br>1 dk | <br>20,62<br>20,00 | <br>7,991<br>9,80 | **M Cement Carrier**<br><br>4 Ho ER<br>G.9 696 | Mitsubishi<br>Oil 2SA 6Cy. 450 × 1350<br>4 126kW (5 609bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 920kW a.c. 1 × 320kW a.c. 1 × 110kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Thw. thrust propeller | 6UEC45LA<br><br><br>Yaizu<br><br><br><br><br>14,2kn |
| **YOSHU MARU No. 2**<br>**Nichiyo Shipping K.K.**<br>Kure, Japan<br>Hiroshima Pref. | **2 012**<br>—<br>3 399 | | **1988** Kanda Zosensho K.K.—Kawajiri (321)<br>86,00 (BB)<br>80,00<br>1 dk | <br>14,52<br>14,50 | <br>5,313<br>6,50 | **M Cement Carrier**<br>Self-unloader<br>3 Ho ER<br>G.2 792 | Niigata<br>Oil 4SA 6Cy. 340 × 620 with clutches, flexible couplings & sr geared to sc. shaft<br>1 375kW (1 869bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd | 6M34AFT<br><br><br>Niigata<br><br><br><br>11,7kn |
| **YOSHU MARU No. 3**<br>**Nippon Kaiun K.K. & Aki Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **4 387**<br>—<br>6 527 | NK | **1991** Kanda Zosensho K.K.—Kawajiri (338)<br>-<br>105,00<br>1 dk | <br>-<br>16,80 | <br>6,700<br>8,50 | **M Cement Carrier** | Mitsubishi<br>Oil 2SA 7Cy. 370 × 880<br>4 900bhp (3 604kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | 7UEC37LA<br><br><br>Japan<br>16kn |
| **YOSHU MARU No. 8**<br>**Y.K. Yoshu Kogyo**<br>Takamatsu, Japan<br>Kagawa Pref. | **424**<br>—<br>1 300 | | **1985** K.K. Murakami Zosensho—Ishinomaki<br>53,01<br>47,60<br>1 dk | <br><br>12,01 | <br>4,871<br>6,38 | **M Sand Carrier** | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. | <br><br><br>Akashi<br>10kn |
| **YOSHU MARU No. 11**<br>**Aki Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **2 488**<br>—<br>4 399 | | **1974** K.K. Usuki Tekkosho—Usuki (897)<br>84,99<br>79,69<br>1 dk | <br>14,81<br>14,79 | <br>6,732<br>7,80 | **M Cement Carrier**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>2 600bhp (1 912kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 120kW 225V a.c.<br>Fuel 21,5t (d.o.) 118,0t (i.f.o.)-8,5pd | 6LUS40<br><br><br>Kobe<br><br>12,5kn |
| **YOSHU MARU No. 12**<br>**Nichiyo Shipping K.K.**<br>Kure, Japan<br>Hiroshima Pref. | **1 535**<br>—<br>2 658 | | **1974** Matsuura Tekko Zosen—Higashino (239)<br>74,99<br>69,50<br>1 dk | <br>12,53<br>12,50 | <br>5,284<br>6,00 | **M Cement Carrier**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 96kW 225V a.c.<br>Fuel 24,5t (d.o.) 53,0t (i.f.o.)-6,5pd | 6LUD35G<br><br><br>Kobe<br><br>11,5kn |

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| **7426100**<br>*JG3495*<br>117695<br>Rt | **YOSHU MARU No. 15**<br>**Nippon Kaiun K.K. (Nippon Shipping Co. Ltd.)**<br>Tokyo Japan | **2 504**<br>—<br>4 515 | | **1975** K.K. Usuki Tekkosho—Usuki (918)<br>86,64 14,84 6,706<br>78,97 14,81 7,80<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>2 800bhp (2 060kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 150kW 225V a.c. |
| **8217764**<br>*JK4408*<br>125888 | **YOSHU MARU No. 17**<br>**Nichitoku Kisen K.K.**<br>Akitsu, Japan<br>Hiroshima Pref. | **1 654**<br>—<br>3 037 | | **1983** Ube Dockyard Co. Ltd.—Ube (175)<br>82,02 13,82 5,314<br>76,03 13,81 6,33<br>1 dk | **M Cement Carrier**<br>6 Ho ER<br>G.2 530 | Niigata<br>Oil 4SA 6Cy. 340 × 620 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>2 200bhp (1 618kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 20,0t (d.o.) 90,0t (hvf)-7,5pd |
| **8503321**<br>*JG4553*<br>128827<br>Rt | **YOSHU MARU No. 18**<br>**Sonoda Kisen K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **1 651**<br>—<br>2 778 | | **1985** Ube Dockyard Co. Ltd.—Ube (192)<br>82,02 13,82 5,001<br>76,00 13,81 6,30<br>1 dk | **M Cement Carrier**<br>Self-unloader<br>4 Ho ER<br>G.2 400 | Hanshin<br>Oil 4SA 6Cy. 300 × 600 with clutches, flexible couplings & sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. |
| **8224896**<br>*CNOL*<br>Rt | **YOSRA**<br>**Societe Atlantique d'Explotacion Maritime (SAEMA)**<br>Agadir Morocco | **323**<br>142<br>337 | BV | **1984** Const. Nav. Santodomingo—Vigo (497)<br>38,31 8,59 4,050<br>34,78 8,51 6,15<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>In.402<br>2 Ha (stl) ER | Deutz<br>Oil 4SA 8Cy. 220 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 140kW 380V 50Hz a.c. |
| **6802280**<br>*EFOU*<br>1733<br>Df Esd Pfd<br>Rt | **YOSU EMEKO**<br>ex Manolita Suarez-73<br>Gijon Spain | **129**<br>81<br>— | (BV) | **1967** S.A. Balenciaga—Zumaya (124)<br>24,74 2,871<br>23,02 6,51 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,2 × 1,2) ER | Baudouin<br>Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin<br>Fuel (d.o.) |
| **9016739**<br>*3ELQ8*<br>19359-91<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **YOSU GAS**<br>**Rose Bud Shipholding S.A.**<br>Korea Tanker Co. Ltd.<br>Panama Panama | *3 914*<br>*1 175*<br>3 782 | KR NK | **1990** Shin Kurushima Dockyard Co. Ltd.—Akitsu (2692)<br>105,92 (BB) 16,60 5,123<br>99,90 16,20 8,00<br>P 19,5 B 15,4 F 11,1 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>3 Ta ind cyl horizontal ER<br>L.(gas) 4 000 | Mitsubishi<br>Oil 2SA 6Cy. 370 × 880<br>2 110kW (2 869bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 77,7t (d.o.) 446,2t (hvf)-9,0pd |
| **7851290**<br>*JD2110*<br>102605 | **YOTEI**<br>**Toyako Kisen K.K.**<br>Abuta, Japan<br>Hokkaido Pref. | **346**<br>—<br>— | | **1971** Kushiro Senpaku Tekko K.K.—Kushiro<br>34,40 2,001<br>29,80 7,21 2,49<br>1 dk | **M Ferry**<br>654P | Niigata<br>Oil<br>260bhp (191kW)<br>Niigata Eng. Co. Ltd. |
| **7518719**<br>*JD2271*<br>116765<br>Gc Rdr | **YOTEI MARU**<br>**Daito Kaiun K.K.**<br>Muroran, Japan<br>Hokkaido Pref. | **196**<br>—<br>— | | **1975** Sagami Zosen Tekko K.K.—Yokosuka (181)<br>8,82 2,591<br>27,41 8,79 3,48<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| **8408234**<br>*JL5347*<br>127534 | **YOTSUMI MARU No. 13**<br>**Yotsumi Kaiun Y.K.**<br>Tonosho, Japan<br>Kagawa Pref. | **199**<br>—<br>700 | | **1984** Shinhama Dock K.K.—Tamano (218)<br>52,56 3,152<br>48,01 10,51 5,31<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.712 B.660<br>1 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **5378311**<br>L-0321643 | **YOTTE EXPRESS**<br>ex Vera-88 ex Hoffnung-28<br>ex Catherine Stein-23 ex Inga-19<br>ex Adolf-17<br>San Lorenzo Honduras | **193**<br>104<br>224 | (BV) | **1913** J. J. Pattje & Zonen—Waterhuizen<br>36,15 6,58 2,337<br>6,56 2,75<br>1 dk<br>R BK 297 len 52 | **M General Cargo**<br>G.425<br>2 Ha (each 8,0 × 3,9) ER<br>2W Der 2(-) | Caterpillar<br>Oil 6Cy.<br>221kW (300bhp) NE 89<br>Caterpillar Inc. |
| **5109148**<br>*3EYM7*<br>19798-HK-F<br>Df Esd Gc<br>Pfd Rdr Rt | **YOU HAO**<br>ex Etha Rickmers-64<br>Panama Panama | T.Mk<br>**5 940**<br>3 231<br>**8 205**<br>4 867<br>11 100 | **100A1** SS 3/88<br>**LMC**<br>EL W 495,0/50,0U2(a)<br>FN 4268<br>(ZC) | **1959** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (291)<br>153,86 18,64 9,030<br>141,99 18,60 11,76<br>2 dks<br>RW rf nil | **M General Cargo**<br>Ref<br>5 Ho 9,8DT 7,0DTp&s 21,0 31,2 24,8 ER 12,8 5,4 10 TwD<br>G.14 881 B.12 916 In.2 969 L.1 043<br>5 Ha (stl) (10,5 10,5 × 7,7) (21,4 14,2 × 5,9) ER (4,7 × 6,2) 1 Ha (w) (2,4 × 4,8)<br>16W Der 1(60) 1(30) 16(5) | MAN<br>Oil 2SA 7Cy. 780 × 1400<br>4 634kW (6 300bhp)<br>Masch. Augsburg-Nuernberg (MAN)<br>AuxB (o.f.) 5,1kgf/cm² (5,0bar)<br>e(ex.g) (ex.g) 5,1kgf/cm² (5,0bar)<br>Gen 4 × 200kW 380V 50Hz a.c.<br>Fuel 122,0t (d.o.) 1 053,5t (hvf) |
| **6716390**<br>*6KWX*<br>BS-A-317<br>Rdr | **YOU JIN No. 21**<br>ex Tae Yang No. 108-85<br>ex Kook Yang No. 108<br>**Kim Jum-Ork**<br>Busan South Korea | **133**<br>41<br>113 | (KR) | **1967** Fukuoka Zosen K.K.—Fukuoka (886)<br>33,56 6,15 2,401<br>28,61 6,10 2,75<br>F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.100<br>4 Ha (each 0,9 × 1,1) | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 26kW 230V a.c. |
| **6716417**<br>*6KWZ*<br>BS-A-319<br>Rdr | **YOU JIN No. 22**<br>ex Tae Yang No. 110-84<br>ex Kook Yang No. 111<br>**Kim Jum-Ork**<br>Busan South Korea | **133**<br>41<br>113 | (KR) | **1967** Fukuoka Zosen K.K.—Fukuoka (892)<br>33,56 6,15 2,401<br>28,61 6,10 2,75<br>F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.100<br>4 Ha (each 0,9 × 1,1) | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 26kW 230V a.c. |
| **8913198**<br>*3EQD8*<br>20556-PEXT<br>Df Esd Gc<br>Pfd Rdr RTv | **YOU LIANG**<br>**Forthcome Shipping Inc.**<br>Panama Panama<br>SatCom: 1335136/YOUL | *23 303*<br>*13 622*<br>42 066<br>T/cm<br>47,5 | NK | **1991** Oshima Shipbuilding co. Ltd.—Nagasaki (10130)<br>180,70 (BB) 11,196<br>172,00 30,50 15,80<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.52 125 B.49 832<br>5 Ha (stl) (14,4 19,2 19,2 19,2 19,2 × 15,3) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 520 × 1800<br>5 296kW (7 200bhp)<br>Diesel United Ltd.<br>Gen 3 × 410kW 450V 60Hz a.c.<br>Fuel 106,0t (d.o.) 1 422,0t (i.f.o.)-24,2pd |
| **8913203**<br>*3EVU8*<br>20771-PEXT1<br>Df Esd Gc<br>Pfd Rdr RTv | **YOU MEI**<br>**You Mei Maritime Inc.**<br>Panama Panama<br>SatCom: 1335350/YOUM | *23 303*<br>*13 622*<br>42 035 | NK | **1991** Oshima Shipbuilding co. Ltd.—Nagasaki (10131)<br>180,70 (BB) 11,196<br>172,00 30,50 15,80<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.52 125 B.49 832<br>5 Ha (stl) (14,4 19,2 19,2 19,2 19,2 × 15,3) ER<br>Cr 4(25) | Sulzer<br>Oil 2SA 6Cy. 520 × 1800<br>5 296kW (7 200bhp)<br>Diesel United Ltd.<br>Gen 3 × 480kW 440V 60Hz a.c.<br>Fuel 106,0t (d.o.) 1 422,0t (i.f.o.)-24,2pd |
| **8912596**<br>*3EBN8*<br>19910-PEXT2<br>Df Esd Gc<br>Pfd Rdr RTv | **YOU SHENG**<br>ex Silver Bill-90<br>**Fox Shipping Navigation Inc.**<br>Panama Panama<br>SatCom: 1333355/SBIL | *23 307*<br>*13 622*<br>41 869 | NK | **1990** Oshima Shipbuilding co. Ltd.—Nagasaki (10121)<br>11,174<br>172,00 30,50 15,80<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.52 125 B.51 118<br>5 Ha (stl) ER<br>Cr 4(30) | Sulzer<br>Oil 2SA 6Cy. 520 × 1800<br>5 296kW (7 200bhp)<br>Diesel United Ltd.<br>Gen 3 × 480kW 440V 60Hz a.c.<br>Fuel 106,0t (d.o.) 1 422,0t (i.f.o.)-24,2pd |

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| **YOU XUAN**<br>**Yick Zao Maritime Ltd.**<br>Port Vila Vanuatu<br>SatCom: 1576177/YOUX | *25 891*<br>*13 673*<br>43 697 | NK | **1990** Tsuneishi Zosen K.K.—Numakuma (642)<br>185,84 (BB) 30,43 11,319<br>177,00 30,40 16,20<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.53 594 B.52 280<br>5 Ha (stl) (19,2 20,8 20,8 20,8 20,8 × 15,3) ER<br>Cr 4(30) | B&W 6L60MCE<br>Oil 2SA 6Cy. 600 × 1944<br>7 120kW (9 680bhp)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 440kW 440V 60Hz a.c.<br>Fuel 169,0t (d.o.) 1 600,0t (hvf)-25,2pd 14kn |
| **YOU YA**<br>**Vorwarts Shipping Inc.**<br>Panama Panama<br>SatCom: 1333552/YOYA | *17 066*<br>*9 904*<br>27 879 | NK | **1990** Kanasashi Co. Ltd.—Toyohashi (3225)<br>176,60 (BB) 9,414<br>169,40 26,00 13,30<br>F 11,4 1 dk | **M Bulk Carrier**<br>G.38 239 B.37 313<br>5 Ha (stl) (17,9 × 12,8) (19,5 19,5 19,5 19,5 × 17,8) ER<br>Cr 4(30,48) | Mitsubishi 5UEC52LA<br>Oil 2SA 5Cy. 520 × 1600<br>4 634kW (6 300bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 3 × 400kW 450V a.c. 4 × 286kW a.c. 1 × 64kW 450V a.c.<br>14kn |
| **YOU YANGS**<br>**William Thomas Barrass**<br>*Melbourne, Victoria* Australia | **158**<br>—<br>— | ✠Classed LR until 14/9/84 | **1962**-12 Adelaide Ship Cons. Pty. Ltd.—Adelaide, S.A. (15)<br>28,96 7,57 3,163<br>26,78 7,17 3,66<br>1 dk<br>rf 762 BK 51 | **M Tug**<br>1 Ha (stl) (0,9 × 1,2) | Ruston<br>Oil 4SA 6Cy. 318 × 368 with hydraulic coupling & sr reverse geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 35kW 220V d.c.<br>Fuel (d.o.) |
| **YOU YI**<br>**Yick Ming Maritime Ltd.**<br>Port Vila Vanuatu<br>SatCom: 1576205/YOUY | *25 891*<br>*13 673*<br>43 692 | NK | **1990** Hashihama Zosen—Tadotsu (873)<br>(BB) 11,319<br>177,97 30,40 16,20<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes | B&W 6L60MC<br>Oil 2SA 6Cy. 600 × 1944<br>9 680bhp (7 120kW)<br>Kawasaki Heavy Ind. Ltd. Kobe |
| **YOU YI 2**<br>ex Auriga<br>**Government of The People's Republic of China (China National Cereals, Oils & Foodstuffs Import & Export Corp.)**<br>Guangzhou/Canton China | **435**<br>196<br>559 | ZC (BV) | **1958** Scheepswerf "De Waal" N.V.—Zaltbommel (666)<br>55,18 8,92 2,270<br>52,00 8,83 2,49<br>P 15,0 F 6,8 1 dk & S dk<br>RW | **M Refrigerated Cargo** OSD<br>In.991<br>2W Der 2(3) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 55kW 110V d.c.<br>11,5kn |
| **YOU YI 3**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **3 679**<br>1 696<br>4 927 | (ZC) | **1980** R.O. Brodogradiliste "3 Maj"—Rijeka (596)<br>107,00 15,22 6,511<br>98,90 15,20 8,00<br>P 25,3 F 22,6 1 dk | **M General Cargo**<br>4 Ho ER<br>G.6 309<br>4 Ha (stl) (each 16,6 × 6,1) ER<br>8W Der 8(5) | Sulzer 6RD44<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina" Karlovac<br>Gen 3 × 232kW 400V 50Hz a.c.<br>12,75kn |
| **YOU YI 5**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **3 679**<br>1 697<br>5 117 | | **1980** R.O. Brodogradiliste "3 Maj"—Rijeka (597)<br>107,00 15,22 6,670<br>98,90 15,20 8,00<br>P 25,3 F 22,6 1 dk | **M General Cargo**<br>4 Ho ER<br>G.6 295<br>4 Ha (stl) (each 16,6 × 6,1) ER<br>8W Der 8(5) | Sulzer 6RD44<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina" Karlovac<br>Gen 3 × 232kW 400V 50Hz a.c.<br>12,75kn |
| **YOU YI 6**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **3 728**<br>1 923<br>5 259 | ZC | **1988** "Georgi Dimitrov" Shipyard—Varna (601)<br>100,09 7,030<br>90,00 16,00 8,70<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>G.6 657 B.5 855<br>TEU 98 C. 98/20'<br>3 Ha (stl) ER<br>Cr 3(8) | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>2 580kW (3 508bhp)<br>Hudong Shipyard Shanghai<br>Gen 3 × 248kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **YOU YI 7**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **3 679**<br>1 696<br>4 927 | ZC | **1980** R.O. Brodogradiliste "3 Maj"—Rijeka (598)<br>107,00 15,22 6,510<br>98,96 15,20 8,00<br>P 25,3 F 22,6 1 dk | **M General Cargo**<br>4 Ho ER<br>G.6 295<br>4 Ha (stl) (each 16,6 × 6,1) ER<br>8W Der 8(5) | Sulzer 6RD44<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina" Karlovac<br>Gen 3 × 232kW 400V 50Hz a.c.<br>12,75kn |
| **YOU YI 9**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **3 679**<br>1 696<br>4 927 | ZC | **1980** R.O. Brodogradiliste "3 Maj"—Rijeka (599)<br>107,00 15,22 6,510<br>98,96 15,20 8,00<br>P 25,3 F 22,6 1 dk | **M General Cargo**<br>4 Ho ER<br>G.6 294<br>4 Ha (stl) (each 16,6 × 6,1) ER<br>8W Der 8(5) | Sulzer 6RD44<br>Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Sour "Jugoturbina" Karlovac<br>Gen 3 × 232kW 400V 50Hz a.c.<br>12,75kn |
| **YOU YI 11**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **3 422**<br>1 504<br>4 500 | ZC<br>✠Classed LR until 6/83 | **1982**-3 Karachi Shipyard & Eng. Works Ltd. —Karachi (173)<br>101,64 15,24 6,000<br>95,00 15,20 7,90<br>P 22,3 F 7,7 1 dk<br>rf nil DK in way of cargo holds | **M Bulk Carrier**<br>3 Ho 19,5 21,4 21,4 ER<br>G.5 686 B.5 388<br>3 Ha (stl) (11,0 13,0 13,0 × 9,5) ER<br>6W Der 6(10) | Pielstick 6PC2-2L-400<br>Oil 4SA 6Cy. 400 × 460 with flexible couplings & sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 280kW 400V 50Hz a.c.<br>Fuel 75,5t (d.o.) 227,0t (hvf) 13kn |
| **YOU YI 11**<br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | **446**<br>140<br>395 | | **1979** Yuen Hing Shipyard Ltd.—Kowloon, Hong Kong (211)<br>63,86 9,61 3,453<br>57,99 5,59<br>2 dks | **M General Cargo**<br>Ref<br>Mchy.aft | MaK 9M453AK<br>Oil 4SA 9Cy. 320 × 420<br>MaK. Maschinenbau G.m.b.H. West Germany |
| **YOU YI 12**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **3 422**<br>1 504<br>4 876 | ZC<br>✠Classed LR until 12/82 | **1982**-6 Karachi Shipyard & Eng. Works Ltd. —Karachi (174)<br>101,66 15,24 6,330<br>95,03 15,21 7,90<br>P 22,3 F 11,9 1 dk<br>rf nil DK in way of cargo holds | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 19,5 21,4 21,4 ER<br>G.5 686 B.5 388<br>3 Ha (stl) (11,0 13,0 13,0 × 9,5) ER<br>6W Der 6(10) | Pielstick 6PC2-2L-400<br>Oil 4SA 6Cy. 400 × 460 with flexible couplings & sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 280kW 400V 50Hz a.c.<br>Fuel 75,5t (d.o.) 227,0t (hvf). |
| **YOU YI 12**<br>**Government of The People's Republic of China (China National Cereals, Oils & Foodstuffs Import & Export Corp.)**<br>Guangzhou/Canton China | **422**<br>147<br>395 | | **1979** Yuen Hing Shipyard Ltd.—Kowloon, Hong Kong (212)<br>59,30 9,63 3,453<br>58,02 9,61 4,56 | **M General Cargo**<br>Ref | MaK<br>Oil<br>3 400bhp (2 501kW)<br>MaK. Maschinenbau G.m.b.H. Kiel |
| **YOU YI 13**<br>**Government of The People's Republic of China (China National Cereals, Oils & Foodstuffs Import & Export Corp.)**<br>Guangzhou/Canton China | **492**<br>157<br>300 | | **1979** Guangzhou Shipyard—Guangzhou/Canton<br>67,95 - 3,100<br>60,00 10,00 4,89<br>2 dks | **M General Cargo**<br>Cr 2(2,5) 2(3) | MaK 9M453AK<br>Oil 4SA 9Cy. 320 × 420<br>2 354kW (3 200bhp)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 150kW 400V a.c.<br>16kn |

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| **8833453**<br>*BXIV*<br>Df Esd Rdr<br>Rt | **YOU YI 14**<br>**Government of The People's Republic of China (China National Cereals, Oils & Foodstuffs Import & Export Corp.)**<br>Guangzhou/Canton China | **492**<br>157<br>300 | | **1979** Guangzhou Shipyard—Guangzhou/Canton<br>67,95 - 3,110<br>60,00 10,00 5,61<br>2 dks | **M General Cargo**<br>Cr 2(2,5) 2(3) | MaK<br>Oil 4SA 9Cy. 320 × 420<br>2 354kW (3 200bhp)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 150kW 400V a.c. |
| **8833477**<br>*BXIN*<br>Rt | **YOU YI 16**<br>ex You Yi 6-89<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **402**<br>198<br>400 | ZC | **1976** Guangzhou Shipyard—Guangzhou/Canton<br>49,80 - 3,250<br>44,00 8,20 4,10<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.702 B.640<br>2 Ha (stl) (each 7,4 × 4,1) ER<br>2W Der 2(1,5) | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Guangzhou Diesel Engine Factory Guangzhou/Can<br>Gen 2 × 48kW 230V a.c. |
| **8711693**<br>*BPAH* | **YOU YI 28**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **3 728**<br>1 923<br>5 295 | ZC<br>✠LR class withdrawn-Owners' request 10/89 | **1989**-10 "Georgi Dimitrov" Shipyard—Varna (602)<br>100,90 16,36 7,030<br>90,00 16,00 8,70<br>P 22,3 F 9,3 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>3 Ha (stl) ER | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>2 580kW (3 508bhp)<br>Hudong Shipyard<br>Gen 3 × 248kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **7225726**<br>*3EFT8*<br>20114-HK<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **YOUBANG**<br>ex Ipanema-90 ex Yong Heng-89<br>ex Feng Moon-89 ex Theanto A. S.-87<br>ex Benvorlich-84 ex Sheaf Royal-78<br>**Youbang Shipping (Panama) Inc.**<br>Panama Panama | **22 081**<br>15 131<br>38 711<br>T/cm<br>46,8 | **✠100A1** SS 10/86<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL J† $2\frac{5}{8}$"U3<br>FN 8077 | **1972**-11 Oresundsvarvet A/B—Landskrona (236)<br>199,96 27,06 11,145<br>192,21 26,98 15,04<br>P 36,3 F 16,5 1 dk<br>rf 25 | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 16,2 23,4 16,2 27,0 16,2 25,2 16,2 ER<br>G.50 230 B.43 540<br>7 Ha (stl) (10,7 16,1 10,7 16,1 10,7 16,1 10,7 × 13,4) ER<br>Cr 6(12) 1(8) | Gotaverken 750/1600VG<br>Oil 2SA 7Cy. 750 × 1600<br>13 300bhp (9 783kW)<br>A/B Gotaverken<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 490kW 450V 60Hz a.c.<br>Fuel 2 540,0t (hvf) |
| **6709610**<br>*3EDO7*<br>19021-HK<br>Df Esd Gc<br>Pfd Rdr Rt | **YOUCHENG**<br>ex Negotiator-89 ex Asean Nations-84<br>ex Foreland-79<br>**Youcheng Shipping (Panama) Inc.**<br>Panama Panama | **23 007**<br>14 007<br>37 758 | **✠100A1** CS 6/89<br>**✠LMC**<br>EL (Q†) $2\frac{13}{16}$"U2<br>FN 8239 | **1967**-6 Van der Giessen-de Noord N.V.—Krimpen a/d Ijssel (851)<br>205,19 (BB) 27,36 11,316<br>191,78 27,31 15,65<br>P 35,1 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 18,5 26,1 16,7 25,1 16,7 26,0 17,6 ER<br>TEU 888 C.Ho 238/20' C.Dk 650/20'<br>7 Ha (stl) (each 17,3 × 11,2) ER | Sulzer<br>Oil 2SA 6Cy. 900 × 1550<br>10 298kW (14 000bhp)<br>Sulzer Bros. Ltd.<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 3 617,0t (hvf) |
| **7213515**<br>*3EEG9*<br>21150-HK<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **YOUMING**<br>ex Anadolu Guney-91 ex Island-83<br>ex Sneland-83 ex Southland-83<br>ex Sneland-82<br>**Youming Shipping (Panama) Inc.**<br>Panama Panama | *14 819*<br>*8 646*<br>24 745 | NV | **1972** Haugesund M/V A/S—Haugesund (43)<br>162,87 (BB) 22,92 10,427<br>154,72 22,86 14,08<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.30 159 B.29 453<br>5 Ha (stl) (14,0 18,9 18,9 18,9 18,9 × 15,4) ER<br>Cr 2(18) 2(12,5) | Pielstick 12PC2V<br>2 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shaft<br>12 000bhp (8 827kW)<br>Lindholmen Motor AB.<br>Gen 1 × 736kW 2 × 550kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 2 335,0t (hvf)-38,0pd |
| **7604934**<br>*CNRD*<br>8-545<br>Df Esd Gc<br>Pfd Rdr Rt | **YOUNESS NAJIB**<br>ex Dae Won No. 11-81<br>**Este Fishery Co. Ltd.**<br>Agadir Morocco | **325**<br>134<br>411 | (KR) | **1967** Nichiro Zosen—Ishinomaki<br>48,39 3,518<br>43,01 8,50 3,76<br>B 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.486<br>3 Ha (each 1,9 × 1,9)<br>Der 8(2) | Fuji<br>Oil 4SA 6Cy. 370 × 550<br>1 600bhp (1 177kW)<br>Fuji Diesel Co. Ltd. |
| **7507679**<br>*D7NA*<br>BSR-765862<br>Df Esd Gc<br>Pfd Rdr Rt | **YOUNG CHEMICARRY**<br>**Pan Ocean Shipping Co. Ltd.**<br>Busan South Korea | **3 267**<br>1 696<br>5 588<br>T/cm<br>13,2 | KR (NK) | **1976** Nishi Zosen K.K.—Imabari (174)<br>104,15 6,489<br>96,02 15,51 7,80<br>P 26,0 F 8,3 1 dk<br>RW Bow/CM 53 Diam. 0,175 | **M Tanker**<br>Chemical<br>SBT DB<br>4 Ta 8 Wing Ta ER<br>L.5 776 HeCls. ptB ptC<br>9 Cargo pumps total 1 900T/hr | Mitsubishi 6UET45<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 200kW 445V a.c.<br>Fuel 643,0t (d.o.)-14,5pd |
| **8429317**<br>*D7KR*<br>YSR-853209<br>Esd Gc Rdr<br>Rt | **YOUNG DONG No. 7**<br>**Keum Jung Shipping Co. Ltd.**<br>Yosu South Korea | **468**<br>—<br>920 | KR | **1985** Bang-Eo Jin Shipyard Co.—Ulsan<br>57,21 9,15 4,390<br>51,52 9,12 4,65<br>P 14,4 F 7,7 1 dk | **M Tanker**<br>L.1 143 | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Ssang Yong Heavy Industries Co. Ltd.<br>Gen 2 × 60kW 225V a.c. |
| **8629694**<br>*HLIX*<br>BS02-A2773<br>Df Esd Pfd<br>Rdr Rt | **YOUNG HEUNG No. 1**<br>ex Jin Yang No. 301-90<br>**Hanlim Shipping Co. Ltd.**<br>Busan South Korea | **131**<br>52<br>111 | KR | **1983** Bang-Eo Jin Shipyard Co.—Ulsan<br>34,28 - 2,659<br>28,50 6,00 2,75<br>F 3,6 1 dk | **M Fishing**<br>Side-fishing Cuttle | Niigata<br>Oil 4SA 6Cy. 180 × 240<br>441kW (600bhp)<br>Ssang Yong Heavy Industries Co. Ltd.<br>Gen 2 × 96kW 225V a.c. |
| **8629876**<br>*6KIG*<br>BS02-A2774<br>Df Esd Pfd<br>Rdr Rt | **YOUNG HEUNG No. 3**<br>ex Korei No. 163-90<br>**Hanlim Shipping Co. Ltd.**<br>Busan South Korea | **108**<br>—<br>142 | KR | **1984** Pohang SB. Co. Ltd.—Pohang<br>38,30 - 2,811<br>31,00 6,00 2,98<br>1 dk | **M Fishing**<br>Side-fishing Cuttle | Niigata<br>Oil 4SA 6Cy. 180 × 240<br>441kW (600bhp)<br>Ssang Yong Heavy Industries Co. Ltd.<br>Gen 3 × 75kW 225V a.c. |
| **8824153**<br>*6NGF*<br>BS02-A2188<br>Df Gc Pfd<br>Rdr Rt | **YOUNG HEUNG No. 5**<br>ex Samik No. 1-91<br>**Young-Heung Fisheries Co. Ltd.**<br>Busan South Korea | **128**<br>—<br>138 | KR | **1984** Kyung Nam SB. & Eng. Co. Ltd.—Busan<br>41,76 - 2,879<br>34,00 6,20 2,90<br>1 dk | **M Fishing**<br>Ref | Oil 4SA 6Cy. 140 × 152<br>239kW (325bhp)<br>Ssang Yong Heavy Industries Co. Ltd.<br>Gen 3 × 332kW 225V a.c. |
| **5395400**<br>*D8YV*<br>BSR-625719<br>Df Rdr<br>RTm/h | **YOUNG IL**<br>ex Yawa Maru-72<br>**Woo Yang Shipping Co. Ltd.**<br>Busan South Korea | **2 101**<br>1 045<br>3 304 | KR (NK) | **1962** Hitachi Zosen—Mukaishima (3960)<br>90,99 12,83 5,660<br>84,00 12,81 6,66<br>P 22,6 F 9,5 1 dk<br>RW rf 102 | **M General Cargo**<br>2 Ho 20,8 34,8 ER<br>G.4 267 B.3 953<br>2 Ha (12,5 27,9 × 6,4) ER<br>9W Der 4(20) 2(15) | Niigata<br>Oil 4SA 8Cy. 430 × 620<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 30kW 230V d.c.<br>Fuel 140,0t (d.o.) |
| **8709468**<br>*D7RW*<br>BSR-880578<br>Df Esd Gc<br>Pfd Rdr Rt | **YOUNG JIN**<br>**Tong Yang Cement Co. Ltd.**<br>Busan South Korea | *4 783*<br>*2 030*<br>8 071 | KR | **1988** Shin-A Shipbuilding Co. Ltd.—Chungmu (327)<br>112,50 7,057<br>106,00 17,81 9,10<br>F 9,5 1 dk | **M Cement Carrier**<br>2 Ho ER<br>G.7 208 | B&W<br>Oil 2SA 6Cy. 350 × 1050 reverse reduction geared to sc. shaft<br>Ssang Yong Heavy Industries Co. Ltd. |
| **8906004**<br>*D9QK*<br>PHR-896071 | **YOUNG JIN**<br>**Jedong Industries Ltd.**<br>Pohang South Korea | *4 573*<br>*1 550*<br>6 886 | KR | **1989** Shin-A Shipbuilding Co. Ltd.—Chungmu (339)<br>115,67 (BB) 18,02 5,764<br>110,07 18,00 7,50<br>P 25,0 F 14,0 1 dk | **M Limestone Carrier**<br>2 Ho ER<br>G.5 636<br>1 Ha (stl) ER | B&W<br>Oil 2SA 6Cy. 260 × 980<br>2 970kW (4 038bhp)<br>Ssang Yong Heavy Industries Co. Ltd.<br>Thw. thrust Contr. pitch propeller fwd |
| **6420599**<br>*6MPL*<br>BS-A-1303<br>Df Esd Gc<br>Pfd Rdr Rt | **YOUNG JIN No. 207**<br>ex Dae Wang No. 106-87<br>ex World Star No. 1-81<br>ex Kaiho Maru No. 23-73<br>**Choi Yun-Sik**<br>Busan South Korea | **236**<br>110<br>304 | KR | **1964** Miho Zosensho K.K.—Shimizu (514)<br>44,12 7,52 3,149<br>38,64 7,50 3,36<br>P 18,3 F 6,8 1 dk<br>rf 305 | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>2 Ho 5,7 18,5 ER<br>In.294<br>3 Ha (1,3 × 0,9) (1,5 1,5 × 1,3) ER | Akasaka<br>Oil 4SA 6Cy. 300 × 420<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 1 × 80kW 2 × 64kW 225V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |

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| **YOUNG KIL No. 36**<br>**Kim Sang-Kee**<br>Kuryong Po South Korea | **120**<br>42<br>— | | **1983** Chungmu Shipyard Co. Ltd.—Chungmu (122)<br>35,51 (BB) 6,91 2,301<br>29,77 5,91 2,82<br>1 dk | **M Fishing**<br>In.93 | Niigata 6L16XB-B<br>Oil 4SA 6Cy. 160 × 200 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>450bhp (331kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| **YOUNG LADY**<br>**Young Shipping Lines**<br>Cebu City Philippines | **230**<br>121<br>400 | | **1979** .............Navotas<br>7,04<br>36,71 7,01 2,80<br>1 dk | **M Ferry/General Cargo**<br>146P | Oil<br>550bhp (405kW) |
| **YOUNG No. 7**<br>ex Yuryo Maru No. 28-90<br>ex Yuryo Maru No. 58-89<br>ex Seiwa Maru No. 28-78<br>ex Chokyu Maru No. 15<br>**Soners Marine S.A.**<br>Panama Panama | **374**<br>200<br>490 | | **1969** Kanasashi Co. Ltd.—Shimizu (927)<br>53,14 8,44 3,398<br>47,15 8,41 3,92<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **YOUNG No. 9**<br>ex Yuryo Maru No. 78-90<br>ex Mito Maru No. 12-84<br>**Soners Marine S.A.**<br>Panama Panama | **421**<br>202<br>— | | **1970** K.K. Usuki Tekkosho—Usuki (756)<br>53,80 8,84 3,709<br>50,30 8,79 4,02<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>16 000bhp (11 769kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **YOUNG POONG No. 5**<br>ex Jinam No. 5-79<br>**Young Poong Deep Sea Fisheries Co. Ltd.**<br>Yosu South Korea | **135**<br>54<br>— | (KR) | **1963** Tokushima Zosen Sangyo K.K.—Komatsujima (130)<br>30,41 5,85 2,388<br>26,52 5,80 2,70<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.64 | Makita<br>Oil 4SA 6Cy. 240 × 400<br>330bhp (243kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 9kW 110V d.c.<br>9kn |
| **YOUNG SATO**<br>ex Perenne-89 ex Sun Grace-87<br>**Taurus Line S.A.**<br>Panama Panama<br>SatCom: 1333575/YSAT | *14 158*<br>*8 444*<br>23 675 | NK | **1985** K.K. Usuki Tekkosho—Saiki (1320)<br>160,00 (BB) 24,44 9,920<br>150,00 24,40 13,60<br>P 24,4 F 10,4 1 dk | **M Bulk Carrier**<br>G.30 707 B.29 378<br>4 Ha (stl) (18,6 × 11,2) (20,8 20,8 21,6 × 12,8) ER<br>Cr 1(30) 3(25) | Mitsubishi 6UEC52LA<br>Oil 2SA 6Cy. 520 × 1600<br>5 281kW (7 180bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 3 × 274kW a.c.<br>14kn |
| **YOUNG SCOPE**<br>**Crystal Shipping Co. Inc.**<br>New Ace Marine Co. Ltd.<br>Monrovia Liberia | **9 475**<br>6 254<br>17 202<br>T/cm<br>28,3 | NK | **1978** Tsuneishi Zosen K.K.—Numakuma (374)<br>146,01 (BB) 22,33 9,279<br>138,03 22,31 12,48<br>P 28,4 F 11,6 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.21 384 B.20 589 HeCls. ptB<br>4 Ha (stl) (13,5 × 9,6) (19,5 19,5 19,5 × 11,2) ER<br>Der 4(25) | Pielstick 12PC2-5V-400<br>Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>7 800bhp (5 737kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 145,0t (d.o.) 1 090,0t (hvf) 14,25kn |
| **YOUNG SENATOR**<br>**Pascal (No. 1) Shipping Corp. S.A.**<br>Panama Panama<br>SatCom: 1332212/CEBB | *36 074*<br>*21 818*<br>65 850 | NK | **1989** Namura SB. Co. Ltd.—Imari (897)<br>225,78 (BB) 32,23 12,822<br>217,00 32,20 17,80<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>7 Ha (stl) (16,6 × 13,2) (16,6 16,6 16,6 16,6 16,6 16,6 × 14,8) ER | Sulzer 6RTA62<br>Oil 2SA 6Cy. 620 × 2150<br>7 687kW (10 451bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 4 × 352kW a.c.<br>13,5kn |
| **YOUNG SHIN No. 33**<br>ex Woo Jung No. 12-84<br>ex Kyoshin Maru No. 1-73<br>ex Kotobuki Maru No. 20<br>**Choi Chan-Geu**<br>Donghae South Korea | **171**<br>71<br>— | (KR) | **1963** Niigata Eng. Co. Ltd.—Niigata (553)<br>38,94 6,96 2,794<br>34,65 6,91 3,10<br>P 15,0 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.392<br>3 Ha (each 1,2 × 1,2) ER | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 80kW 225V a.c.<br>9,75kn |
| **YOUNG SPORTSMAN**<br>ex Van Ocean-80<br>**Sablayan Navigation Co. Inc.**<br>Panama Panama | **11 466**<br>6 838<br>17 884 | BV | **1979** Onomichi Zosen K.K.—Onomichi (280)<br>156,55 (BB) 9,181<br>146,01 22,80 12,50<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.23 643 B.22 523<br>4 Ha (stl) (12,8 × 8,9) (20,8 19,2 12,8 × 13,4) ER<br>Cr 2(25) Der 1(100) 2(25) 2(15) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 282kW (9 900bhp)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 450kW 100/440V 60Hz a.c.<br>Fuel 1 247,5t 17,8kn |
| **YOUNG SPROUT**<br>**Rigel Star Line Co. Ltd.**<br>Port Vila Vanuatu | *14 927*<br>*8 855*<br>25 517<br>T/cm<br>34,5 | NK | **1984** Imabari Zosen—Imabari (452)<br>159,77 (BB) 25,23 10,240<br>149,99 25,20 14,03<br>P 26,9 F 12,8 1 dk | **M Bulk Carrier**<br>4 Ho 28,8 28,8 28,8 29,5 ER<br>G.32 014 B.30 501<br>4 Ha (stl) (18,3 21,6 21,6 21,6 × 12,8) ER<br>Cr 4(30) | B&W 5L50MC<br>Oil 2SA 5Cy. 500 × 1620<br>7 000bhp (5 149kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 340kW a.c.<br>13,5kn |
| **YOUNG SUNG**<br>**Choi Dae-Hyon**<br>South Korea | **109**<br>—<br>133 | KR | **1984** Sung Kwang SB. Co. Ltd.—Chungmu<br>37,12 - 2,776<br>29,00 6,00 2,90<br>1 dk | **M Fishing**<br>Side-fishing Stern-fishing | Oil 4SA 6Cy. 200 × 220<br>272kW (370bhp)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 1 × 64kW 225V a.c. |
| **YOUNG SWIFT**<br>ex Gorgeous-87<br>ex World Carmen Romano-82<br>**Intermodal Shipping Inc.**<br>Navix Ship Management Co. Ltd.<br>Manila Philippines | **29 739**<br>21 384<br>58 371<br>T/cm<br>61,2 | **✠100A1** SS 10/89<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL Mt 632,5/73,0U3<br>FN 10670 | **1980**-8 Koyo Dockyard Co. Ltd.—Mihara (886)<br>223,15 (BB) 32,26 12,469<br>213,01 32,20 17,89<br>F 19,2 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 23,0 23,0 23,6 20,3 23,6 23,6 23,6 ER<br>G.70 216 B.68 703<br>7 Ha (stl) (14,0 16,9 17,1 13,8 17,1 17,1 15,4 × 12,8) ER | B&W 7L67GFC<br>Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11,5kgf/cm$^2$ (11,3bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 226,0t (d.o.) 3 185,0t (hvf) 15kn |
| **YOUNGNAM No. 2**<br>ex Ryujin Maru No. 35-86<br>ex Hachiryu Maru No. 23-80<br>**Sealord Shipping Lines S.A.**<br>Panama Panama | **254**<br>122<br>579 | | **1970** Niigata Eng. Co. Ltd.—Niigata (873)<br>45,65 7,93 3,150<br>40,59 7,90 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **YOUNIS**<br>**Alexandria Port Authority**<br>Alexandria Egypt | **700**<br>—<br>— | (GL) | **1980** Timsah SB. Co.—Ismailia (416)<br>*36,00* 1,701<br>17,61 3,20<br>1 dk | **TM Crane Barge**<br>Cr 1(35) | MAN D2542MTE<br>2 Vee Oil 4SA each 12Cy. 125 × 142 reduction geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>8kn |
| **YOUPWE**<br>**L'Office National des Ports du Cameroun (O.N.P.C.)**<br>Douala Cameroon | **1 808**<br>994<br>2 770 | BV | **1978** Davie SB. Ltd.—Lauzon, P.Q. (695)<br>76,31 5,401<br>68,61 11,82 6,51<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Mchy.aft<br>Hopper 1 800 | Alco 8V251F<br>2 Vee Oil 4SA each 8Cy. 229 × 267 reduction geared to sc. shafts<br>3 280bhp (2 413kW)<br>MLW Industries Montreal, P.Q.<br>12kn |
| **YOUR TOWN**<br>**Tokyoto Kanko Kisen K.K.**<br>Tokyo Japan | **143**<br>—<br>42 | | **1987** Sumidagawa Zosen K.K.—Tokyo (N61-14)<br>30,61 1,501<br>29,04 7,71 2,37 | **M Ferry** | Yanmar 6LAAK-UT<br>Oil 4SA 6Cy. 148 × 165<br>368kW (500bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>11,92kn |

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|---|---|---|---|---|---|---|---|
| **6807436**<br>*HP5001*<br>18498-HA<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **YOUSEF**<br>ex Isole-88 ex Gorgol-69<br>**Audrey Etablissement**<br>Taher Shipping Management Co. Ltd.<br>Panama Panama | T.Mk<br>**794**<br>353<br>1 214<br>**1 463**<br>785<br>1 695 | BV | **1967** Scheepswerf "De Waal" N.V.—Zaltbommel (688)<br>82,71 11,84 4,064/4,801<br>73,49 11,82 6,51<br>2 dks<br>rf 279 | **M Refrigerated Cargo**<br>Ice strengthened<br>3 Ho 17,3 14,3 13,7 ER<br>In.2 116<br>3 Ha (stl) (each 7,3 × 3,9) ER<br>6W Der 6(3) | 10P | AGO<br>Vee Oil 4SA 16Cy. 240 × 220/230<br>2 500bhp (1 839kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.)<br>Gen 2 × 200kW 1 × 88kW 380V 50Hz a.c.<br>Fuel 239,0t (d.o.) |
| **8316106**<br>*EQOG*<br>8/63<br>Df Esd Gc<br>Pfd Rdr Rt | **YOUSEF**<br>**National Iranian Tanker Co.**<br>Bandar Bushehr Iran | *584*<br>*175*<br>686 | ✠100A1<br>offshore supply ship<br>✠LMC<br>EL J 385,0/30,0U2(a)<br>FN 621 | **1984**-6 K.K. Imai Seisakusho—Iwagi (240)<br>48,14 10,24 3,952<br>43,03 10,01 4,40<br>F 18,6 1 dk<br>rf 800 | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | | Deutz<br>2 Oil 4SA each 6Cy. 240 × 280 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Kloeckner Humboldt Deutz<br>Gen 2 × 128kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 283,5t (d.o.) |
| **5182073**<br>*A7DT*<br>023/80<br>Df Esd Pfd<br>Rdr Rt | **YOUSIF**<br>ex Polar Reefer-77 ex Joreefer-71<br>ex Kare-65<br>**Misnad Bin Saad Al-Misnad**<br>Doha Qatar | T.Mk<br>**370**<br>229<br>750 | ✠100A1 SS 1/87<br>✠LMC<br>✠Lloyd's RMC<br>EL I /31,0SQ<br>FN 923<br>(NV) | **1955**-5 Orenstein Koppel & Luebecker—Luebeck (503)<br>66,60 9,94 3,671<br>58,53 9,91 5,85<br>F 6,4 2 dks<br>RW rf 51 | **M General Cargo**<br>Ref<br>Ice strengthened<br>G.685 B.474 In.1 295<br>2 Ha (8,9 15,0 × 4,9) ER<br>2W Der 2(5) 4(3) | | Alpha<br>Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S<br>Gen 2 × 136kW 1 × 46kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 95,5t (d.o.)-4,5pd |
| **7425780**<br>*YIYN*<br>Esd Gc Rdr<br>Rt | **YOUSIFAN**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **662**<br>0<br>386 | ✠CLASS WITHDRAWN<br>29/1/92 | **1975**-6 Towa Zosen K.K.—Shimonoseki (476)<br>45,70 11,03 4,611<br>41,23 11,00 5,41<br>F 26,0 1 dk<br>rf 610 | **M Tug** | | Hanshin<br>Oil 4SA 6Cy. 540 × 860<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller<br>Thw. thrust propeller |
| **8100882**<br>*CNLQ*<br>AMVER | **YOUSSOUFIA**<br>**Maroc Phosphor Ocean (MARPHOCEAN)**<br>Casablanca Morocco | **22 076**<br>11 770<br>37 612 | BV | **1983** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2790)<br>187,74 (BB) 28,45 9,751<br>177,25 28,41 15,30<br>F 15,0 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 27,2 27,2 27,2 27,2 28,8 ER<br>G.45 557 B.44 084<br>5 Ha (stl) (16,0 × 12,5) (17,6 17,6 17,6 17,6 × 14,4) ER<br>Cr 4(25) | | Sulzer<br>Oil 2SA 6Cy. 660 × 1400<br>11 100bhp (8 165kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 166,0t (d.o.) 2 849,5t (hvf)-37,0pd |
| **8601393**<br>*3ERR4*<br>15605-86<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **YOUWA**<br>**N. T. Shipping S.A.**<br>Panama Panama | *4 469*<br>*2 235*<br>5 935 | NK | **1986** Imai Zosen—Kochi (546)<br>96,78 (BB) 6,587<br>91,27 18,01 7,01<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.10 567 B.10 180<br>TEU 194 C. 194/20' (40') incl. 10 ref C.<br>2 Ha (stl) (each 25,3 × 12,5) ER<br>Der 2(30) 2(25) | | Akasaka<br>Oil 4SA 6Cy. 380 × 740<br>2 800bhp (2 060kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8805822**<br>*JK4761*<br>127918<br>Gc Rdr Rt | **YOWA MARU**<br>**Toyota Kisen K.K.**<br>Yutaka, Hiroshima Pref. Japan | **698**<br>—<br>1 905 | NK | **1988** Murakami Hide Zosen K.K.—Hakata (278)<br>69,95 4,600<br>66,00 12,00 5,25<br>P 16,8 F 6,4 1 dk | **M Tanker** | | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8605040**<br>*JM5535*<br>129342<br>Rt | **YOWA MARU**<br>ex Shinriki Maru No. 10-89<br>**Shokuyu Tanker Co. Ltd.**<br>Tokyo Japan | **197**<br>—<br>450 | | **1986** Kumamoto Dock K.K.—Yatsushiro (186)<br>43,16 3,301<br>39,02 7,51 3,51<br>1 dk | **M Tanker**<br>Vegetable oil<br>Mchy.aft | | Hanshin<br>Oil 4SA 6Cy. 240 × 410<br>500bhp (368kW)<br>The Hanshin Diesel Works Ltd. |
| **7818559**<br>*JATL*<br>118512<br>MG1-1368<br>Df Esd Gc<br>Pfd Rdr Rt | **YOZAN MARU**<br>ex Mito Maru No. 15-84<br>**Takara Gyogyo K.K.**<br>Kesennuma, Miyagi Pref. Japan | **356**<br>176<br>238 | | **1978** Narasaki Senpaku Kogyo K.K.—Muroran (133)<br>48,70 3,301<br>42,75 8,50 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8029246**<br>*HPPG*<br>10936-PEXT1<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **YPAPADI**<br>ex Singa Wilrider-88 ex Farisi-87<br>**Golden Jupiter Maritime Inc.**<br>Panama Panama | **15 953**<br>10 734<br>30 330 | AB<br>✠Classed LR until 6/12/88 | **1982**-5 Nippon Kokan K.K.—Shimizu (394)<br>175,01 (BB) 26,04 10,451<br>167,01 26,00 14,51<br>P 27,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 20,2 27,5 27,2 27,2 27,2 ER<br>G.37 197 B.35 708<br>5 Ha (stl) (12,6 × 9,9) (17,6 17,6 17,6 17,6 × 12,6) ER<br>Cr 4(25) | | Sulzer<br>Oil 2SA 5Cy. 660 × 1400<br>7 264kW (9 875bhp)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 196,5t (d.o.) 1 598,0t (hvf)-29,5pd |
| **5396545**<br>*ZPKD*<br>371<br>Df | **YPORA**<br>ex Y 63<br>**Government of The Republic of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguay | **627**<br>328<br>1 030 | (AB) | **1945** Florida SB. Corp.—Ojus, Fl (1)<br>55,61 9,20 3,506<br>54,82 9,15 4,12<br>P 11,6 F 6,1 1 dk<br>conv Tanker — | **TM General Cargo**<br>Mchy.aft<br>G.1 076 B.963 | | Cooper Bessemer<br>2 Oil 4SA each 6Cy. 230 × 265<br>Cooper-Bessemer Corp.<br>Fuel 38,5t |
| **7235123**<br>*LKIT*<br>18035<br>Df Esd Gc<br>Pfd Rdr Rt | **YRJAR**<br>**Fosen Trafikklag A/S**<br>Trondheim Norway | *528*<br>*296*<br>— | NV | **1973** Vaagland Batbyggeri A/S—Vaagland (84)<br>48,11 9,00 3,925<br>43,52 8,88 4,02<br>2 dks<br>rf 1300 BK 140 len 88 | **M Ferry/General Cargo**<br>Ref<br>Stern door Ice strengthened<br>1 Ho ER<br>G.353<br>1 Ha (3,9 × 2,9) ER<br>Cr 1(5) | 100dk P | Wichmann<br>Oil 2SA 4Cy. 300 × 450<br>955bhp (702kW)<br>A/S Wichmann<br>Gen 2 × 76kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel-3,0pd |
| **7722255**<br>*3EDO6*<br>18273-PEXT1<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **YS PROSPERITY**<br>ex Oriental Premier-86<br>ex Oriental Expert-83<br>**Lomita Shipping Ltd.**<br>Orient Overseas Container Line Ltd. (OOCL)<br>Panama Panama<br>SatCom: 1332621/YSPR | *27 297*<br>*12 106*<br>33 621 | ✠100A1 SS 1/88<br>container ship<br>✠LMC UMS<br>EL J† 617,9/66,0U3<br>FN 9593 | **1978**-10 Tsuneishi Zosen K.K.—Numakuma (428)<br>**1983**-11 (Additional cargo section) Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo<br>227,57 (BB) 27,67 10,621<br>218,96 27,60 16,21<br>F 29,3 1 dk<br>rf nil len 83 | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel DSS<br>7 Cell. Ho 32,2 29,0 29,0 27,8 13,8 30,0 ER 16,6<br>TEU 1930 C.Ho 950/20' (40') C.Dk 980/20' (40')<br>21 Ha (stl) ER 2 Ha (stl) | | Sulzer<br>Oil 2SA 8Cy. 760 × 1550<br>19 200bhp (14 123kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 900kW 450V 60Hz a.c.<br>Fuel 303,0t (d.o.) 3 061,5t (hvf) |
| **7931222**<br>*LJOY*<br>19537<br>Rdr Rt | **YTTEROY**<br>**Innherredsferja A/S**<br>Levanger Norway | **294**<br>104<br>100 | (NV) | **1981** Statland Mek. Verksted—Nord-Statland<br>40,92 3,052<br>35,51 11,21 4,02<br>1 dk<br>rf 1499 | **M RoRo Cargo/Ferry**<br>Cars 30 | 220dk P | MWM<br>Oil 4SA 6Cy. 230 × 270 with clutches, flexible couplings & sr geared to sc. shaft<br>700bhp (515kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 78kW 220V 50Hz a.c.<br>Controllable pitch propeller , 1 fwd |
| **8720620**<br>*JG4802*<br>131121<br>Rdr Rt | **YU**<br>**Tokyoto Kanko Kisen K.K.**<br>Tokyo Japan | **166**<br>—<br>— | | **1988** Hakodate Dock Co. Ltd.—Hakodate<br>34,51 12,02 1,100<br>28,00 12,00 2,60<br>1 dk | **M Ferry** | 1180dk P | Oil<br>250kW (340bhp) |
| **6814958**<br>*BECY*<br>948<br>Df Esd Rdr | **YU AU**<br>**Ocean Fishery Development Administration**<br>Kaohsiung China* | **368**<br>256<br>— | | **1956** Ingalls-Taiwan SB. & D.D. Co.—Keelung<br>46,72 7,22 3,099<br>41,81 7,19 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>4 Ho ER<br>4 Ha ER<br>1W Der 1(2) | | Niigata<br>Oil 4SA 6Cy. 370 × 520<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 96kW 1 × 32kW 230V 60Hz a.c. |

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| **YU CAI**<br>ex Horngolf-82<br>**Dalian Ocean Shipping Company (COSCO DALIAN)**<br>Dalian/Dairen China<br>SatCom: 1570324/YUCA | T.Mk<br>**4 844**<br>2 198<br>7 500 | ZC (GL) | **1970** Howaldtswerke-Deutsche Werft—Hamburg (7)<br>133,37 (BB) 19,89 7,424<br>122,00 19,80 11,00<br>P 29,9 F 18,0 2 dks | **M General Cargo**<br>Ref 4bth P<br>Ice strengthened<br>5 Ho 7,6 23,7 23,1 18,2 ER 9,7<br>G.14 514 B.13 480 In.149<br>5 Ha (stl) (10,4 × 4,9) (16,0 16,0 9,7 × 6,4) ER (9,7 × 4,9)<br>16W Der 1(60) 14(10) 2(5) | MAN<br>Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW)<br>Howaldtswerke-Deutsche Werft Hamburg<br>Gen 3 × 260kW 380V 60Hz a.c.<br>Fuel 1 042,5t (hvf) 17,5kn |
| **YU CHYUAN No. 2**<br>**Yu Chyuan Fishery Co. Ltd.**<br>Kaohsiung China* | **250**<br>99<br>— | | **1971** Fong Kuo S.B. Co. Ltd.—Kaohsiung (SO1070)<br>39,22 6,94<br>33,99 6,91 3,15<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Matsue<br>Oil<br>650bhp (478kW)<br>Matsue Diesel K.K. Matsue |
| **YU CHYUAN No. 6**<br>**Yu Chyuan Ocean Developing Co. Ltd.**<br>Kaohsiung China* | **280**<br>194<br>— | | **1972** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>40,21 7,12 2,814<br>35,01 7,09 3,00<br>P 13,8 F 5,5 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>4 Ha (0,9 × 1,0) (1,3 × 1,3) (0,9 × 1,0) (0,9 × 0,9) ER | Alpha 407-26VO<br>Oil 2SA 7Cy. 260 × 400<br>770bhp (566kW)<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Gen 2 × 100kW 230V a.c.<br>10kn |
| **YU DAL**<br>ex Camcot-83 ex Eikyo Maru-73<br>**Government of The Republic of South Korea (Mokpo Merchant Marine Junior College)**<br>Mokpo South Korea | **2 615**<br>1 687<br>4 429 | (NK) | **1970** Kurushima Dockyard Co. Ltd.—Imabari (621)<br>93,22 15,04 6,046<br>86,01 15,02 7,22<br>P 19,6 F 11,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 818 B.5 503<br>2 Ha (stl) (24,0 24,4 × 7,3) ER<br>12W Der 2(15) 2(10) | Hanshin<br>Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 132kW 445V a.c.<br>Fuel 437,0t 11,75kn |
| **YU HAI**<br>ex Hai Feng-90<br>**Shanghai Yuhai Shipping Co.**<br>Shanghai China | **8 822**<br>4 449<br>12 540 | ZC | **1969** VEB Warnowwerft Warnemuende —Warnemuende (360)<br>151,11 (BB) 20,05 9,040<br>140,31 20,00 11,55<br>P 13,2 B 24,1 F 29,0 2 dks<br>conv Ref General Cargo 90 | **M General Cargo/ Training Ship**<br>Ref<br>4 Ho ER 1 Ho<br>G.14 991 B.13 724 In.1 700<br>5 Ha (stl) (9,0 × 5,9) (10,5 18,9 9,1 × 10,9) ER (12,9 × 10,9)<br>12W Der 1(70) 4(10) 8(5) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>8 238kW (11 200bhp)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 368kW 390V 50Hz a.c.<br>18kn |
| **YU HE**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570121/YUHE | *24 043*<br>*9 868*<br>30 845 | ZC (AB) | **1986** Flensburger Schiffsbau-Ges.—Flensburg (2020)<br>200,48 (BB) 28,68 10,400<br>190,88 28,40 15,60<br>P 21,7 F 25,0 2 dks<br>rf nil | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 1686<br>C.Ho 834/20' (40') C.Dk 852/20' (40') incl. 54 ref C.<br>19 Ha (stl) ER | B&W 6L70MCE<br>Oil 2SA 6Cy. 700 × 2268<br>14 700bhp (10 813kW)<br>B&W Maskinfabrik Div. of B&W Diesel A/S Kobenhavn<br>Gen 1 × 1072kW a.c. 2 × 800kW a.c. 1 × 372kW a.c.<br>Thw. thrust propeller fwd<br>17,5kn |
| **YU HONG**<br>ex Shengli-74 ex Torr Head-72<br>**Dalian Ocean Shipping Company (COSCO DALIAN)**<br>Dalian/Dairen China<br>SatCom: 1570123/YUHO | T.Mk<br>**5 610**<br>3 067<br>10 215<br>**7 956**<br>4 547<br>10 229 | ✠Classed LR until 20/9/74 | **1961-10** Austin & Pickersgill Ltd.—Southwick, Sunderland (820)<br>138,94 18,85 8,078/8,084<br>129,55 18,67 11,89<br>Ba 27,8 F 10,7 2 dks, 3rd dk in No. 1 hold<br>RW rf nil | **M General Cargo**<br>Ref 2P<br>4 Ho 17,1 8,0DTp&s 24,3 19,8 ER 8,3DTp&s 17,5<br>G.16 692 B.15 427 In.166<br>5 Ha (stl) (9,6 4,3 12,9 12,9 × 6,1) ER (13,7 × 6,1)<br>14W Der 4(10) 10(5) | Sulzer 5RND76<br>Oil 2SA 5Cy. 760 × 1550<br>7 500bhp (5 517kW)<br>G. Clark (Sunderland) Ltd. Sunderland<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 842,5t (hvf) 15,5kn |
| **YU HONG 4**<br>**Government of The People's Republic of China (Dalian Maritime University)**<br>Dalian/Dairen China | **405**<br>193<br>400 | | **1978** Guangzhou Shipyard—Guangzhou/Canton<br>49,80 - 3,250<br>44,00 8,20 4,10<br>1 dk | **M General Cargo**<br>3 Ho ER<br>G.1 020<br>3 Ha (stl) (each 7,0 × 4,0) ER<br>Der 2(1,5) | Chinese Std. Type 6300<br>Oil 4SA 6Cy. 300 × 370<br>294kW (400bhp)<br>Guangzhou Diesel Engine Factory Guangzhou/Canton<br>11kn |
| **YU HSUN No. 1**<br>**Government of Taiwan (Deep Sea Fishing Training Centre of Ministry of Economic Affairs)**<br>Kaohsiung China* | **517**<br>256<br>— | | **1972** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>45,62 8,84 3,404<br>41,00 8,82 4,02<br>P 28,7 F 4,9 1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 5,9 ER<br>In.207<br>1 Ha (1,6 × 1,6) ER<br>4W Der 2(2) 2(1) | Niigata 6MG25BX<br>Oil 4SA 6Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 104kW 130V a.c.<br>11kn |
| **YU HUA**<br>ex Qian Jin-91<br>Launched as Henryk Jendza<br>**Government of The People's Republic of China (Jimei Navigation School)**<br>Xiamen/Amoy China | **6 563**<br>3 815<br>10 400 | ZC (PR) | **1965** Stocznia Szczecinska im. A. Warskiego —Szczecin (B454/05)<br>153,90 19,46 8,311<br>141,62 19,40 12,55<br>B 34,8 F 28,4 1 dk & S dk, pt 3rd dk | **M General Cargo** OSD<br>6 Ho<br>G.15 821 B.14 079<br>7 Ha (stl) (6,5 37,1 × 7,5) (13,6 11,5 13,1 8,4 × 6,4) (3,0 × 3,0)<br>18W Der 14(2,5-5) 1(1,5) | Sulzer 6RD76<br>Oil 2SA 6Cy. 760 × 1550<br>7 061kW (9 599bhp)<br>H. Cegielski Poznan<br>Gen 2 × 320kW 1 × 200kW 400V a.c.<br>16kn |
| **YU HUA**<br>**Jiangsu Ocean Shipping Company (COSCO JIANGSU)**<br>Nanjing/Nanking China | T.Mk<br>**1 522**<br>747<br>—<br>**2 686**<br>1 396<br>3 864 | ZC | **1979** Zhonghua Shipyard—Shanghai<br>101,15 6,000<br>92,30 13,80 7,70<br>P 19,6 F 14,1 2 dks | **M General Cargo**<br>3 Ho ER<br>G.5 140 B.4 625<br>3 Ha (stl) (9,6 10,8 10,9 × 6,8) ER<br>6W Der 6(3-5) | Hudong 6ESDZ43/82C<br>Oil 4SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Weifang Diesel Engine Factory Weifang<br>Gen 2 × 250kW 400V 50Hz a.c.<br>16kn |
| **YU HWA No. 2**<br>ex L. P. Maru No. 10-87<br>**Yuhwa Marine S.A.**<br>Panama Panama | **1 320**<br>535<br>1 608 | KR (NK) | **1974** Tokushima Zosen Sangyo K.K. —Komatsujima (372)<br>68,00 12,04 4,827<br>63,53 12,02 5,49<br>P 15,3 F 7,4 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 2 011 | Niigata 6M37<br>Oil 4SA 6Cy. 370 × 540<br>2 200bhp (1 618kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 124,0t-8,5pd 12,25kn |
| **YU IL No. 1**<br>ex Myung Sung No. 2-88<br>**Yu Il Shipping Co. Ltd.**<br>Busan South Korea | **1 591**<br>1 003<br>2 727 | KR | **1981** Dae Dong SB. Co. Ltd.—Busan (245)<br>82,05 12,02 5,335<br>74,00 12,01 6,10<br>P 18,6 F 6,8 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 3 501 | Hanshin 6LU35<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 3 × 125kW 225V a.c.<br>13,25kn |
| **YU JIANG**<br>ex Birkaland-79<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | T.Mk<br>**5 988**<br>3 015<br>9 012<br>**9 631**<br>5 662<br>12 853 | ZC<br>✠Classed LR until 23/11/79 | **1969-5** Eriksbergs M/V A/B—Goteborg (629)<br>140,00 - 7,887/9,520<br>130,82 21,54 12,83<br>F 14,7 2 dks<br>rf 152 | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 19,2 19,2 24,7 25,6 ER<br>G.18 615 B.16 940<br>7 Ha (stl) (11,8 × 9,9) (12,4 12,4 × 7,7) (19,2 19,2 19,2 19,2 × 7,9) ER<br>Cr 1(22) 4(12) 1(5) | Pielstick 10PC2V-400<br>2 Vee Oil 4SA each 10Cy. 400 × 460 sr geared to sc. shaft<br>8 800bhp (6 473kW)<br>Eriksbergs M/V A/B Goteborg<br>Gen 1 × 752kW 2 × 600kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 564,5t (hvf)-32,5pd 16,5kn |
| **YU JIN No. 87**<br>ex Il Kwang No. 3-87<br>ex Zenrin Maru No. 11-79<br>**Sin Mun-Sik**<br>Busan South Korea | **113**<br>46<br>— | KR | **1968** Tokushima Zosen K.K.—Fukuoka (733)<br>34,75 6,13 2,464<br>29,01 6,10 2,85<br>B 4,3 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.140<br>5 Ha (each 0,9 × 1,2) | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 24kW 230V a.c.<br>11,5kn |

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| **8110071**<br>*DSLO*<br>BSR-900891<br>Df Esd Gc<br>Rdr Rt | **YU KYUNG**<br>ex Eagle-91<br>**Chang Duck Shipping Co. Ltd.**<br>Busan South Korea | **2 686**<br>1 706<br>5 101 | KR (NK) | **1982** Kochi Jyuko K.K.—Kochi (2221)<br>96,04 16,24 5,968<br>89,52 16,21 7,19<br>P 18,3 F 8,0 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 159 B.5 429<br>2 Ha (stl) (20,3 32,2 × 8,4) ER<br>Der 3(15) | Hanshin<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. |
| **8426511**<br>*BRSN*<br>Df Esd Pfd<br>Rdr Rt | **YU LAN**<br>ex Hong Wei 14-83<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **2 715**<br>1 662<br>777 | | **1978** Guangzhou Shipyard—Guangzhou/Canton<br>94,30 3,601<br>86,50 13,80 7,50<br>2 dks | **M General Cargo**<br>—bth P<br>2 Ho<br>2 Ha (stl) (6,6 4,7 × 4,7)<br>6W Der 2(1,5) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480<br>2 340bhp (1 721kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 250kW 400V 50Hz a.c. |
| **6807826**<br>*BMCF*<br>5804<br>Df Esd Gc<br>Rdr Rt | **YU LEE**<br>ex Chung Shan-77<br>ex Hakusan Maru-74<br>**Energy Shipping Co. Ltd.**<br>Keelung China* | **2 126**<br>1 081<br>3 502 | (NK) | **1967** Ujina Zosensho—Hiroshima (472)<br>88,30 12,81 5,960<br>82,00 12,78 6,68<br>P 20,5 F 10,4 1 dk<br>RW rf 102 | **M Tanker**<br>Oil Molasses<br>4 Ta ER<br>L.3 632 | Mitsubishi<br>Oil 2SA 6Cy. 390 × 650<br>2 700bhp (1 986kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 108kW 445V a.c.<br>Fuel 302,0t-12,0pd |
| **7209289**<br>*BOKE*<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **YU LIN**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China<br>SatCom: 1570617/YULI | T.Mk<br>**6 365**<br>3 153<br>—<br>**9 758**<br>5 630<br>13 520 | ZC<br>✠Classed LR until 10/73 | **1972-7** Brodogradiliste i Tvornica Dizel Motora "Split" (248)<br>160,00 (BB) 21,85 —/9,367<br>148,00 21,81 12,25<br>F 8,9 2 dks, 3rd dk in No. 2 hold<br>rf nil | **M General Cargo**<br>Ref<br>5 Ho 18,9 19,5 26,9 26,9 ER 17,2<br>G.17 946 B.16 564 In.1 332 HeCls. B<br>5 Ha (stl) (10,5 × 5,0) (12,8 18,7 18,7 × 8,0) ER (7,4 × 8,0)<br>16W Der 1(120) 2(12) 14(5) | MAN<br>Oil 2SA 6Cy. 780 × 1550<br>11 400bhp (8 385kW)<br>Tvornica Dizel Motora "Split"<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 215,0t (d.o.) 1 708,0t (hvf)-42,5pd |
| **8702886**<br>*BTBM*<br>Df Esd Gc<br>Rdr RTv | **YU LONG**<br>**Government of The People's Republic of China (Dalian Maritime University)**<br>Dalian/Dairen China<br>SatCom: 1570262/YULO | **9 091**<br>3 566<br>9 860 | ZC | **1988** Wenchong Shipyard—Huangpu/Whampoa (231)<br>139,80 8,000<br>126,00 20,80 11,40 | **M Training Ship** | Sulzer<br>Oil 2SA 6Cy. 480 × 1400 geared to sc. shaft<br>8 880bhp (6 532kW)<br>Shanghai Diesel Engine Works |
| **7701483**<br>*BRQE*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **YU LONG SHAN**<br>ex Arrow Panter-90 ex Pantera-88<br>ex Paray-88 ex Iguazu-87<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | *35 530*<br>*21 032*<br>64 446<br>T/cm<br>63,2 | ZC<br>✠LR class withdrawn-Owners' request 20/12/90 | **1980-3** Mitsubishi Heavy Industries Ltd.—Nagasaki (1829)<br>224,01 (BB) 31,86 13,350<br>211,28 31,81 18,34<br>F 17,7 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 19,2 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.81 347<br>7 Ha (stl) (11,9 × 10,2) (14,4 14,4 14,4 14,4 14,4 14,4 × 13,5) ER | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>10 298kW (14 000bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 542kW 450V 60Hz a.c.<br>Fuel 227,5t (d.o.) 2 783,5t (hvf) |
| **8902216**<br>*ELNM7*<br>9390<br>Df Esd Gc<br>Pfd Rdr RTv | **YU MAY**<br>**Yu May Navigation Corp.**<br>Foremost Maritime Corp.<br>Monrovia Liberia<br>SatCom: 1244231/YMAY | **36 438**<br>22 310<br>65 000 | AB (Class cont.) | **1991** Jiangnan Shipyard—Shanghai (2185)<br>225,03 13,112<br>215,04 32,22 18,01<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.78 017 B.74 224<br>7 Ha (stl) (14,6 × 13,2) (14,6 14,6 14,6 14,6 14,6 14,6 × 15,0) ER | B&W<br>Oil 2SA 5Cy. 700 × 2268<br>12 850bhp (9 452kW)<br>Dalian Marine Diesel Engine Works |
| **7362653**<br>*BWNC*<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **YU MEI**<br>ex Zhe Ying-91<br>ex Antoni Garnuszewski-89<br>**Government of The People's Republic of China (Jimei Navigation School)**<br>Xiamen/Amoy China | **5 974**<br>2 321<br>5 510 | ZC (PR) | **1974** Stocznia Szczecinska im. A. Warskiego —Szczecin (B80/10)<br>122,15 - 7,360<br>112,00 17,03 9,90<br>2 dks | **M General Cargo/ Training Ship**<br>Ice strengthened<br>3 Ho 15,7 15,7 -DTp&s ER 13,7<br>G.5 857 B.5 491<br>5 Ha (stl) (7,4 × 4,9) (8,9 × 8,0) (1,9p&s × 3,8) ER (8,8 × 3,8)<br>Der 1(30) 1(10) 2(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>4 046kW (5 501bhp)<br>H. Cegielski<br>Gen 4 × 320kW 2 × 200kW 1 × 72kW 400V 50Hz a.c.<br>Fuel (hvf) |
| **5184655**<br>*D7AL*<br>BSR-610034<br>Df Rdr Rt | **YU NAM No. 2**<br>ex Dongsung-86 ex Yunam No. 2-85<br>ex Keihan Maru No. 5-73<br>**Chang Duck Shipping Co. Ltd.**<br>Busan South Korea | **991**<br>505<br>1 665 | KR (NK) | **1962** Onomichi Zosen K.K.—Onomichi (105)<br>68,05 10,47 4,852<br>62,01 10,39 5,49<br>P 16,5 F 7,4 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.2 025 B.1 834<br>2 Ha (13,6 13,7 × 5,5) ER<br>4W Der 4(3) | Kinoshita<br>Oil 4SA 6Cy. 380 × 540<br>1 100bhp (809kW)<br>Kinoshita Tekkosho<br>Gen 2 × 15kW 105V d.c.<br>Fuel 138,0t-3,5pd |
| **7025633**<br>*D7BV*<br>ICR-700234<br>Df Esd Gc<br>Pfd Rdr Rt | **YU NAM No. 6**<br>ex Bineka No. 4-78 ex Yufuku Maru-76<br>**Korea Asset Management Corp.**<br>Inchon South Korea | **3 959**<br>2 320<br>6 222 | (KR) (NK) | **1970** Hashihama Zosen—Imabari (266)<br>110,85 16,44 6,630<br>101,91 16,41 8,08<br>P 23,2 F 10,4 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.8 622 B.8 207<br>2 Ha (stl) (27,5 27,2 × 8,6) ER<br>12W Der 1(25) 3(15) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 160kW 445V a.c.<br>Fuel 530,5t-12,5pd |
| **6610053**<br>*BPQY*<br>Df Esd Gc<br>Pfd Rdr Rt | **YU QING**<br>ex Boogalla-81 ex Transmichigan-73<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **6 264**<br>3 054<br>7 723 | ZC (GL)<br>✠Classed LR until 10/81 | **1966** Mitsui SB. & Eng. Co. Ltd.—Tamano (741)<br>130,99 17,66 7,887<br>120,00 17,60 10,20<br>P 27,5 F 26,9 2 dks, 3rd dk in Nos. 1 & 2 holds<br>rf 102 | **M General Cargo/Container Ship**<br>Fixed-guides Ref 12P<br>Ice strengthened<br>4 Ho<br>G.12 437 B.11 536 In.380<br>TEU 275 C. 275/20'<br>4 Ha (stl) (8,9 16,5 15,9 9,6 × 6,1)<br>12W Der 1(50) 1(30) 4(5-10) 8(3-5) | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 280kW 1 × 210kW 400V 50Hz a.c.<br>Fuel 114,0t (d.o.) 696,0t (hvf) |
| **5360364**<br>*BOSX*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h | **YU QUAN SHAN**<br>ex Thorsriver-77<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **5 757**<br>3 148<br>8 382 | (NV) (ZC) | **1959** A/S Framnaes M/V—Sandefjord (159)<br>146,06 18,65 7,941<br>134,12 18,60 12,04<br>P 16,2 F 15,3 1 dk & S dk, 3rd dk in No. 1 hold<br>rf 203 | **M General Cargo** OSD<br>Ref 12P<br>Ice strengthened<br>5 Ho 19,5 21,6 13,7 ER 20,8 18,3<br>G.14 774 B.13 775 In.4 466<br>5 Ha (stl) (10,5 11,2 8,7 × 6,7) ER (11,2 11,2 × 6,7)<br>14W Der 1(30) 14(5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 220kW 440V 60Hz a.c.<br>Fuel 1 270,0t (hvf)-25,5pd |
| **8832356**<br>*BWBM*<br>Df Esd Gc<br>Pfd Rdr Rt | **YU SHAN**<br>ex Min Hai 118<br>**Government of The People's Republic of China (Fujian Province Shipping Co. - Fuzhou Branch)**<br>Fuzhou/Foochow China | T.Mk<br>**1 522**<br>743<br>—<br>**2 686**<br>1 392<br>3 684 | ZC | **1979** Zhonghua Shipyard—Shanghai<br>101,15 - —/6,000<br>92,30 13,80 7,70<br>2 dks | **M General Cargo**<br>3 Ho ER<br>G.5 386 B.4 849<br>3 Ha (stl) (9,7 11,0 11,0 × 7,0) ER<br>6W Der 6(5) | Chinese Std. Type<br>Oil 4SA 6Cy. 430 × 820<br>2 207kW (3 000bhp)<br>Weifang Diesel Engine Factory<br>Gen 2 × 250kW 400V a.c. |
| **6422731**<br>*3EPM2*<br>10307-YJ<br>Df Esd Gc<br>Pfd Rdr Rt | **YU SUNG No. 202**<br>ex Jufuku Maru No. 11-83<br>**Yu Sung Co. S.A.**<br>Panama Panama | **299**<br>155<br>— | | **1964** Kanasashi Co. Ltd.—Shimizu (613)<br>7,75 2,998<br>42,04 7,70 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 326 × 460<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **6523303**<br>*6KJS*<br>BS-A-2074<br>Df Esd Gc<br>Rdr Rt | **YU SUNG No. 307**<br>ex Hyundai No. 307-87<br>ex Nam Hae No. 223-83<br>**Yoo Sung San Up Co.**<br>Busan South Korea | **152**<br>85<br>130 | (KR) | **1965** Soc. Nouvelle des At. & Ch. du Havre—Le Havre (B.21)<br>35,29 6,53 2,515<br>30,00 6,51 3,10<br>P 2,8 F 4,3 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.119<br>3 Ha (each 0,8 × 0,8) ER | Fiat<br>Oil 4SA 8Cy. 230 × 350<br>460bhp (338kW)<br>S.A. Fiat S.G.M.<br>Gen 2 × 25kW 220V d.c.<br>Fuel 70,0t (d.o.) |

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| **YU TING**<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**7 004**<br>3 622<br>11 542<br>**9 746**<br>5 382<br>14 434 | ZC<br>✠Classed LR until 17/10/75 | **1974**-10 Rauma-Repola Oy—Rauma/Raumo (210)<br>151,69 21,06 —/9,850<br>138,84 21,05 12,40<br>P 44,2 F 32,7 2 dks, 3rd dk fwd of mchy. space<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>3 Ho 8,9DT 10,2DTp&s 22,5 24,3 25,1 ER 12 TwD<br>G.19 754 B.17 541 In.1 161<br>8 Ha (stl) (8,2 × 6,0) (14,4 × 8,4) (15,2p&s 12,8p&s × 6,0) ER (3,6 3,3 × 4,7)<br>2 Wing Ha (stl) (each 6,1 × 2,2) ER<br>16W Der 1(30) 6(10) 10(5) | Gotaverken 750/1600VGS6U<br>Oil 2SA 6Cy. 750 × 1600<br>10 350bhp (7 613kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 376kW 440V 60Hz a.c.<br>Fuel 1 422,5t (hvf) 18kn |
| **YU TSAO II**<br>**Chinese Petroleum Corporation**<br>Taiwan Navigation Co. Ltd.<br>Kaohsiung China*<br>SatCom: 1350252/BHDD | *59 935*<br>*32 440*<br>104 861<br>T/cm<br>84,0 | AB | **1988** China SB. Corp. (Keelung Division) —Keelung (342)<br>247,55 (BB) 39,63 15,852<br>234,81 39,60 22,71<br>P 35,6 B 17,6 F 26,4 1 dk<br>Bow/CM 125 Diam. 0,500 MH 1,5 | **M Tanker**<br>COW IGS SBT<br>6 Ta ER 4 Wing Ta ER<br>L.(oil) 122 947<br>3 Cargo pumps total 7 500T/hr | Sulzer 6RTA76<br>Oil 2SA 6Cy. 760 × 2200<br>13 314kW (18 100bhp)<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Gen 2 × 900kW 1 × 800kW 1 × 600kW 450V 60Hz a.c.<br>Fuel (d.o.)(hvf) 14,5kn |
| **YU WHA HO**<br>ex Yuka Maru-86 ex Caribbean Maid-85<br>ex Propane Maru No. 10-81<br>**Kum Kang Marine Co. Ltd.**<br>Busan South Korea | **1 419**<br>790<br>1 450<br>T/cm<br>7,0 | KR (NK) | **1971** Tokushima Zosen Sangyo K.K. —Komatsujima (323)<br>73,74 12,25 4,603<br>67,49 12,20 5,49<br>P 18,3 F 6,4 1 dk<br>RW Bow/CM 30 Diam. 0,152 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 1 810 HeCls. B<br>1 Cargo pumps total 300T/hr | Akasaka AH40<br>Oil 4SA 6Cy. 400 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 104kW 445V a.c.<br>Fuel 64,5t (d.o.) 144,5t (hvf)-6,0pd 13kn |
| **YU XIN**<br>ex Titania-71 ex Crestville-61<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**3 293**<br>1 643<br>5 238<br>**5 274**<br>2 920<br>6 285 | (NV) (ZC) | **1958** Helsingor Skibsv. og Maskinbyg.—Helsingor (343)<br>122,81 16,49 6,655/7,417<br>111,18 16,43 10,04<br>P 24,1 B 22,9 F 26,0 2 dks<br>RW rf 102 | **M General Cargo**<br>Ref<br>3 Ho ER 2 Ho<br>G.9 900 B.9 006 In.297<br>5 Ha (7,0 11,8 9,0 × 6,1) ER (8,3 7,0 × 6,1)<br>16W Der 1(30) 16(10) | B&W 6-62VTBF-115<br>Oil 2SA 6Cy. 620 × 1150<br>5 300bhp (3 898kW)<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>Gen 3 × 173kW 450V 60Hz a.c.<br>Fuel 1 067,0t 13,5kn |
| **YU YANG**<br>ex Orient Maru No. 1-80<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **1 862**<br>979<br>— | KR | **1966** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1069)<br>80,83 12,81 5,716<br>72,01 12,78 8,64<br>B 9,5 1 dk | **M Fishing**<br>Stern Trawler Ref<br>2 Ho 17,3 18,5<br>In.1 784<br>2 Ha (stl) (each 3,0 × 2,6) ER<br>6W Der 2(5) 2(3) 2(1,5) | Mitsubishi<br>Oil 2SA 7Cy. 450 × 750<br>3 500bhp (2 574kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 3 × 256kW 445V 60Hz a.c.<br>Fuel (hvf) 15kn |
| **YU YING**<br>ex Nyanda-81 ex Transontario-72<br>**Government of The People's Republic of China (Dalian Maritime University)**<br>Dalian/Dairen China<br>SatCom: 1570122/YUYI | **6 264**<br>3 054<br>7 723 | ZC (GL)<br>✠Classed LR until 10/81 | **1966**-4 Mitsui SB. & Eng. Co. Ltd.—Tamano (728)<br>130,99 17,66 7,881<br>120,00 17,60 10,20<br>P 50,0 F 27,5 2 dks, 3rd dk in No. 2 hold<br>RW rf 102 conv General Cargo 73 | **M General Cargo/Container Ship**<br>Fixed-guides Ref 12P<br>Ice strengthened<br>4 Ho 17,6 25,3 26,2 21,7<br>G.12 509 B.11 606 In.561<br>TEU 275 C. 275/20'<br>4 Ha (stl) (8,9 16,6 16,6 9,7 × 6,1)<br>12W Der 1(50) 1(30) 4(10) 8(3-5) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 280kW 1 × 210kW 400V 50Hz a.c.<br>Fuel 750,0t (hvf) 16kn |
| **YU YING**<br>**Government of Taiwan (Education Department)**<br>Kaohsiung China*<br>SatCom: 1350465/BDBA | **635**<br>265<br>— | | **1981** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>49,00 9,89 3,531<br>43,01 9,81 5,69<br>B 4,0 2 dks<br>rf 196 | **M Fishing**<br>1 Ho 3,9<br>In.92<br>1 Ha (stl) (1,6 × 1,6)<br>5W Der 1(3,25) 1(1) | Akasaka AH30<br>Oil 4SA 6Cy. 300 × 480<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 140kW 230V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>12,25kn |
| **YU YOH**<br>**Cygnet Bulk Carrier S.A.**<br>M.O. Ship Management Co. Ltd.<br>Panama Panama<br>SatCom: 1331343/YUYO | *40 395*<br>*25 260*<br>45 876<br>T/cm<br>61,2 | NK | **1989** Oshima Shipbuilding co. Ltd.—Nagasaki (10113)<br>209,00 (BB) 33,54 10,080<br>200,00 33,50 21,70 | **M Wood-chip Carrier**<br>7 Ho<br>G.101 948 | Sulzer 6RTA52<br>Oil 2SA 6Cy. 520 × 1800<br>6 885kW (9 360bhp)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>13,75kn |
| **YU ZHI**<br>ex Chang Shu-86 ex Chiang Kiang-70<br>ex G. D. Kennedy-67<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | T.Mk<br>**6 934**<br>3 357<br>10 597<br>**10 481**<br>5 758<br>12 700 | ZC<br>✠Classed LR until 8/1/71 | **1958**-1 A/B Gotaverken—Goteborg (722)<br>149,34 20,17 8,078/8,992<br>137,54 20,12 12,95<br>P 3,1 F 15,6 2 dks, 3rd dk in Nos. 1 & 2 holds<br>rf 152 | **M General Cargo/ Training Ship**<br>Ice strengthened<br>6 Ho 21,7 18,3 18,3 21,6 ER 19,2 4,8<br>G.19 341 B.17 107<br>6 Ha (stl) (10,9 11,2 11,2 11,2 × 6,3) ER (11,2 × 6,3) (2,4 × 5,4)<br>6W Cr 6(5) 4(3) Der 1(25) 4(10) 2(5) | Gotaverken<br>Oil 2SA 8Cy. 680 × 1500<br>6 000bhp (4 413kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 200kW 220V d.c.<br>Fuel (hvf) 15kn |
| **YU ZHI 2**<br>**Government of The People's Republic of China (Jimei Navigation School)**<br>Xiamen/Amoy China | **405**<br>198<br>400 | | **1977** Guangzhou Shipyard—Guangzhou/Canton<br>49,80 - 3,250<br>44,00 8,20 4,10<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.702 B.640<br>2 Ha (stl) (each 7,4 × 4,1) ER<br>2W Der 2(1,5) | Chinese Std. Type 6300<br>Oil 4SA 6Cy. 300 × 370<br>294kW (400bhp)<br>Guangzhou Diesel Engine Factory Guangzhou/Canton<br>9kn |
| **YU ZONG No. 3**<br>**Yu Zong Marine Products Co. Ltd.**<br>Kaohsiung China* | **262**<br>—<br>— | | **1971** Su-Ao SB. Co. Ltd.—Su Ao<br>38,54 6,94 2,858<br>33,00 6,91 3,15<br>P 18,9 F 4,6 1 dk | **M Fishing**<br>Side-fishing Ref<br>3 Ho 6,8 5,3 8,4 ER<br>In.231<br>3 Ha (each 1,0 × 1,1) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 80kW 230V a.c.<br>10,5kn |
| **YUAN BAO SHAN**<br>ex Pacific Trader-89 ex Ness-87<br>ex Koyo Maru-76<br>**Dalian Marine Shipping Co.**<br>Dalian/Dairen China | **2 638**<br>1 623<br>4 492 | ZC (GL) (NK) | **1970** Fukuoka Zosen K.K.—Fukuoka (960)<br>92,05 15,22 6,020<br>84,95 15,20 7,15<br>P 20,5 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 636 B.5 416<br>2 Ha (stl) (22,2 22,7 × 7,6) ER<br>Der 1(15) 3(10) | Niigata<br>Oil 4SA 6Cy. 420 × 700<br>2 500bhp (1 839kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW 445V a.c.<br>Fuel 381,0t-10,0pd 11,75kn |
| **YUAN CHIANG**<br>**Ming Sung Shipping Co.**<br>Shanghai China | **866**<br>347<br>660 | | **1943** .........<br>*59,90* 10,52<br>10,47<br>1 dk | **TM General Cargo**<br>B.3 398 | Fairbanks, Morse<br>2 Oil 2SA each 10Cy. 205 × 255<br>Fairbanks Morse & Co. Beloit, Wi<br>13,5kn |
| **YUAN DA**<br>ex Sea Linden-84 ex Skyline-78<br>**Qinhuangdao Shipping Co.**<br>Qinhuangdao China<br>SatCom: 1570416/YUDA | **9 827**<br>6 293<br>15 964<br>T/cm<br>25,7 | ZC (BV) | **1971** K.K. Usuki Tekkosho—Saiki (1130)<br>147,20 21,26 9,111<br>136,12 21,20 12,05<br>P 35,7 B 13,8 F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 22,7 26,4 26,4 26,4 ER<br>G.20 824 B.20 102<br>4 Ha (stl) (15,8 21,1 21,1 22,6 × 10,9) ER<br>Der 4(22) | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 220kW 450V 60Hz a.c.<br>Fuel 1 143,0t (hvf) 14,5kn |
| **YUAN DOA No. 11**<br>**Yuan Doa Sea Food Co. Ltd.**<br>Kaohsiung China* | **395**<br>249<br>— | | **1973** Chung Yi S.B. Corp.—Kaohsiung<br>44,81 8,21 3,252<br>38,10 8,18 3,76<br>P 19,6 F 7,7 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 6,4 6,4 8,9 ER<br>5 Ha (1,2 1,2 1,2 1,2 0,9 × 1,2) ER | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. Niigata<br>12kn |

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| **7338755**<br>Df Rdr | **YUAN DOA No. 12**<br>**Yuan Doa Sea Food Co. Ltd.**<br>Kaohsiung China* | **395**<br>249<br>— | | **1974** Chung Yi S.B. Corp.—Kaohsiung<br>44,81 8,21 3,252<br>38,10 8,18 3,76<br>P 19,6 F 7,7 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 6,4 6,4 8,9 ER<br>5 Ha (1,2 1,2 1,2 1,2 0,9 × 1,2) ER | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. |
| **7046209**<br>*BDND9*<br>Df Esd Gc<br>Rdr RTm/h/v | **YUAN GUANG**<br>ex Beiyuan-88 ex Allma-87<br>ex Sarah H-87 ex Sainte Marthe-86<br>ex Belle Isle-84<br>**Qinhuangdao Shipping Co.**<br>Qinhuangdao China | *8 776*<br>*6 186*<br>15 139 | ZC<br>✠Classed LR until 15/8/88 | **1971**-4 Austin & Pickersgill Ltd.—Southwick, Sunderland (870)<br>140,99 - 8,859<br>134,10 20,55 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>RW rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 24,3<br>G.21 390 B.19 611<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>14W Der 1(30) 4(10) 10(5) | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>G. Clark & N.E.M. Ltd.<br>Gen 3 × 370kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 996,5t (hvf) |
| **6815500**<br>Df Esd | **YUAN HAI**<br>**Yuan Hai Fishery Co. Ltd.**<br>Kaohsiung China* | **280**<br>189<br>107 | | **1968** Taiwan Machy. Mfg. Corp.—Kaohsiung (1433)<br>40,19 7,12 2,693<br>35,03 7,09 3,18<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 9,5 6,2 6,2 ER<br>In.240<br>3 Ha (1,9 × 1,6) (1,3 1,3 × 0,9) ER<br>2W Der 2(1) | Akasaka<br>Oil 4SA 6Cy. 270 × 400<br>620bhp (456kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 64kW 225V a.c. |
| **7937903**<br>Rdr Rt | **YUAN HANG**<br>ex Xiao Long No. 1-91 ex Tenaga<br>ex Yuyoh Maru-79 ex Tozai Maru-78<br>ex Toei Maru No. 2-69<br>**Shekou Shipping & Transportation Co. Ltd.**<br>Shekou China | **195**<br>58<br>403 | NK ZC | **1964** Kurushima Dockyard Co. Ltd.—Imabari (207)<br>30,50 3,093<br>27,00 8,20 3,60<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 350 × 500<br>Kinoshita Tekkosho<br>Gen 2 40V a.c. |
| **8011768**<br>*BOUE*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **YUAN JIANG**<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **9 296**<br>6 153<br>15 265 | ZC<br>✠Classed LR until 30/9/83 | **1981**-5 Austin & Pickersgill Ltd.—Southwick, Sunderland (1414)<br>144,00 20,45 8,872<br>137,50 20,42 11,75<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>Ice strengthened<br>5 Ho 21,0 31,1 11,4 22,7 ER 21,2<br>3 TwD 20,9 42,6 11,4<br>G.21 379 B.19 536<br>TEU 40 C.Dk 40/20'<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 6(10) 4(5) | Sulzer<br>Oil 2SA 4Cy. 680 × 1250<br>7 600bhp (5 590kW)<br>Clark Hawthorn Ltd.<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 130,0t (d.o.) 1 126,5t (hvf)-26,0pd |
| **7211050**<br>Df Esd Gc<br>Pfd Rdr | **YUAN MAO No. 1**<br>**Yuan Mao Fishing Co. Ltd.**<br>Kaohsiung China* | **150**<br>105<br>81 | | **1971** Taiwan Machy. Mfg. Corp.—Kaohsiung (503)<br>33,91 5,85 2,413<br>29,72 5,82 2,82<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | Alpha<br>Oil 2SA 5Cy. 260 × 400<br>550bhp (405kW)<br>Taiwan Mach. Mfg. Corp.<br>Fuel (d.o.) |
| **7415541**<br>*BDNE3*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **YUAN MING**<br>ex Warda-91 ex Brunla-84<br>**Qinhuangdao Shipping Co.**<br>Qinhuangdao China | **5 949**<br>3 327<br>8 001 | NV ZC | **1974** VEB Schiffswerft "Neptun"—Rostock (476)<br>121,47 17,66 7,725<br>113,44 17,61 9,91<br>1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.10 412 B.10 356<br>TEU 213<br>C.Ho 168/20' (40') C.Dk 45/20' (40')<br>2 Ha (stl) (26,6 33,5 × 13,0) ER<br>4W Der 2(30) 2(15) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 972kW (5 400bhp)<br>Halberstadt<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel 132,0t (d.o.)-19,5pd |
| **6928266**<br>*BVTT*<br>Df Esd Gc<br>Rdr | **YUAN YANG**<br>**Yuan Hai Fishery Co. Ltd.**<br>Keelung China* | **265**<br>161<br>— | | **1969** Su-Ao SB. Co. Ltd.—Su Ao<br>38,38 6,94 2,642<br>33,00 6,91 3,15<br>F 6,1 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho<br>3 Ha (1,0 1,0 × 0,7) (0,9 × 1,2) | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 64kW 220V a.c. |
| **8833374** | **YUAN YU 1**<br>**Zhanjiang Deep Sea Fisheries Co.**<br>Zhanjiang/ Tsamkong China | **199**<br>69<br>— | ZC | **1984** Guangzhou Fishing Vessel Shipyard —Guangzhou<br>44,66 - —<br>39,00 7,60 4,00 | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Zibo Fishing Vessel Diesel Engine Works<br>Gen 2 × 90kW 400V a.c. |
| **8833386** | **YUAN YU 2**<br>**Zhanjiang Deep Sea Fisheries Co.**<br>Zhanjiang/ Tsamkong China | **199**<br>69<br>— | ZC | **1984** Guangzhou Fishing Vessel Shipyard —Guangzhou<br>44,66 - —<br>39,00 7,60 4,00 | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Zibo Fishing Vessel Diesel Engine Works<br>Gen 2 × 90kW 400V a.c. |
| **8833398** | **YUAN YU 3**<br>**China National Fisheries Corp.**<br>Zhanjiang/ Tsamkong China | **270**<br>72<br>— | ZC | **1981** Guangzhou Fishing Vessel Shipyard —Guangzhou<br>44,86 - —<br>38,00 7,60 4,00 | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Zibo Fishing Vessel Diesel Engine Works<br>Gen 2 × 64kW 400V a.c. |
| **8833403** | **YUAN YU 4**<br>**China National Fisheries Corp.**<br>Zhanjiang/ Tsamkong China | **270**<br>81<br>— | ZC | **1982** Guangzhou Fishing Vessel Shipyard —Guangzhou<br>44,86 - —<br>38,00 7,60 4,00 | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>809kW (1 100bhp)<br>Dalian Fishing<br>Gen 2 × 90kW 400V a.c. |
| **8833415** | **YUAN YU 5**<br>**China National Fisheries Corp.**<br>Zhanjiang/ Tsamkong China | **270**<br>72<br>— | ZC | **1980** Guangzhou Fishing Vessel Shipyard —Guangzhou<br>44,96 - —<br>38,00 7,60 4,00 | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>809kW (1 100bhp)<br>Dalian Fishing<br>Gen 2 × 90kW 400V a.c. |
| **8833427** | **YUAN YU 6**<br>**Government of The People's Republic of China (Guangzhou Salvage Branch)**<br>Zhanjiang/ Tsamkong China | **270**<br>72<br>— | ZC | **1980** Guangzhou Fishing Vessel Shipyard —Guangzhou<br>44,86 - —<br>38,00 7,60 4,00 | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>809kW (1 100bhp)<br>Dalian Fishing<br>Gen 2 × 90kW 400V a.c. |
| **8833439**<br>*BYXB7*<br>Rt | **YUAN YU 9**<br>**Zhanjiang Deep Sea Fisheries Co.**<br>Zhanjiang/ Tsamkong China | **286**<br>85<br>— | ZC | **1989** Guangzhou Fishing Vessel Shipyard —Guangzhou<br>44,86 - —<br>38,00 7,60 4,00 | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>541kW (735bhp)<br>Guangzhou Diesel Engine Factory<br>Gen 2 × 90kW 400V a.c. |
| **8833441**<br>*BYXB8*<br>Rt | **YUAN YU 10**<br>**Zhanjiang Deep Sea Fisheries Co.**<br>Zhanjiang/ Tsamkong China | **286**<br>85<br>— | ZC | **1989** Guangzhou Fishing Vessel Shipyard —Guangzhou<br>44,86 - —<br>38,00 7,60 4,00 | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>541kW (735bhp)<br>Guangzhou Diesel Engine Factory<br>Gen 2 × 90kW 400V a.c. |
| **8843563**<br>*BYNB4*<br>Df Esd Gc<br>Rdr RTv | **YUAN YU 627**<br>**Zhanjiang Marine Fisheries Co.**<br>Zhanjiang/ Tsamkong China | **286**<br>86<br>140 | ZC | **1979** Guangzhou Fishing Vessel Shipyard —Guangzhou<br>44,86 - 3,270<br>38,00 7,60 4,00<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Zibo Fishing Vessel Diesel Engine Works<br>Gen 2 × 90kW 400V a.c. |

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| **YUAN YU 628** | **286** | | **1979** Guangzhou Fishing Vessel Shipyard | | | **M Fishing** | Chinese Std. Type | 8300 |
| | 86 | | —Guangzhou | | | Side-fishing | Oil 4SA 8Cy. 300 × 380 | |
| **Zhanjiang Marine Fisheries Co.** | 140 | ZC | 44,86 | - | 3,270 | | 441kW (600bhp) | |
| Zhanjiang/ China | | | 38,00 | 7,60 | 4,00 | | Zibo Fishing Vessel Diesel Engine Works | Zibo |
| Tsamkong | | | 1 dk | | | | Gen 2 × 90kW 400V a.c. | |
| | | | | | | | | 12kn |
| **YUAN YU 629** | **286** | | **1979** Guangzhou Fishing Vessel Shipyard | | | **M Fishing** | Chinese Std. Type | 8300 |
| | 86 | | —Guangzhou | | | Side-fishing | Oil 4SA 8Cy. 300 × 380 | |
| **Zhanjiang Marine Fisheries Co.** | 140 | ZC | 44,38 | - | 3,270 | | 441kW (600bhp) | |
| Zhanjiang/ China | | | 38,00 | 7,60 | 4,00 | | Zibo Fishing Vessel Diesel Engine Works | Zibo |
| Tsamkong | | | 1 dk | | | | Gen 2 × 90kW 400V a.c. | |
| | | | | | | | | 12kn |
| **YUAN YU 630** | **286** | | **1979** Guangzhou Fishing Vessel Shipyard | | | **M Fishing** | Chinese Std. Type | 8300 |
| | 86 | | —Guangzhou | | | Side-fishing | Oil 4SA 8Cy. 300 × 380 | |
| **Zhanjiang Marine Fisheries Co.** | 140 | ZC | 44,86 | - | 3,270 | | 441kW (600bhp) | |
| Zhanjiang/ China | | | 38,00 | 7,60 | 4,00 | | Zibo Fishing Vessel Diesel Engine Works | Zibo |
| Tsamkong | | | 1 dk | | | | Gen 2 × 90kW 400V a.c. | |
| | | | | | | | | 12kn |
| **YUAN YU 702** | **319** | | **1966** Kanawa Dockyard Co. Ltd.—Hiroshima | | | **M Fishing** | Akasaka | |
| | 150 | | | | (7351) | Side-fishing | Oil 4SA 6Cy. 300 × 420 | |
| **Government of The People's Republic of China** | — | | 43,34 | 7,55 | 2,896 | Mchy.aft | 700bhp (515kW) | |
| | | | 37,98 | 7,52 | 3,38 | | Akasaka Tekkosho K.K., (Akasaka Diesels | |
| Chan Kiang China | | | P 18,3 F 5,5 1 dk | | | Der 2(0,5) | Ltd.) | Yaizu |
| | | | | | | | Controllable pitch propeller | |
| | | | | | | | Fuel 130,0t | 10,5kn |
| **YUBARI** | **329** | | **1985** K.K. Usuki Tekkosho—Usuki | | (1547) | **TM Patrol Ship** | Niigata | 6M31AFTE |
| | — | | 67,80 | 7,93 | 2,652 | | 2 Oil 4SA each 6Cy. 310 × 530 | |
| **Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)** | — | | 63,02 | 7,90 | 4,42 | | 3 000bhp (2 207kW) | |
| | | | 1 dk | | | | Niigata Eng. Co. Ltd. | Niigata |
| Tokyo Japan | | | | | | | 2 Controllable pitch propellers | |
| **YUBI** | *68 738* | | **1976** Hitachi Zosen—Innoshima | | (4468) | **M Tanker** | B&W | 8K90GF |
| ex Yubi Maru-91 | *51 733* | | 276,40 (BB) | 44,24 | 16,466 | COW IGS | Oil 2SA 8Cy. 900 × 1800 | |
| **Yubi Maritime S.A.** | 135 075 | NK | 265,00 | 44,20 | 21,50 | 12 Ta ER | 27 300bhp (20 081kW) | |
| Yuyo Steamship Co. Ltd. (Yuyo Kaiun K.K.) | T/cm | | 1 dk | | | L.(oil) 168 448 HeCls. CptB | Hitachi Zosen | Sakurajima Works, Osaka |
| | 105,9 | | Bow/CM 139 Diam. 0,550 | | | 3 Cargo pumps total 10 500T/hr | Gen 1 × 1125kW 2 × 600kW 450V 60Hz a.c. | |
| Panama Panama | | | | | | | Fuel 279,0t (d.o.) 4 086,0t (hvf)-85,5pd | 15,5kn |
| **YUBILEY OKTYABRYA** | T.Mk | | **1967** .............U.S.S.R. | | | **M Factory Fishing** | Skoda | |
| | **2 827** | | 84,69 | 14,03 | 5,709 | Fish-factory Stern Trawler Ref | Oil 2SA 8Cy. 430 × 610 | |
| **Dalryba** | 1 018 | RS | 78,06 | 13,97 | 10,04 | Ice strengthened | 2 000bhp (1 471kW) | |
| (Nakhodka) (U.S.S.R.) | 1 563 | | 2 dks | | | 4 Ho | CKD Praha | Praha |
| | | | | | | G.347 In.1 775 | Gen 4 × 200kW 220V a.c. | |
| | | | | | | 4 Ha (2,5 × 2,5) (1,8 × 1,8) (1,2 1,2 × 1,3) | Controllable pitch propeller | |
| | | | | | | 4W Der 2(5) 2(3) | | 13kn |
| **YUBILEYNYY** | **2 807** | | **1978** .............U.S.S.R. | | | **TM General Cargo** | S.K.L. | 8NVD48-2U |
| | 1 306 | | 108,84 | 16,74 | 3,001 | | 2 Oil 4SA each 8Cy. 320 × 480 | |
| | 3 726 | (RS) | | | 5,49 | 6 Ho 2 Ta | VEB Schwermasch. "Karl Liebknecht" | |
| (Temryuk) (U.S.S.R.) | | | 1 dk | | | B.3 952 L.397 | (SKL) | Magdeburg |
| | | | | | | | | 10,75kn |
| | | | | | | 2 Ha (stl) (each 7,9 × 3,3) | | |
| **YUBILEYNYY** | **676** | | **1967** .............U.S.S.R. | | | **M Fishing** | S.K.L. | |
| | 253 | | 54,23 | 9,38 | 3,591 | Side Trawler Ref | Oil 4SA 8Cy. 320 × 480 | |
| **Zapryba** | 296 | RS | 49,99 | 9,30 | 4,91 | Ice strengthened | 800bhp (588kW) | |
| (Kaliningrad) (U.S.S.R.) | | | 1 dk | | | 2 Ho | VEB Schwermasch. "Karl Liebknecht" | |
| | | | | | | In.290 | (SKL) | Magdeburg |
| | | | | | | 2 Ha (each 1,5 × 1,6) | Gen 3 × 88kW | |
| | | | | | | 2W Der 1(2) 1(1,5) | Controllable pitch propeller | |
| | | | | | | | | 12kn |
| **YUBILEYNYY** | **642** | | **1970** .............U.S.S.R. | | | **M Fishing** | S.K.L. | |
| | 220 | | 54,23 | 9,38 | 3,899 | Side Trawler Ref | Oil 4SA 8Cy. 320 × 480 | |
| **Dalryba** | 373 | RS | 48,72 | 9,30 | 4,75 | Ice strengthened | 800bhp (588kW) | |
| (Petropavlovsk - Kamchatskiy) (U.S.S.R.) | | | 1 dk | | | 2 Ho | VEB Schwermasch. "Karl Liebknecht" | |
| | | | | | | In.418 | (SKL) | Magdeburg |
| | | | | | | 2 Ha (each 1,5 × 1,6) | Gen 3 × 88kW | |
| | | | | | | 1W Der 1(2) | Controllable pitch propeller | |
| | | | | | | | | 11,75kn |
| **YUBILEYNYY** | **163** | | **1972** .............U.S.S.R. | | | **M Fishing** | S.K.L. | |
| | 39 | | 33,96 | 7,09 | 2,899 | Ice strengthened | Oil 4SA 8Cy. 240 × 360 | |
| **Dalryba** | 94 | RS | | | 3,69 | 1 Ho | 305bhp (224kW) | |
| (Vladivostok) (U.S.S.R.) | | | 1 dk | | | B.115 | VEB Schwermasch. "Karl Liebknecht" | |
| | | | | | | | (SKL) | Magdeburg |
| | | | | | | 1 Ha (1,6 × 1,3) | Fuel (d.o.) | 9,5kn |
| | | | | | | Der 2(2) | | |
| **YUBILEYNYY** | *106* | | **1988** .............U.S.S.R. | | | **M Ferry** | Russkiy | 6CHNSP18/22 |
| | *31* | | 23,15 | 6,24 | 1,850 | 70dk P | Oil 4SA 6Cy. 180 × 220 | |
| **Nikolayev Port Authority** | 14 | RS | 20,00 | - | 2,80 | Ice strengthened | 221kW (300bhp) | |
| (Nikolayev) (U.S.S.R.) | | | 1 dk | | | | | U.S.S.R. |
| **YUCATAN** | **4 751** | | **1968** Ch. Nav. de La Ciotat—La Ciotat | | (251) | **M Liquefied Gas Carrier** | MAN | |
| ex Eurogaz Two-89 ex Bold I-88 | 2 630 | | 116,90 | 16,54 | 6,503 | LPG Pressurised Ref | Oil 2SA 7Cy. 570 × 800 | |
| ex Humboldt-84 | 5 248 | BV | 105,67 | 16,49 | 8,79 | Ice strengthened | 5 600bhp (4 119kW) | |
| **Holborn Shipping Inc.** | T/cm | | P 33,0 F 11,9 1 dk | | | 6 Ta (stl) cyl horizontal ER | Masch. Augsburg-Nuernberg (MAN) | Augsburg |
| Naftomar Shipping & Trading Co. Ltd. | 14,9 | | rf 152 | | | L.(gas) 6 247 HeCls. B | Fuel 489,5t (hvf)-20,5pd | 17kn |
| Panama Panama | | | | | | 3 Cargo pumps total 120T/hr | | |
| SatCom: 1332261/YUCA | | | | | | | | |
| **YUCATAN** | **1 599** | ✠**100A1** SS 8/91 | **1974**-2 Ast. del Cantabrico y de Riera—Factoria | | | **TM General Cargo** | Stork | DRO216K |
| | 1 102 | | de G. Riera, Gijon | | (R.115) | | 2 Oil 4SA each 6Cy. 210 × 300 | |
| **Naviera Peninsular S.A.** | 3 948 | ✠**LMC** | 81,31 (BB) | 13,82 | 4,580 | 2 Ho 27,4 24,3 ER | 1 200bhp (883kW) | |
| Bilbao Spain | | EL P 1$\frac{7}{16}$"U2 | 76,08 | 13,81 | 7,01 | G.3 894 | Fabrica de San Carlos S.A. | San Fernando |
| | | FN 1584 | RFD 8,6 1 dk | | | | Gen 2 × 97kW 380V 50Hz a.c. | |
| | | | rf nil | | | 2 Ha (stl) (each 21,9 × 7,6) ER | Fuel 55,0t (d.o.) | 10kn |
| **YUDAI MARU** | *10 168* | | **1983** K.K. Usuki Tekkosho—Usuki | | (1518) | **M Vehicles Carrier** | Mitsubishi | 8UEC45/115H |
| | *3 901* | | 128,53 (BB) | | | | Oil 2SA 8Cy. 450 × 1150 | |
| **Nakano Lines Ltd. (Nakano Kaiun K.K.)** | 4 725 | NK | 120,30 | 20,00 | 6,00 | | 8 000bhp (5 884kW) | |
| | | | 3 dks | | | | Akasaka Tekkosho K.K., (Akasaka Diesels | |
| Tokyo Japan | | | | | | len 89 | Ltd.) | Yaizu |
| | | | | | | | Gen 2 × 290kW 450V 60Hz a.c. | |
| | | | | | | | Fuel 39,5t (d.o.) 313,5t (hvf)-22,0pd | 14kn |
| **YUE DING 301** | **1 984** | | **1968** Daiko Dkyd Co. Ltd.—Osaka | | (55) | **M General Cargo** | Nippon Hatsudoki | HS6NV146 |
| ex Hui Cheng-89 ex Sanpuku Maru-81 | 1 111 | | 87,16 | 13,03 | 5,639 | | Oil 4SA 6Cy. 460 × 680 | |
| ex Yamatsuta Maru-74 | 3 335 | ZC (NK) | 80,00 | 13,00 | 6,65 | 2 Ho ER | 2 200bhp (1 618kW) | |
| **Southeast China Unite Co. Ltd.** | | | P 19,2 F 8,3 1 dk | | | G.4 234 B.4 039 | Nippon Hatsudoki | Kobe |
| Guangzhou/Canton China | | | RW | | | | Gen 2 × 96kW 445V a.c. | |
| | | | | | | 2 Ha (stl) (14,4 27,8 × 6,4) ER | Fuel 213,5t-5,0pd | 14kn |
| | | | | | | Der 3(10) | | |

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|---|---|---|---|---|---|---|
| **8832203**<br>*BLQK*<br><br>Rt | **YUE HAI**<br><br>**Government of The People's Republic of China (China National Cereals, Oils & Foodstuffs Import & Export Corp.)**<br>Shenjiamen China | **299**<br>95<br>236 | ZC | **1987** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong<br>42,75 - 2,850<br>38,50 7,80 3,60<br>1 dk | **M Refrigerated Cargo**<br>2 Ho ER<br>In.244<br>2 Ha (stl) (each 2,3 × 2,3) ER | Niigata<br>Oil 4SA 6Cy. 200 × 260<br>588kW (799bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 80kW 380V a.c. |
| **8832198** | **YUE HAI CHUN**<br><br>**Shenzhen Shipping Co.**<br>Shekou China | **134**<br>70<br>20 | ZC | **1984** "A. Fai" Engineers & Shiprepairers—Hong Kong<br>22,07 - —<br>19,34 8,73 2,72<br>1 dk | **TM Ferry**<br>Twin Hull | Isotta Fraschini<br>2 Vee Oil 4SA each 8Cy. 170 × 170<br>1 294kW (1 759bhp)<br>Isotta Fraschini S.p.A.<br>Gen 2 × 40kW 380V a.c. |
| **6608452**<br><br><br>Rdr Rt | **YUE HAI No. 151**<br><br>**Government of The People's Republic of China**<br>Huangpu/Whampoa China | **272**<br>96<br>203 | | **1965** Towa Zosen K.K.—Shimonoseki (328)<br>35,90 7,62 2,515<br>31,98 7,60 3,20<br>F 4,0 1 dk | **M General Cargo**<br><br><br>G.284 B.250<br><br>2 Ha (each 3,1 × 2,9) ER | Oil 4SA 6Cy. 230 × 360<br>320bhp (235kW)<br>Matsui Iron Works Co. Ltd.<br>Fuel 6,0t |
| **6608464**<br><br><br>Rdr Rt | **YUE HAI No. 152**<br><br>**Government of The People's Republic of China**<br>Huangpu/Whampoa China | **272**<br>96<br>203 | | **1965** Towa Zosen K.K.—Shimonoseki (329)<br>35,90 7,62 2,515<br>31,98 7,60 3,20<br>F 4,0 1 dk | **M General Cargo**<br><br><br>G.284 B.250<br><br>2 Ha (each 3,1 × 2,9) ER | Oil 4SA 6Cy. 230 × 360<br>320bhp (235kW)<br>Matsui Iron Works Co. Ltd.<br>Fuel 6,0t |
| **7208091**<br>*BHKR*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **YUE LU SHAN**<br>ex Clio-89 ex Finnkraft-82<br>ex Valkeakoski-77<br>**Jiangsu Ocean Shipping Company (COSCO JIANGSU)**<br>Nanjing/Nanking China | T.Mk<br>**5 689**<br>3 102<br>7 214 | ZC<br>✠Classed LR until 17/11/89 | **1972**-6 Oy Wartsila Ab—Turku/Abo (1196)<br>118,30 18,06 7,430<br>109,20 18,00 9,30<br>P 22,6 F 25,6 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>4 Ho 21,0 19,0 18,2 19,0 ER 4 TwD<br>G.10 581 B.9 714<br>TEU 172<br>C.Ho 142/20' (40') C.Dk 30/20' (40')<br>4 Ha (stl) (12,6 × 11,0) (13,7 13,7 13,7 × 14,0) ER<br>Cr 4(10) | Sulzer<br>Oil 2SA 6Cy. 560 × 1000<br>3 678kW (5 000bhp)<br>Oy Wartsila Ab<br>Gen 3 × 360kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 107,0t (d.o.) 442,0t (hvf)-17,5pd |
| **6907470**<br>*H8YI*<br>9516-PEXT6<br>Df Esd Gc<br>Pfd Rdr Rt | **YUE TAT**<br>ex Cabana-91 ex Luckyward-80<br>ex Kitcho Maru-80<br><br>Panama Panama | **3 830**<br>2 533<br>6 172 | NK | **1968** Onomichi Zosen K.K.—Onomichi (207)<br>108,72 16,44 6,752<br>100,41 16,41 8,39<br>P 24,2 F 9,4 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.8 449 B.7 964<br>3 Ha (stl) (13,1 21,0 12,7 × 7,6) ER<br>Der 4(10) | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 140kW 445V a.c.<br>Fuel 442,0t-12,0pd |
| **7429047**<br>*BOTS*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **YUE YANG**<br><br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**6 768**<br>3 371<br>—<br>**9 875**<br>5 383<br>14 103 | ZC | **1971** Kiangnan Dockyard & Eng. Works —Shanghai<br>161,25 20,45 —/9,220<br>147,00 20,40 12,40<br>F 27,5 2 dks | **M General Cargo**<br>5 Ho<br>B.18 757<br>5 Ha (stl) (7,7 × 6,0) (12,7 15,0 12,7 9,0 × 8,0)<br>17W Der 1(60) 6(10) 10(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>10 000bhp (7 356kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971<br>Gen 4 × 250kW 230V d.c. |
| **8832411**<br>*BXBA*<br><br>Df Esd Rdr Rt | **YUE YOU 101**<br><br>**Pearl River Navigation Co.**<br>Guangzhou/Canton China | **788**<br>334<br>1 139 | | **1977** Xinzhonggguo Shipyard—Guangzhou/Canton<br>67,42 - 4,000<br>60,00 10,00 4,50<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.1 678 | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>596kW (810bhp)<br>Shaanxi Diesel Engine Factory<br>Gen 2 × 90kW 400V a.c. |
| **8832423**<br>*BXBB*<br><br>Df Esd Rdr Rt | **YUE YOU 102**<br><br>**Pearl River Navigation Co.**<br>Guangzhou/Canton China | **788**<br>334<br>1 093 | | **1978** Xinzhongguo Shipyard—Guangzhou/Canton<br>67,42 - 4,000<br>60,00 10,00 4,50<br>1 dk | **M Tanker**<br>3 Ta ER | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>596kW (810bhp)<br>Shaanxi Diesel Engine Factory<br>Gen 2 × 90kW 400V a.c. |
| **7017399**<br>*BXBH*<br><br>Df Esd Gc<br>Rdr | **YUE YOU 104**<br>ex Yoshu Maru<br>**Pearl River Navigation Co.**<br>Guangzhou/Canton China | **992**<br>623<br>1 922 | (NK) | **1969** Watanabe Zosen K.K.—Hakata (96)<br>71,12 10,83 4,820<br>65,00 10,82 5,50<br>P 15,0 F 9,2 1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 413 | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320 geared to sc. shaft<br>1 500bhp (1 103kW)<br>Daihatsu Kogyo<br>Gen 2 × 80kW 445V a.c.<br>Fuel 216,5t-5,5pd |
| **7921588**<br>*BXAE*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **YUE YOU 201**<br><br>**Pearl River Navigation Co.**<br>Guangzhou/Canton China | **1 515**<br>551<br>2 013 | ZC (NK) | **1980** Murakami Hide Zosen K.K.—Hakata (181)<br>78,40 13,01 4,500<br>72,00 12,50 5,90<br>P 21,7 F 11,6 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 503 | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 176kW |
| **7921590**<br>*BXAF*<br><br>Esd Gc Pfd<br>Rdr Rt | **YUE YOU 202**<br><br>**Pearl River Navigation Co.**<br>Guangzhou/Canton China | **1 515**<br>551<br>2 015 | ZC (NK) | **1980** Murakami Hide Zosen K.K.—Hakata (182)<br>78,40 13,01 4,514<br>72,00 12,50 5,90<br>P 21,7 F 11,6 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 503 | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo<br>Gen 3 × 176kW |
| **7929827**<br>*BXAT*<br><br>Rdr Rt | **YUE YOU 203**<br>ex Kokusho Maru No. 8-87<br>**Pearl River Navigation Co.**<br>Guangzhou/Canton China | **1 043**<br>695<br>1 888 | | **1980** Mukaishima Zoki Co. Ltd.—Mukaishima (171)<br>70,90 11,64 4,680<br>66,00 11,60 5,45<br>1 dk | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 280 × 340 reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8843616**<br>*BXAG2*<br><br>Df Esd Gc<br>Rdr RTv | **YUE YUAN YU 1**<br><br>**Guangzhou Pelagic Fisheries Integrated Co.**<br>Guangzhou/Canton China | **286**<br>85<br>115 | ZC | **1990** Guangzhou Fishing Vessel Shipyard —Guangzhou<br>44,86 - 3,000<br>38,00 7,60 4,00<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 5Cy. 145 × 170<br>85kW (116bhp)<br>Zibo Fishing Vessel Diesel Engine Works<br>Gen 2 × 90kW 400V a.c. |
| **8843604**<br>*BXAG3*<br><br>Df Esd Gc<br>Rdr RTv | **YUE YUAN YU 2**<br><br>**Guangzhou Pelagic Fisheries Integrated Co.**<br>Guangzhou/Canton China | **286**<br>85<br>115 | ZC | **1990** Guangzhou Fishing Vessel Shipyard —Guangzhou<br>44,86 - 3,000<br>38,00 7,60 4,00<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type<br>Oil 4SA 5Cy. 145 × 170<br>85kW (116bhp)<br>Zibo Fishing Vessel Diesel Engine Works<br>Gen 2 × 90kW 400V a.c. |
| **6709490**<br><br>L002-00461<br>Df Esd Gc<br>Pfd Rdr Rt | **YUFENG**<br>ex Kwang Il No. 31-83<br>ex Nikko Maru No. 35-75<br>ex Seita Maru No. 15<br>**Compania Naviera Jinshen S. de R.L.**<br>San Lorenzo Honduras | **232**<br>113<br>— | (KR) | **1966** Miho Zosensho K.K.—Shimizu (596)<br>43,59 7,55<br>38,10 7,52 3,33<br>P 18,0 B 2,5 F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>Mchy.aft<br>In.282<br>3 Ha (1,3 × 0,9) (1,3 1,3 × 1,4) | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>825bhp (607kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 104kW |

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| **YUFU**<br>**Hirobetsu Kisen K.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | 2 165<br>—<br>471 | | **1989** Kanda Zosensho K.K.—Kawajiri (320)<br>89,40 (BB) 15,61 4,083<br>78,80 15,60 5,35<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>—cbn —bth —dk 720P | Daihatsu 6DLM-40<br>2 Oil 4SA each 6Cy. 400 × 480 with clutches, flexible couplings & reverse reduction geared to sc. shafts<br>5 296kW (7 200bhp) E made88<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 720kW 1 × 100kW 445V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>18,2kn |
| **YUFUKU**<br>ex Seikyo Maru No. 18-88<br>**Nicchu Koeki K.K.**<br>Ondo, Japan<br>Hiroshima Pref. | **127**<br>—<br>— | | **1956** ............Japan<br>*29,70*<br>6,20 2,90<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>Japan |
| **YUFUKUJIN MARU**<br>**Kimoto Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **699**<br>—<br>2 100 | | **1988** Hakata Zosen K.K.—Hakata (373)<br>4,801<br>72,01 11,50 5,30<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 190 | Hanshin 6EL30<br>Oil 4SA 6Cy. 300 × 600<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **YUFUTSU MARU**<br>**Fujiki Kaiun Kaisha Ltd.**<br>Nagoya, Japan<br>Aichi Pref. | **3 243**<br>—<br>2 457 | NK | **1990** Naikai SB. & Eng. Co. Ltd.—Setoda (551)<br>107,19 (BB) 5,313<br>99,98 18,30 6,40<br>5 dks | **M RoRo Cargo/ Vehicles Carrier**<br>Quarter stern door/ramp (p)<br>L 18,00 W 5,50<br>Quarter stern door/ramp (s)<br>L 18,00 W 5,50<br>Cars 501 | B&W 6L35MC<br>Oil 2SA 6Cy. 350 × 1050<br>2 251kW (3 060bhp)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Thw. thrust Contr. pitch propeller fwd<br>Thw. thrust Contr. pitch propeller<br>15kn |
| **YUG**<br>**Odessa Port Authority**<br>(Odessa) (U.S.S.R.) | **109**<br>25<br>24 | RS | **1964** ............U.S.S.R.<br>24,20 7,00 1,960<br>- - 2,01<br>1 dk | **M Tug** | Oil<br>............<br>Fuel (d.o.) |
| **YUGANSK**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | **3 674**<br>1 728<br>5 045 | RS | **1968** Rauma-Repola Oy—Rauma/Raumo (173)<br>106,15 15,45 6,741<br>97,01 15,40 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 904 HeCls. BC<br>1 Ha (stl) (2,2 × 3,2) ER<br>1W Der 1(2) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 40,5t (d.o.) 260,5t (hvf)-12,0pd 13kn |
| **YUGE MARU**<br>**Government of Japan (Ministry of Education)**<br>Yuge Nautical College (Yuge Shosen Koto Semmon Gakko)<br>Yuge, Japan<br>Ehime Pref. | **336**<br>—<br>— | | **1970** Kurushima Dockyard Co. Ltd.—Imabari (645)<br>7,80 3,404<br>36,99 7,78 4,09<br>4 dks<br>RW | **M Training Ship** | Hanshin<br>Oil 4SA 6Cy. 270 × 400<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo Kobe |
| **YUGLA**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | **3 360**<br>1 550<br>4 400 | RS | **1966** Rauma-Repola Oy—Rauma/Raumo (158)<br>105,42 15,12 6,224<br>96,93 15,09 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 5 394 HeCls. BC<br>1W Der 1(3) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 335,5t (d.o.)-15,0pd 14kn |
| **YUH FUH No. 1**<br>**Ngoh Hong Hang (Privada) Inc.**<br>Panama Panama | **336**<br>175<br>— | | **1983** San Yang SB. Co. Ltd.—Kaohsiung<br>46,66 3,271<br>41,08 7,80 3,66<br>F 21,1 1 dk | **M Fishing**<br>3 Ho | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 128kW 120/225V a.c. |
| **YUH FUH No. 2**<br>**Ngoh Hong Hang (Privada) Inc.**<br>Panama Panama | **336**<br>175<br>— | | **1983** San Yang SB. Co. Ltd.—Kaohsiung<br>46,66 3,271<br>41,08 7,80 3,66<br>F 21,1 1 dk | **M Fishing**<br>Mchy.aft<br>3 Ho | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 128kW 120/225V a.c. |
| **YUH LIH No. 1**<br>**Bankers Equity Ltd.**<br>Myko Fisheries Ltd.<br>Karachi Pakistan | **336**<br>175<br>— | | **1983** San Yang SB. Co. Ltd.—Kaohsiung<br>46,66 3,271<br>41,08 7,80 3,66<br>F 21,1 1 dk | **M Fishing**<br>Mchy.aft<br>3 Ho | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 128kW 120/225V a.c. |
| **YUH LIH No. 2**<br>**Bankers Equity Ltd.**<br>Myko Fisheries Ltd.<br>Karachi Pakistan | **336**<br>175<br>— | | **1983** San Yang SB. Co. Ltd.—Kaohsiung<br>46,66 3,271<br>41,08 7,80 3,66<br>P 20,8 1 dk | **M Fishing**<br>3 Ho ER | Hanshin 6LU28G<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 128kW 120/225V a.c. |
| **YUH SHAN**<br>**Bes Engineers Corp.**<br>Hualien China* | **176**<br>42<br>67 | | **1982** China SB. Corp.—Kaohsiung<br>28,38 8,84 2,601<br>25,00 8,60 3,51<br>1 dk | **TM Tug** | Yanmar 6GL-DT<br>2 Oil 4SA each 6Cy. 240 × 290 with clutches & sr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>2 Directional propellers<br>11kn |
| **YUH YOW No. 102**<br>**Yu Chang Marine Products Co. Ltd.**<br>Panama Panama | *719*<br>*256*<br>— | | **1989** Hsin Kao S.B. Corp.—Kaohsiung<br>57,29 8,92 3,792<br>8,90 3,85<br>1 dk | **M Fishing**<br>Long-line Ref | Akasaka K28FD<br>Oil 4SA 6Cy. 280 × 480<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| **YUHEI**<br>ex Yuhei Maru No. 2-89<br>Launched as Nakata Breeze<br>**Yuhei Shipping S.A.**<br>Acemarine Service Co. Ltd.<br>Panama Panama<br>SatCom: 1332235/YUEI | *22 571*<br>*11 070*<br>37 642 | NK | **1985** Onomichi Zosen K.K.—Onomichi (314)<br>181,21 (BB) 28,05 11,473<br>171,02 28,01 17,02<br>F 11,9 1 dk | **M Tanker**<br>COW IGS SBT<br>11 Ta ER<br>L.(oil) 45 615 | Sulzer 5RTA58<br>Oil 2SA 5Cy. 580 × 1700<br>8 150bhp (5 995kW)<br>Hitachi Zosen Sakurajima Works, Osaka |
| **YUHENG**<br>ex Nakorn Luang-87 ex Clivia-85<br>**Bootes Shipping Co. S.A.**<br>Taheng Shipping Co. Ltd.<br>Kingstown St. Vincent and the Grenadines | **7 551**<br>5 312<br>11 808 | GL (NK) | **1976** Shikoku Dockyard Co. Ltd.—Takamatsu (789)<br>139,68 19,26 8,370<br>130,00 19,21 11,21<br>P 23,5 F 12,5 2 dks | **M General Cargo**<br>4 Ho ER<br>G.16 880 B.15 191<br>4 Ha (stl) (10,5 15,0 15,0 15,0 × 8,5) ER<br>Der 2(55) 14(10) | Mitsubishi 8UEC52/105D<br>Oil 2SA 8Cy. 520 × 1050<br>5 884kW (7 999bhp)<br>Kobe Hatsudoki K.K. Tarami<br>Gen 2 × 320kW 220/440V a.c.<br>14,5kn |
| **YUHI MARU**<br>**Sakata Eisen K.K.**<br>Sakata, Japan<br>Yamagata Pref. | **276**<br>—<br>— | | **1971** Towa Zosen K.K.—Shimonoseki (415)<br>34,02 9,83 3,830<br>32,80 9,81 4,40<br>1 dk | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 1 × 40kW 225V a.c.<br>Fuel 193,0t 13kn |
| **YUHI MARU**<br>**Oita Rinkai Kogyo K.K.**<br>Oita, Japan<br>Oita Pref. | **196**<br>—<br>— | | **1988** Odo Zosen Tekko K.K.—Shimonoseki (355)<br>34,02 9,40 3,101<br>29,01 9,20 4,10<br>1 dk | **TM Tug** | Niigata 6L28BXF<br>2 Oil 4SA each 6Cy. 280 × 350 with clutches, flexible couplings & dr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Ota |

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| **8028618**<br>*JG4177*<br>123770<br>Rdr Rt | **YUHO**<br>**Daito Unyu K.K. (Daito Transportation Co. Ltd.)**<br>Tokyo Japan | **194**<br>65 | | **1981** Hanasaki Zosensho—Yokosuka<br>30,92 2,750<br>29,49 8,60 3,61<br>1 dk | (181) | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 260<br>Niigata Eng. Co. Ltd. |
| **7912757**<br>*JLKX*<br>121876<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **YUHO MARU**<br>**Yuyo Steamship Co. Ltd. (Yuyo Kaiun K.K.)**<br>Tokyo Japan<br>SatCom: 1203306/JLKX | *49 880*<br>*22 544*<br>81 278<br>T/cm<br>83,1 | NK | **1980** Hitachi Zosen—Ariake Works, Nagasu<br>233,00 12,642<br>223,02 41,81 19,61<br>1 dk<br>Bow/CM 119 Diam. 0,406 MH 1,8 | (4658) | **M Tanker**<br>COW IGS SBT<br>9 Ta ER<br>L.(oil) 100 986 HeCls. CptB<br>3 Cargo pumps total 8 700T/hr | Sulzer<br>Oil 2SA 6Cy. 900 × 1900<br>20 400bhp (15 005kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 341,5t (d.o.) 2 892,5t (hvf)-62,0pd |
| **7920857**<br>*JG3992*<br>123633<br>Esd Gc Rdr<br>Rt | **YUHO MARU**<br>**Nakano Lines Ltd. & Zuiko Kaiun K.K.**<br>Tokyo Japan | **5 574**<br>—<br>4 401 | NK | **1980** K.K. Usuki Tekkosho—Usuki<br>128,30 5,306<br>120,30 20,00 6,00<br>P 27,8 B 64,4 F 8,0 1 dk<br>len 89 | (1505) | **M RoRo Cargo**<br>Mchy.aft | Mitsubishi<br>Oil 2SA 9Cy. 520 × 900<br>9 000bhp (6 620kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 360kW 450V 60Hz a.c.<br>Fuel 61,5t (d.o.) 401,5t (hvf)-21,0pd |
| **8416619**<br>*8JCY*<br>125341<br>Esd Gc Pfd<br>Rdr RTv | **YUHO MARU**<br>**Kinkai Sekiyu Ekikagasu Yusou Kaisha Ltd. & Iino Kaiun Kaisha Ltd.**<br>Tokuyama, Yamaguchi Pref. Japan | *996*<br>*368*<br>996 | NK | **1985** Sanyo Zosen K.K.—Mukaishima<br>65,99 11,05 4,101<br>61,37 11,02 4,81<br>P 14,1 F 5,2 1 dk | (1002) | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>CBT SBT<br>2 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 1 403 HeCls. B<br>2 Cargo pumps total 600T/hr | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 144kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 30,0t (d.o.) 100,0t (hvf)-5,5pd |
| **8001816**<br>*JM4906*<br>123483<br>Rdr Rt | **YUHO MARU**<br>**Kotobuki Kaiun K.K.**<br>Omuta, Fukuoka Pref. Japan | **697**<br>—<br>1 485 | NK | **1980** K.K. Miura Zosensho—Saiki<br>65,77 4,444<br>60,13 10,51 4,81<br>P 15,3 F 11,6 1 dk | (600) | **M Cement Carrier**<br>Mchy.aft<br>G.1 156 | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 3 × 56kW |
| **8910782**<br>*JK4982*<br>131047<br>Rdr Rt | **YUHO MARU**<br>**K.K. Showa Kisen**<br>Hinase, Okayama Pref. Japan | **499**<br>—<br>1 257 | | **1989** Mukaishima Zoki Co. Ltd.—Mukaishima<br>65,99 4,162<br>61,80 10,00 4,50<br>1 dk | (261) | **M Tanker**<br>Chemical<br>SBT<br>8 Ta ER<br>L.1 299 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches & sr reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co: Ltd. |
| **7818951**<br>*JK4044*<br>122033<br>Gc Rdr Rt | **YUHO MARU**<br>**Shinko Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **498**<br>—<br>1 558 | | **1978** Sasaki Zosen K.K.—Kinoe<br>62,13 4,385<br>61,02 11,51 6,10 | (324) | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>Hanshin Nainenki Kogyo |
| **7904384**<br>*JL4721*<br>123016<br>Df Esd Gc<br>Rdr Rt | **YUHO MARU**<br>**Nippon Kaijo Butsuryu K.K.**<br>Kobe, Hyogo Pref. Japan | **496**<br>—<br>1 400 | | **1979** K.K. Uno Zosensho—Namikata<br>72,07 4,020<br>66,02 12,01 6,46<br>2 dks | (106) | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo |
| **7639379**<br>*HP6374*<br>D461-17<br>89-PEXT<br>Esd Gc Rdr<br>Rt | **YUHO MARU**<br>**Hwa Kah Machinery (Pte.) Ltd.**<br>Panama Panama | **466**<br>416<br>1 135<br>T/cm<br>7,0 | | **1976** Teraoka Shipyard Co. Ltd.—Nandan<br>4,496<br>60,99 10,60 5,06<br>1 dk<br>Bow/CM 25 Diam. 0,250 | (162) | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 586<br>2 Cargo pumps total 800T/hr | Hanshin<br>Oil 4SA 6Cy. 250 × 290<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo<br>Fuel 32,0t (d.o.)-5,0pd |
| **6603268**<br>Rt | **YUHO MARU**<br>ex Goho Maru-79<br>**Shiraha Marine S. de R.L.**<br>Honduras | **161**<br>—<br>— | | **1965** Osaka Zosensho—Osaka<br>7,65 2,388<br>28,50 7,60 3,56<br>1 dk<br>RW | (252) | **TM Tug** | Fuji<br>2 Oil 4SA each 8Cy. 275 × 320<br>Fuji Diesel Co. Ltd.<br>Gen 1 × 24kW a.c. 1 × 8kW a.c.<br>Fuel 26,5t-6,0pd |
| **8214554**<br>*JJ3326*<br>125238 | **YUHO MARU**<br>**Nitto Unyu K.K. (Nitto Transportation Co. Ltd.)**<br>Kobe, Hyogo Pref. Japan | **157**<br>—<br>— | | **1982** Kanagawa Zosen—Kobe<br>2,601<br>23,12 8,01 3,61<br>1 dk | (242) | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 220 × 280 sr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8110136**<br>*ELEG7*<br>7684<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **YUJIN**<br>ex Yujin Maru-85<br>**Daniel Shipping Inc.**<br>Mibae Shosen K.K.<br>Monrovia Liberia<br>SatCom: 1242473/DANI | **9 415**<br>6 026<br>10 480 | NK | **1981** Kurushima Dockyard Co. Ltd.—Onishi<br>165,00 7,802<br>155,02 27,61 11,69<br>1 dk | (2168) | **M Vehicles Carrier**<br>Cars 2800<br>Mchy.aft | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 680kW 445V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 210,5t (d.o.) 1 453,0t (hvf)-38,0pd |
| **7351898**<br>*HO2904*<br>14842-85<br>Esd Gc Rdr<br>Rt | **YUJIN BUSAN**<br>ex Sea Dream-90<br>ex Golden Navigator-86<br>ex Kakuyo Maru-84<br>**Atlas Oil Trading Pte. Ltd.**<br>Panama Panama | **1 550**<br>1 054<br>3 734 | NV (NK) | **1974** Kishimoto Zosen—Kinoe<br>90,40 13,01 5,676<br>84,99 12,98 6,41<br>P 23,8 F 13,2 1 dk | (437) | **M Tanker**<br>Mchy.aft<br>L.(oil) 4 203 | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 144kW 220V 50Hz a.c.<br>Fuel 99,5t-13,0pd |
| **8914881**<br>*JG2208*<br>117786<br>Rt | **YUJIN MARU**<br>**Yujin Kisen Co. Ltd.**<br>Kawasaki, Kanagawa Pref. Japan | **692**<br>—<br>2 039 | | **1989** Hakodate Dock Co. Ltd.—Hakodate<br>78,02 (BB) 14,22 3,952<br>72,00 14,20 6,95<br>2 dks | (8002) | **M General Cargo**<br>2 Ho ER<br>G.3 493 B.2 940<br>TEU 240 C. 240/20'<br>2 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 324kW (1 800bhp)<br>The Hanshin Diesel Works Ltd.<br>Thw. thrust Contr. pitch propeller fwd |
| **7852335**<br>*JK3499*<br>110741<br>Rt | **YUKA MARU No. 1**<br>**Marunaka Kaiun K.K.**<br>Tokuyama, Yamaguchi Pref. Japan | **494**<br>—<br>814 | | **1971** Kyoei Zosen K.K.—Mihara<br>57,23 3,971<br>52,51 9,40 4,02<br>1 dk | (25) | **M Tanker**<br>Chemical | Sumiyoshi<br>Oil<br>1 300bhp (956kW)<br>Sumiyoshi Tekkosho |
| **7506510**<br>*JI2879*<br>115862<br>Rdr Rt | **YUKA MARU No. 10**<br>**K.K. Oda Senpaku**<br>Kitakyushu, Fukuoka Pref. Japan | **498**<br>—<br>999 | | **1976** Mukaishima Zoki Co. Ltd.—Mukaishima<br>9,22 4,001<br>52,00 9,21 4,40<br>1 dk<br>RW | (152) | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 240 × 290<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8838075**<br>*JM5091*<br>124814<br>OT1-17<br>Rdr Rt | **YUKA MARU No. 53**<br>**Toshihide Okada**<br>Tsukumi, Oita Pref. Japan | **144**<br>—<br>— | | **1982** K.K. Kinan Zosensho—Nachi-Katsuura<br>*29,80*<br>6,40 2,40<br>1 dk | | **M Fishing** | Niigata<br>Oil<br>302kW (411bhp)<br>Niigata Eng. Co. Ltd. |
| **8609034**<br>*JG4636*<br>129805<br>Esd Gc Rdr<br>Rt | **YUKAI MARU**<br>**Mitsui Muromachi Shipping Co. Ltd. (Mitsui Muromachi Kaiun K.K.)**<br>Tokyo Japan | **3 413**<br>—<br>5 999 | NK | **1986** Nishi Zosen K.K.—Imabari<br>104,81 6,809<br>98,02 15,51 8,46<br>P 18,6 F 9,5 1 dk | (344) | **M General Cargo**<br>G.7 302 B.7 041<br>2 Ha (stl) (30,1 29,3 × 8,4) ER | Hanshin<br>Oil 4SA 6Cy. 440 × 880<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |

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| **YUKAI MARU No. 5**<br>**Mitsui Muromachi Shipping Co. Ltd.**<br>**(Mitsui Muromachi Kaiun K.K.)**<br>Tokyo Japan | **3 523**<br>2 179<br>6 101 | NK | **1966** Onomichi Zosen K.K.—Onomichi (166)<br>105,75 14,84 6,681<br>98,23 14,79 8,46<br>P 21,1 F 9,2 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.7 482 B.7 042<br>3 Ha (13,4 22,7 20,8 × 7,0) ER | B&W 6-42VT2BF-90<br>Oil 2SA 6Cy. 420 × 900<br>3 300bhp (2 427kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 100kW 445V 60Hz a.c.<br>Fuel 130,0t-12,0pd 12,5kn |
| **YUKAI MARU No. 7**<br>**Mitsui Muromachi Shipping Co. Ltd.**<br>**(Mitsui Muromachi Kaiun K.K.)**<br>Tokyo Japan | **3 789**<br>—<br>6 436 | NK | **1982** Shinhama Dock K.K.—Anan (734)<br>106,05 6,992<br>98,81 16,11 8,64<br>P 21,7 F 9,5 1 dk | **M General Cargo**<br>3 Ho ER<br>G.7 908 B.7 592<br>3 Ha (stl) (16,1 21,7 17,5 × 7,2) ER | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 160kW 1 × 80kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 28,5t (d.o.) 107,0t (hvf)-8,0pd 11kn |
| **YUKAI MARU No. 8**<br>**Mitsui Muromachi Shipping Co. Ltd.**<br>**(Mitsui Muromachi Kaiun K.K.)**<br>Tokyo Japan | **3 452**<br>—<br>5 880 | NK | **1984** Kishimoto Zosen K.K.—Kinoe (535)<br>103,41 15,80 6,557<br>96,02 15,79 8,03<br>P 20,8 F 10,7 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 074 B.6 813<br>2 Ha (stl) (each 26,6 × 7,8) ER | Hanshin 6EL40<br>Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 200kW 1 × 80kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 20,5t (d.o.) 98,5t (hvf)-8,0pd 11kn |
| **YUKARI**<br>**Kobe Kanko Kisen K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **162**<br>—<br>20 | | **1979** Kanagawa Zosen—Kobe (197)<br>1,601<br>29,52 6,51 2,62<br>1 dk<br>RW | **M Passenger/Ferry** | Yanmar 6ML-HTS<br>Oil 4SA 6Cy. 200 × 240<br>470bhp (346kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **YUKATOKU MARU**<br>**Yutoku Kisen K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **498**<br>—<br>1 249 | NK | **1985** Shitanoe Zosen K.K.—Usuki (1046)<br>62,79 4,212<br>58,22 10,01 4,91<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin 6LUN28AG<br>Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **YUKATU**<br>ex Eisho Maru-88<br>**Okinawa Oil S.A.**<br>Panama Panama | **437**<br>270<br>393 | | **1970** Imamura Zosen—Kure (163)<br>39,60 8,44 3,101<br>35,67 8,41 5,16<br>1 dk<br>len 81<br>conv General Cargo 81 | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (12,1 × 6,5) ER | Niigata<br>Oil 4SA 6Cy. 260 × 400<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 29,0t 10kn |
| **YUKAZURU MARU**<br>**Awaji Ferryboat Co. Ltd.**<br>Kobe, Japan<br>Hyogo Pref. | **1 947**<br>—<br>1 046 | | **1989** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (930)<br>76,50 15,22 3,901<br>73,00 15,20 5,10 | **TM Passenger/RoRo Cargo/Ferry**<br>—cbn —bth —dk P | Daihatsu 8DLM-32<br>2 Oil 4SA each 8Cy. 320 × 400 with clutches, flexible couplings & dr geared to sc. shafts<br>4 414kW (6 001bhp)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **YUKHAN LIYV**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | T.Mk<br>**2 352**<br>788<br>1 496 | RS | **1968** "Chernomorskiy" Shipyard—Nikolayev<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **YUKHAN SMUUL**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | T.Mk<br>**2 154**<br>762<br>1 134 | RS | **1972** VEB Volkswerft Stralsund—Stralsund (342)<br>81,95 13,64 5,200<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 075<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **YUKI GAS**<br>ex Akhlakudin-90 ex Senho Maru-82<br>**Yuhwa Marine S.A.**<br>Panama Panama | **1 599**<br>1 071<br>1 999 | NK | **1973** Imabari Zosen—Imabari (298)<br>78,74 12,54 4,966<br>73,64 12,50 6,00<br>P 15,1 F 10,3 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>3 Ta ER<br>L.(gas) 1 895 | Makita ESHC640<br>Oil 4SA 6Cy. 400 × 600<br>1 618kW (2 200bhp)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 100kW 445V a.c.<br>Fuel 315,0t-9,0pd 12,5kn |
| **YUKI MARU**<br>**Koyu Kaiun**<br>Anan, Japan<br>Tokushima Pref. | **498**<br>—<br>1 000 | | **1981** Murakami S.B. Co. Ltd.—Naruto (127)<br>... ... ...<br>66,71 11,70 6,20<br>1 dk | **M General Cargo**<br>1 Ho ER<br>B.1 550<br>1 Ha (stl) ER | Makita KSLH630<br>Oil 4SA 6Cy. 300 × 480<br>Makita Diesel Co. Ltd. Takamatsu |
| **YUKI MARU**<br>**Nipponkai Eisen K.K.**<br>Niigata, Japan<br>Niigata Pref. | **143**<br>—<br>70 | | **1983** Hikari Kogyo K.K.—Yokosuka (330)<br>30,64 2,561<br>26,52 8,62 3,51<br>B 13,2 1 dk | **TM Tug** | Yanmar 6T260L-ET<br>2 Oil 4SA each 6Cy. 260 × 330 dr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 64kW 445V 60Hz a.c.<br>2 Directional propellers<br>Fuel 45,0t (d.o.)-8,0pd |
| **YUKI MARU No. 1**<br>ex Kazuei Maru No. 18<br>**Shinyo Suisan**<br>South Korea | **192**<br>83<br>— | | **1967** Kanasashi Co. Ltd.—Shimizu (805)<br>41,53 6,61 2,794<br>34,50 6,58 3,20<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **YUKI MARU No. 7**<br>ex Kaio Maru No. 28<br>**Y.K. Marukita Shoten**<br>Kesennuma, Japan<br>Miyagi Pref. | **106**<br>—<br>— | | **1981** Kidoura Zosen K.K.—Kesennuma<br>*28,00*<br>5,60 2,60<br>1 dk | **M Fishing** | Niigata<br>Oil<br>272kW (370bhp)<br>Niigata Eng. Co. Ltd. Japan |
| **YUKI MARU No. 12** | **254**<br>130<br>— | | **1970** Kanasashi Co. Ltd.—Shimizu (992)<br>47,78 8,13 3,302<br>41,00 8,11 5,69<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 440<br>850bhp (625kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **YUKI MARU No. 12**<br>**Morio Fukuhara**<br>Tokuyama, Japan<br>Yamaguchi Pref. | **199**<br>—<br>566 | | **1975** Murakami S.B. Co. Ltd.—Naruto<br>58,50 3,601<br>54,01 9,50 6,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil<br>1 200bhp (883kW)<br>Makita Diesel Co. Ltd. Japan<br>11kn |
| **YUKIGUMO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **157**<br>—<br>— | | **1978** Hitachi Zosen—Kanagawa Works, Kawasaki (117071)<br>... ... ...<br>30,51 6,32 3,31<br>1 dk | **Aluminium Alloy TM Patrol Launch** | M.T.U. 16V652TB71<br>2 Vee Oil 4SA each 16Cy. 190 × 230<br>4 400bhp (3 236kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>30kn |

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| **8217221**<br>*3EYA2*<br>13621-84B<br>Df Esd Gc<br>Rdr RTv<br>SatNav | **YUKIKAZE**<br>**Brunnen Navigation S.A.**<br>Panama Panama<br>SatCom: 1332146/YUKI | *10 734*<br>*5 808*<br>16 650<br>T/cm<br>28,0 | **1983** K.K. Uwajima Zosensho—Uwajima (2258)<br>149,00 (BB) 8,619<br>NK 140,01 22,81 11,99<br>P 28,1 F 11,0 1 dk<br>Bow/CM 82 Diam. 0,150 MH 2,1 | **M Tanker**<br>Oil Chemical<br>DB<br>24 Ta ER<br>L.21 417 | Mitsubishi<br>Oil 2SA 6Cy. 520 × 1250<br>6 800bhp (5 002kW)<br>Kobe Hatsudoki K.K. |
| **5253949**<br>Df | **YUKIYU MARU No. 28**<br>ex Junyo Maru No. 5<br>ex Nitto Maru No. 71<br>**Tosei Sangyo K.K. (Tosei Industries Co. Ltd.)**<br>South Korea | 135<br>78<br>— | **1953** Niigata Eng. Co. Ltd.—Niigata (222)<br>*29,84* 5,92<br>... ... ...<br>RW | **M Fishing**<br>Side Trawler | Niigata<br>Oil 4SA 5Cy. 280 × 420<br>300bhp (221kW)<br>Niigata Tekkosho<br>Fuel 37,5t |
| **7632761**<br>*ELLF7*<br>8926<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **YUKO**<br>ex Yuko Maru-91<br>**Yuko Line Ltd.**<br>Monrovia Liberia<br>SatCom: 1244443/ELLF | **29 680**<br>21 932<br>53 644<br>T/cm<br>54,8 | **1978** Mitsubishi Heavy Industries Ltd.—Yokohama (970)<br>NK 199,90 (BB) 32,24 12,875<br>189,82 32,21 18,22<br>F 14,7 1 dk | **M Bulk Carrier**<br>G.71 861<br>7 Ha (stl) (12,0 12,0 12,0 12,0 12,0 15,1 15,1 × 14,4) ER<br>Cr 3(22) Der 14(5) | MAN<br>Vee Oil 4SA 14Cy. 520 × 550 sr geared to sc. shaft<br>10 298kW (14 000bhp)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 238,5t (d.o.) 3 122,5t (hvf)-47,0pd |
| **7371032**<br>Df Esd Gc<br>Rdr Rt | **YUKO MARU**<br>Thailand | **499**<br>—<br>1 177 | **1974** Sasaki Zosen K.K.—Kinoe (186)<br>66,52 9,53 3,932<br>62,00 9,50 4,45<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7805473**<br>*JK3950*<br>120415<br>Rdr Rt | **YUKO MARU**<br>**Shoshin Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **399**<br>—<br>680 | **1978** Sasaki Zosen K.K.—Kinoe (323)<br>48,39 3,760<br>48,01 8,21 3,81<br>1 dk | **M Tanker**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>Niigata Eng. Co. Ltd. |
| **8032164**<br>*JD2354*<br>118577 | **YUKO MARU**<br>**Isamu Kensetsu K.K.**<br>Otaru, Japan<br>Hokkaido Pref. | **157**<br>—<br>— | **1980** Hamamoto Zosensho K.K.—Tokushima (611)<br>... ... ...<br>26,29 6,51 2,90<br>1 dk | **M Stone Carrier** | Oil |
| **7913725**<br>*JG4009*<br>123669<br>Gc Rdr Rt | **YUKO MARU No. 2**<br>**Tokyo Kinkai Yuso K.K.**<br>Tokyo Japan | **499**<br>—<br>1 200 | **1980** Omishima Dock K.K.—Kamiura (1082)<br>64,11 4,201<br>59,52 10,00 4,45<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **9003873**<br>*JG5030*<br>132811<br>Esd Gc Rdr<br>Rt | **YUKO MARU No. 3**<br>**Tokyo Kinkai Yuso K.K. & Taiko Kaiun K.K.**<br>Tokyo Japan | **499**<br>—<br>1 177 | **1991** K.K. Miura Zosensho—Saiki (882)<br>3,932<br>NK 62,00 10,00 4,50<br>1 dk | **M Tanker**<br>Chemical | Akasaka<br>Oil 4SA 6Cy. 310 × 530<br>1 324kW (1 800bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 120kW a.c. |
| **8707850**<br>*JCKF*<br>129742<br>KN1-684<br>Rdr RTv | **YUKO MARU No. 8**<br>**Haruki Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref.<br>SatCom: 1203676/JCKF | **349**<br>—<br>— | **1987** Fujishin SB. Co.—Kamo (526)<br>69,35 (BB) 4,201<br>60,03 10,71 6,96 | **M Fishing**<br>Side-fishing | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches & reverse reduction geared to sc. shaft<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust Contr. pitch propeller fwd |
| **7394175**<br>*JRGS*<br>117036<br>Df Esd Gc<br>Pfd Rdr Rt | **YUKO MARU No. 8**<br>ex Hosei Maru No. 1-90<br>ex Gyoei Maru No. 8-87<br>ex Kinei Maru No. 8<br>ex Fukuryu Maru No. 8<br>**Yuko Shipping Y.K.**<br>Ouchi, Japan<br>Akita Pref. | **324**<br>—<br>— | **1974** K.K. Goriki Zosensho—Ise (768)<br>*47,90* 8,02 3,175<br>8,00 3,70<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo |
| **8614883**<br>*JBLX*<br>129724<br>KN1-677<br>Rdr RTv<br>AMVER | **YUKO MARU No. 10**<br>**Masutomi Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref.<br>SatCom: 1201140/JBLX | **309**<br>—<br>888 | **1986** Kitanihon Zosen K.K.—Hachinohe (213)<br>67,75 (BB) 10,22 4,257<br>57,00 10,00 6,66<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>In.913 | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>2 175bhp (1 600kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8703488**<br>*JBQO*<br>129741<br>KN1-683<br>Rdr RTv<br>AMVER | **YUKO MARU No. 11**<br>**Masutomi Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref.<br>SatCom: 1203677/JBQO | **349**<br>—<br>1 050 | **1987** Kitanihon Zosen K.K.—Hachinohe (216)<br>70,69 (BB) 4,180<br>61,02 10,61 7,01<br>1 dk | **M Fishing**<br>Side-fishing | Akasaka<br>Oil 4SA 6Cy. 310 × 530<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7238498**<br>*JFNC*<br>113957<br>KN1-525<br>Df Gc Rdr<br>Rt | **YUKO MARU No. 18**<br>ex Koyu Maru No. 8<br>ex Marukyoboshi Maru No. 8-83<br>**Haruki Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **499**<br>—<br>1 190 | **1972** Miho Zosensho K.K.—Shimizu (859)<br>58,27 10,14 3,887<br>49,99 10,11 4,09<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 650bhp (1 214kW)<br>Hanshin Nainenki Kogyo |
| **8504507**<br>*JGYK*<br>128190<br>MG1-1403<br>Rt | **YUKO MARU No. 38**<br>ex Taiko Maru No. 38-90<br>**Yuko Suisan K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | **439**<br>—<br>552 | **1985** Miho Zosensho K.K.—Shimizu (1261)<br>56,49 (BB) 8,92<br>49,81 8,91 2,98<br>1 dk | **M Fishing**<br>Long-line Ref | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. |
| **8909367**<br>*JGER*<br>131118<br>KN1-707<br>Rdr RTv | **YUKO MARU No. 58**<br>**Haruki Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref.<br>SatCom: 1200561/JGER | **408**<br>—<br>— | **1990** Fujishin SB. Co.—Kamo (550)<br>57,75 3,810<br>49,80 9,10 3,88<br>1 dk | **M Fishing**<br>Long-line Ref | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches & sr geared to sc. shaft<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. |
| **8004064**<br>*7JDQ*<br>121831<br>KN1-637<br>Df Esd Gc<br>Pfd Rdr Rt | **YUKO MARU No. 68**<br>**Haruki Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **344**<br>169<br>— | **1980** Fujishin SB. Co.—Kamo (347)<br>54,44 3,471<br>46,82 8,81 3,71<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. |
| **8129797**<br>*7LLX*<br>125105<br>KN1-662<br>Rt | **YUKO MARU No. 78**<br>ex Senshu Maru No. 38-84<br>**Haruki Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **344**<br>168<br>— | **1982** Fujishin SB. Co.—Kamo (371)<br>46,82 8,79 3,361<br>3,71<br>1 dk | **M Fishing**<br>Long-line Ref<br>5 Ho ER<br>5 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 310 × 530 reverse reduction geared to sc. shaft<br>1 450bhp (1 067kW)<br>Niigata Eng. Co. Ltd. |
| **8514617**<br>*JFRK*<br>128920<br>KN1-669<br>Rdr Rt | **YUKO MARU No. 88**<br>**Haruki Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **299**<br>—<br>— | **1985** Fujishin SB. Co.—Kamo (511)<br>66,20 (BB) 10,24<br>57,00 10,20 6,61<br>2 dks | **M Fishing**<br>Side-fishing Cuttle | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. |

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| **YUKO MARU No. 88**<br>**Y.K. Yuko Maru Suisan**<br>Ushibuka, Kumamoto Pref. Japan | 118<br>—<br>— | | **1985** Higashi Kyushu Zosen K.K.—Usuki<br>*28,10* 2,000<br>6,17 2,40<br>1 dk | **Reinforced Plastic M Fishing**<br>Side-fishing | Daihatsu<br>Oil<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| **YUKON**<br>**Government of The United States of America (Department of Transportation)**<br>Norfolk, Va United States of America<br>SatCom: 1501743/NUOP | 15 626<br>9 380<br>27 375<br>T/cm<br>37,4 | AB | **1957** Ingalls SB. Corp.—Pascagoula, Ms (466)<br>188,98 10,246<br>180,22 25,46 12,81<br>P 37,2 F 25,0 1 dk<br>rf nil Bow/CM 85 Diam. 0,250 | **S Tanker**<br>Replenishment<br>27 Ta ER<br>L.(oil) 29 733<br>4 Cargo pumps total 3 760T/hr | 2 S Turb dr geared to sc. shafts<br>20 460shp (15 050kW)<br>Westinghouse Elec. Corp. U.S.A.<br>Gen 2 × 500kW<br>18kn |
| **YUKON**<br>ex Quinto Reefer-86 ex El Quinto-86<br>**Transreefer Ltd.**<br>Roswell Navigation Corp.<br>Valletta Malta | 1 487<br>695<br>1 928 | BV | **1981** Ast. Construcciones S.A.—Meira (161)<br>74,71 14,38 5,541<br>68,99 14,22 9,71<br>3 dks<br>conv Ref RoRo Cargo 87 | **M RoRo Cargo/General Cargo**<br>Ref<br>Side door Stern door/ramp<br>1 Ho ER<br>In.4 038<br>2 Ha (stl) (each 5,5 × 4,5) ER | Alpha F312B<br>Vee Oil 4SA 14Cy. 250 × 300 with flexible couplings & sr geared to sc. shaft<br>2 199kW (2 990bhp) NE 87<br>Wartsila Diesel AB Trollhattan<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>14,5kn |
| **YUKON**<br>**Sea Coast Seafoods Inc.**<br>Juneau, Ak United States of America | 269<br>201<br>— | | **1945** ............Ambridge, Pa<br>*37,98* 9,15<br>3,71<br>1 dk | **M Fishing** | Oil<br>700bhp (515kW)<br>U.S.A.<br>Fuel (d.o.) |
| **YUKON POWER**<br>**Yukon Marine (Pte.) Ltd.**<br>Singapore Singapore | 131<br>2<br>— | AB | **1983** Heng Huat Shipbuilding & Const. (Pte.) Ltd. —Singapore (T6)<br>2,509<br>23,50 7,50 3,10<br>1 dk<br>rf 279 | **TM Tug** | Yanmar S165L-ST<br>2 Oil 4SA each 6Cy. 165 × 210 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 2 × 22kW a.c.<br>9kn |
| **YUKON PRINCESS**<br>ex Nordic Monarch-91<br>**Yukon Princess Fisheries Partnership**<br>Seattle, Wa United States of America<br>SatCom: 1507723/YUKP | *989*<br>*296*<br>— | | **1979** Hillstrom SB. Co.—Coos Bay, Or<br>52,40 (BB) 3,810<br>49,59 10,37 6,61<br>1 dk<br>len 91<br>conv Crab Processing Ref Fishing 91 | **M Fishing**<br>Side-fishing Long-line Processing Ref | Caterpillar 3408T<br>2 Vee Oil 4SA each 8Cy. 137 × 152<br>1 600bhp (1 177kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| **YUKON RIVER**<br>ex Ocean Fin-90<br>**Marine Asset Management Corp.**<br>Trico Marine Inc.<br>New Orleans, La United States of America | 485<br>330<br>— | AB | **1978** American Marine Corp.—New Orleans, La (1141)<br>62,13 13,42 4,684<br>59,80 13,40 5,44<br>F 21,4 1 dk<br>rf 457 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened | Alco 16V251F<br>2 Vee Oil 4SA each 16Cy. 229 × 267 reverse reduction geared to sc. shafts<br>Alco Engine Div. of White Industrial Power Inc. Auburn<br>Gen 2 × 175kW a.c. 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>16kn |
| **YUKON SUCCESS**<br>ex Golden Leopard-89<br>**Yukon Marine (Pte.) Ltd.**<br>Singapore Singapore | 133<br>12<br>— | (AB) | **1980** Tai Kong Trading Co.—Singapore (101)<br>2,263<br>21,57 7,41 2,87<br>F 11,6 1 dk<br>rf 500 | **TM Tug** | Deutz SBA8M816<br>2 Oil 4SA each 8Cy. 142 × 160 reverse reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz West Germany<br>Gen 2 × 40kW<br>10kn |
| **YUKONG COMMANDER**<br>**Galaxy World Maritime S.A.**<br>Panama Panama<br>SatCom: 1331577/YKCM | *142 367*<br>*75 629*<br>255 271<br>T/cm<br>198,0 | AB KR | **1988** Hyundai Heavy Industries Co. Ltd.—Ulsan (494)<br>322,00 19,823<br>310,00 56,00 29,50<br>1 dk<br>Bow/CM 156 Diam. 0,700 | **M Tanker**<br>COW IGS SBT<br>6 Ta 6 Wing Ta ER<br>L.(oil) 302 051<br>3 Cargo pumps total 15 000T/hr | B&W 6S80MCE<br>Oil 2SA 6Cy. 800 × 3056 reverse geared to sc. shaft<br>14 638kW (19 900bhp)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Thw. thrust propeller Directional<br>14kn |
| **YUKONG FRONTIER**<br>**Galaxy World Maritime S.A.**<br>Panama Panama<br>SatCom: 1331213/YKFR | *142 367*<br>*75 629*<br>259 442 | KR | **1988** Hyundai Heavy Industries Co. Ltd.—Ulsan (493)<br>322,03 19,802<br>310,02 56,01 29,52<br>1 dk<br>Bow/CM 156 Diam. 0,700 | **M Tanker**<br>COW IGS SBT<br>6 Ta 6 Wing Ta ER<br>L.(oil) 302 051<br>3 Cargo pumps total 15 000T/hr | B&W 6S80MC<br>Oil 2SA 6Cy. 800 × 3056<br>19 900bhp (14 638kW)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Directional thrust propellers<br>Fuel 537,0t (d.o.) 4 369,0t (i.f.o.) 14kn |
| **YUKONG PIONEER**<br>ex Jastella-82<br>**Yukong Line Ltd.**<br>Ulsan South Korea<br>SatCom: 1660102/YKPN | 126 009<br>98 242<br>260 592<br>T/cm<br>154,4 | KR NV | **1974** Nippon Kokan K.K.—Tsu (30)<br>338,11 (BB) 51,87 20,899<br>320,53 51,82 26,73<br>F 25,0 1 dk<br>rf 51 Bow/CM 171 Diam. 0,750 | **S Tanker**<br>COW IGS<br>18 Ta ER<br>L.(oil) 312 000 HeCls. BC<br>4 Cargo pumps total 16 000T/hr | 2 S Turb dr geared to sc. shaft<br>31 000shp (22 802kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1500kW 1 × 480kW 440V 60Hz a.c.<br>Fuel 10 953,0t (o.f.)-154,5pd 15kn |
| **YUKONG SUCCESSOR**<br>ex Pacificos-91 ex World Nisseki-87<br>**Asia (Panama) S.A.**<br>Panama Panama<br>SatCom: 1335572 | 124 818<br>106 646<br>246 050 | AB (NK) | **1974** Hitachi Zosen—Sakai (4407)<br>331,02 (BB) 51,24 21,041<br>316,19 51,19 28,30<br>1 dk<br>rf 107 | **S Tanker**<br>IGS<br>22 Ta ER<br>L.(oil) 332 765 | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 1750kW<br>Fuel (o.f.) 15,75kn |
| **YUKONG VOYAGER**<br>**Gazelle World Maritime S.A.**<br>Panama Panama<br>SatCom: 1333250/YKVG | *142 367*<br>*75 629*<br>255 226 | AB KR | **1990** Hyundai Heavy Industries Co. Ltd.—Ulsan (495)<br>322,00 (BB) 19,800<br>310,00 56,00 29,50<br>1 dk | **M Tanker**<br>COW IGS SBT<br>6 Ta 6 Wing Ta ER<br>L.(oil) 302 051<br>3 Cargo pumps total 15 000T/hr | B&W 6S80MC<br>Oil 2SA 6Cy. 800 × 3056<br>16 263kW (22 110bhp)<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Directional thrust propellers<br>Fuel 537,0t (d.o.) 4 369,0t (i.f.o.) 13,5kn |
| **YUKSEL GULER**<br>**Akdeniz Deniz Tasmaciligi A.S.**<br>Marmara Transport A.S.<br>Istanbul Turkey | 4 179<br>2 458<br>7 348 | AB | **1983** Marmara Tersanesi—Yarimca (19 A)<br>101,91 (BB) 7,968<br>91,39 17,01 10,22<br>F 12,5 2 dks<br>rf nil | **M General Cargo**<br>2 Ho ER<br>G.6 513 B.6 456<br>2 Ha (stl) ER<br>4W Der 3(22) 1(5) | Sulzer 6ZL40/48<br>Oil 4SA 6Cy. 400 × 480 sr geared to sc. shaft<br>4 350bhp (3 200kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 288kW d.c.<br>Controllable pitch propeller<br>14kn |
| **YUKSPORIT**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | 163<br>39<br>88 | RS | **1978** ............U.S.S.R.<br>34,02 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.78<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9kn |
| **YUKYU MARU No. 8**<br>ex Shosei Maru No. 8-87<br>**Yukyu Gyogyo Seisan Kumiai**<br>Chinzei, Saga Pref. Japan | 116<br>—<br>123 | | **1980** K.K. Izutsu Zosensho—Nagasaki (827)<br>38,41 2,407<br>31,09 6,99 2,77<br>1 dk | **M Fishing**<br>Seiner<br>Mchy.aft | Niigata 6M31AGT<br>Oil 4SA 6Cy. 310 × 530 reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata |

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| **7830260**<br>*JM4333*<br>122631<br>Df Gc Pfd<br>Rdr Rt | **YUKYU MARU No. 38**<br>ex Seizan Maru No. 1-88<br>**Yukyu Gyogyo Seisan Kumiai**<br>Chinzei, Japan<br>Saga Pref. | **273**<br>—<br>— | | **1977** K.K. Izutsu Zosensho—Nagasaki (765)<br>50,50 8,21<br>43,01 7,60 3,61<br>1 dk | **M Fishing/ Fish Carrier**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 280 × 340 reduction geared to sc. shaft<br>1 120bhp (824kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **6827838**<br>*ERSN*<br>M-27947<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **YULIAN MARKHLEVSKIY**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **13 571**<br>6 895<br>10 118 | RS | **1968** Stocznia Gdanska im. Lenina—Gdansk (B69/03)<br>164,00 21,34 8,078<br>149,00 21,21 12,65<br>2 dks & S dk | **M Factory Ship** OSD<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.10 010<br>5 Ha (each 3,9 × 4,5) ER<br>16W Der 2(10) 14(5) | B&W<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>H. Cegielski |
| **7023752**<br>*EVXY*<br>M-30389<br>Df Esd Gc<br>Pfd Rdr Rt | **YULIMISTE**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | T.Mk<br>**2 117**<br>746<br>1 139 | RS | **1970** VEB Volkswerft Stralsund—Stralsund (294)<br>82,05 13,64 5,201<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 075<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (0,9 × 1,5)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller |
| **7505322**<br>*ENTD*<br>M-17392<br>Df Esd Gc<br>Pfd Rdr RTv | **YULIUS FUCHIK**<br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.)<br>SatCom: 1401202/ENTD | T.Mk<br>**22 751**<br>10 037<br>—<br>**35 817**<br>15 497<br>37 850 | RS | **1978** Valmet Oy Helsingin Telakka—Vuosaari, Helsinki/Helsingfors (290)<br>266,45 (BB) 35,03 —/11,000<br>222,82 35,01 22,94<br>3 dks | **TM Barge Carrier**<br>Heavy-load<br>Ice strengthened Stern door & barge lift<br>2 Ho<br>G.51 300 B.47 000<br>26 Lighters or C. Ho 832/20' C.Dk 720/20' | Pielstick 16PC2-5V-400<br>4 Vee Oil 4SA each 16Cy. 400 × 460 sr geared to sc. shafts<br>26 480kW (36 000bhp)<br>Oy Wartsila Ab Helsinki/Helsingfors<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 564,5t (d.o.)-130,0pd |
| **5177092**<br>*UAAD*<br>M-24390<br>Df Esd Gc<br>Rdr<br>AMVER | **YULYUS YANONIS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **3 321**<br>1 611<br>1 641 | RS | **1959** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (766)<br>94,80 14,43 4,319<br>86,01 14,41 8,51<br>1 dk | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>3 Ho ER<br>In.3 286<br>5 Ha (each 4,5 × 3,0) ER<br>6W Der 2(5) 4(2) | B&W<br>Oil 2SA 8Cy. 350 × 620<br>1 700bhp (1 250kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri |
| **8915201**<br>*JG4875*<br>131119<br>Rt | **YUMI MARU**<br>**Sanpo Un'yu Co. Ltd. (Sanpo Un'yu K.K.)**<br>Yokohama, Japan<br>Kanagawa Pref. | **198**<br>—<br>460 | | **1990** Odo Zosen Tekko K.K.—Shimonoseki (368)<br>44,50 (BB) - 3,340<br>40,01 7,20 3,50<br>1 dk | **M Tanker**<br>Vegetable oil<br>6 Ta ER<br>L.450 | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>736kW (1 001bhp)<br>The Hanshin Diesel Works Ltd.<br>Thw. thrust propeller fwd |
| **7221213**<br>*D7NL*<br>UM29007<br>Rt | **YUMO No. 5**<br>**Oh Yong Jin**<br>Busan South Korea | **356**<br>223<br>610 | (KR) | **1964** Korea SB. & Eng. Corp.—Pusan<br>7,29<br>40,01 7,26 3,71<br>P 13,8 F 5,5 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 692<br>Der 1(1) | Alpha<br>Oil 2SA 5Cy. 240 × 400<br>280kW (381bhp)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Fuel-2,0pd |
| **8812801**<br>*CLBH*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatCom | **YUMURI**<br>**Empresa de Navegacion Mambisa**<br>Anglo Caribbean Shipping Co. Ltd.<br>La Habana Cuba | *4 190*<br>*1 948*<br>4 487 | GL | **1990** S.A. Juliana Const. Gijonesa—Gijon (324)<br>- 6,800<br>95,92 16,00 9,60<br>3 dks | **M Refrigerated Cargo**<br>4 Ho ER<br>In.5 728<br>TEU 40 C. 40/20'<br>4 Ha (stl) (each 7,4 × 6,3) ER | B&W<br>Oil 2SA 6Cy. 350 × 1050<br>3 354kW (4 560bhp)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 3 × 600kW 1 × 66,4kW 440V a.c. |
| **7531761**<br>*TCMW*<br>190<br>Esd Rdr Rt | **YUMURTALIK**<br>**Boru Hatlari Ile Petrol Tasima Anonim Sirketi (BOTAS) (Botas Petroleum Pipeline Corp.)**<br>Iskenderun Turkey | **356**<br>113<br>— | | **1976** Sedef Gemi Endustrisi A.S.—Gebze (14)<br>36,76 9,50 4,061<br>32,80 9,10 4,81<br>1 dk | **M Tug**<br>Fire-fighting | Niigata<br>Oil 4SA 8Cy. 310 × 380<br>Niigata Eng. Co. Ltd. |
| **8810097**<br>Gc Pfd Rdr | **YUN AN I**<br>**Chinese Petroleum Corporation**<br>Kaohsiung China* | **404**<br>121<br>158 | | **1989** China SB. Corp. (Keelung Division) —Keelung (359)<br>31,70 11,02 4,200<br>29,70 11,00 4,70<br>1 dk | **TM Tug** | Kromhout<br>2 Oil 4SA each 8Cy. 240 × 260 with flexible couplings & sr geared to sc. shaft<br>Stork-Werkspoor Diesel B.V. |
| **8810102**<br>*BHDF*<br>Gc Pfd Rdr<br>Rt | **YUN AN II**<br>**Chinese Petroleum Corporation**<br>Taiwan Navigation Co. Ltd.<br>Kaohsiung China* | *404*<br>*121*<br>158 | | **1989** China SB. Corp. (Keelung Division) —Keelung (360)<br>31,70 11,02 4,200<br>29,70 11,00 4,70<br>1 dk | **TM Tug**<br>Tractor | Kromhout<br>2 Oil 4SA each 8Cy. 240 × 260 with flexible couplings & sr geared to sc. shaft<br>Stork-Werkspoor Diesel B.V. |
| **7526807**<br>*BODW*<br>Df Esd Gc<br>Pfd Rdr RTv | **YUN CHENG**<br>ex Aristodikos-79<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570377/YCHN | T.Mk<br>**7 022**<br>4 105<br>—<br>**11 364**<br>6 858<br>18 943 | ZC<br>✠Classed LR until 6/4/79 | **1977**-3 Mitsui Eng. & SB. Co. Ltd., Fujinagata Works—Osaka (1088)<br>147,70 (BB) 23,02 —/9,634<br>140,00 22,86 13,00<br>P 29,6 F 12,5 2 dks<br>rf 51 | **M General Cargo**<br>4 Ho 24,5 25,3 25,3 25,3 ER<br>G.25 467 B.23 819<br>7 Ha (stl) (13,9 15,7p&s 15,7p&s 15,7p&s × 6,9) ER<br>Cr 2(25) 3(12,5) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 113,0t (d.o.) 1 103,5t (hvf) |
| **7639513**<br>*BAHN*<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **YUN FENG**<br>ex Tai Chun-86<br>ex American Mohawk-81<br>**Dalian Container Steam Shipping Co.**<br>Dalian/Dairen China | **4 375**<br>2 799<br>7 510 | ZC (AB) (NK) | **1977** Kagoshima Dock & I.W. Co. Ltd. —Kagoshima (112)<br>115,50 6,603<br>106,00 18,80 8,60<br>1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 347<br>C.Ho 149/20' (40') C.Dk 198/20' (40') incl. 20 ref C.<br>5 Ha (stl) ER<br>Cr 1(34,5) | Makita<br>Oil 4SA 6Cy. 540 × 850<br>5 200bhp (3 825kW)<br>Makita Diesel Co. Ltd.<br>Gen 3 × 200kW<br>Fuel 540,0t (d.o.)-16,5pd |
| **7342433**<br>*BRQK*<br>Df Esd Gc<br>Pfd Rdr RTv | **YUN FENG LING**<br>ex Toxon II-90 ex Elpidoforos-88<br>ex Camara-81<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **16 265**<br>11 681<br>26 026<br>T/cm<br>37,2 | AB ZC<br>✠Classed LR until 19/6/81 | **1975**-9 Govan Shipbuilders Ltd.—Govan, Glasgow (213)<br>175,11 (BB) 25,51 9,790<br>163,38 25,46 14,03<br>P 35,1 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 19,2 28,5 20,4 27,9 27,9 ER<br>G.38 105 B.32 057<br>5 Ha (stl) (10,2 19,2 10,9 19,5 19,5 × 12,1) ER<br>Cr 5(15) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>8 532kW (11 599bhp)<br>Harland and Wolff Ltd.<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 200,0t (d.o.) 1 200,0t (hvf)-19,0pd |
| **8832485**<br>*BTGH*<br>Esd Rdr Rt | **YUN GANG 4**<br>**Government of The People's Republic of China (Lianyungang Harbour Administration)**<br>Lianyungang/ China<br>Lienyunkang | **276**<br>82<br>96 | ZC | **1989** Hong Kong Dredging Ltd.—Kowloon<br>- - 3,030<br>27,65 8,80 3,90<br>1 dk | **TM Tug** | Niigata<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 380V a.c. |
| **8817241**<br>*BTGN*<br>Esd Rdr Rt | **YUN GANG 10**<br>**Government of The People's Republic of China (Lianyungang Harbour Administration)**<br>Lianyungang/ China<br>Lienyunkang | *350*<br>*105*<br>113 | | **1988** Oshima Shipbuilding co. Ltd.—Nagasaki (10106)<br>34,20 9,73 3,180<br>29,00 9,50 4,40<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 340<br>Daihatsu Diesel Mfg. Co. Ltd.<br>2 Directional propellers |

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| **YUN GANG 11**<br>**Government of The People's Republic of China (Lianyungang Harbour Administration)**<br>Lianyungang/ Lienyunkang China | *350*<br>*105*<br>113 | | **1988** Oshima Shipbuilding co. Ltd.—Nagasaki (10107)<br>34,20 9,73 3,190<br>29,00 9,50 4,40<br>1 dk | **TM Tug** | Daihatsu 6DLM-26S<br>2 Oil 4SA each 6Cy. 260 × 340<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>2 Directional propellers |
| **YUN GONG SHUI 1**<br>ex Hai Gong Shui 2-90<br>**China Marine Bunker Supply Co. (Lianyungang Branch)**<br>Lianyungang/ Lienyunkang China | **316**<br>—<br>— | | **1978** Nanjing Shipyard—Nanjing/Nanking<br>40,30 3,501<br>38,00 8,00 4,20<br>1 dk | **M Supply Ship**<br>Deck Cargo | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>428bhp (315kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 28kW 230V d.c.<br>9kn |
| **YUN HAI**<br>ex Andaman Sea-74<br>ex Robert Stove-73<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China<br>SatCom: 1570104/YUHA | **20 121**<br>12 388<br>34 239<br>T/cm<br>43,1 | (NV) (ZC) | **1963** Uddevallavarvet A/B—Uddevalla (261)<br>196,30 25,99 10,890<br>184,60 25,91 14,64<br>P 35,1 F 15,0 1 dk<br>rf 69 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 19,1 19,0 19,6 18,0 19,6 19,0 20,9 ER<br>G.41 113 B.40 370<br>7 Ha (stl) (13,0 × 11,1) (13,0 13,0 13,0 13,0 13,0 13,0 × 12,6) ER<br>Cr 7(8) | Gotaverken<br>Oil 2SA 8Cy. 760 × 1500<br>10 000bhp (7 356kW)<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 1 875,5t (hvf) 11kn |
| **YUN HAI**<br>ex Al Kahla-87<br>**Dalian Ocean Fishing Co.**<br>Dalian/Dairen China<br>SatCom: 1570273/YUHA | T.Mk<br>**2 404**<br>993<br>1 585 | ZC (NV) | **1980** Stocznia im. "Komuny Paryskiej"—Gdynia (B417/215)<br>90,00 5,401<br>81,60 15,00 9,40<br>2 dks<br>rf 1097 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.1 561 | Sulzer 6ZL40/48<br>Oil 4SA 6Cy. 400 × 480 sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 560kW 2 × 504kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel-12,0pd 15,25kn |
| **YUN HSING**<br>**Government of Taiwan (Inspectorate General of Customs)**<br>Kaohsiung China* | **694**<br>289<br>— | | **1987** China SB. Corp.—Taiwan<br>65,00 10,01 2,950<br>60,85 10,00 5,25<br>B 34,8 1 dk<br>rf 750 | **TM Patrol Launch** | MAN 12V25/30<br>2 Vee Oil 4SA each 12Cy. 250 × 300<br>4 732kW (6 433bhp)<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Gen 2 × 200kW 450V a.c.<br>19,18kn |
| **YUN LING**<br>ex Radiant Star-82<br>**Guangzhou Ocean Shipping Company (COSCO GUANGZHOU)**<br>Guangzhou/Canton China | **15 354**<br>10 707<br>25 887<br>T/cm<br>36,5 | ZC (AB) | **1977** Kanasashi Co. Ltd.—Tsukama Works, Shimizu (1225)<br>175,34 (BB) 9,640<br>165,00 25,40 13,40<br>P 32,4 F 11,6 1 dk<br>rf 94 | **M Bulk Carrier**<br>5 Ho 16,7 27,0 27,0 27,0 27,0 ER<br>G.35 946 B.31 773 HeCls. ptB<br>5 Ha (stl) (12,5 × 9,9) (18,9 18,7 18,7 18,7 × 12,5) ER<br>5W Der 5(25) | MAN K6Z70/120E<br>Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 131,0t (d.o.) 1 453,0t (hvf)-34,5pd 14,5kn |
| **YUN LONG**<br>ex Gebe Oldendorff-87 ex Alybella-87<br>ex Gebe Oldendorff-84<br>ex Teresopolis-73<br>ex Gebe Oldendorff-71<br>**Lianyungang Shipping Co.**<br>Lianyungang/ Lienyunkang China | T.Mk<br>**4 810**<br>3 296<br>7 450 | ZC (GL) | **1971** Orenstein & Koppel A.G.—Luebeck (683)<br>116,44 (BB) 17,30 7,510<br>112,10 17,23 9,90<br>F 9,2 2 dks | **M General Cargo** 4bth P<br>Ice strengthened Str. heavy cargoes<br>3 Ho 21,3 28,5 25,9 ER 3 TwD<br>G.10 638 B.9 993<br>TEU 226 C.Ho 134/20' C.Dk 92/20'<br>3 Ha (stl) (12,9 × 7,7) (19,5 19,5 × 10,5) ER<br>10W Der 1(60) 10(10) | MaK 8M551AK<br>Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 256kW 1 × 136kW 220/380V 50Hz a.c.<br>Fuel 68,0t (d.o.) 432,0t (hvf)-15,0pd 15,25kn |
| **YUN LONG**<br>ex Zarina-89 ex Mercs Uva-87<br>ex Tijuca-85 ex Bentainer-81<br>Launched as Inga<br>**Zhangzhou Shipping Co.**<br>Xiamen/Amoy China | T.Mk<br>**499**<br>295<br>807 | ZC (GL) | **1971** Handel & Schpsb. Mij. Kramer & Booy N.V. —Kootstertille (171)<br>64,15 10,09 3,912<br>58,58 10,00 6,25<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 41,4 ER<br>G.2 390 B.2 215<br>1 Ha (stl) (31,3 × 7,7) ER<br>2W Der 1(3-5) 1(3) | MWM TBD440-8<br>Oil 4SA 8Cy. 230 × 270<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 40kW 1 × 25kW 220/380V 50Hz a.c.<br>Fuel 76,0t (d.o.) 11kn |
| **YUN SHAN**<br>**Ming Sung Shipping Co.**<br>Shanghai China | **232**<br>108<br>— | | **1943** Ming Sung Dockyard—Shanghai<br>*33,53* 5,80<br>... ... ...<br>1 dk | **TS General Cargo** | T 6Cy. (2) 159 (2) 286 & (2) 419 x 254<br>............. |
| **YUN TAI**<br>ex Hai Long-79 ex Yamayasu Maru-68<br>**Tai Yun Navigation Co. S.A.**<br>Panama Panama | **988**<br>513<br>1 713 | | **1960** Imabari Zosen—Imabari (71)<br>68,41 10,65 4,776<br>62,01 10,60 5,41<br>1 dk<br>rf 102 | **M General Cargo**<br>2 Ho 19,7 19,8 ER<br>G.2 049 B.1 903<br>2 Ha (13,4 25,9 × 6,1) ER<br>6W Der 2(4) | Hanshin<br>Oil 4SA 6Cy. 380 × 520<br>1 150bhp (846kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 20kW 110V d.c.<br>11kn |
| **YUN TAI SHAN**<br>ex Ocean Progress-80<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**6 572**<br>3 606<br>11 288<br>**11 274**<br>6 752<br>16 186 | ZC (AB) (GL) | **1971** Mitsubishi Heavy Industries Ltd. —Shimonoseki (682)<br>155,56 - —/10,040<br>143,00 21,85 13,61<br>F 13,5 2 dks<br>rf 254 | **M General Cargo**<br>5 Ho 20,0 20,8 20,8 20,0 ER 19,9 5 TwD<br>G.24 416 B.22 474<br>TEU 267 C.Ho 176/20' (40') C.Dk 91/20' (40') incl. 10 ref C.<br>8 Ha (stl) (8,0 × 7,0) (13,6p&s 13,6p&s 13,6p&s × 7,7) ER (13,6 × 7,7)<br>10W Cr 2(12,5) 1(10) Der 1(60) 10(10) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 600bhp (7 061kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel 1 085,0t (hvf) 17kn |
| **YUN TENG**<br>ex Gulf Stream-89 ex Kisangani-86<br>**Yun Teng Shipping Inc.**<br>Panama Panama | T.Mk<br>**6 413**<br>4 382<br>—<br>**9 185**<br>6 631<br>15 080 | BV ZC (GL) | **1975** Bremer Vulkan A.G.—Bremen-Vegesack (996)<br>139,68 21,04 8,211/9,162<br>132,04 21,02 12,30<br>2 dks | **M General Cargo**<br>G.19 810 B.17 655<br>5 Ha (10,5 × 7,9) (12,7 11,2 14,1 12,7 × 10,5) ER<br>Der 1(60) 2(5-22) 10(5-10) | MAN K6Z70/120E<br>Oil 2SA 6Cy. 700 × 1200<br>6 179kW (8 400bhp)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>Gen 3 × 320kW 450V 60Hz a.c.<br>13kn |
| **YUN YOU 1**<br>**China Marine Bunker Supply Co. (Lianyungang Branch)**<br>Lianyungang/ Lienyunkang China | **824**<br>327<br>1 000 | | **1973** Hudong Shipyard—Shanghai<br>67,42 - 4,100<br>60,00 10,00 4,50<br>1 dk | **M Tanker** | Skoda 6L350IIPN<br>Oil 4SA 6Cy. 350 × 500<br>721kW (980bhp)<br>Skoda Praha<br>Gen 2 × 90kW 400V a.c.<br>11kn |
| **YUN YOU 2**<br>**China Marine Bunker Supply Co. (Lianyungang Branch)**<br>Lianyungang/ Lienyunkang China | **819**<br>335<br>1 000 | | **1972** Hudong Shipyard—Shanghai<br>67,52 - 4,100<br>60,00 10,00 4,50<br>1 dk | **M Tanker** | Skoda 6L350IIPN<br>Oil 4SA 6Cy. 350 × 500<br>721kW (980bhp)<br>Skoda Praha<br>Gen 2 × 75kW 400V a.c.<br>11kn |
| **YUN YOU 3**<br>**China Marine Bunker Supply Co. (Lianyungang Branch)**<br>Lianyungang/ Lienyunkang China | **1 124**<br>542<br>1 459 | ZC | **1988** Kumamoto Dock K.K.—Yatsushiro<br>68,81 - 3,990<br>64,00 11,40 4,80<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 3 204 | Daihatsu 6DLM-22<br>Oil 4SA 6Cy. 220 × 300<br>883kW (1 200bhp) E made80<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 3 × 100kW 385V a.c.<br>12kn |

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| **8727666**<br>*UKSC*<br>M-41147<br>Df Esd Gc<br>Pfd Rdr RTv | **YUNAYA SMENA**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1985** U.S.S.R.<br>54,82 9,95 4,140<br>50,03 - 5,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller |
| **8327650**<br>*BZBQ*<br>Df Esd Gc<br>Rdr Rt | **YUNG AN**<br>**Ocean Fishery Development Administration**<br>Kaohsiung China* | **352**<br>240<br>— | | **1983** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>45,65 7,68 2,901<br>39,20 7,60 3,38<br>1 dk | **M Fishing**<br>Mchy.aft<br>In.345 | Akasaka<br>Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 1 × 240kW 1 × 128kW 220V a.c. |
| **8222630**<br>*BYZH*<br>Df Esd Gc<br>Rdr Rt | **YUNG CHIEN**<br>**Ocean Fishery Development Administration**<br>Kaohsiung China* | **350**<br>228<br>263 | | **1982** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>45,70 (BB) 7,70 2,901<br>39,20 7,61 3,38<br>P 24,1 1 dk | **M Fishing**<br>Side-fishing Ref<br>3 Ho ER<br>In.434<br>4 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 250 × 400 reverse reduction geared to sc. shaft<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 128kW 220V 50Hz a.c. |
| **7213761**<br>*BVWF*<br>Df Esd Gc<br>Rdr Rt | **YUNG CHIH**<br>**Rester Enterprise Corp. Ltd.**<br>Kaohsiung China* | **321**<br>217<br>274 | | **1969** Korea SB. & Eng. Corp.—Pusan<br>43,59 7,52 2,896<br>38,61 7,50 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 5,9 7,5 10,2 ER<br>In.385<br>4 Ha (1,0 1,0 × 1,0) (1,5 1,5 × 1,5) ER<br>4W Der 4(1) | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 230V 60Hz a.c. |
| **8032994**<br>*BYXY*<br>Df Esd Gc<br>Rdr Rt | **YUNG CHOW**<br>**Ocean Fishery Development Administration**<br>Kaohsiung China* | **352**<br>237<br>— | | **1981** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>43,64 7,68 2,901<br>38,10 7,60 3,38<br>P & B 24,1 1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 240 × 410<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 96kW 220V a.c. |
| **8429240**<br>*BZGA*<br>Rdr Rt | **YUNG HAI**<br>**Ocean Fishery Development Administration**<br>Kaohsiung China* | **492**<br>217<br>— | | **1985** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>49,92 3,301<br>44,00 8,60 3,69<br>1 dk | **M Fishing**<br>2 Ho 5,4 20,7<br>In.580<br>4 Ha | Akasaka<br>Oil 2SA 6Cy. 245 × 450<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 280kW 220V a.c. |
| **5072395**<br>*BEEA*<br>1703<br>Df Esd Pfd<br>Rdr | **YUNG HSING**<br>ex Chung Yu 501-65<br>**Ocean Fishery Development Administration**<br>Kaohsiung China* | **611**<br>332<br>— | | **1962** Miho Zosensho K.K.—Shimizu (316)<br>58,45 8,95 3,709<br>52,00 8,91 4,30<br>P 28,7 B 10,1 F 8,6 1 dk<br>RW | **M Fishing**<br>Side-fishing<br>4 Ho ER<br>4 Ha ER<br>4W Der 4(1) | Akasaka<br>Oil 4SA 6Cy. 370 × 520<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 128kW 1 × 24kW 225V 60Hz a.c.<br>Fuel 313,0t |
| **8632366**<br>Df Gc Rdr<br>Rt SatNav | **YUNG HSUAN**<br>**Ocean Fishery Development Administration**<br>Kaohsiung China* | **796**<br>252<br>643 | | **1987** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>59,30 3,800<br>52,40 9,50 4,20<br>1 dk | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 030kW (1 400bhp)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 360kW 1 × 200kW 220V a.c. |
| **7213773**<br>*BVWG*<br>Df Esd Gc<br>Rdr Rt | **YUNG JEN**<br>**Rester Enterprise Corp. Ltd.**<br>Kaohsiung China* | **321**<br>217<br>274 | | **1969** Korea SB. & Eng. Corp.—Pusan<br>43,59 7,52 2,896<br>38,61 7,50 3,36<br>1 dk<br>**DAMAGED BY FIRE 12/87** | **M Fishing**<br>Side-fishing<br>3 Ho 5,9 7,5 10,2 ER<br>In.385<br>4 Ha (1,0 1,0 × 1,0) (1,5 1,5 × 1,5) ER<br>4W Der 4(1) | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 230V 60Hz a.c. |
| **8827698**<br>Df Gc Rdr<br>RTv SatNav | **YUNG KAI**<br>**Ocean Fishery Development Administration**<br>Kaohsiung China* | **796**<br>252<br>643 | | **1987** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>59,30 3,800<br>52,40 9,50 4,20<br>1 dk | **M Fishing**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 030kW (1 400bhp)<br>Niigata Tekkosho<br>Gen 2 × 360kW 1 × 200kW 220V a.c. |
| **8222628**<br>*BYZI*<br>Df Esd Gc<br>Rdr Rt | **YUNG KUO**<br>**Ocean Fishery Development Administration**<br>Kaohsiung China* | **350**<br>228<br>263 | | **1982** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>45,70 (BB) 7,70 2,901<br>39,20 7,61 3,38<br>P 24,1 1 dk | **M Fishing**<br>Side-fishing Ref<br>3 Ho ER<br>In.434<br>4 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 250 × 400 reverse reduction geared to sc. shaft<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 128kW 220V 50Hz a.c. |
| **7027590**<br>*BVWX*<br>Df Esd Gc<br>Rdr | **YUNG LI.**<br>**Ocean Fishery Development Administration**<br>Kaohsiung China* | **252**<br>174<br>— | | **1970** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>37,70 6,84 2,744<br>35,62 6,81 3,15<br>P 11,9 F 4,6 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>In.210<br>4 Ha (1,0 1,0 × 1,1) (1,2 1,2 × 1,2) ER | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Taiwan Mach. Mfg. Corp.<br>Gen 2 × 64kW |
| **6905147**<br>Df Esd | **YUNG LIEN No. 1**<br>**Yung Lien Fishery Co. Ltd.**<br>Kaohsiung China* | **288**<br>150<br>97 | | **1968** Taiwan Machy. Mfg. Corp.—Kaohsiung (6177)<br>40,19 7,12 2,693<br>35,01 7,09 3,18<br>P 19,6 F 7,1 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 9,6 6,2 6,2 ER<br>In.240<br>3 Ha (1,9 × 1,0) (1,3 1,3 × 1,3) ER<br>2W Der 2(1) | Akasaka<br>Oil 4SA 6Cy. 270 × 400<br>620bhp (456kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 64kW 220V 60Hz a.c. |
| **8327662**<br>*BZBP*<br>Df Esd Gc<br>Rdr Rt | **YUNG PANG**<br>**Ocean Fishery Development Administration**<br>Kaohsiung China* | **352**<br>240<br>— | | **1983** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>45,65 7,68 2,901<br>39,20 7,60 3,38<br>1 dk | **M Fishing**<br>Mchy.aft<br>In.345 | Akasaka<br>Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 1 × 240kW 1 × 128kW 220V a.c. |
| **5410999**<br>*D7SW*<br>BSR-635540<br>Rdr Rt | **YUNG SHIN**<br>ex Eishin Maru-75<br>**Woo Yang Shipping Co. Ltd.**<br>Busan South Korea | **1 677**<br>904<br>2 891 | (KR) (NK) | **1963** K.K. Usuki Tekkosho—Saiki (1035)<br>82,81 12,35 5,436<br>76,99 12,30 6,35<br>P 19,9 F 8,0 1 dk | **M General Cargo**<br>2 Ho ER<br>G.3 455 B.3 200<br>2 Ha (13,4 23,6 × 6,5) ER<br>6W Der 6(15) | Mitsubishi<br>Oil 4SA 6Cy. 450 × 640<br>1 650bhp (1 214kW)<br>Nippon Hatsudoki<br>Gen 2 × 28kW 220V a.c. |
| **7515107**<br>*BYJE*<br>Df Esd Gc<br>Pfd Rdr Rt | **YUNG SHIN No. 31**<br>ex Hua Won No. 101-77<br>**Yung Shin Fishery Co. Ltd.**<br>Kaohsiung China* | **375**<br>257<br>— | | **1974** Provincial Kaohsiung Junior Coll of Mar. Tech. Shyd.—Kaohsiung<br>43,67 7,65<br>38,10 7,62 2,93 | **M Fishing**<br>3 Ho 6,4 5,5 7,3<br>3 Ha (each 1,0 × 1,0) | Makita<br>Oil 4SA 6Cy. 275 × 450<br>1 200bhp (883kW)<br>Makita Tekkosho |
| **7515119**<br>*BYJE*<br>Df Esd Gc<br>Pfd Rdr Rt | **YUNG SHIN No. 32**<br>ex Hua Won No. 102-77<br>**Yung Shin Fishery Co. Ltd.**<br>Kaohsiung China* | **375**<br>257<br>— | | **1974** Provincial Kaohsiung Junior Coll of Mar. Tech. Shyd.—Kaohsiung<br>43,67 7,65<br>38,10 7,62 2,93 | **M Fishing**<br>3 Ho 6,4 5,5 7,3<br>3 Ha (each 1,0 × 1,0) | Makita<br>Oil 4SA 6Cy. 275 × 450<br>1 200bhp (883kW)<br>Makita Tekkosho |

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| **YUNG WEI**<br>**Ocean Fishery Development Administration**<br>Kaohsiung China* | **351**<br>238<br>— | | **1980** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>43,64 7,68 2,901<br>38,10 7,60 3,38<br>P & B 24,1 1 dk | **M Fishing** | Niigata 6M24EGT<br>Oil 4SA 6Cy. 240 × 410<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 176kW 220V a.c.<br>10,75kn |
| **YUNG WU**<br>**Ocean Fishery Development Administration**<br>Kaohsiung China* | **351**<br>238<br>— | | **1980** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>43,64 7,68 2,901<br>38,10 7,60 3,38<br>P & B 24,1 1 dk | **M Fishing** | Niigata 6M24EGT<br>Oil 4SA 6Cy. 240 × 410<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 176kW 220V a.c.<br>10,75kn |
| **YUNG YANG**<br>**Ocean Fishery Development Administration**<br>Kaohsiung China* | **492**<br>217<br>— | | **1985** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>49,92 3,301<br>44,00 8,60 3,69<br>1 dk | **M Fishing**<br>2 Ho 5,4 20,7<br>In.580<br>4 Ha | Akasaka A245FD<br>Oil 2SA 6Cy. 245 × 450<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 280kW 220V a.c. |
| **YUNG YUAN**<br>ex Kenta Maru-84 ex Seiwa Maru-81<br>ex Kotoshiro Maru No. 5<br>**Ocean Fishery Development Administration**<br>Kaohsiung China* | **992**<br>665<br>— | | **1969** Kanasashi Co. Ltd.—Shimizu (915)<br>70,34 11,23 4,592<br>63,48 11,21 5,11<br>P 35,1 F 10,4 1 dk | **M Fishing**<br>Ref<br>Mchy.aft<br>In.1 713 | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>12kn |
| **YUNG YUNG**<br>**Rester Enterprise Corp. Ltd.**<br>Kaohsiung China* | **321**<br>217<br>274 | | **1969** Korea SB. & Eng. Corp.—Pusan<br>43,59 7,52 2,896<br>38,61 7,50 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 5,9 7,5 10,2 ER<br>In.385<br>4 Ha (1,0 1,0 × 1,0) (1,5 1,5 × 1,5) ER<br>4W Der 4(1) | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 80kW 230V 60Hz a.c.<br>11,5kn |
| **YUNITA**<br>ex Nichiryu Maru-86<br>**Penajam Tankers S.A.**<br>Panama Panama | **731**<br>448<br>1 841 | | **1972** Kurinoura Dock K.K.—Yawatahama (96)<br>73,36 10,83 4,573<br>67,49 10,80 5,01<br>1 dk<br>RW | **M Tanker**<br>10 Ta ER | Hanshin<br>Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe<br>12kn |
| **YUNOST**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | T.Mk<br>**2 433**<br>1 225<br>1 460 | RS | **1967** ............U.S.S.R.<br>84,69 14,03 5,709<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Whaler Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.170 In.1 455<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(5) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>200bhp (147kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **YUNOST**<br>ex Abrau-Dyurso<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | **1 002**<br>392<br>164 | RS | **1964** "Georgi Dimitrov" Shipyard—Varna<br>63,81 9,33 2,998<br>5,87 | **M General Cargo/ Training Ship**<br>1 Ho<br>B.170<br>conv Passenger/Ferry —<br>1 Ha (3,0 × 1,9)<br>Cr 1(1) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>13kn |
| **YUNYY BALTIYETS**<br>**State Committee for Education**<br>(Sankt-Peterburg) (U.S.S.R.) | *441*<br>*132*<br>69 | RS | **1989** ............U.S.S.R.<br>42,53 8,40 3,001<br>35,55 6,05 | **Aux M Training Vessel** | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>407bhp (299kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 50kW a.c.<br>9,5kn |
| **YUNYY PARTIZAN**<br>**Estonian Shipping Co.**<br>(Tallinn) (U.S.S.R.) | T.Mk<br>**1 222**<br>427<br>—<br>**2 079**<br>918<br>2 180<br>T/cm<br>8,3 | RS | **1974** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin<br>88,75 12,81 5,200<br>6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,6 17,0 17,0 ER 3 TwD<br>G.3 575 B.3 240<br>TEU 57 C.Ho 38/20' C.Dk 19/20'<br>3 Ha (stl) (7,7 × 8,8) (12,9 12,9 × 10,2) ER<br>9W Der 1(20) 2(10) | Sulzer 8TAD36<br>Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>H. Cegielski Poznan<br>Fuel 153,61t (d.o.)-7,9pd<br>12,8kn |
| **YUOZAS ALEKSONIS**<br>**Arkhangelsk Tralflot**<br>(Arkhangelsk) (U.S.S.R.) | *7 765*<br>*2 297*<br>3 372 | RS (Class cont.) | **1990** VEB Volkswerft Stralsund—Stralsund (824)<br>120,47 19,03 6,650<br>107,00 12,22<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.3 454 | S.K.L. 6VDS48/42AL-2<br>2 Oil 4SA each 6Cy. 420 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>3 898kW (5 299bhp)<br>VEB Maschinenbau Halberstadt Halberstadt<br>Controllable pitch propeller<br>15kn |
| **YUOZAS GARYALIS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**2 351**<br>783<br>1 518 | RS | **1969** Baltiya Shipyard—Klaypeda<br>84,69 14,03 5,811<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.157 In.1 296<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,3 1,3 × 1,2)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>2 500bhp (1 839kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **YUOZAS GREYFENBERGERIS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**2 407**<br>866<br>1 307 | RS | **1966** ............U.S.S.R.<br>84,71 14,03 5,701<br>78,06 13,95 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 330<br>5 Ha (1,3 1,3 × 1,5) (1,6 × 1,6) (1,3 1,3 × 1,2)<br>4W Der 2(7,5) 2(1,5) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12kn |
| **YUOZAS VAREYKIS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**2 407**<br>866<br>1 518 | RS | **1967** ............U.S.S.R.<br>84,69 14,03 5,811<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.157 In.1 358<br>5 Ha (1,2 1,2 × 1,3) (1,9 1,9 × 1,9) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,25kn |
| **YUOZAS VITAS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | *7 765*<br>*2 329*<br>3 372 | RS | **1990** Volkswerft GmbH.—Stralsund (826)<br>120,47 19,04 6,650<br>108,12 12,22<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.3 454 | S.K.L. 6VDS48/42AL-2<br>2 Oil 4SA each 6Cy. 420 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>5 296kW (7 200bhp)<br>VEB Maschinenbau Halberstadt Halberstadt<br>Gen 2 × 1500kW a.c. 2 × 760kW a.c.<br>Controllable pitch propeller<br>15,5kn |

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| **8027157**<br><br>M-17495<br>Df Esd Gc<br>Rdr RTh/v | **YUPITER**<br><br>**The Sea Commercial Port of St. Petersburg**<br>(Novorossiysk) (U.S.S.R.) | *691*<br>*67*<br>245 | RS | **1982** Hollming Oy—Rauma/Raumo (243)<br>40,21 12,50 4,901<br>38,21 12,01 7,01<br>1 dk | **TM Tug**<br>Fire-fighting<br>Ice strengthened | Wartsila<br>2 Oil 4SA each 6Cy. 320 × 350 dr geared to sc. shafts<br>Oy Wartsila Ab<br>2 Controllable pitch propellers |
| **7391680**<br><br>M-29838<br>Rdr Rt | **YUPITER**<br><br>**The Sea Commercial Port of St. Petersburg**<br>(Sankt-Peterburg) (U.S.S.R.) | 265<br>0<br>83 | RS | **1975** Brodogradiliste "Tito"—Belgrade (919)<br>35,43 9,21 3,150<br>30,00 9,00 4,52<br>1 dk | **M Tug**<br>Ice strengthened | B&W<br>2 Oil 4SA each 7Cy. 260 × 400 geared to sc. shaft<br>Titovi Zavodi "Litostroj" |
| **7741500**<br>*UZEC*<br>M-35003 | **YUPITER**<br><br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1979** ..............U.S.S.R.<br>34,02 7,12 2,901<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.88<br><br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **8033364**<br><br>M-36833 | **YUPITER**<br><br>**Sevastopol Port Authority**<br>(Sevastopol) (U.S.S.R.) | **149**<br>101<br>20 | RS | **1981** ..............U.S.S.R.<br>28,70 6,35 1,480<br>2,50<br>1 dk | **M Ferry** | Oil<br>250dk P<br>.............. |
| **8132304**<br>*JK4277*<br>125791<br>Rt | **YURA MARU**<br>ex Shinko Maru No. 5-88<br>**Yura Kaiun K.K.**<br>Nagoya, Aichi Pref. Japan | **498**<br>—<br>1 585 | | **1981** Murakami S.B. Co. Ltd.—Naruto (132)<br>4,290<br>66,71 11,51 6,20<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.2 412 B.2 191<br><br>1 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7018886**<br>*JMHF*<br>105633<br>SN1-39<br>Df Esd Gc<br>Pfd | **YURA MARU No. 1**<br>ex Shinwa Maru No. 18-81<br>ex Kensho Maru No. 18-78<br>**Yura Suisan Y.K.**<br>Nishinoshima, Shimane Pref. Japan | **304**<br>151<br>408 | | **1970** Miho Zosensho K.K.—Shimizu (728)<br>50,40 8,23 3,048<br>44,20 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7616690**<br>*JH2706*<br>118347<br>Esd Gc Rdr<br>Rt | **YURA MARU No. 3**<br><br>**Yura Kisen K.K.**<br>Nagoya, Aichi Pref. Japan | **478**<br>—<br>919 | | **1976** Kanasashi Co. Ltd.—Kaijima Works, Shimizu (1216)<br>57,92 9,63 4,201<br>54,77 9,61 6,13<br>1 dk | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8014564**<br>*JH2833*<br>125643<br>Gc Rdr Rt | **YURA MARU No. 5**<br><br>**Yura Kisen K.K.**<br>Nagoya, Aichi Pref. Japan | **496**<br>—<br>1 428 | | **1980** Nakatani Shipyard Co. Ltd.—Nomi (465)<br>69,50 4,023<br>65,00 11,51 6,10<br>1 dk | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8223799**<br>*JH2979*<br>127571 | **YURA MARU No. 8**<br><br>**Yura Kisen K.K.**<br>Nagoya, Aichi Pref. Japan | **498**<br>—<br>1 132 | | **1983** Nakatani Shipyard Co. Ltd.—Nomi (483)<br>58,50 4,201<br>56,01 9,81 4,70<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.1 200 B.1 160<br><br>1 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Controllable pitch propeller |
| **8410689**<br>*JH3057*<br>128421<br>Rt | **YURA MARU No. 12**<br><br>**Yura Kisen K.K.**<br>Nagoya, Aichi Pref. Japan | **499**<br>—<br>1 400 | | **1985** Nakatani Shipyard Co. Ltd.—Nomi (493)<br>74,53 (BB) 4,071<br>69,02 11,51 7,32<br>2 dks | **M General Cargo**<br><br>1 Ho ER<br>G.2 693 B.2 654<br><br>1 Ha (stl) ER | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Controllable pitch propeller |
| **7714703**<br>*JL4429*<br>122414<br>Gc Rdr Rt | **YURA MARU No. 15**<br>ex Shunzan Maru<br>**Yura Kisen K.K.**<br>Nagoya, Aichi Pref. Japan | **298**<br>—<br>878 | | **1977** Omishima Dock K.K.—Kamiura (1061)<br>60,00 3,500<br>54,00 9,60 5,50<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>Niigata Eng. Co. Ltd. |
| **8135605**<br>*JM5050*<br>124771<br>Rt | **YURA MARU No. 20**<br>ex Matsu Maru No. 11-89<br>**Yura Kisen K.K.**<br>Nagoya, Aichi Pref. Japan | **199**<br>—<br>695 | | **1982** Kumamoto Dock K.K.—Yatsushiro (110)<br>3,220<br>50,81 10,00 4,70<br>1 dk | **M General Cargo** | Oil |
| **7348798**<br>*ESCO*<br>M-31122<br>Df Esd Gc<br>Pfd Rdr Rt | **YURBARKAS**<br><br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**3 017**<br>1 806<br>2 063 | RS | **1974** VEB Volkswerft Stralsund—Stralsund (417)<br>101,94 (BB) 15,24 5,601<br>94,57 15,22 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref | MAN<br>Oil 4SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller |
| **8814902**<br>*3EGS8*<br>20166-PEXT1<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **YURISHIMA**<br>ex Yurishima Maru-90<br>**Yurishima Marine S.A.**<br>Panama Panama<br>SatCom: 1333610/YURI | *4 579*<br>*2 156*<br>5 053<br>T/cm<br>7,1 | NK | **1989** Fukuoka Zosen K.K.—Fukuoka (1138)<br>117,40 (BB) 16,42 7,114<br>107,00 16,40 9,95<br>P 25,6 F 10,7 | **M Refrigerated Cargo**<br><br>4 Ho ER<br>In.5 580 | Mitsubishi<br>Oil 2SA 8Cy. 370 × 880<br>4 119kW (5 600bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 610kW 450V 60Hz a.c.<br>Fuel 403,82t (d.o.) 818,79t (hvf)-16,4pd |
| **8114754**<br>*JM5065*<br>124832<br>Rt | **YURIWAKA**<br><br>**Fukuoka Municipal Office**<br>Fukuoka, Fukuoka Pref. Japan | **120**<br>—<br>50 | | **1981** Nippon Zosen Tekko K.K.—Wakamatsu (275)<br>28,20 1,800<br>25,00 6,00 2,40<br>1 dk | **TM Ferry** | Niigata<br>2 Oil 4SA each 6Cy. 160 × 200<br>Niigata Eng. Co. Ltd. |
| **7829558**<br>*D7EX*<br>ICR-780158<br>Rt | **YURIWANG No. 5**<br>ex Won Jin No. 1-81<br>**Ong Jin Shipping Co.**<br>Han Yum Forwarding Co. Ltd.<br>Inchon South Korea | **296**<br>160<br>455 | (KR) | **1979** Cheung Ku Marine Ind. Co. Ltd. —Ulsan<br>42,02 2,791<br>38,00 7,80 3,20<br>P 9,8 F 4,6 1 dk | **M General Cargo**<br><br>B.455<br><br>1 Ha (stl) (5,5 × 1,6)<br>Der 1(1) | Sumiyoshi<br>Oil 4SA 6Cy. 260 × 400<br>340bhp (250kW)<br>Sumiyoshi Marine Diesel Co. Ltd<br>Gen 1 × 5kW 100V a.c. |
| **7737652**<br>*D7BC*<br>ICR-770299<br>Rt | **YURIWANG No. 7**<br><br>**Han Yum Forwarding Co. Ltd.**<br>Inchon South Korea | **290**<br>141<br>363 | (KR) | **1977** Inchon Eng. & SB. Corp.—Inchon<br>41,99 2,591<br>38,03 7,01 2,98<br>P 9,5 F 4,9 1dk | **M General Cargo**<br><br>G.415 B.386<br>Der 1(2) | Yanmar<br>Oil 4SA 6Cy. 165 × 200<br>340bhp (250kW)<br>Yanmar Diesel Co. Ltd. |
| **7829560**<br>*D7EW*<br>ICR-780027<br>Rt | **YURIWANG No. 8**<br><br>**Han Yum Forwarding Co. Ltd.**<br>Inchon South Korea | **393**<br>220<br>611 | KR | **1978** Inchon Eng. & SB. Corp.—Inchon<br>47,00 3,112<br>43,01 8,60 3,61<br>P 13,2 F 5,8 1 dk | **M General Cargo**<br><br>G.709<br><br>2 Ha (stl) (each 3,2 × 1,7) | Sumiyoshi<br>Oil 4SA 6Cy. 260 × 400<br>500bhp (368kW)<br>Sumiyoshi Marine Diesel Co. Ltd<br>Gen 1 × 29kW 225V a.c. |

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| **YURIY ARSHENEVSKIY**<br><br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1400551/UPPZ | *18 574*<br>*7 442*<br>19 724 | <br><br>RS | **1986** Valmet Oy Helsingin Telakka—Vuosaari, Helsinki/Helsingfors (320)<br>176,65 24,57 10,500<br>164,10 24,50 15,19<br>2 dks | **M RoRo Cargo/General Cargo/ Icebreaker**<br>Side door & ramp (s. a.)<br>L 17,50 W 5,00 SWL 56<br>Lane Length 570 Cargo Width 3,00<br>Clear height 4,20<br>Cars 140 Trailers 36<br>4 Ho 10,0 26,8 33,2 23,7 ER<br>11,1DTp&s 6 TwD<br>G.30 284 L.902<br>TEU 576<br>C.Ho 402/20' (40') C.Dk 174/20' (40') incl. 50 ref C.<br>8 Ha (stl) (12,8 × 13,0) (19,2p&s 25,6p&s 19,2p&s × 8,0) ER (12,8 × 11,0)<br>Cr 2(40) 3(20) | Sulzer 14ZV40/48<br>2 Vee Oil 4SA each 14Cy. 400 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>21 000bhp (15 447kW)<br>Oy Wartsila Ab Turku/Abo<br>Gen 4 × 800kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 675,5t (d.o.) 3 227,5t (hvf)-76,0pd 17kn |
| **YURIY DOLGORUKIY**<br><br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.) | **13 511**<br>6 680<br>19 590 | <br><br>RS | **1980** VEB Warnowwerft Warnemuende —Warnemuende (111)<br>162,21 22,92 9,880<br>154,87 22,86 13,54<br>P 37,5 F 16,8 1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>6 Ho 21,2 16,9 17,5 17,0 17,5 17,5 ER<br>G.26 395 B.22 422<br>TEU 442 C.Ho 282/20' C.Dk 160/20'<br>6 Ha (stl) (12,8 × 10,8) (12,8 12,8 12,8 12,8 12,8 × 13,5) ER | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel 441,0t (d.o.) 1 257,0t (hvf) 15,25kn |
| **YURIY DVUZHILNIY**<br><br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | *4 669*<br>*1 919*<br>5 000 | <br><br>RS | **1989** Navashinskiy Shipyard—Navashino<br>124,40 16,42 5,500<br>114,44 - 7,50<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.6 070<br>TEU 68 C. 68/20'<br>4 Ha (stl) (13,3 × 10,6) (13,3 13,3 13,3 × 12,8) ER | Russkiy 6CHRNP36/45<br>2 Oil 4SA each 6Cy. 360 × 450<br>2 998bhp (2 205kW)<br>Russkiy-Diesel Works Leningrad<br>Gen 3 × 200kW a.c. 12,2kn |
| **YURIY GARNAYEV**<br><br>**Black Sea Shipping Co. (BLASCO)**<br>(Feodosiya) (U.S.S.R.) | *205*<br>*62*<br>34 | <br><br>RS | **1989** ..............U.S.S.R.<br>37,60 7,21 1,690<br>34,01 - 2,90<br>1 dk | **TrM Ferry**<br>250dk P | Russkiy 12CHSN18/20<br>6CHSN15/18<br>3 Oil geared to sc. shafts<br>(centre) Oil 4SA 12Cy. 180 × 200<br>740kW (1 006bhp)<br>Russkiy-Diesel Works Leningrad<br>(wing) 2 Oil 4SA each 6Cy. 150 × 180<br>220kW (299bhp)<br>Russkiy-Diesel Works Leningrad<br>16,5kn |
| **YURIY KOSTIKOV**<br><br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 344**<br>1 299<br>1 338 | <br><br>RS | **1968** Stocznia Gdanska im. Lenina—Gdansk (B26/21)<br>83,11 13,85 5,500<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.284 In.1 566<br>5 Ha (4,8 × 2,1) (1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Sulzer 8TD48<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>Sour "Jugoturbina" Karlovac<br>Controllable pitch propeller<br>12,75kn |
| **YURIY KOTSYUBINSKIY**<br><br>**Ukraine River Fleet Administration**<br>(Kherson) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | <br><br>RS | **1977** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,671<br>108,01 12,98 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L. 6NVD48-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn |
| **YURIY KRYMOV**<br><br>**Soviet Danube Shipping Co.**<br>(Izmail) (U.S.S.R.) | **4 417**<br>1 994<br>5 490 | <br><br>RS | **1978** Navashinskiy Shipyard—Navashino<br>124,42 16,41 5,501<br>117,02 15,82 7,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.5 800<br>TEU 165 C. 165/20'<br>4 Ha (stl) (13,2 × 10,5) (13,2 13,2 13,2 × 12,8) ER<br>Cr 4(8) | Russkiy<br>2 Oil 4SA each 6Cy. 360 × 450<br>3 000bhp (2 207kW)<br>Russkiy-Diesel Works Leningrad<br>13kn |
| **YURIY LEVITAN**<br><br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.)<br>SatCom: 1401276 | *9 548*<br>*3 586*<br>9 141 | <br><br>RS | **1984** "Georgi Dimitrov" Shipyard—Varna (206)<br>148,67 (BB) 21,06 7,651<br>136,02 21,01 10,90<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>6 Cell. Ho 14,7 15,3 14,6 14,6 14,6 14,6 ER<br>TEU 412<br>C.Ho 246/20' (40') C.Dk 166/20' (40') incl. 64 ref C.<br>11 Ha (stl) ER | B&W 6DKRN67/140<br>Oil 2SA 6Cy. 670 × 1400<br>9 048bhp (6 655kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 504kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 304,0t (d.o.) 1 071,0t (hvf)-43,0pd 18kn |
| **YURIY LISYANSKIY**<br>ex Ledokol 9-66<br>**Baltic Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 380**<br>—<br>1 092 | <br><br>RS | **1965** Admiralteiskiy Shipyard—St. Petersburg<br>67,70 18,29 6,060<br>62,01 17,51 8,34<br>2 dks | **TD-E Icebreaker**<br>Ice strengthened<br>1 Ho<br>G.250<br>1 Ha (2,3 × 1,6)<br>2W Der 2(1,5) | Fairbanks, Morse<br>3 Oil 2SA each 10Cy. 207 × 508 total 5 400bhp (3 972kW) driving 3 gen. connected to 3 elec. motors & geared to sc. shafts<br>U.S.S.R.<br>2 propellers , 1 fwd<br>14kn |
| **YURIY MAKSARYOV**<br><br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400112/UTXS | *22 211*<br>*6 663*<br>17 773 | <br><br>RS | **1985** Stocznia Gdanska im. Lenina—Gdansk (B481/09)<br>181,90 (BB) 28,25 9,641<br>166,55 28,21 17,96<br>2 dks | **M RoRo Cargo**<br>Cars 230<br>1 Ho -DTp&s 85,6 ER<br>B.32 846 L.594<br>TEU 634<br>C.Ho 53/20' C.RoRo Dk 375/20' C.Dk 206/20' incl. 80 ref C.<br>1 Ha (stl) (13,1 × 6,9) ER | Sulzer 16ZV40/48<br>2 Vee Oil 4SA each 16Cy. 400 × 480 sr geared to sc. shaft<br>20 800bhp (15 300kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 1200kW 3 × 760kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 375,5t (d.o.) 3 333,5t (hvf)-71,0pd 20,5kn |
| **YURIY MALAKHOV**<br><br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 152 | <br><br>(RS) | **1967** VEB Volkswerft Stralsund—Stralsund (210)<br>81,97 13,64 5,160<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 075<br>4 Ha (2,4 2,4 2,4 × 2,7) (1,5 × 1,9)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **YURIY SAVINOV**<br><br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.)<br>SatCom: 1401524/UMTB | **10 179**<br>5 373<br>14 220 | <br><br>RS | **1976** Stocznia Gdanska im. Lenina—Gdansk (B540/15)<br>151,75 21,06 8,691<br>140,01 21,04 11,59<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho ER<br>G.17 070 B.16 353<br>9 Ha (stl) (12,8T × 8,9) (15,2p&s 15,2p&s 15,2p&s 15,2p&s × 7,7) ER<br>18W Der 9(10) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>H. Cegielski Poznan<br>Gen 3 × 504kW 380V 50Hz a.c.<br>15,75kn |

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| **7640964**<br>*UVHD*<br>M-32428 | **YURIY SMIRNOV**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | T.Mk<br>**3 924**<br>1 527 RS<br>4 600 | **1976**<br>139,63<br>127,39<br>2 dks | "A. Zhdanov" SB. Yard—Leningrad<br>(BB) 19,23 6,620<br>13,09 | **M RoRo Cargo**<br>Ice strengthened<br>Bow door & ramp (f)<br>L 23,00 W 5,00 SWL 65<br>Cars 500<br>1 Ho 64,0 ER<br>B.11 610<br>TEU 242<br>C.Ho 42/20' (40') C.Dk 77/20' (40')<br>C.RoRo Dk 123/20' (40') | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 728,5t (hvf)-28,5pd | 5K62<br>Bryan<br>16,75k |
| **8509193**<br>*UWAF*<br>M-42381<br>Df Esd Gc<br>Pfd Rdr RTv | **YURIY TRIFONOV**<br>**Dalryba**<br>(Kholmsk) (U.S.S.R.) | *4 575*<br>*1 417*<br>740 RS | **1989**<br>89,98<br>78,45<br>3 dks | Stocznia im. "Komuny Paryskiej"—Gdynia (B961/04)<br>17,61 5,250<br>17,21 10,30 | **M Passenger Ship**<br>150bth P<br>Ice strengthened | Sulzer<br>Oil 4SA 6Cy. 400 × 480 geared to sc. shaft<br>2 175bhp (1 600kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Swietochlow<br>Gen 3 × 640kW a.c.<br>Controllable pitch propeller | 6ZL40/4<br>14,3k |
| **7397531**<br>*ESRX*<br>M-31126<br>Df Esd Gc<br>Pfd Rdr Rt | **YURMALA**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | T.Mk<br>**3 017**<br>1 246 RS<br>2 063 | **1974**<br>101,86<br>91,83<br>2 dks | VEB Volkswerft Stralsund—Stralsund (419)<br>(BB) 15,22 5,709<br>15,21 9,71 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | MAN<br>Oil 4SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller | 8ZD72/48AL<br>Rostock<br>15k |
| **7825320**<br><br><br>Df Pfd Rdr<br>Rt | **YURYO MARU**<br>ex Yuryo Maru No. 21-89<br>China* | **116**<br>—<br>— | **1979**<br>37,60<br>30,97<br>1 dk | Nagasaki Zosen K.K.—Nagasaki (681)<br>7,70 2,371<br>7,01 2,80 | **M Fishing**<br>Seiner | Daihatsu<br>Oil 4SA 6Cy. 280 × 340 geared to sc. shaft<br>1 170bhp (861kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | 6DSM<br>Osak |
| **9019963**<br>*JPUC*<br>132192<br>MG1-1820<br>Rdr RTv | **YURYO MARU No. 1**<br>**Miura Gyogyo K.K.**<br>Japan<br>SatCom: 1204322/JPUC | **379**<br>—<br>405 | **1991**<br><br>48,49 | K.K. Goriki Zosensho—Ise (1018)<br>3,341<br>9,01 3,76 | **M Fishing** | Niigata<br>Oil<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Japa |
| **9018438**<br>*JI3084*<br>131641<br>WK1-278<br>Rdr Rt | **YURYO MARU No. 1**<br>**Kazuto Ryono**<br>Taiji, Wakayama Pref. Japan | **119**<br>—<br>— | **1990**<br><br>*30,00* | Katsuura Dockyard Co. Ltd—Katsuura (305)<br><br>6,60 2,70 | **M Fishing**<br>Long-line Ref | Oil<br>............. | |
| **7818676**<br>*JE2448*<br>122322<br>Df Esd Gc<br>Pfd Rdr Rt | **YURYO MARU No. 5**<br>**Shimizu Shokai Co. Ltd.**<br>Hachinohe, Aomori Pref. Japan | **149**<br>—<br>324 | **1978**<br>39,20<br>33,46 | Yamanishi Zosen K.K.—Ishinomaki (850)<br>7,19 2,461<br>6,91 2,77 | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>970bhp (713kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | 6PSHTB-26<br>Osak |
| **7914212**<br>*JGJO*<br>123132<br>AM1-396<br>Df Esd Gc<br>Pfd Rdr Rt | **YURYO MARU No. 18**<br>ex Sakae Maru No. 33-85<br>**Yuryo Gyogyo K.K.**<br>Hachinohe, Aomori Pref. Japan | **133**<br>61<br>— | **1979**<br>37,80<br>30,59<br>1 dk | Yamanishi Zosen K.K.—Ishinomaki (860)<br>7,09 2,528<br>7,01 2,72 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 220 × 280 reduction geared to sc. shaft<br>660bhp (485kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | 6PSTCM<br>Osak |
| **8106202**<br>*JE2604*<br>124285<br>Gc Rdr Rt | **YURYO MARU No. 20**<br>**Shimizu Shokai Co. Ltd.**<br>Hachinohe, Aomori Pref. Japan | **279**<br>—<br>— | **1981**<br>44,30<br>38,21<br>1 dk | Nagasaki Zosen K.K.—Nagasaki (762)<br>2,752<br>7,41 3,15 | **M Fishing**<br>Seiner | Daihatsu<br>Oil 4SA 6Cy. 260 × 300 reduction geared to sc. shaft<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Moriyam |
| **7941605**<br>*JGQO*<br>124263<br>IT1-255<br>Rdr RTv | **YURYO MARU No. 38**<br>**K.K. Yamane Gyogyobu**<br>Miyako, Iwate Pref. Japan<br>SatCom: 1204170/JGQO | **259**<br>—<br>— | **1980**<br>37,22<br>...<br>1 dk | Y.K. Ouchi Zosensho—Nakajima<br>7,62 3,031<br>... ... | **M Fishing**<br>Side-fishing Tuna Long-line | Daihatsu<br>Oil<br>Daihatsu Diesel Mfg. Co. Ltd. | Japa |
| **7220453**<br><br><br>Df Esd Gc<br>Pfd Rdr Rt | **YURYO MARU No. 50**<br>ex Yuryo Maru No. 21-79<br>**P. A. David & Son Fishing Inc.** | **111**<br>33<br>— | **1972**<br>36,00<br>31,55<br>1 dk | Yamanishi Zosen K.K.—Ishinomaki (693)<br>6,94 2,401<br>6,91 2,75 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 280 × 440<br>919kW (1 249bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | AH3<br>Yaiz |
| **7236828**<br><br><br>Df Esd Gc<br>Rdr Rt | **YURYO MARU No. 57** | **284**<br>142<br>— | **1972**<br>47,68<br>42,55<br>1 dk | Niigata Eng. Co. Ltd.—Niigata (1126)<br>8,23 3,201<br>8,21 3,61 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Niiga |
| **8903973**<br>*JJGR*<br>130732<br>Rdr RTv | **YURYO MARU No. 58**<br>**Ishikatsu Yoshida**<br>Hachinohe, Aomori Pref. Japan<br>SatCom: 1201505/JJGR | **349**<br>—<br>— | **1989**<br>69,69<br>60,00 | Fujishin SB. Co.—Kamo (538)<br>(BB) 4,150<br>10,70 6,96 | **M Fishing**<br>Side-fishing Ref | Niigata<br>Oil 4SA 6Cy. 310 × 530<br>1 324kW (1 800bhp)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust propeller fwd | 6M31AF |
| **7715305**<br>*8JJT*<br>121357<br>MG1-906<br>Df Esd Gc<br>Pfd Rdr Rt | **YURYO MARU No. 61**<br>**Miura Gyogyo K.K.**<br>Kesennuma, Miyagi Pref. Japan | **299**<br>145<br>372 | **1977**<br>48,87<br>42,83<br>1 dk | Niigata Eng. Co. Ltd.—Niigata (1576)<br>8,51 3,361<br>8,50 3,64 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | 6M28KE<br>Niiga |
| **8632835**<br>*JE2827*<br>126573<br>MG1-1420<br>Rt | **YURYO MARU No. 67**<br>**Yoshikazu Miura**<br>Kesennuma, Miyagi Pref. Japan | **107**<br><br>— | **1983**<br>*28,20*<br><br>1 dk | Kidoura Zosen K.K.—Kesennuma<br><br>5,90 2,80 | **M Fishing**<br>Side-fishing | Niigata<br>Oil<br>272kW (370bhp)<br>Niigata Eng. Co. Ltd. | Japa |
| **8503565**<br>*JGOV*<br>128156<br>MG1-1386<br>Rdr RTv | **YURYO MARU No. 68**<br>**Miura Gyogyo K.K.**<br>Kesennuma, Miyagi Pref. Japan<br>SatCom: 1201667/JGOV | **349**<br>—<br>380 | **1985**<br>52,79<br>45,60<br>1 dk | K.K. Goriki Zosensho—Ise (872)<br>3,420<br>8,62 3,76 | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>In.453 | Niigata<br>Oil 4SA 6Cy. 280 × 480 sr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Niiga |
| **8703359**<br>*JKUG*<br>130129<br>MG1-1562<br>Rdr RTv | **YURYO MARU No. 70**<br>**Miura Gyogyo K.K.**<br>Kesennuma, Miyagi Pref. Japan<br>SatCom: 1201701/JKUG | **349**<br>—<br>380 | **1987**<br>52,79<br>45,78<br>1 dk | K.K. Goriki Zosensho—Ise (887)<br>3,401<br>8,62 3,76 | **M Fishing** | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | 6M28<br>Niiga |
| **8707848**<br>*JGPA*<br>129696<br>AM1-521<br>Rdr Rt | **YURYO MARU No. 85**<br>**Ishikatsu Yoshida**<br>Hachinohe, Aomori Pref. Japan | **308**<br>—<br>— | **1987**<br>66,02<br>57,00 | Fujishin SB. Co.—Kamo (525)<br>(BB) 10,27 4,001<br>10,20 6,61 | **M Fishing**<br>Side-fishing | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches & reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | |

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| **YURYUZAN**<br>ex Barguzin-66<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **795**<br>266<br>834 | RS | **1957** ............U.S.S.R.<br>63,15 10,01 3,734<br>4,02<br>1 dk | | **TM Tanker**<br>Ice strengthened<br>9 Ta ER<br>L.(oil) 1 666<br>1W Der 1(2) | 2 Oil 2SA each 6Cy. 300 × 500<br>NE 62<br>Russkiy-Diesel Works Leningrad<br>12,5kn |
| **YUSEI MARU**<br>ex Meisei-85 ex Nissei Maru No. 51-84<br>**Kyushu Kaiun K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **855**<br>—<br>2 020 | | **1972** Higaki Zosen K.K.—Imabari<br>73,00 11,43 4,700<br>67,01 11,41 5,01<br>1 dk | (135) | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 314 | Hanshin<br>Oil<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 80kW 225V a.c.<br>12kn |
| **YUSEI MARU**<br>**Fuyo Kaiun K.K.**<br>Kagoshima, Japan<br>Kagoshima Pref. | **699**<br>—<br>1 615 | NK | **1990** Kanmon Zosen K.K.—Shimonoseki<br>69,51 (BB) 4,300<br>65,00 11,50 5,00<br>1 dk | (516) | **M Cement Carrier**<br>6 Ho ER<br>G.1 424 B.1 363<br>6 Ha (stl) ER | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530 with clutches, hydraulic couplings & sr geared to sc. shaft<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd. Niigata |
| **YUSEI MARU**<br>**Yusei Shoji K.K.**<br>Osaka, Japan<br>Osaka Pref. | **499**<br>—<br>1 600 | | **1985** K.K. Matsuura Zosensho—Kinoe<br>72,78 11,64 4,301<br>68,03 11,60 7,01<br>2 dks | (322) | **M General Cargo**<br>1 Ho ER<br>G.2 894 B.2 527<br>1 Ha (stl) ER | Hanshin 6LUN28AG<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **YUSEI MARU**<br>**Iwakuni Kisen Y.K.**<br>Hinase, Japan<br>Okayama Pref. | **430**<br>—<br>920 | | **1989** Teraoka Shipyard Co. Ltd.—Nandan<br>4,201<br>56,52 9,01 4,53<br>1 dk | (283) | **M Tanker**<br>Chemical | Hanshin 6LUD26<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **YUSEI MARU**<br>ex Kotoku Maru-87<br>**Jiro Yamashita**<br>Toba, Japan<br>Mie Pref. | **233**<br>—<br>412 | | **1978** K.K. Saidaiji Zosensho—Okayama<br>*38,71* 2,800<br>7,80 4,60<br>1 dk | (60) | **M General Cargo** | Oil<br>Japan |
| **YUSEI MARU**<br>**Takane Iijima**<br>Gamagori, Japan<br>Aichi Pref. | **199**<br>—<br>279 | | **1964** Hashimoto Zosensho—Sumoto<br>34,40 7,57 2,998<br>27,01 7,50 3,31<br>1 dk<br>RW | (194) | **M General Cargo**<br>1 Ho ER<br>1 Ha (9,9 × 5,7) ER | Hanshin<br>Oil 4SA 6Cy. 260 × 400<br>300bhp (221kW)<br>Hanshin Nainenki Kogyo Kobe<br>9kn |
| **YUSEI MARU**<br>**Hirai Kisen Y.K.**<br>Ondo, Japan<br>Hiroshima Pref. | **135**<br>—<br>295 | | **1977** Takebe Zosen—Takamatsu<br>36,40 2,850<br>33,00 6,50 3,00<br>1 dk | (70) | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **YUSEI MARU No. 5**<br>ex Meika Maru-90<br>**Iwakuni Kisen Y.K.**<br>Hinase, Japan<br>Okayama Pref. | **652**<br>—<br>1 289 | | **1981** Mukaishima Zoki Co. Ltd.—Mukaishima<br>*56,00* 4,200<br>10,00 4,60<br>1 dk | (180) | **M Tanker**<br>Chemical<br>Mchy.aft | Oil<br>Japan |
| **YUSEI MARU No. 8**<br>ex Otori Maru-81<br>**Kisobei Tanimizu**<br>Hamajima, Japan<br>Mie Pref. | **486**<br>247<br>— | | **1975** Mie Shipyard Co. Ltd.—Yokkaichi<br>9,20 3,683<br>53,98 9,17 4,27<br>1 dk<br>RW | (121) | **M Fishing**<br>Mchy.aft | Hanshin 6LU38<br>Oil 4SA 6Cy. 380 × 580<br>2 100bhp (1 545kW)<br>Hanshin Nainenki Kogyo Kobe |
| **YUSEI MARU No. 8**<br>**Yusei Kaiun Y.K.**<br>Hinase, Japan<br>Okayama Pref. | **345**<br>—<br>860 | | **1986** Sasaki Zosen K.K.—Kinoe<br>53,98 3,871<br>49,81 9,01 4,12<br>1 dk | (502) | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.(oil) 709 | Niigata 6M26BGT<br>Oil 4SA 6Cy. 260 × 460 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **YUSEI MARU No. 22**<br>**Y.K. Tsubomoto Kisen**<br>Hinase, Japan<br>Okayama Pref. | **298**<br>—<br>702 | | **1980** Kyoei Zosen K.K.—Mihara<br>50,70 8,82 3,564<br>46,00 8,81 3,71<br>1 dk | (107) | **M Tanker**<br>Chemical<br>Mchy.aft | Niigata 6M26ZE<br>Oil 4SA 6Cy. 260 × 400<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **YUSEI MARU No. 23**<br>**Yusei Suisan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref.<br>SatCom: 1203752/USEI | **135**<br>—<br>— | | **1983** K.K. Watanabe Zosensho—Nagasaki<br>41,41<br>33,10 7,31 2,95<br>1 dk | (1021) | **M Fish Carrier** | Daihatsu 6DSM-28<br>Oil 4SA 6Cy. 280 × 340 sr geared to sc. shaft<br>1 170bhp (861kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| **YUSEI MARU No. 23**<br>**Government of The People's Republic of China** | **111**<br>22<br>— | | **1974** Tokushima Zosen K.K.—Fukuoka<br>37,75 7,01 2,337<br>31,60 6,99 2,72<br>1 dk | (1137) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu 6DSM-26<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **YUSEI MARU No. 28**<br>**Toa Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **344**<br>—<br>778 | | **1989** Sasaki Zosen K.K.—Kinoe<br>53,88 3,700<br>49,80 9,00 4,00<br>1 dk | (527) | **M Tanker**<br>Chemical<br>6 Ta ER | Niigata 6M26BGT<br>Oil 4SA 6Cy. 260 × 460 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>625kW (850bhp) E made88<br>Niigata Eng. Co. Ltd. Niigata |
| **YUSEI MARU No. 28**<br>**Y.K. Okawa Kaiun**<br>Kisarazu, Japan<br>Chiba Pref. | **225**<br>—<br>350 | | **1987** Takao Zosen Kogyo K.K.—Tateyama<br>41,15 2,800<br>37,50 8,50 3,00<br>1 dk | | **M General Cargo**<br>1 Ha (stl) (21,4 × 6,0) ER | Mitsubishi S6R2-MTK<br>Oil 4SA 6Cy. 170 × 220<br>Mitsubishi Heavy Industries Ltd. Japan |
| **YUSEI MARU No. 28**<br>**Tosei Sangyo K.K. (Tosei Industries Co. Ltd.)** | **196**<br>89<br>— | | **1958** Taiyo Zosen—Nagasaki<br>37,14 6,43 2,702<br>32,01 6,41 3,20<br>1 dk | (128) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 290 × 420<br>Kobe Hatsudoki Seizosho Kobe |
| **YUSEI MARU No. 30**<br>**Y.K. Okawa Shoten**<br>Kisarazu, Japan<br>Chiba Pref. | **446**<br>—<br>446 | | **1988** Takao Zosen Kogyo K.K.—Tateyama<br>47,74 3,070<br>42,00 10,60 3,10<br>1 dk | | **M Sand Carrier** | Niigata 6M26AGTE<br>Oil 4SA 6Cy. 260 × 460<br>588kW (799bhp)<br>Niigata Eng. Co. Ltd. Ota |
| **YUSEI MARU No. 31**<br>**Y.K. Okawa Kaiun**<br>Kisarazu, Japan<br>Chiba Pref. | **230**<br>—<br>373 | | **1988** Takao Zosen Kogyo K.K.—Tateyama<br>41,15 2,900<br>37,50 8,50 3,00<br>1 dk | | **M Sand Carrier** | Yanmar S165L-ST<br>Oil 4SA 6Cy. 165 × 210<br>441kW (600bhp)<br>Yanmar Diesel Engine Co. Ltd. Osaka |

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|---|---|---|---|---|---|---|---|---|---|
| **7736608**<br>*JK3690*<br>120432<br>Df Gc Pfd<br>Rdr Rt | **YUSEI MARU No. 31**<br>ex Chidori Maru No. 31-89<br>**Yusei Suisan Y.K.**<br>Saigo, Japan<br>Shimane Pref. | **128**<br>—<br>— | | **1978** K.K. Watanabe Zosensho—Nagasaki<br>38,00 6,51<br>31,60 6,46 2,62<br>1 dk | (757) | **M Fishing/ Fish Carrier**<br>Mchy.aft | | Hanshin<br>Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>800bhp (588kW)<br>The Hanshin Diesel Works Ltd. | Akas |
| **8839330**<br>*JG4851*<br>130283<br>Rt | **YUSEI MARU No. 32**<br>**Y.K. Okawa Kaiun**<br>Kisarazu, Japan<br>Chiba Pref. | **230**<br>—<br>312 | | **1989** Takao Zosen Kogyo K.K.—Tateyama<br>41,15 2,700<br>37,50 8,50 2,90<br>1 dk | | **M General Cargo**<br>1 Ha (stl) (21,4 × 6,1) ER | | Yanmar<br>Oil 4SA 6Cy. 165 × 210<br>Yanmar Diesel Engine Co. Ltd. | S165L-E<br>Japa |
| **8839366**<br>*JG4854*<br>130286<br>Rt | **YUSEI MARU No. 33**<br>**Y.K. Okawa Kaiun**<br>Kisarazu, Japan<br>Chiba Pref. | **232**<br>—<br>312 | | **1989** Takao Zosen Kogyo K.K.—Tateyama<br>41,15 2,700<br>37,50 8,50 2,90<br>1 dk | | **M Sand Carrier**<br>1 Ha (stl) (21,4 × 6,1) ER | | Yanmar<br>Oil 4SA 6Cy. 165 × 210<br>Yanmar Diesel Engine Co. Ltd. | S165L-E<br>Japa |
| **8013819**<br>*JM4917*<br>123304<br>Df Esd Gc<br>Pfd Rdr Rt | **YUSEI MARU No. 78**<br>ex Daikichi Maru No. 58-90<br>**Yusei Suisan Y.K.**<br>Saigo, Japan<br>Shimane Pref. | **143**<br>—<br>210 | | **1980** K.K. Izutsu Zosensho—Nagasaki<br>38,99 2,509<br>32,80 6,61 2,87<br>1 dk | (826) | **M Fishing**<br>Seiner | | Niigata<br>Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>1 030bhp (758kW)<br>Niigata Eng. Co. Ltd. | 6MG25B<br>Japa |
| **7426394**<br>*JM3766*<br>116961<br>Df Pfd Rdr<br>Rt | **YUSEI MARU No. 81**<br>**Yusei Suisan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **253**<br>121<br>386 | | **1975** Tokushima Zosen K.K.—Fukuoka<br>47,20 7,62 3,226<br>41,48 7,60 3,61<br>1 dk | (1160) | **M Fishing**<br>Side-fishing<br>Mchy.aft | | Daihatsu<br>Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | 6DSM-2<br>Osak |
| **7613052**<br>*JM3780*<br>118062<br>Rt | **YUSEI MARU No. 82**<br>**Masuda Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **149**<br>—<br>— | | **1976** Minami-Nippon Zosen K.K.—Kushikino<br>40,16 7,24 2,652<br>33,18 6,75 3,40<br>1 dk | (261) | **M Fishing**<br>Mchy.aft | | Yanmar<br>Oil 4SA 6Cy. 240 × 290<br>820bhp (603kW)<br>Yanmar Diesel Engine Co. Ltd. | 6GL-ST<br>Amagasak |
| **8309488**<br>*JM5170*<br>126947 | **YUSEI MARU No. 86**<br>**Yusei Suisan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **216**<br>—<br>— | | **1983** K.K. Watanabe Zosensho—Nagasaki<br>45,01<br>40,11 7,61 3,31<br>1 dk | (1001) | **M Fish Carrier**<br>Ref | | Yanmar<br>Oil 4SA 6Cy. 260 × 320 sr geared to sc. shaft<br>1 300bhp (956kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 24kW 225V a.c. | 6DSM-2<br>Amagasak |
| **7045803**<br>*UZSP*<br>M-30404<br>Df Esd Gc<br>Rdr | **YUSHAR**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **1 122**<br>302<br>221 | RS | **1970** "Georgi Dimitrov" Shipyard—Varna<br>68,00 10,09 3,150<br>62,21 6,13<br>2 dks | | **TM Passenger/General Cargo**<br>Ice strengthened<br>1 Ho<br>B.217<br>1 Ha (3,0 × 1,9)<br>Cr 1(-) | 94P | Russkiy<br>2 Oil 2SA each 6Cy. 300 × 500<br>1 200bhp (883kW)<br>Russkiy-Diesel Works | Leningra<br>13,25k |
| **7913385**<br>*JEJF*<br>123079<br>Df Esd Gc<br>Pfd Rdr Rt | **YUSHIMA MARU**<br>**Matsushima Kaiun K.K.**<br>Hakata, Japan<br>Ehime Pref. | **3 335**<br>2 200<br>5 661 | NK | **1979** Murakami Hide Zosen K.K.—Hakata<br>101,15 6,701<br>94,01 15,70 8,08<br>P 19,9 F 10,7 1 dk | (175) | **M General Cargo**<br>Mchy.aft<br>G.7 494 B.6 928<br>2 Ha (stl) (8,9 7,1 × 2,5)<br>Der 4(20) | | Mitsubishi<br>Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 160kW 445V 60Hz a.c.<br>Fuel 71,5t (d.o.) 451,5t (hvf)-12,5pd | 6UET45/75<br>Kob<br>12,5k |
| **7727554**<br>*JM4418*<br>122704<br>Gc Rdr Rt | **YUSHIN MARU**<br>**Yushin Kaiun K.K.**<br>Saiki, Japan<br>Oita Pref. | **499**<br>—<br>905 | | **1978** Honda Zosen—Saiki<br>59,14 3,701<br>53,52 9,61 4,22<br>1 dk | (658) | **M Cement Carrier**<br>Mchy.aft | | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 350bhp (993kW)<br>Niigata Eng. Co. Ltd. | 6L25B<br>Japa |
| **7233967**<br>*JFKV*<br>113944<br>Df Gc Pfd<br>Rdr | **YUSHIN MARU**<br>ex Kotoshiro Maru No. 10-82<br>**Seifuku Sangyo K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **435**<br>—<br>562 | | **1972** Kanasashi Co. Ltd.—Shimizu<br>55,94 8,84 3,499<br>49,51 8,82 4,04<br>1 dk | (1079) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | | Akasaka<br>Oil 4SA 6Cy. 360 × 540<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yai |
| **8720606**<br>*JK4825*<br>130942<br>Rdr Rt | **YUSHIN MARU No. 8**<br>**Morio Tamoto**<br>Hiroshima, Japan<br>Hiroshima Pref. | **491**<br>—<br>1 456 | | **1988** Kimura Zosen K.K.—Yutaka<br>68,00 13,22 4,170<br>63,00 13,20 6,95<br>1 dk | | **M Sand Carrier** | | Niigata<br>Oil 4SA 6Cy. 340 × 620<br>1 324kW (1 800bhp)<br>Niigata Eng. Co. Ltd. | 6M34AG<br>Toky |
| **8630394**<br>*JM5610*<br>129392<br>Rdr Rt | **YUSHIN MARU No. 18**<br>ex Sumiyoshi Maru-90<br>**Y.K. Yushin Kaiun**<br>Uwajima, Japan<br>Ehime Pref. | **199**<br>—<br>699 | | **1986** K.K. Kamishima Zosensho—Higashino<br>56,50 9,62 3,290<br>51,00 9,60 5,50<br>1 dk | | **M General Cargo** | | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>588kW (799bhp)<br>The Hanshin Diesel Works Ltd. | 6LU26<br>Akas |
| **8727757**<br>*UFYX*<br>M-12850<br>Df Esd Gc<br>Rdr RTv | **YUSHINO**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | *448*<br>*134*<br>207 | RS | **1986** ............U.S.S.R.<br>44,88 9,47 3,770<br>39,37 - 5,15<br>1 dk | | **M Fishing**<br>Stern Trawler Seiner Ref<br>Ice strengthened | | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>588kW (799bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 150kW a.c. | 6NVD48A-2<br>Magdebu |
| **8915263**<br>*JNIM*<br>131310<br>Df Esd Gc<br>Pfd Rdr Rt | **YUSHO**<br>**Daito Kaiun Sangyo K.K.**<br>Yaku, Japan<br>Kagoshima Pref. | *2 412*<br>*1 357*<br>3 389 | NK | **1989** Sanyo Zosen K.K.—Mukaishima<br>81,51 13,82 5,688<br>75,00 13,80 5,85<br>1 dk | (1021) | **M General Cargo**<br>1 Ho ER<br>G.5 243 B.5 043<br>2 Ha (stl) (12,6 23,8 × 9,5) ER<br>Der 1(20) 2(10) | | Akasaka<br>Oil 4SA 6Cy. 370 × 720<br>1 912kW (2 599bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 180kW a.c. | A3<br>Yas<br>12k |
| **7353183**<br>*3EQT2*<br>11743-PEXT1<br>Df Esd Gc<br>Pfd Rdr Rt | **YUSHO**<br>ex Melia-86 ex Daiei Maru No. 52-83<br>**T.H. Shipping (Panama) S.A.**<br>Panama Panama | **1 734**<br>868<br>2 940 | (NK) | **1973** Nishii Dock Co. Ltd.—Ise<br>95,64 14,53 5,816<br>87,00 14,51 8,49<br>2 dks<br>RW | (261) | **M Refrigerated Cargo**<br>3 Ho ER<br>In.3 402<br>3 Ha (stl) (each 5,1 × 3,8) ER<br>Der 6(3) | | Mitsubishi<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 400kW 445V a.c.<br>Fuel 630,0t-25,5pd | 6UET52/90<br>Yas<br>19k |
| **8017578**<br>*8JFN*<br>124949<br>Df Esd Gc<br>Pfd Rdr Rt | **YUSHO MARU**<br>**Konishi Kaiun K.K.**<br>Ofunato, Japan<br>Iwate Pref. | **3 676**<br>2 470<br>6 331 | NK | **1980** Higaki Zosen K.K.—Imabari<br>104,32 6,846<br>97,34 16,34 8,41<br>P 19,9 F 11,6 1 dk | (245) | **M General Cargo**<br>G.8 370 B.7 906<br>2 Ha (stl) (each 27,2 × 8,3) ER<br>Der 4(15) | | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 144kW 445V 60Hz a.c.<br>Fuel 72,0t (d.o.) 470,0t (hvf)-12,0pd | 6LU5<br>Akas<br>12,5k |
| **7903029**<br>*JBJK*<br>122995<br>Df Esd Gc<br>Pfd Rdr Rt | **YUSHO MARU**<br>**Toyo Kaiun K.K.**<br>Namikata, Japan<br>Ehime Pref. | **3 119**<br>—<br>3 280 | NK | **1979** Imabari Zosen—Marugame<br>105,54 17,20 5,714<br>98,00 17,19 7,19<br>P 3,1 F 49,1 1 dk | (381) | **M RoRo Cargo**<br>Cars 496<br>Mchy.aft | | B&W<br>Oil 2SA 6Cy. 450 × 900<br>5 280bhp (3 884kW)<br>Hitachi Zosen Hiroshima Works, Innoshim<br>Gen 2 × 300kW 450V 60Hz a.c.<br>Fuel 66,0t (d.o.) 567,5t (hvf)-12,5pd | 6K45<br>15,75k |

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| **YUSHO MARU**<br>**Napalai Pasathika**<br>Thailand | **987**<br>603<br>2 000 | | **1967** Watanabe Zosen K.K.—Hakata (83)<br>71,15 11,00 5,004<br>65,00 10,98 5,59<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 334 B.2 116<br>1 Ha (35,3 × 5,9) ER<br>2W Der 2(10) | Oil<br>1 300bhp (956kW)<br>Nippon Hatsudoki<br>Gen 2 × 72kW 445V a.c. | Japan<br>11kn |
| **YUSHO MARU**<br>**Matsuda Kisen K.K.**<br>Aioi, Hyogo Pref. Japan | **470**<br>—<br>1 011 | | **1979** Kyoei Zosen K.K.—Mihara (88)<br>56,90 4,001<br>52,02 9,31 4,12<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo | 6LU28G<br>Kobe |
| **YUSHO MARU**<br>**Abe Kisen K.K.**<br>Hakata, Ehime Pref. Japan | **368**<br>—<br>1 114 | | **1984** Shitanoe Zosen K.K.—Usuki (1037)<br>66,30 3,820<br>62,01 10,30 6,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd.<br>Fuel (d.o.) | Japan<br>10,5kn |
| **YUSHO MARU** | **298**<br>187<br>1 016 | | **1971** Honda Zosen—Saiki (595)<br>61,55 10,04 3,150<br>57,00 10,01 5,26<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 300 × 470<br>1 200bhp (883kW)<br>Makita Tekkosho | Takamatsu |
| **YUSHO MARU**<br>ex Shinsei Maru No. 8-85<br>ex Meiho Maru No. 8-81<br>**Daito Kaiun Sangyo K.K.**<br>Kagoshima, Kagoshima Pref. Japan | **199**<br>—<br>663 | | **1979** K.K. Matsuura Zosensho—Kinoe (267)<br>53,65 2,952<br>49,51 10,01 4,68<br>2 dks | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 300 × 480<br>1 300bhp (956kW)<br>Makita Diesel Co. Ltd. | GNLH630<br>Takamatsu |
| **YUSHO MARU**<br>ex Atsuta Maru-86<br>**Oita Rinkai Kogyo K.K.**<br>Oita, Oita Pref. Japan | **197**<br>—<br>79 | | **1973** Ishikawajima Ship & Chemical Plant Co. —Tokyo (438)<br>31,70 8,64 2,744<br>26,50 8,62 3,51<br>1 dk | **TM Tug** | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. | 6DSM-26<br>Osaka |
| **YUSHO MARU**<br>**Y.K. Hashimoto Kaiun**<br>Japan | **145**<br>—<br>400 | | **1991** Imura Zosen K.K.—Komatsushima (255)<br>3,100<br>45,00 8,20 5,20 | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>368kW (500bhp)<br>The Hanshin Diesel Works Ltd. | 6LU26G<br>Akashi |
| **YUSHO MARU No. 1**<br>**Keihin Kaiun K.K.**<br>Tokyo Japan | **471**<br>—<br>1 000 | | **1981** Sanuki Zosen Tekkosho K.K.—Takuma (1085)<br>... ... ...<br>56,11 9,61 4,40<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>Hanshin Nainenki Kogyo | 6LUN28G<br>Kobe |
| **YUSHO MARU No. 1**<br>**Araya Sangyo K.K.**<br>Karakuwa, Miyagi Pref. Japan<br>SatCom: 1200673/JRLI | **349**<br>—<br>388 | | **1990** K.K. Goriki Zosensho—Ise (1012)<br>54,22 (BB) 3,350<br>45,60 8,60 3,37<br>1 dk | **M Fishing**<br>Ref<br>In.590 | Niigata<br>Oil 4SA 6Cy. 280 × 480<br>736kW (1 001bhp)<br>Niigata Eng. Co. Ltd. | 6M28BFT<br>Niigata |
| **YUSHO MARU No. 1**<br>ex Tatsumi Maru No. 8-78<br>**Government of The People's Republic of China**<br>China | **284**<br>142<br>341 | | **1971** Miho Zosensho K.K.—Shimizu (764)<br>49,38 8,11 3,277<br>42,98 8,08 3,56<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **YUSHO MARU No. 2**<br>**Tetsuji Matsue**<br>Shimotsu, Wakayama Pref. Japan | **129**<br>—<br>210 | | **1979** Ishida Zosen K.K.—Innoshima (138)<br>33,70 2,500<br>30,00 6,20 2,80<br>1 dk | **M Tanker**<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>300bhp (221kW)<br>Yanmar Diesel Engine Co. Ltd. | Amagasaki |
| **YUSHO MARU No. 3**<br>**Araya Sangyo K.K.**<br>Karakuwa, Miyagi Pref. Japan | **171**<br>—<br>— | | **1983** Kesennuma Tekko—Kesennuma (252)<br>36,60 (BB)<br>29,70 6,15 3,10<br>1 dk | **M Fishing**<br>Tuna Ref<br>3 Ho ER<br>5 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **YUSHO MARU No. 5**<br>**RBL Fishing Corp.**<br>Manila Philippines | **343**<br>177<br>402 | | **1971** Miho Zosensho K.K.—Shimizu (777)<br>53,32 8,54 3,372<br>47,00 8,51 3,74<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>956kW (1 300bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | AH30<br>Yaizu |
| **YUSHO MARU No. 5**<br>**Koichi Aisu**<br>Tokushima, Tokushima Pref. Japan | **138**<br>—<br>257 | | **1981** Y.K. Akamatsu Zosen—Uwajima (88)<br>*29,51* 2,700<br>6,51 2,80<br>1 dk | **M Tanker**<br>Mchy.aft | Oil | Japan |
| **YUSHO MARU No. 8**<br>ex Shinei Maru No. 11-82<br>ex Tatsumi Maru No. 23<br>**Yoshiharu Wakabayashi**<br>Saganoseki, Oita Pref. Japan | **198**<br>86<br>211 | | **1959** K.K. Taihei Kogyo—Akitsu (35)<br>36,86 6,71 2,896<br>33,00 6,66 3,15<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Hanshin<br>Oil 4SA 4Cy. 260 × 400<br>Hanshin Nainenki Kogyo | Kobe |
| **YUSHO MARU No. 10**<br>**Daito Kaiun Sangyo K.K.**<br>Kagoshima, Kagoshima Pref. Japan | **299**<br>—<br>994 | | **1990** Sanyo Zosen K.K.—Mukaishima (1026)<br>64,00 10,51 2,901<br>58,95 10,50 5,96 | **M General Cargo**<br>G.1 840 B.1 720 | Akasaka<br>Oil 4SA 6Cy. 280 × 480<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | K28R<br>Yaizu |
| **YUSHO MARU No. 18**<br>**Y.K. Koyo Gyogyo**<br>Kamaishi, Iwate Pref. Japan | **118**<br>—<br>— | | **1978** Ishimura Zosen—Kimaishi<br>*28,60*<br>5,60 2,40<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Niigata<br>Oil<br>221kW (300bhp)<br>Niigata Eng. Co. Ltd. | Japan |
| **YUSHO MARU No. 20**<br>**Daito Kaiun Sangyo K.K.**<br>Kagoshima, Kagoshima Pref. Japan | **498**<br>321<br>1 519 | NK | **1982** Kimura Zosen K.K.—Yutaka (73)<br>67,70 4,365<br>63,02 11,51 4,42<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Makita<br>Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Makita Diesel Co. Ltd. | GNLH630M<br>Takamatsu |
| **YUSHO MARU No. 21**<br>**Araya Sangyo K.K.**<br>Karakuwa, Miyagi Pref. Japan | **116**<br>—<br>— | | **1987** Kesennuma Tekko—Kesennuma<br>*28,00* 2,000<br>6,10 2,70<br>1 dk | **M Fishing**<br>Side-fishing | Niigata<br>Oil<br>272kW (370bhp)<br>Niigata Eng. Co. Ltd. | Japan |
| **YUSHO MARU No. 35**<br>**Daito Kaiun Sangyo K.K.**<br>Kagoshima, Kagoshima Pref. Japan | **698**<br>477<br>2 210 | NK | **1981** K.K. Miura Zosensho—Saiki (620)<br>72,47 4,747<br>68,00 13,01 4,81<br>2 dks | **M General Cargo**<br>G.3 465 B.3 200<br>1 Ha (stl) (37,8 × 9,5) ER<br>Der 2(10) | Makita<br>Oil 4SA 6Cy. 330 × 530<br>2 000bhp (1 471kW)<br>Makita Diesel Co. Ltd.<br>Gen 4 × 60kW | KSLH633<br>Takamatsu<br>11kn |

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| **7809077**<br>*7KYX*<br>122303<br>Df Esd Gc<br>Pfd Rdr RTv | **YUSHO MARU No. 38**<br>ex Fukuyo Maru No. 38-90<br>**Araya Sangyo K.K.**<br>Karakuwa, Japan<br>Miyagi Pref.<br>SatCom: 1204143/JKYX | **299**<br>143<br>371 | | **1978** Niigata Eng. Co. Ltd.—Niigata (1603)<br>48,87 3,260<br>42,83 8,51 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. |
| **7930022**<br>*8JVP*<br>124217<br>SO1-1073<br>Df Esd Gc<br>Pfd Rdr RTv | **YUSHO MARU No. 51**<br>ex Daitoku Maru No. 51-89<br>**Tago Suisan Enyo Gyogyo Kyodo Kumiai**<br>Nishi-izu, Japan<br>Shizuoka Pref.<br>SatCom: 1200663/IJVP | **349**<br>141<br>373 | | **1980** Niigata Eng. Co. Ltd.—Niigata (1675)<br>49,92 (BB) 3,296<br>44,00 8,60 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 480 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8921872**<br>*3EFR8*<br>19106-90<br>Df Esd Gc<br>Pfd Rdr Rt<br>SatNav | **YUSHO No. 2**<br>**T.H. Shipping (Panama) S.A.**<br>Panama Panama | *3 054*<br>*1 872*<br>4 663 | NK | **1990** Sanyo Zosen K.K.—Mukaishima (1025)<br>90,50 (BB) 6,377<br>83,00 15,00 6,75<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 175 B.6 875<br>2 Ha (stl) (15,6 26,0 × 8,4) ER<br>Der 3(15) | Akasaka<br>Oil 4SA 6Cy. 370 × 720<br>1 912kW (2 599bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 180kW a.c. |
| **8122414**<br>*3EVC8*<br>20748-KJ<br>Df Esd Gc<br>Rdr Rt | **YUSHO No. 3**<br>ex Toward Twenty-91<br>**T.H. Shipping (Panama) S.A.**<br>Panama Panama | **3 086**<br>1 551<br>4 320 | NK | **1982** Kochi Jyuko (Eiho Zosen) K.K.—Kochi (1523)<br>82,21 14,53 6,141<br>82,20 14,51 9,50<br>2 dks | **M General Cargo**<br>2 Ho 19,6 37,1 ER<br>G.4 000<br>2 Ha (stl) (12,6 26,6 × 10,0) ER<br>Der 1(20) 2(15) | Akasaka<br>Oil 4SA 6Cy. 370 × 720<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8013455**<br>*3EET6*<br>18302-YJ<br>Df Esd Gc<br>Pfd Rdr Rt | **YUSR**<br>**Sherwood Overseas S.A.**<br>Panama Panama | **4 169**<br>2 529<br>7 336 | (NK) | **1980** Fukuoka Zosen K.K.—Fukuoka (1082)<br>103,03 16,54 6,865<br>97,01 16,50 8,79<br>P 4,0 F 10,7 1 dk<br>Bow/CM 32 MH 1,2 | **M Tanker**<br>Mchy.aft<br>L.(oil) 8 600<br>2 Cargo pumps total 1 000T/hr | Daihatsu<br>2 Oil 4SA each 6Cy. 280 × 340 geared to sc. shaft<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 280kW |
| **7364388**<br>*TCIX*<br>4308<br>Esd Rdr Rt | **YUSUF KALKAVAN**<br>Launched as Kaptan Yusuf<br>**Ugur Gemicilik Sanayi ve Ticaret A.S.**<br>Istanbul Turkey | **948**<br>547<br>1 685 | BV | **1974** Gaye Ltd. Sirketi Fener—Istanbul (3)<br>65,03 11,03 3,979<br>58,88 11,00 4,50<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.1 896 B.1 700<br>2 Ha (stl) ER | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>495bhp (364kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 70kW 220V 50Hz a.c. |
| **7200635**<br>*A6EF* | **YUSUF KANOO**<br>ex Jackson Creek-70<br>**Fernson Shipping & Trading**<br>Sharjah United Arab Emirates | **145**<br>—<br>— | | **1957** Mobile Ship Repair Inc.—Mobile, Al<br>*25,00* 6,71<br>... ... | **M Research** | Oil<br>550bhp (405kW)<br>.............<br>Fuel (d.o.) |
| **7819266**<br>Esd Rdr Rt | **YUSUF KOWNEYN**<br>**Government of The Democratic Republic of Somalia**<br>Mogadiscio Somali Republic | **121**<br>62<br>103 | | **1979** Brodogradiliste "Greben"—Vela Luka (810)<br>23,19 7,07 3,571<br>21,21 6,85 3,71<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler Side Trawler Seiner Ref | Caterpillar<br>Vee Oil 4SA 8Cy. 137 × 152 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>360bhp (265kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 20kW 231/400V 50Hz a.c. |
| **5060134**<br>*TC3306*<br>401<br>Rdr RTv | **YUSUF NAIBOGLU**<br>ex Kaptan Resit-87 ex Cankaya<br>ex Behar ex Tchan-Kaya ex Ogour<br>ex Meg<br>**Resit Kalkavan Denizcilik ve Ticaret Ltd. Sirketi**<br>Istanbul Turkey | **490**<br>289<br>900 | | **1917** At. & Ch: de Bretagne—Nantes<br>44,00 7,35 3,887<br>43,01 7,29 4,30<br>1 dk<br>R | **M Tanker**<br>Mchy.aft<br>L.(oil) 5 663 | Bohn & Kahler<br>2 Oil 4SA each 6Cy. 295 × 420 geared to sc. shaft<br>NE 59<br>Bohn u. Kahler<br>Fuel 20,5t-1,0pd |
| **7812945**<br>*TCQT*<br>4719<br>Esd Gc Rdr Rt | **YUSUF ZIYA ONIS**<br>ex Dr. Adnan Biren-82<br>**D.B. Deniz Nakliyati T.A.S. Genel Mudurlugu (Turkish Cargo Lines)**<br>Istanbul Turkey | **2 399**<br>1 094<br>3 295 | NV | **1979** Ankerlokken Verft Forde A/S—Forde (12)<br>113,39 19,23 5,511<br>99,35 19,19 13,57<br>2 dks<br>rf 648 | **TM RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft<br>TEU 318<br>C.RoRo dk 170/20' C.Dk 148/20' | Normo<br>2 Vee Oil 4SA each 12Cy. 250 × 300 reduction geared to sc. shafts<br>4 000bhp (2 942kW)<br>A/S Bergens M/V<br>Gen 2 × 472kW 1 × 58kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel-15,0pd |
| **8207056**<br>*UOMG*<br>M-41604<br>Df Esd Gc<br>Rdr Rt | **YUSUP KOBALADZE**<br>**Georgian Shipping Co.**<br>(Batumi) (U.S.S.R.) | **10 937**<br>5 884<br>16 354 | RS | **1985** Brodogradiliste "Split"—Split (330)<br>151,31 (BB) 22,43 9,021<br>142,63 22,41 12,17<br>1 dk | **M Tanker**<br>16 Ta ER<br>L.20 092 | MAN<br>Oil 2SA 6Cy. 520 × 1050<br>7 200bhp (5 296kW)<br>Tvornica Dizel Motora "Split"<br>Gen 1 × 720kW 2 × 560kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **7006510**<br>*USBZ*<br>M-30355<br>Df Esd Rdr<br>RTh/v<br>AMVER | **YUTA BONDAROVSKAYA**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 118**<br>850<br>—<br>**3 389**<br>1 615<br>4 646 | RS | **1970** VEB Schiffswerft "Neptun"—Rostock (315)<br>105,64 15,65 5,462/6,757<br>96,02 15,60 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3<br>G.6 510<br>4 Ha (stl) (9,9 × 7,0) (10,3 10,3 × 8,9) ER (9,9 × 7,0)<br>8W Der 1(40) 1(20) 8(5) | MAN<br>Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt<br>Fuel 78,0t (d.o.) 313,0t (hvf) |
| **7808839**<br>*JL4476*<br>122490<br>Gc Rdr Rt | **YUTAKA MARU**<br>**Sakai Kisen K.K.**<br>Kawajiri, Japan<br>Hiroshima Pref. | **499**<br>323<br>1 224 | | **1978** Imamura Zosen—Kure (241)<br>58,96 9,73 4,239<br>54,01 9,71 4,55<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo |
| **8904965**<br>*JL5788*<br>130607<br>Df Esd Gc<br>Pfd Rdr Rt | **YUTAKA MARU No. 1**<br>**Toyomasu Kaiso K.K.**<br>Anan, Japan<br>Tokushima Pref. | **2 342**<br>—<br>4 438 | NK | **1989** Shinhama Dockyard Co. Ltd.—Anan (800)<br>97,05 (BB) 5,940<br>89,95 15,00 6,80<br>P 22,3 F 13,8 1 dk | **M Cement Carrier**<br>G.3 622 | Akasaka<br>Oil 4SA 6Cy. 370 × 720<br>1 839kW (2 500bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 181kW a.c. |
| **9010084**<br>*JL5931*<br>131460<br>Rt | **YUTAKA MARU No. 2**<br>**Kosei Kisen K.K.**<br>Anan, Japan<br>Tokushima Pref. | **698**<br>—<br>1 851 | | **1990** Wakamatsu Zosen K.K.—Wakamatsu (381)<br>70,00 (BB) 4,590<br>65,00 11,50 5,10<br>1 dk | **M Cement Carrier**<br>8 Ho ER | Akasaka<br>Oil 4SA 6Cy. 280 × 500 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **9041679** | **YUTAKA MARU No. 2**<br>**Yamashita Kisen Y.K.**<br>Japan | **299**<br>—<br>880 | | **1991** K.K. Miura Zosensho—Saiki (1023)<br>3,770<br>58,00 10,80 6,35 | **M General Cargo** | Matsui<br>Oil<br>736kW (1 001bhp)<br>Matsui Iron Works Co. Ltd. |
| **9037707** | **YUTAKA MARU No. 3**<br>**Yamashita-Shinnihon Kinkai Kisen K.K. & Matsuo Kisen K.K.**<br>Japan | **697**<br>—<br>1 847 | | **1991** Wakamatsu Zosen K.K.—Wakamatsu (383)<br>4,550<br>65,00 11,50 5,10 | **M Cement Carrier** | Akasaka<br>Oil<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |

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| **YUTAKA MARU No. 8**<br>**Yamashita Kisen Y.K.**<br>Japan | **199**<br>—<br>630 | | **1991** Yamakawa Zosen Tekko K.K.—Kagoshima (703)<br>- - 3,170<br>52,40 9,60 5,40<br>0 dks | **M General Cargo** | Matsui MU627GSC<br>Oil 4SA 6Cy. 270 × 420<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **YUTOKU MARU**<br>**K.K. Yutoku Kisen**<br>Matsushige, Tokushima Pref. Japan | **459**<br>—<br>1 120 | | **1981** Murakami S.B. Co. Ltd.—Naruto (128)<br>60,33 4,171<br>55,00 10,51 6,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Akasaka<br>Oil<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>11kn |
| **YUTOKU MARU No. 2**<br>**Choshichi Yoshioka**<br>Komatsushima, Tokushima Pref. Japan | **192**<br>—<br>420 | | **1968** Sanuki Zosen Tekkosho K.K.—Takuma<br>37,01 3,201<br>35,72 7,00 4,70<br>1 dk | **M General Cargo**<br>Mchy.aft | Makita<br>Oil<br>450bhp (331kW)<br>Makita Diesel Co. Ltd. Japan<br>9,5kn |
| **YUTOKU MARU No. 7**<br>**Ashu Kaiun Y.K.**<br>Kanonji, Kagawa Pref. Japan | **199**<br>—<br>673 | | **1985** Sanuki Zosen Tekkosho K.K.—Takuma (1153)<br>58,48 (BB) 3,231<br>53,01 9,31 5,57<br>1 dk | **M General Cargo**<br>1 Ho ER<br>B.1 168<br>1 Ha (stl) ER | Niigata 6M26BFT<br>Oil 4SA 6Cy. 260 × 460 sr geared to sc. shaft<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **YUTOKU MARU No. 11**<br>**Yutoku Gyogyo K.K.**<br>Nagasaki, Nagasaki Pref. Japan | **241**<br>—<br>— | | **1985** Minami-Kyushu Zosen K.K.—Kushikino (502)<br>46,69 7,80<br>39,81 3,54<br>1 dk | **M Fishing**<br>Side-fishing | Daihatsu<br>Oil 4SA 6Cy. 260 × 340<br>1 010bhp (743kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| **YUTOKU MARU No. 18**<br>**Joji Baba**<br>Nagasaki, Nagasaki Pref. Japan | **236**<br>—<br>— | | **1982** Minami-Kyushu Zosen K.K.—Kushikino (363)<br>45,01 (BB) 7,95 2,650<br>38,51 7,66 3,50<br>1 dk | **M Fishing**<br>Side-fishing Seiner<br>6 Ho ER<br>6 Ha (stl) ER | Niigata 6MG28BX<br>Oil 4SA 6Cy. 280 × 320 reverse reduction geared to sc. shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Thw. thrust propeller fwd |
| **YUUTA MARU**<br>**Toei Reefer Line Ltd.**<br>Tokyo Japan | **498**<br>265<br>1 234 | NK | **1982** Minami-Kyushu Zosen K.K.—Kushikino (361)<br>70,01 4,118<br>65,03 11,41 4,17<br>2 dks | **M Refrigerated Cargo**<br>2 Ho ER<br>In.1 526<br>2 Ha (stl) ER | Niigata 6M34EX<br>Oil 4SA 6Cy. 340 × 520 with clutches & reverse reduction geared to sc. shaft<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **YUUWA MARU**<br>**Kyowa Kaiun K.K. & Kinwa Kaiun Co. Ltd.**<br>Matsuyama, Ehime Pref. Japan | **699**<br>—<br>1 929 | NK | **1988** Shin Kurushima Dockyard Co. Ltd. —Hashihama, Imabari (2598)<br>69,95 (BB) 4,661<br>65,00 12,00 5,20<br>1 dk | **M Tanker**<br>Mchy.aft<br>10 Ta<br>L.2 230 | Hanshin 6LU35G<br>Oil 4SA 6Cy. 350 × 550<br>1 324kW (1 800bhp)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 272kW a.c. |
| **YUVAN No. 5**<br>ex Ryofuku Maru No. 8-73<br>**Shin Yong Fisheries Co. Ltd.** | **192**<br>97<br>— | (KR) | **1963** Yamanishi Zosen K.K.—Ishinomaki (435)<br>38,51 6,96 2,769<br>33,69 6,91 3,15<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>In.262<br>3 Ha (each 11,9 × 11,9) ER | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 56kW 225V a.c.<br>10,75kn |
| **YUWA MARU**<br>**Heiwa Kisen K.K. (Heiwa Kisen Kaisha Ltd.)**<br>Tokyo Japan | **2 975**<br>—<br>5 494 | NK | **1991** Shin Kurushima Dockyard Co. Ltd.—Akitsu (2718)<br>(BB) 6,750<br>97,00 15,50 7,90<br>1 dk | **M Tanker**<br>Mchy.aft | B&W 6S26MC<br>Oil 2SA 6Cy. 260 × 980<br>2 970bhp (2 185kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **YUWA MARU**<br>**Shokuyu Tanker Co. Ltd.**<br>Tokyo Japan | **498**<br>—<br>1 070 | | **1976** Ikeda Zosen K.K.—Kinoe<br>56,49 3,201<br>52,00 10,00 4,30<br>1 dk | **M Tanker** | Hanshin<br>Oil<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11kn |
| **YUWA MARU**<br>ex Wakachiba Maru-80<br>**Seifuku Sangyo K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **482**<br>155<br>— | | **1970** Kanasashi Co. Ltd.—Shimizu (987)<br>51,59 8,64 3,696<br>45,01 8,62 3,92<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Fuji<br>Oil 4SA 6Cy. 320 × 500<br>1 200bhp (883kW)<br>Fuji Diesel Co. Ltd. Tateyama |
| **YUWA MARU**<br>**Kotobuki Kaiun K.K.**<br>Omuta, Fukuoka Pref. Japan | **360**<br>—<br>780 | | **1985** K.K. Miura Zosensho—Saiki (733)<br>59,01<br>54,01 9,61 3,61<br>1 dk | **M Tanker**<br>Effluents<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **YUWA MARU No. 1**<br>**Hirai Kisen Y.K.**<br>Ondo, Hiroshima Pref. Japan | **152**<br>—<br>332 | | **1989** Takebe Zosen—Takamatsu (130)<br>39,06 3,030<br>35,00 6,80 3,10<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 332 | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>294kW (400bhp)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **YUWAKA MARU**<br>**Yuwa Senpaku Co. Ltd. (Yuwa Senpaku K.K.)**<br>Kobe, Hyogo Pref. Japan | **1 983**<br>1 379<br>3 511 | NK | **1979** Shinhama Dock K.K.—Anan (721)<br>96,09 4,711<br>90,10 15,51 5,95<br>P 21,1 F 9,8 1 dk | **M General Cargo**<br>G.4 620 B.4 165<br>2 Ha (stl) (17,5 31,1 × 8,3) ER<br>Der 3(20) | Daihatsu 8DSM-32<br>Oil 4SA 8Cy. 320 × 380<br>3 000bhp (2 207kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 63,5t (d.o.) 362,5t (hvf)-7,5pd 13kn |
| **YUWAKI MARU**<br>**Yuwa Senpaku Co. Ltd. (Yuwa Senpaku K.K.)**<br>Kobe, Hyogo Pref. Japan | *4 454*<br>*2 643*<br>2 643 | NK | **1986** K.K. Usuki Tekkosho—Usuki (1556)<br>104,40 (BB) 20,02 5,647<br>97,65 20,00 7,35<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 250 B.8 324<br>2 Ha (stl) (26,6 32,2 × 11,0) ER | Daihatsu 6DLM-40<br>Oil 4SA 6Cy. 400 × 480 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>3 300bhp (2 427kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>11kn |
| **YUYO**<br>ex Yuyo Maru-90<br>**Maritime Horizon S.A.**<br>Yuyo Steamship Co. Ltd. (Yuyo Kaiun K.K.)<br>Panama Panama<br>SatCom: 1333237/YUYO | *47 474*<br>*14 242*<br>52 710<br>T/cm<br>66,4 | NK | **1979** Hitachi Zosen—Innoshima Works, Innoshima (4558)<br>228,02 (BB) 11,770<br>216,01 35,41 22,61<br>1 dk<br>Bow/CM 110 Diam. 0,300 | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>9 Ta 6 semi-membrane propane 3 integral butane ER<br>Mchy.aft<br>L.(gas) 83 070<br>15 Cargo pumps total 6 000T/hr | B&W 6K90GF<br>Oil 2SA 6Cy. 900 × 1800<br>20 500bhp (15 079kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 1120kW 450V 60Hz a.c.<br>Fuel 582,0t (d.o.) 3 273,5t (hvf)-65,0pd 16,25kn |
| **YUYO BREEZE**<br>ex Nakata Breeze-91<br>**Yuyo Breeze Shipping S.A.**<br>Acemarine Service Co. Ltd.<br>Monrovia Liberia<br>SatCom: 1243264/ELIB | *25 418*<br>*10 164*<br>39 016 | NK | **1985** Onomichi Zosen K.K.—Onomichi (321)<br>182,30 (BB) 31,42 10,951<br>172,02 31,40 17,23<br>1 dk | **M Tanker**<br>COW IGS SBT<br>7 Ta ER<br>L.(oil) 47 679 | Sulzer 5RTA58<br>Oil 2SA 5Cy. 580 × 1700<br>9 200bhp (6 767kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 4 × 415kW a.c.<br>14kn |

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| **7913294**<br>*JLJF*<br>123703<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **YUYO MARU**<br>**Daitoh Trading Co. Ltd. (Daito Tsusho K.K.)**<br>Tokyo Japan<br>SatCom: 1203304/JLJF | *54 754*<br>*22 593*<br>81 245<br>T/cm<br>89,2 | NK | **1980** Mitsubishi Heavy Industries Ltd.—Nagasaki (1858)<br>231,81 (BB) 44,05 12,135<br>220,02 44,01 18,62<br>1 dk<br>Bow/CM 117 | **M Tanker**<br>COW IGS SBT Bow loading<br>Mchy.aft<br>L.(oil) 99 428<br>3 Cargo pumps total 6 000T/hr | Sulzer<br>Oil 2SA 5Cy. 900 × 1900<br>17 000bhp (12 505kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 283,0t (d.o.) 3 019,0t (hvf)-58,0pd |
| **8410756**<br>*JK4420*<br>127342<br>Gc Rdr Rt | **YUYO MARU**<br>**Bingo Kyodo Kisen K.K.**<br>Numakuma, Hiroshima Pref. Japan | *576*<br>*172*<br>296 | NK | **1984** Sanyo Zosen K.K.—Mukaishima (883)<br>36,94 3,820<br>35,13 10,00 4,63<br>1 dk | **TM Tug**<br>Pusher | Akasaka<br>2 Oil 4SA each 6Cy. 380 × 600<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 136kW a.c.<br>2 Controllable pitch propellers |
| **8712764**<br>*JJ3520*<br>129180<br>Rdr Rt | **YUYO MARU**<br>ex Sakura Maru No. 8-89<br>**Nissen Kisen K.K.**<br>Onomichi, Hiroshima Pref. Japan | **499**<br>—<br>1 252 | NK | **1987** Murakami Hide Zosen K.K.—Hakata (270)<br>62,76 - 4,214<br>58,20 10,00 4,90<br>P 15,3 F 7,7 1 dk | **M Tanker**<br>Oil Chemical<br>Mchy.aft<br>L.1 300 | Hanshin<br>Oil 4SA 6Cy. 280 × 480<br>883kW (1 200bhp)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 75kW a.c. |
| **7908952**<br>*JG3920*<br>123501<br>Rdr Rt | **YUYO MARU**<br>**Nichiyo Kaiun K.K.**<br>Tokyo Japan | **496**<br>—<br>1 135 | | **1979** Kyoei Zosen K.K.—Mihara (87)<br>60,03 3,952<br>55,02 9,81 4,12<br>1 dk | **M Tanker**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo |
| **7506388**<br>*JK3731*<br>115513<br>Rdr Rt | **YUYO MARU**<br>ex Kasuga Maru No. 1-87<br>**Eikyu Kaiun Co. Ltd.**<br>Hinase, Okayama Pref. Japan | **490**<br>—<br>1 182 | | **1975** Kyoei Zosen K.K.—Mihara (65)<br>60,13 10,01 4,128<br>55,00 9,99 4,30<br>1 dk | **M Tanker**<br>Chemical | Akasaka<br>Oil 4SA 6Cy. 270 × 420<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7918270**<br>*JCUB*<br>121618<br>Df Gc Pfd<br>Rdr Rt | **YUYO MARU**<br>ex Taisei Maru No. 8-90<br>**Seifuku Sangyo K.K.**<br>Fukuoka, Fukuoka Pref. Japan | **374**<br>196<br>— | | **1979** Sanuki Zosen Tekkosho K.K.—Takuma (1050)<br>... ... ...<br>48,01 8,91 3,87<br>1 dk | **M Fishing**<br>Side-fishing Pair Trawler Tuna<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8424812**<br>*JK3586*<br>110830<br>Rdr Rt | **YUYO MARU**<br>**Aki Marine K.K.**<br>Hiroshima, Hiroshima Pref. Japan | **102**<br>—<br>— | | **1972** Kambara Marine Development & SB. Co. LTD.—Numakuma<br>25,00 7,02 2,200<br>22,00 7,00 2,89<br>1 dk | **TM Tug**<br>Pusher | Yanmar<br>2 Oil<br>Yanmar Diesel Engine Co. Ltd. |
| **8808343**<br>*JK4873*<br>130946<br>Rt | **YUYO MARU No. 8**<br>**Fujino Kaiun Y.K.**<br>Hiroshima, Hiroshima Pref. Japan | **499**<br>—<br>1 051 | | **1988** Mukaishima Zoki Co. Ltd.—Mukaishima (8)<br>54,70 (BB) 12,07 3,901<br>50,00 12,00 4,25 | **M Sand Carrier**<br>G.783 B.700 | Hanshin<br>Oil 4SA 6Cy. 320 × 510 with clutches & reverse reduction geared to sc. shaft<br>736kW (1 001bhp) E made88<br>Hanshin Nainenki Kogyo<br>Thw. thrust propeller fwd |
| **9006784**<br>*JL5910*<br>130665<br>Rdr Rt | **YUZAN MARU**<br>**Taisei Kisen Y.K.**<br>Imabari, Ehime Pref. Japan | **699**<br>—<br>2 100 | | **1990** Yamanaka Zosen K.K.—Namikata (502)<br>72,50 (BB) 5,222<br>68,00 12,00 7,30<br>2 dks | **M General Cargo**<br>Limestone<br>1 Ho ER<br>G.2 238<br>1 Ha (stl) ER | Hanshin<br>Oil 4SA 6Cy. 320 × 640 with clutches, flexible couplings & reverse geared to sc. shaft<br>1 471kW (2 000bhp)<br>The Hanshin Diesel Works Ltd. |
| **7335533**<br>Rdr Rt | **YUZAN MARU**<br>**Ponape Chiso Corp.**<br>Kolonia, Pohnpei Micronesia | **485**<br>—<br>1 376 | | **1970** Higaki Zosen K.K.—Imabari (101)<br>64,65 10,04 4,217<br>60,00 10,01 4,30<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 173 B.2 030<br>1 Ha (34,2 × 6,4) ER | Makita<br>Oil 4SA 6Cy. 330 × 500<br>1 400bhp (1 030kW)<br>Makita Tekkosho<br>Gen 2 × 36kW 225V a.c. |
| **7727877**<br>*JK4007*<br>121992<br>Gc Rdr Rt | **YUZAN MARU**<br>**Y.K. Shiranui Kaiun**<br>Arao, Kumamoto Pref. Japan | **453**<br>278<br>1 560 | | **1978** Oka Zosen K.K.—Ushimado (250)<br>... ... ...<br>57,00 10,00 5,90<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo |
| **8724482**<br>*UBSZ*<br>M-42155<br>Df Esd Gc<br>Pfd Rdr RTv | **YUZHMORGEOLOGIYA**<br>**Yuzhmorgeologiya**<br>(Novorossiysk) (U.S.S.R.)<br>SatCom: 1400633/UBSZ | *4 430*<br>*1 329*<br>1 959 | RS | **1985** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,900<br>96,40 - 10,20<br>2 dks | **M Research**<br>Geophysical Seismographic<br>Ice strengthened | Russkiy<br>2 Oil 4SA each 6Cy. 400 × 460<br>5 146kW (6 996bhp)<br>Russkiy-Diesel Works<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller |
| **7045126**<br>*ESLV*<br>M-29895<br>Df Esd Rdr Rt | **YUZHNAYA ZVEZDA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **775**<br>277<br>399 | (RS) | **1969** ..............U.S.S.R.<br>54,82 9,96 4,052<br>49,41 5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>4W Der 2(5) 2(1) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **7325837**<br>*UKNH*<br>M-30658<br>Df Esd Gc<br>Pfd Rdr Rt | **YUZHNO-SAKHALINSK**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **13 087**<br>5 997<br>10 094 | RS | **1973** Stocznia Gdanska im. Lenina—Gdansk (B69/27)<br>164,01 21,34 8,078<br>149,00 21,21 12,65<br>2 dks & S dk | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 896<br>5 Ha (stl) (each 4,5 × 3,9) ER<br>16W Der 2(10) 14(5) | OSD B&W<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Stocznia Gdanska im. Lenina |
| **6914100**<br>*ESIP*<br>M-30287<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **YUZHNOMORSK**<br>ex Tafuin-73<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **2 653**<br>1 132<br>1 137 | RS | **1969** VEB Volkswerft Stralsund—Stralsund (259)<br>82,02 13,64 5,201<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.110 In.1 075<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 248 × 360 geared to sc.<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V d.c.<br>Controllable pitch propeller |
| **7914767**<br>*JG3778*<br>121710<br>Df Esd Gc<br>Rdr Rt | **YUZUKI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **123**<br>—<br>76 | | **1979** Mitsubishi Heavy Industries Ltd. —Shimonoseki (804)<br>26,00 1,130<br>24,50 6,29 3,04<br>1 dk | **Aluminium Alloy TrM Patrol Launch** | Mitsubishi<br>3 Vee Oil 4SA each 12Cy. 160 × 200<br>3 000bhp (2 207kW)<br>Mitsubishi Heavy Industries Ltd. |
| **8403870**<br>*JG4369*<br>126793<br>Esd Rdr Rt | **YUZURIHA MARU**<br>**K.K. Uyeno Unyu Shokai**<br>Yokohama, Kanagawa Pref. Japan | **999**<br>—<br>2 487 | NK | **1984** Murakami Hide Zosen K.K.—Hakata (225)<br>82,50 5,219<br>77,02 12,01 5,77<br>P 18,6 F 9,8 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 999 | Hanshin<br>Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 112kW a.c. |
| **8002004**<br>*JLSS*<br>123771<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **YUZURU MARU**<br>**Sanwa Shipping Co. Ltd. (Sanwa Shosen K.K.)**<br>Tokyo Japan<br>SatCom: 1201110/JLSS | *76 515*<br>*41 889*<br>140 086 | NK | **1981** Namura SB. Co. Ltd.—Imari (851)<br>270,01 43,03 16,782<br>260,03 43,01 24,01<br>1 dk | **M Bulk Carrier**<br>Mchy.aft<br>G.158 881 | MAN<br>Vee Oil 4SA 18Cy. 520 × 550 sr geared to sc shaft<br>18 990bhp (13 968kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 1 × 800kW 2 × 440kW 450V 60Hz a.c.<br>Fuel 257,5t (d.o.) 4 599,5t (hvf)-56,0pd |

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| **YUZURUHA MARU**<br>**Pedro N. Roa Enterprises** | **426**<br>152<br>263 | | **1964** Kanagawa Zosen—Kobe (59)<br>*50,75* 10,06 2,515<br>49,99 10,01 3,61<br>1 dk<br>RW | **TM Ferry**<br>300P | 2 Oil 4SA each 6Cy. 290 × 430<br>1 240bhp (912kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 30kW 220V a.c.<br>Fuel 24,5t-4,5pd 13,5kn |
| **YVES DE KERGUELEN**<br>**Societe Oceanique de Peche et D'Armement (S.O.P.A.R.)**<br>Concarneau France | **1 146**<br>508<br>— | BV | **1979** At. & Ch. de la Manche—Dieppe (1277)<br>69,02<br>61,52 12,81 8,51<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Mchy.aft | Pielstick 6PC2-5L-400<br>Oil 4SA 6Cy. 400 × 460 reduction geared to sc. shaft<br>3 900bhp (2 869kW)<br>Alsthom-Atlantique Montoir, St. Nazaire<br>Thw. thrust propeller<br>Fuel 368,5t (d.o.) 17,5kn |
| **YVES DE MANOIR**<br>**Societe d'Armament Ivoirien de Peche (S.A.I.P.)**<br>S. M. Besnard<br>La Rochelle France | **271**<br>91<br>134 | (BV) | **1962** S.A. des Ancien Chantiers Dubigeon —Nantes-Chantenay (793)<br>37,52 7,52 3,379<br>32,19 7,50 4,07<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha<br>Der 1(1) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Fuel 69,0t (d.o.) 12,25kn |
| **YVES GERLING**<br>ex Union 2<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **140**<br>—<br>— | (GL) | **1954** F. Schichau G.m.b.H.—Bremerhaven (1659)<br>24,19<br>7,14 2,95<br>1 dk<br>widened 68 | **M Tug**<br>Ice strengthened | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>12kn |
| **YVES MICHELE**<br>ex Luctor-71 ex Pax-60 ex Deneb-56<br>ex Harry-33<br>**Societe Anonyme Carbo-Centre**<br>St. Brieuc France | **206**<br>96<br>— | Classed LR until 11/66 | **1928** G. & H. Bodewes—Hasselt<br>34,50 6,68 2,439<br>32,21 6,61 2,60<br>R conv General Cargo 66 | **M Sand Carrier**<br>Mchy.aft<br>1 Ha (8,9 × 4,1) | Bolnes<br>Oil 2SA 4Cy. 190 × 350<br>200bhp (147kW) NE 50<br>"Bolnes" Motorenfabriek Krimpen a/d Lek<br>Fuel (d.o.) |
| **YVON DUPRE Jr.**<br>**Dwor Metal Co. Ltd.**<br>Montreal, P.Q. Canada | **197**<br>64<br>— | ✱Classed BC until 9/47 | **1946** Marine Industrie Ltee.—Sorel, P.Q.<br>*27,62* 7,62 3,658<br>7,57<br>1 dk<br>R | **S Tug** | C 2Cy. 457 & 914 x 610<br>Mechanical Shop Co. Sorel, P.Q.<br>Fuel 17,5t 10,5kn |
| **YVONNE**<br>ex Masashima Maru-91<br>**Littlestone Shipping Inc.**<br>Byzantine Maritime Corp.<br>Piraeus Greece | **14 074**<br>9 228<br>23 791 | NK | **1977** Imabari Zosen—Marugame (1046)<br>159,80 (BB) 9,954<br>150,02 24,60 13,62<br>P 26,9 F 12,8 1 dk | **M Bulk Carrier**<br>4 Ho 28,8 28,8 28,8 29,5 ER<br>G.31 000 B.29 689<br>4 Ha (stl) (17,6 × 11,2) (19,2 19,2 19,2 × 12,8) ER<br>Cr 3(25) Der 1(25) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 320kW 450V 60Hz a.c.<br>Fuel 137,0t (d.o.) 1 184,5t (hvf)-33,5pd 14,5kn |
| **YVONNE**<br>**Oil & Gas Rental Services Inc.**<br>Morgan City, La United States of America | **299**<br>203<br>450 | AB | **1977** Halter Marine Services, Inc.—Lockport, La (624)<br>**1984** (Additional cargo section) McDermott Shipyard—New Iberia, La<br>65,23 12,22 3,671<br>61,85 12,20 4,27<br>F 15,0 1 dk<br>len 84 | **TM Supply Ship**<br>Deck Cargo | General Motors 12-645-E6<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2.207kW) E made57 reconditioned & fitted10/77<br>General Motors Corp. Electro-Motive Div. La Grange<br>Thw. thrust propeller fwd<br>12kn |
| **YVONNE**<br>ex Lisa D-80 ex Bernd-65 ex Flosshilde<br>**Peter Jensen**<br>Heinrich Thordsen K.G.<br>Hamburg Federal Republic of Germany | **205**<br>113<br>270 | | **1908** J. Frerichs & Co. A.G.—Einswarden (168)<br>36,68 6,51 2,880<br>35,13 6,46 3,20<br>P 4,6 RQD 4,3 F 4,6 1 dk<br>R len 50 | **M Fishing**<br>Side-fishing<br>1 Ho 23,0 ER<br>G.629 B.595<br>1 Ha (17,6 × 3,9) ER<br>2W | Deutz<br>Oil 4SA 6Cy. 220 × 360<br>150bhp (110kW) NE 34<br>Humboldt-Deutzmotoren Koeln-Deutz<br>8kn |
| **YVONNE MICHELLE**<br>**William F. Peabody**<br>Beaufort-Morehead City, NC United States of America | **167**<br>121<br>— | | **1979** Master Marine Inc.—Bayou la Batre, Al<br>*24,75* 6,79<br>3,36<br>1 dk | **M Fishing** | General Motors 12V-149<br>Vee Oil 2SA 12Cy. 146 × 146<br>670bhp (493kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| **YVONNE ST. PHILIP**<br>ex Venture ex Philip Steers ex Heekon<br>ex YTM 141<br>**Bay Transportation Corp.**<br>Tampa, Fl United States of America | **195**<br>133<br>— | | **1940** U.S. Naval Shipyard—Charleston, SC (142)<br>7,62 3,455<br>28,66 7,57 4,12<br>1 dk | **TM Tug** | Enterprise<br>2 Oil 6Cy.<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel (d.o.) |
| **Z-PELLER No. 2**<br>**P.T. Tytyan Samodra Shipping Co.**<br>Dumai Indonesia | **186**<br>53<br>— | KI (NV) | **1974** Masui Zosensho K.K.—Nandan (120)<br>29,40 - 2,591<br>25,00 8,62 3,79<br>1 dk<br>rf 399 | **TM Tug** | Niigata 6L25BX<br>2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 48kW 220V 60Hz a.c.<br>13,5kn |
| **ZA RODINU**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **649**<br>211<br>404 | (RS) | **1974** ..........U.S.S.R.<br>54,82 9,94 4,109<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,4 × 1,6)<br>2W Der 2(1,25) | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **ZAAN**<br>ex Nereus-69 ex Ceres-68<br>ex Trude-K.-65<br>**Mohamed Ibrahim Saddal**<br>Paramaribo Surinam | **293**<br>163<br>350 | (BV) | **1951** Schpsw. Gebr. Coops N.V.—Hoogezand (199)<br>39,96 6,96 2,680<br>39,15 6,91 2,93<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 25,4 ER<br>G.467 B.439<br>2 Ha (8,2 9,9 × 4,1) ER<br>2W Der 2(2) | Brons<br>Oil 4SA 3Cy. 290 × 450<br>195bhp (143kW)<br>Appingedammer Brons Appingedam<br>Fuel 16,5t (d.o.) 9kn |
| **ZAANDAM**<br>ex Atlantic Toni-80<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **624**<br>296<br>300 | ✠Classed LR until 27/8/76 | **1968**-3 Canadian Vickers Shipyards Ltd. (G. T. Davie Div.)—Lauzon, PQ (107)<br>46,41 9,68 3,849<br>40,01 9,30 6,66<br>B 4,9 2 dks<br>rf 533 BK 229 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>2 Ho 7,0 11,2 ER<br>In.340<br>3 Ha (stl) (each 2,2 × 1,1) ER | De Industrie<br>Oil 4SA 6Cy. 400 × 600<br>1 500bhp (1 103kW)<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Gen 1 × 84kW 1 × 80kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 116,0t (d.o.) 13,5kn |
| **ZAANDAM**<br>**N.V. Visserij Maats. "Vlaardingen"**<br>*Cairns, Queensland* Australia | **138**<br>85<br>— | | **1980** Australian SB. Industries (W.A.) Pty. Ltd —Fremantle, W.A. (191)<br>22,59 2,941<br>21,37 6,27 3,79<br>1 dk | **M Fishing**<br>Trawler Shrimp-trawl<br>Mchy.aft | Caterpillar 3408TA<br>Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **ZABAL**<br>**Compania de Remolcadores Ibaizabal S.A.**<br>Bilbao Spain | **145**<br>—<br>79 | | **1982** S.L. Ardeag—Bilbao (133)<br>24,01 2,752<br>21,52 7,15 3,51<br>1 dk | **M Tug** | Waukesha L6670DSIM<br>Vee Oil 4SA 12Cy. 232 × 216<br>Waukesha Engine Div. Dresser Industries Inc. U.S.A |

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| **7024615**<br>*EBTS*<br>97<br>Df Esd Gc<br>Rdr Rt | **ZABALETA ANAYAK**<br><br>**Mauricio Zabaleta Cortazar y otros**<br>Ondarroa Spain | **257**<br>96<br>— | BV | **1969** S.A. Balenciaga—Zumaya<br>*37,89* 7,17 3,518<br>33,00 6,81 3,92<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Alpha<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Cons. Echevarria<br>Fuel 94,5t (d.o.) | Berme<br>11k |
| **6804214**<br>*USMN*<br>M-27943<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **ZABAYKALSK**<br><br>**Sakhalin Shipping Co. (SASCO)**<br>(Kholmsk) (U.S.S.R.) | **4 531**<br>2 383<br>6 631 | RS | **1967** Stocznia Gdanska im. Lenina—Gdansk (B45/62)<br>123,83 16,74 7,241<br>114,99 16,64 8,44<br>1 dk | **M General Cargo**<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 444 B.7 860<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>H. Cegielski<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) | 5-62VT2BF-14<br>Pozn<br>16k |
| **7038719**<br>*ESEF*<br>M-29466<br>Df Esd Gc<br>Rdr Rt | **ZABAYKALYE**<br><br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **6 009**<br>2 196<br>4 360 | RS | **1968** "61 Kommunar" Shipyard—Nikolayev<br>130,94 16,84 6,700<br>120,96 16,82 9,56<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>5 Ho ER<br>In.5 980<br>4 Ha (each 4,4 × 4,1) ER<br>8W Der 1(15) 4(3) 4(2) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving gen. connected to elec. motor & sc. shaft | U.S.S.R.<br>16.5k |
| **7741914**<br>*H3ZL*<br>6839-PEXT1<br>Rt | **ZABECA**<br>ex Jims Dream-80 ex YFU 3<br>ex LCT 550<br>**Caribemar Shipping S.A.**<br>Panama Panama | **1 650**<br>1 236<br>— | | **1944** ..............U.S.A.<br>... ... ...<br>... ... ...<br>conv RoRo Cargo/ Tank Landing Craft — conv Utility Landing Craft 72 | **TrM RoRo Cargo**<br>Mchy.aft | Gray<br>3 Oil<br>675bhp (497kW)<br>Gray Marine Motor Co. | Detroit |
| **6912619**<br>*SPYU*<br><br>Df Esd Gc<br>Rdr Rt | **ZABRZE**<br><br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdynia Poland | T.Mk<br>**4 183**<br>2 055<br>5 464<br>**6 581**<br>3 547<br>7 039 | PR | **1969** Stocznia Szczecinska im. A. Warskiego —Szczecin (B446/03)<br>135,26 17,76 6,780/7,652<br>122,51 17,71 10,42<br>2 dks | **M General Cargo**<br>Ref 12bth P<br>Ice strengthened<br>4 Ho ER 1 Ho<br>G.11 344 B.10 332 In.1 401<br>5 Ha (stl) (9,9 × 5,9) (12,5 12,5 × 8,9) (6,3 × 5,3) ER (6,7 × 8,6)<br>14W Der 1(40) 2(15) 4(5) 10(2,5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski<br>Gen 2 × 320kW 2 × 200kW 400V a.c.<br>Fuel 1 122,5t (hvf)-25,5pd | 6RND<br>Pozn<br>17.5k |
| **5397501**<br><br><br>Esd | **ZACATECAS**<br>Launched as Mexico II<br>**Government of Mexico**<br>Veracruz Mexico | **476**<br>—<br>— | Classed LR until 3/64 | **1962**-3 Ast. de Ulua—Veracruz<br>53,70 8,34 3,074<br>48,01 8,28 4,02<br>P 25,3 F 6,1 1 dk<br>rf 203 | **M General Cargo**<br>1 Ho 3,5DT 8,3 ER<br>1 Ha (7,7 × 4,2) | MaK<br>Oil 4SA 6Cy. 290 × 420<br>560bhp (412kW)<br>Maschinenbau Kiel A.G. | Ki |
| **7723950**<br>*7THW*<br><br>Df Esd Gc<br>Rdr RTm/h/v | **ZACCAR**<br><br>**Societe Nationale de Transport Maritime & Compagnie Nationale Algerienne de Navigation Maritime (S.N.T.M./C.N.A.N.)**<br>Alger Algeria | **1 963**<br>1 431<br>3 603 | GL | **1979** Schlichting-Werft G.m.b.H.—Travemuende (273)<br>90,20 13,77 5,722<br>83,80 13,59 6,51<br>P 26,3 F 21,1 1 dk | **M Tanker**<br>Oil Wine Vegetable oil<br>Ice strengthened<br>8 Ta 16 Wing Ta ER<br>L.3 821 | MaK<br>Oil 4SA 8Cy. 320 × 420 reduction geared to sc. shaft<br>3 200bhp (2 354kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 206kW 1 × 159kW 380V 50Hz a.c.<br>Controllable pitch propeller | 8M453<br>Ki<br>13.5k |
| **7230513**<br>*3EDI6*<br>18267-PEXT<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **ZACHARY**<br>ex Evina-87 ex Lepetane-87<br>ex Irish Maple-84<br>**Zachary Shipping Ltd.**<br>Panama Panama | **15 977**<br>11 741<br>26 510<br>T/cm<br>37,5 | BV<br>✠Classed LR until 1/7/88 | **1973**-3 Govan Shipbuilders Ltd.—Govan, Glasgow (127)<br>175,11 (BB) 25,61 9,976<br>163,38 25,46 14,03<br>F 13,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 19,2 28,5 20,4 27,9 27,9 ER<br>G.38 180 B.32 120<br>5 Ha (stl) (10,2 19,2 10,9 19,5 19,5 × 12,1) ER<br>Cr 5(15) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>J. G. Kincaid & Co. Ltd.<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 190,0t (d.o.) 1 586,0t (hvf) | Greeno<br>15.25k |
| **8419178**<br>*ELFY7*<br>8038<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **ZADAR**<br><br>**Fontana Shipping Co. Ltd.**<br>Tankerska Plovidba<br>Monrovia Liberia<br>SatCom: 1242241/ZADR | *26 874*<br>*13 843*<br>45 222<br>T/cm<br>55,9 | **✠100A1**<br>oil tanker, caustic soda in Nos. 1, 2, 3, 6, 7 & 8 (cr) tanks max. filling depth 68% with SG 1.5<br>**✠LMC** **UMS**<br>**IGS**<br>EL M† 632,5/73,0U3(a)<br>FN 9026 | **1987**-6 Brodogradiliste "Split"—Split (339)<br>194,49 (BB) 32,03 11,400<br>186,01 32,01 16,51<br>F 15,9 1 dk<br>rf nil Bow/CM 96 Diam. 0,400 | **M Tanker**<br>Oil Chemical<br>COW IGS(LR) PL(LR) SBT(LR) DB<br>18 Ta ER<br>L.(oil) 51 489<br>4 Cargo pumps total 4 000T/hr | B&W<br>Oil 2SA 6Cy. 600 × 1944<br>12 480bhp (9 180kW)<br>Tvornica Dizel Motora "Split"<br>AuxB (o.f.) 19,1kgf/cm² (18,8bar) Spt 210°C 19,3kgf/cm² (19,0bar)<br>AuxB (Comp) 7,1kgf/cm² (7,0bar)<br>Gen 2 × 920kW 1 × 672kW 450V 60Hz a.c.<br>Fuel 251,0t (d.o.) 2 027,0t (hvf) | 6L60M<br>Spl<br>14.5k |
| **7015688**<br>*UWWG*<br>M-30613<br>Df Esd Gc<br>Pfd Rdr Rt | **ZADONSK**<br><br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | **16 331**<br>9 239<br>22 687 | RS | **1970** Stocznia im. "Komuny Paryskiej"—Gdynia (B470/06)<br>187,15 22,89 9,541<br>172,02 22,86 14,05<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 14,0 16,9 18,4 24,6 16,0 22,3 12,7 ER<br>G.29 725 B.26 610<br>7 Ha (stl) (8,5 11,4 14,5 17,2 11,4 14,4 8,5 × 12,0) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 504,0t (d.o.) 1 326,0t (hvf) | 6RND<br>Pozn<br>15.5k |
| **7533927**<br>*UBCG*<br>M-32994 | **ZADONSK**<br>ex RS-300 No. 72<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **164**<br>39<br>88 | RS | **1975** ..............U.S.S.R.<br>34,02 7,12 2,890<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (1,6 × 1,9)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) | 8NVD36<br>Magde<br>9.5k |
| **8133592**<br>*LYEN*<br>M-39732<br>Df Esd Rdr<br>RTm/h/v | **ZADOR**<br><br>**Yugryba**<br>(Kerch) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1982** ..............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller | 8VD36/2<br>Magde<br>9.5k |
| **7384637**<br>*EOCF*<br>M-32679<br>Df Esd Gc<br>Rdr Rt | **ZADORYE**<br><br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **1 976**<br>597<br>838 | RS | **1975** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B422/121)<br>72,83 13,01 4,850<br>64,98 7,93<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.822<br>2 Ha (each 2,2 × 2,2)<br>4W Der 2(5) 2(1,5) | Sulzer<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 126bhp (2 299kW) driving 3 gen. each 750kW connected to elec. motor of 2 298shp & sc. shaft<br>H. Cegielski<br>Gen 1 × 320kW 1 × 72kW 400V 50Hz a.c.<br>Controllable pitch propeller | 6ASL25<br>Pozn |
| **8125246**<br>*9HQN3*<br>2997<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ZAFIRO**<br>ex Zafiro XI-91 ex Zafiro-91<br>**Warda Shipping Ltd.**<br>O. H. Meling & Co.<br>Valletta Malta | **3 938**<br>2 782<br>7 114 | **✠100A1** SS 8/88<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL V 495,0/42,0U3<br>FN 2501 | **1983**-8 Soc. Met. Duro Felguera—Gijon (167)<br>104,09 (BB) 16,54 7,590<br>95,41 16,50 9,71<br>P 5,5 F 10,4 1 dk | **M General Cargo**<br>2 Ho 35,7 31,8 ER<br>G.8 914 B.8 468<br>TEU 226 C. 226/20'<br>2 Ha (stl) (each 25,9 × 12,6) ER<br>Cr 1(8) Der 2(5) | Deutz<br>Oil 4SA 8Cy. 370 × 400 with flexible coupling sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A.<br>AuxB (Comp) 7,6kgf/cm² (7,5bar)<br>Gen 3 × 216kW 380V 50Hz a.c.<br>Fuel 43,0t (d.o.) 418,5t (hvf)-10,5pd | RSBV8M |
| **8820951**<br>*ELNA8*<br>9295<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ZAFRA**<br><br>**K/S Difko LXIV**<br>Shell Tankers B.V.<br>Monrovia Liberia<br>SatCom: 1243143/ELNA | *43 398*<br>*19 867*<br>69 500<br>T/cm<br>67,5 | NV | **1990** B & W Skibsvaerft A/S—Kobenhaven (930)<br>222,60 (BB) 32,28 13,898<br>218,73 32,25 21,62<br>1 dk<br>Bow/CM 115 Diam. 0,406 | **M Tanker**<br>Oil Chemical<br>COW IGS SBT DB DD DSS<br>12 Ta ER<br>L.86 793<br>12 Cargo pumps total 10 320T/hr | B&W<br>Oil 2SA 5Cy. 700 × 2268<br>8 018kW (10 901bhp)<br>Hyundai Engine & Machinery Co. Ltd.<br>Gen 1 × 1200kW 2 × 600kW 440V 60Hz a.c. | 5L70M |

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| **ZAG**<br>**Union Maroc Emirats Arabes Unis de Peche UMEP**<br>Casablanca Morocco | *328*<br>*124*<br>325 | ✠**100A1**<br>stern trawler<br>✠**LMC**<br>EL 500,0/24,0U2<br>FN 502 | **1989**-10 Naval Gijon S.A.—Gijon (495)<br>39,45 9,07 4,309<br>33,02 9,01 6,23<br>B 8,8 2 dks<br>rf 500 Box K 259 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.348 | Deutz SBA6M628<br>Oil 4SA 6Cy. 240 × 280 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>927kW (1 260bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 160kW 1 × 40kW 380V 50Hz a.c.<br>11,75kn |
| **ZAGARA**<br>ex Azahar-86 ex Toyu Maru-79<br>**"Motia" Compagnia di Navigazione S.p.A.**<br>Palermo Italy | *10 851*<br>*7 875*<br>19 998<br>T/cm<br>30,0 | RI (AB) (NK) | **1975** Hashihama Zosen—Imabari (580)<br>162,41 21,42 9,119<br>152,00 21,39 11,99<br>P 28,7 F 11,0 1 dk<br>rf nil Bow/CM 87 Diam. 0,250 | **M Tanker**<br>CBT SBT<br>12 Ta ER<br>L.(oil) 27 333 HeCls. ptB<br>2 Cargo pumps total 1 600T/hr | Pielstick 16PC2-2V-400<br>Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 480bhp (6 238kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 320kW 445V 60Hz a.c.<br>Fuel 149,5t (d.o.) 974,5t (hvf)-28,5pd 14kn |
| **ZAGLEBIE MIEDZIOWE**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **16 028**<br>8 852<br>23 785<br>T/cm<br>35,8 | PR | **1971** Stocznia im. "Komuny Paryskiej"—Gdynia (B470/10)<br>187,10 22,81 9,802<br>172,02 14,00<br>1 dk | **M Bulk Carrier** 1bth P<br>Str. ore cargoes Ice strengthened<br>7 Ho 14,0 16,9 18,5 24,6 16,0 22,3 12,3 ER<br>G.29 702<br>7 Ha (stl) (8,5 11,5 15,3 16,9 11,5 14,6 8,6 × 12,4) ER | Sulzer 6RD76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski Poznan<br>Gen 3 × 320kW 1 × 48kW 400V 50Hz a.c.<br>Fuel 1 785,0t (hvf)-34,5pd 15,5kn |
| **ZAGLEBIE SIARKOWE**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **6 975**<br>4 514<br>9 783<br>T/cm<br>20,4 | PR (NV) | **1976** Lodose Varv A/B—Lodose (166)<br>146,08 16,03 7,609<br>140,57 16,01 11,00<br>1 dk<br>Bow/CM 37 Diam. 0,273 | **M Tanker**<br>Oil Chemical Sulphur<br>Ice strengthened<br>8 Ta<br>4 Ta ind rectangular ER<br>L.(oil) 5 543 HeCls. C<br>Sulphur 5607<br>10 Cargo pumps total 760T/hr | MWM<br>2 Oil 4SA each 8Cy. 360 × 450 reduction geared to sc. shaft<br>3 972kW (5 400bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 197kW 1 × 20kW 450V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 465,0t-18,0pd 14kn |
| **ZAGORSKIY**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **1 976**<br>597<br>823 | RS | **1975** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B422/113)<br>72,83 13,01 4,852<br>65,00 7,90<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.119 In.775 L.117<br>2 Ha<br>4W Der 2(5) 4(1,5) | Sulzer 6ASL25/30<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 126bhp (2 299kW) driving 3 gen. each 750kW connected to elec. motor of 2 298shp (1 690kW) & sc. shaft<br>H. Cegielski Poznan<br>Gen 1 × 320kW 1 × 72kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **ZAGORYANY**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **1 976**<br>597<br>838 | RS | **1975** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B422/119)<br>72,83 13,01 4,850<br>64,98 7,90<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.822<br>2 Ha (each 2,2 × 2,2)<br>4W Der 2(5) 2(1,5) | Sulzer 6ASL25/30<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 126bhp (2 299kW) driving 3 gen. each 750kW connected to elec. motor of 2 298shp (1 690kW) & sc. shaft<br>H. Cegielski Poznan<br>Gen 1 × 320kW 1 × 72kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **ZAGREB**<br>**Malta Cross Shipping Co. Ltd.**<br>Croatia Line<br>Valletta Malta | **13 551**<br>8 114<br>16 728 | BV JR | **1981** R.O. Brodogradiliste "Uljanik"—Pula (332)<br>160,03 9,502<br>148,01 23,51 14,03<br>2 dks | **M General Cargo**<br>5 Ho ER<br>G.25 529 B.23 389<br>TEU 566<br>9 Ha (stl) (12,8 × 8,0) (12,8p&s × 5,5) (12,8p&s 25,2p&s 12,8p&s × 8,0) ER<br>Cr 5(20) | B&W 6L67GF<br>Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>R.O. Tvornica Dizel Motora "Uljanik" Pula<br>Gen 4 × 464kW 380V 50Hz a.c.<br>17kn |
| **ZAGREB EXPRESS**<br>**Malta Cross Shipping Co. Ltd.**<br>Croatia Line<br>Valletta Malta | *27 103*<br>*8 131*<br>25 904<br>T/cm<br>44,0 | BV JR | **1989** R.O. Brodogradiliste "Uljanik"—Pula (386)<br>177,60 (BB) 10,670<br>163,36 32,20 15,44<br>1 dk | **M Container Ship**<br>Fixed-guides Portable-guides<br>6 Cell. Ho ER<br>TEU 1916 C. 1916/20' incl. 77 ref C. | B&W 6L70MC<br>Oil 2SA 6Cy. 700 × 2268<br>12 490kW (16 980bhp)<br>R.O. Tvornica Elektricnih Stroj. i Ured. "Uljanik" Pula<br>Gen 2 × 1240kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 265,32t (d.o.) 1 842,74t (hvf)-46,0pd 18,6kn |
| **ZAHARA DE LOS ATUNES**<br>**Pesquerias de Barbate S.A.**<br>Cadiz Spain | **238**<br>81<br>203 | (BV) | **1974** Soc. Met. Duro Felguera—Gijon (104)<br>37,34 7,47 3,849<br>32,01 7,40 4,02<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho ER<br>G.380 | Krupps<br>Oil 4SA 8Cy. 295 × 420<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 125,0t (d.o.) 11,5kn |
| **ZAHARAH**<br>**Perkhidmatan Perkapalan Chembee (Malaysia) Sendirian Berhad**<br>Penang Malaysia | **133**<br>38<br>— | | **1984** Hong Leong-Lurssen—Penang<br>21,75 8,01<br>3,00 | **TM Ferry**<br>Twin Hull | MAN<br>Vee Oil 4SA 12Cy. 125 × 142<br>1 250bhp (919kW)<br>MAN-B&W Diesel G.m.b.H. West Germany |
| **ZAHARI STOIANOV**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **4 393**<br>1 936<br>6 136<br>**6 260**<br>4 025<br>8 749 | BR (RNR) | **1976** Santierul Naval Galatz—Galatz<br>130,79 17,18 6,600/8,100<br>121,21 10,19<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (11,9 × 6,0) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 200kW 400V 50Hz a.c.<br>15,75kn |
| **ZAHARIAS**<br>**Zaharias Naftiliaki Ltd.**<br>Piraeus Greece | **448**<br>110<br>100 | | **1976** Vassiliadis Bros.—Salamis (23)<br>50,37<br>43,01 12,31 3,92 | **TM RoRo Cargo/Ferry** | Waukesha<br>2 Oil 4SA each 6Cy. 850 × 850 geared to sc. shafts<br>860bhp (633kW)<br>Waukesha Engine Div. Dresser Industries Inc. U.S.A |
| **ZAHEDAN**<br>ex Zal-77<br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Bandar Abbas Iran | **167**<br>48<br>70 | ✠**100A1** SS 12/84<br>tug<br>Persian Gulf service<br>✠**LMC**<br>EL (D)B ¾"U2<br>FN 264<br>**SURVEYS OVERDUE** | **1975**-10 Towa Zosen K.K.—Shimonoseki (483)<br>27,92 7,35 2,760<br>25,10 7,00 3,51<br>RAD 2,5 1 dk<br>rf 584 | **M Tug**<br>Fire-fighting | Blackstone ESL8MK2<br>Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 52kW 225V 50Hz a.c.<br>Fuel 24,5t (d.o.) |
| **ZAHER I**<br>ex Jafer-88 ex Jalil-88 ex Fridiotis II-87<br>ex Arbedo-72 ex Palme II-54<br>**Bednaiel Co. Ltd.**<br>Kingstown St. Vincent and the Grenadines | **499**<br>127<br>1 270 | (AB) (HR) | **1951** Rickmers Rhederei G.m.b.H. Rickmers Werft —Bremerhaven (257)<br>66,68 10,04 4,245<br>60,43 9,99 5,80<br>F 9,2 2 dks<br>RW rf 102 len 53 | **M General Cargo**<br>2 Ho ER<br>G.1 910 B.1 816<br>2 Ha ER<br>4W Der 4(-) | Sulzer<br>Oil 2SA 6Cy. 368 × 597<br>1 560bhp (1 147kW) NE 59<br>Sulzer Bros. Ltd. Winterthur<br>Fuel 76,0t 11,5kn |
| **ZAHER II**<br>ex Iskandar M-90 ex Kythera Bridge-85<br>ex Ritsa M-84 ex Solon-79<br>ex Nashira-77<br>**Tahataz Co. Ltd.**<br>Honduras | T.Mk<br>**757**<br>334<br>1 190 | EL o 1⅜"SQ<br>✠CLASS WITHDRAWN<br>28/8/91 | **1961**-6 Boele's Schps. & Mchf. N.V.—Bolnes (991)<br>77,17 11,03 4,020<br>69,75 10,75 6,51<br>F 8,6 2 dks<br>RW rf nil | **M General Cargo**<br>2 Ho 17,3 28,1 ER<br>G.2 558 B.2 427<br>2 Ha (11,3 19,8 × 5,0) ER<br>6W Der 1(15) 1(10) 3(5) 2(3) | Werkspoor<br>Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 55kW 220V d.c.<br>Fuel 148,5t (d.o.) 12kn |

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| **5044805**<br>191119<br>Rt | **ZAHIRABAD**<br>ex Birba-64<br>**A. K. Khan & Co.**<br>Chittagong Bangladesh | **485**<br>250<br>821 | CLASS WITHDRAWN<br>11/12/91 | **1958** Fratelli Pippa—Trieste<br>55,48 9,66 3,480<br>51,01 9,61 3,84<br>P 14,7 F 7,4 1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho 35,9 ER<br>G.1 019 B.906<br>4W Der 4(2) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>500bhp (368kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 12kW 220V d.c.<br>Fuel 46,5t |
| **5244338**<br>Df Esd Rt | **ZAHRA**<br>ex Salvadora-81 ex Tergit-81<br>ex Santa Manza-79<br>ex Cote de Grace-72 ex Mutatie-65<br>**Compagnie Marocaine Transaharienne Dakhla S.A.**<br>Casablanca Morocco | **493**<br>258<br>675 | (BV) | **1957** Handel & Schpsb. Mij. Kramer & Booy N.V. —Kootstertille (103)<br>53,29 8,72 3,252<br>47,50 8,51 3,61<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.948 B.904<br>2 Ha (each 12,1 × 5,1)<br>2W Der 2(2) | MWM<br>Oil 4SA 6Cy. 320 × 480<br>500bhp (368kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel (d.o.) |
| **8523034**<br>*CNFE*<br>6-727<br>Rt | **ZAHRA**<br>ex Sin Ching Mou No. 21-78<br>Casablanca Morocco | **268**<br>144<br>— | | **1973** Kaohsiung SB. Co. Ltd—Kaohsiung<br>33,51 — <br>7,03 3,03<br>1 dk | **M Fishing**<br>Ref | Oil<br>1 000bhp (736kW)<br>............. |
| **7723534**<br>Df Esd Gc<br>Rdr Rt | **ZAHRA**<br>**Tidewater Middle East Marine Service Co.**<br>Tidewater Marine Service Inc.<br>Khorramshahr Iran | **241**<br>22<br>219 | (AB) | **1977** Promet Private Ltd.—Singapore (136)<br>36,58 3,010<br>33,15 8,54 3,66<br>1 dk | **TM Utility Vessel** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 159 × 203 geared to sc. shafts<br>1 130bhp (831kW)<br>Caterpillar Tractor Co. |
| **8201208** | **ZAHRA**<br>**West Coast Fisheries Ltd.**<br>Lagos Nigeria | **130**<br>—<br>— | | **1981** Marine Mart Inc.—Port Isabel, Tx<br>25,33<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Shrimp-trawl | Caterpillar<br>Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. |
| **8317564** | **ZAHRET RASHID**<br>**City of Rashid**<br>Rashid Egypt | **35**<br>—<br>65 | ✠**A1** SS 6/91<br>inland waterways ferry<br>✠**LMC**<br>EL 40,0/22,0FSWR<br>FN 171 | **1985**-6 Rashid Co. for Nile Constructions—Rashid (51)<br>14,74 11,23 1,401<br>12,70 11,00 2,44<br>1 dk<br>rf nil | **TM RoRo Cargo/Ferry**<br>Twin Hull | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 114 × 127 reverse reduction geared to sc. shafts<br>270bhp (199kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 2kW 24V d.c. |
| **5025990**<br>*HISB*<br>4017 | **ZAIDA**<br>ex Arvida Bay-63 ex Ariana-54<br>ex Brisk-51<br>**David Stephen**<br>Santo Domingo Dominican Rep. | **750**<br>348<br>— | | **1942** U.S. Naval Shipyard—Boston, Ma<br>64,57 10,11 2,223<br>... ... ...<br>1 dk & S dk | **M General Cargo** OSD<br>Ref<br>Mchy.aft | MAN<br>Oil 4SA 9Cy. 400 × 460<br>E made43 refitted49<br>Masch. Augsburg-Nuernberg (MAN) |
| **6909985**<br>*SGCF*<br>Df Esd Pfd<br>RdrRTm | **ZAIMA**<br>ex Rigel-87 ex Polar-82 ex Timor II-74<br>**Nils-Ingvar Jeppsson**<br>Skillinge Sweden | *256*<br>*77*<br>— | BV | **1968** VEB Rosslauer Schiffswerft—Rosslau (S.750/21)<br>35,01 6,61 2,699<br>29,57 6,58 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>G.146<br>4 Ha (each 1,2 × 1,2) ER<br>Der 1(3) 1(1,5) | Polar<br>Oil 4SA 6Cy. 250 × 300<br>900bhp (662kW)<br>Nydqvist & Holm A/B<br>Fuel 24,0t (d.o.) |
| **7710329**<br>*HNZQ*<br>Df Esd Gc<br>Pfd Rdr Rt | **ZAIN AL-QAWS**<br>ex Elisabeth Berg-81<br>**Government of The Republic of Iraq (State Enterprise for Water Transport)**<br>Basrah Iraq | T.Mk<br>**5 061**<br>2 720<br>—<br>**6 976**<br>4 079<br>9 247 | NV | **1979** Haugesund M/V A/S—Haugesund (64)<br>144,43 (BB) 18,04 —/9,040<br>135,21 18,01 11,64<br>F 40,9 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102 | **M Refrigerated Cargo**<br>Side doors 5(p) 5(s)<br>4 Ho 19,2 20,6 ER 22,1 19,8 11 TwD<br>In.11 192<br>4 Ha (stl) (7,1 6,9 × 4,4) ER (6,9 6,9 × 4,4)<br>8W Der 8(5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>A/S Horten Verft<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 172,0t (d.o.) 1 219,5t (hvf) |
| **8134766** | **ZAINALREZA II**<br>**Haji Abdullah Alireza & Co.**<br>Dhahran Saudi Arabia | **173**<br>—<br>— | (BV) | **1976** Scheeps. Damen B.V.—Hardinxveld<br>... ... ...<br>15,70 4,81 2,32<br>1 dk | **M Launch** | Caterpillar<br>Oil 4SA 6Cy. 121 × 152<br>233bhp (171kW)<br>Caterpillar Tractor Co. |
| **7533939**<br>*UBCH*<br>M-32997 | **ZAINSK**<br>ex RS-300 No. 73<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **164**<br>39<br>88 | RS | **1975** .............U.S.S.R.<br>34,02 7,12 2,890<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (1,6 × 1,9)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7833169**<br>*UTSY*<br>M-34794<br>Rt | **ZAKAMENSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**1 141**<br>349<br>545 | RS | **1979** Baltiya Shipyard—Klaypeda<br>59,01 13,03 4,873<br>52,02 8,89<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>2 200bhp (1 618kW)<br>CKD Praha |
| **6727545**<br>*HP4947*<br>18393-HA<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav | **ZAKARIA**<br>ex Belon-88 ex Tagant-69<br>**Collette Establishment**<br>Taher Shipping Management Co. Ltd.<br>Panama Panama | **794**<br>353<br>1 214<br>**1 463**<br>785<br>1 673 | BV | **1967** N.V. Schps. & Mfbk. "De Biesbosch" —Dordrecht (496)<br>82,71 11,89 4,064/4,801<br>73,51 11,80 6,51<br>1 dk & S dk<br>rf 279 | **M Refrigerated Cargo** OSD/CSD 10P<br>Ice strengthened<br>3 Ho 17,3 14,3 13,7 ER<br>In.2 116<br>3 Ha (stl) (each 7,3 × 3,9) ER<br>6W Der 6(3) | AGO<br>Vee Oil 4SA 16Cy. 240 × 220/230<br>2 500bhp (1 839kW)<br>Soc. Alsacienne de Const. Mec. (S.A.C.M.)<br>Gen 2 × 200kW 1 × 88kW 380V 50Hz a.c.<br>Fuel 230,0t (d.o.)-8,0pd |
| **6922080**<br>*UZLR*<br>M-29161<br>Df Esd Gc<br>Rdr Rt | **ZAKARPATYE**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | *15 771*<br>*7 876*<br>22 885 | RS | **1969** Stocznia im. "Komuny Paryskiej"—Gdynia (B470/05)<br>187,15 22,89 9,541<br>172,02 22,86 14,08<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 14,0 16,9 18,4 24,6 16,0 22,3 12,7 ER<br>G.29 725 B.26 610<br>7 Ha (stl) (8,5 11,4 14,4 17,2 11,4 14,4 8,5 × 12,0) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 504,0t (d.o.) 1 326,0t (hvf) |
| **7324285**<br>*ULVZ*<br>M-32534<br>Df Esd Gc<br>Rdr Rt | **ZAKAVKAZYE**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 094**<br>1 097<br>2 624 | RS | **1973** Okean Shipyard—Nikolayev<br>107,50 14,43 6,224<br>10,42 | **D-E Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>6 Ho<br>In.3 062<br>5 Ha (3,6 3,6 × 3,0) (2,1 × 2,1) (1,3 1,3 × 1,3)<br>6W Der 6(3) | 5 Oil 2SA each 6Cy. 318 × 330 total 5 000bhp (3 678kW) driving gen. connected to elec. motor & sc. shaft<br>Controllable pitch propeller |
| **8607256**<br>*UDYG*<br>M-43078<br>MA-1816<br>Rdr RTv | **ZAKHAR SOROKIN**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.)<br>SatCom: 1400770/UDYG | **7 765**<br>2 329<br>3 372 | RS (Class cont.) | **1989** VEB Volkswerft Stralsund—Stralsund (816)<br>120,48 6,632<br>108,13 19,02 12,25<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>In.3 900 | S.K.L.<br>2 Oil 4SA each 6Cy. 420 × 480 with clutches, flexible couplings & reduction geared to sc. shaft<br>5 298kW (7 203bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 1500kW a.c. 2 × 760kW a.c.<br>Controllable pitch propeller |
| **7338107**<br>*UWYQ*<br>M-30106<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **ZAKHARIY PALIASHVILI**<br>**Georgian Shipping Co.**<br>(Batumi) (U.S.S.R.) | **10 847**<br>5 708<br>16 484<br>T/cm<br>26,0 | RS | **1973** .............Kerch<br>162,36 (BB) 21,42 8,911<br>150,02 21,39 11,26<br>1 dk<br>Bow/CM 59 MH 0,9 | **M Tanker**<br>Ice strengthened Stern disch.<br>21 Ta ER<br>L.(oil) 20 710 HeCls. BC<br>3 Cargo pumps total 2 211T/hr | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>Gen 3 × 300kW |

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| 94534<br>RY<br>30668<br>Esd Gc<br>Rt | **ZAKHAROVO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **1 976**<br>597<br>823 | RS | **1975** Stocznia Polnocna im. Bohaterow<br>Westerplatte—Gdansk (B422/111)<br>72,83 13,01 4,852<br>65,00 7,93<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.119 In.775 L.117<br>2 Ha<br>4W Der 2(5) 4(1,5) | Sulzer 6ASL25/30<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 126bhp<br>(2 299kW) driving 3 gen. each 750kW<br>connected to elec. motor of 2 298shp (1 690kW)<br>& sc. shaft<br>H. Cegielski Poznan<br>Gen 1 × 320kW 1 × 72kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| 38844 | **ZAKI YOUNIS**<br>**Suez Canal Authority**<br>Port Said Egypt | **1 053**<br>401<br>— | AB | **1977** Mitsubishi Heavy Industries Ltd.—Hiroshima (289)<br>45,32 20,30 2,210<br>44,99 19,99 3,76<br>1 dk | **TD-E Crane Barge**<br>Cr 1(100) | Deutz RSBA6M528<br>2 Oil 4SA each 6Cy. 220 × 280 total 764bhp<br>(562kW) driving gen. connected to 2 elec.<br>motors & sc. shafts<br>Kloeckner Humboldt Deutz West Germany<br>Gen 2 × 400kW a.c. 1 × 75kW a.c.<br>2 Controllable pitch propellers<br>5kn |
| 91549<br>GT<br>41<br>Esd Gc<br>Rdr<br>m/h/v | **ZAKIR HUSSAIN**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **63 460**<br>45 961<br>115 853<br>T/cm<br>89,7 | IRS NV (AB) | **1975** Brodogradiliste "Split"—Split (269)<br>248,42 39,45 16,576<br>240,90 39,40 22,20<br>P 27,2 B 7,4 1 dk<br>rf nil Bow/CM 120 Diam. 0,500 conv Tanker 84 | **M Tanker**<br>Storage<br>COW IGS SBT<br>12 Ta each 44,9 ER<br>L.(oil) 141 626 HeCls. BC<br>4 Cargo pumps total 9 200T/hr | MAN K7SZ90/160<br>Oil 2SA 7Cy. 900 × 1600<br>14 932kW (20 300bhp)<br>Tvornica Dizel Motora "Split" Split<br>Gen 3 × 800kW 440V 60Hz a.c.<br>Fuel 549,0t (d.o.) 3 061,0t (hvf)-69,0pd 14,25kn |
| 11138<br>YD<br>Esd Gc<br>Rdr Rt | **ZAKOPANE**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdynia Poland | T.Mk<br>**4 181**<br>2 200<br>5 542<br>**6 576**<br>3 714<br>7 081 | PR<br>✠Classed LR until 2/73 | **1968**-11 Stocznia Szczecinska im. A. Warskiego<br>—Szczecin (B446/01)<br>135,01 17,76 6,782/7,671<br>123,42 17,71 10,39<br>P 24,4 F 15,0 2 dks, 3rd dk in No. 4 hold<br>rf 152 DK fwd | **M General Cargo**<br>Ref 12bth P<br>Ice strengthened<br>4 Ho ER 1 Ho<br>G.11 344 B.10 332 In.1 402<br>5 Ha (stl) (9,9 × 5,9) (12,5 12,5 × 8,9)<br>(6,3 × 5,3) ER (6,7 × 8,6)<br>14W Der 1(40) 2(15) 4(5) 10(2,5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>Gen 2 × 320kW 2 × 200kW 400V 50Hz a.c.<br>Fuel 1 122,5t (hvf)-25,0pd 17,25kn |
| 91408<br>MA<br>92<br>Esd Gc<br>Rdr Rt | **ZAKS DIKLO**<br>ex Jacques Duclos-91<br>**Latvian Shipping Company**<br>Ventspils Latvia | **27 694**<br>12 453<br>40 030<br>T/cm<br>46,8 | RS | **1976** R.O. Brodogradiliste "3 Maj"—Rijeka (570)<br>195,00 (BB) 28,05 12,201<br>182,99 28,00 17,81<br>1 dk | **M Tanker**<br>Ice strengthened<br>4 Ta 4 Wing Ta ER<br>L.(oil) 45 562<br>2 Cargo pumps total 4 000T/hr | Sulzer 6RND90<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 600kW 1 × 100kW 400V 50Hz a.c.<br>Fuel (d.o.) 2 989,4t (hvf)-53,9pd 16kn |
| 11784<br>4961<br>02<br>Esd Gc<br>RTm/v | **ZAKYNTHOS**<br>ex Kathe-88 ex Golfstrom-86<br>ex Rudolf Karstens-85 ex Canopus-75<br>**Zante Maritime Co.**<br>Piraeus Greece | **499**<br>343<br>1 262 | HR (GL) | **1966** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (563)<br>74,17 10,83 3,937<br>68,59 10,80 6,56<br>B 8,3 F 7,7 1 dk & S dk<br>rf 127 | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho 16,3 33,0 ER<br>G.2 922 B.2 707<br>3 Ha (stl) (12,5 × 7,3) (12,5 12,5 × 8,0)<br>ER<br>Cr 3(3) | Deutz RBV8M545<br>Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 120kW 1 × 60kW 2 × 30kW<br>380V a.c.<br>Fuel 107,5t (d.o.) 12kn |
| 20291<br>6516<br>84<br>Esd Rdr<br>n/v | **ZAKYNTHOS I**<br>ex Ville de Corte-89<br>**Anonymos Naftiliaki Eteria Zakinthou (ANEZ)**<br>Piraeus Greece | **500**<br>184<br>1 274 | BV | **1973** Schulte & Bruns—Emden (272)<br>86,75 (BB) 4,014<br>81,34 13,99 9,66<br>2 dks | **TM RoRo Cargo**<br>Wine<br>Side doors (p & s) Stern door<br>Lane Length 350 Cargo Width 6,00<br>Clear height 4,50<br>Cars 30 Trailers 30<br>Mchy.aft<br>G.5 305 B.4 368 L.97 | Crepelle 12PSN<br>2 Vee Oil 4SA each 12Cy. 260 × 280 reverse<br>reduction geared to sc. shafts<br>3 236kW (4 399bhp)<br>Crepelle et Cie. Lille<br>Gen 3 × 152kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 183,0t (d.o.) 16kn |
| 41124<br>OG<br>9<br>Esd Gc<br>WER | **ZALAU**<br>**Navrom Shipping Company**<br>Constantza Romania | **11 978**<br>6 130<br>14 930 | RNR | **1979** Kherson Shipyard—Kherson<br>162,34 (BB) 22,26 9,800<br>144,89 22,18 13,42<br>F 12,8 2 dks<br>rf 196 | **M General Cargo**<br>Ice strengthened<br>5 Ho 10,3 22,6 15,3 29,6 15,4 ER<br>5 TwD<br>G.21 690 B.19 920<br>TEU 388 C.Ho 320/20' C.Dk 68/20'<br>9 Ha (stl) (6,3 × 6,1) (19,4p&s 13,0p&s<br>25,5p&s 13,0p&s × 8,2) ER<br>4W Cr 7(12) Der 1(63) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 460,5t (d.o.) 1 033,5t (hvf) 18,25kn |
| 25772<br>UV<br>30659<br>Esd Gc<br>Rt | **ZALESOVO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **1 976**<br>596<br>790 | RS | **1974** Stocznia Polnocna im. Bohaterow<br>Westerplatte—Gdansk (B422/101)<br>72,80 13,01 4,852<br>65,00 7,93<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.119 In.822 L.117<br>2 Ha (each 2,2 × 2,2)<br>6W Der 2(5) 4(1,5) | Sulzer 6ASL25/30<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 126bhp<br>(2 299kW) driving 3 gen. each 750kW<br>connected to elec. motor of 2 298shp (1 690kW)<br>& sc. shaft<br>H. Cegielski Poznan<br>Gen 1 × 320kW 1 × 72kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| 28786<br>CH<br>34753 | **ZALESYE**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **187**<br>48<br>80 | RS | **1979** ............U.S.S.R.<br>31,63 7,32 2,899<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>1 Ho<br>In.100<br>1 Ha (1,5 × 1,2)<br>Der 1(1,5) | S.K.L. 8VD36/24A-1<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 22304<br>3475<br>Esd Pfd<br>n/v | **ZALEY**<br>ex Maria-66<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **319**<br>152<br>— | | **1959** Fa. S. Seymonsbergen Werf "Concordia"<br>—Amsterdam (622)<br>45,50 7,57<br>40,49 7,50 3,92 | **M Fishing**<br>Side Trawler | De Industrie<br>Oil 4SA 6Cy. 400 × 600<br>800bhp (588kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 22kW 110V<br>11kn |
| 13880 | **ZALFAGHAR**<br>**Government of The Islamic Republic of Iran (Ports & Shipping Organization)**<br>Iran | *403*<br>*120*<br>— | 100A1<br>Class contemplated<br>FN 555 | **1991** IHC Holland N.V. Beaver Dredgers.<br>—Sliedrecht (CO02234)<br>... ... ...<br>37,00 12,00 3,00 | **Dredger**<br>Cutter Suction | |
| 00240<br>CB<br>27819 | **ZALIV**<br>**Sevzapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | **862**<br>214<br>355 | RS | **1964** ............U.S.S.R.<br>55,35 9,71 3,120<br>9,61 4,50<br>1 dk<br>conv Fish Carrier — | **D-E Refrigerated Cargo**<br>Ice strengthened<br>1 Ho ER<br>In.360<br>1 Ha (1,9 × 1,9) ER<br>Cr 1(2,5) | 2 Oil 4SA each 6Cy. 250 × 340 driving 2 gen.<br>connected to 2 elec. motors & geared to sc.<br>shaft<br>U.S.S.R.<br>10kn |
| 30915<br>3G<br>32466 | **ZALIVINO**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **180**<br>32<br>74 | RS | **1975** ............U.S.S.R.<br>31,63 7,35 2,839<br>3,54<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht"<br>(SKL) Magdeburg<br>9,5kn |
| 21477<br>LY6<br>89<br>Esd Gc<br>Rdr RTv<br>WER | **ZAMA**<br>ex Zama Maru-90<br>**Overseas Car Carriers Inc.**<br>M.O. Ship Management Co. Ltd.<br>Monrovia Liberia<br>SatCom: 1242675/NCZM | **15 186**<br>9 275<br>17 714 | NK | **1979** Hitachi Zosen—Osaka Works, Sakai (4630)<br>190,00 32,21 8,921<br>180,02 32,01 13,52<br>F 13,8 | **M RoRo Cargo/ Vehicles Carrier**<br>Heavy-load<br>Side ramps 1(p) 1(s) Quarter stern ramps<br>1(p) 1(s)<br>Cars 5188<br>Mchy.aft | B&W 9L67GF<br>Oil 2SA 9Cy. 670 × 1700<br>16 800bhp (12 357kW)<br>Hitachi Zosen Osaka<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 341,0t (d.o.) 2 235,5t (hvf)-54,0pd 19,25kn |

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| **7425120**<br>*JM4068*<br>114364<br>Esd Rdr Rt | **ZAMAMI**<br><br>**Zamami-mura, Shimajiri-gun, Okinawa Prefecture**<br>Zamami, Okinawa Pref. Japan | **379**<br>204<br>211 | | **1975** Maebata Zosen Tekkosho K.K.—Sasebo (116)<br>47,10 7,83 2,871<br>42,09 7,80 3,38<br>1 dk | **M Ferry**<br>—P | Hanshin<br>Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo |
| **8210027**<br>*9MZL*<br>325355<br>Df Esd Gc<br>Rdr Rt | **ZAMAN BARU DUA**<br><br>**Nakhoda Tankers Sendirian Berhad**<br>Penang Malaysia | **2 199**<br>1 407<br>3 827 | AB | **1983** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (916)<br>90,18 14,64 5,065<br>84,38 14,61 6,20<br>P 16,8 F 6,4 1 dk<br>rf 152 | **M Tanker**<br><br>10 Ta ER<br>L.(oil) 4 891 | Hanshin<br>Oil 4SA 6Cy. 300 × 600<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 180kW |
| **6500698**<br>*9WZB*<br>325057<br>Rdr Rt | **ZAMAN BARU No. 3**<br>ex Fukuyo Maru-76<br>ex Taisei Maru No. 18<br>**Summalay Sendirian Berhad**<br>Penang Malaysia | **644**<br>370<br>1 099 | (BV) | **1964** Koyo Dockyard Co. Ltd.—Mihara (320)<br>59,01 9,22 4,192<br>55,00 9,20 4,50<br>1 dk<br>RW rf 76 | **M Tanker**<br><br>6 Ta ER<br>L.(oil) 1 236 | Niigata<br>2 Oil 4SA each 6Cy. 200 × 260 geared to sc. shaft<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 48kW 1 × 24kW 225V 60Hz a.c.<br>Fuel 44,5t (d.o.)-3,0pd |
| **6718245**<br>*EFNI*<br>8741<br>Df Esd Rdr<br>Rt | **ZAMANES**<br><br>**Pesqueros Tabeirones S.L.**<br>Eduardo Vieira S.A.<br>Vigo Spain | **494**<br>249<br>462 | (BV) | **1967** Construcciones Navales P. Freire S.A.—Vigo (45)<br>49,97 8,41 3,899<br>44,71 8,31 4,42<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.132<br>3 Ha (2,2 2,2 × 1,6) (2,8 × 1,8) ER | MWM<br>Oil 4SA 8Cy. 320 × 480<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 191,5t (d.o.) |
| **7325722**<br>*VC8928*<br>348091<br>Df Esd Gc<br>Pfd Rdr Rt | **ZAMBESI**<br><br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **650**<br>375<br>— | (NV) | **1973** L. H. Salthammer Batbyggeri A/S—Vestnes (109)<br>45,12 4,268<br>40,24 9,00 6,43<br>2 dks<br>rf 1600 BK 152 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Normo<br>Oil 4SA 9Cy. 250 × 300<br>1 500bhp (1 103kW)<br>A/S Bergens M/V |
| **7312165**<br>*VC8750*<br>348070<br>Df Esd Gc<br>Pfd Rdr Rt | **ZAMBIA**<br><br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **650**<br>375<br>— | (NV) | **1973** L. H. Salthammer Batbyggeri A/S—Vestnes (108)<br>47,00 9,05 4,268<br>40,16 9,00 6,43<br>2 dks<br>rf 1600 BK 152 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Normo<br>Oil 4SA 9Cy. 250 × 300<br>1 500bhp (1 103kW)<br>A/S Bergens M/V<br>Gen 2 × 112kW 440V 60Hz a.c. |
| **7435527**<br>*DUZI*<br>230659<br>Esd Gc Rdr<br>Rt | **ZAMBOANGA**<br>ex Ferry Amami-89<br>ex Emerald Amami-87<br>**William Lines Inc.**<br>Cebu City Philippines | **3 186**<br>—<br>2 082 | | **1975** Niigata Eng. Co. Ltd.—Niigata (1357)<br>117,10 19,03 5,360<br>105,01 19,00 7,19<br>2 dks | **TM RoRo Cargo/Ferry**<br>896P<br>Stern door/ramp<br>Mchy.aft | Pielstick<br>2 Vee Oil 4SA each 14Cy. 400 × 460 geared to sc. shafts<br>16 800bhp (12 357kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 59,0t (d.o.) 276,5t (hvf)-47,0pd |
| **6921749**<br>*SPZJ*<br><br>Df Esd Gc<br>Rdr Rt | **ZAMBROW**<br><br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdynia Poland | T.Mk<br>**4 185**<br>2 054<br>5 461<br><br>**6 585**<br>3 547<br>7 011 | PR | **1969** Stocznia Szczecinska im. A. Warskiego —Szczecin (B446/04)<br>135,31 17,76 6,780/7,650<br>122,51 17,71 10,39<br>2 dks | **M General Cargo**<br>Ref 12bth P<br>Ice strengthened<br>4 Ho ER 1 Ho<br>G.11 344 B.10 332 In.1 401<br>5 Ha (stl) (9,9 × 5,9) (12,5 12,5 × 8,9) (6,3 × 5,3) ER (6,7 × 8,6)<br>14W Der 1(40) 2(15) 4(5) 10(2,5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski<br>Gen 2 × 320kW 2 × 200kW 400V a.c.<br>Fuel 1 122,5t (hvf)-25,5pd |
| **7521467**<br>*3EQZ8*<br>20588-LI<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ZAMET**<br>ex Benedict-86<br>**Island Shipping S.A.**<br>Losinjska Plovidba OOUR Brodarstvo<br>Panama Panama | **3 636**<br>1 967<br>5 344 | ✠**100A1** CS 10/88<br>✠**LMC**<br>EL W 495,0/50,0U2<br>FN 2976<br>JR | **1979**-2 EMAQ-Engenharia & Maquinas S.A.—Rio de Janeiro (316)<br>115,65 (BB) 17,43 6,501<br>108,59 17,39 10,01<br>F 9,8 2 dks<br>rf nil | **M General Cargo**<br><br>3 Ho 21,7 30,0 23,0 ER 3 TwD<br>G.10 449 B.9 682<br>TEU 105 C.Ho 72/20' C.Dk 33/20'<br>3 Ha (stl) (12,7 × 5,9) (19,4 19,4 × 8,9) ER<br>Der 4(22) | MAN<br>Oil 4SA 7Cy. 400 × 450 sr geared to sc. shaft<br>4 375bhp (3 218kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 260kW 450V 60Hz a.c.<br>Fuel 89,5t (d.o.) 439,0t (hvf) |
| **8211033**<br>*HZZO*<br>432403<br>Esd Gc Rdr<br>Rt | **ZAMIL ABDULLAH**<br><br>**Zamil Marine (& Catering) Services (ZMCS)**<br>Dammam Saudi Arabia | **901**<br>203<br>1 289 | NK | **1982** Wakamatsu Zosen K.K.—Wakamatsu (328)<br>60,86 13,19 4,785<br>56,44 13,15 5,52<br>F 26,3 1 dk | **TM Supply Ship**<br>Deck Cargo | Daihatsu<br>2 Oil 4SA each 6Cy. 320 × 380 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>4 200bhp (3 089kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 3 × 150kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 262,5t (d.o.)-15,5pd |
| **8204004**<br>*HZZN*<br>430403<br>Esd Gc Rdr<br>RTm/v | **ZAMIL LATIFAH**<br><br>**Zamil Marine (& Catering) Services (ZMCS)**<br>Dammam Saudi Arabia | **933**<br>368<br>784 | NK | **1982** Kanmon Zosen K.K.—Shimonoseki (364)<br>59,97 12,53 3,672<br>53,60 12,50 5,01<br>F 25,6 1 dk | **TM Supply Ship**<br>Deck Cargo | Daihatsu<br>2 Oil 4SA each 6Cy. 320 × 380 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>4 200bhp (3 089kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 3 × 150kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 262,5t (d.o.)-15,5pd |
| **8211021**<br>*HZZM*<br>422403<br>Esd Gc Rdr<br>RTm/v | **ZAMIL MUNIRA**<br><br>**Zamil Marine (& Catering) Services (ZMCS)**<br>Dammam Saudi Arabia | **901**<br>203<br>1 295 | NK | **1982** Wakamatsu Zosen K.K.—Wakamatsu (327)<br>60,86 13,19 4,785<br>56,44 13,15 5,52<br>F 26,0 1 dk | **TM Supply Ship**<br>Deck Cargo | Daihatsu<br>2 Oil 4SA each 6Cy. 320 × 380 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>4 200bhp (3 089kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 3 × 150kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 262,5t (d.o.)-15,5pd |
| **7527447**<br>*9V3368*<br>384061<br>Df Esd Gc<br>Rdr Rt | **ZAMIL SUPPLIER**<br>ex Paclog Supplier-80<br>**Java Marine Lines Pte. Ltd.**<br>Singapore Singapore | **920**<br>365<br>1 046 | NK | **1976** Kumamoto Dock K.K.—Yatsushiro (125)<br>65,59 12,53 3,352<br>58,98 12,50 4,60<br>F 41,8 1 dk | **TM Supply Ship**<br>Deck Cargo | Daihatsu<br>2 Oil 4SA each 6Cy. 320 × 380 dr geared to sc. shafts<br>4 000bhp (2 942kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7312232**<br>*VC8730*<br>347235<br>Df Esd Gc<br>Pfd Rdr Rt | **ZAMORA**<br><br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **650**<br>375<br>— | (NV) | **1973** Kystvagens Slip & Batbyggeri—Frei<br>47,00 9,05 4,268<br>40,16 9,00 6,43<br>2 dks<br>rf 1600 BK 152 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Normo<br>Oil 4SA 9Cy. 250 × 300<br>1 500bhp (1 103kW)<br>A/S Bergens M/V<br>Gen 2 × 112kW 440V a.c. |
| **7207023**<br>*YTMZ*<br>7T-195<br>Esd Rdr Rt | **ZAMOSCE**<br>ex Pidder Lyng-71<br>**Mediteranska Plovidba**<br>Dubrovnik Croatia | **298**<br>100<br>13 | JR | **1962** Husumer Schiffsw.—Husum (1208)<br>41,61 11,00 1,201<br>38,99 2,90<br>1 dk | **TM RoRo Cargo/Ferry** | Daimler<br>2 Oil 4SA each 6Cy. 150 × 190<br>640bhp (471kW)<br>Daimler-Benz A.G.<br>Gen 2 × 25kW 380V a.c. |
| **5397654**<br>*PKAI*<br><br>Df Esd | **ZAMRUD**<br><br>**Government of The Republic of Indonesia (Direktorat Jenderal Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **405**<br>246<br>442 | ✠Classed LR until 9/58 | **1952**-5 Gebr. van Diepen—Waterhuizen (918)<br>54,62 9,17 2,826<br>48,90 9,15<br>P 12,2 B 24,7 F 6,4 1 dk & S dk<br>RW | **M General Cargo** OSD<br>Mchy.aft<br><br>G.878 B.847<br>4W | Werkspoor<br>Oil 4SA 8Cy. 270 × 500<br>500bhp (368kW)<br>N.V. Werkspoor<br>Fuel 27,5t |

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| **ZAMTUG II**<br>ex David F-87 ex Salthouse-84<br>ex B. C. Lamey-70<br>**Mira Towage Ltd.**<br>Valletta Malta | **225**<br>0<br>— | ✠Classed LR until<br>25/11/83 | **1966**-10 James Lamont & Co. Ltd.—Port Glasgow (404)<br>32,59 8,56 3,353<br>29,27 8,08 4,12<br>1 dk<br>RW rf 610 BK 102 | **M Tug** | MWM<br>Oil 4SA 8Cy. 320 × 480 sr geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 25kW 220V d.c.<br>11kn |
| **ZAMZAM**<br>ex Messapia-75<br>Jeddah Saudi Arabia | **5 207**<br>2 716<br>2 218 | (RI) | **1952** Cant. Nav. di Taranto S.p.A.—Taranto (140)<br>116,85 16,34 5,811<br>107,30 16,29 7,62<br>B 22,6 F 12,8 3 dks<br>RW | **TM Passenger/General Cargo**<br>Ref 268P<br>2 Ho ER 2 Ho<br>G.2 494 B.2 435 In.50<br>8W Der 1(10) 8(3) | Fiat<br>2 Oil 2SA each 8Cy. 520 × 960<br>4 900bhp (3 604kW)<br>S.A. Fiat S.G.M. Torino<br>Fuel 335,5t 18kn |
| **ZAMZAM**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **280**<br>104<br>— | | **1961** F. Schichau G.m.b.H.—Bremerhaven (1714)<br>41,31 7,55<br>36,96 7,50 2,80<br>1 dk | **M Tanker**<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln |
| **ZAMZAM**<br>**Alexandria Port Authority**<br>Egypt | **199**<br>—<br>128 | ✠Classed LR until<br>13/3/81 | **1979**-1 Towa Zosen K.K.—Shimonoseki (513)<br>2,915<br>30,03 8,41 3,61<br>RAD 2,2 1 dk<br>rf 305 | **TM Tug**<br>Fire-fighting | Yanmar 6GL-DT<br>2 Oil 4SA each 6Cy. 240 × 290 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 2 × 52kW 380/220V 50Hz a.c.<br>12kn |
| **ZANA**<br>**Sindicato Pesquero Del Peru S.A.**<br>Peru | **274**<br>124<br>266 | AB (Class cont.) | **1991** Factoria Naval S.A.—Callao (09)<br>33,55 7,85 —<br>- 7,70 4,00 | **M Fishing**<br>Side-fishing | Caterpillar 3508TA<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>420kW (571bhp)<br>Caterpillar Inc. Peoria, Illinois |
| **ZANA**<br>ex SV-1-92<br>**Port of Riga Authority**<br>Riga Latvia | **205**<br>77<br>326 | RS | **1975** .............U.S.S.R.<br>29,17 8,01 3,160<br>- - 3,60<br>1 dk | **M Pollution & Surface Clearance Vessel**<br>Ice strengthened<br>L.336 | Russkiy 6CHNP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>Russkiy-Diesel Works Leningrad<br>7,5kn |
| **ZANDARTS**<br>ex MRTK-1112-88<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Riga) (U.S.S.R.) | *117*<br>*35*<br>30 | RS | **1987** .............U.S.S.R.<br>25,50 - 2,390<br>22,00 7,00 3,30<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>Ice strengthened | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>221kW (300bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **ZANDBERG**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **944**<br>377<br>400 | (GL) | **1982** Marystown Shipyard Ltd.—Marystown, Nfl. (32)<br>53,32 11,66 4,501<br>45,01 11,51 7,01<br>F 18,0 2 dks | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>In.470 | Deutz SBV12M628<br>Vee Oil 4SA 12Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller |
| **ZANDVOORT**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **943**<br>377<br>400 | (GL) | **1981** Marystown Shipyard Ltd.—Marystown, Nfl. (31)<br>53,32 11,66 4,650<br>45,01 11,51 7,01<br>F 18,3 2 dks | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft<br>1 Ho<br>In.470 | Deutz SBV12M628<br>Vee Oil 4SA 12Cy. 240 × 280 with clutches, flexible couplings & sr geared to sc. shaft<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 424kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 142,0t (d.o.) 12,75kn |
| **ZANET**<br>ex Michigan-80<br>**Zanet Navigation Corp.**<br>Prodromos Lines S.A.<br>Piraeus Greece | T.Mk<br>**4 627**<br>2 157<br>6 665<br>**6 735**<br>3 794<br>9 135 | **✠100A1** SS 8/89<br>Ice Class 3 at a draught not exceeding 7.354m<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL bt 2$\frac{1}{16}$"SQ<br>FN 3794 | **1966**-9 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (812)<br>141,10 18,80 8,638/—<br>127,51 18,75 11,00<br>Ba 27,2 F 11,0 1 dk & S dk, 3rd dk in No. 4 B hold<br>rf 76 | **M General Cargo**<br>Ref<br>6 Ho 15,4 17,8 18,0 13,5 8,2 ER 16,5 6 TwD<br>G.12 244 B.10 049 In.1 092<br>6 Ha (stl) (7,7 × 6,0) (11,2 11,2 9,0 × 8,0) (4,0 × 7,5) ER (8,5 × 5,5)<br>16W Der 1(85) 4(10) 14(5) | B&W 10-62VT2BF-140<br>Oil 2SA 10Cy. 620 × 1400<br>12 000bhp (8 827kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>WTAuxB (ex.g) 142lbf/in² (9,8bar)<br>✠ NWTAuxB (o.f.) 10/71 142lbf/in² (9,8bar)<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 92,0t (d.o.) 897,0t (hvf)-24,0pd 16kn |
| **ZANET II**<br>ex Gerona-91 ex Bianca L-88<br>ex Almut Bornhofen-85<br>**Jeanne Shipping Co. Ltd.**<br>Prodromos Lines S.A.<br>Valletta Malta | T.Mk<br>**6 756**<br>4 409<br>13 520<br>**9 771**<br>6 784<br>16 270 | GL | **1973** A.G. "Weser" Werk Seebeck—Bremerhaven (970)<br>150,07 (BB) 21,09 8,173/9,233<br>139,25 21,04 12,27<br>F 12,8 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 18,9 18,9 17,6 24,9 18,9 ER<br>G.22 304 B.20 406<br>TEU 245 C.Ho 185/20'(40') C.Dk 60/20'(40')<br>5 Ha (stl) (12,6 × 7,8) (12,8 12,8 17,3 12,8 × 10,4) ER<br>Der 1(60) 10(10) | MAN V16V40/54<br>Vee Oil 4SA 16Cy. 400 × 540<br>8 690bhp (6 392kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 392kW 440V 60Hz a.c.<br>Fuel 128,0t (d.o.) 1 117,5t (hvf)-31,5pd 16,5kn |
| **ZANETA**<br>ex Tankgard-89 ex Esso Saimaa-82<br>**Hydrocarbon Industries Ltd.**<br>Bunker Trade & Transportation Services Ltd.<br>Monrovia Liberia | **1 141**<br>663<br>2 193 | **✠100A1** SS 5/88<br>oil tanker<br>Ice Class 2<br>**✠LMC** **UMS**<br>EL M 1$\frac{1}{4}$"U2<br>FN 1207 | **1970**-12 Reposaaren Konepaja Oy—Reposaari (143)<br>78,39 11,03 4,909<br>73,51 11,00 5,41<br>P 22,6 Trunk 40,9 F 10,7 1 dk<br>rf 102 | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 570 HeCls. C | Polar SF16RS-C<br>2 Oil 4SA each 6Cy. 250 × 300 sr geared to sc shaft<br>1 610bhp (1 184kW)<br>Nydqvist & Holm A/B Trollhattan<br>db 12,5kgf/cm² (12,3bar)<br>Gen 2 × 112kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 83,5t (d.o.)-5,5pd 12kn |
| **ZANG SAN**<br>**Korea Tonghae Shipping Co.**<br>North Korea | **6 274**<br>3 065<br>13 000 | | **1983** .............North Korea<br>... ... ...<br>... ... ... | **M General Cargo** | Oil |
| **ZANG SU BONG**<br>ex China Express-84<br>ex Nanhai Career-80 ex Hisho Maru-79<br>**Korea Moran Shipping Co.**<br>Government of The Democratic People's Republic of North Korea<br>North Korea | **7 680**<br>4 618<br>11 647 | (BV) (NK) | **1970** Tohoku Zosen—Shiogama (123)<br>136,02 19,87 8,554<br>128,00 19,82 11,21<br>P 54,0 F 27,2 1 dk | **M General Cargo**<br>4 Ho ER<br>G.18 470 B.17 011<br>4 Ha (stl) (8,2 × 6,0) (12,6 25,4 13,5 × 7,7) ER<br>Cr 2(5) Der 1(80-120) 4(25) 2(15) | Sulzer 6RD68<br>Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 2 × 420kW 450V a.c.<br>Fuel 653,5t-31,0pd 15,5kn |
| **ZANG ZA SAN CHONG NYON HO**<br>**Korea Tonghae Shipping Co.**<br>Nampo North Korea | **9 001**<br>5 604<br>15 240 | | **1980** .............North Korea<br>... ... ...<br>... ... ...<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil<br>............. |
| **ZANGAO**<br>ex Mucke-90<br>**SOCARGEL Sociedade de Cargas e Descarges Gerais Ltda.**<br>STEER Shipmanagement Services Ltd.<br>Lisboa Portugal | **492**<br>264<br>1 150 | GL | **1972** Schiffswerft u. Masch. Max Sieghold—Bremerhaven (157)<br>62,54 9,43 3,582<br>56,72 9,40 4,12<br>P 14,1 F 6,8 1 dk | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 1 368 | MaK 6M451AK<br>Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Atlas-MaK Maschinenbau Kiel<br>11kn |
| **ZANGWE**<br>ex Arne Af Malmo-91 ex Bukken-89<br>**CFM-Norte (Ports & Railway State Enterprise)**<br>Nacala Mozambique | **148**<br>0<br>— | NV | **1975** Kaarbos M/V A/S—Harstad (80)<br>26,24 8,23 4,299<br>23,50 8,18 4,53<br>1 dk<br>rf 64 BK 13 | **M Tug/ Icebreaker**<br>Fire-fighting<br>Ice strengthened | Polar F212V-D<br>Vee Oil 4SA 12Cy. 250 × 300<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 76kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 60,5t (d.o.)-8,0pd 12,5kn |

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|---|---|---|---|---|---|---|
| **8207290**<br>*UOJK*<br>0279<br>Df Esd Gc<br>Rdr RTv<br>SatCom | **ZANIS GRIVA**<br>ex Zhan Griva-91<br>**Latvian Shipping Company**<br>Ventspils Latvia | *10 944*<br>*5 885*<br>16 341<br>T/cm<br>27,0 | RS | **1985** R.O. Brodogradiliste "3 Maj"—Rijeka (630)<br>151,52 (BB) 22,43 9,002<br>142,63 22,41 12,17<br>1 dk | **M Tanker**<br>6 Ta 10 Wing Ta ER<br>L.(oil) 20 480<br>16 Cargo pumps total 4 000T/hr | Pielstick 6PC2-5L-4<br>2 Oil 4SA each 6Cy. 400 × 460 with clutches, flexible couplings & sr geared to sc. shaft<br>5 750kW (7 817bhp)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 2 × 1360kW 2 × 512kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 878,53t (d.o.)-23,3pd 15,6k |
| **7942063**<br>*S2QK*<br>384883<br>Df Esd Rdr<br>Rt | **ZANJABIL**<br>**M.H.K. Enterprise Ltd.**<br>Chittagong Bangladesh | **126**<br>41<br>— | NK | **1980** Shin-A Shipbuilding Co. Ltd.—Chungmu (250)<br>24,16 6,43 2,941<br>22,41 6,42 3,51<br>F 8,9 1 dk | **M Fishing**<br>Stern-fishing<br>In.72 | Yanmar<br>Oil 4SA 6Cy. 165 × 200 geared to sc. shaft<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasa<br>Gen 2 × 52kW |
| **7926124**<br>*SYPX*<br>490<br>Df Esd Gc<br>Pfd Rdr Rt | **ZANNIS**<br>**Belsford Shipping Corp.**<br>Andros Greece | **22 857**<br>15 613<br>40 750<br>T/cm<br>46,0 | ✠100A1 SS 2/91<br>bulk carrier<br>strengthened for heavy cargoes hold Nos. 2 & 4 may be empty<br>✠LMC<br>EL J† 605,0/66,0U3<br>FN 8015 | **1981**-3 Mitsui Eng. & SB. Co. Ltd.—Tamano (1222)<br>182,10 (BB) 29,04 11,365<br>178,01 29,01 16,01<br>P 29,9 F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 26,5 26,5 26,5 26,5 25,7 ER<br>G.53 818 B.46 814<br>5 Ha (stl) (each 16,3 × 12,8) ER<br>Cr 5(15) | B&W 6L67GFC<br>Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd. Taman<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 178,5t (d.o.) 1 968,5t (hvf) 16,75k |
| **7420132**<br>*HNZN*<br>185<br>Df Esd Gc<br>Pfd Rdr RTh | **ZANOOBIA**<br>**Government of The Republic of Iraq (State Enterprise for Water Transport)**<br>Basrah Iraq | T.Mk<br>**1 599**<br>955<br>3 549 | ✠100A1<br>Ice Class 3<br>✠LMC<br>EL Q 1½"U2<br>FN 1660 | **1977**-2 Buesumer Werft G.m.b.H.—Buesum (261)<br>81,62 (BB) 13,67 6,101<br>75,01 13,61 8,51<br>P 18,3 RAD 19,9 F 6,4 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>2 Ho 26,2 24,9 ER<br>G.5 093 B.4 591 In.100<br>TEU 108 C.Ho 60/20' C.Dk 48/20'<br>2 Ha (stl) (each 18,9 × 10,0) ER<br>Cr 4(5) | MaK 8M453AK<br>Oil 4SA 8Cy. 320 × 420 reduction geared to sc. shaft<br>2 800bhp (2 060kW)<br>MaK. Maschinenbau G.m.b.H. Ki<br>Gen 3 × 108kW 390/225V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o. & hvf) 12,75k |
| **5397721**<br>*HO5956*<br>10385-80A<br>Rt | **ZANZIBAR**<br>Panama Panama | **372**<br>217<br>483 | BV HR | **1954** Gebr. Bodewes Scheepswerf "Volharding"—Foxhol (132)<br>47,25 7,65 2,896<br>43,24 7,60 3,20<br>P 11,6 F 6,1 1 dk<br>RW | **M General Cargo**<br>1 Ho 28,0 ER<br>G.682 B.634<br>2 Ha (w) (each 9,9 × 4,5) ER | Brons<br>Oil 4SA 4Cy. 290 × 450<br>220bhp (162kW)<br>Appingedammer Brons Appingedan<br>Fuel 15,0t (d.o.) 9k |
| **8221179**<br>*8KPB*<br>125966 | **ZAO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **3 245**<br>—<br>— | | **1982** Mitsubishi Heavy Industries Ltd.—Nagasaki (1888)<br>105,42 14,64<br>98,81 14,61 8,01<br>2 dks | **M Patrol Ship** | Pielstick 12PC2-5V-40<br>2 Vee Oil 4SA each 12Cy. 400 × 460<br>15 600bhp (11 475kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Ai<br>Gen 1 × 416kW 1 × 96kW 450V 60Hz a.c.<br>Fuel 724,0t (d.o.) 21,5k |
| **6512770**<br>*JLWG*<br>117806<br>Df Gc Pfd<br>RdrRTm | **ZAO**<br>ex Toho Maru No. 2-74<br>ex Toko Maru-73<br>**Kumazawa Kaiun Co. Ltd.**<br>Yokohama, Kanagawa Pref. Japan | **1 974**<br>1 350<br>3 315 | (NK) | **1965** Maizuru Jukogyo K.K.—Maizuru (86)<br>84,92 12,78 5,768<br>78,01 12,73 6,61<br>P 16,2 F 7,7 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 4 242 | Mitsubishi 6UET39/6<br>Oil 2SA 6Cy. 390 × 650<br>2 200bhp (1 618kW)<br>Kobe Hatsudoki K.K. Kob<br>Gen 1 × 128kW 1 × 96kW 225V a.c.<br>Fuel 24,0t (d.o.) 284,0t (i.f.o.)-6,5pd 11k |
| **7353925**<br>*JFJW*<br>116457<br>Esd Gc Rdr<br>Rt | **ZAO MARU**<br>**Kowa Kaiun K.K. (Kowa Shipping Co. Ltd.)**<br>Shiogama, Miyagi Pref. Japan | **2 139**<br>1 373<br>3 658 | | **1974** Honda Zosen—Saiki (617)<br>89,01 14,53 5,411<br>84,82 14,51 6,23<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Makita KSLH630<br>Oil 4SA 6Cy. 370 × 590<br>2 500bhp (1 839kW)<br>Makita Tekkosho Takamats<br>Gen 2 × 180kW 445V 60Hz a.c.<br>Fuel 15,5t (d.o.) 77,5t (i.f.o.)-6,5pd 12,5k |
| **6702791**<br>*JNRJ*<br>100846<br>FO1-139<br>Df Esd Gc<br>Pfd Rdr Rt | **ZAO MARU**<br>**Nippon Suisan Kaisha Ltd.**<br>Tokyo Japan | **1 987**<br>1 021<br>2 261 | NK | **1966** Mitsui SB. & Eng. Co. Ltd.—Tamano (773)<br>83,93 13,52 5,300<br>77,02 13,50 9,00<br>P 28,1 F 47,0 2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>3 Ho 7,1 18,5 18,0 ER<br>In.2 326<br>3 Ha (stl) (1,2 × 0,8) (2,4 2,4 × 2,4) ER<br>Der 2(10) 2(3) 6(1,5) | B&W 7-42VBF-7<br>Oil 2SA 7Cy. 420 × 750<br>3 030bhp (2 229kW)<br>Mitsui SB. & Eng. Co. Ltd. Taman<br>Gen 2 × 500kW 445V 60Hz a.c.<br>Fuel 785,5t (d.o.)-11,0pd 13,5k |
| **7313171**<br>*JNOF*<br>113359<br>Df Esd Gc<br>Rdr RTv | **ZAO MARU**<br>ex Koei Maru No. 32-88<br>ex Tenyo Maru No. 37-86<br>ex Otori Maru No. 28-82<br>**K.K. New Nafuko**<br>Shiogama, Miyagi Pref. Japan | **299**<br>152<br>— | | **1973** Kochiken Zosen—Kochi (435)<br>8,23 3,048<br>44,00 8,21 3,36<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin 6LU3<br>Oil 4SA 6Cy. 320 × 510<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kob |
| **7009081**<br>*JG2804*<br>107359<br>Rdr Rt | **ZAO MARU**<br>**K.K. Nagaoka Gumi**<br>Gonoura, Nagasaki Pref. Japan | **197**<br>—<br>47 | | **1970** Ishikawajima Ship & Chemical Plant Co.—Tokyo (394)<br>28,30 8,64 2,388<br>25,02 8,62 3,48<br>2 dks | **TM Tug** | Fuji 6MD27.5<br>2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Diesel Co. Ltd. Tateyam<br>Gen 2 × 36kW 445V a.c.<br>2 Directional propellers 13k |
| **8730120**<br>M-43320<br>Esd Rdr Rt | **ZAONEZHE**<br>**Sevryba**<br>(Petrozavodsk) (U.S.S.R.) | *117*<br>*35*<br>30 | RS | **1989** .............U.S.S.R.<br>25,51 7,01 2,391<br>22,03 - 3,31<br>1 dk | **M Fishing**<br>Stern Trawler Shrimp-trawl | S.K.L. 6NVD26A<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdebur<br>9,5k |
| **8832112**<br>*LYMM*<br>M-41381<br>Df Esd Gc<br>Rdr RTv | **ZAOSTROVYE**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.)<br>SatCom: 1401455 | *4 407*<br>*1 322*<br>1 810 | RS | **1990** "Chernomorskiy" Shipyard—Nikolayev<br>104,53 16,04 5,901<br>96,42 10,22 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (stl) (1,9 × 1,6) (2,5 × 2,7) (2,7 × 2,9)<br>Der 6(3) | Pielstick 6PC2L-4<br>2 Oil 4SA each 6Cy. 400 × 460 geared to sc. shaft<br>5 152kW (7 004bhp)<br>Russkiy-Diesel Works Leningr<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller 16k |
| **8722094**<br>*UUHV*<br>M-41810<br>Rt | **ZAOZYORNOYE**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Nakhodka) (U.S.S.R.) | *738*<br>*221*<br>332 | RS | **1987** .............U.S.S.R.<br>53,74 - 4,400<br>47,92 10,71 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice Strengthened | S.K.L. 8NVD48A-<br>Oil 4SA 8Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdebu<br>Gen 1 × 300kW a.c. 3 × 160kW a.c. 2 × 135kW a.c.<br>Controllable pitch propeller 12,7k |
| **8711837**<br>M-41704<br>Esd Rdr RTv | **ZAPADNYY**<br>**Sevastopol Fishing Port Authority**<br>(Sevastopol) (U.S.S.R.) | *1 896*<br>*1 014*<br>3 389 | RS | **1988** "Ivan Dimitrov" Shipyard—Rousse (467)<br>77,53 14,34 5,401<br>73,20 14,00 6,50<br>1 dk | **M Tanker**<br>Bunkering<br>SBT<br>12 Ta ER<br>L.(oil) 3 514 | S.K.L. 8NVD48A-<br>Oil 4SA 8Cy. 320 × 480<br>885kW (1 203bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdebu<br>Gen 2 × 150kW a.c.<br>Thw. thrust Contr. pitch propeller fwd 10,5k |

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| **ZAPARA**<br>**Maraven S.A.**<br>Las Piedras Venezuela | *397*<br>*119*<br>— | ✠**100A1**<br>tug/support ship<br>✠**LMC** **UMS**<br>EL H 302,5/22,0U2<br>FN 417 | **1987**-12 DIANCA, Diques y Ast. Nac. C.A.—Puerto Cabello (168)<br>32,95 9,81 4,401<br>28,86 9,52 4,91<br>F 15,3 1 dk<br>rf 386 BK 38 | **TM Tug**<br>Fire-fighting Pollution Control | Kromhout 9FHD240<br>2 Oil 4SA each 9Cy. 240 × 260 with clutches, flexible couplings & sr geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 90kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 182,0t (d.o.) 12kn |
| **ZAPHON**<br>**Nordan Tankers 6 Inc.**<br>Shell Tankers (U.K.) Ltd.<br>Monrovia Liberia<br>SatCom: 1243573/ELNI | *43 398*<br>*19 867*<br>69 500 | NV | **1990** B & W Skibsvaerft A/S—Kobenhaven (931)<br>228,63 (BB) 32,28 13,898<br>218,73 32,25 21,62<br>1 dk | **M Tanker**<br>Oil Chemical<br>COW IGS SBT DB DD DSS<br>12 Ta ER<br>L.86 793<br>12 Cargo pumps total 10 320T/hr | B&W 5L70MCE<br>Oil 2SA 5Cy. 700 × 2268<br>8 018kW (10 901bhp)<br>Hyundai Engine & Machinery Co. Ltd. Ulsan<br>Gen 1 × 1200kW 2 × 600kW 440V 60Hz a.c.<br>15,75kn |
| **ZAPOLYARNYY**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 794**<br>1 553<br>2 570 | RS<br>✠Classed LR until 6/67 | **1965**-11 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (806)<br>102,70 16,01 5,560<br>91,01 15,93 11,13<br>RFD 10,1 2 dks, 3rd dk in Nos. 1, 2 & 3 holds, 4th dk in Nos. 1 & 2 holds<br>rf 203 DK fwd | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho<br>G.304 In.3 395<br>5 Ha (1,9 1,9 × 1,9) (2,8 2,8 × 3,0) (3,7 × 2,8)<br>6W Der 2(7) 4(3) | B&W 6-50VBF-90<br>Oil 2SA 6Cy. 500 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Controllable pitch propeller<br>14kn |
| **ZAPOROZHETS**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Mariupol) (U.S.S.R.) | *108*<br>*32*<br>61 | RS | **1981** ............U.S.S.R.<br>26,50 6,59 2,320<br>22,90 - 3,05<br>1 dk | **M Fishing** | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp) NE 86<br>Russkiy-Diesel Works U.S.S.R.<br>9,3kn |
| **ZAPOROZHYE**<br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.)<br>SatCom: 1400557/UOUY | *15 771*<br>*7 876*<br>22 885 | RS | **1968** Stocznia im. "Komuny Paryskiej"—Gdynia (B470/02)<br>187,15 22,86 9,541<br>172,02 22,85 14,05<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 14,0 16,9 18,4 24,6 16,0 22,3 12,7 ER<br>G.29 725 B.26 610<br>7 Ha (stl) (8,5 11,4 14,4 17,2 11,4 14,4 8,5 × 12,0) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski Poznan<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 504,0t (d.o.) 1 326,0t (hvf) 15,5kn |
| **ZAPRAVSHCHIK-6**<br>**Sakhalin Shipping Co. (SASCO)**<br>(Vanino) (U.S.S.R.) | **189**<br>72<br>264 | RS | **1983** ............U.S.S.R.<br>36,02 7,65 2,501<br>3,10<br>1 dk | **M Tanker**<br>Bunkering Vessel | Oil<br>............. |
| **ZAPRAVSHCHIK-7**<br>**Novorossiysk Shipping Co. (NOVOSHIP)**<br>(Sochi) (U.S.S.R.) | *189*<br>*72*<br>264 | RS | **1984** ............U.S.S.R.<br>36,01 7,65 2,500<br>35,50 - 3,10<br>1 dk | **M Pollution & Surface Clearance Vessel** | Russkiy 6CHNP18/22<br>Oil 4SA 6Cy. 180 × 220<br>166kW (226bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 1 × 30kW a.c.<br>7kn |
| **ZAPRAVSHCHIK-12**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vostochnyy) (U.S.S.R.) | *204*<br>*83*<br>264 | RS | **1989** ............U.S.S.R.<br>36,01 7,65 2,500<br>33,50 - 3,10<br>1 dk | **M Tanker**<br>Bunkering<br>6 Ta ER<br>L.253 | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>224bhp (165kW)<br>Russkiy-Diesel Works U.S.S.R.<br>7kn |
| **ZARA**<br>ex Zephyros-84<br>**Amazonite Shipping Corp.**<br>Monrovia Liberia | **15 756**<br>11 262<br>29 171<br>T/cm<br>36,4 | ✠**100A1** SS 4/91<br>strengthened for heavy cargoes<br>Nos.1,4 & 6 holds may be empty<br>✠**LMC**<br>EL F† 2⅜"U2<br>FN 6396 | **1977**-3 Hakodate Dock Co. Ltd.—Hakodate (649)<br>180,83 (BB) 23,17 10,961<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 | **M Bulk Carrier**<br>7 Ho 14,9 19,2 22,4 13,5 17,6 20,8 19,8 ER<br>G.34 207 B.33 221<br>7 Ha (stl) (6,8 12,8 12,5 9,6 11,2 12,5 11,2 × 9,6) ER<br>Der 14(10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 380kW 440V 60Hz a.c.<br>Fuel 154,5t (d.o.) 1 830,0t (hvf) 15kn |
| **ZARASAY**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | *359*<br>*107*<br>129 | RS | **1986** ............U.S.S.R.<br>35,72 8,92 3,490<br>31,00 - 6,07<br>2 dks | **M Fishing**<br>Stern Trawler Shrimp-trawl Ref<br>Ice strengthened | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>589kW (801bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 200kW a.c. |
| **ZARAYSK**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.)<br>SatCom: 1401432/LYCU | *4 407*<br>*1 322*<br>1 810 | RS | **1989** "Chernomorskiy" Shipyard—Nikolayev<br>104,50 16,03 5,900<br>96,40 - 10,20<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>G.870 In.2 219 L.35 | Pielstick 6PC2-5L-400<br>2 Oil 4SA each 6Cy. 400 × 460 geared to sc. shaft<br>5 152kW (7 004bhp)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 1600kW a.c. 3 × 200kW a.c.<br>Controllable pitch propeller<br>16,1kn |
| **ZARECHENSK**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.) | **16 043**<br>9 269<br>22 884 | RS | **1968** Stocznia im. "Komuny Paryskiej"—Gdynia (B470/03)<br>187,15 22,86 9,541<br>172,02 22,85 14,05<br>1 dk | **M Bulk Carrier**<br>Pipe-carrier<br>Str. ore cargoes Ice strengthened<br>7 Ho 14,0 16,9 18,4 24,6 16,0 22,4 12,7 ER<br>G.29 725 B.26 609<br>7 Ha (stl) (8,5 11,4 14,4 17,2 11,4 14,4 8,5 × 12,0) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski Poznan<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 504,0t (d.o.) 1 326,0t (hvf) 15,5kn |
| **ZARECHENSK**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | T.Mk<br>**4 020**<br>1 495<br>2 560 | RS<br>✠Classed LR until 6/69 | **1967**-3 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (331)<br>103,61 16,64 5,520<br>91,01 16,62 11,33<br>2 dks, 3rd dk in Nos. 1, 2 & 3 holds 4th dk in Nos. 1 & 2 holds<br>rf 102 DK fwd | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>4 Ho<br>G.119 In.3 418<br>4 Ha (6,7 6,7 × 2,9) (1,9 3,4 × 1,9)<br>6W Der 2(10) 4(3) | Sulzer 8TAD48<br>Oil 2SA 8Cy. 480 × 700<br>2 207kW (3 000bhp)<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>Gen 3 × 400kW 1 × 184kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>14kn |
| **ZARECHYE**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **1 976**<br>596<br>806 | RS | **1974** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B422/107)<br>72,83 13,03 4,852<br>64,98 7,93<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.119 In.775 L.117<br>2 Ha<br>4W Der 2(5) 4(1,5) | Sulzer 6ASL25/30<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 126bhp (2 299kW) driving 3 gen. each 750kW connected to elec. motor of 2 298shp (1 690kW) & sc. shaft<br>H. Cegielski Poznan<br>Gen 1 × 320kW 1 × 72kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **ZARETALLAH**<br>ex Rana-81 ex Wyegarth-80<br>ex St. Woolos-77<br>**Oriental Commercial & Shipping Co. Ltd.**<br>Marine Services Co. Ltd.<br>Jeddah Saudi Arabia | **152**<br>55<br>— | BV<br>✠Classed LR until 11/61 | **1960**-1 P. K. Harris & Sons Ltd.—Appledore (118)<br>28,35 8,18 3,048<br>26,12 7,83 3,59<br>1 dk<br>rf 457 BK 51 | **TM Tug**<br>Mchy.aft | Blackstone<br>2 Oil 4SA each 8Cy. 222 × 292<br>Lister Blackstone Ltd. Stamford<br>Gen 2 × 50kW 110V d.c.<br>Fuel (d.o.) 11kn |
| **ZAREVO**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **699**<br>262<br>284 | RS | **1967** ............U.S.S.R.<br>54,23 9,33 3,690<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.361<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |

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| **6809707**<br>*CSXJ*<br>V-1-A<br>Df Esd Gc<br>Rdr RTm/h | **ZARGO**<br>**UNIPESCA-Uniao de Pescarias do Algarve S.a.r.l.**<br>Viana do Castelo Portugal | **365**<br>212<br>434 | ✠Classed LR until 3/72 | **1968**-4 Est. Nav. de Viana do Castelo—Viana do Castelo (75)<br>38,03 8,84<br>34,09 8,75 4,40<br>RAD 7,1 F 14,1<br>rf 432 BK 152 | **M Fishing**<br>Side-fishing<br>G.348<br>Der 1(4) 1(1,5) | MAN<br>Oil 4SA 8Cy. 220 × 300 reverse reduction geared to sc. shaft<br>960bhp (706kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 216kW 380V 50Hz a.c. 1 × 32kW 220V 50Hz a.c.<br>Fuel 426,5t (d.o.) |
| **8715522**<br>*ELJA9*<br>8472<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ZARIA**<br>**K/S Difko 63**<br>Shell Tankers B.V.<br>Monrovia Liberia<br>SatCom: 1240270/ELJA | *43 398*<br>*19 867*<br>84 040 | NV | **1989** B & W Skibsvaerft A/S—Kobenhaven (928)<br>228,63 (BB) 32,28 13,898<br>218,73 32,25 21,62<br>1 dk | **M Tanker**<br>Oil Chemical<br>COW IGS SBT DB DD DSS<br>12 Ta ER<br>L.86 793<br>12 Cargo pumps total 10 320T/hr | B&W<br>Oil 2SA 5Cy. 700 × 2268<br>8 018kW (10 901bhp)<br>Hyundai Engine & Machinery Co. Ltd.<br>Gen 1 × 1200kW 2 × 600kW 440V 60Hz a.c. |
| **7227188**<br>*A7D2018*<br>022/80<br>Df Esd Gc<br>Rdr Rt | **ZARKA**<br>ex Mercandian Caix-80<br>ex Lindinger Coral-78<br>**Qatar National Navigation & Transport Co. Ltd. SAQ**<br>Doha Qatar | T.Mk<br>**931**<br>—<br>—<br>**1 599**<br>1 077<br>2 906 | **100A1**<br>**LMC**<br>EL P 440,0/42,0U1<br>FN 1457<br>(BV) | **1972** Husumer Schiffsw.—Husum (1299)<br>81,01 (BB) 13,42 4,401/5,490<br>73,50 13,20 6,62<br>P 13,8 F 7,5 2 dks<br>rf nil | **M General Cargo**<br>2 Ho ER<br>G.4 055 B.3 742<br>2 Ha (stl) (12,5 18,5 × 10,2) ER<br>11W Der 2(20) 2(5) | Alpha<br>Vee Oil 4SA 18Cy. 225 × 300 sr geared to sc. shaft<br>1 655kW (2 250bhp)<br>Alpha-Diesel A/S<br>Gen 2 × 160kW 1 × 80kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 197,0t (d.o.)-9,0pd |
| **8314081**<br>*YQNF*<br>650<br>Df Esd Gc<br>Pfd Rdr Rt | **ZARNESTI**<br>**Navrom Shipping Company**<br>Constantza Romania | *3 430*<br>*1 767*<br>4 620 | RNR | **1983** Santierul Naval Braila—Braila<br>106,03 14,84 7,060<br>93,48 14,81 8,51<br>1 dk & S dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 19,4 21,4 22,1 ER<br>G.5 912 B.5 389<br>TEU 80 C. 80/20'<br>3 Ha (stl) (12,0 × 8,0) (15,4 15,4 × 10,2) ER<br>Der 3(5) | B&W<br>Oil 2SA 5Cy. 500 × 1620<br>3 000bhp (2 207kW)<br>Bryansk Eng. Works<br>Gen 3 × 450kW 400V 50Hz a.c. |
| **6723575**<br>*URYX*<br>M-27935<br>Df Esd Gc<br>Rdr | **ZARNITSA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 348**<br>1 011<br>1 334 | RS | **1966** Stocznia Gdanska im. Lenina—Gdansk (B26/13)<br>83,01 13,85 5,501<br>75,01 13,77 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.1 817 In.1 436<br>6 Ha (4,8 1,9 × 1,9) (1,2 × 1,2) (0,9 0,9 0,9 × 0,6)<br>4W Der 2(2) 2(1,5) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Controllable pitch propeller |
| **6401220**<br>320284<br>Esd Pfd Rdr<br>RTm | **ZARP**<br>ex Rupert Brand VI-78<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **309**<br>104<br>203 | ✠Classed LR until 12/66 | **1963**-12 G. T. Davie & Sons Ltd.—Lauzon, P.Q. (86)<br>39,32 8,03<br>35,06 7,93 4,35<br>P 2,5 F 6,1<br>rf 1067 BK 229 | **M Fishing**<br>Side Trawler<br>1 Ho 8,5<br>2 Ha (stl) (each 1,3 × 1,2) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>765bhp (563kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 30kW 220V 60Hz a.c.<br>Fuel (d.o.) |
| **8911671**<br>*3EBO9*<br>21046-PEXT<br>Rt | **ZARQA AL YAMAMA**<br>**Islamic Solidarity Shipping Co. Libya Inc.**<br>Panama Panama | *937*<br>*281*<br>613 | **✠100A1**<br>fishing vessel<br>**✠LMC**<br>**Lloyd's RMC**<br>EL J 357,5/26,0U2<br>FN 731 | **1991**-7 Ast. Gondan—Puerto de Figueras (307)<br>60,00 (BB) 9,58 3,200<br>53,30 9,50 4,20<br>P 32,1 F 12,3 1 dk<br>rf nil Box K 400 | **M Fishing**<br>Side-fishing Tuna Long-line Ref<br>4 Ho ER<br>In.650 | Blackstone<br>Oil 4SA 6Cy. 222 × 292 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 173kW (1 595bhp)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **7032715**<br>*ESCD*<br>M-29914<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **ZARUBINO**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | T.Mk<br>**2 690**<br>926<br>1 496 | RS | **1968** .............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **5397898**<br>*OAPD*<br>Df | **ZARUMILLA**<br>ex Marietje Bohmer ex Venio-46<br>ex Fredenhagen-46 ex Elsa-39<br>**Empresa de Fertilizantes Fertiperu**<br>Callao Peru | **761**<br>392<br>1 102 | Classed LR until 1/66 | **1938** D. W. Kremer Sohn—Elmshorn (825)<br>61,50 9,56 3,785<br>56,88 9,50 4,25<br>P 14,4 F 7,7 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.1 440 B.1 326<br>4W Der 4(2) | Deutz<br>Oil 4SA 6Cy. 370 × 520<br>650bhp (478kW)<br>Deutsche Werke A.G.<br>Fuel 43,5t |
| **6900252**<br>*ENPA*<br>M-27843<br>Df Esd Rdr | **ZARYA**<br>**Zapryba**<br>(Sankt-Peterburg) (U.S.S.R.) | **863**<br>218<br>353 | RS | **1966** .............U.S.S.R.<br>55,12 9,53 3,112<br>9,45 4,50<br>1 dk<br>conv Fish Carrier — | **D-E Refrigerated Cargo**<br>Ice strengthened<br>1 Ho ER<br>In.360<br>1 Ha (1,9 × 1,9) ER<br>Cr 1(2,5) | 2 Oil 4SA each 6Cy. 250 × 340 driving gen. connected to elec. motor & geared to sc. sha |
| **8228191**<br>M-37630<br>RTv | **ZARYA**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | *228*<br>—<br>86 | RS | **1984** .............Yugoslavia<br>35,84 9,10 3,150<br>30,00 9,01 4,50<br>1 dk | **TM Tug** | Sulzer<br>2 Oil 4SA each 6Cy. 250 × 300 geared to sc. shafts<br>Sour "Jugoturbina" |
| **7646906**<br>*LYAB*<br>M-34579<br>Df Esd Gc<br>Rdr Rt | **ZARYA OKTYABRYA**<br>**Zapryba**<br>(Tallinn) (U.S.S.R.) | **635**<br>199<br>395 | RS | **1977** .............U.S.S.R.<br>54,82 9,96 4,141<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **7921772**<br>*7TQD*<br>Df Esd Gc<br>Pfd Rdr Rt | **ZARZAITINE**<br>ex Shoun Maru No. 6-86<br>**Societe Nationale de Transport Maritime des Hydrocarbures et des Produits Chimiques (S.N.T.M./Hyproc)**<br>Arzew Algeria | *3 529*<br>*1 869*<br>6 007<br>T/cm<br>13,4 | **100A1**<br>oil & chemical tanker in association with a list of defined cargoes<br>SG 1.48<br>**LMC**<br>EL U 467,5/46,0U2<br>FN 2277 | **1980** K.K. Taihei Kogyo—Akitsu (1355)<br>101,00 (BB) 16,03 6,865<br>94,01 16,01 8,21<br>P 23,2 F 12,5 1 dk<br>rf 102 Bow/CM 39 Diam. 0,200 | **M Tanker**<br>Oil Chemical<br>DB<br>10 Wing Ta ER<br>L.6 482<br>4 Cargo pumps total 1 600T/hr | Hanshin<br>Oil 4SA 6Cy. 500 × 800<br>3 600bhp (2 648kW)<br>The Hanshin Diesel Works Ltd.<br>AuxB (o.f.) 9,9kgf/cm$^2$ (9,8bar)<br>AuxB (ex.g) & rcv 10,1kgf/cm$^2$ (9,9bar) rcv 9,9kgf/cm' (9,8bar)<br>Gen 2 × 180kW 450V 60Hz a.c. |
| **5397903**<br>*TMJX*<br>2134<br>RTm/v | **ZARZAITINE**<br>**Compagnie des Transport par Pipe-Lines au Sahara (T.R.A.P.S.A.)**<br>Rouen France | **171**<br>—<br>— | BV | **1960** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne (484)<br>29,42 8,01<br>3,97<br>1 dk | **M Tug**<br>3 Ha (0,9 × 1,6) (0,9 × 1,0) (0,4 × 0,6) | Nordberg<br>Oil 4SA 6Cy. 343 × 419<br>Ch. Nav. de la Ciotat<br>Fuel 46,5t (d.o.) |
| **8134754** | **ZARZOUNA**<br>**Government of The Republic of Tunisia (Ministry of Public Works)**<br>Bizerta Tunisia | **304**<br>207<br>150 | BV | **1970** Fr. Schweers Schiffs & Bootswft. G.m.b.H.—Bardenfleth/Weser<br>49,00 1,601<br>32,01 15,00 2,42<br>1 dk | **QM Ferry**<br>—dk P | Daimler<br>4 Oil 4SA each 6Cy. 128 × 140<br>600bhp (441kW)<br>Daimler-Benz A.G. |
| **7320100**<br>M-29826<br>Rdr RTv | **ZASHCHITNIK**<br>**Georgian Shipping Co.**<br>(Batumi) (U.S.S.R.) | **265**<br>—<br>83 | RS | **1973** Brodogradiliste "Tito"—Belgrade (895)<br>35,43 9,30 3,050<br>30,00 9,01 4,52<br>1 dk | **M Tug**<br>Ice strengthened | Alpha<br>2 Oil 2SA each 7Cy. 260 × 400 geared to sc.<br>Titovi Zavodi "Litostroj" |

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| **ZASHCHITNYY**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | *723*<br>*216*<br>414 | RS | **1989** ............U.S.S.R.<br>54,84 4,141<br>49,40 10,16 5,01<br>1 dk | **M Fishing**<br>Stern Trawler Processing Ref | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480 with hydraulic couplings & geared to sc. shaft<br>852kW (1 158bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 150kW 400V 50Hz a.c.<br>Fuel-4,8pd 12kn |
| **ZASHCHITNYY** | **718**<br>190<br>339 | (RS) | **1963** ............U.S.S.R.<br>63,58 9,50 4,601<br>59,14 9,45 5,47<br>1 dk<br>conv Whaler — | **D-E Supply Ship**<br>Ice strengthened<br>1 Ho<br>1 Ha (0,9 × 1,3) | 4 Oil 4SA each 6Cy. 318 × 330 total 4 000bhp (2 942kW) driving 4 gen. each 760kW d.c. connected to elec. motor & sc. shaft<br>Kharkov<br>Gen 2 × 300kW 1 × 50kW 230V d.c.<br>17,25kn |
| **ZASLAVL**<br>ex RS-300 No. 74<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **164**<br>39<br>88 | RS | **1975** ............U.S.S.R.<br>34,02 7,12 2,890<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (1,6 × 1,9)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,5kn |
| **ZASLONOVO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **1 976**<br>597<br>838 | RS | **1975** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B422/120)<br>72,83 13,01 4,850<br>64,98 7,90<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.822<br>2 Ha (each 2,2 × 2,2)<br>4W Der 2(5) 2(1,5) | Sulzer 6ASL25/30<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 126bhp (2 299kW) driving 3 gen. each 750kW connected to elec. motor of 2 298shp (1 690kW) & sc. shaft<br>H. Cegielski Poznan<br>Gen 1 × 320kW 1 × 72kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **ZASTAVNA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**1 141**<br>349<br>545 | RS | **1979** Baltiya Shipyard—Klaypeda<br>59,01 13,03 4,873<br>52,02 8,89<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho 1 Ta<br>B.95 In.500 L.14<br>3 Ha (stl) (1,2 × 1,3) (0,7 × 0,7) (1,9 × 1,9)<br>Der 2(1,5) | Skoda 6L525IIPS<br>Oil 4SA 6Cy. 525 × 720<br>2 200bhp (1 618kW)<br>CKD Praha Praha<br>13,25kn |
| **ZAT UL SAWARI**<br>Launched as Lattaquie<br>**Latakia Port Co.**<br>Lattakia Syria | **174**<br>102<br>— | ✠Classed LR until 11/72 | **1957**-2 Obuda Shipyard, Hungarian Ship & Crane Works—Budapest<br>28,48 6,89<br>26,01 6,51 3,26<br>RFD 3,4 1 dk<br>rf 584 BK 102 | **M Tug** | Lang<br>Oil 4SA 8Cy. 315 × 450<br>Lang Gepgyar Budapest<br>Gen 2 × 120kW 1 × 115kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **ZATON**<br>ex Anna-Luise-68<br>**Jadran**<br>Dubrovnik Croatia | **292**<br>190<br>460 | JR | **1957** Klahn-Werft—West Berlin (143)<br>47,40 8,13 2,540<br>43,52 8,08 2,90<br>P 11,6 B 5,2 1 dk | **M General Cargo**<br>1 Ho ER<br>G.623 B.566<br>1 Ha (23,0 × 5,4) ER<br>2W Der 2(2) | MAN<br>Oil 4SA 6Cy. 235 × 330<br>300bhp (221kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 2,5kW 24V a.c.<br>8,5kn |
| **ZAVEN MELIK TANGIEV**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **617**<br>—<br>262 | RS | **1967** ............U.S.S.R.<br>47,60 10,32 4,220<br>5,52<br>1 dk | **D-E Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 318 × 330 driving 2 gen. connected to 2 elec. motors & geared to sc. shaft<br>U.S.S.R.<br>13,25kn |
| **ZAVETY ILYICHA**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Nevelsk) (U.S.S.R.) | *448*<br>*134*<br>207 | RS | **1988** ............U.S.S.R.<br>44,88 9,47 3,770<br>39,37 - 5,13<br>1 dk | **M Fishing**<br>Stern Trawler Seiner<br>Ice strengthened | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>589kW (801bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 150kW a.c. |
| **ZAVITINSK**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **570**<br>215<br>318 | RS | **1971** ............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| **ZAVOLZHSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | *3 816*<br>*1 144*<br>1 727 | RS | **1988** Stocznia Gdanska im. Lenina—Gdansk (B408/33)<br>93,96 15,91 5,670<br>85,00 - 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref | Sulzer 8ZL40/48<br>Oil 4SA 8Cy. 400 × 480 geared to sc. shaft<br>3 824kW (5 199bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 1200kW a.c. 2 × 800kW a.c.<br>Controllable pitch propeller<br>15,8kn |
| **ZAVOLZHYE**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 094**<br>1 097<br>2 625 | RS | **1973** Okean Shipyard—Nikolayev<br>107,52 14,43 6,224<br>10,42<br>2 dks | **D-E Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>6 Ho<br>In.3 062<br>5 Ha (3,6 3,6 × 3,0) (2,1 × 2,1) (1,3 1,3 × 1,3)<br>6W Der 6(3) | 5 Oil 4SA each 6Cy. 318 × 330 total 5 000bhp (3 678kW) driving gen. connected to elec. motor & sc. shaft<br>U.S.S.R.<br>Controllable pitch propeller<br>13kn |
| **ZAVYETNYY**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | **163**<br>39<br>88 | RS | **1977** ............U.S.S.R.<br>33,96 7,09 2,901<br>30,00 3,69<br>1 dk | **M Fishing**<br>1 Ho<br>G.95 In.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L. 8NVD36-1U<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| **ZAVYETY ILYICHA**<br>**Primorsk Shipping Co.**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**13 733**<br>7 550<br>19 986 | RS | **1970** (Aft & pt cargo sections) Stocznia im. "Komuny Paryskiej"—Gdynia (B72/06)<br>**1981** (Fwd & pt cargo sections) Keppel Shipyard Ltd.—Singapore<br>177,15 22,46 9,530<br>166,00 22,33 12,37<br>1 dk<br>new forepart 81 | **M Tanker**<br>Ice strengthened<br>19 Ta ER<br>L.(oil) 25 917 HeCls. BC | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski Poznan<br>Fuel 315,0t (d.o.) 965,0t (hvf)-42,5pd 16kn |
| **ZAWICHOST**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdynia Poland | T.Mk<br>**4 187**<br>2 056<br>5 442<br>**6 588**<br>3 549<br>7 022 | PR | **1970** Stocznia Szczecinska im. A. Warskiego —Szczecin (B446/06)<br>135,41 17,73 6,781/7,649<br>122,51 17,71 10,39<br>2 dks | **M General Cargo**<br>Ref 12bth P<br>Ice strengthened<br>4 Ho ER 1 Ho<br>G.11 344 B.10 332 In.1 401<br>5 Ha (stl) (9,9 × 5,9) (12,5 12,5 × 8,9) (6,3 × 5,3) ER (6,7 × 8,6)<br>14W Der 1(40) 2(15) 4(5) 10(2,5) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>Gen 2 × 320kW 2 × 200kW 400V a.c.<br>Fuel 1 122,5t (hvf)-25,5pd 17,25kn |

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| **7009043**<br>*SPZN*<br>Df Esd Gc<br>Rdr Rt | **ZAWIERCIE**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdynia Poland | T.Mk<br>**4 185**<br>2 054<br>5 495<br>**6 585**<br>3 547<br>7 055 | PR | **1969** Stocznia Szczecinska im. A. Warskiego<br>—Szczecin (B446/05)<br>135,34 17,76 6,780/7,650<br>122,51 17,71 10,39<br>2 dks | **M General Cargo**<br>Ref 12bth P<br>Ice strengthened<br>4 Ho ER 1 Ho<br>G.11 344 B.10 332 In.1 401<br>5 Ha (stl) (9,9 × 5,9) (12,5 12,5 × 8,9)<br>(6,3 × 5,3) ER (6,7 × 8,6)<br>14W Der 1(40) 2(15) 4(5) 10(2,5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski<br>Gen 2 × 320kW 2 × 200kW 400V a.c.<br>Fuel 1 122,5t (hvf)-25,5pd |
| **8132811**<br>Df Esd Rdr<br>Rt | **ZAWISZA**<br>**Stocznia Remontowa "Nauta"**<br>Gdynia Poland | **187**<br>—<br>— | PR | **1979** Gorokhovetskiy Sudostroitelnyy Zavod<br>—Gorokhovets<br>29,21 8,39<br>25,28 3,76<br>1 dk | **TM Tug**<br>Ice strengthened | Russkiy<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works<br>Gen 2 × 37,5kW 230V a.c. |
| **7379735**<br>*SQEI*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ZAWRAT**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **81 196**<br>57 451<br>144 892<br>T/cm<br>121,0 | PR (NV) | **1975** Mitsubishi Heavy Industries Ltd.—Yokohama (951)<br>293,00 (BB) 48,06 15,331<br>284,61 47,99 20,38<br>1 dk<br>rf nil Bow/CM 142 Diam. 0,406 MH 1,5 | **M Tanker**<br>COW IGS Ice strengthened<br>13 Ta ER<br>L.(oil) 173 721 HeCls. CptB<br>3 Cargo pumps total 10 500T/hr | Sulzer<br>Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 850kW 450V 60Hz a.c.<br>Fuel 502,0t (d.o.) 9 787,0t (hvf)-85,0pd |
| **8706258** | **ZAYD**<br>**COPAM S.A.**<br>Nouadhibou Mauritania | **391**<br>117<br>— | BV | **1988** Bodewes Scheepswerven B.V.—Hoogezand ((3624))<br>36,02 —<br>9,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.300 | Caterpillar<br>Vee Oil 4SA 12Cy. 170 × 190 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 190bhp (875kW)<br>Caterpillar Inc. |
| **5397965**<br>*SPPT*<br>Esd Rt | **ZBIGNIEW**<br>**Przedsiebiorstwo Robot Czerpalnych I Podwodnych - Gdansk**<br>Gdansk Poland | **131**<br>36<br>— | PR | **1958** VEB Schiffswerft "Edgar Andre"<br>—Magdeburg (6045/3)<br>28,55 6,51 2,401<br>26,55 3,00<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 27kW 1 × 16kW 1 × 7kW |
| **7629049**<br>Rdr Rt | **ZBIK**<br>**Morski Port Handlowy Gdansk**<br>Gdansk Poland | **184**<br>0<br>— | PR | **1975** Leningradskiy Petrozavod—Leningrad (849)<br>29,29 8,31 3,080<br>25,43 3,79<br>1 dk | **TM Tug**<br>Ice strengthened | Russkiy<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works<br>Gen 2 × 20kW 380V a.c.<br>2 Controllable pitch propellers |
| **7436404**<br>*UUVV*<br>M-32783<br>Df Esd Rdr<br>Rt | **ZBRUCH**<br>**Yugryba**<br>(Ilyichyovsk) (U.S.S.R.) | **648**<br>211<br>404 | RS | **1974** ............U.S.S.R.<br>54,82 9,96 4,111<br>49,99 5,03<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **6420513**<br>*VC5127*<br>322138<br>Esd Pfd Rdr<br>RTh | **ZEAL**<br>ex Gulf Gallant-78<br>**Steinar Fishing Co. Ltd.**<br>Vancouver, B.C. Canada | **183**<br>61<br>78 | ✠Classed LR until 6/69 | **1965**-6 Bathurst Marine Ltd.—Bathurst, N.B. (10)<br>28,66 6,74<br>24,39 6,71 3,66<br>RAD 9,8 B 6,1 F 9,8<br>rf 1321 BK 114 | **M Fishing**<br>Stern Trawler<br>1 Ho 9,5<br>2 Ha (stl) (2,4 × 1,2) (0,6 × 0,4)<br>Der 1(3) | Normo<br>Oil 4SA 7Cy. 250 × 360<br>495bhp (364kW)<br>A/S Bergens M/V<br>Gen 1 × 30kW 1 × 20kW 110/208V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7026613**<br>*9H2311*<br>1407<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **ZEBBUG**<br>ex Pointer-85 ex Preseli-77<br>ex Antwerpen-74 ex Isartal-73<br>**Sea Malta Co. Ltd.**<br>Valletta Malta | **999**<br>402<br>1 206 | BV (GL) | **1970** Kroegerwerft G.m.b.H.—Rendsburg (1356)<br>96,93 15,83 4,166<br>90,61 15,80 10,32<br>2 dks | **TM RoRo Cargo**<br>12bth P<br>Stern door/ramp | MaK<br>2 Oil 2SA each 9Cy. 320 × 450<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau<br>Fuel 508,0t (d.o.) |
| **5013258**<br>*SFEK*<br>Df Esd Rt | **ZEBONITA**<br>ex Zebron-90 ex Alvtank-79<br>ex Tanker-51 ex Felita-48 ex Sir William<br>**A/B Zebron Oljetransporter**<br>Stockholm Sweden | **255**<br>132<br>360<br>T/cm<br>0,9 | | **1914** Abdela & Mitchell Ltd.—Queensferry (355)<br>39,22 6,43 3,201<br>6,38<br>1 dk<br>R len 57 | **M Tanker**<br>8 Ta ER<br>L.(oil) 475 | Polar<br>Oil 4SA 4Cy. 250 × 300<br>450bhp (331kW) NE 62<br>Nydqvist & Holm A/B<br>Fuel 10,0t (d.o.)-1,0pd |
| **6401232**<br>320285<br>Esd Pfd Rdr<br>RTm | **ZEBROID**<br>ex Rupert Brand VII-77<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **309**<br>104<br>203 | ✠Classed LR until 12/66 | **1963**-12 G. T. Davie & Sons Ltd.—Lauzon, P.Q. (87)<br>39,32 8,03<br>35,06 7,93 4,35<br>P 2,5 F 6,1<br>rf 1067 BK 229 | **M Fishing**<br>Side Trawler<br>1 Ho 8,5<br>2 Ha (stl) (each 1,3 × 1,2) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>765bhp (563kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 30kW 220V 60Hz a.c.<br>Fuel (d.o.) |
| **6806236**<br>*SBQH*<br>Df Esd Rdr<br>RTm | **ZEBRON**<br>ex Norsk Polar-90 ex Rodshell-88<br>ex Sannoil-86<br>**A/B Zebron Oljetransporter**<br>Enskede Sweden | **256**<br>187<br>526 | (NV) | **1968** Elsflether Werft A.G.—Elsfleth/Weser (357)<br>45,88 8,54 3,468<br>40,04 8,51 3,54<br>1 dk<br>rf 102 Bow/CM 29 Diam. 0,152 | **M Tanker**<br>8 Ta ER<br>L.(oil) 702 HeCls. BC<br>3 Cargo pumps total 270T/hr | Caterpillar<br>Vee Oil 4SA 8Cy. 159 × 203<br>550bhp (405kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 36kW 1 × 16kW 220V 50Hz a.c.<br>Fuel 31,0t (d.o.)-2,0pd |
| **5426974**<br>320744<br>Esd Pfd Rdr | **ZEBU**<br>ex Enid Sharon-78<br>**Royal Seafoods Inc.**<br>St. John's, Nfl. Canada | **127**<br>63<br>— | ✠Classed LR until 5/71 | **1963**-11 Les Ch. Mar. Paspebiac Inc.—Paspebiac, P.Q. (9)<br>24,69 6,89<br>22,46 6,56 3,36<br>F 4,0<br>rf 1270 Box K | **M Fishing**<br>Side Trawler | Alpha<br>Oil 2SA 4Cy. 240 × 400 with hydraulic coupling<br>206kW (280bhp)<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| **8124436**<br>*PIWD*<br>17038Z<br>Df Esd Gc<br>Pfd Rdr Rt | **ZEBU EXPRESS**<br>**Motorschip Zebu Express B.V.**<br>Vroon B.V.<br>Breskens Netherlands | *2 513*<br>*1 003*<br>1 600 | ✠**100A1** SS 2/89<br>✠**LMC** **UMS**<br>EL N 412,5/34,0U2<br>FN 1533 | **1984**-2 J. W. Cook & Co. (Wivenhoe) Ltd.<br>—Wivenhoe (1470)<br>81,72 (BB) 14,00 4,101<br>74,50 13,76 6,81<br>1 dk<br>rf 704 DK in way of hold len 84 | **M Livestock Carrier**<br>Side doors 1(p) 1(s)<br>Mchy.aft | Deutz<br>Oil 4SA 6Cy. 370 × 400 with clutches, flexible couplings & sr geared to sc. shaft<br>2 610bhp (1 920kW)<br>Kloeckner Humboldt Deutz<br>TOH (o.f.) 6,1kgf/cm² (6,0bar)<br>TOH (ex.g) 6,1kgf/cm² (6,0bar)<br>Gen 1 × 268kW 2 × 225kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 58,0t (d.o.) 316,0t (hvf)-8,0pd |
| **6622329**<br>*VGPN*<br>319736<br>Esd Pfd Rdr<br>Rt | **ZEBULON**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **650**<br>316<br>391 | ✠Classed LR until 6/68 | **1966**-12 Marine Industrie Ltee.—Sorel, P.Q. (357)<br>50,70 9,25 4,395<br>42,98 9,21 6,76<br>B 3,4 2 dks<br>rf 787 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 320 × 450<br>1 530bhp (1 125kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 68kW 230V 60Hz a.c.<br>Controllable pitch propeller |
| **7505891**<br>*HP5073*<br>14293-PEXT<br>Esd Gc Pfd<br>Rdr Rt | **ZEDOM SEA**<br>ex Laura Lee Fagan-88<br>**Sultan Navigation Co. S.A.**<br>Panama Panama | **172**<br>148<br>1 000 | (AB) | **1975** Halter Marine Services, Inc.—Lockport, La (508)<br>53,65 11,59 3,633<br>50,45 11,54 4,27<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | Polar<br>2 Oil 4SA each 6Cy. 250 × 300 reverse reduction geared to sc. shafts<br>2 310bhp (1 699kW)<br>A/B Bofors Nohab<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>Fuel 304,0t (d.o.) |

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| **ZEDS SATU**<br>ex Tongkol-80 ex Canopus-52<br>**P.T. Perus Pelayaran Zeds**<br>Ujung Pandang Indonesia | **390**<br>246<br>478 | (KI) | **1944** Union Naval de Levante S.A.—Valencia<br>43,26 8,06 3,506<br>40,90 3,43<br>1 dk | **M General Cargo** | Niigata<br>Oil 2SA 6Cy. 290 × 500<br>750bhp (552kW) NE 76<br>Niigata Eng. Co. Ltd. Japan<br>Gen 1 × 25kW 220V<br>7,5kn |
| **ZEE-AREND**<br>**Jac. Tanis & Zonen**<br>Goedereede Netherlands | **210**<br>76<br>— | | **1980** Scheepswerf "Vooruit" C.V.—Zaandam (361)<br>33,86 3,801<br>30,59 7,56 4,58<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl<br>Mchy.aft | Deutz SBV8M628<br>Oil 4SA 8Cy. 240 × 280 reverse reduction geared to sc. shaft<br>1 400bhp (1 030kW)<br>Kloeckner Humboldt Deutz West Germany |
| **ZEEAREND**<br>**Government of The Kingdom of Belgium (Ministerie van Verkeerswezen - Bestuur van het Zeewezen en van de Binnenvaart)**<br>Oostende Belgium | **509**<br>164<br>— | | **1957** J. Boel et Fils S.A.—Tamise/Temse (1341)<br>*47,86* 9,30 3,252<br>... ... ...<br>1 dk<br>RW rf 457 | **D-E Buoy Ship**<br>1 Ho 8,5<br>1 Ha (2,2 × 1,9)<br>Der 1(10) | 2 Oil 4SA each 6Cy. 270 × 360 driving 2 gen. each 360kW 220V d.c. connected to 2 elec. motors each of 1 200shp (883kW) & geared to sc. shaft<br>Soc. d'Electricite & de Mec., S.E.M. Gent/Gand<br>Gen 1 × 12kW 1 × 9,5kW 230V d.c.<br>Fuel (d.o.) 13kn |
| **ZEEAREND**<br>ex Ocean I-62<br>**Vereniging van Beroepsonderwijs**<br>'s Gravenhage Netherlands | **131**<br>70<br>— | | **1912** A. de Jong—Vlaardingen<br>29,09 6,61<br>... ... ...<br>R conv Side-fishing Fishing 62 | **M Fishing**<br>Training Side-fishing | De Industrie<br>Oil 4SA 2Cy. 280 × 400<br>100bhp (74kW) NE —<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 1 × 2kW 1 × 1kW 24V d.c.<br>Fuel (d.o.) |
| **ZEEAREND**<br>**Visserijbedrijf Zeearend H. Bout**<br>Kortgene Netherlands | *121*<br>*36*<br>— | | **1991** Stocznia "Ustka"—Ustka ((479))<br>23,13 - 2,331<br>19,77 6,29 3,13<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref | Caterpillar 3408B<br>Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>300bhp (221kW)<br>Caterpillar Inc. Peoria, Illinois |
| **ZEEBRUGGE 1**<br>**N.V. Baggerwerken Decloedt en Zoon**<br>Zeebrugge Belgium | **219**<br>106<br>375 | BV | **1978** Scheeps. Damen B.V.—Gorinchem (920)<br>34,02 10,04 2,301<br>32,01 10,00 3,00<br>1 dk | **TM General Cargo Barge** | Caterpillar 3406T<br>2 Oil 4SA each 6Cy. 137 × 165 geared to sc. shafts<br>500bhp (368kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **ZEEDUIVEL**<br>ex Golfbreker-88 ex Zeeduivel-87<br>ex Jan van Gent-84<br>**De Golfbreker B.V.B.A.**<br>Zeebrugge Belgium | **153**<br>51<br>— | | **1973** H. Deweert—Oostende<br>31,35 7,27 —<br>27,74 - 3,13<br>1 dk | **M Fishing**<br>Side-fishing | De Industrie<br>Oil 4SA<br>800bhp (588kW)<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Fuel (d.o.) |
| **ZEEENGEL**<br>ex Normauwil<br>**N.V. Zeeengel**<br>Zeebrugge Belgium | **101**<br>37<br>— | | **1964** Ch. & Arme. A. Seghers—Oostende<br>6,43<br>27,44 6,41 3,36<br>1 dk | **M Fishing**<br>Side-fishing | A.B.C.<br>Oil 4SA 6Cy. 242 × 320<br>221kW (300bhp)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>10kn |
| **ZEEHOND**<br>**Government of The Kingdom of Belgium**<br>Oostende Belgium | **399**<br>119<br>— | | **1990** N.V. Scheepswerf van Rupelmonde —Rupelmonde (462)<br>39,50 - 3,500<br>- 10,00 4,26<br>1 dk | **TM Tug**<br>Fire-fighting | A.B.C. 8MDXC<br>2 Oil 4SA each 8Cy. 242 × 320 dr geared to sc. shafts<br>Anglo-Belgian Corporation N.V. Gent/Gand<br>Gen 2 × 360kW 231/400V a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 59,37t (d.o.) 13,5kn |
| **ZEEJAGER**<br>**B.V.B.A. Rederij Romeo**<br>Zeebrugge Belgium | *273*<br>*81*<br>— | | **1985** N.V. Scheepswerven L. de Graeve —Zeebrugge ((C67))<br>34,90 8,50<br>32,00 8,40 4,63<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Ref<br>In.80 | A.B.C. 8MDXC<br>Oil 4SA 8Cy. 242 × 320 with clutches, flexible couplings & sr geared to sc. shaft<br>1 200bhp (883kW)<br>Anglo-Belgian Corporation N.V. Gent/Gand |
| **ZEEKSPRITE**<br>ex Athelsprite-91<br>**Zeek (Nigeria) Ltd.**<br>Kingstown St. Vincent and the Grenadines | **746**<br>317<br>1 056 | ✠CLASS WITHDRAWN 18/6/91 | **1971**-1 Richards (Shipbuilders) Ltd.—Lowestoft (501)<br>59,90 10,39 3,963<br>54,95 10,06 4,27<br>RQD 18,6 Trunk 24,1 F 8,3 1 dk<br>rf 152 | **M Tanker**<br>Oil Molasses<br>6 Ta ER<br>L.(oil) 1 185<br>Der 1(2)<br>2 Cargo pumps total 300T/hr | Blackstone<br>2 Oil 4SA each 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Lister Blackstone Mirrlees Marine Stamford<br>Gen 3 × 45kW 220V d.c.<br>Fuel 64,0t (d.o.) 11,5kn |
| **ZEELA**<br>**Israel Ports Authority**<br>Eilat Israel | **162**<br>—<br>66 | ✠**100A1** SS 6/89<br>tug<br>Eastern Mediterranean & Red Sea service<br>✠**LMC**<br>EL (b)<br>FN 283 | **1966**-4 Atlas-werke A.G.—Bremen (436)<br>28,68 7,83 3,449<br>24,52 7,60 3,92<br>1 dk<br>rf 787 BK 127 | **M Tug** | Deutz<br>2 Oil 4SA each 6Cy. 220 × 280 sr reverse geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 88kW 400V 50Hz a.c.<br>Fuel 32,5t (d.o.) 10,5kn |
| **ZEELAND**<br>**Jaczon Visserijmaatschappij Zeeland B.V.**<br>Jaczon Rederij en Haringhandel B.V.<br>Scheveningen Netherlands | *6 128*<br>*2 495*<br>5 162 | ✠**100A1**<br>stern trawler<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL W 495,0/50,0U2<br>FN 2902 | **1989**-12 Yssel—Vliet Combinatie B.V.—Capelle a/d Ijssel (233)<br>113,97 (BB) 17,25 6,850<br>106,68 17,00 10,20<br>B 37,9 1 dk, 2nd & 3rd dks in way of cargo hold<br>rf nil Box K 295 | **M Fishing**<br>Stern Trawler Processing Ref | MaK 6M601AK<br>Oil 4SA 6Cy. 580 × 600 with flexible couplings & sr geared to sc. shaft<br>6 468kW (8 793bhp)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 2500kW 2 × 2000kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.)(hvf) |
| **ZEELAND**<br>ex Stone Marshall-77 ex Needwood-73<br>**Handel Industrie en Scheepvaartmaatschappij "De Hoop" B.V.**<br>Terneuzen Netherlands | **1 534**<br>779<br>2 419 | ✠**100A1** SS 7/85<br>dredger<br>Channel service south of Inishowen Head — Oban, also North Sea south of 60°N and Baltic service<br>✠**LMC**<br>EL (r)q 1⅝"SQ<br>FN 1506<br>**LAID UP — SURVEYS OVERDUE 7/89** | Lch.**1966**-4 Cmd.**1967**-11 Barclay, Curle & Co. Ltd.—Whiteinch, Glasgow (2023)<br>84,66 14,10 4,377<br>77,75 13,87 5,49<br>F 11,9 1 dk<br>rf nil | **TM Dredger/Sand Carrier**<br>Suction Mech. discharge<br>Single side arm Dredging depth 27,0<br>Hopper 1620T<br>Mchy.aft<br>1 sandpump 570kW (765bhp) | Caterpillar<br>2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 64kW 230/440V 60Hz a.c. |
| **ZEELAND**<br>**Saltfish Shipping Co. Ltd.**<br>St. John's, Nfl. Canada | **667**<br>335<br>— | ✠Classed LR until 2/66 | **1964**-11 N.V. Schps. Gebr. Pot—Bolnes (954)<br>50,73 9,22<br>43,01 9,20 6,76<br>B 3,4 2 dks<br>rf 787 | **M Fishing**<br>Stern Trawler | Werkspoor<br>Oil 4SA 8Cy. 330 × 600 with flexible coupling<br>1 250bhp (919kW)<br>N.V. Werkspoor Amsterdam<br>Controllable pitch propeller<br>11,5kn |
| **ZEELAND**<br>**Wijsmuller Ship Management B.V.**<br>Ijmuiden Netherlands | **235**<br>—<br>192 | BV | **1982** Tille Scheepsbouw B.V.—Kootstertille (228)<br>28,81 9,33 3,752<br>27,01 9,02 4,68<br>1 dk | **TM Tug**<br>Mchy.aft | Bolnes 8DNL150/600<br>2 Oil 2SA each 8Cy. 190 × 350<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>11,75kn |

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| **5428087**<br>Esd Rdr RTv | **ZEELAND**<br>ex Marg. Gerling-91<br>**Willem Muller Terneuzen B.V.**<br>Willem Muller Nederland B.V.<br>Netherlands | **136**<br>18<br>58 | (BV) | **1960** J. Boel et Fils S.A.—Tamise/Temse (1379)<br>30,31 7,60 3,468<br>27,01 7,55<br>1 dk | **M Tug**<br>1 Ha (1,8 × 1,5) | Deutz<br>Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz<br>Fuel 28,5t (d.o.)<br>Koe<br>13kn |
| **6814764**<br>*DLXD*<br>Esd Rdr RTv | **ZEELAND**<br>**Muschelgrosshandelsgesellschaft**<br>**Wyk, Meulbroek & Co. K.G.**<br>Wyk-auf-Fohr Federal Republic of Germany | **115**<br>34<br>189 | GL | **1968** Husumer Schiffsw.—Husum (1271)<br>30,92 5,31 1,899<br>26,07 5,21 3,00<br>1 dk<br>rf 152 len 79 | **M Fishing**<br>Side-fishing<br>1 Ho 9,1 ER<br>G.129<br>1 Ha (8,2 × 4,3) ER<br>Der 4(0,5) | Daimler<br>Oil 4SA 6Cy. 150 × 190<br>240bhp (177kW)<br>Daimler-Benz A.G.<br>Gen 1 × 10kW 1 × 6kW 24V d.c.<br>Fuel 3,0t (d.o.)<br>MB846A Mannheim<br>8,75kn |
| **7416026**<br>*PIWY*<br>17815<br>Esd Rdr Rt | **ZEELEEUW**<br>ex Afon Braint-88<br>**Smit International (UK) Ltd.**<br>Smit Tak B.V.<br>Rotterdam Netherlands | *146*<br>*43*<br>189 | ✠**100A1** SS 6/88<br>tug<br>✠**LMC**<br>EL D ⅞"U2<br>FN 244 | **1975**-6 Scheepsw. "De Hoop" B.V.—Hardinxveld (733)<br>26,85 7,47 2,979<br>22,71 7,21 3,51<br>RFD 12,2 1 dk<br>rf 305 | **TM Tug** | Caterpillar<br>2 Vee Oil 4SA each 8Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 50kW 440V 60Hz a.c.<br>D379SCAC Peoria, Illinois<br>10kn |
| **5088801**<br>*PDOS*<br>Rt | **ZEEMEEUW**<br>ex Deo Juvante-90<br>**B. Berchum**<br>Werkendam Netherlands | **376**<br>247<br>483 | | **1957** Schpsw. Zeehondenwerf—Vlissingen<br>51,01 6,63 2,299<br>48,90 6,61 3,03<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>B.765 | S.K.L.<br>Oil<br>408bhp (300kW) NE 79<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>East Germany |
| **7304730**<br>*OPGY*<br>Z 181<br>Df Esd Pfd Rdr RTv | **ZEEMEEUW**<br>ex Mayflower ex Cleopatra-85<br>**B.V.B.A. Rederij Vanbrugge**<br>Zeebrugge Belgium | **129**<br>44<br>— | | **1965** R. Panesi—Oostende<br>29,73 - -<br>1 dk | **M Fishing**<br>Side-fishing | Cummins<br>Oil<br>430bhp (316kW) NE 84<br>Cummins Engine Co. Inc.<br>Columbus, In |
| **7931038**<br>Esd | **ZEENAT**<br>**Karachi Port Trust**<br>Karachi Pakistan | **31**<br>9<br>— | ✠**100A1** SS 11/90<br>extended protected waters service<br>**LMC**<br>EL (A) 20,0/13,0U2<br>FN 83 | **1980**-5 Loose Jachtbouw Constructie—Made<br>14,46 4,30<br>12,86 4,03 2,39<br>1 dk<br>rf 991 BK 25 | **TM Pilot Launch** | MAN<br>2 Vee Oil 4SA each 12Cy. 125 × 142 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 020bhp (750kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 28V d.c.<br>D2542MTE Augsburg |
| **7336367**<br>*OPHP*<br>Z 198<br>Esd Pfd Rdr RTv | **ZEENIMF**<br>ex Lorenzo-83 ex Juhel-80<br>**Norbet De Groote van Massenhove**<br>Zeebrugge Belgium | **146**<br>47<br>— | | **1967** H. Deweert—Oostende<br>29,20 - -<br>1 dk | **M Fishing**<br>Side-fishing | A.B.C.<br>Oil 4SA 8Cy. 242 × 320<br>500bhp (368kW)<br>Anglo-Belgian Co. N.V.<br>8MD<br>Gent/Gand |
| **7334735**<br>*OPSJ*<br>Z 462<br>Esd Pfd Rdr RTv | **ZEEPAREL**<br>**N.V. Rederij Het Zeepareltje**<br>Zeebrugge Belgium | **140**<br>53<br>— | | **1968** N.V. Scheepswerven L. de Graeve —Zeebrugge<br>30,70 - —<br>- -<br>1 dk | **M Fishing**<br>Side-fishing | A.B.C.<br>Oil<br>441kW (600bhp) NE 87<br>Anglo-Belgian Corporation N.V.<br>Gent/Gand |
| **5282043**<br>*PIXT*<br>Df RTv | **ZEESTER**<br>ex Poolster-70<br>Scheveningen Netherlands | **258**<br>153<br>182 | | **1948** Noord Nederlandse Scheepswerven N.V. —Groningen (217)<br>46,79 7,01 2,090<br>... ...<br>1 dk<br>R rf 152 | **TM Cable-layer**<br>1 Ho 22,5 ER<br>G.297 B.290<br>2 Ha ER<br>Der 2(5) 1(2) | Werkspoor<br>2 Oil 4SA each 2Cy. 260 × 350<br>300bhp (221kW)<br>N.V. Werkspoor<br>Gen 1 × 50kW 1 × 22,5kW 110V d.c.<br>Fuel 14,0t<br>Amsterdam<br>8kn |
| **8137316**<br>*DDAY*<br>Esd Rdr RTv | **ZEESTER**<br>**Rita Warrings**<br>Carolinensiel Federal Republic of Germany | **101**<br>51<br>200 | | **1946** G. J. van der Werff's Scheepsbw. C.V. —Westerbroek<br>31,63 6,02 1,510<br>29,93 5,99 1,73<br>1 dk | **M General Cargo** | Deutz<br>Oil 4SA 4Cy. 220 × 280 reverse geared to sc. shaft<br>Kloeckner Humboldt Deutz<br>Koe<br>9kn |
| **5398141**<br>*ORDO*<br>Esd Pfd Rdr RTm/h/v | **ZEETIJGER**<br>**Government of The Kingdom of Belgium (Ministerie van Verkeerswezen - Bestuur van het Zeewezen en van de Binnenvaart)**<br>Oostende Belgium | **275**<br>41<br>— | | **1956** Beliard, Crighton & Cie. S.A.—Oostende (151)<br>37,90 3,350<br>35,51 7,60 3,89<br>1 dk<br>RW rf 889 | **D-E Tug**<br>Salvage | A.B.C.<br>2 Oil 4SA each 6Cy. 242 × 320 driving 2 gen. each 350kW 220V d.c. connected to 2 elec. motors & sc. shaft<br>NE 71<br>Anglo-Belgian Co. N.V.<br>Gen 1 × 46,5kW 1 × 9,5kW 230V d.c.<br>Fuel 29,5t (d.o.)<br>Gent/Gand<br>13kn |
| **5204120**<br>*HQEW4*<br>Df Esd Rdr Rt | **ZEETOR**<br>ex Caristra-89 ex Total-82 ex Brita-78<br>ex Lauriergracht-72<br>Honduras | **472**<br>293<br>950 | ✠Classed LR until 4/2/87 | **1962**-8 Kerstholt Scheeps. N.V.—Groningen (370)<br>61,09 9,30 3,639<br>55,63 9,20 4,04<br>RAD 12,2 F 12,8 1 dk<br>RW rf 152 | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>G.1 133 B.1 059<br>2W Der 2(3) | Werkspoor<br>Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor<br>Fuel 97,5t (d.o.)<br>Amsterdam<br>10,5kn |
| **7351410**<br>*IKJI*<br>240<br>Esd Rdr | **ZEFFIRO PRIMO**<br>ex Ghibli Terzo-85<br>**Paolo e Giuseppe Lisma F.**<br>Mazara del Vallo Italy | **195**<br>90<br>— | RI | **1973** Cant. Nav. M. Morini & C.—Ancona (142)<br>32,97 7,01 2,790<br>25,23 3,66<br>1 dk | **M Fishing**<br>Side Trawler | MaK<br>Oil 4SA 8Cy. 320 × 450<br>600bhp (441kW)<br>Atlas-MaK Maschinenbau<br>8M452AK<br>Kiel |
| **7435357**<br>*UWNX*<br>M-31172<br>Df Esd Gc Pfd Rdr Rt | **ZEFIR**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**3 017**<br>1 246<br>2 063 | RS | **1975** VEB Volkswerft Stralsund—Stralsund (432)<br>101,86 (BB) 15,22 5,601<br>91,80 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>Der 2(5) 4(2) | MAN<br>Oil 4SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller<br>Rostock<br>14,75kn |
| **6710607**<br>*CNQA*<br>8-607<br>Df Esd Gc Pfd Rdr Rt | **ZEGOTA**<br>ex Nordsee-83<br>**Societe Pimarda**<br>Agadir Morocco | **643**<br>259<br>397 | DSRK | **1966** VEB Elbewerft—Boizenburg<br>48,85 10,09 3,499<br>44,23 9,99 5,49<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.540 | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 129kW 390V a.c.<br>Controllable pitch propeller<br>Magdeburg<br>13kn |
| **8512059**<br>Df Esd Gc Rdr RTv | **ZEHRA UZUNDEMIR**<br>**Uzundemir Denizcilik Ticaret A.S. (Uzundemir Shipping A.S.)**<br>Uzundemir Group of Shipping (Uzundemir Gemi Isletmeciligi Kollektif Sirketi)<br>Istanbul Turkey | **1 994**<br>1 327<br>3 724 | AB | **1986** Uzundemir Gemi Tersanesi Lt. Sti. —Karadeniz Eregli (2)<br>74,02 5,801<br>13,01 6,81<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 125 B.4 700<br>2 Ha (stl) ER | CKD<br>Oil 4SA 9Cy. 350 × 500 reverse reduction geared to sc. shaft<br>1 670bhp (1 228kW)<br>CKD Praha<br>Gen 2 × 115kW a.c. 1 × 80kW a.c.<br>9TSR35/50<br>Praha<br>12,5kn |
| **7382835**<br>*VC8560*<br>348709<br>Df Esd Gc Pfd Rdr Rt | **ZEILA**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **672**<br>394<br>— | (NV) | **1975** Sterkoder M/V A/S—Kristiansund N. (46)<br>46,92 9,33 4,268<br>40,21 9,25 6,41<br>2 dks<br>rf 1626 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Normo<br>Oil 4SA 9Cy. 250 × 300<br>1 500bhp (1 103kW)<br>A/S Bergens M/V<br>Fuel (d.o.)<br>Bergen<br>13kn |

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|---|---|---|---|---|---|---|
| 10126<br>Esd Gc<br>Rdr Rt | **ZEINA**<br>**J. Georges Abdouche**<br>Beirut Lebanon | *152*<br>*79*<br>— | ✠**100A1**<br>**LMC**<br>EL 225,0/18,0U1<br>FN 288 | **1988**-5 Ahmed Ahmed Abu Al Ataia & M. Habis Co. —Damietta (100)<br>29,01 7,88 —<br>26,22 7,75 3,20<br>1 dk<br>rf - Box K 305 | **Wood M Fishing** | Rolls Royce DV8TCWM<br>Vee Oil 4SA 8Cy. 168 × 184 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>463kW (629bhp)<br>Rolls-Royce Ltd. Coventry<br>Gen 3 × 12kW 380V 50Hz a.c. |
| 30661<br>D4003<br>6/87<br>Rdr Rt | **ZEKRIT**<br>ex Dodo Creek-75 ex Dodo River-71<br>**Qatar General Petroleum Corp. (Offshore Operations)**<br>Shell Internationale Petroleum Mij. B.V.<br>Doha Qatar | **121**<br>37<br>120 | ✠**100A1** SS 7/89<br>for service west of a line Bandar Abbas to Ras al Khaymah<br>✠**LMC**<br>EL (B) ¾"U2<br>FN 232 | **1969**-8 Holland Launch N.V.—Zaandam (436)<br>26,01 6,79 2,007<br>23,93 6,51 3,15<br>RFD 4,9 1 dk<br>rf 737 | **TM Launch**<br>Mchy.aft | MAN<br>2 Oil 4SA each 8Cy. 160 × 180 reverse reduction geared to sc. shafts<br>1 070bhp (787kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 28kW 440V 50Hz a.c.<br>Fuel (d.o.) 12kn |
| 19998 | **ZELDEN RUST**<br>**V.o.f. Visserijbedrijf P. Sperling en Zonen**<br>Stellendam Netherlands | *243*<br>*73*<br>— | | **1987** Constructie & Scheepsbouw van Santen B.V. —Sliedrecht ((122))<br>33,05 3,001<br>31,75 7,51 3,92<br>1 dk | **M Fishing** | Kromhout 8FDHD240<br>Oil 4SA 8Cy. 240 × 260 with flexible couplings & sr geared to sc. shaft<br>1 650bhp (1 214kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| 16120<br>PMG<br>OU 319<br>Esd Rdr | **ZELDENRUST**<br>**N.V. Dirk**<br>Belgium | *469*<br>—<br>— | | **1989** Stocznia im. "Komuny Paryskiej"—Gdynia (B276/20)<br>40,25 (BB)<br>- 9,00 5,10 | **M Fishing**<br>Side Trawler Beam-trawl Ref | Stork-Werkspoor 6SW280<br>Oil 4SA 6Cy. 280 × 300 reverse reduction geared to sc. shaft<br>883kW (1 200bhp)<br>Stork-Wartsila Diesel B.V. Zwolle<br>Gen 2 × 200kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| 22405 | **ZELENA PUNTA**<br>ex P-9-71<br>**Zora-Brodarska Zadruga**<br>Split Croatia | **131**<br>42<br>— | JR | **1954** Brodogradiliste "Split"—Split<br>32,64 5,52 2,801<br>30,51 5,50<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (7,4 × 2,5) ER<br>Cr 1(1,5) | Alpha<br>Oil 2SA 4Cy. 200 × 340<br>180bhp (132kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 7,5kW 110V d.c.<br>8,5kn |
| 34232<br>PV<br>30580<br>Esd Gc<br>Rt | **ZELENETS**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **2 948**<br>1 330<br>1 332 | RS | **1970** Stocznia Gdanska im. Lenina—Gdansk (B26/44)<br>83,14 13,85 5,500<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.284 In.1 566<br>5 Ha (4,8 × 2,2) (1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Sulzer 8TD48<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>H. Cegielski Poznan<br>Controllable pitch propeller<br>12,75kn |
| 27458<br>SEK<br>40353<br>Esd Gc<br>Rt RTm/h/v | **ZELENGA**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | *722*<br>*217*<br>451 | RS | **1984** ............U.S.S.R.<br>54,84 9,96 4,111<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 03339<br>RV<br>10174<br>Esd Gc<br>Rdr Rt<br>VER | **ZELENOBORSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**3 794**<br>1 553<br>2 570 | RS<br>✠Classed LR until 7/68 | **1965**-10 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (805)<br>102,70 16,01 5,560<br>91,01 15,93 11,13<br>RFD 10,1 2 dks, 3rd dk in Nos. 1, 2 & 3 holds, 4th dk in Nos. 1 & 2 holds<br>rf 203 DK fwd | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.304 In.3 395<br>5 Ha (1,9 1,9 × 1,9) (2,8 2,8 × 2,9) (3,7 × 2,8)<br>6W Der 4(3) 2(2) | B&W 6-50VBF-90<br>Oil 2SA 6Cy. 500 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Controllable pitch propeller<br>14kn |
| 27461<br>MSS<br>27810 | **ZELENODOLSK**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **862**<br>214<br>397 | RS | **1963** ............U.S.S.R.<br>55,35 9,50 3,122<br>9,45 4,50 | **D-E Fish Carrier**<br>Ref<br>Ice strengthened<br>1 Ho ER<br>In.360<br>1 Ha (2,4 × 2,4) ER<br>Cr 1(1) | 2 Oil 4SA each 6Cy. 250 × 340 driving gen. connected to elec. motor & geared to sc. shaft<br>U.S.S.R.<br>10kn |
| 30197<br>4A<br>34550<br>Esd Gc<br>Rt | **ZELENOGRAD**<br>**Dalryba**<br>(Korsakov) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1978** ............U.S.S.R.<br>83,90 14,03 5,720<br>10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 B.236 In.1 348 L.14<br>3 Ha (2,3 × 2,3) (1,9 1,9 × 1,9)<br>4W Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| 98244<br>FX<br>12026<br>Esd<br>VER | **ZELENOGRAD**<br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **1 757**<br>828<br>1 941 | (RS)<br>✠ | **1956**-1 AB Oskarshamns Varv—Oskarshamn (332)<br>79,25 12,63 6,122<br>71,79 12,60 7,83<br>P 19,2 F 10,4 2 dks<br>rf 152 | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>2 Ho ER<br>In.1 886<br>2 Ha (each 4,4 × 3,2) ER<br>4W Der 4(3) | MAN<br>Oil 2SA 6Cy. 520 × 700<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>11,5kn |
| 11796<br>41700<br>Rdr RTv | **ZELENOGRADSK**<br>**Kaliningrad Fishing Port Authority**<br>(Kaliningrad) (U.S.S.R.) | *1 896*<br>*1 014*<br>3 389 | RS | **1988** "Ivan Dimitrov" Shipyard—Rousse (463)<br>77,53 14,34 5,401<br>73,20 14,00 6,50<br>1 dk | **M Tanker**<br>Bunkering<br>SBT<br>12 Ta ER<br>L.(oil) 3 514 | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>885kW (1 203bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 150kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>10,2kn |
| 41524<br>CF<br>33710 | **ZELENOGRADSK**<br>**Yugryba**<br>(Poti) (U.S.S.R.) | **187**<br>48<br>80 | RS | **1979** ............U.S.S.R.<br>31,63 7,35 2,901<br>3,54<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | S.K.L. 8VD36/24A-1<br>Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,5kn |
| 45900<br>LV<br>35325<br>Esd Gc<br>RTv | **ZELENOKUMSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**1 141**<br>349<br>545 | RS | **1981** Baltiya Shipyard—Klaypeda<br>59,00 13,02 4,873<br>52,00 - 8,90<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>2 200bhp (1 618kW)<br>CKD Praha Praha |
| 34399<br>C4863<br>692 | **ZELIA**<br>ex Miss Vicky<br>**Zelia Fishing Corp.**<br>Rockland, Me United States of America | **143**<br>99<br>— | | **1977** ............Mobile, Al<br>*22,96*<br>6,71 3,38<br>1 dk | **M Fishing** | Oil<br>520bhp (382kW)<br>U.S.A. |
| 42821<br>Rt | **ZELTEN**<br>**Government of Libya (Socialist Ports Company)**<br>Tripoli Libya | **303**<br>136<br>450 | (BV) | **1976** S.P.A.T., Societe Prov. des At. Terrin —Marseille<br>41,31 7,80 2,502<br>40,01 7,50 3,00<br>1 dk | **TM Tanker**<br>Mchy.aft | Duvant W6LSR<br>2 Oil 4SA each 6Cy. 180 × 220 reverse reduction geared to sc. shafts<br>600bhp (441kW)<br>Moteurs Duvant Valenciennes |

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| **7623394**<br>329<br>Rt | **ZEMES**<br>**Intreprinderea de Exploatare a Floti Maritime NAVROM**<br>Constantza Romania | **832**<br>800<br>1 243 | RNR | **1972** Santierul Naval Giurgiu—Giurgiu<br>54,26 9,99 3,620<br>52,35 4,93<br>1 dk | **TM Tank Barge**<br>8 Ta ER<br>L.(oil) 1 358 | M.T.U.<br>2 Oil 4SA each 6Cy. 175 × 205 geared to sc. shafts<br>560bhp (412kW)<br>Intreprinderea "23 August"<br>Gen 2 × 100kW 400V 50Hz a.c.<br>Fuel 17,5t (d.o.) |
| **7040451**<br>*UEDD*<br>M-24792<br>Rt | **ZEMGALE**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | **508**<br>174<br>287 | RS | **1960** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,599<br>44,35 8,79 4,32<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 2,1 × 1,7)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| **7826269**<br>*UYAW*<br>M-33482<br>Df Esd Gc<br>Rdr RTv | **ZEMLYANSK**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **1 725**<br>816<br>—<br>**2 634**<br>1 418<br>1 741 | RS | **1980** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B406/08)<br>85,00 15,03 —/6,000<br>75,01 - 9,20<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Ice strengthened<br>3 Ta<br>B.1 850 | Sulzer<br>Oil 4SA 8Cy. 400 × 480 geared to sc. shaft<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 3 × 380kW<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel 949,0t |
| **7741536**<br>*UOUA*<br>M-34791<br>Rt | **ZEMLYANSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**1 178**<br>355<br>545 | RS | **1979** Baltiya Shipyard—Klaypeda<br>59,01 (BB) 13,01 4,873<br>52,02 8,89<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>B.95 In.500 L.14<br>3 Ha (1,2 × 1,3) (0,7 × 0,7) (1,9 × 1,9)<br>Der 2(1,5) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>2 200bhp (1 618kW)<br>CKD Praha<br>Controllable pitch propeller |
| **7238618**<br><br>545NDB<br>Df Esd Gc<br>Pfd Rdr Rt | **ZEMOUR 1**<br>ex Zemmour-86 ex Somacopp VI-84<br>ex Daito Maru No. 38<br>**Ely Ould Denebja**<br>Nouadhibou Mauritania | **349**<br>173<br>— | (KR) (RI) | **1972** Narasaki Zosen K.K.—Muroran (823)<br>57,10 9,02 3,449<br>50,50 9,00 5,72<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 400 × 640<br>2 300bhp (1 692kW)<br>Hanshin Nainenki Kogyo |
| **8704066**<br><br><br>Rdr Rt | **ZEMOUR 1**<br>ex Es Smara 1-89 ex In Pec I-88<br>**Societe du Developpement Pecheries des Provinces de Sud**<br>Casablanca Morocco | *222*<br>*70*<br>138 | BV | **1987** Astilleros Armon—Navia (165)<br>29,52 3,152<br>25,56 7,76 4,22<br>1 dk | **M Fishing**<br>In.187 | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>570kW (775bhp)<br>Caterpillar Inc.<br>Gen 2 × 80kW 380V a.c. |
| **8704078** | **ZEMOUR 2**<br>ex Es Smara 2-89 ex Terwen-88<br>**Societe du Developpement Pecheries des Provinces de Sud**<br>Casablanca Morocco | *222*<br>*70*<br>138 | BV | **1987** Astilleros Armon—Navia (166)<br>29,52 3,152<br>25,56 7,76 4,22<br>1 dk | **M Fishing**<br>Ref<br>In.187 | Caterpillar<br>Vee Oil 4SA 8Cy. 170 × 190 with clutches, flexible couplings & reduction geared to sc. shaft<br>570kW (775bhp)<br>Caterpillar Inc.<br>Gen 2 × 160kW 380V a.c. |
| **8720589**<br>*JJ3584*<br>130799<br>Rdr Rt | **ZEN MARU No. 7**<br>**Kenyo Kaiun Kensetsu K.K.**<br>Ieshima, Hyogo Pref. Japan | **468**<br>—<br>1 037 | | **1988** Aseki Zosen Kensetsu K.K.—Japan.<br>60,50 12,02 4,070<br>56,00 12,00 6,00<br>1 dk | **M General Cargo** | Makita<br>Oil 4SA 6Cy. 310 × 600<br>736kW (1 001bhp)<br>Makita Diesel Co. Ltd. |
| **8307002**<br>*7KXH*<br>126842<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **ZEN-NOH MARU No. 1**<br>**Iino Kaiun Kaisha Ltd. (IINO LINES)**<br>Tokyo Japan<br>SatCom: 1203375/UKXH | *34 932*<br>*21 250*<br>64 379<br>T/cm<br>10,0 | NK | **1984** Ishikawajima Harima Heavy Ind. (I.H.I.) —Aioi (2864)<br>224,95 (BB) 12,923<br>215,40 32,21 17,81<br>F 15,3 1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.74 957<br>7 Ha (stl) (12,8 16,0 16,0 16,0 16,0 16,0 16,0 × 15,4) ER | HeCls. B<br>Sulzer<br>Oil 2SA 4Cy. 760 × 2200<br>11 160bhp (8 209kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 350,0t (d.o.) 2 608,0t (hvf)-32,0pd |
| **7043037**<br>*HO8027*<br>8516-RH | **ZENA**<br>ex Ednorah-79<br>**The Great Cedars (Holding) Ltd. Inc.**<br>Panama Panama | **135**<br>91<br>— | | **1969** .............Mobile, Al<br>*23,47* 6,86<br>... ... ...<br>1 dk | **M Fishing** | Oil<br>300bhp (221kW)<br>.............<br>Fuel (d.o.) |
| **7908873**<br>*VRPN*<br>711275<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>SatCom<br>AMVER | **ZENATIA**<br>ex Oak River-88<br>Launched as Salena<br>**Shell International Marine Ltd.**<br>Shell Tankers (U.K.) Ltd.<br>Hong Kong Hong Kong (British) | *37 685*<br>*15 428*<br>57 741<br>T/cm<br>64,0 | **100A1** SS 12/88<br>oil tanker<br>**LMC**<br>**IGS**<br>EL Nt 660,0/76,0U3<br>FN 11172<br>NK | **1981** Koyo Dockyard Co. Ltd.—Mihara (1001)<br>228,63 (BB) 32,24 11,923<br>218,02 32,21 19,03<br>1 dk | **M Tanker**<br>IGS(LR)<br>9 Ta ER<br>L.(oil) 74 012 | B&W<br>Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>2 AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 23kgf/cm² (22,6bar)<br>Gen 2 × 680kW 450V 60Hz a.c.<br>Fuel-41,0pd |
| **5321564**<br>*8KGP*<br>90793<br>Rt | **ZENEI MARU No. 66**<br>ex Shachi Maru-80<br>**K.K. Ueda Kogyo**<br>Shimminato, Toyama Pref. Japan | **100**<br>—<br>— | | **1962** Nagoya Zosen—Nagoya (190)<br>25,58 6,56 2,000<br>23,00 6,50 2,90<br>1 dk | **TM Tug** | Hanshin<br>2 Oil 4SA each 6Cy. 260 × 400<br>Hanshin Nainenki Kogyo<br>Gen 1 × 10kW 105V d.c.<br>2 Controllable pitch propellers<br>Fuel 11,0t (d.o.)-2,0pd |
| **6289309**<br>*7LGC*<br>90501<br>Rt | **ZENEI MARU No. 103**<br>ex Raicho Maru-85<br>**K.K. Ueda Kogyo**<br>Shimminato, Toyama Pref. Japan | **103**<br>—<br>— | | **1962** Ando Tekkosho—Tokyo (138)<br>23,63 6,79 2,201<br>21,34 6,48 2,85<br>1 dk<br>rf 51 | **TM Tug** | Fuji<br>2 Oil 4SA each 6Cy. 270 × 400<br>Fuji Diesel Co. Ltd.<br>2 Controllable pitch propellers<br>Fuel (d.o.) |
| **7815557**<br>*3EWZ5*<br>17475-87<br>Df Esd Gc<br>Pfd Rdr Rt | **ZENGYOREN MARU**<br>**Kuma Shipping Corp.**<br>Panama Panama | **3 663**<br>1 534<br>5 891 | NK | **1979** Setouchi Zosen K.K.—Kinoe (471)<br>101,81 16,03 6,217<br>96,02 16,01 7,52<br>P 29,0 F 15,9 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 5 530 | Mitsubishi<br>Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 300kW 445V 60Hz a.c.<br>Fuel 93,0t (d.o.) 624,0t (hvf)-12,5pd |
| **6711235**<br>*JJMW*<br>99608<br>Df Gc Pfd<br>Rdr Rt | **ZENGYOREN MARU No. 8**<br>ex Sumiho Maru No. 68-90<br>ex Tomiei Maru No. 51-85<br>ex Shinyo Maru No. 21-82<br>ex Ryoei Maru No. 11<br>**Iwasaki Kisen K.K.**<br>Hinase, Okayama Pref. Japan | **286**<br>—<br>— | | **1966** Kanasashi Co. Ltd.—Shimizu (753)<br>46,31 7,75 2,998<br>41,46 7,73 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo |
| **7382811**<br>*VC8245*<br>348678<br>Df Esd Gc<br>Pfd Rdr Rt | **ZENICA**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **672**<br>394<br>— | (NV) | **1974** Sterkoder M/V A/S—Kristiansund N. (44)<br>45,09 9,30 4,268<br>40,31 9,00 6,43<br>2 dks<br>rf 1626 BK 152 | **M Fishing**<br>Stern Trawler | Normo<br>Oil 4SA 9Cy. 250 × 300<br>1 500bhp (1 103kW)<br>A/S Bergens M/V |

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| **ZENIT**<br>ex Puszczyk-63<br>**Wyzsza Szkola Morska**<br>Gdynia Poland | **213**<br>36<br>100 | PR | **1954** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B11/S324)<br>32,54 6,74 3,042<br>30,03 6,68 3,71<br>1 dk<br>RW conv Side-fishing Fishing 63 | **M Training Ship** | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>428bhp (315kW) NE 72<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 42kW 1 × 3,5kW 220V d.c.<br>Fuel (d.o.) 9kn |
| **ZENITE**<br>ex Praia da Barra-86<br>**Sociedade de Pesca do Miradouro Ltda.**<br>Aveiro Portugal | **152**<br>45<br>— | ✠**100A1**<br>stern trawler<br>**LMC**<br>EL 275,0/19,0U1<br>FN 296 | **1984**-8 Est. Sao Jacinto S.a.r.L.—Aveiro (140)<br>31,20 8,36 3,201<br>25,00 8,01 3,81<br>F 15,3 1 dk<br>rf 1199 BK 165 | **M Fishing**<br>Stern Trawler Shrimp-trawl<br>Mchy.fwd<br>In.130 | MaK<br>Oil 4SA 6Cy. 240 × 280 sr geared to sc. shaft<br>950bhp (699kW) NE made73 fitted8/84<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 80kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 67,5t (d.o.) |
| **ZENITH**<br>**Jubilee Fisheries Inc.**<br>Seattle, Wa United States of America | **164**<br>111<br>— | | **1980** Steiner Shipyard Inc.—Bayou la Batre, Al<br>*24,72* 7,24<br>3,66<br>1 dk | **M Fishing** | Caterpillar D379SCAC<br>Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **ZENKEN MARU**<br>ex Luna Perla-91 ex Hou You No. 3-90<br>ex Speco Express-88 ex Caminito-84<br>ex Montauk Peregrine-83<br>**K.K. Yokohama Zenken**<br>Yokohama, Kanagawa Pref. Japan | **2 712**<br>—<br>5 094 | NK | **1982** Sanyo Zosen K.K.—Mukaishima (835)<br>92,30 15,24 6,544<br>84,90 15,20 7,80<br>P 20,5 F 11,0 1 dk<br>conv General Cargo 91 | **M Effluents Carrier**<br>2 Ho ER<br>2 Ha (stl) (15,6 26,0 × 10,0) ER<br>Der 3(15) | Niigata 6M34AFT<br>Oil 4SA 6Cy. 340 × 620 reverse reduction geared to sc. shaft<br>1 471kW (2 000bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 117kW a.c.<br>11,5kn |
| **ZENKO MARU No. 8**<br>**Honmi Kaiun K.K.**<br>Nagoya, Aichi Pref. Japan | **263**<br>—<br>500 | | **1971** Suzuki Shipyard Co. Ltd.—Yokkaichi<br>45,70 3,401<br>42,02 8,01 3,61<br>1 dk | **M Tanker**<br>Mchy.aft | Akasaka<br>Oil<br>720bhp (530kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>10kn |
| **ZENKO MARU No. 8**<br>**Kiyoshi Izumi**<br>Nachi-Katsuura, Wakayama Pref. Japan | **119**<br>—<br>— | | **1984** Katsuura Dockyard Co. Ltd.—Nachi-Katsuura (277)<br>35,01<br>30,03 6,61<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>2 Ho ER<br>In.125<br>2 Ha (stl) ER | Akasaka A24<br>Oil 4SA 6Cy. 240 × 450<br>670bhp (493kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **ZENKO MARU No. 18**<br>**Okutsu Suisan K.K.**<br>Miura, Kanagawa Pref. Japan<br>SatCom: 1204241/JRQD | **409**<br>—<br>490 | | **1990** Miho Zosensho K.K.—Shimizu (1380)<br>49,14 (BB) 8,72 3,499<br>49,00 8,70 3,85<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.536 | Akasaka K28SFD<br>Oil 4SA 6Cy. 280 × 500 with clutches & sr reverse geared to sc. shaft<br>736kW (1 001bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **ZENKO MARU No. 26**<br>**Okutsu Suisan K.K.**<br>Miura, Kanagawa Pref. Japan | **344**<br>173<br>423 | | **1979** Miho Zosensho K.K.—Shimizu (1131)<br>52,41 8,82 3,410<br>46,00 8,81 3,76<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka DM30<br>Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **ZENKO MARU No. 38**<br>**Motomi Kaiun K.K.**<br>Nagoya, Aichi Pref. Japan | **699**<br>—<br>1 605 | | **1976** Suzuki Shipyard Co. Ltd.—Yokkaichi (263)<br>4,801<br>60,00 10,41 5,21<br>1 dk | **M Tanker**<br>Effluents<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 330 × 500<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>12kn |
| **ZENKO MARU No. 38**<br>**Okutsu Suisan K.K.**<br>Miura, Kanagawa Pref. Japan<br>SatCom: 1201664/JCMK | **409**<br>—<br>619 | | **1988** Kanasashi Co. Ltd.—Shimizu (3161)<br>56,80 (BB) 8,84 3,452<br>49,92 8,81 3,81<br>1 dk | **M Fishing**<br>Side-fishing Long-line Tuna Ref<br>Mchy.aft | Akasaka K28SFD<br>Oil 4SA 6Cy. 280 × 500 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **ZENKO MARU No. 38** | **324**<br>171<br>— | | **1963** Kanasashi Co. Ltd.—Shimizu (535)<br>48,49 7,83<br>42,98 7,80 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 350 × 500<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **ZENKO MARU No. 51**<br>**Okutsu Suisan K.K.**<br>Miura, Kanagawa Pref. Japan | **314**<br>160<br>401 | | **1980** Miho Zosensho K.K.—Shimizu (1148)<br>52,61 (BB) 8,62 3,282<br>44,81 8,60 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Akasaka DM28AFD<br>Oil 4SA 6Cy. 280 × 460<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>13kn |
| **ZENKO MARU No. 58**<br>**Motomi Kaiun K.K.**<br>Nagoya, Aichi Pref. Japan | **498**<br>—<br>1 100 | | **1977** Suzuki Shipyard Co. Ltd.—Yokkaichi (278)<br>4,052<br>54,82 10,01 4,58<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Akasaka AH30R<br>Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **ZENKO MARU No. 78**<br>**Motomi Shoji K.K.**<br>Nagoya, Aichi Pref. Japan | **110**<br>—<br>200 | | **1979** Y.K. Daigen Zosen—Nagoya (42)<br>28,00 2,000<br>25,50 6,00 2,50<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 200 × 240<br>200bhp (147kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **ZENKO MARU No. 85**<br>**Okutsu Suisan K.K.**<br>Miura, Kanagawa Pref. Japan | **388**<br>189<br>— | | **1977** Miho Zosensho K.K.—Shimizu (1080)<br>54,31 9,02 3,483<br>47,60 9,01 3,87<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>In.447 | Akasaka AH28<br>Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW 445V a.c.<br>13kn |
| **ZENO**<br>**Malaya Compania Naviera S.A.**<br>Piraeus Greece<br>SatCom: 1130215/ZENO | **22 667**<br>16 468<br>40 300<br>T/cm<br>46,6 | AB | **1982** Sanoyasu Dockyard Co. Ltd.—Mizushima (1043)<br>182,68 (BB) 12,107<br>173,01 27,61 17,02<br>P 11,6 F 11,9 1 dk<br>rf 196 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 20,6 27,9 28,0 28,0 27,2 ER<br>G.53 706 B.44 981 HeCls. B<br>5 Ha (stl) (12,4 18,4 18,4 18,4 18,4 × 11,0) ER<br>Cr 5(25) | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 432kW 450V 60Hz a.c.<br>Fuel 244,0t (d.o.) 2 133,5t (hvf) 15,25kn |
| **ZENOVIA**<br>ex Lancelot Spirit-91<br>ex Ocean Faith C-89<br>ex Chiliarmenousa-88<br>ex Hakuko Maru-86<br>**Amberley Shipping Corp.**<br>Berge Partners A/S<br>Monrovia Liberia | **20 516**<br>11 827<br>34 474<br>T/cm<br>42,4 | AB (NK) | **1976** Onomichi Zosen K.K.—Onomichi (272)<br>179,91 (BB) 28,45 10,981<br>170,01 28,41 15,17<br>P 43,3 F 12,2 1 dk | **M Bulk Carrier**<br>Vehicles<br>Side door (p)<br>5 Ho ER<br>G.36 127 B.35 515<br>5 Ha (stl) (11,2 × 10,5) (16,2 16,2 16,2 16,2 × 13,4) ER<br>Cr 2(22) 2(8) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Hitachi Zosen Osaka<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 189,5t (d.o.) 2 055,0t (hvf)-45,0pd 15kn |

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| **7937707**<br>*JE2510*<br>124205<br>Rdr Rt | **ZENPO MARU No. 5**<br>**Omi Kaiji Kogyo K.K.**<br>Oma, Japan<br>Aomori Pref. | **499**<br>227<br>— | **1980** Muneta Zosen K.K.—Akashi (837)<br>... ... ...<br>40,11 16,01 3,03<br>1dk | **TM Crane Ship**<br>Mchy.aft | Yanmar<br>2 Oil 4SA each 6Cy. 250 × 400<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **8909109**<br>*JD2629*<br>127107<br>FS1-566<br>Rt | **ZENPO MARU No. 23**<br>**Asahi Gyogyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **119**<br>—<br>— | **1989** Kesennuma Tekko—Kesennuma (270)<br>38,10 (BB)<br>- 6,40 2,80<br>1 dk | **M Fishing**<br>Long-line Ref | Niigata<br>Oil 4SA 6Cy. 260 × 460<br>592kW (805bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7003099**<br><br><br>Df Esd Gc<br>Rdr Rt | **ZENPO MARU No. 31**<br>ex Shinei Maru No. 8<br>**Irma Fishing & Trading Inc.**<br>Manila Philippines | **269**<br>133<br>153 | **1969** Kanasashi Co. Ltd.—Shimizu (865)<br>45,57 7,62 2,998<br>40,01 7,60 3,43<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. |
| **7001584**<br><br><br>Df Esd Gc<br>Rdr Rt | **ZENPO MARU No. 51**<br>ex Zuiho Maru No. 21-84<br>ex Sumi Maru No. 8-78 | **317**<br>155<br>— | **1969** Uchida Zosen—Ise (676)<br>8,34 3,150<br>44,00 8,31 3,64<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>950bhp (699kW)<br>Hanshin Nainenki Kogyo |
| **7123100**<br>*JMBH*<br>109359<br>AM1-349<br>Df Gc Pfd<br>Rdr Rt | **ZENPO MARU No. 81**<br>ex Ryoun Maru No. 51-88<br>ex Fuki Maru No. 51-87<br>ex Shinnan Maru No. 31<br>**Yasu Takeuchi**<br>Ohata, Japan<br>Aomori Pref. | **295**<br>157<br>— | **1971** Kanasashi Co. Ltd.—Shimizu (1047)<br>49,54 8,23 3,302<br>44,00 8,21 3,64<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo |
| **9011296**<br>*JD2681*<br>128598<br>HK1-1183<br>Df Esd Gc<br>Pfd Rdr Rt | **ZENRYO MARU No. 21**<br>**Kanetame Suisan K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | **160**<br>—<br>— | **1990** Narasaki Zosen K.K.—Muroran (1117)<br>38,12 (BB) 7,41 3,336<br>31,50 7,40 4,61 | **M Fishing**<br>Stern Trawler | Niigata<br>Oil 4SA 6Cy. 280 × 350 with clutches, flexible couplings & sr geared to sc. shaft<br>1 030kW (1 400bhp)<br>Niigata Eng. Co. Ltd. |
| **7921083**<br>*JAOO*<br>118672<br>HK1-728<br>Df Esd Gc<br>Pfd Rdr Rt | **ZENRYU MARU No. 58**<br>**Hamamori Gyogyo K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | **124**<br>—<br>126 | **1980** Narasaki Senpaku Kogyo K.K.—Muroran (163)<br>38,10 (BB) 7,40 2,823<br>32,21 7,38 4,63<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Daihatsu<br>Oil 4SA 6Cy. 280 × 340 geared to sc. shaft<br>550bhp (405kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **8508515**<br>*JDUG*<br>127093<br>HK1-948<br>Rdr Rt | **ZENRYU MARU No. 68**<br>**Hamamori Gyogyo K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | **127**<br>—<br>191 | **1985** Kidoura Zosen K.K.—Kesennuma (528)<br>38,61 (BB) 6,63 2,931<br>32,01 6,61 3,26<br>1 dk | **M Fishing**<br>Stern-fishing | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & dr geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **7735460**<br>*JG3875*<br>121542 | **ZENSEI MARU No. 6**<br>**Zensei Gyogyo Y.K.**<br>Oarai, Japan<br>Ibaraki Pref. | **161**<br>—<br>— | **1978** Minami-Kyushu Zosen K.K.—Kushikino (306)<br>... ... ...<br>35,41 7,07 2,98 | **M Fishing** | Oil<br>Niigata Eng. Co. Ltd. |
| **7236799**<br><br>Df Esd Gc<br>Rdr Rt | **ZENSEI MARU No. 11** | **344**<br>173<br>— | **1972** Niigata Eng. Co. Ltd.—Niigata (1122)<br>53,68 8,72 3,353<br>47,22 8,69 3,71<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **8421444**<br>*JG4457*<br>127642 | **ZENSEI MARU No. 11**<br>**Zensei Gyogyo Y.K.**<br>Oarai, Japan<br>Ibaraki Pref. | **237**<br>—<br>— | **1984** Minami-Kyushu Zosen K.K.—Kushikino (503)<br>46,69 (BB) 8,11<br>39,81 7,80 3,54<br>1 dk | **M Fishing**<br>Side-fishing | Yanmar<br>Oil 4SA 6Cy. 280 × 360 with clutches & sr geared to sc. shaft<br>1 170bhp (861kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Thw. thrust propeller fwd |
| **7108411** | **ZENSEI MARU No. 15**<br>**San Jose Aqua-Culture Development** | **111**<br>34<br>— | **1969** K.K. Usuki Tekkosho—Usuki (741)<br>33,00 6,81 2,515<br>29,67 6,79 2,80<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. |
| **7036412**<br><br>Df Esd Gc<br>Pfd Rdr Rt | **ZENSEI MARU No. 18** | **284**<br>140<br>656 | **1970** Niigata Eng. Co. Ltd.—Niigata (883)<br>48,04 8,23 3,201<br>42,55 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7303499**<br>*UURX*<br>0299<br>Df Esd Gc<br>Rdr Rt | **ZENTA OZOLA**<br>**Latvian Shipping Company**<br>Riga Latvia | T.Mk<br>**2 948**<br>942<br>—<br>**5 194**<br>2 432<br>4 252<br>T/cm<br>14,0 | **1973** Stocznia Gdanska im. Lenina—Gdansk (B443/11)<br>RS 119,82 (BB) 17,02 7,318<br>110,01 16,95 11,21<br>2 dks | **M Refrigerated Cargo** 8P<br>Ice strengthened<br>4 Ho 14,0 14,2 ER 15,7 13,5 10 TwD<br>In.5 357<br>4 Ha (stl) (5,3 × 4,0) (6,0 × 5,5) ER (6,0 6,0 × 5,5)<br>8W Der 8(3) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW)<br>Stocznia Gdanska im. Lenina<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel (d.o.) 1 099,46t (hvf)-26,1pd |
| **7916557**<br>*JG3853*<br>121550<br>Rdr Rt | **ZENTOKU MARU No. 32**<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **136**<br>—<br>— | **1979** Nagasaki Zosen K.K.—Nagasaki (706)<br>2,301<br>32,52 6,71 2,77<br>1 dk | **M Fishing**<br>Seiner<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. |
| **8921573**<br>*JG4766*<br>128906<br>Rt | **ZENTOKU MARU No. 33**<br>**Marutoku Gyogyo K.K.**<br>Kita-Ibaraki, Japan<br>Ibaraki Pref. | **330**<br>—<br>550 | **1990** K.K. Watanabe Zosensho—Nagasaki (1158)<br>61,75 (BB) - 4,000<br>53,00 9,00 4,50<br>1 dk | **M Fishing**<br>In.662 | Niigata<br>Oil 4SA 8Cy. 280 × 370<br>1 155kW (1 570bhp)<br>Niigata Eng. Co. Ltd.<br>Thw. thrust propeller fwd |
| **7322548**<br>*JG2145*<br>114519<br>Df Rdr Rt | **ZENTOKU MARU No. 33**<br>**Hajime Nemoto**<br>Kita-Ibaraki, Japan<br>Ibaraki Pref. | **145**<br>70<br>— | **1973** Nagasaki Zosen K.K.—Nagasaki (367)<br>35,95 6,33 2,515<br>30,61 6,30 2,90<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>910bhp (669kW)<br>Niigata Eng. Co. Ltd. |
| **8301503**<br>*JG4094*<br>121926 | **ZENTOKU MARU No. 37**<br>**Marutoku Gyogyo K.K.**<br>Kita-Ibaraki, Japan<br>Ibaraki Pref. | **268**<br>—<br>— | **1983** Nagasaki Zosen K.K.—Nagasaki (830)<br>50,60 7,62 3,306<br>43,21 7,60 3,51<br>1 dk | **M Fishing**<br>7 Ho ER<br>In.382<br>7 Ha (stl) ER | Niigata<br>Oil 4SA 6Cy. 310 × 530 with clutches & sr geared to sc. shaft<br>1 220bhp (897kW)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 250kW 1 × 70kW 1 × 20kW 225V a.c.<br>Thw. thrust propeller fwd |

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| **ZENYO MARU**<br>ex Koyo Maru No. 25 ex Eitai Maru-69<br>**Toshiaki Takahashi**<br>Tokyo Japan | **404**<br>213<br>365 | | **1954** Miho Zosensho K.K.—Shimizu (185)<br>51,52 8,01<br>46,49 7,98 3,99<br>P 23,5 F 5,8 1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>3 Ho<br>3 Ha (each 1,9 × 1,9) | Akasaka<br>Oil 4SA 6Cy. 420 × 600<br>850bhp (625kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 72kW 220V a.c.<br>Fuel 20,5t-2,5pd 10kn |
| **ZENYO MARU**<br>**Kaio Kisen Y.K.**<br>Iyo, Ehime Pref. Japan | **199**<br>—<br>449 | | **1975** Oka Zosen K.K.—Ushimado (232)<br>44,71 7,83 3,302<br>40,01 7,80 3,38<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Matsui 6M26KHS<br>Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **ZEPHYR**<br>**Gastankvaartmaatschappij Chemgas B.V. (Chemgas Intercoastal C.V.)**<br>Rotterdam Netherlands | *1 621*<br>*486*<br>1 800 | BV | **1985** Scheepswerf & Constr. Bedrijf Jac. den Breejen—Hardinxveld (1885)<br>92,56 3,190<br>90,28 11,35 6,02<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>6 Ta (stl) ER<br>L.(gas) 2 000 | Kromhout 6FFHD240<br>Oil 4SA 6Cy. 240 × 260 sr geared to sc. shaft<br>1 080bhp (794kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 220kW a.c.<br>Thw. thrust propeller fwd<br>11kn |
| **ZEPHYR**<br>**John Arthur Irvine & others**<br>Lerwick United Kingdom | **314**<br>—<br>560 | **✠100A1** SS 5/90<br>fishing vessel<br>**✠LMC**<br>EL (I) 412,5/22,0U2<br>FN 772 | **1980**-7 Fiskerstrand Verft A/S—Alesund (35)<br>56,90 (BB) 9,10 5,401<br>47,71 9,01 7,17<br>F 6,8 2 dks<br>rf 1194 BK 157 len 85 | **M Fishing**<br>Side Trawler Seiner Ref<br>Mchy.aft | Mirrlees 6MB275<br>Oil 4SA 6Cy. 275 × 305 sr geared to sc. shaft<br>2 118bhp (1 558kW)<br>Mirrlees Blackstone (Stockport) Ltd. Stockport<br>Gen 1 × 368kW 1 × 287kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **ZEPHYR II**<br>**Fret-Pacifique S.a.r.l.**<br>Port Vila Vanuatu | **257**<br>115<br>277 | ✠Classed LR until 27/5/77 | **1952**-4 Scheepswerven Gebr. Niestern—Delfzijl (244)<br>40,52 7,04 2,502<br>36,58 7,01 2,70<br>P 10,1 F 5,5 1 dk<br>RW | **M General Cargo**<br>1 Ho 22,5 ER<br>G.447 B.411<br>2W Der 1(5) | Ruston<br>Oil 4SA 4Cy. 260 × 370<br>240bhp (177kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Fuel 18,5t 8,5kn |
| **ZERALDA**<br>ex Bougainvillea-76<br>**Entreprise Nationale de Transport Maritime des Voyageurs (E.N.T.M.V.)**<br>Alger Algeria | **7 095**<br>3 703<br>1 984 | **100A1** CS 12/86<br>Mediterranean service and to Lisbon aand to Red Sea service and to Casablanca<br>**LMC**<br>EL Y $2\frac{1}{16}$"U2<br>FN 3510 | **1971** Nippon Kokan K.K.—Shimizu (301)<br>118,01 (BB) 20,76 6,135<br>106,03 20,40 12,70<br>B 41,2 2 dks 3rd dk clear of Machinery Space<br>rf 686 | **TM Passenger/RoRo Cargo/Ferry**<br>620bth 525dk P<br>Bow door/ramp stern door | Pielstick 12PC2V-400<br>2 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shafts<br>11 160bhp (8 209kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>2 db (ex.g) 8kgf/cm² (7,9bar)<br>db (o.f.) 5kgf/cm² (4,9bar)<br>Gen 3 × 570kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 172,5t-35,5pd 19kn |
| **ZERAN**<br>**Polish Ocean Lines (Polskie Linie Oceaniczne)**<br>Gdynia Poland<br>SatCom: 1703115/SQNX | *15 414*<br>*4 624*<br>7 328 | PR | **1987** Stocznia im. "Komuny Paryskiej"—Gdynia (B488/01)<br>147,45 (BB) 6,801<br>130,41 23,51 14,91<br>2 dks | **TM RoRo Cargo**<br>4cbn 6bth P<br>Stern door/ramp<br>L 16,00 W 12,00<br>Clear height 6,50<br>TEU 400<br>C.Ho 250/20' C.Dk 150/20' incl. 25 ref C. | Sulzer 6ZL40/48<br>2 Oil 4SA each 6Cy. 400 × 480 with flexible couplings & dr geared to sc. shafts<br>6 526bhp (4 800kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 1200kW 2 × 842kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 194,0t (d.o.) 1 481,0t (i.f.o.)-24,0pd 14,5kn |
| **ZERANG**<br>**National Iranian Oil Co.**<br>Oil Service Co. of Iran (Private Co.)<br>Khorramshahr Iran | **357**<br>45<br>— | ✠Classed LR until 21/5/86 | **1959**-3 Scott & Sons—Bowling (419)<br>39,88 10,11 3,849<br>36,76 9,61 4,35<br>B 13,5 1 dk<br>RW rf 457 BK 178 | **M Tug**<br>Fire-fighting Salvage | Crossley<br>Oil 2SA 8Cy. 368 × 483 with flexible coupling & dr reverse geared to sc. shaft<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 67kW 220V d.c.<br>Fuel (d.o.) |
| **ZERAVNA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **1 350**<br>486<br>1 547<br>**1 837**<br>985<br>2 230 | BR | **1970** "Ivan Dimitrov" Shipyard—Rousse (12)<br>80,68 11,92 4,350/5,290<br>74,58 11,89 6,66<br>P 25,0 1 dk & S dk | **M General Cargo** OSD/CSD<br>2 Ho ER<br>G.3 034 B.2 845<br>2 Ha (stl) (11,9 × 6,0) (23,2 × 7,0) ER<br>Cr 2(3) | Sulzer 6TAD36<br>Oil 2SA 6Cy. 360 × 600<br>1 320bhp (971kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 80kW 400V a.c.<br>Fuel 122,0t 12kn |
| **ZERDA**<br>**Seaboard Trawling Corp.**<br>New Bedford, Ma United States of America | **158**<br>107<br>— | | **1948** Bristol Yacht Building Co.—Bristol, RI<br>28,05 6,56 3,734<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Enterprise<br>Oil 6Cy. 305 × 380<br>Enterprise Engine & Foundry Co. San Francisco, Ca |
| **ZERHOUN**<br>ex Nenya-75<br>**Union Maritime et Miniere**<br>Compagnie Cherifienne d'Armement<br>Casablanca Morocco | T.Mk<br>**861**<br>405<br>—<br>**1 594**<br>1 058<br>2 840 | **✠100A1** SS 6/89<br>Ice Class 3<br>**✠LMC**<br>EL N $1\frac{5}{16}$"U2<br>FN 1496 | **1971**-4 Ast. Construcciones S.A.—Meira (114)<br>84,82 13,16 5,001/5,677<br>76,05 12,81 6,86<br>P 17,4 F 11,3 2 dks<br>rf 203 | **M General Cargo**<br>1 Ho 49,0 ER<br>G.3 753 B.3 187<br>2 Ha (14,9 18,5 × 7,7) ER<br>Der 2(5) 2(3) | Deutz RBV6M358<br>Oil 4SA 6Cy. 400 × 580<br>1 850bhp (1 361kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 106kW 2 × 84kW 1 × 16kW 380V 50Hz a.c.<br>Fuel 122,0t 11kn |
| **ZERKALNYY**<br>**Dalryba**<br>(Mago) (U.S.S.R.) | **652**<br>216<br>495 | RS | **1981** ............U.S.S.R.<br>55,01 9,52 4,340<br>- - 5,18<br>1dk | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>2 Ho<br>In.632<br>2 Ha (stl) (each 2,9 × 2,7)<br>Der 4(3,25) | S.K.L. 6NVD48-2U<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>11,25kn |
| **ZERMATT**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **652**<br>318<br>391 | ✠Classed LR until 10/69 | **1968**-10 Marine Industrie Ltee.—Sorel, P.Q. (379)<br>50,70 9,25 4,395<br>42,98 9,22 6,74<br>B 3,4 2 dks<br>rf 787 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>1 530bhp (1 125kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 68kW 230V 60Hz a.c.<br>Controllable pitch propeller<br>12kn |
| **ZERNOGRAD**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**1 141**<br>349<br>545 | RS | **1980** Baltiya Shipyard—Klaypeda<br>59,00 13,03 4,870<br>52,00 - 8,90<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho 1 Ta<br>B.95 In.500 L.14<br>3 Ha (stl) (1,2 × 1,3) (0,7 × 0,7) (1,9 × 1,9)<br>Der 2(1,5) | Skoda 6L525IIPS<br>Oil 4SA 6Cy. 525 × 720<br>2 200bhp (1 618kW)<br>CKD Praha Praha<br>13,25kn |
| **ZERO I**<br>ex Billie Jean-89 ex Esther K-78<br>**Rosemary Hong Vu**<br>Corpus Christi, Tx United States of America | **106**<br>72<br>— | | **1973** Gulf Caribbean Boat Works Inc.—Fort Myers, Fl<br>*21,25* 6,13<br>3,05 | **Wood M Fishing** | Oil<br>325bhp (239kW)<br>..............<br>Fuel (d.o.) |

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| **8112885**<br>*EHIX*<br>Df Esd Gc<br>Pfd Rdr Rt | **ZEROI**<br>**Atuneros Congeladores y Transportes Figorificos S.A.**<br>Bermeo Spain | **809**<br>463<br>1 350 | BV | **1983** Ast. de Santander S.A.—Santander (157)<br>60,41 (BB) 10,42 3,901<br>54,01 10,41 5,62<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>3 Ho ER<br>In.1 080<br>3 Ha ER | MaK<br>Oil 4SA 6Cy. 320 × 450<br>1 300bhp (956kW)<br>Krupp MaK. Maschinebau G.m.b.H. |
| **7602390**<br>*3EBV8*<br>19928-PEXT<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ZERVOS**<br>ex Renoir-90 ex Anny Pateras-88<br>ex Arao-87<br>**Servos Shipping Agents S.A.**<br>Wallem Shipmanagement (Isle of Man) Ltd.<br>Panama Panama | *9 123*<br>*6 074*<br>14 827 | ✠**100A1** M 6/91-9mos<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL B† 550,0/50,0U3(a)<br>FN 4451 | **1981**-8 Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (C2)<br>149,33 19,26 8,948<br>140,80 19,21 12,40<br>P 2,5 F 11,3 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 11,2 16,6 11,3 26,9 18,4 ER<br>G.15 233 B.13 278<br>TEU 308<br>C. Ho 230/20' (40') C. Dk 78/20' (40')<br>5 Ha (stl) ER<br>Cr 2(16) 2(10) | MAN<br>Vee Oil 4SA 12Cy. 400 × 540 sr geared to sc. shaft<br>7 500bhp (5 517kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A.<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 1 × 440kW 3 × 348kW 450V 60Hz a.c.<br>Controllable pitch propeller |
| **8402694**<br>*PIYF*<br>HD 7<br>Esd Rdr Rt | **ZES GEBROEDERS**<br>**G. Kraak & Zn.**<br>Den Helder Netherlands | *390*<br>*117*<br>— | | **1984** Scheepswerf Visser B.V.—Den Helder (105)<br>40,26 —<br>36,15 8,51 4,78<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl Processing Ref<br>1 Ho ER | Stork-Werkspoor<br>Oil 4SA 6Cy. 280 × 300 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>2 200bhp (1 618kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 136kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 103,5t (d.o.) |
| **7208857**<br>*PIYD*<br>VD 19<br>Esd Gc Rdr Rt | **ZES GEBROEDERS**<br>ex Laurens Elisabeth-74<br>**J. & S. Tuip**<br>Volendam Netherlands | **102**<br>36<br>— | | **1971** Peters' Scheepsbouw B.V.—Kampen a/d Ijssel (93)<br>26,19<br>6,43 2,95<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Stork<br>Oil 4SA 6Cy. 210 × 300<br>600bhp (441kW)<br>Stork-Werkspoor Diesel B.V. |
| **7519737**<br>*YTAE*<br>Df Esd Gc<br>Rdr RTm/h/v | **ZETA**<br>ex Cape Corfu-89<br>ex Hapag Lloyd Kiel-83<br>ex Russelsheim-82<br>**Boka Ocean Shipping**<br>Jugoslavenska Oceanska Plovidba (JUGOOCEANIJA)<br>Kotor Yugoslavia | **9 862**<br>6 567<br>15 767 | **100A1** SS 5/88<br>strengthened for heavy cargoes<br>Ice Class 1D<br>**LMC**<br>EL c† 550,0/62,0U2(a)<br>FN 4631<br>JR NV (GL) | **1978** A.G. "Weser"—Bremen (1405)<br>149,97 (BB) 21,04 9,240<br>139,27 21,01 12,27<br>P 23,2 F 13,0 2 dks<br>DK in way of cargo holds | **M General Cargo**<br>5 Ho 18,7 17,9 17,0 24,7 18,7 ER<br>5 TwD<br>G.22 304 B.20 406<br>TEU 228<br>C.Ho 180/20'(40') C.Dk 48/20'(40')<br>5 Ha (stl) (12,5 × 7,7) (12,6 12,6 17,2T 12,6 × 10,2) ER<br>10W Der 1(75) 10(10) | MAN<br>Oil 2SA 6Cy. 700 × 1250<br>6 392kW (8 690bhp)<br>A.G. "Weser"<br>AuxB (o.f.) 9,2kgf/cm² (9,1bar)<br>e(ex.g) (ex.g) 8,2kgf/cm² (8,1bar)<br>Gen 3 × 464kW 440V 60Hz a.c.<br>Fuel 139,5t (d.o.) 1 329,0t (hvf)-32,5pd |
| **7805033**<br>*LIRA*<br>19389<br>Df Esd Gc<br>Pfd Rdr Rt | **ZETA**<br>ex Ole Bakk-88<br>**K/S A/S Zeta**<br>Aalesund Norway | *1 443*<br>*483*<br>— | NV | **1979** Th. Hellesoy Skipsbyggeri A/S—Lofallstrand (99)<br>69,58 11,03 6,235<br>61,85 11,02 7,88<br>2 dks<br>rf 800 BK 107 | **M Fishing**<br>Stern Trawler Seiner<br>Ice strengthened<br>7 Ho ER<br>7 Ha (stl) (1,6 2,7 2,7 2,7 2,7 2,7 2,7 × 2,4) ER | Wichmann<br>Oil 2SA 9Cy. 300 × 450 geared to sc. shaft<br>3 600bhp (2 648kW)<br>A/S Wichmann<br>Gen 3 × 184kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **6517586**<br>Esd | **ZETA**<br>**Savo Kapa**<br>Chimbote Peru | **168**<br>—<br>— | | **1965** Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao<br>*22,50* 6,74<br>3,51<br>1 dk | **M Fishing**<br>Side-fishing | General Motors<br>Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp. |
| **8111855**<br>*DLDV*<br>4345<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **ZETAGAS**<br>**Partenreederei m.s. "Zetagas"**<br>Sloman Neptun Schiffahrts-Aktiengesellschaft<br>Bremen Federal Republic of Germany<br>SatCom: 1120203/DLDV | **5 598**<br>3 177<br>7 070 | GL | **1982** Jos. L. Meyer—Papenburg (601)<br>122,61 (BB) 15,60 7,527<br>113,70 15,51 10,83<br>F 13,5 1 dk<br>Bow/CM 49 Diam. 0,203 | **M Liquefied Gas Carrier**<br>LNG LPG Pressurised Ref<br>IGS<br>3 Ta (C.mn.stl) ind horizontal ER<br>L.(gas) 6 566 HeCls. B<br>6 Cargo pumps total 540T/hr | B&W<br>Oil 2SA 6Cy. 450 × 1200<br>5 910bhp (4 347kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 500kW 440V 60Hz a.c. |
| **8412649**<br>*VRRE*<br>715750<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>SatCom<br>AMVER | **ZETLAND**<br>ex Mosbulk-90<br>**National Westminster (Hong Kong) Ltd.**<br>P&O Ship Management (Hong Kong) Ltd.<br>Hong Kong Hong Kong (British) | *74 003*<br>*48 176*<br>146 269<br>T/cm<br>104,0 | NV | **1985** Hyundai Heavy Industries Co. Ltd.—Ulsan (393)<br>267,32 (BB) 43,21 17,482<br>260,18 42,98 23,78<br>P 15,3 B 13,8 F 18,0 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>9 Ho 21,6 26,4 24,0 19,2 25,6 19,2 24,0 26,4 21,6 ER<br>G.165 586 B.157 305<br>9 Ha (stl) (12,0 16,8 14,4 12,0 16,8 12,0 14,4 16,8 12,0 × 20,0) ER | B&W<br>Oil 2SA 6Cy. 800 × 2592<br>14 775bhp (10 868kW)<br>Hyundai SB. & Heavy Industries<br>Gen 2 × 800kW 1 × 700kW 440V 60Hz a.c.<br>Fuel 139,5t (d.o.) 3 461,5t (hvf)-40,0pd |
| **7364912**<br>Esd Gc Rdr | **ZEUILA**<br>ex Mesogios-78<br>ex Panormitis Junior II-76<br>**Libyan-Greek Fishing Co. S.A.**<br>Benghazi Libya | **144**<br>62<br>— | (BV) | **1975** Salamis Shipyards S.A.—Salamis<br>30,31 7,01 2,950<br>26,01 6,79 3,46<br>1 dk | **M Fishing**<br>Mchy.aft | Alpha<br>Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| **7365473**<br>*J8FG8*<br>3381<br>Df Esd Gc<br>Pfd Rdr RTm/h/v<br>SatCom | **ZEUS**<br>ex AGIP Abruzzo-91<br>**Incom Shiptrade Ltd.**<br>Incom Shipping Ltd.<br>Kingstown St. Vincent and the Grenadines | *98 545*<br>*56 890*<br>186 506<br>T/cm<br>160,1 | (AB) (RI) | **1977** Italcantieri S.p.A.—Monfalcone (4313)<br>285,78 (BB) 51,87 19,509<br>267,60 51,82 25,61<br>P 57,7 1 dk<br>rf nil Bow/CM 174 Diam. 0,508 MH 1,5<br>shortened 87 | **M Tanker**<br>COW IGS<br>14 Ta ER<br>L.(oil) 181 228 HeCls. BC<br>4 Cargo pumps total 14 000T/hr | GMT<br>Oil 2SA 10Cy. 1060 × 1900<br>38 600bhp (28 393kW)<br>Grandi Motori Trieste<br>Gen 1 × 1400kW 2 × 1200kW 440V 60Hz a.c.<br>Fuel 11 753,0t (d.o.)-130,0pd |

**DAMAGED BY COLLISION 4/91**

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| **7120500**<br>*SZMR*<br>9442<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ZEUS**<br>ex Jahre Trader-86 ex South City-85<br>ex Jalta-78<br>**Mytika Shipping Co. Ltd.**<br>Tsakos Shipping & Trading S.A.<br>Piraeus Greece<br>SatCom: 1130654/ZEUS | **76 299**<br>63 984<br>158 695<br>T/cm<br>112,0 | NV | **1971** Kawasaki Heavy Ind. Ltd.—Kobe (1152)<br>289,01 (BB) 44,02 17,939<br>275,47 44,00 24,21<br>F 22,9 1 dk<br>rf 102 Bow/CM 148 Diam. 0,410 | **M Ore/Oil Carrier**<br>COW IGS<br>5 Ho/Ta 41,4 41,4 41,4 41,4 37,8<br>10 Wing Ta ER<br>L.(oil) 198 031 Ore 87 708 HeCls. BC<br>10 Ha (stl) (each 14,1 × 11,9) ER<br>3 Cargo pumps total 10 500T/hr | MAN<br>Oil 2SA 7Cy. 1050 × 1800<br>28 000bhp (20 596kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 1 × 1120kW 2 × 800kW 440V 60Hz a.c.<br>Fuel 660,0t (d.o.) 5 329,0t (hvf)-94,0pd |
| **7125093**<br>*PPFB*<br>6476<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **ZEUS**<br>**Companhia de Navegacao Maritima Netumar**<br>Manaus Brazil | *14 150*<br>*8 068*<br>17 063 | ✠**100A1** SS 8/88<br>DTsf—veg. oil<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL E† 632,5/62,0U2<br>FN 6502 | **1972**-6 Verolme Est. Reunidos do Brasil S.A.—Angra dos Reis (798 /B25)<br>**1983**-8 (Additional cargo section) SETENAVE, Est. Nav. de Setubal—Setubal<br>190,56 (BB) 23,02 9,627<br>179,61 22,94 13,26<br>P 59,2 F 30,5 1 dk, 2nd dk clear of No. 1 hold, 3rd dk in Nos. 2, 3, 4 & 5 holds<br>rf 305 len 83 | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>5 Ho 11,5DT 8,2DTp&s 22,4 22,4 29,6 22,4 ER 17,6 12 TwD<br>G.18 457 B.16 856 In.1 665 L.650<br>TEU 498<br>C.Ho 249/20' (40') C.Dk 249/20' (40')<br>15 Ha (stl) (8,9 × 5,3) (13,5 × 8,0) (13,5p,c,s 12,7p,c,s 12,7p,c,s 13,5p,c,s × 5,3) ER (6,4 × 6,7)<br>10W Cr 1(40) 6(5) Der 1(60) 2(30) 1(15) | B&W<br>Oil 2SA 8Cy. 840 × 1800<br>18 400bhp (13 534kW)<br>Industrias Villares<br>AuxB (o.f.) 100lbf/in² (6,9bar)<br>e(ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 544,5t (d.o.) 1 811,5t (hvf) |
| **5251915**<br>*SV2748*<br>4768 | **ZEUS**<br>ex Niki-73<br>**Tzintza Brothers**<br>Piraeus Greece | **219**<br>121<br>— | | **1933** .............Skiathos<br>*29,51* 7,19<br>... ... ...<br>1 dk<br>R | **Aux M General Cargo** | Deutz<br>Oil 2Cy.<br>120bhp (88kW) NE 54<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **5398713**<br>*WJ2780*<br>274689<br>Esd Gc Rdr<br>RTm/v | **ZEUS**<br>**Barworth Corp.**<br>Houston, Tx United States of America | **196**<br>133<br>— | (AB) | **1957** Gulfport SB. Co.—Port Arthur, Tx (508)<br>31,40 7,70 3,547<br>29,47 7,66 3,94<br>1 dk<br>BK 64 | **M Tug** | General Motors<br>Oil 2SA 12Cy. 222 × 267 sr & reverse geared to sc. shaft<br>E made fitted57<br>General Motors Corp.<br>Gen 2 × 60kW 1 × 20kW 110/220V d.c.<br>Fuel 92,5t (d.o.) |

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| **ZEUS**<br>**Zarzad Portu Szczecin**<br>Szczecin Poland | 187<br>53<br>76 | PR | **1966** Svendborg Skibsvaerft A/S—Svendborg (113)<br>28,43 8,41 3,250<br>26,01 8,01 3,99<br>1 dk | **M Tug**<br>Ice strengthened | B&W 5-26MTBF-40<br>2 Oil 4SA each 5Cy. 260 × 400 geared to sc. shaft<br>Holeby Dieselmotor Fabrik A/S Holeby<br>Gen 3 × 50kW 1 × 12kW 380V a.c.<br>11,5kn |
| **ZEUS**<br>ex Shady Lady-90 ex Spirit<br>ex General E. Lee-80<br>**Zeus Fishing Corp.**<br>Boston, Ma United States of America | 162<br>110<br>— | | **1979** Quality Marine Inc.—Bayou la Batre, Al<br>27,44<br>7,32 3,97<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Caterpillar D348SCAC<br>Vee Oil 4SA 12Cy. 137 × 165 geared to sc. shaft<br>725bhp (533kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 30kW<br>11,5kn |
| **ZEUS I**<br>ex F. S. B. 01-79 ex Mary Elizabeth-74<br>ex Maroudio-74 ex Overseas Courier-69<br>**Paean Compania Naviera S.A.**<br>Panama Panama | **12 127**<br>10 736<br>31 262 | ✠Classed LR until 5/10/88 | **1960**-5 Rheinstahl Nordseewerke—Emden (319)<br>194,09 24,39 10,942<br>182,35 24,30 15,07<br>P 36,3 F 30,8 1 dk<br>RW rf nil DK fwd conv Bulk Carrier 75 conv Depot Ship Pipe-carrier for offshore installations 79 conv Bulk Carrier/ Cement Carrier 84 | **M Bulk Carrier/ Cement Handling Ship**<br>Storage<br>Str. heavy cargoes Ice strengthened<br>Mchy.aft | MAN<br>Oil 2SA 7Cy. 780 × 1400<br>7 860bhp (5 782kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 352kW 440V 60Hz a.c.<br>Fuel (hvf) |
| **ZEUS III**<br>ex Anneke B.-80 ex Fairplay IV-78<br>**Jocor S.A.**<br>Panama Panama | 125<br>—<br>— | (GL) | **1954** Th. Buschmann Schiffswerft—Hamburg (42)<br>27,89 7,14 2,871<br>26,01 7,10 4,07<br>1 dk<br>R | **M Tug** | MAN<br>Oil 4SA 8Cy. 285 × 420<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 50kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.)<br>12kn |
| **ZEVEN**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | 650<br>316<br>391 | ✠Classed LR until 10/69 | **1967**-8 Marine Industrie Ltee.—Sorel, P.Q. (358)<br>50,75 9,25 4,395<br>42,98 9,21 6,76<br>B 3,4 2 dks<br>rf 787 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>1 530bhp (1 125kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 68kW 230V 60Hz a.c.<br>Controllable pitch propeller<br>12kn |
| **ZEYA**<br>**Government of The Republic of Russia (Ministry of Transport Engineering)**<br>(Nakhodka) (U.S.S.R.) | **1 583**<br>466<br>265 | RS | **1969** Nippon Kokan K.K.—Asano Dockyard, Yokohama. (D-0003)<br>71,71 14,03 3,099<br>67,54 14,00 5,11<br>1 dk | **M Dredger**<br>Bucket<br>Dredging depth 18,0<br>Mchy.aft | MAN<br>Oil 4SA 8Cy. 300 × 450<br>1 700bhp (1 250kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 1 × 780kW d.c. 1 × 300kW d.c. 1 × 75kW d.c.<br>7,5kn |
| **ZEYA**<br>**Inland Waterways Sea Delivery Agency**<br>(Arkhangelsk) (U.S.S.R.) | **1 085**<br>229<br>404 | RS | **1981** ..............U.S.S.R.<br>58,55 12,67 4,690<br>51,62 - 5,90<br>1 dk | **D-E Tug**<br>Salvage<br>Ice strengthened | 2 Oil driving gen. connected to elec. motor<br>U.S.S.R. |
| **ZEYAD**<br>ex Eddar El Beida-88 ex Bonne Bay-84<br>ex Scania-73<br>**Howayda Ali Isber**<br>Lattakia Syria | T.Mk<br>**2 767**<br>1 351<br>4 714<br>**4 314**<br>2 576<br>5 918 | ✠**100A1** SS 8/88<br>DTm—vegetable oil<br>Ice Class 2<br>✠**LMC**<br>EL (v) $1\frac{3}{4}$"SQ<br>FN 2674 | **1962**-9 Lindholmens Varv. A/B—Goteborg (1078)<br>121,34 14,53 5,798/6,960<br>112,81 14,48 9,22<br>P 5,2 F 12,2 2 dks<br>rf 102 len 67 | **M General Cargo**<br>6 Ho 12,2 10,9 12,9 13,5 13,5 12,9 ER<br>G.8 778 B.8 041<br>6 Ha (stl) (7,7 × 6,4) (8,1 10,2 10,2 10,2 10,2 × 11,4) ER<br>· Cr 4(5) 1(3) | Gotaverken<br>4P Oil 2SA 8Cy. 520 × 900<br>2 133kW (2 900bhp)<br>Lindholmens Varv. A/B Goteborg<br>Gen 3 × 140kW 230V d.c.<br>Fuel 363,5t (hvf) 15kn |
| **ZEYALES**<br>**Kamchatka Shipping Co.**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **2 921**<br>1 345<br>4 009 | RS | **1964** Nystads Varv Ab—Uusikaupunki/Nystad (232)<br>102,27 14,03 6,201<br>93,02 14,00 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,6 14,7 16,0 ER 17,5<br>G.5 171 B.4 769<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 259,0t (hvf) 13,5kn |
| **ZEYNEP K**<br>ex Golden Anne-82<br>**Preveze Beynelmilel Nakliyat A.S.**<br>Istanbul Turkey | *16 258*<br>*10 158*<br>26 369<br>T/cm<br>36,9 | ✠**100A1** SS 4/89<br>strengthened for ore cargoes, Nos. 1 & 4 holds or Nos. 1 & 3 holds may be empty (cc)<br>✠**LMC**<br>EL G† $2\frac{11}{16}$"U2<br>FN 6452 | **1973**-11 Govan Shipbuilders Ltd.—Govan, Glasgow (201)<br>175,11 (BB) 25,51 9,967<br>163,38 25,46 14,03<br>F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 19,2 28,5 20,4 27,9 27,9 ER<br>G.38 105 B.32 057<br>5 Ha (stl) (10,2 19,2 10,9 19,5 19,5 × 12,1) ER<br>Cr 5(15) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Harland and Wolff Ltd. Belfast<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 512kW 440V 60Hz a.c.<br>16kn |
| **ZEYNEP KAPTANOGLU**<br>ex Seven Ocean-90<br>**Kaptanoglu Denizcilik ve Ticaret Ltd.**<br>Istanbul Turkey | **13 288**<br>9 227<br>24 928 | NK | **1977** Kurushima Dockyard Co. Ltd.—Onishi (2034)<br>157,00 10,286<br>146,01 26,01 14,03<br>P 23,2 F 11,6 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.31 715 B.30 008<br>4 Ha (stl) (20,8 × 11,2) (22,4 25,6 22,4 × 12,8) ER<br>Der 4(25) | MAN K6Z70/120<br>Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 380kW 450V 60Hz a.c.<br>14,5kn |
| **ZEYTINBURNU**<br>**T.D.I. Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **1 077**<br>391<br>300 | | **1989** Marmara Tersanesi—Yarimca (36 A)<br>67,26 3,101<br>20,52 4,73<br>1 dk | **M RoRo Cargo/Ferry** | Oil<br>1 700bhp (1 250kW)<br>..............<br>11kn |
| **ZEYTINBURNU**<br>**Izmir Liman**<br>Turkey | 108<br>—<br>— | | **1985** Turkiye Gemi Sanayii A.S. Alaybey Tersanesi —Izmir (46)<br>... ... ...<br>... ... ...<br>1 dk | **M Tug** | Niigata<br>Oil<br>Niigata Eng. Co. Ltd. Japan |
| **ZGORZELEC**<br>**Anglo-Polish Shipping Venture Ltd. (Polsko Brytyjskie Przedsiewziecie Zeglugowe, Spolka Akcyjna)**<br>Polish Steamship Co. (Polska Zegluga Morska)<br>Szczecin Poland | **2 992**<br>1 620<br>4 412 | PR<br>✠Classed LR until 5/6/81 | **1980**-5 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (481)<br>94,75 14,64 6,001<br>87,99 14,60 7,57<br>P 19,2 F 7,1 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 31,2 30,0 ER<br>G.5 798 B.5 655<br>2 Ha (stl) (each 23,7 × 8,9) ER | Sulzer 6ZA40/48<br>Oil 4SA 6Cy. 400 × 480 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>G. Clark & N.E.M. Ltd. Wallsend<br>Gen 2 × 260kW 1 × 80kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 24,0t (d.o.) 188,0t (hvf)-10,0pd 12,25kn |
| **ZHALES**<br>ex Segezhales-90<br>**Transat Ltd.**<br>Incom Shipping Ltd.<br>Kingstown St. Vincent and the Grenadines | **4 531**<br>2 380<br>6 184 | RS | **1964** Stocznia Gdanska im. Lenina—Gdansk (B45/26)<br>123,83 16,74 7,020<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 291 B.7 558<br>4 Ha (stl) (12,5 × 8,0) (14,0 × 8,9) ER (14,0 12,5 × 8,9)<br>8W Der 1(50) 1(15) 8(5) | B&W 5-62VT2BF-140<br>Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 2 × 200kW 1 × 80kW 440V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 16,75kn |
| **ZHALGIRIS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **3 674**<br>1 728<br>4 976 | RS | **1970** Rauma-Repola Oy—Rauma/Raumo (182)<br>106,13 15,45 6,741<br>97,01 15,40 7,90<br>1 dk | **M Tanker**<br>Ice strengthened<br>10 Ta 1 Ho ER<br>B.188 L.(oil) 5 908 HeCls. BC<br>1 Ha (2,2 × 3,2) ER<br>1W Der 1(2) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works Bryansk<br>Fuel 40,5t (d.o.) 260,0t (hvf)-12,0pd 14kn |

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| 8426688<br>*BPKK*<br>Df Esd Gc<br>Rdr Rt | **ZHAN DOU 66**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **2 564**<br>1 212<br>3 240 | | **1960** Hudong Shipyard—Shanghai<br>95,99 5,611<br>86,01 13,61 6,61<br>1 dk | **S General Cargo**<br>2 Ho<br>G.4 286 B.4 000<br>4 Ha (stl) (each 8,2 × 6,3)<br>8W Der 8(5) | Steam - x -<br>1 000ihp (736kW) |
| 7381659<br>Df Esd Gc<br>Rdr Rt | **ZHAN JIANG**<br>ex CO 834-75<br>**Government of The People's Republic of China (Guangzhou Waterway Bureau)**<br>Guangzhou/Canton China | **1 924**<br>677<br>1 769 | (BV) | **1975** B.V. Schps. & Mfbk. "De Biesbosch-Dordrecht"—Dordrecht (663)<br>83,85 13,11 4,064<br>78,03 13,04 4,79<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 18,0<br>Mchy.aft<br>Hopper 1 500<br>1 sandpump 537kW (720bhp) | Smit-Bolnes<br>2 Oil 2SA each 7Cy. 300 × 550<br>3 360bhp (2 471kW)<br>N.V. Smit & Bolnes<br>Thw. thrust propeller fwd<br>Fuel 262,0t |
| 6510837<br>*BTQX*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **ZHAN QIONG 1**<br>ex Labore-85 ex Bore XI-72<br>**Zhan Qiong Shipping Co. Ltd.**<br>Zhanjiang/ Tsamkong China | **1 296**<br>827<br>2 155 | ZC<br>✠Classed LR until 4/2/85 | **1965**-5 AB Oskarshamns Varv—Oskarshamn (387)<br>71,64 11,03 5,455<br>66,90 11,02 6,58<br>P 15,9 F 8,0 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 43,5 ER<br>G.3 228 B.2 832<br>2 Ha (stl) (18,5 13,1 × 6,4) ER<br>Cr 1(5) 1(3) | Deutz<br>Oil 2SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 139kW 440V 60Hz a.c.<br>Fuel 117,0t (d.o.)-5,5pd |
| 7116054<br>*BTSP*<br>Rdr Rt | **ZHAN QIONG 2**<br>ex Hayabusa No. 2-86<br>**Zhan Qiong Shipping Co. Ltd.**<br>Haikou China | **1 758**<br>593<br>766 | ZC | **1971** Taguma Zosen—Innoshima (91)<br>89,58 16,03 3,780<br>84,00 16,00 5,50<br>1 dk<br>RW | **TM RoRo Cargo/Ferry**<br>602P | Daihatsu<br>4 Oil 4SA each 8Cy. 260 × 320 reduction geared to sc. shafts<br>6 400bhp (4 708kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 176kW 445V 60Hz a.c.<br>Fuel 11,5t (d.o.) 123,0t (i.f.o.)-13,0pd |
| 7106621<br>Esd Gc Rdr Rt | **ZHAN QIONG 3**<br>ex Terushima Maru-85<br>**Zhan Qiong Shipping Co. Ltd.**<br>Zhanjiang/ Tsamkong China | **989**<br>542<br>1 826 | ZC (NK) | **1971** Matsuura Tekko Zosen—Higashino (209)<br>70,00 10,62 4,710<br>64,50 10,60 5,40<br>P 15,9 F 8,3 1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 037 B.2 005<br>1 Ha (stl) (31,8 × 6,2) ER<br>Der 2(10) | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 104kW 445V a.c.<br>Fuel 115,0t-7,0pd |
| 7209978<br>Gc Rdr Rt | **ZHAN QIONG 4**<br>ex Hayabusa No. 5-88 ex Michishio-73<br>**China Ocean Shipping Co. (COSCO)**<br>China | **1 608**<br>568<br>759 | | **1972** Kanasashi Co. Ltd.—Shimizu (1021)<br>83,88 16,03 4,001<br>77,02 16,01 5,52<br>1 dk | **TM RoRo Cargo/Ferry**<br>610dk P | Daihatsu<br>4 Oil 4SA each 8Cy. 260 × 320 geared to sc. shafts<br>6 400bhp (4 708kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 280kW 445V 60Hz a.c.<br>Fuel 10,0t (d.o.) 150,5t (i.f.o.)-13,0pd |
| 8831962<br>*BPGL*<br>Df Esd Gc<br>Pfd Rdr Rt | **ZHAN XIN**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **3 857**<br>2 006<br>1 100 | | **1983** Qiuxin Shipyard—Shanghai<br>106,67 - 3,800<br>97,00 15,80 7,70<br>2 dks | **TM Passenger/General Cargo**<br>1 Ho ER<br>G.818<br>1 Ha (stl) (5,7 × 5,4) ER | Chinese Std. Type<br>2 Oil 4SA each 6Cy. 430 × 820 reduced geared to sc. shafts<br>4 414kW (6 001bhp)<br>Hudong Shipyard<br>Gen 3 × 250kW 400V a.c. |
| 8831998<br>*BTQL*<br>Esd Pfd Rdr Rt | **ZHAN YOU 1**<br>**China Marine Bunker Supply Co. (Zhanjiang Branch)**<br>Zhanjiang/ Tsamkong China | **819**<br>335<br>1 000 | | **1974** Mawei Shipyard—Mawei<br>67,43 - 3,900<br>60,00 10,00 4,50<br>1 dk | **M Tanker** | Skoda<br>Oil 4SA 6Cy. 350 × 500<br>721kW (980bhp)<br>Skoda<br>Gen 2 × 90kW 400V a.c. |
| 8832007 | **ZHAN YOU 4**<br>**China Marine Bunker Supply Co. (Zhanjiang Branch)**<br>Zhanjiang/ Tsamkong China | **398**<br>222<br>500 | | **1980** Shantou Shipyard—Shantou<br>45,40 - 3,500<br>43,30 8,80 4,20<br>1 dk | **M Tanker** | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>441kW (600bhp)<br>Guangzhou Diesel Engine Factory Guangzhou/Can<br>Gen 2 × 64kW 400V a.c. |
| 8621642<br>*BXNI*<br>Df Rt | **ZHAN YOU 5**<br>ex Nan Hai 603-84<br>**China Marine Bunker Supply Co. (Zhanjiang Branch)**<br>Zhanjiang/ Tsamkong China | **789**<br>335<br>1 000 | | **1979** Xinzhongguo Shipyard—Guangzhou/Canton<br>67,42 - 4,000<br>60,00 10,02 4,50<br>1 dk | **M Tanker** | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>662kW (900bhp)<br>Shaanxi Diesel Engine Factory<br>Gen 2 × 90kW 400V a.c. |
| 8218550<br>*BOPS*<br>Df Esd Gc<br>Pfd Rdr Rt | **ZHANG HENG**<br>**Chinese-Polish Joint Stock Shipping Co. (Chinsko-Polskie Towarzystwo Okretowe S.A.)**<br>Shanghai China | T.Mk<br>**9 228**<br>5 382<br>—<br>**14 119**<br>8 401<br>16 078 | ZC | **1982** Shanghai Shipyard—Shanghai (115)<br>155,15 (BB) 23,04 —/9,351<br>145,27 23,00 14,00<br>P 31,7 F 26,0 3 dks | **M General Cargo**<br>Ref<br>Str. heavy cargoes<br>5 Ho ER<br>B.22 720 In.2 364<br>TEU 320<br>C.Ho 204/20' (40') C.Dk 116/20' (40')<br>9 Ha (stl) (8,4 17,6p&s 17,6p&s 14,4p&s 17,6p&s × 8,0) ER<br>Cr 2(25) 4(12,5) | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW)<br>Shanghai Diesel Engine Works<br>Gen 3 × 600kW 400V 50Hz a.c. |
| 7822213<br>*BOMN*<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ZHANG JIA KOU**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | **12 321**<br>5 159<br>13 996 | ZC<br>✠Classed LR until 9/82 | **1980**-12 Kawasaki Heavy Ind. Ltd.—Sakaide (1320)<br>176,98 (BB) 26,55 8,520<br>160,00 26,50 18,50<br>3 dks<br>rf 406 | **M RoRo Cargo**<br>Ice strengthened<br>Quarter stern door/ramp (s. a.)<br>L 36,00 W 8,00<br>Lane Length 2723 Cargo Width 8,00<br>Clear height 6,75<br>Mchy.aft<br>TEU 753 C. 753/20' | MAN<br>2 Oil sr geared to sc. shaft<br>15 825bhp (11 640kW)<br>(i) Oil 4SA 7Cy. 520 × 550<br>Kawasaki Heavy Ind. Ltd.<br>(ii) Oil 4SA 8Cy. 520 × 550<br>Kawasaki Heavy Ind. Ltd.<br>Gen 1 × 1120kW 2 × 1088kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| 7413749<br>*BOIX*<br>Df Esd Gc<br>Pfd Rdr RTv | **ZHAO YANG HAI**<br>ex Mericunda-78<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China<br>SatCom: 1570641/ZHYA | **17 960**<br>9 932<br>30 917 | ZC<br>✠Classed LR until 5/78 | **1977**-1 R.O. Brodogradiliste "3 Maj"—Rijeka (573)<br>196,60 (BB) 22,97 10,850<br>182,88 22,90 14,47<br>P 36,9 F 21,7 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 20,8 16,2 19,5 16,2 19,5 16,2 19,5 ER<br>G.40 292 B.33 017<br>7 Ha (stl) (each 15,0 × 12,5) ER<br>Cr 6(10) Der 1(5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>R.O. Tvornica Dizel Motora "3 Maj"<br>Gen 3 × 384kW 450V 60Hz a.c.<br>Fuel 163,0t (d.o.) 1 543,0t (hvf)-37,5pd |
| 8228438<br>*UHVH*<br>M-12781<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **ZHARKIY**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **448**<br>134<br>207 | RS | **1984** ..............U.S.S.R.<br>44,89 9,48 3,771<br>5,11<br>1 dk | **M Fishing**<br>Seiner | Oil<br>............. |
| 7041900<br>*UBLV*<br>M-24780<br>Rt | **ZHAVORONOK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **508**<br>174<br>300 | (RS) | **1960** VEB Volkswerft Stralsund—Stralsund<br>50,81 9,00 3,580<br>44,35 8,79 4,30<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.465<br>2 Ha (each 1,8 × 1,6) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 1 × 100kW 1 × 64kW 1 × 16kW 230V d.c.<br>Fuel (d.o.) |

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| **ZHDANOVSK**<br><br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**1 141**<br>349<br>545 | <br><br>RS | **1982** Baltiya Shipyard—Klaypeda<br>59,03 4,873<br>52,02 13,02 8,89<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | Skoda<br>Oil<br>2 200bhp (1 618kW)<br>CKD Praha Praha |
| **ZHE DAI 319**<br>ex Niugini Coast-86 ex Jotunheim-80<br>ex Mathilda-63<br>**Government of The People's Republic of China (Zhejiang Province Shipping Co. - Wenzhou Branch)**<br>China | T.Mk<br>**499**<br>250<br>1 000<br><br>**944**<br>547<br>— | (NV)<br><br>✠Classed LR until 1/64 | **1960**-10 Scheepswerf "Waterhuizen" N.V. J. Pattje —Waterhuizen (250)<br>66,73 10,06 3,639<br>60,74 10,01 5,06<br>3 dks<br>RW rf 51 deepened 71 | **M General Cargo**<br>Ice strengthened Side doors<br>1 Ho ER<br>G.2 087 B.1 902<br><br>2 Ha (8,2 × 6,0) (3,9 × 3,9) ER<br>2W Der 1(15) 1(4) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 116kW 1 × 80kW 220V 50Hz a.c.<br>Fuel 40,5t (d.o.) 12kn |
| **ZHE HAI 102**<br>ex Qian Shao 2<br>**Government of The People's Republic of China (Zhejiang Province Shipping Co. - Wenzhou Branch)**<br>Wenzhou China | **1 211**<br>507<br>1 250 | | **1956** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest<br>70,19 - 4,300<br>65,31 10,00 5,30<br>1 dk | **TM General Cargo**<br><br>3 Ho ER<br>G.1 665<br><br>3 Ha (stl) (7,0 8,0 7,0 × 4,0) ER<br>6W Der 6(5) | Chinese Std. Type 6350<br>2 Oil 4SA each 6Cy. 300 × 380<br>882kW (1 199bhp)<br>Shaanxi Diesel Engine Factory Xinping<br>Gen 1 × 64kW 1 × 48kW 230V a.c. |
| **ZHE HAI 103**<br>ex Qian Shao 3<br>**Government of The People's Republic of China (Zhejiang Province Shipping Co. - Wenzhou Branch)**<br>Wenzhou China | **1 211**<br>477<br>1 250 | | **1956** Angyalfold Shipyard, Hungarian Ship & Crane Works—Budapest<br>70,19 - 4,300<br>64,60 10,00 5,31<br>1 dk | **TM General Cargo**<br><br>3 Ho ER<br>G.1 665<br><br>3 Ha (stl) (7,0 8,0 7,0 × 4,0) ER<br>6W Der 6(5) | Chinese Std. Type 6350<br>2 Oil 4SA each 6Cy. 300 × 380<br>882kW (1 199bhp)<br>Shaanxi Diesel Engine Factory Xinping<br>Gen 1 × 64kW 1 × 48kW 230V a.c. |
| **ZHE HAI 104**<br>ex Qian Shao 4<br>**Government of The People's Republic of China (Zhejiang Province Shipping Co. - Wenzhou Branch)**<br>Wenzhou China | **852**<br>518<br>1 200 | | **1943** Kobe Motor Manufacturing Co.—Kobe<br>64,40 - —<br>61,98 9,45 5,45<br>1 dk | **M General Cargo** | Chinese Std. Type 6350<br>Oil 4SA 6Cy. 300 × 380<br>441kW (600bhp)<br>Shaanxi Diesel Engine Factory Xinping<br>Gen 1 × 64kW 1 × 48kW 230V a.c. |
| **ZHE HAI 111**<br><br>**Government of The People's Republic of China (Zhejiang Province Shipping Co. - Wenzhou Branch)**<br>Wenzhou China | **497**<br>278<br>586 | | **1981** Ningbo Shipyard—Ningbo<br>53,50 3,601<br>48,10 8,80 4,20<br>1 dk | **M General Cargo**<br><br>2 Ho<br>G.404 B.367<br><br>2 Ha (stl) (8,3 8,2 × 4,2) | Oil 4SA 6Cy. 300 × 380<br>400bhp (294kW)<br>Guangzhou Diesel Engine Factory<br>Guangzhou/Canton<br>Gen 2 × 50kW 400V 50Hz a.c.<br>11,25kn |
| **ZHE HAI 114**<br>ex Zhe Hai 109 ex Ou Jiang<br>**Government of The People's Republic of China (Zhejiang Province Shipping Co. - Wenzhou Branch)**<br>Wenzhou China | **2 686**<br>1 394<br>3 265 | | **1975** Zhonghua Shipyard—Shanghai<br>99,80 5,501<br>92,00 13,80 7,60<br>2 dks | **M General Cargo** | Oil |
| **ZHE HAI 115**<br><br>**Government of The People's Republic of China (Zhejiang Province Shipping Co. - Wenzhou Branch)**<br>Wenzhou China | **2 908**<br>1 628<br>3 200 | | **1983** Wuhu Shipyard—Wuhu<br>98,75 5,781<br>92,83 14,03 6,87<br>1 dk | **M General Cargo**<br><br>3 Ho<br><br>3 Ha (stl) (7,8 × 8,0) (11,7 11,7 × 9,5)<br>6W Der 6(3-5) | 2 Oil 4SA each 6Cy. 350 × 500<br>1 800bhp (1 324kW)<br>People's Republic of China<br>Gen 2 × 250kW 400V 50Hz a.c.<br>11,5kn |
| **ZHE HAI 116**<br><br>**Government of The People's Republic of China (Zhejiang Province Shipping Co. - Wenzhou Branch)**<br>Wenzhou China | **2 908**<br>1 628<br>3 800 | | **1983** Wuhu Shipyard—Wuhu<br>98,25 5,781<br>92,83 14,03 6,87<br>1 dk | **M General Cargo**<br><br>3 Ho<br><br>3 Ha (stl) (7,8 × 8,0) (11,7 11,7 × 9,5)<br>6W Der 6(3-5) | 2 Oil 4SA each 6Cy. 350 × 500<br>1 800bhp (1 324kW)<br>People's Republic of China |
| **ZHE HAI 117**<br><br>**Government of The People's Republic of China (Zhejiang Province Shipping Co. - Wenzhou Branch)**<br>Wenzhou China | **8 554**<br>4 791<br>10 300 | | **1983** Bohai Shipyard—Dalian/Dairen<br>139,10 6,800<br>130,00 21,00 10,70<br>1 dk | **M Bulk Carrier**<br><br>4 Ho ER<br><br>4 Ha (stl) (each 12,8 × 11,2) ER<br>8W Der 8(5-10) | Hudong<br>Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard Shanghai<br>Gen 2 × 250kW 400V 50Hz a.c.<br>11kn |
| **ZHE HAI 312**<br><br>**Government of The People's Republic of China (Zhejiang Province Shipping Co. - Haimen Branch)**<br>China | **3 347**<br>1 874<br>4 812 | | **1989** Wuhu Shipyard—Wuhu<br>106,55 - 5,800<br>99,93 14,00 7,80<br>1 dk | **TM Bulk Carrier**<br><br>2 Ho ER<br>G.4 906<br><br>2 Ha (stl) (each 22,1 × 9,5) ER | Chinese Std. Type 6300<br>2 Oil 4SA each 6Cy. 300 × 370<br>1 500kW (2 039bhp)<br>Yichang Marine Diesel Engine Plant Yichang<br>Gen 3 × 90kW 400V a.c.<br>12kn |
| **ZHE HAI 717**<br>ex Verena-85 ex Siti Mic-84<br>ex Kalimantan Satu-84 ex Sunglow-82<br>ex Lucid-78 ex Ursa No. 1-73<br>ex Ryusei Maru-73<br>**Government of The People's Republic of China (Zhejiang Province Shipping Co. - Zhou Shan Branch)**<br>Zhou Shan/ Ting Hai China | **4 065**<br>3 220<br>6 830 | <br><br>(NK) (ZC) | **1970** Shikoku Dockyard Co. Ltd.—Takamatsu (739)<br>110,50 17,05 6,881<br>101,50 17,00 8,40<br>P 28,4 F 11,6 1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.8 858 B.8 253<br><br>2 Ha (stl) (28,3T × 9,0) (28,4 × 10,5) ER<br>Der 4(21) | Mitsubishi<br>Oil 4SA 7Cy. 450 × 750<br>4 400bhp (3 236kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 160kW<br>Fuel 580,0t-14,5pd 12,75kn |
| **ZHE HAI 906**<br><br>**Government of The People's Republic of China (Zhejiang Province Shipping Co. - Wenzhou Branch)**<br>Wenzhou China | **276**<br>154<br>360 | | **1984** Wen Chou Shipyard—Wen Chou<br>38,55 - 3,000<br>35,00 7,40 3,50<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.421<br><br>1 Ha (stl) (14,4 × 3,6) ER | Chinese Std. Type 6160A<br>Oil 4SA 6Cy. 160 × 225 reduction geared to sc. shaft<br>136kW (185bhp)<br>Weifang Diesel Engine Factory Weifang<br>Gen 1 × 24kW 400V a.c.<br>9kn |
| **ZHE HAI 907**<br><br>**Government of The People's Republic of China (Zhejiang Province Shipping Co. - Wenzhou Branch)**<br>Wenzhou China | **276**<br>154<br>360 | | **1984** Wen Chou Shipyard—Wen Chou<br>38,55 - 3,000<br>35,00 7,40 3,50<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.421<br><br>1 Ha (stl) (14,4 × 3,6) ER | Chinese Std. Type 6160A<br>Oil 4SA 6Cy. 160 × 225 reduction geared to sc. shaft<br>136kW (185bhp)<br>Weifang Diesel Engine Factory Weifang<br>Gen 1 × 24kW 400V a.c.<br>9kn |
| **ZHE KUN**<br><br>**Zhejiang Ocean Shipping Company (COSCO ZHEJIANG)**<br>Wenzhou China | **3 986**<br>1 983<br>5 206 | <br><br>ZC | **1984** Wuchang Shipyard—Wuhan<br>104,26 6,500<br>99,00 16,00 9,00<br>2 dks | **M General Cargo** | Oil |

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| 8426937<br>*BLYS*<br>Df Esd Pfd<br>Rdr Rt | **ZHE LENG 1**<br>**The Merchant Refrigerating Shipping Co.**<br>Ningbo China | **791**<br>357<br>500 | | **1969** Hudong Shipyard—Shanghai<br>59,20 3,450<br>53,00 9,60 4,90<br>P 15,0 1 dk | **M Refrigerated Cargo**<br>2 Ho<br>In.940<br>2 Ha (stl) (each 4,2 × 2,8)<br>Cr 2(1,5) | Oil 4SA 6Cy. 350 × 500<br>900bhp (662kW)<br>Hongwei Machinery Factory<br>Gen 3 × 60kW 230V 50Hz a.c. |
| 8426901<br>*BKII*<br>Df Esd Gc<br>Pfd Rdr Rt | **ZHE LENG 2**<br>ex Bo Leng Er Hao<br>**The Merchant Refrigerating Shipping Co.**<br>Ningbo China | **999**<br>674<br>500 | ZC | **1979** Bohai Shipyard—Dalian/Dairen<br>66,75 3,950<br>61,50 11,50 6,50<br>P 22,9 1 dk | **M Refrigerated Cargo**<br>4 Ho<br>4 Ha (stl) (2,2 2,2 × 3,3) (1,2 1,2 × 1,9)<br>Cr 2(2) | Hudong<br>Oil 2SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 120kW 400V 50Hz a.c. |
| 7374979<br>*BLUT*<br>Df Esd Gc<br>Pfd Rdr Rt | **ZHE LENG 3**<br>**The Merchant Refrigerating Shipping Co.**<br>Ningbo China | **997**<br>531<br>1 000 | ZC (NK) | **1974** Nishii Dock Co. Ltd.—Ise (266)<br>71,40 11,03 4,350<br>64,00 11,00 5,50<br>P 14,1 1 dk | **M Refrigerated Cargo**<br>3 Ho ER<br>In.1 645<br>3 Ha (stl) (each 3,9 × 3,4) ER<br>6W Der 6(3) | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 300bhp (1 692kW)<br>Hanshin Nainenki Kogyo<br>Fuel 361,5t (d.o.)-9,5pd |
| 8426925<br>*BKIJ*<br>Df Esd Pfd<br>Rdr Rt | **ZHE LENG 4**<br>ex Bo Leng Yi Hao<br>**The Merchant Refrigerating Shipping Co.**<br>Ningbo China | **994**<br>674<br>500 | ZC | **1979** Bohai Shipyard—Dalian/Dairen<br>66,75 3,950<br>61,50 11,50 6,00<br>P 22,9 1 dk | **M Refrigerated Cargo**<br>4 Ho<br>In.1 665<br>4 Ha (stl) (2,2 2,2 2,2 × 3,3) (1,2 × 1,9)<br>Cr 2(2) | Hudong<br>Oil 2SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 120kW 400V 50Hz a.c. |
| 7374993<br>*BLVU*<br>Df Esd Gc<br>Pfd Rdr Rt | **ZHE LENG 5**<br>**The Merchant Refrigerating Shipping Co.**<br>Ningbo China | **998**<br>532<br>1 450 | ZC (NK) | **1974** Nishii Dock Co. Ltd.—Nansei (268)<br>71,40 11,03 4,350<br>64,00 11,00 5,50<br>P 14,1 1 dk | **M Refrigerated Cargo**<br>3 Ho ER<br>In.1 645<br>3 Ha (stl) (each 3,9 × 3,4) ER<br>6W Der 6(3) | Hanshin<br>Oil 4SA 6Cy. 380 × 580<br>2 300bhp (1 692kW)<br>Hanshin Nainenki Kogyo<br>Fuel 355,5t (d.o.)-7,0pd |
| 8426913<br>*BLBM*<br>Df Esd Pfd<br>Rdr Rt | **ZHE LENG 6**<br>**The Merchant Refrigerating Shipping Co.**<br>Ningbo China | **384**<br>136<br>243 | ZC | **1981** Kouan Shipyard—Jiangsu Province<br>49,90 2,950<br>45,00 8,50 4,15<br>P 13,2 1 dk | **M Refrigerated Cargo**<br>2 Ho<br>In.545<br>2 Ha (stl) (each 2,2 × 3,3)<br>Cr 2(2) | Oil 4SA 6Cy. 300 × 380<br>600bhp (441kW)<br>Guangzhou Diesel Engine Factory<br>Gen 2 × 75kW 400V 50Hz a.c. |
| 7118040<br>*BLTH*<br>Df Esd Gc<br>Rdr RTm/h/v | **ZHE LI**<br>ex Peter Wesch-86<br>**Zhejiang Ocean Shipping Company (COSCO ZHEJIANG)**<br>Ningbo China | T.Mk<br>**1 754**<br>1 046<br>3 440<br>**3 445**<br>2 135<br>5 460 | ZC (GL) | **1971** Gebr. Schuerenstedt KG. —Bardenfleth/Weser (1357)<br>105,94 (BB) 16,11 5,100/6,600<br>97,00 16,00 8,30<br>P 18,6 F 10,7 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 36,5 32,0 ER<br>G.7 872 B.7 334<br>TEU 186 C. 186/20' (40')<br>2 Ha (stl) (each 24,6 × 10,5) ER<br>4W Der 1(60) 1(30) 2(15) | MaK<br>Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 232kW 1 × 124kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 366,0t (d.o.)-15,0pd |
| 7012349<br>*BLTU*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **ZHE LU**<br>ex Eastern Splendor-90 ex Mar Bella-89<br>ex Isar-85<br>Launched as Cap Vincent<br>**Zhejiang Ocean Shipping Company (COSCO ZHEJIANG)**<br>Ningbo China | *4 889*<br>*3 202*<br>7 435 | **100A1** SS 5/89<br>strengthened for heavy cargoes<br>**LMC**<br>EL V 495,0/48,0U2<br>FN 2927<br>ZC (GL) | **1970** Schlichting-Werft G.m.b.H.—Travemuende (1368)<br>116,69 (BB) 17,25 6,509/7,503<br>107,96 17,20 9,91<br>F 9,2 2 dks<br>rf nil | **M General Cargo**<br>3 Ho 21,4 28,6 26,6 ER 3 TwD<br>G.10 660 B.10 012<br>TEU 226<br>C.Ho 134/20' (40') C.Dk 92/20' (40')<br>3 Ha (stl) (12,9 × 7,7) (19,5 19,5 × 10,5) ER<br>10W Der 2(60) 10(10) | MaK<br>Oil 4SA 8Cy. 450 × 550 with flexible couplings & sr geared to sc. shaft<br>2 942kW (4 000bhp)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 232kW 1 × 124kW 231/400V 50Hz a.c.<br>Fuel 68,0t (d.o.) 432,0t (hvf) |
| 8330839<br>*BLTG*<br>Df Esd Gc<br>Rdr Rt | **ZHE PENG**<br>**Zhejiang Ocean Shipping Company (COSCO ZHEJIANG)**<br>Ningbo China | **3 986**<br>1 983<br>— | ZC | **1984** Wuchang Shipyard—Wuhan<br>105,36 7,703<br>90,03 16,00 9,00 | **M General Cargo** | Hudong<br>Oil 2SA 6Cy. 430 × 820<br>2 207kW (3 000bhp)<br>Hudong Shipyard<br>Gen 3 × 200kW 400V a.c. |
| 6916093<br>*BIRD*<br>Df Esd Gc<br>Rdr Rt | **ZHE PING 8**<br>ex Kan 201-83 ex Yoshin Maru-73<br>**Pingyang County Shipping Co.**<br>Aojiang China | **1 256**<br>688<br>1 867 | (NK) | **1968** Watanabe Zosen K.K.—Hakata<br>70,21 10,44 4,979<br>65,49 10,42 5,49<br>P 15,0 F 6,8 1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 351 | Daihatsu<br>2 Oil 4SA each 6Cy. 260 × 320 geared to sc. shaft<br>1 500bhp (1 103kW)<br>Daihatsu Kogyo<br>Gen 1 × 64kW 225V a.c.<br>Fuel 218,5t-5,5pd |
| 8832461 | **ZHE PU 107**<br>**Zhejiang Putuo Sea Transportation Co.**<br>Shenjiamen China | **494**<br>229<br>510 | ZC | **1983** Jiang Zhou Shipyard—Rui Chang<br>53,56 3,400<br>48,49 8,80 4,20<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.819 B.750<br>2 Ha (stl) (each 8,1 × 4,2) ER | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Guangzhou Diesel Engine Factory<br>Gen 2 × 50kW 400V a.c. |
| 8832473<br>*BLZM*<br>Rt | **ZHE PU 108**<br>**Zhejiang Putuo Sea Transportation Co.**<br>Shenjiamen China | **494**<br>229<br>510 | ZC | **1983** Jiang Zhou Shipyard—Rui Chang<br>53,56 3,400<br>48,49 8,80 4,20<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.819 B.750<br>2 Ha (stl) (each 8,1 × 4,2) ER | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Guangzhou Diesel Engine Factory<br>Gen 2 × 50kW 400V a.c. |
| 8832447 | **ZHE SAN LENG 1**<br>**Sanmen Transport Co.**<br>Shanghai China | **702**<br>210<br>— | ZC | **1963** Hudong Shipyard—Shanghai<br>59,20 - —<br>53,00 9,60 5,70<br>1 dk | **M Refrigerated Cargo** | Skoda<br>Oil 4SA 6Cy. 350 × 500<br>441kW (600bhp)<br>Skoda<br>Gen 2 × 110kW 230V a.c. |
| 8832459<br>Df Esd Gc<br>Pfd Rdr Rt | **ZHE TUO 1**<br>ex Qian Shao 20<br>**Government of The People's Republic of China (Zhejiang Province Shipping Co. - Wenzhou Branch)**<br>Wenzhou China | **483**<br>—<br>— | | **1958** Dalian Shipyard—Dalian/Dairen<br>44,80 4,100<br>42,00 9,43 5,00<br>1 dk | **TM Tug** | Skoda<br>2 Oil 4SA each 6Cy. 350 × 500<br>Shaanxi Diesel Engine Factory<br>Gen 2 × 90kW 400V a.c. |
| 7229772<br>*BLTT*<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **ZHE YAN**<br>ex Azul-89 ex Mar Azul-89<br>ex Rosa Roth-85 ex Cape Breton-78<br>ex Sandhorn-73<br>**Zhejiang Ocean Shipping Company (COSCO ZHEJIANG)**<br>Ningbo China | *6 266*<br>*4 140*<br>9 450 | ZC (GL)<br>✠Classed LR until 1/8/89 | **1973** Werft Nobiskrug G.m.b.H.—Rendsburg (676)<br>147,70 (BB) 17,35 7,680<br>132,67 17,20 10,31<br>F 20,2 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>3 Ho ER 3 TwD<br>G.13 879 B.12 879<br>TEU 264<br>C.Ho 156/20' (40') C.Dk 108/20' (40')<br>3 Ha (stl) (19,5 25,9 19,5 × 10,5) ER<br>Cr 2(25) 2(12) | MaK<br>Vee Oil 4SA 12Cy. 450 × 550 sr geared to sc. shaft<br>4 046kW (5 501bhp)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 284kW 1 × 180kW 400V 50Hz a.c.<br>Fuel 100,0t (d.o.) 550,0t (hvf)-20,5pd |
| 8833623<br>*BLBW*<br>Esd Rdr Rt | **ZHE YONG 9**<br>**Ningbo Waihai Navigation Co.**<br>Ningbo China | **342**<br>291<br>513 | | **1988** Ningbo Shipyard—Ningbo<br>45,50 3,200<br>- 8,00 3,70<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.661 B.595<br>2 Ha (stl) (each 8,2 × 4,0) ER | Chinese Std. Type<br>Oil 4SA 6Cy. 250 × 300<br>221kW (300bhp)<br>Hongyan Works Chongqing<br>Gen 2 × 24kW 400V a.c. |

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| 833635<br>Rdr | **ZHE YU 5**<br>**Yuhuan Shipping Co.**<br>Taizhou, China<br>Zhejiang Province | **373**<br>208<br>480 | **1989** .............People's Republic of China<br>48,00 - 3,200<br>43,75 8,00 3,70<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.674 B.613<br>2 Ha (stl) (each 8,8 × 3,9) ER | Chinese Std. Type 6250<br>Oil 4SA 6Cy. 250 × 300<br>221kW (300bhp)<br>Hongyan Works Chongqing, Sichuan<br>Gen 2 × 24kW 400V a.c.<br>9,3kn |
| 833685<br>BXH<br>Esd Rdr<br>R | **ZHE YU 601**<br>ex Dong Yu 2013-88<br>**Zhoushan No. 2 Ocean Fishing Shipping Co.**<br>Ningbo China | **270**<br>81<br>— | **1987** Ningbo Shipyard—Ningbo<br>43,50 - —<br>ZC 37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type 6300<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Ningbo Engine Works Ningbo<br>Gen 2 × 64kW 400V a.c.<br>12kn |
| 833697<br>Esd Rdr | **ZHE YU 602**<br>ex Dong Yu 2014-88<br>**Zhoushan No. 2 Ocean Fishing Shipping Co.**<br>Ningbo China | **270**<br>81<br>— | **1987** Ningbo Shipyard—Ningbo<br>43,50 - —<br>ZC 37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type 6300<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Ningbo Engine Works Ningbo<br>Gen 2 × 64kW 400V a.c.<br>12kn |
| 832148<br>BXW<br>Esd Rdr Rt | **ZHE YU 603**<br>ex Dong Yu 2015-88<br>**Zhoushan No. 2 Ocean Fishing Shipping Co.**<br>Ningbo China | **270**<br>81<br>— | **1987** Dalian Fishing—Dalian<br>43,50 - —<br>ZC 37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Dalian Fishing Dalian<br>Gen 2 × 90kW 400V a.c.<br>12kn |
| 832150<br>Esd Rdr Rt | **ZHE YU 604**<br>ex Dong Yu 2016-88<br>**Zhoushan No. 2 Ocean Fishing Shipping Co.**<br>Ningbo China | **270**<br>81<br>— | **1987** Dalian Fishing—Dalian<br>43,50 - —<br>ZC 37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Dalian Fishing Dalian<br>Gen 2 × 90kW 400V a.c.<br>12kn |
| 832162<br>BKDH<br>Esd Rdr<br>R | **ZHE YU 605**<br>ex Ning Yu 705-88<br>**Ningbo Marine Fishery Co.**<br>Ningbo China | **270**<br>81<br>— | **1987** Ningbo Shipyard—Ningbo<br>43,50 - —<br>ZC 37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type 6300<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Ningbo Engine Works Ningbo<br>Gen 2 × 64kW 400V a.c.<br>12kn |
| 832174<br>Esd Rdr | **ZHE YU 606**<br>ex Ning Yu 706-88<br>**Ningbo Marine Fishery Co.**<br>Ningbo China | **270**<br>81<br>— | **1987** Ningbo Shipyard—Ningbo<br>43,50 - —<br>ZC 37,00 7,60 3,80<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type 6300<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Ningbo Engine Works Ningbo<br>Gen 2 × 64kW 400V a.c.<br>12kn |
| 430797<br>EDRJ<br>432720<br>Esd Gc<br>Rdr Rt | **ZHELEZNOGORSK**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 182 | **1974** .............U.S.S.R.<br>83,90 14,03 5,719<br>RS 9,99<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>B.314 In.1 765 L.14<br>3 Ha (stl) (2,1 × 2,1) (2,5 × 2,5) (2,1 × 2,1)<br>Der 4(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>CKD Praha Praha<br>12,25kn |
| 927444<br>UDUG<br>29023<br>R | **ZHELEZNYAKOV**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | **775**<br>277<br>341 | **1967** .............U.S.S.R.<br>54,82 9,89 4,080<br>RS 49,99 5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.382<br>3 Ha (each 1,5 × 1,6) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 723738<br>SXX<br>30383<br>Esd Gc<br>Rdr Rt | **ZHEMAYTIYA**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**2 177**<br>746<br>1 139 | **1970** VEB Volkswerft Stralsund—Stralsund (292)<br>82,00 13,64 5,201<br>RS 73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 075<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 722109<br>YDL<br>42880<br>R | **ZHEMCHUG**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | *738*<br>*221*<br>329 | **1988** .............U.S.S.R.<br>53,70 - 4,400<br>RS 47,92 10,71 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice Strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 300kW a.c. 3 × 150kW a.c.<br>Controllable pitch propeller |
| 729456<br>BGZ<br>42919<br>Esd Rdr Rt | **ZHEMCHUZHINA**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Murmansk) (U.S.S.R.) | *723*<br>*216*<br>414 | **1989** .............U.S.S.R.<br>54,84 - 4,141<br>RS 50,32 10,16 5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.412 | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 158bhp (852kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 160kW a.c.<br>Controllable pitch propeller<br>12kn |
| 712236<br>JEN<br>31264<br>Esd Gc<br>Rdr RTv | **ZHEMCHUZHNYY BEREG**<br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**8 324**<br>4 201<br>9 228 | **1977** VEB Mathias-Thesen-Werft—Wismar (208)<br>152,23 22,23 7,790<br>RS 141,99 22,20 13,62<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>6 Ho ER<br>G.1 876 In.13 000<br>6 Ha (stl) (2,5 2,5 6,0 6,0 6,0 6,0 × 4,0) ER<br>11W Der 2(10) 7(5) | MAN K9Z60/105E<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>VEB Maschinenbau Halberstadt Halberstadt<br>17,5kn |
| 811911 | **ZHEN DIAN 9**<br>China | **1 000**<br>—<br>1 596 | **1990** Zhonghua Shipyard—Shanghai<br>... ... ...<br>... ... ... | **M General Cargo** | Chinese Std. Type 6350<br>Oil 4SA 6Cy. 300 × 380<br>1 000kW (1 360bhp)<br>Yichang Marine Diesel Engine Plant Yichang |
| 409367<br>PMA | **ZHEN FEN 1**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **13 927**<br>6 684<br>21 101<br>T/cm<br>9,5 | **1984** Jiangnan Shipyard—Shanghai (2147)<br>164,90 9,500<br>ZC 156,00 22,86 13,45<br>F 15,9 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.25 564<br>5 Ha (stl) (15,0 × 11,3) (15,0 15,0 15,0 15,0 × 13,0) ER | Sulzer 5RND68M<br>Oil 2SA 5Cy. 680 × 1250<br>6 620kW (9 000bhp)<br>Sulzer Diesel Ltd. Winterthur<br>Gen 3 × 425kW 390V a.c.<br>14kn |
| 415005<br>PMB | **ZHEN FEN 2**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **13 927**<br>6 684<br>21 101<br>T/cm<br>9,5 | **1984** Jiangnan Shipyard—Shanghai (2148)<br>164,90 9,500<br>156,00 22,86 13,45<br>F 15,9 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.25 564<br>5 Ha (stl) (15,0 × 11,3) (15,0 15,0 15,0 15,0 × 13,0) ER | Sulzer 5RND68M<br>Oil 2SA 5Cy. 680 × 1250<br>6 620kW (9 000bhp)<br>Sulzer Diesel Ltd. Winterthur<br>Gen 3 × 425kW 390V a.c.<br>14kn |

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| **8415029**<br>*BPMC* | **ZHEN FEN 3**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **13 927**<br>6 684<br>21 121<br>T/cm<br>9,5 | ZC | **1984** Jiangnan Shipyard—Shanghai (2149)<br>164,90 9,500<br>156,00 22,86 13,45<br>F 15,9 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.25 564<br>5 Ha (stl) (15,0 × 11,3) (15,0 15,0 15,0 15,0 × 13,0) ER | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>6 620kW (9 000bhp)<br>Sulzer Diesel Ltd.<br>Gen 3 × 425kW 390V a.c. | 5RND68M<br>Winterthur<br>14kn |
| **8415017**<br>*BPMD*<br>Df Gc Rdr Rt | **ZHEN FEN 4**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **13 927**<br>6 684<br>21 101<br>T/cm<br>9,5 | ZC | **1985** Jiangnan Shipyard—Shanghai<br>164,90 9,454<br>156,00 22,86 13,45<br>F 15,9 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.25 564<br>5 Ha (stl) (15,0 × 11,3) (15,0 15,0 15,0 15,0 × 13,0) ER | Sulzer<br>Oil 2SA 5Cy. 680 × 1250<br>6 620kW (9 000bhp)<br>Sulzer Diesel Ltd.<br>Gen 3 × 368kW 440V a.c. | 5RND68M<br>Winterthur<br>14kn |
| **8400701**<br>*BPME*<br>Df Esd Gc<br>Pfd Rdr Rt | **ZHEN FEN 5**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **12 827**<br>6 980<br>20 420<br>T/cm<br>9,5 | ZC | **1984** Shanghai Shipyard—Shanghai (122)<br>164,00 9,800<br>154,00 22,00 13,40<br>F 15,9 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.25 374<br>5 Ha (stl) (12,6 × 11,2) (14,0 14,0 14,0 14,0 × 12,8) ER | Sulzer<br>Oil 2SA 6Cy. 560 × 1150<br>6 620kW (9 000bhp)<br>Shanghai Diesel Engine Works<br>Gen 3 × 388kW 400V a.c. | 6RLB56<br>Shangha<br>15kn |
| **8400713**<br>*BPMF*<br>Df Esd Gc<br>Pfd Rdr Rt | **ZHEN FEN 6**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **12 827**<br>6 980<br>20 420<br>T/cm<br>9,5 | ZC | **1984** Shanghai Shipyard—Shanghai (123)<br>164,00 9,800<br>154,00 22,00 13,45<br>F 15,9 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.25 374<br>5 Ha (stl) (12,6 × 11,2) (14,0 14,0 14,0 14,0 × 12,8) ER | Sulzer<br>Oil 2SA 6Cy. 560 × 1150<br>6 620kW (9 000bhp)<br>Shanghai Diesel Engine Works<br>Gen 3 × 388kW 400V a.c. | 6RLB56<br>Shangha<br>15kn |
| **8400725**<br>*BPMG* | **ZHEN FEN 7**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **12 827**<br>6 980<br>20 420<br>T/cm<br>9,5 | (ZC) | **1985** Shanghai Shipyard—Shanghai (125)<br>164,00 9,800<br>154,00 22,00 13,45<br>F 15,9 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.25 564<br>5 Ha (stl) (12,6 × 11,2) (14,0 14,0 14,0 14,0 × 12,8) ER | Sulzer<br>Oil 2SA 6Cy. 560 × 1150<br>6 620kW (9 000bhp)<br>Shanghai Diesel Engine Works<br>Gen 3 × 388kW 400V a.c. | 6RLB56<br>Shangha<br>15kn |
| **8400737**<br>*BPMH* | **ZHEN FEN 8**<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Shanghai Branch)**<br>Shanghai China | **12 827**<br>6 980<br>20 420<br>T/cm<br>9,5 | (ZC) | **1985** Shanghai Shipyard—Shanghai (124)<br>164,00 9,800<br>154,00 22,00 13,45<br>F 15,9 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.25 564<br>5 Ha (stl) (12,6 × 11,2) (14,0 14,0 14,0 14,0 × 12,8) ER | Sulzer<br>Oil 2SA 6Cy. 560 × 1150<br>6 620kW (9 000bhp)<br>Shanghai Diesel Engine Works<br>Gen 3 × 388kW 400V a.c. | 6RLB56<br>Shangha<br>15kn |
| **8400749**<br>*BPMI*<br>Df Esd Gc<br>Rdr Rt | **ZHEN FEN 9**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **12 827**<br>6 980<br>20 420<br>T/cm<br>9,5 | ZC | **1985** Shanghai Shipyard—Shanghai (126)<br>164,00 9,800<br>154,00 22,00 13,00<br>F 15,9 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.25 564<br>5 Ha (stl) (12,6 × 11,2) (14,0 14,0 14,0 14,0 × 12,8) ER | Sulzer<br>Oil 2SA 6Cy. 560 × 1150<br>6 620kW (9 000bhp)<br>Shanghai Diesel Engine Works<br>Gen 3 × 388kW 400V a.c. | 6RLB56<br>Shangha<br>15kn |
| **8407682**<br>*BPMJ* | **ZHEN FEN 10**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **12 827**<br>6 980<br>20 420<br>T/cm<br>9,5 | ZC | **1985** Shanghai Shipyard—Shanghai (127)<br>164,00 9,800<br>154,00 22,00 13,45<br>F 15,9 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.25 564<br>5 Ha (stl) (12,6 × 11,2) (14,0 14,0 14,0 14,0 × 12,8) ER | Sulzer<br>Oil 2SA 6Cy. 560 × 1150<br>6 620kW (9 000bhp)<br>Shanghai Diesel Engine Works<br>Gen 3 × 388kW 400V a.c. | 6RLB56<br>Shangha<br>15kn |
| **8415110**<br>*BPMK*<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **ZHEN FEN 11**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | *12 534*<br>*6 780*<br>18 183<br>T/cm<br>9,5 | ZC | **1985** Xingang Shipyard—Tianjin/Tientsin (251)<br>164,00 9,480<br>154,00 22,00 13,45<br>F 15,9 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.25 564<br>5 Ha (stl) (12,6 × 11,2) (14,0 14,0 14,0 14,0 × 12,8) ER | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Shanghai Diesel Engine Works<br>Gen 3 × 312kW 400V 50Hz a.c. | 6RD68<br>Shangha<br>15kn |
| **8415122**<br>*BPML*<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **ZHEN FEN 12**<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | *12 534*<br>*6 980*<br>18 183<br>T/cm<br>9,5 | ZC | **1985** Xingang Shipyard—Tianjin/Tientsin (252)<br>164,00 9,800<br>154,00 22,00 13,45<br>F 15,9 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.25 564<br>5 Ha (stl) (12,6 × 11,2) (14,0 14,0 14,0 14,0 × 12,8) ER | Sulzer<br>Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Shanghai Diesel Engine Works<br>Gen 3 × 485kW 400V 50Hz a.c. | 6RD68<br>Shangha<br>15kn |
| **5403154**<br>*BOIW*<br>Df Esd Gc<br>Pfd Rdr Rt | **ZHEN HAI**<br>ex Timor Sea-74 ex Destrehan-72<br>**Qingdao Ocean Shipping Company (COSCO QINGDAO)**<br>Qingdao/Tsingtao China | **15 468**<br>9 979<br>23 426 | (ZC)<br>✠Classed LR until 23/8/74 | **1963**-2 Ch. de l'Atlantique—St. Nazaire (X21)<br>178,24 22,84 10,030<br>168,81 22,76 13,49<br>P 32,7 F 13,5 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 21,9 20,6 20,6 20,6 20,6 20,1 ER<br>G.33 910<br>6 Ha (stl) (13,8 13,8 13,8 13,8 13,8 × 8,9) (13,4 × 10,9) ER<br>12W Der 12(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Ch. de l'Atlantique<br>Gen 3 × 264kW 440V 60Hz a.c.<br>Fuel 110,0t (d.o.) 1 900,0t (hvf)-28,5pd | 6-74VT2BF-160<br>St Nazaire<br>13kn |
| **7212626**<br>Rdr | **ZHEN HUA 1**<br>ex Eitoku Maru No. 3-85<br>**China Ocean Shipping Co. (COSCO)**<br>China | **199**<br>107<br>519 | | **1971** Sasaki Zosen K.K.—Kinoe (224)<br>41,86 7,52 3,302<br>38,00 7,50 3,51<br>1 dk | **M General Cargo**<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>720bhp (530kW)<br>Niigata Eng. Co. Ltd. | Toky |
| **6609559**<br>*BOCL*<br>Df Esd Gc<br>Pfd Rdr Rt | **ZHEN JIANG**<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**7 725**<br>4 399<br>—<br>**10 834**<br>6 385<br>15 688 | ZC<br>✠Classed LR until 5/68 | **1966**-6 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (252)<br>158,10 20,68 8,484/9,392<br>145,06 20,60 12,60<br>RAD 7,7 F 14,1 1 dk<br>RW rf nil | **M General Cargo**<br>3 Ho ER 2 Ho<br>G.22 031 B.20 638<br>5 Ha (stl) (9,4 14,2 10,3 × 7,3) ER (14,3 11,1 × 7,3)<br>14W Der 1(50) 4(8) 10(5) | B&W<br>Oil 2SA 7Cy. 620 × 1400<br>7 650bhp (5 627kW)<br>Soc. des Forges & At. du Creusot<br>Gen 3 × 300kW 400V 50Hz a.c. | 7-62VT2BF-140<br>Le Creus<br>15kn |
| **7025334**<br>*BWCE*<br>Df Esd Rdr<br>RTm/v | **ZHEN JIANG**<br>ex Mercs Matara-88 ex Matara-84<br>ex Ranate II-84 ex Renate-81<br>**Xiamen Lutong Shipping Co.**<br>Xiamen/Amoy China | T.Mk<br>**447**<br>259<br>993 | GL | **1970** Handel & Schpsb. Mij. Kramer & Booy N.V. —Kootstertille (162)<br>57,16 10,06 3,680<br>51,62 10,00 6,25<br>2 dks | **M General Cargo**<br>Pallets<br>Ice strengthened<br>1 Ho 35,5<br>G.1 941 B.1 827<br>TEU 36 C. 36/20'<br>1 Ha (stl) (24,9 × 7,7)<br>2W Der 1(5) 1(3) | MWM<br>Oil 4SA 8Cy. 230 × 270 reverse reduction geared to sc. shaft<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 38kW 380V 50Hz a.c.<br>Fuel 75,0t (d.o.) | TBD440-8<br>Mannheim<br>11kn |
| **5416204**<br>*BPFM*<br>Df Esd Gc<br>Pfd Rdr Rt | **ZHEN XING**<br>ex Yi Xing-82 ex Konopnicka-79<br>**Shanghai Hai Xing Shipping Co. Ltd.**<br>Shanghai China | **9 107**<br>5 018<br>11 895 | ZC (PR) | Lch. **1961** Cmpl. **1963** Stocznia Gdanska im. Lenina—Gdansk (B54/24)<br>153,88 19,44 9,024<br>141,90 19,40 12,55<br>F 25,0 2 dks<br>RW | **M General Cargo** CSD<br>Ref<br>Ice strengthened<br>3 Ho ER 1 Ho<br>G.18 573 B.16 791 In.1 039<br>5 Ha (7,4 12,1 12,2 × 6,4) ER (8,3 11,5 × 6,4)<br>16W Der 1(50) 1(25) 1(10) 14(5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW)<br>H. Cegielski<br>Gen 4 × 250kW 220V d.c.<br>Fuel 1 670,5t (d.o.) | 6RND76<br>Pozna<br>16kn |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 843927 | **ZHEN XING HU** | **363** | | **1990** Wavemaster International Pty. Ltd.—Willetton, | **TM Ferry** | M.T.U. | 16V396TB83 |
| ICA | | 108 | | W.A. | Twin Hull | 2 Vee Oil 4SA each 16Cy. 165 × 185 | |
| | **Government of The People's** | 39 | ZC | 36,52 - 1,190 | | 2 148kW (2 920bhp) | |
| Esd Gc | **Republic of China (The Joint** | | | 31,99 9,80 3,70 | | M.T.U. Friedrichshafen GmbH | Friedrichshafen |
| dr RTv | **Passenger Transportation Co. of** | | | 1 dk | | Gen 2 × 80kW 380V a.c. | |
| | **Jiangmen & Hongkong Macau)** | | | | | | 30kn |
| | Jiangmen China | | | | | | |
| 500865 | **ZHEN YANG** | T.Mk | | **1977** Soc. Met. Duro Felguera—Gijon (138) | **M General Cargo** | Deutz | RBV8M358 |
| ECJ8 | ex Tulip B-90 ex Marja B-89 | **1 337** | | 94,47 14,64 4,980/6,190 | Ice strengthened | Oil 4SA 8Cy. 400 × 580 | |
| 949-HK-F | ex Fenera-86 ex Eco Ana-82 | 908 | GL JR ZC | 87,03 14,61 7,80 | 2 Ho 31,4 32,7 ER | 2 700bhp (1 986kW) | |
| Esd Gc | | 2 904 | | P 12,8 F 6,8 2 dks | G.6 265 B.5 846 | Hijos de J. Barreras S.A. | Vigo |
| dr RTv | Panama Panama | | | | TEU 118 C. 118/20' | Gen 3 × 200kW 220/380V 50Hz a.c. | |
| atNav | | **2 662** | | | 2 Ha (stl) (each 25,2 × 10,3) ER | Fuel 88,0t (d.o.) 312,0t (hvf)-8,0pd | 11,5kn |
| | | 1 828 | | | 8W Der 4(5) | | |
| | | 4 223 | | | | | |
| 300066 | **ZHEN ZHU MEI** | **7 669** | | **1984** Hudong Shipyard—Shanghai (1138) | **M Passenger/General Cargo** | Hudong | 9ESDZ43/82B |
| RRG | | 3 847 | | 138,00 6,001 | | Oil 2SA 9Cy. 430 × 820 | |
| | **Government of The People's** | 3 019 | | 124,00 17,60 8,40 | | 9 000bhp (6 620kW) | |
| Esd Gc | **Republic of China (Bureau of** | | | 2 dks | | Hudong Shipyard | Shanghai |
| dr Rt | **Maritime Transport** | | | | | | |
| | **Administration - Guangzhou** | | | | | | |
| | **Branch)** | | | | | | |
| | Guangzhou/Canton China | | | | | | |
| 384742 | **ZHENG HE** | **5 863** | | **1974** Stocznia Szczecinska im. A. Warskiego | **M General Cargo/ Training Ship** | Sulzer | 5RND68 |
| 8DT6 | ex Kapitan Ledochowski-89 | 2 347 | | —Szczecin (B80/11) | Ref | Oil 2SA 5Cy. 680 × 1250 | |
| 067 | **DMU Shipping Ltd.** | 5 510 | ZC (PR) | 121,93 17,02 7,360 | Ice strengthened | 5 500bhp (4 046kW) | |
| Esd Gc | Kingstown St. Vincent and | | | 112,00 17,00 9,90 | 3 Ho 15,7 15,7 -DTp&s ER 13,7 | H. Cegielski | Poznan |
| dr RTv | the Grenadines | | | 2 dks | G.5 857 B.5 491 | Gen 4 × 320kW 2 × 200kW 1 × 72kW | |
| atCom | | | | | 5 Ha (stl) (7,4 × 4,9) (8,9 × 8,0) (1,9p&s | 400V 50Hz a.c. | |
| MVER | | | | | × 3,8) ER (8,8 × 3,8) | Fuel (hvf) | 16kn |
| | | | | | Der 1(30) 1(10) 2(5) | | |
| 944308 | **ZHENG YANG** | T.Mk | | **1980** Guangzhou Shipyard—Guangzhou/Canton | **M General Cargo** | Sulzer | 6RND76 |
| OKQ | | **6 893** | | 161,25 —/9,530 | | Oil 2SA 6Cy. 760 × 1550 | |
| | **Guangzhou Ocean Shipping** | 3 677 | ZC | 147,00 20,40 12,40 | 4 Ho ER 1 Ho | 12 000bhp (8 827kW) | |
| Esd Gc | **Company (COSCO GUANGZHOU)** | — | | B 25,0 F 33,6 2 dks | G.19 943 B.17 886 | H. Cegielski | Poznan |
| d Rdr RTv | Guangzhou/Canton China | | | | | Gen 3 × 400kW 400V 50Hz a.c. | |
| | SatCom: 1570457/ZHYA | **9 925** | | | 5 Ha (stl) (7,7 × 6,0) (12,7 15,0 12,7 × | | 17,5kn |
| | | 5 504 | | | 8,0) ER (9,0 × 8,0) | | |
| | | 14 270 | | | 17W Der 1(60) 6(10) 10(5) | | |
| 942609 | **ZHENG ZHOU** | **16 499** | | **1972** Hudong Shipyard—Shanghai | **M Bulk Carrier** | Hudong | |
| PJU | | 8 604 | | 185,50 (BB) 10,330 | | Oil 2SA 6Cy. 750 × 1600 | |
| | **Government of The People's** | 26 010 | (ZC) | 176,00 23,20 14,20 | 6 Ho ER | 12 000bhp (8 827kW) | |
| Esd Gc | **Republic of China (Bureau of** | | | P 39,4 F 12,2 1 dk | G.31 169 B.30 968 | Hudong Shipyard | Shanghai |
| d Rdr Rt | **Maritime Transport** | | | | | Gen 3 × 250kW 400V 50Hz a.c. | |
| | **Administration - Shanghai** | | | | 6 Ha (stl) (each 10,2 × 11,6) ER | | 15kn |
| | **Branch)** | | | | Cr 6(5) | | |
| | Shanghai China | | | | | | |
| 828088 | **ZHI HAI** | **15 353** | | **1968** Mitsui SB. & Eng. Co. Ltd.—Osaka (138) | **M Bulk Carrier** | Sulzer | 7RND76 |
| OIH | ex Aurora II-76 | 9 771 | | 176,60 23,27 9,030 | Str. heavy cargoes | Oil 2SA 7Cy. 760 × 1550 | |
| | **Qingdao Ocean Shipping Company** | 25 934 | ZC (AB) | 168,00 23,21 13,95 | 6 Ho ER | 11 200bhp (8 238kW) | |
| Esd Gc | **(COSCO QINGDAO)** | T/cm | | P 33,0 F 12,2 1 dk | G.33 839 B.29 818 | Uraga Heavy Industries Ltd. | Tamashima |
| d Rdr Rt | Qingdao/Tsingtao China | 35,0 | | rf 102 | | Gen 3 × 328kW 450V 60Hz a.c. | |
| | | | | | 6 Ha (stl) (8,2 × 9,0) (12,3 12,8 12,8 12,8 | Fuel 144,0t (d.o.) 1 673,0t (hvf)-34,5pd | 13,5kn |
| | | | | | 12,8 × 10,0) ER | | |
| | | | | | Der 4(10) 8(5) | | |
| 122158 | **ZHI JIANG KOU** | **5 986** | ZC | **1979**-12 Kawasaki Heavy Ind. Ltd.—Sakaide | **M RoRo Cargo** | MAN | 10V52/55A |
| 0TB | | 1 793 | | (1314) | Ice strengthened | Vee Oil 4SA 10Cy. 520 × 550 sr geared to sc. | |
| | **Shanghai Ocean Shipping Company** | 7 374 | ✠Classed LR until | 146,55 (BB) 22,64 6,820 | Quarter stern door/ramp (a) | shaft | |
| Esd Gc | **(COSCO SHANGHAI)** | | 18/12/81 | 130,00 22,60 14,20 | L 32,00 W 7,50 SWL 100 | 10 550bhp (7 760kW) | |
| d Rdr Rt | Shanghai China | | | 2 dks | Lane Length 1374 Cargo Width 7,50 | Kawasaki Heavy Ind. Ltd. | Kobe |
| | | | | rf 152 | Clear height 6,75 | Gen 1 × 740kW 2 × 720kW 390V 50Hz a.c. | |
| | | | | | Cars 550 | Controllable pitch propeller | |
| | | | | | 1 Ho 74,6 | Thw. thrust propeller fwd | |
| | | | | | B.18 900 | Fuel 126,0t (d.o.) 644,0t (hvf)-35,0pd | 19kn |
| | | | | | TEU 435 | | |
| | | | | | C.Ho 33/20' C.Ro/ro Dk 212/20' C.Dk. | | |
| | | | | | 190/20' | | |
| 307350 | **ZHI LUO LAN** | **12 470** | | **1962** Mitsubishi Heavy Ind. Reorganised Ltd. | **M Passenger/General Cargo** | Mitsubishi | 7UEC75/150 |
| RRB | ex Sakura-82 ex Sakura Maru-71 | 7 266 | | —Kobe (933) | 948P | Oil 2SA 7Cy. 750 × 1500 | |
| | **Government of The People's** | 7 473 | (NK) | 157,03 21,06 7,581 | 4 Ho ER | 9 800bhp (7 208kW) | |
| Esd Gc | **Republic of China (Bureau of** | | | 144,99 21,01 11,89 | G.12 453 B.11 379 | Mitsubishi Zosen K.K. | Nagasaki |
| d Rdr Rt | **Maritime Transport** | | | 3 dks, pt 4th dk | | Gen 4 × 400kW 450V a.c. | |
| | **Administration - Guangzhou** | | | RW | 4 Ha (6,1 × 4,9) (12,3 7,9 11,9 × 5,7) ER | Fuel 1 585,0t-37,5pd | 17kn |
| | **Branch)** | | | | Der 2(15) 2(10) 4(5) | | |
| | Guangzhou/Canton China | | | | | | |
| 522103 | **ZHI SHAN 1** | **499** | | **1965** Yamanishi Zosen K.K.—Ishinomaki (469) | **M General Cargo** | Akasaka | |
| WJA | ex Hansom I ex Kaiju Maru No. 8-81 | 270 | | 54,31 8,67 3,901 | | Oil 4SA 6Cy. 300 × 440 | |
| dr Rt | ex Ishinomaki Maru No. 5 | 843 | | 49,00 8,62 4,32 | 1 Ho ER | 850bhp (625kW) | |
| | **Longxi District Shippping Co.** | | | 1 dk | G.1 087 B.973 | Akasaka Tekkosho K.K., (Akasaka Diesels | |
| | Xiamen/Amoy China | | | RW | | Ltd.) | Yaizu |
| | | | | | 1 Ha (25,3 × 4,8) ER | Gen 1 × 24kW 1 × 12kW | |
| | | | | | 4W Der 2(5) | Fuel 51,0t-2,5pd | 11kn |
| 741132 | **ZHI SHAN 1** | T.Mk | | **1971** Handel & Schpsb. Mij. Kramer & Booy N.V. | **M General Cargo** | MWM | |
| | ex Lavinia-86 ex Gisela-83 | **448** | | —Kootstertille (168) | Ice strengthened | Oil 4SA 8Cy. 230 × 270 | |
| | **Zhangzhou Shipping Co.** | 261 | ZC (GL) | 57,31 10,09 3,911 | 1 Ho 34,1 ER | 900bhp (662kW) | |
| Esd Rdr | Xiamen/Amoy China | 1 044 | | 51,62 10,00 6,25 | G.1 941 B.1 827 | Motorenw. Mannheim A.G. (MWM) | Mannheim |
| m/h/v | | | | P 10,1 2 dks | | Gen 3 × 36kW 220/380V 50Hz a.c. | |
| | | | | | 1 Ha (stl) (24,9 × 7,7) ER | Fuel (d.o.) | 11kn |
| | | | | | 2W Der 1(5) 1(3) | | |
| 832241 | **ZHI SHAN 3** | **405** | | **1977** Guangzhou Shipyard—Guangzhou/Canton | **M General Cargo** | Chinese Std. Type | 6300 |
| WJC | | 198 | | 44,00 - 3,200 | | Oil 4SA 6Cy. 300 × 380 | |
| | **Zhangzhou Shipping Co.** | — | | - - - | | 294kW (400bhp) | |
| | Xiamen/Amoy China | | | 1 dk | | Guangzhou Diesel Engine Factory | |
| | | | | | | | Guangzhou/Canton |
| | | | | | | Gen 1 × 48kW 230V a.c. | |
| 832253 | **ZHI SHAN 4** | **405** | | **1977** Guangzhou Shipyard—Guangzhou/Canton | **TM General Cargo** | Chinese Std. Type | 6300 |
| | | 198 | | 44,00 - — | | 2 Oil 4SA each 6Cy. 300 × 380 | |
| | **Zhangzhou Shipping Co.** | 400 | | - - - | | 588kW (799bhp) | |
| | Xiamen/Amoy China | | | 1 dk | | Guangzhou Diesel Engine Factory | |
| | | | | | | | Guangzhou/Canton |
| | | | | | | Gen 4 × 48kW 230V a.c. | |
| | | | | | | | 10kn |
| 13179 | **ZHI YIN** | **680** | | **1976** Sanyo Zosen K.K.—Mukaishima (736) | **M General Cargo** | Akasaka | |
| ME | ex Fuyo Maru-84 | 456 | | 70,00 11,43 4,714 | Mchy.aft | Oil 4SA 6Cy. 330 × 500 | |
| | **Government of The People's** | 776 | NK ZC | 65,00 11,40 6,70 | | 1 600bhp (1 177kW) | |
| d Gc Rdr | **Republic of China (China** | | | 2 dks | G.2 844 B.2 485 | Akasaka Tekkosho K.K., (Akasaka Diesels | |
| | **National Foreign Trade** | | | | | Ltd.) | Yaizu |
| | **Transportation Corp.)** | | | | | Gen 2 × 96kW a.c. | |
| | | | | | | | 13kn |
| | Wuhan China | | | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 8715273<br>*UQCU*<br>M-41547<br>Df Esd Gc<br>Rdr RTv | **ZHITOMIR**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400175/UQCU | *15 893*<br>*8 092*<br>17 850 | RS | **1987** VEB Warnowwerft Warnemuende<br>—Warnemuende (134)<br>173,51 23,72 10,202<br>161,02 - 13,72 | **M RoRo Cargo/General Cargo**<br>Cars 232 Trailers 22<br>4 Ho 16,8 32,5 36,0 16,8 ER<br>G.25 677 B.20 439<br>TEU 533<br>C.Ho 333/20' (40') C.Dk 200/20' (40') incl. 30 ref C.<br>4 Ha (stl) (13,1 × 7,6) (26,4 33,6 12,8 × 12,5) ER<br>Cr 4(12,5) Der 1(125) 2(25) | MAN<br>Oil 2SA 5Cy. 700 × 1250<br>10 332bhp (7 600kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 4 × 580kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd | K5SZ70/125<br>Rostock<br>15,7kn |
| 7630608<br>*ULVK*<br>M-31786<br>Df Esd Pfd<br>Rdr RTv | **ZHIZDRA**<br>(Murmansk) (U.S.S.R.) | **1 498**<br>480<br>556 | RS | **1976** Baltiya Shipyard—Klaypeda<br>59,01 (BB) 13,01 4,871<br>52,00 8,89 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>B.95 In.500 L.14<br>3 Ha (1,2 × 1,3) (0,7 × 0,7) (1,9 × 1,9)<br>2W Der 2(1,5) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>2 200bhp (1 618kW)<br>CKD Praha | Praha<br>13,25kn |
| 8826448<br>M-43028 | **ZHIZHGIN**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | *270*<br>*81*<br>89 | RS | **1989** ..............Yugoslavia<br>35,78 9,49 3,280<br>30,23 - 4,50<br>1 dk | **M Tug**<br>Fire-fighting | Sulzer<br>2 Oil 4SA each 6Cy. 250 × 300<br>Gen 1 × 150kW a.c.<br>Controllable pitch propeller | 6ASL25D<br>Yugoslavia<br>13,5kn |
| 8832227<br>*BNQM*<br>Esd Rdr Rt | **ZHONG GUO HAI JIAN 13**<br>**Government of The People's Republic of China (The North China Sea Sub-Bureau of The National Oceanology Bureau)**<br>Qingdao/Tsingtao China | **320**<br>185<br>— | | **1978** Guijiang Shipyard—Wuzhou<br>36,18 - 3,120<br>31,00 6,60 3,90<br>2 dks | **M Research** | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Guangzhou Diesel Engine Factory<br>Gen 2 × 26kW 220V d.c. | 6300<br>Guangzhou/Canton<br>11kn |
| 8832239<br>*BNQN*<br>Esd Rdr Rt | **ZHONG GUO HAI JIAN 14**<br>**Government of The People's Republic of China (The North China Sea Sub-Bureau of The National Oceanology Bureau)**<br>Qingdao/Tsingtao China | **320**<br>185<br>— | | **1978** Wen Chou Shipyard—Wen Chou<br>36,18 - 3,120<br>31,00 6,60 3,90<br>2 dks | **M Research** | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Guangzhou Diesel Engine Factory<br>Gen 2 × 26kW 230V a.c. | 6300<br>Guangzhou/Canton<br>11kn |
| 8832265<br>*BNPD*<br>Esd Gc Rdr Rt | **ZHONG GUO HAI JIAN 19**<br>ex Shu Guang 04-90<br>**Government of The People's Republic of China (The North China Sea Sub-Bureau of The National Oceanology Bureau)**<br>Qingdao/Tsingtao China | **711**<br>213<br>— | | **1973** Hudong Shipyard—Shanghai<br>65,31 - 2,800<br>57,00 9,20 4,30<br>1 dk | **TM Research** | Chinese Std. Type<br>2 Oil 4SA each 8Cy. 300 × 380<br>1 618kW (2 200bhp)<br>Hongwei Machinery Factory<br>Gen 3 × 80kW 400V a.c. | 8300<br>Sichuan<br>15kn |
| 8832277<br>*BNPJ*<br>Esd Rdr Rt | **ZHONG GUO HAI JIAN 20**<br>ex Hai Diao 108-90<br>**Government of The People's Republic of China (The North China Sea Sub-Bureau of The National Oceanology Bureau)**<br>Qingdao/Tsingtao China | **320**<br>185<br>— | | **1978** Wen Chou Shipyard—Wen Chou<br>36,18 - 3,120<br>31,00 6,60 3,90<br>2 dks | **M Research** | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Guangzhou Diesel Engine Factory<br>Gen 2 × 26kW 230V a.c. | 6300<br>Guangzhou/Canton<br>11kn |
| 8832289<br>*BNTD*<br>Gc Rdr Rt | **ZHONG GUO HAI JIAN 60**<br>ex Zhong Guo Hai Jian 72-89<br>**Government of The People's Republic of China (South Sea Branch of the State Oceanic Administration)**<br>Xiamen/Amoy China | **706**<br>367<br>— | | **1971** Huangpu Shipyard—Guangzhou/Canton<br>59,05 - 2,380<br>54,00 8,50 3,70<br>1 dk | **TM Research** | Chinese Std. Type<br>2 Oil<br>1 618kW (2 200bhp)<br>Hongwei Machinery Factory<br>Gen 2 × 115kW 230V d.c. | Sichuan |
| 8832291<br>*BNVA*<br>Esd Gc Rdr Rt | **ZHONG GUO HAI JIAN 71**<br>**Government of The People's Republic of China (South Sea Branch of the State Oceanic Administration)**<br>Guangzhou/Canton China | **882**<br>458<br>— | | **1971** Huangpu Shipyard—Guangzhou/Canton<br>66,00 - 3,280<br>- 10,00 -<br>1 dk | **TM Research** | Chinese Std. Type<br>2 Oil 4SA<br>2 648kW (3 600bhp)<br>Shaanxi Diesel Engine Factory<br>Gen 2 × 100kW 400V a.c. | Xinping |
| 8833582<br>*BNTG*<br>Df Esd Gc<br>Rdr Rt | **ZHONG GUO HAI JIAN 72**<br>**Government of The People's Republic of China (South Sea Branch of the State Oceanic Administration)**<br>Guangzhou/Canton China | **881**<br>246<br>205 | ZC | **1989** Wuchang Shipyard—Wuhan<br>70,00 - —<br>63,00 9,40 4,50<br>1 dk | **M Research** | Alpha<br>2 Oil 4SA each 6Cy. 280 × 320<br>2 648kW (3 600bhp)<br>Zhenjiang Marine Diesel Engine Works<br>Gen 2 × 280kW 1 × 64kW 400V a.c. | 6L28/32<br>Zhenjiang<br>18,8kn |
| 8833594<br>*BNWA*<br>Df Esd Gc<br>Pfd Rdr Rt | **ZHONG GUO HAI JIAN 74**<br>**Government of The People's Republic of China (South Sea Branch of the State Oceanic Administration)**<br>Guangzhou/Canton China | **706**<br>395<br>635 | | **1971** Huangpu Shipyard—Guangzhou/Canton<br>59,05 - 2,380<br>54,00 8,50 3,70 | **TM Research** | Chinese Std. Type<br>2 Oil 4SA each 8Cy. 300 × 380<br>1 618kW (2 200bhp)<br>People's Republic of China<br>Gen 2 × 115kW 1 × 68kW 230V a.c. | 30<br>15kn |
| 8833609<br>*BNTH*<br>Esd Rdr Rt | **ZHONG GUO HAI JIAN 75**<br>**Government of The People's Republic of China (South Sea Branch of the State Oceanic Administration)**<br>Guangzhou/Canton China | **163**<br>49<br>— | | **1966** Qiuxin Shipyard—Shanghai<br>36,18 - 2,620<br>31,00 6,60 3,90<br>1 dk | **M Research** | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Qiuxin Shipyard<br>Gen 2 × 19kW 115V d.c. | 6300<br>Shangha |
| 8833611<br>*BNWD*<br>Esd Pfd Rdr Rt | **ZHONG GUO HAI JIAN 76**<br>**Government of The People's Republic of China (South Sea Branch of the State Oceanic Administration)**<br>Guangzhou/Canton China | **176**<br>53<br>— | | **1966** Qiuxin Shipyard—Shanghai<br>36,18 - 3,200<br>31,00 6,60 3,90<br>1 dk | **M Research** | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Qiuxin Shipyard<br>Gen 2 × 19kW 115V d.c. | 6300<br>Shangha |
| 8718598<br>*BBEA3*<br>Rt | **ZHONG GUO YU ZHENG 404**<br>**Government of The People's Republic of China (Shandong Provincial Bureau of Aquatic Products)**<br>China | **141**<br>42<br>24 | | **1988** Odo Zosen Tekko K.K.—Shimonoseki (336)<br>33,00 5,97 1,201<br>30,00 5,81 3,00<br>1 dk | **TM Patrol Ship** | Yanmar<br>Vee Oil 4SA 12Cy. 148 × 165 with clutches & sr geared to sc. shafts<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. | 12LAAK-U<br>Amagas |
| 8304311<br>*3ESX2*<br>13336-83A<br>Df Esd Gc<br>Rdr Rt<br>SatNav | **ZHONG HE**<br>**Pan Eastern S.A.**<br>Panama Panama | *2 874*<br>*1 384*<br>3 861 | NK | **1983** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (1611)<br>83,75 5,968<br>78,01 14,51 9,20<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 550 B.6 311<br>TEU 42 C. 42/20' (40')<br>2 Ha (stl) ER<br>Der 3(15) | Akasaka<br>Oil 4SA 6Cy. 340 × 660<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu<br>11kn |

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|---|---|---|---|---|---|
| **ZHONG JIANG**<br>ex Mercs Negombo-89 ex Negombo-87<br>ex Marajo-83 ex Hermy-81<br>**Xiamen Lutong Shipping Co.**<br>Xiamen/Amoy China | T.Mk<br>**442**<br>249<br>1 005 | (GL) | **1970** Jadewerft G.m.b.H.—Wilhelmshaven (122)<br>56,80 10,11 3,909<br>51,62 10,00 6,25<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 34,1 ER<br>G.1 940 B.1 826<br>1 Ha (stl) (24,9 × 7,7) ER<br>2W Der 1(5) 1(3) | MWM<br>Oil 4SA 8Cy. 230 × 270 sr geared to sc. shaft<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 27kW 220/380V 50Hz a.c.<br>Fuel 68,0t (d.o.) 11kn |
| **ZHONG RAN 5001**<br>ex Eagle Daisy-88 ex Chang Won-85<br>ex Toam-78 ex Soleil-77<br>**China Ocean Shipping Co. (COSCO)**<br>China | **3 409**<br>1 748<br>5 982 | (KR) (NK) | **1973** Kochiken Zosen—Kochi (515)<br>108,06 15,45 6,655<br>100,01 15,40 7,70<br>P 22,9 F 8,9 1 dk | **M Tanker**<br>Oil Molasses<br>Mchy.aft<br>L.(oil) 6 507 | Akasaka 6DM51SS<br>Oil 4SA 6Cy. 510 × 840<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW 445V a.c.<br>Fuel 473,5t-13,0pd 13kn |
| **ZHONG REN 1**<br>ex Ocean Servant 1-83<br>**China Shanghai Salvage Co.**<br>Shanghai China | **7 690**<br>6 091<br>12 500 | ZC (AB) | **1976** Sumitomo Heavy Industries Ltd.—Oppama Shipyard, Yokosuka (1037)<br>109,17 5,301<br>103,96 30,04 7,25 | **Aux TM RoRo Cargo/ Pontoon**<br>Semi-submersible Deck Cargo<br>Bow ramp | Bolnes<br>2 Oil 8Cy.<br>1 440bhp (1 059kW)<br>N.V. Smit & Bolnes Netherlands<br>2 Directional propellers<br>Fuel 914,5t |
| **ZHONG SHAN**<br>ex Marina Del Cantone-82<br>ex Zelzate-79<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **12 979**<br>7 716<br>20 350 | ZC (GL) (RI)<br>✠Classed LR until 5/1//79 | **1969**-6 J. Boel et Fils S.A.—Tamise/Temse (1444)<br>160,00 (BB) 22,97 9,851<br>150,00 22,86 13,70<br>P 35,4 F 16,2 2 dks<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 21,4 24,5 25,6 28,0 ER<br>G.29 592 B.24 439<br>TEU 406 C. 406/20' (40')<br>7 Ha (stl) (14,0 × 8,9) (20,7p&s 20,7p&s 20,7p&s × 7,9) ER<br>4W Der 1(30) 3(20) | MAN K6Z70/120E<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>A.C.E.C. Gent/Gand<br>Gen 3 × 352kW 440V 60Hz a.c.<br>Fuel 186,0t (d.o.) 1 258,0t (hvf) 15,5kn |
| **ZHONG SHAN HU**<br>**Zhonggang Passenger Joint Transportation Ltd.**<br>Zhong Chan China | **306**<br>92<br>28 | ZC | **1990** Italthai Marine Co. Ltd.—Bangkok<br>32,50 - 1,290<br>27,70 9,60 3,70<br>1 dk | **TM Ferry**<br>Twin Hull | MWM TBD604BV12<br>2 Vee Oil 4SA each 12Cy. 170 × 195<br>1 854kW (2 521bhp)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 80kW 380V a.c.<br>28kn |
| **ZHONG SHAN MEN**<br>ex Pampero-91 ex Stinnes Pampero-89<br>ex Pampero-88 ex Nopal Pampero-77<br>ex Schirokko-75<br>**Nanjing Ocean Shipping Company (COSCO NANJING)**<br>Nanjing/Nanking China | T.Mk<br>**2 806**<br>1 938<br>5 883<br>**4 734**<br>3 368<br>7 435 | (GL) | **1972** Orenstein & Koppel A.G.—Luebeck (687)<br>116,72 (BB) 17,25 6,520/7,521<br>107,96 17,20 9,91<br>F 9,2 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 21,0 28,2 26,4 ER 3 TwD<br>G.10 665 B.10 012<br>TEU 224 C.Ho 134/20' C.Dk 90/20'<br>3 Ha (stl) (13,0 × 7,8) (19,5 19,5 × 10,5) ER<br>10W Der 2(35) 6(5-10) | MaK 8M551AK<br>Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 256kW 1 × 136kW 220/380V 50Hz a.c.<br>Fuel 60,0t (d.o.) 385,0t (hvf)-14,0pd 14,5kn |
| **ZHONG SHI 78**<br>**Government of The People's Republic of China (China National Foreign Trade Transportation Corp.)**<br>Guangzhou/Canton China | **281**<br>109<br>170 | | **1974** "A. Fai" Engineers & Shiprepairers—Hong Kong (048)<br>42,02 8,16 2,617<br>38,46 7,90 3,41<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.331<br>2 Ha ER<br>4W Der 4(1) | Deutz RSBA6M528<br>Oil 4SA 6Cy. 220 × 280<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 85kW 400V 50Hz a.c.<br>11kn |
| **ZHONG SHI 79**<br>**Government of The People's Republic of China (China National Cereals, Oils & Foodstuffs Import & Export Corp.)**<br>Guangzhou/Canton China | **281**<br>109<br>170 | | **1974** "A. Fai" Engineers & Shiprepairers—Hong Kong (049)<br>42,00 8,16 2,601<br>38,46 7,90 3,40<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.331<br>2 Ha ER<br>4W Der 4(1) | Deutz RSBA6M528<br>Oil 4SA 6Cy. 220 × 280<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 85kW 400V 50Hz a.c.<br>11kn |
| **ZHONG SHI 80**<br>**Government of The People's Republic of China (China National Foreign Trade Transportation Corp.)**<br>Guangzhou/Canton China | **281**<br>109<br>170 | | **1974** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong (741)<br>42,02 7,93 2,550<br>38,46 7,90 3,41<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.331<br>2 Ha ER<br>2W Der 2(1) | Sumiyoshi S6EDSS<br>Oil 4SA 6Cy. 240 × 400<br>600bhp (441kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>Gen 2 × 85kW 400V 50Hz a.c.<br>12kn |
| **ZHONG SHI 81**<br>**Government of The People's Republic of China (China National Cereals, Oils & Foodstuffs Import & Export Corp.)**<br>Guangzhou/Canton China | **281**<br>109<br>170 | | **1974** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong (742)<br>42,00 7,93 2,550<br>38,45 7,90 3,40<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.331<br>2 Ha ER<br>2W Der 2(1) | Sumiyoshi S6EDSS<br>Oil 4SA 6Cy. 240 × 400<br>600bhp (441kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>Gen 2 × 85kW 400V 50Hz a.c.<br>12kn |
| **ZHONG SHI 94**<br>**Government of The People's Republic of China (China National Cereals, Oils & Foodstuffs Import & Export Corp.)**<br>Guangzhou/Canton China | **175**<br>52<br>200 | ZC | **1985** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong<br>40,15 - 2,690<br>37,00 7,50 3,20<br>1 dk | **TM Fish Carrier**<br>2 Ho ER<br>2 Ha (stl) (each 5,7 × 3,2) ER | Chinese Std. Type 6160A<br>2 Oil 4SA each 6Cy. 160 × 225<br>422kW (574bhp)<br>Weifang Diesel Engine Factory Weifang<br>Gen 2 × 120kW 400V a.c.<br>10,5kn |
| **ZHONG SHI 95**<br>**Government of The People's Republic of China (China National Cereals, Oils & Foodstuffs Import & Export Corp.)**<br>Guangzhou/Canton China | **175**<br>52<br>185 | ZC | **1985** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong<br>40,15 - 2,690<br>37,00 7,50 3,20<br>1 dk | **TM Fish Carrier** | Chinese Std. Type 6160A<br>2 Oil 4SA each 6Cy. 160 × 225<br>424kW (576bhp)<br>Weifang Diesel Engine Factory Weifang<br>Gen 2 × 120kW 400V a.c.<br>10,5kn |
| **ZHONG SHI 99**<br>**Government of The People's Republic of China (China National Cereals, Oils & Foodstuffs Import & Export Corp.)**<br>Rong Qi China | **229**<br>68<br>196 | ZC | **1987** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong<br>40,34 - 2,650<br>37,00 7,50 3,20<br>1 dk | **TM Fish Carrier** | Chinese Std. Type 6160A<br>2 Oil 4SA each 6Cy. 160 × 225<br>332kW (451bhp)<br>Weifang Diesel Engine Factory Weifang<br>Gen 2 × 90kW 1 × 24kW 400V a.c.<br>10,5kn |
| **ZHONG SHI 100**<br>**Government of The People's Republic of China (China National Cereals, Oils & Foodstuffs Import & Export Corp.)**<br>Zhong Chan China | **229**<br>68<br>195 | ZC | **1987** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong<br>40,34 - 2,650<br>37,00 7,50 3,20<br>1 dk | **TM Fish Carrier** | Chinese Std. Type 6160A<br>4 Oil 4SA each 6Cy. 160 × 225<br>848kW (1 153bhp)<br>Weifang Diesel Engine Factory Weifang<br>Gen 2 × 90kW 1 × 24kW 400V a.c.<br>10,5kn |

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| **8832332** | **ZHONG SHI 101**<br>**Government of The People's Republic of China (China National Cereals, Oils & Foodstuffs Import & Export Corp.)**<br>Foshan China | **229**<br>68<br>195 | ZC | **1987** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong<br>40,34 - 2,650<br>37,00 7,50 3,20<br>1 dk | **TM Fish Carrier** | Chinese Std. Type<br>2 Oil 4SA each 6Cy. 160 × 225<br>424kW (576bhp)<br>Weifang Diesel Engine Factory<br>Gen 2 × 90kW 1 × 24kW 400V a.c. |
| **7026687**<br>*BORI*<br>Df Esd Gc<br>Pfd Rdr RTv | **ZHONG TIAO SHAN**<br>ex Atlantis-78<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**6 610**<br>4 047<br>—<br>**9 308**<br>6 262<br>15 406 | ✠Classed LR until 15/2/80<br>ZC | **1970**-10 Bremer Vulkan A.G.—Bremen-Vegesack (968)<br>139,56 21,06 —/9,190<br>132,00 21,00 12,30<br>F 12,5 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 15,7 19,5 16,4 21,0 19,2 ER<br>G.21 482 B.19 241<br>5 Ha (stl) (10,5 × 7,9) (12,7 11,2 14,1 12,7 × 10,5) ER<br>10W Der 1(60) 10(10) | MAN K6Z70/12<br>Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Bremer Vulkan A.G. Bremen-Vege<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 1 020,0t (hvf) |
| **8831950**<br>Esd Rdr | **ZHOU HAI 110**<br>**Zhoushan Shipping Co.**<br>Zhou Shan/ Ting Hai China | **380**<br>213<br>515 | | **1987** Jianbi Shipyard—Jianbi, Jiangsu<br>47,58 - 3,100<br>42,00 8,40 3,70<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.630 B.563<br>2 Ha (stl) (7,6 9,8 × 4,0) ER | Chinese Std. Type<br>Oil 4SA 6Cy. 160 × 225<br>184kW (250bhp)<br>Weifang Diesel Engine Factory<br>Gen 2 × 24kW 400V a.c. |
| **7106487**<br>*BKWN*<br>Df Esd Gc<br>Pfd Rdr Rt | **ZHOU SHAN 2**<br>ex Liao Shi 2-82<br>ex Kuroshio Maru No. 32-73<br>**Zhoushan Aquatic Products Supply & Marketing Corp.**<br>Ningbo China | **598**<br>318<br>690 | ZC | **1970** Miho Zosensho K.K.—Shimizu (754)<br>65,50 9,83 4,001<br>58,00 9,80 4,55<br>P 22,0 F 8,6 1 dk<br>conv Side-fishing Ref Fishing — | **M Refrigerated Cargo Fish Carrier**<br>Mchy.aft | Akasaka<br>Oil 4SA 6Cy. 380 × 560<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 240kW 225V 50Hz a.c. |
| **8832019**<br>*BKWO*<br>Rt | **ZHOU SHAN 3**<br>**Zhoushan Aquatic Products Supply & Marketing Corp.**<br>Zhou Shan/ Ting Hai China | **241**<br>71<br>— | ZC | **1979** Haidong Shipyard—Jiaojiang<br>44,60 - —<br>39,00 7,60 3,50<br>1 dk | **M Fish Carrier**<br>Ref | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Ningbo Engine Works<br>Gen 2 × 64kW 1 × 24kW 400V a.c. |
| **8832124**<br>*BKWP*<br>Rt | **ZHOU SHAN 6**<br>**Zhoushan Aquatic Products Supply & Marketing Corp.**<br>Shenjiamen China | **760**<br>316<br>— | ZC | **1961** Hudong Shipyard—Shanghai<br>59,20 - —<br>53,00 9,60 5,70<br>1 dk | **M Fish Carrier**<br>Ref | Chinese Std. Type<br>Vee Oil 4SA 12Cy. 135 × 140<br>146kW (198bhp)<br>Xinzhong Power Machinery Plant<br>Gen 2 × 115kW 250V a.c. |
| **8843642**<br>*BKPH77*<br>Df Esd Gc<br>Rdr RTv | **ZHOU SHAN 7**<br>**Zhoushan Marine Fisheries Co.**<br>Ningbo China | **416**<br>124<br>361 | ZC | **1974** Guangzhou Fishing Vessel Shipyard —Guangzhou<br>54,17 - 3,050<br>48,00 8,20 4,10<br>1 dk | **M Refrigerated Cargo** | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Guangzhou Fishing Vssl SY.<br>Gen 2 × 75kW 1 × 24kW 400V a.c. |
| **8843630**<br>*BKPX*<br>Df Esd Gc<br>Rdr RTv | **ZHOU SHAN 14**<br>**Zhoushan Putuo Marine Fishery (Holding) Co.**<br>Ningbo China | **416**<br>124<br>300 | ZC | **1974** Guangzhou Shipyard—Guangzhou/Canton<br>54,17 - 2,990<br>48,00 8,20 4,10<br>1 dk | **M Refrigerated Cargo**<br>4 Ho ER<br>In.422<br>Der 4(1) | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>441kW (600bhp) E<br>Guangzhou Fishing Vssl SY.<br>Gen 2 × 75kW 1 × 24kW 400V a.c. |
| **8843264**<br>*BKTB*<br>Df Esd Gc<br>Rdr RTv | **ZHOU SHAN 16**<br>**Zhoushan Putuo Marine Fishery (Holding) Co.**<br>Ningbo China | **979**<br>472<br>760 | ZC | **1980** Ningbo Fishing Vessel Shipyd.—Ningbo<br>65,00 - 3,700<br>58,20 10,40 6,00<br>1 dk | **M Refrigerated Cargo** | S.K.L. 8NVD48A-2<br>Oil 4SA 8Cy. 320 × 480<br>971kW (1 320bhp)<br>Ningbo Engine Works<br>Gen 3 × 90kW 400V a.c. |
| **8843628**<br>*BKPY*<br>Df Esd Gc<br>Rdr RTv | **ZHOU SHAN 18**<br>**Zhoushan Putuo Marine Fishery (Holding) Co.**<br>Ningbo China | **416**<br>124<br>300 | ZC | **1973** Guangzhou Shipyard—Guangzhou/Canton<br>54,17 - 2,990<br>48,00 8,20 4,10<br>1 dk | **M Refrigerated Cargo**<br>4 Ho ER<br>In.422<br>Der 4(1) | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Guangzhou Fishing Vssl SY.<br>Gen 2 × 75kW 1 × 24kW 400V a.c. |
| **8832136**<br>*BKWQ*<br>Rt | **ZHOU SHAN 34**<br>**Zhoushan Aquatic Products Supply & Marketing Corp.**<br>Shenjiamen China | **241**<br>71<br>— | ZC | **1980** Haidong Shipyard—Jiaojiang<br>44,60 - —<br>39,00 7,60 3,50<br>1 dk | **M Fish Carrier**<br>Ref | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Ningbo Engine Works<br>Gen 2 × 64kW 1 × 24kW 400V a.c. |
| **6705523**<br>Df Esd Gc<br>Pfd Rdr Rt | **ZHOU SHAN 34**<br>ex Choyo Maru No. 71-80<br>**Government of The People's Republic of China (China Zhou Shan Ocean Fishery (Second) Corp.)**<br>Zhou Shan/ Ting Hai China | **191**<br>65<br>171 | | **1966** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (605)<br>33,51 6,84 2,896<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. |
| **8831974**<br>*BKNZ*<br>Esd Pfd Rdr<br>Rt | **ZHOU SHAN 54**<br>**Zhong Yuan Fisheries Co. Ltd.**<br>Zhou Shan/ Ting Hai China | **241**<br>71<br>— | ZC | **1979** Haidong Shipyard—Jiaojiang<br>44,60 - 2,810<br>39,00 7,60 3,50<br>1 dk | **M Fish Carrier**<br>Ref | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 370<br>294kW (400bhp)<br>Haidong Shipyard<br>Gen 2 × 75kW 1 × 20kW 400V a.c. |
| **8843654**<br>*BLPT*<br>Df Esd Gc<br>Rdr RTv | **ZHOU SHUI LENG YI HAO**<br>**Zhoushan Aquatic Products Supply & Marketing Corp.**<br>Ningbo China | **334**<br>167<br>— | ZC | **1974** Guangzhou Fishing Vessel Shipyard —Guangzhou<br>43,00 - —<br>36,90 9,00 6,40<br>1 dk | **M General Cargo** | Akasaka<br>Oil 4SA 6Cy. 300 × 480<br>1 177kW (1 600bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 250kW 225V a.c. |
| **6904014**<br>*BKXR*<br>Df Esd Rdr<br>Rt | **ZHOU YANG YU 1113**<br>ex Tokai Maru No. 31-86<br>**Zhouyang Fishery Co. Ltd.**<br>Ningbo China | **214**<br>69<br>— | ZC | **1968** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (697)<br>38,95 7,32 2,947<br>33,60 7,30 3,40<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Kobe Hatsudoki K.K. |
| **6904026**<br>*BKXX*<br>Rt | **ZHOU YANG YU 1114**<br>ex Tokai Maru No. 32-86<br>**Zhouyang Fishery Co. Ltd.**<br>Ningbo China | **214**<br>64<br>— | ZC | **1968** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (698)<br>38,95 7,32 2,947<br>33,60 7,30 3,40<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Kobe Hatsudoki K.K. |
| **8833673**<br>*BKVB*<br>Esd Gc Rt | **ZHOU YU LENG No. 2**<br>**Zhoushan Marine Fisheries Co.**<br>Zhou Shan/ Ting Hai China | **498**<br>165<br>250 | ZC | **1987** Guangzhou Fishing Vessel Shipyard —Guangzhou<br>54,17 - 2,870<br>48,00 9,00 4,30<br>1 dk | **M Refrigerated Cargo**<br>2 Ho ER<br>In.541<br>Der 2(1) | Chinese Std. Type<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Guangzhou Fishing Vssl SY.<br>Gen 2 × 90kW 400V a.c. |
| **8831986**<br>*BXWF*<br>Esd Gc Pfd<br>Rdr Rt | **ZHOU YU LENG No. 3**<br>**Zhoushan Marine Fisheries Co.**<br>Zhou Shan/ Ting Hai China | **837**<br>222<br>431 | ZC | **1987** Guangzhou Fishing Vessel Shipyard —Guangzhou<br>60,80 - 3,410<br>54,00 9,90 5,70<br>2 dks | **M Fish Carrier**<br>Ref<br>2 Ho ER<br>In.1 037<br>2 Ha (stl) (each 2,5 × 4,6) ER | Chinese Std. Type<br>Oil 4SA 8Cy. 300 × 380<br>809kW (1 100bhp)<br>Dalian Fishing<br>Gen 3 × 90kW 400V a.c. |

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|---|---|---|---|---|---|
| **ZHOU YU LENG No. 4**<br>**Zhoushan Marine Fisheries Co.**<br>Zhou Shan/ Ting Hai China | **241**<br>72<br>500 | ZC | **1978** Yingkou Shipyard—Yingkou<br>44,50 2,830<br>39,00 7,60 3,50<br>1 dk | **M Refrigerated Cargo** | Chinese Std. Type 6300<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Wuxi Diesel Engine Works Wuxi |
| **ZHOU YU 629**<br>**Zhoushan Marine Fisheries Co.**<br>Shenjiamen China | **199**<br>59<br>— | ZC | **1981** Ningbo Shipyard—Ningbo<br>41,00 - —<br>36,00 7,20 3,70<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Zibo Fishing Vessel Diesel Engine Works Zibo<br>Gen 2 × 19kW 230V a.c.<br>12kn |
| **ZHOU YU 634**<br>**Zhoushan Marine Fisheries Co.**<br>Shenjiamen China | **217**<br>65<br>— | ZC | **1983** Yantai Fishing Vssl. Factory—Yantai<br>41,00 - —<br>36,00 7,20 3,70 | **M Fishing**<br>Side-fishing | Chinese Std. Type 8300<br>Oil 4SA 8Cy. 300 × 380<br>441kW (600bhp)<br>Zibo Fishing Vessel Diesel Engine Works Zibo<br>Gen 2 × 19kW 230V a.c.<br>12kn |
| **ZHOU YU 641**<br>**Zhoushan Marine Fisheries Co.**<br>Shenjiamen China | **217**<br>65<br>103 | ZC | **1983** Yantai Fishing Vssl. Factory—Yantai<br>41,00 - 2,800<br>36,00 7,20 3,70<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type 6300<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Zibo Fishing Vessel Diesel Engine Works Zibo<br>Gen 2 × 64kW 400V a.c.<br>12,2kn |
| **ZHOU YU 642**<br>**Zhoushan Marine Fisheries Co.**<br>Shenjiamen China | **217**<br>65<br>103 | ZC | **1983** Yantai Fishing Vssl. Factory—Yantai<br>41,00 2,800<br>36,00 7,20 3,70<br>1 dk | **M Fishing**<br>Side-fishing | Chinese Std. Type 6300<br>Oil 4SA 6Cy. 300 × 380<br>294kW (400bhp)<br>Zibo Fishing Vessel Diesel Engine Works Zibo<br>Gen 2 × 64kW 400V a.c.<br>12,2kn |
| **ZHU HAI CHUN**<br>**Shenzhen Shipping Co.**<br>Shekou China | **134**<br>70<br>— | ZC | **1987** "A. Fai" Engineers & Shiprepairers—Hong Kong<br>21,99 - 1,660<br>19,28 8,71 2,72<br>1 dk | **TM Ferry** | Isotta Fraschini ID36SS8V<br>2 Vee Oil 4SA each 8Cy. 170 × 170<br>2 590kW (3 521bhp)<br>Isotta Fraschini S.p.A. Saronno<br>Gen 2 × 50kW 400V a.c.<br>25kn |
| **ZHUANG HE**<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China<br>SatCom: 1570173/ZHHE | *24 438*<br>*12 138*<br>33 240 | ZC (GL) | **1985** Seebeckwerft A.G.—Bremerhaven (1047)<br>199,15 (BB) 28,71 10,702<br>187,36 28,40 15,45<br>F 17,4 1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>6 Cell. Ho 14,5 15,3 29,1 29,1 29,1 29,9 ER<br>TEU 1668<br>C.Ho 848/20' (40') C.Dk 820/20' (40') incl. 54 ref C.<br>10 Ha (stl) ER<br>20 Wing Ha (stl) ER | B&W 6L70MC<br>Oil 2SA 6Cy. 700 × 2268<br>12 000bhp (8 827kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 800kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 302,0t (d.o.) 1 723,5t (hvf) 17kn |
| **ZHUANG YUN**<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**3 816**<br>1 753<br>—<br>**5 860**<br>2 391<br>6 320 | ZC | **1981** Xingang Shipyard—Tianjin/Tientsin<br>124,00 —/7,351<br>115,00 18,00 10,40<br>B 23,8 F 14,7 2 dks | **M General Cargo**<br>4 Ho<br>G.11 194 B.9 880<br>4 Ha (stl) (11,2 × 6,0) (13,3 13,3 × 9,0) (11,2 × 6,0)<br>Der 1(30) 12(5) | MAN<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 200kW 400V 50Hz a.c.<br>15kn |
| **ZHUVINTAS**<br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | **720**<br>221<br>350 | RS | **1974** ............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Thw. thrust propeller fwd , 1 aft<br>12,5kn |
| **ZI HANG 61001**<br>ex You 61066-87<br>**Nanjing Changjiang Oil Shipping Co.**<br>Nanjing/Nanking China | **635**<br>356<br>— | | **1976** Nanjing Changjiang Oil Shppng Co. —Yangzhou<br>62,00 - 2,600<br>60,00 11,00 3,50<br>1 dk | **TM Tank Barge**<br>8 Ta ER<br>L.11 136 | Chinese Std. Type 6135<br>2 Oil 4SA each 12Cy. 135 × 150<br>2 884kW (3 921bhp)<br>Shanghai Diesel Engine Works Shanghai<br>Gen 2 × 12kW 400V a.c. |
| **ZI JIN**<br>ex Heng Shui-91 ex Nagasaki-72<br>**Shanghai Ocean Shipping Company (COSCO SHANGHAI)**<br>Shanghai China | T.Mk<br>**6 257**<br>3 269<br>9 652<br>**9 300**<br>5 275<br>11 150 | ZC<br>✠Classed LR until 22/6/73 | **1961**-9 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (507)<br>158,65 20,65 7,824/8,535<br>144,78 20,57 11,74<br>P & B 57,3 F 26,6 3 dks<br>rf 152 | **M General Cargo**<br>Ref 2bth P<br>7 Ho 17,1 19,5 6,4DTp&s 19,2 19,2 19,2 ER 9,6 9,5 14 TwD<br>G.19 010 B.16 646 In.1 458 L.444 L.(oil) 349<br>9 Ha (stl) (8,8 × 6,0) (11,8 × 7,2) (2,9s 2,9p × 3,3) (11,8 11,8 × 7,2) (9,5 × 6,0) ER (5,5 5,3 × 5,0)<br>8 Wing Ha (stl) (4,1p&s × 2,0) (4,1p&s × 3,0) ER (4,1p&s 4,1p&s × 3,1)<br>12W Cr 5(3) Der 1(30) 10(5-7,5) 2(5) | Gotaverken<br>Oil 2SA 8Cy. 760 × 1500<br>10 000bhp (7 356kW)<br>Nederlandsche Dok & Scheepsbouw Maats. Amsterdam<br>Gen 4 × 200kW 450V 60Hz a.c.<br>Fuel 1 752,5t (hvf) 17,5kn |
| **ZI JIN SHAN**<br>ex Aegis Pilot-80<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | **9 463**<br>6 413<br>15 751 | ZC (AB) | **1978** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (302)<br>144,00 21,44 8,902<br>134,00 21,35 12,20<br>P 12,2 F 9,8 2 dks | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho ER<br>G.22 011 B.20 290<br>4 Ha (stl) (13,4 × 8,0) (20,2 7,4 20,2 × 12,6) ER<br>Der 8(5-10) | B&W 7K45GF<br>Oil 2SA 7Cy. 450 × 900<br>6 150bhp (4 524kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 252kW 450V 60Hz a.c.<br>14kn |
| **ZI LANG**<br>**Nantong Hi-Speed Passenger Ship Co.**<br>Nantong China | **378**<br>140<br>100 | ZC (NV) | **1986** Westamarin A/S—Mandal (89)<br>36,30 1,700<br>32,26 9,77 3,81<br>1 dk | **TM Ferry**<br>Twin Hull | M.T.U.<br>2 Vee Oil 4SA each 16Cy. 165 × 185<br>3 994bhp (2 938kW) E made86<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 56kW 220V 50Hz a.c. |
| **ZI YUN**<br>**Tianjin Ocean Shipping Company (COSCO TIANJIN)**<br>Tianjin/Tientsin China | T.Mk<br>**3 816**<br>1 753<br>**5 860**<br>2 931<br>6 320 | ZC | **1984** Xingang Shipyard—Tianjin/Tientsin<br>124,00 - 7,350<br>115,00 18,00 10,40<br>1 dk | **M General Cargo** | MAN K6Z52/90N<br>Oil 2SA 6Cy. 520 × 900<br>Kawasaki Heavy Ind. Ltd. Japan<br>Gen 3 × 280kW 390V a.c. |
| **ZI YUN SHAN**<br>ex Seamerit-90 ex Belo Mundo-87<br>ex Bless River-81<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **19 211**<br>13 334<br>33 663<br>T/cm<br>16,5 | ZC (AB) | **1978** Kanasashi Co. Ltd.—Toyohashi (020)<br>182,20 (BB) 27,03 10,940<br>170,01 27,01 15,22<br>P 31,4 B 13,5 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho ER<br>G.46 225 B.39 141 HeCls. ptB<br>5 Ha (stl) (12,5 16,8 12,8 16,8 16,8 × 11,9) ER<br>Der 5(15) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 170,0t (d.o.) 1 996,5t (hvf)-39,0pd 17,3kn |

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| 5398828<br>*WV9593*<br>501627<br>Df Esd Pfd<br>Rdr Rt | **ZIBET**<br><br>**Zibet Inc.**<br>New Bedford, Ma United States of America | **158**<br>107<br>— | | **1946** Electric Boat—Groton, Ct<br>27,44 6,53 3,658<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Enterprise<br>Oil 6Cy. 305 × 380<br>400bhp (294kW)<br>Enterprise Engine & Foundry Co. San Francisco |
| 5410872<br>*VC8993*<br>310509<br>Esd Pfd Rdr | **ZIBET**<br>ex Doreen Elaine-78<br>**Royal Seafoods Inc.**<br>St. John's, Nfl. Canada | **128**<br>64<br>— | ✠Classed LR until 5/71 | **1963**-5 Marine Industrie Ltee.—Sorel, P.Q. (295)<br>24,95 6,89<br>22,48 6,56 3,36<br>F 4,0 1 dk<br>rf 1270 | **M Fishing**<br>Side Trawler | Alpha<br>Oil 2SA 4Cy. 240 × 400 with hydraulic coupling<br>206kW (280bhp)<br>Alpha-Diesel A/S<br>Controllable pitch propeller |
| 8715534<br>*ELJH4*<br>8523<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ZIDONA**<br><br>**K/S Difko 66**<br>Shell Tankers (U.K.) Ltd.<br>Monrovia Liberia<br>SatCom: 1240660/ELJH | *43 398*<br>*19 867*<br>69 500 | NV (Class cont.) | **1989** B & W Skibsvaerft A/S—Kobenhaven (929)<br>228,63 (BB) 16,076<br>218,73 32,25 21,62<br>1 dk | **M Tanker**<br>Oil Chemical<br>COW IGS SBT DB DD DSS<br>12 Ta ER<br>L.86 793<br>12 Cargo pumps total 10 320T/hr | B&W<br>Oil 2SA 5Cy. 700 × 2268<br>8 018kW (10 901bhp)<br>Hyundai Engine & Machinery Co. Ltd.<br>Gen 1 × 1200kW 2 × 600kW 440V a.c. |
| 7040011<br>*UBJT*<br>0514<br>Rt | **ZIEDONIS**<br>ex Vergi<br>**"Zvejnieks"**<br>Riga Latvia | **508**<br>174<br>305 | RS | **1959** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,590<br>44,35 8,79 4,30<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 2,1 × 1,7)<br>3W Der 1(2) 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW) NE 73<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) |
| 7210915<br>*SQBH*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **ZIEMIA BIALOSTOCKA**<br><br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **15 643**<br>8 501<br>23 736 | PR | **1972** "Georgi Dimitrov" Shipyard—Varna (103)<br>185,12 (BB) 22,86 9,805<br>172,02 22,81 14,23<br>P 36,3 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 20,5 13,1 20,5 13,1 20,5 13,1 20,5 ER<br>G.33 135 B.30 153<br>7 Ha (stl) (14,7 10,6 13,1 10,6 13,1 10,6 13,1 × 11,4) ER | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>H. Cegielski<br>Gen 2 × 320kW 1 × 200kW 400V 50Hz a.c.<br>Fuel 278,0t (d.o.) 1 466,0t (hvf) |
| 8207769<br>*SQMW*<br><br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ZIEMIA CHELMINSKA**<br><br>**Polish Steamship Co. (Polska Zegluga Morska)**<br>Szczecin Poland | *16 699*<br>*9 021*<br>26 700<br>T/cm<br>36,8 | PR (NV) | **1984** Ast. Alianza S.A.—Avellaneda (46)<br>180,25 (BB) 23,14 9,851<br>172,02 23,11 13,92<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 28,0 28,0 20,0 28,0 28,0 ER<br>G.34 850 B.33 563<br>5 Ha (stl) (16,8 × 11,4) (19,2 12,8 19,2 19,2 × 13,1) ER | B&W<br>Oil 2SA 4Cy. 670 × 1700<br>7 840bhp (5 767kW)<br>H. Cegielski<br>Gen 3 × 488kW 440V 60Hz a.c.<br>Fuel 146,0t (d.o.) 1 070,0t (hvf)-28,0pd |
| 8207771<br>*SQMY*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **ZIEMIA GNIEZNIENSKA**<br><br>**Polish Steamship Co. (Polska Zegluga Morska)**<br>Szczecin Poland | *16 696*<br>*9 014*<br>26 696<br>T/cm<br>36,8 | PR (NV) | **1985** Ast. Alianza S.A.—Avellaneda (47)<br>180,25 (BB) 23,14 9,848<br>172,02 23,11 13,92<br>P 35,7 F 15,0 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 28,0 28,0 20,0 28,0 28,0 ER<br>G.34 850 B.33 563 HeCls. B<br>5 Ha (stl) (16,8 × 11,4) (19,2 12,8 19,2 19,2 × 13,1) ER | B&W<br>Oil 2SA 4Cy. 670 × 1700<br>7 840bhp (5 767kW)<br>H. Cegielski<br>Gen 3 × 488kW 440V 60Hz a.c.<br>Fuel 146,0t (d.o.) 1 070,0t (hvf)-28,0pd |
| 7111949<br>*SQBL*<br><br>Df Esd Gc<br>Rdr Rt<br>AMVER | **ZIEMIA KRAKOWSKA**<br><br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **16 028**<br>8 852<br>23 792<br>T/cm<br>35,8 | PR | **1971** Stocznia im. "Komuny Paryskiej"—Gdynia (B470/08)<br>187,20 22,97 9,802<br>172,02 22,86 14,00<br>1 dk | **M Bulk Carrier**<br>1bth P<br>Ice strengthened<br>7 Ho 14,0 16,9 18,5 24,6 16,0 22,3 12,3 ER<br>G.29 702<br>7 Ha (stl) (8,5 11,5 15,3 16,9 11,5 14,6 8,6 × 6,3) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>Gen 3 × 320kW 1 × 48kW 400V 50Hz a.c.<br>Fuel 1 785,0t (hvf)-34,5pd |
| 7111951<br>*SQBS*<br><br>Df Esd Gc<br>Rdr Rt<br>AMVER | **ZIEMIA LUBELSKA**<br><br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **16 028**<br>8 852<br>23 785<br>T/cm<br>35,8 | PR | **1971** Stocznia im. "Komuny Paryskiej"—Gdynia (B470/09)<br>187,20 22,97 9,802<br>172,02 22,86 14,00<br>1 dk | **M Bulk Carrier**<br>1bth P<br>Ice strengthened<br>7 Ho 14,0 16,9 18,5 24,6 16,0 22,3 12,3 ER<br>G.29 702<br>7 Ha (stl) (8,5 11,5 15,3 16,9 11,5 14,6 8,6 × 12,4) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>Gen 3 × 320kW 1 × 48kW 400V 50Hz a.c.<br>Fuel 1 785,0t (hvf)-34,5pd |
| 7319620<br>*SQDR*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **ZIEMIA OLSZTYNSKA**<br><br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **15 668**<br>8 529<br>23 719<br>T/cm<br>34,8 | PR | **1973** "Georgi Dimitrov" Shipyard—Varna (106)<br>185,12 (BB) 22,86 9,802<br>172,02 22,81 14,15<br>P 36,3 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 20,4 14,0 19,5 14,0 19,5 14,0 19,5 ER<br>G.33 135 B.30 153<br>7 Ha (stl) (14,7 10,6 13,1 10,6 13,1 10,6 13,1 × 11,4) ER | Sulzer<br>Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>H. Cegielski<br>Gen 2 × 320kW 1 × 200kW 400V 50Hz a.c.<br>Fuel 278,0t (d.o.) 1 466,0t (hvf) |
| 8207757<br>*SQMX*<br><br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **ZIEMIA SUWALSKA**<br><br>**Polish Steamship Co. (Polska Zegluga Morska)**<br>Szczecin Poland | *16 696*<br>*8 914*<br>26 706<br>T/cm<br>36,8 | PR (NV) | **1984** Ast. Alianza S.A.—Avellaneda (45)<br>180,25 (BB) 23,14 9,840<br>172,02 23,11 13,92<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 28,0 28,0 20,0 28,0 28,0 ER<br>G.34 850 B.33 563<br>5 Ha (stl) (16,8 × 11,4) (19,2 12,8 19,2 19,2 × 13,1) ER | B&W<br>Oil 2SA 4Cy. 670 × 1700<br>7 840bhp (5 767kW)<br>H. Cegielski<br>Gen 3 × 488kW 440V 60Hz a.c.<br>Fuel 146,0t (d.o.) 1 070,0t (hvf)-28,0pd |
| 8207795<br>*SQND*<br><br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **ZIEMIA TARNOWSKA**<br>Launched as Pomorze Zachodnie<br>**Polish Steamship Co. (Polska Zegluga Morska)**<br>Szczecin Poland | *16 705*<br>*9 020*<br>26 700<br>T/cm<br>36,8 | PR (NV) | **1985** Ast. Alianza S.A.—Avellaneda (49)<br>180,25 (BB) 23,14 9,843<br>172,02 23,11 13,92<br>B 35,7 F 15,0 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 28,0 28,0 20,0 28,0 28,0 ER<br>G.34 850 B.33 563<br>5 Ha (stl) (16,8 × 11,4) (19,2 12,8 19,2 19,2 × 13,1) ER | B&W<br>Oil 2SA 4Cy. 670 × 1700<br>7 840bhp (5 767kW)<br>H. Cegielski<br>Gen 3 × 488kW 1 × 52kW 440V 60Hz a.c.<br>Fuel 146,0t (d.o.) 1 070,0t (hvf)-28,0pd |
| 8207745<br>*SQMU*<br><br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ZIEMIA ZAMOJSKA**<br><br>**Polish Steamship Co. (Polska Zegluga Morska)**<br>Szczecin Poland | *16 696*<br>*8 914*<br>26 600<br>T/cm<br>36,8 | PR (NV) | **1984** Ast. Alianza S.A.—Avellaneda (44)<br>180,25 (BB) 23,14 9,840<br>172,02 23,11 13,92<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 28,0 28,0 20,0 28,0 28,0 ER<br>G.34 850 B.33 563<br>5 Ha (stl) (16,8 × 11,4) (19,2 12,8 19,2 19,2 × 13,1) ER | B&W<br>Oil 2SA 4Cy. 670 × 1700<br>7 840bhp (5 767kW)<br>H. Cegielski<br>Gen 3 × 488kW 440V 60Hz a.c.<br>Fuel 146,0t (d.o.) 1 070,0t (hvf)-28,0pd |
| 5398866<br>*UVUK*<br>M-22518<br>Df Esd Gc<br>Rdr Rt | **ZIGMAS ANGARETIS**<br><br>**Zapryba**<br>(Klaypeda) (U.S.S.R.) | T.Mk<br>**2 433**<br>872<br>1 460 | RS | **1960** .............U.S.S.R.<br>84,69 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.170 In.1 455<br>5 Ha (1,5 1,5 × 1,5) (1,6 × 1,6) (1,2 1,2 × 1,3)<br>4W Der 2(5) 2(1,5) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| 7808085<br>*TC4028*<br>4784<br>Esd Rdr RTv | **ZIHNI ISIK**<br><br>**Bartas Bartin Tasimakilik A.S.**<br>Istanbul Turkey | **964**<br>468<br>1 772 | AB | **1980** Marmara Tersanesi—Yarimca (17 A)<br>69,63 10,55 3,480<br>65,03 10,51 4,12<br>P 11,6 F 4,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.45 405 B.42 784<br>len 85<br>2 Ha (stl) ER | Skoda<br>Oil 4SA 6Cy. 350 × 500<br>980bhp (721kW)<br>CKD Praha<br>Gen 2 × 60kW a.c. 1 × 32kW a.c. |
| 9016404 | **ZIHO MARU No. 5**<br><br>**Chuo Kaiun K.K.**<br>Japan | **499**<br>—<br>1 577 | | **1991** K.K. Miura Zosensho—Saiki (1010)<br>4,101<br>70,01 12,51 7,01 | **M General Cargo** | Hanshin<br>Oil 4SA 6Cy. 310 × 530<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. |

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| **ZIKONIYA**<br>**Okeansky Ribolov (Bulgarian Ocean Fishing)**<br>Bourgas Bulgaria | **2 654**<br>1 115<br>1 139 | BR | **1970** VEB Volkswerft Stralsund—Stralsund (290)<br>82,05 13,64 5,192<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 211<br>3 Ha (1,8 × 1,2) (2,2 2,2 × 2,2)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 1 × 300kW 2 × 268kW 2 × 204kW<br>Controllable pitch propeller<br>13,5kn |
| **ZILEENA**<br>ex Med Mariner-86 ex Orion Star-86<br>ex Agelos Seraphim-81<br>ex Silver Light-74 ex Ganges Maru-71<br>Panama Panama | *10 625*<br>*6 777*<br>19 103 | (AB) (KR) (NK) | **1969** Osaka Zosensho—Osaka (289)<br>154,34 (BB) 22,84 9,183<br>146,01 22,79 12,50<br>P 25,0 F 10,4 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho ER<br>G.22 659 B.21 712<br>4 Ha (stl) (16,6 18,7 18,7 18,7 × 11,0) ER<br>Der 4(22) | Sulzer 7RD68<br>Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 160kW 445V a.c.<br>Fuel 1 376,5t 14,5kn |
| **ZIM ALEXANDRIA**<br>ex Zim Genova-91<br>**Zim Israel Navigation Company Ltd.**<br>Haifa Israel | **26 024**<br>15 111<br>25 199 | AB | **1972** Italcantieri S.p.A.—Genova (4274)<br>208,13 (BB) 30,56 10,392<br>192,01 30,51 15,45<br>F 30,5 1 dk<br>rf nil | **S Container Ship**<br>Fixed-guides<br>6 Cell. Ho 14,1 14,1 26,7 26,7 26,7 ER 27,1<br>TEU 1426 C.Ho 433/40' C.Dk 280/40'<br>8 Ha (stl) ER 2 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>38 000shp (27 951kW) Westinghouse<br>Franco Tosi Industriale S.p.A., Legnano<br>Gen 2 × 1300kW 1 × 600kW<br>Fuel 5 709,0t (o.f.) 23,5kn |
| **ZIM AMERICA**<br>**Zim Israel Navigation Company Ltd.**<br>Haifa Israel<br>SatCom: 1653104/ZAME | *37 209*<br>*16 454*<br>47 230 | AB | **1990** Howaldtswerke-Deutsche Werft A.G.—Kiel (247)<br>236,00 (BB) 12,001<br>224,50 32,20 18,80<br>1 dk | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho ER 1 Cell. Ho<br>G.75 920<br>TEU 2402<br>C.Ho 1384/20'(40') C.Dk 1018/20' (40') incl. 121 ref C.<br>12 Ha (stl) ER 1 Ha (stl) | Sulzer 8RTA76<br>Oil 2SA 8Cy. 760 × 2200<br>21 655kW (29 440bhp)<br>H. Cegielski Poznan<br>Gen 1 × 1300kW a.c. 2 × 1240kW a.c.<br>Thw. thrust propeller fwd<br>21kn |
| **ZIM ANTWERPEN**<br>ex Zim Eilat-89<br>**Bulk Carriers Corp. Ltd.**<br>Zim Israel Navigation Company Ltd.<br>Haifa Israel | **11 860**<br>6 407<br>14 920 | **✠100A1**<br>container ship<br>**✠LMC** **UMS**<br>EL E† 577,5/56,0U3(a)<br>FN 5058 | **1983**-1 Schichau-Unterweser A.G.—Bremerhaven (2283)<br>152,61 (BB) 23,27 9,330<br>140,42 23,21 12,81<br>B 18,0 F 15,9 1 dk<br>rf 483 | **M Container Ship**<br>Fixed-guides<br>DSS<br>4 Cell. Ho 30,0 28,5 28,5 ER 13,5<br>TEU 706<br>C.Ho 390/20' (40') C.Dk 316/20' (40')<br>6 Ha (stl) ER 2 Ha (stl)<br>12 Wing Ha (stl) ER | Sulzer 7RLB56<br>Oil 2SA 7Cy. 560 × 1150<br>11 100bhp (8 165kW)<br>Ito Tekkosho Shimizu<br>2 AuxB (1 o.f. 1 ex.g) 7,1kgf/cm$^2$ (7,0bar)<br>Gen 1 × 902kW 2 × 750kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 258,5t (d.o.) 1 483,0t (hvf)-26,5pd 15,5kn |
| **ZIM BRASIL**<br>ex Mary-91 ex Hoegh Mary-89<br>ex Mary-85<br>**D. & J. Coustas Shipping Co. S.A.**<br>Danaos Shipping Co. Ltd.<br>Piraeus Greece<br>SatCom: 1130430/MARY | *14 103*<br>*8 354*<br>22 323 | NV (NK) | **1984** Kawasaki Heavy Ind. Ltd.—Kobe (1352)<br>155,02 9,670<br>147,02 24,52 13,21<br>P 27,5 F 10,7 2 dks | **M General Cargo**<br>4 Ho ER 4 TwD<br>G.28 640 B.27 055<br>TEU 670<br>C.Ho 298/20' (40') C.Dk 372/20' (40') incl. 105 ref C.<br>4 Ha (stl) (each 19,2 × 12,7) ER<br>Cr 2(30) 2(25) | B&W 5L67GBE<br>Oil 2SA 5Cy. 670 × 1700<br>8 400bhp (6 179kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 610kW 1 × 460kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 188,0t (d.o.) 1 086,0t (hvf) 15kn |
| **ZIM BUENOS AIRES**<br>ex Zim Livorno-84 ex Wilri-79<br>**Zim Israel Navigation Company Ltd.**<br>Haifa Israel<br>SatCom: 1653103/ZXLY | **12 237**<br>6 988<br>16 997 | **100A1** SS 8/87<br>container cargoes in holds, tween decks & on hatches<br>Ice Class 1A<br>**LMC** **UMS**<br>EL F† 577,5/58,0U3<br>FN 5207<br>(GL) | **1977** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard, Sasebo (258)<br>154,01 22,92 10,080<br>149,31 22,90 11,97<br>P 31,4 F 38,8 2 dks<br>rf 254 | **M General Cargo**<br>DSS<br>3 Ho ER<br>G.23 697 B.22 770<br>TEU 528 C.Ho 312/20' C.Dk 216/20'<br>3 Ha (18,9 × 10,3) (31,7 25,3 × 8,0) ER<br>Cr 5(40) | Sulzer 6RND68M<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 8,5kgf/cm$^2$ (8,4bar)<br>Gen 3 × 550kW 450V 60Hz a.c.<br>16kn |
| **ZIM CALIFORNIA**<br>ex Taeho-76<br>Launched as Ariel<br>**Zim Israel Navigation Company Ltd.**<br>Haifa Israel | **25 831**<br>13 827<br>25 347 | AB (GL) | **1971** Italcantieri S.p.A.—Genova (4243)<br>208,13 (BB) 30,56 10,389<br>192,01 30,48 15,45<br>F 30,5 1 dk<br>rf nil | **S Container Ship**<br>Fixed-guides<br>6 Cell. Ho 14,1 14,1 26,7 26,7 26,7 ER 27,1<br>TEU 1426 C.Ho 433/40' C.Dk 280/40'<br>8 Ha (stl) ER 2 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>38 000shp (27 951kW) Westinghouse<br>Franco Tosi Industriale S.p.A., Legnano<br>Gen 2 × 1300kW 1 × 600kW<br>Fuel 4 920,5t (o.f.) 23,5kn |
| **ZIM CANADA**<br>**Zim Israel Navigation Company Ltd.**<br>Haifa Israel<br>SatCom: 1653122/ZCAN | *37 209*<br>*16 454*<br>47 230 | AB (Class cont.) | **1990** Howaldtswerke-Deutsche Werft A.G.—Kiel (248)<br>236,00 (BB) 32,26 10,500<br>224,50 32,20 18,80 | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho ER 1 Cell. Ho<br>TEU 2402 C.Ho 1384/20'(40') C.Dk 1018/20' (40') incl. 121 ref C.<br>13 Ha (stl) ER | Sulzer 8RTA76<br>Oil 2SA 8Cy. 760 × 2200<br>21 655kW (29 440bhp)<br>H. Cegielski Poznan<br>Gen 2 × 1240kW 1 × 1200kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd Directional thruster unit<br>21kn |
| **ZIM CAR**<br>ex Carera-88 ex Seavenus-88<br>ex Ocean Venus-88<br>**Carora Shipping Co. Ltd.**<br>Ofer Brothers (Management) Ltd.<br>Limassol Cyprus | **12 228**<br>7 292<br>15 305 | NK | **1976** Kurushima Dockyard Co. Ltd.—Onishi (870)<br>197,12 (BB) 9,024<br>184,00 28,00 12,05<br>2 dks | **M Vehicles Carrier**<br>Mchy.aft | MAN K8SZ90/160<br>Oil 2SA 8Cy. 900 × 1600<br>17 065kW (23 200bhp)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 399,0t (d.o.) 2 980,5t (hvf)-84,0pd 20,5kn |
| **ZIM CARIBE III**<br>ex Gothia-91 ex Medipas Sky-88<br>ex Nicolo Gazzolo-88 ex Gothia-87<br>ex Jumna Pioneer-86 ex Gothia-85<br>ex Concorde Antilles-85<br>ex CCNI Andino-84 ex Gothia-82<br>ex European Eagle-80 ex Gothia-80<br>**Reederei Saturn Dania Line Schiffahrtsgesellschaft m.b.H. & Co. KG**<br>Baltic Bereederung G.m.b.H. & Co. KG<br>Monrovia Liberia | **4 634**<br>3 096<br>7 958 | GL | **1980** Rickmers Rhederei G.m.b.H. Rickmers Werft—Bremerhaven (398)<br>126,32 (BB) 20,05 6,562<br>117,23 20,01 8,72<br>P 14,4 F 9,2 2 dks | **M Container Ship**<br>Portable-guides<br>Ice strengthened<br>2 Ho ER<br>G.11 024 B.10 493<br>TEU 580<br>C.Ho 200/20' (40') C.Dk 380/20' (40') incl. 50 ref C.<br>2 Ha (stl) ER<br>Cr 2(35) | MAN K6Z52/90<br>Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 1 × 440kW 3 × 240kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 80,5t (d.o.) 599,5t (hvf)-22,5pd 15,5kn |
| **ZIM ELAT**<br>ex Zim Montreal-90<br>**Zim Israel Navigation Company Ltd.**<br>Haifa Israel | **24 575**<br>13 918<br>31 846 | **✠100A1** CS 3/88<br>**✠LMC** **UMS**<br>EL L† 3$\frac{3}{16}$"U2<br>FN 9397 | **1973**-5 Bremer Vulkan A.G.—Bremen-Vegesack (981)<br>218,60 (BB) 29,11 11,526<br>206,51 28,96 16,54<br>P 52,5 F 29,3 1 dk<br>rf 152 | **S Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>TEU 1504 C.Ho 387/40' C.Dk 365/40'<br>21 Ha (stl) ER | 2 S Turb tr & dr geared to sc. shaft<br>25 000shp (18 389kW) Stal-Laval<br>Bremer Vulkan A.G. Bremen-Vegesack<br>2 WTB 76kgf/cm$^2$ (74,6bar) Spt 514°C 69kgf/cm$^2$ (67,7bar) hs2991,4<br>WTAuxB 8kgf/cm$^2$ (7,9bar) hs85,5 sg 8kgf/cm$^2$ (7,9bar)<br>Gen 1 × 1500kW 2 × 752kW 440V 60Hz a.c.<br>Fuel 4 336,5t (o.f.) 23,5kn |
| **ZIM ESPANA III**<br>ex Teresa del Mar-91<br>ex Zim Espana II-89 ex Zim Espana-88<br>ex Teresa del Mar-88<br>ex Carmina del Mar-86<br>ex Zim Espana-85 ex Zim Iberico-81<br>ex Carmina del Mar-79<br>**Ibercargo S.A.**<br>Santa Cruz de Tenerife Spain | **2 499**<br>1 850<br>3 993 | **✠100A1** SS 1/90<br>**✠LMC** **UMS**<br>EL S 467,5/42,0U2<br>FN 1916 | **1978**-1 Maritima del Musel S.A.—Gijon (185)<br>95,03 (BB) 6,325<br>84,61 15,02 7,62<br>P 16,5 F 16,2 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>6 Ho 12,5 12,5 13,1 13,1 12,5 12,5 ER<br>TEU 264<br>C.Ho 118/20' (40') C.Dk 146/20' (40')<br>6 Ha (stl) ER | Deutz RBV12M350<br>Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 232kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 38,0t (d.o.) 449,0t (hvf)-13,5pd 13,5kn |

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| 7727528<br>*SYMM*<br>9295<br>Df Esd Gc<br>Rdr RTm/h/v<br>SatNav<br>AMVER | **ZIM GENOVA**<br>ex Zim Koper-91 ex Enterprise-88<br>ex TFL Enterprise-86 ex Eagle Faith-85<br>ex TFL Enterprise-85<br>ex Alltrans Enterprise-82<br>ex Incotrans Enterprise-82<br>ex TFL Enterprise-81<br>ex Alltrans Enterprise-80<br>**Melway Bay Shipping Co. Ltd.**<br>Piraeus Greece | *16 471*<br>*6 895*<br>19 621 | ✠**100A1** SS 2/88<br>container ship<br>✠**LMC** **UMS**<br>EL G 577,5/60,0U3<br>FN 5668 | **1979**-3 Hitachi Zosen—Innoshima Works,<br>Innoshima (4599)<br>178,60 (BB) 25,05 9,170<br>166,70 25,01 14,03<br>F 26,3 1 dk<br>rf nil len 90 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 18,6 28,0 21,6 28,0 28,0 ER<br>TEU 1181 C. 1181/20'(40')<br>17 Ha (stl) ER | Sulzer 6RND7<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Hitachi Zosen Maizuru Works, Maizu<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 12kgf/cm$^2$ (11,8bar)<br>Gen 3 × 500kW 1 × 250kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 138,5t (d.o.) 913,0t (hvf)-41,0pd 18,5kn |
| 7327988<br>*4XLR*<br>MS234<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ZIM HONG KONG**<br>**Zim Israel Navigation Company Ltd.**<br>Haifa Israel<br>SatCom: 1653101/ZXLR | **24 572**<br>13 919<br>31 846 | ✠**100A1** CS 3/88<br>✠**LMC** **UMS**<br>EL L† 3$\frac{3}{16}$"U2<br>FN 9397 | **1973**-11 Bremer Vulkan A.G.—Bremen-Vegesack<br>(982)<br>218,60 (BB) 29,11 11,526<br>206,51 28,96 16,54<br>P 52,5 F 29,3 1 dk<br>rf 152 | **S Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>TEU 1504 C.Ho 387/40' C.Dk 365/40'<br>21 Ha (stl) ER | 2 S Turb tr & dr geared to sc. shaft<br>25 000shp (18 389kW) Stal-Laval<br>Bremer Vulkan A.G. Bremen-Vegesack<br>2 WTB 76kgf/cm$^2$ (74,6bar) Spt 514°C<br>69kgf/cm$^2$ (67,7bar) hs2991,4<br>AuxB 8kgf/cm$^2$ (7,9bar) hs85,5<br>sg 8kgf/cm$^2$ (7,9bar)<br>Gen 1 × 1500kW 2 × 752kW 440V 60Hz a.c.<br>Fuel (o.f.) 21,5kn |
| 7713709<br>*4XLZ*<br>MS244<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ZIM HOUSTON**<br>ex Lagos Star-80<br>**Hariz Tankers Corp.**<br>Zim Israel Navigation Company Ltd.<br>Haifa Israel | **14 939**<br>7 451<br>19 755 | AB | **1978** Hakodate Dock Co. Ltd.—Hakodate (663)<br>165,11 (BB) 9,640<br>157,99 22,86 13,42<br>F 11,0 2 dks<br>rf 81 | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho ER<br>G.27 127 B.25 966<br>TEU 542 C. 542/20' incl. 60 ref C.<br>8 Ha (stl) ER<br>Cr 4(25) 1(15) | Sulzer 6RND68M<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Ito Tekkosho Shimizu<br>Gen 3 × 750kW a.c.<br>16,5kn |
| 8008292<br>*4XIO*<br>MS260<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **ZIM IBERIA**<br>**Zim Israel Navigation Company Ltd.**<br>Haifa Israel | *36 263*<br>*13 732*<br>T/cm<br>52,4 | ✠**100A1** SS 1/92<br>container ship<br>✠**LMC** **UMS**<br>EL N† 660,0/76,0U3<br>FN 11539 | **1982**-2 Van der Giessen-de Noord B.V.—Krimpen<br>a/d Ijssel (924)<br>238,74 (BB) 32,31 11,523<br>226,20 32,26 18,75<br>P 15,0 F 19,6 2 dks<br>rf nil DK in way of Nos. 1-4 holds len 91 | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel DSS<br>6 Cell. Ho 28,0 29,2 29,2 28,4 28,0 ER<br>27,8<br>TEU 1738<br>C.Ho 956/20' (40') C.Dk 782/20' (40')<br>incl. 100 ref C.<br>10 Ha (stl) ER<br>24 Wing Ha (stl) | Sulzer 10RND90M<br>Oil 2SA 10Cy. 900 × 1550<br>35 200bhp (25 892kW)<br>B.V. Koninklijke Mij. Schps. & Mach. "De<br>Schelde" Vlissingen<br>AuxB (o.f.) 8,7kgf/cm$^2$ (8,6bar)<br>AuxB (ex.g) 9,7kgf/cm$^2$ (9,6bar)<br>rcv 8,3bar (,5kg/cm$^2$)<br>Gen 2 × 1210kW 1 × 1200kW 1 × 900kW<br>450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 669,5t (d.o.) 5 911,5t (hvf)-98,0pd 22,5kn |
| 8806785<br>*4XGT*<br>322<br>Df Esd Gc<br>Rdr RTv<br>AMVER | **ZIM ITALIA**<br>**Zim Israel Navigation Company Ltd.**<br>Haifa Israel<br>SatCom: 1653136/ZITA | *37 209*<br>*16 454*<br>47 230<br>T/cm<br>10,5 | AB (Class cont.) | **1991** Howaldtswerke-Deutsche Werft A.G. —Kiel<br>(256)<br>236,00 (BB) 32,26 12,000<br>224,50 32,20 18,80<br>P 14,5 B 14,7 F 27,8 | **M Container Ship**<br>Fixed-guides<br>7 Cell. Ho ER<br>TEU 2402<br>C.Ho 1384/20'(40') C.dk 1018/20' (40')<br>incl. 121 ref C.<br>13 Ha (stl) ER | Sulzer 8RTA76<br>Oil 2SA 8Cy. 760 × 2200<br>21 655kW (29 440bhp)<br>H. Cegielski Poznan<br>Gen 1 × 1200kW 2 × 1240kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd Tunnel Thruster Unit<br>Fuel 593,6t (d.o.) 4 406,3t (hvf)-80,0pd 21kn |
| 8906731<br><br><br>Df Esd Gc<br>Rdr RTv | **ZIM JAPAN**<br><br>**Zim Israel Navigation Company Ltd.**<br>Israel | *37 209*<br>*16 454*<br>47 230 | AB (Class cont.) | **1991** Howaldtswerke-Deutsche Werft A.G. —Kiel<br>(262)<br>236,00 12,000<br>224,50 32,20 18,00<br>1 dk | **M Container Ship**<br>Fixed-guides<br>7 Cell. Ho ER<br>TEU 2402<br>C.Ho 1384/20'(40') C.dk 1018/20' (40')<br>incl. 121 ref C.<br>13 Ha (stl) ER | Sulzer 8RTA76<br>Oil 2SA 8Cy. 760 × 2200<br>21 680kW (29 474bhp)<br>H. Cegielski Poznan<br>Gen 2 × 1240kW 1 × 1200kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd Tunnel Thruster Unit<br>Fuel 593,6t (d.o.) 4 406,3t (hvf)-80,0pd 21kn |
| 7207293<br>*SXGU*<br>8826<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **ZIM KAOHSIUNG**<br>ex Carmen Serena-85 ex C Spirit-85<br>ex Hellenic Spirit-84<br>ex Chevalier de Blois-82<br>ex Seatrain Ticonderoga-80<br>ex American Arrow-79<br>ex Atlantica Marseille-77<br>**Honaker Shipping Co.**<br>Piraeus Greece | **13 876**<br>10 389<br>22 100 | BV | **1972** Dubigeon-Normandie S.A.—Prairie-au-Duc,<br>Nantes (128)<br>191,29 23,04 9,251<br>182,12 22,99 14,64<br>B 11,9 F 12,8 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Ho ER<br>TEU 1004 C. 1004/20' | Pielstick 18PC2V-400<br>2 Vee Oil 4SA each 18Cy. 400 × 460 geared to<br>sc. shaft<br>18 000bhp (13 240kW)<br>Ch. de l'Atlantique St Nazaire<br>Gen 3 × 525kW 400V 50Hz a.c.<br>Fuel 302,0t (d.o.) 1 640,0t (hvf)-55,5pd 19kn |
| 7912367<br>*4XII*<br><br>Df Esd Gc<br>Rdr RTv<br>AMVER | **ZIM KEELUNG**<br>ex M. Keelung-91 ex Zim Keelung-91<br>**Zim Israel Navigation Company Ltd.**<br>Haifa Israel<br>SatCom: 1653115/ZXII | *36 263*<br>*13 732* | ✠**100A1** SS 2/91<br>container ship<br>✠**LMC** **UMS**<br>EL N† 660,0/76,0U3<br>FN 11539 | **1981**-4 Van der Giessen-de Noord B.V.—Krimpen<br>a/d Ijssel (922)<br>238,77 (BB) 32,34 11,523<br>226,20 32,26 18,75<br>F 19,6 2 dks<br>rf nil DK in way of Nos. 1-4 holds len 91 | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel DSS<br>6 Cell. Ho 28,0 29,2 29,2 28,4 28,0 ER<br>27,8<br>TEU 1738<br>C.Ho 956/20' (40') C.Dk 782/20' (40')<br>incl. 100 ref C.<br>10 Ha (stl) ER<br>24 Wing Ha (stl) | Sulzer 10RND90M<br>Oil 2SA 10Cy. 900 × 1550<br>35 200bhp (25 892kW)<br>B.V. Koninklijke Mij. Schps. & Mach. "De<br>Schelde" Vlissingen<br>AuxB (o.f.) 8,7kgf/cm$^2$ (8,6bar)<br>e(ex.g) & htr 9,7kgf/cm$^2$ (9,6bar)<br>rcv 8,5kgf/cm$^2$ (8,3bar)<br>Gen 2 × 1210kW 1 × 1200kW 1 × 900kW<br>450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 669,5t (d.o.) 5 911,5t (hvf)-98,0pd 22,5kn |
| 8215780<br>*DGUK*<br>13850<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **ZIM KINGSTON III**<br>ex Ursus-90 ex Cape York-88<br>ex Aqaba Crown-86<br>Launched as Ursus<br>**Partenreederei m.s. "Ursus"**<br>Schiffahrtskontor tom Worden GmbH<br>Hamburg Federal Republic<br>of Germany | T.Mk<br>**4 346**<br>2 826<br>8 553<br><br>**7 901**<br>4 973<br>11 750 | GL | **1983** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw.<br>—Hamburg (912)<br>133,31 (BB) 20,22 7,224/8,670<br>122,97 20,21 11,41<br>P 22,6 F 15,9 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho ER 3 TwD<br>G.15 625 B.14 911<br>TEU 605<br>C.Ho 286/20' (40') C.Dk 319/20' (40')<br>incl. 50 ref C.<br>3 Ha (stl) (6,3 × 13,0) (37,8 37,8 × 15,3)<br>ER<br>Cr 2(35) | MaK 6M601AK<br>Oil 4SA 6Cy. 580 × 600 sr geared to sc. shaft<br>6 000bhp (4 413kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 736kW 3 × 360kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>16kn |
| 8806797<br>*4XGU*<br>MS323<br>Df Esd Gc<br>Rdr RTv<br>SatNav<br>AMVER | **ZIM KOREA**<br>**Zim Israel Navigation Company Ltd.**<br>Haifa Israel<br>SatCom: 1653150/ZKOR | *37 209*<br>*16 454*<br>47 230<br>T/cm<br>10,5 | AB (Class cont.) | **1991** Howaldtswerke-Deutsche Werft A.G. —Kiel<br>(257)<br>236,00 (BB) 32,26 12,000<br>224,50 32,20 18,80<br>P 14,5 B 14,7 F 27,8 1 dk | **M Container Ship**<br>Fixed-guides<br>7 Cell. Ho ER<br>TEU 2402<br>C.Ho 1384/20'(40') C.dk 1018/20' (40')<br>incl. 121 ref C.<br>13 Ha (stl) ER | Sulzer 8RTA76<br>Oil 2SA 8Cy. 760 × 2200<br>21 680kW (29 474bhp)<br>H. Cegielski Poznan<br>Gen 2 × 1240kW 1 × 1200kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd Tunnel Thruster Unit<br>Fuel 593,6t (d.o.) 4 406,3t (hvf)-80,0pd 21kn |
| 7022239<br>*J8CC5*<br>2722<br>Df Esd Gc<br>Pfd RdrRTm | **ZIM LEVANT**<br>ex Lloyd Bermuda II-89<br>ex Prince Hamlet-89 ex Anita-88<br>ex Minart-88 ex Bermudiana-87<br>ex Hustler Ebro-83 ex City of Genoa-82<br>ex Tamega-74<br>**Excelsior Navigation Co. Ltd.**<br>Interorient Navigation Co. Ltd.<br>Kingstown St. Vincent and<br>the Grenadines | **1 578**<br>892<br>2 181 | BV<br>✠Classed LR until<br>30/11/82 | **1970**-9 A. Vuyk & Zonen's Scheepswerven N.V.<br>—Capelle a/d Ijssel (850)<br>85,32 13,80 4,704<br>79,15 13,71 6,05<br>RAD 15,0 F 7,1 2 dks<br>rf nil | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>2 Cell. Ho 13,3 40,2 ER<br>TEU 124<br>C.Ho 48/20' (40') C.Dk 76/20' (40') incl.<br>33 ref C.<br>7 Ha (stl) | Werkspoor 6TM410<br>Oil 4SA 6Cy. 410 × 470 sr geared to sc. shaft<br>2 354kW (3 200bhp)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 144kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 39,5t (d.o.) 191,0t (hvf)-10,5pd 15kn |
| 7400625<br>*SZSA*<br>9606<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ZIM LIVORNO**<br>ex Carmen Mama-87<br>ex Chevalier Paul-87<br>**Marvista Maritime Inc.**<br>Piraeus Greece | **30 669**<br>21 997<br>39 478 | BV | **1976** Cons. Nav. & Ind. de la Mediterranee (CNIM)<br>—La Seyne (1410)<br>**1981** (Additional cargo section) Hyundai Mipo<br>Dkyd Co. Ltd.—Ulsan<br>252,20 (BB) 10,891<br>236,07 30,51 18,22<br>B 24,4 F 41,5 1 dk<br>len 81 | **S Container Ship**<br>Fixed-guides<br>7 Cell. Ho 14,7 29,1 29,1 29,1 14,9<br>29,1 29,1 ER<br>HeCls. B<br>TEU 2288<br>C.Ho 738/20' 268/40' C.Dk 1014/20'<br>(40') incl. 108 ref C.<br>12 Ha (stl) ER | 2 S Turb sr geared to sc. shaft<br>36 000shp (26 480kW) General Ele<br>Cons. Nav. & Ind. de la Mediterranee<br>(C.N.I.M) La Seyne<br>Gen 2 × 1300kW 1 × 750kW 440V 60Hz a.c.<br>Fuel 6 185,0t (o.f.) 57,0t (d.o.)-198,0pd 24kn |

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|---|---|---|---|---|---|---|
| 226586<br>NC<br>Esd Gc<br>Rdr<br>m/h/v | **ZIM MANILA III**<br>ex Feeder 4-91 ex Carrybox 4-91<br>ex Falcon-89 ex Atlantic Falcon-83<br>ex Black Falcon-78<br>**Westview Shipping Co. Ltd.**<br>Doris Maritime Services S.A.<br>Limassol Cyprus | *3 875*<br>*1 479*<br>3 547 | GL<br>✠Classed LR until 2/9/77 | **1973**-1 Hashihama Zosen—Imabari (504)<br>116,24 (BB) 18,04 4,011<br>108,21 17,61 7,75<br>F 9,5 2 dks<br>rf nil len 82 | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho ER<br>TEU 300 C. 300/20' incl. 40 ref C.<br>6 Ha (stl) ER | Daihatsu 6DSM-32<br>2 Oil 4SA each 6Cy. 320 × 380 reverse reduction geared to sc. shaft<br>4 000bhp (2 942kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 3 × 170kW 445V 60Hz a.c.<br>Thw. thrust propeller<br>14,25kn |
| 713735<br>IE<br>S250<br>Esd Gc<br>Rdr RTv<br>VER | **ZIM MARSEILLE**<br>ex Kobe Star-80<br>**Hariz Tankers Corp.**<br>Zim Israel Navigation Company Ltd.<br>Haifa Israel<br>SatCom: 1653105/ZXIE | **14 939**<br>7 451<br>19 786 | AB | **1979** Hakodate Dock Co. Ltd.—Hakodate (666)<br>165,06 (BB) 9,621<br>157,99 22,86 13,42<br>F 11,0 2 dks<br>rf 81 | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho<br>G.27 127 B.25 966<br>TEU 542 C. 542/20' incl. 60 ref C.<br>8 Ha (stl)<br>Cr 4(25) 1(15) | Sulzer 6RND68M<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Ito Tekkosho Shimizu<br>Gen 3 × 750kW<br>16kn |
| 203754<br>OM<br>74<br>Esd Gc<br>Rdr Rt<br>VER | **ZIM MELBOURNE**<br>ex Sines-87 ex Aba-87<br>ex Hellenic Sea-87<br>**Dania Shipping Co. Ltd.**<br>Uniship (Hellas) Shipping & Trading S.A.<br>Piraeus Greece | **15 455**<br>9 920<br>21 465 | HR (AB) | **1972** (Fwd & aft sections) Oy Wartsila Ab —Turku/Abo (1191)<br>**1983** (Main Cargo section) Cantieri Navali Riuniti S.p.A.—Palermo<br>190,43 (BB) 25,00 9,421<br>176,13 23,64 12,60<br>P 44,2 F 26,6 1 dk<br>rf nil len & widened 83<br>conv Ref General Cargo 83 | **M Container Ship**<br>Fixed-guides<br>6 Cell. Ho 15,6 21,8 27,4 27,4 30,4 ER 12,6<br>TEU 1200<br>C.Ho 604/20' (40') C.Dk 596/20' (40')<br>9 Ha (stl) ER 1 Ha (stl) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Oy Wartsila Ab Turku/Abo<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 334,5t (d.o.) 1 388,0t (hvf) 19kn |
| 713711<br>D<br>S249<br>Esd Gc<br>Rdr RTv<br>VER | **ZIM MIAMI**<br>ex Abidjan Star-80<br>**Hariz Tankers Corp.**<br>Zim Israel Navigation Company Ltd.<br>Haifa Israel<br>SatCom: 1653106/ZXID | **14 939**<br>7 451<br>19 787 | AB | **1978** Hakodate Dock Co. Ltd.—Hakodate (664)<br>165,11 (BB) 9,602<br>157,99 22,86 13,42<br>F 11,0 2 dks<br>rf 81 | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho ER 1 Ho 5 TwD<br>G.27 154 B.25 991<br>TEU 542<br>8 Ha (stl) (12,5 25,6p&s 25,6p&s 12,8p&s × 8,0) ER (12,8 × 8,0)<br>4W Cr 4(25) 1(15) | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Ito Tekkosho Shimizu<br>Gen 3 × 750kW<br>16kn |
| 118353<br>Esd Gc<br>r RTm/h/v<br>VER | **ZIM NAPOLI**<br>ex Jasmine-91 ex Zim Kingston II-90<br>ex Caribic Star-88<br>ex Joanna Borchard-87 ex Caribic 1-85<br>ex Ruth Borchard-83<br>ex Zim Kaohsiung-82 ex Caribic-79<br>**Partenreederei m.s. "Caribica"**<br>Reederei Hermann Buss<br>Hamburg Antigua & Barbuda | T.Mk<br>**1 599**<br>1 246<br>4 339<br><br>**3 943**<br>2 670<br>6 907 | GL | **1979** J. J. Sietas G.m.b.H. & Co. K.G. Schiffsw. —Hamburg (844)<br>118,42 (BB) 17,84 4,780/6,600<br>108,46 17,81 8,72<br>F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.9 937 B.9 305<br>TEU 431<br>C.Ho 172/20'(40') C.Dk 259/20'(40') incl. 50 ref C.<br>1 Ha (stl) (76,6 × 12,7) | MaK 8M551AK<br>Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 552kW 2 × 268kW 220/440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>14,5kn |
| 705415<br>UF<br>22<br>Esd Gc<br>r RTm/h/v<br>atNav<br>VER | **ZIM OSAKA**<br>ex Liberty-88 ex TFL Liberty-86<br>**Sea Beauty Maritime Inc.**<br>Piraeus Greece | *16 471*<br>*6 895*<br>19 621 | ✠100A1 CS 6/88<br>container ship<br>✠LMC UMS<br>EL G† 577,5/60,0U3<br>FN 6508 | **1978**-8 Hitachi Zosen—Innoshima Works, Innoshima (4593)<br>178,60 25,05 9,172<br>166,70 25,01 14,03<br>F 26,3 1 dk<br>rf nil len 90 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 18,6 28,0 21,6 28,0 28,0 ER<br>TEU 1181 C. 1181/20'(40')<br>17 Ha (stl) ER | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Hitachi Zosen Maizuru Works, Maizuru<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 12kgf/cm$^2$ (11,8bar)<br>Gen 3 × 500kW 1 × 250kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 138,5t (d.o.) 1 038,0t (hvf)-41,0pd 18,5kn |
| 229435<br>S309<br>Esd Gc<br>r RTm/h/v | **ZIM PIRAEUS**<br>ex Lavern Piraeus-89 ex Zim Piraeus-89<br>ex Carmen Vita-86 ex C Concord-85<br>ex Hellenic Concord-85<br>ex Seatrain Concord-81<br>ex Medelena-77<br>**Ofer Sons Investments (1978) Ltd.**<br>Ofer Brothers (Management) Ltd.<br>Haifa Israel | *15 656*<br>*6 217*<br>22 300 | BV | **1973** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (130)<br>191,31 23,04 9,253<br>179,84 23,02 14,64<br>B 11,9 F 12,8 1 dk<br>len 89 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho ER<br>TEU 1208 C. 1208/20'<br>14 Ha (stl) ER | Pielstick 18PC2-2V-400<br>2 Vee Oil 4SA each 18Cy. 400 × 460 geared to sc. shaft<br>13 240kW (18 000bhp)<br>Ch. de l'Atlantique St Nazaire<br>Gen 3 × 525kW 400V 50Hz a.c.<br>Fuel 334,5t (d.o.) 2 032,0t (hvf) 19kn |
| 400649<br>ZC<br>97<br>Esd Gc<br>Rdr Rt<br>VER | **ZIM PUSAN**<br>ex Carmen Cara-87<br>ex Chevalier Roze-87<br>**Angistri Corp.**<br>Piraeus Greece | **30 669**<br>21 997<br>39 478 | BV | **1976** Cons. Nav. & Ind. de la Mediterranee (CNIM) —La Seyne (1411)<br>**1981** (Additional cargo section) Hyundai Mipo Dkyd Co. Ltd.—Ulsan<br>252,20 (BB) 10,891<br>233,10 30,51 18,22<br>B 24,4 F 41,5 1 dk<br>len 81 | **S Container Ship**<br>Fixed-guides<br>7 Cell. Ho 14,7 29,1 29,1 29,1 14,9 29,1 29,1 ER<br>HeCls. B<br>TEU 2288<br>C.Ho 738/20' 268/40' C.Dk 1014/20' (40') incl. 108 ref C.<br>12 Ha (stl) ER | 2 S Turb sr geared to sc. shaft<br>36 000shp (26 480kW) General Electric<br>Cons. Nav. & Ind. de la Mediterranee (C.N.I.M) La Seyne<br>Gen 2 × 1300kW 1 × 760kW 440V 60Hz a.c.<br>Fuel 6 185,0t (o.f.) 57,0t (d.o.)-198,0pd 25,9kn |
| 312379<br>Esd Gc<br>Rdr<br>m/h/v<br>VER | **ZIM SAVANNAH**<br>ex M. Savannah-90<br>ex Zim Savannah-90<br>**Bovino Shipping Co. Ltd.**<br>Zim Israel Navigation Company Ltd.<br>Haifa Israel | *36 263*<br>*13 732*<br>29 547<br>T/cm<br>52,4 | ✠100A1 SS 9/91<br>container ship<br>✠LMC UMS<br>EL N† 660,0/76,0U3<br>FN 11539 | **1981**-9 Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel (923)<br>238,77 32,34 11,532<br>226,20 32,26 18,75<br>F 19,6 2 dks<br>rf nil DK in way of Nos. 1-4 holds len 90 | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel DSS<br>6 Cell. Ho 28,0 29,2 29,2 28,4 28,0 ER 27,8<br>TEU 1738<br>C.Ho 956/20' (40') C.Dk 782/20' (40') incl. 100 ref C.<br>10 Ha (stl) ER<br>24 Wing Ha (stl) | Sulzer 10RND90M<br>Oil 2SA 10Cy. 900 × 1550<br>35 200bhp (25 892kW)<br>B.V. Koninklijke Mij. Schps. & Mach. "De Schelde" Vlissingen<br>AuxB (o.f.) 8,7kgf/cm$^2$ (8,6bar)<br>e(ex.g) & htr 9,7kgf/cm$^2$ (9,6bar) rcv 8,5kgf/cm' (8,3bar)<br>Gen 2 × 1210kW 1 × 1200kW 1 × 900kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 669,5t (d.o.) 5 911,5t (hvf)-98,0pd 22,5kn |
| 400650<br>P<br>S265<br>Esd Gc<br>Rdr Rt<br>VER | **ZIM SINGAPORE**<br><br>**Bulk Carriers Corp. Ltd.**<br>Zim Israel Navigation Company Ltd.<br>Haifa Israel | **11 859**<br>6 412<br>14 921 | ✠100A1 SS 9/87<br>container ship<br>✠LMC UMS<br>EL E† 577,5/56,0U3(a)<br>FN 5058 | **1982**-9 Schichau-Unterweser A.G.—Bremerhaven (2278)<br>152,61 (BB) 23,27 9,330<br>140,42 23,21 12,81<br>F 15,9 1 dk<br>rf 483 | **M Container Ship**<br>Fixed-guides<br>DSS<br>4 Cell. Ho 30,0 28,5 28,5 ER 13,5<br>TEU 706<br>C.Ho 390/20' (40') C.Dk 316/20' (40')<br>6 Ha (stl) ER 2 Ha (stl)<br>12 Wing Ha (stl) ER | Sulzer 7RLB56<br>Oil 2SA 7Cy. 560 × 1150<br>11 100bhp (8 165kW)<br>Ito Tekkosho Shimizu<br>2 AuxB (1 o.f. 1 ex.g) 7,1kgf/cm$^2$ (7,0bar)<br>Gen 1 × 902kW 2 × 880kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 258,5t (d.o.) 1 483,0t (hvf)-26,5pd 15,5kn |
| 214935<br>GO<br>Esd Gc<br>r RTm/h/v | **ZIM SYDNEY**<br>ex Lavern Trieste-89 ex Zim Sydney-88<br>ex Ville du Mistral-86<br>ex Carmen Fontana-86<br>ex C Friendship-85<br>ex Hellenic Friendship-84<br>ex Seatrain Bunker Hill-81<br>ex Atlantica Iberia-77 ex Medariana-75<br>**Ofer Sons Investments (1978) Ltd.**<br>Ofer Brothers (Management) Ltd.<br>Haifa Israel | *15 656*<br>*6 217*<br>22 111 | BV | **1972** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (129)<br>191,31 23,04 9,253<br>182,11 23,02 14,64<br>B 11,9 F 12,8 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 27,4 27,4 27,4 27,4 13,7 ER<br>TEU 1139 C.1139/20'<br>25 Ha (stl) ER | Pielstick 18PC2V-400<br>2 Vee Oil 4SA each 18Cy. 400 × 460 geared to sc. shaft<br>13 240kW (18 000bhp)<br>Ch. de l'Atlantique St Nazaire<br>Gen 3 × 525kW 400V 50Hz a.c.<br>Fuel 334,5t (d.o.) 2 032,0t (hvf) 20,4kn |
| 720471<br>B<br>247<br>Esd Gc<br>Rdr<br>m/h/v<br>VER | **ZIM TOKYO**<br>Launched as Serica<br>**Zim Israel Navigation Company Ltd.**<br>Haifa Israel | **25 830**<br>13 827<br>25 212 | GL (AB) | **1972** Italcantieri S.p.A.—Genova (4255)<br>208,13 (BB) 30,56 10,361<br>192,01 30,48 15,45<br>F 30,5 2 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>6 Cell. Ho 14,1 14,1 26,7 26,7 26,7 ER 27,1<br>TEU 1426 C.Ho 433/40' C.Dk 280/40'<br>8 Ha (stl) ER 2 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>25 000shp (18 389kW) Westinghouse<br>Franco Tosi Industriale S.p.A., Legnano<br>Gen 2 × 1300kW 1 × 600kW<br>23,5kn |

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|---|---|---|---|---|---|---|
| **7304871**<br>*4XGN*<br>Df Esd Gc<br>Rdr RTm/h/v | **ZIM TRIESTE**<br>ex Lavern Sydney-89 ex Zim Trieste-89<br>ex Lavern Sydney-89 ex Zim Trieste-89<br>ex Carmen Fortuna-86<br>ex C Adventure-85<br>ex Hellenic Adventure-84<br>ex Seatrain Le Havre-80<br>ex Medorfea-79<br>**Ofer Sons Investments (1978) Ltd.**<br>Ofer Brothers (Management) Ltd.<br>Haifa Israel | *15 656*<br>*6 217*<br>22 311 | BV | **1973** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (131)<br>191,31 23,04 9,251<br>184,27 23,02 14,64<br>1 dk<br>len 89 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 27,4 27,4 27,4 27,4 13,7 ER<br>TEU 1208 C. 1208/20'<br>14 Ha (stl) ER | Pielstick 18PC2V-40<br>2 Vee Oil 4SA each 18Cy. 400 × 460 geared to sc. shaft<br>13 240kW (18 000bhp)<br>Ch. de l'Atlantique St Nazai<br>Gen 4 × 415kW 380V 50Hz a.c.<br>Fuel 334,5t (d.o.) 8 128,5t (hvf) 20,4k |
| **8203581**<br>*DKQK*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **ZIM URUGUAY**<br>ex Doria-91 ex Westermarsch-90<br>ex Woermann Ulanga-90<br>ex Westermarsch-86<br>ex Zim Melbourne-86<br>Launched as Westermarsch<br>**Gebruder Peterson Schiffahrtsges. "Westermarsch" m.b.h. & Co. K.G.**<br>Schiffahrtskontor Rendsburg G.m.b.H.<br>Rendsburg Federal Republic of Germany<br>SatCom: 1120710/DKQK | *10 544*<br>*5 643*<br>14 436 | GL | **1983** Werft Nobiskrug G.m.b.H.—Rendsburg (714)<br>151,01 (BB) 22,94 8,330<br>138,03 22,92 11,03<br>P 22,6 F 26,6 1 dk | **M Container Ship**<br>Portable-guides<br>Ice strengthened Str. heavy cargoes<br>3 Cell. Ho ER<br>TEU 932<br>C.Ho 362/20' (40') C.Dk 570/20' (40') incl. 75 ref C.<br>3 Ha (stl) ER | MaK 8M601AK<br>Oil 4SA 8Cy. 580 × 600 with flexible couplings & sr geared to sc. shaft<br>10 876bhp (8 000kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kie<br>Gen 1 × 1000kW 2 × 448kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 247,5t (d.o.) 1 177,0t (hvf)-30,5pd 16,5k |
| **7705398**<br>*SVCQ*<br>9329<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatCom<br>AMVER | **ZIM YOKOHAMA**<br>ex Independence-88<br>ex TFL Independence-86<br>**Stewart Bay Shipping Co. Ltd.**<br>Piraeus Greece | *16 471*<br>*6 895*<br>19 621 | ✠**100A1** CS 3/88<br>container ship<br>✠**LMC** **UMS**<br>EL G† 577,5/60,0U3<br>FN 5668 | **1978**-4 Hitachi Zosen—Innoshima Works, Innoshima (4591)<br>178,60 (BB) 25,05 9,189<br>166,70 25,01 14,03<br>F 26,3 1 dk<br>rf nil len 90 | **M Container Ship**<br>Fixed-guides<br>5 Cell. Ho 18,6 28,0 21,6 28,0 28,0 ER<br>TEU 1181 C. 1181/20'(40')<br>17 Ha (stl) ER | Sulzer 6RND7<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Hitachi Zosen Maizuru Works, Maizu<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 12kgf/cm$^2$ (11,8bar)<br>Gen 3 × 500kW 1 × 250kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 138,5t (d.o.) 1 038,0t (hvf)-41,0pd 18,5k |
| **7641968**<br>715<br>Esd Rt | **ZIMBRUL**<br>**C.C.C.F.**<br>Galatz Romania | **858**<br>229<br>386 | RNR | **1975** .............U.S.S.R.<br>38,41 19,99 2,020<br>3,38<br>1 dk | **TD-E Crane Barge**<br>Ice strengthened<br>Mchy.aft | 2 Oil 4SA each 6Cy. 250 × 340 driving 2 gen. each 320kW 400V a.c. connected to 2 elec. motors each of 299shp (220kW) & geared to sc. shafts<br>U.S.S.R<br>Gen 1 × 50kW 380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 101,5t (d.o.) 10k |
| **8523357**<br>*YQFW*<br>Df Esd Rdr<br>Rt | **ZIMBRUL 1**<br>**A.F.D.J. Galatz (Administratia Fluviala a Dunarii de Jos - Galatz)**<br>Galatz Romania | **430**<br>—<br>— | RNR | **1984** Santierul Naval Galatz—Galatz<br>34,55 4,601<br>33,36 11,28 5,74<br>1 dk | **TM Tug** | MAN<br>2 Vee Oil 4SA each 12Cy. 228 × 266<br>I.C.M. Resita Resit<br>Gen 2 × 140kW 400V 50Hz a.c.<br>Fuel (d.o.) 11k |
| **8523369**<br>*YQFV*<br>Df Esd Rdr<br>Rt | **ZIMBRUL 2**<br>**A.F.D.J. Galatz (Administratia Fluviala a Dunarii de Jos - Galatz)**<br>Galatz Romania | **430**<br>—<br>— | RNR | **1984** Santierul Naval Galatz—Galatz<br>34,57 4,601<br>33,41 11,28 5,74<br>1 dk | **TM Tug** | MAN<br>2 Vee Oil 4SA each 12Cy. 228 × 266<br>I.C.M. Resita Resit<br>Gen 2 × 140kW 400V 50Hz a.c.<br>Fuel (d.o.) 11k |
| **8502171**<br>*YQOB*<br>706<br>Df Esd Gc<br>Rdr Rt | **ZIMNICEA**<br>**Navrom Shipping Company**<br>Constantza Romania | **3 430**<br>1 767<br>4 620 | RNR | **1984** Santierul Naval Galatz—Galatz (4547)<br>106,03 8,511<br>93,45 14,81 13,72<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 19,4 21,4 22,1 ER<br>G.5 912 B.5 389<br>TEU 80 C. 80/20'<br>3 Ha (stl) (12,0 × 8,0) (15,4 15,4 × 10,2) ER<br>Der 3(5) | B&W 5DKRN50/110-2<br>Oil 2SA 5Cy. 500 × 1100<br>3 000bhp (2 207kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 450kW 400V 50Hz a.c. 13,75k |
| **8615980**<br>*ELIO4*<br>8371<br>Df Esd Gc<br>Pfd Rdr RTv<br>AMVER | **ZINA**<br>**Zina Shipping Corp.**<br>Acomarit Services Maritimes S.A.<br>Monrovia Liberia<br>SatCom: 1240273/ZINA | *18 094*<br>*11 636*<br>29 024 | ✠**100A1**<br>oil tanker<br>Ice Class 3<br>✠**LMC** **UMS**<br>**IGS**<br>EL I† 644,0/73,0U2<br>FN 6578 | **1989**-1 "Georgi Dimitrov" Shipyard—Varna (351)<br>175,06 (BB) 26,06 11,000<br>162,00 26,00 14,60<br>P 35,6 F 20,8 1 dk<br>rf nil | **M Tanker**<br>IGS(LR) SBT pt higher tensile steel<br>14 Wing Ta ER<br>L.(oil) 38 648 | Sulzer 6RTA5<br>Oil 2SA 6Cy. 580 × 1700<br>8 700kW (11 828bhp)<br>Sulzer Bros. Ltd. Winterthu<br>WTAuxB (o.f.) 18,4kgf/cm$^2$ (18,1bar)<br>WTAuxB (o.f.) 18,4kgf/cm$^2$ (18,1bar)<br>AuxB (ex.g) 6,9kgf/cm$^2$ (6,8bar)<br>Gen 3 × 640kW 380V 50Hz a.c.<br>Fuel (hvf) 14,8k |
| **6827450**<br>*UUBS*<br>M-29790<br>Df Esd Gc<br>Pfd Rdr<br>RTh/v<br>AMVER | **ZINA PORTNOVA**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.) | **2 138**<br>869<br>—<br>**3 601**<br>1 757<br>4 648 | RS | **1968** VEB Schiffswerft "Neptun"—Rostock (304)<br>105,67 15,65 5,271/6,771<br>95,99 15,60 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3<br>G.6 608 B.6 060<br>4 Ha (stl) (9,9 9,9 × 7,0) (9,9 × 8,9) ER (9,6 × 7,0)<br>8W Der 1(40) 1(20) 8(5) | MAN<br>Oil 2SA 4Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt Halberstadt<br>Fuel 78,0t (d.o.) 313,0t (hvf) 13,75k |
| **7356288**<br>*VKZM*<br>355811<br>Df Esd Gc<br>Rdr RTv | **ZINCMASTER**<br>**TNT Bulkships Operations Pty. Ltd.**<br>Associated Steamships Pty. Ltd.<br>*Hobart, Tas.* Australia | **12 703**<br>6 861<br>17 605 | ✠**100A1** CS 8/90<br>strengthened for heavy cargoes & sulphuric acid in DTm<br>✠**LMC** **UMS**<br>EL D† $2\frac{7}{16}$"U2<br>FN 5556 | **1975**-8 Whyalla SB. & Eng. Works—Whyalla, S.A. (59)<br>177,86 21,29 8,433<br>169,42 21,20 11,59<br>P 26,9 F 19,2 1 dk, 2nd dk except in centre holds, 3rd dk in wing cargo spaces only<br>rf nil DK fwd len 79 | **M Bulk Carrier/RoRo Cargo**<br>Vehicles<br>Side door (s, fwd)<br>4 Ho 25,0 25,0 12,5 25,0 ER<br>G.1 410<br>TEU 76 C.Dk 76/20'<br>4 Ha (stl) (25,4T 25,4 16,2 23,7 × 7,3) ER | Sulzer 5RND6<br>Oil 2SA 5Cy. 680 × 1250<br>8 250bhp (6 068kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Ai<br>✠ NAuxB (o.f.) 9/84 6,9kgf/cm$^2$ (6,8bar)<br>Gen 3 × 500kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 340,0t (hvf) 13,75k |
| **6805684**<br>*VGGK*<br>319745<br>Esd Pfd Rdr<br>Rt | **ZINDER**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **652**<br>315<br>391 | ✠Classed LR until 6/69 | **1968**-4 Marine Industrie Ltee.—Sorel, P.Q. (378)<br>50,78 9,25 4,395<br>42,98 9,22 6,76<br>B 3,4 2 dks<br>rf 787 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>1 530bhp (1 125kW)<br>Kloeckner Humboldt Deutz Koel<br>Gen 2 × 68kW 230V 60Hz a.c.<br>Controllable pitch propeller |
| **7329091**<br>*CNTR*<br>Df Esd Rdr<br>Rt | **ZINEB**<br>ex Aquiles-79<br>**Sisnipeche S.A.**<br>Casablanca Morocco | **270**<br>124<br>— | (BV) | **1974** Ast. Neptuno—Valencia (51)<br>37,39 3,471<br>31,50 7,31 3,92<br>1 dk | **M Fishing**<br>Side Trawler Ref | Alpha 408-26V<br>Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Cons. Echevarria Berme<br>Controllable pitch propeller 10,75k |
| **5131220**<br>*IWUB*<br>1730<br>Df Esd Rdr<br>RTm/v | **ZINGARA**<br>ex Nova-89 ex Roye-87 ex Flint-80<br>ex Gisela Flint-74<br>**Vincenzo Assenso**<br>Napoli Italy | *336*<br>*164*<br>488 | BV RI (GL) | **1961** Alfred Hagelstein—Luebeck (604)<br>45,39 8,54 2,701<br>43,54 8,53 3,03<br>P 11,6 F 5,5 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 23,0 ER<br>G.634 B.583<br>1 Ha (21,3 × 5,4) ER<br>2W Der 2(2) | Deutz SBA6M5<br>Oil 4SA 6Cy. 220 × 280<br>370bhp (272kW)<br>Kloeckner Humboldt Deutz Koel<br>Gen 1 × 50kW 24V<br>Fuel 24,0t (d.o.) 9,5k |
| **7614941**<br>*HP3145*<br>5897-75<br>Rt | **ZINGARA**<br>ex YG 37<br>**Joseph E. Erisman**<br>Panama Panama | **287**<br>194<br>— | | **1944** Gulfport Boiler & Welding Works Inc. —Port Arthur, Tx<br>*34,36* 7,93<br>2,93<br>conv General Cargo Barge — | **M Fishing** | Oil<br>300bhp (221kW) U.S.A |

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| **ZINI**<br>**Astro Halieto Armadora S.A.**<br>Piraeus Greece<br>SatCom: 1130137/ZINI | **11 348**<br>7 072<br>19 511<br>T/cm<br>29,1 | AB | **1976** Hitachi Zosen—Mukaishima (4510)<br>156,22 22,64 9,502<br>146,08 22,61 12,91<br>P 29,3 F 11,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>4 Ho ER<br>G.25 315 B.24 211<br>4 Ha (stl) ER<br>Cr 4(25) | B&W 6K62EF<br>Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Hitachi Zosen Osaka<br>Gen 3 × 330kW a.c.<br>15kn |
| **ZINKO MARU**<br>**Sanko Kisen K.K.**<br>Yokohama, Japan<br>Kanagawa Pref. | **1 473**<br>—<br>3 069 | NK | **1980** Murakami Hide Zosen K.K.—Hakata (180)<br>78,19 6,230<br>72,01 12,51 7,12<br>P 19,9 F 8,3 1 dk | **M Tanker**<br>Oil Asphalt<br>Mchy.aft<br>L.1 801 | Hanshin 6LU40<br>Oil 4SA 6Cy. 400 × 640<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 176kW 445V 60Hz a.c.<br>Fuel 114,0t (d.o.) 138,0t (hvf)-10,0pd 12,5kn |
| **ZINNIA**<br>**MTG Marine Inc.**<br>Namyangsa Co. Ltd.<br>Panama Panama | **499**<br>256<br>1 196 | KR NK | **1979** Wakamatsu Zosen K.K.—Wakamatsu (303)<br>68,61 11,03 4,063<br>64,01 11,00 4,09<br>2 dks | **M Refrigerated Cargo**<br>In.1 263<br>2 Ha (stl) (each 3,4 × 3,4) ER<br>Der 4(2) | Akasaka AH33<br>Oil 4SA 6Cy. 330 × 500<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 600kW<br>12kn |
| **ZINOVIY SOLOVYEV**<br>**Far-Eastern Shipping Co. (FESCO)**<br>(Vladivostok) (U.S.S.R.)<br>SatCom: 1400762/UNJK | T.Mk<br>**4 013**<br>1 793<br>5 800<br>**6 551**<br>3 311<br>7 425 | RS | **1974** Stocznia Gdanska im. Lenina—Gdansk (B465/14)<br>135,41 (BB) 18,04 6,630/7,462<br>122,48 18,01 10,27<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER 11,2 6 TwD<br>G.11 491 B.10 746 In.267 L.417<br>TEU 112<br>C.Ho 88/20' (40') C.Dk 24/20' (40')<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s 13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Sulzer 5RD68<br>Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski Poznan<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd 15,5kn |
| **ZINYA MARU No. 8**<br>**Yano Kensetsu K.K.**<br>Japan | **699**<br>—<br>2 300 | | **1991** K.K. Miura Zosensho—Saiki (1006)<br>4,631<br>70,01 14,51 7,62 | **M General Cargo**<br>1 Ho ER<br>G.2 507 B.2 341<br>1 Ha (stl) ER | Yanmar<br>Oil 4SA 6Cy. 330 × 620<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **ZION No. 1**<br>ex Halleluya No. 1-89<br>ex Pais del Este No. 75-86<br>ex Kintoku Maru No. 8-78<br>**Mobil Oil (Ghana) Ltd.**<br>Takoradi Ghana | **349**<br>151<br>428 | KR | **1968** Niigata Eng. Co. Ltd.—Niigata (771)<br>53,01 8,82 3,429<br>47,20 8,79 3,79<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.199<br>4 Ha (1,0 1,6 × 2,0) (1,7 × 2,9) (1,2 × 1,4) ER | Niigata<br>Oil 4SA 8Cy. 310 × 380<br>1 346kW (1 830bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 64kW 225V a.c.<br>11,2kn |
| **ZIRJE**<br>**Liblease One Ltd.**<br>Slobodna Plovidba<br>Kingstown St. Vincent and the Grenadines | *28 164*<br>*14 909*<br>48 320 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>Ice Class 1D<br>✠**LMC** **UMS**<br>EL Lt 632,5/70,0U3<br>FN 8913<br>JR (Class cont.) | **1990**-11 Brodogradiliste "Split"—Split (371)<br>192,00 (BB) 32,05 11,700<br>183,00 32,00 16,70<br>F 15,6 1dk<br>rf nil DK | **M Bulk Carrier**<br>5 Ho 25,2 29,7 28,8 28,8 28,8 ER<br>G.57 006<br>5 Ha (stl) (15,3 19,7 19,7 19,7 19,7 × 14,4) ER<br>Cr 4(25) | B&W 6L60MC<br>Oil 2SA 6Cy. 600 × 1944<br>7 344kW (9 984bhp)<br>Tvornica Dizel Motora "Split" Split<br>AuxB (o.f.) 7,1kgf/cm² (7,0bar)<br>e(ex.g) (ex.g) 7,1kgf/cm² (7,0bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 182,0t (d.o.) 1 596,9t (hvf)-29,5pd 14,5kn |
| **ZIRKU**<br>**H.E. Sheikh Khalifa Bin Zayed Alnahyan**<br>Mina Zayed, Abu Dhabi United Arab Emirates | **207**<br>97<br>— | | **1973** Singapore SB. & Eng. Ltd.—Singapore<br>35,06 8,84 1,220<br>33,84 8,54 1,83<br>1 dk | **TM RoRo Cargo/ Landing Craft**<br>Bow door<br>Mchy.aft | Caterpillar<br>2 Oil 4SA 6Cy.<br>Caterpillar Tractor Co. Peoria, Illinois |
| **ZITARS**<br>ex MRTK-1090<br>**"Zvejnieks"**<br>Riga Latvia | *117*<br>*35*<br>30 | RS | **1984** ............U.S.S.R.<br>25,50 7,00 2,390<br>- - 3,30<br>1 dk | **M Fishing** | Oil<br>............ |
| **ZIWAY**<br>**The Ethiopian Shipping Lines**<br>Assab Ethiopia | *995*<br>*298*<br>357 | ✠LR class withdrawn-Owners' request 7/90 | **1988**-12 Schichau Seebeckwerft A.G.—Geeste, Bremerhaven. (99)<br>60,20 12,02 1,440<br>55,40 12,00 4,60<br>RFD 10,7 2 dks 2nd dk fwd & aft of machinery space<br>rf nil | **TM RoRo Cargo/ Landing Craft**<br>Bow door/ramp<br>L 4,50 W 4,30<br>Mchy.aft<br>TEU 24 C. 24/20' | M.T.U. 6V396TC62<br>2 Vee Oil 4SA each 6Cy. 165 × 185 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>980kW (1 332bhp)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 152kW 400V 50Hz a.c.<br>10kn |
| **ZIYA K**<br>ex Lora C-90 ex Rubens-89<br>**Bleacker Shipping Corp.**<br>Istanbul Turkey | *17 661*<br>*10 821*<br>29 685<br>T/cm<br>38,0 | ✠**100A1** CS 10/91<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL Gt 2⅜"U3<br>FN 6778 | **1976**-10 N.V. Boelwerf S.A.—Tamise/Temse (1491)<br>190,02 (BB) 23,02 10,808<br>181,03 22,93 14,51<br>P 33,3 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho 19,5 20,4 26,9 20,9 26,9 23,2 ER<br>G.36 964 B.35 236<br>6 Ha (stl) (11,2T × 8,0) (14,0 18,2 14,2 18,2 14,2 × 9,9) ER<br>18W Der 6(20) | MAN K8Z70/120E<br>Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>A.C.E.C. Gent/Gand<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 274,0t (d.o.) 1 921,0t (hvf) 15,75kn |
| **ZIYA S**<br>ex Anadolu 3-90 ex Batman-89<br>ex Patman-89 ex Mega Star-87<br>ex Aino-83<br>**Sonmez Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey<br>SatCom: 1740127/ZIYA | **48 154**<br>37 483<br>106 850<br>T/cm<br>94,0 | BV NV | **1969** Harland & Wolff Ltd.—Belfast (1672)<br>260,61 (BB) 40,75 14,796<br>251,06 40,70 20,12<br>1 dk<br>rf 152 | **M Bulk Carrier**<br>9 Ho ER<br>G.118 263 B.112 133 HeCls. ptB<br>9 Ha (13,0 × 18,2) (13,7 13,7 13,7 13,7 13,7 13,7 13,7 13,7 × 20,1) ER | B&W 9-84VT2BF-180<br>Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW)<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 199,0t (d.o.) 4 451,5t (hvf)-68,0pd 15kn |
| **ZIYAD**<br>ex Teodora I-88 ex Stella Ara-87<br>**Court Commercial Enterprises Inc.**<br>BT Shipping Services Ltd.<br>Panama Panama | **1 551**<br>835<br>3 201 | RI | **1969** Cant. Nav. di Pesaro—Pesaro (19)<br>90,02 14,00 5,414<br>82,02 13,97 6,10<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 4 200<br>Der 1(1) | Deutz RBV8M358<br>Oil 4SA 8Cy. 400 × 580<br>2 150bhp (1 581kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 100kW 2 × 60kW 220V 50Hz a.c.<br>Fuel 118,0t (d.o.)-5,0pd 14,5kn |
| **ZLARIN**<br>ex Asturies-87<br>**Abbotswood Shipping Corp.**<br>Slobodna Plovidba | **5 124**<br>2 832<br>9 246<br>T/cm<br>47,1 | GL | **1985** S.A. Juliana Const. Gijonesa—Gijon (291)<br>119,51 18,55 7,400<br>110,01 18,51 9,53<br>P 22,9 F 10,4 1 dk | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho ER<br>G.10 541 B.10 273<br>TEU 160<br>C.Ho 96/20' (40') C.Dk 64/20' (40')<br>2 Ha (stl) (each 25,9 × 10,7) ER<br>Der 2(50) 2(25) | Werkspoor 6TMS410C<br>Oil 4SA 6Cy. 410 × 470 with flexible couplings & sr geared to sc. shaft<br>4 500bhp (3 310kW)<br>Ast. Espanoles S.A. Olaveaga Works, Bilbao<br>Gen 3 × 260kW 380V 50Hz a.c.<br>Fuel 90,5t (d.o.) 379,5t (hvf) 13,25kn |
| **ZLATNI PIASATZI**<br>**Okeansky Ribolov (Bulgarian Ocean Fishing)**<br>Bourgas Bulgaria | **5 942**<br>2 844<br>5 170 | BR | **1968** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,82 7,220<br>120,96 16,77 9,53<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.7 298<br>4 Ha (each 4,8 × 5,1) ER<br>8W Der 8(3) | Sulzer<br>4 Oil 4SA each 6Cy. 250 × 300 total 5 384bhp (3 960kW) driving 4 gen. connected to 2 elec. motors & geared to sc. shaft<br>NE 83<br>Netherlands<br>Gen 3 × 300kW 2 × 100kW 400V 50Hz a.c.<br>Fuel 220,0t (d.o.) 1 000,0t (hvf)-22,0pd 15kn |

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| **7306673**<br>*LZDP*<br><br>Df Esd Gc<br>Rdr Rt | **ZLATOGRAD**<br><br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **1 320**<br>480<br>—<br><br>**1 812**<br>969<br>2 260 | **1973**<br>80,78<br>BR 72,57<br>P 25,0 1 dk & S dk | "Ivan Dimitrov" Shipyard—Rousse (15)<br>11,92 4,350/5,290<br>11,89 6,66 | **M General Cargo** OSD/CSD<br><br>2 Ho ER<br>B.3 110<br><br>2 Ha (stl) (11,9 × 6,0) (23,2 × 7,0) ER | Sulzer<br>Oil 2SA 6Cy. 360 × 600<br>1 320bhp (971kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Swietochlowic<br>Gen 3 × 80kW | 6TAD<br><br><br><br>12k |
| **6912970**<br>*UVSE*<br>M-29153<br>Df Esd Gc<br>Rdr RTv | **ZLATOUST**<br><br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.)<br>SatCom: 1400533/UVSE | *15 771*<br>*7 876*<br>22 885 | **1969**<br><br>RS 187,15<br>172,02<br>1 dk | Stocznia im. "Komuny Paryskiej"—Gdynia (B470/04)<br>22,86 9,541<br>22,85 14,08 | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 14,0 16,9 18,4 24,6 16,0 22,3 12,7 ER<br>G.29 725 B.26 610<br>7 Ha (stl) (8,5 11,4 14,4 17,2 11,4 14,4 8,5 × 12,0) ER | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 504,0t (d.o.) 1 326,0t (hvf) | 6RND7<br><br>Pozna<br>15,5k |
| **8138592**<br>*EVCI*<br>M-39885<br>Df Esd Gc<br>RTm/h/v | **ZLATOUSTOVSK**<br><br>**Dalryba**<br>(Vladivostok) (U.S.S.R.) | **722**<br>217<br>414 | **1983**<br>54,84<br>RS<br>1 dk | .............U.S.S.R.<br>9,96 4,111<br>5,01 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller | 8NVD48A-2<br><br>Magdebur<br>12k |
| **7829390**<br>*YUDA*<br>3T-174<br>Df Esd Gc<br>Rdr Rt | **ZMAN**<br><br>**Jugoslavenska Tankerska Plovidba (Osnovna Organizacija Udruzenog Rada-Turisthotel)**<br>Zadar Croatia | **128**<br>89<br>— | **1978**<br>35,18<br>JR 30,00<br>1 dk | S. Ordzhonikidze Works—Poti<br>9,56 3,601<br>5,99 1,81 | **Aluminium Alloy TM Hydrofoil Ferry**<br>116dk P | 2 Vee Oil 4SA each 12Cy. 180 × 200<br>2 000bhp (1 471kW)<br>Zvyezda Works | Leningrad<br>35k |
| **7828798**<br>*UTWW*<br>M-34795<br>Rt | **ZNAMENSK**<br><br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**1 141**<br>349<br>545 | **1979**<br>59,01<br>RS 52,02<br>2 dks | Baltiya Shipyard—Klaypeda<br>13,03 4,873<br>8,89 | **M Fishing**<br>Stern Trawler Ref<br>2 Ho 1 Ta<br>B.95 In.500 L.14<br><br>3 Ha (stl) (1,2 × 1,3) (0,7 × 0,7) (1,9 × 1,9)<br>Der 2(1,5) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>2 200bhp (1 618kW)<br>CKD Praha | 6L525IIP<br><br>Praha<br>13,25k |
| **7645495**<br>*EMCU*<br>M-12540<br>Rt | **ZNAMENSK**<br><br>**Dalryba**<br>(Magadan) (U.S.S.R.) | **163**<br>39<br>87 | **1977**<br>33,96<br>RS 30,00<br>1 dk | .............U.S.S.R.<br>7,09 2,901<br>3,69 | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br><br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller | 8NVD36-1<br><br>Magdebur<br>9k |
| **7532818**<br>*UWGK*<br>M-31224<br>Df Esd Gc<br>Pfd Rdr Rt | **ZNAMYA KERCHI**<br><br>**Yugryba**<br>(Kerch) (U.S.S.R.) | **3 931**<br>1 810<br>2 118 | **1976**<br>101,86 (BB)<br>RS 91,90<br>2 dks | VEB Volkswerft Stralsund—Stralsund (452)<br>15,22 5,601<br>15,19 9,71 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha (each 2,2 × 2,2)<br>Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller | Rostock<br>16,5k |
| **7645500**<br>*USEZ*<br>M-34780<br>Rt | **ZNAMYA OKTYABRYA**<br><br>**Azov Shipping Co.**<br>(Mariupol) (U.S.S.R.) | **3 955**<br>1 531<br>4 600 | **1977**<br>139,63 (BB)<br>RS 127,39<br>2 dks | "A. Zhdanov" SB. Yard—Leningrad<br>19,23 6,620<br>13,11 | **M RoRo Cargo**<br>Ice strengthened<br>Slewing bow door & ramp<br>L 23,00 W 6,00 SWL 65<br>Cargo Width 5,00 Clear height 4,50<br>Cars 540 Trailers 64<br>1 Ho 64,0 ER<br>B.11 600<br>TEU 242<br>C.Ho 42/20' (40') C.Dk 77/20' (40')<br>C.RoRo Dk 123/20' (40') | B&W<br>Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works<br>Fuel 728,5t (hvf)-28,5pd | 5K62E<br><br>Bryansk<br>16,5k |
| **7636767**<br>*UKQR*<br>S-37003<br>Df Esd Gc<br>Rdr Rt | **ZNAMYA OKTYABRYA**<br><br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **2 780**<br>1 553<br>3 146 | **1979**<br><br>RS 118,80<br>112,50<br>1 dk | Est. Nav. de Viana do Castelo—Viana do Castelo (107)<br>13,21 3,731<br>13,00 6,00 | **TM General Cargo**<br><br>4 Ho ER<br>B.3 000<br><br>4 Ha (13,1 13,1 18,6 18,6 × 9,2) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd | 6NVD48A-2<br><br>Magdebur<br>11,25k |
| **7513836**<br>*EVBX*<br>M-33712<br>Rt | **ZNAMYA POBEDY**<br><br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**2 327**<br>842<br>1 163 | **1975**<br>83,93<br>RS<br>2 dks | .............U.S.S.R.<br>14,03 5,720<br>10,01 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Controllable pitch propeller | Praha<br>12k |
| **7506948**<br>*UWRY*<br>M-31178<br>Df Esd Gc<br>Pfd Rdr Rt | **ZNAMYA TRUDA**<br><br>**Yugryba**<br>(Kerch) (U.S.S.R.) | T.Mk<br>**3 102**<br>1 175<br>2 118 | **1975**<br>101,89 (BB)<br>RS 91,80<br>2 dks | VEB Volkswerft Stralsund—Stralsund (434)<br>15,22 5,600<br>15,21 9,71 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha (each 2,2 × 2,2)<br>6W Der 2(5) 4(3) | MAN<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller | 8ZD72/48A-1<br><br>Rostock<br>15k |
| **6914215**<br>*ESIB*<br>M-29129<br>Df Esd Gc<br>Rdr | **ZODCHIY**<br><br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **2 944**<br>1 299<br>1 338 | **1969**<br><br>RS 82,71<br>75,01<br>2 dks | Stocznia Gdanska im. Lenina—Gdansk (B26/26)<br>13,85 5,500<br>13,80 9,76 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.284 In.1 566<br>5 Ha (4,8 × 2,1) (1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(5) 2(3) | Sulzer<br>Oil 2SA 8Cy. 480 × 700<br>1 765kW (2 400bhp)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Swietochlow<br>Controllable pitch propeller | 8TD4<br><br>13k |
| **7365849**<br>*PIVB*<br>4611<br>Esd Rdr<br>RTm/h/v | **ZODIAC**<br>ex Wandelaar-91<br>**Rederij Zodiac**<br>Rotterdam Netherlands | **828**<br>593<br>1 191 | **1974**<br><br>GL 70,03<br>67,90<br>F 6,4 1 dk | Scheepswerf G. Bijlsma & Zn. B.V.—Wartena (593)<br>9,45 2,871<br>9,40 3,81 | **M General Cargo**<br><br><br><br><br>3 Ha (stl) (each 15,2 × 7,4) | Brons<br>Vee Oil 2SA 8Cy. 220 × 380<br>995bhp (732kW)<br>Appingedammer Brons<br>Fuel (d.o.) | 8GV<br><br>Appingedam<br>11k |
| **6517237**<br>*HO3805*<br>9606-YJ<br>Rdr | **ZODIAC**<br>ex Kongosan Maru No. 2-81<br>**Panas Shipping Co. Ltd.**<br>Panama Panama | **497**<br>274<br>850 | **1965**<br>53,09<br>48,09<br>1 dk | Kishigami Zosen K.K.—Akitsu (283)<br>8,54 3,849<br>8,51 4,30 | **M General Cargo**<br><br>1 Ho ER<br><br><br>1 Ha (22,8 × 6,0) ER | Sumiyoshi<br>Oil 4SA 6Cy. 330 × 470<br>720bhp (530kW)<br>Sumiyoshi Marine Diesel Co. Ltd<br>Gen 1 × 5kW 105V d.c. | Yoshi<br><br>10k |
| **7937587**<br>*WA3227*<br>223755 | **ZODIAC**<br>ex California<br>**Vessel Zodiac Corp.**<br>Portland, Or United States of America | **145**<br>89 | **1924**<br>*33,96*<br><br>1 dk | .............East Boothbay, Me<br>7,68 3,48 | **Wood M Fishing** | Oil | USA |
| **8037542**<br><br>622507 | **ZODIAC II**<br><br>**Zodiac Inc.** | **103**<br>70<br>— | **1980**<br>*19,69*<br><br>1 dk | Marine Mart Inc.—Port Isabel, Tx<br>6,13<br>3,43 | **M Fishing**<br>Stern Trawler Shrimp-trawl | Cummins<br>Oil 4SA 6Cy. 159 × 159<br>Cummins Engine Co. Inc. | KT-1150<br><br>USA |

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| 020120<br>2758-N<br>Esd Gc<br>RdrRTm | **ZODIACO**<br>ex Senhora da Vida-74<br>**Sociedade de Pesca do Miradouro Ltda.**<br>Aveiro Portugal | **1 272**<br>811<br>2 264 | ✠100A1 SS 5/88<br>fishing purposes<br>✠LMC<br>EL n<br>FN 1018 | **1957**-4 Est. Nav. de Viana do Castelo—Viana do Castelo (30)<br>67,24 11,08 5,011<br>60,81 11,04 5,69<br>P 22,9 F 20,2 1 dk<br>RW rf 584 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 25,9 ER<br>In.1 300<br>1 Ha (stl) (2,3 × 1,6) ER<br>Der 1(2,5) 1(1) | MaK<br>Oil 4SA 6Cy. 320 × 450 sr geared to sc. shaft<br>1 800bhp (1 324kW) ✠ NE 5/74<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 55kW 220V d.c. |
| 377505<br>EBK6<br>8218-PEXT<br>Esd Gc<br>Rdr Rt<br>MVER | **ZODIAK**<br>ex Kratinos II-87 ex Fair Liza-82<br>ex Seagirt-77 ex Seigen Maru-76<br>**North Pacific International Inc.**<br>Serviocean International (USA) Inc.<br>Panama Panama | **6 457**<br>4 459<br>11 750 | BV (NK) | **1975** Fukuoka Zosen K.K.—Fukuoka (1028)<br>127,82 20,53 8,052<br>118,98 20,50 10,29<br>P 19,9 F 8,9 1 dk | **M General Cargo**<br>3 Ho 24,0 39,9 25,1 ER<br>G.14 721 B.13 911<br>3 Ha (stl) (19,8 × 8,7) (34,2 21,0 × 10,8) ER<br>Der 5(21) | Mitsubishi 6UEC52/105D<br>Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 200kW<br>Fuel 1 476,5t-21,5pd 13kn |
| 706606<br>NHJ<br>428851<br>Esd Gc<br>Rdr RTv | **ZODIAK**<br>**Yugryba**<br>(Kerch) (U.S.S.R.)<br>SatCom: 1400641/ENHJ | T.Mk<br>**4 020**<br>1 495<br>2 560 | RS<br>✠Classed LR until 10/69 | **1967**-6 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (332)<br>103,61 16,64 5,520<br>91,01 16,62 11,33<br>2 dks, 3rd dk in Nos. 1, 2 & 3 holds, 4th dk in Nos. 1 & 2 holds<br>rf 102 DK fwd | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>4 Ho<br>G.119 In.3 545<br>4 Ha (6,7 6,7 × 2,9) (1,9 × 2,7) (1,8 × 1,9)<br>6W Der 2(10) 4(3) | Sulzer 8TAD48<br>Oil 2SA 8Cy. 480 × 700<br>2 207kW (3 000bhp)<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>Gen 3 × 400kW 1 × 194kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>14kn |
| 030908<br>QLX<br>Esd Gc<br>Rdr Rt | **ZODIAK**<br>**Urzad Morski w Gdyni**<br>Gdynia Poland | **751**<br>215<br>800 | PR | **1982** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B91/01)<br>61,35 3,271<br>57,31 10,84 4,53<br>1 dk | **TM Research/ Buoy Ship**<br>Hydrographic<br>Ice strengthened | Sulzer 6AL25/30<br>2 Oil 4SA each 6Cy. 250 × 300 geared to sc. shafts<br>1 920bhp (1 412kW)<br>H. Cegielski Poznan<br>Gen 3 × 192kW 1 × 48kW 400V a.c. |
| 033381<br>2573<br>154<br>Rdr Rt | **ZOE**<br>ex Alexandros-90 ex Hector-87<br>ex Deborah II-86 ex Sanko Maru-80<br>**Alfeos Shipping Co. Ltd.**<br>Ariston Management Co. Ltd.<br>Piraeus Greece | **494**<br>243<br>946 | HR | **1970** Akitsu Dock K.K.—Akitsu (365)<br>53,45 9,02 4,160<br>48,39 9,00 4,50<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.795 | Sumiyoshi<br>Oil 4SA 6Cy. 330 × —<br>1 200bhp (883kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>Fuel 37,5t 10,5kn |
| 12927<br>6328<br>0952-KJ<br>Esd Rdr Rt | **ZOE III**<br>ex Ozora-91<br>**Compagnie Belge d'Affretements S.A. (COBELFRET)**<br>Marquis Marine (Montrose) Ltd.<br>Panama Panama | **326**<br>—<br>— | | **1979** Kanagawa Zosen—Kobe (202)<br>3,301<br>30,51 9,61 4,53<br>1 dk | **TM Tug** | Niigata 8L25CX<br>2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| 246518<br>W4621<br>00<br>Esd Rdr<br>Tm | **ZOE M**<br>ex Lion-90 ex Agia Paraskevi-87<br>ex Alberta A-85 ex Katerina-85<br>ex Fanis S.-84 ex Mogens S-74<br>ex Nancie S-68<br>**White Tower Maritime Co.**<br>Thessaloniki Greece | **499**<br>218<br>924 | HR (BV) | **1953** Svendborg Skibsvaerft A/S—Svendborg (63)<br>64,50 9,78 3,709<br>58,20 9,76 5,85<br>1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD<br>Ref<br>3 Ho ER<br>G.1 926 B.878 In.50<br>3 Ha (stl) (each 8,9 × 5,4) ER<br>6W Cr 2(3) 4(2) Der 2(5) 4(4) | MaK<br>Oil 4SA 6Cy. 385 × 580<br>750bhp (552kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 50kW 1 × 24kW 1 × 8kW 220V<br>Fuel 60,0t (d.o.) 11,5kn |
| 727181<br>DW2<br>032239<br>Esd Gc<br>Rdr Rt | **ZOE P**<br>ex Tor Bay-87 ex Brundlund-79<br>**Drosia Compania Naviera Honduras S. de R.L.**<br>San Lorenzo Honduras | **499**<br>282<br>1 137 | BV HR | **1967** N.V. Scheeps. "Vooruitgang"—Foxhol (218)<br>65,64 10,34 3,696<br>59,39 10,30 3,87<br>1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 854 B.1 606<br>2 Ha (10,2 20,4 × 4,9) ER<br>3W Der 3(3) | MaK<br>Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 104,5t (d.o.)-3,0pd 11,5kn |
| 399066<br>ELN<br>32126<br>Esd Gc<br>Rdr<br>Th/v<br>WER | **ZOELLA LYKES**<br>**Lykes Bros. Steamship Co. Inc.**<br>New Orleans, La United States of America<br>SatCom: 1505715/WELN | T.Mk<br>**8 762**<br>5 046<br>11 684<br>**11 891**<br>7 780<br>14 530 | AB | **1960** Ingalls SB. Corp.—Pascagoula, Ms (472)<br>**1971** (Additional cargo section) Todd Shipyards Corp.—Galveston, Tx<br>180,60 21,09 8,205/9,173<br>172,98 21,04 12,68<br>F 32,7 2 dks, 3rd dk fwd & aft<br>RW rf nil len 71<br>conv Ref General Cargo 71 | **S General Cargo/Container Ship**<br>Fixed-guides 6cbn 12bth P<br>5 Ho ER 10 TwD<br>G.23 905 B.22 542 L.1 221<br>TEU 204<br>C.Ho 60/20'(40') C.Dk 144/20'(40')<br>8 Ha (stl) (9,6 × 5,4) (12,1 12,9 × 7,6) (12,4p,c,s × 4,8) (10,6 × 7,6) ER (9,1 × 7,6)<br>16W Der 1(66) 4(35) 12(15) 4(10) | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 833,5t (o.f.)-53,0pd 17,5kn |
| 405857<br>C5988<br>8673<br>Esd Gc<br>Rdr Rt | **ZOGI**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **672**<br>394<br>— | (NV) | **1974** Sterkoder M/V A/S—Kristiansund N. (38)<br>46,92 9,33 4,268<br>40,21 9,25 6,41<br>2 dks<br>rf 1626 | **M Fishing**<br>Stern Trawler<br>Ice strengthened | Normo LDM-9<br>Oil 4SA 9Cy. 250 × 300<br>1 500bhp (1 103kW)<br>A/S Bergens M/V Bergen<br>Fuel (d.o.) 13kn |
| 820309<br>611B<br>Gc Pfd<br>Rdr Rt | **ZOHRA I**<br>ex Woo Jung No. 1-86<br>ex Myoei Maru No. 30-72<br>**Siegfried Beacon Pakistan (Pvt.) Ltd.**<br>Dong Jin Deepsea Co. Ltd.<br>Karachi Pakistan | **292**<br>231<br>— | KR | **1968** Narasaki Zosen K.K.—Muroran (630)<br>48,60 8,41 3,404<br>42,80 8,39 3,87<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.355<br>6 Ha (0,9 0,9 0,9 × 0,9) (1,5 1,5 1,5 × 1,7) ER | Fuji<br>Oil 4SA 6Cy. 370 × 550<br>1 600bhp (1 177kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 100kW 225V a.c.<br>12kn |
| 710114<br>13B<br>Esd Gc<br>Rdr Rt | **ZOHRA III**<br>ex Woo Jung No. 6-86<br>ex Tomi Maru No. 55-75<br>**Global Fisheries Ltd.**<br>Poong San Fisheries Co. Ltd.<br>Karachi Pakistan | **298**<br>232<br>— | (KR) | **1966** Yamanishi Zosen K.K.—Ishinomaki (526)<br>49,56 8,41 3,302<br>45,27 8,39 3,76<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.393<br>3 Ha (1,7 1,7 × 1,7) (1,7 × 1,9) ER | Niigata<br>Oil 4SA 6Cy. 310 × 380<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 100kW 225V a.c.<br>10,75kn |
| 720729<br>PM<br>Rdr Rt | **ZOHREH**<br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Bandar Abbas Iran | **125**<br>14<br>— | ✠Classed LR until 20/5/77 | **1967**-8 Ando Tekkosho—Tokyo (191)<br>26,01 6,86<br>23,50 6,51 3,00<br>RAD 1,3 1 dk<br>rf 330 | **M Tug**<br>Fire-fighting | Usuki<br>Oil 4SA 6Cy. 280 × 400 reverse geared to sc. shaft<br>Usuki Tekkosho Usuki<br>Gen 2 × 20kW 110V d.c. |
| 814158<br>LU3<br>8883<br>Esd Gc<br>Rdr RTm/h/v<br>atNav<br>llRdr<br>WER | **ZOJA I**<br>ex Don-89<br>**Tangent Shipping Co. Ltd.**<br>Acomarit Services Maritimes S.A.<br>Limassol Cyprus<br>SatCom: 1100351/ZOJA | *18 625*<br>*8 894*<br>28 610<br>T/cm<br>39,6 | NV | **1988** Kherson Shipyard—Kherson (1411)<br>178,96 (BB) 11,018<br>164,71 25,30 15,02<br>1 dk<br>Bow/CM 90 Diam. 0,304 | **M Tanker**<br>COW IGS SBT Ice strengthened<br>DB DSS<br>14 Wing Ta ER<br>L.(oil) 30 555<br>4 Cargo pumps total 2 800T/hr | B&W 6L67GFCA<br>Oil 2SA 6Cy. 670 × 1700<br>8 694kW (11 820bhp)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 560kW 1 × 160kW 380V 50Hz a.c.<br>Fuel 250,1t (d.o.) 1 600,26t (i.f.o.)-32,0pd 14,8kn |
| 819108<br>NH3<br>8940<br>Tv<br>WER | **ZOJA II**<br>ex Kmir-90<br>**Zoja Shipping Co. Ltd.**<br>Acomarit Services Maritimes S.A.<br>Limassol Cyprus<br>SatCom: 1100374/ZOJA | *18 625*<br>*8 894*<br>28 610<br>T/cm<br>39,6 | NV | **1989** Kherson Shipyard—Kherson (1413)<br>178,01 11,018<br>165,00 25,32 15,02<br>1 dk | **M Tanker**<br>COW IGS Ice strengthened DB DSS<br>24 Ta ER<br>L.(oil) 37 317<br>4 Cargo pumps total 2 800T/hr | B&W 6DKPH74/160-3<br>Oil 2SA 6Cy. 740 × 1600<br>8 694kW (11 820bhp)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 560kW 1 × 160kW 440V 50Hz a.c.<br>14,8kn |

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|---|---|---|---|---|---|---|---|
| **7831965**<br>*UWBI*<br>M-34801<br>Df Esd Gc<br>Rdr RTh | **ZOLOCHYEV**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | T.Mk<br>**1 141**<br>349<br>535 | RS | **1980** Baltiya Shipyard—Klaypeda<br>59,01 13,03 4,873<br>52,02 8,89<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>2 Ho 1 Ta<br>B.95 In.500 L.14<br>3 Ha (stl) (1,2 × 1,3) (0,7 × 0,7) (1,9 × 1,9)<br>Der 2(1,5) | Skoda<br>Oil 4SA 6Cy. 525 × 720<br>2 200bhp (1 618kW)<br>CKD Praha | 6L525<br>Praha<br>13,25kn |
| **8723361**<br>*UPFM*<br>M-40533<br>Esd Rdr Rt | **ZOLOTAYA DOLINA**<br>(Vladivostok) (U.S.S.R.) | *6 607*<br>*1 982*<br>4 900 | RS | **1986** "61 Kommunar" Shipyard—Nikolayev<br>126,60 (BB) 18,00 6,480<br>115,00 - 10,70<br>1 dk | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>In.6 671 | S.K.L.<br>Oil 4SA 6Cy. 450 × 1200<br>3 970kW (5 397bhp)<br>Bryansk Eng. Works<br>Gen 3 × 500kW a.c. | 6DRKN45/12<br>Bryansk |
| **6909595**<br>*UZNX*<br>M-28493<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **ZOLOTITSA**<br>**Northern Shipping Co.**<br>(Arkhangelsk) (U.S.S.R.) | **4 506**<br>2 078<br>6 459 | RS | **1967** "A. Zhdanov" SB. Yard—Leningrad<br>121,95 16,74 7,090<br>113,01 16,69 8,34<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 870 B.7 300<br>4 Ha (stl) (10,9 × 8,0) (13,1 13,1 × 9,5) ER (13,1 × 9,5)<br>Cr 4(5) | B&W<br>Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 330,0t (hvf) | 9-50VTBF-11<br>Bryansk<br>14,5kn |
| **6867060**<br>*UTCG*<br>M-24383<br>Rt | **ZOLOTITSA**<br>**Sevryba**<br>(Murmansk) (U.S.S.R.) | **334**<br>88<br>180 | RS | **1959** ............U.S.S.R.<br>43,62 7,65 3,141<br>3,97<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.219<br>2 Ha (each 2,2 × 2,2)<br>1W Der 1(2) | S.K.L.<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Fuel (d.o.) | Magdeburg<br>10,5kn |
| **6914150**<br>*ESJQ*<br>M-30296<br>Df Esd Gc<br>Pfd Rdr Rt | **ZOLOTOY KOLOS**<br>**Yugryba**<br>(Sevastopol) (U.S.S.R.) | T.Mk<br>**2 117**<br>746<br>1 139 | RS | **1969** VEB Volkswerft Stralsund—Stralsund (261)<br>82,00 13,64 5,201<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 075<br>4 Ha (1,6 × 2,1) (2,5 × 2,8) (2,4 2,4 × 2,4)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 4 × 256kW 380V d.c.<br>Controllable pitch propeller | Magdeburg<br>13,5kn |
| **7030224**<br>*EOQS*<br>M-29853<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **ZOLOTOY ROG**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | **5 942**<br>2 844<br>5 170 | RS | **1967** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,220<br>120,96 16,79 9,56<br>2 dks | **D-E Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.7 350<br>4 Ha (each 5,1 × 4,8) ER<br>8W Der 8(3) | Fairbanks, Morse<br>4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving gen. connected to elec. motor & geared to sc. shaft | U.S.S.R.<br>16,5kn |
| **8326101**<br>*EMFI*<br>M-31430<br>Df Esd Gc<br>Rdr Rt | **ZOLOTYE DYUNY**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **12 383**<br>3 776<br>9 360 | RS | **1983** VEB Mathias-Thesen-Werft—Wismar (223)<br>152,79 8,021<br>142,02 22,22 13,62<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.13 184<br>4 Ha (stl) (each 6,0 × 4,0) ER | MAN<br>Oil 2SA 5Cy. 700 × 1250<br>10 330bhp (7 598kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 4 × 588kW 390V 50Hz a.c. | K5SZ70/125<br>Rostock<br>17,5kn |
| **7703015**<br>*PIYJ*<br>18561<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v | **ZOMERHOF**<br>ex Sylvia Omega-85<br>**Rederij "Combi Trader" C.V.**<br>Heinrich Hanno & Co. B.V.<br>Rotterdam Netherlands | **1 599**<br>1 102<br>3 265 | ✠**100A1** SS 4/88<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL Q 440,0/38,0U2<br>FN 1536 | **1978**-4 Tille Scheepsbouw B.V.—Kootstertille (208)<br>81,72 14,08 5,501<br>74,50 14,00 6,61<br>P 14,7 F 10,4 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 24,9 25,9 ER<br>G.3 859 B.3 534<br>2 Ha (stl) (each 21,4 × 10,2) ER | Brons<br>Vee Oil 2SA 12Cy. 220 × 380 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>Brons Industrie Group<br>Gen 3 × 92kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 143,5t-9,0pd | 12TD20<br>Alphen a/d Rijn<br>12,5kn |
| **7435060**<br>*HMBB*<br>Df Esd Gc<br>Pfd Rdr Rt | **ZOMING I**<br>ex Bervion-92 ex Vega de Nervion-91<br>**Zoming Shipping Co.**<br>Nampo North Korea | **1 581**<br>1 112<br>2 875 | ✠**100A1** SS 2/89<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL P 1$\frac{7}{16}$"U2<br>FN 1528 | **1976**-11 Maritima del Musel S.A.—Gijon (184)<br>83,95 (BB) 14,05 5,411<br>74,50 14,00 6,51<br>P 12,2 F 11,0 2 dks<br>rf 203 | **M General Cargo** CSD<br>2 Ho each 26,2 2 TwD<br>2 Ha (stl) (each 18,2 × 10,2) ER | Alpha<br>Vee Oil 4SA 18Cy. 225 × 300 reverse reduction geared to sc. shaft<br>2 610bhp (1 920kW)<br>Cons. Echevarria<br>Gen 3 × 104kW 380V 50Hz a.c.<br>Fuel 295,5t (d.o.) | Bermeo<br>12,5kn |
| **7826154**<br>*SQLL*<br>Df Esd Gc<br>Rdr Rt | **ZONDA**<br>**Przedsiebiorstwo Przemyslowo-Uslugowe Rybolowstwa Morskiego "Transocean" (Deep Sea Services & Fish Handling Co.)**<br>Szczecin Poland | **2 298**<br>1 086<br>1 895 | PR | **1982** Stocznia im. "Komuny Paryskiej"—Gdynia (B361/02)<br>90,89 13,42 5,350<br>83,14 - 7,19<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>In.2 491 | Sulzer<br>Oil 4SA 6Cy. 400 × 480 geared to sc. shaft<br>4 200bhp (3 089kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 3 × 400kW 400V a.c. | 6ZL40/4<br>Poland<br>15,5kn |
| **7503439**<br>*LW4496*<br>Esd Rdr Rt | **ZONDA**<br>**Rio Lujan Navegacion S.A. de Transportes Fluviales y Remolques**<br>Buenos Aires Argentina | **245**<br>115<br>— | AB | **1977** Ast. Principe, Menghi y Penco S.A.—Avellaneda (87)<br>31,70 3,302<br>28,68 8,60 4,20<br>1 dk<br>BK 51 | **M Tug** | GMT<br>Oil 4SA 6Cy. 300 × 450 sr geared to sc. shaft<br>Grand Motores Diesel, S.A.I.C. (Fiat Concord)<br>Gen 2 × 60,75kW<br>Controllable pitch propeller | A300L<br>Cordoba<br>13kn |
| **6522282**<br>*LQZO*<br>5222<br>Df Esd Gc<br>Pfd Rdr Rt<br>AMVER | **ZONDA I**<br>ex Zonda-83 ex Santa Rosa Maru-77<br>**Ultraocean S.A.**<br>Buenos Aires Argentina | **34 715**<br>8 577<br>62 090<br>T/cm<br>60,0 | NK | **1965** Mitsubishi Heavy Industries Ltd.—Yokohama (881)<br>224,01 (BB) 31,86 12,701<br>211,03 31,81 17,51<br>F 16,8 1 dk | **M Ore Carrier**<br>3 Ho ER<br>Ore 33 847 HeCls. B<br>5 Ha (each 22,4 × 8,9) ER | Mitsubishi<br>Oil 2SA 6Cy. 850 × 1600<br>13 800bhp (10 151kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 320kW 450V a.c.<br>Fuel 455,0t (d.o.)-37,5pd | Nagasaki<br>14,5kn |
| **6803636**<br>*TCZA*<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>AMVER | **ZONGULDAK Z**<br>ex Bety-85 ex Danielle-84 ex Danita-78<br>**Elmdale Corp.**<br>Istanbul Turkey | **25 912**<br>19 721<br>51 488<br>T/cm<br>55,7 | NV | **1967** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (816)<br>218,85 30,56 12,053<br>205,01 30,51 17,00<br>P 35,4 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 22,4 26,2 19,2 27,2 19,2 25,6 20,8 ER<br>G.62 320 B.60 720 HeCls. B<br>7 Ha (stl) (12,2 17,8 12,2 17,8 12,2 17,8 12,2 × 13,0) ER | B&W<br>Oil 2SA 8Cy. 740 × 1600<br>9 709kW (13 199bhp)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 3 × 432kW 440V 60Hz a.c.<br>Fuel 185,5t (d.o.) 2 656,5t (hvf)-47,0pd | 8-74VT2BF-16<br>Kobenhavn<br>15,5kn |
| **7424449** | **ZONGWE**<br>**Government of The Republic of Zaire (Office Zairois des Chemins de Fer des Grand Lacs)**<br>Kalemie Zaire | **200**<br>—<br>— | | **1975** Schiffsw. Germersheim—Germersheim (698)<br>30,00 8,51 2,515<br>27,51 8,49 3,71<br>1 dk | **TM Tug**<br>Mchy.aft | MWM<br>2 Oil 4SA each 6Cy. 230 × 270<br>Motorenw. Mannheim A.G. (MWM) | TD440<br>Mannheim |
| **6423814**<br>*VOQL*<br>322308<br>Esd Rdr Rt | **ZONNEMAIRE**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **667**<br>335<br>— | ✠Classed LR until 2/66 | **1964**-12 N.V. Schps. Gebr. Pot—Bolnes (955)<br>50,53 9,22<br>43,01 9,20 6,76<br>B 3,4 2 dks<br>rf 787 | **M Fishing**<br>Stern Trawler | Werkspoor<br>Oil 4SA 8Cy. 330 × 600 with flexible coupling<br>1 250bhp (919kW)<br>N.V. Werkspoor<br>Controllable pitch propeller | Amsterdam |

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| **ZORA**<br>**S. & Z. Lukin Pty. Ltd.**<br>*Port Adelaide, S.A.* Australia<br>SatCom: 1543174/ZORA | *1 008*<br>*303*<br>1 105 | NV | **1990** K Shipyard Const. & Repairs Pty. Ltd.—Port Adelaide (10)<br>56,00 (BB) 11,84 4,960<br>46,95 11,60 7,63<br>1 dk | **M Fishing**<br>Side-fishing Purse Seiner Ref<br>In.800 | Caterpillar 3606TA<br>Oil 4SA 6Cy. 280 × 300 with flexible couplings & sr geared to sc. shaft<br>1 655kW (2 250bhp)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 1 × 350kW 1 × 280kW 1 × 48kW 240V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Thw. thrust propeller<br>Fuel 316,0t (d.o.)-10,0pd 12kn |
| **ZORA**<br>**S. & Z. Lukin Pty. Ltd.**<br>*Port Adelaide, S.A.* Australia | **229**<br>187<br>— | | **1978** Kali Boat Building (Pty.) Ltd.—Port Adelaide, S.A.<br>... ... ...<br>24,41 7,90 2,49<br>1 dk | **M Fishing** | General Motors 16V-149-TI<br>Vee Oil 2SA 16Cy. 146 × 146<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit,Mi<br>11,5kn |
| **ZORA**<br>**Brodogradiliste "Cres" Zanatsko Proizvodno i Usluzno Poduzece** | **194**<br>98<br>320 | JR | **1942** Brodogradiliste Kraljevica—Kraljevica<br>31,91 7,24 2,693<br>30,08 7,19 3,13<br>1 dk | **M General Cargo**<br>G.250<br>2 Ha (each 4,6 × 2,9)<br>2W Der 2(1) | MAN<br>Oil 4SA 4Cy. 218 × 340<br>155bhp (114kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 2,5kW 24V a.c.<br>6kn |
| **ZORBA EXPRESS**<br>ex Gama-90 ex Tarros Cedar-88<br>ex Merzario Liguria-80<br>ex Vento di Maestrale-76<br>**Zorba Shipping Corp.**<br>Kingstown St. Vincent and the Grenadines | T.Mk<br>**1 593**<br>881<br>1 905 | BV (GL)<br>✠Classed LR until 8/7/83 | **1971**-10 Zaanlandsche Schps. Maats.—Zaandam (522)<br>86,72 13,75 4,706<br>79,15 13,70 6,05<br>RAD 15,0 F 7,1 2 dks<br>rf nil | **M RoRo Cargo/Container Ship**<br>Vehicles Fixed-guides<br>Stern ramp Ice strengthened DSS<br>1 Ho 7,0DT 6,7DT 39,6 ER 1 TwD<br>TEU 113<br>C.Ho 44/20' (40') C.Dk 69/20' (40') incl. 33 ref C.<br>1 Ha (stl) ER<br>Cr 1(30) | Werkspoor 6TM410<br>Oil 4SA 6Cy. 410 × 470 sr geared to sc. shaft<br>3 200bhp (2 354kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 3 × 144kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 243,0t (hvf) 14kn |
| **ZORER KARDESLER**<br>**Haci Saban Zorer Kollektif Sirketi**<br>Istanbul Turkey | **497**<br>297<br>1 403 | AB | **1984** Dearsan Gemi Insaat ve Sanayii Kollektif Sirketi—Istanbul (3)<br>67,21 5,701<br>60,66 10,41 6,20<br>P 4,9 1 dk<br>rf nil | **M General Cargo**<br>2 Ho ER<br>G.2 237 B.2 095<br>2 Ha (stl) ER<br>Der 3(3) | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 80kW a.c. 1 × 41,5kW a.c.<br>12kn |
| **ZORINSK**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | **16 063**<br>8 986<br>22 687 | RS | **1970** Stocznia im. "Komuny Paryskiej"—Gdynia (B470/07)<br>187,15 22,86 9,541<br>172,02 22,85 14,08<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 14,0 16,9 18,4 24,6 16,0 22,3 12,7 ER<br>G.29 725 B.26 610<br>7 Ha (stl) (8,5 11,4 14,4 17,2 11,4 14,4 8,5 × 12,0) ER | Sulzer 6RD76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski Poznan<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 504,0t (d.o.) 1 326,0t (hvf) 15,5kn |
| **ZORRIORNAK**<br>**Jose Fernandez Erasquin**<br>Bermeo Spain | **251**<br>132<br>351 | | **1967** S.L. Ardeag—Bilbao (40)<br>36,61 7,01<br>30,99 6,99 3,81 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Alpha<br>Oil 2SA 8Cy. 240 × 400<br>680bhp (500kW)<br>Cons. Echevarria Bermeo<br>11kn |
| **ZORRITOS**<br>**Government of The Republic of Peru (Oficina Naviera Comercial - OFINACO)**<br>Callao Peru | **4 297**<br>2 312<br>6 106 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>SS 6/87<br>EL x $1\frac{13}{16}$"SQ<br>FN 2638 | **1959**-7 SIMA Serv. Ind. de la Marina Callao (SIMAC)—Callao (3)<br>117,35 16,13<br>109,73 16,11 7,93<br>P 26,6 B 11,6 F 17,1 1 dk<br>RW rf 102 | **M Tanker**<br>Stern disch.<br>22 Ta ER<br>L.(oil) 7 490<br>2 Cargo pumps total 300T/hr | B&W 5-62VTF-115<br>Oil 2SA 5Cy. 620 × 1150<br>2 400bhp (1 765kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 AuxB (o.f.) 8,7kgf/cm² (8,6bar) |
| **ZORRITOS 2**<br>ex Dali-77<br>**Pesquera Don Miguel SCR Ltda.**<br>Chimbote Peru | **225**<br>106<br>— | (GL) | **1969** Ast. Picsa S.A.—Callao (260)<br>*30,70* 7,40<br>3,46<br>F 9,8 1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,75kn |
| **ZORRITOS 3**<br>ex Velasquez-75<br>**Pesquera Sagitario S.A.**<br>Chimbote Peru | **225**<br>105<br>— | (GL) | **1968** Ast. Picsa S.A.—Callao (252)<br>7,37<br>27,08 7,35 3,46<br>F 10,1 1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,75kn |
| **ZORRITOS 4**<br>ex Santa Elena XIV-76<br>**Alfonso Montoya Rodriguez**<br>Pisco Peru | **200**<br>—<br>— | ✠Classed LR until 28/7/82 | **1969**-10 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (390)<br>30,18 7,80 3,696 (aft)<br>26,45 7,68 3,69<br>RAD 7,4<br>rf 686 Box K | **M Fishing**<br>Side-fishing | MAN<br>Oil 4SA 8Cy. 160 × 180 sr reverse geared to sc. shaft<br>597bhp (439kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| **ZORRITOS 5**<br>ex Santa Elena XV-75<br>**Pesquera Chimbote Uno SCR Ltda.**<br>Pisco Peru | **200**<br>—<br>— | ✠Classed LR until 28/7/82 | **1969**-11 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (391)<br>30,18 7,80 3,696 (aft)<br>26,45 7,68 3,69<br>RAD 7,4<br>rf 686 Box K | **M Fishing**<br>Side-fishing | MAN<br>Oil 4SA 8Cy. 160 × 180 sr reverse geared to sc. shaft<br>597bhp (439kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| **ZORRITOS 7**<br>ex PA 10-75<br>**Pesquera Dona Lita Ltda.**<br>Pisco Peru | **225**<br>106<br>— | (GL) | **1968** Ast. Picsa S.A.—Callao (253)<br>*30,70* 7,37<br>7,35 3,46<br>F 9,8 1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,75kn |
| **ZORRITOS 10**<br>ex PA 11-76<br>**Empresa Pesquera Atlantico SCR Ltda.**<br>Pisco Peru | **225**<br>106<br>— | GL | **1969** Ast. Picsa S.A.—Callao (258)<br>7,37<br>27,77 7,35 3,46<br>F 10,1 1 dk | **M Fishing**<br>Side-fishing | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,75kn |
| **ZORRO**<br>ex Ashug Stalskiy<br>**Caspian Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **464**<br>—<br>156 | RS | **1956** Santierul Naval Galatz—Galatz<br>44,48 9,48 3,480<br>4,42<br>1 dk | **TM Tug**<br>Ice strengthened<br>1W Der 1(1,5) | Russkiy<br>2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 11kn |
| **ZORRO**<br>**Manuel Garrido Garcia**<br>Vigo Spain | **129**<br>76<br>— | | **1948** Victor Montenegro—Domayo<br>*23,50* 5,97<br>... ... ... | **S Fishing**<br>Side Trawler | T 3Cy. 194 279 & 452 x 310<br>............ |
| **ZORROZAURE**<br>**Mayan Juan Luis Castro**<br>Pasajes Spain | **196**<br>86<br>— | BV | **1961** Ast. del Abra S.A.—Bilbao (29)<br>*31,19* 6,91<br>6,49 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>2 Ha (1,0 × 0,9) (1,0 × 1,0) | Duvant<br>Oil 4SA 5Cy. 315 × 480<br>500bhp (368kW)<br>Carmelo Unanue Zumaya<br>Fuel (d.o.) 10,25kn |

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| 6727624<br>*VGPR*<br>319743 | **ZORY**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | 651<br>316<br>391 | ✠Classed LR until 10/69 | 1967-11 Marine Industrie Ltee.—Sorel, P.Q. (361)<br>48,77 9,25 4,395<br>34,83 9,21 6,76<br>B 3,4 2 dks<br>rf 787 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>1 530bhp (1 125kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 68kW 230V 60Hz a.c.<br>Controllable pitch propeller |
| 7732066<br>M-12564 | **ZOSIM KHABAROV**<br>**Murmansk Port Authority**<br>(Murmansk) (U.S.S.R.) | 245<br>103<br>51 | RS | 1978 Nakhodkinskiy Shiprepairs Yard—Nakhodka<br>38,41 6,71 2,201<br>2,90<br>1 dk | **TM Ferry** 180dk P<br>Ice strengthened | 2 Oil 4SA each 8Cy. 180 × 220<br>Fuel (d.o.) |
| 8826450<br>*OJDI*<br>Df Esd Gc<br>Pfd Rdr Rt | **ZOVUSHTCHYI**<br>ex Zovushchiy-91<br>**Cero Rederi Ky**<br>Porvoo/Borga Finland | *127*<br>*38*<br>25 | RS | 1990 ..............Poland<br>27,50 6,27 2,100<br>24,59 2,70<br>1 dk | **M Tug** | Sulzer<br>Oil 4SA 6Cy. 200 × 240<br>H. Cegielski |
| 7328528<br>*UICK*<br>M-32533<br>Df Esd Gc<br>Rdr RTv | **ZOYA KOSMODEMYANSKAYA**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400213/UICK | 30 070<br>18 889<br>49 999 | RS | 1973 Okean Shipyard—Nikolayev<br>215,37 (BB) 31,86 11,729<br>201,61 16,79<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>8 Ho ER<br>G.62 900<br>8 Ha (stl) (12,8 × 13,5) (12,8 12,8 12,8 12,8 12,8 12,8 12,8 × 16,9) ER | B&W<br>Oil 2SA 8Cy. 740 × 1600<br>13 700bhp (10 077kW)<br>Bryansk Eng. Works |
| 8207680<br>*C6DC9*<br>711145<br>Esd Gc Pfd<br>Rdr RTh/v | **ZP CAYMUS**<br>**Kotug Drie B.V.**<br>Kotug International B.V.<br>Nassau Bahamas | 196<br>133<br>337 | AB | 1982 Valley Shipbuilding Inc.—Brownsville, Tx (114)<br>28,50 5,060<br>26,93 10,37 3,81<br>1 dk | **TM Tug**<br>Fire-fighting Tractor | Alpha<br>2 Oil 4SA each 7Cy. 280 × 320 sr geared to sc. shafts<br>B&W Holeby Diesel Div. of B&W Diesel A/S<br>Gen 2 × 135kW 460V 60Hz a.c.<br>2 Directional propellers<br>Fuel 202,0t (d.o.)-13,0pd |
| 8103078<br>*PIYM*<br>Esd Gc Pfd<br>Rdr RTh/v | **ZP CHALONE**<br>**Kotug Twee B.V.**<br>Kotug International B.V.<br>Rotterdam Netherlands | 194<br>132<br>337 | AB | 1982 Valley Shipbuilding Inc.—Brownsville, Tx (113)<br>28,50 5,060<br>26,93 10,37 3,81<br>1 dk | **TM Tug**<br>Fire-fighting Tractor | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 sr geared sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 99kW 440V 60Hz a.c.<br>2 Directional propellers |
| 8207692<br>*C6DD5*<br>711149<br>Esd Gc Pfd<br>Rdr RTh/v | **ZP CHANDON**<br>**Kotug Vier B.V.**<br>Kotug International B.V.<br>Nassau Bahamas | 198<br>134<br>337 | AB | 1982 Valley Shipbuilding Inc.—Brownsville, Tx (115)<br>28,50 5,060<br>26,93 10,37 3,81<br>1 dk | **TM Tug**<br>Fire-fighting Tractor | Alpha<br>2 Oil 4SA each 7Cy. 280 × 320 sr geared to sc. shafts<br>B&W Holeby Diesel Div. of B&W Diesel A/S<br>Gen 2 × 250kW 460V 50Hz a.c.<br>2 Directional propellers<br>Fuel 202,0t (d.o.)-13,0pd |
| 8103066<br>*PIYL*<br>Esd Gc Pfd<br>Rdr RTh/v | **ZP CONDON**<br>**Kotug Een B.V.**<br>Kotug International B.V.<br>Rotterdam Netherlands | 194<br>132<br>337 | AB | 1981 Valley Shipbuilding Inc.—Brownsville, Tx (112)<br>28,50 5,060<br>26,93 10,37 3,81<br>1 dk | **TM Tug**<br>Fire-fighting Tractor | General Motors<br>2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 99kW 440V 60Hz a.c.<br>2 Directional propellers |
| 8207707<br>*C6DC8*<br>711144<br>Esd Gc Pfd<br>Rdr Rt | **ZP MONTALI**<br>Launched as Zp Mayacamas<br>**Kotug Zes B.V.**<br>Kotug International B.V.<br>Nassau Bahamas | 194<br>132<br>337 | AB | 1985 Valley Shipbuilding Inc.—Brownsville, Tx (116)<br>28,50 3,315<br>26,93 10,37 3,81<br>1 dk | **TM Tug**<br>Fire-fighting Tractor | Alpha<br>2 Oil 4SA each 7Cy. 280 × 320 sr geared to sc. shafts<br>B&W Holeby Diesel Div. of B&W Diesel A/S<br>Gen 2 × 135kW 460V 50Hz a.c.<br>2 Directional propellers<br>Fuel 202,0t (d.o.)-13,0pd |
| 8207719<br>*C6DD2*<br>711146<br>Esd Gc Pfd<br>Rdr Rt | **ZP MONTELENA**<br>**Kotug Vijf B.V.**<br>Kotug International B.V.<br>Nassau Bahamas | 197<br>134<br>337 | AB | 1982 Valley Shipbuilding Inc.—Brownsville, Tx (117)<br>28,50 3,310<br>26,93 10,38 3,81<br>1 dk | **TM Tug**<br>Fire-fighting Tractor | Alpha<br>2 Oil 4SA each 7Cy. 280 × 320 sr geared to sc. shafts<br>B&W Holeby Diesel Div. of B&W Diesel A/S<br>Gen 2 × 135kW 460V 50Hz a.c.<br>2 Directional propellers<br>Fuel 202,0t (d.o.)-13,0pd |
| 6729933<br>*YUEW*<br>3T-208<br>Df Esd Gc<br>Pfd Rdr<br>RTm/v | **ZRMANJA**<br>ex Bristva-87 ex Hornisse-82<br>**Tankerska Plovidba**<br>Zadar Croatia | 424<br>200<br>942 | JR (GL) | 1967 Schiffswerft u. Masch. Max Sieghold —Bremerhaven (142)<br>55,71 9,30 3,577<br>50,02 4,20<br>P 12,8 F 6,8 1 dk | **M Tanker**<br>Ice strengthened<br>6 Ta ER<br>L.(oil) 1 070 | MWM<br>Oil 4SA 6Cy. 320 × 480<br>405kW (551bhp)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 100kW 380V 50Hz a.c. |
| 5101005<br>*3FAM2*<br>13742-84<br>Df Esd Gc<br>Rdr Rt | **ZSA ZSA**<br>ex Dornach-83 ex Elfy North-69<br>**Odalor Overseas S.A.**<br>Panama Panama | 1 162<br>747<br>1 518 | (BV) | 1961 N.V. Scheeps. "Westerbroek"—Westerbroek (169)<br>73,51 10,24 4,573<br>67,09 10,19 6,02<br>2 dks<br>RW | **M General Cargo** CSD<br>Ref<br>Ice strengthened<br>1 Ho ER<br>G.2 340 B.2 152 In.58<br>3 Ha (each 9,7 × 5,7) ER<br>6W Der 1(15) 6(5) | Deutz<br>Oil 4SA 6Cy. 400 × 580<br>919kW (1 249bhp)<br>Kloeckner Humboldt Deutz<br>Fuel 145,5t |
| 5399262<br>*YIBO*<br>Esd | **ZUBAIDY**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | 141<br>69<br>— | ✠Classed LR until 7/54 | 1950-3 J. Morris & Co. (Gosport) Ltd.—Fareham (552)<br>27,44 6,28 2,248<br>6,23<br>RW BK 183 | **M Fishing**<br>Side Trawler<br>1 Ho 6,1<br>1 Ha (3,0 × 3,0) | Widdop<br>Oil 2SA 6Cy. 215 × 305<br>H. Widdop & Co. Ltd.<br>Fuel 4,0t |
| 8038302<br>*LYFQ*<br>M-39730<br>Df Rdr<br>RTm/h/v | **ZUBAN**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | 163<br>39<br>88 | RS | 1982 ..............U.S.S.R.<br>33,96 7,09 2,890<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>In.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | S.K.L.<br>Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| 7384572<br>*EONW*<br>M-32671<br>SSH-0817<br>Df Esd Gc<br>Rdr Rt | **ZUBARYEVO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | 1 976<br>597<br>823 | RS | 1975 Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B422/115)<br>72,83 4,852<br>65,00 13,01 7,90<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.119 In.775 L.117<br>2 Ha<br>4W Der 2(5) 4(1,5) | Sulzer<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 126bhp (2 299kW) driving 3 gen. each 750kW connected to elec. motor of 2 298shp & sc. shaft<br>H. Cegielski<br>Gen 1 × 320kW 1 × 72kW 380V 50Hz a.c.<br>Controllable pitch propeller |

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|---|---|---|---|---|---|
| **ZUBEIDI**<br>**Abu Dhabi Petroleum Ports Operating Co. (ADPPOC)**<br>Abu Dhabi United Arab Emirates | **353**<br>0<br>— | **✠100A1** SS 12/89<br>tug<br>Arabian Gulf service<br>**✠LMC**<br>EL (H) 220,0/26,0U2<br>FN 473 | **1981**-3 Yokohama Zosen—Chiba (1386)<br>35,51 10,52 4,025<br>31,50 10,00 5,01<br>F 12,2 1 dk<br>rf 297 BK 25 | **TM Tug** | Fuji 6L27.5G<br>2 Oil 4SA each 6Cy. 275 × 320 reverse reduction geared to sc. shafts<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 112kW 380V 50Hz a.c.<br>2 Controllable pitch propellers |
| **ZUBEIDI I**<br>ex Hamoor 1-82 ex Kindam 2-78<br>ex Hamoor I-71<br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **131**<br>64<br>— | (AB) (BV) | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5170-6/2)<br>25,20 6,81 2,490<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>In.148 | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10kW<br>Fuel 56,0t (d.o.) 10kn |
| **ZUBEIDI II**<br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **131**<br>63<br>— | (AB) (BV) | **1971** Ch. Normands Reunis—Courseulles-sur-Mer (24)<br>25,20 6,81 2,302<br>22,56 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho 11,5<br>In.140<br>1 Ha (stl) (1,0 × 1,4) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10,5kW<br>9,5kn |
| **ZUBEIDI 4**<br>ex Hamoor IV-82<br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **131**<br>65<br>— | (AB) (BV) | **1969** Ch. Normands Reunis—Courseulles-sur-Mer (9)<br>25,20 6,81 2,490<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho 11,5<br>In.142<br>1 Ha (stl) (1,1 × 1,6) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10kW<br>Fuel 56,0t (d.o.) 10kn |
| **ZUBEIDI 5**<br>ex Hamoor 5-83 ex Kindam 4-78<br>ex Hamoor V-71<br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **131**<br>64<br>— | (AB) (BV) | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5174-1/1)<br>25,20 6,81 2,490<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.148 | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10kW<br>Fuel 56,0t (d.o.) 10kn |
| **ZUBEIDI 6**<br>ex Hamoor 6-82 ex Kindam 5-78<br>ex Hamoor VI-71<br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **131**<br>64<br>— | (AB) (BV) | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5174-1/2)<br>25,20 6,81 2,490<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>In.149 | Caterpillar<br>Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10kW<br>Fuel 56,0t (d.o.) 10kn |
| **ZUBOVO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **1 976**<br>596<br>806 | RS | **1974** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B422/105)<br>72,83 4,852<br>65,00 13,01 7,90<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.119 In.775 L.117<br>2 Ha<br>4W Der 2(5) 4(1,5) | Sulzer 6ASL25/30<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 126bhp (2 299kW) driving 3 gen. each 750kW connected to elec. motor of 2 298shp (1 690kW) & sc. shaft<br>H. Cegielski Poznan<br>Gen 1 × 320kW 1 × 72kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **ZUBR**<br>ex Biscay Sky-79<br>**SOVCOMFLOT Akp**<br>Black Sea Shipping Co. (BLASCO)<br>(Odessa) (U.S.S.R.)<br>SatCom: 1400155/UFIA | **642**<br>21<br>755 | RS (NV) | **1977** Molde Verft A/S—Hjelset ((148))<br>45,17 5,301<br>40,16 10,81<br>1 dk | **M Tug**<br>Anchor-handling Fire-fighting<br>Ice strengthened | Polar F216V-D<br>2 Vee Oil 4SA each 16Cy. 250 × 300 geared to sc. shaft<br>A/B Bofors Nohab Sweden<br>Gen 1 × 950kW 2 × 160kW 440V 60Hz a.c.<br>15,5kn |
| **ZUDAR**<br>**Bagger-, Bugsier- u. Bergungsreederei G.m.b.H.**<br>Rostock Federal Republic of Germany | **594**<br>212<br>1 107 | DSRK | **1970** VEB Elbewerft—Boizenburg (280)<br>60,00 10,32 2,899<br>57,00 10,01 3,51<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Ice strengthened<br>Mchy.aft<br>G.550 | S.K.L.<br>2 Oil 4SA each 6Cy. 240 × 360<br>640bhp (471kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 2 × 40kW 390V a.c.<br>8kn |
| **ZUETINA**<br>**General National Maritime Transport Co.**<br>Tripoli Libya | **64 371**<br>45 459<br>121 406<br>T/cm<br>88,3 | **✠100A1** SS 3/89<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL T† 3$\frac{9}{16}$"U3<br>FN 15378 | **1976**-3 Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (928)<br>264,02 38,05 17,382<br>252,00 38,00 23,02<br>F 18,9 1 dk<br>rf 38 Bow/CM 132 Diam. 0,510 MH 1,8 | **M Tanker**<br>COW IGS (LR) pt higher tensile steel<br>5 Ta 8 Wing Ta ER<br>L.(oil) 149 784<br>3 Cargo pumps total 9 000T/hr | Sulzer 8RND90<br>Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>2 WTAuxB 17kgf/cm² (16,7bar) hs1181,5<br>e(ex.g) 20,5kgf/cm² (20,1bar)<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 4 267,5t (hvf)-77,0pd 15kn |
| **ZUG**<br>ex Holmsland-88<br>ex Lina von Bargen-82<br>**m.s. "Zug" Schiffahrtsgesellschaft m.b.H.**<br>Osterreichischer Lloyd Ship Management G.m.b.H.<br>Wien Austria | *2 583*<br>*1 531*<br>4 254 | GL | **1977** Stocznia Gdanska im. Lenina—Gdansk (B341/02)<br>96,68 13,64 5,341<br>90,40 13,62 7,45<br>RQD 16,2 F 8,6 1 dk<br>len & deepened 83 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 913 B.3 597<br>TEU 136 C. 136/20'<br>2 Ha (stl) (18,5 24,8 × 10,2) ER | Sulzer 12ASV25/30<br>Vee Oil 4SA 12Cy. 250 × 300 reduction geared to sc. shaft<br>2 200bhp (1 618kW)<br>H. Cegielski Poznan<br>14,5kn |
| **ZUGDIDI**<br>**Georgian Shipping Co.**<br>(Batumi) (U.S.S.R.) | **3 468**<br>1 606<br>4 976 | RS | **1970** Rauma-Repola Oy—Rauma/Raumo (184)<br>106,15 15,45 6,741<br>97,01 15,40 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 908 HeCls. BC<br>1 Ha (stl) (2,4 × 3,2)<br>3W Der 1(2) 2(1,5) | B&W 5-50VTBF-110<br>Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 40,5t (d.o.) 260,0t (hvf)-12,0pd 14kn |
| **ZUI YOH**<br>**Sublime Transport S.A.**<br>Monrovia Liberia<br>SatCom: 1243371/ZUYO | *38 844*<br>*19 485*<br>44 840<br>T/cm<br>54,9 | NK | **1990** Sanoyas Corp.—Mizushima (1099)<br>199,99 (BB) 32,24 10,717<br>194,86 32,20 22,35<br>1 dk | **M Wood-chip Carrier**<br>Self-unloader<br>6 Ho ER<br>G.99 643<br>6 Ha (stl) (16,2 × 12,3) (16,2 16,2 14,8 16,2 13,3 × 17,2) ER<br>Cr 3(14) | Mitsubishi 6UEC52LS<br>Oil 2SA 6Cy. 520 × 1850<br>4 965kW (6 750bhp)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 720kW 450V 60Hz a.c.<br>Fuel 120,3t (d.o.) 2 238,5t (hvf)-27,7pd 14,3kn |
| **ZUIDERHAAKS**<br>**V.o.f. Rederij Jac. Bakker en Zonen**<br>Den Helder Netherlands | *465*<br>*139*<br>— | | **1985** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk ((421))<br>40,21 3,841<br>9,01 5,14<br>1 dk | **M Fishing**<br>Side-fishing | Stork-Werkspoor 9SW280<br>Oil 4SA 9Cy. 280 × 300 with flexible couplings & sr geared to sc. shaft<br>2 835bhp (2 085kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 1 × 145kW d.c. 1 × 75kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 108,0t (d.o.) |
| **ZUIDERKRUIS**<br>ex Wybrigje-84 ex De Enige Zoon-77<br>**Zeevisserij Bedrijf J. Tanis & Zn.**<br>Goedereede Netherlands | **198**<br>79<br>— | | **1974** N.V. Scheepswerf Haak—Zaandam (924)<br>33,99 7,50<br>30,00 7,41 4,02<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl<br>Mchy.aft | Deutz<br>Oil<br>NE 84<br>Kloeckner Humboldt Deutz West Germany |

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| **6701278**<br>*CB2348*<br><br>Esd Rdr Rt | **ZUIDERSTER 2**<br>ex L. A. Sjong-70<br>**Sociedad Pesquera Playa Blanca**<br>Valparaiso Chile | **301**<br>128<br>— | NV | **1966** Bolsones Verft—Molde (212)<br>39,63 8,11 4,001<br>35,74<br>1 dk<br>rf 1110 BK 114 | **M Fishing**<br>Side-fishing<br>6 Ho ER<br>6 Ha (stl) ER<br>1W Cr 3(10) Der 1(-) | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>900bhp (662kW)<br>A/S Wichmann Rubbestadne<br>Gen 2 × 50kW 220V 50Hz a.c.<br>11.5k |
| **6603749**<br>*CB2347*<br><br>Df Esd Rdr Rt | **ZUIDERSTER 3**<br>ex Linda-70 ex Odel-69<br>**Sociedad Pesquera Playa Blanca**<br>Valparaiso Chile | **279**<br>137<br>— | NV | **1966** Kleven M/V A/S—Ulsteinvik (12)<br>38,54 7,65<br>33,36 7,62<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar<br>Oil 4SA 12Cy. 159 × 203<br>680bhp (500kW)<br>Caterpillar Tractor Co. Peoria, Ill<br>10k |
| **6704725**<br>*CB2715*<br><br>Df Esd Pfd Rdr Rt | **ZUIDERSTER 4**<br>ex Asberg-77<br>**Pesquera Iquique S.A.**<br>Valparaiso Chile | **299**<br>138<br>— | NV | **1966** N.V. Scheeps. v.d. Werf—Deest (325)<br>41,69 7,62 3,772<br>33,69 7,60 3,97<br>1 dk<br>rf 1199 BK 89 len 73 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho ER<br>2 Ha (each 2,5 × 1,6) ER<br>1W Der 1(3) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Lister Blackstone Ltd. Stamfo<br>Gen 1 × 208kW 1 × 60kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **5136282**<br>*CB2346*<br>2332<br>Df Esd | **ZUIDERSTER 5**<br>ex Grimsholm-73<br>**Pesquera San Bernado Ltda.**<br>Valparaiso Chile | **269**<br>77<br>381 | NV | **1955** Brastad Skibs A/S—Brattvag (1)<br>37,29 7,07<br>33,18 6,99 4,17<br>1 dk<br>rf 1448 BK 152 len 57 | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>In.300<br>2 Ha (each 2,5 × 2,5) | Wichmann<br>Oil 2SA 5Cy. 280 × 420<br>750bhp (552kW) NE 69<br>A/S Wichmann Rubbestadne<br>Gen 1 × 56kW 1 × 50kW 220V 50Hz a.c.<br>Fuel 79,5t (d.o.)<br>11k |
| **5330723**<br>*CB2345*<br><br>Df Esd | **ZUIDERSTER 6**<br>ex Sjovarden-74<br>**Sociedad Pesquera Playa Blanca**<br>Valparaiso Chile | **279**<br>87<br>— | NV | **1957** Aukra Bruk A/S—Aukra (4)<br>37,65 7,04 3,499<br>33,02 7,01 3,71<br>1 dk<br>rf 1397 BK 127 len 64 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>3 Ha (1,4 × 0,9) (3,5 × 2,2) (2,5 × 1,9)<br>1W Der 1(3) | Caterpillar<br>Vee Oil 4SA 12Cy. 159 × 203 sr geared to sc. shaft<br>850bhp (625kW) NE 76<br>Caterpillar Tractor Co. Peoria, Ill<br>Gen 1 × 34kW 1 × 32kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **6922365**<br>*CB2344*<br><br>Df Esd Rdr Rt | **ZUIDERSTER 7**<br>ex Sverdrupson-75<br>**Pesquera San Bernado Ltda.**<br>Valparaiso Chile | **236**<br>92<br>— | NV | **1969** Leirvik Sveis A/S—Leirvik (35)<br>35,06 7,50<br>30,99 7,47 3,97<br>1 dk<br>rf 1300 BK 102 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>900bhp (662kW)<br>A/S Wichmann Rubbestadne<br>Gen 2 × 50kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **6704713**<br>*CB2716*<br><br>Df Esd Pfd Rdr Rt | **ZUIDERSTER 8**<br>ex Asgeir-78<br>**Pesquera Iquique S.A.**<br>Valparaiso Chile | **299**<br>137<br>— | NV | **1966** N.V. Scheeps. v.d. Werf—Deest (322)<br>41,69 7,62 3,772<br>33,69 7,60 3,97<br>1 dk<br>rf 1199 BK 89 len 73 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho ER<br>2 Ha (each 2,5 × 1,6) ER<br>1W Der 1(3) | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Lister Blackstone Ltd. Stamfo<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **6808624**<br>*CB2349*<br><br>Df Esd Pfd Rdr Rt | **ZUIDERSTER 10**<br>ex Scotia-71 ex Bonday-69<br>**Exportaciones Productos Del Mar B & D S.A.**<br>Pesquera Coronel S.A.<br>Valparaiso Chile | **227**<br>109<br>— | NV | **1967** A/S Hommelvik M/V—Hommelvik (111)<br>34,60 7,22 4,007<br>30,43 7,19<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Caterpillar<br>Oil 4SA 8Cy. 159 × 203<br>570bhp (419kW)<br>Caterpillar Tractor Co. Peoria, Ill |
| **6403400**<br>*PJQN*<br><br>Df Rdr Rt | **ZUIDERSTER 12**<br>ex Caithness-72 ex Scotia-70<br>**Scheepv. Maats. Inverstrom N.V.**<br>L'Interpeche Ltd.<br>Willemstad Netherlands Antilles & Aruba | **166**<br>94<br>— | ✠Classed LR until 2/66 | **1964**-4 E. S. Barens & Co. (Pty.)—Durban (2)<br>30,54 6,63<br>28,83 6,41 3,54<br>1 dk<br>rf 508 BK 152 len 00 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | General Motors<br>Vee Oil 2SA 16Cy. 220 × 240<br>476bhp (350kW) NE —<br>General Motors Corp. Detroit, M |
| **8411463**<br>*PIZB*<br>21943<br>Gc Pfd Rdr RTv | **ZUIDERZEE**<br><br>**Rederij m.s. "Zuiderzee" C.V.**<br>Rotterdam Netherlands | *752*<br>*411*<br>998 | BV | **1985** Schps. Barkmeijer Stroobos B.V.—Stroobos (227)<br>63,40 9,96 3,141<br>59,52 9,81 3,81<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 509 B.1 462<br>1 Ha (stl) (37,6 × 7,3) ER | Bolnes<br>Oil 2SA 5Cy. 190 × 350 with clutches, flexible couplings & sr geared to sc. shaft<br>750bhp (552kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d L<br>Gen 2 × 48kW 380V 50Hz a.c.<br>11.5k |
| **8333568**<br>*OPBM*<br><br>Z 39<br>Esd Pfd Rdr RTv | **ZUIDERZEE**<br><br>**Rederij Zuiderzee P.V.B.A.**<br>Zeebrugge Belgium | **223**<br>87<br>— | | **1982** Scheepsw. West-Vlaamse N.V.—Oostkamp<br>32,50 - —<br>- -<br>1 dk | **M Fishing**<br>Side Trawler Beam-trawl | Bolnes<br>Oil<br>1 050bhp (772kW)<br>"Bolnes" Motorenfabriek B.V. Netherlan |
| **7367859**<br><br><br>Esd Pfd Rdr Rt | **ZUIDERZEE**<br><br>**Oosterlig Visserye Beperk**<br>South Africa | **165**<br>56<br>— | | **1974** Scheepswerf "Vooruit" C.V.—Zaandam (345 A)<br>29,37 7,19<br>3,81<br>1 dk<br>conv Side Trawler Beam-trawl Fishing 91 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Blackstone<br>Oil 4SA 8Cy. 222 × 292<br>1 125bhp (828kW) NE 79<br>Mirrlees Blackstone (Stamford) Ltd. Stamfo |
| **6808088**<br>*PIYY*<br><br>BR 6<br>Esd Rdr Rt | **ZUIDERZEE**<br>ex Fokke Marie-85 ex Petra-80<br>ex Immanuel-79 ex Samenwerking-79<br>ex Alja-78 ex Neeltje-73<br>**Rederij Zuiderzee B.V.**<br>Breskens Netherlands | **122**<br>50<br>— | | **1968** Van Goor's Schps. & Mach.—Monnickendam (631)<br>30,61 6,71 2,947<br>6,60 3,10<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Stork<br>Oil 4SA 8Cy. 210 × 300<br>750bhp (552kW) NE 73<br>Stork-Werkspoor Diesel B.V. Zwo |
| **8609802**<br>*JCIB*<br>129846<br>Df Esd Gc Rdr RTv SatNav AMVER | **ZUIFU**<br><br>**Marusen Co. Ltd.**<br>Tokyo Japan<br>SatCom: 1203666/JCIB | *3 403*<br>*1 497*<br>3 939 | NK | **1987** Kochi Jyuko K.K.—Kochi (1932)<br>94,32 (BB) 6,366<br>86,52 16,51 9,45<br>3 dks | **M Refrigerated Cargo**<br>4 Ho ER<br>In.4 100<br>4 Ha (stl) (each 3,5 × 3,5) ER<br>Der 8(5) | Mitsubishi 6UEC37<br>Oil 2SA 6Cy. 370 × 880<br>2 626kW (3 570bhp)<br>Kobe Hatsudoki K.K. |
| **7209966**<br>*JJ2791*<br>112576<br>Rdr Rt | **ZUIHO**<br><br>**Hankyu Kisen K.K.**<br>Kobe, Hyogo Pref. Japan | **133**<br>—<br>13 | | **1972** Hitachi Zosen—Kanagawa Works, Kawasaki (117046)<br>27,54 3,500<br>26,34 5,84 3,56<br>1 dk<br>RW | **Aluminium Alloy TM Hydrofoil Ferry** | M.T.U.<br>—P 2 Vee Oil 4SA each 12Cy. 175 × 205<br>2 150bhp (1 581kW)<br>Ikegai Tekkosho Kawas |
| **8608987**<br>*JK4683*<br>127997<br>Esd Gc Rdr RTh/v | **ZUIHO MARU**<br><br>**Hikari Marine Co. Ltd.**<br>Tokuyama, Yamaguchi Pref. Japan | **697**<br>—<br>1 104<br>T/cm<br>5,0 | NK | **1986** Naikai SB. & Eng. Co. Ltd.—Setoda (515)<br>65,82 4,420<br>61,02 10,81 5,01<br>P 16,8 F 8,0 1 dk<br>Bow/CM 27 Diam. 0,180 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta (C.mn.stl) CR ind cyl horizontal ER<br>L.(gas) 1 463<br>2 Cargo pumps total 700T/hr | Akasaka<br>Oil 4SA 6Cy. 310 × 600<br>1 518bhp (1 117kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 160kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 22,5t (d.o.) 62,5t (i.f.o.)-5,5pd |

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| **ZUIHO MARU**<br>**Nitto Unyu K.K. (Nitto Transportation Co. Ltd.)**<br>Kobe, Hyogo Pref. Japan | **104**<br>—<br>— | **1980** Kanagawa Zosen—Kobe (209)<br>23,00 2,300<br>19,80 6,60 3,00<br>1 dk | **TM Tug** | Daihatsu 6DSM-18A<br>2 Oil 4SA each 6Cy. 180 × 230<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **ZUIHO MARU No. 1**<br>ex Takechiyo Maru-83<br>**Nitto Unyu K.K. (Nitto Transportation Co. Ltd.)**<br>Kobe, Hyogo Pref. Japan | **183**<br>—<br>— | **1967** Osaka Zosensho—Osaka (261)<br>30,76 7,50 2,363<br>29,95 7,47 3,36<br>1 dk<br>RW | **TM Tug** | Daihatsu<br>2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Kogyo Osaka<br>Gen 1 × 48kW |
| **ZUIHO MARU No. 2**<br>**Hosei Kisen K.K.**<br>Kamo, Shizuoka Pref. Japan | **499**<br>—<br>1 100 | **1979** Kochi Jyuko K.K.—Kochi (1302)<br>4,252<br>64,01 11,51 4,37<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Akasaka DM33R<br>Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **ZUIHO MARU No. 3**<br>**Chuo Kaiun K.K.**<br>Anan, Tokushima Pref. Japan | **199**<br>—<br>700 | **1988** K.K. Miura Zosensho—Saiki (811)<br>54,31 (BB) 3,101<br>53,01 9,80 5,20<br>1dk | **M General Cargo**<br>Mchy.aft | Akasaka T26SR<br>Oil 4SA 6Cy. 260 × 440 sr geared to sc. shaft<br>662kW (900bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **ZUIHO MARU No. 3**<br>**Esashi Gyogyo K.K.**<br>Esashi, Hokkaido Pref. Japan<br>SatCom: 1204227/JLML | **199**<br>—<br>253 | **1990** Yamanishi Zosen K.K.—Ishinomaki (985)<br>46,15 (BB) 8,30 3,150<br>38,00 7,60 3,35 | **M Fishing**<br>Long-line Ref<br>In.228 | Niigata 6M28HFT<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>691kW (939bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Thw. thrust propeller fwd<br>Thw. thrust propeller |
| **ZUIHO MARU No. 8**<br>**Taisei Trading** | **495**<br>171<br>762 | **1967** Narasaki Zosen K.K.—Muroran (602)<br>52,48 9,50 3,963<br>47,50 9,48 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 430 × 620<br>1 650bhp (1 214kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **ZUIHO MARU No. 8**<br>ex Oju Maru No. 1-82<br>**Chosum Daesung Je Sam Trading Ltd.**<br>North Korea | **294**<br>150<br>— | **1972** Kochi Jyuko K.K.—Kochi (1182)<br>*44,02*<br>8,01 3,51<br>1 dk | **M Fishing**<br>Side-fishing Tuna Long-line | Akasaka<br>Oil<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| **ZUIHO MARU No. 18**<br>**Wako Gyogyo K.K.**<br>Esashi, Hokkaido Pref. Japan | **299**<br>143<br>336 | **1978** Niigata Eng. Co. Ltd.—Niigata (1600)<br>48,87 (BB) 3,261<br>42,83 8,51 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6L28X<br>Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **ZUIHO MARU No. 28**<br>**Wako Gyogyo K.K.**<br>Tokyo Japan | **499**<br>209<br>— | **1979** Niigata Eng. Co. Ltd.—Niigata (1628)<br>61,42 4,161<br>54,21 10,22 6,33 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Niigata 6M40X<br>Oil 4SA 6Cy. 400 × 600<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **ZUIHO MARU No. 31**<br>**Shiko Gyogyo K.K.**<br>Esashi, Hokkaido Pref. Japan | **329**<br>163<br>— | **1981** Niigata Eng. Co. Ltd.—Japan (1703)<br>51,57 (BB) 8,62 3,298<br>45,67 8,60 3,66<br>1 dk | **M Fishing**<br>Long-line<br>Mchy.aft | Niigata 6M28AFT<br>Oil 4SA 6Cy. 280 × 480 reduction geared to sc. shaft<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **ZUIHO MARU No. 38**<br>ex Keifuku Maru No. 5-84<br>**Toshio Echigo**<br>Hachinohe, Aomori Pref. Japan | **499**<br>284<br>447 | **1971** Miho Zosensho K.K.—Shimizu (810)<br>54,79 8,72 3,468<br>49,00 8,69 3,87<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 370 × 540<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **ZUIHO MARU No. 51**<br>**Esashi Gyogyo K.K.**<br>Esashi, Hokkaido Pref. Japan | **127**<br>—<br>191 | **1985** Kidoura Zosen K.K.—Kesennuma (527)<br>38,61 (BB) 6,63 2,931<br>32,01 6,61 3,26<br>1 dk | **M Fishing**<br>Stern-fishing | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & dr geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **ZUIHO MARU No. 55**<br>**Esashi Gyogyo K.K.**<br>Esashi, Hokkaido Pref. Japan<br>SatCom: 1201727/JBRQ | **379**<br>—<br>476 | **1985** Niigata Eng. Co. Ltd.—Niigata (1856)<br>54,01 (BB) 3,593<br>47,91 8,72 3,76<br>1 dk | **M Fishing**<br>Tuna Long-line<br>In.501 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **ZUIHO MARU No. 58**<br>**Esashi Gyogyo K.K.**<br>Esashi, Hokkaido Pref. Japan<br>SatCom: 1200347/JBRS | **379**<br>—<br>472 | **1985** Niigata Eng. Co. Ltd.—Niigata (1860)<br>54,01 (BB) 3,593<br>47,91 8,72 3,76<br>1 dk | **M Fishing**<br>Tuna Long-line<br>In.501 | Niigata 6M28AFTE<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **ZUIHO MARU No. 61**<br>**Esashi Gyogyo K.K.**<br>Esashi, Hokkaido Pref. Japan<br>SatCom: 1201466/JCBC | **379**<br>—<br>495 | **1987** Niigata Eng. Co. Ltd.—Niigata (2061)<br>54,01 (BB) 3,441<br>47,91 8,72 3,81<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.492 | Niigata<br>Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **ZUIHO MARU No. 65**<br>**Esashi Gyogyo K.K.**<br>Esashi, Hokkaido Pref. Japan<br>SatCom: 1202372/JLIM | **409**<br>—<br>490 | **1989** Miho Zosensho K.K.—Shimizu (1347)<br>55,45 (BB) 8,72 3,490<br>49,00 8,70 3,85<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.644 | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530 with clutches & sr reverse geared to sc. shaft<br>1 177kW (1 600bhp)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| **ZUIHO MARU No. 68**<br>**Esashi Gyogyo K.K.**<br>Esashi, Hokkaido Pref. Japan<br>SatCom: 1201721/JLMF | **409**<br>—<br>477 | **1990** Miho Zosensho K.K.—Shimizu (1379)<br>55,45 (BB) 8,72 3,499<br>49,00 8,70 3,85<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.515 | Akasaka K31FD<br>Oil 4SA 6Cy. 310 × 530 with clutches & sr reverse geared to sc. shaft<br>1 177kW (1 600bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **ZUIHO MARU No. 81**<br>**Esashi Gyogyo K.K.**<br>Esashi, Hokkaido Pref. Japan<br>SatCom: 1203767/JCIQ | **409**<br>—<br>493 | **1988** Miho Zosensho K.K.—Shimizu (1339)<br>55,61 (BB) 8,72 3,501<br>49,00 8,70 3,87<br>1 dk | **M Fishing**<br>Long-line Ref<br>In.643 | Niigata 6M31AFTE<br>Oil 4SA 6Cy. 310 × 530 sr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |

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| **8821462**<br>*JMSA*<br>131174<br>TK1-1290<br>RTv | **ZUIHO MARU No. 88**<br>**Esashi Gyogyo K.K.**<br>Tokyo Japan<br>SatCom: 1200230/JMSA | **379**<br>—<br>571 | | **1989**<br>68,45 (BB) 11,02 5,356<br>58,60 11,00 6,70 | Yamanishi Zosen K.K.—Ishinomaki (973) | **M Fishing**<br>Stern Trawler Ref<br>In.665 | Niigata<br>Oil 4SA 8Cy. 400 × 600 sr geared to sc. shaft<br>2 133kW (2 900bhp)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller |
| **7812452**<br>*HPHI*<br>9510-79B<br>Df Esd Gc<br>Pfd Rdr RTv | **ZUIJIN**<br>**Liberian Paramount Inc.**<br>Patt Manfield & Co. Ltd.<br>Panama Panama<br>SatCom: 1333620/ZUJN | **8 186**<br>4 834<br>7 351 | NK | **1978**<br>138,56 26,04 7,819<br>130,03 26,01 11,46 | Oshima Shipbuilding co. Ltd.—Nagasaki (10039) | **M Vehicles Carrier**<br>Cars 1800<br>Mchy.aft | Sulzer<br>Vee Oil 4SA 16Cy. 400 × 480<br>11 600bhp (8 532kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 2 × 1403kW |
| **7735367**<br>*JK3973*<br>120436<br>Df Esd Gc<br>Pfd Rdr Rt | **ZUIKEI MARU No. 58**<br>ex Kaiko Maru No. 25-90<br>**Y.K. Zuikei Gyogyo**<br>Kashima, Japan<br>Shimane Pref. | **173**<br>—<br>— | | **1978**<br>41,25 6,81 2,401<br>34,50 6,80 2,85 | Kidoura Zosen K.K.—Kesennuma (358) | **M Fishing**<br>Ref<br>Mchy.aft | Niigata<br>Oil 4SA 6Cy. 250 × 320<br>1 450bhp (1 067kW)<br>Niigata Eng. Co. Ltd. |
| **8403739**<br>*JG4365*<br>126788<br>Esd Gc Pfd<br>Rdr Rt | **ZUIKO MARU**<br>**Koyo Kaiun Co. Ltd.**<br>Yokohama, Japan<br>Kanagawa Pref. | **2 696**<br>—<br>4 900 | NK | **1984**<br>99,95 14,64 6,333<br>93,53 14,61 7,83<br>P 22,9 F 14,1 1 dk | Kurinoura Dock K.K.—Yawatahama (200) | **M Tanker**<br>SBT<br>Mchy.aft<br>L.(oil) 5 550 | Akasaka<br>Oil 4SA 6Cy. 380 × 740 with clutches, flexible couplings & sr geared to sc. shaft<br>2 800bhp (2 060kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| **8905268**<br>*JG4783*<br>131097<br>Rt | **ZUIKO MARU**<br>**Sanko Kisen K.K.**<br>Yokohama, Japan<br>Kanagawa Pref. | **497**<br>—<br>1 265 | | **1989**<br>64,98 10,02 4,278<br>60,00 10,00 4,50<br>1 dk | Kurinoura Dock K.K.—Yawatahama (271) | **M Tanker**<br>Chemical<br>SBT<br>8 Ta ER<br>L.1 251 | Hanshin<br>Oil 4SA 6Cy. 280 × 460<br>1 030kW (1 400bhp)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller |
| **8710730**<br>*JG4638*<br>129808 | **ZUIKO MARU**<br>**Nippon Marine Service & Engineering Co. Ltd. (Nippon Kaiji Kogyo K.K.)**<br>Tokyo Japan | **185**<br>—<br>— | | **1986**<br>32,45 3,000<br>28,00 8,90 3,89<br>1 dk | Sanyo Zosen K.K.—Mukaishima (1017) | **TM Tug**<br>Fire-fighting | Niigata<br>2 Oil 4SA each 6Cy. 250 × 350 dr geared to sc. shafts<br>Niigata Eng. Co. Ltd. |
| **7718802**<br>*JH2717*<br>119944<br>Gc | **ZUIKO MARU**<br>**Tsuyoshi Tsutsui**<br>Nagoya, Japan<br>Aichi Pref. | **162**<br>—<br>500 | | **1977**<br>2,701<br>29,49 7,51 2,90<br>1 dk<br>RW | Suzuki Shipyard Co. Ltd.—Yokkaichi (301) | **M Tanker**<br>Mchy.aft | Matsui<br>Oil 4SA 6Cy. 260 × 400<br>360bhp (265kW)<br>Matsui Iron Works Co. Ltd. |
| **7009471**<br>*JPZS*<br>106996<br>Df Gc Pfd<br>Rdr | **ZUIRYO MARU**<br>ex Zuiryo Maru No. 8-88<br>ex Kazu Maru No. 28<br>**Yamakawa Zosen Tekko K.K.**<br>Yamagawa, Japan<br>Kagoshima Pref. | **274**<br>128<br>— | | **1970**<br>7,93 2,896<br>41,20 7,90 3,46<br>1 dk<br>RW | Uchida Zosen—Ise (678) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Yanmar<br>Oil 4SA 6Cy. 240 × 290<br>800bhp (588kW)<br>Yanmar Diesel Co. Ltd. |
| **8613566**<br>*JH3126*<br>128443<br>Gc Pfd Rdr<br>Rt | **ZUIRYU**<br>**Ueno Kosan K.K.**<br>Toba, Japan<br>Mie Pref. | **100**<br>—<br>— | NK | **1986**<br>35,00 1,301<br>32,10 6,10 3,15<br>1 dk | Mitsubishi Heavy Industries Ltd.—Nagasaki (1992) | **Aluminium Alloy TM Patrol Ship**<br>Environmental Control | Mitsubishi<br>2 Vee Oil 4SA each 16Cy. 160 × 180 with clutches & sr reverse geared to sc. shafts<br>2 000kW (2 719bhp)<br>Mitsubishi Heavy Industries Ltd. |
| **8622593**<br>*JL5204*<br>127431<br>Rt | **ZUIRYU MARU**<br>**Sankyo Kaiun Y.K.**<br>Namikata, Japan<br>Ehime Pref. | **498**<br>—<br>1 600 | | **1983**<br>72,40 4,320<br>67,01 11,51 6,51<br>1 dk | Mategata Zosen K.K.—Namikata (1003) | **M General Cargo**<br>Mchy.aft | Oil<br>1 300bhp (956kW)<br>Fuel (d.o.) |
| **7909255**<br>*JM4480*<br>122853<br>Gc Rdr Rt | **ZUISEI MARU**<br>**Kezuka Unyu K.K.**<br>Tokyo Japan | **496**<br>—<br>1 596 | | **1979**<br>68,71 4,352<br>64,01 11,51 6,13<br>2 dks | Yamanaka Zosen K.K.—Namikata (210) | **M General Cargo**<br>Mchy.aft | Hanshin<br>Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. |
| **7522916**<br>Gc Rdr Rt | **ZUISHO MARU**<br>**Chong Fui Shipping & Forwarding Sendirian Berhad**<br>Malaysia | **499**<br>319<br>1 582 | | **1975**<br>11,51 4,192<br>63,99 11,49 6,10<br>1 dk | Yamanaka Zosen K.K.—Namikata (155) | **M General Cargo**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. |
| **9016351**<br>*JJ3763*<br>131881<br>Rt | **ZUISHO MARU**<br>**Matsuda Kisen K.K.**<br>Aioi, Japan<br>Hyogo Pref. | **199**<br>—<br>525 | | **1990**<br>49,59 3,125<br>45,00 7,80 3,30<br>1 dk | Koa Sangyo K.K.—Takamatsu (558) | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.393 | Yanmar<br>Oil 4SA 6Cy. 240 × 420<br>588kW (799bhp)<br>Yanmar Diesel Engine Co. Ltd. |
| **8125325**<br>*JK4225*<br>124532<br>Gc Rdr Rt | **ZUISHO MARU No. 5**<br>**Hajime Hamayama**<br>Hinase, Japan<br>Okayama Pref. | **184**<br>—<br>484 | | **1981**<br>42,79 3,100<br>41,00 8,00 4,80<br>1 dk | Ishida Zosen K.K.—Innoshima (143) | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Matsui<br>Oil 4SA 6Cy. 240 × 400<br>600bhp (441kW)<br>Matsui Iron Works Co. Ltd. |
| **8221997**<br>*7JWR*<br>126754 | **ZUIUN**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **168**<br>—<br>— | | **1983**<br>46,00 2,631<br>41,51 7,51 3,54<br>1 dk | K.K. Usuki Tekkosho—Usuki (1528) | **TM Lighthouse Tender** | Akasaka<br>2 Oil 4SA each 6Cy. 230 × 390<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7735214**<br>*JK3987*<br>120453 | **ZUIUN MARU**<br>**Senjiro Horiuchi**<br>Kurahashi, Japan<br>Hiroshima Pref. | **198**<br>109<br>350 | | **1978**<br>2,850<br>35,11 6,61 3,03<br>1 dk | Y.K. Furumoto Tekko Zosensho—Osaki (385) | **M Tanker** | Oil |
| **6421115**<br>*JRHA*<br>95581<br>Df Esd Gc<br>Pfd Rdr RTv | **ZUIYO MARU**<br>**K.K. Hokkaido Gyogyo Kosha (Hokkaido Fisheries Co. Ltd.)**<br>Tokyo Japan | **2 455**<br>1 196<br>3 077 | | **1964**<br>98,89 14,03 6,046<br>89,26 14,00 9,20<br>2 dks | Taiyo Zosen—Nagasaki (531) | **M Fishing**<br>Stern Trawler<br>3 Ho<br>3 Ha (2,5 × 2,5) (2,5 × 3,5) (2,5 × 2,5)<br>6W Der 4(5) 2(3) | Mitsubishi<br>Oil 2SA 7Cy. 450 × 750<br>3 500bhp (2 574kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 916,5t (d.o.)-14,5pd |
| **8808018**<br>*JL5620*<br>129991<br>Rdr Rt | **ZUIYO MARU**<br>**Yahata Kisen Co. Ltd. (Yahata Kisen K.K.)**<br>Namikata, Japan<br>Ehime Pref. | **699**<br>—<br>2 000 | | **1988**<br>4,852<br>66,12 12,01 5,36<br>1 dk | Hakata Zosen K.K.—Hakata (377) | **M Tanker**<br>Mchy.aft | Makita<br>Oil 4SA 6Cy. 330 × 640<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. |

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| 614047<br>FWT<br>00048<br>X1-568<br>Esd Gc<br>dr Rt | **ZUIYO MARU No. 2**<br>**Taiyo Gyogyo K.K. & Hakodate**<br>**Kokai Gyogyo K.K.**<br>Tokyo Japan | **3 023**<br>1 573<br>4 060 | | **1966** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (589)<br>99,50 15,57 6,503<br>90,00 15,50 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler<br>Mchy.aft<br>2 Ho<br>2 Ha (each 2,8 × 2,8)<br>10W Der 10(5) | Mitsubishi 8UET45/75<br>Oil 2SA 8Cy. 450 × 750<br>4 000bhp (2 942kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 3 × 392kW 450V 60Hz a.c.<br>Fuel 1 357,5t-15,5pd 13,5kn |
| 521390<br>00371<br>Esd Gc<br>Rdr Rt | **ZULA**<br>ex Equihennois-81<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **685**<br>356<br>— | (BV) | **1976** Stocznia im. "Komuny Paryskiej"—Gdynia (B416/12)<br>45,57 10,49 4,801<br>40,09 6,86<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.370 | Crepelle 8SN<br>Oil 4SA 8Cy. 250 × 280<br>1 500bhp (1 103kW)<br>Crepelle et Cie. Lille<br>Gen 1 × 2,5kW 1 × 1,5kW 24V d.c.<br>Controllable pitch propeller<br>Fuel 108,5t (d.o.) 13,5kn |
| 382457<br>QEX<br>Esd Gc<br>dr RTv | **ZULAWY**<br>**Maritime Reefer Transport Ltd.**<br>Szczecin Poland<br>SatCom: 1703207/SQEX | T.Mk<br>**8 120**<br>3 800<br>8 439 | PR | **1974** Stocznia Gdanska im. Lenina—Gdansk (B68/01)<br>151,31 (BB) 20,96 7,401<br>146,77 12,81<br>3 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>G.832 B.746 In.10 639 L.154<br>4 Ha (each 4,5 × 3,9) ER<br>10W Der 10(5) | Sulzer 8ZL40/48<br>2 Oil 4SA each 8Cy. 400 × 480 geared to sc. shaft<br>9 600bhp (7 061kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 640kW 1 × 72kW 400V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>19kn |
| 010463<br>P6306<br>920-PEXT<br>d Rdr Rt | **ZULEIKA**<br>ex Kinsen Maru No. 7-91<br>ex Andhika Persada-89<br>**Strategic Operations Ltd.**<br>Marquis Marine (Montrose) Ltd.<br>Panama Panama | **256**<br>—<br>— | BV (KI) (NK) | **1983** Odo Zosen Tekko K.K.—Shimonoseki (302)<br>35,50 3,601<br>31,00 9,80 4,56<br>1 dk | **TM Tug** | Niigata 6L28BXE<br>2 Oil 4SA each 6Cy. 280 × 320 with clutches, flexible couplings & dr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Ota<br>Gen 4 × 112kW a.c.<br>11,5kn |
| 039397<br>AO<br>07637<br>Esd Gc<br>Rdr<br>m/h/v | **ZULFIKAR**<br>ex Firebird-87 ex Evnia-86<br>**Silveray Shipping Co.**<br>Holbud Ltd.<br>Limassol Cyprus | **8 714**<br>6 129<br>15 177 | **100A1** SS 3/91<br>strengthened for heavy cargoes<br>**LMC**<br>EL At 522,5/56,0U2<br>FN 4315<br>(AB) | **1970** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2142)<br>142,27 (BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.21 130 B.18 896<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>3 773kW (5 129bhp)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 177,5t (hvf) 15,5kn |
| 428536<br>VAT<br>Esd Gc<br>Rdr Rt<br>WER | **ZULIA**<br>**Compania Anonima Venezolana de Navegacion (CAVN)**<br>La Guaira Venezuela | T.Mk<br>**8 342**<br>3 963<br>11 500<br>**12 340**<br>6 405<br>18 205 | AB | **1977** Mitsubishi Heavy Industries Ltd.—Kobe (1076)<br>160,03 22,92 —/10,021<br>148,01 22,86 10,01<br>P 46,4 F 27,2 2 dks, 3rd dk in holds<br>rf 196 | **M General Cargo**<br>Ref<br>3 Ho 8,9DT 7,6DT 23,0 4,7DTp&s 20,5 18,7 ER 11 TwD<br>G.25 400 B.22 823 In.1 756<br>TEU 144 C.Ho 120/20' C.Dk 24/20'<br>6 Ha (stl) (7,0 × 6,3) (14,6 15,2 × 9,6) (14,3p&s × 7,6) ER (8,9 × 5,0)<br>Cr 2(12,5) Der 1(100) 14(10) | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 700kW<br>Controllable pitch propeller<br>16,25kn |
| 724837<br>ZL-19334<br>d Rdr Rt | **ZULIANO IX**<br>ex Shoei Maru No. 32-80<br>**Zulia Towing & Barge Co.**<br>Maracaibo Venezuela | **333**<br>89<br>286 | **100A1** SS 10/87<br>tug<br>for South American<br>coasting service including<br>Caribbean Sea<br>**LMC**<br>EL (D) 385,0/32,0U2<br>FN 397<br>(NK) | **1979** Matsuura Tekko Zosen—Higashino (268)<br>34,50 9,22 3,950<br>30,00 9,01 4,20<br>F 12,8 1 dk<br>rf 356 | **TM Tug** | Fuji 6L27.5G<br>2 Oil 4SA each 6Cy. 275 × 320 sr geared to sc. shafts<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 80kW 445V 60Hz a.c.<br>13,25kn |

**SURVEYS OVERDUE — CLASS SUSPENDED 1/12/91**

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| 363695 | **ZULIANO 8**<br>ex Onoto-75 ex Jaime Moran-58<br>ex Onoto-57<br>**Zulia Towing & Barge Co.**<br>Maracaibo Venezuela | **182**<br>70<br>— | (AB) | **1949** Gulfport SB. & D.D. Co—Port Arthur, Tx (354)<br>31,15 7,35 3,515<br>29,27 7,32 3,81<br>1 dk<br>BK 51 | **M Tug** | General Motors<br>Oil 2SA 12Cy. 222 × 267<br>General Motors Corp. Detroit, Mi<br>Fuel 71,0t 12kn |
| 210850<br>XA5<br>102-LI<br>Esd Gc<br>RTm/h/v | **ZULJENAH**<br>ex Neptune Ruby-87<br>**Half Moon Shipping Corp.**<br>Holbud Ltd.<br>Panama Panama | **8 845**<br>6 071<br>15 108 | AB | **1972** Jurong Shipyard Ltd.—Singapore (1001)<br>143,41 (BB) 19,84 9,054<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD<br>G.20 122 B.18 970<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 6(10) 6(5) | Pielstick 12PC2V-400<br>Vee Oil 4SA 12Cy. 400 × 460 with clutches, flexible couplings & sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 240kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 143,0t (hvf)-18,0pd 13,5kn |
| 399482<br>EV<br>4 | **ZULOAGA**<br>**Carlos Dorissa Rosanes y otro**<br>Gijon Spain | **200**<br>125<br>215 | | **1932** Ast. de Gijon, S.A.—Gijon<br>*30,61* 6,30<br>29,01 2,77<br>1 dk<br>R | **M General Cargo** | Oil 2SA 3Cy. 200 × 300<br>120bhp (88kW)<br>…………<br>7kn |
| 722945<br>D2144<br>1861<br>r Rt | **ZUMURRUD**<br>ex Gabbari-82<br>**Bahrain Petroleum Co. Ltd. (BAPCO)**<br>Bahrain Bahrain | **272**<br>116<br>203 | AB | **1982** Sanyo Zosen K.K.—Mukaishima (832)<br>34,35 3,417<br>29,11 9,61 4,30<br>1 dk<br>rf 399 | **TM Tug**<br>Tractor | Niigata 8L27.5X<br>2 Oil 4SA each 8Cy. 275 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 176kW<br>12,5kn |
| 729752<br>VV<br>31040<br>Esd Gc<br>Rdr Rt | **ZUND**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**2 242**<br>728<br>1 025 | RS | **1972** VEB Volkswerft Stralsund—Stralsund (107)<br>81,95 13,64 5,250<br>73,00 13,62 9,56<br>2 dks | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.255 In.530<br>4 Ha (2,4 × 2,4) (1,5 1,5 × 1,5) (1,2 × 1,2)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13,5kn |
| 02716<br>VI<br>Esd Gc<br>RTm/h/v | **ZUPPERT**<br>ex Jylland-88 ex Anita von Bargen-82<br>**m.s. "Zuppert" Schiffahrtsgesellschaft. m.b.H.**<br>Osterreichischer Lloyd Ship Management G.m.b.H.<br>Wien Austria | *2 578*<br>*1 529*<br>4 254 | GL (BV) | **1978** Stocznia Gdanska im. Lenina—Gdansk (B341/03)<br>96,60 13,64 5,341<br>90,40 13,61 7,45<br>RQD 16,2 F 8,6 1 dk<br>len & deepened 83 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.5 674 B.5 126<br>TEU 136 C. 136/20'<br>2 Ha (stl) (23,4T × 7,8) (37,4 × 10,2) ER | Sulzer 12ASV25/30<br>Vee Oil 4SA 12Cy. 250 × 300 reduction geared to sc. shaft<br>1 618kW (2 200bhp)<br>H. Cegielski Poznan<br>Gen 1 × 396kW 220/380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 719541<br>BJ<br>47<br>Esd Rdr | **ZURBAGANS**<br>ex Zurbagan-91<br>Riga Latvia | **680**<br>252<br>315 | RS | **1968** …………U.S.S.R.<br>54,23 9,33 3,680<br>49,99 9,30 4,86<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>G.362<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 05713<br>NM<br>5171 | **ZURIA III**<br>ex Bangau-84<br>**Sim Chek Siang Shipping Sendirian Berhad**<br>Kuching Malaysia | **707**<br>402<br>325 | | **1957** Cheoy Lee Shipyards Ltd.—Hong Kong (664)<br>56,55 11,94<br>51,52 11,59 3,71<br>1 dk | **TM General Cargo Barge**<br>Bow ramp<br>Mchy.aft | Paxman<br>2 Vee Oil 4SA each 12Cy. 178 × 197<br>480bhp (353kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>10,75kn |

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| **6503810**<br>*VOWW*<br>323425<br>Esd Rdr Rt | **ZURICH**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **667**<br>335<br>— | ✠Classed LR until 2/66 | **1965**-3 N.V. Schps. Gebr. Pot—Bolnes (956)<br>50,53 9,22<br>43,01 9,20 6,74<br>B 3,4 2 dks<br>rf 787 | **M Fishing**<br>Stern Trawler | Werkspoor<br>Oil 4SA 8Cy. 330 × 600 with flexible coupling<br>N.V. Werkspoor Amsterda<br>Controllable pitch propeller |
| **6704749**<br>*VGKV*<br>323024<br>Df Esd Gc<br>Pfd Rdr Rt | **ZURITA**<br>ex Atlantic Ellen-82<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **624**<br>317<br>300 | ✠Classed LR until 6/8/76 | **1967**-5 Canadian Vickers Shipyards Ltd. (G. T. Davie Div.)—Lauzon, PQ (104)<br>46,46 9,66 3,849<br>40,01 9,30 6,66<br>B 4,9 2 dks<br>rf 533 BK 229 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>2 Ho 7,0 11,2 ER<br>In.340<br>2 Ha (stl) (each 2,2 × 1,1) ER<br>1W | De Industrie<br>Oil 4SA 6Cy. 400 × 600<br>1 500bhp (1 103kW)<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Ri<br>Gen 1 × 84kW 1 × 80kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 116,0t (d.o.) 13,5k |
| **6601715**<br>*EPNI*<br>193<br>RTm/v | **ZURMAND**<br>**National Iranian Oil Co.**<br>Oil Service Co. of Iran (Private Co.)<br>Khorramshahr Iran | **367**<br>44<br>— | ✠Classed LR until 21/5/86 | **1966**-4 Appledore Shipbuilders Ltd.—Appledore (A.S.13)<br>39,96 10,11 3,779<br>36,58 9,61 4,35<br>RAD 1,6 B 13,2 1 dk<br>rf 457 BK 51 | **M Tug** | Crossley<br>Oil 2SA 8Cy. with flexible coupling & dr reverse geared to sc. shaft<br>Crossley Bros. Ltd. Mancheste<br>Gen 2 × 75kW 220V d.c.<br>Fuel 86,5t (d.o.) 12,5k |
| **7602699**<br>*OENJ*<br>Df Esd Gc<br>Rdr RTm/h/v | **ZURS**<br>ex Halland-88 ex Hein von Bargen-82<br>**m.s. "Zurs" Schiffahrts G.m.b.H.**<br>Osterreichischer Lloyd Ship Management G.m.b.H.<br>Wien Austria | *2 577*<br>*1 531*<br>4 254 | GL (BV) | **1977** Stocznia Gdanska im. Lenina—Gdansk (B341/01)<br>96,60 13,64 5,860<br>90,40 13,61 7,45<br>RQD 16,2 F 8,6 1 dk<br>len 83 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 913 B.3 397<br>TEU 136 C. 136/20'<br>2 Ha (stl) (23,3 37,3 × 10,1) ER | Sulzer 12ASV25/3<br>Vee Oil 4SA 12Cy. 250 × 300 reduction geared t sc. shaft<br>1 618kW (2 200bhp)<br>H. Cegielski Pozna<br>Gen 1 × 396kW 220/380V a.c.<br>Controllable pitch propeller 13,5k |
| **8228206**<br>*UJJO*<br>M-41021<br>Df Esd Gc<br>Rdr RTm/h/v | **ZUYKOVO**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **738**<br>221<br>332 | RS | **1984** ..............U.S.S.R.<br>53,75 10,72 4,331<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref | S.K.L.<br>Oil<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdebur |
| **8722850**<br>*USHM*<br>0563<br>Esd Rdr Rt | **ZVEJNIEKS**<br>ex Zveynieks-92<br>**"Zvejnieks"**<br>Riga Latvia | *738*<br>*221*<br>332 | RS | **1988** ..............U.S.S.R.<br>53,74 - 4,360<br>47,92 10,71 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | S.K.L. 8NVD48A-2<br>Oil 4SA 8Cy. 320 × 480<br>971kW (1 320bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdebur<br>Gen 1 × 300kW a.c. 3 × 160kW a.c.<br>Controllable pitch propeller |
| **6910623**<br>*UZCT*<br>M-29138<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **ZVENIGOROD**<br>**Murmansk Shipping Co.**<br>(Murmansk) (U.S.S.R.) | **16 043**<br>9 250<br>22 896 | RS | **1967** Stocznia im. "Komuny Paryskiej"—Gdynia (B470/01)<br>187,15 22,86 9,541<br>172,02 22,85 14,08<br>1 dk | **M Bulk Carrier**<br>Pipe-carrier<br>Str. ore cargoes Ice strengthened<br>7 Ho 14,0 16,9 18,4 24,6 16,0 22,3 12,7 ER<br>G.29 609 B.26 610<br>7 Ha (stl) (8,5 11,4 14,4 17,2 11,4 14,4 8,5 × 12,0) ER | Sulzer 6RND7<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski Pozna<br>Gen 3 × 320kW 440V 50Hz a.c.<br>Fuel 504,0t (d.o.) 1 326,0t (hvf) 15,5k |
| **7829405**<br>*YUDB*<br>3T-173<br>Df Esd Gc<br>Rdr Rt | **ZVERINAC**<br>**Jugoslavenska Tankerska Plovidba (Osnovna Organizacija Udruzenog Rada-Turisthotel)**<br>Zadar Croatia | **128**<br>89<br>— | JR | **1978** S. Ordzhonikidze Works—Poti<br>35,18 9,56 3,601<br>30,00 6,00 1,81<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>116dk P | 2 Vee Oil 4SA each 12Cy. 180 × 200<br>2 000bhp (1 471kW)<br>Zvyezda Works Leningra<br>35k |
| **7712298**<br>*URRD*<br>M-31261<br>Df Esd Gc<br>Pfd Rdr Rt | **ZVEZDA**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**3 017**<br>1 810<br>2 118 | RS | **1977** VEB Volkswerft Stralsund—Stralsund (470)<br>101,86 (BB) 15,22 5,600<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (stl) (1,6 × 2,0) (2,3 × 2,3) (2,2 × 2,2)<br>6W Der 2(5) 4(3) | MAN 8ZD72/48AL-<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rosto<br>Controllable pitch propeller 18k |
| **7642807**<br>*UBZO*<br>M-33766<br>Df Esd Gc<br>Rdr Rt | **ZVEZDA BALTIKI**<br>**Zapryba**<br>(Riga) (U.S.S.R.) | **635**<br>199<br>404 | RS | **1976** Leninskaya Kuznitsa—Kiyev (Kiev)<br>54,82 9,96 4,141<br>5,03<br>1 dk | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.405<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdebur<br>Controllable pitch propeller 12k |
| **7229526**<br>*UWGM*<br>M-31057<br>Df Esd Gc<br>Pfd Rdr Rt | **ZVEZDA KRIMA**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | T.Mk<br>**2 154**<br>762<br>1 134 | RS | **1972** VEB Volkswerft Stralsund—Stralsund (343)<br>81,95 13,64 5,201<br>73,00 13,62 9,56<br>2 dks | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>G.163 In.1 075<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | S.K.L.<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. sha<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdebur<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller 13,5k |
| **6928333**<br>*UDUW*<br>M-29087<br>Df Esd Rdr Rt | **ZVEZDA RYBAKA**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | **676**<br>253<br>296 | RS | **1967** ..............U.S.S.R.<br>54,23 9,38 3,590<br>49,99 9,33 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdebur<br>Gen 3 × 88kW<br>Controllable pitch propeller 13k |
| **5336222**<br>629/2<br>Rdr Rt | **ZVEZDITZA**<br>ex Sozopol<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **161**<br>73<br>202 | BR | **1958** "Georgi Dimitrov" Shipyard—Varna<br>34,52 6,66 2,629<br>6,51 2,85<br>1 dk<br>conv General Cargo — | **M Repair Ship**<br>1 Ho 17,3 ER<br>G.284 B.264<br>2 Ha ER<br>Cr 1(1) | S.K.L.<br>Oil 4SA 6Cy. 240 × 360<br>200bhp (147kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdebur<br>Gen 2 × 24kW 110V d.c.<br>Fuel 6,0t 9k |
| **6928503**<br>Df Esd Rdr Rt | **ZVEZDNYY**<br>**Bangladesh Fisheries Development Corp.** | **699**<br>262<br>329 | (RS) | **1967** ..............U.S.S.R.<br>54,21 9,38 3,683<br>49,99 9,30 4,86<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.361<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdebur<br>Gen 3 × 88kW<br>Controllable pitch propeller 13k |
| **7618442**<br>*OLMD*<br>27<br>Df Esd Gc<br>Rdr Rt | **ZVOLEN**<br>**Czechoslovak Danube Shipping National Enterprise (Ceskoslovenska Plavba Dunajska)**<br>Praha Czechoslovakia | **1 969**<br>859<br>2 522 | RS (RNR) | **1978** Int. Con. Nav. si Rel. la Cald Turnu-Severin —Turnu-Severin (31115)<br>88,65 5,301<br>80,27 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 18,3 18,3 ER<br>G.3 257<br>3 Ha (stl) (7,7 × 8,7) (10,2 10,2 × 12,8) ER<br>3W Der 3(5) | Sulzer 8TAD<br>Oil 2SA 8Cy. 360 × 600<br>2 800bhp (2 060kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlow<br>Gen 3 × 150kW 400V 50Hz a.c.<br>Fuel 170,0t (d.o.) 12,75k |

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| **ZVYAGINO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **1 976**<br>596<br>823 | RS | **1974** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B422/103)<br>72,80 13,01 4,852<br>65,00 7,90<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.119 In.822 L.117<br>2 Ha (each 2,2 × 2,2)<br>6W Der 2(5) 4(1,5) | Sulzer 6ASL25/30<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 126bhp (2 299kW) driving 3 gen. each 750kW connected to elec. motor of 2 298shp (1 690kW) & sc. shaft<br>H. Cegielski Poznan<br>Gen 1 × 320kW 1 × 72kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **ZVYEROBOY**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **1 971**<br>597<br>790 | RS | **1973** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B422/01)<br>72,80 4,852<br>65,00 13,01 7,90<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.119 In.822 L.117<br>2 Ha (each 2,2 × 2,2)<br>4W Der 2(5) 4(1,5) | Sulzer<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 126bhp (2 299kW) driving 3 gen. each 750kW connected to elec. motor of 2 298shp (1 690kW) & sc. shaft<br>H. Cegielski Poznan<br>Gen 1 × 320kW 1 × 72kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **ZVYERYEVO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **1 976**<br>596<br>806 | RS | **1974** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B422/109)<br>72,83 4,852<br>65,00 13,01 7,90<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.119 In.775 L.117<br>2 Ha<br>4W Der 2(5) 4(1,5) | Sulzer 6ASL25/30<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 126bhp (2 299kW) driving 3 gen. each 750kW connected to elec. motor of 2 298shp (1 690kW) & sc. shaft<br>H. Cegielski Poznan<br>Gen 1 × 320kW 1 × 72kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **ZVYEZDA AZOVA**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | T.Mk<br>**3 090**<br>1 393<br>2 000 | RS | **1981** VEB Volkswerft Stralsund—Stralsund (523)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L. 8ND272<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>16,25kn |
| **ZVYEZDA CHERNOMORYA**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | T.Mk<br>**3 090**<br>1 393<br>2 000 | RS | **1981** VEB Volkswerft Stralsund—Stralsund (521)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L. 8ND272<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>16,25kn |
| **ZVYEZDA SEVASTOPOLYA**<br>**Yugryba**<br>(Kerch) (U.S.S.R.) | T.Mk<br>**3 090**<br>1 393<br>2 000 | RS | **1981** VEB Volkswerft Stralsund—Stralsund (525)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | S.K.L. 8ND272<br>Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>16,25kn |
| **ZVYOZDNYY**<br>**Dalryba**<br>(Magadan) (U.S.S.R.) | **844**<br>239<br>365 | RS | **1964** ............U.S.S.R.<br>63,58 9,50 4,420<br>59,14 9,45 5,47<br>1 dk | **D-E Whaler**<br>Ice strengthened<br>1 Ho<br>G.65<br>1 Ha (1,3 × 1,3) | 4 Oil 4SA each 6Cy. 318 × 330 total 4 000bhp (2 942kW) driving 4 gen. each 760kW d.c. connected to elec. motor & sc. shaft<br>Kharkov<br>Gen 2 × 300kW 1 × 50kW 230V d.c.<br>17,25kn |
| **ZVYOZDNYY BEREG**<br>**Vostokrybkholodflot**<br>(Vladivostok) (U.S.S.R.) | T.Mk<br>**7 856**<br>4 314<br>9 606 | RS | **1980** VEB Mathias-Thesen-Werft—Wismar (213)<br>152,69 22,26 8,000<br>142,02 22,22 13,62<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>6 Ho ER<br>G.1 843 In.13 025<br>6 Ha (stl) (2,5 2,5 6,0 6,0 6,0 6,0 × 4,0) ER<br>11W Der 2(10) 7(5) | MAN K9Z60/105E<br>Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>VEB Maschinenbau Halberstadt Halberstadt<br>17kn |
| **ZWAANTJE CORNELIS**<br>**Noordvisserijbedrijf G. Kramer B.V.**<br>Urk Netherlands | **231**<br>84<br>— | | **1973** Handel & Schpsb. Mij. Kramer & Booy N.V. —Kootstertille (181)<br>34,24 7,78 3,658<br>29,01 7,70 4,14<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Deutz<br>Oil<br>1 200bhp (883kW) NE 80<br>Kloeckner Humboldt Deutz Koeln |
| **ZWALUW**<br>**D. van der Bosch & Zn.**<br>Yerseke Netherlands | *156*<br>*46*<br>— | | **1989** Scheepsbouw B.V. Gebr. Buys—Krimpen a/d Ijssel (45)<br>32,01 2,252<br>8,51<br>1 dk | **TM Fishing**<br>Shellfish | Cummins NTA-855-M<br>2 Oil 4SA each 6Cy. 140 × 152 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>380kW (517bhp)<br>Cummins Engine Co. Inc. U.S.A. |
| **ZWARA**<br>**Government of Libya (Socialist Ports Company)**<br>Benghazi Libya | **1 453**<br>521<br>200 | (GL) | **1980** Osterreichische Schiffswerften A.G. Linz-Korneuburg—Linz (1267)<br>50,25 24,16 2,510<br>49,74 23,64 3,99<br>1 dk | **M Crane Barge**<br>Mchy.aft | MWM<br>2 Oil 4SA each 8Cy. 230 × 270 reduction geared to sc. shafts<br>2 094bhp (1 540kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Directional propeller , 1 aft<br>6kn |
| **ZWARA**<br>**Societe Togolaise Arabe Libiyenne (STAL PECHE)**<br>Lome Togo | **156**<br>61<br>— | (RI) | **1980** Soc. Esercizio Cant.—Viareggio (656)<br>30,31 7,22 2,794<br>23,91 7,21 3,28<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>In.83 | MaK 6M282AK<br>Oil 4SA 6Cy. 240 × 280 reverse reduction geared to sc. shaft<br>MaK. Maschinenbau G.m.b.H. Kiel |
| **ZWARTEMEER**<br>**C.V. "Zwartemeer" J. en W. van Veen**<br>Wagenborg Shipping B.V.<br>Zwartsluis Netherlands | *1 999*<br>*1 040*<br>3 030 | ✠ **100A1**<br>strengthened for heavy cargoes<br>Ice Class 1B<br>✠ **LMC** **UMS**<br>EL (L) 392,0/32,0U2<br>FN 1490 | **1991**-3 Scheepsbouw B.V. Gebr. Buys—Krimpen a/d Ijssel (48)<br>81,45 12,40 5,001<br>77,18 12,30 7,00<br>RAD 17,0 F 6,8 1 dk<br>rf nil | **M General Cargo**<br>Steel hatch covers (no fixed fire extinguishing system fitted in cargo holds)<br>Mchy.aft | A.B.C. 6DZC<br>Oil 4SA 6Cy. 256 × 310 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 325kW (1 801bhp)<br>Anglo-Belgian Corporation N.V. Gent/Gand<br>Gen 1 × 80kW 1 × 48kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **ZWARTEWATER**<br>ex Andries-83 ex Dependent-77<br>ex Audrey Johanna-70<br>**Jan De Koning Gans**<br>B.V. Scheepvaartbedrijf "Poseidon"<br>Hasselt Netherlands | *413*<br>*260*<br>535 | BV | **1964** Schpsw. Gebr. Coops N.V.—Hoogezand (235)<br>52,46 8,36 2,598<br>47,55 8,25 2,95<br>1 dk<br>RW | **M General Cargo**<br>G.900 B.863<br>2 Ha (each 12,1 × 5,4) ER<br>Der 2(2) | Brons<br>Vee Oil 2SA 6Cy. 220 × 380<br>175kW (238bhp)<br>Appingedammer Brons Appingedam<br>Fuel 21,5t 8kn |
| **ZWEELOO**<br>**Fishery Products International Ltd.**<br>St. John's, Nfl. Canada | **649**<br>314<br>391 | ✠Classed LR until 6/69 | **1968**-4 Marine Industrie Ltee.—Sorel, P.Q. (358)<br>50,75 9,25 4,395<br>42,98 9,21 6,76<br>B 3,4 2 dks<br>rf 787 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Deutz<br>Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>1 530bhp (1 125kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 68kW 230V 60Hz a.c.<br>Controllable pitch propeller<br>12kn |

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| **5399602**<br>*Y4SW*<br>Df Esd Rdr Rt | **ZWERGWAL**<br>**VEB Fischfang Sassnitz**<br>Sassnitz Federal Republic of Germany | **133**<br>47<br>— | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,71 3,550<br>DSRK 23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Halberstadt<br>Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>Halberstadt Halberst<br>Gen 2 × 21kW 110V d.c. |
| **7348413**<br>*UVIV*<br>M-31141<br>Df Esd Gc<br>Pfd Rdr Rt | **ZYEMCHUSHNYY**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**2 099**<br>859<br>1 212 | **1974** VEB Mathias-Thesen-Werft—Wismar (101)<br>81,90 13,64 5,201<br>RS 73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>G.163 In.1 055 L.9<br>3 Ha (stl) (1,5 × 1,9) (2,3 × 2,9) (2,6 × 2,3)<br>Der 2(5) 2(3) | S.K.L. 8NVD48A<br>2 Oil 4SA each 8Cy. 320 × 480 geared to sc. sh<br>2 320bhp (1 706kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdebu<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller 13,5k |
| **7422130**<br>*EOZE*<br>M-32674<br>Df Esd Gc<br>Pfd Rdr Rt | **ZYEMLA KOLSKAYA**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **10 068**<br>4 141<br>10 174 | **1975** Stocznia Gdanska im. Lenina—Gdansk (B69/35)<br>RS 163,96 21,34 8,090<br>149,00 12,60<br>2 dks & S dk | **M Factory Ship** OSD<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 976<br>5 Ha (stl) (each 4,5 × 3,9) ER<br>16W Der 2(10) 14(5) | B&W 6-62VT2BF-14<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Stocznia Gdanska im. Lenina Gdan<br>Thw. thrust propeller fwd<br>15,25k |
| **7111963**<br>*SQBQ*<br>Df Esd Gc<br>Rdr Rt | **ZYGMUNT AUGUST**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdynia Poland | T.Mk<br>**5 376**<br>2 978<br>8 250<br>**8 160**<br>4 718<br>11 625 | **1971** Stocznia Szczecinska im. A. Warskiego —Szczecin (B445/12)<br>PR 145,40 18,85 7,316/9,091<br>135,01 18,75 11,71<br>2 dks | **M General Cargo**<br>Ref 12bth P<br>Ice strengthened<br>5 Ho 17,7 17,7 20,1 -DTp&s 11,9 ER 23,2 6 TwD<br>G.15 088 B.13 645 In.1 366<br>6 Ha (stl) (9,6 × 7,0) (11,2 11,9 × 9,3) (3,7 4,5 × 7,0) ER (11,9 × 8,9)<br>18W Der 1(60) 4(10) 12(5) 2(3) | Sulzer 7RND<br>Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>H. Cegielski Pozna<br>Gen 2 × 320kW 2 × 200kW 400V 50Hz a.c.<br>Fuel (d.o.)-31,0pd 17,5k |
| **7128021**<br>*SQBG*<br>Df Esd Gc<br>Rdr Rt | **ZYGMUNT III WAZA**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdynia Poland | T.Mk<br>**5 369**<br>2 968<br>8 258<br>**8 152**<br>4 708<br>11 638 | **1972** Stocznia Szczecinska im. A. Warskiego —Szczecin (B445/14)<br>PR 145,22 18,88 7,316/9,091<br>135,01 18,75 11,71<br>2 dks | **M General Cargo**<br>Ref 12bth P<br>Ice strengthened<br>5 Ho 17,7 17,7 20,1 -DTp&s 11,9 ER 23,2 6 TwD<br>G.15 088 B.13 645 In.1 366<br>6 Ha (stl) (9,6 × 7,0) (11,2 11,9 × 9,3) (3,7 4,5 × 7,0) ER (11,9 × 8,9)<br>18W Der 1(60) 4(10) 12(5) 2(3) | Sulzer 7RND<br>Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>H. Cegielski Pozna<br>Gen 2 × 320kW 2 × 200kW 400V 50Hz a.c.<br>Fuel (d.o.)-31,0pd 17,5k |
| **7102467**<br>*SQBT*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **ZYGMUNT STARY**<br>**Polskie Towarzystwo Okretowe S.A.**<br>Gdynia Poland | T.Mk<br>**5 376**<br>2 970<br>8 258<br>**8 160**<br>4 711<br>11 638 | **1971** Stocznia Szczecinska im. A. Warskiego —Szczecin (B445/11)<br>PR 145,42 18,88 7,316/9,081<br>135,01 18,75 11,71<br>2 dks | **M General Cargo**<br>Ref 12bth P<br>Ice strengthened<br>5 Ho 17,7 17,7 20,1 -DTp&s 11,9 ER 23,2 6 TwD<br>G.15 088 B.13 645 In.1 366<br>6 Ha (stl) (9,6 × 7,0) (11,2 11,9 × 9,3) (3,7 4,5 × 7,0) ER (11,9 × 8,9)<br>18W Der 1(60) 4(10) 12(5) 2(3) | Sulzer 7RND<br>Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>H. Cegielski Pozna<br>Gen 2 × 320kW 2 × 200kW 400V 50Hz a.c.<br>Fuel (d.o.)-31,0pd 17,5k |
| **7384596**<br>*EOHE*<br>M-32672<br>Df Esd Gc<br>Rdr Rt | **ZYKOVO**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | **1 976**<br>597<br>838 | **1975** Stocznia Polnocna im. Bohaterow Westerplatte—Gdansk (B422/117)<br>RS 72,83 13,01 4,850<br>65,00 7,90<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.822<br>2 Ha (each 2,2 × 2,2)<br>4W Der 2(5) 2(1,5) | Sulzer 6ASL25/3<br>3 Oil 4SA each 6Cy. 250 × 300 total 3 126bhp (2 299kW) driving 3 gen. each 750kW connected to elec. motor of 2 298shp (1 690k & sc. shaft<br>H. Cegielski Pozna<br>Gen 1 × 320kW 1 × 72kW 400V 50Hz a.c.<br>Controllable pitch propeller 13k |
| **7941289**<br><br>M-36804 | **ZYUYD**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Sevastopol) (U.S.S.R.) | **149**<br>101<br>20 | **1980** ..............U.S.S.R.<br>28,70 6,35 1,480<br>RS 2,50<br>1 dk | **M Ferry**<br>250dk P | Oil<br>............... |

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| **1 ATHAR**<br><br>**Iraqi Oil Tankers Co.**<br>Basrah Iraq | **986**<br>520<br>1 502 | ✠**100A1** M 9/84-12mos<br>oil tanker<br>FP 60°C & above<br>Shatt—al—Arab river service & within 20 miles seawards<br>✠**LMC**<br>EL (K)I 1⅛"U2<br>FN 847 | **1975**-10 Yamanishi Zosen K.K.—Ishinomaki (798)<br>53,01 12,37 4,045<br>49,74 12,01 5,01<br>Trunk 30,8 RFD 8,9 1 dk<br>rf 406 | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 1 872 | Akasaka AH27<br>Oil 4SA 6Cy. 270 × 420<br>809kW (1 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>db 10kgf/cm² (9,9bar)<br>Gen 2 × 60kW 225/50V 50Hz a.c.<br>Fuel 56,0t (d.o.) |
| **1 CONGRESO DEL PARTIDO**<br>Launched as Maisi<br>**Empresa de Navegacion Mambisa**<br>La Habana Cuba | **9 328**<br>6 165<br>15 251 | RCB<br>✠Classed LR until 28/10/77 | **1975**-9 Austin & Pickersgill Ltd.—South Dock, Sunderland (450)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>4 TwD<br>G.21 725<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,8 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(30) 10(10) | Sulzer 5RND68<br>Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 1 281,5t (hvf) 14,75kn |
| **1 HURIZAN**<br><br>**Iraqi Oil Tankers Co.**<br>Basrah Iraq | **986**<br>520<br>1 502 | ✠**100A1**<br>oil tanker<br>FP 60°C & above<br>Shatt—al—Arab river service & within 20 miles seawards<br>✠**LMC**<br>EL (K)I 1⅛"U2<br>FN 847 | **1975**-8 Yamanishi Zosen K.K.—Ishinomaki (796)<br>53,01 12,37 4,045<br>49,74 12,01 5,01<br>Trunk 30,8 RFD 8,9 1 dk<br>rf 406 | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 1 872 | Akasaka AH27<br>Oil 4SA 6Cy. 270 × 420<br>809kW (1 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>db 10kgf/cm² (9,9bar)<br>Gen 2 × 60kW 225V 50Hz a.c.<br>Fuel 56,0t (d.o.) |

**DELAYED IN SHATT AL ARAB — SURVEYS OVERDUE 8/79**

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| **1-1**<br>ex Alauddin Ahmed-75<br>ex E.P.S.C. Zohra-68<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **961**<br>485<br>320 | ✠Classed LR until 10/6/88 | **1965**-1 Jos. L. Meyer—Papenburg (527)<br>55,48 10,44 2,299<br>50,02 10,41 5,69<br>2 dks<br>rf nil | **TM Passenger/General Cargo/Ferry** 272P<br>3 Ho 8,5 8,9 9,5<br>3 Ha (3,3 3,8 × 3,5) (3,3 × 2,9)<br>Der 3(2) | Deutz<br>2 Oil 4SA each 6Cy. 220 × 280 with flexible couplings & sr geared to sc. shafts<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 64kW 230/400V 50Hz a.c.<br>Fuel (d.o.) 10,5kn |
| **1-2**<br>ex Abdul Matin-75<br>ex E.P.S.C. Zubeida-67<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **961**<br>485<br>320 | ✠**100A1** SS 1/90<br>Bangladesh coasting service<br>✠**LMC**<br>EL k 1⅛"SQ<br>FN 806 | **1965**-1 Jos. L. Meyer—Papenburg (526)<br>55,48 10,44 2,299<br>50,02 10,41 5,69<br>2 dks<br>rf nil | **TM Passenger/General Cargo/Ferry** 272P<br>3 Ho 8,5 8,9 ER 9,5<br>3 Ha (3,3 3,8 × 3,5) ER (3,3 × 2,9)<br>Der 3(2) | Deutz<br>2 Oil 4SA each 6Cy. 220 × 280 with flexible couplings & sr geared to sc. shafts<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 64kW 230/400V 50Hz a.c.<br>Fuel (d.o.) 10,5kn |
| **1-7**<br>ex Monirul Haque-75<br>ex E.P.S.C. Zakia-67<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **961**<br>485<br>320 | ✠**100A1** SS 12/85<br>Bangladesh coasting service<br>✠**LMC**<br>EL k 1⅛"SQ<br>FN 806 | **1964**-10 Jos. L. Meyer—Papenburg (525)<br>55,48 10,44 2,299<br>50,02 10,41 5,69<br>2 dks<br>rf nil | **TM Passenger/General Cargo/Ferry** 272P<br>3 Ho 8,5 8,9 ER 9,5<br>3 Ha (3,3 3,8 × 3,5) ER (3,3 × 2,9)<br>Der 3(2) | Deutz<br>2 Oil 4SA each 6Cy. 220 × 280 with flexible couplings & sr geared to sc. shafts<br>662kW (900bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 64kW 230/400V 50Hz a.c.<br>Fuel (d.o.) 10,5kn |

**SURVEYS OVERDUE — CLASS SUSPENDED 20/4/90**

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| **1-17**<br>ex B. S. C. Bhola-75<br>ex E.P.S.C. Bhola-72<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **293**<br>98<br>77 | ✠**100A1** SS 4/83<br>Bangladesh coasting service<br>✠**LMC**<br>EL d 15/16"SQ<br>FN 379 | **1966**-10 C. Luehring Schiffswerft GmbH & Co. KG —Brake/Unterweser (6403)<br>Re-erected **1966**-10 East Pakistan Ind. Dev. Corp. —Narayanganj (117)<br>38,00 8,64 1,359<br>35,01 8,21 2,60<br>F 6,8 1 dk<br>rf nil | **TM RoRo Cargo/Ferry/ Landing Craft** 200dk P<br>Bow door<br>1 Ho 8,9 ER<br>B.177<br>1 Ha (stl) (3,8 × 1,9) ER | Deutz<br>2 Vee Oil 4SA each 12Cy. 135 × 160 sr reverse geared to sc. shafts<br>368kW (500bhp)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 12kW 110V d.c.<br>8,5kn |

**SURVEYS OVERDUE — CLASS SUSPENDED 2/9/88**

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| **1-19**<br>ex B. S. C. Manpura-75<br>ex E.P.S.C. Manpura-72<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **293**<br>82<br>— | ✠**100A1** SS 5/87<br>East Pakistan coastal service<br>✠**LMC**<br>EL d 15/16"SQ<br>FN 379 | **1967**-12 C. Luehring Schiffswerft GmbH & Co. KG —Brake/Unterweser (6404)<br>Re-erected **1967**-12 East Pakistan Ind. Dev. Corp. —Narayanganj (118)<br>38,00 8,64 1,359<br>35,01 8,21 2,60<br>F 6,8 1 dk<br>rf nil | **TM RoRo Cargo/Ferry/ Landing Craft** 200dk P<br>Bow door<br>1 Ho 8,9 ER<br>B.177<br>1 Ha (stl) (3,8 × 1,9) ER | Deutz<br>2 Vee Oil 4SA each 12Cy. 135 × 160 sr reverse geared to sc. shafts<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 12kW 110V d.c. |

**SURVEYS OVERDUE — CLASS SUSPENDED 27/9/91**

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| **1ST LT. ALEX BONNYMAN**<br>ex Emilie Maersk-84<br>**Wilmington Trust Co., as Trustee**<br>Maersk Line Ltd.<br>Norfolk, Va United States of America<br>SatCom: 1501246/WMFZ | T.Mk<br>**38 411**<br>31 888<br>21 050 | AB<br>✠Classed LR until 27/1/84 | **1980**-1 Odense Staalskibsvaerft A/S—Lindo (76)<br>230,26 (BB) 27,49 10,019<br>214,99 27,44 21,32<br>RAD 40,6 F 13,8 4 dks<br>rf nil len & deepened 85<br>conv RoRo Cargo/General Cargo 85 | **M RoRo Cargo/General Cargo**<br>Logistics Ship<br>Quarter stern door/ramp (s)<br>4 Ho 34,6 33,6 33,6 18,3 ER<br>G.37 860<br>TEU 566<br>C.Ho 404/20'(40') C.Dk 162/20'(40')<br>8 Ha (stl) (20,1p&s × 7,7) (25,6p&s 25,6p&s 12,8p&s × 10,2) ER<br>Cr 4(30) 2(16) | Sulzer 7RND76M<br>Oil 2SA 7Cy. 760 × 1550<br>15 960bhp (11 740kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 533,5t (d.o.) 2 751,5t (hvf) 17,25kn |
| **1ST LT. BALDOMERO LOPEZ**<br><br>**Wilmington Trust Co., as Trustee**<br>American Overseas Marine Corp.<br>Boston, Ma United States of America | **32 903**<br>25 384<br>22 454 | AB | **1985** General Dynamics Corp.—Quincy, Ma (63)<br>200,72 32,19 9,770<br>187,33 32,16 25,00<br>3 dks | **M RoRo Cargo**<br>Stern door/ramp<br>4 Ho ER<br>TEU 530<br>C.Ho 457/20' (40') C.Dk 73/20' (40') incl. 41 ref C.<br>5 Ha (stl) ER<br>Cr 5(40) | Werkspoor 18TM410<br>2 Vee Oil 4SA each 18Cy. 410 × 470 sr geared to sc. shaft<br>26 400bhp (19 419kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 3 × 2500kW 480V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 3 130,0t (hvf)-116,5pd 18kn |
| **1ST LT. JACK LUMMUS**<br><br>**Wilmington Trust Co., as Trustee & PMCC Leasing Corp.**<br>American Overseas Marine Corp.<br>Boston, Ma United States of America<br>SatCom: 1501271/LUMS | **32 903**<br>25 384<br>22 454 | AB | **1986** General Dynamics Corp.—Quincy, Ma (64)<br>205,19 9,770<br>187,33 32,16 25,00<br>3 dks<br>rf nil | **M RoRo Cargo**<br>Stern door/ramp<br>4 Ho ER<br>TEU 530<br>C.Ho 457/20' (40') C.Dk 73/20' (40') incl. 41 ref C.<br>5 Ha (stl) ER<br>Cr 5(40) | Werkspoor 18TM410<br>2 Vee Oil 4SA each 18Cy. 410 × 470 sr geared to sc. shaft<br>26 400bhp (19 419kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 3 × 2500kW 480V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 3 130,0t (hvf)-116,5pd 18kn |
| **2ND LT. JOHN P. BOBO**<br><br>**Wilmington Trust Co., as Trustee**<br>American Overseas Marine Corp.<br>Boston, Ma United States of America | **32 903**<br>25 384<br>22 454 | AB | **1985** General Dynamics Corp.—Quincy, Ma (61)<br>205,19 32,21 9,770<br>187,33 32,16 25,00<br>3 dks<br>rf nil | **M RoRo Cargo/General Cargo**<br>4 Ho ER<br>TEU 530<br>C.Ho 457/20' (40') C.Dk 73/20' (40')<br>5 Ha (stl) ER<br>Cr 5(40) | Werkspoor 18TM410<br>2 Vee Oil 4SA each 18Cy. 410 × 470 sr reverse geared to sc. shaft<br>26 400bhp (19 419kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 3 × 2500kW 480V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 3 080,5t (d.o.) 18kn |
| **3 AVRIL**<br>ex Kaloum-85 ex Solvar-82 ex Willy-65<br>**Nouvelle Soguipeche**<br>Conakry Guinea | **318**<br>140<br>— | BV (NV) | **1951** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (468)<br>43,44 7,04 3,353<br>38,64 7,01 3,76<br>1 dk<br>len 72 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Wichmann<br>Oil 2SA 6Cy. 280 × 420<br>900bhp (662kW) NE 67<br>A/S Wichmann Rubbestadneset<br>Gen 2 × 66kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 45,5t (d.o.)-4,0pd |

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| **8610904**<br>*9HXH2*<br>2196<br>Df Esd Gc<br>Pfd Rdr<br>RTm/h/v<br>SatNav<br>AMVER | **3 MAJ**<br>**Samp Shipping Co. Ltd.**<br>Valletta Malta<br>SatCom: 1256222/TMAJ | *39 836*<br>*16 622*<br>59 930<br>T/cm<br>65,5 | AB | **1988** R.O. Brodogradiliste "3 Maj"—Rijeka (638)<br>224,65 (BB) 12,619<br>216,01 32,21 19,36<br>B 12,0 F 15,6 1 dk<br>Bow/CM 111 Diam. 0,406 MH 1,8 | **M Ore/Bulk/Oil Carrier**<br>COW IGS SBT Str. heavy cargoes DB<br>7 Ho/Ta ER<br>7 Ha (stl) (each 14,6 × 15,0) ER<br>2 Cargo pumps total 5 000T/hr | Sulzer 7RTA4<br>Oil 2SA 7Cy. 620 × 2150 reverse geared to sc. shaft<br>7 446kW (10 123bhp)<br>R.O. Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 804kW 220/440V 60Hz a.c.<br>Fuel 174,0t (d.o.) 2 253,0t (hvf)-30,0pd 13,1 |
| **8205060**<br><br><br>Esd Rdr Rt | **4**<br>**Government of The Islamic Republic of Iran (National Iranian Navy)**<br>Bandar Abbas Iran | *173*<br>*51*<br>102 | ✠Classed LR until 18/5/84 | **1983**-1 Alblas Scheepswerf—Krimpen a/d Ijssel ((3133))<br>26,42 8,16 3,261<br>22,92 7,80 4,07<br>RFD 12,2 1 dk<br>rf 1372 BK 51 | **TM Tug** | General Motors 16V-149T<br>2 Vee Oil 2SA each 16Cy. 146 × 146 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 48kW 380/220V 50Hz a.c.<br>Fuel 30,0t (d.o.) |
| **8819756**<br>*CLAX*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **4 DE ABRIL**<br>**Empresa de Navegacion Caribe**<br>La Habana Cuba | **3 878**<br>1 543<br>4 400 | | **1989** Santierul Naval Braila—Braila<br>6,401<br>101,63 16,41<br>1 dk | **M Tanker** | Oil<br>3 000bhp (2 207kW)<br>..............<br>13,5 |
| **8205474**<br><br><br>Esd Rdr Rt | **5**<br>**Government of The Islamic Republic of Iran (National Iranian Navy)**<br>Bandar Abbas Iran | *173*<br>*51*<br>102 | ✠Classed LR until 13/4/84 | **1983**-1 Tille Scheepsbouw B.V.—Kootstertille (234)<br>26,42 8,16 3,041<br>22,92 7,80 4,04<br>RFD 12,2 1 dk<br>rf 1372 BK 51 | **TM Tug** | General Motors 16V-149T<br>2 Vee Oil 2SA each 16Cy. 146 × 146 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 48kW 380/220V 50Hz a.c.<br>Fuel 30,0t (d.o.) |
| **7413024**<br>*CLBS*<br><br>Df Esd Gc<br>Pfd Rdr Rt | **5 DE SEPTIEMBRE**<br>**Empresa de Navegacion Caribe**<br>La Habana Cuba | **6 640**<br>4 307<br>10 618 | RCB<br>✠Classed LR until 3/86 | **1978**-7 Marine Industrie Ltee.—Sorel, P.Q. (438)<br>143,39 18,65 6,960<br>132,92 18,31 8,87<br>P 28,1 F 13,2 1 dk<br>rf nil Diam. 0,250 | **M Tanker**<br>15 Ta ER<br>L.(oil) 14 219<br>4 Cargo pumps total 400T/hr | MAN 8L40/54<br>Oil 4SA 8Cy. 400 × 540 sr geared to sc. shaft<br>5 000bhp (3 678kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 350kW 550V 60Hz a.c.<br>Fuel 85,5t (d.o.) 590,5t (hvf) 13,25 |
| **8208804**<br><br><br>Esd Rdr Rt | **5 DE SEPTIEMBRE**<br>**Government of The Republic of Cuba**<br>La Habana Cuba | 100<br>—<br>71 | **✠100A1** M 5/88-3mos<br>tug<br>Caribbean service<br>**✠LMC**<br>EL (B) 220,0/16,0U2(a)<br>FN 229 | **1983**-6 R. Dunston Ltd.—Thorne (T1373)<br>25,68 6,68 2,720<br>23,02 6,41 3,51<br>1 dk<br>rf - | **TM Tug** | Blackstone ESL6MK<br>2 Oil 4SA each 6Cy. 222 × 292 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamfor<br>Gen 2 × 50kW 220V 50Hz a.c.<br>Fuel 42,5t (d.o.) |

**SURVEYS OVERDUE — CLASS SUSPENDED 1/1/91**

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| **7301544**<br>*WYZ7019*<br>538545 | **6 VC**<br>**Torch Inc.**<br>New Orleans, La United States of America | **117**<br>89<br>— | | **1972** Halter Marine Services, Inc.—New Orleans, La<br>*22,41* 7,93<br>7,88 1,73<br>1 dk | **M Supply Launch** | Oil<br>476bhp (350kW)<br>..............<br>Fuel (d.o.) |
| **5052199**<br>*S2WD*<br>185846<br>Rt | **6-231**<br>ex Brisha-75<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **352**<br>81<br>— | ✠Classed LR until 4/7/80 | **1951** Wm. Denny & Bros. Ltd.—Dumbarton (1451)<br>Re-erected **1952**-3 Garden Reach Workshops Private Ltd.—Calcutta<br>41,15 8,26 2,210<br>39,76 8,23 2,75<br>F 14,4 1 dk | **TS Tug** | T 6Cy. (2) 241 (2) 406 & (2) 635 x 356<br>Wm. Denny & Bros. Ltd. Dumbarto<br>Fuel (o.f.) |
| **6801389** | **6-232**<br>ex Labonna-75 ex Balaka-68<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **120**<br>31<br>— | ✠Classed LR until 4/11/77 | **1967**-8 Geibi Zosen Kogyo—Kure (191)<br>26,22 6,74<br>23,86 6,41 2,60<br>1 dk<br>rf 229 | **TM Tug** | Kelvin<br>2 Oil 4SA each 8Cy. 165 × 184 sr reverse geared to sc. shafts<br>Bergius Kelvin Co. Ltd. Glasgo<br>Gen 1 × 7,5kW 1 × 5kW 225V d.c. |
| **6801511** | **6-233**<br>ex Sadaf-75 ex Shaheen-68<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **120**<br>31<br>— | ✠Classed LR until 15/8/84 | **1967**-8 Geibi Zosen Kogyo—Kure (192)<br>26,22 6,74<br>23,86 6,41 2,60<br>1 dk<br>rf 229 | **TM Tug** | Kelvin<br>2 Oil 4SA each 8Cy. 165 × 184 sr reverse geared to sc. shafts<br>Bergius Kelvin Co. Ltd. Glasgo<br>Gen 1 × 7,5kW 1 × 5kW 225V d.c. |
| **5345637**<br><br>184744 | **6-234**<br>ex Surja-75<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **352**<br>81<br>— | ✠Classed LR until 24/7/81 | **1952**-5 Wm. Denny & Bros. Ltd.—Dumbarton (1450)<br>Re-erected **1952**-5 ..............Calcutta<br>41,15 8,56 2,198<br>39,63 8,23 2,75<br>F 14,4 1 dk | **TS Tug** | T 6Cy. (2) 241 (2) 406 & (2) 635 x 356<br>Lobnitz & Co. Ltd. Renfre<br>Fuel (o.f.) |
| **7409073**<br><br>356477 | **6-235**<br>Launched as B. T. 1079<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **241**<br>57<br>117 | **✠100A1** SS 11/89<br>tug<br>Mouths of Ganges service<br>**✠LMC**<br>EL F ¾"U2<br>FN 295 | **1975**-1 Hongawara Zosen K.K.—Fukuyama (111)<br>31,63 7,85 2,337<br>28,50 7,60 2,75<br>RAD 1,6 1 dk<br>rf 102 | **TM Tug** | Cummins VT-28<br>2 Vee Oil 4SA each 12Cy. 140 × 152 reverse reduction geared to sc. shafts<br>Cummins Engine Co. Inc. Columbus<br>Gen 2 × 24kW 225V 60Hz a.c. |

**SURVEYS OVERDUE — CLASS SUSPENDED 22/9/88**

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| **7425948**<br><br>356478 | **6-236**<br>Launched as B. T. 1080<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **241**<br>57<br>117 | **✠100A1** SS 11/90<br>tug<br>Mouths of Ganges service<br>**✠LMC**<br>EL F ¾"U2<br>FN 295 | **1975**-1 Ito Iron Works & SB. Co. Ltd.—Sasebo (112)<br>31,63 7,83 2,337<br>28,50 7,60 2,75<br>RAD 1,6 1 dk<br>rf 102 | **TM Tug** | Cummins VT12-<br>2 Vee Oil 4SA each 12Cy. 140 × 152 reverse reduction geared to sc. shafts<br>Cummins Engine Co. Inc. Columbus<br>Gen 2 × 24kW 225V 60Hz a.c. |
| **7409085**<br><br>356495<br>Rt | **6-237**<br>Launched as B. T. 1081<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **241**<br>57<br>115 | **✠100A1** SS 10/84<br>tug<br>Mouth of Ganges service<br>**✠LMC**<br>EL F ¾"U2<br>FN 295 | **1975**-5 Hongawara Zosen K.K.—Fukuyama (114)<br>31,63 7,85 2,337<br>28,50 7,60 2,75<br>RAD 1,6 1 dk<br>rf 102 | **TM Tug** | Cummins VT-<br>2 Vee Oil 4SA each 12Cy. 140 × 152 reverse reduction geared to sc. shafts<br>Cummins Engine Co. Inc. Columbus<br>Gen 2 × 24kW 225V 60Hz a.c. |
| **7425950**<br><br>356616 | **6-238**<br>ex B. T. 1082-75<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **241**<br>57<br>115 | ✠Classed LR until 26/4/89 | **1975**-5 Ito Iron Works & SB. Co. Ltd.—Sasebo (115)<br>31,63 7,83 2,337<br>28,50 7,60 2,75<br>RAD 1,6 1 dk<br>rf 102 | **TM Tug** | Cummins VT12-<br>2 Vee Oil 4SA each 12Cy. 140 × 152 reverse reduction geared to sc. shafts<br>Cummins Engine Co. Inc. Columbus<br>Gen 2 × 24kW 225V 60Hz a.c.<br>Fuel (d.o.) |
| **7500334**<br><br>356617<br>Rt | **6-239**<br>Launched as B. T. 1083<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **241**<br>57<br>115 | **✠100A1** SS 3/89<br>tug<br>Mouth of Ganges service<br>**✠LMC**<br>EL F ¾"U2<br>FN 295 | **1975**-5 Shin Nikko Zosen—Setoda (116)<br>31,63 7,85 2,337<br>28,50 7,60 2,75<br>RAD 1,6 1 dk<br>rf 102 | **TM Tug** | Cummins VT-<br>2 Vee Oil 4SA each 12Cy. 140 × 152 reverse reduction geared to sc. shafts<br>Cummins Engine Co. Inc. Columbus<br>Gen 2 × 24kW 225V 60Hz a.c. |
| **7228065**<br>*SURN*<br><br>Df Esd Gc<br>Rdr Rt | **6th OCTOBER**<br>ex Elena De Perez-75<br>**The Egyptian Navigation Co. (ENC)**<br>Alexandria Egypt | **5 200**<br>3 130<br>7 497 | **100A1** SS 8/91<br>**LMC**<br>EL U 1$\frac{13}{16}$"SQ<br>FN 3070<br>(BV) | **1973** Empresa Nacional "Bazan" de C.N.M. S.A.—Cartagena (151)<br>127,41 (BB) 16,67 7,576<br>117,35 16,60 9,56<br>F 12,8 2 dks, 3rd dk in No. 1 hold<br>rf 152 | **M General Cargo** CSD<br>4 Ho 12,8 20,5 20,5 21,2 ER<br>G.9 970 B.9 099<br>4 Ha (stl) (8,2 13,7 13,7 15,0 × 6,4) ER<br>Cr 2(5) | MAN V12V<br>Vee Oil 4SA 12Cy. 400 × 540<br>6 750bhp (4 965kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Carta<br>Gen 3 × 240kW 400V 50Hz a.c.<br>Fuel 831,0t (d.o.) |

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| **7 DE DICIEMBRE**<br>**Frigorifico Mellino S.A.**<br>Mar del Plata Argentina | **110**<br>83<br>114 | (AB) | **1987** S.A.N.Y.M. S.A.—Buenos Aires (82)<br>25,51 2,901<br>25,46 6,51 3,31<br>1 dk | **M Fishing**<br>Side Trawler Seiner Ref<br>In.140 | Caterpillar 3412TA<br>Vee Oil 4SA 12Cy. 137 × 152 sr reverse geared to sc. shaft<br>540bhp (397kW)<br>Caterpillar Inc. Peoria, Illinois<br>Gen 2 × 24kW a.c.<br>10kn |
| **7 DE NOVIEMBRE**<br>**Empresa de Navegacion Caribe**<br>La Habana Cuba | **10 813**<br>5 670<br>16 540 | RCB (RS) | **1970** Baltic SB. & Eng. Works—Leningrad<br>162,31 (BB) 21,42 8,510<br>150,02 21,39 11,21<br>1 dk<br>Diam. 0,310 MH 0,9 | **M Tanker**<br>Stern disch.<br>21 Ta ER<br>L.(oil) 21 370 HeCls. BC<br>2W Cr 1(2,5) Der 2(5) 3 750<br>3 Cargo pumps total 750T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski Poznan<br>16,5kn |
| **7 NISSAN**<br>**Iraqi Oil Tankers Co.**<br>Basrah Iraq | **986**<br>520<br>1 502 | ✠100A1 SS 10/89<br>oil tanker<br>FP 60°C & above<br>Shatt—al—Arab river service & within 20 miles seawards<br>✠LMC<br>EL (K)I 1⅛"U2<br>FN 847 | **1975**-9 Yamanishi Zosen K.K.—Ishinomaki (797)<br>53,01 12,37 4,045<br>49,74 12,01 5,01<br>Trunk 30,8 RFD 8,9 1 dk<br>rf 406 | **M Tanker**<br>8 Ta ER | Akasaka AH27<br>Oil 4SA 6Cy. 270 × 420<br>809kW (1 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>db 10kgf/cm² (9,9bar)<br>Gen 2 × 60kW 225V 50Hz a.c.<br>Fuel 56,0t (d.o.) |
| | | **DELAYED IN SHATT—AL—ARAB** | | | |
| **7 VC**<br>**Waterfront Construction Inc.**<br>New Orleans, La United States of America | **117**<br>89<br>— | | **1972** Halter Marine Services, Inc.—New Orleans, La<br>*22,41* 7,93<br>7,88 1,73<br>1 dk | **M Supply Launch** | Oil<br>530bhp (390kW)<br>..............<br>Fuel (d.o.) |
| **8 NOVEMBRE**<br>**Government of The People's Revolutionary Republic of Guinea**<br>Conakry Guinea | **119**<br>—<br>— | (GL) | **1967** Yacht u. Bootswerft Abeking & Rasmussen—Lemwerder (6287)<br>26,14 7,12 2,667<br>24,01 6,71 3,46<br>1 dk | **M Tug** | Deutz<br>Oil 4SA 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln |
| **8 VC**<br>**Empire Barges Inc.**<br>New Orleans, La United States of America | **117**<br>89<br>— | | **1971** Halter Marine Services, Inc.—New Orleans, La<br>*22,41* 7,93<br>7,88 1,73<br>1 dk | **M Supply Launch** | Oil<br>530bhp (390kW)<br>..............<br>Fuel (d.o.) |
| **8-394**<br>**Bangladesh Inland Water Transport Corp.**<br>Narayanganj Bangladesh | **165**<br>36<br>83 | (NK) | **1975** Nishi Nippon Zosen Tekko K.K.—Shimonoseki (221)<br>27,44 7,65 1,728<br>25,00 7,60 2,72<br>1 dk | **TM Tug** | Yanmar 6MAL-HT<br>2 Oil 4SA each 6Cy. 200 × 240 sr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 20kW<br>Fuel 44,5t (d.o.)-4,5pd 10,75kn |
| **8-395**<br>**Bangladesh Inland Water Transport Corp.**<br>Narayanganj Bangladesh | **166**<br>36<br>77 | (NK) | **1975** Nishi Nippon Zosen Tekko K.K.—Shimonoseki (222)<br>27,41 7,65 1,753<br>25,00 7,61 2,72<br>1 dk | **TM Tug** | Yanmar 6MAL-HT<br>2 Oil 4SA each 6Cy. 200 × 240 sr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 20kW<br>Fuel 44,5t (d.o.)-4,5pd 10,75kn |
| **8-396**<br>**Bangladesh Inland Water Transport Corp.**<br>Narayanganj Bangladesh | **165**<br>36<br>84 | (NK) | **1975** Nishi Nippon Zosen Tekko K.K.—Shimonoseki (223)<br>27,44 7,65 1,728<br>25,00 7,60 2,72<br>1 dk | **TM Tug** | Yanmar 6MAL-HT<br>2 Oil 4SA each 6Cy. 200 × 240 sr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 20kW<br>Fuel 44,5t (d.o.)-4,5pd 10,75kn |
| **8-397**<br>**Bangladesh Inland Water Transport Corp.**<br>Narayanganj Bangladesh | **166**<br>36<br>77 | (NK) | **1976** Nishi Nippon Zosen Tekko K.K.—Shimonoseki (227)<br>27,44 7,65 1,751<br>25,02 7,60 2,75<br>1 dk | **TM Tug** | Yanmar<br>2 Oil 4SA each 6Cy. 200 × 240 sr geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 20kW<br>Fuel 44,5t (d.o.)-4,5pd 10,75kn |
| **9 DE ABRIL**<br>**Empresa de Navegacion Caribe**<br>La Habana Cuba | **10 814**<br>5 671<br>16 540<br>T/cm<br>26,8 | RCB (RS) | **1971** Baltic SB. & Eng. Works—Leningrad<br>162,31 (BB) 21,42 8,510<br>150,02 21,39 11,21<br>1 dk<br>Diam. 0,310 MH 0,9 | **M Tanker**<br>Stern disch.<br>21 Ta ER<br>L.(oil) 21 370 HeCls. BC<br>3 Cargo pumps total 738T/hr | Sulzer 6RND68<br>Oil 2SA 6Cy. 680 × 1250<br>9 600bhp (7 061kW)<br>H. Cegielski Poznan<br>16,5kn |
| **9 EYLUL**<br>**T.D.I. Izmir Isletmesi Mudurlugu**<br>Izmir Turkey | **260**<br>124<br>— | | **1976** Denizcilik Bankasi T.A.O., Alaybey Tersanesi—Izmir<br>46,66 2,001<br>7,90 2,16<br>1 dk | **M General Cargo** | Stork<br>Oil 4SA 6Cy. 210 × 300<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **9 MAYA 1945 GODA**<br>**Amur River Shipping Co.**<br>(Nikolayevsk-na-Amure) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1975** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,650<br>108,01 12,98 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn |
| **10 DE DEZEMBRO**<br>**Cabotagem Nacional Angolana (Cabotang U.E.E.)**<br>Luanda Angola | **500**<br>163<br>575 | BV | **1979** Scheepswerf Ton Bodewes B.V.—Franeker (F70)<br>53,01 11,59 2,121<br>44,73 11,51 2,82<br>1 dk | **TM Tanker**<br>Water<br>4 Ta ER<br>L.440<br>1 Cargo pumps total 100T/hr | Caterpillar 3408PCTA<br>2 Vee Oil 4SA each 8Cy. 137 × 152<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 35,5t (d.o.) 10,5kn |
| **10 DE OCTUBRE**<br>**Empresa de Navegacion Caribe**<br>La Habana Cuba | **10 814**<br>5 671<br>16 540<br>T/cm<br>26,8 | RCB (RS) | **1972** Baltic SB. & Eng. Works—Leningrad<br>162,31 (BB) 21,42 8,510<br>150,02 21,39 11,21<br>1 dk<br>Diam. 0,310 MH 0,9 | **M Tanker**<br>Stern disch.<br>21 Ta ER<br>L.(oil) 21 370 HeCls. BC<br>3 Cargo pumps total 750T/hr | Sulzer 6RND76<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski Poznan<br>16,5kn |
| **11 DE NOVEMBRO**<br>**Cabotagem Nacional Angolana (Cabotang U.E.E.)**<br>Luanda Angola | **500**<br>163<br>575 | BV | **1979** Scheepswerf Ton Bodewes B.V.—Franeker (F71)<br>53,01 11,59 2,112<br>46,74 11,51 2,82<br>1 dk | **TM Tanker**<br>Water<br>4 Ta ER<br>L.440<br>1 Cargo pumps total 100T/hr | Caterpillar 3408PCTA<br>2 Vee Oil 4SA each 8Cy. 137 × 152 geared to sc. shafts<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 35,5t (d.o.) 10,5kn |
| **12 OCTOBRE**<br>ex Madeleine Louise-73 ex Taldir-62<br>**Consorcio Argentino de Pesca**<br>Mar del Plata Argentina | **645**<br>269<br>620 | (BV) | **1958** H. C. Stuelcken Sohn—Hamburg (872)<br>63,58 9,20 4,293<br>55,61 9,11 5,21<br>1 dk | **M Fishing**<br>Side Trawler<br>4 Ha (each 1,1 × 1,1) | Deutz<br>4 Oil with elec. coupling & reduction geared to sc. shaft<br>1 560bhp (1 147kW)<br>(i) 2 Oil 4SA each 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>(ii) 2 Oil 4SA each 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 60kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 224,5t (d.o.) 14,5kn |
| **14 DE JUNIO**<br>**Empresa de Navegacion Caribe**<br>Cuba | **3 878**<br>1 543<br>5 000 | | **1987** Santierul Naval Braila—Braila (4401)<br>— <br>... ... ...<br>1 dk | **M Tanker** | Oil<br>.............. |

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| 6826652<br>008 | **14th OCTOBER**<br>**The Yemen Ports & Shipping Corp.**<br>Aden Yemeni Republic | **208**<br>—<br>— | ✠100A1 SS 3/87<br>tug<br>✠LMC<br>EL (C)<br>FN 358 | **1969**-1 Scott & Sons (Bowling) Ltd.—Bowling (438)<br>32,29 8,67 3,741<br>29,27 8,23 3,97<br>RAD 1,3 1 dk<br>rf 457 BK 127 | **M Tug** | Ruston<br>2 Oil 4SA each 6Cy. 260 × 368 reverse reductio<br>geared to sc. shaft<br>Ruston & Hornsby Ltd. Linco<br>Gen 2 × 42kW 110V d.c. |
| 8819768<br>Df Esd Gc<br>Pfd Rdr Rt | **15 DE ABRIL**<br>**Empresa de Navegacion Caribe**<br>Cuba | **3 878**<br>1 543<br>4 400 | | **1989** Santierul Naval Braila—Braila<br>6,401<br>101,63 16,41<br>1 dk | **M Tanker** | Oil<br>3 000bhp (2 207kW)<br>..............<br>13,5k |
| 7810961<br>*SUPX*<br>2026<br>Df Esd Gc<br>Pfd Rdr RTv | **15 MAY**<br>**The Egyptian Navigation Co. (ENC)**<br>Alexandria Egypt<br>SatCom: 1622420/SUPX | **5 741**<br>3 004<br>8 230 | ✠100A1 SS 3/87<br>Ice Class 3<br>✠LMC<br>EL (X) 495,0/57,0U2<br>FN 3343 | **1982**-3 Alexandria Shipyard—Alexandria (10019)<br>130,00 (BB) 17,86 7,846<br>121,01 17,81 9,81<br>P 44,9 F 11,3 2 dks<br>rf nil | **M General Cargo**<br>pt higher tensile steel<br>5 Ho 16,1 16,1 17,5 17,5 ER 11,9<br>5 TwD<br>G.11 155 B.10 120<br>5 Ha (stl) (8,6 × 7,2) (11,4 11,4 11,4 × 10,2) ER (8,6 × 7,2)<br>4W Cr 3(8) Der 1(40) 4(5) | B&W 6L45GF<br>Oil 2SA 6Cy. 450 × 1200<br>5 272bhp (3 878kW)<br>B&W Maskinfabrik Div. of B&W Diesel A/S<br>Kobenha<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 250kW 380V 50Hz a.c.<br>Fuel 239,5t (d.o.) 363,5t (hvf)-17,5pd<br>15k |
| 5098545<br>*CXAQ*<br>Rdr | **18 DE JULIO**<br>**Government of The Oriental Republic of Uruguay (Administracion Nacional de Puertos) (ANP)**<br>Montevideo Uruguay | **310**<br>70<br>— | ✠Classed LR until 4/33 | **1930**-10 C.R.D. Adriatico—Monfalcone (240)<br>30,00 9,50 4,750<br>... ... ...<br>1 dk<br>R BK 165 | **M Tug** | Sulzer<br>Oil 2SA 6Cy. 470 × 820<br>Sulzer Bros. Ltd. Winterthu<br>Fuel 5,5t |
| 7383346<br>*XCDM*<br>Df Esd Gc<br>Rdr Rt<br>AMVER | **18 DE MARZO**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Salina Cruz Mexico | **31 832**<br>19 328<br>56 746<br>T/cm<br>59,2 | ✠100A1 SS 3/91<br>oil tanker<br>✠LMC (UMS)<br>(IGS)<br>EL N† 3″U3<br>FN 9702 | **1977**-7 A/S Horten Verft—Horten (189)<br>207,42 (BB) 32,29 12,701<br>198,03 32,25 16,74<br>P 10,4 F 21,1 1 dk<br>rf 76 Bow/CM 104 Diam. 0,510 | **M Tanker**<br>IGS (LR)<br>7 Ta 12 Wing Ta ER<br>L.(oil) 67 817<br>3 Cargo pumps total 6 000T/hr | Sulzer 6RND<br>Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>A/S Horten Verft Horte<br>2 WTAuxB (o.f.) 15kgf/cm² (14,8bar) hs791,6<br>e(ex.g) 35kgf/cm² (34,4bar)<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 182,0t (d.o.) 3 132,5t (hvf)<br>16k |
| 8702006<br>5907<br>Df Esd Gc<br>Pfd Rdr Rt | **20 DE JUNIO**<br>**15 de Febrero S.A.**<br>Mar del Plata Argentina | **110**<br>83<br>114 | (AB) | **1987** S.A.N.Y.M. S.A.—Buenos Aires (79)<br>25,51 2,901<br>25,46 6,49 3,31<br>1 dk | **M Fishing**<br>Side Trawler Seiner Ref<br>In.140 | Caterpillar 3412T<br>Vee Oil 4SA 12Cy. 137 × 152 sr reverse geared t<br>sc. shaft<br>540bhp (397kW)<br>Caterpillar Inc. Peoria, Illino<br>Gen 2 × 24kW a.c.<br>10k |
| 8019605<br>Rdr Rt | **20 DE OCTUBRE**<br>**Empresa Portuoria Nacional**<br>Guatemala | **100**<br>—<br>— | (AB) | **1980** Depend-A-Craft—Pierre Part, La (111)<br>23,17 7,95<br>22,33 7,93 3,05<br>1 dk<br>BK 51 | **TM Tug** | General Motors 12V-14<br>2 Vee Oil 2SA each 12Cy. 146 × 146 reduction<br>geared to sc. shafts<br>General Motors Corp. U.S.<br>Gen 2 × 40kW<br>12k |
| 5329449<br>004<br>RTv | **20th JUNE**<br>ex Al Aidrus-69<br>ex Sir Charles Johnston-68<br>**The Yemen Ports & Shipping Corp.**<br>Aden Yemeni Republic | **197**<br>—<br>104 | ✠Classed LR until 28/2/86 | **1963**-7 W. J. Yarwood & Sons Ltd.—Northwich (939)<br>31,86 8,56<br>29,27 8,23 3,97<br>1 dk<br>RW - rf 381 BK 152 | **M Tug** | Ruston 6VEBV<br>2 Oil 4SA each 6Cy. 260 × 368 with hydraulic<br>couplings & sr reverse gear to sc. shaft-2 ahea<br>speeds<br>Ruston & Hornsby Ltd. Linco<br>Gen 1 × 42kW 1 × 10kW 110V d.c.<br>Fuel (d.o.) |
| 7928988<br>*6OMS*<br>37 | **21 OKTOOBAR**<br>**Government of The Democratic Republic of Somalia (Ministry of Fisheries)**<br>Mogadiscio Somali Republic | **934**<br>320<br>800 | RI<br>✠Classed LR until 13/10/89 | **1981**-7 Soc. Esercizio Cant.—Viareggio (646)<br>66,73 11,03 4,750<br>58,43 11,00 7,32<br>F 17,1 2 dks<br>rf 838 | **M Fishing**<br>Stern Trawler Ref<br>2 Ho ER<br>In.1 046<br>2 Ha (stl) ER | Polar<br>Vee Oil 4SA 16Cy. 250 × 300 sr geared to sc.<br>shaft<br>2 207kW (3 000bhp)<br>Nohab Diesel A/B Trollhätta<br>Gen 2 × 480kW 1 × 192kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 305,0t (d.o.) |
| 8810190<br>*6OAQ*<br>Rt | **21 OKTOOBAR II**<br>Launched as 21 Oktoobar Seconda<br>**Shifco Malit S.r.l.**<br>Mogadiscio Somali Republic | **3 351**<br>1 105<br>3 000 | RI | **1989** Soc. Esercizio Cant.—Viareggio (791)<br>98,80 (BB) 15,40 5,500<br>90,31 8,51 | **M Refrigerated Cargo Fish Carrier**<br>12bth P<br>In.3 000 | Wartsila 9R32<br>Oil 4SA 9Cy. 320 × 350 geared to sc. shaft<br>3 375kW (4 588bhp)<br>Oy Wartsila Ab Vaasa/Vaa<br>Gen 2 × 834kW 380V 50Hz a.c.<br>15,5k |
| 8820341<br>*6OAR*<br>Rt | **21 OKTOOBAR III**<br>**Shifco Malit S.r.l.**<br>Mogadiscio Somali Republic | *1 174*<br>*352*<br>900 | RI | **1990** Soc. Esercizio Cant.—Viareggio (792)<br>55,00<br>49,00 12,25 7,15<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.900 | Wartsila 8V2<br>Vee Oil 4SA 8Cy. 250 × 300 geared to sc. shaf<br>1 840kW (2 501bhp)<br>Wartsila Diesel AB Trollhätta<br>Gen 2 × 554kW 380V 50Hz a.c. |
| 8820353<br>*6OAO*<br>Df Esd Gc<br>Pfd Rdr Rt | **21 OKTOOBAR IV**<br>**Shifco Malit S.r.l.**<br>Mogadiscio Somali Republic | **1 170**<br>420<br>900 | RI | **1990** Soc. Esercizio Cant.—Viareggio (793)<br>55,00<br>49,00 12,25 7,15<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.900 | Wartsila 8V2<br>Vee Oil 4SA 8Cy. 250 × 300 geared to sc. shaf<br>1 840kW (2 501bhp)<br>Wartsila Diesel AB Trollhätta |
| 8827478<br>ICR-860336 | **21st CENTURY**<br>**Semo Co. Ltd.**<br>Inchon South Korea | **125**<br>—<br>31 | KR | **1986** Semo Co. Ltd.—Seoul<br>30,00 1,215<br>29,00 7,06 1,44<br>1 dk | **TM Ferry** | Penta<br>2 Oil 4SA each 6Cy. 130 × 175<br>442kW (601bhp)<br>A/B Volvo-Penta Goteborg<br>Gen 1 × 48kW 220V a.c. |
| 7414676<br>*EQIK*<br>Rdr Rt | **22 BAHMAN**<br>ex Seetrans 8-83 ex Mania Express-82<br>**National Oil Co.**<br>Bandar Bushehr Iran | **247**<br>168<br>40 | ✠100A1 SS 2/91<br>Persian Gulf service<br>limiting line seawards<br>hormoz—Quoing<br>✠LMC<br>EL (C)B 0¾″U2<br>FN 311 | **1976**-6 Boghammar Marin A/B—Lidingo (1062)<br>36,56 7,01 1,401<br>31,86 6,99 2,77<br>B 19,9 RFD 3,1 1 dk<br>rf nil | **Aluminium Alloy TM Ferry**<br>334dk P | M.T.U.<br>2 Vee Oil 4SA each 12Cy. 165 × 155 reverse<br>reduction geared to sc. shafts<br>2 450bhp (1 802kW)<br>M.T.U. Friedrichshafen GmbH Friedrichsha<br>Gen 2 × 30kW 380V 50Hz a.c. |
| 8604084 | **22 MAY**<br>Libya | *208*<br>*62*<br>— | 100A1<br>Class contemplated<br>FN 330 | **1991** Scheeps. Damen B.V.—Gorinchem (3166)<br>30,01 3,430<br>27,79 7,80 4,05<br>1 dk | **TM Tug** | Deutz SBV6M62<br>2 Oil 4SA each 6Cy. 240 × 280 geared to sc.<br>shafts<br>Kloeckner Humboldt Deutz Koln |
| 7413012<br>*CLBR*<br>Df Esd Gc<br>Pfd Rdr Rt | **24 DE FEBRERO**<br>**Empresa de Navegacion Caribe**<br>La Habana Cuba | **6 640**<br>4 307<br>10 619 | RCB<br>✠Classed LR until 3/86 | **1977**-12 Marine Industrie Ltee.—Sorel, P.Q. (437)<br>143,39 18,65 6,960<br>132,92 18,29 8,87<br>P 28,1 F 13,2 1 dk<br>rf nil Bow/CM 41 Diam. 0,250 MH 0,9 | **M Tanker**<br>Bow loading Stern disch.<br>15 Ta ER<br>L.(oil) 14 219<br>4 Cargo pumps total 1 375T/hr | MAN 8L40/54<br>Oil 4SA 8Cy. 400 × 540 sr geared to sc. shaf<br>5 000bhp (3 678kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsbu<br>Gen 3 × 350kW 550V 60Hz a.c.<br>Fuel 85,5t (d.o.) 590,5t (hvf)<br>13,25k |
| 5371442<br>Df | **24 DE OCTUBRE**<br>**Government of The Dominican Republic (Armadora Naval Dominicana)**<br>Santo Domingo Dominican Rep. | **674**<br>458<br>1 635 | | **1943** Odenbach SB. Corp.—Rochester, NY<br>*53,62* 9,15<br>9,10<br>F 6,1 1 dk | **TM Tanker**<br>Mchy aft<br>L.(oil) 1 235 | Fairbanks, Morse<br>2 Oil 2SA each 6Cy. 255 × 315<br>Fairbanks Morse & Co. Beloit, W<br>Fuel 44,5t<br>9k |

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| **24th OCTOBER**<br>**Suez Stevedoring Co.**<br>Egypt | **200**<br>—<br>— | GL (Class cont.) | **1990** Port Said Engineering Works—Port Said (205)<br>... ... ...<br>... ... ...<br>1 dk | **M Tug** | General Motors<br>Oil geared to sc. shaft<br>General Motors Corp. U.S.A. |
| **26th JULY**<br>ex Siete-61<br>**Suez Canal Authority**<br>Ismailia Egypt | **904**<br>721<br>— | ✠**100A1** SS 10/90<br>dredger<br>EL (n) 1 9/16"<br>FN 978 | **1956**-8 Verschure & Co's Schps.—Amsterdam (Co339)<br>78,03 13,70<br>57,76 13,01 3,92<br>1 dk<br>rf nil | **Dredger**<br>Cutter Suction | |
| **26th SEPTEMBER**<br>**The Yemen Ports & Shipping Corp.**<br>Aden Yemeni Republic | **232**<br>75<br>203 | ✠**100A1** SS 7/87<br>tug<br>Gulf of Aden coasting service<br>✠**LMC**<br>EL (G) 275,0/17,5U2<br>FN 356 | **1978**-10 B.V. Scheepswerven v/h H. H. Bodewes —Millingen a/d Rijn (743)<br>30,13 9,35 4,553<br>28,50 9,01 3,48<br>1 dk<br>rf 203 | **TM Tug**<br>Fire-fighting Tractor | Deutz RSBA8M528<br>2 Oil 4SA each 8Cy. 220 × 280 dr geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 52kW 1 × 20kW 380/220V 50Hz a.c.<br>2 Directional propellers<br>11,75kn |
| | | **SURVEYS OVERDUE — CLASS SUSPENDED 26/7/91** | | | |
| **28 DE SEPTIEMBRE**<br>**Empresa de Navegacion Caribe**<br>Cuba | **3 878**<br>1 543<br>4 400 | | **1988** Santierul Naval Braila—Braila<br>6,401<br>101,61 16,41<br>1 dk | **M Tanker** | Oil<br>3 000bhp (2 207kW)<br>..............<br>13,5kn |
| **29 EKIM**<br>**D.B. Deniz Nakliyati T.A.S. Genel Mudurlugu (Turkish Cargo Lines)**<br>Istanbul Turkey | *32 324*<br>*19 808*<br>60 554<br>T/cm<br>56,8 | AB | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2546)<br>206,99 (BB) 32,24 13,310<br>197,01 32,19 18,32<br>F 16,5 1 dk<br>rf nil DK | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 18,9 20,5 20,5 20,5 20,5 20,5 21,6 ER<br>G.66 806<br>7 Ha (stl) (11,4 11,8 11,8 11,8 11,8 11,8 11,8 × 14,3) ER | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Ishikawajima Harima Heavy Ind. Japan<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 3 210,5t (hvf) 15,5kn |
| **30 AGUSTOS**<br>**D.B. Deniz Nakliyati T.A.S. Genel Mudurlugu (Turkish Cargo Lines)**<br>Istanbul Turkey | *32 324*<br>*19 808*<br>60 588<br>T/cm<br>57,7 | AB | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.) —Kure (2547)<br>206,99 (BB) 32,24 13,310<br>197,01 32,19 18,32<br>F 16,5 1 dk<br>rf nil DK | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 18,9 20,5 20,5 20,5 20,5 20,5 21,6 ER<br>G.66 806<br>7 Ha (stl) (11,4 11,8 11,8 11,8 11,8 11,8 11,8 × 14,3) ER | Sulzer 7RND76<br>Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Ishikawajima Harima Heavy Ind. Japan<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 3 210,5t (hvf) 15,5kn |
| **30 DE NOVIEMBRE**<br>**Empresa de Navegacion Mambisa**<br>La Habana Cuba | **11 749**<br>5 949<br>13 450 | BV RCB (RS) | **1978** Kherson Shipyard—Kherson<br>162,39 (BB) 22,26 9,173<br>144,66 22,20 13,47<br>F 12,8 2 dks<br>rf 196 | **M General Cargo**<br>Ice strengthened<br>5 Ho 10,3 22,6 15,3 29,6 15,4 ER 5 TwD<br>G.21 340 B.19 570<br>TEU 388 C.Ho 320/20' C.Dk 68/20'<br>9 Ha (stl) (6,1 × 5,7) (19,2p&s 12,8p&s 25,3p&s 12,8p&s × 8,0) ER<br>4W Cr 7(12) Der 1(63) | B&W 6K74EF<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 475,5t (d.o.) 1 067,0t (hvf) 18kn |
| **30 DE SETEMBRO**<br>ex Cieisa Quince-80<br>**SCIM-SOCIMPEX-SAGAP**<br>Sao Tome Sao Tome & Principe | **463**<br>237<br>427 | BV | **1978** Ast. Gondan—Puerto de Figueras (123)<br>44,07 3,801<br>37,01 9,31 4,12<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Alpha 12V23HU<br>Vee Oil 4SA 12Cy. 225 × 300 geared to sc. shaft<br>883kW (1 200bhp)<br>Cons. Echevarria Bermeo<br>Gen 2 × 168kW 1 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 219,0t (d.o.) 11,4kn |
| **30 LETIYE POBEDY**<br>See No. 7517363 TRIDTSATILETIYE POBEDY in the Register | **5 893** | | | | |
| **30 LETIYE POBEDY**<br>See No. 7517349 TRIDTSATILETIYE POBEDY in the Register | **2 327** | | | | |
| **30th NOVEMBER**<br>**The Yemen Ports & Shipping Corp.**<br>Aden Yemeni Republic | **232**<br>75<br>199 | ✠**100A1** M 10/88-29mos<br>tug<br>Gulf of Aden coasting service<br>✠**LMC**<br>EL (G) 275,0/17,5U2<br>FN 356 | **1978**-9 B.V. Scheepswerven v/h H. H. Bodewes —Millingen a/d Rijn (742)<br>30,13 9,35 4,547<br>28,50 9,01 3,48<br>1 dk<br>rf 203 | **TM Tug**<br>Fire-fighting Tractor | Deutz RSBA8M528<br>2 Oil 4SA each 8Cy. 220 × 280 dr geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 52kW 1 × 20kW 380/220V 50Hz a.c.<br>2 Directional propellers<br>11,75kn |
| | | **SURVEYS OVERDUE — CLASS SUSPENDED 26/7/91** | | | |
| **40 LET POBEDY**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) (U.S.S.R.) | *2 466*<br>*988*<br>3 135 | RS | **1985** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,02 13,22 3,670<br>110,76 13,00 5,50<br>1 dk | **TM General Cargo** | S.K.L. 6NVD48A-2U<br>2 Oil 4SA each 6Cy. 320 × 480<br>970kW (1 319bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg |
| **40 LET POBEDY**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Taganrog) (U.S.S.R.) | *104*<br>*31*<br>61 | RS | **1985** .............U.S.S.R.<br>26,50 6,59 2,340<br>22,90 - 3,05<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | Russkiy 6CHNSP18/22<br>Oil 4SA 6Cy. 180 × 220<br>165kW (224bhp)<br>U.S.S.R. |
| **40 LET TAYMYRU**<br>ex MB-7029<br>**Dalryba**<br>(Severo-Kurilsk) (U.S.S.R.) | **233**<br>4<br>107 | RS | **1970** VEB Schiffswerft "Edgar Andre" —Magdeburg (7029)<br>34,60 8,22 2,969<br>31,85 - 3,70<br>1 dk | **M Tug**<br>Ice strengthened | S.K.L. 6NVD48A-2U<br>Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>10kn |
| **40 LET VLKSM**<br>**Kaspmorneftegazflot**<br>(Baku) (U.S.S.R.) | **368**<br>25<br>155 | RS | **1958** .............U.S.S.R.<br>44,40 9,48 3,341<br>4,42<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br>U.S.S.R.<br>Fuel (d.o.) 12,25kn |
| **50 LET KOMSOMOLA**<br>See No. 6910817 PYATIDYESYATILYETIYE KOMSOMOLA in the Register | **5 950** | | | | |
| **50 LET OKTYABRYA**<br>**Dalryba**<br>(Petropavlovsk - Kamchatskiy) (U.S.S.R.) | **13 572**<br>6 895<br>10 118 | RS | **1968** Stocznia Gdanska im. Lenina—Gdansk (B69/02)<br>164,01 21,34 8,078<br>149,00 21,21 12,65<br>2 dks & S dk | **M Factory Ship** OSD<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.10 010<br>5 Ha (stl) (each 4,5 × 3,9) ER<br>16W Der 2(10) 14(5) | B&W 6-62VT2BF-140<br>Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>15,25kn |
| **50 LET PIONERII**<br>**Ukraine River Fleet Administration**<br>(Kherson) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1972** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,652<br>108,01 5,54<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>10,75kn |
| **50 LET SOVIETSKOMU AZERBAYDZHANU**<br>**Caspian Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **1 619**<br>389<br>415 | RS | **1970** Vano Stura Shipyard—Baku<br>74,76 13,01 3,030<br>4,50<br>1 dk | **TD-E Dredger**<br>Cutter Suction | Oil driving gen. connected to 2 elec. motors & sc. shafts<br>U.S.S.R.<br>10kn |

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| **7033305** | **50 LET SOVIETSKOY GRUZII**<br>See No. 7033305 PYATIDYESYATILYETIYE SOVIETSKOY GRUZII in the Register | **15 034** | | | | |
| **6910312**<br>*UYVB*<br>M-29120<br>Df Esd Gc<br>Rdr Rt | **50 LET SOVIETSKOY UKRAINY**<br>**Black Sea Shipping Co. (BLASCO)**<br>(Odessa) (U.S.S.R.) | T.Mk<br>**6 391**<br>3 105<br>—<br>**10 028**<br>5 436<br>12 707 | RS | **1968** Stocznia Gdanska im. Lenina—Gdansk (B40/04)<br>154,59 20,63 8,008/8,979<br>143,19 20,60 12,76<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 19,2 20,5 19,9 19,8 ER 22,1<br>G.19 518 B.17 860<br>5 Ha (stl) (12,0 × 8,0) (13,4 13,4 13,4 × 10,9) ER (11,5 × 10,9)<br>16W Der 1(60) 4(10) 6(5) | Sulzer<br>Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>Fuel 200,5t (d.o.) 1 164,5t (hvf) |
| **6919100**<br>*EOOJ*<br>S-28851<br>Df Esd Gc<br>Rdr Rt | **50 LET SOVIETSKOY VLASTI**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>2 925 | RS | **1967** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,20 13,21 3,420<br>108,01 5,52<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7206897** | **50 LET SSSR**<br>See No. 7206897 PYATIDYESYATILYETIYE SSSR in the Register | **18 455** | | | | |
| **7301128**<br>*UDOF*<br>M-31539<br>Df Esd Gc<br>Rdr Rt | **50 LET SSSR**<br>**Mortransflot**<br>(Kaliningrad) (U.S.S.R.) | T.Mk<br>**10 104**<br>5 287<br>11 420 | RS | **1974** "61 Kommunar" Shipyard—Nikolayev<br>172,12 (BB) 23,04 8,100<br>160,00 13,75<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.15 807<br>4 Ha (stl) (each 6,4 × 4,5) ER<br>8W Der 8(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works |
| **7335911**<br>*UPHC*<br>S-32152<br>Df Esd Gc<br>Rdr Rt | **50 LET SSSR**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1973** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,652<br>108,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7032557**<br>*ESCB*<br>M-29912<br>Df Esd Gc<br>Rdr Rt | **50 LET VLKSM**<br>**Dalryba**<br>(Nakhodka) (U.S.S.R.) | T.Mk<br>**2 690**<br>926<br>1 496 | RS | **1968** "Chernomorskiy" Shipyard—Nikolayev<br>84,71 14,03 5,709<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Skoda<br>Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller |
| **7020487**<br>*EUHJ*<br>S-30121<br>Df Esd Gc<br>Rdr Rt | **50 LET VLKSM**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>2 925 | RS | **1969** Volodarskiy Shipyard—Rybinsk<br>114,20 13,21 3,420<br>108,01 5,52<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **6913998**<br>*ESOD*<br>M-30336<br>Df Esd Gc<br>Pfd Rdr Rt | **50 LET VLKSM**<br>**Kaspryba**<br>(Astrakhan) (U.S.S.R.) | **1 115**<br>426<br>565 | RS | **1970** VEB Mathias-Thesen-Werft—Wismar (141)<br>65,69 11,13 3,607<br>59,82 11,10 5,36<br>2 dks | **M Fishing**<br>Side-fishing Suction Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 150<br>2 Ha (each 1,9 × 1,9) ER<br>Cr 2(2) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 2 × 272kW 1 × 192kW 380V a.c. |
| **7730202**<br>*UIMZ*<br>M-32704<br>Df Esd Gc<br>Rdr Rt | **60 LET OKTYABRYA**<br>**Mortransflot**<br>(Ilyichyovsk) (U.S.S.R.) | T.Mk<br>**10 103**<br>5 286<br>11 566 | RS | **1978** "61 Kommunar" Shipyard—Nikolayev<br>172,09 (BB) 23,04 8,100<br>160,00 13,75<br>2 dks | **M Refrigerated Cargo Fish Carrier**<br>Ice strengthened<br>4 Ho ER<br>In.15 807<br>4 Ha (stl) (each 6,4 × 4,5) ER<br>8W Der 8(5) | B&W<br>Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works |
| **7646918**<br>*ERZR*<br>S-34710<br>Df Esd Gc<br>Rdr Rt | **60 LET VELIKOGO OKTYABRYA**<br>**White Sea & Onega River Shipping Co.**<br>(Sankt-Peterburg) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1977** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,671<br>108,01 12,98 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7740764**<br>*UBUK*<br>S-35537<br>Df Esd Gc<br>Rdr Rt | **60 LET VLKSM**<br>**Volga-Don River Shipping Co.**<br>(Taganrog) (U.S.S.R.) | **2 484**<br>1 321<br>3 134 | RS | **1978** "Krasnoye Sormovo" Shipyard—Gorkiy<br>114,03 13,21 3,671<br>108,01 12,98 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) |
| **7740776**<br>*EWYB*<br>M-35108 | **60 LET VLKSM**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **635**<br>199<br>395 | RS | **1978** ..............U.S.S.R.<br>54,82 9,96 4,141<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,25) | S.K.L.<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Controllable pitch propeller |
| **8101434**<br>*UFRP*<br>S-40801<br>Df Esd Gc<br>Rdr Rt | **65 LET SOVETSKOY VLASTI**<br>**United Volga River Shipping Co.**<br>(Astrakhan) (U.S.S.R.) | **2 948**<br>1 396<br>3 135 | RS | **1983** Est. Nav. de Viana do Castelo—Viana do Castelo (120)<br>118,80 13,40 3,750<br>112,50 13,00 6,00<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.4 751 B.3 000<br>TEU 90 C. 90/20' (40')<br>4 Ha (stl) (12,6 18,6 18,6 12,6 × 9,1) ER | S.K.L.<br>2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL)<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| **8836936**<br>M-41930<br>Df Esd Gc<br>Rdr Rt | **80**<br>**Gruzrybprom**<br>(Batumi) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1990** ..............U.S.S.R.<br>31,86 7,09 2,101<br>27,80 - 3,18<br>1 dk | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 200<br>315bhp (232kW)<br>Russkiy-Diesel Works |
| **7521534**<br>Gc Rdr Rt | **80**<br>**Port of Antwerp Authority**<br>Antwerpen Belgium | **110**<br>—<br>— | | **1976** N.V. Scheepswerf van Rupelmonde—Rupelmonde (432)<br>28,45 9,12 4,217<br>26,98 8,86 3,20<br>1 dk | **TM Tug** | Kromhout<br>2 Oil 4SA each 6Cy. 240 × 260 geared to sc shafts<br>Stork-Werkspoor Diesel B.V.<br>2 Directional propellers |
| **7505140**<br>Gc Rdr Rt | **81**<br>**Port of Antwerp Authority**<br>Antwerpen Belgium | **110**<br>—<br>— | | **1976** St. Pieter Scheepsw.—Hemixem (267)<br>28,45 9,12 3,201<br>27,01 8,86 4,22<br>1 dk | **TM Tug** | Kromhout<br>2 Oil 4SA each 6Cy. 240 × 260 geared to sc shafts<br>Stork-Werkspoor Diesel B.V.<br>2 Directional propellers |
| **8836948**<br>M-41932<br>Df Esd Gc<br>Rdr Rt | **82**<br>**Sakhalinrybprom**<br>(Nevelsk) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1990** ..............U.S.S.R.<br>31,86 7,09 2,101<br>27,80 - 3,18<br>1 dk | **M Fish Carrier**<br>Ref | Russkiy<br>Oil 4SA 6Cy. 180 × 200<br>315bhp (232kW)<br>Russkiy-Diesel Works |

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| 7521546<br>Gc Rdr Rt | **82**<br>**Port of Antwerp Authority**<br>Antwerpen Belgium | 110<br>—<br>— | | **1976** N.V. Scheepswerf van Rupelmonde —Rupelmonde (433)<br>28,45<br>27,01<br>1 dk | 9,12<br>8,86 | 3,201<br>4,22 | **TM Tug** | Kromhout 6FDHD240<br>2 Oil 4SA each 6Cy. 240 × 260 geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>2 Directional propellers<br>11kn |
| 8843070<br>41933<br>Esd Rdr RTv | **83**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Nevelsk) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1991** ..............U.S.S.R.<br>31,85<br>27,80<br>1 dk | 7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy 6CHSPN2A18/2<br>Oil 4SA 6Cy. 180 × 200<br>315bhp (232kW)<br>Russkiy-Diesel Works Leningrad<br>10,25kn |
| 7505152<br>Gc Rdr Rt | **83**<br>**Port of Antwerp Authority**<br>Antwerpen Belgium | 110<br>—<br>— | | **1977** St. Pieter Scheepsw.—Hemixem (268)<br>28,45<br>27,01<br>1 dk | 9,12<br>8,84 | 3,201<br>4,22 | **TM Tug** | Kromhout 6FDHD240<br>2 Oil 4SA each 6Cy. 240 × 260 geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>2 Directional propellers<br>11kn |
| 8843082<br>41934<br>Esd Rdr RTv | **84**<br>**Dalryba**<br>(Nevelsk) (U.S.S.R.) | *190*<br>*57*<br>70 | RS | **1991** ..............U.S.S.R.<br>31,85<br>27,80<br>1 dk | 7,08<br>- | 2,100<br>3,15 | **M Fish Carrier**<br>Ref | Russkiy 6CHSPN2A18/2<br>Oil 4SA 6Cy. 180 × 200<br>315bhp (232kW)<br>Russkiy-Diesel Works Leningrad<br>10,25kn |
| 7521558<br>Gc Rdr Rt | **84**<br>**Port of Antwerp Authority**<br>Antwerpen Belgium | 110<br>—<br>— | | **1976** N.V. Scheepswerf van Rupelmonde —Rupelmonde (434)<br>28,45<br>27,01<br>1 dk | 9,12<br>8,86 | 3,201<br>4,22 | **TM Tug** | Kromhout 6FDHD240<br>2 Oil 4SA each 6Cy. 240 × 260 geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>2 Directional propellers<br>11kn |
| 7505164<br>Gc Rdr Rt | **85**<br>**Port of Antwerp Authority**<br>Antwerpen Belgium | 110<br>—<br>— | | **1977** St. Pieter Scheepsw.—Hemixem (269)<br>28,45<br>27,01<br>1 dk | 9,12<br>8,84 | 3,201<br>4,22 | **TM Tug** | Kromhout 6FDHD240<br>2 Oil 4SA each 6Cy. 240 × 260 geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>2 Directional propellers<br>11kn |
| 7505176<br>Gc Rdr Rt | **86**<br>**Port of Antwerp Authority**<br>Antwerpen Belgium | 110<br>—<br>— | | **1977** St. Pieter Scheepsw.—Hemixem (270)<br>28,45<br>27,01<br>1 dk | 9,12<br>8,84 | 3,201<br>4,22 | **TM Tug** | Kromhout 6FDHD240<br>2 Oil 4SA each 6Cy. 240 × 260 geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>2 Directional propellers<br>11kn |
| 8809402 | **90**<br>**Port of Antwerp Authority**<br>Antwerpen Belgium | 200<br>—<br>— | | **1989** B.V. Scheepswerf K. Damen—Hardinxveld-Giessendam (663)<br>28,88<br>28,15<br>1 dk | 9,07<br>8,90 | 2,500<br>3,80 | **TM Tug**<br>Tractor | A.B.C. 6MDZC<br>2 Oil 4SA each 6Cy. 256 × 310 with clutches, flexible couplings & dr geared to sc. shafts<br>Anglo-Belgian Corporation N.V. Gent/Gand |
| 8911839<br>Esd Rdr Rt | **91**<br>**Port of Antwerp Authority**<br>Belgium | 200<br>—<br>— | BV (Class cont.) | **1990** B.V. Scheepswerf K. Damen—Hardinxveld-Giessendam (666)<br>28,88<br>28,17<br>1 dk | <br>8,91 | 3,801<br>4,27 | **TM Tug** | A.B.C. 6MDZC<br>2 Oil 4SA each 6Cy. 256 × 310 geared to sc. shafts<br>Anglo-Belgian Corporation N.V. Gent/Gand<br>12,25kn |
| 7606114<br>YBF<br>Esd Gc<br>Rdr Rt | **101**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | 170<br>55<br>— | ✠Classed LR until 1/12/78 | **1977**-8 Dae Dong SB. Co. Ltd.—Busan (S-175)<br>28,58<br>24,62<br>B & F 14,1 1 dk<br>rf 635 | 7,27<br>7,21 | 2,752<br>3,61 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd | Yanmar 6ML-DT<br>Oil 4SA 6Cy. 200 × 240 reverse reduction geared to sc. shaft<br>470bhp (346kW)<br>Hanshin Nainenki Kogyo Osaka<br>Gen 2 × 88kW 445V 50Hz a.c.<br>11kn |
| 7379474<br>720895<br>Gc Rdr | **101 YOUNG STAR**<br>ex Koyo Maru No. 10-88<br>**Young Cayman Ltd.**<br>Georgetown Cayman Islands (British) | 293<br>151<br>389 | | **1974** Miho Zosensho K.K.—Shimizu (939)<br>50,60 (BB)<br>44,10<br>1 dk | 8,51<br>8,49 | 3,125<br>3,48 | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Akasaka AH27<br>Oil 4SA 6Cy. 270 × 420<br>809kW (1 100bhp)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7606126<br>YBG<br>Esd Gc<br>Rdr Rt | **103**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | 170<br>55<br>— | ✠Classed LR until 1/12/78 | **1977**-10 Dae Dong SB. Co. Ltd.—Busan (S-176)<br>28,58<br>24,62<br>B & F 14,1 1 dk<br>rf 635 | 7,27<br>7,21 | 2,752<br>3,61 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd | Yanmar 6ML-DT<br>Oil 4SA 6Cy. 200 × 240 reverse reduction geared to sc. shaft<br>470bhp (346kW)<br>Hanshin Nainenki Kogyo Osaka<br>Gen 2 × 88kW 445V 50Hz a.c.<br>11kn |
| 7606138<br>YBH<br>Esd Gc<br>Rdr Rt | **105**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | 170<br>55<br>— | ✠Classed LR until 1/12/78 | **1977**-10 Dae Dong SB. Co. Ltd.—Busan (S-177)<br>28,58<br>24,62<br>B & F 14,1 1 dk<br>rf 635 | 7,24<br>7,21 | 2,752<br>3,61 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd | Yanmar 6ML-DT<br>Oil 4SA 6Cy. 200 × 240 reverse reduction geared to sc. shaft<br>470bhp (346kW)<br>Hanshin Nainenki Kogyo Osaka<br>Gen 2 × 88kW 445V 50Hz a.c.<br>11kn |
| 7606140<br>YBI<br>Esd Gc<br>Rdr Rt | **107**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | 170<br>55<br>— | ✠Classed LR until 1/12/78 | **1977**-10 Dae Dong SB. Co. Ltd.—Busan (S-178)<br>28,58<br>24,62<br>B & F 14,1 1 dk<br>rf 635 | 7,27<br>7,21 | 2,752<br>3,61 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd | Yanmar 6ML-DT<br>Oil 4SA 6Cy. 200 × 240 reverse reduction geared to sc. shaft<br>470bhp (346kW)<br>Hanshin Nainenki Kogyo Osaka<br>Gen 2 × 88kW 445V 50Hz a.c.<br>11kn |
| 7606152<br>YBJ<br>Esd Gc<br>Rdr Rt | **109**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | 170<br>55<br>— | ✠Classed LR until 1/12/78 | **1977**-11 Dae Dong SB. Co. Ltd.—Busan (S-179)<br>28,58<br>24,62<br>B & F 14,1 1 dk<br>rf 635 | 7,27<br>7,21 | 2,752<br>3,61 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd | Yanmar 6ML-DT<br>Oil 4SA 6Cy. 200 × 240 reverse reduction geared to sc. shaft<br>470bhp (346kW)<br>Hanshin Nainenki Kogyo Osaka<br>Gen 2 × 88kW 445V 50Hz a.c.<br>11kn |
| 7606164<br>YBK<br>Esd Gc<br>Rdr Rt | **111**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | 170<br>55<br>— | ✠Classed LR until 1/12/78 | **1977**-10 Dae Dong SB. Co. Ltd.—Busan (S-180)<br>28,58<br>24,62<br>B & F 14,1 1 dk<br>rf 635 | 7,27<br>7,21 | 2,752<br>3,61 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd | Yanmar 6ML-DT<br>Oil 4SA 6Cy. 200 × 240 reverse reduction geared to sc. shaft<br>470bhp (346kW)<br>Hanshin Nainenki Kogyo Osaka<br>Gen 2 × 88kW 445V 50Hz a.c.<br>11kn |
| 7606176<br>YBL<br>Esd Rdr<br>Rt | **113**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | 170<br>55<br>— | ✠Classed LR until 1/12/78 | **1977**-11 Dae Dong SB. Co. Ltd.—Busan (S-181)<br>28,58<br>24,62<br>B & F 14,1 1 dk<br>rf 635 | 7,27<br>7,21 | 2,752<br>3,61 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd | Yanmar 6ML-DT<br>Oil 4SA 6Cy. 200 × 240 reverse reduction geared to sc. shaft<br>470bhp (346kW)<br>Hanshin Nainenki Kogyo Osaka<br>Gen 2 × 88kW 445V 50Hz a.c.<br>11kn |

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|---|---|---|---|---|---|---|---|
| **7606188**<br>*XYBM*<br><br>Df Esd Rdr<br>Rt | **115**<br><br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **170**<br>55<br>— | ✠Classed LR until 1/12/78 | **1977**-11 Dae Dong SB. Co. Ltd.—Busan (S-182)<br>28,58 7,27 2,752<br>24,62 7,21 3,61<br>B & F 14,1 1 dk<br>rf 635 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd | Yanmar<br>Oil 4SA 6Cy. 200 × 240 reverse reduction geared to sc. shaft<br>470bhp (346kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 88kW 445V 50Hz a.c. | 6ML-D<br><br>Osak<br>11k |
| **7606190**<br>*XYBN*<br><br>Df Esd Rdr<br>Rt | **117**<br><br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **170**<br>55<br>— | ✠Classed LR until 1/12/78 | **1977**-12 Dae Dong SB. Co. Ltd.—Busan (S-183)<br>28,58 7,27 2,752<br>24,62 7,21 3,61<br>B & F 14,1 1 dk<br>rf 635 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd | Yanmar<br>Oil 4SA 6Cy. 200 × 240 reverse reduction geared to sc. shaft<br>470bhp (346kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 88kW 445V 50Hz a.c. | 6ML-D<br><br>Osak<br>11k |
| **7606205**<br>*XYBO*<br><br>Df Esd Rdr<br>Rt | **119**<br><br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **170**<br>55<br>— | ✠Classed LR until 1/12/78 | **1977**-12 Dae Dong SB. Co. Ltd.—Busan (S-184)<br>28,58 7,27 2,752<br>24,62 7,21 3,61<br>B & F 14,1 1 dk<br>rf 635 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd | Yanmar<br>Oil 4SA 6Cy. 200 × 240 reverse reduction geared to sc. shaft<br>470bhp (346kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 88kW 445V 50Hz a.c. | 6ML-D<br><br>Osak<br>11k |
| **7048740**<br>*WX8868*<br>508253 | **190 FATHOMS**<br><br>**International Oceanographic**<br>Galveston, Tx United States of America | **114**<br>*77*<br>— | | **1967** M & F Seacraft, Inc.—Palacios, Tx<br>*20,67* 6,66<br>3,54 | **M Research/Fishing** | Oil geared to sc. shaft<br>330bhp (243kW)<br>.............<br>Fuel (d.o.) | |
| **8727628**<br><br>Esd Rdr Rt | **230**<br><br>**Government of The Republic of Cuba**<br>La Habana Cuba | *182*<br>*54*<br>57 | RS | **1988** .............U.S.S.R.<br>29,30 8,60 3,400<br>27,00 - 4,30<br>1 dk | **TM Tug**<br>Fire-fighting<br>Ice strengthened | Russkiy<br>Oil 4SA 8Cy. 250 × 340<br><br>Controllable pitch propeller<br>Controllable pitch propeller | 8CHNSP25/3<br><br>U.S.S.R |
| **8727630**<br><br>Esd Rdr Rt | **231**<br><br>**Government of The Republic of Cuba**<br>La Habana Cuba | *182*<br>*54*<br>57 | RS | **1988** .............U.S.S.R.<br>29,30 8,60 3,400<br>27,00 - 4,30<br>1 dk | **TM Tug**<br>Fire-fighting<br>Ice strengthened | Russkiy<br>Oil 4SA 8Cy. 250 × 340<br><br>2 Controllable pitch propellers | 8CHNSP25/3<br><br>U.S.S.R |
| **8837825**<br><br>Df Esd Gc<br>Rdr Rt | **247** | *182*<br>*54*<br>57 | RS | **1990** Gorokhovetskiy Sudostroitelnyy Zavod —Gorokhovets<br>29,32 8,62 3,401<br>27,01 - 4,32<br>1 dk | **TM Tug**<br>Fire-fighting | Russkiy<br>2 Oil 4SA each 8Cy. 250 × 340<br>Russkiy-Diesel Works | 8CHNP25/3<br><br>Leningrad<br>11,5k |
| **8837837**<br><br>Df Esd Gc<br>Rdr Rt | **250**<br><br>**Empresa de Navegacion Caribe**<br>La Habana Cuba | *182*<br>*54*<br>57 | RS | **1990** Gorokhovetskiy Sudostroitelnyy Zavod —Gorokhovets<br>29,30 8,62 3,401<br>27,00 - 4,30<br>1 dk | **TM Tug**<br>Fire-fighting | Russkiy<br>2 Oil 4SA each 8Cy. 250 × 340<br>Russkiy-Diesel Works | 8CHNP25/3<br><br>Leningrad<br>11,5k |
| **7345930**<br><br>Df Esd Gc<br>Pfd Rdr Rt | **256-C**<br><br>**Government of The Argentine Republic (Secretaria de Estado de Obras Publicas)**<br>Buenos Aires Argentina | **7 500**<br>—<br>13 737 | | **1977** Ast. Alianza S.A.—Avellaneda (14)<br>146,51 22,51 6,851<br>138,99 15,96<br>1 dk | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 22,0<br>Hopper 6 000<br>2 sandpumps each 1007kW (1350bhp) | GMT<br>2 Vee Oil 4SA each 12Cy. 230 × 270 total 4 200bhp (3 089kW) driving 2 gen. connected to elec. motor<br>Grandi Motori Trieste<br>Thw. thrust propeller fwd | A230.12V<br><br>Italy<br>13,5k |
| **7366647**<br>*WYP4726*<br>553749<br>Esd Rdr Rt | **277 PARK**<br><br>**Trawler H & S**<br>Miami, Fl United States of America | **142**<br>97<br>— | (BV) | **1973** Diesel SB. Co.—Jacksonville, Fl (195)<br>*22,80* 6,71<br>6,66 3,74<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br><br>1 Ha (1,8 × 1,5)<br>Der 1(2) | Caterpillar<br>Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Fuel 82,0t (d.o.) | D353SCAC<br><br>Peoria, Illinois<br>10k |
| **8833805**<br><br>Rt | **300 CM1**<br><br>**Scandia Essar Pte. Ltd.**<br>Singapore Singapore | **270**<br>—<br>— | NV | **1981** F.Selmer (Singapore) Pte Ltd—Singapore (38)<br>45,80 2,750<br>- 7,50 2,90<br>1 dk | **M Hopper Barge**<br>Bottom doors | Caterpillar<br>Oil 4SA 6Cy. 137 × 152<br>202kW (275bhp)<br>Caterpillar Inc. | Peoria, Illinois |
| **6906567**<br>*XYAR*<br><br>Df Esd Pfd<br>Rdr | **301 BARANI**<br><br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **184**<br>63<br>— | ✠Classed LR until 12/71 | **1969**-3 Schpsw. en Mfbk. "Vahali" N.V.—Gendt (421)<br>30,10 7,57 3,150<br>25,76 7,50 3,99<br>F 10,7<br>rf 889 BK 127 | **M Fishing**<br>Stern Trawler | Dorman<br>Vee Oil 4SA 12Cy. 159 × 165 sr geared to sc. shaft<br>500bhp (368kW)<br>W. H. Dorman & Co. Ltd.<br>Gen 2 × 23kW 380V 50Hz a.c.<br>Controllable pitch propeller | Stafford |
| **6906579**<br>*XYAT*<br><br>Df Esd Pfd<br>Rdr | **303 YAWHANI**<br><br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **184**<br>63<br>— | ✠Classed LR until 12/71 | **1969**-4 N.V. Schps. v/h Firma J. Hendriks —Dodewaard (506)<br>30,10 7,57 3,150<br>25,76 7,50 3,99<br>F 10,7<br>rf 889 BK 127 | **M Fishing**<br>Stern Trawler | Dorman<br>Vee Oil 4SA 12Cy. 159 × 165 sr geared to sc. shaft<br>500bhp (368kW)<br>W. H. Dorman & Co. Ltd.<br>Gen 2 × 23kW 380V 50Hz a.c.<br>Controllable pitch propeller | Stafford |
| **6917633**<br>*XYAS*<br><br>Df Esd Pfd<br>Rdr Rt | **305 MIGATHI**<br><br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **184**<br>63<br>— | ✠Classed LR until 12/71 | **1969**-3 Van Goor's Schps. & Mach. —Monnickendam (635)<br>30,10 7,57 3,150<br>25,58 7,50 3,99<br>F 10,7<br>rf 889 BK 127 | **M Fishing**<br>Stern Trawler | Dorman<br>Vee Oil 4SA 12Cy. 159 × 165 sr geared to sc. shaft<br>500bhp (368kW)<br>W. H. Dorman & Co. Ltd.<br>Gen 2 × 23kW 380V 50Hz a.c.<br>Controllable pitch propeller | Stafford |
| **7822237**<br><br>Esd Rdr Rt | **330-752**<br><br>**Government of The People's Republic of China**<br>Shanghai China | **1 732**<br>495<br>332 | NK | **1979** Nippon Kokan K.K.—Tsu (SP.2)<br>74,10 3,168<br>69,91 14,00 5,11<br>B 33,6 1 dk | **D-E Dredger**<br>Bucket<br>Mchy.aft | Niigata<br>Oil 4SA 8Cy. 310 × 380 total 1 700bhp (1 250kW) driving gen. of 700kW d.c. connected to elec. motor & sc. shaft<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 275kW | 8MG31E<br><br>Niigata<br>8,5k |
| **7644427**<br><br>Esd Rt | **380-B**<br><br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **570**<br>—<br>— | (AB) | **1977** Ast. Principe, Menghi y Penco S.A. —Avellaneda (91)<br>65,18 2,750<br>63,15 12,51 3,51<br>1 dk | **TM Sludge Carrier** | MAN<br>2 Oil 4SA each 6Cy. 160 × 180 reverse reduction geared to sc. shafts<br>1 010bhp (743kW)<br>Industrias Argentinas M.A.N. S.A.I.C.<br>Gen 2 × 26kW<br>Fuel 44,5t (d.o.) | R6B16/18T<br><br>Buenos Aire<br>7,75k |
| **7733993**<br><br>Esd Rt | **381-B**<br><br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **570**<br>—<br>1 000 | (AB) | **1977** Ast. Principe, Menghi y Penco S.A. —Avellaneda (92)<br>65,18 2,750<br>63,15 12,51 3,51<br>1 dk | **TM Sludge Carrier** | MAN<br>2 Oil 4SA each 6Cy. 160 × 180 geared to sc. shafts<br>1 010bhp (743kW)<br>Industrias Argentinas M.A.N. S.A.I.C.<br>Gen 2 × 26kW | R6B16/18T<br><br>Buenos Aire<br>7,75k |

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| 734002<br><br>sd Rt | **382-B**<br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **570**<br>—<br>1 000 | (AB) | **1977** Ast. Principe, Menghi y Penco S.A.<br>—Avellaneda (93)<br>65,18 2,750<br>63,15 12,51 3,51<br>1 dk | **TM Sludge Carrier** | MAN R6B16/18TL<br>2 Oil 4SA each 6Cy. 160 × 180 geared to sc. shafts<br>1 010bhp (743kW)<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Gen 2 × 26kW<br>7,75kn |
| 734014<br><br>sd Rt | **383-B**<br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **570**<br>—<br>1 000 | (AB) | **1977** Ast. Principe, Menghi y Penco S.A.<br>—Avellaneda (94)<br>65,18 2,750<br>63,15 12,51 3,51<br>1 dk | **M Sludge Carrier** | MAN R6B16/18TL<br>Oil 4SA 6Cy. 160 × 180 geared to sc. shaft<br>1 010bhp (743kW)<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Gen 2 × 26kW<br>7,75kn |
| 734026<br><br>sd Rt | **384-B**<br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **570**<br>—<br>1 000 | (AB) | **1978** Ast. Principe, Menghi y Penco S.A.<br>—Avellaneda (95)<br>65,18 2,750<br>63,15 12,51 3,51<br>1 dk | **TM Sludge Carrier** | MAN R6B16/18TL<br>2 Oil 4SA each 6Cy. 160 × 180 geared to sc. shafts<br>1 010bhp (743kW)<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Gen 2 × 26kW<br>7,75kn |
| 20318<br><br>sd Rt | **385-B**<br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **570**<br>—<br>1 000 | (AB) | **1978** Ast. Principe, Menghi y Penco S.A.<br>—Avellaneda (96)<br>65,18 2,750<br>63,15 12,51 3,51<br>1 dk | **TM Sludge Carrier** | MAN R6B16/18TL<br>2 Oil 4SA each 6Cy. 160 × 180 geared to sc. shafts<br>1 010bhp (743kW)<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Gen 2 × 26kW<br>7,75kn |
| 20320<br><br>sd Rt | **386-B**<br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **570**<br>—<br>1 000 | (AB) | **1978** Ast. Principe, Menghi y Penco S.A.<br>—Avellaneda (97)<br>65,18 2,750<br>63,15 12,51 3,51<br>1 dk | **TM Sludge Carrier** | MAN R6B16/18TL<br>2 Oil 4SA each 6Cy. 160 × 180 geared to sc. shafts<br>1 010bhp (743kW)<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Gen 2 × 26kW<br>7,75kn |
| 20332<br><br>sd Rt | **387-B**<br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **570**<br>—<br>1 000 | (AB) | **1978** Ast. Principe, Menghi y Penco S.A.<br>—Avellaneda (98)<br>65,18 2,750<br>63,15 12,51 3,51<br>1 dk | **TM Sludge Carrier** | MAN R6B16/18TL<br>2 Oil 4SA each 6Cy. 160 × 180 geared to sc. shafts<br>1 010bhp (743kW)<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Gen 2 × 26kW<br>7,75kn |
| 20344<br><br>sd Rt | **388-B**<br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **570**<br>—<br>1 000 | (AB) | **1978** Ast. Principe, Menghi y Penco S.A.<br>—Avellaneda (99)<br>65,18 2,750<br>63,15 12,51 3,51<br>1 dk | **TM Sludge Carrier** | MAN R6B16/18TL<br>2 Oil 4SA each 6Cy. 160 × 180 geared to sc. shafts<br>1 010bhp (743kW)<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Gen 2 × 26kW<br>7,75kn |
| 20356<br><br>sd Rt | **389-B**<br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **570**<br>—<br>1 000 | (AB) | **1978** Ast. Principe, Menghi y Penco S.A.<br>—Avellaneda (100)<br>65,18 2,750<br>63,15 12,51 3,51<br>1 dk | **TM Sludge Carrier** | MAN R6B16/18TL<br>2 Oil 4SA each 6Cy. 160 × 180 geared to sc. shafts<br>1 010bhp (743kW)<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Gen 2 × 26kW<br>7,75kn |
| 20368<br><br>sd Rt | **390-B**<br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **570**<br>—<br>1 000 | (AB) | **1978** Ast. Principe, Menghi y Penco S.A.<br>—Avellaneda (101)<br>65,18 2,750<br>63,15 12,51 3,51<br>1 dk | **TM Sludge Carrier** | MAN R6B16/18TL<br>2 Oil 4SA each 6Cy. 160 × 180 geared to sc. shafts<br>1 010bhp (743kW)<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Gen 2 × 26kW<br>7,75kn |
| 20370<br><br>sd Rt | **391-B**<br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **570**<br>—<br>1 000 | (AB) | **1978** Ast. Principe, Menghi y Penco S.A.<br>—Avellaneda (102)<br>65,18 2,750<br>63,15 12,51 3,51<br>1 dk | **TM Sludge Carrier** | MAN R6B16/18TL<br>2 Oil 4SA each 6Cy. 160 × 180 geared to sc. shafts<br>1 010bhp (743kW)<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Gen 2 × 26kW<br>7,75kn |
| 20382<br><br>sd Rt | **392-B**<br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **570**<br>—<br>1 000 | (AB) | **1978** Ast. Principe, Menghi y Penco S.A.<br>—Avellaneda (103)<br>65,18 2,750<br>63,15 12,51 3,51<br>1 dk | **TM Sludge Carrier** | MAN R6B16/18TL<br>2 Oil 4SA each 6Cy. 160 × 180 geared to sc. shafts<br>1 010bhp (743kW)<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Gen 2 × 26kW<br>7,75kn |
| 917621<br>YAQ<br>Esd Pfd | **401 YEWADI**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **162**<br>58<br>— | ✠Classed LR until 12/71 | **1969**-6 N.V. Scheeps. "Nicolaas Witsen & Vis"<br>—Alkmaar<br>28,50 7,70<br>24,46 7,50 3,99<br>F 10,4<br>rf 1092 BK 152 | **M Fishing**<br>Side-fishing Ref<br>In.96 | Dorman<br>Vee Oil 4SA 12Cy. 159 × 165 reverse reduction geared to sc. shaft<br>500bhp (368kW)<br>W. H. Dorman & Co. Ltd. Stafford<br>Gen 2 × 44kW 380V 50Hz a.c.<br>10,5kn |
| 20273<br><br>Esd Pfd<br>dr Rt | **465**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **113**<br>35<br>84 | ✠ | **1980**-10 Carl B. Hoffmanns Maskinfabrik—Esbjerg (34)<br>24,52 6,86 2,891<br>20,50 6,81 3,20<br>F 8,0 1 dk<br>rf 495 BK 89 | **M Fishing**<br>Stern Trawler Side Trawler Shrimp-trawl Ref | Alpha 404-26VO<br>Oil 2SA 4Cy. 260 × 400 with hydraulic coupling & reverse reduction geared to sc. shaft<br>440bhp (324kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 20285<br><br>Esd Pfd<br>dr Rt | **467**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **113**<br>35<br>84 | ✠ | **1980**-10 Carl B. Hoffmanns Maskinfabrik—Esbjerg (35)<br>24,52 6,86 2,891<br>20,50 6,81 3,20<br>F 8,0 1 dk<br>rf 495 BK 89 | **M Fishing**<br>Stern Trawler Side Trawler Shrimp-trawl Ref | Alpha 404-26VO<br>Oil 2SA 4Cy. 260 × 400 with hydraulic coupling & reverse reduction geared to sc. shaft<br>440bhp (324kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 20297<br><br>Esd Pfd<br>dr Rt | **469**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **113**<br>35<br>84 | ✠ | **1980**-10 Soby Motorfabrik og Staalskibsvaerft<br>—Soby (60)<br>24,52 6,86 2,891<br>20,50 6,81 3,20<br>F 8,0 1 dk<br>rf 495 BK 89 | **M Fishing**<br>Stern Trawler Side Trawler Shrimp-trawl Ref | Alpha 404-26VO<br>Oil 2SA 4Cy. 260 × 400 with hydraulic coupling & reverse reduction geared to sc. shaft<br>440bhp (324kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller |

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| **7920302**<br>Df Esd Pfd<br>Rdr Rt | **471**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **113**<br>35<br>84 ✠ | | **1980**-10 Soby Motorfabrik og Staalskibsvaerft—Soby (61)<br>24,52 6,86 2,891<br>20,50 6,81 3,20<br>F 8,0 1 dk<br>rf 495 BK 89 | **M Fishing**<br>Stern Trawler Side Trawler Shrimp-trawl<br>Ref | Alpha 404-26V<br>Oil 2SA 4Cy. 260 × 400 with hydraulic coupling & reverse reduction geared to sc. shaft<br>440bhp (324kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshav<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **7606085**<br>*XYBC*<br>1570<br>Df Esd Rdr<br>Rt | **519**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **250**<br>115<br>243 | ✠Classed LR until 1/12/78 | **1977** Dae Dong SB. Co. Ltd.—Busan (S-172)<br>40,26 8,21 3,201<br>34,83 8,01 3,74<br>F 16,5 1 dk<br>rf 254 | **M Fishing**<br>Stern Trawler Ref | Makita KNLH6<br>Oil 4SA 6Cy. 250 × 420<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. Japa<br>Gen 2 × 112kW 1 × 80kW 445V 50Hz a.c.<br>Controllable pitch propeller 13k |
| **7606097**<br>*XYBD*<br>1571<br>Df Esd Gc<br>Rdr Rt | **521**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Union of Myanmar | **298**<br>115<br>243 | ✠Classed LR until 1/12/78 | **1977** Dae Dong SB. Co. Ltd.—Busan (S-173)<br>40,44 8,21 3,201<br>34,19 7,99 3,71<br>F 16,5 1 dk<br>rf 254 | **M Fishing**<br>Stern Trawler Ref | Makita KNLH6<br>Oil 4SA 6Cy. 250 × 420<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. Japa<br>Gen 2 × 112kW 1 × 80kW 445V 50Hz a.c.<br>Controllable pitch propeller 13k |
| **7606102**<br>*XYBE*<br>1572<br>Df Esd Gc<br>Rdr Rt | **523**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **298**<br>115<br>243 | ✠Classed LR until 1/12/78 | **1977** Dae Dong SB. Co. Ltd.—Busan (S-174)<br>40,26 8,21 3,201<br>34,04 7,99 3,71<br>F 16,5 1 dk<br>rf 254 | **M Fishing**<br>Stern Trawler Ref | Makita KNLH6<br>Oil 4SA 6Cy. 250 × 420<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. Takamats<br>Gen 2 × 112kW 1 × 80kW 445V 50Hz a.c.<br>Controllable pitch propeller 13k |
| **7810155**<br>*XYPR*<br>Df Esd Gc<br>Rdr Rt | **525**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **356**<br>147<br>269 | (NV) | **1979** A. M. Liaaen A/S—Alesund (134)<br>40,01 9,53 3,423<br>36,35 9,50 4,37<br>F - 1 dk<br>rf 1199 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Normo LDMB<br>Oil 4SA 8Cy. 250 × 300 reduction geared to sc. shaft<br>1 500bhp (1 103kW)<br>A/S Bergens M/V Berge<br>Controllable pitch propeller |
| **7810167**<br>*XYPS*<br>Df Esd Gc<br>Rdr Rt | **527**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **350**<br>147<br>269 | (NV) | **1979** Hasund Smie & Sveiseverk A/S—Ulsteinvik (24)<br>40,42 9,53 3,422<br>36,50 9,50 4,37<br>F - 1 dk<br>rf 1199 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Normo LDMB<br>Oil 4SA 8Cy. 250 × 300 reduction geared to sc. shaft<br>1 500bhp (1 103kW)<br>A/S Bergens M/V Berge<br>Controllable pitch propeller |
| **8209951**<br>*XYQF*<br>533<br>Df Esd Rdr<br>Rt | **533**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **331**<br>145<br>— | ✠Classed LR until 31/1/86 | **1983**-8 Fujishin SB. Co.—Kamo (377)<br>40,64 8,74 3,425<br>34,52 8,51 3,71<br>F 15,6 1 dk<br>rf 483 BK 203 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Yanmar 6GAL-E<br>Oil 4SA 6Cy. 240 × 290 with clutches, flexible couplings & dr geared to sc. shaft<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasa<br>Gen 2 × 160kW 1 × 96kW 405V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 75,0t (d.o.) |
| **8209963**<br>*XYQG*<br>535<br>Df Esd Rdr<br>Rt | **535**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **331**<br>145<br>— | ✠Classed LR until 31/1/86 | **1983**-8 Fujishin SB. Co.—Kamo (378)<br>40,64 8,74 3,425<br>34,52 8,51 3,71<br>F 15,6 1 dk<br>rf 483 BK 203 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Yanmar 6GAL-E<br>Oil 4SA 6Cy. 240 × 290 with clutches, flexible couplings & dr geared to sc. shaft<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasa<br>Gen 2 × 160kW 1 × 96kW 405V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 75,0t (d.o.) |
| **7815703**<br>*LRBA* | **573-B**<br>**Government of The Argentine Republic (Secretaria del Estado de Intereses Maritimos)**<br>Buenos Aires Argentina | **388**<br>175<br>235 | BV | **1980** Ast. Mestrina S.A.—Tigre (45)<br>48,52 9,00 3,350<br>48,49 8,98 3,89<br>1 dk | **TM Buoy Tender**<br>Mchy.aft | Stork 6DRO210<br>2 Oil 4SA each 6Cy. 210 × 300<br>1200bhp (883kW) E made77<br>Motores Stork Werkspoor Buenos Aire |
| **7815715**<br>*LQQK*<br>Rt | **574-B**<br>**Government of The Argentine Republic (Secretaria del Estado de Intereses Maritimos)**<br>Buenos Aires Argentina | **388**<br>175<br>235 | BV | **1980** Ast. Mestrina S.A.—Tigre (46)<br>53,12 3,350<br>48,52 9,01 3,92 | **TM Buoy Tender** | Stork 6DRO210<br>2 Oil 4SA each 6Cy. 210 × 300<br>1 200bhp (883kW)<br>Motores Stork Werkspoor Buenos Aire |
| **8331584**<br>Rt | **660**<br>ex MRTK-0660-85<br>Bahia Blanca Argentina | *117*<br>*35*<br>30 | (RS) | **1985** ............U.S.S.R.<br>25,51 7,01 2,390<br>3,31<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho ER<br>In.64<br>1 Ha (stl) (1,3 × 1,5) ER | S.K.L. 6NVD26A<br>Oil 4SA 6Cy. 180 × 260<br>221kW (300bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdebu<br>9,5k |
| **8331596**<br>Rt | **661**<br>ex MRTK-0661-85<br>Bahia Blanca Argentina | *117*<br>*35*<br>30 | (RS) | **1985** ............U.S.S.R.<br>25,51 7,01 2,390<br>3,31<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho ER<br>In.64<br>1 Ha (stl) (1,3 × 1,5) ER | S.K.L. 6NVD26A<br>Oil 4SA 6Cy. 180 × 260<br>221kW (300bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdebu<br>9,5k |
| **8331601**<br>Rt | **664**<br>ex MRTK-0664-85<br>Bahia Blanca Argentina | *117*<br>*35*<br>30 | (RS) | **1985** ............U.S.S.R.<br>25,51 7,01 2,390<br>3,31<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho ER<br>In.64<br>1 Ha (stl) (1,3 × 1,5) ER | S.K.L. 6NVD26A<br>Oil 4SA 6Cy. 180 × 260<br>221kW (300bhp)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdebu<br>9,5k |
| **8006892**<br>*XYPU*<br>1766<br>Esd Gc Rdr<br>Rt | **705**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **541**<br>265<br>468 | ✠Classed LR until 8/6/84 | **1981**-9 Richards (Shipbuilders) Ltd.—Great Yarmouth (552)<br>44,00 9,43 3,612<br>38,99 9,40 5,87<br>Ba 11,0 F 4,3 1 dk<br>rf nil | **M Refrigerated Cargo**<br>2 Ho 13,3 11,5 ER<br>In.702<br>2 Ha (each 2,9 × 2,5) ER<br>Der 2(1,5-3) | Blackstone ESL6M<br>Oil 4SA 6Cy. 222 × 292 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>701bhp (516kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamfor<br>Gen 3 × 72kW 1 × 15kW 400V 50Hz a.c. |
| **7922219**<br>Df Esd Gc<br>Rdr Rt | **801**<br>**Government of The Union of Myanmar (People's Pearl & Fishery Board)**<br>Yangon Union of Myanmar | **487**<br>—<br>800 | (NV) | **1980** Hjorungavaag Verksted A/S—Hjorungavaag (36)<br>54,01 3,501<br>50,02 11,00 4,09<br>RAD -F - 1 dk<br>rf nil | **M Tanker**<br>Mchy.aft | Normo LDM<br>Oil 4SA 6Cy. 250 × 300<br>1 065bhp (783kW)<br>A/S Bergens M/V Berge<br>Gen 2 × 60kW 440V 60Hz a.c. |
| **5010103**<br>*CGCM*<br>192757<br>Df Esd Gc<br>Rdr RTm/h/v<br>AMVER | **902**<br>ex Alexander Mackenzie-88<br>**Zennor Marine Ltd.**<br>Ottawa Canada | **560**<br>230<br>244 | ✠Classed LR until 23/6/78 | **1950**-7 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (266)<br>45,73 9,20 3,163<br>42,63 9,15 4,12<br>P & B 21,4 F 7,1 1 dk<br>RW rf 229 | **TM Buoy & Lighthouse Tender**<br>Ice strengthened<br>Mchy.aft<br>1 Ho 8,0<br>1 Ha (stl) (3,2 × 2,4)<br>Der 1(10) 1(0,5) | 2 Oil 4SA each 10Cy. 230 × 305<br>1 000bhp (736kW)<br>Vivian Engine Works Vancouver, B.<br>Gen 2 × 100kW 108/215V d.c.<br>Fuel (d.o.) 10k |

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| **1001**<br>ex Beauport-88<br>**Navigation Arcade Ltee.**<br>Sorel, P.Q. Canada | **812**<br>290<br>107 | ✠Classed LR until<br>23/6/78 | **1960**-6 G. T. Davie & Sons Ltd.—Lauzon, P.Q. (71)<br>51,06 10,85 2,756<br>47,20 10,37 5,06<br>B 16,2 1 dk, 2nd dk except in mchy. space<br>rf 305 | **TM Research**<br>Survey 5P<br>Ice strengthened<br>1 Ho 10,5 ER<br>1 Ha (2,1 × 1,8) ER<br>Cr 1(8) | Fairbanks, Morse<br>2 Oil 2SA each 4Cy. 206 × 508 with clutch & dr geared to sc. shafts<br>1 280bhp (942kW)<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>Sc. shafts also driven dead slow by 2 elec. motors<br>11kn |
| **1003**<br>ex Thomas Carleton-91<br>**Government of Canada (Transport Canada)**<br>Ottawa Canada | **1 241**<br>311<br>533 | ✠Classed LR until<br>23/6/78 | **1960**-9 Saint John Dry Dock Co. Ltd.—St. John, N.B. (39)<br>55,07 12,86 4,128<br>50,22 12,81 5,49<br>P & B 26,3 F 8,3 1 dk<br>rf 229 | **TM Buoy & Lighthouse Tender**<br>Ice strengthened<br>1 Ho 11,2 ER<br>G.624 B.561<br>1 Ha (6,2 × 4,2) ER<br>1W Der 1(20) | Fairbanks, Morse<br>2 Oil 2SA each 6Cy. 206 × 508 with hydraulic couplings & sr geared to sc. shafts<br>2 000bhp (1 471kW)<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>Gen 2 × 150kW 240V d.c.<br>Fuel 210,0t (d.o.) 12kn |
| **1018**<br>ex Hong Qi 1018<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Guangzhou Branch)**<br>Guangzhou/Canton China | **2 688**<br>1 394<br>3 237 | | **1976** Wenchong Shipyard—Huangpu/Whampoa<br>102,00 5,500<br>92,05 13,80 7,70<br>2 dks | **M General Cargo**<br>3 Ho<br>G.5 327 B.4 903<br>3 Ha (stl) (12,5 13,0 13,0 × 7,0)<br>3W Der 3(5) | Hudong<br>Oil 2SA 6Cy. 430 × 820<br>2 600bhp (1 912kW)<br>Guangzhou Diesel Engine Factory Guangzhou/Canton<br>Gen 2 × 272kW 390V 50Hz a.c.<br>12kn |
| **1500 LET KIYEVU**<br>**Zapryba**<br>(Kaliningrad) (U.S.S.R.) | **635**<br>199<br>405 | RS | **1982** .............U.S.S.R.<br>54,82 9,96 4,114<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | S.K.L. 8NVD48-2U<br>Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **1991-1**<br>ex Baffin-91<br>**Government of Canada (Department of Fisheries & Oceans)**<br>Ottawa Canada | **3 460**<br>1 319<br>965 | **✠100A1** CS 4/88<br>Ice Class 1<br>**✠LMC**<br>EL u 1¾"SQ<br>FN 1936 | **1957**-1 Canadian Vickers Ltd.—Montreal, P.Q. (264)<br>87,03 15,09 5,728<br>80,02 15,04 9,15<br>2 dks, 3rd dk except in mchy. space<br>rf 152 | **TM Research/ Icebreaker**<br>Hydrographic | Fairbanks, Morse<br>4 Oil 2SA each 12Cy. 206 × 508 with hydraulic couplings & sr geared to sc. shafts<br>8 160bhp (6 002kW)<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>2 wtdb 75lbf/in² (5,2bar)<br>Gen 2 × 600kW 460V 60Hz a.c.<br>Fuel 914,5t (d.o.) 15,5kn |
| **1991-2**<br>ex Maxwell-91<br>**Government of Canada (Department of Fisheries & Oceans)**<br>Ottawa Canada | **262**<br>107<br>— | | **1961** Halifax Shipyards Ltd.—Halifax, N.S. (29)<br>35,06 7,62 2,134<br>... ... ...<br>2 dks<br>rf 457 | **TM Research**<br>Hydrographic | Rolls Royce<br>2 Oil 4SA each 8Cy. 140 × 152<br>700bhp (515kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 1 × 40kW 1 × 15kW 120V 60Hz a.c.<br>Fuel (d.o.) |
| **2001**<br>ex Tassie Devil 2001-88<br>**International Catamarans Pty. Ltd.**<br>*Hobart, Tas.* Australia | **150**<br>—<br>50 | (NV) | **1987** International Catamarans Pty. Ltd.—Hobart, Tas. (017)<br>30,46 —<br>13,01 2,01<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | MWM<br>2 Vee Oil 4SA each 16Cy. 128 × 140 with clutches, flexible couplings & sr reverse reduction geared to sc. shafts<br>2 050bhp (1 508kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 24kW 415V 50Hz a.c. |
| **3208**<br>**Rybakkolkhozsoyuz - Association of Collective Fishing**<br>(Taganrog) (U.S.S.R.) | *104*<br>*31*<br>58 | RS | **1989** .............U.S.S.R.<br>26,52 2,321<br>23,63 6,51 3,08<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | S.K.L. 6NVD26A-2<br>Oil 4SA 6Cy. 180 × 260<br>299bhp (220kW)<br>VEB Schwermasch. "Karl Liebknecht" (SKL) Magdeburg<br>9,5kn |
| **3981/12**<br>**Government of The Republic of Cuba (Empresa Antillana de Salvamento)**<br>Cuba | *127*<br>*38*<br>25 | RS | **1990** .............Poland<br>27,51 6,28 2,101<br>24,62 - 2,72<br>1 dk | **M Tug**<br>Ice strengthened | Sulzer 6AL20D<br>Oil 4SA 6Cy. 200 × 240<br>H. Cegielski Poznan<br>11,5kn |
| **6214**<br>ex Ro-Ro Ponton 1-88<br>**Muller Zwaar Transport B.V.**<br>Dordrecht Netherlands | **955**<br>948<br>1 925 | **✠100A** SS 5/86<br>pontoon<br>EL (G)<br>FN 1127 | **1976**-10 Scheepsw. A. Baars Azn. B.V. —Sliedrecht (677)<br>62,59 14,56 2,680<br>62,51 14,51 3,51<br>1 dk<br>rf nil | **RoRo Cargo/ Pontoon**<br>Deck Cargo<br>Bow door/ramp | |

# Former names of ships
## as recorded in the Register of Ships

### KEY TO FORMER NAMES OF SHIPS

| | |
|---|---|
| **Column 1** | Former names as recorded in the Register of Ships. |
| **Column 2** | Gross Tonnage as recorded in the Register of Ships. |
| **Column 3** | Current name as recorded in the Register of Ships. |

| | | |
|---|---|---|
| A Jin | 798 | ACE PUSAN |
| A Karim Bourgi | 383 | AMINATA |
| A 1 | 153 | LEO |
| A 4 | 172 | PERAMERI |
| A 5 | 136 | LORMONT PRIMO |
| A. A. Supply | 644 | SARWAGUNA DELAPAN |
| A. C. Crosbie | 6846 | VIGO STONE |
| A. D. Geopotes I | 4121 | VELLA |
| A. Fabricius | 146 | ULINA |
| A. Fabricius | 298 | ALF |
| A. G. Breckling | 649 | PEERLESS |
| A. G. Garrish | 351 | LA FORCE |
| A. H. Ciclone | 460 | BOA POWER |
| A. H. Italia | 1599 | A. H. GENOVA |
| A. Held | 272 | EGRET |
| A. I. M. Voyager | 3236 | MYANMAR PIONEER |
| A. J. Hebert II | 217 | LUCINDA SMITH |
| A. Jungerhans | 194 | BITUNAMEL VI |
| A. K. Fernstrom | 50976 | ARROW NIKI |
| A. K. Marine I | 487 | SEA GODDESS I |
| A. K. Marine II | 498 | GREEN ISLAND I |
| A. K. Strom | 1092 | PRISCILLA M |
| A. King II | 385 | AL MUWAFFAQ |
| A. King III | 200 | MILLGRADER |
| A. M. Carrier | 22585 | TEAM CARRIER |
| A. M. Trader | 22585 | STATRADER |
| A. M. 1 | 125 | P. E. 2 |
| A. Maria De Pando | 20295 | STOLT RESOLUTE |
| A. Moir | 207 | IKOSIDIO |
| A. O. Ulusoy | 657 | ORHAN AYANOGLU |
| A. P. | 32829 | STEINSTAD |
| A. P. Botved | 495 | ASSOS |
| A. R. Rawall | 418 | DADA |
| A. Rose | 228 | NYBORG |
| A. S. Glossbrenner | 17955 | ALGOSTEEL |
| A. T. Cameron | 753 | ARCTIC RANGER |
| A. W. Henriksen | 789 | CAPE HOOD |
| A. W. Martin | 462 | ENSCO TITAN |
| A.C.D. | 148 | I. V. No. 9 |
| A.I.O.C. No. 26 | 75 | ABC 21 |
| A.I.O.C. No. 30 | — | ABC 27 |
| A.N.P. | 299 | AL—MARKHANIYA |
| A.W. Higgins | 149 | OSPREY |
| A—N.4 | 161 | OLAF |
| A—Trader | 4636 | SAREYAH |
| Aachen | 1020 | LILIAN ONE |
| Aafke | 470 | BENNY—DORTHE |
| Aage | 189 | UNITY COURIER |
| Aalborghus | 7988 | TIAN E |
| Aalesund | 490 | JAN MAYEN 2 |
| Aallotar | 7801 | CELTIC PRIDE |
| Aaltje Jacoba | 226 | ORKA |
| Aaltje Postma | 158 | APHRODITE I |
| Aalvik | 181 | HAMO |
| Aardal | 259 | TELANBO |
| Aardenburgh | 498 | VITTORIO PALADINI |
| Aarhus | 868 | NURHAN |
| Aase Yvonne | 192 | CARMONA |
| Aasland | 299 | AASTUN |
| Aasvaer | 299 | AASTIND |
| Ab—Isslah | 498 | DADAYLILAR |
| Aba | 15455 | ZIM MELBOURNE |
| Abaco Star | 2847 | WEI RIVER |
| Abacus | 19613 | COLUMBIA STAR |
| Abadi | 197 | EWIS 2 |
| Abakan | 1772 | CUU LONG |
| Abava | 204 | LOJA |
| Abba | 499 | SUNBEAM |
| Abbazia | 369 | CITTA DI ABBAZIA |
| Abbe Allanic | 147 | LE TROUBADOUR |
| Abbeir | 124 | EL HADJ YACOUB No. 1 |
| Abbie C | 240 | BEAUFORT BELLE |
| Abbie R. | 199 | EDWARD ST. PHILIP |
| Abbots Leigh | 147 | LE TRIEUX |
| Abbotsford | 1566 | LADY JOANNA |
| ABC—3 | 277 | ABC III |
| ABC—4 | 277 | ABC IV |
| Abdellatif | 500 | FATEN |
| Abdessalam | 203 | LITSA |
| Abdon Martin | 163 | HARVEY TROJAN |
| Abdul Bassed | 318 | MARWAN M |
| Abdul Fattah | 2080 | ABDULLATIF—S |
| Abdul K | 1595 | VEMAOIL |
| Abdul Latif | 2080 | ABDULLATIF—S |
| Abdul Matin | 961 | 1—2 |
| Abdul Razaak Sanusi | 2348 | FIONE |
| Abdulla | 191 | CHUNGHWA II |
| Abdullah | 463 | SFAKIA |
| Abdullah | 1042 | HIKMAT |
| Abdullaziz | 499 | MICHALIS |
| Abedos | 24561 | ABYDOS |
| Abedul | 5124 | LEX—MAGNOLIO |
| Abeer Eleven | 153 | ABIR ELEVEN |
| Abeer Thirteen | 169 | ABIR THIRTEEN |
| Abeille No. 1 | 101 | HIOS |
| Abeille No. 2 | 106 | ASTAN |
| Abeille No. 3 | 102 | BLANC MISSERON |
| Abeille No. 8 | 253 | GRECALE |
| Abeille No. 9 | 101 | ABEILLE No. 3 |
| Abeille No. 11 | 278 | BINKOLO |
| Abeille No. 11 | 428 | COLAXIA |
| Abeille No. 13 | 297 | MANFREDONIA |
| Abeille No. 14 | 428 | COLAXIA |
| Abeille No. 15 | 404 | SUZANNE M. |
| Abeille No. 16 | 273 | TAXIARCHIS |
| Abeille No. 17 | 152 | KARAPIPERIS X |
| Abeille No. 19 | 152 | DIAS |
| Abeille No. 21 | 101 | HEPHAISTOS |
| Abeille No. 24 | 102 | NEPTUNE 2 |
| Abeille No. 26 | 324 | EL MAJID I |
| Abeille No. 27 | 235 | EL KARIM II |
| Abeille No. 28 | 351 | EL MAJID II |
| Abeille Normandie | 1328 | MAGDELAN SEA |
| Abeille Provence | 1328 | RYAN LEET |
| Abeille 26 | 719 | ENNEA |
| Abeille 902 | 5689 | AMT EXPLORER |
| Abeille 1201 | 7783 | PONTOON 1201 |
| Abel | 298 | BAABE |
| Abel Egede | 456 | QASIGIAQ |
| Abel Egede | 1899 | KAASSASSUK |
| Aberavon | 2246 | CANICO |
| Abercorn | 19254 | LUCKY STAR |
| Aberdeen | 5678 | CHI HO |
| Aberdeen Blazer | 854 | DAWN BLAZER |
| Aberdeen Distributor | 281 | RIBAZON MARPLATENSE |
| Aberdeen Enterprise | 249 | RIBAZON DORINE |
| Aberdeen Explorer | 390 | GRAMPIAN EXPLORER |
| Aberdeen Progress | 249 | RIBAZON INES |
| Aberthaw Fisher | 2355 | NATIONAL GENERATION |
| Abha | 3773 | SEABOARD HORIZON |
| Abidjan | 1857 | LUCKY |
| Abidjan Star | 14939 | ZIM MIAMI |
| Abies | 3811 | HAI AU 1 |
| Abiriba | 1593 | SEA PEARL |
| Able Gulf | 198 | AL JABER I |
| Abnarnes | 204 | FLOSI |
| Aboitiz Concarrier I | 2918 | ABOITIZ CONCARRIER X |
| Aboitiz Concarrier II | 2135 | ABOITIZ CONCARRIER XI |
| Aboitiz Concarrier III | 1341 | ABOITIZ CONCARRIER XII |
| Aboitiz Concarrier IV | 1281 | ABOITIZ CONCARRIER XIV |
| Aboitiz Concarrier IX | 870 | CRISANTA |
| Aboitiz Concarrier VII | 2999 | ABOITIZ SUPERCONCARRIER II |
| Aboitiz Concarrier VIII | 2833 | ST. PETER |
| Aboitiz Superconcarrier IV | 7258 | ABOITIZ MEGA CARRIER 1 |
| Abota | 499 | SADAF |
| Abou Abdo | 398 | CALMA |
| Abou El Molouk | 490 | SYRA II |
| Aboudi D | 1586 | ABOUDI 1 |
| Aboudi S | 1586 | ABOUDI 1 |
| Aboudi—T | 498 | NEAMAT ALLAH |
| Abqaiq 4 | 293 | NADIJA |
| Abraham | 182 | ANGELINA |
| Abram Arkhipov | 3184 | APUOLE |
| Abrau—Dyurso | 1002 | YUNOST |
| Abri du Large | 284 | ADHARA |
| Abril | 498 | SANTA MARIA DEL MARE |
| Abril | 4619 | CAPRICORNIO |
| Abro | 199 | DUBHE |
| Abrotia | 466 | OCEAN PEARL |
| Absalon | 2127 | ERGINA |
| ABT Hanna | 26275 | ANDROLEON |
| Abtin | 4415 | SOUMAR |
| Abu Alia | 6750 | SALEM A |
| Abu Dhabi Star | 24414 | DEMOSTHENES V |
| Abu Halifah | 7536 | AL KARAMAH |
| Abu Hanna | 26275 | ANDROLEON |
| Abu Le Hool 5 | 265 | MARIDIVE XIII |
| Abu Mazin | 1598 | TADMUR |
| Abu Mohannad | 6397 | SABS 1 |
| Abu Moosa 1 | 101 | SERVICE IX |
| Abu Rasha | 163848 | ABT RASHA |
| Abu Salama | 17327 | MARIA M |
| Abu Saud | 498 | M. C. CYCLONE |
| Abu Simbel | 1946 | NATIONAL STAR |
| Abu Yussuf I | 6750 | SALEM S |
| Abugawa Maru | 1782 | TAIYO I |
| Abuja Express | 8160 | BORAC |
| Abulislah | 498 | DADAYLILAR |
| Abulon | 1126 | RACHELLA |
| Abunda | 577 | VOLESUS |
| Acacia | 197 | KINSMAN EAGLE |
| Acacia | 249 | BAOBAB |
| Acacia | 3893 | NORTHERN HOPE |
| Acacia | 7225 | CACIA |
| Acacia I | 14699 | ATLANTIS TWO |
| Acacia II | 7227 | ALLAMANDA |
| Acacia V | 12332 | AGATE |
| Acadia | 13276 | AURORA |
| Acadia Condor | 684 | M0014 |
| Acadia Fin—Fare | 239 | LADY CORA |
| Acadia Gannet | 780 | CAM SEEKER |
| Acadia Gull | 147 | BAREFOOT ROGUE |
| Acadia Heron | 451 | SUBSEA CORSAIR |
| Acadia Seahorse | 260 | OMS SABINE |
| Acadia Thunderbird | 683 | M0013 |
| Acadian Defender | 178 | HAWAIIAN VICTORY |
| Acadian Explorer | 193 | ACADIAN SEARCHER |
| Acadian Gail | 1464 | LAILA VIKING |
| Acadian Mariner | 143 | BIG ORANGE 23 |
| Acadian Mistral | 1472 | TRIUMPH SEA |
| Acadian Navigator | 1324 | LANGEVIN |
| Acadian Sailor | 187 | VEESEA EMERALD |
| Acadian Seafarer | 184 | VEESEA DIAMOND |
| Acadian Tempest | 1472 | TERRA NOVA SEA |
| Acadian Valor | 199 | JARAMAC 67 |
| Acadian Victory | 192 | ALASKAN VICTORY |
| Acamar | 399 | VINGA |
| Acamar | 747 | ATTILIO IEVOLI |
| Acamar | 1260 | HIGHLANDER |
| Acapulco Segundo | 254 | CONCHITA No. 2 |
| Acapulco Tercero | 299 | KYUNG DONG No. 51 |
| Acaste | 483 | HALILAGA |
| Accelerate | 449 | GEORGE |
| Access | 11648 | UNI—MODEST |
| Acclivity | 299 | LUCY I |
| Acclivity Prince | 53320 | HELLESPONT SPIRIT |
| Accomac | 249 | SPARTA |
| Accord | 11950 | UNI—MASTER |
| Accord | 13377 | NELŁO D'ALESIO |
| Accord | 86401 | SMEDEREVO |
| Accorn I | 2574 | HELLAS EXPRESS |
| Acdir II | 11977 | RIDER B |
| Ace | 486 | HARBOUR STAR |
| Ace | 1595 | BANGPO |
| Ace | 4072 | KILCHEM BOTHNIA |
| Ace | 16518 | SEAHORSE |
| Ace America | 7188 | OKUNOZE |
| Ace Chemi | 4072 | KILCHEM BOTHNIA |
| Ace Hero | 8989 | SMYRNI |
| Ace Pioneers | 9103 | WOOD PIONEERS |
| Acechilly | 4885 | FRIO HAMBURG |
| Acedrelas | 17254 | FLECHA |
| Acefrosty | 4938 | FRIO BREMEN |
| Acer Enterprises | 15973 | DIANA |
| Achaia | 390 | NIKITIS |
| Achaios | 411 | ELISSA |
| Achaios | 1105 | STRATOS S |
| Achat | 995 | GERLENA |
| Achernar | 1539 | IZARO |
| Achieve | 11507 | UNI—MORAL |
| Achill | 3041 | QING HUA |
| Achille | 532 | SALVAGE KING |
| Achille | 1578 | COR EL MARINA |
| Achille Elle | 1578 | COR EL MARINA |
| Achilleas F | 497 | MICHELA |
| Achilles | 161 | MAX MAMMUT |
| Achilles | 190 | W. T. COPPEDGE, Jr. |
| Achilles | 279 | CATRAIO |
| Achilles | 493 | WILOWE |
| Achilles | 937 | PANAMA CHIEF |
| Achilles | 15637 | PATMOS |
| Achilleus | 5119 | ORION |
| Achilleus | 9893 | JI LIN |
| Achim Griese | 211 | AGIOS SPYRIDON |
| Achtar | 3942 | LUCKY MOON |
| Acina | 28891 | DA QING 256 |
| Acina | 62317 | CAPETAN NICOLAS |
| ACM—4 | 903 | MR. J |
| Acmaea | 11841 | DELFI |
| Acmes I | 486 | GUNTUNG JAYA |
| Acmi | 4084 | GALAZIO KYMA |
| Acona | 4294 | AMERICAN TRIUMPH |
| Aconcagua Valley | 9342 | FRIO AEGEAN |
| Acoop No. 3 | 495 | GUNTUNG JAYA 3 |
| Acoop No. 5 | 695 | OCEAN CARRIER |
| Acoop No. 8 | 497 | EIKO MARÚ |
| Acoriana | 184 | BOLIVAR |
| Acorn | 11737 | MIRA |
| Acorsa | 752 | LEON MARCO |
| Acoustic Pioneer | 282 | SEPTEMBER MORN |
| Acquamarina | 1111 | NEJMAT EL PETROL IX |
| Acquavite | 249 | ANGELINA LAURO SECONDO |
| Acritas | 8566 | ELENI |
| Acropolis | 8825 | DELOS |
| Acrux | 1138 | QUEEN SEA 1 |
| Acrux | 3893 | ESTRELLA |
| Act 1 | 24699 | DISCOVERY BAY |
| ACT 2 | 24699 | MORETON BAY |
| Act 3 | 24907 | AMERICA STAR |
| Act 4 | 24907 | MELBOURNE STAR |
| Act 5 | 24907 | SYDNEY STAR |
| Act 6 | 25031 | QUEENSLAND STAR |
| Act 7 | 44150 | PALLISER BAY |
| ACT 8 | 52055 | CITY OF DURBAN |
| ACT 9 | 9764 | HANNOVERLAND |
| Act 10 | 19613 | COLUMBIA STAR |
| ACT 10 | 8106 | KARAMAN |
| ACT 11 | 8641 | INDEPENDENT PURSUIT |
| ACT 12 | 12188 | KOTA SABAS |
| Actfast | 487 | SEA GODDESS I |
| Action | 11652 | UNI—MERCY |
| Action King | 495 | PAN KING |
| Actium | 24558 | HHI 1200 |
| Active | 198 | MERCY SHIP |
| Active Boy | 999 | PACIFIC CHAMPION |
| Active Duke | 1195 | VERONICA VIKING |
| Active Guy | 1198 | NORTHERN CLIPPER |
| Active King | 495 | PAN KING |
| Active Prince | 499 | OSA RAIDER |
| Active Queen | 492 | VIKING LADY |
| Active Rey | 438 | PAN SUN |
| Activity | 698 | VASILIOS XIV |
| Activo Segundo | 182 | PLAYA DE BON |
| Actor | 126774 | AMBRA BLUE |
| Actuality | 698 | ECHO I |
| Actuaria | 496 | KLINTE |
| Actuaria | 720 | MOANAROI |
| Acyro | 797 | VASSILIS IV |
| Ad Astra | 18700 | NOMADIC MERMAID |
| Ad Dhafra | 6363 | BANGLAR KIRON |
| AD 10 | 401 | DINOPOTES |
| Ada | 107 | IRISH ROSE |
| Ada | 363 | SEVEN OAKS |
| Ada | 1598 | PINELOPI |
| Ada | 2992 | VIRGINIA V |
| Ada Gorthon | 2755 | TEVERA |
| Ada Lee Fagan | 278 | H. O. S. ADVOCATOR |
| Adabelle Lykes | 6420 | CAPE CHALMERS |
| Adalbert | 203 | GRETE S |
| Adalen | 240 | ADALEN III |
| Adalvik | 451 | DRANGEY |
| Adalvik | 560 | SOLBAKUR |
| Adam Asnyk | 6966 | SHENG YUAN |
| Adamant | 47525 | BROMSGAARD STAR |
| Adamas | 8645 | RONJAY VICTORY |
| Adamello | 103 | BARK I |
| Adams | 464 | DIAMANTI |
| Adamsturm | 676 | SEABOARD CARRIER |
| Adara | 323 | LEPRECHAUN |
| Adara | 746 | ECOL LAZIO |
| Adara | 799 | NERA II |
| Adara | 803 | PARANA STAR |
| Adda | 299 | DUKE OF NNEWI |
| Adda | 641 | REGA |
| Adda Pantos | 149 | ADDA STRANDBO |
| Adecor I | 930 | PREMSHIP I |
| Adel | 17952 | DELFI |
| Adelaide | 3263 | SREDETZ |
| Adelaide Express | 4961 | LORCON MINDANAO |
| Adelaide Express | 5480 | SANTA MARTA |
| Adelantado | 233 | ERMIS |
| Adele Candies | 198 | AL RAFEH V |
| Adele Hagenah | 288 | KARINA W |
| Adele Hagenah | 292 | AZORES |
| Adele J | 285 | LILLY K |
| Adele J | 999 | AGDAL |
| Adele Raap | 172 | MIRA I |
| Adelfa | 14699 | ATLAS |
| Adelfi Star | 30362 | GLOBAL MAKATCHA |
| Adelfotis | 30362 | GLOBAL MAKATCHA |
| Adelheid | 122 | TROIS VIERGES |
| Adelina | 14457 | OVIT |
| Adeline | 118 | SIRENE |
| Adeline | 778 | SENTOSA JAYA |
| Adeline Foss | 288 | ANN W. |
| Adeline Marie | 126 | POINT LOMA |
| Adeline—C | 202 | GESMER I |
| Adelino Brion | 226 | IROITE |
| Adelphi Yemelos | 6724 | ARABIAN EXPRESS |
| Adelphia | 299 | DELPHI |
| Adelphic | 537 | KYKNOS |
| Adem Yavuz | 456 | SEHIT ADEM YAVUZ |
| Aden Maru | 3563 | FRIO OCEANIC |
| Adherent | 578 | CANADIAN VIKING |
| Adhiguna Anugerah | 470 | SLAMAT ANUGERAH |
| Adhiguna Jaya | 4955 | ADHIGUNA JAYA 1 |
| Adhiguna Nugraha | 4928 | ADHIGUNA NUGRAHA 1 |
| Adi | 143 | LEA |
| Adi | 202 | ELLEN BO |
| Adi | 437 | KNUT AARSETH |
| Adi Keva | 351 | TOVATA |
| Adi Viti | 1979 | OCEAN VICTOR |
| Adib | 1312 | NOVI T |
| Adil | 492 | ODS MANTA |
| Adils | 898 | VILLE de ALEXANDRIE |
| Adimi | 2690 | POYMA |
| Adina | 387 | UNION EXPRESS |
| Adine | 700 | MUHIEDDINE |
| Adios | 5654 | RYO KIM |
| Adirondack | 9790 | RICHARD J. REISS |
| Adirondack | 41726 | IDEEFIX |
| Adiskide | 269 | MAR GALLEGO |
| Adjak | 12498 | BOTIC |
| Adler I | 180 | TAORMINA |
| Adler II | 145 | CORMORANT |
| Adler Supplier | 1338 | AUGUSTEA UNDICI |
| Adlig | 110 | BRINY MARIN |
| Admiraal Courbet | 455 | ADM. COURBET |
| Admiral | 199 | EL LOBO GRANDE II |
| Admiral de Ruyter | 381 | ESPERANZA F. |
| Admiral Atlantic | 2574 | MAERSK FLANDERS |
| Admiral Blake | 312 | MINA C. |
| Admiral C | 13908 | ADMIRAL |
| Admiral C. F. Hughes | 16039 | GENERAL EDWIN D. PATRICK |
| Admiral Cabral | 6521 | NORGAS PIONEER |
| Admiral Caribe | 2632 | MAERSK ANGLIA |
| Admiral Carrier | 498 | LA GOLETA |
| Admiral Carrier I | 499 | AL ZAHER II |
| Admiral Drake | 281 | GRAMPIAN PRINCE |
| Admiral E. W. Eberle | 16039 | GEN. SIMON B. BUCKNER |
| Admiral H. T. Mayo | 16039 | GEN. NELSON M. WALKER |
| Admiral Hardy | 223 | VIKI LYNE II |
| Admiral Hawke | 225 | BREYDON EIDER |
| Admiral Hugh Rodman | 15969 | GENERAL MAURICE ROSE |
| Admiral Jellicoe | 281 | GRAMPIAN RIVER |
| Admiral Leffler | 149 | MANATEE |
| Admiral Lunin | 1001 | SENIORITA |
| Admiral Mariner | 103 | PU 902 |
| Admiral Most | 499 | TRICOLOR GATE |
| Admiral Nelson | 303 | GRAMPIAN ADMIRAL |
| Admiral Nigeria | 2632 | MAERSK ANGLIA |
| Admiral Pacific | 2632 | AL QAMAR I |
| Admiral Purisic | 11987 | ALKA |
| Admiral R. E. Coontz | 15969 | GEN. ALEXANDER M. PATCH |
| Admiralengracht | 489 | BULK NORD |
| Admiralty Island | 28089 | WEALTHY RIVER |
| Adna | 163173 | ALAMOOT |
| Adnan El Malki | 1286 | NEW ORCHID |
| Adnoc Fod II | 131 | H P D I |
| Adnoc IV | 302 | S 2 |
| Adolescent | 5222 | NAGARAJ |
| Adolf | 128 | SOLWAY LASS |
| Adolf | 193 | YOTTE EXPRESS |
| Adolina 1 | 117 | BHAITA KARYA |
| Adolph Schonfelder | 542 | FRITZ REUTER |
| Adonis | 1257 | MADU GANDA |
| Adonis | 10513 | KELTIC CONFIDENCE |
| Adonis | 14523 | PACNOBLE |
| Adonis G | 40125 | CINTA TRADER |
| Adonis T | 5121 | SONG RIM |
| Adonis 1 | 399 | BLUE STAR |
| Ador | 1937 | SAIS |
| Adrar | 213 | MEN HALEN |
| Adrett | 144 | MICHAEL |
| Adri II | 623 | SLAMET BAHARI |
| Adri Tide | 651 | RIGEL TIDE |
| Adri VII | 679 | TANJUNG DUA |
| Adri VIII | 221 | SUMATRA MULIA |
| Adri XXV | 317 | SARANA II |
| Adria | 399 | MAHEE—A |
| Adria | 496 | KHATTAR |
| Adria | 499 | CITO |
| Adria | 12167 | CAPO CARBONARA |
| Adria 1 | 3302 | PHAROS |
| Adrian | 8193 | NACIONAL VITORIA |
| Adrian Maersk(AP) | 40640 | ALBERT MAERSK |
| Adriana | 151 | TELCO SOLENT |
| Adriana | 499 | CITO |
| Adriana | 1499 | ADEL EM |
| Adriana | 1598 | SAMIR |
| Adriana | 2163 | VILA DHOADHI |
| Adriana | 4207 | NIMROD |
| Adriana Bini | 165 | SALVIA |
| Adriano Cecchetti II | 330 | TENAX |
| Adriatic | 498 | OCEAN HERO |

# FORMER NAMES OF SHIPS

| | | |
|---|---|---|
| Adriatic | 500 | ALPINO |
| Adriatic | 1597 | LEO |
| Adriatic Freezer | 4982 | TALBONG |
| Adriatic Hope | 999 | TINA D |
| Adriatic II | 265 | MAVERICK |
| Adriatic II | 498 | OCEAN HERO |
| Adriatic Mariner | 962 | AL FATEMAH II |
| Adriatic Sea | 104 | CAPT. HAI |
| Adriatic Sea | 193 | ALLIANCE |
| Adriatic Sea | 17197 | GUI HAI |
| Adriatic Seafarer | 519 | LUABO |
| Adriatic Skou | 37840 | ORLANDO |
| Adriatic Star | 3992 | SHAHD FAYEZ |
| Adriatic Star | 22607 | AZIYA |
| Adriatic Trader | 12986 | MAGNOLIA |
| Adriatic Trader I | 9443 | PACIFIC BREEZE |
| Adriatic Universal | 4361 | NOVA TERRA |
| Adriatic Wasa | 35902 | FENG NIAN |
| Adriatic ZS | 498 | OCEAN HERO |
| Adriatica | 399 | LIBERTY |
| Adriatica K | 399 | LIBERTY |
| Adriatico | 215 | HARISSA |
| Adriatico 101 | 1148 | MICOPERI 12 |
| Adriatik | 18662 | KUPA |
| Adrien Letzer | 124 | DHOS |
| Adrienne | 165 | SALVIA |
| Adrienne Bini | 165 | SALVIA |
| Adroit | 120 | MOEIN |
| Adubu | 187 | COSTA DO PARDO |
| Adur | 199 | MEDWAY SM 1 |
| Advara | 17626 | CALETA LEONES |
| Advent Seahorse | 646 | OF. IQUIQUE |
| Adventure | 108 | MAARTEN JUNIOR |
| Adventure | 9520 | CLIPPER FIDELITY |
| Adventuress | 131 | SENECA |
| Adviser | 3732 | ALDE |
| Ae Guk | 5378 | TONG GON AE GUK HO |
| Aege | 620 | KARAHAV |
| Aege | 1095 | STROMFJORD |
| Aegean Bay | 3840 | FRIO BAHIA |
| Aegean Destiny | 2358 | MAHE REEFER |
| Aegean Express | 10751 | INDIAN RELIANCE |
| Aegean Island | 3621 | AQUILA |
| Aegean Island | 54000 | PENTELI |
| Aegean Klif | 3831 | SAFAK I |
| Aegean Monarch | 32507 | KADIKOY 1 |
| Aegean Polyvos | 499 | ANTEO |
| Aegean Progress | 3827 | FRIO VENEZUELA |
| Aegean Prosperity | 4734 | LIDIA—B |
| Aegean Reefer | 5959 | ITAJAI REEFER |
| Aegean Wind | 380 | MICHELLE |
| Aegeas | 142 | DELFINI I |
| Aegeas | 69070 | KNOCK DAVIE |
| Aegeon | 292 | XIFIAS IV |
| Aegeon | 323 | VASSOS |
| Aegeon | 1585 | REA |
| Aegeon | 14246 | SEAMAGIC II |
| Aegina | 148 | PYTHAGORAS |
| Aegina Express | 148 | PYTHAGORAS |
| Aegir | 370 | NAKHODA VANANCA |
| Aegir | 39869 | FOO |
| Aegira | 9079 | LUNDOGE |
| Aegis Agent | 6427 | TIAN MU SHAN |
| Aegis Athenic | 12498 | BOTIC |
| Aegis Atomic | 12208 | DOMINATOR |
| Aegis Baltic | 12590 | DIMITROS |
| Aegis Blaze | 7835 | RUNNER |
| Aegis Britannic | 12376 | AINIKOLAS I |
| Aegis Captain | 9463 | TAI BAI SHAN |
| Aegis Cosmic | 12147 | SWEETI SANDRA |
| Aegis Doric | 12416 | GEOHART |
| Aegis Dynamic | 12322 | SOUTH ISLAND |
| Aegis Harmonic | 12590 | OCEAN GRACE |
| Aegis Hellenic | 12147 | PAULINE OLIVIERI |
| Aegis Heroic | 11229 | FORUM |
| Aegis Ionic | 12498 | MARULIC |
| Aegis Island | 9081 | CAPTAIN NIKOS A |
| Aegis Kingdom | 15387 | SHANTA SHIBANI |
| Aegis Link | 17477 | SEALINK |
| Aegis Logic | 12376 | STORMY ANNIE |
| Aegis Lyric | 12290 | ARABELLA |
| Aegis Magic | 12290 | MITERA VASSILIKI |
| Aegis Majestic | 12143 | ANGELIKI R |
| Aegis Mystic | 12590 | ALYCIA |
| Aegis Pilot | 9463 | ZI JIN SHAN |
| Aegis Practic | 12590 | OCEAN LAKE |
| Aegis Pride | 9030 | SALEM TWELVE |
| Aegis Sailor | 9463 | NAN PING SHAN |
| Aegis Scope | 7847 | SITIA BAY |
| Aegis Seaman | 6781 | QI XIA SHAN |
| Aegis Sonic | 12376 | TINOS ISLAND |
| Aegis Spirit | 8666 | AL—ISHRAT |
| Aegis Topic | 12357 | SOUTH WIND |
| Aegis Typhoon | 14691 | ASTRON |
| Aegis Venture | 8969 | NIKOS A |
| Aegis Wisdom | 7847 | RACHEL V |
| Aegokeros | 19166 | SUN VIL |
| AEL America | 5967 | EWL COLOMBIA |
| AEL America | 11977 | NEDLLOYD MAAS |
| AEL Europa | 5966 | MERKUR AMERICA |
| AEL Europa | 6071 | VILLE DE DUBAI |
| AEL Europa | 9367 | CMB ENVOY |
| Aello | 36548 | EMERALD |
| Aeneas | 14788 | ELI MARIE |
| Aenias | 71176 | KNOCK BUIE |
| Aeolian | 9885 | ELAINE I |
| Aeolian Carrier | 16595 | MARINE TRADER |
| Aeolis | 492 | SKOPELOS |
| Aeolis | 41872 | ANADOLU |
| Aeolos | 9885 | ELAINE I |
| Aeolos | 10768 | ASIA RAINBOW |
| Aeolus | 158 | ST. CHRISTOPHER |
| Aerdenhout | 962 | BILLIS |
| Aerdenhout | 1526 | MIRAH |
| Aero | 191 | GARUDA III |
| Aero | 299 | SAM—SON |
| Aero | 323 | ERO |
| Aero | 445 | LARISSA |
| Aero—Pilen | 498 | SPODSBJERG |
| Aerob | 223 | ANGO |
| Aeroboen | 499 | LANDSKRONA |
| Aeropaket | 107 | MARY ALMA |
| Aeropilen | 299 | SAM—SON |
| Aeroskobing | 298 | MARIA MADDALENA |
| Aes Challenge | 5483 | KLANG REEFER |
| Aethalia | 1306 | CANADIAN SPIRIT |
| Aetios | 3218 | NORTH SEA |
| Aetna Pioneer | 9997 | ASEAN LEADER |
| Aetolia | 14957 | ELPIDA |
| Aetos | 147 | SAMOS |
| Aetos | 3017 | CORFU SEA |
| Aetos | 6709 | PUERTO EDEN |
| Af Shin | 4415 | HOWEYZEH |
| Afac Queen | 199 | BULL HARBOR |
| Afaf | 9901 | TRAMA |
| Afco No. 7 | 146 | ECOPESCA V |
| Afco No. 8 | 146 | ECOPESCA VI |
| Afco No. 9 | 146 | ECOPESCA VII |
| Afco No. 11 | 146 | ECOPESCA VIII |
| Afedula M | 492 | THEOFANIA I |
| Affinity | 29649 | OT MOONLIGHT |
| Affinity | 30605 | NUNKI |
| Afghanistan | 19083 | POLARE |
| Afiena | 399 | TIKERAK |
| Afifa Bourgi | 454 | MARIAMA |
| Afjordsund | 298 | SVEINN JONSSON |
| Aflor | 251 | ASMOR |
| Afon Alaw | 164 | PICCHIO |
| Afon Braint | 146 | ZEELEEUW |
| Afon Goch | 205 | ELENA B |
| Afon Goch | 298 | TXTX STAR |
| Afon Las | 159 | ALYS ANN |
| Afon Wen | 154 | KOCABAS I |
| Afon Wen | 229 | EKTOR |
| Afon Wen | 490 | RESOLVE |
| Afovos | 164 | KRONOS |
| Afran Constellation | 13660 | GRANITA |
| Afran Energy | 47133 | CHARIOT |
| Afran Equator | 56336 | EQUATOR |
| Afran Galaxy | 13660 | PLAN KRISTINE |
| Afran Horizon | 60491 | CHEVRON HORIZON |
| Afran Jupiter | 19459 | OCEAN JUPITER |
| Afran Leeward | 46468 | ALANDIA WAVE |
| Afran Mercury | 13439 | TIMUR MERCURY |
| Afran Meteor | 60886 | CHEVRON METEOR |
| Afran Ocean | 151220 | CHEVRON OCEAN |
| Afran Sky | 77588 | CHEVRON SKY |
| Afran Star | 76547 | CHEVRON STAR |
| Afran Stream | 61372 | CHEVRON STREAM |
| Afran Sun | 76547 | CHEVRON SUN |
| Afran Venus | 13439 | MAGIC LADY |
| Afran Wave | 63240 | KNOCK DEE |
| Afran Zenith | 48645 | CHEVRON ZENITH |
| Afran Zodiac | 104150 | EMERALD |
| Africa | 5060 | ALPINE |
| Africa Maru | 16048 | KARINA BONITA |
| Africa Maru | 45094 | AFRICA |
| Africa Palm | 5521 | TONG ZHOU |
| Africa Unity | 34886 | MARIENVOY |
| African Comet | 3586 | KOTA MAWAR |
| African Comet | 11309 | CAPE ALAVA |
| African Dawn | 11309 | DAWN |
| African Express | 8926 | AN SAI JIANG |
| African Gateway | 5120 | NESTOR |
| African Gateway | 5792 | TOR ANGLIA |
| African Mercury | 11309 | CAPE ANN |
| African Meteor | 11309 | CAPE ALEXANDER |
| African Neptune | 11310 | CAPE ARCHWAY |
| African Rainbow | 3430 | KOTA MELATI |
| African Rainbow | 10861 | NORDIC RAINBOW |
| African Sardonyx | 249 | HALCYON No. 1 |
| African Soul | 6280 | SAINTE BAURE |
| African Sun | 11310 | CAPE AVINOF |
| African Trader | 3981 | CARLA E. |
| African Trader I | 375 | SAFIYE SULTAN |
| African Violet | 2909 | PACIFIC FORTUNE |
| African Violet I | 2909 | PACIFIC FORTUNE |
| Africana | 1670 | SIN NGA |
| Africanstars | 9961 | COSSTAR |
| Afrika | 6754 | UNISIERRA |
| Afriwood | 4954 | CHINA SEA |
| Afro Star | 299 | TARU II |
| Afroditi | 499 | MIMO I. |
| Afroditi H | 499 | HAMADA |
| Afros | 1763 | TAIBAH V |
| Afrosia IV | 317 | SARANA II |
| Afrostar I | 199 | AWDAL |
| Afsar | 14873 | MARIA A |
| AFT 108 | 1082 | VIRGINIA CITY |
| AG | 733 | PARRIS ISLAND |
| Ag Georgios | 2723 | POTENCIAL |
| Ag. Fanourios | 13934 | THORUNN |
| Ag. Kyprianos | 9342 | PRIME |
| Aga | 457 | WILLIE B |
| Aga III | 172 | SAGAN AF ALAREN |
| Aga Maru | 420 | KRIS |
| Agadir | 3777 | OURANOS |
| Agais | 299 | MARYAM |
| Agama | 499 | URSA MINOR |
| Agamemnon | 16402 | NORTH STAR |
| Agamemnon | 69222 | KNOCK TAGGART |
| Agano Maru | 10825 | PONTIAKI DOXA |
| Agapi | 1666 | MERCS KOMARI |
| Agapi | 9877 | PICTON |
| Agas | 8136 | EAST TRADER |
| Agat | 149 | LONG FORTIES |
| Agate | 2865 | KAPALL |
| Agate | 8840 | AGATE I |
| Agate Pioneer | 2201 | MAROI |
| Agate Progress | 2196 | MONZABON |
| Agate Prosperity | 2201 | MURRAY |
| Agatha | 112 | PLEUN |
| Agatha | 122 | CASANDRA AF VIK |
| Agatha | 6172 | EAST LARK |
| Agatha M | 1597 | RISING SUN I |
| Agbarha Otor | 965 | ACHILLEAS |
| Agde | 499 | FEEDERMAN |
| Agdleq | 167 | POLAR BEAR |
| Age | 499 | SANTA CRISTINA |
| Ageliki III | 1148 | FIRST FEEDER |
| Ageliki IV | 495 | AL KWATHER 1 |
| Ageliki K | 530 | AGEL |
| Ageliki K | 2824 | PELBOXER |
| Ageliki K | 7847 | SITIA BAY |
| Agelo D. | 391 | KOUMANOS K |
| Agelos Protostatis | 9677 | JIN HAN |
| Agelos Seraphim | 10625 | ZILEENA |
| Agenor | 491 | FEEDERMATE |
| Agenor | 9875 | AR RAQIB |
| Agent 1 | 424 | TIMO |
| Ageshio Maru | 499 | ANABAS |
| Aggersborg | 506 | ISLAND KING |
| Aggressor | 377 | FREEDOM |
| Aghia Anargyri | 395 | PARAISO |
| Aghia Ekaterini | 5540 | DONG HSING |
| Aghia Eleni | 47158 | JAVA SEA |
| Aghia Marina | 14923 | FEN |
| Aghios Andreas | 200 | AGIOS ANDREAS I |
| Aghios Constantinos Alamanos | 130 | IOAKIM |
| Aghios Dimitrios | 497 | MENANTOLORI |
| Aghios Isidoros | 298 | OZENDILER |
| Aghios Lazaros | 996 | VOYAGER |
| Aghios Nectarios | 109 | NERAIDA EXPRESS |
| Aghios Nicolaos | 181 | BADIR |
| Aghios Nicolaos | 318 | MARWAN M |
| Aghios Nikolaos | 100 | DALVIN |
| Aghios Nikolaos | 129 | HAZOVIOTISSA II |
| Aghios Nikolaos | 256 | RIRI |
| Aghios Sostis | 469 | PASQUALINA CATANIA |
| Aghios Spyridon | 499 | ALEXANDROS D |
| Aghios Spyridon | 872 | ANWAR |
| Agia Erini II | 18410 | MARINA |
| Agia Kyriaki | 462 | CASAMICCIOLA TERME PRIMO |
| Agia Markella | 398 | HILAL |
| Agia Markella | 9380 | PLOVER |
| Agia Moni | 406 | GIANNA P |
| Agia Paraskevi | 121 | MARIA V |
| Agia Paraskevi | 499 | ZOE M |
| Agia Skepi | 9031 | GIGI F |
| Agia Thalassini | 615 | LUCKY S |
| Agia Trias | 5104 | ATLANTIC WOOD |
| Agila | 499 | OSTWIND |
| Agile | 120 | MONTASSER |
| Agio | 1598 | ALLEGRA |
| Agio | 7457 | BL CHARLOTTE |
| Agioi Anargyroi | 383 | LOZNATI |
| Agioi Anargyroi | 498 | GRIGORIS M |
| Agioi Victores | 10490 | MONICA |
| Agioi Victores | 20231 | LONG HAI |
| Agion Oros | 1148 | FIRST FEEDER |
| Agios Aimilianos | 16917 | VITAJOY |
| Agios Andreas | 10096 | MOSTWEEN 5 |
| Agios Antonios | 3937 | MEHMET AKSOY |
| Agios Dionisios | 499 | SARONIS |
| Agios Eleftherios | 475 | MANOLIS Z |
| Agios Georgios | 495 | LEOONEE |
| Agios Georgios | 2127 | ERGINA |
| Agios Georgios Armas | 499 | LAMBRINI III |
| Agios Georgios S | 499 | KAPETAN STAMATIS |
| Agios Ioannis Theologos | 324 | STAMATA II |
| Agios Kiricos | 496 | MANOLIS III |
| Agios Konstantinos | 2909 | PACIFIC FORTUNE |
| Agios Labredios II | 592 | CANARIS |
| Agios Loukas | 4603 | MEZQUITAL |
| Agios Loukas | 6042 | ESCORPIO |
| Agios Makarios | 398 | FATIMA |
| Agios Markos | 8936 | KOS |
| Agios Mattheos | 2964 | BLUE STONE |
| Agios Minas | 2916 | MENTOR |
| Agios Nektarios | 497 | AGELIKI L |
| Agios Nicolaos | 4033 | SANEM |
| Agios Nicolaos | 11621 | AIS GIORGIS |
| Agios Nicolaos I | 3057 | ALIMOS I |
| Agios Nicolas | 6686 | HELLINICOS |
| Agios Nikolaos | 498 | MARIA |
| Agios Nikolaos | 499 | KAPETAN STAMATIS |
| Agios Nikolaos | 1985 | OLGA M |
| Agios Nikolaos | 14670 | ANTALYA |
| Agios Nikolaos I | 999 | SARIKIZ |
| Agios Nikolaos II | 9380 | PLOVER |
| Agios Nikolaos III | 14695 | MILENAKI |
| Agios Nikolas | 7457 | BL CHARLOTTE |
| Agios Panteleimon | 992 | TRIAENA |
| Agios Sostis II | 437 | TOURIST FERRY BOAT TERZO |
| Agios Spyridon | 700 | REA STAR |
| Agios Spyridonas | 396 | ROLA |
| Agios Spyridonas | 700 | REA STAR |
| Agios Symeon | 495 | MYTILINI |
| AGIP Abruzzo | 98545 | ZEUS |
| AGIP Bellerophon | 1096 | BELLEROPHON |
| AGIP Calabria | 159 | MONTE ROSSO |
| AGIP Campania | 127295 | NAN HAI FA XIAN |
| AGIP Emilia | 392 | ECOL ROMA |
| AGIP Gryphaea | 1096 | GRYPHAEA |
| Agip La Spezia | 71739 | ALBA MARINA |
| AGIP Milano | 46955 | BAYRAKTAR |
| AGIP Nautilus | 1096 | NAUTILUS |
| AGIP Puglie | 159 | MAFRAQ |
| AGIP Roma | 44926 | DINOS P |
| AGIP Sardegna | 126147 | SLOUG |
| AGIP Sicilia | 125736 | VEGA OIL |
| Agir | 750 | MTA SISMIK I |
| Agira | 746 | PENELOPE K. |
| Aglaia | 986 | SAN STEFANO |
| Aglaia 7 | 8944 | KONGO MARU |
| Agne | 3840 | AFAMIA |
| Agnes | 391 | STRATUS |
| Agnes | 495 | LEOONEE |
| Agnes A. Moran | 133 | WITTE I |
| Agnes Allen | 109 | ELIZABETH ANN WEBSTER |
| Agnes Candies | 182 | CANDY CUTTER |
| Agnes Candies | 286 | PACIFIC SENTRY |
| Agnes Dania | 1599 | POLLY PREMIER |
| Agnes H. Candies | 297 | GEORGE M. |
| Agnes Pauline | 138 | CHARLOTTE M. |
| Agnes Pride | 646 | SAFFORA I |
| Agnes Skagbo | 114 | NEPTUNO |
| Agnes Venture | 10430 | AR RABBU |
| Agnete Dania | 499 | TRICOLOR GATE |
| Agnete Kure | 248 | UFFE |
| Agnethe Holm | 162 | ANNE—L |
| Ago | 184 | ATHOS |
| Ago | 240 | STEEL TRADER |
| Ago | 251 | AQUA SUPPLY |
| Ago II | 251 | AQUA SUPPLY |
| Agona | 3654 | MASADA 2 |
| Agonistis | 5178 | KORKYRA |
| Agostino Napoleone | 998 | BONANZA I |
| Agria | 953 | B. T. FREDERICK |
| Agro Merchant | 499 | JOLI JOLI |
| Agua | 499 | NICOTRADE |
| Aguila | 683 | SAKAEMACHI MARU |
| Aguita | 67536 | SIGUITA |
| Agulhas | 477 | CAUSEWAY SALVOR |
| Agust | 695 | OSCAR |
| Agust Gudmundsson | 100 | BRYNJOLFUR |
| Agustin Primero | 1359 | VIA HARMATAN |
| Agyris | 486 | AGAPI |
| Ah Jin | 9199 | CHRISTINA S |
| Ahjin Ace | 32392 | SUERTE |
| Ahlam | 491 | ALI |
| Ahlers Belgica | 4489 | KENT TRADER |
| Ahmad Al—Fateh | 10693 | SEA EMPIRE |
| Ahmed | 339 | JENAN |
| Ahmed | 499 | MANSAL 40 |
| Ahmed M | 724 | SOFI |
| Ahmet Madenci I | 1598 | ARKANSAS |
| Ahmet Madenci II | 1597 | IBERIAN SEA |
| Ahmos | 500 | REEFER FREIGHTER |
| Ahranti | 14923 | FEN |
| Ahsan | 399 | EBAA |
| Ahsan I | 500 | MOHAMMAD I |
| Ai Shan | 1994 | LING JIANG |
| Aiboa | 9628 | RIZE K |
| Aiboa | 28274 | OPTIMIST |
| Aichi Maru | 279 | HOTOKU No. 3 |
| Aichi Maru | 486 | EIKO MARU |
| Aichi Maru | 5097 | DANAU MAS |
| Aida | 2309 | FAST CARRIER |
| Aida | 31934 | GLOBAL DREAM |
| Aida Peixoto | 1366 | PADUA |
| Aiden | 1592 | DOMENICO SCOTTO |
| Aidin | 489 | RAHMI KAPTAN |
| Aidypso | 422 | VILA BALEIRA |
| Aiei Maru | 107 | MATSU MARU |
| Aiei Maru No. 3 | 286 | YAMATO MARU No. 5 |
| Aifanourios | 33612 | EL MAGNO |
| Aifuku Maru | 199 | AISHIN MARU |
| Aigagros | 112 | ALRAYASH |
| Aigburth | 917 | BANJAARD |
| Aigianis | 27138 | RANA M |
| Aigle Marin | 489 | ANNE R. D. |
| Aiglon | 382 | DAWN SKY |
| Aigrette V | 137 | VIRGINIA |
| Aigue Marine | 147 | YAKAAR |
| Aiho Maru | 23208 | A. HAZER |
| Aihou | 23208 | A. HAZER |
| Aijin Maru | 199 | KYOWA MARU No. 2 |
| Aikaterini | 38297 | ADONIS |
| Aiko Maru | 2985 | SU MING |
| Aiko Maru | 209788 | HELLESPONT EMBASSY |
| Ailey 34 | 136 | SYLVIE |
| Ailin | 5418 | EAST RAINBOW |
| Ailsa Princess | 3909 | DIMITRA |
| Aimee Lykes | 6525 | CAPE CANSO |
| Ain Dhab | 251 | HAE WOO No.0006 |
| Ain Eddiab | 349 | HOKUKO No. 11 |
| Ain Galoot | 2350 | FAGR |
| Ain Sbaa | 346 | HAE WOO No.0003 |
| Ain—Es—Sfa | 216 | HOKUKO No. 17 |
| Ain—Sefra | 495 | BEYHAN |
| Aina Pantos | 187 | GITTE BAST |
| Ainawi | 1116 | MRINAL |
| Aino | 20625 | GUANG HAI |
| Aino | 48154 | ZIYA S |
| Aino | 68319 | MEGA POINT |
| Ainos | 1772 | VASILIOS D |
| Ainos | 2355 | HYDRA |
| Aioi Maru No. 1 | 198 | VIRA 3 |
| Aioi Maru No. 18 | 207 | GUILLERMO |
| Aiolos | 762 | TINOS |
| Aiolos | 16313 | AILSA |
| Air Cormorant | 138 | MOONLIGHT MAID |
| Air Grebe (WAVR 426) | 121 | GREBE |
| Air Jay (WAVR 431) | 135 | CAPT'N JOHNIE |
| Air Loon | 122 | LOON |
| Air Mas | 699 | TAY DO |
| Air Oriole (WAVR 440) | 113 | C T L |
| Air Quail | 130 | CAJUN QUEEN |
| Air Robin | 137 | EMERALD PACIFIC |
| Air Skimmer | 129 | CONTINENTAL I |
| Air Strike | 115 | MARY JANE |
| Air Tanager | 129 | REGANAUT |
| Airismaa | 1544 | NELLI |
| Airone Rosso | 116 | RED HERON |
| Airone SB | 32829 | STEINSTAD |
| Ais Sostis | 191 | S. IGNAZIO A. |
| Aisa | 1570 | DOUGLAS BAY |
| Aishima Maru | 14965 | AISHIMA |
| Aitoku Maru | 498 | AOMINESAN MARU No. 10 |
| Aitoku Maru | 1368 | TANKTRADER II |
| Aivali | 8898 | ARGIROKASTRO |
| Aivik | 7048 | UNILIFTER |
| Aiwa Maru | 734 | KAO FONG |
| Aizu Maru | 191 | RYUSEI MARU |
| Ajana | 9006 | CALIXTO GARCIA |
| Ajax | 376 | TRAAL |
| Ajax | 400 | JOY |
| Ajax | 499 | AMMOUN 1 |
| Ajax | 625 | HALCON II |
| Ajax | 16406 | ADLER |
| Ajax | 22190 | CHEBOKSARY |
| Ajax A. S. | 22190 | CHEBOKSARY |
| Ajax II | 158 | IRINI |
| Ajdabya | 163173 | ALAMOOT |

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|---|---|---|
| Akademik Artobolevskiy | 6400 | AKADEMIKIS ARTOBOLEVSKIS |
| Akademik Bochvar | 8960 | AKADEMIKIS BOCVARS |
| Akademik Chelomey | 8960 | AKADEMIKIS CELOMEJS |
| Akademik Khokhlov | 6400 | AKADEMIKIS HOHLOVS |
| Akademik Lukyanenko | 41625 | THORAAS |
| Akademik N. Vavilov | 9552 | AKADEMIKIS VAVILOVS |
| Akademik Nemchinov | 2833 | CGG SIROCCO |
| Akademik Zavaritskiy | 9552 | AKADEMIKIS ZAVARICKIS |
| Akademos | 12893 | SPIROS M. |
| Akagai Maru No. 3 | 994 | AKAGAI MARU |
| Akagai Maru No.1 | 1065 | HASNAR 10 |
| Akagi | 293 | GREENVILLE III |
| Akagi Maru | 181 | HAI GANG 11 |
| Akagi Maru | 199 | MOAWEN IV |
| Akagi Maru | 199 | MOAWEN 8 |
| Akagi Maru | 261 | SHANWEI |
| Akagi Maru No. 2 | 284 | ONA TEMPLE |
| Akaishi Maru | 19476 | CAMELLIA |
| Akak Cedar | 1598 | COMMODORE GOODWILL |
| Akak Crown | 778 | SENTOSA JAYA |
| Akak Express | 897 | DIANA D. |
| Akak Faith | 3986 | FAITH |
| Akak Ocean | 1599 | OCEAN |
| Akak Princess | 1533 | MJK V |
| Akak Progress | 895 | JORN DEDE |
| Akak Star | 1533 | MJK V |
| Akak Star | 1599 | WEC PORTUGAL |
| Akak Success | 999 | ELIZA HEEREN |
| Akak Success | 3435 | ECL COMMANDER |
| Akak Trader | 900 | CAPO ROSSO |
| Akak Victory | 895 | TONG AN |
| Akakura | 2300 | MARC TRADER |
| Akakura Maru | 2984 | BANGKHUNPROM |
| Akama Maru | 110 | UDANG No. 5 |
| Akama Maru | 136011 | AKAMA |
| Akana | 567 | MASAHI |
| Akar Irama | 283 | GLORA INDAH |
| Akari | 1345 | KALBA PROGRESS |
| Akari Maru | 1345 | KALBA PROGRESS |
| Akari Maru No. 2 | 2066 | VASU |
| Akari No. 2 | 2066 | VASU |
| Akarita | 115466 | ALBORZ |
| Akarnania | 9043 | JUTE EXPRESS |
| Akashi Maru | 222 | DAISHIN MARU No. 21 |
| Akashi Maru | 974 | TAMAKO |
| Akashi Maru No. 11 | 213 | KAVIL |
| Akashi Maru No. 12 | 213 | SANGUIL |
| Akashi Maru No. 13 | 192 | BRYAN TIMOTHY |
| Akashi Maru No. 15 | 197 | NEIL JEFFERSON |
| Akashi Maru No. 18 | 206 | RETNO 11 |
| Akashi Maru No. 18 | 467 | DAIKO MARU No. 1 |
| Akashi Maru No. 25 | 110 | MANJIR |
| Akashi Maru No. 51 | 204 | MIN YU 617 |
| Akashi Maru No. 52 | 203 | MIN YU 618 |
| Akashi Maru No. 55 | 163 | HYACINTH |
| Akashi Maru No. 56 | 175 | RABIHA SIGA SOW |
| Akashi Maru No. 57 | 175 | MAHAVA SAMIR SOW |
| Akashi Maru No. 58 | 174 | NAMHAIEO 3 |
| Akashi Maru No. 59 | 184 | NAMHAIEO 5 |
| Akashi Maru No. 61 | 174 | ADJEKOTA |
| Akashi Maru No. 65 | 170 | BIANCA 1 |
| Akashi Maru No. 67 | 182 | NOFA No. 1 |
| Akashia Maru | 4256 | PICAPORTE |
| Akatsuki Maru No. 8 | 499 | KAIKO MARU No. 86 |
| Akbas | 394 | B. KARTAL |
| Akbay I | 500 | FATIH SARIBAS |
| Akbay I | 1598 | MERTKAN |
| Akbay II | 1598 | MERTKAN |
| Akca I | 749 | HACI IBRAHIM |
| Akca II | 1598 | IYIDERE—K. |
| Akcakoca | 499 | NEBIL |
| Akce | 299 | HEIMTUN |
| Akdeniz | 398 | AKDENIZ TARAK |
| Akebono | 355 | TOKUSEN MARU |
| Akebono | 564 | RENY—II |
| Akebono Maru | 355 | TOKUSEN MARU |
| Akebono Maru | 499 | CHECK POINT No. 7 |
| Akebono Maru | 4999 | SUGBO |
| Akebono Maru No. 1 | 499 | KAIYO MARU No. 115 |
| Akebono Maru No. 2 | 499 | GLORIA |
| Akebono Maru No. 11 | 471 | CABINDA |
| Akebono Maru No. 16 | 492 | SEVEN STAR |
| Akebono Maru No. 17 | 482 | LADARIO |
| Akebono Maru No. 18 | 499 | SIX STAR |
| Akebono Maru No. 21 | 493 | DAE SUNG No. 10 |
| Akebono Maru No. 22 | 493 | THREE STAR |
| Akebono Maru No. 25 | 291 | GANA |
| Akebono Maru No. 26 | 546 | RETNA |
| Akebono Maru No. 27 | 555 | AUROLA No. 7 |
| Akebono Maru No. 51 | 1628 | PIA ANGELA |
| Akebono Maru No. 53 | 1502 | AUROLA No. 1 |
| Akebono Maru No. 55 | 1490 | SIRAH |
| Akebono Maru No. 71 | 3237 | O RYONG No. 501 |
| Akeela | 2350 | FAGR |
| Akela | 187 | AMERICAN ALLY |
| Akero | 204 | MALARFJARDEN |
| Akeroy | 955 | PETREL V |
| Akershus | 474 | ABDO |
| Aketxe | 1585 | RIA DE VIGO |
| Akgul III | 498 | A. FAIK AKAR |
| Akhlakudin | 1599 | YUKI GAS |
| Aki | 194 | RYUSEI MARU |
| Aki | 402 | GOLDEN COUNTY FARM |
| Aki | 467 | NANKAI MARU |
| Aki Maru | 164 | SEIYO MARU |
| Aki Maru | 172 | KABUTO No. 1 |
| Aki Maru | 185 | MYOJIN MARU No. 23 |
| Aki Maru | 266 | NUSA ABABI |
| Aki Maru | 957 | EXCELL II |
| Aki Maru | 1539 | NIPPON MARU |
| Aki Maru | 3845 | C. S. AKI |
| Aki Maru No. 13 | 467 | NANKAI MARU |
| Akiba Maru | 196 | SUZHOU |
| Akie Maru No. 5 | 198 | EIHO MARU No. 2 |
| Akifuji | 2494 | DONG DO |
| Akifuji Maru | 5123 | ANATASE |
| Akik | 370 | NEHMET ALLAH |
| Akikawa Maru | 37389 | MIDDLEFIELD I |
| Akindynos C | 9565 | OCEAN VOYAGER |
| Akino Maru | 1257 | MADU GANDA |
| Akishima Maru | 297 | WAZAI No. 1 |
| Akita | 64820 | AITOLIKOS |
| Akita Maru | 196 | GOYO MARU |
| Akita Maru No. 11 | 254 | PAN PACIFIC 86 |
| Akitsu Maru | 549 | CAP—1 |
| Akitsu Maru | 619 | GANDENG |
| Akitsu Maru | 6687 | MOUNT ACE |
| Akitsu Maru No. 2 | 298 | YAHATA MARU No. 10 |
| Akitsu Maru No. 5 | 906 | JEONG WOO No. 9 |
| Akitsu Maru No. 7 | 456 | HOPE No. 7 |
| Akitsu Maru No. 12 | 394 | MINA RAYA 8 |
| Akitsu Maru No. 20 | 192 | MENFISHCO 707 |
| Akitsuki Maru | 13505 | BEHICE URKMEZ |
| Akitsushima Maru | 9838 | MARISEA EXCEL |
| Akitsushima Maru | 12132 | ERDAL |
| Akizuki Maru | 3085 | OKBA BNOU NAFIA |
| Akko | 1041 | VARIM I |
| AKL 15 | 573 | MEREGHAN II |
| AKL 43 | 825 | SANTA MARIA |
| AKL 45 | 569 | PALM BEACH |
| Aklan | 1385 | ORMOC |
| Aklan Point | 9488 | MERCHANT PRINCE |
| Aklon Ocean | 14623 | SADAN KALKAVAN |
| Akmon | 14915 | GEORGIOS |
| Ako | 1572 | WIKING WEST |
| Akoe | 61024 | AEGIALI |
| Akori | 496 | ENVI II |
| Akour II | 8698 | ATLANTA |
| Akra Nira | 398 | OLYMPIC SUN |
| Akraborg | 357 | AIR |
| Akraborg | 618 | BETANCURIA |
| Akram | 252 | MIRA JOSEPH |
| Akrata | 9753 | OKEANIS |
| Akritas | 16241 | VENUS T |
| Akron | 215 | PATRICK R. McALLISTER |
| Akrotiri Express | 9436 | DAPHNE |
| AKS 17 | 4042 | ALASKA PACKER |
| Aksel Anthonisen | 134 | MARIA RITA |
| Aksel Bjorn | 149 | KHALEEG 2 |
| Aksla | 284 | TRONDERFISK |
| Akstank | 494 | NORTRADER |
| Aktau | 3468 | MEDEA |
| Aktea | 23785 | TRADE VISION |
| Akti | 7402 | ANNA SIERRA |
| Akti | 10286 | STAR |
| Akti | 14235 | AKTO |
| Aktiv I | 339 | F. N. P. |
| Aktiv Marine | 5765 | URD |
| Aktivist | 249 | MARI X |
| Aktjo | 200 | GEJA |
| Akuarius II | 535 | EARL J. CONRAD, JR. |
| Akurey | 199 | SJOFN |
| Akurey | 243 | BARDINN |
| Akurey | 955 | PETREL V |
| Akwadu | 1083 | SHABDA |
| Al | 302 | BILBERRY I |
| Al Ahad | 10274 | ANANGEL ARES |
| Al Ahram, 3 | 3040 | MARWAN 2 |
| Al Ahram 4 | 4207 | NIMROD |
| Al Ahwar | 2406 | ROXANA BANK |
| Al Aidrus | 197 | 20th JUNE |
| Al Amal | 1589 | SHARAF EL DIN |
| Al Amin | 776 | AL MAHROUKAT AL AWAL |
| Al Amir | 35904 | W. H. BLOUNT |
| Al Anjum | 7835 | RUNNER |
| Al Arous | 22988 | SITAXA |
| Al Awal | 9847 | EFDIM JUNIOR |
| Al Aziz | 35762 | JEWEL I |
| Al Barig | 2084 | ACRUX |
| Al Battal | 369 | PETITE FORTE |
| Al Bilad | 139092 | MOBIL PETREL |
| Al Burhan | 298 | PATRICIA |
| Al Dammam I | 14181 | EGNAZIA |
| Al Dawoodiah | 303 | AL SOWAHLIAH |
| Al Dot 2 | 105 | SCOTTY BRUCE |
| Al Faiha | 130681 | TONBRIDGE |
| Al Falah | 499 | MOHAMMEDI |
| Al Farabi | 393 | AL BAIROUNI |
| Al Faris 1 | 499 | RED SEA |
| Al Farwaniah | 9481 | POLYXENI |
| Al Fayrouz | 2904 | SILVER STAR |
| Al Gaffay | 367 | PORKAR |
| Al Gattarah | 786 | SERVICE XIX |
| Al Ghassani | 4058 | GAZ SAINT DENIS |
| Al Ghazel | 624 | MED OIL V |
| Al Hamed | 142 | KANHAIYA |
| Al Hamla | 339 | TECH DIVER ONE |
| Al Hamria | 12964 | FAL XVIII |
| Al Hamriya | 624 | MED OIL V |
| Al Hanan | 1500 | ALIA |
| Al Haramain | 125393 | SAUDI SPLENDOUR |
| Al Hasa | 19393 | MARIANNA 9 |
| Al Hodeidah | 1940 | CITY OF STOCKHOLM |
| Al Hofuf | 14547 | KRITI GERANI |
| Al Hussein | 1705 | AL RASHEED |
| Al Hussein II | 2307 | AL—QAMAR AL—SAUDI AL—MISRI I |
| Al Idrissi | 48102 | MELINA TWO |
| Al Jabalaine | 20114 | SEABULK HOPE |
| Al Jabbar | 126 | SERVICE VII |
| Al Jaber VI | 818 | SALVAGE II |
| Al Jarrar | 456 | ADI SHAKTI |
| Al Jubail IX | 448 | AL MOJIL XIX |
| Al Kabeer | 437 | FAST FOX |
| Al Kahera | 4269 | POSEIDONIA |
| Al Kahla | 2404 | YUN HAI |
| Al Kaid | 533 | AL AHRAM 2 |
| Al Kamar III | 4156 | SINDIBAD I |
| Al Karameh | 12631 | KINGFISHER |
| Al Kaziemah | 15973 | DIANA |
| Al Khafji | 14547 | KRITI EPISKOPI |
| Al Khaled II | 869 | TWEIT IV |
| Al Khaleej | 672 | FAL VI |
| Al Khalij | 199 | RUBY |
| Al Khan | 978 | FAL XIV |
| Al Khlood | 4320 | ARCTIC TAR |
| Al Khubar 1 | 125 | SALAHI 2 |
| Al Khubar 2 | 137 | JIJEL |
| Al Khubar 3 | 129 | FLAT HOLM |
| Al Mamoon | 499 | AMAFHH ONE |
| Al Maqwa | 21123 | KHANAQIN |
| Al Mareekh | 6311 | MELTEM |
| Al Mariam | 7056 | HYOK SIN |
| Al Mohamadia | 445 | HECTOR |
| Al Mojil II | 945 | GEBE JAYA TIGA |
| Al Muharraq | 9932 | MAGDALENA OLDENDORFF |
| Al Muheeb | 280 | HEYANG YUKHO |
| Al Muhtar | 280 | JAVA SAMSON |
| Al Murejah | 297 | MARIANA |
| Al Nahrawan | 2404 | ROSALIND BANK |
| Al Naseer | 25525 | KANIN |
| Al Naser | 498 | ASTRA |
| Al Nasl | 6826 | EBINO |
| Al Noor | 25525 | ALMAVITA |
| Al Odailiah | 5989 | ROSA S |
| Al Omariah | 8741 | ANESTO D |
| Al Qader | 142 | SHAIMA |
| Al Qamar Al Saudi | — | AL—QAMAR AL—SAUDI AL—MISRI |
| Al Qamar Al Saudi II | — | AL—QAMAR AL—SAUDI AL—MISRI |
| Al Rahhala | 161 | COVULI |
| Al Rahib | 161 | SALVOR V |
| Al Rahim | 8843 | CONFIDENCE SEA |
| Al Rahman | 8843 | ENDURANCE SEA |
| Al Rakeeb | 9077 | ALAM TANGKAS |
| Al Raouf | 9077 | ALAM TENAGA |
| Al Rashed | 8843 | DARIEN |
| Al Razak | 8843 | SUN STAR |
| Al Razaza | 2405 | GOLDEN VENTURE |
| Al Raziq | 9077 | ALAM TABAH |
| Al Redha | 8843 | HALRON |
| Al Rekkah | 199409 | BRIDGETON |
| Al Riyadh | 106109 | SENTOSA PRIDE |
| Al Sabah 1 | 1598 | BRAVUR |
| Al Sabah 2 | 995 | ERATO |
| Al Sabah 4 | 25562 | NEJMAT EL PETROL XXI |
| Al Sabrina | 10102 | AL—TAJWAR |
| Al Sadiq | 13193 | MIRAMAR |
| Al Said | 990 | AL MABRUKAH |
| Al Salaam | 13260 | CLIPPER SALAMAT |
| Al Salam 1 | 995 | ERATO |
| Al Salama | 135 | ASTERIX |
| Al Salehiah | 8716 | BEI HE |
| Al Samie | 13260 | OCEA |
| Al Sayb 7 | 4116 | CLARKSON CARRIER |
| Al Sedik | 24105 | DOMIAT |
| Al Seema | 7056 | GOLDEN UNION |
| Al Shaheen | 493 | SAN TITO |
| Al Shaker | 267 | TOPAZ |
| Al Sokula | 400 | NEI RAETE II |
| Al Taher I | 467 | AL TADAMUN 2 |
| Al Taludi | 24955 | FLYING FALCON |
| Al Tameem | 6397 | SABS 1 |
| Al Tameen | 6397 | SABS 1 |
| Al Toufik | 398 | TAISIR |
| Al Ward | 481 | AMMOUN |
| Al Yabseh | 235 | LILLIS |
| Al Zora 1 | 171 | OCEAN AMBER |
| Al—Adheeb | 1284 | MARAMCO I |
| Al—Amin | 500 | ELVINA |
| Al—Baath | 474 | MAYSALOON |
| Al—Bahar Al—Arabi | 5206 | BAROON |
| Al—Duriyah | 149608 | ESSO GENEVA |
| Al—Falah | 118178 | CHEVRON EDINBURGH |
| Al—Ghazal | 498 | AL HAMRIYA |
| Al—Hassan | 1114 | ANDREAS A |
| Al—Jubail II | 262 | AL—MOJIL XVI |
| Al—Jubail VII | 414 | NASEEB XI |
| Al—Jubail VIII | 278 | AL—MOJIL XVIII |
| Al—Karim | 2309 | FAST CARRIER |
| Al—Maja 1 | 720 | MARITALIA |
| Al—Mariam | 947 | AHSAN K |
| Al—Messilah | 4995 | HOLSTEIN EXPRESS |
| Al—Mojil XVII | 414 | NASEEB XI |
| Al—Muntasira | 2131 | PAPOURA |
| Al—Mustafa | 1453 | WILL WATCH |
| Al—Nuhoodh | 566 | AL—NOHOODH |
| Al—Oyoun | 127784 | COTINGA |
| Al—Salama | 8030 | GEESTCAPE |
| Al—Shumookh | 558 | AL SHUMOOKH |
| Al—Wataniah | 12629 | ROBOT |
| Al—Zahra | 8030 | GEESTHAVEN |
| Ala | 118 | WILLIAM ALLEN |
| Ala Kala | 3379 | MANTA RAY |
| Ala Wai | 3379 | MANTA RAY |
| Ala—Eddin | 4269 | POSEIDONIA |
| Alaa M. | 844 | MARINETA |
| Alabama | 1857 | LUCKY |
| Alabama Lady | 131 | ANNA MARIA I |
| Alaconbus | 15622 | HILL HARMONY |
| Aladdin No. 1 | 349 | OSITO No. 87 |
| Aladdine | 210 | KORRIGANE |
| Aladewe | 3666 | UNITY |
| Aladin Sea | 379 | JULIA EDWARDS |
| Aladin Spirit | 796 | DALMAR SERVANT |
| Alafoss | 1572 | MINA |
| Alafoss | 1864 | CALA SALADA |
| Alagoinha | 146 | BAIANA |
| Alaia | 11076 | WANA BHUM |
| Alain L. D. | 24787 | LARKFIELD |
| Alain L. D. | 27824 | PETREL ARROW |
| Alakhram | 3624 | PACIFIC FREESIA |
| Alalma | 1347 | COVADONGA |
| Alam Jaya | 140 | AVONDALE |
| Alamak | 2275 | MEDEA |
| Alamak | 3405 | MOON BIRD |
| Alamar | 3405 | MOON BIRD |
| Alameda | 22246 | MARY L |
| Alameda | 22667 | BREMEN SENATOR |
| Alamein | 10310 | EASTMED CARRIER |
| Alaminos | 550 | GREAT WICOMICO |
| Alamo | 830 | COLOMBO VII |
| Alamo | 28025 | SEAWIND II |
| Alan | 4804 | SHENG JING |
| Alan Villiers | 1200 | NAUTICUS |
| Aland | 999 | HOOGEN |
| Aland II | 999 | HOOGEN |
| Alandia Trader | 45962 | MESOGIOS |
| Alandia Warrior | 64412 | HELENA |
| Alands Express | 196 | WINGA |
| Alandsea | 1383 | RYTIND |
| Alandsee | 1383 | RYTIND |
| Alandzee | 1383 | RYTIND |
| Alange | 6860 | SU DA |
| Alani | 13505 | BEHICE URKMEZ |
| Alannah Weston | 924 | CELTIC VOYAGER |
| Alano | 586 | TXIRRINE |
| Alantes | 1589 | VIBRO STAR |
| Alapul | 199 | PORTLAND |
| Alarm | 432 | SHU' ALAH |
| Alarni | 8689 | INDEPENDENT SPIRIT |
| Alaska | 199 | ISABELLE |
| Alaska Coast | 196 | KJEVOLJA |
| Alaska Invader | 199 | NORCROWN |
| Alaska Maru | 29342 | ALLIGATOR MIRACLE |
| Alaska Rex | 6911 | EW MCKINLEY |
| Alaska Standard | 1947 | SAGAMORE |
| Alaska Trader | 196 | JAMES A |
| Alaskan Command | 453 | CONCEPCION |
| Alaskan Harvester | 497 | SEABOARD HARVESTER |
| Alaskan Mail | 11559 | CAPE GIRARDEAU |
| Alatau | 2177 | SERGEY KADANCHIK |
| Alato | 303 | LIBIA |
| Alauddin Ahmed | 961 | 1—1 |
| Alaunia | 4938 | FRIO BREMEN |
| Alaunia | 8708 | HONG QI 108 |
| Alba | 2796 | SALEM TEN |
| Alba | 3020 | AMAL |
| Alba | 22671 | IOANNA V |
| Alba II | 9709 | AGHIOS RAFAEL |
| Albaath | 1648 | AL—BAYAA |
| Albacora Dos | 830 | MONTENEME |
| Albacora Once | 1498 | PONTESA PRIMERO |
| Albacora Seconda | 906 | OCEAN REEFER |
| Albacora Tres | 1100 | ITXAS GANE |
| Albacora Uno | 879 | MONTECLARO |
| Albacore | 137 | KELP BASS |
| Albacore | 1392 | EVER VOYAGE No. 6 |
| Alban | 499 | SEA STAR 8 |
| Alban | 2725 | LIN JIANG |
| Albany | 338 | ARNHEM BAY |
| Albany | 1622 | ATLANTIC |
| Albany | 5959 | ITAJAI REEFER |
| Albany | 19254 | LUCKY STAR |
| Albar Harmony | 8554 | SOUTHERN PRINCESS |
| Albasol | 18987 | J. SUDA |
| Albatros | 104 | VERTROUWEN |
| Albatros | 122 | ROLF GERLING |
| Albatros | 144 | ALBATROS II |
| Albatros | 148 | ALBATROSS |
| Albatros | 149 | GNY |
| Albatros | 192 | ALBATROS II |
| Albatros | 381 | ADRIAANS ELISABETH |
| Albatros | 399 | ANNE MARIE |
| Albatros | 675 | CAPTAIN SALAH |
| Albatros | 834 | PACIFIC RESCUER |
| Albatros | 1585 | STAR |
| Albatros | 3120 | FRAUKE |
| Albatros | 6269 | STAR OF VENICE |
| Albatros I | 884 | ALBATROS III |
| Albatros I | 3120 | FRAUKE |
| Albatros P | 391 | BADR |
| Albatross | 143 | ALBATROSS II |
| Albatross | 583 | CLEMENTINE |
| Albatross | 1510 | NORTRADER |
| Albatross | 5321 | CARIBAN |
| Albatross | 6269 | STAR OF VENICE |
| Albatross | 7480 | PATMOS |
| Albay Halil Oztoygar | 998 | BEKIR METE |
| Albega | 3128 | NEW HAIHUA |
| Alberson | 298 | ISABEL MITCHELL |
| Albert | 168 | HAMRASVANUR |
| Albert | 192 | ALBATROS II |
| Albert | 289 | ST. JAMES |
| Albert | 425 | TRION |
| Albert Aubry | 437 | MELINO |
| Albert Cornelis | 962 | REBEKA |
| Albert D. | 337 | MAJID YAD |
| Albert Friesecke | 292 | AZORES |
| Albert H. Reinaur | 373 | CHEM TRADER |
| Albert J. | 194 | JOHN BRIX |
| Albert M | — | BREJPOTT |
| Albert Mahfouz | 117 | MR. KEN |
| Albert Quito | 134 | BECKY LEE |
| Albert Riske | 200 | SUSAN DARLENE |
| Albert S. | 456 | KAMAL |
| Albert S. | 496 | ROSAYELENA |
| Albert S. 1 | 434 | DIANA I |
| Albert Schweitzer | 220 | CATHERINE—C |
| Albert V | 494 | IKAROS |
| Alberta | 150 | STEPHAN |
| Alberta A | 499 | ZOE M |
| Alberta Glory | 4726 | ATLANTIC GLORY |
| Albertha Hendrika | 324 | KONGSNES |

# FORMER NAMES OF SHIPS

| | | |
|---|---|---|
| Albertina | 1121 | SEA POINT |
| Albertina Amoretti | 780 | GUANCIO |
| Albertino | 1404 | BYZANTINE ENDEAVOUR |
| Alberto | 135 | TOULONNAIS XII |
| Alberto Cocozza | 4027 | PAN HARVEST |
| Alberto Dodero | 28717 | AGIA THALASSINI |
| Alberto Dormio | 2878 | OCEAN WOOD |
| Alberto Lolli Ghetti | 28645 | MONTE DELLA GUARDIA |
| Alberton | 242 | AVEIRO |
| Alberuni | 1998 | HONG HWA |
| Albion | 10418 | SILVER IBEX |
| Albion Star | 4961 | LORCON MINDANAO |
| Albir Dos | 284 | ASILAH |
| Albir Tres | 276 | LOUKOS |
| Albir Uno | 284 | L'EMIR |
| Albireo | 9547 | IONIAN ISLAND |
| Albiz | 769 | FARO DE ALCUDIA |
| Albright Pioneer | 6789 | BRIGITTE |
| Albuera | 13597 | MAR PATRICIA |
| Albula | 10199 | BOLIVAR |
| Alca | 9123 | PANTANAX |
| Alcamara | 155 | MURANO |
| Alcantara | 356 | SMAIP IV |
| Alcantara | 28874 | AL YASRAH |
| Alcaravan | 586 | TXIRRINE |
| Alcarfa | 251 | IBN MAJED |
| Alcarondas | 158 | DYKARLYN |
| Alcatraz | 271 | DUNBOY |
| Alcatraz 1 | 213 | PIMENTEL 5 |
| Alcatraz 2 | 219 | CHIMBOTE 8 |
| Alcatraz 3 | 219 | CHIMBOTE 7 |
| Alcatraz 4 | 200 | ETEN 1 |
| Alcatraz 5 | 200 | ETEN 2 |
| Alcazar | 14330 | LEON |
| Alcazar | 72952 | SILVER ENERGY |
| Alcedo | 183 | ROSS ALCEDO |
| Alcee | 1587 | GUANICA EXPRESS |
| Alcetas | 471 | KAPTAN YASAR AKBAS |
| Alchemist Bremen | 5077 | ROBERTA FORESI |
| Alchemist Hamburg | 4460 | CHEMPETROL SAFINA II |
| Alchemist Tokyo | 4926 | BAKRI PANAM |
| Alchiba | 6116 | GUANG SHUI |
| Alchiba | 16494 | XANADU |
| Alchimist Berlin | 1558 | STAINLESS KING |
| Alchimist Flensburg | 1599 | MARGITA |
| Alchimist Hamburg | 1530 | PUNTA ALA |
| Alchimist Lubeck | 1599 | YESIM 1 |
| Alchimist Monheim | 396 | MARIANNA K |
| Alchimist Rotterdam | 1588 | TIGER CUB |
| Alcione | 478 | ALCIONE PRIMO |
| Alcmaria | 476 | GALINI |
| Alco Mar del Plata | 281 | TUNA KING |
| Alco Mazatlan | 281 | TUNA KING |
| Alco Rosenheim | 254 | SUMBER MINA 3 |
| Alco Star | 2389 | ATLANTIC EXPRESS |
| Alco Trento | 620 | JADO TRADER |
| Alcocero | 250 | MAHAPU I |
| Alcor | 1742 | MUNZUR |
| Alcor | 4095 | TALCOR |
| Alcor | 4414 | CORDILLERA |
| Alcor | 20420 | HUA MING |
| Alcor—W | 483 | GERDA MARIA |
| Alcotan | 497 | ABDOU N'DIAYE |
| Alcyon | 422 | CASTOR 2 |
| Alcyone | 356 | SHEREEN |
| Alcyone | 364 | HOSANNA |
| Aldabi | 10204 | NORTHERN MERCHANT |
| Aldabra | 304 | SAMAO |
| Aldaste | 223 | IOANNIS P. |
| Aldebaran | 357 | MARINA |
| Aldebaran | 398 | ALDEBARAN I |
| Aldebaran | 498 | TAI PAN |
| Aldebaran | 1599 | NAVICHEM ATAIR |
| Aldebaran | 7231 | MC EMERALD |
| Aldebaran | 12804 | STAR SKOGANGER |
| Aldebaran II | 3732 | ALDE |
| Aldebaran VII | 668 | PAVLOF |
| Alden | 613 | PAULUS I |
| Alderamin | 5429 | SANTA BARBARA III |
| Alderamine Seconda | 22806 | ANGELA FORESI |
| Alderd—L. | 370 | ANDREA |
| Aldgate | 1599 | MARATHA CONVOY |
| Aldgate | 19168 | KIKA |
| Aldib | 2061 | BASKE |
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| Aldor Ingebrigtsen | 199 | STARTRANS |
| Aldrich | 3753 | BANOWATI |
| Alea | 8698 | ATLANTA |
| Alecos M | 20714 | MASTRO GIORGIS S |
| Alecto | 500 | FAJAL II |
| Alecto | 999 | MARGRIET |
| Alecto | 1598 | LIVIA |
| Alegrete | 645 | SEABOARD SWIFT |
| Alegria de Pio | 6686 | AGIOS IOANNIS |
| Alegro | 6269 | STAR OF VENICE |
| Alegro I | 36330 | NILE DELTA |
| Alegro II | 86802 | ALONDRA |
| Alei—Gal | 131 | FRECCIA DI LIPARI |
| Alejandra G. | 1575 | ALEJANDRA |
| Alejandro Cinco | 112 | LA CHICHARRA |
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| Alejandro S | 2892 | KAILA |
| Alekos | 357 | ARKAN |
| Alekos | 3250 | KAPETAN ALEXANDROS |
| Aleks. Pelander | 198 | PETROLEA |
| Aleksa Dundic | 3986 | LIVORNO BRIDGE |
| Aleksander Rylke | 7064 | ISLA SANTAY |
| Aleksandr Blok | 6702 | THALIA |
| Aleksandr Dovzhenko | 2717 | DOVE |
| Aleksandr Kaverznev | 5712 | ALPINE ROSE |
| Aleksandr Osipov | 3987 | WAALHAVEN |
| Aleksandr Pushkin | 20502 | MARCO POLO |
| Aleksandr Serafimovich | 6515 | EFSTRATIOS G |
| Aleksandra Artyukhina | 4226 | KEILA |
| Alemir | 683 | SAMSUN VENTURE |
| Aleon | 9167 | FRIENDSHIP |
| Aleppo | 22997 | NAND NAKUL |
| Aleria | 2275 | MEDEA |
| Alero | 1987 | GEVO II |
| Alert | 6083 | C. S. ALERT |
| Aleson Zamboanga | 495 | ALESON III |
| Alessandra Ara | 499 | GIANNIS FIKAS |
| Alessandra Napoleone | 491 | MARE AZZURRO |
| Alessandro Celli | 564 | FORTUA IV |
| Alessia | 499 | COLONNELLO A. SGARALLINO |
| Alessia | 4994 | YARY |
| Aleut Pride | 193 | ALASKAN PRIDE |
| Aleut Provider | 1254 | PRIBILOF |
| Aleutian Breeze | 185 | PACIFIC BREEZE |
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| Aleutian Island | 278 | VEESEA STORM |
| Aleutian Mail | 256 | SEA HARVESTER I |
| Aleutian Mistress | 199 | VAERDAL |
| Aleutian Queen | 490 | SEA FISHER |
| Aleutian Queen | 1018 | POLAR QUEEN |
| Aleutian Trawler | 497 | SEABOARD HARVESTER |
| Alev | 15858 | TAHIR KIRAN |
| Alev K | 15858 | TAHIR KIRAN |
| Alevgaz | 953 | AYGAZ 2 |
| Alex | 231 | TRITON |
| Alex | 423 | MANOLIS K |
| Alex | 999 | HAMILTON TRADER |
| Alex | 2657 | KATYA |
| Alex B | 163 | SELIEF |
| Alex Chotin | 148 | DORADO |
| Alex D. Chisholm | 6967 | MEDUSA CHALLENGER |
| Alex G | 499 | SAINT JAMES |
| Alex III | 499 | RONOR |
| Alex PA | 9964 | ALEXANDER |
| Alexa | 419 | LOUISA |
| Alexa I | 419 | LOUISA |
| Alexander | — | MARGA |
| Alexander | 424 | STAR TRADER |
| Alexander | 497 | MANOLIS II |
| Alexander | 2723 | POTENCIAL |
| Alexander | 39306 | BALEARES |
| Alexander Agassiz | 473 | PATHFINDER |
| Alexander II | 6042 | ESCORPIO |
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| Alexander Mackenzie | 560 | 902 |
| Alexander S. Onassis | 126621 | LYRIA |
| Alexander Schroder | 7448 | EAGLE BAY |
| Alexander Schulte | 1598 | LEIBNIZ |
| Alexander Schulte | 6079 | FATEZH |
| Alexander Venture | 22575 | ALEXANDRIA |
| Alexander 1 | 545 | RABIGH 1 |
| Alexander 2 | 545 | RABIGH 2 |
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| Alexander's Power | 14457 | OVIT |
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| Alexandra | 552 | NORTHERN LIGHT |
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| Alexandra | 7993 | DIPPACH |
| Alexandra | 15932 | COSTA ALLEGRA |
| Alexandra Botelho | 4350 | CHARIOT I |
| Alexandra D. | 284 | IMDAT |
| Alexandra I | 1598 | VIANDEN |
| Alexandra M. I | 1437 | GEORGIOS |
| Alexandra S | 499 | ALEXANDRA |
| Alexandra T. | 7402 | ANNA SIERRA |
| Alexandraki | 10055 | JIN HU |
| Alexandre | 4861 | SAGA SEA |
| Alexandre Rougier | 422 | CASTOR 2 |
| Alexandria | 7448 | EAGLE BAY |
| Alexandros | 494 | ZOE |
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| Alexandros | 3748 | SANTINI II |
| Alexandros Economakis | 176 | ALEXANDROS |
| Alexandros G | 497 | TITAN |
| Alexandros G. Tsavliris | 14573 | DENISH K |
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| Alexandros T | 499 | ALEXANDROS D |
| Alexei Tolstoy | 6242 | AMFITRITI |
| Alexfay | 962 | HASSAN |
| Alexfay II | 505 | KARTERADOS II |
| Alexfay III | 399 | CAPTAIN SCHABAN |
| Alexia | 395 | OLYMPIC JUNIOR |
| Alexia | 1502 | STAR QUEEN |
| Alexia II | 6099 | BAKRI AL MADINAH XVI |
| Alexia V | 12711 | MARE ADRIATICO |
| Alexis | 487 | PETROLA 38 |
| Alexis | 548 | MYTIKAS |
| Alexis | 15205 | LASERBEAM |
| Alexis Athans | 983 | PANAGIA KASTROU |
| Aleysk | 5191 | ALEISKA |
| Aleza I | 105220 | ALEZA |
| Alfa | 296 | TORSJO |
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| Alfa | 398 | HILAL |
| Alfa Ena | 814 | VALENTINE K |
| Alfa II | 10212 | GOLD HORIZON |
| Alfa Phoenix | 3244 | LA TATA |
| Alfa Zoria | 6783 | SAMEIRO |
| Alfajer II | 460 | AL AMENA |
| Alfama | 564 | PEDRO DE BARCELOS |
| Alfer | 1569 | LUGELA |
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| Algerak | 1589 | AURIGA |
| Algeria | 999 | QIN TAI |
| Algerian | 581 | MARTA |
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| Alghero | 121 | SPAGNA |
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| Alhama | 1599 | SANG THAI NEPTUNE |
| Alhambra | 1599 | SOFALA |
| Alhana M. | 5642 | AL HANA D |
| Alhena | 2598 | IONIAN SEA |
| Alhena | 4095 | TALHENA |
| Alhena | 10212 | GOLD ASIA |
| Ali | 310 | HARVEST TAURUS |
| Ali | 399 | FAYROUZ |
| Ali | 601 | MANSAL 32 |
| Ali | 2880 | SUBLIME |
| Ali | 24890 | MSC MIRELLA |
| Ali Baba | 1116 | MRINAL |
| Ali Eser | 2929 | NERANO |
| Ali I | 265 | HERM |
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| Ali Teekman | 397 | APRIL |
| Alia | 140 | AVONBEG |
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| Alice | 459 | ANNA STEN |
| Alice | 516 | KAWANGKOAN |
| Alice | 1599 | LEKNA |
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| Alice Steen | 1598 | KONG DONG DAO |
| Alice Trigon | 499 | SVEA BALTIC |
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| Alijumbo Secondo | 170 | XEL—HA |
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| Aliki | 9729 | AQUARIUS |
| Aliki II | 12590 | OCEAN GRACE |
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| Aline | 9404 | ALICE |
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| Alinta | 12732 | WAVE |
| Alioth | 2491 | XENOULA M |
| Alioth | 3841 | RIO RAPEL |
| Alioth | 5889 | UNITED SING |
| Alioth | 7669 | CONDOR I |
| Alioth | 8689 | INDEPENDENT ACCORD |
| Alioth | 18093 | LITO |
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| Alisa Andrea | 178 | SUSAN L. |
| Alisara 1 | 681 | PHITCHUDA |
| Alishan | 2491 | XENOULA M |
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| Alisio | 3309 | SCHELDEMOND |
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| Alison Howard II | 148 | DRACO |
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| Alk | 1192 | STAR TRADER |
| Alk | 3319 | DILMUN TERN |
| Alka | 2358 | MAHE REEFER |
| Alkadisiyah | 5024 | MANDALI |
| Alkaid | 2867 | DELFIN DEL MEDITERRANEO |
| Alkaid | 20482 | TWIN |
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| Alki | 494 | ATHINA S |
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| Allemagna Express | 6779 | SARDEGNA |
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| Allgaeu | 5981 | MARINE BRAVE |
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| Allied Pioneer | 11796 | DEHKHODA |
| Allied Trader | 8926 | ARIES ERRE |
| Alligator Symphony | 35863 | CHOYANG FRONTIER |
| Allison Lykes | 6525 | CAPE CANAVERAL |
| Allma | 8776 | YUAN GUANG |
| Alltrans | 3174 | SU QI |
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| Allul | 1569 | INHARRIME |
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| Ally Thorden | 839 | ALCYON |
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| Alma | 281 | HELGA BROHAN |
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| Almalaz | 25503 | PENELOPE |
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| Almare Prima | 29120 | MARE VENETUM |
| Almare Seconda | 59307 | ELLI |
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| Almea | 1592 | AMAZONA |
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| Almenum | 802 | ALMENUM I |
| Almere | 143 | ARENT |
| Almeria Lykes | 21667 | CAPE MAY |
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| Almeria Star | 7615 | AVILA STAR |
| Almi Sky | 22246 | MARY L |
| Almirante | 1966 | FRIO ARCTIC |
| Almirante Aniceto | 22354 | ARAMIS |
| Almirante Garzoni | 36552 | CHARLIE A. |
| Almirante Goni | 199 | FRODE JUNIOR |
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| Almudena Rosal | 286 | TAZZEKA |
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| Alne | 130 | VITA BJORN |
| Alnegma Alkhadra | 720 | MARITALIA |
| Alnilam | 105 | WIKO II |
| Alnmouth | 173 | THIELA |
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| Alnwick Castle | 56744 | GRAIGLAS |
| Aloa | — | ALCA |
| Aloe | 827 | KABANJAHE |
| Aloha | 11275 | YAN SHAN |
| Alondra | 3518 | HAI YOU |
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| Alpha | 6596 | PYLOS |
| Alpha Atomic | 12208 | DOMINATOR |
| Alpha Bay | 5739 | ALPHA B |
| Alpha Carrier | 499 | ANTEO |
| Alpha Conveyor | 2309 | FAST CARRIER |
| Alpha Cosmic | 12147 | SWEETI SANDRA |
| Alpha Doric | 12416 | GEOHART |
| Alpha Dynamic | 12322 | SOUTH ISLAND |
| Alpha Enterprise | 8579 | EUROPEAN FREEWAY |
| Alpha Express | 4078 | NORMANDIE SHIPPER |
| Alpha Flame | 32320 | DELPHIC FLAME |
| Alpha Heroic | 11229 | FORUM |
| Alpha III | 6596 | PYLOS |
| Alpha Lyric | 12290 | ARABELLA |
| Alpha Magic | 12290 | MITERA VASSILIKI |
| Alpha Majestic | 12143 | ANGELIKI R |
| Alpha Mariner | 3445 | KAS CHRISTINA |
| Alpha Mystic | 12590 | ALYCIA |
| Alpha Pacific | 5484 | HOE ANN |
| Alpha Progress | 8583 | EUROPEAN TIDEWAY |
| Alpha Sea | 35450 | ORTIGIA |
| Alpha Sonic | 12376 | TINOS ISLAND |
| Alpha VII | 2445 | KERTA LIMA |
| Alphacca | 10212 | GOLD FUTURE |
| Alphagas | 2074 | ALICIA I |
| Alphard | 3825 | KAPETAN NIKOS |
| Alphecca | 315 | JO ANN |
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| Alpine Finn | 5712 | ALPINE ROSE |
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| Alpine Star | 3888 | ORIENT STAR |
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| Alpino | 199 | ALVAREZ ENTRENA CUARTO |
| Alps Highway | 9693 | AUSTRALIAN SEAROAD |
| Alps Maru | 12367 | IRAN SHOJAAT |
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| Alps Maru | 122964 | KRISTHILD |
| Alrai | 22138 | QUEBEC |
| Alraigo | 2300 | COTINSA CATALUNYA |
| Alrek | 499 | SUDWIND |
| Als Confidence | 10715 | MC AMETHYST |
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| Als Dedication | 12327 | NATAL |
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| Als Harmony | 7387 | TRADE DAWN |
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| Alster Express | 15689 | MERIT |
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| Alsterdamm | 498 | GAZI |
| Alta | 402 | JOHN RICHARDSON |
| Alta | 5326 | HYONG JE SAN |
| Alta Mar | 492 | MANUIA |
| Alta Mar | 1599 | STELLA ATLANTIC |
| Altai Maru | 12387 | ELLI M. |
| Altai Maru | 16325 | ALTAI |
| Altair | 1104 | ARISTON |
| Altair | 1140 | ILHAVENSE |
| Altair | 1197 | MONTREAL |
| Altair | 1582 | ROSAISABELLA |
| Altair | 1587 | G. SOURIS |
| Altair | 2796 | SALEM TEN |
| Altair | 5498 | VASIL APRILOV |
| Altair | 14786 | FLAG CHIOS |
| Altair | 39944 | LIBERTY SPIRIT |
| Altair I | 4084 | GALAZIO KYMA |
| Altair V | 422 | MELRAY |
| Altaire | 510 | SERENE |
| Altaj | 9628 | RIZE K |
| Altamira | 6483 | LEX ALMENDRO |
| Altano | 75603 | AVAR |
| Altappen | 1599 | CAROLINE |
| Altavia | 6377 | EAGLE |
| Alte | 550 | KALTENG |
| Alte I | 699 | KALSEL |
| Alte Liebe | 918 | HABICHT II |
| Alte Liebe | 3819 | HELGOLAND |
| Alte Weser | 499 | AMMOUN 1 |
| Altea | 1596 | ERI S |
| Altefahr | 298 | CHRISTINA M |
| Alteland | 498 | VATOULA |
| Alteland | 1599 | ORTVIKEN |
| Altenburg | 4855 | ILOS |
| Altenfels | 3586 | MYOMA YWA |
| Altenfels | 6639 | MARITA LEONHARDT |
| Althea | 299 | MANAVA II |
| Althea | 19260 | MOSLAKE |
| Althea | 23785 | TRADE WILL |
| Althea | 114658 | AMBRA WHALER |
| Altho | 411 | MARIA CATANIA |
| Altinel—I | 635 | AKADEMIK |
| Altis | 2601 | BETHESDA 1 |
| Altis | 8898 | ARGIROKASTRO |
| Altis | 10320 | ALAM TENTERAM |
| Altnes | 2487 | PIETRO |
| Alto | 17174 | ALTAIR |
| Alto 1 | 2613 | SHIN OSAKA MARU |
| Altona | 1598 | BRITISH ENTERPRISE FOUR |
| Altonia | 12691 | EUROPA EXPRESS |
| Altonic | 5731 | ROOK CARRIER |
| Altsiona | 632 | GEORGIY PROKUS |
| Aludra | 6115 | LI SHUI |
| Aludra | 9893 | JI LIN |
| Alugoro I | 646 | SAFFORA I |
| Aluksne | 3142 | NOOREEN |
| Alum Bay | 14066 | SEA BRIDGE |
| Alumdena | 18209 | AL KHALIMAH |
| Alupka | 1002 | ALEKSANDR KUCHIN |
| Alva | 1583 | LOBO |
| Alva Sea | 120734 | COMPASS ROSE |
| Alvamar | 1272 | ALVAMAR UNO |
| Alvaraz Entrena Tercero | 860 | CONARPESA II |
| Alvarez Entrena Catorce | 300 | YOLANDA DE LA CINTA |
| Alvarez Entrena Decimo | 273 | VIRGEN DE BELLA |
| Alvarez Entrena Dieciocho | 270 | CAPTAIN GIACCHINO |
| Alvarez Entrena Dieciseis | 300 | CONARPESA V |
| Alvarez Entrena Doce | 290 | VIRGEN DEL CARMEN |
| Alvarez Entrena Noveno | 273 | VIRGEN DE LA CINTA |
| Alvarez Entrena Segundo | 860 | CONARPESA PRIMERO |
| Alvarez Entrena Septimo | 249 | VIRGEN DEL ROCIO |
| Alvarino | 421 | ALBARINO |
| Alvaro Martins Homen | 1256 | ARGUS |
| Alvaro Perez | 6686 | SATURN |
| Alvega | 33329 | WHITE SEA |
| Alvel | 103 | ROVDEFJORD |
| Alvenus | 33329 | CRIMSON KING |
| Alverstrommen | 187 | KILORAN |
| Alversund | 187 | KILORAN |
| Alvi | 485 | KONSTANDIS |
| Alvin R. III | 400 | ROSANA R. |
| Alvina | 9872 | EAGLE I |
| Alvina | 13886 | KOTA JASA |
| Alvorada | 3445 | DONG BEI |
| Alvsborg | 127 | JENS MICHAEL |
| Alvtank | 255 | ZEBONITA |
| Alybella | 4720 | FENWAY |
| Alybella | 4810 | YUN LONG |
| Alybelle | 999 | FARSUND SUPPLIER |
| Alybello | 1598 | ATLANTIS |
| Alyolex | 1347 | NIEFANG |
| Alzaga | 196 | MOUNTAIN PEAK |
| Alzahraa | 5964 | PALOMA |
| Alzea | 499 | ALEX |
| Am Carrier | 3467 | GARUDA MAHAKAM 1 |
| Am Trader | 3482 | ANDHIKA ADHIPURUSA |
| AM 412 | 369 | SITKIN ISLAND |
| Ama—Sua | 310 | DISAHMEDATH RIDEVE |
| Amac | 499 | AMAC 1 |
| Amade | 8719 | FALCON CARRIER |
| Amadeo | 9042 | TRUST |
| Amadeus | 8719 | FALCON CARRIER |
| Amadis | 213 | TATIANA |
| Amado | 169 | ESPERANCE BAY |
| Amado | 13603 | BAUHINIA |
| Amagi Maru | 195 | KANDA MARU |
| Amagi Maru | 2937 | HOTAMA MURNI |
| Amagi Maru | 36439 | FESTA |
| Amagisan Maru | 71968 | DAGHILD |
| Amak | 31584 | FENG HUI |
| Amakusa Maru | 499 | JIN LI No. 1 |
| Amal | 122 | BORCOS 106 |
| Amal | 996 | DONA 1 |
| Amal One | 3040 | GAZ MARMARA |
| Amal Two | 3040 | GAZ REDSEA |
| Amalaka | 237 | LADY CALVESE |
| Amalfi | 6269 | STAR OF VENICE |
| Amalfi A. | 302 | MARINE CLUB |
| Amalia | 108 | MARIJE |
| Amalia | 1721 | TOMOH SATU |
| Amalia | 6263 | JIAO CHENG |
| Amalia | 6921 | SUNDERLAND SPIRIT |
| Amalia | 14103 | ALS AMALIA |
| Amalia Charlotte | 164 | BRAC |
| Amalie Essberger | 838 | MISTRAL TERZO |
| Amalie Essberger | 982 | DELTA LADY |
| Amalienborg | 499 | HAVTANK |
| Amalienborg | 5926 | CHEM NOON |
| Amalienburg | 3814 | TAUYSK |
| Amalthee | 302 | THEO |
| Amalthee II | 302 | THEO |
| Amaltheia | 491 | DIMITRA |
| Amambahy | 4566 | JESSICA |
| Amami Maru | 1512 | ILIGAN CITY |
| Aman No. 1 | 109 | ELANG JAYA |
| Aman No. 2 | 104 | KEJORA JAYA |
| Amanda | 150 | PERLE |
| Amanda | 186 | HOOK SAND |
| Amanda | 448 | MIN HAI 329 |
| Amanda | 1599 | SOFIE THERESA |
| Amanda | 3249 | WAH YEE |
| Amanda | 23679 | WORLD THEMIS |
| Amanda | 60934 | TIMAWRA |
| Amanda I | 399 | MEDAWAR I |
| Amanda I | 3249 | WAH YEE |
| Amanda Miller | 38216 | SEAPANTHER |
| Amandine | 23679 | WORLD THEMIS |
| Amandus | 499 | MARIA DIMAKI II |
| Amanecida | 1598 | SIBA |
| Amanecida | 2916 | MENTOR |
| Amapola | 190 | CASTROPOL |
| Amapola I | 9696 | AZIZ |
| Amaragy | 1329 | ATLANTICA |
| Amaralina | 27539 | RIO JAGUARIBE II |
| Amaranta | 7897 | OOCL ACCORD |
| Amarante | 277 | SALUS |
| Amarante | 718 | RIO SOLIS |
| Amaranth I | 8033 | ADELFAEVERETT |
| Amarantos | 10320 | IKAN TAMBAN |
| Amarischia | 233 | NASTRO AZZURRO |
| Amark | 499 | ATHINA |
| Amaryllis | 1295 | NICHIYU MARU |
| Amaryllis | 22556 | TELINA |
| Amasia | 4014 | CRESTA III |
| Amasis | 2993 | RAJAH BROOKE |
| Amasua | 7009 | NEJMAT EL PETROL XXIII |
| Amasua Diez | 403 | ARBUMASA IV |
| Amasua Noveno | 403 | ARBUMASA VII |
| Amasua Octavo | 403 | ARBUMASA II |
| Amasua Quinto | 294 | CHARRUA |
| Amasua Segundo | 294 | CHAMIZA |
| Amasua Septimo | 403 | ARBUMASA I |
| Amasua Sexto | 403 | ARBUMASA VI |
| Amata | 3145 | LENIN |
| Amata | 7392 | CHIQUITA AMATA |
| Amathus | 6640 | MADELEINE |
| Amatista | 5990 | JI MEI |
| Amatista | 20619 | LIVANITA |
| Amax Mariner | 21815 | LODE BAY |
| Amax Trader | 17777 | HUA SHUN |
| Amaya | 430 | IBAIZABAL DOS |
| Amaya Reyes | 179 | BAHIA DE BERMEO |
| Amazon | 121 | MARIANNE |
| Amazon | 198 | OLYMPIC FLAME |
| Amazon | 10320 | IKAN TANDA |
| Amazon | 31583 | CAPETAN GIORGIS |
| Amazon Maru | 8522 | AL SWAMRUZ |
| Amazon Maru | 12102 | LINDEN |
| Amazon Maru | 83712 | TOPAZ |
| Amazon Maru | 89556 | ARCADIA I |
| Amazon Pioneer | 17381 | UMBERTO D'AMATO |
| Amazon Prosperity | 17381 | APOLLINARE |
| Amazon Sky | 496 | ROSAYELENA |
| Amazon Trader | 906 | OCEAN REEFER |
| Amazon 2000 | 164 | RUDOLF |
| Amazonas | 2733 | LU DING |
| Amazonas 6 | 158 | NEPTUNO |
| Amazone | 129 | GUNTER |
| Amazone | 149 | KATRINE BAATZ |
| Amazone | 499 | ANTARES |
| Amazone | 2899 | SHENG LONG |
| Amazone II | 136 | MATADOR II |
| Amazone II | 397 | NEVEEN A |
| Amazonia | 983 | RAINBOW HOPE |
| Amazonia | 1280 | MAXIM'S DES MERS |
| Amazonia | 2817 | SANTA FE |
| Amazonit | 4271 | ROSELLEN |
| Amazzone | 150 | ALLORO |
| Amazzone | 398 | GILBERT |
| Amazzone | 17381 | APOLLINARE |
| Ambado | 660 | MEDGAS II |
| Ambar | 2033 | COLON |
| Ambasador | 1691 | AMBASADOR I |
| Ambassador | 54610 | EUROPA |
| Ambassador Bay | 299 | GEOFJORD |
| Ambassador II | 7955 | AZILAL |
| Ambassador 7 | 2555 | SULUT I |
| Ambassador 7 | 3948 | AMBASSADOR |
| Amber | 11710 | KOREAN AMBER |
| Amber Vega | 6109 | MILI |
| Ambia Fortuna | 38298 | HOEGH FORTUNA |
| Ambience | 392 | GINO |
| Ambika | 8033 | ADELFAEVERETT |
| Ambition | 122 | GDY—19 |
| Ambition | 137 | PIA PEDERSEN |
| Ambition | 245 | DUNGENESS |
| Ambition | 52967 | NEW AMBITION |
| Ambla | 1153 | DACCA |
| Ambon | 6016 | SKY HOVER |
| Ambor | 128173 | KNOCK MORE |
| Ambra Blue | 40286 | ONDA |
| Ambra Harrier | 61901 | UNITY |
| Ambronia | 125663 | BLUE FIN |
| Ambrose | 1500 | STRAITS PRIDE |
| Ambrose | 9934 | QUEEN VERGINA |
| Ambrose Foote | 149 | MEECH LAKE |
| Ambrose Shea | 9934 | QUEEN VERGINA |
| Ambrosia | 149 | PENTLAND |
| Ambrosia | 15689 | MERIT |
| Ambrosiana | 83461 | ODYSSEA |
| Ambulant | 481 | AMMOUN |
| AMC U3 | 174 | FAJEN |
| AMC 45 | 127 | JOAN MARIE |
| AMC 66 | 144 | MANUEL P. DOMINGOS |
| AMC 109 | 170 | C T L II |
| AMC 171 | 168 | CHENA |
| Amcar | 5409 | HONSHU |
| Amcotts | 253 | OGBEMUDIA |
| Ame Rupa | 163 | KALYARA |
| Amedeo Avogadro | 2986 | GAZ ATLANTIC |
| Ameland | 588 | AFHANKELIJK |
| Amelia | 460 | VEESEA GARNET |
| Amelia de Mello | 6695 | DOLPHIN IV |
| Amelia C. | 260 | BARLOVENTO PRIMERO |
| Amelia Candies | 194 | PACIFIC EMPIRE |
| Amelia Earhart | 7218 | JIA DING |
| Amelia Isle | 128 | OCEAN ANGEL |
| Amelia Pearcy | 460 | VEESEA GARNET |
| Amelia Topic | 36250 | SHI HUI |
| Amelie | 101 | LEAO HOLANDES |
| Amer Abha | 7575 | AMER DEEP |
| Amer Kanti | 9371 | OSCAR MEDENCELES |
| Amerenta No. 1 | 3792 | SANTINI I |
| America | 135 | ALGERIA |
| America | 196 | TESORO DEL MAR |
| America | 2766 | ISLAND ENTERPRISE |
| America | 26353 | ALFERDOSS |
| America Freezer | 4938 | NETWORK SWAN |
| America Maru | 31570 | ALLIGATOR EXCELLENCE |
| America Sun | 37269 | AMERICAN TRADER |
| America XIII | 4986 | EUROPA |
| America 1 | 200 | HUACHO 1 |
| America 2 | 200 | HUACHO 2 |
| America 200 | 136 | LISBON |
| American | 125 | FRANK H. CAVEN |
| American Alabama | 57075 | SEA—LAND ACHIEVER |
| American Altair | 14149 | GREEN MOUNTAIN STATE |
| American Apache | 997 | LEANA |
| American Apollo | 19444 | NUEVO SAN JUAN |
| American Aquarius | 19454 | CAROLINA |
| American Argo | 14081 | MAGALLANES |
| American Arrow | 13876 | ZIM KAOHSIUNG |
| American Astronaut | 19283 | GUAYAMA |
| American Builder | 16518 | EQUALITY STATE |
| American California | 57075 | CGM ILE DE FRANCE |
| American Cardinal | 3332 | KUISEB |
| American Career | 3984 | SHUN JIANG |
| American Caribe | 26406 | CAPE FLORIDA |
| American Cherokee | 999 | COBURG |
| American Cheyenne | 895 | BRITTA II |
| American Clipper | 6043 | INTERWAVE |
| American Comanche | 999 | PATRIA |
| American Comanche | 3414 | MARINE CONTAINER |
| American Commander | 8151 | PIONEER COMMANDER |
| American Contractor | 8237 | PIONEER CONTRACTOR |
| American Crusader | 8237 | PIONEER CRUSADER |
| American Delta | 264 | G. P. KIMBERLY |
| American Delta II | 198 | BIGORANGE IX |
| American Delta III | 164 | ALEUTIAN EMPIRE |
| American Draco | 9851 | BEAVER STATE |
| American Eagle | 132 | J. M. HUNTER |
| American Endeavor | 147 | BEVERLY B |
| American Entente | 28087 | SEA—LAND TRADER |
| American Envoy | 28087 | SEA—LAND NAVIGATOR |
| American Georgia | 31920 | TILLIE LYKES |
| American Gulf V | 10448 | CMD I |
| American Hawaii | 34318 | SEA FOX |
| American Illinois | 57075 | SEA—LAND QUALITY |
| American Independence | 117515 | ARCC INDEPENDENCE |
| American III | 164 | ALEUTIAN EMPIRE |
| American Kentucky | 57075 | GALVESTON BAY |
| American Lady | 100 | GULF BREEZE |
| American Lancer | 19046 | HUMACAO |
| American Lark | 19203 | SEA—LAND CRUSADER |
| American Legion | 19157 | SEA—LAND CHALLENGER |
| American Liberty | 18894 | SEA—LAND DISCOVERY |
| American Lynx | 19203 | MAYAGUEZ |
| American Mace | 1574 | AMERICAN MARK |
| American Mail | 11559 | CLEVELAND |
| American Main | 1569 | GLOBAL CHALLENGER |
| American Main | 3139 | WANTON |
| American Maine | 57075 | SEA—LAND VALUE |
| American Mar | 29508 | CAPE FAREWELL |
| American Mark | 1500 | QUEEN OF HEART |
| American Mark | 1566 | HAE WOO No. 1 |
| American Marketer | 21687 | SEA—LAND EXPEDITION |
| American Merchant | 21687 | SEA—LAND HAWAII |
| American Michigan | 34318 | SEA LION |
| American Ming | 1591 | MINI LUNAR |
| American Mini | 1586 | MINI LOGIC |
| American Minx | 1590 | MINI LAMA |
| American Mist | 3414 | MARINE CONTAINER |
| American Mohawk | 4375 | YUN FENG |
| American Moon | 356 | PRIDE OF EDEN |
| American Muse | 1500 | QUEEN OF DIAMOND |
| American Nebraska | 57075 | NEDLLOYD HUDSON |
| American New Jersey | 57075 | RALEIGH BAY |
| American New York | 57075 | NEDLLOYD HOLLAND |
| American North Carolina | 34318 | SEA WOLF |
| American Ohio | 31920 | TYSON LYKES |
| American Oklahoma | 57075 | SEA—LAND ATLANTIC |
| American Olympic | 920 | JOSE MARIA SOBRAL |
| American Patriot | 145 | LAURA ANN |
| American Patriot | 192 | VIKEN |
| American Pioneer | 28095 | SEA—LAND PACIFIC |
| American Puritan | 28095 | SEA—LAND ENTERPRISE |
| American Queen | 464 | FLAMINGO |
| American Rapid | 11757 | CAPE NOME |
| American Resolute | 7509 | MORMACDAWN |
| American Resolute | 17902 | RESOLUTE |
| American Rigel | 14081 | MALLORY LYKES |

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|---|---|---|
| American Robin | 5740 | SWAKOP |
| American Robray 111 | 920 | JOSE MARIA SOBRAL |
| American Rover | 7509 | MORMACMOON |
| American Rover | 11757 | ROVER |
| American Saga | 12724 | CAPE JOHNSON |
| American Sea | 9298 | CAPE JUBY |
| American Senator | 14801 | CANMAR VICTORY |
| American Senator | 15584 | CANMAR TRIUMPH |
| American Sioux | 4860 | YI CHUN |
| American Son | 130 | JENNY — CRISTINA |
| American Spirit | 149 | CAREVELLE |
| American Spirit | 117515 | ARCO SPIRIT |
| American Trader | 14739 | AMERICAN CLARE |
| American Trader | 28162 | PRESIDENT HARRISON |
| American Utah | 57075 | NEWARK BAY |
| American Vega | 14081 | ALLISON LYKES |
| American Venture | 3984 | SHUN JIANG |
| American Virginia | 57075 | SEA—LAND INTEGRITY |
| American Washington | 57075 | SEA—LAND PERFORMANCE |
| Americana | 432 | PRINCESS ARLINE |
| Americana | 4794 | SAHAKIJ |
| Americana | 26684 | MSC SABRINA |
| Americas Condor | 4457 | ATLANTIC ISLAND |
| Amerika | 14834 | MSC FEDERICA |
| Amersfoort | 10239 | TAAL LAKE |
| Amerwave | 6043 | INTERWAVE |
| Amesa | 666 | CLARA G. |
| Ametco | 262 | BOOYA |
| Amethyst | 299 | HAMDEH |
| Amethyst | 1547 | TASOS |
| Amethyst | 6640 | MADELEINE |
| Amethyst | 11710 | KOREAN AMETHYST |
| Amethyst | 13889 | CLIPPER AMETHYST |
| Amethyst | 14107 | KAWA |
| Ametist | 999 | STAINLESS LADY |
| Ametyst | 187 | NORDHEIM |
| Amex | 9449 | SIR JOHN |
| Amey I | 594 | ARCO TRENT |
| Amey II | 594 | ARCO TEST |
| Amey III | 1583 | ARCO SCHELDT |
| Amfreville | 360 | IVINDO |
| Amgu | 2433 | NIKOLAY OSTROVSKIY |
| Amgun | 402 | GRANIT |
| Amherstburg | 195 | IRVING POPLAR |
| Ami | 298 | EUAN |
| Amica | 10068 | DA QING HE |
| Amigo | 115 | LILEDA |
| Amigo | 821 | AMANDA |
| Amigo Defender | 1282 | REIFENS |
| Amigo Express | 890 | DARPO SEPULUH |
| Amigo Express | 1202 | HERO A |
| Amigo III | 631 | B. K. TRADER |
| Amigo Star | 299 | TARU II |
| Amin | 995 | AMINUDDIN |
| Amin R | 298 | CEDRE |
| Amina | 339 | TECH DIVER ONE |
| Amina | 996 | DONA 1 |
| Amina | 1452 | SERVICE V |
| Amina | 2390 | FAIAL |
| AMINA II | 1194 | STAR OF MASSAWA |
| Amine | 497 | AMIN |
| Amir | 158 | BARAKET ALLAH |
| Amir | 2276 | ALFESANI |
| Amir | 35904 | W. H. BLOUNT |
| Amira | 499 | BISON |
| Amiral de Joinville | 309 | CENTAUR |
| Amisia | 17749 | SALLY I |
| Amita | 16380 | JAG VIDYA |
| Amitie | 11283 | NOBLESSE |
| Amity | 3264 | AVIOR |
| Amity Star | 38216 | SEAPANTHER |
| Ammersbek | 999 | SARIKIZ |
| Ammon | 2563 | ARTURO MICHELENA |
| Ammonia I | 905 | AMMOGAS |
| Ammy Vanggaard | 136 | SYLVESTER |
| Amna | 9488 | TAPATI |
| Amoco | 9460 | J. A. W. IGLEHART |
| Amoco Atlanta | 272 | ATLANTA BAY |
| Amoco Baltimore | 34825 | OCEAN PRODUCER |
| Amoco Brisbane | 35450 | ORTIGIA |
| Amoco Cairo | 76472 | CAIRO SEA |
| Amoco Columbia | 272 | COLUMBIA BAY |
| Amoco Cremona | 38065 | FAL XXII |
| Amoco Europa | 109700 | PIVOT |
| Amoco Michigan | 293 | MICHIGAN |
| Amoco Rebel | 196 | ACTIVA |
| Amoco Renegade | 237 | LADY CALVESE |
| Amoco Richmond | 272 | RICHMOND BAY |
| Amoco Savannah | 41954 | EDINBURGH SAVANNAH |
| Amoco Seafarer | 126895 | KOSMOS SEAFARER |
| Amoco Tallahassee | 273 | TALLAHASSEE BAY |
| Amoco Tehran | 76472 | WHITING SEA |
| Amoco Texas City | 39246 | SAN JUAN TRADER |
| Amoco Trinidad | 76484 | TRINIDAD SEA |
| Amoco Voyager | 35314 | OCEAN VOYAGER |
| Amoco Whiting | 76472 | WHITING SEA |
| Amoco Yorktown | 38714 | ROSALIND |
| Amonitaş | 3120 | FRAUKE |
| Amor | 107 | ANDREA DAWN |
| Amor | 230 | FRAGOSO |
| Amorgos | 35831 | BONTRADER |
| Amorin | 149 | BASS—ROCK |
| Amoruso Secondo | 650 | FANTACO |
| Amoruso Sesto | 833 | GIOVANNINO |
| Amoruso Settimo | 1375 | COSETTA |
| Amoruso Terzo | 610 | ROBERTO |
| Amos | 114 | GRASOY |
| Amour Des Iles XV | 352 | AMOUR |
| Amow 6 | 860 | DI 68 |
| Amow 7 | 860 | DI 69 |
| Ampana | 410 | GLORA DJATIM |
| Ampera I | 317 | ARIES |
| Amphitrite | 180 | JULIA |
| Amphitrite | 5848 | PRIAMOS |
| Amphitryon | 981 | VASILIKI |
| Ampress Mark | 184 | ROBERTA III |
| Ampuria | 1610 | PONTA DE SAGRES |
| Amron | 1956 | BUILDER III |
| Amru | 5540 | DONG WANG |
| Amrum | 149 | HAUKE HAIEN |
| Amrum | 670 | NARGEN |
| AMS 37 | 269 | ROYAL TAIPAN |
| Amsel | 396 | DINA R |
| Amstel X | 121 | AMSTEL |
| Amstel XVIII | 141 | PIP |
| Amstelborg | 398 | RIAD S |
| Amstelbrink | 16640 | MAR PACIFICO |
| Amsteldiep | 12592 | VASHIP |
| Amsteldreef | 12592 | ALEXANDER'S COURAGE |
| Amstellaan | 19847 | SEAVENUS |
| Amstelmeer | 32055 | SILVER HILL |
| Amstelmolen | 32040 | GOLDEN HILL |
| Amstelpark | 19541 | TROPICANA |
| Amstelslot | 10186 | NEDLLOYD MARSEILLES |
| Amstelsluis | 10186 | NEDLLOYD MANILA |
| Amstelstad | 10186 | NEDLLOYD MADRAS |
| Amstelstraat | 7154 | L. JALABERT BONTANG |
| Amstelstrand | 7154 | PALEMBANG |
| Amstelstroom | 990 | ANGUS EXPRESS |
| Amstelstroom | 7154 | JANIKA II |
| Amstelvaart | 22127 | CAPE HATTERAS |
| Amstelveld | 6292 | SAN MING |
| Amstelvliet | 22658 | OSMARE |
| Amstelvoorn | 22658 | OSLAND |
| Amsterdam | 170 | CAPRICORN AMSTERDAM |
| Amsterdam | 497 | ALCONES |
| Amsterdam | 7227 | ALLAMANDA |
| Amsterdam | 12811 | SEVASTAKI |
| Amsterdam Socony | 1235 | POLING BROS. No. 8 |
| Amsterdam VI | 359 | FALSTONE |
| Amundsen Sea | 13515 | HUANG HAI |
| Amur Career | 9156 | SOUND BAY |
| Amur Maru | 106151 | WORLD VICTORY |
| Amur No. 5 | 3946 | SINAR SUHING |
| Amuthon | 499 | FIONA R II |
| Amy | 992 | FARNESE |
| Amy | 13761 | KAVO ALEXANDROS |
| Amy Elizabeth | 1337 | CARIBE |
| Amy Multina | 18013 | DAVID GAS |
| Amy Rose | 1957 | PACIFIC FREEDOM |
| Amy—Aase | 196 | MIRAGE IV |
| Amyntas | 9243 | FIDELITY |
| An Dong Jiang | 9324 | SAFE STAR |
| An Fidelio | 415 | NORDVIK |
| An Fu Jiang | 9324 | FORTUNATE STAR |
| An Hing | 1732 | HAI WIN |
| An Jin No. 1 | 910 | WOO KWANG |
| An Jin No. 11 | 2033 | PANOIL 6 |
| An Tek | 499 | SEA STAR 8 |
| An Xi | 2989 | SINGA GOLD |
| An Xi | 2996 | FAREAST TRADER |
| An Yang No. 7 | 306 | BOUROMBENE |
| Ana | 396 | JOSIAS DE MORAES |
| Ana | 1816 | ANDINO |
| Ana Del Mar | 1400 | WEC CANARIAS |
| Ana I | 1116 | SAND SWAN |
| Ana Isabel | 499 | MOANA II |
| Ana Luisa | 5303 | MING JIANG |
| Ana Maria | 273 | ALCORA |
| Ana Maria Barreras | 1598 | PESMAR UNO |
| Ana Renata | 5165 | TAI FAT |
| Ana Teresa | 3743 | SHANDY |
| Ana Torrealba | 22972 | TUPI ANGRA |
| Anabar | 1360 | BOOLIMOOG |
| Anabel Glory | 2876 | MARINE THREE |
| Anabisi | 802 | SIN YANG |
| Anaconda | 150 | ALLORO |
| Anadolu Bir | 32507 | KADIKOY 1 |
| Anadolu Ege | 15234 | ANADOLU IKI |
| Anadolu Guney | 14819 | YOUMING |
| Anadolu Kavagi | 693 | TUNC |
| Anadolu 3 | 48154 | ZIYA S |
| Anadria | 10841 | RED DEER |
| Anafarta S | 15526 | AYSE ANA |
| Anaga | 967 | MEDANO |
| Anahita | 920 | MOANA III |
| Anakliya | 3468 | TAMAR |
| Analex | 20878 | ALEXANDER |
| Anamar | 6083 | SAN SEBASTIAN DE URABA |
| Anamar | 9877 | SEA STAR—L |
| Anambas | 998 | BINA |
| Anamhde | 243 | ANTONIA II |
| Anamilena | 1266 | SEA PIONEER I |
| Anamosa YTM 409 | 145 | BOXER |
| Ananas | 8190 | CHIOS REEFER |
| Anangel Diligence | 9048 | DIAMANTIS P |
| Anangel Greatness | 40802 | AMBRA DOLPHIN |
| Anangel Happiness | 13243 | OCEAN TRADER |
| Anangel Harmony | 12362 | HARMONY I |
| Anangel Intelligence | 24105 | ALPHA INTELLIGENCE |
| Anangel Leader | 14286 | ALPHA BRAVERY |
| Anangel Sky | 10274 | ANANGEL VICTORY |
| Anangel Sun | 30867 | SUN P |
| Anapa | 16402 | NORTH STAR |
| Anaris | 18696 | VINNI |
| Anasse | 158 | ANASE |
| Anastasia G | 581 | MARTA |
| Anastasios | 455 | AGIOS NIKOLAOS |
| Anastasios | 16629 | ONTARIO |
| Anastassia | 1595 | REIDA |
| Anastassia | 30330 | SEABULK |
| Anastassia Ena | 1595 | REIDA |
| Anati II | 615 | TAMANI |
| Anatole P | 32829 | STEINSTAD |
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| Anglegarth | 306 | LEON |
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| Anglia Express | 6779 | SICILIA |
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| Anita | 3245 | EQUATOR PRIDE |
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| Anita Bernard | 130 | G & B HARVESTOR |
| Anita Dan | 19168 | KIKA |
| Anita E. | 343 | AFSHAR 2 |
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| Anita I | 3417 | SARONIC BAY |
| Anita I | 4531 | POLSA DOS |
| Anita I | 4615 | FIDELITY |
| Anita Madre | 148 | DUNAT |
| Anita Nellemann | 289 | OLYMPIA |
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| Anita Schutt | 343 | AFSHAR 2 |
| Anita Schutt | 499 | FREE TRADER |
| Anita Trosca | 216 | POLARHAV |
| Anita W | 210 | FAUN |
| Anita W. | 211 | ANITA C. |
| Anita—Adele | 499 | ARGONAUT |
| Anita—Adele | 3245 | EQUATOR PRIDE |
| Anito | 30311 | BANDAK |
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| Anna Brodin | 9861 | ASANO |
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| Anne | 1159 | PAOLA PRIMA |
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| Aranui | 3821 | NAJD III |
| Aranui I | 3821 | NAJD III |
| Arao | 9123 | ZERVOS |
| Arapaho | 147 | GULF EXPRESS |
| Arapiles | 1976 | TAKIS E |
| Arapride | 7022 | ARBERIA |
| Araraquara | 4569 | CARINIO REEFER |
| Araroa | 299 | TAPORO V |
| Arasaki Maru | 196 | ARIAKE MARU |
| Arauca | 1159 | SAMOA STAR |
| Araundo | 170 | ARAKUNDO |
| Arawa | 483 | DELFINO VERDE |
| Arawa Bay | 7494 | PACIFIC TRADER |
| Arawak | 4848 | ARCTIC REEFER |
| ARB C 105362 | 140 | ALAN |
| Arbedo | 499 | ZAHER I |
| Arbeit | 536 | COMANDANTE DORAT |
| Arben I | 236 | DONA CONSUELO I |
| Arbo | 150 | VERA BAGER |
| Arbo | 241 | HAEJIN No. 1 |
| Arbon | 500 | JOHNNY CAY |
| Arboreous | 6609 | OMER |
| Arc Aeolos | 7247 | SLETTER |
| Arc Minos | 5521 | CLIPPER PACIFIC |
| Arc Odysseus | 7525 | SLEVIK |
| Arca | 1598 | MAGO |
| Arca I | 3397 | MARLAGO I |
| Arcade | 1066 | BENI SAF |
| Arcade Eagle | 9944 | COLOR—TRANS |
| Arcade Sun | 56188 | COMBI SUN |
| Arcadia | 106 | MARY ROSE |
| Arcadia | 4416 | SANG THAI LUMBER |
| Arcadia | 19590 | LEADER |
| Arcadia | 122199 | STENA CONTINENT |
| Arcadia Ace | 11753 | SOUTHERN ACE |
| Arcadia Berlin | 9704 | ALLISSA |
| Arcadia I | 65459 | NIKI |
| Arcadia Spirit | 39976 | MENDANA SPIRIT |
| Arcadia Wien | 4183 | KALYON |
| Arcadian | 5050 | TRADERS SUCCESS |
| Arcadian Sun | 5050 | TRADERS SUCCESS |
| Arcadie | 734 | ABU EL HOOL 4 |
| Arcansas | 113 | LIJON |
| Arcas | 396 | RABUNION XIII |
| Arcasea | 1732 | EQUATOR RISE |
| Arce | 3295 | SPIRIT OF PRASLIN |
| Arch | 622 | CARHO |
| Arche des Nowe II | 105 | SAINT GEORGES |
| Archery | 4733 | HING SON |
| Archigetis | 19603 | KYRIAKOS M |
| Archimedes | 1317 | SEAWAY COMMANDER |
| Archimedes | 14348 | K. TOPIC |
| Archimidis | 11248 | ISIS |
| Archipelago | 15874 | BYRON |
| Archon | 536 | PUTBUS |
| Archon | 36254 | LIBERTY WAVE |
| Archon | 56988 | NICHOLAS |
| Archontas | 75131 | CHI LANG |
| Archontissa | 42252 | AMOLYNTOS |
| Archontissa Katingo | 42252 | AMOLYNTOS |
| Arco | 149 | ARCOMINE |
| Arco | 1597 | RISING SUN I |
| Arco | 77588 | CHEVRON SKY |
| Arco Avon | 739 | RIO 3 |
| Arco Dart | 496 | SKORPIOS |
| Arco Discovery | 76547 | CHEVRON SUN |
| Arco Endeavor | 18347 | SYOSSET |
| Arco Enterprise | 18347 | POMEROL |
| Arco Mariner | 76547 | CHEVRON STAR |
| Arco Prestige | 20046 | PENNSYLVANIA TRADER |
| Arco Resolution | 1437 | RESOLUTION |
| Arco Yar | 671 | KAIBEYAR |
| Arcola | 14756 | MEDITERRANEAN CARRIER |
| Arcopunco | 150 | SAN MARTIN 7 |
| Arcos | 2396 | MAR CARIBE 2 |
| Arctic | 271 | GRATIA |
| Arctic | 345 | KAPP LINNE |
| Arctic | 499 | HYBUR STAR |
| Arctic | 2966 | STEIR |
| Arctic | 4074 | REDWOOD |
| Arctic | 5731 | BEI DAI HE |
| Arctic Bay | 709 | BATALLA DE MAL TIEMPO |
| Arctic Brigand | 439 | STELLA ORION |
| Arctic Buccaneer | 1660 | OTAGO BUCCANEER |
| Arctic C | 4848 | ARCTIC REEFER |
| Arctic Command | 796 | BERING ENTERPRISE |
| Arctic Corsair | 760 | ARCTIC CAVALIER |
| Arctic Eagle | 292 | OMS GALVESTON |
| Arctic Explorer | 268 | KASKELOT |
| Arctic Freebooter | 1479 | LORD SHACKLETON |
| Arctic Freezer | 122 | FYLLA |
| Arctic Galliard | 1660 | OTAGO GALLIARD |
| Arctic I | 5731 | BEI DAI HE |
| Arctic II | 345 | KAPP LINNE |
| Arctic King | 995 | EAST POINT |
| Arctic Link | 5309 | LU HAI 65 |
| Arctic Mallik | 718 | ESCORT PROTECTOR |
| Arctic Master | 16809 | PACIFICA |
| Arctic Mist | 433 | OLYMPIC |
| Arctic Moon | 194 | THAMRIN |
| Arctic Ocean | 7237 | BONITA |
| Arctic Prawns | 1497 | ARCTIC SEA |
| Arctic Prince | 491 | POLAR |
| Arctic Privateer | 998 | FALKLANDS PROTECTOR |
| Arctic Producer | 3874 | ARCTIC ENTERPRISE |
| Arctic Propane | 2475 | GAZ PROGRESS |
| Arctic Prowler | 524 | MARITIME PROTECTOR |
| Arctic Prowler | 884 | NORTH STAR VI |
| Arctic Raider | 1211 | HAMOOR 2 |
| Arctic Riever | 401 | VEGA L. K. |
| Arctic Rover | 351 | LA FORCE |
| Arctic Scan | 507 | IMG 2 |
| Arctic Scan | 1399 | PAMPERO |
| Arctic Scan | 8773 | MELKKI |
| Arctic Seahorse | 1552 | ARCTIC V |
| Arctic Seal | 3266 | THE PERFORMER |
| Arctic Shiko | 1672 | MAERSK TRADER |
| Arctic Skou | 16585 | MARIUPOL |
| Arctic Star | 1405 | HA NOI 2 |
| Arctic Surveyor | 1777 | INSTALLER |
| Arctic Trader | 2758 | RIVERSHELL |
| Arctic Troll | 21620 | D'ALBERTIS |
| Arctic Vandal | 530 | ST. PAUL |
| Arctic Wasa | 14374 | GOLDEN FOUNTAIN |
| Arcturus | 2569 | AVENTURE |
| Arcturus | 5926 | CHEM NOON |
| Arcturus | 8425 | AURORA |
| Arcturus | 9418 | PRIMO C |
| Ardalsfjord | 267 | LIBERTY |

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|---|---|---|
| Ardan | 2903 | JOHAN PEARL |
| Ardas | 3449 | PIONEER ELEGANT |
| Ardea | — | PYTHON |
| Ardenhall | 8966 | MASHCO STAR |
| Ardenlea | 240 | ROSALBA G. |
| Ardent | 120 | MONKIZ |
| Ardesan | 232 | CEM SENER |
| Ardgarvel | 1121 | TADMOR |
| Ardilla | 170 | DELFIN I |
| Ardito | 499 | IASON |
| Ardmay | 17363 | NANI |
| Ardmore | 18817 | ASEAN PROMOTER |
| Ardour | 1599 | MOHSIN BA |
| Ardrossan | 1580 | SHELL CRAFTSMAN |
| Ardua | 499 | CODAN |
| Are | 264 | JEMO |
| Are Friesecke | 499 | EL SANANDRESANO |
| Areasa Dos | 205 | CORBEIRO |
| Aref | 1190 | CARIBI |
| Arej Express | 3506 | GEVO EXPRESS |
| Arena | 892 | SUNSHINE PEARL |
| Arenal | 731 | OSTRA |
| Arenal | 15780 | VITAGRAIN |
| Arenas | 1214 | YASMINE |
| Arend | 424 | GLADIADOR |
| Arendal | 994 | PROFILER |
| Arendje | 123 | GODENWIND |
| Arenes | 146 | SENERA |
| Arent M. | 323 | LEPRECHAUN |
| Arenteiro | 200 | HELENA MARIE |
| Areon | 9167 | FRIENDSHIP |
| Arequipa 6 | 310 | IGNACIO MAR VIII |
| Ares | 5907 | JOHN N |
| Ares II | 669 | HONG ENG |
| Arete | 2899 | SHENG LONG |
| Arethousa II | 18054 | MARIKA |
| Areucon Caroline | 1599 | CONRO TRADER |
| Arfell | 1599 | BELL SWIFT |
| Argaman Sea | 20100 | MILTA |
| Argea | 499 | WATFA |
| Argentea | 2955 | MERCHANT VENTURE |
| Argentina | 14208 | ENCHANTED ISLE |
| Arges | 22243 | LARNACA |
| Argo | 228 | SALOMO SALAR |
| Argo | 396 | PANAGIA I |
| Argo | 462 | XENIA |
| Argo | 500 | LEANDROS RAMOS |
| Argo | 982 | VOLVOX ANGLIA |
| Argo | 1126 | ARGUS |
| Argo | 1772 | VASILIOS D |
| Argo | 2809 | CAPTAIN ALI |
| Argo | 2976 | AHORA |
| Argo | 3932 | NORCOVE |
| Argo | 4912 | LOGOS II |
| Argo | 6475 | RODOS |
| Argo | 6843 | KRITI |
| Argo | 15948 | CHIOS GLORY |
| Argo Altis | 7298 | TONG JIANG |
| Argo Artemis | 76992 | JOANA TAPIAS |
| Argo Aurora | 76149 | ALANDIA BAY |
| Argo Challenge | 1598 | GENCA SESTO |
| Argo Clyde | 11523 | TONG YEE |
| Argo Dione | 153644 | DAMAR |
| Argo Endeavour | 34078 | BIRDIE |
| Argo Enterprise | 35185 | TRENDY |
| Argo Explorer | 29876 | CO—OP GRANEL |
| Argo Faith | 1540 | GENCA SETTIMO |
| Argo Glory | 1587 | GENCA QUINTO |
| Argo Hope | 1597 | ALCAMO |
| Argo Hope | 6133 | LARGO |
| Argo I | 372 | KHALED |
| Argo Island | 2492 | BRANDA |
| Argo II | 15948 | CHIOS GLORY |
| Argo Leader | 11048 | POSEIDON 8 |
| Argo No. 3 | 1539 | NIPPON MARU |
| Argo of Pembroke | 292 | SARFAQ |
| Argo Pantofla | 123 | MOTHERCAT 1 |
| Argo Pioneer | 1588 | PIONEER V |
| Argo Union | 31279 | PALVIA |
| Argo Valour | 1557 | CELTIC CHALLENGER |
| Argo—Hellas | 3932 | NORCOVE |
| Argolikos | 9859 | PISCO |
| Argolikos II | 9859 | PISCO |
| Argolis | 8909 | VIVARI II |
| Argonaftis | 142 | DIMITRIOS A |
| Argonaftis | 7584 | AMER PRABHA |
| Argonaftis | 17379 | NAFTI |
| Argonaftis | 69128 | KNOCK ARDY |
| Argonaut | 999 | HAMILTON TRADER |
| Argonaut | 1099 | LADY AMANDA |
| Argonaut | 24876 | ANEMI |
| Argonaut II | 499 | ARGONAUT |
| Argonaut R | 290 | ALUK |
| Argonavi | 11171 | LOON |
| Argos | 545 | GOLONDRINA DE MAR |
| Argos | 9842 | MUN SU BONG |
| Argos | 53728 | CASTILLO DE QUERMENSO |
| Argos | 98905 | UNIS TA |
| Argos IX | 158 | MARANON 2 |
| Argos Peace | 35270 | BRISAS I |
| Argos VIII | 158 | MARANON 1 |
| Argos X | 200 | CHAO 1 |
| Argos XI | 200 | CHAO 2 |
| Argostoli II | 1542 | EVDOXIA K |
| Argosy | 498 | SANTA MARIA DEL MARE |
| Argosy | 520 | SHELL KEYS |
| Argosy | 76883 | SOKOLICA |
| Argosy Lemal | 262 | BOOYA |
| Argosy Pacific | 41250 | VICTORIA II |
| Arguineguin Uno | 1190 | BALTRADER |
| Argus | 323 | SMITH POINT |
| Argus | 499 | KORNI |
| Argus | 606 | POLYNESIA |
| Argusguard | 326 | TORRES EXPRESS |
| Argyro M | 1519 | B. H. A. EXPRESS |
| Argyroula | 10900 | WU LIN |
| Arh Kim | 11535 | EBER |
| Arheng | 1304 | CARCHING |
| Arholma | 108 | ENKOPING |
| Arholma | 961 | CANDY I |
| Ari | 497 | CARLSBERG |
| Ari—Eder | 295 | OUADANE III |
| Aria | 921 | MARIA S |
| Ariadna II | 720 | BALBOA |
| Ariadne | 211 | EL CACHIQUE I |
| Ariadne | 427 | MERCS SERENDIB |
| Ariadne | 448 | MIN HAI 329 |
| Ariadne | 453 | XING JIANG |
| Ariadne | 811 | SEA WEST |
| Ariadne | 999 | AMINA STAR |
| Ariadne | 6542 | EMPRESS KATERINA |
| Ariadne | 8904 | PHEASANT |
| Ariadne | 16913 | ARIADNE I |
| Ariadne | 25122 | FIESTA |
| Ariadne | 51818 | ALPHA STAR |
| Ariake | 25407 | FISHGUARD BAY |
| Ariake | 35944 | IOANNIS P |
| Ariake Maru | 135 | SUN JIN No. 11 |
| Ariake Maru | 493 | HANSHIN MARU No. 3 |
| Ariake Maru | 989 | FUKUE |
| Ariake Maru No. 5 | 530 | JUMBO |
| Ariake 1 | 37286 | ARIAKE |
| Arian | 5991 | BORA BORA I |
| Ariana | 750 | ZAIDA |
| Ariana | 11910 | SEMSVANN |
| Ariane | 6542 | EMPRESS KATERINA |
| Ariane I | 3726 | RAFAELLO |
| Ariane I | 6168 | SOL DO BRASIL |
| Ariane 1 | 739 | ARIANE |
| Arianna | 12671 | SEA BRAVES |
| Arianne Laura | 4183 | KALYON |
| Aribel | 334 | ELCOMEC I |
| Arica | 18359 | GOLDEN ISLE |
| Arica | 20618 | QIONG HAI |
| Arica | 38995 | PEARL |
| Arica I | 1021 | DONA MARIA |
| Arico | 939 | BERMEO |
| Arie | 143 | CAROLIJN MARIA |
| Arie Jacob | 192 | PIETER AGATHA |
| Arie Ouwehand | 247 | ARGO |
| Arie Ouwehand | 538 | JULIACA |
| Arie van der Zwan | 351 | R. V. EXPLORER |
| Ariel | 294 | ARIELLE |
| Ariel | 25831 | ZIM CALIFORNIA |
| Ariel | 54610 | EUROPA |
| Ariel I | 44985 | ARIEL |
| Ariela G. | 60337 | TOSCANA |
| Aries | 101 | PADRE PIO II |
| Aries | 199 | ARGOSY |
| Aries | 279 | JET No. 7 |
| Aries | 405 | ARIES II |
| Aries | 498 | HERMOSILLO |
| Aries | 998 | EBENEZER C. |
| Aries | 1585 | REA |
| Aries | 2127 | MANOKWARI |
| Aries | 10117 | J. JESSICA |
| Aries | 30687 | FOCOMAR |
| Aries Chief | 16222 | FERNANDA F |
| Aries Navigator | 2228 | ROSEMERE |
| Aries Trigon | 299 | JENCLIPPER |
| Arietta | 8047 | MIAMI REEFER |
| Arietta Gregos | 20417 | ARIETTA |
| Arif | 709 | RED OSPREY |
| Arif—1 | 566 | KAPTAN NACI DEVAL |
| Ariiso Maru No. 38 | 318 | WAKAMIYA MARU No. 57 |
| Aril | 499 | RONOR |
| Arima Maru | 194 | IWAMI MARU |
| Arimasan Maru | 75361 | ARISAN |
| Arimbi | 8033 | KING YEE |
| Arina Holwerda | 903 | LIDA |
| Arina Holwerda | 961 | SENG LEONG |
| Arinbjorn | 149 | LOMUR |
| Arinbjorn | 378 | HJALTEYRIN |
| Arion | 134 | JUPITER |
| Arion | 356 | SHEREEN |
| Arion | 2834 | GOZDE—B |
| Arion | 14809 | ARHON |
| Arion | 35944 | LIBERTY STAR |
| Arion I | 539 | SNOW |
| Arion Pacific | 697 | STELLA MARIS |
| Ariosto Amado | 25377 | MAINIT BAY |
| Aris | 947 | AHSAN K |
| Aris | 7870 | DELTA |
| Aris | 14915 | GEORGIOS |
| Aris I | 395 | SAFWAN M |
| Aris II | 499 | THEOFILOS I |
| Aris IV | 478 | MARIA K |
| Aris Okto | 1827 | BETHESDA 2 |
| Aris VI | 996 | VOYAGER |
| Aris VIII | 1827 | BETHESDA 2 |
| Arishima Maru | 12874 | ARISHIMA |
| Aristagelos | 6829 | ALIOTH SS |
| Aristagoras | 12035 | INDIAN PRESTIGE |
| Aristaios | 4469 | VALENTINO |
| Aristaios | 10205 | IRAN EHSAN |
| Aristanax | 7174 | RUAHA |
| Aristandros | 7154 | JANIKA II |
| Aristandros | 13011 | CARMEN CARINA |
| Aristarchos | 7154 | PALEMBANG |
| Aristarchos | 9262 | WINDMILL PRIDE |
| Aristarchos | 13011 | LEEWARD |
| Aristarkh Byelopolskiy | 3281 | ARISTARHS BELOPOLSKIS |
| Aristee | 2174 | PHOENICIAN FLAG |
| Aristee | 7291 | CARRYBULK |
| Aristefs | 2770 | CARIBE TRADER |
| Aristeides | 7154 | L. JALABERT BONTANG |
| Aristeides | 20702 | SEALO I |
| Aristeidis | 11417 | XIANG CHENG |
| Aristeus | 8685 | AS SAMAD |
| Aristides | 992 | RIVERSIDE |
| Aristipos | 10186 | NEDLLOYD MADRAS |
| Aristipos | 13392 | OCEAN EXPRESS |
| Aristodikos | 7022 | YUN CHENG |
| Aristodimos | 12035 | INDIAN PROGRESS |
| Aristofon | 7476 | MIZORAM |
| Aristogenis | 7196 | TRIBELS |
| Aristogenis | 9888 | JORDAN I |
| Aristokleidis | 6831 | TRAUTENBELS |
| Aristolaos | 7476 | ARUNACHAL PRADESH |
| Aristomachos | 7065 | JIN CHENG |
| Ariston | 298 | BAABE |
| Ariston | 836 | GUNGA DIN |
| Aristonidas | 7022 | TONG CHENG |
| Aristonidas | 10205 | IRAN VOJDAN |
| Aristonimos | 10205 | IRAN BAYAN |
| Aristonofos | 7019 | JALABALA |
| Aristotelis | 14211 | WINDWARD |
| Aristotelis | 23864 | DE RONG HAI |
| Aristotle S. Onassis | 125465 | LUCINA |
| Aristoxenos | 7022 | RONG CHENG |
| Arita | 492 | FRIGARD |
| Arita | 10511 | CHENAN |
| Arix | 47158 | JAVA SEA |
| Ariyel | 600 | AGIOS GEORGIOS |
| Arize | 1979 | KOSTAS K |
| Arizona | 181 | RIVO |
| Arizona | 192 | CARMONA |
| Arizona | 286 | MOSTEIN |
| Arizona | 492 | VATHI |
| Arizona | 13155 | JUPITER |
| Arizona Sun | 11223 | HEI HU QUAN |
| Arja | 298 | ELISE |
| Arjah | 496 | MANOLIS III |
| Arjuna Raya | 1439 | TATANUSA 2 |
| Ark | 4701 | HAZAR |
| Ark World | 3854 | RODA PERKASA |
| Ark'Aluta | 363 | SUDURHAVID |
| Arka Marine | 5739 | ASK |
| Arka 2 | 499 | MAHARANI |
| Arkandros | 8826 | PANANDROS |
| Arkansas | 113 | LIJON |
| Arkansas | 292 | HAVFANGST |
| Arkansas | 1597 | MINGARY |
| Arkas | 9964 | IONIAN GALAXY |
| Arkas | 67856 | OMI COLUMBIA |
| Arkay | 29118 | ACQUA BLU |
| Arkin | 600 | SEA SUPPLIES |
| Arklow | 582 | TJAMAR |
| Arklow Bridge | 500 | COURTFIELD |
| Arklow Bridge | 1555 | WAVE ROSE |
| Arklow Brook | 1586 | FRAMVAREN |
| Arklow Dawn | 943 | SALONA |
| Arklow Day | 399 | RODFJELL |
| Arklow River | 398 | GREEBA RIVER |
| Arklow River | 1394 | NORTHSTAR |
| Arklow Rose | 4292 | CYGNE |
| Arklow Vale | 1599 | INISHFREE |
| Arklow View | 993 | ARKLOW DEW |
| Arklowe River | 1394 | NORTHSTAR |
| Arko | 505 | MALAHAYATI |
| Arko | 15637 | PATMOS |
| Arko Glory | 7190 | MC RUBY |
| Arko River | 8394 | AGRA |
| Arko Star | 9961 | COSSTAR |
| Arkona | 18145 | CGM LA PEROUSE |
| Arktic | 9699 | NORASIA ARABIA |
| Arktis | 498 | SOKNA |
| Arktis Grace | 1829 | AOTEA LINK |
| Arktis Pioneer | 499 | BISON |
| Arktis Pride | 499 | MARINA |
| Arktis Queen | 1829 | OCEAN LINK |
| Arktis Rose | 1223 | ARKTIS ORION |
| Arktis Sirius | 499 | DILZA |
| Arktos | 496 | FOX |
| Arktos | 10693 | NOPAL LILY |
| Arktos | 11162 | FAARABI |
| Arktur | 1219 | CESARE |
| ARL—9 | 2293 | PETROLA 18 |
| Arle Jr. | 114 | ELVIRITA C. |
| Arleen | 192 | WESTERN DAWN |
| Arlene | 454 | JULIETA |
| Arlesiana | 2589 | SAGRES |
| Arletta | 997 | ANNA MARINA |
| Arlil | 497 | RAPHAEL |
| Arlil | 536 | HSIEN HANG No. 1 |
| Arma Trader | 18744 | ARMA |
| Armac | 136 | BURNACO |
| Armada Irian | 725 | ISABELLA INDAH |
| Armada Jaya | 725 | ISABELLA INDAH |
| Armada Mariner | 1148 | MARINER |
| Armada Mas | 2983 | ARMADA MURNI |
| Armada Samudera | 3658 | ARMADA INDAH |
| Armaghan | 398 | TAISIR |
| Armagnac | 14374 | ACRITAS |
| Armenistis | 495 | MELTIMI |
| Armenistis | 16588 | IONIAN KING |
| Armentieres | 351 | LA FORCE |
| Armeria | 13736 | AMBAR |
| Armfrid Leonora | 272 | LOPPHAV |
| Armi | 489 | AUTA MANUEL |
| Armik | 1931 | CHRISTINA I |
| Arminza | 1556 | ISLA DE LA JUVENTUD |
| Armor | 125 | ROMY MAYALINE |
| Armstrong Creek | 149 | K. C. CAMPBELL |
| Arn X | 484 | ANASTASIA |
| Arnage | 1592 | ESTORIL |
| Arnar | 148 | SOLRUN |
| Arnarborg | 105 | ORION |
| Arnarfell | 699 | ALCOY |
| Arnarnes | 103 | FRODI |
| Arnarnes | 293 | GUDMUNDUR OLAFUR |
| Arnd Becker | 1599 | WEC PORTUGAL |
| Arne | 498 | PAOLA X |
| Arne Af Malmo | 148 | ZANGWE |
| Arne Hilck | 498 | CONNY |
| Arne Kalve | 409 | NAUTIK STAR |
| Arne Marius | 199 | FJORDSYN |
| Arne Marius | 290 | BOFJORD |
| Arneb | 495 | AL KWATHER 1 |
| Arneb | 1121 | SEA POINT |
| Arnet Robinson | 892 | FATIH |
| Arney | 132 | FROSTI II |
| Arnfirdingur | 185 | FREYR |
| Arnfirdingur II | 115 | STEINUNN |
| Arnhild | 117 | SORBU |
| Arnholt | 491 | BIRD |
| Arnholt | 828 | HAVBLIK |
| Arni a Bakka | 229 | KLETTSVIK |
| Arni Geir | 168 | HAPPASAELL |
| Arni Krist Jansson | 186 | AGUST GUDMUNDSSON |
| Arni Magnusson | 186 | GEYSIR |
| Arni Sigurdur | 445 | HOFRUNGUR |
| Arnica | 35806 | ROBIN L |
| Arnis | 499 | UNIKA |
| Arno | 489 | KATERINA I |
| Arnold Sommerling | 1599 | MUHU |
| Arnon | 2872 | PROTOPOROS |
| Arnoya | 443 | FOQUE |
| Arnoya Segundo | 271 | IZEM |
| Arnstadt | 6819 | KRIS TERASEK |
| Arnungen | 149 | NORDHOLM |
| Aro | 146 | KJELL—OSKAR |
| Aro | 166 | MULTRATUG 5 |
| Aro | 426 | VASILIS |
| Arold | 146 | KJELL—OSKAR |
| Aroma | 5144 | EXCELSIOR LUCK |
| Aroma Chemicarry | 998 | SYABAS DUA |
| Arona | 2387 | TRANSESTONIA |
| Aros | 332 | HOLMASUND |
| Aros Anglia | 1520 | GUDRUN |
| Aros Athene | 999 | FARSUND SUPPLIER |
| Aros Calypso | 999 | HAMILTON TRADER |
| Aros Freighter | 999 | DFL HELSINKI |
| Aros Mistley | 499 | OSTWIND |
| Aros Olympic | 997 | LEANA |
| Aros Timber | 499 | BREMER SATURN |
| Aros Trader | 999 | HAMILTON TRADER |
| Aros Trent | 499 | GERTJE |
| Arosa Cuarto | 665 | PESCAMEX III |
| Arosa Noveno | 1425 | LEON MARCO SEIS |
| Arosa Once | 1588 | LORD SHACKLETON II |
| Arosa Quinto | 665 | PESCAMEX IV |
| Arosa Segundo | 589 | COLOMBO IV |
| Arosa Septimo | 1389 | LEON MARCO SIETE |
| Arosa Tercero | 589 | COLOMBO III |
| Arosandra | 499 | BASSMA |
| Aroselle | 440 | HARMONY |
| Arosia | 394 | ANNA |
| Arosia | 3894 | BRASILIANA |
| Arosia | 22667 | NEW YORK SENATOR |
| Arosienne | 424 | ATHOS |
| Arosita | 499 | JAN—RASMUS |
| Aroy | 147 | SJONA |
| Arpa Moon | 1597 | MARIA CLARA |
| Arpa Star | 1598 | MAGO |
| Arpe | 232 | TAMANADO |
| Arpem 13 | 272 | PALMEIRINHAS |
| Arpem 14 | 272 | CABO LEDO |
| Arpoador | 28347 | LILY |
| Arquitecto Herrera | 3321 | GEORGIOS HADJIKYRIAKOS |
| Arrabida | 245 | EDUARDO MARIA |
| Arran | 7615 | ALMEDA STAR |
| Arran Firth | 398 | HILAL |
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| Arrow | 419 | HUNTER |
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| Arrow Ace No. 2 | 3596 | EASTERN GLORY |
| Arrow Beaver | 27001 | RIKHARD ZORGE |
| Arrow Combiner | 56192 | FEAX |
| Arrow Emperor | 7884 | SINOLION |
| Arrow Gdansk | 59850 | OMIKRONVENTURE L |
| Arrow Gdynia | 59850 | OMEGAVENTURE L |
| Arrow I | 4940 | LAUREL STAR |
| Arrow Panter | 35530 | YU LONG SHAN |
| Arrow Peak | 39366 | NIGHTLIGHT |
| Arrow Pearl | 30932 | CALIFORNIA |
| Arrow Pennant | 38466 | SEA UNION |
| Arrow Point | 31584 | FENG HUI |
| Arrow Precious | 30262 | TAMAR |
| Arrow Pride | 36022 | ELPIS |
| Arrow Prong | 33496 | MARQUESA |
| Arrow Star | 574 | SESAM |
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| Arroya Cruz | 103 | ENSENADA CRUZ |
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| Arteaga Segundo | 735 | CALDA |
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| Artek | 1002 | SOLOVKI |
| Artem | 2915 | FAIR FOX |
| Artemis | 545 | ENS 2 |
| Artemis | 2915 | FAIR FOX |
| Artemis | 4255 | ARTEMIS I |
| Artemis | 6892 | MARYGOLD |
| Artemis | 9466 | PANAGIA PHANEROMENI |
| Artemis | 11982 | MURIEL |
| Artemis | 12557 | ERIMANTHIA |
| Artemis | 20108 | ARTEMIS SB |
| Artemis | 39849 | AQUILA |
| Artemis | 60662 | RAHA SULAYMAN |
| Artemis C | 9466 | PANAGIA PHANEROMENI |
| Artemis Island | 10932 | SILVER FENG |
| Artemision | 11982 | MURIEL |
| Artemon | 484 | GRIGORIS TSIRIKOS II |
| Artevelde | 1581 | BELLE ILE |
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| Arthur Maersk(AP) | 33401 | ANDERS MAERSK |
| Arthur Simard | 5918 | CAM ETINDE |
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| Artimon | 15509 | CMB METEOR |
| Artis | 497 | SEA STAR |
| Artista | 142 | LADY ROSALYNN |
| Artno | 499 | VIVI |
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| Artois | 14413 | P. S. PALIOS |
| Artpok | 140 | MIDDELGRUND AF HALMSTAD |
| Artsyz | 3359 | CUBA |
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| Artus | 455 | ROTTINGOY |
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| Arvfos | 125 | SANDFART |
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| Arvid Pelshe | 8960 | PURE |
| Arvida Bay | 750 | ZAIDA |
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| Arya Baz | 136 | IRAN TAREEGHAT |
| Arya Dokht | 984 | IRAN GHADR |
| Arya Gam | 12015 | IRAN MEEAD |
| Arya Gohar | 10205 | IRAN BORHAN |
| Arya Indus | 8432 | HONG QI 103 |
| Arya Kay | 10205 | IRAN VOJDAN |
| Arya Keyhan | 14433 | IRAN VAHDAT |
| Arya Kish | 8407 | IRAN ELHAM |
| Arya Marmar | 3506 | GEVO EXPRESS |
| Arya Navid | 10205 | IRAN SOKAN |
| Arya Noosh | 3506 | IRAN TOWHEED |
| Arya Nur | 12015 | IRAN MEELAD |
| Arya Omid | 6460 | IRAN NEHZAT |
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| Arya Perdana | 4366 | VERITIC ORCHID |
| Arya Permata | 3778 | TANTO DELI |
| Arya Ram | 136 | IRAN RESALAT |
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| Arya Sepand | 10205 | IRAN BAYAN |
| Arya Sepehr | 9370 | IRAN ADALAT |
| Arya Shahab | 9370 | IRAN NABUVAT |
| Arya Shams | 14433 | IRAN GHEYAMAT |
| Arya Soroosh | 10206 | IRAN MEEZAN |
| Arya Sun | 9206 | IRAN SEEYAM |
| Arya Tab | 12015 | IRAN ERSHAD |
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| Arya Tarunaga | 3182 | GOLDEN SAMAHA |
| Arya Wijaya | 3742 | RIMBA DUA |
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| Asahi Maru No. 13 | 481 | ATLAS HERO |
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| Asahi Maru No. 39 | 4014 | CRESTA III |
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| Asahi Maru No. 85 | 156 | SHINKO MARU No. 38 |
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| Asama | 699 | TENSHO MARU |
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| Ascona | 9107 | GU YUE |
| Ascona | 19490 | BHAWANI |
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| ASD Astor | 2008 | PUNTA DUNGENESS |
| Asd Hektor | 1999 | TRANSPORT TEJO |
| ASD Iris | 1598 | VASSILIS VII |
| ASD Meteor | 1975 | PEVERIL |
| ASD Plainsman | 1060 | JENWEL |
| Asean | 324 | MALVEST |
| Asean Endeavour | 2144 | SAM LOUIS |
| Asean Friendship | 13523 | ASEAN SUCCESS |
| Asean Mariner | 1027 | SANTOS |
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| Asean Nations | 23007 | YOUCHENG |
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| Asean Objective | 19030 | CONQUISTADOR |
| Asean Pride | 9058 | SILVER KRIS |
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| Asean Promoter | 2177 | CASTILLETES |
| Asean Prosperity | 2177 | CABO DE LA VELA |
| Asean Ruby | 3462 | WARIS CIPTA |
| Asean Trader | 6381 | TOSHIP MEGAH |
| Asean Trader | 6618 | DAIZU MARU |
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| Asia Alliance | 51032 | ENKO MARU |
| Asia Angel | 7896 | PRINCESA CYPRIA |
| Asia Anvil | 13867 | DIAMOND |
| Asia Beauty | 15012 | SEA JADE |
| Asia Bravery | 15016 | SEA DIAMOND |
| Asia Brightness | 10707 | ASEAN PIONEER |
| Asia Chilho | 11686 | SAMSUN HONOUR |
| Asia China | 467 | QUEEN BELINDA |
| Asia Crown | 2540 | SANG THAI KAOLIN |
| Asia Dale | 16817 | SAMICK ORIENT |
| Asia Falcon | 18394 | HUA XI |
| Asia Fidelity | 15662 | HIRA II |
| Asia Flamingo | 12257 | IRAN NASR |
| Asia Friendship | 3853 | BANGPAKAEW |
| Asia Gem | 13758 | IRAN MEYSAM |
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| Asia Gold | 12257 | SAADI |
| Asia Grace | 11867 | BALTIC TRANSPORTER |
| Asia Hawk | 13867 | DIAMOND |
| Asia Heron | 20469 | FLAG TOM |
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| Asia Hunter | 17629 | IRAN TORAB |
| Asia Indonesia | 495 | NEW YORK CITY |
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| Asia Lark | 15789 | HIRA III |
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| Asia Luna | 6020 | SANTA RITA |
| Asia Mahon | 3741 | BADGER |
| Asia Maju | 498 | EVANIA |
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| Asia Maru | 114658 | AMBRA WHALER |
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| Asia No. 12 | 14836 | HYUNDAI No. 12 |
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| Asia Oho | 14965 | HYUNDAI No. 5 |
| Asia Pacific | 2067 | SEVEN LOG MASTER |
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| Asia Prosperity | 14235 | AKTO |
| Asia Regulus | 4197 | DRACO No. 1 |
| Asia Rose | 15788 | SUGAR |
| Asia Samho | 14965 | HYUNDAI No. 3 |
| Asia Serenity | 14667 | EFFY N |
| Asia Sirius | 3007 | SHOEI |
| Asia Success | 14670 | ANTALYA |
| Asia Sun | 18534 | HYUNDAI SUN |
| Asia Swallow | 13841 | BLUESTONE |
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| Asia Unity | 30921 | MARICOBBER |
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| Asiafreighter | 28592 | VILLE DE TUCANA |
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| Asian | 31551 | GAZIA |
| Asian Adventuress | 19168 | KIKA |
| Asian Argosy | 3885 | SUTLA |
| Asian Beauty | 21886 | STAR NITSA |
| Asian Bonanza | 22359 | MARITIME PROSPERITY |
| Asian Brilliance | 19552 | WESTERN AVENIR |
| Asian Daisy | 3913 | SANG THAI JEWELRY |
| Asian Diamond | 3885 | SUTLA |
| Asian Eagle | 3902 | BAKKAFOSS |
| Asian Eagle | 5998 | SEA LAUREL |
| Asian Energy | 103994 | SOUTH BREEZE |
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| Asian Exporter | 8705 | FENG NING |
| Asian Express | 10751 | INDIAN RENOWN |
| Asian Falcon | 5505 | KEE ANN |
| Asian Glory | 2542 | LAKE WOOD |
| Asian Glory | 3893 | ESTRELLA |
| Asian Glory | 11987 | ANIK |
| Asian Hawk | 10673 | FORT |
| Asian Jade | 18214 | NEDLLOYD JAVA |
| Asian Lim | 3040 | HYUN IL No. 101 |
| Asian Liner | 8844 | SOCRATES |
| Asian Lucky | 3893 | ESTRELLA |
| Asian Neptune | 5048 | UME MARU |
| Asian No. 18 | 284 | HSIEH SHENG 202 |
| Asian Pallas | 3992 | TIAN SHEN |
| Asian Palm | 3146 | ACAMAR |
| Asian Park | 3379 | MANTA RAY |
| Asian Patroos | 6650 | BLESS CONTAINER |
| Asian Pearl | 18214 | CARMEN |
| Asian Pegasus | 4154 | GLORY CONTAINER |
| Asian Phoenix | 4570 | OCEAN UNITY |
| Asian Pleiad | 2911 | BANGLUMPOO |
| Asian Plutus | 8571 | JARU BHUM |
| Asian Princess | 4028 | WAN QUAN HE |
| Asian Progress | 36031 | CALEDONIA |
| Asian Renown | 12577 | OOCL AMITY |
| Asian Reward | 12102 | OOCL AWARD |
| Asian Rex | 3170 | SMARA II |
| Asian Rose | 2809 | ASIAN HOPE |
| Asian Sapphire | 448 | SIMAR |
| Asian Senator | 13476 | KADUNA |
| Asian Senator | 16145 | SEA FALCON |
| Asian Summit | 12769 | CONTINENTAL PARTNER |
| Asian Thistle | 31821 | OCEAN SPIRIT |
| Asian Thistle | 36022 | ELPIS |
| Asian Trader | 6719 | ARMSTRONG |
| Asian Transporter | 17459 | FORUM ISLAND |
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| Asianone | 2445 | KERTA LIMA |
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| Asiatic Cheer | 229 | DON JUAN TENORIO |
| Asiatic Confidence | 14416 | LESTE |
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| Asiatic Flame | 177 | SMIT BALI |
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| Asit I | 2411 | YALIKOY |
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| Ask | 399 | ALATI ALLAH |
| Ask | 1594 | HASLO |
| Aska | 293 | TOJO |
| Askania | 999 | SEACREST ASKANIA |
| Askaniya | 2177 | BATUMI |
| Askas | 377 | KYSTEN I |
| Askham | 457 | AD TEMPUS |
| Askhelm | 181 | HAMO |
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| Askholm | 285 | ATHINA |
| Askita | 769 | RIGNATOR |
| Askja | 500 | TWEIT II |
| Askland | 298 | SUDURSTEIN |
| Asko | 502 | IGLOO KING |
| Askodd | 225 | ASVAG |
| Askold | 7994 | MAS VENTURE |
| Askoy | 404 | SMORBUKK |
| Askoy | 1242 | EINE |
| Aslaug | 14076 | SEA KING |
| Asli Ayanoglu | 1221 | TURANLAR II |
| Aslina | 3410 | CHANG LONG |
| Asma | 832 | SETIT |
| Asma | 2267 | PETRO VANTAGE |
| Asmaa | 1390 | COULANT |
| Asmak 4 | 151 | OLOUM 1 |
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| Asmor | 437 | BETI ASMOR |
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| Aspen | 35944 | LIBERTY SUN |
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| Aspen Pine | 3842 | BANGSRAKAO |
| Aspen Trader | 5540 | DONG WANG |
| Asperity | 642 | KASTOR |
| Asphalt | 998 | KARAKOY I |
| Asphalt Champion | 17379 | NAFTI |
| Asphaltjo | 499 | MARIA K |
| Aspianna | 120 | NISOS KALAMOS |
| Aspilos | 45065 | NEPTUNE DORADO |
| Aspindza | 3468 | NINO |
| Aspirant | 499 | VIVI |
| Aspis | 350 | MARIA M. I |
| Aspis | 399 | FAYROUZ |
| Aspra | 125663 | YELLOW FIN |
| Aspronisi | 997 | ARABIAH |
| ASR 12 | 993 | DONA ROSA MARIA |
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| Assad Ibn El Fourat | 219 | AYA |
| Assahm | 672 | FAL VI |
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| Assia | 2992 | DIMARCO |
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| Assiout | 2047 | EL AMMARI |
| Assistant 1 | 254 | EL BUZCADOR I |
| Assomatos | 8825 | TANARAY STAR |
| Assomption | 291 | MOKMER |
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| Assunta Tontini Madre | 3221 | DONG BANG |
| Asta | 257 | LAUT ARAFURA |
| Asta | 972 | ANTORAS II |
| Asta | 1599 | REEF ISLAND |
| Asta Wonsild | 299 | CECILIA |
| Astakos | 1126 | SARONIKOS |
| Astano No. 224 | 241 | FROUXEIRA |
| Astarte | 199 | LIS |
| Astarte | 486 | GIULIA |
| Astarte | 499 | AMINA MOON |
| Astarte | 2842 | KALIOPE |
| Astene Segundo | 688 | JULIA |
| Astene 97 | 2075 | CALAO REEFER |
| Aster | 11070 | MAYFAIR |
| Asteri | 495 | KRIOS |
| Asteria | 215 | HARISSA |
| Asterias | 379 | JULIA EDWARDS |
| Asterion | 13121 | TERI |
| Asterion | 14691 | ASTRON |
| Asterion | 53160 | ELSA |
| Asterix | 282 | CLAVEL |
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| Asterix | 34447 | THEMIS PETRAKIS |
| Asteroide Hero | 5956 | SWAN BAY |
| Asthor | 189 | THORSLAND |
| Asthor | 628 | CAM VEDETTE |
| Astillero | 1599 | SVEA PACIFIC |
| Astir | 492 | VINA |
| Astir | 4954 | SKYBRIDGE |
| Astor | 199 | JOHN |
| Astor | 489 | BULK NORD |
| Astor | 999 | POLLY PRUDENT |
| Astor | 2008 | PUNTA DUNGENESS |
| Astor | 18591 | ARKONA |
| Astor | 20606 | FEDOR DOSTOEVSKIY |
| Astor Princess | 12453 | FLAG TINA |
| Astorga | 9890 | MAR CATERINA |
| Astoria | 727 | SENILIA |
| Astoria | 17338 | SAMAR VICTORY |
| Astoria | 22677 | DSR OAKLAND |
| Astove | 304 | SORIDO |
| Astra | 499 | HICHAM |
| Astra | 522 | INVAR VI |
| Astra | 947 | AHSAN K |
| Astra | 1427 | CAMURI |
| Astra | 18651 | FEI XIA SHAN |
| Astra 4 | 240 | MAGDALENA MARIA |
| Astrabudua | 273 | AKARLANDA |
| Astradiego | 20002 | S. V. EPTA |
| Astraea | 149 | PRINCE LOUIS |
| Astrahelena | 31262 | CENTURION |
| Astral Mariner | 16775 | LAKE CHALLENGER |
| Astral Neptune | 16775 | LIBERTY SKY |
| Astramar II | 17940 | FLORIDA EXPRESS |
| Astramario | 30644 | HUDSON BAY |
| Astranor | 41565 | CAPE NORTH |
| Astrapesa Uno | 64426 | STRATUS |
| Astrapi | 137 | ERMIS |
| Astrapi | 299 | DIMITRIOS G |
| Astrea | 396 | OTTOWA |

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|---|---|---|
| Astrea | 12804 | LAPPONIA |
| Astrea Siam | 396 | OTTOWA |
| Astri Tide | 482 | OCEAN PEARL |
| Astrid | 172 | SECOMAR UNO |
| Astrid | 250 | GOLDEN DOUBLOON |
| Astrid | 298 | BAABE |
| Astrid | 999 | SEA PRINCESS III |
| Astrid | 1600 | ASTREA |
| Astrid Bakk | 800 | VESTVIKING |
| Astrid Bres | 399 | TINA STAR |
| Astrid Marie | 265 | STELLA NOVAE |
| Astrid Rarberg | 300 | ISLAND GLORY |
| Astrid Schulte | 2244 | MERCS WADDUWA |
| Astro | 554 | MARIA B |
| Astro Aries | 37660 | MEKHANIK SLAUTA |
| Astro Bell | 28415 | GEMINI |
| Astro Carrier | 16820 | GLORY SKY |
| Astro Curima | 296 | ASTRO CAMORIM |
| Astro Energy | 86802 | ALONDRA |
| Astro II | 3554 | BAKRI SAILOR |
| Astro Leo | 46384 | OCEAN LEO |
| Astroil | 995 | ERATO |
| Astrolabe | 14310 | BLUEBELL SUSANNAH |
| Astron | 12916 | EARLY STAR |
| Astronomer | 28089 | WEALTHY RIVER |
| Astros | 14168 | SUN II |
| Astun | 297 | ANDANES |
| Asturias | 16187 | EUROJOY |
| Asturies | 5124 | ZLARIN |
| Astwi | 18598 | CIELO DI NAPOLI |
| Astyanax | 30621 | SILVERGATE |
| Asubone | 1513 | TOMAN No. 2 |
| Asuga Maru No. 3 | 299 | FUJIN MARU |
| Asuka | 434 | RYOEI MARU No. 18 |
| Asuka | 2289 | ARMADA MOBIL PLAZA |
| Asuka | 3761 | APOLLO ASUKA |
| Asuka | 36636 | AMAPOLA |
| Asuka I | 1976 | QUEEN ALMA |
| Asuka Maru | 4371 | EBTIBE |
| Asuka Maru No. 3 | 496 | ASUKA |
| Asuka No. 2 | 499 | SIAM NALEN |
| Asuka No. 3 | 959 | AEK NEEE KANOPAN |
| Asuka No. 5 | 2157 | NIKKO MARU No. 52 |
| Asukawa Maru | 198 | SHOJU MARU No. 15 |
| Asunaro | 7082 | SAFINA—E—NAJAM |
| Asuncion | 799 | NERA II |
| Asuncion | 886 | JIU LONG |
| Asver | 233 | SAEBORG |
| Asvig | 285 | TALADI |
| Aswan | 483 | KALBA SKY |
| Aswan | 9727 | NILE |
| Asya I | 30039 | SUNDERLAND |
| AT—04 | 296 | ALIANZA 2 |
| ATA 211 | 298 | NAVAJO |
| ATA 236 | 461 | VENCEDOR |
| ATA 237 | 461 | VENGADOR |
| ATA 245 | 197 | TRITON |
| ATA—195 | 191 | MARINE CONSTRUCTOR |
| Atago | 991 | AEK NATAS |
| Atago Maru | 184 | NAGATO |
| Atago Maru | 193 | DYNASTY II |
| Atago Maru | 199 | SUN RISE 2 |
| Atago Maru | 991 | AEK NATAS |
| Atago Maru | 999 | STAR V |
| Atago Maru | 999 | TIMOR RAYA |
| Atago Maru | 10673 | FORT |
| Atago Maru No. 5 | 199 | SHIN OKUNI MARU |
| Atago Maru No. 8 | 497 | TAKA |
| Atair | 148 | ALTAIR |
| Atair | 492 | THEOFANIA I |
| Atair | 4414 | COPIHUE |
| Atair | 7422 | NEW HAITENG |
| Atala | 390 | GOLD FISH I |
| Atalanta | 139 | ALIAPOLLO |
| Atalanta | 247 | SOUTHERN ATALANTA |
| Atalanta | 7223 | SANGHA |
| Atalanti | 11171 | CADMUS |
| Atalanti M. Livanos | 8566 | HE PING 17 |
| Atalaya | 13069 | STAR SKARVEN |
| Atalaya Del Sur | 205 | REDA IV |
| Ataman | 20420 | HUA MING |
| Atar | 3027 | HAJ ANWAR |
| Atar II | 417 | ANAJIM |
| Atara | 93052 | HUANG SHAN |
| Atari | 42861 | SEA SPIRIT |
| Atbla Kokeb | 384 | ABUSHOUK |
| Ate | 498 | KOSTAS |
| Ategorri | 217 | GREY GATE |
| Ategorrieta | 188 | PINELA |
| Ateni | 482 | MATHILDA |
| Ateni | 28059 | ANTIPAROS |
| Aterno | 1439 | ROULA |
| Athanasios | 478 | MARIA K |
| Athanasios A. | 381 | LIMNOS |
| Athanasios II | 497 | OLYMPOS |
| Athanasios S | 799 | LUCKY C |
| Athanassia | 8918 | VRISSI |
| Athanassios A | 486 | SANTA IRENE |
| Athel Laadki | 55540 | JAG LAADKI |
| Athelduchess | 10683 | EVA |
| Athelduke | 11102 | TOVE COB |
| Athelmonarch | 22138 | QUEBEC |
| Athelregent | 35421 | MABROUK |
| Athelsprite | 746 | ZEEKSPRITE |
| Athen | 13360 | CHRYSSI V |
| Athena | 169 | CANOPUS I |
| Athena's Temple | 17782 | YONG JI HAI |
| Athene | 149 | HVARRE BANK |
| Athene | 399 | NADIA |
| Athene | 499 | CODAN |
| Athene | 499 | FIRAS M |
| Athene | 13360 | CHRYSSI V |
| Athene | 127784 | COTINGA |
| Athenia | 21717 | NORSE LAGAN |
| Athenian Anna | 11978 | VALERIYA BARSOVA |
| Athenian Reefer | 6988 | CAP CORRIENTES |
| Athenian Spirit | 12536 | VALENTIN ZOLOTARYEV |
| Athenian Zoe | 11978 | VALERIYA BARSOVA |
| Athens | 8825 | NAXOS |
| Athens | 9392 | TSL GALLANT |
| Atheras | 4050 | MARINE HOPE |
| Atherfield | 246 | IRVING HEMLOCK |
| Atherstone | 25395 | YANG MING SHAN |
| Athina | 1410 | SUNSHINE III |
| Athina | 1598 | VIANDEN |
| Athina K | 11978 | ALEKSANDR OGNIVTSEV |
| Athina S | 494 | SAN CRISTOBAL |
| Athinal | 487 | AGIOS GERASIMOS |
| Athlet | 555 | ROXANNE |
| Athloforos | 15491 | XIN FENG JIANG |
| Athlon | 10230 | ALAM TELADAN |
| Athlos | 2656 | LEMANIA |
| Athlos II | 498 | TAI PAN |
| Athlos III | 399 | ALATI ALLAH |
| Athlos IV | 1663 | MEERA |
| Athlos Star | 1398 | HONG YAN 3 |
| Athlos V | 1549 | FREEDOM STAR |
| Athos | 118 | DEMETRIOS P |
| Athos | 497 | PAVLOS KOUNTOURIOTIS |
| Athos | 1532 | KATERINA II |
| Athos | 9151 | MEGHNA |
| Athos | 21228 | MARITSA |
| Athos | 22354 | CHENNAI PERUMAI |
| Ati | 398 | SANA I |
| Ati | 1595 | VALIA V |
| Atif Reis | 498 | GUDE |
| Atil | 499 | YALCIN KALKAVAN |
| Atile | 184 | ISLAND No. 2 |
| Atinia | 317 | ADRIA |
| Atinuke Abiola | 13280 | IRON FLINDERS |
| Atitlan | 4845 | ATLANTIC TRADER |
| Atjeh | 558 | BAHAGIA VII |
| Atkinson | 371 | M0012 |
| ATL 801 | 640 | N. T. 801 |
| ATL 802 | 640 | N. T. 802 |
| ATL 803 | 640 | N. T. 803 |
| ATL 804 | 640 | N. T. 804 |
| ATL 805 | 640 | N. T. 805 |
| ATL 806 | 640 | N. T. 806 |
| ATL 807 | 640 | N. T. 807 |
| ATL 808 | 640 | N. T. 808 |
| ATL 809 | 640 | N. T. 809 |
| ATL 810 | 640 | N. T. 810 |
| ATL 811 | 640 | N. T. 811 |
| ATL 1001 | 812 | N. T. 1031 |
| ATL 1003 | 812 | N. T. 1032 |
| ATL 1004 | 812 | N. T. 1033 |
| Atlan Diamante | 835 | AL IDRISI |
| Atlan Esmeralda | 665 | MAS FLOWER |
| Atlan Rubi | 665 | MAS ROSE |
| Atlan Turquesa | 799 | KOWLOON |
| Atlan Zafiro | 835 | AL BIRUNI |
| Atland | 12629 | ROBOT |
| Atland | 18272 | SINGA WILRIVER |
| Atland | 75614 | ACHILEUS |
| Atlandtis IV | 298 | ERNESTINE |
| Atlanta | 489 | KATERINA I |
| Atlanta | 494 | KAMAL |
| Atlanta | 1239 | TARIA |
| Atlanta | 3672 | SEA HORSE |
| Atlanta | 6784 | ATLANTA FOREST |
| Atlanta | 8854 | JUTHA PARIYANAT |
| Atlanta I | 15526 | AYSE ANA |
| Atlanta II | 3672 | SEA HORSE |
| Atlanta No. 1 | 255 | DONG WON No. 501 |
| Atlanta No. 2 | 278 | MABA |
| Atlanta No. 3 | 341 | SAM YOUNG No. 305 |
| Atlanta No. 5 | 370 | SAM YOUNG No. 303 |
| Atlanta 1 | 120 | AMAZONAS 9 |
| Atlanta 2 | 120 | JEQUETEPEQUE 10 |
| Atlanta 3 | 120 | SANTA 1 |
| Atlanta 4 | 120 | SANTA 2 |
| Atlanta 5 | 120 | RIMAC 10 |
| Atlanta 6 | 200 | TORTUGA 5 |
| Atlanta 8 | 200 | TORTUGA 6 |
| Atlanta 9 | 200 | TORTUGA 7 |
| Atlanta 10 | 200 | TORTUGA 8 |
| Atlante | 33508 | HESPERUS |
| Atlantean II | 4042 | NOVATOR |
| Atlantic | 213 | ATLANTIC I |
| Atlantic | 274 | ATLANTIC A |
| Atlantic | 284 | ATLANTIC X |
| Atlantic | 438 | LAVAL |
| Atlantic | 1198 | ATLANTIC ICE |
| Atlantic | 1343 | SIMIUTAQ |
| Atlantic | 5746 | MILD TRAN |
| Atlantic | 9511 | TOURMALET |
| Atlantic | 13950 | UNIVERSE |
| Atlantic | 19337 | STARSHIP ATLANTIC |
| Atlantic Ace | 52967 | NEW ACE |
| Atlantic Albatross | 8560 | HANJIN DAMMAN |
| Atlantic Amity | 50272 | STAVANGER SUN |
| Atlantic Andwi | 1598 | JARL VIKING |
| Atlantic Assurance | 50272 | ALDEBARAN |
| Atlantic Atlas | 1028 | SMIT—LLOYD 90 |
| Atlantic Baron | 999 | CUYUNI |
| Atlantic Baroness | 129584 | MIA |
| Atlantic Bay | 10618 | AFRICAN WAVE |
| Atlantic Bear | 17525 | KAIMOKU |
| Atlantic Bermudian | 1746 | ASTRON |
| Atlantic Blana | 499 | PACIFIC COMMANDER |
| Atlantic Bounty | 55084 | PACIFIC S |
| Atlantic Breeze | 101 | MEKONG |
| Atlantic Breeze | 499 | ANNA |
| Atlantic Breeze | 1282 | REIFENS |
| Atlantic Breeze | 5280 | ANAX TIGER |
| Atlantic Bridge | 38886 | MISS VICKY |
| Atlantic Carrier | 10359 | OCEAN CROWN |
| Atlantic Challenge | 16187 | EUROJOY |
| Atlantic Challenger | 133 | MISS HAPPY |
| Atlantic Champion | 15810 | HUA TAI |
| Atlantic Charger | 9278 | MERITAS |
| Atlantic Charisma | 23127 | GADIS AYU |
| Atlantic Chivalry | 23127 | TELAGA AYU |
| Atlantic Clipper | 930 | HYBUR CLIPPER |
| Atlantic Cloud | 339 | ARNATINDUR |
| Atlantic Coast | 981 | ALIDA TERZA |
| Atlantic Coast | 1394 | NORTHSTAR |
| Atlantic Coaster | 480 | ADDAURA |
| Atlantic Comet | 499 | GOLDEN STAR |
| Atlantic Companion | 57255 | COMPANION EXPRESS |
| Atlantic Concert | 57255 | CONCERT EXPRESS |
| Atlantic Concord | 17999 | MARITIME FRIENDSHIP |
| Atlantic Concord | 23127 | AL SALAM |
| Atlantic Confidence | 23333 | DESTINY |
| Atlantic Conqueror | 38297 | ADONIS |
| Atlantic Conquest | 23127 | AL SOOR |
| Atlantic Corona | 17750 | PACIFIC SPAN |
| Atlantic Count | 981 | NEVERI |
| Atlantic Courage | 52765 | ALEXANDDRA SEA |
| Atlantic Current | 22989 | NORTANK ATLANTIC |
| Atlantic Denholm | 1599 | OIL TRAVELLER |
| Atlantic Dignity | 43429 | FLYING CLIPPER |
| Atlantic Dolphin | 372 | LA COQUILLE |
| Atlantic Duke | 999 | GIMO TELLUS |
| Atlantic Eagle | 266 | OMS BRAZORIA |
| Atlantic Eagle | 3875 | FEEDER 3 |
| Atlantic Eagle | 15810 | HUA YANG |
| Atlantic Earl | 1403 | RINKO |
| Atlantic Ellen | 624 | ZURITA |
| Atlantic Emblem | 17999 | RISING STAR |
| Atlantic Emerald | 8674 | IRENES SAPPHIRE |
| Atlantic Endeavor | 18347 | SYOSSET |
| Atlantic Endeavour | 52744 | RIVER MAAS |
| Atlantic Enterprise | 18347 | POMEROL |
| Atlantic Exporter | 14192 | INGER |
| Atlantic Falcon | 3875 | ZIM MANILA III |
| Atlantic Fisher | 3641 | ARKLOW BEACH |
| Atlantic Flier | 1597 | WANGARD |
| Atlantic Flower | 495 | LEOONEE |
| Atlantic Forwarder | 398 | CAROLINA V |
| Atlantic Fosna | 943 | SALONA |
| Atlantic Fosna | 1409 | KRONBAS |
| Atlantic Frost | 1738 | SEA REEFER |
| Atlantic Gairdner | 1444 | NICOYA |
| Atlantic Gennis | 1445 | CHOROTEGA |
| Atlantic Grace | 324 | INVICTUS I |
| Atlantic Grip | 909 | PUNTA SCARIO |
| Atlantic Hawk | 15903 | EVRIALI |
| Atlantic Hawke | 1445 | CHOROTEGA |
| Atlantic Hercules | 868 | SMIT—LLOYD 91 |
| Atlantic Heritage | 14815 | RODANTHI |
| Atlantic Hero | 9247 | LYCABETUS |
| Atlantic Hero | 16587 | DALAKI |
| Atlantic Highway | 8575 | BRIGHT FORTUNE |
| Atlantic Huron | 37959 | CSL INNOVATOR |
| Atlantic I | 8816 | SYMPLEA |
| Atlantic Intrepid | 499 | REGULUS |
| Atlantic Intrepid | 930 | HYBUR INTREPID |
| Atlantic Island | 498 | NIKOS M |
| Atlantic Island | 1202 | HERO A |
| Atlantic Isle | 799 | KOWLOON |
| Atlantic II | 195 | HUSTLER |
| Atlantic II | 4918 | ARCADIA II |
| Atlantic II | 8609 | MA CARMEL |
| Atlantic IV | 8913 | PAL BAY |
| Atlantic J. A. G. | 1441 | GUATUSO |
| Atlantic J. H. Gairdner | 1444 | NICOYA |
| Atlantic John Park | 1440 | MARIA ROSANNA |
| Atlantic Joy | 2985 | JOY |
| Atlantic King | 144 | JESSICA PALMER |
| Atlantic King | 2546 | GIMO TRADER |
| Atlantic King | 16371 | REGAL EXPLORER |
| Atlantic Lady | 8852 | AS SALAAM |
| Atlantic Lady | 31551 | GAZIA |
| Atlantic Majesty | 9727 | NILE |
| Atlantic Maru | 16130 | JOANA BONITA |
| Atlantic Maru | 51810 | OPPAMA SPIRIT |
| Atlantic Merchant | 608 | SEA TRANSPORT |
| Atlantic Merchant I | 608 | SEA TRANSPORT |
| Atlantic Mildred | 330 | MATTHEW ATLANTIC |
| Atlantic Navigator | 1137 | ALEXANDRIA STAR |
| Atlantic Nor | 998 | TOM VIKING |
| Atlantic Ocean | 7245 | REPUBLIC DEL ECUADOR |
| Atlantic Ocean Maid | 1440 | MARIA ROSANNA |
| Atlantic Paton | 1441 | GARABITO |
| Atlantic Peace | 53014 | SKAUBAY |
| Atlantic Pearl | 758 | ESPERANZA UNO |
| Atlantic Phoenix | 24602 | ROSEMARY |
| Atlantic Pioneer | 2201 | MAROI |
| Atlantic Pioneer | 11403 | ELEOUSA |
| Atlantic Prelude | 11077 | LEVANT FORTUNE |
| Atlantic Premier | 10194 | REPAP ENTERPRISE |
| Atlantic Prestige | 20046 | PENNSYLVANIA TRADER |
| Atlantic Prince | 197 | PACIFIC PRINCE |
| Atlantic Princess | 497 | FRIGO ONE |
| Atlantic Princess | 9832 | SPHINX |
| Atlantic Proctor | 499 | NELLY S |
| Atlantic Progress | 985 | LYDIA |
| Atlantic Progress | 1381 | COPAN |
| Atlantic Progress | 2208 | ENNS |
| Atlantic Progress | 12913 | ANGELINA L |
| Atlantic Project | 5753 | BORE BRITANNICA |
| Atlantic Prospect | 5997 | HUA NING HE |
| Atlantic Prosper | 5766 | BORE GOTHICA |
| Atlantic Prosperity | 2201 | MURRAY |
| Atlantic Prosperity | 14671 | VASSILIKI II |
| Atlantic Prowess | 6497 | KUO WEI |
| Atlantic Prowess | 6645 | FAIRBRIDGE |
| Atlantic Queen | 132 | BUENOS AIRES |
| Atlantic Queen | 145 | LOIS JOYCE |
| Atlantic Queen | 9359 | PYRAMIDS |
| Atlantic Rainbow | 16585 | STAR TRONDANGER |
| Atlantic Reefer | 5112 | NETWORK SPIRIT |
| Atlantic Resolute | 930 | HUSTLER BCL |
| Atlantic River | 427 | MERCS SERENDIB |
| Atlantic River I | 427 | MERCS SERENDIB |
| Atlantic Rolgo | 1599 | OIL TRAVELLER |
| Atlantic Rolwi | 998 | PACIFIC CENTURION |
| Atlantic Sea | 499 | AMNA |
| Atlantic Seal | 286 | SAXON RANGER |
| Atlantic Seal | 491 | CSS WAVE |
| Atlantic Seaman | 15218 | JOHANNA K |
| Atlantic Senator | 28592 | AL MUHARRAQ |
| Atlantic Senator | 28592 | VILLE DE TUCANA |
| Atlantic Shipper | 498 | MUANZA |
| Atlantic Shipper I | 498 | MUANZA |
| Atlantic Shore | 477 | CAUSEWAY SALVOR |
| Atlantic Skou | 15814 | FELISTELLA |
| Atlantic Sky | 399 | ELFI |
| Atlantic Sky | 499 | SOUTHERN SKY |
| Atlantic Spirit | 17525 | KAIMOKU |
| Atlantic Spirit | 53014 | SKAUBAY |
| Atlantic Sprinter | 1344 | TEGE |
| Atlantic Star | 497 | SEA STAR |
| Atlantic Star | 499 | SEA STAR 8 |
| Atlantic Star | 10194 | REPAP ENTERPRISE |
| Atlantic Star | 15120 | MINDORO SAMPAGUITA |
| Atlantic Star | 15903 | HUA HONG |
| Atlantic Star | 19966 | MARILIA A |
| Atlantic Stream | 7955 | JOLLY ORO |
| Atlantic Sun | 499 | ATLANTIC SEA |
| Atlantic Surf | 746 | ATLANTIC SHORE |
| Atlantic Tempest | 199 | CATHERINE TURECAMO |
| Atlantic Tide | 193 | TURECAMO BOYS |
| Atlantic Toni | 624 | ZAANDAM |
| Atlantic Trader | 2187 | TRADER |
| Atlantic Trader | 4825 | LEYNARD |
| Atlantic Trader | 6505 | VIVA VICTORIA |
| Atlantic Trader | 14965 | ATLANTIC TRADER I |
| Atlantic Vest | 495 | BIRGITTE VIKING |
| Atlantic Victory | 7575 | TRADEPOWER |
| Atlantic Viscount | 980 | FAREAST FAITH |
| Atlantic Wasa | 17072 | GRIGORPAN |
| Atlantic Wave | 499 | URSA MINOR |
| Atlantic Wing | 20138 | FORUM WIND |
| Atlantic 6 | 192 | THEILINE W |
| Atlantica | 14582 | SINEM UZUNDEMIR |
| Atlantica Genova | 13276 | AURORA |
| Atlantica Iberia | 15656 | ZIM SYDNEY |
| Atlantica Livorno | 13276 | ALEXA |
| Atlantica Marseille | 13876 | ZIM KAOHSIUNG |
| Atlantica Montreal | 10837 | MSC ARIANE |
| Atlantica New York | 10837 | MSC VALERIA |
| Atlantico | 4938 | NETWORK SWAN |
| Atlantico IV | 1654 | BOREA |
| Atlantico No. 81 | 313 | HAE WANG No. 303 |
| Atlantico No. 82 | 325 | DONG JIN No. 2 |
| Atlantico Sul | 1138 | CLASSIC BEL—AIR |
| Atlantico Sur | 2320 | PONTE REEFER |
| Atlantide | 499 | MIHAILIA S |
| Atlantide | 677 | NATIONAL REEFER |
| Atlantide | 1286 | ATLANTIC PURSUIT |
| Atlantik | 247 | PERSIA II |
| Atlantik | 643 | MAR CARIBE 3 |
| Atlantik | 1693 | SHANGHAI WISEMAN |
| Atlantika | 5110 | FRIO ATLANTIC |
| Atlantique | 346 | AFRICA QUEEN |
| Atlantique | 483 | HALILAGA |
| Atlantique | 491 | AGNEBY |
| Atlantique | 499 | TROPIC STAR |
| Atlantis | 139 | ATLANTIC |
| Atlantis | 160 | ATLANTIS IX |
| Atlantis | 268 | ARLINGHAM |
| Atlantis | 298 | ERNESTINE |
| Atlantis | 407 | ATLANTIS II |
| Atlantis | 6610 | ZHONG TIAO SHAN |
| Atlantis | 18926 | EMERALD SEAS |
| Atlantis | 35806 | GUMBET |
| Atlantis El | 19966 | MARILIA A |
| Atlantis Express | 12102 | LINDEN |
| Atlantis IV | 298 | ERNESTINE |
| Atlantis Luck | 20482 | TWIN |
| Atlantis Solea | 20482 | TWIN |
| Atlantis Strength | 3841 | RIO RAPEL |
| Atlantisch | 883 | MINDELO |
| Atlas | 119 | SOSTIS |
| Atlas | 149 | CAROLYN HOEY |
| Atlas | 199 | DIATOU |
| Atlas | 200 | DESPATCH |
| Atlas | 240 | ST. CROIX |
| Atlas | 249 | KENTAVROS |
| Atlas | 250 | FREJ |
| Atlas | 254 | SOLAS |
| Atlas | 288 | ILA |
| Atlas | 451 | AASE K. |
| Atlas | 497 | TITAN |
| Atlas | 556 | ATLAS II |
| Atlas | 635 | MAHAL |
| Atlas | 650 | BARIE |
| Atlas | 863 | SCOTT |
| Atlas | 1028 | SMIT—LLOYD 90 |
| Atlas | 1274 | ATLANTE |
| Atlas | 2577 | RELGAS VIKRAM |
| Atlas | 2742 | SIMALI 1 |
| Atlas | 9114 | PRIDE OF GALVESTON |
| Atlas | 9400 | ATLAS TRADER |
| Atlas | 20366 | AROSIA |
| Atlas | 22190 | CHAPAEVSK |
| Atlas | 22600 | CONNECTICUT |
| Atlas A. S. | 22190 | CHAPAEVSK |
| Atlas Challenger | 21059 | FERNCLIFF |
| Atlas Dampier | 1179 | LADY CAROLINE |
| Atlas Exporter | 22587 | STOLT EXPORTER |
| Atlas Hartog | 1179 | MAERSK HELPER |
| Atlas Hartog | 1252 | LADY KIRRY |
| Atlas I | 3333 | SIFNOS EXPRESS |
| Atlas Island | 15834 | MAERSK POPLAR |
| Atlas II | 191 | CAPE SABINE |
| Atlas II | 3250 | KAPETAN ALEXANDROS |
| Atlas III | 1952 | SATURNUS |
| Atlas IV | 2308 | VEGA |
| Atlas Mariner | 22587 | BOW MARINER |
| Atlas Maru | 192 | CHIYO MARU No. 72 |
| Atlas Maru | 15628 | ENLIVENER |
| Atlas Petros | 22589 | PETROS |
| Atlas Pioneer | 22385 | DANNY F. |
| Atlas Producer | 22587 | OWL PRODUCER |
| Atlas Scan | 1344 | TEGE |
| Atlas Secondo | 611 | SOUTHERN VICTOR |
| Atlas Tasman | 1179 | MAERSK HANDLER |
| Atlas Transporter | 22587 | OWL TRANSPORTER |
| Atlas Van Diemen | 1179 | LADY LORRAINE |
| Atlas VI | 337 | MAYA TRADER |
| Atlegutt | 241 | LIHOLM |
| Atlet | 166 | STYRBJORN |

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|---|---|---|
| Atleta | 194 | MIMI IEVOLI |
| Atit | 841 | TINA |
| Atloy Viking | 153 | LANGOY VIKING |
| Atmar | 485 | ISLA ISABEL |
| Atmis | 1491 | LAM SON I |
| ATN Trader | 24111 | OLMECA |
| ATR 4 | 627 | LOUISE SIMARD |
| ATR 5 | 709 | BATALLA DE MAL TIEMPO |
| ATR 64 | 613 | SEASPAN CHINOOK |
| ATR—128 | 191 | MARINE CONSTRUCTOR |
| Atreus | 13633 | SAMOS |
| Atrevida | 5731 | LUCIE SCHULTE |
| Atria | 499 | BIANCA |
| Atria | 1106 | LA FLANDRE |
| Atria | 9069 | PETKO R. SLAVEJKOV |
| Atropos | 16496 | EUROSTAR |
| Atropos Island | 10986 | VELIMAHI |
| Atrotos | 293 | KARAPIPERIS X |
| Atrotos | 9047 | HAE GUM GANG |
| Atsumi Maru | 184 | ATSUMI MARU No. 1 |
| Atsumi Maru | 1030 | ASIA JAPAN |
| Atsushima Maru | 2679 | TOKUTAKA |
| Atsuta Maru | 197 | YUSHO MARU |
| Atsuta Maru | 983 | TATIANA V |
| Atsuta Maru No. 2 | 134 | HAI HIN 26 |
| Attica | 3937 | SISAL |
| Attica | 13166 | LADYLIKE |
| Attica Reefer | 6988 | TUSCAN STAR |
| Attika | 2204 | GALAPAGOS EXPLORER |
| Attika Hope | 6304 | JASAMAS |
| Attiki | 1354 | VILA MOOSUM |
| Attivita | 155 | NIRVANA |
| Attlee | 18502 | HUA PU |
| Attu | 4701 | HAZAR |
| Attunity | 138 | ABERCRAIG |
| Attyah | 601 | MANSAL 30 |
| Atua | 208 | WAIOTAHI |
| Atun | 184 | MALIS |
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| Aung Chan Thar | 5731 | MILD UNION |
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| Aura | 15205 | LASERBEAM |
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| Aurora II | 15353 | ZHI HAI |
| Aurora One | 6030 | MEKHANIK POVEROV |
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| Austral Fish | 1371 | L'ASTROLABE |
| Austral Moon | 26456 | AMERICAN VETERAN |
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| Austral Pioneer | 28095 | SEA—LAND PACIFIC |
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| Austral Tide | 663 | OCEAN ROVER |
| Australia | 21296 | GINA |
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| Balder Hammerfest | 1320 | BIN HAI 283 |
| Balder Hansa | 507 | LANCELOT CLIFF |
| Balder Haren | 892 | SUNSHINE PEARL |
| Balder Harstad | 485 | PACIFIC SENTINEL |
| Balder Hav | 2831 | BAZIAS 2 |
| Balder Heide | 492 | LANCELOT BAY |
| Balder Hesnes | 487 | TOISA INTREPID |
| Balder Hope | 9871 | VIKING TRADER |
| Balder Horten | 17754 | WIND SUNRISE |
| Balder Hudson | 1915 | BRITISH VIKING |
| Balder Husum | 507 | OSA VISCOUNT |
| Balder Kiel | 507 | OSA VANGUARD |
| Balder Leith | 1322 | A. H. PARAGGI |
| Balder Lion | 1197 | BIN HAI 262 |
| Balder London | 20284 | ORANGELEAF |
| Balder Mandal | 492 | OSA VOYAGER |
| Balder Maracai | 892 | SUNSHINE PEARL |
| Balder Ra | 2831 | BAZIAS 5 |
| Balder Rijeka | 502 | BRODOSPAS STORM |
| Balder Rissa | 856 | SONYA VIKING |
| Balder Runde | 855 | SAO MAI 1 |
| Balder Schelde | 1413 | ARILD VIKING |
| Balder Sten | 2831 | BAZIAS 3 |
| Balder Strand | 2846 | CITY OF BURNIE |
| Balder Sund | 2815 | CITY OF PORT MELBOURNE |
| Balder Torungen | 490 | TERJE VIKING |
| Balder Trader | 6341 | ASNI |
| Balder Trader | 31258 | YA ZHOU HAI |
| Balder Turku | 443 | HUAYANG |
| Balder Uljanik | 20494 | ULJANIK |
| Balder Vaasa | 443 | HUAHAI |
| Balder Vigen | 486 | PACIFIC CONQUEROR |
| Balder Vigra | 1396 | LOWLAND PIONEER |
| Balder Vik | 2826 | SALAR |
| Balder Vinga | 1581 | SAPPHIRE |
| Balderi | 491 | IKAROS |
| Baldero | 12768 | NOMADIC FOREST |
| Baldur | 101 | MAR |
| Baldur | 130 | STORM AINE |
| Baldur | 177 | GUNNAR BJARNASON |
| Baldur | 193 | ARNES |
| Baldur | 249 | BEN |
| Baldur | 295 | THOR |
| Baldur | 793 | SKUTULL |
| Baldur | 1598 | ANGLIA |
| Balea | 207 | BELUSO |
| Baleares | 33508 | HESPERUS |
| Balgownie | 875 | SEA NAUTILUS |
| Bali Bay | 2911 | BANGLUMPOO |
| Bali Sea | 6292 | SAN MING |
| Bali Sky | 19981 | THANASSIS A |
| Bali Tide | 176 | WARUNA KRIDA |
| Balik | 398 | EKINLIK II |
| Balka | 399 | PERCEVAL I |
| Balka | 547 | NIDARO |
| Balkan | 8193 | MAERSK EURO OCTAVO |
| Balkanija | 2615 | ISTRA |
| Balkhash | 1124 | UNITIGER |
| Ballantrae | 499 | PACIFIC COMMANDER |
| Ballard | 12583 | CERNIK |
| Ballen | 215 | KAMINA |
| Ballochmyle | 495 | BIRGITTE VIKING |
| Ballygarvey | 1599 | SHOREHAM |
| Ballygrainey | 1599 | COWDRAY |
| Ballykelly | 1596 | WORTHING |
| Ballykern | 1598 | LANCING |
| Ballylesson | 1280 | CRISTI |
| Ballyrory | 1427 | LUCK |
| Ballyrush | 1574 | POLLY ANNA |
| Balmar | 4938 | NETWORK STORK |
| Balmenach | 1242 | TUNA WEST |
| Balmerino | 1121 | TADMOR |
| Balmoral | 427 | PIRLANT |
| Balsa I | 3743 | LIN HAI 18 |
| Balsa II | 3743 | LAKSANA II |
| Balsa III | 3743 | NERETVA |
| Balsa IV | 3743 | KAYU LAPIS TUJUH |
| Balsa IX | 4318 | BALSA 9 |
| Balsa V | 3969 | KEUM YANG ALBATROSS |
| Balsa VI | 3743 | BUNGA 5 |
| Balsa VII | 3743 | SAN MARCELINO |
| Balsa VIII | 3743 | BUNGA 3 |
| Balsa X | 3743 | KENDARI No. 5 |
| Balsa 4 | 4015 | LILIA |
| Balsa 6 | 3743 | BUNGA 5 |
| Balsa 7 | 3743 | SAN MARCELINO |
| Balsa 8 | 3743 | BUNGA 3 |
| Balsa 10 | 3743 | KENDARI No. 5 |
| Balsain | 5133 | CIKAT |
| Balstrum IV | 104 | RUEM HART |
| Balta Sound | 631 | NORMAND ONDUR |
| Baltia | 387 | SANDRA 1 |
| Baltic | 125 | LITTLE MORRIS |
| Baltic | 199 | LIS |
| Baltic | 397 | SHAIKHAN 1 |
| Baltic | 499 | ANGEL VITA I |
| Baltic | 662 | ATLANTIC RESCUER |
| Baltic | 1198 | BALTIC ICE |
| Baltic | 4510 | VILLE DE MISTRAL |
| Baltic | 10763 | BALTIC CONFIDENCE |
| Baltic Adventurer | 10867 | MERCHANT PATRIOT |
| Baltic Clipper | 298 | OSTSEE |
| Baltic Concord | 499 | STEFANIE |
| Baltic Consort | 999 | BREMER WAPPEN |
| Baltic Current | 25457 | NORTANK BALTIC |
| Baltic Enterprise | 12110 | LIPA |
| Baltic Ferry | 1909 | NICKEL FERRY |
| Baltic Ferry | 18732 | PRIDE OF SUFFOLK |
| Baltic Heron | 999 | SOMERS ISLES |
| Baltic Importer | 1683 | WELL VOY No. 1 |
| Baltic Jet | 1528 | EUROPA JET |
| Baltic Link | 1598 | ATLANTIS |
| Baltic Osprey | 980 | FAREAST FAITH |
| Baltic Pride | 2796 | FRANSIM |
| Baltic Proctor | 297 | BIANCA VICE |
| Baltic Sea | 496 | ENVI II |
| Baltic Sea | 1598 | KONG DONG DAO |
| Baltic Seahorse | 188 | PATRICIA |
| Baltic Seahorse | 194 | JADE |
| Baltic Seal | 295 | BALTIC SEA |
| Baltic Skou | 16585 | BERDYANSK |
| Baltic Sprite | 890 | USTRINE |
| Baltic Trader | 1593 | EMMA D. P. |
| Baltic Unit | 912 | EVE |
| Baltic Valiant | 2125 | LADY FRANKLIN |
| Baltic Vanguard | 3984 | DAUPHINE |
| Baltic Venture | 1766 | PROGRESS LIBERTY |
| Baltic Viking | 698 | ARCTIC VIKING |
| Baltic Wasa | 5022 | OCEAN LINK |
| Baltic Wasa | 14589 | SARU MERU |
| Baltica | 499 | BETA |
| Baltica | 909 | SAN PANCRACIO I |
| Baltica | 4510 | VILLE DE MISTRAL |
| Baltica I | 918 | HABICHT II |
| Balticland | 7494 | PACIFIC TRADER |
| Baltico | 1963 | PARIS |
| Baltico | 12973 | STELLA AZZURRA |
| Baltika | 14213 | ANNA KARENINA |
| Baltikum | 6360 | NOMADIC POLLUX |
| Baltim | 2322 | HILDA A |
| Baltimar Jupiter | 2854 | CY O'CONNOR |
| Baltimar Neptune | 2854 | SAIGON NEPTUNE |
| Baltimar Saturn | 2854 | GALAXY BAY |
| Baltimar Sirius | 2854 | KIRK PRIDE |
| Baltimar Taurus | 2854 | KIRK DALE |
| Baltimar Venus | 2854 | PERMINT SURIA |
| Baltimar Zephyr | 2854 | SAIGON VENTURE |
| Baltimore Sea | 34825 | OCEAN PRODUCER |
| Baltique | 494 | KUMKALE |
| Baltique | 985 | TAT LEE No. 2 |
| Baltique | 1262 | HVITANES |
| Baltiyets | 239 | BALTIETIS |
| Baltiyskiy—3 | 1865 | BALTA |
| Baltiyskiy—4 | 1463 | ALLAH KABEER |
| Baltiyskiy—14 | 1865 | BYBLOS |
| Baltiyskiy—33 | 1865 | PILIGRIM |
| Baltiyskiy—39 | 1865 | LAIMA |
| Baltiyskiy—46 | 1865 | SWALLOW |
| Baltiyskiy—47 | 1865 | SWIFT |
| Baltiyskiy—57 | 1865 | DREAM 1 |
| Baltiyskiy—61 | 1865 | SHLISSELBURG |
| Baltiyskiy—104 | 1987 | VASILIY MALOV |
| Baltiyskiy—112 | 2233 | PAVEL YABLOCHKOV |
| Balton | 292 | HAUKNES |
| Balton | 886 | KAMASAN |
| Balton | 1546 | LEONIE |
| Baltrum III | 240 | ADALEN III |
| Baltrum V | 499 | BALTRUM I |
| Baltrumersand | 1999 | MIKULICA OREB |
| Baltwind | 6846 | VIGO STONE |
| Baltzborg | 300 | ST. ANNE |
| Balut | 1024 | LABRADOR TRAWL |
| Bambangan I | 336 | PANDA I |
| Bamberg | 50490 | AL AZRAQ |
| Bambino | 116 | L'ETELLOISE |
| Bamble | 107 | TITAN |
| Bamboo | 366 | MORUKA EXPRESS |
| Bamburgh | 119 | SOSTIS |
| Bamburi | 3276 | POSEIDON |
| Bamenda Palm | 7190 | MC RUBY |
| Bamora | 4896 | YANG ZI JIANG 3 |
| Bamsa Dan | 4999 | NIVI ITTUK |
| Bamse | 1598 | YEHYA |
| Ban | 26301 | CAPTAIN SARANTIS |
| Ban Ho Hin | 2071 | TIRTAMULIA |
| Ban Ho Liong | 983 | TIRTAKARYA |
| Banabungi | 595 | TANTO SAKTI |
| Banahaw | 15042 | CORONIS II |
| Banak | 60527 | ADALYA |
| Banawe | 11223 | HEI HU QUAN |
| Banbury | 7038 | ARIANE S |
| Banbury Cross | 256 | WILGA |
| Banc d'Arguln | 387 | DONANA |
| Banckert | 226 | TAKAVAR |
| Banco | 497 | PAVLOS KOUNTOURIOTIS |
| Band Aid Carrier | 3120 | ANTJE B |
| Band Aid Express | 3120 | DORADO |
| Band Aid Hope | 3120 | CALYPSO |
| Band Aid I | 2472 | PAUL |
| Band Aid II | 2732 | LISA HEEREN |
| Band Aid III | 1491 | ARNARFELL |
| Band Aid Star | 3120 | TINTO |
| Band Aid Trader | 1599 | MABUHAY |
| Band Aid Transporter | 1599 | FILAOS |
| Banda Azul | 17355 | VULCAN |
| Banda Sea | 5844 | KURI |
| Bandak | 30332 | NAFTILOS L. S. |
| Bandama | 3343 | AHLERS BREEZE |
| Bandama | 10101 | TRADE GRACE |
| Bandama | 12327 | NATAL |
| Bandar | 998 | LINKADEPA |
| Bandar Abbas Express | 5052 | TOR DANIA |
| Bandar Abbas Express | 7825 | BORACAY |
| Banderole | 150 | LE SAGITTAIRE |
| Bandiala | 311 | BONANZA No. 1 |
| Bandick | 249 | AHMED ISSA |
| Bandit | 134 | STANGSKAR |
| Bandit | 266 | BELLARINE |
| Bandon | 1598 | YEHYA |
| Bandundu | 6572 | TOLIS |
| Banff | 10538 | CHALOTHORN NAREE |
| Banff | 10579 | NEWTON |
| Banfoco 89 | 110 | PROPEMEX A—39 |
| Banfoco 92 | 110 | PROPEMEX A—34 |
| Banfoco 93 | 110 | PROPEMEX A—35 |
| Banfoco 94 | 110 | PROPEMEX A—36 |
| Banfoco 95 | 110 | PROPEMEX A—37 |
| Banfoco 96 | 110 | PROPEMEX A—38 |
| Banfoco 107 | 110 | PROPEMEX G—26 |
| Banfoco 108 | 110 | PROPEMEX G—27 |
| Banfoco 109 | 110 | PROPEMEX G—28 |
| Banfoco 110 | 110 | PROPEMEX G—29 |
| Banfoco 111 | 110 | PROPEMEX G—30 |
| Bang Jang Whan No. 8 | 344 | HAE SUNG No. 31 |
| Bang Saen | 2255 | ALISA |
| Bangau | 707 | ZURIA III |
| Bangka | 265 | PERKASA 5 |
| Bangka | 1383 | SANTORINI |
| Bangkok | 3294 | S. C. C. 3 |
| Banglar Noor | 38285 | TANGA |
| Bangluang | 7243 | SHAPLAEVERETT |
| Bangmod | 1998 | S. C. C. |
| Bangor | 11669 | ABU MARIAM |
| Bangui | 4271 | ROSELLEN |
| Banisor | 39537 | TOMIS FAITH |
| Banja | 145 | ROSSOY |
| Banjaard | 605 | ALDEBARAN |
| Banjoewangi | 1324 | RUPIT |
| Banjul No. 89 | 349 | OSITO No. 89 |
| Banjuwangi | 3422 | ADHIGUNA KARUNIA |
| Banka | 495 | OLA |
| Banksland | 640 | BANKSLAND SURVEYOR |
| Banner | 19474 | ST. EMILION |
| Bannerlock | 16735 | RENU SAGAR |
| Banshu Maru | 2123 | GUALAS |
| Banshu Maru No. 2 | 2406 | GUAMBLIN |
| Banshu Maru No. 3 | 1878 | MELILLA No. 201 |
| Banshu Maru No. 5 | 1613 | GUAITECAS |
| Banshu Maru No. 7 | 1598 | MARCALA IV |
| Banshu Maru No. 11 | 1802 | TONEGAWA MARU |
| Banshu Maru No. 12 | 1795 | HAI MING |
| Banshu Maru No. 16 | 1782 | TAIYO I |
| Banshu Maru No. 55 | 267 | TAIYO MARU No. 9 |
| Banta | 18028 | PRIMAVERA |
| Bantay | 30729 | BANTAI |
| Bantry | 42506 | M. EFES |
| Bantry Bay | 506 | SINGA LAUT I |
| Bantry Bay I | 506 | SINGA LAUT I |
| Banuso 3 | 137 | UNICORN 1 |
| Banuso 3 | 140 | ORIRE I |
| Banya | 15918 | NORQUEST |
| Bao Feng | 2962 | DING HU |
| Bao Hsing | 59184 | BELEM |
| Bao Xing | 7099 | HUA XIA |
| Baodi | 2782 | HONG QI 165 |
| Baoking No. 1 | 170 | JAYA ABADI |
| Bar | 430 | AGIOS DIONISSIOS |
| Bar 437 | 21293 | DB SARITA |
| Bar—Van | 147 | EASTERN PHOENIX |
| Bara | 165 | GISSUR HVITI |
| Baracuda | 999 | VILLE D'AURORE |
| Baraka | 22138 | QUEBEC |
| Barakath | 11301 | ASIA MOON |
| Baralaba | 998 | BAYON |
| Baram | 3078 | MARGO E |
| Barandica | 240 | TORRE ARENILLAS |
| Baranof | 145 | WESTERN TRADER |
| Barat | 209 | TELOK PATIPI |
| Barauni | 45751 | NIKOS KAZANTZAKIS |
| Barazan | 20526 | BAR'ZAN |
| Barazar | 619 | MARSOPA |
| Barbanicos | 13920 | NEW HOPE |
| Barbara | 282 | FINN MELFI |
| Barbara | 423 | PATTREE |
| Barbara | 608 | SEA TRANSPORT |
| Barbara Ann | 500 | LAMBARE |
| Barbara Anne | 167 | ALLEGIANCE |
| Barbara Brovig | 1557 | LADY GRACE |
| Barbara Brovig | 25033 | OT SUNRISE |
| Barbara C. Angell | 119 | GOD'S MERCY |
| Barbara J | 376 | ANGLESEY TRADER |
| Barbara Leonhardt | 2819 | SANDRA S |
| Barbara Lynn | 110 | LADY KIMBERLY |
| Barbara M. | 2197 | RENDL |
| Barbara Mariana | 10090 | JALISCO |
| Barbara McAllister | 113 | WITSERVICE III |
| Barbara N | 796 | CAPE ROSEWAY |
| Barbara Pelham | 287 | BARBARA LOIS |
| Barbara R. McAllister | 186 | KEKOA |
| Barbara T. Shaheen | 132608 | OCEAN JEWEL |
| Barbara Totten | 100 | FAMILY LOVE |
| Barbara Trosca | 210 | HAVGUL |
| Barbara VII | 965 | ACHILLEAS |
| Barbara Weston | 2197 | RENDL |
| Barbara—Ann | 499 | BARBARA |
| Barbara—Britt | 792 | DANFEEDER |
| Barbara—Chris | 942 | PINGUIN |
| Barbarella | 5784 | YING KOU |
| Barbarella | 6559 | LAURISSA |
| Barbarian | 106 | LIN R |
| Barbaros | 189 | LANGKAWI EKSPRES |
| Barbarossa | 17519 | SEA PROGRESS |
| Barbary | 266 | EDINA |
| Barber Hector | 27990 | TAIKO |
| Barber Mangan | 7507 | MANGAN |
| Barber Memnon | 17180 | HAI XIONG |
| Barber Menelaus | 17180 | TRADE GREEN |
| Barber Menestheus | 17146 | CMB ESPRIT |
| Barber Nara | 21318 | TAMPERE |
| Barber Norlandia | 4998 | NORLANDIA |
| Barber Perseus | 21747 | TALABOT |
| Barber Priam | 37757 | CAPE HENRY |
| Barber Taif | 37815 | CAPE HUDSON |
| Barber Talisman | 18813 | MAWASHI TABUK |
| Barber Tampa | 26790 | TAMPA |
| Barber Tennessee | 12755 | PRACA |
| Barber Terrier | 12750 | POKOJ |
| Barber Texas | 26790 | TEXAS |
| Barber Thermopylae | 11523 | ADVANTAGE |
| Barber Toba | 20622 | TOBA |
| Barber Tonsberg | 37812 | CAPE HORN |
| Barber Tsu | 12750 | DA YU |
| Barbican (ACM 5) | 836 | NEW ERA |
| Barbizon | 6349 | ALBA |
| Barbro | 579 | GIUSEPPINA |
| Barca | 108 | NAM HAE No. 2 |
| Barcarola | 323 | EASSELYN |
| Barcelona | 498 | STAR LIGHT |
| Barcelona | 52055 | TABLE BAY |
| Barcelona Maru | 10463 | MOWLAVI |
| Barclay Progress | 2694 | MANII |
| Barclay Progress 2 | 2804 | ISLAND No. 3 |
| Barcock | 669 | HIZIR REIS III |
| Barcourt | 443 | BECKS |
| Bard | 1520 | APOLLONIA BANNER |
| Bardal | 499 | SANDSTORM |
| Bardaland | 5309 | LU HAI 65 |
| Bardi | 328 | THEODOROS V |
| Bardi | 585 | HARVEST KIRSTINA |
| Bardia | 196 | MIRAGE IV |
| Bardic Prince | 1408 | MEMPHIS |
| Bardomar | 3855 | WEISSHORN |
| Barendrecht | 17852 | MSC LUCY |
| Barendsz | 499 | ROOSTER I |
| Barendsz | 1214 | YASMINE |
| Barendsz | 1599 | DOLICHI |
| Barenfels | 7426 | BARENBELS |

| | | |
|---|---|---|
| Barents Seahorse | 292 | SEAPROBE I |
| Barentssee | 643 | MAR CARIBE 5 |
| Barentsz Zee | 499 | C. A. R. T. II |
| Barfonn | 6892 | BERNARDO HOUSSAY |
| Barguzin | 795 | YURYUZAN |
| Barguzin | 3234 | GIAMI |
| Barhoft | 430 | AGIOS DIONISSIOS |
| Bari | 3040 | MARWAN 2 |
| Bari | 5870 | SLAGEN |
| Bari II | 1120 | TALAAT |
| Bari III | 999 | GIRONDA |
| Bari IV | 500 | BERGSTEIN |
| Baris II | 362 | USKUDARLI—I |
| Barito | 139 | BIRINGKASSI |
| Barito | 567 | LANDAK |
| Barito | 1328 | ENIM |
| Bark | 16035 | ARROWCANE II |
| Barken | 709 | RANIA |
| Barken | 6846 | VIGO STONE |
| Barkenkoppel | 1992 | BETTINA |
| Barknes | 19169 | PEARL PROSPERITY |
| Barlovento | 367 | MARIA EUGENIA |
| Barlovento | 399 | PRINCESSE BERNADETTE |
| Barlow | 497 | AD ASTRA |
| Barmnes Jr. | 205 | BJORNOYBUEN |
| Barmnes Junior | 176 | PORSANGERGUTT |
| Barmnes Junior | 181 | SYRENES |
| Barnes | 14961 | AVON |
| Barnes Star | 3566 | EICHEONG MARU |
| Barneveld | 8959 | BI JIA SHAN |
| Barnworth | 32760 | AGIOS MINAS |
| Baro | 18028 | LA GUAJIRA |
| Barock | 58896 | KAMARI |
| Baroid Bullet | 194 | CHRISTI—CAROLINE |
| Baroid Hustler | 169 | JOEY D |
| Baroid Ranger | 194 | RAMANDA |
| Baroid Rocket | 199 | POLAR COMMAND |
| Baroja | 20618 | SOROLLA |
| Barok | 1516 | VENUS |
| Baron | 183 | ROYAL BARON |
| Baron | 3730 | GOLDPATH |
| Baron Albatross | 18232 | DA QING 432 |
| Baron Belhaven | 12793 | FLAG MARINA |
| Baron Dunmore | 9783 | THALASSOPOROS |
| Baron Dunmore | 24856 | BERGEN MALAYA |
| Baron Inchcape | 16701 | OCEAN LUCKY |
| Baron Kinnaird | 16023 | LARA K |
| Baron Maclay | 12098 | BAI YU LAN |
| Baron Minto | 19084 | AIN TEMOUCHENT |
| Baron Murray | 18073 | CARAVOS EXPLORER |
| Baron Napier | 14637 | HIRA IV |
| Baron Pentland | 14975 | HUA ZHEN |
| Baron Star | 11582 | BYRON |
| Baron Trader | 36120 | NAVIOS TRADER |
| Baron Venture | 41180 | MOSEL ORE |
| Barone Amendoni | 142 | FRAKTOY |
| Baroness | 10902 | LEXINGTON |
| Baronessan | 4201 | NAN HU |
| Baronet | 1594 | MARATHA CHALLENGER |
| Baronga | 2953 | KIMOLOS II |
| Barouk | 1732 | HAI WIN |
| Baroy | 1127 | BRONNOY |
| Barra Supporter | 451 | ALPHA 702 |
| Barracuda | 107 | BAHAMA ISLE |
| Barracuda | 349 | EMPREMAR II |
| Barracuda | 604 | DAWN PATROL |
| Barrad Foam | 1804 | ATLANTIC |
| Barrad Wave | 1568 | FRIO AFRICA |
| Barranco I | 7885 | SANTA ROSA DE LIMA |
| Barranduna | 13822 | CAPE DUCATO |
| Barreirinhas | 500 | LAMBARE |
| Barrenjoey | 466 | NORTH HEAD |
| Barreras Masso Dos | 1285 | WADNOR ISLANDER |
| Barrett | 13319 | STATE |
| Barricade (ACM—3) | 1326 | GALAXY |
| Barrier | 463 | BUNKER |
| Barrier Cove | 209 | SYDNEY COVE |
| Barrios | 9038 | ROYAL REEFER |
| Barrister | 18575 | WEC ROTTERDAM |
| Barrosa | 3434 | IBERICA |
| Barrow | 996 | VOYAGER |
| Barrueta | 2338 | MINAS DEL FRIO |
| Barry | 340 | URSULA |
| Barry Bay | 9015 | EUROPEAN CONFIDENCE |
| Barrydale | 6513 | MARGARITA |
| Bart | 980 | CARINE |
| Bart J. Turecamo | 266 | BART TURECAMO |
| Barta | 738 | BARTA I |
| Bartin | 499 | BILAL CAVUSOGLU |
| Bartina Klazina | 182 | ANGELINA |
| Bartley 15 | 169 | MIMOSA I |
| Bartolome Maso | 9213 | OLEBRATT |
| Baru | 1976 | SUN WRESTLER |
| Baru Luck | 8716 | BEI HE |
| Barumun | 2077 | RAWAS |
| Barwa | 16072 | SWAN HILL |
| Barwil Express | 4817 | ULA |
| Baryon | 5096 | MARINE SHINE |
| Barzin | 4415 | NOWSOUD |
| Bas | 264 | VAAGVIK |
| Basak Deniz | 4033 | SANEM |
| Basak K | 12903 | KHOR KALBA |
| Basalt | 1510 | NORTRADER |
| Basarabi | 39537 | TOMIS GLORY |
| Basaran | 308 | SEVILAY |
| Basbeck | 398 | SILENA |
| Basel | 199 | MARINA—S |
| Basel | 610 | VOSSO |
| Bashayer I | 38533 | COUGAR I |
| Bashco 2 | 350 | AL GHADEER |
| Bashi Maru | 7436 | MARITIME SUCCESS |
| Bashkir | 5644 | BORIS SAFONOV |
| Basilica | 6257 | TANTO JELITA |
| Basiluzzo | 924 | CITY OF ANDROS |
| Basma | 328 | MISO |
| Bass Rock | 105 | LINE DALGAARD |
| Bass Shore | 731 | KENTONVALE STAR |
| Bass Tide | 731 | KENTONVALE STAR |
| Bassam | 398 | RIAD S |
| Bassein | 4875 | PATHEIN |
| Bassro Arctic | 6988 | CAP CORRIENTES |
| Bassro Freezer | 6198 | FRIO ANTARCTIC |
| Bassro Nordic | 6988 | TUSCAN STAR |
| Bassro Polar | 6374 | GROUSE |
| Bassro Zenith | 6374 | OSLO ZENITH |
| Bastant | 500 | CAROL H. |
| Bastesen | 232 | STALFINN |
| Bastiaan Broere | 1277 | GEORGE V |
| Bastian | 804 | TSS PIONEER 4 |
| Bastion | 1796 | ALECOS |
| Basto | 256 | VULCANO |
| Basto | 398 | ORIENT REEFER |
| Basto I | 1259 | SALINERO I |
| Basto I | 2476 | QUEEN OF CHILLIWACK |
| Basto II | 1250 | SALINEROS 2 |
| Basto II | 2536 | OSTFOLD |
| Basto III | 1246 | VANGA |
| Basto IV | 1259 | SALINERO I |
| Basto IV | 1339 | ILE DE CARABANE II |
| Basto V | 2997 | BHARAT SEEMA |
| Basto VI | 1250 | SALINEROS 2 |
| Bat Harim | 867 | HONG LEONG |
| Bat—Yam | 973 | ADAMANT |
| Bataan | 999 | EBADON |
| Batalla de Santa Clara | 496 | ANACAONA |
| Batalla de Yaguajay | 496 | GUARIONEX |
| Batam | 265 | PERKASA 4 |
| Batara | 2358 | NIAGA 55 |
| Batavia | 220 | ALMA C |
| Batavia | 233 | PESCAL II |
| Batavia | 304 | NEWTON |
| Batavier III | 486 | KOSTAS I |
| Batavier V | 399 | SATELLITE |
| Bate Bridge | 3732 | ALDE |
| Batjuska | 199 | CALYPSO |
| Batman | 422 | SALVOR CHIEF |
| Batman | 48154 | ZIYA S |
| Batman S. | 3142 | NOOREEN |
| Batoebahra | 1324 | KELEKAR |
| Batore | 1171 | SUNSHINE II |
| Batsfjord | 299 | HARALDUR BODVARSSON |
| Batsfjord I | 362 | POLARTRAL |
| Batsfjordtral | 362 | POLARTRAL |
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| Blackburn | 778 | GARDLINE LOCATER |
| Blackburn Rovers | 408 | GIANT FISH |
| Blackfish | 197 | RIO CUALE |
| Blackfoot | 499 | MACOIL |
| Blacktail | 246 | SUMMER SWALLOW |
| Blackthorn | 749 | JANE SEA |
| Blackthorn | 1173 | POSEIDON |
| Blackwall Point | 1599 | BLACKWELL POINT |
| Blakeley | 728 | RAPIDE I |
| Blanc Sablon | 754 | MARINE VOYAGER |
| Blanca | 3955 | PRESIDENT WASHINGTON |
| Blanca | 29844 | TRAMCO AMITY |
| Blanca Rainier | 1696 | WAKEKE |
| Blanik | 3416 | ROSHNI |
| Blankaholm | 6402 | CHANG DU |
| Blankenburg | 1586 | MARIA M |
| Blankenburg | 5364 | GUIJIANG |
| Blarna | 502 | GOBLET D'ARGENT II |
| Blaro | 135 | MUSI |
| Blas de Lezo | 6742 | MARINE STAR |
| Blaskjell | 199 | MONSTANK |
| Blauer Pirat | 221 | PIRATA AZUL |
| Blaveis I | 246 | ANITA—MERETE |
| Blavet | 299 | GRAMPIAN HAWK |
| Blavet | 1568 | FRIO AFRICA |
| Bleichen | 2139 | ARCIPEL |
| Bleikvassli | 682 | MENTOR |
| Bleking | 223 | THALATTA |
| Blenda | 483 | SANTA CECILIA |
| Blenheim | 12244 | DISCOVERY I |
| Bless River | 19211 | ZI YUN SHAN |
| Blessing | 102 | CIARA RENE |
| Blessing | 35379 | AMASRA Z |
| Bleue Mer | 1585 | ST. ANDREAS |
| Bleun Brug | 108 | BOSSOYA FOUTA |
| Blexen | 152 | COLON |
| Blexen | 3354 | TROPICAL MOON |
| Blia | 246 | ANITA—MERETE |
| Blia | 269 | TROND |
| Blido | 4706 | BLUETANK FIGHTER |
| Bliki | 148 | SOLRUN |
| Blikur | 589 | MARINE PACKER |
| Blikur | 1596 | EL NOVILLO |
| Blinkfuer | 211 | MANSAVI |
| Blix | 16072 | DYVI BALTIC |
| Block Island | 425 | YANKEE |
| Block Island | 862 | AMERICANA |
| Blockland | 1806 | LADY ANETA |
| Bloemgracht | 495 | JAMAL |
| Bloempoort | 1598 | MARATHON |
| Blokoran | 402 | SULUT |
| Blom | 518 | GANGSTAD JUNIOR |
| Blom Surveyor | 119 | AGIR |
| Blooming Orchid | 42236 | KING WILLIAM |
| Bloomvaag | 166 | PINEWOOD S |
| Blow | 156 | CURLEW |
| Blue Akeishi | 3658 | SEKI AKEISHI |
| Blue Albacore | 3706 | CEMENT THREE |
| Blue Andromeda | 4668 | SILVER HOPE I |
| Blue Angel | 101 | NORTRE DAME DU CAP |
| Blue Arrow | 1866 | JIH YU No. 806 |
| Blue Atlantic | 1598 | KONG DONG DAO |
| Blue Baby | 286 | SEA SERV 201 |
| Blue Bell | 5858 | OBLAYOO |
| Blue Bird | 109 | SEA BIRD |
| Blue Bird | 2401 | MULTITANK ANTARES |
| Blue Bird One | 613 | LA PERLE III |
| Blue Bottle | 9156 | SOUND BAY |
| Blue Boy | 287 | AQUAMARINE |
| Blue Calypso | 398 | FATIMA |
| Blue Cape | 499 | BLUE CLOUD |
| Blue Caribe Venture | 242 | MERLIN VENTURE |
| Blue Cat | 600 | MIRIAM TIDE |
| Blue Cloud | 498 | COASTAL NOMAD |
| Blue Columbia | 2625 | JASMIN PRINCE |
| Blue Coral | 299 | DORADO |
| Blue Coral | 697 | STELLA MARIS |
| Blue Crest | 330 | MATTHEW ATLANTIC |
| Blue Cygnus | 5734 | KANG AN KOU |
| Blue Daisy | 2818 | OCEAN RUBY |
| Blue Danube | 101 | UNICORN |
| Blue Diamond | 1398 | HONG YAN 3 |
| Blue Diamond | 13867 | DIAMOND |
| Blue Dolphin | 289 | ALL AMERICAN |
| Blue Dragon | 803 | SAM HAN |
| Blue Eagle | 147 | ELLEN |
| Blue Eagle | 5398 | HYE GLORY |
| Blue Excelsior | 21918 | IVER EXCEL |
| Blue Eyes | 1379 | PROMETHEUS |
| Blue Eyes I | 996 | SIRENA |
| Blue Eyes II | 940 | ENALIOS TRITON |
| Blue Fin | 195 | RELIANCE |
| Blue Fish | 187 | BAY ISLAND |
| Blue Fish | 247 | MARIDIVE II |
| Blue Fish II | 699 | VIVI |
| Blue Girl | 297 | SVANUR |
| Blue Gull | 298 | MIJORI No. 201 |
| Blue Hawk | 191 | YING BIN 3 |
| Blue Heaven | 9030 | SALEM TWELVE |
| Blue Hiroshima | 3658 | SEKI AKEISHI |
| Blue Horizon | 105 | GUY ANNA |
| Blue Jupiter | 6951 | BOR |
| Blue Kobe | 10412 | SEKI ROLETTE |
| Blue Kochi | 4189 | SEKI KOCHI |
| Blue Lady | 1122 | VIRGINIA 4 |
| Blue Laker | 522 | SINEPUXENT |
| Blue Line | 489 | CHITA LINE |
| Blue Line No. 2 | 489 | CHITA LINE |
| Blue Liner | 3730 | GOLDPATH |
| Blue Malacca | 1331 | MOSES I |
| Blue Manta | 425 | SEA CAT |
| Blue Marlin | 196 | MISTER BUSTER |
| Blue Marlin | 507 | DAE YANG No. 2 |
| Blue Marlin | 3258 | QU JIANG |
| Blue Marlin | 16000 | SEAEMPRESS II |
| Blue Mars | 6396 | SUN KUNG No. 5 |
| Blue Maru | 495 | A'MOUR |
| Blue Mary | 15944 | HAKUFU |
| Blue Matsuyama | 4124 | SEKI MATSUYAMA |
| Blue Med | 3531 | GIOVI |
| Blue Mercury | 6098 | STAR SUN |
| Blue Mirror | 491 | THERESA |
| Blue Moon | 470 | O'SOUK |
| Blue Moon | 892 | BOSAVI |
| Blue Moon | 1572 | WIKING EAST |
| Blue Moon | 3579 | WILCON IV |
| Blue Nagoya | 3657 | SEKI NAGOYA |
| Blue Neptune | 9833 | VINTA |
| Blue Ocean | 497 | SEABOARD HARVESTER |
| Blue Ocean | 1953 | FAETHON |
| Blue Ocean | 16237 | LE CHANG LING |
| Blue Ocean | 44180 | GAS POEM |
| Blue Ocean 1 | 3979 | BLUE OCEAN |
| Blue Opal | 4531 | POLSA DOS |
| Blue Orion | 3104 | SEA LARK |
| Blue Osaka | 3602 | MANILA SUNSHINE |
| Blue Pacific | 1976 | ANTARA DUA |
| Blue Pearl | 2916 | MENTOR |
| Blue Pegasus | 5053 | ADIGE |
| Blue Peter | 1126 | CARIBOU REEFER II |
| Blue Peter II | 1126 | CARIBOU REEFER II |
| Blue Phoenix | 106967 | BT VENTURE |
| Blue Pine | 15691 | MEHMET EMIN |
| Blue Pluto | 9396 | MARITIME EXPRESS |
| Blue Polaris | 11325 | SEKI BEECH |
| Blue Run | 120 | OCEAN BIRD |
| Blue Safe | 487 | GRAMPIAN OSPREY |
| Blue Saga | 3040 | MARWAN 2 |
| Blue Sail | 299 | WOLF RIVER |
| Blue Sapphire | 6823 | EKFJORD AF DONSO |
| Blue Saturn | 9942 | CAPE MALEAS |
| Blue Scan | 493 | MER SUN |
| Blue Sea | 289 | HOSEA TIDE |
| Blue Sea | 301 | CHANG HAE |
| Blue Sea | 10712 | SANTOS STAR |
| Blue Sea II | 324 | INVICTUS I |
| Blue Shark | 396 | MANATEE RIVER |
| Blue Shimonoseki | 3801 | ASIAN CLIPPER |
| Blue Shine | 4190 | DALIA |
| Blue Sky | 1630 | APOLLONIA BOND |
| Blue Sky | 1997 | ARISTOPES |
| Blue Sky | 3306 | ESDEN |
| Blue Sky I | 1997 | ARISTOPES |
| Blue Sovereign | 3679 | PUL BAHAGIA |
| Blue Spray | 399 | SPRAY V |
| Blue Spruce | 490 | BELIZE REEFER |
| Blue Star | 158 | ISVIK |
| Blue Star | 470 | BIJAH |
| Blue Star | 1597 | KASSANDRA |
| Blue Star | 1612 | HORNBILL |
| Blue Star | 10861 | NORDIC RAINBOW |
| Blue Surf | 23104 | FORUM POWER |
| Blue Tarpon | 289 | LOUIS TIDE |
| Blue Taurus | 18122 | MAY LILY |
| Blue Tokyo | 3638 | WILCON VIII |
| Blue Trader | 498 | CHATA TWO |
| Blue Venus | 6371 | JAIPUR |
| Blue Virgo | 7408 | BRIGHT VEGA |
| Blue Walk | 129 | HELEN ANTIONETTE KIFF |
| Blue Water II | 293 | SIDNEY SOLAR |
| Blue Wave | 998 | CHADI |
| Blue Whale | 16378 | TOLTECA |
| Blue Yokahama | 10765 | TRONO |
| Blue Zoe | 2961 | BANGYAI |
| Bluebell | 23463 | LIBERTY VICTORY |
| Bluebells | 3957 | HANIFAH |
| Bluebird | 620 | WITASSIST II |
| Bluebolt | 1604 | AL GHARRAFAH |
| Bluebonnet (WAGL 257) | 144 | TIFFANY |
| Bluefin | 1440 | SOUTHERN RANGER |
| Bluefish | 101 | SEA LARK |
| Bluejay | 196 | JAMES A |
| Bluesky | 18736 | TAESCHORN |
| Bluestream | 6513 | MYRTIA |
| Bluetank Junior | 1999 | VOYAGER I |

| | | |
|---|---|---|
| Blume I | 1963 | JOHAN II |
| Blumenthal | 151 | GENCA PRIMO |
| Blumenthal | 5110 | FRIO ATLANTIC |
| Blumenthal | 6871 | N'GOLA |
| Blumenthal | 9417 | HELENE—JACOB |
| BMC Marine 1 | 3067 | PREMSHIP VIII |
| Bni I | 158 | PUTRA SAMUDERA |
| Bo Churn | 3049 | SAMSUN PARTNER |
| Bo Kang No. 308 | 188 | JIN BO No. 308 |
| Bo Kwang | 2722 | HUNG KUK No. 11 |
| Bo Kyung | 338 | HWA YANG No. 901 |
| Bo Kyung No. 5 | 332 | SUNG YOUNG No. 99 |
| Bo Kyung No. 7 | 239 | DONG EUN No. 2 |
| Bo Leng Er Hao | 999 | ZHE LENG 2 |
| Bo Leng Yi Hao | 994 | ZHE LENG 4 |
| Bo Sung | 2646 | HUNG KUK No. 9 |
| Bo Supplier | 2800 | QESHET |
| Boa Conqueror | 1553 | TOISA CONQUEROR |
| Boa Entrada | 445 | ARQUIPELAGO |
| Boa 7 | 7639 | BOABARGE 7 |
| Boah | 11121 | SAN JOHN I |
| Boambilly | 132 | VIRILE |
| Boanova | 513 | OFIR |
| Bob | 148 | MONS |
| Bob | 499 | BOA FORCE |
| Bob | 3860 | PRATAPGAD |
| Bob Charles | 189 | SEA SYSTEMS |
| Bob Fuqua | 340 | CARRIE MAYS |
| Bob Read II | 174 | TOGO |
| Bobby Jen | 136 | LADY SUSAN |
| Bobby Shaftoe | 561 | LE COUREGANT |
| Boberg | 999 | MATRISHA |
| Boberg | 1586 | PAMELA |
| Bobo Kw | 9679 | JIN HAI 11 |
| Bobodi | 698 | LAIOS |
| Bobs Boat | 195 | NORTHERN ORION |
| Boca Negra | 156 | MASSIRA V |
| Boca Tabla | 4255 | OKAPI |
| Bocaina | 56003 | HELLESPONT ARCHER |
| Boceno | 155 | AGIOS NIKOLAOS |
| Bochica | 5521 | CLIPPER PACIFIC |
| Bocho Maru No. 1 | 318 | DON GERARDO B |
| Bocho Maru No. 3 | 333 | BOONG LIM No. 102 |
| Bocho Maru No. 5 | 192 | MARY |
| Bocho Maru No. 8 | 344 | HAE SUNG No. 31 |
| Bocho Maru No. 12 | 344 | DANIEL SOLANDER |
| Bocita | 62811 | SHOU AN HAI |
| Bockenheim | 17663 | CABO SAN LUCAS |
| Bodeker | 252 | LAUT BELAWAN |
| Bodena | 10244 | GOLDEN FISH |
| Bodensee | 499 | SHAHNAZ KAROON |
| Bodi | 303 | ELDEYJARBODI |
| Bodil | 299 | MIA |
| Bodil Gjedsig | 287 | KAREN NORDFISK |
| Bodil Scan | 1399 | PAMPERO |
| Bodmer | 278 | MISIMOA |
| Boe Junior | 289 | WESTERN THUNDERBIRD |
| Boe Oak | 5935 | IRON LINK |
| Boe Sound | 4836 | ANGLO—ALLIANCE |
| Boeier | 1737 | ODON |
| Boekanier I | 495 | HERO |
| Boeran | 851 | SIROCCO |
| Boga | 1021 | GOLFO DE MEXICO |
| Boga Beringin | 270 | SARI SAMUDRA |
| Boga Melanti | 362 | DARSA JAYA IX |
| Bogasari Satu | 16576 | ADITYA KANTI |
| Bogasari Tiga | 16576 | AVDEEVKA |
| Bogey | 40315 | RED ROSE |
| Bogey | 49217 | LEROS SUN |
| Bogliasco | 28709 | DEER KEY |
| Bogo | 139 | HANOI |
| Bogo | 4576 | XING YE 2 |
| Bogoy | 168 | HORNSJO |
| Bogoyshorn | 168 | HORNSJO |
| Boheme | 7056 | FREEWINDS |
| Boheme Richard | 100 | CAPTAIN SEAN |
| Bohemia | 188 | MIKIONA |
| Bohemund | 6135 | ISOLA DELLE PERLE |
| Bohol | 2963 | MIRKA |
| Bohus | 1682 | OSTERSJOEN |
| Bohus | 3177 | CENTAUR PROSPERITY |
| Bohusian | 147 | OSTANVIND |
| Bohuslan | 350 | BOHUSLAN AV FISKEBACK |
| Bois Robert | 224 | JOLIMARCHE |
| Boitwardersand | 1598 | NEREUS |
| Boizenburg | 5364 | CARLI METZ |
| Bojangles | 315 | QUONSET |
| Bojoe | 142 | VIC AND MARK |
| Boka | 499 | SEA STAR 8 |
| Boka | 15780 | VITAGRAIN |
| Boka | 17656 | ACHILLES |
| Boka | 17939 | SUMADIJA |
| Boke | 961 | GIGI I |
| Boke S. | 961 | GIGI I |
| Bokeinburg | 498 | BETELGEUSE |
| Bokek 1 | 208 | ANTONIA PARIS |
| Boknatral | 247 | LEANJA |
| Boknis | 499 | WESTWIND |
| Bokuho | 25330 | OCEAN PREMIER |
| Bokul | 299 | JENKA |
| Bold Adventuress | 1185 | BLUE SKY |
| Bold Adventuress | 1207 | SAJO FAMILIA |
| Bold Champion | 15904 | ALEXIS |
| Bold Conquest | 299 | BEULAH CHOUEST |
| Bold Eagle | 10282 | CONTSHIP EUROPE |
| Bold Fleet | 823 | INTREPIDO |
| Bold I | 4751 | YUCATAN |
| Bold Knight | 569 | BAYSDALE H |
| Bold Phoenician | 870 | ALASKA I |
| Bold Producer | 1106 | SAJO COLUMBIA |
| Bold Venture | 100 | INDUSTRIES XVI |
| Bold Venture | 194 | FEARLESS |
| Bolduri | 9367 | HAVLYS |
| Bolero | 11675 | JUPITER |
| Bolero | 19407 | MOSRIVER |
| Boleslaw Chrobry | 8173 | SALEM ELEVEN |
| Boleslaw Prus | 6749 | WAN RU |
| Boleslaw Ruminski | 13024 | OCEAN THERESA |
| Bolette | 5286 | BOUGHAZ |
| Bolette | 125120 | ANDRES BONIFACIO |
| Bolgagutt | 199 | FRODE JUNIOR |
| Bolgrad | 4071 | BABTAI |
| Bolina | 4071 | BABTAI |
| Bolina | 12930 | KOTA JATI |
| Bolinders IV | 114 | DRAGA |
| Bolius | 166 | VINGALAND |
| Bolivar | 1977 | CHEMI SKY |
| Bolivar | 6661 | RIO DAULE |
| Bolivar | 9877 | VIKING DRILLER |
| Boljaren | 149 | WAILETT AV GLOMMEN |
| Bolnes | 15743 | BALSA |
| Bolnes | 18443 | TRANS COMFORT |
| Bologoye | 722 | BAMBENE |
| Bolsoy | 110 | VOLAREN |
| Bolt | 1519 | PAULINA IV |
| Boltby Queen | 349 | BOLTBY |
| Boltenhof | 19510 | NORTHGATE |
| Boltentor | 359 | RAMZAH 1 |
| Boltentor | 1119 | OSA RAVENSTURM |
| Bolton | 495 | MAROULA |
| Boluda Cuarto | 120 | SAN BULL |
| Boluda Garbi | 160 | MIJARES |
| Boluda Nou | 115 | BOLUDA NUEVE |
| Boluda Primero | 160 | BOLUDA LEBECHE |
| Boluda Quinto | 170 | BOLUDA TRAMONTANA |
| Boluda Sexto | 170 | BOLUDA DON BLAS |
| Boluda Tercero | 160 | MIJARES |
| Bombala | 6176 | SU CHENG |
| Bombay Duck II | 768 | H. D. DURGA |
| Bomberg | 999 | VILLE D'AURORE |
| Bomin Emden | 4462 | SUULA |
| Bomma | 1499 | ODESSA STAR |
| Bommelgutt | 298 | AARSHEIM SENIOR |
| Bommeloy | 594 | ESPEVAER |
| Bon | 683 | SAKAEMACHI MARU |
| Bon Chance | 123 | SETUBAL |
| Bon Luck | 14171 | LAODIKI II |
| Bon Secours I | 103 | SPIRIT |
| Bon Secours V | 103 | BROEDERTROUW XVI |
| Bon Venture | 484 | BRITANNIA VENTURER |
| Bon Vivant | 6542 | EMPRESS KATERINA |
| Bona | 10605 | UNIBRIGHT |
| Bona Seconda | 1594 | LOUISIANA |
| Bonafide | 104 | BONA FIDE |
| Bonaire | 299 | SATELITH |
| Bonanza | 140 | SAGE |
| Bonanza | 388 | BONSELLA |
| Bonanza | 2699 | BENCHIJIGUA |
| Bonanza | 16731 | ELEVIT |
| Bonaparte | 453 | HARVEST DIANA |
| Bonaparte | 596 | ST JOHN |
| Bonaport | 1196 | PISANG PERAK |
| Bonastar | 1596 | SENG HING |
| Bonaster | 128 | SOCA |
| Bonaventure II | 2546 | GIMO TRADER |
| Bonavista Bay | 2769 | MAERSK BONAVISTA |
| Bonawind | 1091 | MEKONG EXPRESS |
| Bonbon | 858 | SOERJO |
| Bonda III | 227 | EASTERN PROVIDER |
| Bondad | 47089 | UGLY DUCKLING |
| Bonday | 227 | ZUIDERSTER 10 |
| Bonde | 6022 | CHANG DE |
| Bonde | 19323 | BONNIE |
| Bondo Senior | 397 | VEAHAV |
| Bondoukou | 11771 | MOSLAVINA |
| Bondoyskjer | 176 | PORSANGERGUTT |
| Bonga | 1895 | ABRUKA |
| Bongavilla | 16849 | MALIBU |
| Bongo | 1979 | KOSTAS K |
| Bongo | 3154 | KISMETIM 1 |
| Bonham | 198 | POLAR STAR |
| Bonheur | 345 | ELFENMEER |
| Boni | 4259 | DASA ENAM |
| Boniface | 3636 | PECINE |
| Bonifacio | 633 | NEREIDE |
| Bonita | 148 | SUSAN HOEY |
| Bonita | 515 | BORE C |
| Bonita | 3814 | TAUYSK |
| Bonita | 22248 | LAADKIBA |
| Bonita | 23624 | BONITO |
| Bonita Ace | 4093 | ACX JADE |
| Bonito | 17339 | TREANA |
| Bonito | 25227 | OTELLO MANSHIP |
| Bonito | 50575 | MANDALAY |
| Bonn | 597 | FONNLAND |
| Bonn | 608 | BRAHOLMEN |
| Bonn | 2123 | STORMY |
| Bonne Bay | 2767 | ZEYAD |
| Bonne Chance I | 287 | PARAMOUNT |
| Bonnie | 192 | A W A |
| Bonnie | 706 | DEL SUR |
| Bonnie Chance II | 196 | PERSEVERANCE |
| Bonnie Lou | 163 | JANE BOWE |
| Bonnie V | 117 | LANGOSTINO 4 |
| Bonnie W | 706 | DEL SUR |
| Bonnieway | 32567 | PACIFICWAY |
| Bonno | 297 | PAZ |
| Bonny | 297 | PAZ |
| Bonny | 397 | HELENA SEA |
| Bonoua | 11771 | MAR FLORIDA |
| Bonoy | 208 | CARLOS DARWIN |
| Bonso | 412 | CAMCO STAR |
| Bontang | 2495 | SPECO KING |
| Bontosunggu | 327 | PULAU BAKALAN |
| Bonuconbus | 15622 | HILL PLENTY |
| Bonzo | 2272 | THANASSIS K |
| Boo Yong | 11503 | DOOYANG ELITE |
| Boogabilla | 21048 | TAPIOLA |
| Boogalla | 6264 | YU QING |
| Booker Challenge | 5343 | U. S. TRADER |
| Booker Courage | 6040 | SU YU |
| Booker Crusade | 6062 | CIELO DI TRIESTE |
| Booker Trader | 495 | GUY TRADER |
| Booker Trident | 495 | GUY TRIDENT |
| Booker Valiant | 4555 | ARAB HIND |
| Booker Vulcan | 2234 | NILE CARRIER |
| Boom | 795 | PHAEDRA |
| Booms | 494 | KRITI |
| Boone 1 | 270 | ME'ORA |
| Boone 2 | 270 | SHARONA |
| Boonkrong | 3650 | JIN XIAN QUAN |
| Boquira | 865 | FIASCO |
| Bora | 862 | SABI |
| Bora | 4372 | LECH |
| Bora | 5672 | AN TAO JIANG |
| Bora Burak | 2997 | KUTUP YILDIZI |
| Boral Gas | 4500 | ISLAND GAS |
| Borcea | 39537 | TOMIS HOPE |
| Borcos 1 | 204 | RIMEX 1 |
| Borda Berry | 435 | VIRGEN DE LAGUNA |
| Bordanes | 192 | FROYANES |
| Bordeaux | 750 | ANGEL FISH |
| Border Blazer | 448 | AL MOJIL XIX |
| Border Shepherd | 13133 | AL NABILA II |
| Bore | 167 | BORE AF VASTERAS |
| Bore | 3878 | KRISTINA REGINA |
| Bore I | 451 | EQUA |
| Bore I | 12281 | ILYICH |
| Bore IX | 3162 | ASCHBERG |
| Bore King | 6849 | NORKING |
| Bore Nord | 3564 | BALTIC STAR |
| Bore Queen | 6850 | NORQUEEN |
| Bore Sea | 3773 | VILLARS |
| Bore Sky | 4745 | BLUE SKY |
| Bore Song | 3773 | SEABOARD HORIZON |
| Bore Star | 12343 | ORIENT SUN |
| Bore V | 1763 | TAIBAH V |
| Bore VI | 1750 | ANY |
| Bore VII | 515 | BORE C |
| Bore VII | 6709 | PUERTO EDEN |
| Bore VIII | 534 | MELAKA JAYA III |
| Bore X | 3056 | BEERBERG |
| Bore XI | 1296 | ZHAN QIONG 1 |
| Bore XI | 3166 | BORE XI AV STOCKHOLM |
| Borea | 3878 | KRISTINA REGINA |
| Boreas | 134 | OLGA |
| Boreas | 135 | BOREAS I |
| Boreas | 237 | BOREAS S |
| Boreas | 398 | RABUNION XVI |
| Boree | 3096 | SAONA |
| Boreland | 10034 | LUCIEN PAQUIN |
| Borella | 515 | BORE C |
| Borelly | 430 | SAN LUIS |
| Boretto | 374 | ELENI |
| Borg | 499 | PANAGIA S |
| Borga | 18661 | SEATANK |
| Borgen | 7570 | SKAGEN |
| Borgestad | 16189 | KARRINGTON |
| Borgholm | 1807 | PANTRADER |
| Borgnes | 20384 | VLADIMIR GAVRILOV |
| Borgoy | 254 | SOLAS |
| Borgoygutt | 455 | MAIHUE |
| Borgoygutt | 760 | PHILORTH |
| Borgshorn | 185 | FAABORG II |
| Borgshorn | 1444 | XLENDI |
| Borgshorn I | 185 | FAABORG II |
| Borgundfjord | 318 | BARENTSHAV |
| Borgundoy | 301 | STALVIK |
| Borie | 199 | MR. GUS |
| Boringia | 397 | OLYMPIC MED |
| Boris Buvin | 3987 | VILJANDI |
| Boris Limanov | 12843 | AGOSTINHO NETO |
| Borislav | 4081 | BIRSTONAS |
| Borisu | 2596 | BORIS |
| Borkum | 1242 | BORKUM LADY |
| Borkumriff | 497 | AD ASTRA |
| Borkur | 293 | GUDMUNDUR OLAFUR |
| Borkur II | 293 | GUDMUNDUR OLAFUR |
| Borman | 730 | WHITKIRK |
| Born Safety | 871 | STRIL SAFETY |
| Born Star | 950 | SVITZER MAGELLAN |
| Borna | 3435 | KANIN |
| Borneland | 492 | MANUIA |
| Borneo Gulf | 100 | TRIDAYA BARUNA V |
| Borneo Lion | 241 | EL AMIR |
| Borneo 8 | 994 | PIRADA |
| Bornholm | 2563 | BREGENZ |
| Bornholm Express | 195 | SKAGEN EXPRESS |
| Bornholmerpilen | 2196 | ILIRIJA |
| Bornion Satu | 5615 | ORANG BERANI |
| Bornrif | 402 | GEMINUS |
| Borobudur | 1370 | PURNAMA |
| Borrachin | 433 | CHIN—CHIN |
| Borre | 122 | BJELLVAG |
| Borre | 1506 | POLLY PROGRESS |
| Borregas | 176 | ESKIMO |
| Borsfleth | 468 | BOR FLETA |
| Bortind | 190 | GOURINIS |
| Boruca | 771 | MADELYN G |
| Borussia | 13688 | JEZERA DELMAS |
| Boruta | 470 | O'SOUK |
| Bos Atlantic | 4918 | ARCADIA II |
| Bos Baltic | 33521 | VARENNA |
| Bos Catalyst | 4993 | KNIGHTSBRIDGE |
| Bos Combo | 120734 | COMPASS ROSE |
| Bos Coral | 964 | REEF |
| Bos Energy | 104918 | ENERGY |
| Bos Freeway | 2841 | CIUDAD DE BURGOS |
| Bos Glory | 4286 | DERBY |
| Bos Jaws | 6041 | CARLOS J |
| Bos Odessa | 26318 | VANESSA |
| Bos Pacific | 8467 | PACIFIC DAWN |
| Bos Spray | 6482 | LANGVANN |
| Bos Trader | 28742 | EVE TRADER |
| Bos Transporter | 65405 | KARADENIZ S |
| Bos Venture | 4563 | TALOFA |
| Bos Victory | 2697 | MOOGAL |
| Bos Wave | 4312 | IVANOVO |
| Bosanka | 16955 | LOVISTE |
| Bosco | 397 | APRIL |
| Bosco | 489 | HAITI EXPRESS |
| Bosco 1 | 7217 | MC GEM |
| Bosfor Z | 32507 | KADIKOY 1 |
| Bosisa | 954 | SIGIRI |
| Bosna III | 196 | TARATA 4 |
| Bosnik | 555 | LABUAN HADJI |
| Bosom Friend | 4541 | OCEAN QUEEN 1 |
| Bosphorous No. 27 | 499 | KAPTAN SUKRU |
| Bosphorus No. 63 | 397 | TAMANLAR |
| Bosphorus No. 70 | 567 | ERENKOY |
| Bosphorus No. 71 | 584 | HALAS |
| Boss | 181 | ROCKY |
| Boss Vishwa | 11625 | NEDDRILL WORKSHIP 1 |
| Boston | 169 | BIOTRANS |
| Boston Arrow | 196 | LE TEMPLIER |
| Boston Attacker | 447 | KATHIA I |
| Boston Aztec | 202 | FAHNOUS |
| Boston Beaver | 165 | BREYDON MALLARD |
| Boston Buccaneer | 165 | EXUMA |
| Boston Comet | 249 | RUPERT BRAND IV |
| Boston Coronet | 194 | LIDIA PRIMA |
| Boston Defiant | 174 | AYR DAWN |
| Boston Explorer | 390 | GRAMPIAN EXPLORER |
| Boston Fury | 577 | VOLESUS |
| Boston Halifax | 196 | LE CROISE |
| Boston Halifax | 414 | GRAMPIAN DEE |
| Boston Herald | 166 | WUSHISHI VENTURE |
| Boston Invader | 407 | CORNISHMAN |
| Boston Javelin | 201 | OCEANIS |
| Boston Kestrel | 405 | COLNE KESTREL |
| Boston Kinsman | 190 | NUOVO DIODORO |
| Boston Lancaster | 451 | SUBSEA CORSAIR |
| Boston Marauder | 444 | LINA VI |
| Boston Mariner | 202 | MARINER |
| Boston Monarch | 435 | OCEANIA ROSA |
| Boston Nimrod | 314 | GRAMPIAN STAR |
| Boston Phantom | 405 | COLNE PHANTOM |
| Boston Scimitar | 135 | PUTFORD SCIMITAR |
| Boston Sea Cobra | 211 | BRITANNIA COBRA |
| Boston Sea Dart | 322 | NALERAQ |
| Boston Sea Fury | 334 | BRITANNIA FURY |
| Boston Sea Gazelle | 211 | BRITANNIA GAZELLE |
| Boston Sea Harrier | 299 | SYLVESTER |
| Boston Sea King | 171 | OCEAN KING |
| Boston Sea Knight | 196 | BRITANNIA KNIGHT |
| Boston Sea Lance | 2004 | FENLAND |
| Boston Sea Sprite | 311 | SNAEFARI |
| Boston Sea Stallion | 211 | BRITANNIA STALLION |
| Boston Sea Vixen | 211 | BRITANNIA VIXEN |
| Boston Seafire | 314 | SEAFIRE |
| Boston Spitfire | 165 | ISHWARY |
| Boston Swallow | 197 | SAINT FRANCOIS |
| Boston Swift | 133 | DAUNTLESS STAR |
| Boston Valetta | 239 | LADY CORA |
| Boston Valiant | 160 | MONKLEIGH |
| Boston Viking | 174 | TOGO |
| Boston Viscount | 174 | PORFESA I |
| Boston Wellvale | 372 | ARNARNES |
| Boston Widgeon | 165 | BREYDON WIDGEON |
| Bostonsand | 2276 | ALFESANI |
| Boswell | 9324 | SHUN YI |
| Boswick | 3827 | SIAU |
| Botany Bay | 2130 | FAYSAL |
| Botany Bay | 27835 | NEDLLOYD TASMAN |
| Botany Bay Maru No. 1 | 3406 | PACIFIC SUNRISE |
| Botany Chemist | 3417 | SARONIC BAY |
| Botany Trader | 2800 | HUNG KUK No. 7 |
| Botany Transcendent | 4718 | REINA |
| Botany Treasure | 2798 | JIN YOU 6 |
| Botany Trident | 3630 | MARGALETTA |
| Botany Trojan | 2717 | MOUNTAIN |
| Botany Trust | 2796 | FRANSIM |
| Bothnia | 464 | CARACAS |
| Bothnia | 496 | ORIEND |
| Bothnia Trader | 13161 | NEPTUNE AKABAR |
| Bothniaborg | 1519 | B. H. A. EXPRESS |
| Botnia | 4291 | CIUDAD DE LA LAGUNA |
| Botno | 286 | SPIDER |
| Boto | 15519 | GALINI |
| Botocan | 12087 | SYROS |
| Botral I | 915 | HOLBERG |
| Botral II | 386 | SJOLI |
| Bottensee | 499 | HEIDI |
| Bottenviken | 1599 | ARPA SUN |
| Bou Ismail II | 389 | HUSSAM |
| Bouake | 10696 | LIMA |
| Bougainville | 5109 | DIEN BIEN 1 |
| Bougainville | 16704 | PETALOUDA |
| Bougainvillea | 7095 | ZERALDA |
| Bougival | 5521 | CLIPPER PACIFIC |
| Boujniba | 14741 | POLLUX I |
| Boukadoura | 52811 | DIAPOROS |
| Boulduri | 9367 | HAVLYS |
| Boulonnais | 328 | THEODOROS V |
| Boulonnais | 585 | HARVEST KIRSTINA |
| Bounteous | 8733 | SAINT SPIRIDON |
| Bountiful | 158 | SJOVARDEN |
| Bountiful | 387 | LAVENDER |
| Bountiful Clipper | 103 | BUENA SUERTE |
| Bounty IV | 2613 | DERAJAT |
| Bourgaz | 697 | BURGAZ |
| Bourgogne | 750 | VALIANT FISH |
| Bourgogne | 999 | HEINRICH BEHRMANN |
| Bourgogne | 1270 | BOKELNBURG |
| Bournazel | 491 | RAN |
| Bournemouth Queen | 227 | QUEEN OF SCOTS |
| Bourrasque | 214 | CIANE TERZO |
| Bousamra | 398 | NOUF |
| Bousamra | 499 | MAYSSALOUN |
| Boutwell WSC 130 | 196 | ACTIVA |
| Bovaering | 135 | BRENNBOEN |
| Bovenau | 167 | GOLD FISH II |
| Bovik | 199 | URSEL |
| Bovik | 496 | DIANA |
| Bow Alecto | 1598 | LIVIA |
| Bow Cecil | 3567 | BOW PLATA |
| Bow Chaser | 13088 | NCC ARAR |
| Bow Clipper | 17627 | BACAB |
| Bow Ek | 4910 | EQUATOR MAS |
| Bow Elm | 6582 | NORGAS DISCOVERER |
| Bow Explorer | 13088 | NCC ASIR |
| Bow Falcon | 15817 | NCC BAHA |
| Bow Flower | 17641 | BOW GERD |
| Bow Forest | 12768 | NOMADIC FOREST |
| Bow Gran | 5305 | RITA |
| Bow Lind | 5311 | JOMAAS |
| Bow Master | 3977 | CATALINA |
| Bow Oak | 4853 | UCHOA |
| Bow Queen | 3383 | SNOW QUEEN |

| | | |
|---|---|---|
| Bow Rogn | 5305 | BETULA |
| Bow Sailor | 1588 | TAUFIQ |
| Bow Saint | 16595 | NCC JIZAN |
| Bow Saphir | 1595 | GUN |
| Bow Saturn | 16537 | NCC JOUF |
| Bow Selene | 16595 | NCC MADINAH |
| Bow Sirius | 16595 | NCC NAJRAN |
| Bow Solar | 16595 | NCC TIHAMAH |
| Bow Stellar | 16595 | NCC YAMAMAH |
| Bow's Brother | 4719 | DANG NISA |
| Bowen Queen | 277 | VESUVIUS QUEEN |
| Bowlder | 1589 | VOLTAZ |
| Bowler | 217 | UNISHIP I |
| Bowoon No. 3 | 2549 | GANAR No. 9 |
| Bowoon No. 5 | 1589 | VOLTAZ |
| Bowoon No. 7 | 3084 | FAL VIII |
| Bowoon No. 9 | 4213 | FAL X |
| Bowoon No. 27 | 978 | GANAR No. 7 |
| Bowoon No. 29 | 487 | SUNG UN No. 21 |
| Bowqueen | 1238 | SUSANA CRISTINA |
| Box Hill | 13323 | PRINCESS BETTY |
| Boxer Captain Cook | 5654 | EAGLE CLOUD |
| Boxy | 6355 | AQUARIUS |
| Boy | 109 | VIKTOR |
| Boy Andrew | 107 | TEA ROSE |
| Boy Matthiesen | 999 | TROFA |
| Boyan | 499 | SANTA BARBARA |
| Boyana | 5765 | URD |
| Bozcaada | 247 | KAPTAN MEHMET |
| BP Achiever | 66031 | AUSTRALIAN ACHIEVER |
| BP Aden | 311 | ABC ADEN |
| BP Alert | 652 | SONGHAI No. 1 |
| BP Diana | 274 | HAUGTANK |
| BP Endeavour | 12515 | NEWARK |
| BP Energy | 18343 | ASPHALT LEADER |
| BP Enterprise | 12319 | LIV COB |
| BP Harrier | 1595 | DAVID M |
| BP Holland 27 | — | BELGIA |
| BP Holland 33 | — | JOHANNA |
| BP Humber | 15204 | AKRADINA |
| BP Hunter | 1595 | MICHAEL M |
| BP Marine 70 | 397 | MARINE EXPRESS |
| BP Nette | 274 | MICHAEL LANGEBERG |
| BP Parmelia | 418 | CLARENCE BEACH |
| BP Rapid | 589 | THAMES RAPID |
| BP Scorcher | 1182 | NIGERIAN STAR |
| BP Sprite | 215 | GOOD HAND |
| BP Sydney | 883 | ESAR SYDNEY |
| BP Tawahi | 114 | ABC TAWAHI |
| BP Tweed | 15025 | AZNA |
| BP Vigour | 44572 | TEEKAY VIGOUR |
| BP Vision | 45001 | TEEKAY VISION |
| BP Zest | 325 | DOXA |
| BP 21 | 75 | ABC 21 |
| BP 27 | — | ABC 27 |
| BP 28 | 575 | KHATRI 12 |
| BP 35 | 233 | HELLETANK |
| BP 37 | 70 | ABC 37 |
| BP 38 | 70 | ABC 38 |
| BP 40 | 272 | MONA 1 |
| Br. Smavik | 320 | HAVKYST |
| Brabant | 235 | AJAX |
| Brabant | 2144 | MOMOLI |
| Brabant | 3932 | NORCOVE |
| Brabant | 10991 | FORUM NEW ZEALAND II |
| Brabantia | 499 | IRISH ROSE |
| Bracciano | 4511 | ATHANASSIOS D |
| Bradford Island | 18681 | CONCHO |
| Brady Maria | 1287 | FALMOUTH ENTERPRISE |
| Brae Sea | 3086 | PACIFIC ORION |
| Brae Trader | 44989 | BRAER |
| Braemar | 14213 | ANNA KARENINA |
| Braga | 1516 | OSOR |
| Bragadin | 1545 | M. BRAGADIN |
| Braganca | 65074 | BAURU |
| Bragd | 1598 | SARA THERESA |
| Brage | 113 | ULLA |
| Brage | 124 | GRANE III |
| Brage | 150 | WESWEAR |
| Brage | 1140 | KARIN |
| Brage | 39825 | ELISA P. |
| Brage Atlantic | 2973 | VIBRO |
| Brage Atlantic | 4821 | BAKRI VOYAGER |
| Brage Baltic | 2558 | TRANS BORG |
| Brage Pacific | 2977 | TIGER RAG |
| Brage Supplier | 4839 | TROLLVANN |
| Brage Trader | 4839 | BLANKVANN |
| Brageland | 6040 | SU YU |
| Brahmayuda 3 | 104 | DARMAWANGSA 3 |
| Braholmen | 353 | BIOSTAR |
| Brainpower | 13019 | MED TRADER |
| Brake | 287 | BERND |
| Braken | 532 | BULKMANN |
| Braker Wappen | 210 | NORDLAND I |
| Brakna | 235 | MEN BRIAL |
| Bralanta | 75366 | M. NURI CERRAHOGLU |
| Bralinda | 29856 | DA QING 255 |
| Bram | 398 | TAISIR |
| Branca I | 2991 | DIAMOND RED HORSE |
| Brand VI | 1599 | LADY HUTTON |
| Brand VII | 599 | RYGERFJORD |
| Brandaris | 526 | LETY |
| Brandenburg | 147 | WESTLAND |
| Brandenburg | 296 | OLYMPIA III |
| Brandenburg | 16794 | ORANIENBURG |
| Branding | 165 | MORGENSTER |
| Brando | 847 | JEDDAH N. M. I |
| Brannaren | 469 | TIMEX STAR |
| Brant | 193 | BARBARA MORAN |
| Brant Point | 1589 | ANDROMEDA |
| Branton | 1589 | ANDROMEDA |
| Brapo | 134 | CRANE |
| Bras | 499 | ORATANK |
| Bras | 1597 | PERKO |
| Bras | 2023 | WEELEK No. 5 |
| Brasil | 13680 | ENCHANTED SEAS |
| Brasil | 14208 | ENCHANTED ISLE |
| Brasil—Primeiro | 242 | BRASIL PRIMEIRO |
| Brasile | 167 | URANO S. |
| Brasilia | 199 | BRASILIA QUINCI |
| Brasilia | 5812 | KAVO GERANOS |
| Brasken | 257 | SOTRATANK |
| Brass River I | 2859 | NOORDZEE 5 |
| Brassie | 18307 | NAND PRAKRITI |
| Brat | 194 | KIBERG |
| Bratdal | 246 | ANITA—MERETE |
| Brategg | 591 | BEOTHIC ENDEAVOUR |
| Brathay Fisher | 2109 | PELCARRIER |
| Bratt | 194 | KIBERG |
| Brattingsborg | 1599 | NAVICHEM ATAIR |
| Bratto I | 199 | TERESIA |
| Brattstein | 217 | SLETTVAR |
| Braunfels | 7429 | ATLAS |
| Brava Cruz | 103 | FIRPO TOWER |
| Brave | 240 | BETHIOUA |
| Brave Buccaneer | 165 | EXUMA |
| Brave Eagle | 10282 | CONTSHIP BRAVE |
| Brave Eagle | 20652 | HILAL 1 |
| Brave Enterprise | 492 | SKOPELOS |
| Brave Mother | 13035 | TOCOPILLA |
| Brave Pioneer | 12527 | UNIMAR TRANSPORT |
| Brave Spirit | 14303 | CONCORD DAISEN |
| Brave Star | 18117 | BYRON V |
| Bravenes | 20450 | VIVITA |
| Bravenes | 22906 | FEI CUI HAI |
| Bravery | 9762 | BO WOON No. 1 |
| Bravik | 127 | WESTANVAG |
| Bravik | 1863 | IVAN GORTHON |
| Bravik Af Styrso | 127 | WESTANVAG |
| Bravo | 1324 | RUPIT |
| Bravo Contender | 997 | SPIRIT OF FREE ENTERPRISE |
| Bravoexporter | 3826 | APOLLONIA NOBILITY |
| Bravotrader | 2589 | SAGRES |
| Bravour | 199 | LADY WEST |
| Bray | 124 | MAROONA |
| Brazi | 24248 | TOMIS SOUTH |
| Brazil Glory | 49754 | STAR WESTCHESTER |
| Brazil Pride | 49754 | STAR WILMINGTON |
| Brazil Star | 77294 | ROMERAL |
| Brazil Venture | 18620 | LJUBLJANA |
| Brazilian Express | 6246 | SALINDO PERDANA I |
| Brazilian Friendship | 48938 | JUGOVO |
| Brazilian Hope | 177044 | DAMAVAND |
| Brazilian Marina | 152565 | BERGE TRADER |
| Brazilian Pride | 189249 | DENA |
| Brazilian Reefer | 5885 | FRIO ATLAS |
| Brazilian Star | 5060 | ALPINE |
| Brazilian Trader | 70282 | RHODOS |
| Brazilian Wealth | 99617 | WESER ORE |
| Brazos | 462 | MIMOSA |
| Brea | 554 | MARIA B |
| Brea | 8918 | REA |
| Brea Olinda | 3236 | PNOC TRANSASIA |
| Bream | 25227 | KELVIN RESOURCE |
| Breda | 6046 | BEECO EUROPE |
| Breda | 6424 | AUGUST |
| Bredenbek | 999 | AGIOS SIMEON I |
| Bredgrund | 290 | ALUK |
| Bredholm | 399 | TRANSMAR |
| Bredo | 150 | PAIKAN |
| Bredo | 1599 | SAVA |
| Bredskar | 235 | WANDERLUST |
| Bree Helle | 359 | FARID |
| Bree—Helle | 551 | CEMENT ONE |
| Breedbank | 249 | NIMR |
| Breede | 7619 | CARRYBOX STAR |
| Breehees | 1532 | KATERINA II |
| Breehelle | 1584 | COAST PRIDE |
| Breehoek | 1586 | MARIA M |
| Breehorn | 1531 | CHRYSANTHI S |
| Breehorst | 1592 | AMAZONA |
| Breekade | 1598 | ALLEGRA |
| Breekant | 1599 | SAVA |
| Breevecht | 1600 | ROSA C |
| Breeveld | 474 | VERMION |
| Breewijd | 494 | IKAROS |
| Breewijd | 498 | ANNE M |
| Breezand | 1586 | FRAMVAREN |
| Breeze | 10625 | ATLANTIS SKY |
| Bregaglia | 22342 | LAUSANNE |
| Breistrand | 297 | SOLSKJAER |
| Breitling | 2780 | TANYA 3 |
| Breizh—Izel | 2786 | DUCHESS M |
| Brembo | 10339 | PRINARITIS |
| Bremen | 279 | HALCON II |
| Bremen | 1182 | PETROLA'S OCEAN MASTER 24 |
| Bremen | 4112 | MINTROP |
| Bremen | 176008 | WHITE ROSE |
| Bremen Express | 57366 | OOCL FAME |
| Bremer Achilles | 2472 | JUSTINE |
| Bremer Boerse | 334 | NORDIC |
| Bremer Export | 499 | ANDREINA |
| Bremer Flagge | 299 | ISELIN |
| Bremer Glocke | 496 | FOX |
| Bremer Horst Bischoff | 2651 | ARANUI |
| Bremer Import | 2816 | NIOBA |
| Bremer Makler | 399 | JOB II SHIPPER |
| Bremer Mercur | 498 | BLEKING |
| Bremer Norden | 475 | HORNELEN |
| Bremer Norden | 1596 | EMILIO PRIMO |
| Bremer Roland | 298 | ANNE SOFIE |
| Bremer Saturn | 498 | KEY |
| Bremer Stauer | 336 | REEMA |
| Bremer Uranus | 499 | KORNI |
| Bremer Uranus | 996 | JOHANNA |
| Bremerhaven | 279 | HERMES |
| Bremerhaven | 2682 | STELLA MARIS II |
| Bremerhaven | 5885 | FRIO ATLAS |
| Bremerhaven | 9417 | WALTER JACOB |
| Bremersand | 1595 | SUND |
| Bremervorde | 248 | KIRSTEN |
| Bremmenholm | 132 | GOTA LEJON |
| Bremnes | 238 | BREMNESING |
| Bremnes | 367 | SAEFARI |
| Bremo | 199 | BOHEMIAN |
| Brenda | 411 | BRENDA S |
| Brenda | 998 | BAYON |
| Brenda J | 119 | COSTA DA GALE |
| Brenda Jean | 114 | GOLDEN EAGLE |
| Brenda Jolene | 1106 | NAMBUG PIONEER |
| Brenda Louise | 143 | SISU |
| Brenda—Kay | 137 | CAROLE L |
| Brendonia | 604 | BRENDONIAN |
| Brens | 182 | MOURO |
| Brenton Point | 1686 | KWAN SIU |
| Brenton Reef (LS 102) | 179 | JAMIE LYNN |
| Brenya | 249 | CAPT. MOSES |
| Breslau | 4777 | MAASHAVEN |
| Bresling Bres | 399 | BOURBONNAIS |
| Bressay Bank | 585 | HARVEST TAMARA |
| Brest | 399 | RUAHATU |
| Brest | 1059 | MAHDI |
| Brest | 4910 | EQUATOR MAS |
| Brestskaya Krepost | 4792 | S. LUCIA |
| Bretagne | 398 | CYRUS |
| Bretagne | 3222 | THEA S |
| Bretagne | 6677 | JUTHA CHANATHIP |
| Bretagne | 8267 | AN WU JIANG |
| Bretagne | 77249 | ELBE ORE |
| Brethren I | 925 | BITUNG |
| Breton | 149 | TEAM—WORK |
| Breton | 464 | VINCENT |
| Breton Express | 284 | BRETON |
| Breton Isle | 129 | LUCISAURA |
| Breton Shore | 997 | EDWARD O. VETTER |
| Breton Sound | 444 | LADY PATRICIA |
| Brettingen | 460 | SKAGTIND |
| Brettingur | 333 | SVANUR |
| Breughel | 109 | DESIRE |
| Brevik | 299 | MIA |
| Brevik | 359 | GULLMARTANK |
| Brevik I | 132 | LANGO 2 |
| Brevik Kommunale Ferry No. 7 | 200 | OSTEROY |
| Breydon Falcon | 339 | TECH DIVER ONE |
| Brian Aldous | 246 | DON RUDITO |
| Brian Boroime | 3647 | PELTAINER |
| Brian F | 147 | CITTIE POINTE |
| Briar | 398 | PATIMAX |
| Bridgestone Maru No. 3 | 24696 | GAZ SUPPLIER |
| Bridgestone Maru No. 303 | 695 | PRINCE MARU No. 303 |
| Bridgeworth | 35707 | MARE BALTICO |
| Brielle | 199 | LADY WEST |
| Brielle | 298 | SAFINA |
| Brielsebank | 249 | FAHD |
| Brier Rose | 608 | KIMEN |
| Brierfield | 26942 | PUFFIN ARROW |
| Brig. Gen. John B. Bellinger | 142 | NELSON |
| Brigadier | 223 | FORTROSE |
| Brigadoon II | 296 | GOLDFINGER II |
| Brigantine | 165 | NILS S |
| Bright | 2582 | XING ZHONG |
| Bright star | 140 | SAGE |
| Bright Amsterdam | 8771 | GUYANE |
| Bright Evelyn | 14969 | CAPRICORN 1 |
| Bright Ever | 12264 | ANJA LEONHARDT |
| Bright Harvest | 4934 | SEAWISE |
| Bright Hope | 14516 | TROPICAL BEAUTY |
| Bright Melbourne | 6252 | PERNAS SUASA |
| Bright Moon | 5592 | SEEMA |
| Bright Oak | 37895 | STELLA MAR |
| Bright Peak | 9735 | BRIGHT SKIES |
| Bright Pioneer | 6789 | BRIGITTE |
| Bright Sea | 3664 | RITA RICH |
| Bright Singapore | 9437 | EVENING STAR |
| Bright Sky | 3038 | PAN FOND |
| Bright Star | 6618 | DAIZU MARU |
| Bright Star | 9324 | AIS MAMAS |
| Bright Star | 12147 | STANDWEAR |
| Bright Star | 36584 | WORLD STAR |
| Bright Sun | 10999 | HELLENIC CONFIDENCE |
| Brightfaith | 3828 | SULPICIO CONTAINER XIV |
| Brightling | 867 | LARA |
| Brightling | 1599 | SANG THAI FORTUNE |
| Brighton | 9679 | JIN HAI 11 |
| Brighton | 10999 | JOINT CONFIDENCE |
| Brigit | 399 | MAASMOND |
| Brigit | 485 | HAMIDAH |
| Brigitta | 496 | SUMBER SAKTI |
| Brigitte | 2000 | TITAN |
| Brigitte | 2992 | DIMARCO |
| Brigitte | 4415 | USTYUZHNA |
| Brigitte Graebe | 492 | ASHRAF 2 |
| Brigitte Graebe | 898 | THOR |
| Brigitte K. | 2644 | SUBARU |
| Brigitte S. | 1059 | MAHDI |
| Brihav | 285 | ATHINA |
| Briland | 333 | FJORDBULK |
| Brilliance | 9070 | NAN HUI |
| Brilliant | 187 | VONIN |
| Brilliant | 748 | NICOLINO L. |
| Brilliant | 3948 | AMBASSADOR |
| Brilliant Star | 15354 | SEA LANTERN |
| Brillo | 2551 | MARINA II |
| Brim | 460 | SKAGTIND |
| Brimanger | 16595 | NCC TIHAMAH |
| Brimar | 374 | ENERGI |
| Brimborg | 133 | SEAWARD QUEST |
| Brimnes | 118 | HRINGUR |
| Brimnes | 149 | KRISTBJORG |
| Brimnes | 247 | STAKKANES |
| Brimoy | 120 | HARIJET HELEN |
| Brincum | 169 | BIOTRANS |
| Bringembakalive | 102 | ALBATROSS |
| Brinio | 345 | BOEKANIER |
| Brinknes | 4594 | AKRANES |
| Bris | 12750 | CHANG HAI |
| Brisbane Sea | 35450 | ORTIGIA |
| Brisbane Trader | 6417 | ATHENS EXPRESS |
| Brise II | 999 | UNITY III |
| Brisha | 352 | 6—231 |
| Brisk | 750 | ZAIDA |
| Brisk | 1352 | FERDER |
| Brisk | 117857 | KOOHE ZAGROS |
| Brisknes | 18639 | MIKHAIL STELMAKH |
| Brison | 148 | MILL—GRETH |
| Brissac | 117857 | KOOHE ZAGROS |
| Bristol | 247 | RONNFORS |
| Bristol | 94900 | DEBORAH |
| Bristol Bounty | 1027 | BRISTOL ENTERPRISE |
| Bristol Clipper | 4938 | BAGNO CATARAMA |
| Bristol Maru | 94900 | DEBORAH |
| Bristva | 424 | ZRMANJA |
| Brit Mari | 353 | BIOSTAR |
| Brit Mari | 547 | NIDARO |
| Brit Marit | 149 | SOLVANG III |
| Brit—Marit | 103 | ROVDEFJORD |
| Brita | 472 | ZEETOR |
| Brita | 497 | CARI TRADER |
| Brita Ragne | 2061 | BASKE |
| Brita Thorell | 497 | CARI TRADER |
| Britamette | 222 | HUSKY 120 |
| Britania | — | ALEXEA |
| Britania Bm | 314 | TATA II |
| Britannia | 226 | PATRICIA MITCHELL |
| Britannia De Hoop | 1024 | BRITANNIA CHALLENGER |
| Britannia III | 668 | BRITANNIA |
| Britannia Team | 66118 | JAHRE ROSE |
| Britannic | 8909 | SERIFOS |
| British Amethyst | 1599 | MAERSK ATTENDER |
| British Auk | 502 | BRODOSPAS STORM |
| British Avon | 15028 | CARNIA |
| British Beech | 12973 | SEAWIND |
| British Claymore | 492 | OSA VOYAGER |
| British Claymore | 1322 | A. H. PARAGGI |
| British Dart | 14947 | MINAB 3 |
| British Emerald | 492 | LANCELOT BAY |
| British Enterprise One | 632 | JOHANA II |
| British Fal(FC) | 16015 | MOKRAN |
| British Fern | 12939 | CHERSO |
| British Fidelity | 14920 | PORTORIA |
| British Forties | 502 | BRODOSPAS RAINBOW |
| British Fulmar | 507 | OSA VANGUARD |
| British Hawthorn | 12294 | MARE EQUATORIALE |
| British Hazel | 12964 | FAL XVIII |
| British Heather | 507 | OSA VICTOR |
| British Holly | 12938 | PARA |
| British Humber | 15204 | AKRADINA |
| British Ivy | 12979 | CHARITAS |
| British Kennet | 15005 | MINAB 2 |
| British Laurel | 13006 | SEA MOON |
| British Liberty | 15115 | FOLGOET |
| British Loyalty | 14785 | FAL XXVI |
| British Monarch | 16903 | XI QIAO SHAN |
| British Neath(AS) | 16015 | MOKRAN |
| British Norness | 132942 | THORNESS |
| British Piper | 507 | LANCELOT CLIFF |
| British Poplar | 13047 | ALCANTARA |
| British Pride | 109755 | SUSANGIRD |
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| British Promise | 129770 | SANANDAJ |
| British Providence | 2248 | DRIVE OCEAN |
| British Security | 14519 | TAURUS ERRE |
| British Senator | 12234 | ACX ORCHID |
| British Severn | 14947 | MARUN |
| British Spey | 15584 | TANK PROGRESS |
| British Stephaniturm | 1376 | STEPHANITURM |
| British Surveyor | 113788 | SHOUSH |
| British Swift | 10921 | NOAH VI |
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| British Trident | 133035 | EASTERN TRUST |
| British Trust | 10655 | DA QING 235 |
| British Tweed | 15025 | AZNA |
| British Unit | 499 | DANBOX |
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| British Unity | 14647 | BAYONNE |
| British Valiant | 985 | LONDON SERVICE |
| British Vanguard | 1544 | NIGATA MARU |
| British Viking | 1396 | LOWLAND PROWLER |
| British Viking | 1963 | MARINE EXPLORER |
| British Vine | 12643 | VINE |
| British Wasa | 10711 | BARBARA MORGAN |
| British Willow | 12636 | FLAMINGO I |
| Britmari | 498 | TURI |
| Britonia | 572 | BON ENTENTE |
| Britt | 145 | SALSEA BELLE |
| Britt | 2456 | NADIA |
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| Britta | 323 | VASSOS |
| Britta | 499 | LETTE LILL |
| Britta | 895 | BRITTA II |
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| Britta | 1375 | THISEAS |
| Britta | 68322 | MEGA BUCK |
| Britta I | 895 | BRITTA II |
| Britta Kruger | 3368 | PING XIANG CHENG |
| Britta Oden | 16947 | TOR SCANDIA |
| Britta Steensen | 298 | MARTRANS |
| Britta Thien | 6071 | VILLE DE DUBAI |
| Brittana | 287 | FORTUNA |
| Brittana Klaas | 287 | FORTUNA |
| Brittania | 225 | GALWAY BAY |
| Brittenburg | 5130 | WIND TRADER |
| Brittenburgh | 457 | ANDAIRON |
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| Brix | 500 | FAJAL II |
| Brixham I | 5398 | HYE GLORY |
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| Broedertrouw | 122 | JANNETJE |
| Broedertrouw | 229 | LEENDERT JANNETJE |
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| Broen | 1582 | KALUNDBORG |
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| Brooklyn Bridge | 40980 | OOCL FIDELITY |
| Brooknes | 16709 | SAUNIERE |
| Brooknes | 20421 | PEARL LUCK |
| Brooktor | 487 | KANSI NAMRATA |
| Broomer | 25832 | KARA SEA |
| Brora | 499 | TARIK |
| Brother | 8899 | AL HAFIZU |
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| Bruce Celine | 3138 | PERMINA XX |
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| Bruce Handara | 2880 | PERMINA XVII |
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| Brunal | 3397 | TELUK TOMINI |
| Brunborg | 1471 | DURA BULK |
| Brundlund | 499 | ZOE P |
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| Brunhild | 3098 | GOOD FIGHTER |
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| Brunla | 5949 | YUAN MING |
| Brunneck | 483 | HALILAGA |
| Brunneck | 1226 | FORTH EXPLORER |
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| Bruno Apitz | 3222 | AERONAVT |
| Bruno Bischoff | 897 | KORMORAN |
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| Brunsbuttel | 4801 | URAGAN |
| Brunsdeich | 3227 | MUSSON |
| Brunshausen | 2133 | TSIKLON |
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| Brunshoeft | 4569 | DNESTROVSKIY LIMAN |
| Brunskamp | 3354 | TROPICAL MOON |
| Brunsland | 7270 | RIO GUAYAS |
| Brunsnaes | 399 | FORTUNA BAY |
| Brunsrode | 4733 | DAVAO TRADER |
| Brunstor | 4569 | DNEPROVSKIY LIMAN |
| Brunswick | 3323 | NETWORK SPARROW |
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| Brunto | 8341 | GENERAL VARGAS |
| Brunvard | 2992 | VIRGINIA V |
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| Bruse | 4861 | SAGA SEA |
| Bruse Jarl | 18405 | IVER STREAM |
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| BT Renovator | 106967 | BT VENTURE |
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| Bua Thip | 7575 | TRADEPOWER |
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| Bubiyan | 70149 | ANITRA |
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| Buena Suerte | 499 | IRIT |
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| Bulk I | 35319 | EVER CHAMPION |
| Bulk Merchant | 1596 | WESERKANT |
| Bulk Moon | 499 | BEN VANE |
| Bulk Navigator | 962 | AVRIL SUN |
| Bulk Pioneer | 1956 | WESERLAND |
| Bulk Pioneer | 10717 | FORTUNATE |
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| Bulk Prospector | 21508 | MEI GUI HAI |
| Bulk Sea | 499 | WESTANVIND |
| Bulk Space | 35014 | SEA TRANSPORTER |
| Bulk Star | 499 | SAND BULK |
| Bulk Sun | 499 | CEGONHA |
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| Bulk Trader | 31591 | VENETTE |
| Bulk Transporter | 35014 | SEA TRANSPORTER |
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| Bum Mi | 3585 | PATMOS |
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| Bunga Saga | 1538 | SAN JIANG |
| Bunga Sripagi | 22296 | DIMAN |
| Bunga Tembusu | 31107 | FORTUNA DUCKLING |
| Bunga Tiga | 5297 | BAKRI NAVIGATOR |
| Bunga 2 | 3743 | SAN MARCELINO |
| Bungsberg | 499 | BINGUM |
| Bunker Antigua | 3691 | AL FADHILI |
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| Bunker Nette | 274 | MICHAEL LANGEBERG |
| Bunker One | 300 | ESAR MELBOURNE |
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| Bunker Spc II | 277 | BUNKER TIGER |
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| Bunker SPC I | 1169 | LION VALOUR |
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| Bunkerovshchik—3 | 853 | AEGINA III |
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| Burmah Pearl | 67205 | KERKYRA |
| Burmah Peridot | 67205 | KYTHIRA |
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| Burmpac Bahamas | 126391 | HARMONY |
| Burnhaven | 591 | GRAMPIAN FALCON |
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| Burro | 1599 | SVEA PACIFIC |
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| Buyo | 6871 | CAROLINE SCHULTE |
| Buyo | 9942 | CAPE MALEAS |
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| Byzantine Energy | 2757 | CAP AKRITAS |
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| C Concord | 15656 | ZIM PIRAEUS |
| C Explorer | 19418 | JOLLY RUBINO |
| C Friendship | 15656 | ZIM SYDNEY |
| C Innovator | 19420 | JOLLY TURCHESE |
| C Pride | 10327 | ARAB ALJAZIRA |
| C Spirit | 13876 | ZIM KAOHSIUNG |
| C Star | 10327 | LIAN HUA SHAN |
| C Valor | 19420 | JOLLY SMERALDO |
| C 1347 | 129 | REGANAUT |
| C 77454 | 131 | OSPREY |
| C 77455 | 138 | JAY BEE |
| C. A. Margaronis | 22629 | YENISEI |
| C. B. Bernard | 104 | L'ANGE DANIELL |
| C. C. Long Beach | 17126 | EARL TRADER |
| C. C. Los Angeles | 17140 | GLADIATOR |
| C. C. Oakland | 17150 | SUNNY OCEAN |
| C. C. Portland | 16896 | GLORIOUS OCEAN |
| C. C. San Francisco | 17098 | HAI GUANG |
| C. C. Seattle | 16950 | RICKMERS SHANGHAI |
| C. D. Abidjan | 17210 | DELMAS JOINVILLE |
| C. D. Douala | 17280 | DELMAS BOUGAINVILLE |
| C. D. Pointe Noire | 17280 | DELMAS TOURVILLE |
| C. De Maloize | 398 | ISABEL No. 1 |

| | | |
|---|---|---|
| C. E. Dant | 9345 | SANTA ANA |
| C. E. Krarup | 293 | NAVIGATOR |
| C. E. Tide II | 479 | NORPAC I |
| C. F. O. Tontini | 443 | TRITON |
| C. Filyos | 14623 | SADAN KALKAVAN |
| C. Haden Masterson | 143 | RESOLVE II |
| C. Hayward Meseck | 353 | MARGARET MORAN |
| C. Herup | 286 | ALRITA |
| C. Isabel | 348 | NOSY VALIHA |
| C. Jack III | 267 | PMS II |
| C. K. Apollo | 17383 | SEUNG JIN |
| C. K. Arirang | 3568 | HASAN KALKAVAN |
| C. K. M. P. 3 | 104 | DARMAWANGSA 3 |
| C. O. Paradis | 207 | IKOSITRIA |
| C. P. Andersen | 399 | MELTEMI |
| C. R. Abidjan | 17210 | DELMAS JOINVILLE |
| C. R. Casablanca | 4156 | RAVEL |
| C. R. Douala | 17280 | DELMAS BOUGAINVILLE |
| C. R. Genes | 7511 | PRIMICIA |
| C. R. Haden | 146 | ELIZABETH BAUER |
| C. R. Kobe | 24320 | RAPIDE |
| C. R. Libreville | 17280 | DELMAS SURCOUF |
| C. R. Marseille | 20393 | DELMAS ANTILLES |
| C. R. Marseille | 20529 | MAERSK CONSTELLATION |
| C. R. Paris | 37814 | CGM PARIS |
| C. R. Pointe Noire | 17280 | DELMAS TOURVILLE |
| C. R. Tokyo | 37814 | NEDLLOYD TOKYO |
| C. S. Forester | 743 | SOLBAKUR |
| C. S. Fortune | 22820 | C. S. SUNNY |
| C. S. Goldborough | 152 | NARRAGANSETT |
| C. S. Ocean | 10301 | AGIODEKTINI |
| C. S. Valiant | 10985 | MADISON |
| C. Stewart Lee | 199 | MARIE SWANN |
| C. T. Champion | 149 | N. A. CHAMPION |
| C. T. IV | 100 | CERREJON |
| C. Tahsin | 19644 | JIMMY |
| C. U. R. Benjamin | 5608 | TRANSPORT SCHELDE |
| C. U. R. Caroline | 5608 | TRANSPORT MAAS |
| C. V. Lightning | 17932 | FLICKERTAIL STATE |
| C. V. Sea Witch(AS) | 19980 | CHEMICAL PIONEER |
| C. V. Stag Hound | 17902 | CORNHUSKER STATE |
| C. 621 | 192 | BILL BRUSH |
| C. 648 | 211 | CAREYNA |
| C.0.403 | 108 | FORTALEZA |
| C.T.M.A. | 729 | ST. MARC |
| C—27 | 215 | DOS RIOS |
| C—28 | 226 | PUNTA BRAVA |
| C—1063 | 734 | C.5—196 |
| C—1064 | 730 | C.5—197 |
| C—1065 | 484 | C5—205 |
| C—1066 | 486 | C5—198 |
| C—1067 | 487 | C5—209 |
| C/Spartan | 195 | MR. CLEAN II |
| C/Trojan | 292 | EDWIN LINK |
| C/Viking | 268 | OMS CAMERON |
| Caaveiro | 2261 | DONG BANG No. 115 |
| Cabados | 1599 | SVEA PACIFIC |
| Cabal | 199 | SENILA |
| Cabana | 242 | BRASIL PRIMEIRO |
| Cabana | 3830 | YUE TAT |
| Cabauno | 2552 | COTALBA |
| Caberia Trader | 499 | AMAZING GRACE |
| Cabo Azul | 588 | CABO NEGRO |
| Cabo Azul | 1599 | TIGER CAT |
| Cabo Blanco | 120 | MANTARO 3 |
| Cabo Carvoeiro | 160 | PEIXEMAR |
| Cabo de Hornos | 38812 | RELIABLE ENERGY |
| Cabo de Hornos | 38812 | WORLD SHANGHAI |
| Cabo de Hornos II | 21518 | SEAPRIDE II |
| Cabo Dra | 150 | CABO NOUN |
| Cabo Espichel | 194 | SAINT LOUISIEN |
| Cabo Izarra | 4338 | XING HU |
| Cabo Nazca | 120 | MANTARO 4 |
| Cabo Santa Ines | 8729 | BAHIA EXPRESS |
| Cabo Santa Isabel | 12683 | SANTOS EXPRESS |
| Cabo Tres Montes | 2893 | VAL BADIA |
| Cabot | 181 | HAROLD A. REINAUER II |
| Cabot(AS) | 16353 | CANADIAN EXPLORER |
| Cabourne | 528 | DELFINO |
| Cabries | 538 | SAHIWAL EXPRESS |
| Cabrillo | 675 | VICTORIA A |
| Cabuerniga | 3850 | SAN SALVADOR |
| Cachamuina | 208 | LINDA H |
| Cacheu | 120 | MAGALI ESTHER |
| Cacilia B | 9096 | COLOMBIAN REEFER |
| Cacique | 121 | PRODUCER |
| Cacto | 17140 | GLADIATOR |
| Cadans | 495 | MELTIMI |
| Caddie | 40802 | AMBRA DOLPHIN |
| Caddo | 216 | STELLA I |
| Caddo | 444 | LADY PATRICIA |
| Cadence | 365 | BURE |
| Cadimare | 14724 | CARIBBEAN CARRIER |
| Cadiz | 192 | LADY OF LOURDES II |
| Cadiz | 958 | TUHAA PAE 3 |
| Cadmus | 8884 | DARDANELIA |
| Cadmus Star | 16235 | HUA WAN |
| Cadore | 16494 | XANADU |
| Caernarvon | 1210 | SHELL DIRECTOR |
| Caernarvonbrook | 1586 | EFTYCHIA |
| Caesar | 308 | SEVILAY |
| Caesar II | 308 | SEVILAY |
| Caesarea | 3992 | AESAREA |
| Caete | 769 | MARIO BONETTI |
| Caete | 4867 | KALYDNA |
| Cafer Kalkavan | 458 | DOGRUYOLLAR II |
| Cafer Okan | 494 | AHMET KONAN |
| Cagayan | 3854 | RODA PERKASA |
| Cagayan | 12077 | JIN HEI |
| Cagayan Express | 2571 | STALLION |
| Caguas | 17513 | KAINALU |
| Cahaya I | 106 | ASAHAN |
| Cahto | 227 | STONE BROS. |
| Cai Lun | 18998 | CARNIVAL |
| Caicara | 6921 | SUNDERLAND ENDEAVOUR |
| Caillou Seahorse | 192 | MEGOLLY HAWK |
| Caioba Seahorse | 188 | LEGACY |
| Cairnash | 2300 | ST. ANTON |
| Cairncarrier | 1555 | WAVE ROSE |
| Cairnelm | 2300 | ST. CHRISTOPH |
| Cairnfreighter | 1596 | VILARO |
| Cairngorm | 385 | NUOVA AUSILIATRICE |
| Cairngorm | 1463 | SULTENG I |
| Cairnleader | 1579 | FIVI |
| Cairnoak | 2300 | ST. JAKOB |
| Cairnranger | 1598 | SAMER |
| Cairnrover | 1595 | REIDA |
| Cairnshope | 10788 | YANNIS |
| Cairnsmore | 15584 | SEAKITTIE |
| Cairnsmore | 20885 | NAND NIDHI |
| Cairntrader | 803 | PARANA STAR |
| Cairnventure | 1502 | STAR QUEEN |
| Caithness | 166 | ZUIDERSTER 12 |
| Caiti | 499 | MEHMET KAPTANOGLU |
| Cajamarca 1 | 310 | CARDUMEN |
| Cajun Boy | 195 | MR. CLEAN II |
| Cajun Girl | 115 | HATTIE CONNOR |
| Cakabey | 431 | CAKABEY I |
| Cala Antena | 631 | MAYPESCA II |
| Cala Atlantica | 7982 | OOCL ARROW |
| Cala Blanca | 388 | CARMEN MARIA |
| Cala Bucuto | 164 | MARIA GLORIA |
| Cala d’Or | 2500 | SAINT—LOUIS |
| Cala Gracio | 724 | NARAVAL |
| Cala Mediterranea | 8412 | VIRA BHUM |
| Cala Millo | 163 | OUTLAW |
| Cala Morlanda | 258 | MIREYA G. MASIQUES |
| Cala Portals | 684 | MARTIN POSADILLO |
| Cala Real | 308 | PLAYA REAL |
| Cala San Vicens | 157 | SAYREMAR UNO |
| Cala Teram | 1864 | CALA SALADA |
| Cala Toix | 414 | CONGELEMAR SEGUNDO |
| Calabar | 1598 | LIAN JIANG |
| Calabar | 5505 | TIGER RIVER |
| Calabria | 33240 | MONICA |
| Calaisien | 176 | HOLLAND |
| Calamar Maru | 251 | CHEMS EDDINE |
| Calamus | 3049 | SAMSUN PARTNER |
| Calamus | 125249 | EASTERN STRENGTH |
| Calanda | 3392 | BOONKRONG II |
| Calanda | 7248 | TRADE BLISS |
| Calanda IV | 7248 | TRADE BLISS |
| Calandplein | 598 | DOMNA MARIA |
| Calandria | 1483 | QIONG XI |
| Calandrini | 7093 | YINKA FOLAWIYO |
| Calatrava | 28473 | ALINA P. |
| Calatria | 1033 | ELDERSLIE |
| Calbee Potato Maru No. 2 | 407 | TENSHO MARU |
| Calchas | 396 | RABUNION XIV |
| Caldas | 247 | ACAPULCO |
| Caldereta | 19892 | AMIN |
| Caldereta | 75603 | BUYUK TIMUR |
| Calderon | 2109 | PELCARRIER |
| Calderon | 2400 | WHITE STAR |
| Caldwell | 195 | RECOVERY ONE |
| Caledonia | 1123 | HEIDI |
| Caledonia | 18587 | WEI HE |
| Caledonia | 18656 | ATALANTA |
| Caledonia | 33240 | BEVERLEE |
| Caledonia Team | 75261 | ARGONAFTIS |
| Caledonian | 130 | ISLE OF TIREE |
| Caledonian Explorer | 205 | CLEVELAND EXPLORER |
| Caledonian Princess | 4042 | TUXEDO PRINCESS |
| Calepa V | 213 | POLAR VII |
| Calepa VI | 213 | CALCURRUPE |
| Calepa VII | 200 | PIMENTEL 1 |
| Caleyo | 2275 | STEFANOS |
| Calico Jack | 280 | MONTEGO SEAHORSE |
| Caliente | 272 | WANDERER |
| California | 145 | ZODIAC |
| California | 7199 | KOTA ALAM |
| California | 18571 | TUO HE |
| California | 18680 | LANKA AMITHA |
| California Bear | 119 | MARY TODD |
| California Getty | 70283 | OCEAN CENTURION |
| California Maru | 10853 | SWAN RIVER |
| California Rainbow | 9127 | HANDY SAILOR |
| California Star | 182 | CANDY CUTTER |
| California Star | 18882 | MULBERA |
| Calimero | 151 | GENCA PRIMO |
| Caliope | 17852 | PUPPY F |
| Calla | 298 | VESTKYST |
| Callao | 559 | CELEBES UNO |
| Calli | 385 | DONIBU |
| Calliff | 481 | BORGENES |
| Calliope | 6210 | HONG QI 116 |
| Calliope | 19211 | TON HIL |
| Calliope Terzo | 117 | GASI |
| Calliroe Patronicola | 17879 | OLYMPIC MENTOR |
| Callisto | 6950 | JUMBO CALLISTO |
| Callistratus | 1040 | W. E. RICKER |
| Cally | 222 | HAGO |
| Calm Way | 2473 | ORIENTAL JADE |
| Calmar Nyckel | 2287 | CAPO BIANCO |
| Calomex No. 12 | 370 | DUK SOO No. 305 |
| Calomex No. 15 | 360 | HAN DOO No. 502 |
| Calomex No. 81 | 407 | SAINT LOUIS II |
| Calomex No. 101 | 370 | DUK SOO No. 501 |
| Caloric | 35772 | DERBY NORTH |
| Caloy—I | 229 | NORTHWEST C—2 |
| Calshot | 493 | TARA II |
| Caltex Barge No. 99 | 300 | ESAR MELBOURNE |
| Caltex Bintang | 238 | TOWELL POWER |
| Caltex HK3 | 832 | KAI TAK II |
| Caltex Kartinka | 393 | TURANGGA SAMUDERA |
| Caltex Kurnell | 3865 | PROSPERITY |
| Caltex Lumba Lumba | 104 | CANADIAN II |
| Caltex Pandu | 237 | LARAIN |
| Calugareni | 10414 | IRENES DIAMOND |
| Calumet | 124 | WILLIAM J. DUGAN |
| Calvados | 102 | NEPTUNE 2 |
| Calvados | 11739 | MANANJARY |
| Calvijn | 392 | PIRANA |
| Calvin & David | 131 | LADY LUCK |
| Calvin L. Stinson | 184 | WESTWARD I |
| Calypso | 987 | JASON CAPE |
| Calypso | 1518 | STELLA A |
| Calypso | 3801 | CEFALONIAN SKY |
| Calypso | 14776 | AZURE SEAS |
| Calypso | 38065 | FAL XXII |
| Calypso G | 332 | CALYPSO |
| Calypso I | 987 | JASON CAPE |
| Calypso I | 1574 | HEINRICH S |
| Calypso I | 14776 | AZURE SEAS |
| Calypso N | 5526 | PEARL CITY |
| Calypso N | 10704 | ALYN |
| Calypso Queen | 153 | CALYPSO GIRL |
| Calypso 2 | 161 | DIANA SECONDA |
| CAM Azobe | 3343 | AHLERS BRIDGE |
| Cam Bubinga | 9141 | YIN FENG |
| Cam Ilomba | 6142 | MYKINAI |
| Cam Iroko | 7476 | MC CORAL |
| Cam Vanguard | 206 | CAM WARDEN |
| Camana | 948 | AUSTIN BERNICKE |
| Camano (AKL 1) | 598 | RIO CHAGRES |
| Camao Prima | 1516 | DIVEMAR |
| Camara | 11031 | CELIA DAN |
| Camara | 16265 | YUN FENG LING |
| Camaron Pietro No. 38 | 299 | ASTRO No. 7 |
| Camberene | 151 | EBRIE |
| Cambo | 3910 | BANGKHUNTIEN |
| Cambodge | 10595 | STELLA SOLARIS |
| Cambria | 299 | HELA |
| Cambrian | 163 | MARI |
| Cambridge | 4586 | MARJO |
| Cambridge | 5629 | ELITE GRACE |
| Cambridgeshire | 38602 | EASTRAY |
| Cambrook | 1574 | ABU FARIS |
| Camcot | 2615 | YU DAL |
| Camelia | 3078 | MARGO E |
| Camellia | 12764 | ARCTIC CONFIDENCE |
| Camellia I | 254 | AMAPOLA |
| Camellia Maru | 189 | KOEI MARU No. 1 |
| Camellia Star | 24942 | CAMELLIA ESTRELLA |
| Camero M | 4033 | SANEM |
| Cameron | 118 | KRISTINA MOLGAARD |
| Camerona | 17350 | NORTH SEAL |
| Cameronia | 29715 | FREEPORT |
| Camerun | 4206 | MARIA DOLORES DEL MAR |
| Camia | 15533 | SARLA |
| Camia 1 | 9696 | FUJISAN MARU |
| Camilla Henriksen | 299 | BORNHOLM |
| Camilla M. | 15969 | ANNA |
| Camille | 1030 | SULPICIO CONTAINER VII |
| Camille B | 6156 | J. MASTER |
| Camilo Cienfuegos | 9974 | ALBONICA |
| Caminito | 2712 | ZENKEN MARU |
| Camino | 2489 | PARTNERSHIP SEA |
| Camino | 3992 | LUCK |
| Camino II | 3875 | IRVING TIMBER |
| Camly | 2499 | KURNIA SEJATI |
| Camp Charlotte | 13118 | LOUISIANA BRIMSTONE |
| Camp Cove | 226 | BEHRAD |
| Camp 1 | 279 | CAMP |
| Campacus | 2800 | BEAUFORT |
| Campaigner | 248 | KAPPA |
| Campaigner | 306 | VANGUARD |
| Campanares | 257 | MAR TORRES |
| Campania | 16001 | ARBITRATOR |
| Campari | 4997 | HINSUN |
| Campbell Island | 20683 | PROSPERITY RIVER |
| Campeche | 498 | M. C. CYCLONE |
| Campeche Seal | 246 | AQUANAUT EXPLORER |
| Campen | 351 | JONSUE |
| Camphor | 4632 | BANGKHONTHI |
| Camphor | 9638 | PAULINA |
| Campo | 528 | LUCKY III |
| Campoazur | 7009 | NEJMAT EL PETROL XXIII |
| Campogris | 6785 | DIMINI STAR |
| Campogules | 6785 | PAMPERO |
| Campolongo | 999 | VASILIOS XIII |
| Campoo | 1911 | EL PETROLERO |
| Campoverde | 6638 | FINIX II |
| Camroux I | 324 | STAMATA II |
| Can Gio | 254 | SEAPRODEX 7 |
| Canada | 181 | FURIA PRIMO |
| Canada | 253 | BREEDBANK |
| Canada Express | 17519 | CGM LORRAINE |
| Canada Maritime | 10194 | REPAP ENTERPRISE |
| Canada Marquis | 22388 | FEDERAL MACKENZIE |
| Canada Star | 13680 | ENCHANTED SEAS |
| Canada’s Tomorrow | 1565 | GEOMASTER |
| Canadia | 2723 | WHITE STONE |
| Canadian Ambassador | 19577 | AMBASSADOR |
| Canadian Bridge | 62811 | SHOU AN HAI |
| Canadian Explorer | 26051 | OOCL BRAVERY |
| Canadian Express | 10108 | QI LIAN SHAN |
| Canadian Express | 12963 | ALS EXPRESS |
| Canadian Forest | 14174 | SANTOS |
| Canadian Forester | 3314 | PARAYAS |
| Canadian Highlander | 24740 | CITADEL HILL |
| Canadian Leader | 5411 | DAIAN MARU |
| Canadian Olympic | 199 | CLOVER LEAF |
| Canadian Owl | 46446 | HELLESPONT COURAGE |
| Canadian Pioneer | 18919 | PIONEER |
| Canadian Rainbow | 20929 | STAR AMERICA |
| Canaima | 1599 | POKER |
| Canal Ace | 9572 | CONSENSUS MOON |
| Canalgrande | 2139 | ARCIPEL |
| Canan | 4054 | CHEM TULIP |
| Canarias | 104 | VIRGINIA GONZALEZ |
| Canarias No. 3 | 104 | VIRGINIA GONZALEZ |
| Canarias No. 4 | 104 | ANDRES ESCOBIO |
| Canario | 3307 | YI KANG |
| Canarte | 265 | BLUE GATE |
| Canary | 528 | ALFJORD |
| Canary | 630 | CYNTHIA |
| Canary Island | 278 | VEESEA HURRICANE |
| Canasatego | 137 | SONJA V. |
| Canasta | 199 | MARMORSUND |
| Canberra Maru | 32163 | WELLINGTON MARU |
| Candelaria | 897 | THEMIS |
| Candia | 2051 | WARRIOR |
| Candia | 18723 | RED SEA ENCOUNTER |
| Candia | 19407 | MOSRIVER |
| Candid | 491 | PANAGHIA MEGALOCHARI |
| Candide | 491 | PANAGHIA MEGALOCHARI |
| Candoto | 182 | N. T. COVENANT |
| Candy | 961 | CANDY I |
| Cane River | 294 | BOSWORTH TIDE |
| Caneel Bay | 5654 | EAGLE CLOUD |
| Canguro Bianco | 5293 | TIEPOLO |
| Canguro Biondo | 4623 | STAFFETTA TIRRENICA |
| Canguro Bruno | 5257 | IONIAN SEA |
| Canguro Cabo San Jorge | 7393 | CIUDAD DE PALMA |
| Canguro Cabo San Sebastian | 7536 | CIUDAD DE SANTA CRUZ DE LA PALMA |
| Canguro Giallo | 4736 | STAFFETTA ADRIATICA |
| Canguro Rosso | 4156 | SINDIBAD I |
| Canguro Verde | 5235 | SUN FIESTA |
| Caniga | 346 | CIUDAD DE PALOS |
| Canima | 502 | GOBLET D’ARGENT II |
| Canis | 498 | HAUKELI |
| Canis | 1995 | JEROME B |
| Canis Major | 6648 | SRIPINA |
| Canis Minor | 7685 | PERNAS SEKOI |
| Cankaya | 490 | YUSUF NAIBOGLU |
| Canmar Explorer 4 | 5776 | EXPLORER IV |
| Canmar Sea Eagle | 560 | SEA EAGLE II |
| Canmar Spirit | 15108 | TARN |
| Canmar Supplier 8 | 1256 | COUTEAU SUPPLIER |
| Canmar Swift | 10330 | CASTOR |
| Canmar Teal | 516 | TOISA TEAL |
| Canmar Tugger II | 651 | BALTIC AMBER |
| Canmar Widgeon | 516 | TOISA WIDGEON |
| Canmar—Tingneak | 210 | WACHWAS |
| Canmo | 499 | NEPTUNE BREEZE |
| Canocan(YTB 290) | 224 | TAGISH |
| Canon | 161 | OLAF |
| Canon Trader | 6242 | AGHIA MARINA |
| Canonicus | 134 | MARIE A |
| Canopus | 390 | ZEDS SATU |
| Canopus | 499 | AMAL |
| Canopus | 499 | ZAKYNTHOS |
| Canopus | 1663 | MEERA |
| Canopus | 7366 | AURORA JADE |
| Canopus | 19866 | STAR CANOPUS |
| Canopus II | 7366 | AURORA JADE |
| Canopus 7 | 4995 | APPLAUSE |
| Canos de Meca | 251 | MOANA MAR |
| Canso Condor | 684 | M0014 |
| Canso Dart | 780 | CAM SEEKER |
| Canstar | 22712 | HONOR RIVER |
| Canta Claro | 1599 | CANGURO BLU |
| Cantabrico | 430 | BORAC |
| Cantabrico | 5512 | PROFESSOR NEBESNOV |
| Cantaclaro II | 499 | LAS AVES |
| Cantaclaro III | 499 | DORYS HELENA |
| Cantal | 8008 | MARINE CORAL |
| Cantaloup | 7330 | PEGASUS |
| Cantium | 392 | SHEILA MARIA |
| Canton Grande | 267 | LARACHE |
| Canton Grande | 951 | LA GIRALDA |
| Canton Pequeno | 266 | SAFI |
| Canton Pequeno | 951 | LA CARTUJA |
| Cantuaria | 7093 | PACI |
| Canvey | 905 | LADY ELSIE |
| Canyon Star | 128 | PATRICIA ANN |
| Cap | 397 | AL JARSHOM |
| Cap Anamur | 2783 | LI FENG |
| Cap Anamur | 5346 | YAKOYO CARRIER |
| Cap Andreas | 5178 | KORKYRA |
| Cap Arcona 1 | 174 | ADRINA |
| Cap Arkona | 318 | MARWAN M |
| Cap Arnauti | 3378 | FU SHUN CHENG |
| Cap Au Large | 143 | BRUNO CHARLES |
| Cap Baitar | 4817 | ULA |
| Cap Barbas | 201 | KENZA V |
| Cap Benat | 1575 | JUNIPER |
| Cap Bizerta | 4631 | KARINA |
| Cap Blanc Nez | 473 | MONIE MARINE |
| Cap Bojador | 201 | KENZA VI |
| Cap Bojador | 283 | ARSLAN |
| Cap Bojador | 608 | EBONY LADY |
| Cap Bon | 151 | GUILEDJE |
| Cap Breton | 4795 | SU SHENG |
| Cap Cargo | 689 | BRUDANGER |
| Cap Carolina | 868 | TORNADO |
| Cap Carrier | 689 | ANNTORO |
| Cap Cherny | 177 | LADY BIRD |
| Cap Coaster | 688 | SULEDROTT |
| Cap Colville | 5862 | SEAFROST |
| Cap d’Agde | 499 | FEEDERMAN |
| Cap d’Ailly | 458 | SOUTHERN RAIDER |
| Cap d’Ailly | 494 | KOLMANSKOP |
| Cap d’Antibes | 6463 | TAMARA |
| Cap d’Antifer | 2941 | SWANSEA BAY |
| Cap David | 137 | WESTERN WIND |
| Cap Delgado | 8739 | CAP VERDE |
| Cap Domingo | 8739 | SANTORINI REX |
| Cap Doukato | 2535 | PAN SHAN |
| Cap Fagnet III | 1248 | ANTINEA |
| Cap Falcon | 1510 | PETROS H |
| Cap Feno | 551 | CEMENT ONE |
| Cap Ferrat | 718 | OSTION 1000 |
| Cap Ferrato | 4956 | TROPICAL ESTORIL |
| Cap Frehel | 1562 | CAP PHAISTOS |
| Cap Frehel | 8018 | RUPEL |
| Cap Frio | 4953 | TROPICAL SINTRA |
| Cap Gris Nez | 473 | VERA MARINE |
| Cap Gris Nez | 1390 | DONA PAMELA |
| Cap Hero | 1788 | DAVUT 1 |
| Cap Horn | 229 | LA POY |
| Cap Horn | 473 | ARION II |

| | | |
|---|---|---|
| Cap Itea | 2783 | LI FENG |
| Cap Ivi | 3442 | GALLOWAY EXPRESS |
| Cap Janet | 292 | JACIA |
| Cap Juby I | 280 | NEZHA |
| Cap Lardier | 1576 | SEAFOWL |
| Cap Maleas | 2244 | MERCS WADDUWA |
| Cap Maria Isabel | 868 | HUATENG |
| Cap Matapan | 2834 | GOZDE—B |
| Cap Melville | 6089 | MARFRIO |
| Cap Negre | 498 | DADAYLILAR |
| Cap Nord | 800 | RESOLUTION |
| Cap Norte | 15042 | DIVISADERO |
| Cap Race | 2948 | LEONID TELIGA |
| Cap Saint Jacques | 494 | MARIE CLAIRE |
| Cap Saint Jean | 525 | SAN JUAN PRIMERO |
| Cap Sainte Marie | 430 | METEOR |
| Cap Saray | 2819 | BEI LU |
| Cap Saray | 2838 | JIN FENG |
| Cap Saray I | 2819 | BEI LU |
| Cap Saumon | 450 | SEA LION V |
| Cap Serrat | 2831 | JIN RUN I |
| Cap Sidero | 2817 | SANTA FE |
| Cap Sizun | 1484 | GIANT KIM |
| Cap Spartel | 1390 | DONA PAMELA |
| Cap St. Paul | 379 | ERNAI |
| Cap St. Pierre | 385 | TERRA AZUL |
| Cap Sud | 392 | TRENOVA |
| Cap Sunion | 2810 | HUA YUE |
| Cap Sunion | 2823 | SIN HUA |
| Cap Taillat | 1575 | ANWAL |
| Cap Valiente | 8739 | SANTORINI REX |
| Cap Villano | 15042 | EMBARCADERO |
| Cap Vincent | 4889 | ZHE LU |
| Cap. Piero Blessl | 169 | VEGSUND |
| Cap'n Bill IV | 135 | OCEAN GEM |
| Capanoglu | 325 | YETIM OSMAN |
| Cape | 5087 | CADIZ |
| Cape | 6595 | CAPE CATAWBA |
| Cape Akritas | 8405 | RIVER WEAR |
| Cape Amber | 4999 | ESTETURM |
| Cape Anne | 358 | HANNAH ATLANTIC |
| Cape Antibes | 15329 | PEARL OF DUBAI |
| Cape Arnhem | 6285 | KOTA EAGLE |
| Cape Arnhem | 14699 | ATLANTIS TWO |
| Cape Blanche | 1599 | PERDANA PUTERA |
| Cape Breton | 6266 | ZHE YAN |
| Cape Breton | 24750 | NORDVIND |
| Cape Breton Highlander | 24740 | CITADEL HILL |
| Cape Brier | 384 | MARIE—LOU |
| Cape Byron | 8902 | MERKUR AFRICA |
| Cape Canaveral | 2948 | LEONID TELIGA |
| Cape Charles | 198 | CREST |
| Cape Charles | 6517 | EUROPE TRADER |
| Cape Clear | 11174 | HACI SEFER KALKAVAN |
| Cape Clear | 43867 | TRADE NOMAD |
| Cape Cod | 135 | BEIRA LIOTORAL |
| Cape Cod | 292 | CAPE ANN |
| Cape Cod | 2009 | LOUCY |
| Cape Comorin | 15719 | HECTOR |
| Cape Constellation | 11275 | MANESSI |
| Cape Constructor | 654 | TRIDENT CAPE |
| Cape Corfu | 9862 | ZETA |
| Cape Cornwall | 14416 | LESTE |
| Cape Eagle | 652 | M0015 |
| Cape Erimo | 10053 | AURORA T |
| Cape Esan | 8943 | HAKKIN MARU |
| Cape Evros | 2872 | PROTOPOROS |
| Cape Falcon | 440 | MAR DE CORTEZ |
| Cape Finisterre | 14699 | ATLAS |
| Cape Fisher | 999 | SEA PRINCESS III |
| Cape Flattery | 124 | SANDY CAPE |
| Cape Florida | 296 | POINT SUR |
| Cape Fourchu | 219 | A 24 |
| Cape Freels | 6266 | MAR CORAL |
| Cape Gata | 4574 | HENRIETTE SCHULTE |
| Cape Harrison | 332 | LOUIS M. LAUZIER |
| Cape Hatteras | 2899 | SHENG LONG |
| Cape Hatteras | 5998 | SEA LAUREL |
| Cape Henry | 296 | HELEN MORAN |
| Cape Henry | 431 | KITTIWAKE |
| Cape Henry | 2836 | YANG ZI JIANG 5 |
| Cape Henry | 3902 | BAKKAFOSS |
| Cape Hood | 362 | F 14 |
| Cape Hope | 6728 | MISTRAL |
| Cape Inspector | 707 | STM INSPECTOR |
| Cape Island | 1599 | JERSBEK |
| Cape II | 349 | HOUNEINE |
| Cape III | 349 | BADER |
| Cape Kennedy | 1118 | MALENE OSTERVOLD |
| Cape Kila | 5174 | JI AN |
| Cape Leeuwin | 13158 | CHIOS FORTUNE |
| Cape Lookout | 295 | JOAN MORAN |
| Cape Maisi | 174 | PAUL ELEY |
| Cape Mandarin | 12297 | HUNTSVILLE |
| Cape Matapas | 6292 | GLORY STAR |
| Cape May | 163 | JANE BOWE |
| Cape May | 705 | ODIN |
| Cape Norman | 358 | RYAN ATLANTIC |
| Cape Ortegal | 16368 | DELENA I |
| Cape Otway | 18073 | STAMARINER |
| Cape Palmas | 9861 | ASANO |
| Cape Palmerston | 109 | BESBRO LADY |
| Cape Patricia | 1599 | KURNIA DEWI |
| Cape Pillar | 2103 | KALYMNIAN EXPRESS |
| Cape Pioneer | 63618 | PAN MAPLE |
| Cape Pride | 8789 | EXPEDIENT |
| Cape Race | 1579 | SUN ISABEL |
| Cape Race | 5257 | CHAMPION |
| Cape Race | 10511 | AN HUA JIANG |
| Cape Race | 12794 | FLAG EVA |
| Cape Ray | 2732 | NEW HAILEE |
| Cape Rion | 8829 | AGHION OROS |
| Cape Rion | 9229 | ANANGEL CHAMPION |
| Cape Rion | 9862 | PING GU |
| Cape Rodney | 19426 | CHL INNOVATOR |
| Cape Rojo | 106 | LA CHUECA |
| Cape Sable | 106 | OSCEOLA |
| Cape Sable | 13531 | CAPTAIN NICOLAS |
| Cape Sambro | 379 | MARIE—SOL |
| Cape Seahorse | 646 | OF. PORVENIR |
| Cape Shore | 771 | SVITZER MERCATOR |
| Cape Sounion | 9533 | FAITH STAR |
| Cape Soya | 8944 | KONGO MARU |
| Cape Spencer | 122 | WESTERN PRODUCER |
| Cape Star | 22360 | CAPETAN P |
| Cape Star | 58785 | MARMARA S |
| Cape Sun | 62233 | KRISTINA |
| Cape Superior | 8872 | SAN SEBASTIAN |
| Cape Thistle | 16986 | BATUMI |
| Cape Town Carrier | 10870 | LANKA AMILA |
| Cape Trafalgar | 14699 | EPTA |
| Cape Vals | 4975 | MAX VICTORY |
| Cape Wind | 13158 | CHIOS FORTUNE |
| Cape Wrath | 24750 | BELNOR |
| Cape York | 618 | CAPE ALERT |
| Cape York | 3343 | AHLERS BREEZE |
| Cape York | 4346 | ZIM KINGSTON III |
| Cape York | 6350 | KOTA MACHAN |
| Cape York | 10937 | ADANA |
| Cape York | 12087 | SYROS |
| Capella | 215 | NORDIC AF ONNERED |
| Capella | 485 | AL KARAMA |
| Capella | 499 | BREMER NORDEN |
| Capella | 499 | ORASUND |
| Capella | 3452 | PNOC CAMRANH |
| Capella | 6299 | FINNMAID |
| Capella | 7925 | DENEB |
| Capella | 10861 | NORDIC RAINBOW |
| Capella | 59649 | JAHRE SPIRIT |
| Capella av Stockholm | 6299 | FINNMAID |
| Capetan Alecos Milonas | 1796 | ALECOS |
| Capetan Alekos | 496 | LADY O |
| Capetan Carras | 41565 | CAPE NORTH |
| Capetan Costis I | 14747 | DIMITROULA |
| Capetan Elias | 52448 | AGIA THALASSINI |
| Capetan Giannis | 9031 | GIGI F |
| Capetan Giorgis | 13192 | BRIGHT STAR |
| Capetan Giorgis II | 8405 | RIVER WEAR |
| Capetan Halaris | 9917 | HAFNIA |
| Capetan K | 23950 | CAPETAN M |
| Capetan Kostis | 22360 | CAPETAN P |
| Capetan Lukis | 10840 | PEGASUS |
| Capetan Manolis | 9083 | VARUNA KACHHAPI |
| Capetan Manolis Hazimanolis | 18066 | DSR AFRICAN STAR |
| Capetan Markos | 8760 | CALY |
| Capetan Michalis | 14546 | SANGITA |
| Capetan Nicholas | 398 | ORTANO |
| Capetan Rahiotis | 17317 | CAPETAN ALEXANDROS |
| Capetan Sea | 22360 | CAPETAN P |
| Capetan Stamatis | 10650 | ALINE II |
| Capetan V | 23950 | CAPETAN M |
| Capetan Yemelos | 6685 | CARIBBEAN EXPRESS I |
| Capetan Yemelos | 17317 | CAPETAN ALEXANDROS |
| Capetan Yiannis | 23950 | CAPETAN M |
| Capeville | 17709 | VERDI |
| Capio | 184 | RENATE II |
| Capira | 5052 | RAINBOW SPLENDOUR |
| Capita | 1350 | COSMO RAY I |
| Capitaine Albert Ruault | 103 | EN AVANT 27 |
| Capitaine Cook III | 8303 | HAI MENG |
| Capitaine Dampier | 6393 | ORIENT FAITH |
| Capitaine Kermadec III | 8303 | HAI HING |
| Capitaine Le Goff | 499 | AL ZAHER II |
| Capitaine Louis Thomas | 103 | BROEDERTROUW XVI |
| Capitaine Simard | 167 | GEORGIAN STORM |
| Capitaine Survelle | 10715 | KAROO |
| Capitaine Tasman | 941 | EL CINCO |
| Capitan Alberto | 867 | LARA |
| Capitan Alberto | 9864 | TANIA |
| Capitan Carlo | 2985 | KAILASH |
| Capitan Constante | 35995 | PRESIDENTE ARTURO UMBERTO ILLIA |
| Capitan Gigetto | 1576 | GIAMAICA |
| Capitan Jorge | 178 | XEIXAL |
| Capitan Jorge Tercero | 250 | LADY VANESSA |
| Capitano Vito | 2492 | CEFALLONIAN SUN |
| Capitao de Abril | 160 | MARSERRA |
| Capitao Joao Vilarinho | 1185 | SIMAO CUNHA |
| Capitol | 173086 | HELLESPONT CAPITOL |
| Capitol College | 484 | EDUARDO ANTONIO |
| Capivary | 897 | THEMIS |
| Capmoore | 236 | HAWKINS POINT |
| Capn Bill V | 131 | MICHAEL & COLIN |
| Capn Syd II | 123 | KEOLA |
| Capo Berta | 52151 | BONAIRE |
| Capo Est | 2894 | BLUE STAR |
| Capo Faro | 1933 | MARIA PAOLINA G |
| Capo Frio | 1843 | NATALIE |
| Capo Noli | 1388 | STOLT QUINTA |
| Capo Nord | 4250 | NORTH STAR |
| Capo Ovest | 1597 | KASSANDRA |
| Capo Ovest | 10768 | ASIA RAINBOW |
| Capo Sud | 4472 | SOUTH STAR |
| Capo Vento | 167 | MARIANNA |
| Capoferro | 125 | GIAN MARIA PRIMO |
| Capri | 496 | CUMA |
| Capri Alfa | 19462 | PETROBULK STERLING |
| Capri Eagle | 8902 | MERKUR AFRICA |
| Caprice | 165 | MARTHA KRISTINE |
| Capricho de Colindres | 149 | SOPEHICA PRIMERO |
| Capricho Montanes | 149 | SOPEHICA SEGUNDO |
| Capricorn | 119 | GULF KING |
| Capricorn | 203 | ALDERNEY COURIER |
| Capricorn | 294 | INTER SUPPLIER |
| Capricorn | 498 | AL RIYADH |
| Capricorn | 1599 | INISHFREE |
| Capricorn | 2269 | LAJU PRAKARSA III |
| Capricorn | 13538 | VALO |
| Capricorn Albatross | 143 | ALBATROSS II |
| Capricorn I | 955 | LAYAR SAKTI |
| Capricorn Leader | 263 | NORTHERN LEADER |
| Capricorne | 476 | CAPRICORNIO |
| Capricornio | 30892 | EVER PRAISE |
| Capricornus | 169 | SAN BUENAVENTURA |
| Capricornus | 8902 | MERKUR AFRICA |
| Caprina | 9702 | GOKSU |
| Capt. A. R. Virissimo | 978 | OCEAN KIM |
| Capt. Alfred | 112 | DEBRA REGINA |
| Capt. Andy | 163 | GULF RANGER |
| Capt. B | 173 | ST. MICHAEL |
| Capt. Black | 102 | NP SUN DISK |
| Capt. Brett | 140 | SPANISH QUEEN II |
| Capt. Brown | 179 | KATHLEEN TURECAMO |
| Capt. Bucky | 145 | LUCKY VENTURE |
| Capt. C. Murray Sr. | 103 | DORA MAE |
| Capt. Carl | 156 | GOD'S HUMAN DESTINY |
| Capt. Corky | 112 | DON MANE |
| Capt. Craig | 163 | GULF THUNDER |
| Capt. Daniel | 142 | ANTARES |
| Capt. Darce | 180 | MISS MACKENZIE |
| Capt. Darcy | 142 | ANTARES |
| Capt. Donny | 128 | OCEAN ANGEL |
| Capt. Eddie | 140 | GEORGE'S BANK |
| Capt. Emery | 151 | LOOP VIGILANCE |
| Capt. Eric J. Newman | 191 | MARY ST. PHILIP |
| Capt. Francois Le Clerc | 1098 | NORTHERN EMPIRE |
| Capt. Frank | 101 | GRACIE AND SIMONE |
| Capt. Frank Martin | 3139 | WANTON |
| Capt. Fruit | 104 | SWAMP FOXX |
| Capt. Galjour | 118 | MARINE STAR |
| Capt. Gene | 139 | MISS DONNA |
| Capt. Gould | 149 | TRIANGLE I |
| Capt. Hans | 103 | HANG JILL |
| Capt. Harold | 133 | MOHAWK CHIEF |
| Capt. J. W. Fanning | 132 | GEORGE ALLEN |
| Capt. Jack | 111 | MICHAEL |
| Capt. James R. Conners | 1665 | MONTELAPE |
| Capt. Jan Porel | 195 | TURECAMO GIRLS |
| Capt. Jentry | 187 | NORTH STAR |
| Capt. John | 163 | GULF LIGHTNING |
| Capt. Johnny | 121 | PRAYER WARRIOR |
| Capt. Johnny | 127 | PACIFIC EAGLE |
| Capt. Keith | 128 | MAS SOLIDO |
| Capt. Kidd | 357 | SATURNO DEL GOLFO |
| Capt. Miller | 183 | SHAVER |
| Capt. N. Hudgins | 121 | MICHELLE LYNN |
| Capt. Newman | 133 | DIANE M |
| Capt. Nini | 164 | TEXAS CARIBBEAN |
| Capt. O'Brien | 116 | ERLING JR. |
| Capt. Paul | 173 | SEA STAR |
| Capt. Paul Willis | 174 | CAPT. ALEX LEWIS |
| Capt. Rose | 141 | DISCOVERY |
| Capt. Sam | 163 | GULF RUNNER |
| Capt. Sonny | 112 | FRIENDSHIP |
| Capt. Sylvest | 172 | AMERICAN EAGLE |
| Capt. Timmy | 123 | CAJUN MAMA |
| Capt. Tom | 152 | LADY KATE |
| Capt. Tony | 102 | MARYLAND I |
| Capt. Vincent Gann | 1201 | SAJO ACCORDIA |
| Capt. W. F. Fredeman | 148 | DORADO |
| Capt. Wayne | 102 | MISS DAVI NICOLE |
| Captain Bill | 3269 | MAX TRANSPORT |
| Captain Bougainville | 18220 | EIBE OLDENDORFF |
| Captain Carl | 158 | SAMSON MARINER |
| Captain Chris Harms | 186 | FORT CONDE |
| Captain Christos G | 1579 | GEORGIOS |
| Captain Collier | 149 | SAMUEL A. GUILDS |
| Captain Constantinos | 4951 | PANAGIA TINOU |
| Captain Cook | 15174 | LUANGWA BRIDGE |
| Captain Cricket | 146 | AMANDA SUE |
| Captain D. Gregos | 6415 | K. K. S. MUTHOO |
| Captain Dean | 110 | EL BOHEMIO |
| Captain Dean IV | 110 | EL BOHEMIO |
| Captain Dionissis | 154 | THEODOROS |
| Captain Frank | 11716 | VALDORA |
| Captain Fremantle | 447 | KATHIA I |
| Captain Frisky | 146 | BULOLO II |
| Captain Frisky | 146 | LONE STAR |
| Captain George | 17134 | HUA ZHI |
| Captain George | 34103 | NAND ANANT |
| Captain George Edwards | 196 | EVENING TIDE |
| Captain Gerassimos | 519 | LUABO |
| Captain Giorgis | 154 | NIKOLAOS |
| Captain Glyptis | 3392 | BOONKRONG II |
| Captain Gregos | 53786 | SOUTH WIND |
| Captain Hardy | 444 | LINA VI |
| Captain Henry | 101 | HIGH LINER |
| Captain Hibo | 101 | ST. DOMINIC |
| Captain Hollis | 169 | NORMAR II |
| Captain Hook | 194 | SHARON A |
| Captain Husky | 146 | MAE DORIS |
| Captain Inman | 373 | LINCOLN |
| Captain Ioannis | 37840 | ORLANDO |
| Captain Jac | 198 | GULF VENTURE |
| Captain Jack | 103 | MISS JULISSA ANN |
| Captain Joe | 199 | AMBER DAWN |
| Captain Joe Medina | 958 | GOLD COAST |
| Captain John | 108 | MISS MOLLY B. |
| Captain John | 135 | CAPT'N JOHNIE |
| Captain John | 1155 | DON GUSTAVO |
| Captain John | 25892 | SEABEE |
| Captain John D. Pateras | 21194 | JAG RATNA |
| Captain Josh | 131 | MICHAEL & COLIN |
| Captain Kermadec | 15174 | HARMEN OLDENDORFF |
| Captain Komninos | 499 | LAMBRINI III |
| Captain Lemos | 9730 | PETCHOMPHOO |
| Captain Leo | 1912 | GOOD LUCK |
| Captain Leslie VI | 128 | NIGEL S |
| Captain Leslie VII | 128 | MISS SHAWNETTE |
| Captain Loren | 105 | MISS HARRIET ANN |
| Captain Louis Smaihall | 181 | HONEY BEAR |
| Captain Lucas | 499 | EAGLE STAR |
| Captain Lucas II | 997 | SEABIRD I |
| Captain Magellan | 479 | SEA CARRIER I |
| Captain Magellan | 18220 | EMMA OLDENDORFF |
| Captain Martin | 183 | YABUCOA SUN |
| Captain Max | 134 | DEL RIO |
| Captain Monachos | 154 | ALFA |
| Captain Most | 1516 | OCELOT |
| Captain Nicolas V | 3968 | NAJD II |
| Captain Nicos | 698 | LAIOS |
| Captain Padon | 18220 | ECKERT OLDENDORFF |
| Captain Ripper | 146 | MAE DORIS |
| Captain Sarantis | 20885 | NAND NIDHI |
| Captain Scott | 264 | SHABAB OMAN |
| Captain Scott | 499 | NEPTUNE BREEZE |
| Captain Seagle | 117 | SOUTHERN HERITAGE |
| Captain Sindbad | 13084 | OCEAN BRILLIANCY |
| Captain Spyros | 482 | MATHILDA |
| Captain Stamatis | 35208 | FORTUNA |
| Captain Stefanos | 6747 | TATIANA L |
| Captain Stelios | 299 | KLEOPATRA |
| Captain Sumner | 1599 | ARAWAK |
| Captain Timmy | 105 | THE WANDER |
| Captain W. F. Fredeman | 147 | TECO 2 |
| Captain Whitney | 160 | C. D. WHITE |
| Captain X. Kyriakou | 15098 | NAND KAVITA |
| Captain Yiannis | 15536 | FEDERAL NORD |
| Captain Zeev Hayam | 357 | AIR |
| Captain's Pride | 114 | COLLEEN & MELISSA |
| Captanikolas | 469 | FOURNOI III |
| Captantonis | 6373 | HONG QI 138 |
| Capto | 24558 | HHI 1200 |
| Capulet | 15188 | YARGARA |
| Capulo | 309 | CABO DE S. BRAZ |
| Car Ace No. 1 | 2551 | MARINA II |
| Car Express | 554 | BRAHMAN EXPRESS |
| Car Liner No. 1 | 1531 | CAGAYAN DE ORO EXPRESS |
| Car Star | 13638 | ALEXANDROUPOLIS |
| Carabela Dorada | 213 | HUACHO 9 |
| Carabela Gris | 200 | HUACHO 10 |
| Carabela Rosada | 200 | HUACHO 7 |
| Carabobo | 512 | SANTA MONICA |
| Caracas | 19689 | N. D. S. ATLANTIC |
| Caraibe Express | 1399 | PAMPERO |
| Carajas | 40750 | DOCEVALE |
| Carald | 4146 | FAIR COSMOS |
| Caramella | 9396 | MARITIME EXPRESS |
| Caranan | 473 | HAPPY—M |
| Carasso | 500 | HAYNE CAY |
| Caravaggio | 2975 | ABOUD |
| Caravan | 3680 | EUROPEAN GLORY |
| Caravelle | 149 | CAREVELLE |
| Caravelle | 499 | MILLAC STAR II |
| Caravelle | 3280 | JOANNA BORCHARD |
| Carbay | 43867 | SOUTH STAR |
| Carbet | 3294 | S. C. C. 3 |
| Carbide Seadrift | 8538 | SEADRIFT |
| Carbir | 213 | MARKWELL FREIGHTER |
| Carbo Sierra | 20471 | MAASDIJK |
| Carbo Stripe | 20466 | SKAN BENEDIKTE |
| Carbosco | 1464 | OLIVIA |
| Carbreeze | 10851 | HAPPY VALLEY |
| Carcape | 43867 | TRADE QUEST |
| Carcastle | 18743 | AURORA |
| Cardan | — | JACINTA |
| Cardhu | 2613 | DERAJAT |
| Cardiff | 9466 | PANAGIA PHANEROMENI |
| Cardiff City | 16191 | LASSIA |
| Cardiff Clipper | 4938 | FRIO BREMEN |
| Cardinal | 112 | AVONPARK |
| Cardinal | 3332 | KUISER |
| Cardinal | 6216 | SONG CHU |
| Cardinal Ferry Three | 359 | PALAWAN TRADER |
| Cardium | 123 | YERSEKE 92 |
| Cardona | 19745 | IRAN MOTAHARI |
| Carebeca | 1260 | SALEM |
| Carebeka | 476 | GALINI |
| Carebeka I | 1260 | SALEM |
| Carebeka III | 962 | REBEKA |
| Carebeka IV | 962 | HASSAN |
| Carebeka IX | 1598 | ARTEMIS |
| Carebeka VI | 1282 | EUROLADY |
| Carebeka VII | 1275 | MAEMI |
| Carera | 12228 | ZIM CAR |
| Caretta | 999 | ATAKOY I |
| Carferry Viking I | 3680 | EUROPEAN GLORY |
| Carferry Viking II | 3984 | EARL WILLIAM |
| Carfra | 499 | FLEHOPE |
| Cargo | 1187 | ROCA V |
| Cargo Liner V | 935 | ARGO |
| Cargo Service | 367 | M. C. C. CARGO |
| Cargo Trader | 492 | AINA |
| Cargo Vigour | 5395 | BENWALID |
| Cargo Zeal | 2488 | KURNIA SAMUDERA |
| Cargo—Liner I | 967 | NOORDELING |
| Cargo—Liner II | 916 | MARIA |
| Cargo—Liner III | 992 | FARNESE |
| Cargo—Liner IV | 935 | MANJA |
| Cargo—Liner VI | 806 | PORT DE LYON |
| Caria | 5777 | NEJMAT EL PETROL XI |
| Cariari | 896 | NICOLE K. |
| Cariari | 1599 | CANGURO BLU |
| Carib Bird | 1599 | VREDEHOF |
| Carib Carrier | 1997 | JED CARRIER |
| Carib Hope | 2177 | CASTILLETES |
| Carib Link | 199 | STRILBRIS |
| Carib Reefer | 490 | BELIZE REEFER |
| Carib Sun | 999 | KHAROLYS |
| Carib Sun | 1536 | LADY REA |
| Carib Trader | 28046 | SPIROS |
| Carib Venture | 2177 | CABO DE LA VELA |
| Carib 601 | 126 | HIGHLY No. 601 |
| Carib 602 | 126 | HIGHLY No. 602 |
| Carib 603 | 126 | HIGHLY No. 603 |
| Cariba | 499 | VASSILIKO BAY |
| Caribbean Ace | 4576 | XING YE 2 |
| Caribbean Arrow | 493 | CANCUN |
| Caribbean Bee I | 493 | KITITA |

| | | |
|---|---|---|
| Caribbean Blue | 35416 | IOLCOS BAY |
| Caribbean Breeze | 29933 | MEIJIN |
| Caribbean Breeze | 120776 | ALVAND |
| Caribbean Cement | 944 | MERAG |
| Caribbean Cloud | 1592 | KERRY EXPRESS |
| Caribbean Confidence | 10999 | HELLENIC CONFIDENCE |
| Caribbean Coral | 35105 | EVER BRIGHT |
| Caribbean Courage | 40839 | GATEWAY NORTH |
| Caribbean Endeavour | 2770 | CARIBE TRADER |
| Caribbean Hope | 6017 | TELSTAR |
| Caribbean Maid | 1419 | YU WHA HO |
| Caribbean Mara | 915 | MORRALLA IV |
| Caribbean Maru | 10225 | SWAN BAY |
| Caribbean Navigator | 1913 | CARIBBEAN ISLAND |
| Caribbean Ondine | 11223 | HEI HU QUAN |
| Caribbean Princess | 399 | SEVILLA 92 |
| Caribbean Progress | 4469 | VALENTINO |
| Caribbean Seal | 532 | MARGARETH |
| Caribbean Service | 199 | C. E. M. III |
| Caribbean Shoot | 33100 | URIMARE |
| Caribbean Shoot II | 37895 | HYDRA MAR |
| Caribbean Sky | 3985 | VIKING TRADER |
| Caribbean Sprout | 33204 | MURACHI |
| Caribbean Sprout II | 37895 | STELLA MAR |
| Caribbean Star | 7125 | SONG NHUE |
| Caribbean Star No. 1 | 118 | HELICAL I |
| Caribbean Stream | 5120 | NESTOR |
| Caribbean Sun | 532 | MARGARETH |
| Caribbean Tiuna | 721 | AURORA |
| Caribbean Trader | 2786 | COTY I |
| Caribbean Traverser | 2725 | CROWN STAR |
| Caribbean Twin | 136 | ATLANTIC TWIN |
| Caribbean Universal | 6970 | BERING UNIVERSAL |
| Caribbean Venture | 2262 | AGIOS RAFAEL |
| Caribbean Victory | 1482 | ST. GEORGE |
| Caribbean Wind | 473 | KERVEROS |
| Caribbean 1 | 10999 | HELLENIC CONFIDENCE |
| Caribbeana | 2809 | EQUATOR GRAND |
| Caribe | 9908 | SCANDINAVIAN SUN |
| Caribe | 14533 | CARIBE I |
| Caribe Bremen | 9908 | SCANDINAVIAN SUN |
| Caribe Courier | 1599 | EURO COURIER |
| Caribe Express | 4078 | NORMANDIE SHIPPER |
| Caribe II | 392 | STAR OF MEDINA |
| Caribe Mar | 5157 | KHOMS |
| Caribe Mariner | 3741 | KOTA JADE |
| Caribe Star | 588 | NORDIC |
| Caribe Tide | 175 | ADVENTURE |
| Caribgas | 1343 | ONTARIO 447870 |
| Caribgas V | 1085 | NORCARIBE |
| Caribgas X | 1343 | ONTARIO 447870 |
| Caribgas 20 | 1321 | ANDREA CORSALI |
| Caribia | 497 | CARIBIC |
| Caribic | 995 | LEOPARD |
| Caribic | 1599 | ZIM NAPOLI |
| Caribic | 2809 | EQUATOR GRAND |
| Caribic River | 499 | JIN LONG |
| Caribic Star | 1599 | SANG THAI FORTUNE |
| Caribic Star | 1599 | ZIM NAPOLI |
| Caribic 1 | 1599 | ZIM NAPOLI |
| Caribou Reefer | 490 | EL CANCUN |
| Carica | 19663 | HUA ZHONG |
| Caricom Enterprise | 2087 | PORT ROYAL |
| Caricom I | 939 | BERMEO |
| Carimare | 3223 | XIN FENG |
| Carimed Sea | 1441 | SVEA ATLANTIC |
| Carimed Wave | 1510 | SAGALAND |
| Carina | 149 | TJELDOY |
| Carina | 164 | KARLSO AF KUNGSHAMN |
| Carina | 424 | EAST PACIFIC |
| Carina | 499 | LETTE LILL |
| Carina | 499 | SHREEKANT |
| Carina | 499 | UNDERAS SANDTAG VI |
| Carina | 999 | BALTIC SEA |
| Carina | 5796 | CONTAINERSHIPS III |
| Carina | 34103 | NAND ANANT |
| Carina I | 15523 | ARGOSEA |
| Carina I | 20704 | SEACROSS |
| Carinigo | 1464 | SIMBAD |
| Carino | 564 | FOGO ISLE |
| Carino | 15138 | HAJ MONEM |
| Carinthia | 140 | CATHERINE—M |
| Carinthia | 7330 | PEGASUS |
| Carinthia | 16627 | FAIR PRINCESS |
| Cariocas Reefer | 6988 | CAP CORRIENTES |
| Carisbrooke Castle | 757 | GIGLIO ESPRESSO II |
| Carisle | 43867 | TRADE NOMAD |
| Caristra | 472 | ZEETOR |
| Carita | 499 | AVINIA |
| Carita No. 3 | 359 | SMAIP I |
| Carita No. 5 | 349 | MARITIME UNION |
| Carl B. Downs | 1071 | ISABELA II |
| Carl D. Bradley | 7203 | IRVIN L. CLYMER |
| Carl Dammann | 191 | BIRKHOLM |
| Carl Egede | 174 | ELDBORG |
| Carl Eugen | 1031 | SEA LION |
| Carl Fisser | 6641 | FLAIR |
| Carl Fridolf | 299 | SAXO |
| Carl Frigast | 191 | BIRKHOLM |
| Carl Gorthon | 5815 | CECILIA DESGAGNES |
| Carl Jakob | 449 | STENFOSS |
| Carl Kampf | 681 | MELLINO VI |
| Carl Kircheiss | 136 | ALMADA |
| Carl Lehnkering | 361 | MARI—MAR M |
| Carl Oskar Kampf | 988 | MARIA MICHELA |
| Carl Tide II | 196 | HELEN SOLAR |
| Carla | — | BREJPOTT |
| Carla | 485 | ALMELK LILLAH |
| Carla | 499 | MARIA RAMOS |
| Carla | 1150 | MANISE |
| Carla | 2228 | ROSEMERE |
| Carla C | 19942 | CARLA COSTA |
| Carla II | 117 | LANGOSTA 2 |
| Carla II | 999 | RENEE |
| Carla Manus | 164 | MANUS GULF |
| Carlantic | 42861 | SEA SPIRIT |
| Carleton Progress | 13413 | CARLE |
| Carlie M. Coppedge | 199 | HENRY SR. |
| Carlina | 499 | ROOSTER I |
| Carliner | 1984 | HUDSONGRACHT |
| Carlinka | 16899 | ADITYA VIJAY |
| Carlito F. Flores | 362 | DONA CONSUELO I |
| Carlitos | 121 | PICO SACRO |
| Carlo | 160 | DOMENICA MADRE |
| Carlo Cameli | 126139 | HENRIETTE II |
| Carlo D. | 398 | PATIMAX |
| Carlo M. | 263 | KONOBE |
| Carlo Porr | 985 | MARIA ISABELLA |
| Carlo Porr | 2796 | SALEM TEN |
| Carloca | 247 | HAVBLOMST |
| Carlock | 318 | KARLOCK |
| Carlomagno | 15948 | CHIOS GLORY |
| Carlopia I | 786 | SERVICE XIX |
| Carlos I | 118 | STEPHANIE |
| Carlos Manuel de Cespedes | 9328 | AVON |
| Carlos Miguel | 538 | TANGIER ISLAND |
| Carlos Otero | 244 | SKI HOOK |
| Carlota Bolten | 3528 | ANIA B |
| Carlotta F | 16019 | MONTE OLIVETO |
| Carlova | 29767 | GIUSEPPE LEMBO |
| Carlow Hill | 9065 | SULU EXPRESS |
| Carlso | 299 | PAVONA |
| Carlson Fishery III Aspasia | 198 | CONCORDIA |
| Carlsson II | 101 | BITUNAMEL III |
| Carlsten | 136 | NORDCAP |
| Carlsvik I | 216 | POLARHAV |
| Carlsvik II | 210 | HAVGUL |
| Carlton | 111 | ANNETTE PETERSEN |
| Carlton | 114 | BENDIX |
| Carlton | 182 | LEBRIAN |
| Carlton | 18527 | CANADIAN PROSPECTOR |
| Carlton Queen | 196 | AUTUMN SWALLOW |
| Carlyn McMurren | 131 | MILLER RICHMOND |
| Carmania | 6925 | PERSEUS |
| Carmania | 21370 | LEONID SOBINOV |
| Carmarose | 159 | VASTERHAVET |
| Carme | 3120 | BLUE SKY |
| Carmel | 135 | BRATTVAG |
| Carmel | 140 | VERONICA |
| Carmel | 5731 | BEI DAI HE |
| Carmel | 10327 | LIAN HUA SHAN |
| Carmela | 465 | KATERINA |
| Carmelite | 129 | H. J. SHERIDAN |
| Carmen | 106 | PILOTE NIVIERE |
| Carmen | 284 | IMDAT |
| Carmen | 391 | KOUMANOS K |
| Carmen | 485 | RODINI |
| Carmen | 1031 | SEA LION |
| Carmen | 16291 | HUA KANG HE |
| Carmen | 18575 | WEC ROTTERDAM |
| Carmen & Lisa | 166 | AARON & MELISSA |
| Carmen & Vince | 117 | MOTHER AND GRACE |
| Carmen de Sula | 468 | BOR FLETA |
| Carmen del Mar | 2824 | PELBOXER |
| Carmen Alba | 13392 | OCEAN EXPRESS |
| Carmen Cara | 30669 | ZIM PUSAN |
| Carmen F. | 814 | MANUEL IGNACIO F |
| Carmen Fontana | 15656 | ZIM SYDNEY |
| Carmen Fortuna | 15656 | ZIM TRIESTE |
| Carmen I | 450 | CARMEN |
| Carmen Linda | 134 | LINDA & ILDA |
| Carmen Mama | 30669 | ZIM LIVORNO |
| Carmen Mare | 13276 | ALEXA |
| Carmen Maria | 57319 | REDEEMER |
| Carmen Perada | 281 | AL KARAM |
| Carmen Perez | 198 | MAUREEN MORAN |
| Carmen Serena | 13876 | ZIM KAOHSIUNG |
| Carmen Tercero | 2373 | PICO |
| Carmen V | 450 | CARMEN |
| Carmen Vita | 15656 | ZIM PIRAEUS |
| Carmen 4 | 105 | LORETO 8 |
| Carmencita | 498 | VELOX |
| Carmencita | 6898 | VENABU |
| Carmenzita | 3218 | NORTH SEA |
| Carmiel | 399 | JOB II SHIPPER |
| Carmilla Star | 3311 | LOLA |
| Carmina del Mar | 2499 | ZIM ESPANA III |
| Carmo | 135 | BRATTVAG |
| Carmopolis | 7119 | DONA WILMA REBELO |
| Carnation No. 51 | 929 | SAM WON No. 77 |
| Carnation No. 52 | 929 | POONG SAN No. 1 |
| Carnival Venture | 9520 | CLIPPER FIDELITY |
| Carnivale | 6193 | THE FIESTA |
| Caro | 424 | EDRIS |
| Carol | 632 | AL MUHALLAB |
| Carol | 20532 | VERA |
| Carol | 25063 | SVETI VLAHO |
| Carol Ann | 136 | ENTERPRISE |
| Carol Ann | 149 | FIRST DEGREE |
| Carol Ann | 170 | LADY MARIE |
| Carol Ann Witte | 298 | J. A. WITTE |
| Carol Anne Witte | 133 | WITTE I |
| Carol Hale | 144 | SOUTHERN BRANCH |
| Carol II | 116 | MIKO II |
| Carol Jean | 107 | SCORPIO |
| Carol L | 109 | BAHAMARAMA MAMA |
| Carol Lake | 17070 | ALGOCAPE |
| Carol Maru | 2822 | GOLDEN CRUX No. 8 |
| Carol Mercur | 5805 | GREEN RIDGE |
| Carol Nereus | 4414 | CORDILLERA |
| Carol S | 362 | OLIMPIA |
| Carol S | 399 | UNITY I |
| Carol Virginia | 362 | OLIMPIA |
| Carol Virginia | 438 | CAROL S |
| Carol Virginia | 823 | INTREPIDO |
| Carol—Lift | 2864 | SEA LIFT |
| Carola | 288 | GHITA |
| Carola | 292 | MARVA W |
| Carola | 492 | VINO |
| Carola | 515 | ORION I |
| Carola | 647 | ALICUDI |
| Carola | 1626 | PRINCESS I |
| Carola | 3392 | BOONKRONG II |
| Carola R | 2610 | TRICOLOR STAR II |
| Carola Schulte | 999 | FEEDERSAILOR |
| Carole | 3743 | SILVER SHING |
| Carole & Gary | 144 | DAVID & WAYNE |
| Carole & Michael | 119 | PREDATOR |
| Carole Ann | 142 | CAPT. JOSEPH |
| Carole G. Ingram | 920 | CONSTITUTION |
| Carole June | 163 | JANE BOWE |
| Carolia | 9222 | MARICOM I |
| Carolina | 228 | TITTI ANDALO |
| Carolina | 363 | JOLLY SECONDO |
| Carolina | 499 | ANTEO |
| Carolina | 1940 | CITY OF STOCKHOLM |
| Carolina | 2202 | JENNY MARGOT |
| Carolina | 5629 | GENIUS |
| Carolina | 5673 | FARA MENDY |
| Carolina | 12997 | AMERICA |
| Carolina D | 5629 | GENIUS |
| Carolina Express | 9371 | ESTRO |
| Carolina G. | 363 | TERESA B |
| Carolina Girl | 124 | MS. MARGIE |
| Carolina Landi | 363 | JOLLY SECONDO |
| Caroline | 111 | TSK 5 |
| Caroline | 133 | JAN |
| Caroline | 199 | BENTE BACH |
| Caroline | 219 | STRONG |
| Caroline | 233 | PESCAL II |
| Caroline | 274 | SALMON |
| Caroline | 1500 | NADINE |
| Caroline | 10650 | ALINE II |
| Caroline | 17129 | SEAHARMONY |
| Caroline & Mary | 144 | CATHERINE L. BROWN |
| Caroline I | 5838 | FIJI PIONEER |
| Caroline I | 13638 | ALEXANDROUPOLIS |
| Caroline J | 73652 | BLUE IRIS |
| Caroline Musholm | 431 | ATLANTA |
| Caroline Oldendorff | 6424 | AUGUST |
| Caroline P. | 12834 | ARCADIA |
| Caroline Schulte | 3041 | QING HUA |
| Caroline Weston | 2197 | STERAKOVOU |
| Carolyn | 394 | YOLYOL |
| Carolyn Chouest | 181 | SEA PROFILER |
| Carolyn Jane | 42619 | SUNETTA |
| Carp No. 1 | 1431 | TANAH AIR |
| Carp 2 | 1409 | MEGAH SATU |
| Carpaper | 1982 | HUMBERGRACHT |
| Carpe Diem II | 726 | IDEAAL |
| Carpo | 49836 | MARINE POWER |
| Carpulp | 6036 | NIKOLAY MALAKHOV |
| Carrera | 2512 | PROGRESS |
| Carrera | 8609 | MA CARMEL |
| Carrianna I | 16872 | THALIA |
| Carrianna Lilac | 9112 | LILAC ISLANDS |
| Carrianna Lotus | 9112 | LOTUS ISLANDS |
| Carrianna Orchid | 18604 | PODOLSK |
| Carrianna Peony | 15864 | PEONY ISLANDS |
| Carrianna Primrose | 15864 | PRIMROSE ISLANDS |
| Carrianna Rose | 18604 | KAPITAN PENKOV |
| Carrianna Venture | 172147 | MAXUS WIDURI |
| Carribean | 134 | STANGSKAR |
| Carrick Kestrel | 497 | GOLDCREST |
| Carrickfergus | 161 | ROOZBEH |
| Carrie | 176 | FERRY TIDE |
| Carrie | 16820 | GLORY SKY |
| Carrie C | 126 | EVA |
| Carrie Lynn | 142 | CAPT. PAT |
| Carrie T. Meseck | 182 | MANIE L. PINER |
| Carrie T. Meseck | 245 | WAGNERS POINT |
| Carrier | 17337 | BLUE MOUNTAIN |
| Carrier II | 1599 | BELARD |
| Carrig Reef | 160 | PEHUEN |
| Carrigrennan | 377 | FREE TRADE |
| Carrol C | 308 | CARROL C I |
| Carron | 116 | SEKAVIN 3 |
| Carry Anita | 132 | HENDRIKJE |
| Carry Back | 196 | KIRT C |
| Carrybox I | 1516 | CAST PORCUPINE |
| Carrybox 2 | 1509 | UNION FORTUNE |
| Carrybox 3 | 3875 | FEEDER 3 |
| Carrybox 4 | 3875 | ZIM MANILA III |
| Carrylog | 27138 | RANA M |
| Carsol | 495 | MYTILINI |
| Carsten Janssen | 382 | MARCANTONIO BRAGADIN |
| Carsten Russ | 74501 | OCEAN STAR |
| Cartagena | 18955 | CORDIALITY |
| Cartago | 2123 | HESPERIDES |
| Cartago | 6898 | VENABU |
| Carthago | 18756 | VICTORIA BAY |
| Cartiercliffe Hall | 18883 | WINNIPEG |
| Cartsdyke Glen | 125725 | BERGE FOREST |
| Carupano | 4462 | SUULA |
| Carway | 925 | NEPTUNE SKY |
| Carwood | 1984 | HEERENGRACHT |
| Caryatis | 9342 | PRIME |
| Carystos | 390 | NIKITIS |
| Casablanca | 1598 | CASABLANCA S. |
| Casablanca IV | 268 | TATA 3 |
| Casamance | 479 | PEROLA DO MAR |
| Casamar No. 5 | 240 | CHAKRAWALA VI |
| Cascade Maru | 19550 | BUFFALO |
| Casciotis | 1598 | SEA FRIENDS |
| Casco | 145 | WESTERN TRADER |
| Casey L | 150 | EIGIL B |
| Cashel | 177 | AGHIOS NIKOLAOS |
| Casiano Villar Pazo | 1102 | VILLA DE MOGOR |
| Casimir Le Quellec | 1429 | NAXOS |
| Casino | 264 | VAAGVIK |
| Caspi Maru | 52740 | CASPIAN TRADER |
| Caspian | 138 | CHEROKEE |
| Caspian Sea | 19212 | PEROZAN |
| Caspian Universal | 6970 | CASPIAN |
| Cassair | 108 | BLACK KNIGHT |
| Cassarongongo | 7119 | RIVER JEHLUM |
| Cassie M | 1190 | CONOMA |
| Cassinga | 19509 | JOAO DE BARROS |
| Cassio | 1573 | OR. SIRICHAINAVA 6 |
| Cassiopeia | 918 | DIOGO BERNARDES |
| Cassiopeia | 2800 | BEAUFORT |
| Cassiopeia | 5062 | MINERVA |
| Cassiopeia | 6952 | HRVATSKA |
| Cassiopeia | 7454 | SUPER FERRY |
| Cassiopeia | 35040 | KOOKABURRA |
| Cassiopeia Maru | 30778 | ST. COSMAS AETOLOS |
| Cassis | 499 | RAS EL KHAIMA |
| Cast Bear | 36411 | PELAGOS |
| Cast Bluewhale | 90747 | EIRINI L |
| Cast Dolphin | 28343 | VITORANDIS |
| Cast Elk | 32111 | AGIA DYNAMIS |
| Cast Fulmar | 72342 | MOUNT ATHOS |
| Cast Gannet | 52448 | AGIA THALASSINI |
| Cast Gull | 79279 | JUGOMETAL |
| Cast Heron | 71967 | E. B. CARRIER |
| Cast Kittiwake | 75770 | NAFSIKA M |
| Cast Orca | 27812 | MARIJEANNIE |
| Cast Orca | 90747 | NORD ATLANTIC |
| Cast Osprey | 52830 | MIGHTIOUS |
| Cast Petrel | 79317 | TRADE DARING |
| Cast Porcupine | 1509 | UNION FORTUNE |
| Cast Porpoise | 26101 | LORENZO |
| Cast Puffin | 70931 | LEON |
| Cast Salmon | 1599 | CAST RACCOON |
| Cast Seal | 29844 | TRAMCO AMITY |
| Cast Shearwater | 52830 | MIGHTIOUS |
| Cast Skua | 52440 | ALPHA SUN |
| Cast Walrus | 7582 | CMB EMBLEM |
| Castalia | 7764 | PRIDE OF SAN DIEGO |
| Castalia Azzurra | 497 | TENDER GELA |
| Castalia Verde | 497 | TENDER GENOVA |
| Castaneda | 1392 | EVER VOYAGE No. 6 |
| Casteel | 359 | BAYOU LACOMBE |
| Castel Meur 2 | 297 | PORS AR VAG |
| Casteldoria | 184 | CALA LEVANTE |
| Castellano I | 291 | FLORIDABLANCA V |
| Castellano VIII | 376 | FLORIDABLANCA II |
| Castellblanch | 16169 | AROSA |
| Castelnau | 617 | HARVEST CAPRICORN |
| Castelo | 752 | LEON MARCO CINCO |
| Castelsardo | 120 | CILE |
| Casterbridge | 1181 | CASALICCHIO |
| Castilla | 188 | CHAO 9 |
| Castille | 528 | LUCKY III |
| Castillo de Lorca (AS) | 92289 | CASTILLO DE LA LUZ |
| Castillo de Montearagon(AS) | 81035 | CASTILLO DE LOPERA |
| Castle | 18743 | AURORA |
| Castle Alpha | 18743 | AURORA |
| Castle Cove | 214 | SPACE I |
| Castle Dignity | 2389 | ATLANTIC EXPRESS |
| Castle Grace | 1946 | DEL FINOR |
| Castle Grace II | 3447 | UNITED TRUST |
| Castle Hill | 149 | MARJORIE J. WINSLOW |
| Castle Lady | 1806 | LADY ANETA |
| Castle Maputo | 1806 | LADY ANETA |
| Castle Peak | 7618 | AVELONA STAR |
| Castle Point | 5512 | SHANE |
| Castle Venture | 2712 | SOPHIA |
| Castlebay | 107 | HAZELGLEN |
| Castlecraig | 139 | PETER C |
| Castlerag | 174 | PAUL ELEY |
| Castor | 299 | RIA |
| Castor | 353 | CALA AZZURRA |
| Castor | 396 | MOSELTANK I |
| Castor | 439 | REDEEMER |
| Castor | 497 | PAVLOS KOUNTOURIOTIS |
| Castor | 978 | HAMADEH |
| Castor | 3689 | SU LIN |
| Castor | 19723 | WEI WU |
| Castor | 19922 | MERIOM STAR |
| Castor Chimica | 1599 | TRANS CHEMICA |
| Castorp | 932 | AUTOCARRIER |
| Castro | 1221 | STAR |
| Castropol | 492 | MONTEAGUDO |
| Casttrout | 2963 | CASILDA DEL MAR |
| Casuarina | 716 | GLORIA |
| Casuarina | 16023 | DAVID L |
| Casuarina | 25891 | LIBRE |
| Casuarina | 30017 | MOSDEEP |
| Cat Bird | 391 | CEMERLANG 3 |
| Cat Fish | 348 | AL FAIRUZ |
| Cat St. Vincent | 644 | NEPTUNE |
| Cata | 697 | SANTA MARIA I |
| Catahoula | 185 | T. E. LYONS |
| Catalan | 5911 | ALAN |
| Catalan Bay | 5911 | ALAN |
| Catalina del Mar | 3286 | CEMENT TWO |
| Catalina Del Mar | 1221 | ALCOTAN |
| Catalina Llabres | 390 | KARELIA |
| Catalina Llabres | 778 | STELLA I |
| Cataluna | 120 | JEQUETEPEQUE 8 |
| Catalunya | 29118 | ACQUA BLU |
| Catania | 143 | GDY—21 |
| Cataraqui | 526 | MIKULA |
| Catarina | 386 | SAO GERALDO |
| Catarina | 1597 | CHERYL C |
| Catarina Caldas | 1597 | CHERYL C |
| Cateli | 200 | DONATA |
| Caterina | 9890 | MAR CATERINA |
| Cathaigh | 213 | DEMON |
| Cathalina Smits | 5943 | CARINA SMITS |
| Catham(FA) | 11971 | TRANSERIE |
| Catharina | 148 | AVONTUUR |
| Catharina | 152 | IMMANUEL |
| Catharina | 249 | TEGA |
| Catharina | 301 | WESTERSCHELDE |
| Catharina | 469 | LINQUENDA |
| Catharina | 486 | SANTA IRENE |
| Catharina Helena | 146 | CONCORDIA CONSTANS |
| Catharina Oldendorff | 9070 | DELIGHT GLORY |
| Catharina Oldendorff | 15174 | LUANGWA BRIDGE |
| Catharina W | 212 | EMMANUEL SHADOW |
| Cathay | 13333 | SHANG HAI |
| Cathay No. 6 | 392 | CHIEN HSIN No. 121 |
| Catherina | 394 | LAMNALCO 31 |
| Catherine | 176 | WARUNA KRIDA |
| Catherine | 31814 | ESPERANZA |
| Catherine Ann | 11134 | KOREAN TRADER |
| Catherine Denise | 1007 | LORENZO CONTAINER VI |

| | | |
|---|---|---|
| Catherine II | 252 | RENE BEDIA MORALES |
| Catherine K | 57075 | NEDLLOYD HOLLAND |
| Catherine M | 10696 | LIMA |
| Catherine McAllister | 252 | ERIC M. MCALLISTER |
| Catherine Moran | 137 | SONJA V. |
| Catherine Schiaffino | 1583 | CAP AFRIQUE |
| Catherine Stein | 193 | YOTTE EXPRESS |
| Catherine V | 9437 | SNOW HAWK |
| Cathrin | 3070 | HUA YING |
| Cathrina | 299 | PRESIDENTE ORIBE |
| Cathrine Lonborg | 499 | HAJ MOHAMMED |
| Cathy | 2376 | KATERINA T |
| Cathy | 6645 | FAIRBRIDGE |
| Cathy B | 885 | ROTAM I |
| Cathy B | 942 | GEORGE E. DARBY |
| Cathy G | 3263 | KAS MARIANNE |
| Cathy R. | 107 | OGIEDI |
| Catjan | 172 | GERDIA |
| Cato | 199 | MIRFAK |
| Catorce Maru | 162 | AGADIR 10 |
| Catracho I | 3244 | LA TATA |
| Catrin | 297 | CIMBER |
| Catrina Weston | 429 | PORT SOIF |
| Catriona | 1300 | TARCO SEA |
| Catriona of Kishorn | 113 | ROSE OF ARAN |
| Cattleya | 166 | NIELS—IRIS |
| Cattleya | 9744 | CONSENSUS WIND |
| Cattleya | 125249 | EASTERN COURAGE |
| Cattleya Ace | 2552 | WOODCHUCK |
| Cattleya Maru | 2210 | SEATRAN PRINCESS |
| Caty Multina | 2893 | VAL BADIA |
| Caucasus Maru | 38825 | DIMITRIS N |
| Caudebec | 2497 | CIRO TERZO |
| Caudebec U.N. 2 | 2497 | CIRO TERZO |
| Caurica | 14605 | CAURA |
| Causeway | 32829 | STEINSTAD |
| Causeway Adventurer | 434 | BRITISH FORAGER |
| Causewaybay | 8739 | CAP VERDE |
| Cautious | 561 | RIVTOW LION |
| Cavalaire | 2358 | MAHE REEFER |
| Cavalcade | 111 | EL CERRITO |
| Cavalier Bulker | 20582 | HUA KUN |
| Cavalla River | 3942 | KARL LEONHARDT |
| Cavallino | 1966 | SAHARA |
| Cavallo | 11922 | CABOT |
| Cavalry | 4827 | WU JIANG |
| Cavara | 11445 | PUERTO CORTES |
| Cavelier de la Salle | 23909 | NEO PALMIRA |
| Cavellino | 103 | BARK I |
| Cavilavu | 120 | CAGIDONU |
| Cavle | 4674 | MEI YUAN |
| Cavourella | 16927 | ALAM AMAN |
| Cawa | 6530 | GOLDEN HARVEST |
| Cawl | 411 | MARIA CATANIA |
| Cay Verde | 422 | MELRAY |
| Cayambe II | 7217 | MC GEM |
| Caybu | 274 | REDA II |
| Cayenne | 8064 | MONTEVIDEO REEFER |
| Cayman | 4876 | PACIFIC TRADER |
| Cayman | 7355 | RP CAYMAN |
| Cayman Cavalier | 896 | NICOLE K. |
| Cayman Courage | 498 | ARGDEP JR |
| Cayman Island | 276 | VEESEA TORNADO |
| Cayman Pride | 249 | ARCHIE I |
| Caymania C. I. | 144 | MURPHEY'S LAW |
| Cayo Quitasuenos | 685 | SOFIA |
| Cayuga | 68777 | PAWNEE |
| Cazorla | 599 | PETROFLOTA 10 |
| CCI—8 | 592 | CHARLIE HORSE |
| CCNI Andino | 4634 | ZIM CARIBE III |
| CCNI Andino | 5483 | SWAN REEFER |
| CCNI Antartico | 3899 | ORIOLUS |
| CCNI Antartico | 5483 | KLANG REEFER |
| CCNI Austral | 3895 | MARJON |
| CCNI Austral | 5483 | KLANG REEFER |
| Cebu | 1555 | MATSUMI MARU No. 7 |
| Cebu | 12965 | HAFEZ |
| Cebu Island | 17711 | GLOBAL JANE |
| Cebu Princess | 925 | CAGAYAN PRINCESS |
| Ceccotto | 498 | RECCO |
| Cecile | 199 | CECILE B. |
| Cecilia | 133 | JAN DINGEMAN |
| Cecilia | 491 | PACIFIC CHASE |
| Cecilia | 1997 | MAJU |
| Cecilia | 4954 | SKYBRIDGE |
| Cecilia Hall | 113 | SUNSHINE EXPRESS |
| Cecilia R.V. | 258 | AGUSTIN ARGIMON |
| Cecilia Smits | 1639 | CECILIA I |
| Cecilia Trosca | 249 | HEIDI MALENE |
| Cecilie Maersk | 21305 | CONTSHIP ANTWERP |
| Cecilie Tide | 496 | LADY KATHERINE |
| Cedar | 16191 | IVER FALCON |
| Cedar Glory | 1208 | PLAYA DE EZARO |
| Cedar Voyageur | 15680 | BIOKOVO |
| Cedarbank | 7545 | IRENE |
| Cedarlea | 308 | GRAMPIAN FOREST |
| Cedarwood | 1702 | STOLT CEDARWOOD |
| Ceder | 346 | INVESTIGADOR—S |
| Cederborg | 1275 | MAEMI |
| Cedra | 439 | KAMILLA HOPE |
| Cedra Sun | 439 | KAMILLA HOPE |
| Cedre | 2309 | FAST CARRIER |
| Cedrela | 17254 | FLECHA |
| Cedrela | 24844 | MARIA |
| Cedros Pacific | 76003 | KURE |
| Cedrus | 3810 | EROS |
| Cedynia | 20318 | PRAHA |
| Ceekay | 15051 | LEADER A |
| Cefallonian Sea | 2271 | SEA LORD |
| Ceferino N | 2651 | TOBA NAMUNCURA |
| Ceiba | 6208 | CHILLAN |
| Cekmece | 374 | OMERLI |
| Celal Cesur | 1693 | SHANGHAI WISEMAN |
| Celbi | 398 | RABUNION IX |
| Celchem Catalyst | 24582 | CABO NEGRO |
| Celebes | 18643 | HUA DA |
| Celebes Maru | 4908 | ATLANSA EXPRESS |
| Celebrity | 323 | VASSOS |
| Celeconbus | 15612 | KRAPANJ |
| Celenk | 1574 | CIHAT AKSU |
| Celerina | 20878 | ALEXANDER |
| Celeste Aida | 493 | AGIOS IOANNIS R |
| Celestial | 1328 | ENIM |
| Celestial 1 | 5807 | SEA CORAL |
| Celestina | 247 | TRIDENT 4 |
| Celestina Lauro | 287 | FORMICA |
| Celestine | 30163 | STAR EVANGER |
| Celia | 200 | SUPE 9 |
| Celia | 260 | BARLOVENTO PRIMERO |
| Celia | 499 | ALEXANDROS D |
| Celia | 1085 | NORCARIBE |
| Celina Torrealba | 8583 | CITY OF DURHAM |
| Celinda | — | NEW ORLEANS |
| Celita | 212 | BELTON |
| Cellana | 15635 | VIVALDI |
| Celsius | 1085 | NORCARIBE |
| Celsius | 13949 | GAZ MAJOR |
| Celta Lily | 4514 | UNISON SPLENDOR |
| Celta Rose | 4238 | DIVINE SEMBILAN |
| Celtic | 377 | SAMY SOA |
| Celtic | 1198 | CELTIC ICE |
| Celtic Ambassador | 1597 | SMARO |
| Celtic Cameronian | 5027 | SUN TIMOR |
| Celtic Crusader | 698 | KORIMU |
| Celtic Endeavour | 700 | SAAD |
| Celtic Fujiyama | 5027 | PERLAS 1 |
| Celtic Lee | 501 | MOGAN |
| Celtic Link | 84555 | EDINBURGH FRUID |
| Celtic Mariner | 926 | MAMORA |
| Celtic Pilot | 499 | MARGARETA |
| Celtic Pine | 399 | JENCLIPPER |
| Celtic Princess | 17891 | DARYA SHUBH |
| Celtic Rose | 680 | ILHA DOURADA |
| Celtic Sea | 15900 | ATHINOULA |
| Celtic Sky | 15511 | SUPREME |
| Celtic Trader | 42605 | CELTIC |
| Celtic Venture | 861 | AGELIKI K |
| Celtic Venture | 20366 | CALYPSO N |
| Celtic Wasa | 14591 | AXIONESTIN |
| Celtic Yana | 30746 | ALFIOS |
| Celtics | 191 | GUNTUNG JAYA 4 |
| Celya | 7749 | MC PEARL |
| Cembali | 307 | JUNIN 3 |
| Cembalo | 2583 | CEMBULK |
| Cement Dua | 2866 | BULKCEMENT FOUR |
| Cement King | 2929 | TERCEIRENSE |
| Cement Queen | 2725 | PERSEUS |
| Cement 9 | 149 | HENRIC |
| Cementine | 899 | CEMKING |
| Cementos Rezola Galicia | 944 | MERAG |
| Cementos Rezola Tres | 943 | ARQUITECTO GAUDI |
| Cementus | 995 | KRKA |
| Cemico Fuel | 120 | MARINE FUEL II |
| Cened | 1596 | VILARO |
| Cengiz Cesur | 1578 | JAN I |
| Cenpac 2 | 5592 | SEEMA |
| Censor | 33288 | HAVMANN |
| Centaur | 159 | EMS TUG |
| Centaur | 428 | SHARK 10 |
| Centaur | 7989 | HAÍ DA |
| Centaure | 309 | CENTAUR |
| Centaurman | 2564 | STOLT MAPLEWOOD |
| Centaurus | 2357 | ALBATROSS |
| Centaurus | 18326 | SEAFORD |
| Centaurus | 19895 | STAR DRAGON |
| Centaurus One | 7557 | PEARL ONE |
| Centotre | 1597 | BLUE DREAM |
| Central Argo | 11682 | MENTOR |
| Central Luzon | 1130 | TARA 1 |
| Central Mindanao | 2988 | MASAYON |
| Central Mindoro | 2988 | LAPU—LAPU |
| Central No. 1 | 10233 | TASSILI |
| Central No. 2 | 7291 | CANDIA |
| Central No. 3 | 12124 | EL DJAZAIR |
| Central No. 5 | 7291 | RETHIMNON |
| Central Visayas | 2502 | DAGOHOY |
| Centro America | 1597 | NORNEWS SERVICE |
| Centum | 30950 | HAVGLIMT |
| Centurion Bulker | 20502 | MARIA K |
| Centuripe | 3941 | BATANGAS TRADER |
| Century | 838 | SAGARIKA III |
| Century Dawn | 51898 | ALANDIA TIDE |
| Century Hope | 36843 | ALESSANDRA D'AMATO |
| Century Iris | 92300 | ALPHA CENTAURI |
| Century Progress | 36803 | BULKTRIESTE |
| Ceol Mor | 389 | LADY LOTMORE |
| Cepheus | 271 | ANN—CHRISTINE |
| Cepheus | 16400 | HUA HAI 1 |
| Cepolis | 199 | MOM |
| Cepsa Segundo | 164 | R. PENON |
| Cer | 150 | BRODOKOMERC 1 |
| Ceram | 323 | EASSELYN |
| Ceram | 474 | PEMBANGUNAN VI |
| Ceram | 2486 | RYOKOH 6 |
| Cerboli | 299 | MEHLIKA |
| Cerco | 107 | ANGEL No. 7 |
| Cerdic Ferry | 3333 | SIFNOS EXPRESS |
| Cerdic Ferry | 8579 | EUROPEAN FREEWAY |
| Ceres | 278 | RIGGER II |
| Ceres | 293 | ZAAN |
| Ceres | 499 | GREAT |
| Ceresio | 299 | TORCH |
| Ceresio | 9302 | ASTRON |
| Cereza | 7575 | TRADEPOWER |
| Cereza | 9629 | FERRYMAR |
| Cerinthus | 1591 | TELIS K |
| Cernik | 9305 | ROBIN |
| Cerno | 53357 | KYRNICOS E |
| Cerro Bolivar | 9877 | VIKING DRILLER |
| Cerro Grande | 4563 | KENT CONQUEROR |
| Certares | 399 | ALLAH KERIM |
| Cerveto | 3472 | SEABULK II |
| Cervinia | 6488 | AKAMAS |
| Cervinia II | 6488 | AKAMAS |
| Cervino | 30605 | NUNKI |
| Cetra Cassiopea | 35282 | BANTRY |
| Cetra Centaurus | 86093 | SKRIM |
| Cetra Norma | 40662 | AKA |
| Cetra Sagitta | 72160 | VENORA |
| Cetra Vega | 46565 | PORTO ERCOLE |
| Cetra Vela | 83517 | AMBRA HUNTER |
| Cetus | 189 | UNITY COURIER |
| Cetus | 2328 | IKARION |
| Cevahir Durmusoglu | 1598 | MURAT HACIBEKIROGLU III |
| Ceylon | 1941 | SANG PERKASA |
| Ceylon av Gryt | 114 | CEYLON AF HANO |
| Cezanne | 13928 | ILE MAURICE |
| Cezembre | 160 | GODLING |
| CGM California | 26409 | CTE MACARENA |
| CGM Champagne | 18210 | AL KHAFJI |
| CGM Columbia | 26409 | PROSO |
| CGM Gauguin | 26409 | CTE MACARENA |
| CGM La Perouse | 36343 | LA FONTAINE |
| CGM Languedoc | 16001 | ARBITRATOR |
| CGM Lorraine | 16670 | POL BALTIC |
| CGM Maripasoula | 3672 | SEA HORSE |
| CGM Pasteur | 37235 | VILLE DE VIRGO |
| CGM Provence | 27754 | ADVISER |
| CGM Renan | 19919 | JOLLY ROSSO |
| CGM Renoir | 26409 | PROSO |
| CGM Rodin | 13978 | KUKAWA |
| CGM Rostand | 13978 | UNION ROTOMA |
| CGM Rousseau | 13978 | KUMASI |
| CGM Roussillon | 14068 | CONTSHIP ITALY |
| CGM Roussillon | 18732 | CASTOR |
| CGM Var | 10715 | MC AMETHYST |
| CGM Velay | 10715 | KAROO |
| Cha Cha | 489 | HAITI EXPRESS |
| Chacha Express | 449 | LORLOTTE EXPRESS |
| Chagres 1 | 196 | CICLON |
| Chai Varee | 13059 | SEA EXPORTER |
| Chaido | 448 | KOSTAS V |
| Chailey | 1972 | MAYAYCU |
| Chalem | 222 | EL GHALEM |
| Chalkis | 483 | SUNMAR SKY |
| Challenge | 196 | CHALLENGE 1 |
| Challenge | 290 | UNDAN |
| Challenge | 399 | SPRAY V |
| Challenger | 166 | CAPTAIN BRINN |
| Challenger | 29722 | McDERMOTT DERRICK BARGE No. 50 |
| Challenger | 40390 | BRIGIT MAERSK |
| Challenger B | 1599 | KIRK CHALLENGER |
| Challenger I | 5121 | SONG RIM |
| Challenger III | 2887 | MAERSK CHALLENGER |
| Challwa IV | 1443 | LUCY |
| Chalmette | 11080 | MARINE DUVAL |
| Chalmette | 31634 | STANDARD ENDEAVOUR |
| Chalyps | 459 | STELLA E. |
| Chamal | 66341 | CIRRUS |
| Chambon Alize | 447 | BRITOIL 3 |
| Chambon Bora | 299 | AVENGER |
| Chambon Mistral | 549 | MISTRAL |
| Chambord | 156 | DJOUE |
| Chambord | 128173 | KNOCK MORE |
| Chamnarn Samut | 2991 | SEATRAN SILVIA |
| Champ II | 141 | GOD'S MERCY |
| Champagne | 93108 | ALABAMA |
| Champagne Star | 135 | SON HIGH |
| Champion | 52765 | ALEXANDDRA SEA |
| Champion Clipper | 103 | LUCILA ANN |
| Champion Express | 383 | DONA MARTITA |
| Champion No. 1 | 1995 | HWA BANG |
| Champion Oceania | 3982 | SUVANNAPA |
| Champion Service | 947 | NEPTUNO DEL GOLFO |
| Champlain | 411 | GILANI |
| Champlain | 578 | QUIJOTE |
| Champlain | 61024 | AEGIALI |
| Chance No. 1 | 1106 | NAMBUG PIONEER |
| Chance No. 61 | 271 | DOO YANG No. 102 |
| Chance No. 62 | 271 | SUNG KYUNG No. 5 |
| Chanco | 101 | DENNIE LOU |
| Chandan Star | 9840 | BANGLAR URMI |
| Chandeleur Express | 284 | CHANDELEUR |
| Chang Chun | 3054 | TAVEECHOK MARINE |
| Chang Hae | 994 | MI BONG |
| Chang Hsi | 385 | HSIN HUNG YIN |
| Chang Hu | 28891 | DA QING 256 |
| Chang Jiang 3007 | 422 | SHENG CHAN 2 |
| Chang Ning | 5743 | XIANG YANG HONG 5 |
| Chang Shu | 6934 | YU ZHI |
| Chang Sung No. 101 | 261 | JIN YONG No. 203 |
| Chang Sung No. 103 | 239 | JIN YONG No. 205 |
| Chang Sung No. 105 | 190 | HAE YANG No. 3 |
| Chang Won | 3409 | ZHONG RAN 5001 |
| Changi | 2706 | UDOFE IV OKEBHO PALM |
| Changi Star | 47525 | BROMSGAARD STAR |
| Chania | 1591 | JET II |
| Chania | 7058 | APTERA |
| Chania | 8917 | SIRIUS |
| Channel Alliance | 36986 | KOSTRENA |
| Channel Bridge II | 498 | NICARAO |
| Channel Commander | 67915 | RIVER PLATE |
| Channel Commander | 156215 | BLOOM LAKE |
| Channel Commander | 156215 | UNITY LAKE |
| Channel Endeavour | 36986 | ANTONIS I. ANGELICOUSSIS |
| Channel Entente | 4649 | KING ORRY |
| Channel Enterprise | 36781 | ANANGEL VENTURE |
| Channel Express | 36781 | ANANGEL PROGRESS |
| Channel Navigator | 36986 | SCENERY SEA |
| Channel Seaway | 25122 | FIESTA |
| Channel Service | 746 | ECOL LAZIO |
| Channel Shore | 746 | ECOL LAZIO |
| Channel Venture | 36544 | ALESCABALO |
| Channel Victory | 36544 | ALESLEVADA |
| Channelbridge I | 413 | SASSARI I |
| Chant | 5157 | IBN KHALDOUN |
| Chant 2 | 397 | N. S. DELLE GRAZIE |
| Chant 9 | 497 | LISERT |
| Chant 62 | 469 | KAIWAN |
| Chant 67 | 397 | KAMBIZ |
| Chantaboon | 482 | JAI JERNG KHA |
| Chantaco | 222 | LAURENT PHILIPPE |
| Chantal Vincent | 769 | MARIO BONETTI |
| Chantara Pearl | 20366 | CALYPSO N |
| Chantelle | 294 | HASHMI I |
| Chantenay | 481 | AMMOUN |
| Chantenay | 700 | SEFROU |
| Chantepie | 499 | KOSOVA |
| Chantilly | 3255 | EUROPA LINK |
| Chao Bai He | 5731 | ROOK CARRIER |
| Chap Tide | 264 | CHAP |
| Chapayev | 3642 | PYOTR LEBEDEV |
| Chapel River | 16177 | QING HAI |
| Chaplain | 127 | PROVIDENCE |
| Chaplain | 179 | OCEAN KING |
| Chaptal | 2109 | BRIGHT FUTURE |
| Char Ching | 11540 | EUROPEAN |
| Char Hwa | 14603 | RICKMERS QINGDAO |
| Char Ming | 14603 | EARL STAMFORD |
| Char Ne No. 1 | 972 | OVERSEAS PRINCE |
| Char Tai No. 1 | 972 | OVERSEAS PRINCE |
| Char—M | 7436 | MARITIME SUCCESS |
| Charalambos | 14986 | CHARALAMBOS B |
| Charalambos F | 14756 | GLOBAL SUN |
| Charalambos Vaiannis | 299 | KARAKAYALAR |
| Charbray | 108 | RIO CARONI |
| Charcrest | 594 | AQUEDUCT |
| Charger | 1073 | NAZARE MARY |
| Charger 1 | 632 | DELTA KNIGHT |
| Charger 2 | 632 | CHALLENGER |
| Chariad | 114 | KLONDYKE |
| Chariklia K. | 492 | KALYPSO I |
| Chariot Bulker | 20502 | MARIA K |
| Charis | 452 | PANAGHIOTIS |
| Charity | 19363 | ASPIDOFOROS |
| Charity and Denise | 106 | MARY SNEE |
| Charlane | 106 | HOLMSO |
| Charlani | 106 | HOLMSO |
| Charleroi | 12847 | HARRIER |
| Charles | 203 | FISKEBANK |
| Charles | 234 | KOUTOURIARIS JUNIOR |
| Charles | 16822 | IONIO |
| Charles A | 224 | GUEDEL |
| Charles Carroll | 29091 | MAJOR STEPHEN W. PLESS |
| Charles Cecile | 222 | CARIPRIDE |
| Charles Cruz | 499 | TARIK |
| Charles E. Ankele | 155 | VOYAGER |
| Charles E. Dunlap | 268 | BRAYTON POINT |
| Charles Eckelmann | 639 | AGIOI ANARGYROI |
| Charles H. Gilbert | 170 | JADE ALASKA |
| Charles Hearn | 139 | ODESSEUS |
| Charles Helden | 717 | SANTA ANGELA |
| Charles L. D. | 25776 | RHEIN |
| Charles L. D. | 27824 | WREN ARROW |
| Charles L. Hutchinson | 11076 | KINSMAN INDEPENDENT |
| Charles Lykes | 23382 | CAPE ISABEL |
| Charles M. Fauci, Jr. | 152 | BRIGHTON |
| Charles M. Schwab | 10542 | BEECHGLEN |
| Charles McCartney | 301 | LADY ROMNEY |
| Charles P. | 12881 | PYRROS V |
| Charles Prentout | 523 | ALKYONA STAR |
| Charles R. Randle Sr. | 411 | TARA HALL |
| Charles Schiaffino | 2500 | SAINT—LOUIS |
| Charles Trigon | 299 | JENTRADER |
| Charles Waugh | 265 | MARIMBA |
| Charleston | 183 | LAFAYETTE |
| Charlett | 496 | ALFA |
| Charley De Viney | 128 | OCEAN ANGEL |
| Charlie | 491 | EVA |
| Charlie Brown | 193 | SUMMER BREEZE |
| Charlie I | 465 | KAPETAN VANGELIS |
| Charlie Pittman | 559 | COASTAL HARVESTER |
| Charlie S. | 225 | CATHY McALLISTER |
| Charlie Sinclair | 168 | CHARLES ROBERT |
| Charlnaaz | 197 | ARIF |
| Charlotte | 405 | AMANY |
| Charlotte | 499 | AN BIEN 6 |
| Charlotte | 1088 | KALYPSO STAR II |
| Charlotte | 1413 | JUAN DIEGO |
| Charlotte | 1536 | BAHIA |
| Charlotte | 3725 | NAZ K |
| Charlotte Bastian | 5532 | CLIPPER ATLANTIC |
| Charlotte Bohl | 268 | ARLINGHAM |
| Charlotte Dreyer | 286 | ALRITA |
| Charlotte F | 1648 | POLO |
| Charlotte Jarchau | 105 | UNTERNEHMUNG |
| Charlotte Kogel | 6735 | QIAN SHAN |
| Charlotte Lykes | 6420 | CAPE CHARLES |
| Charlotte Maersk | 21609 | TAO HE |
| Charlotte Nordfisk | 267 | MELINA |
| Charlotte Priva | 383 | VERA III |
| Charlotte S | 1413 | JUAN DIEGO |
| Charlotte T | 253 | CORROTOMAN |
| Charlotte Wessels | 283 | ONA TRITON |
| Charlottenborg | 499 | JUAN DE DIOS FRAGA MORENO |
| Charlottenborg | 5976 | EUTERPE |
| Charlottenborg | 6754 | UNISIERRA |
| Charlottenburg | 298 | KYRU |
| Charm | 1599 | IRAFOSS |
| Charm | 1788 | DAVUT 1 |
| Charmo | 477 | FULFORD |
| Charnic | 11737 | MIRA |
| Charo Del Mar | 790 | ALPHA 802 |
| Charon | 159 | SUNNANSKAR |
| Charon | 24614 | FINESSE L |
| Charta | 499 | TULUM |
| Charta | 999 | NORMA |
| Charter Oak | 37895 | STELLA MAR |
| Charterer | 489 | COMMUNICATOR |
| Chartsman | 330 | BAYMEAD |
| Chartsman | 705 | UCANCA |
| Chase County (LST 532) | 2310 | CONSTRUCTORS |
| Chase One | 12804 | FORUM PAPUA NEW GUINEA |

# FORMER NAMES OF SHIPS

| | | |
|---|---|---|
| Chase Three | 12768 | STAR STRONEN |
| Chase Two | 13069 | STAR SKARVEN |
| Chase Venture | 138394 | KOOHRANG |
| Chastine Maersk | 21551 | HUI HE |
| Chatchawal | 1475 | SIAM VANICH No. 3 |
| Chateaugay | 41726 | ASTERIKS |
| Chatina | 168 | ESVAGT PROMOTOR |
| Chato Primero | 130 | CHATO TERCERO |
| Chattanooga L | 13949 | EAGLE WORLD |
| Chaudronnier | 698 | BASARI |
| Chauncey M. Depew | 502 | GOBLET D'ARGENT II |
| Chavez | 12487 | BAHIA MAGDALENA |
| Che Ju 401 | 389 | BAEK KYUNG |
| Che Sing No. 1 | 574 | STANSHION 1 |
| Che Vos | 140 | BARBARA ANN |
| Checheku | 1513 | GHAKO 201 |
| Check Point No. 8 | 199 | SUN RISE 2 |
| Cheer Day | 2694 | MANII |
| Cheetah | 499 | MIRI |
| Chef de Caux | 498 | SABRIA |
| Chefoo | 10511 | ALPHA CHALLENGE |
| Chekiang | 7914 | MAERSK ASIA DECIMO |
| Chelmer | 206 | VERAGUAS |
| Chelsea | 149 | ALICE H |
| Chelsea | 9054 | OCEAN TRADER |
| Chelseastream | 1599 | PRIME VISION |
| Chelsfield | 27818 | CRANE ARROW |
| Chelwood | 5440 | STENJOHAN |
| Chem Energy | 6521 | NORGAS ENERGY |
| Chem Olefine | 6684 | NORGAS TRAVELLER |
| Chem Pioneer | 6521 | NORGAS PIONEER |
| Chemaphrodite | 1588 | TIGER CUB |
| Chemartemis | 1558 | STAINLESS KING |
| Chemathene | 1599 | MARGITA |
| Chemiaugusta | 498 | AUDACE A. |
| Chemiblea | 635 | SUZAN |
| Chemica | 5077 | ROBERTA FORESI |
| Chemical Bozzo | 1516 | DIVEMAR |
| Chemical Carlo C. | 1516 | DIVEMAR |
| Chemical Contender | 4460 | CHEMPETROL SAFINA II |
| Chemical Discoverer | 3383 | SNOW QUEEN |
| Chemical Distributor | 999 | STAINLESS LADY |
| Chemical Energy | 2280 | WOO LIM |
| Chemical Explorer | 17980 | BRILLIANT |
| Chemical Express | 199 | LEWISTON |
| Chemical Lausanne | 3890 | ALCHIMIST LAUSANNE |
| Chemical Maru No. 2 | 376 | LADY ANNE |
| Chemical Orrios | 1585 | ARIADNE |
| Chemical Sprinter | 998 | AMARANT |
| Chemical Trader | 4563 | TALOFA |
| Chemical Trader I | 4409 | MARTIN SIF |
| Chemical Transport | 4981 | REAL PROGRESS |
| Chemical Venturer | 17980 | VENTURER |
| Chemical Venus | 3177 | CENTAUR PROSPERITY |
| Chemical Voyager | 1596 | JACQUELINE |
| Chemicarlo | 499 | LILYBEO |
| Chemicarry No. 5 | 987 | GANAR ACE |
| Chemicarry No. 7 | 484 | SUN YANG No. 7 |
| Chemicarry No. 9 | 549 | SAE HAN No. 9 |
| Chemicarry No. 11 | 136 | CHIL SUNG No. 58 |
| Chemicarry No. 15 | 416 | WOO CHANG |
| Chemicarry No. 16 | 433 | TAE YANG |
| Chemicarry No. 18 | 444 | CHEMICARRY No. 29 |
| Chemicat | 959 | SARIGOL |
| Chemicoaster | 792 | FLEGON |
| Chemidue | 1590 | POLISAN 2 |
| Chemie Carrier | 1398 | PAMPILLA |
| Chemifalcon | 3488 | THEA TYHI |
| Chemiforte | 498 | AUDACE A. |
| Chemilugano | 7992 | OWL TRADER |
| Chemist Lisbon | 3911 | ALPINE GIRL |
| Chemitrader | 495 | MAROULA |
| Chemiuno | 1597 | JIN HAI LONG |
| Chempetrol Safina I | 4396 | CAPTAIN LUCAS III |
| Chemtank Hamburg | 4460 | CHEMPETROL SAFINA II |
| Chemtank 88 | 999 | FORTUNATA |
| Chemtrans Antares | 2401 | MULTITANK ANTARES |
| Chemtrans Arcturus | 1599 | ENGELINA BROERE |
| Chemtrans Capella | 3091 | POUL KOSAN |
| Chemtrans Sirius | 5054 | TOL RUNNER |
| Chemtrans Wega | 5889 | NORGAS NAVIGATOR |
| Chengpa Shan | 1641 | TAI WU SHANG |
| Chengtu | 6216 | KOTA PANJANG |
| Chengtu | 7914 | MAERSK CREDO |
| Chenonceaux | 129849 | ONCE |
| Chentito Jr. | 103 | LA PACHITA |
| Cheog Yang No. 35 | 234 | DONG BAEG No. 31 |
| Cheong Ryong No. 3 | 149 | CHANG LIM No. 51 |
| Cherados | 299 | SANDBJORN |
| Cheramie Bo—Truc No. 11 | 297 | DON BOLLINGER |
| Cheramie Bo—Truc No. 13 | 190 | OCEAN I |
| Cheramie Bo—Truc No. 14 | 199 | LADY EAGLE |
| Cheramie Bo—Truc No. 16 | 434 | VERONICA M |
| Cheramie Bo—Truc No. 17 | 191 | CHUNGHWA II |
| Cheramie Bo—Truc No. 23 | 184 | RELIANCE I |
| Cheramie Bo—Truc No. 24 | 184 | PRIDE OF CANAVERAL |
| Cherdas | 475 | ABU SAMIR |
| Cherdek | 843 | SEA PIONEER |
| Cherie | 260 | BARLOVENTO PRIMERO |
| Cherish | 10722 | GOPALI |
| Chermat | 199 | ELIAS I |
| Chernomor | 498 | ELINA MOKO 505 |
| Cherokee | 189 | CAPT. JOS. BISSO |
| Cherokee | 198 | POLAR MERCHANT |
| Cherokee | 216 | STELLA I |
| Cherry | 7355 | RP CAYMAN |
| Cherry Burton | 100 | KINGS CRUSADER |
| Cherry Crystal | 4920 | SHU YU QUAN |
| Cherry Laju | 691 | BINTANG SAMUDRA III |
| Cherry Manis | 961 | SENG LEONG |
| Cherry Molek | 646 | SAFFORA I |
| Cherry Myson | 663 | BINTANG SAMUDRA II |
| Cherry Ship | 499 | MAHARANI |
| Cherry Vigra | 1078 | CANAL BRIDGE |
| Cherry Ville | 1461 | IKA MAJU |
| Cherrybobs | 490 | BOSUN BIRD |
| Cherryfield | 6609 | OMER |
| Chertal | 8136 | EAST TRADER |
| Cherven | 633 | GIDROSTROY |
| Cheryl | 109 | BUENE |
| Cheryl Ann | 120 | C—VENTURE |
| Cheryl Marie | 102 | KAREN MARIE |
| Cheryl—M | 198 | BRENDA PRIOR |
| Cheryle | 132 | LADY BETTSY |
| Chesapeake | 200 | RUM POINT |
| Chesapeake Bay | 31920 | TILLIE LYKES |
| Cheshire | 16601 | MISS MARIA |
| Cheshire Challenge | 2926 | ACOR |
| Cheshire Endeavour | 12840 | INCHON GLORY |
| Cheshire Faith | 1599 | KURNIA DEWI |
| Cheshire Progress | 3442 | GREGORY |
| Cheshire Resolve | 3245 | EQUATOR PRIDE |
| Cheshire Venture | 853 | SERAYA JAYA |
| Cheshire Venture | 12373 | HONGKONG GLORY |
| Chesley A. Crosbie | 1961 | TERRA NORDICA |
| Chess | 1587 | TANKVIK |
| Chessie | 274 | BRENT K. MCALLISTER |
| Chester | 599 | THORFINN |
| Chester | 6301 | STENA TRAILER |
| Chestnut | 22009 | CANELA |
| Chetoo | 3928 | STRAITS HOPE |
| Cheung Chau | 8566 | HE PING 17 |
| Cheung Kong | 499 | SHUN DIAN 1 |
| Chevalier de l'Ambre | 1587 | GENCA QUINTO |
| Chevalier de Blois | 13876 | ZIM KAOHSIUNG |
| Chevalier de Gramont | 311 | LAGUNA SEAHORSE |
| Chevalier Paul | 30669 | ZIM LIVORNO |
| Chevalier Roze | 30669 | ZIM PUSAN |
| Chevalier Valbelle | 24320 | RAPIDE |
| Cheverny | 156 | N'KENI |
| Cheviot Prince | 1459 | RASHIDAH |
| Chevron | 126 | WARM WIND |
| Chevron | 3236 | PNOC TRANSASIA |
| Chevron Brussels | 122811 | POLYANTHUS |
| Chevron Equator | 56336 | EQUATOR |
| Chevron Hawaii | 39665 | ARCO TEXAS |
| Chevron Jakarta | 122626 | CHEVRON BURNABY |
| Cheyenne | 68777 | SHAWNEE |
| Cheyenne Arrow | 304 | EMERALD QUEEN |
| Cheyenne Chief | 177 | DEBBIE & JEANETTE |
| Chezine | 999 | SYKRON |
| Chi Ri San | 150 | GYEONG BUK No. 853 |
| Chi Sheng No. 1 | 160 | ST. GABRIEL |
| Chi Trust | 14809 | ARHON |
| Chia Fu | 65405 | KARADENIZ S |
| Chia Te | 863 | MUTIA HAYU |
| Chiaia di Luna | 5157 | IBN KHALDOUN |
| Chiaki Maru | 62175 | GANADORA |
| Chiaki Maru No. 15 | 404 | KAIKATA MARU No. 78 |
| Chian Long No. 302 | 2912 | KIN PING HAI |
| Chiang Kiang | 6934 | YU ZHI |
| Chiang Long | 5945 | DA JIN SHAN |
| Chiang Tung | 288 | MING YEO |
| Chiang Wei | 3885 | SUTLA |
| Chiao Tung | 858 | SOERJO |
| Chiapas | 247 | ACAPULCO |
| Chiara Cortella | 1558 | AMBIORIX |
| Chiara S | 19610 | DA MOSTO A |
| Chiaretta | 1282 | EUROLADY |
| Chiba | 35014 | CORNILIOS |
| Chiba Maru No. 2 | 112 | MONALINDA—XXXIII |
| Chibbet Cross | 12376 | TINOS ISLAND |
| Chicago Socony | 1784 | MATTITUCK |
| Chichester City | 991 | CITY OF CHICHESTER |
| Chichester Cross | 968 | BOWCROSS |
| Chichester Gem | 1579 | ARCO SWALE |
| Chichester Star | 968 | CITY OF PORTSMOUTH |
| Chichibu Maru | 4862 | YAN AN WU HAO |
| Chichibu Maru No. 2 | 1477 | YEN AN 5 |
| Chickasaw | 216 | STELLA I |
| Chicken of the Sea | 171 | GOOD HOPE |
| Chicken of the Sea | 476 | SOUTHERN SEAS |
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| Chico | 103 | EL TAHUR |
| Chidori | 994 | ARLAND |
| Chidori Maru | 499 | GREAT |
| Chidori Maru No. 1 | 479 | OILER TWO |
| Chidori Maru No. 31 | 128 | YUSEI MARU No. 31 |
| Chidori Maru No. 35 | 192 | LUCKY STAR No. 105 |
| Chidori Maru No. 38 | 159 | URAGO MARU No. 8 |
| Chidori Maru No. 38 | 449 | OTORI MARU |
| Chidori Maru No. 61 | 690 | MAR DEL SUR I |
| Chidori Maru No. 71 | 284 | NIKKO MARU No. 65 |
| Chidori Maru No. 76 | 280 | KAIYU MARU No. 5 |
| Chidori Maru No. 76 | 299 | LIAO—JIN SHUI LENG No. 1 |
| Chidori Maru No. 86 | 254 | ROYAL FORTUNE |
| Chie Maru | 4075 | JAG PRABHU |
| Chie Maru No. 1 | 651 | T4—167 |
| Chie Maru No. 2 | 663 | SUNRISE 1 |
| Chie Maru No. 3 | 998 | DELSTAR |
| Chief | 297 | ST. MATTHEW |
| Chief Abule | 2996 | VASSILIS IX |
| Chief Big Chief | 110 | BRINY MARIN |
| Chief Big Heart | 101 | HERCULES |
| Chief Dragon No. 101 | 903 | SAM WON No. 97 |
| Chief Dragon No. 777 | 1665 | SIRIUS |
| Chief Lookout | 101 | TWO FRIENDS |
| Chief Paul Pitts | 101 | ST. DOMINIC |
| Chief Phoenix | 1665 | SIRIUS |
| Chief Tall Chief | 103 | MISS ORVA |
| Chief White Hair | 101 | MISS SNOW WHITE |
| Chieftain | 14871 | FANNIE ANNE |
| Chieftain Bulker | 18567 | FANIS |
| Chieh Sheng | 950 | SHYANG YUN |
| Chiemsea | 499 | LOTTA |
| Chiemsee | 499 | LOTTA |
| Chien She 18 | 2419 | DA QING 18 |
| Chignecto Bay | 2259 | MAERSK CHIGNECTO |
| Chigusa Maru | 199 | EIKYU MARU No. 8 |
| Chigusa Maru | 4266 | AL—ZAIT AL—ARABY 4 |
| Chigusa Maru No. 8 | 199 | SEA PROGRESO |
| Chihaya Maru | 4097 | OCEAN PRIMA |
| Chihirosan | 53518 | KAPETAN ANTONIS III |
| Chihirosan | 71967 | E. B. CARRIER |
| Chihirosan Maru | 53518 | KAPETAN ANTONIS III |
| Chii Ming | 13949 | EAGLE WORLD |
| Chijin Maru | 11924 | CHIJIN |
| Chiko | 10688 | KAPADOKIA |
| Chikuho Maru | 199 | HYO DONG No. 5 |
| Chikuho Maru | 63303 | COSMOTRUST |
| Chikuma Maru | 5913 | DARUMASUN |
| Chikumagawa Maru | 35049 | ESPERANZA |
| Chikumasan Maru | 83957 | IRON GATE |
| Chikura Maru | 39989 | NUSMAS |
| Chikushino Maru | 3761 | APOLLO ASUKA |
| Chil Bo San No. 2 | 998 | DAE BONG No. 101 |
| Chil Sung No. 71 | 853 | NAM KWANG No. 1 |
| Chil Sung No. 72 | 476 | ILL YEONG No. 2 |
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| Chile Maru | 8352 | VICTORY GLEAM |
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| Chiliarmenousa | 20516 | ZENOVIA |
| Chilly | 4885 | FRIO HAMBURG |
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| Chiman | 247 | ACAPULCO |
| Chimborazo | 4375 | VALIANT |
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| Chimiste Louisiana | 3913 | RYSTRAUM |
| Chimiste Nantes | 1588 | TIGER CUB |
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| Chimo | 13883 | BERGEN PRIDE |
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| China Bear | 26456 | AUSTRAL RAINBOW |
| China Container | 37238 | OOCL ENVOY |
| China Express | 7343 | SINGAPORE GLORY |
| China Express | 7680 | ZANG SU BONG |
| China First | 4164 | WING LEE No. 1 |
| China Fortune | 80578 | COTSWOLD |
| China Marquis | 34951 | FORUM GLORY |
| China Pride | 76250 | ST. JOHN |
| China Progress | 37937 | ATLANTICWAY |
| China Sea | 327 | PHILIPPINE SEA |
| China Sea | 16404 | HUA HAI |
| China Winds | 25796 | OOCL BRILLIANCE |
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| Chincha 7 | 158 | MACABI 11 |
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| Chinook | 188 | ELLEN FOSS |
| Chinsha Career | 10590 | WANG JIANG |
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| Chinta | 957 | PACIFIC LION |
| Chinta | 16263 | VASOS |
| Chinthia | 8612 | CARIBBEAN PEARL |
| Chinuya Maru | 315 | SETO REEFER |
| Chion Med | 1593 | AZUR TRADER |
| Chios | 26181 | PORT ISABELLE |
| Chios Dignity | 8047 | MIAMI REEFER |
| Chios Grace | 8064 | MONTEVIDEO REEFER |
| Chios Pilot | 11523 | TONG YEE |
| Chios Star | 4940 | LAUREL STAR |
| Chipeau | 196 | LE CROISE |
| Chiqui | 4827 | VIGOROUS LUCK |
| Chiquita Italia | 8254 | CHIQUITA MILANO |
| Chiricano | 930 | PREMSHIP I |
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| Chiron | 2838 | NELA ALTOMARE |
| Chiryu | 4604 | NORLIFT |
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| Chitose Maru | 199 | HAMAKO MARU No. 21 |
| Chitose Maru | 280 | BUNGA NAWAR |
| Chitose Maru | 495 | NEW YORK CITY |
| Chitose Maru No. 8 | 112 | HARTON 1 |
| Chitose Maru No. 11 | 199 | YAMATO MARU |
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| Chitose Maru No. 23 | 224 | DAE KYUNG No. 501 |
| Chitosegawa Maru | 31615 | AQABA FALCON |
| Chivas | 1598 | MARATHON |
| Chivas Regal | 119 | CURLEW II |
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| Chiyo | 1498 | NAVAKUN 6 |
| Chiyo Maru | 455 | VILA BAANI |
| Chiyo Maru No. 1 | 199 | SHINSHO MARU No. 37 |
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| Chiyo Maru No. 3 | 117 | EIYO MARU No. 8 |
| Chiyo Maru No. 3 | 175 | JIN SUNG No. 2 |
| Chiyo Maru No. 3 | 284 | CONCHITA 3 |
| Chiyo Maru No. 5 | 189 | KYORIKI MARU |
| Chiyo Maru No. 12 | 992 | FRONTIER TRADER |
| Chiyo Maru No. 21 | 199 | SUMIHO MARU No. 3 |
| Chiyo Maru No. 25 | 403 | KOEI MARU No. 1 |
| Chiyo Maru No. 27 | 284 | CONCHITA 3 |
| Chiyo Maru No. 71 | 284 | GENEI MARU No. 78 |
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| Chiyoda Maru | 3891 | FANG GANG 2 |
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| Chloe | 14275 | WINNER |
| Chloe V | 2697 | MOOGAL |
| Cho Bong | 192 | DONG BANG No. 5 |
| Cho Yang | 3668 | SUNG WOO |
| Choan Maru | 2536 | WATULINEI |
| Chochlik | 964 | SAN |
| Choco | 176 | EL IDRISSI |
| Choctaw | 358 | PORT OF HOUSTON |
| Choei Maru | 344 | PINO |
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| Choei Maru No. 35 | 164 | TAIKI MARU No. 71 |
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| Chofuku Maru No. 1 | 193 | TOMIEI MARU No. 8 |
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| Chofuku Maru No. 11 | 299 | PACIFIC HARVESTER |
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| Chohaku Maru | 2334 | HALIBUT |
| Chohkoh Maru | 1454 | CHOHKOH |
| Choho | 745 | DONGJIN BUSAN |
| Choho Maru | 745 | DONGJIN BUSAN |
| Choho Maru | 988 | KEUM YANG No. 5 |
| Choho Maru | 2294 | CHULA No. 1 |
| Choho Maru | 15691 | MEHMET EMIN |
| Choho Maru No. 2 | 999 | SWEET I |
| Choju Maru No. 5 | 625 | MOINA |
| Choju Maru No. 18 | 832 | SETIT |
| Chokai Maru | 289 | MOTHER LYDIA |
| Chokai Maru | 67732 | BERLINA |
| Chokai Maru No. 3 | 485 | YOKOSEI MARU No. 2 |
| Chokei Maru | 1044 | TOYO No. 8 |
| Choko Maru | 288 | SEIHO MARU |
| Choko Maru | 29344 | CHOKO STAR |
| Choko Maru No. 5 | 185 | TERU MARU No. 53 |
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| Choko Maru No. 17 | 196 | ST. PEDRO No. 62 |
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| Choko Maru No. 25 | 315 | SHOUN MARU No. 25 |
| Choko Maru No. 27 | 314 | CHIYO MARU No. 75 |
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| Choko Maru No. 38 | 314 | CHIYO MARU No. 75 |
| Choko Maru No. 58 | 328 | INARI MARU No. 15 |
| Choko Maru No. 68 | 344 | RYUHO MARU No. 25 |
| Choko No. 1 | 211 | DONG CHANG 1 |
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| Chokyo Maru No. 25 | 351 | HONG SHENG |
| Chokyu Maru | 239 | HOKUSEI MARU No. 7 |
| Chokyu Maru No. 1 | 235 | O YANG No. 12 |
| Chokyu Maru No. 2 | 433 | SANKICHI MARU No. 22 |
| Chokyu Maru No. 3 | 359 | FUKUJU MARU No. 67 |
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| Chokyu Maru No. 6 | 253 | SEA BIRD No. 86 |
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| Chokyu Maru No. 10 | 199 | HONG FAP |
| Chokyu Maru No. 11 | 379 | FUKI MARU No. 55 |
| Chokyu Maru No. 12 | 615 | CAURANTA |
| Chokyu Maru No. 15 | 349 | LADY JANELLE |
| Chokyu Maru No. 15 | 374 | YOUNG No. 7 |
| Chokyu Maru No. 16 | 299 | TOMI MARU No. 58 |
| Chokyu Maru No. 18 | 299 | EIWA MARU No. 18 |
| Chokyu Maru No. 25 | 307 | CHARITO |
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| Chon Hsin | 4359 | LIU JIANG |
| Chong Ryoung No. 5 | 149 | CHOON GANG No. 7 |
| Chong Ya | 3578 | SINDSUSIAM |
| Choomie | 5883 | RONJAY CHOOMIE |

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| Chopin | 310 | CUSCO 7 |
| Choptank | 148 | ADMIRAL |
| Chorokhi | 10710 | CAMELIA |
| Choryo Maru No. 15 | 114 | LU CHANG PU 9001 |
| Choryo Maru No. 16 | 114 | LU CHANG PU 9002 |
| Choryu Maru | 4357 | TIEN WEI |
| Chosei Maru | 1087 | NORTH BAY |
| Chosei Maru | 1268 | SEGANI DUA |
| Chosei Maru No. 11 | 1070 | KAHENDA VII |
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| Chosui Maru | 189 | KAIYO MARU |
| Chouhei Maru | 376 | CHOHEI MARU |
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| Choyo Maru | 2546 | CHUNG PYUNG |
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| Choyo Maru | 128161 | CAPTAIN JOHN G. P. LIVANOS |
| Choyo Maru No. 25 | 170 | DAMO |
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| Choyo Maru No. 57 | 347 | SOPECHE III |
| Choyo Maru No. 57 | 360 | HAN DOO No. 502 |
| Choyo Maru No. 61 | 172 | LOTUS |
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| Choyo Maru No. 67 | 172 | EMBASSY |
| Choyo Maru No. 71 | 191 | ZHOU SHAN 34 |
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| Choyo Maru No. 81 | 195 | DONG YU 1505 |
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| Choyo Maru No. 85 | 197 | APPLE BLOSSOM |
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| Chr. Bjelland | 348 | LA PERLE II |
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| Chris | 797 | VASSILIS IV |
| Chris | 6349 | ALBA |
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| Chris B. | 140 | EVRIPOS I |
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| Chris Eric | 112 | CAPT. CHRIS |
| Chris Isa | 1546 | LEONIE |
| Chris Lion | 499 | DARPO SEMBILAN |
| Chris M | 434 | EMPIRE SANDY |
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| Christa II | 424 | PAOLA |
| Christa Juls | 211 | BOSUN |
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| Christa Kerstin | 499 | FRAUKE |
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| Christa Thielemann | 381 | LIV—KRISTIN |
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| Christelle Marina | 118 | PERE—NO |
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| Christian D. Herbert | 117 | ALGONQUIN |
| Christian F. Reinauer | 1488 | BOBBI J |
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| Christian Maersk | 21394 | SHUN HE |
| Christian Matthiesen | 992 | TRIAENA |
| Christian R | 1959 | MINDFUL |
| Christian Vieljeux | 7885 | SANTA RITA |
| Christian Wesch | 8193 | MAERSK EURO OCTAVO |
| Christiana | 640 | PERSEUS |
| Christiana | 2479 | MED TRADER |
| Christiane | 2300 | ST. CHRISTOPH |
| Christiane Oldendorff | 2724 | TABUK |
| Christiane Rose | 142 | ANNE DE BRETAGNE |
| Christiane Schulte | 3534 | CHRISTA |
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| Christin T . | 12923 | OCEAN STEAMER |
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| Christina Kavada | 885 | PANTELLERIA |
| Christina R. Guidry | 168 | GOLIAH |
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| Christine | 249 | AHMED ISSA |
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| Christine Moller | 556 | ATLAS II |
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| Christl Hermann | 2679 | ARAB MAZIN |
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| Christoffer Oldendorff | 15514 | TRADE EVER |
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| Chrysanthemum | 7557 | MUPO |
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| Chujiang Career | 17122 | MULPHA SIBU |
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| Chun Hu | 12443 | DA QING 52 |
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| Chun Sung | 561 | AO TOU No. 2 |
| Chun Yang | 519 | JANG YUNG No. 3 |
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| Chung Ho No. 7 | 648 | HOEI MARU No. 25 |
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| Chung Ryong No. 2 | 1503 | HYUNDAI T No. 1002 |
| Chung Ryong No. 3 | 1486 | HYUNDAI T No. 1003 |
| Chung Ryong No. 5 | 492 | HYUNDAI T No. 1005 |
| Chung Ryong No. 8 | 794 | DONG JIN |
| Chung Shan | 2126 | YU LEE |
| Chung Shing | 18247 | SILVERFJORD |
| Chung Yu 501 | 611 | YUNG HSING |
| Chunghwa III | 885 | ROTAM I |
| Chungking | 6744 | ISLA PUNA |
| Chuo Maru | 725 | ISABELLA INDAH |
| Chuoh Maru | 7358 | YONG JIN |
| Churchill | 22635 | ARGENTINA STAR |
| Churruca | 1495 | CONTMAR |
| Churun Meru | 10476 | SEA SKY |
| Chusei Maru | 1531 | CAGAYAN DE ORO EXPRESS |
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| Chuyo Maru No. 6 | 303 | NUSANTARA INDAH |
| Chuyo Maru No. 7 | 309 | DONG WON No. 101 |
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| Chuyo Maru No. 13 | 290 | DUK WON No. 67 |
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| Chuyo Maru No. 21 | 349 | SIAC II |
| Chuyo Maru No. 22 | 349 | GIOCONDA |
| Chweesoon | 987 | HAI SOON No. 1 |
| Ciap | 439 | MARIE CHRISTINE |
| Cicciolina | 299 | MEHLIKA |
| Ciccoli | 499 | KALYPSO II |
| Ciciliana | 983 | PANAGIA KASTROU |
| Ciclon | 999 | SHAFICO—1 |
| Ciclone | 585 | APOLLON |
| Ciclope Secondo | 224 | GIUSEPPE BARRETTA |
| Cid Campeador | 221 | MAHAPU II |
| Cid I | 297 | PAZ |
| Cidade de Itapecuru | 4674 | MEI YUAN |
| Cidade de Itapecuru | 5386 | JACY RAMOS |
| Cidade de Lagos | 288 | SANDRO CUNHA |
| Cidade de Ribamar | 3040 | GREEN TIGER |
| Cidade de Tutoia | 3040 | GREEN LION |
| Cidade De San Paulo | 11187 | DOCECABO |
| Cidade De Sao Bento | 824 | SAO BENTO |
| Cidla | 1681 | HUMBOLDT |
| Ciechanow | 2416 | UNITY VI |
| Ciechocinek | 1159 | FENES |
| Cieisa Catorce | 865 | FRIOLEIRO |
| Cieisa Cinco | 280 | ALBATROS |
| Cieisa Cuatro | 280 | BARBOTIN |
| Cieisa Dieciseis | 462 | PROMARSA I |
| Cieisa Diecisiete | 462 | PROMARSA II |
| Cieisa Diez | 224 | ANGELES BRAVO |
| Cieisa Doce | 463 | KARIM DOS |
| Cieisa Dos | 1570 | API II |
| Cieisa I | 1860 | PESCAVIGO UNO |
| Cieisa Nueve | 280 | PETIFOQUE |
| Cieisa Ocho | 280 | BOTAVARA |
| Cieisa Once | 463 | KARIM UNO |
| Cieisa Quince | 463 | 30 DE SETEMBRO |
| Cieisa Trece | 865 | FIASCO |
| Cieisa VI | 280 | NEZHA |
| Cieisa 11 | 463 | KARIM UNO |
| Cieisa 12 | 463 | KARIM DOS |
| Cieisa 14 | 865 | FRIOLEIRO |
| Cielito Omega | 2019 | AL RAJAB |
| Cielo d'Europa | 25847 | STAR EUROPA |
| Cielo di Livorno | 6040 | SU YU |
| Cielo di Venezia | 21620 | D'ALBERTIS |
| Cielo Rosso | 13316 | FAIR DELTA |
| Cien D | 110 | VENTURE WEST |
| Ciena | 510 | OLYMPIC ENERGY |
| Cieplice Zdroj | 1170 | GULF SPIRIT |
| Cierzo | 587 | PETER M |
| Cigale | 192 | PACIFIC DAYMAKER |
| Cigale | 18175 | VERONICA FORESI |
| Cighra | 222 | SAPTA JAYA |
| Cigoitia | 9709 | AGHIOS RAFAEL |
| Cihan | 483 | TOROSLAR I |
| Cihangir | 285 | NAZIM IMAMOGLU |
| Cihat | 489 | RAHMI KAPTAN |
| Cima | 4177 | HALIMATUN |
| Cima No. 701 | 344 | PACIFICO No. 701 |
| Cimadevilla | 2563 | AURELIO C |
| Cimadevilla | 3489 | WASAT |
| Cimadevilla Segundo | 2563 | AURELIO C |
| Cimarron | 198 | FLAMINGO |
| Cimarron | 240 | LISALA |
| Cimarron | 295 | FOUR POINT IV |
| Cimarron | 3976 | RAINBOW ENDEAVOUR |
| Cimbria | 293 | A. KING I |
| Cimbria | 422 | JIHAN |
| Cimbria | 999 | DFL HELSINKI |
| Cimbria | 1055 | STINA |
| Cimbria | 2757 | CAMARA PESTANA |
| Cimbria | 3815 | LLOYD IBERIA |
| Cimbris | 1598 | HAVANG |
| Cimpina | 24248 | TOMIS WEST |
| Cinca C | 198 | MOIRA MORAN |
| Cinchona | 11031 | CENTA DAN |
| Cinchona | 16629 | ONTARIO |
| Cincinnatus | 16023 | LARA K |
| Cinco Maru | 162 | AGADIR 1 |
| Cinco Oceanos No. 151 | 491 | TAE CHANG No. 87 |
| Cinco Oceanos No. 152 | 491 | PETERO No. 601 |
| Cinderella | 324 | NAVIX |
| Cinderella | 4995 | HOLSTEIN EXPRESS |
| Cinderella West | 324 | NAVIX |
| Cindy | 1599 | CAROLINE |
| Cindy | 18236 | SAMSUN BOOSTER |
| Cindy Briley | 1071 | ISABELA II |
| Cindy Lou Two | 132 | GEORGE ALLEN |
| Cindy Lynn | 112 | LA SONIA DELLE |
| Cindy Marie | 100 | MINH PHUNG |
| Cineraria | 17066 | FEDERAL MANITOU |
| Cinmar | 116 | MISTY CAPE |
| Cintra | 898 | VILLE de ALEXANDRIE |
| Cinzia | 452 | AITTAM |
| Cinzia Paoletti | 151 | MAURO TERZO |
| Cipolletti | 2171 | TINA M |
| Cipsa No. 1 | 448 | ACACIA No. 33 |
| Cipsa No. 2 | 447 | O RYONG No. 61 |
| Cipsa No. 3 | 448 | ACACIA No. 35 |
| Cipsa No. 5 | 447 | TAE CHANG No. 78 |
| Cipsa No. 6 | 448 | O RYONG No. 62 |
| Cipsa No. 7 | 328 | O RYONG No. 63 |
| Cipsa No. 8 | 323 | NAM CHANG No. 105 |
| Cipsa No. 10 | 326 | TAE CHANG No. 76 |
| Cipsa No. 11 | 323 | MYUNG JIN No. 101 |
| Cipsa No. 12 | 323 | HAN SHIN No. 117 |
| Cipsa No. 21 | 448 | O RYONG No. 65 |
| Cipsa No. 22 | 448 | O RYONG No. 66 |
| Ciron | 12319 | IZARA |
| Cis Brovig | 49303 | AQUARIUS |
| Cisca | 999 | CHEYENNE |
| Ciska | 133 | SELAT SUNDA |
| Cissus | 18693 | HUNTER |
| Cisterna 2 | 338 | N. S. DELLA VITTORIA |
| Citadel | 17257 | I. VAN |
| Citania | 1357 | SEA LINER |
| Citation | 138 | FALCON |
| Cities Service Miami | 19474 | ST. EMILION |
| Cities Service Norfolk | 21649 | CHARLESTON |
| Cities Service Valley Forge(FC) | 14093 | OCEAN CLIPPER I |
| Citis | 289 | MARITIMA 3 |
| Citlaltepetl | 2909 | SEA WORKER |
| Cito | 298 | ALF |
| Cito | 299 | DIMAR B |
| Cito | 300 | JOHANNE EGE |
| Cito | 353 | PEACE |
| Cito | 356 | SHEREEN |
| Citos | 3974 | XIONG YUE CHENG |
| Citra | 828 | HAVBLIK |
| Citra Juwita | 902 | ARMADA PACIFIC |
| Citrin | 153 | SPORID |
| Citru Ship | 600 | MELINA |
| Citta della Spezia | 145 | EOLO RE |
| Citta di Amalfi | 302 | MARINE CLUB |
| Citta di Ancona | 148 | NUOVA ANCONA |
| Citta di Augusta | 141 | COSTAS |
| Citta di Bari | 498 | RECCO |
| Citta di Formia | 407 | EOLIANO |
| Citta di Meta | 757 | GIGLIO ESPRESSO II |
| Citta di Savona | 36633 | MARGARITIS |
| City Kinabalu | 1987 | PORTSUN 3 |
| City of Aberdeen | 1547 | GRAMPIAN HIGHLANDER |
| City of Andros | 3570 | ROYAL STAR |
| City of Ankara | 1453 | MELINA II |
| City of Antwerp | 499 | LETTE LILL |
| City of Athens | 1594 | SEA TRADER |
| City of Beirut | 15688 | FREE PEACE |
| City of Canterbury | 7247 | SLETTER |
| City of Corinth | 1509 | GENIKI |
| City of Cork | 1200 | AHMAD II |
| City of Dublin | 496 | KLINTE |
| City of Edinburgh | 55889 | BENARTY |
| City of El Mina | 15688 | FREE PROGRESS |
| City of Exeter | 8959 | NOUR |
| City of Exeter | 13692 | MEDITERRANEAN SEA |
| City of Famagusta | 1996 | SEA WAVE |
| City of Florence | 930 | HALCON DEL MAR |
| City of Genoa | 1578 | ZIM LEVANT |
| City of Hartlepool | 1599 | CITY OF MANCHESTER |
| City of Hull | 7053 | SEA LADY |
| City of Istanbul | 1460 | PELOR |
| City of La Spezia | 930 | HYBUR INTREPID |
| City of Le Havre | 499 | SARON |
| City of Leeds | 9367 | OLANDIA |
| City of Limassol | 1991 | AFRIKIA |
| City of Limerick | 499 | CATHERINE F. |
| City of Lisbon | 895 | SAMSUN RANGER |
| City of Lisbon | 1443 | ERKA SUN |
| City of Lisbon | 1582 | MILD VICTORY |
| City of Liverpool | 16001 | ARBITRATOR |
| City of Liverpool | 18575 | WEC ROTTERDAM |
| City of London | 10867 | ST. NIKOLAS I |
| City of Manchester | 3329 | HASSELWERDER |
| City of Milan | 1457 | ECO MONDEGO |
| City of Monterey | 105 | OCEAN CASTLE |
| City of Naples | 930 | HYBUR CLIPPER |
| City of Naples II | 110 | SANTA TERESA |
| City of Oporto | 1479 | OOCL AMBITION |
| City of Oporto | 1599 | NJORD |
| City of Oporto | 2187 | DINA |
| City of Oxford | 1599 | OXFORD |
| City of Panama | 1090 | MARIA AMALIA |
| City of Patras | 1424 | AMITY |
| City of Perth | 1443 | ERKA SUN |
| City of Piraeus | 24955 | AL TAIF |
| City of Portland | 129 | SEA BOB |
| City of Pretoria | 6945 | FERNAO GOMES |
| City of Rotterdam | 499 | ANNE SABINE |
| City of Rotterdam | 5264 | EWL VENEZUELA |
| City of Rotterdam | 8853 | KARTHAGO |
| City of Salerno | 1565 | NORDSTAR |
| City of Salerno | 1599 | OCEAN |
| City of Salerno | 1599 | PETER KNUPPEL |
| City of Salonika | 24955 | FLYING FALCON |
| City of San Diego | 806 | SEA LEGEND |
| City of Sparta | 1523 | FIVE STARS |
| City of Tacoma | 806 | SEA LEGEND |
| City of Tema | 1424 | AMITY |
| City of Vancouver | 9357 | QUEEN OF VANCOUVER |
| City of Venice | 930 | HUSTLER BCL |
| City of Victoria | 9369 | QUEEN OF VICTORIA |
| City of Winchester | 7525 | SLEVIK |
| City of York | 7691 | EMERALD |
| City of York | 14941 | MEDITERRANEAN SKY |
| Ciudad de Alicante | 250 | ALICANTE |
| Ciudad de Barrancabermeja | 22126 | ATLANTIC SEA |
| Ciudad de Barranquilla | 12286 | ALMIRANTE JOSE PADILLA |
| Ciudad de Berisso | 14886 | BELUGA |
| Ciudad de Buenos Aires | 6476 | TONG HU |
| Ciudad de Compestela | 7236 | EUROPEAN STAR |
| Ciudad de Guayaquil | 4763 | PROVINCIA DEL GUAYAS |
| Ciudad de Mollendo | 258 | LORETO 7 |
| Ciudad de Neiva | 9649 | CASTILLA DE ORO |

| | | |
|---|---|---|
| Ciudad de Palma | 7536 | CIUDAD DE SANTA CRUZ DE LA PALMA |
| Ciudad de Popayan | 9649 | NUEVA ANDALUCIA |
| Ciudad de Quito | 11297 | GOLFO DE CHIRIQUI |
| Ciudad de San Fernando | 16699 | ASTRAFEDERICO |
| Ciudad de Santa Cruz de la Palma | 7393 | CIUDAD DE PALMA |
| Ciudad de Tigre | 16699 | ASTRAVALENTINA |
| Ciudad De Santa Marta | 9669 | MAR DEL SUR |
| Ciudad Madero | 353 | ANNA C |
| CL—2 | 198 | OFFSHORE |
| Cladyke | 696 | CARMEN |
| Claes Compaen | 497 | AGHIA ZONI |
| Clafen | 696 | PAQUITA |
| Clair Matin | 110 | JEAN CHARLES |
| Claire | 398 | MARIA R |
| Claire A. Moran | 146 | TAURUS |
| Claire A. Tsavliris | 15687 | SEA SONNET |
| Claire Crouch | 262 | BOOYA |
| Clairvoyant | 192 | SUN SWALE |
| Clairwood | 499 | MARGARETA |
| Clamor Schulte | 3865 | CLAMOR |
| Clan Menzies | 7315 | XING LONG |
| Clan Rose | 1230 | PAULEMOSE R |
| Clansman | 1705 | AL RASHEED |
| Clara | 296 | EGER SENIOR |
| Clara | 394 | B. KARTAL |
| Clara | 483 | SUNMAR SKY |
| Clara | 9593 | SANTA CLARA I |
| Clara Beth R | 199 | CLOVER LEAF |
| Clara C. Raye | 171 | BLUEPOINTS |
| Clara Garolla | 666 | CLARA G. |
| Clara Maersk | 21609 | YI HE |
| Clara No. 2 | 496 | MINAKATA MARU |
| Clara No. 2 | 626 | IZUMI MARU |
| Clara Rosal | 288 | TAZARINE |
| Clarence | 33405 | IBN BAJJAH |
| Clarence Town | 133 | QUEEN B |
| Claridge | 33521 | VARENNA |
| Clarin | 110 | CONSUELO ROMAN |
| Clarion | 193 | GIL HEBERT |
| Clarissa | 496 | WOOLACOMBE |
| Clarissa | 1599 | KARTHO VISION |
| Clarissa W. | 434 | DIANA I |
| Clarkforth | 7454 | QING FENG SAN HAO |
| Clarknes | 2351 | FRIBOURG |
| Clarkspey | 18328 | XUE FENG LING |
| Clarkwood | 380 | GRAMPIAN WOOD |
| Clary | 1499 | ADEL EM |
| Clasina | 118 | FILADELFIA |
| Clasina | 790 | WILKO |
| Clasonsborg | 499 | THITA VOLCANO |
| Classy Lady | 162 | REBECCA |
| Claud Hamil | 146 | NORMAN D |
| Claud Hamill | 147 | LINDA FISHER |
| Claude | 1321 | ANDREA CORSALI |
| Claudia | 101 | MARA |
| Claudia | 249 | LAUD I |
| Claudia | 291 | LORELEI |
| Claudia | 447 | REINS |
| Claudia | 472 | LION |
| Claudia Kogel | 8932 | AL JOHFFA |
| Claudia Maria | 6559 | LAURISSA |
| Claudia P | 866 | CONCIERGE |
| Claudia Polotto | 419 | ANGELES C. |
| Claudia Smits | 1609 | CLAUDIA I |
| Claudia VII | 249 | LAUD I |
| Claudio R. | 48639 | DRASTIRIOS |
| Claudius | 148 | NAUTA |
| Claudla | 284 | DAHLIA—1 |
| Claus | 129 | VOLO |
| Claus | 267 | ELSA—K |
| Claus | 424 | ANTJE B. |
| Claus Dankers | 4298 | ABU ADIL |
| Claus Grimbart | 499 | MONEM |
| Claus Jurgen | 255 | MARION |
| Claus Jurgens | 355 | ESTE |
| Clavelina | 152 | CASTRELOS |
| Claymore | 1021 | CITY OF HYDRA |
| Clayton M. Johnson | 560 | PROWESS |
| Clayton P. Kehoe | 147 | BRIDGEPORT |
| Clean Power | 11379 | ATLAS |
| Clearview I | 166 | DARANA R |
| Clearview II | 166 | WHITE DOVE |
| Clearview III | 166 | NEW SEA ROVER |
| Clearview IV | 166 | LOIS U. WETMORE |
| Clearwater | 108 | HORN RIVER |
| Clearwater | 166 | MALACCA |
| Clearwater | 294 | BON ACCORD |
| Clearwater—Heron | 185 | SILVER BAY |
| Clearway | 398 | O'SHEA EXPRESS |
| Clearway | 1592 | KERRY EXPRESS |
| Cleddau Queen | 205 | CLEVELAND EXPLORER |
| Clee Ness | 1436 | UCO I |
| Clelia | 564 | FORTUA IV |
| Clematis | 3748 | SANTINI II |
| Clement | 1901 | PACIFIC SAMUDRA |
| Clement | 3986 | UMAG CAYENNE |
| Clement | 33405 | NEDLLOYD CLEMENT |
| Clementina | 114 | CAPITAN CONTOY |
| Cleo | 499 | GLARIOS |
| Cleon | 21959 | IRAN BAHONAR |
| Cleopatra | 129 | ZEEMEEUW |
| Cleopatra | 8768 | DIGNITY |
| Cleopatra Moon | 399 | BERYTUS |
| Cleopatra Star | 399 | TAMARA I |
| Cleveland | 160 | MONKLEIGH |
| Cleveland | 252 | FORT FISHER |
| Cleveland | 8414 | HONG QI 131 |
| Clevelandman | 98 | ETA |
| Clichy | 302 | MICHAEL A |
| Cliff | 41893 | ALBE |
| Cliffe Tide | 133 | RIO TUXPAN |
| Clifford Maersk | 21349 | JIAN HE |
| Clifton Briley | 431 | KITTIWAKE |
| Clintona | 8442 | BOIN |
| Clio | 282 | HAVTIND |
| Clio | 299 | LION 1 |
| Clio | 5689 | YUE LU SHAN |
| Clio | 19166 | SUN VIL |
| Clione | 495 | PUTFORD PETREL |
| Clipper | 198 | FLAMINGO |
| Clipper | 1595 | ECL CADET |
| Clipper Acapulco | 274 | ENSCO TRANSPORT |
| Clipper Ace | 4462 | GREAT BEAUTY |
| Clipper Argonaut | 1971 | SKIPPER |
| Clipper Cap Haitien | 193 | ENSCO TENDER |
| Clipper Cat Island | 199 | JACQUELYN R |
| Clipper Challenge | 5586 | FORTUNA |
| Clipper Courage | 5586 | PRONOBIS |
| Clipper Cozumel | 656 | ENSCO SCHOONER |
| Clipper Eagle | 11208 | KIWI HOPE |
| Clipper Eden Isle | 274 | ENSCO CRUISER |
| Clipper Emerald | 11208 | KIWI CROWN |
| Clipper Flame | 7170 | BLUE FLAME |
| Clipper Grand Cayman | 193 | TAYLOR TIDE |
| Clipper Hope | 10234 | SKAW TRADER |
| Clipper I | 499 | LEA |
| Clipper II | 499 | HEIDI |
| Clipper Key West | 496 | DON ANDRES |
| Clipper Maestro | 5586 | PATRIA |
| Clipper Paradise Island | 656 | ENSCO GALLEON |
| Clipper San Andres | 193 | MISTER BIG |
| Clipper Star | 10937 | ADANA |
| Clipper T | 4054 | CHEM TULIP |
| Clipper Three | 146 | ROBERT JR |
| Clipper Tiger | 7159 | CLIPPER MARIGAYA |
| Clipper Trader | 4054 | CHEM TULIP |
| Clipperen | 163 | STJORNFJELL |
| Clivia | 7551 | YUHENG |
| Clivia | 20711 | SMYRNA |
| Clonmel | 207 | ST. GLUVIAS |
| Clonmore | 398 | DIYA |
| Clothilda M. | 342 | BIJAN |
| Clova | 281 | DAWN SAVIOUR |
| Clova | 302 | MICHAEL A |
| Clover | 7557 | PEARL ONE |
| Clover Ace | 3118 | SANWA MARU |
| Clover Bres | 687 | MYRAAS |
| Clover Dos | 462 | KOTA SILAT |
| Clover No. 101 | 335 | HAE NAM 501 |
| Clover No. 105 | 335 | DONG WON No. 57 |
| Clover No. 106 | 339 | HAN DOO No. 601 |
| Clover No. 107 | 342 | PERTUNI—1 |
| Clover No. 108 | 342 | PERTUNI—2 |
| Clover No. 110 | 337 | HAE NAM 502 |
| Clover No. 111 | 340 | CHUNG YONG No. 32 |
| Clover No. 112 | 339 | CHUNG YONG No. 33 |
| Clover 12 | 114 | ELISSA 2 |
| Cloverbank | 7199 | MARIE H |
| Cloverleaf | 265 | ROLAND |
| Cloverlock | 9372 | IRAN FATEH |
| Clovis | 999 | THEKLA |
| Club Sea | 12343 | ORIENT SUN |
| Cluden | 9089 | CRYSTAL |
| Cluden | 9326 | QING JIANG |
| Clupea | 627 | VESTFART |
| Clyde | 791 | SEAWOLFE |
| Clyde Firth | 4134 | ISADORE HECHT |
| Clydenes | 1582 | GEORGIOS X II |
| Clydestan | 499 | MICHALIS |
| Clymene | 6349 | ALBA |
| Clytoneus | 30605 | NUNKI |
| CMB Algenib | 7981 | ALGENIB |
| CMB Dolphin | 23953 | IBN JUBAYR |
| CMB Drive | 23953 | CHINA SEA |
| CMB Eager | 9488 | MERCHANT PRINCE |
| CMB Eagle | 10330 | CASTOR |
| CMB Effort | 11982 | NEDLLOYD MUSI |
| CMB Energy | 13476 | KADUNA |
| CMB Enterprise | 10867 | MERCHANT PATRIOT |
| CMB Equator | 5976 | EUTERPE |
| CMB Equinox | 5448 | CLIO |
| CMB Equity | 9488 | MERCHANT PRINCESS |
| CMB Europe | 30491 | CANMAR EUROPE |
| CMB Exporter | 10870 | LANKA AMILA |
| CMB Marabou | 17852 | MSC LUCY |
| CMB Marque | 15584 | CANMAR TRIUMPH |
| CMB Mentor | 15509 | CMB METEOR |
| CMB Merit | 15689 | MERIT |
| CMB Merkur | 16430 | MERKUR SEA |
| CMB Merzario | 18145 | CGM LA PEROUSE |
| CMB Monarch | 16145 | SEA FALCON |
| CMB Motion | 15782 | SEA BREEZE |
| CMB Mover | 16145 | SEA FALCON |
| CMB Quadrant | 14796 | LONGAVI |
| CMB Quellin | 16079 | LOA |
| CMB Summit | 10603 | TOPAZ |
| CMB Winner | 21305 | CONTSHIP ANTWERP |
| CO 823 | 4760 | HANG JUN 4003 |
| CO 824 | 4760 | HANG JUN 4004 |
| CO 826 | 4768 | JIN HANG JUN 106 |
| CO 834 | 1924 | ZHAN JIANG |
| CO 839 | 1924 | HANG JUN 1001 |
| CO 841 | 1924 | HANG JUN 1002 |
| CO 842 | 1924 | SHAN TOU |
| Co—op Express I | 31133 | SOTIRAS |
| Co—op Express II | 31887 | KARDAMYLA |
| Co—Op Grain II | 29876 | CO—OP GRANEL |
| Co—Op Maru | 2426 | CO—OP |
| Co—Operator No. 4 | 113 | STAR WARS II |
| Coal Star | 59396 | PRIMO |
| Coal Transporter | 51818 | ALPHA STAR |
| Coal Venture | 59396 | PRIMO |
| Coalpit | 149 | SPERLING |
| Coamo | 193 | CAPE SABLE |
| Coast Bodo | 476 | ROKUR |
| Coast Harstad | 475 | BREMER MAKLER |
| Coast Narvik | 475 | FOLGEFONN |
| Coast Star | 605 | MARLYN ACE |
| Coast Tromso | 476 | GALISBAY |
| Coastal Cat | 199 | SEACOR ANNA |
| Coastal Champion | 286 | SEACOR CHAMPION |
| Coastal Corpus Christi | 172147 | MAXUS WIDURI |
| Coastal Crusader | 289 | BROWNS POINT |
| Coastal Dade | 152 | COASTAL BUTUCU |
| Coastal Delegate | 4302 | PAUL H. TOWNSEND |
| Coastal Glacier | 194 | PACESETTER |
| Coastal Jade | 78164 | NORDIC APOLLO |
| Coastal Seahorse | 178 | IMM TENDER |
| Coastal Spartan | 4984 | NORTHERN VICTOR |
| Coastal Trader | 7484 | DONATA |
| Coastal Trader 11 | 167 | CAPE SCOTT |
| Coastank II | 1416 | HL ACHIEVER |
| Coaster Anny | 476 | ROKUR |
| Coaster Betty | 475 | FOLGEFONN |
| Coaster Conny | 460 | STAR SKANDIA |
| Coaster Debby | 476 | GALISBAY |
| Coaster Emmy | 475 | HORNELEN |
| Coaster Florry | 475 | BREMER MAKLER |
| Coba | 1570 | DOUGLAS BAY |
| Cobalt | 494 | HAMANASU |
| Cobalt Arrow | 130 | EXPRESS |
| Cobalt Islands | 9909 | KEN ISLAND |
| Cobo Bay | 15573 | BIRKNES |
| Coboco | 291 | FLORIDABLANCA V |
| Coburg | 999 | MATRISHA |
| Coccinelle | 488 | KERA PAGONA |
| Cochise | 3842 | VISAHAKIT 6 |
| Cocisa Cuarto | 280 | ALBATROS |
| Cocisa Uno | 280 | BARBOTIN |
| Cockcrow | 22401 | AGIA ELEOUSA |
| Cocodrilo | 142 | LADY ROSALYNN |
| Cod Truck | 492 | ODS MURENA |
| Coenraad Kuhlman | 1397 | SIAN |
| Coeta | 495 | JAL MAHAVIR |
| Cogolin | 499 | EL MALEK KHALED |
| Coinmar Merchant | 448 | SANTA ANA |
| Col. Edward S. Walton | 635 | SANTA LUCIA III |
| Col. George Armistead | 836 | NEW ERA |
| Col. George Ricker (MP 16) | 845 | PURPLE ASTER |
| Col. John E. Baxter | 862 | AMERICANA |
| Col. William H. Combs | 186 | CAPE LYNCH |
| Colaba Pioneer | 5313 | ESTEBRUGGE |
| Colares | 1110 | GULF FRIO |
| Colby River | 199 | MEDINA RIVER |
| Colchester | 1946 | TAURUS |
| Cold Comfort | 6680 | FRIO GALICIA |
| Cold Stream | 661 | TRAVANTI |
| Coldair | 641 | ITAJAI |
| Colfax | 198 | CAPE CHARLES |
| Colgan | 490 | SEA FISHER |
| Colibri I | 2492 | CEFALLONIAN SUN |
| Colin P. | 172 | NICHOLA G |
| Colintino Rose II | 149 | SEA QUEST |
| Colita | 54481 | IAPETOS |
| Collena | 569 | OMEGA B |
| Collette | 530 | AGEL |
| Collhusen | 424 | AEGEOPELAGITIKI |
| Collin | 8899 | AL HAFIZU |
| Colne Trader | 329 | SPITHEAD TRADER |
| Colombia | 467 | AFKO 105 |
| Colombia Maru | 8709 | KARABIEVERETT |
| Colombo | 227 | REDENTOR I |
| Colombo | 1193 | CRISTOBAL COLON |
| Colombo | 2912 | PAULINE M. |
| Colombo | 15689 | MERIT |
| Colombo | 18145 | NEDLLOYD MAURITIUS |
| Colombo Lu | 4810 | NIAGA 46 |
| Colon | 145 | COLON II |
| Colon Brown | 14941 | GOLD BOND CONVEYOR |
| Colon Brown(MC) | 14956 | GOLD BOND TRAILBLAZER |
| Colonel | 161 | LACANAU |
| Colonel Leon M. Logan | 170 | WESTERN SKY |
| Colonel Pleven II | 1340 | PORTO SANTO |
| Colonial Beacon | 1228 | POTOMAC |
| Colony Trader | 888 | ANDRIANA L. |
| Colorado | 192 | SUMATRA |
| Colorado | 7199 | MARIE H |
| Colorado | 9493 | AMERICAN TITAN |
| Colorado | 52518 | BERYL |
| Colorado del Mar | 1062 | SINAR SURYA |
| Colorado Glory | 12930 | KOTA JATI |
| Colorado Highway | 24948 | SALUD ACE |
| Colorado Point | 184 | ISLAND No. 1 |
| Coloso | 184 | ULTRAMAR IV |
| Colossus | 9089 | CRYSTAL |
| Colpro Adventurer | 376 | MYS DU |
| Colsteve | 213 | REUBEN H |
| Columba | 1420 | HEBRIDEAN PRINCESS |
| Columba | 3244 | LA TATA |
| Columbia | 143 | KING AND WINGE |
| Columbia | 190 | PATRICE McALLISTER |
| Columbia | 258 | IRRINTZINA |
| Columbia | 292 | CENDRAWASIH |
| Columbia | 12775 | UNION AUCKLAND |
| Columbia | 18572 | LUAN HE |
| Columbia | 20751 | MISSION CAPISTRANO |
| Columbia | 53724 | VIVA |
| Columbia Glory | 13886 | KOTA JASA |
| Columbia King | 105 | GILLKING |
| Columbia Liberty | 53944 | CANADIAN LIBERTY |
| Columbia Olivos | 10835 | SAN NICOLAS |
| Columbia Star | 18882 | MANDAMA |
| Columbian | 104 | CAROL MARY |
| Columbus | 2638 | BARGAS |
| Columbus | 5490 | VARANGER |
| Columbus California | 4961 | LORCON MINDANAO |
| Columbus California | 12188 | KOTA SABAS |
| Columbus Canada | 7936 | LORCON LUZON |
| Columbus Canada | 12157 | KOTA SURIA |
| Columbus Canterbury | 24080 | CMB MEMLING |
| Columbus Capricorn | 7982 | OOCL ARROW |
| Columbus Caribic | 8412 | VIRA BHUM |
| Columbus Coromàndel | 8475 | ASIA EXPRESS |
| Columbus Louisiana | 24081 | OREGON STAR |
| Columbus Niugini | 6742 | BEECO AMERICA |
| Columbus Olivos | 10733 | ANIKA |
| Columbus Olivos | 10835 | SAN NICOLAS |
| Columbus Ontario | 10835 | SAN PEDRO |
| Columbus Ontario | 13474 | SAO PAULO |
| Columbus Oregon | 9764 | HANNOVERLAND |
| Columbus Singapore | 10511 | ANANGEL ATLAS |
| Columbus Tahiti | 2819 | SANDRA S |
| Columbus Taranaki | 12188 | KOTA SABAS |
| Columbus Tasmania | 12157 | KOTA SURIA |
| Comandante Revello | 43841 | SAUDI HAIL |
| Comandante Ribas | 140 | CANECO I |
| Comar II | 999 | HENRIETTE |
| Combarro | 251 | ASSIF |
| Combi Alfa | 1271 | ALIBAK JOSEFSEN |
| Combi Sabrina | 51818 | ALPHA STAR |
| Combi Spirit | 1592 | AMAZONA |
| Combi Trader | 52459 | ALPHA SKY |
| Combo | 120734 | COMPASS ROSE |
| Comera | 998 | AKRABORG |
| Comers Cross | 12590 | ALYCIA |
| Comet | 155 | ALASKA MARINER |
| Comet | 472 | EVANGELIA D. |
| Comet | 499 | C—1060 |
| Comet | 4980 | BEI CHENG |
| Comet | 8842 | ALTANA |
| Comet | 11309 | CAPE ALAVA |
| Comet 1 | 472 | EVANGELIA D. |
| Cometa | 897 | THEMIS |
| Cometa | 936 | STAROGARD GDANSKI |
| Comfort | 6271 | PARAISO |
| Comino | 1201 | HAMAD ALLAH |
| Comity | 211 | CAREYNA |
| Command Tide | 845 | PACIFIC ORION |
| Commandant | 143 | TANDA 11 |
| Commandant A. Kerhuel | 1194 | STAR OF MASSAWA |
| Commandant Charcot | 913 | STALBAS |
| Commandant Henry | 1599 | POINTE DE MORGAT |
| Commandante Dorat | 536 | COMANDANTE DORAT |
| Commandante Ugo | 495 | ISLAND CRETA |
| Commander | 22677 | DSR OAKLAND |
| Commendador Jose Martinelli | 5386 | BU HUNG |
| Commerce | 119 | GLAZIC |
| Commerce | 8128 | EXPORT COMMERCE |
| Commodore | 198 | ANITA J |
| Commodore Challenger | 1537 | TMP AQUARIUS |
| Commodore Clipper | 329 | CELINE M |
| Commodore Clipper | 999 | DUKE |
| Commodore Enterprise | 1245 | SCOTT SURVIVOR |
| Commodore Kosok No. 1 | 191 | NAM HAE No. 7 |
| Commodore Queen | 309 | JERSEY QUEEN |
| Commodore Trader | 476 | NAUTIC W |
| Commodore VI | 3019 | MARKAB |
| Comodoro F. Barraza | 7291 | CARRYBULK |
| Comox Crown | 140 | PACIFIC LIGHTNING |
| Comox Queen | 651 | TENAKA |
| Compass Arrow | 63618 | PAN MAPLE |
| Compass Carrier | 4511 | ATHANASSIOS D |
| Compiegne | 3670 | FREEDOM 1 |
| Compton Camelia | 40570 | NISSOS DELOS |
| Comte De Nice | 4555 | NAIAS II |
| Comtesse | 499 | NIKOLIS PALLIS |
| Con Amore | 530 | MIRNA M |
| Con Zelo | 399 | FEMI |
| Con—Oil I | 296 | DAGMAR |
| Conara | 2824 | INNSBRUCK |
| Conas Toga | 17498 | SASSTOWN |
| Conbalt | 353 | MASSIMO FRANCESCO |
| Conca | 6030 | INNOKENTIY KOCHNEV |
| Concem I | 2036 | CONTRADER |
| Concepcion | 397 | ALSA |
| Concepcion | 9796 | STAMON |
| Conch | 12213 | TINKLER |
| Conchita | 182 | VESCA R—1 |
| Conchita Artaza | 471 | SAN MAMES DOS |
| Conchita Garcia | 271 | ALVAREZ ENTRENA PRIMERO |
| Conchita P. Pelayo | 389 | AHBARI ADRAR II |
| Concord | 398 | FATIMA |
| Concord | 494 | SHEHNAZ |
| Concord | 1599 | ECL CONCORD |
| Concord | 12557 | ERIMANTHIA |
| Concord Angel | 1091 | MEKONG EXPRESS |
| Concord Bingo | 13084 | OCEAN BRILLIANCY |
| Concord Chikuma | 13064 | OCEAN CONFIDENCE |
| Concord Echizen | 15510 | LAURUS |
| Concord Fuji | 5418 | EAST RAINBOW |
| Concord Hayato | 15577 | LAVANDURA |
| Concord Ibuki | 17126 | EARL TRADER |
| Concord Jimba | 16950 | RICKMERS SHANGHAI |
| Concord Jindai | 17140 | GLADIATOR |
| Concorde | 1988 | TARTOUS STAR |
| Concorde Antilles | 4634 | ZIM CARIBE III |
| Concorde Caribe | 5967 | EWL COLOMBIA |
| Concorde Maru | 93509 | CONCORDE SPIRIT |
| Concorde Tide | 3999 | RACHEL BORCHARD |
| Concorde Wave | 4457 | ATLANTIC ISLAND |
| Concordia | 115 | CORINA |
| Concordia | 158 | PINGUIN |
| Concordia | 189 | COASTAL ARANSAS |
| Concordia | 203 | SOON CHUAN |
| Concordia | 233 | DE VROUWE JANNETJE |
| Concordia | 269 | VROUWTJE |
| Concordia | 426 | VASILIS |
| Concordia | 499 | CATHERINE F. |
| Concordia | 847 | MARIALUISA PRIMA |
| Concordia | 999 | RENEE |
| Concordia | 1576 | CONCORD |
| Concordia | 3447 | UNITED TRUST |
| Concordia | 3650 | KATHERINE BORCHARD |
| Concordia | 61110 | CONCORDIA C. |
| Concordia Amer | 17605 | IMPERIAL |
| Concordia Builder | 17605 | COPIAPO |
| Concordia E | 499 | CATHERINE F. |
| Concordia Fjord | 15709 | NYHOLM |
| Concordia Glory | 8843 | CONFIDENCE SEA |

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|---|---|---|
| Concordia Hawk | 4574 | COLUMBUS PAPUA |
| Concordia I | 8935 | LIA P |
| Concordia Land | 10527 | LU CHENG |
| Concordia Moon | 6609 | AMER JYOTI |
| Concordia Sailor | 17026 | ACONCAGUA |
| Concordia Sea | 2234 | NILE CARRIER |
| Concordia Star | 16840 | NOBLE STAR |
| Concordia Sun | 10472 | B. PRUS |
| Concordia Weserland | 6714 | KOTA TIMUR |
| Concun Tropicana | 2161 | COMANDANTE PINARES |
| Condarrell | 2196 | D. C. EVEREST |
| Condata | 5927 | LUCKY |
| Condemar | 369 | CAPTAIN NASR |
| Condock II | 5870 | TRENCHSETTER |
| Condor | 164 | SECKIN |
| Condor | 374 | ENERGI |
| Condor | 988 | LIKEDEELER |
| Condor | 1547 | EVANGELISTAS |
| Condor | 1999 | TRANSPORT DOURO |
| Condor | 2254 | NOTOS |
| Condor | 4954 | SKYBRIDGE |
| Condor | 6482 | CHEMNITZ |
| Condor Admiral | 4416 | SANG THAI DIANA |
| Condor P | 2254 | NOTOS |
| Condor Primo | 199 | VEXILIA |
| Condor 1 | 132 | FRECCIA DI SICILIA |
| Condor 1 | 3977 | CONDOR |
| Condor 3 | 129 | COLONIA DEL SACRAMENTO |
| Condor 6 | 322 | JET CRUISE I |
| Condora | 6175 | FRIO ADRIATIC |
| Condorina | 499 | TOR |
| Condreco 203 | 176 | FATA MORGANA C0203 |
| Conex | 4365 | WILMA |
| Confiance | 131 | FLOTT |
| Confidence | 191 | NORTH COMMAND |
| Confidence | 15046 | AGHIA MARKELLA |
| Confidence | 22956 | MAURO D'ALESIO |
| Confidentia | 394 | ALEXANDER VON HUMBOLDT |
| Confrigo 1 | 930 | HALCON DEL MAR |
| Congelsa | 499 | WATFA |
| Conger | 498 | RABUNION X |
| Congo Moko | 6202 | ASIA PALHO |
| Coniscliffe | 2099 | TELESIS |
| Coniscliffe Hall | 2099 | TELESIS |
| Conman I | 11227 | COSMAN I |
| Conman II | 9918 | COSMAN II |
| Conmar Carrier | 399 | STEFANOS M |
| Conmar Tanker | 199 | GARBIS |
| Connacht | 6812 | DUCHESSE ANNE |
| Connaught | 3489 | NISA |
| Conneaut | 196 | SIOUX CITY |
| Connie | 192 | A W A |
| Connie Dam | 123 | MARY RONN |
| Connie F. | 990 | PEDRO F. |
| Connie M. | 198 | CONCORDIA |
| Connie Vinther | 126 | MINNA BANK |
| Connoisseur | 124 | SANDY CAPE |
| Conny | — | WIGGER |
| Conny Bewa | 1593 | HAI BAO |
| Conny T | 497 | TONE |
| Conoco Espana | 21166 | SIBIG VENTURE |
| Conoco Europe | 122394 | EUROPE |
| Conoco Independence | 117646 | INDEPENDENCE |
| Conqueror | 163 | NANDU |
| Conqueror | 171 | GOOD HOPE |
| Conqueror | 1207 | SAJO FAMILIA |
| Conqueror | 1220 | MARILENA |
| Conqueror Bulker | 20608 | JAG RAHAT |
| Conquest | 5956 | SWAN BAY |
| Conrad | 1572 | STORESSE |
| Conrad Luhring | 211 | AGIOS SPYRIDON |
| Consensus Star | 10598 | MINERVA |
| Consensus Star | 17066 | FEDERAL MANITOU |
| Consensus Sun | 17054 | WILRIDER |
| Conskov | 399 | CAP VILLANO |
| Consolidated Venture | 10871 | SYKIADA |
| Consortium | 18326 | SEAFORD |
| Constance | 108 | BLACK KNIGHT |
| Constance | 299 | ISABEL |
| Constance | 333 | TEMPO SEA |
| Constance | 500 | COURTFIELD |
| Constance | 63618 | PAN MAPLE |
| Constance Banks | 255 | SUFFOLK SENTINEL |
| Constance Panatlantic | 446 | SEABOARD ATLANTIC |
| Constancia 17 | 310 | ALERCE |
| Constant | 144 | ALBATROS II |
| Constantino | 9600 | RATTANA NAREE |
| Constantinople | 16388 | PASCHALIS |
| Constanza | 495 | PAN KING |
| Constas | 499 | EVI V. |
| Constellation | 191 | STELLA |
| Constellation | 211 | CAREYNA |
| Constellation | 277 | VISAL 2 |
| Constellation | 1540 | PISCES |
| Constellation | 11275 | MANESSI |
| Constellation Enterprise | 18779 | GRAIP |
| Constellation II | 16623 | MAVROTISSA |
| Consten | 299 | SOLNES |
| Constructor | 654 | TRIDENT CAPE |
| Consuelo Star | 8596 | PETRAKI |
| Consul Horn | 490 | BELIZE REEFER |
| Contado | 14066 | SEA BRIDGE |
| Container Enterprise | 886 | SEA CONTAINER |
| Container Trader | 911 | SUN DANCER |
| Container Venturer | 886 | TRUPIAL |
| Containerships I | 1598 | JANNE WEHR |
| Containerships II | 3801 | KATE |
| Contank Lubeck | 1268 | MAYONAMI |
| Contender Argent | 11445 | PUERTO CORTES |
| Contender Bezant | 26421 | ARGUS |
| Contes | 298 | KARUNIA JAYA I |
| Contessa | 15305 | SAMSUN BANNER |

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|---|---|---|
| Contest | 462 | XENIA |
| Conti Bavaria | 12327 | COLUMBINE |
| Conti Beirut | 587 | PETER M |
| Conti Britania | — | ALEXEA |
| Conti Finlandia | — | ALEXEA |
| Conti Finlandia | 3982 | OPSTERLAND |
| Conti Gallia | 6500 | CPC GALLIA |
| Conti Hammonia | 12327 | NATAL |
| Conti Helvetia | 4366 | CPC HELVETIA |
| Conti Holanda | 3258 | QU JIANG |
| Conti Holandia | 4366 | CPC HOLANDIA |
| Conti Liban | 1304 | DEBORA |
| Conti Mar | 976 | PALMYRA |
| Conti Med | 1971 | SKIPPER |
| Conti Nippòn | 6500 | CPC NIPPON |
| Conti Syria | 999 | LUO JIANG |
| Conti Syria | 3023 | SU HE |
| Contiky | 129 | ROSLAND |
| Continent | 15584 | CMB MALLET |
| Continental | 198 | MAGGIE F |
| Continental Carrier | 9307 | HONG QI 104 |
| Continental Carrier | 14764 | AMOS |
| Continental Carrier | 14925 | SHARDA M |
| Continental Charterer | 17337 | BLUE MOUNTAIN |
| Continental Clipper | 103 | QUIEN SABE |
| Continental Highway | 13339 | ATLANTICO |
| Continental Merchant | 9307 | HONG QI 104 |
| Continental Merchant | 17316 | BLUE MEADOW |
| Continental Monarch | 44699 | HAWAIIAN MONARCH |
| Continental Shipper | 15473 | IOS |
| Continental Trader | 34705 | N.L.TRADER |
| Continuity | 655 | SALOME |
| Conto | 499 | ISLAND |
| Contract Carrier | 2889 | WEN HE |
| Contract Mariner | 3741 | KOTA JADE |
| Contract Merchant | 6871 | CAROLINE SCHULTE |
| Contract Pioneer | 6880 | PATRICIA |
| Contract Voyager | 6898 | VENABU |
| Contractor | 161 | TAFFGARTH |
| Contship Alpha | 8902 | MERKUR AFRICA |
| Contship Asia | 9084 | EAGLE SEA |
| Contship Asia | 10811 | DORIA |
| Contship Australia | 10287 | SEA EAGLE |
| Contship Beta | 5331 | VILLE DE COLOMBO |
| Contship Canada | 9367 | OLANDIA |
| Contship Champion | 5257 | CHAMPION |
| Contship Champion | 11977 | KAMINA |
| Contship Egypt | 5967 | EWL COLOMBIA |
| Contship Europe | 5966 | MERKUR AMERICA |
| Contship Four | 1598 | ANGLIA |
| Contship France | 11977 | KAMINA |
| Contship Germany | 12691 | EUROPA EXPRESS |
| Contship Italy | 12694 | SANTOS |
| Contship Lugano | 3329 | ALCYONE |
| Contship One | 1380 | M. J. K. IV |
| Contship Singapore | 11977 | NEDLLOYD MAAS |
| Contship Spain | 13474 | SAO PAULO |
| Contship Spain | 15598 | PEACE RIVER |
| Contship Spain | 20325 | MEONIA |
| Contship Sydney | 16236 | CONTSHIP IPSWICH |
| Contship Three | 1599 | DISARFELL |
| Contship Two | 999 | SABINE D |
| Convoy Ranger | 3902 | DETTIFOSS |
| Convoy Record | 4457 | ATLANTIC ISLAND |
| Convoy Runner | 5331 | VILLE DE COLOMBO |
| Cook Shore | 708 | PUTFORD SNIPE |
| Cool Girl | 1578 | ATLAS FRIO |
| Cooler Scan | 976 | TROPICAL REEFER |
| Coolhaven | 697 | SILVIO S |
| Coopeatun I | 1424 | PACIFICO S |
| Cooperator | 196 | HAWK STAR |
| Coopermartir 2 | 149 | CLEMENZA |
| Coopermartir 3 | 149 | SANTA ELENA |
| Coopermartir 6 | 158 | PRISCILLA |
| Coopermartir 7 | 158 | ALEXANDRA |
| Copemar Primo | 139 | SOLDANELLA |
| Copemar 1 | 115 | TREMINOU |
| Copenhagen | 13758 | ODESSA |
| Copenhagen Maru | 9585 | FAREAST SUCCESS |
| Copernicus | 559 | CELEBES DOS |
| Copita | 1599 | OCEAN EIGHT |
| Copper Mariner II | 138 | MARINERO DE COBRE II |
| Coppleham Cross | 12290 | MITERA VASSILIKI |
| Coquitlam | 186 | CHEATER FIVE |
| Cora | 193 | MANAVA |
| Cora | 1596 | JACQUELINE |
| Cora | 3397 | MARLAGO I |
| Cora | 4055 | ALMA LLANERA |
| Cora | 4725 | CARY |
| Cora Dos | 463 | KARIM DOS |
| Cora I | 298 | PATRICIA |
| Cora Mae II | 113 | DON JAVIER I |
| Cora Uno | 463 | KARIM UNO |
| Corabank | 11941 | KOTA BERANI |
| Coraca Mar | 349 | CORACAMAR No. 1 |
| Coraca Mar No. 5 | 299 | CORACAMAR No. 5 |
| Coracine | 1142 | MOPA MARIA |
| Coral | 492 | VATHI |
| Coral | 1598 | CORAL SEA |
| Coral | 33150 | SAMSON |
| Coral Acropora | 1265 | GLAFKI REEFER |
| Coral Arcadia | 19550 | BUFFALO |
| Coral Bank | 434 | MARC AZUL |
| Coral Cat | 729 | SPICE ISLANDER |
| Coral Chief | 6373 | VIGOUR PACIFIC |
| Coral Dove | 101 | CAPT. KYLE |
| Coral Gas | 1780 | SILVER CORAL |
| Coral Isis | 4562 | SUNNY CLIPPER |
| Coral Link | 499 | EDITH M |
| Coral Maeandra | 3356 | MAEANDRA |
| Coral Obelia | 2475 | GAZ PROGRESS |
| Coral Princess | 9765 | CORA PRINCESS |
| Coral Queen | 168 | DEGEI II |
| Coral Rose | 120734 | COMPASS ROSE |
| Coral Rubrum | 4054 | CHEM TULIP |
| Coral Sea | 136 | DONAL G. McALLISTER |

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|---|---|---|
| Coral Sea | 5784 | YING KOU |
| Coral Sea | 9467 | NEWCASTLE CITY |
| Coral Sea | 43699 | SKAUFAST |
| Coral Sea I | 199 | SIN FAT |
| Coral Sea 2 | 732 | MOON LADY |
| Coral Seal | 292 | INTEGRITY |
| Coral Springs | 101 | MISS DEBORAH |
| Coral Star | 4299 | CITRON JADE |
| Coral Star No. 1 | 998 | REMORAA 1 |
| Coral Star No. 2 | 314 | REMORAA 2 |
| Coral Temse | 6534 | NORGAS TRADER |
| Coral Venture | 912 | PETCH ARAT |
| Coral Volans | 4551 | PERGAMOS |
| Coral White | 998 | NAMIN |
| Coral Wind | 3483 | FRIO ITALIA |
| Coralbank | 5505 | TIGER RIVER |
| Coralee M | 111 | TSK 5 |
| Coralie | 111 | TSK 5 |
| Corall | 226 | KRYSSGRUNN |
| Coralla | 1569 | CAPO MISENO |
| Coralshell | 200 | DEBBIE II |
| Coralstone | 7476 | MC CORAL |
| Coralstone | 8490 | BELLA |
| Coran—W | 348 | TARO |
| Corantijn | 2725 | CROWN STAR |
| Corato | 820 | NANCY SFB |
| Corato | 15473 | CLARE |
| Corbelo | 111 | EMILE BADIANE |
| Corbiere | 4371 | LINDA |
| Corbit One | 554 | MARIA B |
| Corcel | 6833 | HUA BAO |
| Corchester | 4725 | CARY |
| Corconte | 1496 | CORRIENTE |
| Corcovado | 16177 | QING HAI |
| Cordale | 918 | DORA |
| Cordene | 913 | WHITDALE |
| Cordial | 498 | BHARVANI JAY OXFORD |
| Cordillera Express | 27970 | SIERRA EXPRESS |
| Cordillera Express | 32444 | ISLA DE LA PLATA |
| Cordilleras | 4258 | RYKA |
| Cordimex | 336 | JOAO CONDE E FILHOS |
| Cordoba | 1995 | KANG PING KOU |
| Cordoba | 10076 | PANORMOS WIND |
| Core No. 11 | 199 | POLSA TRES |
| Core No. 12 | 557 | SUCCESS SEA |
| Corella | 459 | DAWN SKY |
| Corey Chouest | 199 | TAURUS |
| Corfu Bay | 15719 | HECTOR |
| Corfu Diamond | 3838 | LARNACA ROSE |
| Corfu Reefer | 8610 | LIMON TRADER |
| Corfu Rose | 499 | THIAKI |
| Coria | 499 | DORYS HELENA |
| Coriander | 8918 | MALAYAN PRINCESS |
| Corina | 1590 | POLISAN 2 |
| Corina | 3038 | PAN FOND |
| Corina | 8064 | DORIN |
| Corina | 15220 | NORSUL SOBRAL |
| Coringle Bay | 2610 | TRICOLOR STAR II |
| Corinna | 398 | IMAN |
| Corinne W | 119 | SEA ESCAPE |
| Corinthian | 1150 | MANISE |
| Corinthian Reefer | 4210 | CORAL REEFER |
| Corinthian Trader | 996 | VOYAGER |
| Corinto Maru | 7243 | SHAPLAEVERETT |
| Coriolanus | 1105 | STRATOS S |
| Corkbrook | 1586 | YGIA |
| Corline | 200 | BLUE MARLIN |
| Cormooring | 114 | MEDWAY RHINO |
| Cormoran | 139 | MALIKA |
| Cormorant | 272 | EGRET |
| Corn Island | 117 | CAMARON 1 |
| Cornas | 13881 | LISSOS |
| Corncrake | 639 | TWILLINGATE |
| Cornelia | 124 | GJOKEN |
| Cornelia | 130 | NELLIE |
| Cornelia | 149 | ARCOMINE |
| Cornelia | 172 | GERDIA |
| Cornelia | 324 | SWIFT WING |
| Cornelia | 345 | RIEKELT BRANDS |
| Cornelia | 494 | BILALI |
| Cornelia | 499 | URSA MINOR |
| Cornelia B. I | 499 | URSA MINOR |
| Cornelia B. II | 488 | ANIKA |
| Cornelia B. II | 498 | NIKOS M |
| Cornelia B. III | 489 | PARAVOLAS II |
| Cornelia B. IV | 398 | PAULA |
| Cornelia B. VI | 499 | ANNA |
| Cornelia Bosma | 1368 | ATLANTIC COMET |
| Cornelia Hendriko | 137 | NICOLINE MOLLER |
| Cornelia Maersk | 21305 | CMB TABORA |
| Cornelia Maria | 300 | BENGUELLA VIKING |
| Cornelia Martha | 189 | CATHARINA |
| Cornelia Sieghold | 571 | SAN VICENTE |
| Cornelia Wilhelmina | 104 | ROAGAN |
| Cornelia Wilhelmina | 107 | HARINGVLIET |
| Cornelie | 1516 | CAST PORCUPINE |
| Cornelie Wessels | 223 | FLYING OSPREY |
| Cornelis | 115 | LILEDA |
| Cornelis | 125 | BARACUDA |
| Cornelis | 141 | ABELONE |
| Cornelis | 152 | LIDA MARCO |
| Cornelis | 208 | DE VROUW BLANCHE |
| Cornelis van der Schoot | 556 | BINTANG PALAPA |
| Cornelis van der Schoot | 1599 | KARTHO VISION |
| Cornelis B. | 490 | SINDACO MALVITO V |
| Cornelis Broere | 490 | SINDACO MALVITO V |
| Cornelis Broere | 999 | KALIOPE |
| Cornelis Dirkje | 129 | POOLSTER |
| Cornelis Gerrit | 272 | WOLFERT FRANKE |
| Cornelis Jannetje | 206 | GRIETJE CORNELIS |
| Cornelis Jannetje | 211 | ST. SIMON |
| Cornelis Maria | 202 | QUO VADIS |
| Cornelis Marinus | 185 | LINA I |
| Cornelis Schaap | 101 | PALOMA I |
| Cornelis Vrolijk Fzn | 351 | FRINI |
| Cornelis Vrolijk Fzn. | 2031 | WESTELLA |
| Cornelis Willem | 102 | JANNETJE |
| Cornelis Willem | 202 | DAGERAAD |
| Cornelis Zeeman | 162 | MARRETJE |

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| Cornelis Zeeman | 304 | LUMMETJE |
| Cornella Sieghold | 528 | LUCKY III |
| Cornfish | 194 | GAJA BARU |
| Cornhill | 176 | HANNAH SPEARING |
| Corniguel | 252 | HUGO CAMEJO VALDES |
| Cornilios | 399 | ALLAH KERIM |
| Cornilios | 16313 | AILSA |
| Cornish City | 10472 | NEPTUNE STAR 1 |
| Cornish Coast | 497 | AKSEL—I |
| Cornishman | 708 | PUTFORD SNIPE |
| Cornouailles | 3382 | HAVELET |
| Cornucopia | 173 | PACIFIC REFLECTION |
| Corolla | 40632 | ALEXANDROS |
| Coromel | 126 | NEI KUANA |
| Corona | 196 | KVALVAAG |
| Corona | 1594 | BARCO |
| Corona | 1599 | APRIL GLORY |
| Corona | 2080 | JIA FA |
| Corona | 4899 | DALA CORONA |
| Corona | 12881 | CHIANGMAI NAVEE |
| Corona | 17750 | PACIFIC SPAN |
| Corona | 113778 | DOLCE |
| Corona del Mar | 706 | CHRISTINA |
| Corona III | 165 | SILVA |
| Coronet | 9862 | SAT MARS |
| Coroni | 492 | MYKONOS DIO |
| Coronia | 227 | QUEEN OF SCOTS |
| Coronia | 11870 | SPYROS B |
| Corporal | 142 | NELSON |
| Corporate Grace | 107 | MULIA SERAYA |
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| Corrado Terzo | 1377 | MICHELE AMORUSO |
| Corral | 6051 | GOLDEN HILL |
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| Corrie Broere | 463 | MEGALOCHARI |
| Corrie Broere | 2527 | LUCY P. G. |
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| Corriere del Nord | 2960 | RO—RO PRIMULA |
| Corriere dell 'Est | 1592 | MARIA S |
| Corriere Dell'ovest | 2963 | FRECCIA DELL'OVEST |
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| Corsica Ferry | 905 | PARTIZANKA |
| Corsica Marina | 3065 | KELIBIA |
| Corsica Mira | 2359 | ANNA MARIA LAURO |
| Corsica Nova | 2736 | APOLLONIA II |
| Corsica Serena | 2562 | GIOTTO |
| Corsica Star | 2125 | EUROPEAN GLORY |
| Corsica Vera | 5810 | SARDINIA VERA |
| Corsica Viva | 4623 | CORSICA VIVA I |
| Corsica Viva II | 6665 | CORSICA REGINA |
| Cort Adeler | 1599 | LADY HUTTON |
| Cortadura | 1073 | LAPATAIA |
| Cortes | 3984 | DAUPHINE |
| Cortes Queen | 255 | NICOLA |
| Cortia | 498 | SIBA FOGGIA |
| Cortina | 961 | CANDY I |
| Cortina | 6823 | EKFJORD AF DONSO |
| Corvette | 897 | AROSIA |
| Corvette | 3815 | LLOYD SCANDINAVIA |
| Corvette No. 3 | 346 | AFRICA QUEEN |
| Corvette No. 5 | 479 | CORVETTE |
| Corvette No. 6 | 444 | CORVETTE |
| Corvette Z | 479 | CORVETTE |
| Corviglia | 10255 | GOLDEN WONDER |
| Corvo | 112 | SABINO BARROSO |
| Corvo | 1586 | RAVENS |
| Corvus | 499 | LATONA |
| Corvus | 3781 | FAREAST BRILLIANT |
| Corwin | 298 | TXTX STAR |
| Cory | 33496 | MARQUESA |
| Cosamaloapan | 121 | TUXPAN |
| Cosaritha | 2824 | RAINBOW I |
| Cosbur No. 2 | 265 | ROLAND |
| Coscun Yagci | 1599 | NECATI KALKAVAN |
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| Cosel L—66 | 101 | SEMCO L—66 |
| Cosimo Gancitano | 203 | LITSA |
| Cosmea | 499 | STEFANIE |
| Cosmic Boom | 640 | MAHAKA |
| Cosmic Jupiter | 89262 | KIHO MARU |
| Cosmo | 2994 | SUN RICHIE 1 |
| Cosmo Ocean | 17150 | SUNNY OCEAN |
| Cosmokrat | 9116 | AVANTI |
| Cosmonaut | 9087 | DEA |
| Cosmopolit | 8936 | KOS |
| Cosmopolitan Princess | 298 | BLUE CRYSTAL |
| Cosmos | 6164 | BOCAS DE CENIZA |
| Cosmos | 12365 | PLOVER |
| Cosmos Altair | 12132 | BANGKOK NAVEE |
| Cosmos Bellatrix | 985 | JUNIOR |
| Cosmos Deneb | 14868 | CHRISTINA II |
| Cosmos Eltanin | 9245 | VETERAN |
| Cosmos Faith | 21536 | SUN CHON |
| Cosmos Gienah | 14509 | SADAH |
| Cosmos I | 210 | BLUE ARROW |
| Cosmos No. 2 | 985 | JUNIOR |
| Cosmos Star | 2911 | BANGLUMPOO |
| Cosmos Traders | 12733 | BONG SAN |
| Cosmos Victory | 18784 | AIN OUSSERA |
| Cosmos 22 | 4619 | CAPRICORNIO |
| Cosmostar | 9134 | CEDAR HILL |
| Costa de la Luz | 194 | DOLUPA |
| Costa de Inglaterra | 234 | JOSMARU |
| Costa de Normandia | 860 | SIRAF |
| Costa de Normandia | 865 | MONTE FARO |
| Costa de Noruega | 879 | BEIRAMAR UNO |
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| Costa Mediterranea | 10472 | B. PRUS |
| Costa Rica | 1469 | RAILRO |
| Costa Rica | 5168 | ECHO PIONEER |
| Costa Viki | 2916 | MENTOR |
| Costaclara | 262 | MINCHOS TERCERO |
| Costakis Toyals | 1220 | MARILENA |
| Costamar | 1064 | DIAMOND |
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| Costas | 499 | GEORGIA |
| Costas | 738 | F. M. SPIRIDON |
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| Costas II | 738 | F. M. SPIRIDON |
| Costas K | 491 | PANAGHIA MEGALOCHARI |
| Costas K. | 10021 | TA LUANG |
| Costas M | 349 | KARAISKAKIS |
| Costas N. Pateras | 24621 | YAVOROV |
| Costas S. | 497 | MENANTOLORI |
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| Cougar | 41181 | FRONT HARRIER |
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| Coulonge | 18782 | ULAN |
| Count Albatross | 16102 | ALBION |
| Countess | 2816 | CONTESSA |
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| Countess of Kempock | 106 | COUNTESS FIONA |
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| Courageous Colocotronis | 38297 | ADONIS |
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| CP Discoverer | 15680 | CANMAR VENTURE |
| CP Hunter | 7582 | CMB EMBLEM |
| CP Hunter | 12373 | HONGKONG GLORY |
| CP Hunter | 13297 | VEGA |
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| Craigavad | 499 | COADOURO |
| Craigavad | 499 | SATURNUS |
| Craigavon | 2430 | CARIB VACATIONER |
| Craigerin | 499 | MINERAL |
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| Crest II | 5929 | UNIJE |
| Crest Tide | 680 | STEVE—B |
| Cresta | 500 | HAYNE CAY |
| Cresta V | 5096 | MARINE SHINE |
| Cresta VI | 5096 | MARINE FORTUNER |
| Cresta VII | 3146 | ACAMAR |
| Cresta VIII | 3237 | ORIENTAL ORBIT |
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| Crestview | 15046 | AGHIA MARKELLA |
| Crestville | 3293 | YU XIN |
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| Crispin | 3986 | UMAG ST. MALO |
| Crisson | 424 | TIMO |
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| Cristeta | 490 | HAI XING |
| Cristiana | 166 | CALA MANCINA |
| Cristin | 499 | TIN |
| Cristin Dos | 1490 | CATHAY RAINBOW |
| Cristin Tres | 1530 | JAVA RAINBOW |
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| Cristine | 499 | TIN |
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| Cristobal | 148 | MOBY—RUTH |
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| Crocus | 5576 | TROVATORE |
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| Croesus | 15809 | FREE POWER |
| Croix Du Sud | 603 | ILEBO |
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| Crony 1 | 2499 | KURNIA SEJATI |
| Crop | 6482 | CHEMNITZ |
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| Croton | 7597 | HAE WOO No. 5 |
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| Crowley Wave | 186 | SELAT WAVE |
| Crown | 5710 | SWAN GLORY |
| Crown Anahaw | 25692 | CROWN CONFIDENCE |
| Crown Atland | 18272 | SINGA WILRIVER |
| Crown Award | 24105 | ALPHA INTELLIGENCE |
| Crown Azalea | 15953 | AZALEA |
| Crown Bridge | 24655 | WORLD BRIDGE |
| Crown Broland | 18326 | SEAFORD |
| Crown Cherry | 12881 | CHIANGMAI NAVEE |
| Crown City | 678 | GOVERNOR |
| Crown Cooler | 7629 | PRINCESA |
| Crown Forest No. 1 | 5881 | SEASPAN HARVESTER |
| Crown Freezer | 7629 | PRISTINO |
| Crown Hope | 21691 | EMERALD SEA |
| Crown Inland | 17880 | LIAN CHI |
| Crown Kapal | 25692 | CROWN CONFIDENCE |
| Crown Prince | 1418 | TAFFTRADE |
| Crown Prince | 1479 | OOCL ADVANCE |
| Crown Princess | 10034 | PACIFIC STAR |
| Crown Princess Victoria | 10034 | PACIFIC STAR |
| Crown Promise | 20144 | GREAT PROMISE |
| Crown Rose | 9122 | ANTOINE |
| Crown Seki Oak | 22943 | STAVANGER OAK |
| Crown Star | 1920 | KEUM YANG No. 8 |
| Crown Trader | 24682 | OCEAN TRADER |
| Crown Zellerbach No. 1 | 5881 | SEASPAN HARVESTER |
| Crowna | 13059 | TARGA |
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| Crucis | 2489 | SPECO GIANT |
| Crudo | 168 | THEOPISTI |
| Cruise Muhibah | 8093 | MUNSTER |
| Cruiser | 207 | ST. GLUVIAS |
| Cruiser | 330 | ARDNEIL |
| Crusader | 1100 | VICTORIA |
| Crusader | 1596 | EOLOS |
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| Crusader Point | 6684 | NORGAS TRAVELLER |
| Crusaders | 8976 | KERYNIA CY |
| Crux | 826 | POLIYAMA |
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| Cruzeiro do Sul | 20878 | ALEXANDER |
| Crystal Azalea | 9565 | OCEAN VOYAGER |
| Crystal Camellia | 6166 | CHIOS FAITH |
| Crystal Cherry | 17338 | SCORPIUS |
| Crystal Clipper | 1389 | PACIFIC EXPLORER |
| Crystal Conquest | 3417 | SARONIC BAY |
| Crystal Cosmos | 582 | CHERRY No. 101 |
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| Crystal Green | 507 | IMG 2 |
| Crystal Iris | 582 | CHERRY No. 102 |
| Crystal Pelham | 298 | HUGO |
| Crystal River | 144 | EXXON CRYSTAL RIVER |
| Crystal River | 19211 | JAGAT KIRTI |
| Crystal Rose | 1997 | MARINE HONOR |
| Crystal Scan | 507 | IMG 2 |
| Crystal Sharon | 44608 | HELLESPONT ARROW |
| Crystal Star | 12745 | MARITIME FAITH |
| Crystal Toyo | 1491 | KEIKO S. |
| Crystal Viking | 1389 | PACIFIC SCOUT |
| CS 78 | 138 | JAY BEE |
| Csardas | 246 | ANITA—MERETE |
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| Ctw Alpha | 331 | LCT TABUADUA |
| Cu Na Mara | 277 | GINGA |
| Cuauhtemoc | 10086 | IRINI K |
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| Cumbrae | 878 | PUTFORD ACASTA |
| Cumbria | 17280 | FLAG PAOLA |
| Cumbria Shore | 1285 | CUMBRIA SERVICE |
| Cumulus | 399 | FAHEL |
| Cumulus 1 | 399 | FAHEL |
| Cunard Adventurer | 14110 | TRITON |
| Cunard Calamanda | 14986 | MASTROGIORGIS B |
| Cunard Campaigner | 15498 | JAG SHANTI |
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| Cunard Carrier | 14788 | ELI MARIE |
| Cunard Carronade | 14986 | CHARALAMBOS B |
| Cunard Champion | 14893 | FRIENDLY ISLANDS |
| Cunard Chieftain | 14871 | FANNIE ANNE |
| Cunard Conquest | 17496 | CUNARD PRINCESS |
| Cunski | 4037 | SHAHINAZ |
| Cupid | 1599 | DONG FENG SHAN |
| Cupid | 1999 | ORKA |
| Curacao Maru | 7298 | KOTA WANGI |
| Curacao No. 2 | 111 | LADY MICHELINE |
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| Curacao Trader | 22989 | NORTANK ATLANTIC |
| Curie Sklodowska | 400 | SANTA ISABEL |
| Curlew | 119 | CURLEW II |
| Curlew | 497 | SEABOARD HARVESTER |
| Curlew | 899 | CEMKING |
| Curran | 998 | UNITY II |
| Curran | 3102 | ONBAK FADJAR |
| Current | 22310 | CITY OF PORT LOUIS |
| Current Express | 2809 | EQUATOR GRAND |
| Curridabat | 3263 | KAS MARIANNE |
| Curro | 65111 | LUNA |
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| Curvelo | 8064 | DORIN |
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| Cyclops | 32576 | NOVA EUROPA |
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| Cygnus | 524 | MARITIME PROTECTOR |
| Cygnus | 908 | REEFER PALOMA |
| Cygnus | 6718 | PERKASA |
| Cygnus | 13098 | ASL CYGNUS |
| Cygnus | 16400 | XIA CHI |
| Cygnus Ace | 12353 | ETERNAL GLORY |
| Cygnus Forest | 3742 | RIMBA DUA |
| Cygnus King | 499 | AGHIEN |
| Cygnus Maru | 36015 | BESTORE DUE |
| Cynthia | 512 | GULLHOLM |
| Cynthia | 3660 | MARCH |
| Cynthia | 8612 | CARIBBEAN PEARL |
| Cynthia Bres | 512 | GULLHOLM |
| Cynthia G | 5774 | SU YUN |
| Cynthia June | 398 | GREEBA RIVER |
| Cynthia No. 4 | 13280 | TIMPE |
| Cynthia No. 6 | 13275 | VINSTRA |
| Cynthia No. 8 | 13275 | SANDRA M |
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| Cypress | 16093 | PEARL RIVER |
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| Cyprus Express | 1199 | ESTRELA DO MAR |
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| Cyprus Star I | 12098 | BAI YU LAN |
| Cyrano | 106 | HOLMSO |
| Cyrena | 23596 | CHKALOVSK |
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| Cyrnos | 20564 | ILE DE BEAUTE |
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| Cys Brilliance | 43441 | HELLESPONT TENACITY |
| Cys Crown | 114330 | MOTOTAMA |
| Cys Dignity | 43429 | FLYING CLIPPER |
| Cys Excellence | 43429 | FLYING CLOUD |
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| Cys Guardian | 21296 | NEW VENTURE |
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| Cys Mariner | 23333 | DESTINY |
| Cys Olympia | 53014 | SKAUBAY |
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| Dalibor | 130 | ALOHA |
| Dalil | 215 | DALIL TOLBA |
| Dallia | 37625 | ROSE DALLIA |
| Dalmahoy | 5776 | EXPLORER IV |
| Dalmatia | 2711 | XIN DU |
| Dalnegorsk | 3224 | GULF QUEEN |
| Dalriada | 1599 | SARMACJA |
| Dalsa | 8639 | CITY OF SALERNO |
| Dalsen Maru No. 5 | 1781 | SAMSANPUNWANG |
| Dalsland | 197 | KLATTEN |
| Dalsland | 495 | OSTELAND |
| Dalsland | 1980 | DELLACH |
| Dalsland | 55084 | PACIFIC S |
| Dalton | 75485 | NAVALIS |
| Dalworth | 9178 | SONG DUONG |
| Dalyan | 270 | DOGAN SELEK |
| Dalzell 1 | 214 | DAVID McALLISTER |
| Dalzell 2 | 197 | MICHAEL J. McALLISTER |
| Dalzell 3 | 214 | TIMOTHY McALLISTER |
| Dalzellance | 146 | CECILIA J. BROWN |
| Dalzellatias | 136 | DONAL G. McALLISTER |

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| Dalzellea | 146 | THOMAS H |
| Dalzelleader | 200 | VICTORIA McALLISTER |
| Dalzelleagle | 231 | McALLISTER BROS. |
| Dalzellido | 143 | TANDA 11 |
| Dalzelline | 167 | NEILL McALLISTER |
| Dama | 1583 | DHIRAN K. III |
| Damaas | 8935 | LIA P |
| Damen Dragon—Fly | 404 | ELIZABETH |
| Damita Joanne | 498 | ROSANA G |
| Dammam | 1443 | DAMMAM FLOATING CRANE 1 |
| Dammam Express | 20326 | POLARIS |
| Dammar | 442 | DEWI |
| Dammtor | 487 | CLAES COMPAEN |
| Damodar Dr. Albert Bloch | 44044 | DAMODAR KRISHNA |
| Damodar General T. J. Park | 31268 | DAMODAR KAVERI |
| Damodar San Pedro | 457 | A.K. KHALID |
| Damodar Tasaka | 23579 | SOFIA N |
| Damon Chouest | 144 | JOHN L. WINTER |
| Damson | 1036 | DELTA STAR |
| Dan | 182 | PITSUND |
| Dan | 487 | AEGEON PELAGOS |
| Dan | 6222 | VERGINA |
| Dan Bauta | 17188 | KRISTIANIAFJORD |
| Dan Duchess | 13585 | DEEPSEA DUCHESS |
| Dan Freddy | 128 | GEFION |
| Dan Hai | 16527 | HONG QI 303 |
| Dan Jane | 149 | PAPILLON |
| Dan Jane | 280 | KIRSTINE VENDELBO |
| Dan Lifter | 10172 | SUPER SERVANT 5 |
| Dan Mover | 10282 | SUPER SERVANT 6 |
| Dan Viking | 366 | BAIRRO ALTO |
| Dan 7 | 908 | DAN CHUAN |
| Dana | 120 | CHIRA 4 |
| Dana | 299 | DANA GURO |
| Dana | 490 | ESVAGT DANA |
| Dana | 641 | REGA |
| Dana | 3563 | SALAH L |
| Dana | 25680 | BONARIA |
| Dana Africa | 5093 | SKODSBORG |
| Dana America | 5093 | STJERNEBORG |
| Dana Arabia | 5093 | SKANDERBORG |
| Dana Atlas | 1864 | CALA SALADA |
| Dana Bank | 123 | ANN—MARI |
| Dana Caribia | 5093 | SCHACKENBORG |
| Dana Corona | — | AL—QAMAR AL—SAUDI AL—MISRI |
| Dana Corona | 5372 | NAESBORG |
| Dana Corona | 7988 | TIAN E |
| Dana Corvette | 3815 | LLOYD SCANDINAVIA |
| Dana Frio | 500 | REEFER FREIGHTER |
| Dana Futura | 20326 | POLARIS |
| Dana Germania | 2184 | THOMAS WEHR |
| Dana Gloria | 2615 | ISTRA |
| Dana Gloria | 7632 | TROPIC STAR |
| Dana Gloria | 14540 | VENUS |
| Dana Gloria | 20581 | KING OF SCANDINAVIA |
| Dana Hafnia | 8670 | MAERSK ESSEX |
| Dana Hafnia | 14540 | VENUS |
| Dana Iberia | 999 | DUKE |
| Dana Minerva | 1599 | KIRK CHALLENGER |
| Dana Navigia | 999 | DFL HAMBURG |
| Dana Optima | 1599 | MESKEREM |
| Dana Regina | 11966 | NORD ESTONIA |
| Dana Researcher | 490 | ESVAGT DANA |
| Dana Sirena | — | AL—QAMAR AL—SAUDI AL—MISRI |
| Dana Sirena | 3815 | LLOYD IBERIA |
| Dana Sirena | 7988 | TIAN E |
| Dana T. Bowen | 190 | W. J. IVAN PURVIS |
| Danae | 913 | WHITDALE |
| Danae | 3528 | SERENITY |
| Danafjord | 194 | GRIMSO |
| Danai | 492 | MARIA P |
| Danakos | 20582 | HUA KUN |
| Danalith | 947 | AHSAN K |
| Danaos | 487 | ARGYRIOS S |
| Danaos | 7952 | CONSTELLATION |
| Danaos | 14103 | ALS DANAOS |
| Danasbank | 1963 | MARINE EXPLORER |
| Danasund | 298 | SOREL POINT |
| Danboat | 2201 | MAROI |
| Danby Cross | 114 | FINLAND |
| Dancia | 407 | LADY VON BUSUM |
| Dande | 272 | PORTO AMBOIN |
| Dande | 309 | PORTO AMBOIM |
| Dandy | 393 | ELEANNA |
| Dandy I | 24579 | CALEDONIAN PRINCE |
| Dane | 2292 | WESTERN CARIBBEAN |
| Danelake | 1582 | LEMAN |
| Danelock | 33539 | BEAUFORTE |
| Daneriver | 976 | PALMYRA |
| Danesea | 1298 | AL HAJ OSSMAN |
| Dang Fedelia | 8960 | COSEL |
| Dang Murni | 9288 | SHINY OCEAN |
| Dang Permai | 5903 | KENTUCKY HOME |
| Dang Samudra | 5062 | MINERVA |
| Dang Santubong | 3046 | EASTERN GLORY |
| Dangeld | 720 | MARITALIA |
| Dangulf Maersk | 3918 | AFRICAN PRIDE |
| Danholm | 106 | WLA—291 |
| Danholm | 5770 | VIANGTHALAE |
| Dani | 1289 | SAMBRINE |
| Dani Z | 243 | ECOLTEVERE |
| Dania | 1137 | ALEXANDRIA STAR |
| Dania | 8383 | HOLMON |
| Dania Carina | 499 | FRAUKE |
| Dania Ellas | 393 | NISSOS KEA |
| Dania Marine | 4609 | VITTORE CARPACCIO |
| Danian Gas | 18013 | DAVID GAS |
| Danica Blue | 399 | LYN |
| Danie | 2300 | BOUNTY |
| Danie du Plessis | 593 | MATOLA |
| Daniel | 1377 | DANIELLA |
| Daniel | 3868 | ESRA |
| Daniel McCool | 649 | PEERLESS |
| Daniela | 427 | MERCS RUHUNU |
| Daniela | 862 | VICTORY REEFER |
| Daniela | 23008 | FORUM CHEMIST |
| Daniela I | 427 | MERCS RUHUNU |
| Daniele C | 2322 | HILDA A |
| Daniella | 1582 | NIKOS II |
| Danielle | 183 | YABUCOA SUN |
| Danielle | 1999 | NOAH |
| Danielle | 14589 | SARU MERU |
| Danielle | 25912 | ZONGULDAK Z |
| Danielle 2 | 1289 | SAMBRINE |
| Danila | 14047 | JAY BHAVANI |
| Danis | 750 | ORKIA II |
| Danisa | 25117 | MARIETTA C |
| Danita | 25912 | ZONGULDAK Z |
| Danix | 484 | GRIGORIS TSIRIKOS II |
| Dankward | 184 | CITTA DI QUARTU S. ELENA |
| Dankwart | 282 | CLAVEL |
| Danmark | 70931 | LEON |
| Danna Nordfisk | 123 | MARIANN NELLEMANN |
| Danni Peturs | 236 | EINIR |
| Danny Gravesen | 123 | ANN—MARI |
| Danny Martin | 1203 | HARVESTER ENTERPRISE |
| Dano | 152 | THEMIS AV RORO |
| Dano—Fjord | 214 | UTSKAR |
| Danok | 1197 | ALBUFERA DE ALCUDIA |
| Dansborg | 4269 | KILCHEM BALTIC |
| Dansborg | 8628 | FARSEA III |
| Dansborg | 8759 | DA QING 38 |
| Danship | 2201 | MURRAY |
| Danstar | 2196 | MONZABON |
| Dante Cardelli | 736 | FEDRA |
| Dantero Cuadrado | 192 | GARCIA LAHIGUERA |
| Dantzler Ash | 191 | AZIZ |
| Dantzler Biloxi | 185 | OCEAN TEMPEST |
| Dantzler Ocean Springs | 166 | SONS OF THUNDER |
| Danube | 1578 | MERCS KUMANA |
| Danube Bleu | 114 | ALPI |
| Danya | 299 | HEBATALLAH |
| Danzig | 228 | PRINCESS II |
| Danzig | 281 | RAMONA |
| Daphne | 997 | SPIRIT OF FREE ENTERPRISE |
| Daphne | 4050 | MARINE HOPE |
| Daphne | 5915 | LYDIA |
| Daphne | 10013 | CONSENSUS WAVE |
| Daphne | 19189 | HAWK |
| Daphne | 37625 | BELLE DAPHNE |
| Daphnella | 29118 | ACQUA BLU |
| Dapo Star | 9432 | STARDRILL |
| Daprima | 11682 | MENTOR |
| Daqing | 172147 | MAXUS WIDURI |
| DAR | 10244 | GOLDEN FISH |
| DAR—110 | 106 | DAR—150 |
| DAR—153 | 105 | LENABELLA |
| DAR—154 | 106 | MARY ROSE |
| DAR—156 | 106 | GDY—3 |
| DAR—157 | 102 | DZI—106 |
| DAR—158 | 103 | SWI—98 |
| DAR—205 | 165 | FRANEK ZUBRZYCKI |
| Dara | 629 | CAMELIA |
| Dara | 35223 | NAGOUSENA |
| Darell | 377 | FREE TRADE |
| Darell | 1895 | INISHARK |
| Daring | 184 | DARING I |
| Darius | — | THOR |
| Darmstadt | 981 | POLARIS |
| Darnia | 3549 | NORD NEPTUNUS |
| Daron | 426 | VASILIS |
| Darsah | 171 | SEA SPARKLE |
| Darshan | 6065 | BENARES |
| Darss | 797 | EIDE RESCUE I |
| Darsser—Ort | 273 | DLH 5160 |
| Darsu | 282 | CENGIZHAN |
| Dart | 445 | LARISSA |
| Dart | 10244 | GOLDEN FISH |
| Dart | 11841 | DELFI |
| Dart America | 22601 | OCEAN BLESSING |
| Dart America | 30817 | OOCL CHALLENGE |
| Dart Americana | 15584 | CANMAR TRIUMPH |
| Dart Atlantic | 28592 | VILLE DE TUCANA |
| Dart Atlantic | 30817 | CANMAR AMBASSADOR |
| Dart Atlantica | 14801 | CANMAR VICTORY |
| Dart Britain | 15584 | OOCL ASSURANCE |
| Dart Canada | 26051 | OOCL BRAVERY |
| Dart Continent | 15584 | CMB MALLET |
| Dart Europa | 28592 | VILLE DE TITANA |
| Dart Europe | 30491 | CANMAR EUROPE |
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| Darya Chand | 16731 | ELEVIT |
| Darya Lok | 9296 | HANBONN BROTHER |
| Darya—Vand I | 456 | ADI SHAKTI |
| Daryl C. | 473 | CARL WILLIAM SELVICK |
| Daryl C. Hannah | 473 | CARL WILLIAM SELVICK |
| Dasa Satu | 3658 | ARMADA INDAH |
| Dascalos D | 6247 | TRENT |
| Dashwood | 71877 | ROKKO SAN |
| Dasmarinas | 3976 | RAINBOW ENDEAVOUR |
| Dathusena | 299 | MIJORI No. 203 |
| Datong 109 | 289 | GLORIOUS CITY |
| Datong 110 | 298 | ROYAL CITY |
| Daugavpils | 14279 | TITANIC |
| Daunt Reef | 159 | EMS TUG |
| Daunt Rock | 796 | CORNET |
| Dauntless No. 2 | 140 | WILL COLONNA |
| Dauntless No. 11 | 146 | DAUNTLESS |
| Dauntless No. 12 | 140 | WILL COLONNA |
| Dauntless No. 14 | 249 | CLAIRE MORAN |
| Dauntless No. 15 | 192 | PACHENA |
| Dauntless No. 15 | 249 | SPARTA |
| Dauntless No. 16 | 145 | TRIDENT |
| Dauphin | 197 | BOLUDA TREINTA |
| Dauphin | 199 | ROUGHNECK |
| Dauphin de Cherbourg | 1016 | BIN HAI 504 |
| Dauphin Island | 181 | JAVA |
| Dauphin Island | 230 | BIG ORANGE 24 |
| Dauphine | 958 | EMERALD III |
| Dauphine II | 1383 | SANTORINI |
| Davanger | 16595 | MARINE TRADER |
| Davao Transport | 2833 | ST. PETER |
| David | 114 | ACTANTUS |
| David | 372 | KHALED |
| David | 493 | AGIOS GEORGIS |
| David Allen | 112 | ELIZABETH CAROLINE |
| David B. Ingram | 188 | JARAMAC 61 |
| David Bluhm | 4325 | OOCL AFFLUENCE |
| David Dorman | 664 | DEER SOUND |
| David F | 225 | ZAMTUG II |
| David II | 135 | JONATHAN |
| David L | 299 | ACROS No. 3 |
| David Marley | 730 | TRACY BENNETT |
| David McAllister | 173 | GREGG McALLISTER |
| David P. Guidry | 169 | SHARON DEHART |
| David P. Reynolds | 28565 | DON JORGE |
| David Salman | 7051 | HAI JIAO |
| David Siqueiros | 27694 | DAVIDS SIKEIROS |
| David T. D. | 379 | MARIE—SOL |
| David Wilson | 223 | VIKI LYNE II |
| Davide Primo | 119 | LICIO |
| Davies I | 2187 | TRADER |
| Davina | 148 | OUR MIRANDA |
| Davinci | 3992 | XIAN FENG |
| Davis Cheramie | 119 | JADE NICOLE |
| Dawlish | 255 | NATALYNA |
| Dawn | 382 | DAWN SKY |
| Dawn | 5087 | LISBOA |
| Dawn Cloud | 240 | ROSALBA G. |
| Dawn Flight | 468 | ALBATROS |
| Dawn Justice | 4905 | LUCKY OCEAN No. 2 |
| Dawn of Kuwait | 7993 | DIPPACH |
| Dawn Pearl | 214 | UXIA |
| Dawn Ray | 3985 | IRUVAI HUDHU |
| Dawn Treader | 118 | MORIAH |
| Dawn Warbler | 196 | AUTUMN SWALLOW |
| Dawn Yvette | 100 | COOKIE DIANA |
| Dawn 1 | 3377 | LU FENG |
| Dawpool | 700 | SAAD |
| Dawson | 1321 | AMRA I |
| Day Cosmos | 1353 | SILKYWAY |
| Day Crux | 1389 | SUPERWAY |
| Day Eagle | 2469 | HIKARI II |
| Day Star | 10906 | SETOKAZE |
| Daya Kurnia | 1132 | BAHAGIA VI |
| Dayaka Dua | 2187 | TRADER |
| Dayang Baru | 304 | BIMA SATU |
| Daybreak | 131 | SUGAR FOOT |
| Daysland IV | 495 | PAN KING |
| Dayspring | 107 | HAZELGLEN |
| Dayton | 4462 | BAKRI ADVENTURER |
| DB 306 | 1543 | AVON |
| DB 307 | 1543 | W. D. ITCHEN |
| DB 308 | 1543 | W. D. TEST |
| DB—5 Struzac | 121 | STRUZEC |
| DC 3 | 146 | QUERUBE II |
| DC 3 | 286 | DELTA CHROMALLOY—3 |
| De Albatros | 122 | DE VROUWE TEA |
| De Albatros | 125 | ALBATROS |
| De Arend | 336 | LONNING JUNIOR |
| De Bounty | 175 | BRANDON STAR |
| De Buis | 934 | ABOU BAKR BEN AMER 1 |
| De Enige Zoon | 198 | ZUIDERKRUIS |
| De Gele Tulp | 1199 | GRACE BONNY II |
| De Hoeker | 920 | ABOU BAKR BEN AMER 3 |
| De Hoop | 105 | FLEETWOOD LADY |
| De Hoop | 329 | PACO RABANNE |
| De Hoop | 1024 | BRITANNIA CHALLENGER |
| De Hoop I | 124 | CAMEROON |
| De Hoop IV | 204 | DE HOOP |
| De Hoorn | 466 | SOUND OF SLEAT |
| De Jonge Jacob | 175 | DE VROUW ANDREA |
| De Jonge Johannes | 173 | STADT TONNING |
| De Jonge Johannes | 294 | KORNELIS ROMKES |
| De Kottens | 224 | STEPHANIE |
| De Lauwers | 262 | BOOYA |
| De Rode Tulp | 1201 | HAMAD ALLAH |
| De Ruyter | 274 | RENATE A. |
| De Ruyter | 381 | ESPERANZA F. |
| De Soto | 288 | PALEX SERVICE |
| De Toekomst | 152 | LIDA MARCO |
| De Vertrouwen | 311 | NOOIT VERWACHT |
| De Vrouw Aaltje | 117 | GEORGE JOHANNES |
| De Vrouw Aaltje | 156 | WALVIS |
| De Vrouw Bregtje | 118 | MOBY DICK |
| De Vrouw Jannetje | 117 | ORION |
| De Vrouw Jannetje | 351 | JENNY |
| De Vrouw Jozina | 168 | JAN SENIOR |
| De Vrouw Marie | 136 | KORENBLOEM |
| De Vrouw Melanie | 175 | BILLY ROWNEY |
| De Vrouw Prijna | 109 | CARPE DIEM |
| De Xing | 6941 | SU YANG |
| Deal (AKL 2) | 535 | EARL J. CONRAD, JR. |
| Dean & Greg | 116 | HI SEAS I |
| Dear | 1280 | MAXIM'S DES MERS |
| Dearborn 46 | 605 | PUNAI |
| Dearborn 47 | 194 | CAROL M |
| Dearborn 48 | 489 | TERA TIDE |
| Dearborn 202 | 297 | MEGA TIDE |
| Dearborn 203 | 295 | BANDA SEAHORSE |
| Dearborn 204 | 288 | DUSHANE TIDE |
| Dearborn 205 | 299 | ALASKAN SEAHORSE |
| Dearborn 206 | 299 | EL INGENIERO II |
| Debbie | 2619 | BELLE |
| Debbie D | 131 | KEN & AL |
| Debbie Janet | 151 | TRIEU HUNG |
| Debbie M | 111 | TSK 7 |
| Debby | 16139 | ALPHA |
| Deben | 499 | PRINCE |
| Debora Moran | 182 | VESCA R—1 |
| Deborah | 156 | SEA RAVEN |
| Deborah de Viney | 133 | LUEN FATT |
| Deborah II | 494 | ZOE |
| Deborah L | 32320 | DELPHIC FLAME |
| Debra Lynn | 134 | ENTERPRISE |
| Debrecen | 1199 | TYRRHENIA |
| Decca Engineer | 697 | DAWN WARBLER |
| Decca Locator | 191 | LOCATOR |
| Decca Mariner | 484 | BRITANNIA VENTURER |
| Decca Oceaneer | 196 | ENA OCEANEER |
| Decca Recorder | 294 | BON ACCORD |
| Decca Scanner | 982 | KRISTIAN RYGGEFJORD |
| Decca Surveyor | 572 | BON ENTENTE |
| Decca Tracker | 487 | HAIROUN STAR |
| Decent Pioneer | 23625 | GROSELLA |
| Deck Hauler 1 | 363 | LAMU |
| Deckship Arabella | 1599 | BELLA L |
| Deckship Brigida | 1599 | MACAU VENTURE |
| Dedesdorf | 233 | SARA MAATJE V |
| Dee Jay | 115 | RACHEL R |
| Dee Shore | 571 | DEE SERVICE |
| Deep Diver | 490 | SJOVIK |
| Deep Milo | 2929 | NERANO |
| Deep Sea Explorer | 196 | BLACK RIVER |
| Deep Sea I | 121 | ANNA MARIE |
| Deep Sea II | 139 | GULF STAR |
| Deep Tide | 194 | ALCO TIDE |
| Deep Waters | 173 | ENDEAVOUR |
| Deepa Juwita | 1168 | MAYASARI |
| Deepa Maya | 499 | BETHANY ABADI |
| Deepa Molek | 347 | SUMATRA JAYA |
| Deepmar Alpha | 868 | HUATENG |
| Deepsea Carrier | 3230 | JAN LUIKEN |
| Deepsea Inspector | 206 | SAGAFJORD |
| Deepsea Merchant | 3230 | INES |
| Deepsea Miner II | 13307 | OFFSHORE MINER |
| Deepsea Trader | 3219 | RHEIDERLAND |
| Deepstone | 5487 | ARCO HUMBER |
| Deepwater 1 | 4611 | ROCKWATER 1 |
| Deepwater 2 | 4611 | ROCKWATER 2 |
| Deer Harbor No. 1 | 145 | PANKOF |
| Deer Sound | 398 | ASRA |
| Deeside | 107 | BAIRDS |
| Deeside | 174 | AYR DAWN |
| Defiance | 11757 | ROVER |
| Degas | 13928 | ILE DE LA REUNION |
| Degedo | 9081 | CAPTAIN NIKOS A |
| Degero | 2271 | SEA LORD |
| Degumar 1 | 155 | RUBANE |
| Deichland | 999 | VILLE D'AURORE |
| Deichtor | 488 | SOLIMAN REYS |
| Deichtor | 999 | GERARD PATRICK PURCELL |
| Deigratia | 101 | CAPT. WALTER |
| Deimos | 234 | JAN ULRIK NORDFISK |
| Deira | 499 | HAROON |
| Dejro | 299 | JENSTAR |
| Dejudah | 299 | SARSIA |
| Dekapende | 114 | PETROLA EXI |
| Dekatessera | 114 | PETROLA PENTE |
| Dekatria | 1576 | IRAKLIS |
| Del Chap | 1592 | MARIANA |
| Del Mar | 220 | JOHN MORGAN |
| Del Marias | 159 | MONTREAL |
| Del Monte Pride | 11658 | TUNDRA KING |
| Del Monte Quality | 11658 | TUNDRA QUEEN |
| Del Monte Spirit | 11658 | TUNDRA PRINCESS |
| Del Remedios | 3509 | GOLDEN CAMIA |
| Del Rey | 213 | CHIMBOTE 10 |
| Del Rio | 1083 | LUCKY LADY |
| Del Santiago | 3876 | PUTRA PERMAI |
| Del Sur | 110 | AMY DIANE |
| Del Sur | 193 | KATHERINE M |
| Deland | 189 | PURSUIT |
| Delantera | 67914 | EL DELANTERO |
| Delaware | 182 | MANIE L. PINER |
| Delaware | 292 | GIMIS B. |
| Delaware Bay | 31920 | TYSON LYKES |
| Delaware Belle | 808 | RELLA MAE |
| Delaware Glory | 13059 | TARGA |
| Delawarian | 194 | RONDYS |
| Delbros Mt. Apo II | 2621 | RTC—I |
| Delbros Mt. Makiling | 1392 | SAN ROQUE—B |
| Delce | 429 | PORT SOIF |
| Delchim Alsace | 5037 | TOL TRADER |
| Delchim Bearn | 3986 | SHELLEY |
| Delchim Cevennes | 4183 | TOL SAILER |
| Delchim Dauphine | 4292 | ISOLA AZZURRA |
| Delena | 12693 | ENA |
| Delfborg | 202 | ELLEN BO |
| Delfborg | 392 | PIRANA |
| Delfin | 131 | STEAUA DE MARE 1 |
| Delfin | 2202 | JENNY MARGOT |
| Delfin del Atlantico | 2752 | TROPICAL ACE |
| Delfin del Mediterraneo | 2752 | TROPICAL PRINCE |
| Delfin Caravelle | 7560 | COLUMBUS CARAVELLE |
| Delfin Clipper | 5709 | SALLY CLIPPER |
| Delfin Del Tirreno | 1946 | DEL FINOR |
| Delfini | 143 | LETO |
| Delfini | 298 | OZENDILER |
| Delfini | 399 | TIRIS II |
| Delfini | 17247 | MINAB 5 |
| Delfini III | 1181 | AEGINA |
| Delfino Azzurro | 926 | OCEANIA |
| Delfino Dorato | 686 | PEGASUS I |
| Delfino Giallo | 3563 | ABDUSSALEM AHMED EL GAWADI |
| Delfino 2 | 483 | DELFINO VERDE |
| Delft | 309 | ADRIANA |
| Delft Pacific | 803 | GECO PACIFIC |
| Delftank 5 | — | METTEKE |
| Delia | 495 | ESTA |
| Delia Ann | 380 | MAUREEN SUSAN |
| Delia Tide | 744 | DELIA |
| Delicia | 15056 | TRADE ANIMATION |
| Deligrad | 336 | NAND ANITA |
| Delima IV | 169 | PUTRA JAYA |
| Delima 101 | 422 | PAAL DUA |
| Delima 104 | 410 | GLORA DJATIM |
| Delima 106 | 397 | PUTRA INDAH |
| Delima 110 | 1461 | IKA MAJU |
| Delima 112 | 851 | SUMBER MUTIARA IX |
| Delima 115 | 770 | ISTANA II |
| Delima 116 | 715 | ISTANA III |
| Delima 122 | 999 | TEMBAGAPURA MAS |
| Deljul | 4238 | DIVINE SEMBILAN |
| Dello | 1598 | ALLEGRA |

| | | |
|---|---|---|
| Dellwar | 376 | CHOHEI MARU |
| Delma Queen | 489 | AFKO 106 |
| Delmar 5 | 254 | LUFTI 1 |
| Delmas Zaire | 2800 | STADT NORDEN |
| Delme | 442 | JIA YUN |
| Delmon | 204 | RAYYA |
| Deloreans | 7987 | GOLDEN BEAR |
| Delos | 453 | BIRTINGUR |
| Delos | 499 | NORFIELD |
| Delos Reefer | 4733 | DAVAO TRADER |
| Delphi | 8619 | LA PALMA |
| Delphic Oracle | 12487 | BAHIA MAGDALENA |
| Delphic Reefer | 6889 | AEGEAN REEFER |
| Delphic Wasa | 14083 | RANGER |
| Delphin I | 499 | GATEWAY |
| Delphinus | 1665 | SIRIUS |
| Delrem | 12692 | REMA |
| Delsur | 12692 | SINCERE No. 8 |
| Delta | 383 | VERA III |
| Delta | 499 | MARGARETA |
| Delta | 639 | AGIOI ANARGYROI |
| Delta | 981 | ALFAMA |
| Delta | 1594 | DELTA C. |
| Delta America | 7157 | SANTA JUANA |
| Delta Bay | 498 | LAUREL BAY |
| Delta Bay | 8008 | GORYO HO |
| Delta Brasil | 7146 | DEL MONTE |
| Delta Caribe | 26406 | CAPE FLORIDA |
| Delta Chromalloy No. 3 | 286 | DELTA CHROMALLOY—3 |
| Delta Columbia | 9323 | SANTA CLARA |
| Delta Corrosion II | 113 | DADY EXPRESS |
| Delta Ecuador | 9313 | SANTA CRUZ |
| Delta Energy | 499 | MICHALIS |
| Delta Express | 285 | H. O. S. GALLANT KNIGHT |
| Delta Lady | 295 | MILLSUPPLIER |
| Delta Mar | 29508 | CAPE FAREWELL |
| Delta Mexico | 7146 | DEL VIENTO |
| Delta Misr | 10399 | HAI JING |
| Delta No. 1 | 256 | AL RASHID |
| Delta Norte | 29508 | CAPE FLATTERY |
| Delta Panama | 9322 | SANTA ELENA |
| Delta Peru | 9322 | SANTA ISABEL |
| Delta Princess | 276 | SALT SPRING QUEEN |
| Delta Saina | 11074 | MOLLY |
| Delta Seahorse | 179 | BLACK HAWK |
| Delta Uruguay | 7146 | DEL VALLE |
| Delta Venezuela | 9313 | SANTA LUCIA |
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| Delta 3 | 180 | MOREAH 5 |
| Deltadue | 2380 | ASTRO |
| Deltagas | 4286 | BALINA |
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| Demetra | 9417 | GOLDEN STAR I |
| Demetrios | 37128 | SEA COMMANDER |
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| Demiryolu | 1422 | DEMIRYOLU I |
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| Deneb | 2630 | GOLDEN RABBIT |
| Deneb | 3271 | RIVER CHOCI |
| Deneb | 5882 | VISUND |
| Deneb | 8383 | HOLMON |
| Deneb | 10837 | MSC VALERIA |
| Deneb I | 399 | ALLAH KERIM |
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| Denebola | 5883 | TAE CHON |
| Denebola II | 161 | DIANA SECONDA |
| Denei No. 1 | 906 | SOHEIR |
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| Denetown | 641 | ITAJAI |
| Deni | 219 | KATERINA |
| Denis Brown | 337 | TRACY E. JONES |
| Denis G | 130 | G & B HARVESTOR |
| Denis O'Malley | 650 | W. H. ADVENTURE |
| Denise | 999 | HENRIETTE |
| Denise | 11055 | APOSTOLIS |
| Denise Marie | 1110 | DANICA |
| Denish | 11856 | ALEXIS |
| Deniz S | 38886 | MISS VICKY |
| Deniz—A | 1599 | MARGITA |
| Denizis | 498 | SELIM—I |
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| Dependent | 455 | LA PAIMPOLAISE |
| Dependent | 482 | AGAPI |
| Dependent | 987 | DINA JACOBA |
| Deppe America | 7694 | TAGAMA |
| Deppe Europe | 12811 | WADAI |
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| Derby | 38216 | SEAPANTHER |
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| Derraman V | 222 | DERRAMAN II |
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| Derwent | 9023 | HANBONN CONCORD |
| Derwent Fisher | 1008 | SWENE |
| Derwentwater | 245 | MANVIKEN |
| Derya | 209 | RENKTAS |
| Derya Ayanoglu | 854 | BILGILI BIRADERLER |
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| Devon Curlew | 727 | FIRECREST |
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| Devonia | 698 | ECHO I |
| Devonia | 1315 | REMVI |
| Devoniun | 1315 | REMVI |
| Devonport | 12131 | YANG FANG KOU |
| Devonshire | 31222 | HEMERA |
| Devonshire Bay | 711 | BORKUR |
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| Dexena | 3894 | BRASILIANA |
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| Dhaulagiri | 7895 | EAGLE COMET |
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| Diamant Apollo | 5872 | NEW GENLORD |
| Diamante | 3368 | COTSWOLD |
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| Diamantis Pateras | 44140 | PANTHIR |
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| Diamond Arrow | 6482 | LANGVANN |
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| Diamond Belle | 2698 | CRAZY HORSE |
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| Diamond Clipper | 103 | CAPTAIN CONRAD |
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| Diamond Fortune | 13635 | CARMEL |
| Diamond Glorious | 71013 | IRENES DESTINY |
| Diamond Moon | 2640 | CHYU CHIANG |
| Diamond Okinawa | 12378 | NEW UTOPIA |
| Diamond Orbis | 101538 | CHRYSSI |
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| Diana | 43517 | MEGA VENITA |
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| Diana Rosal | 286 | TOUMZIT |
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| Dimitris A. Lemos | 35545 | SHI TANG HAI |
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| Dimitris E(AS) | 11023 | AEGEAN MARINER |
| Dimitris K | 4954 | CHINA SEA |
| Dimitris L | 37012 | GRIPARION |
| Dimitris Leventakis | 6597 | KILCHEM ADRIATIC |
| Dimitris M | 1177 | GOLDEN STAR II |
| Dimitris N | 967 | MEDANO |
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| Dindo | 3746 | SEVEN SUPERPOWER |
| Ding | 19920 | SKYROS |
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| Dingenis Jan | 170 | SARA MAATJE VII |
| Dingle Bank | 1039 | GOZO ENGINEER |
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| Dinklage | 999 | UNITY III |
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| Dino Chouest | 254 | JONATHAN CHOUEST |
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| Dintel | 3911 | ALPINE GIRL |
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| Dionyssos | 38090 | BRANESTI |
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| Diplomat | 13489 | SENATOR |
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| Dirayah | 6397 | SABS 1 |
| Direct Eagle | 10756 | PATRICIA RICKMERS |
| Directeur Alloy | 214 | NOHIC |
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| Dirk D | 242 | LE GRAND LEJON |
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| Discovery | 984 | WALEA |
| Discovery Bay | 27823 | DIRECT KEA |
| Disfloater | 16 | GADARRA |
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| Ditte Holmo | 299 | PORTVIK |
| Ditte Nielsen | 125 | DANAFJORD |
| Ditte Skou | 9230 | T. A. NAVIGATOR |
| Ditzum | 3236 | CORINGLE BAY |
| Divine Star | 28009 | ALTER |
| Divine Valley | 28009 | ALTER |
| Divine Wind | 426 | JAZMIN |
| Division | 248 | DANAO CITY |
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| Diwata | 2698 | CRAZY HORSE |
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| Dixie Isle II | 112 | DIXIE LE |
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| Djambu | 1175 | TELUK MAS |
| Djanggawirana | 749 | WIYASA |
| Djebel Amour | 2863 | DJEBEL KSEL |
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| Djursland | 4211 | ST. SUNNIVA |
| Djursland II | 4371 | DJURSLAND |
| Dlugosz | 7159 | AN XIN |
| Dmitriy Medvedyev | 18526 | BULDURI |
| Do Nam No. 5 | 2613 | SHIN OSAKA MARU |
| Doan Transport | 6436 | ENERCHEM CATALYST |
| Doberg | 19212 | PEROZAN |
| Dobra | 5883 | RONJAY CHOOMIE |
| Dobrota | 5777 | SALAMINA |
| Doce Maru | 162 | AGADIR 8 |
| Docealfa | 42852 | DIOGO GOMEZ |
| Doceangra | 30600 | CARNIVAL |
| Docebarra | 27069 | AVALA |
| Docebeta | 42852 | FERNAO DE MAGALHAES |
| Docedelta | 24559 | STAR DELTA |
| Doceduna | 72437 | JURUA |
| Docelirio | 42852 | MACHADO DE ASSIS |
| Doceorion | 23608 | CHUSOVOY |
| Doceprado | 72437 | JACUI |
| Docevega | 23588 | NORSUL IPU |
| Docevenus | 19990 | KRAS |
| Dock Express Texas | 1382 | STRONG TEXAN |
| Dock Express Virginia | 7771 | SILVER EXPRESS |
| Dock Express 10 | 5495 | DOCK EXPRESS FRANCE |
| Doctor George | 793 | HYE PROSPERITY |
| Doctor Lykes | 21667 | CAPE MENDOCINO |
| Doctor Lykes | 39132 | PRESIDENT ARTHUR |
| Docynia | 56686 | DAEYANG GLORY |
| Dod | 2300 | MARC TRADER |
| Dodekanissos | 3017 | CORFU SEA |
| Dodo Creek | 121 | ZEKRIT |
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| Dodsland | 45278 | KAPITAN ZHURAVLYOV |
| Doei Maru No. 18 | 484 | MONALINDA—XLIX |
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| Dolfijn | 642 | STORTEMELK |
| Dolfijn I | 980 | DOLFIJN II |
| Dolfyn 1 | 642 | STORTEMELK |
| Dollard | 196 | OTA |
| Dollard | 374 | TAPORO |
| Dollart | 998 | ISNES |
| Dollart | 1500 | STRAITS PRIDE |
| Dolly | 256 | HOLY MOUNT |
| Dolly | 39995 | HELLESPONT SERENITY |
| Dolly S. McAllister | 197 | VIGILANT |
| Dolly Skou | 6621 | KOTA RATNA |
| Dolly Turman | 7189 | CAPE BRETON |
| Dolmen | 115 | GOUDI |
| Dolomit | 1510 | LADY DOROTHY |
| Dolores | 20344 | OOCL BREEZE |
| Dolores Chouest | 198 | ISAFJORD |
| Dolores Peris | 243 | EL AOUNATE |
| Dolores S | 147 | ALLISON |
| Dolores Swann | 19981 | THANASSIS A |
| Doloris | 430 | TERENCE |
| Dolphin | 114 | DAWN SPRAY |
| Dolphin | 128 | CAPT. JACK |

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|---|---|---|
| Dolphin | 188 | SILVER ICE |
| Dolphin | 231 | DOPET TWO |
| Dolphin | 288 | VERONA |
| Dolphin | 1742 | HUMBER DOLPHIN |
| Dolphin | 11563 | AEGEAN DOLPHIN |
| Dolphin City | 490 | RIVER TAW |
| Dolphin G. | 490 | RIVER TAW |
| Dolphin Point | 4725 | CARY |
| Dolphin Reefer | 512 | ATLANTIC REEFER |
| Dolphin 5 | 186 | ORION |
| Dolsoy | 492 | SALAROY |
| Domain | 1997 | AZHRA |
| Domar Captain | 142 | SPARTAN |
| Domar Commander | 150 | BENICIA |
| Domar Commander 2 | 138 | HUICHOL |
| Domar Lieutenant | 194 | ROB ROY |
| Domar 1501 | 198 | DOT 1 |
| Domba | 393 | TORA |
| Domenico Palumbo | 1100 | MAYA |
| Domina | 14584 | FRINTON |
| Dominant | 154 | OTC KENNETH |
| Dominant | 43681 | KOS |
| Dominator | 1073 | NAZARE MARY |
| Dominence | 424 | EILEAN MO GRAIDH |
| Domінentia | 493 | SYNDIC |
| Dominga Jose | 169 | BOER |
| Dominica | 3905 | SAN ANTONIO |
| Dominican Viva | 4623 | CORSICA VIVA I |
| Dominique L. D. | 16023 | VENTURA |
| Domino | 472 | CARL PHILLIP |
| Domino | 1424 | MINEVA |
| Domino | 2693 | SERDICA |
| Domino Run | 857 | MINO |
| Domira | 40626 | MUBARAKA |
| Domitilla | 4610 | NOVNIN |
| Domizia | 12523 | DOMIZIANA |
| Dommel | 3846 | ALPINE LADY |
| Domna | 495 | KRIOS |
| Don | 495 | HERO |
| Don | 499 | PETER |
| Don | 1999 | VOYAGER I |
| Don | 18625 | ZOJA I |
| Don Alberto | 508 | SATAMARU |
| Don Alejo | 500 | CIUDAD DE ZIPAQUIRA |
| Don Alejo | 3794 | AL BASHIR |
| Don Alfonso | 6083 | SAN SEBASTIAN DE URABA |
| Don Amando | 1936 | LADY LIEZEL |
| Don Ambrosio | 3937 | SISAL |
| Don Antonio | 4318 | DON ANTONIO BOTELHO |
| Don Antonio I | 873 | WORLD GAS No. 2 |
| Don Aurelio | 3691 | MU SHAN |
| Don Bautista | 200 | MACABI 3 |
| Don Carlos | 535 | EARL J. CONRAD, JR. |
| Don Carlos | 2228 | ROSEMERE |
| Don Carlos | 10525 | MARIOS |
| Don Catarino | 18928 | SEADRIVE |
| Don Cirilo | 239 | AMSBACH 1 |
| Don de Dieu | 17564 | ALGOSOUND |
| Don Eduardo | 3608 | CHANG LING |
| Don Eduardo | 4688 | LIN HAI 27 |
| Don Enrique | 3935 | DAVAO PRINCESS |
| Don Eusebio | 3501 | DIPOLOG PRINCESS |
| Don Felix | 310 | ICALMA |
| Don Florencio | 162 | PALEX XI |
| Don Francisco | 431 | CARIB CARGO |
| Don Fred | 634 | ISLA DE SAN ANDRES |
| Don Gerardo | 936 | HALILEH |
| Don Humberto | 200 | CHAO 4 |
| Don Humberto | 75261 | ARGONAFTIS |
| Don Isidoro | 3118 | DIAMOND RABBIT |
| Don Isidro Bastida I | 248 | EMILIA |
| Don Jaime | 3129 | SWAKARSA |
| Don Javoer | 465 | DON JAVIER |
| Don John | 200 | SAN LORENZO 4 |
| Don John | 436 | MIGUEL LUJAN |
| Don Johnny | 491 | CARDINAL II |
| Don Jolly | 1489 | LORENZO CONTAINER XII |
| Don Jose B—I | 312 | ROBERT |
| Don Jose B—II | 289 | MOTHER LYDIA |
| Don Juan | 802 | DIKA |
| Don Juan | 1166 | DON JUAN ZEE |
| Don Juan | 10525 | ANDREAS A |
| Don Juan V | 1510 | PETROS H |
| Don K | 478 | PNI TRADER |
| Don Manolo | 1187 | ROCA V |
| Don Mariano | 648 | DONA ALMA |
| Don Mario | 162 | JERMEL—DLS |
| Don Martin | 120 | MANTARO 1 |
| Don Miguel II | 430 | PESMAR I |
| Don Okai | 1173 | ROBERTO T |
| Don Oscar | 1109 | LORENZO CONTAINER IX |
| Don Paquito | 2232 | BALLENITA |
| Don Paulo | 557 | ALEXANDRIA |
| Don Pedro | 2758 | DIMITRIS |
| Don Quico | 1399 | PAMPERO |
| Don Quijote | 145 | SANTA 5 |
| Don Quixote | 145 | CAPITAINE ALBERT RUAULT |
| Don Ramon | 680 | DOLORICO II |
| Don Reynaldo | 3746 | SEVEN SUPERPOWER |
| Don Roberto | 3860 | PRATAPGAD |
| Don Roberto 1 | 3860 | PRATAPGAD |
| Don Rufino | 3128 | LIN HAI 16 |
| Don Salvador III | 16103 | SINGA SUN |
| Don Tide | 252 | ASTRO I |
| Don Tomas | 1000 | MARIA FRANCISCA |
| Don Ventura | 313 | LAMBAYEQUE 1 |
| Dona | 5144 | EXCELSIOR LUCK |
| Dona Algo | 2496 | TOKUSHIN |
| Dona Alma 2 | 1976 | QUEEN ALMA |
| Dona Amalia | 3942 | LUCKY MOON |
| Dona Angela | 7020 | PRIMROSE |
| Dona Aurora | 921 | SULPICIO CONTAINER VIII |
| Dona Carmen | 117 | CAMARON 6 |
| Dona Carmen | 200 | SAN LORENZO 5 |
| Dona Celia | 936 | POZM |

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|---|---|---|
| Dona Chary | 1145 | LORENZO CONTAINER I |
| Dona Christina | 18259 | WARDAH |
| Dona Claudia | 306 | LAMBAYEQUE 4 |
| Dona Clausen | 2343 | ALONDRA |
| Dona Cleo | 498 | LEO VI |
| Dona Conchita | 495 | ALESON III |
| Dona Dedez | 562 | DON VICTOR |
| Dona Elena | 309 | TACNA 2 |
| Dona Evgenia | 16822 | IONIO |
| Dona Grace | 958 | JQ BAV IV |
| Dona Hannah | 1589 | ANDROMEDA |
| Dona Hortencia II | 15940 | GOLDEN EMPIRE |
| Dona Inocencia | 1597 | MARISEA |
| Dona Isabel | 3129 | SWAKARSA |
| Dona Jovita | 162 | JERMEL—DLS |
| Dona Juana | 10363 | ASEAN ENTERPRISE |
| Dona Juanita | 200 | SAN LORENZO 6 |
| Dona Laurel | 3955 | PRESIDENT WASHINGTON |
| Dona Liz | 306 | MEDITERRANEO |
| Dona Luisa | 498 | LOULAN |
| Dona Manuela | 308 | SRA MANUELA |
| Dona Marcelina | 3129 | LIN HAI 20 |
| Dona Margarita | 22243 | FAL XX |
| Dona Maria A. | 1338 | RIGEL A. |
| Dona Marylin | 3845 | SULPICIO CONTAINER II |
| Dona Montserrat | 4338 | XING HU |
| Dona Nancy I | 394 | YOLYOL |
| Dona Norma | 307 | PACIFICO |
| Dona Oka 1 | 1173 | ROBERTO T |
| Dona Paula | 3976 | RAINBOW ENDEAVOUR |
| Dona Paz | 1145 | SULPICIO CONTAINER III |
| Dona Paz | 16243 | SINGA SAGA |
| Dona Paz II | 16243 | SINGA SAGA |
| Dona Placida | 9396 | MARITIME EXPRESS |
| Dona Rosalia | 200 | CHAO 8 |
| Dona Salvadora | 117 | LANGOSTINO 1 |
| Dona Selina | 9702 | GOKSU |
| Dona Sophia | 14964 | NOMADIC PRINCESS |
| Dona Terry | 2671 | POLE STAR |
| Dona Veronica | 447 | ALEXIS JOEL |
| Dona Virginia | 2063 | WILCON VI |
| Donal G. McAllister | 189 | PURSUIT |
| Donald | 1249 | NAVICHEM ARCTURUS |
| Donald Bollinger | 147 | YBOR CITY |
| Donald Duck | 158 | WAPPEN VON NORDERNEY |
| Donald Duck | 267 | CORAL QUEEN |
| Donald E | 179 | GENE S |
| Donald Stevenson | 213 | REUBEN H |
| Donaldson Tide | 296 | KOOCK TIDE |
| Donam Frontier | 10195 | CHIOS DESTINY |
| Donam Harmony | 12297 | HUNTSVILLE |
| Donam Trio | 11682 | MENTOR |
| Donan Maru | 191 | TAIHEI MARU No. 3 |
| Donar | 965 | SUURLAID |
| Donar | 999 | DFL HAMBURG |
| Donar | 1597 | MINARA |
| Donata | 6020 | SANTA RITA |
| Donata Schulte | 2939 | AL—BUSHRA |
| Donata Schulte | 12997 | ATLANTIC EXPRESS |
| Donato Marmol | 8840 | MAGISTER |
| Donau | 499 | PETER |
| Donau | 23508 | GAZ NORDSEE |
| Donau Maru | 52740 | DONAU |
| Donautal | 915 | PARSETA |
| Donax | 39695 | SAVVAS II |
| Donax I | 2161 | DONAUX |
| Donbay Maru | 225 | SUMBER MINA 5 |
| Donbei Maru | 224 | ALMAPES—7 |
| Doncos | 519 | SOUTHERN PATRIOT |
| Donfico No. 12 | 198 | AFKO 202 |
| Donfico No. 12 | 374 | DONG WON No. 612 |
| Dong Ah No. 1 | 2479 | CHANG DUCK No.0007 |
| Dong Ah No. 2 | 1993 | SAM YOUNG |
| Dong Ah No. 101 | 483 | KANIKA VII |
| Dong Ah No. 102 | 293 | GREENVILLE III |
| Dong Ah No. 103 | 296 | TONG AH |
| Dong Ah No. 109 | 289 | GLORIOUS CITY |
| Dong Ah No. 110 | 298 | ROYAL CITY |
| Dong Ah No. 111 | 141 | DAE WOO No. 111 |
| Dong Baek | 3562 | LUCKY No. 1 |
| Dong Baek No. 5 | 114 | DONG WON No. 102 |
| Dong Bang No. 33 | 252 | KWANG HAE No. 81 |
| Dong Bang No. 55 | 291 | MOKO 502 |
| Dong Bang No. 93 | 269 | GHANAM |
| Dong Bee | 2479 | CHANG DUCK No.0007 |
| Dong Bo No. 27 | 235 | O YANG No. 12 |
| Dong Bo No. 37 | 347 | O YANG No. 15 |
| Dong Bo. No. 3 | 691 | HAE YOUNG No. 1 |
| Dong Geong | 309 | DONG WON No. 101 |
| Dong Geong No. 23 | 363 | WOO SUNG No. 71 |
| Dong Hae Kosok No. 1 | 191 | NAM HAE No. 7 |
| Dong Hae No. 1 | 241 | KYUNG WON No. 1 |
| Dong Hae No. 5 | 225 | KYUNG WON No. 5 |
| Dong Hae Sulphur | 1998 | HAN YANG |
| Dong Heui No. 15 | 297 | HAN YUNG No. 33 |
| Dong Hwa | 1000 | HEUNG A No. 17 |
| Dong Hwa No. 7 | 702 | SUNNY PUSAN |
| Dong Hwa No. 73 | 265 | AFKO 101 |
| Dong Il | 3348 | SUN HARRIE |
| Dong Il No. 3 | 231 | DONG BO No. 1 |
| Dong In No. 31 | 231 | DONG BO No. 1 |
| Dong In No. 51 | 291 | SANG WON No. 101 |
| Dong In No. 93 | 233 | JIN HEUNG No. 1 |
| Dong Jin No. 1 | 290 | PUNG GUK No. 207 |
| Dong Jin No. 1 | 424 | ELITE PUSAN |
| Dong Jin No. 2 | 503 | MARINE PUSAN |
| Dong Jin No. 12 | 247 | BO KANG No. 303 |
| Dong Jin No. 23 | 261 | MYUNG JIN No. 306 |
| Dong Jin No. 33 | 302 | BU KWANG HO |
| Dong Jin No. 55 | 226 | SE IN No. 101 |
| Dong Kang No. 111 | 124 | SUNG HAE No. 21 |
| Dong Kang No. 112 | 125 | SUNG HAE No. 22 |
| Dong Kyung | 529 | SAMA |

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| Dong Kyung No. 101 | 129 | CHEOG YANG No. 1 |
| Dong Lim No. 11 | 276 | MYUNG JIN |
| Dong Moon | 2613 | SHIN OSAKA MARU |
| Dong Myung No. 77 | 328 | MISO |
| Dong Nam Jumbo Ferry | 2904 | CAR FERRY QUEEN |
| Dong Nam No. 7 | 299 | KWANG YANG No. 308 |
| Dong Nam No. 9 | 261 | KUM HO No. 33 |
| Dong Sam No. 505 | 239 | DONG EUN No. 2 |
| Dong San | 3031 | WOOYANG PRINCE |
| Dong Seong No. 1 | 355 | BOO KWANG No. 203 |
| Dong Seong No. 7 | 233 | HAE YANG No. 7 |
| Dong Seung | 271 | HAE KUP No. 7 |
| Dong Shin No. 1 | 129 | SE IL No. 81 |
| Dong Shin No. 2 | 129 | SE IL No. 82 |
| Dong Shun | 2998 | BUFFALO |
| Dong Soo No. 3 | 263 | DONG HEUI No. 33 |
| Dong Soo No. 75 | 316 | CHANG SUNG No. 109 |
| Dong Soo No. 102 | 320 | ELISSA |
| Dong Soo No. 103 | 349 | TRUSTAR 101 |
| Dong Soo No. 110 | 675 | SINDIBAD I |
| Dong Soo No. 111 | 656 | SINDIBAD II |
| Dong Soo No. 501 | 2006 | HANG JIN |
| Dong Su No. 22 | 255 | DONG HEUI No. 17 |
| Dong Sung | 467 | YEOSU PIONEER No. 3 |
| Dong Sung No. 106 | 298 | DONG WON No. 555 |
| Dong Sung No. 108 | 229 | EO SUNG No. 88 |
| Dong Sung No. 123 | 268 | SAM YANG No. 501 |
| Dong Wha No. 106 | 184 | SE WON No. 106 |
| Dong Won Ho | 998 | NAMIN |
| Dong Won No 511 | 341 | SAM YOUNG No. 305 |
| Dong Won No. 1 | 253 | DONG HEUI No. 21 |
| Dong Won No. 3 | 348 | CANARY MAR 1 |
| Dong Won No. 6 | 349 | GAVINA |
| Dong Won No. 7 | 403 | DONG THAP 1 |
| Dong Won No. 16 | 349 | PETENERO |
| Dong Won No. 21 | 288 | DAE BONG No. 21 |
| Dong Won No. 33 | 235 | DONG IN No. 33 |
| Dong Won No. 38 | 278 | BEOM CHANG No. 31 |
| Dong Won No. 51 | 324 | BEOM CHANG No. 38 |
| Dong Won No. 53 | 292 | JIN YOUNG No. 153 |
| Dong Won No. 58 | 381 | VERANO |
| Dong Won No. 63 | 349 | PRIMAVERA |
| Dong Won No. 63 | 381 | DONG WON No. 67 |
| Dong Won No. 68 | 529 | SAMA |
| Dong Won No. 81 | 314 | MARCALA I |
| Dong Won No. 83 | 348 | PUNG GUK No. 707 |
| Dong Won No. 86 | 336 | DUK WON No. 86 |
| Dong Won No. 107 | 307 | GOLDENLAKE No. 18 |
| Dong Won No. 109 | 346 | GOLDENLAKE No. 38 |
| Dong Won No. 507 | 348 | MELILLA No. 302 |
| Dong Won No. 508 | 278 | MABA |
| Dong Won No. 511 | 341 | SAM YOUNG No. 305 |
| Dong Won No. 512 | 404 | DAE BONG No. 31 |
| Dong Won No. 513 | 242 | MELILLA No. 301 |
| Dong Won No. 515 | 339 | TALA No. 1 |
| Dong Won No. 520 | 677 | DONG WON No. 517 |
| Dong Won No. 521 | 348 | MELILLA No. 302 |
| Dong Won No. 522 | 232 | MELILLA No. 303 |
| Dong Won No. 803 | 249 | CAPT. MOSES |
| Dong Won No. 806 | 454 | AFKO 312 |
| Dong Won No. 807 | 454 | AFKO 313 |
| Dong Won No. 808 | 252 | RABBI |
| Dong Won No. 919 | 448 | NEW KWANGHAE No. 91 |
| Dong Woo No. 201 | 231 | DONG BO No. 1 |
| Dong Woon | 9613 | COUPER |
| Dong Xing | 5540 | DONG HSING |
| Dong Yang | 328 | MISO |
| Dong Yang | 1599 | OCEAN DRAMA |
| Dong Yeong No. 81 | 422 | SHIN YUNG No. 71 |
| Dong Young | 261 | DAE RYONG |
| Dong Young No. 707 | 348 | PUNG GUK No. 707 |
| Dong Yu 2013 | 270 | ZHE YU 601 |
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| Dong Yu 2015 | 270 | ZHE YU 603 |
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| Dong Yun | 1993 | SAM YOUNG |
| Dong Yung No. 101 | 329 | DOO YANG No. 101 |
| Dong Yung No. 102 | 271 | DOO YANG No. 102 |
| Dong—Nam—A | 314 | LONG SON |
| Dongeborg | 380 | MICHELLE |
| Dongo | 3154 | KISMETIM 1 |
| Dongsung | 991 | YU NAM No. 2 |
| Donia | 172 | TV 2 MAKLAPPEN |
| Donibane | 479 | PEROLA DO MAR |
| Donina | 999 | ST. LUCY |
| Donizetti | 9631 | AMERICAN CHEMIST |
| Donmaur | 100 | NINEZICK |
| Donn Myre | 541 | STRIL TENDER |
| Donna | 121 | DEBBIE LYNN |
| Donna | 156 | SKIVIK |
| Donna | 836 | ALBATROSS |
| Donna Ada | 2850 | DON MARIO |
| Donna Bruna | 2417 | MISENO |
| Donna Denise | 185 | SILVER BAY |
| Donna Gabriella | 7769 | OCEAN STAR |
| Donna Licia | 499 | MARIA K |
| Donna Lynn | 193 | BLUE DOVE |
| Donna Marie | 746 | ATLANTIC SHORE |
| Donna Mariella | 7728 | ELISA D'ALESIO |
| Donna Silvana | 15379 | FINIKAS |
| Donnacona No. 3 | 398 | ISABEL No. 1 |
| Donnavaering | 330 | KVALSVIK |
| Donnland | 314 | DONNHAV |
| Donny | 8383 | HOLMON |
| Donoso | 226 | MAR AZUL |
| Donovania | 39042 | WORTHY |
| Donquesto | 199 | CIPREA |
| Donsailor | 489 | MISS MARY M |
| Donuzlav | 19712 | DARIA |
| Doo Yang Guide | 10479 | ASEAN HONOUR |
| Doornbosch | 123 | KAROLINE |
| Doornbusch | 123 | KAROLINE |

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| Dooyang Ace | 32392 | SUERTE |
| Dooyang Champion | 22953 | GLOBAL FAME |
| Dooyang Diamond | 3713 | DOOYANG TOPAZ |
| Dopas | 424 | AEGEOPELAGITIKI |
| Dora | 189 | RAL |
| Dora | 498 | NIKOS M |
| Dora | 1979 | KOSTAS K |
| Dora | 16369 | DORIANNE |
| Dora | 50227 | HELLESPONT ARDENT |
| Dora Danielsen | 498 | NIKOS M |
| Dora Horn | 716 | GLORIA |
| Dora Reith | 999 | UNITY III |
| Dorade | 246 | COSTAS X |
| Dorado | 366 | IMPERIO |
| Dorado | 18272 | SINGA WILRIVER |
| Dorado | 23073 | TIAN SHUI HAI |
| Dorado II | 158 | MANU 2 |
| Dorado III | 158 | MANU 7 |
| Dorado IV | 200 | SAN LORENZO 3 |
| Dorado IV | 310 | JUNIN 2 |
| Dorado 1 | 158 | MANU 1 |
| Doramas | 184 | SAN VICENTE FERRER |
| Dorca | 280 | RICKS H |
| Dorca | 298 | SATURN |
| Dorca | 299 | PETER ROHDE |
| Dorchester | 4042 | ALASKA PACKER |
| Dorco I | 103 | MISS ORVA |
| Dordrecht | 1434 | MELITALAND |
| Doreen Elaine | 128 | ZIBET |
| Doren Page | 111 | TSK 3 |
| Doreri | 145 | TELUK DORERI |
| Dori Bres | 299 | POLARIS |
| Doria | 10544 | ZIM URUGUAY |
| Dorian | 127784 | COTINGA |
| Doriana | 148 | DAN—BRITT |
| Doric | 17891 | REGENT SUN |
| Doric Arrow | 18246 | JIN ZHOU HAI |
| Doric Ferry | 3250 | KAPETAN ALEXANDROS |
| Doric Ferry | 8583 | EUROPEAN TIDEWAY |
| Doric Flame | 14823 | FLARE |
| Doric Javelin | 15958 | FEDERAL INGER |
| Doric Merchant | 1064 | DIAMOND |
| Dorico | 5595 | GLORIA |
| Dorinco | 14390 | DIRUNCO |
| Dorinda | 299 | ISELIN |
| Dorinda | 325 | LOVINDA |
| Dorinda | 573 | EIKEFJORD |
| Doris | 292 | JUTTA B |
| Doris | 306 | LAURA HOPE |
| Doris | 668 | DORIS I |
| Doris | 999 | DAKOTA |
| Doris | 1599 | MONA S |
| Doris | 5931 | CARL METZ |
| Doris | 68566 | MICHAEL |
| Doris A | 136 | GERALDINE |
| Doris Moran | 175 | HARBOR STAR |
| Doris Moran | 199 | TECUMSEH |
| Doris Moran | 249 | SPARTA |
| Doris Moran | 272 | PIAR |
| Doris Moran | 298 | CAPE HATTERAS |
| Doris T | 103 | BUENA SUERTE |
| Doris Yorke | 2612 | SEASPAN DORIS |
| Doris 40 X 10 | 391 | DORA |
| Dorissimo | 165 | BENGUELLA KING |
| Dorit Skou | 9826 | KOTA RATU |
| Dorli | 856 | SINGAPORE JAYA |
| Dornach | 1162 | ZSA ZSA |
| Dornbusch | 499 | BARBARA |
| Dornbusch | 1177 | GOLDEN STAR II |
| Dorothea | 138 | NORDKAP |
| Dorothea | 836 | ALBATROSS |
| Dorothea | 1698 | ATLANTIC TRANSPORT |
| Dorothea Bolten | 2830 | BERYTE |
| Dorothea E. | 392 | MEDO |
| Dorothea P | 3489 | NISA |
| Dorothee | 9678 | BOLD |
| Dorothee Bos | 498 | CARIB STAR |
| Dorothy G. | 200 | GUANAPE 3 |
| Dorothy M. O'Hara | 119 | GOD'S MERCY |
| Dorothy M. O'Hara | 198 | PATIENCE |
| Dorothy R | 112 | AQUARIAN |
| Doroty | 1519 | ANNA R |
| Dorrit Clausen | 7368 | OM ALQORA |
| Dorrit Hoyer | 495 | LINDESNES |
| Dorrit Lea | 498 | KAI |
| Dorsch | 6720 | MIRO |
| Dorset | 915 | PARSETA |
| Dorset Fulmar | 727 | HIAWATHA |
| Dorset Queen | 985 | LYDIA |
| Dorsetbrook | 985 | LYDIA |
| Dorsetown | 33508 | HESPERUS |
| Dorsetshire | 30875 | PROTANK ORINOCO |
| Dorsetshire | 38886 | MISS VICKY |
| Dorte | 5998 | SEA LAUREL |
| Dorte Bjorn | 111 | ANNETTE PETERSEN |
| Dorte Ipsen | 238 | BRANLY |
| Dorte Moller | 122 | RIMI |
| Dorte Skou | 9230 | T. A. MARINER |
| Dorte Star | 298 | KORMORAN |
| Dorte Steen | 300 | FREDRIK O |
| Dorte—Jon—Zoe | 113 | TARNSKAR |
| Dortea | 1298 | ALBERTO |
| Dorthe | 399 | CHRISTIAN |
| Dorthe Lea | 882 | SAMI III |
| Dorthe Marie | 399 | MARTA BOYE |
| Dorthe Oldendorff | 9078 | SINFA |
| Dorthe Smith | 411 | JANNIE |
| Dorthe Ty | 291 | FALKVAG |
| Dorthe Ty | 499 | KAHURIPAN |
| Dorthea | 400 | ROSANA R. |
| Dorthea | 1298 | ALBERTO |
| Dorthea Mogster | 497 | MAULLIN |
| Dortmund | 1963 | MARINE EXPLORER |
| Dorval Siak | 3118 | SANWA MARU |
| Dorval Siput | 1080 | SYABAS TIGA |
| Dory B | 146 | QUERUBE II |
| Doryforos | 19107 | SOLOMON |
| Dos 1 | 2161 | DONAUX |
| Doscherholmen | 236 | MARANDI |
| Dot | 158 | SINDBAD |
| Double O Seven | 470 | OCEAN DIVER II |
| Double Star | 497 | COASTAL RANGER |
| Douce France | 1100 | MAYA |
| Douce France III | 6559 | LAURISSA |
| Douce Payse | 129 | SAMATIGUILA |
| Douglas Fir | 4237 | XITLE |
| Doukkala | 500 | ICEPORT |
| Dourado Seahorse | 188 | PATRICIA |
| Douro | 424 | ATHOS |
| Douro | 1804 | KAI YUAN |
| Douro Star | 298 | SATURN |
| Douwe S | 487 | DAVYTON |
| Douwe—S | 648 | ANDRIES |
| Dove | 1999 | VOYAGER I |
| Doventor | 495 | OSO |
| Dover | 124 | CAPRICE |
| Dover | 137 | PIA PEDERSEN |
| Dover | 492 | WIND EAGLE |
| Dover | 3640 | SOL EXPRESS |
| Dovere | 363 | JOLLY SECONDO |
| Dovertown | 33535 | HAVPRINS |
| Dovnsklint | 399 | GREAT STAR |
| Dowa Maru No. 2 | 2157 | NIKKO MARU No. 52 |
| Dowa Maru No. 5 | 2067 | NIKKO MARU No. 63 |
| Downham | 137 | ORCA II |
| DPC II | 146 | PALOS VERDES |
| DPC 12 | 146 | SOUTHERN STAR |
| DPC 16 | 139 | HONCHO |
| DPC 26 | 146 | TAURUS |
| DPC 27 | 134 | SATURN |
| DPC 28 | 146 | INTREPID |
| DPC 33 | 146 | KIMBERLY J. TURECAMO |
| DPC 34 | 146 | COLUMBIA |
| DPC 35 | 146 | PROGRESS |
| DPC 37 | 139 | CHIEF JOSEPH |
| DPC 42 | 146 | CECILIA J. BROWN |
| DPC 43 | 136 | ALTAIR |
| DPC 44 | 150 | OUENZA |
| DPC 45 | 132 | ALDEBARAN |
| DPC 46 | 134 | VEGA |
| DPC 47 | 146 | BEN F. ROYAL |
| DPC 49 | 134 | ARGUS |
| DPC 56 | 146 | NANTICOKE |
| DPC 59 | 134 | REGULUS |
| DPC 72 | 146 | LOS ANGELES |
| DPC 76 | 132 | DENEB |
| DPC 77 | 146 | NORMAN D |
| DPC 87 | 134 | JUPITER |
| DPC 91 | 146 | OSCEOLA |
| DPC 95 | 132 | POLARIS |
| DPC—55 | 146 | THOMAS H |
| DPC—61 | 146 | ELIZABETH BAUER |
| Dr. Adnan Biren | 2399 | YUSUF ZIYA ONIS |
| Dr. Atilio Malvagni | 9236 | PLANITIS |
| Dr. D. K. Samy | 52550 | HELLESPONT FAITH |
| Dr. Daniels | 499 | C. A. R. T. II |
| Dr. E. W. Brown | 141 | JEFFERSON |
| Dr. Henry | 173 | ST. MICHAEL |
| Dr. Hermann Siemssen | 784 | MEXICO FIESTA |
| Dr. Kirk | 101 | ADMIRAL FRANK LAMAS |
| Dr. Philip | 141 | MANTOUDI |
| Dr. Wm. C. Quinn | 172 | ISLAND REEF |
| Drachenfels | 14540 | VENUS |
| Draco | 166 | SONS OF THUNDER |
| Draco | 381 | MASRI IV |
| Draco | 2988 | LAPU—LAPU |
| Draco | 46178 | JUNIPER |
| Drado | 5606 | ALUCOM |
| Draga D 9 | 3436 | INGENIERO ALFREDO LABADIE |
| Dragaberg | 141 | SARDIS |
| Dragen | 156 | TIKA |
| Dragnet | 7293 | EDEN |
| Dragon | 198 | AL RAFEH V |
| Dragon | 914 | TAT LEE |
| Dragon | 5776 | IONIC FERRY |
| Dragon Dorado | 539 | ARES |
| Dragon Express | 4908 | ATLANSA EXPRESS |
| Dragon Maru | 1360 | TANTO MULIA |
| Dragon No. 1 | 334 | ALMUNIR |
| Dragon No. 1 | 497 | PACIFIC HAWK |
| Dragon No. 2 | 387 | OSAM JUMBO 5 |
| Dragone | 346 | CESARE DAVANZALI |
| Dragonet | 470 | TECHNO—VENTURE |
| Dragonja | 16400 | GOLFO DI TRIESTE |
| Dragonland | 18695 | COLLIAN S |
| Dragor | 383 | LODA |
| Dragor Maersk | 40390 | BRIGIT MAERSK |
| Dragsnes | 199 | EDMELL II |
| Dragso | 399 | LUCIE |
| Draka | 496 | HAVRE ST. PIERRE |
| Drake | 651 | CASSARD |
| Drake Sea | 26489 | JU HAI |
| Drakedene | 379 | VIVIAN |
| Drakkar | 397 | PAPILLON |
| Drakkar | 453 | HARVEST FLORITA |
| Drakos | 488 | ANIKA |
| Drammensfjord | 3656 | PISTIS |
| Drangajokull | 1909 | NA PAL SAN |
| Drangey | 196 | VESTRI |
| Drangey | 560 | SOLBAKUR |
| Drangur | 175 | HAPPASAELL |
| Drau | 2205 | DRAX |
| Draupner | 248 | SALEM |
| Draupner | 314 | JET CRUISE II |
| Draupnir | 149 | KRISTBJORG |
| Dravo Explorer | 224 | EXPLORER |
| Dravo Pioneer | 224 | EXPLORER |
| Dreadnaught | 120 | LADY ARLENE |
| Dreadnought | 163 | PUTFORD HARRIER |
| Dream One | 299 | LEOPOLD |
| Dream Three | 299 | LEONARD |
| Dream Two | 299 | PIRHOLM |
| Dreestrom | 284 | DANIX |
| Dreki | 229 | KLETTSVIK |
| Drente | 116 | KABELFISKEN |
| Dresden | 27143 | SEARIDER |
| Dresser CB—1 | 470 | OCEAN DIVER II |
| Dresser Explorer | 292 | TASMAN SEAL |
| Drew | 132 | NATIONAL XXIII |
| Drid | 1988 | PLOCE |
| Drie Gebroeders | 104 | NOORDERHAAKS |
| Drie Gebroeders | 126 | CLASINA |
| Drie Gebroeders | 139 | OP HOOP VAN ZEGEN |
| Drie Gebroeders | 288 | LEENDERT MARIE |
| Drifa | 102 | ANDVARI |
| Drina | 607 | THANG LONG |
| Drive Ocean II | 2336 | BUCCANEER |
| Drive Performer | 1317 | SEAWAY COMMANDER |
| Drive Supporter | 485 | SIRA SUPPORTER |
| Drochtersen | 416 | GUSTAVIA |
| Drochtersen | 499 | BETA |
| Drogden | 707 | SAOS |
| Drogobych | 4198 | OCEAN B. |
| Dromineer | 857 | MINO |
| Dror | 109 | NETSANET |
| Dror II | 2905 | VIGOUR MARINER |
| Drossel | 688 | NEORION |
| Drosselfels | 20326 | POLARIS |
| Drot | 123 | KAS—KEN |
| Drot | 149 | SPERLING |
| Drot | 414 | GRAMPIAN DEE |
| Drotholm | 293 | KRAKNESSON |
| Drotland | 167 | NOREA SOR |
| Drotland | 422 | GOLLENES |
| Drotten | 6665 | CORSICA REGINA |
| Drottningen | 5964 | PALOMA |
| Drucilla U | 2796 | SALEM TEN |
| Druid Stone | 291 | HUMBER DAWN |
| Drupadi | 3725 | DASA SEMBILAN |
| Druzhba Narodov | 13229 | LETICIA |
| Dry Sack | 16169 | GOLDEN STAR |
| Drysdale | 501 | MOGAN |
| DSM—513 | 216 | RABLJANKA |
| Dst 106 | 224 | BLACE |
| DST—108 | 216 | JADRANKA |
| DTM 220 | 244 | MA—37 |
| DTM 222 | 143 | GRT—KASE |
| Du Chaffault | 194 | RICHARD TOLL |
| Du Guesclin | 329 | NINA I |
| Dua Mar | 15088 | CHAMPIONVENTURE L |
| Dubai Star | 2445 | EL MIURA |
| Dubhe | 489 | WILLIAM ALBURY |
| Dubhe | 17673 | FORUM PRINCE |
| Dublin | 113 | LIJON |
| Dublin | 1077 | BP SPRINGER |
| Dublin III | 349 | SIAC II |
| Dubrovnik | 6702 | DAPHNE |
| Dubulty | 9367 | HAVBRIS |
| Duburg | 2679 | ARAB MAZIN |
| Duc de Belle Isle | 153 | LE CATALOGNE |
| Duc De Normandie | 370 | THOR VIKING |
| Duc de Penthievre | 352 | DUC |
| Duchess | 110 | NEW ST. JOSEPH |
| Duchess | 461 | BP USHIRIKIANO |
| Duchess | 678 | OCEAN WAVE I |
| Duchess of Holland | 982 | ISLA DEL HIERRO |
| Duchess of York | 284 | IMDAT |
| Duchesse Anne | 495 | COTES DE BLAYE |
| Duchesse De Brabant | 574 | BOMA |
| Duck Yang Rose | 10108 | QI LIAN SHAN |
| Duel | 399 | RABUNION VIII |
| Duen II | 267 | LIBERTY |
| Duet | 445 | LARISSA |
| Duffy Sea | 199 | ALLEGIANCE |
| Dufton Bay | 3791 | SIM LEE |
| Dugvan | 598 | OVERBECK |
| Duino | 5754 | LAXFOSS |
| Duisburg | 972 | ANTORAS II |
| Duisburg | 999 | MATRISHA |
| Duits | 111 | TELCO SCOUT |
| Duk Soo No. 1 | 253 | CALOMEX No. 1 |
| Duk Soo No. 5 | 276 | DAE JIN No. 7 |
| Duk Soo No. 51 | 391 | TAE WOONG No. 608 |
| Duk Soo No. 61 | 349 | DUK SOO No. 303 |
| Duk Soo No. 61 | 360 | HAN DOO No. 502 |
| Duk Soo No. 81 | 407 | SAINT LOUIS II |
| Duk Soo No. 101 | 460 | KWANG YANG No. 108 |
| Duk Soo No. 306 | 360 | HAN DOO No. 502 |
| Duk Soo No. 503 | 391 | TAE WOONG No. 608 |
| Duk Won No. 88 | 294 | BELLESOL III |
| Duke | 7955 | MERCANDIAN DUKE |
| Duke | 43298 | BERNORA |
| Duke Albatross | 16139 | ALPHA |
| Duke of Anglia | 2632 | MAERSK ANGLIA |
| Duke of Argyll | 4943 | CORINTHIA |
| Duke of Flanders | 2574 | MAERSK FLANDERS |
| Duke of Holland | 885 | PANTELLERIA |
| Duke of Holland II | 1596 | MAERSK FRIESLAND |
| Duke of Norfolk | 947 | DUKE OF TOPSAIL |
| Duke of Yorkshire | 2793 | MARINE EVANGELINE |
| Duke Star | 11529 | MARITIME ALLIANCE |
| Duke Supplier | 497 | INTERGULF |
| Dukegat | 961 | GIGI I |
| Dukegat | 4309 | MOHAMMED ABBAS |
| Dulas Island | 893 | DAGUR II |
| Dumaguete | 2063 | WILCON VI |
| Dumaguete City | 2063 | WILCON VI |
| Dumont d'Urville | 116 | DIAMANO |
| Dumont d'Urville | 23909 | PARNASSOS |
| Dumos | 462 | KATIE C |
| Dunajec | 486 | C5—198 |
| Duncan | 193 | OTC ELIZABETH |
| Duncansby Head | 4354 | AMY |
| Duncurlew | 177 | NORDBEVER |
| Dundalk | 2353 | ST. CYBI |
| Dundee | 1586 | SHELL EXPLORER |
| Dundee | 2361 | BENIJOFAR |
| Duneck | — | RHEIN MERCHANT |
| Dunedin | 3165 | CHIPMUNK |
| Dunedin | 23291 | COLUMBUS OLIVOS |
| Dunelm | 132 | PENDENNICK |
| Dunelmia | 8934 | TRADE FAIR |
| Dunelmia | 8966 | MASHCO STAR |
| Dungeness | 122 | GDY—19 |
| Dungeness | 2008 | PUNTA DUNGENESS |
| Dunkerque | 1988 | TARTOUS STAR |
| Dunnose | 241 | IRVING WILLOW |
| Dunnottar Castle | 11541 | THE VICTORIA |
| Duno | 159 | SUNNANSKAR |
| Duno | 199 | SUNNANO |
| Duno 1 | 199 | SUNNANO |
| Dunsnipe | 183 | ADAMASTOS |
| Dunstanburgh Castle | 56796 | GLOBAL HOPE |
| Dunvegan Head | 4320 | VIDA |
| Dupe Bakare | 10315 | STAVROS |
| Duperre | 522 | GALEMAR |
| Dupleix | 7366 | LIAN YUN SHAN |
| Duplex | 700 | LOUISIANA |
| Duplus | 750 | TWIN DRILL |
| Dupont | 198 | KING OSCAR |
| Durban Carrier | 9116 | AVANTI |
| Durbe | 738 | DURBE—I |
| Durga Felixstowe | 12234 | ACX JASMIN |
| Durga Osaka | 12234 | EXPRESS |
| Durham Teal | 977 | RITA |
| Durhambrook | 17677 | HANDYMARINER |
| Durian Queen | 4890 | HORNG JIH |
| Durid | 428 | ISLEIFUR |
| Durmus Usta | 4218 | SOPHIE RICKMERS |
| Duro Barros | 1334 | LADY ARGYRO |
| Duro Calzada | 1575 | PUERTO SANTONA |
| Duro Cinco | 1375 | THISEAS |
| Duro Diez | 3938 | CRAZIEST DREAM |
| Duro Natahoyo | 1575 | SALORGES |
| Duro Nueve | 3938 | GUAPA |
| Duro Ocho | 1599 | SVEA PACIFIC |
| Duro Seis | 1598 | CORAL SEA |
| Duro Siete | 2552 | COTALBA |
| Duro Turiellos | 1575 | SAINT GILDAS |
| Durr | 5235 | SUN FIESTA |
| Durum | 497 | RAPHAEL |
| Dusan | 1036 | DELTA STAR |
| Dusk | 1036 | DELTA STAR |
| Duszniki Zdroj | 1160 | EFTICHIA |
| Dutch Engineer | 499 | VASILIOS XII |
| Dutch Master | 736 | LINOX |
| Dutch Mate (LR No. 6520650)(FS) | — | DORDRECHT 33 |
| Dutch Pearl | 113 | AGUILA II |
| Dutch Sailor (LR No. 6604913)(AS) | — | DORDRECHT 33 |
| Dutch Senator | 16430 | MERKUR SEA |
| Duteous | 9482 | PORTAITISSA |
| Dutton (AGSC 8) | 195 | HUSTLER |
| Duurswold | 199 | ANIKA |
| Duurt | 495 | IONION I |
| Duurt II | 495 | KAPETAN YANNIS D |
| Duurt 1 | 495 | IONION I |
| Duveisbek | 399 | DINNE |
| Duwet | 970 | LADY MARGARITA |
| Dux | 124 | MARY CAROL |
| DV 1046 | 126 | ALFHILD |
| Dwejra II | 1598 | VASSILIS VII |
| Dynacontainer | 498 | CARIB STAR |
| Dynacontainer I | 493 | PERCO LIFTER |
| Dynacontainer II | 499 | LEA |
| Dynacontainer III | 497 | TONE |
| Dynacontainer IV | 498 | CARIB STAR |
| Dynamic Ace | 4779 | KITI BHUM |
| Dynamic Aquamarine | 2585 | AQUAMARINE |
| Dynamic Confidence | 15046 | AGHIA MARKELLA |
| Dynamic Constructor | 4484 | ESSAR STENA 1 |
| Dynamic Merchant | 3010 | GAYA TUJUH |
| Dynamic Tide | 189 | ALEUTIAN LADY |
| Dynamic Trader | 2491 | DYNAMIC VEGA |
| Dynasty | 260 | SAN CRISTOBAL II |
| Dynasty III | 431 | HAN HUI I |
| Dyning II | 114 | CEYLON AF HANO |
| Dyrsten II | 171 | AMY MARIE |
| Dyuny | 179 | DJUNI |
| Dyvi Adriatic | 6801 | ARMACUP PATRICIA |
| Dyvi Oceanic | 19385 | SEALNES |
| Dyvi Swan | 16125 | SEA SWAN |
| Dyvi Swift | 22835 | SEA SWIFT |
| Dyvi Teal | 22835 | SEA TEAL |
| Dyvi Tern | 16125 | SEA TERN |
| Dzhakas | 180 | KONDZHAMBARI |
| Dzhems Bankovich | 1222 | TAURUPE |
| Dzieci Polskie | 3299 | BALTIC TRADER |
| Dzintari | 9367 | HAVVIND |
| Dzintaryura | 3170 | DZINTARJURA |
| Dziwozona | 498 | LIA |
| D4 | 218 | MONTOVJERNA |
| D5 | 218 | CRVENA ZVIJEZDA |
| E Mei Shan | 24277 | SILVER BIN |
| E Tai | 2833 | LUCKY SEVEN |
| E. Alfred Davies, Jr. | 135 | C. ALBERT HESTER |
| E. B. Macnaughton | 198 | DAUNTLESS |
| E. Bronson Ingram | 369 | PETITE FORTE |
| E. C. Collins | 4368 | J. B. FORD |
| E. C. Dempsey | 113 | WITSERVICE III |
| E. D. Smith | 140 | SEA EAGLE |
| E. F. Henley | 123 | URSALA M |
| E. F. Zwicker | 177 | CAPTAIN JAMES COOK |
| E. G. B. Riley | 464 | UVERO |
| E. H. Bird | 14756 | MEDITERRANEAN CARRIER |
| E. J. Tull | 118 | J. EARLE MORRIS |
| E. M. T. C. Lusitania | 1599 | EURO COURIER |
| E. N. Belcher, Jr. | 149 | COASTAL BOCA GRANDE |
| E. P. Morse | 200 | RUM POINT |
| E. R. Brabantia | 32521 | BELLINI |
| E. R. Brugge | 9003 | MOANA PACIFIC |
| E. R. Brussel | 7582 | CMB EMBLEM |
| E. R. Legia | 42501 | MANHATTAN PRINCESS |
| E. R. Levy | 195 | MERIDIAN |
| E. R. Limburgia | 42516 | ALANDIA PRIDE |
| E. R. Montreal | 26101 | LORENZO |
| E. R. Scaldia | 19030 | CONQUISTADOR |
| E. R. Wallonia | 41266 | ALANDIA PEARL |
| E. Salpadimos | 489 | ELEFTHERIOS |
| E. T. P. M. 701 | 11443 | MAHAVIR |

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|---|---|---|
| E.T. P. M. 1601 | 24380 | D. L. B. 1601 |
| E.W. Beatty | 67914 | APOSTOLOS ANDREAS 4 |
| E.Whitney Olson, Jr. | 195 | THUNDER BAY |
| E.L.M.A. Cinco | 4999 | ESTETURM |
| E.N.Christianson | 128 | BRITTANA |
| E.P.S.C. Bhola | 293 | 1—17 |
| E.P.S.C. Manpura | 293 | 1—19 |
| E.P.S.C. Zakia | 961 | 1—7 |
| E.P.S.C. Zarina | 581 | C5—214 |
| E.P.S.C. Zohra | 961 | 1—1 |
| E.P.S.C. Zubeida | 961 | 1—2 |
| E—42—1835 | 552 | JOHN D. DEIHL |
| E—42—1837 | 550 | J. FRANK JETT |
| Ea | 1966 | FRIO ARCTIC |
| Ea | 25232 | VAKIS T |
| EA Challenge | 5998 | EAGLE STAR |
| EA Courage | 5331 | EWL SURINAME |
| Ea Endeavour | 5300 | EAGLE NOVA |
| EA Power | 4999 | ESTETURM |
| EA Prestige | 5967 | EWL COLOMBIA |
| Ea Pride | 4999 | NORASIA ATTICA |
| EA Princess | 4999 | LUSO |
| EA Progress | 5966 | MERKUR AMERICA |
| EA Strength | 5998 | SEA LAUREL |
| EA Success | 4275 | BELGRANO |
| Eagar | 232 | CUMU |
| Eagle | 179 | SEA RANGER |
| Eagle | 388 | SAN SEBASTIAN |
| Eagle | 1582 | MILD VICTORY |
| Eagle | 1598 | MILD SPLENDOUR |
| Eagle | 2686 | YU KYUNG |
| Eagle | 3875 | FEEDER 3 |
| Eagle | 4146 | FAIR COSMOS |
| Eagle | 8937 | THE AZUR |
| Eagle | 35225 | NEPHELE |
| Eagle | 52429 | FINA BELGICA |
| Eagle Arrow | 14748 | AGHIA MARKELLA |
| Eagle Blance | 3668 | CHRISTOS |
| Eagle Cape | 8540 | NORDKAP |
| Eagle Charger | 17320 | OMI CHARGER |
| Eagle Cloud | 4384 | WESTERLAND |
| Eagle Courier(AS) | 21557 | FREDERICKSBURG |
| Eagle Daisy | 3409 | ZHONG RAN 5001 |
| Eagle Dawn | 2800 | QESHET |
| Eagle Empire | 3369 | FRANCISCO DAGOHOY |
| Eagle Faith | 16471 | ZIM GENOVA |
| Eagle I | 499 | NAVIGARE |
| Eagle II | 1380 | M. J. K. IV |
| Eagle Leader | 20877 | OMI LEADER |
| Eagle Moon | 5998 | SEA LAUREL |
| Eagle Neige | 1702 | CHEMICARRY No. 23 |
| Eagle No. 2 | 499 | PORT LIGHT |
| Eagle Point | 211 | RESOLVE EAGLE |
| Eagle Pride | 3020 | AMAL |
| Eagle Sailor | 499 | LAMBRINI III |
| Eagle Sea | 4325 | OOCL AFFLUENCE |
| Eagle Sky | 3498 | INDIAN COURIER |
| Eagle Sun | 3865 | PELOPOR |
| Eagle Tide | 7722 | TIGER BRIDGE |
| Eagle Traveler | 21937 | CHILBAR |
| Eagle Wave | 3444 | PHUKET BRIDGE |
| Eagle 2 | 351 | JONSUE |
| EAL Opal | 4937 | WING SON |
| EAL Ruby | 5193 | GUATEMALA |
| EAL Saphire | 5168 | ECHO PIONEER |
| EAL Topaz | 5168 | HARI BHUM |
| Ealing | 9054 | OCEAN TRADER |
| Eaman | 4415 | BOSTAN |
| Earl Godwin | 4128 | MOBY BABY |
| Earl Granville | 4358 | EXPRESS OLYMPIA |
| Earl Harold | 3909 | DIMITRA |
| Earl Siward | 3640 | SOL EXPRESS |
| Early American | 1599 | EURO COLOMBIA |
| Early Jo | 193 | CAPE SARICHEF |
| East Breeze | 4071 | ISLA BONITA |
| East Breeze | 14691 | ASTRON |
| East Coast | 811 | SEA WEST |
| East Express | 16191 | LASSIA |
| East Glory | 10396 | EASTERN TRUST |
| East Pride | 6721 | MA. GUADALUPE |
| East Rainbow | 4389 | ANANAS |
| East Sea | 486 | SHINKO MARU |
| East Sea | 1935 | KAM TAK |
| East Star | 399 | LIBERTY |
| East Star | 83517 | AMBRA HUNTER |
| East Tide | 261 | MARS II |
| Eastcape | 12849 | FENG YU |
| Eastella | 998 | FALKLANDS PROTECTOR |
| Easter Bay | 8719 | FALCON CARRIER |
| Easter Lily | 9288 | SHINY OCEAN |
| Eastern Ace | 1595 | BANGPO |
| Eastern Ace | 4514 | UNISON SPLENDOR |
| Eastern Ace | 9777 | SEA TRADITION |
| Eastern Adventure | 2536 | WATULINEI |
| Eastern Advocate | 337 | SEA RANGER V |
| Eastern Alliance | 18443 | TRANS COMFORT |
| Eastern Alpha | 12142 | PATHUM NAVEE |
| Eastern Angel | 3307 | YI KANG |
| Eastern Anna | 3842 | BANGSRAKAO |
| Eastern Anna 2 | 3748 | SANTINI II |
| Eastern Ariake | 3664 | RITA RICH |
| Eastern Bride | 15990 | GEMETAL TRADER |
| Eastern Bridge | 2836 | YANG ZI JIANG 5 |
| Eastern Bright VI | 999 | URSA MAYOR |
| Eastern Charm | 29348 | WISE SEAS TRIDENT |
| Eastern Cherry | 10704 | ALYN |
| Eastern City | 36106 | TOSCANA |
| Eastern Cliff | 6205 | HONG QI 134 |
| Eastern Comet | 3416 | KASEM SAKORN |
| Eastern Countess | 15581 | WESTERN PROGRESS |
| Eastern Diamond | 15407 | LORELEY |
| Eastern Eagle | 14540 | PSARA FLAG |
| Eastern Elfin | 5217 | JIN XING |
| Eastern Emerald | 13971 | ALGA |
| Eastern Enterprise | 43850 | CONSTITUTION |
| Eastern Express | 10644 | KOTA EKSPRES |
| Eastern Faith | 480 | HAI GANG 1121 |
| Eastern Fisheries No. 1 | 309 | S. P. M. P. No. 101 |

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|---|---|---|
| Eastern Freedom | 3823 | SOUTH SHINE |
| Eastern Friendship | 8951 | TONY BEST |
| Eastern Friendship | 11983 | CARINA |
| Eastern Fuji | 2462 | SUHJIN |
| Eastern Fuji | 9127 | ASEAN PREMIER |
| Eastern Gloria | 25982 | SENORITA |
| Eastern Glory | 3924 | DANG NORIEDA |
| Eastern Gold | 534 | MELAKA JAYA III |
| Eastern Harmony | 7387 | TRADE DAWN |
| Eastern Hazel | 41133 | FALKONERA |
| Eastern Hero | 16477 | SURPRISE |
| Eastern Hill | 14822 | DOOYANG HARMONY |
| Eastern Hope | 1595 | KEUM YANG No. 1 |
| Eastern Hope | 3827 | SIAU |
| Eastern Hope | 9111 | GOLDEN HOPE |
| Eastern Hornet | 19654 | WEI LIK |
| Eastern Installer | 1777 | INSTALLER |
| Eastern Island | 4882 | AMITY |
| Eastern Isle | 185 | RANGER II |
| Eastern Isle | 2327 | LINDOS |
| Eastern Jade | 19624 | STAVENTO |
| Eastern Jay | 26195 | WESTERN SHORE |
| Eastern Lady | 1122 | VIRGINIA 4 |
| Eastern Lake | 2723 | POTENCIAL |
| Eastern Laurel | 106118 | LINI |
| Eastern Light | 17513 | KAINALU |
| Eastern Light | 37062 | EMERALD SUN |
| Eastern Lilac | 17715 | IRAN FALLAHI |
| Eastern Lily | 10300 | MIDWAY |
| Eastern Link | 9015 | EUROPEAN CONFIDENCE |
| Eastern Maid | 14500 | ANNA A |
| Eastern Mariner | 5564 | DASA SATU |
| Eastern Mariner | 9425 | CENK |
| Eastern Mars | 3922 | BANGLUANG |
| Eastern Mary | 11432 | TRINITY |
| Eastern Merchant | 10204 | NORTHERN MERCHANT |
| Eastern Mercury No. 1 | 3778 | FORTUNE NAVIGATOR |
| Eastern Meteor | 5570 | NIAGA 53 |
| Eastern Moon | 275 | DELTA KING |
| Eastern Moon | 12811 | SEVASTAKI |
| Eastern Moon | 20530 | JAG RAVI |
| Eastern Muse | 4066 | DANG MELATI |
| Eastern Muse | 12387 | ELLI M. |
| Eastern Navigator | 1887 | PETROJAM TRADER |
| Eastern Neptune | 6617 | DANG SARA |
| Eastern Ocean | 10372 | VICTOR |
| Eastern Orchid | 35892 | SAPPHIRE |
| Eastern Orion | 2988 | MASAYON |
| Eastern Pace | 37955 | SPACE |
| Eastern Pacific | 10999 | JOINT CONFIDENCE |
| Eastern Palmas | 3011 | CISSA EMERALD |
| Eastern Patriot | 181 | SEAWELD VENTURE |
| Eastern Pearl | 6083 | SAN SEBASTIAN DE URABA |
| Eastern Phoenix | 15108 | TARN |
| Eastern Pioneer | 853 | SERAYA JAYA |
| Eastern Pioneer | 9709 | AGHIOS RAFAEL |
| Eastern Plum | 35873 | DIAMOND |
| Eastern Poseidon | 3823 | KOKUTO MARU No. 1 |
| Eastern Present | 29786 | PRESENCE |
| Eastern Pride | 4215 | KILCHEM CARIBBEAN |
| Eastern Prosperous | 1280 | PANNARAI |
| Eastern Ranger | 36551 | SOLIMAR |
| Eastern Reefer | 498 | SEASAFICO 1 |
| Eastern Reefer | 7303 | EAST LIGHT |
| Eastern River | 2823 | SIN HUA |
| Eastern River | 31328 | MARIANN |
| Eastern Royal | 10311 | SEA WEALTH |
| Eastern Saga | 16272 | STJEPOV |
| Eastern Satellite | 5564 | SEA LADY |
| Eastern Saturn | 3118 | DIAMOND RABBIT |
| Eastern Seahorse | 196 | ROE RIVER |
| Eastern Service | 278 | ATLAS |
| Eastern Shell | 4008 | LE CEDRE |
| Eastern Splendor | 4889 | ZHE LU |
| Eastern Splendor | 18124 | SEA CONCERT |
| Eastern Splendour | 10603 | CMB SPLENDOUR |
| Eastern Star | 1110 | IOANNA |
| Eastern Star | 7303 | EAST LIGHT |
| Eastern Star I | 392 | ALEXANDER |
| Eastern Street | 5130 | WIND TRADER |
| Eastern Summit | 10603 | TOPAZ |
| Eastern Thistle | 16986 | TBILISI |
| Eastern Trader | 3855 | WEISSHORN |
| Eastern Trader | 4541 | OCEAN QUEEN 1 |
| Eastern Treasure | 20114 | SEABULK HOPE |
| Eastern Unicorn | 15108 | TARKWA |
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| Eiwa Maru No. 17 | 555 | ISTANA VII |
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| Elizabeth Ashley | 183 | LISA MARIA |
| Elizabeth B. | 150 | BENICIA |
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| Elizabeth Broere | 589 | OLYMPIA |
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| Ellen F. McAllister | 196 | BRUCE A. McALLISTER |
| Ellen F. McAllister | 199 | ELLEN F. |
| Ellen Foss | 293 | NATOMA |
| Ellen Fuhr | 399 | NADIA |
| Ellen H | 111 | ALLINE |
| Ellen Helleskov | 499 | MAYSSALOUN |
| Ellen Isle | 1598 | MILD SPLENDOUR |
| Ellen Louise | 144 | DAVID & WAYNE |
| Ellen Lyoe | 399 | FORTUNA BAY |
| Ellen M. | 299 | SCHLEI |
| Ellen Mahler | 498 | RABUNION X |
| Ellen Murphy | 130 | MAGIC |
| Ellen Pedersen | 198 | KORAL BANK |
| Ellen Peter | 259 | STREYMBORG |
| Ellen Peter | 291 | LORELEI |
| Ellenaki | 397 | HELENA SEA |
| Ellerntor | 878 | PUTFORD ACASTA |
| Ellery W. Niles | 849 | CAYMAN SALVAGE MASTER |
| Elli | 640 | PERSEUS |
| Elli | 708 | KYMA |
| Elli | 1324 | PAROS EXPRESS |
| Elli | 12527 | UNIMAR TRANSPORT |
| Elli Ahrens | 299 | MARGOT SCHLICHTING |
| Ellice Maru | 15491 | XIN FENG JIANG |
| Ellidaey | 695 | OSCAR |
| Ellie | 818 | TIMRIX |
| Ellie Mae | 133 | QUEEN B |
| Ellina II | 19650 | FAR SAGA |
| Ellinor Christensen | 182 | LEBRIAN |
| Ellispontos | 10854 | OCEAN EARTH |
| Ellispontos | 15725 | SEAHOPE II |
| Ellispontos Strait | 15725 | SEAHOPE II |
| Ellora | 5973 | GANDA PERKASA |
| Ellow | 4997 | HINSUN |
| Ellsa | 499 | DANIELA PRIMA |
| Elly | 7545 | IRENE |
| Elly Frem | 300 | NAN FANG 908 |
| Elly Lion | 299 | ISLAND PRINCESS |
| Elm | 398 | NAWAL 1 |
| Elm | 499 | UNIONE |
| Elm Trader | 9871 | NORDIC TRADER |
| Elm Venture | 399 | LADY JULIA |
| Elma Cuatro | 5976 | CMB EMERALD |
| Elma Diez | 15777 | SEAS EIFFEL |
| Elma Dos | 10835 | SAN PEDRO |
| Elma Nueve | 3623 | JENLINK |
| Elma Ocho | 1747 | NORTH EMPRESS |
| ELMA Seis | 4414 | COPIHUE |
| Elma Siete | 4999 | NORASIA ATTICA |
| Elma Uno | 7981 | ALGENIB |
| Elmire G. Defelice | 149 | ALICE H |
| Elmwood | 885 | NAUTIC |
| Elni | 189 | UNITY COURIER |
| Elomar | 488 | MARIA EUGENIA—G |
| Elona | 6162 | PIONAR |
| Eloquence | 392 | HOLM SOUND |
| Elorn | 1480 | MYSTRAS |
| Elounda | 10382 | FELICITY |
| Elounda | 26059 | MARINE PRINCESS |
| Elounda | 45898 | LOUNDA |
| Elounda Bay | 14915 | GEORGIOS |
| Elounda Coast | 9030 | SALEM TWELVE |
| Elpan | 5642 | AL HANA D |
| Elpida | 6166 | CHIOS FAITH |
| Elpida | 9984 | ESPRIT |
| Elpida II | 499 | UNIONE SECONDA |
| Elpida III | 463 | MEGALOCHARI |
| Elpida P | 110 | ELPIDA |
| Elpidoforos | 9165 | OCEANID |
| Elpidoforos | 16265 | YUN FENG LING |
| Elpirea | 1589 | SHARAF EL DIN |
| Elpis | 995 | RIVA |
| Elpis | 8300 | KAMTIN |
| Elpis | 30563 | TORM ROTNA |
| Els Teekman | 999 | KWINTEBANK |
| Elsa | 126 | KORSAR |
| Elsa | 138 | VIDA |
| Elsa | 142 | MARIA DE CORDERO |
| Elsa | 149 | S.T. METHODIUS |
| Elsa | 298 | CEDRE |
| Elsa | 487 | GHEDEM |
| Elsa | 761 | ZARUMILLA |
| Elsa Cortella | 1599 | LEALE |
| Elsa Essberger | 53160 | ELSA |
| Elsa F | 517 | SECO |
| Elsa Pantos | 149 | WEST SEA |
| Elsa Thorden | 891 | CONCEICAO VILARINHO |
| Elsakar | 119 | PAVLOS BAKOGIANNIS |
| Elsborg | 1598 | ARTEMIS |
| Else | 122 | HERI |
| Else | 259 | STREYMBORG |
| Else | 299 | AHLSELL |
| Else Anthonisen | 140 | ANITA |
| Else Beth | 897 | AROSIA |
| Else Boel | 183 | KIRKWALL |
| Else Cat | 399 | MARCO POLO I |
| Else Cat | 399 | SECIL CUNENE |
| Else G | 210 | FAUN |
| Else G | 299 | ANNEMARIE |
| Else G | 299 | SAYNTAL |
| Else Horne | 148 | SEA GULL I |
| Else II | 225 | TROPIC ACE |
| Else Junior | 299 | QUAN ZHOU No. 2 |
| Else Kilde | 298 | KYRU |
| Else Kilde | 399 | MARINE STAR |
| Else Kuhl | 291 | KARAM B |
| Else Lindinger | 300 | JOHANNE EGE |
| Else Marie | 267 | ELSA—K |
| Else Parchmann | 407 | EOLIANO |
| Else Reith | 1630 | BREEHELLE |
| Else Retzlaff | 1574 | SROUR |
| Else Safe | 163 | VEIDNES |
| Else Skagbo | 114 | MAR DEL PLATA |
| Else Smedegaard | 140 | VERONICA |
| Else Solveig | 149 | KHALEEG 1 |
| Else Stevns | 358 | PETIT FOLMER |
| Else Terkol | 495 | MAROULA |
| Else Th | 499 | SVENDBORG GLOBE |
| Else Winther | 123 | KAS—KEN |
| Elsebeth Vesta | 1166 | KINES |
| Elselil | 300 | LAURENT |
| Elselil | 399 | HOPE |
| Elsflethersand | 909 | MOZIA |
| Elshout | 493 | SAMFROST |
| Elsi | 475 | MIDNIGHT SUN |
| Elsie | 299 | RACHA |
| Elsie A | 361 | MARY JO |
| Elsie B. | 276 | TMS PRIDE |
| Elsie Janis | 137 | CYNTHIA WALKER |
| Elsie M | 499 | SAND BULK |
| Elsie T. | 998 | THAI STAR |
| Elspeth | 1139 | OASIS KIM |
| Elst | 199 | GIENY S |
| Elster | 412 | VENERE |
| Elstree Grange | 36697 | SPIRIT |
| Elton | 9066 | EKATERINI B |
| Elton Griffin | 291 | PINOY |
| Elton Hoyt II | 6967 | MEDUSA CHALLENGER |
| Eltringham No. 1 | 349 | ENNASR No. 1 |
| Elva Bruce | 273 | BRAZOS RIVER |
| Elveshorn | 235 | LE MAJUNGAIS |
| Elvina | 262 | MALABATA |
| Elvira | 3259 | ALKEOS |
| Elvira C | 66942 | GULF ATLANTIC |
| Elvira Oria | 2867 | DELFIN DEL MEDITERRANEO |
| Elvis | 397 | APRIL |
| Elwood Mead | 58821 | UNITY 1 |
| Ely | 723 | ATLANTIC MIST |
| Elya | 127 | JOAN MARIE |
| Elysian Pine | 3223 | BELLATRIX |
| Em VII | 105 | SANTA 3 |
| Em VIII | 105 | JEQUETEPEQUE 4 |
| Emadala | 1598 | MERCHANT VICTOR |
| Emanaich | 499 | MILLAC STAR II |
| Emanuel | 203 | GRETE S |
| Emanuel | 5076 | EMANUEL B |
| Emanuel II | 471 | MISS SUZY |
| Emanuel Vidovic | 6664 | PERSEUS |
| Emanuela | 500 | STRATIS |
| Emanuele Junior | 383 | AMINATA |
| Embassage | 700 | SAAD |
| Embassy | 209788 | HELLESPONT EMBASSY |
| Embassy Queen | 498 | ALICIA STAR |
| Embdena | 299 | VIKING |
| Embdena | 499 | HYBUR SUN |
| Ember | 4994 | YARY |
| Embla | 299 | REBECCA ROUSING |
| Embla | 499 | AL SALAM I |
| Embry | 3794 | KAYU LAPIS LIMA |
| Emca 32 | — | VEERE |
| Emcol Carrier | 3280 | JOANNA BORCHARD |
| Emcol Carrier | 10615 | ATLANTA |
| Emcol Clipper | 3650 | SIGAL |
| Emcol Comet | 8853 | KARTHAGO |
| Emcol Courier | 3651 | PETER METZ |
| Emcol Courier | 4504 | CAMELIA |
| Emden | 4462 | SUULA |
| Emden | 32001 | FENG SHOU |
| Eme | 1834 | MERCS UHANA |
| Emel | 497 | AKSEL—I |
| Emelia—Virginia | 972 | SAJO GLORIA |
| Emelyan | 738 | ONDINA |
| Emerald | 1024 | LABRADOR TRAWL |
| Emerald Amami | 3186 | ZAMBOANGA |
| Emerald City | 16977 | ADAMASTOS |
| Emerald Confidence | 9744 | CONSENSUS WIND |
| Emerald Glory | 76250 | ST. JOHN |
| Emerald Icechest | 499 | EMERALD R. |
| Emerald Queen | 3024 | RIMBA TIGA |
| Emerald Sand | 1472 | TERRA NOVA SEA |
| Emerald Seahorse | 196 | JARITA |
| Emerald Star | 7341 | SUN RIVER II |
| Emerald Tathum | 1582 | EMERALD LIGHT |
| Emerald Trader | 411 | MARIA CATANIA |
| Emerson I | 234 | DEN DEN |
| Emetha | 499 | DANBOX |
| Emfa | 153 | BARLOVENTO |
| Emfasa | 153 | SOTAVENTO |
| Emil P. | 1834 | MERCS UHANA |
| Emil Reith | 1834 | MERCS UHANA |
| Emile Avry | 278 | ROHELLAN |
| Emile D | 1192 | MELITA |
| Emile Joseph | 774 | NELLY |
| Emilia | 118 | WALSOE |
| Emilia II | 155 | AROUSHA |
| Emilia K | 1834 | MERCS UHANA |
| Emilia T | 155 | MURANO |
| Emilia Vieira | 153 | PUENTE DA BARCA |
| Emilie | 115 | STRAUME |
| Emilie Maersk | 38411 | 1ST LT. ALEX BONNYMAN |
| Emily | 274 | DANUBIO |
| Emily Moon | 4668 | SILVER HOPE I |
| Emin | 424 | KAPTAN CAVIT |
| Eminence | 972 | LADY MARY |
| Eminent | 499 | MOHAMMEDI |
| Eminentia | 494 | KRITI |
| Emirates Express | 8160 | BORAC |
| Emire | 12938 | PARA |
| Emlain | 77171 | LAIN |
| Emma | 107 | IRISH ROSE |
| Emma | 299 | QUAN ZHOU No. 1 |
| Emma | 388 | SAN SEBASTIAN |
| Emma | 486 | EMMA A |
| Emma | 1899 | SPRANTE |
| Emma | 3391 | SEA DRAGON |
| Emma | 4986 | EUROPA |
| Emma Biesterfeld | 494 | KAMAL |
| Emma F | 7199 | KOTA ALAM |
| Emma Fernstrom | 69128 | KNOCK ARDY |
| Emma Helene | 3000 | SINA |
| Emma Jebsen | 5213 | SU XIN |
| Emma Johanna | 150 | PERLE |
| Emma Johanna | 30373 | JOANN M |
| Emma Maersk | 38412 | PFC. JAMES ANDERSON, JR. |
| Emma Methenitis | 10711 | BARBARA MORGAN |
| Emma Oetken | 224 | VIRGEN DE LA CINTA No. 7 |
| Emma Oldendorff | 35284 | ORSOLA B |
| Emma Sophie | 118 | KRISTINA MOLGAARD |
| Emma Strandvold | 299 | QUAN ZHOU No. 1 |
| Emma Wilhelmina | 296 | EGER SENIOR |
| Emma Wood | 244 | NORTHLEIGH |
| Emmalies Funk | 136 | ANDREAS BJORN |
| Emmanouel | 1088 | KALYPSO STAR II |
| Emmanuel B | 29897 | GIORGIS C |

# FORMER NAMES OF SHIPS

| | | |
|---|---|---|
| Emmanuel Delmas | 12202 | NEFELI I |
| Emmaplein | 999 | LIBELLE |
| Emmely | 2243 | REEFER CAPE |
| Emmy Friederich | 282 | CLAVEL |
| Emmy Stein | 228 | TITTI ANDALO |
| Emmy—S. | 500 | FATEN |
| Emory Victory | 7633 | NORTH STAR III |
| Empeno | 1041 | LEKO |
| Emperador I | 402 | NICODEMUS III |
| Empire | 236 | TITAN |
| Empire | 488 | ELLI |
| Empire | 1578 | HAE SUNG No. 7 |
| Empire Alderney | 291 | MAX S |
| Empire Barkis | 340 | GUNTUR |
| Empire Boxer | 330 | BAYMEAD |
| Empire Cape | 872 | ANWAR |
| Empire Chlorine | 327 | HINNATANK |
| Empire Conclave | 1167 | MIRONAVE |
| Empire Conjuror | 512 | SEYHAN |
| Empire Connie | 232 | TELUK AMBON |
| Empire Contract | 964 | MANGANESE |
| Empire Crag | 329 | SPITHEAD TRADER |
| Empire Cricketer | 494 | NORTRADER |
| Empire Daffodil | 392 | STAR OF MEDINA |
| Empire Doris | 307 | TAHAMTAN |
| Empire Fable | 401 | COPETROLE 1 |
| Empire Fairplay | 404 | HAMZA 1 |
| Empire Fairway | 411 | GILANI |
| Empire Fairy | 277 | NATHAMEE |
| Empire Fang | 387 | DE LAVOYE |
| Empire Farjeon | 379 | VIVIAN |
| Empire Farm | 260 | MARTE |
| Empire Firth | 315 | TANZANIA |
| Empire Garnet | 299 | KLEOPATRA |
| Empire Hartland | 686 | W. D. ALPHA |
| Empire Heathland | 685 | W. D. BETA |
| Empire Henchman | 263 | CAPO FARO |
| Empire Humphrey | 247 | LAUT SAWU |
| Empire Jill | 739 | FARDAD |
| Empire Jonathan | 294 | FIDGET |
| Empire Lad | 299 | KLEOPATRA |
| Empire Lewis | 257 | KAPTAN DURSUN AKBAS |
| Empire Martha | 288 | GEORGES LETZER |
| Empire Maybury | 400 | NEI RAETE II |
| Empire Maymead | 394 | HONG TAT |
| Empire Mayring | 565 | ISLAMABAD |
| Empire Mayrose | 394 | KARANG DJAWA |
| Empire Mayrover | 558 | C5—203 |
| Empire Maytree | 554 | LUEN HWA |
| Empire Mead | 252 | LAUT BELAWAN |
| Empire Nan | 256 | WILGA |
| Empire Nicholas | 257 | LAUT ARAFURA |
| Empire Nickleby | 306 | NIRMALA |
| Empire Pam | 260 | EL BARAKA |
| Empire Paul | 264 | THUNDER CAPE |
| Empire Punch | 321 | OAKDENE |
| Empire River | 311 | CARBO—CENTRE |
| Empire Ruth | 258 | AL ZAB |
| Empire Samson | 261 | SAKTI |
| Empire Seabird | 529 | BLUE EAGLE |
| Empire Seaboy | 525 | DARPO LIMA |
| Empire Seacoast | 522 | C5—212 |
| Empire Seaflower | 522 | AL FATEH |
| Empire Seafoam | 522 | C5—213 |
| Empire Seaforth | 519 | BEIHAN |
| Empire Seagrass | 522 | PULAU TEKONG |
| Empire Seagull | 534 | DARPO EMPAT |
| Empire Sealion | 495 | SOON HONG |
| Empire Seaport | 522 | C5—216 |
| Empire Seasilver | 514 | SEIYUN |
| Empire Seaward | 496 | SABA |
| Empire Sheila | 310 | TIRSO |
| Empire Shirley | 232 | TUI TUATE |
| Empire Sloane | 455 | MANUTAI |
| Empire State | 13319 | STATE |
| Empire State V | 13319 | STATE |
| Empire Stella | 316 | POETTO |
| Empire Tegleone | 742 | KALI LIMENES II |
| Empire Teguda | 670 | NARGEN |
| Empire Warlock | 253 | SAKR |
| Emporda | 6962 | PERLA ONE |
| Emporio | 251 | AQUA SUPPLY |
| Empremar I | 349 | GAVIOTA II |
| Empress | 113 | C T L |
| Empress | 11076 | WANA BHUM |
| Empress | 13176 | ROYAL PACIFIC |
| Empress | 211359 | SEA EMPRESS |
| Empress of Australia | 13176 | ROYAL PACIFIC |
| Empress of Britain | 18952 | CARNIVALE |
| Empress of Canada | 18261 | MARDI GRAS |
| Emprise I | 1597 | MARISEA |
| Emrald | 1220 | MARILENA |
| Ems | 207 | PETRUSKA |
| Ems Clipper | 298 | OSTSEE |
| Ems Ore(AS) | 18531 | CARTIERDOC |
| Ems Trader | 424 | DON HUMBERTO |
| Emsland | 153 | LE CATALOGNE |
| Emsland | 299 | HAGAR |
| Emsland | 404 | LESLEEN M |
| Emsland | 1597 | ATLANTIS |
| Emsland | 1682 | OSTERSJOEN |
| Emsstrom | 404 | LESLEEN M |
| Emsstrom | 431 | ABILIN |
| Emstal | 998 | BRIGITTA |
| Emstank 6 | 452 | METHONI |
| Emstank 14 | 192 | EBBA |
| Emstank 16 | 211 | MAGED |
| Emstrader | 1594 | SEA TRADER |
| Emu | 272 | VISAL 4 |
| Emy | 498 | FAY III |
| Ena Maru | 3520 | ANTARCTIC |
| Enak | 1590 | KUPARI |
| Enalios Doris | 997 | ARABIAH |
| Enalios Ethra | 2913 | VEMAOIL V |
| Enard Hope | 30311 | BANDAK |
| Enarxis | 10101 | TRADE GRACE |
| Enayatallah | 908 | ARGO |
| Encantado | 232 | BALISA |
| Encarnacion | 488 | ANIKA |
| Encina | 299 | ADELFA |
| Enclong | 6439 | DASA DELAPAN |
| Enco Crystal River | 144 | EXXON CRYSTAL RIVER |
| Enco Port Everglades(FC) | 12769 | EXXON GALVESTON |
| Enco Sunshine State(AS) | 12769 | EXXON GALVESTON |
| Endeavor | 168 | FAIRWIND |
| Endeavor | 298 | CAYMAN ENDEAVOR |
| Endeavor | 15431 | ALMA |
| Endeavor | 22208 | WESTERN HUMBOLDT |
| Endeavor | 47309 | ENDEAVOR II |
| Endeavor I | 22208 | WESTERN HUMBOLDT |
| Endeavour | 131 | BILLY D |
| Endeavour | 17824 | OTTAVIANO |
| Endeavourers No. 7 | 367 | O DAE YANG No. 216 |
| Enderta | 148 | CONSTANTINOS K. |
| Endre Dyroy | 205 | CAM SCOUT |
| Endurance | 3528 | LINDE II |
| Endurance | 18798 | ENDURANCE GLORY |
| Endurance | 22208 | WESTERN ANDES |
| Endurance Express | 8902 | EASTERN BREEZE |
| Endurance I | 22208 | WESTERN ANDES |
| Endurance Wave | 9077 | ALAM TANGKAS |
| Endurer | 295 | ONLY I EXPRESS |
| Endymion | 2293 | PETROLA 18 |
| Eneas | 135 | MADRE DEL REDENTOR |
| Enebro | 1598 | AEOLIS |
| Enegie | 495 | ISLAND CRETA |
| Enerchem Fusion | 4981 | REAL PROGRESS |
| Enerchem Laker | 3542 | RECOVERY VIII |
| Energy | 493 | WILOWE |
| Energy Courage | 103994 | SOUTH BREEZE |
| Energy Explorer | 172946 | NEW EXPLORER |
| Energy Growth | 104664 | FARSUND TRAVELLER |
| Energy Pioneer | 48410 | ANAFARTA S |
| Energy Renown | 111656 | NEW RENOWN |
| Energy Service I | 1315 | SNOPAC |
| Energy Trader | 874 | UNITIGER |
| Energy Transmission | 86802 | ALONDRA |
| Enern | 1261 | HARGUN |
| Enez Sun II | 163 | SEHO |
| Eng. Eduardo de Arantes e Oliveira | 1265 | DRAGER ARANTES |
| Engel Klein | 942 | CELTIC NAVIGATOR |
| Engeland | 228 | SKYROS |
| Engelbertha | 1510 | MCW ERIKA |
| Engelina Broere | 488 | KALI LIMENES III |
| Engenes | 1055 | LARITA |
| Engens | 154 | BELLA |
| Engesund | 111 | ASKONOR |
| Engesund | 184 | CHARLOTTE |
| Engesund | 299 | NORDVANG |
| Engey | 149 | KRISTBJORG |
| Enggang | 165 | KAYUMAS UTAMA II |
| Engi 14 | 4785 | RYOKOH 3 |
| Engiadina | 30339 | STAR OF MARIA |
| Engiadina | 37031 | ARTEMIS |
| Engin Kaptanoglu | 497 | NUSRET ATASOY |
| Engineer | 148 | E.M.S. 3 |
| Engineer | 185 | NUJUM |
| Engineer | 697 | DAWN WARBLER |
| England | 1618 | DELTA MAS |
| England | 4986 | EUROPA |
| Englewood | 9679 | JIN HAI 11 |
| English Wasa | 30121 | PETROPOLIS |
| Englishman | 541 | JUMBO PRIMO |
| Enia | 16006 | APIL |
| Enid | 109 | MULEVE |
| Enid | 2009 | ANGLO |
| Enid Sharon | 127 | ZEBU |
| Eniwa Maru | 1497 | DONFICO No. 701 |
| Eniwetok | 9432 | STARDRILL |
| Enja | 105 | MIJNTJE JUNIOR |
| Enniberg | 846 | ANTUUT |
| Ennie en Appie | 100 | SILVER HARVEST |
| Ennie en Appie | 334 | GROVE |
| Ennipeys | 474 | LITSA K |
| Enno B | 3236 | MYANMAR PIONEER |
| Enoki Maru | 691 | LINTAS PACIFIC |
| Enosis | 338 | SETTEBELLO |
| Enoura Maru | 4358 | PRIMA DONNA No. 2 |
| Enrico C. | 16729 | ENRICO COSTA |
| Enrique Barca | 190 | HERMANOS PINO LADRA |
| Enrus | 498 | ARGDEP JR |
| Ensanada No. 1 | 255 | DONG WON No. 501 |
| Ensanada No. 2 | 278 | MABA |
| Ensanada No. 3 | 341 | SAM YOUNG No. 305 |
| Ensanda No. 5 | 370 | SAM YOUNG No. 303 |
| Enseigne | 121 | MYANGA |
| Ensenada | 3969 | KEUM YANG ALBATROSS |
| Enshu Maru | 170 | HYUGA MARU No. 5 |
| Enskeri | 54763 | NORTHERN DANCER |
| Entente | 379 | FISHER |
| Enterprise | 117 | INGRID S |
| Enterprise | 195 | SCANDIES ROSE |
| Enterprise | 396 | KAPTAN EROL |
| Enterprise | 3610 | OCEAN ROVER |
| Enterprise | 16471 | ZIM GENOVA |
| Enterprise | 17122 | MULPHA SIBU |
| Enterprise | 22208 | TACORA |
| Enterprise I | 110 | EL BOHEMIO |
| Enterprise I | 22208 | TACORA |
| Enterprise I | 88439 | CONKOUATI |
| Enterprise II | 10058 | EVANGELISTRIA |
| Enterprise Transporter | 70931 | LEON |
| Entete | 1496 | FRANKY |
| Ento Maru | 224 | TALKA |
| Entremares Dos | 1333 | TXORI ZURI |
| Entremares Uno | 1333 | ALACRAN |
| Entrena Primero | 287 | ENTRENA UNO |
| Entrena Segundo | 287 | ENTRENA DOS |
| Entrepenor | 123 | LABAN |
| Envoy | 40193 | MERCEDES ENVOY |
| Enxebre | 193 | ABRENTE |
| Enxebre | 228 | JAWHARA |
| Enyo | 1454 | QING CHUAN 7 |
| Enyo Maru | 1454 | QING CHUAN 7 |
| Eol | 153 | LEO |
| Eole | 124 | STEEVE D |
| Eole | 998 | VASILIOS I |
| Eole | 52743 | ALTUS |
| Eoli | 41872 | ANADOLU |
| Eolo | 230 | CAPITAN CANEPA |
| Eolo | 4199 | BILKAR I |
| Eos | 1556 | MEONIA |
| Epepsa II | 314 | CAJAMARCA 9 |
| Epepsa 1 | 313 | LAMBAYEQUE 2 |
| Ephesian | 349 | KYOTO |
| Ephestos | 21347 | FLAG EPOS |
| Epidavros Gulf | 9533 | FAITH STAR |
| Epimelia | 9877 | VECTOR |
| Epimenidis | 8789 | EXPEDIENT |
| Epiros | 15419 | ASTRASOL |
| Epirus | 2145 | HONG JU |
| Epirus II | 2001 | KYTHNOS |
| Epirus 3 | 2359 | ANNA MARIA LAURO |
| Epirus 4 | 2574 | IRAN-HORMUZ 1 |
| Epirus 5 | 2574 | HELLAS EXPRESS |
| Episcopi | 372 | AEOLIS |
| Episkopi | 1932 | NADA |
| Epivate | 480 | SOL |
| Epos | 962 | AL FATEMAH II |
| Epos | 6053 | SPRANTE DIAMOND |
| Epos | 8816 | SYMPLEA |
| Eppco 1 | 2717 | MOUNTAIN |
| Eppendorf | 270 | KARMILLIT |
| Epson Trader | 19337 | SERSOU |
| Eptalofos | 18055 | JAG RANI |
| Eptanissos | 166 | RODOS |
| Eptehal | 433 | SATYAVATI |
| Equation | 350 | OCEANIDA ONE |
| Equator | 196 | EDIE STEPHENS |
| Equator | 398 | MARIA R |
| Equator | 970 | LADY MARGARITA |
| Equator | 1732 | EQUATOR RISE |
| Equator | 3992 | SHAHD FAYEZ |
| Equator II | 492 | EMILY |
| Equator IV | 1283 | JENWIN |
| Equator V | 1673 | EQUATOR JOY |
| Equatorial Marine | 494 | PULAU BATAM |
| Equihennois | 685 | ZULA |
| Equinoxe | 179 | AQUA STAR |
| Equitable | 423 | ALVOR |
| Equity | 183 | JOHN P. DIESEL |
| Erala | 416 | EIRON |
| Erasan Maru | 499 | SHINSHO MARU No. 10 |
| Erasmus | 1099 | LADY AMANDA |
| Erasmussingel | 391 | OSTKUST |
| Erato | 495 | LARA |
| Erato | 5976 | CMB EMERALD |
| Erato | 12802 | PRABHU GOPAL |
| Erato | 44608 | HELLESPONT ARROW |
| Erato II | 5976 | CMB EMERALD |
| Erato II | 118363 | WORLD HARMONY |
| Erato IV | 197 | HILDUR |
| Erato IV | 199 | LAURENCE |
| Erato V | 199 | LAURENCE |
| Erawan | 9229 | ANANGEL CHAMPION |
| Ercole | 119 | LICIO |
| Ercole Lauro | 26750 | SEXTUM |
| Ercument | 494 | ARZU AYANOGLU |
| Erdal | 2224 | H. AKAR |
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| Erika B | 318 | MARGARET HANNAH |
| Erika Fisser | 4255 | COSA |
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| Eriskay | 11171 | LOON |
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| Esan Maru | 1178 | CRONUS |
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| Espresso Rosso | 4156 | SINDIBAD I |
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| Essberger Pioneer | 1445 | ALPHA LADY |
| Essen | 14741 | ASL SANDERLING |
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| Essi Coral | 1513 | ELAND |
| Essi Kristine | 41088 | WEN DENG HAI |
| Essi Silje | 11023 | AEGEAN MARINER |
| Essi Silje(FC) | 11023 | AEGEAN MARINER |
| Essi Vibeke | 42516 | ALANDIA PRIDE |
| Essiflora | 11977 | ESSI FLORA |
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| Esso Ancerville | 179 | JEAN COURSIC |
| Esso Antilles | 483 | KALBA SKY |
| Esso Antwerp | 35591 | PRIMAVERA |
| Esso Atlantic | 247160 | KAPETAN GIANNIS |
| Esso Bahamas | 17439 | DILOS |
| Esso Baltica | 4084 | GRUISSAN |
| Esso Baltimore | 23299 | COASTAL EAGLE POINT |
| Esso Barbados | 253 | LAGOVEN FIRME |
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| Esso Bombay | 12994 | OM SUN |
| Esso Bonn | 123126 | ESSO BAHAMAS |
| Esso Boston | 23299 | COASTAL CORPUS CHRISTI |
| Esso Brasil | 632 | ML RIO DE JANEIRO |
| Esso Brega | 30444 | SNAM PALMARIA |
| Esso Brisbane | 13679 | ISOLA TURCHESE |
| Esso Caernarvon | 1016 | CAERNARVON |
| Esso Callunda | 13340 | ESSO TYNE |
| Esso Caribbean | 252 | LAGOVEN LACUSTRE |
| Esso Caribbean | 218447 | KAPETAN GIORGIS |
| Esso Centam | 1155 | DON GUSTAVO |
| Esso Centro America | 4595 | GAS VENTURE |
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| Esso Chittagong | 12853 | SEALION |
| Esso Connecticut | 1729 | EXXON CONNECTICUT |
| Esso Dalriada | 123009 | SEAL ISLAND |
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| Esso Delaware Valley | 197 | EXXON SAN JACINTO |
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| Esso Emden | 554 | MARIA B |
| Esso Empire State | 197 | EXXON EMPIRE STATE |
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| Esso Forth | 35591 | PRIMAVERA |
| Esso Garden State | 197 | EXXON BAYOU STATE |
| Esso Genova | 13679 | ISOLA TURCHESE |
| Esso Gettysburg | 23665 | GETTYSBURG |
| Esso Gippsland | 15579 | MAWSON |
| Esso Goa | 11999 | ESRAM |
| Esso Guam | 13544 | ESSO PARENTIS |
| Esso Guyana | 125 | GUY SUPPLIER |
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| Esso Halifax | 18798 | ENDURANCE GLORY |
| Esso Hamburg | 126196 | ESSO BERMUDA |
| Esso Havana | 17291 | PECOS |
| Esso Hermod | 492 | MEOLIA |
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| Esso Hong Kong | 17218 | KATERINA P |
| Esso Hudson | 1235 | HUDSON |
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| Esso Ipswich | 1081 | FALCON 2 |
| Esso Islander | 435 | TEXACO TRADER |
| Esso IV | — | PATRICK |
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| Esso Kobe | 12754 | FRANCA D'ALESIO |
| Esso Kumamoto | 13544 | ESSO PORT JEROME |
| Esso Las Piedras | 272 | RIO CUCHIVERO |
| Esso Le Havre | 173085 | HELLESPONT PARAMOUNT |
| Esso Lexington | 19733 | LEXINGTON |
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| Esso Madrid | 173086 | HELLESPONT CAPITOL |
| Esso Maine | 192 | JUSTINE McALLISTER |
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| Esso Massachusetts | 196 | ROBERT B. TURECAMO |
| Esso Mediterranean | 218447 | KAPETAN PANAGIOTIS |
| Esso Meghna | 741 | MEGHNA |
| Esso Miami | 17291 | PECOS |
| Esso Montreal | 17381 | UMBERTO D'AMATO |
| Esso Mukaishima | 12805 | ESSO BAHIA BLANCA |
| Esso Nagasaki | 12670 | GEYVE |
| Esso Nagoya | 12491 | AMPHION |
| Esso Nassau | 17965 | HUA HAI 3 |
| Esso New Hampshire | 300 | ELENA—H |
| Esso New Jersey | 192 | C. A. CROSBY |
| Esso New Orleans | 32035 | EXXON NEW ORLEANS |
| Esso New York(FC) | 13585 | DEEPSEA DUCHESS |
| Esso Nordica | 2760 | GASSAN AL BAKRY III |
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| Esso Philadelphia | 34266 | EXXON PHILADELPHIA |
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| Esso Portland | 31652 | ROMITO |
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| Esso Rhode Island | 192 | DOROTHY H |
| Esso Rio De Janeiro | 632 | ML RIO DE JANEIRO |
| Esso Rio Grande | 1134 | PIRATINI |
| Esso Ronne | 499 | FIANDRA |
| Esso Saba | 126943 | ESSO FREEPORT |
| Esso Saimaa | 1141 | ZANETA |
| Esso Saint John | 17381 | APOLLINARE |
| Esso Saint Petersburg | 13340 | ESSO TYNE |
| Esso Saint Petersburg | 19687 | OSLO LADY |
| Esso San Francisco | 34266 | EXXON SAN FRANCISCO |
| Esso San Nicolas | 252 | LAGOVEN LACUSTRE |
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| Esso Tug No. 12 | 192 | C. A. CROSBY |
| Esso Tug No. 20 | 196 | ROBERT B. TURECAMO |
| Esso Tug No. 104 | 300 | ELENA—H |
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| Esso Tyne | 12754 | FRANCA D'ALESIO |
| Esso Tynemouth | 501 | MOGAN |
| Esso Venezia | 12853 | SEALION |
| Esso Venezuela | 4595 | GAS VENTURE |
| Esso Vermont | 197 | ANNA MAE |
| Esso Virginia | 192 | DOROTHY H |
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| Esso Yokohama | 12994 | BLUE WAVE |
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| Estelle J. | 63863 | JOSTELLE |
| Estelle Maersk | 38411 | CPL. LOUIS J. HAUGE. JR. |
| Estelle Stone | 226 | TRACY |
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| Eternity Venture | 31077 | CLYMENE |
| Etha | 442 | JIA YUN |
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| Eugene F. Moran | 493 | CAPITAN REY |
| Eugene F. Moran | 613 | MONTE BRANCO |
| Eugene McDermott II | 848 | TOVUTO |
| Eugenia I | 52236 | LEONTAS |
| Eugenia II | 25680 | BONARIA |
| Eugenia M. Moran | 149 | STURGEON |
| Eugenia Moran | 142 | NORWICH |
| Eugenie Cotton | 3810 | WOODSTONE |
| Eugenio | 132 | ARGONAUT II |
| Eugenio C | 32753 | EUGENIO COSTA |
| Eugeniusz Kwiatkowski | 6957 | OCEAN AMELIA |
| Eulalia Del Mar | 59926 | GLOBAL STAR |
| Eulima | 17491 | PETROBULK RULER |
| Eulota | 17491 | PETROBULK RASCAL |
| Eun Ha No. 7 | 434 | HAE WANG No. 301 |
| Eun Ha No. 31 | 247 | MICHELLE No. 7 |
| Eun Ha No. 32 | 318 | DONG JIN No. 1 |
| Eun Ha No. 33 | 325 | DONG JIN No. 2 |
| Eun Ha No. 35 | 382 | HAE WANG No. 302 |
| Eun Ha No. 36 | 313 | HAE WANG No. 303 |
| Eun Seong | 702 | SUNNY PUSAN |
| Eun Sung | 100 | SUNNY PUSAN |
| Euney | 1087 | NORTH BAY |
| Euphoric | 237 | LARAIN |
| Eurabia Bay | 498 | TAI PAN |
| Eurasia | 297 | MARIANA |
| Eurasia | 6491 | HUA HE |
| Eurasian Princess | 769 | ARMADA MULIA |
| Eurco Strength | 3841 | RIO RAPEL |
| Eureka | 1599 | FILAOS |
| Euridyce | 5858 | OBLAYOO |
| Euro Broker | 997 | UNO |
| Euro Carrier | 499 | ANTORAS |
| Euro Florida | 5193 | GUATEMALA |
| Euro Florida | 11267 | ENIF |
| Euro Florida | 11977 | KAMINA |
| Euro Freighter | 999 | LUNA |
| Euro Louisiana | 3222 | THEA S |
| Euro Louisiana | 7981 | ALGENIB |
| Euro Louisiana | 9488 | MERCHANT PRINCE |
| Euro Mexico | 7925 | DENEB |
| Euro Nor | 2311 | COMMODORE CLIPPER |
| Euro Partner | 994 | RUNNING BEAR |
| Euro Princess | 14315 | EUROPEGASUS |
| Euro Priority | 48109 | SAIKO MARU |
| Euro Sailer | 996 | ROLF D |
| Euro Sea | 11461 | DEPPE AMERICA |
| Euro Skipper | 641 | REGA |
| Euro Star | 10308 | PRESIDENTE SARMIENTO |
| Euro Texas | 5168 | HARI BHUM |
| Euro Texas | 7231 | MC EMERALD |
| Euro Texas | 16517 | CALAPADRIA |
| Euro Tramper | 999 | GARDWAY |
| Euroark | 499 | EL SANANDRESANO |
| Euroasia Concorde | 17619 | PACIFIC CHUNGSAM |
| Euroasia Monarch | 44366 | NORMAN KING |
| Eurobridge Beam | 1582 | MILD VICTORY |
| Eurobridge Cross | 1599 | NATHANEL |
| Eurobridge Link | 1599 | PETER KNUPPEL |
| Eurobridge Tower | 1598 | TRADE RANK |
| Eurobulk Carrier | 71967 | E. B. CARRIER |
| Eurocarrier | 16094 | SEACHAMPION |
| Euroduw 6 | — | LIJA 4 |
| Eurofreighter | 30411 | ORIENTAL KNIGHT |
| Eurogas One | 1321 | ANDREA CORSALI |
| Eurogaz Two | 4751 | YUCATAN |
| Euroleader | 17926 | SINCERE VICTORY |
| Euroline One | — | NORTRADER |
| Euroliner | 28592 | AL MUHARRAQ |
| Euroman | 1182 | PETROLA'S OCEAN MASTER 24 |
| Euromare | 149 | EUROPA TRE |
| Euromariner | 987 | NING HUA 405 |
| Euromerchant | 4598 | SAMUDRA RAJ |
| Europa | 149 | CHALOTTE CHEMNITZ |
| Europa | 158 | TOTLAND |
| Europa | 239 | JOHN CHARLTON |
| Europa | 2308 | VEGA |
| Europa Freezer | 4938 | NETWORK STORK |
| Europa II | 1952 | SATURNUS |
| Europa Point | 12982 | SALVADOR |
| Europa 1 | 414 | EUROPA JET |
| Europabank | 158 | TOTLAND |
| Europafarjan | 5790 | LION PRINCESS |
| Europafarjan I | 5926 | LION PRINCE |
| Europafarjan II | 2736 | APOLLONIA II |
| Europafarjan II | 5790 | LION PRINCESS |
| Europafarjan III | 4776 | CORSICA SERENA II |
| Europafarjan IV | 4390 | LANCUT |
| Europafarjan Syd | 4390 | LANCUT |
| Europafergen | 2209 | SAUDI GOLDEN ARROW |
| Europe | 10286 | STAR |
| European Eagle | 4634 | ZIM CARIBE III |
| European Eagle | 5300 | EAGLE NOVA |
| European Eagle | 8853 | KARTHAGO |
| European Enterprise | 3367 | EUROPEAN ENDEAVOUR |
| European Express | 3442 | GALLOWAY EXPRESS |
| European Express | 4263 | TRAVEMUNDE LINK |
| European Express | 4954 | SKYBRIDGE |
| European Express | 5229 | HUANG JIN SHAN |
| European Express | 9120 | AN LU JIANG |
| European Gateway | 4263 | TRAVEMUNDE LINK |
| European Glory | 1996 | SEA WAVE |
| European Glory | 3994 | SARATOGA SUCCESS |
| European Lucky | 3994 | SARATOGA SUCCESS |
| European Senator | 15782 | SEA BREEZE |
| European Venture | 15576 | PRINCESS ARROW |
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| Eurosalve II | 708 | PUTFORD SNIPE |
| Eurosea | 14274 | ELLINA III |
| Eurosky | 18303 | SEADUTY II |
| Eurosun | 10308 | DR. JUAN B. ALBERDI |
| Eurosun | 12343 | ORIENT SUN |
| Eurotainer | 1285 | CAVALIER TRADER |
| Eurotrader | 499 | WEISA |
| Eurounity | 14274 | SEAMUSIC II |
| Euterpe | 13360 | CHRYSSI V |
| Euthalia | 31742 | FENG CHANG |
| Euwin St. Philip | 187 | MOBILE PERSISTENCE |
| Euzkera | 106 | MAREJADILLA |
| Eva | 120 | CHIRA 3 |
| Eva | 130 | JOSEPH CONRAD |
| Eva | 461 | BP USHIRIKIANO |
| Eva | 1572 | MINA |
| Eva | 1598 | REGINA |
| Eva | 3985 | IRUVAI HUDHU |
| Eva | 5971 | J. EASTER |
| Eva | 49101 | THORSTAR |
| Eva Cob | 10683 | EVA |

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|---|---|---|
| Eva Danielsen | 1202 | HERO A |
| Eva Desgagnes | 3542 | TELCHAC |
| Eva L | 211 | NICOLA |
| Eva Ledet | 133 | METTE CHRISTINE NORDFISK |
| Eva Maria | 496 | EMIRATES CARRIER |
| Eva Nordfisk | 123 | TROIKA |
| Eva Oden | 16948 | TOR BELGIA |
| Eva P. | 24414 | DEMOSTHENES V |
| Eva Sif | 499 | THET |
| Eva Sun | 6042 | ESCORPIO |
| Eva Thinnesen | 148 | DAN—BRITT |
| Eva Tholstrup | 499 | EASTWIND |
| Eva Venture | 29710 | COSTAS KONIALIDIS |
| Eva Vesta | 491 | EVA |
| Eva Viking | 225 | GITTE GRY |
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| Evald | 491 | ALI |
| Evangela M | 218 | KOSTAS II |
| Evangelia | 462 | XENIA |
| Evangelia | 494 | SOFIA |
| Evangelia | 1532 | KYRIAKI |
| Evangelia | 2809 | CAPTAIN ALI |
| Evangelia Petrakis | 11506 | AMER VED |
| Evangelia Petrakis | 18887 | MARGARITA M |
| Evangelia Th | 1955 | JOSEFA |
| Evangeline | 437 | SIGMA No. 2 |
| Evangelistria II | 443 | PENERE NIANE |
| Evangelistria K. | 465 | KAPETAN VANGELIS |
| Evangelos | 332 | MATTEO G. |
| Evangelos | 490 | DORALIA |
| Evangelos | 3319 | CAPTAIN OSSMAN |
| Evangelos II | 387 | KRIKRI |
| Evangelos L | 14975 | HUA ZHEN |
| Evangelos P | 119 | GIALISKARION |
| Evanna | 115 | LILEDA |
| Evanthia | 492 | VATHI |
| Evanthia | 499 | EVI V. |
| Evdokia K | 499 | MIHAILIA S |
| Evdokia N | 484 | GRIGORIS TSIRIKOS II |
| Evdoxoula | 199 | ALONISSOS |
| Eve Rita | 427 | AVOCA |
| Evee | 15976 | JAY LAXMI |
| Eveline | 415 | LOA 8 |
| Eveline | 11410 | STERLING STAR |
| Evelyn | 173 | BUNKER POWER |
| Evelyn | 34890 | ADVENTURE |
| Evelyn Anne | 1235 | POLING BROS. No. 7 |
| Evelyn Bolten | 18643 | HUA DA |
| Evelyn Collins | 196 | WILMA I |
| Evelyn Edwards | 196 | J. A. BISSO II |
| Evelyn L. Brown | 198 | CONCORDIA |
| Evelyn M | 198 | IDA GREEN |
| Evelyn Maersk | 38412 | PVT. HARRY FISHER |
| Even Andre | 114 | AAGE WILFREDSON |
| Evening Light | 138 | HUDSON |
| Evening Star | 149 | PROTECTOR |
| Evensea | 1529 | COWRIE PRINCESS |
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| Ever Bright | 2494 | AMITY ROAD |
| Ever Faithful | 529 | BLUE EAGLE |
| Ever Forever | 13995 | UNI—FOREVER |
| Ever Fortune | 13995 | UNI—FORTUNE |
| Ever Forward | 13995 | UNI—FORWARD |
| Ever Green | 2494 | AMITY ROAD |
| Ever Handsome | 12261 | UNI—HANDSOME |
| Ever Harmony | 20265 | CLEO M. |
| Ever Harvest | 11076 | WANA BHUM |
| Ever Honesty | 11076 | LIAO CHENG |
| Ever Honor | 15742 | HANA MAUI |
| Ever Hope | 11318 | AVIS FAITH |
| Ever Humanity | 12261 | UNI—HUMANITY |
| Ever Joy | 7809 | FONG SHIN |
| Ever Large | 24804 | EVER LAUREL |
| Ever Light | 24804 | EVER LEVEL |
| Ever Loyal | 24804 | EVER LYRIC |
| Ever Lucky | 24804 | EVER LIVING |
| Ever Master | 11950 | UNI—MASTER |
| Ever Mercy | 11652 | UNI—MERCY |
| Ever Modest | 11648 | UNI—MODEST |
| Ever Moral | 11507 | UNI—MORAL |
| Ever Pioneer | 8619 | UNI—PIONEER |
| Ever Promoter | 7807 | PERMAI—I |
| Ever Safety | 12529 | EVER TRUST |
| Ever Shine | 14152 | UNI—SHINE |
| Ever Spring | 14152 | UNI—SPRING |
| Ever Success | 10249 | EVER SPLENDOR |
| Ever Summit | 14152 | UNI—SUMMIT |
| Ever Superb | 14152 | UNI—SUPERB |
| Ever Valiant | 14402 | HANJIN KUNSAN |
| Ever Victory | 14814 | HANJIN KWANGYANG |
| Ever Voyager | 14953 | HANJIN CHEJU |
| Everace | 28994 | JADE FOREST |
| Everard Christina | 363 | ARIZONA |
| Everdawn | 11679 | SKYMAN |
| Everdina | 187 | TELCO SONT |
| Everest | 488 | WAY HENG |
| Everest | 1383 | FRIO INDIANIC |
| Evergreen | 9986 | SEA PROGRESS |
| Everhope | 10625 | ATLANTIS SKY |
| Everjust | 13197 | JOLLITY |
| Everray | 13569 | KARLOVY VARY |
| Everready | 147 | JENNIE L. |
| Evershagen | 5229 | TANYA 5 |
| Evert Maarten | 497 | MAYTANK I |
| Everton | 4015 | LILIA |
| Everton | 14446 | AURELIA |
| Evertsen | 666 | HONG SOON II |
| Everwin | 30767 | EMERALD COAST |
| Evgenia K | 1152 | RANIA K |
| Evia Luck | 7170 | VIGOR |
| Evina | 15977 | ZACHARY |
| Evina | 46468 | ALANDIA WAVE |
| Evita | 64289 | MEGA SUN |
| Evita Dan | 46468 | ALANDIA WAVE |
| Evita II | 1418 | TAFFTRADE |
| Evita K | 474 | LITSA K |
| Evnia | 8714 | ZULFIKAR |
| Evocrystal | 507 | IMG 2 |
| Evofrio | 1799 | UNION OCEAN |
| Evon | 470 | O'SOUK |
| Evopearl | 527 | ITFA 1 |
| Evpo Agsimone | 9023 | HANBONN CONCORD |
| Evros I | 3654 | MASADA 2 |
| Evryalos | 10713 | ARAGON |
| Evryalos | 30929 | PILEFS |
| Evy L | 14568 | IONIAN EMPRESS |
| Ewaria | 422 | JIHAN |
| Ewen W. Alison | 355 | MANGANA |
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| EWL Curacao | 1599 | STEPHAN J |
| EWL Guyana | 1599 | MARIA J |
| EWL Paramaribo | 1581 | BEAULIEU |
| EWL Paramaribo | 4457 | ATLANTIC ISLAND |
| Ewo Venture | 18609 | SAMICK NORDIC |
| Exact | 295 | ULTRAMAR XI |
| Excalibur | 125 | INDEPENDENCE |
| Excalibur | 733 | ATLANTIC BREEZE |
| Excalibur | 44502 | BERGE SWORD |
| Excambion | 9644 | TEXAS CLIPPER |
| Exceed | 4288 | CAMLY II |
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| Excel—O | 312 | INTEGRITY I |
| Excelente | 997 | BERJAYA ENAM |
| Excellent Tokyo | 48130 | KEIKO MARU |
| Excelsior | 5615 | QUINT STAR |
| Excelsior Jupiter | 13949 | EAGLE WORLD |
| Excelsior No. 2 | 4359 | LIU JIANG |
| Excelsior Reefer | 10227 | ECUADOR TRADER |
| Excomm Mariner | 41977 | SUMMERRAIN |
| Excomm Merchant | 41977 | SENECA |
| Executive | 19077 | SAMUEL FRANCIS |
| Exeter | 1545 | RADIOSA |
| Exocet | 2536 | WATULINEI |
| Exodus | 1696 | WAKEKE |
| Exonbury | 8026 | JOLLY ARGENTO |
| Expansa II | 941 | AGNES |
| Expansion | 198 | KING OSCAR |
| Expectation | 10490 | MONICA |
| Expeditor | 25131 | GOLDEN TRIANGLE |
| Expeller | 862 | SABI |
| Expert | 295 | ULTRAMAR I |
| Expert Maru | 1683 | WELL VOY No. 1 |
| Explora | 1408 | OGS EXPLORA |
| Explorer | 191 | CELTIC PRIDE II |
| Explorer | 499 | WOLOAN |
| Explorer | 941 | BON ESPOIR |
| Explorer | 24588 | IRON CITY |
| Explorer II | 2987 | NORTHERN EXPLORER |
| Explorer III | 22208 | EXPLORER |
| Explorer Starship | 8282 | SONG OF FLOWER |
| Explorer 1 | 695 | PERMINA SUPPLY No. 22 |
| Explorer 2 | 705 | PERMINA SUPPLY No. 23 |
| Exploritas | 10074 | EXPLORER |
| Export Adventurer | 7848 | ADVENTURER |
| Export Agent | 7848 | AGENT |
| Export Aide | 7848 | AIDE |
| Export Ambassador | 7848 | AMBASSADOR |
| Export Banner | 7939 | BANNER |
| Export Bay | 7939 | BAY |
| Export Builder | 7939 | BUILDER |
| Export Buyer | 7939 | BUYER |
| Export Courier | 8128 | COURIER |
| Export Defender | 9069 | CRACKER STATE MARINER |
| Export II | 495 | ESTA |
| Export Leader | 17904 | GOPHER STATE |
| Exportador | 245 | EDUARDO MARIA |
| Exportazul | 14779 | ICOD |
| Exporter | 15251 | AL—TAFSIR |
| Exporter | 22587 | STOLT EXPORTER |
| Express | 131 | ALIMARTE |
| Express | 167 | BLIDOSUND |
| Express | 1747 | NORTH EMPRESS |
| Express | 15939 | ELECTRO STAR |
| Express Bunker | 997 | LUCKY 8 |
| Express New Star | 125 | PRINCE |
| Express Wood | 2939 | AL—BUSHRA |
| Expressan | 298 | CROWN DIVER |
| Extol | 39328 | BERGE TROLL |
| Extraco II | 6167 | SARINDERJIT |
| Extramar Este | 1200 | GUADIANA |
| Extrelago | 1582 | EMERALD ASPEN |
| Extreluz | 7949 | C. R. DIEPPE |
| Extremar | 1582 | EMERALD LIGHT |
| Extresol | 7949 | C. R. ALICANTE |
| Exxoil One | 439 | KAMILLA HOPE |
| Exxon Baltimore | 23299 | COASTAL EAGLE POINT |
| Exxon Boston | 23299 | COASTAL CORPUS CHRISTI |
| Exxon Delaware Valley | 197 | EXXON SAN JACINTO |
| Exxon Florence | 17378 | FLORENCE |
| Exxon Garden State | 197 | EXXON BAYOU STATE |
| Exxon Gettysburg | 23665 | GETTYSBURG |
| Exxon Golden State | 198 | ELEFANTE GRANDE |
| Exxon Granite State | 197 | BRENDAN TURECAMO |
| Exxon Lexington | 19733 | LEXINGTON |
| Exxon Maine | 290 | EXXON CARQUINEZ |
| Exxon Maryland | 281 | MARYLAND |
| Exxon Massachusetts | 196 | ROBERT B. TURECAMO |
| Exxon Miami | 17291 | PECOS |
| Exxon New Jersey | 192 | C. A. CROSBY |
| Exxon Ocean State | 189 | MARJORIE B. McALLISTER |
| Exxon Pelham | 175 | M. P. T. PELHAM |
| Exxon Port Everglades(FC) | 12769 | EXXON GALVESTON |
| Exxon Princeton | 21446 | OVERSEAS PHILADELPHIA |
| Exxon Sunshine State(AS) | 12769 | EXXON GALVESTON |
| Exxon Valdez | 94999 | EXXON MEDITERRANEAN |
| Exxon Virginia | 192 | DOROTHY H |
| Exxon Washington | 19733 | TEXAS TRADER |
| Exxon Yorktown | 21446 | OVERSEAS NEW ORLEANS |
| Exxtor I | 1599 | CANGURO BLU |
| Eyjaver | 227 | SKARFUR |
| Eyke | 256 | RIRI |
| Eyne | 58650 | EL ANCORA |
| Eyrarfoss | 1864 | CALA FUSTAM |
| Eytanah | 283 | ACHILLEUS |
| Eyvind Sif | 499 | XIANG JIANG |
| Eyzhen Berg | 10814 | KONSTANTINOS D |
| Ezabella | 4065 | SEA SKIPPER |
| E42 1836 | 559 | W. T. JAMES, Jr. |
| F Maracaibo | 30308 | FREJA ISLANDIA |
| F 8 | 242 | DONA ROSARIO |
| F 12 | 168 | ALBINA |
| F 29 | 338 | OCEAN OPAL |
| F 30 | 338 | STEVIN SHA'M |
| F 31 | 336 | DALMAR ENERGY |
| F 33 | 145 | BEACHCOMBER I |
| F 48 | 167 | VIKING |
| F. A. Candies | 118 | JARAMAC V |
| F. Amnuputty | 570 | IMAN |
| F. B. Walker | 132 | SOUTHSEA MANA |
| F. C. Love | 144 | SEAKER |
| F. D. Roosevelt | 119 | REZAC |
| F. E. Lovejoy | 472 | PACIFIC PRODUCER |
| F. F. Clain | 146 | BEN F. ROYAL |
| F. Freiligrath | 5508 | APPLE BLOSSOM |
| F. J. Garaygordobil | 1579 | SUN ISABEL |
| F. J. Wolfe | 1148 | MICOPERI 12 |
| F. Javier Garaygordobil | 1579 | SUN ISABEL |
| F. L. Hayes | 998 | AQUARIUS |
| F. M. Harmstorf | 121 | FRIEDRICH MATTHIAS HARMSTORF |
| F. R. Hauber | 147 | PALOMAR |
| F. S. B. 01 | 12127 | ZEUS I |
| F. S. Wade | 169 | MARTECH ROXY |
| F. T. Hewlett | 780 | CAM SEEKER |
| F.P. Tower | 101 | TWO BROTHERS |
| F.P.—102 | 454 | RIO TUY |
| F.V. Hunt | 849 | CAYMAN SALVAGE MASTER |
| F—50 | 199 | HERON |
| Fa Fa Venture | 29710 | OLYMPIC GEMINI |
| Fa Xian | 1791 | DISCOVERER |
| Faber | 485 | THALIS |
| Fabio Saverio | 867 | LARA |
| Fabiolaville | 9711 | HAI HUA |
| Fabius | 2709 | ARTA |
| Fabricia | 151 | DUCCIO |
| Fabrizio Di Fazio | 380 | THEODOROS M. |
| Facho | 160 | BREHNA |
| Fadhil Allah | 532 | HAIMA |
| Fadi | 1064 | DIAMOND |
| Fadil | 4371 | EBTIBE |
| Fadwa S | 299 | GHADA S |
| Faedra | 1506 | MERCS MAHO |
| Faedra | 72952 | SILVER ENERGY |
| Faeroe Bank | 586 | CELTIC I |
| Faethon | 999 | ABILITY |
| Faethon | 11294 | KOTA MOLEK |
| Fagerfjell | 60238 | KALAMOS |
| Fagerfjord | 149 | STORDOY |
| Fagerfjord | 178 | SVETROS |
| Fagerheim | 475 | MANOLIS Z |
| Fagero | 107 | GUDRUN D |
| Fagerstrand | 199 | TOR JAN |
| Fagerstrand | 682 | MENTOR |
| Fagerstrand 1 | 241 | LIHOLM |
| Fagertind | 1132 | PALMAVERA |
| Fagurey | 148 | HAFORN |
| Fagurey | 149 | LOMUR |
| Fahed I | 815 | STRIKER |
| Fahed II | 815 | HUNTER |
| Fahrenheit | 499 | KARAMA |
| Fahrland | 13769 | WIDAR |
| Fahrmannsand | 908 | REEFER PALOMA |
| Faience | 424 | ISLAND TRAVELLER |
| Faience | 530 | SHIREEN |
| Failaka | 18307 | NAND PRAKRITI |
| Fair Anne | 19487 | PRODUCT TRADER |
| Fair Bravo | 493 | ATHENA |
| Fair Charlie | 999 | ATAKOY I |
| Fair Eagle | 12694 | SANTOS |
| Fair Jennifer | 1103 | LIBRA |
| Fair Lady | 139 | LAMARA |
| Fair Lady | 3865 | PROSPERITY |
| Fair Liza | 6457 | ZODIAK |
| Fair Queen | 3261 | CIRCEO |
| Fair Union | 5725 | UNITED WAY |
| Fair Winds | 8901 | SARONIKOS |
| Faireast | 10058 | EVANGELISTRIA |
| Fairfax | 167 | NUMBO |
| Fairfield | 65598 | COS COB |
| Fairfield Phoenix | 37758 | PEGASUS ERRE |
| Fairfield Sunrise | 105553 | PLATINUM |
| Fairfield Vanguard | 1544 | NIGATA MARU |
| Fairfield Venture | 37758 | PEGASUS ERRE |
| Fairhaven | 181 | ST. GEORGE |
| Fairisland | 3730 | GOLDPATH |
| Fairland | 16627 | FAIR PRINCESS |
| Fairlift | 1585 | YERIMU |
| Fairlight | 399 | MARINE STAR |
| Fairload | 1317 | HAMILTON K. |
| Fairmay | 2358 | MAHE REEFER |
| Fairmead | 1599 | VIRGO |
| Fairmont | 6312 | SAN CARLOS I |
| Fairmount | 337 | MURAI |
| Fairness | 19553 | GIOVANNI |
| Fairplay | 745 | BARKAT |
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| Fairplay VI | 135 | BOREAS I |
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| Fairplay XIV | 135 | JONATHAN |
| Fairsea | 16627 | FAIR PRINCESS |
| Fairship | 9869 | ALEXANDRA |
| Fairsky | 5157 | KHOMS |
| Fairsky | 19393 | MARIANNA 9 |
| Fairsky | 43692 | SKY PRINCESS |
| Fairsky F | 5157 | KHOMS |
| Fairvoyage | 3730 | GOLDPATH |
| Fairway | 13257 | TRINITY STAR |
| Fairway Express | 22147 | WESTERN EXPRESS |
| Fairwest | 9467 | NEWCASTLE CITY |
| Fairwind | 6439 | DASA DELAPAN |
| Fairwind | 24803 | DAWN PRINCESS |
| Fairwinds | 9607 | TERN |
| Fairy | 196 | OTA |
| Fairy | 525 | SIGNAKO |
| Fairy Cove | 182 | GEORGINA WILSON |
| Faisal | 246 | FAL EXPRESS |
| Faith | 1547 | TASOS |
| Faith | 1599 | KURNIA DEWI |
| Faith | 14851 | PACIFIC STAR |
| Faith | 20812 | SEAFRIEND |
| Faith | 22607 | TEAM HEINA |
| Faith Anne | 124 | NINA M |
| Faith I | 20812 | SEAFRIEND |
| Faith No. 1 | 277 | KASCO No. 2 |
| Faithful | 128 | LAWFUL |
| Faiza | 910 | AMMALA—4 |
| Fajal | 359 | GULLMARTANK |
| Fajar | 997 | TRISTAR |
| Fajar | 3814 | INTERHILL KING |
| Fajar | 9895 | AL—REZA |
| Fajjar | 3263 | KAS MARIANNE |
| Faki Trader | 499 | FREE TRADER |
| Fakir | 238 | JATTA |
| Fal IX | 4213 | FAL X |
| Fal V | 6397 | SABS 1 |
| Fal VII | 3084 | FAL VIII |
| Fal XII | 12491 | AMPHION |
| Fal XXI | 38065 | FAL XXII |
| Fal XXII | 12964 | FAL XVIII |
| Falco | 495 | ALCO |
| Falco | 499 | CLAUDIA PRIMA |
| Falcon | 114 | LITTLE RED TOO |
| Falcon | 191 | MARY ST. PHILIP |
| Falcon | 192 | WILLIAM T |
| Falcon | 464 | UVERO |
| Falcon | 998 | MARINA |
| Falcon | 1587 | LEON |
| Falcon | 1873 | FULL |
| Falcon | 3113 | ANKE |
| Falcon | 3505 | FALCON II |
| Falcon | 3875 | ZIM MANILA III |
| Falcon | 5774 | SU YUN |
| Falcon | 14107 | CLIPPER ADAMAS |
| Falcon Cement | 38216 | EAGLE CEMENT |
| Falcon Gulf | 198 | AL JABER I |
| Falcon I | 998 | MARINA |
| Falcon Lady | 20751 | MISSION CAPISTRANO |
| Falcon Reefer | 862 | VICTORY REEFER |
| Falcon Trader | 7167 | LUZON TRADER |
| Falcon Trador | 7167 | LUZON TRADER |
| Falcon 1 | 495 | ALCO |
| Falconer Birks | 867 | LARA |
| Falderndelft | 290 | DELFINO BLU |
| Falderntor | 495 | A'MOUR |
| Falderntor | 2342 | NORTH PRINCE |
| Falesia | 1597 | ENTELLA |
| Falinuris | 423 | PALINURUS |
| Falkanger | 22637 | SANTA ANNA |
| Falkefjell | 114543 | KONKAR ALPIN |
| Falken | 224 | TARINA I |
| Falkenberg | 999 | GARDWAY |
| Falkenberg | 1587 | LEON |
| Falkenstein | 423 | MELLY |
| Falkenstein | 901 | NORRLAND |
| Falkenstein I | 423 | MELLY |
| Falkenstein I | 6765 | GUR MAIDEN |
| Falkirk | 317 | MIAMI CLIPPER |
| Falkirk | 468 | ALBATROS |
| Falkland | 107 | NOSTERO |
| Falkland | 903 | FISK |
| Falkland Sound | 494 | SCOTIA VENTURER |
| Falklands Right | 998 | FALKLANDS PROTECTOR |
| Falklands Right | 1951 | BRUCELLA |
| Falknes | 4692 | POLICOS |
| Falkur | 299 | AUURA NUI II |
| Falkvag | 158 | ISVIK |
| Falkvag | 300 | BOROY |
| Fallon | 499 | GATEWAY |
| Fallow Deer | 1879 | GRETHE |
| Falmouth | 146 | TAURUS |
| Falmouth | 982 | JENNIE W |
| Falmouth Bay | 298 | SEA TRADE |
| Falmouth Bay | 15503 | LUCKY RIVER |
| Falstaff | 1599 | BAIA |
| Falster | 2308 | VEGA |
| Falster | 2494 | SANTA RITA |
| Falstria | 499 | SAINT JAMES |
| Fama | 2199 | OGAN |
| Fambo | 436 | AL SA'ADA |
| Fame | 1024 | MONTREAL VIKING |
| Fame | 2762 | GEO EXPLORER |
| Famiglia Merica | 448 | MEGALOCHARI III |
| Family Ace | 6426 | ACX SWAN |
| Family Anthony | 11615 | GUADALUPE I |
| Family C | 9194 | FU JIANG |
| Family Fotini | 11579 | CANDELARIA |
| Family Irini | 13038 | CIUDAD DE BUENAVENTURA |
| Family Ivory | 10679 | KOTA RAKYAT |
| Family Pride | 101 | AMY NICHOLE |
| Famita | 299 | GRAMPIAN HAWK |
| Famito | 466 | TAMITO |
| Famuz Star | 396 | OTTOWA |
| Fanafreeze | 299 | NARVIK |
| Fanafrost | 299 | ESKIMO |
| Fanaki I | 2561 | LINA |
| Fanaraaken | 146 | ONAROY |
| Fancy River | 19211 | TON HIL |
| Faneli | 5576 | TROVATORE |
| Faneos | 7170 | GRIGORIY KOZINTSYEV |
| Faneromini | 863 | PANAGIA |

| | | |
|---|---|---|
| Fanfaron | 112 | AL SAYAD |
| Fangturm | 486 | FISH EAGLE |
| Fani | 490 | CAT |
| Fanis | 467 | MAGGY |
| Fanis | 15900 | ATHINOULA |
| Fanis II | 265 | ARION |
| Fanis S. | 499 | ZOE M |
| Fannik | 499 | CATHERINE F. |
| Fannik Trader | 1493 | EQUATOR GRACE |
| Fanny | 1172 | BARUNA PERKASA |
| Fanny Anna | 10788 | YANNIS |
| Fano | 149 | PRINCE LOUIS |
| Fano | 232 | STROMBOLI |
| Fantasia | 25122 | FIESTA |
| Fantasia | 25122 | STENA FANTASIA |
| Fanthai | 3664 | RITA RICH |
| Fantome II | 531 | BELEM |
| Fao | 170 | GALA |
| Fao 59 | 184 | K. L. KURAU |
| Far Captain | 1370 | SKANDI CAPTAIN |
| Far Carrier | 22585 | TEAM CARRIER |
| Far Clipper | 1597 | CORY CHOUEST |
| Far Comet | 1589 | AMY CHOUEST |
| Far East Commerce | 4167 | JIN LU |
| Far East Friendship | 4719 | KOTA MAKMUR |
| Far East No.1 | 178 | ASCENSION |
| Far East Trader | 4164 | WING LEE No. 1 |
| Far Malin | 2637 | HIGHLAND STAR |
| Far Minerva | 497 | A. H. PORTOFINO |
| Far Scandia | 1599 | FAR GRIMSHADER |
| Far Scotsman | 453 | RED CONDOR |
| Far Sea | 496 | RED FALCON |
| Far Sea | 15523 | ARGOSEA |
| Far Searcher | 445 | PAN SEARCHER |
| Far Sky | 453 | PAN SKY |
| Far South | 499 | RED ROBIN |
| Far Supporter | 496 | PACIFIC CHALLENGER |
| Far Tarpon | 1443 | RED TERN |
| Far Tracer | 1384 | LADY ELAINE |
| Far Ulstein | 1536 | LOCHNAGAR |
| Fara | 3700 | GOLFO DEI FIORI |
| Faraday | 3700 | GOLFO DEI FIORI |
| Farah | 299 | HAMDEH |
| Farah | 4007 | TIAN PENG |
| Farah I | 4007 | TIAN PENG |
| Farah Sea | 1589 | MAYSSAA I |
| Farahmand | 450 | FARROKH |
| Farallon | 141 | WESTERN PIONEER |
| Farallon Glory | 3129 | SWAKARSA |
| Faraman | 1159 | PAOLA PRIMA |
| Farandole | 271 | NOGUEROSA II |
| Farazan | 541 | RABIGH BAY 4 |
| Fareast Amber | 12332 | AGATE |
| Fareast Cheer | 8927 | SEA CORAL |
| Fareast Pilot | 4570 | OCEAN UNITY |
| Fareast Rich | 13603 | HIBISCUS |
| Fareast Star | 2829 | FAREAST SKY |
| Fareast Success | 4901 | SU FA |
| Fareast Trader | 13222 | VINCAROSE |
| Fareast Vanguard | 2953 | EVER SHINE |
| Fareast Vanguard | 5564 | SEA LADY |
| Fareast Victor | 895 | TONG AN |
| Fareast Wealth | 999 | MIN MAO |
| Fareeda | 909 | NEWQUAY |
| Farel | 389 | LADY LOTMORE |
| Farfalleiro | 1480 | COALSA SEGUNDO |
| Farfield | 6399 | MARINE SKY |
| Farha | 3206 | KIRK TRADER |
| Farhad | 167 | FAJRE |
| Farid | 225 | CAM SPRITE |
| Farisi | 15953 | YPAPADI |
| Farja 61/193 | 137 | GULLIVER |
| Farja 61/247 | 174 | ASPO STROM |
| Farman | 2955 | MERCHANT VENTURE |
| Farmand | 149 | CORTINA |
| Farmanden I | 188 | FELLESFRAKT |
| Farmsum | 149 | GNY |
| Farndale | 207 | DJEBEL BANI |
| Farnes | 8115 | FULLNES |
| Farnham | 6399 | MARINE BLUE |
| Farnham Queen | 246 | SUMMER SWALLOW |
| Faro | 499 | GATEWAY |
| Faro | 9911 | CIOVO |
| Faro | 12373 | HONGKONG GLORY |
| Faro | 20530 | JAG RAVI |
| Faro Cadiz | 1377 | SIERRA ARALAR |
| Faroe Island | 1501 | PUMA |
| Faroe Trader | 4292 | CYGNE |
| Farona | 2387 | TRANSESTONIA |
| Faros | 307 | POLSTJARNAN IV |
| Faros | 1599 | PERDANA PUTERA |
| Farouche | 218 | SOUNDA |
| Faroy | 2720 | ROSEANNE |
| Farpesca | 186 | ROADE |
| Fars | 194 | SINDBAD |
| Farur | 1773 | GHODS |
| Fasgadair | 1226 | FORTH EXPLORER |
| Fast Carrier | 1337 | CARIBE |
| Fast Eagle | 9392 | TSL GALLANT |
| Fast Eagle | 11977 | SEA LEOPARD |
| Fast One | 638 | NORDFJELL |
| Fast Sea | 1599 | SPRANTE RUBIN |
| Fast Trader | 739 | SAMANTHA |
| Fast Two | 1578 | NORDSKOTT |
| Fastelle | 8030 | GEESTHAVEN |
| Fastnet | 1463 | SULTENG I |
| Fastnet Rock | 1159 | JANET C |
| Fastnet Shore | 976 | FASTNET SERVICE |
| Fastock | 2335 | AFRODITI |
| Fastov | 1677 | THACH HAN |
| Fat Chance | 487 | BERWICK BAY |
| Fat Choy | 14374 | GOLDEN FOUNTAIN |
| Fata Morgana | 176 | FATA MORGANA C0203 |
| Fatema M | 492 | GHARIB I |
| Father | 15592 | ANDREAS |
| Father A | 4954 | CHINA SEA |
| Father Thames | 457 | SILVER BENITO |
| Fathom | 17316 | BLUE MEADOW |
| Fatima | 349 | PETENERO |
| Fatima | 399 | ALLAH KERIM |
| Fatima | 9012 | SAE BYOL |
| Fatima C | 9012 | SAE BYOL |
| Fatra J. II | 148 | JULAILA |
| Faun | 913 | MEIKE |
| Faust | 4856 | PLOVDIV |
| Faust | 11312 | MERSIN |
| Fausta | 5794 | CHIOS STAR |
| Faustina | 15907 | TSOUNA |
| Fauvette | 489 | RAHMI KAPTAN |
| Favonio | 244 | SKI HOOK |
| Favoriet | 351 | JONSUE |
| Favorita | 36078 | SIRENA |
| Favourite | 613 | MONTE BRANCO |
| Faxi | 190 | BJORG JONSDOTTIR |
| Fay E | 1549 | FREEDOM STAR |
| Fay Hebert | 170 | COMMANDER |
| Faye B. | 366 | TIMSAH II |
| Fayza | 1138 | QUEEN SEA 1 |
| Fayza Express | 1138 | QUEEN SEA 1 |
| Fayza F | 299 | ALIF |
| FDC 1 | 4359 | LIU JIANG |
| Fearless | 127 | COLORADOL |
| Fearless II | 104 | ROBERT M |
| Feax | 434 | ATHINA |
| Feax | 11489 | PARNASSUS |
| Fedala | 487 | STELLA MARINA |
| Feder Gulf | 3057 | ALIMOS I |
| Feder Trader | 3044 | PENELOPE I |
| Federal Asahi | 17821 | FEDERAL AGNO |
| Federal Atlantic | 1672 | MAERSK TACKLER |
| Federal Avalon | 1221 | MURRAY EXPRESS |
| Federal Beaver | 182 | RIVTOW PRINCESS |
| Federal Bermuda | 1879 | GRETHE |
| Federal Byblos | 1592 | KERRY EXPRESS |
| Federal Clyde | 20224 | FEDERAL ST CLAIR |
| Federal Elbe | 18237 | NECAT A |
| Federal Fraser | 22377 | BETA |
| Federal Hudson | 19818 | RAFAEL |
| Federal Humber | 1592 | KERRY EXPRESS |
| Federal Huron | 16767 | ALEXANDER'S UNITY |
| Federal Katsura | 19818 | NIKEA |
| Federal Lakes | 11539 | NAN DU JIANG |
| Federal Lakes | 15005 | CAPE LAMBERT |
| Federal Mackenzie | 10149 | AIS NIKOLAS |
| Federal Nova | 3985 | VIKING TRADER |
| Federal Pioneer | 5815 | CECILIA DESGAGNES |
| Federal Richelieu | 22388 | FEDERAL MACKENZIE |
| Federal Schelde | 19854 | C. MEHMET |
| Federal Seaway | 11460 | SU CHUN |
| Federal Seaway | 15005 | CAPE LOBOS |
| Federal St. Clair | 16701 | OCEAN LUCKY |
| Federal St. Laurent | 19644 | JIMMY |
| Federal St. Louis | 21269 | FEDERAL FRASER |
| Federal Sumida | 22377 | GAMMA |
| Federal Thames | 19644 | JIMMY |
| Federal Tyne | 1592 | KERRY EXPRESS |
| Federal Wear | 18527 | CANADIAN PROSPECTOR |
| Federal Yodo | 11248 | ISIS |
| Federal 6 | 718 | ESCORT PROTECTOR |
| Federal 7 | 719 | ARCTIC PELLY |
| Federal 401 | 4377 | PONTOON 400—1 |
| Federal 400—1 | 4377 | PONTOON 400—1 |
| Federal 400—4 | 7783 | PONTOON 1201 |
| Federal 400—6 | 8182 | RIO TITAN |
| Federico C | 15483 | SEABREEZE I |
| Federico Parodi | 6114 | SAFINA—E—REHMAT |
| Fedgrain | 16043 | APOLLON |
| Fedora | 8979 | UNISELVA |
| Fedros | 779 | SONIA G |
| Fedtrade | 16005 | KARYATIS |
| Feeder 4 | 3875 | ZIM MANILA III |
| Feederteam | 7484 | DONATA |
| Fehmarn | 397 | PELORITANO |
| Fehmarn | 1414 | SAN MARCOS |
| Fei Long | 2905 | SOUTHERN OPAL |
| Fei Long No. 1 | 128 | CARIB 1 |
| Fei Long No. 2 | 128 | CARIB 2 |
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| Feie | 217 | SLETTVAR |
| Feiebas | 213 | SOLHEIM SENIOR |
| Feihang | 6210 | HONG QI 115 |
| Feistein | 199 | BERGSETH |
| Feistein | 199 | TOR JAN |
| Feistein | 496 | SEE ADLER |
| Feita | 6210 | HONG QI 116 |
| Feitor Joao Goncalves | 150 | FEITOR JOAO INACIO |
| Felania | 19274 | GEFION CARIB |
| Felev 3 | 510 | SARWAGUNA ENAM |
| Felguera | 529 | LEROS |
| Felicia | 9065 | SAN ANTONIO |
| Felicia | 19019 | MARINE GRACE |
| Felicia | 61153 | LA LOMA |
| Felicia V | 15950 | KAPITAN MEDVEDEV |
| Felicidad | 13431 | AYNUR URKMEZ |
| Felicidade Ferraz | 15220 | NORSUL SOBRAL |
| Felicity | 15001 | STENA FELICITY |
| Feliks Dzerzhinskiy | 4195 | EXCELSIOR NEPTUNE |
| Feliks Dzierzynski | 20309 | REDUTA ORDONA |
| Felipe I | 220 | FELIPE |
| Felipes | 19274 | GEFION PACIFIC |
| Felita | 255 | ZEBONITA |
| Felix Valton | 134 | SAINT PIERRE |
| Feliz | 3659 | BUNGA KASTURI |
| Felles | 148 | BANG |
| Fellow Wealth | 3982 | SUVANNAPA |
| Fellowship | 4997 | HINSUN |
| Fellowship L. | 41329 | FILIKON L |
| Felstein I | 499 | TONJA |
| Fem | 367 | NADIRA P. |
| Fem | 455 | MERATUS III |
| Femern | 199 | FORLANDET |
| Femern | 409 | NAUTIK STAR |
| Femung | 208 | STADHAV |
| Fenbank | 8204 | VENETICO |
| Fence | 186 | PETER P. |
| Fencer Hill | 498 | NORTHUMBRIA LASS |
| Fenchurch | 1460 | PELOR |
| Fenda | 1598 | TINA H. |
| Fendyke | 696 | PAQUITA |
| Fenera | 1337 | ZHEN YANG |
| Feng Bao | 6709 | FENG HANG |
| Feng Du Shan | 3998 | JIN CHUAN |
| Feng Hua | 9998 | FENG HWA 1 |
| Feng Hui | 17952 | DELFI |
| Feng Lang | 6709 | FENG JIN |
| Feng Lei | 6513 | TRANSPACE |
| Feng Moon | 22081 | YOUBANG |
| Feng Nan Shan | 3998 | JIN YING |
| Feng Ping | 36250 | SHI HUI |
| Feng Shiang | 14596 | ROVER |
| Feng Shiang | 34890 | ADVENTURE |
| Feng Shun | 16523 | HOPE |
| Fengtien | 14596 | ROVER |
| Fenicia Express | 5661 | MAERSK ASIA PRIMO |
| Fenicio | 870 | ALASKA I |
| Fenix | 486 | EL TORO |
| Fenix | 499 | RAZANAC |
| Fenix | 915 | MORRALLA IV |
| Fenix | 1598 | HAVANG |
| Fenix | 2913 | VEMAOIL V |
| Fenix | 3841 | RIO RAPEL |
| Fenja | 620 | JADO TRADER |
| Fenja | 1598 | TINA H. |
| Fenja Buur | 150 | SHAHID |
| Fenja Trosca | 341 | PATCHBANK |
| Fenlock | 37413 | NAVIOS BULKER |
| Fenna | 105 | SANTA MARIA |
| Fennia | 2095 | GULF PRINCE |
| Fenno Express | 3090 | JIMY |
| Fenol | 727 | FIRECREST |
| Fenring | 404 | SMORBUKK |
| Fenris | 1464 | NICCO |
| Feoso Ambassador 2 | 21314 | ESTRELLA AUSTRAL |
| Feoso Barrister | 2539 | HUA YUN 2 |
| Feoso Councillor | 2539 | JIN HAI LIAN |
| Fer Balear | 1582 | CABO S. VICENTE |
| Fer Baltico | 1599 | FLORIDA STAR |
| Fer Caribe | 3773 | JOSE MARIA |
| Fer Coral | 4006 | PARNASOS |
| Fer Jamaica | 8869 | SAN YA WAN |
| Feran | 851 | CAROLINA |
| Ferax | 489 | THANASIS |
| Ferdinand | 131 | FLOTT |
| Ferdinand de Lesseps | 8619 | LA PALMA |
| Ferdinand Verbiest | 298 | CALAISIEN |
| Ferdinandtor | 490 | SAGAR SEVAK |
| Fergus H | 1461 | SOROCCO |
| Ferm | 997 | GISELA |
| Fermland | 15335 | VICTORY RIVER |
| Fern | 146 | NORTHERN I |
| Fernanda | 1597 | FERNANDA LUBRANO |
| Fernandina | 3732 | ALDE |
| Fernandito | 120 | UCAYALI 3 |
| Fernando B | 615 | VIDA |
| Fernando Frota | 34837 | DOCEDUNA |
| Fernao Lopes | 29897 | GIORGIS C |
| Fernbank | 8414 | VIRA GAS |
| Fernbay | 1889 | SKARVOY |
| Fernbay | 64748 | FARLAND |
| Fernbrook | 8434 | KONGSGAS |
| Ferncarrier | 10195 | AMERICAN CORMORANT |
| Ferncraig | 21972 | IRAN RAJAI |
| Ferncraig | 22620 | EITRHEIM |
| Fernhill | 8282 | SONG OF FLOWER |
| Fernhill | 63863 | JOSTELLE |
| Fernlane | 64552 | ENDEAVOR |
| Fernleaf | 64863 | PAN YARD |
| Fernmount | 107792 | HONAM TOPAZ |
| Fernsea | 64670 | NAVIOS PROTECTOR 2 |
| Fernside | 12916 | EARLY STAR |
| Fernstar | 24529 | MUSCAT CEMENT |
| Fernteam | 60492 | CHEMI PIONEER |
| Fernvalley | 16093 | PEARL RIVER |
| Fernwave | 8673 | IRAN GAZ |
| Fernwind | 16134 | MURRAY RIVER |
| Fernwind | 18377 | SUNNYWAY |
| Fernwood | 16134 | CLYDE RIVER |
| Ferocia | 499 | JAIME |
| Ferrieres | 884 | NAHEAL |
| Ferring | 1596 | ERI S |
| Ferro | 415 | NORDVIK |
| Ferro | 557 | SYLVIA |
| Ferroland | 38941 | MIAN ZHU HAI |
| Ferruccio | 2292 | CONTENDER |
| Ferry Akashi | 6987 | DAME M |
| Ferry Akashia | 11295 | FILIPINA PRINCESS |
| Ferry Amami | 3186 | ZAMBOANGA |
| Ferry Atsuta | 9562 | EL GRECO |
| Ferry Brug | 259 | TONGKOL |
| Ferry Ehime | 2962 | OUR LADY OF FATIMA |
| Ferry Gold | 5941 | MILENA |
| Ferry Hamanasu | 9893 | LISSOS |
| Ferry Hankyu | 3726 | RAFAELLO |
| Ferry Harima | 6521 | COTABATO PRINCESS |
| Ferry Ieshima | 488 | DONA ISABEL II |
| Ferry Iki | 391 | FERRY REISHU |
| Ferry Izu | 9991 | UTOPIA |
| Ferry Kampu | 3767 | DONG YANG EXPRESS FERRY No. 1 |
| Ferry Kampu No. 1 | 3767 | DONG YANG EXPRESS FERRY No. 1 |
| Ferry Katsura | 4634 | SWEET GLORY |
| Ferry Kogane Maru | 6475 | RODOS |
| Ferry Kumejima | 999 | TAMARII MOOREA II B |
| Ferry Liiac | 9991 | UTOPIA |
| Ferry Misaki No. 3 | 199 | BETHANY PERKASA |
| Ferry Muroto | 3484 | ANEMOS |
| Ferry Nagato | 7009 | GRACE M |
| Ferry Naniwa | 4714 | VIGNESSWARA |
| Ferry Nankai No. 1 | 2001 | KYTHNOS |
| Ferry Nishiki Maru | 7323 | DAEDALUS |
| Ferry No. 11 | 150 | EL RASWA 11 |
| Ferry Ocean Rose | 1479 | STO. DOMINGO |
| Ferry Osaka | 2991 | OUR LADY OF LOURDES |
| Ferry Pearl | 5815 | DALIANA |
| Ferry Ponte | 287 | TENGGIRI |
| Ferry Seto | 6523 | NASIPIT PRINCESS |
| Ferry Shirayuri | 9757 | DANNO |
| Ferry Taiyo Maru | 104 | FERRY MISAKI No. 8 |
| Ferry Takashima | 198 | FERRY IKITSUKI No. 8 |
| Ferry Tamahime | 1161 | GADIS LANGKA—SUKA |
| Ferry Tenryu | 8586 | FERRY SUZURAN |
| Ferry Tone | 9757 | DANNO |
| Ferry Yobuko | 523 | GOLDEN SUN |
| Ferryhill II | 199 | SUBRO VALOUR |
| Ferrymar I | 7955 | HEIMDAL |
| Ferrymar I | 7955 | MERCANDIAN PRINCE II |
| Ferton | 1463 | SHELL MARINER |
| Ferton | 2663 | SANDGROUSE |
| Fes | 498 | STAVRONIKOS |
| Festco No. 1 | 498 | BHARVANI JAY OXFORD |
| Festina | 399 | ADDAFAR |
| Festival | 38602 | EASTRAY |
| Festivity | 199 | SWIFTWOOD |
| Fetu Moana | 1330 | SUPERLADY |
| Feux Follets | 18045 | CANADIAN LEADER |
| Fevzi Kalkavan | 437 | CANAK MEHMET |
| Fhear Ghuisan | 2306 | WING FU |
| Fiat | 187 | LE BELON |
| Fiat | 375 | AMAL |
| Ficato | 119 | LENE CHARLOTTE |
| Fichtelberg | 3973 | SPIRIT OF DUBLIN |
| Ficus | 18973 | SOL TRANSPORTER |
| Ficus | 19146 | WESTERN PAL |
| Fideconbus | 15612 | KNIN |
| Fidelia | 3748 | SANTINI II |
| Fidelio | 17257 | I. VAN |
| Fidelity | 14523 | PACNOBLE |
| Fidelity | 14920 | PORTORIA |
| Fidelity Trust | 11523 | TONG YEE |
| Fidellio | 495 | ESTA |
| Fidius | 119527 | NOR MASTER |
| Fiducia | 148 | GRE |
| Fiducia | 297 | MATAORA |
| Fiducia | 1432 | MARY C |
| Fiducia | 2396 | JOHN C. HELMSING |
| Fiducia | 4850 | DRNIS |
| Fiducia | 10195 | CHIOS DESTINY |
| Fiducia II | 297 | MATAORA |
| Field | 2489 | HUA SONG |
| Fiery Cross Isle | 6645 | FAIRBRIDGE |
| Fiesta | 25122 | STENA FANTASIA |
| Fiesta Clipper | 103 | MISS VERNA |
| Fife | 7618 | ORANGE STAR |
| Fife Coast | 398 | RABUNION VII |
| Fifi | 908 | ARGO |
| Fifill | 330 | FAXI |
| Fifth Avenue | 11041 | ARGO |
| Figari | 224 | BITTI |
| Figaro | 2995 | PATRICIA |
| Figaro | 19407 | HERON |
| Figaro | 20818 | ON YEUNG |
| Figaros | 499 | UNAMAR |
| Fighter | 14275 | WINNER |
| Fiji Gas | 1587 | BINTANG GAS |
| Fiji Maru | 7662 | CORAL ISLANDER |
| Fijian | 1459 | COTSWOLD PRINCE |
| Filbright | 10788 | YANNIS |
| Filergos | 758 | ALEXIA |
| Filgueira | 237 | MAR MENOR |
| Filia Sea | 22576 | MARY M |
| Filia Star | 18583 | ROSSINI |
| Filia Wave | 22296 | MARY N |
| Filiatra Legacy | 65459 | NIKI |
| Filicudi | 1972 | MAYAYCU |
| Filimon | 473 | IASON |
| Filio | 497 | MENANTOLORI |
| Filipiada | 8394 | AGRA |
| Filitsa Z | 481 | THEODOROS P. |
| Filkap | 19728 | IKAN ACAPULCO |
| Filon | 7170 | PYOTR ALEYNIKOV |
| Filotheos | 471 | PARIVASH |
| Filpol | 19728 | ALAM MEXICO |
| Filtank No. 8 | 994 | PIRADA |
| Fina Europe | 142647 | SAMCO EUROPE |
| Fina Italie | 60504 | FLANDRES |
| Fina Koblenz | 132 | ELBTANK |
| Fina Samco | 142647 | SAMCO |
| Fina Tunisie | 1871 | STYLIS |
| Fina V | 102 | HANG EM HIGH |
| Findal | 157 | BJARTE |
| Findal | 180 | ELIDA |
| Fine Eagle | 10287 | SEA EAGLE |
| Fine Star | 100 | SUNNY PUSAN |
| Fine Star | 702 | SUNNY PUSAN |
| Fineo | 8649 | SHKODRA |
| Finistere | 1447 | JET III |
| Finisterre | 897 | WORLD KIM |
| Finix | 45330 | ARARAT |
| Fink | 360 | PETRA |
| Finkenau | 1196 | RABUNION XII |
| Finla | 300 | MANAVA III |
| Finlande III | 1599 | OCEAN VICTORY III |
| Finlandia | 299 | ANTO |
| Finlandia | 386 | COMPASION DE L'ETERNAL |
| Finlandia | 12475 | OCEAN PEARL |
| Finlandia | 25940 | QUEEN OF SCANDINAVIA |
| Finn | 180 | ELIDA |
| Finn | 1562 | STEEL |
| Finn Barents | 1633 | JIN HAI 4 |
| Finn Germa | 494 | REIMA |
| Finn Sif | 1599 | BARBARA E |
| Finn—Amer | 17605 | IMPERIAL |
| Finn—Enso | 6051 | GOLDEN HILL |
| Finn—Heide | 9392 | HEIDE LEONHARDT |
| Finnanger | 21267 | PORT BLANC |
| Finnanger | 22714 | SANTA MARIA |
| Finnarctis | 5801 | CHIMO |
| Finnbeaver | 18316 | DELFINI |
| Finnboston | 8705 | FENG NING |
| Finnbuilder | 17605 | COPIAPO |
| Finncarrier | 20914 | STENA SEARIDER |
| Finnclipper | 7955 | JOLLY ORO |
| Finnclipper | 15636 | AMERICAN FALCON |
| Finndana | 2944 | EOLOS |
| Finneagle | 8026 | JOLLY ARGENTO |
| Finneagle | 8160 | BORAC |

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|---|---|---|
| Finneagle | 15632 | AMERICAN EAGLE |
| Finnelm | 2548 | APOLLONIA V |
| Finnenso | 8705 | FENG NING |
| Finnfalcon | 21551 | BERGEN FALCON |
| Finnfighter | 2612 | WAN FU |
| Finnforest | 4817 | CANOPUS |
| Finnforest | 19963 | ANTARES |
| Finnfury | 18763 | MILAGRO |
| Finnhansa | 9491 | PRINCESA MARISSA |
| Finnhawk | 33163 | MALMO LINK |
| Finnhval I | 409 | NAUTIK STAR |
| Finnkraft | 5689 | YUE LU SHAN |
| Finnlark | 665 | SANDLARK |
| Finnmarkvaering | 173 | SUKI I |
| Finnmaster | 2080 | JIA FA |
| Finnmini | 497 | SAGAR TARANI |
| Finno | 502 | IGLOO FINN |
| Finno | 506 | VIKSTRAUM |
| Finnoak | 2936 | KIMOLOS |
| Finnoceanis | 6784 | ATLANTA FOREST |
| Finnorient | 1599 | DON FAUSTINO |
| Finnoybuen | 158 | TRONDERTRAL |
| Finnpartner | 7586 | IALYSSOS |
| Finnpartner | 7978 | FESTOS |
| Finnpine | 3690 | AN GUO |
| Finnreel | 1790 | XIAN REN |
| Finnriver | 2129 | SENG SOON CHEW |
| Finnrose | 18732 | PRIDE OF SUFFOLK |
| Finnrose | 33163 | LUBECK LINK |
| Finnrover | 2635 | UNITED I |
| Finnrover | 4086 | DANA CORONA |
| Finnsailor | 12619 | SPLIT |
| Finnsailor | 17026 | ACONCAGUA |
| Finnseal | 1738 | HUANG LONG |
| Finnsnes | 212 | UWEX |
| Finnsnes | 8967 | FAIRNES |
| Finnstar | 12475 | OCEAN PEARL |
| Finntimber | 15646 | SILVER FAITH |
| Finntrader | 3689 | SU LIN |
| Finntrader | 21305 | BALTIC SKOU |
| Finntube | 1631 | LILY |
| Finnur Fridi | 275 | KORALHAV |
| Finnvaer | 120 | VICKY |
| Finnvann | 4222 | SOGNSVANN |
| Finnwood | 3637 | CARELIA |
| Finse | 3451 | ASMA |
| Fintry | 581 | FINTRY QUEEN |
| Finwal | 4923 | CGG MISTRAL |
| Fiolent | 16715 | ALEXIA |
| Fiona | 274 | SENA |
| Fiona | 998 | MARINA |
| Fiona | 999 | LUO JIANG |
| Fiona | 28709 | DEER KEY |
| Fionia | 398 | OTHONIA |
| Fiore | 141 | COSTAS |
| Firbank | 7545 | AGIOS SPYRIDON |
| Firda | 151 | SVANO |
| Firda | 883 | BRAND |
| Fireball II | 100 | RANGER |
| Fireball II | 110 | HAIDA CHIEF |
| Firebird | 448 | SANTA ANA |
| Firebird | 8714 | ZULFIKAR |
| Firecracker | 197 | ALASKA SEA |
| Firethorn | 1041 | FIRESTORM |
| Firgo | 301 | VIRGO |
| Firklover | 613 | PAULUS I |
| Firlingen | 351 | VOLCAN DE YAIZA |
| Firmnes | 8960 | FURUNES |
| Firmus | 1599 | DEPASPED |
| Firouzeh | 62 | SHAHID ASSADI |
| Firsby | 117 | FRIENDLY STAR |
| First | 500 | FATEN |
| First Carrier | 4205 | ORIENTAL FALCON |
| First Flight | 2300 | BOUNTY |
| First Hope | 3545 | LANGGENG I |
| First Jay | 9210 | SIMARA EXPRESS |
| First Lady | 16608 | BALTIC BULKER |
| First Queen | 9767 | VITALI II |
| First Trader | 4585 | SULPICIO CONTAINER XII |
| Firuzmand | 462 | FIROUZMAND |
| Fischland | 499 | AMAFHH ONE |
| Fisco I | 149 | KUMALA JASA |
| Fishcu | 236 | EASTERN FISHER |
| Fishen Five | 134 | CRANE |
| Fisherman | 115 | MISS ANNIE |
| Fishers Island | 862 | AMERICANA |
| Fishing Consortium I | 115 | DUSK I |
| Fishing Explorer | 1285 | WADNOR ISLANDER |
| Fishing Explorer II | 1588 | LORD SHACKLETON II |
| Fishing Future | 1242 | TUNA WEST |
| Fishing Venture | 194 | NELSON |
| Fiskela | 1483 | QIONG XI |
| Fiskeskjer | 431 | ATLANTA |
| Fiskeskjer | 455 | MAIHUE |
| Fisko | 459 | AGIOS CONSTANTINOS |
| Fitnes | 8353 | FALKNES |
| Fittonia | 9996 | ENTREPRENEUR |
| Fiumicino | 456 | BONACCIA |
| Five Star | 9432 | STARDRILL |
| Five Star | 11582 | BYRON |
| Fivel | 313 | MAGALHAES |
| Fivel | 988 | GALTIDE |
| Fivel | 1598 | ATLANTIC COAST |
| Fivla | 147 | ISLAND JOINER |
| Fivos | 998 | MARINA |
| Fivos | 3978 | PAROS |
| Fixity | 200 | BACALAC TRANSPORT |
| Fjaerholmen | 298 | SOL KARI |
| Fjaerlandsfjord | 264 | SAGVAG |
| Fjallfoss | 699 | SANG THAI HONOR |
| Fjallfoss | 1598 | SEA FRIENDS |
| Fjalshamar | 276 | HVITIKLETTUR |
| Fjeld | 411 | ELISSA |
| Fjell | 2818 | STENFJELL |
| Fjell Reefer | 1312 | NOVI T |
| Fjell Transport | 156 | TIKA |
| Fjellanger | 15817 | NCC BAHA |
| Fjellbris | 491 | SVENNOY |
| Fjellgar | 132 | FJELLGAR SENIOR |
| Fjellhav | 274 | MUN SU |
| Fjellman | 255 | NATALYNA |
| Fjellmoy | 272 | ELDORADO |
| Fjellnes | 7367 | FASTNES |
| Fjellvik | 666 | MAMMUTKRANA III |
| Fjolnir | 104 | HEINABERG |
| Fjolnir | 166 | KOPANES |
| Fjord | 1137 | STUDLAFOSS |
| Fjord Bridge | 25035 | ISMENIOS |
| Fjord Bulker | 43471 | MAIORCA |
| Fjord Liner | 6566 | AL—TABITH |
| Fjord Master | 6530 | GOLDEN HARVEST |
| Fjord Ranger | 25045 | INACHOS |
| Fjord Star | 20366 | AROSIA |
| Fjord Thistle | 19208 | VISAYAS VICTORY |
| Fjord Trader | 333 | FJORDBULK |
| Fjord Wind | 26321 | JOANNA V |
| Fjordaas | 65803 | AKOVA |
| Fjordblomst | 247 | HAVBLOMST |
| Fjordblomst | 298 | SUDURSTEIN |
| Fjordbussen | 112 | VINKERI II |
| Fjordbussto | 132 | GOTA LEJON |
| Fjorddrott | 199 | TERNOY |
| Fjordhav | 299 | SATURN |
| Fjordholm | 247 | HAVBLOMST |
| Fjordkongen | 199 | STRILBRIS |
| Fjordkongen II | 199 | STRILBRIS |
| Fjordlys | 126 | CARNIVAL |
| Fjordnes | 4821 | PRIMOSTEN |
| Fjordnes | 8300 | KAMTIN |
| Fjordprins | 181 | FRECCIA D'ARGENTO |
| Fjordskar | 189 | BIOTOFF |
| Fjordsol | 250 | RYFYLKE |
| Fjordstein | 199 | TINGVIK |
| Fjordtank II | 997 | BB TANK |
| Fjordtrader | 999 | HAMILTON TRADER |
| Fjordtroll | 194 | SOLKATTEN |
| Flabouro | 18829 | ASTORIA |
| Flag Maria | 14786 | LEVANT PRIDE |
| Flag Marina | 20082 | SOLSYN |
| Flag Rolaco | 5757 | TIGA RODA |
| Flag Trader | 7201 | FILIA |
| Flag Union | 4375 | YANNIS |
| Flagship I | 1839 | INISHEER |
| Flagship L | 144731 | BERGE BRAGD |
| Flakstad | 149 | LANGOYSUND |
| Flamal | 1599 | POLLY PROSPER |
| Flamar Pride | 9716 | RAINBOW REEFER |
| Flamar Progress | 9716 | RAINBOW STAR |
| Flame | 14823 | FLARE |
| Flamena | 485 | KONSTANDIS |
| Flaming | 4168 | AL FOUADIA |
| Flamingo Reefer | 6988 | TUSCAN STAR |
| Flaminia | 1588 | JORAN SECONDO |
| Flaminia Montanari | 1588 | JORAN SECONDO |
| Flaminia Nuova | 2287 | CAPO BIANCO |
| Flammulina | 19274 | GEFION BALTIC |
| Flandre | 279 | ALEX IV |
| Flandre | 19942 | CARLA COSTA |
| Flandre Bretagne | 428 | HARVEST ATLAS |
| Flandria | 498 | IRISH PROVIDER |
| Flardingha | 497 | GIANNIS |
| Flash IV | 1380 | SPRUCE |
| Flatoy | 112 | VINKERI II |
| Flavia | 279 | LEILA |
| Flavia | 4263 | TRAVEMUNDE LINK |
| Flavia | 7412 | HER AN |
| Flavia Calvani | 1599 | LEALE |
| Flavia I | 7412 | HER AN |
| Flavia II | 21717 | NORSE LAGAN |
| Flecha de Montevideo | 132 | FLECHA DE COLONIA |
| Flecha del Caribe | 122 | FRECCIA DI SORRENTO |
| Flecha del Estrecho | 144 | FRECCIA DI CASAMICCIOLA |
| Fleet Trader | 12978 | ESTRELLA ANTARTICA |
| Fleet Wave | 6513 | MIMOZA |
| Fleethorn | 497 | NIZAR |
| Fleethorn | 6266 | MAR CORAL |
| Fleetwood | 119 | PAMELA—JEAN |
| Fleetwood Bay | 1106 | LA FLANDRE |
| Flemming | 399 | TATI |
| Flemming Scan | 399 | TATI |
| Flensau | 2897 | EZZ—ELDIN REFAAT |
| Flensburg | 492 | KALYPSO I |
| Flensburg | 691 | PELAGOS |
| Flensburg | 2733 | LU DING |
| Flensburg | 4858 | SINGANG |
| Fleth | 499 | LAMBRINI III |
| Fleur | 1596 | WESERKANT |
| Fleur | 4080 | FIRST STAR |
| Fleur | 6641 | FLAIR |
| Fleur de Lys II | 387 | HAMILTON SOUND |
| Fleur des Iles | 492 | CARLOFORTE |
| Fleurtje | 2456 | NADIA |
| Flevo | 397 | ANITA |
| Flevo I | 136 | RYVAR |
| Flevoland | 9309 | PASIG RIVER |
| Flevomeer | 396 | FAYEZ |
| Flex Africa | 2830 | MANDIRI |
| Flex America | 2800 | ANNAPURNA |
| Flex Fortune | 1132 | ATLANTIC CAPE |
| Flexservice 2 | 1497 | SEA TRUCK |
| Fleyr | 220 | TUGVUFOSSUR |
| Fliegerkosmonaut der DDR Sigmund Jahn | 5970 | SIGMUND JAHN |
| Flinders Range | 17704 | HUA DE |
| Flint | 336 | ZINGARA |
| Flip | 175 | SELAT PANDJANG |
| Flipper | 131 | FRECCIA DI LIPARI |
| Flipper | 141 | LADY GLUCKSTADT |
| Flipper | 391 | TJIPTA RAHARDJA III |
| Flipper | 1599 | ETOLOS |
| Flisvos | 17789 | IVORY |
| Flo W. | 194 | E. L. JONES |
| Flobjorn | 203 | VIKNAFISK |
| Floeyen | 298 | SOL KARI |
| Flogo | — | BREJPOTT |
| Floks—1 | 205 | ALINA 1 |
| Floks—2 | 205 | ALINA 2 |
| Flomann | 284 | TRONDERFISK |
| Flood Tide | 197 | SEA VENTURE |
| Flor | 8582 | NAXOS PRIDE |
| Flor De Abril | 254 | MALIKA |
| Flor—Bela | 108 | PREDATOR |
| Flora | 777 | TORTOLI |
| Flora | 1041 | ROXY |
| Flora | 8789 | CCNI ANCUD |
| Flora Island | 13519 | HANS OLDENDORFF |
| Flora N | 17252 | SEA CHIEFTAIN |
| Flora S | 399 | BELLA |
| Flora V | 8789 | CCNI ANCUD |
| Floreal | 17950 | PAVLOS V |
| Floreal | 50699 | BERGE FROST |
| Florence | 329 | PACO RABANNE |
| Florence Schroder | 6739 | CHRISTIANE |
| Florence Tide | 462 | POGUN SIPITANG |
| Florence Virginia | 32511 | STANDARD VIRTUE |
| Florencio | 179 | PILAR SOTO |
| Florentia | 4576 | FADEL G |
| Flores | 9048 | LONG PING |
| Flores | 15953 | WESTERN WINNER |
| Flores | 18567 | FANIS |
| Flores Schooner | 5142 | FELIZ TRADER |
| Floreshty | 1677 | LAI GIANG |
| Floret | 10805 | JANBAZ |
| Floreta | 952 | JAYA PUTRA II |
| Floria | 4274 | VILLA DE AGAETE |
| Floriana | 413 | SASSARI I |
| Floriana | 621 | JANOUB |
| Florida | 185 | RIO PAPALOAPAN |
| Florida | 372 | KHALED |
| Florida | 1013 | PERINDAH |
| Florida | 3218 | NORTH SEA |
| Florida | 15090 | PAN EDVARDA |
| Florida | 23459 | COASTAL NEW YORK |
| Florida | 61901 | UNITY |
| Florida Martin II | 281 | ENSCO GIANT |
| Florida Maru | 15090 | PAN EDVARDA |
| Florida Sea | 298 | KARUNIA JAYA I |
| Florida Song | 127 | KATRINKA |
| Floridian | 1557 | FREEPORT EXPRESS |
| Floro | 129 | ROSLAND |
| Floro | 165 | SANDA—SUG |
| Florrie | 248 | UFFE |
| Flosi | 229 | GUDMUNDUR KRISTINN |
| Flosshilde | 205 | YVONNE |
| Flot—Bleu | 128 | STEPHAN L. |
| Flower of the South | 434 | DIANA I |
| Flower Bay | 3123 | WALDHORN |
| Flower Boy | 3123 | WALDHORN |
| Flowergate | 1598 | MARATHON |
| Flowergate | 41188 | SAAR ORE |
| Floyen | 287 | SANDFRAKT |
| Flying A | 17379 | BEAUJOLAIS |
| Flying A California | 10473 | LION OF CALIFORNIA |
| Flying Cock | 159 | VERNICOS MARTIN |
| Flying Demon | 131 | TREGEAGLE |
| Flying Diamond I | 199 | SILENT LADY |
| Flying Diamond 2 | 195 | OPTY |
| Flying Dolphin | 109 | SHANDON |
| Flying Dolphin | 141 | FLYING PRINCE |
| Flying Drake | 177 | ORISTANO |
| Flying Duchess | 166 | WUSHISHI VENTURE |
| Flying Duck | 176 | SHANNON ESTUARY I |
| Flying Dutchman | 194 | NELSON |
| Flying Eagle | 9107 | GU YUE |
| Flying Eagle | 15491 | XIN FENG JIANG |
| Flying Falcon | 213 | DEMON |
| Flying Foam | 183 | NUVOLA ROSSA |
| Flying Goldfinch | 135 | FLYING SWIFT |
| Flying Mist | 169 | DOXA |
| Flying Phoenix | 173 | DIOMEDEA |
| Flying Princess | 332 | URZELA |
| Flying Princess II | 332 | PONTA DELGADA |
| Flying Scot | 1599 | CAST RACCOON |
| Flying Seagull | 3811 | HAI AU 1 |
| Flying Serpent | 299 | MEHLIKA |
| Flying Spray | 184 | NUVOLA VERDE |
| Flying Trader | 776 | AL MAHROUKAT AL AWAL |
| Flying Witch | 116 | SEKAVIN 3 |
| Flying Wizard | 112 | ALEXANDROS |
| FNP Espirito Santo | 10699 | ESPIRITO SANTO |
| FNP Pernambuco | 1764 | PERNAMBUCO |
| FNP Plaul | 1706 | SIMANSUR |
| FNP Rio Grande do Norte | 1764 | RIO GRANDE DO NORTE |
| FNP Rio Grande do Sul | 1772 | RIO GRANDE DO SUL |
| FNP Sao Paulo | 1765 | ACRE |
| FNP Sergipe | 1728 | ALBAMAR |
| Fob 8 | 383 | WESTERN TEMPEST |
| Fob 10 | 149 | ARMONIA |
| Foca | 199 | FORLANDET |
| Fock & Hubert | 498 | DEBORAH III |
| Fofo | 266 | GLORY II |
| Fofo | 1596 | WESERKANT |
| Fofoa | 24850 | GOLDEN MIZUSHIMA |
| Fofoniger No. 12 | 306 | DONG WON No. 607 |
| Fogo Transport | 172 | GREEN BAY TRANSPORT |
| Fohr | 164 | HAI III |
| Fokion | 499 | CAVALIER CLIPPER |
| Fokke Grietje | 225 | ANDREA |
| Fokke Marie | 122 | ZUIDERZEE |
| Fokke Marie | 148 | ALBATROSS |
| Fokus | 341 | VEATRAL |
| Folden | 228 | STIGEN |
| Foldoy | 130 | KRISTINA MELO |
| Foldstar | 39849 | AQUILA |
| Folga | 21073 | PELICAN ARROW |
| Folita | 1878 | ISAMAR |
| Folkliner | 7978 | FESTOS |
| Folla | 422 | AKERO |
| Follafjord | 178 | SVETROS |
| Follafjord | 199 | EWOS |
| Follow Me | 136 | FOLLOW ME EXPRESS |
| Follum Supplier | 1136 | TRANS STAR |
| Fomalhaut | 273 | CONNIE |
| Fomalhaut | 4997 | HINSUN |
| Fondal | 1532 | KYRIAKI |
| Fondas | 992 | DELTA MIGHT |
| Fong Kuo No. 21 | 172 | ORIENT |
| Fong Kuo No. 737 | 1000 | CIRNE |
| Fong Soon | 6957 | UNITED FUNG |
| Fong Yu | 517 | PALAU STAR |
| Fong Yun | 4910 | EQUATOR MAS |
| Fonland | 199 | BERGSETH |
| Fonnland | 199 | BERGSETH |
| Fontaine Bleau | 129 | APALACHEE GIRL |
| Fontay | 463 | KARIM DOS |
| Fonte Beira Rio | 3232 | BEIRA RIO |
| Fontemina | 228 | OUFOUK |
| Fontenoy | 16767 | ALEXANDER'S UNITY |
| Fontsy | 3096 | SAONA |
| Fontur | 377 | SIGLFIRDINGUR |
| Fony | — | BANZYSTAD |
| Foochow | 15798 | PEGASUS |
| Fook Gee One | 398 | GRAYROVE |
| Fook Gee Two | 398 | GRAYRANGE |
| Forager | 223 | FORTROSE |
| Forager | 306 | SEANAID |
| Forager | 329 | NINA I |
| Forano | 18763 | MILAGRO |
| Forbes Wilson | 250 | MEKAR |
| Forbin | 485 | DECTRA |
| Forbin | 7366 | WU TAI SHAN |
| Force | 9997 | ASEAN LEADER |
| Force Tide | 438 | NORPAC II |
| Forceful Mariner | 311 | PANGKALAN SESAI |
| Forceful Mariner 11 | 284 | DERMAGA MAWAR KENCANA |
| Forde | 291 | ROLF VIKING |
| Foreland | 23007 | YOUCHENG |
| Forelle | 298 | ISABEL MITCHELL |
| Foreman | 446 | ENTERPRISE II |
| Foremost II | 123 | LINOSA |
| Foremost Test | 1126 | RACHELLA |
| Foremost 106 | 288 | GEORGES LETZER |
| Forenede | 1211 | NAWAF |
| Foresees | 699 | NGUON KHIM |
| Foresight 1 | 15246 | EW HUDSON |
| Forest Baron | 34363 | RAICHO |
| Forest Bay | 12768 | NOMADIC FOREST |
| Forest Duke | 33702 | FOREST KISHU |
| Forest Island | 12768 | STAR STRONEN |
| Forest Lake | 497 | INTERGULF |
| Forest Stream | 1338 | AUGUSTEA UNDICI |
| Forest Trader | 34339 | BENGAL BREEZE |
| Forest Venture | 34339 | BENGAL BREEZE |
| Forest Wasa | 39296 | FOREST WAY |
| Forestland | 15207 | AGONISTIS |
| Forever Crane | 3273 | MARE IONION |
| Formality | 200 | THAMESWOOD |
| Formaria | 417 | REGINA |
| Formby | 266 | PODEROSO |
| Formentera | 42825 | MONTEREY |
| Formentor | 682 | BRIGANTIUM |
| Formol | 727 | HIAWATHA |
| Formosa Champion | 2998 | BUFFALO |
| Forra | 1576 | IRAKLIS |
| Forsvik | 12074 | CHRYSALIS |
| Forsythia | 16849 | MALIBU |
| Fort | 13971 | ALGA |
| Fort Alpha | 13971 | ALGA |
| Fort Assiniboine | 18758 | CONQUESTVENTURE L |
| Fort Calgary | 19095 | CALGA |
| Fort Carleton | 13413 | CARLE |
| Fort Casper | 14192 | INGER |
| Fort Cheetah | 22637 | SANTA ANNA |
| Fort Coulonge | 18782 | ULAN |
| Fort Douglas | 56686 | DAEYANG GLORY |
| Fort Dufferin | 35808 | ANNITSA L |
| Fort Edmonton | 18782 | EDMO |
| Fort Fraser | 15088 | CHAMPIONVENTURE L |
| Fort Frontenac | 35808 | PETER L |
| Fort Garry | 18758 | CRYSTALVENTURE L |
| Fort Good Hope | 975 | EREBUS |
| Fort Hamilton | 13413 | HAMI |
| Fort Kamloops | 16189 | KAMO |
| Fort Kingston | 19462 | PETROBULK STERLING |
| Fort Kipp | 18782 | NIKE |
| Fort La Reine | 9716 | RAINBOW REEFER |
| Fort Lamalgue | 498 | NICOLAOS K |
| Fort Lauderdale | 138 | HUDSON |
| Fort Leopard | 22637 | BOW LEOPARD |
| Fort Levis | 605 | MARINE EAGLE |
| Fort Liberte | 398 | ISABEL No. 1 |
| Fort Lion | 22637 | BOW LION |
| Fort Macleod | 18743 | MACLE |
| Fort Nanaimo | 19095 | NAIMO |
| Fort Nelson | 21894 | ELSO |
| Fort No. 1 | 321 | FU SHENG No. 1 |
| Fort Point | 4320 | VIDA |
| Fort Pontchartrain | 9716 | RAINBOW STAR |
| Fort Prevel | 398 | ISABEL No. 1 |
| Fort Producer | 22587 | OWL PRODUCER |
| Fort Providence | 33981 | CAPTAIN GEORGE L |
| Fort Puma | 22714 | SANTA MARIA |
| Fort Ramezay | 986 | SCARPATI I |
| Fort Reliance | 1597 | CARIBOO |
| Fort Resolution | 1371 | L'ASTROLABE |
| Fort Resolution | 36284 | CAPTAIN JOHN L |
| Fort Rouge | 18758 | COURAGEVENTURE L |
| Fort Sainte Marie | 8064 | CHATEAULIN |
| Fort St. John | 15093 | CHARIOTVENTURE L |
| Fort Steele | 17872 | CRESTVENTURE L |
| Fort Toronto | 18758 | CLIPPERVENTURE L |
| Fort Victoria | 16169 | TUSA |
| Fort Walsh | 14088 | MANAKA |
| Fort William | 6792 | STEPHEN B. ROMAN |
| Fort Wolf | 22637 | FOSSANGER |
| Fort Yale | 17402 | COPPER YALE |
| Forth | 131 | TREGEAGLE |
| Forth | 184 | ABERTAY |
| Forties Moon | 640 | MIKAL I |
| Forties Shore | 973 | FORTIES SERVICE |
| Fortiores | 6189 | HELIOPOLIS SPRING |
| Fortis | 446 | PHILIP J |
| Fortitude | 26301 | CAPTAIN SARANTIS |
| Fortitude Pine | 2495 | SPECO QUEEN |
| Fortlee | 6280 | SAINTE BAURE |
| Fortschritt | 411 | MARIA CATANIA |

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|---|---|---|
| Fortuna | 101 | PALOMA I |
| Fortuna | 191 | FROYVARDEN |
| Fortuna | 209 | NICKELSWALDE I |
| Fortuna | 498 | KOSTAS |
| Fortuna | 499 | SEA GIRL |
| Fortuna | 869 | TWEIT IV |
| Fortuna | 3286 | CEMENT TWO |
| Fortuna | 5651 | TOUBKAL |
| Fortuna le Secondo | 103 | BARK I |
| Fortuna Bay | 671 | MANSOUR I |
| Fortuna I | 495 | DELA VIII |
| Fortuna II | 150 | SARAH—J |
| Fortuna III | 115 | BJORKO |
| Fortuna Kalmar | 336 | CALMARE NYCKEL |
| Fortuna Ocean | 4028 | WAN QUAN HE |
| Fortuna Reefer | 2272 | THANASSIS K |
| Fortuna Uno | 403 | FUEGUINO I |
| Fortuna 1 | 869 | TWEIT IV |
| Fortunata | 130 | SALVACION III |
| Fortune Ace | 5425 | FORTUNE BELL |
| Fortune Breeze | 3794 | KAYU LAPIS LIMA |
| Fortune C | 13570 | FORTUNE HUNTER |
| Fortune Carrier | 2772 | LU HAI 81 |
| Fortune Carrier | 2993 | PACIFIC INDAH |
| Fortune Comet | 130 | ELIZABETH R. |
| Fortune Founder | 3223 | BELLATRIX |
| Fortune King | 9058 | SILVER KRIS |
| Fortune Leader | 13222 | VINCAROSE |
| Fortune Leaf | 998 | NAMIN |
| Fortune Light | 2055 | SOMSUK |
| Fortune Mariner | 2993 | PACIFIC INDAH |
| Fortune Venture | 10684 | HUNZA |
| Fortunee | 22248 | LAADKIBA |
| Fortuner | 5186 | TAO HUA LING |
| Fortunstar | 11715 | JAY BOLA |
| Forugh | 492 | NOAH I |
| Forum Craftsman | 6713 | REGAL CRUSADER |
| Forum Express | 12913 | ANGELINA L |
| Forum New Zealand | 6265 | STRIDER ISIS |
| Forum Niugini | 3894 | BRASILIANA |
| Forum Pioneer | 16885 | DS PIONEER |
| Forum Plessot | 11048 | POSEIDON 8 |
| Forum Star | 6721 | MA. GUADALUPE |
| Forward Grace | 215 | ALBERTO R |
| Forward Pride | 212 | ANTONIO MANUEL |
| Fosen | 773 | NORDMORE |
| Fosna | 73141 | MEGA |
| Fosnar | 188 | FELLESFRAKT |
| Fosnatral | 654 | MASTER SURVEYOR |
| Fosnes | 10619 | C. C. ORIENT |
| Foss Dunkerque | 8670 | MAERSK ESSEX |
| Foss Havre | 8670 | MAERSK KENT |
| Foss 304 | 145 | SALSEA BELLE |
| Fossanger | 17626 | CHAC |
| Fossarina | 19274 | PATTAYA |
| Fossarus | 19274 | PAPUA |
| Fosseagle | 8160 | BORAC |
| Fossheim | 1956 | BUILDER III |
| Fossheim | 4217 | ISMAIL M |
| Fossnes | 4594 | AKRANES |
| Fossnes | 8300 | FANLING |
| Fossum | 3794 | AL BASHIR |
| Fossum | 7983 | ARIES |
| Fossvogur | 149 | CHATINA |
| Fostraum | 299 | FJORDGLIMT |
| Fotini | 19077 | SAMUEL FRANCIS |
| Fotini L. | 33107 | C. TAHSIN |
| Fotis | 1574 | SROUR |
| Fotoula | 814 | VALENTINE K |
| Fouad | 398 | HILAL |
| Fouad K | 2234 | NILE CARRIER |
| Foulque | 224 | SOUTHERN CROSS |
| Foundation Lillian | 561 | HAIDA CHIEFTAIN |
| Foundation Valiant | 317 | POINT VALIANT |
| Foundation Valour | 247 | POINT VALOUR |
| Foundation Vanguard | 207 | IKOSIDIO |
| Foundation Venture | 470 | TECHNO—VENTURE |
| Foundation Vibert | 236 | POINT VIBERT |
| Foundation Viceroy | 207 | FEUILLE D'ERABLE |
| Foundation Victor | 244 | KAY COLE |
| Foundation Vigilant | 719 | ENNEA |
| Foundation Vigour | 207 | POINT VIGOUR |
| Foundation Viking | 207 | POINT VIKING |
| Foundation Vim | 207 | POINT VIM |
| Foundation Viscount | 207 | IKOSITRIA |
| Fountain Azalea | 2884 | MASAGANA |
| Fountain Venture | 29576 | SANTAMAR |
| Fountainhead | 9066 | EKATERINI B |
| Four Flags II | 10340 | VOLOS I |
| Four Sea | 499 | SAINT JAMES |
| Four Star II | 998 | EVITA |
| Fourel Confidence | 10999 | JOINT CONFIDENCE |
| Fourseas Venture | 14257 | PUMA |
| Fox | 161 | MAX MAMMUT |
| Fox | 1056 | H. V. FOX |
| Fox | 16113 | SINGA RANGER |
| Fox Island | 177 | WESTERN SERVICE |
| Foxton | 209 | NAMOIATA |
| Foxtongate | 680 | ILHA DOURADA |
| Foylegarth | 208 | ST. BUDOC |
| Foylemore | 208 | ST. BUDOC |
| Foyo Maru No. 15 | 299 | MARIA No. 10 |
| Foz Do Mondego | 1419 | MARNITA |
| FP Carrier | 24014 | DOROTHY M |
| FP Conveyor | 24014 | ADRIANE E |
| FP 37 | 198 | KING OSCAR |
| FP 180 | 507 | SIKEOYNESS |
| FP 251 | 527 | OCEAN CHAMPION |
| FP 256 | 598 | RIO CHAGRES |
| FP 263 | 535 | EARL J. CONRAD, JR. |
| FP 391 | 579 | LADY K |
| Fraenafjell | 293 | FRAENKA |
| Fraenafjord | 299 | KELVIN |
| Fragaria | 422 | JIHAN |
| Fragaria | 3395 | SVANO |
| Fraguador | 2011 | PORTLAND CARRIER |
| Frai | 762 | HODARI |
| Frai | 1582 | ISOLA CELESTE |
| Fraih 12 | 127 | CHIYODA MARU No. 5 |
| Frakt | 299 | ANDERS BAS |
| Frakt | 1547 | DYNA BULK |
| Fraktemann 3 | 137 | PROGAS 3 |
| Frakting | 298 | SULEVAER |
| Fraktiv | 494 | REIMA |
| Frakto | 498 | AHRENSHOOP |
| Frakto | 1191 | TINTO |
| Frakttre | 299 | SANDBJORN |
| Fram | 120 | JOHN TODD |
| Fram | 299 | SULNAFELL |
| Framnes | 161 | HOPSNES |
| Framnes I | 407 | FRAMNES |
| Framtidin | 297 | HAUKUR |
| Franca | 508 | SATAMARU |
| Franca C | 6806 | DOULOS |
| Franca Maria | 145 | VIGILANT I |
| France | 76049 | NORWAY |
| France Pat S | 213 | LULU |
| Frances | 393 | SANAA |
| Frances | 499 | VASSILIKO BAY |
| Frances Ann | 906 | MANZANARES |
| Frances Yvonne | 133 | GOLDEN SEA |
| Francesca | 12087 | SYROS |
| Francesca Madre | 164 | MARIA GLORIA |
| Francesca Montanari | 888 | PANDA |
| Francesco d'Alesio | 4584 | ALESSANDRO F. |
| Francesco Crispi Primo | 107 | ANTARES |
| Francesco F. | 28032 | NEW FORTUNE |
| Francheska | 6020 | KIM LIEN |
| Francia | 499 | START |
| Francina | 260 | TRIP JUNIOR |
| Francinaplein | 935 | HAWTHORN |
| Francis | 2782 | SUN BIRD |
| Francis Anne | 157 | SENEGAL |
| Francis B. Hackett | 148 | ADMIRAL |
| Francis Drake | 1998 | ERIK KOSAN |
| Francis J. O'Hara | 160 | MARY GRACE |
| Francis J. O'Hara | 199 | PROVIDER |
| Francis Kiff | 129 | HELEN ANTIONETTE KIFF |
| Francis L. Macpherson | 144 | DAVID & WAYNE |
| Francis W. | 128 | UMGOWA |
| Francisca | 399 | HERMES |
| Francisca | 499 | ANASTASIA II |
| Francisca | 6371 | JAIPUR |
| Francisca Prima | 499 | ANASTASIA II |
| Francisca V | 995 | EAST POINT |
| Francisco de Miranda | 1100 | TACAMAR V |
| Francisco Arruda | 8705 | ACHILLES |
| Francisco Ferrer | 205 | F. FERRER |
| Franciska Fisser | 6640 | MADELEINE |
| Franciska Schulte | 2782 | SUN BIRD |
| Franciszek Zubrzycki | 7152 | ECO SHERIEF |
| Franco Express | 7667 | NICOLE |
| Francois L. D. | 26130 | FINCH ARROW |
| Francois Venture | 29694 | OLYMPIC GLOW |
| Francois Villon | 3271 | ATLAS |
| Franconia | 21406 | FYODOR SHALYAPIN |
| Francop | 1421 | CASABLANCA |
| Francop | 3818 | MANCHESTER TRADER |
| Frank | 499 | MADONNA S |
| Frank | 549 | STEPHY |
| Frank | 3069 | MEGHPAL |
| Frank C | 16214 | TAY |
| Frank Candies | 127 | PACIFIC EAGLE |
| Frank D. Moores | 17795 | SEABRAVERY |
| Frank Delmas | 16597 | GALAXY |
| Frank Friesecke | 499 | MADONNA S |
| Frank L | 467 | DAY—IN |
| Frank L. Coyne | 137 | MID STATE II |
| Frank Nibbe | 499 | FRANK |
| Frank Purnell | 8421 | ROBERT C. NORTON |
| Frank Schroder | 6741 | EVELYN |
| Frank Viking | 461 | BOA PULL |
| Frank Vrolijk | 273 | GEO SERVANT |
| Franka | 996 | MIGUEL CORTE REAL |
| Franka Bell | 380 | MUBARAK |
| Frankcliffe Hall | 20645 | HALIFAX |
| Frankeklint | 299 | NORDVANG |
| Franken | 134 | SANDGREFSTUR |
| Frankenfels | 13011 | CARMEN CARINA |
| Frankfurt A. M. | 1544 | NIGATA MARU |
| Frankfurt Express | 11076 | LIAO CHENG |
| Frankie Boy II | 126 | G. NAZZARENO |
| Franklin | 185 | NUJUM |
| Franklin | 5910 | SIR JOHN FRANKLIN |
| Franklin | 10861 | NORDIC RAINBOW |
| Franklin I | 15782 | SEA BREEZE |
| Franquelin | 3542 | TELCHAC |
| Frans van Seumeren | 498 | LAIS |
| Frans W | 398 | PARK |
| Frans W | 400 | SAMPURNA V |
| Frans—W | 400 | SAMPURNA V |
| Franz | 211 | ANITA C. |
| Franz Held | 299 | JADE |
| Franz Xaver Kogel | 9194 | FU JIANG |
| Franzisca Drescher | 3070 | HUA YING |
| Franziska Kurz | 2008 | SORAYA |
| Fraser | 18818 | TERN |
| Fraser Crown | 100 | PACIFIC BUOY |
| Fraser Salvator | 534 | TALAL 6401 |
| Frat I | 999 | DFL HELSINKI |
| Fratern | 491 | ILDERIM VI |
| Fraternia | 491 | ILDERIM VI |
| Fraternite | 497 | HELENA STAR I |
| Fraternity | 17861 | TRUD |
| Fratzescos | 12916 | EARLY STAR |
| Fratzis | 7879 | TRIAS UNITY |
| Frauden | 999 | HENRIETTE |
| Frauenfels | 13392 | OCEAN EXPRESS |
| Frauenturm | 1322 | OSA DUNDEE |
| Frauke | 395 | FERRY CAPRI |
| Frauke | 399 | CHRISTIAN |
| Frauke | 499 | CARINA I |
| Frauke | 913 | MEIKE |
| Frauke | 999 | HENRIETTE |
| Frauke Catharina | 499 | CARINA I |
| Frauke Catharina | 499 | MARINA |
| Frauke Danz | 477 | GHARIB III |
| Fray | 18818 | TERN |
| Freccia del Nord | 2960 | RO—RO PRIMULA |
| Freccia di Reggio | 122 | FRECCIA DI SORRENTO |
| Freccia Di Mergellina | 146 | LONG REEF |
| Fred | 1596 | ERI S |
| Fred | 21717 | NORSE LAGAN |
| Fred D. Parr | 499 | VICTORIA M |
| Fred Everard | 1595 | MIRA BULK |
| Fred Flintstone | 268 | J. E. TOWER |
| Fred H. Moore | 297 | AMERICAN STAR |
| Fred Markwardt | 119 | LUMEI 2 |
| Fred Newman | 299 | OSPREY |
| Freddy Supplier | 998 | PACIFIC CENTURION |
| Frede Sorensen | 934 | POLAR TRAWL |
| Freden | 267 | LIBERTY |
| Freden | 1588 | YARIMCA |
| Freden V | 1588 | YARIMCA |
| Fredenhagen | 761 | ZARUMILLA |
| Fredenhagen | 999 | AUTOFREIGHTER |
| Fredenhagen | 1589 | SHARAF EL DIN |
| Fredensborg | 1587 | TANKVIK |
| Frederic Joliot Curie | 3705 | ALPS |
| Frederick A. Russell | 137 | MID STATE II |
| Frederick Bouchard | 128 | TAMMY M |
| Frederick Carter | 21717 | NORSE LAGAN |
| Frederick Lee (WSC 139) | 198 | TAURUS |
| Frederick Lykes | 7189 | CAPE BOVER |
| Frederick Russell | 547 | LOUGH FOYLE |
| Frederick U. Robbins | 152 | NARRAGANSETT |
| Fredericksburg | 4319 | BENLOMOND |
| Fredericksgate | 2895 | ELISABETH |
| Frederik Fischer | 249 | GERTRUD II |
| Frederik Hendrik | 134 | EVERTSEN |
| Frederik Lundblad | 146 | ARKO AV DYRON |
| Frederika | 486 | EMMA A |
| Frederiksborg | 1598 | TADMUR |
| Frederiksborg | 4574 | COLUMBUS PAPUA |
| Fredesvinda | 958 | JO BAV IV |
| Fredholm | 43406 | BURWAIN SCANDIC |
| Fredianna | 1249 | DJAJA PUTRA I |
| Fredrik Arntzen | 231 | M. NILSEN |
| Fredrika | 1986 | LEPANTO |
| Fredrikshald II | 112 | HANS MAGNE |
| Fredrique | 3671 | TANTO UTAMA |
| Fredsbudet | 149 | LIVA |
| Fredsbudet Senior | 149 | LIVA |
| Fredsgrogg | 192 | LENNE |
| Free Enterprise | 2899 | KIMOLOS |
| Free Enterprise | 112974 | NOR FRONTIER |
| Free Enterprise I | 2899 | KIMOLOS |
| Free Enterprise II | 2993 | MOBY BLU |
| Free Enterprise III | 4630 | AL FAHAD |
| Free Enterprise IV | 5741 | FALSTER LINK |
| Free Enterprise V | 5044 | PRIDE OF HYTHE |
| Free Enterprise VI | 12503 | PRIDE OF SANDWICH |
| Free Enterprise VII | 12503 | PRIDE OF WALMER |
| Free Enterprise VIII | 5169 | PRIDE OF CANTERBURY |
| Free Runner | 2864 | AYSEN |
| Free Spirit | 20502 | HUA PENG |
| Free State Mariner | 14799 | MONTEREY |
| Free Trader | 2819 | ANDALIEN |
| Freedom | 139 | WARRIOR |
| Freedom | 367 | FREEDOM 99 |
| Freedom | 499 | SEAMAR |
| Freedom | 605 | PUNAI |
| Freedom | 5576 | TROVATORE |
| Freedom | 9302 | ASTRON |
| Freedom | 12234 | ACX ORCHID |
| Freedom A. S. | 9302 | ASTRON |
| Freedom A.S. | 12087 | SYROS |
| Freedom C | 30257 | SAN FELICE |
| Freedom Hope | 8609 | MA CARMEL |
| Freedom I | 1177 | GOLDEN STAR II |
| Freedom 2 | 605 | PUNAI |
| Freejia | 929 | KAREN ANN |
| Freeport | 6193 | THE FIESTA |
| Freeport | 9908 | SCANDINAVIAN SUN |
| Freeport Chief | 30875 | PROTANK ORINOCO |
| Freeport I | 9908 | SCANDINAVIAN SUN |
| Freeport II | 6542 | EMPRESS KATERINA |
| Freeship L | 125793 | NOR EXPLORER |
| Freesia | 929 | KAREN ANN |
| Freesia | 43643 | FREESIRE |
| Freesia Maru | 2300 | HAPPINESS No. 2 |
| Freestar | 3128 | NEW HAIHUA |
| Freetrade | 392 | PIRANA |
| Freeway North | 5290 | PACIFIC PROSPERITY |
| Freezer Ace | 7547 | PAXI REX |
| Freezer Finn | 611 | GOLDEN PACIFIC |
| Freezer King | 7511 | PRIMICIA |
| Freezer King I | 7511 | PRIMICIA |
| Freezer Leopard | 7547 | PAXI REX |
| Freezer Leva | 611 | GOLDEN PACIFIC |
| Freezer Lion | 7547 | KRITI REX |
| Freezer Lynx | 7547 | LIMNOS REX |
| Freezer Prince | 7547 | LIMNOS REX |
| Freezer Queen | 7547 | KRITI REX |
| Freezer Scan | 611 | GOLDEN PACIFIC |
| Fregata II | 499 | ICEBERG |
| Frei | 964 | HEINLAID |
| Frei Finlandia | 491 | ILDERIM VI |
| Frei Frei | 1046 | HARVEST COLOMBUS |
| Frei Mignon | 943 | SALONA |
| Freia | 997 | ISCHIA EXPRESS |
| Freia VI | 997 | ISCHIA EXPRESS |
| Freiburg I. Br. | 2556 | STELLA MARIS |
| Freienfels | 13011 | LEEWARD |
| Freightline One | 1599 | STANMORE |
| Freiheit | 211 | JESSICA |
| Freiheit | 211 | TIMO |
| Freiheit | 425 | SANDRO |
| Freire Lopez | 498 | BEATRIZ NORES |
| Frej | 184 | ATHOS |
| Freja Buur | 299 | ANDERS BAS |
| Frejo | 268 | ARLINGHAM |
| Frejo | 483 | JOANOS |
| Frekoy | 126 | HAUKOYSUND |
| Frellsen Annette | 1599 | KATHE SIF |
| Frellsen Birgitte | 1599 | ASIFI |
| Frellsen Eva | 1599 | C. R. MONTJOLY |
| Frellsen Gunvor | — | NEW ORLEANS |
| Frellsen Hille | 916 | PULAU SUMATERA |
| Frema | 100 | EMMY ELIN |
| Fremantle Enterprise | 7218 | AUSTRALIAN TRADER |
| Fremantle Express | 5480 | CARTAGENA |
| Fremantle Express | 7936 | LORCON LUZON |
| Fremantle Venture | 6568 | ACE CONTAINER |
| Fremtiden | 166 | MIMOSA |
| French River | 6677 | WOODLANDS |
| Frendo Cargo | 299 | LEOPOLD |
| Frendo Carib | 1922 | CARIB |
| Frendo Carrier | 299 | ISABEL |
| Frendo Dansea | 700 | ANNA DRENT |
| Frendo Danship | 2201 | MURRAY |
| Frendo Echo | 448 | ENTERPRISE |
| Frendo Faith | 2197 | PATZIEL |
| Frendo Freighter | 299 | PIRHOLM |
| Frendo Grace | 2197 | STERAKOVOU |
| Frendo Hope | 2197 | SALAMANDER |
| Frendo Hvalsnes | 297 | VALUR |
| Frendo Membership | 4994 | YARY |
| Frendo Norden | 499 | WESTANVIND |
| Frendo North | 700 | ANNA DRENT |
| Frendo Norwave | 499 | SAND BULK |
| Frendo Pride | 2197 | RENDL |
| Frendo Simby | 693 | FONNTIND |
| Frendo Spirit | 2197 | LITZEN |
| Frendo Star | 2197 | ROGALL |
| Frendo Trader | 299 | LEONARD |
| Frendo United | 1922 | CARIB |
| Frendo Venture | 700 | REA STAR |
| Frendo—Fellowship | 4997 | HINSUN |
| Frengen | 197 | FRENGOY |
| Frengen | 1055 | LARITA |
| Frengenfjord | 1262 | HVITANES |
| Frengenfjord | 6665 | BOHUS II |
| Freni | 499 | ANASTASIA II |
| Frenneodde | 124 | CAPRICE |
| Freo Zuta | 976 | TROPICAL REEFER |
| Fresena | 499 | KEHDINGERLAND |
| Fresenburg | 2533 | JIN NIU SHAN |
| Fresh Carrier | 1593 | AZUR TRADER |
| Freshfield | 491 | BIRD |
| Freshwater | 264 | PORTO GRANDE |
| Freshwater | 363 | SOUND OF SEIL |
| Fresia | 4456 | RESIA |
| Fresiana | 397 | PAPILLON |
| Fresno City | 15956 | SINGA SAILOR |
| Fretherne | 351 | JONSUE |
| Freudenfels | 14211 | WINDWARD |
| Freundschaft | 253 | FRAMAT |
| Freundschaft | 256 | RESCUE I |
| Frey | 298 | PATRICIA |
| Frey | 499 | HUNTE |
| Freya | 399 | NADIA |
| Freya | 497 | KOSTAS |
| Freya | 499 | ANA MERCEDES |
| Freya | 499 | REYA |
| Freya I | 499 | REYA |
| Freya II | 180 | PRINCESS POCAHONTAS |
| Freya S. | 399 | NADIA |
| Freydis | 196 | SIGURFARI |
| Freyfaxi | 971 | HAUKUR |
| Freyja | 219 | SIGURBORG |
| Freyja | 442 | HJORLEIFUR |
| Freyr | 978 | ROSS REVENGE |
| Fribourg | 4436 | REEFER CREOLE |
| Fricsis Gaylis | 299 | KOLGA |
| Frida I | 499 | IRIT |
| Frida Stensen | 476 | ARGONAUT R. |
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| Fridmariwalt | 146 | HERMANN G |
| Fridrik Sigurdsson | 196 | SIGURFARI |
| Fridrika | 176 | SINFRA |
| Fridthjofur | 181 | GAUKUR |
| Fridtjof Nansen | 1999 | AYGAZ 4 |
| Fridtjof Nansen | 2757 | CAP AKRITAS |
| Frieda Buss | 492 | GHARIB I |
| Frieda Graebe | 499 | NADINE |
| Frieda Graebe | 996 | MIGUEL CORTE REAL |
| Frieda Jonas | 281 | RAMONA |
| Frieda Morgenroth | 289 | MARIETTA |
| Frieda Morgenroth | 471 | LINDA MICHELLE |
| Friedeburg | 228 | TITTI ANDALO |
| Friedel Rabeler | 279 | BRAMMER |
| Frieden | 295 | SSH 23 |
| Friedensturm | 875 | VOORSPELER |
| Friederike | 252 | CASAM II |
| Friederike Ten Doornkaat | 2782 | SUN BIRD |
| Friedrich August | 200 | ANN |
| Friedrich Busse | 3181 | JOON SUNG HO |
| Friedrich Engels | 3969 | MAMAIA |
| Friedrich Heincke | 369 | STRIL EXPLORER |
| Friedrichsort | 174 | SVEN JOHANNSEN |
| Friend | 496 | ORIEND |
| Friendly Carrier | 50976 | ARROW NIKI |
| Friendly Ranger | 51403 | KONSTANTINOS |
| Friendly Trader | 52459 | ALPHA SKY |
| Friendship | 1374 | THANG LOI 2 |
| Friendship | 3982 | SUVANNAPA |
| Friendship | 12077 | JIN HEI |
| Friendship | 48938 | JUGOVO |
| Friendship Venture | 52862 | JAHRE PRINCE |
| Frierfjord | 937 | SAND DIAMOND |
| Friesenstein | 9443 | ATHINAI |
| Friesia | 947 | AHSAN K |
| Friesland | 118 | KRISTINA MOLGAARD |
| Friesland | 137 | NICOLINE MOLLER |
| Friesland | 191 | MONTE TIBERIO |
| Friesland | 494 | IOANNA |
| Friesland | 584 | SALVOR MASTER |
| Friesland | 1597 | ALSTERN |
| Friesland | 61901 | UNITY |
| Friesland III | 273 | DLH 5160 |
| Frigard | 530 | AGEL |

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| Frigg | 137 | MYKEN |
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| Frigg | 493 | RIG |
| Frigg | 844 | MARINETA |
| Frigga | 22181 | IDEAL GAVEL |
| Frigga Buur | 149 | LILLIAN XXI |
| Frigo Africa | 2222 | FRIO KOREA |
| Frigo America | 2222 | FRIO JAPAN |
| Frigo Asia | 2175 | FROST CETUS |
| Frigo Espana | 2175 | FRIO ARGENTINA |
| Frigo Europa | 2256 | FRIO CANADA |
| Frigo H. | 487 | ATLANTIC REEFER II |
| Frigo Harmony | 740 | ALEX REEFER |
| Frigo Hispania | 5112 | NETWORK SPIRIT |
| Frigo Isabel | 1189 | FRIGO AROSA |
| Frigo Las Palmas | 2171 | FRIO BRASIL |
| Frigo Murat | 398 | ORIENT REEFER |
| Frigo Oceania | 2222 | FRIO AMERICA |
| Frigo Prince | 491 | POLAR |
| Frigo Queen | 487 | ATLANTIC REEFER II |
| Frigo Scan | 590 | PACE |
| Frigo Tenerife | 2171 | FRIO ESPANA |
| Frigo Tiete | 4982 | TALBONG |
| Frigoantartico | 4956 | TROPICAL ESTORIL |
| Frigoartico | 4953 | TROPICAL SINTRA |
| Frigomar | 2358 | MAHE REEFER |
| Frigomare | 298 | MUTUNLIK |
| Frigora | 1227 | MODOTE EXPRESS |
| Frigotofa | 2350 | AL MEHYAR |
| Frijsenborg | 390 | RIBEIRA BRAVA |
| Frijsenborg | 22149 | LIRCAY |
| Frijsenborg Castle | 390 | RIBEIRA BRAVA |
| Friland | 141 | BLOMAS |
| Friland | 198 | ORMSJO |
| Frimar | 1661 | FRIMARO |
| Frimar | 4982 | TALBONG |
| Frines | 2878 | OCEAN WOOD |
| Frines | 8967 | FREENES |
| Frinton | 8855 | AL REHMAN |
| Frio Adriatic | 1756 | FRIO ALASKA |
| Frio Atlantic | 1652 | CANARIAN REEFER |
| Frio Atlantic Uno | 1652 | CANARIAN REEFER |
| Frio Bay | 3840 | FRIO BAHIA |
| Frio Brazil | 5871 | FRIO AMAZON |
| Frio Carrier | 1252 | BORGO |
| Frio Dolphin | 1580 | PEARL REEFER |
| Frio Ecuador | 6824 | DEVON |
| Frio Express | 1265 | GLAFKI REEFER |
| Frio Ionian | 2993 | LIAN CHUAN SHENG No. 66 |
| Frio Ionian | 5205 | FRIO DOLPHIN |
| Frio Las Palmas | 2863 | DELTA STAR I |
| Frio Pacific | 611 | GOLDEN PACIFIC |
| Frio Progress | 3827 | FRIO VENEZUELA |
| Frio Santos | 7511 | PRIMICIA |
| Frio Scandinavia | 5110 | FRIO ATLANTIC |
| Frio Star | 487 | SAN GEORGIO REEFER |
| Frio Trader | 398 | ORIENT REEFER |
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| Frisco Star | 143 | LINHOLM JUNIOR |
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| Frisia | 471 | PARIVASH |
| Frisia | 1577 | MULTITANK FRISIA |
| Frisia II | 470 | KARWELA |
| Frisia IV | 413 | RIO AYSEN |
| Frisia XI | 123 | SILVER STAR |
| Frisia XII | 158 | WAPPEN VON NORDERNEY |
| Frisia 1 | — | RHEIN MERCHANT |
| Frisian | 723 | VERA |
| Frisian | 900 | BLUE TOPAZ |
| Frisian | 912 | PETCH ARAT |
| Frisian Arrow | 1548 | VIVI M |
| Frisian Bay | 1599 | EVANGELIA III |
| Frisian Carrier | 1913 | INARA |
| Frisian Dawn | 1595 | EVANGELIA II |
| Frisian Explorer | 3986 | EXPLORER |
| Frisian Faith | 3986 | FAITH |
| Frisian Glory | 3986 | UMAG CAYENNE |
| Frisian Hope | 3986 | UMAG ST. MALO |
| Frisian Liner | 3971 | LAIMA |
| Frisian Mariner | 1599 | MARATHA CONVOY |
| Frisian Skipper | 1599 | KARTHO VISION |
| Frisian Star | 1600 | CAPTO |
| Frisian Trader | 1597 | MARIA CLARA |
| Frisiana | 723 | VERA |
| Frisiana | 1597 | MARIA CLARA |
| Frisiangas | 1595 | CORAL STAR |
| Frisnes | 327 | HINNATANK |
| Friso | 499 | CONTRAMAR II |
| Friston | 908 | ARGO |
| Fritre | 2878 | OCEAN WOOD |
| Fritsis Rozin | 495 | VOOSI |
| Fritz Alfred II | 200 | ANN |
| Fritz Haber | 4226 | GAS FUEGUINO |
| Fritz Reuter | 100 | HAWK |
| Fritz Reuter | 4570 | HAWK |
| Fritz Thyssen | 35214 | BULKPLOTUS |
| Fritz Tide | 264 | SIRIO TIDE |
| Friuli | 26150 | ORPHEUS |
| Frivald | 492 | FRIGARD |
| Frixos I | 396 | FAYEZ |
| Frixos II | 399 | ALATI ALLAH |
| Fro | 1197 | MONTREAL |
| Fro | 1596 | GEILO |
| Frobisher Transport | 7286 | SOMPORT |
| Frodaklettur | 196 | VESTRI |
| Frode | 105 | PRODE |
| Frode | 377 | BREITUSS |
| Frol | 1912 | GOOD LUCK |
| Froland | 741 | ASKITA |
| From | 202 | ALBRIT |
| Frombork | 3802 | HE PING 36 |
| Frontenac | 12357 | SEA LIGHT |
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| Frosang | 166 | LENE LONSMAND |
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| Frost Askot | 396 | AUKASKJAER |
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| Frost Delphi | 2175 | FROST CETUS |
| Frost Explorer | 2171 | FRIO BRASIL |
| Frost Express | 2171 | FRIO ESPANA |
| Frost Hector | 2222 | FRIO AMERICA |
| Frost Italia | 2222 | FRIO KOREA |
| Frost Olympos | 2256 | FRIO CANADA |
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| Frotacanada | 22354 | CHENNAI OOKKAM |
| Frotaleste | 13683 | ORION |
| Frotavega | 22712 | JAMES D. BYRNE |
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| Froyaren | 371 | OYAREN |
| Froysjo | 113 | VERONICA |
| Froysjo | 199 | FJORDSYN |
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| Frubel Oceania | 5121 | LAURELEVERETT |
| Frubel Prinses Paola | 5188 | COENTROEVERETT |
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| FS 291 | 552 | JOHN D. DEIHL |
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| Fuji Maru | 47089 | UGLY DUCKLING |
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| Fuji Maru No. 11 | 777 | VIKORN |
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| Fuji Maru No. 17 | 1002 | SIAM VARIN´ |
| Fuji Maru No. 18 | 299 | KOYO MARU No. 3 |
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| Fujiasu Maru No. 10 | 1425 | MIHARU MARU |
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| Fujihiro Maru | 496 | COTAN |
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| Fujii Maru | 497 | TANGSIR |
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| Fujikaze | 3838 | KUM YONG |
| Fujikaze | 5207 | DILMUN FULMAR |
| Fujikaze Maru | 3369 | FRANCISCO DAGOHOY |
| Fujikaze Maru | 3838 | KUM YONG |
| Fujikaze Maru | 5207 | DILMUN FULMAR |
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| Fujikaze No. 2 | 5207 | ABTAO |
| Fujikaze No. 3 | 4918 | ARCADIA II |
| Fujinami | 4563 | TALOFA |
| Fujino Maru | 1238 | TANTO SEJAHTERA |
| Fujisan | 52744 | RIVER MAAS |
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| Fujiyasu Maru | 8467 | PACIFIC DAWN |
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| Fukuyoshi Maru No. 38 | 499 | DALIAN II |
| Fukuyoshi Maru No. 58 | 170 | MITAWAKA MARU No. 58 |
| Fukuyoshi Maru No. 58 | 315 | HORAI MARU No. 58 |
| Fukuyoshi No. 2 | 299 | O RYONG No. 67 |
| Fukuyoshi No. 2 | 499 | HIDEIWA MARU No. 3 |
| Fukuyu Maru | 1201 | CERLANG |
| Fukuzaki Maru | 6083 | SAN SEBASTIAN DE URABA |
| Fukuzan Maru | 1223 | SYABAS VI |
| Fukuzan Maru | 1483 | GREEN SANKI |
| Fukyu Maru No. 8 | 226 | KAIYO MARU No. 8 |
| Fukyu Maru No. 25 | 222 | SIN BO No. 71 |
| Fulda | 5576 | TROVATORE |
| Fulda Express | 13011 | CARMEN CARINA |
| Fuldatal | 1873 | FULL |
| Fulek | 3626 | DASA EMPAT |
| Fulgur | 19274 | PALMA |
| Fuli Gr | 14129 | SEA WAGNER |
| Fulidhoo | 1081 | FALCON 2 |
| Full Cry | 2299 | TOUR PRIGNAC |
| Full Glory | 531 | SHENG WEI |
| Full Moon | 10579 | NEWTON |
| Fulmar | 2417 | MISENO |
| Fulmarus | 6880 | PATRICIA |
| Fulsea | 499 | SARONIS |
| Fulskies | 3868 | ESRA |
| Fumi | 36674 | CENTAURUS MAR |
| Fumi Maru | 499 | YASUHIKO MARU |
| Fumi Maru No. 2 | 231 | SAM SONG No. 77 |
| Fumi Maru No. 2 | 959 | AEK NEEE KANOPAN |
| Fumi Maru No. 5 | 383 | DESTINY III |
| Fumi Maru No. 8 | 431 | ASTROLAB |
| Fumi Maru No. 15 | 476 | FUMI |
| Fumi Maru No. 21 | 284 | KOSEI MARU No. 6 |
| Fumi Maru No. 21 | 299 | SHINSEI MARU No. 88 |
| Fumi Maru No. 32 | 298 | IBEMA No. 1 |
| Fumi Maru No. 33 | 299 | LAGOS No. 103 |
| Fumiwa Maru | 997 | OM III |
| Fumizuki Maru | 2687 | KONAH |
| Funakawa Maru | 275 | FUNAKAWA |
| Funchalense | 1290 | JENNY |
| Function | 196 | SARK TRADER |
| Fundy | 489 | ANNE R. D. |
| Fundy Bay | 350 | PORT ROYAL III |
| Funing | 9296 | PING JIANG |
| Furbo | 130 | JOSEPH CONRAD |
| Furena | 999 | WHITSTAR |
| Furenas | 329 | ALVTANK |
| Furenas | 999 | WHITSTAR |
| Furet | 123 | ATTIS |
| Furet IV | 212 | BIRAM |
| Furevik Senior | 518 | GANGSTAD JUNIOR |
| Furmanov | 3643 | SERGEY VAVILOV |
| Furnes | 116 | KVERNSUND |
| Furnes | 199 | VALANES |
| Furness Bridge | 77288 | OCEAN SOVEREIGN |
| Furstenberg | 3705 | SU RONG |
| Fursund | 991 | BILAL |
| Fursund Eftychia | 991 | BILAL |
| Furui Maru No. 5 | 311 | KEUM RYONG No. 101 |
| Furumo | 171 | NYVOLL SENIOR |
| Furunes | 4850 | DRNIS |
| Furuno | 125 | LINEBAS |
| Furuno | 182 | KALANCHOE |
| Fury Straits | 181 | MT REAM |
| Furyu Maru | 494 | SHAN FURYU |
| Fusa | 396 | HJELMELAND |
| Fusa I | 485 | FUSA |
| Fusaro | 399 | BLUE STAR |
| Fusashima Maru | 4546 | LU HAI 50 |
| Fushimi Maru | 9122 | ANTOINE |
| Fushu Maru | 33964 | JUMA |
| Fusus | 19274 | GEFION TIMOR |
| Futaba | 499 | ST. EDWARD |
| Futaba Maru No. 1 | 499 | ST. EDWARD |
| Futaba Maru No. 3 | 1847 | CHANG DUCK No.0005 |
| Futaba Maru No. 7 | 405 | OPPENHEIMER |
| Futago Maru | 980 | LAMPUNG |
| Futago Maru | 3631 | ACARREO III |
| Futenma Maru No. 1 | 262 | KASHIMA MARU |
| Future Express | 22089 | FAIRWIND EXPRESS |
| Futurity | 199 | MARKOS B |
| Fuyo Maru | 680 | ZHI YIN |
| Fuyo Maru | 803 | PULAU BULAN |
| Fuyo Maru | 2543 | TAE KWANG |
| Fuyo Maru No. 2 | 297 | HAN YUNG No. 33 |
| Fuyo Maru No. 3 | 1474 | BANGKOKNOI |
| Fuyo Maru No. 5 | 682 | NOGOGINI |
| Fuyo Maru No. 5 | 874 | MOON STAR |
| Fuyo Maru No. 7 | 1998 | MONGOOSE |
| Fuyo Maru No. 120 | 145 | DAISHUN MARU No. 20 |
| Fuzlaan | 543 | GHANTOUT 1 |
| Fykan | 310 | PALO |
| Fyldea | 582 | FERMEUSE |
| Fylgia | 123 | ANN—MARI |
| Fylgia | 2063 | WILCON VI |
| Fylke | 280 | RICKS H |
| Fylke | 2117 | SEA STAR |
| Fylkir | 227 | SKARFUR |
| Fylkir | 234 | PALL |
| Fylkir | 277 | SIGURDUR PALMASON |
| Fylkir | 304 | ROST SK 17 |
| Fyllasbank | 1544 | NIGATA MARU |
| Fyn | 122 | FYLLA |
| Fynshav | 706 | ANGORA |
| Fyodor Bredikhin | 3281 | FJODORS BREDIHINS |
| Fyodor Poletayev | 31294 | TINA P |
| Fyodor Yerozidi | 3147 | FJODORS EROZIDI |
| F28 | 165 | EMERALD |
| F32 | 345 | SMIT FLORIANA |
| G Gems III | 103 | GULF KING 34 |
| G I | 399 | MAHEE—A |
| G 47 | 223 | CHARK |
| G. A. Bollinger | 165 | CETTA |
| G. A. Reay | 998 | FALKLANDS PROTECTOR |
| G. A. Walker | 18743 | ALEX |
| G. and C. Express | 8670 | MAERSK ESSEX |
| G. B. Loring | 356 | HAMATRA I |
| G. C. Colonial II | 137 | WESTERN WIND |
| G. C. Marc II | 137 | WESTERN FLYER |
| G. C. Marsh | 137 | WESTERN FLYER |
| G. D. Kennedy | 6934 | YU ZHI |
| G. Ferrer | 1545 | KUINDER |
| G. H. Candies | 106 | D 28 MISS SHE ME |
| G. H. Ehler | 981 | HANNI |
| G. L. Wendemuth | 826 | RAFEDAIN |
| G. M. Daneker | 286 | FRANK |
| G. M. McAllister | 224 | NICKPATRICK |
| G. M. T. 1 | 663 | BASHER 2 |
| G. N. Alliance | 239 | RUMBA |
| G. O. R. Fleet No. 3 | 584 | SALVOR MASTER |
| G. O. R. Fleet No. 8 | 497 | PORTIA |
| G. R. Moir | 186 | JANIS GUZZLE |
| G. S. I. Alaskan | 299 | BIN HAI 516 |
| G. S. Power | 188 | MARIAM 1200 |
| G. S. Supply | 1047 | RSG UNITY |
| G. T. O. II° | 610 | SIRIUS II |
| G. T. O. III° | 611 | SIRIUS III |
| G. T. O. 1° | 608 | SIRIUS |
| G. W. Codrington | 461 | MARY PAGE HANNAH |
| G. W. Pierce | 180 | OFFSHORE VENTURE |
| G. W. 180 | 102 | TUG 180 |
| G. W. 183 | 865 | T. 183 |
| G. W. 184 | 470 | EIDE BARGE IV |
| G. W. 224 | 893 | DAGUR II |
| G. Weerth | 3896 | CHERRY BLOSSOM |
| G.P. 40 | 110 | FRECCIA DELL' ELBA |
| G.T.D. | 147 | I. V. No. 10 |
| Gaa | 384 | PRIMA |
| Gaasterland | 1548 | VIVI M |
| Gabarus Bay | 2259 | MAERSK GABARUS |
| Gabbari | 272 | ZUMURRUD |
| Gabbiano Rosso | 797 | RED LARK |
| Gabbro | 1510 | MCW ILSABE |
| Gabon | 2867 | DELFIN DEL MEDITERRANEO |
| Gabriel Faroult | 199 | VESTAS |
| Gabriel Perez | 6686 | AGIOS IOANNIS |
| Gabriela | 811 | SEA WEST |
| Gabriela | 5386 | CHRYSONI S |
| Gabriela de Perez | 3132 | ESLA |
| Gabriele Kogel | 6517 | EUROPE TRADER |
| Gabriele W | 1024 | HEINZ SUHR |
| Gabriele Wehr | 1024 | HEINZ SUHR |
| Gabriele Wesch | 3330 | KOTA BAHAGIA |
| Gabriele Wesch | 18680 | LANKA AMITHA |
| Gabriella | 499 | LILLGAARD |
| Gabrielle | 1180 | BLUE JADE |
| Gacka | 16400 | GOLFO DI VENEZIA |
| Gadila | 48612 | BEKALANG |
| Gadinia | 48612 | BEBATIK |
| Gadus | 289 | BROWNS POINT |
| Gadus | 890 | KIRKHOLMEN |
| Gadus | 1581 | RAVELLO |
| Gadus II | 2350 | GADUS ATLANTICA |
| Gadus III | 1245 | GECO SIGMA |
| Gadus Petrel | 877 | BCM ATLANTIC |
| Gae Cheog | 23799 | OCEAN PIONEER |
| Gaelic | 530 | MIRNA M |
| Gaelic | 839 | HOTAMA |
| Gaetan | 372 | KHALED |
| Gainsborough Miller | 427 | AVOCA |
| Gaist | 1630 | BREEHELLE |
| Gajah Cement Dua | 2866 | BULKCEMENT FOUR |
| Galante | 1072 | GOLFO DE VIZCAYA |
| Galapagos | 14589 | SARU MERU |
| Galassia Prima | 183 | AREOS |
| Galata | 225 | VODOLEY—2 |
| Galata | 327 | SSSV—51 |
| Galata | 498 | RECCO |
| Galatea | 153 | GALATEA C |
| Galatee | 5943 | HIBISCUS |
| Galatia F | 11280 | ADITYA UDAY |
| Galaxia | 32237 | KALLIOPI T |
| Galaxias | 4858 | PRINCESA AMOROSA |
| Galaxidi | 499 | MIHAILIA S |
| Galaxie | 107 | MARIA DEL CARMEN |
| Galaxy | 197 | GALA |
| Galcoast | 498 | MARIA |
| Galconda | 34577 | HAVKONG |
| Galdrumeiro | 1365 | EUZKADI ALAI |
| Gale | 1979 | KOSTAS K |
| Gale Wind | 138 | PETRO MARINER |
| Galea | 19916 | ALANGOS |
| Galeb | 147 | ALLISON |
| Galeon | 298 | ALF |
| Galeona | 5270 | JIN XIANG |
| Galerie | 66113 | TIGER |
| Galgo | 269 | ANSA III |
| Galgofer | 269 | PESCAHUELVA TERCERO |
| Galgofer Segundo | 450 | MAPOSA QUINTO |
| Galgofer Tercero | 450 | MAPOSA SEXTO |
| Galia | 2996 | VASSILIS IX |
| Galicia | 120 | SANTA 4 |
| Galicia | 127 | JOAQUIN ANTONIO |
| Galicia | 6483 | LEX ROBLE |
| Galila | 3023 | LAS PERLAS |
| Galilaean | 349 | NANAO |
| Galilee | 439 | HARVEST SHAMROCK |
| Galileo | 634 | CARNOT |
| Galileo | 30440 | MERIDIAN |
| Galileo Galilei | 30440 | MERIDIAN |
| Gallant | 489 | KATERINA I |
| Gallant | 723 | IMSALV TIGER |
| Gallant | 13377 | NELLO D'ALESIO |
| Gallant | 54925 | OSMAN AZNI |
| Gallant | 109700 | PIVOT |
| Gallant Clipper | 103 | JULIE MARIE |
| Gallant I | 723 | IMSALV TIGER |
| Gallant Lion | 74297 | GALION |
| Gallant Pioneer | 11475 | GALLANT II |
| Gallant Tide | 427 | CHESAPEAKE BAY |
| Gallant Wave | 388 | MALINO ABADI |
| Gallardo | 1072 | CATALUNYA |
| Galleon Agate | 13680 | NATIONAL DIGNITY |
| Galleon Amethyst | 11950 | UNI—MASTER |
| Galleon Aquamarine | 13746 | SENATOR |
| Galleon Diamond | 13680 | NATIONAL HONOR |
| Galleon Dignity | 13680 | NATIONAL DIGNITY |
| Galleon Emerald | 13680 | NATIONAL PRIDE |
| Galleon Honor | 13680 | NATIONAL HONOR |
| Galleon Integrity | 13746 | TRADE PINE |
| Galleon Onyx | 11507 | UNI—MORAL |
| Galleon Opal | 11507 | UNI—MORAL |
| Galleon Pride | 13680 | NATIONAL PRIDE |
| Galleon Sapphire | 11652 | UNI—MERCY |
| Galleon Topaz | 11648 | UNI—MODEST |
| Galleon Tourmaline | 13746 | TRADE PINE |
| Galleon Trust | 13746 | SENATOR |
| Gallic | 2202 | JENNY MARGOT |
| Gallic May | 419 | GRATITUDE |
| Gallic Rose | 315 | ADENIA |
| Gallic Wave | 1532 | COVA DA IRIA |
| Gallions Reach | 606 | ANGELIKI III |
| Galloway | 5983 | TOR CALEDONIA |
| Galloway Princess | 6630 | STENA GALLOWAY |
| Galpara | 34577 | HAVDROTT |
| Galstream | 962 | BILLIS |
| Galti | 272 | BJORG JONSDOTTIR |
| Galtnes | 1167 | MIRONAVE |
| Galveston Express | 266 | GALVESTON |
| Galway | 498 | ROSANA G |
| Galway | 997 | LEANA |
| Galway Bay | 149 | OREGON |
| Galway Blazer | 384 | EBENEZER EXPRESS |
| Galya Komleva | 2117 | FORTUNA I |
| Gama | 148 | TANDOY |

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| Gama | 154 | THEODOROS |
| Gama | 1593 | ZORBA EXPRESS |
| Gama Getah | 8079 | HERSING |
| Gama Pala | 8511 | HERWANG |
| Gama Robusta | 12798 | KOTA FAJAR |
| Gambada | 20684 | HESIOD |
| Gambero | 147 | SMENA |
| Gambhira | 10853 | LULLIGAS |
| Gambit Leader | 114761 | SOUTH SEA |
| Gambit Success | 9735 | KISO MARU |
| Gambit Traveller | 104664 | FARSUND TRAVELLER |
| Gambler | 612 | HODDEVIK |
| Gambling Lady | 163 | BOBBY JOE |
| Gambo | 170 | URDAX |
| Game Cock V | 218 | KOSTAS II |
| Gamel | 168 | AQUAFISK SENIOR |
| Gamel | 199 | BERGSETH |
| Gamel | 634 | TROLLTIND |
| Gamin de Paris | 121 | GAMIN DU BAS QUARTIE |
| Gamko II | 291 | GANA |
| Gamko III | 376 | CHIRK No. 1 |
| Gamle Tonny | 137 | RACON |
| Gamli Andrass | 272 | HAVSOKI |
| Gamma | 325 | DOXA |
| Gamma | 399 | EASTSEA |
| Gamma | 999 | FAIR GULF |
| Gamma Bay | 2877 | III CONGRESO |
| Gamma Due | 156 | ALBATRO |
| Gammagas | 4213 | ARCADIA |
| Gammiri No. 1 | 278 | O YANG No. 11 |
| Gammiri No. 2 | 281 | MI SAN No. 2 |
| Gammiri No. 3 | 235 | O YANG No. 12 |
| Gammiri No. 7 | 347 | O YANG No. 15 |
| Gamtoos | 5740 | SWAKOP |
| Gamtug 1 | 111 | KOLIBRI TIGA |
| Gamviktral | 292 | HAVFANGST |
| Gan Quan | 1946 | PRASLIN REEFER |
| Gana | 2199 | KOMERING |
| Ganda Bhakti | 9437 | EVENING STAR |
| Ganda Gama | 8771 | GUYANE |
| Ganda Guna | 6662 | MARINE KINGDOM |
| Ganda Prawira | 6416 | MARINE CROWN |
| Gandal | 262 | VEST—TAMPEN |
| Gandalf 1 | 425 | TRION |
| Gandara | 15559 | HELIKON |
| Gandi | 131 | HAFSTEINN |
| Gandon Mendiuina | 188 | PUNTA AGUDA |
| Gang Jian Qing 2 | 188 | LIAN JIAN QING 2 |
| Ganga | 2591 | RYOKOH I |
| Ganges | 5110 | ORIENT GANGES |
| Ganges Maru | 10625 | ZILEENA |
| Ganges Pioneer | 1560 | ALKAID |
| Gangholm | 199 | FJORDSYN |
| Gangstad Junior | 154 | VINGHOLM |
| Ganguil I | 492 | SALTO |
| Gann | 1599 | LADY HUTTON |
| Gann Discoverer | 1207 | LIM DISCOVERER |
| Gannet | 146 | OSCEOLA |
| Gannet | 1083 | LUCKY LADY |
| Ganter | 2275 | MEDEA |
| Ganthi IV | 189 | JETTE PEDERSEN |
| Ganthi V | 275 | NIMBER |
| Ganton | 468 | ASSEM |
| Ganvie | 1599 | PERDANA PUTERA |
| Gao Yang | 6809 | XIANG YANG |
| Gaoyu | 5820 | DE DU |
| Garala | 34577 | HEMINA |
| Garant | 318 | THOR |
| Garbancito | 263 | TICHITT 3 |
| Garbeta | 15092 | HERMOD |
| Garbis | 41133 | FALKONERA |
| Garcia de Orta | 20111 | DANAKOS |
| Garcia Lorca | 22589 | COSMAR |
| Garciani | 6024 | BANGLAR ASHA |
| Gard | 35964 | TIROL |
| Gardar | 240 | HORDATRAL |
| Gardazee | 1599 | CHRISTINA |
| Gardegg | 597 | FONNLAND |
| Garden | 296 | BRASKEN |
| Garden Cove | 118 | MATILDA BAY |
| Garden Fjord | 296 | BRASKEN |
| Garden Gate | 17100 | IRO |
| Garden Green | 81262 | MARIKA 7 |
| Garden Jupiter | 17129 | SEAHARMONY |
| Garden Moon | 28656 | SNESTAD |
| Garden Neptune | 26150 | ORPHEUS |
| Garden Star | 17134 | HUA ZHI |
| Garden Sun | 9998 | FENG HWA 1 |
| Garden Venus | 18609 | SAMICK NORDIC |
| Garden Venus | 18651 | FEI XIA SHAN |
| Gardenia | 1599 | FREDRIK |
| Gardenia | 1889 | SKARVOY |
| Gardenia | 3067 | PREMSHIP VIII |
| Gardenia | 7002 | DIAMOND DRAGON |
| Gardenia | 10911 | ATLANTIC CONFIDENCE |
| Gardenia | 11188 | SEAMAID |
| Gardience | 424 | SAINTE ROSE |
| Gardience | 531 | JALAL |
| Gardiki | 964 | KRIS |
| Gardline Explorer | 295 | ONLY I EXPRESS |
| Gardline Seeker | 489 | COMMUNICATOR |
| Gardwill | 499 | ANTARES |
| Garefowl | 17728 | SNOWBIRD |
| Gareng | 389 | ROSANA |
| Gargoyle Express | 981 | NEVERI |
| Gari | 48612 | BEKULAN |
| Garibaldi | 256 | ALBERT J. SAVOIE |
| Garibaldi | 399 | DINNE |
| Garifjord | 485 | IRENE |
| Garigliano | 498 | SELIM—I |
| Garinda | 34572 | HEKABE |
| Garland | 499 | VICTORIA M |
| Garli | 1585 | COSWIG |
| Garmo | 413 | ANNE C |
| Garmo | 528 | ALFJORD |
| Garmula | 31717 | MUNDOGAS AMERICA |
| Garnes | 2498 | VISPY |
| Garnet | 36120 | BRIGHT DAYS |
| Garnet Ace | 8403 | GARDENIA ACE |
| Garonna | 1857 | LUCKY |

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|---|---|---|
| Garorm | 1956 | WESERLAND |
| Garoufalia | 25063 | SVETI VLAHO |
| Garrison Point | 7702 | JEVINGTON |
| Garry | 298 | MYRLAND |
| Garsa Lima | 4692 | SANG THAI XEBEC |
| Garsa Satu | 3973 | SENTA 2 |
| Garth | 23454 | ARETE |
| Garth D | 224 | SANTA MONICA |
| Garthnewydd | 30371 | DAMIAO DE GOIS |
| Gary & Aaron | 114 | BARNACLE BILL |
| Gary Tide | 678 | KALIL |
| Garyville | 65598 | COS COB |
| Garza | 980 | CARINE |
| Garza Ocean | 4182 | SOUTHERN PEARL |
| Garza Star | 14267 | CHUN WAH I |
| Gas Al Kuwait 1 | 42904 | GAS AL KUWAIT |
| Gas Crest | 4568 | POLARIS GAS |
| Gas Dia No. 2 | 1677 | SAPUGAS |
| Gas Energy | 2153 | CARIBGAS 6 |
| Gas Gemini (LR No. 7391874) | 35277 | SEAMENT IX |
| Gas Imperial | 3437 | IMPERIAL STAR |
| Gas King | 42904 | GAS AL BURGAN |
| Gas Mariner | 6482 | GAZ AEGEAN |
| Gas Master | 16134 | CLYDE RIVER |
| Gas Orient | 967 | BIYA |
| Gas Prince | 42904 | GAS AL MINAGISH |
| Gas Princess | 42904 | GAS AL AHMADI |
| Gas Queen | 42904 | GAS AL KUWAIT |
| Gas Symphony | 8997 | GAZ SYMPHONY |
| Gas Tarraco | 5706 | RED STAR |
| Gasaccumulator III | 172 | SAGAN AF ALAREN |
| Gaschem Moon | 10195 | IGLOO MOON |
| Gaschem Star | 10200 | IGLOO STAR |
| Gascogne | 202 | GESMER I |
| Gascogne | 318 | SARICA |
| Gascogne | 483 | AGIA ANNA |
| Gascogne III | 300 | IBN SINA |
| Gasholmur | 436 | ASGEIR FRIMANNS |
| Gasoel IV | 162 | TRAVETANK |
| Gaspar | 117 | D'ARTAGNAN |
| Gaspar Vaz | 11347 | ALPHA NOVA |
| Gaspe Transport | 5844 | ENERCHEM AVANCE |
| Gasselte | 249 | EEMSLAND PRINSESS |
| Gaston Boulneau | 244 | PLOUVORN |
| Gaston Micard | 1599 | ARAWAK |
| Gastor | 78915 | LNG LAGOS |
| Gastrana | 48612 | BELAIS |
| Gastrikland | 2600 | NORRBOTTEN |
| Gasvaer Senior | 284 | TRONDERFISK |
| Gatco Florida | 190 | MOBILE PRIDE |
| Gatcombe | 491 | ROYAL M |
| Gatelubide | 172 | SOCIEDAD GAZTELUBIDE |
| Gateway Ace | 11753 | SOUTHERN ACE |
| Gateway West | 22353 | HALCYON |
| Gatinals | 385 | SHIRDEL VANANCA |
| Gato III | 158 | NEPTUNO |
| Gato IV | 158 | AMAZONAS 7 |
| Gattopardo | 1340 | ALPHA 801 |
| Gauensiek | 207 | PETRUSKA |
| Gauensiek | 299 | KAJA H |
| Gauguin | 26409 | CTE MACARENA |
| Gaultois II | 330 | MATTHEW ATLANTIC |
| Gauntlet | 723 | LADY FLORENCE |
| Gaupefjell | 298 | KARUNIA JAYA I |
| Gaupoy | 264 | JEMO |
| Gautama Buddha | 72759 | SAMRAT ASHOK |
| Gautur | 295 | KROSSNES |
| Gauya | 1211 | GAUJA |
| Gavilan | 1666 | MERCS KOMARI |
| Gavina | 101 | LLUCH ARNAU DOS |
| Gavina | 475 | ST. PATRICK |
| Gavina | 498 | MARIA |
| Gavina | 594 | CAM SEARCHER |
| Gavina No. 1 | 376 | DONG WON No. 103 |
| Gavino | 1104 | ARISTON |
| Gavion | 2997 | GILLON |
| Gaviota | 197 | IONA McALISTER |
| Gaviota | 2997 | GERA |
| Gaviota | 5583 | FASTOV |
| Gaviota II | 5583 | FASTOV |
| Gavrill Derzhavin | 6515 | UNITED MIGHT |
| Gay Marie | 135 | GUNNAR |
| Gay Moran | 145 | TRIDENT |
| Gay Moran | 146 | INTREPID |
| Gay Moran | 498 | C. C. 7 |
| Gaya Satu | 3010 | BARONESS V |
| Gayada 1 | 138 | EWIS 6 |
| Gayatri | 16731 | JAG VISHNU |
| Gaytari | 296 | MARSELIS |
| Gaz Caribbean | 4058 | GAZ SAINT DENIS |
| Gaz Far East | 2635 | GAZ FIDELITY |
| Gaz Mallorca | 3821 | PAULINE |
| Gaz Nordsee | 4899 | GALP FARO |
| Gaz Pioneer | 3821 | PAULINE |
| Gaz Victory | 8111 | NORGAS VICTORY |
| Gazana | 20632 | HAVJARL |
| Gazania | 10121 | TRANS FRIENDSHIP |
| Gazela | 135 | S. PEDRO |
| Gazela | 324 | GAZELA PRIMEIRO |
| Gazelle | 1598 | GAZ SUEZ |
| Gazelle | 1937 | GARDSEA |
| Gaztelugatxe | 1645 | TERUEL |
| GC 306 | 1543 | AVON |
| GC 307 | 1543 | W. D. ITCHEN |
| GC 308 | 1543 | W. D. TEST |
| GC 309 | 641 | BRIVET |
| GC 310 | 641 | PUFFIN |
| GC 311 | 641 | MIGRON |
| GDA—8 | 107 | PROBITY—2 |
| GDA—10 | 108 | PROBITY—3 |
| GDA—13 | 106 | PROBITY—1 |
| Gdansk | 1532 | KYRIAKI |
| Gdansk II | 19919 | JOLLY ROSSO |
| GDY—63 | 107 | PROBITY—2 |
| GDY—69 | 108 | PROBITY—3 |
| GDY—78 | 106 | PROBITY—1 |
| GDY—79 | 106 | GDA—14 |
| GDY—88 | 107 | GDA—9 |
| GDY—89 | 106 | GDA—11 |
| GDY—90 | 106 | GDA—12 |

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| GDY—100 | 119 | DOKTOR LUBECKI |
| GDY—169 | 107 | LEB—83 |
| GDY—170 | 107 | HEL—114 |
| GDY—174 | 108 | PANAGIA I |
| GDY—175 | 106 | UST—115 |
| GDY—176 | 106 | PANAGIA |
| GDY—221 | 132 | UST—203 |
| GDY—222 | 132 | KOL—192 |
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| GDY—228 | 106 | HEL—125 |
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| Gertrud Mau | 398 | SILENA |
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| Gertrude Wiener | 1594 | PETROSTAR XIV |
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| Geu Moon No. 507 | 184 | LILLIAN |
| Geulborg | 399 | MIRANDA |
| Gevotank | 497 | TAXIARCHIS |
| Geyerfels | 13276 | ALEXA |
| Geziena | 146 | ULINA |
| Geziena | 500 | MANADOTUA |
| Geziena | 1326 | MERAK |
| Geziena Henderika | 494 | COSTAS |
| GF—21 | 1377 | ASTIMAR I |
| Ghada | 1450 | JARASH |
| Ghada H | 724 | SOFI |
| Ghada S | 291 | KARAM B |
| Ghadames | 1502 | STAR QUEEN |
| Ghalla | 786 | SERVICE XIX |
| Gharbia | 739 | RIO 3 |
| Gharib | 492 | GHARIB I |
| Ghassan I | 500 | FIRAS |
| Ghazi II | 1747 | NORTH EMPRESS |
| Ghent | 2953 | KIMOLOS II |
| Ghibli | 1121 | MARITZA ARLETTE |
| Ghibli Terzo | 195 | ZEFFIRO PRIMO |
| Ghina II | 399 | KOLTHOM |
| Ghioula | 9417 | GOLDEN STAR I |
| Ghubbat Al—Qamar | 246 | DELTA PRINCE |
| Giahara | 13038 | CIUDAD DE BUENAVENTURA |
| Giampaolo | 118 | TITANO |
| Giang Ann | 411 | HONG SOON |
| Giang Bee | 570 | IMAN |
| Giang Lee | 411 | HONG LEE |
| Gianis Marios H | 11488 | M. HASS |
| Gianna | 324 | TALASSA |
| Gianna | 471 | KARPAS |
| Giannini | 31155 | KUN LUN SHAN |
| Giannis | 399 | MYROVLITIS |
| Giannis | 499 | NELLY S |
| Giannis | 1595 | REIDA |
| Giannis A | 119 | GIANNIS EVAZOGLOU |
| Giannis D. | 484 | THEMISTOCLES II |
| Giannis Dimakis III | 957 | GINA |
| Giannis L. | 5880 | KEUM GANG |
| Giannis M | 9093 | TRINITY SIERRA |
| Giannis T | 499 | MARY T |
| Giannis Xilas | 8899 | AL HAFIZU |
| Giannoula K | 2271 | SEA LORD |
| Giant Leader | 3791 | SIM LEE |
| Giant Treasure | 4022 | RICHER |
| Gianta Ocean | 9443 | MALAYSIA GLORY |
| Gib Freeze | 459 | ASUNCION REEFER |
| Gibfalcon | 499 | FIONA R II |
| Gibhawk | 530 | AGEL |
| Gibline I | 322 | JET CRUISE I |
| Giboca | 150 | EROS B. |
| Gibraltar Pansy | 60846 | ALEXITA |
| Gibraltar Straits | 601 | CC0012 |
| Gibtwo | 497 | SEA STAR |
| Gideon | 191 | MARIA |
| Gideon | 213 | WILLASSEN SENIOR |
| Giewont II | 66898 | LASMO RIAU |
| Gigant | 149 | SONJA JENSEN |
| Gigas | 117 | ASHBROOKE |
| Gigi L | 12079 | ENALIOS PROTEUS |
| Gigja | 321 | VIKING I |
| Gigondas | 15810 | YASENA |
| Giho Maru No. 52 | 254 | CRISTAL MARINO |
| Gijsbert Willem | 148 | ALBATROSS |
| Gil | 184 | OSVALDO F |
| Gilam | 485 | ISOLA DI USTICA |
| Gilange | 495 | ESTA |
| Gilanto | — | GITTA |
| Gilbert E. Miller | 128 | NIGHT WIND |
| Gilda | — | LISETTE |
| Gilda | 399 | PAULA |
| Gilda Ambatielou | 698 | BASARI |
| Gilian B | 244 | PERMIKA |
| Giliola | 487 | MOHAMED |
| Gillation | 195 | CAPETAN COSTAS |
| Gilleleje | 136 | BREVIA PORTLAND |
| Gilleleje | 905 | PARTIZANKA |
| Gillen Brothers | 242 | HIGH ROLLER |
| Gillian Everard | 1579 | GEORGIOS |
| Gillian Gaggins | 794 | CUSTOS |
| Gilma | 982 | GEMINI |
| Gimada | 210 | SEPIK DESTINY |
| Gimen | 225 | TROPIC ACE |
| Gimle | 499 | GEORGIOS II |
| Gimle Bay | 321 | POREC 1 |
| Gimle Belle | 322 | JET CRUISE I |
| Gimle Bird | 321 | INDEPENDENCIA |
| Gimletun | 249 | PEGASUS |
| Gimo Celtica | 2546 | GIMO TRADER |
| Gina | 189 | ASPALATHOS |
| Gina | 65259 | JEROM |
| Gina & Ned | 122 | MISS VANESSA |
| Gina Anne | 1308 | YOLANDA Z |
| Gina Coast | 2596 | JUTA JAYA |
| Gina I | 525 | GINA |
| Gina Luisa | 10090 | SONORA |
| Gina Maria | 320 | DON JUAN |
| Gina S | 21296 | GINA |
| Gina Star | 4825 | LEYNARD |
| Ginette | 284 | IMDAT |
| Ginevra | 489 | THANASIS |
| Ginevra 1 | 489 | THANASIS |
| Ginga Maru | 198 | MEITOKU MARU No. 2 |
| Ginger | 15539 | LEROS COURAGE |
| Ginkgo | 17807 | LAVENDER |
| Ginny | 630 | ATLANTIC QUEEN |
| Gino | 389 | HUSSAM |
| Ginryu Maru No. 5 | 349 | TOMI MARU No. 55 |
| Ginsei Maru | 2998 | BRONZE BELL |
| Ginya D. | 490 | GJASHTE SHKURTI |
| Ginyo Maru | 2517 | GIA DINH |
| Ginyo Maru No. 18 | 320 | SHOSHIN MARU No. 53 |
| Ginza | 246 | TAI PING SHAN |
| Ginza | 3786 | NEW LIGHT |
| Ginza Ace | 10026 | JADE C |
| Gioacchino Lauro | 10966 | RIMINI |
| Gioconda | 440 | DANIELA PRIMA |
| Gion Maru | 1242 | OIL CARRIER 3 |
| Gion Maru No. 3 | 696 | ALEXANDER |
| Gion Maru No. 12 | 198 | PANIDA |
| Giorgiana Seconda | 390 | GOLD FISH I |
| Giorgio Cini | 531 | BELEM |
| Giorgis | 8667 | TRIXIE |
| Giorgis K | 329 | NINA I |
| Giorgis K | 683 | RANADA |
| Giovanna Montanari | 1481 | GIOVANNAESSE |
| Giovanna S | 17257 | I. VAN |
| Giovanni Cefalu | 1233 | GIOVANNI C. |
| Giovanni Gancitano | 117 | ALBERTO PAGANO |
| Giovanni Toffolo | 1575 | MONDRAGONE |
| Giovanni Tricoli | 1274 | HOSANNA |
| Giovanni XXIII | 247 | AMALTEA |
| Gipsa Primero | 509 | ATUN |
| Gipsa Segundo | 508 | MARLINA |
| Gipsa Tercero | 655 | CASTERO |
| Giraffa | 497 | LISERT |
| Giralda | 211 | TANIA |
| Giralda | 14330 | LEON |
| Girard Point | 145 | NORSHIPCO |
| Girisim | 1986 | TAYYAR YILDIRIM |
| Girnar | 286 | ASMAVATI |
| Girne Sultani | 2736 | APOLLONIA II |
| Gironde | 382 | DAWN SKY |
| Gis 56 | 163 | ULMA |
| Gisela | 392 | SEA POWER |
| Gisela | 399 | SAMIA F |
| Gisela | 448 | ZHI SHAN 1 |
| Gisela | 1590 | ORIENT PRIDE |
| Gisela von Papenburg | 145 | GLUCKSBURG |

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| Gisela Bartels | 342 | MAARTJE |
| Gisela Bartels | 499 | JENNIFER |
| Gisela Flint | 336 | ZINGARA |
| Gisella | 3163 | ATLANTICA 1 |
| Giselle | 1534 | HATNYANAWATI |
| Gisle | 234 | KJERRINGOY II |
| Gisli Arni | 336 | SUNNUBERG |
| Giso Maru No. 42 | 697 | TSUNOMINE MARU No. 6 |
| Gissur | 138 | STJORNUTINDUR |
| Gissur Hviti | 321 | HUNAROST |
| Gisund | 298 | KVALSTEIN |
| Gitana | 499 | ANTONIO SCOTTO |
| Gitana | 499 | LENA |
| Gitta | 499 | SUNGAI BONE |
| Gitta | 999 | DRACO |
| Gitta Von Bargen | 996 | MIGUEL CORTE REAL |
| Gitte | 387 | KRIKRI |
| Gitte Dorte | 127 | JENS MICHAEL |
| Gitte Friis | 149 | PAPILLON |
| Gitte Friis | 287 | ERIKKE VAD |
| Gitte Henning | 103 | MARIANNE HOVGAARD |
| Gitte Henning | 166 | NIELS—IRIS |
| Gitte Lunde | 149 | JACOB THESBJERG |
| Gitte Pedersen | 299 | DILANI |
| Gitte Ruby | 122 | GDY—19 |
| Gitte Steen | 667 | LAGUNA |
| Gitte—Johnny | 100 | TINA MARIE |
| Gittvag | 164 | LIPTON |
| Giulia | 303 | LIBIA |
| Giulia | 490 | CAT |
| Giulia Berlingieri | 493 | ATHENA |
| Giulia Berlingieri | 1596 | JACQUELINE |
| Giulia Prima | 836 | GUNGA DIN |
| Giuliana I | 14844 | ISOLA FUCSIA |
| Giuseppe Asaro | 128 | TORPEDINE |
| Giuseppe Asaro | 198 | FRANCESCO ASARO |
| Giuseppe L. | 183 | AREOS |
| Giuseppe Panfido | 364 | JUPITER |
| Giuseppina | 223 | CHARK |
| Giuseppina Madre | 154 | JOSEPHINE MARIE |
| Giustiniano | 3325 | LIDO |
| Gjafar | 105 | NJORDUR |
| Gjemnes | 181 | EDOY |
| Gjertrud Maersk | 16425 | DA QING 16 |
| Gjertrud Maersk | 18872 | SEALORD |
| Gl. Palmoll | 778 | SAN CATELLO |
| Glaciar Negro | 657 | ORHAN AYANOGLU |
| Glaciar Rojo | 1600 | M. A. ULUSOY |
| Glaciar Viedma | 9012 | KOS V |
| Glacier | 582 | TJAMAR |
| Gladiator | 113 | WITSERVICE III |
| Gladiator | 277 | CANDY SUPPLIER |
| Gladiola | 8509 | CARINA |
| Gladiolo | 199 | MIMOSA |
| Gladiolus | 10625 | ATLANTIS SKY |
| Gladstone | 159 | VERNICOS MARTIN |
| Gladstone | 236 | ARCHIMEDE S. |
| Gladur | 186 | GEYSIR |
| Gladys | 39920 | PRESTIGE |
| Gladys Irene | 144 | CHRISTIAN D. |
| Gladys Smith | 118 | APACHE |
| Gladys T | 119 | PREDATOR |
| Glafki | 459 | AGIOS CONSTANTINOS |
| Glafki | 2433 | PRIAMURYE |
| Glafkos | 16587 | MARIA D |
| Glafsfjorden | 108 | ENKOPING |
| Glakimo | 114 | RIKKI KENT |
| Glamis | 396 | ROLA |
| Glannoy | 152 | GLANNOY I |
| Glannoy | 203 | VIKNAFISK |
| Glaros | 763 | MARK III |
| Glasgow Clipper | 4938 | NETWORK STORK |
| Glastnos | 17337 | BLUE MOUNTAIN |
| Glauco | 423 | ALVOR |
| Gleb Sedin | 495 | PURTSE |
| Gleddoch | 6602 | ALDO CECCONI |
| Glefi I | 50272 | ALDEBARAN |
| Glefi II | 50272 | DENEB |
| Glefi III | 50272 | STAVANGER SUN |
| Gleichberg | 4691 | CITY OF DUBLIN |
| Glen Affric | 145 | FAIRLINE |
| Glen Artney | 115 | RESILIENT |
| Glen Carron | 297 | THURIDUR HALLDORSDOTTIR |
| Glen Clova | 168 | GRAND BANKER |
| Glen Esk | 158 | DYKARLYN |
| Glen Farg | 115 | VERNAL |
| Glen Hafod | 552 | KB 11 |
| Glen Hawk | 39683 | FOREST HAWK |
| Glen Helen | 406 | SUIDERKUS |
| Glen Moriston | 295 | KROSSNES |
| Glen Nor | 302 | MICHAEL A |
| Glen Rushen | 569 | OMEGA B |
| Glen Sannox | 1374 | AL MARWAH |
| Glen Urquhart | 295 | THOR |
| Glenborrodale | 1540 | GENCA SETTIMO |
| Glencloy | 200 | TAILLEFER 2 |
| Glencoe | 1147 | ETOILE DE BETHLEHEM |
| Glencree | 385 | NISSOS MILOS |
| Glencullen | 410 | MUMTAZ |
| Glendale | 58650 | EL ANCORA |
| Glenfalloch | 9647 | QING HE CHENG |
| Glenfinnan | 314 | GRAMPIAN STAR |
| Glenfyne | 199 | NEWFYNE |
| Glenn | 128 | MARY & JOSEPH |
| Glenogle | 9640 | YANG CHENG |
| Glenrosa | 199 | BOSTON BELLE |
| Glenside | 398 | PATIMAX |
| Glenstruan | 183 | DAWN GEM |
| Glentrool | 1532 | COVA DA IRIA |
| Glenwood | 152 | CHEYENNE |
| Glettingur | 146 | THORLAKUR HELGI |
| Glimfjord | 328 | BALTIC |
| Glimfors | 328 | BALTIC |
| Glinka | 1490 | LINKA |
| Glitter | 3602 | ORIENTAL EAGLE |
| Glittvag | 128 | GEFION |
| Glitvage | 128 | GEFION |
| Global | 1834 | MERCS UHANA |
| Global Ambition | 56796 | GLOBAL HOPE |
| Global Challenge | 14742 | SEALUCK III |
| Global Explorer | 465 | CHAMPION |
| Global Express | 3790 | VILLE DE KUWAIT |
| Global Express | 4259 | DASA ENAM |
| Global Express | 5313 | ESTEBRUGGE |
| Global Express No. 1 | 1599 | MAERSK EURO QUINTO |
| Global Express No. 2 | 1599 | PETER SIF |
| Global Express No. 3 | 4366 | CPC HELVETIA |
| Global Express No. 5 | 5142 | JIN LIAN |
| Global Express 4 | 3113 | ANKE |
| Global Express—1 | 1599 | MAERSK EURO QUINTO |
| Global Frontier | 15042 | DIVISADERO |
| Global Gas | 6463 | TAMARA |
| Global Leader | 17950 | PAVLOS V |
| Global Maritime | 15106 | PRESIDIO |
| Global Oath | 16277 | SEAOATH |
| Global Pacific | 35379 | AMASRA Z |
| Global Pioneer | 1566 | HAE WOO No. 1 |
| Global Pioneer | 15042 | EMBARCADERO |
| Global Producer | 993 | LINK UNO |
| Global Progress | 13192 | BRIGHT STAR |
| Global Splendour | 15042 | CORONIS II |
| Global Star | 10605 | UNIBRIGHT |
| Global Strider | 5052 | TROPIC WIND |
| Global Trader | 529 | BLUE EAGLE |
| Global Trader | 1566 | OLYMPIA |
| Global Wing | 20451 | FORUM AKASAKA |
| Globe | 236 | INGE CHABIRA |
| Globe Charger | 15283 | CHARGER |
| Globe Comet | 16689 | ANTEA |
| Globe Constellation | 13660 | GRANITA |
| Globe Diamond | 5954 | TANJUNG PERAK |
| Globe Empress | 14629 | EMPRESS |
| Globe Express | 12889 | UNICEB |
| Globe Galaxy | 13660 | PLAN KRISTINE |
| Globe Nova | 13014 | GITTE COB |
| Globe Oceanic | 12508 | CHEMBULK CLIPPER |
| Globe Orient | 12758 | STOLT TRADER |
| Globe Overseas | 12758 | STOLT COURIER |
| Globe R. World | 14273 | RICH WORLD |
| Globe Trader | 5084 | TURGUT KAPTANOGLU |
| Globe Venus | 13439 | MAGIC LADY |
| Globe XI | 633 | TALBOR |
| Globe XII | 614 | INGER HILDUR |
| Globe XIII | 746 | HERDIS J |
| Globe XIV | 631 | GLOBE |
| Globosa | 21619 | GEBZE |
| Globtik Britain | 44731 | COLORADO |
| Globtik Windsor | 49809 | STAR WINDSOR |
| Globus | 199 | TURIANNE |
| Glodanes | 165 | JONINA |
| Gloire | 43511 | CROSBY |
| Glomar Challenger | 6281 | OFFSHORE CHALLENGER |
| Glomar Coral Sea | 5972 | CORAL SEA |
| Glomar Grand Isle | 4445 | ALASKAN GRANDE 1SLE |
| Glomar Pacific | 8565 | DEEPSEA PACIFIC |
| Glomfjord | 114 | SIGURFARI |
| Glomfjord | 287 | SOLVAR VIKING |
| Gloppen | 553 | BJORGVIN |
| Glora Kaltim | 286 | BETHANY SUKSES |
| Glorea | 2489 | SPECO GIANT |
| Gloria | 499 | FLORIA |
| Gloria | 499 | SKALA DEMIS |
| Gloria | 5446 | LORY |
| Gloria | 16000 | SEAEMPRESS II |
| Gloria Carib | 1456 | MULTI SERVICE 125 |
| Gloria Carp | 4531 | POLSA DOS |
| Gloria I | 299 | MARINEL |
| Gloria L. | 1375 | EL RIO GUAYAS |
| Gloria Maris | 1456 | MULTI SERVICE 125 |
| Gloria Ocean | 16755 | ENERGY TRADER |
| Gloria Ocean II | 25394 | TRADE RESOLVE |
| Gloria Peak | 9733 | SAPPHIRE |
| Gloria Siderum | 1037 | MULTI SERVICE 300 |
| Gloria St. Philip | 148 | ADMIRAL |
| Gloria Suerte | 5071 | PROFITIS ELIAS |
| Gloria Trader | 4371 | TIAN YUE |
| Gloria Virentium | 1599 | STARMAN ASIA |
| Gloria Yasushi | 3974 | HUA SHENG |
| Gloria-7 | 349 | AZAIZ |
| Gloriana | 1946 | TAURUS |
| Glorious Shinko | 18028 | SEAFIGHTER |
| Glorious Spica | 9688 | MARITIME JOY |
| Glorious Trader | 9449 | SIR JOHN |
| Glorious Wako | 45160 | MYOKO MARU |
| Glorita Tide | 389 | GLORITA |
| Glory | 16023 | DAVID L |
| Glory of the Seas | 103 | RUBINA B |
| Glory Ace | 6818 | BENJA BHUM |
| Glory Belle | 14031 | ATLANTIC SAPPHIRE |
| Glory Field | 24748 | GOODPAL |
| Glory Isaoh | 4737 | ARMADA JUWITA |
| Glory Makotoh | 5142 | FELIZ TRADER |
| Glory Ocean | 10109 | PATCHARA NAREE |
| Glory Ocean | 19666 | PRIME NOBLE |
| Glory Of Singapore 2 | 159 | FLYING HORSE ZANZIBAR |
| Glory Park | 15826 | PAN NOBLE |
| Glory Pioneer | 2916 | MENTOR |
| Glory River | 2630 | GOLDEN RABBIT |
| Glory River | 11134 | KOREAN TRADER |
| Glory Solar | 16582 | OCEAN OPAL |
| Glory Spark | 16582 | PROSPEROUS OCEAN |
| Glory Spirit | 16582 | PACIFIC EMERALD |
| Glory Star | 1683 | WELL VOY No. 1 |
| Glory Star | 16582 | SUNRISE RUBY |
| Glory Venture | 33914 | CARIBOU |
| Glory Wood | 11356 | ARO |
| Gloucesterbrook | 168 | SEA EXPLORER II |
| Glowe | 298 | IVANA |
| Gluckauf | 200 | HERMES |
| Gluckauf | 299 | BESTAMI GULAY |
| Gluckstadt | 149 | FARO |
| Gluckstadt | 849 | KOMMANDOR MICHAEL |
| Glyfada | 13896 | STAMINA |
| Glykofiloussa | 16191 | LASSIA |
| Glyntawe | 19254 | LUCKY STAR |
| GMB I | 10708 | LABRAX |
| GMC II Khalid | 457 | A.K. KHALID |
| Gmmos Pride | 929 | BOA PRIDE |
| GMZ 6 | 297 | GM—6 |
| GMZ 7 | 298 | KESTREL |
| GMZ 8 | 706 | KANINI I |
| Gnels | 132 | LANGO 2 |
| Gnupur | 628 | CAM VEDETTE |
| Go Chong | 791 | MINTRADE I |
| Go Nestor | 497 | DERIN |
| Gobi | 228 | SOLDAG |
| God Horse | 3183 | TANTO JAYA |
| God's Will | 125 | KRISTINE ALASKA |
| Godafoss | 1738 | SEA REEFER |
| Godawari | 424 | NAGARJUNA |
| Goddess | 2418 | TSURUGI |
| Godefroy de Bouillon | 446 | QUICKSILVER |
| Godewind | 284 | ATLANTIC X |
| Godewind | 835 | SUNRISE |
| Godfather | 1954 | MILLION No. 3 |
| Godfjord | 189 | BIOTOFF |
| Godspeed No. 1 | 1400 | JIGGER |
| Godthaab | 263 | HVITABJORN |
| Goede Hoop II | 199 | MIRFAK |
| Goei Maru No. 5 | 230 | DONG WON No. 18 |
| Goei Maru No. 8 | 358 | RAINBOW No. 1 |
| Goei Maru No. 16 | 431 | FAJAR No. 1 |
| Goelo | 5019 | MOBY DREAM |
| Goeree | 196 | BELLE GELICA |
| Gof | 119 | REZAC |
| Gofar | 1598 | ADMIRAL J |
| Goffredo C. | 137 | GOFFREDO COMITARDI |
| Gofuji | 990 | LA LEALTAD |
| Gogo Chemstar | 4972 | CHEMICAL HARMONY |
| Gogo Chemsun | 4972 | CHEMICAL SYMPHONY |
| Gogo Rahn | 13660 | PLAN KRISTINE |
| Gogo Rambler | 13660 | GRANITA |
| Gogo Ranger | 12240 | GRANADA |
| Gogo Regal | 15349 | CHALLENGER |
| Gogo Regent | 18552 | ATHOS |
| Gogo Royal | 12240 | GRANADA |
| Goho Maru | 161 | YUHO MARU |
| Goho Maru | 35591 | TENACITY |
| Gohryusan Maru | 104196 | PELOPIDAS V |
| Gohyo | 31860 | BRAZILIAN SKY |
| Goierri | 268 | FONTAINA |
| Gojyo Maru No. 8 | 222 | SIN BO No. 71 |
| Goko Maru | 180 | TENSEI MARU |
| Goko Maru No. 8 | 199 | HIYOSHI MARU |
| Goksu | 493 | DINCERLER—2 |
| Gol | 1124 | CHARLY |
| Golar Arrow | 17383 | SEUNG JIN |
| Golar Bawgan | 9227 | PERMINA XXVII |
| Golar Colleen | 79544 | CORUS |
| Golar Cordelia | 157196 | DORADO STAR |
| Golar Freeze | 6709 | LIMON |
| Golar Frost | 6661 | RIO DAULE |
| Golar Frost | 44076 | BERGE SPIRIT |
| Golar Girl | 4763 | PROVINCIA DEL GUAYAS |
| Golar Glacier | 96235 | HILLI |
| Golar Jane | 79544 | EURUS |
| Golar Kansai | 98905 | AXON |
| Golar Kanto | 98905 | UNIS TA |
| Golar Klementine | 157196 | COLUMBA STAR |
| Golar Liz | 123889 | NEW PROSPERITY |
| Golar Nel | 4792 | S. LUCIA |
| Golar Nikko | 60339 | SENTINEL |
| Golar Patricia | 194992 | AURIGA |
| Golar Petrosea | 19339 | BOW PRINCESS |
| Golar Petrosun | 19340 | BOW LADY |
| Golar Petrotrade | 19132 | BOW QUEEN |
| Golar Robin | 98905 | ROBIN |
| Golar Ron | 51686 | CAMAR NUSANTARA |
| Golar Sabang | 9227 | PERMINA XXVIII |
| Golar Sigli | 9227 | PERMINA XXX |
| Gold | 7240 | SAPPHIRE STAR |
| Gold Africa | 5731 | ROOK CARRIER |
| Gold Asia | 5731 | MILD UNION |
| Gold Beam | 3403 | JI XING |
| Gold Bond Conveyor(MC) | 14956 | GOLD BOND TRAILBLAZER |
| Gold Dragon | 610 | KUM RYONG |
| Gold Fish I | 298 | CEDRE |
| Gold Glory | 3994 | SARATOGA SUCCESS |
| Gold Lime | 4344 | PACIFIC BEAUTY |
| Gold Lotus | 6020 | KIM LIEN |
| Gold Lucky | 10788 | YANNIS |
| Gold Marine 2 | 3994 | SARATOGA SUCCESS |
| Gold Marine 3 | 3850 | GOLD STATE 8 |
| Gold Medal | 10409 | SANTIAGO STAR |
| Gold Mount | 14921 | MARITIME FIDELITY |
| Gold n Cloud | 198 | NOWITNA |
| Gold Power | 11076 | LIAO CHENG |
| Gold Pusher | 203 | LOHJINAWI |
| Gold State | 2998 | SANTONI |
| Gold State 2 | 3718 | ARMADA PERTIWI |
| Gold Stream | 4924 | JULIANA |
| Gold Win | 4344 | PACIFIC BEAUTY |
| Goldaxe | 298 | MYRLAND |
| Goldean Alliance | 17056 | ATLANTIC |
| Goldean Alliance | 25395 | YANG MING SHAN |
| Goldean Commander | 67914 | EL DELANTERO |
| Goldean Falcon | 36086 | SCHUBERT |
| Goldean Pioneer | 58785 | MARMARA S |
| Golden Ace | 12543 | HAMBURG STAR |
| Golden Adventure | 2536 | WATULINEI |
| Golden Ambassador | 39995 | HELLESPONT SERENITY |
| Golden Amman | 9338 | GOLDEN BEAR |
| Golden Angel | 7901 | STOLT ASPIRATION |
| Golden Anne | 16258 | ZEYNEP K |
| Golden Antwerp | 8786 | RAINBOW PRIDE |
| Golden Apo | 6221 | OCEAN HAPPY |
| Golden Arrow | 4269 | KILCHEM BALTIC |
| Golden Aurora | 10136 | BOSPORUS |
| Golden Bay | 1572 | MINA |
| Golden Bear | 299 | SEABULK SOUTH CAROLINA |
| Golden Bear | 26746 | PRESIDENT GRANT |
| Golden Bliss | 19633 | SINCERE MAJESTIC |
| Golden Brandy | 294 | ENSCO CUTTER |
| Golden Breeze | 6597 | AQUARIO |
| Golden Bridge | 2629 | THAISAMUTNAVEE 1 |
| Golden Buffalo | 284 | JIN HEUNG |
| Golden Bungin | 2853 | SERAYA |
| Golden Cameo | 39050 | MISTRAL |
| Golden Cameroon | 9055 | STEPHENSON |
| Golden Canary | 19470 | JIAN CHI |
| Golden Cape | 19460 | DIAN CHI |
| Golden Challenger | 3786 | NEW LIGHT |
| Golden Cirrus | 9305 | ROBIN |
| Golden Coast | 14623 | TAIPAN |
| Golden Colt | 19633 | LAMDA |
| Golden Condor | 266 | OMS BRAZORIA |
| Golden Condor | 2094 | TRINTOC MARABELLA |
| Golden Condor | 6099 | BAKRI AL MADINAH XVI |
| Golden Crane | 19470 | JIAN CHI |
| Golden Crest | 988 | NEW JERSEY |
| Golden Crest | 5104 | ATLANTIC WOOD |
| Golden Cross | 132 | DUNHERON |
| Golden Crux | 1905 | HUA LUCK |
| Golden Daffodil | 2498 | SCARLET |
| Golden Daisy | 17715 | SUPPORT |
| Golden Danarra | 1935 | KAM TAK |
| Golden Dawn | 210 | NORDIA AF HORVIK |
| Golden Dew | 9199 | CHRISTINA S |
| Golden Dolphin | 15500 | CHIOS HARMONY |
| Golden Dolphin | 17327 | MARIA M |
| Golden Dragon | 258 | PALAPA INTI |
| Golden Dragon | 430 | HOI LONG |
| Golden Dragon | 6597 | KILCHEM ADRIATIC |
| Golden Dragon II | 498 | DRAGON I |
| Golden Dragon No. 1 | 1551 | GOLDEN DRAGON No. 307 |
| Golden Dragon Tug | 131 | JAYANTI |
| Golden Egret | 266 | GALVESTON |
| Golden Enterprise I | 5943 | LOYAL BIRD |
| Golden Explorer | 11864 | DOOYANG BRAVE |
| Golden Faith | 499 | PISTIS |
| Golden Falcon | 2493 | PEONY BEAUTY |
| Golden Falcon I | 24843 | GOLDEN FALCON |
| Golden Fate | 1592 | MARIA S |
| Golden Flag | 39527 | IDEAL PROGRESS |
| Golden Fleece | 9951 | COLINDA |
| Golden Fortune | 1708 | NEPTANK I |
| Golden Fortune Maru | 1708 | NEPTANK I |
| Golden Galaxy | 3668 | CHRISTOS |
| Golden Gate | 1592 | MARIA S |
| Golden Ghana | 6391 | MARMARIS |
| Golden Girl | 292 | ENSCO SCOUT |
| Golden Girl | 293 | GULF FLEET No. 303 |
| Golden Glister | 4827 | VIGOROUS LUCK |
| Golden Glory | 6727 | BAKRI ORBITOR |
| Golden Gulf | 293 | KENARI |
| Golden Harvest | 3166 | MAHARDI |
| Golden Harvest | 6302 | XING CHENG |
| Golden Harvest | 12893 | SPIROS M. |
| Golden Hawk | 4055 | ALMA LLANERA |
| Golden Hill | 6083 | SAN SEBASTIAN DE URABA |
| Golden Hope | 13620 | GOLDEN HOPE I |
| Golden Horse | 3182 | GOLDEN SAMAHA |
| Golden Jade | 3778 | ADKRIS |
| Golden Jaguar | 138 | KHATAM |
| Golden Kasuga | 2393 | LEVIN |
| Golden Kimisis | 15510 | CAVALLINO |
| Golden Knight | 8848 | LARA S |
| Golden Kyosei Maru | 3667 | GOLDEN KYOSEI |
| Golden Lady | 285 | ENSCO MONITOR |
| Golden Lance | 11020 | TOMKAT |
| Golden Land | 9338 | GOLDEN BEAR |
| Golden Laura | 290 | ENSCO CARRIER |
| Golden Laurel | 29729 | SIMEON CH |
| Golden Leopard | 133 | YUKON SUCCESS |
| Golden Light | 2481 | ARMADA ABADI |
| Golden Light | 9677 | JIN HAN |
| Golden Lilac | 4903 | NIAGA 50 |
| Golden Longlevity | 5390 | LIN HAI 9 |
| Golden Lotus | 15954 | BLUE SKY |
| Golden Malacca | 2988 | LAPU—LAPU |
| Golden Master | 28889 | GULF TRIDENT |
| Golden Master | 64124 | APPLEBY |
| Golden Med | 5168 | HAI RONG |
| Golden Mermaid | 4849 | LONG AN |
| Golden Minerva | 13896 | STAMINA |
| Golden Miranda | 13934 | THORUNN |
| Golden Moon | 293 | ENSCO CLIPPER |
| Golden Nagos | 16439 | NIPS |
| Golden Navigator | 1550 | YUJIN BUSAN |
| Golden Navigator | 2293 | BOS NAVIGATOR |
| Golden Navigator | 4509 | KILCHEM NAVIGATOR |
| Golden Navigator II | 3221 | NIAGA ENERGI 1 |
| Golden Oak | 4926 | BAKRI PANAM |
| Golden Ocean | 112 | DISETCO PISCES |
| Golden Okinawa | 6870 | TIEN IN |
| Golden Orchid | 15954 | BLUE SEA |
| Golden Orchid | 16950 | RICKMERS SHANGHAI |
| Golden Orchid Jr. | 16950 | RICKMERS SHANGHAI |
| Golden Oriole | 16258 | NAZLI—K |
| Golden Owl | 2105 | CHILIBRE |
| Golden Pacific | 464 | FLAMINGO |
| Golden Peak | 9602 | DIMIS |
| Golden Peak | 13019 | NEW ANGEL |
| Golden Penny | 499 | BLUE CLOUD |
| Golden Penny | 11318 | AVIS FAITH |
| Golden Petrel | 2094 | CHEPO |
| Golden Phoenix | 78164 | COASTAL GOLDEN |
| Golden Phoenix Tug | 267 | LIENI |
| Golden Pine | 12877 | HUA FENG |
| Golden Pioneer | 3405 | STAINLESS EMPEROR |
| Golden Polykleitos | 13289 | JAG VIJAY |
| Golden Portsmouth | 39304 | OREMBAE |
| Golden Precious | 1585 | THAI PRO 1 |
| Golden Prince | 15411 | SOUTH CALM |
| Golden Princess | 5359 | JO HASSEL |

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|---|---|---|
| Golden Princess | 21193 | GOLDEN TRINITY |
| Golden Progress | 35068 | STARSHINE |
| Golden Promise | 133 | MAGNIFICENT |
| Golden Queen | 5357 | JO HEGG |
| Golden Reefer | 6988 | CAP CORRIENTES |
| Golden Rio | 20331 | TURANDOT |
| Golden River | 16663 | HENG CHUN HAI |
| Golden River | 88285 | STAR HERO |
| Golden Rose II | 105 | MOCHE 8 |
| Golden Rose IX | 105 | RIMAC 3 |
| Golden Rose V | 105 | JEQUETEPEQUE 6 |
| Golden Rose VI | 200 | TORTUGA 9 |
| Golden Rose VII | 200 | TORTUGA 10 |
| Golden Rose VIII | 105 | JEQUETEPEQUE 7 |
| Golden Rose X | 105 | RIMAC 2 |
| Golden Rose XI | 105 | URUBAMBA 6 |
| Golden Rose XII | 310 | CUSCO 1 |
| Golden Rose XIII | 310 | CUSCO 2 |
| Golden Rose XIV | 310 | GAVILAN |
| Golden Rose XV | 310 | CUSCO 4 |
| Golden Rose XVI | 310 | RAULI |
| Golden Rose XVII | 310 | HALCON |
| Golden Runner | 13570 | FORTUNE HUNTER |
| Golden Sabre | 19603 | KYRIAKOS M |
| Golden Samrosa I | 574 | STANSHION 1 |
| Golden Sea | 3831 | SAFAK I |
| Golden Sea 727 | 159 | DURIAN 1200 |
| Golden Sea 737 | 160 | GOLDENSE 3 |
| Golden Shell | 462 | ENSCO TITAN |
| Golden Shore | 488 | ENSCO TROJAN |
| Golden Sky | 6222 | VERGINA |
| Golden Star | 124 | RICHARD HEATH |
| Golden Star | 293 | ENSCO TARTAN |
| Golden Star | 460 | AL AMENA |
| Golden Star | 499 | ADALMA 1 |
| Golden Star | 4656 | STAINLESS COMMANDER |
| Golden Star | 6614 | HAND KWONG |
| Golden Star | 15305 | SAMSUN BANNER |
| Golden Steer | 917 | WEST SEA |
| Golden Sun | 3831 | SAFAK I |
| Golden Sun | 16903 | XI QIAO SHAN |
| Golden Sun | 20328 | ARGO EXPLORER |
| Golden Sunshine | 5359 | JO HASSEL |
| Golden Swan | 4531 | POLSA DOS |
| Golden Swan | 11020 | TOMKAT |
| Golden Tiger | 445 | DENISE |
| Golden Tiger | 47133 | CHARIOT |
| Golden Trader | 19012 | POHORJE |
| Golden Trader | 31155 | JOY VENTURE |
| Golden Trader I | 14531 | GOLDEN TRADER |
| Golden Unity | 9951 | COLINDA |
| Golden Valley | 7002 | DIAMOND DRAGON |
| Golden Venture | 298 | TXTX STAR |
| Golden Venture | 4414 | ASIA VENTURE |
| Golden Venture | 4636 | SAREYAH |
| Golden Venture | 10066 | VEROPESO |
| Golden Venture I | 5958 | ARMADA AGUNG |
| Golden Venus | 7915 | JO EBONY |
| Golden Wave | 2819 | BEI LU |
| Golden Wistaria | 5052 | TROPIC WIND |
| Golden Wistaria | 85346 | OLIVIA |
| Golden Wolf | 290 | SEABULK GEORGIA |
| Golden Yon | 4656 | STAINLESS COMMANDER |
| Goldeney | 3654 | MASADA 2 |
| Goldenfels | 10837 | MSC ARIANE |
| Goldensari I | 16576 | AVDEEVKA |
| Goldensari II | 21022 | BOGASARI EMPAT |
| Goldensari III | 22091 | BOGASARI LIMA |
| Goldentank | 18661 | SEATANK |
| Goldfield | 3664 | RITA RICH |
| Goldfinch | 257 | AQUALAB |
| Goldhind | 567 | MASAHI |
| Goldia | 260 | BARLOVENTO PRIMERO |
| Goldrill 4 | 744 | WESTERN SEA |
| Goldstar | 3901 | NIAGA 54 |
| Goldstar | 79279 | JUGOMETAL |
| Golduen Bird | 1008 | SWENE |
| Golestan | 621 | JANOUB |
| Golf Trigon | 299 | DINA |
| Golfbraekker | 235 | GYLFE R |
| Golfbreker | 153 | ZEEDUIVEL |
| Golfo de Tonkin | 1590 | ULISES |
| Golfo De Arauco | 1031 | SEA LION |
| Golfo Paradiso | 2262 | AGIOS RAFAEL |
| Golfstraum | 1287 | FAHAD |
| Golfstrim | 3794 | KAPITAN SKORNYAKOV |
| Golfstrom | 499 | ZAKYNTHOS |
| Goli | 941 | KHAZAR |
| Golia | 137 | ALBERTO COMITARDI |
| Goliat 16 | 4166 | PORTCENTER |
| Goliath | 330 | H. O. S. GOLIATH |
| Goliath Caribic | 4994 | CARGO 113 |
| Gollenes | 129 | BLASTHOLM |
| Gollenes | 497 | ALCONES |
| Golzwardersand | 515 | MUKALLA |
| Gomasa | 4712 | LADY NADA |
| Gomba Challenge | 3624 | PACIFIC FREESIA |
| Gomba Challenge | 6945 | FERNAO GOMES |
| Gomba Endeavour | 3624 | PACIFIC LILY |
| Gomba Endeavour | 3624 | PACIFIC ROSE |
| Gomba Endurance | 3624 | PACIFIC TULIP |
| Gomba Nile | 3624 | PACIFIC LILY |
| Gomba Progress | 985 | LYDIA |
| Gomba Reefer I | 1570 | REEFER COUNTESS |
| Gomba Reefer II | 1566 | REEFER EMPRESS |
| Gomba Venture | 3624 | PACIFIC TULIP |
| Gomba Venture | 3624 | PACIFIC VIOLET |
| Gomba Victoria | 3624 | PACIFIC FREESIA |
| Gomuru | 582 | ETNA |
| Gondar | 564 | POPI F |
| Gondomar | 160 | PESCADOIRA |
| Gondul | 1630 | ALDABRA |
| Gondwana | 887 | GREENPEACE |
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| Gonei Maru No. 25 | 231 | HALLELUJAH No. 21 |
| Gonei Maru No. 53 | 303 | KANNON MARU No. 17 |
| Gonei Maru No. 58 | 299 | TAISHI MARU No. 3 |
| Gong Nong Bing 2 | 4053 | TIAN 2 |
| Gong Nong Bing 18 | 3839 | QING XIN |
| Gong Nong Bing 19 | 3839 | HE XIN |
| Gongola Hope | 4414 | COPIHUE |
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| Goo Ryong | 561 | AO TOU No. 2 |
| Good Captain | 9833 | ADONIS |
| Good Challenger | 12202 | NEFELI I |
| Good Commander | 2994 | SHE SHAN |
| Good Dolphin | 8969 | NIKOS A |
| Good Endeavour | 54610 | EUROPA |
| Good Faith | 15646 | SILVER FAITH |
| Good Fortune I | 52936 | OBO VEGA |
| Good Friend | 9954 | JUPITER |
| Good Guardian | 4793 | WAFA |
| Good Hope | 2603 | PLATON REEFER |
| Good Hunter | 3531 | GIOVI |
| Good Islander | 1804 | ATLANTIC |
| Good Islander I | 1804 | ATLANTIC |
| Good Leader | 2783 | LI FENG |
| Good Leader | 36330 | NILE DELTA |
| Good Leader | 58821 | UNITY 1 |
| Good Luck | 7885 | KOTA ABADI |
| Good Mate | 3069 | MEGHPAL |
| Good News | 103072 | AILSA CRAIG |
| Good Patriot | 9081 | CAPTAIN NIKOS A |
| Good Pilot | 2601 | BETHESDA 1 |
| Good Sailor | 3256 | LITSA N |
| Good Seaman | 3522 | BLUE BAY |
| Good Services | 174 | YOSHI III |
| Good Star | 998 | THAI STAR |
| Good Star | 34890 | ADVENTURE |
| Good Strait | 14591 | AXIONESTIN |
| Good Sun | 8972 | WAVE CREST |
| Good Trader | 3223 | XIN FENG |
| Good Trader | 4940 | LAUREL STAR |
| Good Trader | 9215 | DELTA FLAG |
| Good Wood | 3934 | STAR SEA |
| Goodhope | 25733 | NORTANK OCEANIC |
| Goodkid | 17711 | GLOBAL JANE |
| Goodlink | 2849 | SUN WINNIE 3 |
| Goodness | 1400 | JIGGER |
| Goodway | 17711 | GLOBAL JANE |
| Goodwill Traveller | 499 | PLATA FEEDER |
| Goodwin Sand | 290 | RYE |
| Goodwood | 2418 | YIN LONG |
| Goodwood | 6079 | KRAMATORSK |
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| Gooiland | 4846 | HELIOPOLIS SKY |
| Goose Bay No. 1 | 192 | LADY MARIA II |
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| Gopher State | 134 | BETTY GALE |
| Gorango | 697 | PO'IGAR |
| Gorce | 500 | FAJAL II |
| Gorch Fock | 271 | ANN—CHRISTINE |
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| Gordon L. | 469 | ABACO TREASURE |
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| Gorgeous | 29739 | YOUNG SWIFT |
| Gorgol | 794 | YOUSEF |
| Gorgona | 318 | MARWAN M |
| Gori | 15089 | NOVOKLAV 3 |
| Gorjan | 1036 | DELTA STAR |
| Gorkovskaya Komsomoliya | 3587 | VEGA II |
| Gorlitz | 1042 | STORTEBEKER |
| Gorm | 112 | KANGAROO |
| Gorm | 64286 | JOHS. STOVE |
| Gorm Viking | 1435 | GONDWANA |
| Goropa | 582 | SALUE |
| Gorredijk | 179 | MARIA |
| Gorsethorn | 1569 | DEESSE DE LA DEMOCRATIE |
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| Gos VIII | 298 | EUAN |
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| Gos XII | 481 | HVALUR 8 |
| Gosaibi | 597 | TISA 1 |
| Gosforth | 5675 | CATHERINE DESGAGNES |
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| Gosta Berling | 3783 | SAMAINA |
| Gotaland | 152 | THEMIS AV RORO |
| Gotaland | 499 | AMAFHH ONE |
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| Goth | 1169 | OCEAN TRAWLER |
| Gotha | 297 | ANDANES |
| Gothia | 999 | STRAITS VENTURE |
| Gothia | 4634 | ZIM CARIBE III |
| Gothia Team | 60492 | CHEMI PIONEER |
| Gothic Wasa | 5983 | TOR CALEDONIA |
| Gothic Wasa | 14584 | ANAMELI |
| Gothong | 1390 | DONA PAMELA |
| Gotia | 983 | SENIOR M. |
| Gotland | — | ARRAFIQ |
| Gotland | 999 | PICO GRANDE |
| Gotland | 6180 | CORSICA VICTORIA |
| Gotlandia | 1414 | SKOPELOS |
| Gotlanningen | 490 | ELBA PRIMA |
| Gotong Royong | 3024 | RIMBA TIGA |
| Gotunes | 325 | THORSHAMAR |
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| Gouldia | 48612 | BELANAK |
| Gouritz | 3332 | KUISEB |
| Gouweborg | 295 | CAPTAIN JEAN |
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| Governor | 4290 | KRAKA |
| Governor Ray | 473 | PATHFINDER |
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| Gowa Maru No. 5 | 769 | ARMADA MULIA |
| Gowrie | 872 | ANWAR |
| Goya | 3985 | VIKING TRADER |
| Goya | 37660 | MEKHANIK SLAUTA |
| Goyo Maru | 314 | GIRASOL 5 |
| Goyo Maru | 390 | PREMSHIP VII |
| Goyo Maru | 468 | CORAL RED |
| Goyo Maru No. 1 | 4246 | NIKKO MARU No. 55 |
| Goyo Maru No. 2 | 4212 | NIKKO MARU No. 66 |
| Goyo Maru No. 3 | 4172 | NIKKO MARU No. 57 |
| Goyo Maru No. 5 | 4132 | KUM KWANG HO |
| Goyo Maru No. 6 | 4127 | NIKKO MARU No. 58 |
| Goyo Maru No. 7 | 3619 | OCEAN DRAGON 1 |
| Goyo Maru No. 10 | 605 | MARLYN ACE |
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| Gozai | 134 | MUNIR |
| Gozo Island | 10525 | ANDREAS A |
| Graasten | 115 | STRAUME |
| Grace | 299 | KLEOPATRA |
| Grace | 1060 | LISA I |
| Grace | 2334 | HALIBUT |
| Grace | 10125 | UZUNOGLU |
| Grace | 32571 | SAMICK ATLANTIC |
| Grace and Salvatore | 112 | MARIA AND AL |
| Grace Adelaide | 6020 | KIM LIEN |
| Grace Boeing | 18953 | TRADE AMBASSADOR |
| Grace Liberty | 4910 | EQUATOR MAS |
| Grace Marine | 28059 | ANTIPAROS |
| Grace Mariner | 496 | EMIRATES CARRIER |
| Grace Moran | 185 | SAKONNET |
| Grace Moran | 238 | TOWELL POWER |
| Grace No. 2 | 146 | THOMAS H |
| Grace Ocean | 343 | AFSHAR 2 |
| Grace River | 16605 | JIANG LING HAI |
| Grace Sailor | 1287 | FAHAD |
| Grace Tower | 102 | AVENTURERO |
| Gracechurch | 1523 | FIVE STARS |
| Gracechurch Crown | 3329 | HASSELWERDER |
| Gracechurch Crown | 3435 | ECL COMMANDER |
| Gracechurch Gem | 3727 | METEOR |
| Gracechurch Gem | 3790 | PACHECO |
| Gracechurch Harp | 3329 | GISELA BARTELS |
| Gracechurch Harp | 4510 | VILLE DE MISTRAL |
| Gracechurch Star | 1599 | GERANTA |
| Gracia | 2352 | CAPO CERVO |
| Gracia | 9443 | MALAYSIA GLORY |
| Gracie | 266 | JONRIT |
| Gracie R | 253 | LITTLE RIVER |
| Gracie T | 149 | CAPE GRENVILLE |
| Gracious Fountain | 60315 | Y. WINNER |
| Gracita | 3177 | ISTANA VI |
| Grada Westers | 375 | SIPAN |
| Grado | 168 | ADRIA TERZO |
| Grady Fagan | 297 | H. O. S. AFFIRMED |
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| Graigaur | 14986 | AGHIOS CHARALAMBOS |
| Graigffion | 48410 | ANAFARTA S |
| Graiglas | 30280 | JALAVIJAYA |
| Graiglwyd | 17159 | LANTAU TRADER |
| Graigwen | 14956 | AKTI |
| Grain Star | 30257 | SAN FELICE |
| Grampa Shorty | 159 | IRVING PINE |
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| Grampian Craig | 127 | PESCAFISH III |
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| Grampian Eagle | 114 | KLONDYKE |
| Grampian Falcon | 317 | MIAMI CLIPPER |
| Grampian Fame | 542 | RAINBOW WARRIOR |
| Grampian Glen | 214 | ARTURO JORGE |
| Grampian Heather | 119 | ACHIEVE C. S. |
| Grampian Hill | 214 | ANTONIO SAVERIO |
| Grampian Hunter | 439 | STELLA ORION |
| Grampian Kestrel | 678 | PUTFORD TEAL |
| Grampian Loch | 407 | CORNISHMAN |
| Grampian Monarch | 480 | FORTUNE ENDEAVOUR |
| Grampian Venture | 226 | BALAENOPTERA |
| Grampus | 129 | PHILIP TURECAMO |
| Gran Augusto | 372 | KINGA |
| Gran Boga Boga | 194 | BOGA |
| Gran Parana | 23588 | NORSUL IPU |
| Gran Rio | 990 | GRAND RIO R |
| Granada | 135 | LUIS ALFREDO |
| Granada | 981 | UNIVERSE KIM |
| Granada | 1142 | ARKOS II |
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| Granby Queen | 181 | BRENDA WILSON |
| Grand | 183098 | HELLESPONT GRAND |
| Grand Alliance | 118187 | FELLOWSHIP L |
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| Grand Carrier | 10527 | ANIMAR |
| Grand Concordance | 122952 | FRIENDSHIP L |
| Grand Coral | 492 | AINA |
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| Grand Domain | 19199 | PAN CRYSTAL |
| Grand Eagle | 38891 | AMERSHAM |
| Grand Encounter | 15005 | CAPE LOBOS |
| Grand Enterprise | 14923 | FEN |
| Grand Faith | 8926 | AN YANG JIANG |
| Grand Flotel | 5831 | SCANDINAVIAN SONG |
| Grand Globe | 11742 | MARINE PACER |
| Grand Haven | 7293 | EDEN |
| Grand Hawaiian | 44657 | MANHATTAN |
| Grand Helios | 6650 | BLESS CONTAINER |
| Grand Hickory | 14983 | AGIA SOFIA |
| Grand Jade | 17117 | SAMICK PACIFIC |
| Grand Liberty | 5144 | EXCELSIOR LUCK |
| Grand Manan | 1443 | GRAND MANAN IV |
| Grand Ocean | 7097 | GRAND OCEAN 1 |
| Grand Spruce | 14983 | PRIGIPOS |
| Grand Union | 8951 | TONY BEST |
| Grand Universe | 38795 | ALANDIA ORIENT |
| Grand Victoria | 44657 | MANHATTAN |
| Grand Virtue | 4934 | SEAWISE |
| Grand Weal | 10146 | ULYSSUS |
| Grand Wing | 14524 | CONCORD ASKA |
| Grand Wisdom | 19199 | PAN GLORIA |
| Grand Wisdom | 51121 | MIHARA SPIRIT |
| Grand Zodiac | 25525 | CARISSA STAR |
| Grand 33 | 194 | GULF STAR |
| Grande Duchess | 191 | BRIELYN MARIE |
| Grande Hermine | 18192 | CANADIAN MARINER |
| Grandeur | 3827 | NAND KALA |
| Grandgrogg | 198 | TRITON |
| Grandma Malone | 120 | KING BAY |
| Grandson | 490 | CAT |
| Grane | 99 | STEVNS TUG |
| Granelero I | 1549 | SEAWAVE |
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| Grangetown | 132 | POLARIS |
| Granheim | 13014 | GITTE COB |
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| Granik | 1005 | PEACE |
| Graninge | 130 | VITA BJORN |
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| Granita | 296 | METTE PAN |
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| Granskar | 658 | KONANLAR |
| Gransol | 18987 | J. SUDA |
| Grant | 185 | POONEH |
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| Grant Neptune | 1519 | SEATTLE ENTERPRISE |
| Granter | 647 | SHATT AL BASRAH |
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| Granton Kestrel | 244 | NORTHLEIGH |
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| Granton Osprey | 230 | PUTFORD OSPREY |
| Granvik | 1567 | GIBEAGLE |
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| Grassholm | 486 | EVANGELISTRIA |
| Gratia | 2348 | FIONE |
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| Grauerort | 205 | DIDE |
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| Gravel Bulk | 299 | INGRID MARIA |
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| Gray Samson | 280 | JAVA SAMSON |
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| Grayhaste | 85 | GRAYDIRK |
| Grayling | 114 | BARNACLE BILL |
| Grayotter | 142 | KANHAIYA |
| Grayquest | 176 | MAESTRALE UNO |
| Grayshield | 145 | GACSHIP X |
| Grayspur | 85 | GRAYDART |
| Graythrust | 85 | GRAYDASH |
| Grazia | 387 | SANDRA 1 |
| Grazia Emme | 499 | MARIA DIMAKI II |
| Graziela Ferraz | 17893 | TUPI ILHA BELA |
| Graziella | 399 | ANNE MARIE |
| Graziella M. | 176 | ERICINA |
| Graziella Zeta | 2675 | ISOLA BLU |
| Gre | 199 | LOTA |
| Great Acclaim | 28976 | MARIA |
| Great Circle | 299 | JENKA |
| Great City | 14871 | FANNIE ANNE |
| Great Cosmos | 15471 | JIN RUN |
| Great Diamond | 13275 | VINSTRA |
| Great Dragon | 1583 | OCEAN PIONEER |
| Great Eight | 1986 | ASTREA |
| Great Fortune | 2970 | GREAT FORTUNE I |
| Great Guide | 2876 | MARINE THREE |
| Great Honor | 5244 | HONG FAN |
| Great Jade | 13371 | GRAND UNITY |
| Great Liberty | 19966 | MARILIA A |
| Great Marine | 28059 | ANTIPAROS |
| Great Mariner | 5939 | GOLDEN GLORY |
| Great Ocean | 9027 | GEORGIOS L |
| Great Ocean I | 46384 | OCEAN LEO |
| Great Republic | 282 | GARUDA |
| Great Republic | 23255 | CURTISS |
| Great River | 11219 | ARGUS |
| Great Rose | 4722 | NAVIGATOR |
| Great Sea | 4737 | ARMADA JUWITA |
| Great Sea | 27090 | ASIAN PRINCESS |
| Great Sitkin | 117 | VIVA YO |
| Great Success | 5244 | HONG FAN |
| Great Tempo | 13280 | TIMPE |
| Great Tide | 198 | SEA FRONTIER |
| Grecian | 1450 | JARASH |
| Grecian Legend | 23919 | BELLE |
| Grecian Spirit | 21215 | HOMER |
| Greco | 225 | PIZARRO 9 |
| Green Ace | 6378 | MARINA |
| Green Angeles | 13499 | CHUN SINE |
| Green Arch | 6135 | KIDON |
| Green Arrow | 6843 | KRITI |
| Green Auklet | 8960 | COSEL |
| Green Blessing | 11244 | E CHENG |
| Green Canyon Express | 291 | H. O. S. BOLD RULER |
| Green Dragon | 6051 | SUN KUNG No. 7 |
| Green Echo | 14739 | AMERICAN CLARE |
| Green Elm | 31258 | YA ZHOU HAI |
| Green Emerald | 4929 | HAI YING |
| Green Field | 148 | GUNNARSON |
| Green Forest | 11961 | FORDHAM |
| Green Forever | 13995 | UNI—FOREVER |
| Green Fortune | 13995 | UNI—FORTUNE |
| Green Forward | 13995 | UNI—FORWARD |
| Green Hiro | 1527 | PERSADA UTAMA |
| Green Hiro No. 1 | 1527 | PERSADA UTAMA |
| Green Hope | 2486 | RYOKOH 6 |
| Green Island | 12909 | LONG HAI HE |
| Green Island No. 1 | 6448 | THUNG SONG |
| Green Isle II | 243 | SOLOYVAG |
| Green Lagoon | 5110 | ORIENT GANGES |

| | | |
|---|---|---|
| Green Lake | 3955 | TWILIGHT |
| Green Light | 9832 | SPHINX |
| Green Lime | 5935 | IRON LINK |
| Green Master | 12296 | NEPTUNE JACINTH |
| Green Mate | 2231 | LUCKY STAR |
| Green Ocean | 5829 | HUA QIONG |
| Green Ocean | 19070 | CINCHONA |
| Green Palm | 368 | TITUS |
| Green Park | 3687 | HERMENIA |
| Green Sand | 6865 | HUA LI |
| Green Spanker | 12965 | KEN SPANKER |
| Green Star | 3105 | WING TAI |
| Green Star | 3528 | MANILA BRIDGE |
| Green Star | 13499 | CHUN SINE |
| Green Star | 15620 | KOSEKI MARU No. 2 |
| Green Star I | 1346 | TOYO STAR |
| Green T | 20572 | GREEN KING |
| Green Trader | 20572 | GREEN KING |
| Green Wood | 12869 | GOLDEN LEAF |
| Greenfield | 9679 | JIN HAI 11 |
| Greenfield | 10705 | SNOW DRIFT |
| Greenfinch | 392 | STAR OF MEDINA |
| Greenland | 312 | AMIKOQ |
| Greenland | 4876 | PACIFIC TRADER |
| Greenville III | 301 | DELFIN |
| Greenwich | 19966 | MARILIA A |
| Greetje Mina | 247 | ALBERT JACOB |
| Greg Yorke | 2493 | SEASPAN GREG |
| Gregerso | 3875 | MAGNA |
| Gregorio Del Pilar | 91973 | NITA I |
| Gregos | 30195 | AINO |
| Grei | 399 | MYROVLITIS |
| Greif | 112 | KANGAROO |
| Greif | 182 | ASK |
| Greif | 394 | ARRO |
| Greifswald | 399 | MYROVLITIS |
| Greifswalder Oie | 106 | WLA—290 |
| Greleb II | 389 | HUSSAM |
| Gremlin | 139 | HONCHO |
| Grena | 21005 | HATO ARROW |
| Grenaa | 3065 | KELIBIA |
| Grenada | 143 | GDY—21 |
| Grenada | 5102 | DIEN BIEN 3 |
| Grenanger | 13088 | NCC ASIR |
| Grenar | 468 | ASSEM |
| Grenen | 148 | GRENEN II |
| Grenfell | 494 | GEOSEARCH |
| Gresham | 104371 | GRAZ |
| Gresik | 25899 | OCEAN IDA |
| Greta | 353 | UNDERAS SANDTAG IV |
| Greta | 464 | CORSEN |
| Greta | 1599 | MICHELLE |
| Greta C | 698 | ECHO I |
| Greta H. | 889 | VENUS II |
| Greta—Ann | 104 | ENGOYBUEN |
| Gretchen | 148 | FRAMVIK |
| Gretchen | 339 | LADY CHANDRA |
| Gretchen | 2197 | ROGALL |
| Gretchen von Allworden | 339 | LADY CHANDRA |
| Gretchen Isle | 1963 | JOHAN III |
| Gretchen Weston | 499 | PRINCE |
| Gretchen Weston | 2197 | ROGALL |
| Grete | 149 | FARO |
| Grete | 174 | MARITA—R |
| Grete | 753 | PINECONE |
| Grete Danielsen | 1367 | BONGO DANIELSEN |
| Grete Deters | 359 | RAMZAH 1 |
| Grete Hoj | 299 | GRETE FIGHTER |
| Grete Maersk | 19922 | MERIOM STAR |
| Grete Nielsen | 3713 | ROCKY GIANT |
| Grete Sif | 753 | PINECONE |
| Grete Sleire | 769 | RIGNATOR |
| Grete Terkol | 610 | CONGAL |
| Grete Theresa | 611 | SILJA |
| Grete Thybo | 163 | STJORNFJELL |
| Grete—Gunda | 423 | PERSIA |
| Grethe | 202 | ELLEN BO |
| Grethe | 300 | FOGAS I |
| Grethe Coast | 299 | MABROUK |
| Grethe Kalve | 393 | STRILMOY |
| Grethe Mars | 113 | PERNILLE—MICHAEL |
| Grethe Reith | 948 | VASSILIS VIII |
| Grethe Reith | 3174 | SU QI |
| Grethe Steen | 299 | SATURN |
| Grethe Thias | 110 | SOUTH SEA |
| Grethe Wiese | 399 | HAN JIANG |
| Gretina Holwerda | 399 | DEO VOLENTE |
| Gretke Oldendorff | 6577 | LARK |
| Gretl | 172 | ALBATROSS AV GOTEBORG |
| Gretl | 3113 | BLUE BIRD |
| Greva | 299 | PETER ROHDE |
| Grey Fighter | 60372 | GREEK FIGHTER |
| Grey Fish | 254 | EL BUZCADOR I |
| Grey Hunter | 60352 | KIMOLOS |
| Grey Master | 6036 | STAMVEIEN |
| Grey Warrior | 84555 | EDINBURGH FRUID |
| Greyhound | 1599 | CAST RACCOON |
| Greyville | 550 | KALTENG |
| Grieg Fighter | 60372 | GREEK FIGHTER |
| Griend | 445 | CORMORANT |
| Griend | 496 | ORIEND |
| Griesheim | 17337 | VIVACITY |
| Grietje | 162 | ORA ET LABORA |
| Grietje | 171 | ORION STAR |
| Grietje | 176 | MARILYN JANE |
| Grietje | 221 | DE VROUW MARIE |
| Grietje | 405 | PIETERTJE ELIZABETH |
| Grietje Geertruida | 405 | PIETERTJE ELIZABETH |
| Grietje Hendrikje | 130 | FOKKE GRIETJE |
| Grietje Hendrikje | 300 | PETER |
| Griffin | 288 | MIKKI |
| Griffin | 473 | CORVINA |
| Griffon | 3542 | TELCHAC |
| Grigano | 5331 | EWL SURINAME |
| Grigorios C. IV | 8987 | SAFAR |
| Grigorios M | 480 | KAPETAN VJEKO |
| Grigoris Tsirikos | 482 | AGAPI |
| Grigoriy Nikolayev | 18495 | MAJORI |
| Grigoriy Petrovskiy | 2484 | ERCOM I |
| Grigorousa | 491 | FENIA |
| Grille | 493 | FOTINI |
| Grillo | 1124 | CHARLY |
| Grim | 7051 | HAI JIAO |
| Grimaldi | 485 | HAMIDAH |
| Grimeton | 189 | JETTE PEDERSEN |
| Grimmen | 27984 | AL MADIHA |
| Grimo | 412 | NAGA ROSE |
| Grimsa | 4999 | NORASIA ATTICA |
| Grimsbaen | 270 | MEFJORDBAS |
| Grimsby Lady | 1060 | KINGS BAY |
| Grimsey | 495 | LINDESNES |
| Grimsey | 1271 | ALIBAK JOSEFSEN |
| Grimseyingur | 232 | SIGHVATUR |
| Grimsholm | 269 | ZUIDERSTER 5 |
| Grimskar | 498 | TURI |
| Grimsnis | 2969 | BLUE CARIBE CARRIER |
| Grimso | 138 | VIDA |
| Grimsoy | 300 | SVANODD |
| Grimur Kamban | 248 | TRIO SENIOR |
| Grindvikingur | 366 | GIGJA |
| Grintstroom | — | LIJA 4 |
| Grip | 199 | BERGSETH |
| Grip | 343 | STRILFISK |
| Gripen | 1284 | MARAMCO I |
| Gripen | 2084 | SOUTHERN ELEGANCE |
| Gripen av Malmo | 2084 | SOUTHERN ELEGANCE |
| Gripo | 1799 | UNION OCEAN |
| Gripsholm | 15294 | REGENT SEA |
| Gris—Nez | 404 | LARUS |
| Grit | 494 | SAN CRISTOBAL |
| Gritt Clipper | 499 | CAVALIER CLIPPER |
| Gritwood | 1219 | ERIDANI |
| Grizzly Bear | 597 | OLYMPIC |
| Grjoety | 955 | ROYAL STAR II |
| Grjotjotunn | 300 | PERLA |
| Grobin | 499 | CADGWITH |
| Groenland | 481 | KEVERNE |
| Groenland | 1706 | HARVEST LEADER |
| Groenlandia | 167 | MAR GROENLANDIA |
| Groesbeek | 1598 | EVDOKIA LUCK |
| Grollen | — | EMBLA |
| Grollen | 224 | JANNIE VAD |
| Grollen | 299 | VINJEVAG |
| Grollen | 491 | THERESA |
| Gronaas | 111 | ASKONOR |
| Grong | 1585 | ARTERN |
| Groningen | 468 | YALIKOY |
| Groningen | 497 | PORTIA |
| Groningen VIII | 103 | HARLE FUER |
| Gronland | 934 | POLAR TRAWL |
| Gronland | 3338 | NUNGU ITTUK |
| Gronland II | 983 | SENIOR M. |
| Grossa | 570 | FATH EL KHEIR |
| Grossherzog Friedrich August | 1701 | STATSRAAD LEHMKUHL |
| Grotnes | 270 | MEFJORDBAS |
| Groton | 132 | DIANE RICHARDS |
| Grotta | 184 | HEIDRUN |
| Grotting | 164 | TAMBURFJELL |
| Grounsund | 132 | DENEB |
| Grouper Bay | 168 | HAMRIYA—3 |
| Grouse | 131 | BETTY C |
| Grouville | 311 | FREDERICK HUGHES |
| Groverorf | 423 | KISIMA |
| Grow | 3057 | PARNARAYA 18 |
| Groznyy | 18017 | GROZNY |
| Gruenfels | 13276 | AURORA |
| Grunnvaag | 1879 | GRETHE |
| Grunnvag | 296 | TORSJO |
| Gruno | 395 | CAPTAIN MAYORAL |
| Gruno Anne | 498 | AUGUSTEA DODICI |
| Gruno Ragna | 498 | RAGNA VIKING |
| Grutto | 359 | FARID |
| Gryf | 2944 | EOLOS |
| Grynge | 3177 | CENTAUR PROSPERITY |
| Grzywacz | 184 | SAN PABLO APOSTOL |
| GT II | 889 | ENTERPRISE |
| GT 3 | — | RELAX |
| Gu Lang Yu | 4843 | LEADER PRINCE |
| Gu Lang Yu | 6476 | TONG HU |
| Guadalaviar | 2361 | ISLA DE TENERIFE |
| Guadalen | 2361 | ROLINE |
| Guadalhorce | 201 | CAMPICO |
| Guadalhorce | 2361 | ISLA COLOMBINA |
| Guadalmedina | 2361 | ISLA DE CARTUJA |
| Guadalupe | 4239 | IGLO EXPRESS |
| Guadalupe | 11615 | GUADALUPE I |
| Guadalupe 1 | 12840 | INCHON GLORY |
| Guaicuri | 67732 | BERLINA |
| Guama | 814 | ROSA F. |
| Guana | 1089 | CHARINDHORN 1 |
| Guanabara | 4989 | ESTADO DA GUANABARA |
| Guang Ping | 9307 | HONG QI 104 |
| Guangzhou | 264 | SEA TIGER |
| Guappo | 149 | PONENTE |
| Guard Mavoline | 465 | SUPERIOR |
| Guardian | 3746 | SEVEN SUPERPOWER |
| Guardian | 4793 | WAFA |
| Guardian | 17673 | ALBATROSS |
| Guardsman | 705 | ODIN |
| Guardsman | 1106 | ALIANZA SAN NICOLAS |
| Guaricema | 196 | JARITA |
| Guarita | 67732 | BERLINA |
| Guarne | 220 | SUPERBE |
| Guava | 6198 | FRIO ANTARCTIC |
| Guavacore | 6198 | FRIO ANTARCTIC |
| Guayadegue | 1189 | FRIGO AROSA |
| Guayalejo | 342 | ING. JULIO SALINAS RAMOS |
| Guayaquil | 5121 | LAURELEVERETT |
| Gudbjartur Kristjan | 149 | TJALDANES |
| Gudbjartur Kristjan | 256 | ORRI |
| Gudbjorg | 104 | MATTHILDUR |
| Gudbjorg | 159 | GEIR GODI |
| Gudbjorg | 247 | STAKKANES |
| Gudbjorg | 1151 | GNUPUR |
| Gudfinna Steinsdottir | 149 | KRISTBJORG |
| Gudlaugur Gudmundsson | 161 | SMAEY |
| Gudmundur Einarsson | 186 | GEYSIR |
| Gudmundur I Tungu | 318 | THORSTEINN |
| Gudmundur Jonsson | 599 | BREKI |
| Gudmundur Kristjan | 125 | JON AGUST |
| Gudrid | 1985 | OLGA M |
| Gudride | 1985 | OLGA M |
| Gudrun | 1387 | GUDRUN II |
| Gudrun Danielsen | 886 | KAMASAN |
| Gudrun Gudleifsdottir | 303 | ELDEYJARBODI |
| Gudrun Jonsdottir | 188 | HAFBERG |
| Gudrun Jonsdottir | 235 | MALOYFISK |
| Gudrun Jonsdottir | 585 | HARVEST KIRSTINA |
| Gudrun Kansas | 490 | ELENI |
| Gudrun Maersk | 19113 | ROBERTA D'ALESIO |
| Gudrun Nordfisk | 111 | VIBEKE MADSEN |
| Gudrun Nordfisk | 125 | GDY—22 |
| Gudrun Safe | 149 | WOURI STAR |
| Gudrun Thorkelsdottir | 158 | SIGURDUR BJARNASON |
| Gudsteinn | 710 | AKUREYRIN |
| Gudvangen | 299 | G. A. SKYTTE |
| Guerande | 183 | BORIS |
| Guerlain | 12758 | STOLT COURIER |
| Guernsey | 123 | MARINE DIAMOND |
| Guernsey | 299 | MATHEA LUPE |
| Guernsey Coast | 500 | ELVINA |
| Guernsey Fisher | 1537 | SCAFELL |
| Guethary | 137 | GOFFREDO COMITARDI |
| Guglielmo Marconi | 30325 | COSTA RIVIERA |
| Guiard | 2338 | GRAN PIEDRA |
| Guicholu | 188 | NEPTUNO I |
| Guidesman | 798 | BIANCA MARIE |
| Guidimaka | 214 | ANCOLIE |
| Guiding Light | 172 | SHEARWATER |
| Guido C | 151 | LUCIANA M |
| Guiifjord | 383 | TERNINGEN |
| Guilin | 264 | SEA COUGAR |
| Guimaraes | 169 | MANUEL SARDO |
| Guinemar I | 299 | MELILLA No. 102 |
| Guinemar II | 344 | MELILLA No. 103 |
| Guinemar No. 301 | 242 | MELILLA No. 301 |
| Guinemar No. 302 | 348 | MELILLA No. 302 |
| Guinemar No. 303 | 232 | MELILLA No. 303 |
| Guinness Clipper | 141 | ATLANTIC CLIPPER |
| Guipuzkoa | 2202 | JENNY MARGOT |
| Gula | 264 | SAGVAG |
| Gula | 423 | VIRGEN DE MONSERRAT |
| Guldager | 149 | ANKER |
| Guldensand | 1399 | PAMPERO |
| Guldregn | 24646 | KRITI ROCK |
| Gulette | 1287 | FAHAD |
| Gulf Bea | 148 | SEASPAN BREEZE |
| Gulf Bear | 17513 | KAINALU |
| Gulf Beaufort | 90871 | HUDSON BAY 1 |
| Gulf Bridge | 1228 | WALIE LIMA |
| Gulf Camaron | 103 | NICLAN STAR |
| Gulf Camaron II | 103 | PRINCESS ROSITA |
| Gulf Challenger | 190 | CHALLENGER |
| Gulf Clipper | 10991 | MARIN |
| Gulf Coast II | 170 | LADY MARIE |
| Gulf Coast III | 122 | TABBY III |
| Gulf Coast IV | 122 | THREE BELLES |
| Gulf Coast V | 136 | TABBY V |
| Gulf Countess | 811 | SEA WEST |
| Gulf Current | 23044 | NORTANK GULF |
| Gulf Dealer | 110 | NADER |
| Gulf Diamond | 436 | AL SA'ADA |
| Gulf Dreamer | 108 | LADY M |
| Gulf Duchess | 1599 | POLLY PRESTIGE |
| Gulf Duke | 188 | STEPHEN—SCOTT |
| Gulf Empress | 1599 | POLLY PIONEER |
| Gulf Explorer | 190 | PATRICE McALLISTER |
| Gulf Explorer | 529 | QUEEN OF THE ISLES |
| Gulf Express | 166 | HARVEY RULER |
| Gulf Express | 431 | ABAN |
| Gulf Express | 7955 | JOLLY ORO |
| Gulf Farmer | 117 | CRACKER BOY |
| Gulf Fleet No. 1 | 210 | FERAS |
| Gulf Fleet No. 2 | 188 | NEPTUNO I |
| Gulf Fleet No. 3 | 196 | CRUZ DE FORWARD |
| Gulf Fleet No. 4 | 196 | FLYING ENTERPRISE |
| Gulf Fleet No. 5 | 198 | BODHA SHER |
| Gulf Fleet No. 6 | 186 | APOLO—I |
| Gulf Fleet No. 7 | 186 | SABA |
| Gulf Fleet No. 8 | 332 | CAL DIVER I |
| Gulf Fleet No. 10 | 1418 | NORTHERN HERO |
| Gulf Fleet No. 11 | 1202 | DOPET ONE |
| Gulf Fleet No. 12 | 198 | TOOTA |
| Gulf Fleet No. 14 | 1610 | ARCTIC HERO |
| Gulf Fleet No. 16 | 196 | DRAKE |
| Gulf Fleet No. 17 | 185 | KIRKE I |
| Gulf Fleet No. 18 | 192 | JAVA GULF |
| Gulf Fleet No. 21 | 294 | MZ 106 |
| Gulf Fleet No. 25 | 174 | AMBER |
| Gulf Fleet No. 28 | 179 | VULCANO DEL GOLFO |
| Gulf Fleet No. 30 | 332 | CAL DIVER I |
| Gulf Fleet No. 37 | 498 | TAURO II |
| Gulf Fleet No. 38 | 498 | SATURNO II |
| Gulf Fleet No. 41 | 289 | MZ 107 |
| Gulf Fleet No. 42 | 718 | ATLAS SERVICE |
| Gulf Fleet No. 44 | 718 | ARGO SERVICE |
| Gulf Fleet No. 60 | 496 | JUNO II |
| Gulf Fleet No. 104 | 296 | MZ 104 |
| Gulf Fleet No. 105 | 296 | MZ 105 |
| Gulf Fleet No. 301 | 233 | LADY ROSALIND |
| Gulf Gallant | 183 | ZEAL |
| Gulf Gallant | 3049 | SAMSUN PARTNER |
| Gulf Gatineau | 5924 | J. C. PHILLIPS |
| Gulf Gold | 656 | ARAB GOLD |
| Gulf Grain | 39154 | PAMPERO |
| Gulf Grenadier | 513 | VIKING SKY |
| Gulf Guard | 183 | SENA II |
| Gulf Gypsy | 132 | WESTERN PACIFIC |
| Gulf Harvest | 17214 | PEARL WAVE |
| Gulf Ideal | 17214 | QUALITY OF LIFE |
| Gulf Irene | 149 | SEASPAN GUARDIAN |
| Gulf Jean | 147 | SEASPAN VOYAGER |
| Gulf Joan | 661 | SEA COMMANDER |
| Gulf Julia | 149 | SEASPAN DEFENDER |
| Gulf King | 178 | MARK McALLISTER |
| Gulf King | 190 | HOWARD H |
| Gulf King | 4224 | NAN GUAN LING |
| Gulf King XIV | 101 | FATIMA I |
| Gulf King 2 | 101 | MARIA |
| Gulf King 8 | 101 | MISS CONNIE |
| Gulf King 12 | 101 | NEW LIFE |
| Gulf King 26 | 100 | JOHN P I |
| Gulf King 50 | 103 | MATT B. |
| Gulf King 51 | 103 | CAPTAIN L & H |
| Gulf King 53 | 103 | CAPT. MATT |
| Gulf King 54 | 103 | ARSCO 54 |
| Gulf King 56 | 103 | ARSCO 56 |
| Gulf King 57 | 103 | PRINCESS LINDA |
| Gulf King 59 | 103 | MR. PUG |
| Gulf King 61 | 103 | MISS RACHEL |
| Gulf King 80 | 129 | AQUA CON |
| Gulf Knight | 194 | HONDO |
| Gulf Lancer | 9975 | HANNE BAKKE |
| Gulf Leader | 172 | JUMEIRA 73 |
| Gulf Liberty | 5110 | ORIENT GANGES |
| Gulf Mackenzie | 5924 | L. ROCHETTE |
| Gulf Mariner | 199 | MR. GUS |
| Gulf Marjorie | 146 | SEASPAN WAVE |
| Gulf Master | 199 | ARTHUR S |
| Gulf Mazoon | 599 | SAFETY UNION |
| Gulf Navigator | 299 | SATURN |
| Gulf Nederland 96 (AS) | 499 | ARCTIC |
| Gulf Osprey | 12294 | IRAN EJTEHAD |
| Gulf Pioneer | 3741 | KOTA JADE |
| Gulf Pioneer | 9443 | MALAYSIA GLORY |
| Gulf President | 4214 | JIN GANG LING |
| Gulf Pride | 180 | GMMOS POWER |
| Gulf Prince | 197 | GO—GETTER |
| Gulf Princess | 299 | PRESIDENTE ORIBE |
| Gulf Princess | 856 | GRY MARITHA |
| Gulf Prowler | 152 | PRIME RATE |
| Gulf Queen | 219 | SOLEIL D'ORIENT |
| Gulf Queen II | 180 | NEDA |
| Gulf Ranger | 10991 | FORUM NEW ZEALAND II |
| Gulf Raven | 193 | MYSTIC |
| Gulf Rey | 488 | ANA MARIA |
| Gulf Sailor | 2889 | WEN HE |
| Gulf Sally | 149 | SEASPAN PROTECTOR |
| Gulf Seal | 297 | RON 1 |
| Gulf Service | 196 | MISSISSIPPI |
| Gulf Shore | 273 | GLADIADOR ASETEC |
| Gulf Siren | 193 | SEA ROCK |
| Gulf Sound | 264 | G. P. KIMBERLY |
| Gulf Speed | 25796 | OOCL BRILLIANCE |
| Gulf Spirit | 25796 | OOCL BLOSSOM |
| Gulf Squire | 147 | FRANCES J |
| Gulf Star | 198 | PEGGY SHERIDAN |
| Gulf Star | 431 | ABAN |
| Gulf Steel | 39154 | IGUAZU |
| Gulf Storm | 194 | MIKI HANA |
| Gulf Stream | 145 | ASTORIA |
| Gulf Stream | 279 | ORION |
| Gulf Stream | 6413 | YUN TENG |
| Gulf Stream 7 | 135 | WHITE MAGNOLIA II |
| Gulf Sun II | 127 | SEA DRAGON |
| Gulf Tempest | 199 | CATHERINE TURECAMO |
| Gulf Thor | 232 | EL GATO GRANDE |
| Gulf Tide | 193 | TURECAMO BOYS |
| Gulf Tide II | 265 | OCEAN DIVER III |
| Gulf Trader | 2589 | SAGRES |
| Gulf Unity | 7422 | NEW HAITENG |
| Gulf Venture | 1728 | GULF DAOUD |
| Gulf Venture | 1766 | PROGRESS LIBERTY |
| Gulf Whale | 190 | JANET GRAHAM |
| Gulf Wind | 188 | BILL S. |
| Gulf Wind II | 132 | MARYLAND |
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| Gulf Zain | 299 | ISLAND PRINCESS |
| Gulfantic | 144 | MURPHEY'S LAW |
| Gulfcrest | 18047 | MONTRACHET |
| Gulfem | 1598 | TUNC YAGCI |
| Gulfking | 20138 | KING |
| Gulfknight | 20025 | KNIGHT |
| Gulflantic | 144 | MISS MILLIE |
| Gulfoba | 634 | ISLA DE SAN ANDRES |
| Gulfoil | 13205 | MIDDLETOWN |
| Gulfoil | 19030 | CHABLIS |
| Gulfport(AS) | 10542 | BEECHGLEN |
| Gulfpride | 16913 | PRIDE II |
| Gulfprince | 20143 | AMERICAN OSPREY |
| Gulfqueen | 20177 | TROPIC SUN |
| Gulfsolar | 18116 | SOLAR |
| Gulfspray | 18150 | SPRAY |
| Gulfstream I | 274 | ENSCO CRUISER |
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| Gulfsupreme | 19030 | COASTAL MANATEE |
| Gull | 14376 | THORHILD |
| Gull—Britt | 356 | BORGILA |
| Gullaks | 148 | GUNNARSON |
| Gullberg | 104 | GLOFAXI |
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| Gullberg | 299 | OTTO WATHNE |
| Gullborg | 134 | STANGSKAR |
| Gullfinnur | 1286 | SJOBRIS |
| Gullfinnur | 2056 | M YTTERSTAD |
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| Gullfjell | 688 | SULEDROTT |
| Gullfjord | 238 | SVANEFJORD AV HJO |
| Gullfjord | 686 | NAFOSS |
| Gullfyk | 683 | BLACK ISLE |
| Gullhav | 689 | BRUDANGER |
| Gullkrona | 999 | AL SCHOONER |
| Gullmartank | 141 | STEGE |
| Gullmartank | 223 | KOPTRA |
| Gullsand | 178 | STENLAND |
| Gullskar | 128 | VALO |
| Gullstein | 479 | KROSSFJORD |
| Gullstraum | 292 | HAUKNES |
| Gullstryk | 684 | JAROLA |
| Gullsund | 689 | ANNTORO |
| Gulltind | 282 | HAVTIND |

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| Guloy | 579 | GIUSEPPINA |
| Gulpuzcoa | 295 | MONTURIOL |
| Gun | 499 | SAINT JAMES |
| Gunda | 382 | ELLA |
| Gunda—Gisela | 292 | AZORES |
| Gundulic | 9907 | PAVLINA |
| Guney | 1989 | ERENKOY 2 |
| Gunhild | 497 | ELEFTHERIOS |
| Gunhild H | 499 | GULE |
| Gunilla Billner | 12899 | DA QING 247 |
| Gunkol | 1599 | ENGIN KAPTANOGLU |
| Gunnar Carlsson | 30339 | STAR OF MARIA |
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| Halliburton 212 | 188 | CHEVAK |
| Halliburton 213 | 188 | EXITO |
| Halliburton 215 | 159 | MINERVA |
| Halliburton 218 | 195 | ROATAN EXPRESS |
| Halliburton 601 | 4905 | LUCKY OCEAN No. 2 |
| Halliburton 602 | 899 | CEMKING |
| Hallstavik | 999 | FEEDERCREW |
| Halong | 319 | NUSA INDAH |
| Halos | 3237 | ORIENTAL ORBIT |
| Haloul | 120 | HUWAILAH |
| Halsa | 257 | HIDRASUND II |
| Halsingborg | 1030 | SKIPPER |
| Halsnoy | 206 | SAGAFJORD |
| Halsskov | 3807 | EUROPEAN SPIRIT |
| Haluk Yardimci | 1599 | BEYAZ BALINA |
| HAM 585 | 841 | HAM 350 |
| Hama Maru | 198 | DENEI |
| Hama Maru No. 1 | 998 | BAYON TRADER |
| Hama Maru No. 3 | 1019 | NORTHEASTERN STAR No. 7 |
| Hama Maru No. 5 | 1287 | FALMOUTH ENTERPRISE |
| Hamabe Maru | 100 | MIZUHO |
| Hamada Maru No. 13 | 499 | MAE ANONG |
| Hamah | 351 | NEOFYTOS |
| Hamah | 363 | LIBAN |
| Hamakaze | 125 | CROWN PRINCESS |
| Hamako Maru No. 2 | 199 | HIYOSHI MARU |
| Hamako Maru No. 11 | 491 | CARDINAL II |
| Hamako Maru No. 22 | 197 | FUKUWA MARU |
| Hamanasu | 5922 | CALAMO |
| Hamanasu | 6865 | HUA LI |
| Hamanasu Maru | 499 | HAMANASU |
| Hamanasu Maru | 1259 | SULPICIO CONTAINER XI |
| Hamaroy | 457 | PIBERVIGEN |
| Hamayoshi Maru No. 8 | 126 | MONALINDA—XXIII |
| Hamayoshi Maru No. 10 | 199 | KAIKO MARU No. 31 |
| Hamayoshi Maru No. 30 | 128 | YAKUSHI MARU No. 31 |
| Hamayoshi Maru No. 83 | 134 | DAIEI MARU No. 3 |
| Hamayoshi Maru No. 85 | 133 | DAIEI MARU No. 5 |
| Hamayu | 922 | SWIFT FORTUNE |
| Hamayu Maru | 1234 | LIAO MIN YI HAO |
| Hamazen Maru No. 55 | 289 | SEA BIRD No. 87 |
| Hamble | 1658 | ERIN T |
| Hamburg | 416 | GUSTAVIA |
| Hamburg | 999 | DUKE |
| Hamburg | 1963 | MARINE EXPLORER |
| Hamburg | 2963 | LINA |
| Hamburg | 3466 | JUDITH BORCHARD |
| Hamburg | 5152 | TAI HANG SHAN |
| Hamburg | 24981 | MAKSIM GORKIY |
| Hamburg American Line No. 3 | 288 | VERONA |
| Hamburger Damm | 5130 | WIND TRADER |
| Hamburger Dom | 2732 | NEW HAILEE |
| Hamburger Flagge | 17852 | MSC LUCY |
| Hamburger Fleet | 2723 | POTENCIAL |
| Hamburger Michel | 1998 | FIRST LADY |
| Hamburger Senator | 2730 | XIN HAI YUE |
| Hamburger Tor | 2009 | LOUCY |
| Hamburger Wappen | 18066 | DSR AFRICAN STAR |
| Hamed | 486 | EMIRATES WESTERN 1 |
| Hamersley Comet | 349 | COMET |
| Hamersley Neptune | 320 | PILBARA NEPTUNE |
| Hamid | 500 | ELVINA |
| Hamidiye | 281 | NAIBOGLU II |
| Hamilton Piper I | 1357 | HAMILTON PIPER |
| Hamilton Progress | 13413 | HAMI |
| Hamilton Tide | 265 | TBS STONEBRIGHT |
| Hamiltonian | 18192 | CANADIAN HUNTER |
| Hamina | 231 | UKKO—PEKKA |
| Hamit Naci | 398 | EKINLIK II |
| Hamlet | 769 | RIGNATOR |
| Hamlet | 122199 | STENA CONSTELLATION |
| Hamlet Alice | 9703 | HAU GIANG |
| Hamlet Arabia | 5426 | MEDCARIBE I |
| Hamlet Ariadne | 5426 | MEDCARIBE I |
| Hamlet Beatrice | 35806 | GUMBET |
| Hamlet Saudia | 5429 | SANTA BARBARA III |
| Hammaburg | 423 | ULLA DORTE |
| Hammaburg | 499 | PELIKAN |
| Hammal | 363 | SAHIL — 6 |
| Hamme | 112 | JAVA |
| Hamme | 999 | NORMA |
| Hammeren | 298 | HAVSAND |
| Hammersborg | 468 | PISPIS |
| Hammerstein | 496 | SEE ADLER |
| Hammervik | 499 | HAJ MOHAMMED |
| Hammond Innes | 897 | LADY HAMMOND |
| Hammonia | 999 | PEGASUS |
| Hammonia | 9230 | T. A. NAVIGATOR |
| Hammonia | 12811 | WADAI |
| Hammurabi | 32534 | AUSTRALIAN ADVANCE |
| Hamnfjord | 198 | SYDFART |
| Hamnfjord | 397 | SEA GLORY I |
| Hamno | 138 | NORDKAP |
| Hamno | 1515 | FOTINI F |
| Hamoor | 200 | SHADAD 2 |
| Hamoor I | 131 | ZUBEIDI I |
| Hamoor II | 131 | PATSABE 4 |
| Hamoor III | 131 | AL KHAL 3 |
| Hamoor IV | 131 | ZUBEIDI 4 |
| Hamoor IX | 131 | PATSABE 7 |
| Hamoor King | 1966 | FRIO ARCTIC |
| Hamoor V | 131 | ZUBEIDI 5 |
| Hamoor VI | 131 | ZUBEIDI 6 |
| Hamoor VII | 131 | PATSABE 5 |
| Hamoor VIII | 131 | PATSABE 6 |
| Hamoor X | 131 | PATSABE 8 |
| Hamoor 1 | 131 | ZUBEIDI I |
| Hamoor 5 | 131 | ZUBEIDI 5 |
| Hamoor 6 | 131 | ZUBEIDI 6 |
| Hamoudi Junior | 1380 | M. J. K. IV |
| Hampshire | 31222 | HERMES |
| Hampshire County (LST 819) | 1594 | PETROLA 142 |
| Hampton Bay | 31584 | FENG HUI |
| Hampton Bridge | 33301 | CHARIKLEIA |
| Hampton Lion | 14777 | AYOGALUSENA |
| Hamrafossur | 273 | OLAVUR HVITI |
| Hamre | 158 | MIRA |
| Hamre | 228 | OLAF DUUN |
| Hamtun | 394 | ANGLIAN LADY |
| Han Bo | 108 | NAM HAE No. 2 |
| Han Bo No. 7 | 365 | DONG IL No. 1 |
| Han Bo No. 27 | 261 | JIN YONG No. 203 |
| Han Dok No. 1 | 422 | POONG SAN No. 88 |
| Han Dok No. 2 | 422 | SHIN YUNG No. 71 |
| Han Dok No. 3 | 422 | AN YANG No. 71 |
| Han Dok No. 5 | 422 | CHUNG YONG No. 31 |
| Han Dok No. 6 | 422 | AN YANG No. 72 |
| Han Dok No. 7 | 340 | CHUNG YONG No. 32 |
| Han Dok No. 8 | 339 | CHUNG YONG No. 33 |
| Han Dong | 350 | YEONG JIN No. 88 |
| Han Dong Sand Carrier No. 505 | 859 | DONG KUK No. 505 |
| Han Gil No. 18 | 257 | CHANG SUNG No. 107 |
| Han Gil No. 71 | 344 | HAE SUNG No. 31 |
| Han Gil No. 72 | 335 | BO KANG No. 305 |
| Han Gil No. 75 | 320 | SEO WON No. 101 |
| Han Gil No. 101 | 224 | DAE KYUNG No. 501 |
| Han Il No. 11 | 842 | IL DONG No. 11 |
| Han Kang | 1001 | VICTORY PUSAN |
| Han Kil | 10479 | ASEAN HONOUR |
| Han Kook | 3040 | HYUN IL No. 101 |
| Han Kuk No. 3 | 314 | PUK YANG No. 3 |
| Han Kuk No. 5 | 314 | MARVEN No. 2 |
| Han Pacific | 14235 | AKTO |
| Han San | 765 | JIN YANG |
| Han Song | 11864 | DOOYANG BRAVE |
| Han Sung | 1257 | ROYAL PUSAN |
| Han Sung No. 1 | 993 | CROWN PUSAN |
| Han Sung No. 2 | 991 | QUEEN PUSAN |
| Han Sung No. 3 | 332 | BELLESOL II |
| Han Sung No. 5 | 353 | POONG LIM No. 11 |
| Han Sung No. 11 | 353 | POONG LIM No. 11 |
| Han Sung No. 53 | 134 | DAI IL No. 11 |
| Han Un No. 502 | 346 | HAN WOON 502 |
| Han Woo | 14822 | DOOYANG HARMONY |
| Han Yang No. 31 | 435 | HAENG BOK No. 518 |
| Han Yang No. 33 | 435 | HAENG BOK No. 519 |
| Hanah | 4050 | MARINE HOPE |
| Hanasakisan Maru | 1048 | SANG THAI BERYL |
| Hanau | — | CORAIN I |
| Hancock Clipper | 399 | PRINCESS BARBARA |
| Hancock Clipper | 498 | CHATA TWO |
| Hancock Mariner | 399 | REGLA |
| Hancock Trader | 299 | ARAWAK SUN II |
| Hand Fortune | 6585 | PALAGRUZA |
| Hand Heng | 3646 | DASA TIGA |
| Hand Loong | 6595 | UNA |
| Handa Riga | 14038 | YAMA |
| Handle | 863 | MUTIA HAYU |
| Handseng | 2985 | TANTO RAYA |
| Handsome | 3774 | SILVER SHAN |
| Handy | 232 | ANTONIO AZAMBUJA |
| Handy Carrier | 15954 | BLUE SEA |
| Handy Commander | 15090 | PAN EDVARDA |
| Handy Dancer | 14367 | ERIKSVANN |
| Handy Gaule | 11929 | KEN GALE |
| Handy King | 14317 | OLYMPOS |
| Handy Prince | 11910 | SEMSVANN |
| Handy Princess | 9694 | NEPTUNE CYPRINE |
| Handy Queen | 14317 | TAYGETOS |
| Handy Samurai | 11356 | CRIO |
| Handy Spanker | 11633 | FINNVANN |
| Handy Viking | 19004 | INTERBULK VIKING |
| Hanedamaru | 125 | VIKING III |
| Hanestrom II | 299 | BROSUND |
| Hanestrom 1 | 238 | SVANEFJORD AV HJO |
| Hang Jun 4005 | 6655 | JIN HANG JUN 109 |
| Hangela | 249 | JENNY |
| Hangete | 1229 | ROSACAROLINA |
| Hangete | 3856 | BALTICWOOD |
| Hangkwai | 11526 | MSC MARINA |
| Hanh Phuc | 3090 | JIMY |
| Hania T | 485 | AL KARAMA |
| Haniel 90 | 1600 | ASTREA |
| Haniel 91 | — | INNOVATIE III |
| Hanil No. 1 | 808 | DAE WON FERRY No. 1 |
| Hanil No. 3 | 504 | DAE WON FERRY No. 2 |
| Hanjin Candia | 18723 | RED SEA ENCOUNTER |
| Hanjin Hamburg | 35745 | HANJIN VANCOUVER |
| Hanjin Mokpo | 23367 | MSC VIVIANA |
| Hanjin Vancouver | 37193 | HANJIN HAMBURG |
| Hanjin Yosu | 24602 | MSC ALEXANDRA |
| Hankey | 3610 | CLARET III |
| Hanko | 176 | ST. JOHN |
| Hankyu No. 16 | 6138 | FERRY PUKWAN |
| Hankyu No. 17 | 6591 | FERRY KAMPU |
| Hanlim Mascot | 9628 | PROMETHEUS |
| Hanlim Merchant | 9814 | S. C. C. 4 |
| Hanna | 225 | TROPIC ACE |
| Hanna | 1962 | NEPTUNE WIND |
| Hanna Jacobs | 349 | MARI 1 |
| Hanna Marjut | 385 | NISSOS MILOS |
| Hanna Senesh | 148 | CONSTANTINOS K. |
| Hanna Steen | 299 | DANA GURO |
| Hannah & Ryan | 184 | BERNICE C |
| Hannah Lu | 6051 | HUNG YUN |
| Hannatu | 1593 | HAI BAO |
| Hannchen Campers | 161 | NY MILOY |
| Hannchen Vollmers | 249 | JENNY |
| Hanne | 1472 | HELGA |
| Hanne Birgithe | 146 | SIVERT SENIOR |
| Hanne Dancoast | 488 | INGE WEBB |
| Hanne Frank | 300 | JOHANNE EGE |
| Hanne Fyn | 300 | JOHANNE EGE |
| Hanne Jolm | 113 | TARNSKAR |
| Hanne Lupe | 1599 | OUED NOUMER |
| Hanne M | 400 | BHORUKA PRABHU |
| Hanne Moller | 298 | SIMBY |
| Hanne R | 488 | INGE WEBB |
| Hanne Rauhe | 149 | FANEFJORD |
| Hanne S | 497 | GIANNIS |
| Hanne Scan | 296 | BRASKEN |
| Hanne Scarlett | 447 | SALVATORE LAURO |
| Hanne Sif | 7683 | MAERSK EURO TERTIO |
| Hanne Stevns | 299 | ISLAND PRINCESS |
| Hanne Tholstrup | 1363 | MAGALLANES |
| Hanne Trigon | 400 | BHORUKA PRABHU |
| Hannelore | 150 | BALLESTAS 2 |
| Hannelore | 424 | ISLAND VENTURER |
| Hannes Knuppel | 424 | SEA OF GOD |
| Hannes Knuppel | 499 | KORA |
| Hannes Knuppel | 999 | CARINA |
| Hannes Lunstedt | 499 | BASSMA |
| Hanngrid | 499 | ASPA III |
| Hanni | 417 | GONAIVES FAMILY |
| Hanni—Lene | 424 | AEGEOPELAGITIKI |
| Hannibal | 100 | TINA MARIE |
| Hannover | 290 | PRINCESS ISABELLA |
| Hannover | 298 | SPIEKEROOG II |
| Hannover | 348 | FARAGLIONE |
| Hanny | 131 | TWILIGHT III |
| Hano Maru | 1924 | AMALIA |
| Hanoi | 32841 | AKHTUBA |
| Hanoman II | 128 | MIRZANI |
| Hanoover | 1510 | PETROS H |
| Hanrasan | 5633 | HANRASAN No. 1 |
| Hanrasan No. 20 | 309 | DONG WON No. 101 |
| Hans | 110 | ES 2 |
| Hans | 149 | LEO |
| Hans | 181 | HERBERT |
| Hans | 207 | INGA |
| Hans Behrens | 4999 | NORDICA |
| Hans Bornhofen | 3732 | ALDE |
| Hans Boye | 299 | BATELCO ONE |
| Hans Boye | 499 | EVI V. |
| Hans Brohan | 1212 | TORREMAR |
| Hans Bulow | 499 | MAGED H |
| Hans Christian | 119 | LENE CHARLOTTE |
| Hans Georg | 299 | SUSANN |
| Hans Gronbjerg | 137 | FLAMBOROUGH HEAD |
| Hans Gutzeit | 6299 | FINNMAID |
| Hans Henrik | 150 | RYSTRAUM |
| Hans Is | 110 | PAVIA |
| Hans Isbrandtsen | 20066 | NECHES |
| Hans Kersten | 1599 | JORK |
| Hans Kroger | 999 | BREMER WAPPEN |
| Hans Kruger | 5976 | CMB EMERALD |
| Hans Lehmann | 657 | RIVERS |
| Hans Maersk | 8742 | MAERSK HARRIER |
| Hans Matthias | 209 | HEIN—REINHOLD |
| Hans Matthias | 299 | DAN TRIMMER |
| Hans Oliver Hojgaard | 179 | TUGVUSTEINUR |
| Hans Oltmann | 497 | OLYMPOS |
| Hans Oskar | 450 | TITAN |
| Hans Oskar | 479 | HANS OSCAR |
| Hans Peter | 128 | MODELL |
| Hans Peter | 298 | MARTRANS |
| Hans Pickenpack | 727 | SENILIA |
| Hans Priess | 299 | JENKI |
| Hans Sachs | 26318 | VANESSA |
| Hans Sme | 316 | MALENE MIKKELSEN |
| Hans Sme | 746 | HERDIS J |
| Hans Sme' | 143 | GDY—21 |
| Hans—Carl | 468 | YALIKOY |
| Hans—Georg | 284 | OLAF J. |
| Hans—Gunther Bulow | 1599 | TIMBUS |
| Hansa | 296 | MERITA |
| Hansa | 376 | MULTI MAMMUT |
| Hansa | 398 | MANAR |
| Hansa | 398 | SANA I |
| Hansa | 498 | ORION |
| Hansa | 532 | BULKMANN |
| Hansa | 999 | SALIH TOPAL |
| Hansa | 1194 | ELVIRA |
| Hansa | 1522 | PINGUIN |
| Hansa | 5941 | TIMUR ENDEAVOUR |
| Hansa | 6121 | RAJA BHUM |
| Hansa Bay | 3189 | SATURNUS |
| Hansa Bergen | 68322 | MEGA BUCK |
| Hansa Bremen | 13889 | CLIPPER AMETHYST |
| Hansa Carrier | 18037 | CALIFORNIA CARRIER |
| Hansa Economist | 20486 | KING SAILOR |
| Hansa Explorer | 18073 | CARAVOS EXPLORER |
| Hansa Express | 2944 | EOLOS |
| Hansa Kalmar | 14107 | KAWA |
| Hansa Link | 21717 | NORSE LAGAN |
| Hansa Lubeck | 13608 | CLIPPER AQUAMARINE |
| Hansa Mariner | 18073 | STAMARINER |
| Hansa Navigator | 20610 | CAPTAIN JIM |
| Hansa Nord | 3044 | PENELOPE I |
| Hansa Star | 14107 | CLIPPER ADAMAS |
| Hansa Trade | 3057 | ALIMOS I |
| Hansa Trader | 24646 | NAND SWASTI |
| Hansa Visby | 64625 | MEGA BAY |
| Hansa Visitor | 18696 | VINNI |
| Hanse | 6745 | TANG YIN |
| Hanse | 26318 | VANESSA |
| Hanse Controller | 1574 | NESSAND |
| Hanseat | 443 | GRAMPIAN ROSE |
| Hanseat | 863 | OFFSHORE SOVEREIGN |
| Hanseat | 1100 | MAYA |
| Hanseat | 1598 | PINELOPI |
| Hanseatic | 347 | CAPRI EXPRESS |
| Hanseatic | 825 | FAIRPLAY XIV |
| Hanseatic | 1260 | SALEM |
| Hanseatic | 2992 | DIMARCO |
| Hanseatic | 5731 | MILD UNION |
| Hanseatic | 17891 | REGENT SUN |
| Hanseatic | 24981 | MAKSIM GORKIY |
| Hanseatic Reefer | 10227 | ECUADOR TRADER |
| Hansedamm | 1599 | SCANDUTCH SICILIA |
| Hansel | 2841 | NORDIC ONE |
| Hanserak | 146 | TINE BODKER |
| Hansetor | 1599 | EURO COLOMBIA |
| Hansewall | 6659 | MIRIAM BORCHARD |
| Hansford | 1935 | HE PING 77 |
| Hansia | 288 | CHABIRA |
| Hansom.I | 499 | ZHI SHAN 1 |
| Hanstholm | 2997 | BHARAT SEEMA |
| Hanyo Maru | 179 | SUN HWA No. 1 |
| Hanyo 1 | 582 | SEMAI 1 |
| Haoud El Hamra | 17777 | OSCO SEA |
| Hapag Lloyd Brasil | 2827 | SEA FORTUNE |
| Hapag Lloyd Brasil | 3612 | URANUS 1 |
| Hapag Lloyd Brasil | 9282 | MERCURY COVE |
| Hapag Lloyd Kiel | 7582 | CMB EMBLEM |
| Hapag Lloyd Kiel | 9862 | ZETA |
| Hapag Lloyd Kiel | 20785 | LONTUE |
| Hapag Lloyd Para | 4960 | SU CHANG |
| Hapag Lloyd Parana | 5870 | SLAGEN |
| Hapag Lloyd Sumatera | 1581 | BELLE ILE |
| Hapag Lloyd Trier | 10715 | MC AMETHYST |
| Hapag Lloyd Wien | 28266 | SILVER DIGNITY |
| Hapag—Lloyd Express | 17852 | MSC LUCY |
| Hapag—Lloyd Pampa | 5561 | TIJESNO |
| Hapag—Lloyd Planalto | 10383 | MERKUR BEACH |
| Haparanda | 207 | NORDANVIND |
| Happasaell | 247 | STAKKANES |
| Happusan Maru | 5052 | RAINBOW SPLENDOUR |
| Happy Anne | 112974 | NOR FRONTIER |
| Happy Banker K. | 2501 | CONQUEROR |
| Happy Bird | 1147 | AUSTRALGAS |
| Happy Cecilie | 53786 | SOUTH WIND |
| Happy Chance | 9067 | MARTIN |
| Happy Commander | 109229 | DYNAMIC |
| Happy Days | 100 | LADY LOUISE |
| Happy Dragon | 27449 | ACUMEN |
| Happy Eager | 15045 | MANILA FELIZ |
| Happy Elin | 60406 | ELIN |
| Happy Empress | 211359 | SEA EMPRESS |
| Happy Enterprise | 163319 | SAMNANGER |
| Happy Event | 492 | SKOPELOS |
| Happy Fighter | 103994 | SOUTH BREEZE |
| Happy Giant | 236710 | JAHRE VIKING |
| Happy Girl | 136 | ALMADA |
| Happy Hunter | 861 | SMIT HUNTER |
| Happy Kari | 125793 | NOR EXPLORER |
| Happy Leader | 114761 | SOUTH SEA |
| Happy Marianne | 125793 | NOR EXPLORER |
| Happy Mariner | 131 | MOARRAFI 15 |
| Happy Master | 119527 | NOR MASTER |
| Happy Med | 3256 | LITSA N |
| Happy Mia | 129584 | MIA |
| Happy Norness | 132942 | THORNESS |
| Happy Ocean | 9443 | PACIFIC BREEZE |
| Happy Pilot | 134140 | TORINO |
| Happy Rex | 3379 | MANTA RAY |
| Happy Rider | 1436 | HANDY RIDER |
| Happy Runner | 1382 | STRONG TEXAN |

| | | |
|---|---|---|
| Happy Sailor | 194425 | MIRA STAR |
| Happy Sissel | 111445 | NOR ADVENTURER |
| Happy Sitani | 60337 | TOSCANA |
| Happy Sprite | 48007 | VESTRI |
| Happy Star | 3827 | SIAU |
| Happy Tine | 69155 | MARY STOVE |
| Happy Trader | 10502 | FAREAST GLORY |
| Happy Traveller | 104664 | FARSUND TRAVELLER |
| Happy Willing | 5770 | VIANGTHALAE |
| Hara | 562 | DIAS |
| Harald Bred | 491 | THERESA |
| Haraldur | 203 | GANDI |
| Harapan | 498 | CAHAYA |
| Harapan Kita Utamai | 150 | PURNAMA |
| Harbor Ace | 134 | BETTY GALE |
| Harbor King | 134 | RED WING |
| Harbor Light | 199 | TECUMSEH |
| Harburg | 499 | AMWAGE |
| Harburg I | 499 | AMWAGE |
| Harco | 820 | NANCY SFB |
| Harcor | 149 | CITY OF TRUTH |
| Harcourt | 443 | BECKS |
| Hardanger | 6597 | NORGAS VOYAGER |
| Hardangerfjord | 236 | BERGSJO |
| Hardangerfjord | 883 | BRAND |
| Hardangerfjord 1 | 883 | BRAND |
| Hardeep | 347 | SUMATRA JAYA |
| Hardhaus | 685 | GRETE KRISTIN |
| Hardi | 215 | DALIL TOLBA |
| Hardi | 339 | KAPPA POWER |
| Hardi— | 204 | TELUK KABARE |
| Hardingen | 499 | ERIK P |
| Hardy | 335 | XIFIAS II |
| Hardy | 468 | ISBJORN |
| Hareidingen | 853 | FLOMANN |
| Harfleur | 14809 | ARHON |
| Hargo | 232 | VIKING NAJA |
| Hargun | 558 | SISSEL ELISABETH |
| Harima Maru | 3552 | SERENE |
| Haritas | 11675 | SAPANCA |
| Harjager | 680 | KOMUR |
| Harjan | 1368 | ARTUS |
| Harjola | 399 | HARJULA |
| Harlaw | 779 | GRAMPIAN FURY |
| Harle Riff | 298 | KORMORAN |
| Harlech | 7615 | ALMEDA STAR |
| Harlekin | 917 | HARLEKIN I |
| Harlesiel | 499 | MINERAL |
| Harlo | 1586 | MARIA M |
| Harm | 492 | JUPITER IV |
| Harma | 462 | GANNET |
| Harmaliyah | 15285 | SEATRADER II |
| Harman | 159 | TANUNDA |
| Harman Senior | 165 | MORGENSTER |
| Harmattan | 1359 | VIA HARMATAN |
| Harmen Post | 156 | WALVIS |
| Harmonia | 147 | ANGELA |
| Harmonious | 10406 | CLIPPER ALLIANCE |
| Harmony | 957 | EXCELL II |
| Harmony | 11375 | HARMONY STOVE |
| Harmony I | 8825 | KYONG SONG |
| Harmony Venture | 104918 | ENERGY |
| Harmtje | 130 | NELLIE |
| Harmtje Pieter | 116 | PIETER |
| Harmtje Pieter | 286 | JOHANNES CALVIJN |
| Harmtje Pieter | 346 | ORA ET LABORA |
| Harngjin | 9533 | FAITH STAR |
| Harold A. Jones | 518 | SEASPAN MONARCH |
| Harold F. O'Brien | 200 | RUM POINT |
| Harold Tide | 337 | MAYA TRADER |
| Harold W. | 133 | RAIDER |
| Harostan | 499 | THET |
| Haroula | 249 | IOANNA |
| Haroy | 170 | SJOVEG |
| Haroybuen | 161 | NY MILOY |
| Haroyfjord | 116 | KVERNSUND |
| Haroysund | 176 | PORSANGERGUTT |
| Harpa | 102 | GRUNDFIRDINGUR |
| Harper | 282 | ADNIL |
| Harpounds | 778 | GARDLINE LOCATER |
| Harrier | 995 | WAREMBUNGAN |
| Harriersand | 496 | ALVIN R. V. |
| Harriet | 264 | JEMO |
| Harriet | 15539 | LEROS COURAGE |
| Harriet C | 149 | PROMETHEUS |
| Harriet Moran | 149 | VIKING |
| Harrisburg | 243 | ELIZABETH SMITH |
| Harrowby | 122 | VESPER STAR |
| Harry | 206 | YVES MICHELE |
| Harry | 420 | GHODRAT |
| Harry A. Marvel | 233 | AMERICA |
| Harry B. Williams | 268 | BRAYTON POINT |
| Harry Borthen | 115966 | ERISKAY |
| Harry Brown | 634 | ALWARDI 4 |
| Harry C. Webb | 11867 | OTAPAN |
| Harry Card | 275 | JEAN NELSON |
| Harry Coulby | 9439 | KINSMAN ENTERPRISE |
| Harry D | 118 | MELISSA & VANESSA |
| Harry D | 3841 | RIO RAPEL |
| Harry J. Mosser | 498 | C. C. 7 |
| Harry Lake | 150 | BEOTHIC VENTURE |
| Harry R. Conners | 137 | MID STATE II |
| Harry 1 | 1227 | MODOTE EXPRESS |
| Harta | 19602 | ALCINOE |
| Hartford | 125 | CAPE FLORIDA |
| Hartford Express | 3258 | QU JIANG |
| Hartford Express | 13476 | KADUNA |
| Hartley Ace | 5734 | KANG AN KOU |
| Harto | 296 | EGER SENIOR |
| Harto | 685 | GRETE KRISTIN |
| Hartwig Buss | 499 | SANTA CRISTINA |
| Harty | 589 | G. D. DISTRIBUTOR |
| Haru Orient | 116629 | AMBRA ORIENT |
| Haruei Maru No. 51 | 349 | ALEGRIA |
| Harufuji Maru | 457 | A.K. KHALID |
| Haruhiko Maru | 102 | SIAGA PRATAMA 5 |
| Harukawa Maru | 3840 | TAMARAW HOPE |
| Harukawa Maru | 10420 | OCEAN GARUDA |
| Harukaze Maru | 199 | SUN JIN No. 8 |
| Harum Manis | 385 | SURYADI |
| Harumi | 1866 | MARSOPLA |
| Harumi Maru | 115 | SRI RAMA |
| Harumi Maru | 124 | CHO KWANG No. 5 |
| Harumi Maru | 699 | TAY DO |
| Harumi Maru No. 1 | 166 | VAN CASTLE |
| Harun | 741 | SONNODD |
| Haruna | 296 | SUMPILE MARINER |
| Haruna Maru | 20683 | PROSPERITY RIVER |
| Haruna Maru No. 2 | 198 | MISHIMA MARU |
| Harushima Maru | 6930 | ORIENTAL HAWK |
| Harushio Maru | 347 | FERRY GANRYU |
| Harushio Maru | 1804 | REEFER EMMY |
| Harvard | 314 | WAVE |
| Harvest | 628 | FERROMINA HARVEST |
| Harvest | 9640 | YANG CHENG |
| Harvest Apollo | 519 | SOUTHERN PATRIOT |
| Harvest Aurora | 199 | JACARANDA |
| Harvest Castor | 473 | CORVINA |
| Harvest Express | 5400 | LIN HAI 8 |
| Harvest Gold | 2358 | MAHE REEFER |
| Harvest Hope III | 114 | DONDARR |
| Harvest Louro | 199 | BOLD PRODUCER |
| Harvest Mars | 200 | HELENA MARIE |
| Harvest Meteor | 203 | MORNING STAR |
| Harvest Sagitta | 345 | ROMANO PAULO |
| Harvest Star | 605 | NEWFOUNDLAND CHALLENGE |
| Harvest Venture | 177 | LANGENESVAERING |
| Harvest Victor | 1506 | OCEAN VICTORY 1 |
| Harvester | 1618 | DELTA MAS |
| Harwi | 34966 | DA QING 66 |
| Hasan B | 3417 | PINAR KAPTANOGLU |
| Hasan Guner | 1599 | ENGIN KAPTANOGLU |
| Hasan Yoruk | 398 | ALTINTAS—2 |
| Haseldorf | 961 | SENG LEONG |
| Hasewint | 381 | SANDSKAR |
| Hasewint | 397 | AL HOUT |
| Hashihama Maru | 2869 | TARAKAN |
| Hashim | 462 | DIJLAH |
| Hasikin No. 11 | 422 | RIVER MATE |
| Haskerland | 1913 | INARA |
| Haslach | 398 | OLYMPIC SUN |
| Haslach Bewa | 398 | OLYMPIC SUN |
| Hasnaa | 252 | MIRA JOSEPH |
| Hasnaa | 1452 | SERVICE V |
| Hasnar Bahagia | 999 | FORTUNATA |
| Hassan | 320 | GOL |
| Hassan | 395 | SAFWAN M |
| Hassan I | 499 | MAYSSALOUN |
| Hassan Merchant | 20656 | TERNOZA |
| Hasselburg | 8661 | TRADE VIGOUR |
| Hasselt | 17722 | PEACE |
| Hasselwerder | 417 | GONAIVES FAMILY |
| Hasselwerder | 499 | SARON |
| Hasshin Maru | 14200 | GLOBAL MOON |
| Hassho | 3221 | NIAGA ENERGI 1 |
| Hassho Maru | 3221 | NIAGA ENERGI 1 |
| Hassho Maru No. 2 | 918 | HARMONY II |
| Hastings | 161 | ROOZBEH |
| Hasvikvaering | 170 | LEIRVIK |
| Hatay | 498 | DADAYLILAR |
| Hathershus | 149 | CITY OF TRUTH |
| Hathershus | 299 | TORCH |
| Hatlagutt | 141 | KLONDYKE |
| Hato | 149 | PROMETHEUS |
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| Hatta Jacks | 101 | SERVICE IX |
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| Hatteras Seahorse | 196 | JAGRANDE |
| Hattingen | 5665 | MIAO FENG SHAN |
| Hattingen | 6168 | YACU WAYO |
| Hatto Maru No. 81 | 349 | IBRAHIM |
| Hatto Maru No. 82 | 346 | WHA YANG No. 102 |
| Hatuey | 969 | ORIENTE |
| Haugagut | 547 | VESTLINER |
| Haugar | 497 | SEABOARD HARVESTER |
| Hauger | 497 | SEABOARD HARVESTER |
| Haugesund | 206 | LULU TAHI |
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| Haugesund | 496 | TUCALIF |
| Haugland | 199 | MONSTANK |
| Haugland | 247 | TRIPOLI STAR |
| Haugnes | 227 | AQUA—PRINCE |
| Haugnes | 291 | FALKVAG |
| Haugo | 1598 | EVANGELIA I |
| Haugtank | 472 | PETROLAB |
| Haukanger | 16949 | PADEA |
| Haukeli | 498 | IRISH PROVIDER |
| Haus | 121 | SANDY HOOK |
| Hause 1 | 297 | SWANTJE |
| Hausen | 121 | SANDY HOOK |
| Haussmann | 10715 | KAROO |
| Havana | 1599 | SAVA |
| Havang | 496 | JESICA |
| Havbas | 311 | JON FINNSSON |
| Havbjorn | 16035 | ARROWCANE II |
| Havbraut I | 481 | HOLMSJO |
| Havbris | 206 | AJAKO |
| Havdrill | 11097 | CANMAR EXPLORER III |
| Havdrott | 121098 | CITRA AYU |
| Havelet | 1041 | ROXY |
| Havfangst | 121 | STENBAKKEN |
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| Havfisk | 166 | ESPNESVAG |
| Havfrost | 7992 | GAZ CHANNEL |
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| Havis | 10605 | NELINA |
| Havkern II | 690 | ELENI R |
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| Havkvern | 546 | CURANIPE |
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| Havlom | 15920 | ESSI ANNE |
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| Havlyn | 500 | BERGSTEIN |
| Havlyn | 8111 | NORGAS VICTORY |
| Havnoy | 136 | MARINE PROSPECTOR |
| Havoline | 186 | CAPT. EDDIE |
| Havoyfisk | 243 | SKJOTNINGBERG |
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| Havskjer | 554 | SAELODDEN |
| Havskjer | 863 | ARCTIC CORSAIR |
| Havskjer Senior | 424 | PETROHUE I |
| Havso | 496 | DIANA |
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| Havstal | 358 | VEAFISK |
| Havstal | 982 | KRISTIAN RYGGEFJORD |
| Havstrand | 863 | ARCTIC CORSAIR |
| Havstraum | 494 | NORTRADER |
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| Havstril | 382 | TRUMAN |
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| Hawaii | 9298 | CAPE JUBY |
| Hawaii Makai | 101 | ALOMA |
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| Hawaiian Princess | 4437 | NORTHERN EAGLE |
| Hawaiian Progress | 23785 | MANULANI |
| Hawaiian Sea | 50490 | AL AZRAQ |
| Hawaiian Sun | 48928 | Y. TRADER |
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| Hayabusa No. 2 | 194 | PEGASUS KANSAI No. 2 |
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| Hayarobi | 15053 | SPARKLE SUN |
| Hayashi Maru | 2464 | MAJU TERUS |
| Hayashikane Maru No. 1 | 3648 | TA FOO |
| Hayashikane Maru No. 2 | 3658 | UNION ASIA No. 2 |
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| Hayatt | 1266 | SEA PIONEER I |
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| Hayssam R | 491 | CORDELIA |
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| Hecate Crown | 501 | SEASPAN CHALLENGER |
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| Hector | 192 | AMAZON |
| Hector | 324 | KARL—ERIK |
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| Hedinn | 148 | GEIRFUGL |
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| Heering Christel | 25892 | SEABEE |
| Heering Rose | 2854 | NORSUN |
| Hega | 497 | ANASTASIA P |
| Hega | 2800 | BEAUFORT |
| Hega Priva | 497 | ANASTASIA P |
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| Heinrich Arnold Schulte | 8936 | KOS |
| Heinrich Ehler | 499 | AGIOS GEORGIOS M |
| Heinrich Essberger | 970 | LADY RAFFAELLA |
| Heinrich Hauschildt | 417 | VITORIA NOVA |
| Heinrich Heine | 6702 | BAGNO EL TRIUNFO |
| Heinrich Hupfeld | 654 | JOAO GABRIEL |
| Heinrich Husmann | 999 | PUNTLAND II |
| Heinrich J | 5608 | VILLE DU LEVANT |
| Heinrich Jessen | 3010 | TANTO PERMAI II |
| Heinrich Knuppel | 499 | MERCATOR |
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| Heinrich Nagel | 293 | JAN—DIRK |
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| Heleen C | 692 | SHAD 1 |
| Helen | 487 | PETROLA 38 |
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| Helen Coast | 499 | MAHARANI |
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| Helen G | 103 | ISLE ROYAL |
| Helen G. | 7847 | SITIA BAY |
| Helen Hebert | 170 | CAPE HENRY |
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| Helen Keillor | 145 | FAIRLINE |
| Helen M. B. | 268 | DANIEL McALLISTER |
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| Helen Miller | 5165 | TAI FAT |
| Helen Nielsen | 114 | RIKKI KENT |
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| Helena Husmann | 1315 | WHESTGATE |
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| Helena K | 210 | NORDLAND I |
| Helena K | 18021 | MAYKOP |
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| Helene Clausen | 573 | EIKEFJORD |
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| Helene Graebe | 994 | RUNNING BEAR |
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| Helene Maersk | 4546 | JIANG HAN |
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| Helene Roth | 3239 | MASADA 1 |
| Helenia | 491 | SVENNOY |
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| Helga | 136 | RYVAR |
| Helga | 318 | MARGARET HANNAH |
| Helga | 967 | GHAZAOUET |
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| Helga Dehde | 350 | SEEADLER—H |
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| Helga Gudmundsdottir | 364 | GUDRUN THORKELSDOTTIR |
| Helga Hauschildt | 424 | PAOLA |
| Helga I | 982 | SYLBE |
| Helga Joh | 155 | FRIGG |
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| Helga Oldendorff | 40966 | UNITED VENTURE |
| Helga Russ | 999 | LUO JIANG |
| Helga S. | 211 | MANSAVI |
| Helga Wehr | 13476 | KADUNA |
| Helgafell | 700 | EUROPE 92 |
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| Helge | 1599 | SIGRID |
| Helge Folmer | 1599 | DONG FENG SHAN |
| Helge Skog | 304 | CHACABUCO 1 |
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| Helios | 3902 | BAKKAFOSS |
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| Helle Klint | 399 | TATI |
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| Helle Smith | 287 | REYKJANES |
| Helle Sprint | 1164 | CALETTA |
| Helle Sprite | 1164 | ELBA |
| Helle Steen | 299 | DANA GURO |
| Helle Tholstrup | 300 | VITIN |
| Helle Wonsild | 499 | MAGN |
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| Hirado Maru | 17150 | SUNNY OCEAN |
| Hiram 1 | 1180 | KING NEPTUNE |
| Hiranand Star | 9840 | BANGLAR SHOBHA |
| Hirao | 6913 | PRUDENCE |
| Hirasan Maru | 3021 | PETRON II |
| Hirata Maru | 198 | PISTONS |
| Hiratsuka Maru | 16127 | PANTANASSA |
| Hirma | 811 | ACORIANO |
| Hiro Maru | 299 | BAY BRIDGE |
| Hiro Maru No. 3 | 128 | LOCK HING No. 1 |
| Hiro Maru No. 18 | 194 | PHOENIX 35 |
| Hiro Maru No. 28 | 254 | LIBERTY V |
| Hiroei Maru No. 2 | 198 | HIROEI MARU |
| Hirogane Maru | 499 | PORT LIGHT |
| Hirokai Maru No. 11 | 497 | HANEI MARU No. 12 |
| Hirokuni Maru | 490 | HAI XING |
| Hiromine Maru | 397 | PUTRA INDAH |
| Hirondelle | 757 | CLYDE |
| Hirose Maru | 195 | MIYAGI No. 2 |
| Hiroshima Maru | 3585 | PATMOS |
| Hiroshima Maru No. 1 | 378 | RYOSEI MARU No. 1 |
| Hiroshima Maru No. 1 | 498 | EAST STAR No. 7 |
| Hirotama Maru | 1533 | WALEED AL BAKRY IV |
| Hirotsuki Maru | 3086 | ABDALLAH BNOU YASSINE |
| Hirtenturm | 705 | ODIN |
| Hiryu | 195 | TAIHEI MARU No. 11 |
| Hiryu | 4604 | NORLIFT |
| Hiryu | 9009 | JIAN ZHEN |
| Hiryu Maru | 240 | SOMARCO I |
| Hisaka | 495 | JANG YUNG No. 3 |
| Hisashige Maru No. 7 | 496 | KAIYO MARU No. 5 |
| Hisatoku Maru | 1804 | CANDRA DEWI |
| Hisawa Maru | 1971 | PAROS |
| Hisayoshi Maru | 995 | SABANA SATU |
| Hisham | 489 | AFKO 106 |
| Hishi Maru No. 18 | 499 | BULBUL |
| Hishikawa Maru | 699 | PURBAYAN |
| Hisho Maru | 7680 | ZANG SU BONG |
| Hispania | 499 | SEEBRISE |
| Hispania | 7262 | KNOSSOS |
| Hispania | 7429 | ATLAS |
| Hispaniola | 3875 | MAGNA |
| Hispaniola | 6172 | PECAN |
| Hissho Maru No. 18 | 239 | FUKUWA MARU No. 15 |
| Hitachi Maru | 240 | SOMARCO I |
| Hitachi Maru | 282 | MOAWEN III |
| Hitachi Maru No. 2 | 203 | LOHJINAWI |
| Hitaka Maru | 2738 | SANG THAI TIMBER |
| Hitraferja | 415 | DYROY |
| Hitteen | 12631 | ECUADOR |
| Hiuchi | 198 | BANGKA RAYA |
| Hiyama Maru | 8729 | SHONEN NO FUNE KYOKAI 21 SEIKI GO |
| Hiyama No. 1 | 796 | ASIA INDONESIA |
| Hiyama No. 2 | 998 | HIYAMA |
| Hiyori Maru | 498 | DAIYU |
| Hiyoshi Maru | 199 | HIYOSHI MARU No. 2 |
| Hiyoshi Maru | 199 | KUKI MARU |
| Hiyoshi Maru | 253 | GHAKO 301 |
| Hiyoshi Maru | 284 | MOAWEN 5 |
| Hiyoshi Maru | 360 | MONALINDA—XLV |
| Hiyoshi Maru | 38913 | CALIFORNIA HERMES |
| Hiyoshi Maru No. 1 | 114 | HIRO MARU No. 61 |
| Hiyoshi Maru No. 2 | 114 | HIRO MARU No. 62 |
| Hiyoshi Maru No. 2 | 241 | KU RYUK |
| Hiyoshi Maru No. 2 | 493 | CONSORT JUNIOR |
| Hiyoshi Maru No. 3 | 199 | APACHE |
| Hiyoshi Maru No. 6 | 499 | KYOSEI MARU No. 2 |
| Hiyoshi Maru No. 7 | 284 | TSUNA MARU No. 1 |
| Hiyoshi Maru No. 7 | 497 | TANGSIR |
| Hiyoshi Maru No. 11 | 254 | MYOJIN MARU No. 5 |
| Hiyoshi Maru No. 11 | 297 | SHINSEIKI GO |
| Hiyoshi Maru No. 18 | 183 | ST. PEDRO No. 51 |
| Hiyoshi Maru No. 18 | 498 | SHINKO MARU No. 5 |
| Hiyoshi Maru No. 21 | 360 | MONALINDA—XLV |
| Hiyoshi Maru No. 25 | 297 | SHINSEIKI GO |
| Hizir Kaptan | 397 | TAMANLAR |
| Hizir Reis | 424 | KAPTAN CAVIT |
| Hizir—III | 4544 | CELIKSAN |
| Hjalnafossur | 220 | NIM |
| Hjalteyrin | 266 | FROSTI |
| Hjalteyrin II | 266 | FROSTI |
| Hjelm | 156 | ARNANES |
| Hjelmen | 198 | ORMSJO |
| Hjeltefjord | 555 | ROXANNE |
| Hjorungavag | 989 | BOLSOY |
| Hjuvik | 299 | MIA |
| HK III | 632 | AL MUHALLAB |
| Hluttaw | 498 | SHWE PYI THA |
| Hma Horng No. 66 | 172 | ORIENT |
| Ho Chang | 2996 | HONG YUE MARU |
| Ho Chung | 5794 | CHIOS STAR |
| Ho Hai | 2687 | SANG THAI CERAMIC |
| Ho Hoe Car Ferry | 2904 | CAR FERRY QUEEN |
| Ho Lung | 6439 | DASA DELAPAN |
| Ho Lung | 8596 | PETRAKI |
| Ho Ming | 6312 | SAN CARLOS I |
| Ho Ming | 13875 | MSC ELIANA |
| Ho Ming No. 2 | 5970 | MAYA No. 2 |
| Ho Ming No. 3 | 5970 | MAYA No. 3 |
| Ho Ming No. 5 | 5970 | MAYA No. 5 |
| Ho Ming No. 6 | 5970 | MAYA No. 6 |
| Ho Ming No. 7 | 6002 | MAYA No. 7 |
| Ho Ping 23 | 3815 | HE PING 23 |
| Ho Ping 24 | 3815 | HE PING 24 |
| Ho Ping 25 | 4707 | HE PING 25 |
| Ho Ping 28 | 4705 | HE PING 28 |
| Ho Ping 35 | 2624 | HE PING 35 |
| Ho Ping 36 | 3802 | HE PING 36 |
| Ho Ping 37 | 3863 | HE PING 37 |
| Ho Ping 38 | 3863 | HE PING 38 |
| Ho Ping 39 | 3863 | HE PING 39 |
| Ho Ping 45 | 3318 | HE PING 45 |
| Ho Ping 64 | 2471 | HE PING 64 |
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| Ho Ping 155 | 3247 | HONG QI 155 |
| Ho Ping 156 | 3246 | HONG QI 156 |
| Ho San Na | 149 | CITY OF TRUTH |
| Ho Yu | 20925 | MARINE UNIVERSAL |
| Ho—Sho | 20099 | NOVA COSMOS |
| Hoan | 356 | SHEREEN |
| Hoan | 399 | ELFI |
| Hoan Maru | 35068 | STARSHINE |
| Hoard | 6833 | HUA BAO |
| Hobbit | 15954 | BLUE SEA |
| Hobein | 123 | KAROLINE |
| Hobkirks Hill(AS) | 17498 | SASSTOWN |
| Hoboken | 252 | ERIC M. MCALLISTER |
| Hoboken | 40067 | BERANA |
| Hoburgen | 498 | TURI |
| Hochmeister | 491 | FENIA |
| Hochmeister | 999 | RENEE |
| Hochun | 3545 | LANGGENG I |
| Hock Ann | 5564 | DASA SATU |
| Hodeidah | 518 | OCEAN BAY |
| Hodeidah Crown | 6216 | SEA GLORY |
| Hodeidah Crown | 6528 | OSTFRIESLAND |
| Hodeidah Crown | 7582 | CMB EMBLEM |
| Hodeidah Crown | 8412 | VIRA BHUM |
| Hodh Pe 64 | 628 | HORIZONTE |
| Hodo | 4482 | MAR ESMERALDA |
| Hodur | 267 | MELINA |
| Hoe Hing | 499 | SIANG HING |
| Hoe Lee | 1110 | LIKAS VENTURE |
| Hoe Onn | 1998 | FIRST LADY |
| Hoechst Express | 16670 | MICHELE |
| Hoechst Express | 17519 | SEA PROGRESS |
| Hoechst(FA) | 16670 | MICHELE |
| Hoegh Amalia | 14103 | ALS AMALIA |
| Hoegh Apapa | 5168 | HARI BHUM |
| Hoegh Apapa | 5962 | BANGLAR ROBI |
| Hoegh Apapa | 6559 | LAURISSA |
| Hoegh Apapa | 8661 | TRADE VIGOUR |
| Hoegh Banniere | 14675 | SAINT ROPARZH |
| Hoegh Belle | 16744 | SAINT ROCH |
| Hoegh Binny | 3204 | CEYLION |
| Hoegh Biscay | 16744 | SAINT ROMAIN |
| Hoegh Bonny | 7773 | YAN QING |
| Hoegh Borg | 22149 | LAJA |
| Hoegh Cape | 12750 | DA YU |
| Hoegh Carrier | 12750 | POKOJ |
| Hoegh Cliff | 6205 | HONG QI 134 |
| Hoegh Danaos | 14103 | ALS DANAOS |
| Hoegh Hill | 112306 | OLYMPUS |
| Hoegh Hood | 112306 | ATLAS PRIDE |
| Hoegh Jiri | 1806 | LADY ANETA |
| Hoegh John | 22149 | LAJA |
| Hoegh Lance | 68502 | MOBIL ALADDIN |
| Hoegh Mallard | 14444 | YANG ZONG HAI |
| Hoegh Mallard | 25847 | STAR EUROPA |
| Hoegh Mary | 14103 | ZIM BRASIL |
| Hoegh Merchant | 27104 | STAR MERCHANT |
| Hoegh Merit | 27104 | STAR MERIT |
| Hoegh Minerva | 13896 | STAMINA |
| Hoegh Miranda | 13934 | THORUNN |
| Hoegh Multina | 31254 | HAVGAST |
| Hoegh Musketeer | 27104 | STAR MUSKETEER |
| Hoegh Normania | 10867 | ST. NIKOLAS I |
| Hoegh Opal | 8079 | HERSING |
| Hoegh Orris | 8511 | HERWANG |
| Hoegh Pilot | 12798 | KOTA FAJAR |
| Hoegh Pride | 7113 | CORRIEDALE EXPRESS |
| Hoegh Rainbow | 49473 | K. S. VENTURE |
| Hoegh Ray | 32138 | BYZANTION |
| Hoegh Robin | 49217 | LEROS SUN |
| Hoegh Rover | 57561 | DAEYANG CHARITY |
| Hoegh Scout | 2998 | VALLE AURORA |
| Hoegh Shield | 6482 | GAZ AEGEAN |
| Hoegh Skean | 31254 | HAVGAST |
| Hoegh Star | 16840 | NOBLE STAR |
| Hoegh Sun | 10472 | B. PRUS |
| Hoegh Swallow | 44180 | GAS POEM |
| Hoegh Swift | 45755 | PETROLAGAS 2 |
| Hoegh Sword | 44502 | BERGE SWORD |
| Hoegh Target | 6801 | ARMACUP PATRICIA |
| Hoegh Trader | 22820 | HUAL TRADER |
| Hoegh Trigger | 6823 | BARCELONA |
| Hoegh Vedette | 1398 | PAMPILLA |
| Hoei Maru | 106 | EIJYU MARU |
| Hoei Maru | 296 | KANSAI MARU |
| Hoei Maru | 499 | MIYA MARU No. 38 |
| Hoei Maru | 601 | SANEI MARU No. 3 |
| Hoei Maru | 698 | PERTOKA |
| Hoei Maru | 2991 | SEATRAN SILVIA |
| Hoei Maru | 106812 | NEW HARVEST |
| Hoei Maru No. 2 | 295 | CHITOSE MARU No. 8 |
| Hoei Maru No. 2 | 492 | EMILY |
| Hoei Maru No. 6 | 253 | SUMBER MUTIARA I |
| Hoei Maru No. 7 | 495 | KOKI MARU |
| Hoei Maru No. 8 | 173 | SUMBER MUTIARA II |
| Hoei Maru No. 8 | 499 | MARINE SQUAD |
| Hoei Maru No. 11 | 344 | BETHANY MANDIRI |
| Hoei Maru No. 15 | 1318 | HL FREEDOM |
| Hoei Maru No. 18 | 128 | TENYU MARU No. 5 |
| Hoei Maru No. 18 | 199 | HIYOSHI MARU No. 2 |
| Hoei Maru No. 21 | 596 | KAHENDA V |
| Hoei Maru No. 22 | 195 | HORAI MARU No. 11 |
| Hoei Maru No. 28 | 292 | KAIUN MARU No. 100 |
| Hoei Maru No. 31 | 482 | MIJA No. 3 |
| Hoei Maru No. 32 | 104 | KONAN No. 101 |
| Hoei Maru No. 35 | 495 | POLSA SEIS |
| Hoei Maru No. 81 | 170 | DAMO |
| Hoen Maru | 116104 | CRETE |
| Hoffell | 148 | HAFORN |
| Hoffnung | 193 | YOTTE EXPRESS |
| Hoffnung I | 211 | ANITA C. |
| Hofrungur | 726 | NIKOLAOS III |

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| Hofsa | 2546 | GIMO TRADER |
| Hofsjokull | 1445 | MISS XENIA |
| Hofuku Maru | 150 | L. K. FOOD No. 2 |
| Hofuku Maru No. 1 | 408 | AMANECER |
| Hofuku Maru No. 30 | 137 | ENVOY C |
| Hofuku Maru No. 31 | 116 | FUKUICHI MARU No. 1 |
| Hogen Maru No. 8 | 124 | SANYO MARU No. 10 |
| Hogifossur | 756 | OCEAN TIGER |
| Hogiklettur | 182 | RUNAVIK |
| Hogsfjord | 130 | KRISTINA MELO |
| Hogue Tide | 281 | NICO KARAMA |
| Hoheburg | 499 | MARIANNE—C |
| Hohei Maru | 20793 | ORAMA |
| Hohensee | 429 | CRYSTAL V |
| Hohentor | 492 | AVA GUARANI |
| Hoheweg | 290 | EVEREST |
| Hoheweg | 724 | FRIOSUR II |
| Hohkokusan Maru | 30355 | SPETSAE |
| Hohsing Arrow | 9664 | ORION |
| Hohsing Breeze | 9662 | GREAT RIVER |
| Hoievarde | 141 | BLOMAS |
| Hoievarde | 198 | ORMSJO |
| Hojin Maru | 12834 | ANNA |
| Hojo Maru | 3588 | CEMSEAS |
| Hojris | 223 | THALATTA |
| Hoju Maru | 1181 | EASTERN MARINER |
| Hojuzan Maru | 199 | SHOJYU MARU No. 5 |
| Hokai Maru No. 3 | 284 | THUNNUS No. 2 |
| Hoken Maru No. 8 | 282 | PETERO No. 605 |
| Hoken Maru No. 21 | 278 | MABA |
| Hoken Maru No. 38 | 349 | PALMERA |
| Hoki Maru No. 3 | 273 | KISMET |
| Hokkai Maru | 499 | JI QING |
| Hokkai Maru No. 38 | 124 | SOFRIMA No. 2 |
| Hokkai No. 5 | 498 | KONO MARU No. 8 |
| Hokkai No. 6 | 307 | NIITAKA MARU No. 8 |
| Hokkaido Maru | 4839 | HOKKAI |
| Hokko Maru | 349 | DOO YANG No. 515 |
| Hokko Maru | 498 | WING FAT |
| Hokko Maru | 1495 | CONSORT JUSTICE |
| Hokko Maru | 1652 | CANARIAN REEFER |
| Hokko Maru No. 31 | 466 | OCEAN PEARL |
| Hokko Maru No. 37 | 497 | PERTIWI |
| Hokko Maru No. 38 | 317 | SANYO MARU No. 5 |
| Hokko Maru No. 77 | 349 | HOTAKA MARU |
| Hokland | 163 | STJORNFJELL |
| Hokland | 741 | ASKITA |
| Hoko | 998 | HARUNA |
| Hoko Maru | 161 | KOYO MARU No. 8 |
| Hoko Maru | 332 | NAM PYUNG No. 1 |
| Hoko Maru | 990 | SEA ENDEAVOUR |
| Hoko Maru | 998 | HARUNA |
| Hoko Maru | 2988 | MASAYON |
| Hoko Maru | 4585 | SULPICIO CONTAINER XII |
| Hoko Maru No. 6 | 1523 | HYUNDAI T No. 1001 |
| Hoko Maru No. 7 | 1503 | HYUNDAI T No. 1002 |
| Hoko Maru No. 15 | 187 | HAMADA MARU No. 5 |
| Hoko Maru No. 18 | 314 | EBISU MARU No. 88 |
| Hoko Maru No. 18 | 499 | HOYO MARU No. 16 |
| Hoko Maru No. 23 | 314 | REMORAA 2 |
| Hoko Maru No. 28 | 299 | HORAI MARU No. 16 |
| Hoko Maru No. 28 | 387 | EL GAUCHO |
| Hoko Maru No. 28 | 415 | CHORYU MARU No. 31 |
| Hoko Maru No. 30 | 690 | MALDIVE SKIPJACK No. 1 |
| Hoko Maru No. 31 | 826 | HOKO 31 |
| Hoko Maru No. 35 | 409 | LICHFIELD 1 |
| Hoko Maru No. 55 | 478 | PIEDAD |
| Hoko Maru No. 56 | 998 | REMORAA 1 |
| Hoko Maru No. 58 | 955 | REMORAA 3 |
| Hokoku Maru | 37055 | NEW AMITY |
| Hokoku Maru No. 12 | 341 | AMIGO VII |
| Hokuei Maru | 698 | JESSICA |
| Hokuetsu Maru No. 21 | 123 | SOFRIMA No. 1 |
| Hokuho | 998 | BINA |
| Hokuho Maru | 460 | TOHO MARU |
| Hokuho Maru | 869 | SRI PINANG |
| Hokuho Maru | 998 | BINA |
| Hokuho Maru | 999 | TEMBAGAPURA MAS |
| Hokuho Maru | 2987 | DARA SAMUT |
| Hokuju Maru | 997 | OIL CARRIER 8 |
| Hokuko No. 12 | 346 | HAE WOO No.0003 |
| Hokuko No. 15 | 251 | HAE WOO No.0006 |
| Hokunan Maru | 1027 | SANTOS |
| Hokunan Maru No. 11 | 499 | VILA BAARU |
| Hokuo Maru | 169 | SERVICE |
| Hokuo Maru | 497 | MARINE ROSE |
| Hokuo Maru | 2406 | MALIGAYA |
| Hokuo Maru No. 2 | 169 | SERVICE |
| Hokuo Maru No. 20 | 349 | CORACAMAR No. 2 |
| Hokuo Maru No. 25 | 349 | SONRISA |
| Hokuryo Maru | 915 | SULPICIO CONTAINER IX |
| Hokuryu Maru | 507 | MAHASA |
| Hokuryu Maru | 1277 | SAMURAI I |
| Hokusan Maru No. 2 | 999 | NORTHEASTERN STAR No. 6 |
| Hokusei Maru | 232 | JAVARIA DUA |
| Hokusei Maru | 474 | TAMPO MAS |
| Hokusei Maru | 1980 | BONASTAR II |
| Hokusei Maru | 5874 | NOVA SCOTIA |
| Hokusei Maru No. 2 | 4571 | YAHAM |
| Hokusei Maru No. 3 | 339 | FORTUNE |
| Hokusei Maru No. 3 | 730 | MULYA JAYA |
| Hokusen Maru | 996 | DONA 1 |
| Hokusen Maru | 1324 | SCORPA II |
| Hokusen Maru No. 3 | 134 | OJI MARU No. 53 |
| Hokushin Maru | 346 | SEA BIRD No. 85 |
| Hokushin Maru | 718 | SUCCESSWAY |
| Hokushin Maru | 999 | CHATCHAWIN 4 |
| Hokushin Maru No. 3 | 490 | TUNG CHIN |
| Hokusho Maru | 686 | KOTOHIRA MARU No. 1 |
| Hokushu Maru No. 21 | 176 | SIN BO No. 63 |
| Hokushu Maru No. 38 | 299 | AFKO 103 |
| Hokushun Maru | 499 | EAGLE STAR |
| Hokutai Maru | 997 | TRISTAR |
| Hokutatsu Maru No. 88 | 237 | HOSEI MARU No. 85 |
| Hokutetsu Maru No. 21 | 344 | RYUHO MARU No. 85 |
| Hokuto Maru | 279 | QIN GANG 11 |
| Hokuto Maru | 290 | SUKHNA |
| Hokuto Maru | 298 | GREENVILLE X |
| Hokuto Maru | 298 | SHARK—6 |
| Hokuto Maru | 697 | PACIFIC ROYAL |
| Hokuto Maru | 4210 | WILCON I |
| Hokuto Maru No. 18 | 270 | SHINTAI MARU No. 20 |
| Hokuyo Maru | 497 | IRA |
| Hokuyo Maru No. 3 | 496 | NOVA |
| Hokuyo Maru No. 11 | 481 | ATLAS HERO |
| Hokuyo Maru No. 12 | 497 | HANEI MARU No. 12 |
| Hokuyu Maru | 696 | SOON AIK |
| Holberg | 939 | BERMEO |
| Holberg | 2208 | ENNS |
| Holcan Elbe | 3280 | JOANNA BORCHARD |
| Holcan Elbe | 4999 | NORASIA ATTICA |
| Holcan Maas | 4999 | LUSO |
| Holcan Maas | 6898 | VENABU |
| Holcan Rijn | 7335 | NORASIA ADRIA |
| Holcan Rijn | 12840 | INCHON GLORY |
| Holenweg | 180 | WILLEM BARENTSZ |
| Holger | 499 | HOLGER II |
| Holger | 778 | SENTOSA JAYA |
| Holger | 988 | NORDEN |
| Holger Andreasen | 299 | VEST |
| Holger Dane | 1769 | FELINTO PERRY |
| Holger Danske | 3714 | FRIENDSHIP |
| Holger Sietas | 498 | BETELGEUSE |
| Holger Sif | 499 | SAINT JAMES |
| Holger Stjern | 371 | PIELINEN |
| Holiday Princess | 1519 | CASAMANCE EXPRESS |
| Holka | 299 | SATELITH |
| Holland | 277 | KIM SOON LI |
| Holland | 310 | MARALIE |
| Holland | 460 | GIEV |
| Holland | 495 | BEYHAN |
| Holland | 1548 | PANTAI MAS |
| Holland | 3113 | NAVIGATOR |
| Holland II | 460 | GIEV |
| Holland IV | 340 | HEROYHOLM |
| Holland Park | 700 | MUHIEDDINE |
| Holland's Trouw | 226 | FALIE |
| Hollandia | — | OSTINATO |
| Hollandia | 163 | WUBBINA |
| Hollandia | 310 | MARALIE |
| Hollandia | 28040 | NEDLLOYD NEERLANDIA |
| Hollandic | 10968 | HOLLANDIC CONFIDENCE |
| Hollands Brink | 16640 | MAR PACIFICO |
| Hollis Hedberg | 2038 | DISCOVERY |
| Hollwede | 787 | THAROS |
| Holly 1 | 1598 | RUBICONE |
| Hollywood | 138 | BREVARD |
| Hollywood | 15098 | NAND KAVITA |
| Holm | 134 | SANDGREFSTUR |
| Holm Senior | 379 | NYE RINGBAS |
| Holmatindur | 244 | ALEX V |
| Holmbrae | 397 | HENRI BONNEAUD |
| Holmeset Senior | 263 | NORDKYN PIONER |
| Holmia | 1550 | TINHINAN |
| Holmia | 1975 | PEVERIL |
| Holmia | 2287 | CAPO BIANCO |
| Holmon | 1572 | WIKING WEST |
| Holmoy | 362 | POLARTRAL |
| Holmsand | 396 | MOSELTANK I |
| Holmsjo | 276 | HAVSNURP |
| Holmsland | 2583 | ZUG |
| Holmsund | 199 | RENO |
| Holsatia | — | GANTEL |
| Holsatia | 1595 | MULTITANK HOLSATIA |
| Holsatia | 2472 | POINT LISAS |
| Holsatia | 6142 | MYKINAI |
| Holsatia | 9003 | MOANA PACIFIC |
| Holsatia | 9230 | T. A. MARINER |
| Holsatic | 5731 | LUCIE SCHULTE |
| Holstein | 914 | MILU VIEIRA |
| Holsten Bay | 13474 | SAO PAULO |
| Holsten Sea | 21049 | NEDLLOYD VAN CLOON |
| Holstenau | 1121 | OCEAN FREEZE |
| Holstencarrier | 10835 | SAN PEDRO |
| Holstenclipper | 8733 | BUZET |
| Holstencruiser | 10871 | SAN DIEGO |
| Holstenkoog | 5673 | FARA MENDY |
| Holstenracer | 10835 | SAN NICOLAS |
| Holstensailor | 9688 | SAN LUIS |
| Holstenstein | 9443 | KAROS |
| Holstentor | 494 | MARIDIVE III |
| Holstentrader | 10842 | SAN JUAN |
| Holtenau | 171 | DYBBOL |
| Holy | 1987 | PORTSUN 3 |
| Holy | 6913 | PRUDENCE |
| Holy Queen | 44572 | SINGA STAR |
| Holy River | 2131 | PAPOURA |
| Holylight | 22246 | MARY L |
| Homare Maru No. 22 | 299 | KAIKATA MARU No. 28 |
| Homaru | 499 | PULAU MUTIARA |
| Homaru No. 2 | 691 | LINTAS PACIFIC |
| Homaru No. 3 | 1354 | TANTO SAKTI II |
| Homarus | 192 | A W A |
| Homarus II | 119 | CURLEW II |
| Homarus III | 119 | CROWN ROYAL |
| Hombersund 2 | 265 | LADE |
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| Homborsund | 495 | SUNMAR SEA |
| Homco CT—1 | 147 | HUMBLE CT—1 |
| Homei Maru | 5374 | COLUMBA |
| Homer | 494 | NICOLAOS M |
| Homeria | 19004 | INTERBULK VIKING |
| Homeric | 53872 | WESTERDAM |
| Homeric | 218447 | KAPETAN PANAGIOTIS |
| Homeric Dawn | 15064 | GLOBAL SEAHORSE |
| Homeric Renaissance | 8665 | WORLD RENAISSANCE |
| Homericus | 13113 | ATALANTE |
| Hon. Paul Martin | 24300 | ATLANTIC ERIE |
| Honan Ace | 17264 | GRANSOL |
| Honan Maru | 789 | KC 1000 |
| Honan Maru | 1696 | WAKEKE |
| Honan Star | 17264 | ORIENTE HOPE |
| Hondo | 7335 | SIFNOS |
| Hondsrug | 233 | RIGEL |
| Hondu—Mar | 370 | CAPT. JR |
| Honduras | 5168 | HARI BHUM |
| Honesta | 3578 | SINDSUSIAM |
| Honesty | 10858 | JU YONG GUAN |
| Honesty | 14261 | ADRIATIC PRESTIGE |
| Honey Dew | 261 | TAELAVAG |
| Honey I | 1573 | OR. SIRICHAINAVA 6 |
| Honey River | 19166 | SUN VIL |
| Honeyhold | 2568 | PEONY YUNFU |
| Honfleur | 489 | RAHMI KAPTAN |
| Hong Ann | 400 | NEI RAETE II |
| Hong Eng | 203 | SOON CHUAN |
| Hong He Kou | 1856 | DEVELOPING ROAD |
| Hong Hu | 29856 | DA QING 255 |
| Hong Joo | 794 | S. C. C. 2 |
| Hong Kiat Shiong | 346 | LEE YIP LEUNG 1 |
| Hong Kong Mail | 11559 | SUE LYKES |
| Hong Kong Maru | 727 | ARSOLA |
| Hong Qi 081 | 875 | GUI HAI 81 |
| Hong Qi 086 | 875 | GUI HAI 86 |
| Hong Qi 091 | 871 | GUI HAI 91 |
| Hong Qi 092 | 871 | GUI HAI 92 |
| Hong Qi 123 | 12469 | SILVER SONG |
| Hong Qi 170 | 2433 | NAN PENG |
| Hong Qi 185 | 4422 | SILVER HUA |
| Hong Qi 1018 | 2688 | 1018 |
| Hong Soon | 465 | CHAMPION |
| Hong Truong | 314 | LONG SON |
| Hong Wei 7 | 1840 | BAI HE |
| Hong Wei 9 | 2671 | JIN LIAN |
| Hong Wei 10 | 2671 | MEI GUI |
| Hong Wei 11 | 2671 | SHAO YAO |
| Hong Wei 12 | 2715 | SHUI XIAN |
| Hong Wei 13 | 2715 | TIAN XIANG |
| Hong Wei 14 | 2715 | YU LAN |
| Hong Wei 15 | 2715 | MU DAN |
| Hong Wei 16 | 2715 | DING XIANG |
| Hong Wei 17 | 2715 | HAI TANG |
| Hongkong Ace | 4825 | NEW HAINING |
| Hongkong Container | 38864 | OOCL CHARGER |
| Hongkong Express | 11076 | WANA BHUM |
| Hongkong Maru | 3962 | NAGANIN |
| Hongkong Senator | 18000 | CHOYANG STAR |
| Hongkong Senator | 20345 | SEA MERCHANT |
| Honmoku Maru | 129 | ERAWAN |
| Hono | 194 | PRINS CARL PHILIP |
| Honor | 15246 | EW HUDSON |
| Honorine | 1116 | WESTERN HARBOR |
| Honorine Achaque | 495 | BEYHAN |
| Honshu Gloria | 33702 | FOREST KISHU |
| Hoo Gannet | 794 | HOO TERN |
| Hoo Maru | 3348 | SUN HARRIE |
| Hooda | 597 | OMID |
| Hoofinch | 331 | COAST RUNNER |
| Hoofort | 445 | ARQUIPELAGO |
| Hoogeland | 200 | EXPRESS LINER |
| Hoogezand | 499 | THEOLOGIA CH |
| Hooghly | 495 | R. S. V. PATHFINDER |
| Hooghly Pioneer | 1597 | ATLANTIS |
| Hoogland | 1499 | SURIGAO STRAIT |
| Hoogvliet | 499 | GEORGIA M |
| Hook Mountain | 425 | YANKEE |
| Hooku Maru | 3049 | LUCKY HOVER |
| Hoomoss | 393 | TORA |
| Hoop | 460 | HELEN |
| Hoop op Welvaart | 169 | TELCO SUNDA |
| Hoop op Welvaart | 176 | MARILYN JANE |
| Hoop op Zegen | 199 | TERESIA |
| Hoop van Zegen | 214 | BROEDERTROUW |
| Hoopride | 460 | HELEN |
| Hootact | 263 | CONTACT |
| Hootern | 490 | RIVER TAW |
| Hop | 1598 | FIVE |
| Hop Arrow | 2625 | OAK TREE |
| Hope | 103 | JUAN HUMBERTO |
| Hope | 480 | JOHN D |
| Hope | 1595 | KEUM YANG No. 1 |
| Hope | 2905 | VIGOUR MARINER |
| Hope | 6304 | JASAMAS |
| Hope | 6736 | LILY ALICE |
| Hope | 24558 | HHI 1200 |
| Hope Bay | 7584 | AMER PRABHA |
| Hope Crest | 25680 | BONARIA |
| Hope Isle | 2905 | VIGOUR MARINER |
| Hope No. 1 | 3137 | SAMUDRA AYU |
| Hope R | 406 | ADNAN |
| Hope River | 17142 | PACSUN |
| Hopfentor | 471 | RECOVERY VESSEL 1 |
| Hopocan | 129 | H. J. SHERIDAN |
| Hopper Barge No. 2 | 1634 | GAVESHANI |
| Hoppet | 49303 | AQUARIUS |
| Hopsnes | 145 | LYNGEY |
| Hora | 750 | MTA SISMIK I |
| Horai Maru | 180 | SANYO MARU |
| Horai Maru | 10476 | SEA SKY |
| Horai Maru No. 8 | 270 | HAKUYO MARU |
| Horama | 15842 | RIO COLORADO |
| Horangy | 297 | HAK YANG |
| Horda | 21057 | GULL ARROW |
| Hordafisk | 217 | SIREVAGSBUEN |
| Hordagutt | 235 | BENTIN |
| Hori | 1048 | EQUATOR JADE |
| Horie Maru | 451 | KONDOR |
| Horisont | 138 | VEAGUTT |
| Horizon | 140 | MY WAY |
| Horizon | 149 | HARLE BUCHT |
| Horizon | 1997 | AZHRA |
| Horizon Star | 2228 | NINNART 2 |
| Horizont | 298 | NYHORIZONT |
| Horn Crusader | 60570 | TRADER |
| Horn Island | 181 | FRIENDLY EXPRESS |
| Horn Isle | 129 | BALD EAGLE |
| Hornbaltic | 495 | KRIOS |
| Hornbaltic | 499 | RITA |
| Hornbaltic | 900 | CAPO ROSSO |
| Hornbay | 8064 | CHATEAULIN |
| Hornbelt | 900 | CAPO ROSSO |
| Hornbelt | 999 | HORNBALTIC |
| Hornberg | 4953 | OYSTER BAY |
| Hornby | 216 | SAMUEL F |
| Hornby Grange | 36697 | AFFINITY |
| Horncap | 4413 | HORNSOUND |
| Hornchurch | 63618 | PAN MAPLE |
| Horncliff | 6988 | TUSCAN STAR |
| Horncliff | 10291 | AUCKLAND STAR |
| Horne | 316 | HYDRA |
| Horned Owl | 1996 | JAMAL SHAH |
| Horneland | 299 | HANNE METTE |
| Hornelen | 492 | BRAMSHORN |
| Hornfels | 4453 | CGM TCHEKHOV |
| Horngolf | 4844 | YU CAI |
| Hornisse | 424 | ZRMANJA |
| Hornmeer | 4303 | XING LI |
| Hornos Baracaldo | 3434 | IBERICA |
| Hornos Sestao | 3435 | KANIN |
| Hornsea | 6988 | CAP CORRIENTES |
| Hornsea | 10291 | ENGLISH STAR |
| Hornsee | 2864 | AYSEN |
| Hornsee | 4953 | BRAVO SIF |
| Hornsnaes | 149 | KATRINE BAATZ |
| Hornsnaes | 292 | REINETT |
| Hornsound | 7618 | AVELONA STAR |
| Hornsrev | 111 | ANNETTE PETERSEN |
| Hornsrev | 135 | OCEAN |
| Hornsrev | 264 | LANDS—END |
| Hornsriff | 395 | SAFWAN M |
| Hornsund | 6016 | SKY HOVER |
| Hornwind | 6168 | YACU WAYO |
| Horr | 1307 | HORRIYAT |
| Horsa | 530 | AGEL |
| Horsa | 858 | AROLD |
| Horsa | 5590 | STENA HORSA |
| Horsepower | 534 | TELANAI PURA |
| Horseshoe Splice | 4820 | ALL ALASKAN |
| Horsham | 6263 | KUCISTE |
| Horst | 243 | FRISIA |
| Horst Bischoff | 996 | JOHANNA |
| Hortensia | 5374 | COLUMBA |
| Horus | 876 | REEFER MARINA |
| Horus | 1570 | OSIRIS I |
| Horva | 325 | KJERRINGOY |
| Horyu Maru | 199 | SHINYA MARU No. 7 |
| Horyu Maru | 2192 | PROCEED |
| Horyu Maru | 3023 | RAINBOW |
| Horyu Maru | 9812 | SEABULK I |
| Horyu Maru | 63443 | BARON |
| Hosei Maru | 145 | SUMI MARU No. 68 |
| Hosei Maru | 181 | KONPIRA MARU |
| Hosei Maru | 227 | HOUSEI |
| Hosei Maru | 695 | DAIAN MARU |
| Hosei Maru | 983 | ALLWELL PREMIUM |
| Hosei Maru | 1968 | MARGARET |
| Hosei Maru | 6505 | ANGEL INI |
| Hosei Maru | 7359 | HUANG JIN SHAN |
| Hosei Maru | 15246 | EW HUDSON |
| Hosei Maru No. 1 | 114 | NITTO MARU No. 71 |
| Hosei Maru No. 1 | 324 | YUKO MARU No. 8 |
| Hosei Maru No. 2 | 114 | NITTO MARU No. 72 |
| Hosei Maru No. 2 | 147 | KOJIN MARU No. 1 |
| Hosei Maru No. 2 | 388 | LISA 18 |
| Hosei Maru No. 3 | 115 | NABI |
| Hosei Maru No. 3 | 155 | LEPYCS 5 |
| Hosei Maru No. 3 | 284 | TURTLE |
| Hosei Maru No. 5 | 474 | ST. ANTHONY |
| Hosei Maru No. 8 | 497 | CHECK POINT No. 2 |
| Hosei Maru No. 8 | 578 | HOSEI MARU No. 5 |
| Hosei Maru No. 10 | 208 | CELY—M—VI |
| Hosei Maru No. 13 | 386 | ATLANTIS I |
| Hosei Maru No. 15 | 352 | SUMIHO MARU No. 81 |
| Hosei Maru No. 16 | 1122 | SANG THAI WINNER |
| Hosei Maru No. 23 | 449 | FUKUSEKI MARU No. 2 |
| Hosei Maru No. 88 | 463 | RYUSHO MARU No. 1 |
| Hoshi Maru No. 1 | 107 | KOGANE MARU No. 16 |
| Hoshi Maru No. 2 | 108 | KOGANE MARU No. 17 |
| Hoshin | 498 | SHOKAKU MARU |
| Hoshin Maru | 198 | OSHIMA MARU No. 8 |
| Hoshin Maru | 498 | SHOKAKU MARU |
| Hoshin Maru | 971 | OCEANIA I |
| Hoshin Maru | 998 | BINA |
| Hoshin Maru | 998 | HOSHIN |
| Hoshin Maru No. 2 | 313 | HOSHIN |
| Hoshin Maru No. 3 | 199 | SUN MARINE |
| Hoshin Maru No. 8 | 499 | SEA BRIGHT |
| Hoshin Maru No. 11 | 518 | KENWA MARU No. 2 |
| Hoshin Maru No. 58 | 124 | KISSHO MARU No. 81 |
| Hoshin No. 8 | 1351 | MALAYSIA EAGLE |
| Hosho Maru | 699 | THITA APOLLO |
| Hosho Maru | 2055 | SOMSUK |
| Hosho Maru | 4220 | SUNGUST |
| Hosho Maru | 5050 | TRADERS SUCCESS |
| Hosho Maru | 15045 | HILDA |
| Hosho Maru | 62918 | ATLANTIC PATRIOT |
| Hosho Maru No. 5 | 430 | HOI LONG |
| Hoshu Maru | 1545 | SUPER OLYMPIA |
| Hoshu Maru No. 18 | 242 | CHUNG YANG No. 3 |
| Hoshun Maru | 19076 | DOOYANG LEADER |
| Hoshun Maru | 86401 | SMEDEREVO |
| Hoskuldsey | 146 | THORLAKUR HELGI |
| Hoso Maru | 2953 | EVER SHINE |
| Hoso Maru No. 2 | 171 | KOHO MARU |
| Hoststjerna | 267 | SORO |
| Hoten Maru | 684 | GREAT STAR |
| Hotoku Maru | 388 | MALINO ABADI |
| Hotoku Maru | 672 | LUCK HOPE |
| Hotoku Maru | 1531 | HAI FA |

| | | |
|---|---|---|
| Hotoku Maru | 3876 | HOTOKU |
| Hotori | 10805 | JANBAZ |
| Hotunui | 620 | JADO TRADER |
| Hotwells | 400 | MYRSINI |
| Hou You No. 3 | 2712 | ZENKEN MARU |
| Houda Beauty | 6136 | THAPAR KALINADI |
| Houda G | 5062 | MINERVA |
| Houda Pearl | 3020 | AMAL |
| Houmas | 122 | CHIEF |
| Houn I | 493 | KOSHIN MARU No. 5 |
| Houn Maru | 169 | BULLDOZER MARU No. 16 |
| Houn Maru | 199 | HAMAKO MARU No. 13 |
| Houn Maru | 493 | KOSHIN MARU No. 5 |
| Houn Maru | 963 | WASIAN |
| Houng Ta | 6051 | SONG DAY |
| Hourai | 14095 | SARAH BECKETT |
| Hourai Maru | 14095 | SARAH BECKETT |
| Houshin | 11637 | TOYOKAZE |
| Housho Maru | 4856 | FONG SHAN |
| Housho Maru | 14931 | ATLANTIC ANGEL |
| Houston | 3712 | SACRAMENTO |
| Houston Accord | 33767 | NORDIC CHALLENGER |
| Houston Getty | 66816 | STAR HOUSTON |
| Houston Trader | 70741 | BELLE HAVEN |
| Houstonian | 181 | HONEY BEAR |
| Houtman | 500 | LEWBELL |
| Houtman | 1099 | LADY AMANDA |
| Houyou Maru | 124 | HATSUE MARU No. 88 |
| Houyu | 14287 | OCEAN WAVE |
| Houzan | 1578 | HAE SUNG No. 7 |
| Houzan Maru | 1578 | HAE SUNG No. 7 |
| Hove | 124 | GJOKEN |
| Hove | 497 | AMELIE |
| Hove | 499 | JENNIFER |
| Hove | 999 | DOMAR |
| Hoveringham I | 897 | CITY OF SWANSEA |
| Hoveringham IV | 1027 | CITY OF BRISTOL |
| Hoveringham V | 1027 | CITY OF SOUTHAMPTON |
| Hoveringham VI | 1550 | CITY OF ROCHESTER |
| Hovin | 1424 | MINEVA |
| Howa | 270 | TIBURON I |
| Howa | 3545 | ANAX PUMA |
| Howa Maru | 444 | EASTERN SEA No. 7 |
| Howa Maru | 499 | KOSHIN MARU No. 18 |
| Howa Maru | 638 | HAFEZ ZAMIRUDDIN |
| Howa Maru | 2160 | HYPERION |
| Howa Maru No. 5 | 314 | EMILIA No. 3 |
| Howa Maru No. 17 | 502 | SUMMIT 1 |
| Howa Maru No. 21 | 999 | STAR V |
| Howard | 3854 | TIE LING |
| Howard Barge No. 2 | 820 | ALBERT |
| Howard Barge No. 3 | 769 | WEERT |
| Howard Jones | 214 | SPACE I |
| Howard Reed | 167 | SUSAN MARIE II |
| Howell Lykes | 7189 | CAPE BORDA |
| Howie | 164 | CHIVAS REGAL |
| Hoxa Sound | 499 | TELEBAR |
| Hoya | 17350 | NORTH SEAL |
| Hoylake | 43970 | KEEFAN |
| Hoyland | 122 | HOYLAND SENIOR |
| Hoyland | 158 | SJOVARDEN |
| Hoyledesingel | 392 | MASCAREIGNES II |
| Hoyo Maru | 199 | SAKAE MARU |
| Hoyo Maru | 279 | EDIMIR |
| Hoyo Maru | 390 | ATLAS No. 1 |
| Hoyo Maru | 475 | HOYO |
| Hoyo Maru | 545 | AG—NEITIR |
| Hoyo Maru | 921 | SULPICIO CONTAINER VIII |
| Hoyo Maru | 1941 | HAI FENG 101 |
| Hoyo Maru | 15045 | GEORGIA |
| Hoyo Maru | 19524 | OCEAN PEGASUS |
| Hoyo Maru | 37513 | HERMITAGE |
| Hoyo Maru No. 1 | 986 | WANG HIN |
| Hoyo Maru No. 2 | 987 | SWEET HOME |
| Hoyo Maru No. 12 | 299 | KAISHO MARU |
| Hoyo Maru No. 15 | 299 | MARIA No. 10 |
| Hoyo Maru No. 15 | 499 | CHING MA |
| Hoyo Maru No. 20 | 122 | DAIDO MARU No. 1 |
| Hoyo Maru No. 21 | 122 | EIJU MARU No. 25 |
| Hoyo Maru No. 31 | 194 | MINA RAYA 22 |
| Hoyo Maru No. 32 | 299 | MARAZUL XI |
| Hoyo Maru No. 38 | 252 | KWANG HAE No. 81 |
| Hoyo Maru No. 38 | 387 | KOYO MARU No. 3 |
| Hoyo Maru No. 51 | 496 | WOO JIN No. 51 |
| Hoyo Maru No. 53 | 224 | LIBERTY III |
| Hoyo Maru No. 58 | 373 | WAKATORI MARU |
| Hoyo Maru No. 65 | 687 | SPEEDWELL |
| Hoyo Maru No. 67 | 390 | ATLAS No. 1 |
| Hoyo Maru No. 83 | 286 | KATOKU MARU No. 38 |
| Hoyoshi Maru No. 11 | 495 | SOON THAI |
| Hoyu | 7783 | ORIENTAL DRAGON |
| Hoyu Maru | 2350 | AL MEHYAR |
| Hoyu Maru | 3960 | KIAN ANN |
| Hoyu Maru No. 88 | 237 | HOSEI MARU No. 85 |
| Hoyu Pacific | 16127 | PANTANASSA |
| Hozan Maru | 669 | DUCK YANG |
| Hozan Maru No. 8 | 379 | TENEI MARU No. 23 |
| Hozan Maru No. 8 | 499 | LUNGSHAN No. 8 |
| Hozan Maru No. 32 | 498 | ORIENTAL SUPPLY |
| Hrafn | 347 | HABERG |
| Hrafn Sveinbjarnarson | 102 | JON FREYR |
| Hrafn Sveinbjarnarson | 214 | SIGURDUR THORLEIFSSON |
| Hrafn Sveinbjarnarson II | 208 | NATTFARI |
| Hrafn Sveinbjarnarson III | 252 | BERGUR |
| Hreljin | 8084 | MAZYUNAH |
| Hringur | 148 | SOLRUN |
| Hringur | 155 | OGMUNDUR |
| Hrisey | 241 | BORGLAND |
| Hronn | 196 | SIGURFARI |
| Hronn | 874 | VIDEY |
| HS 15 | 298 | CROWN DIVER |
| Hsiang Ho | 5229 | MANDIRI TIGA |
| Hsiang Lie | 1597 | TA TUNG No. 1 |
| Hsin Hsing 2 | 5039 | PACIFIC TIMUR |
| Hsin Mei | 3955 | PRESIDENT WASHINGTON |
| Hsing An | 17252 | SEA CHIEFTAIN |
| Hsing Chan No. 1 | 3564 | DAE HUNG HO |
| Hsing Lung | 2306 | WING FU |
| Hsinteh Maru | 2996 | HONG YUE MARU |
| Hu Jiu 13 | 980 | HU JIU 1 |
| Hu Leng Er Hao | 1868 | KAI YUAN |
| Hu Leng Si Hao | 998 | XIN HAI MAO |
| Hu Yu 825 | 284 | ANA MARIA R |
| Hu Yu 826 | 284 | AZUCENA |
| Hu Yu 827 | 284 | HECTOR |
| Hu Yu 828 | 284 | KINGSTON |
| Hua An | 2288 | CHONG AN |
| Hua Chang | 786 | HAN YANG FENG |
| Hua Cheng | 16325 | HUA JIN |
| Hua Heng | 496 | HUP HENG |
| Hua Jiang | 3937 | ROOK EXPRESS |
| Hua Kim | 366 | KEBUN KARET |
| Hua Leong | 499 | BERJASA |
| Hua Li | 19411 | HUA DONG |
| Hua Long | 2905 | SOUTHERN OPAL |
| Hua Ping | 5003 | RICH STAR |
| Hua Shan | 9860 | FORTUNE BETA |
| Hua Sheng | 17704 | HUA DE |
| Hua Wah | 4303 | XING LI |
| Hua Won No. 101 | 375 | YUNG SHIN No. 31 |
| Hua Won No. 102 | 375 | YUNG SHIN No. 32 |
| Hua Xiang | 17704 | HUA DE |
| Hua Xing 1 | 349 | DA YUAN YU 102 |
| Hua Yue | 2771 | KUN PENG |
| Hua Yun 3 | 2539 | JIN HAI LIAN |
| Hua Zhan 1 | 495 | SONG ZHU MEI 2 |
| Huacai | 855 | SAO MAI 1 |
| Huai Yuan He | 6362 | SEA DRAGON |
| Hual Rolita | 12096 | ROLITA |
| Hual Skagerak | 6801 | DYVI SKAGERAK |
| Hualalai | 141 | PACIFIC TROJAN |
| Huang Hai 1 | 348 | GANG CHUAN HANG XIU |
| Huang Pu Jiang | 4726 | HANG WAN |
| Huang Shan | 9860 | FORTUNE ADA |
| Huanuco 7 | 309 | DIANA |
| Huanuco 8 | 310 | IGNACIO MAR VI |
| Huanuco 9 | 309 | MINERVA |
| Huanuco 10 | 310 | IGNACIO MAR VII |
| Huarmey 1 | 213 | GABRIELA I |
| Huascar 8 | 200 | SUPE 1 |
| Huascar 10 | 105 | MANTARO 8 |
| Huascar 11 | 105 | MANTARO 6 |
| Huascar 12 | 105 | MANTARO 7 |
| Huascar 16 | 213 | SUPE 2 |
| Huascar 17 | 213 | SUPE 3 |
| Huascaran | 7537 | ROMANTICA |
| Huasco Valley | 86802 | ALONDRA |
| Huberna | 499 | SEA MOSEL |
| Hubert | 295 | MILLSUPPLIER |
| Hubert | 1599 | CHRISTINA |
| Hubertgat | 499 | LUNA |
| Huda | 1059 | MAHDI |
| Hudbay Riau | 66898 | LASMO RIAU |
| Hude | 497 | RAPHAEL |
| Hudem | 3990 | UZUNDEMIR |
| Hudson | 20751 | FALCON PRINCESS |
| Hudson Bay | 90871 | HUDSON BAY 1 |
| Hudson Belle | 808 | RELLA MAE |
| Hudson Cavalier | 20444 | WESTRALIA |
| Hudson Deep | 11953 | ALAMO |
| Hudson Deep | 20440 | BRAMBLELEAF |
| Hudson Light | 5512 | SHANE |
| Hudson Progress | 20284 | ORANGELEAF |
| Hudson Service | 877 | JACKMAN |
| Hudson Stream | 1555 | BOWSTREAM |
| Hudson Trader | 17061 | PAN TRADER |
| Hudson Venture | 1630 | ALDABRA |
| Hue Lu | 8705 | FENG NING |
| Huedyann | 169 | ELTRA |
| Huei Lai | 863 | MUTIA HAYU |
| Huelva | 1057 | ADELE |
| Huey An | 5553 | SEA PEARL |
| Hugh Haynie | 268 | SEA HARVESTER II |
| Hughes Glomar Explorer | 27455 | GLOMAR EXPLORER |
| Hughina | 698 | ECHO I |
| Huginn II | 242 | SMINES |
| Hugo | 181 | HATTA 2 |
| Hugo | 570 | IMAN |
| Hugo Brinkman | 925 | HUGO |
| Hugo Hammar | 125 | BACKAFALL |
| Hugo Oldendorff | 6762 | SAN EVANS |
| Hugo Trygvason | 767 | REMBAS |
| Hugrun | 167 | STAKKAVIK |
| Huguette V | 976 | CARLA ELENA |
| Hui Cheng | 1984 | YUE DING 301 |
| Hui Min | 1995 | GAN LU |
| Hui Shan | 2033 | INTELLECT ENERGY |
| Huiberdina Gijsbertha | 372 | VEA |
| Huibertje | 274 | ATLANTIC A |
| Huibertje Jacoba | 998 | DEO JUVANTE |
| Hukewi | 176 | GITTE TINA |
| Hulda | 493 | TURBACZ |
| Hulda Wal | 189 | UNITY COURIER |
| Hull No. 258 | 215 | SEASPAN WARRIOR |
| Hull 20 | 289 | ENSCO ATLAS |
| Hulloy | 123 | CHRISTA |
| Hulya 1 | 1455 | UFUK AKSOY |
| Humanitas | 12938 | PARA |
| Humber | 206 | MOEBRANI |
| Humber | 422 | MELRAY |
| Humber | 497 | TITAN |
| Humber I | 422 | MELRAY |
| Humber River | 10130 | VASCO DA GAMA |
| Humber 4 | 157 | GRAND BE |
| Humbergate | 1579 | KORINTHIA |
| Humble AC—3 | 196 | CHALLENGE 1 |
| Humble AC—5 | 193 | DIANE |
| Humble CI—1 | 346 | BANANO |
| Humble CT—3 | 199 | RUBY B |
| Humble LCI—1 | 346 | BANANO |
| Humboldt | 4751 | YUCATAN |
| Humboldt Rex | 10153 | EW ANDES |
| Humboldt Rex No. 2 | 10153 | EW ANDES |
| Humi Nasita | 8708 | HONG QI 108 |
| Hummel | 295 | TUMACO |
| Hummingbird | 17264 | ORIENTE HOPE |
| Hunan | 23410 | JAG RASHMI |
| Hunarost | 149 | KRISTBJORG |
| Hunaudieres | 1591 | HOCKENHEIM |
| Hundseck | 494 | KUMKALE |
| Hunedoara | 16605 | JUNIOR |
| Hung Fu | 12039 | MSC SUSANNA |
| Hung Hal | 554 | SAIBURI |
| Hung Hom | 198 | SOMARCO III |
| Hung Hom | 262 | VATTARU |
| Hung Ming | 2996 | HONG YUE MARU |
| Hung Muo | 1958 | PEARL |
| Hung Yea I | 157 | SUN ON I |
| Hung Yea II | 157 | SUN ON II |
| Hunga | 46545 | CETRA LYRA |
| Hungtse Career | 14580 | XING AN LING |
| Huni II | 102 | HAUKAFELL |
| Hunley | 101 | MISS FAYE |
| Hunnau | 935 | HAWTHORN |
| Hunnestad | 298 | LEIDANG |
| Hunte | 187 | GENCA SECONDO |
| Hunter | — | GANTEL |
| Hunter | 160 | DELIA |
| Hunter | 260 | TRIP JUNIOR |
| Hunter | 986 | HUNTER CREEK |
| Hunter Armistead | 21446 | OVERSEAS NEW ORLEANS |
| Hunter Bow | 36079 | MEI ZHOU HAI |
| Hunter D | 196 | CHINOOK |
| Hunter River | 4069 | RYOKOH 4 |
| Hunterwood | 11594 | CANSO JAGUAR |
| Huntress | 194 | HUNTRESS I |
| Huntsland | 11682 | MENTOR |
| Hunze | 490 | KATERINA |
| Hunzestroom | 500 | STRATIS |
| Hupeh | 26138 | HAVSUL |
| Huracan | 5112 | NETWORK SPIRIT |
| Hurghada | 1220 | SANDRA A |
| Huron | 121 | NAM TRIEU 1 |
| Huron | 16767 | ALEXANDER'S UNITY |
| Hursit Imregun | 854 | BILGILI BIRADERLER |
| Hurst | 1423 | INTREPIDO |
| Hurum | 369 | KNUT VIKING |
| Husa | 5966 | MERKUR AMERICA |
| Husa | 8902 | MERKUR AFRICA |
| Husa II | 5300 | EAGLE NOVA |
| Husby | 342 | KETLIN |
| Husby Senior | 374 | HUSBY |
| Huseby Senior | 109 | HUSBY JUNIOR |
| Huseyin Yardimci | 1394 | KAPTAN YILMAZ 1 |
| Husky | 299 | ONA TITAN |
| Husni | 389 | LAMA |
| Hussar | 420 | MANDALAY OF TORTOLA |
| Hussar | 2492 | SEA CLOUD |
| Hussar III | 180 | JULIA |
| Hustabuen | 257 | TRYGVASON |
| Hustler Cheyenne | 1618 | DELTA MAS |
| Hustler Ebro | 1578 | ZIM LEVANT |
| Hustler Fal | 930 | HALCON DEL MAR |
| Hustler Indus | 930 | HUSTLER BCL |
| Hustler II | 141 | MARGOT MORAN |
| Husum | 822 | KOMMANDOR THERESE |
| Husum | 989 | HORNBURG |
| Husum | 5966 | MERKUR AMERICA |
| Huta Lenina | 36232 | HUTA SENDZIMIRA |
| Hutchcliffe Hall | 3376 | CANADIAN CHALLENGER |
| Hutland Venture | 32280 | CLIPPER STAR |
| Hutton Cross | 101 | KAMPERLAND |
| Huvik | 312 | MINA C. |
| Huxtertor | 858 | OSA TRIESTE |
| Huybrecht | 350 | MARIA M. I |
| Huzeifa | 410 | MUMTAZ |
| Hval III | 318 | NORTHSEA ASSISTANT |
| Hval VII | 299 | HAMMERFJORD |
| Hvalbakur | 548 | HOFFELL |
| Hvalerfergen III | 739 | FRAFJORD |
| Hvalrossen | 1598 | SARA THERESA |
| Hvalsnes | 102 | ANDVARI |
| Hvalsnes | 297 | VALUR |
| Hvalur—9 | 611 | HVALUR 9 |
| Hvalvik | 1926 | HVALNES |
| Hvassafell | 862 | RAINBOW OMEGA |
| Hvilvtenni | 248 | RANIN |
| Hvita | 498 | MONTE CERVATI |
| Hvita | 1516 | SINTRA |
| Hvitanes | 248 | RANIN |
| Hvitanes | 456 | QASIGIAQ |
| Hvitskjael | 138 | BRA |
| Hwa Chiang | 2804 | ISLAND No. 3 |
| Hwa Chun | 403 | DONG A No. 22 |
| Hwa Jin No. 2 | 234 | DONG BAEG No. 31 |
| Hwa Kuo No. 1 | 574 | STANSHION 1 |
| Hwa Pyung No. 9 | 730 | NAM KWANG No 2 |
| Hwa Sheng | 192 | MING SHENG |
| Hwa Yang No. 82 | 190 | HAE YANG No. 3 |
| Hwa Young | 691 | HAE YOUNG No. 1 |
| Hwan III No. 111 | 168 | HAN SHIN No. 27 |
| Hwang Ho | 6828 | JIANG YIN |
| Hwang Yong | 22953 | GLOBAL FAME |
| Hwapyung Busan | 1903 | OKRA |
| Hwapyung Chungmu | 1000 | DONG JIN SEA |
| Hwapyung Jinju | 1595 | BANGPO |
| Hwapyung Songdo | 1000 | DONG JIN OCEAN |
| Hwapyung Youngdo | 1000 | DONG JIN SEA |
| Hya Hillesjo | 194 | PRINS CARL PHILIP |
| Hyacint | 149 | JACOB THESBJERG |
| Hyacinth Trader | 9761 | LUNG MEN |
| Hybo | 327 | HINNATANK |
| Hyborg | 327 | HINNATANK |
| Hybrid I | 272 | NOAH |
| Hybur Trader | 490 | BELIZE REEFER |
| Hybur Traveller | 499 | PLATA FEEDER |
| Hybur Tropic | 498 | CARIB STAR |
| Hyde Park | 758 | LA PALMA |
| Hyde Park | 1599 | VIRGO |
| Hydra | 347 | SUMATRA JAYA |
| Hydra | 5673 | FARA MENDY |
| Hydrangea | 36548 | EMERALD |
| Hydrangea Star | 24942 | HORTENSIA ESTRELLA |
| Hydrograf | 303 | STRIL GUARD |
| Hydrohos | 19166 | PORFYRION |
| Hydroliner | 298 | CROWN DIVER |
| Hydrolock | 33539 | SUCCESS BULKER |
| Hydrousa | 1940 | INDOBARUNA III |
| Hydrus | 397 | RENEE |
| Hye Kwang | 1993 | CHUN HA |
| Hye Siang | 3105 | WING TAI |
| Hyeon Jin | 5278 | OSIRIS I |
| Hyke Sophia | 452 | AITTAM |
| Hyo Am No. 1 | 508 | SAM RA |
| Hyogo Maru No. 6 | 514 | JANG YUNG No. 7 |
| Hyoyo Maru | 2540 | SANG THAI KAOLIN |
| Hyuga Maru | 299 | RUMBATI No. 2 |
| Hyuga Maru | 35084 | CALIFORNIA APOLLO |
| Hyun Dai No. 7 | 358 | JE PYUNG |
| Hyun Dai No. 77 | 1162 | HIDAYAH |
| Hyun Dai No. 106 | 321 | HYUNDAI HT—106 |
| Hyun Yang | 818 | HYUN BONG |
| Hyundai AT—2201 | 198 | AT—2201 |
| Hyundai Con Seven | 15174 | LUANGWA BRIDGE |
| Hyundai Con Six | 15174 | HARMEN OLDENDORFF |
| Hyundai Frontier | 39892 | LALANDIA |
| Hyundai No. 3 | 523 | JANG YUNG No. 6 |
| Hyundai No. 3 | 724 | HYUN KWANG No. 88 |
| Hyundai No. 6 | 229 | AN YEONG No. 9 |
| Hyundai No. 7 | 11686 | SAMSUN HONOUR |
| Hyundai No. 21 | 18220 | EMMA OLDENDORFF |
| Hyundai No. 22 | 18220 | ECKERT OLDENDORFF |
| Hyundai No. 23 | 18220 | EIBE OLDENDORFF |
| Hyundai No. 37 | 18236 | SAMSUN BOOSTER |
| Hyundai No. 109 | 1523 | HYUNDAI T No. 1001 |
| Hyundai No. 110 | 1503 | HYUNDAI T No. 1002 |
| Hyundai No. 111 | 1486 | HYUNDAI T No. 1003 |
| Hyundai No. 202 | 31367 | NOSAC CLIPPER |
| Hyundai No. 203 | 41353 | ATLANTIC BEAUTY |
| Hyundai No. 205 | 42247 | EURASIAN BEAUTY |
| Hyundai No. 206 | 42247 | ORIENTAL BEAUTY |
| Hyundai No. 307 | 152 | YU SUNG No. 307 |
| Hyundai P024 | 511 | JEOK BONG |
| I Kaplama | 497 | SARIKAYA |
| I. An | 625 | MING CHEN |
| I. B. Pevoto | 143 | TROJAN |
| I. C. Ertel | 999 | RENEE |
| I. C. Frimu | 196 | METEOR |
| I. Chang | 862 | MING 1 |
| I. D. Sinclair | 119527 | NOR MASTER |
| I. T. M. 1 | 4647 | MCM SHETLANDER |
| I. W. Winck | 399 | VINGA |
| I. Yildiz | 426 | AYYILDIZ |
| I.L.I. 101 | 834 | DAY PECKINPAUGH |
| Ia | 9406 | FENG HUANG SHAN |
| Iago | 112 | MORELEIGH |
| Iago | 1585 | ARIADNE |
| Iakovos K | 500 | STRATIS |
| Iala | 199 | GAHTANI II |
| Ian Salvor III | 398 | SALVOR |
| Ianuaria | 4994 | YARY |
| Iason | 10739 | XIN JI |
| Iason | 60315 | Y. WINNER |
| Iason | 64695 | OCEAN RANGER |
| Iatis | 18502 | HUA PU |
| Ibaek | 101 | LEAO HOLANDES |
| Ibafon Flyer | 1549 | PELFLYER |
| Ibaraki Maru | 314 | KOYO MARU No. 18 |
| Ibaraki Maru | 62879 | BAO SHAN |
| Iben Theilgaard | 740 | BAWADI |
| Iberia | 194 | ANTARES |
| Iberia | 10119 | HANG CHEONG |
| Iberia | 11506 | KOTA JAYA |
| Iberia BM | 314 | TATA 1 |
| Iberia Maru | 13886 | KOTA JASA |
| Iberian Express | 978 | HAMADEH |
| Iberian Reefer | 7949 | C. R. ALICANTE |
| Iberic | 1539 | IZARO |
| Iberita | 66858 | PANTELIS A. LEMOS |
| Iberville | 296 | NEW CONSTRUCTOR |
| Ibesca Algeria | 999 | SARAH |
| Ibesca Anglia | 787 | THAROS |
| Ibesca Belgica | 999 | GERARD PATRICK PURCELL |
| Ibesca Britannia | 999 | GERARD PATRICK PURCELL |
| Ibesca Espana | 999 | SARAH |
| Ibesca Portugal | 895 | TONG AN |
| Ibex | 136 | NOVI |
| Ibex | 6310 | NORSKY |
| IBF Trader | 24646 | NAND SWASTI |
| Ibirka | 1399 | PAMPERO |
| Ibis | 316 | CELIAN B. PUTNAM |
| Ibis | 499 | SABLE |
| Ibis Five | 732 | MOON LADY |
| Ibis Four | 499 | AMINA |
| Ibis Seven | 499 | ALIENOR |
| Ibis Six | 1180 | ASIA MARU |
| Ibis Three | 499 | MANSAL 40 |
| Ibis Two | 689 | SEA SAPPHIRE |
| Ibiza Star | 2400 | BLACK STAR |
| Ibn Al Kadi | 26171 | MED SKY |
| Ibn Al Suwaidi | 13392 | OCEAN EXPRESS |
| Ibn Al—Akfani | 17519 | SEA PROGRESS |
| Ibn Albanna | 13514 | SPIC PEARL |
| Ibn Atik | 25387 | MELGAR BAY |
| Ibn Bajjah | 14096 | YI RONG |
| Ibn Duraid | 10693 | NOPAL LILY |
| Ibn Jubair | 665 | MAS FLOWER |
| Ibn Jubayr | 11227 | COSMAN I |
| Ibn Khaldoon | 11144 | TRADE FIR |

| | | |
|---|---|---|
| Ibn Khaldoun | 4940 | LAUREL STAR |
| Ibn Korra | 665 | MAS ROSE |
| Ibn Majid | 4901 | SU FA |
| Ibn Majid | 16544 | OOCL APPLAUSE |
| Ibn Otman | 13514 | UNITANK |
| Ibn Shuhaid | 10693 | SEA DRAGON II |
| Ibn Sina | 9918 | COSMAN II |
| Ibn Zaidoun | 6445 | HAI HANG |
| Ibn Zaidoun | 20424 | NEDLLOYD BORDEAUX |
| Ibn Zuhr | 9586 | YI MING |
| Ibnou Sina | 300 | IBN SINA |
| Ibnu | 65259 | NOGA |
| Ibrahim | 164 | SECKIN |
| Ibrahim | 483 | HALILAGA |
| Ibrahim Al Bakry XII | 3371 | SUZAN M. |
| Ica | 158 | MANU 6 |
| Ica 2 | 310 | IGNACIO MAR IV |
| Icaros | 10886 | TIHI |
| Ice Berg | 133 | JARAMAC 70 |
| Ice Flower | 495 | LEOONEE |
| Ice Flower | 590 | PACE |
| Ice King | 2570 | ATLANTIC ENTERPRISE |
| Ice Lark | 665 | SANDLARK |
| Ice Pack | 133 | JARAMAC 71 |
| Ice Pearl | 497 | FRIGO ONE |
| Ice Pearl | 527 | ITFA 1 |
| Ice Star | 1021 | SKAFTAFELL |
| Iceberg | 498 | STAVRONIKOS |
| Iceblink | 499 | TISLIT |
| Icecap | 299 | NARVIK |
| Iceland | 1598 | AUCKLAND EXPRESS |
| Iceland | 4845 | ATLANTIC TRADER |
| Iceland Saga | 499 | SEA ROSE |
| Icelander | 1981 | ONDO No. 8 |
| Icelandic | 2966 | ICELANDIC KLIPPER |
| Ichi Maru No. 8 | 119 | KOSEI MARU No. 36 |
| Ichi Maru No. 36 | 146 | HOFUKU MARU No. 1 |
| Ichiban | 2651 | LA BONITA |
| Ichikawa Maru No. 1 | 304 | KISH |
| Ichikawa Maru No. 2 | 300 | KARKHEH |
| Ichiko Maru | 119 | YAYOI MARU No. 28 |
| Ichiwaka Maru No. 3 | 299 | NARUMARU No. 1 |
| Ichiyo Maru No. 2 | 150 | OKI MARU No. 5 |
| Ichiyo Maru No. 11 | 195 | GOLDEN TREASURE |
| Ichizan Ise | 2928 | SABAH 3 |
| Ichizan Unzen | 2996 | HONG YUE MARU |
| Ichizan Unzen | 6221 | OCEAN HAPPY |
| Icroma Prima | 1973 | GAZ ADRIATIC |
| Icroma Seconda | 998 | MINISTAR |
| Icy Cape | 497 | COASTAL RANGER |
| Ida | 7679 | SINO CREDIT |
| Ida & Lisa | 101 | CAPT. PETE |
| Ida Baago | 160 | SOLV TRANS |
| Ida Baago | 298 | SIMBY |
| Ida Baago | 399 | TINA STAR |
| Ida Blumenthal | 1963 | JOHAN II |
| Ida Bres | 399 | POSEIDON |
| Ida Erre | 1598 | SONAR PRIMA |
| Ida G | 1336 | TRIADA FILIA |
| Ida Helene | 18817 | ASEAN PROMOTER |
| Ida Hoyer | 499 | HETLAND |
| Ida I | 3098 | GOOD FIGHTER |
| Ida II | 298 | SIMBY |
| Ida Isle | 1963 | JOHAN II |
| Ida Kristine | 491 | ALI |
| Ida Lundrigan | 6846 | VIGO STONE |
| Ida Maria | 300 | LAURENT |
| Ida Pantos | 149 | LAMBANES |
| Ida Smits | 1417 | IDA |
| Ida Westers | 498 | MONAGAS |
| Idaho | 9434 | AMERICAN SPITFIRE |
| Idany | 128 | DORIANA |
| Iddan | 1191 | PHILIPPOS |
| Idea | 40600 | JASMINITO |
| Idefjord | 163 | TUNA |
| Idefjord | 235 | HAVSVINDEN |
| Idefjord | 240 | ADALEN III |
| Idena | 317 | MIAMI CLIPPER |
| Idol | 467 | STRILOY |
| Idolin III | 132 | ELBTANK |
| Idun | 954 | DEIRA |
| Idun | 2119 | HALINA |
| Ie Maru No. 1 | 262 | KASHIMA MARU |
| Ieda Maria | 11188 | BEHRAM KAPTAN |
| Iede Kornelis | 229 | LEENDERT JANNETJE |
| Iede Kornelis | 329 | OSPREY |
| Iee Tai | 2909 | PACIFIC FORTUNE |
| Ieranto | 1598 | SONAR PRIMA |
| Ierapetra | 3726 | RAFAELLO |
| Iere | 835 | LOS SAUCES |
| Ierland | 389 | IERLANDIA |
| Ierse Zee | 1860 | LAURA HELENA |
| Ieshima Maru No. 3 | 221 | IWAHO No. 28 |
| Ifcor I | 109 | VUMBA |
| Ifcor II | 109 | SUNA |
| Ifcor III | 109 | TEBO |
| Ifcor IV | 109 | MOMA |
| Ifcor V | 109 | SALIA |
| Ifcor VI | 109 | DOTO |
| Ifigenia | 160 | HANDELON |
| Ifigenia | 399 | ANNE MARIE |
| Ifila Wave | 344 | MELILLA No. 103 |
| Ifni | 7563 | BRASILIA REEFER |
| Ifrane | 499 | THET |
| Igag | 1336 | TRIADA FILIA |
| Iggesund | 5086 | FLIPPER |
| Iglesias | 365 | ELEONORA ONORATO |
| Igloo Flake | 507 | IMG 2 |
| Igloo Moon | 1799 | UNION OCEAN |
| Igloo Sky | 512 | IMG 1 |
| Igloo Wind | 1133 | VANILLA |
| Ignacio de Loyola | 250 | DALMATION |
| Ignacio Artaza | 471 | RIO VERDE |
| Ignacio Belles | 134 | CARLOTA DE ASPE |
| Ignacio Mar X | 213 | POLAR VII |
| Ignacio Toro | 361 | AOUSERD |
| Ignalina | 8324 | ANTANAS SNECHKUS |
| Ignazio Cancitano | 107 | CALOGERO MARULLO |
| Ignazio Gaspare | 149 | BALDUCCIO GANCITANO |
| Igor Grusomer | 104 | SKUDEFJORD |
| Igoumenitsa Express | 1991 | AFRIKIA |
| Igre | 125793 | NOR EXPLORER |
| Iguape | 10255 | GOLDEN WONDER |
| Iguazu | 35530 | YU LONG SHAN |
| Ihn Sung No. 109 | 252 | DONG BAEG No. 33 |
| Iho Maru No. 10 | 554 | SHAH BADAR II |
| Iholm | 399 | PERCEVAL I |
| Ihsan Kalmaz | 781 | TEGMEN ALI IHSAN KALMAZ |
| Ihsanie | 489 | RAHMI KAPTAN |
| Ihthis | 19166 | NESTOR |
| Iijima Maru No. 5 | 315 | SHOUN MARU No. 25 |
| Iijima Maru No. 8 | 298 | CHOKYU MARU No. 7 |
| Iijima Maru No. 18 | 351 | POONG SAN No. 11 |
| Iijima Maru No. 21 | 325 | HABOMAI MARU No. 35 |
| Ijaola | 3334 | CHILOE IV |
| Ijero I | 3011 | CISSA EMERALD |
| IJM 45 | 124 | CAMEROON |
| Ijsland | 482 | KINDEACE |
| Ijssel | 250 | GOODWIN SANDS |
| Ijsselmeer | 496 | BERKAH |
| Ikan Bawal | 35417 | OLYMPIC GALAXY |
| Ikan Bawal | 37661 | DORIC CASTLE |
| Ikan Belanak | 13437 | SUMY |
| Ikan Bilis | 35902 | FENG NIAN |
| Ikan Kerapu | 30965 | PETRIANA |
| Ikan Kerisi | 35650 | IKAN BELIAK |
| Ikan Mexico | 19728 | ALAM MEXICO |
| Ikan Tamban | 9094 | ALAM INDAH |
| Ikaria | 490 | KATERINA |
| Ikaria | 999 | TARAS |
| Ikaria I | 2709 | GADA |
| Ikarian Sea | 398 | FATIMA |
| Ikaros | 149 | BAUNEHOJ |
| Ikaros | 2125 | EUROPEAN GLORY |
| Ike and Jens | 112 | ELISA AND GINA |
| Ikoma Maru | 207 | SUNG KONG |
| Ikoma Maru | 2819 | IKOMA MARU No. 1 |
| Ikoma Maru | 8833 | IKOMA |
| Iktinos | 7619 | FEI TENG |
| Ikuchi Maru | 193 | UTSUMI No. 2 |
| Ikushima Maru No. 2 | 3542 | DA QING 210 |
| Ikuta | 2722 | TAVEECHAI MARINE |
| Ikuta Maru | 265 | AMIGO I |
| Ikutama Maru | 199 | POLSA TRES |
| Ikuyo Maru | 125823 | SANANDAJ 2 |
| Il Kwang No. 3 | 113 | YU JIN No. 87 |
| Il Kwang No. 6 | 114 | SUNG SHIN No. 8 |
| Il,Ponte | 4516 | ARABDRILL 1 |
| Il Santo | 1017 | FREESIA |
| Il Shin | 508 | SAM RA |
| Il Shin No. 1 | 1133 | POHANG PIONEER |
| Il Shin No. 2 | 983 | MASAN PIONEER |
| Il Shin No. 3 | 176 | SUN JIN No. 2 |
| Il Shin No. 18 | 336 | NAM KYUNG No. 58 |
| Il Shin No. 77 | 424 | O RYONG No. 85 |
| Il Woo No. 1 | 291 | OASIS II |
| Il Woo No. 3 | 370 | SAM YOUNG No. 303 |
| Il Woo No. 7 | 349 | CAMELIA |
| Il Woo No. 11 | 267 | HAN YANG No. 51 |
| Il Woo No. 15 | 252 | NAM PYUNG No. 51 |
| Il Woo No. 16 | 251 | KUM SUNG No. 203 |
| Il Woo No. 51 | 333 | BOONG LIM No. 102 |
| Il Woo No. 53 | 249 | DONG IN No. 55 |
| Il Woo No. 58 | 2696 | TAE BAEK No. 29 |
| Il—Merill I | 483 | HALILAGA |
| Ila | 1167 | MIRONAVE |
| Ilanga | 14573 | DENISH K |
| Ilaria C | 103 | BARK I |
| Ilaria Montanari | 786 | SERVICE XIX |
| Ile aux Coudres | 3376 | CANADIAN CHALLENGER |
| Ile Boulay | 709 | MARSOUIN |
| Ile de Batz | 1001 | MARCO POLO |
| Ile de Beaute | 5831 | SCANDINAVIAN SONG |
| Ile de France | 1001 | MARCO POLO |
| Ile de France I | 12440 | SILVER CHARIOT |
| Ile de Lumiere II | 1998 | HONG HWA |
| Ile De Sein | 489 | PHOENIX |
| Ilena | 16267 | ADITYA KIRAN |
| Ilena II | 188 | MANCORA 4 |
| Ilgaz | 497 | SONMEZLER |
| Ilha Das Flores | 1200 | NAUTICUS |
| Ilha de Luanda | 924 | SOLSTICIO |
| Ilha de Santa Luzia | 458 | MONTE DE SANTA LUZIA |
| Ilha de Sao Miguel | 2926 | ACOR |
| Ilha De Sao Nicolau | 1138 | CLASSIC BEL—AIR |
| Ilha do Corvo | 369 | HARIHHAIS |
| Ilham Muara | 576 | BAHAGIA III |
| Ilham Trikora | 152 | KUMALA DAMAI |
| Ilia | 2090 | HONG QI 160 |
| Ilias | 167 | PIREAS III |
| Ilias | 499 | SAID I |
| Ilice | 8649 | VLORA |
| Iligan | 9837 | STEFANOS |
| Ilim | 593 | LONG SON 1 |
| Ilion | 1205 | LARMES |
| Ilivileq | 294 | ARBUMASA V |
| Iliyana | 2782 | SUN BIRD |
| Ilka | 492 | SONG ZHU MEI YI HAO |
| Ilkka | 1565 | GEOMASTER |
| Ill Soo | 233 | BO KANG No. 302 |
| Illa de Ons | 1459 | PLAYA DE SARDINEIRO |
| Illa de Tambo | 1459 | DARBO |
| Illerberg | 2730 | XIN HAI YUE |
| Illinois | 137854 | LAKE PROGRESS |
| Illstein | 2970 | LONG SHAN |
| Illugi | 104 | HEINABERG |
| Ilmatar | 6421 | VIKING PRINCESS |
| Ilni | 499 | WESTWIND |
| Ilona | 211 | ANJA FUNK |
| Ilona | 30286 | TRADE GREECE |
| Ilosangi | 282 | ANGGREK |
| Ilovaysk | 5627 | SANTIAGO DE CUBA |
| Ilovik | 499 | DUNJA |
| Ilri | 5303 | MING JIANG |
| Ilse | 189 | UNITY COURIER |
| Ilse | 337 | RANA |
| Ilse | 545 | KAPITEN GURI NAZIFI |
| Ilse | 7852 | UNITED TERRIER |
| Ilse Feldtmann | 337 | RANA |
| Ilse Klint | 399 | REGLA |
| Ilse L | 1937 | GARDSEA |
| Ilse Maria | 146 | TINE BODKER |
| Ilse Russ | 1586 | HELLA |
| Ilse Schulte | 6735 | JIN JIANG |
| Ilse Wulff | 499 | MINIFOREST |
| Ilse Wulff | 3902 | DETTIFOSS |
| Ilso I | 402 | NICODEMUS III |
| Ilyichyovo | 2723 | IGNALINA |
| Ima | 14367 | ERIKSVANN |
| Imad | 339 | NABIL 1 |
| Imad | 498 | PRINCESS FATIMAH |
| Imak | 149 | JYTTE BROE |
| Iman | 3247 | DALNERECHENSK |
| Imanol Toxu | 252 | TORRES DEL PAINE |
| Imaq—Fisk | 296 | SKOTTA |
| Imasu 2 | 120 | PERENE 3 |
| Imasu 3 | 158 | ASIA 3 |
| Imasu 4 | 158 | ASIA 2 |
| Imatra | 1248 | KHULNA |
| Imayoshi Maru No. 10 | 196 | KOSHIN MARU |
| Imayoshi Maru No. 11 | 199 | DAITOKU MARU |
| Imbrim | 284 | TAXIARCHIS |
| Imco Explorer | 196 | TENILLE EYMARD |
| Imco Pat | 292 | ENSCO SCOUT |
| Imco 1 | 199 | ALLEGIANCE |
| Imco 2 | 357 | ARCTIC ORION |
| Imco 3 | 274 | SEAWIND |
| Imdat Okan | 499 | SOYDAN OKAN |
| Imela Fisser | 4255 | OKAPI |
| Imersay | 484 | MEHMET AKSOY |
| Imi | 161 | ADMIRAL |
| Imithea | 23020 | FILOKTITIS |
| Imke | 474 | LITSA K |
| Imke | 1469 | KIM |
| Imke von Ahn | 245 | IMKE C |
| Imkenturm | 499 | MATROUH |
| Immanuel | 122 | ZUIDERZEE |
| Imme | 440 | HARMONY |
| Imme Oldendorff | 8939 | LADY ARYETTE |
| Immen | 1501 | RICHARD BORDO |
| Imouzzer | 7178 | TROPICANA REEFER |
| Impala | 121 | AVONMORE |
| Impala | 499 | LATONA |
| Impala | 1370 | SHERPA |
| Impala | 1588 | TAUFIQ |
| Impala | 3672 | CGM BRETAGNE |
| Impala | 7223 | SANGHA |
| Impala I | 7223 | SANGHA |
| Imparca Express I | 5508 | STENA CARRIER |
| Imparca Miami | 5508 | STENA CARRIER |
| Imperatrice | 237 | ANNA MARIA P. |
| Imperia | 166 | RODOS |
| Imperia | 228 | TITTI ANDALO |
| Imperial Clipper | 103 | MISS JULISSA ANN |
| Imperial Collingwood | 2479 | PATRICIA II |
| Imperial I | 157 | AGADIR 11 |
| Imperial II | 157 | AGADIR 12 |
| Imperial III | 151 | AGADIR 13 |
| Imperial IV | 151 | AGADIR 14 |
| Imperial IX | 162 | AGADIR 5 |
| Imperial London | 2618 | CONGAR |
| Imperial Nanaimo | 413 | TALAPUS |
| Imperial Ottawa | 58394 | ESSO ABERDEEN |
| Imperial Quebec | 4679 | SIBYL W |
| Imperial Sarnia | 4947 | PROVMAR TERMINAL II |
| Imperial V | 162 | AGADIR 1 |
| Imperial Verdun | 734 | SILLERY |
| Imperial VI | 162 | AGADIR 2 |
| Imperial VIII | 162 | AGADIR 4 |
| Imperial X | 162 | AGADIR 6 |
| Imperial XI | 162 | AGADIR 7 |
| Imperial XII | 162 | AGADIR 8 |
| Imperial XIV | 162 | AGADIR 10 |
| Impetus | 119 | STORESUND |
| Importer | 14171 | LAODIKI II |
| Impuls | 1148 | IMPUL |
| Impulse | 478 | ENERGY LINE I |
| Imran Success | 3994 | SARATOGA SUCCESS |
| Imroz II | 1115 | CEMIL PARMAN |
| Imsalv Badger | 106 | BADGER |
| Imsalv Jaguar | 370 | HUALONG |
| Imsalv Puma | 370 | HUALONG |
| Imsar 1 | 1116 | MRINAL |
| Imt No. 1 | 174 | SUSAN W. HANNAH |
| Imticel I | 395 | OASIS |
| Imtor | 2332 | DILOS |
| In God We Trust | 1227 | MODOTE EXPRESS |
| In Kyung No. 53 | 233 | JIN HEUNG No. 1 |
| In Kyung No. 71 | 186 | DONG IL |
| In Pec I | 222 | ZEMOUR 1 |
| In Wang | 3451 | GLOBAL STRIDER |
| In—Amenas | 69070 | KNOCK DAVIE |
| In—Eunu II | 437 | CANAK MEHMET |
| In—Nahala | 71176 | KNOCK BUIE |
| In—Safra | 69128 | KNOCK ARDY |
| In—Salah | 64695 | OCEAN RANGER |
| Ina | 427 | PIRLANT |
| Ina | 480 | KAPITAN ZBIGNIEW SZYMANSKI |
| Ina Lehmann | 999 | VERENA |
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| Inagua Sound | 788 | HYBUR TRADER |
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| Irini | 68157 | ALANDIA BREEZE |
| Irini II | 9116 | AVANTI |
| Irini K. | 422 | VILA BALEIRA |
| Irini M | 23596 | APTERA |
| Irinika | 10086 | IRINI K |
| Iris | 142 | MADRE JOLANDA |
| Iris | 149 | KORONA |
| Iris | 199 | LOTA |
| Iris | 296 | BOGTIND |
| Iris | 339 | SAGITTA |
| Iris | 368 | TOWFIGH |
| Iris | 491 | SVENNOY |
| Iris | 499 | GIANNIS FIKAS |
| Iris | 986 | SEA HORSE IV |
| Iris | 999 | ALEX |
| Iris | 1598 | VASSILIS VII |
| Iris | 3439 | AGIA GALINI |
| Iris | 3912 | SHENANDOAH |
| Iris | 4998 | SEA SPRITE |
| Iris | 5278 | OSIRIS I |
| Iris | 8033 | KING YEE |
| Iris | 22564 | LILAS |
| Iris Ace | 3444 | PHUKET BRIDGE |
| Iris Borg | 495 | LINDESNES |
| Iris D. | 499 | SABLE |
| Iris Island | 10968 | HOLLANDIC CONFIDENCE |
| Iris Leonhardt | 3913 | CEDAR PRIDE |
| Iris Wave | 3444 | PHUKET BRIDGE |
| Irisbank | 7597 | KANG DONG |
| Irish Cedar | 15592 | ANDREAS |
| Irish Coast | 729 | SAFAD |
| Irish Elm | 19672 | MI YUN HAI |
| Irish Fame | 982 | SYLBE |
| Irish Fern | 1114 | ANDREAS A |
| Irish Maple | 15977 | ZACHARY |
| Irish Oak | 15858 | TAHIR KIRAN |
| Irish Pine | 16070 | HANNE |
| Irish Rover | 124 | MISS CONCEPTION |
| Irish Rowan | 15684 | PAN VICTORIA |
| Irish Sea | 7237 | HONG QI 106 |
| Irish Shamrock | 997 | SPIRIT OF FREE ENTERPRISE |
| Irish Spruce | 35225 | NEPHELE |
| Irish Stardust | 17234 | TASMAN SEA |
| Irish Trader | 964 | VIIRELAID |
| Irishgate | 843 | JEMRIX |
| Irishman | 451 | PACIFIC STANDARD |
| Irishman | 641 | SALVISION |
| Irk I | 125 | PURANIAGA I |
| Irk II | 125 | BHAITA RAHMAT |
| Irla Lupe | 1372 | POLAR LUX |
| Irland | 139 | HANOI |
| Irland | 1372 | POLAR LUX |
| Irma | 204 | GUNN—MARIE |
| Irma A | 118 | ELVIRA G |
| Irma Claire | 115 | CHRIS & RYAN B |
| Irma Delmas | 20393 | DIRECT KIWI |
| Irma la Douce | 856 | GRY MARITHA |
| Irma M | 12659 | CHIQUITA BOCAS |
| Irmansur | 3232 | LABOR |
| Irmgard | 280 | RICKS H |
| Irmgard Bos | 827 | KABANJAHE |
| Irmgard Jacob | 6530 | GOLDEN HARVEST |
| Irmgard M | 174 | ANKE |
| Iro Maru | 498 | DADAYLILAR |
| Iron Arnhem | 6285 | KOTA EAGLE |
| Iron Banbury | 7038 | ARIANE S |
| Iron Capricorn | 17693 | IRENES BLESSING |
| Iron Cove | 225 | GRESHANNE |
| Iron Duke | 83957 | IRON GATE |
| Iron Endeavour | 36981 | KAPTAN ZIYA SONMEZ |
| Iron Horse | 131 | NEPTUNE I |
| Iron II | 140 | MIDDELGRUND AF HALMSTAD |
| Iron Kerry | 14147 | SEAJOY |

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| Iron Kestrel | 14887 | AGHIA TRIAS |
| Iron Kirby | 14147 | SEAJOY |
| Iron Lady | 134 | MIDNIGHT LADY |
| Iron Mistress | 124 | NATHANIEL LEE |
| Iron Oyster | 340 | MARYLANDER |
| Iron Somersby | 58797 | CHIA YUN |
| Iron Strength | 5050 | TRADERS SUCCESS |
| Iron York | 6350 | KOTA MACHAN |
| Ironside | 127 | LIBBY II |
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| Irshales | 2729 | NASR ALLAH |
| Iruna | 478 | IRUNAKO |
| Irvana | 594 | CAM RETRIEVER |
| Irving Marigold | 2426 | POPOCATEPETL |
| Irving No. 1 | 2109 | BRIGHT FUTURE |
| Irving Shark | 1114 | SHARK VII |
| Irwell Trader | 492 | TIDAL TRADER |
| Isabel A. Gamble | 144 | LAUREN LEE |
| Isabel Erica | 10602 | CHANG PING |
| Isabel Maria | 9087 | DEA |
| Isabel Mitchell | 794 | S. C. C. 2 |
| Isabela | 213 | ISABELA II |
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| Isabelita | 3182 | GOLDEN SAMAHA |
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| Isabella | 188 | AQUARIUS |
| Isabella | 1212 | TORREMAR |
| Isabella | 1732 | EQUATOR RISE |
| Isabella Stewart | 100 | PACIFIC BUOY |
| Isabella Viola | 977 | SANTA MARIA |
| Isabelle | 299 | ANGELOS |
| Isabelle | 2130 | FAYSAL |
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| Isabelle Kirk | 114 | SIETE LOBOS |
| Isacar I | 886 | SEA CONTAINER |
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| Isafold | 241 | BORGLAND |
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| Isaias | 1728 | ALBAMAR |
| Isar | 4889 | ZHE LU |
| Isar Express | 13392 | OCEAN EXPRESS |
| Isar Express | 18756 | VICTORIA BAY |
| Isar Express | 19005 | CONSCIENCE |
| Isaro | 257 | BERRECHID 4 |
| Isartal | 999 | ZEBBUG |
| Isberg | 200 | LJOSAFOSS |
| Isberg | 241 | BORGLAND |
| Isberg | 1137 | STUDLAFOSS |
| Isbjorn | 165 | JAVERON |
| Isborg | 353 | MIDHAVID |
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| Isbrit | 1618 | DELTA MAS |
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| Ise Maru No. 1 | 184 | MITAMA |
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| Ise Maru No. 12 | 2559 | ARO |
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| Iseltal | 1596 | WESERKANT |
| Iseshio | 272 | HOKUTO MARU |
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| Ishikari Maru | 549 | SOUTHERN INVADER |
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| Ishinomaki Maru No. 5 | 499 | ZHI SHAN 1 |
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| Ishinomaki Maru No. 11 | 989 | LAOAG CITY |
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| Ishizuchi | 1115 | LASTOVO I |
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| Isidoro Artaza | 697 | SANTA MARIA I |
| Isidoros Condoyannis | 298 | AGHIOS GEORGIOS |
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| Isis | 368 | TOWFIGH |
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| Isla | 14674 | VALERIE C |
| Isla Ballestas 3 | 150 | BALLESTAS 3 |
| Isla Ballestas 4 | 150 | BALLESTAS 4 |
| Isla Bartolome | 4414 | COPIHUE |
| Isla de la Palma | 1598 | AEOLIS |
| Isla de Horadada | 1760 | CAP SOUNION |
| Isla de Mallorca | 1251 | IDRISS I |
| Isla de Menorca | 1492 | MARMARI I |
| Isla de Miquelon | 418 | MARINAL I |
| Isla de Tenerife | 1516 | SINTRA |
| Isla del Mediterraneo | 2824 | PELBOXER |
| Isla Fernandina | 3732 | ALDE |
| Isla Grande | 2915 | CRANE WEST |
| Isla Jambeli | 6742 | BEECO AMERICA |
| Isla Luzon | 2688 | ISLA PALAWAN |
| Isla Marchena | 6744 | ISLA PUNA |
| Isla Payana | 7037 | POTOMAC |
| Isla Pinta | 3730 | GOLDPATH |
| Isla Pinzon | 5303 | MING JIANG |
| Isla Plaza | 7037 | POCAHONTAS |
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| Island | 14819 | YOUMING |
| Island of Luzon | 1370 | PURNAMA |
| Island Archon | 15665 | COPERNICO |
| Island Challenger | 165 | SEASPAN CHALLENGER |
| Island Champion | 150 | SEASPAN CHAMPION |
| Island Chief | 149 | SEASPAN CHIEF |
| Island Chief | 3928 | STRAITS HOPE |
| Island Coaster | 424 | LADY SALLY |
| Island Commodore | 195 | ILE DE SERK |
| Island Commodore | 589 | HUELIN DISPATCH |
| Island Container | 5725 | UNITED WAY |
| Island Dart | 424 | SAINTE ROSE |
| Island Explorer | 859 | ASMARA LUMBA LUMBA |
| Island Fiesta | 10513 | CANDI |
| Island Forester | 9771 | SEASPAN FORESTER |
| Island Fortune | 7167 | LUZON TRADER |
| Island Glamour | 2961 | BANGYAI |
| Island Hope | 2766 | ISLAND ENTERPRISE |
| Island Importer | 5886 | SEASPAN 240 |
| Island Jester | 998 | MARINA |
| Island King | 498 | SEASPAN KING |
| Island Lady | 15665 | COPERNICO |
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| Island Master | 149 | SEASPAN MASTER |
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| Island Princess | 1478 | SNOW KING |
| Island Ruby | 7183 | BALAYAN |
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| Island Sovereign | 432 | SEASPAN SOVEREIGN |
| Island Spray | 146 | ELEUTHERA TRADER |
| Island Star | 13690 | KAVO SIDERO |
| Island Sun | 13680 | ENCHANTED SEAS |
| Island Sun | 15672 | YI NING HAI |
| Island Swift | 499 | YEOMAN ROSE |
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| Island Trader | 295 | ARAWAK SUN |
| Island Trader I | 257 | GULF TRADER |
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| Island Transport | 3542 | RECOVERY VIII |
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| Island Valiant | 110 | SEASPAN VALIANT |
| Island Venture | 19907 | ISLAND PRINCESS |
| Island Victor | 110 | SEASPAN VICTOR |
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| Islander | 997 | SEABIRD I |
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| Islands Star | 1572 | MINA |
| Islas Galapagos | 1500 | FRIO BALTIC |
| Islas Sisargas | 199 | MAYNAS 1 |
| Isle of Harris | 268 | ARLINGHAM |
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| Isle of Man | 1270 | BOKELNBURG |
| Isleifur IV | 172 | SKINNEY |
| Ismail | 9488 | TAPATI |
| Ismail Kaptanoglu | 299 | KARAKAYALAR |
| Ismene | 4080 | FIRST STAR |
| Isnes | 2878 | OCEAN WOOD |
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| Isokaze Maru | 10503 | ISOKAZE |
| Isola | 376 | MYS DU |
| Isola d'Elba | 499 | THIAKI |
| Isola di Ponza | 542 | BUTTERFLY |
| Isola Azzurra | 1597 | ENTELLA |
| Isola Di Palmarola | 140 | VETOR 944 |
| Isola Di Procida | 541 | ISOLA DEL SOLE |
| Isola Gialla | 1376 | ALPHA 804 |
| Isola Hiera | 117 | GASI |
| Isola Rossa | 1854 | DIMINI EAGLE |
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| Isole | 794 | YOUSEF |
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| Issei Maru | 20492 | MULPHA SEREMBAN |
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| Italia | 7186 | OCEAN PRINCESS |
| Italia | 25441 | COSTA MARINA |
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| Italian Express | 836 | MARHAVA |
| Italian Reefer | 7237 | BONITA |
| Italian Reefer | 7949 | C. R. DIEPPE |
| Italian Sun | 499 | ATLANTIC SEA |
| Italica | 22245 | MSC CHIARA |
| Italis | 26353 | ALFERDOSS |
| Italmare | 43806 | MONTE CHIARO |
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| Itel Jade | 17117 | SAMICK PACIFIC |
| Itel Odyssey | 53387 | WARDA |
| Itel Polaris | 36207 | NYON |
| Itel Taurus | 19411 | HUA DONG |
| Itel Volans | 17777 | HUA SHUN |
| Ithaca | 6695 | DOLPHIN IV |
| Ithaka Reefer | 4876 | PACIFIC TRADER |
| ITM Challenger | 29722 | McDERMOTT DERRICK BARGE No. 50 |
| ITM Installer | 4603 | NORTHERN INSTALLER |
| ITM Seafarer | 832 | GMMOS ENERGY |
| ITM Shetlander | 4647 | MCM SHETLANDER |
| ITM Venturer | 10295 | GIULIO VERNE |
| Ito Maru No. 18 | 199 | UME MARU No. 28 |
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| Itxaso | 217 | PUERTO NATALES II |
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| Ivan Burmakov | 3385 | REGULS |
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| Ivan Nesterov | 10146 | KAPITONAS A. LUCKA |
| Ivan Pokrovskiy | 4226 | ORJAKU |
| Ivan Polzunov | 3281 | IVANS POLZUNOVS |
| Ivan Rabchinskiy | 1599 | KASSARI |
| Ivan Topic | 23596 | APTERA |
| Ivana | 1031 | SEA LION |
| Ivanfrancesco F. | 31279 | EMMA D. P. SECONDA |
| Ivanka | 150 | SAN MARTIN 10 |
| Iver Alke | 18743 | ALEX |
| Iver Champion | 15380 | TAMAR SONG |
| Iver Chaser | 15380 | TAMAR SUMMER |
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| J. Dee | 20610 | CAPTAIN JIM |
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| J. E. Dyer | 20020 | SABINE |
| J. Edouard Simard | 5065 | LE CHENE No. 1 |
| J. Emma | 6207 | PRINCESS MEIWA |
| J. F. Bubendey | 798 | RAFFOUDAH |
| J. F. Gaffney | 614 | GRAN ORINOCO |
| J. F. Heil | 146 | SOUTHERN STAR |
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| J. H. Hillman Jr. | 8421 | CRISPIN OGLEBAY |
| J. H. Jonas | 394 | ARRO |
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| J. H. Levy | 195 | SOUTHERN SEAHORSE |
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| J.C.P.—G. 5 | 1005 | ABANTO |
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| Jaan Anvelt | 4226 | AEGVIIDU |
| Jaarli | 122926 | ANAX |
| Jaarstroom | 499 | ANTONIO SCOTTO |
| Jaba | 237 | EKSUND |
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| Jacamar | 237 | DAWN MONARCH |
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| Jacara | 25892 | SEABEE |
| Jacaranda II | 93108 | ALABAMA |
| Jacinta | 581 | MARTA |
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| Jacinto Verdaguer | 350 | TABOADA PRIMERO |
| Jack B. Rebstock | 175 | A. T. HIGGINS |
| Jack Ruff | 147 | LINDA FISHER |
| Jack W | 113 | MARY CODY |
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| Jack 1 | 377 | SAMY SOA |
| Jackeline G. | — | PETRUSSE |
| Jackie | 35209 | ALPHEOS |
| Jackie Bee | 292 | MARVA W |
| Jackie Lyn | 118 | RUBEN JR. |
| Jackie Silvana | 1592 | DOMENICO SCOTTO |
| Jacklyn | 162 | BARBUDA |
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| Jacob Nielsen | 173 | SUKI I |
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| Jacob Zwann | 143 | MICHIEL |
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| Jacomina Maria | 206 | GRIETJE CORNELIS |
| Jacopo Tintoretto | 3389 | SARA I |
| Jacqueline | 260 | BARLOVENTO PRIMERO |
| Jacqueline | 638 | SALWA |
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| Jacqueline J | 57075 | SEA—LAND INTEGRITY |
| Jacqueline Marie | 1108 | KALI |
| Jacques Cartier | 329 | ANTAR |
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| Jacques Jean | 492 | POLO SUR |
| Jacuhy | 15163 | R. F. POTOMAC |
| Jacy Ramos | 11188 | CIDADE DE SAO PAULO |
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| Jade II | 8940 | SCOTIAN EXPRESS |
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| Jade Kim | 11535 | EBER |
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| Jagat Maheshwari | 16816 | LOK MAHESHWARI |
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| Jaguar | 498 | SABRIA |
| Jaguar | 2905 | LORETO |
| Jaguar | 31926 | SKAUSTREAM |
| Jaguar | 35727 | BULK TOPAZ |
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| Jaguar Prince | 255 | FORMENTERA JET |
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| Jahre Energy | 19666 | PRIME NOBLE |
| Jahre Lion | 26113 | PETROBULK LION |
| Jahre Pearl | 38995 | PEARL |
| Jahre Princess | 50563 | AMBRA BALEEN |
| Jahre Speed | 61901 | UNITY |
| Jahre Tiger | 26113 | PETROBULK TIGER |
| Jahre Trader | 76299 | ZEUS |
| Jahre Transporter | 77261 | LUCKY TRANSPORTER |
| Jahre Traveller | 70776 | ROUND HILL |
| Jai Vakrangi | 499 | SHREEKANT |
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| Jakob Ekkenga | 495 | A'MOUR |
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| Jakob Pollmann | 425 | SANDRO |
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| Jakob Valgeir | 204 | FLOSI |
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| Jakobiturm | 491 | VIKING SAPPHIRE |
| Jakpa | 222 | JAKPA CREEK |
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| Jalinga | 28259 | GEROI SEVASTOPOLYA |
| Jalinga | 52509 | SKAUFJORD |
| Jalle | 672 | JARL |
| Jalmi | 411 | EASTERN KIM |
| Jalna | 77261 | LUCKY TRANSPORTER |
| Jalta | 496 | BACCO |
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| James Cook | 21708 | ANRO MELBOURNE |
| James Helm | 5958 | ARMADA AGUNG |
| James K. Baxter | 31760 | SVERDSTAD |
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| Jan Wilhelm | 999 | SKY BIRD |
| Jan Willem | 2989 | JAN MAYEN |
| Jana Weston | 507 | BORELLY |
| Janada | 1597 | WANGARD |
| Jane | 120 | SUNNAN 1 |
| Jane | 396 | FAYEZ |
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| Jane Ann | 10920 | NOPPORN NAREE |
| Jane Austen | 4081 | BIRSTONAS |
| Jane B. | 119 | GOD'S MERCY |
| Jane Birgit | 168 | ESVAGT BRAVO |
| Jane Boeing | 18403 | LEADERMAN |
| Jane Bruun | 134 | STANGSKAR |
| Jane K | 1519 | B. H. A. EXPRESS |
| Jane Maersk | 32782 | CONSUL |
| Jane Nymann | 195 | BENGIKA |
| Jane—Lene | 148 | SATIA STAR |
| Janega | 23891 | EURO TRIDENT |
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| Janeiro | 423 | BORVIK |
| Janet | 112 | AQUARIAN |
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| Janie B | 942 | GEORGE E. DARBY |
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| Jannetje Hoekman | 104 | VERTROUWEN |
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| Janusz Kusocinski | 19959 | LAKE GEORGE |
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| Japan Apollo | 32654 | CALIFORNIA ORION |
| Japan Bear | 26746 | PRESIDENT TYLER |
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| Jarabella | 28259 | GEROI CHERNOMORYA |
| Jarabella | 114761 | SOUTH SEA |
| Jarabella | 126774 | AMBRA BLUE |
| Jaraconda | 22091 | CHIVALRY |
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| Jari | 72437 | JACUI |
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| Jasmin | 499 | IONION |
| Jasmin Friendship | 2625 | JASMIN F |
| Jasmine | 1381 | COPAN |
| Jasmine | 1599 | ZIM NAPOLI |
| Jasmine | 3492 | GUAYCURA |
| Jasmine | 6025 | BONA |
| Jasmine | 8321 | CLIPPER GAS |
| Jasmine | 15225 | STENA TRANSPORTER |
| Jasmine | 19256 | IOLCOS LEGEND |
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| Jasmine 1 | 6865 | HUA LI |
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| Jason | 134 | TOPAZ |
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| Jaya Selatan | 4864 | WAN KUN |
| Jayakarta | 15452 | ANRO JAYAKARTA |
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| Jaybarr | 120 | COVERED WAGON |
| Jayda | 359 | RAMZAH 1 |
| Jaylock | 14558 | KAPITAN TRUBKIN |
| Jayne H. B. | 6951 | BOR |
| Je Won No. 7 | 508 | KEO YANG No. 1 |
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| Jean B | 130 | LINDA L |
| Jean Bart | 638 | KRITI |
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| Jean Eliane | 411 | SUNNAN V |
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| Jean Enevoldsen | 255 | SILVERFJORD |
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| Jean Guiton | 1248 | CAPUTERRA |
| Jean Jacques Isabelle | 100 | SAINT MARCOUF |
| Jean L. D. | 24787 | PRINCEFIELD |
| Jean Lafitte | 239 | AMERICAN EMPIRE |
| Jean Mantelet | 625 | NOOR YA NABI |
| Jean Marc IV | 126 | FREEPORT |
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| Jean Marie Rose | 110 | L'NATHALIE FRANCOISE |
| Jean Masset | 351 | AL RAYASH III |
| Jean Maurice | 405 | HARVEST LEO |
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| Jean Nicole | 412 | SUNNAN IV |
| Jean Philippe | 914 | TAT LEE |
| Jean R | 962 | AGIOS NIKOLAOS |
| Jean Richard | 259 | VILLE DE VANIER |
| Jean Roxane | 142 | ANNE DE BRETAGNE |
| Jean Roxane | 208 | ANTONIA PARIS |
| Jean Schneider | 13708 | DANWOOD ICE |
| Jean Tide | 1075 | ANTICOSTI |
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| Jeanet | 152 | LIDA MARCO |
| Jeanette | 1073 | JEANETTE DIANA |
| Jeanette B | 825 | ST. MICHAEL |
| Jeanette C. | 903 | EASTERN SEA |
| Jeanette Helleskov | 495 | SONG ZHU MEI 2 |
| Jeanette Vang | 149 | RAMONA |
| Jeanie S | 253 | CORROTOMAN |
| Jeanne d'Arc | 294 | RED JACKET |
| Jeanne Lou | 985 | FRANCOISE L |
| Jeanne Lynn | 471 | BAJA CALIFORNIA |
| Jeanne Marie | 118 | ELVIRA G |
| Jeanne Maurice | 101 | AL BASHAIR |
| Jeannie II | 15903 | EVRIALI |
| Jeb Stuart | 299 | JOHN KRISTY |
| Jebis | 499 | SABLE |
| Jebsen Auckland | 15777 | SEAS EIFFEL |
| Jebsen Napier | 19510 | LANKA ARUNA |
| Jebsen Southland | 10615 | ATLANTA |
| Jebsen Tauranga | 19510 | LANKA AMILA |
| Jebsen Timaru | 19510 | GENERAL VILLA |
| Jeddah | 1443 | YANBU I |
| Jeddah Cement | 38216 | EAGLE CEMENT |
| Jeddah Cement I | 22126 | SOL |
| Jeddah Crown | 3391 | SEA DRAGON |

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| Jeddah Crown | 7231 | MC EMERALD |
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| Jeddah Progress | 6764 | BLUETANK ADVENTUROUS |
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| Jedforest | 83713 | LADY SKY |
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| Jeeva Rakshakan | 101 | JALASREE |
| Jeff and Tina | 175 | IAN NIGEL |
| Jefferson | 310 | ATACAMA II |
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| Joinus | 4617 | HORNG HEN |
| Jojet | 198 | BOA VISTA |
| Joji | 416 | LADY RUTH |
| Jojo | 468 | PISPIS |
| Jokar | 683 | BLACK ISLE |
| Joker | 863 | SCOTT |
| Jokul | 324 | FISKESKJER |
| Jokulfell | 542 | COAST WAY |
| Jokulfell II | 542 | COAST WAY |
| Jokull | 103 | BRIMNES |
| Jokull | 221 | SAEFARI |
| Jokull | 233 | HAMAR |
| Jokultind | 491 | ALI |
| Jolara | 684 | JAROLA |
| Jole Binelli | 489 | THANASIS |
| Joli | 150 | MARS |
| Jolie Paimpolaise | 115 | ERIC |
| Joliette | 1838 | SOPHIE |
| Joliette | 12357 | SEA BREEZE II |
| Jolita | 828 | HAVBLIK |
| Jollity | 6172 | HONG QI 118 |
| Jolly Argento | 5018 | STORA—KORSNAS—LINK II |
| Jolly Avorio | 7825 | BORACAY |
| Jolly Azzurro | 2681 | PRESLAV |
| Jolly Bianco | 2235 | FAST EGYPT |
| Jolly Blu | 2643 | RORO CATANIA |
| Jolly Bruno | 2984 | NORDIC PRIDE |
| Jolly Bruno | 5508 | STENA CARRIER |
| Jolly Celeste | 2681 | PRESLAV |
| Jolly Giallo | 3981 | CARLA E. |
| Jolly Giallo | 4751 | EUROSTAR |
| Jolly Giallo | 5497 | STENA FREIGHTER |
| Jolly Indaco | 16169 | ST. MAGNUS |
| Jolly II | 363 | JOLLY SECONDO |
| Jolly Marrone | 2643 | PLISKA |
| Jolly Nero | 2693 | SERDICA |
| Jolly Ocra | 5754 | LAXFOSS |
| Jolly Ocra | 9373 | TYRUSLAND |
| Jolly Roger | 105 | JONNY ROGER |
| Jolly Smeraldo | 5508 | STENA CARRIER |
| Jolly Sprite | 61760 | ROSE BAY |
| Jolly Turchese | 5497 | STENA FREIGHTER |
| Jolly Verde | 925 | NEPTUNE SKY |
| Jolo | 3174 | SU QI |
| Jomara | 9309 | PASIG RIVER |
| Jomi | 298 | EIDE CHIEF |
| Jomsborg | 478 | PNI TRADER |
| Jomsborg | 4777 | MAASHAVEN |
| Jon A Hofi | 203 | THORRI |
| Jon A Hofi | 243 | JOHANN GISLASON |
| Jon Dan | 1144 | VIDIR |
| Jon Finnsson | 181 | GAUKUR |
| Jon Gudmundsson | 123 | FRAR |
| Jon Helgason | 134 | SATHOR |
| Jon Jonsson | 148 | HAFORN |
| Jon Oddur | 123 | FRAR |
| Jon Ramsoy | 6436 | ENERCHEM CATALYST |
| Jon Sanders | 2854 | PERMINT SURIA |
| Jon Sor | 132 | FROSTI II |
| Jon Thordarson | 125 | JON AGUST |
| Jon Thordarson | 292 | AKURNESINGUR |
| Jon Trausti | 236 | EINIR |
| Jon Viking | 929 | BOA ESKIL |
| Jonas | 150 | TELCO SUEZ |
| Jonas Gudmundsson | 157 | OGMUNDUR |
| Jonasturm | 1320 | SAFE PROTECTOR |
| Jonathan | 200 | PATRICK OLIVIER |
| Jonathan B | 146 | SOUTHERN STAR |
| Jonathan J | 23609 | BRISTOL LAKE |
| Jonathan Quinn | 418 | DONA HARPER |
| Jones Bank | 452 | HARVEST MARINA |
| Jonex I | 333 | KERAVNOS II |
| Jong Dzin | 7358 | YONG JIN |
| Jong Won | 3838 | KUM YONG |
| Jonge Klaas | 119 | CLASINA JACOBA |
| Joni | 113 | DADY EXPRESS |
| Joni Bruce | 233 | ENSCO SAIL |
| Jonna Dan | 34492 | MOTHER HEROIC |
| Jonna Kongerslev | 206 | STJARNVIK |
| Jonni Ritscher | 499 | CAVALIER CLIPPER |
| Jonny | 66341 | CIRRUS |
| Jonny H | 499 | CAVALIER CLIPPER |
| Jonny Ritscher | 499 | CAVALIER CLIPPER |
| Jonny Wesch | 8267 | AN WU JIANG |
| Jonty | 496 | AUDTUN |
| Joo Vee | 32607 | KAPITAN BOEV |
| Jool | 499 | GATEWAY |
| Joost | 493 | CANCUN |
| Jop | 462 | GERDA |
| Jop | 479 | LIDIA |
| Jop | 1286 | MANITOBA |
| Jopa F | 399 | EASTSEA |
| Jopeter | 591 | BEOTHIC ENDEAVOUR |
| Joprima | 4080 | FIRST STAR |
| Joquita | 677 | NATIONAL REEFER |
| Joravn | 5880 | EK—SKY |
| Jorc I | 94 | MISFAH I |
| Jorc II | 94 | MISFAH II |
| Jorc III | 94 | MISFAH III |
| Jorc IV | 94 | MISFAH IV |
| Jorc V | 114 | PETROLA PENTE |
| Jorc VI | 114 | PETROLA EXI |
| Jordon Valley | 10448 | CMD I |
| Joreefer | 370 | YOUSIF |
| Jorek Combiner | 56192 | FEAX |
| Jorg Kruger | 3378 | FU SHUN CHENG |
| Jorge Alberto | 455 | MAIHUE |
| Jorge H | 498 | UNECA XII |
| Jorgen J. Lorentzen | 68090 | GLEN VILLE |
| Jorgen Lena | 195 | BENGIKA |
| Jorgen Madsen | 197 | HILDUR |
| Jorgen Steen | 100 | EMMY ELIN |
| Jorina | 187 | LE BELON |
| Jorisuda | 119 | MISS CINDY |
| Jork Eagle | 8639 | CITY OF SALERNO |
| Jorn Boye | 423 | BORVIK |
| Jorn Graebe | 999 | GARDWAY |
| Jorn Tange | 348 | ULLA MOLLER |
| Jorn—P | 137 | JORN P |
| Jorna | 399 | STINA B |
| Jorpeland | 300 | PERLA |
| Jorpeland | 682 | MENTOR |
| Jorpeland Herkules | 773 | STRIL HERKULES |
| Joruna | 4190 | DALIA |
| Joruna | 5521 | TONG ZHOU |
| Jorundur II | 233 | HAMAR |
| Jorundur III | 233 | SAEBORG |
| Jos. Simard | 5102 | LE FRENE No. 1 |
| Jose Antonio Y Manuel | 170 | IVAN ANTONIO |
| Jose Arrigorri | 151 | BOGA BOGA |
| Jose Cabot Alfonso | 191 | COSTA DE SAO JORGE |
| Jose de C. | 224 | VIRGEN DE LA CINTA No. 7 |
| Jose Esquivel | 790 | MAGALLANES V |
| Jose Facal | 129 | NIEVA |
| Jose Lorenzo | 142 | LORCHA |
| Jose Maria Artaza | 675 | CÚYAGUA |
| Jose Maria S. | 213 | SYLVIE |
| Jose Marti | 12170 | TAINO |
| Jose Marti | 27706 | HOSE MARTI |
| Jose Miguel Masiques | 150 | NOSTRAMO |
| Jose Olaya | 15297 | HUASCARAN |
| Jose Puerta Prado | 293 | MAHAPU 4 |
| Jose Pumarino | 400 | ARTRAMA |
| Jose T. Sibon | 208 | SIBON |
| Josef Bodden | 481 | HOLMSJO |
| Josef Joham | 995 | VASILIOS VII |
| Josef Roth | 9076 | LIAN FENG |
| Josef Stewing | 6566 | AL—TABITH |
| Josefa | 6766 | TONG HE |
| Josefa Ivorra | 127 | GALINI |
| Josefa Torres | 9210 | WESTPHALIA |
| Josefina Madarro | 287 | MARISMENOS II |
| Josefina Mondigo | 287 | MARISMENOS II |
| Josefine | 856 | GRY MARITHA |
| Josefine | 1500 | JAD |
| Joselin | 991 | GLORIA B |
| Joselin | 4081 | BIRSTONAS |
| Josemi | 3945 | USOLYE |
| Josena | 392 | CORMORAN |
| Josenfjord—Ferjen | 217 | JOSENFJORD |
| Joseph | 3020 | AMAL |
| Joseph & Lucia II | 179 | CHRISTINE & JULIE |
| Joseph & Lucia III | 192 | DONNY C. |
| Joseph Banks | 460 | PIQUERO |
| Joseph D. Potts | 37784 | GLACIER BAY |
| Joseph G | 106 | BADGER |
| Joseph Henry | 601 | THALIS O. MILISSIOS |
| Joseph Meseck | 247 | E. F. MORAN, Jr. |
| Joseph Okito | 6202 | ASIA PALHO |
| Joseph P. Grace | 9942 | SAVONETTA |
| Joseph R. Smallwood | 19083 | POLARE |
| Joseph S. Mattos | 129 | MIA MADRE |
| Joseph Verco | 152 | BOOBYBIRD |
| Joseph X. Robert | 9032 | WILLOWGLEN |
| Josephina Maria | 230 | JANNIE |
| Josephine | 234 | ALYSS |
| Josephine | 4415 | URGENCH |
| Josephine Carolyn | 163 | OCEAN CLIPPER |
| Josephine I | 126 | MARINER SH 18 |
| Josephturm | 1321 | OSA LONDON |
| Joseta | 122 | TROIS VIERGES |
| Josette | 481 | AMMOUN |
| Josette Marie | 135 | BEIRA LIOTORAL |
| Josh Francis | 137 | FIONA M |
| Josh Wilson | 290 | BETTY CHOUEST |
| Joshua | 174 | INDEPENDENT VOYAGER |
| Joshua T. | 174 | INDEPENDENT VOYAGER |
| Josiane | 496 | WOOLACOMBE |
| Josina | 3314 | PARAYAS |
| Josky | 4372 | LECH |
| Josoktral | 401 | SVINOY |
| Jostang | 465 | NADODD |
| Josun | 4372 | INNES |
| Jota | 550 | KALTENG |
| Jota | 1673 | EQUATOR JOY |
| Jotank | 954 | DEIRA |
| Jotina | 4071 | BABTAI |
| Jotinka | 478 | PNI TRADER |
| Jotun | 1042 | TRUETON |
| Jotunfjell | 30058 | C. NURFAN |
| Jotunheim | 499 | ZHE DAI 319 |
| Joulla | 4701 | HAZAR |
| Joven | 146 | STEDFAST |
| Jovial River | 19210 | JAGAT KRANTI |
| Jovian Bright | 3602 | MANILA SUNSHINE |
| Jovian Lake | 39995 | ILIAD |
| Jovian Lark | 14147 | CYNTHIA No. 5 |
| Jovian Laurel | 24653 | STAR CENTAURUS |
| Jovian Leaf | 44061 | NISSOS PAROS |
| Jovian Lily | 14315 | KASTOR P |
| Jovian Lotus | 19340 | MAR BONITA |
| Jovian Luzon | 12824 | POLYDEFKIS P |
| Jowinda | 494 | NOHA K |
| Joy | 372 | KHALED |
| Joy | 7691 | EMERALD |
| Joy Sailor | 1588 | TAUFIQ |
| Joy Saphir | 1595 | GUN |
| Joy—O | 447 | ALEXIS JOEL |
| Joyce | 1988 | FARITA |
| Joyce | 3105 | WING TAI |
| Joyce | 38241 | MARY ANN |
| Joyce Hope | 399 | BERYTUS |
| Joyce I | 1988 | FARITA |
| Joyce Judith | 176 | LAUREN KIM |
| Joyce Tide | 1075 | MORESBY |
| Joyeid | 2543 | JOY |
| Jozef Chelmonski | 13012 | OCEAN ANNA |
| Jozef Swenden | 491 | ALI |
| Jozias Maria | 207 | JACOB |
| Jozina | 137 | OUR JOHANNA |
| Jozina | 188 | LILIANE J |
| Jozina | 348 | HOOP OP ZEGEN |
| Jsr—I | 132 | OCEAN TRADERS III |
| JSS Britannia | 17519 | SEA PROGRESS |
| JSS Falstria | 20325 | FALSTRIA |
| JSS Los Angeles | 12234 | ACX ORCHID |
| JSS Los Angeles | 15689 | MERIT |
| JSS Los Angeles | 17519 | SEA PROGRESS |
| JSS Los Angeles | 17750 | CONCORDIA |
| JSS Los Angeles I | 17519 | SEA PROGRESS |
| JSS Meonia | 20325 | MEONIA |
| JSS San Francisco | 15509 | CMB METEOR |
| JSS Scandinavia | 14068 | CONTSHIP ITALY |
| Juan A. Lavalleja | 63872 | LYMPIA |
| Juan Carlos Toro | 790 | EULALIA M |
| Juan David | 205 | MORNING SUN |
| Juan de Capapuig | 105 | TETYS |
| Juan de Cardona | 2842 | KALIOPE |
| Juan Francisco | 399 | CASTANEA I |
| Juan Ignacio | 188 | AGRELO |
| Juan Lazo | 283 | PUENTE NICOBA |
| Juan March | 6892 | OCEAN MAJESTY |
| Juan Maria Artaza | 304 | FRANCISCO SANCHEZ POLAINA |
| Juan Nespral | 2727 | CAPITAN CARLO |
| Juan Patricio | 1575 | LUCIANO FEDERICO |
| Juana I | 116 | MIKO II |
| Juancho | 288 | MAR ROJO |
| Juanita | 68157 | ALANDIA BREEZE |
| Juanita de Chacartegui | 742 | REYES |
| Juanita Candies | 286 | CARIBBEAN SENTRY |
| Juanita D. L. | 100 | EL JALAPENO |
| Juanita II | 70664 | GALLANT TIGER |
| Juanita Patrick | 285 | SOUTHERN RIVER |
| Juanita V | 103 | BAHIA CLIPPER |
| Juarez | 9244 | AKROGIALI |
| Jubal Early | 130 | JALAK |
| Jubilation | 199 | LAXEY RIVER |
| Jubilee | 9767 | VITALI II |
| Jucar | 1827 | BETHESDA 2 |
| Judite | 357 | MARINA |
| Judith | 149 | ARCOMINE |
| Judith | 218 | TJEERD JACOBA |
| Judith Borchard | 3343 | AHLERS BRIDGE |
| Judith G. | 350 | PORT ROYAL III |
| Judith R. | 794 | EVANGELISTRIA IV |
| Judith Schulte | 2830 | HUANG HUA QUAN |
| Judy Thomas | 152 | NARRAGANSETT |
| Judy V | 409 | CALCASIEU PASS |
| Jufuku Maru No. 11 | 299 | YU SUNG No. 202 |
| Jufuku Maru No. 15 | 299 | RIMA BUENO |
| Jufuku Maru No. 25 | 349 | DON GERARDO B—II |
| Jufuku Maru No. 31 | 448 | RYOUN MARU No. 7 |
| Jugo Carrier | 1599 | KATHE SIF |
| Jugo Express | 1599 | C. R. MONTJOLY |
| Jugoagent | 11977 | RIDER B |
| Jugoatlantik I | 573 | ANGELA |
| Jugoatlantik II | 612 | JASNA |
| Jugoatlantik III | 719 | VIDA |
| Jugonavigator | 5665 | ITALICA |
| Jugoslavija | 2174 | HERMES |
| Jugoslavija | 5709 | VIETNAM—NAMTU |
| Juhel | 146 | ZEENIMF |
| Juist | 136 | BUSTER |
| Juist | 159 | EMSGARTH |
| Jujo Maru No. 2 | 25385 | LIGNOSA |
| Jujuy II | 9214 | QAMAR |
| Juko Maru | 35892 | SAPPHIRE |
| Juko Maru | 103422 | SUPERNAL |
| Julandi Tirta | 776 | OCEAN WAVE |
| Julanta | 138 | DIANA |
| Jule | 999 | BALDER |
| Jules Berthiere | 499 | SKALA DEMIS |
| Jules Range | 22273 | CINDERELLA |
| Jules Verne | 241 | SAN RAMON |
| Jules Verne | 22273 | CINDERELLA |
| Julia | 246 | PIO SERAFIN |
| Julia | 296 | MERITA |
| Julia | 364 | HOSANNA |
| Julia | 399 | FORTUNA BAY |
| Julia | 799 | LUCKY C |
| Julia | 999 | SYKRON |
| Julia | 3219 | RHEIDERLAND |
| Julia | 6225 | CAMPANIA |
| Julia | 8064 | MONTEVIDEO REEFER |
| Julia C. Moran | 249 | SPARTA |
| Julia C. Moran | 270 | PUERTO ORDAZ |
| Julia Felicia Adams | 187 | AMERICAN ALLY |
| Julia K. Hall | 194 | ILEN ROVER II |
| Julia Rose | 9891 | ALCUDIA |
| Julia S | 476 | SOUTHERN CROSS |
| Julia S | 499 | BEN VANE |
| Julia Two | 6319 | EAST GULL |
| Julia Wilson | 64412 | HELENA |
| Julia 1 | 34890 | ADVENTURE |
| Julia—Anna | 495 | GUY TRADER |
| Julian | 492 | MILAGROSA J—TRES |
| Julian | 4810 | NIAGA 46 |
| Julian A. | 146 | INTREPID |
| Juliana | 534 | TELANAI PURA |
| Juliana | 17878 | SPYRIDON CH |
| Juliana | 32521 | BELLINI |
| Juliane | 895 | TONG AN |
| Julianna 1 | 34890 | ADVENTURE |
| Julie A | 386 | MARTINA |
| Julie A. | 386 | MARTINA |
| Julie D | 123 | SETUBAL |
| Julien C | 172 | SHIQMONA |
| Juliet | 570 | SRI BAKO |
| Juliet | 1583 | DHIRAN K. III |
| Julietta | 6072 | AMANA |
| Julio Tello | 7902 | TELLO |
| Julio Vieira | 165 | PLAYA DE AREA |
| Julius Fock | 383 | AMINATA |
| Julius Fock | 396 | MARIANNA K |
| Julius Fock | 2063 | HAMOOR 3 |
| Julius Geirmundsson | 235 | MALOYFISK |
| Julius Geirmundsson | 407 | SKAGFIRDINGUR |
| Julius Geirmundsson | 497 | BARDI |
| Julius Geirmundsson II | 497 | BARDI |
| Julius Hauschildt | 424 | EDRIS |
| Julius Hugo Stinnes | 2779 | PETROLA 30 |
| Julius Pickenpack | 1950 | MARGOT MARIA STENGEL |
| Julle | 1986 | MIE MOLS |
| Julle | 2562 | GIOTTO |
| Jumairah | 8856 | KAVO PEIRATIS |
| Jumana | 1281 | SHEILA KAROON |
| Jumbo Stellatwo | 4997 | STELLANOVA |
| Jumme | 497 | MICHELA |
| Jumme | 1347 | PROSPERITA |
| Jumna Pioneer | 4634 | ZIM CARIBE III |
| Jun | 165 | BELORO |
| Jun Bright | 4256 | PICAPORTE |
| Jun Gong | 505 | MYUNG JIN No 77 |
| Juna | 189 | ALASKA TRADER |
| June B | 469 | FOURNOI III |
| June C | 168 | MATTY J |
| June Lady | 3981 | CARLA E. |
| June Lady II | 3445 | KAS CHRISTINA |
| June V | 101 | ECLAT I |
| Junei Maru | 199 | MANYOSHI MARU No. 5 |
| Junei Maru No. 2 | 145 | DOKAI MARU No. 5 |
| Junei Maru No. 3 | 165 | BELORO |
| Junei Maru No. 15 | 267 | KUM RYONG No. 17 |
| Junella | 1440 | SOUTHERN RANGER |
| Jung Hwa No. 11 | 349 | TRUSTAR 101 |
| Jung Hwa No. 22 | 320 | ELISSA |
| Jung Yang | 798 | ACE PUSAN |
| Jung Yang | 950 | DU SUNG No. 1 |
| Junge Garde | 9641 | TANYA 2 |
| Jungerfsand | 449 | MIKI |
| Jungwoo Energy | 2280 | WOO LIM |
| Junhouriya | 999 | RENEE |
| Juni | 149 | BAUNEHOJ |
| Juni | 726 | NIKOLAOS III |
| Juni | 1002 | VENUS |
| Junin 1 | 310 | PATACHE |
| Junio Gra | 399 | JUNI G |
| Junior | 395 | OLYMPIC JUNIOR |
| Junior D | 498 | KOSTAS |
| Junior Grant I | 399 | JUNI G |
| Junior Grant II | 499 | PRINCESS IMMELA |
| Junior Grant III | 1940 | CITY OF STOCKHOLM |
| Junior Lilian | 1599 | AQUILA |
| Junior Lilo | 1999 | YONG AN |
| Junior Lone | 1592 | MARIE |
| Junior Longo | 1999 | YONG AN |
| Junior Lotte | 1597 | PAFIC |
| Juniper | 8047 | MIAMI BEEFER |
| Junko Maru No. 3 | 374 | WHA YANG No. 91 |
| Junko Maru No. 10 | 426 | WURZBURG |
| Junko Maru No. 12 | 398 | TOYO No. 3 |
| Junko Maru No. 18 | 467 | AFKO 105 |
| Juno | 164 | JOCHEN |
| Juno | 198 | LEONARD M |
| Juno | 199 | SEA KING |
| Juno | 492 | FILYOS |
| Juno | 498 | DEBORAH III |

# FORMER NAMES OF SHIPS

| | | |
|---|---|---|
| Juno | 2311 | COMMODORE CLIPPER |
| Juno | 2819 | BEI LU |
| Juno del Golfo | 239 | AMERICAN EMPIRE |
| Juno I | 3941 | URSULA LEONHARDT |
| Junojaes | 144 | DAVID & WAYNE |
| Junta Maru | 478 | HARTFORD |
| Junyo Maru | 2625 | CEMKING |
| Junyo Maru | 2991 | APUS |
| Junyo Maru No. 5 | 135 | YUKIYU MARU No. 28 |
| Junyo Maru No. 18 | 269 | WOO JIN No. 53 |
| Junyo Maru No. 81 | 269 | KAIKO MARU No. 22 |
| Jupitania | 3108 | DA NANG |
| Jupiter | 160 | CACIQUE |
| Jupiter | 181 | SEA HORSE |
| Jupiter | 188 | KARA GAIL |
| Jupiter | 199 | LIS |
| Jupiter | 295 | SAMER |
| Jupiter | 392 | ALEXANDER |
| Jupiter | 399 | ELFI |
| Jupiter | 985 | AD JUPITER |
| Jupiter | 2682 | NEGOIU |
| Jupiter | 2810 | HUA YUE |
| Jupiter | 5174 | JI AN |
| Jupiter | 9499 | CROWN M |
| Jupiter | 11721 | PACIFIC ISLANDER |
| Jupiter | 18268 | ITER |
| Jupiter | 24805 | RIO ASSU |
| Jupiter Ace | 7442 | EMERALD 2 |
| Jupiter B | 392 | ALEXANDER |
| Jupiter I | 181 | SEA HORSE |
| Jupiter Island | 11721 | PACIFIC ISLANDER |
| Jupiter II | 2810 | HUA YUE |
| Jupiter Lily | 15090 | PAN EDVARDA |
| Jupiter Maru | 194 | RYUSEI MARU |
| Jupiter No. 1 | 21374 | GRIGOROUSSA |
| Jupiter No. 2 | 38467 | ATLANTIC PRIDE |
| Jupiter 8 | 3105 | WING TAI |
| Jupiter—W | 148 | GRE |
| Jura | 249 | EEMSLAND PRINSESS |
| Jura | 892 | N'MADI |
| Jurgen | 293 | JAN—DIRK |
| Jurgen Drews | 477 | GHARIB III |
| Jurgen W | 874 | JURGEN WEHR |
| Jurjevo | 759 | SV. JURAJ |
| Jurmo | 122926 | AIAS |
| Juro Star | 1358 | NAM CHANG No. 103 |
| Jurong | 495 | SOON HONG |
| Jurrie Sjoerd | 104 | JACOB JAN PIETER |
| Jurrie Sjoerd | 213 | GUARDIAN |
| Justeid | 2543 | JUSTINE |
| Justi | 184 | CHARLOTTE |
| Justicia | 1145 | GUADIANA |
| Justina | 17764 | HARMONY SEA |
| Justina L. Cabel | 3937 | ROOK EXPRESS |
| Justine | 199 | ESTHER K |
| Justine | 1992 | ROBIN |
| Justine Foss | 295 | JUSTINE |
| Justine M | 499 | CEGONHA |
| Justus Haslinger | 486 | ANGELINA ASCIONE |
| Justy | 5958 | ARMADA AGUNG |
| Jutahy | 15163 | R. F. CARIOCA |
| Jutha Jessica | 4794 | CHEE HUA 2 |
| Jutha Malee | 4794 | SAHAKIJ |
| Jutha Malee | 6621 | SHENG KAI |
| Juthlandia | 30635 | SEABONI |
| Jutland III | 1594 | GILJANES |
| Jutlandica | 6524 | BLUENOSE |
| Juto | 299 | SEA GULL |
| Juto | 300 | ST. ANNE |
| Jutoku Maru No. 25 | 247 | PERTUNI—5 |
| Jutta | 116 | GALLERY |
| Jutta | 394 | GUN |
| Jutta Brey | 295 | MILLSUPPLIER |
| Jutta Flint | 394 | GUN |
| Jutta R | 1790 | JACQUELINE |
| Juvalta | 499 | GEMSTONE |
| Juvante | 7726 | CHIRICANA |
| Juve | 1481 | GIOVANNAESSE |
| Juvel | 133 | NYHOLM |
| Juvena | 26496 | SEA LUCK |
| Juventia | 14647 | CHRISTIANE |
| Juventus | 8935 | LIA P |
| Juyo Maru | 3411 | SUN LONG No. 8 |
| Jyden | 462 | XENIA |
| Jyi Ching No. 3 | 190 | PERIKANI V |
| Jyi Nan No. 6 | 494 | KEI YI No. 11 |
| Jylland | 425 | STEINBJORN |
| Jylland | 2578 | ZUPPERT |
| Jyojin Maru | 11406 | ASTRO JYOJIN |
| Jyosei Maru | 1952 | SEOK KONG No. 1 |
| Jytka | 112 | JAVA |
| Jytte Bewa | 399 | LONE BAAND |
| Jytte Bres | 299 | VINJEVAG |
| Jytte Bres | 399 | VINGA |
| Jytte Dania | 386 | MARTINA |
| Jytte Danielsen | 886 | JIU LONG |
| Jytte Engholm | 149 | MEJLSO |
| Jytte Lea | 882 | SAMI III |
| Jytte Lea | 10382 | FELICITY |
| Jytte Skou | 4829 | DAI YUN SHAN |
| Jytte Skou | 9230 | T. A. MARINER |
| Jyuho Maru No. 8 | 254 | ALKAR II |
| Jyunyo Maru No. 58 | 146 | SAN JOSE No. 58 |
| K Marine No. I | 298 | CUTLASS SERVICE |
| K Marine No. II | 298 | EXCALIBUR SERVICE |
| K Marine No. III | 298 | RAPIER SERVICE |
| K Marine No. IV | 298 | SABRE SERVICE |
| K. Aslan | 499 | LEVENT S |
| K. C. Kids | 147 | THE LADY LINDA |
| K. Hadjipateras | 35379 | AMASRA Z |
| K. Helena | 7258 | ABOITIZ MEGA CARRIER 1 |
| K. I. Galczynski | 5584 | SUPER STARS |
| K. Marine I | 9954 | ATALANTA T |
| K. Vaage | 824 | VERDI |
| K. Whittelsey | 185 | SAKONNET |
| K. Y. U. No. 1 | 199 | GION MARU No. 3 |
| K. Z. Michalos | 16022 | HUA LING |
| K.S.K. | 397 | VEAHAV |
| K.W.40 | 124 | GJOKEN |
| K'ak'aliak | 146 | OOLA SIILA |
| K'Ak'Ortok' | 168 | NYSTROM |
| K'Ipork'Ak | 748 | KILLIIT |
| Kaabeh | 456 | NABARD |
| Kaap Hoorn | 1860 | LAURA HELENA |
| Kaas 102 | 253 | GHAKO 301 |
| Kaas 103 | 371 | GOSHEN 601 |
| Kaas 105 | 454 | AFKO 312 |
| Kaas 107 | 454 | AFKO 313 |
| Kaba | 299 | ISELIN |
| Kaba | 682 | MENTOR |
| Kabedi | 899 | CEMKING |
| Kabek | 199 | ORION |
| Kabibe | 1410 | SUNSHINE III |
| Kabila SH I | 126 | MARINER SH 18 |
| Kabir | 799 | KOWLOON |
| Kabite | 11431 | PERGAMOS |
| Kabui | 147 | TELUK KABUI |
| Kabuki | 22525 | ACX DAISY |
| Kabuto Maru No. 8 | 142 | BLUE MOON 2 |
| Kaca Penyu | 3648 | BANGRAMARD |
| Kadawata | 419 | LOUISA |
| Kadikoy | 456 | SARAYBURNU |
| Kadir Hantal | 498 | HILMIOGULLARI |
| Kador | 139 | RIO RUS |
| Kaduna | 10412 | SEKI ROLETTE |
| Kady | 1588 | SILVIA MARIA DEL MAR |
| Kaede Maru | 595 | LEGASPI |
| Kaei Maru | 480 | YASHIMA MARU |
| Kaei Maru No. 22 | 231 | QUEEN BEE—II |
| Kaei Maru No. 25 | 254 | ATLANTI KAEI No. 25 |
| Kaei Maru No. 28 | 299 | KIRYO MARU No. 38 |
| Kaethe Johanna | 1598 | CORSAR |
| Kafar | 2055 | SOMSUK |
| Kafuku.Maru | 845 | DELIMA 121 |
| Kafuku Maru | 2918 | ABOITIZ CONCARRIER X |
| Kagawa Maru | 182 | PRATAMA |
| Kagawa Maru | 460 | HOZAN MARU No. 1 |
| Kagawa Maru | 1074 | XIN HAI No. 1 |
| Kagitingan | 2948 | ISLA MINDORO |
| Kagoro | 13978 | UNION ROTOMA |
| Kagoshima Maru | 633 | KAGOSHIMA MARU No. 1 |
| Kagoshima Maru | 1006 | PORFESA III |
| Kagowa | 442 | SAKOTA |
| Kah Hong | 3105 | WING TAI |
| Kah Hua | 406 | BINTANG SAMUDRA VI |
| Kah Weng | 986 | SEA HORSE IV |
| Kahenda II | 922 | SWIFT FORTUNE |
| Kahikatea | 8813 | IVORY |
| Kahira | 1594 | SEA TRADER |
| Kahira | 1599 | EURO COLOMBIA |
| Kahira | 3280 | JOANNA BORCHARD |
| Kahira | 8639 | CITY OF SALERNO |
| Kahlenberg | 211 | JESSICA |
| Kahlesand | 203 | GRETE S |
| Kaho Maru No. 2 | 251 | O YANG No. 805 |
| Kaho Maru No. 12 | 299 | MONALINDA—LV |
| Kaho Maru No. 16 | 229 | HAN GIL No. 5 |
| Kaho Maru No. 22 | 284 | NIKI MARU |
| Kaho Maru No. 36 | 299 | SHRIMVEN 1 |
| Kai | 105 | HANNELORE JUERSS |
| Kai | 496 | ALFA |
| Kai | 499 | MICHALIS |
| Kai | 505 | KARTERADOS II |
| Kai Ghobad | 1102 | VIOLA |
| Kai I | 456 | KAMAL |
| Kai Kai | 1268 | SEGANI DUA |
| Kai Khosrow | 1113 | AGAETE |
| Kai Nielsen | 1315 | GLAREA PORTLAND |
| Kaiaki Maru No. 12 | 199 | BANYAN |
| Kaian Maru No. 2 | 700 | GREAT RISER |
| Kaiei Maru | 195 | KAIHO MARU |
| Kaiei Maru No. 7 | 180 | GLAXINIA No. 2 |
| Kaiei Maru No. 27 | 141 | MONALINDA—XXIX |
| Kaiei Maru No. 31 | 116 | SHOEI MARU No. 38 |
| Kaiei Maru No. 31 | 498 | SHELLTER |
| Kaiei Maru No. 51 | 790 | SAIGONPETRO 1 |
| Kaien | 1566 | OLYMPIA |
| Kaifan | 28874 | AL YASRAH |
| Kaifuku Maru No. 2 | 196 | FUKUJIN MARU |
| Kaifuku Maru No. 2 | 199 | NEW PRINCESS |
| Kaigata Maru No. 20 | 288 | KAIYO MARU No. 28 |
| Kaihei Maru No. 35 | 124 | HOKUYU MARU No. 8 |
| Kaiho | 1146 | BAHARI PRASETYA |
| Kaiho Maru | 189 | HAI HIN 46 |
| Kaiho Maru | 282 | SHE GANG TUO 2 |
| Kaiho Maru | 499 | SHUN DIAN 1 |
| Kaiho Maru No. 2 | 309 | S. P. M. P. No. 101 |
| Kaiho Maru No. 2 | 499 | SANGYO MARU |
| Kaiho Maru No. 5 | 426 | FUKUKYU MARU No. 35 |
| Kaiho Maru No. 7 | 192 | SAGAMYOJI MARU No. 31 |
| Kaiho Maru No. 7 | 300 | WORLD MARINE 701 |
| Kaiho Maru No. 8 | 191 | KOEI MARU No. 8 |
| Kaiho Maru No. 8 | 284 | FUKUICHI MARU No. 68 |
| Kaiho Maru No. 10 | 337 | DONA CATALINA B—I |
| Kaiho Maru No. 11 | 252 | CHIYODA MARU No. 11 |
| Kaiho Maru No. 12 | 295 | GERARD |
| Kaiho Maru No. 15 | 209 | HWA DONG No. 102 |
| Kaiho Maru No. 15 | 284 | KINSEI MARU No. 15 |
| Kaiho Maru No. 18 | 280 | PAPA MARCOS |
| Kaiho Maru No. 21 | 357 | HAKKO MARU No. 17 |
| Kaiho Maru No. 23 | 199 | YAMATO MARU No. 28 |
| Kaiho Maru No. 23 | 236 | YOUNG JIN No. 207 |
| Kaiho Maru No. 31 | 253 | ANUMURTI No. 3 |
| Kaiho Maru No. 55 | 298 | IWACHI MARU No. 77 |
| Kaiho Maru No. 58 | 179 | EISEI MARU No. 2 |
| Kaiho Maru Sansei | 459 | FU CHONG |
| Kaihoh Maru | 102 | WIRA 3 |
| Kaijin Maru | 15647 | PARSIFAL |
| Kaijin Maru No. 7 | 496 | PARAMOUNT |
| Kaijin Maru No. 11 | 278 | O YANG No. 11 |
| Kaijin Maru No. 28 | 440 | SUN SHINE |
| Kaijo Maru | 190 | SHOFUKU MARU |
| Kaijo Maru No. 20 | 490 | HOWA MARU |
| Kaiju Maru No. 8 | 499 | ZHI SHAN 1 |
| Kaikata Maru No. 11 | 219 | KAIKO MARU No. 25 |
| Kaikata Maru No. 18 | 498 | SEISHU MARU No. 1 |
| Kaikata Maru No. 28 | 485 | PURPLE ASTER II |
| Kaikata Maru No. 58 | 2696 | TAE BAEK No. 29 |
| Kaiken Maru | 481 | HINODE MARU No. 3 |
| Kaiken Maru No. 1 | 432 | TIEN MING No. 1 |
| Kaiken Maru No. 2 | 432 | TIEN MING No. 2 |
| Kaiken Maru No. 3 | 435 | MARINE TRADER |
| Kaiki Maru No. 8 | 368 | TITUS |
| Kaiki Maru No. 18 | 340 | BENEVOLENT |
| Kaikin Maru No. 8 | 284 | HEGUMU No. 8 |
| Kaikin Maru No. 18 | 292 | HEGUMU No. 18 |
| Kaiko Maru | 288 | ACHILLES |
| Kaiko Maru | 301 | LADY JUDITH |
| Kaiko Maru | 384 | KAIEI MARU |
| Kaiko Maru | 478 | RAKHMAT |
| Kaiko Maru | 3933 | JAPAN STAR |
| Kaiko Maru | 52550 | HELLESPONT FAITH |
| Kaiko Maru | 70776 | ROUND HILL |
| Kaiko Maru No. 1 | 299 | DON MANUEL B—I |
| Kaiko Maru No. 1 | 499 | DAIEI MARU No. 10 |
| Kaiko Maru No. 1 | 991 | DAE SUNG No. 3 |
| Kaiko Maru No. 2 | 197 | JINEI MARU No. 3 |
| Kaiko Maru No. 2 | 283 | NIDAI MARU |
| Kaiko Maru No. 3 | 100 | SUNLIGHT DIANA |
| Kaiko Maru No. 3 | 283 | NIDAI MARU |
| Kaiko Maru No. 3 | 497 | PERTIWI |
| Kaiko Maru No. 5 | 397 | KUM BONG No. 801 |
| Kaiko Maru No. 8 | 124 | DAIRIN MARU No. 38 |
| Kaiko Maru No. 8 | 194 | SHINYA MARU |
| Kaiko Maru No. 8 | 790 | KAIJI No. 1 |
| Kaiko Maru No. 10 | 241 | TROPIC ISLE |
| Kaiko Maru No. 16 | 696 | COSMOS No. 1 |
| Kaiko Maru No. 18 | 156 | MANKICHI MARU No. 68 |
| Kaiko Maru No. 20 | 192 | AOMJAI |
| Kaiko Maru No. 21 | 251 | MAMARINE No. 27 |
| Kaiko Maru No. 23 | 496 | KAIJI No. 3 |
| Kaiko Maru No. 25 | 173 | ZUIKEI MARU No. 58 |
| Kaiko Maru No. 25 | 463 | PERWIRA |
| Kaiko Maru No. 32 | 122 | KAIYO MARU No. 23 |
| Kaiko Maru No. 32 | 359 | KAIKO MARU No. 82 |
| Kaiko Maru No. 33 | 166 | HIRO MARU No. 33 |
| Kaiko Maru No. 33 | 673 | TIMMAR MINA |
| Kaiko Maru No. 35 | 254 | SHINKO MARU No. 35 |
| Kaiko Maru No. 36 | 162 | HORYO MARU No. 36 |
| Kaiko Maru No. 38 | 179 | KOTOSHIRO MARU No. 33 |
| Kaiko Maru No. 83 | 673 | TIMMAR MINA |
| Kaiko Maru No. 85 | 499 | SRINAPA |
| Kaiko No. 1 | 498 | KOEI MARU No. 21 |
| Kaiko No. 8 | 790 | KAIJI No. 1 |
| Kaiko No. 11 | 491 | PACIFIC MAPLE |
| Kaiko No. 20 | 192 | AOMJAI |
| Kaikoh Maru | 1612 | HORNBILL |
| Kaikoura | 5784 | YING KOU |
| Kailua | 145 | WESTERN TRADER |
| Kaimana | 2199 | KOMERING |
| Kaimeu | 296 | TONG AH |
| Kaimon | 95605 | MAXUS INTAN |
| Kaimon Maru | 95605 | MAXUS INTAN |
| Kaimon Maru No. 1 | 135 | KAIMON |
| Kaina | 1255 | SHERYNA |
| Kaio Maru | 194 | EBISU MARU No. 51 |
| Kaio Maru No. 11 | 194 | EBISU MARU No. 51 |
| Kaio Maru No. 15 | 299 | SHINPO MARU No. 20 |
| Kaio Maru No. 18 | 921 | SULPICIO CONTAINER VIII |
| Kaio Maru No. 21 | 299 | DON MANUEL B—I |
| Kaio Maru No. 28 | 106 | YUKI MARU No. 7 |
| Kaio Maru No. 31 | 403 | SEREKUNDA No. 7 |
| Kaio Maru No. 32 | 438 | FUKUSEKI MARU |
| Kaio Maru No. 35 | 404 | SEIAN MARU No. 68 |
| Kaio Maru No. 51 | 490 | SHUNYO MARU No. 8 |
| Kaio Maru No. 52 | 434 | KYUSHU MARU No. 3 |
| Kaio Maru No. 55 | 473 | LAUREL |
| Kaioh Maru | 989 | MATSAS STAR |
| Kaiou Maru No. 15 | 282 | PENINSULA C—2 |
| Kaipola | 1994 | AO JIANG |
| Kaipola | 2936 | KIMOLOS |
| Kaipola | 6766 | FINNFIGHTER |
| Kairin Maru | 2187 | HAKUSAN MARU |
| Kairos | 494 | THEOXENIA |
| Kairos I | 3301 | KAIROS |
| Kairuan | 8853 | KARTHAGO |
| Kairyu Maru | 396 | TAIKO MARU |
| Kairyu Maru | 498 | SHINYO MARU |
| Kairyu Maru | 3025 | KAPTAN ASLAN |
| Kairyu Maru No. 1 | 284 | KAIRYU MARU |
| Kairyu Maru No. 1 | 339 | MONALINDA—XLIV |
| Kairyu Maru No. 5 | 138 | GENEI MARU No. 7 |
| Kairyu Maru No. 5 | 297 | SUNG YONG No. 21 |
| Kairyu Maru No. 17 | 254 | HAE WANG No. 208 |
| Kairyu Maru No. 18 | 303 | KANNON MARU No. 17 |
| Kairyu Maru No. 21 | 196 | TAE CHANG No. 36 |
| Kairyu Maru No. 21 | 243 | DOYOMITA No. 5 |
| Kairyu Maru No. 31 | 286 | KAGA MARU |
| Kais | 446 | ELIZABETH |
| Kaisa Dan | 1538 | MARINER |
| Kaisei Maru | 3342 | SUN BILLIE |
| Kaisei Maru | 20597 | LA SKHIRA |
| Kaisei Maru | 44605 | NISSOS AMORGOS |
| Kaisei Maru No. 2 | 199 | KUKI MARU No. 8 |
| Kaisei Maru No. 2 | 984 | FILIPINAS ORIENT |
| Kaisei Maru No. 5 | 906 | JEONG WOO No. 9 |
| Kaisei Maru No. 8 | 101 | TAISEI MARU No. 32 |
| Kaisei Maru No. 8 | 374 | R. EXPRESS |
| Kaisei Maru No. 13 | 315 | DONG SUNG No. 203 |
| Kaisei Maru No. 18 | 157 | VENUS I |
| Kaisei Maru No. 18 | 284 | MARAZUL XII |
| Kaisei Maru No. 18 | 299 | TOKAI MARU No. 18 |
| Kaisei Maru No. 18 | 351 | POONG SAN No. 11 |
| Kaisei Maru No. 27 | 251 | MAMARINE No. 27 |
| Kaisei Maru No. 28 | 257 | CHANG SUNG No. 107 |
| Kaisei Maru No. 61 | 428 | TULIPAN |
| Kaisei Maru No. 62 | 431 | OTOSHIRO MARU No. 63 |
| Kaisei Maru No. 63 | 493 | MONALINDA—XLVI |
| Kaisei Maru No. 65 | 437 | SIGMA No. 2 |
| Kaisei No. 105 | 192 | ROMAYA |
| Kaisei No. 106 | 192 | L. K. FOOD No. 1 |
| Kaisei No. 110 | 150 | L. K. FOOD No. 2 |
| Kaisei No. 113 | 189 | ST. PEDRO No. 61 |
| Kaishin Maru No. 3 | 437 | GOLDEN SKY |
| Kaishin Maru No. 23 | 895 | CONSOLACION |
| Kaishin Maru No. 28 | 167 | DAE YEON No. 105 |
| Kaishin Maru No. 31 | 181 | SHINSHO MARU No. 47 |
| Kaishin Maru No. 31 | 499 | TAIYO MARU No. 21 |
| Kaishin Maru No. 32 | 194 | CAN THO |
| Kaishin Maru No. 33 | 162 | CORONA No. 3 |
| Kaishin Maru No. 58 | 299 | KIKU MARU |
| Kaisho Maru | 288 | SHINSEI MARU No. 11 |
| Kaisho Maru No. 8 | 557 | SUCCESS SEA |
| Kaisho Maru No. 11 | 198 | DAIFUKU MARU |
| Kaisho Maru No. 17 | 208 | HAN GIL No. 2 |
| Kaiso Maru | 497 | HANEI MARU No. 12 |
| Kaiti | 499 | PANAGIA KANALA |
| Kaitoa | 2583 | HATI BAIK |
| Kaitoku Maru | 309 | S. P. M. P. No. 101 |
| Kaitos | 1110 | CHICCOGAS |
| Kaiun Maru | 141 | MACHO |
| Kaiun Maru | 337 | DONA CATALINA B—I |
| Kaiun Maru No. 1 | 155 | KINSEI MARU No. 18 |
| Kaiun Maru No. 5 | 319 | JIZO MARU |
| Kaiun Maru No. 8 | 284 | SASAYAMA MARU No. 2 |
| Kaiun Maru No. 8 | 426 | JAZMIN |
| Kaiun Maru No. 15 | 471 | KAIUN MARU |
| Kaiun Maru No. 18 | 199 | FUJIMIYA MARU No. 7 |
| Kaiun Maru No. 18 | 329 | HORAI MARU No. 38 |
| Kaiun Maru No. 23 | 199 | YAKUSI MARU No. 8 |
| Kaiun Maru No. 35 | 157 | SHOFUKU MARU No. 35 |
| Kaiun Maru No. 38 | 349 | NINE STAR |
| Kaiun Maru No. 38 | 407 | SAINT LOUIS II |
| Kaiun Maru No. 52 | 154 | MIYAGI MARU |
| Kaiun Maru No. 61 | 282 | KIYO MARU No. 75 |
| Kaiun No. 2 | 499 | TSUNEFUKU GO |
| Kaiwa Maru | 683 | SINAR SURYA |
| Kaiwhaka | 162 | KAIWAKA |
| Kaiyo | 1006 | PORFESA III |
| Kaiyo Maru | 171 | KAIJIN |
| Kaiyo Maru | 184 | SHINRIKI MARU No. 15 |
| Kaiyo Maru | 283 | MONALINDA—XXV |
| Kaiyo Maru | 921 | SANYE |
| Kaiyo Maru | 962 | TSURUSATO MARU |
| Kaiyo Maru | 990 | GSI MERLION |
| Kaiyo Maru | 2091 | MIN YOU 10 |
| Kaiyo Maru No. 1 | 486 | HARBOUR STAR |
| Kaiyo Maru No. 1 | 4196 | NIKKO MARU No. 56 |
| Kaiyo Maru No. 2 | 251 | STAR HOPE |
| Kaiyo Maru No. 2 | 349 | JIN YUNG No. 506 |
| Kaiyo Maru No. 2 | 4186 | NIKKO MARU No. 65 |
| Kaiyo Maru No. 3 | 144 | KATAE MARU No. 66 |
| Kaiyo Maru No. 5 | 143 | KATAE MARU No. 67 |
| Kaiyo Maru No. 6 | 349 | GAVINA |
| Kaiyo Maru No. 7 | 143 | TEMPO No. 306 |
| Kaiyo Maru No. 7 | 349 | DIAKINE |
| Kaiyo Maru No. 8 | 224 | KOEI MARU No. 7 |
| Kaiyo Maru No. 8 | 349 | AL MAKAM |
| Kaiyo Maru No. 8 | 459 | KOREANA No. 7 |
| Kaiyo Maru No. 11 | 492 | SEVEN STAR |
| Kaiyo Maru No. 15 | 157 | VENUS I |
| Kaiyo Maru No. 18 | 279 | SHINKO MARU No. 18 |
| Kaiyo Maru No. 28 | 118 | KOFUKU MARU No. 28 |
| Kaiyo Maru No. 30 | 356 | KOEI MARU No. 22 |
| Kaiyo Maru No. 35 | 349 | AZAIZ |
| Kaiyo Maru No. 81 | 111 | DAISEN MARU No. 26 |
| Kaiyo Maru No. 82 | 113 | DAISEN MARU No. 27 |
| Kaiyo Maru No. 85 | 314 | EBISU MARU No. 88 |
| Kaiyu Maru No. 7 | 421 | CHOSEI MARU No. 7 |
| Kaja H | 207 | WHITE PEARL |
| Kajava | 207 | NORDANVIND |
| Kakawi | 3113 | KUWAIT |
| Kaki | 188 | FELLESFRAKT |
| Kaki Maru No. 1 | 343 | SAN TE MARU No. 18 |
| Kaki Maru No. 2 | 355 | BOO KWANG No. 203 |
| Kaki Maru No. 8 | 444 | EASTERN SEA No. 7 |
| Kaki Maru No. 11 | 465 | SEO KWANG |
| Kakiann | 134 | STANGSKAR |
| Kako Maru | 11188 | SEAMAID |
| Kako Maru | 14856 | ALEXANDER'S DARING |
| Kakogawa Maru | 324 | MALVEST |
| Kakogawa Maru | 24926 | PORT TALBOT |
| Kakucho Maru | 987 | GANAR ACE |
| Kakuhisa Maru | 699 | TYRIUS |
| Kakuhisa Maru | 995 | OCEAN ENTERPRISE |
| Kakuho Maru | 199 | HOFUKU MARU |
| Kakuko Maru | 1969 | TORO |
| Kakuko Maru | 3080 | CRANE VANGUARD |
| Kakum | 335 | RASHED 20 |
| Kakumei Maru | 1887 | PETROJAM TRADER |
| Kakuryo Maru No. 11 | 997 | MAR MANSO |
| Kakuryo Maru No. 15 | 1233 | PEONY ACE |
| Kakuryo Maru No. 21 | 499 | JALA KUMARI |
| Kakuryo Maru No. 23 | 998 | PERMANEN |
| Kakusan Maru No. 2 | 426 | ASAKAWA MARU |
| Kakusei Maru | 698 | KYOEI MARU No. 5 |
| Kakusei Maru | 1529 | COWRIE PRINCESS |
| Kakushima Maru | 12312 | KAKUSHIMA |
| Kakushin Maru | 1941 | LUCY MARU |
| Kakushin Maru | 2685 | CRANE OCEAN |
| Kakusho | 992 | NIKKO MARU No. 8 |

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|---|---|---|
| Kakusho Maru | 992 | NIKKO MARU No. 8 |
| Kakushu Maru | 2685 | CRANE EAST |
| Kakushun Maru | 995 | AEK PAMENKE |
| Kakushun Maru No. 3 | 997 | CHOON HONG III |
| Kakushun Maru No. 5 | 1495 | KOBE MARU VIII |
| Kakuto | 1508 | OCEAN PRIDE |
| Kakuto Maru | 1508 | OCEAN PRIDE |
| Kakuwa | 1509 | GENYO MARU No. 33 |
| Kakuyo Maru | 1550 | YUJIN BUSAN |
| Kakuyo Maru | 132608 | OCEAN JEWEL |
| Kakuyo Maru No. 1 | 499 | SHINANO MARU |
| Kakuyo Maru No. 11 | 149 | SUWA MARU |
| Kakuyo Maru No. 12 | 149 | ISE MARU |
| Kakuyo Maru No. 17 | 165 | KEIKO MARU |
| Kakuyo Maru No. 18 | 165 | MEIKO MARU |
| Kakuyu Maru | 1497 | MAHAWELI |
| Kakuyu Maru | 1973 | NORTHERN NAVIGATOR |
| Kalabahi | 2199 | LEMATANG |
| Kalahari | 6004 | JON CHEN |
| Kalakaua | 332 | FLORES |
| Kalakukko | 2164 | MARAM |
| Kalalek | 323 | GAYSER SENIOR |
| Kalamaki | 999 | PHEMIUS |
| Kalamari | 135 | HUNTER ONE |
| Kalantiao | 9488 | MERCHANT PRINCE |
| Kalapati | 14699 | EPTA |
| Kalat | 445 | GOVATER |
| Kalayaan | 874 | MOON STAR |
| Kalayaan | 38466 | SEA UNION |
| Kale | 3995 | BRAVE |
| Kalheim | 499 | POAS |
| Kali | 998 | BARKAAT 101 |
| Kali | 2880 | SUBLIME |
| Kali Tjitarum | 406 | BINTANG SAMUDRA VI |
| Kalia I | 164 | GIANNAKIS |
| Kalia II | 151 | GIANNAKIS II |
| Kalianget | 2199 | OGAN |
| Kalidora | 499 | FEEDERMASTER |
| Kalima | 442 | DEWI |
| Kalimambang | 116 | SLAMET XX |
| Kalimantan | 3778 | TANTO DELI |
| Kalimantan Dua | 3948 | AMBASSADOR |
| Kalimantan Hayu 1 | 863 | MUTIA HAYU |
| Kalimantan Mahogany | 3658 | ARMADA INDAH |
| Kalimantan Satu | 4065 | ZHE HAI 717 |
| Kalimas | 114 | ESKA |
| Kalina | 142 | FLYING IKAROS III |
| Kalindi | 925 | T4—162 |
| Kaliope | 18410 | MARINA |
| Kalisti | 6596 | PYLOS |
| Kalkara | 1559 | HEINRICH HEINE |
| Kalkara | 1594 | SEA TRADER |
| Kalkgrund | 980 | FAREAST FAITH |
| Kalle | 2301 | GHAWDEX |
| Kalle | 3065 | KELIBIA |
| Kalle III | 5045 | PEDER OLSEN |
| Kallidromos | 4183 | KALYON |
| Kalliopi | 16432 | JING HONG HAI |
| Kalliopi II | 17066 | FEDERAL MANITOU |
| Kallipolis | 9730 | PETCHOMPHOO |
| Kalliste | 1430 | JERANTO |
| Kallistratos | 4199 | BILKAR I |
| Kallsevni | 554 | SAELODDEN |
| Kallur | 218 | ROYRBUEN |
| Kalmar | 368 | ORIGO |
| Kalmarin | 204 | MALARFJARDEN |
| Kalmarin | 226 | VINDHEM |
| Kalmarsund IV | 215 | BRESTOVA |
| Kalmarsund IX | 357 | VIRA |
| Kalmarsund V | 199 | JOHN |
| Kalmarsund V | 362 | NOVALJA |
| Kalmarsund VI | 399 | KALMAR |
| Kalmarsund VII | 397 | GRADAC |
| Kalmarsund VIII | 376 | KOMIZA |
| Kalmarsund VIII | 494 | MIROMAR |
| Kalmarsund XII | 499 | AVINIA |
| Kalmarvind | 1587 | NIAGA 42 |
| Kalmia | 9121 | BOWEN KING |
| Kalo | 367 | GERD STENSEN |
| Kalomira V | 8582 | NAXOS PRIDE |
| Kalos I | 1999 | KALOS |
| Kaloum | 318 | 3 AVRIL |
| Kaloum | 1599 | GUDRUN DANIELSEN |
| Kalu | 17399 | OLEMAR |
| Kalve | 298 | SVEATIND |
| Kalydon III | 259 | AVRA |
| Kalymnos | 1592 | SKOGAFOSS |
| Kalymnos | 6659 | MIRIAM BORCHARD |
| Kalyn | 10704 | ALYN |
| Kalyoncu | 495 | CENGIZ TURKMEN |
| Kalypso | 3414 | GOOD EXPLORER |
| Kalypso | 5997 | AGIOS NIKOLAS |
| Kam | 363 | GULF IVY |
| Kam Kong | 907 | SINAR SAKTI |
| Kama | 199 | MOM |
| Kamagari | 199 | KIMBE EXPRESS |
| Kamagari No. 2 | 195 | NIPPO No. 2 |
| Kamagong | 4371 | EBTIBE |
| Kamagong | 20986 | CEMRE 2 |
| Kamahi | 18707 | PAHOM MAKARENKO |
| Kamaishi Maru | 175 | HARUNA MARU |
| Kamakura | 2987 | OPAL |
| Kamakura Maru | 198 | KAMAKURA MARU No. 2 |
| Kamakura Maru | 50303 | OCEANUS OSAKA |
| Kamakura No. 1 | 888 | KY VAN 1 |
| Kamakura No. 2 | 888 | KY VAN 2 |
| Kamar | 22495 | MEKHANIK P. KILIMENCHUK |
| Kamara | 31258 | YA ZHOU HAI |
| Kamarata | 397 | FRESCACHON |
| Kamashima Maru | 513 | KAH KHENG |
| Kamateri | 14567 | MANCHINCHI BRIDGE |
| Kamba | 1514 | TOMAN No. 1 |
| Kambiz | 491 | NOAH IV |
| Kamchatka | 121 | MISS ANNGEL |
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| Khawla | 3860 | KHAWLA BINT AL AZWAR |
| Khendrik Kuyvas | 2079 | SVENTOJI |
| Khensu | 4657 | FLOATEL GOTEBORG |
| Khian Hill | 9822 | TORY HILL |
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| Khian Sun | 8758 | ONYX |
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| Khudat | 1160 | AKVATORIYA |
| Khudozhnik Koryn | 1599 | VILSANDI |
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| Khun Kaek | 2554 | OMADHOO FORTUNE |
| Khuzam II | 4482 | DUBAI TRADER |
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| Kiki Yemelos | 11174 | HACI SEFER KALKAVAN |
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| Kismet II | 36547 | LING HU |
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| Kiso | 38997 | NEPTUNE AGATE |
| Kiso Maru | 150 | BINTANG MUSI |
| Kiso Maru | 1957 | DAE SUNG No. 18 |
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| Kisode Maru No. 5 | 111 | KING STAR No. 1 |
| Kisogawa Maru | 3786 | NEW LIGHT |
| Kissamos | 490 | KATERINA |
| Kissamos | 1591 | JET II |
| Kisshin Maru | 499 | HOSHIN MARU No. 8 |
| Kissho | 597 | HAI YING |
| Kissho Maru No. 3 | 374 | JUKYU MARU No. 23 |
| Kissho Maru No. 86 | 246 | KONAN MARU No. 20 |
| Kisshu Maru | 4712 | LADY NADA |
| Kistan | 3787 | CHANG SHENG |
| Kistna | 424 | DOLPHIN |
| Kitagami Maru | 717 | SHOGUN |
| Kitahime Maru | 1065 | SRI INDRA |
| Kitakyushu Maru | 202 | SALVOR |
| Kitami Maru | 544 | SELA |
| Kitang | 137 | ENVOY C |
| Kitano Maru | 5484 | HOE ANN |
| Kitano Maru | 50159 | OCEANUS TOKYO |
| Kitcho Maru | 3830 | YUE TAT |
| Kithaironas | 15046 | AGHIA MARKELLA |
| Kiti Samut | 3913 | CEDAR PRIDE |
| Kitkak | 295 | KERAK |
| Kito Maru No. 8 | 346 | SHINWA MARU |
| Kitsa S | 5770 | VIANGTHALAE |
| Kitsuan Maru | 3533 | TANKTRADER I |
| Kittikachorn | 131 | SAMRUAJ PRAMONG 1 |
| Kittiwake | 498 | ANNE M |
| Kitty | 187 | LE BELON |
| Kitty Bay | 7749 | MC PEARL |
| Kitty Porr | 7255 | DIGNITY |
| Kittywake | 497 | SEABOARD HARVESTER |
| Kiviuq I | 1024 | LABRADOR TRAWL |
| Kiwai Chief | 892 | BOSAVI |
| Kiwai Chief | 1585 | MERCURY PEARL |
| Kiwalan | 9872 | JODI |
| Kiwi | 9057 | LINGO |
| Kiwi Ace | 9856 | SLETTA |
| Kiwi Arrow | 20884 | VIATOR |
| Kiwi K | 118 | NAFTILOS I |
| Kiwi Queen | 10998 | SHINE HO |
| Kiyo | 15218 | JOHANNA K |
| Kiyo Maru | 199 | BETHANY UTAMA |
| Kiyo Maru | 199 | FUKUSHO MARU |
| Kiyo Maru | 337 | JINPO MARU No. 8 |
| Kiyo Maru | 1496 | SAMUDRA |
| Kiyo Maru | 1746 | GLORIA |
| Kiyo Maru | 1999 | SHINE YEAR No. 66 |
| Kiyo Maru I | 1746 | GLORIA |
| Kiyo Maru No. 1 | 442 | NORTHEASTERN STAR No. 4 |
| Kiyo Maru No. 1 | 989 | C. P. 25 |
| Kiyo Maru No. 2 | 988 | HUA JI |
| Kiyo Maru No. 3 | 1018 | ASTERIS |
| Kiyo Maru No. 5 | 697 | ORIENTAL BUNKER |
| Kiyo Maru No. 5 | 998 | OIL CARRIER 2 |
| Kiyo Maru No. 8 | 237 | CHE YANG No. 77 |
| Kiyo Maru No. 8 | 311 | TAIKAN MARU No. 17 |
| Kiyo Maru No. 8 | 1088 | KALYPSO STAR II |
| Kiyo Maru No. 11 | 1013 | PERINDAH |
| Kiyo Maru No. 12 | 697 | UNISEA |
| Kiyo Maru No. 16 | 696 | SHIN—EI |
| Kiyo Maru No. 18 | 254 | AFKO 301 |
| Kiyo Maru No. 21 | 114 | GOLD STAR No. 1 |
| Kiyo Maru No. 21 | 144 | TOKUHIRO MARU No. 8 |
| Kiyo Maru No. 22 | 114 | GOLD STAR No. 3 |
| Kiyo Maru No. 22 | 144 | TOKUHIRO MARU No. 10 |
| Kiyo Maru No. 28 | 135 | MARIA ROSA N |
| Kiyo Maru No. 35 | 289 | DAITEI MARU No. 1 |
| Kiyo Maru No. 38 | 491 | INARI MARU No. 7 |
| Kiyo Maru No. 51 | 299 | RYUEI MARU No. 38 |
| Kiyo Maru No. 55 | 499 | EIHO MARU No. 62 |
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| Kiyofuji Maru No. 11 | 440 | SUN SHINE |
| Kiyofuji Maru No. 12 | 630 | SUNFLOWER |
| Kiyofuji Maru No. 25 | 499 | RYOUN MARU No. 3 |
| Kiyoharu Maru | 3600 | SILVER DAWN |
| Kiyokawa Maru No. 5 | 359 | KOSHIN MARU |
| Kiyomi Maru | 164 | CHIGUSA MARU No. 38 |
| Kiyomi Maru | 265 | PERKASA 5 |
| Kiyooki Maru | 3744 | MARITIME STAR |
| Kiyooki Maru No. 2 | 3756 | GOLDEN DAWN |
| Kiyooki Maru No. 3 | 3499 | ENCANTO |
| Kiyosaki Maru | 1665 | OCEANIA TRADER |
| Kiyoshige Maru No. 3 | 284 | SEIJU MARU No. 3 |
| Kiyoshio Maru | 9964 | ALEXANDER |
| Kiyoura Maru | 1110 | DAVID EDWARD |
| Kiyoyasu Maru | 5642 | LAKMOS |
| Kiyu Maru No. 3 | 293 | PAWNEE |
| Kiyu Maru No. 5 | 293 | PIUTE |
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| Kjaerenaes | 150 | AKRIVOULA—P |
| Kjapp | 588 | STRILHVAL |
| Kjell Severin | 196 | SKARVOY JUNIOR |
| Kjerringoy | 234 | KJERRINGOY II |
| Kjonno | 182 | RANI |
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| Kjonnsund | 328 | ISLAND GRACE |
| Kjosingen | 183 | BRONNOY TRAL |
| Klaartje | 179 | MARIA |
| Klaas Adriana | 309 | LINQUENDA |
| Klaas Dubbelaar | 122 | CASANDRA AF VIK |
| Klaas I | 291 | DEBORAH K II |
| Klaas I | 399 | AVENIR |
| Klaasje | 128 | JOKE |
| Klaasje | 136 | KORENBLOEM |
| Klaasje | 165 | MARY ANNE I |
| Klaasje | 293 | JAN DE BOER |
| Klaengur | 186 | AGUST GUDMUNDSSON |
| Klamono/Permina 1016 | 9631 | ALBINONI |
| Klang | 191 | KLANG SATU |
| Klar | 1499 | ADEL EM |
| Klara Birting | 871 | STRIL SAFETY |
| Klara Katharina | 174 | WEISSE DUNE |
| Klara Zetkin | 256 | MARIA ESPLANADA |
| Klaredon | 3044 | PENELOPE I |
| Klarenbeek | 1499 | ADEL EM |
| Klaring | 457 | ADVANCE |
| Klassje | 139 | OUR ZOE ANNE |
| Klassje | 175 | MARRIE JACOB |
| Klaus | 191 | ODD SVERRE |
| Klaus | 499 | GERTJE |
| Klaus | 1261 | HENRY R III |
| Klaus Block | 398 | LINA |
| Klaus Block | 430 | TERENCE |
| Klaus Block | 496 | NORDGARD |
| Klaus Buck | 298 | ELISE |
| Klaus Jagemann | 299 | CORSO |
| Klaus Leonhardt | 9392 | ILARIA M |
| Klaus Schoke | 7089 | PING DING SHAN |
| Klaus Turowsky | 400 | ALEXANDER K |
| Klaus Wilhelm | 340 | URSULA |
| Klawit | 974 | TAMAKO |
| Klaypeda | 21890 | KLAIPEDA |
| Klazina | — | BRANDARIS |
| Klazina | 427 | PIRLANT |
| Klazina | 1633 | KLAZINA C |
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| Klea | 4692 | POLICOS |
| Kleine Weser | 299 | ALIF |
| Klek | 6750 | SALEM A |
| Klelia | 176008 | WHITE ROSE |
| Klem II | 165 | SILVA |
| Klement Gottwald | 27706 | KLEMENTS GOTVALDS |
| Kleppe Senior | 941 | VENDLA |
| Kleppesto | 292 | OANES |
| Kleppesto | 672 | BAMSE BRAKAR |
| Klettur | 265 | ANITA |
| Klettur | 522 | MARY ANN |
| Klinge | 299 | VARI |
| Klintberg | 399 | MARTA BOYE |
| Klinton | 289 | OLYMPIA |
| Klio | 40626 | MUBARAKA |
| Klipper | 1569 | REEFER BAY |
| Klipper | 2695 | PACIFIC LADY |
| Klipper II | 2689 | PACIFIC MARCHIONESS |
| Klipper 3 | 1569 | REEFER CLIFF |
| Kljafoss | 500 | TWEIT II |
| Kloster | 288 | FRENAFJELL |
| Klosterfrau | 1189 | DILOY |
| Klostertor | 490 | BLACK EAGLE I |
| Kloverto | 658 | KONANLAR |
| Kluang | 303 | SALIWATHIN |
| Klydon | 116 | ALGA |
| Klydon | 200 | MILLGRADER |
| Kmir | 18625 | ZOJA II |
| Knape | 106 | GERTRUD |
| Knardal | 289 | VISMIN |
| Knarr | 377 | BREITUSS |
| Knausen | 354 | HUSOY |
| Knebworth | 857 | MINO |
| Knekt | 871 | STRIL SAFETY |
| Knick Bay | 299 | DUENAS |
| Knight | 2979 | NEW STAR I |
| Knight | 19844 | NORTANK ADRIATIC |
| Knight Kim | 10931 | CONSTELLATION |
| Knight Kim | 37086 | MAERSK TELUK |
| Knikker | 166 | RODOS |
| Knin | 15780 | VITAGRAIN |
| Knista | 295 | ARAWAK SUN |
| Knock | 499 | PANAGIA KANALA |
| Knock Dolian | 127784 | COTINGA |
| Knock Ville | 130894 | NIELSTOR |
| Knooz | 1374 | AL MARWAH |
| Knox | 1111 | ROYAL ALASKAN |
| Knud | 498 | NORTH SOUND II |
| Knud Danielsen | 499 | BERJASA |
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| Knud Tholstrup | 1999 | KNUD KOSAN |
| Knudsvig | 399 | RODFJELL |
| Knurr | 768 | OLA MARIA |
| Knut Aarset | 197 | BOSUND |
| Knut Constructor | 654 | TRIDENT CAPE |
| Knut Gronnevet | 871 | STRIL SAFETY |
| Knut Inspector | 707 | STM INSPECTOR |
| Knut Johannessen | 102 | ADALLA |
| Knut Mark | 34608 | SEAGRACE II |
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| Koala | 499 | COLONNELLO A. SGARALLINO |
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| Koan Maru | 1739 | MUNAKATA MARU No. 5 |
| Koan Maru No. 2 | 1008 | PRESIDENT |
| Koan Maru No. 7 | 3250 | KATONG |
| Koan Maru No. 18 | 197 | JINSEI MARU No. 2 |
| Koan Maru No. 18 | 275 | FATUK |
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| Kobe J | 964 | REEF |
| Kobe Maru | 498 | HAYATOMO MARU No. 3 |
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| Kobe Maru | 3057 | PARNARAYA 18 |
| Kobe Maru | 4929 | HAI YING |
| Kobe Maru No. 1 | 2904 | CAR FERRY QUEEN |
| Kobe Maru No. 2 | 1594 | SESINI |
| Kobe Maru No. 5 | 999 | BEATO FIVE |
| Kobe Maru No. 7 | 3049 | SAMSUN PARTNER |
| Kobe Star | 14939 | ZIM MARSEILLE |

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| Kobenhavn | 980 | NORDSEE 1 |
| Koblenz | 988 | MARIA MICHELA |
| Kobru | 284 | RAMBLER |
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| Kocaeli | 13595 | KOCAELI 1 |
| Kochi Geir | 15078 | JAGUAR |
| Kochi Maru | 886 | SILVIA ANA |
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| Kochi Maru No. 3 | 357 | NAM CHANG No. 2 |
| Kochi Maru No. 5 | 278 | BEOM CHANG No. 31 |
| Kochi Maru No. 66 | 404 | SHUNYO MARU No. 78 |
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| Kodai Maru | 2884 | MASAGANA |
| Kodaly | 3186 | NILS R |
| Kodama | 2570 | SIAMSUPACHAI |
| Koei | 2151 | PETCHEM |
| Koei | 29972 | NISSOS THERA |
| Koei Maru | 170 | SHINYO MARU |
| Koei Maru | 192 | FUKUYOSHI |
| Koei Maru | 199 | SHIN OKUNI MARU |
| Koei Maru | 490 | KOEI MARU No. 36 |
| Koei Maru | 497 | EIKAN MARU No. 6 |
| Koei Maru | 816 | NORTHERN STAR |
| Koei Maru | 991 | MINTRADE II |
| Koei Maru | 1597 | MIN WOO No. 3 |
| Koei Maru | 1987 | GEVO II |
| Koei Maru | 2151 | PETCHEM |
| Koei Maru | 14361 | SANTA ESMERALDA |
| Koei Maru No. 1 | 303 | HORAI MARU No. 33 |
| Koei Maru No. 2 | 498 | MERMAID |
| Koei Maru No. 3 | 199 | NIKKO MARU No. 12 |
| Koei Maru No. 3 | 254 | SUMBER MINA 3 |
| Koei Maru No. 3 | 298 | HIYOSHI MARU No. 11 |
| Koei Maru No. 3 | 314 | KINEI MARU No. 3 |
| Koei Maru No. 3 | 499 | KOEI No. 3 |
| Koei Maru No. 5 | 198 | KANAZAWA No. 11 |
| Koei Maru No. 5 | 251 | KAISEI MARU No. 5 |
| Koei Maru No. 5 | 254 | SEA BIRD No. 88 |
| Koei Maru No. 5 | 299 | TENYU MARU No. 8 |
| Koei Maru No. 7 | 355 | BOO KWANG No. 203 |
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| Koei Maru No. 8 | 299 | SHINTOKU MARU No. 58 |
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| Koei Maru No. 11 | 134 | SEIJU MARU No. 31 |
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| Kofuku Maru | 498 | GREEN ISLAND I |
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| Kofuku Maru | 1475 | SIAM VANICH No. 3 |
| Kofuku Maru | 1925 | WAH ON |
| Kofuku Maru | 16140 | CAPE BRETON |
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| Koharuzan Maru | 2662 | PETTA |
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| Koho Maru | 2967 | HOSS A |
| Koho Maru | 9986 | SEA PROGRESS |
| Koho Maru | 62412 | LANTAU PEAK |
| Koho Maru No. 1 | 318 | KAISEI No. 2 |
| Koho Maru No. 8 | 314 | EMILIA No. 3 |
| Koho Maru No. 11 | 499 | SAHEI MARU |
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| Kohyoh Maru | 39673 | BERTINA |
| Koiteli | 2548 | APOLLONIA V |
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| Kokai Maru | 3166 | MAHARDI |
| Kokand | 2379 | FAIR MILU |
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| Kokuei Maru | 843 | KALIMANTAN MADJU |
| Kokuho Maru | 1585 | CHEMICARRY No. 8 |
| Kokuho Maru No. 2 | 998 | WINANGUN |
| Kokuho Maru No. 8 | 999 | ILIS |
| Kokura | 670 | CAPTAIN LUCAS |
| Kokuryu Maru | 467 | YEOSU PIONEER No. 3 |
| Kokuryu Maru No. 2 | 998 | SYABAS DUA |
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| Kol—157 | 106 | LEB—60 |
| Kol—158 | 105 | KUNA |
| KOL—161 | 106 | RINA K |
| Kol—191 | 102 | KOL—10 |
| Kolastind | 564 | POPI F |
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| Koldinghus | 729 | ST. MARC |
| Kolim Duta | 1980 | OCEAN PROGRESS |
| Koll | 83985 | OCEAN CAMPAIGNER |
| Kolla | 876 | SABRINA |
| Kollbjorg | 28987 | KAPITAN SOKOLOV |
| Kollbjorg | 88439 | CONKOUATI |
| Kollbris | 10195 | AMERICAN CORMORANT |
| Kolle D | 19520 | POPI |
| Kollfinn | 16527 | HONG QI 303 |
| Kollskegg | 68441 | MARIANNA VII |
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| Kolsnaren | 37784 | CGM RACINE |
| Kolstrup | 506 | BANDAR—E—DEYLAM |
| Koludrac | 217 | MIKI |
| Kolymales | 2725 | SONORA |
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| Komaya No. 2 | 1812 | MANTINIA |
| Komaya 3 | 5462 | L'AIGLE |
| Komei Maru | 469 | HOCK HUAT |
| Komei Maru | 3668 | CHRISTOS |
| Komei Maru No. 1 | 199 | FUJIMIYA MARU No. 7 |
| Komei Maru No. 1 | 497 | SINOKO STAR |
| Komei Maru No. 8 | 199 | SHINYO MARU No. 1 |
| Komei Maru No. 16 | 697 | CAPTAIN ANDREAS |
| Komei Maru No. 18 | 998 | HA LONG 2 |
| Komei Maru No. 18 | 998 | OIL CARRIER 2 |
| Komei Maru No. 31 | 990 | OIL CARRIER 7 |
| Komeshima Maru | 4557 | WHITE PHOENIX |
| Komet | 434 | DIANA I |
| Komet | 999 | HEINRICH BEHRMANN |
| Komet | 1598 | RUBICONE |
| Komet I | 999 | HEINRICH BEHRMANN |
| Komet III | 4169 | GRACECHURCH COMET |
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| Kometa—43 | 142 | FLYING DOLPHIN XXIII |
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| Kommandoren | 780 | STRIL LINK |
| Kommodore Johnsen | 3709 | SEDOV |
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| Komodo VI | 994 | MELODI |
| Komodo X | 708 | WALIE 8 |
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| Kompozitor Chaykovskiy | 6894 | KOMPONISTS CAIKOVSKIS |
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| Kondi Stoffer | 393 | ELEANNA |
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| Kondor | 2177 | POLTAVA |
| Kone | 327 | KRAFT |
| Kong Alf | 1175 | DHONAKULHI |
| Kong Dag | 1229 | MEROWAH |
| Kong Gudrod | 795 | PHAEDRA |
| Kong Guttorm | 926 | GIORITA |
| Kong Hoi | 6242 | AGHIA MARINA |
| Kong Kat | 3743 | SILVER SHING |
| Kong Olav V | 4843 | LEADER PRINCE |
| Kong Oystein | 415 | DYROY |
| Kong Yang No. 57 | 302 | EUN HA No. 9 |
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| Konger | 1005 | LEVANTES |
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| Kongo Maru | 907 | SINAR SAKTI |
| Kongo Maru | 3249 | KONGO |
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| Kongo Maru No. 8 | 495 | AEK KUALUH |
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| Kongosan | 2498 | SCARLET |
| Kongosan Maru No. 2 | 497 | ZODIAC |
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| Kongsaa | 299 | POLARIS |
| Kongsaa | 399 | STINA B |
| Kongsaa | 499 | SVEA BALTIC |
| Kongsdal | 641 | ITAJAI |
| Kongsdal | 1549 | SEAWAVE |
| Kongsfjord | 14741 | ASL SANDERLING |
| Kongsgaard | 2887 | OIL CHAMPION |
| Kongsgaard | 16222 | FERNANDA F |
| Kongshav | 56188 | COMBI SUN |
| Kongsholm | 1472 | TRIUMPH SEA |
| Kongsmark | 233 | RIGEL |
| Kongsnaes | 128 | GEFION |
| Kongstein | 2402 | VIKING TROLL |
| Kongstind | 353 | BIOSTAR |
| Kongstraum | 2558 | TRANS BORG |
| Kongsvag | 150 | SKARHOLM |
| Koningin Fabiola | — | LYDIA |
| Koningin Juliana | 104 | VERTROUWEN |
| Koningin Juliana | 6187 | MOBY PRINCE |
| Koningin Wilhelmina | 318 | PIETER SENIOR |
| Koningin Wilhelmina | 4951 | PANAGIA TINOU |
| Koningshaven | 499 | HAROON |
| Konitsa | 30339 | STAR OF MARIA |
| Konkar Dinos | 114543 | KONKAR ALPIN |
| Konkar Doris | 16665 | JURAJ DALMATINAC |
| Konkar Hyphestos | 45025 | HYPHESTOS |
| Konkar Indomitable | 39219 | PANKAR INDOMITABLE |
| Konkar Nereus | 16400 | MAKEDONIJA |
| Konkar Poseidon | 16992 | SLAVONIJA |
| Konkar Resolute | 23970 | MARINA |
| Konkar Theodoros | 69059 | BERGE ATHENE |
| Konkar Thetis | 16665 | TORM S. P. |
| Konkar Triaina | 16400 | GOLFO DI VENEZIA |
| Konkar Triton | 16400 | GOLFO DI TRIESTE |
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| Konter | 1175 | DHONAKULHI |
| Konvall | 8245 | CHIQUITA ROMA |
| Kook Yang No. 101 | 133 | WON CHANG No. 81 |
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| Kook Yang No. 107 | 133 | WON CHANG No. 82 |
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| Kooringa | 5725 | UNITED WAY |
| Kopanes | 142 | DALA RAFN |
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| Kopervik | 158 | BOMLO |
| Koptra | 141 | STEGE |
| Kopur | 179 | THORSTEINN |
| Koraalzee | 1102 | VIKING R |
| Koraku Maru | 787 | BADJAO |
| Koralfisk | 149 | SANDINGUR |
| Koralhav | 497 | MARIA TAMURA |
| Koralia S | 268 | ELENAKI P. S. |
| Koralle | 210 | HEMO |
| Korana | 9418 | MATISSIMO |
| Korangi | 854 | T4—161 |
| Koray Deniz | 695 | PAKCAKIL |
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| Kordil | 129 | ROSLAND |
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| Korea Galaxy | 13660 | PLAN KRISTINE |
| Korea Star | 6951 | BOR |
| Korea Star | 138764 | MARINER |
| Korea Sun | 129584 | MIA |
| Korean Chance | 37277 | CHOYANG CHANCE |
| Korean Commander | 23367 | MSC VIVIANA |
| Korean Crystal | 9964 | ALEXANDER |
| Korean Dool | 16019 | HACI RESIT KALKAVAN |
| Korean Express | 1997 | TRANS ASIA |
| Korean Fir | 10959 | SKRADIN |
| Korean Horizon | 996 | KOREA HORIZON |
| Korean Jacejin | 26771 | HANJIN MASAN |
| Korean Jacewon | 26796 | HANJIN TONGHAE |
| Korean Leader | 24602 | MSC ALEXANDRA |
| Korean Loader | 12810 | CHOYANG LAND |
| Korean Mail | 11559 | STELLA LYKES |
| Korean Morning | 18639 | TRINITY SEA |
| Korean Pride | 11280 | BILICE |
| Korean Prince | 5926 | IRON THRUST |
| Korean Ruby | 10968 | KEN RUBY |
| Korean Senator | 12234 | ACX JASMIN |
| Korean Senator | 17750 | PACIFIC SPAN |
| Korean Trader | 15407 | LORELEY |
| Korean Wonis Jin | 23367 | MSC VIVIANA |
| Korean Wonis One | 24602 | MSC ALEXANDRA |
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| Kormoran Isle | 630 | SWADAYA |
| Kormoran 1 | 630 | SWADAYA |
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| Korrig | 218 | ACONIT |
| Korshamn | 658 | KONANLAR |
| Korsnes | 2486 | BEATRICE |
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| Kortina | 140 | LHASA |
| Kortina | 1424 | MINEVA |
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| Koshin Maru | 874 | CAPELLA |
| Koshin Maru | 950 | SHYANG YUN |
| Koshin Maru | 995 | JETA |
| Koshin Maru | 999 | VISAHAKIT 4 |
| Koshin Maru | 1242 | OIL CARRIER 3 |
| Koshin Maru | 2211 | HAI HONG No. 1 |
| Koshin Maru No. 1 | 290 | MISS BOOMERANG |
| Koshin Maru No. 1 | 299 | DAITOKU MARU No. 1 |
| Koshin Maru No. 2 | 224 | EMILIA II |
| Koshin Maru No. 2 | 850 | AN JIN No. 3 |
| Koshin Maru No. 3 | 224 | ANELIS |
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| Koshin Maru No. 11 | 199 | HOEI MARU No. 2 |
| Koshin Maru No. 11 | 499 | SIRAH I |
| Koshin Maru No. 18 | 282 | PETERO No. 605 |
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| Kosho Maru No. 31 | 253 | CALEDONIE TOHO No. 1 |
| Koshu Maru | 2542 | LAKE WOOD |
| Koshu Maru | 13888 | SHUEI QUEEN |
| Koshun Maru | 1178 | CRONUS |
| Kosmoceras | 9762 | BO WOON No. 1 |
| Kosmos | 393 | TORA |
| Kosmos | 5777 | SALAMINA |
| Kosmos III | 23107 | NISSHIN MARU No. 3 |
| Kosmos Mariner | 129631 | BERGE FISTER |
| Kosmos Sailor | 125725 | BERGE FOREST |
| Kosmos Spirit | 53014 | SKAUBAY |
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| Kostas | 398 | THEANO |
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| Koster | 236 | LADY MICHELINE I |
| Koster | 906 | CROWN PRINCESS MARTHA |
| Kostino | 2723 | NERINGA |
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| Kota Berkat | 2127 | MANOKWARI |
| Kota Berlian | 802 | SIN YANG |
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| Kota Harta | 19602 | ALCINOE |
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| Kota Mawar | 3183 | TANTO JAYA |
| Kota Mulia | 829 | SALEEM |
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| Kota Pelangi | 3446 | JAYAPURA |
| Kota Sahabat | 6216 | SEA GLORY |
| Kota Silat III | 175 | ANUGERAH MULIA |
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| Kota Wirama | 7042 | WAYI |
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| Kotka Rose | 17751 | SHAKTI DOOT |
| Kotka Violet | 5753 | BORE BRITANNICA |
| Kotkaniemi | 11384 | FLAG ADRIENNE |
| Koto Maru | 175 | SHINSEI MARU |
| Kotobuki Maru | 194 | DONA ELENA I |
| Kotobuki Maru | 199 | MANYOSHI MARU No. 5 |
| Kotobuki Maru | 286 | POH SUAN |
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| Kotobuki Maru No. 23 | 135 | KOTOBUKI MARU No. 1 |
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| Kotobuki Maru No. 28 | 251 | KOTOBUKI MARU |
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| Kotoku Maru | 2501 | KOBE THREE |
| Kotoku Maru | 2993 | KOTOKU No. 1 |
| Kotoku Maru | 3910 | BANGKHUNTIEN |
| Kotoku Maru No. 1 | 128 | SHIN KANNON MARU |
| Kotoku Maru No. 10 | 497 | TOKO MARU |
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| Kotoku Maru No. 78 | 430 | DAITETSU MARU |
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| Kotoshiro Maru No. 1 | 354 | MATSU EIN |
| Kotoshiro Maru No. 1 | 928 | TAE CHANG No. 10 |
| Kotoshiro Maru No. 2 | 299 | TAISEI MARU No. 8 |
| Kotoshiro Maru No. 3 | 337 | TAE YANG No. 21 |
| Kotoshiro Maru No. 3 | 374 | JUKYU MARU No. 23 |
| Kotoshiro Maru No. 3 | 395 | FRESH CARRIER No. 8 |
| Kotoshiro Maru No. 3 | 442 | DEV MARU |
| Kotoshiro Maru No. 5 | 992 | YUNG YUAN |
| Kotoshiro Maru No. 6 | 239 | MONALINDA—XI |
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| Kotoshiro Maru No. 7 | 404 | INARI MARU No. 17 |
| Kotoshiro Maru No. 8 | 324 | BEOM CHANG No. 38 |
| Kotoshiro Maru No. 8 | 438 | CHOYO MARU No. 15 |
| Kotoshiro Maru No. 10 | 435 | YUSHIN MARU |
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| Koutouriaris Elina | 498 | ELINA MOKO 505 |
| Koutouriaris S. III | 726 | NIKOLAOS III |
| Koutouriaris S. IV | 459 | AGIOS CONSTANTINOS |
| Kouwa Maru | 148 | EKA MULIA |
| Kovda | 1149 | WIJAYA INDAH |
| Kovda | 2927 | IRINA G |
| Kowa | 234 | MONARCH I |
| Kowa | 1096 | ORIENT PEACE |
| Kowa | 3309 | BOHAI 2 |
| Kowa Maru | 173 | SUMBER MUTIARA II |
| Kowa Maru | 199 | DAIWA MARU |
| Kowa Maru | 375 | KING STAR No. 91 |
| Kowa Maru | 496 | JAGUAR |
| Kowa Maru | 498 | KAWANUA |
| Kowa Maru | 683 | BACH LONG VI |
| Kowa Maru | 902 | ARMADA PACIFIC |
| Kowa Maru | 994 | ILIGAN MERCHANT |
| Kowa Maru | 1096 | ORIENT PEACE |
| Kowa Maru | 3309 | BOHAI 2 |
| Kowa Maru | 22624 | TRANS AUTO |
| Kowa Maru No. 2 | 469 | C. P. 2 |
| Kowa Maru No. 18 | 430 | DAITETSU MARU |
| Kowan Maru No. 11 | 341 | DAISHIN MARU No. 1 |
| Kowie | 3586 | KOTA MAWAR |
| Kowloon Express | 6497 | KUO WEI |
| Koyo | 2269 | WORLD NAVIGATOR |
| Koyo Maru | 106 | HALLA SEUNG |
| Koyo Maru | 174 | DORAJI |
| Koyo Maru | 194 | AL SARAWAT No. 1 |
| Koyo Maru | 237 | KISSHO MARU No. 1 |
| Koyo Maru | 290 | KYOEI MARU No. 8 |
| Koyo Maru | 299 | BAY BRIDGE |
| Koyo Maru | 313 | EVERLUCKY |
| Koyo Maru | 324 | AIRTRUST CAPRICORN |
| Koyo Maru | 365 | ESTRELLA No. 1 |
| Koyo Maru | 477 | SAN CARLOS CITY |
| Koyo Maru | 494 | MOMIN |
| Koyo Maru | 496 | HAI XING |
| Koyo Maru | 496 | MINAKATA MARU |
| Koyo Maru | 496 | NOVA |
| Koyo Maru | 499 | MOTOURA MARU No. 27 |
| Koyo Maru | 1121 | GRAHA |
| Koyo Maru | 1218 | BOSEI MARU No. 2 |
| Koyo Maru | 1270 | LIVINGSTONE |
| Koyo Maru | 1397 | CARP |
| Koyo Maru | 1436 | AMANAH |
| Koyo Maru | 1446 | AMBASSADOR |
| Koyo Maru | 1949 | GREAT SPLENDER |
| Koyo Maru | 2269 | WORLD NAVIGATOR |
| Koyo Maru | 2638 | YUAN BAO SHAN |
| Koyo Maru | 2993 | KOTOKU No. 1 |
| Koyo Maru | 3038 | PAN FOND |
| Koyo Maru | 3183 | TANTO JAYA |
| Koyo Maru | 3472 | SEABULK II |
| Koyo Maru | 4136 | RYOKOH 5 |
| Koyo Maru | 5052 | RAINBOW SPLENDOUR |
| Koyo Maru | 6617 | JIN SHAN |
| Koyo Maru | 19487 | PRODUCT TRADER |
| Koyo Maru III | 6617 | JIN SHAN |
| Koyo Maru No. 1 | 102 | BISHODO MARU No. 3 |
| Koyo Maru No. 1 | 169 | YAMATO MARU |
| Koyo Maru No. 1 | 298 | DAISHIN MARU No. 11 |
| Koyo Maru No. 1 | 365 | ESTRELLA No. 1 |
| Koyo Maru No. 1 | 528 | SUNGAI SODOR 5 |
| Koyo Maru No. 2 | 121 | CATHERINE I |
| Koyo Maru No. 2 | 198 | GOLDEN DRAGON III |
| Koyo Maru No. 2 | 230 | BRILLIANT STAR |
| Koyo Maru No. 2 | 693 | VALIENTE |
| Koyo Maru No. 2 | 971 | TAI AN |
| Koyo Maru No. 2 | 997 | MAYON 1 |
| Koyo Maru No. 3 | 386 | ATLANTIS I |
| Koyo Maru No. 5 | 189 | GUAPO |
| Koyo Maru No. 5 | 235 | OCEAN GLORY No. 5 |
| Koyo Maru No. 5 | 499 | KOYO 5 |
| Koyo Maru No. 5 | 998 | STAR VII |
| Koyo Maru No. 7 | 491 | ISABELA EXPRESS |
| Koyo Maru No. 7 | 798 | BOO HEUNG No. 7 |
| Koyo Maru No. 8 | 129 | KOYO MARU No. 11 |
| Koyo Maru No. 8 | 192 | WORLD STAR No. 2 |
| Koyo Maru No. 8 | 299 | GIRASOL I |
| Koyo Maru No. 8 | 299 | RIGEL—3 |
| Koyo Maru No. 8 | 393 | POONG SAN No. 8 |
| Koyo Maru No. 8 | 818 | JET ANN—VI |
| Koyo Maru No. 10 | 293 | 101 YOUNG STAR |
| Koyo Maru No. 10 | 298 | MIJORI No. 201 |
| Koyo Maru No. 10 | 314 | SABA |
| Koyo Maru No. 11 | 101 | TAISEI MARU No. 32 |
| Koyo Maru No. 11 | 129 | MONALINDA—XXVIII |
| Koyo Maru No. 11 | 497 | TONE MARU No. 12 |
| Koyo Maru No. 15 | 116 | KOYO MARU No. 58 |
| Koyo Maru No. 15 | 129 | KOYO MARU No. 11 |
| Koyo Maru No. 15 | 134 | MARPEZ |
| Koyo Maru No. 15 | 195 | KAZU MARU |
| Koyo Maru No. 17 | 344 | SAN TE MARU No. 17 |
| Koyo Maru No. 17 | 377 | JIN SHING |
| Koyo Maru No. 18 | 129 | KOYO MARU No. 11 |
| Koyo Maru No. 18 | 285 | FUTSUKYU MARU No. 18 |
| Koyo Maru No. 18 | 349 | PRIMAVERA |
| Koyo Maru No. 18 | 387 | PROGRESSIVE PROGRESS |
| Koyo Maru No. 21 | 254 | JUNBAY |
| Koyo Maru No. 21 | 549 | ARROW |
| Koyo Maru No. 21 | 873 | IHIN—II |
| Koyo Maru No. 25 | 404 | ZENYO MARU |
| Koyo Maru No. 27 | 499 | MATSUEI MARU No. 36 |
| Koyo Maru No. 27 | 905 | NEPTUNE JAPAN |
| Koyo Maru No. 28 | 135 | KOYO MARU No. 1 |
| Koyo Maru No. 28 | 160 | TEIAN MARU No. 3 |
| Koyo Maru No. 28 | 237 | SAM HAE No. 101 |
| Koyo Maru No. 31 | 299 | SHINYU MARU No. 5 |
| Koyo Maru No. 31 | 391 | KAIHO MARU No. 3 |
| Koyo Maru No. 36 | 487 | LOBSTER |
| Koyo Maru No. 37 | 531 | SHENG WEI |
| Koyo Maru No. 38 | 135 | KOYO MARU No. 1 |
| Koyo Maru No. 38 | 160 | TEIAN MARU No. 3 |
| Koyo Maru No. 38 | 989 | FUKUE |
| Koyo Maru No. 51 | 224 | CALEDONIE TOHO 5 |
| Koyo Maru No. 51 | 229 | DAI HO No. 3 |
| Koyo Maru No. 57 | 102 | BISHODO MARU No. 3 |
| Koyo Maru No. 58 | 189 | JINAM No. 207 |
| Koyo Maru No. 62 | 365 | HASIKIN No. 22 |
| Koyo Trader | 19487 | PRODUCT TRADER |
| Koyo Venture | 29562 | JIAO ZHOU HAI |
| Koyoshi Maru | 199 | HAMAKO MARU No. 13 |
| Koyoshi Maru | 199 | SEA LORD I |
| Koyoshi Maru No. 8 | 181 | ACES VENTURE |
| Koyu Maru | 983 | POR. SITHICHAI 4 |
| Koyu Maru | 989 | ALLWELL PERFECT |
| Koyu Maru | 3905 | SUN HOPE |
| Koyu Maru No. 2 | 236 | HASIKIN No. 1 |
| Koyu Maru No. 7 | 279 | KOYU |
| Koyu Maru No. 8 | 499 | YUKO MARU No. 18 |
| Koyu Maru No. 12 | 233 | JIN HEUNG No. 1 |
| Kozan | 1257 | MADU GANDA |
| Kozan Maru | 150 | TOLAK SAYANG |
| Kozan Maru | 350 | YEONG JIN No. 88 |
| Kozan Maru | 497 | ERA PACIFIC |
| Kozan Maru | 592 | GOLDEN STAR |
| Kozan Maru | 1358 | VITA F. |
| Kozan Maru No. 3 | 497 | ERA PACIFIC |
| Kozan Maru No. 11 | 190 | SHINWA MARU No. 2 |
| Kozan No. 1 | 1980 | BONASTAR II |
| Kozani | 256 | RIRI |
| Kozara | 23072 | OZARK |
| Kr. Tonder | 875 | SEA NAUTILUS |

| | | |
|---|---|---|
| Kra Gulf | 100 | CAMAR I |
| Kraakero | 905 | PARTIZANKA |
| Krabe | 353 | ANNA C |
| Kraftca | 1148 | MARINER |
| Kraftca | 6030 | KAPITAN VAGA |
| Kragnaes | 226 | PATRICIA MITCHELL |
| Kraigher B | 14670 | PLUTON I |
| Kraka | 400 | VISALAKSHI |
| Kraka | 1441 | ARKTIS LAKE |
| Kraken | 139 | GODINN |
| Krakow | 671 | MANSOUR I |
| Kranji Glory | 4638 | ELITE GLORY |
| Krantor | 1427 | CAMURI |
| Krantor | 8630 | ELENI |
| Krapanj | 4419 | RAPAN |
| Kras | 8648 | LUCKY GREEK |
| Krasica | 6350 | ETHNOS |
| Krasica | 15523 | KRASICA I |
| Kraslava | 3311 | GAZ GIBRALTAR |
| Krasnal | 541 | LADY NORA |
| Krasnaya Gorka | 4482 | PLUNGE |
| Krass | 685 | GRETE KRISTIN |
| Kraszewski | 10038 | HANG FOOK |
| Krateos | 6597 | AQUARIO |
| Krateos | 7415 | KARAYEL I |
| Kratilaos | 6597 | AQUARIO |
| Kratinos | 6075 | WAILI |
| Kratinos II | 6457 | ZODIAK |
| Kraton | 7103 | LASTOVO |
| Krautsand | 384 | PRIMA |
| Krayev | 3170 | ALEKSANDR KRAYEV |
| Kreon | 6539 | SEA |
| Kreon | 9783 | THALASSOPOROS |
| Kreps | 497 | ROALDSEN SENIOR |
| Kresna | 233 | MATA IE II |
| Kreta | 499 | PRINCESS S |
| Kreta Glory | 3588 | CEMSEAS |
| Kreuzberg | — | LINDA |
| Kreuzberg | 499 | ANTZY |
| Kri Talaud | 1149 | WIJAYA INDAH |
| Krila Kostrene | 128 | KRILA DUBROVNIKA |
| Krila Portoroza | 128 | ALICAPRI |
| Krila Primorske | 138 | FRECCIA DI MERGELLINA |
| Krila Slovenije | 128 | KRILA SIBENIKA |
| Krill | 535 | BERG BJORN |
| Krios | 495 | KAPETAN YANNIS D |
| Krios | 6540 | DRAGON YILDIZ |
| Kris | 133 | PRINCESS II |
| Kris A | 35241 | GINA IULIANO |
| Kris Bjerre | 143 | LEA |
| Kris Melela | 3077 | STRAITS STAR |
| Krislock | 34447 | THEMIS PETRAKIS |
| Krisna | 101 | FRENCHMAN |
| Krista | 727 | SENILIA |
| Kristbjorg | 235 | MALOYFISK |
| Kristel | 235 | ROGER SAND |
| Kristen Lee | 136 | ALMAHROSA |
| Kristen Staerke | 399 | REGLA |
| Kristian | 309 | S:T OLOF |
| Kristian Birkeland | 16134 | MURRAY RIVER |
| Kristian Boel | 166 | VINGAFORS |
| Kristian Ravn | 1599 | MASSIRA |
| Kristiane Jacobsen | 199 | BERGSETH |
| Kristiansand | 183 | AL NADA |
| Kristie M | 336 | LONNING JUNIOR |
| Kristin M | 119 | GULF KING 27 |
| Kristina | 179 | SEA SERVICE |
| Kristina | 275 | DYNING |
| Kristina | 1599 | LEKNA |
| Kristina | 14160 | VILLARRICA |
| Kristina | 29491 | PALOMA |
| Kristina Coast | 286 | SPIDER |
| Kristina L. | 3901 | NIAGA 54 |
| Kristine Maersk | 158797 | BUBIYAN |
| Kristine Sobye | 498 | PLEIJEL |
| Kristinn | 158 | SIGURDUR BJARNASON |
| Kristjan Gudmundsson | 170 | ELDEYJAR HJALTI |
| Kristjan Valgeir | 105 | NJORDUR |
| Kristjan Valgeir | 366 | GIGJA |
| Kriti | 1006 | POPI H. |
| Kriti | 41477 | AL FAO |
| Kriti Amber | 12963 | ALS STRENGTH |
| Kriti Amethyst | 7606 | IONIAN EXPRESS |
| Kriti Coral | 7606 | IBERIAN EXPRESS |
| Kriti Diamond | 10751 | INDIAN RELIANCE |
| Kriti Emerald | 10751 | INDIAN RENOWN |
| Kriti Garnet | 7606 | ISTRIAN EXPRESS |
| Kriti Gold | 12963 | ALS EXPRESS |
| Kriti Jade | 7606 | INDIAN EXPRESS |
| Kriti Mountains | 16986 | TBILISI |
| Kriti Pearl | 10751 | INDIAN RESOLVE |
| Kriti Peridot | 12951 | ITALIAN EXPRESS |
| Kriti Platinum | 12963 | CUMBRIAN EXPRESS |
| Kriti Rock | 16986 | BATUMI |
| Kriti Rubi | 10751 | INDIAN RESOURCE |
| Kriti Samaria | 14181 | EGNAZIA |
| Kriti Silver | 12963 | RICKMERS TIANJIN |
| Kriti Sun | 48928 | Y. TRADER |
| Kritonas | 6585 | PALAGRUZA |
| Kritonas | 10476 | SEA SKY |
| Krivan | 3269 | MAX TRANSPORT |
| Krjavelj | 391 | DANCE |
| Krka | 607 | TABALONG |
| Krka | 2335 | SOANKA |
| Krokvaag | 246 | KRONHOLM |
| Kromos | 738 | ONDINA |
| Kronborg | 1005 | KRUNBORG |
| Kronoland | 68286 | NORTHIA |
| Kronos | 176 | ABOU SHANAB |
| Kronos | 2517 | GIA DINH |
| Kronprins Carl Gustav | 6474 | WILANOW |
| Kronprins Harald | 7034 | PANAGIA |
| Kronprins Harald | 13141 | HAMBURG |
| Kronprinsessan Ingrid | 987 | MARINA |
| Kronprinsessan Victoria | 17423 | STENA SAGA |
| Kronprinsesse Martha | 906 | CROWN PRINCESS MARTHA |
| Kronprinz Wilhelm | 198 | KRONPRINZ |
| Kronprinz Wilhelm | 226 | ATLANTICO |
| Kronsberg | 712 | VASSILAKIS |
| Kroonborg | 499 | CICELIA |
| Krossanes | 123 | FRAR |
| Krossanes | 243 | BERGUR |
| Krossanes | 266 | FROSTI |
| Krossanes | 293 | GUDMUNDUR OLAFUR |
| Krossfjord | 480 | ANTARES |
| Kroumir | 1988 | TARTOUS STAR |
| Krung Siam | 4358 | PRIMA DONNA No. 2 |
| Krusau | 2900 | IBN SINA |
| Krusevo | 2659 | FATH ALLA |
| Krutsand | 134 | MIDWAY |
| Krym | 88692 | CHI LINH |
| Krystal | 147 | FRIEDA K. |
| Krystle | 380 | MICHELLE |
| Kuala Kedah | 1488 | JAMBONGAN |
| Kuala Tungkal | 194 | GAJA BARU |
| Kuapala | 288 | PENGER |
| Kubo Maru No. 8 | 261 | JIN YONG No. 203 |
| Kuching | 2989 | SINGA GOLD |
| Kudat Sea | 112974 | NOR FRONTIER |
| Kuddl | 1874 | BALTIC KIES I |
| Kudu | 3286 | CEMENT TWO |
| Kueholm | 399 | LADY CARIBE |
| Kuei Men | 901 | HANG XIU YI HAO |
| Kuhio | 332 | PICO |
| Kuhlung | 797 | EIDE RESCUE IV |
| Kuk Dong | 995 | GLORY PUSAN |
| Kuk Jeh No. 101 | 460 | KWANG YANG No. 108 |
| Kuk Jeh No. 102 | 437 | DUK SOO No. 102 |
| Kuk Jeh No. 103 | 437 | DUK SOO No. 103 |
| Kuk Jeh No. 107 | 440 | CHANCE No. 803 |
| Kuki Maru No. 3 | 499 | YOSHIGA MARU No. 21 |
| Kulacoglu | 499 | SOYDAN OKAN |
| Kulbin | 1478 | CIDADE DE AVEIRO |
| Kulshan | 678 | GOVERNOR |
| Kum Bong No. 2 | 208 | HAN GIL No. 2 |
| Kum Bong No. 6 | 235 | HAN GIL No. 6 |
| Kum Bong No. 11 | 204 | HAN GIL No. 11 |
| Kum Bong No. 15 | 287 | HAN GIL No. 15 |
| Kum Bong No. 18 | 257 | CHANG SUNG No. 107 |
| Kum Bong No. 27 | 351 | POONG SAN No. 11 |
| Kum Bong No. 31 | 311 | KARTIKA MINA No. 1 |
| Kum Bong No. 32 | 311 | HASIKIN No. 18 |
| Kum Hae No. 101 | 404 | DAE BONG No. 1 |
| Kum Hae No. 102 | 416 | TAE BAEK No. 50 |
| Kum Hae No. 303 | 416 | TAE BAEK No. 31 |
| Kum Ho No. 1 | 172 | OCEFISH ZERO No. 7 |
| Kum Ho No. 2 | 172 | OCEFISH ZERO No. 8 |
| Kum Hong | 812 | KUM CHANG |
| Kum Jung No. 15 | 508 | KEO YANG No. 1 |
| Kum Kang No. 35 | 341 | SAM YOUNG No. 305 |
| Kum Kang No. 55 | 292 | DAE SUNG No. 5 |
| Kum Ryong No. 7 | 199 | IL JIN No. 3 |
| Kum Ryong No. 101 | 311 | NEPTUNE 501 |
| Kum Ryong No. 103 | 307 | GOLDENLAKE No. 18 |
| Kum Ryung No. 12 | 346 | WOO IL No. 11 |
| Kum Shin No. 9 | 770 | JANG YUNG No. 12 |
| Kum Soo No. 301 | 129 | MOON SUNG No. 207 |
| Kum Soo No. 303 | 129 | SE IL No. 81 |
| Kum Soo No. 307 | 129 | SE IL No. 82 |
| Kum Yong No. 201 | 306 | BOONG LIM No. 101 |
| Kum Yong No. 501 | 2006 | HANG JIN |
| Kumagai Maru No. 2 | 264 | SHINKAI MARU No. 15 |
| Kumala Sari | 117 | BIMASRAYA II |
| Kumala Sari | 175 | KUMALA SURI |
| Kumalai Dewi | 157 | MUTIARA II |
| Kumamba | 861 | BAHAGIA II |
| Kumamoto Maru | 364 | PU LING |
| Kumano Maru No. 15 | 291 | OASIS II |
| Kumano Maru No. 15 | 363 | CLAVEL |
| Kumasachi Maru | 853 | NAM KWANG No. 1 |
| Kumasachi Maru | 36544 | STELLAR VENUS |
| Kumasachi Maru No. 1 | 2613 | SHIN OSAKA MARU |
| Kumasi | 6341 | ASNI |
| Kumi Maru | 687 | ORIENTAL QUEEN |
| Kumiko L | 2638 | AKI ACE |
| Kumlinge | 704 | SEATANT |
| Kumul | 4980 | BEI CHENG |
| Kumul Express | 5932 | EAGLE BREEZE |
| Kumul Queen | 7166 | VINH PHUOC |
| Kun Chang No. 5 | 383 | DONG YOUNG No. 77 |
| Kun Shan | 1738 | HUANG LONG |
| Kun Yieh | 205 | MAN HEI |
| Kunashiri | 133 | PRINCESS II |
| Kunashiri | 993 | JIH YU No. 706 |
| Kung Hei | 14589 | SARU MERU |
| Kung Oscar II | 276 | REX SOLARIS |
| Kungsbron | 999 | LUNA |
| Kungshamn | 4905 | BOLIVAR TRADER |
| Kungsholm | 27670 | SEA PRINCESS |
| Kungsvik | 492 | WIND EAGLE |
| Kuniang | 26059 | MARINE PRINCESS |
| Kuniang | 30691 | PATERAS |
| Kuniga | 1078 | ASIA THAILAND |
| Kunihisa Maru No. 21 | 197 | SUGANDI I |
| Kunimisan Maru | 41806 | SALPURI |
| Kunisaki | 3616 | FORTUNA EXPLORER |
| Kunlabori | 397 | SHAIKHAN 1 |
| Kunlunshan | 7007 | AN TING |
| Kuntsevo | 2723 | KURSENAI |
| Kuo Hsiung | 8166 | ST. LOUIS |
| Kuo Kwang | 5654 | EAGLE CLOUD |
| Kuo Shiang No. 5 | 286 | HSIEH YU No. 11 |
| Kuo Yuan | 1405 | HA NOI 2 |
| Kupa | 595 | TANTO SAKTI |
| Kupenour | 5794 | CHIOS STAR |
| Kupishkis | 2723 | KUPISKIS |
| Kurama Maru | 57870 | KURAMA |
| Kurashima Maru | 7983 | CHIQUITA HELLENIC |
| Kurd | 1459 | SOUTHERN SURVEYOR |
| Kurderen | 1459 | SOUTHERN SURVEYOR |
| Kurdistan | 17795 | SEABRAVERY |
| Kure Maru No. 3 | 388 | PIONEER ACE |
| Kureha Maru | 213 | ELISSA—12 |
| Kureha Maru | 275 | BU KWANG No. 201 |
| Kureha Maru No. 3 | 380 | INARI MARU No. 18 |
| Kurenai Maru | 320 | DWIJANI |
| Kurenai Maru | 2743 | ROYAL WING |
| Kurenai Maru No. 3 | 396 | JASMINE |
| Kurer | 400 | JOY |
| Kurihama Maru | 1017 | TAMARII MOOREA VIII |
| Kurila | 116 | VINOGRADAR |
| Kurilsk | 3936 | TIGER CLOUD |
| Kurisches Haff | 348 | FARAGLIONE |
| Kurishima Maru | 998 | WOO SUNG |
| Kurnell | 208 | LESVOS |
| Kurnia | 564 | PAN KURNIA |
| Kurnia Mulia | 170 | MUSTIKA MULIA |
| Kurnia No. 1 | 232 | TOYO No. 56 |
| Kurobe | 39563 | NEPTUNE AZURITE |
| Kurobe Maru | 39563 | NEPTUNE AZURITE |
| Kurogai Maru No. 1 | 3118 | SANWA MARU |
| Kurogane | 208 | SEA STAR |
| Kurogane | 336 | SAUJANA |
| Kurogane Maru | 3831 | SAFAK I |
| Kuromori Maru No. 32 | 375 | KING STAR No. 91 |
| Kuroshin Maru | 290 | SANG SHIN |
| Kuroshio | 198 | SOMARCO III |
| Kuroshio | 365 | LADY MORAG |
| Kuroshio Maru | 181 | LINE EMERALD No. 2 |
| Kuroshio Maru | 199 | JYUNEI MARU |
| Kuroshio Maru | 5216 | KURUSHIMA No. 7 |
| Kuroshio Maru No 8. | 182 | NICHIEI MARU No. 12 |
| Kuroshio Maru No. 5 | 435 | NUSHAGAK |
| Kuroshio Maru No. 16 | 344 | MAYA 1 |
| Kuroshio Maru No. 17 | 344 | SAN TE MARU No. 17 |
| Kuroshio Maru No. 18 | 397 | DON GERARDO B—I |
| Kuroshio Maru No. 21 | 2006 | HANG JIN |
| Kuroshio Maru No. 25 | 493 | CROWN ACE |
| Kuroshio Maru No. 26 | 421 | HOKUSEN MARU No. 1 |
| Kuroshio Maru No. 27 | 459 | KOREANA No. 7 |
| Kuroshio Maru No. 32 | 598 | ZHOU SHAN 2 |
| Kuroshio Maru No. 61 | 284 | BANI |
| Kuroshio Maru No. 62 | 284 | BIG JOHN |
| Kuroshio Maru No. 63 | 284 | KWAMINA NORTEY |
| Kuroshio Maru No. 65 | 283 | FERNANDA MARISA |
| Kuroshio Maru No. 66 | 283 | NICK T. |
| Kuroshio Maru No. 81 | 146 | OUR WAY |
| Kuroshio Maru No. 82 | 145 | PATHFINDER |
| Kuroshio Rex | 3833 | ACACIA TREE |
| Kursk | 8960 | KURSKA |
| Kurt | 169 | CORA |
| Kurt Barthel | 3169 | TAI HE |
| Kurt Bastian | 494 | NICOLAOS M |
| Kurt Burkowitz | 615 | TELCO LOMBOK |
| Kurt H | 585 | NEPTUNUS |
| Kurt Illies | 5537 | CHRISTOPH SCHULTE |
| Kurtaran | 499 | CIKARAN |
| Kurtia No. 1 | 289 | ARGONAUTE |
| Kurtia No. 2 | 167 | DAE YEON No. 105 |
| Kurtlar | 658 | KONANLAR |
| Kurushima | 1913 | CARIBBEAN ISLAND |
| Kurushima Maru | 3484 | ANEMOS |
| Kurushima Maru | 15589 | COMMON VENTURE |
| Kurushima Maru | 40506 | ALANDIA NORD |
| Kuryu Maru No. 18 | 265 | HOKO MARU No. 88 |
| Kuselwind | 499 | SONDERBURG |
| Kushiro Maru | 3945 | RO—RO RUNNER |
| Kusi | 353 | GEORGIA S |
| Kusi | 1599 | STANMORE |
| Kusko | 141 | CLO E |
| Kutai Raya | 1998 | MAHKUTAI |
| Kutaisi | 14717 | SKIKDA |
| Kutilang | 172 | SOLO |
| Kutina | 1504 | CONTI BLUE |
| Kutlu Isik | 5174 | JUNIOR M |
| Kutno II | 1598 | UNITY V |
| Kutubtari | 390 | CHOLUNGA |
| Kuurtanes | 7459 | MADZY |
| Kuwa Mamuta | 289 | ARGONAUTE |
| Kuwa Mariya | 448 | SIMAR |
| Kuwait Express | 15636 | AMERICAN CONDOR |
| Kuwait Horizon | 8766 | BAFFIN BAY |
| Kuwana Maru | 280 | MOAWEN 6 |
| Kuwana Maru | 294 | KAO 137 |
| Kuwana Maru | 2988 | MULBERRY |
| Kvaenangen | 240 | STALODD |
| Kvalnes | 138 | TROND ERLING |
| Kvaloyvag | 310 | STALEGG JUNIOR |
| Kvalstein | 115 | KRUSNING |
| Kvalsund Senior | 196 | TJALVE |
| Kvalsundferja | 191 | STOKSUNDFERJA |
| Kvamsoy | 335 | CAPRI |
| Kvanne—Rokkum III | 119 | SVORKA |
| Kvarten | 633 | LEIKING |
| Kvarto | 288 | FRIGO |
| Kvarts | 2243 | KVARCS |
| Kvellvik | 199 | FROYVAAG |
| Kviksholm | 299 | ISABEL |
| Kviksholm | 495 | DANIA |
| Kviksholm | 687 | MYRAAS |
| Kvina | 173 | KVINAFJORD |
| Kvinnherad | 599 | RYGERFJORD |
| Kvint | 588 | STRILHVAL |
| Kvintess | 588 | STRILHVAL |
| Kvitbjorn | 472 | ALCANTARA |
| Kviteggen | 140 | LHASA |
| Kviteggen | 276 | HAVSNURP |
| Kvitfjell | 490 | SJOVIK |
| Kvitsoy | 387 | ABDALLAH R. |
| Kvitungen | 168 | SMEDVIK |
| Kvitungen | 714 | MELSHORN |
| Kwai Chung | 202 | SALVOR |
| Kwakwani | 451 | PACIFIC STANDARD |
| Kwan Ak San No. 1 | 279 | BUSAN No. 403 |
| Kwan Ak San No. 3 | 237 | HWA SUNG No. 6 |
| Kwan Dong | 353 | DONG A No. 31 |
| Kwang Chao No. 3 | 346 | MING YANG No. 1 |
| Kwang Chao No. 5 | 346 | MING YANG No. 3 |
| Kwang Chow | 1357 | NAN HAI 139 |
| Kwang Duck | 702 | SUNNY PUSAN |
| Kwang Il No. 5 | 240 | JINSHEN |
| Kwang Il No. 6 | 355 | BOO KWANG No. 203 |
| Kwang Il No. 7 | 351 | HAN YANG No. 7 |
| Kwang Il No. 31 | 232 | YUFENG |
| Kwang Il No. 51 | 499 | DONG BANG No. 111 |
| Kwang Jin | 999 | KEUM YANG No. 2 |
| Kwang Myung No. 2 | 223 | KUM DO No. 77 |
| Kwang Myung No. 3 | 223 | HWA DONG No. 105 |
| Kwang Myung No. 5 | 223 | DONG SUE No. 1 |
| Kwang Myung No. 7 | 236 | DONG SUE No. 2 |
| Kwang Myung No. 20 | 499 | JAI WON No. 11 |
| Kwang Myung No. 21 | 498 | JAI WON No. 22 |
| Kwang Myung No. 75 | 305 | MINDULLE No. 101 |
| Kwang Myung No. 76 | 305 | MINDULLE No. 102 |
| Kwang Myung No. 78 | 312 | POONG SAN No. 12 |
| Kwang Myung No. 79 | 305 | DONG MYUNG No. 97 |
| Kwang Myung No. 81 | 486 | CHEOG YANG No. 51 |
| Kwang Myung No. 83 | 430 | O YANG No. 51 |
| Kwang Myung No. 85 | 430 | KWANG YANG No. 107 |
| Kwang Myung No. 86 | 433 | O YANG No. 52 |
| Kwang Myung No. 87 | 430 | JAI WON No. 55 |
| Kwang Myung No. 88 | 430 | EUN YANG No. 77 |
| Kwang Myung No. 91 | 467 | TAE WON No. 3 |
| Kwang Myung No. 92 | 467 | CHEOG YANG No. 501 |
| Kwang Myung No. 97 | 467 | MINDULLE No. 106 |
| Kwang Myung No. 98 | 467 | TAE BAEK No. 72 |
| Kwang Myung No. 99 | 467 | TAE JIN No. 77 |
| Kwang Myung No. 150 | 329 | DONG GEONG No. 25 |
| Kwang Myung No. 151 | 329 | HEUNG YOUNG No. 13 |
| Kwang Myung No. 152 | 329 | HEUNG YOUNG No. 11 |
| Kwang Myung No. 155 | 329 | DOO YANG No. 101 |
| Kwang Myung No. 170 | 363 | WOO SUNG No. 71 |
| Kwang Nam No. 7 | 239 | DONG EUN No. 2 |
| Kwang Shin No. 99 | 467 | TAE JIN No. 77 |
| Kwang Ta | 793 | HSUNG FAR |
| Kwang Tsin No. 3 | 346 | MING YANG No. 21 |
| Kwang Yang No. 22 | 172 | NUSA INA |
| Kwang Young | 1156 | HWA YOUNG No. 3 |
| Kwangsi | 7582 | CMB EMBLEM |
| Kwangtung | 16736 | WOERMANN AFRICA |
| Kwawkewlth Producer | 101 | NUMAS No. 1 |
| Kwok Hung | 660 | HALIMAH |
| Kwok Wah | 2055 | SOMSUK |
| Kwong Fung | 4603 | MEZQUITAL |
| Kwong Ta | 6051 | PAN JIN HAI |
| Kwong Wo | 2694 | MANII |
| Kya | 120 | HAGANES |
| Kybfels | 6999 | DA HONG QIAO |
| Kybra | 952 | JAYA PUTRA II |
| Kydon | 10713 | CITY OF TARANTO |
| Kydonia | 1962 | NEPTUNE WIND |
| Kydor Pioneer | 499 | PATRITSIA V |
| Kyeong Yang No. 1 | 269 | WOO JIN No. 53 |
| Kygnus Maru No. 1 | 499 | QING CHUAN TANKER 2 |
| Kyknos | 1241 | MERCS HENDALA |
| Kyle Queen | 497 | AKSEL—I |
| Kyle Tide | 185 | DELFINO BIANCO |
| Kymo | 65674 | FOLEGANDROS |
| Kyndill | 500 | REEDNESS |
| Kyndill II | 500 | REEDNESS |
| Kynthia | 11758 | RHAPSODY |
| Kyo Jin | 11344 | RITA DEL MAR |
| Kyoai Maru | 2889 | ELYSIAN STAR |
| Kyoei Maru | 172 | DONG WON No. 15 |
| Kyoei Maru | 216 | MEIHO MARU No. 8 |
| Kyoei Maru | 495 | KAIYO MARU No. 7 |
| Kyoei Maru | 498 | FLORES DE MAYO |
| Kyoei Maru | 499 | NISSHO MARU No. 2 |
| Kyoei Maru | 557 | SUCCESS SEA |
| Kyoei Maru | 106967 | BT VENTURE |
| Kyoei Maru No. 1 | 179 | LADY MARIANAS |
| Kyoei Maru No. 1 | 299 | KEIHAN MARU |
| Kyoei Maru No. 1 | 499 | OMINATO MARU No. 38 |

| | | |
|---|---|---|
| Kyoei Maru No. 2 | 184 | MALIS |
| Kyoei Maru No. 3 | 254 | HOKUYO MARU No. 3 |
| Kyoei Maru No. 3 | 285 | RYOKAI MARU No. 55 |
| Kyoei Maru No. 5 | 344 | PACIFICO No. 701 |
| Kyoei Maru No. 7 | 464 | LATINA No. 8 |
| Kyoei Maru No. 8 | 199 | MULTI PERKASA |
| Kyoei Maru No. 8 | 3405 | STAINLESS EMPEROR |
| Kyoei Maru No. 18 | 300 | ANUMURTI No. 5 |
| Kyoei Maru No. 21 | 364 | LEOPARD II |
| Kyoei Maru No. 28 | 311 | CHORYU MARU No. 51 |
| Kyoei Maru No. 81 | 135 | KYOEI MARU No. 85 |
| Kyoei Maru No. 85 | 136 | FUKUE MARU No. 6 |
| Kyoei No. 1 | 1995 | KYOEI MARU No. 1 |
| Kyofuku Maru | 1946 | WILCON II |
| Kyofuku Maru No. 1 | 195 | TAIHEI MARK |
| Kyofuku Maru No. 8 | 181 | PETREL |
| Kyofuku Maru No. 31 | 114 | MANSEI MARU No. 61 |
| Kyofuku Maru No. 32 | 114 | MANSEI MARU No. 62 |
| Kyofuku Maru No. 36 | 113 | HIRO MARU No. 81 |
| Kyofuku Maru No. 38 | 318 | HAKURYU MARU No. 76 |
| Kyofuku Maru No. 83 | 114 | MANSEI MARU No. 51 |
| Kyofuku Maru No. 85 | 114 | MANSEI MARU No. 52 |
| Kyoho Maru | 990 | PULAU GEBE |
| Kyoho Maru | 1474 | HAKUBA |
| Kyoho Maru | 1948 | SHUN ZHI |
| Kyoho Maru | 1997 | VAM CO 23 |
| Kyoho Maru | 15620 | KOSEKI MARU No. 2 |
| Kyoju Maru | 12147 | STANDWEAR |
| Kyokko Maru | 226 | KYOKKO RUA |
| Kyokko Maru | 4611 | DASA TUJUH |
| Kyokko Maru | 8506 | TAE BAEK No. 99 |
| Kyokko Maru No. 2 | 198 | SEICHO MARU No. 138 |
| Kyokko Maru No. 3 | 199 | RUBY |
| Kyokko Maru No. 3 | 4204 | TRADE RELISH |
| Kyokko Maru No. 5 | 215 | SHONAN MARU |
| Kyokko Maru No.7 | 193 | KUNMING |
| Kyoko Maru | 12522 | MORNING STAR |
| Kyokuei Maru | 1997 | PATTAYA |
| Kyokuho Iris | 4441 | UNIX FAIR |
| Kyokuho Maru | 660 | DIMINI |
| Kyokuho Maru | 1595 | ALJAWHARA |
| Kyokuho Maru | 2253 | KERTA TUJUH |
| Kyokuho Maru No. 2 | 228 | EIKO MARU No. 18 |
| Kyokuho Maru No. 6 | 613 | BINTANG SAMUDRA XI |
| Kyokuho Maru No. 6 | 678 | OCEAN WAVE I |
| Kyokuho Maru No. 7 | 329 | CHEMICARRY No. 1 |
| Kyokuho Maru No. 12 | 498 | ELIDA |
| Kyokuko Maru No. 36 | 404 | INARI MARU No. 17 |
| Kyokuko Maru No. 51 | 292 | HEGUMU No. 18 |
| Kyokuryo Maru | 2244 | ARLET |
| Kyokuryu Maru | 364 | LEOPARD II |
| Kyokuryu Maru No. 1 | 976 | SAE HAN No. 5 |
| Kyokusei Maru | 2635 | SUNNY BREEZE |
| Kyokushin | 11737 | MIRA |
| Kyokushin Maru | 196 | PACIFIC SUN |
| Kyokushin Maru | 498 | EVANIA |
| Kyokushin Maru | 1046 | BHORJAI |
| Kyokushin Maru | 11737 | MIRA |
| Kyokusho | 9796 | STAMON |
| Kyokuto Maru | 1174 | GOLDEN OCEAN |
| Kyokuto Maru No. 32 | 174 | YOSHI III |
| Kyokuwa Maru | 70853 | STAR TRADER |
| Kyokuyo Maru | 489 | YONGJA |
| Kyokuyo Maru | 498 | ASEAN JAYA |
| Kyokuyo Maru | 994 | ARNOLD |
| Kyokuyo Maru | 994 | C. P. 10 |
| Kyokuyo Maru | 1887 | THITA EOLOS |
| Kyokuyo Maru | 3371 | SUZAN M. |
| Kyokuyo Maru | 4341 | SUNNY DIAMOND |
| Kyokuyo Maru No. 1 | 975 | CHEMICARRY No. 25 |
| Kyokyu Maru | 5592 | SEEMA |
| Kyomei Maru | 2834 | SULPICIO CONTAINER IV |
| Kyomei Maru No. 18 | 998 | OIL CARRIER 2 |
| Kyonan Maru | 3854 | ARGOS |
| Kyoriki Maru | 441 | HORYU MARU |
| Kyoriki Maru No. 13 | 499 | NHA RONG |
| Kyoriki Maru No. 15 | 199 | MARUYOSHI MARU No. 3 |
| Kyoritsu Maru | 495 | TRIA I |
| Kyosei Maru | 198 | TSURUSHIO MARU No. 18 |
| Kyosei Maru | 874 | CAPELLA |
| Kyosei Maru | 998 | OIL CARRIER 2 |
| Kyosei Maru | 8466 | OMINA |
| Kyosei Maru No. 1 | 526 | ARGANA No. 1 |
| Kyosei Maru No. 2 | 199 | EBISU MARU No. 2 |
| Kyoseki Maru | 355 | PULAU LAUT |
| Kyoseki Maru No. 2 | 668 | SAM BU No. 13 |
| Kyoseki Maru No. 3 | 1110 | CHICCOGAS |
| Kyoseki Maru No. 5 | 987 | NITTAN MARU No. 12 |
| Kyoseki Maru No. 6 | 493 | NITTAN MARU No. 15 |
| Kyosen Maru | 1998 | MAHKUTAI |
| Kyoshin Maru | 297 | TAIHO MARU No. 1 |
| Kyoshin Maru | 2462 | GOLDEN WISTARIA |
| Kyoshin Maru | 2595 | TAE IL |
| Kyoshin Maru No. 1 | 171 | YOUNG SHIN No. 33 |
| Kyoshin Maru No. 1 | 224 | TAISEI MARU No. 8 |
| Kyoshin Maru No. 2 | 338 | HWA YANG No. 901 |
| Kyoshin Maru No. 2 | 2758 | WORLD SANPO |
| Kyoshin Maru No. 3 | 195 | KINUN MARU No. 8 |
| Kyoshin Maru No. 3 | 199 | NIKKAI MARU No. 1 |
| Kyoshin Maru No. 6 | 475 | HOYO |
| Kyoshin Maru No. 18 | 318 | KAISEI No. 2 |
| Kyoshin Maru No. 21 | 181 | KAIYO MARU No. 38 |
| Kyoshin Maru No. 22 | 110 | MINA RAYA 1 |
| Kyoshin Maru No. 23 | 118 | MINA RAYA 2 |
| Kyoshin Maru No. 31 | 164 | CHEOG YANG No. 33 |
| Kyoshin Maru No. 38 | 299 | MIJORI No. 203 |
| Kyoshin Maru No. 51 | 284 | TENKO MARU |
| Kyoshin Maru No. 51 | 328 | BONANZA No. 5 |
| Kyoshin Maru No. 52 | 289 | EPI WAVE |
| Kyoshin Maru No. 52 | 311 | BONANZA No. 1 |
| Kyoshin Maru No. 53 | 283 | TAE WOONG No. 503 |
| Kyoshin Maru No. 55 | 549 | BIRIGNI |
| Kyoshin Maru No. 56 | 549 | CAP—1 |
| Kyoshin Maru No. 57 | 549 | SOMACOPP VII |
| Kyoshin Maru No. 58 | 376 | CHIRK No. 1 |
| Kyoshin No. 35 | 299 | PETROUS No. 1 |
| Kyosho Maru No. 5 | 184 | DONG HAE No. 8 |
| Kyosho Maru No. 31 | 314 | MARCALA I |
| Kyosho Maru No. 31 | 349 | VENEZIA No. 23 |
| Kyoshu Maru | 3001 | SAM NAM |
| Kyotai Maru | 1997 | VAM CO 23 |
| Kyotaku Maru | 4511 | ATHANASSIOS D |
| Kyoto | 36375 | KVARNER |
| Kyoto Forest | 17626 | CALETA LEONES |
| Kyoto I | 1181 | EASTERN MARINER |
| Kyoto II | 9629 | FERRYMAR |
| Kyotoku Maru | 999 | NORTHEASTERN STAR No. 6 |
| Kyotoku Maru | 1140 | GAS CARRIER 881 |
| Kyotoku Maru No. 18 | 124 | TOMOE MARU No. 8 |
| Kyotoku Maru No. 28 | 181 | TAISHU MARU No. 7 |
| Kyotoku Maru No. 35 | 180 | KYOTOKU MARU No. 33 |
| Kyotoku Maru No. 38 | 224 | ALMAPES—7 |
| Kyotoku Maru No. 51 | 185 | KING JORGE III |
| Kyotoku Maru No. 68 | 226 | RYUSHO MARU No. 3 |
| Kyotoku Maru No. 81 | 131 | KOWAN MARU No. 8 |
| Kyoun Maru | 1232 | BENOA JAYA |
| Kyoun Maru | 2536 | WATULINEI |
| Kyowa Breeze | 2458 | DING AN |
| Kyowa Cosmos | 5615 | ASIAN COSMOS |
| Kyowa Maru | 246 | RYUHO MARU No. 21 |
| Kyowa Maru No. 1 | 252 | RABBI |
| Kyowa Maru No. 1 | 585 | SHINYO MARU No. 7 |
| Kyowa Maru No. 3 | 233 | BETHANY PUJI |
| Kyowa Maru No. 3 | 298 | TENO MARU No. 15 |
| Kyowa Maru No. 5 | 339 | SUMIEI MARU No. 35 |
| Kyowa Maru No. 5 | 370 | SAM YOUNG No. 303 |
| Kyowa Maru No. 7 | 404 | MARK PHILIP II |
| Kyowa Maru No. 7 | 422 | MONALINDA—XXXVIII |
| Kyowa Maru No. 8 | 164 | TAIKI MARU No. 71 |
| Kyowa Maru No. 8 | 4999 | SOUTHERN TRADER |
| Kyowa Maru No. 11 | 146 | EBISU MARU No. 7 |
| Kyowa Maru No. 11 | 199 | SUPERCARGO |
| Kyowa Maru No. 11 | 365 | ESTRELLA No. 1 |
| Kyowa Maru No. 12 | 405 | MIURA MARU |
| Kyowa Maru No. 15 | 349 | ALEGRIA |
| Kyowa Maru No. 15 | 373 | SHOSHIN MARU No. 53 |
| Kyowa Maru No. 15 | 411 | CARRY No. 7 |
| Kyowa Maru No. 17 | 403 | DONG THAP 1 |
| Kyowa Maru No. 18 | 448 | EIRYO MARU No. 58 |
| Kyowa Maru No. 21 | 412 | HOKUYO MARU No. 108 |
| Kyowa Maru No. 23 | 109 | PYUNG A No. 255 |
| Kyowa Maru No. 23 | 393 | SEA QUEEN No. 2 |
| Kyowa Maru No. 27 | 434 | DONG WON No. 135 |
| Kyowa Maru No. 28 | 409 | SEIWA MARU No. 28 |
| Kyowa Maru No. 28 | 414 | FUKI MARU No. 58 |
| Kyowa Maru No. 31 | 304 | DONG WON No. 605 |
| Kyowa Maru No. 31 | 480 | TAISEI MARU No. 31 |
| Kyowa Maru No. 32 | 344 | DANIEL SOLANDER |
| Kyowa Orchid | 5589 | ASIAN ORCHID |
| Kyoyo Maru | 330 | NOFA No. 9 |
| Kyoyo Maru No. 1 | 298 | SAMI I |
| Kyoyo Maru No. 2 | 191 | ASAHI MARU No. 15 |
| Kyoyo Maru No. 2 | 349 | ORIENTAL STAR No. 1 |
| Kyoyo Maru No. 3 | 432 | MUSASHINO MARU |
| Kyoyo Maru No. 5 | 291 | HAKKO MARU No. 38 |
| Kyoyo Maru No. 8 | 279 | JUKYU MARU No. 58 |
| Kyoyo Maru No. 11 | 299 | MYOJIN MARU No. 78 |
| Kyoyo Maru No. 11 | 439 | DAIJIN MARU No. 3 |
| Kyoyo Maru No. 28 | 283 | DAITOKU MARU No. 28 |
| Kyozan Maru | 411 | NISSHO MARU No. 8 |
| Kyozan Maru No. 3 | 963 | WASIAN |
| Kyozui Maru | 3566 | EICHEONG MARU |
| Kypandros A. S. | 20423 | DA YU SHAN |
| Kypros Alpha | 5373 | BOB L |
| Kypros Star | 6892 | OCEAN MAJESTY |
| Kypu | 3236 | SWAN |
| Kyra | 787 | THAROS |
| Kyra | 6018 | N. MERSIN |
| Kyra Argyro | 1599 | DOLICHI |
| Kyra Lynn | 57211 | OLYMPIC SPLENDOUR |
| Kyra Popi | 12294 | MARE EQUATORIALE |
| Kyrakatingo | 36411 | PELAGOS |
| Kyrenia | 14500 | ANNA A |
| Kyrgo | 4616 | DENIZ—AY |
| Kyrgo | 4999 | IRAN PASDAR |
| Kyria | 1175 | DHONAKULHI |
| Kyriacos A. S. | 8878 | FORTUNE CELIA |
| Kyriaki | 30464 | WESTERN TRADE |
| Kyriaki | 32237 | KALLIOPI T |
| Kyriakos K | 512 | EKATERINI A |
| Kyriakos M | 14076 | SEA KING |
| Kyriakoula K. | 495 | KAPETAN YANNIS D |
| Kyros | 296 | BRASKEN |
| Kysten | 291 | WORK CHIEF |
| Kysten | 377 | KYSTEN I |
| Kystveien | 6665 | BOHUS II |
| Kythera | 12098 | FLAG MERCHANT |
| Kythera Bridge | 757 | ZAHER II |
| Kythera Sea | 1499 | ODESSA STAR |
| Kythira | 1599 | RANIA |
| Kythnos | 8997 | ALEXANDRAKI |
| Kythnos | 14330 | LEON |
| Kyudai Maru | 2043 | KUO LIE No. 2 |
| Kyuei Maru | 198 | FUJI MARU No. 8 |
| Kyuei Maru No. 1 | 349 | ANOUAL |
| Kyuho Maru | 311 | MONALINDA—LIV |
| Kyuho Maru No. 58 | 495 | SILVER PACIFIC |
| Kyuko | 28706 | TANGLAW |
| Kyuko Maru | 28706 | TANGLAW |
| Kyung Dong | 1920 | KEUM YANG No. 8 |
| Kyung II | 966 | JANG YUNG No. 31 |
| Kyung Lim No. 1 | 251 | HAE WOO No.0006 |
| Kyung Po No. 1 | 161 | GYEONG BUG No. 401 |
| Kyung Yang | 5377 | HAN DOO |
| Kyusho Brave | 126 | OSAM POWER |
| Kyushu | 983 | DONA CRISTINA |
| Kyushu Maru | 12222 | VITASKY |
| Kyushu Maru | 15524 | KYUSHU |
| Kyushu Pride | 173 | KOLIBRI SATU |
| Kyzikos | 9777 | SEA TRADITION |
| L 432 | 109 | JAMES |
| L 534 | 129 | PIONIER |
| L 631 | 109 | JAMES |
| L. A. Levy | 183 | SPIRIT OF THE NORTH |
| L. A. Sjong | 301 | ZUIDERSTER 2 |
| L. Craeybeckx | 5608 | TRANSPORT MAAS |
| L. Delwaide | 5608 | TRANSPORT SCHELDE |
| L. E. Stewart | 975 | JARAMAC 66 |
| L. G. E. 1 | 997 | BB TANK |
| L. G. E. 2 (LR 7504873 — aft section) | 526 | TUNNY |
| L. G. Laduca | 296 | MARINE FUEL OIL |
| L. G. Laduca II | 402 | GOWANUS TRADER |
| L. J. Penny | 332 | ANNE S. PIERCE |
| L. O. Mogster | 495 | TORSVER |
| L. P. Candies | 144 | JOHN L. WINTER |
| L.P. Hosford | 405 | INDIAN |
| L. P. Maru No. 3 | 998 | CHEUK YANG |
| L. P. Maru No. 5 | 999 | PETROLANE No. 1 |
| L. P. Maru No. 7 | 1118 | GAS ASIAN |
| L. P. Maru No. 8 | 1092 | WORLD GAS No. 1 |
| L. P. Maru No. 10 | 1320 | YU HWA No. 2 |
| L. Taurus | 982 | SYLBE |
| L. W. Sweet | 506 | ANN MURDOCK |
| L.C.P.—R 1 | 321 | COLON |
| L.M. Winslow | 149 | OSPREY |
| L.T.C. No. 2 | 614 | ANTIGNANO |
| L/L Chile | 5597 | ALEXANDRA |
| L/L Equador | 5597 | MEGA BREEZE |
| L/L Peru | 5597 | FULVIA |
| L'Acropole | 9248 | GOLD VIEW |
| L'Adour | 1483 | DI 15 |
| L'Ardeche | 1126 | FEZ |
| L'Armoricain | 499 | MAYSSALOUN |
| L'Artha | 1483 | WESELTJE |
| L'Equipe | 318 | SARICA |
| L'Erable No. 1 | 7686 | HUBERT GAUCHER |
| L'Isere | 4751 | EUROSTAR |
| L'Olonnois | 1098 | ALASKAN EMPIRE |
| La Bahia | 1599 | STOLT BAHIA |
| La Belle Malouine | 104 | BELLE MALOUINE |
| La Bonita | 1418 | TAFFTRADE |
| La Bonita | 2955 | LA MINERA |
| La Brise | 182 | BREEZE |
| La Canche | 499 | SOELA |
| La Caravelle | 280 | PETIFOQUE |
| La Chacra | 36979 | THEOMITOR |
| La Cherie | 147 | LA CHEVAL |
| La Chesnais | 16023 | VENTURA |
| La Chorrera | 327 | MONALINDA—XVI |
| La Cinta | 1597 | RISING SUN I |
| La Colina | 1592 | STOLT COLINA |
| La Condesa | 11741 | GOLDEN ENTERPRISE |
| La Confianza | 8980 | LAPIS |
| La Cordillera | 25552 | RHONE |
| La Cosecha | 8982 | AURORA RUBY |
| La Costa | 25552 | SUN SUMA |
| La Coubre II | 404 | HOURTIN II |
| La Crosse Socony | 544 | CAPT. CHARLES H. STONE |
| La Cumbre | 4292 | ISOLA AZZURRA |
| La Diosa | 7084 | B. MALIGAYA |
| La Durance | 2239 | AL ZAHER IV |
| La Ensenada | 21217 | BORRENMILL |
| La Esperanza | 1992 | ROBIN |
| La Estancia | 26191 | KIWI ARROW |
| La Falda | 1599 | STOLT FALDA |
| La Fayette | 569 | PHILIPPE ESTELLE |
| La Fayette | 14745 | CLUB MED 1 |
| La Femme | 1596 | LIAN KEONG |
| La Fleche | 26174 | THEOMANA |
| La Fourche | 163 | LAURA |
| La France | 639 | MIHALIS |
| La Garde | 148 | SEASPAN NAVIGATOR |
| La Gavotte | 500 | GIANT |
| La Gavotte II | 169 | ELTRA |
| La Gemma | 223 | CHARK |
| La Goulette | 498 | LA GOLETA |
| La Guaira | 8490 | BELLA |
| La Hacienda | 1388 | STOLT HACIENDA |
| La Iguana | 498 | VALENTINA |
| La Jinete | 2800 | CARIBE CARRIER |
| La Joconde | 118 | PERE—NO |
| La Joven Maria | 590 | GARRIDO PRIMERO |
| La Laja | 1148 | HARIS |
| La Liberte | 16887 | ASTART |
| La Loma | 1569 | CAPO MISENO |
| La Loma | 113950 | TRADE FORTITUDE |
| La Loto | 9343 | CHALKIDON |
| La Mancha | 5061 | LUZON MA |
| La Manche | 1461 | IKA MAJU |
| La Minera | 4217 | ISMAIL M |
| La Molinera | 2955 | TEXAS |
| La Nativite | 100 | SAINT MARCOUF |
| La Nina | 48645 | CHEVRON ZENITH |
| La Nive | 1574 | H. E. V. 1 |
| La Paimpolaise | 551 | CEMENT ONE |
| La Paix | 499 | AL SALAM I |
| La Pallice | 6633 | ANGELIQUE |
| La Paloma | 392 | SHEILA MARIA |
| La Paloma | 485 | RHINE |
| La Paloma | 497 | MANOLIS II |
| La Paloma | 499 | GATEWAY |
| La Pampa | 10076 | PANORMOS BAY |
| La Pampa | 17180 | MARINA |
| La Pampa | 37076 | LEOPOLD L.D. |
| La Paz | 398 | ORTANO |
| La Paz | 495 | HERO |
| La Paz No. 1 | 677 | DONG WON No. 517 |
| La Paz No. 2 | 664 | DONG WON No. 519 |
| La Pelagia | 242 | DOM BOSCO |
| La Perla | 485 | SOTIRIOS |
| La Perla | 8619 | LA PALMA |
| La Perla I | 499 | AL SALAM II |
| La Platense | 522 | INVAR VI |
| La Pradera | 1592 | STOLT PRADERA |
| La Primavera | 22027 | GREBE ARROW |
| La Quinta | 1388 | STOLT QUINTA |
| La Rabida | 1597 | RISING SUN I |
| La Reine | 207 | SEASPAN QUEEN |
| La Rochelle | 7667 | NICOLE |
| La Rocina | 656 | ESTELA |
| La Salernitana | 363 | JOLLY SECONDO |
| La Seine | 287 | DONATELLA |
| La Selva | 3986 | SHELLEY |
| La Sierra | 26942 | PUFFIN ARROW |
| La Sierra | 28004 | BRAVERY |
| La Suerte | 22132 | SEA TRADER |
| La Valette | 394 | B. KARTAL |
| La Valletta | 3357 | MISTRAL II |
| La Verne | 186 | CHEATER FIVE |
| La Vida | 123 | KEOLA |
| La Vie Drole Express | 295 | ONLY I EXPRESS |
| Laakanuki | 228 | ROSS FNDEAVOUR |
| Labbaik | 233 | PLAYA DE PUERTO RICO |
| Labech | 135 | TOULONNAIS XII |
| Labella | 114761 | SOUTH SEA |
| Labiosa | 134523 | AUTAN |
| Laboe | 180 | PRINCESS POCAHONTAS |
| Laboe I | 180 | PRINCESS POCAHONTAS |
| Labonna | 120 | 6—232 |
| Labor | 189 | ASPALATHOS |
| Labor et Fides | 295 | MILLSUPPLIER |
| Labore | 1296 | ZHAN QIONG 1 |
| Labotas | 499 | SADAF |
| Labradoc | 3373 | FALCON CREST |
| Labrador | 1024 | LABRADOR TRAWL |
| Labrador | 6572 | GOLDEN STAR |
| Labrador | 6968 | EL CORDERO |
| Labrador | 12938 | PARA |
| Labrador Clipper | 4905 | CHIOS PRIDE |
| Labrador Rex | 3833 | AZALEA |
| Labrador Seahorse | 198 | LABRADOR |
| Labrincha | 377 | AMISIL |
| Labrini II | 422 | VILA BALEIRA |
| Laburdi | 16023 | LARA K |
| Lacandon | 15956 | SINGA SWAN |
| Lacerta | 18763 | MILAGRO |
| Lacey 1 | 214 | DAVID McALLISTER |
| Lacey 2 | 197 | MICHAEL J. McALLISTER |
| Lacey 3 | 214 | TIMOTHY McALLISTER |
| Lachs | 125 | DUBURG |
| Lacon | 305 | SUVISRI SACORN |
| Lacon | 13360 | CHRYSSI V |
| Laconia | 964 | MANGANESE |
| Laconikos | 499 | MATINA—D |
| Laconikos | 6954 | LACONIKOS II |
| Laconis | 497 | PAVLOS KOUNTOURIOTIS |
| Lacoste Tide | 600 | MIRIAM TIDE |
| Lad Y | 7267 | TONGSHUN |
| Ladejarl | 377 | CEHILI |
| Ladoga | 1166 | ROMANIA G |
| Ladoga—10 | 1578 | SAYMENSKIY KANAL |
| Ladon | 3442 | GALLOWAY EXPRESS |
| Ladonna Luann | 104 | DANA ANN |
| Lador | 1242 | TUNA WEST |
| Lady | 687 | MYRAAS |

| | | |
|---|---|---|
| Lady | 1099 | CANICAL |
| Lady | 5274 | SUNNY LADY |
| Lady Aalke | 1588 | PELTRADER |
| Lady Adeline | 778 | SENTOSA JAYA |
| Lady Agnes | 115 | LADY SHARELL |
| Lady Aida | 399 | ANNE MARIE |
| Lady Alexandra | 1210 | ALEXANDRA TIDE |
| Lady Alison | 854 | DAWN BLAZER |
| Lady Alma | 263 | NALON |
| Lady Amelia | 100 | ANNIE |
| Lady Anastasia | 425 | DHERAHA |
| Lady Angela | 1250 | MARCO AURELIO |
| Lady Anita | 458 | VOLANS |
| Lady Anita | 1099 | CANICAL |
| Lady Ann | 115 | LADY SHARELL |
| Lady Ann | 143 | LADY DEE |
| Lady Ann | 154 | GULFSTREAM |
| Lady Ann III | 115 | LADY SHARELL |
| Lady Anne | 116 | SAHID 1 |
| Lady Anne | 490 | GOD IS ABLE |
| Lady Ariane | 3415 | AYGAZ 5 |
| Lady Astri | 482 | OCEAN PEARL |
| Lady Ava | 119 | NORTHERN CHALLENGER |
| Lady Beth | 487 | GULF WRESTLER |
| Lady Betty | 103 | ANNIE P |
| Lady Betty | 113 | BLACK SHEEP |
| Lady Beverly | 113 | CAPTAIN KEARBY |
| Lady Bird | 137 | BERIT JANE |
| Lady Bird | 67915 | RIVER PLATE |
| Lady Boklepp | 199 | LADY WEST |
| Lady Carina | 489 | KATERINA I |
| Lady Carol Ann | 185 | PACIFIC BREEZE |
| Lady Carolina | 425 | PALEX SUPPLIER |
| Lady Caroline | 499 | NELLY S |
| Lady Carolyn | 142 | LADY LILLIAN |
| Lady Carolyn | 177 | KIRSTEN MARIE |
| Lady Catherine | 1577 | NORMAN COMMODORE |
| Lady Cecilia | 154 | SATURN |
| Lady Cecilia | 155 | GERONIMO |
| Lady Cecilie | 496 | LADY KATHERINE |
| Lady Celia | 135 | VIET DUC XI |
| Lady Celica | 496 | LADY KATHERINE |
| Lady Cile | 114 | LESLIE RAE |
| Lady Claire | 191 | MAGNUM |
| Lady Claudine | 697 | DAWN WARBLER |
| Lady Clio | 24407 | AIDA |
| Lady Cynthia | 986 | MAGNIFICENT CREEK |
| Lady D | 2928 | AURORA I |
| Lady Delia | 744 | DELIA |
| Lady Diana | 1218 | AUSTRALIAN EAGLE |
| Lady Diana | 2928 | AURORA I |
| Lady Dorothy | 135 | BRITTA I |
| Lady Dulcie | 157 | FULGOR |
| Lady Edris | 118 | MARCELLA |
| Lady Edwina | 247 | SPURN HAVEN |
| Lady Elda | 174 | SUSAN W. HANNAH |
| Lady Elizabeth | 499 | GATEWAY |
| Lady Ellen | 116 | SEAHAWK |
| Lady Elsie | 151 | TALMONT |
| Lady Emile | 1192 | MELITA |
| Lady Engeborg | 135 | VIET DUC IX |
| Lady Estha | 103 | T'S PRIDE |
| Lady Esther III | 198 | TEIGLAND |
| Lady Eunice | 101 | SOUTHERN COMFORT |
| Lady Fame | 234 | KOSHI II |
| Lady Fiona | 959 | BRITISH ENTERPRISE TWO |
| Lady Florence | 462 | POGUN SIPITANG |
| Lady Fortune | 5052 | TROPIC WIND |
| Lady Frances | 120 | THE RISING SUN |
| Lady Gabriela | 194 | LADY CHERYL |
| Lady Gloria | 123 | GILLES G |
| Lady Glorita | 389 | GLORITA |
| Lady Grace | 135 | SHANTELLE & NANCY |
| Lady Grenfell | 370 | LADY PHILPOTT |
| Lady Hamilton III | 114 | MISS L. M. |
| Lady Hawkesbury | 1815 | REEF ESCAPE |
| Lady Hazel | 127 | KERRY MC |
| Lady Hiba | 1946 | DEL FINOR |
| Lady Hind | 5678 | CHI HO |
| Lady Houda | 1946 | DEL FINOR |
| Lady Howard | 142 | SHAIMA |
| Lady Howard II | 217 | TEWA |
| Lady I | 5935 | IRON LINK |
| Lady Ingeborg | 131 | GULF CHALLENGER |
| Lady Isabel | 9087 | DEA |
| Lady Isabelle | 827 | NAN HAI 501 |
| Lady II | 9305 | ROBIN |
| Lady Jane | 132 | VU PHONG |
| Lady Jane | 986 | OCEAN JADE |
| Lady Janice | 434 | WINCHESTER |
| Lady Jean | 118 | SIR ALAN HERBERT |
| Lady Jean | 185 | KING JORGE III |
| Lady Jean | 583 | CLEMENTINE |
| Lady Jean | 1075 | ANTICOSTI |
| Lady Jennifer | 135 | TWO SONS |
| Lady Joan | 241 | SALERNUM |
| Lady Johnson II | 591 | BEOTHIC ENDEAVOUR |
| Lady Joyce | 717 | OCEAN RUBY |
| Lady Joyce | 1075 | MORESBY |
| Lady Juliane | 895 | TONG AN |
| Lady June | 101 | MISS VICKY |
| Lady Karel | 396 | FAYEZ |
| Lady Karel | 399 | BERYTUS |
| Lady Karen | 487 | IBIS |
| Lady Kathleen | 1231 | DIYAB |
| Lady Kimberly | 103 | IRENE B II |
| Lady Kristina | 499 | MARINA |
| Lady L | 101 | TERRI—LYNN |
| Lady L | 135 | DAMA L |
| Lady Laura | 484 | BRITANNIA VENTURER |
| Lady Laurie | 532 | SALVAGE KING |
| Lady Lienke | 2815 | PELCHASER |
| Lady Linda | 110 | CAPT. GIANG II |
| Lady Linda | 351 | MOLLY M |
| Lady Lisa | 101 | MARY & JOHN |
| Lady Lora | 5062 | MINERVA |
| Lady Lorna | 545 | GOLONDRINA DE MAR |
| Lady Lucienne | 1986 | MIE MOLS |
| Lady Lynn | 116 | MARY DELL |
| Lady Lynne | 144 | ALMIGHTY |
| Lady M | 367 | NADIRA P. |
| Lady M | 4269 | MACMOSA |
| Lady M. A. Crosbie | 3984 | DAUPHINE |
| Lady Margaret | 461 | MARGARET TIDE |
| Lady Maria | 220 | DEAN |
| Lady Marie | 113 | NARRAGANSETT |
| Lady Marina | 7038 | ARIANE S |
| Lady Marion | 1139 | ORIENTAL KIM |
| Lady Marjorie | 118 | ST. MARY I |
| Lady Mary | 367 | NADIRA P. |
| Lady Menane | 386 | L'HERITAGE I |
| Lady Micheline | 236 | LADY MICHELINE I |
| Lady Nicole | 173 | LORRAINE CAROL |
| Lady Nina | 108 | STAR II |
| Lady Nina | 832 | AHMAD III |
| Lady Nina | 10522 | ATLANTIC LINK |
| Lady Norma | 266 | GALVESTON |
| Lady of the Isles | 341 | SOUTHERN STAR |
| Lady of Aran | 113 | ROSE OF ARAN |
| Lady of Essex | 283 | CAM OBSERVER |
| Lady of Good Voyage | 124 | MISS CONCEPTION |
| Lady One | 941 | BON ESPOIR |
| Lady Pamela | 879 | ORION PRIMO |
| Lady Parkes | 1394 | ODYSSEE |
| Lady Pauline | 1565 | PACIFIC TITAN |
| Lady Philpott II | 149 | MEECH LAKE |
| Lady Philpott II | 150 | BEOTHIC VENTURE |
| Lady Queen | 491 | ANTARES |
| Lady Rachel | 987 | CAPRICORN J |
| Lady Ramona | 152 | RUBY S. |
| Lady Rana | 107 | RANA |
| Lady Rebel | 112 | ST. MARTIN |
| Lady Rhona | 127 | SONIA ESPERANZA |
| Lady Rosemary | 260 | MARTE |
| Lady Roslin | 651 | SILVER SEA |
| Lady Sabina | 410 | MUMTAZ |
| Lady Salla | 2132 | M. ALEXAND |
| Lady Sally | 1402 | WIRA WIJAYA |
| Lady Sandy | 141 | GOD'S MERCY |
| Lady Sarah | 129 | LADY SARAH I |
| Lady Sarah | 263 | NALON |
| Lady Sarah | 987 | ENAD |
| Lady Sarah | 2928 | AURORA II |
| Lady Sarita | 200 | MILLGRADER |
| Lady Serena | 200 | PALBRO PRIDE |
| Lady Serena | 861 | VENETA |
| Lady Sheena | 200 | RAIDER |
| Lady Sherry | 101 | BLUE EYES |
| Lady Star | 14107 | CLIPPER ADAMAS |
| Lady Stella | 211 | GLAS ISLAND |
| Lady Stewart | 114 | CAPT. CATO |
| Lady Stuart | 127 | JOAN MARIE |
| Lady Supplier | 473 | ENERGY EXPRESS |
| Lady Suyapa | 159 | MINERVA |
| Lady Sybil | 111 | HEROS |
| Lady Sylvia | 499 | OSTRIA |
| Lady SS | 564 | GOLDEN KEY 88 |
| Lady Terry | 4123 | SEA SERENADE |
| Lady Terry | 5477 | LASITHI |
| Lady Thelma | 213 | TEBRO |
| Lady Theo | 108 | KATHLEEN RIGGIN |
| Lady Theresa | 143 | WELDWOOD SPIRIT |
| Lady Theresa | 251 | ATLAS |
| Lady Tone | 1565 | GEOMASTER |
| Lady Trude | 8939 | PANTOKRATOR CORFU |
| Lady Ulrike | 998 | L'AGARD |
| Lady Vera | 262 | VITORIN |
| Lady Vera | 986 | DERWENT EXPLORER |
| Lady Vibeke | 499 | GATEWAY |
| Lady Vicky | 8653 | ERRIA INGE |
| Lady Vilma | 986 | HUNTER CREEK |
| Lady Viola | 128 | SALTY DOG |
| Lady Vivien | 1052 | PUTFORD ACHILLES |
| Lady Warri | 1192 | MELISA |
| Lady Wendy | 116 | LADY ALICE |
| Lady Wiley | 102 | SEA STAR |
| Lady Zabeta | 395 | CAPTAIN MAYORAL |
| Ladybird | 2499 | TENG LONG |
| Ladybird | 3648 | BANGRAMARD |
| Lae | 3901 | ADITYA JYOTI |
| Lae Chief | 460 | PIQUERO |
| Lae Chief | 883 | MELINI |
| Lae Express | 1593 | BREZA |
| Laerdal | 119 | FLATOY |
| Laertes | 7170 | VIGOR |
| Laertis | 493 | SAN TITO |
| Laeso | 264 | POSEIDON |
| Laeso | 499 | LANDSKRONA |
| Laetitia | 2300 | BOUNTY |
| Lafourche | 114 | ANDY JR. |
| Laga II | 671 | KAIBEYAR |
| Lagaba | 977 | STAMIA |
| Lagada | 5915 | LYDIA |
| Lagada Bay | 4350 | CHARIOT I |
| Lagafors | 124 | CRESCENT |
| Lagaligo | 1199 | SIAM MARINE |
| Lagan | 399 | ROSSANA |
| Lagan Bridge | 1565 | GEOMASTER |
| Laganbank | 7516 | AMPHION |
| Lagatun | 164 | TAMBURFJELL |
| Laggan | 210 | FORTH |
| Lago | 3760 | SILVER LAKE |
| Lago Bentene | 36788 | MAERSK TAPAH |
| Lago Enol | 5021 | GUADALQUIVIR |
| Lago Garda | 902 | ISLA DE FUERTEVENTURA |
| Lago General Carrera | 1259 | AL FARES |
| Lago Izabal | 483 | SUNMAR SKY |
| Lago Izabal | 3447 | UNITED TRUST |
| Lago Maracaibo | 14546 | SANGITA |
| Lago Peten Itza | 4217 | ISMAIL M |
| Lago Primero | 356 | CARIB HAVEN |
| Lago Rinihue | 9895 | AL—REZA |
| Lago Victoria | 1989 | DUERO |
| Lagong | 522 | LALANG |
| Lagonisi | 882 | SAMI III |
| Lagos | 10899 | BORIS ANDREYEV |
| Lagos Palm | 10899 | BORIS ANDREYEV |
| Lagos Star | 14939 | ZIM HOUSTON |
| Lagos Venture | 11911 | FREMO SIRIUS |
| Lagrange | 116 | CHEICK OUMAR FOUTHIOU |
| Laguardia | 18926 | EMERALD SEAS |
| Lagun Alai | 798 | PENNINGTON STAR I |
| Laguna | 3992 | SIGMA |
| Laguna Cruz | 121 | AJA |
| Lagundu | 144 | MARIA EUGENIA |
| Lahesis | 17645 | IASON |
| Lahewa | 442 | DEWI |
| Lahneck | 830 | WALTER F |
| Laibot | 122 | GDY—19 |
| Laila | 235 | WANDERLUST |
| Laila | 496 | JESICA |
| Laila I | 499 | SEA STAR 8 |
| Laila Majbrit | 149 | RIKKE WESTERAA |
| Laila Mortensen | 185 | BIRGITTE—BETTINA |
| Laila Morup | 149 | SIMMELHOLM |
| Laimun | 240 | SOMARCO I |
| Lairg | 8243 | TAMAPATCHEREE |
| Laissez Faire | 535 | EARL J. CONRAD, JR. |
| Laita | 840 | SPARTA |
| Laiwui | 556 | YAN YAO |
| Lak Muthu | 1599 | TIGER STREAM |
| Lakana | 681 | PHITCHUDA |
| Lakatoi Express | 5932 | EAGLE WIND |
| Lake Almanor | 65361 | POHANG |
| Lake Anette | 11102 | TOVE COB |
| Lake Anette | 15093 | CHARIOTVENTURE L |
| Lake Anina | 15200 | JO BREID |
| Lake Anne | 15200 | JO ELM |
| Lake Arrowhead | 77288 | OCEAN SOVEREIGN |
| Lake Barrine | 12113 | CAPO MELE SECONDO |
| Lake Berryessa | 51818 | ALPHA STAR |
| Lake Biwa | 37010 | LAGO BIWA |
| Lake Droville | 86208 | ELGIN |
| Lake Edward | 598 | J. S. ST. JOHN |
| Lake Eildon | 12076 | CEMENTCO |
| Lake Erie | 9001 | MARABOU |
| Lake Eyre | 12165 | JULIA |
| Lake Hume | 12165 | CLARY |
| Lake Huron | 8936 | KOS |
| Lake Manitoba | 18338 | ALGOMARINE |
| Lake Mashu | 15946 | STELLAR SOPHY |
| Lake Mendocino | 71013 | IRENES DESTINY |
| Lake Michigan | 11294 | KOTA MOLEK |
| Lake Nipigon | 18495 | ALGONORTH |
| Lake Ontario | 16214 | TAY |
| Lake Placid | 11356 | ARO |
| Lake River | 36788 | CHARLES L. D. |
| Lake Shasta | 56225 | COMBI SAILOR |
| Lake Shidaka | 16861 | CONSENSUS ATLANTIC |
| Lake Sonfon | 121 | UZU |
| Lake Star | 13192 | BRIGHT STAR |
| Lake Superior | 6032 | REMICH |
| Lake Suwa | 11356 | CRIO |
| Lake Tahoe | 1490 | ILLAHEE |
| Lake Tahoe | 8939 | PANTOKRATOR CORFU |
| Lake Tahoe | 83985 | OCEAN CAMPAIGNER |
| Lake Towada | 36788 | MAERSK TAPAH |
| Lake Wabush | 19698 | CAPT. HENRY JACKMAN |
| Lakes Star | 19012 | POHORJE |
| Lakeshell | 5724 | W. M. VACY ASH |
| Lakespan Ontario | 1577 | NORMAN COMMODORE |
| Laketon | 18495 | ALGONORTH |
| Lakewood | 12557 | ERIMANTHIA |
| Laki | 1555 | MAZIN |
| Lakkaklettur | 182 | RUNAVIK |
| Lakonikos | 1586 | YGIA |
| Laksa | 1323 | NOURA 1 |
| Laksamana | 199 | TONE MARU |
| Laksana I | 3743 | KAYU LAPIS TUJUH |
| Laksana I | 3789 | DOOYANG EMERALD |
| Laksana II | 3652 | CETINA |
| Laksana III | 3713 | DOOYANG TOPAZ |
| Laksana III | 3743 | KAYU LAPIS DUA |
| Laksana IV | 3743 | KAYU LAPIS DUA |
| Lakshmi | 115 | SONIA |
| Lakshmi | 498 | GREEN ISLAND I |
| Lakshmi I | 498 | GREEN ISLAND I |
| Lalandia | 13874 | CAPE DOUGLAS |
| Lalli | 1986 | MIE MOLS |
| Lally | 3985 | IRUVAI HUDHU |
| Lam Liang 24 | 258 | DAMAI I |
| Lamara | 492 | LAYAL |
| Lamara | 499 | BETHANY ABADI |
| Lamara | 769 | TAIBAH I |
| Lamara | 1999 | TRANSPORT DOURO |
| Lamaria | 10937 | ADANA |
| Lamas | 298 | NORDSTAL |
| Lamaz | 2899 | SHENG LONG |
| Lambamba | 5350 | STAR—ACE |
| Lambayeque 5 | 310 | PACHICA |
| Lambayeque 8 | 265 | ADRIATIC II |
| Lambayeque 9 | 265 | MAVERICK |
| Lambert Point | 249 | CLAIRE MORAN |
| Lambousa Karavas | 8976 | KERYNIA CY |
| Lambousa Lapithos | 8980 | LAPIS |
| Lamco | 267 | SEA SEARCH |
| Lamco Carrier | 199 | SEIS SURVEYOR |
| Lamco IV | 199 | MANUOKEKAI |
| Lamco Supplier | 194 | CENTAURUS |
| Lamco VI | 198 | DIPLOMAT |
| Lamda | 10204 | NORTHERN MERCHANT |
| Lamer | 17174 | ALTAIR |
| Lamerchaw | 108 | OTAN |
| Lamia Star | 1988 | TARTOUS STAR |
| Lamma | 166 | GLOBAL BULL |
| Lamma Forest | 18328 | XUE FENG LING |
| Lammers van Torenburg | 487 | SAHAKA |
| Lamna | 2406 | ROXANA BANK |
| Lamnalco Baker Bluebird | 746 | LAMNALCO 18 |
| Lamnalco Eagle | 181 | KAPETAN FILIPPOS |
| Lamnalco Falcon | 166 | FALCON |
| Lamnalco Falcon | 215 | LAMNALCO 21 |
| Lamnalco Fulmar | 218 | LAMNALCO 14 |
| Lamnalco Hawk | 124 | SOULA |
| Lamnalco Heron | 218 | NICE TULIP |
| Lamnalco Kestrel | 181 | OSIOS PATAPIOS |
| Lamnalco Kingfisher | 742 | AL JABER VII |
| Lamnalco Mallard | 210 | LAMNALCO 26 |
| Lamnalco Merlin | 212 | LAMNALCO 22 |
| Lamnalco Petrel | 104 | LAMNALCO 24 |
| Lamnalco Teal | 209 | LAMNALCO 27 |
| Lamnalco Tern | 237 | LAMNALCO 15 |
| Lamnalco 11 | 124 | SOULA |
| Lamnalco 12 | 181 | KAPETAN FILIPPOS |
| Lamnalco 13 | 181 | OSIOS PATAPIOS |
| Lamnalco 16 | 218 | NICE TULIP |
| Lamon Bay | 16910 | CHOYANG SUN |
| Lamongan | 570 | IMAN |
| Lamont | 198 | GEORGIA |
| Lampedusa | 3992 | SHAHD FAYEZ |
| Lampong | 570 | DUMAS |
| Lampung | 5204 | PALAU |
| Lampung Maru | 3535 | BOBCAT |
| Lamsbok | 111 | REUNION |
| Lan Hai | 12091 | JI HAI 9 |
| Lan Jiang | 2485 | DA QING 431 |
| Lan Yang No. 1 | 186 | ORION |
| Lan Zhou | 6503 | SUI JIU LAO 6 |
| Lana | 2999 | NANCY ORR GAUCHER |
| Lanai | 8041 | CHIQUITA QUEEN |
| Lanark | 6884 | AFRIC STAR |
| Lanasa I | 101 | MISS SHIRLEY |
| Lanasa II | 101 | MISS CLARA |
| Lanasa IV | 100 | MISS JENNY |
| Lancashire | 2527 | JOULE |
| Lancashire | 6720 | SAFINA—E—HAIDER |
| Lancashire | 7069 | AMER ASHA |
| Lancasterbrook | 1599 | PRIME VISION |
| Lance | 196 | TELUK ARGUNI |
| Lance D | 325 | PORTIA I |
| Lancella | 1951 | BRUCELLA |
| Lancelot | 22330 | PAN LIBERTY |
| Lancelot Cape | 507 | OSA VANGUARD |
| Lancelot Fjord | 507 | OSA VICTOR |
| Lancelot Gulf | 507 | OSA VISCOUNT |
| Lancelot Ranger | 944 | LANCILLOTTO |
| Lancelot Sailor | 23208 | A. HAZER |
| Lancelot Sea | 12923 | OCEAN STEAMER |
| Lancelot Sky | 30892 | GOYA |
| Lancelot Spirit | 20516 | ZENOVIA |
| Lancelot Star | 60846 | ALEXITA |
| Lancelot Sun | 11956 | KEN SUN |
| Lancer | 137 | KUPREANOF |
| Lanchang | 371 | SEALION CITY |
| Lancing | 1584 | GALINI |
| Land Hadeln | 498 | EVAGELISTRIA |
| Landaverde | 201 | GREENLAND |
| Landguard Point | 4968 | SEAKAP |
| Landing | 1584 | GALINI |
| Landkjenning | 157 | FEIE |
| Landmark | 4328 | EUROSUN |
| Landsort | 180 | WILLEM BARENTSZ |
| Landvard | 12978 | ESTRELLA ANTARTICA |
| Landwood | 40626 | MUBARAKA |
| Lane | 962 | REBEKA |
| Lanette | 9699 | NORASIA ARABIA |
| Laney S | 472 | PACIFIC PRODUCER |
| Lang | 331 | PULAU TIGA |
| Lang | 962 | REBEKA |
| Langa | 1329 | DON GUILLO |
| Langat | 191 | LANGAT SATU |
| Langaune | 250 | ISLANDICA |
| Langballigau | 147 | OL BUSUM |
| Langballigau | 299 | CLASSICA |
| Langeais | 40600 | JASMINITO |
| Langeberg | 28259 | MSC JADE |
| Langefoss | 499 | LANGELAND |
| Langegovaering | 222 | KAMOYFISK |
| Langeland | 483 | CITTA DI ISCHIA |
| Langeland | 970 | REDENTORE PRIMO |
| Langeland | 999 | LANGELAND II |
| Langeland II | 2158 | SOLIDOR II |
| Langeland To | 2158 | SOLIDOR II |
| Langelandsbaelt | 374 | L'ILE DE CARABANE 1 |
| Langelle | 8030 | GEESTCAPE |
| Langeoog II | 199 | HARLE KURIER |
| Langeoog III | 205 | GRET PALUCCA |
| Langero | 307 | AREQUIPA 2 |
| Langeveld | 304 | CHACABUCO 1 |
| Langfonn | 31682 | BERON METTE |
| Langjokull | 1987 | POONG DE SAN |
| Langlade | 879 | NORTHERN CRUISER |
| Langnes | 27798 | JOVIAN LIBERTY |
| Langosta Trader | 143 | ISLANDER TRADER |
| Langostino I | 117 | CAMARON 5 |
| Langsa | 570 | JOAN D'ARC |
| Langsa | 967 | SEJATI TRITYA |
| Langsat | 962 | BINTANG SAMUDRA VII |
| Langstedt | 390 | NIKITIS |
| Langsteigen | 229 | SKRUE |
| Langton | 172 | MINOTAURUS |
| Languedoc | 199 | KHARITE SOUMARE |
| Langwardersand | 812 | IRINI |
| Lania | 66113 | TIGER |
| Lanin | 8908 | ABELIA |
| Lanka Abhaya | 9975 | HANNE BAKKE |
| Lanka Abhaya | 10308 | PRESIDENTE SARMIENTO |
| Lanka Abhaya | 18722 | CARIA |
| Lanka Abhaya | 21305 | FINNWOOD |
| Lanka Ajitha | 6837 | PRESIDENTE AGUIRRE CERDA |
| Lanka Ajitha | 8176 | DEJA BHUM |
| Lanka Amila | 9975 | HANNE BAKKE |
| Lanka Amila | 19005 | CONSCIENCE |
| Lanka Amitha | 10308 | DR. JUAN B. ALBERDI |
| Lanka Amitha | 10991 | FORUM NEW ZEALAND II |
| Lanka Aruna | 10390 | OCEAN CENTAURUS |
| Lanka Asitha | 10390 | OCEAN SIRIUS |
| Lanka Asitha | 19510 | GENERAL VILLA |
| Lanka Athula | 8176 | CHAIYA BHUM |
| Lanka Athula | 10991 | FORUM NEW ZEALAND II |
| Lanka Mahapola | 2905 | BLUE COAST I |

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|---|---|---|
| Lanka Ruwan | 14504 | COMET |
| Lankenauersand | 499 | VASSILIKO BAY |
| Lansing Ace | 4446 | BEATA LEONHARDT |
| Lantana | 15577 | LAVANDURA |
| Lantau Peak | 43867 | TRADE NOMAD |
| Lanto | 293 | TOJO |
| Lantyan | 311 | SIR CEDRIC |
| Laoang Bay | 787 | BADJAO |
| Laoshan | 10068 | DA QING HE |
| Lapis | 11523 | TONG YEE |
| Lapland | 4905 | BOLIVAR TRADER |
| Lappland | 398 | IMAN |
| Lappland | 998 | YANKEE CLIPPER |
| Lappland | 13845 | ENERGY SEARCHER |
| Lappland | 20232 | HANDY EXPLORER |
| Lappland | 75755 | BERGE ODEL |
| Laptev Sea | 12147 | SWEETI SANDRA |
| Lapu—Lapu II | 21296 | NEW VENTURE |
| Lara S | 9466 | PANAGIA PHANEROMENI |
| Larch | 15510 | LAURUS |
| Laredo | 1005 | FONTIBRE |
| Laredo | 3044 | PENELOPE I |
| Laredo | 10390 | OCEAN SIRIUS |
| Lareguib | 397 | FRESCACHON |
| Largo | 387 | SANDRA 1 |
| Largo | 2387 | TRANSESTONIA |
| Largo | 7027 | GEMINY |
| Largs Bay | 52007 | NEDLLOYD HOUTMAN |
| Laric | 2358 | MAHE REEFER |
| Larimar | 1977 | CHEMI SKY |
| Larissa | 6479 | ENTEBE |
| Larissasee | 498 | OPAL |
| Laristan | 32662 | YIANNIS P. V. |
| Lariven | 1481 | GIOVANNAESSE |
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| Lark | 27807 | WESTERN LARK |
| Lark Barrow | 13292 | SEALANE II |
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| Larkspur | 17140 | GLADIATOR |
| Larlang | 555 | SEA KING |
| Larona | 2387 | TRANSESTONIA |
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| Larri A. | 1287 | AL HAMDOLILLAH |
| Larry Roe | 438 | MARLA MARIE |
| Larry W. Stephenson | 147 | TECO 2 |
| Lars | 121 | KULLAVIK |
| Lars Hagerup | 168 | POLARIS |
| Lars Herup | 148 | DAN—BRITT |
| Lars Hyldig | 137 | NINNA MARIANNE |
| Lars Mohr | 137 | FLAMBOROUGH HEAD |
| Lars Mohr | 185 | SVANHOLM |
| Lars Nyvoll | 490 | JAN MAYEN 2 |
| Larsen | 259 | AVRA |
| Larsen Senior | 291 | FALKVAG |
| Larus | 496 | KLINTE |
| Larus Sveinsson | 105 | NJORDUR |
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| Las Coloradas | 6686 | SATURN |
| Las Minas | 1542 | EVDOXIA K |
| Las Palmas de Gran Canaria | 9725 | CROWN DEL MAR |
| Las Plumas | 2240 | LINK 100 |
| Las Rosas | 6075 | WAILI |
| Las Salinas | 2985 | SU MING |
| Lasc 2 | 220 | HAMA II |
| Lash Espana | 26406 | AUSTRAL LIGHTNING |
| Lash Pacifico | 26406 | AMERICAN KESTREL |
| Lash Turkiye | 26406 | CAPE FLORIDA |
| Lasina | 1633 | KLAZINA C |
| Lasinda | 15523 | ARGOSEA |
| Lasiry | 116 | GARDEY |
| Laspas 106 | 388 | CARMEN MARIA |
| Laspas 112 | 631 | MAYPESCA II |
| Laspeed | 935 | HUAN LUYEN 4 |
| Lasse | 4290 | ALMIRANTE LUIS BRION |
| Lasse II | 4211 | ST. SUNNIVA |
| Lassi | 359 | FARID |
| Lassi IV | 1059 | MAHDI |
| Lassia | 23506 | LUCIJA |
| Lastovo I | 905 | PARTIZANKA |
| Latangan | 2495 | SOUTHERN KING |
| Latex | 2663 | SANDGROUSE |
| Latona I | 8033 | KING YEE |
| Latowa | 1175 | TELUK MAS |
| Latoy | 103 | ATLOY |
| Latrarost | 163 | THORSNES |
| Latrobe | 158 | GULF EXPLORER |
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| Lauenburg | 176 | HOLLAND |
| Laukvik | 199 | SENILA |
| Laupa | 710 | SIRONTALO III |
| Lauparen | 187 | FLEKKEROY II |
| Laupen | 1594 | LOUISIANA |
| Laura | 587 | PETER M |
| Laura | 1300 | IBN MAJED 1 |
| Laura | 1600 | ROSA C |
| Laura | 30196 | KAPITAN OSTASHEVSKIY |
| Laura A | 155 | NORTH WIND |
| Laura Ann | 1415 | LAURA Z |
| Laura C. | 171 | BETTY G. |
| Laura Christina | 1300 | IBN MAJED 1 |
| Laura Christina | 2989 | SWALAN |
| Laura Erre | 4975 | MAX VICTORY |
| Laura Franca | 145 | VIGILANT I |
| Laura Goulart | 144 | CATHERINE L. BROWN |
| Laura Haden | 146 | B. G. TERRELL |
| Laura I | 12322 | SOUTH ISLAND |
| Laura Lee Fagan | 172 | ZEDOM SEA |
| Laura Lyn | 193 | CAPE SARICHEF |
| Laura Pando | 15379 | FINIKAS |
| Laura Pando | 40541 | ANDRIA |
| Laura Russotti | 3263 | SREDETZ |
| Laura S | 21372 | MATHILDAKI |
| Laurana | 462 | NERAIDA |
| Laurana | 485 | ISOLA DI USTICA |
| Laureano Mairena | 669 | SERVICES TANKER |
| Laureen Elise | 478 | PNI TRADER |
| Laurel | 203 | MEOB BAY |
| Laurel | 6126 | CANADIAN ACE II |
| Laurel | 117246 | STENA CONVOY |
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| Laurel Peak | 9694 | NEPTUNE CYPRINE |
| Laurel Wreath | 71739 | KASHEE |
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| Lavandara | 60238 | KALAMOS |
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| Lavantina | 998 | KARA MARA |
| Lavanttal | 962 | AVRIL SUN |
| Lavender | 17126 | EARL TRADER |
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| Lavern Trieste | 15656 | ZIM SYDNEY |
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| Lawrencecliffe Hall | 17916 | DAVID K. GARDINER |
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| Lawrentian | 14546 | SANGITA |
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| Laxa | 864 | KATY |
| Laxe Dois Picos | 541 | ARCAY |
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| Layne | 1160 | MAINE |
| Layya | 834 | FAL II |
| Layyah | 268 | SAID |
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| Lazaros | 4924 | JULIANA |
| Laziale | 195 | ALESSANDRO ONORATO |
| Lazio | 3838 | LARNACA ROSE |
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| LCI 997 | 346 | BANANO |
| LCI—1061 | 330 | BANNOCK |
| LCM 8169 | 116 | AGLOO |
| LCM 8391 | 112 | GODSPEED |
| LCS(L) 125 | 355 | JOHN W |
| LCS(L) 3—50 | 233 | SEABIRD |
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| LCT | 345 | MARINA DI SCILLA |
| LCT | 428 | MARLEPA |
| LCT (3)325 | 376 | TEVERE |
| LCT — | 996 | KOREA HORIZON |
| LCT Mark IV | 388 | MAZZARO |
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| LCT(4) 796 | 404 | AUGUSTA |
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| Le Cedre No. 1 | 5918 | CAM ETINDE |
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| Le Mars | 203 | SEASPAN PACER |
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| Le Matelot | 710 | CECILIA |
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| Le Verrier | 415 | THORLAKUR |
| Le Wimereux | 934 | POLAR TRAWL |
| Le Zeramna | 495 | BEYHAN |
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| Leadbon | 10016 | HANJIN DUBAI |
| Leader A | 10399 | HAI JING |
| Leader Queen | 2210 | SEATRAN PRINCESS |
| Leaders Creek | 148 | KRISNA |
| Leadsman | 836 | ALSTON |
| Leaf River | 271 | C/HAWK |
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| Leah P. | 172 | NICHOLA G |
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| Leam Florida | 299 | SEABULK FLORIDA |
| Leam Louisiana | 299 | SEABULK LOUISIANA |
| Leam Mississippi | 299 | SEABULK MISSISSIPPI |
| Leam Texas | 294 | SEABULK TEXAS |
| Leandros | 393 | NISSOS KEA |
| Leandros | 30644 | HUDSON BAY |
| Leandros L. | 500 | GREENLAND |
| Leanna | 5770 | VIANGTHALAE |
| Leasowe | 874 | CAVO DORO |
| Lebak | 442 | SAKOTA |
| Lebanese Star | 516 | ABADAN STAR |
| Lebrian | 111 | ANNETTE PETERSEN |
| Lebsko | 2562 | HONG QI 159 |
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| Leda | 439 | KAMILLA HOPE |
| Leda | 494 | KRITI |
| Leda | 910 | SEA DOURO |
| Leda | 2306 | WING FU |
| Leda | 2842 | VICTORY |
| Leda | 6269 | STAR OF VENICE |
| Leda | 19095 | NAIMO |
| Ledesco Cinco | 3976 | RAINBOW ENDEAVOUR |
| Ledesco Dos | 3020 | AMAL |
| Ledingerland | 499 | AGIOS GEORGIOS M |
| Lednice | 1412 | DIYA |
| Ledokol 2 | 2305 | AFANASIY NIKITIN |
| Ledokol 3 | 2305 | KHARITON LAPTEV |
| Ledokol 5 | 2305 | YEROFEY KHABAROV |
| Ledokol 6 | 2306 | IVAN KRUZENSHTERN |
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| Lee Shore | 295 | MILLSUPPLIER |
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| Leendert Jacoba | 179 | MARIA |
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| Leeor | 4824 | YASMINA |
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| Leersum | 6627 | JIN CHENG JIANG |
| Leeswig | 499 | MAGED H |
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| Legia | 42501 | MANHATTAN PRINCESS |
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| Lehnskov | 177 | KLIPO |
| Lehship | 2292 | ASSIDUUS |
| Lei Shan | 4874 | WAN PING |
| Leicesterbrook | 1599 | CHANTENAY |
| Leichhardt | 1155 | TRINITY BAY |
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| Leidsegracht | 1599 | KASSARI |
| Leie | 168 | TOWING CHIEFTAIN |
| Leif Eiriksson | 3722 | TIAN KUN |
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| Leif Staerke | 399 | TRANSMAR |
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| Leila Chris | 236 | INGE CHABIRA |
| Leila K | 399 | PERCEVAL I |
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| Leilani | 18926 | EMERALD SEAS |
| Leillateah | 166 | FLINDERS TRADER |
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| Leiti | 338 | TUGVUVARDI |
| Leiv Aarseth | 941 | VENDLA |
| Leiv Eiriksson | 1593 | SEA PEARL |
| Leiv Eiriksson | 2527 | JOULE |
| Leiv Viking | 499 | RED PLOVER |
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| Lek Dart | 445 | LARISSA |
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| Leliegracht | 1599 | MUHU |
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| Lely | 1045 | QUEEN FROST |
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| Leman II | 909 | MOZIA |
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| Lembulus | 129974 | SANNA |
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| Lena Nielsen | 500 | PEPPY |
| Lena P | 36330 | NILE DELTA |
| Lena Seconda | 2996 | FAREAST TRADER |
| Lena Wessels | 999 | CAMBROOK |
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| Lendoudis Evangelos II | 18699 | TOMAHAWK |
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| Lenin | 464 | NEPTUN |
| Leninakan | 23110 | NOVOCENTROL 4 |
| Leningrad | 5730 | SHAKIR 2 |
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| Lenino | 22075 | NOVOCENTROL 1 |
| Leninsk Kuznetskiy | 12212 | RUNDALE |
| Lenna Trigon | 299 | FELICIA |
| Lenne | 248 | KIRSTEN |
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| Lenora | 400 | KERTARAHARJA |
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| Leo | 659 | AGUADULCE |
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| Leo | 2691 | SINOE |
| Leo | 2712 | SOPHIA |
| Leo | 14866 | CLEO |
| Leo F. Reichert | 225 | MARY L. McALLISTER |
| Leo Huff II | 258 | SILVER BEACH |
| Leo Jude | 194 | A. B. WOOD II |
| Leo One | 10195 | CHIOS DESTINY |
| Leo Polaris | 701 | POLLY POLARIS |
| Leo Pride | 999 | ST. LUCY |
| Leo Schroder | 5023 | ADELAIDE |
| Leo Seal | 142 | FAMILY AFFAIR |
| Leo Sharpy | 4910 | EQUATOR MAS |
| Leo Tornado | 5267 | MITRANS EXPRESS |
| Leo Tornado | 7328 | BUGA |
| Leon | 396 | OTTOWA |
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| Leon | 2311 | ELBLAG |
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| Leon D. Hall | 143 | LADY IRIS |
| Leon Fraser | 8018 | ALPENA |
| Leon Pancaldo | 132 | CALA ROSSA |
| Leon R.E. | 1436 | NUSA DHARMA |
| Leon Sif | 499 | AGIANTONIS |
| Leon Simard | 5925 | L'ORME No. 1 |
| Leon Tide | 299 | EL INGENIERO II |
| Leona | 1593 | SCOT CARRIER |
| Leona | 3850 | GOLD STATE 8 |
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| Leonard Bohmer | 1241 | MERCS HENDALA |
| Leonard Cockrell | 130 | IOAKIM |
| Leonard T. | 482 | AGAPI |
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| Leonardo | 225 | PIZARRO 10 |
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| Leonce Vieljeux | 7885 | SANTA ROSA DE LIMA |
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| Leonid Krasin | 6048 | KRASIN |
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| Leonis Halcoussis | 9288 | PERICLES |
| Leonor | 8203 | FAR SUEZ |
| Leontari | 15683 | ADMITOS |
| Leony | 2300 | ST. JAKOB |
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| Leopard | 499 | BARBARA |
| Leopard | 897 | ALPHA 601 |
| Leopard | 6013 | COUNTESS M |
| Leopard I | 999 | FORTUNATA |
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| Leslie C | 1003 | NASHUA |
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| Lesrix | 726 | NAN I |
| Leste Confidence | 14416 | LESTE |
| Lestholm | 247 | LEANJA |
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| Leswood | 237 | GRAMPIAN DUKE |
| Letchworth | 20059 | PRACTICIAN |
| Lethe | 4731 | VICTORIA REEFER |
| Leti | 570 | SRI BAKO |
| Leticia | 430 | TERENCE |
| Leticia Del Mar | 1588 | SILVIA MARIA DEL MAR |
| Letizia Napoleone | 1463 | SHELL MARINER |
| Leto | 6293 | NGS RANGER |
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| Leverkusen Express | 16670 | POL BALTIC |
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| Lewis Wilson Foy | 35652 | OGLEBAY NORTON |
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| Leyla A | 57075 | SEA—LAND ACHIEVER |
| Lhoste | 1599 | TIGER STREAM |
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| Lian 101 | 1732 | JUN MA 2 |
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| Lian 107 | 1732 | JUN MA 3 |
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| Liana | 641 | ITAJAI |
| Liana | 2046 | CAPTAIN NIKOLAS |
| Liana | 14844 | ISOLA FUCSIA |
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| Lija | 8898 | ARGIROKASTRO |
| Lijiang | 6372 | PETRO ASPAC |
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| Likouala | 5373 | TAI YANG HE |
| Likowal | 1434 | TEHUELCHE |
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| Lila | 4989 | FAKREDINE |
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| Lilac | 4357 | TIEN WEI |
| Lilac | 13505 | BEHICE URKMEZ |
| Lilac | 16014 | AIRE |
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| Lilac Star | 2999 | ORIENTAL COMMANDER |
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| Lili Tholstrup | 791 | CARIBE No. 1 |
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| Lilian S | 3727 | MONTROSE |
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| Lily | 41016 | DOCEANGRA |
| Lily Celia | 2601 | BETHESDA 1 |
| Lily H | 53357 | KYRNICOS E |
| Lily M. Guidry | 143 | HARVEY COMMANDER |
| Lily Star | 30163 | STAR EVANGER |
| Lily T | 1991 | AFRIKIA |
| Lily Venture | 7037 | CHARLOTTE |
| Lily Village | 14733 | RANGER |
| Lilymare | 1599 | RANIA |
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| Lima II | 7879 | TIROL |
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| Limatula | 150960 | ALSAMA ALARABIA |
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| Lime Ace | 1018 | ASTERIS |
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| Limfjord | 563 | PIA THERESA |
| Limhamn | 397 | SLAVEN |
| Limnea | 146262 | HELLESPONT ORPHEUM |
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| Limoni | 496 | JESICA |
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| Lina | 5241 | CHRISTINA W |
| Lina D'Angelo | 363 | JOLLY SECONDO |
| Lina Erre | 5581 | AFSAR GLORY |
| Lina Fisser | 6731 | EAST HAWK |
| Lina V | 597 | TISA 1 |
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| Lind | 1219 | STELLA DI LIPARI |
| Lind | 1250 | AMAZONIA |
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| Linda | 489 | WILLIAM ALBURY |
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| Linda | 17878 | SPYRIDON CH |
| Linda B. | 196 | BRUCE A. McALLISTER |
| Linda B. | 16822 | IONIO |
| Linda Bassau | 1242 | TUNA WEST |
| Linda Dan | 3339 | NAJA ITTUK |
| Linda Giovanna | 147 | LINDA FISHER |
| Linda K | 15904 | ALEXIS |
| Linda Lee | 144 | CHRISTIAN D. |
| Linda Lee | 182 | JERSEY GIRL |
| Linda Luc | 136 | PARAMOUNT |
| Linda S. | 395 | OASIS |
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| Lindaunis | 499 | SEEBRISE |
| Lindbak | 377 | BREITUSS |
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| Lindblad Polaris | 2214 | POLARIS |
| Linden | 15510 | CONCORD FURANO |
| Lindenbels | 13914 | IRAN MAHALLATI |
| Lindenbrook | 4018 | PALMYRA P |
| Lindengracht | 1599 | UNICARRIER |
| Lindenhall | 9065 | SULU EXPRESS |
| Lindenlea | 280 | GRAMPIAN PRINCESS |
| Lindenwood | 3018 | EVA G |
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| Lindinger Brilliant | 837 | MAHASEN |
| Lindinger Coral | 931 | ZARKA |
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| Lindinger Emerald | 883 | MELINI |
| Lindinger Facet | 883 | MINDELO |
| Lindinger Gold | 1599 | PRASETIA |
| Lindinger Hyacinth | 883 | ILHA DE KOMO |
| Lindinger Ivory | 1599 | KUAN CHENG |
| Lindinger Jade | 1599 | TIAN LI SHAN |
| Lindinger Karat | 1599 | XIONG ER SHAN |
| Lindinger Light | 1599 | MAN CHENG |
| Lindinger Moonstone | 1599 | HAI CHENG |
| Lindinger Nimbus | 1599 | A CHENG |
| Lindinger Opal | 1599 | ROOK TRADER |
| Lindinger Quetzal | 1599 | SHI ZUI SHAN |
| Lindinger Ruby | 1599 | ROOK MARINER |
| Lindinger Satelit | 590 | GRAMPIAN HARRIER |
| Lindinger Silver | 1599 | LI CHENG |
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| Lindinger Unique | 1599 | MABUHAY |
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| Lindo | 6497 | KUO WEI |
| Lindtank | 2660 | NORDSTAR |
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| Lingedijk | 497 | AGHIA ZONI |
| Lingedijk | 851 | NES |
| Linglea | 998 | EBENEZER C. |

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| Linheim | 630 | CYNTHIA |
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| Linora | 1261 | HENRY R III |
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| Liquid Bulk Explorer | 7060 | PO SIU |
| Liquimare | 1597 | MICKEY |
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| Lis of Galway | 42619 | SEASCOUT |
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| Lisa | 482 | FARSA I |
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| Lisa | 499 | THITA VOLCANO |
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| Lisa | 37016 | ONDA AZZURRA |
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| Lisa Arleene | 110 | CAPT. GIANG II |
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| Lisa B | 998 | DURSIN REIS |
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| Lisa Donnell | 114 | NOR PAC |
| Lisa Eichmann | 424 | CAVALIER STAR |
| Lisa Jo | 120 | JOHN—BRY |
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| Lisa Lee | 116 | ROYAL PRINCE |
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| Lisa Pantos | 149 | PALERMO |
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| Liselil | 299 | JUTO |
| Liselotte | 150 | VERA BAGER |
| Liselotte | 259 | IDA MARIA |
| Liselotte Bos | 499 | LEA |
| Liselotte Flint | 393 | ASTRID |
| Liselotte Lonborg | 740 | BAWADI |
| Lisette | 800 | LUTETIA |
| Lisita | 12133 | HUAL LISITA |
| Lisita | 72129 | JUANITA |
| Liski | 21969 | ALESANDRA |
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| Lispafish Cuartro | 269 | TARHUNA |
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| Lispafish Ocho | 269 | EL KOFRA |
| Lispafish Seis | 269 | KAMBOT |
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| Lispafish 9 | 269 | YEFREN |
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| Lissa | 42776 | ELEONORA C |
| Lissabon | 139 | GERDA KLAUS |
| Lisse | 8667 | TRIXIE |
| Lisser II | 100 | STORNOWAY IV |
| Lissette | 1599 | MACAU VENTURE |
| Lissy Schulte | 1587 | LISSY |
| Lista | 3722 | LAUTAN FADJAR |
| Lista | 14786 | FLAG CHIOS |
| Lista | 27962 | TEAL ARROW |
| Listein | 121 | SANDY HOOK |
| Lister | 299 | ARTEMIS |
| Listraum | 1192 | STAR TRADER |
| Lisund | 288 | SAND CASTOR |
| Lisy Kronborg | 309 | KOSTERA |
| Lisy Rohde | 309 | KOSTERA |
| Lita | 147 | HILVAG |
| Lita | 406 | GIANNA P |
| Lita | 20000 | LENINSK |
| Lita Bewa | 497 | SEA STAR |
| Lita Satu | 361 | PUTRI NAGA I |
| Litania | 977 | LATANIA |
| Liten | 475 | MABULI |
| Lithgow | 50272 | STAVANGER BOSS |
| Litija | 5521 | NEW SKY |
| Litiopa | 144731 | BERGE BRAGD |
| Litka | 398 | MANAR |
| Litlafell | 763 | MARK III |
| Litlafell | 893 | TARINA |
| Lito | 481 | AGAPI |
| Lito | 1586 | GOD SPIRIT |
| Lito | 70776 | ROUND HILL |
| Litohoro | 996 | VOYAGER |
| Litoral 4 | 163 | MACABI 1 |
| Litrix | 1293 | SANDSNIPE |
| Litsa | 323 | VASSOS |
| Litsa | 6248 | TIAN XING |
| Little Compton | 198 | RESPONSE |
| Little Infant | 114 | BARNACLE BILL |
| Little Jo | 117 | GULF SHRIMP |
| Little Joe | 117 | FIRST COMMANDMENT |
| Little Loy | 114 | JOE KING II |
| Little Mike | 114 | CAPT. JIMBO |
| Little Ronald | 142 | KATHERINE |
| Littoria | 185 | GOLFO DI PATTI |
| Litva | 5035 | BOGUCHAR |
| Liupanshan | 7003 | HUA TING |
| Liv Kristin | 682 | MENTOR |
| Liv Marit | 296 | ARON |
| Liv Marit | 741 | SONNODD |
| Liv Profiler | 2393 | GECO RHO |
| Liverpool Clipper | 4938 | BAGNO QUEVEDO |
| Liverpool Maru | 8109 | INTERNATIONAL FLAG |
| Liverpool Star | 1599 | CITY OF IPSWICH |
| Livestock | 2335 | AFRODITI |
| Livi | 18817 | ASEAN PROMOTER |
| Livia | 259 | STREYMBORG |
| Livingstone | 18817 | ASEAN PROMOTER |
| Livio S. | 1599 | BAIA |
| Livita | 1583 | FAR STREAM |
| Livorno | 298 | LEIDANG |
| Liwo Venture | 64625 | MEGA BAY |
| Liyang | 6016 | SKY HOVER |
| Liza | 1597 | ROMEA |
| Liza Jensen | 249 | MARI X |
| Lizanna | 112 | CAPT. DON |
| Lizard | 359 | MIKONO II |
| Lizard | 491 | THERESA |
| Lizard | 13011 | LEEWARD |
| Lizie Frem | 299 | LIZIE FOLMER |
| Lizzie Terkol | 495 | BETTY THERESA |
| Lizzonia | 798 | CAPACITY |
| Ljosafoss | 1827 | PECHEUR BRETON |
| Ljosfari | 272 | BJORG JONSDOTTIR |
| Ljubljana | 6161 | BETA NOVA |
| Ljuta | 12142 | PATHUM NAVEE |
| Ljuta | 28260 | BL HELENE |
| Llanberis | 493 | SEATRANS SURVEYOR |
| Llanwern | 152 | FOYLEDALE |
| Llaranes | 12880 | ANDRE DE GOUVEIA |
| Llily | 1017 | KAIKO MARU No. 1 |
| Llotus | 1018 | KAIKO MARU No. 2 |
| Lloyd | 489 | WILLIAM ALBURY |
| Lloyd Antuerpia | 5881 | FAWAZ |
| Lloyd Argentina | 8948 | STELLA F |
| Lloyd Auckland | 10239 | MERCURY SEA |
| Lloyd Australia | 10899 | MEKHANIK BARDETSKIY |
| Lloyd Bermuda II | 1578 | ZIM LEVANT |
| Lloyd Brisbane | 6063 | BALDER JIANGCHOW |
| Lloyd California | 7771 | SILVER EXPRESS |
| Lloyd Copenhague | 5343 | U. S. TRADER |
| Lloyd Cuiaba | 5588 | MARINA C |
| Lloyd Genova | 5812 | PHAETHON |
| Lloyd Hamburgo | 5812 | ICARUS |
| Lloyd Hudson | 9378 | HEBE |
| Lloyd Humaita | 7777 | FROTA HUMAITA |
| Lloyd Itajai | 9392 | TSL GALLANT |
| Lloyd Liverpool | 5991 | BORA BORA I |
| Lloyd Londres | 9764 | HANNOVERLAND |
| Lloyd Los Angeles | 10871 | SAN DIEGO |
| Lloyd Maraba | 7777 | FROTA MARABA |
| Lloyd Maranhao | 10756 | PATRICIA RICKMERS |
| Lloyd Marselha | 5812 | KAPPA MARY |
| Lloyd Maryland | 5303 | MING JIANG |
| Lloyd Mediterraneo | 4574 | COLUMBUS PAPUA |
| Lloyd Melbourne | 6922 | UNIPUNA |
| Lloyd New York | 3491 | LU YU |
| Lloyd New York | 5130 | WIND TRADER |
| Lloyd Parana | 17146 | CMB ESPRIT |
| Lloyd Philadelphia | 3414 | GOOD EXPLORER |
| Lloyd Recife | 5629 | CHARLOTTA |
| Lloyd Rio | 8384 | ESTHER SCHULTE |
| Lloyd Rio | 10899 | BORIS ANDREYEV |
| Lloyd Rio | 16490 | MERCANTIL ARARUAMA |
| Lloyd San Francisco | 17180 | HAI XIONG |
| Lloyd Santos | 4569 | CARINIO REEFER |
| Lloyd Sao Paulo | 11461 | DEPPE AMERICA |

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|---|---|---|
| Lloyd Sergipe | 13474 | SAO PAULO |
| Lloyd Sydney | 6714 | KOTA TIMUR |
| Lloyd Texas | 7190 | MC RUBY |
| Lloyd Tupiara | 8585 | ANTEOS |
| Lloyd Venezuela | 5812 | ROSE |
| Lloyd Virginia | 4574 | COLUMBUS PAPUA |
| Lloyd Vitoria | 10733 | ANIKA |
| Lloydbras | 5812 | KAVO GERANOS |
| Lloydiana | 28688 | MSC GIOVANNA |
| LM First Lady | 4997 | HINSUN |
| LM Noble Lady | 5110 | ORIENT GANGES |
| Lm Serene Lady | 5958 | ARMADA AGUNG |
| LMC 3 | 102 | PUT RIVER |
| LNG Challenger | 71822 | ASAKE MARU |
| LNG 559 | 85616 | LNG BONNY |
| LNG 564 | 85616 | LNG FINIMA |
| Lo River | 2127 | EAGLE KING |
| Loanna | 225 | SEIHAV |
| Loanna | 299 | ISABEL |
| Lobeira | 2926 | MAGICA |
| Lobelia | 2380 | LOTUS |
| Loberen | 121 | FARALLON |
| Lobitos Express | 191 | COURIER |
| Lobos Isle | 129 | CLAUBERN |
| Lobster | 2380 | LOTUS |
| Locarno | 1148 | MICOPERI 12 |
| Loch Awe | 1537 | TMP AQUARIUS |
| Loch Carron | 683 | RANADA |
| Loch Carron | 1599 | OIL TRAVELLER |
| Loch Eynort | 135 | SKELLIG |
| Loch Grimshader | 1599 | FAR GRIMSHADER |
| Loch Lomond | 8030 | GEESTHAVEN |
| Loch Maree | 8030 | GEESTCAPE |
| Loch Ness | 149 | GALWAY |
| Loch Rannoch | 1583 | FAR STREAM |
| Loch Shuna | 1381 | FAR SPIRIT |
| Loch Torridon | 389 | ALMANCIL |
| Loch—an—Iuir | 112 | TARANIS |
| Lochdunvegan | 467 | MAGGY |
| Lochee | 872 | ANWAR |
| Lockflethersand | 976 | PALMYRA |
| Locknes | 27798 | BIBI—M |
| Lockwood | 1006 | POPI H. |
| Lodestone | 10239 | TAAL LAKE |
| Lodewijk Cornelis | 202 | CONCORDIA |
| Lodowik | 1480 | MAPUCHE |
| Lodz | 3815 | HE PING 24 |
| Loeno | 199 | THORSENG |
| Loeno | 226 | OCANTE |
| Lofotferje II | 181 | EDOY |
| Lofotferje V | 187 | FLEKKEROY II |
| Lofotferje VIII | 312 | LEKA II |
| Lofotfjell | 826 | SEVALD |
| Lofotoy | 826 | SEVALD |
| Lofottral I | 929 | DUBAI DOLPHIN |
| Lofottral III | 628 | CAM VEDETTE |
| Lofting | 254 | SOLAS |
| Loftnes | 25904 | HAVTJELD |
| Loftur Baldvinsson | 177 | GUNNAR BJARNASON |
| Loftur Baldvinsson | 400 | PETUR JONSSON |
| Loga | 896 | ANNIKA—M |
| Logistic Ace | 7258 | ABOITIZ MEGA CARRIER 1 |
| Logmac | 613 | SEASPAN CHINOOK |
| Logos | 242 | STREMBINGUR |
| Logrono | 1963 | PARIS |
| Logrose | 399 | TUGRO |
| Logudoro | 998 | BONANZA I |
| Lohals | 299 | SAM—SON |
| Lohengrin | 3041 | QING HUA |
| Loi Kim | 6027 | KENT EXCELLENT |
| Loida | 24407 | AIDA |
| Loira | 1598 | EVDOKIA LUCK |
| Loire | 20513 | ARGUS TRAVELER |
| Loire | 37758 | PEGASUS ERRE |
| Lois II | 284 | NOVA TUNA I |
| Lois Joyce | 107 | JOYCE D |
| Lois Lee | 113 | LADY ROSE |
| Lois M | 159 | GUIDING STAR |
| Lok Palak | 10525 | ANDREAS A |
| Lok Vihar | 10525 | MARIOS |
| Loka Ayu—I | 106 | RAJAWALI I |
| Loke | 299 | HONG SOON |
| Loke | 496 | JESICA |
| Lokoja | 10899 | MEKHANIK BARDETSKIY |
| Lokoja Palm | 10899 | MEKHANIK BARDETSKIY |
| Lokris | 16402 | AVON DELTA |
| Lokrum | 199 | CALYPSO |
| Lokta | 121 | RAEKA |
| Loli Balbuena | 271 | MARTIN ALONSO PINZON |
| Lombard | 103696 | D. ORCHID |
| Lombardina Creek | 326 | TORRES EXPRESS |
| Lombas Offshore | 172 | AMERICAN EAGLE |
| Lombas Offshore No.3 | 176 | ROLAND A. FALGOUT |
| Lombok | 5651 | TOUBKAL |
| Lome | 547 | VESTLINER |
| Lompoc | 10448 | CMD I |
| Lomur | 179 | THORSTEINN |
| Lomur | 500 | PIONEER SUPREME |
| Lona | 999 | LUNA |
| Londis | 1746 | ASTRON |
| London | 706 | TOPSAIL STAR |
| London Advocate | 10071 | GOLDEN HAVEN |
| London Atlas | 688 | SCHWIMMKRAN ATLAS |
| London Baron | 14638 | OLYMPIC PHOENIX |
| London Bombardier | 9043 | JUTE EXPRESS |
| London Cavalier | 8844 | SOCRATES |
| London Clipper | 4938 | RIO SANTA ROSA |
| London Earl | 15611 | STABERG |
| London Enterprise | 69222 | KNOCK TAGGART |
| London Express | 52682 | ORTELIUS |
| London Glory | 69183 | KNOCK BENNAN |
| London Grenadier | 9210 | SIMARA EXPRESS |
| London Lion | 122960 | TROPICAL LION |
| London Miller | 967 | IBERIAN COAST |
| London Pride | 14162 | ALEXANDER'S ABILITY |
| London Queen | 660 | PILAR |

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|---|---|---|
| London Senator | 22677 | DSR OAKLAND |
| London Team | 52459 | ALPHA SKY |
| London Town | 228 | GUANA |
| London Trader | 164758 | VOLANS |
| London Tradesman | 7948 | LI MING |
| London Viscount | 15611 | OLYMPIC PROMISE |
| London Voyager | 15642 | AUDACIOUS |
| Londonbrook | 960 | ELLI |
| Londonbrook | 1599 | JOKER |
| Londontank | 16494 | XANADU |
| Lone Atlantic | 208 | ANTONIA PARIS |
| Lone Baand | 399 | STINA B |
| Lone Bres | 498 | ROSANA G |
| Lone Clipper | 300 | LASHIO |
| Lone Dania | 299 | DIMARATOS |
| Lone Frank | 129 | SUSANNE JETTE |
| Lone Krogh | 299 | PETER ROHDE |
| Lone Lonborg | 513 | KARUNIA JAYA |
| Lone Pedersen | 305 | THINGHOLT |
| Lone Star | 7384 | PRESIDENTE FREI |
| Lone Star 8 | 198 | ROBERT L. |
| Lone Stevns | 225 | GITTE GRY |
| Lone Stevns | 299 | ST. XAVIER MARIS STEL |
| Lone Stevns | 399 | MARKAB |
| Lone Terkol | 1338 | RIGEL A. |
| Lone Wolf | 200 | VICTORIA McALLISTER |
| Lone Wonsild | 999 | WHITSTAR |
| Lonely Man | 199 | ARTHUR M |
| Lones | 315 | TANZANIA |
| Lonestar | 14095 | SARAH BECKETT |
| Long Beach | 8901 | NAVARINO |
| Long Beach Seahorse | 867 | ASIE LONGBEACH |
| Long Charity | 12849 | FENG YU |
| Long Chau | 996 | PEACE OCEAN |
| Long Dar No. 101 | 386 | NUGRAHA No. 1 |
| Long Hu | 4269 | MACMOSA |
| Long Hu | 9838 | MARISEA EXCEL |
| Long Island | 399 | ERRIA |
| Long Island Express II | 1593 | QUEEN OF THE SEA |
| Long Reach | 1975 | ANNA D |
| Long Splice | 3874 | ARCTIC ENTERPRISE |
| Long Star | 77294 | ROMERAL |
| Long Tesak | 2985 | SU MING |
| Long Tide | 296 | LONG HARBOR |
| Long Vela | 83517 | AMBRA HUNTER |
| Longboat | 387 | DE LAVOYE |
| Longbow | 1218 | AUSTRALIAN EAGLE |
| Longliner | 616 | POLAR PRAWNS |
| Longliner I | 324 | LE PARRAIN |
| Longva | 168 | NYSTROM |
| Longva | 401 | SVINOY |
| Longva | 793 | SULEYMAN BAGIROV |
| Longva II | 927 | GECO KAPPA |
| Longva II | 1591 | HAVBRYN |
| Longva III | 1403 | GECO DELTA |
| Longvabakk | 413 | NORDOYTRAL |
| Longvanes | 341 | VEATRAL |
| Lonia Prima | 10768 | ASIA RAINBOW |
| Lonn | 475 | MABULI |
| Lontue | 6505 | VIVA VICTORIA |
| Loodsboot 1 | 557 | COMMANDANT FOURCAULT |
| Looiersgracht | 1104 | BISMI |
| Looiersgracht | 1599 | VILSANDI |
| Loong Kong | 663 | SUNRISE 1 |
| Loorana | 273 | KISMET |
| Loosdrecht | 21815 | LODE BAY |
| Lopud | 190 | BODUL |
| Loquat | 3488 | THEA TYHI |
| Lora | 6617 | JIN SHAN |
| Lora C | 17661 | ZIYA K |
| Loran | 22961 | VALOUR |
| Loranso | 466 | STRIL SUPPORTER |
| Lord | 209 | NICKELSWALDE I |
| Lord Byron | 15743 | BALSA |
| Lord Curzon | 15743 | BANAK |
| Lord I | 299 | BESTAMI GULAY |
| Lord Jellicoe | 596 | ST. LOUIS |
| Lord John | 274 | MICHAEL LANGEBERG |
| Lord Kelvin | 21308 | HERDIS |
| Lord Mount Stephen | 41520 | PEDOULAS |
| Lord of the Isle | 7293 | EDEN |
| Lord Reyleigh | 194 | A. B. WOOD II |
| Lord Ritchie | 109 | JIM HIGGS |
| Lord St. Vincent | 596 | ST. ANNE |
| Lord Strathcona | 41524 | BREEDEN |
| Lord Strickland | 309 | CENTAUR |
| Lord Supplier | 1823 | GRO VIKING |
| Lord Varuna—4 | 115 | HASIKIN No. 21 |
| Lord Venkata | 9081 | CAPTAIN NIKOS A |
| Lore I | 499 | SODAN |
| Lore Reinhold | 298 | CHUBASCO |
| Loredana T. | 486 | ANGELINA ASCIONE |
| Loredo | 2582 | ISLA DE GRAN CANARIA |
| Lorelei | 930 | HALCON DEL MAR |
| Lorena | 166 | ALIYU |
| Lorena | 288 | DA QING YI HAO |
| Lorena | 489 | AFKO 106 |
| Lorena | 4415 | USTYUZHNA |
| Lorena C | 1544 | NIGATA MARU |
| Lorena Horn | 489 | AFKO 106 |
| Lorence | 128 | MODELL |
| Lorence | 6739 | CHRISTIANE |
| Lorenzo | 146 | ZEENIMF |
| Lorenzo | 161 | SUNLIGHT P. D. |
| Lorenzo I | 267 | ESTRELLA AZUL |
| Lores | 276 | CARMEN MARINA |
| Loreto | 1124 | ESTEBAN S |
| Loreto II | 44489 | BAYOVAR |
| Loreto 2 | 313 | ESMERALDA II |
| Loreto 6 | 265 | JAVIER |
| Loretta | 4701 | HAZAR |
| Loretta V | 16363 | G. DOST |
| Lorey Donna | 142 | VIC AND MARK |
| Lorfri | 19212 | PEROZAN |
| Lori J | 168 | EMERALD ISLAND |
| Lori J | 17054 | YICK HUA |

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|---|---|---|
| Lori L | 140 | SPANISH QUEEN II |
| Lorie Clark Quinn II | 191 | BLUE DOLPHIN |
| Loriet | 1229 | ROSACAROLINA |
| Lorina | 15918 | JIA YU HAI |
| Lorinda | 554 | LUEN HWA |
| Lormont | 136 | LORMONT PRIMO |
| Lorna | 1104 | BISMI |
| Lorna B | 451 | PACIFIC STANDARD |
| Lorna Foss | 197 | RIO CUALE |
| Lorne Yorke | 149 | SEASPAN LORNE |
| Loroma No. 1 | 1781 | SAMSANPUNWANG |
| Lorraine A | 111 | GALLANT |
| Lory T | 3489 | NISA |
| Los Andes | 17874 | SILS |
| Los Andes | 18502 | HUA PU |
| Los Angeles | 24699 | MORETON BAY |
| Los Angeles (LR No. 5212426)(MC) | 17618 | SEA PIONEER |
| Los Angeles Getty | 101416 | DIAMOND MARINE |
| Los Molin | 3920 | CAL UNO |
| Los Molinucos | 3920 | CAL UNO |
| Los Taques | 252 | LAGOVEN LOS TAQUES |
| Los Tres Pasajes | 129 | NIEVA |
| Losina | 53786 | SOUTH WIND |
| Losinj | 218 | SUMARTIN |
| Loss | 199 | GAHTANI I |
| Lossiemouth | 224 | VELOS |
| Lostar | 197 | SALMO SALAR |
| Lota | 465 | KATERINA |
| Lothar Friederich | 282 | INTISAR |
| Lotila | 1631 | LILY |
| Lotind | 199 | GARBIS |
| Loto | 220 | TICHITT 4 |
| Lotor | 128234 | OLYMPIC ARMOUR II |
| Lotorium | 128234 | OLYMPIC ARMOUR II |
| Lotos | 5885 | EK—CLOUD |
| Lotte Dania | 300 | ISLAND QUEEN |
| Lotte Danica | 18872 | SEALORD |
| Lotte Nielsen | 499 | KAHURIPAN |
| Lotte P. | 5829 | HUA QIONG |
| Lotte Pedersen | 114 | HAMKO I |
| Lotte Polaris | 171 | MIANDA |
| Lotte Reith | 5829 | HUA QIONG |
| Lotte Scheel | 1549 | FREEDOM STAR |
| Lotte Scheel | 1599 | C. R. KOUROU |
| Lotte Scheel | 3430 | KOTA MELATI |
| Lotte Sif | 1599 | C. R. KOUROU |
| Lotte Sif | 7683 | MAERSK EURO PRIMO |
| Lotte Skou | 4726 | HANG WAN |
| Lotte Ty | 499 | THERESA OLALIA |
| Lotte Vohnsen | 249 | MARI X |
| Lotti | 22961 | VALOUR |
| Lottinge | 4037 | SHAHINAZ |
| Lotus | 147 | HENRIETTE SAND |
| Lotus | 195 | BURGUNDIA II |
| Lotus | 299 | VESTODD |
| Lotus | 526 | LETY |
| Lotus | 1018 | KAIKO MARU No. 2 |
| Lotus | 4790 | EMCOL CLIPPER |
| Lotus | 5144 | EXCELSIOR LUCK |
| Lotus | 6172 | EAST LARK |
| Lotus | 9343 | CHALKIDON |
| Lotus | 9613 | COUPER |
| Lotus | 15225 | STENA TRANSFER |
| Lotus Ace | 6126 | CANADIAN ACE II |
| Lotus Dawn | 5144 | EXCELSIOR LUCK |
| Lotus Greeta | 448 | SIMAR |
| Lotus I | 523 | NEE DIAK I |
| Lotus II | 9613 | COUPER |
| Lotus King | 2651 | LA BONITA |
| Lotus Maru | 16793 | LOTUS M |
| Lotus Venture | 3796 | WILCON X |
| Lou Jean II | 509 | TRINIDAD III |
| Lou Pelham | 383 | DONA PAULITA |
| Loucas N | 13228 | PHILIA |
| Loucy | 1177 | GOLDEN STAR II |
| Louis | 555 | SEA KING |
| Louis Caubriere | 200 | TAREQ II |
| Louis E. Talbot | 285 | AMERICAN DISCOVERY |
| Louis Frederic Dewulf | 1248 | CAPUTERRA |
| Louis L. D. | 21117 | RICHFIELD |
| Louis L. D. | 46545 | CETRA LYRA |
| Louis S | 399 | LAKE PEJO |
| Louis—Desire | 238 | NADOR |
| Louisa | 247 | ALBERT JACOB |
| Louisa | 15903 | TALANA |
| Louisa Jane | 180 | JULIA |
| Louisana | 10937 | BO XING HAI |
| Louise | 295 | CAPTAIN JEAN |
| Louise | 1041 | SUCRE |
| Louise | 1597 | ROMEA |
| Louise | 1600 | LADY ANTHOULA |
| Louise | 2197 | PATZIEL |
| Louise A | 698 | HAVHELT |
| Louise Bravo | 1399 | CARIB EVE |
| Louise Helm | 9654 | PLATON |
| Louise J | 310 | ROALDNES |
| Louise Joan | 295 | CAPTAIN JEAN |
| Louise Pelham | 298 | RANGE ROVER |
| Louise Smits | 740 | ALEX REEFER |
| Louise Smits | 1599 | LOUISE |
| Louise Weston | 2197 | PATZIEL |
| Louisiana | 199 | C. E. M. III |
| Louisiana | 498 | KOSTAS |
| Louisiana | 146627 | BERGE BOSS |
| Louisiana Rainbow | 36600 | NORTH COUNTESS |
| Louisianan | 13118 | LOUISIANA BRIMSTONE |
| Louisiane | 4303 | XING LI |
| Louisiane | 4999 | LUSO |
| Louisiane | 15680 | BIOKOVO |
| Louloudi | 841 | TINA |
| Lourdes | 246 | HALAAN |
| Louro | 199 | BOLD PRODUCER |
| Louro | 213 | L |
| Lousado | 1107 | NAVEGANTE |
| Loutfallah | 997 | ITEA |
| Loutfi | 362 | SINAI |
| Loutre Consol | 799 | JACQUES DESGAGNES |
| Louverture | 865 | FIASCO |
| Lovat Salvator | 1318 | ESVAGT OMEGA |
| Lovatj | 1248 | ARU |
| Love | 1280 | PANNARAI |
| Love I | 109 | LADY MARY |
| Lovely Coast | 1349 | GULF TIGER |
| Lovely Hanni | 417 | GONAIVES FAMILY |
| Loven II | 248 | BALOY |
| Loven III | 164 | KANNELES |
| Loven IV | 169 | VEGSUND |
| Lovik | 198 | GREGOS |
| Lovima | 273 | CAILA |
| Lovima | 776 | STORFOSNA |
| Lovisa | 466 | TAMITO |
| Lovo | 1248 | CAPUTERRA |
| Low Isles Reef Express | 109 | QUICKSILVER II |
| Low Tide | 193 | SEA ECHO |
| Lowe | 160 | PEHUEN |
| Lowell Stanley | 338 | P. B. MARR |
| Lowhar | 189 | STORDOY |
| Lowland Blazer | 724 | LADY BRIGID |
| Lowland Raider | 499 | OSA RAIDER |
| Lowland Rambler | 1598 | JARL VIKING |
| Lowland Strider | 1322 | A. H. PARAGGI |
| Loyal | 265 | LADE |
| Loyalty | 27001 | LIEPAYA |
| Lozoya | 675 | ESPERO I |
| LPG C. Trinity | 1171 | SUNSHINE II |
| LPG/C Ultragas | 1122 | ULTRAGAS |
| LR No. 6819025 (FC) | 11023 | AEGEAN MARINER |
| Lropezno No. 3 | 409 | LICHFIELD 1 |
| LS 85 | 296 | RECOVERER |
| LSCO Camranh | 3452 | PNOC CAMRANH |
| LSCO Cantho | 3497 | PNOC CANTHO |
| LSCO Petroparcel | 3236 | PNOC PETROPARCEL |
| LSCO Sovimar | 611 | PNOC SOVIMAR |
| LSCO Tabangao | 2912 | PNOC TABANGAO |
| LSCO Taclobo | 1544 | PNOC TACLOBO |
| LSCO Transasia | 3236 | PNOC TRANSASIA |
| LSIL 653 | 296 | HUSKY II |
| LSIL 1091 | 298 | TEN NINETY ONE |
| LSM (R) 517 | 744 | WESTERN SEA |
| LSM 119 | 357 | GONCALOA COELHO |
| LSM 366 | 467 | CAICOS CLOUD |
| LSM 380 | 787 | SALVAGE CHIEF |
| LSM 491 | 518 | OCEAN BAY |
| LSM 537 | 482 | KROKODIL |
| LSMR 522 | 485 | BILAL |
| LSS(L) 125 | 355 | JOHN W |
| LST 2 | 1594 | PETROLA 142 |
| LST 3 | 1594 | PETROLA 143 |
| LST 4 | 1303 | BUNGURAN BARU |
| LST 198 | 3573 | HAMDAN 10 |
| LST 309 | 3337 | ILE DE L'EUROPE |
| LST 456 | 2319 | KARKAS |
| LST 513 | 2293 | PETROLA 18 |
| LST 532 | 2310 | CONSTRUCTORS |
| LST 664 | 2319 | KARGADAN |
| LST 819 | 1594 | PETROLA 142 |
| LST 841 | 2979 | S 23 |
| LST 844 | 3337 | S 25 |
| LST 877 | 2979 | S 24 |
| LST 970 | 1622 | ATLANTIC |
| LST 980 | 1594 | PETROLA 143 |
| LST 987 | 2923 | COLUMBUS |
| LST 1081 | 1909 | NICKEL FERRY |
| LST 1093 | 2709 | ARTA |
| LST 1112 | 4042 | ALASKA PACKER |
| LST 510—Buncombe County | 1492 | CAPE HENLOPEN |
| LST(2) 971 | 989 | MARYLAND CLIPPER |
| LST(2) 1137 | 3830 | SANTA TERESA |
| LST—212 | 4516 | ARABDRILL 1 |
| LT 22 | 198 | DELACROIX |
| LT 23 | 248 | BASSEL |
| LT 57 | 293 | NATOMA |
| LT 59 | 199 | ROUGHNECK |
| LT 62 | 432 | SEASPAN SOVEREIGN |
| LT 64 | 406 | CHRIS SHERIDAN |
| LT 130 | 296 | TILLAMOOK |
| LT 158 | 270 | MARY MACKIN |
| LT 187 | 283 | CHRISTINE FOSS |
| LT 223 | 195 | ORION |
| LT 366 | 290 | DOMINION |
| LT 372 | 287 | SEA BREEZE |
| LT 378 | 295 | JUSTINE |
| LT 452 | 288 | ANN W. |
| LT 464 | 268 | POLAR SEA |
| LT 494 | 275 | JEAN NELSON |
| LT 639 | 573 | EPTA |
| LT 643 | 196 | GAELIC CHALLENGE |
| LT 648 | 298 | CRAIG FOSS |
| LT 784 | 592 | ATLANTIC RANGER |
| LT 789 | 275 | PETRO CHALLENGER |
| LT 790 | 573 | CANAKKALE |
| LT 815 | 602 | KRISTIN LEE |
| LT 820 | 592 | JAMES A. HANNAH |
| LT 1928 | 188 | GEORGE S. |
| LT 1946 | 219 | PILOT 2 |
| LT 1947 | 226 | TRACY |
| LT 1975 | 124 | MARINE EXPEDITOR |
| LT 2075 | 124 | MARINE EXPORTER |
| LT 2077 | 129 | MARINE EXPLORER |
| LT 2084 | 189 | LYNNE |
| LT 2093 | 144 | MARINE DEVELOPER |
| Lt. Col. Albert H. Barkley | 192 | PACHENA |
| Lt. Col. Ellery W. Niles | 849 | CAYMAN SALVAGE MASTER |
| Lt. Col. George S. Gillis | 193 | CAPE SABLE |
| Lt. Col. John M. Ritchie | 199 | TECUMSEH |
| Lt. Col. William R. Kendrick | 198 | RESOLUTE |
| Lt. Joseph P. Myers | 287 | SEA BREEZE |
| Lt. Walter J. Will | 544 | EXPANSION |
| LT—145 | 436 | JOHN PURVES |
| LT—394 | 288 | MIKKI |
| LT—533 | 561 | HAIDA CHIEFTAIN |
| LT—536 | 495 | WITTUG |
| LT—821 | 612 | MARY E. HANNAH |
| LT—830 | 199 | HARRIS BAY |
| LT—1965 | 198 | OFFSHORE |
| LT331 | 268 | ELIZABETH B |
| Lu | 497 | BOBARA |
| Lu Hai 208 | 2830 | HUANG HUA QUAN |
| Lu Jiang | 7896 | PRINCESA CYPRIA |
| Lu Ming Yi Hao | 841 | TIAN YI |
| Lua Crescente | 181 | TARFAYA |
| Lua Nova | 181 | MEHDIA |
| Luana | 135 | ARTIDE |
| Luana | 382 | CAPODIMONTE |
| Luanco | 1295 | REGINA DEL MAR |
| Luban | 682 | WHITANK |
| Lubbecke | 999 | GERARD PATRICK PURCELL |
| Lubbertje Kramer | 192 | BERENDINA HERMINA |
| Lubbertje Kramer | 241 | ST. ROSE |
| Lubbertje Kramer | 296 | ALIDA |
| Lubbertje Kramer | 511 | LAVON |
| Lubbetje | 105 | FLEETWOOD LADY |
| Lubbetje | 194 | JANNIE EN KLAAS |
| Lubeca | 983 | FAROS |
| Lubeck | 916 | BIO MAR II |
| Lubeckertor | 488 | AVA GUAYAKI |
| Luberon | 1119 | ISLA DE LOS VOLCANES |
| Lubian | 208 | OTOYO |
| Lubna | 399 | KOLTHOM |
| Lubox | 500 | ALEXANDROS T |
| Luc | 196 | CROIX IZAN |
| Luc—Peter | 105 | STORMBOY |
| Luca S. | 263 | KONOBE |
| Lucas Bols I | 472 | LION |
| Lucaya | 4437 | WAPPEN VON HAMBURG |
| Lucent Star | 15354 | WAN LING |
| Lucerna | 22138 | QUEBEC |
| Lucerna | 22988 | SITAXA |
| Lucerne | 499 | SANDSTORM |
| Lucero | 158 | AMAZONAS 10 |
| Lucetta | 402 | OLD PROVIDENCE |
| Luchs | 445 | DENISE |
| Lucia | 419 | ALBEGNA |
| Lucia | 1232 | GARDEN |
| Lucia de Perez | 1516 | SINTRA |
| Lucia Bos | 1232 | GARDEN |
| Lucia Garau | 274 | ELDEYJAR—SULA |
| Lucia P | 399 | JOB II SHIPPER |
| Lucia S | 497 | CLORINDA PRIMA |
| Lucian | 424 | ALIZE |
| Lucian | 26097 | CENTURY |
| Luciana Della Gatta | 29348 | WISE SEAS TRIDENT |
| Luciano | 1273 | FAITH |
| Lucid | 4065 | ZHE HAI 717 |
| Lucid Star | 19740 | TRANS BRIDGE |
| Lucie | 227 | LAKSEN |
| Lucie | 1986 | MIE MOLS |
| Lucie Delmas | 20393 | LUCIE |
| Lucie Eckmann | 199 | SANDTOR |
| Lucie Heins | 313 | MAGALHAES |
| Lucie S | 5174 | JI AN |
| Lucie Vollmers | 498 | SKIATHOS |
| Lucien Beaufort | 941 | BON ESPOIR |
| Lucien Marie | 195 | RODMAN SWIFT IV |
| Lucien Samure | 136 | ALTAIR |
| Lucil | 154 | YANKEE CLIPPER |
| Lucina | 16888 | STELLA TINGAS |
| Lucjan Szenwald | 6467 | SU XIA |
| Luck | 40059 | IPANEMA |
| Luckimee | 198 | PHOENIX |
| Lucky | 478 | TRIENA I |
| Lucky | 2706 | UDOFE IV OKEBHO PALM |
| Lucky | 4763 | PROVINCIA DEL GUAYAS |
| Lucky | 4825 | LEYNARD |
| Lucky Astron | 6018 | N. MERSIN |
| Lucky Carrier | 6018 | A. J. 1 |
| Lucky Fortune | 3722 | LAUTAN FADJAR |
| Lucky Hope | 493 | IOANNA |
| Lucky I | 782 | OILER ONE |
| Lucky I | 4763 | PROVINCIA DEL GUAYAS |
| Lucky Louise | 119 | CORAL I |
| Lucky Ocean | 2504 | GREAT FORTUNE |
| Lucky Ocean | 3937 | ROOK EXPRESS |
| Lucky Pusan | 507 | DAE YANG No. 11 |
| Lucky Refiner | 13575 | SUNRISE |
| Lucky Rider | 5739 | ASK |
| Lucky Scope | 6018 | SEA GLORY |
| Lucky Sea | 398 | CALMA |
| Lucky Son | 399 | BERYTUS |
| Lucky Star | 119 | PILGRIM I |
| Lucky Star | 299 | WILHELMINE STEFFENS |
| Lucky Star | 1996 | DO NAM No. 11 |
| Lucky Star | 5842 | SAMUDRA SAMRAT |
| Lucky Star No. 101 | 183 | SIN BO No. 72 |
| Lucky Star No. 102 | 253 | DAI HO No. 12 |
| Lucky Star No. 107 | 201 | SE YANG No. 55 |
| Lucky Thunder | 6018 | SAMUDRA RANI |
| Lucky Treasure | 488 | COSMO RAY II |
| Lucky Victory | 26132 | ANNIKA N |
| Lucky Wave | 9485 | ANEMOS |
| Lucky Willing | 4358 | PRIMA DONNA No. 2 |
| Lucky Wish | 498 | PRINCESS FATIMAH |
| Luckyseven | 988 | KEUM YANG No. 5 |
| Luckyward | 3830 | YUE TAT |
| Lucor Manor | 5037 | TOL TRADER |
| Lucor Wickliffe | 4183 | TOL SAILER |
| Lucott Cross | 12322 | SOUTH ISLAND |
| Lucrecia Pando | 59533 | THEOGENNITOR |
| Luctor | 137 | JORN P |
| Luctor | 206 | YVES MICHELE |
| Lucy | 1992 | ROBIN |
| Lucy | 16006 | APIL |
| Lucy Borchard | 1598 | ANGLIA |
| Lucy Borchard | 1599 | DISARFELL |
| Lucy Borchard | 2854 | NORSUN |
| Lucy Essberger | 999 | FAIR ALPHA |
| Ludger Simard | 5114 | LE SAULE No. 1 |
| Ludmila C. | 6115 | ALBA |
| Ludolf Oldendorff | 2492 | CEFALLONIAN SUN |
| Ludolf Oldendorff | 40467 | BULKPORTOFINO |
| Ludovic—Pierre | 227 | MELANI |
| Ludvig Andersen | 297 | EVA |
| Ludvik Karlsen | 116 | LAGUNEN |
| Ludwig Franzius | 4298 | ABU ADIL |
| Ludwig Turek | 3913 | MING ZHU |
| Ludwigshafen | 16670 | POL GULF |
| Ludwigshafen Express | 16670 | POL GULF |
| Ludwigshafen(AP) | 16670 | POL GULF |
| Ludwigshafen(MC) | 10705 | HERDAH |
| Ludy Kees | 196 | LUCIA |
| Luehesand | 1741 | REEFER STAR |
| Lugano | 499 | SPURT |
| Lugano | 3843 | RADNES |
| Lugano | 10339 | PRINARITIS |
| Lugariz | 269 | PESCALAMAR I |
| Lugela | 499 | MARE UNO |
| Luggette | 116 | ABOMA |
| Luhe | 387 | KRIKRI |
| Luhe | 484 | ANASTASIA |
| Luhe | 497 | IRENE VI |
| Luhe | 973 | HVASSAFELL |
| Luhe | 999 | JATIDIRI |
| Luhedeich | 484 | ANASTASIA |
| Luhedeich | 499 | MATINA—D |
| Luhesand | 1741 | REEFER STAR |
| Luiciana | 106 | YADRAN III |
| Luiciotta | 129 | SALVATORE LOBIANCO |
| Luigi Casale | 10861 | NORDIC RAINBOW |
| Luigi Esse | 98539 | AGIP FIRENZE |
| Luigi G. Melloni | 2864 | SEA LIFT |
| Luigia Montanari | 1138 | ANTONELLOESSE |
| Luigia N | 1138 | ANTONELLOESSE |
| Luis | 1281 | ABOITIZ CONCARRIER XIV |
| Luis Armando | 265 | MAVERICK |
| Luis Banchero | 16945 | CAPTAIN B ATAMAN |
| Luis Calvo | 1578 | ATLAS FRIO |
| Luis de Requesens | 2842 | VICTORY |
| Luis Ferro | 4527 | ANSMA |
| Luisa | 3261 | SAN TOMAS SECONDO |
| Luisa Lolli Ghetti | 28709 | DEER KEY |
| Luisa Ranieri | 1586 | ABOUDI 1 |
| Luise | 255 | MARION |
| Luise Bornhofen | 6765 | GUR MAIDEN |
| Luise K. | 284 | RAMBLER |
| Luise L | 3901 | ADITYA JYOTI |
| Luise Leonhardt | 7608 | CHIMBORAZO |
| Lukas | 889 | SIMPLON |
| Lukas M | 200 | EXPRESS LINER |
| Lukasturm | 889 | SIMPLON |
| Luke | 318 | SCHALL |
| Luke Lu | 10804 | KEA EXPLORER |
| Luke Z. Defelice | 179 | MORANIA No. 2 |
| Lukksund | 189 | HOLMVIK I |
| Luma | 147 | OSTANVIND |
| Luma | 442 | FRANTSEN JUNIOR |
| Lumaskjaer | 140 | LHASA |
| Lumaskjaer | 295 | HELGANES |
| Lumba Bay | 169 | TEWJEFT |
| Lumba Lumba | 104 | CANADIAN II |
| Lumba One | 140 | N' TFACHIT |
| Lumbe | 9979 | ALTAIR LEE |
| Lumber State | 9979 | ALTAIR LEE |
| Lumen | 264 | BROLGA |
| Lumen | 14181 | EGNAZIA |
| Luminas | 7783 | ORIENTAL DRAGON |
| Luminetta | 14167 | ENOTRIA |
| Lumino | 430 | METEOR |
| Luminosa | 3926 | URANUS STAR |
| Luminous | 14547 | KRITI EPISKOPI |
| Lummetje | 196 | LUCIA |
| Lummetje | 255 | VIER GEBROEDERS |
| Lummetje | 314 | KLAASJE CATHARINA |
| Lummi Bay | 197 | RIO CUALE |
| Lumumba | 6572 | GOLDEN STAR |
| Lun | 391 | BADR |
| Lun Shan | 2612 | WAN FU |
| Luna | 233 | SUNNANLAND |
| Luna | 484 | THEMISTOCLES II |
| Luna | 498 | MAIGU 1 |
| Luna | 1167 | MIRONAVE |
| Luna | 2202 | BALTIC PROSPERITY |
| Luna | 3757 | GOLDEN LAKE |
| Luna Maersk | 37238 | NEWPORT BAY |
| Luna No. 22 | 297 | SUNG YONG No. 21 |
| Luna Perla | 2712 | ZENKEN MARU |
| Lunan | 1017 | SCORPION I |
| Lunar Bow | 112 | ESHCOL |
| Lunar Bow | 195 | WESTWARD BF0350 |
| Lunar Venture | 14764 | AKRONISSOS |
| Lunarosa | 3853 | BANGPAKAEW |
| Lunde Senior | 499 | STRIL POSEIDON |
| Lundevaag | 741 | ASKITA |
| Lundevaag | 1599 | MICHELLE |
| Lundi | 299 | SULNAFELL |
| Lundoy | 333 | FJORDBULK |
| Lundsjo | 296 | BRASKEN |
| Lundy Shore | 971 | LUNDY SERVICE |
| Lune | 22009 | CEDRELA |
| Lune Bridge | 1577 | NORMAN COMMODORE |
| Luneda | 594 | CAM GUARDIAN |
| Lung Shan | 315 | HYFCO II |
| Lung Ying | 3348 | SUN HARRIE |
| Lung Yung | 4864 | WAN KUN |
| Luningning | 27798 | BIBI—M |
| Lunokhod—1 | 2581 | LUNOHODS—I |
| Lupa | 399 | PAULA |
| Lupe | 197 | LABRADOR |
| Lupeni | 11557 | LUPEX |
| Lupin | 15510 | CONCORD GASSAN |
| Lupinus | 14053 | MAY STAR |
| Lupita Castro | 716 | GLORIA |
| Lupus | 497 | CARLSBERG |
| Lupus | 11737 | MIRA |
| Lupus | 46178 | ORISSA |
| Lur—Txori | 1193 | SUNFORD EXPRESS |

| | | |
|---|---|---|
| Lurline | 15412 | BRITANIS |
| Lurline Walker | 184 | MR. RED TOO |
| Luro | 2406 | NORDIC TIGER |
| Luroda Primero | 471 | RIO VERDE |
| Lusitania | 999 | NOVA |
| Luso Frio | 1578 | ATLAS FRIO |
| Luso Vouga | 1582 | CABO S. VICENTE |
| Lustar | 832 | AHMAD III |
| Lustre Venture | 31863 | AMAZON VENTURE |
| Lustrous | 14547 | KRITI GERANI |
| Lusty | 6997 | SOYA |
| Lutece | 196 | LE KAYALI |
| Lutetian | 13799 | RYONG GANG |
| Luther | 397 | APRIL |
| Luther | 1463 | HELEEN C |
| Lutivik | 199 | ORION |
| Lutjan | 1482 | PORTO DE AVEIRO |
| Lutjenbuttel | 1142 | ANTWERPEN |
| Lutona | 247 | ACAPULCO |
| Lutro | 693 | FONNTIND |
| Lutten Klein | 5227 | TANYA 4 |
| Lutz Jacob | 7193 | GUANG HE |
| Lutz Jacob | 25008 | FJORD LAND |
| Lutz Schroder | 5009 | SENYA |
| Luvimer | 181 | ERNESTO |
| Lux | 205 | SAFE HAND |
| Lux | 497 | NASERCO |
| Lux Arbitrator | 5757 | KAPITAN RADIONOV |
| Lux Baltic | 1516 | SINTRA |
| Lux Causeway | 2361 | ISLA DE CARTUJA |
| Lux Celtic | 1516 | CAST PORCUPINE |
| Lux Challenger | 8869 | SAN YA WAN |
| Lux Colonial | 7066 | EASTERN STEAMER |
| Lux Condor | 9704 | CONDOR |
| Lux Conqueror | 5869 | LISKI |
| Lux Creator | 7066 | RIOMAR |
| Lux Delfic | 1509 | UNION FORTUNE |
| Lux Eagle | 9835 | PAL EAGLE |
| Lux Endeavour | 19383 | NOELLE C |
| Lux Exchanger | 5512 | PROFESSOR NEBESNOV |
| Lux Expressway | 2763 | FLEUR DE LYS |
| Lux Falcon | 5869 | PAL FALCON |
| Lux Freeway | 2841 | CIUDAD DE BURGOS |
| Lux Gothic | 1545 | KUINDER |
| Lux Harrier | 6962 | PERLA ONE |
| Lux Hawk | 9428 | HAWK |
| Lux Hellenic | 1545 | BERMUDA ISLANDER |
| Lux Highway | 2361 | ISLA COLOMBINA |
| Lux Independence | 19483 | KALMA |
| Lux Intrepid | 19425 | YARTSEVO |
| Lux Liberty | 5133 | CIKAT |
| Lux Lily | 5812 | KAPPA MARY |
| Lux Princess | 137957 | OSLO PRINCESS |
| Lux Raven | 6962 | GILL |
| Lux Rose | 5812 | ROSE |
| Lux Rover | 1464 | OLIVIA |
| Lux Scout | 4355 | URITSK |
| Lux Spirit | 3945 | USOLYE |
| Lux Warrior | 32499 | DUBROVNIK |
| Luxor | 8711 | KAMALEVERETT |
| Luxuriant | 6648 | SRIPINA |
| Luzia | 424 | DON HUMBERTO |
| Luzitania | 288 | PENGER |
| Luzon | 1370 | PURNAMA |
| Luzon | 1834 | MERCS UHANA |
| Luzon | 13635 | CARMEL |
| Luzon Glory | 11987 | ANIK |
| Luzon Sampaguita | 16582 | PACIFIC EMERALD |
| Luzon Transport | 930 | PREMSHIP I |
| Luzviminda | 10709 | HALLBORG |
| Lycaon | 7065 | ELEFTHERIA K |
| Lychee King | 4872 | EASTERN CORRIDOR |
| Lyco XXXI | 101 | MYSTIC LIGHT |
| Lyderhorn | 132 | FJELLGAR SENIOR |
| Lydia | 364 | REBEL |
| Lydia | 5165 | TAI FAT |
| Lydia | 8825 | TROPEOFOROS |
| Lydia H | 125 | MYRA PATTON |
| Lydia P | 26174 | THEOMANA |
| Lydia V | 35247 | YICK JIA |
| Lydia W | 364 | REBEL |
| Lyford | 16494 | XANADU |
| Lygnor | 111 | ASKONOR |
| Lyme Bay | 18145 | CGM LA PEROUSE |
| Lyme Bay | 18723 | RED SEA ENCOUNTER |
| Lyminge | 4419 | RAPAN |
| Lymington | 275 | SOUND OF SANDA |
| Lyn | 118 | WALSOE |
| Lyn | 223 | THALATTA |
| Lynaes | 491 | CORDELIA |
| Lynchburg | 11080 | MARINE DUVAL |
| Lynda | 30435 | MAWASHI AL—GASSEEM |
| Lyndaret | 1565 | PIONEER CONTAINER |
| Lynette | 499 | ISLAND |
| Lyng | 765 | TANYA V. |
| Lyngen | 474 | ALFRED JENSEN |
| Lyngenfjord | 6467 | HAE WOO No. 2 |
| Lyngor | 199 | FJORDSYN |
| Lyngoybuen | 292 | AKURNESINGUR |
| Lyngvin | 284 | TRONDERFISK |
| Lynma | 14249 | TINA V |
| Lynn | 170 | GULF STREAM |
| Lynn | 498 | DORADO |
| Lynn Pelham | 282 | TOISA PETREL |
| Lynn Rachel | 14035 | GOLDEN PROMISE |
| Lynn Trader | 404 | HAMZA 1 |
| Lynnann | 197 | SUN RUNNER |
| Lynton Grange | 14760 | CHIOS CHARM |
| Lynx | 498 | ASKJA |
| Lynx | 3716 | ORIENT |
| Lynx I | 282 | ADNIL II |
| Lynx II | 282 | ADNIL |
| Lyra | 490 | CAT |
| Lyra | 2725 | LIN JIANG |
| Lyra | 81033 | TIBER ORE |
| Lyria | 146627 | BERGE BOSS |
| Lys Brott | 198 | BOA VISTA |
| Lys Calypso | 999 | HAMILTON TRADER |
| Lys Cape | 1680 | STEPHANIE |
| Lys Carrier | 2472 | POINT LISAS |
| Lys Clippper | 1680 | CLAUDIA |
| Lys Sky | 197 | BRAVA |
| Lys—Borg | 421 | AVANTIS |
| Lys—Bris | 689 | STAVFJORD |
| Lys—Con | 684 | JAROLA |
| Lys—Point | 299 | NORPOINT |
| Lys—Tind | 496 | ULLERO |
| Lysakertank | 199 | TINGVIK |
| Lysandros | 150 | WLA—33 |
| Lysefjord | 126 | CARNIVAL |
| Lysegrund | 715 | LEON |
| Lysfoss | 1739 | TINTO |
| Lyshav | 1531 | CHRYSANTHI S |
| Lysholmen | 776 | STORFOSNA |
| Lysholmen | 1739 | TELLO |
| Lysland | 20422 | WEI HAI |
| Lyspol | 1599 | BAIA |
| Lytingur | 138 | STJORNUTINDUR |
| Lytingur | 213 | HARALDUR |
| Lyuban | 2873 | LAZDIJAI |
| Lyublino | 22075 | NOVOCENTROL 2 |
| Lyudinovo | 23110 | NOVOCENTROL 3 |
| L750 Krokodil | 482 | KROKODIL |
| L751 Eidechse | 518 | OCEAN BAY |
| M 6 | 350 | COMINOLAND |
| M. A. Levy | 199 | BRETON SEAHORSE |
| M. C. Ballard | 128 | MARY & JOSEPH |
| M. C. Cedar | 3651 | PETER METZ |
| M. Cakrazli | 492 | KAPTAN MEHMET ONAL |
| M. Engin | 4611 | DASA TUJUH |
| M. G. Tsangaris | 27249 | GIORGOS |
| M. H. Beyer | 113 | SANDRA |
| M. I. L. Venture | 470 | TECHNO—VENTURE |
| M. I. Transporter | 766 | YARROW |
| M. J. Derby II | 661 | DEE DEE |
| M. Jacinto Verdaguer | 9435 | SCANTRO |
| M. Keelung | 36263 | ZIM KEELUNG |
| M. L. Levy | 186 | NEW DIRECTION |
| M. Luisa De Pando | 20295 | STOLT RELIANT |
| M. M. Dant | 12724 | CAPE JOHNSON |
| M. Moran | 249 | CLAIRE MORAN |
| M. O. T. Dredge V | 3613 | DCI DREDGE V |
| M. O. T. Dredge VI | 3802 | DCI DREDGE VI |
| M. O. T. Dredge VIII | 8151 | DCI DREDGE VIII |
| M. O. T. Mocambique | 132 | KANSI GOURI |
| M. O. T. Tug IV | 249 | DCI TUG IV |
| M. O. T. Tug V | 249 | DCI TUG V |
| M. O. T. Tug VI | 562 | DCI TUG VI |
| M. Rakel | 217 | ISORTOQ |
| M. S. C. Arrow | 162 | ANTEOS C |
| M. S. C. Onset | 154 | KOCABAS I |
| M. S. C. Panther | 154 | WESTON PANTHER |
| M. S. C. Ranger | 154 | EVANGELISTRIA III |
| M. S. C. Talisman | 113 | PORTOLOS DEKA |
| M. S. C. Tarn | 118 | SALVOR I |
| M. S. Levy | 192 | MEGOLLY HAWK |
| M. Savannah | 36263 | ZIM SAVANNAH |
| M. Ytterstad | 320 | NERGARD SENIOR |
| M. Ytterstad | 741 | LIGURIA |
| M. Yucel | 4033 | SANEM |
| M.A. Powers | 490 | DISPATCH |
| M.E.L. 1 | 194 | SINDBAD |
| M.E.L. 2 | 116 | SUNSHINE |
| M.O.W.T. 7 | 777 | BEVERLEY |
| M.O.W.T. 9 | 779 | LONDON TITAN |
| M.O.W.T. 10 | 754 | IONA—B |
| M.T.S. No. 8 | 832 | LAM KOK |
| M.T.S. No. 10 | 829 | KAH POH |
| M.T.S. No. 16 | 496 | HUP HENG |
| M—H—C—29 | 296 | ABACO—TRADER |
| M—H—C—30 | 296 | ABACO—MERCHANT |
| M—H—C—37 | 311 | ABACO—ADMIRAL |
| M'Sila | 161 | LACANAU |
| Ma Fatima | 3778 | TANTO DELI |
| Ma Rosario | 3057 | PARNARAYA 18 |
| Ma Vont Mad | 109 | STANGALA |
| MA—38 | 143 | GRT—KASE |
| MA—86 | 215 | RAVNICE |
| Maarten | 240 | ST. CROIX |
| Maarten Alida | 251 | HENDRIKJE |
| Maarten Cornelia | 139 | OUR ZOE ANNE |
| Maartje | 371 | SVANVIK |
| Maas | 244 | MARK |
| Maas | 424 | FRANK MICHAEL |
| Maasbank | 226 | TAKAVAR |
| Maasborg | 450 | DONA PETRA |
| Maasdam | 11693 | STEFAN |
| Maashaven | 2596 | JUTA JAYA |
| Maaskade | 17841 | SEAFORTUNE |
| Maaskant | 17709 | VERDI |
| Maaskerk | 17711 | VSP I |
| Maaskroon | 17659 | SEALADY |
| Maasnymph | 181 | ITALIA L. |
| Maasplein | 1196 | KAMANDALU |
| Maasrix | 149293 | OSLO COUNTESS |
| Maasuskok | 22362 | STOLT USKOK |
| Mabah | 3712 | SACRAMENTO |
| Mabco 180 | 102 | TUG 180 |
| Mabel Mae | 156 | SEA ROAMER |
| Mabel S | 118 | APACHE |
| Mabini | 44116 | TASMAN SPIRIT |
| Mabrouk | 9046 | JAG KALA |
| Mabu | 18377 | SUNNYWAY |
| Mabuhay | 30257 | SAN FELICE |
| Macaela Drescher | 3491 | LU YU |
| Macarena | 3850 | GOLD STATE 8 |
| Macarena | 15847 | SKADARLIJA |
| Macareux | 224 | SANTA MONICA |
| Macassar Maru | 10093 | KOTA MAJU |
| Macau Express | 11076 | LIAO CHENG |
| Macavi | 195 | TALARA 10 |
| Macavi | 300 | JOSE EDUARDO |
| Macaye | 19483 | KALMA |
| Macbreeze | 11321 | MARY |
| Macbulk | 10993 | SANDRA K |
| Macdam | 436 | EDNA B |
| Macdili | 499 | BERJASA |
| Macedonia | 250 | PSARA |
| Macedonian Reefer | 8386 | BOLERO REEFER |
| Macfrost | 8047 | MIAMI REEFER |
| Machigonne | 425 | YANKEE |
| Maco | 3128 | NEW HAIHUA |
| Maco I | 263 | TICHITT 3 |
| Maco Viking | 2938 | HOFSJOKULL |
| Macoil I | 975 | GIGLIO |
| Macol Ace | 11318 | AVIS FAITH |
| Macol King | 6837 | PRESIDENTE AGUIRRE CERDA |
| Macorix | 1585 | ST. ANDREAS |
| Macreefer | 8064 | MONTEVIDEO REEFER |
| Macspeed | 11539 | NAN DU JIANG |
| Macstorm | 11460 | SU CHUN |
| Macuata | 119 | PIRIMAI |
| Macwave | 11321 | GEORGE |
| Madam Queen | 174 | PAUL ELEY |
| Madame Butterfly | 20819 | ALKMINI A. |
| Madang Coast | 299 | NAN FANG 907 |
| Maddalena | 103 | BARK I |
| Maddalena d'Amato | 42758 | DEPA GIULIA |
| Madeira | 499 | MARIA DIMAKI II |
| Madeira | 3249 | WAH YEE |
| Madeleine | 381 | SIVA |
| Madeleine | 729 | ST. MARC |
| Madeleine | 930 | HUSTLER BCL |
| Madeleine | 2723 | WHITE STONE |
| Madeleine | 2896 | QIAN TANG JIANG |
| Madeleine Louise | 645 | 12 OCTOBRE |
| Madeline | 294 | HASHMI I |
| Madeline Danielsen | 1173 | REGENT PARK |
| Madelyn V | 165 | TROPICO |
| Madera Cruz | 103 | MICHAEL LYNWOOD |
| Madfouh 3 | 300 | EL EGUEIMI 2 |
| Madi | 398 | ASRA |
| Madison | 231 | DOPET TWO |
| Madjoe | 499 | EFTHIMIOS M |
| Madjoe II | 499 | EFTHIMIOS M |
| Madlyn Lacrecia | 142 | BOSSY LADY II |
| Mado Th | 500 | PERANI |
| Madouri | 1599 | STANMORE |
| Madras Maru | 6339 | SEA ROSE |
| Madre | 247 | BAHIA |
| Madre Maria | 330 | SULAIMANI |
| Madre Venerada | 235 | MINCHOS CUARTO |
| Madrid | 1236 | ENOL |
| Madrid | 1329 | DON GUILLO |
| Madrigal Integrity | 13746 | TRADE PINE |
| Madrugador | 103 | KARAPIPERIS V |
| Madrugador | 985 | WESTERN PACIFIC |
| Mads Mols | 1577 | NORMAN COMMODORE |
| Mads Peter | 110 | PAVIA |
| Madsen | 1287 | AL HAMDOLILLAH |
| Madura | 2515 | PACIFIC |
| Madura | 5248 | DURA |
| Madzy | 299 | VITA NOVA |
| Mae Nam Bridge | 4937 | MACTAN BRIDGE |
| Mae Pelham | 192 | MAUNA KEA |
| Maenam Bridge | 4906 | TUNG HAI |
| Maenporth | 393 | MARYSTAN |
| Maerdo I | 198 | KVELLSETH |
| Maersk Astro | 1590 | ORIENT PRIDE |
| Maersk Astro | 4384 | WESTERLAND |
| Maersk Barge 5 | 4647 | MCM SHETLANDER |
| Maersk Barge 7 | 6388 | U. R. 111 |
| Maersk Bella | 8540 | NORDKAP |
| Maersk Bella | 9081 | SIRIUS |
| Maersk Bella | 12694 | SANTOS |
| Maersk Bella | 13476 | KADUNA |
| Maersk Beverlee | 33240 | BEVERLEE |
| Maersk Blower | 498 | ENDURANCE |
| Maersk Boulder | 493 | SALVIGILANT |
| Maersk Bravo | 7448 | EAGLE BAY |
| Maersk Bravo | 8540 | NORDSINO |
| Maersk Bravo | 13474 | SAO PAULO |
| Maersk Cadet | 13638 | ALEXANDROUPOLIS |
| Maersk Captain | 14047 | JAY BHAVANI |
| Maersk Claudine | 13476 | KADUNA |
| Maersk Commander | 15870 | EXONI |
| Maersk Credo | 1576 | QUAN ZHOU |
| Maersk Defender | 1593 | OSA DEFENDER |
| Maersk Farco | 13603 | BAUHINIA |
| Maersk Feeder | 958 | KEEN |
| Maersk Fiero | 5661 | MAERSK ASIA PRIMO |
| Maersk Fighter | 604 | MORGANA |
| Maersk Forto | 1599 | MAERSK EURO QUINTO |
| Maersk Gerona | 69913 | GERONA |
| Maersk Handler | 499 | SAEED |
| Maersk Helper | 499 | SEABOARD SKUA |
| Maersk Jakarta | 5313 | ESTEBRUGGE |
| Maersk Jakarta | 8643 | KALKARA |
| Maersk Javelin | 33106 | COLUMBUS |
| Maersk Juno | 33106 | CLEMENT |
| Maersk Kobe | 13603 | BAUHINIA |
| Maersk Leader | 497 | PUTFORD ACHATES |
| Maersk Lerida | 69913 | SAINT DIMITRIOS |
| Maersk Logger | 497 | PUTFORD AJAX |
| Maersk Mango | 3296 | NAVIPOR |
| Maersk Mango | 7588 | MAERSK CLAUDINE |
| Maersk Mango | 7608 | CHIMBORAZO |
| Maersk Marco | 8193 | NACIONAL VITORIA |
| Maersk Mondo | 3386 | MAERSK ASIA QUINTO |
| Maersk Mondo | 4238 | GLOBAL PROGRESS |
| Maersk Monica | 33240 | MONICA |
| Maersk Mostoles | 39345 | MOSTOLES |
| Maersk Nautilus | 36376 | BT NAUTILUS |
| Maersk Navarin | 36376 | BT NAVARIN |
| Maersk Navigator | 36376 | BT NAVIGATOR |
| Maersk Neptun | 33240 | BEVERLEE |
| Maersk Neptune | 36376 | BT NEPTUNE |
| Maersk Nestor | 36376 | BT NESTOR |
| Maersk Nimrod | 36376 | BT NIMROD |
| Maersk Oakland | 35863 | CHOYANG FRONTIER |
| Maersk Pacer | 631 | RED SEA TRADER |
| Maersk Paris | 37814 | CGM PARIS |
| Maersk Pinto | 5313 | ESTEBRUGGE |
| Maersk Pinto | 5731 | BEI DAI HE |
| Maersk Pinto | 7608 | CHIMBORAZO |
| Maersk Pinto | 8643 | KALKARA |
| Maersk Pinto I | 5731 | BEI DAI HE |
| Maersk Piper | 631 | MAERSK WORKER |
| Maersk Placentia | 2259 | MAERSK SHIPPER |
| Maersk Plotter | 1281 | AUGUSTEA OTTO |
| Maersk Primo | 1565 | NORDSTAR |
| Maersk Primo | 1599 | EURO COLOMBIA |
| Maersk Primo | 7683 | MAERSK EURO PRIMO |
| Maersk Puncher | 724 | GRAMPIAN FREEDOM |
| Maersk Rando | 2077 | LINK |
| Maersk Rando | 4238 | GLOBAL SUCCESS |
| Maersk Rando | 7112 | MAERSK ASIA QUARTO |
| Maersk Rando | 7981 | ALGENIB |
| Maersk Rotterdam | 52007 | NEDLLOYD HOORN |
| Maersk Runde | 855 | SAO MAI 1 |
| Maersk Santo | 8193 | NACIONAL VITORIA |
| Maersk Semakau | 34447 | THEMIS PETRAKIS |
| Maersk Senang | 34447 | PANORIA |
| Maersk Senior | 499 | RED ROBIN |
| Maersk Server | 718 | SAFE TRANSPORTER |
| Maersk Shipper | 499 | BONNIE ONE |
| Maersk Supplier | 499 | STEVNS SUPPLIER |
| Maersk Supplier | 604 | MORGANA |
| Maersk Supporter | 735 | SEABOARD SWAN |
| Maersk Tackler | 1154 | ODIN SAFE |
| Maersk Tacoma | 37814 | CGM PARIS |
| Maersk Tango | 3936 | WESTERHAMM |
| Maersk Tango | 7914 | MAERSK ASIA DECIMO |
| Maersk Tanis | 497 | PUTFORD ACHATES |
| Maersk Tanta | 497 | PUTFORD AJAX |
| Maersk Tauro | 5561 | MAERSK ASIA TERTIO |
| Maersk Taurus | 33240 | BEVERLEE |
| Maersk Tempo | 1599 | PETER KNUPPEL |
| Maersk Tempo | 7588 | MAERSK CLEMENTINE |
| Maersk Tempo | 7679 | SINO CREDIT |
| Maersk Tempo | 8689 | INDEPENDENT SPIRIT |
| Maersk Tender | 499 | NAVIMER I |
| Maersk Tinto | 3727 | METEOR |
| Maersk Titan | 33240 | MONICA |
| Maersk Tokyo | 37814 | NEDLLOYD TOKYO |
| Maersk Topper | 832 | GMMOS ENERGY |
| Maersk Tracker | 500 | SCOTIAN SURF |
| Maersk Trader | 933 | ATCO HIND |
| Maersk Trimmer | 943 | KEROB |
| Maersk Trinity | 2322 | MAERSK SERVER |
| Maersk Triton | 33240 | MONICA |
| Maersk Turbo | 1599 | MAERSK EURO DECIMO |
| Maersk Valencia | 69913 | VALENCIA |
| Maersk Zaragoza | 48010 | MARE ORIENS |
| Maeshima Maru | 496 | BRASTAGI |
| Maesrk Mango | 8193 | MAERSK EURO OCTAVO |
| Maestro | 9371 | ESTRO |
| Maeterlinck | 32696 | VILLE DE CANOPUS |
| Mag I | 1987 | POONG DE SAN |
| Mag 2 | 1909 | NA PAL SAN |
| Maga | 499 | CLEOPATRA SKY |
| Magali | 688 | JULIA |
| Magallanico | 229 | LA POY |
| Magas | 499 | CLEOPATRA SKY |
| Magcobar Satelite | 291 | WACO |
| Magda | 499 | GEORGIA M |
| Magda | 499 | MARINA |
| Magda Wegener | 428 | MARIAM KAROON |
| Magda 1° | 229 | STAVROULA X. |
| Magdalena | 178 | MAGDALENA VINACHES |
| Magdalena | 195 | CANETE 1 |
| Magdalena | 1510 | PETROS H |
| Magdalena | 6513 | MYRTIA |
| Magdalena Del Mar | 3442 | GREGORY |
| Magdalena Mare | 4259 | DASA ENAM |
| Magdalena Maria | 240 | ASTRA 4 |
| Magdalena Oldendorff | 10340 | VOLOS I |
| Magdalena R | 2610 | FORTUNE BAY |
| Magdalena Wesch | 5672 | AN TAO JIANG |
| Magdalene | 226 | ATLANTICO |
| Magdalene | 498 | DORINA |
| Magdalene Vinnen | 3709 | SEDOV |
| Magdalini | 2805 | NEW ROSE |
| Magdeburg | 5405 | BABY |
| Magdi | 26000 | DELTA TRIDENT |
| Magellan | 5289 | NORGAS PILOT |
| Magellan Straits | 177 | MAGELLAN |
| Maggie | 13061 | SHEEBA |
| Maghreb | 464 | CARACAS |
| Magic | 144 | MISTAL |
| Magic Mercury | 13439 | TIMUR MERCURY |
| Magic Sky | 13660 | PLAN KRISTINE |
| Magic Sky | 22148 | IKAN SELANGAT |
| Magic Star | 17134 | HUA ZHI |
| Magic Sun | 15138 | HAJ MONEM |
| Magid | 2456 | NADIA |
| Magilan | 1598 | MILD SPLENDOUR |
| Maginoo Express | 9201 | TARA |
| Magiting Express | 9201 | VIRPAZAR |
| Magleby Maersk | 6219 | PROVINCIA DE EL ORO |
| Magnhild | 639 | MIHALIS |
| Magnificent | 986 | MAGNIFICENT CREEK |
| MAGNIFICENCE VENTURE | 14767 | MAGI |
| Magnolia | 225 | MARY L. McALLISTER |
| Magnolia | 999 | ILE DE FRANCE |
| Magnolia | 999 | MAGNUS E |
| Magnolia (WAGL—328) | 1326 | GALAXY |
| Magnolia I | 37519 | MADONNA LILY |
| Magnus | 252 | BERGUR |
| Magnus | 1631 | SUDOPODYOM—2 |
| Magnus A. Gordunum | 217 | POLARSTJORNAN |
| Magnus I Rituvik | 236 | BARRA HEAD |
| Magnus Kristinn | 103 | BRIMNES |
| Magnus Olafsson | 236 | GJAFAR |
| Magnus Sea | 2220 | PACIFIC GLACIER |
| Magnus Viking | 3390 | WESTERN ATLAS |
| Magnus VII | 912 | TAKLIFT 5 |
| Magnus XI | 2876 | SMIT CYCLONE |
| Mago No. 2 | 1985 | MANILA BAY |
| Magpie | 190 | W. J. IVAN PURVIS |

| | | |
|---|---|---|
| Magrietha | 122 | HERI |
| Magrit K | 174 | ANKE |
| Maguelone | 2050 | CAPO GRIFO |
| Magula | 439 | INGE MEYN |
| Magwe | 9778 | MAGWAY |
| Mah | 6051 | GOLDEN HILL |
| Mah II | 3280 | WU LIAN QUAN |
| Mah Kim | 6027 | DIAMOND DEER |
| Mah Kim 1 | 4356 | PALANCA |
| Maha | 399 | WESSAM |
| Maha | 492 | VINA |
| Maha Nuwara | 793 | HYE PROSPERITY |
| Maha T | 494 | NOHA K |
| Maha Thai | 13914 | OSTRIA |
| Mahabhakti | 4896 | YANG ZI JIANG 3 |
| Mahan | 2880 | SUBLIME |
| Mahan | 2988 | SEA HAWK |
| Mahanova II | 350 | TEVRAGH ZEINA |
| Mahanova V | 472 | CHOMAPI MARU |
| Maharani | 15687 | SEA SONNET |
| Mahasra | 3143 | MAHALIM |
| Mahavir | 564 | GIRNAR |
| Mahdi | 398 | DIYA |
| Mahee | 398 | MANAR |
| Maheno | 3981 | CARLA E. |
| Maher | 372 | KHALED |
| Mahi | 1006 | POPI H. |
| Mahmood | 621 | JANOUB |
| Mahmoud | 387 | ABDALLAH R. |
| Mahmoudy | 1271 | BOUDAA 1 |
| Mahndalay | 9754 | MANDALAY |
| Mahogany | 9466 | PANAGIA PHANEROMENI |
| Mahogany | 20986 | CEMRE 2 |
| Mahogany Venture | 2497 | SUN CRESTA |
| Mahogany Venture | 6293 | NGS RANGER |
| Mahone Bay | 2322 | MAERSK SUPPORTER |
| Mahonia | 2838 | JIN FENG |
| Mahonia | 3903 | FAGUS |
| Mahonia | 24682 | OCEAN TRADER |
| Mahtab | 773 | MAHTAB JAVED I |
| Mahtab—Javed | 773 | MAHTAB JAVED I |
| Mai | 450 | MARGRET |
| Mai | 1194 | SEA HUNTER |
| Mai Bente | 20388 | BIN HAI |
| Mai Rickmers | 4759 | APODY |
| Maid of Argyll | 491 | CITY OF PIRAEUS |
| Maid of Cumbrae | 347 | CAPRI EXPRESS |
| Maid of Honour | 421 | ARIS |
| Maid of Skelmorlie | 386 | ALA |
| Maiden Gloria | 4356 | PALANCA |
| Maik | 1197 | MONTREAL |
| Maiken | 484 | MUSI |
| Maiko Maru | 128 | BINTANG JAYA |
| Main Express | 12909 | XING HAI HE |
| Main Express | 15598 | PEACE RIVER |
| Maine | 498 | JAEN |
| Maine | 23382 | CAPE INSCRIPTION |
| Maine | 24679 | AYER BIRU |
| Maine(AS) | 8025 | MAINE |
| Maine(FP) | 8039 | WASHINGTON |
| Maine(MC) | 8047 | OHIO |
| Mainsheet Eye | 3805 | CIUDAD DE TURBO |
| Mair | 17782 | YONG JI HAI |
| Maire Jean Guiton | 145 | SAINT EXUPERY |
| Mairi of Kishorn | 192 | CARRON HIGHLANDER |
| Mairi Everard | 1599 | GRETA C |
| Maiseni | 2187 | TRADER |
| Maisi | 9328 | 1 CONGRESO DEL PARTIDO |
| Maistas | 641 | ITAJAI |
| Maitechu | 199 | DORSET UNO |
| Maizuru Maru | 34920 | SERENITY |
| Maj | 199 | BOHEMIAN |
| Maj | 248 | UFFE |
| Maj Ragne | 4389 | ANANAS |
| Maj Sandved | 4953 | MAJ SIF |
| Maj. Gen. Erasmus B. Weaver | 988 | NEW JERSEY |
| Maj. Gen. J.B. Aleshire | 288 | VERONA |
| Maj. Halbert H. Noyes | 168 | DALMATIAN |
| Maja | 149 | LEO |
| Majala | 1060 | KINGS BAY |
| Majestic | 159 | CAL |
| Majestic | 1280 | MAXIM'S DES MERS |
| Majestic | 8981 | MYKONOS V |
| Majestic | 10322 | CLIPPER MAJESTIC |
| Majestic Pride | 40632 | CENTAUR |
| Majestica | 3608 | CHANG LING |
| Majesty | 31934 | GLOBAL DREAM |
| Majesty I | 31934 | GLOBAL DREAM |
| Majfrid | 904 | LUCIANA |
| Majid | 246 | FAIR FIGHTER |
| Majlith | 226 | OCANTE |
| Majnborg | 172 | SVENESUND |
| Majnou'a | 699 | VIVI |
| Major C. A. McGarrigle | 248 | BASSEL |
| Major E. J. Maloy | 198 | DELACROIX |
| Major Ocea L. Ferris | 191 | MARY ST. PHILIP |
| Major Randolf F. Hernandez | 249 | SPARTA |
| Major Samuel Ringgold | 1280 | MAXIM'S DES MERS |
| Major William P. Pence | 189 | JANE FRANK |
| Majorca Rose | 3992 | SHAHD FAYEZ |
| Maju | 224 | JAVARIA SATU |
| Maju Brooke No. 1 | 964 | MEGAH BROOKE No. 1 |
| Mak | 3244 | LA TATA |
| Mak Hugo Stinnes | 3244 | LA TATA |
| Makaira | 121 | TAMBOUR |
| Makalu | 2800 | QESHET |
| Makalu | 3741 | KOTA JADE |
| Makalu | 30500 | PACIFIC BRIDGE |
| Makar Transport | 547 | PARANG TRANSPORT |
| Makaraci Gundogdu | 398 | CAKIRLAR I |
| Makariki | 319 | NUSA INDAH |
| Makedon | 688 | NEORION |
| Makedonia | 1937 | SAIS |
| Makedonia | 3838 | LARNACA ROSE |
| Makedonia | 30283 | OBO MAKEDONIA STAR |
| Makedonia | 31800 | MAKEDON |
| Makedonia Star | 30283 | OBO MAKEDONIA STAR |
| Makena II | 3102 | ONBAK FADJAR |
| Makhtum—Kuli | 6510 | UNITED GLORY |
| Maki | 998 | BONANZA I |
| Makikawa Maru | 76250 | ST. JOHN |
| Makiling | 15042 | EMBARCADERO |
| Makiri Smits | 1599 | MAKIRI |
| Makis | 500 | RINA |
| Makiy | 3942 | KARL LEONHARDT |
| Makiy | 4967 | MINERVA |
| Makkaur | 401 | SVINOY |
| Makkum | 394 | MAZOUJA |
| Makkum | 1599 | TADORNE II |
| Makler | 399 | JOB II SHIPPER |
| Makra | 8917 | SELATAN |
| Makumba | 496 | PETROSTAR II |
| Makurdi | 495 | MAROULA |
| Malacca | 35860 | GULLUK |
| Malacca Coast | 499 | MAHARANI |
| Malacca Express | 3757 | GALP AVEIRO |
| Malacca Maru | 14390 | DIRUNCO |
| Malacia | 398 | OSMAT |
| Malaga | 106 | MAREJADILLA |
| Malaga | 2071 | OCEAN PEARL |
| Malahat | 23569 | SEA PEARL |
| Malahat Saga | 23569 | SEA PEARL |
| Malakas | 37413 | NAVIOS BULKER |
| Malancha | 8708 | HONG QI 108 |
| Malandrinon | 35986 | ATILIM II |
| Malanga | 2963 | ALAN |
| Malangen | 643 | AL AMAL |
| Malaro | 286 | MOSTEIN |
| Malaro 1 | 278 | ELGO |
| Malarvik | 2036 | CONTRADER |
| Malaska | 52440 | ALPHA SUN |
| Malaya | 36549 | HAVBOR |
| Malaya I | 1167 | CARIBE |
| Malaya II | 1278 | J. M. MARTINAC |
| Malayan Aspiration | 3937 | MEHMET AKSOY |
| Malayan Bona | 3717 | YING KOU |
| Malayan Empress | 10712 | SNOW FLOWER |
| Malayan Freedom | 3717 | LONG SHOU SHAN |
| Malayan King | 10714 | CHIQUITA TOWER |
| Malayan Queen | 10409 | SANTIAGO STAR |
| Malayan Reefer | 7547 | KRITI REX |
| Malaysian Pride | 4222 | SOGNSVANN |
| Malcolm Cavallin | 119 | GULF KING 28 |
| Maldea | 501 | MOGAN |
| Maldis Skreya | 1222 | TERVETE |
| Maldive Adventure | 908 | ARGO |
| Maldive Valour | 1081 | FALCON 2 |
| Maldives | 3256 | LITSA N |
| Maldonado | 195 | TALARA 9 |
| Maleas | 108 | WADI ALHIRA |
| Malene | 149 | SONJA JENSEN |
| Malene | 499 | SEA ROSE |
| Malero M. 1 | 3725 | NAZ K |
| Malessina | 9215 | DELTA FLAG |
| Malhoa | 5838 | FIJI PIONEER |
| Malibu | 2294 | CHULA No. 1 |
| Malice | 119 | IDA K |
| Malika | 157 | TIKO |
| Malka | 811 | MANICA ALPHA |
| Malka | 1263 | HONG HING |
| Malkenes | 2809 | CAPTAIN ALI |
| Mallarsee | 1595 | IJSSELMEER |
| Mallemukken | 134 | KAPDUVA |
| Mallemukken | 149 | CARMENCITA |
| Malling | 1596 | TORLAND |
| Mallorca | 1545 | BERMUDA ISLANDER |
| Mallory Lykes | 7184 | GALVESTON BAY |
| Mallow | 14851 | PACIFIC STAR |
| Malm 15 | — | INNOVATIE III |
| Malmland | 39050 | MISTRAL |
| Malmo | 495 | CITTA DI PIOMBINO |
| Malmo | 991 | SEEMOWE II |
| Malmros Mariner | 189249 | DENA |
| Malmros Merrimac | 65407 | STAR KANSAS |
| Malmros Monitor | 65407 | STAR LOUISIANA |
| Malmros Monsoon | 21296 | GINA |
| Malmros Multina | 33535 | HAVPRINS |
| Malmvik | 1739 | CEMGARD |
| Malo | 172 | TV 2 MAKLAPPEN |
| Maloja | 7679 | SINO CREDIT |
| Maloja II | 7679 | SINO CREDIT |
| Malone | 498 | ROSANA G |
| Malta Cross | 413 | SASSARI I |
| Malta Express | 4614 | MOBY WILL |
| Maltese Samson | 321 | ATLANTIC OCEAN |
| Maltese Terrier | 321 | ATLANTIC OCEAN |
| Malu | 1445 | MISS XENIA |
| Maluku Maru | 3651 | UNISON 1 |
| Malvern | 35809 | MAERSK SEMAKAU |
| Malvern Prince | 1374 | THANG LOI 1 |
| Malvina | 2966 | GIULA |
| Malvina | 5052 | RAINBOW SPLENDOUR |
| Malvina | 8647 | MARY LOU |
| Maly | 491 | BIRD |
| Mama Babs | 175 | DE VROUW ANDREA |
| Mama Jo | 129 | OUR MAMA |
| Mamaku | 927 | HAI SOON KAO |
| Mamani | 927 | HAI SOON KAO |
| Mamarine No. 1 | 287 | HAN GIL No. 15 |
| Mamarine No. 18 | 249 | HAN GIL No. 32 |
| Mamarine No. 28 | 257 | CHANG SUNG No. 107 |
| Mamarine No. 35 | 275 | HAN GIL No. 16 |
| Mamatu | 927 | HAI SOON KAO |
| Mamaya | 671 | MANSOUR I |
| Mambang | 194 | SINTHU BHUKET |
| Mambo | 1926 | HVALNES |
| Mameju III | 1187 | ROCA V |
| Mami | 498 | GAZI |
| Mamie Reef | 5479 | RASBORA |
| Mammoth | 1645 | BALTIC MAMMOTH |
| Mammoth Fir | 18968 | NORMAN PRINCE |
| Mammoth Monarch | 44366 | NORMAN KING |
| Mammoth Oak | 1856 | DEVELOPING ROAD |
| Mammoth Pine | 18968 | NORMAN QUEEN |
| Mammoth Spruce | 1380 | SPRUCE |
| Mammoth Willow | 1856 | SHA HE KOU |
| Mammy Yoko | 2009 | LOUCY |
| Mamo II | 125 | DANIEL FOSS |
| Man Chi | 167 | MAN KA |
| Man Foo | 315 | HYFCO II |
| Man Ho 1 | 3230 | SETYA PRATAMA |
| Man Hua No. 6 | 101 | EWIS 12 |
| Man Hua No. 7 | 101 | TULUS BERSAMA 23 |
| Man Isle | 888 | ANDRIANA L. |
| Man Kin | 1304 | MAN FAI |
| Man King | 127 | BO BO |
| Man Lok | 387 | TSING HOI |
| Man On | 388 | HARRY O'MAY |
| Man Ping | 506 | HAI SHANG LE YUAN |
| Man Po | 6004 | JON CHEN |
| Man Seung No. 101 | 329 | HEUNG YOUNG No. 13 |
| Man Tack | 167 | MAN KUEN |
| Man To | 101 | IMPETUS |
| Man Yau | 315 | HYFCO II |
| Man—o—War | 155 | WHITE HORSE |
| Mana | 109 | WENDY FOSS |
| Mana—1 | 198 | AL RAFEH V |
| Manado | 1233 | PEONY ACE |
| Manafoss | 999 | CORVO |
| Manafoss | 1998 | HONG HWA |
| Manama | 148 | JARRAR 1 |
| Manana | 399 | BLUE STAR |
| Manangareza | 299 | MEE |
| Manapouri | 8610 | LIMON TRADER |
| Manara | 2309 | FAST CARRIER |
| Manaslu | 1559 | HEINRICH HEINE |
| Manaslu | 1599 | TIGER STREAM |
| Manati | 949 | ARCTIC SALVOR |
| Manatindur | 102 | ANDVARI |
| Manaure VI | 2854 | NORSUN |
| Manaure VI | 3397 | MARLAGO I |
| Manaure VII | 3985 | VIKING TRADER |
| Manayunk(AN—81) | 491 | HERON |
| Mancha | 948 | SAN DIEGO |
| Manchester Challenge | 12039 | MSC SUSANNA |
| Manchester Challenge | 30817 | OOCL CHALLENGE |
| Manchester City | 1582 | MILD VICTORY |
| Manchester Clipper | 1595 | ECL CADET |
| Manchester Courage | 11526 | MSC MARINA |
| Manchester Crown | 1479 | OOCL ADVANCE |
| Manchester Eagle | 3875 | FEEDER 3 |
| Manchester Faith | 1421 | CASABLANCA |
| Manchester Faith | 1599 | BILBAO |
| Manchester Falcon | 998 | YANKEE CLIPPER |
| Manchester Fulmar | 1599 | CITY OF IPSWICH |
| Manchester Fulmar | 2417 | MISENO |
| Manchester Mercurio | 1878 | ISAMAR |
| Manchester Merit | 3286 | CEMENT TWO |
| Manchester Merito | 3286 | CEMENT TWO |
| Manchester Prince | 1599 | NJORD |
| Manchester Rapido | 1847 | VENTO |
| Manchester Renown | 12577 | OOCL AMITY |
| Manchester Reward | 12102 | OOCL AWARD |
| Manchester Shipper | 1336 | TRIADA FILIA |
| Manchester Trader | 495 | SONG ZHU MEI 2 |
| Manchester Trader | 1598 | CORSAR |
| Manchester Trader | 1999 | TRANSPORT DOURO |
| Manchester Trader | 3348 | ALTONA |
| Manchester Trader | 4146 | FAIR COSMOS |
| Manchester Vanguard | 16544 | OOCL APPLAUSE |
| Manchester Venture | 17385 | OOCL ALLIANCE |
| Manchester Vigour | 5395 | BENWALID |
| Manchester Zeal | 2488 | KURNIA SAMUDERA |
| Mancor IX | 139 | ANCHISE |
| Mandal | 492 | OSA VOYAGER |
| Mandalay | 420 | MANDALAY OF TORTOLA |
| Mandalay | 49303 | AQUARIUS |
| Mandan | 998 | KARAKOY I |
| Mandan | 4910 | MARIA LAURA |
| Mandarin | 628 | HORIZONTE |
| Mandarin I | 2843 | EMILIO JACINTO |
| Mandarin Sun | 2810 | HUA YUE |
| Mandarin Venture | 12297 | HUNTSVILLE |
| Mandarincore | 6208 | CHILLAN |
| Mandaue City | 248 | SUSAN |
| Mandera | 13431 | AYNUR URKMEZ |
| Mandeville | 1221 | MURRAY EXPRESS |
| Mandji | 274 | RENATE A. |
| Mando | 337 | RANA |
| Mandolyna | 16266 | KENAN K. |
| Mandolyna | 38240 | NISSOS SERIFOS |
| Mandourah | 1555 | MAZIN |
| Mandowi | 3621 | AQUILA |
| Mandowi | 17789 | CALIFORNIA STAR |
| Mandrill | 33535 | HAVPRINS |
| Mandy Renee | 104 | LANA CAROL |
| Manei Maru No. 1 | 300 | WORLD MARINE 701 |
| Manei Maru No. 2 | 311 | TAIKAN MARU No. 17 |
| Manei Maru No. 8 | 178 | KYUNG YANG No. 5 |
| Manei Maru No. 8 | 192 | ROMAYA |
| Manei Maru No. 8 | 246 | PHILIP MARK |
| Manes | 203 | VIKNAFISK |
| Manet | 225 | MANCORA 7 |
| Manga | 46565 | PORTO ERCOLE |
| Mangen | 802 | LUIL |
| Manger | 132 | GOTA LEJON |
| Mango | 2809 | CAPTAIN ALI |
| Mangueira | 15817 | BOW EAGLE |
| Manhattan | 7403 | FRATZIS M |
| Manhattan | 12327 | NATAL |
| Manhattan Baron | 44061 | CLOUDESDALE |
| Manhattan Duke | 43298 | BERNORA |
| Manhattan King | 116338 | TSURU ORIENT |
| Manhattan Prince | 43706 | ALANDIA PRINCE |
| Manhattan Queen | 44657 | MANHATTAN |
| Manhattan Viscount | 44061 | NISSOS PAROS |
| Mania | 799 | KOWLOON |
| Mania Express | 247 | 22 BAHMAN |
| Mania I | 799 | KOWLOON |
| Manic | 2355 | HYDRA |
| Manicouagan | 182 | RIVTOW PRINCESS |
| Manifest Lipcowy | 32757 | DESPINA |
| Manila | 1100 | MAHANOVA |
| Manila | 10186 | NEDLLOYD MANILA |
| Manila Bay | 395 | OLYMPIC JUNIOR |
| Manila Bay | 11461 | DEPPE AMERICA |
| Manila Brave | 20450 | VIVITA |
| Manila Camia | 3509 | GOLDEN CAMIA |
| Manila Clipper | 499 | SUBANG JAYA |
| Manila Faith | 22027 | IRAN AFZAL |
| Manila Honour | 33539 | SUCCESS BULKER |
| Manila Hope | 18327 | NOMADIC DIXIE |
| Manila Jasmine | 4566 | WILCON XI |
| Manila Kim | 10931 | CONSTELLATION |
| Manila Mariner | 9372 | IRAN FATEH |
| Manila Maritima | 2361 | ALLWELL PREMIER |
| Manila Pacific | 34447 | PANORIA |
| Manila Peace | 34447 | THEMIS PETRAKIS |
| Manila Pride | 20576 | IRAN AMANAT |
| Manila Prime | 17054 | WILRIDER |
| Manila Progress | 13758 | IRAN MEYSAM |
| Manila Prosperity | 17054 | CONSENSUS SEA |
| Manila Rosas | 23279 | MANILA PROGRESS |
| Manila Spirit | 14558 | KAPITAN TRUBKIN |
| Manila Spirit | 18121 | RIXTA OLDENDORFF |
| Manila Success | 19169 | PEARL PROSPERITY |
| Manila Trader | 7027 | GEMINY |
| Manila Triumph | 37919 | LONGEVITY |
| Maningning | 15042 | DIVISADERO |
| Manio | 431 | ESPADARTE |
| Manise | 888 | ANDRIANA L. |
| Manistee | 245 | WAGNERS POINT |
| Manistee | 6513 | MIMOZA |
| Manitou | 999 | BEA I |
| Manitsoq | 721 | SAR BETA |
| Manix II | 27274 | CAPETAN LEFTERIS |
| Manja Dan | 2129 | SENG SOON CHEW |
| Manju | 399 | KOSHIN MARU |
| Manju Maru | 399 | KOSHIN MARU |
| Manki Maru | 498 | SHINRYU MARU |
| Mankostar | 342 | L. K. TUNA No. 201 |
| Manna | 15544 | GLOBAL STAR |
| Mannar | 22027 | GREBE ARROW |
| Mannes | 110 | NORDOY |
| Mannes | 199 | SANDTOR |
| Mannheim | 24955 | AL TAIF |
| Mannin | 127 | MANNIN 2 |
| Mano No. 1 | 1993 | DO NAM No. 3 |
| Mano No. 7 | 3922 | WEALTH |
| Manolis K | 490 | DORALIA |
| Manolita Suarez | 129 | YOSU EMEKO |
| Manon | 484 | CAM VALIANT |
| Manoora | 12840 | INCHON GLORY |
| Manos | 136 | VERNICOS MANOS |
| Manos | 496 | FOX |
| Manos | 12147 | PAULINE OLIVIERI |
| Manrope Knot | 3805 | ESK IND AL SEA |
| Manryo Maru No. 5 | 199 | SENKAKU MARU No. 18 |
| Manryo Maru No. 8 | 303 | DONG WON No. 606 |
| Manryo Maru No. 31 | 278 | NEW TEXAS I |
| Manryo Maru No. 31 | 349 | ENNASR No. 1 |
| Manryo Maru No. 32 | 377 | SOLA No. 6 |
| Mansal 23 | 499 | PUTFORD APOLLO |
| Mansal 28 | 767 | SEABOARD SCOUT |
| Mansal 31 | 632 | AL MUHALLAB |
| Mansart | 10715 | MC AMETHYST |
| Mansei Maru | 1812 | MANTINIA |
| Mansouriah | 240 | BETHIOUA |
| Manstead | 397 | AMINA |
| Manta | 392 | PIRANA |
| Manta | 2935 | ASTERIX |
| Mantan | 427 | AVOCA |
| Mantarraya | 865 | OIL SUPPLIER |
| Manthos | 309 | NICOLAOS TH |
| Mantin | 554 | LUEN HWA |
| Mantinia | 38529 | ELBE |
| Mantinia | 61372 | CHEVRON STREAM |
| Manua | 310 | TACNA 7 |
| Manuel de Arriaga | 999 | AMINA STAR |
| Manuel de Falla | 2328 | SAN RAFAEL |
| Manuel M | 110 | PHU YEN |
| Manuel Nores | 522 | SISTRO |
| Manuel Salvadores | 400 | ARTRAMA |
| Manuel Yllera | 29897 | GIORGIS C |
| Manuela | 499 | JIN LONG |
| Manuela A. | 499 | JIN LONG |
| Manutea | 351 | KATIKA 1 |
| Manwil I | 196 | KATELIA I |
| Manwil II | 196 | KATELIA II |
| Manx | 3594 | NINDAWAYMA |
| Manx Viking | 3594 | NINDAWAYMA |
| Manzanares | 6513 | MARGARITA |
| Manzano | 23186 | MANILA PATRIOT |
| Manzovka | 3179 | SIBIRTSYEVO |
| Maoda | 164 | KANNELES |
| Mapewa | 513 | KARUNIA JAYA |
| Mapi | 372 | KHALED |
| Maple | 1976 | ANTARA DUA |
| Maple Ace | 12729 | MAGNOLIA ACE |
| Maple Island | 16872 | JUFU |
| Maple 2 | 13736 | AMBAR |
| Maplecliffe Hall | 17831 | LEMOYNE |
| Maplehurst | 1476 | VASILIKI II |
| Maplewood | 2564 | STOLT MAPLEWOOD |
| Mapy T | 39813 | EPTALOFOS |
| Mar Adriatico | 158 | SAN GALLAN 7 |
| Mar Adriatico | 9428 | HAWK |
| Mar Artico | 478 | PNI TRADER |
| Mar Atlantico | 165 | ATLANTICO |
| Mar Atlantico | 19847 | SEAVENUS |
| Mar Austral | 307 | AREQUIPA 3 |
| Mar Austral | 929 | VIRGEN DEL CAMINO |
| Mar Azul | 449 | LORLOTTE EXPRESS |
| Mar Azul | 6266 | ZHE YAN |

| | | |
|---|---|---|
| Mar Baltico | 143 | LOCUMBA 7 |
| Mar Baltico | 468 | PISPIS |
| Mar Bella | 4889 | ZHE LU |
| Mar Bermejo | 177 | MAGELLAN |
| Mar Bianco | 1599 | VELA |
| Mar Cadiz | 1387 | ALBACORA FRIGO DOS |
| Mar Cantabrico | 5603 | JIN HU QUAN |
| Mar Caribe | 105 | LOCUMBA 5 |
| Mar Caribe | 982 | GEMINI |
| Mar Caribe | 2396 | MAR CARIBE 2 |
| Mar Caribe 4 | 651 | JAMIOU EL KHEIR |
| Mar Coral | 1780 | SILVER CORAL |
| Mar Cristina | 1598 | ELEANNA |
| Mar de Altea | 276 | PESCALTEA UNO |
| Mar de Altea Cuarto | 284 | PESCALTEA CUARTO |
| Mar de Altea Dos | 284 | CASABLANCA I |
| Mar de Altea Dos | 284 | PESCALTEA DOS |
| Mar de Arabia | 158 | SAN GALLAN 6 |
| Mar de Bering | 148 | LOCUMBA 6 |
| Mar de Celebes | 158 | SAN GALLAN 8 |
| Mar De Coral | 150 | LOCUMBA 1 |
| Mar de Espana | 2939 | MAR DE VIGO |
| Mar de Islandia | 291 | URDIAIN |
| Mar De Java | 150 | LOCUMBA 2 |
| Mar de Vigo | 207 | MAR DE ISLANDIA |
| Mar del Este | 157 | EASTERN SEA |
| Mar del Norte | 158 | LOCUMBA 3 |
| Mar Del Sur | 978 | OCEAN KIM |
| Mar Del Sur Dos | 612 | MAR DEL SUR III |
| Mar Egeo | 150 | LOCUMBA 4 |
| Mar Jonico | 105 | SAN GALLAN 9 |
| Mar Liguria | 9704 | CONDOR |
| Mar Mayor | 240 | MAHANOVA III |
| Mar Mediterraneo | 150 | LOCUMBA 8 |
| Mar Mediterraneo | 9835 | PAL EAGLE |
| Mar Melville | 224 | PLAYA DE FRANCON |
| Mar Negro | 145 | LOCUMBA 9 |
| Mar Negro | 5869 | PAL FALCON |
| Mar Reina | 36080 | JOY SEA |
| Mar Tirreno | 150 | NAPO 2 |
| Mar Transporter II | 11742 | MARINE PACER |
| Mar Uno | 211 | CASUAL |
| Mar 11 | 291 | BEA TIDE |
| Mar 12 | 292 | FORT TIDE |
| Mar 13 | 294 | GWEN TIDE |
| MAR 22 | 283 | JANSON GRAHAM |
| Mar 24 | 290 | RELIANT SEAHORSE |
| Mar 25 | 297 | GRAY TIDE |
| Mar—Cin | 119 | GOD'S MERCY |
| Mara | 163 | ADAMA |
| Mara | 915 | MORRALLA IV |
| Mara | 2963 | MIRKA |
| Mara | 28557 | BRAHMS |
| Mara Lolli Ghetti | 28557 | BRAHMS |
| Mara Lolli—Ghetti | 39836 | MARA |
| Marabank | 15474 | OLIVEBANK |
| Marabou | 9188 | PLATON |
| Marabu | 425 | SANDRO |
| Marabu Porr | 3489 | NISA |
| Marabut | 184 | KONSTELACJA |
| Maracaibo | 1159 | CLAIRE P. |
| Maracaibo Maru | 30308 | FREJA ISLANDIA |
| Maracaibo Reefer | 8386 | BOLERO REEFER |
| Maracana | 2603 | PLATON REEFER |
| Maracana I | 8653 | ERRIA INGE |
| Maracay | 2847 | WEI RIVER |
| Marachella | 1187 | BUBUGAS |
| Marafrica 1 | 272 | MALEMBO |
| Marafrica 2 | 272 | BUCOMAZI |
| Marafrica 3 | 272 | KIFUMA |
| Marafrica 4 | 272 | KINZAU |
| Marafrica 5 | 272 | MUSSERRA |
| Marafrica 6 | 272 | KAPULO |
| Marag Mette | 1408 | MEMPHIS |
| Marag Moon | 674 | LOLITA |
| Marag Sea | 499 | GATEWAY |
| Marag Signe | 1336 | TRIADA FILIA |
| Marag Sky | 513 | KARUNIA JAYA |
| Marag Star | 299 | TARU II |
| Marag Sun | 740 | BAWADI |
| Marah | 456 | GEMA |
| Marajo | 442 | ZHONG JIANG |
| Maraki | 7545 | AGIOS SPYRIDON |
| Marambu | 248 | KAPPA |
| Maramozza | 1598 | CAREZZA |
| Maramozza | 6992 | VERAZZANO |
| Maranar | 982 | GEMINI |
| Maranga | 7270 | RIO GUAYAS |
| Marann Pugh | 298 | H. O. S. GALLANT FOX |
| Marant | 399 | DEO VOLENTE |
| Marant | 942 | CELTIC NAVIGATOR |
| Marat Kozlov | 1222 | NIDA |
| Maratea | 15847 | MARIN TRADER I |
| Maratha Elegance | 10641 | AMERICAN ENERGY |
| Maratha Shogun | 49529 | RIO ORINOCO |
| Marathon | 143 | MILDRED A |
| Marathon | 6016 | REGENT |
| Marathon | 27001 | LIMBAZHI |
| Marathon Key | 18552 | ATHOS |
| Marathon Reefer | 8610 | LIMON TRADER |
| Maratun | 1498 | INTERTUNA UNO |
| Maraval | 141 | GEORGIOS |
| Maravanne | 119 | YELLOWTAIL |
| Maravillano II | 3070 | TANTO MURNI |
| Maravillano 1 | 3266 | NHAT LE |
| Marazul | 2916 | MENTOR |
| Marbella | 1494 | NORTHERN HORIZON |
| Marbella No. 3 | 3945 | BANGKHUNSRI |
| Marble | 21886 | STAR NITSA |
| Marblehead | 177 | PERTINACIOUS |
| Marbonita | 9192 | COSTAS H |
| Marburg | 3095 | CALEDONIAN STAR |
| Marbury | 230 | RIO SAN JUAN |
| Marc | 467 | DAY—IN |
| Marc Carrier | 1506 | MERCS MAHO |
| Marc Guylaine II | 126 | FREEPORT |
| Marc I | 181 | SEA PROFILER |
| Marc I | 499 | PRINCESS IMMELA |
| Marc Island | 1516 | VENUS |
| Marc II | 137 | WESTERN FLYER |
| Marc Laurent V. | 954 | PANAGIA |
| Marc Liner | 1546 | LEONIE |
| Marc Theil | 6997 | SOYA |
| Marca | 1546 | LEONIE |
| Marcalan | 13546 | S. V. EXI |
| Marcantonio Colonna | 369 | G. 95 PAOLINI |
| Marcarlos | 2382 | PRAIA DE SANTA CRUZ |
| Marcel | 545 | KAPITEN GURI NAZIFI |
| Marcel C | 3332 | BASSRO STAR |
| Marcel Peyronnie | 116 | CHEICK OUMAR FOUTHIOU |
| Marcella I | 298 | MARCELLA III |
| Marcelle | 398 | OSMAT |
| Marchedje | 6099 | BAKRI AL MADINAH XVI |
| Marchegiani Quarto | 625 | NOUBAMA |
| Marchegiani Secondo | 191 | ISIDE |
| Marchella | 1148 | MICOPERI 12 |
| Marchen Maersk | 10367 | NEDLLOYD SINGAPORE |
| Marchioness | 10985 | MADISON |
| Marcia Ann | 297 | KIRT CHOUEST |
| Marco | 188 | LORAINE |
| Marco | 299 | ARAWAK SUN II |
| Marco | 385 | DONIBU |
| Marco | 681 | STERN |
| Marco Antonio | 166 | COREY PRIDE |
| Marco Antonio | 251 | RIO CARRERAS |
| Marco Polo | 346 | FUGA |
| Marco Polo | 399 | MARCO POLO I |
| Marco Polo | 471 | HASIN—UL—BAHR |
| Marco Polo | 784 | SCORPIO I |
| Marco Polo | 1847 | VENTO |
| Marco Polo | 2824 | PELBOXER |
| Marco Polo | 4167 | ARAGO |
| Marco Polo | 9232 | ODYSSEUS |
| Marco Reefer | 459 | ASUNCION REEFER |
| Marco Trader | 4737 | ARMADA JUWITA |
| Marcoalbelay | 19425 | YARTSEVO |
| Marcoazul | 18758 | IGUANA |
| Marcogris | 3263 | RESPIGHI |
| Marcom Alpha | 107 | PU 1601 |
| Marcom Premium | 1980 | OCEAN PROGRESS |
| Marcom Tanker | 697 | APEXS I |
| Marcon | 16518 | NEDLLOYD HONG KONG |
| Marcona Pathfinder | 77288 | OCEAN SOVEREIGN |
| Marconi | 499 | AL NASSER |
| Marconi | 527 | OCEAN CHAMPION |
| Marcoplata | 19745 | IRAN MOTAHARI |
| Marcoverde | 18758 | DORADO |
| Marcq St. Hilaire | 1932 | NADA |
| Marcus Lolli Ghetti | 81033 | TIBER ORE |
| Mardeco | 3793 | MANDIRI SATU |
| Mardepesca | 749 | NOGUEROSA |
| Mardepesca Dos | 494 | HARVEST PLANET |
| Mardepesca Uno | 749 | NOGUEROSA |
| Mardy | 156 | PETER ROBIN |
| Mare | 445 | LARISSA |
| Mare | 498 | GAZI |
| Mare Altum | 497 | ALEX |
| Mare Altum | 981 | ALIDA TERZA |
| Mare Arabico | 4817 | BANANERA |
| Mare Artico | 6853 | BANANA CARRIER |
| Mare Baltico | 19510 | NORTHGATE |
| Mare Bianco | 635 | SUZAN |
| Mare Bonum | 472 | HANAN |
| Mare Boreale | 6853 | BANANA TRADER |
| Mare Caribico | 4817 | LORD CARIBICO |
| Mare Corallo | 1597 | FATMAWATI |
| Mare del Nord | 12509 | MADDALENA D'AMATO |
| Mare Di Giava | 17381 | UMBERTO D'AMATO |
| Mare di Kara | 15028 | CARNIA |
| Mare Dorico | 16161 | OFFI GLORIA |
| Mare Dorico | 18837 | SENSEI |
| Mare Frigoris | 631 | NUOVO AMORUSO SECONDO |
| Mare Garant | 5241 | CHRISTINA W |
| Mare Glaciale | 983 | NECOM |
| Mare I | 5959 | ITAJAI REEFER |
| Mare I | 12147 | PAULINE OLIVIERI |
| Mare Iratum | 776 | VASILIOS V |
| Mare Italico | 17254 | FLECHA |
| Mare Jada | 1060 | JENWEL |
| Mare Liberum | 776 | VASILIOS VIII |
| Mare Ligure | 43806 | AGRARI |
| Mare Nordico | 33301 | CHARIKLEIA |
| Mare Nostrum | 139 | NAPO 3 |
| Mare Nostrum | 150 | SPES PRIMA |
| Mare Novum | 635 | SUZAN |
| Mare Pride | 999 | GIMO TELLUS |
| Mare Sarina | 3679 | PUL BAHAGIA |
| Mare Sereno | 29848 | LUCIANA DELLA GATTA |
| Mare Silentum | 776 | VASILIOS IX |
| Mare Somalo | 5169 | BANANA EXPRESS |
| Mare Spumans | 632 | CAPE ST. PAUL |
| Mare 1 | 471 | KAPTAN YASAR AKBAS |
| Marecloud | 1565 | PIONEER CONTAINER |
| Mareike | 999 | DORCAS |
| Marejet | 15598 | PEACE RIVER |
| Marella | 3930 | ALCAEOS |
| Maremma | 497 | VETOR SECONDO |
| Maren Mo | 2975 | ABOUD |
| Maren Mols | 2975 | ABOUD |
| Maren Skou | 4920 | SHU YU QUAN |
| Marengo | 4984 | NORTHERN VICTOR |
| Marengo | 35860 | GULLUK |
| Maresme | 6962 | GILL |
| Maresol | 9633 | KALLIO |
| Marestar | 15503 | LUCKY RIVER |
| Maretainer | 499 | ISLAND |
| Maretania | 7231 | MC EMERALD |
| Mareth | 522 | C5—213 |
| Mareton | 240 | URICEN UNO |
| Maretrader | 11267 | ENIF |
| Marfil | 4206 | HILDE DEL MAR |
| Marg. Gerling | 136 | ZEELAND |
| Marga | 491 | CORDELIA |
| Marga | 499 | FLORIA |
| Marga | 764 | SERIFOS |
| Marga B | 423 | PHILIP P |
| Marga Henning | 211 | THOR HEYERDAHL |
| Marga Kiepe | 290 | RAMSIS |
| Margaletta | 3757 | GALP AVEIRO |
| Margaletta | 8166 | ST. LOUIS |
| Margaret & Sandra B | 134 | DEL RIO |
| Margaret C | 454 | CAPTAIN DE LA C |
| Margaret C. | 196 | JASON SMITH |
| Margaret C. Mosher | 32194 | ARMAND HAMMER |
| Margaret Cord | 6319 | FU PING |
| Margaret Eymard | 198 | BREAK OF DAWN |
| Margaret Foss | 183 | ROYAL BARON |
| Margaret Foss | 197 | GO—GETTER |
| Margaret Foss | 498 | C. C. 7 |
| Margaret G | 199 | NORCROWN |
| Margaret George | 188 | ELLEN FOSS |
| Margaret Lykes | 6525 | CAPE CARTHAGE |
| Margaret M. Hannah | 167 | MARGARET M |
| Margaret Matton | 138 | HUDSON |
| Margaret Matton | 158 | MARGARET TURECAMO |
| Margaret Moran | 195 | BRIAN A. McALLISTER |
| Margaret Moran | 290 | GALE B |
| Margaret Rose | 142 | SUSAN ROSE |
| Margaret S.II | 100 | TEXADA |
| Margaret Sheridan | 179 | OCEAN KING |
| Margaret Walsh | 498 | C. C. 7 |
| Margareta | 223 | THALATTA |
| Margareta H. | 223 | THALATTA |
| Margareta—B | 369 | JANE |
| Margaretha | 140 | ANETTE |
| Margaretha | 206 | DEO JUVANTE |
| Margaretha | 236 | LADY MICHELINE I |
| Margaretha Christina | 121 | LEON |
| Margaretha Corinne | 114 | DON SANTIAGO C |
| Margaretha Smits | 1599 | MARGARETHA |
| Margarethe | 209 | LAHO |
| Margarethe Bolten | 13799 | RYONG GANG |
| Margarethe Bolten | 15445 | HUA BEI |
| Margarett Root II | 289 | DELTA QUEEN |
| Margarita | 104 | WESTERN COMET |
| Margarita | 498 | VORTICE |
| Margarita | 37393 | CHEMI OCEAN |
| Margarita II | 630 | SWADAYA |
| Margarita No. 2 | 199 | IZUMI MARU |
| Margarita No. 4 | 464 | PANAS No. 7 |
| Margarita No. 10 | 696 | TAIHEI No. 8 |
| Margarita No. 30 | 499 | HAMAKO MARU |
| Margarita No. 31 | 499 | DAIEI MARU No. 6 |
| Margarita No. 32 | 1545 | SUPER OLYMPIA |
| Margarita No. 33 | 497 | SHINEI MARU No. 5 |
| Margarita No. 35 | 499 | TOBU MARU No. 8 |
| Margarita Weston | 317 | MARGARITA |
| Margarita Y Rosa | 221 | MAHAPU II |
| Margaritas | 291 | MOKO 502 |
| Margat | 397 | SEABOARD CASTOR |
| Margat | 617 | MARGOT |
| Margaux | 81106 | PALLAS ATHINA |
| Margaux—1 | 299 | CANDY CRUISER |
| Margee and Pat II | 198 | CONCORDIA |
| Margheda | 995 | ERATO |
| Margie B. | 147 | MESTRE COSTEIRO |
| Margie Barry | 147 | MESTRE COSTEIRO |
| Margit | 499 | MARGA |
| Margit | 992 | RIVERSIDE |
| Margit | 1190 | BIRGIT |
| Margit Gorthon | 4074 | REDWOOD |
| Margo | 250 | AMSBACH DESPATCH |
| Margo | 716 | PATMOS |
| Margo | 2966 | GIULA |
| Margona | 119 | CELESTIAL STAR P D |
| Margot | 732 | TRIPLEX |
| Margot Jacob | 25044 | FJORD MARINER |
| Margot Moran | 211 | RESOLVE EAGLE |
| Margot Transoceanic | 2479 | MED TRADER |
| Margrande | 30943 | IONIAN PRINCE |
| Margreet | 397 | HELENA SEA |
| Margret | 999 | CARINA |
| Margret Catharina | 499 | ANGELA |
| Margret Knuppel | 999 | CARINA |
| Margret Oltmann | 423 | PHILIP P |
| Margrethe Ahl | 273 | SONJA DORIS |
| Margrethe Hoyer | 484 | MOPA KJAER |
| Margrethe Maersk | 10368 | NEDLLOYD SANTOS |
| Margrid | 249 | TEGA |
| Margrid | 299 | MARGRID I |
| Margrid | 1329 | DON GUILLO |
| Margrid II | 499 | PRINCESS IMMELA |
| Margriet | 346 | SAN ANTONIO |
| Margriet Anja | 498 | VERA |
| Margriet Danielsen | 1171 | HYDE PARK |
| Margriet—L | 299 | RACHA |
| Margrietha | 219 | KATERINA |
| Margrit | 104 | HEIDRIKUR |
| Margrit—Angelika | 497 | VASILIKI |
| Margrove III | 180 | JULIA |
| Marguerite | 236 | LADY MICHELINE I |
| Marguerite | 57075 | CGM ILE DE FRANCE |
| Marguerite Venture | 7027 | GEMINY |
| Marhaba | 713 | CORALLINA BUNKER |
| Marheike | 2823 | SIN HUA |
| Marhild | 106 | FOUR SONS |
| Mari | 1946 | NATIONAL STAR |
| Mari | 8924 | VALI P |
| Mari Ann | 498 | MARIANNA |
| Mari Boeing | 13079 | SEA HARVEST |
| Mari Holm | 771 | SVITZER MERCATOR |
| Mari Soli Fernandez | 194 | GUANAHANI |
| Mari—Lift | 677 | SPRING |
| Maria | — | LISETTE |
| Maria | 124 | GJOKEN |
| Maria | 142 | FLYING IKAROS II |
| Maria | 146 | SASHA EMIEL |
| Maria | 150 | TELCO SUEZ |
| Maria | 174 | MARITA—R |
| Maria | 199 | BALLESTAS 10 |
| Maria | 206 | GRIETJE CORNELIS |
| Maria | 249 | LINDA C |
| Maria | 314 | NAFTILOS |
| Maria | 319 | ZALEY |
| Maria | 342 | ROBIN |
| Maria | 370 | DIRKJE ALJA |
| Maria | 373 | CARINE |
| Maria | 385 | TARQUI |
| Maria | 397 | LESVIOS |
| Maria | 487 | PETROSTAR XII |
| Maria | 905 | EFTYCHIA |
| Maria | 1199 | DONG HU |
| Maria | 1599 | MARIA 1 |
| Maria | 3269 | MAX TRANSPORT |
| Maria | 3528 | MANILA BRIDGE |
| Maria | 4734 | LIDIA—B |
| Maria | 5777 | NEJMAT EL PETROL XX |
| Maria | 9101 | MAR COURRIER |
| Maria | 16601 | MISS MARIA |
| Maria | 20502 | MARIA K |
| Maria d'Amato | 30339 | STAR OF MARIA |
| Maria de la Macarena | 150 | CHIMU XI |
| Maria de las Angustias | 3132 | TAJO |
| Maria de los Dolores | 51661 | MARIA DOLORES |
| Maria de Aranzazu | 1596 | LIAN KEONG |
| Maria de Covadonga | 1598 | ADMIRAL J |
| Maria de Guadelupe | 158 | LOCUMBA 3 |
| Maria de Lourdes | 4549 | FENIX |
| Maria de Ramos Pascoal | 1298 | ALPES II |
| Maria del Pilar | 150 | NAPO 2 |
| Maria von Barssel | 495 | HEIDI |
| Maria Althoff | 999 | RAMSLI |
| Maria Andrade Rainho | 196 | SMAIP V |
| Maria Anette | 305 | THINGHOLT |
| Maria Antonia | 6744 | ISLA PUNA |
| Maria Antonia Gomez | 160 | POISSON I |
| Maria Aurora | 157 | APACHE |
| Maria Aurora II | 327 | PHILIPPINE SEA |
| Maria Auxiliadora | 350 | TEVRAGH ZEINA |
| Maria B | 396 | SAN FRANCESCO DI CATONA |
| Maria B | 35284 | ORSOLA B |
| Maria Bertacca | 396 | SAN FRANCESCO DI CATONA |
| Maria Beti | 1336 | SEA PAL |
| Maria C | 23569 | SEA PEARL |
| Maria C. J. | 914 | PAMELA ANN |
| Maria Carmen | 174 | CUAHTRO |
| Maria Carolina | 132 | KEREN |
| Maria Castro | 404 | ORIENT STAR I |
| Maria Catharina | 1598 | ATLANTIS |
| Maria Celeste | 122 | HERI |
| Maria Celia | 191 | LEPHREETO |
| Maria Christina M. | 1046 | TRANSGAS I |
| Maria Clara | 3441 | MANILA VICTORY |
| Maria Cordes | 191 | MARIA |
| Maria D. | 184 | ISLAND No. 2 |
| Maria Danica | 399 | RABUNION VIII |
| Maria Del Coro | 3742 | BLUE MOON |
| Maria Demet | 446 | ENTERPRISE II |
| Maria Dimaki | 393 | GREENY 1 |
| Maria Do Rosario | 41016 | DOCEMAR |
| Maria Dolores | 331 | OAXACA |
| Maria Dolores | 496 | LADY O |
| Maria Dolores Tartiere | 992 | TUTTI FRUTI I |
| Maria Elena | 102 | MARYLAND I |
| Maria Elena | 870 | ALASKA I |
| Maria Elvira | 300 | PASCO 10 |
| Maria Esther | 350 | ESTHER CRUZ |
| Maria Eugenia | 488 | MARIA EUGENIA—G |
| Maria Fe XXIII | 203 | EMMANUEL |
| Maria Flores | 16102 | ALBION |
| Maria Francisca | 6742 | MARINE STAR |
| Maria Froso | 1191 | PHILIPPOS |
| Maria Gina | 481 | PLAYA DE GALICIA |
| Maria Gioia | 3706 | CEMENT THREE |
| Maria Gorthon | 2723 | WHITE STONE |
| Maria Grace | 3447 | UNITED TRUST |
| Maria Graebe | 999 | LUNA |
| Maria Green | 1599 | PALMAVERA |
| Maria Hametner | 133 | DOUALA STAR |
| Maria Hazimanolis | 4586 | MARJO |
| Maria I | 1199 | ESTRELA DO MAR |
| Maria Ines | 6742 | BEECO AMERICA |
| Maria Ines | 9721 | CAP FERRAT |
| Maria Ingrid | 215 | PROV. CANETE 8 |
| Maria Irene | 498 | GIORGIOS S |
| Maria Irene | 1241 | MERCS HENDALA |
| Maria II | 494 | SHEHNAZ |
| Maria II | 1594 | PETROSTAR XIV |
| Maria J. | 1599 | MARIA J |
| Maria Jacoba | 182 | DOLFIJN |
| Maria Jesus Dominaga | 140 | PUENTE DE LA BARCA |
| Maria Jordana | 108 | OMLADINAC |
| Maria Jose T. | 39813 | KONPOLIS |
| Maria K | 8653 | ERRIA INGE |
| Maria K. | 20502 | MARIA K |
| Maria L. | 20824 | NOMADIC BREEZE |
| Maria Lucia | 1811 | MARIA LUCIA SECONDA |
| Maria Luisa | 778 | BITARINI |
| Maria Luisa 1 | 1079 | GUADALETE |
| Maria Luisa 1 | 3261 | SAN TOMAS SECONDO |
| Maria M | 5807 | SEA CORAL |
| Maria M. | 299 | KARAKAYALAR |
| Maria Macarena | 150 | CHIMU XI |
| Maria Marios H | 6016 | REGENT |
| Maria Maru | 2845 | GAS JAYA |
| Maria Matilde | 569 | PHILIPPE ESTELLE |
| Maria Mercedes Alonso | 330 | PATRIA JOVEN |
| Maria Mercedita | 4366 | LIN HAI 24 |
| Maria Montanari | 1854 | DIMINI EAGLE |
| Maria N. | 13239 | ARETHUSA |
| Maria Nomicos | 487 | PETROSTAR XII |

# FORMER NAMES OF SHIPS

| | | |
|---|---|---|
| Maria Noriega | 585 | PLATANERO |
| Maria Oldendorff | 8959 | BI JIA SHAN |
| Maria Oldendorff | 15504 | T. A. ADVENTURER |
| Maria Pia | 494 | SOFIA |
| Maria Preka | 492 | LAYAL |
| Maria Preka II | 387 | KRIKRI |
| Maria Rosa I | 483 | HALILAGA |
| Maria Rosa Napoleone | 1507 | TIGULLIO |
| Maria Rubicon | 20482 | TWIN |
| Maria Russ | 398 | IMAN |
| Maria S | 494 | SOFIA |
| Maria S | 7293 | EDEN |
| Maria Salute | 132 | ARGONAUT II |
| Maria Schulte | 765 | CEBU I |
| Maria Schulte | 921 | MARIA S |
| Maria Scotto | 981 | ALIDA TERZA |
| Maria Sibum | 8106 | KARAMAN |
| Maria Smits | 1599 | PALMAVERA |
| Maria Sofia | 9891 | MAR SOFIA |
| Maria T | 501 | NEFELI |
| Maria Teresa | 1447 | MARIA TERESA SECONDA |
| Maria Teresa I | 286 | SEA SERV 201 |
| Maria Theresa | 499 | TORA |
| Maria Theresia | 143 | LAMMIE |
| Maria Theresia | 391 | STRATUS |
| Maria Theresia | 468 | MARIE THERESE |
| Maria Tsiris | 498 | STAVRONIKOS |
| Maria U | 6239 | TIAN CHANG |
| Maria Ulyanova | 4180 | EXCELSIOR MERCURY |
| Maria Ursula | 281 | LIANKA |
| Maria Victoria Moyano | 232 | GANAMO |
| Maria Virginia V | 215 | AREQUIPA 9 |
| Maria Voyazides | 15759 | MAYFLOWER |
| Maria VII | 1531 | CAGAYAN DE ORO EXPRESS |
| Maria X. | 11363 | OPAL |
| Maria Zakelina S. | 1599 | RANIA |
| Maria 2 | 2845 | GAS JAYA |
| Maria—K | 373 | CARINE |
| Mariaeck | 677 | SPRING |
| Mariam | 1596 | WESERKANT |
| Mariam | 5776 | AL SALMA |
| Mariam 1 | 363 | CONTI MINI |
| Marian | 494 | BILALI |
| Marian Ellen | 285 | SILVER BANK |
| Marian I | 2725 | CROWN STAR |
| Marian Maria | 783 | MARIA |
| Marian P. Billups | 1593 | QUEEN OF THE SEA |
| Mariana | 162 | PALEX XI |
| Mariana | 499 | MINERAL |
| Mariana | 1538 | MARINER |
| Mariana | 3791 | SIM LEE |
| Mariana | 4610 | NOVKONG |
| Mariana I | 1533 | MJK V |
| Mariana II | 470 | ST. JOSEPH |
| Mariana III | 1538 | MARINER |
| Mariana Lila | 1997 | MARINE HERO |
| Mariana 5 | 172 | JMS III |
| Mariane Danielsen | 1140 | MAYLIN |
| Mariann | 399 | MARWA |
| Mariann | 5538 | LUCIANA A. |
| Marianna | 999 | BOREAS |
| Marianna | 1519 | CASAMANCE EXPRESS |
| Marianna | 3274 | ARIANNA |
| Marianna II | 40802 | AMBRA DOLPHIN |
| Marianna 6 | 183 | SUKA KARYA |
| Marianne | 124 | OKKO BOSKER |
| Marianne | 181 | ARCTIC STAR |
| Marianne | 390 | VLIEHORS |
| Marianne | 945 | NADIA |
| Marianne | 1349 | GULF TIGER |
| Marianne Bodker | 121 | AUSKERRY |
| Marianne Bodker | 187 | ESVAGT PROTECTOR |
| Marianne Boel | 183 | LOUISE GAJ |
| Marianne Bolten | 18643 | HUA FANG |
| Marianne C. | 424 | NORDIC |
| Marianne Dancoast | 395 | SAMMY JO |
| Marianne Hadobi | 149 | CHATINA |
| Marianne Hjort | 121 | MARIANNE |
| Marianne K. | 1514 | KALKAVANLAR |
| Marianne Kleven | 217 | SIREVAGSBUEN |
| Marianne Norcoast | 395 | SAMMY JO |
| Marianne Roth | 2732 | NEW HAILEE |
| Marianne S | 5174 | JUNIOR M |
| Marianne Tholstrup | 2242 | MARIANNE KOSAN |
| Marianne Weber | 426 | NAUSICA |
| Marianne Wonsild | 500 | THERESA |
| Marianne—7 | 2340 | PERMINA VI |
| Mariano Arista | 1209 | ENSENADA |
| Mariano Borrero | 280 | ROMPIDO SEGUNDO |
| Mariant | 12079 | ENALIOS PROTEUS |
| Marianthi M | 13006 | SEA MOON |
| Mariassimi | 3244 | LA TATA |
| Maribella V | 27984 | AL MADIHA |
| Mariber Dos | 151 | BERRECHID |
| Maribruna IV | 13006 | SEA MOON |
| Marica | 293 | FRAENKA |
| Maricape | 12847 | HARRIER |
| Marichu | 1598 | VIANDEN |
| Maridan C. | 1017 | SCORPION I |
| Marie | 138 | VIDA |
| Marie | 425 | PRESIDENT AUGUSTE DENISE |
| Marie | 528 | LUCKY III |
| Marie | 921 | MARIA S |
| Marie | 1220 | MARILENA |
| Marie | 2495 | SPECO QUEEN |
| Marie | 5777 | SALAMINA |
| Marie | 20393 | DELMAS ANTILLES |
| Marie Agnes Le Borgne | 1461 | IKA MAJU |
| Marie Bakke | 22149 | LIRCAY |
| Marie Boettger | 1299 | JET IV |
| Marie Both | 499 | NOURI |
| Marie Boye | 259 | IDA MARIA |
| Marie Boye | 399 | MARTA BOYE |
| Marie Caroline | 149 | CHRISTIAN CAROLINE |
| Marie Catherine | 586 | CELTIC I |
| Marie Cecile | 100 | GLENRAVEL |
| Marie Christine | 999 | LINDA |
| Marie De Grace | 1936 | SOSI INSPECTOR |
| Marie Degn | 168 | NYSTROM |
| Marie Delmas | 20393 | DELMAS ANTILLES |
| Marie Frem | 299 | BASEN |
| Marie Galante I | 706 | KANINI I |
| Marie Grasso | 197 | CHEYENNE |
| Marie Helleskov | 1194 | DUNA |
| Marie Helleskov | 1214 | YASMINE |
| Marie Helleskov | 1598 | MAGO |
| Marie Henderick | 674 | AARON G |
| Marie Hilck | 101 | LEAO HOLANDES |
| Marie I | 398 | IMAN |
| Marie Jean | 364 | SAUVETEUR III |
| Marie Jollie | 499 | MARY T |
| Marie Lehmann | 999 | FENRIS |
| Marie Lorenzo | 142 | CHERNE |
| Marie Louise | 143 | LETO |
| Marie Louise | 1596 | EOLOS |
| Marie Luise | 499 | JADI |
| Marie Luise Bolten | 15395 | FU JIN HAI |
| Marie Polaris | 403 | GUALPEN |
| Marie Polaris | 654 | FISKEBAS |
| Marie Polaris | 1021 | DONA MARIA |
| Marie R | 111 | BENHIL II |
| Marie Reith | 1788 | DAVUT 1 |
| Marie Rusch | 398 | IMAN |
| Marie S. Moran | 124 | AFPET—5 |
| Marie S. Moran | 223 | TERESA McALLISTER |
| Marie Schwinge | 282 | CLAVEL |
| Marie Schwinge | 498 | CONNY |
| Marie Sieghold | 985 | MARIA ISABELLA |
| Marie Th. | 399 | LAKE PEJO |
| Marie Th. | 499 | MARIE C |
| Marie Therese le Borgne | 985 | TAT LEE No. 2 |
| Marie Therese le Borgne | 1438 | CHAROLAIS EXPRESS |
| Marie Ursula | 211 | ALLEGRO |
| Marie Vincent | 199 | KHARITE SOUMARE |
| Marie—Aude | 492 | AGELIKI II |
| Marie—France B | 4474 | TIAN DA SHAN |
| Marie—Jeanette | 103 | MARIANNE HOVGAARD |
| Marieke | 436 | AL SA'ADA |
| Marieke U | 6453 | EARL PEMBROKE |
| Mariel P | 1290 | AL BOURAGH |
| Marieluise | 207 | WHITE PEARL |
| Marienstedt | 399 | SAMIA F |
| Marientor | 493 | AUGUSTEA DUE |
| Marietje Bohmer | 465 | KATERINA |
| Marietje Bohmer | 761 | ZARUMILLA |
| Marietje—Benita | 896 | AMBASSADEUR |
| Marietta | 6072 | ARTEMON |
| Marietta | 114468 | ACQUILA TRADER |
| Marietta Bolten | 998 | KENMARE |
| Marietta 1 | 369 | CAPTAIN NASR |
| Marigo | 449 | GEORGE |
| Marigo K | 6204 | MANOLIS |
| Marigo R | 10840 | PEGASUS |
| Marigold | 2987 | SENTA 1 |
| Marigold | 3792 | DASA DUA |
| Marigold | 9710 | ASTRO GOLD |
| Marigold I | 9710 | ASTRO GOLD |
| Marijke | 1599 | MALIN SEA |
| Marijke | 4546 | JIANG HAN |
| Marijke Smits | 1599 | MALIN SEA |
| Marika | 489 | AUTA MANUEL |
| Marika | 1121 | SEA POINT |
| Marika | 1221 | STAR |
| Marika | 2964 | BLUE STONE |
| Marika P | 39909 | MARINE STAR |
| Mariki | 499 | DILMUN AUK |
| Marikit | 65459 | NIKI |
| Mariland | 9593 | SANTA CLARA I |
| Marilena | 491 | DIMITRA |
| Marilena P | 1853 | NORINA |
| Marilene | 296 | BOGTIND |
| Marilma | 109 | CALYPSO |
| Marilock | 32196 | CHLOE |
| Marilou Reinauer | 118 | APACHE |
| Mariloula | 30381 | MARIGOULA K |
| Marily | 15431 | ALMA |
| Marilyn | 149 | MARJORIE J. WINSLOW |
| Marilyn B | 135 | FOZ DO MONDEGO |
| Marilyn O | 16008 | ASHBURY |
| Marimar | 685 | SOFIA |
| Marimo | 15832 | MAERSK CEDAR |
| Marin | 497 | VASILIKI |
| Marin | 59401 | LEOPARDI |
| Marina | 184 | RENATE II |
| Marina | 413 | ILLYRIA II |
| Marina | 495 | ISLAND CRETA |
| Marina | 499 | GEORGIOS II |
| Marina | 806 | PORT DE LYON |
| Marina | 1599 | LADY HUTTON |
| Marina | 1599 | SPIRIT OF COMPETITION |
| Marina | 5836 | ENERCHEM ASPHALT |
| Marina | 19411 | HUA DONG |
| Marina | 152565 | BERGE TRADER |
| Marina di Alimuri | 16889 | BOEM |
| Marina Bay | 499 | VASSILIKO BAY |
| Marina Cape | 12847 | HARRIER |
| Marina Coast | 506 | VIKSTRAUM |
| Marina Dania | 299 | ERIK BOYE |
| Marina Del Cantone | 12979 | ZHONG SHAN |
| Marina Grande | 14168 | SUN II |
| Marina I | 1599 | SPIRIT OF COMPETITION |
| Marina II | 499 | GIANNIS FIKAS |
| Marina III | 396 | KAPTAN EROL |
| Marina IV | 398 | FATIMA |
| Marina Mistral | 16595 | MARINE TRADER |
| Marina Princesa | 5555 | ESTE FRESCO |
| Marina S | 101 | ECLAT I |
| Marina Scirocco | 17180 | MARINA |
| Marina Sea | 4961 | LORCON MINDANAO |
| Marina Sky | 7936 | LORCON LUZON |
| Marina Star | 4961 | LORCON MINDANAO |
| Marina Star | 8475 | ASIA EXPRESS |
| Marina Sun | 5309 | LU HAI 65 |
| Marina Tholstrup | 299 | MEE |
| Marina Tholstrup | 300 | FOGAS XVI |
| Marina 1 | 298 | MIJORI No. 201 |
| Marina 2 | 299 | MIJORI No. 203 |
| Marinaldo | 140 | IBERIA II |
| Marinator | 241 | LIHOLM |
| Marindus Montreal | 7154 | JANIKA II |
| Marindus Quebec | 10186 | NEDLLOYD MADRAS |
| Marindus Rimouski | 10186 | NEDLLOYD MARSEILLES |
| Marindus Sorel | 7154 | L. JALABERT BONTANG |
| Marindus Tracy | 7154 | PALEMBANG |
| Marindus Trois Rivieres | 10186 | NEDLLOYD MANILA |
| Marine | 456 | RITENA |
| Marine Ace | 4046 | SEA ROAD |
| Marine Angel | 168 | MOURISCA |
| Marine Angel | 13800 | McKEE SONS |
| Marine Atlantica | 5810 | SARDINIA VERA |
| Marine Bright | 4164 | WING LEE No. 1 |
| Marine Challenger | 275 | PETRO CHALLENGER |
| Marine Cruiser | 3992 | SHAHD FAYEZ |
| Marine Crusader | 199 | HARRIS BAY |
| Marine Crusader | 95952 | TAUNTON |
| Marine Dayak | 138 | EWIS 8 |
| Marine Discoverer | 147 | JOSEPH R |
| Marine Express | 3588 | HAI TONG |
| Marine Fellow | 499 | SEAPRODEX 1 |
| Marine Flower | 16597 | GALAXY |
| Marine Fortune | 3566 | EICHEONG MARU |
| Marine Freight No. 1 | 110 | MISS LINDA |
| Marine Grand | 3742 | PARNARAYA 8 |
| Marine Heart | 4722 | NAVIGATOR |
| Marine Iban | 138 | EWIS 6 |
| Marine Leo | 10026 | JADE C |
| Marine Nautica | 3951 | CORSICA MARINA II |
| Marine No. 1 | 331 | MARGARET IV |
| Marine Pacific I | 1876 | VASIN |
| Marine Pacific II | 992 | DELTA MIGHT |
| Marine Pioneer | 21044 | MARINE EXPRESS |
| Marine Prince | 16755 | ENERGY TRADER |
| Marine Renaissance | 40805 | DIDO |
| Marine Retriever | 143 | CASCADE |
| Marine Reunion | 54537 | HITRA |
| Marine Robin | 12217 | JOSEPH H. THOMPSON |
| Marine Sapphire | 999 | SWEET I |
| Marine Sea | 1598 | ADMIRAL J |
| Marine Shoun | 2915 | CRANE WEST |
| Marine Sprinter | 128 | CAVALIER DES MERS |
| Marine Star | 1346 | TOYO STAR |
| Marine Star | 10442 | TENEDOS |
| Marine Star | 12773 | AQUARAMA |
| Marine Star II | 299 | PASCUA |
| Marine Supporter | 496 | PACIFIC CHALLENGER |
| Marine Trader | 997 | SONG THU |
| Marine Trader I | 976 | MARINE TRADER |
| Marine Voyager | 174 | INDEPENDENT VOYAGER |
| Marinela | 175 | SANTILLANA DE CABEZA |
| Marinella | 2050 | CAPO GRIFO |
| Mariner | 118 | MATILDA BAY |
| Mariner | 456 | RITENA |
| Mariner | 735 | BERKAH TEKAD |
| Mariner | 961 | MARINERO |
| Mariner | 988 | SEA HAWK No. 2 |
| Mariner | 8909 | VIVARI II |
| Mariner | 10704 | ALYN |
| Mariner Ambett | 154 | EVANGELISTRIA 17 |
| Mariner Glendor | 154 | EVANGELISTRIA 19 |
| Mariner I | 9607 | TERN |
| Mariner Jose | 154 | EVANGELISTRIA 18 |
| Mariner Sealane | 154 | EVANGELISTRIA 20 |
| Mariner Spartan | 195 | MR. CLEAN II |
| Mariner Suzanne | 154 | EVANGELISTRIA 16 |
| Mariner Viking | 268 | OMS CAMERON |
| Mariner 1 | 388 | MAGOLA |
| Mariner's Legacy | 118865 | LEGACY |
| Marinero | 493 | REMOLCAVISA 1 |
| Marini | 499 | BLUE STAR |
| Marinicki | 72342 | MOUNT ATHOS |
| Marino Star | 3850 | GOLD STATE 8 |
| Marino Torre | 2645 | ST. ROGNVALD |
| Marinos II | 14397 | PAL MARINOS |
| Marinos K | 14083 | RANGER |
| Marinous | 2258 | TOISA MARINER |
| Marinus Smits | 995 | RIVA |
| Marinus Smits | 1599 | CARICOM VENTURE |
| Mario | 352 | MEGALOCHARI |
| Mario | 399 | BERYTUS |
| Mario | 499 | FIANDRA |
| Mario E | 515 | VERMA |
| Mariocean | 5144 | EXCELSIOR LUCK |
| Marion | 133 | WITTE I |
| Marion | 399 | SAMIA F |
| Marion | 1538 | MARINER |
| Marion Bosma | 1599 | ATLANTIC HORIZON |
| Marion C | 297 | AMERICAN PRIDE |
| Marion Moran | 193 | CHARLES D. McALLISTER |
| Marion Moran | 296 | HELEN MORAN |
| Mariona | 499 | STERNO |
| Marios G | 5971 | J. EASTER |
| Mariotte | 10768 | ASIA RAINBOW |
| Maripasoula | 3672 | SEA HORSE |
| Mariposa | 14812 | JIN JIANG |
| Mariposa | 37307 | EL HADJAR |
| Mariprima | 27472 | AL SHARIFA |
| Maris | 499 | ANTEO |
| Maris | 3959 | KATINA |
| Maris Huntsman | 35285 | NEWAYS |
| Maris Otter | 12440 | SILVER GLORY |
| Maris Sportsman | 12440 | SILVER CHARIOT |
| Maris Stella | 368 | TOWFIGH |
| Marisa | 105 | PUNTENG II |
| Marisa | 3244 | LA TATA |
| Marisa Kar | 3244 | LA TATA |
| Marismeno Primero | 158 | RIO DO MAR PRIMERO |
| Maristesa | 7291 | CARRYBULK |
| Marisud Prima | 853 | SERAYA JAYA |
| Marit Viking | 486 | PACIFIC CONQUEROR |
| Marita | 462 | KATIE C |
| Marita | 1041 | VARIM I |
| Marita | 35860 | GULLUK |
| Maritana | 125 | DANAFJORD |
| Marite | 499 | EL TERNERO |
| Maritea | 3941 | BATANGAS TRADER |
| Maritima IX | 158 | MOCHE 5 |
| Maritima VII | 158 | MOCHE 4 |
| Maritima VIII | 158 | RIMAC 9 |
| Maritima X | 158 | RIMAC 5 |
| Maritima XI | 158 | RIMAC 6 |
| Maritima XII | 158 | MOCHE 6 |
| Maritime Ace | 3408 | MILD OCEAN |
| Maritime Ace | 19712 | DARIA |
| Maritime Alliance | 14597 | SAMMI AURORA |
| Maritime Baron | 32569 | THALIA |
| Maritime Bravery | 10730 | VICAL |
| Maritime Brilliance | 15912 | ALKMINI |
| Maritime Carrier | 8719 | FALCON CARRIER |
| Maritime Challenge | 19401 | MARY NOUR |
| Maritime Challenge | 35746 | DAPHNE |
| Maritime Champ | 4058 | PIONIR |
| Maritime Courier | 11194 | MACTAN |
| Maritime Dignity | 30187 | FRANCESCO |
| Maritime Fortune | 19407 | MOSRIVER |
| Maritime Glory | 4357 | HUI HUA |
| Maritime Harmony | 19407 | HERON |
| Maritime I | 9607 | TERN |
| Maritime Investor | 22296 | MARY N |
| Maritime Justice | 19723 | WEI WU |
| Maritime Leader | 22154 | KAPITAN POLIN |
| Maritime Pioneer | 10076 | FORTUNE FALCON |
| Maritime Pride | 21500 | VASILIY MATUZENKO |
| Maritime Queen | 11413 | SEA ESQUIRE |
| Maritime Queen | 21500 | PYOTR TOMASEVICH |
| Maritime Region | 4973 | SIRI BHUM |
| Maritime Shoun | 1999 | VOYAGER I |
| Maritime Trader | 19723 | DERBENT |
| Maritime Transporter | 11924 | ARAUCARIA |
| Maritime Unity | 19236 | MAGDA P |
| Maritime Victor | 11121 | SAN JOHN I |
| Maritime Victor | 21463 | ROMAN KARMEN |
| Maritime Winner | 22126 | SOL |
| Maritime Wisdom | 29275 | STAR LEIKANGER |
| Maritsa | 26271 | ADEMONTASA |
| Maritsa N. P. | 5717 | LONG BINH |
| Maritsa P. Lemos | 18190 | ELEFTHEROTRIA |
| Maritsa Pateras | 7403 | FRATZIS M |
| Maritsa Skinitis | 9052 | KOTA PETANI |
| Maritta Johanna | 1598 | FLINTERDIJK |
| Marius Boel | 166 | VINGAFORS |
| Marius Boel | 406 | SOLVEIG HOLM |
| Marius Chambon | 247 | KAPTAN MEHMET |
| Marius Chambon | 269 | POSSENTE |
| Marivana | 252 | AMALIA I |
| Mariveles | 2309 | BRUNA PRIMA |
| Mariverda IV | 13133 | AL NABILA II |
| Marivi | 191 | COSTA DE SAO MIGUEL |
| Marivia | 5300 | EAGLE NOVA |
| Marivic | 15684 | PAN VICTORIA |
| Mariya | 1008 | SWENE |
| Mariya Fortune | 1284 | MARAMCO I |
| Mariyos City | 485 | HAMIDAH |
| Mariyos Hope | 1121 | TADMOR |
| Mariyos I | 680 | ILHA DOURADA |
| Mariyos Star | 1255 | SHERYNA |
| Marizell | 418 | DADA |
| Marj Seconda | 888 | PANDA |
| Marja B | 1337 | ZHEN YANG |
| Marja Lilsa | 174 | KLARA |
| Marja Netty | 151 | TONIJN |
| Marjan | 999 | MARGRIET |
| Marjan | 3986 | VALENCIA BRIDGE |
| Marjan 1 | 459 | JUMEIRA 1 |
| Marjan 2 | 439 | MOUSELA |
| Marjan 3 | 445 | HECTOR |
| Marjata | 631 | GLOBE |
| Marjobil | 996 | VOYAGER |
| Marjorie Colborne | 370 | CAPE ANN |
| Marjorie Malloy | 112 | CHARLES E. BROWN |
| Marjorie McAllister | 138 | REID McALLISTER |
| Marjorie McAllister | 198 | THOR |
| Marjorie R | 989 | LARRY Z |
| Mark | 297 | H. O. S. AFFIRMED |
| Mark | 592 | ATLANTIC RANGER |
| Mark | 1596 | MARK C |
| Mark & Eric | 131 | SAGRES |
| Mark Briley | 394 | WINDWARD SENTRY |
| Mark C | 500 | COURTFIELD |
| Mark Hebert | 191 | COURIER |
| Mark II | 485 | IRENE |
| Mark II | 496 | PARAMOUNT |
| Mark II | 499 | PRINCESS IMMELA |
| Mark IX | 498 | THEOSKEPASTI |
| Mark VII | 1544 | NELLI |
| Mark VIII | 615 | LUCKY S |
| Mark Winne | 204 | TIGER RED |
| Mark X | 498 | CHRISOPIGI |
| Mark XI | 958 | GIANNIS |
| Mark XII | 495 | ASSOS |
| Mark XIV | 499 | FIANDRA |
| Marka L | 35986 | ATILIM II |
| Markab | 201 | AKATERE |
| Markab | 356 | APOOSTOS |
| Markab | 498 | ARAMON |
| Markab | 738 | F. M. SPIRIDON |
| Markab II | 738 | F. M. SPIRIDON |
| Markal | 499 | SEHIRLI |
| Markborg | 399 | AHMAD I |
| Markelina | 499 | ROSALI |
| Markella | 6391 | BELITA STAR |
| Markellos | 1104 | ARISTON |
| Marker | 2800 | BEAUFORT |
| Markham Bay | 2610 | FORTUNE BAY |
| Markinch | 1591 | PYRGOS |
| Markland | 1684 | JAKOB KOSAN |
| Markland | 67244 | STAR TULSA |
| Markland Saga | 845 | MALENE |
| Markoil | 485 | IRENE |

# FORMER NAMES OF SHIPS

| | | |
|---|---|---|
| Markos N | 10707 | ASEAN PIONEER |
| Marksist | 2177 | MIKHAIL BORISOV |
| Marksman | 8111 | NORGAS VICTORY |
| Marksman | 49217 | LEROS SUN |
| Markus | 389 | HUSSAM |
| Markus | 499 | CONDOR |
| Markus Arvesen | 272 | LOPPHAV |
| Markusson | 358 | VEAFISK |
| Markusturm | 947 | SEABOARD SNIPE |
| Markwell Ranger | 225 | NEW MARINE No. 7 |
| Marky Ten | 4268 | ORIENT VENTURE |
| Marla Jo | 175 | ARCTIC DAWN |
| Marlago III | 930 | HUSTLER BCL |
| Marlago III | 1228 | WALIE LIMA |
| Marland | 11844 | CMB ENSIGN |
| Marleen | 1221 | REEFER SEA |
| Marlena | 121 | S. D. J. |
| Marlena | 134 | MIDWAY |
| Marlena | 1364 | KIAN |
| Marlene | 299 | PETER ROHDE |
| Marlene | 496 | ROSAYELENA |
| Marlene S | 1577 | PARKHAVEN |
| Marlene Sofie | 299 | PANAGIA MALEVI |
| Marlies | 442 | BRAKE |
| Marlin | 253 | FOSNAR |
| Marlin | 299 | JENTRADER |
| Marlin | 373 | CHEM TRADER |
| Marlin Fish | 1324 | LANGEVIN |
| Marlinda | 9729 | AQUARIUS |
| Marlinda | 13280 | IRON FLINDERS |
| Marloag | 369 | JANE |
| Marlow | 299 | MARIA |
| Marlow | 1997 | MAJU |
| Marly | 9306 | BISMIHITA'LA |
| Marmara | 284 | KARA CEVHER |
| Marmara | 5757 | KAPITAN RADIONOV |
| Marmara | 58785 | MARMARA S |
| Marmara I | 494 | SHEHNAZ |
| Marmaras | 298 | AGHIOS GEORGIOS |
| Marmora | 598 | DOMNA MARIA |
| Marmorfjell | 598 | DOMNA MARIA |
| Marmorhav | 1531 | SEA TOWN |
| Marmorian | 1531 | SEA TOWN |
| Marna Hepso | 499 | LUROY |
| Marne | 107 | HARLESTRAND |
| Marne K II | 996 | VENTURE KIM |
| Maro | 797 | VASSILIS IV |
| Maro | 962 | HASSAN |
| Maro | 1589 | SHARAF EL DIN |
| Maro | 32511 | STANDARD VIRTUE |
| Marocsand | 999 | ST. LUCY |
| Marola | 1597 | CAROLA |
| Maron | 10867 | MERCHANT PATRIOT |
| Maroudio | 12127 | ZEUS I |
| Maroula | 517 | ABI |
| Maroula | 29533 | ARGOLIS |
| Maroula M | 498 | BETELGEUSE |
| Maroulio K | 11796 | DEHKHODA |
| Maroy | 197 | NORVAKT |
| Marpol Fighter | 497 | AL WAASIT |
| Marquee | 19624 | STAVENTO |
| Marques de Bolarque | 38889 | DAWN REDWOOD |
| Marquette | 13205 | MIDDLETOWN |
| Marquise | 5683 | GIWI |
| Marrakech II | 257 | RITA |
| Marretje | 132 | SKYLIGHT |
| Marretje | 156 | DEIRDRE MAIREAD |
| Marrie Jacob | 174 | LEENDERT DE MOL |
| Marry Jacob | 226 | ORKA |
| Marry Martin | 192 | PIETER AGATHA |
| Mars | 112 | JAVA |
| Mars | 141 | STEGE |
| Mars | 255 | BORNO |
| Mars | 266 | TARNO |
| Mars | 12750 | AMER SHANTI |
| Mars Bell | 5952 | AMRTA V |
| Mars Gas | 1887 | THITA EOLOS |
| Mars I | 145 | IRENE |
| Marsa el Hariga | 25764 | SAINT HELEN |
| Marschenland | 299 | KAJA H |
| Marsdiep | 742 | SIRIRI |
| Marsea Eight | 292 | LATCH TIDE |
| Marsea Eleven | 282 | SAGA SERVICE |
| Marsea Fourteen | 282 | LAKE GUARDIAN |
| Marsea One | 282 | TOISA PUFFIN |
| Marsea Seven | 292 | OMS JEFFERSON |
| Marsea Seventeen | 282 | EPIC SERVICE |
| Marsea Sixteen | 358 | JUSTICE |
| Marsea Twelve | 282 | FLOYD TIDE |
| Marsea Twenty—Six | 296 | MZ 105 |
| Marseillais 3 | 123 | ANDROCLES |
| Marseillais 4 | 123 | PERICLES |
| Marseillais 8 | 194 | SAINT LOUISIEN |
| Marseillais 10 | 122 | FOTIS PORTOLOS |
| Marseillais 14 | 122 | KARAPIPERIS IV |
| Marseillais 16 | 248 | TRAMONTANE |
| Marseille | 17385 | OOCL ALLIANCE |
| Marselisborg | 499 | BIN HAI 207 |
| Marsha | 9042 | TRUST |
| Marshal | 2973 | VIBRO |
| Marshal Biryuzov | 15089 | NOVOTSAK 2 |
| Marshlea | 311 | CARBO—CENTRE |
| Marsman | 1702 | STOLT BIRCHWOOD |
| Marson Cathy | 3334 | CHILOE IV |
| Marsopla | 444 | ORION III |
| Marsouin | 8047 | MIAMI REEFER |
| Marsteinen | 742 | KALI LIMENES II |
| Marsteinen | 1595 | LIFTMAR |
| Marsten | 2909 | SEA WORKER |
| Marstrand | 167 | CALYPSO |
| Marstrandsfjorden | 148 | PYTHAGORAS |
| Marsud Prima | 12938 | PARA |
| Marsud Secondo | 12720 | VARANO |
| Marsund | 499 | ANTZY |
| Marsur No. 1 | 335 | HAE NAM 501 |
| Marsworth | 608 | KIMEN |
| Marta | 345 | FIUME MARTA |
| Marta | 462 | XENIA |
| Marta | 1549 | FREEDOM STAR |
| Marta | 4183 | KALYON |
| Marta | 10988 | PROSPERITY |
| Marta Z | 5077 | ROBERTA FORESI |
| Marte Del Gulfo | 266 | GULF SUPPLIER |
| Martech Observer | 156 | GOD'S HUMAN DESTINY |
| Martenshoek | 460 | HELEN |
| Marteresa | 2996 | VASSILIS IX |
| Martes | 261 | BOLUDA CUARENTA |
| Martha | 125 | P. E. 2 |
| Martha | 173 | INDEPENDENT VICTORY |
| Martha | 310 | AREQUIPA 4 |
| Martha | 323 | EASSELYN |
| Martha | 396 | MEX |
| Martha | 397 | KAYSS |
| Martha | 495 | KAPETAN YANNIS D |
| Martha | 35354 | AUK |
| Martha Ahrens | 101 | LEAO HOLANDES |
| Martha Ahrens | 399 | KESSMA |
| Martha Fisser | 9338 | GOLDEN BEAR |
| Martha I | 397 | KAYSS |
| Martha I | 499 | LEA |
| Martha Moran | 146 | DAUNTLESS |
| Martha Theriot | 173 | INDEPENDENT VICTORY |
| Martha Theriot | 196 | MARTHA |
| Martha Theriot | 197 | CLEAN WATERS I |
| Martha Wolter | 136 | ANDREAS BJORN |
| Marti B | 198 | KAREN KRISTIE |
| Martin | 3277 | TEQUILA SUNRISE |
| Martin and Phillip | 299 | SYLTEFJORD |
| Martin B. | 398 | ISABEL No. 1 |
| Martin J. Kehoe | 147 | BRIDGEPORT |
| Martin Knudsen | 256 | SEA SURVEYOR |
| Martin Ronning | 182 | RANI |
| Martin Sarmiento | 666 | PESCAMEX I |
| Martin Schroder | 2731 | MIN FU |
| Martina | 198 | STEFANOS |
| Martina | 1341 | ABOITIZ CONCARRIER XII |
| Martina B | 497 | WAGRIEN |
| Martindyke | 1594 | RUTLAND |
| Martine | 244 | SKAGERAK |
| Martinetta | 105 | VOLA SILGA |
| Martini | 439 | MARINA |
| Martini Bianco | 233 | NASTRO AZZURRO |
| Martinistad | 490 | RIVER TAW |
| Martiniturm | 349 | OCEAN EXPLORER |
| Martinus Cornelis | 122 | ALTAIR |
| Martita | 941 | EL CINCO |
| Martita | 17491 | PETROBULK RULER |
| Marton Cross | 133 | WAASLAND |
| Martontree Forest | 41266 | ALANDIA PEARL |
| Martum | 760 | GOMBESSA |
| Marty & Opal | 144 | DAVID & WAYNE |
| Marty Defelice | 198 | JENNIFER TURECAMO |
| Maru | 213 | SUPE 10 |
| Maru | 463 | MAHANOVA IV |
| Marucha | 149 | CHARMAINE II |
| Marudi | 497 | OCEAN MARUDI |
| Marudu | 453 | LYNN. |
| Marufuku Maru No. 31 | 151 | CHOTOKU MARU No. 18 |
| Marufuku Maru No. 35 | 365 | ESTRELLA No. 1 |
| Marufuku Maru No. 51 | 124 | TOMI MARU No. 36 |
| Marufuku Maru No. 55 | 279 | MARUFUKU MARU |
| Marugame Maru | 365 | TAMARII MOOREA II |
| Maruja | 213 | YOLE 1 |
| Maruka | 26540 | BURGAS |
| Marukata Maru No. 2 | 166 | GYOREN MARU No. 1 |
| Marukichi Maru No. 3 | 1998 | TA TUNG No. 2 |
| Marukyoboshi Maru No. 8 | 499 | YUKO MARU No. 18 |
| Marukyoboshi Maru No. 18 | 254 | SUMBER MINA 2 |
| Marukyoboshi Maru No. 58 | 433 | KICCHO MARU No. 18 |
| Marunaka Maru No. 68 | 413 | MARUNAKA |
| Maruoka Maru No. 2 | 197 | MANEI MARU No. 2 |
| Maruoka Maru No. 5 | 189 | NANIWA MARU No. 2 |
| Marush No. 2 | 181 | KONPIRA MARU |
| Marushige | 111 | SAMBAS |
| Marushige Maru No. 18 | 111 | SAMBAS |
| Marushige Maru No. 18 | 116 | TENSEI MARU No. 28 |
| Marushin Maru | 255 | PAMOLITE SATU |
| Marushin Maru No. 5 | 687 | WENANG |
| Marushin Maru No. 21 | 494 | KOJIMA MARU No. 72 |
| Marusho Maru No. 18 | 369 | DAIFUKU MARU No. 18 |
| Maruta Maru | 2466 | POEMI SPRINGER |
| Maruta Maru | 2987 | OPAL |
| Maruta Maru No. 2 | 2554 | PERSHING |
| Maruta Maru No. 3 | 1913 | CARIBBEAN ISLAND |
| Marutaka Maru No. 18 | 449 | TOEI 556 |
| Maruxia | 279 | NASSIM |
| Maruyoshi Maru No. 5 | 895 | CONSOLACION |
| Maruyoshi No. 5 | 495 | GUNTUNG JAYA 3 |
| Marva | 459 | ASUNCION REEFER |
| Marvasa Cuarto | 218 | PLUS ULTRA I |
| Marvasa Decimo | 338 | NAYAT |
| Marvasa Primero | 272 | FAYDA |
| Marvasa Segundo | 269 | ANDANDO |
| Marvea | 22126 | ATLANTIC SEA |
| Marvil | 471 | KARPAS |
| Marwa | 404 | MYS TARAN |
| Marwa | 1574 | FAL XVI |
| Marwah I | 988 | ENALIOS ELIKI |
| Marwah II | 607 | FALMOUTH ENDEAVOUR |
| Marwan 1 | 1116 | MRINAL |
| Marwan 5 | 581 | LADY RASHA |
| Marwit | 411 | MARIA CATANIA |
| Mary | 174 | STELLA |
| Mary | 299 | VICTORIA 18 |
| Mary | 340 | LIMNOS TH |
| Mary | 14103 | ZIM BRASIL |
| Mary | 26959 | WIND SUCCESS |
| Mary & Linda | 155 | NORTH WIND |
| Mary Agnes | 271 | MARIJTJE |
| Mary Anderson | 2492 | BRANDA |
| Mary Ann | 145 | SALSEA BELLE |
| Mary Ann | 196 | MARADO |
| Mary Ann | 260 | BARLOVENTO PRIMERO |
| Mary Ann | 57075 | GALVESTON BAY |
| Mary Ann J | 304 | EMERALD QUEEN |
| Mary Ann McKay | 373 | CHEM TRADER |
| Mary Ann O | 139 | ANNA I |
| Mary Annitta | 122 | RIMI |
| Mary B Sessa | 156 | AMERICAN CHAMPION |
| Mary B VI | 718 | ARCTIC TUKTU |
| Mary B. | 718 | ARCTIC TUKTU |
| Mary Barbara | 438 | LAURIE ANN |
| Mary Belcher | 152 | COASTAL BUTUCU |
| Mary C | 972 | LADY MARY |
| Mary Clare | 399 | EASTSEA |
| Mary Clausen | 149 | SOLVANG III |
| Mary Coast | 386 | COMPASION DE L'ETERNAL |
| Mary D Princess | 121 | AUTO BATAM 6 |
| Mary Durack | 2854 | SAIGON NEPTUNE |
| Mary E.Petrich | 464 | FLAMINGO |
| Mary Elizabeth | 113 | MARY CODY |
| Mary Elizabeth | 916 | ROSE ANN MARIE |
| Mary Elizabeth | 12127 | ZEUS I |
| Mary Elizabeth | 20702 | SEALO I |
| Mary Ella | 135 | GULF KING 23 |
| Mary Ellen | 120 | MISS JANE |
| Mary Foss | 168 | CHENA |
| Mary Foss | 288 | MIKKI |
| Mary Fredeman | 141 | OCEAN WIND |
| Mary Gateley | 259 | KAREN TIBBETTS |
| Mary Georgias | 15511 | SUPREME |
| Mary H | 498 | NORTHUMBRIA LASS |
| Mary Holyman | 2279 | LISBOA |
| Mary II | 391 | KOUMANOS K |
| Mary J | 182 | CHISIK ISLAND |
| Mary J | 6751 | CANMAR EXPLORER |
| Mary J.Hayes | 120 | APOLLO |
| Mary Jane | 118 | SEA HAWK |
| Mary Jensen | 499 | EVI V. |
| Mary Jo | 106 | MITKOF |
| Mary Joanne | 151 | OFFSHORE DIVER |
| Mary K | 3218 | NORTH SEA |
| Mary Lerou | 497 | PANAGIA TINOU |
| Mary Lou | 255 | LANA JANINE |
| Mary Lou | 497 | PANAGIA TINOU |
| Mary Lucille | 895 | SAMSUN RANGER |
| Mary Lucille J | 134 | STEVE C. |
| Mary Lynn Smith | 291 | H. O. S. BOLD RULER |
| Mary Malloy | 163 | TAMMY W |
| Mary Moran | 134 | MARIE A |
| Mary Nan | 425 | SEA HARVESTER |
| Mary North | 500 | LAMBARE |
| Mary North | 1176 | AL REHMAN |
| Mary Patricia | 1207 | LIM DISCOVERER |
| Mary Poppins | 3783 | SAMAINA |
| Mary R. Koch | 98047 | MAIN ORE |
| Mary Radine | 284 | BANI |
| Mary Ruby | 119 | PAMELA—JEAN |
| Mary S | 14756 | GLOBAL SUN |
| Mary Sophia | 6210 | HONG QI 115 |
| Mary St. Philip | 149 | MARJORIE J. WINSLOW |
| Mary Star | 1994 | DONGJIN GLORY |
| Mary Stove | 33496 | MARQUESA |
| Mary Sue Coppedge | 199 | MARY CATHERINE |
| Mary T. Tracy | 146 | NEWCASTEL |
| Mary Theresa | 123 | CAJUN MAMA |
| Mary Turecamo | 151 | ALBANY |
| Mary Turecamo | 263 | JOHN TURECAMO |
| Mary Ward | 388 | SAN SEBASTIAN |
| Mary Weston | 499 | ANETTE |
| Mary Win | 122 | TROIS VIERGES |
| Mary Xilas | 12091 | JI HAI 9 |
| Mary—G | 200 | GUANAPE 6 |
| Maryam | 492 | NOAH II |
| Maryam B | 20532 | VERA |
| Maryann | 173 | GREGG McALLISTER |
| Marybeth | 4436 | REEFER CREOLE |
| Marygard | 499 | ANETTE |
| Maryguette | 248 | SHEIKH ABDULAZIZ |
| Maryhelen | 103 | HANG JILL |
| Maryland | 347 | GIANNA K. |
| Maryland | 887 | GREENPEACE |
| Maryland | 1598 | SAMER |
| Maryland | 15692 | HARGEVAN |
| Maryland | 117285 | OCEAN WIZARD |
| Maryland I | 13799 | RYONG GANG |
| Marylander | 2492 | BRANDA |
| Maryli | 12965 | HAFEZ |
| Maryli | 15411 | SOUTH CALM |
| Maryli | 26301 | CAPTAIN SARANTIS |
| Marylin | 863 | BEATRIZ |
| Marylisa | 15692 | HARGEVAN |
| Maryn | 2050 | CAPO GRIFO |
| Marynthea | 1220 | MARILENA |
| Maryvonne—Louise | 159 | MISS JACQUELINE II |
| Marzook | 788 | FAZARA 1 |
| Mas Trader | 3654 | MASADA 2 |
| Masa | 999 | MATHILDE |
| Masa Maru No. 11 | 289 | ARGONAUTE |
| Masa Maru No. 12 | 291 | PATAO |
| Masa Maru No. 15 | 297 | NAM SUNG No. 308 |
| Masa Maru No. 18 | 299 | SNOW REEFER |
| Masa Maru No. 28 | 378 | WAKAMIYA MARU No. 52 |
| Masaccio | 3784 | BARBARA D |
| Masagana | 2698 | CRAZY HORSE |
| Masana | 301 | PATRONE |
| Masashima Maru | 14074 | YVONNE |
| Masashima Maru No. 3 | 997 | CARDINAL VI |
| Masayoe Maru No. 8 | 437 | GOLDEN SKY |
| Masayoshi | 537 | SONAR KAMOL |
| Masayoshi Maru | 199 | MIYAYOSHI MARU |
| Masayoshi Maru | 437 | GOLDEN SKY |
| Masayoshi Maru No. 1 | 537 | SONAR KAMOL |
| Masayoshi Maru No. 10 | 496 | GENYO MARU No. 10 |
| Masbon | 4756 | INDOBARUNA I |
| Mascagni | 17246 | CAPRICORN |
| Mascaretti Primo | 1241 | VERANIA |
| Mascaretti Secondo | 727 | SENILIA |
| Mascaretti Terzo | 536 | SATURNIA |
| Mascaroi | 379 | ERNAI |
| Mascato | 266 | DINISH |
| Mascot | 9628 | PROMETHEUS |
| Mascota | 138 | AGUAPEY |
| Mascota | 199 | CANETE 5 |
| Masfield | 65487 | CABO FRIO |
| Masfjord | 486 | RINNA |
| Mashala | 1599 | SCHIAFFINO |
| Mashallah | 488 | KALI LIMENES III |
| Masharif | 125 | SALAHI 2 |
| Mashima Maru No. 2 | 121 | CATHERINE I |
| Mashima Maru No. 3 | 181 | RAYMOND IX |
| Mashimizu Maru | 176 | HATSUMIZU MARU |
| Mashu | 6316 | GARYOUNIS |
| Mashu | 15832 | MAERSK CYPRESS |
| Mashu Maru | 4440 | MASHU REEFER |
| Masindo | 1008 | PRESIDENT |
| Masiques | 304 | SOUSOU EXPRESS |
| Masirah—I | 706 | KANINI I |
| Maskonor | 180 | SEACRUST 157 |
| Mason Lykes | 7189 | CAPE BLANCO |
| Masovia | 33406 | CENGIZ—K |
| Masri III | 530 | MIRNA M |
| Massabielle | 443 | GRAMPIAN ROSE |
| Massachusetts | 117285 | OCEAN RUNNER |
| Massalia | 1940 | ATRIA |
| Massalia | 10513 | CANDI |
| Massena | 121 | MOUETTE |
| Massima | 385 | SURYADI |
| Massimiliano F | 31279 | PALVIA |
| Massur No. 2 | 337 | HAE NAM 502 |
| Mastara I | 148 | TELUK SEKAR |
| Master A | 15286 | HUA XIN |
| Master Eric | 117 | JOHN PAUL |
| Master Jim | 131 | MARLU |
| Master Lee | 135 | VIET DUC XII |
| Master Marc | 107 | RANA |
| Master Mike II | 154 | DIVINE MERCY |
| Master Norwood | 135 | CATHERINE E. |
| Master Stacey | 111 | KEMA SUE |
| Master Stacy | 114 | PAN AM II |
| Master Stavros | 4527 | ANSMA |
| Master Stefanos | 18634 | ANGELIKI D |
| Master Todd | 101 | BANDOLERO |
| Master Tom | 134 | MS. CECILE |
| Masterman | 229 | EKTOR |
| Mastholm | 285 | ATHINA |
| Mastodon | 950 | DEA SUPPORTER |
| Mastrevik | 298 | SULEVAER |
| Mastrocostas | 867 | LARA |
| Mastrogiorgis | 2127 | ERGINA |
| Masu Maru No. 15 | 119 | PACIFIC STAR No. 15 |
| Masu Maru No. 16 | 122 | PACIFIC STAR No. 16 |
| Masu Maru No. 18 | 283 | FUKUYO MARU No. 58 |
| Masu Maru No. 37 | 114 | LU CHANG PU 9001 |
| Masu Maru No. 38 | 114 | LU CHANG PU 9002 |
| Masuei Maru | 199 | YAMATO MARU |
| Masuei Maru No. 5 | 487 | SHINEI MARU |
| Masuei Maru No. 18 | 199 | KAIUN MARU |
| Masuei Maru No. 22 | 167 | KIJANG |
| Masuei Maru No. 22 | 176 | TIFON |
| Masuei Maru No. 23 | 149 | SUN JIN No. 101 |
| Masuei Maru No. 23 | 182 | PRIMO |
| Masuei Maru No. 25 | 193 | SHONAN MARU No. 11 |
| Masuei Maru No. 25 | 196 | KATELIA II |
| Masuei Maru No. 27 | 153 | SUN JIN No. 202 |
| Masuei Maru No. 27 | 176 | HAKUSUI MARU No. 2 |
| Masuei Maru No. 27 | 191 | CAYUSE |
| Masuei Maru No. 28 | 268 | CHI GANG TUO 2 |
| Masuei Maru No. 31 | 195 | KANSAI MARU No. 3 |
| Masuei Maru No. 32 | 290 | KINYOU MARU |
| Masuei Maru No. 35 | 149 | SUN JIN No. 12 |
| Masufuku Maru | 497 | HISAYOSHI MARU |
| Masuhime Maru | 499 | MASUHIME |
| Masumi Maru | 969 | REINA No. 101 |
| Masumi Maru No. 8 | 240 | JINSHEN |
| Masuriki Maru No. 5 | 198 | JASON III |
| Masut III | 223 | ANGO |
| Mata II | 6254 | UNIWISE |
| Matadi | 8870 | MODESTY |
| Matadi Palm | 8870 | MODESTY |
| Matador | 5561 | TIJESNO |
| Matagorda | 120 | ST. MARTIN |
| Matahari | 417 | MUTIARA III |
| Matai | 18316 | DELFINI |
| Matane | 297 | R. V. PROSPECTOR |

| | | |
|---|---|---|
| Matane 1 | 297 | R. V. PROSPECTOR |
| Matara | 447 | ZHEN JIANG |
| Matarani | 195 | TALARA 8 |
| Mataura | 8386 | BOLERO REEFER |
| Matco I | 166 | DARANA R |
| Matco II | 166 | WHITE DOVE |
| Matco III | 166 | NEW SEA ROVER |
| Matco IV | 166 | LOIS U. WETMORE |
| Mate I | 947 | AHSAN K |
| Mate Zalka | 1350 | ADEN |
| Mater Dei 3 | — | RELAX |
| Mathea | 299 | MATHEA LUPE |
| Mathea | 479 | AGON |
| Matheos | 17950 | PAVLOS V |
| Mathew | 12387 | ELLI M. |
| Mathias Reith | 1026 | WINDGLOW |
| Mathilda | 496 | ROSAYELENA |
| Mathilda | 499 | ZHE DAI 319 |
| Mathilda | 1123 | ISLA DE LA GOMERA |
| Mathilde | 411 | TRI—SKY |
| Mathilde Maersk | 10368 | NEDLLOYD SEOUL |
| Mathilde Schulte | 41872 | ANADOLU |
| Mathios | 794 | S. C. C. 2 |
| Mathios | 2985 | KAILASH |
| Mati | 3913 | SANG THAI JEWELRY |
| Matija Gubec | 9001 | MARABOU |
| Matija Ivanic | 5962 | MILD |
| Matilde | 199 | FERDINANDO PRIMO |
| Matilde R | 147032 | BERGE BORG |
| Matina | 5880 | LOVERVAL |
| Matina | 6085 | AL ATTARED |
| Matlamani | 591 | SABAH EL KHEIR |
| Matsas Costas | 141 | COSTAS |
| Matsas Salvor | 791 | SEAWOLFE |
| Matsesta | 6202 | IASON |
| Matsonia | 15412 | BRITANIS |
| Matsu Maru No. 3 | 250 | BUNABA |
| Matsu Maru No. 3 | 790 | SAIGONPETRO 1 |
| Matsu Maru No. 5 | 1114 | OCEAN STAR |
| Matsu Maru No. 8 | 498 | KOSHO MARU |
| Matsu Maru No. 11 | 199 | YURA MARU No. 20 |
| Matsu Maru No. 15 | 198 | BLUE DIAMOND |
| Matsu Maru No. 21 | 176 | OMINATO MARU No. 28 |
| Matsu Maru No. 21 | 198 | BLUE DIAMOND |
| Matsu Shima No. 1 | 843 | KALIMANTAN MADJU |
| Matsuei Maru No. 1 | 499 | COASTANK I |
| Matsuei Maru No. 5 | 228 | SIN NAM No. 11 |
| Matsuei Maru No. 8 | 198 | BLUE DIAMOND |
| Matsuei Maru No. 11 | 185 | TAKA MARU No. 17 |
| Matsuei Maru No. 11 | 373 | TENYU MARU |
| Matsuei Maru No. 35 | 293 | KATSUEI MARU No. 8 |
| Matsuei Maru No. 38 | 304 | SACHI MARU No. 55 |
| Matsuei Maru No. 38 | 315 | DONG WON No. 610 |
| Matsuei Maru No. 72 | 299 | SHINKO MARU |
| Matsuei Maru No. 88 | 344 | MANKAN MARU No. 5 |
| Matsufuku Maru No. 28 | 194 | PHANTOM |
| Matsufukujin Maru | 5929 | UNIJE |
| Matsukaze Maru | 2890 | SUN PANAMA |
| Matsumae | 15832 | BACTAZAR |
| Matsumi Maru | 998 | ULTRA ALPHA |
| Matsumi Maru No. 3 | 100 | SUNLIGHT ALICE No. 1 |
| Matsumine Maru | 9199 | CHRISTINA S |
| Matsumoto Maru | 110 | CAPTAIN JUNIOR |
| Matsuo Maru No. 1 | 116 | MATSUO MARU No. 10 |
| Matsuo Maru No. 11 | 111 | MATSUO MARU No. 12 |
| Matsuo Maru No. 18 | 154 | SEA FOX |
| Matsuo Maru No. 28 | 154 | SEA FOX |
| Matsuo Maru No. 62 | 294 | CEDRO |
| Matsuo Maru No. 68 | 127 | SAN MARINO No. 68 |
| Matsuo Maru No. 81 | 156 | SHINKO MARU No. 38 |
| Matsusei Maru No. 1 | 344 | SHUNYO MARU No. 18 |
| Matsusei Maru No. 2 | 323 | YOSHIMI MARU No. 7 |
| Matsusei Maru No. 5 | 379 | RYOAN MARU No. 3 |
| Matsusei Maru No. 15 | 204 | HAN GIL No. 11 |
| Matsusei Maru No. 15 | 299 | DON FRANCISCO B—I |
| Matsusei Maru No. 25 | 297 | HAK YANG |
| Matsusei Maru No. 28 | 267 | HAN YANG No. 51 |
| Matsushima Maru | 2990 | MICHLIFEN |
| Matsushima Maru | 2991 | DIAMOND RED HORSE |
| Matsushima Maru | 2996 | NAGATEEP |
| Matsushima Maru No. 2 | 699 | SHOSHIN MARU |
| Matsushima Maru No. 3 | 499 | SUMMIT II |
| Matsushima Maru No. 31 | 491 | YOSHIGA MARU No. 15 |
| Matsushima No. 2 | 699 | SHOSHIN MARU |
| Matsushiro Maru | 10264 | DISCOVERER 511 |
| Matsuyama | 638 | WANG THONG |
| Matsuyama Maru | 997 | C. P. 11 |
| Matsuyama Maru No. 5 | 976 | KALYPSO STAR III |
| Matsuyama Maru No. 10 | 975 | GIGLIO |
| Matsuyama Maru No. 11 | 981 | AZIZA I |
| Matsuyama Maru No. 12 | 2823 | GEMILANG I |
| Matsuyama Maru No. 15 | 1580 | THUONG LY |
| Matsuyama Maru No. 18 | 2697 | MOOGAL |
| Matsuyoshi Maru No. 3 | 199 | AOFUKU MARU No. 3 |
| Matsuyoshi Maru No. 7 | 110 | SHINSEI MARU No. 8 |
| Matsuzono Maru | 1840 | BANDO CANNA |
| Mattar I | 832 | GMMOS ENERGY |
| Matten I | 3128 | NEW HAIHUA |
| Matten 11 | 3174 | SU QI |
| Matter | 100 | MATTAR |
| Mattheus | 140 | AALTJE MARGRIET |
| Mattheus | 221 | ORCK |
| Matthew J. Boyle | 308 | OKTO |
| Matthias | 499 | MAGED H |
| Matthias Claudius | 1599 | TIGER STREAM |
| Matthias Focher | 650 | FANTACO |
| Matthias Rehder | 2335 | SOANKA |
| Matthias Reith | 3128 | NEW HAIHUA |
| Mattling I | 818 | JET ANN—VI |
| Matton | 141 | TROY |
| Matton 25 | 141 | EVERGLADES |
| Mattun | 2197 | ROGALL |
| Mattuna Maid | 369 | GEMINI No. 1 |
| Matu Matu | 415 | TONG—SEANG |
| Matucha | 215 | NORMA |
| Matumba | 11470 | XING LONG |
| Matumba II | 18327 | NOMADIC DIXIE |
| Matupi | 2358 | MAHE REEFER |
| Maturin | 458 | LAGOVEN MATURIN |
| Matvik | 783 | COPEMAR I |
| Maud | 497 | AGELIKI L |
| Maud Reuter | 763 | MARK III |
| Mauna Kea | 4437 | NORTHERN EAGLE |
| Mauna Loa | 199 | PORTLAND |
| Maung | 1618 | DELTA MAS |
| Maunganui | 829 | SALEEM |
| Maupassant | 405 | OPPENHEIMER |
| Mauranger | 18438 | BOW VIKING |
| Maurania II | 181 | TOWMASTER |
| Maureen | 45278 | KAPITAN SPIVAK |
| Maureen Brush | 192 | BILL BRUSH |
| Maureen June | 155 | THIRLET |
| Maureen Patricia | 112 | VILA DA MURTOSA |
| Maureen Sea | 2493 | AMERICAN EMPRESS |
| Maurice Tracey | 164 | POCAHONTAS |
| Mauricio de Oliveira | 2912 | PAULINE M. |
| Mauritius | 632 | CAPE ST. PAUL |
| Mauritius | 2092 | AYDA III |
| Mauro D'Alesio | 4592 | FALESIA |
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| Maursund | 121 | RAEKA |
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| Mavis | 381 | LIMNOS |
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| Mawal | 394 | KARANG DJAWA |
| Mawan | 2963 | MIRKA |
| Mawar | 528 | SUNGAI SODOR 5 |
| Mawar | 868 | HUATENG |
| Mawar | 1336 | SEA PAL |
| Max Bastian | 4817 | ULA |
| Max Brauer | 750 | ARUCO I |
| Max Kare | 170 | BOANESFISK |
| Max No. 1 | 497 | KAKOGAWA |
| Max No. 3 | 195 | YONSOON |
| Max No. 5 | 892 | HOCK HAI LEE |
| Max Star | 199 | RATLER |
| Max 2 | 510 | REDWOOD I |
| Max 6 | 990 | SEA ENDEAVOUR |
| Maxim | 2486 | RYOKOH 6 |
| Maxine | 117 | LANGOSTINO 3 |
| Maxwell | 262 | 1991—2 |
| May Breeze | 4177 | RIMBA EMPAT |
| May Carp | 4446 | BEATA LEONHARDT |
| May Maryse | 1405 | GEORGINA K |
| May Rose | 3566 | EICHEONG MARU |
| May Sky | 2473 | ORIENTAL JADE |
| May Star | 20114 | NICHIRIN |
| May—Lis | 496 | AL TADAMUN 1 |
| May—lise | 345 | KAPP LINNE |
| May—Tove | 369 | REINOYFISK |
| May—Tove | 1846 | ORDINAT |
| Maya | 392 | PIRANA |
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| Maya | 6312 | SAN CARLOS I |
| Maya | 21926 | WILMASTER |
| Maya | 25776 | RHEIN |
| Maya I | 364 | FELIZ 101 |
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| Maya IV | 14397 | PAL MARINOS |
| Maya Maru | 3031 | WOOYANG PRINCE |
| Maya Maru No. 38 | 107 | PU 1601 |
| Maya Pioneer | 12583 | CERNIK |
| Maya V | 961 | MORAKOT |
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| Mayan Chief | 782 | KIRK CHIEF |
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| Maycrest | 532 | HAIMA |
| Mayfield | 5862 | SEAFROST |
| Mayflower | 129 | ZEEMEEUW |
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| Mayo | 329 | CELINE M |
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| Mayo | 372 | BELLA I |
| Mayo Lykes | 6420 | CAPE CLEAR |
| Mayombe | 5373 | BOB L |
| Mayori | 9367 | HAVLUR |
| Mayotta | 1447 | JET III |
| Mayrink Velga | 297 | TROVAO |
| Mayu I | 2499 | KURNIA SEJATI |
| Mazarpesca Primo | 199 | CANARINO |
| Mazarpesca Quarto | 199 | TAMARIX |
| Mazarpesca Quinto | 199 | PAVONE |
| Mazarpesca Secondo | 199 | CICLAMINO |
| Mazarpesca Sesto | 199 | MIMOSA |
| Mazarpesca Terzo | 199 | S. TERENZIO |
| Mazatec | 6513 | MAGNOLIA |
| Mazatlan | 138 | COPASA I |
| Mazin | 487 | STELLA MARINA |
| Mazoa I | 698 | AUTO TRADER |
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| Mazzini | 296 | MARIO BOTTEGHI |
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| MB—6017 | 130 | MAZIRBE |
| MB—6104 | 132 | VITYAZ |
| MB—6124 | 132 | VITYAZ |
| MB—6127 | 132 | OTVAZHNYY |
| MB—6129 | 132 | TAYFUN |
| MB—6130 | 132 | RUMB |
| MB—7004 | 233 | SAKHALINNEFT |
| MB—7007 | 233 | VOSTOK |
| MB—7009 | 233 | PODVODNIK |
| MB—7015 | 233 | SESTRORETSK |
| MB—7016 | 233 | GIDROSTROITEL |
| MB—7017 | 233 | BUG |
| MB—7018 | 233 | BELOMORSK |
| MB—7025 | 233 | MERIDIAN |
| MB—7027 | 233 | POLYARNIK |
| MB—7029 | 233 | 40 LET TAYMYRU |
| Mbandaka | 6572 | EMIL S.II |
| Mbuji Mayi | 6570 | EMIL S |
| Mc Diamond | 6837 | PRESIDENTE AGUIRRE CERDA |
| Mc—Kinney Maersk | 43332 | LINDO MAERSK |
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| Meaban | 405 | HARVEST SIRIUS |
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| Mecca 1 | 2307 | AL—QAMAR AL—SAUDI AL—MISRI I |
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| Mechi Venture | 3624 | PACIFIC VIOLET |
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| Med Adriatico | 2955 | MERCHANT VENTURE |
| Med Felicity | 11025 | RIURENI |
| Med Fidelity | 11025 | DRAGOMIRESTI |
| Med Frio | 1519 | ANNA R |
| Med Heron | 59994 | NYHERON |
| Med Lover | 5931 | CARL METZ |
| Med Mariner | 10625 | ZILEENA |
| Med Sea | 4269 | POSEIDONIA |
| Med Sea | 19407 | SOLDROTT |
| Med Sun | 68322 | MEGA BUCK |
| Med Tradition | 8015 | ILION |
| Med Victory | 10982 | CLELIA |
| Medan | 226 | CARLTON QUEEN |
| Medan | 227 | PESCAL I |
| Medan Maru | 5663 | MUTIARA PACIFIC TIGA |
| Medariana | 15656 | ZIM SYDNEY |
| Medea | 499 | TULUM |
| Medegeo | 3700 | GOLFO DEI FIORI |
| Medelena | 15656 | ZIM PIRAEUS |
| Medgas | 660 | MEDGAS II |
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| Medi Express | 15945 | RIJEKA EXPRESS |
| Medi Sea | 9488 | MERCHANT PRINCESS |
| Medi Star | 9488 | MERCHANT PRINCE |
| Medina | 988 | GALTIDE |
| Medina | 2963 | ANIA |
| Medina | 6806 | DOULOS |
| Medipas Bay | 6880 | PATRICIA |
| Medipas Sea | 5331 | VILLE DE COLOMBO |
| Medipas Sky | 4634 | ZIM CARIBE III |
| Medipas Star | 5331 | EWL SURINAME |
| Medipas Sun | 4999 | LUSO |
| Medipas Tide | 7190 | MC RUBY |
| Medipas Wave | 8384 | ELISABETH SCHULTE |
| Medipas Wind | 4999 | NORASIA ATTICA |
| Medipas 1 | 5331 | EWL SURINAME |
| Mediterranea | 26793 | MSC LUISA |
| Mediterranean Eagle | 3052 | INSULANO |
| Mediterranean Eagle | 5313 | ESTEBRUGGE |
| Mediterranean Express | 990 | ANGUS EXPRESS |
| Mediterranean Highway | 12568 | CORMO EXPRESS |
| Mediterranean Seal | 297 | EL METRO |
| Mediterranean Sky | 1565 | NORDBAY |
| Mediterranean Star | 5731 | LUCIE SCHULTE |
| Mediterranean Sun | 1565 | NORDSTAR |
| Mediterranean Sun | 8139 | TALLINK |
| Mediterranean Sun | 68322 | MEGA BUCK |
| Mediterranee | 5324 | ARCADI |
| Mediterranian | 1460 | PELOR |
| Medorfea | 15656 | ZIM TRIESTE |
| Medorient Challenger | 1599 | MERCANDIAN IMPORTER III |
| Medov Italia | 1593 | EMMA D. P. |
| Medula | 123 | ANN—MARI |
| Medusa | 183 | LOUISE GAJ |
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| Medway | 534 | MELAKA JAYA III |
| Medway I | 497 | ELEFTHERIOS |
| Medyn | 6202 | ROMASHKA |
| Mee-Tholstrup | 299 | MEE |
| Mee Tholstrup | 300 | FOGAS I |
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| Meerdrecht | 25387 | MELGAR BAY |
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| Meerkatze II | 962 | MEERKATZE 2 |
| Meeuw | 212 | EMMANUEL SHADOW |
| Meeuw | 381 | SANDSKAR |
| Meg | 490 | YUSUF NAIBOGLU |
| Mega | 3174 | SU QI |
| Mega Berlisa | 64289 | MEGA SUN |
| Mega Hawk | 73141 | MEGA |
| Mega Julie | 53387 | WARDA |
| Mega Pacific | 52757 | SULBY |
| Mega Pilot | 43511 | CROSBY |
| Mega Star | 21595 | HUA GE |
| Mega Star | 48154 | ZIYA S |
| Megalochari | 716 | SKIATHOS |
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| Megalopolis | 6505 | VIVA VICTORIA |
| Megan Anne | 137 | CAROLE L |
| Meganom | 1211 | ALEKSANDR OBUKHOV |
| Meganom | 15912 | ALKMINI |
| Megara Iblea | 1725 | AVRA |
| Megerinden | 575 | KHATRI 12 |
| Megh Doot | 3364 | CARLA |
| Meghan A | 10383 | MEGHAN ACE |
| Megrez | 1596 | VILARO |
| Megrunn | 208 | STADHAV |
| Mehamn | 499 | CAM VENTURER |
| Mehamnfjord | 199 | VALANES |
| Mehamntral | 499 | CAM VENTURER |
| Mehetal | 245 | IMKE C |
| Mehmet Guveli | 1221 | TURANLAR II |
| Mehmet Kefeli | 5919 | ATLANTIC |
| Mei Cheng | 212 | SUNG JUI |
| Mei Yuan No. 1 | 276 | BASMA |
| Meidoornsingel | 469 | EFI I |
| Meifuku Maru No. 8 | 187 | MYOFUKU MARU No. 8 |
| Meiho Maru | 127 | KINKAI MARU No. 6 |
| Meiho Maru | 441 | HORAI MARU No. 50 |
| Meiho Maru | 496 | MINAKATA MARU |
| Meiho Maru | 510 | REDWOOD I |
| Meiho Maru | 697 | CAPTAIN ANDREAS |
| Meiho Maru | 4934 | SEAWISE |
| Meiho Maru | 23020 | FILOKTITIS |
| Meiho Maru | 43684 | OCEAN ACE |
| Meiho Maru No. 2 | 498 | TAIYO No. 5 |
| Meiho Maru No. 8 | 116 | WAKABA MARU No. 1 |
| Meiho Maru No. 8 | 199 | YUSHO MARU |
| Meiho Maru No. 8 | 412 | RYOEI MARU |
| Meiho Maru No. 11 | 299 | KEIHAN MARU |
| Meiho Maru No. 16 | 387 | KOYO MARU No. 3 |
| Meiho Maru No. 17 | 499 | HOYO MARU No. 16 |
| Meiho Maru No. 18 | 199 | SHINSHO MARU No. 18 |
| Meiho Maru No. 68 | 158 | MEIHO MARU |
| Meiho Maru No. 78 | 152 | MIYAWAKA MARU No. 8 |
| Meihou | 23020 | FILOKTITIS |
| Meiji Maru | 10102 | AL—TAJWAR |
| Meiji Maru No. 11 | 282 | KISSHO MARU No. 3 |
| Meiji Maru No. 18 | 281 | MI SAN No. 2 |
| Meijoku Maru No. 18 | 448 | RYOUN MARU No. 7 |
| Meijun Maru | 9607 | TERN |
| Meika Maru | 287 | NICHIRYU MARU |
| Meika Maru | 652 | YUSEI MARU No. 5 |
| Meike | 496 | MIESTO |
| Meike | 981 | ALFAMA |
| Meiko Maru | 120 | JOJO I |
| Meiko Maru | 193 | TOKUSEN MARU No. 2 |
| Meiko Maru | 492 | IVANA |
| Meiko Maru | 498 | MIJA No. 7 |
| Meiko Maru | 998 | WOO SUNG |
| Meiko Maru | 2804 | ISLAND No. 3 |
| Meiko Maru | 16623 | MAVROTISSA |
| Meiko Maru No. 28 | 138 | SANEI MARU No. 8 |
| Meikohmaru | 120 | JOJO I |
| Meilandstind | 178 | SIRAFISK |
| Meilly | 31551 | GAZIA |
| Meilnur | 136 | NAVIEL |
| Meindert | 136 | GAZELLE |
| Meindert Hendrik | 168 | STEPHANIE |
| Meindert Jan | 249 | LINDA C |
| Meise | 305 | VELA LUKA |
| Meise | 1473 | SCOTIA |
| Meisei | 855 | YUSEI MARU |
| Meisei Maru | 199 | KOHO MARU No. 3 |
| Meisei Maru | 242 | CHUNG YANG No. 3 |
| Meisei Maru | 998 | WOO SUNG |
| Meisei Maru No. 1 | 299 | EBISU MARU No. 55 |
| Meisei Maru No. 2 | 110 | WAKABA MARU No. 11 |
| Meisei Maru No. 7 | 113 | KYOWA MARU No. 1 |
| Meisei Maru No. 11 | 314 | LEWIS |
| Meisei Maru No. 56 | 150 | KISHIN MARU No. 8 |
| Meisei Maru No. 68 | 145 | URAYOSHI MARU No. 68 |
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| Meisho Maru | 1996 | JAMAL SHAH |
| Meisho Maru | 72321 | BRIGHT PHOENIX |
| Meisho Maru No. 8 | 487 | SEA GODDESS I |
| Meisho Maru No. 15 | 167 | DONG YU 3016 |
| Meisho Maru No. 15 | 339 | TALA No. 1 |
| Meisho Maru No. 15 | 348 | AIN KERMA |
| Meisho Maru No. 18 | 135 | WAKABA MARU No. 1 |
| Meisho Maru No. 28 | 246 | KONAN MARU No. 20 |
| Meisho Maru No. 35 | 349 | EAST BELL 505 |
| Meisho Maru No. 51 | 299 | MEISHO No. 51 |
| Meisho Maru No. 53 | 297 | YAKUSHI MARU No. 11 |

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| Meisho Maru No. 58 | 396 | JASMINE |
| Meisho Maru No. 63 | 266 | CHIDORI MARU No. 31 |
| Meisho Maru No. 81 | 349 | PUERTO SAN JULIAN |
| Meisho Maru No. 85 | 439 | DAIJIN MARU No. 3 |
| Meisho Maru No. 87 | 314 | SHOTOKU MARU No. 53 |
| Meisho Maru No. 88 | 299 | KINPO MARU No. 38 |
| Meissen | 164 | RON |
| Meistersinger | 28260 | BL HELENE |
| Meitai Maru | 1520 | MEITAI |
| Meitai Maru | 122088 | T. M. REGULUS |
| Meiten Maru | 11003 | ROSMERCATA |
| Meitoku Maru | 199 | KOSHO MARU |
| Moitoku Maru | 498 | SHINSHO MARU No. 18 |
| Meitoku Maru | 995 | MIN HAI YOU 3 |
| Meitoku Maru No. 2 | 498 | BAMBI |
| Meitoku Maru No. 3 | 683 | MEITOKU |
| Meitoku Maru No. 5 | 496 | HAI XING |
| Meitoku Maru No. 15 | 827 | SANG THAI 3 |
| Meiwa Maru | 497 | KAKOGAWA |
| Meiwa Maru | 1540 | PISCES |
| Meiwa Maru | 1840 | BANDO CANNA |
| Meiwa Maru No. 1 | 198 | KYOKUSHU MARU |
| Meiwa Maru No. 3 | 435 | FUKU MARU No. 8 |
| Meiwa Maru No. 5 | 499 | SHINSEI MARU |
| Meiyo Maru | 185 | SUNGAI DJANG II |
| Mejean III | 2830 | YANG ZI JIANG 6 |
| Mekargo A. | 491 | ANTARES |
| Mekhanik Fedorov | 4262 | MEHANIKIS FJODOROVS |
| Mekhanik Gerasimov | 4262 | MEHANIKIS GERASIMOVS |
| Mekhanik Krull | 1366 | MEHAANIK KRULL |
| Mekhanik Volkosh | 6030 | LOOTSGRACHT |
| Mekki | 173 | MANWEL |
| Meklong | 394 | KARANG DJAWA |
| Mekong I | 135 | HAI LONG |
| Mekong II | 135 | HASIKIN No. 10 |
| Mela | 16407 | LA FRENAIS |
| Melaka Bay | 1599 | PETER SIF |
| Melampus | 10443 | CMB EBONY |
| Meland | 262 | VEST—TAMPEN |
| Meland | 299 | SANDBJORN |
| Melanie | 15832 | MAERSK CEDAR |
| Melanie Kaye | 133 | CAPE FALCON |
| Melaren | 1599 | BEREZINO |
| Melati | 1516 | ABADI |
| Melati II | 1681 | SUPRINDO I |
| Melba Gail | 101 | CAPT. COLEMAN |
| Melbider | 341 | SOUTHERN STAR |
| Melbourne Trader | 14406 | STENA GOTHICA |
| Melchior | 119 | ADMIRABLE II |
| Meldoorn | 499 | HAROON |
| Melena Theriot | 190 | SNOW RIVER |
| Melford | 640 | PERSEUS |
| Melgar | 195 | CANETE 4 |
| Meli | 1170 | GULF ESPLENDOUR |
| Melia | 1734 | YUSHO |
| Melia | 3810 | EROS |
| Melia | 4967 | MINERVA |
| Melina | 997 | SENTOSA |
| Melina | 1558 | LIBERTY STAR |
| Melina I | 997 | SENTOSA |
| Melina One | 28557 | BRAHMS |
| Melinda | 489 | WILLIAM ALBURY |
| Melinda | 1558 | LIBERTY STAR |
| Melion | 2993 | VIGOUR VICTORY |
| Melis | 498 | AGIP DAR |
| Melisa K | 5168 | HAI RONG |
| Melissa | 498 | AGIP DAR |
| Melissa Ann | 130 | RIA DE AVEIRO |
| Melissa I | 498 | AGIP DAR |
| Melissa J | 101 | INTRUDER |
| Melissa K. | 496 | ALVIN R. V. |
| Melissa Mary | 19077 | SAMUEL FRANCIS |
| Melita | 1036 | DELTA STAR |
| Meliti | 2311 | PRIOZERSK |
| Meliton | 8985 | SYMPHONIC |
| Mellum | 105 | DIO |
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| Mellum | 724 | FRIOSUR I |
| Mellumersand | 1999 | KALOS |
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| Melody | 6190 | SAFINA—E—ISMAIL 2 |
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| Melouya | 493 | ELODIE II |
| Meloyfergen | 232 | OSA |
| Meloyvaer | 839 | STRILVARD |
| Meloyvaer | 1197 | TROMSBAS |
| Melrose | 1542 | EVDOXIA K |
| Melshorn | 468 | ISBJORN |
| Melsomvik | 11599 | SEAPROGRESS |
| Melsomvik | 22960 | ALARA |
| Meltem Universal | 6311 | MELTEM |
| Meltemi | 22806 | ANGELA FORESI |
| Meltemi II | 878 | PRINCE ALBERT |
| Meltemi III | 13858 | GALILEO |
| Melton Challenger | 999 | LIBRA |
| Melton Clipper | 499 | SUNGAI BONE |
| Melton Pioneer | 499 | PIONER |
| Melton Viking | 498 | SURYA KARYA |
| Melton Voyager | 1604 | AL GHARRAFAH |
| Melur | 868 | TORNADO |
| Melville Venture | 1766 | PROGRESS LIBERTY |
| Membau | 745 | BARKAT |
| Memberamo | 138 | PUTRA LUWU |
| Membership | 4994 | YARY |
| Memel | 471 | LINDA MICHELLE |
| Memnon | 17180 | HAI XIONG |
| Memories | 3819 | EMRE II |
| Menalon | 3018 | EVA G |
| Menam | 5590 | OKTAY TARIK |
| Menam Maru | 5590 | OKTAY TARIK |
| Menantic | 122199 | STENA CONTENDER |
| Menara I | 128 | KALTIM |
| Menara II | 123 | SANDIKA I |
| Menchie | 972 | ANTORAS II |
| Mendawai | 3509 | GOLDEN CAMIA |
| Mendeleyev | 2378 | PYOTR PAKHTUSOV |
| Mendiola | 182 | ABOQS |
| Mendip | 1593 | CASTELROSSO |
| Mendip Prince | 1459 | RASHIDAH |
| Mendocino | 1490 | NISQUALLY |
| Mendy | 299 | NORDVANG |
| Menelaos | 11539 | NAN DU JIANG |
| Menelaos Th. | 1266 | SEA PIONEER I |
| Menelaus | 17180 | TRADE GREEN |
| Menelaus ARL 13 | 989 | MARYLAND CLIPPER |
| Menes | 541 | STRIL TENDER |
| Menes | 998 | RHONDA |
| Menestheus | 17146 | CMB ESPRIT |
| Meng Lei | 683 | SAKAEMACHI MARU |
| Mengistu H. M. | 11292 | ABBAY WONZ |
| Menhir | 13978 | HUANDOY |
| Menina Christina | 20122 | MENINA C |
| Menje | 364 | REBEL |
| Menje | 399 | PRINCESSE BERNADETTE |
| Menkar | 1602 | MOANA IV |
| Menkar | 3777 | WESER STAR |
| Menkar N | 499 | CHERYL B. |
| Menkar—N | 499 | CHERYL B. |
| Menna | 445 | LARISSA |
| Menna | 600 | SEA SUPPLIES |
| Menton | 499 | HETLAND |
| Mentor | 1599 | TADORNE II |
| Mentor | 10867 | ST. NIKOLAS I |
| Mentor | 14623 | SADAN KALKAVAN |
| Mephisto | 124 | GJOKEN |
| Mer Eagle | 992 | LANDWIND |
| Mer Star | 498 | CARIB STAR |
| Merak | 495 | GEORGIOS |
| Merak | 3957 | BALTIC SUN |
| Merak Eighty | 23925 | SILVER TARGET |
| Meran | 726 | IDEAAL |
| Meranti | 4633 | LIN HAI 26 |
| Merapi | 13914 | IRAN KOLAHDOOZ |
| Meratus | 1168 | MAYASARI |
| Meratus II | 1303 | SEJAHTERA PACIFIC |
| Merauke | 764 | CHIPBEE |
| Merauke | 1159 | TRISNA II |
| Merbabu | 13914 | ARASTOU |
| Merc Aequator | 499 | RACHMANUEL 2 |
| Merc Africa | 1512 | BRAVA PRIMA |
| Merc America | 1572 | MINA |
| Merc Asia | 1390 | FRIEDA |
| Merc Astra | 499 | HAJ MOHAMMED |
| Merc Australia | 1362 | GRUNDARFOSS |
| Merc Baltic | 1096 | DARPO TUJUH |
| Merc Caribia | 499 | ILEIGH |
| Merc Continental | 1507 | LADY CONTINENTALE |
| Merc Continental | 1804 | KAI YUAN |
| Merc Contractor | 184 | CHIARA |
| Merc Europa | 499 | GUSON |
| Merc Groenlandia | 496 | ROSAYELENA |
| Merc Jytte | 399 | LONE BAAND |
| Merc Karen | 399 | FLORIDA REEFER |
| Merc Mariner | 399 | LUCIE |
| Merc Maris | 399 | CRIZETA |
| Merc Orientalis | 1555 | NORIENT |
| Merc Pacific | 1055 | STINA |
| Merc Phoenecia | 1390 | COULANT |
| Merc Polaris | 499 | NIAGA XXI |
| Merc Scandinavia | 1547 | DYNA BULK |
| Merc Texco | 1096 | DARPO DELAPAN |
| Merc Trader | 399 | GIGI TRADER |
| Mercanaut | 299 | RIMA M |
| Mercandan | 299 | POLFORS |
| Mercandian Admiral | 1599 | ATLANTIC MOON |
| Mercandian Admiral II | 7955 | HEIMDAL |
| Mercandian Agent | 700 | CHELIA |
| Mercandian Ambassador | 1598 | CASABLANCA S. |
| Mercandian Ambassador II | 7955 | AZILAL |
| Mercandian Atlantic | 1693 | SHANGHAI WISEMAN |
| Mercandian Caix | 931 | ZARKA |
| Mercandian Carrier | 699 | SANG THAI QUEEN |
| Mercandian Carrier II | 1599 | BELARD |
| Mercandian Commander | 1598 | RUBICONE |
| Mercandian Diplomat | 7955 | AZROU |
| Mercandian Exporter | 699 | ALCOY |
| Mercandian Exporter II | 1599 | SPIRIT OF FREEDOM |
| Mercandian Express | 2809 | EQUATOR GRAND |
| Mercandian Express II | 12189 | DANA CIMBRIA |
| Mercandian Globe | 15375 | SANTA MARIA |
| Mercandian Governor | 4290 | KRAKA |
| Mercandian Importer II | 1864 | CALA FUSTAM |
| Mercandian Merchant II | 1599 | OMO WONZ |
| Mercandian Moon | 1599 | POLLY PRESTIGE |
| Mercandian Nautic | 19689 | MOUNT CAMEROON |
| Mercandian Pacific | 1692 | SANTIAGO |
| Mercandian Pacific II | 19689 | N. D. S. ATLANTIC |
| Mercandian President | 4472 | LODBROG |
| Mercandian Prince | 1599 | ATLANTIC TRADER |
| Mercandian Queen | 1599 | PACIFIC TRADER |
| Mercandian Sea | 1599 | CANDIA |
| Mercandian Shipper | 700 | EUROPE 92 |
| Mercandian Sky | 1555 | TRAMARCO SAILOR |
| Mercandian Star | 1599 | POLLY PIONEER |
| Mercandian Sun | 1598 | UFUK |
| Mercandian Supplier | 699 | SELIN |
| Mercandian Supplier | 1599 | DEPA QUARTA |
| Mercandian Supplier II | 1599 | CIDADE DE FUNCHAL |
| Mercandian Transporter | 699 | SANG THAI HONOR |
| Mercandian Transporter II | 1599 | PINTO |
| Mercantas | 300 | PERIM |
| Mercante | 2495 | SOUTHERN KING |
| Mercantic | 525 | SIGNAKO |
| Mercantil Cabo Frio | 15163 | R. F. CARIOCA |
| Mercantil Friburgo | 17893 | TUPI ILHA BELA |
| Mercantil Itaborai | 26512 | TUPI BUZIOS |
| Mercantil Mage | 1329 | CINDYA |
| Mercantil Parati | 15163 | R. F. POTOMAC |
| Mercantil Petropolis | 17893 | TUPI PONTA NEGRA |
| Mercantil Rio Bonito | 16490 | MANSURNAVE II |
| Mercantil Sao Fidelis | 1329 | ATLANTICA |
| Mercantil Saquarema | 22972 | TUPI ANGRA |
| Mercantil Teresopolis | 15220 | NORSUL SOBRAL |
| Mercantil Valenca | 4566 | JESSICA |
| Mercantil Vassouras | 4759 | APODY |
| Mercator | 297 | PAZ |
| Mercator | 487 | LIBRO |
| Mercator | 1191 | PHILIPPOS |
| Mercator | 16486 | KYDON |
| Mercator | 17218 | KATERINA P |
| Mercator | 17252 | SEA CHIEFTAIN |
| Mercator | 35863 | CHOYANG FRONTIER |
| Mercator G | 16486 | KYDON |
| Merced | 3173 | KIPU |
| Merced II | 7223 | SANGHA |
| Merced No. 1 | 314 | PUK YANG No. 3 |
| Merced No. 2 | 314 | MARVEN No. 2 |
| Merced No. 3 | 283 | PUK YANG No. 6 |
| Mercedes | 127 | MERCEDES II |
| Mercedes | 37611 | KAPITAN PUTILIN |
| Mercedes | 39631 | DELAWARE |
| Mercedes Maria | 59533 | THEOGENNITOR |
| Mercedes 2 | 149 | CLEMENZA |
| Mercedes 3 | 149 | SANTA ELENA |
| Mercedes 6 | 158 | PRISCILLA |
| Mercedes 7 | 158 | ALEXANDRA |
| Mercedes 8 | 105 | COOPERMARTIR 8 |
| Mercedes 9 | 105 | COOPERMARTIR 9 |
| Mercedes 10 | 105 | COOPERMARTIR 10 |
| Mercedes 11 | 105 | COOPERMARTIR 1 |
| Merchant Isle | 2955 | MERCHANT VENTURE |
| Merchant Navigator | 1565 | GEOMASTER |
| Merchant Patriot | 5157 | IBN KHALDOUN |
| Merchant Prelude | 15313 | JANICE AUNG |
| Merchant Promise | 10870 | LANKA AMILA |
| Merchant Trader | 1577 | NORMAN COMMODORE |
| Merci Jesus | 293 | GRACIAS |
| Mercia | 1140 | KARIN |
| Mercia | 1812 | KALBA SUCCESS |
| Mercia Shore | 1285 | MERCIA SERVICE |
| Merck Jocklandier | 499 | SAVE |
| Mercs Bentota | 442 | JIA YUN |
| Mercs Colombo | 1582 | MAN MEET |
| Mercs Kadawata | 1419 | LOUISA |
| Mercs Kandy | 5907 | JOHN N |
| Mercs Matara | 447 | ZHEN JIANG |
| Mercs Maturata | 499 | JIN LONG |
| Mercs Negombo | 442 | ZHONG JIANG |
| Mercs Tangalla | 448 | MIN HAI 329 |
| Mercs Trinco | 453 | XING JIANG |
| Mercs Uva | 499 | YUN LONG |
| Mercur | 299 | SINUS |
| Mercur | 491 | ILDERIM VI |
| Mercur | 11248 | ISIS |
| Mercuria | 3144 | MADONNA |
| Mercurio | 765 | CEBU I |
| Mercurius | 7566 | COFFEE TRADER |
| Mercurius H | 397 | LESVIOS |
| Mercury | 115 | LUCKY SUE |
| Mercury | 146 | STEDFAST |
| Mercury | 438 | URANUS |
| Mercury | 2502 | DAGOHOY |
| Mercury | 2826 | EQUATOR |
| Mercury | 11309 | CAPE ANN |
| Mercury | 18268 | CURY |
| Mercury Bay | 9681 | MINDORO BAY |
| Mercury Bell | 5958 | ARMADA AGUNG |
| Mercury Clipper | 6453 | EARL PEMBROKE |
| Mercury Gulf | 9309 | PASIG RIVER |
| Mercury Island | 15763 | MAERSK PINE |
| Mercury River | 9309 | PASIG RIVER |
| Mercury Sky | 10239 | TAAL LAKE |
| Mercury 1 | 2043 | KUO LIE No. 2 |
| Mercury(MC) | 8025 | MAINE |
| Mercy | 14783 | CEMRE 1 |
| Meredith E | 8789 | CCNI ANCUD |
| Mereghan V | 499 | REGULUS |
| Merel | 196 | BELLE GELICA |
| Merengue Express | 3163 | ATLANTICA 1 |
| Meres | 487 | ATLANTIC REEFER II |
| Meres | 10109 | PATCHARA NAREE |
| Meres—N | 516 | ABADAN STAR |
| Merete Lau | 190 | KENTY |
| Merethe Juncher | 358 | PETIT FOLMER |
| Merganser | 132 | SEA WIFE |
| Mergeb | 269 | EL MERGEB |
| Meriam | 1120 | TALAAT |
| Merian | 11228 | ORNELLA |
| Merian G | 11228 | ORNELLA |
| Mericunda | 17960 | ZHAO YANG HAI |
| Merida | 3127 | RENATA B. |
| Merida | 15375 | MERCANDIAN ARROW |
| Merida | 37314 | PINEWELL SPIRIT |
| Meriden | 498 | GREEN ISLAND I |
| Meridian | 190 | MARINE GUARDIAN |
| Meridian | 1759 | UKSNOY |
| Meridian | 24955 | AL TAIF |
| Meridian Express II | 297 | BIANCA VICE |
| Meridian Frio | 1399 | PAMPERO |
| Meridian I | 299 | LEONIS |
| Meridian III | 424 | MONICA |
| Meridian Paa | 3621 | AQUILA |
| Meridian Sea | 9872 | EAGLE I |
| Meridian Sky | 1586 | EFTYCHIA |
| Meridian Sky | 130812 | AVAJ 2 |
| Meridiana | 3705 | OMS CHINNEY II |
| Meriem | 1390 | FRIEDA |
| Meriom I | 17824 | OTTAVIANO |
| Merit | 35284 | ORSOLA B |
| Merit I | 112306 | ATLAS PRIDE |
| Merit No. 5 | 299 | SHINYU MARU No. 5 |
| Merito | 2199 | MUSI |
| Meritt | 2046 | CAPTAIN NIKOLAS |
| Merka | 282 | OUDE MAAS |
| Merkaduw | 1052 | HARRY T |
| Merket | 1041 | VARIM I |
| Merkur | 946 | MANABERG |
| Merkur Africa | 5168 | HARI BHUM |
| Merkur America | 4937 | WING SON |
| Merkur Bay | 5561 | TIJESNO |
| Merkur Beach | 5450 | BIMANTARA SATU |
| Merkur Delta | 6088 | BIMANTARA DUA |
| Merkur Island | 5962 | BANGLAR ROBI |
| Merkur Island | 18145 | NEDLLOYD MAURITIUS |
| Merkur Portugal | 5967 | EWL COLOMBIA |
| Merkur River | 9378 | HEBE |
| Merkur Sea | 9396 | ORINOCO |
| Merkurpaket | 128 | MODELL |
| Merkurpaket | 143 | LETO |
| Merlan | 499 | SEA MERLAN |
| Merlin | 149 | KATRIA PRIMA |
| Merlin | 11432 | TRINITY |
| Merlin | 106967 | BT VENTURE |
| Merlin I | 6480 | SUHL |
| Merlin No. 4 | 171 | HAI HIN 36 |
| Merlin 10 | 159 | MERLINA |
| Merlion | 9089 | CRYSTAL |
| Merlion I | 499 | ATINUCH |
| Mermaid | 144 | RINI |
| Mermaid | 3792 | ABOITIZ SUPERCONCARRIER III |
| Mermaid I | 4805 | ANN |
| Mermaid II | 106 | ALASKA QUEEN II |
| Mermaid Jupiter | 59998 | DIMITRIOS |
| Mermaid Marauder | 787 | ALADIN |
| Mermaid Raider | 685 | GULF TIDE |
| Meroil B | 494 | KRITI |
| Merope | 349 | KARAISKAKIS |
| Meropi | 452 | PANAGHIOTIS |
| Meropi | 487 | STELIOS A. |
| Meropi | 499 | SARONIS |
| Merou | 471 | PARIVASH |
| Merou | 543 | TONU |
| Merrie Jo II | 179 | TWEEDLES & DONNA |
| Merry Anne Maru No. 68 | 2853 | SERAYA |
| Merry Captain | 10630 | JAY GANESH |
| Merry Chiara | 2992 | VIRGINIA V |
| Merry Dolphin | 16600 | CYCLADES |
| Merry Med | 3522 | BLUE BAY |
| Merry Ocean | 4406 | TRADE RESOURCES |
| Merry Viking | 10603 | CMB SPLENDOUR |
| Merrydale | 145 | RESOUND |
| Mersa Matruh | 522 | AL FATEH |
| Mersamatruh | 522 | AL FATEH |
| Mersey | 129 | ROSLAND |
| Mersey | 485 | HYE MENG I |
| Mersey Bridge | 38602 | EASTRAY |
| Mersey No. 3 | 686 | W. D. ALPHA |
| Mersey No. 4 | 685 | W. D. BETA |
| Mersey No. 14 | 407 | HAVEN DREDGER |
| Mersey Nord | 129 | ROSLAND |
| Mersey Trader | 496 | MEDWAY TRADER |
| Mertainen | 23356 | EISEN |
| Merwede | 136 | RYVAR |
| Merwestad | 351 | JONSUE |
| Merzario Arabia | 5754 | LAXFOSS |
| Merzario Arcadia | 1524 | SAN JUAN |
| Merzario Arcadia | 8904 | LIDO GARIBALDI |
| Merzario Asia | 7422 | NEW HAITENG |
| Merzario Asia | 37784 | CGM RACINE |
| Merzario Ausonia | 5497 | STENA FREIGHTER |
| Merzario Belgio | 14796 | LONGAVI |
| Merzario Emilia | 5982 | C. R. TANGER |
| Merzario Emilia | 7223 | SANGHA |
| Merzario Espania | 18732 | NORDIC FERRY |
| Merzario Etruria | 967 | MEDANO |
| Merzario Fenicia | 1569 | UNIQUE |
| Merzario Fenicia | 9399 | LIDO DI VENEZIA |
| Merzario Francia | 5264 | EWL VENEZUELA |
| Merzario Gallia | 5792 | TOR ANGLIA |
| Merzario Grecia | 5465 | ATLANTIC FREIGHTER |
| Merzario Hispania | 5753 | BORE BRITANNICA |
| Merzario Hispania | 18732 | NORDIC FERRY |
| Merzario Ionia | 5766 | BORE GOTHICA |
| Merzario Ionia | 18779 | GRAIP |
| Merzario Italia | 22423 | TAABO ITALIA |
| Merzario Liguria | 1590 | ALDO |
| Merzario Liguria | 1593 | ZORBA EXPRESS |
| Merzario Lombardia | 3875 | IRVING TIMBER |
| Merzario Lombardia | 5290 | PACIFIC PROSPERITY |
| Merzario Nubia | 2548 | TUI CAKAU III |
| Merzario Olimpia | 1542 | KALMARSUND |
| Merzario Persia | — | BRUARFOSS |
| Merzario Sardinia | 1746 | ASTRON |
| Merzario Saudia | 3397 | MARLAGO I |
| Merzario Saudia | 4999 | LUSO |
| Merzario Syria | 1138 | QUEEN SEA 1 |
| Mesa 80 | 672 | SEAGULL |
| Mesabi | 9032 | WILLOWGLEN |
| Mesana | 652 | ABOYNE |
| Mesange | 10034 | LUCIEN PAQUIN |
| Mesis | 8766 | BAFFIN BAY |
| Meso | 497 | AKSEL—I |
| Mesogios | 144 | ZEUILA |
| Mesologi | 69155 | MARY STOVE |
| Mesra III | 181 | MELANA 6 |

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|---|---|---|
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| Messapia | 5207 | ZAMZAM |
| Messaria | 5521 | TONG ZHOU |
| Messberg | 1989 | MELISSA |
| Messenger | 149 | NEW HAMPSHIRE |
| Messidor | 48054 | EURO LEADER |
| Messinaki Proodos | 17938 | TEODORICO |
| Messiniaki Aigli | 16974 | NORTH WIND |
| Messiniaki Akti | 16977 | ASTIPALEA |
| Messiniaki Akti | 18708 | DA QING 87 |
| Messiniaki Aktida | 19298 | PARIATA |
| Messiniaki Anagennisis | 17852 | PUPPY F |
| Messiniaki Anatoli | 16975 | MATHRAKI |
| Messiniaki Anatoli | 18029 | MAERSK GANNET |
| Messiniaki Areti | 17355 | DONA LOULA |
| Messiniaki Avgi | 17487 | MARIGOLD |
| Messiniaki Avgi | 18643 | SONIA |
| Messiniaki Avra | 17484 | ATHENIAN HARMONY |
| Messiniaki Avra | 19298 | CARUAO |
| Messiniaki Bergen | 17485 | PUPPY P |
| Messiniaki Chara | 18247 | DONA MYRTO |
| Messiniaki Doxa | 17485 | PUPPY P |
| Messiniaki Doxa | 17549 | OSCO SWORD |
| Messiniaki Dris | 16937 | OTHONI |
| Messiniaki Drys | 17485 | PUPPY P |
| Messiniaki Filia | 74806 | ARAMIS |
| Messiniaki Fisis | 76149 | ALANDIA BAY |
| Messiniaki Fioga | 75124 | FORTUNA |
| Messiniaki Frontis | 68783 | EVOIKOS |
| Messiniaki Gi | 17824 | OTTAVIANO |
| Messiniaki Idea | 16937 | ANTIMILOS |
| Messiniaki Lampsis | 17309 | GARDENIA |
| Messiniaki Minde | 16937 | OTHONI |
| Messiniaki Ormi | 16940 | PAROS |
| Messiniaki Paradis | 16937 | KITHNOS |
| Messiniaki Pnoi | 18259 | WARDAH |
| Messiniaki Thea | 18247 | AGIOS VLASIOS VI |
| Messiniaki Timi | 17309 | SEARAMBLER |
| Mestre Manuel Casqueira | 231 | LATRAVIK |
| Mesurado | 3377 | LU FENG |
| Mesurado 3 | 101 | ANABEA |
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| Meta Buck | 136 | RYVAR |
| Meta Pantos | 164 | VINGASKAR |
| Meta Reith | 2819 | SANDRA S |
| Meta—Grete | 147 | KAPTAUBE |
| Metanol | 490 | THITA STAINLESS |
| Metaxata | 30875 | NORDIC FREEDOM |
| Metco | 494 | KRITI |
| Meteoor | 499 | IRIT |
| Meteoor | 1125 | RABUNION XVII |
| Meteooran | 499 | IRIT |
| Meteor | 352 | PELLINKI |
| Meteor | 2402 | NEPTUNE |
| Meteor | 2615 | RAPUHIA |
| Meteor | 2990 | NUBIA |
| Meteor | 11309 | CAPE ALEXANDER |
| Meteor I | 1999 | EURO CHALLENGER |
| Meteor II | 1999 | TRANSPORT DOURO |
| Meteor—Star | 333 | PHOENIX |
| Methan | 407 | EOLIANO |
| Methomi | 51427 | METSOVON |
| Methoni | 497 | AGELIKI L |
| Methoni | 37314 | PINEWELL SPIRIT |
| Metinda II | 256 | WILGA |
| Metre | 397 | AMINA |
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| Metric | 494 | NADA |
| Metric Vulture | 422 | RECOVERY |
| Metro | 499 | COASTANK I |
| Metro | 715 | ISTANA III |
| Metro No. 1 | 845 | DELIMA 121 |
| Metro No. 8 | 507 | MAHASA |
| Metro Star | 1658 | ERIN T |
| Metro Sun | 982 | HAMILTON ENERGY |
| Metsovon | 487 | PETROSTAR XII |
| Mette Alto | 400 | ALEXANDER K |
| Mette Bewa | 2834 | GOZDE—B |
| Mette Bravo | 479 | SEA CARRIER I |
| Mette Christensen | 1599 | WAKENITZ |
| Mette Coast | 299 | MARINEL |
| Mette Eliasen | 137 | BERIT JANE |
| Mette Holm | 195 | BENGIKA |
| Mette Jensen | 285 | TALADI |
| Mette Mejer | 298 | KYRU |
| Mette Mo | 2615 | ISTRA |
| Mette Mols | 2615 | ISTRA |
| Mette Polaris | 171 | MIANDA |
| Mette Silkeborg | 147 | ANGELA |
| Mette Steen | 299 | SOLOMON |
| Mette Tholstrup | 1599 | METTE KOSAN |
| Mette Viking | 399 | MIRANDA |
| Mette—Lotte | 149 | TEAM—WORK |
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| Mevi | 292 | HAUKNES |
| Mevi | 610 | VOSSO |
| Mevo | 397 | APRIL |
| Mexican Gulf | 28372 | MEXICANA |
| Mexican Reefer | 7547 | LIMNOS REX |
| Mexico | 8661 | TRADE VIGOUR |
| Mexico Express | 3113 | BLUE BIRD |
| Mexico I | 8661 | TRADE VIGOUR |
| Mexico II | 476 | ZACATECAS |
| Mexpet | 237 | GEORGE F. McGRAW |
| Mexphalte Maru No. 6 | 1476 | SHUKO MARU No. 6 |
| Mexphalte Maru No. 7 | 1843 | MUTIARA |
| Meyer Express | 1597 | WESERTAL |
| Meynell | 58650 | EL ANCORA |
| Mezianei | 349 | SALEH 1 |
| Mezzoforte | — | KARNEOL |
| Mezzoforte II | — | COLUMBIA |
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| MHC 39 | 369 | SITKIN ISLAND |
| Mi Dumplin | 113 | MORNING SUN |
| Mi Funny Face | 132 | GEORGE ALLEN |
| Mi Judy | 134 | STEVE C. |
| Mi Yang No. 6 | 884 | DAE WOONG |
| Mi—Cabo—Verde | 425 | PRESIDENT AUGUSTE DENISE |
| Mia | 493 | PERCO LIFTER |
| Mia | 16731 | JAG VIKRAM |
| Mia | 17040 | AGATHE |
| Mia Bos | 493 | PERCO LIFTER |
| Mia Margrethe | 112446 | BISOTOON |
| Miami Super | 1582 | CABO S. VICENTE |
| Miaoulis | 48124 | NORTH CAPE |
| Miasa Maru | 5858 | OBLAYOO |
| Micado Maru | 299 | SAINT JOSEPH II |
| Mican | 149 | RIKKE WESTERAA |
| Michael | 127 | CHINOOK |
| Michael | 289 | MOTHER LYDIA |
| Michael | 484 | MEHMET AKSOY |
| Michael | 1599 | MABROUK |
| Michael | 24069 | UBARANA |
| Michael B | 194 | VENKAT |
| Michael Bianca | 206 | ST. MICHAEL |
| Michael Bjerrum | 122 | LAIBOT |
| Michael C | 422 | ANKE J |
| Michael C. | 60827 | VYTINA |
| Michael Dee | 199 | EL OSO GRANDE II |
| Michael F | 108 | WENDY AND ERIC |
| Michael G | 462 | KATIE C |
| Michael I | 130 | KATLAND |
| Michael II | 477 | GEORGIOS I |
| Michael J. | 187 | OCEANIC SUPPLIER |
| Michael J. Goulandris | 24069 | UBARANA |
| Michael J. McAllister | 147 | BEVERLY B |
| Michael Jebsen | 3310 | BEI HE |
| Michael K | 56188 | COMBI SUN |
| Michael M. | 498 | PRINCESS FATIMAH |
| Michael Moran | 288 | VERONA |
| Michael Salman | 1599 | MABROUK |
| Michael Tracy | 147 | CITTIE POINTE |
| Michael Tracy | 200 | RUM POINT |
| Michael—Martin | 149 | MEJLSO |
| Michaela | 496 | ELLEN NORCOAST |
| Michaelisturm | 759 | OSA BREMEN |
| Michaelson Queen | 16914 | PAN RISER |
| Michail | 463 | MEGALOCHARI |
| Michail | 756 | RODNIK |
| Michalis | 491 | PANAGHIA MEGALOCHARI |
| Michalis | 8698 | FERARA |
| Michalis | 11460 | SU CHUN |
| Michalis G | 490 | DORALIA |
| Michalis Lemos | 16726 | RHEA |
| Michalis N | 499 | GEORGIA M |
| Michalis N. II | 495 | RASOULA N |
| Michalis S | 1599 | KURNIA DEWI |
| Michel | 417 | VITORIA NOVA |
| Michel | 466 | DAY—OUT |
| Michel | 481 | JOHANNA HENDRIKA |
| Michel | 567 | ALMANSOURAH |
| Michel & Renee | 347 | GIANNA K. |
| Michel Delmas | 17079 | FERNANDO PESSOA |
| Michel—Pierre | 104 | STRAIT CARRIER II |
| Michelangelo Ischia | 496 | CUMA |
| Michele | 3527 | SIAM STAR |
| Michele d'Amato | 29941 | KARABI |
| Michele Maglione | 2492 | CEFALLONIAN SUN |
| Michele T | 120 | UCAYALI 6 |
| Micheline I | 399 | AVENIR |
| Michelle & Cindy | 110 | MEDKIN |
| Michelle C | 8904 | PHEASANT |
| Michelle C | 16189 | KARRINGTON |
| Michelle F. | 2688 | CHIQUITA |
| Michelle Irene | 3086 | PACIFIC ORION |
| Michelle Rogers | 198 | ELSIE G. VIII |
| Michelle S | 2582 | ISLA DE GRAN CANARIA |
| Michelle—Cherie | 296 | HERSIR |
| Michi Maru | 132 | MITI MARU |
| Michiel | 174 | NOVA CURA |
| Michiel | 274 | LLOLLEO |
| Michigan | 4627 | ZANET |
| Michigan Sun | 8538 | SEADRIFT |
| Michishio | 1608 | ZHAN QIONG 4 |
| Michiteru Maru | 4002 | MEDAN JAYA |
| Mickey | 246 | COSTAS X |
| Mickey Smits | 981 | ALIDA TERZA |
| Micky | 377 | SAMY SOA |
| Micky | 489 | KATERINA I |
| Mico | 107 | BARON DE MAERE |
| Micoperi 11 | 1148 | MICOPERI 12 |
| Micoperi 26 | 17415 | HLS—2000 |
| Microba | 32280 | CLIPPER STAR |
| Micronesia Sunrise | 3406 | PACIFIC SUNRISE |
| Micronesia Transport | 3406 | PACIFIC SUNRISE |
| Midas | 492 | SKOPELOS |
| Midbaj Alyem | 1085 | NEEL NIDHI |
| Middel—Bank | 217 | ESVAGT ECHO |
| Middelburg | 37413 | NAVIOS BULKER |
| Middlegrund af Halmstad | 140 | MIDDELGRUND AF HALMSTAD |
| Middletown | 127968 | AL FUNTAS |
| Mideast | 1329 | DON GUILLO |
| Midgard | 886 | KRONOS |
| Midgard III | 123 | ROOMPOT |
| Midgard 15 | 123 | ROOMPOT |
| Midhordland | 220 | MIDTHORDLAND |
| Midia | 1599 | POLLY PIONEER |
| Midiboy | 4594 | AKRANES |
| Midland III | 100 | GRAINULA |
| Midmar I | 434 | MINA |
| Midnight Coast | 196 | BLACK RIVER |
| Midnight Crusader | 186 | BUFFALO RIVER |
| Midnight Sun | 185 | MIDNIGHT STAR |
| Midnight Worker | 195 | BIG JOHN |
| Midori Maru | 294 | KYOEI MARU No. 8 |
| Midori Maru | 360 | BEGIN |
| Midori Maru No. 1 | 462 | KOTA SILAT |
| Midori Maru No. 5 | 499 | TAIRIN MARU |
| Midorikai Maru No. 1 | 1452 | SERVICE V |
| Midoy Viking | 499 | MAY |
| Midsland | 796 | VLIELAND |
| Midsland | 1588 | PELTRADER |
| Midvingur | 272 | HAVSOKI |
| Midway | 452 | GOOD HOPE |
| Midway | 10055 | JIN HU |
| Mie Maru No. 7 | 498 | AN PHU DONG |
| Mieczyslaw Kalinowski | 7148 | OCEAN REGINA |
| Miedwie | 797 | MAISTROS |
| Mieke 1 | 399 | TIKERAK |
| Mieke—W | 397 | MELANI |
| Miera | 508 | MIERS |
| Mies | 232 | TELUK AMBON |
| Mies | 309 | NICOLAOS TH |
| Mifunesan Maru | 45613 | E. B. TRADER |
| Mightiness | 3883 | STEVE GLORY |
| Mighty | 10439 | REHAB |
| Mighty | 109229 | DYNAMIC |
| Mighty Rex | 4531 | POLSA DOS |
| Mighty Zodiac | 5656 | AMRTA III |
| Mignon | 299 | JADE |
| Mignon | 492 | HANNE CATHARINA |
| Mignon | 2847 | WEI RIVER |
| Miguel | 268 | TALIARTE |
| Miguel | 7257 | MIGUEL 1 |
| Miguel de Cervantes | 200 | GUANAPE 9 |
| Miguel de Larrinaga | 9047 | HAE GUM GANG |
| Miguel Angel | 235 | TARATA 2 |
| Miguel Hildalgo | 7257 | MIGUEL 1 |
| Miguel Primero | 268 | TALIARTE |
| Mihaba—Rock | 195 | JETTE NORDFISK |
| Mihalis | 56188 | COMBI SUN |
| Miho Maru | 178 | ANGEL |
| Miho Maru | 1756 | FRIO ALASKA |
| Miho Maru | 16381 | FENG YING |
| Miho Maru No. 2 | 125 | CHUNG RYONG 103 |
| Miho Maru No. 7 | 498 | SUMIYOSHI MARU No. 52 |
| Miho Maru No. 8 | 473 | KAZU MARU |
| Miho Maru No. 8 | 655 | SHU JIN |
| Miho Maru No. 11 | 938 | SEKIJU MARU No. 5 |
| Miho Maru No. 31 | 284 | HAASHIM |
| Miike Maru | 139 | DYNAMIC |
| Miike Maru | 4980 | BEI CHENG |
| Mijdrecht | 25377 | MAINIT BAY |
| Mijndert Jan | 152 | IMMANUEL |
| Mik | 103 | SKARVASTEINUR |
| Mika | 213 | GABRIELA I |
| Mika | 217 | ISORTOQ |
| Mikado Maru | 4871 | SANTA EMILIA |
| Mikage Maru No. 8 | 971 | OCEANIA I |
| Mikal Berntsen | 415 | BARENTSTRAL |
| Mikal Hind | 295 | HELGANES |
| Mikamisan Maru | 2746 | GANGOTRI |
| Mikarenos | 9371 | ESTRO |
| Mikasa | 3094 | PACIFIC BAHAGIA |
| Mikasa | 36679 | MARIPOSA |
| Mikasa Maru | 175 | HARUNA MARU |
| Mikasa Maru | 197 | HAI GANG 23 |
| Mikasa Maru | 499 | MASUHIME |
| Mikasa Maru | 642 | PROGRESSIVE POWER |
| Mikasa Maru No. 3 | 184 | TAISEI MARU No. 18 |
| Mikata Maru | 16277 | SEAOATH |
| Mikawa | 699 | YOSHINO |
| Mikawa Maru | 272 | SUN JIN No. 7 |
| Mikawa Maru | 4944 | EVANS |
| Mike | 723 | FEEDSHIP I |
| Mike & Harry | 113 | MARY CODY |
| Mike and Kendrah | 101 | BRANDILYN ROSE |
| Mike I | 373 | CARINE |
| Mike I | 1006 | POPI H. |
| Mike II | 497 | OLYMPOS |
| Mike K | 4967 | MINERVA |
| Mike 1 | 218 | FAUSTINE |
| Mike 3 | 2298 | NAJDIAH |
| Mikelden | 5353 | HUA GUI |
| Mikelis Buka | 2100 | SIRIUSS |
| Mikette | 142 | TUCANA |
| Mikha Tskhakaya | 20317 | LEVAN |
| Mikhail Lomonosov | 3281 | MIHAILS LOMONOSOVS |
| Mikhail Suslov | 9885 | PYOTR PERVYY |
| Mikhal | 1409 | RATHDOWN |
| Mikhial Orlov | 3017 | DIANA |
| Miki Maru | 5278 | OSIRIS I |
| Mikiala | 125 | MIKIALA II |
| Mikioi | 243 | MASTER |
| Mikiona | 280 | KOKUA |
| Mikitoyo Maru | 2991 | PASSATORE |
| Mikkel Mols | 2430 | TEISTIN |
| Miko Maru | 2623 | PREMSHIP IV |
| Mikolady | 9634 | KYDONIA |
| Mikuni Maru No. 11 | 235 | BO KANG No. 307 |
| Mikuni Maru No. 11 | 331 | CHOYO MARU No. 57 |
| Mil Mar II | 101 | ELIZABETH C |
| Mil Mar V | 100 | LIBRA |
| Mil 25 | 387 | BP 25 |
| Mil 40 | 272 | MONA 1 |
| Mil 50 | 291 | MAX S |
| Mil 51 | 494 | PETROL 3 |
| Mila | 487 | STELLA MARINA |
| Milagro I | 120 | TIGRE 4 |
| Milagro II | 120 | TIGRE 5 |
| Milagro III | 120 | TIGRE 6 |
| Milagro IV | 120 | TIGRE 7 |
| Milagro IX | 310 | ANCASH 1 |
| Milagro V | 120 | TIGRE 8 |
| Milagro X | 310 | ANCASH 2 |
| Milagro XI | 310 | ICA 1 |
| Milagros | 823 | OSLJAK |
| Milanian | 574 | MEHR |
| Milas | 499 | YALIKOY II |
| Milburn Carrier | 2579 | ARKLOW RIVER |
| Mild Extend | 5962 | MILD |
| Mild Sea | 6051 | SOUTHERN HOPE |
| Mildred A. | 101 | KATHERINE |
| Mildstedt | 1168 | MAYASARI |
| Miletos I | 27001 | LIEPAYA |
| Milfin Joy | 110 | BRINY MARIN |
| Milford Crouch | 166 | FLINDERS TRADER |
| Milgracia | 998 | DELSTAR |
| Militos | 64695 | OCEAN RANGER |
| Milky Way | 13138 | TOURMALINE |
| Milky Way | 20420 | HUA MING |
| Mill 35 | 233 | HELLETANK |
| Milla | 296 | MARIO BOTTEGHI |
| Millabianca | 296 | MARIO BOTTEGHI |
| Millac Star | 298 | KORMORAN |
| Millard County (LST 987) | 2923 | COLUMBUS |
| Mille | 439 | KAMILLA HOPE |
| Mille | 2494 | SANTA RITA |
| Miller Matsqui | 113 | SUNSHINE EXPRESS |
| Miller Surrey | 131 | DOROTHY ROBINSON |
| Millerntor | 494 | SCOTIA VENTURER |
| Millerntor | 5498 | VASIL APRILOV |
| Millerovo | 6242 | AMFITRITI |
| Milles | 30332 | NAFTILOS L. S. |
| Milligan | 200 | PALBRO PRIDE |
| Million Trader | 14387 | WANI SWAN |
| Milly | 21372 | MATHILDAKI |
| Milly Ekkenga | 403 | STAPAVIK |
| Milly Gregos | 21372 | MATHILDAKI |
| Milna | 151 | OTAC IVAN |
| Milo | 215 | TARATA 8 |
| Milocer | 169 | NEMIRNA |
| Milora | 15195 | TREKRONER |
| Milos | — | PHU YEN 2 |
| Milos | 7170 | EL—REDA |
| Milos Island | 8788 | NEPTUNE SPINEL |
| Milos Island | 10322 | CLIPPER MAJESTIC |
| Milos II | 654 | MILOS |
| Milos IV | 482 | FARSA I |
| Milos K | 4855 | ILOS |
| Milos 111 | 494 | SOFIA |
| Milross | 30381 | MARIGOULA K |
| Milton S. Patrick | 120 | NORTH ISLAND |
| Milvia | 496 | KHATTAR |
| Mily | 120 | TIGRE 2 |
| Mimer | 131 | HADARVAAG |
| Mimi Christa | 425 | DHERAHA |
| Mimi Hansen | 298 | SOL KARI |
| Mimi Hansen | 299 | LILLE—TANJA |
| Mimi M | 3801 | ASIAN CLIPPER |
| Mimir | 168 | HAPPASAELL |
| Mimis N. Papalios | 8972 | WAVE CREST |
| Min Fung | 4201 | NAN HU |
| Min Hai 116 | 2907 | GU SHAN |
| Min Hai 118 | 1522 | YU SHAN |
| Min Jung No. 3 | 520 | NAM SUNG No. 9 |
| Min Lie | 1597 | TA TUNG No. 1 |
| Min Shui Leng 3 | 760 | MIN LENG 3 |
| Min Shui Leng 5 | 962 | MIN LENG 5 |
| Min Tide | 635 | MAHAL |
| Min Woo No. 1 | 3533 | TANKTRADER I |
| Mina Abdullah | 19488 | JAMBUR |
| Mina Entrego | 2971 | DYSTOS |
| Mina 1 | 399 | UNITY I |
| Minaa Maaree | 567 | MASAHI |
| Minab(FC) | 16015 | MOKRAN |
| Minadjaja 1 | 161 | TJENDERAWASIH |
| Minador | 4887 | VIJERA |
| Minakata Maru | 499 | YASUHIKO MARU |
| Minakkhi | 87 | MACHRANGA |
| Minarosa | 4837 | RASA |
| Minart | 1578 | ZIM LEVANT |
| Minas Maru | 984 | DELSAN EXPRESS |
| Minas—Cue | 1089 | CHACO BOREAL |
| Minasam I | 604 | MORGANA |
| Minato Maru | 217 | HAI HE |
| Minato Maru No. 18 | 133 | MINA RAYA 21 |
| Minato Maru No. 18 | 249 | HALCYON No. 1 |
| Minato Maru No. 85 | 351 | DONG YEONG No. 510 |
| Minato Maru No. 108 | 585 | AQUATIC PIONEER |
| Minatour | 1567 | URIBANTE |
| Mindanao Cement III | 247 | MARIA CRISTINA II |
| Mindanao Sampaguita | 14031 | ATLANTIC SAPPHIRE |
| Mindanao Transport | 870 | CRISANTA |
| Mindanao 1 | 2410 | MANILA SHINE |
| Minde | 267 | KLAUS D |
| Mindful | 498 | C. C. 7 |
| Mindulle No. 105 | 312 | POONG SAN No. 12 |
| Mine | 458 | DOGRUYOLLAR II |
| Miner VI | 350 | COMINOLAND |
| Miner VII | 264 | POSEIDON |
| Mineral Alegria | 36330 | NILE DELTA |
| Mineral Belgium | 31725 | STRAHLHORN |
| Mineral Hoboken | 40067 | BERANA |
| Mineral Liege | 75801 | HIGHLANDER |
| Mineral Luxembourg | 40059 | IPANEMA |
| Mineral Marchienne | 36330 | MINERAL STAR |
| Mineral Samitri | 40059 | SAMITRAL |
| Mineralis | 36330 | MINERAL STAR |
| Minerva | 149 | TUBIGAN KING |
| Minerva | 497 | A. H. PORTOFINO |
| Minerva | 6172 | EAST LARK |
| Minerva | 9055 | STEPHENSON |
| Minerva | 17882 | GALP SETUBAL |
| Minerva | 59802 | MINERVA I |
| Minerva | 120776 | ALVAND |
| Minerva I | 399 | EASTSEA |
| Minerva Island | 13427 | MAGNISIA |
| Minerva II | 1194 | STAR OF MASSAWA |
| Minerve | 625 | HALCON II |
| Minetama Maru | 8091 | KRITIAS |
| Ming Chang | 2694 | MANII |
| Ming Cheer | 13949 | EAGLE WORLD |
| Ming Chun | 2903 | JOHAN PEARL |
| Ming Fortune | 2998 | BUFFALO |
| Ming Hope | 13875 | MSC ELIANA |
| Ming Hu | 5104 | BLUETANK LANCER |
| Ming Jade | 22073 | MARKOS N |
| Ming Kiong 2 | 582 | SEMAI 1 |

| | | |
|---|---|---|
| Ming Ren | 1987 | PORTSUN 3 |
| Ming Yi | 6476 | TONG HU |
| Ming Yu | 22073 | MARKOS N |
| Ming Zhu | 23226 | METIN KALKAVAN |
| Ming 102 | 597 | SUI JIU 203 |
| Ming 302 | 597 | SUI JIU 203 |
| Mingechaur | 722 | AZERBAYDZHANSKIY RYBAK |
| Mingren Enterprise | 3883 | STEVE GLORY |
| Minhal 1 | 1116 | MRINAL |
| Minhao | 4874 | WAN PING |
| Minho | 1457 | ECO MONDEGO |
| Mini | 497 | SAGAR TARANI |
| Mini Cloud | 1598 | ALLEGRA |
| Mini Lady | 1585 | KIUNGA CHIEF |
| Mini Lake | 1500 | QUEEN OF DIAMOND |
| Mini Lamp | 1592 | MARIANA |
| Mini Lance | 1355 | SEA SABAH |
| Mini Lane | 1355 | SEA SHEIKH |
| Mini Lark | 1582 | MERCURY JADE |
| Mini Laurel | 1567 | PUPIDORA |
| Mini Law | 1594 | MINI MERCHANT |
| Mini Leaf | 1584 | MANAURE |
| Mini Leg | 1580 | MINI SAKURA |
| Mini Lens | 1557 | RIOHACHA |
| Mini Leo | 1500 | QUEEN OF HEART |
| Mini Lid | 1564 | MINI MONARCH |
| Mini Life | 1597 | KOREAN SHIPPER |
| Mini Lift | 1580 | SEA WIND |
| Mini Lilac | 1598 | ROSE |
| Mini Lion | 1585 | MERCURY PEARL |
| Mini Log | 1566 | OLYMPIA |
| Mini Look | 1569 | GLOBAL CHALLENGER |
| Mini Lotus | 1598 | NANA I |
| Mini Luck | 1355 | SEA NASS |
| Mini Lux | 1594 | SEA LUCK |
| Mini Lyra | 1574 | AMERICAN MARK |
| Mini Moon | 1540 | CEBO MOON |
| Mini Orbit | 7193 | STORON |
| Mini Scan | 299 | DILANI |
| Mini Sky | 1566 | ALDEN |
| Mini Star | 1585 | ST. ANDREAS |
| Mini Star | 1595 | BERGON |
| Mini Sun | 1599 | SAVA |
| Mini Sun | 3556 | ARWA |
| Mini—One | 498 | CARIB 1 |
| Minia | 1152 | RANIA K |
| Minigirl | 847 | JEDDAH N. M. I |
| Miniland | 894 | REA SKY |
| Miniland | 2061 | VIK |
| Minireefer | 375 | SAFIYE SULTAN |
| Minisea | 3564 | BALTIC STAR |
| Ministar | 1336 | SEA PAL |
| Ministro Eugenio A. Blanco | 12622 | INGENIERO HERMITTE |
| Minitrans | 1246 | AASLAND |
| Minjak | 1041 | LEKO |
| Mink | 470 | ALLEGE |
| Minn | 146 | NEWCASTEL |
| Minna | 299 | CARBAS |
| Minnahaha | 154 | PERSEVERE |
| Minneapolis | 1598 | NEREUS |
| Minnesota | 1588 | ROMIOS |
| Minnie | 304 | NEWTON |
| Minnow | 211 | THOR HEYERDAHL |
| Mino Maru | 22235 | DIWATA |
| Minoa | 1943 | STORM |
| Minol 8 | 485 | IRENE |
| Minol 14 | 325 | BAWA 1 |
| Minol 15 | 325 | FREEHAND |
| Minola | 4989 | FAKREDINE |
| Minoljo | 485 | IRENE |
| Minor | 369 | JANE |
| Minor Eagle | 350 | COMINOLAND |
| Minorca | 199 | ALONISSOS |
| Minorca | 399 | MEDAWAR I |
| Minories | 369 | JANE |
| Minoru | 36547 | LING HU |
| Minos (Arl—14) | 2319 | KARGADAN |
| Minos Star | 10765 | TRONO |
| Minotavros | 68630 | KNOCK NEVIS |
| Minshan | 2970 | LONG SHAN |
| Minus | 225 | SEIHAV |
| Minx | 2695 | NHA TRANG 16 |
| Mio Blanca | 3564 | HAKKO ACE |
| Miquelon | 399 | LONE BAAND |
| Miquelon Express | 418 | MARINAL I |
| Mir | 1935 | PYENG HOA |
| Mir | 6173 | DA PING SHAN |
| Mir—1 | 119 | DOKTOR LUBECKI |
| Mira | — | BRANDARIS |
| Mira | 890 | DARPO SEPULUH |
| Mira | 1064 | DIAMOND |
| Mira | 1307 | NATALI |
| Mira | 9986 | SEA PROGRESS |
| Mira | 12619 | SPLIT |
| Mira Permata | 4213 | SEATRA EXPRESS |
| Mira Primo | 293 | EGADI EXPRESS |
| Mirach | 1604 | AL GHARRAFAH |
| Miraculix | 268 | J. E. TOWER |
| Mirador del Fito | 615 | PEDRA RUBIA |
| Mirafiori | 137902 | RAFIO |
| Miraflores | 4975 | MAX VICTORY |
| Miramar | 238 | DRAGONERA |
| Miramar | 499 | PATRITSIA V |
| Miramar | 1597 | HUBRO |
| Miranda | — | GEMA |
| Miranda | 148 | OUR MIRANDA |
| Miranda | 149 | CARMENCITA |
| Miranda | 259 | IDA MARIA |
| Miranda | 299 | MARCELLA II |
| Miranda | 559 | SKANDIA K. |
| Miranda | 836 | ALBATROSS |
| Miranda | 115466 | ALBORZ |
| Miranda I | 993 | CARIBE MERCHANT |
| Mirasol | 492 | SKOPELOS |
| Mirasol | 5374 | COLUMBA |
| Mirasol | 6016 | SKY HOVER |
| Mirela | 1479 | C. T. M. A. VOYAGEUR |
| Mirella | 499 | JETASS |
| Mirella Camurati | 952 | DON BASILIO |
| Mirella T. | 349 | KARAISKAKIS |
| Mirenchu | 4084 | GALAZIO KYMA |
| Mirfak | 101 | AUKE |
| Mirfak | 1579 | FIVI |
| Miri | 1067 | NINIKA |
| Miriam | 398 | DUNO |
| Miriam | 1457 | CORAL GABLES |
| Miriam Borchard | 1599 | EURO COLOMBIA |
| Miriam C. | 297 | BIANCA VICE |
| Miriam I | 492 | ODS MURENA |
| Miriam M. Defelice | 198 | MORANIA No. 1 |
| Mirian | 499 | ANTEO |
| Mirjana | 200 | PIZARRO 4 |
| Miro | 3232 | FONTENOVA |
| Mirolima | 2358 | COFFEE EXPRESS |
| Mironorte | 3232 | BEIRA RIO |
| Mirosal | 4674 | MEI YUAN |
| Mirow | 299 | MIRO |
| Mirsal Alyem | 1085 | NEEL JALINI |
| Mirta S | 9577 | NEREUS |
| Mirtoan Sea | 9307 | HONG QI 104 |
| Miryam | 1280 | PANNARAI |
| Mirzam | 999 | SKY BIRD |
| Misaki | 35954 | GLORY CAPE |
| Misaki Maru | 123 | MISAKI MARU No. 2 |
| Misaki Maru No. 2 | 499 | MISAKI |
| Misaki Maru No. 11 | 234 | KUM DO No. 7 |
| Misaki Maru No. 28 | 299 | RIMA BUENO |
| Misan No. 1 | 326 | FAZARA I |
| Misana | 7484 | DONATA |
| Mischief | 156 | AMERICAN CHAMPION |
| Miseva | 2311 | ELBLAG |
| Mishima | 518 | LUZILLE |
| Mishima Maru | 2912 | KIN PING HAI |
| Mishima Maru No. 2 | 237 | TERASHIMA MARU |
| Mishima Maru No. 8 | 396 | EIHO MARU No. 61 |
| Mishnish | 1599 | G. ROUSSOS II |
| Mishref | 8479 | IOANNIS R |
| Misida | 2311 | COMMODORE CLIPPER |
| Misigssut | 232 | GLOBAL STAR |
| Misinderan | 255 | WESTERN CHALLENGER |
| Misool | 1253 | NAGA JAYA |
| Misox | 490 | CAT |
| Miss Adella Jo | 162 | OCEAN MARINER |
| Miss Albro | 372 | ULVIK HEVEA TRANSPORT |
| Miss Alicia | 106 | MARIETTA |
| Miss America II | 112 | BLACK AND WHITE |
| Miss Anguilla | 367 | MARIA EUGENIA |
| Miss Anita Lynn | 129 | ASHLEY JAUNELLE |
| Miss Ann Rene | 125 | BAYOU BRAVE |
| Miss Annie | 499 | HAFRA |
| Miss April | 122 | ISLANDER |
| Miss Argentina | 285 | ENSCO MONITOR |
| Miss Barbara | 112 | MADAM DENIM.ITCH |
| Miss Betty B. | 172 | CAPT. ODELL |
| Miss Billee | 163 | GULF SWORD |
| Miss Carolyn | 271 | PAIGE |
| Miss Charmaine | 110 | RUCO |
| Miss Chiara | 2992 | VIRGINIA V |
| Miss Christi | 103 | GULF KING 32 |
| Miss Cindy | 258 | KARA LEIGH |
| Miss Coastal Bend | 133 | AMERICAN HOPE |
| Miss Connie | 101 | DALLAS COWBOYS |
| Miss Debbie | 124 | RICHARD HEATH |
| Miss Debby | 123 | CHRIS |
| Miss Dianne | 101 | ST. DOMINIC |
| Miss Dina | 30919 | REA |
| Miss Earline | 130 | DEVILS ISLE |
| Miss Edith Z | 114 | BOLD LADY |
| Miss Elaine | 118 | MISS LAN |
| Miss Elly | 499 | HAFRA |
| Miss Eloise | 112 | VILA DA MURTOSA |
| Miss Flora | 113 | CAPTAIN KEARBY |
| Miss Freeport | 198 | FRANK H. WHITMORE |
| Miss Han | 126 | TONYA JANE |
| Miss Helen | 195 | ALI AL—HAMAD |
| Miss Helen II | 195 | ALI AL—HAMAD |
| Miss Jacqueline II | 115 | MISS ANNIE |
| Miss Jane | 145 | LADY AURORA |
| Miss Janet | 203 | OCEAN EXPLORER I |
| Miss Jeanette | 148 | MISS EMELINA |
| Miss Josie | 101 | TERRI—LYNN |
| Miss Juanita | 160 | GULF LANCE |
| Miss Judy B. | 102 | KENTUCKY DAUGHTER |
| Miss Julie | 110 | NADER |
| Miss K | 134 | STEVE C. |
| Miss Katie | 146 | ROBERT JR |
| Miss Kelly | 100 | ISLA MUJERES |
| Miss Lauren | 158 | AGITATOR |
| Miss Lavon | 122 | DANNIE MAE |
| Miss Lee | 112 | DON GUILLO |
| Miss Lena | 121 | GULF PROVIDER |
| Miss Linda K | 115 | LINDA GAYLE |
| Miss Liz | 155 | IMSALV FOX |
| Miss Lori Dawn II | 192 | SEA EXPLORER |
| Miss Lynn | 199 | CATHERINE TURECAMO |
| Miss Lynne Marie | 101 | BRENDA GAIL |
| Miss Margeret | 136 | ALMAHROSA |
| Miss Mary Ellie | 129 | NOTHING HONEY |
| Miss Maryellen | 125 | TASHA MARIE |
| Miss Melissa | 130 | NORTHERN SPIRIT |
| Miss Mickie | 122 | STEAK LADY |
| Miss Mildred | 193 | TURECAMO BOYS |
| Miss Minerva | 112 | CAPT. CHRIS |
| Miss Molly | 134 | MY KIDS |
| Miss Monna Ann | 105 | THE WANDER |
| Miss Natalie | 191 | GULF RULER |
| Miss Nicole | 102 | AVENTURERO |
| Miss Patricia | 110 | BRINY MARIN |
| Miss Patricia | 163 | GULF GALE |
| Miss Pauline | 108 | THE GIPPER II |
| Miss Peggy | 134 | BETTY GALE |
| Miss Quintana | 103 | NOMAD |
| Miss Rhonda Amy | 106 | NORMA CATALINA |
| Miss Rik | 126 | MIDNIGHT SUN |
| Miss Rita | 168 | GERARD MICHAEL |
| Miss Roberta | 119 | MARY LOUISE |
| Miss Rochelle B. | 114 | JESSICA LYNN |
| Miss Rozena | 110 | CRISTY & CRYSTAL |
| Miss Ruby | 100 | MISS JENNY |
| Miss Safa | 229 | IMSALV LYNX |
| Miss Sandy | 119 | SANDY |
| Miss Shirley | 102 | MISS MAVIS |
| Miss Susan | 101 | DUDE |
| Miss Suzie | 112 | CARRISA |
| Miss Sybil | 101 | HALLELUJAH No. 23 |
| Miss Teresa W | 118 | REBECCA |
| Miss Teri | 119 | ISLA MAGUEYES |
| Miss Tracy | 153 | JONATHON MICHAEL |
| Miss Trudel | 218 | ACONIT |
| Miss Tulu | 491 | THERESA |
| Miss Vickie Lynn | 132 | CAPTAIN LYMAN |
| Miss Vicky | 143 | ZELIA |
| Miss Virginia | 117 | MISS RENONA |
| Miss Vivian | 134 | BRIDGOT DENISE |
| Miss Wilma | 100 | SEAQUEST ONE |
| Mission San Diego (AS) | 8039 | WASHINGTON |
| Mission San Diego (FP) | 8047 | OHIO |
| Mission San Jose (AS) | 8047 | OHIO |
| Mission San Jose (FP) | 8025 | MAINE |
| Mission San Jose (MC) | 8039 | WASHINGTON |
| Mission San Juan (MC) | 8025 | MAINE |
| Mission Santa Clara | 20020 | SABINE |
| Mississippi | 5300 | EAGLE NOVA |
| Mississippi | 15680 | CANMAR VENTURE |
| Mississippi | 15688 | STAR MISSISSIPPI |
| Mississippi | 138276 | KHARK 4 |
| Mistasam | 499 | CHERYL B. |
| Mistelle | 499 | HAFRA |
| Mister Alan | 180 | HONCHO |
| Mister B. | 299 | DUENAS |
| Mister Bob | 180 | CHAMORRO |
| Mister Bruce | 169 | BOB AQUARIA |
| Mister Chip | 198 | RECOVERY VI |
| Mister Chris | 158 | PEGASUS I |
| Mister Cornishman | 230 | SHAULA |
| Mister David | 152 | NEPTUNE |
| Mister Lobster Eleni | 189 | SPARHAWK I |
| Mister M | 183 | NEW JERSEY SUN |
| Mister Richard | 196 | ASHLEY HALE |
| Mister Ross | 101 | JASON LEE |
| Mister Ty | 235 | HIMA 7 |
| Mister—A | 395 | BRIGHT STAR |
| Misti | 199 | CANETE 2 |
| Misti | 19030 | CONQUISTADOR |
| Misto | 295 | MALO |
| Mistral | 109 | EBANO |
| Mistral | 1684 | LE MISTRAL |
| Mistral | 3354 | BESAKIH |
| Mistral | 8267 | AN WU JIANG |
| Mistral | 74057 | INTISAR |
| Mistral Del Norte | 2817 | SANTA FE |
| Mistral II | 790 | MAGALLANES V |
| Mistral II | 1684 | LE MISTRAL |
| Mistral III | 838 | MISTRAL TERZO |
| Mistral Universal | 6320 | MISTRAL |
| Mistralen | 299 | TORCH |
| Mistress | 1232 | GARDEN |
| Misty | 392 | PIRANA |
| Misty Blue | 143 | BECKY L. SMITH |
| Misty Briley | 233 | LADY ROSALIND |
| Misty Lark | 103 | PRINCESS ROSITA |
| Misty Skye | 100 | MATTAR |
| Misvaer | 168 | HORNSJO |
| Mitake Maru No. 27 | 411 | CARRY No. 7 |
| Mitake Maru No. 36 | 123 | KAIUN MARU No. 62 |
| Mitama Maru No. 18 | 184 | MITAMA |
| Mitaq Trawler | 846 | BETTY BELINDA |
| Mitc I | 293 | KENARI |
| Mitchell | 4843 | SINO ALLIANCE |
| Mitchell M | 399 | PRINCESSE BERNADETTE |
| Mithras | 495 | GIANNIS DIMAKIS II |
| Mito Maru | 36552 | CHARLIE A. |
| Mito Maru No. 3 | 299 | YAMATO MARU No. 38 |
| Mito Maru No. 8 | 349 | DUK SOO No. 303 |
| Mito Maru No. 12 | 421 | YOUNG No. 9 |
| Mito Maru No. 15 | 356 | YOZAN MARU |
| Mito Maru No. 23 | 229 | DAIRIN MARU No. 25 |
| Mito Maru No. 25 | 284 | SUZU MARU No. 8 |
| Mito Maru No. 32 | 279 | TOMI MARU No. 51 |
| Mito Maru No. 53 | 278 | NEW TEXAS I |
| Mitra Segara | 178 | HARAPAN SEGARA |
| Mitrofan Grekov | 3184 | KREVA |
| Mitropa | 201 | ASH LAKE |
| Mitropa | 395 | OASIS |
| Mitsu Kotobuki | 3659 | BUNGA KASTURI |
| Mitsu Maru | 832 | SETIT |
| Mitsu Maru No. 2 | 499 | SIAM NALEN |
| Mitsu Maru No. 8 | 496 | LIEN TA |
| Mitsu Maru No. 30 | 343 | DONG YOUNG No. 701 |
| Mitsu Maru No. 35 | 124 | ST. GARIB—E—NAWAZ |
| Mitsuhama | 997 | BERJAYA ENAM |
| Mitsui Maru | 31999 | FLAG MERSINIDI |
| Mitsui Maru No. 2 | 36953 | UNION SUCCESS |
| Mitsui Maru No. 3 | 983 | ALLWELL PREMIUM |
| Mitsukawa Maru | 411 | EIYU MARU |
| Mitsukawa Maru No. 2 | 417 | NISSHO MARU No. 25 |
| Mitsuminesan Maru | 104361 | OSPREY |
| Mitsunari | 716 | HURASAGAR |
| Mitsushio Maru No. 5 | 476 | SHUI HING |
| Mitsushio Maru No. 8 | 699 | TATSU MARU No. 1 |
| Mittelrhein | 422 | ANKE J |
| Miura Maru | 2187 | TRADER |
| Mius | 1160 | AKVATORIYA |
| Miwa Maru | 277 | KASCO No. 2 |
| Miwajima Maru | 666 | PANPHILA |
| Miwon | 3369 | FRANCISCO DAGOHOY |
| Mixteco | 16150 | PRIMORJE |
| Miya | 231 | MINCHOS SEGUNDO |
| Miya | 997 | PROVIDER I |
| Miya Berria | 309 | ADELIA |
| Miya Maru | 784 | T—1055 |
| Miya Maru No. 18 | 219 | MAY MAY |
| Miya Maru No. 18 | 997 | PROVIDER I |
| Miya Maru No. 25 | 284 | NATACHA |
| Miyagi Maru | 37183 | SEORAX |
| Miyagi Maru No. 2 | 199 | SHINKO MARU No. 18 |
| Miyagi Maru No. 3 | 105 | SHINTA PERKASA |
| Miyagi Maru No. 88 | 244 | GENEI MARU No. 12 |
| Miyahime Maru | 999 | SONG CHANH |
| Miyaho Maru No. 18 | 199 | ABRAHAM |
| Miyajima Maru | 496 | THANH HOA 1 |
| Miyajima Maru | 9814 | VIKTORIYA |
| Miyajima Maru | 33985 | POSEIDON BREEZE |
| Miyaken Maru No. 3 | 166 | KAIEI MARU No. 33 |
| Miyako | 129 | BLUE WING |
| Miyako Maru | 998 | DON BONIFACIO |
| Miyako Maru No. 2 | 153 | SHOSHIN MARU No. 6 |
| Miyako Star | 687 | ORIENTAL QUEEN |
| Miyama | 12376 | STORMY ANNIE |
| Miyamatsu Maru | 994 | HONG HUAT |
| Miyashima Maru | 2825 | MIDELT |
| Miyasho Maru | 299 | TAISEN MARU No. 2 |
| Miyasho Maru No. 3 | 147 | TINA |
| Miyasho Maru No. 5 | 179 | HO TAI |
| Miyasho Maru No. 10 | 189 | LINDA S |
| Miyataka Maru | 998 | ILIGAN TRADER |
| Miyatoyo | 2965 | JAWA TIMUR |
| Miyatsuru Maru | 5776 | AL SALMA |
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| Miyaura Maru No. 8 | 255 | URANO No. 3 |
| Miyaura Maru No. 15 | 133 | SENSHU MARU No. 15 |
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| Miyazaki Maru | 294 | VICTORY |
| Miyazaki Maru | 13192 | BRIGHT STAR |
| Miyo Maru | 175 | VENUS |
| Miyo Maru | 490 | FRONTIER |
| Miyo Maru | 996 | SIRENA |
| Miyoko | 6242 | AGHIA MARINA |
| Miyoshi Maru | 5709 | VIETNAM—NAMTU |
| Miyoshi Maru No. 58 | 299 | HAKUYO MARU No. 38 |
| Miyuki Maru No. 23 | 175 | JIN SUNG No. 2 |
| Miyuki Maru No. 28 | 499 | RYOUN MARU No. 3 |
| Miyuki Maru No. 38 | 299 | KONAN MARU No. 10 |
| Mizar | 1598 | FREYA |
| Mizuho | 240 | P. N. ROA I |
| Mizuho | 498 | D. H. VICTORY |
| Mizuho Maru | 101 | KYOEI MARU |
| Mizuho Maru | 498 | D. H. VICTORY |
| Mizuho Maru | 1537 | MIN WOO No. 9 |
| Mizuho Reefer | 3427 | MIZUHO ACE |
| Mizushima Maru | 844 | SWEET SAIL |
| Mizushima Maru | 998 | NEPTANK III |
| Mizushima Maru | 2993 | TOPAZ |
| Mizushima Maru No. 2 | 193 | WATER IRON |
| Mizushima Maru No. 5 | 195 | THREE MOUNTAIN |
| Mjolne | 299 | HAMMERFJORD |
| Mjorn | 182 | PITSUND |
| Mjovik | 499 | WINDO |
| Mkuze | 2300 | MARC TRADER |
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| Mlin | 15780 | VITAGRAIN |
| MMA 11 | 794 | CAPE COD |
| MMA 13 | 1115 | ALEUTIAN MIST |
| MMS 250 | 230 | HARSTAD |
| MMS 255 | 166 | MIMOSA |
| MMS 277 | 193 | DUGVAN |
| MMS 279 | 166 | FRYDENLUND |
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| Mnassir I | 349 | OUHOUD |
| Mnimosyni | 31507 | GREAT EAGLE |
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| Moana | 211 | AGIOS SPYRIDON |
| Moana | 339 | NABIL 1 |
| Moana | 450 | CARMEN |
| Moana B | 424 | NORDIC |
| Moana II | 211 | AGIOS SPYRIDON |
| Moana Pacific | 8384 | ESTHER SCHULTE |
| Moana Pacific | 10359 | OCEAN CROWN |
| Moana Rau | 143 | ARII MOANA |
| Moana Roa | 2753 | MONOWAI |
| Moana—M | 424 | NORDIC |
| Moanna | 37007 | THOR |
| Mobil Acme | 72540 | ALCIDES |
| Mobil Apex | 12319 | IZARA |
| Mobil Arctic | 57834 | ARCTIC HUNTER |
| Mobil Astral | 60946 | ASTRAL |
| Mobil Australis | 16890 | MORANDO |
| Mobil Bataan | 3497 | PNOC CANTHO |
| Mobil Chicago | 1784 | MATTITUCK |
| Mobil Courage | 22587 | ROYAL ARROW |
| Mobil Eagle | 144264 | AL NISR AL ARABI |
| Mobil Endeavour | 19580 | SACONA |
| Mobil Endurance | 19580 | SAMOSET |
| Mobil Engineer | 17466 | SKYLINE |
| Mobil Enterprise | 19580 | SAUCON |
| Mobil Explorer | 194 | PHOENIX |
| Mobil Falcon | 144209 | HARRIER |
| Mobil Fuel | 18669 | MEACHAM |
| Mobil Hawk | 144264 | AL SAQR AL ARABI |
| Mobil I | 182 | JESSICA D |
| Mobil II | 228 | ALICE |
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| Mobil Kestrel | 104361 | OSPREY |

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| Mobil Lubchem | 2080 | LUBCHEM |
| Mobil Magnolia | 139092 | MOBIL PETREL |
| Mobil Mariner | 122296 | SAUDI GLORY |
| Mobil Marketer | 18258 | SACHEM |
| Mobil Mei Shan II | 929 | CHEMIPET II |
| Mobil Meridian | 28218 | SEMINOLE |
| Mobil Micronesia | 3452 | PNOC CAMRANH |
| Mobil Mount Vernon | 1149 | JUNE C. |
| Mobil Navigator | 18843 | SEQUOYA |
| Mobil New York | 1546 | CAPTAIN SAM |
| Mobil Power | 18669 | NAECO |
| Mobil Pride | 106776 | TRADE HONOR |
| Mobil Producer | 18258 | SHABONEE |
| Mobil Progress | 106809 | TRADE INDEPENDENCE |
| Mobil Radiant | 53357 | KYRNICOS E |
| Mobil Refiner | 18939 | ENERGOS |
| Mobil Tambang 1 | 1392 | ARMADA MOBIL |
| Mobil Tejo | 177 | N'GOLEO |
| Mobil Valiant | 41135 | WANETA |
| Mobil Valiant | 43622 | MATCO AVON |
| Mobil Vanguard | 41135 | WAPELLO |
| Mobil Venture | 50222 | WABASHA |
| Mobil Wedel | 493 | SYNDIC |
| Mobil 10 | 149 | ALEXANDRA McALLISTER |
| Mobil 11 | 199 | GOTHAM |
| Mobil 12 | 225 | MARY L. McALLISTER |
| Mobil 32 | 1149 | JUNE C. |
| Mobile Azalea | 2863 | RACCOON |
| Mobility | 4398 | DIAMOND STAR |
| Moby Big | 7530 | MOBY KING |
| Moby Dick | 123 | SILVER STAR |
| Moby Dick | 507 | ALTEA |
| Moby Dick | 782 | KIRK CHIEF |
| Moby Dick I | 350 | PUERTO DE MOGAN |
| Moby Dick III | 1516 | JULIE L |
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| Mocaro | 102 | ACTARUS |
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| Mock Jung | 3789 | DOOYANG EMERALD |
| Mock Kun | 3767 | DOOYANG AMBER |
| Mock San | 3713 | DOOYANG TOPAZ |
| Mock Ya | 2998 | BRONZE BELL |
| Modan | 488 | SICOM |
| Modena | 299 | VIKING |
| Modena | 495 | CANARIAS I |
| Modena | 7218 | JIA DING |
| Modena | 9514 | EAGLE |
| Moderator | 836 | UCO XIX |
| Modern Mariner | 687 | ORIENTAL QUEEN |
| Modern Trader | 22667 | BREMEN SENATOR |
| Modesta | 8647 | MARY LOU |
| Modhi | 15078 | JAGUAR |
| Modo Gorthon | 1813 | FEEDERCHIEF |
| Modoc | 189 | JANET R |
| Modus | 487 | PETROLA 38 |
| Moeda | 175 | KOTA SILAT XI |
| Moena | 776 | SERVIPORT II |
| Moerdijk | 354 | AL AIN |
| Moerdijk | 499 | NAVIGARE |
| Moevensteert | 900 | ASTRI |
| Moflag | 238 | FURNESTRAL |
| Moflag | 299 | KVALSKJAER |
| Moflag Senior | 499 | MAY |
| Mofreeze | 4731 | VICTORIA REEFER |
| Mogador | 1124 | ESTEBAN S |
| Mogard | 528 | ALFJORD |
| Mogens Graesborg | 296 | SORVANG |
| Mogens S | 499 | ZOE M |
| Mogens S | 1507 | PEPITO |
| Mogens S. | 399 | STINA B |
| Moges Flamboyan | 4566 | WILCON XI |
| Moges Mawar | 3743 | SILVER SHING |
| Moges Meranti | 4002 | MEDAN JAYA |
| Moghreb | 464 | CARACAS |
| Mogsterfjord | 1189 | ATLANTIC VIKING |
| Moguchiy II | 304 | MOGUCHIY |
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| Mohamed | 356 | SHEREEN |
| Mohamed | 499 | PUTFORD APOLLO |
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| Moira Moran | 238 | CEDAR POINT |
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| Moji | 9513 | PARASKEVI II |
| Mokihana | 161 | SONNY BOY |
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| Mokusei Maru | 6162 | PIONAR |
| Molaventure | 15027 | JAMAC |
| Molda | 21073 | CONDOR ARROW |
| Moldanger | 36078 | SIRENA |
| Moldoveanu | 2681 | CRIS |
| Moleson | 34485 | SUVRETTA |
| Molinia Anne | 3533 | TANKTRADER I |
| Molipesca Segundo | 251 | KARIMA |
| Molista | 30330 | SEABULK |
| Mollendo | 193 | CANETE 3 |
| Molly Laura | 13632 | YODOGAWA |
| Molo | 477 | GEORGIOS I |
| Molosso | 155 | ARMADORES II |
| Mols Trader | 1577 | NORMAN COMMODORE |
| Mom | 385 | DONIBU |
| Mon Petit | 150 | LE SAGITTAIRE |
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| Mona | 3661 | NISSEI MARU |
| Mona G. | 184 | EAST COAST |
| Mona Green | 175 | MARINA AV HONO |
| Mona I | 996 | DONA 1 |
| Mona Lisa | 296 | MARIO BOTTEGHI |
| Mona Matthiesen | 299 | ANNEMARIE |
| Mona Rosa | 291 | WIEBKE I |
| Mona Star | 999 | AL SCHOONER |
| Mona's Isle | 4630 | AL FAHAD |
| Monac | 1598 | IBIZA |
| Monach | 1598 | IBIZA |
| Monaco | 499 | DIMITRIOS MIRAS |
| Monaco | 7632 | TROPIC STAR |
| Monagas | 6247 | TRENT |
| Monalisa | 999 | TEMBAGAPURA MAS |
| Monarch | 1818 | MARATHA CONCORD |
| Monarch | 8582 | SEA HERON |
| Monarch Fame | 982 | SYLBE |
| Monarch I | 157 | SEAWELL III |
| Monarch Star | 14208 | ENCHANTED ISLE |
| Monarch Sun | 13680 | ENCHANTED SEAS |
| Monawar L | 14406 | STENA GOTHICA |
| Moncada | 9328 | SEVERN |
| Moncalvo | 1593 | EMMA D. P. |
| Moncao | 5086 | FLIPPER |
| Moncey | 9231 | KEDMA |
| Monchgut | 797 | EIDE RESCUE II |
| Moncloa | 1598 | ELEANNA |
| Mond | 3181 | MONDO |
| Mondai Maru No. 7 | 284 | DONG BANG No. 35 |
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| Mondego | 930 | HUSTLER BCL |
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| Mondoc | 2496 | CORAH ANN |
| Monella | 184 | CITTA DI QUARTU S. ELENA |
| Monem 1 | 9488 | TAPATI |
| Monet | 26409 | CGM MONET |
| Monge | 39328 | BERGE TROLL |
| Mongstadfjord | 4753 | FRANCESCA FORESI |
| Mongugay | 2654 | BYELOVO |
| Moni | 299 | RIA |
| Monica | 260 | ESTELLE |
| Monica | 325 | BAB AL BAHRAIN |
| Monica | 356 | GUNILLA |
| Monica | 488 | SICOM |
| Monica | 565 | DON CELSO |
| Monica Parchmann | 396 | KAPTAN EROL |
| Monica Russotti | 3163 | ATLANTICA 1 |
| Monica Star I | 497 | HELENA STAR I |
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| Monirul Haque | 961 | 1—7 |
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| Moniuszko | 6947 | HUA XING |
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| Monkeberg | 149 | ADLER VIII |
| Monkedamm | 795 | PHAEDRA |
| Monkey | 122 | AIDA DALIA |
| Monksville | 421 | STAVROS T |
| Monmouth | 1499 | ADEL EM |
| Monomer Venture | 4595 | GAS VENTURE |
| Monona D | 10605 | UNIBRIGHT |
| Mons Calpe | 1991 | AFRIKIA |
| Mons O | 138 | UNNI MARIE |
| Monsanto | 613 | MONTE BRANCO |
| Monserrate | 5578 | CALLAO |
| Monshiro Maru No. 11 | 379 | KEI GRACE |
| Monsoon | 8582 | NAXOS PRIDE |
| Monstank | 233 | HELLETANK |
| Monsun | 1577 | MULTITANK FRISIA |
| Monsun | 5506 | CAPITAINE QUIROS |
| Monsun | 17940 | FLORIDA EXPRESS |
| Monsun | 18763 | MILAGRO |
| Monsunen | 128 | MODELL |
| Mont Cauvaire | 164 | GIANNAKIS |
| Mont Cenis | 453 | HARVEST BELINDA |
| Mont des Cats | 299 | BOSTON |
| Mont Fort | 15286 | HUA XIN |
| Mont Hiaro | 12903 | KHOR KALBA |
| Mont Khi | 713 | CORALLINA BUNKER |
| Mont Laurier | 3977 | SEABOARD TRADER |
| Mont Liban | 640 | PERSEUS |
| Mont Royal | 10194 | REPAP ENTERPRISE |
| Mont St. Martin | 492 | LA REINE CAPOISE |
| Mont Ventoux | 7048 | UNILIFTER |
| Mont—Agel | 15280 | PORT VENDRES |
| Montaber | 130 | MONTCABER |
| Montaigle | 7042 | WAYI |
| Montallegro | 19153 | NERVI |
| Montalto | 9231 | KEDMA |
| Montana | 1159 | SAMOA STAR |
| Montana | 19818 | RAFAEL |
| Montana | 26951 | ANNABELLA |
| Montarik | 12982 | IFIGENEIA |
| Montasser | 397 | KAYSS |
| Montauk Cormorant | 2811 | SECIL CONGO |
| Montauk Egret | 2811 | VICKY ROUSSOS |
| Montauk Gannet | 2806 | EMELIE |
| Montauk Kittiwake | 2655 | SAM HAE |
| Montauk Osprey | 2408 | JIN MA |
| Montauk Peregrine | 2712 | ZENKEN MARU |
| Montcalm | 61006 | FINIX |
| Montcliffe Hall | 18531 | CARTIERDOC |
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| Monte de Procida | 495 | ISLAND CRETA |
| Monte di Procida | 989 | LEILA |
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| Monte Albertia | 4827 | VIGOROUS LUCK |
| Monte Almanzor | 5104 | ATLANTIC WOOD |
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| Monte Antola | 495 | ISLAND CRETA |
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| Monte Bustelo | 2002 | DELFIN DEL BALTICO |
| Monte Carmelo | 958 | GIANNIS |
| Monte Carmelo | 6353 | SUSAN |
| Monte Cassino | 3802 | HE PING 36 |
| Monte Castillo | 3594 | NINDAWAYMA |
| Monte Chiaro | 12903 | KHOR KALBA |
| Monte Cinco | 496 | NIKOLAOS H |
| Monte Cinto | 530 | MIRNA M |
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| Monte Contes | 2752 | CIUDAD DE CEUTA |
| Monte Corona | 2753 | CIUDAD DE ZARAGOZA |
| Monte Cruceta | 3594 | NINDAWAYMA |
| Monte Crystal | 4499 | AKA BHUM |
| Monte Cuatro | 550 | MI AMIGO |
| Monte D'Oro | 491 | ANTARES |
| Monte Erino | 860 | CONARPESA PRIMERO |
| Monte Farino | 248 | REDA I |
| Monte Granada | 6626 | GARNATA |
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| Monte Pascoal | 8475 | ASIA EXPRESS |
| Monte Pascoal | 23291 | COLUMBUS OLIVOS |
| Monte Roro | 491 | ANTARES |
| Monte Rosa | 7037 | QUINCY |
| Monte Ruby | 8180 | GURU BHUM |
| Monte Sarmiento | 12157 | KOTA SURIA |
| Monte Sarmiento | 24080 | CMB MEMLING |
| Monte Toledo | 6634 | TOLETELA |
| Monte Tres | 517 | ABI |
| Monte Txindoki | 860 | CONARPESA II |
| Monte Uno | 1113 | AGAETE |
| Monte Verde | 4737 | ARMADA JUWITA |
| Monte Zamburu | 15286 | HUA XIN |
| Montealegre | 1351 | MONTEFRISA SIETE |
| Monteaya | 928 | CHANG WOONG |
| Montebello | 4595 | GAS VENTURE |
| Montechristo | 9248 | GOLD VIEW |
| Monteconero | 1439 | ROULA |
| Montecristo | 530 | AGEL |
| Montedor | 513 | OFIR |
| Montego Bay | 23609 | BRISTOL LAKE |
| Montegrillo | 468 | POLINA |
| Monteleon | 5244 | MAR ALMUDENA |
| Montenaken | 7081 | KOTA BAKTI |
| Montenegro | 159 | MONTREAL |
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| Monterey | 15412 | BRITANIS |
| Monterosa | 3009 | RACER |
| Montes | 570 | SRI BAKO |
| Montesa | 48914 | TOLMIROS |
| Monteste | 2504 | CAR EXPRESS |
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| Monticello | 142 | CALYPSO BABE |
| Montiron | 2675 | ISOLA BLU |
| Montiron | 11301 | ASIA MOON |
| Montjolly II | 1375 | EL RIO GUAYAS |
| Montmartre | 8676 | IRENES EMERALD |
| Montmelo | 129 | MONTFALCO |
| Montmorency | 751 | LADY JANET I |
| Montmorency | 11077 | LEVANT FORTUNE |
| Montoba | 20253 | SETIF II |
| Montone | 2922 | FIERRO |
| Montparnasse | 8674 | IRENES SAPPHIRE |
| Montreal Maru | 12363 | HERCULUS |
| Montrealer | 17647 | MONTREALAIS |
| Montreux | 9784 | GOOD SPIRIT |
| Montreux | 29477 | HANG YAU |
| Montreux Star | 29477 | HANG YAU |
| Montrose | 915 | MORRALLA IV |
| Montrose | 10396 | EASTERN TRUST |
| Montsalva | 7042 | KOTA BENAR |
| Montvale | 36526 | BARRISTER |
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| Monzon | 3367 | KATERINA S |
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| Moo Goong Hwa No. 51 | 499 | MU GUNG HWA No. 3 |
| Moo Goong Hwa No. 91 | 1341 | MU GUNG HWA No. 1 |
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| Moolchand | 8966 | MASHCO STAR |
| Moon City | 13192 | BRIGHT STAR |
| Moon Coast | 300 | LASHIO |
| Moon Fish | 189 | DELIMA VII |
| Moon Fish | 851 | GIRELLE |
| Moon Over Kyushu | 18869 | PRABHU DAS |
| Moon River | 442 | JIA YUN |
| Moon Star | 1840 | BANDO CANNA |
| Moon Trader | 272 | EGRET |
| Moon Valley | 22658 | OSMARE |
| Moonkee | 147 | GEMARA SATU |
| Moonlight | 16263 | VASOS |
| Moonlighter | 134 | OCEAN CAPE |
| Moonshadow | 19633 | LAMDA |
| Moorabool | 289 | JUANCHACO |
| Mooraboola | 289 | JUANCHACO |
| Moorea Ferry | 480 | TAMARII EIMO |
| Moorea Ferry II | 926 | OCEANIA |
| Moorean Command | 237 | OMS ARANSAS |
| Moorfields Monarch | 44698 | HAWAIIAN KING |
| Mooring Hitch | 6751 | CANMAR EXPLORER II |
| Moorstone | 499 | CIKARAN |
| Moose | 669 | AGIOS DIONYSSIOS I |
| Mopal | 9577 | NEREUS |
| Moquegua | 190 | SAN LORENZO 2 |
| Moquegua I | 164 | URUBAMBA 7 |
| Moquegua II | 120 | URUBAMBA 8 |
| Moquegua 4 | 309 | CORAL |
| Moquegua 9 | 310 | ATACAMA III |
| Moquegua 10 | 310 | ATACAMA II |
| Mor | 499 | ADALMA 1 |
| Mor | 882 | SAMI III |
| Mor An Bong | 9194 | FU JIANG |
| Mor Aveiro | 399 | MARKAB |
| Mor Figueira | 399 | GREAT STAR |
| Mor Star | 1599 | SANG THAI FORTUNE |
| Mor Viana | 399 | DAGRUN NORCOAST |
| Mor—Bihan | 498 | COSTER |
| Mor—Leixos | 399 | REGLA |
| Mor—Setubal | 399 | TATI |
| Mor—Sines | 399 | SONJA HOVE |
| Moradina | 298 | IBER I |
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| Morania Marlin | 373 | CHEM TRADER |
| Morania Marlin | 1055 | BONNIE B |
| Morania No. 14 | 133 | CHUMLEY |
| Morania No. 16 | 191 | HERCULES |
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| Morania No. 20 | 182 | MOBIL 5 |
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| Morant | 6082 | AL ZOHAL |
| Moray | 294 | BRUNEI EAGLE |
| Moray Firth | 1374 | MIRIAM |
| Moray Harstad | 2336 | BUCCANEER |
| Morazan | 1999 | BRASTAGI I |
| Morcuera | 656 | ESTELA |
| More | 248 | BALOY |
| More Lazareva | 6392 | KAPITAN OLEYNICHUK |
| More Viana | 399 | DAGRUN NORCOAST |
| Morefjord | 199 | MARMORSUND |
| Moregut | 171 | NYVOLL SENIOR |
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| Morelia | 36119 | DA LUO SHAN |
| Morelia | 38240 | NISSOS SERIFOS |
| Morelos | 275 | PEMEX XXVII |
| Morera | 6221 | OCEAN HAPPY |
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| Moreton Bay | 27823 | DIRECT KOOKABURRA |
| Morgan | 398 | NAWAL 1 |
| Morgan Wedlin | 359 | RAMZAH 1 |
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| Morion | 387 | DE LAVOYE |
| Moris Bishop | 10944 | DZINTARI |
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| Moritz Schulte | 2288 | CHONG AN |
| Morland Barge No. 7 | 4166 | GOLIAT 15 |
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| Morlang Heidi | 299 | NORDVANG |
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| Mormacaltair | 14149 | GREEN MOUNTAIN STATE |
| Mormacargo | 14081 | MAGALLANES |
| Mormaccape | 6595 | CAPE CATAWBA |
| Mormaccove | 6667 | NORTHERN LIGHT |
| Mormacdraco | 9851 | BEAVER STATE |
| Mormaclake | 6596 | LAKE |
| Mormaclynx | 14081 | AMERICAN RESERVIST |
| Mormacpride | 6590 | PRIDE |
| Mormacrigel | 14081 | MALLORY LYKES |
| Mormacsaga | 12724 | CAPE JOHNSON |
| Mormacscan | 6596 | SCAN |
| Mormacsea | 9298 | CAPE JUBY |
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| Morning Camellia | 36303 | MORNING CLOUD |
| Morning Cloud | 54996 | GLOBAL LING |
| Morning Glory | 14261 | ADRIATIC PRESTIGE |
| Morning Glory | 15189 | EVPO AGSA |
| Morning Glory | 36674 | MORNING GLORY I |
| Morning Grace | 13059 | OCEAN COMPETENCE |
| Morning Light | 460 | VEESEA GARNET |
| Morning Light | 30045 | FIDELITY |
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| Morning Sun | 10871 | RUBENS |
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| Morro Bay | 218 | LAMNALCO 14 |
| Morro Vermelho | 4867 | LEON FORTE |
| Morshid | 625 | NOOR YA NABI |
| Morskaja Slava | 12425 | VILIS LACIS |
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| Morsoe | 400 | BHORUKA PRABHU |
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| Morten Mols | 2430 | SMYRIL |
| Mortier | 1464 | LAILA VIKING |
| Mortlake | 1006 | POPI H. |
| Moruka | 366 | MORUKA EXPRESS |
| Morunul | 131 | STEAUA DE MARE 2 |
| Morviken | 9117 | RONG JIANG |
| Mos Freeway | 2841 | CIUDAD DE BURGOS |
| Mosa Pijade | 6032 | REMICH |
| Mosbay | 14060 | SELDA |
| Mosbulk | 74003 | ZETLAND |
| Moscardo | 310 | ATACAMA III |
| Moscliff | 126774 | AMBRA BLUE |
| Moscow Olympics | 18509 | ATHENIAN OLYMPICS |
| Mosdale | 15718 | LIAO HAI |
| Mosduke | 31228 | SEAFALCON |
| Mosel | 884 | FREJA |
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| Mosel Express | 15503 | LUCKY RIVER |
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| Moselle | 122199 | STENA CONCEPT |
| Mosengen | 15471 | JIN RUN |
| Mosfield | 65487 | CABO FRIO |
| Mosgulf | 15621 | FLAG DESPINA |
| Moshill | 61442 | MEGA HILL |
| Moskovskiy Universitet | 603 | AKADEMIK PETROVSKIY |
| Moslake | 16517 | FERMITA |
| Mosnes | 65354 | SUMMIT |
| Mosor | 6024 | BANGLAR ASHA |
| Mosor | 6113 | FAY II |
| Mosor Carrier | 22585 | TEAM CARRIER |
| Mosor Challenger | 19867 | LAMA |
| Mosor Sky | 22607 | PERSEVERANCE |
| Mosor Star | 22607 | CONFIDENCE |
| Mosor Sun | 22607 | TEAM HEINA |
| Mosor Trader | 22585 | STATRADER |
| Mospoint | 68319 | MEGA POINT |
| Mosqueiro | 486 | BIGUA |
| Mosqui | 494 | MAHANOVA 7 |
| Mosriver | 16517 | TAMARITA |
| Moss Maroc | 499 | SVENDBORG GLOBE |
| Moss 2 | 111 | ANN JORUN |
| Mosselbank | 180 | JOHANNA ANTOINETTE |
| Mosstar | 9961 | COSSTAR |
| Mosta | 1599 | STEINKIRCHEN |
| Mostank | 60406 | ELIN |
| Mostar | 878 | PRINCE ALBERT |
| Mostbon | 10053 | AURORA T |
| Mosteiron | 188 | AGRELO |
| Mostring | 103 | ROVDEFJORD |
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| Mount Edgecumbe | 255 | CAPE JAMES |
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| Mount Enterprise | 4313 | EL CONDOR PASA |
| Mount Etna | 16223 | LUCKYMAN |
| Mount Felix | 3868 | UNISON FORTUNE |
| Mount Fuji | 11356 | HERO |
| Mount Healthy | 4369 | GOLD STATE 3 |
| Mount Hydra | 18953 | TRADE AMBASSADOR |
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| Mount Newman | 54481 | IAPETOS |
| Mount Oak | 4995 | APPLAUSE |
| Mount Olympos | 16885 | DS PIONEER |
| Mount Oro | 4815 | TELSTAR |
| Mount Othrys | 17559 | PROSPERITY X |
| Mount Palma | 2979 | NEW STAR I |
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| Mount Parnassos | 1198 | RAID |
| Mount Parnis | 999 | HATZVI |
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| Mount Pillion | 6115 | SEA RHAPSODY |
| Mount Pindos | 1217 | BLUE SEA |
| Mount Pindos | 36985 | BULKMINORCA |
| Mount Popa | 36015 | BESTORE DUE |
| Mount Prospect | 3509 | GOLDEN CAMIA |
| Mount Pylion | 32976 | LIA |
| Mount Rainier | 9737 | EVPO AGNAR |
| Mount Santa | 4259 | DASA ENAM |
| Mount Taygetos | 35191 | ASCENSION |
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| Mr. Chuck | 121 | ANNA FOSS |
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| Mrs B | 4968 | SEAKAP |
| Mrs. Maria | 116 | ADRIANNA |
| Mrs. Tatiana | 299 | MARINEL |
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| MRTK—0728 | 117 | SUMPOSAD |
| MRTK—0731 | 117 | RIDALA |
| MRTK—0744 | 117 | BELOMORYE |
| MRTK—0745 | 117 | SUOYARVI |
| MRTK—0746 | 117 | MARIEKOPROM 1 |
| MRTK—1076 | 117 | ALFA |
| MRTK—1077 | 117 | GRIF |
| MRTK—1080 | 117 | GOGLAND |
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| Muge II | 1588 | TIGER CUB |
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| Muggelsee | 3453 | ECO |
| Muhammad Ali | 786 | POWER EXPRESS |
| Muharraq | 148 | E.M.S. 3 |
| Muhlenberg | 1591 | AASVAER |
| Muhlentor | 491 | VIKING JADE |
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| Mui Kim | 4952 | OSMAN KURT |
| Mukaishima Maru | 144 | DAE PO |
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| Muko Maru | 4011 | PAKALONG MERANTI |
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| Mulbera | 7233 | SONIC |
| Mulberry Queen | 8298 | ORI |
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| Mule | 292 | ANTELOPE |
| Mulheim | 20316 | ARGO TRADER |
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| Mulligan | 143 | OFFSHORE PRIDE |
| Mulpha Jasin | 13505 | BEHICE URKMEZ |
| Mulpha Tampin | 9156 | SOUND BAY |
| Mulsanne | 1594 | GOODWOOD |
| Multicon | 1565 | TRADE LUCK |
| Multind | 631 | ALSTEN |
| Multitank Antares | 3846 | ALPINE LADY |
| Multitank Rhenania | 1599 | MULTITANK HAMMONIA |
| Multitank Westfalia | 1599 | ETA |
| Multitrader | 13280 | IRON FLINDERS |
| Multon | 886 | KAMASAN |
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| Munakata Maru No. 8 | 1008 | CHOKE NAVEE 5 |
| Munakata Maru No. 10 | 999 | PERMASAN |
| Munakata Maru No. 11 | 927 | VICTORIA V |
| Munakata Maru No. 12 | 999 | PERMASAN |
| Munakata Maru No. 21 | 998 | BENI MARU No. 1 |
| Munatones | 64695 | OCEAN RANGER |
| Muncaster Castle | 10603 | TOPAZ |
| Munchen | 2393 | GECO RHO |
| Munchen | 2407 | GECO MY |
| Mundaca | 144688 | TOCHAL |
| Mundogas Atlantic | 6803 | ASTRA IV |
| Mundogas Bermuda | 5889 | SILVER STAR |
| Mundogas Caribe | 1343 | ONTARIO 447870 |
| Mundogas Europe | 16134 | MURRAY RIVER |
| Mundogas Pacific | 16134 | CLYDE RIVER |
| Mundogas Rio | 12880 | HUDSON RIVER |
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| Mungo | 11739 | MANANJARY |
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| Munsterland | 735 | FEHMARN I |
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| Muse | 24676 | KELVIN ENTERPRISE |
| Muse Bell | 5956 | SWAN BAY |
| Musgrave | 1026 | WINDGLOW |
| Musgrave | 6453 | EARL PEMBROKE |
| Musholm | 136 | BREVIA PORTLAND |
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| Muskegon | 592 | JAMES A. HANNAH |
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| Musketier | 1124 | CHARLY |
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| Mustafa Topal | 989 | TOROSLAR III |
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| Mutsuwa Maru | 999 | EBADON |
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| Mykinai | 1035 | AEGEAN GLORY |
| Mykon Wave | 13382 | MORIAS |
| Mykonos | 669 | AGIOS DIONYSSIOS I |
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| Myrevag | 412 | GRAMPIAN MONARCH |
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| N. J. Pateras | 11506 | AMER VED |
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| N. R. King | 158 | KOVODEL |
| N. R. Lang | 561 | HAIDA CHIEFTAIN |
| N. R. Liverpool | 202 | DANI |
| N. R. Mitchell | 202 | LAMI |
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| N. R. Ord | 220 | UDANG No. 35 |
| N. R. Palmer | 220 | BENGUELLA I |
| N. R. Robinson | 220 | UDANG No. 37 |
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| N. R. Vanderlin | 181 | BENGUELLA III |
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| N. Z. Aorangi | 8981 | MYKONOS V |
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| N.Z. Waitangi | 8909 | SERIFOS |
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| N'zi—Comoe | 113 | REINE POKOU |
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| Nacional Braganca | 30371 | DAMIAO DE GOIS |
| Nacional Faro | 20298 | MORLAND |
| Nacional Figueira | 20298 | AKAKI TSERETELI |
| Nacional Funchal | 20298 | DAVID AGMASHENEBELI |
| Nacional Ofir | 998 | EVDOKIA |
| Nacional Sagres | 9090 | LUSO ANA |
| Nacional Sao Paulo | 8456 | MOUNT SABANA |
| Nacional Sines | 29897 | GIORGIS C |
| Nacional Troia | 495 | SONG ZHU MEI 2 |
| Nacional Vitoria | 9392 | TSL GALLANT |
| Nacy | 15788 | SUGAR |
| Nad King | 2546 | GIMO TRADER |
| Nad Monarch | 1403 | RINKO |
| Nad Prince | 980 | FAREAST FAITH |
| Nada | 4837 | RASA |
| Nada G | 2939 | AL—BUSHRA |
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| Nada Montanari | 2394 | CAPO S. MARCO |
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| Nadayoshi No. 3 | 315 | DONG BANG No. 97 |
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| Nadia | 7056 | GOLDEN UNION |
| Nadia | 20582 | GLIDER |
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| Nadilla | 9704 | ALLISSA |
| Nadina | 5784 | YING KOU |
| Nadine | 14673 | SEAEAGLE |
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| Nadir | 423 | PHILIP P |
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| Naess Crusader | 72342 | MOUNT ATHOS |
| Naess Favorita | 19263 | XING HAI |
| Naess Leopard | 26113 | PETROBULK LEOPARD |
| Naess Louisiana | 18589 | NORDIC LOUISIANA |
| Naess Panther | 26113 | PETROBULK PANTHER |
| Naess Patriot | 58896 | KAMARI |
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| Nagan Palm | 2712 | SOPHIA |
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| Nagara | 21508 | TA HE |
| Nagarat | 3416 | KASEM SAKORN |
| Nagaria | 422 | JIHAN |
| Nagasaki | 499 | TONINA |
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| Nagato Maru No. 11 | 1490 | VIRA 7 |
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| Nahoon | 2993 | RAJAH BROOKE |
| Nahoon | 3430 | KOTA MELATI |
| Nahost Klipper | 3258 | K. H. CHIVALRY |
| Nahost Kurier | 1599 | BILBAO |
| Nahost Pionier | 8557 | VOMERO |
| Nai Alberto | 28645 | MONTE DELLA GUARDIA |
| Nai Carla | 19153 | NERVI |
| Nai di Stefano | 125663 | YELLOW FIN |
| Nai Genova | 185121 | ACROPOLIS |
| Nai Luisa | 28709 | DEER KEY |
| Nai Mara | 28557 | BRAHMS |
| Nai Marcus | 81033 | TIBER ORE |
| Nai Mario Perrone | 125663 | BLUE FIN |
| Nai Noemi | 18175 | VERONICA FORESI |
| Nai Superba | 185121 | PARTHENON |
| Naiad | 38376 | RED HUNTER |
| Naias II | 874 | CAVO DORO |
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| Naikai Maru No. 11 • | 991 | QUEEN PUSAN |
| Naikai Maru No. 15 | 499 | TSU LIH |
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| Najla | 1834 | MERCS UHANA |
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| Nakagawa Maru | 498 | ALICIA STAR |
| Nakanishi Maru No. 5 | 1409 | MEGAH SATU |
| Nakata Breeze | 22571 | YUHEI |
| Nakata Breeze | 25418 | YUYO BREEZE |
| Nakata Eleven | 20432 | TEAM BORGA |
| Nakata Spirit | 25368 | BP ARCHITECT |
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| Nakilat 9 | 566 | AL—NOHOODH |
| Nakilat 10 | 566 | AL—ALYAA |
| Nakorn Kasem 2 | 3183 | TANTO JAYA |
| Nakorn Luang | 7551 | YUHENG |
| Nakorn Thai | 3294 | S. C. C. 3 |
| Nalan | 996 | SOFUOGLU II |
| Nalo Express | 17852 | MSC LUCY |
| Nam Bong | 309 | SAE CHANG No. 1 |
| Nam Gang Glory | 4406 | TRADE RESOURCES |
| Nam Hae No. 1 | 335 | BO KANG No. 305 |
| Nam Hae No. 219 | 159 | SE YANG No. 337 |
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| Nam Hae No. 229 | 190 | DRAGON No. 66 |
| Nam Hae No. 232 | 159 | DRAGON No. II |
| Nam Hae No. 252 | 159 | JE WON No. 228 |
| Nam Hae No. 257 | 171 | SUNG WON No. 17 |
| Nam Hae No. 259 | 160 | HWA SUNG 31 |
| Nam Hae Sulphur | 1990 | SAE HAN No. 3 |
| Nam Jin No. 31 | 206 | DAL SUNG No. 11 |
| Nam Jung No. 1 | 1996 | DO NAM No. 11 |
| Nam Jung No. 3 | 1578 | HAE SUNG No. 7 |
| Nam Pyung No. 6 | 222 | KWANG NAM No. 11 |
| Nam Pyung No. 7 | 184 | LILLIAN |
| Nam Pyung No. 32 | 338 | HWA YANG No. 901 |
| Nam Shan | 2124 | MADRIGAL SURIGAO |
| Nam Shin | 4089 | BANGKHUNNON |
| Nam Sung | 2599 | SAM DONG |
| Nam Sung No. 7 | 735 | BERKAH TEKAD |
| Nam Sung No. 9 | 1986 | HAN YOUNG |
| Nam Sung No. 66 | 297 | NAM SUNG No. 308 |
| Nam Sung No. 67 | 178 | KYUNG YANG No. 5 |
| Nam Sung No. 71 | 326 | FAZARA I |
| Nam Yang | 890 | AIN CHEGAG |
| Nam Yang No. 1 | 499 | HAE KYUNG No. 1 |
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| Nam Young | 735 | BERKAH TEKAD |
| Namangan | 3174 | HONG HA 2 |
| Namdalingen | 1199 | MAGNUS S |
| Namiji Maru | 694 | GEORICH |
| Naminoue Maru | 1965 | TACLOBAN CITY |
| Namizuma | 998 | KIHO MARU |
| Namrata | 7667 | NICOLE |
| Namsadang | 17715 | SUPPORT |
| Namsos | 384 | EBENEZER EXPRESS |
| Namyang No. 5 | 765 | JIN YANG |
| Nan A | 3421 | BUKIT MAS |
| Nan Fing | 32521 | BELLINI |
| Nan Hai 151 | 1932 | HONG QI 151 |
| Nan Hai 152 | 2084 | HONG QI 152 |
| Nan Hai 153 | 2102 | HONG QI 153 |
| Nan Hai 158 | 2562 | HONG QI 158 |
| Nan Hai 159 | 2562 | HONG QI 159 |
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| Nan Hai 603 | 789 | ZHAN YOU 5 |
| Nan Hwa | 6269 | MILD SUN |
| Nan II | 154 | AMERICAN PRIDE |
| Nan Jiang | 12899 | DA QING 247 |
| Nan Kun | 5477 | JIN QIAO |
| Nan Sea | 187 | RUTH AND PAT |
| Nan Shin | 4089 | BANGKHUNNON |
| Nan Yang | 3105 | WING TAI |
| Nan Yun 837 | 1593 | HAI BAO |
| Nan 1 | 863 | MUTIA HAYU |
| Nan—Ole | 149 | FINET |
| Nana | 992 | THAER S |
| Nana II | 129 | HOLOCAUST |
| Nanas | 1085 | BINTANG SAMUDRA VIII |
| Nanchang | 4574 | HENRIETTE SCHULTE |
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| Nancie S | 499 | ZOE M |
| Nancy B | 200 | PIZARRO 5 |
| Nancy Louise | 181 | ST. GEORGE |
| Nancy McAllister | 128 | TAMMY M |
| Nancy Melissa | 3819 | EMRE II |
| Nancy Moon | 6246 | SALINDO PERDANA I |
| Nancy Moran | 184 | ISLAND No. 2 |
| Nancy Pat | 100 | FAMILY LOVE |
| Nancy T | 1468 | HONG CHENG |
| Nancy W. Bayley | 116 | DEBORAH ANN |
| Nand Maina | 499 | SAVITRI |
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| Nanga Parbat | 7343 | XIN HAILONG |
| Nangard | 499 | JENNY V |
| Nangbeto | 5931 | CARL METZ |
| Nangokutosa Maru | 997 | HORIZON |
| Nanhai Career | 7680 | ZANG SU BONG |
| Naniha | 1598 | MILD SPLENDOUR |
| Naniwa Maru No. 1 | 966 | ATTIKI |
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| Naniwa Maru No. 8 | 368 | TITUS |
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| Naniwa Maru No. 33 | 992 | INTER BUNKER |
| Naniwa Maru No. 45 | 997 | BARUJORA |
| Naniwa Maru No. 48 | 2875 | OCEANIA GLORY |
| Naniwa Maru No. 52 | 2962 | SHAMROCK OCHO |
| Naniwa Maru No. 68 | 2853 | SERAYA |
| Naniwa Maru No. 71 | 2706 | UDOFE IV OKEBHO PALM |
| Naniwa Maru No. 80 | 2988 | SHAMROCK TRES |
| Nanjo | 196 | BELLE GELICA |
| Nankai | 396 | EISHIN MARU No. 3 |
| Nankai Maru | 297 | SANYO MARU No. 2 |
| Nankai Maru | 503 | GUADA CRISTY |
| Nankai Maru No. 2 | 376 | CHOHEI MARU |
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| Nankai Maru No. 5 | 833 | CHIRICAWA |
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| Nanna | 736 | SEA RIDER |
| Nanna Buur | 150 | ALGOSAIBI IV |
| Nannell | 550 | MI AMIGO |
| Nanny | 223 | TSIMIHETY |
| Nanny | 381 | SIVA |
| Nanny | 499 | JENNY V |
| Nanny | 185121 | PARTHENON |
| Nanny | 245140 | KING ALEXANDER |
| Nanny Onstad | 64618 | SUNNY CLIPPER |
| Nano K | 1853 | NORINA |
| Nanok S | 2208 | YAN DANG SHAN |
| Nanok Trawl | 934 | POLAR TRAWL |
| Nanoq Trawl | 934 | POLAR TRAWL |
| Nanos | 132 | ARGONAUT II |
| Nanoula | 2635 | UNITED I |
| Nanryu Maru | 5392 | IKOPA |
| Nanryu Maru No. 7 | 368 | SHIOMI MARU No. 55 |
| Nansei Maru No. 7 | 284 | AFKO 303 |
| Nansei Maru No. 12 | 298 | COAST LINE No. 101 |
| Nansei Maru No. 17 | 408 | AMANECER |
| Nansei Maru No. 25 | 499 | RYOUN MARU No. 3 |
| Nansei Maru No. 27 | 320 | NAM SUNG No. 27 |
| Nansei Maru No. 28 | 497 | KOTOSHIRO MARU No. 28 |
| Nanshin I | 4852 | NAN SHIN |
| Nanshin Maru | 4157 | NANSHIN |
| Nanshin Maru No. 1 | 832 | LAM KOK |
| Nanshin Maru No. 7 | 214 | HUON GULF |
| Nanshin Maru No. 25 | 829 | KAH POH |
| Nanshu Maru | 199 | YOSHIEI MARU |
| Nanshu Maru | 420 | EVER SPRING No. 1 |

| | | |
|---|---|---|
| Nantai No. 7 | 6650 | BLESS CONTAINER |
| Nanten Maru No. 11 | 176 | KOJIN MARU No. 88 |
| Nanten Maru No. 12 | 171 | FUJI MARU No. 12 |
| Nantes City | 10525 | MARIOS |
| Nantila | 304 | MARIJN |
| Nantong | 8923 | MING XING |
| Nantucket | 2652 | SAVANNAH SUN |
| Nanumea | 999 | EBADON |
| Nanyo Maru | 12005 | MARITIME LOYALTY |
| Nanyo Maru No. 2 | 996 | DIANA |
| Naoshima Maru No. 2 | 191 | ARIAKE MARU No. 8 |
| Nap I | 140 | LADY KIM |
| Napier Star | 8243 | TAMAPATCHEREE |
| Napoleon | 310 | TACNA 3 |
| Napoleon L | 805 | HOWE SOUND QUEEN |
| Nara | 6210 | HONG QI 116 |
| Nara | 15474 | OLIVEBANK |
| Nara II | 1840 | CRANE L. P. |
| Narai | 17751 | SHAKTI DOOT |
| Naranco | 1278 | KAI ALAI |
| Narcis | 11563 | AEGEAN DOLPHIN |
| Nareau | 185 | SARATOGA |
| Narfi | 775 | JON KJARTANSSON |
| Narihara Maru No. 18 | 463 | PERWIRA |
| Narihira Maru No. 8 | 299 | DONA AUREA B—I |
| Narinder | 8394 | AGRA |
| Narissa | 9704 | ALLISSA |
| Narita Maru | 194 | SAKATA MARU |
| Narita Maru | 198 | TOA MARU No. 2 |
| Narita Maru No. 3 | 348 | PUNG GUK No. 707 |
| Narita Maru No. 8 | 192 | SHOUN MARU No. 8 |
| Narita Maru No. 15 | 120 | YOSHIKATSU MARU No. 15 |
| Narita Maru No. 20 | 168 | KOTOKU MARU No. 28 |
| Narita Maru No. 31 | 111 | NARITA MARU |
| Narita Maru No. 35 | 160 | SHINSHO MARU No. 3 |
| Narita Maru No. 38 | 249 | HALCYON No. 1 |
| Narkeeta | 193 | ALERT |
| Narnian Sea | 54055 | STAVANGER PRINCE |
| Narrondo | 373 | SIETE DE JULIO |
| Narssalik | 340 | ISLA DOLORES |
| Narushio | 199 | SOMARCO II |
| Narushio Maru | 356 | FERRY MISAKI MARU No. 11 |
| Narushio Maru | 654 | MILOS |
| Naruto Maru | 503 | GUADA CRISTY |
| Narva | 1750 | BORRASCA I |
| Narval | 280 | ONA GUIA |
| Narval | 4413 | HORNSTRAIT |
| Narvik | 228 | SOLDAG |
| Narvik | 489 | GEO SURVEYOR |
| Narya | 861 | VENETA |
| Nas | 1455 | UFUK AKSOY |
| Nasbon | 13453 | SABRINA ACE |
| Nasche | 223 | IOANNIS P. |
| Nashira | 757 | ZAHER II |
| Nasia | 484 | HANNOUDA |
| Nasipit Maru | 3955 | TWILIGHT |
| Nasos I | 4350 | CHARIOT I |
| Nasrallah | 1555 | MAZIN |
| Nassau | 2430 | CARIB VACATIONER |
| Nassau I | 2430 | CARIB VACATIONER |
| Nassau Pride | 48410 | ANAFARTA S |
| Nassauborg | 1354 | VILA MOOSUM |
| Nasser | 197 | BOLUDA TREINTA |
| Nassiouka | 2129 | SENG SOON CHEW |
| Nasta Tamara | 2253 | KERTA TUJUH |
| Nata | 9194 | YA SAMADU |
| Nataarnaq | 358 | NIISA |
| Nataarnaq I | 358 | NIISA |
| Natacha | 1597 | NATACHA C |
| Natacha Caldas | 1597 | NATACHA C |
| Natal | 8740 | ALIADRIKNI |
| Natal | 13978 | KUMASI |
| Natal Hustler | 967 | MEDANO |
| Natale Senior | 454 | MARIAMA |
| Natali I | 1019 | KALIMANTAN I |
| Natalia | 525 | GINA |
| Natalia | 14733 | RANGER |
| Natalia Eugenia | 124 | MARIA EUGENIA CACAO |
| Natalie | 421 | MISS KESHIA I EXPRESS |
| Natalie | 1144 | AVERITY |
| Natalie Bolten | 20899 | LORELAY |
| Natalie Brown | 275 | MANGROVE CREEK |
| Natalie Schulte | 1594 | LOUISIANA |
| Nataly | 543 | LESAMAR UNO |
| Natasa I | 499 | OSTRIA |
| Natascha | 910 | SOLA |
| Natasha | 15855 | EUROLIBERTY |
| Natasha I | 9523 | RIZCUN ENTERPRISE |
| Natasha II | 9862 | SAT MARS |
| Nate | 7189 | FRANK PAIS |
| Nathalie | 224 | NATALI |
| Nathalie | 715 | LEON |
| Nathalie | 7217 | MC GEM |
| Nathalie | 17316 | BLUE MEADOW |
| Nathalie Letzer | 394 | ANGLIAN LADY |
| Nathan Forrest | 137 | NURI |
| Nathurn | 202 | SILVER RIVER |
| Natica | 23519 | CHERNOVTSY |
| Natie | 207 | WHITE PEARL |
| National Cement | 20359 | MATILDE |
| National Integrity | 13746 | TRADE PINE |
| National Leader | 6878 | J. MARIE |
| National Pride | 364 | EXPRESS |
| National Ranger | 249 | KATY P |
| National Steel Five | 3796 | WILCON X |
| National Steel Four | 6878 | J. MARIE |
| National Trust | 13746 | SENATOR |
| Natsu Maru | 151 | PADANG BAY |
| Natsushima Maru | 194 | JIN |
| Nattco Carrara | 999 | OUED ZIZ |
| Nattfari | 117 | STEFNIR |
| Nattfari | 234 | PALL |
| Nattfari | 271 | HEIMAEY |
| Natuna I | 1092 | ISTANA V |
| Natuna III | 1121 | GRAHA |
| Naturalist | 3583 | YI CHANG |
| Naugatuck | 140 | SEA EAGLE |
| Nauma | 255 | VEFSNA |
| Nauma | 1587 | LEON |
| Naushon | 2652 | SAVANNAH SUN |
| Nausica | 5165 | TAI FAT |
| Nausicaa | 6210 | HONG QI 115 |
| Nausicaa | 9047 | THERMAIKOS II |
| Nausika | 2132 | M. ALEXAND |
| Naustbuen | 183 | BRONNOY TRAL |
| Nautic | 318 | MARGARET HANNAH |
| Nautic | 483 | GERDA MARIA |
| Nautic | 999 | ABILITY |
| Nautic | 9699 | NAUTIQUE |
| Nautic Frigg | 491 | THERESA |
| Nautic W | 318 | MARGARET HANNAH |
| Nautica | 498 | NAUTILA |
| Nautica | 11621 | AIS GIORGIS |
| Nautical Inspector | 198 | PARD I |
| Nauticus Dyo | 499 | MOHAMMEDI |
| Nautik | 206 | CAM WARDEN |
| Nautik | 422 | CAM VANGUARD |
| Nautika | 422 | CAM VANGUARD |
| Nautilus | 999 | COBURG |
| Nautilus | 1115 | ALEUTIAN MIST |
| Nautilus | 1599 | PRASETIA |
| Nautilus | 16241 | VENUS T |
| Nautilus Primo | 3778 | TANTO DELI |
| Nautilus Secundo | 4366 | VERITIC ORCHID |
| Nautilus Tertio | 3742 | RIMBA DUA |
| Nava | 285 | ATHINA |
| Navafria | 499 | TIN |
| Navajo | 146 | NEWCASTEL |
| Navajo | 499 | NAPETCO I |
| Navalhorno | 1187 | BUBUGAS |
| Navalis | 1599 | NATHANEL |
| Navarchos Apostolis | 307 | IOANNIS APOSTOLIS |
| Navarchos Miaoulis | 35314 | OCEAN VOYAGER |
| Navarino | 1263 | HONG HING |
| Navarino | 3245 | EQUATOR PRIDE |
| Navarino | 15294 | REGENT SEA |
| Navarino Bay | 1501 | RICHARD BORDO |
| Navarra | 1397 | CAPTAIN KIM |
| Navasota | 145 | NOHEA |
| Navasota | 483 | NIGHTWIND |
| Navelina | 6168 | OURO DO BRASIL |
| Navelinacore | 6168 | OURO DO BRASIL |
| Navem Olinda | 7895 | FROTARIO |
| Naven | 1388 | FALCO |
| Navi I | 498 | GREEN ISLAND I |
| Navi I | 499 | CHING MA |
| Navi II | 258 | PALAPA INTI |
| Navi Pride | 1258 | SENTOSA |
| Navi Star | 874 | CAPELLA |
| Navi Wood | 3856 | BALTICWOOD |
| Navia | 17974 | DAN XIA SHAN |
| Navichem Sirius | 1401 | EBONY |
| Navigabel | 433 | EQUATOR III |
| Navigare | 957 | BOSCO |
| Navigator | 10074 | EXPLORER |
| Navigator | 14038 | YAMA |
| Navigia | 999 | DFL HAMBURG |
| Naviglory | 9646 | RAVEN |
| Navigo | 497 | CARLSBERG |
| Navijosa Segundo | 205 | AIN TENZARA |
| Navimar Un | 702 | ARCTICA |
| Navimer II | 1154 | ODIN SAFE |
| Navios Challenger | 48501 | TREBIZOND |
| Navios Champion | 52765 | ALEXANDDRA SEA |
| Navios Collier | 52744 | RIVER MAAS |
| Navios Commander | 59533 | THEOGENNITOR |
| Navios Commodore | 55084 | PACIFIC S |
| Navios Conqueror | 52811 | DIAPOROS |
| Navios Courier | 50849 | TRADE ENDEAVOR |
| Navios Crusader | 51403 | KONSTANTINOS |
| Navios Mariner | 32582 | HUA KAI |
| Navios Merchant | 36223 | CRNA GORA |
| Navios Miner | 36223 | OCEANIC MINDANAO |
| Navios Monarch | 36223 | PEARL OF ABU DHABI |
| Navios Unique | 64670 | NAVIOS PROTECTOR 2 |
| Navios Voyager | 35806 | GUMBET |
| Navipesa Dos | 500 | SUPERPESA I |
| Navipesa Uno | 362 | ISLENO II |
| Navis | 492 | ANTONIOS |
| Navis | 941 | BON ESPOIR |
| Navjeevani | 11814 | SWATIRANI |
| Navran I | 1284 | MARAMCO I |
| Navua | 1951 | KIN HORSE I |
| Navy Progress | 1878 | ISAMAR |
| Nawal I | 575 | KHATRI 12 |
| Nawala | 64748 | FARLAND |
| Nawar II | 495 | ASSOS |
| Naweza | 3204 | CEYLION |
| Naworth | 20059 | HUMANIST |
| Naxos | 499 | GLARIOS |
| Naxos | 1181 | AEGINA |
| Naxos | 1971 | PAROS |
| Naxos Island | 3831 | SAFAK I |
| Naxos Island | 10322 | NARRATOR |
| Naxos Reefer | 4845 | ATLANTIC TRADER |
| Naxos 1 | 3302 | PHAROS |
| Naylamp | 314 | RIBAR III |
| Naz | 1441 | SVEA ATLANTIC |
| Naz | 1596 | AMAFHH TWO |
| Nazal Marine Service II | 121 | NAZAL II |
| Nazar Gubin | 5474 | KOSMONAUT GEORGIY DOBROVOLSKIY |
| Nazar R | 1041 | VARIM I |
| Nazareth | 190 | VALENCA |
| Nazareth | 252 | PALMETTO |
| Nazca | 225 | MANCORA 7 |
| Nazek | 132 | KHOR FAKKAN |
| Nazie | 1598 | PINELOPI |
| Nazie Beauty | 1598 | PINELOPI |
| Nazir | 1549 | PEGY |
| Nazly Loqo't | 834 | LAMPUNG |
| Nazma | 3251 | LUCKY STAR |
| Nazmi Bayburt | 799 | MEMIS METE |
| NCC Gizan | 16595 | NCC JIZAN |
| Nea | 494 | LISSA |
| Neapolis II | 1586 | YGIA |
| Neb | 148 | BACKE |
| Nebb | 800 | VESTVIKING |
| Nebida | 360 | BOLUDA MISTRAL |
| Nebraska | 57075 | NEDLLOYD HUDSON |
| Necati Gurkaya | 456 | SEHIT NECATI GURKAYA |
| Nechako | 125 | CANADIAN III |
| Neches | 20751 | FALCON DUCHESS |
| Neckar | 11264 | LITO |
| Neckar Express | 13011 | LEEWARD |
| Neckartal | 991 | ALNILAM |
| Ned Morgan | 142 | NELSON |
| Nederland | 334 | ELCOMEC I |
| Nederland | 339 | KAPPA POWER |
| Nedlloyd Alkmaar | 10239 | MERCURY SEA |
| Nedlloyd Amersfoort | 10239 | TAAL LAKE |
| Nedlloyd Amsterdam | 12811 | SEVASTAKI |
| Nedlloyd Bounty | 5480 | SANTA MARTA |
| Nedlloyd Brussel | 7582 | CMB EMBLEM |
| Nedlloyd Caledonia | 18587 | WEI HE |
| Nedlloyd Caribbean | 9049 | LA PAIX |
| Nedlloyd Carribbean | 9230 | T. A. NAVIGATOR |
| Nedlloyd Clarence | 33405 | IBN BAJJAH |
| Nedlloyd Cristobal | 13038 | CIUDAD DE BUENAVENTURA |
| Nedlloyd Crystal | 5664 | KOTA RIA |
| Nedlloyd Curacao | 9230 | T. A. MARINER |
| Nedlloyd Everest | 18066 | DSR AFRICAN STAR |
| Nedlloyd Express | 12234 | EXPRESS |
| Nedlloyd Flevoland | 9309 | PASIG RIVER |
| Nedlloyd Gooiland | 4846 | HELIOPOLIS SKY |
| Nedlloyd Himalaya | 16430 | MERKUR SEA |
| Nedlloyd Hollandia | 28040 | NEDLLOYD NEERLANDIA |
| Nedlloyd Katwijk | 7884 | SINOLION |
| Nedlloyd Kembla | 11496 | SIN DA |
| Nedlloyd Kimberley | 11852 | ASTER |
| Nedlloyd Kingston | 12403 | SIN TONG |
| Nedlloyd Kyoto | 11851 | KYOTO |
| Nedlloyd Maretania | 7231 | MC EMERALD |
| Nedlloyd Moji | 9513 | PARASKEVI II |
| Nedlloyd Nagasaki | 12123 | EQUATOR RUBY |
| Nedlloyd Napier | 12123 | SIN LOONG |
| Nedlloyd Nassau | 12123 | EQUATOR STAR |
| Nedlloyd Niger | 9282 | MERCURY COVE |
| Nedlloyd Nile | 9282 | MERCURY CAPE |
| Nedlloyd Pride | 999 | GIMO TELLUS |
| Nedlloyd Rockanje | 4086 | DANA CORONA |
| Nedlloyd Salland | 6204 | MANOLIS |
| Nedlloyd Shuttle | 3412 | CHRISTA THIELEMANN |
| Nedlloyd Sprinter | 1599 | BELLA L |
| Nedlloyd Van Diemen | 17519 | CGM LORRAINE |
| Nedlloyd Waterland | 8953 | REDESTOS |
| Nedlloyd Westerhamm | 3936 | WESTERHAMM |
| Nedlloyd Westland | 8935 | TEPHYS |
| Nedlloyd Willemstad | 7227 | ALLAMANDA |
| Nedlloyd Zaandam | 9367 | CMB ENVOY |
| Nedlloyd Zaandam | 9678 | BOLD |
| Nedlloyd Zaandam | 10524 | MAGDALENE |
| Nedlloyd Zaandam | 30750 | SHERBRO |
| Nedlloyd Zaire | 5257 | CHAMPION |
| Needles | 338 | SHELTER BAY |
| Needwood | 1534 | ZEELAND |
| Neeltje | 103 | CHRISTINA |
| Neeltje | 122 | ZUIDERZEE |
| Neeltje Broere | 617 | KIRKI |
| Neeltje Cornelis | 104 | NOORDERHAAKS |
| Neeltje Cornelis | 164 | WILLEM |
| Neeltje Maria | 114 | ELVIRITA C. |
| Neenai | 1336 | SEA PAL |
| Neerlandia | 1599 | GERANTA |
| Nefeli | 12916 | EARLY STAR |
| Nefos II | 9093 | TRINITY SIERRA |
| Neftegaz 4 | 2737 | ILGA |
| Neftegaz—17 | 2737 | NIKOLAYEV |
| Neftegaz—20 | 2737 | YASNYY |
| Neftegaz—21 | 2737 | IRBIS |
| Neftegaz—23 | 2737 | TIGR |
| Neftegaz—32 | 2737 | SONG DINH 1 |
| Neftegaz—33 | 2737 | GEPARD |
| Neftegaz—53 | 2723 | UMKA |
| Neftegaz—54 | 2723 | RADON |
| Neftegaz—65 | 2723 | KALAR |
| Neftegaz—72 | 2723 | PATEKA SUPPLY 1 |
| Negah | 3528 | SERENITY |
| Negev Oron | 10490 | MONICA |
| Nego Baron | 276 | TMS PRIDE |
| Nego Beach | 485 | EDRI |
| Nego Duke | 203 | TONG SIONG |
| Nego Empress | 9066 | EKATERINI B |
| Nego Explorer | 124 | SEA EXPLORER |
| Nego Harmony | 9094 | ALAM INDAH |
| Nego Iron | 485 | OUZOU |
| Nego King | 181 | PETREL |
| Nego Loader | 485 | WAZN |
| Nego May | 8907 | LADY OF LORNE |
| Nego Prince | 538 | HELLAS |
| Nego Steel | 485 | ARATAI |
| Nego Surveyor | 340 | SEA SURVEYOR |
| Nego Venture | 8907 | LADY OF LORNE |
| Nego Victoria | 59184 | BELEM |
| Negombo | 442 | ZHONG JIANG |
| Negotiator | 23007 | YOUCHENG |
| Negros | 3177 | ISTANA VI |
| Negros | 4617 | MING HO |
| Negros Sampaguita | 16582 | OCEAN OPAL |
| Negus | 1263 | HONG HING |
| Nehal | 399 | MAHEE—A |
| Nehmed Allah | 399 | SAMIA F |
| Neide | 4838 | IPHIGENIA |
| Neidenburg | 1680 | CLAUDIA |
| Neila | 1555 | LEILA |
| Neithea | 278 | ELGO |
| Neiva | 163848 | ABT RASHA |
| Nejem | 389 | M. J. K. III |
| Nejmat El Petrol XVII | 12964 | FAL XVIII |
| Nel Bruynzeel | 435 | WAHJU |
| Nelco I | 498 | SEA PRODUCER |
| Nele Maersk | 36376 | BT NAUTILUS |
| Nelion | 43806 | MONTE CHIARO |
| Nelle Belle | 182 | JANICE & JULIE |
| Nellie | 268 | ELENAKI P. S. |
| Nellie M | 818 | TIMRIX |
| Nellik | 8254 | CHIQUITA MILANO |
| Nello D'Alesio | 102 | NELLO |
| Nellwood II | 246 | ACANIA |
| Nelly Farmand | 149 | CORTINA |
| Nelly Haltermann | 499 | COLONNELLO A. SGARALLINO |
| Nelly Jetske | 385 | BRESSAY BANK |
| Nelly Kirstine | 277 | METTE—PIA |
| Nelly Klint | 399 | MARKAB |
| Nelly Maersk | 36376 | BT NIMROD |
| Nelly Marie | 122 | TROIS VIERGES |
| Nelly Rose | 118 | ST. MARY I |
| Nelson | 310 | JUNIN 8 |
| Nelson | 353 | SALT RIVER |
| Nelyda | 213 | MARIA LAURA |
| Nemaha | 234 | DEN DEN |
| Nemea | 10993 | ALAM TEGAS |
| Nemesis | 17257 | I. VAN |
| Nemo | 3826 | APOLLONIA NOBILITY |
| Nemours | 941 | EL CINCO |
| Nemrod | 273 | ALCORA |
| Neni | 2129 | SENG SOON CHEW |
| Neni | 2916 | MENTOR |
| Nenny Cargo | 299 | LEOPOLD |
| Nenny Carrier | 299 | ISABEL |
| Nenny Coaster | 682 | SVEALAND |
| Nenny Conveyer | 299 | LEONARD |
| Nenny Freighter | 299 | PIRHOLM |
| Nenny Supplier | 430 | ENCOUNTER BAY |
| Nenny Trader | 299 | LEONARD |
| Nenya | 861 | ZERHOUN |
| Neo Campanula | 22135 | NORITA |
| Neo Fos | 1666 | MERCS KOMARI |
| Neo Helianthus | 22531 | PARITA |
| Neo Poinsettia | 23279 | MANILA PROGRESS |
| Neomonni | 181 | TANDA 9 |
| Neomys | 399 | LADY JULIA |
| Neotis | 8745 | NEOS |
| Nepco Gallant | 54925 | OSMAN AZNI |
| Nepco 10 | 259 | KAREN TIBBETTS |
| Neptank I | 1599 | SEDRA |
| Neptank VI | 996 | LUCKY VI |
| Neptor | 326 | NEPTUNO |
| Neptra II | 972 | JUMBO |
| Neptra V | 997 | OM III |
| Neptun | 182 | RUNAVIK |
| Neptun | 187 | SAKSABERG |
| Neptun | 268 | J. E. TOWER |
| Neptun | 490 | KAPITAN ARISTOV |
| Neptun | 500 | SITULA |
| Neptun | 2317 | NEPTUNE |
| Neptun | 3474 | HAPAG LLOYD AMAZONAS |
| Neptun | 5448 | CLIO |
| Neptun | 9019 | CABLE VENTURE |
| Neptun Gothia | 1584 | ABEILLE LANGUEDOC |
| Neptun II | 3474 | HAPAG LLOYD AMAZONAS |
| Neptun Suecia | 1576 | ABEILLE FLANDRE |
| Neptuna | 10679 | KOTA RAKYAT |
| Neptune | 198 | MAGGIE F |
| Neptune | 215 | REID MCALLISTER |
| Neptune | 11310 | CAPE ARCHWAY |
| Neptune Agate | 6718 | PERKASA |
| Neptune Amethyst | 4845 | DONG GUANG |
| Neptune Aries | 16444 | OCEAN TRADER |
| Neptune Asia | 900 | EVER TRANSPORT II |
| Neptune Beryl | 13488 | ANRO FREMANTLE |
| Neptune Concord | 31071 | ACE CONCORD |
| Neptune Cyprine | 8823 | NEPTUNIAN |
| Neptune Dolphin | 10835 | SAN PEDRO |
| Neptune Emerald | 20243 | IBN SINA |
| Neptune Garnet | 36195 | PRESIDENT F. D. ROOSEVELT |
| Neptune Ivory | 21213 | IBN ZAIDOUN |
| Neptune IV | 4516 | ARABDRILL 1 |
| Neptune Jade | 36859 | PRESIDENT EISENHOWER |
| Neptune Jasper | 13488 | ANRO ADELAIDE |
| Neptune Kiku | 8823 | AL BAKY |
| Neptune Leo | 51501 | ENALIOS TRITON |
| Neptune Marlin | 3936 | WESTERHAMM |
| Neptune Orion | 16444 | OCEAN CORAL |
| Neptune Pegasus | 53944 | BUNGA KERANJI |
| Neptune Ruby | 8845 | ZULJENAH |
| Neptune Sakura | 8698 | ATLANTA |
| Neptune Sapphire | 21213 | IBN ZAIDOUN |
| Neptune Seagull | 5320 | DRAGON SUMATRA |
| Neptune Star | 1499 | ODESSA STAR |
| Neptune Star | 10472 | NEPTUNE STAR 1 |
| Neptune Stork | 12000 | DRAGON BRANI |
| Neptune Topaz | 9843 | SUPANYA |
| Neptune Volans | 4619 | CAPRICORNIO |
| Neptune VI | 181 | NEPTUNE |
| Neptune Zircon | 9948 | PAITHOON |
| Neptune 1 | 1940 | ATRIA |
| Neptune's Lab | 637 | LAFAYETTE II |
| Neptunia | 2516 | PROMINENCE |
| Neptunia | 4943 | CORINTHIA |
| Neptunian | 10525 | ANDREAS A |
| Neptuno | 136 | ADRIANA |
| Neptuno II | 1866 | MARSOPLA |
| Neptuno 2 | 458 | DIOS |
| Neptunus | 108 | G. W. 122 |
| Neptunus | 114 | DAWN SPRAY |
| Neptunus | 137 | WICKI—ALEX |
| Neptunus | 299 | PANAGIA MALEVI |
| Neptunus | 365 | PANTOKRATOR VI |
| Neptunus | 37086 | MAERSK TELUK |
| Neptunus Star | 164 | SVANO AV VIDEBERG |
| NEPTUNE | 628 | POSEIDON |
| Nera | 454 | FIUME NERA |
| Nera | 799 | NERA II |

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|---|---|---|
| Neraida | 50227 | HELLESPONT ARDENT |
| Neraida II | 2355 | HYDRA |
| Nerano | 15847 | EMERALD SEA |
| Nereida | 398 | NADINE |
| Nereide | 2178 | GOB WEIN |
| Nereo | 140 | PUENTE DE LA BARCA |
| Nereo | 16161 | OFFI GLORIA |
| Nereus | 199 | ELIAS I |
| Nereus | 293 | ZAAN |
| Nereus | 424 | CAVALIER STAR |
| Nereus | 11375 | HARMONY STOVE |
| Nerezine | 19820 | PANORMOS |
| Nerezine I | 19820 | PANORMOS |
| Neri | 9001 | MARABOU |
| Nerina | 398 | NADA I |
| Nerissa | 794 | S. C. C. 2 |
| Nerita | 447 | ARFAZ |
| Nerland Viking | 236 | MARANDI |
| Nerlandia | 492 | SIBA GERU |
| Nerma | 499 | SUNMAR STAR |
| Neromer | 282 | ABEILLE MEDOC |
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| Ness | 2638 | YUAN BAO SHAN |
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| Nestor | 297 | MATAKANG |
| Nestor | 1602 | MOANA IV |
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| Nestor I | 5120 | NESTOR |
| Nestor Sky | 6271 | RIKIA |
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| New England Hunter | 6645 | FAIRBRIDGE |
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| New Lily | 22009 | RUBIN STEIN |
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| New Zealand Bear | 23763 | SEA—LAND PRODUCER |
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| Ngapara | 4032 | KENT BRILLIANT |
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| Niaga IV | 808 | NUSA MAS |
| Niaga IX | 868 | NAGURA |
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| Niaga VII | 499 | SANTA LUCIA |
| Niaga VIII | 868 | NASUNA |
| Niaga X | 1247 | NABIRE |
| Niaga XI | 1194 | KAWITAN |
| Niaga XII | 868 | NUSAWAMER |
| Niaga XIII | 1247 | NUSARIWE |
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| Niaga XV | 1144 | NUMANGGURI |
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| Niaga XVIII | 977 | SITIUNG |
| Niaga XXII | 499 | RACHMANUEL 2 |
| Niaga XXIX | 963 | MAMIRI |
| Niaga XXV | 499 | KAHURIPAN |
| Niaga XXVI | 499 | DARPO SEMBILAN |
| Niaga XXVII | 708 | WALIE 8 |
| Niaga XXVIII | 1548 | PANTAI MAS |
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| Niaga XXXIV | 886 | KAMASAN |
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| Niaga XXXVII | 1496 | FRANKY |
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| Nichiharu | 106718 | MATTERHORN |
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| Nichihisa Maru | 494 | ASAKAWA MARU |
| Nichiho Maru | 684 | GREAT STAR |
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| Nichimi Maru | 995 | OCEAN TREASURE |
| Nichinan | 996 | LUCKY VI |
| Nichinan Maru | 6130 | FERRY MUROTO |
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| Nichio Maru | 105293 | WISDOM |
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| Nicholas G. Papalios | 26496 | SEA LUCK |
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| Nicola | 499 | SALWA 2 |
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| Nicola Jacovitti | 762 | HODARI |
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| Nicola Specchio | 1207 | CHRISTINA MARINE |
| Nicolaas Senior | 502 | PETRONELLA |
| Nicolai Maersk | 36376 | BT NESTOR |
| Nicolaiturm | 499 | DENEB |
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| Nicolaos Angelakis | 6506 | MOSTWEEN 7 |
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| Nicoline Maersk | 36376 | BT NAVIGATOR |
| Nicolo Gazzolo | 4634 | ZIM CARIBE III |
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| Niels Alba | 498 | SIBA APRICA |
| Niels Henrik Abel | 1586 | LADY ROWENA |
| Niels Klim | 19763 | STENA NAUTICA |
| Niels Maersk | 36376 | BT NEPTUNE |
| Niels Maersk | 142488 | HONAM SAPPHIRE |
| Niels Onstad | 70529 | AMSTELWAL |
| Niels Rask | 498 | SIBA APRICA |
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| Nikko Maru | 1112 | TRANSBULK |
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| Norco | 499 | ANGEL VITA I |
| Norcove | 1873 | FULL |
| Norcrown | 120 | JOHN TODD |
| Nord | 122 | SEA HAWK |
| Nord Caper | 330 | EVGENIA |
| Nord Cargo | 471 | NEW PORT |
| Nord Skagerrak | 14937 | BAUSKA |
| Nord—Rollnes | 318 | THORSTEINN |
| Nord—Tex | 215 | NORDIC AF ONNERED |
| Nord—Tex | 265 | SEA—TEX |
| Nordaldan | 444 | SIGURFARI |
| Nordanger | 16595 | NCC MADINAH |
| Nordanhav | 387 | SANDRA 1 |
| Nordanhav | 483 | ANGELIKI M |
| Nordanvik | 2511 | MEERAA |
| Nordbalt | 911 | SUN DANCER |
| Nordbay | 2838 | JIN FENG |
| Nordbjerg | 149 | HVARRE BANK |
| Nordborg | 3757 | GALP AVEIRO |
| Nordborg | 3865 | PROSPERITY |
| Nordbornholm | 299 | BORNHOLM |
| Nordbugvin | 792 | NORDBORG |
| Nordbunker VII | 162 | TRAVETANK |
| Nordbunker XI | 171 | NORDERTOR |
| Nordbunker XII | 171 | NORDERTOR |
| Nordcliff | 11998 | LANKA ASITHA |
| Nordeaster II | 162 | HAMPTON |
| Nordek | 2125 | EUROPEAN GLORY |
| Nordelfin | 162 | HAMPTON |
| Norden | 499 | FLORIA |
| Nordenfeld | 489 | ELEFTHERIOS |
| Nordenham | 434 | KOUTOURIARIS S. |
| Nordenhamersand | 1582 | LEMAN |
| Nordepic | 219 | RUPERT BRAND II |
| Norder Piep | 445 | CORMORANT |
| Norderfehn | 2926 | ACOR |
| Norderney | 131 | HADARVAAG |
| Norderney | 156 | GWENTGARTH |
| Nordersand | 499 | AVINIA |
| Nordervon | 964 | STRAND SENIOR |
| Nordfahrt | 498 | CONNY |
| Nordfeld | 499 | AMNA |
| Nordfels | 4612 | NORTH ROCK |
| Nordfinnur | 120 | HADEGISKLETTUR |
| Nordfisk | 249 | KRISTIAN HALSTEIN |
| Nordfjell | 1271 | ALIBAK JOSEFSEN |
| Nordfjord | 1460 | NORD |
| Nordfjord 1 | 870 | WINDWARD |
| Nordflex | 43733 | BURWAIN ATLANTIC |
| Nordfonn | 1598 | NORMAND BORG |
| Nordfrakt | 199 | TOR JAN |
| Nordfriesland | 492 | LIMBARA |
| Nordgard | 498 | NORTH SOUND II |
| Nordgard | 1663 | MEERA |
| Nordgas | 1006 | POPI H. |
| Nordhafen | 505 | KARTERADOS II |
| Nordhaff | 2742 | SIMALI 1 |
| Nordhav | 187 | SLAETTABERG |
| Nordhavet | 287 | WESTBANK |
| Nordheide | 1565 | TRADE LUCK |
| Nordhelm | 210 | NORDLAND I |
| Nordholm | 1992 | BETTINA |
| Nordhordland | 320 | MELAND |
| Nordhval | 19820 | STAR JASMINE |
| Nordic | 1599 | SANTA ROSA |
| Nordic Birch | 3856 | BALTICWOOD |
| Nordic Board | 2841 | NORDIC ONE |
| Nordic Breeze | 17949 | LADY EMA |
| Nordic Bridge | 2364 | ULLA |
| Nordic Challenger | 75770 | NAFSIKA M |
| Nordic Chieftain | 71967 | E. B. CARRIER |
| Nordic Clover | 399 | RODFJELL |
| Nordic Crusader | 72342 | MOUNT ATHOS |
| Nordic Faith | 51474 | FINA AMERICA |
| Nordic Hunter | 5739 | ASK |
| Nordic I | 1599 | SANTA ROSA |
| Nordic IV | 877 | JACKMAN |
| Nordic Maid | 532 | QUETALMAHUE |
| Nordic Mariner | 36411 | PELAGOS |
| Nordic Merchant | 32111 | AGIA DYNAMIS |
| Nordic Monarch | 989 | YUKON PRINCESS |
| Nordic Monarch | 30892 | EVER PRAISE |
| Nordic Offshore | 885 | ROTAM I |
| Nordic Offshore | 942 | GEORGE E. DARBY |
| Nordic Patriot | 58896 | KAMARI |
| Nordic Pride | 199 | CELTIC |
| Nordic Proctor | 399 | RODFJELL |
| Nordic Renaissance | 59533 | THEOGENNITOR |
| Nordic Saga | 492 | SONG ZHU MEI YI HAO |
| Nordic Sanko | 30892 | GOYA |
| Nordic Service | 486 | SCANDIA SERVICE |
| Nordic Spirit | 43850 | CONSTITUTION |
| Nordic Star | 64475 | MANDAN |
| Nordic Stream | 8026 | JOLLY ARGENTO |
| Nordic Sun | 8093 | MUNSTER |
| Nordic Sun | 11781 | NORDIC |
| Nordic Trader | 20085 | NORTANK SKAUHOLT |
| Nordic V | 494 | GEOSEARCH |
| Nordic VI | 718 | ESCORT PROTECTOR |
| Nordic Wasa | 5792 | TOR ANGLIA |
| Nordic 1 | 586 | CELTIC I |
| Nordica | 492 | SONG ZHU MEI YI HAO |
| Nordica | 2907 | GU SHAN |
| Nordica Star | 295 | MILLSUPPLIER |
| Nordingur | 276 | FOROYINGUR |
| Nordisle | 11998 | TSL BRAVO |
| Nordkap | 122 | RIMI |
| Nordkap | 398 | NAWAL 1 |
| Nordkap | 2640 | CHYU CHIANG |
| Nordkap | 19728 | IKAN ACAPULCO |
| Nordkap II | 235 | SUNNANVIND |
| Nordkapp | 595 | CAM VOYAGER |
| Nordkappferja | 258 | VOLLSOY |
| Nordkapptral I | 295 | HELGANES |
| Nordkliff | 493 | ATHERAS |
| Nordklit | 123 | MARY RONN |
| Nordkyn | 101 | JASON II |
| Nordkyn | 399 | MAHEE—A |
| Nordkyn | 424 | NORDIC |
| Nordkyn | 1330 | DOLPHIN |
| Nordkyn | 19820 | STAR LILY |
| Nordkyntral | 295 | CRYSTAL |
| Nordland | 215 | NORDIC AF ONNERED |
| Nordland | 241 | VIEILLE MONTAGNE |
| Nordland | 1598 | NOREN |
| Nordland | 4848 | ARCTIC REEFER |
| Nordland | 9215 | DELTA FLAG |
| Nordland | 19669 | PARASKEVI M Y. |
| Nordland I | 211 | WIEBKE |
| Nordland V | 4848 | ARCTIC REEFER |
| Nordlandsfjord | 1874 | BALTIC KIES I |
| Nordlicht | 298 | CEDRE |
| Nordlicht | 999 | RAROMATAI—FERRY |
| Nordlicht II | 424 | STADT WANGEN |
| Nordlicht II | 898 | PICO RUIVO |
| Nordlight | 11998 | NANTAI QUEEN |
| Nordmark | 2758 | DIMITRIS |
| Nordmeer 1 | 135 | CAROLINE |
| Nordmore | 120 | VICKY |
| Nordo | 451 | EQUA |
| Nordo | 672 | JARL |
| Nordon | 1572 | WIKING EAST |
| Nordorn | 398 | DUNO |
| Nordpaloma | 470 | KARWELA |
| Nordpartner | 16689 | ANTEA |
| Nordpol | 483 | CONSUL |
| Nordpol | 19728 | ALAM MEXICO |
| Nordri | 981 | ALIDA TERZA |
| Nordsaga | 499 | INGA B. |
| Nordschau | 2084 | SOUTHERN ELEGANCE |
| Nordsee | 496 | ROSAYELENA |
| Nordsee | 643 | ZEGOTA |
| Nordsee Pilot | 1026 | WINDGLOW |
| Nordsee Pionier | 421 | MISS KESHIA I EXPRESS |
| Nordseesand | 1595 | VELIA PRIMA |
| Nordshell | 149 | PROMETHEUS |
| Nordsjo | 136 | NORDCAP |
| Nordsjo II | 162 | ANNE—I |
| Nordsjobas | 418 | ST. PADARN |
| Nordsjofisk | 299 | KVALSKJAER |
| Nordsk Express | 6638 | MERKUR EUROPE |
| Nordskott | 363 | SEVEN OAKS |
| Nordskott | 1021 | SVEAFJELL |
| Nordsky | 11998 | KARAWA |
| Nordsofarer | 114 | RIKKI KENT |
| Nordsofisk | 114 | BENDIX |
| Nordstad | 467 | AL TADAMUN 2 |
| Nordstern | 160 | ANTILEN |
| Nordstern | 313 | MAGALHAES |
| Nordstern | 455 | AGIOS NIKOLAOS |
| Nordstern | 498 | ASTRA |
| Nordstern | 15472 | CAPTAIN VENIAMIS |
| Nordstern I | 455 | AGIOS NIKOLAOS |
| Nordstern I | 3181 | JOON SUNG HO |
| Nordstjernen | 122 | LAIBOT |
| Nordstjernen | 152 | PION |
| Nordstjornan | 756 | OCEAN TIGER |
| Nordstrand | 149 | PAMELA |
| Nordstrand | 2831 | QING RONG |
| Nordstrand II | 123 | SILVER STAR |
| Nordstrand II | 423 | RIVER TAVY |
| Nordstrand Partner | 398 | LADY DALAL |
| Nordstrand Priva | 398 | LADY DALAL |
| Nordsun | 11998 | LANKA ABHAYA |
| Nordsund | 999 | GIRONDA |
| Nordtramp | 18624 | FIDESTAR |
| Nordvaag | 945 | NADIA |
| Nordvaer | 363 | SEVEN OAKS |
| Nordvaer | 1165 | NORDIC |
| Nordvard | 15842 | RIO COLORADO |
| Nordvard | 34196 | NIMROD |
| Nordvik | 229 | SKRUE |
| Nordvik | 282 | INTISAR |
| Nordvik | 481 | EMILIE COCONY |
| Nordwald | 960 | MIMO |
| Nordwelle | 980 | DOLFIJN II |
| Nordwelle | 1567 | JIN PENG |
| Nordwelle | 2830 | YANG ZI JIANG 6 |
| Nordwelle | 3302 | PHAROS |
| Nordwik | 992 | DIB HAMID |
| Nordwind | 1598 | TRADE RANK |
| Nordwoge | 2640 | NU CHIANG |
| Nore | 399 | POSEIDON |
| Noreen | 103 | ELECTRA |
| Norefjord | 14174 | SANTOS |
| Norelg | 475 | MIDNIGHT SUN |
| Norena | 493 | RIO DE ORO |
| Norena Tercero | 493 | ELODIE II |
| Norfish Buenaventura | 169 | SOUTHERN PACIFIC I |
| Norfoil | 298 | CROWN DIVER |
| Norfolk | 493 | IOANNA |
| Norfolk Service | 499 | DAWN SHORE |
| Norfolk Shore | 499 | DAWN SHORE |
| Norfolk Trader | 799 | KOWLOON |
| Norfolk Yeoman | 112 | EROS PRIMO |
| Norfos | 512 | AUSTVAG |
| Norgas Captain | 3788 | AMAZONIA |
| Norgas Master | 8673 | IRAN GAZ |
| Norgas Traveller | 4899 | GALP FARO |
| Norgas Venture | 4167 | ARAGO |
| Norgas Wega | 5889 | NORGAS NAVIGATOR |
| Norge | 5958 | ELBEGAS |
| Norghol | 1807 | PANTRADER |
| Norimo | 1196 | ATLANTIC RIVER |
| Norindo Star | 486 | O. D. R. 3 |
| Norindo Sun | 1513 | OCEAN STAR |
| Norindo Supplier | 486 | O. D. R. 3 |
| Norita | 12077 | JIN HEI |
| Norita—22 | 283 | MONALINDA—XVII |
| Norland Queen | 205 | CLEVELAND EXPLORER |
| Norma | 150 | MARS |
| Norma | 176 | ESKIMO |
| Norma | 999 | NAVISARA |
| Norma Ann II | 297 | GEORGE M. |
| Norma Dan | 5926 | CHEM NOON |
| Norma R | 499 | ANTONIO SCOTTO |
| Norma Yvonne | 163 | MISS MARY |
| Norman Agathe | 17040 | AGATHE |
| Norman Amstel | 35911 | AKROP |
| Norman Commodore | 589 | CELTIC VENTURE |
| Norman D | 140 | ALAN |
| Norman Hanne | 16070 | HANNE |
| Norman Hunter | 70931 | LEON |
| Norman Lise | 15061 | LISE |
| Norman Maas | 35911 | DIMITRIS A. |
| Norman Maddox | 119 | MALCO I |
| Norman Merchant | 27449 | ACUMEN |
| Norman Merchant | 52440 | ALPHA SUN |
| Norman Pacific | 41565 | CAPE NORTH |
| Norman Ranger | 16113 | SINGA RANGER |
| Norman Sibona | 56225 | COMBI SAILOR |
| Norman Siboss | 51818 | ALPHA STAR |
| Norman Spirit | 15422 | SPIRIT |
| Norman Spirit | 38720 | OSORNO |
| Norman Splendor | 15422 | BERGEN SPLENDOR |
| Norman Sprite | 15422 | SPRITE |
| Norman Star | 67121 | PAN FIR |
| Norman Supreme | 15511 | SUPREME |
| Norman Trader | 51072 | LINARDOS |
| Norman Venture | 35727 | BULK TOPAZ |
| Normand Carrier | 1104 | SCOTT PROTECTOR |
| Normand Conger | 497 | NORMAND GARD |
| Normand Corona | 1320 | BIN HAI 283 |
| Normand Engineer | 1176 | BRITANNIA CRUSADER |
| Normand Flipper | 495 | TIM SHINE |
| Normand Flower | 1274 | OCEAN FLOWER |
| Normand Hunter | 1472 | TRIUMPH SEA |
| Normand Produce | 1310 | SOLVBAS |
| Normand Providence | 1547 | GRAMPIAN HIGHLANDER |
| Normand Sea | 1299 | NAND CAUVERY |
| Normand Sky | 1299 | FIELD EXPRESS |
| Normand Star | 1276 | KERIR 4 |
| Normand Sun | 1276 | KERIR 3 |
| Normand Trader | 1472 | TERRA NOVA SEA |
| Normand Vester | 476 | COOPERATOR II |
| Normand Vibran | 497 | NORMAND GARD |
| Normandia | 397 | ADEBAR |
| Normandia | 498 | NAZARETH I |
| Normandia | 2311 | COMMODORE CLIPPER |
| Normandie | 397 | ADEBAR |
| Normandie | 498 | NAZARETH I |
| Normandiet | 15572 | YING GE HAI |
| Normandy | 385 | SHIRDEL VANANCA |
| Normandy Princess | 329 | TERCEIRA |
| Normannbay | 1500 | NADINE |
| Normannes | 547 | NIDARO |
| Normannia | 10867 | ST. NIKOLAS I |
| Normannia | 12362 | HARMONY I |
| Normannsund | 1500 | DINA M |
| Normannvaag | 1500 | JAD |
| Normar | 1089 | CHARINDHORN 1 |
| Normauwil | 101 | ZEEENGEL |
| Normorshav | 982 | KRISTIAN RYGGEFJORD |
| Norna | 579 | IS PRINSEN |
| Norna II | 579 | IS PRINSEN |
| Nornagestur | 266 | NESBUGVIN |
| Nornan Fjord | 1204 | TRANSGULF |
| Nornanborg | 1739 | TELLO |
| Norned Thor | 2208 | ENNS |
| Nornes | 242 | SMINES |
| Nornews Express | 1944 | PAPER EXPRESS |
| Nornews Leader | 1598 | TRANS TRADER |
| Nornews Service | 1944 | WINCO TRADER |
| Nororn | 1314 | NEWFOUNDLAND LYNX |
| Norppa | 1568 | LADOGA—8 |
| Norprince | 119 | MARY TODD |
| Norrbotten | 1595 | IJSSELMEER |
| Norris | 9654 | ASEAN TRADER |
| Norris Castle | 880 | AGHIOS DIONISIOS |
| Norrland | 499 | MAGED H |
| Norrland | 987 | AROS FORCE |
| Norrland | 70283 | OCEAN CENTURION |
| Norro | 507 | IMG 2 |
| Norro | 1122 | ULTRAGAS |
| Norrona | 155 | EDELFISK |
| Norrona | 198 | KVELLSETH |
| Norrona | 239 | DRAGSUND |
| Norrstal | 1599 | BONA FE |
| Norrsundet | 999 | INGEBORG II |
| Norrviken | 1565 | NORRO |
| Norse Captain | 12952 | LYDI |
| Norse Captain | 13114 | A. ELIZABETH |
| Norse Carrier | 14912 | NORMAN MARINER |
| Norse Duke | 31228 | SEAFALCON |
| Norse Falcon | 34492 | MOTHER HEROIC |
| Norse Falcon | 50746 | ONDA BIANCA |
| Norse Herald | 14912 | NORMAN MARINER |
| Norse Lion | 11910 | CAPO MADRE |
| Norse Lion | 53061 | AKRON |
| Norse Marshal | 16820 | GLORY SKY |
| Norse Pilot | 15064 | GLOBAL SEAHORSE |
| Norse River | 14249 | TINA V |
| Norse Trader | 16681 | AN DA HAI |
| Norse Transporter | 15784 | DYNAMIC FUTURE |
| Norse Venture | 29349 | ADYGEJA |
| Norse Viking | 12952 | LYDI |
| Norsea | 6310 | NORSKY |
| Norselander | 145 | LET'S GO |
| Norselock | 34447 | PANORIA |
| Norsk Baune | 497 | DERIN |
| Norsk Brage | 575 | KHATRI 12 |
| Norsk Havkultur | 121 | RAEKA |
| Norsk Polar | 256 | ZEBRON |
| Norskald | 5904 | SEAWAY OSPREY |
| Norskjell | 497 | AL WAASIT |
| Norskjell Nor | 497 | AL WAASIT |
| Norsklint | 499 | UNDERAS SANDTAG VI |
| Norsklint | 1221 | STAR |
| Norsky | 18779 | GRAIP |
| Norstar | 3282 | LUCKY STAR |
| Norstone | 1867 | SEA TRAILER |
| Norsul Pacifico | 7093 | PACI |
| Nortank Fighter | 6895 | PHISIKA |
| Nortank Pacific | 20036 | PACTOL RIVER |
| Nortank Queen | 41766 | TORM KRISTINA |
| Norte | 187 | PENA GRANDE |
| North Arm Champion | 149 | N. A. CHAMPION |
| North Armac | 1344 | TEGE |
| North Atlantic | 195 | RODMAN SWIFT IV |
| North Beach | 229 | CAPO FIGARI |
| North Blaze | 7597 | AMOROSO |
| North Breeze | 3759 | PANAGIOTIS |
| North Bridge | 32042 | FENG YAO |
| North Challenger | 494 | JIN HAI 5 |
| North City | 129 | INGODD |
| North Coast | 1864 | CALA SALADA |
| North End | 224 | BITTI |
| North Fortune | 1582 | SKANDI FORTUNE |

| | | |
|---|---|---|
| North Isle | 188 | DON PLACIDO |
| North Light | 206 | CAPRERA |
| North Loch | 189 | GIANNI R |
| North Monarch | 72370 | HALUL |
| North Point | 193 | ALERT |
| North Point | 42861 | SEA SPIRIT |
| North Pole | 1265 | GLAFKI REEFER |
| North Pole | 1428 | CONNIE II |
| North Rock | 197 | CAPO FERRATO |
| North Safe | 560 | GRAMPIAN STAR |
| North Sailor | 7248 | NORTH SHIELDS |
| North Sea | 135 | CAPT'N JOHNIE |
| North Sea | 999 | SALVALOUR |
| North Sea | 17350 | NORTH SEAL |
| North Sea | 20883 | JO ROWAN |
| North Sea Commander | 1317 | SEAWAY COMMANDER |
| North Seal | 293 | FOCA DEL NORTE |
| North Sound | 199 | SWIFTWOOD |
| North Star | 630 | CYNTHIA |
| North Star | 962 | NORTH SKY |
| North Star | 3095 | CALEDONIAN STAR |
| North Star | 5409 | HONSHU |
| North Star II | 127 | RAVEN |
| North Tide | 177 | SATURN |
| North Trader | 315 | TANZANIA |
| North Vancouver Ferry No. 5 | 823 | SEVEN SEAS S.R. |
| North Venture | 4167 | ARAGO |
| North Wind | 5322 | NINA BONITA |
| North Wind | 20885 | JO REDWOOD |
| North—Sea—Surveyor | 499 | SARTOR |
| Northamptonshire | 20100 | MILTA |
| Northeastern Breeze | 11020 | TOMKAT |
| Northeastern Star No. 5 | 996 | SPYROS |
| Northella | 1701 | SOUTHERN FIGHTER |
| Northern | 411 | TARA HALL |
| Northern | 1949 | OCEAN SURVEYOR |
| Northern Aries | 3742 | PARNARAYA 8 |
| Northern Arrow | 44502 | BERGE ARROW |
| Northern Asia | 3491 | LU YU |
| Northern Builder | 197 | ATCO SARA |
| Northern Cheetah | 22637 | SANTA ANNA |
| Northern Cherry | 14760 | CHIOS CHARM |
| Northern Clipper | 1599 | MAGNUS VIKING |
| Northern Cruiser | 1235 | XANADU HOLIDAY |
| Northern Daughter | 152 | MISS IN SOO |
| Northern Eagle | 15817 | BOW EAGLE |
| Northern Eagle I | 44502 | BERGE EAGLE |
| Northern Explorer | 244 | E T OCEAN VII |
| Northern Explorer | 1593 | OSA DEFENDER |
| Northern Explorer | 12793 | FLAG MARINA |
| Northern Falcon | 15817 | NCC BAHA |
| Northern Fortune | 1582 | SKANDI FORTUNE |
| Northern Frontier | 1597 | NORTH VALIANT |
| Northern Gale | 60551 | PYTCHLEY |
| Northern Girl | 169 | LOUGHBOROUGH PRINCESS |
| Northern Installer | 4604 | NORLIFT |
| Northern Leader | 199 | AMERICAN BEAUTY |
| Northern Leopard | 22637 | BOW LEOPARD |
| Northern Light | 762 | EL INSPECTOR |
| Northern Lion | 22637 | BOW LION |
| Northern Lynx | 13539 | KHUDOZHNIK PIROSMANASHVILI |
| Northern Navigator | 971 | TRI SAMUDRA |
| Northern Ocelot | 16899 | PETROBULK ROVER |
| Northern Panther | 22714 | BOW PANTHER |
| Northern Pioneer | 12794 | FLAG EVA |
| Northern Princess | 133 | J—A PRINCESS |
| Northern Puma | 22714 | SANTA MARIA |
| Northern Reward | 595 | ST. ELIZABETH |
| Northern Sapphire | 17605 | COPIAPO |
| Northern Shell | 7286 | SOMPORT |
| Northern Star | 155 | CAPT. MIKE |
| Northern Star | 62723 | LEON |
| Northern Sun | 125 | KRISTINE ALASKA |
| Northern Supplier | 197 | PACIFIC PILOT |
| Northern Surveyor | 1791 | DISCOVERER |
| Northern Tiger | 13539 | POTI |
| Northern Valley | 16334 | VITALUCK |
| Northern Venture | 270 | SIBO |
| Northern Venture (LR No. 5257567)(FC) | 16353 | CANADIAN EXPLORER |
| Northern Venturer | 10295 | GIULIO VERNE |
| Northern Victory | 44333 | MINT PROSPERITY |
| Northern Warrior | 191 | HERCULES |
| Northern Wolf | 22637 | FOSSANGER |
| Northern Worker | 197 | PACIFIC PIONEER |
| Northern 1 | 2644 | SUBARU |
| Northgate | 499 | ELMHAM |
| Northland Fury | 118 | PACIFIC FURY |
| Northland Prince | 3150 | AVALON |
| Northman | 8203 | TAMAMIMA |
| Northridge | 1463 | SULTENG I |
| Northsea | 2511 | PUK YANG No. 11 |
| Northsea Hunter | 1598 | PACIFIC HORIZON |
| Northtal | 1596 | WESERKANT |
| Northumberland | 456 | ADI SHAKTI |
| Northwest C—1 | 145 | JCR |
| Northwind | 10993 | SANDRA K |
| Nortrans Egero | 9513 | PARASKEVI II |
| Nortrans Elma | 57352 | LIKA |
| Nortrans Enterprise | 19363 | ASPIDOFOROS |
| Nortrans Gloria | 20969 | MARINE GLORIA |
| Nortrans Karen | 6271 | SENICOLI SIERRA |
| Nortrans Kathe | 22758 | ON TUNG |
| Nortrans Tora | 6016 | SKY HOVER |
| Nortrans Vision | 20582 | GLIDER |
| Nortreff | 1095 | STROMFJORD |
| Nortrio | 1275 | MAEMI |
| Nortween Berina | 9097 | SEAHAWK |
| Nortween Merchant | 10204 | NORTHERN MERCHANT |
| Nortween Minerva | 10598 | MINERVA |
| Nortween Sletter | 7247 | SLETTER |
| Nortween Slevik | 7525 | SLEVIK |
| Nortween Vilja | 11771 | MAR FLORIDA |
| Norvegia Team | 52440 | ALPHA SUN |
| Norvest Reefer | 274 | MUN SU |
| Norvest Trader | 1203 | LIV KAMILLA |
| Norvestor | 2880 | KLARA BIRTING |
| Norvoll | 197 | BOSUND |
| Norway Islands | 7100 | CHUONG DUONG |
| Norwegian Challenger | 9368 | JOLLY BRUNO |
| Norwegian Conqueror | 2984 | NORDIC PRIDE |
| Norwegian Crusader | 9368 | JOLLY GIALLO |
| Norwegian Sea | 7454 | QING FENG SAN HAO |
| Norwegian Sea | 19257 | ISKENDERUN S |
| Norwest | 586 | COUESNON |
| Norwind | 4112 | GRECIA EXPRESS |
| Nosac Barbro | 19089 | NOSAC ROVER |
| Nosac Mascot | 16568 | NOSAC RANGER |
| Nosac Sel | 7282 | OCEAN SEL |
| Nosac Tancred | 48676 | NOSAC SEA |
| Nosac Target | 6801 | ARMACUP PATRICIA |
| Nosac Tasco | 48393 | NOSAC EXPLORER |
| Nosac Trigger | 6823 | BARCELONA |
| Noshima Maru | 14367 | ERIKSVANN |
| Noshiro Maru | 187 | GORIO |
| Nosira Lin | 17188 | KRISTIANIAFJORD |
| Nosira Madeleine | 17188 | BELLA DAN |
| Nosira Sharon | 17188 | BERTA DAN |
| Nossa Senhora de Vitoria | 1157 | ALPES I |
| Nossa Senhora Dos Anjos | 377 | AMISIL |
| Nota | 465 | KATERINA |
| Nota | 2554 | OMADHOO FORTUNE |
| Nota K | 6109 | MILI |
| Notbas | 265 | RAJOMA |
| Notios Hellas | 995 | RIVA |
| Notland | 196 | KVALVAAG |
| Noto | 25680 | BONARIA |
| Notos | 245 | EL SENECA |
| Notos | 250 | ELLDO |
| Notos | 67205 | KERKYRA |
| Notos Cuarto | 498 | HARVEST METEOR |
| Notos Tercero | 497 | HARVEST COMET |
| Notre Dame de la Meije | 105 | ARGOS |
| Notre Dame de Bethleem | 107 | GEPAMA |
| Notre Dame de Bonne Nouvelle | 122 | YOFF |
| Notre Dame de Boulogne | 283 | SAINT MARC |
| Notre Dame de Lanriot | 263 | GOLFO NUEVO |
| Notre Dame de Lourdes | 110 | MICHEL—JOSEPH |
| Notre Dame de Muskoa | 116 | MOUN—TAGA—TALL |
| Notre Dame de Paris | 169 | CANOPUS I |
| Notre Dame de Rheme | 164 | GIANNAKIS |
| Notre Dame de Salut | 435 | CONSTANZA |
| Notre Dame du Rosaire | 10383 | MEGHAN ACE |
| Notre Dame De France | 425 | ANTONIO MIRALLES |
| Notre Dame Panetiere | 522 | GALEMAR |
| Nottingham | 399 | HARJULA |
| Nouakchott | 3236 | MYANMAR PIONEER |
| Noumi Maru No. 2 | 152 | QUEEN AWAJI |
| Nour | 4759 | APODY |
| Noura | 36223 | OCEANIC MINDANAO |
| Nova | 336 | ZINGARA |
| Nova | 1597 | PAFIC |
| Nova | 3934 | STAR SEA |
| Nova | 24646 | KRITI ROCK |
| Nova | 105286 | ARICA |
| Nova Eagle | 21947 | RUBIN LOTUS |
| Nova Lisboa | 1160 | STAINLESS PRINCESS |
| Nova Mariner | 20114 | NICHIRIN |
| Nova Scotia | 4555 | ARAB HIND |
| Nova Service | 677 | NOVA |
| Nova Shore | 677 | NOVA |
| Nova W | 249 | MATHIAS |
| Nova Zembla | 500 | ALPINO |
| Novana | 30892 | GOYA |
| Novaya Zemlya | 4375 | YANNIS |
| Novecento | 802 | OFFSHORE UNITY |
| Novel | 399 | ARGO—T |
| Novelist | 3584 | WU CHANG |
| November Star | 4795 | SU SHENG |
| Novi Beograd | 6263 | KUCISTE |
| Novi Beograd | 47158 | JAVA SEA |
| Novi Sad | 495 | PATRIZIA |
| Novia | 1140 | KARIN |
| Novia | 6377 | FALCON |
| Novigrad | 748 | NICOLINO L. |
| Novmarina | 5142 | JIN LIAN |
| Novorossiysk | 17950 | ROSSI |
| Novorossiyskiy Partizan | 21969 | ALESANDRA |
| Novsaga | 4168 | NAM GANG |
| Novsea | 15536 | MEDSTAR |
| Novsea II | 6156 | J. MASTER |
| Novseal | 2827 | SEA FORTUNE |
| Novsky | 3994 | SARATOGA SUCCESS |
| Novsong | 3229 | VALLETA II |
| Novstar | 12592 | ALEXANDER'S COURAGE |
| Novsun | 12592 | VASHIP |
| Novsun II | 6479 | ENTEBE |
| Novtheo | 5386 | BU HUNG |
| Novyy Bug | 2164 | DANUBE STREAM |
| NR 4329 | 195 | GRINDU |
| NR 4392 | 832 | BAICOI |
| NR 5045 | 859 | GRANIT |
| NR. 4641 | 141 | VIJELIA |
| NS Carrier | 3652 | ETNEA PRIMA |
| Ns—Alliance | 29991 | IOLCOS LEADER |
| NS—Pioneer | 62412 | LANTAU PEAK |
| NSC | 874 | MOON STAR |
| NSC 005 | 432 | KATATAGAN |
| Ntama | 1054 | IOANNIS K |
| Nu—26 | 293 | ALJIBE ALENTEJOS |
| Nue Vo Sol | 390 | ATLAS No. 1 |
| Nuestra Senora de la Luz | 145 | NUESTRA SENORA DE LOS REMEDIOS |
| Nuestra Senora de los Placeres | 122 | NODALES |
| Nuestra Senora Del Rosario | 10383 | MEGHAN ACE |
| Nueve Maru | 162 | AGADIR 5 |
| Nuevo Barbate | 238 | TICHITT 2 |
| Nuevo Barlovento | 260 | BARLOVENTO PRIMERO |
| Nuevo Chicha | 170 | GESTOSO ALVAREZ |
| Nuevo Chucho | 141 | GESTOSO MERA |
| Nuevo Manolo Mainez | 227 | HERCULES |
| Nuevo Mundo | 830 | COLOMBO VIII |
| Nuevo Odiel | 1112 | ARCAY DOS |
| Nuevo Palmeira | 252 | PALMIRA |
| Nuevo Virgen de Covadonga | 521 | MAZISKA MARINE |
| Nuevo—Gabriel | 160 | GABRIEL |
| Nui | 3821 | NAJD III |
| Nukaha | 787 | PANTAI NAULI |
| Nullagine | 598 | MAN SOON |
| Number One | 255 | FORMENTERA JET |
| Nuna | 796 | FAR SEARCHER |
| Nunaliza | 154 | JOSEPHINE MARIE |
| Nunarsuit | 485 | ISLA ISABEL |
| Nungesser et Coll | 482 | BARRACUDA PRIMO |
| Nuni | 698 | HAVHELT |
| Nuno Filipe | 1298 | RIO CABRIL |
| Nuova Trapani | 117 | GASI |
| Nuovo Ner | 101 | MARA |
| Nuovo Vincenzo Asaro | 124 | ADONE PRIMO |
| Nupen | 148 | BANG |
| Nuptse | 499 | SVENDBORG GALLANT |
| Nuptse | 52682 | ORTELIUS |
| Nur II | 377 | AL WAHAB |
| Nurage | 746 | SURYA |
| Nurek | 3821 | FAIR SKY |
| Nurhasana | 136 | NAVIEL |
| Nuri | 121 | TACUAREMBO S—2 |
| Nurnberg | 998 | BAYON |
| Nurnberg Express | 38991 | NURNBERG ATLANTIC |
| Nusa Abadi | 123 | TONG LEONG |
| Nusa Apono | 143 | MARTIN |
| Nusa Barong | 143 | MANDAR |
| Nusa Damai | 223 | JARAMAC 31 |
| Nusa Harapan | 197 | BIMASRAYA III |
| Nusa Jaya | 124 | TIMUR JAYA |
| Nusa Tangara | 223 | JARAMAC 30 |
| Nusakan | 997 | ARMENISTIS I |
| Nusantara Djaja | 287 | NAGAGINI |
| Nusantara II | 3279 | N. BUDHI |
| Nusantara III | 3791 | LIN HAI 2 |
| Nusantara IV | 6002 | MAYA No. 7 |
| Nusantara V | 3011 | CISSA EMERALD |
| Nusantara 1 | 3380 | MUTIARA PACIFIC I |
| Nusantara 1 | 3852 | VALENTINE |
| Nusret | 420 | NUSRETBEY |
| Nuti | 398 | GRAYROVE |
| Nuvamarina | 5142 | JIN LIAN |
| Nuvamenchu | 5142 | NOVMENCHU |
| Nuweiba | 2039 | AL HUSSEIN |
| Nveva Zelanda | 356 | AMALTAL VOYAGER |
| NVG 2 | 632 | JOHANA II |
| NVG 3 | 477 | WWM 1 |
| NVG 4 | 498 | KHALIDIYAH |
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| NVG 6 | 494 | MARIDIVE III |
| Ny Argo | 205 | BJORNOYBUEN |
| Ny—Dolsoy | 521 | CHRISTINA—S |
| Ny—Eros | 253 | GRYSBOK |
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| Nya Stromma Kanal | 128 | DROTTNINGHOLM |
| Nya Svartsjolandet | 118 | VASTAN |
| Nyanaw | 976 | TROPICAL REEFER |
| Nyanda | 6264 | YU YING |
| Nyanga | 7089 | PING DING SHAN |
| Nyatoh | 4869 | ASIAN CORRIDOR |
| Nybo | 168 | NYSTROM |
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| Nyco | 2414 | KAIHENG |
| Nyegg | 457 | CAM PUMA |
| Nyfangst | 191 | HAJA |
| Nygard Viking | 476 | STORTIND |
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| Nyhavn | 150 | FJORDBUEN |
| Nyholt | 17645 | SILVER HOLT |
| Nyhorn | 17645 | SILVER HORN |
| Nymit | 985 | JUNIOR |
| Nymphaea | 14228 | IST |
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| Nypuberg | 255 | STAKSAFOSSUR |
| Nyroca | 292 | XIFIAS IV |
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| Nyvang | 394 | HILVANG |
| Nyving | 199 | SENILA |
| Nyvoll Senior | 249 | PENOMI |
| Nyvonia | 152 | SEIFJORD |
| O Dae Yang No. 71 | 127 | SAM KWANG |
| O Dae Yang No. 103 | 294 | BELLESOL III |
| O Dae Yang No. 106 | 2654 | SAJO DOLPHIN |
| O Dae Yang No. 108 | 269 | BELLESOL I |
| O Dae Yang No. 203 | 268 | KOORYONG No. 7 |
| O Dae Yang No. 212 | 496 | WOO JIN No. 51 |
| O Dae Yang No. 301 | 436 | CHANCE No. 501 |
| O Dae Yang No. 303 | 436 | CHANCE No. 503 |
| O Dae Yang No. 306 | 271 | DOO YANG No. 102 |
| O Dae Yang No. 306 | 271 | SUNG KYUNG No. 5 |
| O Dae Yang No. 308 | 275 | CHANCE No. 73 |
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| O Great | 399 | GREAT STAR |
| O Kwang | 1996 | CHUN SANG |
| O Sole Mio | 16223 | LUCKYMAN |
| O Yang No. 1 | 135 | SAE WOON No.0007 |
| O Yang No. 3 | 364 | O YANG No. 31 |
| O Yang No. 5 | 363 | DONG YUNG No. 709 |
| O Yang No. 6 | 349 | GAVINA |
| O Yang No. 7 | 356 | PETERO No. 607 |
| O Yang No. 53 | 430 | EUN YANG No. 77 |
| O Yang No. 68 | 349 | DOO YANG No. 515 |
| O Yang No. 72 | 336 | SEI JIN No. 1 |
| O. I. L. Supply 1 | 477 | JAVA SUPPLY 1 |
| O. I. L. Supply 2 | 485 | GRECALE TERZO |
| O. I. L. Supply 3 | 477 | AHMED |
| O. I. L. Supply 4 | 477 | SAZ SUPPLY |
| O. I. Sarawak | 162 | O. I. RENAVESS |
| O. M. Haverstick | 197 | MARSH ISLAND |
| O. R. Schepers | 498 | MONTE CERVATI |
| O. S. Petty | 483 | NIGHTWIND |
| O. T. Tonnevold | 25562 | NEJMAT EL PETROL XXI |
| O. V. K. III | 475 | HORDAFOR |
| O. V. K. IV | 479 | SOTRAOIL |
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| O—Grace | 2904 | SILVER STAR |
| O'cean | 934 | ABOU BAKR BEN AMER 1 |
| O'Higgins | 9656 | DAIQUIRI |
| Oak | 1856 | DEVELOPING ROAD |
| Oak | 4853 | UCHOA |
| Oak Glory | 32212 | MIHALIS P |
| Oak Mariner | 5053 | ADIGE |
| Oak Pearl | 30932 | CALIFORNIA |
| Oak River | 37685 | ZENATIA |
| Oak Star | 15708 | SOREN TOUBRO |
| Oak Star | 79279 | JUGOMETAL |
| Oak Sun | 28918 | ANANGEL EXPRESS |
| Oakbank | 9047 | THERMAIKOS II |
| Oakham | 497 | AD ASTRA |
| Oakland | 8901 | SARONIKOS |
| Oakmount | 3102 | ONBAK FADJAR |
| Oakmount Park | 3102 | ONBAK FADJAR |
| Oakpark | 1098 | HERMANN |
| Oaktank | 419 | ANGELES C. |
| Oakwell | 958 | EMERALD III |
| Oakwood | 2564 | STOLT OAKWOOD |
| Oakworth | 20059 | PROGRESSIST |
| Oarai Maru | 15139 | SUN FLOWER OARAI |
| Oasis | 11720 | LAUREL SUCCESS |
| Oasis Altair | 36124 | GREAT RIZAL |
| Oasis Hawaii | 18347 | POMEROL |
| Oasis III | 349 | CAMELIA |
| Oasis Prince | 3910 | BANGKHUNTIEN |
| Oasis Saint | 3852 | VALENTINE |
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| Obako Maru No. 36 | 447 | OBAKO No. 36 |
| Obata Maru No. 1 | 372 | MONALINDA—XL |
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| Obereider | 422 | ANKE J |
| Oberelder | 160 | GORDONIA I |
| Obernai | 79746 | ACE ONE |
| Oberon | 1599 | GINA II |
| Obex Alpha | 497 | AGELIKI L |
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| Obi 1 | 198 | CARIDAD |
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| Obo Baron | 55032 | THEOTOKOS |
| Obo Buzzard | 32607 | OBO VICTORY |
| Obo Combi Sabrina | 51818 | ALPHA STAR |
| Obo Condor | 32612 | FRONT CONDOR |
| Obo Duke | 42805 | FOREST HILLS |
| Obo Eagle | 32612 | FRONT EAGLE |
| Obo Empress | 51072 | LINARDOS |
| Obo Falcon | 32612 | FRONT FALCON |
| Obo Harrier | 41181 | FRONT HARRIER |
| Obo Hawk | 41181 | FRONT HAWK |
| Obo King | 65579 | MURANO |
| Obo Merlin | 32607 | FRONT MERLIN |
| Obo Osprey | 32607 | FRONT OSPREY |
| Obo Prince | 52936 | OBO VEGA |
| Obo Prince | 66118 | JAHRE ROSE |
| Obo Princess | 66118 | JAHRE ROSE |
| Obo Queen | 52519 | QUEEN EVI |
| Obo Zihni | 49473 | K. S. VENTURE |
| Oborg | 298 | SANDRA KIM |
| Oborg | 630 | CYNTHIA |
| Obotrita | 499 | AMMOUN 1 |
| Obotrita | 499 | LATONA |
| Obotrita | 999 | GLOBAL OPARIS |
| Obrestad | 475 | ANTARES |
| Obrestad | 534 | MELAKA JAYA III |
| Obrestad | 1064 | DIAMOND |
| Obukhovskaya Oborona | 5942 | PLUTONAS |

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| Ocean | 10394 | MONTE SPINETO |
| Ocean Ace | 7328 | BUGA |
| Ocean Ambassador | 39995 | ILIAD |
| Ocean America | 10256 | CONTSHIP AMERICA |
| Ocean Angel | 1998 | HONG HWA |
| Ocean Arrow | 19416 | PAG—ASA |
| Ocean Asia | 10811 | DORIA |
| Ocean Australia | 10287 | SEA EAGLE |
| Ocean Beach | 482 | KROKODIL |
| Ocean Bear No. 11 | 178 | KYUNG YANG No. 5 |
| Ocean Bear No. 15 | 291 | SANG WON No. 101 |
| Ocean Bear No. 18 | 297 | NAM SUNG No. 308 |
| Ocean Beauty | 11814 | SWATIRANI |
| Ocean Bee | 497 | ACE GLADIO |
| Ocean Biko | 10190 | ADELE R |
| Ocean Bloom | 22792 | BAYANI |
| Ocean Blue | 1827 | CHELLI |
| Ocean Blue | 2697 | MOOGAL |
| Ocean Bonita | 888 | ROYAL ENTERPRISE |
| Ocean Brave | 20340 | XI HAI |
| Ocean Breeze | 2849 | SUN WINNIE 3 |
| Ocean Breeze | 3011 | CISSA EMERALD |
| Ocean Bride | 9755 | OCEAN PRIDE |
| Ocean Builder | 36958 | AMADEUS |
| Ocean Builder I | 11931 | DB OCEAN BUILDER |
| Ocean Cape | 119 | MARY TODD |
| Ocean Captain | 49601 | VELIMIR SKORPIK |
| Ocean Carrier | 2244 | RIO TIGRIS |
| Ocean Carrier | 60527 | ADALYA |
| Ocean Castle | 4083 | PANAM CARIBE |
| Ocean Challenge | 6945 | FERNAO GOMES |
| Ocean Champion | 19037 | GUS W. DARNELL |
| Ocean Charger | 164 | JUDY MARIE |
| Ocean Chief | 147 | KATHERINE |
| Ocean Clipper | 14093 | OCEAN CLIPPER I |
| Ocean Cloud | 144688 | TOCHAL |
| Ocean Coast | 1399 | COMBI TRADER |
| Ocean Cobalt | 3098 | REEFER No. 6 |
| Ocean Commander | 22647 | PACIFIC SONG |
| Ocean Commander | 22792 | KUMANDER |
| Ocean Commander | 65803 | AKOVA |
| Ocean Commander 1 | 22647 | PACIFIC SONG |
| Ocean Constructor | 3814 | XING YE 1 |
| Ocean Container | 12039 | MSC SUSANNA |
| Ocean Coral | 1357 | BOA CORAL |
| Ocean Cosmos | 19701 | IRAN SEPAH |
| Ocean Crony | 15904 | ALEXIS |
| Ocean Crown | 14153 | OCEAN LUCKY |
| Ocean Cyclone | 4984 | NORTHERN VICTOR |
| Ocean Dial | 6878 | J. MARIE |
| Ocean Diana | 12880 | DRAGON PROSPERITY |
| Ocean Diplomat | 22053 | MEI KHA LAR |
| Ocean Discoverer | 699 | SALVENUS |
| Ocean Diver I | 294 | FOUR POINT X |
| Ocean Dove | 8733 | SAINT SPIRIDON |
| Ocean Dynamic | 3566 | REEFER No. 2 |
| Ocean Dynasty | 174 | AYR DAWN |
| Ocean Eagle | 476 | KRISTA C |
| Ocean Emerald | 16325 | HUA JIN |
| Ocean Eminence | 13059 | OCEAN COMPETENCE |
| Ocean Endeavour | 2144 | SAM LOUIS |
| Ocean Endurance | 9052 | KOTA PETANI |
| Ocean Energy | 9053 | ENCOURAGEMENT |
| Ocean Enterprise | 9052 | ENTERPRISE I |
| Ocean Enterprise | 74501 | OCEAN STAR |
| Ocean Envoy | 2667 | EAST CRYSTAL |
| Ocean Esperance | 13084 | OCEAN BRILLIANCY |
| Ocean Espoir | 13064 | OCEAN CONFIDENCE |
| Ocean Explorer | 941 | BON ESPOIR |
| Ocean Explorer | 3814 | KAYU LAPIS ENAM |
| Ocean Explotar | 6167 | SARINDERJIT |
| Ocean Express | 6042 | ESCORPIO |
| Ocean Express | 6618 | DAIZU MARU |
| Ocean Express | 21975 | IRON BARON |
| Ocean Express 1 | 299 | VICTORIA 18 |
| Ocean Fairy | 4619 | DANG ZARINA |
| Ocean Faith C | 20516 | ZENOVIA |
| Ocean Falcon 1 | 490 | BOSS 1 |
| Ocean Fame | 14395 | DRAGON ACE |
| Ocean Fighter | 486 | O. D. R. 3 |
| Ocean Fighter | 498 | CARIB 1 |
| Ocean Fighter | 22271 | HEDDA |
| Ocean Fin | 485 | YUKON RIVER |
| Ocean Fortune | 3102 | ONBAK FADJAR |
| Ocean Fresh | 3319 | REEFER No. 3 |
| Ocean Friend | 19663 | JOSHUA |
| Ocean Frost | 7992 | GAZ CHANNEL |
| Ocean Gadis | 7994 | MAS VENTURE |
| Ocean Galaxy | 21749 | SAFEER |
| Ocean Garden—1 | 115 | HASIKIN No. 20 |
| Ocean Garnet | 16283 | IOLCOS GARNET |
| Ocean Glory | 1587 | GENCA QUINTO |
| Ocean Glory | 3924 | VAYU DOOT |
| Ocean Glory | 15796 | BALABAN I |
| Ocean Glory | 22271 | AGNES |
| Ocean Glory No. 2 | 291 | SANG WON No. 101 |
| Ocean Golf | 9830 | FERNGOLF |
| Ocean Grace | 16388 | PASCHALIS |
| Ocean Great | 23195 | SKAUBORG |
| Ocean Gulf | 194 | JOHN BRIX |
| Ocean Happiness | 8026 | HAPPINESS II |
| Ocean Harmonia | 14223 | KOTA PUSAKA |
| Ocean Harmony | 30778 | ST. COSMAS AETOLOS |
| Ocean Harmony | 118363 | WORLD HARMONY |
| Ocean Harvest | 9054 | OCEAN TRADER |
| Ocean Harvester II | 100 | GEMINI II |
| Ocean Harvester V | 100 | OLYMPIC PARAGON |
| Ocean Harvester VI | 100 | OLYMPIC QUEEN |
| Ocean Hawk | 10420 | OCEAN GARUDA |
| Ocean Hawk | 61000 | NIKOLAOS |
| Ocean Hero | 13523 | ASEAN SUCCESS |
| Ocean Hiro | 461 | BHAYU INDAH |
| Ocean Hope | 3323 | OCEAN BREEZE I |
| Ocean Hope | 9049 | LA PAIX |
| Ocean Hunter | 130 | ISLE OF TIREE |
| Ocean I | 131 | ZEEAREND |
| Ocean I | 997 | KRATON |
| Ocean Ideal | 50227 | HELLESPONT ARDENT |
| Ocean Intrepid | 10394 | MONTE SPINETO |
| Ocean Islander | 3570 | ROYAL STAR |
| Ocean Jade | 15719 | HECTOR |
| Ocean Jay | 18976 | TRANS FORTUNE |
| Ocean Joy | 156 | MACDUFF |
| Ocean Jupiter | 999 | SALVALOUR |
| Ocean Jupiter | 4874 | WAN PING |
| Ocean King | 101 | SANTO ROSARIO |
| Ocean King | 1584 | KODIAK ENTERPRISE |
| Ocean King | 19589 | STAR KING |
| Ocean King | 27090 | ASIAN PRINCESS |
| Ocean Knight | 9709 | AGHIOS RAFAEL |
| Ocean Lady 1 | 295 | SEACOR TEXAS |
| Ocean Lady 2 | 295 | SEACOR LOUISIANA |
| Ocean Lead | 14387 | WANI SWAN |
| Ocean Leader | 168 | LADY LISON |
| Ocean Leader | 54806 | OBO DENIZ |
| Ocean Legend | 22601 | OCEAN BLESSING |
| Ocean Leo | 14648 | SANTAWAY |
| Ocean Life | 1062 | SINAR SURYA |
| Ocean Lily | 20265 | CLEO M. |
| Ocean Link | 3395 | SVANO |
| Ocean Log | 8372 | ISMINETA |
| Ocean Lynx | 12683 | SANTOS EXPRESS |
| Ocean Maid | 549 | SOUTHERN INVADER |
| Ocean Maid | 50227 | HELLESPONT ARDENT |
| Ocean Mariner | 16942 | LU HAI |
| Ocean Maritime | 66731 | AMBRA HAWK |
| Ocean Marlin | 360 | SEA TRADER |
| Ocean Master | 15850 | MARITIME MASTER |
| Ocean Melody | 8884 | DARDANELIA |
| Ocean Menary | 6098 | STAR SUN |
| Ocean Merchant | 60169 | AIDA |
| Ocean Mercury | 989 | SALVANA |
| Ocean Mercury | 2080 | JIA FA |
| Ocean Mercury | 3292 | ROSEWOOD |
| Ocean Mercury No. 1 | 989 | SALVANA |
| Ocean Monarch | 15269 | OCEANID |
| Ocean Monarch | 75790 | OCEAN MANDARIN |
| Ocean Naga | 3913 | CEDAR PRIDE |
| Ocean Negombo | 185 | FRANCIS |
| Ocean Park | 151220 | CHEVRON OCEAN |
| Ocean Passat | 9841 | FERNPASSAT |
| Ocean Peace | 642 | MEKONG VENTURE |
| Ocean Peace | 34951 | FORUM GLORY |
| Ocean Pearl | 211 | SIMELIA |
| Ocean Pearl | 972 | SAJO OLYMPIA |
| Ocean Phoenix | 6505 | ANGEL INI |
| Ocean Pilot | 497 | NORMAND GARD |
| Ocean Pine | 2489 | HUA SONG |
| Ocean Pine | 14893 | FRIENDLY ISLANDS |
| Ocean Pioneer | 591 | SEA BIRD |
| Ocean Pioneer | 2800 | QESHET |
| Ocean Pioneer | 4396 | CAPTAIN LUCAS III |
| Ocean Pioneer | 16689 | ANTEA |
| Ocean Pioneer | 35650 | IKAN BELIAK |
| Ocean Pioneer | 60492 | CHEMI PIONEER |
| Ocean Pride | 882 | SAMI III |
| Ocean Pride | 999 | TEUTONIA |
| Ocean Pride | 1495 | CONSORT JUSTICE |
| Ocean Pride | 54810 | OBO BASAK |
| Ocean Prima | 6597 | MEGA STAR |
| Ocean Prince | 199 | ROUGHNECK |
| Ocean Prince II | 182 | RIVTOW PRINCESS |
| Ocean Princess | 113 | CAPTAIN KEARBY |
| Ocean Princess | 1207 | CHRISTINA MARINE |
| Ocean Princess | 2490 | POLAR PRINCESS |
| Ocean Progress | 6572 | YUN TAI SHAN |
| Ocean Promoter | 2177 | CASTILLETES |
| Ocean Prosper | 6555 | TIAN TAI SHAN |
| Ocean Prosper | 37455 | SUNNY GLORIOUS |
| Ocean Prosperity | 2177 | CABO DE LA VELA |
| Ocean Queen | 399 | SOUTHERN WARRIOR |
| Ocean Queen | 6018 | SEA GLORY |
| Ocean Queen I | 3885 | MAJOR TRADER |
| Ocean Queen I | 4438 | MAY SUNRISE |
| Ocean Rainbow | 3957 | HANIFAH |
| Ocean Rainbow | 23725 | GORGONA |
| Ocean Range | 746 | NORTH BREESE |
| Ocean Ranger | 206 | ELIZE |
| Ocean Ranger | 14257 | PUMA |
| Ocean Ray | 403 | VEESEA SAPPHIRE |
| Ocean Reefer | 984 | SINCERITY |
| Ocean Reefer | 9494 | OCEANO ATLANTICO |
| Ocean Rentis | 14275 | WINNER |
| Ocean Resources | 3856 | SUPER GEAR |
| Ocean Retla | 14275 | WINNER |
| Ocean Rhythm | 24654 | GURHAN GUNER |
| Ocean Rose | 19701 | BOVEC |
| Ocean Royal | 12898 | DRAGON WEALTH |
| Ocean Runner | 17751 | SHAKTI DOOT |
| Ocean Safe | 947 | STRILBAS |
| Ocean Sail | 282 | OMS NUECES |
| Ocean Sailor | 10707 | HONG GU CHENG |
| Ocean Scimitar | 135 | PUTFORD SCIMITAR |
| Ocean Seafarer | 126895 | KOSMOS SEAFARER |
| Ocean Seagull | 14826 | SHIPBROKER |
| Ocean Servant | 57319 | REDEEMER |
| Ocean Servant 1 | 7690 | ZHONG REN 1 |
| Ocean Service | 747 | ATTILIO IEVOLI |
| Ocean Service II | 1772 | OCEAN CONSTRUCTOR |
| Ocean Seven 1 | 2753 | SANG THAI MARINE |
| Ocean Shore | 747 | ATTILIO IEVOLI |
| Ocean Sif | 4953 | OYSTER BAY |
| Ocean Sirius | 2677 | BEAVER |
| Ocean Sky | 3858 | REEFER No. 1 |
| Ocean Sky | 21141 | MEXICAN SEA |
| Ocean Spirit | 5831 | SCANDINAVIAN SONG |
| Ocean Spirit | 9367 | OLANDIA |
| Ocean Splendor | 3905 | OCEAN RIDER |
| Ocean Spray | 195 | HUSTLER |
| Ocean Star | 177 | AGNES FOSS |
| Ocean Star | 197 | ALEXANDRA |
| Ocean Star | 198 | T. J. SHERIDAN |
| Ocean Star | 10282 | CONTSHIP HOLLAND |
| Ocean Star I | 5774 | SU YUN |
| Ocean Star 1 | 4140 | ORIENTAL BEAR |
| Ocean Starlight | 114 | DAWN SPRAY |
| Ocean Steelhead | 16380 | KOTOR |
| Ocean Sun | 198 | MORANIA No. 3 |
| Ocean Sun | 399 | KESSMA |
| Ocean Tarpon | 1204 | VEESEA TOPAZ |
| Ocean Tempest | 4820 | ALL ALASKAN |
| Ocean Thistle | 31821 | OCEAN SPIRIT |
| Ocean Tide | 191 | TIMSHORE |
| Ocean Tiger | 888 | NANCY |
| Ocean Tiger | 1830 | PACIFIC TIDE No. 3 |
| Ocean Tiger No. 1 | 1830 | PACIFIC TIDE No. 3 |
| Ocean Trader | 299 | HONG SOON |
| Ocean Trader | 499 | GEMAH RIPAH |
| Ocean Trader | 5166 | YAN HU |
| Ocean Trader | 13400 | DRAGON FORTUNE |
| Ocean Trader | 17852 | MSC LUCY |
| Ocean Trader | 52459 | ALPHA SKY |
| Ocean Trader | 137902 | RAFIO |
| Ocean Trader I | 2243 | RIO EUPHRATES |
| Ocean Transporter | 3748 | NAN KOU |
| Ocean Traveller | 40966 | M. N. EFES |
| Ocean Treasure | 3905 | MOZART FESTIVAL |
| Ocean Trust | 212 | BELTON |
| Ocean Unite | 1988 | FARITA |
| Ocean Venture | 125 | DANAFJORD |
| Ocean Venus | 12228 | ZIM CAR |
| Ocean Venus I | 2494 | DONG DO |
| Ocean Victor | 13260 | OCEA |
| Ocean Victoria | 7432 | GOLDEN UNICORN |
| Ocean Victory | 50227 | HELLESPONT ARDENT |
| Ocean Viking | 1340 | SCALLOPER |
| Ocean Vim | 127 | SALLY McCABE |
| Ocean Violet | 3008 | REEFER No. 5 |
| Ocean Vip | 11280 | ADITYA UDAY |
| Ocean Voyager | 197 | THOMAS |
| Ocean Wave | 178 | GULF STAR |
| Ocean Wave | 198 | MORANIA No. 4 |
| Ocean Wealth | 8596 | PETRAKI |
| Ocean Wind | 19590 | LEADER |
| Ocean Winner | 59533 | THEOGENNITOR |
| Ocean 9 | 339 | SUMMIT 18 |
| Oceana Viking | 252 | OCEANA |
| Oceanaut | 7597 | KANG DONG |
| Oceaneer | 196 | ENA OCEANEER |
| Oceanhaven | 8395 | KOTA AKBAR |
| Oceania | 173 | PIONEIRO |
| Oceania | 499 | SVENDBORG GLOBE |
| Oceania | 10394 | MONTE SPINETO |
| Oceania Courier | 2490 | ORIENT KING |
| Oceania Freezer | 4938 | FRIO BREMEN |
| Oceania Glory | 3438 | BRAGE VIBEKE |
| Oceania Glory | 4497 | KILCHEM OCEANIA |
| Oceania Marina | 4722 | NAVIGATOR |
| Oceania Maru | 74635 | OCEANIA |
| Oceania Star | 3759 | PANAGIOTIS |
| Oceania Star No. 1 | 3759 | PANAGIOTIS |
| Oceania Trader | 424 | TIMO |
| Oceanic | 495 | MAROULA |
| Oceanic | 1142 | OCEANIC ICE |
| Oceanic | 1314 | NEWFOUNDLAND LYNX |
| Oceanic | 19500 | STARSHIP OCEANIC |
| Oceanic Confidence | 10987 | S. ARAZ |
| Oceanic Constitution | 20199 | CONSTITUTION |
| Oceanic Crest | 69602 | OCEANIC MINDORO |
| Oceanic Erin | 50222 | WABASHA |
| Oceanic Explorer | 195 | MR. CLEAN II |
| Oceanic Independence | 20221 | INDEPENDENCE |
| Oceanic Jupiter | 71474 | JANASHAKTHI |
| Oceanic Kristin | 49851 | KIKU PACIFIC |
| Oceanic Moon | 607 | OF. UNION |
| Oceanic Queen I | 199 | RUBY B |
| Oceanic Renown | 68286 | NORTHIA |
| Oceanic Spring | 18213 | ILOILO VICTORY |
| Oceanic 2 | 400 | SUMMIT 2 |
| Oceanic 5 | 278 | SUMMIT 5 |
| Oceanic 7 | 777 | VIKORN |
| Oceanid | 10491 | ANDINO |
| Oceanloyal | 6737 | TRISTAR I |
| Oceanmerchant | 4598 | SAMUDRA RAJ |
| Oceano Indico | 5112 | NETWORK SPIRIT |
| Oceano Rio | 24805 | RIO APA |
| Oceanstar | 988 | NEW JERSEY |
| Oceanus | 192 | NORTHWEST MARINER |
| Oceanus | 556 | ATLAS II |
| Oceanus | 36120 | BRIGHT FIELD |
| Oceanus Campaigner | 21666 | PELOPIDAS |
| Oceanus Carrier | 21666 | KANARIS |
| Oceanus Countess | 21666 | AL AMIRA |
| Oceanview | 5104 | ATLANTIC WOOD |
| Oceanworker | 395 | ADMIRAL II |
| Ocefish 9 | 314 | GIRASOL 5 |
| Ocelot | 129 | ANTOINETTE |
| Ocelot | 31878 | IVER LUNDINA |
| Ochi | 888 | ANDRIANA L. |
| Ochkhamuri | 1898 | OCHAMURI |
| Ochlockonee | 1233 | VINCENT TIBBETTS |
| Ocho Maru | 162 | AGADIR 4 |
| Ochos Ascension | 35191 | ASCENSION |
| Ochos Elevasion | 34928 | GUINOMAR BARAKA |
| Ochre Point | 1550 | TOM MIRA |
| Oconee | 1134 | PIRATINI |
| Octa | 11517 | ATLA |
| Octagon | 399 | NICHIEI MARU |
| Octavia | 3777 | YARDARM KNOT |
| Octavia | 6547 | XIN AN JIANG |
| Octavia | 15520 | STORY BRIDGE |
| Octavo Reefer | 1500 | FRIO BALTIC |
| Octo | 142 | NORWICH |
| Octonia Sun | 26174 | THEOMANA |
| Odabo | 521 | MARIA THERESA |
| Odam | 6416 | VOLVOX HANSA |
| Odaw | 335 | FALAH X |
| Odca | 350 | Q BOYS |
| Odd Gjendem | 249 | TROMSOYVAERING |
| Odd II | 219 | TORILD |
| Odd III | 269 | TORGNY |
| Odd Oscar | 277 | FISKTRANS |
| Oddstein | 136 | NORDLENDING |
| Oddstein | 631 | NORMAND ONDUR |
| Odel | 279 | ZUIDERSTER 3 |
| Oden | 9514 | EAGLE |
| Odeon | 1755 | CAPRICORN |
| Oder | 322 | VETOR TERZO |
| Odessa Maru | 43494 | ELISA F. |
| Odet | 487 | SAN GEORGIO REEFER |
| Odiel | 220 | WOLFHOUND |
| Odigitria | 12509 | LEO M |
| Odigitria B | 14986 | MASTROGIORGIS B |
| Odin | 139 | HUMBAK |
| Odin | 143 | LETO |
| Odin | 237 | HAI HIN 20 |
| Odin | 295 | JUSTINE |
| Odin | 443 | PENERE NIANE |
| Odin | 499 | BILAL CAVUSOGLU |
| Odin | 999 | ANUND |
| Odin | 3448 | KATRIN |
| Odin | 7944 | POLARIS |
| Odin Bay | 299 | SIGNE |
| Odin II | 651 | BALTIC AMBER |
| Odin Salvator | 651 | BALTIC AMBER |
| Odinlock | 25939 | IRAN DEYANAT |
| Odintsovo | 1898 | ODINCOVA |
| Odom Sea Trac | 100 | MATTAR |
| Odra | 483 | FRIGOMAR |
| ODS Orca | 143 | ORCA |
| Odyanna H | 8566 | ELENI |
| Odys Alpha | 846 | JIN HAI 2 |
| Odys Bravo | 846 | JIN HAI 3 |
| Odys Charlie | 803 | GECO PACIFIC |
| Odys Delta | 801 | PACIFIC LANCE |
| Odys Echo | 1394 | ODYSSEE |
| Odysseas | 499 | EVI V. |
| Odysseas | 69183 | KNOCK BENNAN |
| Odysseas Elytis | 8139 | TALLINK |
| Odysseas H | 11248 | ISIS |
| Odysseia | 251 | AQUA SUPPLY |
| Odysseus | 239 | JOHN CHARLTON |
| Odysseus 204 | 103 | ODYSSEUS C—204 |
| Odyssey | 2688 | ISLA PALAWAN |
| Odyssey | 53387 | WARDA |
| Odyssey—10 | 15976 | PONTOPOROS |
| Oeillet | 284 | IMDAT |
| Oeland | 995 | GRODEN |
| Oeland II | 995 | GRODEN |
| Oeltank I | 396 | MARIANNA K |
| Oemberg | 349 | MARI 1 |
| Oentjeng | 145 | DAHLIA |
| Oentjeng II | 171 | TARUNA |
| Oentjeng III | 415 | TONG—SEANG |
| Oetztal | 1956 | WESERLAND |
| Ofelia | 199 | OFELIA PRIMA |
| Ofelia | 274 | VIRGINIA DEL MAR |
| Ofelia | 5479 | RASBORA |
| Off—Barcelona | 1194 | AUGUSTEA CINQUE |
| Off—Bilbao | 1194 | AUGUSTEA QUATTRO |
| Off—Vigo | 972 | L'ALBUFERA |
| Offshore Beaumont | 373 | BEAUMONT |
| Offshore Birmingham | 373 | BIRMINGHAM |
| Offshore Challenger | 2445 | VESLIK VIKING |
| Offshore Constructor | 296 | NEW CONSTRUCTOR |
| Offshore Delight | 199 | CIPREA |
| Offshore Endeavor | 196 | EDIE STEPHENS |
| Offshore Houston | 213 | NAZEK |
| Offshore Hunter | 1472 | TRIUMPH SEA |
| Offshore III | 337 | COSTAIN VI |
| Offshore III | 349 | OCEAN EXPLORER |
| Offshore III | 506 | SEA CARRIER I |
| Offshore IV | 337 | COSTAIN VII |
| Offshore IV | 349 | OCEAN SCOUT I |
| Offshore La Fourche | 148 | MIDNIGHT FLASH |
| Offshore Mud—201 | 283 | POWDER RIVER |
| Offshore Orleans | 194 | SARAH |
| Offshore Power | 505 | SMIT LABUAN |
| Offshore Provider | 321 | OFFSHORE KARIM |
| Offshore Salvor | 744 | WESTERN SEA |
| Offshore Service | 196 | MISSOURI |
| Offshore Success | 364 | LEOPARD II |
| Offshore Trader | 1472 | TERRA NOVA SEA |
| Offshore Trawler | 139 | DUSK |
| Offshore Trawler | 146 | WESTERN |
| Offshore Trend | 192 | CAPE DENBIGH |
| Offshore VI | 206 | COSTAIN II |
| Offstar | 10264 | DISCOVERER 511 |
| Ofoten | 382 | TRUMAN |
| Ofrisia | 1577 | MULTITANK FRISIA |
| Ofunato Maru | 320 | BU YANG |
| Ogasawara Maru No. 2 | 239 | MONALINDA—XI |
| Ogasawara Maru No. 3 | 315 | EBISU MARU No. 38 |
| Ogasawara Maru No. 5 | 189 | LINDA S |
| Ogawa Maru | 122 | SUMIRIKI MARU No. 10 |
| Ogden Amazon | 31583 | CAPETAN GIORGIS |
| Ogden Bridgestone | 39931 | MUNDOGAS ORINOCO |
| Ogden Champion | 20858 | OMI CHAMPION |
| Ogden Charger | 17320 | OMI CHARGER |
| Ogden Columbia | 67856 | OMI COLUMBIA |
| Ogden Congo | 20711 | SMYRNA |
| Ogden Danube | 30362 | GLOBAL MAKATCHA |
| Ogden Dynachem | 32328 | OMI DYNACHEM |
| Ogden Ebro | 43444 | EBRO |
| Ogden Exporter | 15251 | AL—TAFSIR |
| Ogden Fraser | 18818 | TERN |
| Ogden General | 42461 | GENERAL |
| Ogden Hudson | 32328 | OMI HUDSON |
| Ogden Jordan | 20714 | MASTRO GIORGIS S |
| Ogden Leader | 20877 | OMI LEADER |
| Ogden Loire | 20513 | ARGUS TRAVELER |
| Ogden Missouri | 30162 | OMI MISSOURI |
| Ogden Nile | 33932 | NILE |
| Ogden Ottawa | 23462 | OSCO CHIEF |
| Ogden Rover | 21572 | ROVER |
| Ogden Sacramento | 30162 | OMI SACRAMENTO |
| Ogden Saguenay | 23462 | OCEAN QUEEN |
| Ogden Senegal | 20711 | DAMON |
| Ogden Thames | 30687 | FOCOMAR |
| Ogden Tiber | 20513 | ARGUS EXPLORER |
| Ogden Volga | 33932 | VOLGA |
| Ogden Wabash | 17327 | OMI WABASH |
| Ogden Willamette | 17327 | OMI WILLAMETTE |

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| Ogi Maru No. 2 | 321 | PETROGAZ |
| Ogi Maru No. 3 | 636 | ASEAN I |
| Ogi Maru No. 11 | 1145 | LORENZO CONTAINER I |
| Ogina Bereton | 493 | RUWAN YARO |
| Ogna | 19208 | VISAYAS VICTORY |
| Ogo | 199 | LADY WEST |
| Ogoni Star | 528 | CRYSTAL REEFER |
| Ogour | 490 | YUSUF NAIBOGLU |
| Ogre | 130 | MAZIRBE |
| Ogre | 1236 | PLAYA DUABA |
| Oguz Islamoglu | 494 | S. KALKAVAN |
| Ogwa | 920 | ABOU BAKR BEN AMER 3 |
| Oh Dae San | 1126 | BUSAN No. 851 |
| Oh Ryong No. 5 | 231 | DONG BO No. 1 |
| Ohama Maru No. 32 | 153 | KOJIN MARU No. 32 |
| Ohio | 55878 | KING MINOS |
| Ohio(AS) | 8047 | OHIO |
| Ohio(FP) | 8025 | MAINE |
| Ohio(MC) | 8039 | WASHINGTON |
| Ohkoh Maru | 2885 | RO—RO SPRINTER |
| Ohm | 319 | BISON |
| Ohm Mariana | 3792 | ABOITIZ SUPERCONCARRIER III |
| Ohminesan Maru | 121940 | OHMINESAN |
| Ohoud | 776 | AL MAHROUKAT AL AWAL |
| Ohshu Maru | 36064 | OHSHUMARU |
| Ohtori Maru | 4662 | OHTORI |
| Ohtori Maru | 31760 | SVERDSTAD |
| Ohtsu Maru | 8032 | LIAO YING |
| Ohtsukawa Maru | 87052 | FREESIA |
| Ohyama No. 2 | 287 | OYAMA MARU No. 2 |
| Ohyo Maru | 4790 | OHYOH |
| Ohzuru Maru No. 2 | 183 | SIN BO No. 72 |
| Oi Maru | 499 | JQ BAV III |
| Oidipus | 149 | BAUNEHOJ |
| Oihonna | 2619 | BELLE |
| Oikaze | 129 | ISLAND CRUISER |
| Oikaze Maru No. 11 | 995 | GLORY PUSAN |
| Oil Adventurer | 185 | JAVA ADVENTURER |
| Oil Challenger | 2384 | TRITON VIII |
| Oil Challenger | 2887 | MAERSK CHALLENGER |
| Oil Chancellor | 2887 | MAERSK CHANCELLOR |
| Oil City | 203 | OCEAN EXPLORER I |
| Oil Corer | 470 | OCEAN DIVER II |
| Oil Discoverer | 855 | ANINA |
| Oil Driller | 10345 | PETREL |
| Oil Endeavour | 1936 | SOSI INSPECTOR |
| Oil Explorer | 745 | TUNA SERVICE DOS |
| Oil Harrier | 1082 | PENTOW SKUA |
| Oil Hunter | 929 | DUBAI DOLPHIN |
| Oil Mallard | 167 | MARINE KERIAM |
| Oil Martin | 167 | MARINE PANCHOR |
| Oil Merlin | 167 | MARINE TUTONG |
| Oil Messenger | 224 | ISIPINGO |
| Oil Partridge | 168 | ULIMA |
| Oil Producer | 743 | DEHAIL |
| Oil Producer | 750 | ANGEL FISH |
| Oil Prospector | 743 | DARYA—VAND XI |
| Oil Prowler | 750 | VALIANT FISH |
| Oil Puffin | 168 | MIGGI |
| Oil Queen | 107 | TAMSI |
| Oil Queen | 498 | MERCEDES I |
| Oil Queen D | 228 | MERCEDES III |
| Oil Queen E | 236 | MERCEDES II |
| Oil Queen V | 210 | SOUTHERN STAR S |
| Oil Queen 8 | 540 | GULF QUEEN |
| Oil Retainer | 119 | RETAINER |
| Oil Retainer | 150 | LOGISTIC I |
| Oil Rider | 152 | SUMAI TANGKAS |
| Oil Rover | 182 | TROPICAL PRINCESS III |
| Oil Rustler | 152 | KIMANIS 8 |
| Oil Triton | 1085 | NEEL NIDHI |
| Oil Trojan | 1085 | NEEL JALINI |
| Oil Venturer | 851 | McCOY |
| Oilshipper | 698 | BASARI |
| Oiltank | 485 | KONSTANDIS |
| Oiltransco | 175 | HARBOR STAR |
| Oinoussai | 129 | KAMARI |
| Oinoussai | 3114 | ALSHAHBA |
| Oinoussian Courage | 20904 | JIAN GE HAI |
| Oinoussian Fighter | 24621 | YAMBURG |
| Oinoussian Friendship | 20672 | IRAN AZADI |
| Oinoussian Leadership | 20672 | IRAN JOMHURI |
| Oinoussian Maiden | 19406 | IZOLA |
| Oinoussian Prestige | 20691 | IRAN ENTEKHAB |
| Oinoussian Pride | 24609 | YAMPOL |
| Oinoussian Prudence | 24621 | YASNAYA POLYANA |
| Oinoussian Superiority | 20735 | IRAN ESLAMI |
| Oinoussian Unity | 24609 | YASINOVATAYA |
| Oinoussian Virtue | 20691 | IRAN ESTEGHLAL |
| Oiseau de Polynesia | 606 | POLYNESIA |
| Oishi Maru | 499 | ACOOP No. 7 |
| Oita Maru | 494 | SHINKAI MARU |
| Oitaven | 337 | VIXIADOR |
| Oity | 641 | ITAJAI |
| Oivind Bjoroy | 206 | CAM WARDEN |
| Oji Gloria | 34060 | FOREST PRINCE |
| Oji Maru No. 3 | 178 | HWA YOUNG No 33 |
| Oji Maru No. 3 | 184 | EBISU MARU No. 6 |
| Oji Maru No. 7 | 251 | KUM SUNG No. 203 |
| Oji Maru No. 21 | 299 | CORACAMAR No. 5 |
| Oji Maru No. 33 | 346 | ATLANTIC OJI No. 33 |
| Ojima Maru No. 8 | 240 | GOSHEN 602 |
| Ojima Maru No. 11 | 256 | MONALINDA—XXXVI |
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| Oju Maru No. 5 | 147 | BLUE MARLIN M. S. |
| Ok | 156 | TIKA |
| Ok Rita Anne | 492 | AINA |
| Ok Service | 492 | AINA |
| Okan | 252 | AHMET OKAN |
| Okanlar | 493 | DINCERLER—2 |
| Okapi | 423 | MELLY |
| Okayama Maru | 1095 | XIN HAI No. 2 |

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| Okba | 299 | TALA II |
| Okdine | 499 | AMNA |
| Okeanis | 3979 | BLUE OCEAN |
| Okeanis | 9426 | HAN YIN |
| Okeanis | 17974 | DAN XIA SHAN |
| Okeanis | 24536 | TRANS EFFORT |
| Okeanos | 114553 | CORONA STAR |
| Okere | 449 | ISLA CAMILA |
| Okesa | 296 | GULA |
| Okha | 502 | SALEMA |
| Okha | 5829 | HUA QIONG |
| Okhotsk | 502 | CALAMAR |
| Okiji Maru | 783 | ASIA PHILIPPINES |
| Okinawa | 149 | FANEFJORD |
| Okinawa | 309 | MISASA |
| Okinawa Maru | 3935 | DAVAO PRINCESS |
| Okinoshima Maru | 2722 | DON CLAUDIO |
| Okishima Maru | 571 | CASAS VICTORIA |
| Okishima Maru | 698 | WANUAKU |
| Okitama Maru | 993 | AMINA |
| Okiti | 2909 | ARCTURUS |
| Okito | 6202 | ASIA PALHO |
| Okitsu Maru | 196 | CICLON |
| Okitsu Maru | 198 | AT—2201 |
| Okitsu Maru | 290 | HAI GANG 12 |
| Okitsu Maru | 495 | DELA VIII |
| Okiya Maru No. 15 | 346 | SIN NAM No. 101 |
| Okko Bosma | 1570 | ATLANTIC SUN |
| Okla | 906 | LINE |
| Oklandsnes | 158 | BOMLO |
| Okpo Star | 15826 | PAN NOBLE |
| Okriki | 495 | BETTY THERESA |
| Oksfjord | 297 | HAUKUR |
| Oksnesfisk | 293 | SANDAGUT |
| Oksnesvag | 122 | INLAND |
| Oksoy | 693 | FONNTIND |
| Oktan | 233 | HELLETANK |
| Oktania | 24608 | OAKLEAF |
| Oktant | 425 | DHERAHA |
| Oktavius | 17940 | FLORIDA EXPRESS |
| Oktella | 19593 | PETROSKALD |
| Okturus | 14937 | NOKTURUS |
| Okturus | 16973 | ANAND |
| Oktyabrskaya Revolyutsiya | 6690 | HOA LU 3 |
| Okudogo | 4445 | SANTA FLORENTINA |
| Okudogo No. 6 | 6378 | MARINA |
| Okudogo No. 8 | 6135 | KIDON |
| Okudogo 2 | 8572 | HAPPY PRINCESS |
| Okumito Maru | 917 | IRWIN PIONEER |
| Okuni Maru | 1502 | SAM WON |
| Okuni Maru | 1920 | KEUM YANG No. 8 |
| Okura Maru | 118 | KOYO MARU No. 15 |
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| Okura Maru No. 15 | 253 | KYOSEI MARU No. 38 |
| Okura Maru No. 25 | 283 | FUKUYO MARU No. 58 |
| Okura Maru No. 28 | 304 | FUKUJU MARU No. 77 |
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| Okutomi Maru No. 28 | 994 | PIRADA |
| Ola Horn | 319 | BERGHOLM |
| Ola Nordmann | 378 | KANSTAD |
| Olabarria | 289 | CONCHEIRO |
| Olaeche | 389 | SAN FERMINES |
| Olaf | 299 | KELVIN |
| Olaf | 999 | UNITY III |
| Olaf I. Gardastovu | 3221 | DONG BANG |
| Olaf Scheel | 339 | SJOVEIEN |
| Olafur Bekkur | 461 | MULABERG |
| Olafur Fridbertsson | 176 | ALBERT OLAFSSON |
| Olafur Ingi | 148 | GRETTIR |
| Olafur Johannesson | 797 | SORFOLD |
| Olafur Magnusson | 187 | SOLFELL |
| Olafur Solimann | 122 | FREYJA |
| Olafur Thorsteinsson | 149 | TJALDANES |
| Olafur Tryggvason | 148 | SOLRUN |
| Olamar | 17399 | OLEMAR |
| Oland | 112 | CAICOS CLIPPER I |
| Oland | 150 | MARS |
| Oland | 451 | EQUA |
| Oland | 499 | LANDSKRONA |
| Oland | 499 | MAGED H |
| Oland | 672 | JARL |
| Olanda | 1599 | MASSIRA |
| Olandssund | 288 | STROMSKAR AF STOCKHOLM |
| Olandssund II | 237 | EKSUND |
| Olandssund III | 175 | SOUND OF SCARBA |
| Olandssund IV | 244 | SOUND OF SHUNA |
| Olanningen | 1414 | BENITO JUAREZ |
| Olateju | 2187 | TRADER |
| Olau Britannia | 15064 | CHRISTIAN IV |
| Olau Dana | 7988 | TIAN E |
| Olau Finn | 7978 | FESTOS |
| Olau Hog | 3865 | PROSPERITY |
| Olau Hollandia | 14981 | NORD GOTLANDIA |
| Olau Kent | 4371 | LINDA |
| Olau Leif | 3721 | WAN TAI |
| Olau Mark | 3666 | UNITY |
| Olau Nord | 5926 | CHEM NOON |
| Olau Pil | 5862 | SEAFROST |
| Olau Rolf | 6089 | MARFRIO |
| Olau Syd | 7286 | SOMPORT |
| Olau Thor | 5104 | BLUETANK LANCER |
| Olau Vig | 498 | LA GOLETA |
| Olau West | 3065 | KELIBIA |
| Olav | 4201 | NAN HU |
| Olav Kyrre | 280 | STROMFJORD |
| Olav Ringdal | 59184 | BELEM |
| Olav Trygvason | 4339 | NORGAS COMMANDER |
| Olavo Egidio | 4867 | VILA NOVA DE FAMALICAO |
| Olavsbussen | 199 | FLYCAT |
| Olavson | 299 | SOLNES |
| Olavur Gregersen | 3398 | NIDAROS |
| Olavur Hviti | 369 | REINOYFISK |
| Olavur I Todnesbug | 187 | SLAETTABERG |
| Olayne | 1898 | OLAINE |
| Olbios | 3981 | CARLA E. |
| Old Jo | 139 | ANCHISE |

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| Old Point Comfort | 1622 | ATLANTIC |
| Old Rock | 1866 | MARSOPLA |
| Oldambt | 224 | GEORGENA B |
| Oldambt | 228 | TITTI ANDALO |
| Oldambt | 430 | ALGER |
| Olden Junior | 468 | ISBJORN |
| Oldenburg | 2899 | SHENG LONG |
| Older | 6182 | NAN XIANG |
| Olduberg | 148 | EYBORG |
| Olduljan | 142 | DALA RAFN |
| Ole Bakk | 485 | STRILODD |
| Ole Bakk | 1443 | ZETA |
| Ole Baunsgaard | 166 | VINGALAND |
| Ole Gullvik | 164 | LADY SALAR |
| Ole Knut | 156 | JUNGMANN |
| Ole Rinde | 2543 | JUSTINE |
| Ole Saetremyr | 654 | MASTER SURVEYOR |
| Ole Senior | 654 | MASTER SURVEYOR |
| Ole Sif | 808 | NUSA MAS |
| Ole Sif | 1576 | QUAN ZHOU |
| Ole Solbjorg | 341 | VEATRAL |
| Ole Torressen | 497 | ROALDSEN SENIOR |
| Ole Wirum | 497 | STALTIND |
| Oleander | 500 | RINA |
| Oleander | 1571 | HIBISCUS |
| Oleander | 3163 | ATLANTICA 1 |
| Oleander | 18536 | OLMEDA |
| Oleander Sky | 14095 | SARAH BECKETT |
| Olefine Gas | 6684 | NORGAS TRAVELLER |
| Olesi | 1576 | QUAN ZHOU |
| Oleto | 299 | VEST |
| Olga | 133 | VISNES |
| Olga | 458 | DON QUIJOTE |
| Olga | 497 | DERIN |
| Olga | 854 | VERANSUR |
| Olga | 1586 | ABOUDI 1 |
| Olga | 26000 | PACIFIC TRIDENT |
| Olga Boel | 181 | RIVO |
| Olga Bravo | 1474 | WESTERN COVE |
| Olga III | 998 | SABINE F. |
| Olga Jacob | 9194 | FU JIANG |
| Olga Maersk | 30039 | SUNDERLAND |
| Olga Pantos | 149 | LINGBANK |
| Olga Princess | 535 | EARL J. CONRAD, JR. |
| Olga Scheu | 249 | SISCO |
| Olga T | 448 | KOSTAS V |
| Olga Tzella | 488 | ELLI |
| Olga Varentsova | 4226 | KUIVASTU |
| Olhorn | 499 | MONEM |
| Oli Horn | 319 | BERGHOLM |
| Oli Oskars | 753 | BEITIR |
| Olib | 1591 | JET II |
| Olimbos | 496 | THANAS |
| Olinda | 5301 | CLIVIA |
| Olinda | 22466 | STASSFURT |
| Olinda I | 434 | DIANA I |
| Olive | 275 | OLIVE MARU |
| Olive | 337 | YORO |
| Olive H | 193 | CHARLES D. McALLISTER |
| Olive K. | 448 | NEW JERSEY |
| Olive Maru No. 1 | 677 | PRINCESS ASHIKA |
| Olive Oil | 488 | CARIBBEAN TANKER |
| Olive Oyl | 488 | CARIBBEAN TANKER |
| Oliver | 337 | YORO |
| Oliver | 1320 | AFRICAN HYACINTH |
| Oliver | 2023 | WEELEK No. 5 |
| Oliver B | 211 | BARIS |
| Oliver Drescher | 3414 | GOOD EXPLORER |
| Oliver T. | 337 | YORO |
| Oliver Twist | 4390 | LANCUT |
| Olivia | 164 | ILLUSTRIOUS |
| Olivia | 386 | SEA STAR |
| Olivia | 17851 | VALENTINIANO |
| Olivia Hebert | 183 | ROBERT L. BERG |
| Olivia Winther | 1597 | ROMEA |
| Olivine | 8774 | SONG SAI GON |
| Olmeca | 15956 | SINGA SAILOR |
| Olmeca 1 | 1079 | GUADALETE |
| Olna Firth | 499 | SKY |
| Olof Tratalja | 198 | SYDFART |
| Olovaha | 529 | QUEEN OF THE ISLES |
| Oltenia | 22243 | FAL XX |
| Olter | 573 | EDMY |
| Olumo Rock | 3334 | CHILOE IV |
| Olwe | 385 | NISSOS MILOS |
| Olympia | — | LYDIA |
| Olympia | 141 | SOGNEFJELL |
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| Olympia | 296 | OLYMPIA III |
| Olympia | 498 | NEAMAT ALLAH |
| Olympia | 499 | DIMITRIOS MIRAS |
| Olympia | 2286 | DELOS |
| Olympia | 3255 | EUROPA LINK |
| Olympia | 4998 | SEA SPRITE |
| Olympia | 11901 | PINE TRUST |
| Olympia | 14533 | CARIBE I |
| Olympiad | 63872 | LYMPIA |
| Olympiakos | 134 | ORPHEUS |
| Olympian Baroness | 3223 | BELLATRIX |
| Olympian Reefer | 7573 | BUENOS AIRES |
| Olympic | 982 | GEMINI |
| Olympic | 4199 | BILKAR I |
| Olympic Banner | 110 | LILIBETH |
| Olympic Banner | 128561 | LATIA |
| Olympic Brilliance | 128550 | LIMNEA |
| Olympic Confidence | 14261 | ADRIATIC PRESTIGE |
| Olympic Deka | 173 | NAFTILOS V |
| Olympic Dream | 18204 | GIOVANNA |
| Olympic Flame | 3787 | CHANG SHENG |
| Olympic Galaxy | 395 | OLYMPIC JUNIOR |
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| Olympic King | 131 | BILLY D |
| Olympic Lancer | 131 | MICHAEL & COLIN |
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| Olympic Liberty | 15611 | STABERG |
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| Olympic Sun | 12902 | RUBY C |
| Olympic Sun II | 42776 | ELEONORA C |
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| Olympus | 5521 | CLIPPER PACIFIC |
| Olympus Ace | 11753 | SOUTHERN ACE |
| Olynthia | 12129 | OLYO |
| Olynthus | 18604 | OLWEN |
| Olyutorka | 502 | LENGUADO |
| Omaezaki Maru | 188 | TAKASAGO MARU |
| Omagh | 398 | ORIENT REEFER |
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| Omar Express | 738 | ONDINA |
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| Omega 803 | 438 | PAN SUN |
| Omega 804 | 1313 | ACQUA AZZURRA |
| Omega 805 | 1315 | ACQUA CHIARA |
| Omega 806 | 856 | SONYA VIKING |
| Omega 807 | 1318 | ESVAGT OMEGA |
| Omega 808 | 499 | PACIFIC COMMANDER |
| Omega 809 | 495 | BIRGITTE VIKING |
| Omex Pioneer | 24602 | ROSEMARY |
| Ominato Maru No. 53 | 406 | MEISIN 235 |
| Omishima | 192 | KOUN MARU No. 15 |
| Omiya Maru | 198 | BETHANY MULIA |
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| Omskiy—33 | 1521 | CITY OF TOBOLSK |
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| On Ding | 19920 | SKYROS |
| On Lee | 20819 | ALKMINI A. |
| Ona | 110 | LUDO |
| Onabi | 566 | GRETE THERESA |
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| Onda | 498 | KALYPSO III |
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| Ondarrutarra | 201 | ONDARRUMAN |
| Onderneming I | 209 | DYRNESVAG |
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| Onderneming II | 915 | MARBELLA |
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| Ondiz | 64412 | HELENA |
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| Onix | 17974 | DAN XIA SHAN |
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| OOCL Atlantic | 28592 | VILLE DE TUCANA |
| OOCL Blessing | 22601 | OCEAN BLESSING |
| OOCL Britain | 28592 | AL MUHARRAQ |
| OOCL Charity | 27297 | STRONG RIVER |
| OOCL Dominance | 28592 | AL MUHARRAQ |
| OOCL Dynasty | 28592 | VILLE DE TUCANA |
| OOCL Europa | 28592 | VILLE DE TITANA |
| Oocl Italia | 4953 | METTE SIF |
| Oosterdok | 397 | LESVIOS |
| Oosterhaven | 311 | CARBO—CENTRE |
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| Opal | 3888 | NARAN |
| Opal | 5229 | HUANG JIN SHAN |
| Opal | 36120 | SANTA MARGARITA |
| Opal Bay | 2995 | GOLDEN MARINE I |
| Opal Bounty | 5483 | KLANG REEFER |

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| Opale | 134140 | TORINO |
| Opaline Bay | 4731 | VICTORIA REEFER |
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| Ophelia | 23104 | FORUM POWER |
| Ophira | 145 | EYTANA |
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| Oranda | 70872 | BLOOMING ORCHARD |
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| Orange Ace | 12304 | FRESA |
| Orange Bay | 15941 | YOHFU |
| Orange Bridge | 13720 | HARBOR BREEZE |
| Orange Coral | 14663 | KOUSHUN |
| Orange Coral | 35578 | SAN MARCO |
| Orange Moon | 917 | HARLEKIN I |
| Orange Star | 334 | ARGONAUTA |
| Orange Sun | 910 | PORTOKALIS ILIOS |
| Orange Surf | 2141 | AYA |
| Orange Vertex | 6374 | GROUSE |
| Orange Zenith | 6374 | OSLO ZENITH |
| Orania | 973 | LARANJAL |
| Orania | 19920 | SKYROS |
| Oranienburg | 5364 | PABLO METZ |
| Oranje | 182 | WANDA R. |
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| Oranjeborg | 912 | PETCH ARAT |
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| Oranus | 20885 | JO REDWOOD |
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| Orchid City No. 11 | 2521 | AMALTHIA |
| Orchid II | 19900 | NEGROS VICTORY |
| Orchid III | 2847 | ORCHARD |
| Orchid Moon | 1510 | MCW ILSABE |
| Orchid Park | 35282 | BANTRY |
| Orchid Sea | 1510 | MCW ERIKA |
| Orchid Sea | 31638 | CARAVOS TRADER |
| Orchid Star | 776 | OCEAN WAVE |
| Orchid Star | 1510 | LADY DOROTHY |
| Orchid Sun | 1510 | MCW RITA |
| Orchid Venture | 6540 | DRAGON YILDIZ |
| Orchid Wave | 1547 | LADY PATRICIA |
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| Orco Trader | 62565 | EL PIONERO |
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| Ordinence | 470 | KAVA SOUND |
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| Orestis | 1099 | LADY AMANDA |
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| Oriana King | 13635 | SALINAS |
| Oriane G | 17174 | KREON |
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| Orient Ace | 499 | PACIFIC ACE I |
| Orient Ace | 3518 | HUI AN |
| Orient Bay | 206 | SCOTT PURVIS |
| Orient Beauty | 7341 | SUN RIVER II |
| Orient Carrier | 3771 | NORMAN |
| Orient City | 39236 | SEARADIANCE |
| Orient Enterprise | 35486 | ENTERPRISE |
| Orient Express | 1585 | AMAZING GRACE |
| Orient Express | 12343 | ORIENT SUN |
| Orient Express | 18641 | ANANGEL HONESTY |
| Orient Fisher | 6614 | DIMITRIS N |
| Orient Garnet | 508 | KEO YANG No. 1 |
| Orient Leopard | 1085 | NEEL NIDHI |
| Orient Maru No. 1 | 1862 | YU YANG |
| Orient Prince | 16755 | ENERGY TRADER |
| Orient Rex | 5131 | ORIENT SEA |
| Orient River | 25891 | AZTLAN |
| Orient Star | 3722 | TIAN KUN |
| Orient Star I | 9654 | PLATON |
| Orient Success | 999 | CORVO |
| Orient Top Wood | 3914 | EGGANA |
| Orient Topaz | 580 | HANA No. 1 |
| Orient Trader | 35447 | HYUNDAI TRADER |
| Orient Union | 14923 | FEN |
| Orient Venture | 2496 | SINZHONG |
| Orient Venture | 50563 | AMBRA BALEEN |
| Orient Wind | 9077 | ALAM TABAH |
| Orient Winds | 15503 | LUCKY RIVER |
| Oriental Ambassador | 17385 | OOCL ALLIANCE |
| Oriental Ambassador | 27297 | STRONG RIVER |
| Oriental Bravery | 52340 | NEPTUNE LYNX |
| Oriental Breeze | 2994 | SANG THAI RUBY |
| Oriental Carrier | 1468 | HOA SEN DO |
| Oriental Castle | 18060 | SAILMAN |
| Oriental Chevalier | 24602 | MSC ALEXANDRA |
| Oriental Chevalier | 35599 | OOCL EDUCATOR |
| Oriental Chief | 37035 | OOCL EXPORTER |
| Oriental Commander | 22647 | PACIFIC SONG |
| Oriental Confidence | 12557 | ERIMANTHIA |
| Oriental Diplomat | 28592 | VILLE DE TUCANA |
| Oriental Educator | 24602 | ROSEMARY |
| Oriental Educator | 35599 | OOCL EDUCATOR |
| Oriental Executive | 35599 | OOCL EXECUTIVE |
| Oriental Expert | 16544 | OOCL APPLAUSE |
| Oriental Expert | 27297 | YS PROSPERITY |
| Oriental Explorer | 35535 | OOCL EXPLORER |
| Oriental Exporter | 12909 | LONG HAI HE |
| Oriental Exporter | 15251 | AL—TAFSIR |
| Oriental Fair | 40080 | OOCL FAIR |
| Oriental Faith | 40980 | OOCL FAITH |
| Oriental Forest | 21926 | WILMASTER |
| Oriental Fortune | 40978 | OOCL FORTUNE |
| Oriental Freedom | 40978 | OOCL FREEDOM |
| Oriental Friendship | 42023 | OOCL FRIENDSHIP |
| Oriental Glory | 13756 | ALEGLO |
| Oriental Governor | 28592 | AL MUHARRAQ |
| Oriental Hawk | 5217 | JIN XING |
| Oriental Importer | 12909 | XING HAI HE |
| Oriental Ivy | 5479 | RASBORA |
| Oriental King | 10625 | ATLANTIS SKY |
| Oriental King | 22324 | SITHEA |
| Oriental Leader | 22601 | OCEAN BLESSING |
| Oriental Lion | 2953 | ARMADA SEJATI |
| Oriental Majesty | 72258 | LOYALTY |
| Oriental Minister | 28592 | VILLE DE TITANA |
| Oriental Neptune | 2826 | EQUATOR |
| Oriental Patriot | 32238 | OOCL CHARISMA |
| Oriental Plenum | 11753 | SOUTHERN ACE |
| Oriental Premier | 27297 | YS PROSPERITY |
| Oriental Prince | 3031 | WOOYANG PRINCE |
| Oriental Prince | 27297 | STRONG RIVER |
| Oriental Princess | 2445 | KERTA LIMA |
| Oriental Queen | 23663 | ELENA |
| Oriental Researcher | 35599 | OOCL EDUCATOR |
| Oriental Rex | 3933 | JAPAN STAR |
| Oriental Rex No. 8 | 1623 | WOO GEUN |
| Oriental Rose | 4011 | PAKALONG MERANTI |
| Oriental Runner | 2826 | CABOT ORIENT |
| Oriental Scholar | 24602 | ROSEMARY |
| Oriental Sovereign | 41305 | FOREST SOVEREIGN |
| Oriental Star | 15620 | KOSEKI MARU No. 2 |
| Oriental Star No. 1 | 454 | SAM KYUNG No. 71 |
| Oriental Star No. 2 | 453 | SAM KYUNG No. 72 |
| Oriental Star No. 3 | 349 | SUMATRA No. 1 |
| Oriental Statesman | 35535 | OOCL EXPLORER |
| Oriental Swallow | 4669 | ARMAN |
| Oriental Swan | 13641 | MENINA ELISA |
| Oriental Taio | 36952 | FOREST BARON |
| Oriental Trader | 3237 | ORIENTAL ORBIT |
| Oriental Tristar | 6719 | ARMSTRONG |
| Oriental Tvl | 3237 | ORIENTAL ORBIT |
| Oriental Vanguard | 16544 | OOCL APPLAUSE |
| Oriental Venture | 17385 | OOCL ALLIANCE |
| Oriental Venus | 4618 | DANG MAHLIGAI |
| Oriental Victory | 6614 | DIMITRIS N |
| Oriente | 498 | MONAGAS |
| Oriente | 2988 | MASAYON |
| Oriente Cresta | 3046 | EASTERN GLORY |
| Oriente Reina | 4066 | DANG MELATI |
| Orientville | 769 | TAIBAH I |
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| Orinda | 260 | OMS SABINE |
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| Orion | 196 | HAN RYEO No. 1 |
| Orion | 200 | ETEN 4 |
| Orion | 210 | JANNIE HELENA |
| Orion | 349 | KARAISKAKIS |
| Orion | 352 | SKORABERG |
| Orion | 375 | BRETON SEA |
| Orion | 387 | KRIKRI |
| Orion | 499 | KAPETAN STAMATIS |
| Orion | 502 | MACARELA |
| Orion | 960 | BUNGO |
| Orion | 999 | GERLIN |
| Orion | 3086 | PACIFIC ORION |
| Orion | 4007 | ARGONAUT |
| Orion | 4310 | WESTON |
| Orion | 4864 | WAN KUN |
| Orion | 7323 | DAEDALUS |
| Orion | 18958 | EFESSOS |
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| Orion Expeditor | 375 | BRETON SEA |
| Orion Glory | 3924 | VAYU DOOT |
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| Orion III | 498 | ORION |
| Orion III | 499 | SODAN |
| Orion Maru | 37307 | EL HADJAR |
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| Orion No. 122 | 193 | AL SARAWAT No. 4 |
| Orion No. 306 | 360 | HAN DOO No. 502 |
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| Orion Queen | 15473 | MARITIME PEACE |
| Orion Star | 10625 | ZILEENA |
| Orion Tide | 879 | ORION PRIMO |
| Orion Trader | 106109 | SENTOSA PRIDE |
| Orion VI | 5881 | FAWAZ |
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| Orkney | 2777 | ROSAVANESSA |
| Orkney | 14591 | AXIONESTIN |
| Orkney Shore | 698 | ORKNEY SERVICE |
| Orlando Barbosa | 21733 | ESPIRITO SANTO |
| Orleans | 66906 | OLIVA |
| Orlets | 2154 | ORLECS |
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| Orlowo | 628 | NAN HAI 136 |
| Orly | 24761 | MONTGOMERY |
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| Ormos | 534 | TELANAI PURA |
| Ormos | 8791 | MEI JIANG |
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| Oro Trader | 62565 | EL PIONERO |
| Oromonte | 13569 | KARLOVY VARY |
| Oron | 30724 | MING XI HAI |
| Oropesa | 9015 | MERCHANT PRINCIPAL |
| Orosi | 1440 | MARIA ROSANNA |
| Orotukan | 1895 | BERNARD KOENEN |
| Oroya | 14275 | MERCHANT PREMIER |
| Orpena | 866 | CONCIERGE |
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| Orpheus | 9942 | NIREUS |
| Orque | 4410 | HORNSEA |
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| Ortega | 8395 | KOTA AKBAR |
| Ortiguera | 2598 | IONIAN SEA |
| Ortoire | 992 | REY MAR |
| Ortona | 191 | PUNTA PENNA |
| Ortrud | 499 | LETTE LILL |
| Ortrud | 1536 | LADY REA |
| Ortrud Muller | 884 | GOD IS GOOD |
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| Ortwin | 149 | FARO |
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| Orvar | 226 | RIFSNES |
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| Oryong No. 1 | 253 | DONG SEONG No. 3 |
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| Oryong No. 8 | 278 | HAE JIN No. 6 |
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| Osa Friedensturm | 1320 | SAFE PROTECTOR |
| Osa Grande | 4291 | ATLAS |
| Osa Hawk | 458 | YLANG |
| Osa Jaguar | 790 | MANSAL 41 |
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| Osa Leopard | 790 | INDONESIAN EAGLE |
| Osa Merlin | 468 | MS MERLIN |
| Osa Merlin | 106967 | BT VENTURE |
| Osa Osprey | 458 | ROAN OSPREY |
| Osa Panther | 790 | MANSAL 42 |
| OSA Puma | 760 | GOLDEN EAGLE |
| Osa Tiger | 954 | TYPHOON |
| Osa Vigoroso | 4028 | HARPOON |
| Osage | 337 | MURAI |
| Osage | 36411 | PELAGOS |
| Osaka | 7058 | APTERA |
| Osaka Maru | 189 | ISHIMOTO No. 5 |
| Osaka Maru | 1952 | SEOK KONG No. 1 |
| Osaka Reefer | 3563 | FRIO OCEANIC |
| Osam Batangas | 401 | OSAM DAISY 1 |
| Osam Cougar | 799 | TROPIC ORION |
| Osam Dragon 1 | 334 | ALMUNIR |
| Osam Dragon 2 | 330 | ACAMAR |
| Osam Dragon 3 | 324 | ANYELIR |
| Osam Dragon 4 | 324 | FLAMBOYAN |
| Osam Dragon 5 | 387 | OSAM JUMBO 5 |
| Osam Dragon 6 | 388 | OSAM JUMBO 6 |
| Osam Dragon 8 | 386 | TSS BERTRAM |
| Osam Falcon | 248 | KEJORA |
| Osam Falcon I | 213 | HALILINTAR |
| Osam Jaguar | 336 | TSS BRITTA |
| Osam Lion | 184 | KHARISMA |
| Osam Might | 110 | SIAGA UTAMA 1 |
| Osam Panther | 315 | PALAPA |
| Osam Premier | 239 | RIG TENDER GELATIK |
| Osam Pride | 160 | SUPAT BAHARI |
| Osam Progress | 796 | GEMA I |
| Osam Talent | 164 | SUPAT LAUT |
| Osan Fresh | 498 | AN PHU DONG |
| Osborne Castle | 752 | LE MAXIM |
| Oscar I | 446 | IDIAZABAL |
| Oscar I | 85899 | HOKKAIDO STAR |
| Oscar II | 52744 | RIVER MAAS |
| Osco Anne | 17938 | TEODORICO |
| Osco Beduin | 4397 | NORGAS RUNNER |
| Osco Beduin | 45104 | PRIMO |
| Osco Bellona | 4450 | GOLDEN STAR |
| Osco Bellona | 45140 | OT SELMA |
| Osco Benedikte | 20466 | SKAN BENEDIKTE |
| Osco Buccaneer | 20471 | MAASDIJK |
| Osco Castor | 19922 | MERIOM STAR |
| Osco Cecilia | 5659 | BAROUDA |
| Osco Edmo | 18782 | EDMO |
| Osco Guna I | 380 | SHAHEDA |
| Osco Ingram Osprey | 18959 | VISHWADOOT |
| Osco Linea | 20495 | CHOPIN |
| Osco Macle | 18743 | MACLE |
| Osco Modhi | 15078 | JAGUAR |
| Osco Sagona | 17709 | ARALDA |
| Osco Sailor | 17737 | SEAPROMISE |
| Osco Sailor | 20495 | CHOPIN |
| Osco Saudiah | 16039 | VALIANT CARRIER |
| Osco Service I | 265 | MARIDIVE XIII |
| Osco Service II | 265 | STATE DEFENDER |
| Osco Sierra | 20471 | MAASDIJK |
| Osco Spirit | 20466 | SKAN GRETE |
| Osco Star | 15078 | JAGUAR |
| Osco Stripe | 20466 | SKAN BENEDIKTE |
| Osco Sun | 16039 | VALIANT CARRIER |
| Osco Sun | 17938 | TEODORICO |
| Osco Surf | 16222 | FERNANDA F |
| Osco Surf | 19413 | ROYAL SPHERE |
| Osco Surf | 25503 | PENELOPE |
| Osco Tone | 20466 | SKAN GRETE |
| Osco Uljanik | 20494 | ULJANIK |
| Ose Maru | 135 | KYOTOKU MARU No. 12 |
| Osei Maru | 195 | KISEN MARU No. 1 |
| Osei Maru | 197 | SHINRIKI MARU |
| Osei Maru | 199 | MANYOSHI MARU No. 5 |
| Osenberg | 490 | BRANDARIS |
| Osera | 3010 | BARONESS V |
| Osheim | 568 | MARY LOU |
| Oshika Maru | 2749 | DAISHIN MARU No. 22 |
| Oshika Maru No. 2 | 999 | AIN CHANECH |
| Oshima | 3549 | LEADER HONOR |
| Oshima Maru | 266 | NUSA ABABI |
| Oshima Maru | 299 | FIESTA |
| Oshima Maru No. 8 | 327 | GANNE No. 8 |
| Oshima Maru No. 11 | 199 | KANNON MARU No. 8 |
| Oshima Maru No. 11 | 328 | GANNE No. 11 |
| Oshima Maru No. 15 | 661 | J & H—1 |
| Oshima Maru No. 18 | 724 | ORIENT JASPER |
| Oshima Maru No. 28 | 625 | MOINA |
| Oshima No. 1 | 156 | IWAGI No. 8 |
| Oshima No. 10 | 330 | SANYO No. 10 |
| Osho Maru | 4919 | VICKO |
| Oskar Magnusson | 349 | KAP |
| Oskar Magnusson | 499 | HOFDAVINK |
| Oskuy | 1895 | MARTHA ARENDSEE |
| Oslo | 60169 | AIDA |
| Oslo Empress | 36539 | ARCHIA |
| Oslo Polar | 6374 | GROUSE |
| Oslo Salvator | 498 | M. C. CYCLONE |
| Oslo Venture | 30257 | SAN FELICE |
| Oslo Victory | 8111 | NORGAS VICTORY |
| Oslobank | 999 | STEVNSLAND |
| Oslofjord | 280 | GRETA |
| Oslofjord | 8033 | ADELFAEVERETT |
| Oslofjord | 16820 | ALLEGRE |
| Osman | 1298 | AL HAJ OSSMAN |
| Osman | 1987 | GEVO II |
| Osman | 9006 | UNITY |
| Osminog | 180 | BALANA |
| Osmussaar | 2690 | OSKAR SEPRE |
| Osodd | 225 | ASVAG |
| Ospoy | 118 | FRIOY |
| Osprey | 101 | WIND SONG |
| Osprey | 1100 | VICTORIA |
| Osprey | 3120 | ANTJE B |
| Osric | 196 | OTA |
| Ostanfors | 499 | GULE |
| Ostara | 868 | HUATENG |
| Ostbornholm | 294 | SOBY—FAERGEN |
| Ostebank | 999 | STEVNSLAND |
| Ostebay | 1592 | SKOGAFOSS |
| Osteburg | 998 | TELUK TRIMA |
| Osteclipper | 498 | MONTE CERVATI |
| Osteclipper | 993 | SVEALAND |
| Ostediek | 1300 | TARCO SEA |
| Osteexpress | 1747 | NORTH EMPRESS |
| Osteland | 995 | GERLENA |
| Ostemaat | 999 | LAI DA TOMA |

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| Ostend Express | 567 | ALMANSOURAH |
| Ostende I | 155 | GRACI |
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| Oster | 199 | VAKA |
| Oster Till | 462 | GANNET |
| Osterberg | 1521 | PHOENIX |
| Osterbrucke | 294 | DANIELA IV |
| Osterbulk | 532 | BULKMANN |
| Osterdalarne | 140 | GUSTAF WASA |
| Osterems | 399 | ALLAH KERIM |
| Osterems | 999 | SELFOSS |
| Osterfehn | 1599 | KURNIA DEWI |
| Ostergotland | 998 | BRIGITTA |
| Osterheide | 897 | HAJO |
| Osterien | 199 | BOHEMIAN |
| Osteriff | 499 | RENATE OMEGA |
| Osterland | 499 | WEISA |
| Ostero | 143 | GDY—21 |
| Osteroyferja | 200 | OSTEROY |
| Osterreich | 2393 | GECO RHO |
| Ostersoen | 1389 | ROANA |
| Ostertor | 1305 | SCHARHORN |
| Ostestern | 499 | FRANK |
| Ostestern | 4471 | FURNAS |
| Ostestrom | 499 | STERNO |
| Ostesun | 4771 | LING CHANG HE |
| Ostesund | 1595 | SUND |
| Ostetal | 141 | ABELONE |
| Osteteam | 999 | MATADOR |
| Ostetor | 998 | TOR |
| Osteturm | 998 | IRMELIN |
| Ostfjord | 229 | LA POY |
| Ostfold | 699 | GLOMMEN |
| Ostfriesland | 765 | SCHELLINGERLAND |
| Ostfriesland | 835 | SUNRISE |
| Ostfriesland | 7016 | HONG YIN |
| Osthammar | 108 | ENKOPING |
| Ostia | 52448 | AGIA THALASSINI |
| Ostion | 718 | OSTION 1000 |
| Ostkusten | 199 | BOHEMIAN |
| Ostria | 35902 | FENG NIAN |
| Ostria II | 22401 | AGIA ELEOUSA |
| Ostro | 1509 | ROSANNA S |
| Ostroda | 3863 | HE PING 37 |
| Ostsee | 374 | CARELIA |
| Ostsee | 499 | KOUTOURIARIS JUNIOR II |
| Ostsee I | 152 | STADT EMDEN |
| Ostwacht | 110 | ES 2 |
| Ostwind | 498 | DORINA |
| Osumi | 9978 | OLYMPIA 88 |
| Osumi Maru | 243 | SHENGYANG |
| Osumi Maru | 34694 | JIANG DA HAI |
| Osvald Tuul | 1599 | UNICARRIER |
| Osvaldson | 455 | ROTTINGOY |
| Osvaldson | 478 | MELOYBAS |
| Osvaldson | 1197 | TROMSBAS |
| Oswayo | 52440 | ALPHA SUN |
| Oswego Star | 2828 | NANCY G |
| Oswestry Grange | 5440 | STENJOHAN |
| Oswiecim | 2547 | DIOSCOURI |
| OT Acid | 5985 | SNARK |
| OT Daylight | 25033 | UNITED TRITON |
| Ot Garth | 17379 | NAFTI |
| Ot Marine | 5836 | ENERCHEM ASPHALT |
| Ot—Phosphorus | 5712 | ALPINE ROSE |
| OT—Sulphur | 5493 | C. T. STAR |
| Ota Maru | 275 | HOTOKU No. 2 |
| Ota Riis | 299 | MONSUNEN |
| Otac Petar | 155 | NIRVANA |
| Otago Challenge | 356 | AMALTAL VOYAGER |
| Otaka Maru | 125 | OCEAN STAR THREE |
| Otakou | 1817 | DIGGER I |
| Otanny | 199 | LAURENCE |
| Otaru | 2677 | MOON TRADER |
| Otaru | 4371 | EBTIBE |
| Otaru Maru | 998 | HIYAMA |
| Ote Maru No. 2 | 454 | BOLERO |
| Ote Maru No. 6 | 361 | SINGA RAJA |
| Ote Maru No. 15 | 999 | MANGURUYU |
| Ote Maru No. 65 | 658 | BUKIT I |
| Otelia | 2518 | ARCTIC 1 |
| Otello | 113 | REINE POKOU |
| Otello | 2350 | FAGR |
| Otello | 2656 | LEMANIA |
| Otello | 33521 | VARENNA |
| Otello M | 25227 | OTELLO MANSHIP |
| Otelo | 499 | ANTEO |
| Othmarschen | 1598 | BRITISH ENTERPRISE THREE |
| Othonia | 139 | ST. CANUTE |
| Othonia | 399 | HEMA I |
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| Otone Maru | 256 | SHANTOU |
| Otoni | 2521 | KARIM I |
| Otori Maru | 448 | SIMAR |
| Otori Maru | 486 | YUSEI MARU No. 8 |
| Otori Maru No. 18 | 325 | DONG JIN No. 2 |
| Otori Maru No. 28 | 299 | ZAO MARU |
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| Otoshiro Maru No. 15 | 377 | JUNEI MARU No. 8 |
| Otoshiro Maru No. 61 | 428 | TULIPAN |
| Otranio | 921 | LATINIA |
| Otroying | 123 | FRAR |
| Otroying | 142 | MANNA |
| Otsuka | 385 | OSAM DRAGON |
| Ottar Birting | 753 | SAFCO ENDEAVOUR |
| Ottawa | 2660 | NORDSTAR |
| Ottawa | 23462 | OSCO CHIEF |
| Ottawa Maycloud | 499 | BLUE CLOUD |
| Ottawa Mayfall | 521 | MAYFALL |
| Ottawa Maymere | 522 | MAYMERE |
| Ottawa Pangis | 1370 | PURNAMA |
| Otter | 198 | ACHILLES |
| Otter | 2865 | KAPALL |
| Otter Bank | 423 | PALINURUS |
| Otterburn | 1574 | POLLY ANNA |
| Otterburn | 9307 | HONG QI 104 |
| Ottercliffe Hall | 17908 | PETER MISENER |
| Otterpool | 64124 | LACKENBY |
| Ottersoy 4 | 123 | RADOY |
| Otterspool | 775 | SEASPRING |
| Otterturm | 497 | BANDAMA |
| Otto | 299 | ROTTO |
| Otto | 742 | KALI LIMENES II |
| Otto | 4805 | ANN |
| Otto Candies | 191 | EL TORO GRANDE II |
| Otto Candies | 197 | CIUDAD DE PUCALLPA |
| Otto Danielsen | 1058 | LOKA |
| Otto Grotewohl | 18342 | SEA SWIFT |
| Otto Hahn (Hull) | 16291 | HUA KANG HE |
| Otto Harms | 398 | NAIMA |
| Otto N. Miller | 118197 | ARABIAN SEA II |
| Otto Porr | 998 | RHONDA |
| Otto Porr | 3528 | SERENITY |
| Otto Priess | 359 | SUNE S |
| Otto Springorum | 11894 | PRIYAMVADA |
| Otto Wathne | 185 | DROFN |
| Otto Watne | 158 | BJARNI GISLASON |
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| Otz—Ari | 295 | OUADANE II |
| Ou Jiang | 2686 | ZHE HAI 114 |
| Ouachita | 219 | FRANK BANTA JR. |
| Ouadan | 1483 | QIONG XI |
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| Our Joy | 131 | CHRISTOPHER ROSS |
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| Our Pride | 154 | COYOTE |
| Our Queen | 108 | PREDATOR |
| Oura Maru | 254 | LUFTI 1 |
| Oura Maru No. 3 | 995 | FOXBAT |
| Ourania | 44689 | HELLESPONT DIGNITY |
| Ourania L | 13740 | OURIOS |
| Ouranos | 765 | TANYA V. |
| Ourika | 812 | IRINI |
| Ouro Fino | 877 | BOMARE |
| Ouro Preto | 877 | BOREAL |
| Outrigger X | 123 | KEOLA |
| Outrigger XX | 120 | JAMAL |
| Ova | 105286 | ARICA |
| Ovambo | 954 | PANAGIA |
| Ove Skou | 11005 | TORM FREYA |
| Over Luck | 493 | IOANNA |
| Overbeck | 795 | PHAEDRA |
| Overbeck | 999 | KHAROLYS |
| Overijssel | 238 | BENGHAZI |
| Oversea 8 | 568 | C. P. 18 |
| Oversea 9 | 777 | VIKORN |
| Overseas Argonaut | 69222 | ANASTASIS |
| Overseas Audrey | 20879 | OVERSEAS VALDEZ |
| Overseas Courier | 12127 | ZEUS I |
| Overseas Navigator | 10363 | ASEAN ENTERPRISE |
| Overwave | 4678 | NEW OCEAN |
| Ovoll | 297 | MARTHALINA |
| Owari Maru No. 36 | 154 | SEA FOX |
| Owen Kersten | 499 | EURO CLIPPER |
| Owen Kersten | 499 | FRANK |
| Owen Tide | 140 | WEN |
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| Oxenturm | 496 | OSA ROTTERDAM |
| Oxford | 4836 | CEMENT HOPE |
| Oxfordshire | 17801 | GEORGIOS T |
| Oxfordshire | 21619 | FAIRSTAR |
| Oxnard | 129 | PHILIP TURECAMO |
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| Oxy Grower | 1594 | FRANCES HAMMER |
| Oxy Trader | 1594 | JULIUS HAMMER |
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| Oya K Bir | 472 | ATANIN |
| Oyam | 3920 | CAL DUE |
| Oyama Maru | 290 | HAI GANG 22 |
| Oyama Maru | 455 | KOYO No. 1 |
| Oyama Maru No. 68 | 124 | SOFRIMA No. 2 |
| Oyambre | 3920 | CAL DUE |
| Oyang No. 7 | 239 | DONG EUN No. 2 |
| Oyang No. 16 | 349 | PETENERO |
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| Oyannes | 297 | TONNY |
| Oyapok | 6349 | ALBA |
| Oyar Vatsietis | 10944 | OJARS VACIETIS |
| Oyashima Maru No. 6 | 418 | SWIFT EAGLE |
| Oyaskjaer | 130 | OLE OSKAR |
| Oygar | 178 | OYGAR SENIOR |
| Oygar | 198 | TEISTEN |
| Oyholm | 228 | SOLDAG |
| Oyholm | 610 | VOSSO |
| Oyo Maru | 185 | EL JEAN I |
| Oyodogawa Maru | 498 | MYOHO MARU No. 8 |
| Oyonnax | 2358 | MAHE REEFER |
| Oyster Bay | 3790 | VILLE DE KUWAIT |
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| Oyster Sand | 609 | SAND SWALLOW III |
| Oyu Maru No. 21 | 199 | RYOSHO MARU |
| Oyvag | 126 | HAUKOYSUND |
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| Ozu Maru No. 2 | 613 | GOLDEN PETROLEUM |
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| Ozuru Maru No. 18 | 342 | SHINSEI MARU No. 51 |
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| P Rudbeck Larsen | 118 | WALSOE |
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| P. C. Asmussen | 394 | GUN |
| P. D. O. 1 | 269 | FAHAL ONE |
| P. D. Rohde | 739 | RIO 3 |
| P. E. Foote | 186 | COASTAL MARINER |
| P. Hundeboll | 114 | RIKKI KENT |
| P. J. Lawrence | 233 | OLINCIA |
| P. J. T. Co. No. 8 | 236 | TITAN |
| P. M. 27 | 23141 | PEARL MARINE |
| P. N. Roa II | 475 | SWEET HEART |
| P. Petroleum VIII | 316 | ARCHIEVE |
| P. R. P. | 273 | DLH 5160 |
| P. S. V. No. 1 | 1295 | CANADIAN PRINCESS |
| P. T. Bailey | 292 | OMS GALVESTON |
| P. V. W. 8 | 250 | GOODWIN SANDS |
| P. W. D. No. 400 | 480 | BMD No. 400 |
| P. W. Thirtle | 27269 | BALTIMORE TRADER |
| P.C. 1 | 17749 | SALLY I |
| P.M.L.14 | 100 | TEXADA |
| P.R.R. No. 152 | 299 | DAYTON |
| P—9 | 131 | ZELENA PUNTA |
| P—10 | 131 | TORNADO |
| P—11 | 128 | MONSUN |
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| Pablo Garnica | 57319 | REDEEMER |
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| Pacemaker | 16872 | THALIA |
| Pacemperor | 16639 | VALETTA |
| Pacer | 35750 | OTTERPOOL |
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| Pacific | 198 | CONCORDIA |
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| Pacific | 983 | IMSALV LION |
| Pacific | 4794 | CHEE HUA 2 |
| Pacific | 7895 | EAGLE COMET |
| Pacific | 23569 | SEA PEARL |
| Pacific Ace | 13718 | FAREAST VANGUARD |
| Pacific Adventure | 585 | SEA CHALLENGE |
| Pacific American | 197 | ALASKAN SHORES |
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| Pacific Baroness | 1545 | REEFER LAKE |
| Pacific Beagle | 318 | JAVA BEAGLE |
| Pacific Bear | 28162 | PRESIDENT HARRISON |
| Pacific Bold | 855 | RIHIVELI |
| Pacific Boxer | 13962 | HANSA DANZIG |
| Pacific Breeze | 3861 | HUA CHANG |
| Pacific Breeze | 5710 | SWAN GLORY |
| Pacific Breeze | 20824 | NOMADIC BREEZE |
| Pacific Bridge | 36264 | GANGES DELTA |
| Pacific Brilliance | 31639 | ATLANTIC SPLENDOUR |
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| Pacific Challenge | 166 | VICTORIANA |
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| Pacific Challenge | 68715 | IRON MASTER |
| Pacific Charger | 9909 | KEN ISLAND |
| Pacific Citi | 9679 | JIN HAI 11 |
| Pacific Clipper | 196 | JAMES A |
| Pacific Clipper | 13737 | SOLVEIG |
| Pacific Coast | 1595 | ARCA |
| Pacific Confidence | 9654 | PLATON |
| Pacific Confidence 2 | 10999 | JOINT CONFIDENCE |
| Pacific Container | 11526 | MSC MARINA |
| Pacific Conveyer | 1654 | ANSON |
| Pacific Convoy | 1963 | JOHAN III |
| Pacific Corona | 4706 | BLUETANK FIGHTER |
| Pacific Countess | 1570 | REEFER COUNTESS |
| Pacific Courage | 69282 | SEA BELL |
| Pacific Courier | 1963 | JOHAN II |
| Pacific Crown | 31328 | RAVENNA |
| Pacific Crystal | 4940 | LAUREL STAR |
| Pacific Current | 20036 | PACTOL RIVER |
| Pacific Dagger | 807 | WIRA KERIS |
| Pacific Daisy | 6728 | MISTRAL |
| Pacific Dawn | 16235 | HUA WAN |
| Pacific Defender | 17054 | YICK HUA |
| Pacific Despatcher | 1597 | TA TUNG No. 1 |
| Pacific Diamond | 3885 | SUTLA |
| Pacific Dragon | 101 | SEATECH |
| Pacific Dragon | 5553 | SEA PEARL |
| Pacific Dreamer | 14267 | CHUN WAH I |
| Pacific Dua | 3652 | CETINA |
| Pacific Duchess | 1545 | REEFER DUCHESS |
| Pacific Dynasty | 160 | TWO FOLD BAY |
| Pacific Eagle | 10811 | LIBERATOR |
| Pacific Echo | 2998 | SANTONI |
| Pacific Emerald | 8676 | IRENES EMERALD |
| Pacific Empress | 1566 | REEFER EMPRESS |
| Pacific Endeavour | 17397 | BUDVA |
| Pacific Energy | 60339 | SENTINEL |
| Pacific Entrepreneur | 11517 | ATLA |
| Pacific Era | 14683 | KESTREL |
| Pacific Explorer | 244 | E T OCEAN VII |
| Pacific Exporter | 14362 | ALEXANDER'S OATH |
| Pacific Express | 499 | XING AN |
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| Pacific Express | 55084 | PACIFIC S |
| Pacific Faith | 17918 | FORTUNE |
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| Pacific Fisher | 113 | JENNY B |
| Pacific Forester | 23568 | ICEPEARL |
| Pacific Fortune | 12332 | AGATE |
| Pacific Freedom | 16550 | NOMADIC QUEEN |
| Pacific Gallantry | 25865 | WESTERN GALLANTRY |
| Pacific Gembira | 3948 | AMBASSADOR |
| Pacific Glory | 3707 | EASTERN NAVIGATOR |
| Pacific Glory No. 1 | 3707 | EASTERN NAVIGATOR |
| Pacific Golfer | 11535 | EBER |
| Pacific Governess | 1558 | REEFER GOVERNESS |
| Pacific Grace | 26087 | PACIFIC SOURCE |
| Pacific Greeting | 25865 | WESTERN GREETING |
| Pacific Guardian | 25865 | WESTERN GUARDIAN |
| Pacific Gulf | 100 | TRIDAYA BARUNA VII |
| Pacific Harmony | 35253 | ATLANTIC SUN |
| Pacific Hawk | 24487 | PACIFIC HAWK II |
| Pacific Hawk 1 | 226 | PACIFIC HAWK |
| Pacific Hope | 26496 | SEA LUCK |
| Pacific Horizon | 298 | TIJERETO |
| Pacific Importer | 14171 | LAODIKI II |
| Pacific Installer | 3413 | LOUIS G MURRAY |
| Pacific Insurer | 14129 | SEA WAGNER |
| Pacific Invader | 199 | GOLDEN SABLE |
| Pacific Lady | 12222 | VITASKY |
| Pacific Lead | 2393 | LEVIN |
| Pacific Leader | 15689 | GAO LING |
| Pacific Leisure | 6618 | DAIZU MARU |
| Pacific Light | 20683 | PROSPERITY RIVER |
| Pacific Lover | 10986 | VELIMAHI |
| Pacific Lumberman | 23569 | SEA PEARL |
| Pacific Majesty | 1558 | REEFER MAJESTY |
| Pacific Mariner | 197 | CHAHUNTA |
| Pacific Mariner | 977 | RITA |
| Pacific Mariner | 11121 | SAN JOHN I |
| Pacific Mariner | 11867 | BALTIC TRANSPORTER |
| Pacific Master | 119 | CATHERINE FOSS |
| Pacific Master | 30277 | ALKYONIS |
| Pacific Meranti | 497 | E. T. OCEAN WORKS |
| Pacific Minder | 17040 | AGATHE |
| Pacific No. 1 | 988 | HUA JI |
| Pacific No. 31 | 247 | MICHELLE No. 7 |
| Pacific No. 81 | 382 | HAE WANG No. 302 |
| Pacific Nyatoh | 4041 | PRIMA DUA |
| Pacific Ocean | 6219 | PROVINCIA DE EL ORO |
| Pacific Ocean | 6329 | PING YIN |
| Pacific Orion | 2213 | IRJA |
| Pacific Patriot | 37923 | MASSIMILIANO |
| Pacific Peace | 22575 | RUBY I |
| Pacific Peace | 36031 | CALEDONIA |
| Pacific Peace | 37959 | CSL INNOVATOR |
| Pacific Phoenix | 22647 | PACIFIC SONG |
| Pacific Pioneer | 30729 | IOANNIS ZAFIRAKIS |
| Pacific Prestige | 30913 | ATLANTIC STATESMAN |
| Pacific Pride | 4042 | ALASKA PACKER |
| Pacific Pride | 22667 | DSR YOKOHAMA |
| Pacific Pride | 31639 | ATLANTIC SPLENDOUR |
| Pacific Prince | 120 | MARTIN HIGGINS |
| Pacific Prince | 4085 | STEPHANIE |
| Pacific Princess | 8012 | PACIFIC ISLANDER |
| Pacific Proctor | 499 | MARINA |
| Pacific Progress | 22667 | VILLE DE VEGA |
| Pacific Progress | 35577 | EVER ADVANTAGE |
| Pacific Prominence | 30729 | IOANNIS ZAFIRAKIS |
| Pacific Prospector | 197 | ATCO SARA |
| Pacific Prosperity | 22667 | JAPAN SEA |
| Pacific Prosperity | 32229 | GUINOMAR TRADER |
| Pacific Queen | 10708 | LABRAX |
| Pacific Rainbow | 16811 | STAR TUVA |
| Pacific Rainbow | 38449 | TOKURASAN |
| Pacific Ranger | 244 | E. T. OCEAN V |
| Pacific Ranger | 296 | TILLAMOOK |
| Pacific Reefer | 903 | MR. J |
| Pacific Reefer | 6116 | OCEANO PACIFICO |
| Pacific Reefer | 10053 | KINAROS V |
| Pacific Rica | 4462 | KILCHEM MEDITERRANEAN |
| Pacific Rose | 1998 | S. C. C. |
| Pacific Rose | 6735 | DA PING SHAN |
| Pacific Royal | 16523 | HOPE |
| Pacific Saga | 14697 | NOA |
| Pacific Salvor | 161 | SALVOR V |
| Pacific Salvor | 296 | OCEAN SALVOR |
| Pacific Satu | 2687 | SANG THAI CERAMIC |
| Pacific Satu | 3743 | KAYU LAPIS DUA |
| Pacific Seatrade | 9942 | CAPE MALEAS |
| Pacific Service | 483 | NIGHTWIND |
| Pacific Service | 678 | PUTFORD TEAL |
| Pacific Shell | 493 | PACTARA |

| | | |
|---|---|---|
| Pacific Shore | 678 | PUTFORD TEAL |
| Pacific Shrimper | 4948 | OMNISEA |
| Pacific Sincere | 16241 | VENUS T |
| Pacific Skou | 13858 | GALILEO |
| Pacific Sky | 2129 | SENG SOON CHEW |
| Pacific Spanker | 12965 | KEN SPANKER |
| Pacific Star | 194 | PACIFIC EMPIRE |
| Pacific Star | 2411 | COSMO STAR |
| Pacific Star | 60946 | ASTRAL |
| Pacific Stream | 17142 | PACSUN |
| Pacific Sun | 122347 | WORLD SUMMIT |
| Pacific Sunshine | 21758 | HUA TAI HE |
| Pacific Supplier | 316 | JAVA SUPPLIER |
| Pacific Swallow | 4773 | PETROJAM NAVIGATOR |
| Pacific Sword | 803 | GECO PACIFIC |
| Pacific Tiger | 5554 | SANJOSE ACE |
| Pacific Timur | 2540 | SANG THAI KAOLIN |
| Pacific Titan | 198 | PACIFIC TRADER |
| Pacific Tractor | 196 | BRYNN FOSS |
| Pacific Trader | 1595 | ARCA |
| Pacific Trader | 2638 | YUAN BAO SHAN |
| Pacific Trader | 9762 | BO WOON No. 1 |
| Pacific Trader | 14035 | GOLDEN PROMISE |
| Pacific Trader | 15558 | SAMMI HERALD |
| Pacific Trader | 22525 | ACX DAISY |
| Pacific Treasure | 11814 | SWATIRANI |
| Pacific Valour | 122964 | KRISTHILD |
| Pacific Vela | 13453 | SABRINA ACE |
| Pacific Venture | 34363 | RAICHO |
| Pacific Victory | 11961 | MERCURY |
| Pacific Vigour | 585 | SEA PHOENIX |
| Pacific Viking | 18521 | EL AGAMI |
| Pacific Wasa | 34951 | FORUM GLORY |
| Pacific Wisdom | 30913 | ATLANTIC STATESMAN |
| Pacific Wistaria | 9602 | DIMIS |
| Pacific Worker | 316 | PHILIPPINE EAGLE |
| Pacific 1 | 4929 | PEGAH |
| Pacifico | 180 | RITA STELLA |
| Pacifico | 499 | EMERALD R. |
| Pacifico | 4938 | NETWORK STORK |
| Pacifico | 42236 | KING WILLIAM |
| Pacifico N | 1207 | LIM DISCOVERER |
| Pacificos | 124818 | YUKONG SUCCESSOR |
| Paciro | 983 | ARMADA SATYA |
| Packing | 14764 | AMOS |
| Paclady | 13642 | JIN HUI |
| Paclog Supplier | 920 | ZAMIL SUPPLIER |
| Paclog Willy | 104 | RAM 2 |
| Pacmajesty | 11721 | JIN AN |
| Pacmonarch | 13839 | VITORIA |
| Paco | 159 | GER—CON 1 |
| Paco Lasa | 122 | NODALES |
| Pacos | 5581 | AFSAR GLORY |
| Pacprince | 8965 | PRINCE SHAUL |
| Pacprincess | 8805 | ADVENTURE |
| Pacqueen | 8812 | DIGNITY V |
| Pacstar | 5470 | GREEN ERA |
| Pactow | 136 | SEA LIFE |
| PAD America | 13978 | KUKAWA |
| PAD Australia | 13978 | UNION ROTOMA |
| PAD Canada | 13978 | KUMASI |
| Padami | 1597 | SONAR SECONDA |
| Padang | 11061 | YA RAB |
| Padberg | 821 | AMANDA |
| Padea | 568 | FADJAR II |
| Paderborn | 324 | STARSEA |
| Padgett | 543 | LESAMAR UNO |
| Padmasree | 111 | M. T. PADMASREE |
| Padre Marchena | 140 | PUENTE DE LA BARCA |
| Padrone | 9047 | THERMAIKOS II |
| Padua | 499 | CODAN |
| Padua | 3258 | KRUZENSHTERN |
| Padua | 3896 | CHERRY BLOSSOM |
| Pafuri | 158 | BOKKEVELD |
| Paganini | 2842 | VICTORY |
| Pagasa | 2698 | CRAZY HORSE |
| Pagasitikos | 498 | SKIATHOS |
| Pagassiticos Gulf | 9942 | CAPE MALEAS |
| Pageantry | 44698 | NISSOS KYTHNOS |
| Pagena | 16600 | CYCLADES |
| Pagensand | 903 | HARMATTAN |
| Pagenturm | 499 | PEGASUS II |
| Paget | 3444 | PHUKET BRIDGE |
| Paget | 15431 | ALMA |
| Pagnet | 15356 | KOTA INTAN |
| Pagnol | 15356 | KOTA INTAN |
| Pago | 10097 | BAGO |
| Pai Fa | 699 | TAY DO |
| Pai No. 1 | 121 | NEW MARINE No. 6 |
| Pai No. 3 | 121 | NEW MARINE No. 7 |
| Pai 1 | 131 | BASSI V |
| Pai 2 | 131 | BASSI VI |
| Pai 3 | 131 | BASSI X |
| Pai 4 | 131 | BYAH 1 |
| Pai 6 | 131 | BYAH 4 |
| Pai 7 | 131 | BYAH 5 |
| Pai 8 | 131 | BYAH 6 |
| Paimeirinhas | 295 | CORIMBA |
| Pais del Este No. 37 | 297 | DONG BANG No. 37 |
| Pais del Este No. 57 | 499 | DONG BANG No. 57 |
| Pais del Este No. 59 | 499 | DONG BANG No. 59 |
| Pais del Este No. 75 | 349 | ZION No. 1 |
| Pais Del Este No. 95 | 347 | DONG BANG No. 95 |
| Pajala | 41180 | MOSEL ORE |
| Pakalong Seraya | 2953 | ARMADA SEJATI |
| Pakana | 1082 | VIRGINIA CITY |
| Pakarti Dua | 3840 | TAMARAW HOPE |
| Pakarti Tiga | 5438 | RAINBOW HARMONY |
| Pakefield | 120 | LUNE VENTURE |
| Pakeina | 101 | PAKIMOETO I |
| Pakin | 171 | SALUAS TAMBANGAN |
| Pakin | 323 | BONTOMARANNU |
| Pakistan | 235 | EMERGO |
| Pal Dragon | 8816 | SYMPLEA |
| Pal—Yam | 998 | CHADI |
| Palacio | 1348 | DAMMAM |
| Palacio | 3790 | VILLE DE KUWAIT |
| Palacio | 45278 | KAPITAN STANKOV |
| Palaemon | 12881 | PYRROS V |
| Palaima | 29118 | ACQUA BLU |
| Palana | 1253 | NAGA JAYA |
| Palancia | 120 | SAN BULL |
| Palapur | 16288 | KWEILIN |
| Palau | 310 | EPERVA 50 |
| Palau Peling | 175 | KUMALA SURI |
| Pale | 483 | ANGELIKI M |
| Paleface | 121 | TAMBOUR |
| Palembang | 4864 | WAN KUN |
| Palembang | 8997 | GAZ SYMPHONY |
| Palermo | 177 | VINGASAND AV FISKEBACK |
| Palermo | 25045 | INACHOS |
| Palex VII | 162 | JERMEL—DLS |
| Paliat III | 499 | BETHANY ABADI |
| Palina | 160 | VONIN |
| Palisana | 3809 | SPIRIT |
| Palladio | 3784 | BARBARA D |
| Pallas | 499 | AL SALAM II |
| Pallas | 4960 | SU CHANG |
| Pallini | 498 | NITSA |
| Palm Ace | 8925 | PALMA |
| Palm Beach | 1599 | REEF ISLAND |
| Palm Bounty | 123 | SETUBAL |
| Palm Enterprise | 19541 | TROPICANA |
| Palm Trader | 6517 | EUROPE TRADER |
| Palma | 492 | AGELIKI II |
| Palma | 497 | TITAN |
| Palma | 834 | ANTONIOS |
| Palma | 2979 | NEW STAR I |
| Palma Mocha | 6686 | MARS |
| Palma 101 | 364 | FELIZ 101 |
| Palma 103 | 343 | FELIZ 103 |
| Palmah II(AS) | 7723 | PALMAH II |
| Palmares | 4866 | HANBONN ACE |
| Palmavera | 1583 | DHIRAN K. III |
| Palme II | 499 | ZAHER I |
| Palmer Gaillard | 199 | EDWARD ST. PHILIP |
| Palmer Surveyor | 772 | SMIT—LLOYD CAIRO |
| Palmeras | 995 | SUNSHINE |
| Palmi | 277 | SIGURDUR PALMASON |
| Palmira | 105 | TAMBO 7 |
| Palmira | 23909 | NEO PALMIRA |
| Palmira Tercero | 1318 | MENDIONDO |
| Palmon | 709 | RANIA |
| Palmona | 148 | NAUTA |
| Palmstar Cherry | 51501 | STAR CHERRY |
| Palmstar Orchid | 51501 | STAR ORCHID |
| Palmstar Sumida | 22377 | GAMMA |
| Palmstar Virgo | 6051 | SUN KUNG No. 7 |
| Palmyna | 10346 | RENESSI |
| Palmyra | 267 | ELSA—K |
| Palmyra | 299 | ANN ROUSING |
| Palmyra | 1582 | MAN MEET |
| Palmyra | 4018 | PALMYRA P |
| Palmyra | 18055 | ALMA |
| Palo Seco | 635 | SANTA LUCIA III |
| Paloma | 2809 | CAPTAIN ALI |
| Paloma | 12619 | SPLIT |
| Paloma del Mar | 59783 | BLUE LIGHT |
| Palomai | 3287 | EASTERN PRIDE |
| Palomar | 170 | ELDEYJAR HJALTI |
| Palomares | 1146 | ABOUDI—MAR |
| Palucca | 191 | POSEIDON |
| Paludina | 15252 | TONJE COB |
| Pam Ann | 145 | ANTHONY—ANNE |
| Pam Arlene D | 385 | BRESSAY BANK |
| Pamela | 122 | LAIBOT |
| Pamela | 398 | DUNO |
| Pamela | 499 | CLAUDIA |
| Pamela | 1593 | BREZA |
| Pamela | 1598 | MILD SPLENDOUR |
| Pamela | 5050 | TRADERS SUCCESS |
| Pamela | 9474 | KANOK NAREE |
| Pamela | 16407 | LA FRENAIS |
| Pamela | 23462 | OSCO CHIEF |
| Pamela Ann | 1071 | OLYMPIA |
| Pamela C | 494 | ROSELYNE |
| Pamela I | 199 | PILAR |
| Pamela II | 9474 | KANOK NAREE |
| Pamela Lee | 129 | CAPT. J. W. |
| Pamela Tide | 879 | ORION PRIMO |
| Pamera | 1181 | CASALICCHIO |
| Pamina | 13297 | VEGA |
| Pamina | 17363 | NANI |
| Pamir | 150 | BORKUMRIF |
| Pamir | 286 | NADIR |
| Pamir | 4530 | UNIARCH |
| Pamir I | 398 | OLYMPIC SUN |
| Pamit | 45330 | ARARAT |
| Pamit C | 8935 | TEPHYS |
| Pammbrid | 131 | KARIMA |
| Pampana | 5072 | PAUL |
| Pampano | 122 | NEW ERA |
| Pampas | 13688 | TRUST |
| Pampero | 2806 | ZHONG SHAN MEN |
| Pampero | 19999 | GORLOVKA |
| Pampus | 243 | AKKE |
| Pan | 210 | FAUN |
| Pan | 469 | KAIWAN |
| Pan | 1228 | ERMIONI |
| Pan Alliance | 51032 | SHOKO MARU |
| Pan America | 308 | OKTO |
| Pan Amoco | 9460 | J. A. W. IGLEHART |
| Pan Antilles | 1557 | FREEPORT EXPRESS |
| Pan Asia Courage | 103994 | SOUTH BREEZE |
| Pan Asia Empat | 3792 | DASA DUA |
| Pan Asia Tiga | 3792 | ABOITIZ SUPERCONCARRIER III |
| Pan Cedar | 54481 | IAPETOS |
| Pan Engineer | 1177 | BRITANNIA ENDEAVOUR |
| Pan Ivory | 15536 | MEDSTAR |
| Pan Justice | 35787 | PAN JOURNEY |
| Pan Long | 2533 | JIN NIU SHAN |
| Pan Maple | 55842 | FINTIAS |
| Pan Marine III | 131 | WAVE RUNNER |
| Pan Oak | 48410 | ANAFARTA S |
| Pan Ocean | 1667 | PENDOPO |
| Pan Reefer | 967 | POLLY PEARL |
| Pan Salvor | 1176 | BRITANNIA CRUSADER |
| Pan Supplier | 1345 | ALEXANDRA VIKING |
| Pan Tide | 148 | MIDNIGHT FLASH |
| Pan Tim | 148 | MIDNIGHT FLASH |
| Pan Trades Andros | 187 | SEATTLE STAR |
| Pan United 9 | 129 | ERINA II |
| Pan Young | 64863 | PAN YARD |
| Pan—United 20 | 121 | GROMAX T III |
| Pan—United 33 | 170 | DAMO |
| Panaghia Malevi | 5540 | DONG WANG |
| Panaghiotis A | 121 | MARIA V |
| Panaghis Vergottis | 8953 | VIRGINIA |
| Panagia | 423 | MANOLIS K |
| Panagia | 4399 | MAKARIS |
| Panagia Faneromeni | 499 | LAMBRINI III |
| Panagia Kazan | 491 | ALI |
| Panagia M | 1519 | B. H. A. EXPRESS |
| Panagia Myrtidiotissa | 11140 | HUA FENG |
| Panagia Spiliani | 615 | LUCKY S |
| Panagia Spiliani | 4995 | IRON WILL |
| Panagia Tinou | 499 | THEOFILOS I |
| Panagia Tinoy | 294 | GRAZIELLA |
| Panagiota | 142 | WADI ZAMZAM |
| Panagiota P | 1532 | KYRIAKI |
| Panagiotis Al | 7773 | YAN QING |
| Panagiotis G | 1526 | ELPIDA |
| Panagiotis V | 1988 | TARTOUS STAR |
| Panagis K. | 492 | SKOPELOS |
| Panagiya | 648 | SATINE |
| Panam | 292 | JACIA |
| Panam Clipper | 3905 | SAN ANTONIO |
| Panam Trader | 4679 | KILCHEM PACIFIC |
| Panama | 19462 | PETROBULK STERLING |
| Panama Bay | 708 | CARIBBEAN INTREPID |
| Panama City | 286 | CAPE MAY |
| Panama City | 1469 | RAILRO |
| Panamax Cosmos | 36303 | NEW HORIZON |
| Panamax Jupiter | 41961 | PANAGIOTIS L. PERIVOLIOTIS |
| Panamax Mars | 29871 | ASTOR |
| Panamax Mercury | 32042 | FENG YAO |
| Panamax Neptune | 31760 | SVERDSTAD |
| Panamax Neptune | 36303 | MORNING CLOUD |
| Panamax Sun | 42236 | KING WILLIAM |
| Panamax Universe | 31562 | STAR OF MIRANDA |
| Panamax Venus | 30919 | REA |
| Panamax World | 30929 | PILEFS |
| Panarab One | 1148 | HARIS |
| Panarea | 3561 | PANAREA I |
| Panatlantic | 446 | SEABOARD ATLANTIC |
| Panay | 4237 | XITLE |
| Panay Sampaguita | 16582 | PROSPEROUS OCEAN |
| Panayotis | 1596 | AMAFHH TWO |
| Panayotis G | 998 | BARKAAT 101 |
| Pancaldo | 20391 | NUOVA ROSANDRA |
| Pancaribe | 499 | KAS CAMILLA |
| Panda Star | 439 | KAMILLA HOPE |
| Pandang Timor Enam | 6295 | TAMA DREAM |
| Pandang Timor Tiga | 4617 | HORNG HEN |
| Pandion I | 121 | SEA QUEEN |
| Pandion II | 122 | EMULE |
| Pandion V | 121 | TSUKWEI |
| Pandita Natna Saghara | 66898 | LASMO RIAU |
| Pando | 469 | KAIWAN |
| Pando | 605 | SOLENT RAIDER |
| Pandokrator | 639 | MIHALIS |
| Pandora | 149 | MONA NIELSEN |
| Pandora | 399 | AL SAHARA |
| Pandora | 639 | MIHALIS |
| Pandora C | 17363 | NANI |
| Pangkor | 1752 | OCEAN PROGRESS |
| Panglobal Unity | 1927 | ELENI V |
| Pangueon | 20482 | TWIN |
| Pankar Resolute | 23970 | MARINA |
| Pankar Theodoros | 69059 | BERGE ATHENE |
| Panoil 5 | 1304 | CARCHING |
| Panopar | 397 | MARMO |
| Panorama | 18288 | GL PANORAMA |
| Panormitis | 284 | TAXIARCHIS |
| Panormitis | 401 | SILVER STAR III |
| Panormitis Junior | 142 | WADI TLAL |
| Panormitis Junior II | 144 | ZEUILA |
| Panormos | 10418 | ARIS |
| Panormos Glory | 9416 | MACTWEEN |
| Panormos Harmony | 8685 | AS SAMAD |
| Panormos Victory | 8645 | RONJAY VICTORY |
| Panos | 499 | JADI |
| Panos Th. II | 398 | CALMA |
| Panpon Maru | 3535 | BOBCAT |
| Panstar | 2196 | MONZABON |
| Panstar I | 51200 | KOYO SPIRIT |
| Pansy | 1539 | NIPPON MARU |
| Pantal Mas | 528 | LUCKY III |
| Pantanassa | 340 | LIMNOS TH |
| Pantanassa | 1148 | HARIS |
| Pantanassa | 21194 | JAG RATNA |
| Pantanassa | 30639 | BISCAY BAY |
| Panteh | 578 | PALAPA |
| Panteleymon Ponomarenko | 10944 | ROPAZI |
| Pantelis | 384 | ARMOR |
| Pantelis A. Lemos | 16794 | CHELYABINSK |
| Pantelis Kallikis | 11961 | FORDHAM |
| Panter | 889 | ORDINAT |
| Pantera | 35530 | YU LONG SHAN |
| Panther | 7194 | ARCTIC CRYSTAL |
| Panther | 15874 | BYRON |
| Panther | 37420 | PAPAGO |
| Pantokrator | 30639 | BISCAY BAY |
| Panxon Dos | 208 | MASSIRA IV |
| Pao Hwa | 2629 | THAISAMUTNAVEE 1 |
| Pao Tai | 2833 | LUCKY SEVEN |
| Paola | 150 | AGIOS GEORGIOS |
| Paola | 499 | EAGLE STAR |
| Paola | 18171 | PAOLA D'ALESIO |
| Paola | 52500 | FREJA SVEA |
| Paola di Maria | 150 | AGIOS GEORGIOS |
| Paola D'Alesio | 1159 | PAOLA PRIMA |
| Paola Montanari | 1597 | ENTELLA |
| Paola S. | 149 | EUROPA TRE |
| Paoli | 13400 | MARINE FLORIDIAN |
| Paolo Pittaluga | 17730 | FEDERAL OSLO |
| Paoua | 1574 | HEINRICH S |
| Papa Charlie | 125 | CAPT. WOODY |
| Papa John | 107 | MISS CONNIE |
| Papa's Girls | 111 | STORMY ELIZABETH |
| Papadiamantis | 627 | ALKISTIS |
| Papafotis | 16023 | DAVID L |
| Papagena | 16600 | CYCLADES |
| Papamarcos | 2911 | DADIANGAS EXPRESS |
| Papanicolas | 4503 | HORIZON |
| Papanikolis | 40600 | JASMINITO |
| Papaya | 145 | PERNIS |
| Papenburg | 1950 | HAROZ |
| Paper Trader | 1598 | TRANS TRADER |
| Paper Trader | 1944 | WINCO TRADER |
| Paphos | 11140 | HUA FENG |
| Papila Avci | 435 | EMERALD ISLE |
| Papua | 698 | KOEI MARU |
| Papua | 2905 | WAN XIANG |
| Papua | 7722 | LING QUAN HE |
| Papuan Chief | 7354 | VIGOUR SINGAPORE |
| Papuan Enterprise | 493 | PACTARA |
| Papuan Prince | 340 | PULAU INDRA |
| Papyros | 14039 | STELLA |
| Papyrus Maru | 18605 | POQUITA MAMI |
| Paquirri | 213 | HUARMEY 5 |
| Paquisha | 5064 | ISLA ISABELA |
| Par Basse | 976 | PALMYRA |
| Para que Veas | 246 | PUENTEAREAS |
| Paracas | 158 | MANU 5 |
| Paradise | 146262 | HELLESPONT PARADISE |
| Paradise Moon | 5577 | HAMIZAH |
| Paradisier | 137 | VIRGINIA |
| Paraggi | 993 | N. S. DI MONTALLEGRO |
| Paraggi | 126139 | HENRIETTE II |
| Paragon | 183 | JOHN P. DIESEL |
| Paragon | 9814 | S. C. C. 4 |
| Paragon | 13642 | JIN HUI |
| Paragon II | 196 | PARAGON |
| Paraiso | 3971 | ITOGON |
| Parakopi | 15422 | BERGEN SPLENDOR |
| Paralla | 12902 | CAPE EDMONT |
| Paralos | 10409 | PANORMOS |
| Paralos | 10851 | HAPPY VALLEY |
| Paramount | 250 | PITUFO |
| Paramount | 14273 | SEAPACE |
| Paramount | 173085 | HELLESPONT PARAMOUNT |
| Paramount Ace | 13731 | VIKING ACE |
| Paramount C | 499 | NAVIGARE |
| Parana | 20714 | MASTRO GIORGIS S |
| Parana Star | 8936 | KOS |
| Paranagua | 19718 | PETROBULK SILVERA |
| Parapola | 17612 | MEKHANIK VRASKOV |
| Paraskevi | 8960 | NORTWEEN NOVA |
| Paraskevi C. | 29097 | YEROS |
| Parat | 134 | SEA |
| Parat | 147 | HEATHER GLYNN |
| Paratex | 1597 | BERT REINAUER II |
| Parati | 765 | TANYA V. |
| Paravolas | 425 | SANDRO |
| Paray | 35530 | YU LONG SHAN |
| Parayas | 2552 | COTALBA |
| Parco Trader | 3009 | RACER |
| Pardela | 7066 | EASTERN STEAMER |
| Parenos | 9371 | OSCAR MEDENCELES |
| Pargas | 288 | GHITA |
| Pargas II | 266 | CARINA |
| Pargasport | 1524 | POROS |
| Parham | 1008 | SWENE |
| Paris | 346 | RAMONA |
| Paris | 496 | FOX |
| Paris Bretagne | 281 | VENTURER II |
| Paris Theriot | 186 | KEKOA |
| Parisi | 346 | RAMONA |
| Parisia | 374 | ENERGI |
| Parismina | 499 | KAS CAMILLA |
| Parita | 497 | SARIKAYA |
| Parita | 25472 | PORT ROYAL |
| Parivash | 351 | FRINI |
| Parker | 119 | MISS CINDY |
| Parker Tide | 181 | SEAWELD VENTURE |
| Parkesgate | 798 | SHETLAND TRADER |
| Parkgate | 18091 | BAHRAH |
| Parma | 5508 | APPLE BLOSSOM |
| Parma II | 5508 | APPLE BLOSSOM |
| Parmelia | 418 | CLARENCE BEACH |
| Parmenion | 10982 | CLELIA |
| Parnas | 18829 | ASTORIA |
| Parnasos | 1595 | VALIA V |
| Parnass | 423 | RIVER TAVY |
| Parnass | 973 | ANNA H. |
| Parnass II | 498 | AGELOS F |
| Parnassos | 28742 | EVE TRADER |
| Parndana | 460 | KOMAIWAI |
| Parouth | 1289 | SAMBRINE |
| Parrot | 144 | MAC—3 |
| Parrot | 302 | THEO |
| Parsico | 12764 | ARCTIC CONFIDENCE |
| Partas | 1110 | DAVID EDWARD |
| Partem | 3128 | NEW HAIHUA |
| Partenope | 635 | MINERVA |
| Partera No. 3 | 263 | DONG HEUI No. 33 |
| Partera No. 7 | 251 | TAE CHANG No. 7 |
| Partera No. 10 | 928 | TAE CHANG No. 10 |
| Partera No. 23 | 293 | TAE CHANG No. 23 |
| Partera No. 25 | 235 | BO KANG No. 307 |
| Partera No. 26 | 325 | TAE CHANG No. 26 |
| Partera No. 27 | 278 | TAE CHANG No. 27 |
| Partera No. 51 | 261 | KUM HO No. 33 |
| Partera No. 52 | 275 | BU KWANG No. 201 |
| Partera No. 53 | 284 | POLYMASTER No. 1 |
| Partera No. 55 | 233 | HAE YANG No. 7 |
| Partera No. 56 | 226 | TAE CHANG No. 56 |
| Partera No. 77 | 615 | CAURANTA |
| Parthan | 320 | COCHIN—II |

| | | |
|---|---|---|
| Parthenon | 149 | RAMONA |
| Parthenon | 583 | NIKOLAOS K |
| Parthenon | 999 | ABILITY |
| Parthenon | 30232 | TRANSOCEAN |
| Participacion | 1145 | GUADALQUIVIR |
| Partington | 982 | HAMILTON ENERGY |
| Partizaka | 1115 | LASTOVO I |
| Partizanskaya Iskra | 6570 | HOA LU 1 |
| Partner | 419 | HUNTER |
| Partner One | 15940 | HANSA PARTNER |
| Partnership | 114 | VILCO 15 |
| Parto No. 83 | 557 | TAE CHANG No. 83 |
| Parto No. 85 | 557 | TAE CHANG No. 85 |
| Party | 206 | SAGAFJORD |
| Parvati | 329 | BHAGABATI |
| Parzival | 4720 | FENWAY |
| Pasa IV | 195 | TALARA 3 |
| Pasa V | 258 | AYACUCHO 3 |
| Pasa VI | 314 | AYACUCHO 2 |
| Pasadena | 5794 | CHIOS STAR |
| Pasadena | 6168 | OURO DO BRASIL |
| Pasadena | 18911 | ORMEA |
| Pasadena | 49836 | MARINE POWER |
| Pasadena I | 6168 | OURO DO BRASIL |
| Pasan | 169 | BIOTRANS |
| Pasania | 3942 | KARL LEONHARDT |
| Pasania II | 29097 | YEROS |
| Pasargad | 986 | BADBAN |
| Pascagoula | 17711 | VSP I |
| Pascal | — | JOVADIX |
| Pascal | 116 | FOUTA TORO |
| Pascal | 1598 | VIANDEN |
| Pascal | 5137 | BERGA |
| Pascal | 13474 | VIKING STAR |
| Paschalis | 12213 | TINKLER |
| Paschalis II | 269 | IRA |
| Pascia | 9416 | MACTWEEN |
| Pasco 1 | 309 | NELSITO |
| Pasco 2 | 310 | IGNACIO MAR I |
| Pasco 5 | 310 | IGNACIO MAR II |
| Pasco 6 | 307 | ESMERALDA V |
| Pasco 7 | 310 | AGUILA |
| Pasco 9 | 319 | IGNACIO MAR III |
| Paserang | 638 | PANGGOLA |
| Pasha Rini II | 778 | BITARINI |
| Pasomahtago | 303 | DONG WON No. 606 |
| Pasquale Camalich | 350 | MARIA M. I |
| Pass of Balmaha | 2380 | LOTUS |
| Pass of Brander | 2380 | ASTRO |
| Pass of Cairnwell | 918 | DORA |
| Pass of Chisholm | 913 | WHITDALE |
| Pass of Dalveen | 965 | ACHILLEAS |
| Pass of Dirriemore | 1597 | MARE IRATUM |
| Pass of Drumochter | 1597 | MARE ALTUM |
| Pass of Glenclunie | 1273 | FAITH |
| Pass of Glenogle | 722 | ALWARDI 5 |
| Pass of Kildrummy | 814 | VALENTINE K |
| Pass of Melfort | 983 | NECOM |
| Passaat Bonaire | 1437 | GEORGIOS |
| Passaat Brasil | 1600 | LADY ANTHOULA |
| Passaat Santos | 1437 | GEORGIOS |
| Passaat Santos | 1502 | STAR QUEEN |
| Passad | 18316 | DELFINI |
| Passaden | 3825 | ECL CAPTAIN |
| Passat | 399 | MUNDIAL CAR |
| Passat | 525 | GINA |
| Passat | 6542 | PING AN CHENG |
| Passat | 6609 | AMER JYOTI |
| Passat II | 424 | AEGEOPELAGITIKI |
| Passat 1 | 900 | PASSAT |
| Passero | 13276 | ALEXA |
| Pastain | 181 | AMNAY |
| Pasudu | 570 | FLAMBOYAN |
| Pat | 135 | CATHERINE E. |
| Pat & Kathy | 118 | RUBEN JR. |
| Pat B | 191 | MARY ST. PHILIP |
| Pat Powers | 199 | SEA ROBIN |
| PAT 11 | 122 | ARIANE |
| Patachin | 591 | AMDER 1 |
| Patagonia | 18910 | NINFEA |
| Patapsco | 3875 | ARCTIC STORM |
| Patcharin | 912 | PETCH ARAT |
| Patchbank | 155 | ROGOYSUND |
| Pateverett | 4998 | QIN HUAI |
| Patica | 237 | MARIA PATICA |
| Patman | 48154 | ZIYA S |
| Patmarie | 448 | ILEN |
| Patmos | 142 | BODRUM PRINCESS |
| Patmos | 200 | HERMES |
| Patmos | 8812 | DIGNITY V |
| Patmos Reefer | 10227 | ECUADOR TRADER |
| Patra Express | 7216 | SCANDINAVIAN DAWN |
| Patraikos II | 7582 | CMB EMBLEM |
| Patras | 406 | ADNAN |
| Patria | 222 | CARIPRIDE |
| Patria | 2492 | SEA CLOUD |
| Patria | 6407 | NOMADIC PATRIA |
| Patria | 93052 | HUANG SHAN |
| Patria | 138421 | THORSHOLM |
| Patria Hellas | 26301 | CAPTAIN SARANTIS |
| Patriarch | 19487 | PRODUCT TRADER |
| Patric | 999 | BALTIC TRADER |
| Patric M | 2511 | MEERAA |
| Patrice | 117 | PAUL DREAMER |
| Patrice | 5796 | HANG FAT |
| Patricia | 134 | CRANE |
| Patricia | 167 | MARIANNA |
| Patricia | 226 | PATRICIA MITCHELL |
| Patricia | 356 | SHEREEN |
| Patricia | 999 | BALTIC TRADER |
| Patricia | 5796 | HANG FAT |
| Patricia | 6542 | EMPRESS KATERINA |
| Patricia | 10034 | PACIFIC STAR |
| Patricia | 13114 | A. ELIZABETH |
| Patricia | 15056 | TRADE ANIMATION |
| Patricia | 17337 | BLUE MOUNTAIN |
| Patricia | 19999 | ADIB |
| Patricia | 23462 | OCEAN QUEEN |
| Patricia Adriana S | 9371 | OSCAR MEDENCELES |
| Patricia B | 103 | ISLE ROYAL |
| Patricia Chotin | 101 | SUWANNEE |
| Patricia F. | 1287 | CERVANTES |
| Patricia Foss | 290 | DOMINION |
| Patricia G. Linder | 159 | GRECOLAND |
| Patricia Hoey | 149 | NEW HAMPSHIRE |
| Patricia I | 999 | BALTIC TRADER |
| Patricia I | 1599 | SANTA ROSA |
| Patricia L. | 14686 | PATRICIA |
| Patricia Lee | 958 | CONSTELLATION |
| Patricia M | 57075 | SEA—LAND QUALITY |
| Patricia M. | 8917 | SELATAN |
| Patricia R | 17879 | OLYMPIC MENTOR |
| Patricia S | 399 | FORTUNA BAY |
| Patricia S | 1031 | SEA LION |
| Patricia S | 1413 | PATRICIA STAR |
| Patricia Sky | 1598 | EVDOKIA LUCK |
| Patricia Star | 6719 | ARMSTRONG |
| Patricia Trader | 16507 | STAMAR |
| Patricia V | 15950 | MEKHANIK DREN |
| Patricia VI | 20652 | HILAL 1 |
| Patricia X | 1596 | WESERBERG |
| Patricia ZS | 1413 | PATRICIA STAR |
| Patricia—K | 158 | CHIRA 5 |
| Patricio | 496 | NIKOLAOS H |
| Patrick Vieljeux | 7879 | KAPETAN LEONIDAS |
| Patriot | 172 | VEGA |
| Patriot | 238 | BRANLY |
| Patriote | 160 | ST. GABRIEL |
| Patriotis | 24969 | CASSIA |
| Patris | 1220 | MARILENA |
| Patroclos | 13138 | TOURMALINE |
| Patroclus | 497 | MOHAWK |
| Patron Jean Cadiou | 120 | TEREZA |
| Patron Jean Charlot | 278 | ROHELLAN |
| Patron Paul Ducret | 116 | MOUN—TAGA—TALL |
| Patsabe 1 | 131 | JARJOUR I |
| Patsabe 2 | 131 | JARJOUR II |
| Patsabe 3 | 131 | JARJOUR III |
| Pattaya | 19337 | FORT WINDSOR |
| Pattaya Express | 430 | JET CAT |
| Pattco | 346 | BANANO |
| Pattimura | 2445 | KERTA LIMA |
| Pattiuka | 175 | AKATZ |
| Patton | 271 | ICA 8 |
| Patton ASV80 | 128 | TRITON |
| Patty Lee | 262 | CLEARWATER |
| Patuda | 1333 | SKANDI SURVEYOR |
| Patudo | 111 | ATTINGUIE |
| Patula | 24014 | DOROTHY M |
| Pau Casals | 129 | JOSEP PLA |
| Paul | 115 | HEIMAT |
| Paul | 499 | SCHONAU |
| Paul Barsoe | 616 | SANDSUND |
| Paul Brinkman | 994 | PAOLA |
| Paul Candies | 133 | HENRY M |
| Paul Candies | 207 | JEANNE CANDIES |
| Paul E. Nash | 152 | BIG RED TOO |
| Paul Hoop | 299 | SANDBJORN |
| Paul Howard | 144 | MANUEL P. DOMINGOS |
| Paul L. E. Helliwell | 168 | GOLIAH |
| Paul L. Fahrney | 118865 | LEGACY |
| Paul Langevin II | 172 | DEER ISLAND |
| Paul Langevin III | 194 | PHOENIX |
| Paul Lorenz Russ | 5072 | PAUL |
| Paul McCollum | 200 | MISS KAREN |
| Paul Radmann | 249 | TONA |
| Paul Robeson | 27706 | POLS ROBSONS |
| Paul Rosenberg | 292 | REINETT |
| Paul Scheu | 244 | THORSTEN J. |
| Paul Schroder | 3202 | NAN JING |
| Paul Solente | 4038 | RAMSES |
| Paul—Marie | 443 | BECKS |
| Paula | 279 | BRAMMER |
| Paula | 424 | HEATHER |
| Paula | 570 | SRI BAKO |
| Paula de Aspe | 688 | JULIA |
| Paula Christine | 133 | OCEAN LADY |
| Paula Howaldt | 9432 | SHAULA S |
| Paula Howaldt Russ | 9432 | SHAULA S |
| Paula J | 404 | LESLEEN M |
| Paula Lee | 500 | REEFER FREIGHTER |
| Paula Rahmann | 394 | PAMEAD |
| Paulanis | 900 | SEAMASTER |
| Paulette | 11321 | MARY |
| Paulina | 16074 | ALCYON |
| Paulina Brinkman | 926 | PAULINA B |
| Paulina Freire | 276 | ALDAN |
| Pauline | 295 | SEA CAT |
| Pauline | 489 | KATERINA I |
| Pauline | 1596 | WESERBERG |
| Pauline | 15431 | ALMA |
| Pauline H | 128 | CAROLINDA |
| Pauline L. Moran | 186 | FORT McHENRY |
| Pauline Lonborg | 490 | GOD IS ABLE |
| Pauline Lonborg | 1417 | IDA |
| Pauliturm | 495 | THOMAS DE GAUWDIEF |
| Paulmarkson | 397 | HENRI BONNEAUD |
| Paulmy Star | 591 | SEA BIRD |
| Pav Trader | 1555 | TRAMARCO SAILOR |
| Pavan Doot | 16486 | KYDON |
| Pavel Parenago | 3281 | PAVELS PARENAGO |
| Pavel Shternberg | 3281 | PAVELS STERNBERGS |
| Pavillac | 139 | ANCHISE |
| Pavlodar | 7192 | SALVADOR ALLENDE |
| Pavlos B. | 26111 | SIDI DAOUI |
| Pavlos XII | 1924 | AMALIA |
| Pavlovsk | 6251 | HOA MAI |
| Pavonis | 299 | PAVONA |
| Pavonis | 384 | PAVO |
| Pawcatuck(MC) | 11971 | TRANSERIE |
| Pawnee | 180 | JULIA |
| Pax | 105 | VERONA |
| Pax | 206 | YVES MICHELE |
| Pax | 299 | SEA GULL |
| Pax | 462 | GANNET |
| Pax | 499 | ANNIE MARGIT |
| Pax I | 462 | GANNET |
| Paxi | 499 | ROSALI |
| Paxi | 1509 | GENIKI |
| Payom | — | IDA MARIA |
| Paysandu | 34485 | SUVRETTA |
| Paz | 200 | TAMPA |
| Paz en la Tierra | 193 | PAQUEA LURREAN |
| Paz Estrella | 4919 | VICKO |
| PB 32 | 124 | JURAJ CARIC |
| PB 33 | 132 | SEZANA |
| PB 104 | 149 | CHICHAGOF |
| PB 116 | 183 | DANCER |
| PB 118 | 174 | NORTHERN PRIDE |
| PB—35 | 130 | ALOHA |
| PBR 368 | 671 | SATRYA MADURA |
| PBR/305 | 290 | SEABULK GEORGIA |
| PBR/306 | 299 | CANDY CRUISER |
| PBR/309 | 290 | C/HERCULES |
| PBR/311 | 258 | G/P IV POINT |
| PBR/312 | 258 | OMS MATAGORDA |
| PBR/330 | 291 | BEA TIDE |
| PBR/343 | 292 | FORT TIDE |
| PBR/345 | 173 | CHEM—NOH |
| PBR/346 | 196 | BERING 1 |
| PBR/348 | 294 | GWEN TIDE |
| PBR/350 | 294 | ENSCO CUTTER |
| PBR/351 | 295 | BAHAMAS SKY |
| PBR/357 | 295 | ENSCO COASTER |
| PBR/358 | 482 | REDFIN |
| PBR/360 | 284 | MEGHAN HOPE |
| PBR/364 | 275 | DISCOVERY SEAHORSE |
| PBR/366 | 271 | ENSCO RAM |
| PBR/368 | 293 | GOLDEN MIST |
| PBR/370 | 283 | JANSON GRAHAM |
| PBR/371 | 290 | PROSPECT SEAHORSE |
| PBR/372 | 290 | RELIANT SEAHORSE |
| PBR/385 | 282 | CHIP D |
| PBR/454 | 299 | SEABULK SOUTH CAROLINA |
| PBR/456 | 297 | GRAY TIDE |
| PBR/465 | 293 | ENSCO TARTAN |
| PBR/480 | 831 | ALEUTIAN SPEEDWELL |
| PBR/492 | 289 | CAPE COD |
| PC 1120 | 364 | OHANA KAI |
| PC 1138, Lapeer | 299 | DUENAS |
| PC 1601 | 292 | SEABORN |
| PCE 827 | 496 | TUCALIF |
| PCE 833 | 1439 | ORION |
| PCE 845 | 746 | S. S. ADVANCE II. |
| PCE 880 | 723 | ATLANTIC MIST |
| PCE878 | 903 | MR. J |
| PCS 2 | 160 | NCTB 7 |
| PCS 3 | 160 | NCTB 8 |
| PCS 1382 | 191 | PACIFIC TRAWLER |
| PCS 1383 Attica | 253 | CAPE FEAR |
| PCS 1396 | 195 | HUSTLER |
| PCS 1397 | 260 | SOUTH BEACH |
| PCS 1422 | 197 | SUN RUNNER |
| PCS 1423 | 197 | PRESCOTT |
| PCS 1444 | 196 | SIOUX CITY |
| PDS—104 | 239 | KLIMNO |
| PDS—108 | 216 | JADRANKA |
| PDS—707 | 218 | KACJAK |
| PDS—711 | 131 | PERAST |
| PDS—712 | 132 | LEPETANE |
| Peace Pioneer | 2574 | IRAN HORMUZ 1 |
| Peace Venture | 35758 | GLOBAL PEACE |
| Peacock Venture | 998 | ALILA |
| Pearcy Eagle | 297 | MEGA TIDE |
| Pearcy Navigator | 1324 | LANGEVIN |
| Pearl | 1597 | GIANNIS |
| Pearl | 16701 | OCEAN LUCKY |
| Pearl of Rajab | 2019 | AL RAJAB |
| Pearl of Scandinavia | 12475 | OCEAN PEARL |
| Pearl Ace | 12334 | GLORY PEGASUS |
| Pearl Bay | 3658 | UNION ASIA No. 2 |
| Pearl Bay | 9048 | LONG PING |
| Pearl Castle | 31328 | MARIANN |
| Pearl City | 15386 | NOMADIC LADY |
| Pearl Corona | 36207 | NYON |
| Pearl Crown | 31328 | RAVENNA |
| Pearl Glory | 4692 | SANG THAI XEBEC |
| Pearl Harbor | 105 | CITY OF EUREKA |
| Pearl I | 1587 | GENCA QUINTO |
| Pearl Island | 3049 | LUCKY HOVER |
| Pearl Kim | 6027 | KENT EXCELLENT |
| Pearl King | 2651 | LA BONITA |
| Pearl Lotus | 6172 | EAST LARK |
| Pearl M | 198 | DON BENITO |
| Pearl Pacific | 53974 | CERCAL |
| Pearl Reefer | 5664 | KOTA RIA |
| Pearl River | 364 | DEEP SEA HARVESTER |
| Pearl Sea | 33301 | CHARIKLEIA |
| Pearl Star | 4299 | VIOLETA |
| Pearl Star I | 15858 | KALYPSO STAR I |
| Pearl Star II | 976 | KALYPSO STAR III |
| Pearleaf | 12353 | NEJMAT EL PETROL XIX |
| Pearlstone | 7749 | MC PEARL |
| Pearlstone | 10239 | MERCURY SEA |
| Pebble Beach | 4416 | SANG THAI LUMBER |
| Pechudo | 970 | ATLANTIC WAVE |
| Peconic | 122199 | STENA CONGRESS |
| Peconic Queen | 163 | ARAN SEABIRD |
| Peconic Queen III | 163 | ARAN SEABIRD |
| Pecos | 288 | FOUR POINT VIII |
| Peder Aarseth | 301 | STALVIK |
| Peder Lysgaard | 499 | ELENA LUX |
| Peder Most | 399 | ELFI |
| Peder Most | 498 | OCEAN HERO |
| Peder Paars | 19763 | STENA INVICTA |
| Peder Ronnestad | 126 | RONNER |
| Pedro | 490 | GOD IS ABLE |
| Pedro | 555 | SEA KING |
| Pedro de Barcelos | 1458 | LABRADOR |
| Pedro C | 8705 | ACHILLES |
| Pedro Manuel Vilarinho | 122 | LUCIMAR |
| Pedro Ramirez | 1710 | MAERE |
| Pedro Smits | 490 | GOD IS ABLE |
| Pee Dee River | 744 | WESTERN SEA |
| Peen | 384 | ARMOR |
| Peene | 154 | ALFA |
| Peenemunde | 384 | ARMOR |
| Peer Gynt | 237 | AQUA—BOY |
| Peer Gynt | 7586 | IALYSSOS |
| Peer Sluis | 1179 | GERDA MARIA |
| Pegasia | 1607 | TRADE DILIGENCE |
| Pegaso II | 158 | MANU 4 |
| Pegaso III | 158 | UCAYALI 2 |
| Pegasus | 142 | FRAKTOY |
| Pegasus | 208 | SAN SALVADOR |
| Pegasus | 252 | MASTER KING |
| Pegasus | 1599 | MAERSK EURO DECIMO |
| Pegasus | 1925 | PERTUIS II |
| Pegasus | 4303 | XING LI |
| Pegasus | 4964 | CYGNUS |
| Pegasus | 6475 | RODOS |
| Pegasus | 7058 | APTERA |
| Pegasus | 14315 | EUROPEGASUS |
| Pegasus | 22956 | MAURO D'ALESIO |
| Pegasus Ace | 5053 | ADIGE |
| Pegasus Hope | 4810 | NIAGA 46 |
| Pegasus I | 104918 | ENERGY |
| Pegasus II | 243 | SIONING II |
| Pegasus Maru | 36764 | PEGASUS |
| Pegasus Peace | 2161 | GRACE LIBERTY II |
| Pegasus Pioneer | 3343 | AHLERS BREEZE |
| Pegasus Pioneer | 4953 | MAJ SIF |
| Pegasus Plenty | 4262 | TRADE FLUENCY |
| Pegasus Progress | 6216 | SEA GLORY |
| Pegasus Timber | 15798 | PEGASUS |
| Peggy | 296 | ATCO SARIYA |
| Peggy | 299 | PORTVIK |
| Peggy | 4350 | CHARIOT I |
| Peggy G | 293 | SIDNEY SOLAR |
| Peggy K | 150 | PURNAMA |
| Peggy Miller | 105 | PEGGY LYNN II |
| Pegny | 49898 | PEGGY |
| Pego | 483 | PESCAHUELVA QUARTO |
| Pegwell Dawn | 196 | TJALVE |
| Pehr Hellzen | 153 | LEO |
| Peix Del Mar Segundo | 238 | POISSON IV |
| Pejerey | 299 | KLEOPATRA |
| Pek | 498 | SELIM—I |
| Pekari | 499 | ELMHAM |
| Peke | 1252 | BORGO |
| Pelago | 217 | SILVERFORS |
| Pelagos | 676 | GULF WIND |
| Pelagos | 15874 | BYRON |
| Pelagus Satu | 1008 | CHOKE NAVEE 5 |
| Pelawan | 535 | SEJATI |
| Pelayo | 1196 | PISANG PERAK |
| Peleus | 8666 | AL—ISHRAT |
| Pelias | 500 | PEPPY |
| Pelican | 174 | MARLENE |
| Pelican | 199 | KADETT |
| Pelican | 280 | BARBOTIN |
| Pelican | 338 | EIDER |
| Pelican | 11473 | PELICAN II |
| Pelican No. 1 | 279 | CHAMPION |
| Pelican No. 2 | 227 | PELICANO |
| Pelicano | 310 | CARDUMEN |
| Pelicano | 450 | PELIKAN |
| Pelicano | 9065 | SAN ANTONIO |
| Pelikan | 104 | SERINDIT |
| Pelikan | 165 | FRANEK ZUBRZYCKI |
| Pelikan | 396 | KAPTAN EROL |
| Pelikan | 1598 | FIVE |
| Pelikan | 3258 | K. H. CHIVALRY |
| Pelina | 997 | SENTOSA |
| Pelita Jaya | 1253 | NAGA JAYA |
| Pelita Shell | 719 | GOLDEN FLIPPER |
| Pelka | 496 | LADY O |
| Pella | 497 | MICHELA |
| Pella | 861 | AGELIKI K |
| Pellegrini | 888 | ANDRIANA L. |
| Pellew K | 122 | LAERTIS |
| Pellicano Rosso | 686 | RED PELICAN |
| Pellini | 820 | NANCY SEB |
| Pellworm | 266 | ELVIRA MADIGAN |
| Pellworm | 311 | JULIANE |
| Pellworm | 834 | ANTONIOS |
| Pellworm | 1569 | ASFALTIERA |
| Pellworm II | 149 | SIAG |
| Pelopidas | 19672 | MI YUN HAI |
| Pelops | 863 | PANAGIA |
| Pelops | 9872 | EAGLE I |
| Pelor | 1189 | DILOY |
| Pelorus | 442 | LLANGOWER |
| Peltainer | 1586 | BISANZIO |
| Pelti | 1180 | BLUE JADE |
| Pelto Seahorse | 238 | NORTH STAR |
| Pemba | 3794 | AL BASHIR |
| Pembangunan IV | 281 | KOTA SILAT XV |
| Pembina | 3813 | KATHLEEN PEARCY |
| Pembroke | 6453 | EARL PEMBROKE |
| Pembrokeshire | 12294 | IRAN EJTEHAD |
| Pemex | 275 | PEMEX XXVII |
| Pemex 654 | 893 | ECOPEMEX |
| Pen Arun | 311 | SIR CEDRIC |
| Pen Avon | 739 | RIO 3 |
| Pen Dart | 496 | SKORPIOS |
| Pen Stour | 1579 | ARCO SWALE |
| Pen Yar | 671 | KAIBEYAR |
| Pena Labra | 1536 | TORMES |
| Pena Sagra | 1536 | IREGUA |
| Penaga | 780 | VIKING CARRIER |
| Penalara | 6483 | LEX NOGAL |
| Penalba | 481 | ELQUI |
| Penang | 327 | PULAU PINANG |
| Penang Express | 3742 | VISAHAKIT 7 |
| Penavel | 23603 | LOMBARD |
| Penbreizh | 25107 | LUCINDA |
| Penda | 1975 | PEVERIL |
| Pender | 3883 | STEVE GLORY |
| Pender Isle | 100 | NORTHERN KING |
| Pendik I | 108 | SEKA AKDENIZ II |
| Pendruc | 1397 | CAPTAIN KIM |
| Penelope | 2961 | BANGYAI |
| Penelope | 3654 | MASADA 2 |
| Penelope of York | 42619 | SUN ARONIA |
| Penelope Everard | 1526 | ELPIDA |
| Penelope V | 6142 | MYKINAI |
| Penerf | 1602 | MOANA IV |
| Penerf | 15519 | GALINI |
| Peng Chau | 215 | MANONG |
| Pengall | 74509 | VENANNA |

# FORMER NAMES OF SHIPS

| | | |
|---|---|---|
| Penguin | 993 | DONA ROSA MARIA |
| Penhir | 1599 | C. R. MONTJOLY |
| Penhir | 13978 | HUANDOY |
| Peninsula | 104 | SERINDIT |
| Peninsula | 2998 | PETRO TULIN |
| Peninsula C—3 | 280 | PAPA MARCOS |
| Peninsula Container No. 1 | 180 | LIFAU |
| Penlee | 493 | SEATRANS SURVEYOR |
| Penmen | 14969 | CAPRICORN 1 |
| Penn Ar Bed | 2891 | LILLY R |
| Penn Champion | 20858 | OMI CHAMPION |
| Pennine | 3368 | COTSWOLD |
| Pennsbury | 146 | NANTICOKE |
| Pennsylvania | 620 | WITASSIST II |
| Penny I | 3977 | SEABOARD TRADER |
| Pennyrowe | 312 | INTEGRITY I |
| Pennyslvania Rainbow | 13962 | HANSA DANZIG |
| Penobscot | 422 | BERING SEA |
| Penobscot (ATA—188) | 193 | AMERICAN PATRIOT |
| Penolong | 102 | SELAT DURIAN |
| Penomi | 205 | CAM SCOUT |
| Penru | 256 | MARIE JOSEPHE |
| Penruz | 3865 | CLAMOR |
| Pensurveyor | 892 | FATIH |
| Penta | 287 | GITTE HENNING |
| Pente Adelfia | 126 | MICHALIS N |
| Penthievre | 93108 | ALABAMA |
| Pentire | 499 | MARGARETA |
| Pentland Brae | 1999 | HAPPY BEE |
| Pentland Firth | 494 | SHEHNAZ |
| Pentland Glen | 1566 | LADY JOANNA |
| Pentland Moor | 1596 | QUENTIN |
| Penyu | 843 | SEA PIONEER |
| Peonia | 1502 | SAM WON |
| Peonia | 14267 | CHUN WAH I |
| Peony | 3792 | ABOITIZ SUPERCONCARRIER III |
| Peony | 6022 | CHANG DE |
| Pep Altair | 1598 | UFUK |
| Pep Antares | 1555 | TRAMARCO SAILOR |
| Pep Atlantic | 1598 | KONG DONG DAO |
| Pep Avalon | 399 | FLORIDA REEFER |
| Pep Comet | 1599 | KEIY KOKEB |
| Pep Coral | 1599 | WOLWOL |
| Pep Ice | 1397 | ICE FLOWER |
| Pep Marine | 399 | RABUNION VIII |
| Pep Miquelon | 399 | LONE BAAND |
| Pep Nautic | 509 | NIAGA XXX |
| Pep Ocean | 499 | DARPO SEMBILAN |
| Pep Orient | 1555 | NORIENT |
| Pep Regulus | 1599 | ATLANTIC TRADER |
| Pep Rigel | 1599 | PACIFIC TRADER |
| Pep Sea | 499 | OCEAN TRAMP |
| Pep Sea | 992 | DIB HAMID |
| Pep Sirius | 499 | DILZA |
| Pep Sky | 499 | GEMAH RIPAH |
| Pep Spica | 499 | RICKY LIFT |
| Pep Star | 499 | MARINA |
| Pep Sun | 499 | BISON |
| Pepe el Chaucha | 190 | DUNIA I |
| Pepe Ignacio | 317 | ESPARTEL |
| Pepe Le Moko | 19337 | SERSOU |
| Pepilo | 885 | NAUTIC |
| Pepita Escobio | 131 | CANARIAS No. 5 |
| Pepito Vera | 187 | ROGER DE FLOR |
| Peppino | 324 | TALASSA |
| Peppino d'Amato | 50332 | PLEIADES |
| Pepy L | 1532 | KYRIAKI |
| Per | 119 | HALLSTA II |
| Per | 300 | KENAVO |
| Per | 1144 | BARMOUTH |
| Per Gunnar | 123 | LABAN |
| Per Knut | 179 | KARLSEY |
| Per Knut | 489 | BULK NORD |
| Per Roald | 196 | SKARVOY JUNIOR |
| Per Senior | 225 | CAPENSIS |
| Per Trader | 1555 | TRAMARCO SAILOR |
| Pera | 157 | PANDORA |
| Pera | 508 | GEORGE H. |
| Perama | 2144 | MOMOLI |
| Peramos I | 5872 | NEW GENLORD |
| Perast | 16249 | PERIANDROS |
| Perca | 1853 | NORINA |
| Percaya III | 497 | PERTIWI |
| Percheron | 993 | DONA ROSA MARIA |
| Percy Dawson | 1525 | HAWESWATER |
| Peregrino Tercero | 218 | PLUS ULTRA I |
| Perenne | 14158 | YOUNG SATO |
| Peres | 597 | PETROFLOTA 7 |
| Pereslavl—Zalesskiy | 3224 | TRI AN |
| Perez Munoz Primero | 394 | MAZOUJA |
| Pergamos | 9941 | CAPTAIN G. GIANNELOS |
| Pergamos | 10409 | PANORMOS |
| Pergamus | 1306 | CANADIAN SPIRIT |
| Pergo | 733 | FIVEL |
| Pericles Halcoussis | 8978 | KAVERI |
| Pericles Halcoussis | 47158 | JAVA SEA |
| Periclis | 459 | CYNTHIA C. |
| Perico | 498 | DEBORAH III |
| Peridi | 225 | AKAR DJAJA |
| Perikani 06 | 173 | TOYO No. 61 |
| Periklis | 2966 | GIULA |
| Perinthos | 38886 | MISS VICKY |
| Perka | 498 | LAIS |
| Perkasa | 336 | SAUJANA |
| Perla | 2796 | SALEM TEN |
| Perla | 6962 | PERLA ONE |
| Perla | 26784 | MSC MARIA LAURA |
| Perla Frio | 1519 | ANNA R |
| Perlak | 144 | RINI |
| Perlas | — | IDA MARIA |
| Perlas | 15533 | SARLA |
| Perlen | 288 | STROMSKAR AF STOCKHOLM |
| Perlon | 455 | ROTTINGOY |
| Perlon | 1846 | ORDINAT |
| Perm | 2690 | POGRANICHNIK STRELNIKOV |
| Permian Gas | 6463 | TAMARA |
| Permina 109 | 7769 | OCEAN STAR |
| Permina 112 | 70741 | BELLE HAVEN |
| Perna | 969 | ORIENTE |
| Perna | 1500 | NADINE |
| Pernando Amezketarra | 397 | FRESCACHON |
| Pernas Alloy | 36569 | ARKAS |
| Pernas Dulang | 52509 | SKAUFJORD |
| Pernas Simen | 6381 | TOSHIP MEGAH |
| Pernille Smed | 149 | BASS—ROCK |
| Pernille Thogersen | 160 | HANDELON |
| Pernille Tholstrup | 1113 | PERNILLE KOSAN |
| Perny | 228 | SOLDAG |
| Pero | 442 | FRANTSEN JUNIOR |
| Pero | 578 | OLE NORDGARD |
| Perola Algarvia | 173 | JESSICA ANN |
| Perpetual Star | 992 | HAM LUONG |
| Perregaux | 500 | RIO YUNA |
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| Persada Trader | 1527 | PERSADA UTAMA |
| Perseus | 496 | LADY O |
| Perseus | 2655 | NOR—FISK I |
| Perseus | 66906 | OLIVA |
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| Perth | 7615 | AVILA STAR |
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| Pescavensa Tercero | 176 | AIN CHOUATER |
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| Peter | 171 | BEVER |
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| Peter Ahrens | 292 | AZORES |
| Peter Alba | 1448 | ELIN CHRISTINE |
| Peter B. McAllister | 132 | DIANE RICHARDS |
| Peter Bak | 118 | ANNI NIELSEN |
| Peter Bak | 149 | MONA NIELSEN |
| Peter Faber | 485 | THALIS |
| Peter Foss | 125 | MOANA HELE |
| Peter Frem | 299 | COPACABANA |
| Peter Frese | 294 | SEEROSE |
| Peter Glenna | 192 | CARMONA |
| Peter Glenna | 197 | HELLE KRISTINA |
| Peter H | 1548 | PANTAI MAS |
| Peter Hepso | 455 | MAIHUE |
| Peter K. | 149 | CITY OF TRUTH |
| Peter Kirk | 14785 | FAL XXVI |
| Peter L. | 466 | DAY—OUT |
| Peter Leigh | 311 | CARBO—CENTRE |
| Peter Leonard | 152 | LIDA MARCO |
| Peter Leonhard | 118 | MOBY DICK |
| Peter M | 446 | QUICKSILVER |
| Peter Marlene | 118 | KRISTINA MOLGAARD |
| Peter Meyer | 294 | ANDREAS M |
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| Peter Oltmann | 3651 | PETER METZ |
| Peter Pan | 4467 | ST. CLAIR |
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| Peter Saxberg | 399 | LADY CARIBE |
| Peter Schroder | 3211 | FANG CHENG |
| Peter Sif | 481 | THEODOROS P. |
| Peter Sonne | 487 | CABAL |
| Peter Staerke | 1448 | ELIN CHRISTINE |
| Peter Star | 499 | AMAL |
| Peter Theilgaard | 1336 | TRIADA FILIA |
| Peter Wehr | 3258 | QU JIANG |
| Peter Wesch | 1754 | ZHE LI |
| Peter Wessel | 3100 | YESILADA |
| Peter Wessel | 6593 | MARKO POLO |
| Peter Wessels | 485 | KAPITAN UKHOVTSEV |
| Peter Wessels | 489 | ANAIS |
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| Petersfield | 12671 | SEA BRAVES |
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| Petite Forte | 997 | GOOD SAMARITAN |
| Petite Hermine | 18192 | CANADIAN HUNTER |
| Petite Veronique | 117 | BURON |
| Petkum | 498 | GAZI |
| Petoro Maru | 192 | ORIENTAL CITY |
| Petra | 122 | ZUIDERZEE |
| Petra | 399 | LADY CARIBE |
| Petra | 496 | DIANA |
| Petra | 499 | AVINIA |
| Petra | 837 | MAHASEN |
| Petra | 997 | GUIMARAES |
| Petra | 5870 | SLAGEN |
| Petra | 23226 | METIN KALKAVAN |
| Petra Crown | 7679 | SINO CREDIT |
| Petra Gunda | 499 | ANNE SABINE |
| Petra II | 1555 | TRAMARCO SAILOR |
| Petra Scheu | 498 | DAFNI |
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| Petra Star | 424 | DON HUMBERTO |
| Petra—Gunda | 499 | ANNE SABINE |
| Petradi | 6596 | PYLOS |
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| Petro Bordeaux | 3025 | YELENA |
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| Petro No. 1 | 118 | ATLANTIC CORE |
| Petro Pauillac | 1871 | STYLIS |
| Petro Prince | 1201 | HAMAD ALLAH |
| Petro Princess | 983 | ALLWELL PREMIUM |
| Petro Queen | 19650 | FAR SAGA |
| Petro Ruby | 1201 | HAMAD ALLAH |
| Petro Sembilan | 1458 | KEMINA |
| Petro Star | 999 | KALIOPE |
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| Petrobulk Rambler | 17309 | SEARAMBLER |
| Petrobulk Ranger | 16949 | PADEA |
| Petrobulk Regent | 18307 | NAND PRAKRITI |
| Petrobulk Reliance | 17363 | NANI |
| Petrobulk Rider | 16014 | AIRE |
| Petrobulk Rover | 18959 | VISHWADOOT |
| Petrobulk Ruler | 20495 | CHOPIN |
| Petrobulk Saturn | 39673 | BERTINA |
| Petrogas II | 18152 | OSCAR GAS |
| Petrogas II | 34497 | EUPEN |
| Petrogas II | 35129 | CANTARELL |
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| Petrola XXX | 2779 | PETROLA 30 |
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| Petrola's Seamaster 20 | 538 | HELLAS |
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| Petrolina VI | 12643 | VINE |
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| Petromar Campana II | 13158 | ASTRAPATAGONIA II |
| Petromar Falcon | 1087 | ALEUTIAN FALCON |
| Petromar Highlands | 294 | HIGHLANDS TIDE |
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| Petromar Mustang | 294 | ORCA |
| Petromar Norseman | 294 | PIKE |
| Petromar Odyssey | 264 | ODYSSEY TIDE |
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| Petromar Rio Grande | 11503 | ESSO RIO GRANDE |
| Petromar Salvor | 744 | WESTERN SEA |
| Petromar San Sebastian | 21619 | ESSO SAN SEBASTIAN |
| Petromar Santa Cruz | 21619 | ESSO SANTA CRUZ |
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| Petromar Titan | 264 | WILLIAM TIDE |
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| Petsa 11 | 158 | HUALLAGA 2 |
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| PH 29 | 310 | CARDUMEN |
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| Phaethon | 6766 | TONG HE |
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| Pharos | 1585 | AMAZING GRACE |
| Pharos 1 | 3302 | PHAROS |
| Phassa | 60352 | KIMOLOS |
| Phathana | 483 | PHATHANA 188 |
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| Philip Lonborg | 758 | LA PALMA |
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| Philippe L. D. | 16988 | LA RICHARDAIS |
| Philippine Bear | 26456 | AMERICAN VETERAN |
| Philippine Collier | 52744 | RIVER MAAS |
| Philippine Commander | 67914 | EL DELANTERO |
| Philippine Jay | 18695 | COLLIAN S |
| Philippine Kamia | 12539 | CALATAGAN |
| Philippine Mail | 16518 | AMERICAN BANKER |
| Philippine Obo 2 | 32612 | FRONT CONDOR |
| Philippine Obo 3 | 32612 | FRONT EAGLE |
| Philippine Obo 4 | 32612 | FRONT FALCON |
| Philippine Pine | 1996 | JAMAL SHAH |
| Philippine Sampaguita | 30691 | PATERAS |
| Philippine Star | 29118 | ACQUA BLU |
| Philippine Success | 20576 | IRAN AKHAVAN |
| Philippine Victory | 17234 | TASMAN SEA |
| Philippine Vinta | 26046 | KELVIN CHALLENGE |
| Philippines | 27090 | ASIAN PRINCESS |
| Philippines Fruit | 6271 | PARAISO |
| Philippos | 421 | STAVROS T |
| Philippos K III | 398 | SANA I |
| Philippturm | 490 | AMALASKA II |
| Phillips America | 123205 | SUN ARCADIA |
| Phillips Arkansas | 18013 | DAVID GAS |
| Phillips Arkansas | 26973 | CONDOR |
| Phillips California | 10473 | LION OF CALIFORNIA |
| Phillips Enterprise | 88439 | CONKOUATI |
| Phillips Mexico | 26973 | HAWK |
| Phillips Oklahoma | 26973 | EAGLE |

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|---|---|---|
| Phillips Venezuela | 26973 | FALCON |
| Philmac Venturer | 25593 | SCOTLAND |
| Philtranco Ferry I | 787 | BADJAO |
| Phisika 1 | 5207 | ABTAO |
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| Phoebus | 396 | RABUNION VI |
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| Phoenix | 299 | PHOENIX OF TORTOLA |
| Phoenix | 474 | JEANNETTE |
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| Phoenix | 3341 | CITRUS |
| Phoenix | 4253 | MELODY |
| Phoenix | 11243 | PROUSA |
| Phoenix | 29464 | MANA |
| Phoenix | 66906 | OLIVA |
| Phoenix Eight | 3133 | OKA EKSTARO |
| Phoenix Erre | 16974 | NORTH WIND |
| Phoenix I | 499 | JOLI JOLI |
| Phoenix I | 699 | PHOENIX |
| Phoenix II | 137 | SUNDEVIT |
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| Phoenix Venture | 7293 | EDEN |
| Phoevos | 8959 | NOUR |
| Phoque | 732 | TRIPLEX |
| Phosphate No. 1 | 102 | NEPTUNE 2 |
| Phrontis | 12294 | IRAN EJTEHAD |
| Phryne | 1988 | TARTOUS STAR |
| Phryne | 7049 | AURORA GEM |
| Phuket Navee | 12881 | CHIANGMAI NAVEE |
| Phutanachinda No. 1 | 727 | ARSOLA |
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| Phyllis Bowater | 3725 | NAZ K |
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| Pia | 277 | PRONTO |
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| Pia Marie | 295 | MALO |
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| Pia Sandved | 1143 | NIAGA 45 |
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| Pia Vesta | 500 | REY BAR |
| Pia—Lill | 137 | ALIBAK EGEDE |
| Pial | 309 | BASHCO |
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| Pibigas Prima | 840 | LIBGAZ |
| Pibigas Seconda | 998 | MINISTAR |
| Pibigas Terza | 1973 | GAZ ADRIATIC |
| Pibitre | 998 | MINISTAR |
| Pibitre | 3939 | COLUMBIA ERRE |
| Pibiuno | 1973 | GAZ ADRIATIC |
| Picardie Bretagne | 428 | HARVEST VIRGO |
| Picasso | 15379 | FINIKAS |
| Piccadilly | 500 | HANAN |
| Piccolo | 553 | BINTANG SAMUDRA X |
| Pickett | 1111 | ROYAL ALASKAN |
| Pickhuben | 692 | PREMSHIP II |
| Pico do Funcho | 699 | SANG THAI HONOR |
| Pico Gris | 620 | BUMBLE BEE |
| Picoto | 352 | CHAVEL |
| Picoverde | 2389 | ATLANTIC EXPRESS |
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| Pierre & Louis | 151 | ST. PIERRE |
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| Pierre Descelliers | 198 | ADVANCE |
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| Pierre Laffitte | 1517 | PALLIETER |
| Pierre Le Grand | 646 | OF. IQUIQUE |
| Pierre Paul | 299 | KARAKAYALAR |
| Pierre Pleven | 1379 | AUSTRAL |
| Pierre Staner | 243 | BUNIA |
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| Pierre Vidal | 1506 | OCEAN VICTORY 1 |
| Pierre—Yvon | 179 | L'ESPOIR |
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| Pierrot II | 303 | LIBIA |
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| Pierson Daughters | 10542 | BEECHGLEN |
| Piet Hein | 411 | MARIA CATANIA |
| Piet Hein | 488 | ELLI |
| Pieter | 118 | JANNETJE |
| Pieter van Aris | 157 | SILVER HARVEST II |
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| Pieter Cornelis | 121 | SEMPER CONFIDENS |
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| Pieter Junior | 105 | DRIE GEBROEDERS |
| Pieter Louwe | 107 | SILVER QUEST |
| Pieter Louwe | 300 | ALBERT PIETER LOUWE |
| Pieter Senior | 287 | POOLSTER |
| Pietertje Elizabeth | 152 | STADT EMDEN |
| Pietertje Elizabeth | 324 | ST. CHRISTOPHER |
| Pietertje Marie | 108 | MAARTEN JUNIOR |
| Pietro Asaro | 177 | MATTIA ASARO |
| Pietro Luciani | 296 | MARIO BOTTEGHI |
| Pietro Micca | 106 | ANNA GIACALONE |
| Pigassios | 10190 | ADELE R |
| Pigeon | 1785 | DONG SEONG |
| Pigeon | 8909 | VIVARI II |
| Pike | 198 | MAGGIE |
| Pike | 1383 | RYTIND |
| Pike I | 181 | SEA PROFILER |
| Pikebank | 8243 | WESTMAN |
| Pikes Arm | 101 | LINE ISLAND TRADER |
| Pilar | 18210 | AL KHAFJI |
| Pilar Guezuraga | 2178 | GOB WEIN |
| Pilar II | 150 | GUANAPE 4 |
| Pilar Maria | 27833 | LEVANTES |
| Pilar Urizar | 1254 | SAN MAMES |
| Pilarmast | 8938 | MARITZ STAR |
| Pilaro | 18210 | AL KHAFJI |
| Pilat | 2913 | VEMAOIL V |
| Pilbara | 5426 | MEDCARIBE I |
| Pilbara Comet | 349 | COMET |
| Pilgrim | 794 | CAPE COD |
| Pilica | 484 | C5—205 |
| Pilion | 992 | TRIAENA |
| Pillar Point | 938 | FITTONE |
| Pilos | 13825 | DEVON |
| Pilot | 356 | HAMATRA I |
| Pilot | 2601 | BETHESDA 1 |
| Pilot Knob | 8421 | ROBERT C. NORTON |
| Pilot Merchant | 27449 | ACUMEN |
| Pima County (LST 1081) | 1909 | NICKEL FERRY |
| Pimar | 197 | WILLING BOYS |
| Pimeco 1 | 1936 | LADY LIEZEL |
| Pimentel 6 | 198 | LONCONAO |
| Pimentel 7 | 213 | POLAR VII |
| Pimlico | 191 | NORTH COMMAND |
| Pimlicoc | 299 | CANDY CRUISER |
| Pimpernel | 299 | KANKU |
| Pina | 19263 | XING HAI |
| Pina | 36009 | PINA PRIMA |
| Pinafore | 118 | KRISTINA MOLGAARD |
| Pinang | 700 | KAPUAS I |
| Pinar | 118 | RAFAEL CHIRALT |
| Pinazo | 5581 | AFSAR GLORY |
| Pindarus | 425 | GRAMPIAN CITY |
| Pindos | 421 | ARIS |
| Pindos | 15825 | IKAN SELAYANG |
| Pindos II | 421 | ARIS |
| Pine Ace | 990 | PERDANIA |
| Pine Ace | 13227 | EVPO AGEOS |
| Pine Gold | 2376 | KATERINA T |
| Pine Light | 10788 | YANNIS |
| Pine Loyal | 10125 | UZUNOGLU |
| Pine No. 63 | 397 | BERKAH No. 2 |
| Pine No. 65 | 344 | PHOENIX |
| Pine Ridge | 717 | SANTA ANGELA |
| Pine River | 296 | MADISE TIDE |
| Pine Silver | 2323 | PAULA II |
| Pine Star | 3535 | BOBCAT |
| Pine Tree Mariner | 14812 | JIN JIANG |
| Pine Valley | 4416 | SANG THAI DIANA |
| Pinega | 999 | CASTELLA |
| Pineiro Correa | 536 | CISNE BLANCO |
| Pinewood | 1599 | REDTHORN |
| Ping Chau | 15335 | VICTORY RIVER |
| Ping On | 2213 | IRJA |
| Ping Shan | 1631 | LILY |
| Pinghu | 24646 | KRITI ROCK |
| Pingo | 1599 | MARIKA |
| Pingouin | 1181 | AEGINA |
| Pinguin | 190 | SORAL |
| Pinguin | 1560 | FLYING INDEPENDENCE |
| Pinguin | 1599 | BILBAO |
| Pinguino | 1017 | FREESIA |
| Pingvin | 137 | NICOLINE MOLLER |
| Pingvin | 1599 | MARIKA |
| Pingwin | 213 | NAWIGATOR |
| Pinja | 1908 | PETROLA 15 |
| Pink Jaguar | 1008 | TSS BEATA |
| Pink Star | 1187 | BUBUGAS |
| Pinksky | 18723 | NADELHORN |
| Pinnastor | 494 | VIKING RUBY |
| Pino | 2766 | SEA TOWER |
| Pino B. | 223 | IOANNIS P. |
| Pino del Agua | 6686 | HELLINICOS |
| Pinocchio | 497 | SAGAR TARANI |
| Pinta | 4292 | ISOLA AZZURRA |
| Pinta | 40662 | AKA |
| Pinto | 999 | CARINA |
| Pintu Mas | 570 | JOAN D'ARC |
| Pinzon | 423 | VIRGEN DE MONSERRAT |
| Pinzon No. 2 | 111 | SABON |
| Pioneer | 183 | SOUTHERN EXPLORER |
| Pioneer | 398 | HASSAN |
| Pioneer | 411 | ELISSA |
| Pioneer | 1100 | VICTORIA |
| Pioneer | 8825 | TROPEOFOROS |
| Pioneer | 11055 | APOSTOLIS |
| Pioneer Ace | 11947 | AYA II |
| Pioneer Challenger | 13205 | MIDDLETOWN |
| Pioneer Duabelas | 4329 | ESTE BRISA |
| Pioneer II | 618 | WORK AND HAPPINESS |
| Pioneer Japan | 36106 | TOSCANA |
| Pioneer Lapan | 2820 | PIXY MAY |
| Pioneer Lima | 2818 | EASTERN HOPE |
| Pioneer Louise (LR No. 7379773) | 39532 | HILALCEMENT 1 |
| Pioneer Maru | 67078 | NEWCASTLE PRIDE |
| Pioneer Merchant | 10749 | KOCEVJE |
| Pioneer No. 8 | 228 | SIN NAM No. 11 |
| Pioneer Racer | 7314 | GANTA |
| Pioneer Satu | 2499 | KURNIA SEJATI |
| Pioneer Seahorse | 867 | ASIE PIONEER |
| Pioneer Sebelas | 5555 | MARIANA 1 |
| Pioneer Sembilan | 4722 | NAVIGATOR |
| Pioneer Sky | 7749 | MC PEARL |
| Pioneer Spirit | 29232 | KIMISIS |
| Pioneer Star | 498 | HAYATOMO MARU No. 3 |
| Pioneiro | 292 | INDICO |
| Pioner | 345 | KAPP LINNE |
| Pionier | 379 | LA CORDEE |
| Pionier | 439 | MARINA |
| Pionier | 499 | PERNILLE W |
| Pionier 10 | — | INEZ II |
| Pipi Gari | 136 | D. RENRO |
| Pippin I | 2486 | RYOKOH 6 |
| Piraeus | 884 | PIRAEUS II |
| Piraeus Sea | 18910 | NINFEA |
| Piraeus Sky | 18911 | ORMEA |
| Piranha 2 | 159 | NOWRES 1 |
| Pirat | 999 | ORTRUD |
| Pirate | 266 | MACEDON |
| Pirate | 266 | WYOLA |
| Pireas | 1986 | LEPANTO |
| Pirholm | 492 | SIBA GERU |
| Pirin | 144 | POSSIDON |
| Pirini | 204 | BASHAR |
| Pirkko | 196 | WINGA |
| Pirkkola | 6121 | RAJA BHUM |
| Pirohe | 179 | L'AURORE |
| Pirol | 305 | VELA LUKA |
| Pisa | 25035 | ISMENIOS |
| Pisamar I | 265 | M CRISTINA |
| Pisamar II | 306 | ANCASH 8 |
| Pisang | 1159 | KOTA SILAT IX |
| Pisang | 9342 | FRIO AEGEAN |
| Piscator | 527 | OCEAN CHAMPION |
| Pisces | 134 | BAYOU BANDIT |
| Pisco | 158 | MANU 3 |
| Pisco I | 4531 | POLSA DOS |
| Piso | 870 | CRISANTA |
| Pistis | 1317 | NEBELBAL |
| Pita | 32688 | ALISGLORIA |
| Pitria | 6596 | PYLOS |
| Pitria Galaxy | 3445 | SELESA MAJU |
| Pitria Rainbow | 3446 | JAYAPURA |
| Pitria Sea | 3449 | PIONEER ELEGANT |
| Pitria Sky | 2127 | EAGLE KING |
| Pitria Spirit | 3654 | MASADA 2 |
| Pitria Star | 6652 | MANNAN |
| Pitria Sun | 2127 | MANOKWARI |
| Pitsa T | 2994 | SHE SHAN |
| Pituro Uno | 424 | DON HUMBERTO |
| Piura 9 | 309 | CALAMAR |
| Pius D. | 103 | GILLES L. |
| Pizarro 1 | 213 | PIRINA |
| Pizarro 2 | 200 | DON JULIO |
| Pizarro 3 | 213 | YOLE 1 |
| Pizarro 6 | 213 | ANDREA |
| Pizarro 7 | 213 | MARIA LAURA |
| PK 1 | 115 | GAYDAR |
| PKI | 223 | H. L. 8 |
| Placentia Bay | 2259 | MAERSK SHIPPER |
| Pladjoe | 8903 | GAZ FAREAST |
| Plainsman | 1060 | JENWEL |
| Plakoura | 43681 | KOS |
| Plamya | 180 | PLAMJA |
| Plan | 287 | GEMALI |
| Plancius | 399 | ARGO—T |
| Plancius | 440 | WATERPROEF |
| Plancius | 494 | ROSELYNE |
| Planet | 494 | NADA |
| Planet | 499 | HOLGER II |
| Planet | 1367 | AMANI |
| Planet | 1599 | MAERSK EURO DECIMO |
| Planet | 9864 | GUR MASTER |
| Planet | 32237 | KALLIOPI T |
| Planet I | 1599 | MAERSK EURO DECIMO |
| Plangent | 159 | CERBERUS |
| Planina | 47158 | JAVA SEA |
| Plantagenet | 517 | AMALTHEE |
| Planter (ACM 2) | 845 | PURPLE ASTER |
| Plantin | 20635 | CMB PLANTIN |
| Plata | 397 | BELATA |
| Plata | 9162 | RATANA VALAI |
| Plata Cruz | 103 | RANGER |
| Platak | 1520 | APOLLONIA BANNER |
| Platanus | 5942 | CAROLINE S |
| Plateau | 159 | ALYS ANN |
| Platessa | 114 | VICTORIA |
| Platessa | 299 | TROJBORG |
| Platinum Transporter | 56225 | COMBI SAILOR |
| Plato | — | GITTA |
| Plato | 178 | MARK McALLISTER |
| Plato | 299 | ANNE |
| Plato | 932 | FLEVO |
| Platon | 30464 | WESTERN TRADE |
| Platon Ch | 10102 | AL—TAJWAR |
| Platytera | 14223 | KOTA PUSAKA |
| Plavnik | 116 | VINOGRADAR |
| Playa | 1041 | VARIM I |
| Playa de las Nieves | 2622 | RIO GRANDE |
| Playa de Alcudia | 493 | RIO DE ORO |
| Playa de Arinaga | 219 | TILDI |
| Playa de Coruxo | 280 | BARBOTIN |
| Playa de Mogan | 243 | EL AOUNATE |
| Playa de Naos | 2622 | USHUAIA |
| Playa de Punta Umbria | 328 | CASTELLANO II |
| Playa de Recati | 144 | PERSORA UNO |
| Playa de Riazor | 45962 | MESOGIOS |
| Playa del Ingles | 229 | TISLI |
| Playa Blanca | 2622 | ALBACORA FRIGO |
| Playa Del Medano | 1598 | DAE SUNG No. 11 |
| Playa Larga | 2657 | PLAYITAS |
| Playa Naos | 2622 | USHUAIA |
| Playa Roqueta | 363 | TERESA B |
| Playboy | 101 | MISS D. M. C. LEHN |
| Pleiades | 3892 | PAKALONG ULIN |
| Pleiades | 6963 | BOSNA |
| Pleias | 5807 | SEA CORAL |
| Plencia | 4188 | JOAQUIM KAPANGO |
| Plera | 564 | FORTUA IV |
| Plettenberg | 116 | CORONEL PEDRO OSORIO |
| Pleven | 564 | POPI F |
| Pliplo | 3976 | RAINBOW ENDEAVOUR |
| Plock | 2555 | NOOR |
| Ploiesti | 50570 | TOMIS INTEGRITY |
| Plona | 647 | IREMA |
| Plona | 6162 | PIONAR |
| Plotarchis Blessas | 274 | TAKIS L |
| Plotter | 1281 | AUGUSTEA OTTO |
| Plotus | 35214 | BULKPLOTUS |
| Plumgarth | 156 | MINOTAUROS |
| Pluswood | 136 | OUTER ISLAND |
| Pluto | 496 | TRINITY I |
| Pluto | 9188 | PLATON |
| Pluton | 19211 | JAGAT KIRTI |
| Plutone | 149 | KATRIA PRIMA |
| Plutos | 12810 | CHOYANG LAND |
| Plyavinyas | 12588 | UNITED PROGRESS |
| Plymgarth | 194 | IERAX |
| Plymouth | 174 | KLARA |
| Plymouth | 1210 | MODERN SUPPLIER |
| Plymouth | 8698 | FERARA |
| Plymsand | 407 | HAVEN DREDGER |
| PM 17 | 310 | PIURA 1 |
| PM 18 | 310 | PIURA 2 |
| PM 19 | 310 | PIURA 3 |
| PM 20 | 310 | PIURA 4 |
| PM 21 | 310 | PIURA 5 |
| PM 22 | 310 | AREQUIPA 1 |
| PM 23 | 310 | AREQUIPA 5 |
| PM 25 | 310 | LAMBAYEQUE 7 |
| PN 12 | 339 | PRIVLAKA |
| PN—17 | 345 | BOKANJAC |
| PNG Trader | 3781 | FAREAST BRILLIANT |
| PNOC Tomcat | 1122 | CHARLIE |
| PO | 128 | MONSUN |
| Po Sea | 1994 | AO JIANG |
| Po Toi | 152 | DON GIOVANNI |
| Pobyeda Oktyabrya | 10964 | TALUSIA |
| Pocahontas | 130 | MICHELLE & ANNETTE |
| Pocahontas | 196 | SEA LARK |
| Podhale | 11013 | CHANG SONG |
| Podmuch | 141 | FLYING PRINCE |
| Podravina | 3928 | CSP 1 |
| Poel | — | SONG BA |
| Poel | 197 | PLATON |
| Poeldyk | 5353 | HUA GUI |
| Pogeez | 120776 | ALVAND |
| Poh Hee | 273 | KISMET |
| Poh Kwong No. 1 | 637 | BORLIAN No. 2 |
| Pohai Career | 4081 | JING HE |
| Pohai No. 2 | 4675 | TRADE RIVER |
| Pohjola | 2061 | BASKE |
| Poilo | 645 | HUMBER TRANSPORTER |
| Poincare | 431 | DELIMA 103 |
| Point Armour | 47525 | BROMSGAARD STAR |
| Point Barrow | 299 | H. O. S. BARROW |
| Point Belle | 298 | H. O. S. BELLE |
| Point Boon | 271 | BOON |
| Point Bravo | 297 | H. O. S. BRAVO |
| Point Breeze | 68498 | POITOU |
| Point Chaleur | 297 | H. O. S. CHALEUR |
| Point Chief | 298 | H. O. S. CHIEF |
| Point Christie | 293 | SEA COURAGEOUS |
| Point Conception | 269 | H. O. S. CONCEPTION |
| Point Dover | 299 | H. O. S. DOVER |
| Point Fortin | 993 | RIO GUAYAS |
| Point Fortune | 293 | H. O. S. FORTUNE |
| Point Galion | 293 | SEA VALIANT |
| Point Goliath | 330 | H. O. S. GOLIATH |
| Point Liberty | 297 | H. O. S. LIBERTY |
| Point Mark | 297 | H. O. S. AFFIRMED |
| Point Normandy | 297 | H. O. S. NORMANDY |
| Point Paige | 271 | PAIGE |
| Point Pleasant | 134 | POINT PLEASANT II |
| Point Sally | 278 | H. O. S. ADVOCATOR |
| Point Samson | 293 | H. O. S. SAMSON |
| Point Success | 269 | H. O. S. SUCCESS |
| Point T | 199 | H. O. S. SECRETARIAT |
| Point Victor | 244 | KAY COLE |
| Pointe de Beuzec | 1598 | VASILIOS XI |
| Pointe de Brezellec | 490 | VASILIOS VI |
| Pointe de Corsen | 4821 | BAKRI VOYAGER |
| Pointe de Lervily | 1597 | PERKO |
| Pointe de Penharn | 1599 | POINTE DU VAN |
| Pointe de Tallagrip | 5104 | BLUETANK LANCER |
| Pointe du Millier | 4706 | BLUETANK FIGHTER |
| Pointe du Minou | 2300 | BOUNTY |
| Pointe du Toulinguet | 3264 | AVIOR |
| Pointe Coupee | 185 | WRAHANALA |
| Pointe La Rose | 6327 | HORNWIND |
| Pointe Madame | 6327 | HORNGULF |
| Pointe Sans Souci | 6327 | HORNSTAR |
| Pointer | 999 | ZEBBUG |
| Pointer Apitong | 6075 | WAILI |
| Pointsman | 2885 | MABRO |
| Poitiers | 7217 | MC GEM |
| Poitou Bretagne | 208 | ANTONIA PARIS |
| Pojuca | 7950 | MYKONOS |
| Pokagon (YTB 746) | 193 | CAPE SABLE |
| Pokal | 288 | FRENAFJELL |
| Pokal | 557 | SYLVIA |
| Poker | 126 | PEDRA |
| Pokerface | 120 | ALLENE C. |
| Pol II | 299 | ARTEMIS |
| Pol III | 277 | FISKTRANS |
| Pol IV | 298 | ALF |
| Pol XI | 498 | ELGOY |
| Pol XII | 437 | BREISUND |
| Pol XIV | 617 | VOLSTAD JR |
| Pol XV | 701 | SUDEROY |
| Pola | 8898 | CAPE SYROS |
| Pola De Allande | 9028 | CETINJE |
| Pola De Laviana | 9028 | ULCINJ |
| Pola de Lena | 8686 | REMBRANDT |
| Pola de Siero | 9208 | GUI LIN YANG |
| Polana | 499 | UNIONE SECONDA |
| Polar | 136 | NORDLENDING |
| Polar | 232 | ALVFORS |
| Polar | 244 | POLAR AV GRYT |
| Polar | 256 | ZAIMA |
| Polar | 296 | PASKON |
| Polar | 3223 | BELLATRIX |
| Polar Ace | 7597 | AMOROSO |
| Polar Av Pitea | 244 | POLAR AV GRYT |
| Polar Bear | 495 | ALPHA 803 |
| Polar Bear | 12158 | ROSETTA |
| Polar Bv | 2358 | MAHE REEFER |
| Polar Circle | 495 | POLARSYSSEL |
| Polar Columbia | 3827 | FRIO VENEZUELA |
| Polar Costa Rica | 6970 | BERING UNIVERSAL |
| Polar Diamant | 1843 | NATALIE |
| Polar Explorer | 275 | PETRO CHALLENGER |
| Polar Freezer | 122 | FYLLA |
| Polar Honduras | 6970 | CASPIAN |
| Polar Ice | 542 | COAST WAY |
| Polar III | 350 | AREQUIPA 10 |
| Polar King | 1548 | GEO SEARCHER |

| | | |
|---|---|---|
| Polar Kristall | 1999 | NOAH |
| Polar Nanoq | 1021 | SKAFTAFELL |
| Polar Nord | 232 | ALVFORS |
| Polar Paraguay | 3763 | FRIO MEXICO |
| Polar Queen | 490 | EL CANCUN |
| Polar Reefer | 370 | YOUSIF |
| Polar Reefer | 463 | SVITHUN |
| Polar Scan | 499 | POLAR |
| Polar Scan | 8773 | RANKKI |
| Polar Sea | 1599 | MORECAMBE DIVER |
| Polar Shell | 297 | ST. MATTHEW |
| Polar Shore | 700 | CANMAR SUPPLIER VII |
| Polar Star | 146 | LONE STAR |
| Polar Star | 1405 | HA NOI 2 |
| Polar Star | 12143 | ANGELIKI R |
| Polar Star | 36042 | CARIBBEAN SKY |
| Polar Tral | 187 | SEATTLE STAR |
| Polar Uruguay | 3840 | FRIO BAHIA |
| Polar Vertex | 6374 | GROUSE |
| Polar Viking | 194 | JOHN BRIX |
| Polar Viking | 539 | SNOW |
| Polar 1 | 198 | EL FALCON GRANDE |
| Polar 1 | 239 | DRAGSUND |
| Polar 2 | 198 | WILLIAM L. COLNON |
| Polar 901 | 652 | ALMIRANTE ALVARO ALBERTO |
| Polar 902 | 1519 | SEATTLE ENTERPRISE |
| Polar 903 | 838 | SAGARIKA III |
| Polara | 468 | ISBJORN |
| Polarbjorn | 591 | BEOTHIC ENDEAVOUR |
| Polarbris I | 487 | GRAMPIAN OSPREY |
| Polarbris V | 365 | KJELLOY |
| Polarbulk | 998 | JADRO |
| Polarfarid | 2028 | POLAR STORM |
| Polarfart | 424 | POLAR STAR |
| Polarfart | 560 | PROWESS |
| Polarfisk | 278 | POLAR VIKING |
| Polarfjord | 1547 | GRAMPIAN HIGHLANDER |
| Polarfrakt | 297 | MARIANA |
| Polargas | 361 | POLARGAS II |
| Polarhav | 589 | CHESTER |
| Polaries | 150 | URUBAMBA 9 |
| Polaris | 226 | POLARIS I |
| Polaris | 252 | MASTER KING |
| Polaris | 357 | AIR |
| Polaris | 395 | SIDERAL |
| Polaris | 473 | KERVEROS |
| Polaris | 474 | AL SALAM III |
| Polaris | 498 | RABUNION X |
| Polaris | 552 | BALDER |
| Polaris | 585 | AURORA |
| Polaris | 999 | LIBELLE |
| Polaris | 1542 | JAMIL |
| Polaris | 1582 | MILD VICTORY |
| Polaris | 17965 | HUA HAI 3 |
| Polaris | 20914 | STENA SEARIDER |
| Polaris Explorer | 605 | MARINE EAGLE |
| Polaris II | 1582 | MILD VICTORY |
| Polaris V | 585 | AURORA |
| Polarkyst | 284 | TRONDERFISK |
| Polarlaks | 296 | OLYMPIA III |
| Polarmeer | 518 | GANGSTAD JUNIOR |
| Polarnacht | 485 | STRILODD |
| Polaro | 126 | VALOSKAR |
| Polarsael | 107 | MARY ALMA |
| Polarsirkel | 495 | POLARSYSSEL |
| Polarson | 839 | STRILVARD |
| Polarsonne | 301 | STALVIK |
| Polarstern | 442 | FRANTSEN JUNIOR |
| Polartank | 196 | NORSUPPLY |
| Polartank | 71176 | KNOCK BUIE |
| Polchow | 1483 | INGELA |
| Poldhu | 391 | ELEUSI |
| Poldim | 332 | AL JAHRA |
| Pole Star | 4563 | TALOFA |
| Poleca | 6030 | LOOTSGRACHT |
| Polensa Quinto | 363 | TERESA B |
| Polestar | 32237 | KALLIOPI T |
| Polestar Maru | 36294 | ARAUCARIA |
| Polet | 6173 | DA PING SHAN |
| Polfjord | 10709 | HALLBORG |
| Polgarth | 160 | OLIVER FELIX |
| Polhem | 905 | PARTIZANKA |
| Polichronis II | 490 | ELENI |
| Polidoros | 308 | SAMOS |
| Polihymnia | 13193 | POLI II |
| Polikos | 708 | KYMA |
| Poling Bros. No. 1 | 757 | PROVIDENCE |
| Poling Bros. No. 2 | 757 | FREEPORT |
| Poling Bros. No. 4 | 120 | MARINE FUEL II |
| Poling Bros. No. 10 | 1233 | VINCENT TIBBETTS |
| Poling Bros. No. 17 | 402 | NICODEMUS III |
| Polisan | 1590 | POLISAN 2 |
| Politechnika Gdanska | 30330 | SEABULK |
| Politechnika Gliwicka | 33042 | BALTIC SEA |
| Politechnika Slaska | 33042 | BALTIC SEA |
| Politechnika Szczecinska | 33527 | GLOBAL E SUN |
| Politician | 108 | DONCELYN |
| Polito | 35986 | ATILIM II |
| Polixeni Th. | 514 | ERGON I |
| Polkerris | 294 | DANIELA IV |
| Pollard | 282 | ADNIL II |
| Pollen | 687 | MYRAAS |
| Pollendam | 957 | GINA |
| Pollenger | 71822 | ASAKE MARU |
| Pollera | 1324 | KELEKAR |
| Pollo | 12319 | IZARA |
| Pollux | 168 | ESVAGT PROMOTOR |
| Pollux | 226 | STEADY MARINER |
| Pollux | 269 | PETRONELLA MARGARETHA |
| Pollux | 440 | WATERPROEF |
| Pollux | 493 | SYNDIC |
| Pollux | 1321 | AMRA I |
| Pollux | 6360 | NOMADIC POLLUX |
| Pollux | 7493 | CHONG MING |
| Pollux | 14741 | POLLUX I |
| Pollux | 18862 | IVER HAWK |
| Polly | 17339 | TREANA |
| Polly Bristol | 11625 | NEDDRILL WORKSHIP 1 |
| Polly C | 1574 | POLLY ANNA |
| Polly Parade | 4413 | HORNSOUND |
| Polly Prelude | 4413 | HORNSTRAIT |
| Polly Pride | 590 | PACE |
| Polly Pride | 4410 | HORNSEA |
| Polmaise | 266 | MACEDON |
| Polnord | 6271 | SENICOLI SIERRA |
| Polo III | 186 | HOOK SAND |
| Polo Sur | 1312 | NOVI T |
| Polo Sur | 2171 | FRIO BRASIL |
| Polonia | 226 | PATRICIA MITCHELL |
| Polonia | 359 | CARIB |
| Polot | 142 | DELFINI II |
| Polotsk | 6587 | DUBAI PIONEER |
| Polstar | 5221 | EVER FORTUNE |
| Polstjarnan | 122 | FREYJA |
| Polstraum | 492 | HEKLA |
| Polsund | 6016 | SKY HOVER |
| Poltava | 2652 | PLAYA GIRON |
| Polux | 18706 | JO CLIPPER |
| Polwind | 5130 | WIND TRADER |
| Poly Bay | 141 | MUTIARA V |
| Polybritannia | 126895 | KOSMOS SEAFARER |
| Polycastle | 24414 | DEMOSTHENES V |
| Polychronis | 499 | AI NIKOLAS |
| Polychronis | 16013 | JAG VIKAS |
| Polychronis Z | 469 | EFI I |
| Polyclipper | 64409 | ROYAL CLIPPER |
| Polydefkis | 11689 | DIMI |
| Polydefkis | 17180 | MARINA |
| Polydora | 7831 | CAPITAINE WALLIS |
| Polydorus | 1599 | ATLANTIC MOON |
| Polygon | 1597 | RISING SUN I |
| Polyhymnia | 29348 | WISE SEAS TRIDENT |
| Polykarp | 26623 | CABO GUARDIAN |
| Polyklis | 2985 | KAILASH |
| Polymonarch | 49836 | MARINE POWER |
| Polynesia | 112446 | BISOTOON |
| Polynesia 1 | 606 | POLYNESIA |
| Polynesian Red | 3049 | LUCKY HOVER |
| Polynesian Yellow | 4692 | KEEN DRAGON |
| Polystar | 12303 | CAROLINE COB |
| Polystar | 34311 | SEAWAY |
| Polysunrise | 39609 | BERTHEA |
| Polythene | 285 | HUMILITY |
| Polytropos | 13035 | TOCOPILLA |
| Polyvictoria | 111445 | NOR ADVENTURER |
| Polyviking | 63898 | HANJIN CANBERRA |
| Polyxeni | 763 | MARK III |
| Polyzena | 164 | VINGASKAR |
| Pomella | 15842 | RIO COLORADO |
| Pomex Pioneer | 5922 | AKEBIA |
| Pomex Progress | 3903 | CORNUS |
| Pomex Saga | 5922 | HELICIA |
| Pomex Venture | 3903 | FAGUS |
| Pommern | 189 | HOLMVIK I |
| Pomona | 3833 | ACACIA TREE |
| Pomona | 8937 | XIN HAI TENG |
| Pomoravlje | 2758 | TEXAN STAR |
| Pomorze Zachodnie | 16705 | ZIEMIA TARNOWSKA |
| Pompey Power | 1364 | HAMEN |
| Pomposa | 8898 | ARGIROKASTRO |
| Pomposa | 9488 | TAPATI |
| Ponce de Leon | 17594 | PONCE |
| Ponchon | 130 | MARIJO |
| Ponderosa | 24014 | ADRIANE E |
| Pongola | 3104 | KRIS MADURA |
| Pontaillic | 183 | LOUCAS MATSAS |
| Ponte Sampayo | 6414 | SILVER STAR |
| Ponteceso | 5373 | TAI YANG HE |
| Pontedeume | 5373 | BOB L |
| Pontevedra | 191 | QUEEN LEONORA |
| Pontevedra | 1100 | MAHANOVA |
| Ponton 1309 | 380 | PONTON V. P. 700 |
| Pontoon 104 | 5826 | FLOATEL MALMO |
| Pontoon 321 | 400 | LAVA |
| Pontoon 322 | 400 | KUSHA |
| Pontoon 400—6 | 8182 | RIO TITAN |
| Pontoporia | 80194 | CORNELIAN |
| Pontos | 297 | TROVAO |
| Pontos | 1587 | LEON |
| Pontos | 3833 | AZALEA |
| Ponza | 8829 | AGHION OROS |
| Poodar | 1161 | ARASS |
| Pool | 298 | ALF |
| Poole Antelope | 998 | PANAGIA FANEROMENI |
| Poolster | 235 | LE MAJUNGAIS |
| Poolster | 258 | ZEESTER |
| Poolster | 348 | TARO |
| Poolster | 398 | MANAR |
| Poolta | 2880 | SUBLIME |
| Poolzee | 348 | TARO |
| Poong Yang No. 1 | 241 | KYUNG WON No. 1 |
| Poong Yang No. 2 | 322 | DONG WON No. 315 |
| Poong Yang No. 11 | 828 | KHANA |
| Poonsri Marine | 3054 | TAVEECHOK MARINE |
| Poor Boy | 131 | GERONIMO III |
| Poowadee | 1585 | THAI PRO 1 |
| Popham | 198 | ACHILLES |
| Popi | 68 | NATIONAL BUNKERS |
| Popi | 499 | MARINA |
| Popi | 1993 | STARTRADER |
| Popi | 2905 | WAN XIANG |
| Popi A. | 296 | MARIO BOTTEGHI |
| Popi G. | 499 | EFTHIMIOS M |
| Popi I | 166 | MICHAEL ALLEN |
| Poplar | 22009 | CEDRELA |
| Poplat | 1500 | JAD |
| Poppy | 52757 | SULBY |
| Populonia | 1591 | HANIA |
| Porchester Sky | 112974 | NOR FRONTIER |
| Porcupine | 1509 | UNION FORTUNE |
| Porfryion | 38090 | BUJORENI |
| Porgimar | 323 | EASSELYN |
| Porin Karhu | 179 | NALLE |
| Porin Nalle | 179 | NALLE |
| Porjus | 712 | VASSILAKIS |
| Porjus | 41188 | SAAR ORE |
| Porkeningur | 211 | MORGUNSTJORNAN |
| Porkerisnes | 262 | VARDBORG |
| Porkhov | 4675 | PASVALYS |
| Poro Point | 698 | DONA SALLY |
| Poronay | 497 | SAO MAI 2 |
| Poros | 430 | AGIOS DIONISSIOS |
| Poros | 13825 | DOVER |
| Poros Island | 3280 | WU LIAN QUAN |
| Poros Island | 10322 | PROMOTER |
| Porrino | 1304 | DEBORA |
| Pors | 137 | PROGAS 3 |
| Porsanger | 16537 | NCC JOUF |
| Porsgrunn | 1216 | UNITED TANJA |
| Port Albany | 6072 | ARTEMON |
| Port Alberni City | 16334 | VITALUCK |
| Port Alfred II | 144 | OMNI—RICHELIEU |
| Port Arthur | 429 | M. MORAN |
| Port Blakely | 196 | SEA LARK |
| Port Burnie | 6156 | ANGELIKI |
| Port Clyde | 198 | RESOLUTE |
| Port de Beyrouth | 176 | HOLLAND |
| Port Eads | 188 | KARA GAIL |
| Port Edwards | 194 | HERCULES |
| Port Harcourt | 5505 | LHOTSE |
| Port Hawkesbury | 133699 | RED SEA PIONEER |
| Port Huon | 6072 | AMANA |
| Port Jervis | 173 | NEWPORT |
| Port Joinville | 15285 | SEATRADER II |
| Port Latta Maru | 48756 | IRON ANTONIS |
| Port Maria | 7870 | DELTA |
| Port Melbourne | 9603 | DANAE |
| Port Moresby | 3901 | NIAGA 54 |
| Port of Chioggia | 12373 | HONGKONG GLORY |
| Port of Savannah | 12840 | INCHON GLORY |
| Port Quebec | 32762 | KALI L |
| Port Racine | 16973 | ANAND |
| Port Royal | 10394 | MONTE SPINETO |
| Port Royal | 14699 | EPTA |
| Port Royal C.I. | 2087 | PORT ROYAL |
| Port Star | 17142 | PACSUN |
| Port Supply | 1340 | STIRLING ALBION |
| Port Sydney | 9436 | DAPHNE |
| Port Vancouver | 32173 | VANCOUVER |
| Port Vila | 5784 | YING KOU |
| Port Vincent | 199 | STANDARD No. 3 |
| Portainer | 495 | HEIDI |
| Portaitisa | 436 | KATERINA M. |
| Portaitissa | 962 | BILLIS |
| Portbury | 2361 | ISLA DE TENERIFE |
| Portela | 15817 | NCC BAHA |
| Portelet | 1042 | HIKMAT |
| Portelet | 3987 | BARONESS M |
| Portelois | 320 | DON JUAN |
| Portgarth | 177 | AGHIOS NIKOLAOS |
| Porthmeus | 133699 | RED SEA PIONEER |
| Porthos | 1531 | CHRYSANTHI S |
| Porthos | 22354 | CHENNAI OOKKAM |
| Porthos II | 104 | AURELENE |
| Portia | 325 | PORTIA I |
| Portia | 2131 | PAPOURA |
| Portilla | 142 | HARVEY B |
| Portland Bay | 52055 | CITY OF DURBAN |
| Portland Glory | 6744 | HUA QUAN |
| Portland Hope | 6491 | HUA HE |
| Portnahaven | 591 | GRAMPIAN HAVEN |
| Porto Alegro | 8667 | TRIXIE |
| Porto Coroni | 3992 | LUCK |
| Porto Frio | 1110 | GULF FRIO |
| Porto Lafia | 830 | KARYSTOS |
| Porto Leone | 3787 | CHANG SHENG |
| Porto Pylos | 1110 | GULF FRIO |
| Porto Star | 630 | CYNTHIA |
| Portobello | 1157 | ARKOS I |
| Portobelo II | 186 | HURACAN |
| Portolo 15 | 487 | PETROSTAR XII |
| Portolo 16 | 713 | CORALLINA BUNKER |
| Portovyy—2 | 126 | INZHENER KORYAKOVSKIY |
| Portovyy—6 | 145 | ANATOLIY BUSHUYEV |
| Portugbar | 283 | EARNEST |
| Poryv | 3311 | VIKTOR BUGAYEV |
| Poryw | 142 | DELFINI I |
| Posada | 11025 | RIURENI |
| Posavina | 4065 | SEA SKIPPER |
| Poseidon | 138 | HERACLES I |
| Poseidon | 143 | RAY PATER |
| Poseidon | 245 | ONISILOS |
| Poseidon | 299 | ONA TITAN |
| Poseidon | 299 | REBECCA ROUSING |
| Poseidon | 449 | ISLA CAMILA |
| Poseidon | 496 | EL GUAYANES |
| Poseidon | 868 | SMIT—LLOYD 92 |
| Poseidon | 1846 | ORDINAT |
| Poseidon | 16973 | ANAND |
| Poseidon | 19211 | TON HIL |
| Poseidon I | 140 | EVRIPOS I |
| Poseidon II | 169 | DOXA |
| Poseidon III | 140 | HERACLES |
| Possehl | 18687 | MOSGULF |
| Posseidon | 2350 | FAGR |
| Post Challenger | 15349 | CHALLENGER |
| Post Champion | 15380 | TAMAR SONG |
| Post Charger | 15283 | CHARGER |
| Post Chaser | 15380 | TAMAR SUMMER |
| Post Endeavour | 15093 | CHARIOTVENTURE L |
| Post Energie | 15163 | STOLT SPRAY |
| Post Entente | 15163 | STOLT STREAM |
| Post Enterprise | 15088 | CHAMPIONVENTURE L |
| Post Rover | 14755 | JUBILEE VENTURE |
| Postojna | 5904 | MING YAO |
| Posyet | 18455 | PYATIDYESYATILYETIYE SSSR |
| Poszum | 142 | FLYING IKAROS I |
| Potenitz | 1460 | RENATE G |
| Potenza | 9094 | ALAM INDAH |
| Potirna | 1500 | DINA M |
| Poto Mac | 127 | CHINOOK |
| Potoi | 199 | SOMARCO II |
| Potomska | 155 | NORTH WIND |
| Potos Beach | 793 | HYE PROSPERITY |
| Pottsville | 147 | BEVERLY B |
| Poughkeepsie Socony | 1546 | CAPTAIN SAM |
| Poukou | 18887 | MARGARITA M |
| Poul Hedekaer | 148 | MILL—GRETH |
| Poul Henrik Nordfisk | 277 | MARIANNE HOLM |
| Poul Sobye | 1760 | KIS SOBYE |
| Poul Tholstrup | 3091 | POUL KOSAN |
| Pouliguen | 155 | GRACI |
| Pounentes | 8766 | LIPARIT BAY |
| Pourandokht I | 461 | KOSAR I |
| Pourandokht II | 461 | KOSAR II |
| Powell No. 2 | 3740 | POWELL CARRIER |
| Power Head | 918 | DORA |
| Power VIII | 1962 | NEPTUNE WIND |
| Powerful | 134 | FORCEFUL |
| Powhatan | 186 | LEADER |
| Powiew | 142 | FLYING IKAROS II |
| Poyang | 8705 | FENG NING |
| Poyang Career | 9589 | MULPHA TAPAH |
| Poyrazlar | 281 | MEHMET FETTAHOGLU |
| Pozega | 8825 | LINCOLN K |
| Poznan | 19919 | JOLLY BIANCO |
| PR 1 | 226 | INAD |
| PR 2 | 226 | TIMRAR |
| PR 36 Dupin | 221 | SIME |
| PR—32 | 219 | OLIVA |
| Prabhakti | 4692 | SANG THAI XEBEC |
| Prado | 299 | KARAKAYALAR |
| Prag | 24594 | APOLDA |
| Praia da Adraga | 463 | TITAN |
| Praia da Barra | 152 | ZENITE |
| Praia de Alges | 455 | OMEGA |
| Praia de Cascais | 454 | ANAMAR |
| Praia do Restelo | 767 | PRIVATEER |
| Praia De Paco D'Arcos | 454 | TERESAMAR |
| Praia Grande | 515 | FOINIX |
| Prairal | 185121 | ACROPOLIS |
| Prairial | 254582 | HELLAS FOS |
| Prairie | 6075 | WAILI |
| Prairie Harvest | 22746 | ATLANTIC HURON |
| Pralsa IX | 310 | PACHICA |
| Pralsa X | 310 | IGNACIO MAR V |
| Pralsa XI | 310 | ROBLE |
| Pralsa XII | 310 | ANCASH 7 |
| Pralsa XIII | 319 | IGNACIO MAR III |
| Pram A | 318 | MARGARET HANNAH |
| Pranedya Tritya | 10881 | PERTAMINA 1023 |
| Prashant 1 | 172 | GULF ANAX |
| Pratiwi | 494 | PULAU BATAM |
| Praunheim | 8978 | HONG QI 112 |
| Pravade Sea | 2582 | XING HUA |
| Pravda | 2723 | PAKRUOJIS |
| Preakness | 277 | VISAL 2 |
| Preceder | 346 | INVESTIGADOR—S |
| Preceder I | 346 | INVESTIGADOR—S |
| Preciosa | 1938 | PETROSTAR III |
| Precious | 30262 | TAMAR |
| Precious Island | 14040 | HUA QING HE |
| Prem Doot | 3488 | THEA TYHI |
| Premier | 5264 | EWL VENEZUELA |
| Premship VII | 870 | CRISANTA |
| Premuda Bianca | 18000 | FOUR SKIES |
| Premuda II | 137 | ABRACADABRA |
| Premuda Rosa | 18000 | FOUR WINDS |
| Prerow | 446 | ENTERPRISE II |
| Preseli | 999 | ZEBBUG |
| Preserver | 269 | ESVAGT PRESERVER |
| President | 4472 | LODBROG |
| President | 9246 | GUANAJUATO |
| President | 27090 | ASIAN PRINCESS |
| President de Cazalet | 5324 | ARCADI |
| President Adams | 11559 | CAPE GIRARDEAU |
| President Arthur Brien | 339 | BERGEY |
| President Auguste Durand | 352 | AMOUR |
| President Cleveland | 11559 | CLEVELAND |
| President Coolidge | 9069 | CRACKER STATE MARINER |
| President Delcourt | 6041 | CARLOS J |
| President E. Chalas | 480 | ATILOLA |
| President Eisenhower | 16518 | AMERICAN BANKER |
| President F. D. Roosevelt | 443 | PENERE NIANE |
| President Fillmore | 17801 | MASON LYKES |
| President Harrison | 17128 | KEYSTONE STATE |
| President Hayes | 13319 | STATE OF MAINE |
| President Henri Polo | 579 | DUC DE PRASLIN |
| President I | 58821 | UNITY 1 |
| President Jackson | 11559 | CAPE GIBSON |
| President Jackson | 13319 | STATE |
| President Kennedy | 17291 | OCEAN PHOENIX |
| President Lacour | 570 | AIDA |
| President Lincoln | 13265 | LINCOLN |
| President McKinley | 17801 | ALMERIA LYKES |
| President Monroe | 16819 | GEM STATE |
| President Paul Blorec | 214 | TEVIEC |
| President Polk | 17128 | GRAND CANYON STATE |
| President Quezon | 20224 | FEDERAL ST CLAIR |
| President Quirino | 9694 | NEPTUNE CYPRINE |
| President Roosevelt | 16518 | EQUALITY STATE |
| President Roosevelt | 18926 | EMERALD SEAS |
| President Taylor | 11559 | STELLA LYKES |
| President Truman | 16303 | DIAMOND STATE |
| President Tubman | 198 | ORMSJO |
| President Tyler | 13265 | PRESIDENT |
| President Van Buren | 17803 | HOWELL LYKES |
| President Wilson | 11559 | SUE LYKES |
| President Wilson | 17291 | OCEAN PHOENIX |
| Presidente Allende | 16649 | ITABO |
| Presidente Gonzalez Videla | 7325 | CANOPUS |
| Presidente Gonzalez Videla | 12811 | SANTA LUCIA |
| Presidente Jose Pardo | 16736 | WOERMANN AFRICA |

# FORMER NAMES OF SHIPS

| | | |
|---|---|---|
| Presidente Juscelino | 29586 | PRESIDENTE PRUDENTE DE MORAES |
| Presidente Macias Nguema | 3342 | ACACIO MANE ELA |
| Presidente Rivera | 19191 | CALAY |
| Presidente Stroessner | 1174 | BAHIA NEGRA |
| Presque Isle | 4538 | E. M. FORD |
| Press Cook | 138 | HUICHOL |
| Pressnes | 149 | SOLVANG III |
| Prestfjord | 299 | BREISTRAND |
| Prestige | — | GENOVA |
| Prestigious | 13608 | CLIPPER AQUAMARINE |
| Preussen | 498 | MONTE SOLARO |
| Preventer | 196 | ESVAGT PREVENTER |
| Priamos | 20103 | WATTLE |
| Pride and Joy | 130 | MR. AUTIN |
| Pride of Free Enterprise | 7951 | PRIDE OF BRUGES |
| Pride of Mississippi | 9114 | PRIDE OF GALVESTON |
| Pride of Portsmouth | 1577 | NORMAN COMMODORE |
| Prieria | 240 | MAHANOVA III |
| Prignitz | 4168 | NAM GANG |
| Prima | 277 | PRONTO |
| Prima | 288 | GHITA |
| Prima | 615 | LUCKY S |
| Prima | 11682 | MENTOR |
| Prima | 19459 | CASTOR |
| Prima I | 878 | LUPIN |
| Prima Jemima | 2445 | EL MIURA |
| Prima King | 8663 | PRIMA DONNA |
| Prima Lizzy | 1368 | TANKTRADER II |
| Prima Maru | 1981 | ONDO No. 8 |
| Prima Mulia | 103 | SIAGA UTAMA 2 |
| Primaco | 126 | EVA |
| Primas | 370 | ANDREA |
| Primavera | 22269 | PAN QUEEN |
| Primavera I | 22269 | PAN QUEEN |
| Primavera II | 35591 | PRIMAVERA |
| Prime Venture | 1001 | MARCO POLO |
| Prime Venus | 3968 | KATMON |
| Prime White | 246 | PIO SERAFIN |
| Primelock | 22027 | IRAN AFZAL |
| Primero Reefer | 1213 | STAR FINLANDIA |
| Primo | 116 | KABELFISKEN |
| Primo | 132 | KEREN |
| Primo Mundo | 4541 | OCEAN QUEEN 1 |
| Primorje | 217 | MIKI |
| Primrose | 599 | GEORGIOS P. |
| Primrose | 1596 | WESERBERG |
| Primrose | 2613 | DERAJAT |
| Primrose | 133822 | PISA |
| Primrose Hill | 47158 | JAVA SEA |
| Primrose I | 1901 | PETRO LINTAS |
| Primula | 1068 | EUNICE OF ECOWAS |
| Primula | 22253 | PAN EXPRESS |
| Prina Cornelia | 107 | EBEN HAEZER |
| Prince | 2332 | DILOS |
| Prince | 3000 | CHENG CHANG |
| Prince | 5045 | PEDER OLSEN |
| Prince de Bretagne | 2308 | VEGA |
| Prince of the Waves | 298 | CROWN DIVER |
| Prince of Brittany | 5465 | BEAUPORT |
| Prince of Fundy | 5465 | BEAUPORT |
| Prince of Gotland | 399 | LONE BAAND |
| Prince of Niagara | 298 | CROWN DIVER |
| Prince of Peace | 165 | ALASKA BEAUTY |
| Prince Hamlet | 1578 | ZIM LEVANT |
| Prince Maru No. 2 | 2787 | ANTARA |
| Prince Maru No. 5 | 1995 | KANG PING KOU |
| Prince Maru No. 7 | 7695 | TEPOZTECO |
| Prince Maru No. 8 | 1839 | AGUASCALIENTES |
| Prince Maru No. 10 | 12608 | PRINCE No. 10 |
| Prince No. 505 | 370 | CHANCE No. 505 |
| Prince Owl | 1839 | AGUASCALIENTES |
| Prince Rupert City | 15956 | SINGA SKY |
| Prince Scynthius | 5777 | NEJMAT EL PETROL XX |
| Prince Tide | 197 | POGUN RANAU |
| Prince Yamamoto | 5640 | GAZ CORAL |
| Princefield | 3808 | LESTARI |
| Princefoil | 131 | FRECCIA DEL SUD |
| Princesa Isabel | 5597 | ALEXANDRA |
| Princesa Isabel | 9232 | ODYSSEUS |
| Princesa Leopoldina | 9765 | CORA PRINCESS |
| Princesa Voladora | 332 | URZELA |
| Princess | 8969 | NIKOS A |
| Princess | 66118 | JAHRE ROSE |
| Princess of the Lakes | 299 | PRINCESS OF THE WAVES |
| Princess of Borocay | 318 | BACOLOD EXPRESS |
| Princess of Nova | 10051 | PRINCESS OF ACADIA |
| Princess of Tasmania | 3992 | SHAHD FAYEZ |
| Princess of Vancouver | 8836 | VANCOUVER ISLAND PRINCESS |
| Princess Alka | 4075 | JAG PRABHU |
| Princess Angela | 2751 | WOOYANG ANGELA |
| Princess Anne | 1582 | POLAR PRINCE |
| Princess Aurora | 15674 | DONA |
| Princess Bay | 548 | MABEL L |
| Princess Chie | 4075 | JAG PRABHU |
| Princess Des Bahamas | 329 | PACO RABANNE |
| Princess Golden Hair | 104 | SEALIFE I |
| Princess I | 228 | PRINCESS II |
| Princess Libra | 5592 | HUA CHUAN |
| Princess M | 2891 | LILLY R |
| Princess Mahsuri | 9570 | BERLIN |
| Princess Mazda | 3598 | GOLDEN ISLAND |
| Princess Miri | 8805 | ADVENTURE |
| Princess Progress | 33407 | STAR OF MAGELLAN |
| Princess Royal | 303 | GRAMPIAN ADMIRAL |
| Princess Royal | 451 | SUBSEA CORSAIR |
| Princess Ruby | 2491 | ASEAN ENERGY |
| Princess Sarah | 3814 | XING YE 1 |
| Princess Seiko | 3287 | EASTERN PRIDE |
| Princess Supplier | 730 | BONASSOLA |
| Princess Supplier | 1345 | ALEXANDRA VIKING |
| Princess Toyo | 998 | BEN THANH |
| Princess 1 | 33407 | STAR OF MAGELLAN |
| Princesse Astrid | 3397 | BARI EXPRESS |
| Princesse Marie Christine | 694 | KIKWIT |
| Principe de Asturias | 104 | ANDRES ESCOBIO |
| Principe Perfeito | 19393 | MARIANNA 9 |
| Principessa di Piemonte | 394 | MERGELLINA |
| Principessa Camilla | 1008 | GUGLIELMO MAZZOLA |
| Prindoc | 3610 | CLARET III |
| Prins Bernard, | 1973 | CITTADELLA |
| Prins Bernhard | 388 | OVEDJE |
| Prins Bertil | 2287 | CAPO BIANCO |
| Prins Bertil | 3722 | TIAN KUN |
| Prins Claus der Nederlanden | 449 | EKIRI |
| Prins Frederik Hendrik | 2554 | ATOLLO ROSSO |
| Prins Georg | 130 | STORM AINE |
| Prins Hamlet | 5823 | NIEBOROW |
| Prins Hamlet | 7466 | KAMIROS |
| Prins Johan Friso | 141 | INGEBORG |
| Prins Maurits | 269 | REPOS AILLEURS |
| Prins Maurits | 281 | SOLA GRATIA |
| Prins Maurits | 2548 | ATOLLO VERDE |
| Prins Oberon | 8093 | MUNSTER |
| Prins Philippe | 5240 | MOBY LOVE |
| Prins Willem Alexander | 213 | GUARDIAN |
| Prinsen | 276 | REX SOLARIS |
| Prinsenbeek | 499 | SARONIS |
| Prinsenbeek | 1566 | NIAGA XXXI |
| Prinsenborg | 1385 | LAURA |
| Prinsengracht | 493 | ATHENA |
| Prinsengracht | 500 | SAMMAN I |
| Prinsenwal | 1566 | NIAGA XXXI |
| Prinses Beatrix | 9677 | DUC DE NORMANDIE |
| Prinses Irene | 2235 | HAUNO EXPRESS |
| Prinses Paola | 694 | LIKASA |
| Prinses Paola | 4548 | SAINT LUCIE |
| Prinses Wilhelmina | 480 | SOL |
| Prinsessan | 9491 | PRINCESA MARISSA |
| Prinsessan Birgitta | 13286 | VENUS |
| Prinsessan Birgitta | 17043 | STENA NORMANDY |
| Prinsessan Christina | 5926 | LION PRINCE |
| Prinsessan Desiree | 3090 | JIMY |
| Prinsessan Desiree | 5790 | LION PRINCESS |
| Prinsessan Margaretha | 2177 | AL ANOUD |
| Prinsesse Benedikte | 3960 | VICTORY I |
| Prinsesse Margrethe | 7896 | PRINCESA CYPRIA |
| Prinsesse Ragnhild | 5990 | JI MEI |
| Printca | 6030 | MEKHANIK KURAKO |
| Prinz Hamlet | 5823 | NIEBOROW |
| Prinz Hamlet | 7466 | KAMIROS |
| Prinz Hamlet II | 3777 | OURANOS |
| Prinz Oberon | 8093 | MUNSTER |
| Prinzessin Karoline | 213 | PALUCCA |
| Prion | 7066 | RIOMAR |
| Priscilla Ann | 194 | PACESETTER |
| Priska | 1599 | FILAOS |
| Prittlewell | 145 | ESSEX LADY |
| Privateer | 247 | BILOELA |
| Priwall | 499 | MARE UNO |
| Prizvanie | 3337 | AICINAJUMS |
| Pro Americana | 6551 | WHITE STORK |
| Pro Arctica | 9432 | SHAULA S |
| Pro Asia | 9859 | PISCO |
| Pro—Patria | 128 | MARIE STEFFENS |
| Proas | 3263 | RESPIGHI |
| Proba | 1461 | SOROCCO |
| Probe Researcher | 1194 | SEA HUNTER |
| Probo Biakh | 31248 | BIAKH |
| Probo Brali | 31248 | BRALI |
| Probo Britt | 30831 | MARINA L |
| Probstel | 358 | ALSTENTIND |
| Procela | 105 | RIMAC 4 |
| Procer | 158 | AMAZONAS 8 |
| Procer Rodriguez de Francia | 1260 | HIGHLANDER |
| Procer V. Ignacio Iturbe | 1321 | AMRA I |
| Processor | 120 | NAGA PACIFIC I |
| Procrest | 17077 | SEABORN II |
| Procyon | 356 | SHEREEN |
| Procyon | 1597 | ARKLOW VALLEY |
| Procyon | 32576 | NOVA EUROPA |
| Prodige | 218 | MIRENTXU |
| Prodigio | 105 | SANTA 10 |
| Prodromos | 20056 | WU TONG SHAN |
| Prodromos | 52936 | OBO VEGA |
| Producer | 22587 | OWL PRODUCER |
| Product Express | 22733 | IVER EXPRESS |
| Product Star | 15939 | ELECTRO STAR |
| Productor | 1106 | SAJO COLUMBIA |
| Proef 11 | 249 | TONA |
| Proeza | 105 | SANTA 9 |
| Prof. Heincke | 515 | ORION I |
| Prof. M. T. Huber | 13206 | DA QING 17 |
| Professor | 353 | CELMAR |
| Professor Henking | 193 | GEOPHYSIKA |
| Profilo Ilham | 499 | ALI RIZA BEY |
| Profitis Elias | 624 | KAVALA |
| Programmer | 125 | PROGRAMMER 2301 |
| Progres | 238 | JATTA |
| Progresiva | 307 | ESMERALDA V |
| Progreso | 164 | DIXIE PROGRESS |
| Progreso II | 584 | SALVOR MASTER |
| Progress | 499 | PAULINE MARIE 1 |
| Progress | 3442 | GREGORY |
| Progress Atlantic | 5982 | C. R. TANGER |
| Progress Choice | 129 | ANGGODO |
| Progress King | 173 | DALEER |
| Progress Leader | 172 | JUMEIRA 73 |
| Progress Link | 995 | AROSSEL |
| Progress Pride | 657 | SALVANITA |
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| Progress Service | 102 | HAREB |
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| Progressus | 13908 | ADMIRAL |
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| Proindo Jaya | 2445 | KERTA LIMA |
| Project Carrier | 6046 | BEECO EUROPE |
| Prolija | 105 | SANTA 8 |
| Proliv Kruzenshterna | 13021 | PROLIV KRUZENSTERNA |
| Promara | 16014 | AIRE |
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| Promesa | 17098 | HAI GUANG |
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| Promethee | 6353 | SUSAN |
| Prometheus | 8015 | ILION |
| Prometheus | 35486 | ENTERPRISE |
| Prometida | 310 | AGUILA |
| Prominco | 297 | BIANCA VICE |
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| Prominentia | 396 | MOSELTANK I |
| Promise | 357 | MARINA |
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| Promotora | 105 | RIMAC 1 |
| Prompt | 139 | VAL |
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| Pronos | 923 | REA SPIRIT |
| Pronto | 652 | SONGHAI No. 1 |
| Proof Spirit | 1534 | HATNYANAWATI |
| Proof Tomar | 2909 | SEA WORKER |
| Propane Maru No. 1 | 865 | TAI LONG |
| Propane Maru No. 3 | 853 | CRYSTAL VICTORY |
| Propane Maru No. 5 | 1240 | NAVAKUN 3 |
| Propane Maru No. 8 | 853 | CRYSTAL VICTORY |
| Propane Maru No. 10 | 1419 | YU WHA HO |
| Propeller | 146 | BANTRY BAY |
| Prophecy | 11841 | DELFI |
| Propicia | 105 | SANTA 7 |
| Propontis | 42758 | DEPA GIULIA |
| Propria | 632 | ARZIL |
| Pror | 176 | LAUREN KIM |
| Pros Trader | 4585 | SULPICIO CONTAINER XII |
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| Prosa No. 2 | 105 | NAPO 5 |
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| Prosa No. 5 | 105 | CAPLINA 1 |
| Proserpina | 39527 | IDEAL PROGRESS |
| Prospector | 130 | NORTHERN SPIRIT |
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| Prospekta | 292 | JACIA |
| Prospekta 920 | 120 | PROSPER 920 |
| Prosper | 3857 | PACIFIC CRANE |
| Prosper | 18209 | AL KHALIMAH |
| Prosper Queen | 4565 | ECHO MARINER |
| Prosper Star | 4565 | ECHO FIGHTER |
| Prospera | 310 | PASCO 8 |
| Prospera | 3578 | SINDSUSIAM |
| Prosperidad | 13428 | GATEWAY EAST |
| Prosperite | 499 | GALINI |
| Prosperity | 1347 | PROSPERITA |
| Prosperity | 8825 | TANARAY STAR |
| Prosperity | 14756 | GLOBAL SUN |
| Prosperity | 17559 | PROSPERITY X |
| Prosperity C | 71968 | DAGHILD |
| Prosperity Queen | 44572 | TEEKAY VIGOUR |
| Prospero | 492 | EMILY |
| Prosperous Green | 13877 | MAAM |
| Protagonist | 17722 | PEACE |
| Protagonist II | 20700 | ARISTI |
| Protagonistic | 17722 | PEACE |
| Protam Waal | 149293 | OSLO COUNTESS |
| Protan Maas | 19135 | ERIKA JACOB |
| Protank Carrier | 22585 | TEAM CARRIER |
| Protank Trader | 22585 | STATRADER |
| Protea Trader | 3405 | MOON BIRD |
| Protector | 187 | ESVAGT PROTECTOR |
| Protector | 776 | SERVIPORT II |
| Protector | 16363 | G. DOST |
| Proteo | 105 | MANTARO 10 |
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| Protoporos | 16402 | NORTH STAR |
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| Provence | 7824 | POSEIDON EXPRESS |
| Provence | 16729 | ENRICO COSTA |
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| Providence | 149 | STURGEON |
| Providence | 11110 | PROA |
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| Providence Multina | 33508 | HESPERUS |
| Providencia | 200 | GUANAPE 10 |
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| Pruzhany | 4742 | PRUZANI |
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| Psiloritis | 11403 | ELEOUSA |
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| PTR—50 No. 2 | 187 | NARIMANABAD |
| PTR—50 No. 3 | 187 | MONINO |
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| PTR—50 No. 25 | 187 | LUGA |
| PTR—50 No. 29 | 187 | DON |
| PTR—50 No. 47 | 187 | PRYAZHA |
| PTR—50 No. 48 | 187 | SEME |
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| Pu Jiang | 5616 | SEA GULL |
| PU 901 | 101 | GROMAX T II |
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| Puccini | 2842 | KALIOPE |
| Puchacz | 200 | HORYZONT |
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| Pueblo | 999 | BEA I |
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| Puente Balear | 689 | COZUMEL |
| Puente Cambeses | 280 | ROMPIDO SEGUNDO |
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| Puerto de Bilbao | 778 | DRAGONERA |
| Puerto de Cartagena | 1375 | THISEAS |
| Puerto de Santona | 1575 | PUERTO SANTONA |
| Puerto Cadiz | 1377 | SIERRA ARACENA |
| Puerto Eten 1 | 200 | ETEN 1 |
| Puerto Eten 2 | 200 | ETEN 2 |
| Puerto Eten 4 | 200 | ETEN 4 |
| Puerto Mancora 10 | 200 | MANCORA 10 |
| Puerto Mogan | 350 | PUERTO DE MOGAN |
| Puerto No. 1 | 223 | KOYO MARU |
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| Puerto No. 6 | 496 | GENYO MARU No. 10 |
| Puerto No. 7 | 199 | KAITO MARU No. 3 |
| Puerto No. 8 | 498 | KONGO MARU No. 8 |
| Puerto No. 9 | 999 | MEIKO MARU No. 21 |
| Puerto No. 11 | 499 | KAIEI MARU No. 38 |
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| Puerto No. 15 | 534 | TAIKAN MARU |
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| Puerto Suances | 1366 | INEZGANE |
| Puerto Supe 9 | 200 | SUPE 9 |
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| Puffin | 118 | SEA HAWK |
| Puffin Pride | 18236 | SAMSUN BOOSTER |
| Puffin Spirit | 11758 | RHAPSODY |
| Puffy | 11758 | RHAPSODY |
| Puggi | 14733 | RANGER |
| Puissant | 295 | CARBONIA |
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| Pula | 6428 | ASTRA |
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| Pulau Enganno | 998 | THAI STAR |
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| Pulau Sabini | 291 | TJIPTA RAHARDJA I |
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| Pulau Timpaus | 175 | KUMALA SURI |
| Pulawy | 7170 | EL—REDA |
| Pulborough | 886 | CAPONERO |
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| Pullwell Delta | 193 | OTC ELIZABETH |
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| Pumarin | 1056 | LUSO TAGUS |
| Pumori | 2151 | FORUM MICRONESIA |
| Punch | 499 | NELLY S |
| Pungue | 525 | GINA |
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| Punta Chala | 258 | LORETO 10 |
| Punta Chao | 105 | LORETO 8 |
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| Punta Mare | 83497 | TPAO |
| Punta Mesco | 38198 | FRAMURA |
| Punta Motela | 670 | URKERLAND |
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| Punta Sugur | 675 | ESPERO I |
| Punta Tragara | 1293 | GENCA QUARTO |
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| Purfina Tunisie | 1871 | STYLIS |
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| Purity | 17487 | MARIGOLD |
| Purnama | 4692 | KEEN DRAGON |
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| Putra Indah VII | 730 | MULYA JAYA |
| Putra Indah VIII | 656 | SURYA JAYA |
| Putra Indah X | 697 | OLYMPIC 88 |
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| Pvt. G. Estrada | 124 | PILOT 1 |
| Pvt. Jack Carson | 197 | AFOGNAK |
| Pvt. Romeo A. LeClair | 290 | DOMINION |
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| Pyotr Alekseyev | 15090 | NOVOTSAK 3 |
| Pyotr Krasikov | 4226 | UNITRADER |
| Pyotr Stuchka | 13733 | SABILE |
| Pyotr Vasev | 18604 | PODOLSK |
| Pyramid Vega | 631 | SIBONEY |
| Pyramids | 8711 | KAMALEVERETT |
| Pyrgos Star | 1509 | GENIKI |
| Pyrros | 13222 | VINCAROSE |
| Pyrros V. | 32662 | YIANNIS P. V. |
| Pythagore | 492 | EL HADJ ABOUL AZZIZ SY |
| Pytheas | 3868 | ESRA |
| Pytheas | 22164 | JIA HAI |
| Pytheus | 22181 | IDEAL GAVEL |
| Pythia | 10382 | FELICITY |
| Pyung Jin | 229 | AN YEONG No. 9 |
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| P2 | 143 | GRT—KASE |
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| Q 179 | 140 | SAGE |
| Q 211 | 117 | GARY LIN |
| Qaasiut | 199 | NAPARUTAQ |
| Qatar Express | 8026 | JOLLY ARGENTO |
| Qatar 1 | 1459 | RASHIDAH |
| Qaumi I | 832 | SONAR KAKON |
| QC 33 | 396 | VICTORY III |
| Qi Lin Hu | 16425 | DA QING 16 |
| Qian Jin | 6563 | YU HUA |
| Qian Shao 2 | 1211 | ZHE HAI 102 |
| Qian Shao 3 | 1211 | ZHE HAI 103 |
| Qian Shao 4 | 852 | ZHE HAI 104 |
| Qian Shao 20 | 483 | ZHE TUO 1 |
| Qin Fen 21 | 4224 | NAN GUAN LING |
| Qin Fen 22 | 4214 | JIN GANG LING |
| Qin Fen 24 | 4366 | LIN HAI 24 |
| Qin Fen 25 | 3790 | LIN HAI 25 |
| Qin Fen 27 | 4688 | LIN HAI 27 |
| Qin Fen 28 | 4682 | FEI YUN LING |
| Qing Chuan 8 | 6010 | WELLCOM |
| Qing Yun | 6025 | FORTUNE DORA |
| Qiong Feng | 6010 | WELLCOM |
| Qiu Hu | 12899 | DA QING 247 |
| Qormi | 998 | PANAGIA FANEROMENI |
| QS 77 | 131 | OSPREY |
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| Quarnero | 47158 | JAVA SEA |
| Quarterman | 1226 | DK 2 |
| Quasar | 1383 | FRIO INDIANIC |
| Quasar | 3843 | HUA SHA |
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| Quebrancha | 323 | LEMPIRA |
| Quedlinburg | 5364 | CELINE METZ |
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| Queen of the Waves | 299 | CROWN ISLANDER |
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| Queen of Peace | 157 | RICHARD K |
| Queen of Toronto | 299 | CROWN ISLANDER |
| Queen Ace | 499 | MIN HAI 328 |
| Queen Ada | 264 | POSEIDON |
| Queen Anna Maria | 18952 | CARNIVALE |
| Queen Bank | 148 | POLARVAKT |
| Queen Bee | 132 | WICOMICO |
| Queen Coral | 6420 | RIF |
| Queen Coral No. 1 | 379 | KEI GRACE |
| Queen Coral No. 2 | 6823 | QUEEN FLOWER No. 2 |
| Queen Hiba | 1992 | ROBIN |
| Queen Lucia | 6766 | TONG HE |
| Queen M | 5824 | CARLO R |
| Queen Mother | 183 | T. GRIT |
| Queen Nora | 31077 | CLYMENE |
| Queen Of Surrey | 8889 | QUEEN OF THE NORTH |
| Queen Pair | 511 | HUI JIANG |
| Queen Sapphire | 16692 | TANTA |
| Queen Sea | 1138 | QUEEN SEA 1 |
| Queen Star A | 3379 | MANTA RAY |
| Queen Supplier | 998 | TOM VIKING |
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| Queen Tide | 586 | POGUN LABUK |
| Queen Toyo | 688 | YOSEI MARU |
| Queen Vassiliki | 398 | ORTANO |
| Queen Vassiliki II | 3942 | LUCKY MOON |
| Queen Vergina | 3670 | FREEDOM 1 |
| Queen Vergina | 6420 | RIF |
| Queen 1 | 23663 | ELENA |
| Queen's Way Bridge | 30588 | SUCCESS HOPE |
| Queena | 9613 | COUPER |
| Queena | 26275 | ANDROLEON |
| Queendom Venture | 30000 | HAPPYMAN |
| Queenly | 5545 | ASIAN PHOENIX |
| Queens | 9644 | TEXAS CLIPPER |
| Queens Bay | 569 | LEONA L |
| Queensgarth | 264 | THUNDER CAPE |
| Queensgarth | 9432 | STARDRILL |
| Queensland | 22432 | PAN MARINER |
| Queensway | 699 | WARINGIN I |
| Quellin | 16079 | LOA |
| Quepos | 246 | GEMINIS |
| Querera | 7119 | RIVER INDUS |
| Querida | 20511 | BERGEN QUEEN |
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| Quest—Heron | 185 | SILVER BAY |
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| Quickborn | 493 | ATHERAS |
| Quicksilver | 109 | QUICKSILVER II |
| Quicksilver I | 310 | ISLAND JADE |
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| Quicksilver II | 310 | ISLAND JADE |
| Quicksilver III | 318 | BACOLOD EXPRESS |
| Quicksilver IV | 310 | ISLAND JADE |
| Quickthorn | 1598 | SIBA |
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| Quiet Waters | 166 | TINA LYNN |
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| Quince Alma | 506 | SINGA LAUT I |
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| Quince Maru | 251 | ASSIF |
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| Quinquela Martin | 14796 | LONGAVI |
| Quintana | 651 | AUVEQ |
| Quintana Miss | 102 | BLUE MAX |
| Quintina | 19820 | PANORMOS |
| Quinto Reefer | 1487 | YUKON |
| Quintus | 399 | GREAT STAR |
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| Quistorp XII | 472 | ROTH |
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| Quo Vadis | 100 | EMMY ELIN |
| Quo Vadis | 492 | MANOR PARK |
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| Quorn | 35809 | MAERSK SEMAKAU |
| R R Ratna | 12102 | OOCL AWARD |
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| R 4 | 595 | CAM VIGILANT |
| R 5 | 568 | KIM |
| R 6 | 639 | SAEBJORN |
| R 7 | 853 | FLOMANN |
| R. A. Emerson | 17872 | CLEARVENTURE L |
| R. B. Brunel | 2876 | SMIT CYCLONE |
| R. C. Dunlap | 659 | AGUADULCE |
| R. D. Alexander | 120 | SHELTER ISLAND |
| R. H. McElroy | 506 | ANN MURDOCK |
| R. H. S. 160 | 170 | MAY W. CRAIG |
| R. H. Van Schijndel | 234 | DR. MAARTEN LUTHER |
| R. I. Brubaker | 121 | ANNA S. |
| R. I. Djempia | 169 | PUTRA JAYA |
| R. J. Perry | 614 | JOHN J. TABELING |
| R. L. Pitman | 158 | PINE ISLAND II |
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| R. P. Benskov Venture | 3354 | BESAKIH |
| R. P. Hyams | 195 | ORION |
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| R. P. Nisshin Trader | 24614 | KAPETAN TRADER |
| R. Paul Guidry | 199 | SEA ROBIN |
| R. S. Ixion | 4628 | KAPTEINIS TOMSONS |
| R. S. Jason | 4634 | KAPTEINIS JAKOVLEVS |
| R. T. McDow | 146 | ELIZABETH BAUER |
| R. V. Edwin Link | 238 | BAY EXPLORER |
| R. V. Johnson | 238 | BAY EXPLORER |
| R. W. Olson | 771 | SVITZER MERCATOR |
| R.I. Bubara | 259 | MUTIARA IV |
| R.S. One | 4628 | KAPTEINIS TOMSONS |
| R—4 | 238 | TUZLA |
| R—5 | 238 | POARTA ALBA |
| Raa | 392 | MEDO |
| Raa | 581 | LADY RASHA |
| Raad | 2084 | ACRUX |
| Raafat | 727 | TWEIT III |
| Raagan | 497 | SEABOARD HARVESTER |
| Raago | 300 | NAN FANG 908 |
| Raamgracht | 3306 | SANDVIK |
| Rabeha | 597 | OMID |
| Rabelais | 39441 | CGM RABELAIS |
| Rabenfels | 13098 | ASL CYGNUS |
| Rabigh 1 | 190 | RABIGH 5 |
| Rabigh 2 | 190 | RABIGH 6 |
| Rabka Zdroj | 1171 | MANSOURA 1 |
| Rabunion I | 499 | MERMERBURNU |
| Raca | 222 | MONTE UDALAITZ |
| Race Fisher | 739 | FARDAD |
| Rachad | 389 | M. J. K. III |
| Rached | 399 | FAHEL |
| Rachel | 130 | REMBRANDT |
| Rachel Borchard | 999 | HELENE WALLER |
| Rachel Borchard | 3902 | DETTIFOSS |
| Racine | 37784 | CGM RACINE |
| Racisce | 942 | PATRIA |
| Racken | 424 | TIMO |
| Racken | 448 | ALANA MARIE |
| Racketeer | 131 | DANNY MARIE |
| Rada | 9942 | CAPE MALEAS |
| Radal | 6664 | PERSEUS |
| Radar Carrier | 495 | LINDESNES |
| Radaune | 141 | HELGOLAND |
| Radbod | 14174 | SANTOS |
| Radek | 410 | INGER HILDUR |
| Radek | 457 | SAN JOSE |
| Radek | 760 | PHILORTH |
| Radek | 824 | VERDI |
| Radhamar | 2028 | POLAR STORM |
| Radhika | 16731 | JAG VIKRAM |
| Radhost | 3267 | GEMA FLAG |
| Radia 10 | 941 | RAS—HALAGUE |
| Radiant Ketty | 482 | MATHILDA |
| Radiant Star | 480 | ANTARES |
| Radiant Star | 15354 | YUN LING |
| Radium | 377 | ISLANDER |
| Radom | 3815 | HE PING 23 |
| Radoy | 416 | EIKSUND |
| Radoy I | 150 | FJORDBUEN |
| Radwan | 38466 | SEA UNION |
| Radwan G | 164062 | HANSA VEGA |
| Rae Lemoine | 233 | GULF FLEET No. 302 |
| Raebin Mas | 1558 | NEW OLYMPIC |
| Raed B. | 1952 | SATURNUS |
| Rafael | 225 | PIZARRO 8 |
| Rafael Lotito | 5019 | TA YU |
| Rafael Miranda | 190 | SALVATIERRA |
| Rafaela | 26512 | FORUM PRODUCT |
| Rafeef | 976 | KALYPSO STAR III |
| Rafeef 2 | 448 | AL MOJIL XIX |
| Raffaele de Ferrari | 1979 | OCEAN VICTOR |
| Raffelberg | 386 | NORPOL BULK |
| Raffia Universal | 7823 | PIONEER REEFER |
| Raffles Bay | 17805 | FIDELITY |
| Rafig | 492 | ASHRAF 2 |
| Rafors | 498 | NEAMAT ALLAH |
| Raftsund | 439 | ROULA |
| Raga I | 825 | FAIRPLAY XIV |
| Raga Queen | 4979 | FJORDVEIEN |
| Ragg | 199 | EWOS |
| Ragna | 499 | NADINE |
| Ragna | 1285 | CAVALIER TRADER |
| Ragna | 7722 | TIGER BRIDGE |
| Ragna Bakke | 7722 | TIGER BRIDGE |
| Ragna Gorthon | 35285 | NEWAYS |
| Ragnborg | 196 | WINGA |
| Ragnhild | 15386 | NOMADIC LADY |
| Ragnhild | 15810 | YASENA |
| Ragnhild Brovig | 25033 | UNITED TRITON |
| Ragni | 1291 | KURILA |
| Ragni | 1589 | VIBRO STAR |
| Ragni Berg | 5064 | OTRANT FRIGO |
| Ragno | 642 | SAIPEM RAGNO |
| Ragnvald Senior | 184 | HAAJAFJORD |
| Rahel | 1427 | CAMURI |
| Rahim | 2095 | GULF PRINCE |
| Rahim | 12811 | SEVASTAKI |
| Rahmani | 499 | HAROON |
| Rahmat 32 | 499 | ARTA PRIMA |
| Rai | 145 | BROTANK |
| Rai | 232 | FANNY |
| Raicho Maru | 103 | ZENEI MARU No. 103 |
| Raider | 564 | ALICE A. |
| Raider IV | 564 | ALICE A. |
| Raijin Maru | 298 | ROYAL CITY |
| Railo | 8670 | MAERSK ESSEX |
| Railro 2 | 14406 | STENA GOTHICA |
| Raima Kathleen | 355 | BOW RIVER |
| Raimol | 11903 | KOTA INDAH |
| Raimu | 11903 | KOTA INDAH |
| Raimundo A | 1320 | INISHOWEN |
| Rainbow | 291 | GAGAK |
| Rainbow | 499 | PANAGIA S |
| Rainbow | 982 | AMAZING GRACE |
| Rainbow | 2445 | EL MIURA |
| Rainbow | 7589 | STOLT ACCORD |
| Rainbow | 17950 | PAVLOS V |
| Rainbow Avenue | 10867 | MERCHANT PATRIOT |
| Rainbow Freezer | 9716 | RAINBOW STAR |
| Rainbow Glory | 5710 | SWAN GLORY |
| Rainbow Volans | 4619 | LONG HAI |
| Rainer Carstens | 298 | SOREL POINT |
| Rainier | 11851 | KYOTO |
| Rainier Pine | 2497 | FELIX PINE |
| Rainier Pine | 2497 | SUN CRESTA |
| Rainpearl | 1592 | NEPTUNE TRIDENT |
| Rainy K. | 166 | JACQUELINE KIM |
| Raipas | 299 | MYLINGUR |
| Rais | 408 | NAVARRA |
| Raiti | 299 | CAM VISCOUNT |
| Raja | 1596 | GENCA TERZO |
| Raja Bhum | 7354 | VIGOUR SINGAPORE |
| Raja Timor | 3924 | DANG NORIEDA |
| Raja Wali | 176 | JOHANN I |
| Rajaan | 8633 | TRIA ALPHA |
| Rajah Laut | 60527 | ADALYA |
| Rajoma | 154 | CHARLES |
| Rak 2 | 115 | MESURADO 24 |
| Rak 3 | 115 | MESURADO 25 |
| Rak 6 | 115 | MESURADO 26 |
| Rak 7 | 115 | MESURADO 27 |
| Raket | 328 | MOINANTSI |
| Raknes | 2812 | BOSUT |
| Raknes | 3937 | EEMNES |
| Rakon | 164 | AUD—LILL |
| Rakow | 299 | AGIA VARVARA |
| Rakusei Maru | 500 | T4—168 |
| Rakusho Maru No. 25 | 499 | THITA NEFELI |
| Rakusui Maru | 923 | REA SPIRIT |
| Rakuyo Maru No. 11 | 448 | SIMAR |
| Rakuyu Maru | 575 | T4—173 |
| Raleighs Cross | 12147 | SWEETI SANDRA |
| Ralo | 11194 | MACTAN |
| Ralph | 293 | DON |
| Ralph Cross | 243 | GREZ |
| Ralph E. Matton | 151 | ALBANY |
| Ralswiek | 293 | LOWI |
| Ram Challenger | 281 | ENSCO GIANT |
| Rama | 488 | ANA MARIA |
| Rama Cay | 117 | CAMARON 4 |
| Ramajim | 323 | EASSELYN |
| Rambler | 125 | DREAMER |
| Rambler | 17309 | SEARAMBLER |
| Rambler Rose | 104 | ENGOYBUEN |
| Rambut | 2993 | AN LI |
| Ramea | 10346 | RENESSI |
| Ramfis | 180 | JULIA |
| Ramin | 167 | YASER |
| Ramko | 1121 | TADMOR |
| Ramlo | 654 | FRANZEFOSS |
| Rammah | 73 | ASHWINI |
| Ramoen | 890 | KIRKHOLMEN |
| Ramoen I | 890 | KIRKHOLMEN |
| Ramoen K | 2487 | RAMOEN |
| Ramon de Larrinaga | 9081 | JADE BAY |
| Ramon Biosca | 957 | GUANARTEME |
| Ramon Perez | 6686 | MARS |
| Ramona | 104 | WESTERN COMET |
| Ramona | 149 | SPERLING |
| Ramona | 163 | WUBBINA |
| Ramona | 196 | THERESA MARIE |
| Ramona | 333 | KERAVNOS II |
| Rampla Juniors | 3471 | TROPICANA I |
| Ramses Carrier | 498 | LOULAN |
| Ramses Freighter | 498 | FENG TIAN |
| Ramses Trailer | — | NORTRADER |
| Ramsey | 445 | ARQUIPELAGO |
| Ramsgarth | 306 | SEANAID |
| Ramsgate | 399 | TONY CAR |
| Ramsjo | 325 | LOVINDA |
| Ramskappelle | 492 | VINO |
| Ramsland | 790 | WILKO |
| Ramsland | 884 | GOD IS GOOD |
| Ramsoy | 139 | EUTIN |
| Ran | 107 | SYDSKAR |
| Ran | 265 | STJARNO |
| Ran | 372 | ARNARNES |
| Ran | 387 | SANDRA 1 |
| Ran | 424 | TIMO |
| Ran | 743 | SOLBAKUR |
| Ran | 1593 | NIEWIADOW |
| Ran Maru No. 11 | 499 | BONHAM I |
| Rana | 152 | ZARETALLAH |
| Rana | 336 | AL AMIR |
| Rana I | 1323 | NOURA 1 |
| Rana Partap | 248 | RANA PRATAP |
| Ranafossur | 217 | SKANSATANGI |

| | | |
|---|---|---|
| Ranate II | 447 | ZHEN JIANG |
| Rance | 1481 | GIOVANNAESSE |
| Randai | 291 | KARAM B |
| Randaros | 298 | KYRU |
| Randesund | 589 | TAPORO IV |
| Randfontein | 12191 | HAI XING |
| Randi | 126 | VALOSKAR |
| Randi Brovig | 12098 | FLAG MERCHANT |
| Randi Brovig | 29649 | OT MOONLIGHT |
| Randi Stevns | 399 | BELLA |
| Randi Stevns | 399 | CAP VILLANO |
| Randina | 16899 | PETROBULK ROVER |
| Rane | 172 | ALBATROSS AV GOTEBORG |
| Rane | 209 | DORIS |
| Rane | 1586 | BISANZIO |
| Ranen | 487 | HAIROUN STAR |
| Ranenfjord | 6465 | HAE WOO No. 3 |
| Raney Grasso | 171 | MARCY J |
| Ranfrid | 680 | KOMUR |
| Ranga | 489 | ANAIS |
| Ranga | 496 | KOSTAS P |
| Ranga | 1516 | VENUS |
| Rangatira | 5824 | CARLO R |
| Range | 2750 | CAPITAINE LA PEROUSE III |
| Range | 2966 | GIULA |
| Range Recoverer (T—AGM 2) | 542 | REEDVILLE |
| Rangelock | 35455 | IKAN BILIS |
| Ranger | 154 | EVANGELISTRIA III |
| Ranger | 182 | LIEUTENANT BERETON |
| Ranger | 185 | RANGER II |
| Ranger | 194 | RAMANDA |
| Ranger | 1562 | ALASKA RANGER |
| Ranger | 6216 | SEA GLORY |
| Ranger | 51818 | ALPHA STAR |
| Ranger Aurora | 779 | GRAMPIAN FURY |
| Ranger Cadmus | 1499 | PERO |
| Ranger Calliope | 1171 | BERGEN SURVEYOR |
| Ranger Callisto | 1459 | SOUTHERN SURVEYOR |
| Ranger Of Wladmor | 100 | RANGER |
| Ranger Service | 182 | LIEUTENANT BERETON |
| Rangoon | 171 | TV 3 |
| Rangoy Senior | 299 | MORGENSTER |
| Rania | 598 | DOMNA MARIA |
| Rania I | 598 | DOMNA MARIA |
| Rania S | 369 | CAPTAIN NASR |
| Ranie | 1599 | LEKNA |
| Rank | 6741 | EVELYN |
| Ranko Maru | 18055 | JAG RANI |
| Ranno | 512 | IMG 1 |
| Ranos Belle | 110 | HAIDA CHIEF |
| Ransy | 286 | NADIR |
| Rantau | 698 | COMMANDER GRUT |
| Rantau I | 136 | ILHAM |
| Ranworth Queen | 181 | WUSHISHI CONQUEST |
| Rany | 499 | AVINIA |
| Raoul—Simon | 1871 | STYLIS |
| Raoulic | 127 | BOUGAINVILLE |
| Rapallo | 468 | ALBATROS |
| Rapana | 83461 | ILIADA |
| Rapel | 7325 | CANOPUS |
| Rapel | 11267 | ENIF |
| Raphael Semmes | 169 | JOEY D |
| Raphael—Gabrielle | 135 | WIELINGEN |
| Raphill No. 1 | 2494 | DONG DO |
| Rapid | 589 | THAMES RAPID |
| Rapid | 11757 | CAPE NOME |
| Rapides | 176 | EGABRAG II |
| Raquel | 273 | CUZCO 10 |
| Rarog | 180 | SEACRUST 151 |
| Ras al Barshah | 16595 | SANDGATE |
| Ras al Jlayah | 16595 | CHILHAM CASTLE |
| Ras Asayr | 199 | AFROSTAR II |
| Ras Banas | 1405 | GEORGINA K |
| Ras el Bar | 2497 | MAR CARIBE 1 |
| Ras Maersk | 4546 | JIANG HAN |
| Ras Tannurah II | 641 | BRIVET |
| Ras Tannurah III | 641 | PUFFIN |
| Ras Tannurah 4 | 641 | MIGRON |
| Ras Tanura | 2391 | MANSOUR |
| Ras Tanura | 32662 | YIANNIS P. V. |
| Ras—Al—Bar | 176 | JARRAR 5 |
| Rasa | 215 | HARISSA |
| Rasa | 582 | SEMAI 1 |
| Rasco Trader | 739 | SAMANTHA |
| Rashed 10 | 335 | FALAH X |
| Rashel | 9986 | SEA PROGRESS |
| Rasica | 132 | ARGONAUT II |
| Rasmus | 873 | WORLD GAS No. 2 |
| Rasmus Tholstrup | 873 | WORLD GAS No. 2 |
| Rasnah VI | 115 | RIYANTI |
| Rass Mazari | 266 | ALMANAR II |
| Rass Quitales | 266 | ALMANAR 3 |
| Rassem | 2729 | SOUAD |
| Raswa 1 | 300 | TAAMIR 3 |
| Raszka | 184 | PATRICIA S |
| Rata | 145 | JOSE A. GONZALEZ CHAO |
| Rata Hills | 2786 | DUCHESS M |
| Ratan | 6789 | PIYA 1 |
| Ratana Bhum | 2903 | JOHAN PEARL |
| Ratana Thevi | 12234 | ACX ORCHID |
| Ratanakorn | 1474 | BANGKOKNOI |
| Rathgar | 814 | VALENTINE K |
| Rathgarth | 306 | VANGUARD |
| Rathlin | 399 | BOURBONNAIS |
| Rathmore | 3319 | DILMUN TERN |
| Rathowen | 2202 | BALTIC PROSPERITY |
| Ratih | 12577 | OOCL AMITY |
| Ratna | 2983 | ARMADA MURNI |
| Rattler | 167 | PONTOS |
| Rattvik | 217 | SILVERFORS |
| Ratu Konsortium | 4825 | NEW HAINING |
| Rau VIII | 487 | GRAMPIAN OSPREY |
| Rau XI | 393 | STRILMOY |
| Rauberg | 141 | CHAIN SURVEYOR I |
| Rauenfels | 14741 | ASL SANDERLING |
| Rauma | 674 | ORTIND |
| Rauma I | 102 | PARKKO |
| Rauma IV | 145 | VITUS |
| Rautaruukki | 7439 | NORDEN |
| Raute | 4615 | KENMARE |
| Rav | 153 | SJOLYST |
| Rava | 498 | BAR I |
| Raven | 100 | BEVERLY'S |
| Raven | 962 | AGIOS NIKOLAOS |
| Ravenna | 590 | GRAMPIAN HARRIER |
| Ravenna | 16550 | NOMADIC QUEEN |
| Ravenna Trader | 22126 | ATLANTIC SEA |
| Ravenstonedale | 376 | MYS DU |
| Ravenswood | 6096 | AFRICAN GLORY |
| Ravensworth | 4122 | FLEXSERVICE 1 |
| Ravina | 3928 | CSP 1 |
| Ravnaas | 5280 | ANAX TIGER |
| Ravnsbjerg | 149 | DIAMANT |
| Ravnur | 689 | KONGSTIND |
| Rawa | 6426 | KINZAN MARU |
| Rawhiti | 3559 | CHIMBOTE |
| Ray | 2144 | MOMOLI |
| Raya | 8685 | AS SAMAD |
| Raya Fortune | 7809 | FONG SHIN |
| Raya Glory | 7810 | FONG YUN |
| Raya Happiness | 5889 | UNITED SING |
| Rayan | 497 | SALAMINA 1 |
| Rayes 1 | 1200 | AHMAD II |
| Raymona | 128 | VALO |
| Raymond | 111 | RAY & HARRY |
| Raymond J. Bushey | 3468 | BERING TRADER |
| Raymond Lane | 173 | PIONEIRO |
| Raymond M | 295 | FEN DOU QI HAO |
| Raymond Moore | 135 | ALCIDE C. HORTH |
| Raymond S282 | 10046 | LB—1 |
| Rayna | 32293 | UNITED AMBITION |
| Rayonier No.2 | 2970 | STRAITS TRAVELLER |
| Rayton | 211 | GRIPFISK |
| Razdolnoye | 5154 | RAZNA |
| Razi | 43733 | GAS ENTERPRISE |
| Razlog | 1831 | HONG QI 192 |
| Rea Silvia | 5507 | VALBRENTA |
| Rea Sun | 1924 | AMALIA |
| Reagarth | 346 | PANORMITIS |
| Realengo | 651 | MANTA |
| Realengo 18 | 3419 | LA LIMA |
| Realengracht | 3328 | BLUE AQUAMARINE |
| Realico | 28717 | AGIA THALASSINI |
| Realta | 355 | ESTE |
| Realta | 398 | OSMAT |
| Realta | 987 | GERSOM |
| Rean | 234 | DR. MAARTEN LUTHER |
| Rean | 236 | RIEKELT BRANDS |
| Rebecca | 54537 | HITRA |
| Rebecca Elyse | 11219 | ARGUS |
| Rebecca Theriot | 440 | JAUMAVE ASETEC |
| Rebecca Wesch | 18656 | ATALANTA |
| Rebecka E. | 197 | PLATON |
| Rebeka Oma | 13158 | CHIOS FORTUNE |
| Rebekka | 392 | ALEXANDER |
| Rebel | 136 | SYLVIE |
| Rebel | 405 | OPPENHEIMER |
| Rebel Brio | 293 | GULF FLEET No. 303 |
| Rebena | 296 | BRASKEN |
| Rebena | 399 | CAPTAIN SCHABAN |
| Rebena | 423 | PERSIA |
| Reborn | 299 | MEHLIKA |
| Rebun Maru No. 12 | 528 | IRAVATI |
| Reca 30 | — | GITTA |
| Recai Bursalioglu | 499 | MURAT HACIBEKIROGLU II |
| Rechtenfleth | 142 | JOACHIM |
| Recife | 29097 | YEROS |
| Recife | 87117 | HANJIN NEWCASTLE |
| Recoil Prima | 3865 | PROSPERITY |
| Recovery | 128 | RECOVERY II |
| Recreana | 402 | OLD PROVIDENCE |
| Recto | 1194 | RAFIK—J |
| Red Beard | 194 | TIDAL SEAHORSE |
| Red Canyon | 17548 | TIMBO |
| Red Castor | 878 | PARROT FISH |
| Red Coral | 4006 | PARNASOS |
| Red Diamond III | 130 | ELIZABETH R. |
| Red Diamond III | 156 | SEA ROAMER |
| Red Diamond V1 | 162 | HAMPTON |
| Red Falcon | 349 | NORMELIA |
| Red Fish | 360 | IVINDO |
| Red Fish II | 699 | CELINA |
| Red Gauntlet | 147 | BAREFOOT ROGUE |
| Red Hawk | 499 | SEABOARD SKUA |
| Red Jacket | 11757 | CAPE NOME |
| Red Lotus | 1468 | HOA SEN DO |
| Red Lotus | 4366 | VERITIC ORCHID |
| Red Oak | 3040 | HYUN IL No. 101 |
| Red Pine | 4344 | PACIFIC BEAUTY |
| Red Pollux | 878 | PURPLE FISH |
| Red River | 254 | TWO KAYS |
| Red River | 294 | PARCH TIDE |
| Red River (LFR 522) | 485 | BILAL |
| Red Rose | 407 | CORNISHMAN |
| Red Sea | 410 | RED SEA ARAB |
| Red Sea | 3894 | WARDEN POINT |
| Red Sea | 8978 | HONG QI 112 |
| Red Sea | 120734 | COMPASS ROSE |
| Red Sea Cement | 33373 | GOLDEN ARROW |
| Red Sea Egalite | 18732 | CASTOR |
| Red Sea Elbe | 14066 | SEA BRIDGE |
| Red Sea Endeavour | 9764 | ANTARTICO |
| Red Sea Endurance | 8516 | ARABELLA |
| Red Sea Energy | 16517 | CALAPADRIA |
| Red Sea Ensign | 10756 | PATRICIA RICKMERS |
| Red Sea Entente | 20785 | LONTUE |
| Red Sea Enterprise | 10733 | ANIKA |
| Red Sea Enterprise I | 12691 | EUROPA EXPRESS |
| Red Sea Envoy | 21109 | LIMARI |
| Red Sea Europa | 14068 | CONTSHIP ITALY |
| Red Sea Excellence | 18145 | CGM LA PEROUSE |
| Red Sea Explorer | 9678 | BOLD |
| Red Shindi | 108 | MARNE S. |
| Red Sparrow | 259 | PEEW—ONE |
| Red Star | 191 | GRAPETREE BAY |
| Red Stone | 4074 | REDWOOD |
| Red Stork | 888 | SCHAARTOR |
| Reda | 197 | PLATON |
| Reda Allah | 372 | KHALED |
| Redeemer | 172 | EL MANSOUR |
| Redhead | 163 | SABLE |
| Redo | 397 | KAMBIZ |
| Redon | 397 | KAMBIZ |
| Redoubt | 820 | SAIED |
| Redoubtable | 447 | BRITOIL 3 |
| Redrose | 1972 | MAYAYCU |
| Redsea Express | 720 | MARITALIA |
| Redsea Pride | 686 | FORTUNATA |
| Redsea Venture | 12319 | IZARA |
| Redsky | 18723 | ALLALINHORN |
| Redwood Empire | 1490 | QUINAULT |
| Reed Voyageur | 10392 | DAISHOWA VOYAGEUR |
| Reedwarbler | 375 | AMAL |
| Reef Cove | 209 | FARM COVE |
| Reef Knot | 4948 | OMNISEA |
| Reef Link II | 382 | SEA PRINCESS |
| Reef Star | 498 | DOLPHIN I |
| Reefer Angel | 1910 | VISION MORE |
| Reefer Baroness | 1545 | REEFER LAKE |
| Reefer Basse | 1312 | NOVI T |
| Reefer Beaver | 2687 | KONAH |
| Reefer Carrier | 527 | ITFA 1 |
| Reefer Champ | 528 | CRYSTAL REEFER |
| Reefer Ciku | 5013 | FRIO CHILE |
| Reefer Dolphin | 1580 | PEARL REEFER |
| Reefer Duku | 5007 | MIDWAY |
| Reefer Emmy | 718 | HOA SEN TRANG |
| Reefer Express I | 1252 | BORGO |
| Reefer Fortune | 1756 | FRIO ALASKA |
| Reefer Giulia | 677 | NATIONAL REEFER |
| Reefer Insel | 512 | ATLANTIC REEFER |
| Reefer Island | 5205 | FRIO DOLPHIN |
| Reefer II | 117 | VIVA YO |
| Reefer King | 527 | OCEAN CHAMPION |
| Reefer Knight | 2206 | YORKSAND |
| Reefer Manggis | 5016 | IONIC REEFER |
| Reefer Merchant | 908 | REEFER PALOMA |
| Reefer Nangka | 5016 | AEOLIC REEFER |
| Reefer Princess | 3096 | SAONA |
| Reefer Progress | 1580 | PEARL REEFER |
| Reefer Rio | 5959 | ITAJAI REEFER |
| Reefer Scan | 527 | ITFA 1 |
| Reefer Tiger | 7777 | MANILA TIGER |
| Reefer Trader | 590 | PACE |
| Reeferjo | 1804 | ATLANTIC |
| Reem | 296 | MANSAL 38 |
| Reem | 675 | CAPTAIN SALAH |
| Reem | 1812 | KALBA SUCCESS |
| Reem | 4536 | REEM I |
| Reest | 499 | LUANIR |
| Reestland | 1599 | VREDEHOF |
| Reeve | 474 | VERMION |
| Refjord | 682 | MENTOR |
| Refloresco | 129 | FEACO |
| Refola | 999 | ETRUSCO |
| Refoma | 100 | SEAFARER BAHAMA |
| Refsnes | 3883 | SAINT BREVIN |
| Reg Uno | 294 | ARBUMASA V |
| Regal Carrier | 35354 | AUK |
| Regal Master | 37513 | HERMITAGE |
| Regal Sea | 8109 | INTERNATIONAL FLAG |
| Regal Venture | 17709 | ARALDA |
| Regal Voyager | 16899 | PETROBULK ROVER |
| Regan | 8918 | MALAYAN PRINCESS |
| Regency Bay | 3120 | BLUE SKY |
| Regent | 937 | PANAMA CHIEF |
| Regent Botan | 9372 | IRAN FATEH |
| Regent Cosmos | 5970 | OPTIMIST |
| Regent Leo | 6051 | HUNG YUN |
| Regent Maple | 15187 | SAMMI CRYSTAL |
| Regent Mayflower | 24597 | HUA ZHUANG |
| Regent Moon | 15932 | COSTA ALLEGRA |
| Regent Palm | 16445 | CRYSTAL B |
| Regent Quince | 24597 | WORLD QUINCE |
| Regent Radiance | 6051 | SOUTHERN HOPE |
| Regent Ranger | 6051 | SUN KUNG No. 3 |
| Regent Robin | 116 | SAND ROBIN |
| Regent Ruth | 5838 | FIJI PIONEER |
| Regent Scorpio | 6051 | QING ANN |
| Regent Star | 37016 | ONDA AZZURRA |
| Regent Sun | 25441 | COSTA MARINA |
| Regent Swallow | 105 | PEGGY LYNN II |
| Regent Virgo | 6051 | SUN KUNG No. 7 |
| Regent Wren | 161 | TAFFGARTH |
| Regent's Park | 1599 | BIRTA |
| Reggeland | 1536 | LADY REA |
| Regin | 115 | BJORKO |
| Regina | 211 | JESSICA |
| Regina | 294 | ARBUMASA V |
| Regina | 496 | RIGINA |
| Regina | 999 | CHEYENNE |
| Regina | 4538 | TRADE LINK |
| Regina | 5812 | MEGA RIO |
| Regina | 8139 | TALLINK |
| Regina | 24646 | KRITI ROCK |
| Regina | 114075 | ALKI |
| Regina del Mare | 155 | CAPT. MIKE |
| Regina Celi | 5812 | MEGA RIO |
| Regina Di Pompei | 193 | DELIA PRIMA |
| Regina Express | 1510 | PETROS H |
| Regina Ferraz | 17893 | TUPI PONTA NEGRA |
| Regina Ida | 500 | FIRAS |
| Regina Isabella | 287 | FORMICA |
| Regina Madre | 229 | STAVROULA X. |
| Regina Madre | 417 | REGINA |
| Regina Maria | 101 | DENNIE LOU |
| Regina S. | 9555 | RIZCUN TRADER |
| Regina Toffolo | 922 | KORABI |
| Regine | 499 | LETTE LILL |
| Regine | 984 | MARGARON |
| Regine | 1599 | STEINKIRCHEN |
| Regine Langli | 299 | MARLIMA |
| Registro | 651 | DOLPHIN |
| Regitze | 300 | TANKOS |
| Regitze Tholstrup | 300 | TANKOS |
| Regium | 469 | PASQUALINA CATANIA |
| Regnbuen | 197 | HILDUR |
| Regraga | 314 | HELECHO |
| Reguliersgracht | 3527 | NIKKO MARU |
| Regulus | 298 | INGANESS BAY |
| Regulus | 1595 | REYKJAFOSS |
| Regulus | 1599 | ARPA SUN |
| Regulus | 3706 | GOLDEN ALASKA |
| Rehman | 3349 | DA DONG HAI |
| Rehmannia | 7823 | PIONEER REEFER |
| Reichenfels | 12159 | LYRA |
| Reifu | 15834 | MAERSK POPLAR |
| Reiger | 150 | MARS |
| Reiger | 203 | ALDERNEY COURIER |
| Reihan | 492 | VINA |
| Reiher | 113 | VERONICA |
| Reiho Maru | 2135 | ABOITIZ CONCARRIER XI |
| Reiko | 1996 | JAMAL SHAH |
| Reina | 164 | KANNELES |
| Reina | 447 | REINS |
| Reina | 3742 | VISAHAKIT 7 |
| Reina | 4447 | DASA LIMA |
| Reina del Cantabrico | 2720 | ROSEANNE |
| Reina Ballena | 23624 | BALLENA |
| Reina Bonita | 23624 | BONITO |
| Reina Del Mar | 19340 | MAR BONITA |
| Reina Elisenda | 334 | ELCOMEC I |
| Reina Navegante | 3890 | OTARU 1 |
| Reina Navegante No. 8 | 3890 | OTARU 1 |
| Reinbek | 499 | ANA MERCEDES |
| Reind | 287 | BERND |
| Reine du Golfe | 149 | PIERRE HELENE |
| Reine Des Anges | 500 | MOHAMMAD I |
| Reine Mathilde | 5465 | BEAUPORT |
| Reinhard Danz | 499 | SIVAL |
| Reinhart Lorenz Russ | 26101 | LORENZO |
| Reinhold Krusemark | 459 | BIOS |
| Reinhold Krusemark | 474 | ELVI KULL |
| Reinier Casper | 929 | DUBAI DOLPHIN |
| Reis Atif | 498 | GUDE |
| Reis Magos | 183 | ROSAMAR |
| Reishu Maru | 310 | SHOJU |
| Reitan | 933 | BERGSTRAUM |
| Reiyo Maru | 2905 | SOUTHERN OPAL |
| Reiyo Maru | 3582 | TA CHUN |
| Reja | 212 | MANSAL 29 |
| Reja Krida | 176 | FERRY TIDE |
| Rejang | 545 | RAJAH MAS |
| Rejo | 203 | ALDERNEY COURIER |
| Rejoice | 4931 | INCE I |
| Rekiti | 114 | HAMKO I |
| Reksnes | 3885 | GENERAL VALERIANO |
| Relay | 198 | NDEYE MARIEME |
| Relay | 499 | WEISA |
| Relay | 1180 | GUIDO BALDO |
| Relentless | 103 | BUEN PASO |
| Reliable | 998 | AQUARIUS |
| Reliable No. 1 | 191 | S. IGNAZIO A. |
| Reliance | 124 | NORSHIPCO THREE |
| Reliance | 272 | VISAL 4 |
| Reliance | 437 | CANAK MEHMET |
| Reliance | 3528 | ANIA B |
| Reliance Gas | 18013 | DAVID GAS |
| Reliant | 28089 | WEALTHY RIVER |
| Relief | 296 | RECOVERER |
| Relief (WAGL 525) | 179 | JAMIE LYNN |
| Relin | 116 | KVERNSUND |
| Relin | 401 | TOPOCALMA |
| Relinquenda | 164 | WILLEM |
| Relinquenda | 236 | RIEKELT BRANDS |
| Relko | 308 | VENTURER |
| Rembakk | 466 | STRIL SUPPORTER |
| Rembertiturm | 746 | NORTH BREESE |
| Remco 1 | — | LIJA 4 |
| Remex | 487 | GHEDEM |
| Remito | 288 | FRENAFJELL |
| Remjay | 2358 | MAHE REEFER |
| Remmesael | 107 | MARY ALMA |
| Remobuen | 189 | AVENTURA |
| Remolcanosa Cien | 1585 | RIA DE VIGO |
| Remolcanosa Diez | 1175 | PUNTA SERVICE |
| Remolcanosa Quince | 1178 | PUNTA SALINAS |
| Remolcanosa—Veinte | 212 | PAU DA LUZ |
| Remona Cruz | 132 | LUISA |
| Remorqueur No. 6 | 173 | PIONEIRO |
| Remoy | 418 | CARAPEC No. 1 |
| Remoytral | 813 | AVALLEQ |
| Remoytral | 1591 | HAVBRYN |
| Remuera | 41814 | REMUERA BAY |
| Rena | 669 | AGIOS DIONYSSIOS I |
| Renaciniento | 9245 | VETERAN |
| Renaissance | 8665 | WORLD RENAISSANCE |
| Renaissance Five | 4280 | HANSEATIC RENAISSANCE |
| Renaissance Seven | 4280 | REGINA RENAISSANCE |
| Renascenca | 651 | MARLIN |
| Renata | 3265 | MAR BRAVO |
| Renate | 186 | BRIGITTE M |
| Renate | 298 | BAABE |
| Renate | 298 | CUM DEO |
| Renate | 447 | ZHEN JIANG |
| Renate | 499 | RENATE OMEGA |
| Renate | 22656 | AMAMI |
| Renate Becker | 247 | MOLLIE |
| Renate Funk | 496 | ALTE WESER |
| Renate Jacob | 7189 | FRANK PAIS |
| Renate Leonhardt | 6445 | HAI HANG |
| Renate Retzlaff | 1557 | LETIZIA GIMAR |
| Renate S | 399 | DINNE |
| Renate S | 515 | MUKALLA |
| Renate Wunsche | 3302 | PHAROS |
| Rendsburg | 999 | GERINA |
| Rendsburg | 3163 | MUSING |
| Rendsburg | 3469 | RUTH BORCHARD |
| Rene Goeman | 219 | GA NDAJIKA |
| Rene Louis | 423 | PALINURUS |
| Rene Paul | 497 | MENANTOLORI |
| Rene S. | 380 | MICHELLE |
| Rene Simard | 167 | GEORGIAN STORM |
| Rene 16 | 792 | JOSEPHINA |
| Renee Delmas | 20424 | NEDLLOYD BORDEAUX |

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|---|---|---|
| Renee Louise | 210 | CHARLOTTE LOUISE |
| Renee R. E. | 499 | PRINCESS S |
| Renee Rickmers | 10705 | HERDAH |
| Renegade | 100 | DIVINE GRACE |
| Renfrew | 225 | CAM SPRITE |
| Rengam | 422 | PAAL DUA |
| Reni | 3251 | PHA LAI |
| Renko | 19169 | PEARL PROSPERITY |
| Rennesoy | 297 | FRANCES BARKLEY |
| Reno | 153 | LEO |
| Reno | 168 | THEOPISTI |
| Reno | 223 | KOPTRA |
| Renoir | 225 | MANCORA 8 |
| Renoir | 9123 | ZERVOS |
| Renoir | 26409 | PROSO |
| Renoy | 148 | POLARVAKT |
| Rensholm | 282 | INTISAR |
| Rentala | 5224 | MARY W |
| Renzo | 258 | PROV. CANETE 7 |
| Repola | 1323 | BORRE AF SIMRISHAMN |
| Repola I | 102 | PARKKO |
| Republica de Colombia | 3805 | CIUDAD DE TURBO |
| Republica del Ecuador | 7689 | CIUDAD DE QUITO |
| Repulse Bay | 1575 | ALEJANDRA |
| Repulse Bay | 2985 | SU MING |
| Resalla | 5534 | AUNG MINGALA |
| Rescue K | 595 | CAM VIGILANT |
| Rescue Kim | 568 | KIM |
| Rescue Kim | 595 | CAM VIGILANT |
| Rescue Olav | 595 | CAM VOYAGER |
| Research | 223 | RADIANT STAR |
| Researcher | 697 | DAWN WARBLER |
| Researcher | 2802 | MALCOLM BALDRIGE |
| Resedco 1 | 140 | RK 17 |
| Resedco 2 | 140 | RK 16 |
| Resedco 3 | 140 | RK 15 |
| Resedco 4 | 140 | RK 14 |
| Resende | 651 | CONGER |
| Reserve Fehmarnbelt | 394 | ALEXANDER VON HUMBOLDT |
| Reserve Holtenau | 394 | ALEXANDER VON HUMBOLDT |
| Reserve Sonderburg | 394 | ALEXANDER VON HUMBOLDT |
| Resia | 647 | CLORILDO |
| Resilience | 988 | KIELDER |
| Resmar | 18758 | IGUANA |
| Resmar Dos | 18758 | DORADO |
| Resolucion | 800 | RESOLUTION |
| Resolute | 125 | P. L. S. II |
| Resolute | 3813 | KATHLEEN PEARCY |
| Resolute | 71877 | ROKKO SAN |
| Resolution | 1394 | ODYSSEE |
| Resplendent | 3565 | KALIM |
| Resplendor | 651 | TARPON |
| Response 1 | 197 | CLEAN WATERS I |
| Rest | 1596 | GENCA TERZO |
| Restive | 598 | MAN SOON |
| Rethymnon | 1092 | ANTONIO M. |
| Retladawn | 10363 | ASEAN ENTERPRISE |
| Retriever | 299 | ALIF |
| Retriever | 1508 | CABLE RESTORER |
| Retriever III | 1508 | CABLE RESTORER |
| Reugen | 487 | PETROSTAR XII |
| Reunion | 5364 | GUIJIANG |
| Reunion | 103422 | SUPERNAL |
| Reunited Confidence | 9657 | UNITED CONFIDENCE |
| Revelation | 8926 | ARIES ERRE |
| Rewga | 112 | OCEAN DAWN |
| Rewi | 211 | EL CACHIQUE I |
| Rewi | 287 | BERND |
| Rewi | 493 | WILOWE |
| Rewi | 1599 | EURO COURIER |
| Rewia | 1599 | EURO COURIER |
| Rex | 131 | HADARVAAG |
| Rex | 168 | ESVAGT BRAVO |
| Rex | 344 | CAMAJUANI |
| Rex | 1960 | SAAR LONDON |
| Rex Mellenger | 264 | THUNDER CAPE |
| Rex Star | 3777 | PUL SEJAHTERA |
| Rextar | 9851 | JAY GAYATRI |
| Rey Aurelio | 2563 | AURELIO C |
| Rey Mar Austin | 154 | JOSEPHINE MARIE |
| Rey Mar Jacinto | 154 | MEDRICK |
| Rey Pelayo | 2850 | DON MARIO |
| Reydovyy—14 | 106 | MAY BYSTRYAKOV |
| Reydovyy—16 | 106 | SEKSTAN |
| Reydovyy—18 | 106 | DMITRIY CHUBAR |
| Reydovyy—23 | 106 | KOMSOMOLETS YAKUTII |
| Reydovyy—26 | 106 | BURAN |
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| Reykjafoss | 1666 | MERCS KOMARI |
| Reykjanes | 124 | SANDGERDINGUR |
| Reykjanes | 199 | HRUNGNIR |
| Reykjarost | 104 | HEINABERG |
| Reyna | 23104 | FORUM POWER |
| Reynir | 105 | JULIUS |
| Reynolds | 15963 | PREDATOR |
| Reynsatindur | 297 | GRANI |
| Reynsatindur | 3221 | DONG BANG |
| Reze | 299 | SUSANN |
| Reze | 399 | MEDAWAR I |
| Rezeki | 1453 | MELINA II |
| Rezekne | 15089 | NOVOKLAV 2 |
| Rhapsody | 6115 | SEA RHAPSODY |
| Rhapsody | 24413 | REGENT STAR |
| Rhea | 8760 | JI DI |
| Rhea M. | 120 | STELIE |
| Rhein | 499 | NEUFELD |
| Rhein | 1575 | AMSTELBORG |
| Rhein Agent | 999 | DRACO |
| Rhein Carrier | 2463 | MEDEUR PRIMO |
| Rhein Express | 12909 | LONG HAI HE |
| Rhein Express | 17385 | OOCL ALLIANCE |
| Rhein Express | 32703 | VILLE DE SIRIUS |
| Rhein Maru | 10257 | MIDAS RHEIN |
| Rhein Maru | 20141 | AGAMEMNON SB |
| Rhein Maru | 20904 | JIAN GE HAI |
| Rhein Trader | 495 | JAMAL |
| Rheinbels | 13914 | ARASTOU |
| Rheinfels | 4086 | DANA CORONA |
| Rheinfels | 6566 | AL—TABITH |
| Rheinfels | 14174 | SANTOS |
| Rheingold | 4961 | LORCON MINDANAO |
| Rheinland | 248 | SHEIKH ABDULAZIZ |
| Rheinland | 796 | VLIELAND |
| Rheinland | 1260 | JORAN |
| Rheintal | 1575 | AMSTELBORG |
| Rhenania | 85616 | LNG BONNY |
| Rhin | 347 | GIANNA K. |
| Rhine Ore(AS) | 18517 | WINDOC |
| Rhino | 298 | SANDRA KIM |
| Rhino S | 485 | RHINE |
| Rhinsee | 3496 | MONTANA NIKI |
| Rhodesian | 343 | THEODOROS |
| Rhodian Carrier | 2967 | HOSS A |
| Rhodian Helmsman | 4931 | INCE I |
| Rhodian Seaman | 3010 | BARONESS V |
| Rhodian Trader | 3011 | CISSA EMERALD |
| Rhodian Trader I | 3011 | CISSA EMERALD |
| Rhodos | 5673 | FARA MENDY |
| Rhodri Mawr | 4095 | PELINER |
| Rhombus | 4602 | KINSALE |
| Rhon | 2729 | SOUAD |
| Rhonda Martin | 194 | PINETO |
| Rhonda Martin | 292 | ANTELOPE |
| Rhone | 2645 | ST. ROGNVALD |
| Rhone Liner | 999 | RHINE LINER |
| Rhonetal | 2645 | ST. ROGNVALD |
| Ria | 199 | MERETE—CHRIS |
| Ria F. | 299 | BESTAMI GULAY |
| Ria Jean McMurtry | 6945 | FERNAO GOMES |
| Ria Luna | 13634 | BERGEN LUNA |
| Riaki | 22102 | MEKHANIK KHARCHENKO |
| Riama | 1982 | SENTOSA |
| Riant | 3069 | MEGHPAL |
| Riasu Maru No. 2 | 424 | SUNNY No. 77 |
| Riau | 5204 | TIMORSUN |
| Riau I | 335 | MESTIKA |
| Riau II | 335 | PULAU SONIT |
| Riau Naga | 335 | MARY ANNE TIDE |
| Ribadavia | 240 | MAR MUINOS |
| Ribaforada | 28874 | AL YASRAH |
| Ribagorca | 24696 | GAZ SUPPLIER |
| Ribarosa | 137 | POISSON III |
| Ribarosa Tercero | 271 | ANSA IV |
| Ribat 1 | 220 | TICHITT 4 |
| Ribat 2 | 220 | DERRAMAN IV |
| Ribat 3 | 222 | DERRAMAN II |
| Ribec | 1080 | SYABAS TIGA |
| Ribera | 18088 | KANG HAI |
| Riberhus | 471 | NEW PORT |
| Ribut | 339 | ALBUQUERQUE |
| Rica | 1670 | SIN NGA |
| Rica | 4867 | MANAUS |
| Ricardo Moran | 267 | PEMENO |
| Ricci | 12758 | STOLT TRADER |
| Rich Alliance | 17056 | MONTE BONITA |
| Rich Arrow | 9544 | PISAGUA |
| Rich Crane | 3978 | RATHLYNN |
| Rich Ocean | 4994 | LOSWIN TRADER |
| Rich Queen | 30572 | MAERSK CREST |
| Rich Seagull | 2914 | HYALITE |
| Rich Seven | 21574 | MAERSK SKY |
| Rich Star | 8185 | RATHKYLE |
| Rich Victoria | 30588 | MAERSK CLOUD |
| Rich Way | 2504 | CAR EXPRESS |
| Richard | 268 | POLAR SEA |
| Richard | 1599 | NAVAJO |
| Richard B | 137 | ROSARIO P. |
| Richard Candela | 147 | LE TROUBADOUR |
| Richard I | 424 | WEGA III |
| Richard II | 424 | WEGA III |
| Richard J. Barnes | 834 | DAY PECKINPAUGH |
| Richard P. Guidry | 143 | HARVEY COMMANDER |
| Richard Rahmann | 424 | WEGA III |
| Richard S | 6664 | PERSEUS |
| Richard T | 120 | UCAYALI 5 |
| Richard Tide | 337 | SEA RANGER V |
| Richardas Bukauskas | 1222 | TUJA |
| Richel | 299 | ALIF |
| Richelieu | 134 | DEL RIO |
| Richelieu | 483 | COMMANDANT GAMAS |
| Richelieu | 579 | TARFAYA |
| Richfield | 3518 | HUI AN |
| Richfield | 46545 | CETRA LYRA |
| Richie | 483 | HALILAGA |
| Richland | 190 | LEGEND |
| Richlube | 609 | UNITED |
| Richmond | 266 | MISS SARAH |
| Richmond | 484 | HANNOUDA |
| Richmond | 16477 | SURPRISE |
| Richwill | 490 | SEA FISHER |
| Rickmers Dalian | 10714 | AL RAYYAN |
| Rickmers Dalian | 12963 | ALS EXPRESS |
| Rickmers Hangzhou | 10867 | ST. NIKOLAS I |
| Rickmers Nan Jing | 12761 | MARINGA |
| Rickmers Nanjing | 15474 | OLIVEBANK |
| Rickmers Qingdao | 10714 | HIJAZ |
| Rickmers Shanghai | 10693 | IBN YOUNUS |
| Rickmers Tianjin | 15920 | AL MUBARAKIAH |
| Ricnor I | 165 | HERMA I |
| Ricopino | 298 | OZENDILER |
| Ricsan 5 | 349 | LADY JANELLE |
| Ricsan 27 | 466 | LADY JACQUELINE |
| Ricy Gas | 1216 | FOKA GAS 1 |
| Ricy VI | 1648 | POLO |
| Rider | 16014 | AIRE |
| Ridercup | 5142 | FELIZ TRADER |
| Ridge | 4678 | CAPITAINE TASMAN |
| Rie Bres | 499 | MAJGARD |
| Riekelt Dirkje | 130 | FOKKE GRIETJE |
| Riekelt Elizabeth | 229 | LEENDERT JANNETJE |
| Riekelt Jacoba | 122 | TRIJNTJE CORNELIA |
| Riekelt Kramer | 193 | DRYFOEHOLM QUEEN |
| Rieksbron | 499 | ANTORAS |
| Rien Teekman | 474 | AL SALAM III |
| Rienzi | 7982 | OOCL ARROW |
| Rier | 491 | CAPITAN OLO PANTOJA |
| Riet | 385 | AL MUWAFFAQ |
| Riet | 1229 | ROSACAROLINA |
| Rif | 498 | THEOSKEPASTI |
| Rifat Nisanci | 400 | TRANSPETROL III |
| Rifrock | 298 | ROMOS |
| Rig Master | 797 | RAMBO |
| Rig Mate | 499 | PUTFORD APOLLO |
| Rig Pilot | 498 | KAN 403 |
| Rig Sailor | 498 | KAN 404 |
| Rig Service | 198 | RIG SERVICE I |
| Rig Tender | 172 | GULF ANAX |
| Rig Tugger | 797 | RED LARK |
| Riga | 184 | BERNICE C |
| Rigel | 149 | CITY OF TRUTH |
| Rigel | 256 | ZAIMA |
| Rigel | 1742 | MUNZUR |
| Rigel | 1835 | ANUNCIATA |
| Rigel | 7188 | OKUNOZE |
| Rigg | 199 | EIDE JUNIOR |
| Rigger Stevns | 290 | ALUK |
| Riggi | 3245 | EQUATOR PRIDE |
| Righteous | 14873 | MARIA A |
| Righteous | 17941 | SALCANTAY |
| Rigi | 3245 | EQUATOR PRIDE |
| Rigmor | 299 | VITA NOVA |
| Rigoletto | 23636 | ARPAD |
| Rijn | — | ATLANTIC TRADER |
| Rijn | 429 | BAHAGIA |
| Rijnborg | 454 | SEA TRADER |
| Rijnborg | 1751 | ESMERALDA |
| Rijnhaven | 1598 | SAMIR |
| Rijnmond | 399 | MARINE STAR |
| Rijnmond II | 347 | HAMER |
| Rijnmond V | 262 | AMALTAL CHALLENGER |
| Rijnmond VI | 372 | JOHANNA |
| Rijnstroom | 554 | BRAHMAN EXPRESS |
| Rijpgracht | 1469 | ATLANTIC MERCADO |
| Rika | 147 | AMSTELDIEP |
| Rika | 278 | FOUR SISTERS |
| Rika | 9121 | BOWEN KING |
| Riki | 25227 | OTELLO MANSHIP |
| Rikke Grenius | 285 | TALADI |
| Rikke Isa | 1558 | LIBERTY STAR |
| Rikke Lonborg | 674 | LOLITA |
| Rikke Nav | 359 | SUNE S |
| Rikke Steen | 299 | ISLAND PRINCESS |
| Riknes | 3839 | GENERAL PAPA |
| Riko Maru | 60846 | ALEXITA |
| Rila | 183 | ATIYA |
| Riley | 16987 | DONG HAI |
| Rille Trigon | 299 | QUAN ZHOU No. 1 |
| Rim | 492 | FRIGARD |
| Rim | 999 | AL SCHOONER |
| Rima | 492 | VINA |
| Rimak | 299 | LOLLIK |
| Riman | 3971 | ITOGON |
| Rimba Balau | 13993 | NAFTILOS |
| Rimba Cengal | 15558 | SAMMI HERALD |
| Rimba Dua | 2985 | TANTO RAYA |
| Rimba Kempas | 31107 | FORTUNA DUCKLING |
| Rimba Keruing | 13993 | MANDRAKI |
| Rimba Star | 2411 | COSMO STAR |
| Rimborg | 189 | UNITY COURIER |
| Rimfors | 139 | HANOI |
| Rimfors | 149 | RIKKE WESTERAA |
| Rimi | 9278 | MERITAS |
| Rimo | 207 | PETRUSKA |
| Rimo F | 273 | DLH 5160 |
| Rimon | 2132 | M. ALEXAND |
| Rimthan I | 742 | AL JABER VII |
| Rimul | 299 | DIMITRIOS G |
| Rimula | 83461 | ODYSSEA |
| Rina | 350 | MARIA M. I |
| Rina | 619 | DOAA ALLAH |
| Rina Lolli Ghetti | 26150 | ORPHEUS |
| Rina Scotto | 1408 | MEMPHIS |
| Rinaldo | 2975 | MIMINA DORMIO |
| Rinda | 83461 | ODYSSEA |
| Rindagutt | 160 | JARO |
| Ring | 1137 | ALEXANDRIA STAR |
| Ringen | 199 | MARINA—S |
| Ringen | 906 | LINE |
| Ringen | 2546 | GIMO TRADER |
| Ringenaes | 147 | RINGENAS |
| Ringenaes Nord | 147 | RINGENAS |
| Ringfalck | 2975 | MIMINA DORMIO |
| Ringgold | 1280 | MAXIM'S DES MERS |
| Ringgracht | 1468 | HONG CHENG |
| Ringhav | 689 | KONGSTIND |
| Ringnes | 3463 | SANDNES |
| Ringo | 136 | NORDCAP |
| Ringo | 199 | SIN FAT |
| Ringobo | 42825 | MONTEREY |
| Ringstad | 21819 | JIN HAI |
| Ringvassoy | 299 | VAGAMOT |
| Ringve | 532 | BULKMANN |
| Ringve | 1403 | RINKO |
| Ringvoll | 199 | LARS HAGERUP |
| Ringvoll | 1199 | MAGNUS S |
| Rini | 148 | GRE |
| Rinjani | 729 | MERAPI |
| Rinoula | 9068 | NAYA |
| Rinovia | 398 | EKINLIK II |
| Rinpuku Maru | 981 | OCEAN SUPPLY |
| Rinpuku Maru No. 25 | 715 | ISTANA III |
| Rinsei Maru | 5406 | GEORGE N |
| Rinso | 198 | SURE HAND |
| Rio | 213 | CETUS |
| Rio | 5881 | FAWAZ |
| Rio Agueda | 379 | ERNAI |
| Rio Alfusqueiro | 1267 | MARTEREZA |
| Rio Algar | 174 | QUEEN MARY THREE |
| Rio Babahoyo | 5064 | ISLA PINTA |
| Rio Blanco | 3671 | TANTO UTAMA |
| Rio Bravo | 198 | EL JABALI GRANDE |
| Rio Bravo | 2746 | GANGOTRI |
| Rio Bravo | 3057 | ALIMOS I |
| Rio Calingasta | 6018 | SAMUDRA RANI |
| Rio Chone | 5064 | ISLA GENOVESA |
| Rio Coatzacoalcos | 21518 | SEAPRIDE II |
| Rio Colorado | 3686 | BLATO |
| Rio Concord | 2916 | MENTOR |
| Rio Conquista | 8894 | EBO |
| Rio Cuanza | 20111 | DANAKOS |
| Rio Das Pedras | 269 | BORNEIRA |
| Rio de la Plata | 9779 | CYCLOPUS |
| Rio de Janeiro | 8948 | STELLA F |
| Rio Del Plata | 185 | SILVER EAGLE |
| Rio Deseado | 6190 | GIANNIS N. K. |
| Rio Ell | 16146 | JAY DURGA |
| Rio Esmeraldas | 5065 | ISLA FERNANDINA |
| Rio Explorer | 4619 | TOROS ALIZE |
| Rio Grande | 708 | CARIBBEAN INTREPID |
| Rio Grande | 3722 | LAUTAN FADJAR |
| Rio Grande Del Sur | 169 | SONEIRO |
| Rio Gualeguay | 6190 | FANTASY |
| Rio Haina | 238 | NORTH STAR |
| Rio Horizonte | 113819 | HIKARI ORIENT |
| Rio Iguazu | 6189 | HELIOPOLIS SPRING |
| Rio Itxasertz | 292 | ITXAS |
| Rio Jubones | 6824 | DEVON |
| Rio La Plata | 185 | SILVER EAGLE |
| Rio Lima | 1395 | LEONE III |
| Rio Lindo | 70787 | VINA DEL MAR |
| Rio Los Ciervos | 2819 | ANDALIEN |
| Rio Los Sauces | 5842 | SAMUDRA SAMRAT |
| Rio Marapa | 6018 | A. J. 1 |
| Rio Minho | 422 | MELRAY |
| Rio Nansa | 967 | POLLY PEARL |
| Rio Neira Segundo | 269 | BORNEIRA |
| Rio Neuquen | 6018 | N. MERSIN |
| Rio Olivia | 6190 | SAFINA—E—ISMAIL 2 |
| Rio Palora | 5064 | ISLA ISABELA |
| Rio Panuco | 125 | CAPT. CONRAD |
| Rio Panuco | 17246 | CAPRICORN |
| Rio Papaloapan | 22553 | PACIFIC JADE |
| Rio Pilcomayo | 6018 | SEA GLORY |
| Rio San Juan | 145 | AITOR |
| Rio San Lorenzo | 183 | SENA II |
| Rio Santa 1 | 120 | SANTA 1 |
| Rio Santa 2 | 120 | SANTA 2 |
| Rio Service | 294 | FOUR POINT X |
| Rio Sixaola | 3232 | RIO ULUA |
| Rio Star | 992 | LANDWIND |
| Rio Tambre | 134 | CINTA MURIEL |
| Rio Tar | 554 | MARIA B |
| Rio Teuco | 6190 | HARMONY |
| Rio Tinto | 123889 | NEW PROSPERITY |
| Rio Tule | 117 | CAMARON 7 |
| Rio Turbio | 5056 | PUNTA INDIO |
| Rio Ventuari | 1337 | CARIBE |
| Rio Verdugo | 327 | CISNE VERDE |
| Rio Vinces | 3354 | TROPICAL MOON |
| Rio Yaque | 1528 | CHRISTOPHER |
| Rio Zambeze | 19767 | GARCIA DE RESENDE |
| Riogas | 759 | AN LONG |
| Rioja | 1560 | AGROS |
| Rion | 24414 | DEMOSTHENES V |
| Rioni | 130 | VEMAR |
| Riosal | 862 | SANDETTIE |
| Ripnes | 160 | SOLV TRANS |
| Ripon | 711 | RIPON M. |
| Rirei Maru No. 3 | 227 | KUROSHIO |
| Risa Paula | 1392 | BLISSFUL REEFER |
| Risan | 26318 | VANESSA |
| Risanger | 16595 | NCC NAJRAN |
| Rishiri | 1979 | IDAHO |
| Rising Tide | 2540 | SANG THAI KAOLIN |
| Rising Tide No. 2 | 2494 | VAN DON |
| Risnes | 3645 | SELNES |
| Risnjak | 1750 | ANY |
| Risoy | 660 | PILAR |
| Rissa | 299 | TAPORO V |
| Rissa Supplier | 856 | SONYA VIKING |
| Risselo | 182 | PITSUND |
| Riston | 138 | VEAGUTT |
| Rita | 118 | HRINGUR |
| Rita | 147 | HENRIETTE SAND |
| Rita | 200 | ROSA F. |
| Rita | 225 | TROPIC ACE |
| Rita | 467 | AL TADAMUN 2 |
| Rita | 2998 | VALLE AURORA |
| Rita | 9593 | SANTA CLARA I |
| Rita Bartels | 299 | ARNHILD |
| Rita Candies | 198 | ISAFJORD |
| Rita Dolling | 348 | GREUNDIEK |
| Rita Holst | 246 | SEEADLER K |
| Rita I | 149 | HAUKE HAIEN |
| Rita Ievoli | 836 | GUNGA DIN |
| Rita II | 498 | SHINKO MARU No. 5 |
| Rita IV | 225 | TROPIC ACE |
| Rita L. | 399 | LAKE PEJO |
| Rita Marie | 445 | CORMORANT |
| Rita Point | 1683 | WELL VOY No. 1 |
| Rita VII | 299 | POLAR CARIBE |
| Rita—Eline | 369 | REINOYFISK |
| Ritornel | 190 | SORAL |
| Ritsa M | 757 | ZAHER II |
| Ritsuhozan Maru | 493 | RYUEI MARU No. 21 |
| Ritsurin Maru | 595 | DON CLEMENTE |
| Ritva Dan | 3113 | KUWAIT |
| Ritzberg | 10243 | TUTOVA |
| Riv. Ouelle | 104 | L'ANGE DANIELL |
| Rivainfanzon | 6677 | BELI |
| Rivamahon | 684 | CALA GALDANA |
| Rivanalon | 724 | NARAVAL |
| Rivanervion | 684 | MARTIN POSADILLO |
| River | 7826 | TIGER |
| River Aboine | 7207 | NDONI RIVER |
| River Avoca | 299 | TORCH |
| River Chenab | 4198 | OCEAN B. |
| River City | 397 | HENRI BONNEAUD |
| River Eden | 384 | JAVA REGENT |
| River Esk | 384 | RIVER RHINE |
| River Fergus | 399 | SAMIA F |

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|---|---|---|
| River Gongola | 5353 | HUA GUI |
| River Guma | 7207 | JUTHA MALEE |
| River Hadejia | 5110 | ORIENT GANGES |
| River Herald | 862 | SANDETTIE |
| River Jimini | 7207 | ENARXIS |
| River Kerawa | 6426 | KINZAN MARU |
| River Lee | 705 | UCANCA |
| River Niger | 7826 | TIGER |
| River Nile | 10399 | HAI JING |
| River Rima | 7114 | JUTHA KASAMAPHAN |
| River Rose | 499 | NORFIELD |
| River Ruth | 499 | ANDORINHA |
| River Star | 17142 | PACSUN |
| River Tamar | 498 | BEN ELLAN |
| River Transport | 3041 | DON ERNESTO |
| River Tyne | 9646 | RAVEN |
| Riverbank | 7403 | FRATZIS M |
| Riverbeacon | 385 | DEEPDALE H |
| Riverdale | 6341 | ASNI |
| Riverman | 85 | BENI |
| Riverville | 17659 | SEALADY |
| Rivtow Spirit | 136 | RIVTOW NORMAN |
| Rivtow Viking | 578 | CANADIAN VIKING |
| Riyad | 356 | SHEREEN |
| Riyadh | 479 | NASSER |
| Riyo Maru | 154 | YEON JIN |
| Rizcun Atlantic | 9097 | SEAHAWK |
| Rizcun Hong Kong | 6652 | MANNAN |
| Rizcun Importer | 9165 | OCEANID |
| Rizkallah | 389 | HUSSAM |
| Rjecina | 9418 | PRIMO C |
| RMS Laguna | 1599 | MARIA J |
| RMS Laguna | 5608 | VILLE DU LEVANT |
| RMS Riviera | 1599 | EURO COURIER |
| Ro | 298 | EUAN |
| Ro—Ro Genova | 8656 | BORDER |
| Ro—Ro Italia | 6779 | SARDEGNA |
| Ro—Ro Manhattan | 8656 | BARRIER |
| Ro—Ro Ponton 1 | 955 | 6214 |
| Ro—Ro Ponton 2 | 796 | ALL—SEAS I |
| Ro—Ro Ponton 2 | 968 | LASTDRAGER 24 |
| Roachbank | 8243 | DEVO |
| Roada | 3263 | SREDETZ |
| Roald | 110 | LUDO |
| Roald Amundsen | 3788 | AMAZONIA |
| Roald Jarl | 21937 | KUANG HAI |
| Roaldsen Senior | 654 | FISKEBAS |
| Roan Eagle | 1320 | SAFE PROTECTOR |
| Roaring River | 272 | BELIBIS |
| Robbenplate | 276 | SPARVIERO |
| Robbie II K | 118 | NAFTILOS III |
| Robbyn J | 180 | POWHATAN |
| Robcap VI | 56336 | EQUATOR |
| Robert | 236 | RIEKELT BRANDS |
| Robert | 3435 | ECL COMMANDER |
| Robert B | 144 | LAUREN LEE |
| Robert C. Gibson | 160 | YAVALA |
| Robert E. Hopkins | 13118 | LOUISIANA BRIMSTONE |
| Robert Eykhe | 13572 | PLAVNIEKI |
| Robert F. O'Hara | 198 | HARVESTER |
| Robert G | 397 | AL JARSHOM |
| Robert H | 278 | NAUTY QUEEN |
| Robert Hamilton | 142 | MONTEGUALDONE |
| Robert Hewett | 519 | ST. LUKE |
| Robert L. D. | 12705 | DORIC CARRIER |
| Robert L. D. | 46565 | PORTO ERCOLE |
| Robert Masset | 283 | EAGLE EKET |
| Robert May Hoper | 386 | SEA STAR |
| Robert Meyhoefer | 386 | SEA STAR |
| Robert Miller | 37016 | ONDA AZZURRA |
| Robert P. Bonnie | 376 | MOLLY SMITH |
| Robert Senior | 280 | KLIPPSTEIN |
| Robert Stove | 20121 | YUN HAI |
| Robert W. Groves | 147 | DAVID TURECAMO |
| Robert Weitert. | 1260 | JORAN |
| Roberta Napoleone | 836 | GUNGA DIN |
| Robertito D L III | 114 | CORDOBA |
| Roberto | 9432 | SHAULA S |
| Roberto Ivens | 1599 | FREDRIK |
| Roberto Ramos | 973 | LARANJAL |
| Robertoemme | 922 | KORABI |
| Roberts Bank | 238 | NOOTKA MARINER |
| Roberts Bank | 31562 | STAR OF MIRANDA |
| Robertsen | 165 | SANDRA |
| Robin | 137 | EMERALD PACIFIC |
| Robin | 217 | LINDEAN |
| Robin | 2989 | JIN SHAN |
| Robin | 5740 | SWAKOP |
| Robin | 13382 | MORIAS |
| Robin Cheramie | 119 | JADE NICOLE |
| Robin Hood | 7988 | TIAN E |
| Robin Hood | 12527 | FEDRA |
| Robin I | 3380 | BRIONI |
| Robin III | 197 | CAPT. LES EASOM |
| Robin IX | 197 | SEA HORSE |
| Robin Paulette | 120 | MASTER BILL |
| Robin Transoceanic | 9367 | HAVSOL |
| Robin Transoceanic II | 9367 | HAVLYS |
| Robin Transoceanic III | 9367 | HAVVIND |
| Robin Transoceanic IV | 9367 | HAVBRIS |
| Robin Transoceanic V | 9367 | HAVLUR |
| Robin Transoceanic VI | 9367 | CLIPPER SEA |
| Robin V | 198 | SEA ROBIN |
| Robin VI | 198 | SEA KING |
| Robin VII | 198 | SEA PRINCE |
| Robin VIII | 198 | SEA CLOUD |
| Robin X | 197 | SEA VIKING |
| Robin XI | 197 | SEA RANGER |
| Robin XII | 197 | SEA BREEZE |
| Robin XV | 149 | OREGON |
| Robina | 54996 | GLOBAL LING |
| Robinson | 574 | SPYROS K |
| Robinson | 194992 | AURIGA |
| Robita | 470 | BIJAH |
| Robiv XIV | 149 | BROWARD |
| Robkap I | 18017 | GROZNY |
| Robkap II | 17977 | APSHERON |
| Robkap III | 18017 | MAKHACHKALA |
| Robkap IV | 18017 | GUDERMES |
| Roble | 240 | SOMARCO I |
| Robox | 499 | JOLANDA |
| Robray I | 288 | FAIRFIELD MAX |
| Robray Second | 251 | UCO XII |
| Robust Pioneer | 1968 | MARGARET |
| Robuste | 233 | CAPTAIN NIKOS |
| Roc | 837 | GASPESIEN |
| Rocadas | 11347 | ALPHA NOVA |
| Rocar | 424 | GLADIADOR |
| Rocas | 1423 | VASILIOS X |
| Rocco Madonna | 350 | MARIA M. I |
| Rochab | 738 | AL KHALED |
| Rochambeau | 6603 | AL RAYYAN 1 |
| Roche | 5794 | CHIOS STAR |
| Roche | 7093 | ROCHEN I |
| Roche Maurice | 499 | EL TERNERO |
| Roche Maurice | 1575 | AMI |
| Rochefort | 12440 | SILVER GLORY |
| Rochester | 19072 | NEDLLOYD ROCHESTER |
| Rochester Queen | 227 | QUEEN OF SCOTS |
| Rochester Queen | 309 | JERSEY QUEEN |
| Rochester Socony | 548 | MABEL L |
| Rocinero | 153 | MONTE SANTA TECLA |
| Rocio | 10282 | CONTSHIP HOLLAND |
| Rocio Villaverde | 232 | CARRULO |
| Rock Barge | 938 | FITTONE |
| Rockall | 149 | RAINBOW |
| Rockall | 497 | HEGRANES |
| Rockcliffe Hall | 3542 | RECOVERY VIII |
| Rockelm | 235 | SHAKIR |
| Rockhaven | 393 | ASTRID |
| Rockmount | 233 | SABRE |
| Rockwood | 233 | COOLELA |
| Rocroi | 16767 | FEDERAL HUDSON |
| Rodaballo | 523 | ANDRADE |
| Rodano | 995 | AROSSEL |
| Rodas | 121 | ACHIM |
| Rodds Bay | 165 | OTTO ASSMAN |
| Roden V | 210 | SOUTHERN STAR S |
| Rodenkirchen | 298 | GOLD FISH |
| Roderick McAllister | 191 | CARLA ANNE SELVICK |
| Roderick McAllister | 193 | AMERICAN EAGLE |
| Rodin | 13978 | KUKAWA |
| Rodin | 30381 | MARIGOULA K |
| Rodios | 439 | ROULA |
| Rodney | 19426 | CHL INNOVATOR |
| Rodney Farry | 125 | MOTUNUI |
| Rodon | 1180 | BLUE JADE |
| Rodonit | 2100 | RADONITS |
| Rodos | 142 | MARILENA II |
| Rodosea | 17805 | FIDELITY |
| Rodoy | 109 | RAYMOND |
| Rodrigo | 8203 | NACIONAL RIO |
| Rodrigo P | 790 | MAGALLANES V |
| Rodrigo Torrealba | 8979 | UNISELVA |
| Rodrigue | 244 | BATISS |
| Rodrigue | 324 | LE PARRAIN |
| Rodrigues Cabrilho | 1598 | MILD SPLENDOUR |
| Rodriguez | 495 | DANIA |
| Rodsand | 495 | SUNMAR SEA |
| Rodshell | 256 | ZEBRON |
| Rodskiael I | 142 | EPO |
| Rodskjael | 142 | EPO |
| Rodskjell | 196 | NORSUPPLY |
| Rodvang | 298 | SUDURSTEIN |
| Rodvin | 290 | BOFJORD |
| Rodvin | 298 | HAVSAND |
| Roe Deer | 1482 | ST. GEORGE |
| Roebourne | 312 | CAIQUEN II |
| Roebuck | 5974 | SOUTH COUNTY |
| Roeggen | 541 | STRIL TENDER |
| Roelina | 417 | VITORIA NOVA |
| Roelof de Winter | 399 | FAYROUZ |
| Roelof Holwerda | 374 | ENERGI |
| Roelof Holwerda | 434 | PAHALA |
| Roelof Holwerda | 998 | MAGRIX |
| Roelof Holwerda | 3982 | OPSTERLAND |
| Roerborg | 394 | YOLYOL |
| Roerdomp | 116 | KABELFISKEN |
| Roerdomp | 350 | Q BOYS |
| Rofjell | 447 | LOKTA |
| Rog | 19437 | VAN K |
| Roga | 499 | BOGA |
| Rogaland | 475 | ANTARES |
| Rogaland | 851 | GAMLE ROGALAND |
| Rogalin | 7801 | CELTIC PRIDE |
| Rogen | 1599 | SPRANTE RUBIN |
| Roger | 15674 | ADAM E. CORNELIUS |
| Roger M | 102 | KAREN MARIE |
| Roger Rougier | 650 | MELVILLE BAY |
| Rogn | 4467 | CHRISTIE |
| Rognac | 614 | ANTIGNANO |
| Roi Baudouin | 3023 | GEORGIOS EXPRESS |
| Rokel | 1995 | KAMATANE |
| Roker Park | 9068 | MAMER |
| Rokietniczka | 180 | SEACRUST 156 |
| Rokita | 470 | BIJAH |
| Rokko | 1310 | VENGEAMINE |
| Rokko | 3183 | TANTO JAYA |
| Rokko | 25552 | RHONE |
| Rokko Maru | 270 | DONG BAEK |
| Rokko Maru | 2953 | ARMADA SEJATI |
| Rokkohsan | 46434 | ATILIM I |
| Rokkohsan Maru | 46434 | ATILIM I |
| Rokunoshima Maru No. 11 | 299 | KONAN MARU No. 10 |
| Rokunoshima Maru No. 18 | 308 | NANKAI MARU No. 28 |
| Rokur | 906 | LINE |
| Rola | 404 | MISKA |
| Rola | 2160 | HYPERION |
| Roland | 298 | GOLD FISH |
| Roland | 6415 | K. K. S. MUTHOO |
| Roland | 12212 | ANDESGAS |
| Roland Bremen | 24955 | AL TAIF |
| Roland Essberger | 838 | MISTRAL TERZO |
| Roland Essberger | 17805 | FIDELITY |
| Roland Express | 299 | SAINT JOSEPH II |
| Roland Kelkheim | 24955 | FLYING FALCON |
| Roland L | 467 | HENRI |
| Roland Oceanic | 5882 | VISUND |
| Rolandos V | 126 | FARWA |
| Rolandseck | 864 | KATY |
| Rolf | 353 | PEACE |
| Rolf | 499 | BETTY |
| Rolf Behrmann | 299 | HEIMTUN |
| Rolf Jacob | 25045 | INACHOS |
| Rolita | 4817 | CANOPUS |
| Roll Galicia | 2763 | FLEUR DE LYS |
| Roll Tide | 128 | LINDA CHRISTINE |
| Roll Vigo | 2841 | CIUDAD DE BURGOS |
| Roll—Al | 2442 | CIUDAD DE CADIZ |
| Rolla | 222 | NACKA STRAND |
| Rollanes | 560 | GRAMPIAN STAR |
| Rolleremme | 1557 | LADY GRACE |
| Rolley I | 146 | ROBERT JR |
| Rollingen | 590 | GRAMPIAN HARRIER |
| Rollman | 2442 | CIUDAD DE ALICANTE |
| Rollo | 497 | ALEX |
| Rolwi | 19212 | PEROZAN |
| Rom | 195 | RENGAT |
| Roma | 6806 | DOULOS |
| Roman | 1154 | FAROE VENTURE |
| Roman I | 1154 | FAROE VENTURE |
| Roman Pazinski | 6959 | OCEAN DIANA |
| Romana | 495 | CANARIAS I |
| Romana | 1586 | GOD SPIRIT |
| Romanee | 15500 | CHIOS HARMONY |
| Romanka | 998 | MAHN |
| Romano Paulo | 521 | MAZISKA MARINE |
| Romanza | 7537 | ROMANTICA |
| Romarin | 1216 | FOKA GAS 1 |
| Rombakfjord | 263 | FLEKKEROY |
| Rome Socony | 1235 | HUDSON |
| Romeo | 299 | JUTO |
| Romeo | 299 | MARUDI |
| Romeo | 465 | SUPERIOR |
| Romeo | 2009 | ANGLO |
| Romeo I | 1585 | ARIADNE |
| Romeral | 1779 | TURIA |
| Romi | 244 | ALCOR |
| Romik Trailer | — | NORTRADER |
| Romira | 2574 | MAERSK FLANDERS |
| Rommel | 398 | PAULA |
| Rommy | 2009 | ANGLO |
| Romney | 8243 | TAMAPATCHEREE |
| Romo | 226 | VINDHEM |
| Romo | 567 | KATHARINE |
| Romoil | 427 | ORTAKOY 1 |
| Rompeng | 548 | JABAR |
| Rompido | 187 | AZAR |
| Romsa | 415 | NORDVIK |
| Romsey | 173 | CARIBE II |
| Romy | 996 | SPYROS |
| Romylia | 396 | ROLA |
| Ron Woolaway | 478 | TRIENA I |
| Rona A. | 10418 | ARIS |
| Ronacastle | 63224 | HERA |
| Ronan | 499 | KORNI |
| Ronariver | 51280 | TITAN |
| Ronastar | 53519 | LOUSSIOS |
| Roncador | 651 | SALMON |
| Roncal | 718 | RIO SOLIS |
| Roncesvalles | 5450 | SEA DIAMOND |
| Rondal | 189 | DUANE |
| Rondane | 1599 | THALASSA |
| Rongos | 459 | STRILOS |
| Roni | 1160 | EFTICHIA |
| Ronita | 1199 | MINERVA |
| Ronja | 472 | POUNENTES |
| Ronjay | 11410 | STERLING STAR |
| Ronne | 499 | AGIOS GEORGIOS M |
| Ronne | 1596 | ERI S |
| Ronnebeck | 499 | AGIOS GEORGIOS M |
| Ronnes | 3710 | RISNES |
| Ronnskar | 597 | OMID |
| Ronsard | 15632 | CGM RONSARD |
| Ronstad | 362 | POLARTRAL |
| Ronstad | 466 | STRIL SUPPORTER |
| Rony | 398 | CALMA |
| Roodebeek | 393 | ASTRID |
| Ropotamo | 334 | KITEN |
| Rora | 4598 | SAMUDRA RAJ |
| Rordal | 189 | DUANE |
| Rorichmoor | 260 | BARLOVENTO PRIMERO |
| Roro Anglia | 515 | MYKONOS II |
| Roro Apollonia Winner | 515 | MYKONOS II |
| Roro Cimbria | 4328 | EUROSUN |
| Roro G | 1889 | SKARVOY |
| Roro Highway | 2226 | NEPTUNE BARCELONA |
| Roro Trader | 7171 | SPHEROID |
| Rorstad | 113 | BENTO |
| Ros Castle | 35806 | ROBIN L |
| Rosa | 175 | BUDAFELL |
| Rosa | 200 | ROSA F. |
| Rosa | 289 | LUCY II |
| Rosa | 499 | POLA |
| Rosa | 816 | MARTHA |
| Rosa | 24876 | ANEMI |
| Rosa B | 198 | SAN ANDREA |
| Rosa da Fonseca | 9772 | ATHIRAH |
| Rosa Dania | 1599 | POLLY PROSPER |
| Rosa Garolla | 670 | ROSA G |
| Rosa Henriette | 149 | CARMENCITA |
| Rosa Irene | 498 | GIORGIOS S |
| Rosa Madre | 168 | ELDA MADRE |
| Rosa Maria | 4867 | KALYDNA |
| Rosa Maris | 109 | ROSA MONDA |
| Rosa Pantos | 149 | TUCANA |
| Rosa Roth | 6266 | ZHE YAN |
| Rosa—B | 457 | AD TEMPUS |
| Rosadaniela | 2905 | BLUE COAST I |
| Rosal | 2496 | GOLD STATE 6 |
| Rosala | 193 | JURMO II |
| Rosalba C | 167 | MARIANNA |
| Rosaleen M | 16704 | PETALOUDA |
| Rosaleverett | 8033 | KING YEE |
| Rosalia | 2204 | FLEXEN |
| Rosalia Clasina | 344 | CINDY |
| Rosalie | 130 | MERCATOR |
| Rosalie | 381 | ESPERANZA F. |
| Rosalie D. Morse | 153 | FIRST LADY |
| Rosalie E | 146 | ALPHA O |
| Rosandra | 20393 | DIRECT KIWI |
| Rosanna Hebert | 198 | FIERCE CONTENDER |
| Rosantal | 417 | GONAIVES FAMILY |
| Rosaria Lauro | 293 | EGADI EXPRESS |
| Rosario | 248 | NEARCHOS |
| Rosario | 3876 | PUTRA PERMAI |
| Rosario | 8745 | AL RAZIQU |
| Rosario | 21144 | NEDLLOYD ROSARIO |
| Rosario Straits | 181 | MT REAM |
| Rosarita | 1575 | AHMAD'S |
| Roscanvel | 335 | LUCA PRIMO |
| Rose | 102 | SELAT DURIAN |
| Rose | 490 | GLEUCOS |
| Rose | 981 | MONTE CRISTO |
| Rose | 9404 | ALICE |
| Rose | 18117 | BYRON V |
| Rose Acacia | 3273 | IONIAN SPRINTER |
| Rose Daphne | 3858 | REEFER No. 1 |
| Rose Garden | 2553 | FAL XII |
| Rose Garden Maru | 2553 | FAL XII |
| Rose I | 499 | PRINCESS IMMELA |
| Rose J. Gordon | 309 | GRECOSUN |
| Rose L. Silva | 129 | MIA MADRE |
| Rose Mallow | 3699 | FRIO CARIBIC |
| Rose Marie | 192 | SILVER HARVESTER |
| Rose Marie | 284 | POOLSTER |
| Rose of Sharon | 128 | PATRICIA ANN |
| Rose of Sharon I | 168 | PACIFIC INVADER II |
| Rose of Sharon II | 161 | LUCKY SEVEN |
| Rose Schiaffino | 1937 | SAIS |
| Rose Stone | 4824 | YASMINA |
| Rose—Marie | 265 | ORA ET LABORA |
| Rosebank | 18600 | ST. BLAIZE |
| Rosebay | 132749 | ROME |
| Rosebud | 16704 | PETALOUDA |
| Roseburn | 496 | L. MEHMET DIKER |
| Rosedale | 9404 | ALICE |
| Roselil | 299 | NADINE |
| Roselil | 1223 | ARKTIS ORION |
| Roselina | 4081 | BIRSTONAS |
| Roseline | 16023 | VENTURA |
| Roseline Gougy | 198 | ADVANCE |
| Rosella | 155 | GULF EXPRESS I |
| Rosella Ara | 497 | STRONGHAND |
| Roselle | 610 | VOSSO |
| Rosello Castell | 284 | ALTEAPESCA UNO |
| Roselyne | 248 | UFFE |
| Roselyne | 311 | SIR CEDRIC |
| Roselyne | 391 | ELEUSI |
| Rosemarie | 199 | GEGA III |
| Rosemarie | 1985 | SAGITTA |
| Rosemary | 162 | LADY BARBARA |
| Rosemary | 6198 | FRIO ANTARCTIC |
| Rosemary Everard | 1579 | THEODOROS G |
| Rosemount | 1597 | GIANNIS |
| Rosendal | 300 | VESTGAR |
| Rosenort | 2414 | KAIHENG |
| Rosenthorn | 1323 | NOURA 1 |
| Rosenvold | 299 | DAN TRADER |
| Rosewell | 400 | MYRSINI |
| Rosia | 495 | ISLAND CRETA |
| Rosia Bay | 5844 | KURI |
| Rosie D | 17412 | GALISSAS |
| Rosie R. Guidry | 199 | MARY CATHERINE |
| Rosina | 397 | N. S. DELLE GRAZIE |
| Rosirkel | 259 | TINGHOLM |
| Rosita | 106 | ROSITA DOMINGUEZ |
| Rosita | 797 | RAMBO |
| Rosita | 9404 | ALICE |
| Rosita | 23981 | OB |
| Rosita Maria | 499 | MADONNA S |
| Rosita Pacific | 52757 | SULBY |
| Rosita 9 | 120 | TAMBO 8 |
| Rosita 10 | 120 | TAMBO 9 |
| Rosita 11 | 200 | MANCORA 10 |
| Rositza | 1865 | AFRICAN QUEEN |
| Roslagen | 1612 | LUSITANIA EXPRESSO |
| Roslyn | 129 | H. J. SHERIDAN |
| Rosmersholm | 109 | CAPITANO |
| Rosmersholm | 182 | VARDAG |
| Rosnaes | 274 | RENATE A. |
| Rospiggen | 352 | RIO MARINA |
| Rospiggen | 492 | CARLOFORTE |
| Rospiggen | 1339 | ILE DE CARABANE II |
| Ross and Bess | 108 | JONS C. |
| Ross Beaver | 308 | GRAMPIAN FOREST |
| Ross Cheetah | 319 | CAM CHEETAH |
| Ross Civet | 336 | CAM CIVET |
| Ross Cougar | 321 | CAM COUGAR |
| Ross Curlew | 288 | ANEGADA |
| Ross Delight | 199 | CIPREA |
| Ross Eagle | 265 | INAGUA |
| Ross Eastern Leader | 582 | TJAMAR |
| Ross Fame | 320 | FAME V |
| Ross Fortune | 320 | FURY V |
| Ross Genet | 336 | CAM GENET |
| Ross Heron | 288 | MUSTIQUE |
| Ross Illustrious | 1311 | SEABOARD ILLUSTRIOUS |
| Ross Implacable | 1042 | HAMOOR 1 |
| Ross Intrepid | 1118 | MALENE OSTERVOLD |
| Ross Isle | 50849 | TRADE ENDEAVOR |
| Ross Jackal | 321 | CAM JACKAL |
| Ross Jaguar | 321 | CAM JAGUAR |
| Ross Juno | 543 | LESAMAR UNO |
| Ross Kashmir | 542 | RAINBOW WARRIOR |
| Ross Kennedy | 1118 | MALENE OSTERVOLD |
| Ross Leopard | 321 | CAM LEOPARD |
| Ross Lynx | 319 | CAM LYNX |
| Ross Panther | 321 | CAM PANTHER |
| Ross Tiger | 321 | CAM TIGER |
| Ross Valiant | 1298 | NERPILIK |
| Ross Vanguard | 1060 | ARAMOKO |
| Ross Zebra | 336 | CAM ZEBRA |
| Rossana | 17878 | SPYRIDON CH |
| Rossella | 995 | AROSSEL |
| Rossetti | 17728 | SNOWBIRD |

| | | |
|---|---|---|
| Rossgarth | 206 | ROZI |
| Rossland | 186 | CHEATER FIVE |
| Rossmore | 206 | ROZI |
| Rossnes | 3842 | SAINT BRICE |
| Rosso | 328 | BONANZA No. 5 |
| Rosso | 4055 | ALMA LLANERA |
| Rosso I | 349 | SOMAPECHE RAJA 1 |
| Rosso III | 349 | MARITIME UNION |
| Rosso IV | 349 | SALEH 1 |
| Rost | 484 | NORDBRISE |
| Rost | 13978 | UNION ROTOMA |
| Rostam | 173 | DALEER |
| Rostand | 13978 | UNION ROTOMA |
| Rostock | 253 | FRAMAT |
| Rostock | 5364 | PAULINE METZ |
| Rosund | 215 | SENJABAS |
| Rosund | 280 | LOFOTFERJE I |
| Rosvik | 181 | GEIRI PETURS |
| Roswitha | 105 | HOHEWEG |
| Roswitha | 1001 | MARCO POLO |
| Rosy | 151 | SALY |
| Rot | 401 | TOPOCALMA |
| Rota | 6109 | MILI |
| Rote | 495 | RASOULA N |
| Rotesand | 149 | FARO |
| Rotesand | 989 | LEILA |
| Rotinn | 256 | VULCANO |
| Rotinn II | 1101 | ROTINN |
| Rotna | 2301 | GHAWDEX |
| Rotomber | 101 | BELLATRIX |
| Rotrail I | 1599 | CANGURO BLU |
| Rotterdam | 732 | TRIPLEX |
| Rotterdam | 19072 | NEDLLOYD ROTTERDAM |
| Rottingoy | 426 | HOLMSJO |
| Rottneros | 495 | HERO |
| Rottnest Islander | 186 | PRINCESS ROYAL II |
| Roua | 15858 | KALYPSO STAR I |
| Roubini II | 2937 | HOTAMA MURNI |
| Rouen | 21144 | NEDLLOYD ROUEN |
| Rough Sea Barge 10 | 4735 | T BARGE 2 |
| Rouguimex I | 299 | MELILLA No. 101 |
| Roula | 811 | GIR |
| Roule | 976 | PALMYRA |
| Roundtable | 135 | ROUNDTABLE I |
| Rounton Grange | 34951 | FORUM GLORY |
| Rousseau | 13978 | KUMASI |
| Roussillon | 228 | BETTY |
| Roussillon | 7466 | KAMIROS |
| Roustabout | 279 | CATRAIO |
| Rova | 105286 | ARICA |
| Rover | 56225 | COMBI SAILOR |
| Rovinga | 1581 | SAPPHIRE |
| Rovuma | 499 | MARGARETA |
| Rowan | 484 | MUSI |
| Rowanbank | 18600 | VIDAL |
| Rowe | 198 | H. J. REINAUER |
| Rowen Card | 196 | A. J. McALLISTER |
| Rowin | 496 | BERKAH |
| Rowntree | 5096 | MARINE FORTUNER |
| Roxane Kersten | 999 | VILLE D'AURORE |
| Roxane Kersten | 1598 | JANNE WEHR |
| Roxen | 144 | GANLER |
| Roy Clemo | 476 | NAUTIC W |
| Roy Pierron | 122 | CHIEF |
| Roy Stevens | 202 | FAHNOUS |
| Roy—Arve | 257 | TRYGVASON |
| Royal | 107 | GRISSLY |
| Royal Alaskan | 163 | WESTWARD |
| Royal Aleutian | 106 | MITKOF |
| Royal Colombo | 71474 | JANASHAKTHI |
| Royal Daffodil | 789 | IOULIS KEAS II |
| Royal Daffodil II | 789 | IOULIS KEAS II |
| Royal Eagle | 9764 | ANTARTICO |
| Royal Eagle | 12691 | EUROPA EXPRESS |
| Royal Eagle | 31155 | JOY VENTURE |
| Royal Enterprise | 999 | LUO JIANG |
| Royal Firth | 398 | PATIMAX |
| Royal Fornax | 20141 | AGAMEMNON SB |
| Royal Lady | 257 | IMPERIAL EAGLE |
| Royal Lily | 7246 | CAP ORTEGAL |
| Royal No. 1 | 2582 | XING ZHONG |
| Royal Odyssey | 17891 | REGENT SUN |
| Royal Pacific | 1072 | KOORALE |
| Royal Prince | 1479 | OOCL AMBITION |
| Royal Princess | 1840 | VALIANT |
| Royal Pulp | 486 | EL TORO |
| Royal Queen | 706 | KANINI I |
| Royal River | 640 | SUNNY No. 17 |
| Royal Sapphire | 9860 | MARIA DIAMANTO |
| Royal Sea | 4027 | PAN HARVEST |
| Royal Sheeba | 1444 | XLENDI |
| Royal Sky | 1089 | LASARISA No. 1 |
| Royal Sovereign | 996 | ISCHIA |
| Royal Star | 3131 | CARGOBAY |
| Royal Star | 3777 | WESER STAR |
| Royal Venture | 283 | BETTY ELISABETH |
| Royal Venture | 4948 | OMNISEA |
| Royal Viking Sea | 28018 | ROYAL ODYSSEY |
| Royal Viking Sky | 28078 | SUNWARD |
| Royal Viking Star | 28492 | WESTWARD |
| Royal 3 | 340 | MARINE STAR I |
| Royale | 15483 | SEABREEZE I |
| Royale Oceanic | 19500 | STARSHIP OCEANIC |
| Royalton | 17908 | PETER MISENER |
| Royan | 12440 | SILVER CHARIOT |
| Roye | 336 | ZINGARA |
| Roza S | 152 | BOOBYBIRD |
| Rozenburgh | 480 | ADDAURA |
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| Rozenn | 894 | REA SKY |
| Rozenno | 248 | DON JOSE MOSCUZZA |
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| RS—300 No. 86 | 163 | SINITSINO |
| RS—300 No. 87 | 163 | PARNYY |
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| RS—300 No. 103 | 164 | NIVA |
| RS—300 No. 120 | 163 | ARAMYSHEV |
| RS—300 No. 153 | 163 | PINAGOR |
| RS—300 No. 154 | 163 | TUNETS |
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| RS—300 No. 172 | 171 | BESTER |
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| Rubens | 9123 | PANTANAX |
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| Rubi | 3938 | GUAPA |
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| Rubi Scantic | 2531 | POM KARIN |
| Rubi Sea | 2909 | SEA WORKER |
| Rubi—Binti | 1599 | ANGOL |
| Rubicat | 2814 | BONITO |
| Rubicon | 499 | CALA EGOS |
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| Rubisea | 1592 | NARCELLE |
| Rubistar | 889 | NAN HAI 138 |
| Rubistream | 2530 | KAPRIFOL |
| Rubjerg | 113 | H. BOSSEN |
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| Rubtsovsk | 4531 | HAI YEN 2 |
| Ruby | 158 | SINDBAD |
| Ruby | 660 | DIMINI |
| Ruby | 9123 | PANTANAX |
| Ruby | 15207 | AGONISTIS |
| Ruby | 16146 | JAY DURGA |
| Ruby | 18403 | LEADERMAN |
| Ruby Bay | 539 | SNOW |
| Ruby Islands | 8843 | ALAMINOS |
| Ruby K | 101 | GULF STAR |
| Ruby K. II | 147 | WINDRUNNER |
| Ruby Lotus | 6017 | TELSTAR |
| Ruby Ocean | 10511 | AN BAO JIANG |
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| Ruby Star | 3933 | KEE INVESTMENT |
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| Rudesheim | 9610 | BOLIVIA |
| Rudi G | 38724 | RUDI |
| Rudi Robert | 132 | VROUWTJE |
| Rudi—M | 645 | ST. STEPHEN |
| Rudolf | 3314 | SUNLUCK |
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| Rudolf Kinau | 137 | HANSEAT |
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| Rudolf Schmidt | 4337 | RIJNDELTA |
| Rudolph Blankenburg | 337 | M. V. CHIEF |
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| Rudolstadt | 6819 | METZ BEIRUT |
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| Ruth | 423 | PHILIP P |
| Ruth | 498 | SURYA KARYA |
| Ruth | 1021 | DONA MARIA |
| Ruth | 36051 | MARIANNE I |
| Ruth | 50895 | FANNY |
| Ruth | 60814 | RUTH M |
| Ruth & Joanna | 153 | EMILY BROWN |
| Ruth Ann | 786 | L. F. MARSILI |
| Ruth Ann II | 129 | AMANDA & JESSICA |
| Ruth B. | 152 | DON GIOVANNI |
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| Ruth Borchard | 1599 | ZIM NAPOLI |
| Ruth Borchard | 3343 | AHLERS BREEZE |
| Ruth Borchard | 4510 | VILLE DE MISTRAL |
| Ruth Dieter | 497 | FALLWIND |
| Ruth Drescher | 10359 | OCEAN CROWN |
| Ruth G | 457 | AD TEMPUS |
| Ruth Graef | 498 | SURYA KARYA |
| Ruth Justesen | 495 | ASSOS |
| Ruth Klint | 399 | SONJA HOVE |
| Ruth Lindinger | 399 | MIRANDA |
| Ruth Lonborg | 808 | NUSA MAS |
| Ruth Lu | 3992 | XIAN FENG |
| Ruth M | 121 | DEBBIE LYNN |
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| Ryosei Maru | 2289 | ARMADA MOBIL PLAZA |
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| Ryoun Maru No. 5 | 349 | CORACAMAR No. 1 |
| Ryoun Maru No. 7 | 390 | SIAC I |
| Ryoun Maru No. 15 | 137 | TAIHO MARU No. 28 |
| Ryoun Maru No. 15 | 349 | DAE SUNG No. 6 |
| Ryoun Maru No. 51 | 295 | ZENPO MARU No. 81 |
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| Ryoyo Maru | 3129 | SWAKARSA |
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| Rythme | 10315 | STAVROS |
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| Ryuei Maru No. 12 | 199 | HONG FAP |
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| Ryuho | 13596 | PAN HOPE |
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| Ryusei Maru | 4620 | KALA MONA |
| Ryusei Maru | 16523 | HOPE |
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| Ryusho Maru | 4605 | PIKI MONA |
| Ryusho Maru | 16755 | ENERGY TRADER |
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| Ryuzan Maru | 262 | ANN |
| Ryuzan Maru No. 22 | 499 | KAIYO MARU No. 12 |
| Ryving | 324 | KONGSNES |
| Ryvingen | 177 | VINGASAND AV FISKEBACK |
| Ryvingen | 210 | HAVGUL |
| S Sue | 135 | TWO SONS |
| S To S | 454 | ORYX |
| S 366 | 1416 | JIMMIE MAC |
| S. A. Elbeland | 7771 | SILVER EXPRESS |
| S. A. Gudmand | 741 | SONNODD |
| S. A. Hexrivier | 6320 | MISTRAL |
| S. A. John Ross | 2708 | JOHN ROSS |
| S. A. Kaswag III | 149 | DEOS I |
| S. A. Langeberg | 28259 | MSC JADE |
| S. A. M. | 214 | NOHIC |
| S. A. Ostfriesland | 6528 | OSTFRIESLAND |
| S. A. Sabie | 16299 | LYRA |
| S. A. Skukuza | 16249 | PERIANDROS |
| S. A. Sukumbi | 13292 | SEALANE II |
| S. A. Vaal | 26632 | FESTIVALE |
| S. A. Vaal | 30955 | VAAL |
| S. A. Wolraad Woltemade | 2708 | WOLRAAD WOLTEMADE |
| S. A. Zebediela | 6311 | MELTEM |
| S. B. Keranji | 3380 | JIN HAN |
| S. B. Kumpang | 3823 | KOKUTO MARU No. 1 |
| S. B. Mawar | 5217 | JIN XING |
| S. Biagio | 703 | PETRA |
| S. C. 1039 | 134 | NORKING |
| S. E. C. M. | 138 | FORT SAINT LOUIS |
| S. F. Panther | 4467 | ST. CLAIR |
| S. Farinato | 268 | DIEO 1 |
| S. G. Tholstrup | 1598 | GAZ SUEZ |
| S. Gabriel | 1234 | ALPES III |
| S. Giovanni | 139 | PIETRO ASARO |
| S. Goktug | 4867 | KALYDNA |
| S. H. Coppedge | 146 | KIMBERLY J. TURECAMO |
| S.Isaia | 136 | ANTONIETTA PAOLA |
| S. J. Harrison | 133 | FURY |
| S. J. Pollux | 3977 | CONDOR |
| S. L. 64 | 235 | ROGER SAND |
| S. L. 65 | 235 | GYLFE R |
| S. M. Dean | 173 | GREGG McALLISTER |
| S. M. E. No. 6 | 659 | MANGALIA |
| S. O. Co. No. 17 | 233 | WITSERVICE II |
| S. Orchid | 444 | EASTERN SEA No. 7 |
| S. P. A. C. E. I | 998 | SABINE F. |
| S. P. Lee | 1151 | SAMUEL P. LEE |
| S. P. 838 | 244 | JOHN L. LAWRENCE |
| S. Sebastian | 458 | SOUTHERN RAIDER |
| S. Sehirli | 499 | CETIN MARKALOGLU |
| S. T. & S. | 110 | MISS LINDA |
| S. T. Co. No. 17 | 233 | WITSERVICE II |
| S. T. Kiddoo | 613 | MARY A. WHALEN |
| S. V. Juraj | 116 | VINOGRADAR |
| S. Venus | 22331 | SAMMI VENUS |
| S. Vicente | 532 | VICENTE |
| S. W. Dolphin | 150 | OCEAN DOLPHIN |
| S. W. 2 | 256 | COUNTESS WEAR |
| S.A.Tugelaland | 10527 | LU CHENG |
| S.L.S. Hercules | 2108 | VM/S HERCULES |
| S.M.Jensen | 195 | BENGIKA |
| S.O. Co. No. 16 | 186 | PEGASUS |
| S.T. Co. No. 16 | 186 | PEGASUS |
| S—26 | 3337 | ILE DE L'EUROPE |
| S—48 | 126 | SLAVEN |
| S—204 | 219 | GUMISTA |
| S—211 | 230 | GEOKHIMIK |
| S—214 | 230 | PIONER |
| S—217 | 230 | DAVID KARAYEV |
| S—218 | 230 | PSOU |
| S—219 | 1283 | PAHLEVAN |
| S/VMT.P. 1 | 360 | S/VM TP 1 |
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| Saad | 499 | MERMERBURNU |
| Saad 7 | 142 | SHAIMA |
| Saadalah | 395 | OASIS |
| Saale | 2048 | MAZEN |
| Saaletal | 993 | CARIBE MERCHANT |
| Saaminki | 218 | ROSALA II |
| Saaminki II | 193 | JURMO II |
| Saaoy | 199 | MARINA—S |
| Saaoy | 298 | BUBISTA |
| Saaoy | 997 | UNO |
| Saar | 398 | MASHAALLAH |
| Saar | 998 | IRANSAAR |
| Saara Aarnio | 26000 | DELTA TRIDENT |
| Saarullik | 264 | BERGSOY |
| Saba | 839 | HOTAMA |
| Sabah Maju | 250 | BUNABA |
| Sabang | 570 | FLAMBOYAN |
| Sabang | 737 | SEMINUNG |
| Sabanitas | 2094 | TRINTOC MARABELLA |
| Sabara | 801 | SEABOARD SENTRY |
| Sabatis | 492 | JUPITER IV |
| Sabie | 16299 | LYRA |
| Sabiha | 22575 | RUBY I |
| Sabina | 289 | DOLLY |
| Sabina | 499 | INGA B. |
| Sabine | 399 | TATI |
| Sabine | 422 | JIHAN |
| Sabine | 423 | RIVER TAVY |
| Sabine | 443 | BECKS |
| Sabine | 494 | EMKA |
| Sabine | 654 | JOAO GABRIEL |
| Sabine | 1055 | STINA |
| Sabine D | 999 | SARAH |
| Sabinia | 23608 | CHUSOVOY |
| Sabinia(FC) | 11023 | AEGEAN MARINER |
| Sabira | 5858 | OBLAYOO |
| Sable Ferry | 1909 | NICKEL FERRY |
| Sable Sea | 2258 | TOISA MARINER |
| Sable Service | 723 | ASIE ZAPATA I |
| Sablefish | 493 | SOUTHERN WIND |
| Sabodine Venture | 29438 | WAIMEA |
| Sabratha | 2373 | SAMUDRA MANTHAN |
| Sabri Haci Huseyinoglu | 497 | EMEK III |
| Sabrina | 160 | DOMENICA MADRE |
| Sabrina | 198 | DON BENITO |
| Sabrina | 392 | ALEXANDER |
| Sabrina | 530 | AGEL |
| Sabrina I | 128 | HANOMAN I |
| Sabrina II | 128 | MIRZANI |
| Sabrina Prima | 1595 | SERIFOS |
| Sabs 1 | 6482 | LANGVANN |
| Sabs 2 | 2915 | CRANE WEST |
| Sabs 3 | 989 | ALLWELL PERFECT |
| Sabs 5 | 1310 | MELORIA |
| Saby | 1977 | DALGO |
| Sac Santander | 3562 | FUENSANTA |
| Sac Sevilla | 9877 | SEA STAR—L |
| Sacagamea | 211 | RESOLVE EAGLE |
| Sacal Borincano | 631 | SIBONEY |
| Sachem | 17697 | IONIAN CHALLENGER 1 |
| Sachi Maru | 198 | YONG MA No. 1 |
| Sachi Maru No. 1 | 128 | MINA RAYA 14 |
| Sachi Maru No. 2 | 128 | MINA RAYA 15 |
| Sachi Maru No. 3 | 117 | MINA RAYA 3 |
| Sachi Maru No. 3 | 313 | MINA RAYA 12 |
| Sachi Maru No. 5 | 322 | MINA RAYA 5 |
| Sachi Maru No. 5 | 451 | MINA RAYA 10 |
| Sachi Maru No. 6 | 381 | MINA RAYA 6 |
| Sachi Maru No. 21 | 279 | KOYU |
| Sachi Maru No. 22 | 371 | CHOSEI MARU No. 78 |
| Sachi Maru No. 28 | 299 | ADELFA |
| Sachi Maru No. 33 | 320 | NAM SUNG No. 27 |
| Sachi Maru No. 38 | 299 | HOKUTATSU MARU No. 88 |
| Sachi Maru No. 81 | 254 | SUNFORD No. 1 |
| Sachikawa | 61153 | LA LOMA |
| Sachikawa Maru | 61153 | LA LOMA |
| Sachikaze | 100 | GUSHIKI |
| Sachikaze | 130 | ISLAND CRUISER II |
| Sachishima Maru | 992 | HAM LUONG |
| Sachishio | 365 | TAMARII MOOREA II |
| Sachishio Maru | 2340 | REEFER SACHI |
| Sachsen | 18342 | SEA SWIFT |
| Sachsenhausen | 12509 | LEO M |
| Sachsentor | 778 | PANI |
| Sachsenwald | 4309 | MOHAMMED ABBAS |
| Sacramento | 9195 | ATLANTIS A |
| Sada Maru No. 8 | 199 | JINSEI MARU No. 8 |
| Sada Maru No. 8 | 325 | MATSUO MARU No. 72 |
| Sada Maru No. 11 | 299 | SHOICHI MARU No. 32 |
| Sada Maru No. 21 | 498 | KAZU MARU No. 21 |
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| Sadan Kalkavan | 427 | ORTAKOY 1 |
| Sadan Kaptanoglu | 1303 | FAHRI EKSIOGLU II |
| Sadar Setia | 163 | SENTOSA MULIA |
| Sadewa Raya | 1235 | TATANUSA SATU |
| Sadie And Laurie | 149 | CAREVELLE |
| Sadie II | 120 | CHRISBUD VIII |
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| Sae Byel | 3955 | PRESIDENT WASHINGTON |
| Saebjorg | 234 | PALL |
| Saebo | 144 | SAGAND |
| Saedis | 148 | GRETTIR |
| Saefari | 155 | OGMUNDUR |
| Saefaxi II | 146 | THORLAKUR HELGI |
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| Saerun | 208 | NATTFARI |
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| Saeteroy | 199 | FISKENES |
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| Saetre | 199 | SANDTOR |
| Saetre | 248 | BALOY |
| Saetre | 457 | WILLIE B |
| Saeunn | 159 | GEIR GODI |
| Saeunn Saemundsdottir | 148 | EYBORG |
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| Safanourios | 1514 | KALKAVANLAR |
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| Safari West | 434 | BRITISH FORAGER |
| Safe Alpha | 451 | ALPHA 702 |
| Safe Anglia | 998 | TOM VIKING |
| Safe Carrier | 676 | SEABOARD CARRIER |
| Safe Christina | 5926 | LION PRINCE |
| Safe Tango | 735 | SEABOARD SWAN |
| Safe Tide | 362 | NORPAC III |
| Safe Transporter | 499 | NORD TRANSPORTER |
| Safe Truck | 3390 | WESTERN HERCULES |
| Safe Turtle | 947 | SEABOARD SNIPE |
| Safeer | 3732 | ALDE |
| Saffron | 125249 | EASTERN PROMISE |
| Safi | 827 | KABANJAHE |
| Safia | 2657 | XINHENG |
| Safilliah | 166 | AL SAFILLIAH |
| Safina Sahara | 164758 | SAHARA |
| Safina—E—Barkat | 8959 | NOUR |
| Safir | 187 | SLAETTABERG |
| Safna No. 11 | 493 | ORION—11 |
| Safuan 1 | 3619 | OCEAN DRAGON 1 |
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| Saga | 1217 | BLUE SEA |
| Saga | 7262 | KNOSSOS |
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| Saga | 24414 | DEMOSTHENES V |
| Saga C | 23568 | ICEPEARL |
| Saga Cob | 2159 | ELSE |
| Saga I | 1262 | HVITANES |
| Saga II | 489 | ANAIS |
| Saga Maru | 385 | KAIUN MARU |
| Saga Rose | 23444 | WESTERN TIGER |
| Saga Skane | 7484 | DONATA |
| Saga Spirit | 20466 | SKAN GRETE |
| Saga Star | 8226 | GIROLATA |
| Saga Stream | 14145 | DOLORES |
| Saga Surf | 25503 | PENELOPE |
| Saga Wind | 15879 | SEA WIND |
| Sagacity | 1912 | NAGA CITY |
| Sagafjell | 1596 | WESERBERG |
| Sagafjord | 555 | TERATAI |
| Sagaholm | 1199 | ADRIA |
| Sagaholm | 4187 | XIN CHANG |
| Sagahorn | 1956 | WESERLAND |
| Sagaland | 1596 | WESERKANT |
| Sagaland | 5973 | GANDA PERKASA |
| Sagallo | 713 | CORALLINA BUNKER |
| Sagami Maru | 121 | SWAN I |
| Sagami Maru | 352 | FUYO MARU No. 150 |
| Sagami Maru | 5409 | HONSHU |
| Sagami Maru | 35270 | BRISAS I |
| Sagamore | 9864 | TANIA |
| Sagan | 172 | SAGAN AF ALAREN |
| Sagana | 525 | GINA |
| Saganes | 1198 | RAID |
| Sagar Sandhani | 165 | ALPHA COMMANDER |
| Sagard | 298 | COSETTE |
| Sagarika | 9262 | WINDMILL PRIDE |
| Sagastrand | 398 | NADA I |
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| Sagatoku Maru | 2294 | RUBY |
| Sagatral | 292 | HAVFANGST |
| Sagay Stove | 35586 | SALLY STOVE |
| Sagemar Prima | 480 | ADDAURA |
| Saggat | 68777 | SHAWNEE |
| Saggo | 512 | ATLANTIC REEFER |
| Sagholm | 104 | ENGOYBUEN |
| Sagholm | 121 | SAUHOLM |
| Sagitario | 1319 | BARRA ABERDEEN |
| Sagitario | 4551 | PERGAMOS |
| Sagitario | 4954 | CHINA SEA |
| Sagitta | 385 | NISSOS MILOS |
| Sagitta | 484 | HANNOUDA |
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| Sagitta | 999 | DRACO |
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| Sagittaire | 705 | SOROCAIMA |
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| Sagittarius | 7947 | TROPIC REIGN |
| Sagoland | 164 | SKAWBOEN |
| Sagona | 17709 | ARALDA |
| Sagoy | 195 | HASSELNES |
| Saguenay | 429 | TESSA KATHLEEN |
| Saguenay | 23462 | OCEAN QUEEN |
| Sah Kim | 20698 | KAPITAN SOROKA |
| Saham | 498 | NAND MAYUR |
| Sahar | 180 | NEDA |
| Sahar | 4358 | PRIMA DONNA No. 2 |
| Sahar | 4924 | JULIANA |
| Sahei Maru No. 8 | 199 | HOJU MARU No. 1 |
| Sahel II | 2337 | NISIDA |
| Sahid 2 | 116 | LADY ALICE |
| Sahil | 397 | AL JARSHOM |
| Sahilbent | 499 | KAPTAN SUKRU |
| Sahin 6 | 4781 | LUGANO 2 |
| Sahinkaya | 1598 | I. SAHINKAYA |
| Sai Kong | 391 | QING CHUAN TANKER 1 |
| Saibon | 192 | CHARLOTTE NORDFISK |
| Said | 398 | MASHAALLAH |
| Said | 470 | BIJAH |
| Said II | 976 | PALMYRA |
| Saif | 708 | RED MERLIN |
| Saigon Gate | 499 | TRICOLOR GATE |
| Saiki | 4836 | ANGLO—ALLIANCE |
| Saiko | 17126 | EARL TRADER |
| Sail | 1588 | TAUFIQ |
| Sailor | 2994 | SHE SHAN |
| Sailor | 9951 | MIKADO |
| Sailor I | 12592 | ALEXANDER'S COURAGE |
| Sailor II | 12592 | VASHIP |
| Sailormark | 515 | MYKONOS II |
| Saima IV | 537 | SONAR KAMOL |
| Saimaan Helmi | 288 | STROMSKAR AF STOCKHOLM |
| Sainan | 2963 | LINA |
| Saint Adrien | 485 | DECTRA |
| Saint Aidan | 974 | SAN ANDRES |

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| Saint Andreas | 2985 | KAILASH |
| Saint Andreas | 8987 | SAFAR |
| Saint Andrew | 40506 | ALANDIA NORD |
| Saint Anthony | 53160 | ELSA |
| Saint Anthonys | 1008 | SWENE |
| Saint Asama | 3256 | LITSA N |
| Saint Bedan | 452 | PANAGHIOTIS |
| Saint Bernadette | 121 | PRODUCER |
| Saint Blaise | 228 | NIAM NIOKHO |
| Saint Brevin | 911 | AUNISIEN |
| Saint Charles | 1583 | CAP AFRIQUE |
| Saint Christophe | 1937 | SAIS |
| Saint Clair | 2632 | AL QAMAR I |
| Saint Colman | 866 | CONCIERGE |
| Saint Colum I | 5284 | DIMITRIOS EXPRESS |
| Saint Constantinos | 16576 | ADITYA KANTI |
| Saint Dimitrios | 16529 | BERGEN BAY |
| Saint Eloi | 4649 | KING ORRY |
| Saint Eniwa | 5048 | UME MARU |
| Saint Francois | 8303 | HAI HING |
| Saint George | 1547 | EVANGELISTAS |
| Saint Herblain | 499 | LENA |
| Saint Herblain | 500 | FIRAS |
| Saint Herblain | 1334 | LADY ARGYRO |
| Saint James | 3839 | RAMNES |
| Saint Jaques | 12683 | SANTOS EXPRESS |
| Saint Jean | 659 | HARVEST GALAXY |
| Saint Jean | 3839 | GENERAL PAPA |
| Saint Joachim | 198 | RESOLVE |
| Saint John | 7403 | FRATZIS M |
| Saint John | 19687 | OSLO LADY |
| Saint John Carrier | 9045 | IRVING CARRIER |
| Saint John II | 19687 | OSLO LADY |
| Saint Jude | 345 | ROMANO PAULO |
| Saint Kilda | 494 | KOLMANSKOP |
| Saint Killian | 10256 | SAINT KILLIAN II |
| Saint Laurent | 17065 | ALAM SEMPURNA |
| Saint Laurent 2 | 555 | LAURENT |
| Saint Louis II | 757 | SAINT LOUIS |
| Saint Louis No. 1 | 124 | GEORGE B. No. 1 |
| Saint Luc | 8729 | BAHIA EXPRESS |
| Saint Matthieu | 7773 | YAN QING |
| Saint Mitre | 2676 | MAZAL II |
| Saint Modan | 488 | SICOM |
| Saint Nazaire | 2963 | MIRKA |
| Saint Nicholas | 25764 | SAINT NICHOLAS II |
| Saint Nicolas | 960 | ELLI |
| Saint Patrick | 5284 | DIMITRIOS EXPRESS |
| Saint Paul | 8303 | HAI MENG |
| Saint Paulia 1 | 8813 | IVORY |
| Saint Pierre | 111 | GHIBLI |
| Saint Pierre | 19254 | LUCKY STAR |
| Saint Prince | 3910 | BANGKHUNTIEN |
| Saint Quay | 139 | SIROLO |
| Saint Remy | 2632 | MAERSK ANGLIA |
| Saint Servan | 3445 | KAS CHRISTINA |
| Saint Tropez | 1434 | VALAIS |
| Saint Vassilios | 16046 | BERGEN SEA |
| Saint Vigor | 2786 | COTY I |
| Saint Vincent | 11462 | ADITYA USHA |
| Saint William | 399 | TAMARA I |
| Saint—Pierre—Eglise | 188 | VICTOR |
| Sainte Alexandrine | 8789 | CCNI ANCUD |
| Sainte Baume | 498 | NICARAO |
| Sainte Marthe | 8776 | YUAN GUANG |
| Sainte Suzanne | 9761 | LUNG MEN |
| Saintonge | 59441 | MISTRAL 1 |
| Saintonge II | 260 | ALS |
| Saints Pierre et Paul | 376 | MARCHEGIANI TERZO |
| Saipa Terza | 650 | FANTACO |
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| Saipem Delfino | 411 | ECOLDELFINO |
| Saipem Delfino Due | 483 | DELFINO VERDE |
| Saipem Emilia | 392 | ECOL ROMA |
| Saipem Lince | 758 | ECOLFIUMICINO |
| Saipem Orsa | 758 | VIR SERVICE |
| Saipem Puglie | 159 | MAFRAQ |
| Saira | 2405 | YAN YUAN ER HAO |
| Sairyu Maru | 32599 | KIRILLIS ANNA |
| Saiwa Maru No. 16 | 284 | MYOJIN MARU No. 3 |
| Saiwai Maru No. 7 | 199 | KISEN MARU No. 2 |
| Saiwai Maru No. 10 | 184 | RYOTOKU MARU |
| Saiwai Maru No. 23 | 351 | NITTO MARU No. 77 |
| Saja | 599 | PETROFLOTA 8 |
| Saja—8 | 302 | SUR ESTE No. 305 |
| Sajaa | 12491 | AMPHION |
| Sakae Maru | 199 | ABRAHAM |
| Sakae Maru No. 15 | 498 | NILA |
| Sakae Maru No. 18 | 127 | DAIKICHI MARU No. 11 |
| Sakae Maru No. 33 | 133 | YURYO MARU No. 18 |
| Sakai Maru | 1861 | LI FAT |
| Sakaide Maru No. 2 | 497 | GOLDEN ARROW |
| Sakaki Maru | 201 | LATIKA |
| Sakaki Maru No. 15 | 227 | SHOEI No. 7 |
| Sakar | 15662 | ROJEN |
| Sakata Maru | 120 | YONG MA No. 7 |
| Sakata Maru No. 18 | 366 | KEBUN KARET |
| Sakaweston | 197 | RIO CUALE |
| Sakeela | 510 | OLYMPIC ENERGY |
| Sakher A | 399 | MAHEE—A |
| Sakip Cihat | 1574 | CIHAT AKSU |
| Sakiyoshi Maru | 367 | O DAE YANG No. 216 |
| Sakiyoshi Maru No. 10 | 377 | JIN SHING |
| Sakiyoshi Maru No. 23 | 336 | CLAVIS MARU No. 1 |
| Sakiyoshi Maru No. 25 | 298 | DONG WON No. 555 |
| Sakkestad | 111 | ASKONOR |
| Sakura | 147 | NEW SUN |
| Sakura | 198 | GOHO MARU |
| Sakura | 12470 | ZHI LUO LAN |
| Sakura | 35247 | YICK JIA |
| Sakura Maru | 199 | KAIYO MARU |
| Sakura Maru | 299 | CHERRY No. 301 |
| Sakura Maru | 349 | CORACAMAR No. 2 |
| Sakura Maru | 989 | SALVANA |
| Sakura Maru | 1127 | SEATRAN QUEEN |
| Sakura Maru | 2233 | OXALIS SAKURA |

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| Sakura Maru | 2993 | LIAN CHUAN SHENG No. 66 |
| Sakura Maru | 6794 | RIO MAFIL |
| Sakura Maru | 12470 | ZHI LUO LAN |
| Sakura Maru No. 1 | 298 | HASLINDO No. 7 |
| Sakura Maru No. 5 | 191 | WORLD STAR No. 7 |
| Sakura Maru No. 8 | 222 | DONG WON No. 5 |
| Sakura Maru No. 8 | 499 | YUYO MARU |
| Sakura Maru No. 11 | 499 | NICHIYO MARU |
| Sakura Maru No. 15 | 283 | PENINSULA C—1 |
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| Sakurajima Maru No. 1 | 795 | IWAHO No. 28 |
| Sakurajima Maru No. 2 | 468 | BETHANY DAMAI |
| Sakurajima Maru No. 5 | 468 | BETHANY DAMAI |
| Sakurajima Maru No. 6 | 466 | NORTHERN SAMAR |
| Sakurajima Maru No. 8 | 846 | IWAHO No. 58 |
| Salacgriva | 11822 | RAVNANGER |
| Saladina Pardo Costas | 219 | SALADINA |
| Salah Aldeen | 10711 | SEA EMPEROR |
| Salah Labiad | 2720 | ROSEANNE |
| Salah Ugurlu | 395 | KAPTAN HILMI |
| Salahala | 1598 | MERCHANT VALIANT |
| Salaiti 1 | 38 | FRAIH 25 |
| Salalah | 1116 | MRINAL |
| Salam | 322 | INTAN 4 |
| Salama | 383 | AFRIKA |
| Salamah—2 | 499 | HAROON |
| Salambria | 5796 | HANG FAT |
| Salamee | 1099 | LADY AMANDA |
| Salamis | 114 | HARVEST REAPER |
| Salamis | 1542 | EVDOXIA K |
| Salamis | 14584 | ANAMELI |
| Salangen | 377 | CEHILI |
| Salaria | 915 | GORDON THOMAS |
| Salavat | 6005 | NEZABUDKA |
| Salbon | 107 | NOSTERO |
| Saldanha | 5976 | DE HUA |
| Salekhard | 2987 | UNIFORCE |
| Salem | 193 | QUEST |
| Salem K | 4563 | KENT CONQUEROR |
| Salemi | 442 | DEWI |
| Salena | 37685 | ZENATIA |
| Salerno | 1509 | GENIKI |
| Salernum | 2881 | CHARLES L. BROWN |
| Saleve | 10016 | HANJIN DUBAI |
| Salgado | 844 | SEABOARD SCEPTRE |
| Salgueiron | 482 | CARCAGO |
| Salih Kaptan | 1599 | DENIZSAN 1 |
| Salim | 708 | RED KESTREL |
| Salim | 1987 | GEVO II |
| Salimiah | 7454 | QING FENG SAN HAO |
| Salina | 158 | ISVIK |
| Salina | 199 | EWOS |
| Salina | 31878 | SKAW PRINCESS |
| Salinas | 842 | SEABOARD SOVEREIGN |
| Salinas | 4938 | RIO SANTA ROSA |
| Salineke | 915 | GORDON THOMAS |
| Salix | 6732 | PEONY |
| Salla | 5534 | AUNG MINGALA |
| Salland | 6204 | MANOLIS |
| Salling | 996 | CAMILLA |
| Sallis Tide | 693 | APOLLO TIDE |
| Sally | 278 | H. O. S. ADVOCATOR |
| Sally | 310 | HUANUCO 6 |
| Sally | 589 | MINI TWO |
| Sally | 2910 | XIU SHAN |
| Sally | 12598 | AMER DEVI |
| Sally Ann | 889 | ENDIBE |
| Sally B | 223 | BANGKOK ORIENT 4 |
| Sally B | 292 | ANTELOPE |
| Sally B | 298 | LEATHERBURY |
| Sally Bewa | 2234 | CHI WAN 301 |
| Sally Caravelle | 7560 | COLUMBUS CARAVELLE |
| Sally D. | 15473 | IOS |
| Sally Express | 5286 | BOUGHAZ |
| Sally Isle | 2910 | XIU SHAN |
| Sally Kirk | 674 | AARON G |
| Sally Ocean | 12598 | AMER DEVI |
| Sally P | 359 | SUNE S |
| Sally Stove | 11594 | CANSO JAGUAR |
| Sallyport | 757 | FAEDRA |
| Salma | 262 | VEST—TAMPEN |
| Salma | 336 | REEMA |
| Salmo | 209 | LAHO |
| Salmo | 2777 | GECO ALPHA |
| Salmo 23 | 143 | SEA BREEZE |
| Salmonpool | 24870 | YEOMAN BANK |
| Saloma | 3748 | SANTINI II |
| Salome | 299 | HELA |
| Salome | 1599 | STANMORE |
| Salona | 499 | TONJA |
| Salong | 522 | PULAU TEKONG |
| Salos Matris | 211 | NICOLA |
| Salpa | 1236 | ERCINA |
| Salta | 299 | HIAM D |
| Salta Mar No. 1 | 313 | LAMBAYEQUE 2 |
| Salte 52 | 1764 | PERNAMBUCO |
| Salte 53 | 1706 | SIMANSUR |
| Salte 54 | 1764 | RIO GRANDE DO NORTE |
| Salte 55 | 1772 | RIO GRANDE DO SUL |
| Salte 58 | 1765 | ACRE |
| Salte 59 | 1728 | ALBAMAR |
| Salten | 396 | BOGOY |
| Salten | 454 | KATERINA |
| Salten | 677 | SJOKURS |
| Saltersgate | 832 | AHMAD III |
| Saltersgate | 3687 | HERMENIA |
| Salthammer | 299 | MARYAM |
| Saltholm | 728 | MGARR |
| Salthouse | 225 | ZAMTUG II |
| Saltnes | 199 | SENILA |
| Saltnes | 3961 | ALTNES |
| Saltnes | 12982 | SALVADOR |
| Saltnes | 18977 | WANI LAKE |
| Saltnesvag | 249 | TROMSOYVAERING |
| Salto | 140 | VERONICA |
| Salto | 570 | IMAN |
| Salton Sea | 10402 | HONG QI 301 |
| Saltos | 454 | KATERINA |
| Saltrou | 281 | DAWN SAVIOUR |
| Saltsjon | 249 | BJORKFJARDEN |
| Saltskar | 139 | HANOI |
| Saltstein | 181 | FROYFISK |
| Salty III | 180 | BERING MIST |
| Salutation | 145 | COAKLEY BAY |
| Salute | 6162 | PIONAR |
| Salva Nos | 173 | TINA |
| Salvacheer | 229 | DON JUAN TENORIO |
| Salvada | 8872 | YE XING |
| Salvadora | 493 | ZAHRA |
| Salvage Queen | 262 | CLEARWATER |
| Salvageman | 1598 | HISPANIA |
| Salvager | 496 | L. MEHMET DIKER |
| Salvail | 175 | SILVER MAS IX |
| Salvamar | 482 | TORE |
| Salvamento Uno | 1549 | ALONSO DE CHAVES |
| Salvanguard | 1166 | AMSTERDAM |
| Salvaterra | 130 | RIA DE AVEIRO |
| Salvaterra | 146 | MILDRED |
| Salvatore | 117 | MANX I |
| Salvatore D'Amico | 31328 | RAVENNA |
| Salvatore Scotto | 498 | JAEN |
| Salveda | 124 | TONG SENG 8 |
| Salvenom | 168 | TENACIOUS |
| Salverity | 299 | MAPAGA |
| Salveto | 177 | THONG NOPPA KHUN |
| Salvia | 2436 | HAN IL CAR FERRY |
| Salvia | 15232 | SAINTPAULIA |
| Salvia Star | 6017 | TELSTAR |
| Salvigilant | 368 | E. T. OCEAN II |
| Salvigilant | 398 | PENYU |
| Salvigour | 641 | COMENDA |
| Salviking | 665 | YONG HUA |
| Salvinia | 493 | KITITA |
| Salviola | 1115 | CEMIL PARMAN |
| Salvista | 986 | SEA HORSE IV |
| Salviva | 495 | MACEDON |
| Salvixen | 130 | SHAHIN |
| Salvixen | 276 | TMS PRIDE |
| Salvor | 110 | MISS LINDA |
| Salvor | 401 | KATIPUNAN |
| Salvor Commander | 1328 | RYAN LEET |
| Salvor General | 1328 | MAGDELAN SEA |
| Salvor II | 113 | PORTOLOS DEKA |
| Salvortex | 149 | JASIN 19 |
| Salvury | 177 | SILVER MAS VIII |
| Salzach | 2197 | SALAMANDER |
| Salzburg | 981 | NEVERI |
| Salzburg | 64785 | MEGA DALE |
| Salztor | 211 | ALLEGRO |
| Sam | 101 | LYRAWA BAY |
| Sam Boo No. 3 | 229 | SIN BO No. 27 |
| Sam Bu No. 101 | 683 | SAMSUN VENTURE |
| Sam Bya | 1932 | NADA |
| Sam Deok No. 103 | 251 | KUM SUNG No. 203 |
| Sam Hae No. 1 | 178 | HWA YOUNG No 33 |
| Sam Hae No. 107 | 350 | YEONG JIN No. 88 |
| Sam Han | 309 | SAE CHANG No. 1 |
| Sam He No. 11 | 465 | SEO KWANG |
| Sam Hong I | 115 | SRI RAMA |
| Sam Hong V | 118 | TANJUNG JOHOR XV |
| Sam Hunt | 75770 | NAFSIKA M |
| Sam Hwa | 155 | CHUN IL No. 82 |
| Sam II | 216 | SAM |
| Sam In No. 1 | 346 | SIN NAM No. 101 |
| Sam In No. 5 | 400 | SE YANG No. 31 |
| Sam In No. 6 | 222 | SIN BO No. 71 |
| Sam Kang | 561 | AO TOU No. 2 |
| Sam Mi No. 1 | 9480 | JIN ZE |
| Sam Song No. 15 | 188 | JIN BO No. 308 |
| Sam Song No. 17 | 176 | SIN BO No. 63 |
| Sam Song No. 21 | 169 | DAE BONG No. 22 |
| Sam Song No. 22 | 221 | DAE WOO No. 23 |
| Sam Song No. 25 | 316 | ANUGERAH No. 2 |
| Sam Song No. 26 | 245 | BERKAH No. 1 |
| Sam Song No. 27 | 245 | ANUGERAH No. 1 |
| Sam Song No. 31 | 333 | DAE WOO No. 31 |
| Sam Song No. 33 | 308 | SUNG KYUNG No. 3 |
| Sam Soo | 1840 | BANDO CANNA |
| Sam Su No. 201 | 1332 | TAE YANG No. 12 |
| Sam Won No. 7 | 256 | OK SAN No. 7 |
| Sam Won No. 21 | 231 | HALLELUJAH No. 21 |
| Sam Won No. 27 | 1445 | JAI WON No. 27 |
| Sam Won No. 28 | 223 | PIONEER No. 7 |
| Sam Won No. 57 | 349 | PETENERO |
| Sam Won No. 77 | 179 | KEAM YANG No. 77 |
| Sam Woo No. 101 | 329 | HEUNG YOUNG No. 11 |
| Sam Young No. 77 | 133 | WON CHANG No. 81 |
| Sam Young No. 78 | 133 | WON CHANG No. 82 |
| Sama 1 | 150 | CAPLINA 2 |
| Sama 2 | 150 | CAPLINA 3 |
| Sama 3 | 150 | CAPLINA 4 |
| Sama 4 | 150 | URUBAMBA 10 |
| Sama 5 | 150 | SANTA 6 |
| Sama 6 | 150 | JEQUETEPEQUE 1 |
| Sama 7 | 150 | AMAZONAS 4 |
| Sama 8 | 150 | MOCHE 1 |
| Sama 9 | 150 | MOCHE 2 |
| Sama 10 | 150 | MOCHE 3 |
| Sama 11 | 150 | JEQUETEPEQUE 5 |
| Samaloma | 176 | TJIPTA RAHARDJA |
| Samana | 11171 | LOON |
| Samano | 402 | OLD PROVIDENCE |
| Samantha | 15294 | REGENT SEA |
| Samantha M | 4037 | SHAHINAZ |
| Samapta II | 175 | PANCA MULIA |
| Samar | 849 | AHSAN II |
| Samar | 1574 | SROUR |
| Samar | 1865 | BYBLOS |
| Samar Express | 9057 | SALEM NINE |
| Samar Sampaguita | 24942 | GOLDEN TOPAZ |
| Samarah | 499 | HAMADA |
| Samarcanda | 552 | NORTHERN LIGHT |
| Samaria | 8576 | CAPRICORN |
| Samarinda | 431 | ASTROLAB |
| Samarine | 490 | PASHA RINI |
| Samarkand | 166 | LENE LONSMAND |
| Samaru | 496 | TRINITY I |
| Samba | 1926 | HVALNES |
| Sambre | 330 | MISS BJ |
| Sambre | 726 | IDEAAL |
| Sambro | 888 | ANDRIANA L |
| Samburg | 12212 | SAMBURGA |
| Samenwerking | 122 | ZUIDERZEE |
| Samenwerking | 146 | TINE BODKER |
| Samenwerking | 151 | TELCO SOLENT |
| Samenwerking II | 148 | ALBATROSS |
| Samev | 468 | CORALITA |
| Samha | 832 | SETIT |
| Samha | 891 | FAL IV |
| Sami Akbulut | 456 | SEHIT SAMI AKBULUT |
| Samik No. 1 | 128 | YOUNG HEUNG No. 5 |
| Samios | 412 | VENERE |
| Samir | 1059 | MAHDI |
| Samir 1 | 454 | OLGA M |
| Samjohn Governor | 7124 | FREE TRADER |
| Samjohn Pioneer | 7124 | GULF TRADER |
| Samo | 849 | AHSAN II |
| Samo | 1140 | KARIN |
| Samoa | 394 | MAZOUJA |
| Samoa | 16150 | PRIMORJE |
| Samoa | 37076 | LEOPOLD L.D. |
| Samoa Maru | 10730 | VICAL |
| Samoan Command | 237 | APOLO |
| Samodra No. 21 | 300 | BALI RAYA No. 12 |
| Samodra No. 23 | 134 | TOYO No. 53 |
| Samodra 51 | 195 | TOYO No. 51 |
| Samos | 10511 | AN BAO JIANG |
| Samos Faith | 1598 | VIANDEN |
| Samos Fortune | 1593 | ROCHES POINT |
| Samos Harmony | 1598 | ADMIRAL J |
| Samos Island | 2783 | LI FENG |
| Samos Luck | 1427 | LUCK |
| Samos Pearl | 1506 | MERCS MAHO |
| Samos Progress | 9058 | SILVER KRIS |
| Samos Sky | 3377 | LU FENG |
| Samos Spirit | 1596 | LIAN KEONG |
| Samos Star | 1585 | STAR |
| Samoset | 14671 | LEE A. TREGURTHA |
| Samothrace | 257 | ALEX III |
| Sampaguita | 5374 | COLUMBA |
| Sampaguita Garland | 595 | DON CLEMENTE |
| Sampaguita Hill | 67536 | SIGUITA |
| Sampaguita I | 9602 | DIMIS |
| Sampaguita IV | 238 | DON JULIO |
| Sampaguita Scent | 700 | GREAT RISER |
| Sampang | 387 | SULSEL |
| Sampit | 137 | BANGKOK UTAMA |
| Samson | 138 | RIVER RAT |
| Samson | 140 | DELIJAH |
| Samson | 290 | EL CONDOR GRANDE |
| Samson Scan | 1637 | BARDE TEAM |
| Samstein | 499 | TONJA |
| Samsun Arrow | 1548 | VIVI M |
| Samsun Bay | 1599 | EVANGELIA III |
| Samsun Carrier | 1913 | INARA |
| Samsun Dawn | 1595 | EVANGELIA II |
| Samsun Express | 1598 | FREYA |
| Samsun Express | 3986 | EXPLORER |
| Samsun Faith | 3986 | FAITH |
| Samsun Glory | 3986 | UMAG CAYENNE |
| Samtrans | 399 | PERCEVAL I |
| Samudera 6 | 158 | PUTRA SAMUDERA |
| Samuel | 137 | RELONCAVI |
| Samuel E. Bool | 198 | GEORGIA |
| Samuel Jacob | 570 | SRI BAKO |
| Samuel S. | 11083 | SAMU |
| Samuil Marshak | 9688 | DUBAI SUCCESS |
| Samyang No. 103 | 111 | CORESMAR No. 1 |
| San | 487 | C5—209 |
| San Andreas | 395 | OLYMPIC JUNIOR |
| San Andres | 158 | MOCHE 7 |
| San Andres | 1957 | DHAHRAN |
| San Antonio | 14697 | NOA |
| San Benito | 6391 | BELITA STAR |
| San Blas | 8920 | MALAYAN VICTORY |
| San Blas I | 176 | TIFON |
| San Carlos | 1181 | STENSTRAUM |
| San Carlos | 3057 | ALIMOS I |
| San Carlos | 4286 | DERBY |
| San Carlos I | 1228 | WALIE LIMA |
| San Ciro | 1666 | MERCS KOMARI |
| San Cristobal | 260 | SAN CRISTOBAL II |
| San Cristobal I | 494 | SAN CRISTOBAL |
| San Cyr | 1189 | FRIGO AROSA |
| San Eduardo | 14683 | KESTREL |
| San Fair | 3230 | SETYA PRATAMA |
| San Felix | 3868 | UNISON FORTUNE |
| San Fernando | 272 | RIO CUCHIVERO |
| San Fernando | 498 | MONAGAS |
| San Floro | 647 | N'GURI |
| San Francisco | 5739 | NORGAS CHALLENGER |
| San Francisco | 15769 | DIEGO |
| San Francisco (LR No. 5309815) (MC) | 17618 | SEA ADVENTURE |
| San Francisco de Izaro | 1818 | MARATHA CONCORD |
| San Francisco Bay | 22647 | PACIFIC SONG |
| San Gabriel | 660 | HALIMAH |
| San Gallan | 225 | MANCORA 8 |
| San George | 793 | HYE PROSPERITY |
| San George | 10339 | PRINARITIS |
| San Giorgio | 3570 | ROYAL STAR |
| San Giuseppe | 223 | CHARK |
| San Giusto | 83461 | ILIADA |
| San Hoi | 2582 | XING HUA |
| San Hua | 466 | NEBUCHADNEZZAR |
| San Huberto | 1509 | UNION FORTUNE |
| San Jacinto | 163 | AVENGER |
| San Jacinto | 299 | PHOENIX OF TORTOLA |
| San Jacopo | 158 | AGBEKE |
| San Joaquin | 193 | KATHERINE M |
| San John | 6316 | LEFKOTHEA L |
| San John | 8745 | AL RAZIQU |
| San Jorge | 496 | ALVIN R. V. |
| San Jose | 103 | CLAUDIA |
| San Jose | 167 | SAN JOSE DE NAZARET |
| San Jose | 483 | SUNMAR SKY |
| San Jose | 1190 | LOUISIANA CRUISE |
| San Jose II | 3841 | RIO RAPEL |
| San Jose—B | 1507 | ORIENT STAR |
| San Juan | 845 | PURPLE ASTER |
| San Juan | 1599 | MACAU VENTURE |
| San Juan (LR No. 5310034)(MC) | 17376 | SEA—LAND PACER |
| San Juan II | 1599 | DON FAUSTINO |
| San Juan Victory | 19033 | MED CARRARA |
| San Liberal | 299 | KLEOPATRA |
| San Liberato | 263 | KONOBE |
| San Marco | 564 | FORTUA IV |
| San Marco | 4548 | CITY OF MYCONOS |
| San Martin | 582 | TJAMAR |
| San Martin | 9244 | SANTANITA |
| San Martin de Arriba | 163 | XISTA |
| San Martin I | 14455 | SAN MARTIN |
| San Mateo | 251 | SAN MATEO SEAHORSE |
| San Michael Bay | 10630 | JAY GANESH |
| San Miguel | 2391 | MANSOUR |
| San Miguel Bay | 35944 | IOANNIS P |
| San Miguel Maltster | 692 | PREMSHIP II |
| San Nicola | 490 | CAT |
| San Nicolas | 291 | BONNIE B III |
| San Nicolas | 308 | CARROL C I |
| San Nicolas | 3857 | PACIFIC CRANE |
| San Nicolas | 11264 | LITO |
| San Nicolas I | 291 | BONNIE B III |
| San Olav | 1190 | CONOMA |
| San Patricio | 119 | LISA |
| San Pedro | 2757 | CAMARA PESTANA |
| San Pedro | 11194 | SAMAT |
| San Pedro Cape | 326 | TORRES EXPRESS |
| San Pedro Gulf | 686 | PEGASUS I |
| San Pedro II | 3333 | LUCKY OCEAN No. 1 |
| San Pedro Maru | 12219 | GOSALIA PROSPECT |
| San Pedro Strait | 330 | TILBATA CREEK |
| San Pietru | 162 | ANTEOS C |
| San Rafael | 172 | QUEEN ELIZABETH II |
| San Rafael | 203 | SOON CHUAN |
| San Rocco | 302 | MARINE CLUB |
| San Salvador Express | 209 | PACK ONE |
| San San | 146 | ELEUTHERA TRADER |
| San Sebastian | 458 | SOUTHERN RAIDER |
| San Simone | 612 | MAR DEL SUR III |
| San Spyro | 384 | ALEX VI |
| San Tino | 647 | LUGENDA |
| San Tomas | 3261 | SAN TOMAS SECONDO |
| San Vicente | 4855 | OSCAR C |
| San Vicente Ferrer | 11462 | ADITYA USHA |
| San—è Maru | 296 | MANSAL 38 |
| San—L | 478 | PNI TRADER |
| Sana | 10244 | GOLDEN FISH |
| Sana | 118197 | ARABIAN SEA II |
| Sanaa Crown | 9678 | BOLD |
| Sanabul | 1649 | ALABID |
| Sanad I | 1599 | KURNIA DEWI |
| Sanaga | 11061 | YA RAB |
| Sanah | 543 | GHANTOUT 1 |
| Sanam | 118197 | ARABIAN SEA II |
| Sanana | 6020 | SANTA RITA |
| Sanara Trader | 499 | AMAZING GRACE |
| Sancy | 338 | TUGVUVARDI |
| Sand Carry No. 1 | 779 | DONG KUK No. 88 |
| Sand Dart | 496 | SKORPIOS |
| Sand Finch | 478 | TRIENA I |
| Sand Island | 279 | CHAMPION |
| Sand Jade | 398 | DIANNE K. |
| Sand Kirk | 137 | KAMILLA KRUSE |
| Sand Lark | 540 | SAND MARTIN |
| Sand Mari J | 119 | STIRS ONE |
| Sand Pearl | 113 | TED GRACE |
| Sand Point | 186 | CAPE LYNCH |
| Sand Sapphire | 722 | ALWARDI 5 |
| Sand Shore | 2847 | WEI RIVER |
| Sanda | 165 | SANDA—SUG |
| Sanda II | 379 | LA CORDEE |
| Sandafell | 185 | FREYR |
| Sandal | 171 | HILMINA |
| Sandangan | 432 | SULTENG |
| Sandar | 21835 | AN HAI |
| Sandbryn | 496 | ELLEN NORCOAST |
| Sande II | 241 | LIHOLM |
| Sandefjord | 65674 | FOLEGANDROS |
| Sandeman | 391 | HIEKKA |
| Sandeman | 415 | NORDVIK |
| Sandenburgh | 497 | MERCEDES N |
| Sander | 103 | ISTINA |
| Sanderskoppel | 1992 | STEFAN |
| Sandetral | 191 | HAJA |
| Sandettie | 177 | VINGASAND AV FISKEBACK |
| Sandettie | 299 | ANNE BIRTHE |
| Sandevaering | 191 | LESTASKJER |
| Sandfirden | 355 | JANS |
| Sandgate | 3641 | ARKLOW BEACH |
| Sandgerdingur | 149 | TJALDANES |
| Sandgutt | 132 | AUREGUTT |
| Sandhamns Express | 236 | NORRSKAR |
| Sandhaven | 591 | GRAMPIAN VENTURE |
| Sandhorn | 6266 | ZHE YAN |
| Sandino | 9656 | CAJIO |
| Sandnes | 1534 | GANN |
| Sandnes | 2546 | GIMO TRADER |
| Sando | 343 | THEODOROS |
| Sandomierz | 1986 | SALEM SIX |
| Sandon | 218 | JEHANDER 2 |
| Sandor | 184 | CHARLOTTE |
| Sandor | 499 | ELISABETH BOYE |
| Sandoy | 146 | ONAROY |
| Sandoy | 335 | CAMOGLI |
| Sandoy Viking | 1340 | SCALLOPER |
| Sandpilen | 147 | HENRIETTE SAND |
| Sandra | 1491 | ARNARFELL |

| | | |
|---|---|---|
| Sandra Farber | 3986 | SHELLEY |
| Sandra Foss | 100 | TYEE |
| Sandra K | 699 | SANG THAI HONOR |
| Sandra K. | 14068 | CONTSHIP ITALY |
| Sandra Lee | 117 | LANGOSTA 1 |
| Sandra M | 1491 | ARNARFELL |
| Sandra P. | 115 | KRISTAL KAY |
| Sandra St. Philip | 199 | TECUMSEH |
| Sandra Wesch | 8193 | NACIONAL VITORIA |
| Sandrina | 33508 | HESPERUS |
| Sandro | 495 | ESTA |
| Sandsund | 296 | ARON |
| Sandtor | 110 | NORDOY |
| Sandtor | 498 | KHALIDIYAH |
| Sandvaer Senior | 218 | ROYRBUEN |
| Sandved | 499 | MAHARANI |
| Sandvik Av Styrso | 164 | VINGASKAR |
| Sandy | 199 | BERGSETH |
| Sandy Alario | 198 | SANDY |
| Sandy Cape | 544 | CAPTAIN IOANNIS S. |
| Sandy D. | 128 | AULEMIC I |
| Sandy Hook | 233 | FALL RIVER |
| Sandy Island | 2699 | LASBEK |
| Sandy Lee | 114 | WET & WILD |
| Sandy Mist | 102 | CAPT. GREG |
| Sandy Point | 186 | FORT CONDE |
| Sandy Point No. 1 | 498 | CHATA TWO |
| Sandy Trader | 399 | GIGI TRADER |
| Sandys Bay | 8654 | SEA LARK |
| Sane Maru | 2983 | ARMADA MURNI |
| Sanei Maru | 186 | KAZU MARU No. 21 |
| Sanei Maru | 191 | GUNTUNG JAYA 4 |
| Sanei Maru | 379 | SANEI MARU No. 18 |
| Sanei Maru | 987 | NING HUA 405 |
| Sanei Maru | 1351 | SANEI 1 |
| Sanei Maru | 2267 | PETRO VANTAGE |
| Sanei Maru No. 1 | 491 | SINOKO SUN |
| Sanei Maru No. 8 | 194 | ANUMURTI No. 7 |
| Sanei Maru No. 28 | 164 | SEA BIRD No. 83 |
| Sanei Maru No. 38 | 284 | STAR No. 707 |
| Sanei No. 1 | 846 | RUKH |
| Sang Balim | 1941 | SANG PERKASA |
| Sang Guana | 555 | TERATAI |
| Sang Komering | 1370 | PURNAMA |
| Sang Muda | 175 | KOTA SILAT XI |
| Sang Prama | 282 | ANGGREK |
| Sang Sakti | 385 | SURYADI |
| Sang Thai Breeze | 1976 | ANTARA DUA |
| Sang Thai 5 | 1474 | BANGKOKNOI |
| Sang Tualang | 385 | SURYADI |
| Sang Won No. 1 | 330 | NOFA No. 9 |
| Sang Yang No. 1 | 330 | NOFA No. 9 |
| Sanga | 266 | DURSEY |
| Sangard | 499 | SANDSTORM |
| Sangarskiy Proliv | 13575 | SELDERI |
| Sangatanga | 259 | PEEW—ONE |
| Sangatta/Permina 1015 | 9631 | AMERICAN CHEMIST |
| Sanggabuana | 1249 | DJAJA PUTRA I |
| Sanggumay | 37307 | EL HADJAR |
| Sangkulirang No. 5 | 4128 | SALINDO PERDANA II |
| Sangkulirang VII | 9600 | RATTANA NAREE |
| Sangoku Maru | 254 | UNO MARU No. 5 |
| Sangolt | 179 | HOFRUNGUR II |
| Sangro | 1453 | MELINA II |
| Sangstad | 75603 | AVAR |
| Sanguity | 1377 | RAMONA |
| Sanho Maru | 2986 | CAPO BOI |
| Sanho Maru | 9996 | ENTREPRENEUR |
| Sania C | 396 | SAN FRANCESCO DI CATONA |
| Sanjin Maru | 1587 | G. SOURIS |
| Sanjohn Bay | 7199 | VIGOROUS SWAN |
| Sankaku Maru | 2717 | MOUNTAIN |
| Sankaty | 1026 | WINDGLOW |
| Sankei Maru | 307 | STRIKE FORCE |
| Sankei Maru | 697 | TAE HWA |
| Sankei Maru | 2909 | PACIFIC FORTUNE |
| Sanko Altair | 24646 | NAND SWASTI |
| Sanko Amaryllis | 22556 | TELINA |
| Sanko Ambassador | 39995 | HELLESPONT SERENITY |
| Sanko Amethyst | 23207 | ANGLO AMETHYST |
| Sanko Antares | 24643 | ANANGEL DIGNITY |
| Sanko Auriga | 22145 | WESTERN FAITH |
| Sanko Azalea | 24942 | GOLDEN TOPAZ |
| Sanko Beauty | 23594 | PINE BEAUTY |
| Sanko Camellia | 24942 | PALAWAN SAMPAGUITA |
| Sanko Campanula | 22135 | NORITA |
| Sanko Canna | 22147 | WESTERN EXPRESS |
| Sanko Cattleya | 22135 | SEA CATTLEYA |
| Sanko Cedar | 22009 | VERNER |
| Sanko Cherry | 37322 | EQUATOR EXPRESS |
| Sanko Chestnut | 22009 | CANELA |
| Sanko Chrysanthemum | 22135 | NEO CHRYSANTHEMUM |
| Sanko Condesa | 19864 | NEW CONDESA |
| Sanko Condor | 24111 | SPRING CONDOR |
| Sanko Coral | 23536 | SEA MARINER |
| Sanko Crystal | 23536 | WESTERN CRYSTAL |
| Sanko Cyclamen | 14147 | POLILLO SAMPAGUITA |
| Sanko Cymbidium | 22135 | NEO CYMBIDIUM |
| Sanko Cypress | 22009 | KONGSFJORD |
| Sanko Daffodil | 14147 | BOHOL SAMPAGUITA |
| Sanko Dahlia | 24942 | CAMELLIA ESTRELLA |
| Sanko Daisy | 31010 | EQUATOR EMBLEM |
| Sanko Daring | 16605 | SUN ROSE |
| Sanko Defiant | 16605 | PACTRADER |
| Sanko Deneb | 24643 | ANANGEL SUCCESS |
| Sanko Diamond | 22009 | NEW DIAMOND |
| Sanko Dianthus | 22064 | PACOCEAN |
| Sanko Dignity | 22361 | RIVER DIGNITY |
| Sanko Diligence | 15786 | DILIGENCE TRADER |
| Sanko Drake | 24643 | SPRING DRAKE |
| Sanko Duquesa | 19864 | NEW DUQUESA |
| Sanko Eagle | 22009 | PRABHU JIVESH |
| Sanko Elegance | 23594 | BENARITA |
| Sanko Eternity | 22361 | RIVER ETERNITY |
| Sanko Falcon | 24643 | SERIFE |
| Sanko Gannet | 24943 | SPRING GANNET |
| Sanko Gemini | 22145 | WESTERN GLORY |
| Sanko Gerd | 92185 | LA PLATA MARU |
| Sanko Gold | 24943 | NEW GOLD |
| Sanko Harmony | 22135 | SEA HARMONY |
| Sanko Hawk | 22009 | SPRING HAWK |
| Sanko Helenium | 22531 | NEO HELENIUM |
| Sanko Helianthus | 22531 | PARITA |
| Sanko Hibiscus | 22531 | NEO HIBISCUS |
| Sanko Honesty | 19340 | GOLDEN HOPE |
| Sanko Honeysuckle | 22531 | NEO HONEYSUCKLE |
| Sanko Hope | 24943 | SEA CHALLENGER |
| Sanko Hope | 43732 | ASIATIC SPIRIT |
| Sanko Hydrangea | 16582 | VIOLET ISLANDS |
| Sanko Iris | 22564 | LILAS |
| Sanko Jade | 23536 | WESTERN JADE |
| Sanko Jupiter | 24646 | HANSA MERCHANT |
| Sanko Lapis | 23207 | ESCRINO |
| Sanko Leo | 22145 | ORIENTAL FERM |
| Sanko Lilac | 22009 | GOLDEN VENTURE |
| Sanko Lily | 22009 | RUBIN STEIN |
| Sanko Lyra | 22145 | ORIENTAL SPRING |
| Sanko Magnolia | 24942 | AZALEA STAR |
| Sanko Maple | 31010 | EQUATOR EMINENCE |
| Sanko Marquesa | 19864 | NEW MARQUESA |
| Sanko Maru | 194 | HACHIFUKUYOSHI MARU |
| Sanko Maru | 195 | HAI GANG 21 |
| Sanko Maru | 406 | BINTANG SAMUDRA VI |
| Sanko Maru | 494 | ZOE |
| Sanko Maru | 1339 | SANKOH |
| Sanko Maru | 4918 | ARCADIA II |
| Sanko Maru No. 11 | 220 | SULAWESI—1 |
| Sanko Maru No. 15 | 498 | LAUREL BAY |
| Sanko Maru No. 18 | 391 | TOBA MARU |
| Sanko Maru No. 26 | 172 | SEISHO MARU |
| Sanko Melody | 14147 | CYNTHIA No. 5 |
| Sanko Noble | 22361 | NEW NOBLE |
| Sanko Odyssey | 53387 | WARDA |
| Sanko Orion | 22147 | ANGLO ORION |
| Sanko Peacock | 24111 | SPRING PEACOCK |
| Sanko Pearl | 22009 | HANEI PEARL |
| Sanko Pelargonium | 23279 | NEO PELARGONIUM |
| Sanko Phoenix | 24646 | MASSY PHOENIX |
| Sanko Pinnacle | 16605 | TULIP ISLANDS |
| Sanko Platanus | 23279 | NEO PLATANUS |
| Sanko Pobity | 16608 | BALTIC BULKER |
| Sanko Poinsettia | 23279 | MANILA PROGRESS |
| Sanko Poplar | 22009 | CEDRELA |
| Sanko Prestige | 42619 | YAMATO SPIRIT |
| Sanko Princesa | 19864 | NEW PRINCESA |
| Sanko Progress | 42619 | TIMOR SEA |
| Sanko Prosperity | 16608 | ALASKA |
| Sanko Reliance | 22009 | RELIANCE TRADER |
| Sanko Robin | 24111 | OLMECA |
| Sanko Robin | 89556 | ARCADIA I |
| Sanko Ruby | 22009 | NEW RUBY |
| Sanko Salvia | 24942 | HORTENSIA ESTRELLA |
| Sanko Sapphire | 22361 | NEW OPAL |
| Sanko Scorpio | 6051 | QING ANN |
| Sanko Seagull | 24943 | NORDSUND |
| Sanko Silver | 24943 | ORIENTAL VIKING |
| Sanko Sky | 15786 | HANEI SKY |
| Sanko Solar | 16582 | OCEAN OPAL |
| Sanko Sovereign | 22361 | NEW SOPHIA |
| Sanko Spark | 16582 | PROSPEROUS OCEAN |
| Sanko Spirit | 16582 | PACIFIC EMERALD |
| Sanko Star | 16582 | SUNRISE RUBY |
| Sanko Star | 22009 | HANEI STAR |
| Sanko Stork | 24643 | SPRING STORK |
| Sanko Stresa | 111170 | AMBRA STRESA |
| Sanko Sun | 15786 | HANEI SUN |
| Sanko Swallow | 24111 | SPRING SWALLOW |
| Sanko Swift | 24643 | SPRING SWIFT |
| Sanko Symphony | 19340 | MAR BONITA |
| Sanko Taurus | 22145 | WESTERN HOPE |
| Sanko Topaz | 23207 | WORLD BRIDGE |
| Sanko Trust | 33032 | RAIKO MARU |
| Sanko Turquoise | 23536 | ANGLO TURQUOISE |
| Sanko Vega | 24111 | SPRING VEGA |
| Sanko Walnut | 15786 | VIRGINIA |
| Sanko Wisteria | 24942 | CEBU SAMPAGUITA |
| Sankograin | 12275 | AMITIE |
| Sankolight | 20462 | ELENA V |
| Sankomoon | 20713 | FLAG LEADER |
| Sankoqueen | 72540 | ALCIDES |
| Sankostar | 20713 | MERINI |
| Sankosteel | 12965 | HAFEZ |
| Sankosun | 20714 | MICHALIS V |
| Sankt—Ibb | 451 | EQUA |
| Sankuru | 11223 | HEI HU QUAN |
| Sankyo Maru | 199 | SUN MARINE |
| Sankyo Maru | 2582 | XING HUA |
| Sanmar | 448 | ILEN |
| Sanmedea | 2436 | DUYEN HAI |
| Sanna | 265 | AHLSELL |
| Sanna | 5264 | EWL VENEZUELA |
| Sanna Maria | 268 | KASKELOT |
| Sanne Holm | 221 | JERIAN |
| Sanne Stenhoj | 398 | THUROSUND |
| Sannesund | 161 | OLAF |
| Sannida | 1598 | SEACTION |
| Sanno Maru | 3912 | SHENANDOAH |
| Sannoil | 256 | ZEBRON |
| Sano | 398 | SANO R |
| Sano Maru | 1394 | DWIMA I |
| Sano Maru | 2347 | ARTO |
| Sanok | 1983 | SALEM SEVEN |
| Sanoyasu Maru | 131 | SUGAWARA MARU |
| Sanpo Maru | 508 | KEO YANG No. 1 |
| Sanpo Maru No. 8 | 1232 | BENOA JAYA |
| Sanpo Maru No. 10 | 499 | MUSASHINO MARU No. 11 |
| Sanpo Maru No. 21 | 198 | KANAGAWA |
| Sanpuku Maru | 1984 | YUE DING 301 |
| Sanpuku Maru No. 1 | 203 | TONG SIONG |
| Sanpuku Maru No. 11 | 379 | SHUNEI MARU No. 9 |
| Sanriku Maru No. 2 | 791 | MINTRADE I |
| Sanritsu Maru | 549 | SAE HAN No. 9 |
| Sansan Venture | 34067 | YAMANAKA MARU |
| Sansei Green | 3223 | BELLATRIX |
| Sansei Maru | 196 | MUKO MARU No. 5 |
| Sansei Maru | 494 | KIKU MARU |
| Sansei Maru | 1968 | MARGARET |
| Sansei Maru | 2053 | TOKAI MARU No. 13 |
| Sansei Maru No. 5 | 999 | NATE NAVEE |
| Sansei Maru No. 6 | 490 | AMFISSA |
| Sansei White | 2987 | OPAL |
| Sansen | 1205 | THITA IKAROS |
| Sansen Maru | 1205 | THITA IKAROS |
| Sansha Maru No. 1 | 299 | MARUZEN MARU No. 10 |
| Sansha Maru No. 6 | 498 | RYUYO MARU |
| Sansha Maru No. 11 | 276 | WENAS I |
| Sansha Maru No. 11 | 492 | SPARTAN I |
| Sansha Maru No. 15 | 284 | SUN No. 701 |
| Sansha Maru No. 21 | 223 | KOYO MARU |
| Sanshin | 942 | CRYSTAL SUCCESS |
| Sanshin Pearl | 4930 | WILLING |
| Sanshin Star | 3853 | BANGPAKAEW |
| Sansho Maru | 258 | PALAPA INTI |
| Sansho Maru | 489 | INDRAMINA III |
| Sansho Maru | 997 | BAHARI PRATAMA |
| Sansho Maru No. 5 | 1343 | CHOKE NAVEE 4 |
| Sansho Maru No. 15 | 1997 | MAJU |
| Sanshu Maru | 2582 | XING ZHONG |
| Sanso Maru | 455 | INTAN BAHARI I |
| Sant Andrea | 3838 | LARNACA ROSE |
| Sant Jordi | 5706 | RED STAR |
| Sant' Agata | 395 | WIGHT KING |
| Sant' Ambrogio | 126139 | HENRIETTE II |
| Santa Agueda Uno | 305 | SANTA LUZIA |
| Santa Alicia | 585 | NEPTUNUS |
| Santa Amalia | 9058 | SILVER KRIS |
| Santa Amelia Maru | 37519 | MADONNA LILY |
| Santa Ana | 8985 | SYMPHONIC |
| Santa Anita | 280 | EAGLE |
| Santa Barbara | 245 | EDUARDO MARIA |
| Santa Barbara | 6115 | SEA RHAPSODY |
| Santa Barbara | 36697 | AFFINITY |
| Santa Barbara Maru | 37407 | NAVIOS VALOR |
| Santa Barbara Pacific | 5521 | TONG ZHOU |
| Santa Barbara Primeiro | 245 | EDUARDO MARIA |
| Santa Catalina Maru | 14302 | LUIS |
| Santa Catarina | 21054 | NEDLLOYD VAN LINSCHOTEN |
| Santa Cecilia | 158 | LOCUMBA 3 |
| Santa Celia Maria | 105 | CHIRA 1 |
| Santa Clara | 10837 | MSC ARIANE |
| Santa Clara | 20020 | SABINE |
| Santa Cruz | 244 | PLOUVORN |
| Santa Cruz | 1599 | DON FAUSTINO |
| Santa Cruz | 6922 | UNIPUNA |
| Santa Divina | 3969 | MANDIRI DUA |
| Santa Eikyu | 349 | JENNY No. 7 |
| Santa Elena | 7100 | TRA KHUC |
| Santa Elena | 11782 | PRODROMOS |
| Santa Elena XI | 146 | AMAZONAS 1 |
| Santa Elena XII | 146 | AMAZONAS 2 |
| Santa Elena XIII | 146 | AMAZONAS 3 |
| Santa Elena XIV | 200 | ZORRITOS 4 |
| Santa Elena XV | 200 | ZORRITOS 5 |
| Santa Elena XVII | 158 | MACABI II |
| Santa Elena XX | 158 | TORTUGA 4 |
| Santa Elena XXI | 307 | MOQUEGUA 6 |
| Santa Elena XXII | 307 | MOQUEGUA 7 |
| Santa Elena XXIII | 307 | MOQUEGUA 8 |
| Santa Elena XXIV | 213 | PIMENTEL 3 |
| Santa Elena XXV | 307 | ICA 7 |
| Santa Elena XXVI | 328 | JUNIN 5 |
| Santa Elizabetta | 16214 | TAY |
| Santa Fe | 12762 | SANTA FE II |
| Santa Filipinas | 8789 | CCNI ANCUD |
| Santa Gertrudis | 108 | BEARCAT |
| Santa Helena | 499 | CATHY LYNN |
| Santa Ines | 5911 | ALAN |
| Santa Isabel | 4734 | ABOITIZ SUPERCONCARRIER I |
| Santa Katarina | 9704 | ALLISSA |
| Santa Katerina | 8786 | RAINBOW PRIDE |
| Santa Lucia | 169 | SIDI MOUSSA |
| Santa Lucia | 697 | SILVIO S |
| Santa Lucia | 36697 | SPIRIT |
| Santa Luiza | 742 | SIRIRI |
| Santa Magdalena | 105 | CHIRA 2 |
| Santa Maja | 8932 | AL JOHFFA |
| Santa Manza | 493 | ZAHRA |
| Santa Margarita | 216 | EMERALD C. |
| Santa Margarita | 1500 | TOBAGO |
| Santa Margherita | 500 | IRINI II |
| Santa Maria | 386 | SEA STAR |
| Santa Maria | 393 | EXPRESS LA PAZ |
| Santa Maria | 399 | SAMIA F |
| Santa Maria | 499 | ANNA MARIA |
| Santa Maria | 683 | RANADA |
| Santa Maria | 1190 | TORM AFRICA |
| Santa Maria | 7100 | CHUONG DUONG |
| Santa Maria | 138036 | HOUDA |
| Santa Maria de la Caridad | 1199 | ESTRELA DO MAR |
| Santa Maria de las Nieves | 1201 | ROYAL ZULU |
| Santa Maria De La Paz | 1199 | DONG HU |
| Santa Maria I | 4350 | CHARIOT I |
| Santa Maria I | 14673 | SEAEAGLE |
| Santa Maria L | 499 | ANNA MARIA |
| Santa Maria Madalena | 1818 | LEONE |
| Santa Maria V | 565 | VISHTRADER |
| Santa Marina | 1871 | STYLIS |
| Santa Marta | 5188 | COENTROEVERETT |
| Santa Maya | 8932 | AL JOHFFA |
| Santa Mercedes | 11188 | PATRIOT STATE |
| Santa Monica | 103 | DON VICENTE |
| Santa Monica | 10837 | MSC VALERIA |
| Santa Monica II | 352 | AMOUR |
| Santa Monica Maru | 28415 | GEMINI |
| Santa Ocean | 10442 | TENEDOS |
| Santa Paula | 2732 | LISA HEEREN |
| Santa Paula | 2867 | DELFIN DEL MEDITERRANEO |
| Santa Paula | 13903 | BRAZOS |
| Santa Paula | 16518 | AMERICAN BANKER |
| Santa Paula | 20066 | NECHES |
| Santa Rita | 169 | SIDI MOUSSA |
| Santa Rita | 287 | ENDYMION |
| Santa Rita | 9301 | CALIFORNIA |
| Santa Rita | 12188 | KOTA SABAS |
| Santa Rita | 16794 | CARIBBEAN QUEEN |
| Santa Rita | 30286 | TRADE GREECE |
| Santa Rita I | 3876 | PUTRA PERMAI |
| Santa Rita III | 103 | VILA NOVA |
| Santa Rosa | 11353 | DIAMOND ISLAND |
| Santa Rosa | 12157 | KOTA SURIA |
| Santa Rosa | 16518 | EQUALITY STATE |
| Santa Rosa | 16794 | CARIBBEAN PRINCESS |
| Santa Rosa I | 215 | MAYNAS 4 |
| Santa Rosa I | 3969 | SOONY |
| Santa Rosa II | 215 | MAYNAS 5 |
| Santa Rosa III | 313 | LIMA 9 |
| Santa Rosa IV | 313 | ICA 6 |
| Santa Rosa Maru | 34715 | ZONDA I |
| Santa Rosa V | 313 | JUNIN 6 |
| Santa Rosalia | 2204 | FLEXEN |
| Santa Sara Ines | 105 | JEQUETEPEQUE 3 |
| Santa Silvia Maru | 31715 | ATLANTIC SAILOR |
| Santa Sofia | 3936 | E. ORKANT |
| Santa Teresa | 2205 | DRAX |
| Santa Teresa | 5844 | KURI |
| Santa Teresa Maru | 37393 | CHEMI OCEAN |
| Santa Trinidad | 7097 | SONG BEN HAI |
| Santa Ursula | 8705 | ACHILLES |
| Santa Vassiliki | 9076 | LIAN FENG |
| Santa Vitoria Maru | 37323 | TITUS |
| Santai Maru | 2501 | CONQUEROR |
| Santai Maru | 3237 | ORIENTAL ORBIT |
| Santaka Maru | 967 | BIYA |
| Santal | 9513 | BOCNA |
| Santan | 58785 | MARMARA S |
| Santana | 399 | KESSMA |
| Santana | 2205 | DRAX |
| Santana | 2294 | CHULA No. 1 |
| Santana | 9585 | FAREAST SUCCESS |
| Santander | 51372 | ANNA |
| Santas | 2987 | DARA SAMUT |
| Santee River | 284 | CAPE CHARLES |
| Santelmo | 238 | TARATA 9 |
| Santen Maru | 3922 | WEALTH |
| Santi III | 149 | KUMALA JASA |
| Santi IV | 134 | SUMBER SARI |
| Santiago | 652 | CORFO 1 |
| Santiago | 1516 | CAST PORCUPINE |
| Santiago | 3602 | ORIENTAL EAGLE |
| Santiago | 10756 | PATRICIA RICKMERS |
| Santiago | 18883 | ICARUS |
| Santiago | 28484 | AL QURAIN |
| Santiago Express | 1587 | GUANICA EXPRESS |
| Santina C. | 1018 | POLAR QUEEN |
| Santo Alakhram | 3624 | PACIFIC FREESIA |
| Santo Andre | 1219 | AMAZONAS |
| Santo Antonio | 499 | JOLI JOLI |
| Santo Domingo Express | 1587 | GUANICA EXPRESS |
| Santo Domingo Segundo | 1570 | API IV |
| Santo Fortune | 8755 | GALLANTRY |
| Santo Maru | 715 | SUPER ACE |
| Santo Maru | 984 | SINCERITY |
| Santo Nino—R | 3403 | JI XING |
| Santo Pioneer | 9523 | RIZCUN ENTERPRISE |
| Santo Trader | 19482 | SEA TRADER |
| Santo Vastiram | 3624 | PACIFIC TULIP |
| Santo Victor | 10372 | VICTOR |
| Santodomingo | 1180 | ANTARTIDA |
| Santodomingo Segundo | 1570 | API IV |
| Santoku Maru | 199 | TOEI MARU |
| Santoku Maru No. 1 | 298 | KINPO MARU No. 18 |
| Santoku Maru No. 18 | 228 | DONG SUNG No. 116 |
| Santoku Maru No. 28 | 267 | HOYO MARU No. 28 |
| Santona IV | 258 | TARATA 3 |
| Santona IX | 258 | LORETO 1 |
| Santona V | 258 | PROV. CANETE 6 |
| Santona VI | 313 | ESMERALDA II |
| Santona VII | 260 | LORETO 4 |
| Santona VIII | 260 | LORETO 5 |
| Santoni | 399 | POSEIDON |
| Santorin | 7255 | DIGNITY |
| Santorini | 3749 | TIPU SULTAN |
| Santorini | 13646 | IKAN SELAR |
| Santos | 251 | FADELA |
| Santos | 11931 | DB OCEAN BUILDER |
| Santos af Ockero | 101 | HAFNAREY |
| Santos Af Hono | 135 | BRATTVAG |
| Santos Av Hono | 147 | WESTLAND |
| Santos III | 7199 | KOTA ALAM |
| Santos Pioneer | 699 | ASEAN MULIA |
| Santouri | 500 | IRINI II |
| Santra S | 3020 | AMAL |
| Santurio | 778 | TARA PRINCE |
| Sanuki | 1423 | OCEAN ACE I |
| Sanuki Maru | 186 | HURACAN |
| Sanuki Maru | 196 | RITU |
| Sanuki Maru | 245 | TE MARU |
| Sanuki Maru | 269 | SAN HANG TUO 3001 |
| Sanuki Maru | 279 | MOAWEN I |
| Sanuki Maru | 280 | SATECNA II |
| Sanuki Maru | 1423 | OCEAN ACE I |
| Sanuki Maru No. 12 | 476 | KINOKUNI MARU No. 13 |
| Sanuki Maru No. 25 | 318 | GENEI MARU No. 38 |
| Sanuki Reefer | 3757 | ASIATIC |
| Sanvass | 3228 | SEA BROS |
| Sanviec II | 224 | ANELIS |
| Sanwa Maru | 328 | SONIA I |

| | | |
|---|---|---|
| Sanwa Maru | 499 | SONG TIEN 2 |
| Sanwa Maru | 3613 | FAVOLA |
| Sanwa Maru | 14261 | SHINWA MARU |
| Sanwa Maru | 39948 | SANWA |
| Sanwa Maru No. 2 | 311 | MONALINDA—LIV |
| Sanwa Maru No. 3 | 389 | MONALINDA—LIX |
| Sanwo Maru | 5872 | NEW GENLORD |
| Sanyang | 1046 | BHORJAI |
| Sanyo | 196 | SEA JAGUAR |
| Sanyo | 497 | AL—HAMRA |
| Sanyo Maru | 155 | WALET |
| Sanyo Maru | 265 | PERKASA 4 |
| Sanyo Maru | 452 | ATSUTA No. 1 |
| Sanyo Maru | 497 | AL—HAMRA |
| Sanyo Maru | 498 | DONG DA |
| Sanyo Maru | 498 | KONGO MARU No. 8 |
| Sanyo Maru | 499 | SEA STAR 3 |
| Sanyo Maru | 928 | TAE CHANG No. 10 |
| Sanyo Maru | 970 | VIRA 4 |
| Sanyo Maru | 3960 | KIAN ANN |
| Sanyo Maru | 6757 | XIN HU |
| Sanyo Maru | 11721 | JIN AN |
| Sanyo Maru | 15305 | SAMSUN BANNER |
| Sanyo Maru No. 2 | 138 | DYNAMIC I |
| Sanyo Maru No. 2 | 1067 | NINIKA |
| Sanyo Maru No. 5 | 490 | HAI GANG 1151 |
| Sanyo Maru No. 7 | 585 | SHINYO MARU No. 7 |
| Sanyo Maru No. 8 | 499 | FAR TRADER |
| Sanyo Maru No. 11 | 199 | POLSA TRES |
| Sanyo Maru No. 11 | 687 | FUH FENG II |
| Sanyo Maru No. 15 | 288 | AZUMA MARU No. 1 |
| Sanyo Maru No. 16 | 499 | VILA BAARU |
| Sanyo Maru No. 18 | 269 | WOO JIN No. 53 |
| Sanyo Maru No. 18 | 499 | SHAGAR KONNYA |
| Sanyo Maru No. 21 | 497 | ORIENTAL CITY |
| Sanyo Maru No. 82 | 284 | NOVA TUNA I |
| Sanyo Maru No. 85 | 284 | AZUMA MARU No. 3 |
| Sanyo 88 | 585 | SHINYO MARU No. 7 |
| Sanyomarugame Maru | 359 | PALAWAN TRADER |
| Sanyu Maru | 1343 | CHOKE NAVEE 4 |
| Sanyu Maru | 2994 | BANGKACHAI |
| Sanyu Maru | 6397 | SABS 1 |
| Sanyu Maru No. 18 | 289 | CHIDORI MARU No. 35 |
| Sao Leopoldo | 1167 | MIRONAVE |
| Sao Marcos | 1586 | ABOUDI 1 |
| Sao Pedro | 130 | ELIZABETH R. |
| Sao Ruy | 957 | LEONE II |
| Sao Silvares | 377 | AMISIL |
| Sao Vincente | 332 | SAO JORGE |
| Sapaday | 369 | SAPATAYA |
| Sape | 801 | SEABOARD SAPPHIRE |
| Sapele | 5506 | CAPITAINE QUIROS |
| Sapele | 5677 | SAINT PIERRE |
| Sapen I | 3306 | ESDEN |
| Saphir | 553 | SALAH EDDINE |
| Saphir | 1138 | ANTONELLOESSE |
| Saphir | 3727 | MONTROSE |
| Sapokka Bay | 4055 | ALMA LLANERA |
| Sapphire | 1267 | OLGA S |
| Sapphire | 6373 | HONG QI 138 |
| Sapphire | 30592 | MINERVA |
| Sapphire Bounty | 5480 | SANTA MARTA |
| Sapporo | 1523 | BOS CARIB |
| Sapporo Maru | 3526 | ARCTIC |
| Sapporo Maru | 11097 | SUN FLOWER SAPPORO |
| Sapporo Olympics | 16402 | PALMA |
| Sapucaia | 802 | SEABOARD SUPREME |
| Saqr Al—Dammam | 19236 | MAGDA P |
| Saqr Jeddah | 19401 | MARY NOUR |
| Saqr Jizan | 19723 | WEI WU |
| Saqr Jubail | 19407 | HERON |
| Saqr Yanbu | 19407 | MOSRIVER |
| Sara | 492 | ARA |
| Sara B | 140 | HERACLES |
| Sara Belle | 2103 | PIERRE LAFFITTE |
| Sara Benof | 1581 | ESTHER REEFER |
| Sara Cob | 2159 | ELSE |
| Sara Hashim | 992 | SEKAVIN |
| Sara J | 15725 | SEAHOPE II |
| Sara Lise | 162 | ARIES PRIMA |
| Sara M | 170 | C T L II |
| Sara M | 211 | ANITA C. |
| Sara Magdalena | 158 | PINGUIN |
| Sara T | 131 | SENECA |
| Sarabar I | 3417 | PINAR KAPTANOGLU |
| Saracen Prince | 999 | HEINRICH BEHRMANN |
| Sarah | 359 | GULF RACER |
| Sarah | 11043 | OKEANIS |
| Sarah C | 395 | DALMAR SPIRIT |
| Sarah H | 8776 | YUAN GUANG |
| Sarah Kathryn | 4073 | PANAM DORADO |
| Sarah Rousing | 189 | RAL |
| Sarah Weston | 926 | MAMORA |
| Sarah 6 | 118 | SARAH A |
| Sarah 7 | 118 | SARAH B |
| Sarah 8 | 395 | DALMAR SPIRIT |
| Sarah—Elizabeth | 499 | LUCKY SWALLOW |
| Sarakawa | 5934 | ETTJE |
| Saralil | 299 | LARGO II |
| Saran | 2993 | TOPAZ |
| Sarandi | 499 | TRITAO |
| Sarapa II | 349 | ENNAJAH |
| Saratoga | 146 | CAPT. BOB FACE |
| Saratoga | 298 | CAYMAN ENDEAVOR |
| Saraton No. 1 | 320 | SEO WON No. 101 |
| Saraton No. 2 | 271 | SUNG KYUNG No. 5 |
| Saratorn | 2298 | ALLWELL PROSPER |
| Sarborg | 299 | PETER ROHDE |
| Sarcon Prima | 499 | DANIELA PRIMA |
| Sarda | 50272 | DENEB |
| Sardar Patel | 499 | SHREEKANT |
| Sardatlantic Primo | 615 | ANGELA III |
| Sardatlantic Terzo | 615 | VIDA |
| Sardinen | 194 | BAKKENAESS |
| Sardinero | 26716 | LEONIDAS |
| Sardinia Iglesias | 29120 | MARE VENETUM |
| Sardinia Sulcis | 50332 | PLEIADES |
| Sardinia Weipa | 50342 | JIN TIAN HAI |
| Sardo | 702 | ARBIA |
| Sare | 1403 | GEELVINCK |
| Sargo | 298 | OZENDILER |
| Sargodha | 15689 | IRAN TAKHTI |
| Sari Sawit | 951 | OM II |
| Saribas III | 298 | FATIH SULTAN |
| Sarina | 983 | ALLWELL PREMIUM |
| Sarina | 4719 | DANG NISA |
| Sarine | 1582 | GEORGIOS X II |
| Sarine | 1595 | VELIA PRIMA |
| Sarinella Rustico | 199 | SALVATORE GANCITANO |
| Sarissola | 48639 | DRASTIRIOS |
| Sarita | 10091 | TABASCO |
| Sarita | 21293 | DB SARITA |
| Sarita I | 21293 | DB SARITA |
| Sarjo | 1267 | OLGA S |
| Sarmisegetuza | 1955 | JOSEFA |
| Sarnes | 299 | NORDFJORDTRAL |
| Sarnia | 11228 | KOUILOU |
| Saroma | 9707 | CAMERIA |
| Saronic | 5157 | IBN KHALDOUN |
| Saronic Star | 863 | ADRIATIC |
| Saronic Sun | 1684 | LE MISTRAL |
| Saronikos | 6488 | AKAMAS |
| Saronikos II | 6488 | AKAMAS |
| Saronis | 487 | RODOS II |
| Saros | 308 | SEVILAY |
| Sarraf 4 | 211 | DHAHI |
| Sarriette | 1216 | FOKA GAS 1 |
| Sartor | 397 | SEABOARD CASTOR |
| Saru | 20608 | JAG RAHAT |
| Sarunta II | 3792 | SANTINI I |
| Sarunta III | 3716 | TOULOUR |
| Saruran | 1596 | LION TEMASEK |
| Sarzana | 106 | MARY ROSE |
| Sasano Maru No. 1 | 281 | BINA MINA No. 3 |
| Sasano Maru No. 2 | 179 | KAISEI No. 102 |
| Sasano Maru No. 21 | 314 | SEISHU MARU No. 27 |
| Sasano Maru No. 25 | 284 | ASIAN 28 |
| Sasano Maru No. 28 | 299 | SASANO MARU No. 17 |
| Sasano Maru No. 33 | 344 | CHIYODA MARU No. 33 |
| Sasapor | 570 | JOAN D'ARC |
| Sasayama Maru No. 1 | 309 | DONA AUREA B—II |
| Sasha Kovalyov | 2115 | FORTUNA III |
| Sassa | 4824 | YASMINA |
| Sassaby | 1977 | DALGO |
| Sasshu Maru No. 2 | 369 | ANATALLA D. R. |
| Sasshu Maru No. 38 | 373 | KOFUKU MARU No. 88 |
| Sasshu Maru No. 38 | 427 | INARI MARU No. 25 |
| Sassnitz | 6530 | SILVER PALOMA |
| Sata Maru No. 3 | 997 | MINDORO EXPRESS |
| Satanella | 147 | PERLA |
| Satco | 3380 | JIN HAN |
| Satelith | 300 | BOROY |
| Satelith | 499 | DANSTAR |
| Satelitt | 300 | BOROY |
| Satellite No. 81 | 409 | ARAB No. 8 |
| Satem Reefer | 2320 | PONTE REEFER |
| Satguru | 1300 | IBN MAJED 1 |
| Satoco | 189 | LIBERTY |
| Satoco II | 285 | AMERICAN DISCOVERY |
| Satouf 1 | 8628 | FARSEA III |
| Satow | 299 | PORFIRIOS |
| Satsu Maru No. 3 | 308 | DONA VICTORIA B—I |
| Satsu Maru No. 15 | 640 | SUNNY No. 17 |
| Satsu Maru No. 17 | 497 | DUK SOO No. 15 |
| Satsu Maru No. 18 | 498 | AN PHU DONG |
| Satsu Maru No. 27 | 992 | CHING HAUE No. 101 |
| Satsu Maru No. 38 | 1089 | LASARISA No. 1 |
| Satsu Maru No. 57 | 2987 | FRIO OLYMPIC |
| Satsu Maru No. 58 | 2938 | HOFSJOKULL |
| Satsuki Maru | 456 | KAISHO MARU |
| Satsuki Maru | 476 | AFSARUDDIN No. 2 |
| Satsuki Maru | 1977 | ORIENTAL AZALEA |
| Satsuki Maru | 5993 | BOMIN |
| Satsuki Maru No. 1 | 269 | DAIKICHI MARU No. 3 |
| Satsuky | 3941 | URSULA LEONHARDT |
| Satsuma | 5910 | COPACABANA REEFER |
| Satsuma Maru | 127112 | SATSUMA |
| Satsumacore | 5910 | COPACABANA REEFER |
| Satsumaseiun Maru | 758 | ESPERANZA UNO |
| Satsumaseiun Maru No. 2 | 248 | HAKURYU MARU No. 32 |
| Satsunan | 118 | HELICAL I |
| Satu | 424 | EAST PACIFIC |
| Satu Bangsa | 1064 | TANTO KARUNIA |
| Satu Mar | 11102 | TOVE COB |
| Saturn | 130 | JOSEPH CONRAD |
| Saturn | 146 | PALOS VERDES |
| Saturn | 187 | BAY ISLAND |
| Saturn | 225 | GITTE GRY |
| Saturn | 2080 | ABDULLATIF—S |
| Saturn | 2677 | GLORY |
| Saturn | 2682 | CEAHLEAUL |
| Saturnia | 9488 | TAPATI |
| Saturno | 610 | NATASHA |
| Saturnus | 666 | HONG SOON II |
| Satwa Jacks | 157 | ROMMEL |
| Saucon | 14057 | LEONIS |
| Sauda | 195 | SUPERCATS |
| Sauda | 60998 | OCEAN VOYAGER |
| Saudi Bear | 17525 | KAIMOKU |
| Saudi Crown | 3498 | INDIAN COURIER |
| Saudi Express | 7825 | BORACAY |
| Saudi Moon | 6222 | VERGINA |
| Saudi Moon I | 5831 | SCANDINAVIAN SONG |
| Saudi Rastanura | 445 | HECTOR |
| Saudiah | 16039 | VALIANT CARRIER |
| Sauko III | 276 | JON A HOFI |
| Saulkrasti | 11822 | RISANGER |
| Sault—Au—Mouton | 450 | SEA LION V |
| Saumonards | 345 | ARMANDO MESTRE |
| Savannah | 181 | CAPE LOOKOUT |
| Savannah | 262 | VINCENT TURECAMO |
| Savannah | 1899 | TERRA AUSTRALIS |
| Savannah Sea | 41954 | EDINBURGH SAVANNAH |
| Savanne | 14374 | ACRITAS |
| Savarakatranemia | 499 | IRIT |
| Save | 4467 | CHRISTIE |
| Savona Star | 10409 | SANTIAGO STAR |
| Savonia | 1599 | OOSTZEE |
| Savonia | 6121 | RAJA BHUM |
| Savorgnan de Brazza | 116 | LOLLI |
| Sawa | 2405 | YAN YUAN ER HAO |
| Sawa II | 499 | SABLE |
| Sawako | 19882 | PIONERO |
| Sawako | 52883 | PERNAS DUYONG |
| Sawako | 156215 | UNITY LAKE |
| Sawi I | 291 | DEBORAH K II |
| Sawit | 558 | BAHAGIA VII |
| Sawo | 1159 | TRISNA II |
| Sawu | 1137 | ARMADA PERMAI |
| Saxaren | 266 | GUSTAFSBERG VII |
| Saxen | 499 | SAN REMO |
| Saxon | 3333 | LUCKY OCEAN No. 1 |
| Saxon Prince | 803 | PARANA STAR |
| Saxon Star | 12188 | KOTA SABAS |
| Saxonia | 981 | KOLN |
| Saxonia | 5307 | GOTLANDIA |
| Saxonia | 6550 | SHI JING SHAN |
| Saxonia | 8509 | CARINA |
| Saxonia | 21370 | LEONID SOBINOV |
| Saxonia | 39631 | DELAWARE |
| Sayf | 4116 | CLARKSON CARRIER |
| Sayo Maru No. 52 | 192 | NANSEI No. 68 |
| Sayo Maru No. 65 | 174 | TOKAI MARU No. 58 |
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| SC 670 | 121 | GREBE |
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| SC 759 | 121 | TUALATIN |
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| SC 987 | 113 | C T L |
| SC 1026 | 138 | MARKEVA |
| SC 1028 | 130 | CAJUN QUEEN |
| SC 1036 | 122 | ARIANE |
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| SC 1062 | 115 | MARY JANE |
| SC 1063 | 129 | CONTINENTAL I |
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| SC 1302 | 176 | ESKIMO |
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| Scalloper | 264 | BERGSOY |
| Scammonden II | 497 | STRONGHAND |
| Scamper Universal | 6773 | SCAMPER |
| Scan Challenger | 8982 | AURORA RUBY |
| Scan Commander | 8980 | LAPIS |
| Scan Crusaders | 8976 | KERYNIA CY |
| Scan Eastern | 11070 | MAYFAIR |
| Scan Force | 499 | BOA FORCE |
| Scan Fuji | 9585 | FAREAST SUCCESS |
| Scan Glen | 739 | ARIANE |
| Scan Leader | 15533 | SARLA |
| Scan Power | 461 | BOA PULL |
| Scan Pride | 929 | BOA PRIDE |
| Scan Progress | 15719 | HECTOR |
| Scan Purveyor | 1502 | GMMOS GIANT |
| Scan Salvor | 473 | KERVEROS |
| Scan Trader | 499 | AMAZING GRACE |
| Scan Trader | 2511 | MEERAA |
| Scan Trader | 9871 | NORDIC TRADER |
| Scan Trader I | 2511 | MEERAA |
| Scan Trioarrow | 10026 | JADE C |
| Scan Venture | 739 | SAMANTHA |
| Scan Venture | 10481 | KRIOS |
| Scan Voyager | 1572 | MINA |
| Scanblue | 299 | FAKTOR |
| Scancarrier | 479 | SEA CARRIER I |
| Scandia Team | 55843 | ABANT |
| Scandic | 1138 | QUEEN SEA 1 |
| Scandic Essar | 4309 | NAND EKTA |
| Scandic Venture | 11135 | NAND HARI |
| Scandic Wasa | 15195 | TREKRONER |
| Scandinavia | 252 | JAMES McALLISTER |
| Scandinavia | 1952 | SATURNUS |
| Scandinavia | 3920 | FENNO STAR |
| Scandinavia | 20914 | STENA SEARIDER |
| Scandinavia | 25122 | STENA FANTASIA |
| Scandinavia | 26747 | VIKING SERENADE |
| Scandinavia Link | 20914 | STENA SEARIDER |
| Scandinavia Maru | 10997 | MARITIME VICTORY |
| Scandinavian Express | 500 | CAROL H. |
| Scandinavian Highway | 20400 | GLORIOUS FORTUNE |
| Scandinavian Saga | 7764 | PRIDE OF SAN DIEGO |
| Scandinavian Sea | 12244 | DISCOVERY I |
| Scandinavian Sky | 8139 | TALLINK |
| Scandinavian Sky II | 7216 | SCANDINAVIAN DAWN |
| Scandinavian Star | 10513 | CANDI |
| Scandinavian Star | 15729 | PRINCE OF SCANDINAVIA |
| Scandinavica | 11675 | JUPITER |
| Scandinavica | 13286 | VENUS |
| Scandocean | 16849 | MALIBU |
| ScanDutch Arcadia | 17750 | PACIFIC SPAN |
| Scandutch Asia | 5505 | LHOTSE |
| ScanDutch Asia | 1599 | HUA JIA |
| ScanDutch Asia | 2864 | PRELUDE |
| ScanDutch Concordia | 17750 | CONCORDIA |
| ScanDutch Corona | 17750 | PACIFIC SPAN |
| ScanDutch Corsica | 3790 | PACHECO |
| ScanDutch Corsica | 4953 | OYSTER BAY |
| ScanDutch Edo | 21054 | NEDLLOYD VAN LINSCHOTEN |
| ScanDutch Edo | 57802 | TOKIO EXPRESS |
| ScanDutch Gallia | 20344 | OOCL BREEZE |
| ScanDutch Helvetia | 21049 | NEDLLOYD VAN CLOON |
| ScanDutch Helvetia | 32696 | VILLE DE CANOPUS |
| ScanDutch Hispania | 22647 | PACIFIC SONG |
| ScanDutch Hispania | 22677 | DSR OAKLAND |
| ScanDutch Hondo | 15598 | PEACE RIVER |
| ScanDutch Honshu | 22667 | BREMEN SENATOR |
| ScanDutch Iberia | 1747 | NORTH EMPRESS |
| ScanDutch Iberia | 5731 | LUCIE SCHULTE |
| ScanDutch Italia | 24320 | RAPIDE |
| ScanDutch Ledra | 27971 | CARIBIA EXPRESS |
| ScanDutch Levant | 1524 | SAN JUAN |
| ScanDutch Levant | 4489 | KENT TRADER |
| ScanDutch Liguria | 999 | GODEWIND |
| ScanDutch Liguria | 4999 | NORDICA |
| ScanDutch Luzon | 22667 | NEW YORK SENATOR |
| ScanDutch Massilia | 22667 | DSR YOKOHAMA |
| ScanDutch Massilia | 26793 | MSC LUISA |
| ScanDutch Orient | 1560 | ALKAID |
| ScanDutch Orient | 1599 | C. R. MONTJOLY |
| ScanDutch Orient | 6818 | BENJA BHUM |
| ScanDutch Provence | 5480 | CARTAGENA |
| ScanDutch Sardinia | 4453 | CGM TCHEKHOV |
| Scania | 2767 | ZEYAD |
| Scanqueen | 300 | FREDRIK O |
| Scanride | 298 | CROWN DIVER |
| Scansilva | 34339 | BENGAL BREEZE |
| Scanspruce | 33845 | FOREST QUEEN |
| Scantank | 472 | POUNENTES |
| Scantic | 499 | ANGEL VITA I |
| Scantic | 2531 | POM KARIN |
| Scantrain | 1565 | PIONEER CONTAINER |
| Scanvik | 300 | FREDRIK O |
| Scanwood | 1599 | GINA II |
| Scapa Flow | 123 | KAS—KEN |
| Scapdale | 19168 | KIKA |
| Scapmariner | 17777 | OSCO SEA |
| Scaptrust | 17737 | SEAPROMISE |
| Scapwill | 21372 | MATHILDAKI |
| Scapwind | 8944 | MARINER |
| Scarabee | 106 | PILOTE NIVIERE |
| Scarlatti | 19191 | CALAY |
| Scarlet Carrier | 9734 | NEPTUNE OLIVINE |
| Scarlet Mare | 10136 | BOSPORUS |
| Scarlino Primo | 1453 | ORADANA |
| Scaw Proctor | 299 | FJORDSTEIN |
| Scene II | 434 | MINA |
| Scene 1 | 422 | RECOVERY |
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| Schafstedt | 366 | KEA |
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| Schauenburg | 5957 | GENERAL SALOM |
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| Schelde | 496 | DIANA |
| Schelde | 1413 | ARILD VIKING |
| Schelde I | 113 | LERICI PRIMO |
| Schelde II | 103 | KARAPIPERIS V |
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| Scheldebank | 253 | AZIZ |
| Scheldeborg | 387 | UNION EXPRESS |
| Scheldeborg | 1598 | SEACTION |
| Schelderix | 115466 | ALBORZ |
| Scheldt | 498 | VITTORIO PALADINI |
| Scherpendrecht | 36465 | SEABIRD |
| Schiaffino | 991 | ALNILAM |
| Schichau | 225 | ASVAG |
| Schieborg | 397 | HELENA SEA |
| Schildmeer | 1104 | BISMI |
| Schildturm | 496 | JOLLY PRIMO |
| Schilksee | 137 | SUNDEVIT |
| Schilksee I | 917 | BIO MAR I |
| Schinoussa | 1324 | PAROS EXPRESS |
| Schippersgracht | 389 | HUSSAM |
| Schippersgracht | 543 | GHANTOUT 1 |
| Schippersgracht | 3450 | MAINA D. F. |
| Schirokko | 2806 | ZHONG SHAN MEN |
| Schlei | 299 | HAGAR |
| Schleswig | 313 | MAGALHAES |
| Schleswig | 914 | TONY VIEIRA |
| Schleswig Holstein | 940 | DUGVAN |
| Schleswig Holstein | 3818 | NORDIC BRIDGE |
| Schleswig Holstein | 111656 | NEW RENOWN |
| Schleswig—Holstein | 350 | PUERTO DE MOGAN |
| Schleswig—Holstein | 391 | KOUMANOS K |
| Schleswig—Holstein | 395 | FERRY CAPRI |
| Schleswig—Holstein | 822 | RAMANUJAM |
| Schnoorturm | 1976 | SUN WRESTLER |
| Schoener | 1415 | IGLOO SEA |
| Schoener | 7239 | HORNWAVE |
| Schokland | 298 | LISA J. II |
| Schonfels | 7011 | DA QING SHAN |
| Schoonebeek | 396 | MEX |
| Schoonebeek | 1526 | MIRAH |
| Schoterland | 3971 | LAIMA |
| Schotland | 490 | SCALDIA |
| Schout Velthuys | 501 | MAR DEL SUD |
| Schouwen | 13490 | NEDDRILL 2 |
| SCHS—7008 | 108 | NOVOAZOVETS |
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| Schulau | 424 | ATHOS |
| Schulenburg | 498 | DELTA LAS |
| Schwabenland | 1560 | ALKAID |
| Schwabenstein | 9443 | KARPATHOS |
| Schwalbe | 293 | GRACIAS |
| Schwaneck | 499 | HELLEVIK |
| Schwanentor | 722 | SHINSAN MARU |
| Schwanheim | 5777 | SALAMINA |
| Schwarzburg | 5197 | YANNIS II |
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|---|---|---|
| Schwielowsee | 3496 | CHANG WANG |
| Schwinge | 253 | OKLANDSNES |
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| SCI—07 | 1310 | CAPTAIN F. M. JUVALE |
| SCI—08 | 1310 | DR. NAGENDRA SINGH |
| Scientist | 35902 | FENG NIAN |
| Scilla | 1000 | LAZIQUIEH |
| Scilla | 3623 | JENLINK |
| Scillonian | 1315 | REMVI |
| Scirocco | 8987 | ROZEL |
| Scol Action | 999 | BALTIC TRADER |
| Scol Action | 999 | STEVNSLAND |
| Scol Broker | 4489 | KENT TRADER |
| Scol Carrier | 1597 | CANTERBURY EXPRESS |
| Scol Carrier | 1598 | NOREN |
| Scol Eminent | 2948 | LEONID TELIGA |
| Scol Enterprise | 999 | GERINA |
| Scol Enterprise | 7580 | ABITIBI CLAIBORNE |
| Scol Hunter | 909 | SAN PANCRACIO I |
| Scol Progress | 995 | AROSSEL |
| Scol Prominent | 2836 | YANG ZI JIANG 5 |
| Scol Rover | 2841 | NORDIC ONE |
| Scol Trader | 1597 | ALSTERN |
| Scol Trader | 1598 | AUCKLAND EXPRESS |
| Scol Trident | 1746 | SIN LIAN |
| Scol Unit | 999 | STEVNS SEA |
| Scol Venture | 912 | EVE |
| Scol Venture | 7580 | ABITIBI ORINOCO |
| Scomber | 1788 | DAVUT 1 |
| Scombrus | 2990 | CAPE NORTH |
| Scopi One | 6414 | SILVER STAR |
| Scoresbysund | 124 | CAPRICE |
| Scorpa Pertama | 999 | CHATCHAWIN 4 |
| Scorpio | 196 | SEADAWN |
| Scorpion | 130 | LADY NELLY |
| Scorpios | 698 | LAIOS |
| Scorpios | 19166 | CASSANDROS |
| Scorpius | 998 | DON BONIFACIO |
| Scot | 299 | JUTO |
| Scot Anthony | 114 | JOE KING |
| Scot Trader | 1585 | WOTAN |
| Scot Venture | 999 | ROCKABILL |
| Scot Venture | 1140 | KARIN |
| Scotia | 166 | ZUIDERSTER 12 |
| Scotia | 227 | ZUIDERSTER 10 |
| Scotia | 680 | KOMUR |
| Scotia Point | 353 | TENACITY I |
| Scotia Port | 177 | SUB SIG II |
| Scotian Shore | 980 | FRED J. AGNICH |
| Scotoil VI | 3146 | HEATHER SEA |
| Scotoil 1 | 2493 | AMERICAN EMPRESS |
| Scotoil 2 | 2220 | PACIFIC GLACIER |
| Scotoil 3 | 2397 | CLAYMORE SEA |
| Scotoil 4 | 1257 | NORDIK EXPRESS |
| Scotoil 5 | 3086 | PACIFIC ORION |
| Scotscraig | 176 | SHANNON ESTUARY I |
| Scotsman | 369 | PETITE FORTE |
| Scotstoun | 15207 | AGONISTIS |
| SCOTT Albatros | 3120 | FRAUKE |
| Scott C | 126 | CAPT. LOURENCO |
| Scott Challenger | 499 | ISLAND |
| Scott Joe | 118 | ST. MARY I |
| Scott Theriot | 193 | SEA LEVEL No. 21 |
| Scottish Coast | 4858 | PRINCESA AMOROSA |
| Scottish Eagle | 32995 | GUI HE |
| Scottish King | 274 | GRAMPIAN KING |
| Scottish Lion | 32995 | DA QING 86 |
| Scottish Monarch | 9374 | BYZANTINE MONARCH |
| Scottish Queen | 278 | GRAMPIAN QUEEN |
| Scranton | 234 | INTREPID |
| Sct Vincent | 9761 | LUNG MEN |
| Sct. Knud | 139 | ST. CANUTE |
| SC1323 | 121 | TAMBOUR |
| SDR Victory | 3143 | MAHALIM |
| Se Bo No. 1 | 416 | TAE BAEK No. 31 |
| Se Ryong | 888 | NANCY |
| Se Won | 2595 | TAE IL |
| Se Woon | 11998 | GENISTA |
| Se Yang No. 1 | 251 | HAE WOO No.0006 |
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| Sea | 224 | TAGISH |
| Sea | 149293 | OSLO COUNTESS |
| Sea Ace | 2993 | TOPAZ |
| Sea Ace | 15500 | PACQUEEN |
| Sea Amber | 7084 | DONG MING |
| Sea Anemone | 16235 | HUA WAN |
| Sea Aphrodite | 487 | LIBERTY I |
| Sea Arrow | 13646 | IKAN SELAR |
| Sea Asia | 2553 | FAL XII |
| Sea Astrea | 12824 | POLYDEFKIS P |
| Sea Atlas | 7183 | BALAYAN |
| Sea Augusta | 14315 | KASTOR P |
| Sea Beam | 495 | GEOGRAPH |
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| Sea Bird | 299 | HAMDEH |
| Sea Bird | 3819 | EMRE II |
| Sea Bird | 9824 | FLYING DRAGON |
| Sea Bird II | 299 | SEA BIRD |
| Sea Bird No. 1 | 432 | TOYOHATA MARU No. 28 |
| Sea Bird No. 2 | 437 | SIGMA No. 2 |
| Sea Bird No. 31 | 984 | FILIPINAS ORIENT |
| Sea Bird No. 35 | 1317 | WIDE SEA No. 28 |
| Sea Bloom | 4140 | ORIENTAL BEAR |
| Sea Boy | 126 | G. NAZZARENO |
| Sea Breeze | 4563 | TALOFA |
| Sea Breeze | 27984 | AL MADIHA |
| Sea Breeze | 68442 | TUMA |
| Sea Bride | 1704 | LOVE BOAT |
| Sea Bridge | 1228 | WALIE LIMA |
| Sea Brilliance | 254582 | HELLAS FOS |
| Sea Bruin | 947 | CHIEFTAIN SERVICE |
| Sea Bruse | 4861 | SAGA SEA |
| Sea Brute | 947 | NEPTUNO DEL GOLFO |
| Sea Bure | 3471 | AMERICAN DYNASTY |
| Sea Calm | 430 | AGIOS DIONISSIOS |
| Sea Caravan | 46384 | OCEAN LEO |
| Sea Castle | 4839 | HOKKAI |
| Sea Cat | 132 | LADY ELIZABETH |
| Sea Challenge | 495 | LEOONEE |
| Sea Challenger | 186 | CHEATER FIVE |
| Sea Challenger | 4028 | HARPOON |
| Sea Champion | 12132 | ERDAL |
| Sea Chief | 497 | CELIA M. |
| Sea Cloud | 499 | AMWAGE |
| Sea Cloud of Grand Cayman | 2492 | SEA CLOUD |
| Sea Co Queen | 196 | ARCTIC III |
| Sea Comber | 193 | CAPE SARICHEF |
| Sea Concert | 12583 | CERNIK |
| Sea Condor | 9488 | TAPATI |
| Sea Coral | 1371 | AUGUSTEA NOVE |
| Sea Coral | 3295 | TALIA II |
| Sea Coral | 7142 | KUN MING |
| Sea Corridor | 20486 | KING SAILOR |
| Sea Cosmos | 5463 | ASIAN SEAWAYS |
| Sea Creator | 742 | KARANGETANG |
| Sea Crest | 13243 | OCEAN TRADER |
| Sea Crest II | 111 | SEA KING |
| Sea Crown | 1531 | SEA TOWN |
| Sea Crown | 9563 | ASEAN EXPRESS |
| Sea Crystal | 299 | MERKURIY |
| Sea Dart | 299 | WILKE |
| Sea Defender | 1371 | AUGUSTEA NOVE |
| Sea Diamond | 299 | AVENGER |
| Sea Diamond | 5104 | ATLANTIC WOOD |
| Sea Discoverer | 1031 | BRITISH ENTERPRISE FIVE |
| Sea Discoverer | 1502 | GMMOS GIANT |
| Sea Disposal 1 | 299 | MATHEA LUPE |
| Sea Diver | 959 | BRITISH ENTERPRISE TWO |
| Sea Dog | 153 | AGHIOS GEORGIOS |
| Sea Dolphin | 294 | HASHMI I |
| Sea Dragon | 320 | BU YANG |
| Sea Dragon | 3957 | HANIFAH |
| Sea Dragon | 10714 | IBN HAZM |
| Sea Dragon No. 2 | 332 | SUNG YOUNG No. 99 |
| Sea Dream | 1550 | YUJIN BUSAN |
| Sea Dream | 4712 | LADY NADA |
| Sea Duchess | 144500 | GOHO |
| Sea Duke | 144567 | GENERAL MONARCH |
| Sea Dynamic | 745 | TUNA SERVICE DOS |
| Sea Dynamics | 4931 | INCE I |
| Sea Eagle | 198 | SCALLOP KING |
| Sea Eagle | 393 | ASTRID |
| Sea Eagle | 560 | SEA EAGLE II |
| Sea Eagle | 9422 | WU JIANG |
| Sea Eagle | 40570 | NISSOS DELOS |
| Sea Elfi | 23186 | WESTERN VILLAGE |
| Sea Emerald | 430 | ENCOUNTER BAY |
| Sea Emerald | 5096 | MARINE FORTUNER |
| Sea Ems | 376 | ANGLESEY TRADER |
| Sea Encouragement | 9053 | ENCOURAGEMENT |
| Sea Endeavour | 9052 | KOTA PETANI |
| Sea Enterprise | 9052 | ENTERPRISE I |
| Sea Esperanza | 80624 | EL TENAZ |
| Sea Este | 999 | CHRISTA KERSTIN |
| Sea Explorer | 1031 | BRITISH ENTERPRISE FIVE |
| Sea Express | 8475 | ASIA EXPRESS |
| Sea Express | 13059 | TARGA. |
| Sea Falcon | 9422 | GUI JIANG |
| Sea Falcon | 15874 | BYRON |
| Sea Falcon | 50746 | ONDA BIANCA |
| Sea Fare | 116 | EL VOLATIN |
| Sea Fisher | 1204 | TRANSGULF |
| Sea Fisher 5 | 135 | SEA LION VIII |
| Sea Fisher 6 | 134 | INSTIGATOR |
| Sea Fisher 7 | 134 | SANCOR |
| Sea Fisher 9 | 134 | BONANSA |
| Sea Flower | 298 | NINA N. |
| Sea Fortune | 430 | ENCOUNTER BAY |
| Sea Fortune | 4719 | KOTA MAKMUR |
| Sea Fortune | 18061 | MISS ALIKI |
| Sea Fox | 836 | NEW ERA |
| Sea Frontier | 4028 | HARPOON |
| Sea Future | 3893 | NORTHERN HOPE |
| Sea Garnet | 699 | VIVI |
| Sea Garnet | 1360 | JANE VIKING |
| Sea Giant | 182 | BREEZE |
| Sea Glister | 7199 | VIGOROUS SWAN |
| Sea Glory | 16067 | MANYAS 1 |
| Sea Glory | 18173 | SEASTAR II |
| Sea Glory III | 984 | WALEA |
| Sea Goblin | 491 | JULIANNA |
| Sea Grace | 199 | LA RAINBOW |
| Sea Grace | 12928 | BLUE GRACE |
| Sea Griffin | 14185 | SEAVENTURE |
| Sea Guard | 457 | CAM PUMA |
| Sea Guardian | 1597 | MONA VIKING |
| Sea Gull | 122 | TRADEWIND |
| Sea Gull | 142 | KANHAIYA |
| Sea Gull | 253 | LITTLE RIVER |
| Sea Gull | 9824 | TEESTA |
| Sea Gull | 13213 | BENIGNITY |
| Sea Gull II | 188 | AQUARIUS |
| Sea Harmony | 11621 | AIS GIORGIS |
| Sea Harvester | 3809 | SPIRIT |
| Sea Harvester II | 499 | JAMES COOK |
| Sea Harvester III | 195 | HUSTLER |
| Sea Harvester M. | 235 | ASA |
| Sea Hawk | 100 | HUTSON TIDE |
| Sea Hawk | 388 | SEATRAN EXPRESS |
| Sea Hawk | 989 | SEA HAWK No. 1 |
| Sea Hawk | 2488 | KURNIA SAMUDERA |
| Sea Hawk | 9079 | KIFANGONDO |
| Sea Hawk | 12132 | BANGKOK NAVEE |
| Sea Hawk | 48756 | IRON ANTONIS |
| Sea Hawk | 61000 | NIKOLAOS |
| Sea Hawk 3 | 388 | SEATRAN EXPRESS |
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| Sea Hawk 601 | 173 | MISS COATZA |
| Sea Highway | 4291 | ATLAS |
| Sea Hope | 492 | GHARIB I |
| Sea Hope II | 2458 | DING AN |
| Sea Horse | 182 | N. T. COVENANT |
| Sea Horse | 9753 | RUVU |
| Sea Horse V | 3069 | MEGHPAL |
| Sea Hound | 196 | TESORO DEL MAR |
| Sea Hunter | 229 | MISS ELIZABETH |
| Sea Hunter | 606 | YELISAVA |
| Sea Husky | 447 | BRITOIL 3 |
| Sea Intellect | 444 | SEA GLORY |
| Sea Intrepid | 1539 | AL WAKRAH |
| Sea Jade | 1948 | JADE |
| Sea Joy | 911 | SUN DANCER |
| Sea Joy | 2472 | JUSTINE |
| Sea King | 146 | KIMBERLY J. TURECAMO |
| Sea King | 171 | OCEAN KING |
| Sea King | 4636 | SAREYAH |
| Sea King No. 1 | 9278 | MERITAS |
| Sea Knight | 2967 | HOSS A |
| Sea Krishna | 15246 | EW HUDSON |
| Sea Lady | 394 | MEDAWAR II |
| Sea Leopard | 2488 | KURNIA SAMUDERA |
| Sea Level 7 | 291 | WACO |
| Sea Level 11 | 332 | CAL DIVER I |
| Sea Lift | 16467 | METEOR |
| Sea Light | 903 | SAM WON No. 97 |
| Sea Light | 2967 | HOSS A |
| Sea Linden | 9827 | YUAN DA |
| Sea Link | 436 | MIGUEL LUJAN |
| Sea Link | 8709 | KARABIEVERETT |
| Sea Lion | 498 | C. C. 7 |
| Sea Lion | 8746 | NAN JIANG |
| Sea Lion I | 329 | CELINE M |
| Sea Lion 1 | 16286 | HUASTECO |
| Sea Louise | 2472 | INA LEHMANN |
| Sea Love I | 987 | HAI SOON No. 1 |
| Sea Lynx | 189 | HAI HIN 46 |
| Sea Maas | 498 | GLENCLOY |
| Sea Maid | 499 | HIPOCAMPO |
| Sea Master | 12091 | JI HAI 9 |
| Sea Merchant | 265 | OCEAN DIVER III |
| Sea Merchant | 14068 | CONTSHIP ITALY |
| Sea Merrimac | 143 | PULLMAN |
| Sea Mirage | 669 | TREMONT |
| Sea Monarch II | 234 | DEN DEN |
| Sea Monica | 23186 | NIKOS N |
| Sea Monster | 168 | CHENA |
| Sea Moon | 8552 | PUNTA ANCLA |
| Sea Moon | 8917 | AGIOS GERASSIMOS |
| Sea Mozart | 14573 | DENISH K |
| Sea Navigator II | 135 | SAPU BAHARI |
| Sea Neptune | 339 | ALBUQUERQUE |
| Sea Nova | 8612 | CARIBBEAN PEARL |
| Sea Nymph | 1704 | LOVE BOAT |
| Sea Nymph | 8653 | ERRIA INGE |
| Sea Nymph 1 | 134 | POINT PLEASANT II |
| Sea Odin | 299 | KARIN |
| Sea Odin | 299 | VIOLA |
| Sea Olympia | 587 | NEPTUNE PACIFIC |
| Sea Orchid | 18604 | PODOLSK |
| Sea Orient | 1555 | NORIENT |
| Sea Osprey | 6766 | TONG HE |
| Sea Otter | 146 | MILDRED |
| Sea Pacific | 496 | COTAN |
| Sea Palace | 4548 | SAINT LUCIE |
| Sea Panther | 264 | SEA TIGER |
| Sea Panther | 1502 | GMMOS GIANT |
| Sea Passion | 5881 | FAWAZ |
| Sea Pearl | 499 | CORONA |
| Sea Pearl | 1599 | MAERSK ATTENDER |
| Sea Pearl I | 780 | VIKING CARRIER |
| Sea Peony | 15864 | PEONY ISLANDS |
| Sea Performer | 640 | MAHAKA |
| Sea Pioneer | 8960 | NORTWEEN NOVA |
| Sea Pioneer | 11055 | APOSTOLIS |
| Sea Piper | 1360 | JANE VIKING |
| Sea Pony | 1968 | MARGARET |
| Sea Prawn | 345 | OTROYING |
| Sea Prelude | 4154 | GLORY CONTAINER |
| Sea Primrose | 15864 | PRIMROSE ISLANDS |
| Sea Prince | 2205 | ARCTIC PRINCESS |
| Sea Princess | 579 | LADY K |
| Sea Princess | 4073 | PANAM DORADO |
| Sea Princess II | 579 | HOPE 1 |
| Sea Producer | 1399 | CORNELIA VIKING |
| Sea Progress | 42619 | TIMOR SEA |
| Sea Prosperity | 495 | A'MOUR |
| Sea Prosperity | 18102 | DANIA PORTLAND |
| Sea Queen | 126 | CINDY G. |
| Sea Queen | 961 | MARINERO |
| Sea Queen | 1330 | SUPERLADY |
| Sea Queen | 15138 | HAJ MONEM |
| Sea Queen No. 1 | 9121 | BOWEN KING |
| Sea Quest | 171 | ALISON CHRISTINE |
| Sea Quest | 758 | MATHAWWOLWOL |
| Sea Rainbow | 3239 | MASADA 1 |
| Sea Ranger | 229 | RANGER |
| Sea Ranger I | 337 | SEA RANGER V |
| Sea Raven | 168 | GOLIAH |
| Sea Rejoice | 3808 | LESTARI |
| Sea Rescuer | 834 | PACIFIC RESCUER |
| Sea River | 1220 | RIVER TRADER |
| Sea Road | 8557 | VOMERO |
| Sea Rock | 110 | NADER |
| Sea Rogue | 144 | IRENE B. III |
| Sea Rose | 18604 | KAPITAN PENKOV |
| Sea Rover | 143 | CAPT'N ART |
| Sea Rover | 241 | MARINE PROTECTOR |
| Sea Rover | 51280 | TITAN |
| Sea Royal | 3856 | RAINBOW MELODY |
| Sea Ruby | 5096 | MARINE SHINE |
| Sea Saga | 178808 | OLYMPIAN SPIRIT |
| Sea Saint | 164758 | SAHARA |
| Sea Salmon | 100 | MARINE DUSUN |
| Sea Scape | 178515 | PARIS |
| Sea Scope | 178515 | PARIS |
| Sea Scout | 699 | CELINA |
| Sea Search | 288 | MISS LYNN |
| Sea Search | 453 | OCEAN SELECTOR |
| Sea Searcher | 1596 | GECO SEARCHER |
| Sea Serpent | 122960 | MT. CABRITE |
| Sea Service | 185 | RIO PAPALOAPAN |
| Sea Service | 298 | TITAN SERVICE |
| Sea Shell | 301 | LOBO |
| Sea Shell One | 497 | E. T. OCEAN WORKS |
| Sea Silkroad | 37921 | CHIBA SPIRIT |
| Sea Skimmer | 197 | STAR PROVIDENCE |
| Sea Smith | 187 | DESTINY |
| Sea Soldier | 122926 | ANAX |
| Sea Song | 164062 | HANSA VEGA |
| Sea Sounder | 666 | ARCTIC SOUNDER |
| Sea Splendour | 122926 | AIAS |
| Sea Splitter 1 | 599 | PLATERAS |
| Sea Splitter 2 | 756 | VOLZEE |
| Sea Spray | 120 | CARLY ANN |
| Sea Spray | 135 | SOUTHERN EXPLORER |
| Sea Star | 140 | GEORGE'S BANK |
| Sea Star | 143 | LINHOLM JUNIOR |
| Sea Star | 397 | MARMO |
| Sea Star | 445 | LARISSA |
| Sea Star | 499 | GOLDEN STAR |
| Sea Star | 675 | CAPTAIN SALAH |
| Sea Star | 3942 | LUCKY MOON |
| Sea Star | 8997 | ALEXANDRAKI |
| Sea Stork | 632 | JOHANA II |
| Sea Strata | 332 | ANAYANSI |
| Sea Stratus | 164758 | VOLANS |
| Sea Struggler | 1589 | SHARAF EL DIN |
| Sea Supplier | 496 | MARINA Z |
| Sea Supplier | 1399 | CORNELIA VIKING |
| Sea Swallow | 2228 | ARMADA MOBIL SALINDO |
| Sea Swallow | 16286 | HUASTECO |
| Sea Swan | 9370 | QU JIANG |
| Sea Swan | 122960 | SAINT LUCIA |
| Sea Swift | 5858 | OBLAYOO |
| Sea Symphony | 164717 | WORLD SYMPHONY |
| Sea Tagus | 1299 | MAREIKE B |
| Sea Taian | 24750 | NORDVIND |
| Sea Tamar | 1289 | ORANJE ROTTERDAM |
| Sea Tender | 172 | GULF ANAX |
| Sea Tern | 199 | EDWARD ST. PHILIP |
| Sea Thames | 499 | STURDY |
| Sea Thames | 1291 | KATHARINA CHARLOTTE |
| Sea Thand V | 496 | FOX |
| Sea Thand VII | 418 | DADA |
| Sea Thand X | 923 | REA SPIRIT |
| Sea Tiber | 1298 | NEIL B |
| Sea Tide | 9810 | MARABU |
| Sea Topaz | 1593 | OSA DEFENDER |
| Sea Trader | 299 | VICTORIA 18 |
| Sea Trader | 1539 | AL WAKRAH |
| Sea Trader | 8768 | DIGNITY |
| Sea Trader I | 2511 | MEERAA |
| Sea Transport | 3236 | PNOC PETROPARCEL |
| Sea Transport | 3666 | UNITY |
| Sea Transporter | 1345 | CECILIE VIKING |
| Sea Transporter | 1506 | ATLANTIC VIGOUR |
| Sea Transporter | 3236 | PNOC PETROPARCEL |
| Sea Traveler II | 1357 | SEA LINER |
| Sea Treasure | 972 | SEAWAY SAPPHIRE |
| Sea Treasure | 4825 | LEYNARD |
| Sea Trent | 202 | SILVER RIVER |
| Sea Tribute | 3018 | EVA G |
| Sea Troll | 494 | EMKA |
| Sea Troll | 20310 | CASTORO OTTO |
| Sea Truck | 189 | ALEUTIAN LADY |
| Sea Union | 302 | MICHAEL A |
| Sea Union | 21449 | NAND SHWETA |
| Sea Venture | 20636 | PACIFIC PRINCESS |
| Sea Venture II | 321 | OFFSHORE KARIM |
| Sea Victory | 3330 | KOTA BAHAGIA |
| Sea Victory | 43456 | VENICE |
| Sea View | 2109 | BRIGHT FUTURE |
| Sea Vigor | 417 | VITORIA NOVA |
| Sea Viking | 480 | GHAREB |
| Sea Viking | 2234 | NILE CARRIER |
| Sea Virgo | 6505 | ANGEL INI |
| Sea Virgo | 16325 | HUA JIN |
| Sea Walrus | 18377 | SUNNYWAY |
| Sea Wave | 446 | ENTERPRISE II |
| Sea Wave | 1946 | TAURUS |
| Sea Way | 998 | CHADI |
| Sea Wife | 127 | CAPT. BUI |
| Sea Wind | 1031 | BRITISH ENTERPRISE FIVE |
| Sea Wings | 790 | NEW BUSAN |
| Sea Witch | 115 | NIGHT WATCH |
| Sea Witch | 155 | GULF EXPRESS I |
| Sea Witch | 184 | MARINE GREYHOUND |
| Sea Witch | 34318 | SEA LION |
| Sea Wolf | 180 | MISS MACKENZIE |
| Sea Wolf | 288 | WARRIOR |
| Sea Wolf | 906 | MANZANARES |
| Sea Woo No. 1 | 142 | BOUK IL |
| Sea Woo No. 2 | 124 | CANOPUS I |
| Sea Worker | 1597 | MONA VIKING |
| Sea World | 8884 | DARDANELIA |
| Sea—Bird | 299 | SEA BIRD |
| Sea—Horse | 300 | MANAVA III |
| Sea—Land Adventurer | 17618 | SEA ADVENTURE |
| Sea—Land Commitment | 57075 | CGM ILE DE FRANCE |
| Sea—Land Lark | 19203 | SEA—LAND CRUSADER |
| Sea—Land Leader | 17618 | SEA LEADER |
| Sea—Land Legion | 19157 | SEA—LAND CHALLENGER |
| Sea—Land Liberty | 18894 | SEA—LAND DISCOVERY |
| Sea—Land Marketer | 21687 | SEA—LAND EXPEDITION |
| Sea—Land Pioneer | 17618 | SEA PIONEER |
| Sea—Point | 149 | BAUNEHOJ |
| Seabank | 5206 | BAROON |
| Seabay Alpha | 3122 | MASTER TOR |
| Seabee | 146 | PROGRESS |
| Seabex One | 4484 | ESSAR STENA 1 |
| Seablue | 182 | ANNA—BIRTHE |
| Seaboard | 274 | NANCY McALLISTER |
| Seabord No. 1 | 464 | UVERO |
| Seaborn | 17798 | XIANG HAI |
| Seaborne Trader | 499 | YEOMAN ROSE |
| Seabreeze | 454 | OLGA M |
| Seabreeze | 10959 | SEABREEZE ONE |
| Seabrook | 4997 | HINSUN |
| Seaburn Girl | 1545 | HUSUM |
| Seacalf | 20056 | WU TONG SHAN |
| Seacarrier | 16094 | SEACHAMPION |
| Seachemist | 2051 | WARRIOR |
| Seaco—Intrepid | 149 | BROWARD |

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| Seacoast I | 193 | BLUE DOVE |
| Seacom | 5904 | SEAWAY OSPREY |
| Seacon | 202 | SILVER RIVER |
| Seacor Sailor | 187 | VEESEA EMERALD |
| Seacrest Achiever | 5608 | NAVIGARE |
| Seacrest Pioneer | 5608 | VILLE DU LEVANT |
| Seacrust | 906 | OCEAN REEFER |
| Seadoll III | 499 | PATRITSIA V |
| Seadoll 1 | 812 | IRINI |
| Seadove | 10125 | UZUNOGLU |
| Seadrake | 1927 | ELENI V |
| Seadrake | 2966 | GIULA |
| Seaduty | 15963 | PREDATOR |
| Seaempress | 36539 | ARCHIA |
| Seaexplorer | 30373 | JOANN M |
| Seaexpress | 15386 | NOMADIC LADY |
| Seafaith | 14851 | PACIFIC STAR |
| Seafalcon | 1999 | UM EL FAROUD |
| Seafed Avalon | 718 | ESCORT PROTECTOR |
| Seafed Margaree | 885 | ROTAM I |
| Seaflyte H34 | 205 | SEAFLYTE |
| Seaford | 983 | PANAGIA KASTROU |
| Seaforth | 519 | BEIHAN |
| Seaforth Adventurer | 434 | BRITISH FORAGER |
| Seaforth Atlantic | 1672 | MAERSK TACKLER |
| Seaforth Baronet | 857 | FAR BARONET |
| Seaforth Centurion | 1574 | FAR CENTURION |
| Seaforth Champion | 802 | GUARDIAN |
| Seaforth Chieftain | 787 | ANTARES |
| Seaforth Clansman | 1977 | GRAY SEAL |
| Seaforth Commander | 534 | TALAL 6401 |
| Seaforth Conqueror | 1553 | TOISA CONQUEROR |
| Seaforth Crusader | 1574 | FAR CRUSADER |
| Seaforth Earl | 977 | FAR EARL |
| Seaforth Emperor | 1598 | FAR SCOTIA |
| Seaforth Fury | 181 | MT REAM |
| Seaforth Hero | 730 | OCEAN ASLI |
| Seaforth Highlander | 1376 | ALPHA 804 |
| Seaforth Laird | 1318 | ESVAGT OMEGA |
| Seaforth Minara | 1065 | FAR MINARA |
| Seaforth Monarch | 1598 | FAR SCOTSMAN |
| Seaforth Prince | 1286 | ATLANTIC PURSUIT |
| Seaforth Saga | 776 | SERVIPORT II |
| Seaforth Scotia | 1345 | CECILIE VIKING |
| Seaforth Sovereign | 1199 | FAR SOVEREIGN |
| Seaforth Victor | 686 | FORTUNATA |
| Seaforth Victor | 802 | BRODOSPAS VICTOR |
| Seaforth Viscount | 1199 | FAR VISCOUNT |
| Seaforth Warrior | 802 | BRODOSPAS WARRIOR |
| Seafox | 711 | ROUBAHE DARYA |
| Seafox | 13363 | ASHLEY |
| Seafoy II | 344 | ALCOMIN I |
| Seafreeze Atlantic | 1593 | ARCTIC TRAWLER |
| Seafreeze Pacific | 1593 | ROYAL SEA |
| Seafreight Freeway | 5739 | ASK |
| Seafreight Highway | 5765 | URD |
| Seafridge Osprey | 1245 | GECO SIGMA |
| Seafridge Petrel | 877 | BCM ATLANTIC |
| Seafridge Skua | 890 | KIRKHOLMEN |
| Seagair | 2826 | TOISA SENTINEL |
| Seagirt | 4190 | DALIA |
| Seagirt | 6457 | ZODIAK |
| Seaglory | 17077 | SEABORN II |
| Seagrace | 47271 | HANDY GRACE |
| Seagrand Ace | 16518 | SEAHORSE |
| Seagull | 122 | SEAPEARL |
| Seagull | 211 | BARIS |
| Seagull | 500 | LEANDROS RAMOS |
| Seagull | 863 | ARCTIC CORSAIR |
| Seagull | 1932 | NADA |
| Seagull | 7053 | SEA LADY |
| Seagull | 21538 | RAFAELA S |
| Seagull IV | 3522 | BLUE BAY |
| Seahawk | 911 | SUN DANCER |
| Seahawk | 2234 | NILE CARRIER |
| Seahawk | 10359 | OCEAN CROWN |
| Seahawk | 11929 | KEN GALE |
| Seahawk 1 | 148 | E.M.S. 3 |
| Seahawker | 493 | SOUTHERN WIND |
| Seahire II | 219 | SOLEIL D'ORIENT |
| Seahope | 10055 | JIN HU |
| Seahope | 20366 | CALYPSO N |
| Seahorse | 4086 | DANA CORONA |
| Seahorse | 8155 | JOLLY ARANCIONE |
| Seahorse | 15491 | XIN FENG JIANG |
| Seahorse II | 3457 | OCEANIC J |
| Seajay | 1598 | VIANDEN |
| Seal Beach | 146 | STEDFAST |
| Sealab | 110 | PATREUS |
| Sealand | 948 | VASSILIS VIII |
| Sealane | 64552 | ENDEAVOR |
| Sealaurel | 66113 | TIGER |
| Sealeader | 17926 | SINCERE VICTORY |
| Sealeaf | 64863 | PAN YARD |
| Sealife No. 1 | 286 | MARI—LYNNE ANITA |
| Sealift | 3888 | NARAN |
| Sealift 23 | 336 | DALMAR ENERGY |
| Sealine | 399 | DAGRUN NORCOAST |
| Sealink | 1479 | C. T. M. A. VOYAGEUR |
| Sealink Mariner | 131 | MOARRAFI 15 |
| Sealion | 60929 | PROMITHEAS |
| Sealion Challenger | 1399 | CORNELIA VIKING |
| Sealion Columbia | 1195 | VERONICA VIKING |
| Sealion Supplier | 1345 | ALEXANDRA VIKING |
| Sealion Transporter | 1345 | CECILIE VIKING |
| Sealnes | 12631 | KINGFISHER |
| Sealock | 35809 | MAERSK SEMAKAU |
| Sealogs | 4358 | PRIMA DONNA No. 2 |
| Sealord | 917 | HARLEKIN I |
| Sealord Challenger | 1592 | KERRY EXPRESS |
| Sealord Contender | 997 | SPIRIT OF FREE ENTERPRISE |
| Sealove | 399 | CAPTAIN SCHABAN |
| Seamagic | 32995 | GUI HE |
| Seaman | 304 | VESCA R—5 |
| Seaman | 498 | GENUA |
| Seaman | 3552 | SERENE |
| Seaman Blues | 115 | EL CAMARON |
| Seaman Blues | 191 | MISS BOBBIE B. |
| Seamar 3 | 203 | LOHJINAWI |
| Seamark | 203 | OCEAN EXPLORER I |
| Seamark | 1599 | ETA |
| Seamaster II | 16803 | SEA MONARCH |
| Seament VII | 39532 | HILALCEMENT 1 |
| Seament XII | 9812 | SEABULK I |
| Seamerchant | 4598 | SAMUDRA RAJ |
| Seamerit | 19211 | ZI YUN SHAN |
| Seamond Secondo | 1557 | LADY GRACE |
| Seamusic | 30112 | ANTHI P. |
| Seaoath | 3759 | PANAGIOTIS |
| Seapac Bunker Hill | 28592 | VILLE DE TITANA |
| Seapac Chesapeake | 14801 | CANMAR VICTORY |
| Seapac Concord | 28592 | VILLE DE TUCANA |
| Seapac Independence | 15584 | CANMAR TRIUMPH |
| Seapac Lexington | 35599 | OOCL EDUCATOR |
| Seapac Oriskany | 15584 | OOCL ASSURANCE |
| Seapac Princeton | 35535 | OOCL EXPLORER |
| Seapac Trenton | 28592 | AL MUHARRAQ |
| Seapac Valley Forge | 30411 | ORIENTAL KNIGHT |
| Seapac Yorktown | 15584 | CMB MALLET |
| Seapal | 477 | C. P. 1 |
| Seapearl | 15356 | LEVENT K |
| Seapride | 14057 | LEONIS |
| Seapride | 21518 | SEAPRIDE II |
| Seaprodex 05 | 498 | SEASAFICO 1 |
| Seaquest Valiant | 780 | CAM SEEKER |
| Searex | 5350 | STAR—ACE |
| Searider | 7504 | STENA SCANRAIL |
| Searider | 20914 | STENA SEARIDER |
| Searover | 14596 | ROVER |
| Seas Bahia | 7231 | MC EMERALD |
| Seas Belem | 5882 | VISUND |
| Seas Brasil | 9282 | MERCURY CAPE |
| Seas Plata | 5998 | EAGLE STAR |
| Seaside | 483 | PADDAN AV GOTEBORG |
| Seasilver | 514 | SEIYUN |
| Seasky | 1380 | M. J. K. IV |
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| Seaspac—I | 13125 | BANGLAR DOOT |
| Seaspan Breeze | 182 | BREEZE |
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| Seaspan Raider | 564 | ALICE A. |
| Seaspan Rogue | 194 | RIO GRANDE T |
| Seaspead Master | 3263 | SREDETZ |
| Seaspeed | 21807 | SEAWAVE |
| Seaspeed America | 13379 | G. AND C. ADMIRAL |
| Seaspeed Arabia | 14835 | SAUDI RIYADH |
| Seaspeed Asia | 14825 | SAUDI MAKKAH |
| Seaspeed Challenger | 3163 | ATLANTICA 1 |
| Seaspeed Dana | 3563 | SALAH L |
| Seaspeed Dora | 3332 | BASSRO STAR |
| Seaspeed Ferry | 1592 | KERRY EXPRESS |
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| Seaswift 23 | 118 | WIGHT PRINCE |
| Seateam | 499 | HAJ MOHAMMED |
| Seateam Courier | 50849 | TRADE ENDEAVOR |
| Seatern | 2061 | RED IBIS |
| Seatiger | 61213 | OVERSEAS BOSTON |
| Seaton | 148 | SANTANTONIO TERZO |
| Seatopia | 9443 | MALAYSIA GLORY |
| Seatrader | 7504 | STENA SCANRAIL |
| Seatrain Amsterdam | 25377 | MAINIT BAY |
| Seatrain Antwerp | 7231 | MC EMERALD |
| Seatrain Baltimore | 18066 | DSR AFRICAN STAR |
| Seatrain Bennington | 15782 | SEA BREEZE |
| Seatrain Bennington | 17385 | OOCL ALLIANCE |
| Seatrain Bremen | 13276 | ALEXA |
| Seatrain Bunker Hill | 15656 | ZIM SYDNEY |
| Seatrain Charleston | 40390 | BRIGIT MAERSK |
| Seatrain Chesapeake | 14801 | CANMAR VICTORY |
| Seatrain Concord | 15656 | ZIM PIRAEUS |
| Seatrain Galveston | 12373 | HONGKONG GLORY |
| Seatrain Independence | 15584 | CANMAR TRIUMPH |
| Seatrain Italy | 9446 | ACX CANARY |
| Seatrain Le Havre | 15656 | ZIM TRIESTE |
| Seatrain Leonor | 1977 | CHEMI SKY |
| Seatrain Lexington | 12810 | CHOYANG LAND |
| Seatrain Libertad | 2033 | COLON |
| Seatrain London | 21110 | COLUMBIALAND |
| Seatrain Maine | 8025 | MAINE |
| Seatrain Norfolk | 12102 | OOCL AWARD |
| Seatrain Ohio | 8047 | OHIO |
| Seatrain Orinoco | 1576 | QUAN ZHOU |
| Seatrain Oriskany | 15584 | OOCL ASSURANCE |
| Seatrain Rotterdam | 25387 | MELGAR BAY |
| Seatrain Saratoga | 16145 | SEA FALCON |
| Seatrain Texas | 12840 | INCHON GLORY |
| Seatrain Ticonderoga | 13876 | ZIM KAOHSIUNG |
| Seatrain Trenton | 15503 | LUCKY RIVER |
| Seatrain Trenton | 16544 | OOCL APPLAUSE |
| Seatrain Valley Forge | 13276 | ALEXA |
| Seatrain Valley Forge | 15598 | PEACE RIVER |
| Seatrain Washington | 8039 | WASHINGTON |
| Seatrain West Point | 20785 | LONTUE |
| Seatrain Yorktown | 15584 | CMB MALLET |
| Seatruck | 163 | STRATMANN |
| Seatruck 1 | 676 | SEABOARD CARRIER |
| Seattle | 253 | OKLANDSNES |
| Seaval | 146 | NEWCASTEL |
| Seaventure I | 2639 | SKYECLIFFE |
| Seavenus | 12228 | ZIM CAR |
| Seaview | 120 | LOSANGE |
| Seaville | 17841 | SEAFORTUNE |
| Seaward | 4931 | INCE I |
| Seaward Ace | 10234 | BALTIC TRADER |
| Seaward Bay | 8428 | SANTA PAULA |
| Seaward Petrel | 214 | GRAMPIAN PETREL |
| Seaward Quest | 220 | GRAMPIAN QUEST |
| Seaward Venture | 226 | BALAENOPTERA |
| Seaway | 498 | GAZI |
| Seaway Cambrium | 473 | ENERGY EXPRESS |
| Seaway Clipper | 8733 | BUZET |
| Seaway Devon | 1189 | ABEILLE SUPPORTER |
| Seaway Dispatch | 8142 | PLANETA |
| Seaway Eagle | 1156 | ANFITRITE |
| Seaway Express | 9162 | RATANA VALAI |
| Seaway Falcon | 1579 | LOWLAND CAVALIER |
| Seaway Hawk | 1189 | ABEILLE SUPPORTER |
| Seaway Jura | 548 | SAFE TRUCK |
| Seaway Labrador | 2809 | SIMON LABRADOR |
| Seaway Perm | 925 | NAN HAI 205 |
| Seaway Petrel | 499 | SARTOR |
| Seaway Sandpiper | 13150 | SANDPIPER |
| Seaway Trader | 2479 | PATRICIA II |
| Seaway Trias | 1156 | ANFITRITE |
| Seawhisper | 22377 | BETA |
| Seawind | 4350 | CHARIOT I |
| Seawind | 28025 | SEAWIND II |
| Seawise Giant | 236710 | JAHRE VIKING |
| Seawise Glory | 1597 | MARISEA |
| Seawolf—101 | 868 | TORNADO |
| Seawolf—102 | 868 | HUATENG |
| Seawood Adventurer | 993 | CHRISTINE GAY |
| Seawood Reliance | 1998 | MONGOOSE |
| Sebaa | 491 | AGNEBY |
| Sebastian | 424 | STADT WANGEN |
| Sebastiano | 14647 | BAYONNE |
| Sebou | 349 | BRUNITO |
| Sechelt Narrows | 110 | MISS LINDA |
| Sechong No. 7 | 111 | CORESMAR No. 1 |
| Secil | 1950 | HAROZ |
| Secil Argentina | 2491 | XENOULA M |
| Secil Brasil | 1950 | HAROZ |
| Secil Franca | 2655 | SAM HAE |
| Secil Novo | 715 | SECIL GRANDE |
| Secondo | 228 | MARIA TERESA |
| Secondo Dea Fortuna | 119 | BELO |
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| Sentosa | 1599 | TIGER STREAM |
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| Seo Jin No. 7 | 885 | SHIN WOONG |
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| Seon Kyung | 1499 | JANG YUNG No. 15 |
| Sepha Vollaars | 101 | LEAO HOLANDES |
| Sephyros Alpha | 5373 | TAI YANG HE |
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| Septa | 10074 | EXPLORER |
| Septimo Reefer | 1383 | FRIO INDIANIC |
| Septimus | 399 | SWEE ANN SATU |
| Sequoia | 41977 | SUMMERRAIN |
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| Serafino Ferruzzi | 29832 | ONDA CHIARA |
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| Seringa | 107 | JULIE ANN FR |
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| Serio No. 1 | 3945 | BANGKHUNSRI |
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| Serpa Pinto | 11879 | IRENE P |
| Serpens | 1585 | THAI PRO 1 |
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| Serra Azul | 9090 | LINK |
| Serra Branca | 9111 | SERRA |
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| Serra Trader | 25503 | PENELOPE |
| Serra Verde | 8945 | MEGA LUCK |
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| Shell Driver | 652 | PERFECTO |
| Shell Engineer | 1039 | GOZO ENGINEER |
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| Shell Invader | 290 | NPMC INVADER |
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| Shell Maru No. 11 | 642 | PROGRESSIVE POWER |
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| Shell Pelican | 205 | NPMC PELICAN |
| Shell Refiner | 1658 | ERIN T |
| Shell Scientist | 982 | HAMILTON ENERGY |
| Shell Shun Fung | 899 | SHUN FENG |
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| Shell Tagus | 999 | ALEX |
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| Shell VIII | 140 | MIDDELGRUND AF HALMSTAD |
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| Shell Welder | 500 | STEEL WELDER |
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| Shetland | 836 | SANTA BARBARA I |
| Shetland | 1582 | MAN MEET |
| Shetland | 4489 | KENT TRADER |
| Shetland | 18700 | NOMADIC MERMAID |
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| Shetland Liberty | 75131 | CHI LANG |
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| Shima Maru | 30729 | BANTAI |
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| Shin Ah No. 9 | 840 | WOO RYONG |
| Shin Ah No. 11 | 885 | SHIN WOONG |
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| Shin Ah No. 19 | 910 | WOO KWANG |
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| Shinei Maru No. 18 | 299 | MEISHO No. 51 |
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| Shinei Maru No. 26 | 266 | KOEI MARU |
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| Shinei Maru No. 53 | 348 | AFKO 206 |
| Shinei Maru No. 58 | 284 | CHEOG YANG No. 71 |
| Shinei Maru No. 73 | 145 | JCR |
| Shinei Maru No. 75 | 152 | SEIEI MARU No. 18 |
| Shinei Maru No. 118 | 151 | MEISHO MARU No. 65 |
| Shineiyoshi Maru | 297 | KANEYOSHI MARU No. 3 |
| Shinfuku Maru No. 38 | 158 | AERTEMBAGA 2 |
| Shinfukusho Maru | 2677 | BEAVER |
| Shing On | 12692 | SINCERE No. 8 |
| Shing Ta | 6051 | SONG THUONG |
| Shingen Maru | 3146 | ACAMAR |
| Shingetsu Maru | 892 | HOCK HAI LEE |
| Shinhime Maru | 497 | SHIN HIME |
| Shinho | 1127 | BAHANA UREA |
| Shinho Go | 1498 | NAVAKUN 6 |
| Shinho Hope | 498 | TAIHEI HOPE |
| Shinho Maru | 610 | DON EUGENIO |
| Shinho Maru | 1127 | BAHANA UREA |
| Shinho Maru | 1997 | VAM CO 23 |
| Shinho Maru | 106771 | SHIN—HOH |
| Shinho Maru No. 6 | 196 | CARLA |
| Shinho Maru No. 10 | 498 | KOSUI MARU No. 10 |
| Shinho Maru No. 18 | 496 | BOSTAMI |
| Shining Star | 15356 | LEVENT K |
| Shinjitsu Maru | 4014 | CRESTA III |
| Shinjitsu Maru No. 2 | 3888 | NARAN |
| Shinjitsu Maru No. 3 | 6719 | ARMSTRONG |
| Shinju Maru | 2175 | NIKI AGUSTINA |
| Shinka Maru | 1556 | DEWI SRI |
| Shinka Maru | 4433 | SANTO NINO DE CEBU |
| Shinkai Maru | 198 | RYUO MARU No. 8 |
| Shinkai Maru | 420 | UNIVERSAL No. 1 |
| Shinkai Maru | 3009 | GOLDEN DRAGON |
| Shinkai Maru | 9727 | NILE |
| Shinkai Maru No. 2 | 346 | SHINWA MARU |
| Shinkai Maru No. 5 | 341 | KUNIHISA MARU No. 1 |
| Shinkanaya Maru | 685 | DON BENJAMIN |
| Shinkashima No. 3 | 198 | MYOJIN MARU No. 26 |
| Shinkashima No. 5 | 196 | RYOKAI MARU |
| Shinkawa Maru | 499 | SUPERIN I |
| Shinkawa Maru | 2228 | NINNART 2 |
| Shinkawa Maru | 9779 | CYCLOPUS |
| Shinken Ace | 3876 | PRINGGODANI |
| Shinki Maru | 2988 | LAPU—LAPU |
| Shinko | 987 | AZUCAR I |
| Shinko Ace | 2769 | AOYAMA |
| Shinko Maru | 169 | JASON—Q |
| Shinko Maru | 186 | OCEAN THREE |
| Shinko Maru | 314 | LEWIS |
| Shinko Maru | 339 | SUMMIT 18 |
| Shinko Maru | 427 | HOKUYO MARU |
| Shinko Maru | 494 | ASAKAWA MARU |
| Shinko Maru | 496 | CARABAN |
| Shinko Maru | 499 | EAGLE STAR |
| Shinko Maru | 503 | JALAGIRI |
| Shinko Maru | 973 | RYUYOH MARU |
| Shinko Maru | 1936 | LADY LIEZEL |
| Shinko Maru | 2990 | GRAND STAR |
| Shinko Maru | 3079 | TACLOBAN PRINCESS |
| Shinko Maru | 3829 | TAE WON |
| Shinko Maru | 4184 | LUNAR RAINBOW |
| Shinko Maru | 9941 | CAPTAIN G. GIANNELOS |
| Shinko Maru | 10479 | ASEAN HONOUR |
| Shinko Maru | 11956 | KEN SUN |
| Shinko Maru No 2 | 223 | PIONEER No. 7 |
| Shinko Maru No. 2 | 166 | KAIEI MARU No. 33 |
| Shinko Maru No. 3 | 199 | BETHANY PERKASA |
| Shinko Maru No. 3 | 423 | SAINT LOUIS |
| Shinko Maru No. 5 | 498 | YURA MARU |
| Shinko Maru No. 7 | 239 | DONG EUN No. 2 |
| Shinko Maru No. 8 | 108 | MAINICHI MARU No. 35 |
| Shinko Maru No. 8 | 987 | AZUCAR I |
| Shinko Maru No. 11 | 143 | SHOKI |
| Shinko Maru No. 11 | 499 | SHINKO MARU |
| Shinko Maru No. 12 | 190 | SHINSAIWAI MARU |
| Shinko Maru No. 13 | 190 | SEITOKU MARU |
| Shinko Maru No. 18 | 498 | FORTUNE |
| Shinko Maru No. 20 | 343 | OCEAN SALVOR |
| Shinko Maru No. 23 | 495 | MACEDON |
| Shinko Maru No. 26 | 108 | DAVID BAKER |
| Shinko Maru No. 28 | 224 | PERTUNI—6 |
| Shinko Maru No. 28 | 959 | HOZUN STAR |
| Shinko Maru No. 30 | 340 | PULAU INDRA |
| Shinko Maru No. 58 | 117 | GOISHI MARU No. 52 |
| Shinko Maru No. 68 | 199 | VINCENT |
| Shinko Maru No. 78 | 198 | MARILOU IV |
| Shinko No. 5 | 497 | PACIFIC HAWK |
| Shinkofuku Maru | 199 | ISE MARU No. 1 |
| Shinkoh Maru | 2051 | WARRIOR |
| Shinkosei Maru | 465 | AKATSUKI MARU No. 10 |
| Shinkurashiki Maru | 698 | HAI XIN No. 1 |
| Shinkyo Maru | 2067 | SEVEN LOG MASTER |
| Shinkyu Maru | 698 | KOEI MARU |
| Shinkyu Maru | 834 | N. ISLAM |
| Shinmasafuku Maru | 120 | HARIMA MARU No. 2 |
| Shinmei Maru | 6116 | SHINMEI |
| Shinmei Maru No. 1 | 284 | HASLINDO No. 38 |
| Shinmei Maru No. 3 | 284 | KOFUKU MARU No. 78 |
| Shinmei Maru No. 7 | 299 | INARI MARU No. 32 |
| Shinmei Maru No. 8 | 378 | YOSHI MARU No. 83 |
| Shinmei Maru No. 12 | 234 | O DAE YANG No. 205 |
| Shinmei Maru No. 15 | 235 | CHOKO MARU No. 27 |
| Shinmei Maru No. 20 | 265 | DONG JIN No. 7 |
| Shinmei Maru No. 25 | 198 | SEICHO MARU No. 8 |
| Shinmei Maru No. 26 | 253 | DAI HO No. 12 |
| Shinmei Maru No. 27 | 201 | SE YANG No. 55 |
| Shinmei Maru No. 31 | 176 | SIN BO No. 63 |
| Shinmei Maru No. 38 | 299 | ASAHI MARU No. 10 |
| Shinmei Maru No. 57 | 297 | MATSUSHIMA MARU No. 31 |
| Shinmei Maru No. 58 | 344 | MINATO MARU No. 55 |
| Shinmei Maru No. 68 | 277 | HALCYON II |
| Shinnan Maru | 2963 | CHUN JIN |
| Shinnan Maru No. 8 | 327 | MONALINDA—XVI |
| Shinnan Maru No. 11 | 302 | BU KWANG HO |
| Shinnan Maru No. 18 | 344 | RICSAN 3 |
| Shinnan Maru No. 31 | 295 | ZENPO MARU No. 81 |
| Shinnichi Maru No. 5 | 304 | DONG WON No. 605 |
| Shinnichi Maru No. 68 | 555 | AUROLA No. 7 |
| Shinnihon Maru No. 2 | 252 | TONG LIAN |
| Shinobu Ananda | 39349 | SHINOBU |
| Shinokuni Maru | 198 | NANIWA MARU No. 5 |
| Shinpo Maru | 643 | JANG YUNG No. 17 |
| Shinpo Maru | 1032 | HUI XING |
| Shinpo Maru | 4603 | MEZQUITAL |

| | | |
|---|---|---|
| Shinpo Maru | 5935 | IRON LINK |
| Shinpo Maru No. 1 | 299 | USAHA MINA IV |
| Shinpo Maru No. 2 | 499 | SUMBER MUTIARA IV |
| Shinpo Maru No. 10 | 644 | ORIENTAL PROSPERITY |
| Shinpo Maru No. 11 | 171 | KOHO MARU |
| Shinpo Maru No. 15 | 307 | KUOAI No. 12 |
| Shinprima Maru | 2863 | DELTA STAR I |
| Shinpuku Maru No. 7 | 197 | TAISEI MARU No. 7 |
| Shinpuku Maru No. 8 | 190 | MENFISHCO 606 |
| Shinpuku Maru No. 12 | 296 | KOSEI MARU No. 8 |
| Shinrei Maru | 59199 | TIGRIS |
| Shinriki Maru | 199 | MEITOKU MARU No. 3 |
| Shinriki Maru No. 2 | 198 | NANIWA MARU No. 5 |
| Shinriki Maru No. 5 | 199 | CHOFUKU MARU No. 8 |
| Shinriki Maru No. 5 | 199 | SAKAE MARU |
| Shinriki Maru No. 10 | 197 | YOWA MARU |
| Shinriki Maru No. 10 | 996 | FEOSO FIVE |
| Shinryo | 248 | SHINBISHI |
| Shinryo Ethylene Maru | 1080 | ETHYLENE MARINE STAR |
| Shinryo Maru | 249 | TONG HUAT |
| Shinryo Maru No. 18 | 253 | WEI LI |
| Shinryo Maru No. 28 | 265 | HOKO MARU No. 88 |
| Shinryo Maru No. 85 | 124 | NOFA No. 2 |
| Shinryozan Maru | 499 | LILY MAA |
| Shinryu Maru | 499 | SHINRYU I |
| Shinryu Maru | 1303 | SEJAHTERA PACIFIC |
| Shinryu Maru | 9875 | ALIKARNASSOS |
| Shinryu Maru | 13920 | NEW HOPE |
| Shinryu Maru No. 7 | 459 | SETIA DAMAI |
| Shinryu Maru No. 36 | 487 | LOBSTER |
| Shinryu Maru No. 38 | 456 | SHOTOKU MARU No. 88 |
| Shinryuzan Maru | 892 | HOCK HAI LEE |
| Shinsakura Maru | 4767 | DONA VIRGINIA |
| Shinsan Maru | 145 | DYNAMIC I |
| Shinsan Maru No. 1 | 198 | DENEI |
| Shinsan Maru No. 8 | 368 | HYUNDAI No. 108 |
| Shinsei Maru | 499 | HEISEI MARU |
| Shinsei Maru | 698 | DAIEI MARU No. 8 |
| Shinsei Maru | 999 | TERRIER |
| Shinsei Maru | 1352 | SAE HAN No. 1 |
| Shinsei Maru | 1599 | PETRO MULIA |
| Shinsei Maru | 1988 | TACAMAR VIII |
| Shinsei Maru | 3237 | ORIENTAL ORBIT |
| Shinsei Maru | 3973 | SENTA 2 |
| Shinsei Maru | 4388 | OUR LADY OF THE SACRED HEART |
| Shinsei Maru | 9247 | LYCABETUS |
| Shinsei Maru | 11379 | ATLAS |
| Shinsei Maru | 19666 | PRIME NOBLE |
| Shinsei Maru No. 1 | 144 | KWANG HAE No. 101 |
| Shinsei Maru No. 2 | 587 | PUTRA INDAH II |
| Shinsei Maru No. 2 | 2275 | SAE BA DA |
| Shinsei Maru No. 3 | 1497 | DONFICO No. 701 |
| Shinsei Maru No. 5 | 273 | TOKUYO MARU No. 18 |
| Shinsei Maru No. 5 | 371 | SOMACOPP V |
| Shinsei Maru No. 7 | 2994 | AKEBONO MARU No. 75 |
| Shinsei Maru No. 7 | 3692 | CACABAN |
| Shinsei Maru No. 8 | 199 | YUSHO MARU |
| Shinsei Maru No. 8 | 499 | SKY ACE |
| Shinsei Maru No. 11 | 199 | MYOJIN MARU No. 11 |
| Shinsei Maru No. 13 | 190 | SHOFUKU MARU |
| Shinsei Maru No. 15 | 271 | BU NAM No. 3 |
| Shinsei Maru No. 15 | 798 | SEIYO MARU |
| Shinsei Maru No. 18 | 199 | KAIUN MARU |
| Shinsei Maru No. 18 | 283 | ALTAMAR No. 1 |
| Shinsei Maru No. 18 | 284 | SHINSEI MARU |
| Shinsei Maru No. 25 | 117 | SHINKAI MARU No. 25 |
| Shinsei Maru No. 30 | 199 | KINKO MARU No. 8 |
| Shinsei Maru No. 31 | 124 | DERRAMAN 1 |
| Shinsei Maru No. 38 | 125 | MARUSADA MARU No. 30 |
| Shinsei Maru No. 68 | 320 | GENEI MARU No. 68 |
| Shinsei Maru No. 81 | 134 | KING JORGE II |
| Shinsei Maru No. 82 | 126 | HAMAKYO MARU No. 82 |
| Shinsei Maru No.8 | 499 | SABRINA |
| Shinsen Maru No. 2 | 998 | ILOCOS EXPRESS |
| Shinsen Maru No. 3 | 466 | RYUYU MARU |
| Shinseto | 410 | LADY PUSAN |
| Shinshima Maru | 12874 | SHINSHIMA |
| Shinsho | 6115 | SEA RHAPSODY |
| Shinsho Maru | 158 | JIN IL |
| Shinsho Maru | 833 | CHIRICAWA |
| Shinsho Maru | 853 | NAVAKUN 5 |
| Shinsho Maru | 989 | FUKUE |
| Shinsho Maru | 3078 | MARGO E |
| Shinsho Maru | 3668 | SUNG WOO |
| Shinsho Maru | 5801 | VOYAGER 1 |
| Shinsho Maru No. 35 | 199 | SHINSHO MARU No. 37 |
| Shinsho 300 | 5801 | VOYAGER 1 |
| Shinshu Maru | 385 | HSIN HUNG YIN |
| Shinshu Maru No. 1 | 161 | TJENDERAWASIH |
| Shinshu Maru No. 2 | 431 | HAN HUI I |
| Shinshu Maru No. 7 | 200 | SOASIU |
| Shinshu Maru No. 11 | 497 | BRICHT WEALTH 103 |
| Shinsui Maru | 1467 | NINNART |
| Shinsui Maru No. 1 | 1500 | ALIA |
| Shinsui Maru No. 2 | 1591 | PETRO NIAGA |
| Shintai | 5997 | AGIOS NIKOLAS |
| Shintai Maru | 5997 | AGIOS NIKOLAS |
| Shintaiyo Maru | 972 | SOON SENG |
| Shinten Maru | 942 | CRYSTAL SUCCESS |
| Shinten Maru No. 8 | 1363 | ORIENT PEARL |
| Shintenyu Maru | 490 | KOYU MARU |
| Shintetsu Maru | 1477 | GENKAI No. 8 |
| Shinto Maru | 158 | CENA II |
| Shinto Maru | 2998 | FU XING |
| Shinto Maru | 9048 | DIAMANTIS P |
| Shinto Maru No. 6 | 111 | KIKUCHI MARU |
| Shinto Maru No. 86 | 131 | ISSHIN MARU No. 86 |
| Shintohoku Maru No. 1 | 269 | SHOWA MARU |
| Shintoko Maru | 1683 | WELL VOY No. 1 |
| Shintoku Maru | 141 | KAIUN MARU No. 15 |
| Shintoku Maru | 199 | SEISHO MARU No. 15 |
| Shintoku Maru | 1445 | HAI TONG |
| Shintoku Maru | 3375 | SHINTOKU |
| Shintoku Maru No. 1 | 192 | SHUNEI MARU No. 28 |
| Shintoku Maru No. 7 | 993 | LINK UNO |
| Shintoku Maru No. 26 | 499 | TIRIS |
| Shinwa Maru | 308 | DONA VICTORIA B—I |
| Shinwa Maru | 497 | SHIN HIME |
| Shinwa Maru | 1484 | KOSEI MARU No. 2 |
| Shinwa Maru | 2999 | SANG THAI POWER |
| Shinwa Maru | 3020 | AMAL |
| Shinwa Maru No. 1 | 361 | SANYOSHI MARU |
| Shinwa Maru No. 1 | 783 | QAUMI 2 |
| Shinwa Maru No. 3 | 199 | MULTI PERKASA |
| Shinwa Maru No. 3 | 497 | ACE GLADIO |
| Shinwa Maru No. 5 | 499 | KAIYO MARU No. 12 |
| Shinwa Maru No. 11 | 687 | GOLDEN DRAGON |
| Shinwa Maru No. 18 | 304 | YURA MARU No. 1 |
| Shinya Maru No. 3 | 179 | HO TAI |
| Shinyamashiro Maru | 182 | ISE MARU |
| Shinyo | 2644 | REIYOH |
| Shinyo Maru | 145 | DYNAMIC I |
| Shinyo Maru | 354 | WAKO MARU |
| Shinyo Maru | 431 | DON JOSE B |
| Shinyo Maru | 699 | DAIKYO MARU No. 2 |
| Shinyo Maru | 783 | QAUMI 2 |
| Shinyo Maru | 882 | VIRA 9 |
| Shinyo Maru | 1067 | NINIKA |
| Shinyo Maru | 2712 | SOPHIA |
| Shinyo Maru | 3143 | MAHALIM |
| Shinyo Maru | 3275 | ABOITIZ CONCARRIER VI |
| Shinyo Maru | 3845 | SULPICIO CONTAINER II |
| Shinyo Maru | 12213 | TINKLER |
| Shinyo Maru No. 2 | 197 | SHINKYOSHIN MARU |
| Shinyo Maru No. 3 | 499 | SUBANG JAYA |
| Shinyo Maru No. 8 | 344 | SUAM TUNA |
| Shinyo Maru No. 8 | 497 | SHINEI MARU No. 5 |
| Shinyo Maru No. 11 | 344 | CHIYODA MARU No. 33 |
| Shinyo Maru No. 13 | 193 | DYNASTY II |
| Shinyo Maru No. 13 | 498 | KOYO 7 |
| Shinyo Maru No. 18 | 344 | KOKEI MARU No. 28 |
| Shinyo Maru No. 18 | 485 | DAIEI MARU No. 8 |
| Shinyo Maru No. 21 | 286 | ZENGYOREN MARU No. 8 |
| Shinyu Maru | 802 | OFFSHORE UNITY |
| Shinyu Maru | 3488 | THEA TYHI |
| Shinyu Maru | 11998 | GENISTA |
| Shinyu Maru | 43806 | JUBILANT |
| Shinyu Maru No. 8 | 237 | HOSEI MARU No. 85 |
| Shinyu Maru No. 18 | 1065 | SRI INDRA |
| Shinyu Maru No. 22 | 696 | COSMOS No. 1 |
| Shinyu Maru No. 28 | 992 | SHINWA MARU No. 28 |
| Shinyuwa Maru | 477 | ANEKA |
| Shinzan Maru | 252 | DONG BAEG No. 33 |
| Shinzan Maru | 299 | MEISHO MARU No. 23 |
| Shinzan Maru | 458 | HONG WOON |
| Shinzan Maru | 2638 | SHINZAN |
| Shinzan Maru | 8960 | COSEL |
| Shinzan Maru No. 2 | 318 | DONG JIN No. 1 |
| Shinzan Maru No. 2 | 343 | MEISHO MARU No. 105 |
| Shinzan Maru No. 3 | 463 | KYUEI MARU No. 78 |
| Shinzo Maru No. 3 | 466 | LADY JACQUELINE |
| Shinzo Maru No. 18 | 391 | HOSEI MARU No. 28 |
| Shinzui Maru | 668 | JANG YUNG MASAN |
| Shinzui Maru | 1987 | TIMBER INDAH |
| Shinzui Maru | 67536 | SIGUITA |
| Shioharu Maru | 3705 | OMS CHINNEY II |
| Shioji | 498 | TAIHEI HOPE |
| Shioji Maru | 114 | SANSEI MARU No. 5 |
| Shioji Maru | 331 | MARGARET IV |
| Shiokaze | 128 | NUSA BUNGA |
| Shiomi Maru | 198 | DAE SUNG |
| Shiomi Maru | 238 | HURIA MATENGA |
| Shiomi Maru No. 35 | 313 | NARCISSUS |
| Shionagi Maru | 1067 | NINIKA |
| Ship Isle | 133 | LUEN FATT |
| Ship 8 | 191 | COCKBURN SUCCESS |
| Shipmair I | 499 | INDEPENDENCIA |
| Shipmair III | 1502 | STAR QUEEN |
| Shipmair IV | 1437 | GEORGIOS |
| Shipmair V | 839 | HOTAMA |
| Shipmair VI | 832 | ALIANORA |
| Shipmair VII | 699 | SELIN |
| Shiptar | 998 | KARAKOY I |
| Shipyard 2 | 282 | SOHRAB |
| Shiragami Maru | 162 | KOJIN MARU No. 68 |
| Shirahama | 2574 | HELLAS EXPRESS |
| Shirahama Maru | 16325 | HUA JIN |
| Shirahige Maru No. 5 | 462 | TOYO No. 10 |
| Shiraishi Maru | 76055 | SABINA |
| Shirakami Maru | 172 | KABUTO No. 1 |
| Shirane Maru | 2528 | HILDA |
| Shirase Maru | 135 | KYOTOKU MARU No. 13 |
| Shirase Maru No. 3 | 199 | KAZI |
| Shirayuri Maru | 999 | PETRO ULSAN |
| Shireen | 21786 | STEFANIA |
| Shiretoko Maru | 534 | TAIKAN MARU |
| Shiretoko Maru | 7883 | N. KAZANTZAKIS |
| Shirin | 1181 | MAJID |
| Shirley | 3451 | ASMA |
| Shirley & Reid | 130 | ANNIE—REMI |
| Shirley Watson | 121 | MISS DONNA |
| Shirochidori | 425 | SHINYO MARU |
| Shirogane | 364 | ROBBY 27 |
| Shirogane | 16568 | LEVANT SPIRIT |
| Shiroyama Maru No. 2 | 795 | IWAHO No. 28 |
| Shiroyama Maru No. 10 | 199 | SHINEI MARU No. 18 |
| Shirvan | 2700 | KAPITAN DOLGOPOLOV |
| Shishaldin | 369 | SITKIN ISLAND |
| Shiu Chow | 2985 | SU MING |
| Shiuh Long No. 1 | 437 | BOA ESPERANCE |
| Shiva Mahal | 5373 | BOB L |
| Shizu—Ura Maru | 1766 | WISDOM ENERGY |
| Shizuki Maru | 2072 | OUR LADY OF MOUNT CARMEL |
| Shizuoka Maru | 1001 | TRIUNFO |
| Shkval | 3311 | GEORGIY USHAKOV |
| Shoan Maru | 1993 | DO NAM No. 3 |
| Shocho Maru | 21141 | MEXICAN SEA |
| Shodoshima Maru | 698 | SHODOSHIMA MARU No. 1 |
| Shoei | 8980 | LAPIS |
| Shoei Maru | 153 | SHINTOKU MARU |
| Shoei Maru | 497 | TAKA |
| Shoei Maru | 499 | KOAN MARU |
| Shoei Maru | 499 | MIN HAI 328 |
| Shoei Maru | 499 | TSURUSHIO MARU No. 8 |
| Shoei Maru | 531 | SENYO MARU |
| Shoei Maru | 852 | URUME MARU |
| Shoei Maru | 998 | ULTRA ALPHA |
| Shoei Maru | 1258 | SENTOSA |
| Shoei Maru | 1524 | IRIAN JAYA |
| Shoei Maru | 1599 | CHATCHAWIN III |
| Shoei Maru | 3545 | ANAX PUMA |
| Shoei Maru | 18303 | SEADUTY II |
| Shoei Maru | 36992 | SHOEI |
| Shoei Maru I | 1258 | SENTOSA |
| Shoei Maru No. 2 | 349 | ORIENTAL STAR No. 2 |
| Shoei Maru No. 2 | 493 | SHOEI MARU |
| Shoei Maru No. 5 | 180 | MYOJIN MARU No. 38 |
| Shoei Maru No. 8 | 116 | SHOEI MARU No. 38 |
| Shoei Maru No. 8 | 142 | KOSEI MARU |
| Shoei Maru No. 8 | 198 | BUNGA TERATAI IX |
| Shoei Maru No. 8 | 198 | TENJIN MARU No. 8 |
| Shoei Maru No. 11 | 490 | CITRA PACIFIC |
| Shoei Maru No. 16 | 998 | ULTRA ALPHA |
| Shoei Maru No. 18 | 199 | KINSEI MARU No. 62 |
| Shoei Maru No. 18 | 370 | KAIKO MARU No. 3 |
| Shoei Maru No. 18 | 374 | SHOEI MARU No. 88 |
| Shoei Maru No. 27 | 497 | HANA |
| Shoei Maru No. 28 | 194 | CHOKO MARU No. 57 |
| Shoei Maru No. 31 | 297 | DAIKICHI MARU No. 21 |
| Shoei Maru No. 32 | 333 | ZULIANO IX |
| Shoei Maru No. 33 | 498 | TAISEI MARU |
| Shoei Maru No. 38 | 190 | SHINSAIWAI MARU |
| Shoei Maru No. 38 | 296 | MAHI No. 1 |
| Shoei Maru No. 38 | 299 | AZALEA |
| Shoei Maru No. 51 | 299 | MIHO MARU No. 23 |
| Shoei Maru No. 58 | 124 | RED SEA 123 |
| Shoei Maru No. 58 | 284 | CHITOSE |
| Shoei Maru No. 58 | 299 | NANKAI MARU No. 38 |
| Shoei Maru No. 61 | 299 | MARIA No. 1 |
| Shoei Maru No. 68 | 260 | YAMATO MARU No. 68 |
| Shoei Maru No. 82 | 891 | SANTANIA |
| Shoei Maru No.18 | 249 | CAPT. MOSES |
| Shofuku Maru | 197 | HOKUSHIN MARU |
| Shofuku Maru | 499 | CHECK POINT No. 3 |
| Shofuku Maru No. 1 | 192 | MENFISHCO 707 |
| Shofuku Maru No. 12 | 199 | EBISU MARU |
| Shofuku Maru No. 15 | 185 | TAISHU MARU No. 6 |
| Shofuku Maru No. 15 | 288 | HOFUKU MARU No. 1 |
| Shofuku Maru No. 23 | 247 | MICHELLE No. 7 |
| Shofuku Maru No. 25 | 192 | SENSHU MARU No. 5 |
| Shofuku Maru No. 28 | 254 | SHOFUKU MARU No. 88 |
| Shofuku Maru No. 28 | 299 | SHINSEI MARU No. 88 |
| Shofuku Maru No. 38 | 299 | ASTRO No. 7 |
| Shofuku Maru No. 38 | 468 | IRIS 2 |
| Shofuku Maru No. 58 | 343 | FELIZ 103 |
| Shofuku Maru No. 61 | 690 | MAR DEL SUR I |
| Shofuku Maru No. 68 | 315 | DONG WON No. 610 |
| Shofuku Maru No. 68 | 399 | MATSUO MARU No. 82 |
| Shofuku Maru No. 72 | 109 | ASAHI MARU No. 31 |
| Shofuku Maru No. 73 | 123 | TENYU MARU No. 53 |
| Shofuku Maru No. 76 | 125 | MANSEI MARU No. 1 |
| Shofuku Maru No. 78 | 254 | ALKAR II |
| Shofuku Maru No. 78 | 362 | STARLET No. 901 |
| Shofuku Maru No. 85 | 311 | WAKABA MARU No. 26 |
| Shofuku Maru No. 88 | 134 | HAMASEI MARU No. 8 |
| Shogen Maru | 997 | QUEENY MARGRETH |
| Shogi Maru No. 5 | 610 | CHEMICARRY No. 22 |
| Shohaku Maru | 1167 | BENSON |
| Shohei Maru | 488 | WAY HENG |
| Shoho Maru | 199 | STAR IV |
| Shoho Maru | 445 | ANDA |
| Shoho Maru | 998 | ILIGAN TRADER |
| Shoho Maru | 1343 | T4—172 |
| Shoho Maru | 1439 | TATANUSA 2 |
| Shoho Maru | 1903 | OKRA |
| Shoho Maru | 4344 | PACIFIC BEAUTY |
| Shoho Maru | 13227 | EVPO AGEOS |
| Shoho Maru | 72321 | BRIGHT PHOENIX |
| Shoho Maru No. 2 | 110 | KOHMA VI |
| Shoho Maru No. 2 | 1781 | SAMSANPUNWANG |
| Shoho Maru No. 2 | 88886 | CROWN |
| Shoho Maru No. 11 | 173 | SHOWA MARU No. 11 |
| Shoho Maru No. 12 | 154 | MIYAGI MARU |
| Shoichi Maru No. 2 | 284 | SHOICHI MARU No. 3 |
| Shoichi Maru No. 12 | 167 | DONG YU 3016 |
| Shoichi Maru No. 25 | 387 | LAVENDER |
| Shoichi Maru No. 27 | 299 | PETROUS No. 1 |
| Shoichi Maru No. 28 | 239 | KASEI No. 7 |
| Shoichi Maru No. 30 | 297 | NAGASAKI No. 6 |
| Shoichi Maru No. 31 | 372 | GOSHEN 605 |
| Shoichi Maru No. 51 | 224 | KINSEI MARU No. 23 |
| Shoichi Maru No. 52 | 299 | SOMACOPP IV |
| Shoichi Maru No. 52 | 349 | KASHIMA MARU No. 8 |
| Shoichi Maru No. 52 | 349 | O YANG No. 85 |
| Shoichi Maru No. 58 | 438 | CHOYO MARU No. 15 |
| Shojin Maru | 29849 | ASTRO VENUS |
| Shoju Maru No. 5 | 310 | SHOJU |
| Shojun Maru | 364 | PUTRA INDAH I |
| Shokaku Maru | 672 | HARMONY III |
| Shokei Maru | 299 | KYUNG DONG No. 52 |
| Shokei Maru | 992 | WOLVERINE |
| Shokei Maru No. 5 | 655 | SHU JIN |
| Shoken Maru | 2416 | GOLDEN EXPRESS |
| Shoken Maru No. 8 | 496 | AKATSUKI MARU No. 8 |
| Shoken Maru No. 8 | 496 | PRINCESS IDA |
| Shoken Maru No. 27 | 239 | KYOTOKU MARU No. 35 |
| Shoki Maru | 194 | KOSHO MARU |
| Shoko Maru | 3364 | CARLA |
| Shoko Maru | 3627 | STAINLESS SUPPORTER |
| Shoko Maru | 10708 | LABRAX |
| Shoko Maru | 30013 | NIL |
| Shoko Maru No. 18 | 199 | KOEI MARU No. 3 |
| Shoko Maru No. 68 | 299 | CHUYO MARU No. 68 |
| Shokoh Pine | 2497 | SUN CRESTA |
| Shokyu | 1819 | SHOKYU MARU |
| Shokyu Maru | 3753 | PAN ASIA SATU |
| Shomar Hanan | 15858 | KALYPSO STAR I |
| Shomei Maru | 35944 | IOANNIS P |
| Shomei Maru No. 1 | 273 | DONA VALERY |
| Shomei Maru No. 31 | 498 | BERJAYA STAR |
| Shomei Maru No. 38 | 498 | EVANIA |
| Shonag of Kishorn | 113 | QUEEN OF ARAN |
| Shonan Maru | 495 | MIYO MARU |
| Shonan Maru No. 8 | 195 | KANSAI MARU No. 3 |
| Shong Zin | 2737 | SONG DINH 1 |
| Shonga | 5144 | EXCELSIOR LUCK |
| Shoosh | 2553 | FAL XII |
| Shore Service | 858 | MILA SERVICE |
| Shorei Maru | 1982 | SENTOSA |
| Shoreline | 667 | SALVIPER |
| Shori Maru | 691 | LINTAS PACIFIC |
| Shorsch Borman | 225 | VINHA |
| Shoryu Maru | 199 | HAMAKO MARU No. 8 |
| Shoryu Maru | 998 | SABINE F. |
| Shoryu Maru | 2653 | FORTUNE TRADER |
| Shoryu Maru | 2831 | ANDHIKA ARIADNE |
| Shoryu Maru | 2918 | IONIAN GLORY |
| Shoryu Maru | 5642 | AL HANA D |
| Shoryu Maru | 10310 | EASTMED CARRIER |
| Shosei Maru | 299 | KYUNG DONG No. 51 |
| Shosei Maru | 332 | JI SEONG HO |
| Shosei Maru | 414 | TATSUSHIMA MARU No. 3 |
| Shosei Maru | 494 | DAIYA MARU |
| Shosei Maru | 684 | JARKU |
| Shosei Maru | 1011 | SOON HIN |
| Shosei Maru | 1599 | ULU WAI |
| Shosei Maru | 2261 | DA QING 220 |
| Shosei Maru | 3334 | SENTOSA |
| Shosei Maru | 3968 | KATMON |
| Shosei Maru | 14580 | XING AN LING |
| Shosei Maru No. 1 | 111 | DAISEN MARU No. 26 |
| Shosei Maru No. 2 | 113 | DAISEN MARU No. 27 |
| Shosei Maru No. 8 | 116 | YUKYU MARU No. 8 |
| Shosei Maru No. 11 | 427 | INARI MARU No. 25 |
| Shosei Maru No. 12 | 338 | JANG HEONG JE HO |

# FORMER NAMES OF SHIPS

| | | |
|---|---|---|
| Shosei Maru No. 18 | 999 | JATI |
| Shosei Maru No. 23 | 144 | KIYO MARU No. 23 |
| Shosei Maru No. 25 | 144 | KIYO MARU No. 25 |
| Shosei Maru No. 25 | 297 | HAK YANG |
| Shoseki Maru No. 2 | 1875 | YELLOW STAR |
| Shosen Maru | 1571 | NEPTANK IV |
| Shoshin Maru | 635 | CHEMICARRY No. 20 |
| Shoshin Maru | 2269 | LAJU PRAKARSA III |
| Shoshin Maru | 35169 | IOLCOS GLORY |
| Shoshin Maru No. 8 | 283 | PUK YANG No. 6 |
| Shoshin Maru No. 11 | 465 | YAMATO MARU No. 3 |
| Shoshin Maru No. 18 | 349 | MOKO 501 |
| Shoshin Maru No. 20 | 194 | IMAM No. 3 |
| Shoshin Maru No. 21 | 356 | ARCO |
| Shoshin Maru No. 28 | 350 | BERROS |
| Shoshin Maru No. 30 | 149 | MARK PHILIP X |
| Shoshin Maru No. 38 | 303 | KEIRYO MARU No. 25 |
| Shoshin Maru No. 80 | 349 | ROMEX No. 1 |
| Shoshin Maru No. 80 | 585 | AQUATIC PIONEER |
| Shoshin Maru No. 82 | 348 | SHINSEI MARU No. 18 |
| Shoshin Maru No. 86 | 167 | SHINSHO MARU No. 36 |
| Shoshun Maru | 35416 | IOLCOS BAY |
| Shota Maru | 499 | VASU |
| Shotai Maru | 2994 | SANG THAI RUBY |
| Shotai Maru | 6075 | WAILI |
| Shoten Maru No. 8 | 309 | QUEEN BEE |
| Shoto Maru | 1019 | SONG DO HO |
| Shotoku Maru | 531 | SHENG WEI |
| Shotoku Maru | 1832 | ANA MARIA |
| Shotoku Maru No. 2 | 499 | MAE ANONG |
| Shotoku Maru No. 5 | 146 | LULU XV |
| Shotoku Maru No. 11 | 113 | SHOSEI MARU No. 1 |
| Shotoku Maru No. 12 | 114 | SHOSEI MARU No. 2 |
| Shotoku Maru No. 12 | 222 | KWANG NAM No. 11 |
| Shotoku Maru No. 12 | 239 | SHOTOKU MARU No. 28 |
| Shotoku Maru No. 15 | 295 | HASSHO MARU No. 21 |
| Shotoku Maru No. 18 | 111 | SHOTOKU MARU No. 31 |
| Shotoku Maru No. 18 | 116 | NOMURA MARU No. 28 |
| Shotoku Maru No. 18 | 162 | ST. GOUSEL AZAM |
| Shotoku Maru No. 21 | 110 | DONG SUNG No. 603 |
| Shotoku Maru No. 32 | 110 | DONG SUNG No. 603 |
| Shotoku Maru No. 32 | 164 | KAISEI MARU No. 73 |
| Shotoku Maru No. 35 | 336 | DUK WON No. 86 |
| Shotoku Maru No. 35 | 398 | KUM BONG No. 808 |
| Shotoku Maru No. 52 | 198 | KAIKO MARU No. 32 |
| Shotoku Maru No. 53 | 149 | CHOUN MARU No. 26 |
| Shotoku Maru No. 56 | 145 | MASU MARU No. 33 |
| Shotoku Maru No. 61 | 408 | AMANECER |
| Shotoku Maru No. 72 | 342 | SHOTOKU MARU No. 78 |
| Shotoku Maru No. 88 | 165 | KINTOKI MARU No. 58 |
| Shotoku Maru No. 88 | 219 | MAY MAY |
| Shou Yang Shan | 1599 | ROOK MARINER |
| Shoukrallah | 1138 | QUEEN SEA 1 |
| Shoun Ambassador | 4433 | KOBE J |
| Shoun Bontrader | 4434 | DUCHESS |
| Shoun Commander | 4016 | WEST STAR |
| Shoun Dynasty | 4015 | HOKO NOVA |
| Shoun Emperor | 4027 | JOVIAN LOOP |
| Shoun Fujiyama | 4509 | KILCHEM NAVIGATOR |
| Shoun Galaxy | 4083 | PANAM CARIBE |
| Shoun Jupiter | 4509 | KILCHEM ADRIATIC |
| Shoun Kingsbird | 4430 | CLIPPER TRINITY |
| Shoun Leo | 4509 | ORIENTAL LEO |
| Shoun Liberty | 4509 | ATLANTIC SIF |
| Shoun Marigold | 4509 | BALTIC SIF |
| Shoun Maru | 742 | AMIGO V |
| Shoun Maru | 1999 | VOYAGER I |
| Shoun Maru No. 1 | 255 | DONG WON No. 501 |
| Shoun Maru No. 2 | 199 | FUKUYOSHI MARU |
| Shoun Maru No. 3 | 281 | TOYO MARU No. 1 |
| Shoun Maru No. 3 | 917 | IRWIN PIONEER |
| Shoun Maru No. 5 | 295 | HAKUREI MARU No. 18 |
| Shoun Maru No. 5 | 498 | DAIGEN MARU No. 5 |
| Shoun Maru No. 5 | 2692 | BUMEUGAH |
| Shoun Maru No. 6 | 3529 | ZARZAITINE |
| Shoun Maru No. 7 | 199 | KOUN MARU No. 28 |
| Shoun Maru No. 8 | 4479 | KILCHEM BISCAY |
| Shoun Maru No. 11 | 349 | JENNY No. 7 |
| Shoun Maru No. 11 | 4497 | KILCHEM OCEANIA |
| Shoun Maru No. 18 | 124 | SOMAURIPECT 1 |
| Shoun Maru No. 22 | 224 | SUMBER MINA 6 |
| Shoun Maru No. 31 | 1392 | SAN ROQUE—B |
| Shoun Maru No. 36 | 874 | UNITIGER |
| Shoun Maru No. 38 | 664 | GUMTI—1 |
| Shoun Maru No. 51 | 224 | SHOUN MARU No. 11 |
| Shoun Maru No. 52 | 753 | DOEL |
| Shoun Nectar | 4509 | JOVIAN LILAC |
| Shoun Olympia | 4509 | ROSBORG |
| Shoun Royal | 4509 | STOLT SENTOSA |
| Shoun Salute | 4509 | CELTIC SIF |
| Shoun Taurus | 7145 | STOLT TAURUS |
| Shoun Telstar | 7145 | SHROPSHIRE |
| Shoun Tenacity | 7145 | HEREFORDSHIRE |
| Shoun Titan | 7171 | STOLT TITAN |
| Shoun Trader | 7171 | STOLT ALLIANCE |
| Shoun Trident | 7169 | TAMAGAWA |
| Shoun Universe | 4509 | DIXIE QUEEN |
| Shoun Vanguard | 4711 | STAINLESS SAILOR |
| Shoun Venture | 4711 | STAINLESS MARINER |
| Shoun Venus | 4711 | STAINLESS LEADER |
| Shoun Victoria | 4711 | STAINLESS GOVERNOR |
| Shoun World | 4510 | EVERTON |
| Showa Maru | 199 | KOSHIN MARU No. 8 |
| Showa Maru | 693 | DIMINI II |
| Showa Maru | 697 | EISHIN MARU No. 10 |
| Showa Maru | 104720 | HEIWA |
| Showa Maru No. 1 | 199 | SHINYO MARU |
| Showa Maru No. 1 | 923 | CORAL STAR |
| Showa Maru No. 3 | 443 | BUKIT SIGUNTANG |
| Showa Maru No. 3 | 497 | KOTANE MARU |
| Showa Maru No. 8 | 463 | RYUSHO MARU No. 1 |
| Showa Maru No. 12 | 344 | EIRYO MARU No. 78 |
| Showa Maru No. 15 | 318 | YAHATA MARU No. 105 |
| Showa Maru No. 21 | 344 | ARKO FISH No. 8 |
| Showa Maru No. 25 | 344 | SILVAR MAC |
| Showa Maru No. 31 | 343 | EMILIA No. 7 |
| Showa Maru No. 51 | 149 | FUMI MARU No. 23 |
| Showa Maru No. 75 | 124 | CHOYO MARU No. 67 |
| Showa Venture | 30861 | PRIAMOS |
| Shoyo Maru | 192 | MINATO MARU No. 82 |
| Shoyo Maru | 312 | ROBERT |
| Shoyo Maru | 346 | GOLDENLAKE No. 38 |
| Shoyo Maru | 349 | SOMAPECHE RAJA 1 |
| Shoyo Maru | 443 | BUKIT SIGUNTANG |
| Shoyo Maru | 1580 | THUONG LY |
| Shoyo Maru | 1583 | PEONY ACE 2 |
| Shoyo Maru No. 7 | 112 | DONG AH No. 106 |
| Shoyo Maru No. 8 | 124 | NITTO MARU No. 15 |
| Shoyoh Maru | 404 | PAHLAWAN |
| Shoyu Maru | 198 | SHOYU |
| Shoyu Maru | 741 | T—1054 |
| Shoyu Maru No. 3 | 404 | HAKKAI MARU No. 8 |
| Shoyu Maru No. 8 | 347 | O YANG No. 15 |
| Shoyu Maru No. 15 | 215 | SAYAFI |
| Shoyu Maru No. 18 | 432 | SHOICHI MARU No. 88 |
| Shoyu Maru No. 28 | 388 | KAIUN MARU No. 63 |
| Shozan | 2499 | KURNIA SEJATI |
| Shozui Maru | 1447 | LSCO KHYMER |
| Shozui Maru | 1812 | KALBA SUCCESS |
| Shozui Maru | 33217 | SAILOR |
| Shrimp Catcher | 164 | TEXAS CARIBBEAN |
| Shrimp Trawler | 117 | DAVID & CHRIS |
| Shropshire | 13546 | S. V. EXI |
| Shtorm | 10973 | AURELIA |
| Shu Guang 04 | 711 | ZHONG GUO HAI JIAN 19 |
| Shu He | 5267 | MITRANS EXPRESS |
| Shuei Maru | 811 | SHINYOH MARU |
| Shuhei Maru | 2991 | LIN HAI 7 |
| Shuho Maru | 198 | TENEI MARU |
| Shuho Maru | 199 | MAZBOOT |
| Shuho Maru | 2979 | NEW STAR I |
| Shuho Maru | 132820 | SHUHO |
| Shuhozan Maru | 4998 | SEA SPRITE |
| Shui An | 25525 | CHIN YUN |
| Shuko Maru | 498 | GEINAN MARU |
| Shuko Maru | 670 | CAPTAIN LUCAS |
| Shuko Maru | 687 | WENANG |
| Shuko Maru | 999 | DAE LIM No. 5 |
| Shuko Maru | 2053 | TOKAI MARU No. 13 |
| Shuko Maru | 2570 | SIAMSUPACHAI |
| Shuko Maru | 11275 | MANESSI |
| Shuko Maru | 20427 | DOBROTA |
| Shuko Maru | 20735 | IRAN ESLAMI |
| Shuko Maru No. 1 | 1980 | BLUETANK STARLET |
| Shun Sang | 1170 | NINH CO |
| Shun Sang No. 2 | 966 | MACO ARABICA |
| Shun Sang No. 8 | 723 | VASCO REEFER |
| Shun That | 699 | TAY DO |
| Shunan Maru | 881 | DON CALVINO |
| Shunei Maru | 495 | MERLION |
| Shunkai Maru No. 1 | 166 | VAN CASTLE |
| Shunkai Maru No. 1 | 258 | DON BENITO |
| Shunko Maru | 2988 | FEEDER UNO |
| Shunko Maru | 116629 | AMBRA ORIENT |
| Shunko Maru No. 8 | 499 | KINPO MARU No. 28 |
| Shunpu Maru | 149 | AKATSUKI |
| Shunsei Maru | 468 | TRIUMPH 9 |
| Shunsei Maru No. 2 | 499 | INTAN JAYA |
| Shunwind | 16524 | SAMMI BLONDE |
| Shunyo Maru | 1019 | KALIMANTAN I |
| Shunyo Maru | 2834 | SULPICIO CONTAINER IV |
| Shunyo Maru | 2985 | TANTO RAYA |
| Shunyo Maru No. 3 | 10305 | SANJEEVANI |
| Shunyo Maru No. 12 | 313 | KINEI MARU No. 51 |
| Shunyo Maru No. 18 | 499 | JUAN No. 8 |
| Shunzan Maru | 298 | YURA MARU No. 15 |
| Shunzan Maru | 499 | KIYOKAWA MARU |
| Shura Burlachenko | 3261 | CIRCEO |
| Shuri Maru | 1089 | CHARINDHORN 1 |
| Shutoku Maru | 856 | TUNG YIU |
| Shuttler | 167 | MARGARET M |
| Shuwa Maru | 2999 | ORIENTAL COMMANDER |
| Shuwa Maru | 6617 | DANG SARA |
| Shuyak | 183 | DANCER |
| Shuyo Maru | 193 | AL SARAWAT No. 3 |
| Shuyo Maru | 1234 | VALIANT |
| Shuyo Maru | 2320 | PONTE REEFER |
| Shuyo Maru | 2904 | SILVER STAR |
| Si Ming Shan | 8878 | FORTUNE CELIA |
| Siam Navee | 12142 | PATHUM NAVEE |
| Siam Paetra | 11076 | WANA BHUM |
| Siam Queen | 2742 | SIMALI 1 |
| Siam Raj | 650 | UNIQUE 3 |
| Siam Venture | 7248 | NORTH SHIELDS |
| Siba Bari | 1596 | EL NOVILLO |
| Siba Queen | 6603 | AL RAYYAN 1 |
| Siba Vione | 499 | EL TERNERO |
| Sibanimar | 15325 | GULF WAVE |
| Sibelius | 3990 | EDNA |
| Sibelius | 55878 | KING MINOS |
| Sibell | 961 | CANDY I |
| Sibenik | 6133 | LARGO |
| Sibille Naval | 494 | KAMAL |
| Sibofem | 44140 | PANTHIR |
| Sibofir | 29400 | RABIGH BAY 2 |
| Siboney | 559 | MERMAID SALVOR |
| Sibonga | 7545 | AGIOS SPYRIDON |
| Siboseven | 39210 | HOEGH FREIGHTER |
| Sibosix | 42825 | MONTEREY |
| Sibotre | 43961 | AFTHOROS |
| Sicadria | 372 | KHALED |
| Sicilia Ponte | 496 | TUCALIF |
| Sid Bourg | 196 | TENILLE EYMARD |
| Sid McGrath | 2414 | BASS REEFER |
| Siddis Mariner | 496 | PUTFORD ATHENA |
| Siddis Skipper | 495 | WESTERN OCEAN |
| Sider Prima | 407 | EOLIANO |
| Sideris | 16848 | SOLBULK |
| Siderurgica Dez | 11041 | FROTAVENTO |
| Sidi Abdelrahman | 4528 | SIDI BISHR |
| Sidi Belyout | 310 | TIRSO |
| Sidi Bishr | 4860 | RAFAH |
| Sidi El Abasiri | 200 | MEENA |
| Sidi—Bouzid | 169 | SIDI GHOSIA |
| Sidibarrani | 514 | SEIYUN |
| Sidimi | 2433 | BAKAYEVO |
| Sidney | 103 | SUPER COON |
| Sidney | 3128 | QUEEN OF SIDNEY |
| Sidney Spiro | 56686 | DAEYANG GLORY |
| Sidon | 2795 | ARKADIA |
| Sie Kim | 10931 | CONSTELLATION |
| Siebenburgen | 499 | MARYANNE |
| Siegburg | 996 | JOHANNA |
| Siegeria | 778 | OTTAR |
| Siegerland | 499 | JANA |
| Siegerland | 778 | OTTAR |
| Siegfried | 982 | GEMINI |
| Siegfried Lehmann | 849 | OREBIC |
| Siegfried Lehmann | 1099 | CANICAL |
| Siekierki | 19776 | LAKE WALES |
| Siena | 7199 | MARIE H |
| Siena | 16149 | LIKA I |
| Sierra | 124 | ANTONINO MARIA |
| Sierra | 610 | CIMARRON ASETEC |
| Sierra | 989 | LEILA |
| Sierra Andia | 889 | ENDIBE |
| Sierra Arcos | 1387 | ALBACORA FRIGO DOS |
| Sierra Escudo | 731 | OSTRA |
| Sierra Jara | 4084 | GALAZIO KYMA |
| Sierra Lucena | 1592 | PUERTO MADRYN |
| Sierra Luna | 1531 | CARMEN CASTELLANO |
| Sierra Maestra | 9974 | GIORITA |
| Siete | 904 | 26th JULY |
| Siete | 6817 | DELTA QUEEN |
| Sieur D'Amours | 2558 | NORTHERN PRINCESS |
| Sif | 116 | ARNFINNUR |
| Sifnos | 1018 | ASTERIS |
| Sifnos | 3333 | SIFNOS EXPRESS |
| Sifnos | 3963 | FAIR RAINBOW |
| Sifnos | 14076 | SEA KING |
| Sifnos Island | 10511 | CLIPPER MANDARIN |
| Sig | 1598 | EVANGELIA I |
| Sig Ragne | 7457 | BL CHARLOTTE |
| Sigal(FC) | 7723 | PALMAH II |
| Siganto A. S. | 10602 | CHANG PING |
| Siganto A. S. | 16070 | HANNE |
| Siganto A.S. | 11171 | LOON |
| Sigborg | 299 | SUSANN |
| Sigbritt | 499 | GULE |
| Sigfus Bergmann | 149 | KALIMA P |
| Sigga Sif | 1599 | MAERSK EURO QUINTO |
| Siggen | 996 | SIGGEN II |
| Sighansa | 41872 | ANADOLU |
| Siglfirdingur | 299 | SULNAFELL |
| Sigma I | 1041 | ROXY |
| Sigma II | 200 | GUANAPE 5 |
| Sigmund Schoenberger | 370 | CAPT. JR |
| Sigmundur Brestisson | 782 | MAR AUSTRAL |
| Signa II | 272 | ROBABA |
| Signal | 3010 | TANTO PERMAI II |
| Signal Hills(AS) | 17985 | GUADALUPE |
| Signal Service | 286 | SEA SERV 201 |
| Signe Anthonisen | 204 | TOBIS |
| Signe Danielsen | 1336 | TRIADA FILIA |
| Signe Helen | 1036 | VAGBORG |
| Signe Junior | 299 | SIGNE |
| Signe Tholstrup | 361 | POLARGAS II |
| Signifer | 613 | LA PERLE III |
| Sigrid | 587 | KLASSEN |
| Sigrid | 1596 | DON PEPPINO |
| Sigrid | 1997 | NICOLAS S |
| Sigrid Adele | 923 | SONG KIEN 4 |
| Sigrid F. | 299 | DELPHI |
| Sigrid Flint | 299 | DELPHI |
| Sigrid K | 587 | KLASSEN |
| Sigrid S | 499 | SOREN TH. |
| Sigrid Wehr | 1599 | FAIRLIGHT |
| Sigried K | 195 | OCEAN CAPE |
| Sigurbara | 127 | GUDFINNA STEINSDOTTIR |
| Sigurbergur | 138 | UNA I GARDI |
| Sigurbjorg | 277 | SIGURDUR PALMASON |
| Sigurborg | 102 | FREYJA |
| Sigurborg | 196 | SIGURFARI |
| Sigurd Jorsalfar | 1599 | HAUGVIK |
| Sigurd Jorsalfar | 5648 | NORGAS MARINER |
| Sigurdur Bjarnason | 228 | MANATINDUR |
| Sigurdur Bjarni | 105 | NJORDUR |
| Sigurdur Jonsson | 148 | GRETTIR |
| Sigurdur Sveinsson | 104 | HEINABERG |
| Sigurdur Sveinsson | 123 | SIGURDUR OLAFSSON |
| Sigurdur Thorleifsson | 166 | KOPANES |
| Sigurey | 491 | RAN |
| Sigurfari | 104 | HEINABERG |
| Sigurfari | 117 | STEFNIR |
| Sigurfari | 445 | HOFRUNGUR |
| Sigurfari II | 431 | STURLAUGER BODVARSSON |
| Sigurjon | 229 | KLETTSVIK |
| Sigurpall | 169 | SIGTHOR |
| Sigurpall | 299 | SULNAFELL |
| Sigurvon | 123 | SIGURDUR OLAFSSON |
| Sigvard | 223 | VASTTANK |
| Sigyn | 268 | J. E. TOWER |
| Sigyn | 370 | NAKHODA VANANCA |
| Sigyn | 4071 | BABTAI |
| Sijilmassa | 4905 | BOLIVAR TRADER |
| Siken | 234 | TRIDENT 7 |
| Sikis (YTB 539) | 145 | HUSKY |
| Sikkim | 179 | JEAN COURSIC |
| Siksita | 41181 | FRONT HAWK |
| Siku | 1591 | JUNELLA |
| Sil | 1998 | SEGRE |
| Sila | 9449 | EVANTHIA |
| Silaga | 8844 | SOCRATES |
| Silano di Satma | 263 | KONOBE |
| Silas Papare | 148 | TELUK SEKAR |
| Silaska | 52448 | AGIA THALASSINI |
| Silba | 215 | HARISSA |
| Silbermowe | 140 | RODAS |
| Silco | 296 | SUNKO |
| Silenos | 153 | JAN WILLEM |
| Silesia | 225 | TROPIC ACE |
| Silesia | 499 | PANAGIA S |
| Silford | 287 | DONATELLA |
| Silia | 2961 | BANGYAI |
| Silindoeng | 2245 | SUMBER TUNAS |
| Silja | 211 | JESSICA |
| Silja Star | 12343 | ORIENT SUN |
| Silja Star | 15566 | WASA KING |
| Siljan | 491 | MARJA |
| Siljestad | 75603 | BUYUK TIMUR |
| Siljord 2 | 112 | HANS MAGNE |
| Silke | 160 | FRIEDJO |
| Silke | 211 | THOR HEYERDAHL |
| Silke Riedner | 499 | HEIDI |
| Silkroad | 998 | SYABAS DUA |
| Silksworth | 16404 | HUA HAI |
| Sillerslev | 292 | SARFAQ |
| Silljo | 2056 | M YTTERSTAD |
| Silljo Senior | 499 | CORONELLA |
| Silloth Stag | 798 | ROBRIX |
| Silmarin | 1056 | LUSO TAGUS |
| Silnyy | 1070 | STROGIY |
| Silowat | 1649 | ALFIDAA |
| Silpha | 132 | GITTE PETERSEN |
| Silur | 1455 | BYBLOS |
| Silva | 1499 | ADEL EM |
| Silva | 1630 | ALDABRA |
| Silva Gouveia | 550 | BEATRIZ REGINE |
| Silva Junior | 284 | DONG WON No. 611 |
| Silvana | 314 | LORETO 3 |
| Silvana | 498 | SEA TRADER |
| Silvana | 31861 | GOLDEN GRAMPUS |
| Silvana M. | 738 | ONDINA |
| Silvaplana | 442 | SAN ANTONIO II |
| Silvaplana | 18349 | PENELOPE A. |
| Silver Ace | 4668 | SILVER HOPE I |
| Silver Ace | 5564 | SEA LADY |
| Silver Ace | 20486 | KING SAILOR |
| Silver Adventurer | 148 | OCEAN ADVENTURER |
| Silver Angler | 187 | LUCIA PAULO |
| Silver Arrow | 10598 | CONSENSUS SKY |
| Silver Arrow | 14287 | OCEAN WAVE |
| Silver Arrow | 15189 | EVPO AGSA |
| Silver Arrow | 30588 | SUCCESS HOPE |
| Silver Athens | 9947 | SILVER SEA |
| Silver Aya | 13854 | OCEANIC EXPLORER |
| Silver Bill | 23307 | YOU SHENG |
| Silver Bridge | 79279 | JUGOMETAL |
| Silver Cardinal | 5826 | SILVIA I |
| Silver Carrier | 21666 | KANARIS |
| Silver Castle | 9565 | OCEAN VOYAGER |
| Silver Cloud | 396 | MEX |
| Silver Cloud | 9006 | UNITY |
| Silver Cloud | 14647 | BAYONNE |
| Silver Dianna | 15539 | PROGRESS |
| Silver Dragon | 791 | CHUN SU |
| Silver Eagle | 10598 | MINERVA |
| Silver Eirik | 2828 | NANCY G |
| Silver Fish | 240 | TAPATAI |
| Silver Fish | 302 | THEO |
| Silver Fox | 2466 | POEMI SPRINGER |
| Silver Gulf | 13911 | MOSTWEEN 8 |
| Silver Hawk | 2493 | MARINE HAWK |
| Silver Hope | 4668 | SILVER HOPE I |
| Silver Leader | 32688 | ALISGLORIA |
| Silver Light | 1057 | BINTANG SERIA |
| Silver Light | 10625 | ZILEENA |
| Silver Lotus | 2988 | FEEDER UNO |
| Silver Magpie | 6764 | BLUETANK ADVENTUROUS |
| Silver Med | 5350 | STAR—ACE |
| Silver Merit | 30705 | TURQUOISE BLEU |
| Silver Mermaid | 4836 | ANGLO—ALLIANCE |
| Silver Navigator | 20610 | CAPTAIN JIM |
| Silver Oak | 2532 | HEISEI 1 |
| Silver Peak | 9696 | FUJISAN MARU |
| Silver Pine | 12923 | OCEAN STEAMER |
| Silver Pit | 340 | CAM SPIRIT |
| Silver Pit | 651 | JAMIOU EL KHEIR |
| Silver Queen | 4043 | DONG YANG EXPRESS FERRY No. 5 |
| Silver Reefer | 6988 | TUSCAN STAR |
| Silver River | 794 | S. C. C. 2 |

| | | |
|---|---|---|
| Silver Sea | 191 | POSEIDON |
| Silver Seahawk | 2362 | EROWATI |
| Silver Shinko | 9941 | CAPTAIN G. GIANNELOS |
| Silver Shinryu | 9875 | ALIKARNASSOS |
| Silver Star | 107 | GUDRUN D |
| Silver Star | 123 | KAS—KEN |
| Silver Star | 1260 | HIGHLANDER |
| Silver Star | 8544 | ABOITIZ MEGACARRIER II |
| Silver Star | 9436 | SILVER SKY |
| Silver Star I | 9436 | SILVER SKY |
| Silver Success | 19669 | PARASKEVI M.Y. |
| Silver Swan | 1683 | WELL VOY No. 1 |
| Silver Tower | 10714 | CHIQUITA TOWER |
| Silver Trader | 400 | PERNAT |
| Silver Trident | 30621 | SILVERGATE |
| Silver Trident | 34492 | MOTHER HEROIC |
| Silver Victory | 20878 | ALEXANDER |
| Silver Victory | 37452 | ATLANTIC SAVIOR |
| Silver Viking II | 138 | SILVER VIKING |
| Silver Wind | 10598 | MISTRA |
| Silveravon | 10101 | TRADE GRACE |
| Silverclyde | 11523 | TONG YEE |
| Silverdale | 300 | KING JIMMY |
| Silverdale H | 300 | KING JIMMY |
| Silverdolphin | 6175 | YING YOU SHAN |
| Silverdon | 22906 | FEI CUI HAI |
| Silverfalcon | 1301 | SANDPIPER |
| Silverfish | 147 | ANTOXO |
| Silverfjord | 149 | MEJLSO |
| Silverfors | 124 | CRESCENT |
| Silverfruit | 487 | STELLA MARINA |
| Silverharrier | 4616 | DENIZ—AY |
| Silverhawk | 6183 | STAINLESS DUKE |
| Silverkestrel | 497 | GOLDCREST |
| Silverkite | 1596 | JACQUELINE |
| Silverland | 50976 | ARROW NIKI |
| Silvermain | 16568 | LEVANT SPIRIT |
| Silvermerlin | 1259 | SANDMARTIN |
| Silverness | 10096 | MOSTWEEN 5 |
| Silverosprey | 4999 | IRAN PASDAR |
| Silverpelerin | 4320 | ARCTIC TAR |
| Silversea | 2638 | BARGAS |
| Silversund | 208 | ANTONIA PARIS |
| Silverthorn | 495 | GUY TRIDENT |
| Silverthorn | 1089 | CHACO BOREAL |
| Silvervag | 161 | PETER MICHAEL |
| Silverway | 20597 | LA SKHIRA |
| Silvestre Vieira | 1107 | NAVEGANTE |
| Silvi | 475 | MANOLIS Z |
| Silvia | 399 | SOPHIA TH. |
| Silvia | 467 | AL TADAMUN 2 |
| Silvia | 958 | EMERALD III |
| Silvia | 1599 | SIGRID |
| Silvia | 7484 | DONATA |
| Silvia Del Mar | 1588 | SILVIA MARIA DEL MAR |
| Silvia Regina | 26671 | STENA BRITANNICA |
| Silvia Sofia | 17022 | MERIDA |
| Silvia VIII | 309 | BASHCO |
| Silvio | 1424 | AMITY |
| Silvretta | 437 | MEBO II |
| Silvretta | 18502 | HUA PU |
| Silwon | 1558 | AMBIORIX |
| Simao Mansur | 5386 | AGHIOS PORFIRIOS |
| Simape No. 1 | 546 | RETNA |
| Simba | 16149 | IRAN TEYFOURI |
| Simbathe | 496 | ELLEN NORCOAST |
| Simbo Vesta | 196 | SANTUARIO |
| Simeto | 1591 | HANIA |
| Simi | 298 | SAFINA |
| Simla | 634 | TROLLTIND |
| Simmelholm | 113 | TARNSKAR |
| Simmelholm | 275 | DYNING |
| Simo Matavulj | 16665 | TORM S. P. |
| Simon | 265 | SEA—TEX |
| Simon | 273 | GEO SERVANT |
| Simon | 884 | GOD IS GOOD |
| Simon de Danser | 515 | ORION I |
| Simon Bolivar | 8694 | SIMONS BOLIVARS |
| Simon Gas | 6463 | TAMARA |
| Simon No. 51 | 299 | PETROUS No. 1 |
| Simon Petrus | 227 | EASTERN PROVIDER |
| Simon Senior | 259 | ELISABETH |
| Simon Von Utrecht | 5526 | PEARL CITY |
| Simona | 3325 | LIDO |
| Simona S | 661 | TRAVANTI |
| Simonburn | 6945 | FERNAO GOMES |
| Simonburn | 17795 | SEABRAVERY |
| Simonburn | 20056 | WU TONG SHAN |
| Simone | 499 | ANTA |
| Simone | 864 | KATY |
| Simone Valentine | 150 | KATOU III |
| Simone—Marie | 156 | SIRACUSA |
| Simonia | 253 | GRECALE |
| Simonsgate | 2841 | NORDIC ONE |
| Simonsturm | 570 | YASAR DOGU I |
| Simoon | 9093 | TRINITY SIERRA |
| Simor | 142 | TANNISBUGT |
| Simos | 1529 | COWRIE PRINCESS |
| Simpele | 1994 | LING JIANG |
| Simsmetal | 11460 | SU CHUN |
| Simsmetal Venture | 10481 | KRIOS |
| Simson | 205 | PEGASUS |
| Simstar | 230 | GAIL BERNICE |
| Sin Bo No. 73 | 229 | SIN BO No. 27 |
| Sin Bul San No. 21 | 149 | WOO YANG No. 77 |
| Sin Ching Mou No. 21 | 268 | ZAHRA |
| Sin Ching Mou No. 22 | 268 | WARDA |
| Sin Chuan | 994 | HONG HUAT |
| Sin Hock Chew | 2129 | SENG SOON CHEW |
| Sin Nam No. 5 | 261 | DONG SEONG No. 5 |
| Sin Ra No. 8 | 790 | NEW BUSAN |
| Sin Sung No. 101 | 309 | DONG WON No. 101 |
| Sin Sung No. 201 | 114 | DONG WON No. 102 |
| Sin Yang No. 61 | 339 | HAN DOO No. 601 |
| Sin 062—322 | 396 | GATUN |
| Sina | 505 | MALAHAYATI |
| Sina | 3230 | INES |
| Sinagtala II | 142 | ASUNCION XII |
| Sinagua | 19718 | PETROBULK SILVERA |
| Sinai I | 2350 | AL MEHYAR |
| Sinaloa | 15523 | KRASICA I |
| Sinan Alpdogan | 15788 | SUGAR |
| Sinansari | 3814 | INTERHILL KING |
| Sinar Abadi | 499 | GEDUNG JAYA |
| Sinar Azlina | 6524 | SINAR ANITA |
| Sinar Baru | 499 | WESTERN TARGA 1 |
| Sinar Fuji | 5656 | AMRTA III |
| Sinar Harapan I | 596 | NIAGA 48 |
| Sinar Kinabalu No. 1 | 487 | AYER KINABALU No. 1 |
| Sinar Mas | 574 | STANSHION 1 |
| Sinar Sakti | 587 | PUTRA INDAH II |
| Sinar Samudera | 1529 | COWRIE PRINCESS |
| Sinar Suann | 6737 | TRISTAR I |
| Sinar Sujoy | 3823 | SOUTH SHINE |
| Sinbad | 359 | GULLMARTANK |
| Sinbad | 399 | DINA I |
| Sinbay | 224 | ANELIS |
| Sincere Artemis | 2497 | DAN FENG |
| Sincere No. 1 | 3998 | JACKSON OCEAN |
| Sincere No. 2 | 4033 | SANEM |
| Sincere No. 3 | 10055 | JIN HU |
| Sincere Trader | 9449 | EVANTHIA |
| Sincerity | 1596 | WILLEM W |
| Sinclair Great Lakes | 2813 | GREAT LAKES |
| Sinclair Service | 199 | ISABELLE |
| Sinclair Texas | 27469 | PETERSBURG |
| Sindbad | 9859 | ALTAAWIN ALARABI |
| Sindbad Mariner | 9309 | PASIG RIVER |
| Sindbad Mariner | 11852 | ASTER |
| Sindbad Voyager | 9230 | T. A. MARINER |
| Sindbad VI | 427 | SUHAIL STAR |
| Sindhu II | 1310 | SINDHU 2 |
| Sindibad | 4156 | SINDIBAD I |
| Sindibad III | 348 | CANARY MAR 1 |
| Sindy Lee | 101 | AMBER CYN |
| Sine Boye | 299 | REBECCA ROUSING |
| Sine Bres | 298 | SILVER BEACH |
| Sine Bres | 493 | KIM |
| Sine Maersk | 9445 | MAERSK COMMANDER |
| Sine of Kishorn | 102 | AQUATIC I |
| Sined | 488 | KERA PAGONA |
| Sined I | 399 | MARWA 1 |
| Sinergasia | 421 | STAVROS T |
| Sines | 15455 | ZIM MELBOURNE |
| Sinett | 2814 | BONITO |
| Sing Hing | 565 | ISLAMABAD |
| Singa Luck | 2989 | SINGA GOLD |
| Singa Monica | 16070 | HANNE |
| Singa Pacific | 41565 | CAPE NORTH |
| Singa Satu | 7666 | BRIGHT ACE |
| Singa Star | 4934 | SEAWISE |
| Singa Sun | 2989 | SINGA GOLD |
| Singa Sun | 31228 | SEAFALCON |
| Singa Wilguard | 15061 | LISE |
| Singa Wilmara | 14912 | NORMAN MARINER |
| Singa Wilmina | 17659 | SEALADY |
| Singa Wilmona | 17711 | VSP I |
| Singa Wilranger | 16113 | SINGA RANGER |
| Singa Wilrider | 15953 | YPAPADI |
| Singa Wilstream | 16191 | LASSIA |
| Singa Wiltrader | 15953 | WESTERN WINNER |
| Singapore Awaji | 15804 | YAYAMARIA |
| Singapore Clipper | 7150 | STOLT SAKRA |
| Singapore Eagle | 5264 | EWL VENEZUELA |
| Singapore Fortune | 10071 | GOLDEN HAVEN |
| Singapore Island No. 1 | 2109 | BRIGHT FUTURE |
| Singapore Meranti | 961 | SENG LEONG |
| Singapore Merchant | 7188 | OKUNOZE |
| Singapore Ramin | 646 | SAFFORA I |
| Singapore Salvor | 862 | DAI LANH |
| Singapore Senator | 14801 | CANMAR VICTORY |
| Singapore Star | 6042 | BARBAROS OKTAY |
| Singapore Triumph | 11207 | COTOPAXI |
| Singapura | 4615 | KENMARE |
| Single Boy | 741 | SONNODD |
| Single Hitch | 5776 | EXPLORER IV |
| Singleton Fleets 6 | 101 | GOOD—O—BOYS |
| Singleton Fleets 7 | 101 | LUCKY 7 |
| Singleton Fleets 8 | 101 | INTRUDER |
| Singleton Fleets 9 | 101 | MISS LORETTA |
| Singleton Fleets 11 | 103 | MONIQUE |
| Singleton Fleets 12 | 103 | LILLIE BELL |
| Singleton Fleets 13 | 103 | GEMINI |
| Singleton Fleets 14 | 103 | CATFISH FLEETS 14 |
| Singleton Fleets 15 | 103 | CATFISH FLEETS 15 |
| Singleton Fleets 16 | 103 | FLEETS 16 |
| Singleton Fleets 17 | 102 | HIGH ROLLER |
| Singleton Fleets 24 | 102 | DONNA LEE |
| Singleton Fleets 25 | 102 | PENNY SUE |
| Singleton Fleets 26 | 102 | SOUTHERN LADY |
| Singleton Fleets 27 | 102 | BIG FOOT BOB |
| Singleton Fleets 28 | 102 | PAY DIRT |
| Singleton Fleets 29 | 102 | FOOL'S GOLD |
| Singleton Fleets 30 | 102 | CATFISH FLEETS 30 |
| Singleton Fleets 31 | 102 | CATFISH FLEETS 31 |
| Singleton Fleets 32 | 102 | CATFISH FLEETS 32 |
| Singleton Fleets 33 | 102 | MASTER JOHN |
| Singleton Fleets 34 | 102 | RIMRIDER |
| Singleton Fleets 35 | 102 | SNAFU |
| Singleton Fleets 36 | 102 | LADY MARY |
| Singleton Fleets 39 | 102 | PRAWNBROKER |
| Singleton Fleets 42 | 102 | HARD TIMES |
| Singleton Fleets 43 | 102 | CAPT. SEAN |
| Singleton Fleets 44 | 102 | FLEETS 44 |
| Singleton Fleets 47 | 103 | MICHAEL AND RYAN |
| Singleton Fleets 55 | 103 | ORION |
| Singleton Fleets 56 | 103 | SOUTHERN CROSS |
| Singleton Fleets 57 | 106 | STARFISH XIV |
| Singleton Fleets 58 | 106 | STARFISH XV |
| Singleton Fleets 59 | 106 | STARFISH XVI |
| Singleton Fleets 60 | 106 | STARFISH XVII |
| Singleton Fleets 61 | 106 | STARFISH XVIII |
| Singleton Fleets 62 | 127 | STARFISH VIII |
| Singleton Fleets 63 | 127 | STARFISH IX |
| Singo | 120 | SUNNAN 1 |
| Singularity | 1514 | KALKAVANLAR |
| Singularity | 1597 | SINGOLARITA |
| Sinmar | 499 | ORASUND |
| Sinmar | 1599 | ARAWAK |
| Sinnam No. 1 | 320 | NAM SUNG No. 27 |
| Sinni | 492 | IRVING CEDAR |
| Sinno M. E. IV | 500 | CAROL H. |
| Sinoe | 1979 | KOSTAS K |
| Sinoe | 2613 | DERAJAT |
| Sinoex | 9449 | EVANTHIA |
| Sinofa | 7343 | SINO OCEAN |
| Sinotime No. 33 | 170 | BIANCA 1 |
| Sinotime No. 34 | 182 | NOFA No. 1 |
| Sinotime No. 35 | 206 | RETNO 11 |
| Sinotime No. 36 | 124 | NOFA No. 2 |
| Sintala | 5241 | CHRISTINA W |
| Sintus | 499 | ADALMA 1 |
| Sinus | 479 | AGON |
| Sinvik | 299 | MIA |
| Sinvik | 1599 | ETOLOS |
| Sioux | 893 | TARINA |
| Sioux | 2244 | RIO TIGRIS |
| Sioux | 41181 | FRONT HARRIER |
| Sippican II | 163 | SEAFARER |
| Sir Alexander Glen | 75790 | OCEAN MANDARIN |
| Sir Caradoc | 6036 | STAMVEIEN |
| Sir Charles | 140465 | SHIR KOOH |
| Sir Charles Hambro | 140465 | SHIR KOOH |
| Sir Charles Johnston | 197 | 20th JUNE |
| Sir Denys Lowson | 10239 | VANDOC |
| Sir Ernest Petter | 161 | FAIRMORSE |
| Sir Francis | 134 | ESTHER I |
| Sir Francis Drake | 646 | OF. PORVENIR |
| Sir Fred Parkes | 1550 | WAVENEY WARRIOR |
| Sir Gordon | 3936 | E. ORKANT |
| Sir Henry Morgan | 295 | APOLO DEL GOLFO |
| Sir John Crosbie | 1859 | TERRA NOVA |
| Sir John Fisher | 37811 | HELEN |
| Sir John Hunter | 75770 | NAFSIKA M |
| Sir Joseph G—B | 251 | ASSIF |
| Sir Lamorak | 1577 | NORMAN COMMODORE |
| Sir Lancelot | 6390 | LOWLAND LANCER |
| Sir Patrick S | 252 | DIECISEIS MARU |
| Sir Richard Hawkins | 646 | OF. TARAPACA |
| Sir Roy Fidge | 297 | AGGRESSOR |
| Sir Tristan | 1963 | MARINE EXPLORER |
| Sir Walter Raleigh | 1963 | MARINE EXPLORER |
| Sir William | 255 | ZEBONITA |
| Sir William Alexander | 2154 | H 22 |
| Sir William Luce | 198 | DHU YAZAN |
| Sira Giant | 1599 | A. H. GENOVA |
| Sira Girl | 489 | SIRA ODIN |
| Sira Ocean | 999 | GIMO TELLUS |
| Sira Trader | 1944 | WINCO TRADER |
| Siracusana | 4569 | BISANZIO |
| Sirafisk | 205 | BJORNOYBUEN |
| Sirafjord | 172 | STURE—GORAN |
| Sirafjord | 182 | SIDDIS GIRL |
| Siragard | 1490 | LINKA |
| Siragard | 1956 | BUILDER III |
| Sirahav | 113 | VERONICA |
| Siraholm | 1598 | STANELCO |
| Siralyn | 500 | BERGSTEIN |
| Siram | 7436 | MARITIME SUCCESS |
| Sirapil | 1120 | TALAAT |
| Sirara | 1946 | PRASLIN REEFER |
| Siravik | 999 | MONIA |
| Sireglen | 998 | MARINA |
| Sirena | 127 | FRECCIA ATLANTICA |
| Sirena del Golfo | 109 | CALYPSO |
| Sirena I | 36078 | SIRENA |
| Sirena No. 1 | 499 | PUK YANG No. 1 |
| Sirena No. 3 | 497 | PUK YANG No. 2 |
| Sirena No. 5 | 314 | PUK YANG No. 3 |
| Sirena No. 6 | 314 | MARVEN No. 2 |
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| Sirene III | 211 | ANITA C. |
| Siri | 192 | BENTE KARIN |
| Sirine | 5540 | DONG HSING |
| Sirion | 499 | UNIONE SECONDA |
| Sirius | 134 | REGULUS |
| Sirius | 140 | HAMNFJORD |
| Sirius | 251 | UCO XII |
| Sirius | 257 | TARNO AV HONO |
| Sirius | 299 | JUTO |
| Sirius | 499 | THEOFILOS I |
| Sirius | 837 | MARIAM |
| Sirius | 1944 | PAPER EXPRESS |
| Sirius | 2677 | BEAVER |
| Sirius | 3146 | ACAMAR |
| Sirius | 4469 | FENNIA |
| Sirius | 15858 | KALYPSO STAR I |
| Sirius | 16299 | LYRA |
| Sirius Cove | 164 | CAPE RAOUL |
| Sirius III | 17415 | HLS—2000 |
| Sirius Star | 198 | MICHIGAN |
| Sirius—S | 454 | JULIETA |
| Siriwatana | 2570 | SIAMSUPACHAI |
| Sirmac | 205 | JIM |
| Siroco | 790 | EULALIA M |
| Siroco | 3367 | AGIOS NIKOLAOS S |
| Sirona | 496 | PETROSTAR II |
| Sirontalo VI | 685 | UJUNG LERO |
| Sirontalo VII | 683 | DEWI MUTIARA |
| Sirpa Dan | 1949 | OCEAN SURVEYOR |
| Sirrah | 497 | TITAN |
| Sirri Arkan | 1594 | DEMIRCI MEHMET |
| Sirusa | 525 | DARPO LIMA |
| Sisak | 154 | BOK |
| Sisala | 37661 | DORIC CASTLE |
| Sishen | 88675 | SHENSI |
| Sisimiut | 721 | PELAGOS II |
| Sisina Pellegrino | 2676 | MAZAL II |
| Sismanyazici | 343 | MUSTAFA PAKSOY |
| Sissel Marianne | 442 | FRANTSEN JUNIOR |
| Sissy | 18063 | WEI XIN |
| Sistella | 544 | CAPTAIN IOANNIS S. |
| Sister Francis | 122 | DONA FRANCISCA |
| Sister Katingo(AS) | 21668 | CORNUCOPIA |
| Sister Star | 16952 | JEON JIN |
| Sistiana | 8904 | LIDO GARIBALDI |
| Sisu | 297 | STINNE PETER |
| Sisu | 497 | CAPE VERT LINE I |
| Sisy H | 1599 | MABROUK |
| Sit Tway | 4604 | SITTWE |
| Sita Elise | 20511 | BERGEN QUEEN |
| Sithonia | 493 | AGIOS GEORGIS |
| Sithonia II | 491 | IKAROS |
| Siti Akiko | 5683 | GIWI |
| Siti Anita | 6648 | SRIPINA |
| Siti Cheska | 3823 | KOKUTO MARU No. 1 |
| Siti Hamidah | 5619 | SITI AZERINA |
| Siti Helen | 4398 | DIAMOND STAR |
| Siti Kumiko | 4617 | HORNG HEN |
| Siti Lina | 5123 | ANATASE |
| Siti Meika | 4576 | XING YE 2 |
| Siti Mic | 4065 | ZHE HAI 717 |
| Siti Midah | 6703 | NEW HONOR |
| Siti Nova | 8612 | CARIBBEAN PEARL |
| Siti Pratima | 5577 | HAMIZAH |
| Siti Suyen | 6505 | ANGEL INI |
| Siti Yuka | 3948 | AMBASSADOR |
| Sitia | 7632 | TROPIC STAR |
| Sitia Bay | 9015 | EUROPEAN CONFIDENCE |
| Sitia Beauty | 6721 | MA. GUADALUPE |
| Sitia Future | 32100 | BRATULESTI |
| Sitia Glory | 24926 | PORT TALBOT |
| Sitia Pioneer | 16388 | PASCHALIS |
| Sitka | 288 | SITKA II |
| Sitkin | 191 | TONTO |
| Sitmar Fairwind | 24803 | DAWN PRINCESS |
| Sitmar FairMajesty | 63524 | STAR PRINCESS |
| Sitno | 3267 | NEW LUCK |
| Sitra Uno | 4535 | CANGURO FULVO |
| Situla | 799 | ISLA BOLIVAR |
| Situla | 886 | JIU LONG |
| Sium | 285 | CANTABRICO |
| Siv—Linda | 273 | CAILA |
| Sivana | 68630 | STANWICH |
| Sivilai | 1199 | SIAM MARINE |
| Sivona | 359 | GULLMARTANK |
| Siwa | 495 | RASOULA N |
| Siwa | 5043 | GOKOVA 1 |
| Six Gs | 154 | COYOTE |
| Sjannoy | 999 | BORGOYGUTT |
| Sjarmor | 249 | VILLA |
| Sjoa | 161 | OLAF |
| Sjobas | 189 | TORITA |
| Sjobris | 174 | KOSTERO |
| Sjobris | 440 | SEIKO |
| Sjoholm | 276 | HAVSNURP |
| Sjoholt | 12985 | ALBERTWILL |
| Sjollen | 270 | LOVE |
| Sjongtral | 297 | GLITTVAG |
| Sjoroyk | 145 | PETERSEN |
| Sjosport | 148 | MONS |
| Sjovaer | 205 | HAMILTON BANKER |
| Sjovarden | 279 | ZUIDERSTER 6 |
| Sjovarden | 358 | VEAFISK |
| Sjoveg | 156 | SKIVIK |
| Sjoveien | 247 | SVALBARD |
| Sjovern | 164 | HVITE ORN |
| Sjovik | 958 | BEAGLE I |
| Sjovik | 2930 | LOBO |
| Sjovik III | 958 | BEAGLE I |
| Sjurdaklettur | 217 | SKANSATANGI |
| Sjurdarberg | 846 | ANTUUT |
| Skaar Junior | 134 | SANDGREFSTUR |
| Skaarupsund | 177 | KLIPO |
| Skadi | 868 | TORNADO |
| Skafta | 499 | PANAGIA S |
| Skafta | 1506 | POLLY PROGRESS |
| Skaftafell | 723 | VASCO REEFER |
| Skafto | 217 | ESVAGT ECHO |
| Skaga | 3447 | UNITED TRUST |
| Skaga Sif | 3447 | UNITED TRUST |
| Skagatind | 1796 | ALECOS |
| Skagen | 1807 | PANTRADER |
| Skagerak | 134 | VIDAR |
| Skagerak | 231 | PERNILLE—VIBEKE |
| Skagern | 4426 | ICECRYSTAL |
| Skagerost | 155 | OGMUNDUR |
| Skagerrak | 661 | ARCHIPELAGOS |
| Skala | 285 | TALADI |
| Skalaberg | 840 | SKALABERG I |
| Skalafell | 100 | BRYNJOLFUR |
| Skalafell | 103 | KOPUR |
| Skalafossur | 1016 | RUTH |
| Skalanes | 299 | XIA SHUI YUN 24 |
| Skanden | 999 | CARINA |
| Skanderborg | 1575 | ALEJANDRA |
| Skandi Alfa | 494 | JIN HAI 5 |
| Skandi Ocean | 648 | CAM VULCAN |
| Skandi Pioneer | 1345 | MASTER ODIN |
| Skandia | 387 | SANDRA 1 |
| Skandia | 460 | STAR SKANDIA |
| Skandia | 12281 | ILYICH |
| Skandia C. I. | 387 | SANDRA 1 |
| Skandynawia | 3899 | TIAN HU |
| Skane | 499 | THIAKI |
| Skane | 7530 | MOBY KING |
| Skane Link | 20326 | POLARIS |
| Skanlith | 400 | SKANLILL |
| Skantic | 105 | LINE DALGAARD |
| Skantic | 129 | ROSLAND |
| Skardale | 102 | WEST HAWK |
| Skaregg | 196 | SKARVOY JUNIOR |
| Skaregg Junior | 196 | SKARVOY JUNIOR |
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| Solviken | 18552 | ATHOS |
| Solvind | 123 | TRAELSKJAER |
| Solvind | 373 | RINGFJELL |
| Solvstjęrnen | 383 | TERNINGEN |
| Solway | 199 | HUON GULF |
| Solway Firth | 1338 | DIXIE |
| Solway Fisher | 1338 | DIXIE |
| Soma Maru | 168 | DAISHIN MARU No. 26 |
| Somacopp II | 299 | ATAR I |
| Somacopp VI | 349 | ZEMOUR 1 |
| Somapeche Raja III | 349 | SALEH 1 |
| Somarello | 769 | MARIO BONETTI |
| Somaria | 4999 | SOUTHERN TRADER |
| Somers Bay | 8654 | SEA LINK |
| Somersby | 58797 | CHIA YUN |
| Somersbydyke | 1597 | GIANNIS |
| Somerset | 2335 | AFRODITI |
| Somersetbrook | 1599 | DEPASPED |
| Somerville | 4309 | MOHAMMED ABBAS |
| Somio | 695 | BINH CHANH |
| Sommen | 500 | HVAR |
| Sommen | 662 | BAMMEN |
| Sommerstad | 75603 | GOKTURK |
| Sommy | 2009 | ANGLO |
| Somogy | 1220 | EVDILOS |
| Sonap II | 12079 | ENALIOS PROTEUS |
| Sonaptanque | 366 | MACUSE |
| Sonar Belle | 145 | SALSEA BELLE |
| Sonderburg | 139 | LAMARA |
| Sonderstrand | 149 | BASEL |
| Sondith | 299 | SANDBJORN |
| Sondith | 424 | PAOLA |
| Soneck | 496 | MANOLIS III |
| Soneck | 1287 | AL HAMDOLILLAH |
| Soners Ace | 3660 | MARCH |
| Soners Bee | 3853 | BANGPAKAEW |
| Soners Linker | 10053 | AURORA T |
| Sonette | 31368 | CO—OP GRAIN |
| Song Be 10 | 314 | LONG SON |
| Songhua Career | 14053 | MAY STAR |
| Songkhla | 16123 | MURTER |
| Songkhla Navee | 12847 | HARRIER |
| Sonia | 498 | LIA |
| Sonia | 972 | ANTORAS II |
| Sonia | 30332 | NAFTILOS L. S. |
| Sonia I | 5512 | SHANE |
| Sonia Irene | 166 | VINGAFORS |
| Sonia M | 7233 | SONIC |
| Sonia S | 3579 | MALAGA I |
| Sonic II | 193 | TAURUS |
| Sonja | 109 | SEA BIRD |
| Sonja | 161 | OLAF |
| Sonja | 487 | ATLANTIC REEFER II |
| Sonja | 17433 | OT SONJA |
| Sonja Bewa | 1493 | EQUATOR GRACE |
| Sonja D | 455 | LA PAIMPOLAISE |
| Sonja Doris | 249 | MARI X |
| Sonja Egholm | 600 | MELINA |
| Sonja Gronbjerg | 137 | FLAMBOROUGH HEAD |
| Sonja Gronbjerg | 185 | SVANHOLM |
| Sonja Hove | 399 | DINNE |
| Sonja Irene | 149 | RIKKE WESTERAA |
| Sonja Jensen | 123 | KAS—KEN |
| Sonja Pedersen | 217 | SIREVAGSBUEN |
| Sonne | 177 | KLIPO |
| Sonneberg | 3715 | FALCON EYE |
| Sonnholm | 4795 | SU SHENG |
| Sonnodd | 199 | FJORDSYN |
| Sonnodd | 296 | ARON |
| Sonny V. | 103 | IRENE B II |
| Sono | 24561 | SAQQARA |
| Sonoda Reefer | 9996 | IPANEMA REEFER |
| Sonora | 600 | SAN MARTIN III |
| Sonship 1 | 384 | EBENEZER EXPRESS |
| Sonya | 970 | MAQUI |
| Sonya B | 130 | MR. CUROLE |
| Soo Gong No. 31 | 424 | WOO IL No. 33 |
| Soo Gong No. 51 | 5510 | TAE BAEK |
| Soo Gong No. 71 | 737 | HWA RANG No. 87 |
| Soo Gong No. 91 | 929 | SAM WON No. 77 |
| Soo Gong No. 92 | 929 | POONG SAN No. 1 |
| Soo Gong No. 301 | 404 | DAE BONG No. 1 |
| Soo Gong No. 302 | 416 | TAE BAEK No. 50 |
| Soo Gong No. 303 | 416 | TAE BAEK No. 31 |
| Soo Sung | 548 | HAE KUP No. 5 |
| Soo Yang | 889 | AIN JEMAA |

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|---|---|---|
| Soo Yang No. 1 | 615 | CAURANTA |
| Soodoc | 4490 | AMELIA DESGAGNES |
| Soon Fatt | 994 | HONG HUAT |
| Sopein I | 545 | AG—NEITIR |
| Sophia | 180 | DE RUYTER |
| Sophia | 15924 | RUBIN DOGA |
| Sophia | 65681 | YIH FOU |
| Sophia First | 12930 | KOTA JATI |
| Sophia II | 16432 | ORAHOVAC |
| Sophia M. | 16432 | ORAHOVAC |
| Sophia V | 499 | ANDORINHA |
| Sophie B | 4576 | LA BRIANTAIS |
| Sophie Schulte | 1595 | CORAL STAR |
| Sophie Wessels | 122 | OREGON |
| Sopot | 1588 | OLD FATHER |
| Sorabol | 5633 | HANRASAN No. 1 |
| Sorachi Maru | 4123 | SEA SERENADE |
| Sorachi Maru | 4440 | NOVA ZEMBLA |
| Soral | 35578 | SAN MARCO |
| Soren Fridolf | 679 | BAS |
| Soren Lanng | 219 | MARIE NORDFISK |
| Soren Peter | 195 | BURGUNDIA II |
| Sorim | 995 | CHUN JIN |
| Sorine Tholstrup | 201 | KOSMOGAZ |
| Sorine Tholstrup | 1599 | SORINE KOSAN |
| Sormovskiy 3061 | 3048 | BUNIYAT SARDAROV |
| Sormovskiy—4 | 2484 | ALEKSANDR PASHKOV |
| Sormovskiy—11 | 2484 | NIKOLAY LEBEDYEV |
| Sormovskiy—13 | 2484 | SAVVA LOSHKIN |
| Sormovskiy—22 | 2484 | ALEKSANDR PROKOFYEV |
| Sormovskiy—30 | 2484 | KAPITAN MANASEYEV |
| Sormovskiy—32 | 2484 | XVII SYEZD VLKSM |
| Sormovskiy—3002 | 2398 | GIDROSTROITEL A. P. ALEKSANDROV |
| Sormovskiy—3004 | 2398 | ALEKSEY AFANASYEV |
| Sormovskiy—3007 | 2398 | PROFESSOR VOLSKIY |
| Sormovskiy—3059 | 3041 | ALEKSANDR SHOTMAN |
| Sormovskiy—3062 | 3048 | GAZANFAR MUSABEKOV |
| Sormovskiy—3065 | 3048 | PYOTR ANOKHIN |
| Sorokos | 7993 | DIPPACH |
| Sorolla | 3319 | CAPTAIN OSSMAN |
| Soroy | 699 | GLOMMEN |
| Soroyfjord | 191 | HAJA |
| Sorrento | 1523 | FIVE STARS |
| Sorro | 900 | ASTRI |
| Sorstraum | 199 | TINGVIK |
| Sortral | 124 | OLE WILLASSEN |
| Sortun | 278 | ODDTUN |
| Sorvaer | 296 | RISTON |
| Sorvik | 512 | AUSTVAG |
| Soryu Maru | 256 | KASHII MARU |
| Soryu Maru No. 38 | 317 | SANYO MARU No. 5 |
| Soryu Maru No. 55 | 254 | YAKUSHI MARU No. 8 |
| Sosco I | 498 | GEORGIOS |
| Sosepia No. 1 | 326 | FAZARA I |
| Sota Alejandro | 859 | TAMBER RIVER |
| Sota Aranzazu | 1588 | BINISSALEM |
| Sota Arritokieta | 1594 | MANGO |
| Sota Begona | 1574 | MINGO |
| Sota Sir Ramon | 1585 | PLAYA DE ALCUDIA |
| Sota Yon | 1588 | ATALAYA DE ALCUDIA |
| Sote Jarl | 1597 | KHALAF |
| Soten | 108 | ENKOPING |
| Soten Maru | 200 | PERKASA 3 |
| Sotetsu Maru No. 1 | 997 | SONG THU |
| Sotiras | 7199 | VIGOROUS SWAN |
| Sotiras | 15394 | SOLSEA |
| Sotiria | 124 | SOULA |
| Sotiris | 5278 | OSIRIS I |
| Sotka | 599 | SAFETY UNION |
| Soto Maior | 916 | JOSE CACAO |
| Souad | 494 | SHEHNAZ |
| Soufflot | 10715 | LONDON BRIDGE |
| Soula K | 298 | GOLD FISH |
| Soula K | 399 | FAYROUZ |
| Soula L. | 298 | OZENDILER |
| Soulac | 272 | MALIKA |
| Soummam—1 | 235 | TESSALA II |
| Soun | 3743 | SILVER SHING |
| Soun Dos | 3969 | KEUM YANG ALBATROSS |
| Soun Tres | 3992 | XIAN FENG |
| Sound of Jura | 553 | QUINTANA ROO |
| Sound City | 3934 | STAR SEA |
| Sound Kuny | 498 | STAR LIGHT |
| Sounder | 101 | CAPT. BEN LEE |
| Sounion | 998 | EBENEZER C. |
| Sounion | 13540 | MED VITORIA |
| Sourdough Queen | 995 | EAST POINT |
| Souri | 337 | SUMATHI |
| Sousa | 298 | BUBISTA |
| South America | 12644 | KOREA HOPE |
| South American | 190 | W. T. COPPEDGE, Jr. |
| South Angela | 56003 | HELLESPONT ARCHER |
| South Bay | 43867 | SOUTH STAR |
| South Beauty | 35964 | TIROL |
| South Bridge | 17308 | EVANGELOS CH |
| South Cathay | 10705 | SNOW DRIFT |
| South Champion | 36031 | CALEDONIA |
| South City | 76299 | ZEUS |
| South Cliff | 499 | EVI V. |
| South Coast | 856 | GRY MARITHA |
| South Coast | 1864 | CALA FUSTAM |
| South Energy | 19666 | PRIME NOBLE |
| South Express | 12102 | LINDEN |
| South Faith | 6096 | AFRICAN GLORY |
| South Fortune | 68251 | M. N. ISTANBUL |
| South Fountain | 10714 | CHIQUITA TOWER |
| South Glory | 19077 | ERITHIANI |
| South Hawaiian | 44657 | MANHATTAN |
| South Islander | 7662 | CORAL ISLANDER |
| South Joy | 10409 | SANTIAGO STAR |
| South Light | 14273 | SEAPACE |
| South Mountain | 15688 | STAR MISSISSIPPI |
| South Pacific | 1166 | DON JUAN ZEE |
| South Pacific | 30339 | STAR OF MARIA |
| South Pacific | 44657 | MANHATTAN |
| South Peace | 18028 | SEAFIGHTER |
| South Pearl | 38995 | PEARL |
| South Rainbow | 30112 | ANTHI P. |

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| South Sea | 149 | PALERMO |
| South Sea | 486 | SHINKO MARU |
| South Sea | 3888 | NARAN |
| South Sea | 17308 | EVANGELOS CH |
| South Seas | 978 | OCEAN KIM |
| South Seas | 1201 | WESTERN KIM |
| South Shore | 448 | AL MOJIL XIX |
| South Sky | 30121 | PETROPOLIS |
| South Star | 17308 | EVANGELOS CH |
| South Venture | 35577 | EVER ADVANTAGE |
| South Victor | 54481 | IAPETOS |
| South View | 10712 | SANTOS STAR |
| South Vivien | 56003 | ASPILOS |
| South Winner | 1598 | KONG DONG DAO |
| South World | 3768 | CATTLEYA |
| Southella | 1496 | FALKLANDS DESIRE |
| Southern Accord | 15266 | HANDY ACCORD |
| Southern Ace | 2890 | RIRUCCIA |
| Southern Altair | 14286 | MENINA FABIANA |
| Southern Aster | 14286 | MENINA FABIANA |
| Southern Belle | 14031 | ATLANTIC SAPPHIRE |
| Southern Breeze | 144 | MISTAL |
| Southern Breeze | 3848 | POEMI GALAXY |
| Southern Comfort | 109 | CAPITANO |
| Southern Cosmos | 14031 | ESPERANCE |
| Southern Cross | 290 | UCO XI |
| Southern Cross | 976 | SAN ANDRES |
| Southern Cross | 2427 | SOUTHERN GLORY |
| Southern Cross | 2479 | HUA YUN 1 |
| Southern Cross | 4964 | PEACOCK |
| Southern Cross | 5506 | SOUND ROYAL |
| Southern Cross | 6804 | LONG THANH |
| Southern Cross | 12212 | CARBRIDGE |
| Southern Cross | 14776 | AZURE SEAS |
| Southern Cross II | 6804 | LONG THANH |
| Southern Cross Trader | 104196 | PELOPIDAS V |
| Southern Cruiser | 3816 | BATANGAS |
| Southern Dawn | 1447 | JET III |
| Southern Diamond | 8516 | MAULLIN |
| Southern Dragon | 1683 | WELL VOY No. 1 |
| Southern Eagle | 4461 | STOLT MAGNOLIA |
| Southern Enterprise | 239 | SHAZA |
| Southern Fair | 4441 | UNIX FAIR |
| Southern Fisher | 379 | FISHER |
| Southern Friendship | 8733 | SAINT SPIRIDON |
| Southern Gale | 64618 | SUNNY CLIPPER |
| Southern Gambler | 612 | HODDEVIK |
| Southern Gem | 224 | SANTA MONICA |
| Southern Gold | 199 | HUON GULF |
| Southern Guider | 727 | BIRKELAND |
| Southern Gulf | 198 | WATER SPIRIT |
| Southern Harper | 620 | KARAHAV |
| Southern Highway | 8554 | SOUTHERN PRINCESS |
| Southern Island | 2690 | MULTITANK CALABRIA |
| Southern Isle | 498 | COASTAL NOMAD |
| Southern III | 228 | ANGELENA B. |
| Southern Jay | 26195 | WESTERN SHIELD |
| Southern Jester | 588 | STRILHVAL |
| Southern Joker | 685 | GRETE KRISTIN |
| Southern Knight | 113 | MONICA |
| Southern Knight | 282 | C—TRUC No. 3 |
| Southern Lady | 7267 | TONGSHUN |
| Southern Laurel | 5429 | CENTRAL REEFER |
| Southern Leader | 1706 | HARVEST LEADER |
| Southern Maid | 268 | RIBARDI TIDE |
| Southern Mar | 258 | G/P IV POINT |
| Southern Mercury | 3672 | FORTUNE FREIGHTER |
| Southern Navigator | 1290 | BOS ASPHALT |
| Southern Navigator | 4479 | KILCHEM BISCAY |
| Southern Ocean | 9986 | THEAGENIS |
| Southern Pacific | 1073 | JEANETTE DIANA |
| Southern Pacific | 18596 | CONSENSUS PACIFIC |
| Southern Pride | 174 | CAL DIVER II |
| Southern Princess | 2972 | POEMI SYMPHONY |
| Southern Progress | 18596 | CONSENSUS PROGRESS |
| Southern Queen | 399 | SOUTHERN WARRIOR |
| Southern Reaper | 270 | BAIA DE ZARCO |
| Southern Reefer | 487 | SAN GEORGIO REEFER |
| Southern Ruby | 3945 | BANGKHUNSRI |
| Southern Ruby | 14444 | YANG ZONG HAI |
| Southern Sailor | 434 | HVALUR 6 |
| Southern Scott | 105 | FLEETWOOD LADY |
| Southern Seas | 248 | SHEIKH ABDULAZIZ |
| Southern Service | 199 | ISABELLE |
| Southern Sky | 441 | CIUDAD DE MEXICO |
| Southern Spray | 802 | SIN YANG |
| Southern Star | 192 | ARCTIC ROSE |
| Southern Star | 611 | SOUTHERN VICTOR |
| Southern Star | 1126 | CARIBOU REEFER II |
| Southern Star | 3480 | AGIOS SPYRIDON I |
| Southern Star II | 984 | MILLION No. II |
| Southern Striker | 324 | OCEAN STRIKER |
| Southern Tide | 787 | ALADIN |
| Southern Trader | 490 | BELIZE REEFER |
| Southern Truce | 466 | TAMITO |
| Southern Union | 3403 | BEARCAT |
| Southern Union | 4546 | LU HAI 50 |
| Southern Universal | 5429 | CENTRAL REEFER |
| Southern Venture | 498 | CHRISOPIGI |
| Southern Venture | 499 | ADEL |
| Southern Victor | 1506 | OCEAN VICTORY 1 |
| Southern Virgo | 22091 | VIRTUE |
| Southern Wealth | 35954 | ATLANTIC SOVEREIGN |
| Southern Wilcox | 427 | HVALUR 7 |
| Southern 907 | 299 | NAN FANG 907 |
| Southern 908 | 300 | NAN FANG 908 |
| Southern 909 | 298 | NAN FANG 909 |
| Southgate | 3480 | AGIOS SPYRIDON I |
| Southgate | 19256 | IOLCOS LEGEND |
| Southland | 14819 | YOUMING |
| Southleigh | 115 | EURODIVE 1 |
| Southward Ho | 421 | SANDPIPER |
| Southwark | 2985 | KAILASH |
| Southwind | 11321 | MARY |
| Sovereign | 109 | NAPREDAK |
| Sovereign Accord | 9913 | ACX ROBIN |
| Sovereign Clipper | 103 | SOPHIE MARIE |
| Sovereign Crystal | 1971 | SKIPPER |
| Sovereign Express | 9446 | ACX CANARY |
| Sovereign Jade | 1455 | BYBLOS |

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| Sovetskaya Gavan | 3936 | TIGER SHARK |
| Sovfracht | 26000 | DELTA TRIDENT |
| Sovinflot | 26000 | PACIFIC TRIDENT |
| Sovrom | 196 | NEGOIU |
| Sowa Maru | 2361 | ALLWELL PREMIER |
| Soya | 150 | PAIKAN |
| Soya Maru | 6997 | SOYA |
| Soya Maru No. 1 | 537 | TSUGARU |
| Soya Maru No. 7 | 999 | SEA BRIDGE No. 111 |
| Soya Maru No. 8 | 998 | HIYAMA |
| Soya V | 198 | LANGSTRAND |
| Soya—Atlantic | 9495 | MIXTECO |
| Soyo | 1987 | TAHUNA |
| Soyo Maru | 1912 | NAGA CITY |
| Soyo Maru | 19375 | ALINDA |
| Soyo Maru No. 38 | 142 | BOUK IL |
| Soyokaze Maru | 2907 | SOYOKAZE |
| Soyoung | 3682 | TRADE WIND |
| Sozan Maru | 189 | TAKE MARU No. 33 |
| Sozopol | 161 | ZVEZDITZA |
| Sozyu Maru | 450 | KIYO MARU No. 2 |
| Sp—11 | 1632 | SUN SUPPORTER |
| Spaarneborg | 392 | SHEILA MARIA |
| Spaarnestroom | 793 | HYE PROSPERITY |
| Spabunker Tres | 1976 | TAKIS E |
| Space Ship | 121 | MERIDIAN PRIDE |
| Spacious | 8766 | APOSTOLIS II |
| Spalla | 499 | AL SALAM II |
| Span Prima | 4933 | COSTANZA |
| Span Terza | 14638 | ANANGEL HORIZON |
| Spanish Wasa | 15234 | ANADOLU IKI |
| Sparkle | 2730 | SPARKLES |
| Sparrows Point | 249 | SPARTA |
| Sparrows Point | 11691 | BUCKEYE |
| Sparta | 8825 | LACON |
| Spartan | 297 | SPARTAN II |
| Spartan Bay | 4183 | KALYON |
| Spartan I | 297 | SPARTAN II |
| Spartan Runner | 11488 | M. HASS |
| Spartan Service | 297 | SPARTAN II |
| Spartan Spirit | 530 | MIRNA M |
| Spartan Tide | 1079 | NICO SHINDAGHA |
| Sparti | 381 | ELEFTHERIA II |
| Sparti | 493 | FOTINI |
| Sparto | 6373 | HONG QI 138 |
| Sparto | 29895 | PETRA |
| Spassk—Dalniy | 3234 | WEI ZHI 1 |
| SPB Gulf 1 | 198 | GULF 1 |
| Specht | 299 | SAINT JOSEPH II |
| Specialist | 33082 | GRETCHEN W |
| Speco Ace | 3901 | NIAGA 54 |
| Speco Baron | 3901 | ADITYA JYOTI |
| Speco Express | 2712 | ZENKEN MARU |
| Speco Trust | 2408 | JIN MA |
| Specsudno 1 | 1680 | ALI AMIROV |
| Spectra J. | 32662 | YIANNIS P. V. |
| Spediter 3 | 218 | OTOCI |
| Speed | 497 | AGHIA ZONI |
| Speed Bulk | 1594 | BARCO |
| Speed Leaf | 1391 | CHAMLONG |
| Speed One | 3791 | SIM LEE |
| Speed Prosper | 972 | OVERSEAS PRINCE |
| Speed Trader | 385 | SURYADI |
| Speedlink Vanguard | 4078 | NORMANDIE SHIPPER |
| Speedmedit | 1542 | JAMIL |
| Speedster Universal | 6773 | IRAN MOFID |
| Speedway | 398 | O'SHEA EXPRESS |
| Speedway | 1592 | KERRY EXPRESS |
| Speedy | 298 | LILAU |
| Speedy | 982 | AMAZING GRACE |
| Speedy Mariner | 154 | PU 1501 |
| Speedy Princess | 298 | LILAU |
| Spenning | 689 | BROA |
| Spenser | 1732 | HAI WIN |
| Speranza | 700 | EUROPE 92 |
| Spero | 6500 | SAPPHO |
| Spero | 12907 | FENG TAI |
| Spervik 1 | 1612 | LUSITANIA EXPRESSO |
| Spes | 148 | AVONTUUR |
| Spes | 479 | SEA CARRIER I |
| Spes | 10146 | ULYSSUS |
| Spes Aurea | 115 | EURODIVE 1 |
| Spes No. 1 | 479 | SEA CARRIER I |
| Spes Nostra | 103 | ANNA MARIA |
| Spes Prima | 448 | MEGALOCHARI III |
| Spes Unica | 196 | CROIX IZAN |
| Spey Bridge | 65405 | KARADENIZ S |
| Speyer | 5616 | SEA GULL |
| Sphinx | 8709 | KARABIEVERETT |
| Sphinx | 8758 | ONYX |
| Sphinx I | 9832 | SPHINX |
| Spica | 165 | PACIFIC MIST |
| Spica | 293 | EGADI EXPRESS |
| Spica | 16899 | ADITYA VIJAY |
| Spica III | 298 | DAHLIA—8 |
| Spido | 497 | AMELIE |
| Spiegelberg | 10243 | TUZLA |
| Spiegelgracht | 1539 | AL WAKRAH |
| Spiekeroog | 130 | KATLAND |
| Spiekeroog | 250 | ELEUTHERA EXPRESS |
| Spiekeroog | 893 | IONION |
| Spiekeroog II | 199 | HARLE KURIER |
| Spiliada | 12277 | PAX |
| Spinanger | 16595 | NCC YAMAMAH |
| Spindletop | 148 | REAL THING |
| Spindletop | 224 | NICKPATRICK |
| Spio | 139019 | BOREE |
| Spire | 6962 | PERLA ONE |
| Spire Cross | 12143 | ANGELIKI R |
| Spirit | 162 | ZEUS |
| Spirit of Free Enterprise | 7951 | PRIDE OF KENT |
| Spirit of Friendship | 279 | JET No. 7 |
| Spirit of Liberty | 20947 | MISSION BUENAVENTURA |
| Spirit of London | 17503 | STARSHIP MAJESTIC |
| Spirit of Mahe | 1595 | VEMAOIL |
| Spirit of Victoria | 128 | BAHTERA MAS III |
| Spirit Sky | 389 | IERLANDIA |
| Spirit Thor | 496 | M. C. THUNDER |
| Spiro Xydias | 180 | ITALIA APONTE |
| Spiros | 109 | NERAIDA EXPRESS |

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| Spitalertor | 499 | LEVENT S |
| Spitha | 20486 | KING SAILOR |
| Spithead | 962 | BILLIS |
| Spitsbergen | 697 | SILVIO S |
| Spitzbergen | 126 | RONNER |
| Spitzerdorf | 610 | NATASHA |
| SPK—20/35 | 606 | CELTNIS—20 |
| Splendid | 999 | SARA GHAWAR |
| Splendid Albatross | 15511 | SUPREME |
| Splendid Fortune | 9070 | DELIGHT GLORY |
| Splendid Hope | 15053 | SPARKLE SUN |
| Split | 5919 | ATLANTIC |
| Split | 14724 | CARIBBEAN CARRIER |
| Spoorsingel | 500 | ANINA |
| Sporades | 17612 | MEKHANIK GAROVNIK |
| Sport Rover | 906 | CROWN PRINCESS MARTHA |
| SPP—023 | 166 | KRASNOGORETS—23 |
| SPPP—17 | 153 | VODOLEY—2 |
| Sprague Arcturus | 18494 | NISSOS IOS |
| Sprague Capella | 18583 | ROSSINI |
| Spray | 347 | SUMATRA JAYA |
| Spray | 903 | LIDA |
| Spray Cap | 14760 | STORK |
| Spray Derrick | 31742 | FENG CHANG |
| Spray Fish | 243 | PUNTA LIBECCIO |
| Spray Stan | 14376 | THORHILD |
| Spray Tanao | 33240 | BEVERLEE |
| Spray Ticao | 33240 | MONICA |
| Spraycrest | 468 | POLINA |
| Spraynes | 12982 | IFIGENEIA |
| Spraynes | 19353 | BARKALD |
| Spree | 443 | BECKS |
| Spree III | 125 | BERING |
| Spreestein | 4874 | WAN PING |
| Spring Ballad | 12111 | SPRING PANDA |
| Spring Bird | 12113 | SPRING BEE |
| Spring Blossom | 12111 | SPRING BOB |
| Spring Blossom | 12111 | SPRING PANDA |
| Spring Breeze | 12340 | SPRING TIGER |
| Spring Creek | 117 | ARJUNA |
| Spring Desire | 12783 | SPRING DREAM |
| Spring Dream | 12615 | SPRING BEAR |
| Spring Eagle | 22009 | PRABHU JIVESH |
| Spring Falcon | 24643 | SERIFE |
| Spring Mist | 990 | UNIMAK ENTERPRISE |
| Spring Odessa | 43494 | ELISA F. |
| Spring Rain | 282 | WESTERN ENTERPRISE |
| Spring Seagull | 24943 | NORDSUND |
| Springcrag | 329 | SPITHEAD TRADER |
| Springeren | 133 | STAR CAPRICORN |
| Springfield | 482 | OIL EXPRESS |
| Springfinch | 331 | COAST RUNNER |
| Springheather | 259 | TINGHOLM |
| Springwood | 528 | DELFINO |
| Springwood | 814 | ADDERSTONE |
| Sprint | 490 | CAT |
| Sprint | 1345 | ALEXANDRA VIKING |
| Sprinter | 962 | AL FATEMAH II |
| Sprite | 1339 | EMERALD SPRITE |
| Spruce | 8813 | IVORY |
| Spruce | 9794 | CLOVER TRUST |
| Sprycarrier | 27833 | LEVANTES |
| Spurn Bank | 103 | HOUND BANK |
| Spurt | 399 | WESSAM |
| Spurven | 499 | ANNIE MARGIT |
| Spyro | 1933 | UNION PUSAN |
| Spyros A. Lemos | 16794 | SOLIN |
| Spyros A. Lemos | 26481 | GU HAI |
| Spyros D. | 853 | AEGINA III |
| Squalo | 109 | SQUALO I |
| Squalo Secondo | 428 | MARLEPA |
| Srbija | 16992 | SLAVONIJA |
| Sri Hamida | 6703 | NEW HONOR |
| Sri Indra | 1071 | ISTANA I |
| Sri Liming | 1112 | TRANSBULK |
| Sri Mahkota | 1062 | SINAR SURYA |
| Sri Maya | 1197 | JESSELTON |
| Sri Melati | 907 | SINAR SAKTI |
| Sri Nam Hua No. 4 | 998 | BUILDER II |
| Sri Phen Sinn | 2722 | TAVEECHAI MARINE |
| Sri Rompin | 187 | SRI KEMASIK |
| Sri Santubong | 666 | PANPHILA |
| Sri Seria | 225 | AKAR DJAJA |
| Sri Trengganu | 241 | SRI LANJUT |
| Sri Tutoh | 257 | HONG WOON |
| Sri Vanca I | 279 | SUNGAI LIAT |
| Srikandi | 3410 | CHANG LONG |
| Srisuda | 1474 | BANGKOKNOI |
| SRP—150K No. 11 | 159 | KRASNOGORETS—11 |
| SRP—150K No. 12 | 159 | KRASNOGORETS—12 |
| SRTM 1243 | 558 | SLAVA KERCHI |
| SRTM 1252 | 346 | ARGONAFTIS |
| SRTM 1254 | 600 | GEROI KERCHI |
| SRTM 1424 | 648 | NISHTUN |
| SRTM 1425 | 648 | QUSAYER |
| SRTM—8401 | 699 | POGRANICHNIK BUYNEVICH |
| SRTM—8402 | 699 | POGRANICHNIK PETROV |
| SRTM—8408 | 699 | POGRANICHNIK YURIN |
| SRTM—8409 | 699 | POGRANICHNIK KOZHUKHOV |
| SRTM—8410 | 699 | POGRANICHNIK YERMOLYUK |
| SRTM—8414 | 699 | POGRANICHNIK DERGACH |
| SSA Sungei Gerong | 347 | AL MARHOON |
| Ssangyong No. 33 | 422 | POONG SAN No. 88 |
| SSS Foochow | 1252 | TOISA COUGAR |
| SSS Fortune | 1252 | GRYF |
| SSS Freetown | 1252. | OREL |
| SSS Fremantle | 1252 | TOISA LYNX |
| SSS Seattle | 1252 | SOOSC BEIJING |
| SSS Shanghai | 1252 | KONDOR |
| SSS Singapore | 1252 | BERKUT |
| SSS Surabaya | 1252 | LADY KIRRY |
| SSS Sydney | 1252 | TOISA SYDNEY |
| Ssu Pioneer | 491 | ISABELA EXPRESS |
| ST 487 | 137 | CATUMBELA |
| ST 508 | 155 | GRACI |
| ST 676 | 149 | MANAPLA |
| ST 677 | 139 | SIRIUS |
| ST 688 | 132 | CALA ROSSA |
| ST 689 | 135 | ALGERIA |
| ST 693 | 140 | SEA ISLANDER |
| ST 699 | 139 | SIROLO |
| ST 701 | 149 | MANATEE |
| ST 702 | 140 | DELIJAH |
| ST 713 | 137 | ALBERTO COMITARDI |
| ST 716 | 143 | TANDA 11 |
| ST 717 | 146 | CAPT. BOB FACE |
| ST 718 | 137 | ATLAS |
| ST 721 | 143 | DENISE |
| ST 725 | 149 | MARJORIE J. WINSLOW |
| ST 728 | 137 | DANDE |
| ST 732 | 123 | ATTIS |
| ST 740 | 152 | LAURGAIN SPEEDY |
| ST 741 | 155 | ARMADORES II |
| ST 742 | 172 | PERAMERI |
| ST 745 | 150 | VANDOMA |
| ST 747 | 136 | LORMONT PRIMO |
| ST 748 | 153 | LEO |
| ST 754 | 146 | SHARON P. |
| ST 755 | 141 | AGIA IRINI |
| ST 763 | 134 | JUPITER |
| ST 764 | 132 | POLARIS |
| ST 769 | 150 | OUENZA |
| ST 771 | 136 | ALTAIR |
| ST 774 | 132 | DENEB |
| ST 775 | 132 | ALDEBARAN |
| ST 776 | 134 | VEGA |
| ST 779 | 134 | ARGUS |
| ST 781 | 134 | REGULUS |
| ST 782 | 134 | SATURN |
| ST 844 | 157 | ELIS O |
| ST 874 | 147 | TECO 2 |
| ST 882 | 148 | MIGUELITO |
| St 884 | 124 | PILOT 1 |
| ST 706 USA | 145 | EL CAPITAN |
| St. Abbs Head | 646 | SAFFORA I |
| St. Alban | 736 | SEA RIDER |
| St. Andrews | 436 | PHAROS—CH |
| St. Angelo | 140 | EVRIPOS I |
| St. Ann's Bay | 3442 | GREGORY |
| St. Anne of Alderney | 300 | ST. ANNE |
| St. Anselm | 7405 | STENA CAMBRIA |
| St. Antonius | 499 | OSTWIND |
| St. Aquarius | 7947 | TROPIC QUEST |
| St. Aubin | 12539 | CALATAGAN |
| St. Bartholomew | 422 | CAM VANGUARD |
| St. Benedict | 1453 | WILL WATCH |
| St. Benedict | 120776 | ALVAND |
| St. Brendan | 5607 | MOBY VINCENT |
| St. Cathariness | 17065 | ASIAN ERIE |
| St. Catherine | 199 | LADY IN BLUE |
| St. Christopher | 132 | SEA WIFE |
| St. Christopher | 7399 | STENA ANTRIM |
| St. Claude | 384 | LINDFIELD |
| St. Clemens | 22553 | PACIFIC JADE |
| St. Columba | 7836 | STENA HIBERNIA |
| St. Croix | 128 | TRITON |
| St. Cróix | 18121 | REGINA OLDENDORFF |
| St. David | 433 | BRITANNIA MONARCH |
| St. David | 7196 | STENA CALEDONIA |
| St. Edmund | 8987 | ROZEL |
| St. Elmo | 168 | KATRIN |
| St. Erik | 235 | KUNG ERIK |
| St. Ewe | 432 | SHU' ALAH |
| St. George | 7216 | SCANDINAVIAN DAWN |
| St. George | 24407 | AIDA |
| St. Giles | 658 | SEA SHEPHERD II |
| St. Halvard | 176 | ST. JOHN |
| St. Helena | 3150 | AVALON |
| St. Helena Island | 3150 | AVALON |
| St. Isidro | 3922 | BANGLUANG |
| St. Jacobi | 16766 | DONA OURANIA |
| St. Jason | 1343 | MOUNT KENT |
| St. Jasper | 1254 | SEABOARD INTEGRITY |
| St. Jean Baptiste De La Salle | 550 | SOUTHERN SAINT |
| St. Jerome | 1254 | SEABOARD INTREPID |
| St. Joe Pride | 125 | CHIP AND CATHERINE |
| St. Joe Pride II | 127 | CRAIG AND ROBBIE |
| St. John | 241 | BADMINTON |
| St. John | 7053 | SEA LADY |
| St. Julien | 1682 | OSTERSJOEN |
| St. Katharinen | 16822 | IONIO |
| St. Lawrence Navigator | 18788 | CANADIAN NAVIGATOR |
| St. Lawrence Prospector | 18527 | CANADIAN PROSPECTOR |
| St. Loman | 1759 | UKSNOY |
| St. Lucian | 140 | HERACLES |
| St. Luke | 114 | AMIN |
| St. Maartine No. 30 | 269 | GHANAM |
| St. Magnus | 915 | PARSETA |
| St. Marcos | 43681 | KOS |
| St. Marie | 216 | EMERALD C. |
| St. Martin No. 27 | 301 | PATRONE |
| St. Michael | 107 | MIDNIGHT SUN |
| St. Michael | 187 | ALEUTIAN MARINER |
| St. Michael | 397 | MELANI |
| St. Monica | 5077 | NEDA FORESI |
| St. Nicholas | 1578 | MERCS KUMANA |
| St. Nicholas | 13431 | AYNUR URKMEZ |
| St. Nicholas | 17043 | STENA NORMANDY |
| St. Nicolas Express | 298 | SIMBY |
| St. Nikolaus 1 | 174 | RIA I |
| St. Panteleimon | 2688 | CHIQUITA |
| St. Patrick | 232 | EMPIRE PIERROT |
| St. Paul River | 6096 | AFRICAN GLORY |
| St. Pedro No. 2 | 344 | SATEM TUNA |
| St. Pedro No. 38 | 144 | KWANG HAE No. 101 |
| St. Pedro No. 51 | 254 | HAE WANG 207 |
| St. Pedro No. 52 | 254 | HAE WANG No. 208 |
| St. Pedro No. 62 | 138 | KWANG HAE No. 102 |
| St. Petri | 25117 | MARIETTA C |
| St. Petri | 38297 | ADONIS |
| St. Raphael | 47525 | BROMSGAARD STAR |
| St. Rognvald | 941 | RAS—HALAGUE |
| St. Rosalie II | 117 | MOTHER AND GRACE |
| St. Therese | 184 | MARINE GREYHOUND |
| St. Thomas | 241 | BLENHEIM |
| St. Thomas No. 101 | 339 | MARITIME UNION 2 |
| St. Thomas No. 102 | 349 | TAHA 1 |
| St. Vincent | 44489 | BAYOVAR |
| St. Walburg | 462 | GERDA |
| St. Woolos | 152 | ZARETALLAH |
| St—Cergue | 35707 | MARE BALTICO |
| ST—524 | 145 | CALLANAN No. 1 |
| ST—853 | 143 | MILDRED A |
| Stabben Junior | 163 | STJORNFJELL |
| Stabenko | 16975 | MATHRAKI |
| Stabiese | 187 | GENCA SECONDO |
| Stabor | 64670 | NAVIOS PROTECTOR 2 |
| Stacarrier | 19483 | KALMA |
| Stacey Lamar | 101 | LADY DEBORAH |
| Stacey Tide | 197 | CLEAN WATERS I |
| Stacia | 489 | KATERINA I |
| Stacia Smits | 489 | KATERINA I |
| Stacie Antonette | 1106 | JAI WON APOLLO |
| Stackgarth | 306 | SANTA CRUZ 4 |
| Stacouver | 32173 | VANCOUVER |
| Stacy & Amy | 101 | KENTUCKY GAL |
| Stad Breeze | 497 | STM MARKAB |
| Stad Flex | 2960 | ATLANTIC WARRIOR |
| Stad Girl | 1599 | MORECAMBE DIVER |
| Stad Minerva | 497 | A. H. PORTOFINO |
| Stad Neptun | 1599 | MAERSK ASSISTER |
| Stad Sailor | 499 | FAR SAILOR |
| Stad Scandia | 1547 | GRAMPIAN HIGHLANDER |
| Stad Scandia | 1599 | FAR GRIMSHADER |
| Stad Scotia | 1345 | CECILIE VIKING |
| Stad Scotsman | 453 | RED CONDOR |
| Stad Scout | 370 | HUALONG |
| Stad Sea | 496 | RED FALCON |
| Stad Senior | 491 | FAR SENIOR |
| Stad Senja | 1832 | NORTH CRUSADER |
| Stad Sky | 453 | PAN SKY |
| Stad Sleipner | 1599 | FAR SLEIPNER |
| Stad Spirit | 1381 | FAR SPIRIT |
| Stad Spring | 434 | BRITISH FORAGER |
| Stad Supplier | 496 | VIKING PRINCE |
| Stad Troll | 1670 | STRATHFARRAR |
| Stad Ulstein | 1536 | LOCHNAGAR |
| Stad Zwolle | 10394 | MONTE SPINETO |
| Stade | 291 | ROLF VIKING |
| Stadeland | 495 | MARY EXPRESS |
| Stadersand | 499 | MATINA—D |
| Stadido | 41766 | SIENNA |
| Stadland | 218 | EL SALINERO |
| Stadland | 395 | PARAISO |
| Stadt Aschendorf | 499 | PATRITSIA V |
| Stadt Borkum | 290 | PRINCESS ISABELLA |
| Stadt Brake | 499 | NORFIELD |
| Stadt Bremen | 70872 | BLOOMING ORCHARD |
| Stadt Elsfleth | 3442 | GREGORY |
| Stadt Enckhuysen | 247 | SOUTHERN ATALANTA |
| Stadt Essen | 489 | AUTA MANUEL |
| Stadt Flensburg | 235 | HAVSVINDEN |
| Stadt Heiligenhafen | 284 | ATLANTIC X |
| Stadt Heiligenhafen | 821 | HARLE EXPRESS |
| Stadt Husum | 149 | HAUKE HAIEN |
| Stadt Kiel I | 821 | HARLE EXPRESS |
| Stadt Kiel 11 | 999 | PIDDER LYNG |
| Stadt Leer | 436 | KATERINA M. |
| Stadt Leer | 2800 | VALIANT |
| Stadt Neustadt | 298 | SPIEKEROOG II |
| Stadt Rendsburg | 489 | AUTA MANUEL |
| Stadt Schleswig | 404 | ORIENT STAR I |
| Stadt Wittmund | 199 | HARLE KURIER |
| Stadt Wolfsburg | 13799 | RYONG GANG |
| Stadtrat Steingraber | 410 | RUMM HART I |
| Staffan | 492 | AGELIKI II |
| Staffetta Jonica | 4758 | CANGURO GRIGIO |
| Staffetta Jonica | 11324 | ARBOREA |
| Staffetta Ligure | 11315 | CARALIS |
| Staffetta Mediterranea | 11346 | TORRES |
| Stafford | 7632 | TROPIC STAR |
| Stafnes | 189 | THORSLAND |
| Stahleck | 3483 | STARMAN AUSTRALIA |
| Staholm | 16019 | HACI RESIT KALKAVAN |
| Stain | 500 | CAPITAN MARTINEZ TAMAYO |
| Stainless Anne | 1582 | LEMAN |
| Stainless Carrier | 491 | CAPITAN OLO PANTOJA |
| Stainless Duke | 1558 | AMBIORIX |
| Stainless Duke | 3177 | CENTAUR PROSPERITY |
| Stainless Fighter | 7145 | SHROPSHIRE |
| Stainless Master | 7145 | HEREFORDSHIRE |
| Stainless Patriot | 1599 | POLISAN I |
| Stainless Prince | 6041 | CARLOS J |
| Stainless Shipper | 2973 | VIBRO |
| Stainless Spray | 6471 | SAN NICOLAS |
| Stainless Supplier | 2977 | TIGER RAG |
| Stainless Tanker | 500 | CAPITAN MARTINEZ TAMAYO |
| Stainless Trader | 1588 | DIEGO C. |
| Stainless Transporter | 1160 | STAINLESS PRINCESS |
| Stainless Warrior | 1591 | LADY AUGUSTA |
| Stakara | 17484 | ATHENIAN HARMONY |
| Stakksafossur | 265 | ANITA |
| Stalaktitovyy | 652 | DONG LANH |
| Staland | 16555 | OKARINA |
| Stalbjorn | 191 | FROYVARDEN |
| Staleader | 22607 | CONFIDENCE |
| Stalegg | 457 | CAM PUMA |
| Stalegia | 42501 | MANHATTAN PRINCESS |
| Stalheim | 1441 | PARDI |
| Stallion | 2361 | ISLA DE CARTUJA |
| Stallion One | 544 | LION |
| Stalo 2 | 21228 | MARITSA |
| Stalskjell | 197 | SALMO SALAR |
| Staltor | 240 | STALODD |
| Staltor | 650 | PETERSEN |
| Stalwart | 153 | AGHIOS GEORGIOS |
| Stalwart | 332 | SANTA ROSA |
| Stamenis | 17487 | MARIGOLD |
| Stamford | 5350 | STAR—ACE |
| Stamsund | 299 | HIMMELTINDEN |
| Stamsund | 1195 | OLYMPE |
| Stamura | 484 | DANNY CREMONA |
| Stamura | 836 | GUNGA DIN |
| Standahl | 147 | GULMA |
| Standard Oiler | 711 | RECOVERER |
| Standard Venture | 37128 | SEA COMMANDER |
| Standby Pioneer | 498 | GRAMPIAN PIONEER |
| Standby Pride | 498 | GRAMPIAN PRIDE |
| Standby Protector | 498 | GRAMPIAN PROTECTOR |
| Stanford | 29937 | EASTERN ADVENTURE |
| Stanislava | 1407 | IELA |
| Stanley D | 423 | PALINURUS |
| Stanley M. Fisher | 101 | KATHERINE |
| Stanne | 122 | LAIBOT |
| Stanne | 197 | HELLE KRISTINA |
| Stanolind 3 | 260 | SOUTH BEACH |
| Stanolind 27 | 148 | FORWARD |
| Stanpool | 5469 | BOGDAN KHMELNITSKIY |
| Stanvac Alor | 3497 | PNOC CANTHO |
| Stanvac Bataan | 3497 | PNOC CANTHO |
| Stanvac Brisbane | 11080 | MARINE DUVAL |
| Stanvac I | 741 | MEGHNA |
| Stanvac Jurong | 690 | OCEAN LIBERTY |
| Stanvac Meghna | 741 | MEGHNA |
| Stanvac Meridian | 28218 | SEMINOLE |
| Stanvac Sumba | 3452 | PNOC CAMRANH |
| Stanvac Visayas | 741 | MEGHNA |
| Stapafell | 615 | LUCKY S |
| Stapavik | 327 | VIKURBERG |
| Star | 229 | ARDIMENTOSO |
| Star | 293 | DON |
| Star | 299 | NORTHHOLM |
| Star | 675 | CAPTAIN SALAH |
| Star | 1094 | AVEBE STAR |
| Star | 1586 | EFTYCHIA |
| Star | 9134 | CEDAR HILL |
| Star A | 472 | POUNENTES |
| Star Abadan | 17372 | INDONESIA VICTORY |
| Star Abadan | 27074 | ARLBERG |
| Star Acadia | 17338 | SAN MATEO VICTORY |
| Star Alcyone | 7065 | JIN CHENG |
| Star Amalfi | 17234 | TASMAN SEA |
| Star Aquarius | 782 | SHINKAI MARU |
| Star Arcturus | 1599 | CABLE PROTECTOR |
| Star Asahi | 17338 | SAN MATEO VICTORY |
| Star Assyria | 17338 | SAMAR VICTORY |
| Star Astoria | 17338 | SAMAR VICTORY |
| Star Atalaya | 13069 | STAR SKARVEN |
| Star Atlantic | 17372 | INDONESIA VICTORY |
| Star B | 199 | GARBIS |
| Star Ballena | 23624 | BALLENA |
| Star Bay | 18328 | XUE FENG LING |
| Star Bay | 24682 | OCEAN TRADER |
| Star Beach | 23826 | TRINITY BEACH |
| Star Bogota | 13623 | HERA |
| Star Bonita | 23624 | BONITO |
| Star Boxford | 19147 | STAR CEBU |
| Star Canadian | 20929 | STAR AMERICA |
| Star Canopus | 2926 | BOA CANOPUS |
| Star Capella | 14310 | BLUEBELL SUSANNAH |
| Star Capella | 18583 | ROSSINI |
| Star Carrier | 23592 | STAR DERBY |
| Star Castor | 12768 | STAR STRONEN |
| Star Castor | 14611 | SHIMONE |
| Star Centaurus | 19895 | STAR DRAGON |
| Star Ching | 19147 | STAR CEBU |
| Star Clipper | 2298 | STAR FLYER |
| Star Coast | 299 | ST. XAVIER MARIS STEL |
| Star Davanger | 16595 | MARINE TRADER |
| Star Delaware | 70283 | OCEAN CENTURION |
| Star Delfi | 23186 | MANILA PATRIOT |
| Star Denver | 23263 | STAR DAVANGER |
| Star Dorian | 17234 | TASMAN SEA |
| Star Elegance | 24681 | ELEGANCE |
| Star Emerald | 16977 | ADAMASTOS |
| Star Enterprise | 23263 | STAR DAVANGER |
| Star Enterprise | 35486 | ENTERPRISE |
| Star Esfahan | 23691 | STAR DOVER |
| Star Esperanza | 22992 | ESPERANZA |
| Star Everace | 28994 | JADE FOREST |
| Star Everwin | 30767 | EMERALD COAST |
| Star Express | 1986 | MIE MOLS |
| Star Fish | 251 | OYAPOCK |
| Star Forest | 12768 | STAR STRONEN |
| Star Gold | 1264 | HUNG HING |
| Star Helene | 14671 | VASSILIKI II |
| Star Homeria | 19004 | INTERBULK VIKING |
| Star I | 138 | CATHAY |
| Star I | 167 | ALKYONIS |
| Star I | 853 | FLOMANN |
| Star I | 1122 | GARPESKJAER |
| Star I | 9134 | CEDAR HILL |
| Star I | 12098 | BAI YU LAN |
| Star Indonesia | 17372 | INDONESIA VICTORY |
| Star Ionian | 17372 | INDONESIA VICTORY |
| Star II | 301 | STALVIK |
| Star III | 874 | CAPELLA |
| Star III | 910 | DELTA DAROY X |
| Star IV | 904 | FISKESKJER |
| Star Jay | 8300 | KAMTIN |
| Star Junri | 22992 | JUNRI |
| Star Kanda | 22931 | RIVER YARRA |
| Star Kerry | 14147 | SEAJOY |
| Star Kestrel | 14887 | AGHIA TRIAS |
| Star Laconian | 17338 | SAMAR VICTORY |
| Star Libra | 429 | CRYSTAL V |
| Star Light | 491 | VEESEA ZIRCON |
| Star Light | 9042 | TRUST |
| Star Light I | 957 | GINA |
| Star Lily | 14667 | RATNA VANDANA |
| Star Lion | 964 | KRIS |
| Star Luzon | 19033 | MED CARRARA |
| Star Malaysia | 17338 | SAN MATEO VICTORY |

| | | |
|---|---|---|
| Star Mallard | 25847 | STAR EUROPA |
| Star Marlin | 26066 | HOEGH MARLIN |
| Star Mascot | 26066 | HOEGH MASCOT |
| Star Mercury | 21968 | SKAUTROLL |
| Star Minerva | 24030 | HOEGH MINERVA |
| Star Miranda | 24030 | HOEGH MIRANDA |
| Star Nadine | 14673 | SEAEAGLE |
| Star Najd | 19033 | MED CARRARA |
| Star Nestor | 14323 | ANGEL II |
| Star New York | 20125 | NORTHERN DAWN |
| Star Ocean | 1431 | LADY ANNA |
| Star of the Sea | 836 | EVERJADE |
| Star of Devon | 223 | VIKI LYNE II |
| Star of Kuwait | 7993 | RONJAY |
| Star of Port Said | 19541 | TROPICANA |
| Star of Ravenna | 1557 | LADY GRACE |
| Star Opal | 16191 | KARINA |
| Star Oriole | 16258 | NAZLI—K |
| Star Orion | 491 | AQUILA |
| Star Orion | 1590 | TROMS TJELD |
| Star Orion | 13069 | STAR SKARVEN |
| Star Orpheus | 19033 | MED CARRARA |
| Star Pegasus | 1456 | BLUE FLAME I |
| Star Perseus | 498 | MANAWANUI |
| Star Philippines | 17234 | TASMAN SEA |
| Star Pioneer | 23625 | GROSELLA |
| Star Pisces | 1581 | RAVELLO |
| Star Polaris | 957 | PACIFIC LION |
| Star Pollux | 12768 | NOMADIC FOREST |
| Star Port No. 38 | 134 | TOYO No. 53 |
| Star Poukou | 18887 | MARGARITA M |
| Star Procyon | 11417 | XIANG CHENG |
| Star Proteus | 16595 | MARINE TRADER |
| Star Protomachos | 16977 | ADAMASTOS |
| Star Ranger | 14083 | RANGER |
| Star Rhodian | 17338 | SAN MATEO VICTORY |
| Star Rover | 14596 | ROVER |
| Star Sea | 390 | RIBEIRA BRAVA |
| Star Sea | 16595 | MARINE TRADER |
| Star Service | 491 | AQUILA |
| Star Shahpour | 17338 | SAN MATEO VICTORY |
| Star Shiraz | 26477 | STAR DIEPPE |
| Star Siranger | 12804 | FORUM PAPUA NEW GUINEA |
| Star Sirius | 843 | SEA PIONEER |
| Star Sirius | 12804 | FORUM PAPUA NEW GUINEA |
| Star Sulu | 19147 | STAR CEBU |
| Star Tanker No. 6 | 695 | SYABAS |
| Star Taranger | 19033 | MED CARRARA |
| Star Teresa | 21968 | SKAUTROLL |
| Star Texas | 20125 | HOEGH MISTRAL |
| Star Thailand | 17338 | SAMAR VICTORY |
| Star Treasure | 3910 | BANGKHUNTIEN |
| Star United | 14323 | ANGEL II |
| Star V | 578 | OLE NORDGARD |
| Star Valley | 22127 | CAPE HATTERAS |
| Star Vanri | 22992 | VANRI |
| Star Venture | 16876 | SAMMI MANNA |
| Star Venture | 19004 | INTERBULK VIKING |
| Star Venus | 991 | STAR |
| Star VI | 699 | TYRIUS |
| Star VII | 941 | VENDLA |
| Star VIII | 824 | VERDI |
| Star V1 | 627 | VESTFART |
| Star Washington | 23459 | COASTAL NEW YORK |
| Star World | 23796 | STAR DJERVANGER |
| Star X | 677 | NORDBAS |
| Star XI | 318 | NORTHSEA ASSISTANT |
| Star XI | 696 | HAVDRON |
| Star XIV | 273 | CAILA |
| Star XVII | 299 | HAMMERFJORD |
| Star 60 | 598 | RIO CHAGRES |
| Star 70 | 589 | MINI TWO |
| Star—Kist | 127 | COLORADOL |
| Star—Trader | 424 | STAR TRADER |
| Star—W | 146 | ELEUTHERA TRADER |
| Starachowice | 1598 | UNITY IV |
| Starcrescent | 192 | MICHELLE S. |
| Starcrest | 571 | OCEAN SURF |
| Stardancer | 26747 | VIKING SERENADE |
| Stardex | 999 | WHITSTAR |
| Stardrop | 16161 | OFFI GLORIA |
| Stardust | 291 | STAR DUST OF TORTOLA |
| Starfield | 7293 | EDEN |
| Starfish | 296 | SAINT KILDA |
| Stargazer | 1540 | PISCES |
| Staria | 1255 | SHERYNA |
| Starkgrogg | 114 | HAMLET |
| Starland | 5881 | VALPARAISO REEFER |
| Starlauro Uno | 43806 | MONTE CHIARO |
| Starlet | 3797 | ASEANIX |
| Starlet | 9610 | BOLIVIA |
| Starlight | 123 | KAS—KEN |
| Starlight | 129 | ALENTEJO |
| Starlight | 245 | MARGIT RYE |
| Starline Trader | 528 | LUCKY III |
| Starman | 1629 | STAR OF AMERICA |
| Starman Africa | 2582 | STORM |
| Starman America | 1629 | STAR OF AMERICA |
| Starman Anglia | 2776 | LAPAD |
| Starmark | 7171 | SPHEROID |
| Starmi | 542 | ABERDONIAN |
| Staros | 3856 | BALTICWOOD |
| Starpoint | 290 | STJERNFORS |
| Starsea | 5007 | MIDWAY |
| Starship Royale | 15483 | SEABREEZE I |
| Startpoint | 201 | AKATERE |
| Starum | 1599 | LA PAIMPOLAISE |
| Stasia | 14684 | MALE |
| Stata Race | 177 | LISA KIM |
| State | 130812 | AVAJ 2 |
| State Arrow | 188 | LADY PERLYN |
| State Bell | 196 | ACTIVA |
| State Belle | 298 | H. O. S. BELLE |
| State Brigade | 330 | H. O. S. GOLIATH |
| State Chief | 237 | LADY CALVESE |
| State Chief | 298 | H. O. S. CHIEF |
| State Command | 199 | COMMANDER |
| State Cougar | 297 | ERIN BRUCE |
| State Courage | 1537 | AMERICAN ENTERPRISE |
| State Eagle | 196 | CAYMAN SERVICE |
| State Express | 364 | EXPRESS |
| State Express | 7419 | ALASKA OCEAN |
| State Falcon | 196 | AMERICAN EAGLE |
| State Flag | 110 | MR. T |
| State Glory | 298 | OMS HARRIS |
| State Gold | 149 | CAPT. DANNY QUOC |
| State Guardian | 265 | MARIDIVE XIII |
| State Gull | 196 | CAYMAN SERVICE |
| State Hawk | 196 | SHELIKOF |
| State Horn | 177 | INTEROCEAN SNIFFER |
| State Jack | 158 | SUCCESS |
| State Justice | 1578 | PROGRESS |
| State Key | 129 | SEA BOB |
| State King | 110 | TAINO |
| State Line | 149 | TRIANGLE I |
| State Mate | 159 | OSPREY |
| State Pelican | 196 | A J |
| State Power | 585 | SEA CHALLENGE |
| State Pride | 256 | SEA ISLAND |
| State Rebel | 197 | UYAK I |
| State Spirit | 298 | TIJERETO |
| State Swan | 182 | CARIBBEAN EXPORT |
| State Tiger | 192 | ARCTIC ROSE |
| State Trust | 3582 | NORTHERN HAWK |
| State Venture | 433 | OLYMPIC |
| State Victory | 497 | PRINCE WILLIAM SOUND |
| State Vigor | 585 | SEA PHOENIX |
| State Wave | 196 | STATE SURF |
| Statendam | 24413 | REGENT STAR |
| Statenlaan | 498 | ITALIABELLA |
| Statensingel | 491 | JULIANNA |
| States Prince | 972 | OVERSEAS PRINCE |
| Statesman | 1166 | AMSTERDAM |
| Statesman I | 1166 | AMSTERDAM |
| Stathis | 297 | HYDRA II |
| Statrans | — | THOR |
| Stauper | 851 | GAMLE ROGALAND |
| Stav | 17355 | VULCAN |
| Stavanger | 763 | PORSANGERFJORD |
| Stavern | 15918 | NORQUEST |
| Stavfjord | 10340 | VOLOS I |
| Stavik | 18326 | SEAFORD |
| Stavik | 41766 | TORM KRISTINA |
| Stavklint | 1599 | KARTHO VISION |
| Stavros | 224 | VELOS |
| Stavros | 485 | ALMELK LILLAH |
| Stavros A. | 148 | ASTRAPI |
| Stavros Emmanuel | 496 | L. MEHMET DIKER |
| Stavros H | 399 | ALATI ALLAH |
| Stavros H | 494 | SHEHNAZ |
| Stavros II | 474 | VERMION |
| Stavros K | 1177 | GOLDEN STAR II |
| Stavros S | 783 | MARIA |
| Stavros V | 498 | TAI PAN |
| Stavroula | 1359 | CRAIGMORE |
| Stavroula | 35699 | BAIA NOUA |
| Stavroula Z | 16619 | DIMITRAKIS |
| Stavseng | 689 | STAVFJORD |
| Stavskjell | 499 | ELVITA |
| Stavsund | 1598 | TONY SECONDO |
| Stawanda | 16977 | ASTIPALEA |
| Ste. Jeanne de France | 340 | CAM SPIRIT |
| Steady | 264 | POSEIDON |
| Steady | 283 | ACHILLEUS |
| Steady | 499 | STURDY |
| Steady Poseidon | 264 | POSEIDON |
| Steady Tide | 712 | REBELO XIV |
| Steahen R Capps | 193 | CAPE SARICHEF |
| Steel Fish | 251 | AQUA SUPPLY |
| Steelca | 6030 | ALEKSANDR OVCHINNIKOV |
| Steelcliffe Hall | 18517 | WINDOC |
| Steelton | 8421 | ROBERT C. NORTON |
| Steenborg | 299 | STEEN |
| Steendiek | 941 | EL CINCO |
| Steersman | 1566 | RIVER SHANNON |
| Stefan | 499 | GEORGIOS II |
| Stefan Batory | 11693 | STEFAN |
| Stefan Ben | 146 | THORLAKUR HELGI |
| Stefan Drescher | 5939 | GOLDEN GLORY |
| Stefan E | 284 | RAMBLER |
| Stefan J | 273 | DLH 5160 |
| Stefan—S | 211 | MANSAVI |
| Stefania A. | 1575 | MABEL RICKMERS |
| Stefania Montanari | 499 | CLAUDIA PRIMA |
| Stefanie | 399 | FINLA |
| Stefanis | 8960 | NORTWEEN NOVA |
| Stefanos F | 5971 | J. EASTER |
| Stefi | 1599 | BELLA L |
| Stege | 1110 | QUIJOTE |
| Steigen | 283 | CAM OBSERVER |
| Steigen | 380 | NESNA |
| Steigtind | 195 | SKAGEN EXPRESS |
| Stein | 159 | NOWRES 1 |
| Stein—Berg | 273 | CAILA |
| Steinanes | 148 | GRETTIR |
| Steinanes | 247 | STAKKANES |
| Steinbock | 134 | ARGUS |
| Steinbukk | 298 | NINA N. |
| Steinburg | 424 | STADT WANGEN |
| Steinburg | 499 | SHAHNAZ KAROON |
| Steindamm | 3377 | LU FENG |
| Steinevik | 409 | NAUTIK STAR |
| Steinfalk | 299 | VESTODD |
| Steinfalk | 2009 | ANGLO |
| Steinfels | 7384 | PRESIDENTE FREI |
| Steinfrost | 299 | DOLMAR |
| Steinhauk | 498 | ISLAND TRADER |
| Steinhoft | 999 | ABILITY |
| Steinhoft | 3084 | VALTETSI |
| Steinhoft | 4414 | COPIHUE |
| Steinkjer | 280 | STROMFJORD |
| Steinmann | 394 | HILVANG |
| Steintor | 899 | SHINTATSU MARU |
| Steinturm | 469 | SEA EAGLE II |
| Steinvarg | 467 | SUNDBORG |
| Steinwarder | 105 | AMALIE |
| Stejlbjerg | 218 | FRENNEODDE |
| Stelios | 168 | THEOPISTI |
| Stelios | 491 | FENIA |
| Stelios | 998 | SABINE F. |
| Stella | 270 | SIBO |
| Stella | 1180 | BLUE JADE |
| Stella | 1518 | STELLA A |
| Stella | 14426 | POOLA |
| Stella del Mare | 417 | REGINA |
| Stella Alpina | 847 | MARIALUISA PRIMA |
| Stella Ara | 1551 | ZIYAD |
| Stella Atlantic | 1590 | BELLONA |
| Stella Castor | 2391 | BITUMA |
| Stella Filipinas | 13431 | AYNUR URKMEZ |
| Stella Fornax | 486 | GIULIA |
| Stella Karina | 421 | RASMUS EFFERSOE |
| Stella Karina | 781 | SVALBAKUR |
| Stella Kristina | 902 | SLETTBAKUR |
| Stella Lykes | 7189 | TAMPA BAY |
| Stella Lykes | 14081 | MAGALLANES |
| Stella Mari | 484 | THEMISTOCLES II |
| Stella Marina | 1032 | NEPTUGES |
| Stella Marina | 1519 | CASAMANCE EXPRESS |
| Stella Maris | 168 | SVANLAND AV VRANGO |
| Stella Maris | 308 | SAMOS |
| Stella Maru | 300 | STELLA |
| Stella Maru No. 1 | 300 | STELLA |
| Stella Mavra | 485 | SOTIRIOS |
| Stella Nova | 348 | GRATEFUL |
| Stella Nova | 1595 | GUN |
| Stella Polaris | 232 | STROMBOLI |
| Stella Polaris | 389 | LENE POLARIS |
| Stella Polaris | 482 | GIARO D. |
| Stella Prima | 5818 | DANIELLA |
| Stella Prima | 13538 | VALO |
| Stella Rask | 158 | ISVIK |
| Stella S | 252 | CARIB ISLANDER |
| Stella Salvator | 934 | ROYAL |
| Stella Scarlett | 3743 | GELTING SYD |
| Stella Sirius | 869 | ARTLINE |
| Stella V | 10595 | STELLA SOLARIS |
| Stella Wega | 1599 | OUED NOUMER |
| Stella—Mona | 126 | J. B. CHANTALE |
| Stellalex | 499 | AMMOUN 1 |
| Stellaman | 1702 | STOLT CEDARWOOD |
| Stellan | 499 | TELLA |
| Stellanova | 1466 | RIBUAN JAYA |
| Stellaprima | 942 | PATRIA |
| Stellaprima | 2261 | HUALI |
| Stellar T | 3527 | NIKKO MARU |
| Stellar Wealthy | 488 | COSMO RAY II |
| Stellarask | 158 | ISVIK |
| Stellaria | 299 | HELA |
| Stellaria | 2934 | FOREST LINK |
| Stellaris | 50272 | STAVANGER BOSS |
| Stellenbosch | 6609 | KOTA SEJATI |
| Stemwede | 999 | CORVO |
| Sten | 1144 | BARDSEY |
| Sten Excel | 14367 | ERIKSVANN |
| Sten Ragne | 1199 | ALVI |
| Stena Adriatica | 12491 | AMPHION |
| Stena Africa | 33981 | CAPTAIN GEORGE L |
| Stena Arctica | 21110 | COLUMBIALAND |
| Stena Atlantica | 7978 | FESTOS |
| Stena Australica | 32293 | UNITED AMBITION |
| Stena Baltica | 1123 | HEIDI |
| Stena Baltica | 5823 | NIEBOROW |
| Stena Baltica | 7586 | IALYSSOS |
| Stena Baltica | 10513 | CANDI |
| Stena Baltica | 12281 | ILYICH |
| Stena Britannica | 5019 | MOBY DREAM |
| Stena Britannica | 5753 | BORE BRITANNICA |
| Stena Carbolica | 5077 | ROBERTA FORESI |
| Stena Carrier | 4979 | FJORDVEIEN |
| Stena Chemica | 4462 | BAKRI ADVENTURER |
| Stena Conquest | 53944 | BUNGA KERANJI |
| Stena Consul | 32782 | CONSUL |
| Stena Dan | 19689 | ROSA DAN |
| Stena Danica | 4245 | LUCY MAUD MONTGOMERY |
| Stena Danica | 6737 | VERSAILLES |
| Stena Danica | 8889 | QUEEN OF THE NORTH |
| Stena Driver | 5739 | ASK |
| Stena Explorer | 122199 | STENA CONDUCTOR |
| Stena Finlandica | 2746 | BALTIC STAR |
| Stena Fortuna | 35208 | FORTUNA |
| Stena Germanica | 26088 | STENA SCANDINAVICA |
| Stena Gothica | 5077 | ROBERTA FORESI |
| Stena Gothica | 5766 | BORE GOTHICA |
| Stena Grecia | 5465 | ATLANTIC FREIGHTER |
| Stena Hispania | 5753 | BORE BRITANNICA |
| Stena Inspector | 6544 | DILIGENCE |
| Stena Ionia | 5766 | BORE GOTHICA |
| Stena Jutlandica | 6524 | BLUENOSE |
| Stena Mariner | 3563 | SALAH L |
| Stena Mayo | 4294 | MAYO |
| Stena Nautica | 3951 | CORSICA MARINA II |
| Stena Nautica | 5781 | REINE ASTRID |
| Stena Nautica | 6737 | VERSAILLES |
| Stena Nordica | 5781 | REINE ASTRID |
| Stena Nordica | 5926 | LION PRINCE |
| Stena Nordica | 6593 | MARKO POLO |
| Stena Nordica | 6737 | VERSAILLES |
| Stena Normandica | 5607 | MOBY VINCENT |
| Stena Oceanica | 10034 | PACIFIC STAR |
| Stena Oceanica | 33535 | HAVPRINS |
| Stena Olympica | 11968 | SCOTIA PRINCE |
| Stena Pacifica | 66942 | GULF ATLANTIC |
| Stena Phosphorus | 5712 | ALPINE ROSE |
| Stena Piper | 3457 | OCEANIC J |
| Stena Progress | 5982 | C. R. TANGER |
| Stena Project | 14406 | STENA GOTHICA |
| Stena Prosper | 2984 | NORDIC PRIDE |
| Stena Protector | 6129 | BAR PROTECTOR |
| Stena Runner | 8583 | EUROPEAN TIDEWAY |
| Stena Saga | 10034 | PACIFIC STAR |
| Stena Sailer | 3206 | KIRK TRADER |
| Stena Sailor | 2353 | ST. CYBI |
| Stena Scandinavica | 10256 | SAINT KILLIAN II |
| Stena Scandinavica | 13286 | VENUS |
| Stena Scandinavica | 26071 | STENA GERMANICA |
| Stena Seahorse | 3457 | OCEANIC J |
| Stena Seapearl | 1599 | MAERSK ATTENDER |
| Stena Searider | 7504 | STENA SCANRAIL |
| Stena Seatrader | 3206 | KIRK TRADER |
| Stena Seatrader | 7504 | STENA SCANRAIL |
| Stena Shipper | 4078 | NORMANDIE SHIPPER |
| Stena Shipper | 18779 | GRAIP |
| Stena Sulphur | 5493 | C. T. STAR |
| Stena Supplier | 3420 | ALPHA CRUSADER |
| Stena Tender | 2815 | CITY OF PORT MELBOURNE |
| Stena Tender | 3985 | VIKING TRADER |
| Stena Timer | 2846 | CITY OF BURNIE |
| Stena Timer | 2905 | LORETO |
| Stena Topper | 2826 | SALAR |
| Stena Topper | 3549 | NORD NEPTUNUS |
| Stena Trader | 1599 | SARMACJA |
| Stena Trader | 6280 | SAINTE BAURE |
| Stena Trailer | 1306 | CARIBBEAN TRAILER |
| Stena Trailer | 1599 | SARMACJA |
| Stena Transporter | 1436 | NUSA DHARMA |
| Stena Transporter | 8579 | EUROPEAN FREEWAY |
| Stena Transporter | 18732 | PRIDE OF SUFFOLK |
| Stena Trust | 32293 | UNITED AMBITION |
| Stena Welder | 3420 | ALPHA CRUSADER |
| Stena Workhorse | 3420 | ALPHA CRUSADER |
| Stenberg | 299 | ANDERS BAS |
| Stenberg | 499 | SAVE |
| Stenbrodd | 146 | KJELL—OSKAR |
| Stenheim | 2173 | KRISTINE |
| Stenholm | 398 | NOUF |
| Stenholm | 975 | VISBUR |
| Stenholm | 2657 | KATYA |
| Stensig | 493 | PERCO LIFTER |
| Stenskar | 150 | BRATTSKAR |
| Stenskar | 166 | VINGAFORS |
| Stensnaes | 297 | NETUNO II |
| Stentor | 1599 | LA PAIMPOLAISE |
| Stenwille | 10715 | KAROO |
| Stepan Khalturin | 3237 | STEPANS HALTURINS |
| Stepan Kozak | 658 | SALACA |
| Stepan Shaumyan | 6052 | SHEMAKHA |
| Stepanakert | 1722 | ANDROMEDA |
| Stephan | 403 | KAISERBERG |
| Stephan J | 488 | KLAAS I |
| Stephan Reeckmann | 13507 | MARBONITA |
| Stephan Reith | 5157 | KHOMS |
| Stephane Vieljeux | 7879 | TIROL |
| Stephanie | 182 | ILE DE GROIX |
| Stephanie | 993 | EINSTEIN |
| Stephanie Kim | 141 | NANNIE FRAN |
| Stephanitor | 28889 | GULF TRIDENT |
| Stephanos | 11432 | TRINITY |
| Stephanos D. Pateras | 32100 | BUHUSI |
| Stephanos Vergottis | 8953 | MIN JIANG |
| Stephenson | 462 | GANNET |
| Stephenville | 370 | LADY PHILPOTT |
| Stepon II | 10102 | AL—TAJWAR |
| Ster | 372 | VEA |
| Ster—Goz | 1296 | RUNGHOLTSAND |
| Sterkenils | 188 | FELLESFRAKT |
| Sterkodder | 264 | MEGA MAMMUT |
| Sterlin | 32848 | HIMALAIA SECONDO |
| Sterling | 32848 | HIMALAIA SECONDO |
| Sterling Ace | 4903 | NIAGA 50 |
| Sterling Beauty | 4894 | THITA MINERVA |
| Stern | 393 | ASTRID |
| Stern | 1920 | FIDAA |
| Stern Saturn | 2080 | ABDULLATIF—S |
| Sterna | 6871 | CAROLINE SCHULTE |
| Sternenfels | 7452 | EMILIA S. |
| Sterno | 299 | LARGO II |
| Steve D | 118 | SAIDA |
| Steve W | 145 | TRIDENT |
| Steven K | 991 | STAR |
| Steven Willem | 211 | ST. SIMON |
| Stevi | 9368 | JOLLY GIALLO |
| Stevie | 166 | MORZHOVUI |
| Stevin Rams | 338 | OCEAN OPAL |
| Stevin 5701 | 949 | HERON |
| Stevin 5702 | 826 | PELICAN |
| Stevns | 358 | PETIT FOLMER |
| Stevns Hoj | 290 | ALUK |
| Stevns Transporter | 718 | SAFE TRANSPORTER |
| Stevnsboen | 499 | SIVAL |
| Stevnscarrier | 346 | FUGA |
| Stevnsklint | 398 | THURO |
| Stevnsland | 225 | GITTE GRY |
| Stevnsland | 290 | BOFJORD |
| Stevnsland | 399 | SONJA HOVE |
| Stevnsnaes | 498 | NORTHUMBRIA LASS |
| Stevnsvig | 177 | KLIPO |
| Stevonia | 799 | SOCIALITY |
| Stewart Venture | 485 | ALMELK LILLAH |
| Steyr | 2197 | STERAKOVOU |
| Stia | 529 | BLUE EAGLE |
| Stig Bjornar | 292 | AKURNESINGUR |
| Stig Frode | 269 | TROND |
| Stig Thorbjorn | 356 | BOLLAFISK |
| Stigandi | 158 | SIGURDUR BJARNASON |
| Stigandi | 207 | VALDIMAR SVEINSSON |
| Stigandi II | 208 | NATTFARI |
| Stigarklettur | 119 | STRATHSPEY |
| Stige | 492 | IRINI |
| Stigfjord | 198 | SYDFART |
| Stiklestad | 53357 | KYRNICOS E |
| Stilianos | 499 | SKY |
| Stilo | 2996 | VASSILIS IX |
| Stina | 128 | SOLWAY LASS |
| Stina | 204 | GUNN—MARIE |
| Stina | 497 | CARI TRADER |
| Stina Star | 1574 | POLLY ANNA |
| Stine Dancoast | 394 | ANNA |
| Stinnes Bora | 5672 | AN TAO JIANG |
| Stinnes Mistral | 8267 | AN WU JIANG |
| Stinnes Pampero | 2806 | ZHONG SHAN MEN |
| Stinnes Taifun | 2827 | SEA FORTUNE |
| Stint | 1594 | NAVICHEM CASTOR |
| Stintfang | 3292 | MAREN I |
| Stirling Ash | 856 | SEA OYSTER |

# FORMER NAMES OF SHIPS

| | | |
|---|---|---|
| Stirling Brig | 856 | SEA MUSSEL |
| Stirling Cormorant | 811 | OIL PANTHER |
| Stirling Eagle | 699 | GRAMPIAN EAGLE |
| Stirling Elf | 652 | GRAMPIAN OTTER |
| Stirling Imp | 591 | GRAMPIAN FALCON |
| Stirling Merlin | 591 | GRAMPIAN HAVEN |
| Stirling Oak | 699 | SEAHORSE SUPPLIER |
| Stirling Puck | 591 | GRAMPIAN VENTURE |
| Stirling Rock | 783 | GRAMPIAN SHIELD |
| Stirling Skua | 811 | OIL PUMA |
| Stirling Sprite | 707 | GRAMPIAN SPRITE |
| Stirling Sword | 782 | GRAMPIAN SWORD |
| Stirling Universal | 6773 | IRAN MOFID |
| Stjarnfors | 286 | LEIK |
| Stjerne | 339 | F. N. P. |
| Stjernen | 158 | ISVIK |
| Stjernhav | 689 | KONGSTIND |
| Stjornberg | 140 | LHASA |
| Stjornfjell | 248 | BALOY |
| Stjornfjord | 198 | FROYSAND |
| Stjornutindur | 213 | HARALDUR |
| STK—1013 | 1408 | PROFESSOR SHANCHUROV |
| STM Ocean | 648 | CAM VULCAN |
| Sto. Nino | 2698 | CRAZY HORSE |
| Stobakk | 688 | JOKUL |
| Stobakk Senior | 341 | VEATRAL |
| Stockenfels | 7389 | FRANCESCA |
| Stockholm | — | FRIDTJOF NANSEN |
| Stockhorn | 962 | AVRIL SUN |
| Stockton | 1408 | KLICKITAT |
| Stoic | 114 | DAWN SPRAY |
| Stokke | 422 | AKERO |
| Stokkfrakt | 498 | AHRENSHOOP |
| Stokksund | 1595 | LIFTMAR |
| Stokktind | 1132 | PALMAVERA |
| Stokkvik | 297 | EVA |
| Stokkvik | 999 | MONIA |
| Stolen | 123 | TRAELSKJAER |
| Stolida | 396 | ROLA |
| Stollberg | 3705 | SU XIANG |
| Stollhammersand | 1289 | SAMBRINE |
| Stolt Busan | 20760 | STOLT OSPREY |
| Stolt Energie | 15163 | STOLT SPRAY |
| Stolt Entente | 15163 | STOLT STREAM |
| Stolt Heron | 14844 | ISOLA FUCSIA |
| Stolt Inchon | 20760 | STOLT HAWK |
| Stolt Lion | 16486 | KYDON |
| Stolt Luisa Pando | 20295 | STOLT RELIANT |
| Stolt Maria Pando | 20295 | STOLT RESOLUTE |
| Stolt Norness | 11410 | TURPIAL |
| Stolt Okpo | 20760 | STOLT CONDOR |
| Stolt Sagona | 17709 | ARALDA |
| Stolt Sceptre | 15167 | IVER SCEPTRE |
| Stolt Sea | 15007 | ALTAIR |
| Stolt Seoul | 20760 | STOLT FALCON |
| Stolt Stane | 14822 | ALDEBARAN IV |
| Stolt Ulsan | 20760 | STOLT EAGLE |
| Stolt Ventura | 16866 | STOLT VIKING |
| Stolt Venture | 17709 | ARALDA |
| Stolt Vincita | 16867 | STOLT VICTOR |
| Stolt Yosu | 20760 | STOLT HERON |
| Ston | 1487 | SELETAR JAYA |
| Stone Cross | 12290 | ARABELLA |
| Stone Marshall | 1534 | ZEELAND |
| Stonebank | 1487 | SELETAR JAYA |
| Stoneboat | 259 | IDA MARIA |
| Stonehaven | 783 | GRAMPIAN SHIELD |
| Stong | 466 | TAMITO |
| Stonington | 187 | SEA LEADER |
| Stor | 775 | PAX |
| Stor | 1562 | LINDFJORD |
| Stor 1 | 775 | PAX |
| Stor—Viking | 107 | GRISSLY |
| Stord | 485 | FUSA |
| Stordal | 142 | FRAKTOY |
| Stordal | 485 | HERTUG SKULE |
| Stording | 239 | DRAGSUND |
| Stordoy | 199 | DJARFOGO |
| Storebirger | 131 | AMAZON |
| Storedal | 1598 | RALLO |
| Storeknut | 750 | ARUCO I |
| Storesund | 203 | FJORDBRIS |
| Storesund | 654 | TRIDENT CAPE |
| Storfonn | 2887 | OIL CHIEFTAIN |
| Storfosna | 196 | UNN—HEIDI |
| Storgrogg | 113 | ULLA |
| Storhaug | 129 | INGODD |
| Storhav | 287 | SOLVAR VIKING |
| Storine | 131 | STORIONE PRIMO |
| Storione | 1233 | GIOVANNI C. |
| Stork | 493 | NIKOS LITOCHORON |
| Stork I | 9784 | LYDIA II |
| Stork II | 6913 | PRUDENCE |
| Storm Due | 363 | LAMU |
| Storm Fish | 255 | AFRICAN WIND |
| Storm 3 | 1436 | HANDY RIDER |
| Stormont | 398 | RABUNION VII |
| Stormorska | 155 | NIRVANA |
| Stormvogel | 238 | BRANLY |
| Stormy | 138 | TROND ERLING |
| Stormy | 149 | FINET |
| Stormy | 273 | SONJA DORIS |
| Stormy | 418 | ST. PADARN |
| Stormy | 465 | CHAMPION |
| Stormy Seas II | 100 | CAPT. ANDER |
| Storna | 2061 | RED IBIS |
| Stornes | 180 | ELIDA |
| Storort | 299 | HAGAR |
| Storskjaer | 199 | VALANES |
| Stortebeker | 437 | KNUT AARSETH |
| Stortind | 389 | ASBJORN SELSBANE |
| Story (MP—8) | 1326 | GALAXY |
| Stourgate | 115 | HARRIET SPEARING |
| Stout Truck | 499 | OIL ONYX |
| Stove Caledonia | 68090 | GLEN VILLE |
| Stove Campbell | 20032 | MARGARO R |
| Stove Campbell | 22960 | ALARA |
| Stove Friend | 11784 | AN JI HAI |
| Stove Friend | 27835 | WESTERN FRIEND |
| Stove Ocean | 11363 | OPAL |
| Stove Trader | 60570 | TRADER |
| Stove Transport | 19959 | FORTUNE BAY |
| Straat Nagasaki | 12123 | EQUATOR RUBY |
| Straat Napier | 12123 | SIN LOONG |
| Straat Nassau | 12123 | EQUATOR STAR |
| Strahlenfels | 10644 | KOTA EKSPRES |
| Strait of Canso | 17798 | XIANG HAI |
| Strait Container | 3139 | WANTON |
| Strait I | 498 | ALFA FORCE |
| Strait Mars | 3904 | ROVENSKA |
| Strait Service | 498 | ALFA FORCE |
| Strait Shore | 498 | ALFA FORCE |
| Strait Trader | 15558 | SAMMI HERALD |
| Straitfish I | 262 | SEA FREEZE I |
| Straitfish II | 212 | SEA FREEZE II |
| Straits Enterprise | 5198 | KRIS LEMONA |
| Straits Gold | 628 | FERROMINA HARVEST |
| Strale | 1598 | VASILIOS XI |
| Stralsund | 174 | ADRINA |
| Stran Spio | 139019 | BOREE |
| Strand | 351 | FUGLOYSUND |
| Strand Senior | 166 | ESPNESVAG |
| Strande | 169 | AVER |
| Strandoy | 198 | ORMSJO |
| Stranton | 152 | HELEN M. McALLISTER |
| Strategist | 32760 | AGIOS MINAS |
| Strathbrora | 15503 | LUCKY RIVER |
| Strathclova | 127 | PESCAFISH III |
| Strathcona III | 208 | NORTHERN SEAL |
| Strathconon | 15598 | PEACE RIVER |
| Strathdare | 8959 | NOUR |
| Strathdevon | 8840 | MAGISTER |
| Strathdirk | 9213 | OLEBRATT |
| Strathdoon | 9031 | EMERALD ISLANDS |
| Strathduns | 8843 | ALAMINOS |
| Strathdyce | 9183 | KOMOVI |
| Stratheden | 13914 | IRAN KOLAHDOOZ |
| Strathelgin | 13914 | ARASTOU |
| Stratherrol | 12775 | ALMAS |
| Strathesk | 12774 | ALTENBELS |
| Strathettrick | 12294 | CHRYSOVALANDOU |
| Strathewe | 13914 | IRAN MAHALLATI |
| Strathfife | 13319 | RIO ATRATO |
| Strathfyne | 13319 | RIO TRUANDO |
| Strathgarry | 107 | BAIRDS |
| Strathkeith | 6216 | SEA GLORY |
| Strathkirn | 6216 | KOTA PANJANG |
| Strathmuir | 7233 | SONIC |
| Strathspey | 1599 | WIELAND |
| Stratos | 469 | FOURNOI III |
| Stratton Downs | 599 | GEORGIOS P. |
| Stratus | 244 | OESTERKUS |
| Straum | 287 | DONATELLA |
| Straum | 298 | TEXACO MARINER |
| Straumfoss | 134 | SANDGREFSTUR |
| Straumsnes | 282 | INTISAR |
| Stravinsky | 6172 | LENTZ |
| Streaker | 127 | JANICE |
| Stream Balabac | 20532 | VERA |
| Stream Bantayan | 19407 | SOLDROTT |
| Stream Bollard | 19407 | SOLDROTT |
| Stream Busuanga | 20179 | SUPERITAS |
| Stream Dolphin | 20532 | VERA |
| Stream Hawser | 20179 | SUPERITAS |
| Streambank | 7584 | AMER PRABHA |
| Streit II | 730 | OCEAN ASLI |
| Strengnas Express | 235 | STORSKAR |
| Stresa | 111170 | AMBRA STRESA |
| Stretto di Messina | 260 | SAN CRISTOBAL II |
| Stretto di Messina | 1391 | STRETTO MESSINA |
| Strider Broadsword | 3391 | SEA DRAGON |
| Strider Crystal | 5664 | KOTA RIA |
| Strider Diamond | 3498 | INDIAN COURIER |
| Strider Exeter | 5483 | KLANG REEFER |
| Strider Fearless | 5483 | SWAN REEFER |
| Strider Gallant | 5480 | CARTAGENA |
| Strider Hero | 5480 | SANTA MARTA |
| Strijd | 196 | PLOUGASNOU |
| Stril Finlandia | 491 | ILDERIM VI |
| Stril Flower | 423 | VIRGEN DE MONSERRAT |
| Stril Lift | 1199 | LANGENUEN |
| Stril Lyon | 1595 | LIFTMAR |
| Stril Pilot | 389 | IERLANDIA |
| Stril Reefer | 297 | EVA |
| Stril Supplier | 1345 | CECILIE VIKING |
| Stril Surveyor | 318 | NORTHSEA ASSISTANT |
| Strilborg | 206 | SAGAFJORD |
| Strilfaks | 631 | GLOBE |
| Strilfalk | 244 | RYGERFJELL |
| Strilfjord | 176 | STOLMASUND |
| Strilfjord | 251 | SOLSUND |
| Strilkyn | 101 | JASON II |
| Strilkyst | 197 | SALMO SALAR |
| Striloy | 136 | MARINE PROSPECTOR |
| Strilprins | 144 | FRECCIA DI CASAMICCIOLA |
| Strilsund | 328 | ISLAND GRACE |
| Striltral | 466 | STRIL SUPPORTER |
| Striltreff | 484 | CAM VALIANT |
| Striltun | 265 | SNAPPER |
| Strilvaer | 120 | VICKY |
| Strilvang | 299 | G. A. SKYTTE |
| Strilvard | 294 | LA GRACIA |
| Strinda | 24973 | HERON ARROW |
| Strombeek | 1585 | ST. ANDREAS |
| Strombron | 994 | RUNNING BEAR |
| Stromegg | 207 | FABIAN |
| Stromfjord | 280 | KIRSTINE VENDELBO |
| Stromland | 136 | SYLVESTER |
| Stromnes | 207 | FABIAN |
| Stromso | 133 | METTE CHRISTINE NORDFISK |
| Stromsund | 280 | ISABELLA |
| Stromvig | 163 | WESTBANK |
| Strong Friendship | 2967 | HOSS A |
| Strong Hope | 1599 | MOHSIN BA |
| Strong Roc | 1204 | TRANSGULF |
| Strong Tide | 199 | EGABRAG III |
| Strongbow | 224 | VELOS |
| Strongbow | 391 | KIBOKO |
| Stronoy | 680 | TRANOI |
| Struer | 1110 | LIKAS VENTURE |
| Struma | 30724 | MING XI HAI |
| Strymon | 16587 | MALINI |
| Stuart & Lynne | 159 | PACIFIC EAGLE |
| Stuart Prince | 999 | GIMO TELLUS |
| Stubbenhuk | 4275 | BELGRANO |
| Stubbenkammer | 6665 | BOHUS II |
| Stud | 2361 | ISLA COLOMBINA |
| Studlafoss | 1445 | MISS XENIA |
| Studland Bay | 10867 | MERCHANT PATRIOT |
| Stur | 136 | ALTAIR |
| Sture—Goran | 114 | AAGE WILFREDSON |
| Sturgeon Bay | 199 | PROVIDER |
| Sturia | 16187 | EUROJOY |
| Sturlaugur | 102 | ANDVARI |
| Sturlaugur II | 104 | HEINABERG |
| Sturlaugur II | 138 | SOLBORG |
| Sturmfels | 11506 | KOTA JAYA |
| Sturmvogel | 863 | OFFSHORE SOVEREIGN |
| Stuttgart | 3180 | KAI CHUANG |
| Stylianos | 133 | KAPTAIN XENOFON |
| Stylianos K | 140 | KAPPA GUARD |
| Stylianos S. | 199 | WADI LABRAG |
| Styrax | 9796 | STAMON |
| Styrso | 1723 | OLYMPIOS HERMES |
| Su Far | 4901 | SU FA |
| Su Hong | 5971 | J. EASTER |
| Su Hyup No. 2 | 177 | SUN MANG No. 2 |
| Su Long | 5353 | HUA GUI |
| Su Nuraxi | 1582 | ISOLA CELESTE |
| Su Ro No. 9 | 124 | BUSAN No. 803 |
| Su Ying | 299 | ASPA POWER 16 |
| Sualp Urkmez | 4362 | ELPA |
| Suan | 14509 | SADAH |
| Suavity | 1594 | BARCO |
| Sub IV | 448 | BARRAMBIN |
| Sub Sea Canopus | 2926 | BOA CANOPUS |
| Sub Surveyor | 1171 | BERGEN SURVEYOR |
| Sub Surveyor One | 1171 | BERGEN SURVEYOR |
| Subaru | 4364 | AMERICA REX |
| Subaru Maru | 19113 | CORYTON |
| Subauma | 802 | SEABOARD SUPPORT |
| Subicevac | 17656 | ACHILLES |
| Sublift Caribic | 4994 | CARGO 113 |
| Sublift 1121 | 4994 | CARGO 113 |
| Sublime | 5392 | IKOPA |
| Subotica | 6002 | BIOGRAD |
| Subriellen | 196 | ESVAGT PREVENTER |
| Subro Vega | 200 | CLAYMORR TRANSPORT |
| Subro Venture | 196 | SULBY RIVER |
| Subro Vesta | 196 | SANTUARIO |
| Subro Victor | 199 | MARKOS B |
| Subro Victor | 199 | SWIFTWOOD |
| Subro Viking | 296 | DULINA EXPRESS |
| Subro Vixen | 199 | MEDINA RIVER |
| Subsea | 184 | VEESEA DIAMOND |
| Subsea Buccaneer | 1581 | RAVELLO |
| Subsea 1 | 1598 | PACIFIC HORIZON |
| Subtec Horizon | 225 | WADI MAI |
| Subtil | 195 | EGERTON |
| Succes | 415 | TONG—SEANG |
| Success | 191 | COCKBURN SUCCESS |
| Success | 2491 | SUCCESS 5 |
| Success | 26959 | WIND SUCCESS |
| Success I | 999 | ILIS |
| Successful Venture | 16952 | JEON JIN |
| Successor | 11470 | XING LONG |
| Successor III | 16195 | DESNOGORSK |
| Suchan | 699 | PARTIZANSK |
| Suchanskaya | 780 | PARTIZANSKAYA |
| Suchinda | 1436 | DOVECHEM I |
| Suci | 2845 | V.S.P. 1 |
| Sucre | 2770 | CARIBE TRADER |
| Sucre | 4414 | CORDILLERA |
| Sudan Crown | 7983 | ARIES |
| Sudan Crown | 9764 | ANTARTICO |
| Suder Piep | 456 | KAMAL |
| Suderelbe | 298 | CUM DEO |
| Suderelv | 430 | TERENCE |
| Suderelv | 499 | NADINE |
| Suderelv | 975 | VISBUR |
| Suderfehn | 3249 | WAH YEE |
| Suderoy | 467 | STRILOY |
| Suderoy V | 467 | STRILOY |
| Suderoy VII | 361 | EL CONQUISTADOR |
| Suderoy VIII | 535 | BERG BJORN |
| Suderoy X | 497 | ROALDSEN SENIOR |
| Suderoy XVI | 547 | JACQUELINE W |
| Sudersand | 138 | VIDA |
| Sudersand | 492 | WIND EAGLE |
| Sudertor | 1021 | SINGAPORE EAGLE |
| Sudervon | 324 | FISKESKJER |
| Sudervon | 701 | SUDEROY |
| Sudfjord | 1466 | PATRICIA |
| Sudi | 2492 | PETRO STELLA |
| Sudri | 758 | LA PALMA |
| Sudringur | 439 | OYRNAFJALL |
| Sudurnes | 377 | SIGLFIRDINGUR |
| Sudurvardi | 397 | SJURDARBERG |
| Sue | 198 | GULF VENTURE |
| Sue Ann | 916 | GISMATALLAH |
| Sue Sue | 141 | SANTA QUEEN |
| Suecia | 1366 | INEZGANE |
| Suecia | 23568 | ICEPEARL |
| Suecia Team | 52448 | AGIA THALASSINI |
| Suehiro Maru | 170 | SEIKO MARU No. 8 |
| Suehiro Maru No. 18 | 906 | SOHEIR |
| Suehiro Maru No. 81 | 124 | EISHIN MARU No. 81 |
| Suei Maru No. 5 | 435 | KENSHO MARU No. 8 |
| Suei Maru No. 28 | 299 | O YANG No. 303 |
| Suet | 397 | SEABOARD CASTOR |
| Sueve | 1960 | DONG BANG No. 133 |
| Sufa | 394 | EYAL |
| Suffolk | 290 | ALLIANCE KING |
| Suffolk | 499 | TARIK |
| Suffolk | 1211 | NAWAF |
| Suffolk Blazer | 854 | DAWN BLAZER |
| Suffolk Challenger | 255 | JER DOS |
| Suffolk Champion | 359 | BRITANNIA CHAMPION |
| Suffolk Conquest | 392 | BRITANNIA CONQUEST |
| Suffolk Craftsman | 196 | WINKLEIGH |
| Suffolk Crusader | 255 | REGINA |
| Suffolk Enterprise | 724 | LADY BRIGID |
| Suffolk Harvester | 433 | BRITANNIA HARVESTER |
| Suffolk Kinsman | 190 | NUOVO DIODORO |
| Suffolk Kinsman | 708 | PUTFORD SNIPE |
| Suffolk Maid | 130 | PUTFORD FALCON |
| Suffolk Mariner | 202 | MARINER |
| Suffolk Monarch | 433 | BRITANNIA MONARCH |
| Suffolk Prince | 985 | MALAVIYA SEVEN |
| Suffolk Princess | 985 | MALAVIYA EIGHT |
| Suffolk Punch | 202 | HATHERLEIGH |
| Suffolk Service | 797 | PUTFORD SKUA |
| Suffolk Shore | 797 | PUTFORD SKUA |
| Suffolk Venturer | 484 | BRITANNIA VENTURER |
| Suffolk Warrior | 392 | BRITANNIA WARRIOR |
| Sugar Bear | 114 | T. P. ONE |
| Sugar Carrier | 17337 | BLUE MOUNTAIN |
| Sugar Crystal | 13540 | MED VITORIA |
| Sugar Producer | 3102 | ONBAK FADJAR |
| Sugar Refiner | 13575 | SUNRISE |
| Sugar Trader | 17316 | BLUE MEADOW |
| Sugus | 1980 | GOMBURZA |
| Suh Jin | 297 | JIN YUNG No. 3 |
| Suhadiwarno Panjang | 7154 | JANIKA II |
| Suhaili 4002 | 486 | MERMAID ACHIEVER |
| Suhana | 5546 | SUHANA 1 |
| Sui Hai Jiao 4 | 266 | SHI HAI JIAO 4 |
| Suiei Maru No. 8 | 235 | CAMELLIA |
| Suiei Maru No. 8 | 299 | TOKAI MARU No. 18 |
| Suiho | 1980 | BONASTAR II |
| Suijin Maru | 39082 | SUIJIN |
| Suiko Maru | 23506 | LUCIJA |
| Suisei Maru | 118 | MIKUNI MARU |
| Suiten Maru No. 28 | 247 | BO KANG No. 303 |
| Suka Cita | 1969 | TORO |
| Sukabudi | 145 | DAHLIA |
| Sukanaivalu | 492 | MANUIA |
| Sukeyoshi Maru No. 18 | 134 | MOON No. 12 |
| Sukma | 469 | HOCK HUAT |
| Sukumbi | 13292 | SEALANE II |
| Sula | 297 | GLITTVAG |
| Sula | 485 | ISLA ISABEL |
| Sula | 12275 | AMITIE |
| Sula Salvator | 933 | ATCO HIND |
| Sula 1 | 158 | TRONDERTRAL |
| Sulabas | 125 | LINEBAS |
| Sulaholm | 129 | HJELMSOY |
| Sulaholm | 158 | TRONDERTRAL |
| Sulair | 1939 | TOISA PUMA |
| Sulak | 1160 | MAINE |
| Sulan | 207 | VALDIMAR SVEINSSON |
| Sulevaer | 133 | NYHOLM |
| Sulevaer | 195 | BERGSUND |
| Sulevaer Senior | 195 | BERGSUND |
| Suleyman Bursalioglu | 1596 | EDIP BEY |
| Suleyman Kalkavan | 695 | PAKCAKIL |
| Suleyman Kaptan | 485 | DOGRUYOLLAR—1 |
| Suleyman Stalskiy | 6510 | UNITED SPIRIT |
| Sulfo | 5732 | PETRO SOULAC |
| Suljuq | 447 | KANDARI I. |
| Sullberg | 348 | FARAGLIONE |
| Sullberg | 1392 | PIANO |
| Sullberg | 1599 | NORDFRAKT |
| Sully No. 1 | 386 | NUGRAHA No. 1 |
| Sulong | 1458 | KEMINA |
| Sulphur | 5493 | C. T. STAR |
| Sultan | 473 | HAPPY—M |
| Sultan Kudarat | 44657 | GULF PACIFIC |
| Sultan Kudarat | 49269 | DIEGO SILANG |
| Sultana | 6168 | SOL DO BRASIL |
| Sultana I | 399 | TAMARA I |
| Sultanacore | 6168 | SOL DO BRASIL |
| Sultra | 138 | ALGERIA |
| Sulu Bay | 9488 | MERCHANT PRINCE |
| Suma | 7207 | JUTHA MALEE |
| Suma Maru | 127 | HUA TONG |
| Suma Maru | 199 | KYOSHIN MARU No. 10 |
| Suma Maru No. 2 | 262 | SUMA MARU |
| Suma Maru No. 11 | 199 | TAIKO MARU No. 8 |
| Suma Reefer | 2320 | PONTE REEFER |
| Sumatra | 36979 | THEOMITOR |
| Sumatra Breeze | 4896 | YANG ZI JIANG 3 |
| Sumatra Maru | 186 | DAISY UTAMA |
| Sumava | 35350 | MOSDALE |
| Sumbawa | 5615 | QUINT STAR |
| Sumbawa | 16127 | KORNAT |
| Sumber Banang | 890 | DARPO SEPULUH |
| Sumber II | 101 | PUTRA PALOPO |
| Sumber Mas No. 2 | 687 | WENANG |
| Sumber Mutiara V | 699 | PURBAYAN |
| Sumber Mutiara VI | 542 | PASEBAN |
| Sumber Rezeki | 151 | LABANAN |
| Sumburgh Head | 4455 | HOOK HEAD |
| Sumenep | 138 | ALGERIA |
| Sumi Maru | 155 | XIN HE CHANG LUN 2 |
| Sumi Maru | 498 | SHINYO MARU |
| Sumi Maru No. 7 | 221 | TONG WHA No. 71 |
| Sumi Maru No. 8 | 190 | MENFISHCO 606 |
| Sumi Maru No. 8 | 317 | ZENPO MARU No. 51 |
| Sumi Maru No. 15 | 264 | MONALINDA—XXIV |
| Sumi Maru No. 15 | 267 | KUM RYONG No. 17 |
| Sumi Maru No. 15 | 332 | DONG WON No. 615 |
| Sumi Maru No. 28 | 194 | ANUMURTI No. 18 |
| Sumi Maru No. 35 | 223 | BANGKOK ORIENT 4 |
| Sumi Maru No. 35 | 298 | BALTIC MARINER |
| Sumi Maru No. 35 | 314 | KAISEI MARU No. 38 |
| Sumi Maru No. 38 | 559 | MERMAID SALVOR |
| Sumi Maru 7001 | 921 | SANYE |
| Sumi Maru 9001 | 989 | MATSAS STAR |
| Sumida Maru | 195 | TAKE MARU No. 38 |
| Sumiei Maru | 196 | SHINRIKI MARU |
| Sumiei Maru | 197 | TSUKASA MARU No. 8 |
| Sumiei Maru No. 1 | 135 | MARIA ROSA N |
| Sumiei Maru No. 8 | 193 | MOCHIZUKI MARU |
| Sumiei Maru No. 12 | 585 | SHINYO MARU No. 7 |

| | | |
|---|---|---|
| Sumiei Maru No. 18 | 357 | HORAI MARU No. 18 |
| Sumiei Maru No. 18 | 480 | YASHIMA MARU |
| Sumiei Maru No. 26 | 585 | SHINYO MARU No. 7 |
| Sumiei Maru No. 28 | 185 | CRISTINA V |
| Sumiei Maru No. 31 | 482 | MIJA No. 3 |
| Sumiei Maru No. 61 | 344 | HARUEI MARU No. 61 |
| Sumiei Maru No. 81 | 456 | HOPE No. 7 |
| Sumifuku Maru | 499 | PACIFIC ACE I |
| Sumiho Maru | 191 | KATSUHIRO MARU |
| Sumiho Maru | 4995 | IRON WILL |
| Sumiho Maru No. 1 | 198 | NANIWA MARU No. 5 |
| Sumiho Maru No. 1 | 199 | SHOHO MARU No. 11 |
| Sumiho Maru No. 2 | 199 | HANEI MARU No. 8 |
| Sumiho Maru No. 11 | 199 | FUKUJIN MARU |
| Sumiho Maru No. 68 | 286 | ZENGYOREN MARU No. 8 |
| Sumikai Maru No. 3 | 488 | COSMO RAY II |
| Sumikai Maru No. 6 | 900 | EVER TRANSPORT II |
| Sumiko | 20058 | VORI |
| Sumire Maru | 1992 | STAR II |
| Sumiriki Maru No. 7 | 497 | SHINEI MARU No. 5 |
| Sumise Maru No. 6 | 1027 | SANTOS |
| Sumise Maru No. 7 | 1934 | LEADER FORTUNE |
| Sumise Maru No. 38 | 1595 | SUMISE MARU No. 21 |
| Sumita Maru No. 5 | 180 | MEITOKU MARU No. 3 |
| Sumitoku Maru No. 5 | 459 | SETIA DAMAI |
| Sumitoku Maru No. 8 | 199 | HOWA MARU No. 2 |
| Sumitoku No. 35 | 845 | DELIMA 121 |
| Sumiwaka Maru No. 31 | 499 | OYARIKI MARU No. 11 |
| Sumiyoshi Maru | 183 | SATSUMA No. 11 |
| Sumiyoshi Maru | 198 | EBISU MARU No. 8 |
| Sumiyoshi Maru | 199 | CHOFUKU MARU No. 5 |
| Sumiyoshi Maru | 199 | YASUE MARU |
| Sumiyoshi Maru | 199 | YUSHIN MARU No. 18 |
| Sumiyoshi Maru | 439 | TOEI MARU No. 8 |
| Sumiyoshi Maru | 478 | SHANGHAI MARU No. 3 |
| Sumiyoshi Maru | 15163 | SUMIYOSHI |
| Sumiyoshi Maru No. 3 | 1358 | NAM CHANG No. 103 |
| Sumiyoshi Maru No. 5 | 298 | DONG WON No. 555 |
| Sumiyoshi Maru No. 7 | 231 | DONG SUNG No. 207 |
| Sumiyoshi Maru No. 8 | 255 | DONG HEUI No. 17 |
| Sumiyoshi Maru No. 8 | 290 | TOMI MARU No. 17 |
| Sumiyoshi Maru No. 11 | 471 | TAKASHIRO MARU No. 31 |
| Sumiyoshi Maru No. 15 | 224 | NEPTUNO No. 2 |
| Sumiyoshi Maru No. 16 | 421 | KAIYO MARU No. 25 |
| Sumiyoshi Maru No. 18 | 152 | KIYO MARU No. 2 |
| Sumiyoshi Maru No. 18 | 198 | SHOJU MARU No. 15 |
| Sumiyoshi Maru No. 18 | 313 | HOSHIN |
| Sumiyoshi Maru No. 21 | 497 | SUPER GIANT |
| Sumiyoshi Maru No. 28 | 640 | SUNNY No. 17 |
| Sumiyoshi Maru No. 32 | 381 | JINPO MARU No. 3 |
| Sumiyoshi Maru No. 35 | 402 | UNICORD 1 |
| Sumiyoshi Maru No. 38 | 531 | SHENG WEI |
| Sumiyoshi Maru No. 52 | 267 | DONG JIN No. 6 |
| Sumiyoshi Maru No. 52 | 374 | KOYO MARU No. 8 |
| Sumiyoshi Maru No. 53 | 499 | EIHO MARU No. 38 |
| Sumiyoshi Maru No. 58 | 313 | MARIANNE |
| Sumiyoshi Maru No. 62 | 1399 | KAREN |
| Sumiyoshi Maru No. 65 | 149 | HIRO MARU No. 56 |
| Sumiyoshi Maru No. 65 | 411 | SEISHIN MARU |
| Sumiyoshi Maru No. 66 | 149 | HIRO MARU No. 58 |
| Sumiyoshi Maru No. 68 | 374 | ST. PIETRO No. 108 |
| Sumiyoshi Maru No. 71 | 422 | RYOUN MARU No. 8 |
| Sumiyoshi Maru No. 73 | 423 | SHOSHIN MARU No. 50 |
| Sumiyoshi Maru No. 75 | 497 | FUKUJYU MARU No. 75 |
| Sumiyoshi Maru No. 86 | 421 | CHOSEI MARU No. 7 |
| Summer | 567 | ALMANSOURAH |
| Summer Birdie | 3858 | REEFER No. 1 |
| Summer Breeze | 17126 | PACSEA |
| Summer Day | 5406 | GEORGE N |
| Summer Dew | 9199 | CHRISTINA S |
| Summer Light | 4995 | IRON WILL |
| Summer Melody | 6719 | ARMSTRONG |
| Summer Moon | 5926 | IRON THRUST |
| Summer Sea | 3552 | SERENE |
| Summer Sky | 6166 | CHIOS FAITH |
| Summer Sky | 11228 | KOUILOU |
| Summer Star | 3838 | LARNACA ROSE |
| Summer Star | 8647 | MARY LOU |
| Summer Sun | 347 | NORTHERN ENTERPRISE |
| Summer Sun | 8630 | ELENI |
| Summerfield | 24787 | EAGLE ARROW |
| Summit 7 | 777 | VIKORN |
| Summit 20 | 568 | C. P. 18 |
| Summit 22 | 983 | POR. SITHICHAI 4 |
| Sumoto Maru | 518 | IU MI NAU |
| Sun | 189 | FAR EAST |
| Sun | 240 | STEEL TRADER |
| Sun | 11310 | CAPE AVINOF |
| Sun Ace | 3150 | STELLA FAIRY |
| Sun Alkes | 5929 | UNIJE |
| Sun Ambassador | 6193 | THE FIESTA |
| Sun Antares | 6017 | HIRA I |
| Sun Arrow | 1040 | SEIHA MARU No. 2 |
| Sun Aster | 3545 | LANGGENG I |
| Sun Aster III | 51898 | ALANDIA TIDE |
| Sun Auk | 2911 | BANGLUMPOO |
| Sun Beauty | 6136 | EW ASPEN |
| Sun Bird | 2436 | DUYEN HAI |
| Sun Bird | 3522 | BLUE BAY |
| Sun Boat | 3680 | EUROPEAN GLORY |
| Sun Bright | 4856 | FONG SHAN |
| Sun Canna | 5185 | BROWNWOOD GLORY |
| Sun Carrier | 3356 | RAMPART |
| Sun Castor | 6736 | LILY ALICE |
| Sun Cecilia 1 | 2989 | JIN SHAN |
| Sun Cherie | 9996 | CARLITA |
| Sun Cherry | 9996 | CARLITA |
| Sun Chong | 9954 | ATALANTA T |
| Sun Clarie | 3342 | SUN BILLIE |
| Sun Clean | 1331 | MOSES I |
| Sun Clover | 12897 | UNAMONTE |
| Sun Coast | 299 | FRONTERA |
| Sun Coral | 2831 | MERRY STELLA |
| Sun Crest | 24643 | ANANGEL SUCCESS |
| Sun Crocus | 4396 | RAINBOW STAR |
| Sun Cupid | 3759 | PANAGIOTIS |
| Sun Cypress | 3757 | CHLOE II |
| Sun Deneb | 6941 | KNIGHT |
| Sun Diamond | 2996 | NAGATEEP |
| Sun Diamond | 7809 | FONG SHIN |
| Sun Dragon | 29491 | PALOMA |
| Sun Edelweiss | 5106 | GALIOLA |
| Sun Eel | 3451 | SAM JI |
| Sun Eel No. 3 | 1933 | UNION PUSAN |
| Sun Emerald | 7810 | FONG YUN |
| Sun Eternal | 6703 | NEW HONOR |
| Sun Express | 5019 | MOBY DREAM |
| Sun Fish | 240 | STEEL TRADER |
| Sun Flora | 2211 | HAI HONG No. 1 |
| Sun Flores | 4329 | ESTE BRISA |
| Sun Flower | 888 | C. P. 16 |
| Sun Flower | 3408 | MILD OCEAN |
| Sun Flower II | 656 | DELIMA 119 |
| Sun Flower 5 | 13321 | SUN FLOWER OSAKA |
| Sun Flower 7 | 7494 | APOLLON |
| Sun Flower 8 | 12572 | SUN FLOWER TOSA |
| Sun Flower 11 | 13614 | SUN FLOWER SATSUMA |
| Sun Fressia | 2994 | SANG THAI RUBY |
| Sun Fung | 517 | PALAU STAR |
| Sun Gas | 5490 | VARANGER |
| Sun Girl | 1599 | MORECAMBE DIVER |
| Sun Glorious | 13403 | MARITIME INTEGRITY |
| Sun Goddess | 3311 | LOLA |
| Sun Grace | 12928 | BLUE GRACE |
| Sun Grace | 14158 | YOUNG SATO |
| Sun Happiness | 5205 | FRIO DOLPHIN |
| Sun Harvest | 11432 | RIO CAGAYAN |
| Sun Heros | 9996 | CARLITA |
| Sun Hing | 780 | VIKING CARRIER |
| Sun Hope | 2499 | TENG LONG |
| Sun Hope | 9450 | PELANDER |
| Sun Hwa Gang | 3166 | MAHARDI |
| Sun I | 192 | JAVA GULF |
| Sun III | 149 | FABIAN'S BAY |
| Sun Iris | 3509 | GOLDEN CAMIA |
| Sun Island | 3874 | LEGEND |
| Sun Island | 3931 | FU LONG |
| Sun Island | 15045 | MANILA FELIZ |
| Sun Island I | 3874 | LEGEND |
| Sun Jay | 8300 | FANLING |
| Sun Jeanie | 3348 | SUN HARRIE |
| Sun Jin No. 1 | 162 | SUN KWANG No. 3 |
| Sun King | 8300 | FANLING |
| Sun Kobe | 26191 | KIWI ARROW |
| Sun Kung No. 1 | 3748 | SANTINI II |
| Sun Kung No. 2 | 5792 | PENTAS FORTUNE |
| Sun Lake | 737 | SHINSEI MARU |
| Sun Laurel | 29729 | SIMEON CH |
| Sun Light | 17275 | PACSTAR |
| Sun Light No. 26 | 349 | KYUNG DONG No. 3 |
| Sun Long No. 2 | 2766 | SEA TOWER |
| Sun Lotus | 5463 | ASIAN SEAWAYS |
| Sun Maiko | 22027 | GREBE ARROW |
| Sun Master | 14159 | SEA MASTER |
| Sun Maya | 25776 | RHEIN |
| Sun Merlion | 2418 | YIN LONG |
| Sun Mount | 455 | VILA BAANI |
| Sun North | 3331 | LAMONE |
| Sun Ocean | 298 | MIJORI No. 201 |
| Sun Ocean | 997 | MAYON 1 |
| Sun Ocean | 4182 | SOUTHERN PEARL |
| Sun Ocean | 15045 | HILDA |
| Sun Olympia | 344 | MIKAWA LINE |
| Sun Orchid | 3957 | KEESTAR |
| Sun Orchid | 17265 | OCEAN EMPRESS |
| Sun Orion | 6623 | OMS CHINNEY |
| Sun Pacific | 13623 | PEONIA |
| Sun Pacific | 23410 | SUNSHINE |
| Sun Pacific II | 13623 | PEONIA |
| Sun Petrel | 3129 | SWAKARSA |
| Sun Petrel | 5683 | GIWI |
| Sun Phoenix | 3933 | KEE INVESTMENT |
| Sun Piers | 11379 | ATLAS |
| Sun Plum | 6109 | MILI |
| Sun Po | 683 | SAKAEMACHI MARU |
| Sun Po XI | 1350 | COSMO RAY I |
| Sun Pollux | 6744 | AURORA CORAL |
| Sun Port | 2067 | NIKKO MARU No. 63 |
| Sun Port 2 | 411 | EIYU MARU |
| Sun Port 3 | 417 | NISSHO MARU No. 25 |
| Sun Prince | 2342 | NORTH PRINCE |
| Sun Princess | 17503 | STARSHIP MAJESTIC |
| Sun Progress | 3228 | SEA BROS |
| Sun Queen | 283 | NEW ERA |
| Sun Ray | 9842 | MUN SU BONG |
| Sun Ray | 24643 | ANANGEL DIGNITY |
| Sun Regulus | 6744 | HUA QUAN |
| Sun Rise | 12111 | SUN FLOWER 2 |
| Sun Rokko | 25552 | RHONE |
| Sun Rose | 2638 | AKI ACE |
| Sun Runner | 3759 | PANAGIOTIS |
| Sun Salvia | 4197 | BANGBUA |
| Sun Swallow | 20322 | THITA ATLAS |
| Sun Trader | 1140 | MAYLIN |
| Sun Trader | 9077 | ALAM TENAGA |
| Sun Tuna | 1122 | GARPESKJAER |
| Sun Union | 4546 | LU HAI 50 |
| Sun Valley | 22658 | OSLAND |
| Sun Vega | 7258 | ABOITIZ MEGA CARRIER 1 |
| Sun West | 517 | SECO |
| SUN WHA No. 3 | 190 | HAE YANG No. 3 |
| Sun Wind | 1137 | ALEXANDRIA STAR |
| Sun Winnie | 3955 | PRESIDENT WASHINGTON |
| Sun World | 5699 | SEABULK III |
| Sun World | 15045 | GEORGIA |
| Sun XIX | 190 | SOLE PRIMO |
| Sun XVIII | 105 | ALEXANDROS |
| Sun XX | 190 | SOLE SECONDO |
| Sun XXIII | 144 | SUNCREST |
| Sun Yang No. 21 | 364 | FELIZ 101 |
| Sun Yang No. 22 | 364 | HAENG BOK No. 517 |
| Sun Yang No. 23 | 364 | HAENG BOK No. 516 |
| Sun Yang No. 25 | 364 | HAENG BOK No. 517 |
| Sunafric | 419 | LOUISA |
| Sunarawak | 10274 | ANANGEL APOLLO |
| Sunbaden | 9338 | GOLDEN BEAR |
| Sunbeam | 104 | PARAGON |
| Sunbeam | 191 | NAM HAE No. 7 |
| Sunbeam | 196 | HOTAMA II |
| Sunbeam | 198 | HELMUTH |
| Sunbeam | 13292 | SEALANE II |
| Sunbeam | 40662 | AKA |
| Sunbear | 2589 | SAGRES |
| Sunblizzard | 5448 | CLIO |
| Sunboat | 3726 | RAFAELLO |
| Sunbrisa | 6156 | J. MASTER |
| Suncaribe | 10274 | ANANGEL SKY |
| Suncor Chippewa | 11781 | CHIPPEWA |
| Suncrescent | 195 | THUNDER BAY |
| Sund Clipper | 298 | OSTSEE |
| Sund 2 | 183 | BORRE |
| Sunda | 117 | SORBU |
| Sunda Sea | 11953 | ALAMO |
| Sundabugvin | 257 | VESTURTUGVA |
| Sundance | 494 | BILALI |
| Sundancer | 12576 | PEGASUS |
| Sundari | 265 | RAJOMA |
| Sundaybay | 8064 | CHATEAULIN |
| Sundaycape | 4413 | HORNSOUND |
| Sundbuss Baronen | 144 | KONSTANTINOS |
| Sundbuss Henrik II | 298 | OSTSEE |
| Sundbuss Jeppe | 143 | SUSAN KRUGER |
| Sundbuss Pernille II | 214 | UTSKAR |
| Sunde Junior | 155 | EDELFISK |
| Sunderland City | 6053 | SPRANTE DIAMOND |
| Sunderland I | 123 | ANN—MARI |
| Sunderland Venture | 8996 | ROSE ISLANDS |
| Sundern | 492 | GHARIB I |
| Sundern | 641 | REGA |
| Sundet | 226 | VINDHEM |
| Sundeved | 128 | SOLWAY LASS |
| Sundex | 496 | ENVI II |
| Sundex | 1581 | SUNDEXE |
| Sundia | 236 | INGE CHABIRA |
| Sundlady | 374 | L'ILE DE CARABANE 1 |
| Sundland | 298 | BARITA |
| Sundoy | 126 | CARNIVAL |
| Sundpilen | 784 | MEXICO FIESTA |
| Sundstad | 298 | SVEATIND |
| Sundsviken | 1598 | FREYA |
| Sundvag | 183 | BORRE |
| Sunemerillon | 10034 | LUCIEN PAQUIN |
| Sunetna | 6172 | HONG QI 118 |
| Sunflower | 101 | FATIMA I |
| Sunflower | 618 | BETANCURIA |
| Sunflower III | 669 | DUCK YANG |
| Sunflower 3 | 669 | DUCK YANG |
| Sunfrancis | 6640 | MADELEINE |
| Sung Jin | 999 | KEUM YANG No. 2 |
| Sung Yang No. 1 | 340 | MARINE STAR I |
| Sung Yang No. 2 | 356 | TAGANT II |
| Sungale | 5934 | ETTJE |
| Sungei Asahan | 194 | SRI ASAHAN |
| Sungei Sarawak | 4722 | ATLANTICO DUE |
| Sunglory | 15870 | EXONI |
| Sunglow | 4065 | ZHE HAI 717 |
| Sungreen | 5586 | PATRIA |
| Sunguajira | 10274 | ANANGEL VICTORY |
| Sunhope | 6304 | JASAMAS |
| Sunima | 13769 | BAI YUN HAI |
| Sunlight | 170 | C T L II |
| Sunlight | 999 | VASILIOS XIII |
| Sunlight Alice | 114 | BALI I |
| Sunlight No. 22 | 280 | KANG JIN No. 106 |
| Sunlight No. 23 | 350 | BERROS |
| Sunlight No. 25 | 349 | DRAGO |
| Sunlina | 6731 | EAST HAWK |
| Sunlit Waters | 133 | DAUNTLESS STAR |
| Sunmalka | 13548 | HONG QI 302 |
| Sunmaria | 10274 | MARIA ANGELICOUSSI |
| Sunmark | 1599 | STOLT FALDA |
| Sunnadin (ATA 197) | 503 | KAHUNA |
| Sunnanland | 107 | NOSTERO |
| Sunnanland | 4187 | XIN CHANG |
| Sunnanvik | 1463 | CEMMO |
| Sunnex Star | 4238 | DIVINE SEMBILAN |
| Sunnhordland | 1044 | KRISTINA BRAHE |
| Sunniao | 14844 | ISOLA FUCSIA |
| Sunnmore | 532 | BULKMANN |
| Sunnmore | 1262 | HVITANES |
| Sunnmoringen | 543 | CULLINTO |
| Sunny Alk | 3793 | KOBE 2 |
| Sunny Arabella | 6393 | ORIENT FAITH |
| Sunny Aurora | 3725 | DASA SEMBILAN |
| Sunny Baby | 1363 | HAPPY FALCON |
| Sunny Beach | 471 | KAPTAN YASAR AKBAS |
| Sunny Bettina | 1610 | PONTA DE SAGRES |
| Sunny Boat | 3680 | EUROPEAN GLORY |
| Sunny Boy | 1334 | HAPPY FELLOW |
| Sunny Christina | 1599 | RHEIN PILOT |
| Sunny Clipper | 2253 | KERTA TUJUH |
| Sunny Crane | 3467 | CONTINENTAL ROSE |
| Sunny Emblem | 3221 | NIAGA ENERGI 1 |
| Sunny Fellow | 1147 | AUSTRALGAS |
| Sunny Girl | 1263 | HONG HING |
| Sunny Hawk | 6901 | IONIAN MARINER |
| Sunny Heath | 5883 | TAE CHON |
| Sunny Hope | 30822 | SANKO HOPE |
| Sunny Island | 14674 | VALERIE C |
| Sunny Maribella | 6623 | MARINE PEACE |
| Sunny Mermaid | 17126 | PACSEA |
| Sunny No. 35 | 1089 | LASARISA No. 1 |
| Sunny Ocean | 3377 | DOOYANG GARNET |
| Sunny Ocean | 10301 | AGIODEKTINI |
| Sunny Peak | 10653 | GONOSAN |
| Sunny Pine | 2874 | TIMBER TRADER |
| Sunny Pioneer | 11441 | SPARKLE MOON |
| Sunny Prince | 1999 | HAPPY BEE |
| Sunny Progress | 42619 | TIMOR SEA |
| Sunny Queen | 5976 | DE HUA |
| Sunny Reefer | 4999 | STAR HOPE |
| Sunny Sea | 444 | CHEMICARRY No. 29 |
| Sunny Spanker | 11633 | FINNVANN |
| Sunny Superior | 25777 | ROSITA |
| Sunny Sydney | 6016 | REGENT |
| Sunny Tarquin | 1586 | LADY ROWENA |
| Sunny Trader | 490 | GOD IS ABLE |
| Sunny Trader | 999 | TINA D |
| Sunny Wealth | 11293 | PATTY |
| Sunny Wisteria | 23076 | NOREFJORD |
| Sunny 1 | 349 | JENNY No. 7 |
| Sunoco, Jr. | 120 | MARINE FUEL II |
| Sunosaki Maru | 30257 | SAN FELICE |
| Sunpassat | 7608 | CHIMBORAZO |
| Sunprince | 13548 | HONG QI 302 |
| Sunrana | 499 | ELVITA |
| Sunray | 955 | ROYAL STAR II |
| Sunray | 1599 | DEPASPED |
| Sunreef | 4239 | IGLO EXPRESS |
| Sunrex | 1948 | SHUN ZHI |
| Sunrise | 141 | SOGNEFJELL |
| Sunrise | 299 | KLEOPATRA |
| Sunrise | 448 | ENTERPRISE |
| Sunrise | 1999 | ORKA |
| Sunrise | 2569 | AVENTURE |
| Sunrise Glory | 20382 | GU YUAN HAI |
| Sunrise Glory | 37455 | SUNNY GLORIOUS |
| Sunrise II | 135 | HAWK |
| Sunrise II | 399 | BOU ISMAIL |
| Sunrise Lily | 1992 | STAR II |
| Sunrise Ocean | 12640 | WHITE OPAL |
| Sunrise Shoun | 3389 | STAH |
| Sunrise Trader | 51767 | SUNRISE |
| Sunrise Two | 499 | LILY MAA |
| Sunrose | 9404 | ALICE |
| Sunsaxonia | 6550 | SHI JING SHAN |
| Sunset | 117 | SILVER LINING |
| Sunset | 999 | NAFIS |
| Sunset | 9837 | STEFANOS |
| Sunset Peak | 43867 | TRADE QUEST |
| Sunshine | 394 | PUTERI |
| Sunshine | 410 | RUMM HART I |
| Sunshine | 690 | SUNSHINE I |
| Sunshine | 1599 | APRIL GLORY |
| Sunshine III | 131 | VALIANT LADY |
| Sunshine Leader | 132464 | PACIFIC LEADER |
| Sunstar | 5221 | EVER FORTUNE |
| Sunstars | 13204 | CASTANO |
| Sunstinnes | 5870 | SLAGEN |
| Suntairona | 10322 | PROMOTER |
| Suntar | 2570 | NEWSTART |
| Suntempest | 7507 | MANGAN |
| Suntis | 290 | DELFINO BLU |
| Suntis | 299 | VIKING |
| Suntrader | 497 | MANOLIS II |
| Suntyphoon | 11228 | ORNELLA |
| Sunvreeland | 6641 | FLAIR |
| Sunward | 5831 | SCANDINAVIAN SONG |
| Sunward II | 14110 | TRITON |
| Sunward II | 15870 | EXONI |
| Sunwind | 144 | SUNCREST |
| Sunwind | 5130 | WIND TRADER |
| Suo Maru | 30013 | NESLIHAN |
| Suoh | 3935 | FLORIDA MARU |
| Suometar | 36 | ANTHONY G. PAPPADAKIS |
| Suorva | 68777 | PAWNEE |
| Supachai Bulakul | 6176 | SU CHENG |
| Super Coon | 119 | JADE NICOLE |
| Super Horse | 136 | ANNE ROWE |
| Super Lamco | 198 | CARIDAD |
| Super Nova | 6731 | EAST HAWK |
| Super Scan | 1504 | CONTI BLUE |
| Superbe | 116 | ABOMA |
| Supercat One | 392 | GOLDEN OLYMPICS |
| Superflex Alfa | 4104 | DIFKO NYBORG |
| Superflex Charlie | 4104 | DIFKO KORSOR |
| Superflex Delta | 4296 | DIFKO STOREBAELT |
| Superflex India | 4101 | MERCANDIA V |
| Superflex Juliet | 4296 | MERCANDIA VI |
| Superflex Kilo | 4101 | MERCANDIA I |
| Superflex Lima | 4296 | MERCANDIA II |
| Superflex Mike | 4101 | MERCANDIA III |
| Superflex November | 4296 | MERCANDIA IV |
| Superflex Whiskey | 4101 | MERCANDIA VII |
| Superior | 16067 | MANYAS 1 |
| Superior Exporter | 400 | AMPERA IV |

| | | |
|---|---|---|
| Superior Importer | 399 | AMPERA III |
| Superior Importer | 400 | SAMPURNA V |
| Superior Trader | 329 | AMPERA II |
| Superior Trader | 367 | JO |
| Superiority | 1583 | LOBO |
| Superman | 304 | VESCA R—6 |
| Supernova | 175 | ADVENTURE |
| Supernova 87 | 175 | ADVENTURE |
| Superstar 1 | 452 | STAR I |
| Supesa I | 1750 | BORRASCA I |
| Supreme | 114 | ADORNE |
| Supreme Beaver | 1567 | PUPIDORA |
| Supreme Trader | 9702 | GOKSU |
| Supremity | 698 | KORIMU |
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| Sur Este No. 302 | 302 | SUR ESTE No. 305 |
| Surcouf | 483 | COMMANDANT GAMAS |
| Surenes | 12132 | MED TRANSPORTER |
| Surf Tide | 116 | SUNSHINE |
| Suri | 1258 | SENTOSA |
| Suriname | 309 | NICOLAOS TH |
| Surja | 352 | 6—234 |
| Surmene | 499 | YALIKOY II |
| Surmount | 5398 | HYE GLORY |
| Suroit | 2971 | COCCINELLA |
| Surprise | 121 | MERIDIAN PRIDE |
| Surreybrook | 1586 | GOD SPIRIT |
| Sursum Corda | 157 | VROUWE ELISABETH II |
| Sursum Corda | 175 | BILLY ROWNEY |
| Surtsey | 101 | STOKKSEY |
| Suruga | 698 | SPICA STAR |
| Suruga Maru | 230 | TOA MARU No. 8 |
| Suruga Maru | 299 | MEIHO MARU No. 28 |
| Suruga Maru | 2601 | BETHESDA 1 |
| Suruga Maru No. 1 | 339 | FRABAL B—II |
| Suruga Maru No. 8 | 698 | CHITOSE MARU No. 3 |
| Surveyor | 168 | MOURISCA |
| Surveyor | 619 | DOAA ALLAH |
| Surya Mas | 375 | TRISILA PRATAMA |
| Surya Pulau Laut | 736 | SAPTA MAJU |
| Surya Putra | 710 | SIRONTALO III |
| Suryance | 594 | DAYA SAKTI |
| Sus 1 | 485 | RHINE |
| Sus 3 | 398 | OSMAT |
| Susak | 1146 | ABOUDI—MAR |
| Susan | 149 | SOLVANG III |
| Susan | 300 | PERLA |
| Susan | 508 | GEORGE H. |
| Susan | 4064 | BARBANERA |
| Susan | 5418 | EAST RAINBOW |
| Susan | 36521 | AGATE |
| Susan A | 2984 | NORDIC PRIDE |
| Susan A. Moran | 245 | WAGNERS POINT |
| Susan A. Moran | 613 | MONTE BRANCO |
| Susan B. | 35687 | BANDAO |
| Susan Borchard | 999 | GERLIN |
| Susan C | 1920 | FIDAA |
| Susan C | 57075 | NEDLLOYD HUDSON |
| Susan Cheramie | 165 | RAYDA CHERAMIE |
| Susan Constant | 3334 | CHILOE IV |
| Susan Dreyer | 299 | ARGONAUT |
| Susan Elizabeth | 186 | BINA KRIDA |
| Susan Hindman | 411 | TARA HALL |
| Susan Mac | 1399 | CARIB ALBA |
| Susan Miller | 4255 | ARTEMIS I |
| Susan Moran | 186 | FORT McHENRY |
| Susan Sea | 8909 | VIVARI II |
| Susan Silvana | 1399 | CARIB ALBA |
| Susan Vendelbo | 164 | LIPTON |
| Susan Vendelbo | 196 | MERCADOR |
| Susan Vendelbo | 218 | FRENNEODDE |
| Susan Watson | 268 | ELIZABETH B |
| Susan Wright | 354 | SHAMS AL—KHALEEJ |
| Susana | 499 | SUSANNA |
| Susana | 13514 | UNITANK |
| Susann von Bargen | 1337 | CARIBE |
| Susann Bentsen | 1599 | HUAN JIANG |
| Susanna | 499 | ELENA LUX |
| Susanna | 955 | ROYAL STAR II |
| Susanna | 972 | ANTORAS II |
| Susanna | 1599 | CHRISTINA |
| Susanne | 371 | CONFIANCE |
| Susanne | 492 | GHARIB I |
| Susanne | 492 | MANUIA |
| Susanne | 888 | PORLAN |
| Susanne | 9306 | BISMIHITA'LA |
| Susanne | 18325 | RABIGH BAY 1 |
| Susanne Clausen | 499 | CODAN |
| Susanne Dania | — | EMBLA |
| Susanne Flindt | 399 | STEFANOS M |
| Susanne Jors | 296 | BUVIK |
| Susanne Jors | 299 | POLARIS |
| Susanne L | 499 | BREMER MERCUR |
| Susanne Lenger | 474 | JEANNETTE |
| Susanne Lonborg | 995 | RIVA |
| Susanne M. | 116 | VRIENDSCHAP |
| Susanne Onstad | 67856 | OMI COLUMBIA |
| Susanne Pan | 199 | MITO |
| Susanne Reith | 955 | ROYAL STAR II |
| Susanne Reith | 1853 | NORINA |
| Susanne Sif | 1599 | C. R. MONTJOLY |
| Susanne Skou | 4570 | BAI YUN SHAN |
| Susanne Vesta | 400 | ALEXANDER K |
| Susanne Vinnen | 6609 | AMER JYOTI |
| Susebek | 959 | SARIGOL |
| Susholm | 136 | BREVIA PORTLAND |
| Susi Ann | 259 | ROXEN |
| Susie Howard | 148 | CORONA |
| Susie I | 509 | SIRONTALO V |
| Susquehanna | 20751 | FALCON COUNTESS |
| Susse W | 298 | SOREL POINT |
| Sussex | 1211 | SATTAM |
| Sussexbrook | 1598 | SONAR PRIMA |
| Sussi | 114 | HAMKO I |
| Sutas | 1596 | AMAFHH TWO |
| Sutluce | 397 | TAMANLAR |
| Suurhusen | 299 | RACHA |
| Suus | 247 | LAUT SAWU |
| Suwa Maru | 114 | CLOVER 11 |
| Suwa Maru | 2603 | SUNNY ACE |
| Suwa Maru | 35760 | STELLA |
| Suwa Maru No. 25 | 180 | GLAXINIA No. 2 |
| Suwa Maru No. 31 | 111 | SUWA MARU No. 2 |
| Suwa Maru No. 31 | 189 | SHICHIFUKU MARU No. 3 |
| Suwa Maru No. 32 | 332 | SUNG YOUNG No. 99 |
| Suwa Maru No. 33 | 127 | JAMES |
| Suwa Maru No. 35 | 180 | KYOTOKU MARU No. 33 |
| Suwa Maru No. 37 | 275 | KICCHO MARU No. 38 |
| Suwa Maru No. 51 | 247 | SHINSHO MARU No. 51 |
| Suwa Maru No. 55 | 118 | KYOTOKU MARU No. 55 |
| Suwa Maru No. 58 | 131 | KOWAN MARU No. 8 |
| Suzanne | 474 | PEMBANGUNAN VI |
| Suzanne Faroult | 229 | VAARVIND |
| Suzeric | 6216 | SONG CHU |
| Suzon Clarisse | 351 | DAROU SALAM |
| Suzu Maru | 229 | IL WOO No. 12 |
| Suzu Maru No. 1 | 257 | CHANG SUNG No. 107 |
| Suzu Maru No. 1 | 284 | TAIKEI MARU No. 18 |
| Suzu Maru No. 1 | 298 | KINPO MARU No. 18 |
| Suzu Maru No. 2 | 344 | HOEI MARU No. 1 |
| Suzu Maru No. 3 | 288 | SHINYO MARU No. 25 |
| Suzu Maru No. 3 | 344 | PINO |
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| Suzu Maru No. 8 | 289 | DAITEI MARU No. 1 |
| Suzu Maru No. 11 | 284 | CHIYO MARU No. 73 |
| Suzu Maru No. 21 | 299 | KWANG YANG No. 308 |
| Suzu Maru No. 21 | 306 | DONG WON No. 607 |
| Suzu Maru No. 32 | 304 | SACHI MARU No. 55 |
| Suzu Maru No. 51 | 267 | IHN SUNG No. 105 |
| Suzuhyo Maru No. 15 | 188 | JIN BO No. 308 |
| Suzuka | 989 | APOLLONIA BEAUTY |
| Suzuka Maru | 192 | HAKATA MARU |
| Suzukasan Maru | 11486 | NOBLE ACE |
| Suzuran | 5922 | STORK V |
| Suzuran Maru | 149 | RAN MARU |
| Suzuran Maru | 498 | BAY WIND |
| Suzuran Maru | 9991 | UTOPIA |
| Suzymar | 399 | TAMARA I |
| SV—1 | 205 | ZANA |
| SV—2 | 235 | LAURA |
| Svalbard | 1036 | VAGBORG |
| Svalbard | 1245 | GECO SIGMA |
| Svanefjord | 238 | SVANEFJORD AV HJO |
| Svanesund | 139 | GERDA KLAUS |
| Svanesund | 152 | GERDA IVERSEN |
| Svanetiya | 3290 | TALLINN |
| Svanevig | 199 | LAURENCE |
| Svanfjord | 499 | LENDAVA |
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| Svano | 13845 | ENERGY SEARCHER |
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| Svanur | 3399 | TINGANES |
| Svarte | 1323 | BORRE AF SIMRISHAMN |
| Svarten | 289 | HAMNFJELL |
| Svartskar | 399 | HARJULA |
| Svava | 122 | CAPE STEVNS |
| Svea | 129 | INGODD |
| Svea | 7262 | KNOSSOS |
| Svea Baltic | 491 | AL BAHRI |
| Svea Baltic | 495 | SONG ZHU MEI 2 |
| Svea Bay | 299 | SIGNE |
| Svea Corona | 12576 | PEGASUS |
| Svea Corona | 20581 | KING OF SCANDINAVIA |
| Svea Drott | 4128 | MOBY BABY |
| Svea Jarl | 5097 | ANDAMAN PRINCESS |
| Svea Link | 6962 | STENA SEATRADER |
| Svea Marina | 50235 | ESSO ORIENT |
| Svea Regina | 8139 | TALLINK |
| Svea Scarlett | 3039 | ECK |
| Svea Star | 9908 | SCANDINAVIAN SUN |
| Sveaborg | 7586 | IALYSSOS |
| Sveafjord | 227 | AQUA—PRINCE |
| Svealand | 999 | LUO JIANG |
| Svealand | 6962 | STENA SEATRADER |
| Svealand | 15879 | SEA WIND |
| Svealand | 105661 | NECKAR ORE |
| Svealand av Malmo | 6962 | STENA SEATRADER |
| Svegrunn | 136 | RYVAR |
| Svein | 115 | STRAUME |
| Sveinbjornsson | 219 | SIGURBORG |
| Sveinborg | 318 | THORSTEINN |
| Svelgen | 999 | MONIA |
| Sven | 390 | NIKITIS |
| Sven Dede | 3815 | GRACECHURCH HARP |
| Sven Egil | 191 | HAJA |
| Sven Germa | 295 | SANTA MARIA |
| Sven H | 284 | RAMBLER |
| Sven H | 498 | DAFNI |
| Svend | 410 | RED SEA ARAB |
| Svend Dammann | 499 | JOLANDA |
| Svend Sif | 495 | LARA |
| Svendborg | 128 | ACTIV |
| Svendborg | 831 | NIKKI ITTUK |
| Svendborg Bay | 299 | LOLLIK |
| Svendborg Gate | 499 | TRICOLOR GATE |
| Svendborg Glory | 499 | LIAZI |
| Svendborg Gold | 2151 | FORUM MICRONESIA |
| Svendborg Grace | 498 | ANNE M |
| Svendborg Maersk | 40390 | BRIGIT MAERSK |
| Svendborgsund | 115 | UDBYHOJ |
| Svendborgsund | 303 | EBBA VICTOR |
| Svendborgsund | 399 | GIGI TRADER |
| Svengulf Maersk | 3636 | PETRO PYLA |
| Svenja | 399 | CHRISTIAN |
| Svenja | 911 | DIOGO DO COUTO |
| Svenlith | 947 | AHSAN K |
| Svennor | 557 | SYLVIA |
| Sveno Marina | 2891 | LILLY R |
| Svensksund | 2782 | HONG QI 165 |
| Sverdrupson | 236 | ZUIDERSTER 7 |
| Sverre Hund | 494 | TAPORO III |
| Sverre Hund | 495 | LINDESNES |
| Svinten | 146 | KJELL—OSKAR |
| Svitzer Garm | 944 | LANCILLOTTO |
| Svitzer Jarl | 499 | RED HARRIER |
| Svyatogor | 6048 | KRASIN |
| Swakop | 11194 | MACTAN |
| Swallow | 480 | KAPETAN VJEKO |
| Swallow | 963 | WASIAN |
| Swallow | 1598 | PROTON |
| Swallow | 1997 | EUROREEFER |
| Swallow | 10708 | LABRAX |
| Swan | 269 | ROYAL TAIPAN |
| Swan | 1599 | EVANGELIA III |
| Swan Akiko | 5683 | GIWI |
| Swan H. L. | 16125 | SEA SWAN |
| Swan Lake | 6950 | HORNSTREAM |
| Swan M. | 11579 | CANDELARIA |
| Swan Ocean | 2194 | SPRUT |
| Swanage | 157 | MARY BIRCH |
| Swanella | 1317 | SEAWAY COMMANDER |
| Swanella | 1963 | MARINE EXPLORER |
| Swansea | 1598 | BP JOUSTER |
| Swansea | 5392 | IKOPA |
| Swansea | 5642 | AL HANA D |
| Swartland | 499 | BRILLIANT REEFER |
| Swazi | 987 | JASON CAPE |
| Swazi Coast | 987 | JASON CAPE |
| Sweden Maru | 8856 | PICHAI SAMUT |
| Swedish Wasa | 15051 | LEADER A |
| Swedru | 5221 | EVER FORTUNE |
| Swee Lean | 6997 | SOYA |
| Sweet Briar | 19460 | DIAN CHI |
| Sweet Faith | 1492 | ST. LORENZO |
| Sweet Flag | 13138 | TOURMALINE |
| Sweet Grace | 1489 | LORENZO CONTAINER XII |
| Sweet Hope | 571 | CASAS VICTORIA |
| Sweet Peace | 992 | CENTRAL CEBU |
| Sweet Roro 2 | 4634 | SWEET GLORY |
| Sweet Rosalie | 110 | NICHOLS PRIDE |
| Sweet Sultan | 9634 | KYDONIA |
| Sweet Trader | 9400 | ATLAS TRADER |
| Sweetbrier | 37898 | PRESIDENT |
| Sweetheart | 240 | HORDATRAL |
| Swellandam | 6063 | BALDER JIANGCHOW |
| SWI—44 | 107 | WLA—134 |
| Swibon | 14456 | HANJIN JEDDA |
| Swiecie | 9605 | GENERAL A. F. CEBESOY |
| Swietlik | 499 | MARY T |
| Swift | 226 | CARLTON QUEEN |
| Swift | 285 | LA MEER |
| Swift | 1073 | SWIFT TRADER |
| Swift Carrier | 802 | SIN YANG |
| Swift H. L. | 22835 | SEA SWIFT |
| Swift 1 | 635 | MAHAL |
| Swiftburn | 133 | DAUNTLESS STAR |
| Swiftnes | 11468 | PROTEUS |
| Swiftsure II | 192 | PACIFIC RANGER II |
| Swiftsure X | 363 | GULF IVY |
| Swindregt | 399 | MARWA 1 |
| Swire Star | 3527 | SIAM STAR |
| Sword Fish | 243 | ECOLTEVERE |
| Syatriya | 3049 | LUCKY HOVER |
| Sybil Freeman | 285 | SJOVIND |
| Sybille | 424 | BEATE |
| Sybille | 999 | ROCKABILL |
| SYC II | 258 | PALAPA INTI |
| Sycee | 32196 | CHLOE |
| Sydalise Crawford | 148 | DORADO |
| Sydero | 836 | SANTA JOANA |
| Sydfonn | 3986 | GAZ MED |
| Sydfonn | 16404 | NUEVO LAREDO |
| Sydfors | 183 | MIDSJO |
| Sydfyn | 894 | VIS |
| Sydhav | 68502 | MOBIL ALADDIN |
| Sydhavn | 287 | GUSTAV |
| Sydkust | 209 | DORIS |
| Sydney Bridge | 35831 | BONTRADER |
| Sydney Cove | 245 | E. B. CANE |
| Sydney Express | 28896 | CANADA EXPRESS |
| Sydney Tide | 685 | GULF TIDE |
| Sydtank | 4753 | FRANCESCA FORESI |
| Sydvest | 475 | MIDNIGHT SUN |
| Sygnus | 855 | RIHIVELI |
| Sykhn I | 989 | SEMARAK |
| Sylfiden | 149 | JETTE TOFT |
| Syllingar | 1315 | REMVI |
| Sylt | 499 | LUNA |
| Sylt | 14844 | ISOLA FUCSIA |
| Sylter Hahn | 149 | HAUKE HAIEN |
| Sylvan Cheramie | 134 | MUROS |
| Sylvana | 421 | ARIS |
| Sylvania | 24803 | DAWN PRINCESS |
| Sylvia | 350 | AL GHADEER |
| Sylvia | 498 | SIRONTALO I |
| Sylvia | 537 | KYKNOS |
| Sylvia | 756 | VOLZEE |
| Sylvia | 1597 | WANGARD |
| Sylvia Alpha | 1599 | VREDEHOF |
| Sylvia Anna | 392 | SEA POWER |
| Sylvia Beta | 1599 | ELISE |
| Sylvia Delta | 1536 | LADY REA |
| Sylvia Epsilon | 1599 | SILKE |
| Sylvia G | 399 | PRINCESSE BERNADETTE |
| Sylvia Gamma | 1599 | VIJVERHOF |
| Sylvia I | 499 | PISTIS |
| Sylvia I | 685 | UJUNG LERO |
| Sylvia II | 497 | BUDIMAN |
| Sylvia III | 683 | DEWI MUTIARA |
| Sylvia IV | 1592 | AMAZONA |
| Sylvia Mae | 110 | MEDKIN |
| Sylvia Omega | 1599 | ZOMERHOF |
| Sylvia—R | 211 | MANSAVI |
| Sylvo | 15594 | RIO CHAMA |
| Symphony | 8985 | SYMPHONIC |
| Symphony II | 6189 | HELIOPOLIS SPRING |
| Symra | 50895 | FINNY |
| Synsrand | 401 | ATLANTIC HORIZON |
| Syon Park | 1599 | VIRGO |
| Sypesteyn | 336 | DALMAR ENERGY |
| Syr—Darya | 1115 | KAPITAN YEVSEYEV |
| Syra | 16380 | JAG VIDYA |
| Syracuse | 252 | JAMES McALLISTER |
| Syrenka | 399 | FLEET FEEDER |
| Syria | 1138 | QUEEN SEA 1 |
| Syria | 8579 | EUROPEAN FREEWAY |
| Syros | 669 | AGIOS DIONYSSIOS I |
| Syros Island | 5507 | VALBRENTA |
| Syskyjarvi | 225 | VINHA |
| Szczecin Trader | 497 | GIANNIS |
| Szymanowski | 7178 | FANG XING |
| S2 | 128 | PLANIK |
| T. Akasaka | 29683 | SEABOSS |
| T. Bora | 498 | SARAYKOY |
| T. E. Short | 215 | LAMNALCO 21 |
| T. G. Shaughnessy | 128928 | SHINING STAR |
| T. I. C. No. 26 | 477 | DEBBIE ANN |
| T. J. Conway | 584 | PERULITE |
| T. J. T. 2 | 2993 | TOPAZ |
| T. M. 1 | 198 | T. J. SHERIDAN |
| T. P. 1 | 360 | S/VM TP 1 |
| T. P. 2 | 360 | S/VM TP 2 |
| T. R. McLagan | 15500 | OAKGLEN |
| T. R. Naquin | 297 | ERIN BRUCE |
| T. S. Fortune | 134410 | EREDINE |
| T. S. 12 | 268 | ELIZABETH B |
| T. T. America | 199 | AMERICA |
| T. Tuna | 1592 | NARCELLE |
| T. V. O. 1 | 197 | BOLUDA TREINTA |
| T. W. Nelson | 2573 | WESTERN RELIANCE |
| T. Wenda | 30536 | TRIESTE |
| T. 1049 | 398 | T4—165 |
| T. 1050 | 491 | T4—166 |
| T. 1051 | 651 | T4—167 |
| T. 1052 | 500 | T4—168 |
| T. 1053 | 1078 | CANAL BRIDGE |
| T. 1056 | 1343 | T4—172 |
| T. 1057 | 575 | T4—173 |
| T. 1058 | 883 | T4—174 |
| T.B.2. | 133 | MARCANTONIO BRAGADINO |
| T.2 | 472 | AGIOS DIMITRIOS |
| T—AG 161 | 542 | REEDVILLE |
| T—AKL 32 | 538 | TANGIER ISLAND |
| T—Kip III | 196 | OMS KENEDY |
| T—W Sea Prince | 156 | SEA PRINCE |
| Ta An | 5411 | DAIAN MARU |
| Ta Chuan | 2766 | SEA TOWER |
| Ta Hang | 1785 | DONG SEONG |
| Ta Ho | 2996 | HONG YUE MARU |
| Ta Lai No. 6 | 863 | MUTIA HAYU |
| Ta Lai No. 6 | 1999 | TUNG HAI No. 6 |
| Ta Lung | 683 | SAKAEMACHI MARU |
| Ta Ming No. 1 | 432 | TIEN MING No. 1 |
| Ta Ming No. 2 | 432 | TIEN MING No. 2 |
| Ta Peng No. 3 | 4908 | ATLANSA EXPRESS |
| Ta Pong | 4027 | PAN HARVEST |
| Ta Tung | 967 | SEJATI TRITYA |
| Ta Wu | 2928 | SABAH 3 |
| Ta Yue Shan | 249 | PEGASUS |
| Taabo | 3343 | AHLERS BREEZE |
| Taabo | 6880 | PATRICIA |
| Taabo | 10096 | MOSTWEEN 5 |
| Taars | 460 | HIIUMAA |
| Tabalo | 1630 | BREEHELLE |
| Tabas | 209 | TORSHIZ |
| Tabasco | 496 | M. C. THUNDER |
| Tabasis | 395 | ADMIRAL II |
| Tabba Tabba | 347 | ABBACO |
| Tabby IV | 122 | THREE BELLES |
| Tabi Shan | 1641 | TAI YANG SHAN |
| Tabla | 4255 | OKAPI |
| Taboga | 473 | CARL WILLIAM SELVICK |
| Tabor | 136 | BALTIK |
| Tabor | 64670 | NAVIOS PROTECTOR 2 |
| Tabora | 12738 | WAKAMBA |
| Tabora | 18775 | PETRALIA |
| Tabtim Siam | 3369 | FRANCISCO DAGOHOY |
| Tabuco | 4414 | CORDILLERA |
| Tabuco | 8902 | MERKUR AFRICA |
| Tachibana | 197 | PRINCESS JOAN |
| Tachibana | 35014 | CORNILIOS |
| Tachibana I | 6815 | CHAMPION TRADER |
| Tachibana Maru | 2843 | EMILIO JACINTO |
| Tachibana Maru | 6721 | MA. GUADALUPE |
| Tachibana Maru | 6815 | CHAMPION TRADER |
| Tachibanasan Maru | 992 | MERLION II |
| Tackler Arabia | 2077 | LINK |
| Tackler Dosinia | 2800 | QESHET |
| Tacloban City | 1242 | DAVAO CITY |
| Tacna II | 11523 | ADVANTAGE |
| Tacna III | 14567 | MANCHINCHI BRIDGE |
| Tacna 1 | 310 | ICALMA |
| Tacna 4 | 310 | PATILLOS |
| Tacna 8 | 310 | EPERVA 49 |
| Tacna 9 | 310 | EPERVA 50 |
| Tacna 10 | 310 | EPERVA 51 |
| Tacoma | 112 | NORTHWYN |
| Tacoma City | 16704 | PETALOUDA |
| Tacoma Maru | 16369 | DORIANNE |
| Tacoma Maru | 17926 | SINCERE VICTORY |
| Tacoma No. 3 | 104 | SOON PUNG |
| Tadamun | 496 | AL TADAMUN 1 |
| Tades | 1189 | DILOY |
| Tadeusz Ocioszynski | 6964 | OCEAN BARBARA |
| Tadotsu | 687 | RUBY I |
| Tadotsu | 2489 | HUA SONG |
| Tadzhikistan | 3787 | CHANG SHENG |
| Tae Baek No. 61 | 223 | KUM DO No. 77 |
| Tae Baek No. 62 | 223 | HWA DONG No. 105 |
| Tae Baek No. 81 | 299 | LAGOS No. 101 |
| Tae Baek No. 211 | 737 | HWA RANG No. 87 |
| Tae Baek No. 215 | 1015 | TAE WOONG No. 602 |
| Tae Baek San | 309 | BUSAN No. 852 |
| Tae Chang No. 1 | 239 | DONG HEUI No. 1 |
| Tae Chang No. 2 | 234 | SAM KYUNG |
| Tae Chang No. 3 | 263 | DONG HEUI No. 33 |
| Tae Chang No. 5 | 235 | KUM HO No. 31 |
| Tae Chang No. 6 | 291 | PATAO |

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|---|---|---|
| Tae Chang No. 15 | 297 | HAN YUNG No. 33 |
| Tae Chang No. 17 | 255 | DONG HEUI No. 17 |
| Tae Chang No. 25 | 235 | BO KANG No. 307 |
| Tae Chang No. 33 | 267 | DONG JIN No. 6 |
| Tae Chang No. 51 | 261 | KUM HO No. 33 |
| Tae Chang No. 53 | 284 | POLYMASTER No. 1 |
| Tae Chang No. 55 | 233 | HAE YANG No. 7 |
| Tae Chang No. 56 | 152 | EDEN |
| Tae Chang No. 88 | 491 | PETERO No. 601 |
| Tae Pyung Yang No. 11 | 192 | MEE HAENG No. 203 |
| Tae Sun No. 1 | 269 | WOO JIN No. 53 |
| Tae Sun No. 2 | 297 | HAN YUNG No. 33 |
| Tae Sung | 3568 | HASAN KALKAVAN |
| Tae Woong No. 601 | 491 | PETERO No. 601 |
| Tae Woong No. 605 | 282 | PETERO No. 605 |
| Tae Woong No. 607 | 356 | PETERO No. 607 |
| Tae Woong No. 701 | 485 | PETERO No. 301 |
| Tae Woong No. 702 | 485 | PETERO No. 303 |
| Tae Woong No. 703 | 485 | PETERO No. 302 |
| Tae Yang No. 101 | 133 | WON CHANG No. 81 |
| Tae Yang No. 107 | 133 | WON CHANG No. 82 |
| Tae Yang No. 108 | 133 | YOU JIN No. 21 |
| Tae Yang No. 110 | 133 | YOU JIN No. 22 |
| Tae Yang No. 116 | 138 | DAE KYUNG No. 6 |
| Tae Young No. 103 | 109 | CHEOG YANG No. 3 |
| Taegu | 5633 | HANRASAN No. 1 |
| Taeho | 25831 | ZIM CALIFORNIA |
| Taeping | 23367 | MSC VIVIANA |
| Taewon No. 5 | 427 | NEW KWANGHAE No. 90 |
| Tafelberg | 499 | NORDTRADER |
| Taffgarth | 152 | FOYLEDALE |
| Tafilalet | 2352 | CAPO CERVO |
| Tafita | 8085 | TAMARIN |
| Taft | 209 | HEET |
| Taftan | 209 | TORBAT |
| Tafuin | 2653 | YUZHNOMORSK |
| Taga Maru | 923 | CORAL STAR |
| Taga Maru | 5633 | HANRASAN No. 1 |
| Taga Maru | 6115 | TAGA |
| Taga Maru No. 21 | 319 | SHIOMI MARU No. 51 |
| Taga Maru No. 35 | 344 | DAITO MARU No. 38 |
| Tagama | 12761 | MARINGA |
| Taganrog | 5154 | TAGANROGA |
| Tagant | 794 | ZAKARIA |
| Tagasan Maru | 53350 | TAGASAN |
| Tagelus | 55842 | FINTIAS |
| Tagoshima Maru No. 1 | 199 | YASUEI MARU No. 3 |
| Tagus | 39562 | LUCKY BULKER |
| Tahamtan | 377 | PILTAN |
| Taharoa Enterprise | 66162 | TAHAROA |
| Taharoa Maru | 66162 | TAHAROA |
| Taharoa Venturer | 60909 | TARA |
| Tahasin | 8666 | AL—ISHRAT |
| Taher | 499 | MICHALIS |
| Tahir Kiran | 1335 | GUCLU 4 |
| Tahiti | 1280 | MAXIM'S DES MERS |
| Tahiti Maru | 10590 | WANG JIANG |
| Tahitian Command | 237 | BLUE CHIP |
| Tahitian Express | 237 | BLUE CHIP |
| Tahitien | 13113 | ATALANTE |
| Tahmine | 498 | AL RIYADH |
| Tahsis Chief | 254 | LAVALLEE II |
| Tahsis Chief II | 260 | MARJORIE TODD |
| Tai | 24750 | NORDVIND |
| Tai An | 4021 | TAI SHAN |
| Tai An | 8211 | SHEZAN |
| Tai Chang No. 1 | 903 | SAM WON No. 97 |
| Tai Cheung | 42805 | FOREST HILLS |
| Tai Chun | 4375 | YUN FENG |
| Tai Fong No. 2 | 4025 | DIAMOND GRAY HORSE |
| Tai Hing | 486 | GUNTUNG JAYA |
| Tai Hsiung | 18650 | TAO YUAN |
| Tai Lung | 18650 | YE LAN |
| Tai Ming | 315 | HYFCO II |
| Tai On | 2046 | MALUKU |
| Tai Peng | 1992 | MADRIGAL MASBATE |
| Tai Shan | 2136 | MADRIGAL TACLOBAN |
| Tai Shan | 2907 | GU SHAN |
| Tai Shiang | 3974 | HEISEI |
| Tai Shun | 450 | KOSHI III |
| Tai Tam | 155 | GERONIMO |
| Tai Xing | 7298 | TONG JIANG |
| Tai Yang | 3482 | ANDHIKA ADHIPURUSA |
| Tai Yuin | 4025 | DIAMOND GRAY HORSE |
| Tai Yun | 2306 | WING FU |
| Tai Yung | 30257 | SAN FELICE |
| Taian | 24750 | NORDVIND |
| Taiba | 1588 | EVA DEL MAR |
| Taibit | 12664 | RIO VISTA |
| Taicem | 3891 | FANG GANG 2 |
| Taichee | 9306 | BISMIHITA'LA |
| Taicho Maru No. 18 | 235 | IHN SUNG No. 101 |
| Taichu | 24750 | BELNOR |
| Taichu Maru No. 32 | 191 | KAIYO MARU No. 28 |
| Taiei Maru No. 1 | 495 | DELA VIII |
| Taifun | 870 | REGINA VALERIA |
| Taifun | 2827 | SEA FORTUNE |
| Taifun | 22806 | ANGELA FORESI |
| Taifung | 90747 | EIRINI L |
| Taiga | 199 | DJARFOGO |
| Taigen Maru | 108 | AOMINESAN MARU No. 6 |
| Taihaku Maru | 2987 | FRIO OLYMPIC |
| Taihaku Maru No. 8 | 199 | VILA DHUNI |
| Taihanshan | 7003 | WANG TING |
| Taihei Maru | 197 | ONODA MARU |
| Taihei Maru | 199 | VICTORY STAR |
| Taihei Maru No. 1 | 3342 | SUN BILLIE |
| Taihei Maru No. 8 | 535 | YAU FAT |
| Taihei Maru No. 11 | 349 | VILLE DE CHINGUETTI No. 2 |
| Taihei Maru No. 16 | 187 | DAIKANNON MARU No. 1 |
| Taihei Maru No. 38 | 284 | THUNNUS No. 2 |
| Taiho | 15674 | RITA |
| Taiho | 16914 | PAN RISER |
| Taiho Maru | 398 | T4—165 |
| Taiho Maru | 497 | SHINEI MARU No. 7 |
| Taiho Maru | 499 | TOBU MARU No. 8 |
| Taiho Maru | 977 | HIGHLY No. 303 |
| Taiho Maru | 2999 | ABOITIZ SUPERCONCARRIER II |
| Taiho Maru | 3631 | ACARREO I |
| Taiho Maru No. 5 | 194 | ELEVEN STAR No. 2 |
| Taiho Maru No. 18 | 438 | SHINYU MARU No. 7 |
| Taijin Maru | 499 | TOKIN MARU No. 2 |
| Taijin Maru No. 8 | 306 | IRIS |
| Taikai Maru | 30943 | IONIAN PRINCE |
| Taikan Maru No. 3 | 796 | SWEET MARINE |
| Taikan Maru No. 5 | 964 | ASIA BRUNEI |
| Taikan Maru No. 6 | 796 | ASIA INDONESIA |
| Taikan Maru No. 7 | 790 | SOYA MARU No. 5 |
| Taikan Maru No. 15 | 299 | DAIKAN MARU No. 18 |
| Taikei Maru | 998 | BUNKER SPC 20 |
| Taikei Maru No. 1 | 265 | KOKI MARU No. 25 |
| Taikei Maru No. 3 | 239 | IYLEN |
| Taikei Maru No. 11 | 119 | FUKUYOSHI MARU |
| Taikei Maru No. 11 | 374 | HAKKO MARU No. 28 |
| Taikei Maru No. 53 | 163 | KAISEI MARU No. 23 |
| Taiki Maru | 198 | EISEI MARU |
| Taiki Maru No. 1 | 297 | SUIEI MARU No. 8 |
| Taiki Maru No. 2 | 143 | TEMPO No. 306 |
| Taiki Maru No. 3 | 114 | DONG HAE No. 35 |
| Taiki Maru No. 3 | 374 | KANSEI MARU No. 2 |
| Taiki Maru No. 5 | 114 | DONG HAE No. 36 |
| Taiki Maru No. 8 | 497 | BRICHT WEALTH 101 |
| Taiki Maru No. 11 | 147 | HIRO MARU No. 36 |
| Taiki Maru No. 12 | 147 | HIRO MARU No. 38 |
| Taiki Maru No. 18 | 160 | YAMASAN MARU No. 5 |
| Taiki Maru No. 21 | 191 | KAIYO MARU No. 28 |
| Taiki Maru No. 28 | 254 | KOEI MARU No. 7 |
| Taiki Maru No. 61 | 117 | FUKUCHO MARU No. 23 |
| Taiki Maru No. 71 | 328 | KAIKO MARU No. 38 |
| Taiko | 12545 | HAI LEE |
| Taiko Maru | 299 | SHINSEI MARU No. 52 |
| Taiko Maru | 492 | AKCO SIRAJ |
| Taiko Maru | 495 | KOAN MARU |
| Taiko Maru | 496 | TENSHO MARU |
| Taiko Maru | 498 | AOMINESAN MARU No. 10 |
| Taiko Maru | 498 | MIJA No. 7 |
| Taiko Maru | 695 | OCEAN CARRIER |
| Taiko Maru | 803 | PULAU BULAN |
| Taiko Maru | 994 | VILA HAKATHA |
| Taiko Maru | 1260 | GANI SAFARI |
| Taiko Maru | 4380 | SCANDUTCH STAR |
| Taiko Maru No. 1 | 469 | RYUSEI MARU No. 1 |
| Taiko Maru No. 2 | 1554 | O RYONG No. 503 |
| Taiko Maru No. 3 | 199 | VILA DHUNI |
| Taiko Maru No. 7 | 299 | SHINSEI MARU No. 52 |
| Taiko Maru No. 7 | 439 | TAIHO MARU No. 7 |
| Taiko Maru No. 8 | 234 | DONG BAEG No. 31 |
| Taiko Maru No. 8 | 386 | ATLANTIS I |
| Taiko Maru No. 8 | 439 | RYUSEI MARU No. 8 |
| Taiko Maru No. 15 | 499 | CHING MA |
| Taiko Maru No. 17 | 344 | MARAZUL X |
| Taiko Maru No. 17 | 439 | TAIHO MARU No. 17 |
| Taiko Maru No. 18 | 240 | JINSHEN |
| Taiko Maru No. 18 | 299 | TAIHO MARU No. 18 |
| Taiko Maru No. 28 | 311 | SHOSHIN MARU No. 55 |
| Taiko Maru No. 38 | 387 | KOYO MARU No. 3 |
| Taiko Maru No. 38 | 404 | KOTEI MARU No. 8 |
| Taiko Maru No. 38 | 439 | YUKO MARU No. 38 |
| Taiko Maru No. 68 | 373 | POLAR REEFER |
| Taiko Maru No. 68 | 439 | RYUSEI MARU No. 68 |
| Taiko Maru No. 78 | 297 | KIYO MARU No. 78 |
| Taiko Maru No. 78 | 379 | RYUSEI MARU No. 78 |
| Taiko Maru No. 88 | 299 | TAIHO MARU No. 88 |
| Taikoh Maru | 3675 | NEJMAT EL PETROL XXII |
| Taikoo Ann | 152 | DON GIOVANNI |
| Taikoo Crown | 215 | MANONG |
| Taikoo King | 220 | RANGER I |
| Taikoo Wanchun | 155 | GERONIMO |
| Taikyo Maru | 346 | SEA BIRD No. 85 |
| Taikyu Maru No. 1 | 224 | KIKU MARU No. 8 |
| Taily | 122 | CASANDRA AF VIK |
| Taima | 18073 | CARAVOS EXPLORER |
| Taimoana 1 | 304 | DAE YEON No. 101 |
| Taimyr | 1199 | SIAM MARINE |
| Taimyr | 8516 | MAULLIN |
| Taina | 2129 | SENG SOON CHEW |
| Tainaron | 9877 | VIKING DRILLER |
| Tainio | 999 | MATHILDE |
| Tainui | 539 | ARES |
| Taipan | 497 | VICTORIA I |
| Taipan | 3333 | LUCKY OCEAN No. 1 |
| Tairu | 24750 | BELNOR |
| Tairyo Maru | 494 | SQUIRREL |
| Taisan Maru No. 1 | 178 | KAISEI No. 103 |
| Taisei Maru | 199 | MEITOKU MARU No. 3 |
| Taisei Maru | 298 | SHARK—6 |
| Taisei Maru | 348 | HAI GANG 1 |
| Taisei Maru | 687 | ORIENTAL QUEEN |
| Taisei Maru | 699 | KALSEL |
| Taisei Maru | 959 | AEK NEEE KANOPAN |
| Taisei Maru | 1102 | SOON AN |
| Taisei Maru | 1578 | TAISEI |
| Taisei Maru | 1866 | LORENZO CONTAINER XI |
| Taisei Maru | 2300 | MARC TRADER |
| Taisei Maru | 2489 | PARTNERSHIP SEA |
| Taisei Maru | 3295 | SPIRIT OF PRASLIN |
| Taisei Maru No. 1 | 160 | HEIAN MARU No. 81 |
| Taisei Maru No. 1 | 294 | SHOWA MARU No. 3 |
| Taisei Maru No. 2 | 480 | HACHIYO MARU |
| Taisei Maru No. 3 | 349 | OUHOUD |
| Taisei Maru No. 3 | 374 | BETTY No. 1 |
| Taisei Maru No. 5 | 299 | NARUMARU No. 1 |
| Taisei Maru No. 5 | 314 | LEWIS |
| Taisei Maru No. 7 | 154 | SEA FOX |
| Taisei Maru No. 8 | 254 | CONCHITA No. 2 |
| Taisei Maru No. 8 | 374 | YUYO MARU |
| Taisei Maru No. 10 | 691 | SHANGHAI MARU No. 10 |
| Taisei Maru No. 11 | 349 | MARITIME UNION |
| Taisei Maru No. 12 | 461 | EASTERN SULPHUR |
| Taisei Maru No. 12 | 483 | SRIKANDI |
| Taisei Maru No. 16 | 349 | SEITOKU MARU No. 107 |
| Taisei Maru No. 16 | 1894 | SKYFROST |
| Taisei Maru No. 18 | 299 | FUKUSEKI MARU No. 21 |
| Taisei Maru No. 18 | 644 | ZAMAN BARU No. 3 |
| Taisei Maru No. 21 | 499 | KUNITOMO MARU |
| Taisei Maru No. 24 | 1201 | MARINE EXPRESS |
| Taisei Maru No. 24 | 1868 | KAI YUAN |
| Taisei Maru No. 31 | 972 | SEAWAY SAPPHIRE |
| Taisei Maru No. 33 | 490 | CHUL YANG |
| Taisei Maru No. 38 | 233 | TAISHO MARU No. 11 |
| Taisei Maru No. 38 | 299 | ASTRO No. 7 |
| Taisei Maru No. 41 | 1498 | THANH TO |
| Taisei Maru No. 51 | 1422 | SIAM NAVIN |
| Taisei Maru No. 52 | 992 | HAM LUONG |
| Taisei Maru No. 55 | 1420 | SOBRE WORLD |
| Taisei Maru No. 56 | 347 | DONG BANG No. 79 |
| Taisei Maru No. 60 | 499 | EIO MARU |
| Taisei Maru No. 65 | 474 | LUCIA |
| Taisei Maru No. 65 | 966 | MACO ARABICA |
| Taisei Maru No. 73 | 542 | KIM'S MARINE No. 111 |
| Taisei Maru No. 83 | 100 | EHIME MARU No. 8 |
| Taisei Maru No. 85 | 145 | TSUIKI MARU No. 10 |
| Taisei Maru No. 86 | 124 | MAR SUR |
| Taisei Maru No. 87 | 2999 | KEIHO No. 87 |
| Taisei No. 1 | 3223 | BELLATRIX |
| Taisei No. 1 | 13877 | MAAM |
| Taisen Maru No. 1 | 294 | RICSAN 16 |
| Taisen Maru No. 8 | 308 | EIHO MARU No. 31 |
| Taisen Maru No. 8 | 310 | CHANCE No. 72 |
| Taisen Maru No. 8 | 338 | JANG HEONG JE HO |
| Taisen Maru No. 18 | 298 | KOYO MARU No. 23 |
| Taisetsu | 113675 | NOVELTY |
| Taisetsu Maru | 3281 | TAISETSU |
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| Taisho Maru | 117143 | SAILOR |
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| Tara Lynn S. | 198 | WILLIAM L. COLNON |
| Tara Renita | 136 | VIET DUC III |
| Tara Rose | 1920 | FIDAA |
| Tara Sky | 868 | NURHAN |
| Tara Tiffany | 1164 | ELBA |
| Tara Trader | 778 | STELLA I |
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| Tarahumara | 186 | CLAUDIA C |
| Tarajoq | 573 | EDMY |
| Tarak L. | 13286 | VENUS |
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| Tarek B. | 2308 | VEGA |
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| Tarfala | 99617 | WESER ORE |
| Tarfaya | 5651 | TOUBKAL |
| Targa | 11462 | ADITYA USHA |
| Target | 6801 | ARMACUP PATRICIA |
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| Tarifa | 18289 | SAINT ROLAND |
| Tarim | 81033 | TIBER ORE |
| Tarim River | 54055 | STAVANGER PRINCE |
| Tarin | 16214 | TAY |
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| Tariq | 258 | GULF MASTER |
| Tarja | 851 | TARJA G |
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| Tarn | 9386 | VEGALAND |
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| Tarnfors | 399 | DINA I |
| Tarnfors | 2530 | KAPRIFOL |
| Tarnow | 3812 | LARVIKSTONE |
| Tarnsjo | 278 | ELGO |
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| Tarntank | 447 | ARFAZ |
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| Tarnvag | 3809 | VINGAVAG |
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| Tarros Alder | 967 | MEDANO |
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| Tasman Rex | 10153 | EW EIGER |
| Tasman Seahorse | 396 | GULF SHORE |
| Tasman Tide | 830 | TASMAN DAWN |
| Tasman Zee | 490 | RESOLVE |
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| Tatsumiya Maru No. 8 | 3137 | SAMUDRA AYU |
| Tatsumiya Maru No.2 | 981 | OCEAN SUPPLY |
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| Taurus | 29919 | RELIANCE |
| Taurus Erre | 10683 | EVA |
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| Taurus II | 999 | OUED ZIZ |
| Taurus II | 1946 | TAURUS |
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| Tensha Maru No. 1 | 9675 | PACIFIC SWAN |
| Tensha Maru No. 2 | 182 | PRIMO |
| Tensha Maru No. 3 | 10811 | LIBERATOR |
| Tensha Maru No. 5 | 15187 | SAMMI CRYSTAL |
| Tensha Maru No. 5 | 16518 | LE PING LING |
| Tensha Maru No. 6 | 715 | SAGARICA |
| Tensha Maru No. 10 | 18784 | AIN OUSSERA |
| Tensha Maru No. 18 | 198 | INAHO MARU No. 8 |
| Tensha Maru No. 28 | 199 | GOKO MARU No. 28 |
| Tenshin | 4416 | SANG THAI LUMBER |
| Tenshin Maru | 497 | DUK SOO No. 15 |
| Tenshin Maru | 733 | EASTERN FRIEND |
| Tensho Maru | 492 | INTAN 8 |
| Tensho Maru | 1019 | NORTHEASTERN STAR No. 7 |
| Tensho Maru | 8630 | ELENI |
| Tensho Maru | 15821 | XIANG HAI |
| Tensho Maru | 26275 | ANDROLEON |
| Tensho Maru | 26304 | ISDEMIR |
| Tensho Maru | 37452 | ATLANTIC SAVIOR |
| Tensho Maru No. 2 | 178 | TENSHO RUA |
| Tensho Maru No. 2 | 959 | AEK NEEE KANOPAN |
| Tensho Maru No. 6 | 189 | MIYOSHI MARU No. 2 |
| Tensho Maru No. 8 | 275 | OLIVE MARU |
| Tensho Maru No. 8 | 282 | HYUNDAI HT—112 |
| Tensho Maru No. 8 | 299 | HAKKO MARU No. 25 |
| Tentaku | 4996 | BOS ALCHEMIST |
| Tentaku Maru | 4996 | BOS ALCHEMIST |
| Tento | 597 | OMID |
| Tento | 20420 | HUA MING |
| Tenwa Maru | 431 | ANASTACIA |
| Tenwa Maru | 433 | SATYAVATI |
| Tenyo | 432 | KATATAGAN |
| Tenyo | 4136 | RYOKOH 5 |
| Tenyo Maru | 185 | KUK HWA |
| Tenyo Maru | 282 | LUCIA No. 7 |
| Tenyo Maru | 489 | SHOEI MARU No. 28 |
| Tenyo Maru | 518 | SAMRUAT PRAMONG 4 |
| Tenyo Maru | 997 | FORTUNE II |
| Tenyo Maru | 1145 | SULPICIO CONTAINER III |
| Tenyo Maru | 4136 | RYOKOH 5 |
| Tenyo Maru No. 1 | 158 | KYO MARU No. 1 |
| Tenyo Maru No. 3 | 349 | AFKO 205 |
| Tenyo Maru No. 5 | 114 | TEMPO No. 301 |
| Tenyo Maru No. 5 | 148 | YOSHIEI MARU No. 36 |
| Tenyo Maru No. 5 | 260 | TAKOJIMA MARU No. 11 |
| Tenyo Maru No. 5 | 4312 | EXCELLENCE |
| Tenyo Maru No. 7 | 143 | TAISEI MARU No. 7 |
| Tenyo Maru No. 8 | 114 | TEMPO No. 302 |
| Tenyo Maru No. 13 | 114 | ISLA I |
| Tenyo Maru No. 21 | 134 | KEIRYO MARU No. 23 |
| Tenyo Maru No. 25 | 457 | MARUNAKA MARU No. 38 |
| Tenyo Maru No. 31 | 186 | DONG IL |
| Tenyo Maru No. 31 | 191 | KAIYO MARU No. 28 |
| Tenyo Maru No. 35 | 114 | TEMPO No. 303 |
| Tenyo Maru No. 36 | 114 | TEMPO No. 305 |
| Tenyo Maru No. 37 | 299 | ZAO MARU |
| Tenyo Maru No. 83 | 143 | TEMPO No. 306 |
| Tenyoshi | 3738 | TENYOSHI MARU No. 4 |
| Tenyoshi Maru | 3738 | TENYOSHI MARU No. 4 |
| Tenyu | 497 | BUMI SENTOSA |
| Tenyu Maru | 198 | DAIUN MARU No. 2 |
| Tenyu Maru | 451 | MINA RAYA 10 |
| Tenyu Maru | 695 | VINH TRA |
| Tenyu Maru | 5606 | ALUCOM |
| Tenyu Maru No. 3 | 314 | HELECHO |
| Tenyu Maru No. 3 | 640 | MAHAKA |
| Tenyu Maru No. 5 | 197 | EBISU MARU No. 2 |
| Tenyu Maru No. 18 | 124 | EL HADJ YACOUB No. 1 |
| Tenyu Maru No. 18 | 233 | HAE YANG No. 7 |
| Tenyu Maru No. 28 | 221 | TONG WHA No. 71 |
| Tenyu Maru No. 31 | 127 | HATSUE MARU No. 32 |
| Tenyu Maru No. 38 | 349 | HAWTHORN STAR |
| Tenyu Maru No. 58 | 284 | HASLINDO No. 5 |
| Tenyu Maru No. 78 | 373 | TENYU MARU |
| Tenzan | 365 | THORNGARTH |
| Tenzan Maru | 996 | HAKUYO MARU |
| Tenzan Maru No. 5 | 454 | EBISU MARU No. 10 |
| Teocali | 3686 | BLATO |
| Teodora I | 1551 | ZIYAD |
| Teodoro Pirez | 685 | PLAYA DE CARNAVAL |
| Teotiste | 499 | JENNY |
| Tepoztlan | 17337 | BLUE MOUNTAIN |
| Teppo Maru | 11814 | SWATIRANI |
| Tequila | 998 | EBENEZER C. |
| Tequila Moonshine | 3120 | FRAUKE |
| Tequila Runner | 2864 | AYSEN |
| Tequila Sunbeam | 1559 | HEINRICH HEINE |

| | | |
|---|---|---|
| Tequila Sunburst | 3113 | BLUE BIRD |
| Tequila Sunrise | 999 | LUO JIANG |
| Tequila Sunset | 1555 | WAVE ROSE |
| Tequila Sunshine | 3120 | WIEBKE |
| Ter | 201 | SAINT FRANCOIS |
| Ter Streep | 103 | PIETERJAN |
| Teratai | 324 | FLAMBOYAN |
| Teratai | 386 | TSS BERTRAM |
| Terceira | 498 | KAPETAN COMNINOS |
| Tercia | 483 | SANTA CECILIA |
| Terekie | 197 | SELINUNTE |
| Terenga | 2830 | BERYTE |
| Terense 1 | 436 | PHAROS—CH |
| Teresa | 167 | TERESA BARRERAS |
| Teresa | 591 | SABAH EL KHEIR |
| Teresa | 1334 | HAPPY FELLOW |
| Teresa | 3748 | SANTINI II |
| Teresa | 5392 | IKOPA |
| Teresa del Mar | 691 | PUERTO DE ALCUDIA |
| Teresa del Mar | 2499 | ZIM ESPANA III |
| Teresa Ann | 104 | SWAMP FOXX |
| Teresa Moran | 298 | CAPE HENRY |
| Teresa O | 15832 | MAERSK CYPRESS |
| Teresa Watterston | 244 | NORTHLEIGH |
| Teresia | 115 | BJORKO |
| Teresina | 12363 | HERCULUS |
| Teresita | 39562 | LUCKY BULKER |
| Teresopolis | 4810 | YUN LONG |
| Terezina | 1706 | SIMANSUR |
| Tergit | 493 | ZAHRA |
| Terje Vigen | 3920 | FENNO STAR |
| Terje Vigen | 4467 | ST. CLAIR |
| Terje Vigen | 5731 | ARMORIQUE |
| Terje Werner | 314 | DONNHAV |
| Terje 3 | 298 | EUAN |
| Terje 9 | 558 | SISSEL ELISABETH |
| Terkol | 499 | FIANDRA |
| Terkol | 1874 | BALTIC KIES I |
| Terkol | 2726 | STAINLESS QUEEN |
| Termancia | 2996 | FAREAST TRADER |
| Termika | 635 | MAIENE |
| Terminal Island | 120 | NORTH ISLAND |
| Termination | 285 | SJOVIND |
| Termon | 284 | FAIRY |
| Tern | 193 | CHARLES D. McALLISTER |
| Tern H. L. | 16125 | SEA TERN |
| Tern Shore | 251 | MONTE FORTE |
| Ternan | 193 | DUGVAN |
| Ternan | 248 | TERNAN I |
| Ternen | 198 | KVELLSETH |
| Terneuzen | 226 | POLARIS I |
| Terningen | 229 | TENDER |
| Terningen | 330 | KVALSVIK |
| Ternoy | 244 | RYGERFJELL |
| Terona | 993 | ARKLOW DEW |
| Terpsichore | 13569 | KARLOVY VARY |
| Terra | 944 | MERAG |
| Terra Nova | 153 | FIRST LADY |
| Terra Nova Sea | 487 | TOISA INTREPID |
| Terrai A | 198 | OFFSHORE |
| Terri B. | 188 | WARSAW |
| Terrier | 1110 | QUIJOTE |
| Terrier | 12750 | POKOJ |
| Terry Ann | 103 | LADY SUSAN |
| Terrylin | 13839 | VITORIA |
| Terschelling | 500 | STRATIS |
| Terschelling | 806 | PORT DE LYON |
| Terschelling 1 | 228 | MARLEEN |
| Terso | 492 | IGLOO TEAM |
| Terten | 318 | NORTHSEA ASSISTANT |
| Tertre Rouge | 1590 | DONINGTON |
| Teruho Maru No. 18 | 387 | ATSUTA No. 8 |
| Terushima Maru | 989 | ZHAN QIONG 3 |
| Terushima Maru | 2994 | SHE SHAN |
| Terushio Maru | 11136 | TERUSHIO |
| Tervi | 9143 | JUSSARA |
| Terwen | 222 | ZEMOUR 2 |
| Teshio Maru | 1991 | RAINBOW |
| Tesina | 2823 | SIN HUA |
| Tesira | 4389 | ANANAS |
| Tessin | 2337 | NISIDA |
| Testbank | 5629 | CHARLOTTA |
| Tester | 189 | LARKIN HALE |
| Tesubu | 11999 | ESRAM |
| Tesubu III | 12670 | GEREDE |
| Tesubu IV | 12670 | GEYVE |
| Teta | 499 | IRIT |
| Tethys | 17439 | DILOS |
| Teti | 3928 | CSP 1 |
| Teti N | 9984 | ESPRIT |
| Tetra Maru No. 1 | 579 | TOKA MARU No. 8 |
| Tetsuei Maru No. 6 | 158 | CENA II |
| Tetsuei Maru No. 9 | 170 | HAI HIN 16 |
| Tetsuho Maru | 11814 | SWATIRANI |
| Tetsuun Maru No. 15 | 925 | BITUNG |
| Tetsuyo Maru | 992 | DELTA MIGHT |
| Tetsuyo Maru | 1567 | LAJU PRAKARSA II |
| Tetsuyuki Maru | 198 | BUNGA TERATAI IX |
| Tetsuzan Maru | 9654 | PLATON |
| Tetsuzui Maru | 37123 | UNION SAFETY |
| Tetys | 299 | DOLMAR |
| Tetyukhe | 632 | RUDNOYE |
| Tetyukhe | 3224 | GULF QUEEN |
| Teutoburger Wald | 434 | KOUTOURIARIS S. |
| Teutonia | 105 | WIKO II |
| Teutonia | 981 | POLARIS |
| Teuvo | 680 | AATOS |
| Teviot | 645 | ST. STEPHEN |
| Teviotbank | 7591 | TEVIOTBAN |
| Tevla | 729 | VESTVANG |
| Tex | 126 | VESTFISK |
| Tex | 337 | YORO |
| Texaco Africa | 126974 | STAR AFRICA |
| Texaco Avjet | 284 | STAR AVJET |
| Texaco Bahamas | 248 | DINA I |
| Texaco Baltic | 18380 | STAR BALTIC |
| Texaco Bergen | 18378 | STAR BERGEN |
| Texaco Bogota | 13623 | HERA |
| Texaco Brave | 8545 | LE BRAVE |
| Texaco Brussels | 14374 | ABU AHMAD |
| Texaco Capella | 263 | JOHN TURECAMO |
| Texaco Caribbean | 125856 | STAR CARIBBEAN |
| Texaco Chief | 5038 | A. G. FARQUHARSON |
| Texaco Colon | 3554 | BAKRI SAILOR |
| Texaco Delaware | 70283 | OCEAN CENTURION |
| Texaco Diesel Chief | 296 | STAR DIESEL CHIEF |
| Texaco Europe | 10286 | STAR |
| Texaco Explorer | 224 | EXPLORER |
| Texaco Fire Chief | 210 | RUBY M. |
| Texaco Florida | 23459 | COASTAL NEW YORK |
| Texaco Fuel Chief | 296 | STAR FUEL CHIEF |
| Texaco Georgia | 16514 | STAR GEORGIA |
| Texaco Hannover | 53075 | LEADERSHIP |
| Texaco Houma II | 201 | HOUMA |
| Texaco Houston | 66816 | STAR HOUSTON |
| Texaco Italia | 129973 | STAR ITALIA |
| Texaco Japan | 129973 | STAR JAPAN |
| Texaco Kansas | 65407 | STAR KANSAS |
| Texaco London | 131850 | STAR LONDON |
| Texaco Maine | 24679 | AYER BIRU |
| Texaco Marabella | 2094 | TRINTOC MARABELLA |
| Texaco Marfak | 248 | TRINTOC PLEIN PALAIS |
| Texaco Marfax II | 242 | HIGH ROLLER |
| Texaco Maryland | 16514 | MARYLAND |
| Texaco Massachusetts | 16515 | STAR MASSACHUSETTS |
| Texaco Mississippi | 15688 | STAR MISSISSIPPI |
| Texaco Montana | 16584 | STAR MONTANA |
| Texaco New York | 23460 | STAR OREGON |
| Texaco No. 10 | 1233 | VINCENT TIBBETTS |
| Texaco Plaisance | 300 | TRINTOC PLAISANCE |
| Texaco Plein Palais | 248 | TRINTOC PLEIN PALAIS |
| Texaco Puerto Rico | 3554 | BAKRI SAILOR |
| Texaco Rhode Island | 16584 | STAR RHODE ISLAND |
| Texaco Skandinavia | 13222 | STAR SKANDINAVIA |
| Texaco Sky Chief | 229 | THE CHIEF |
| Texaco South America | 12644 | KOREA HOPE |
| Texaco South America | 130958 | STAR SOUTH AMERICA |
| Texaco Stockholm | 18378 | STAR PEMBROKE |
| Texaco Tampa | 289 | STAR TAMPA |
| Texaco Texas | 65407 | STAR LOUISIANA |
| Texaco Tulsa | 67244 | STAR TULSA |
| Texaco Veraguas | 125856 | STAR VERAGUAS |
| Texaco Warrior | 3295 | TALIA II |
| Texaco Westchester | 49754 | STAR WESTCHESTER |
| Texaco Westminster | 49809 | STAR WESTMINSTER |
| Texaco Wilmington | 49754 | STAR WILMINGTON |
| Texaco Windsor | 49809 | STAR WINDSOR |
| Texada | 35000 | ASSIMINA |
| Texada Queen | 751 | TACHEK |
| Texas | 6115 | LI SHUI |
| Texas Ann | 122 | CAPT. WALLEY |
| Texas City Sea | 39246 | SAN JUAN TRADER |
| Texas Getty | 65407 | STAR LOUISIANA |
| Texas III | 147 | TORO II |
| Texas Rainbow | 20125 | HOEGH MISTRAL |
| Texas Yellow Rose | 3931 | FU LONG |
| Texel | 105 | LINE DALGAARD |
| Texel | 439 | MORGENSTOND |
| Texelstroom | 799 | LUCKY C |
| Tey Kaiser | 6207 | PRINCESS MEIWA |
| TFH Rich | 13603 | HIBISCUS |
| TFL Adams | 15509 | CMB METEOR |
| TFL Adams | 21609 | YI HE |
| TFL Democracy | 12234 | ACX JASMIN |
| TFL Enterprise | 16471 | ZIM GENOVA |
| TFL Express | 12234 | EXPRESS |
| TFL Franklin | 15782 | SEA BREEZE |
| TFL Freedom | 12234 | ACX ORCHID |
| TFL Independence | 16471 | ZIM YOKOHAMA |
| Tfl Jefferson | 16145 | SEA FALCON |
| TFL Liberty | 16471 | ZIM OSAKA |
| TFL Plata | 9162 | RATANA VALAI |
| TFL Progress | 5982 | C. R. TANGER |
| TFL Prosperity | 5290 | PACIFIC PROSPERITY |
| TFL Reward | 12102 | OOCL AWARD |
| TFL Washington | 15689 | MERIT |
| Th. Klingenberg | 286 | LADY RACHEL |
| Thackeray | 5279 | NISYROS ERA |
| Thackray C | 202 | GESMER I |
| Thai Amber | 1479 | OOCL ADVANCE |
| Thai Jade | 1479 | OOCL AMBITION |
| Thai Jasmine | 3913 | SANG THAI JEWELRY |
| Thai Pailin | 1963 | JOHAN II |
| Thai Rainbow | 3310 | BEI HE |
| Thai Tubtim | 1963 | JOHAN III |
| Thai Yung | 15544 | GLOBAL STAR |
| Thair | 209 | HEET |
| Thala Dan | 2183 | BARAO DE TEFFE |
| Thalassa | 499 | SETAREH DARYA |
| Thalassa | 499 | THEOFILOS I |
| Thalassa | 648 | ANDRIES |
| Thalassa | 723 | VERA |
| Thalassa | 1116 | LIFANA |
| Thalassini Avra | 38941 | MIAN ZHU HAI |
| Thalassini Axia | 16794 | CHEREMKHOVO |
| Thalassini Doxa | 25063 | SVETI VLAHO |
| Thalassini Doxa | 76088 | VESTAN |
| Thalassini Efhi | 37661 | DORIC CASTLE |
| Thalassini Hara | 16794 | CHERKASSY |
| Thalassini Hara | 37661 | DORIC CASTLE |
| Thalassini Idea | 11003 | THALASSINI MANA |
| Thalassini Kyra | 14834 | JOHNNY TWO |
| Thalassini Mana | 14834 | MSC FEDERICA |
| Thalassini Niki | 50976 | ARROW NIKI |
| Thalassini Niki | 75536 | ESSO FIFE |
| Thalassini Tyhi | 52936 | OBO VEGA |
| Thalassini Tyhi | 64618 | SUNNY CLIPPER |
| Thalassios Leon | 345 | MARINA DI SCILLA |
| Thalassitra | 841 | TINA |
| Thalassomachos | 365 | PANTOKRATOR VI |
| Thalatta | 12750 | DA YU |
| Thalatta | 64355 | PYTHIA |
| Thale | 13360 | CHRYSSI V |
| Thales | 1596 | GREEN STAR |
| Thaletas | 499 | MERMERBURNU |
| Thalia | 331 | ABER |
| Thalia | 333 | PHOENIX |
| Thalia 7 | 8943 | HAKKIN MARU |
| Thalie | 121 | THALIE ZACHOS |
| Thaliena | 1600 | CAPTO |
| Thames | 147 | LINDA FISHER |
| Thames | 637 | HH 208 FRIESLAND |
| Thames | 30687 | FOCOMAR |
| Thames Bay | 605 | ANGELIKI IV |
| Thames Bubbler II | 592 | THAMES BUBBLER |
| Thames Glory | 49269 | DIEGO SILANG |
| Thames Maru | 19406 | IZOLA |
| Thames Maru | 19838 | ELBELLA IV |
| Thames Maru | 58653 | MONTE ROSA |
| Thamesfield | 27138 | RANA M |
| Thameshaven | 8908 | ABELIA |
| Thameswood | 1585 | ARIADNE |
| Thamwell | 393 | MARYSTAN |
| Thana Bhum | 4380 | SCANDUTCH STAR |
| Thana Varee | 13059 | TARGA |
| Thanassakis | 496 | THANAS |
| Thanassakis S | 3562 | FUENSANTA |
| Thanchris | 499 | IASON |
| Thanos | 497 | AGHIA ZONI |
| Thapar Mandakini | 4894 | THITA MINERVA |
| Thara | 41089 | LUO SHAN HAI |
| Tharaleos | 51372 | ANNA |
| Tharros | 10315 | PATROKLOS I |
| Thasos Island | 9444 | AETOS |
| Thassos | 627 | ALKISTIS |
| Thassos | 50183 | HELLESPONT HOPE |
| The Bayou | 128 | MARIA GIOVANNA |
| The Corsair | 452 | ARIETE PRIMO |
| The Duchess | 461 | MARJAN |
| The Dutch | 998 | MAGRIX |
| The Gems | 103 | GULF KING 33 |
| The Gerald | 103 | ISTINA |
| The Gerald | 103 | MASTER W II |
| The Gerald | 103 | RUBINA B |
| The Malayan | 2933 | SULPICIO CONTAINER VI |
| The Marquis | 324 | STAMATA II |
| The Nelsons | 100 | FAMILY LOVE |
| The Osceola | 103 | MISS VERNA |
| The Squire | 131 | SENECA |
| The St. Joseph Islander | 134 | GLENORA |
| The Sunflower | 3292 | ROSEWOOD |
| The Viking | 5045 | PEDER OLSEN |
| The Viking | 5286 | BOUGHAZ |
| The Woong No. 502 | 284 | TAE WOONG No. 502 |
| The 5th Jam | 495 | JANG YUNG No. 3 |
| Thea Danielsen | 1298 | ALBERTO |
| Thea Danielsen | 1592 | DOMENICO SCOTTO |
| Thea K | 299 | RIA |
| Thea Nagel | 499 | PARTNER |
| Theano | 10650 | ALINE II |
| Theano | 13639 | TREASURE ISLAND |
| Theanoula | 35100 | PALMIER |
| Theanto A. S. | 22081 | YOUBANG |
| Thebe | 346 | FUGA |
| Theben | 6871 | KOTA MAS |
| Theben | 17880 | LIAN CHI |
| Theda | 177 | KLIPO |
| Theekar | 15514 | TRADE EVER |
| Thekla Wessels | 999 | THEKLA |
| Thekos | 16019 | HACI RESIT KALKAVAN |
| Thell | 449 | MIKI |
| Thelma | 4521 | PORT BRETON |
| Thelma | 41022 | STRUMA |
| Themar | 2543 | THEMA |
| Themis | 299 | ALNAR |
| Themis | 64670 | NAVIOS PROTECTOR 2 |
| Themis Goumas | 497 | MENANTOLORI |
| Themistocles | 284 | IMDAT |
| Themistocles Petrakis | 14743 | PAPU |
| Themistoklis | 298 | OZENDILER |
| Themos | 1988 | TACAMAR VIII |
| Themostoklis P | 480 | SOL |
| Themsen | 175 | MARINA AV HONO |
| Thenia | 21717 | NORSE LAGAN |
| Theo | 461 | MARJAN |
| Theocharis | 6566 | AL—TABITH |
| Theod. Mannheimer | 235 | SUNNANVIND |
| Theodor Fontane | 3980 | DHAULAGIRI |
| Theodor Fontane | 4797 | RAVEN |
| Theodor Herzl | 6193 | THE FIESTA |
| Theodor Korner | 6702 | BAGNO ESMERALDES |
| Theodor Storm | 999 | SOMERS ISLES |
| Theodoritos | 14500 | ANNA A |
| Theodoros | 499 | ALEXANDROS D |
| Theodoros A. S. | 9794 | XUAN CHENG |
| Theodoros Giavridis | 10714 | PROGRESSIVE |
| Theodosia III | 1599 | ETOLOS |
| Theodossia IV | 811 | GIR |
| Theofano | 14083 | RANGER |
| Theofilos J. Vatis | 15422 | SPRITE |
| Theoharis | 5121 | SONG RIM |
| Theokeetor | 58896 | KAMARI |
| Theokrates | 10630 | JAY GANESH |
| Theoliptos | 41872 | ANADOLU |
| Theologos | 298 | GOLD FISH |
| Theologos | 4827 | VIGOROUS LUCK |
| Theologos P | 315 | AL FARIS 2 |
| Theomana | 16987 | DONG HAI |
| Theomitor | 31584 | FENG HUI |
| Theonik | 33217 | SAILOR |
| Theonymphos | 39849 | AQUILA |
| Theoskepasti | 25680 | BONARIA. |
| Theoskepasti II | 1460 | NORD |
| Theoxenia II | 471 | PARIVASH |
| Therassia | 32333 | CHL PROGRESSOR |
| Therean Mariner | 14038 | YAMA |
| Therean Sailor | 20511 | BERGEN QUEEN |
| Therean Skipper | 18082 | SEAQUEEN II |
| Theresa | 431 | ESPADARTE |
| Theresa | 453 | XING JIANG |
| Theresa Ann | 958 | OSPREY |
| Theresa Bruce | 273 | MR. BUSTER |
| Theresa Janene | 1192 | CAP ISIDORO DUARTE |
| Theresa Lee | 489 | COASTAL TRADER |
| Theresa M. Coyne | 106 | MID STATE I |
| Therese | 209 | DYRNESVAG |
| Therese | 794 | EVANGELISTRIA IV |
| Therese Horn | 794 | EVANGELISTRIA IV |
| Theresia K. II | 243 | IOANNIS THERESIA K |
| Theresia M | 211 | ANJA FUNK |
| Theriot Offshore I | 2493 | AMERICAN EMPRESS |
| Theriot Offshore II | 2220 | PACIFIC GLACIER |
| Theriot Offshore III | 2397 | CLAYMORE SEA |
| Theriot Offshore IV | 1257 | NORDIK EXPRESS |
| Theriot Offshore V | 3086 | PACIFIC ORION |
| Theriot Offshore VI | 3146 | HEATHER SEA |
| Therisos Express | 9603 | DANAE |
| Therissos | 3244 | LA TATA |
| Thermaicos Gulf | 6292 | GLORY STAR |
| Thermaikos | 483 | JOANOS |
| Thermidor | 119792 | NEW RESOURCE |
| Thermopylae | 11523 | ADVANTAGE |
| Theron | 849 | POLAR EXPLORER |
| Thesee | 836 | MARHAVA |
| Theseus | 4075 | ORPHEUS |
| Thesprotia | 864 | DIMOS P |
| Thessalia | 2535 | PAN SHAN |
| Thessaloniki | 626 | NISSOS THASSOS |
| Theta | 10212 | GOLD ASIA |
| Thetis | 192 | LENNE |
| Thetis | 414 | BARBALIAS |
| Thetis | 2433 | PUTIVL |
| Thetis | 18829 | ASTORIA |
| Thetis | 35100 | PALMIER |
| Thevik | 1197 | TROMSBAS |
| Theviking | 215 | SENJABAS |
| Thiaroye | 123 | FANDYE TORO |
| Thiassi | 499 | ANGELA |
| Thiassi | 964 | VIIRELAID |
| Thiassi | 999 | HELENE WALLER |
| Thiassi | 1597 | LE YU QUAN |
| Thidamanit | 2694 | MANII |
| Thiella | 329 | NINA I |
| Thies | 499 | CAROLINA |
| Thies | 5847 | MED LEADER |
| Thiessow | 298 | YASSEMIN |
| Thimia K | 1555 | MAZIN |
| Thios Victor | 1663 | MEERA |
| Thira | 269 | IRA |
| Thira | 6010 | WELLCOM |
| Thira II | 2574 | HELLAS EXPRESS |
| Thiseas | 48102 | MELINA TWO |
| Thisseas | 142 | DELFINI II |
| Thisseas | 230 | KAPETAN GIANNIS |
| Thistle (WAGL 409) | 199 | VICTOR |
| Thistle Venture | 39580 | VENTURE |
| Thita Alkyon | 997 | ARABIAH |
| Thita Argo | 2913 | VEMAOIL V |
| Thita Argonaftis | 494 | BILALI |
| Thita Faethon | 1953 | FAETHON |
| Thita Horizon | 997 | HORIZON |
| Thita Pegasus | 2445 | EL MIURA |
| Thita Titan | 997 | DWI SAMUDRA |
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| Thomas M. | 494 | SOFIA |
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| Thomas Point | 212 | WILMINGTON |
| Thomas Roger | 152 | SEIFJORD |
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| Thomas W. Vinke | 799 | ENDRE DYROY |
| Thomas Whalen | 163 | ADAMA |
| Thomas—Cathrin | 494 | EMKA |
| Thomasturm | 1319 | BARRA ABERDEEN |
| Thomona | 4375 | VALIANT |
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| Thor | 643 | SABJORG |
| Thor | 1857 | THOR TRAWL |
| Thor | 3061 | BETINA KOSAN |
| Thor | 79422 | PANTANASSA |
| Thor Alba | 399 | PRINCESS BARBARA |
| Thor Ambra | 37007 | THOR |
| Thor Asgard | 16689 | ANTEA |
| Thor Heyerdahl | 3061 | BETINA KOSAN |
| Thor II | 244 | POLAR AV GRYT |
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| Thordis | 70149 | ANITRA |
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| Thorheide | 1409 | RATHDOWN |
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| Thorleifur Jonsson | 403 | STAPAVIK |
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| Thornthwaite | 158 | MAIKA TORA |
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| Thorodland | 5077 | NEDA FORESI |
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| Thorsaga | 138276 | KHARK 4 |
| Thorsdrak | 37661 | DORIC CASTLE |
| Thorsdrake | 8923 | MING XING |
| Thorsdrake | 24740 | CITADEL HILL |
| Thorsdrake | 31886 | ANANGEL ARGONAUT |
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| Thorshavn | 83517 | AMBRA HUNTER |
| Thorsheimer | 40600 | JASMINITO |
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| Thorsoy | 4134 | ISADORE HECHT |
| Thorsriver | 5757 | YU QUAN SHAN |
| Thorstar | 36521 | AGATE |
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| Thorstream | 5754 | LU LIANG SHAN |
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| Thuntank 6 | 4283 | JONQUIERES |
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| Thuntank 8 | 811 | GIR |
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| Thuntank 9 | 7973 | UNITED TRAVELLER |
| Thuntank 10 | 1564 | SKY TRADER |
| Thuntank 11 | 485 | IRENE |
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| Tian Shan | 1790 | XIAN REN |
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| Tina I | 998 | MONVISO |
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| Tine Bach | 299 | VICTORIA 18 |
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| Titta | 2796 | FRANSIM |
| Titurel | 61901 | UNITY |
| Titus | 172946 | NEW EXPLORER |
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| TNT Express | 29223 | MARTHA II |
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| TNT Lion | 837 | TOISA LION |
| TNT Lynx | 1252 | TOISA LYNX |
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| Toana Papua | 7869 | MORAYBANK |
| Toanui | 1539 | MAERSK TOPPER |
| Toao da Nova | 999 | AMINA STAR |
| Toasu Maru | 1290 | BOS ASPHALT |
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| Toba | 2856 | EASTERN POLARIS |
| Toba Centauro | 3265 | MAR BRAVO |
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| Tobias Lonborg | 1599 | LOUISE |
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| Toei Maru | 7353 | KOREAN STAR |
| Toei Maru No. 1 | 547 | BIN HAI 601 |
| Toei Maru No. 2 | 195 | YUAN HANG |
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| Tohbei Maru | 36585 | IBN MAJID |
| Tohei Maru | 547 | BIN HAI 601 |
| Tohfu Maru | 1866 | JIH YU No. 806 |
| Tohkai Maru | 140272 | COSMO ANDROMEDA |
| Tohkai—Go | 2739 | TONG HAE HO |
| Tohkohsan Maru | 66113 | TIGER |
| Toho Maru | 177 | UNO MARU |
| Toho Maru | 691 | HAE YOUNG No. 1 |

| | | |
|---|---|---|
| Toho Maru | 698 | HUE |
| Toho Maru | 698 | PHU YEN 1 |
| Toho Maru | 957 | DAMARWULAN |
| Toho Maru | 1253 | JIN LIANG YOU 1 |
| Toho Maru | 1595 | KEUM YANG No. 1 |
| Toho Maru | 3011 | CISSA EMERALD |
| Toho Maru | 9702 | ROMINA |
| Toho Maru No. 1 | 198 | DAIICHI MARU |
| Toho Maru No. 1 | 2570 | SIAMSUPACHAI |
| Toho Maru No. 2 | 1454 | APANCHANIT |
| Toho Maru No. 2 | 1974 | ZAO |
| Toho Maru No. 7 | 295 | MERAK |
| Toho Maru No. 17 | 499 | TOHO MARU |
| Toho Maru No. 18 | 708 | WALIE 8 |
| Toiler | 1686 | MAPLEHEATH |
| Toju Maru | 687 | WENANG |
| Toju Maru | 4656 | CUAUTITLAN |
| Tok | 336 | GULLVER |
| Toka Maru No. 1 | 253 | APOLLO No. 5 |
| Toka Maru No. 2 | 143 | CHOFUKU MARU No. 88 |
| Toka Maru No. 2 | 184 | ANYO MARU No. 2 |
| Tokachi Maru | 698 | NISSHIN MARU |
| Tokachi Maru | 1960 | CESPED |
| Tokachi Maru | 3936 | TOKACHI |
| Tokai Maru | 499 | BINH DINH |
| Tokai Maru | 698 | KOSHIN MARU No. 5 |
| Tokai Maru | 16477 | SURPRISE |
| Tokai Maru No. 1 | 236 | AJAX I |
| Tokai Maru No. 2 | 158 | IRINI |
| Tokai Maru No. 5 | 427 | YOKOSUKA MARU No. 3 |
| Tokai Maru No. 6 | 197 | AJAX III |
| Tokai Maru No. 7 | 197 | AJAX IV |
| Tokai Maru No. 28 | 491 | KONPIRA MARU |
| Tokai Maru No. 31 | 214 | ZHOU YANG YU 1113 |
| Tokai Maru No. 32 | 214 | ZHOU YANG YU 1114 |
| Tokai Maru No. 38 | 299 | HOKUSHO MARU No. 61 |
| Tokai Maru No. 53 | 160 | KINSEI MARU No. 51 |
| Tokati Maru | 160 | SUPAT BAHARI |
| Toke Viig | 236 | BARRA HEAD |
| Tokei Maru | 987 | NING HUA 405 |
| Tokei Maru | 9443 | ORCHID |
| Tokei Maru | 13971 | ALGA |
| Tokei Maru No. 2 | 3379 | MANTA RAY |
| Tokio | 135 | JACOB |
| Tokishiho | 1477 | DIAMOND I |
| Tokishiho Maru | 1477 | DIAMOND I |
| Tokiwa Maru | 164 | SUPAT LAUT |
| Tokiwa Maru No. 2 | 324 | FEOSO TWO |
| Toko Maru | 198 | INAHO MARU No. 8 |
| Toko Maru | 225 | WADI MAI |
| Toko Maru | 863 | MUTIA HAYU |
| Toko Maru | 1974 | ZAO |
| Toko Maru | 10429 | DONG SUH |
| Toko Maru | 26540 | BURGAS |
| Toko Maru No. 1 | 499 | WESTERN TARGA 1 |
| Toko Maru No. 2 | 287 | KIRI MARU |
| Toko Maru No. 2 | 386 | ATLANTIS I |
| Toko Maru No. 2 | 626 | MINPLYCO |
| Toko Maru No. 2 | 1047 | TATANUSA 3 |
| Tokuei Maru No. 18 | 299 | NANSEI MARU No. 8 |
| Tokuei Maru No. 25 | 355 | TOKUSEN MARU |
| Tokuei Maru No. 27 | 499 | HYUNDAI HT—113 |
| Tokuei Maru No. 28 | 498 | KYOYO MARU No. 8 |
| Tokuei Maru No. 28 | 499 | SHINKO MARU |
| Tokuel Maru No. 8 | 179 | FUKUKYU MARU No. 11 |
| Tokuhiro Maru | 999 | NEW TUNG YIU |
| Tokuhiro Maru No. 51 | 134 | HAN SUNG No. 51 |
| Tokuhiro Maru No. 52 | 134 | DAI IL No. 11 |
| Tokuhiro Maru No. 81 | 197 | NAMHAIEO 1 |
| Tokuhiro Maru No. 82 | 197 | NAMHAIEO 2 |
| Tokuhisa Maru | 1571 | TOKUHISA |
| Tokuho Maru | 198 | SHUWA MARU |
| Tokuho Maru | 343 | CAP DES PINS |
| Tokuho Maru No. 18 | 498 | PREMA |
| Tokuichi Maru No. 8 | 499 | YASUHIKO MARU |
| Tokujin Maru No. 3 | 499 | DON JOSE CANDANO |
| Tokujin Maru No. 18 | 834 | LAMPUNG |
| Tokuju Maru No. 6 | 223 | HAMAHEI MARU No. 38 |
| Tokuju Maru No. 8 | 167 | IYO MARU No. 18 |
| Tokuju Maru No. 18 | 282 | HORYO MARU No. 53 |
| Tokuju Maru No. 26 | 298 | HOKUYO MARU No. 101 |
| Tokuju Maru No. 27 | 301 | LOBO |
| Tokuju Maru No. 32 | 299 | INCAMAR |
| Tokuko Maru | 1736 | TOKUKO |
| Tokumaru | 76705 | OCEAN CONQUEROR |
| Tokumine Maru No. 5 | 1522 | PREMSHIP VI |
| Tokumine Maru No. 8 | 3661 | NISSEI MARU |
| Tokurasan Maru | 38449 | TOKURASAN |
| Tokusan Maru | 4371 | TIAN YUE |
| Tokusei Maru | 9646 | RAVEN |
| Tokushin Maru | 10195 | CHIOS DESTINY |
| Tokusho Maru | 549 | CAP—1 |
| Tokusho Maru | 16094 | SEACHAMPION |
| Tokuwa Maru | 3292 | ROSEWOOD |
| Tokuyama Maru | 132798 | TAKATSUKI |
| Tokuyo Maru | 2623 | PREMSHIP IV |
| Tokuyo Maru No. 11 | 685 | PLA INCEE |
| Tokuyo Maru No. 18 | 672 | TOSHIN MARU No. 2 |
| Tokuyo Maru No. 25 | 695 | PLA NUANCHAN |
| Tokuyoshi Maru No. 1 | 124 | SHOYO MARU No. 18 |
| Tokuyoshi Maru No. 5 | 499 | SAYURI MARU No. 11 |
| Tokuyoshi Maru No. 8 | 999 | URSA MAYOR |
| Tokuyoshi Maru No. 11 | 124 | DAIKICHI MARU No. 36 |
| Tokuzen Maru No. 11 | 269 | WIRABUANA II |
| Tokyo Bridge | 27297 | STRONG RIVER |
| Tokyo Commander | 15786 | VIRGINIA |
| Tokyo Hero | 7084 | B. MALIGAYA |
| Tokyo Maru | 186 | CENTENARIO |
| Tokyo Maru | 587 | NEPTUNE PACIFIC |
| Tokyo Maru | 3501 | DIPOLOG PRINCESS |
| Tokyo Maru | 6589 | BUM IL |
| Tokyo Maru | 9337 | FAREAST PROGRESS |
| Tokyo Maru | 32152 | ALLIGATOR JOY |
| Tokyo Maru No. 1 | 1065 | HASNAR 10 |
| Tokyo Maru No. 2 | 206 | HORYO MARU |
| Tokyo Maru No. 3 | 1219 | DELSAN GLORY |
| Tokyo Maru No. 5 | 698 | TENTAI MARU |
| Tokyo Maru No. 7 | 998 | HOUWA MARU |
| Tokyo Olympics | 15109 | HOPE II |
| Tokyo Pioneer | 7084 | B. MALIGAYA |
| Tokyo Rainbow | 13567 | TRADE LIGHT |
| Tokyo Senator | 22667 | DSR YOKOHAMA |
| Tokyo Venture | 11186 | KAPTAN GUVEN |
| Tokyu Maru | 3018 | EVA G |
| Tol Express | 4462 | BAKRI ADVENTURER |
| Tol Pacer | 5077 | ROBERTA FORESI |
| Tolaga Bay | 52055 | TABLE BAY |
| Toledo | 119 | CAPT. ARTURO |
| Toledo | 10390 | OCEAN CENTAURUS |
| Tolfa | 454 | FIUME NERA |
| Tolga | 1597 | TIMUR ISLAMOGLU |
| Tolga | 35578 | SAN MARCO |
| Tolga Isik | 499 | DEREKOY |
| Tolia | 14957 | ELPIDA |
| Tolig | 14302 | LUIS |
| Tolis H. | 738 | AL KHALED |
| Tolleid | 195 | BERGSUND |
| Tollense | 2306 | SEAHORSE |
| Tollevik | 199 | TINGVIK |
| Tolmi | 2834 | GOZDE—B |
| Tolmi | 6197 | MEGA UNION |
| Tolosa | 126 | PESQUERO OQUENDO |
| Tolstoi | 199 | HERON |
| Toltek | 1599 | MALIK |
| Tolten | 22375 | ANDREAS SPIRIT |
| Toluca | 11395 | CORDOBA |
| Toluma | 43363 | A. C. ATOM |
| Tom Germa | 935 | TAIZ |
| Tom Jacob | 26316 | FJORD TRADER |
| Tom Kyle | 917 | HARLEKIN I |
| Tom Martin Pugh | 282 | H. O. S. FIGHTING FOX |
| Tom Reno | 1686 | KWAN SIU |
| Tom Tough | 160 | YAVALA |
| Toma | 490 | EL CANCUN |
| Tomahawk | 7084 | B. MALIGAYA |
| Tomahawk(AS) | 8025 | MAINE |
| Tomahawk(FP) | 8039 | WASHINGTON |
| Tomahawk(MC) | 8047 | OHIO |
| Tomakomai Maru | 115 | TOMOE MARU No. 8 |
| Toman I | 999 | ILIS |
| Tomar | 64355 | PYTHIA |
| Tomas Amigo | 2491 | ASEAN ENERGY |
| Tomas Fontan Guillan | 223 | LLANFO |
| Tomas Guardia | 2361 | ROLINE |
| Tombarra | 13887 | CAPE DECISION |
| Tomboy | 499 | SANTO JAYA |
| Tomcat | 1122 | CHARLIE |
| Tomei Maru | 24748 | GOODPAL |
| Tomera Pearl | 110 | CAPT. G. D. A. |
| Tomi Maru No. 11 | 184 | ROBERTA III |
| Tomi Maru No. 23 | 284 | TAE WOONG No. 502 |
| Tomi Maru No. 23 | 347 | WOO YANG No. 103 |
| Tomi Maru No. 23 | 409 | RYOAN MARU No. 68 |
| Tomi Maru No. 25 | 299 | PESCA MAR No. 12 |
| Tomi Maru No. 27 | 379 | DEPASUR I |
| Tomi Maru No. 28 | 464 | LATINA No. 8 |
| Tomi Maru No. 51 | 351 | DONG YEONG No. 510 |
| Tomi Maru No. 52 | 320 | ELISSA |
| Tomi Maru No. 53 | 326 | FAZARA I |
| Tomi Maru No. 53 | 349 | DONG BANG No. 107 |
| Tomi Maru No. 55 | 298 | ZOHRA III |
| Tomi Maru No. 55 | 349 | DAE SUNG No. 6 |
| Tomi Maru No. 58 | 389 | KUM BONG No. 505 |
| Tomi Maru No. 62 | 349 | HOUNEINE |
| Tomi Maru No. 81 | 349 | SALEH 1 |
| Tomi Maru No. 82 | 349 | HOUNEINE |
| Tomi Maru No. 85 | 344 | SEIJU MARU No. 51 |
| Tomiei Maru | 185 | SHOWA MARU |
| Tomiei Maru | 199 | KUKI MARU |
| Tomiei Maru No. 51 | 286 | ZENGYOREN MARU No. 8 |
| Tomiwaka Maru | 6273 | VICTORIA COB |
| Tomiwaka Maru No. 8 | 4213 | FAL X |
| Tomiwaka Maru No. 10 | 3325 | LIDO |
| Tomiyoshi Maru | 169 | JASON—Q |
| Tomizo Benten Maru | 299 | YAKUSHI MARU No. 23 |
| Tomma | 106 | RINGNES |
| Tommelise | 156 | JUNGMANN |
| Tommelise | 197 | KARLA |
| Tommelise | 229 | SKRUE |
| Tommeliten | 195 | BURGUNDIA II |
| Tommy II | 11048 | POSEIDON 8 |
| Tomoaki Maru | 1479 | SOLID DOS |
| Tomobishi Maru No. 2 | 625 | MOINA |
| Tomoe III | 856 | TUNG YIU |
| Tomoe No. 55 | 3613 | FAVOLA |
| Tomoe V | 669 | SIAM NATEE |
| Tomoe 1 | 3873 | DA QING 219 |
| Tomoe 1 | 4565 | AMMALA 2 |
| Tomoe 3 | 4205 | ORIENTAL FALCON |
| Tomoe 5 | 4749 | ADITYA VARDHAN |
| Tomoe 6 | 4462 | KILCHEM MEDITERRANEAN |
| Tomoe 7 | 980 | SUNGAI LUI |
| Tomoe 7 | 4462 | VIJAY DOOT |
| Tomoe 8 | 972 | SEAWAY SAPPHIRE |
| Tomoe 8 | 4462 | ARCE |
| Tomoe 8 | 5099 | MONTECRISTO |
| Tomoe 23 | 3850 | ADITYA VIKRAM |
| Tomoe 37 | 3558 | DA QING 217 |
| Tomoe 37 | 4561 | HUA YUN 4 |
| Tomoe 55 | 3383 | ANDHIKA ANYARA |
| Tomoe 55 | 3816 | ANCUD |
| Tomoe 63 | 3423 | ANJASMORO |
| Tomoe 63 | 3875 | RATHMOY |
| Tomoe 63 | 4565 | HUA YUN 5 |
| Tomoe 75 | 3422 | BROTOJOYO |
| Tomoe 75 | 4462 | HANS DOOT |
| Tomoe 81 | 3422 | OHANET |
| Tomoe 85 | 3562 | AURORA SKY |
| Tomoe 95 | 5266 | SAKURA COB |
| Tomoe 97 | 5266 | DANDAN |
| Tomoe 98 | 5266 | NUR YANBU |
| Tomoe 103 | 5072 | SEATERN |
| Tomoe 111 | 5297 | BAKRI NAVIGATOR |
| Tomoe 117 | 5072 | SEAHERON |
| Tomoe 135 | 6481 | ADITYA VAIBHAV |
| Tomoe 145 | 6482 | LANGVANN |
| Tomoe 325 | 6401 | FUJI BRAVES |
| Tomoe 565 | 8198 | NCC NAJD |
| Tomoe 567 | 8198 | NCC HIJAZ |
| Tomoe 568 | 8197 | NUR AL JUBAIL |
| Tomoe 2B | 2294 | CHULA No. 1 |
| Tomohon | 1552 | CORE DIAMOND |
| Tomoshio | 257 | VIRADOR |
| Ton Lombas | 176 | ROLAND A. FALGOUT |
| Tona Maru | 102 | KYO MARU No. 3 |
| Tonala | 299 | WINDWARD BAY |
| Tonan Maru | 199 | SEIFUKU MARU |
| Tonan Maru | 499 | EVER GLORY I |
| Tonatli | 17316 | BLUE MEADOW |
| Tone | 299 | FRECO |
| Tone | 299 | SANDBJORN |
| Tone | 5109 | DIEN BIEN 2 |
| Tone Maru | 160 | SAKATA MARU No. 2 |
| Tone Maru | 449 | DON CARLOS B—I |
| Tone Maru No. 2 | 443 | KONG DRAGON |
| Tone Maru No. 22 | 498 | TAISEI MARU |
| Tone Olise | 506 | VIKSTRAUM |
| Toneline | 562 | DIAS |
| Tong Bai Shan | 6382 | SKYHILL |
| Tong Chuan | 2985 | SU MING |
| Tong Foo | 2993 | VIGOUR VICTORY |
| Tong Jiang | 4988 | SKYLARK |
| Tong Jit | 487 | SABELAN |
| Tong Joo | 487 | SAHAKA |
| Tong Kian | 442 | SAKOTA |
| Tong Myung No. 2 | 4502 | ORIENTAL CROWN |
| Tong Myung No. 5 | 4140 | ORIENTAL BEAR |
| Tong Nan | 6221 | OCEAN HAPPY |
| Tong Soon | 258 | DAMAI I |
| Tong Wha No. 72 | 178 | HWA YOUNG No 33 |
| Tong Wha No. 106 | 184 | SE WON No. 106 |
| Tong Yang | 998 | THAI YANG |
| Tong Yang No. 53 | 999 | DAE LIM No. 5 |
| Tong Yang No. 56 | 390 | HAN JIN No. 56 |
| Tong Yick | 442 | DEWI |
| Tonga | 105 | MANTARO 9 |
| Tonga | 35578 | SAN MARCO |
| Tongala | 64785 | MEGA DALE |
| Tongkol | 390 | ZEDS SATU |
| Toni | 492 | TONSUND |
| Toni M. | 103 | GULF KING 31 |
| Toni Walker | 147 | SUPER RED |
| Tonia | 497 | MENANTOLORI |
| Tonic Santal | 15927 | PACASIA |
| Tonic Venture | 15850 | MARITIME ASSOCIATE |
| Tonichi Maru | 2654 | SAJO DOLPHIN |
| Tonico el Menut | 234 | J. A. EL MENUT |
| Tonijn | 309 | NICOLAOS TH |
| Tonin | 28656 | SNESTAD |
| Tonina | 499 | ORION V |
| Tonino | 690 | ROSALDO |
| Tonjer | 336 | GIGLIO ESPRESSO |
| Tonjer | 485 | STRILODD |
| Tonna | 1054 | IOANNIS K |
| Tonne II | 473 | TONNE |
| Tonny | 137 | RACON |
| Tonoura Maru | 1350 | COSMO RAY I |
| Tonsberg I | 123 | TRAELSKJAER |
| Tontini Pesca Terzo | 1242 | EUGEN MARINE |
| Tonton Pierre | 214 | ANCOLIE |
| Tony & Mary | 117 | DUE SOUTH |
| Tony Labiad | 973 | IMOLA |
| Tony Safi | 399 | TONY CAR |
| Tonya B | 127 | PATHFINDER |
| Tooronga | 308 | EID |
| Tootsie | 133 | JULIE B. |
| Top | 149 | LEO |
| Topacio | 1165 | EL CISNE |
| Topaz | 1596 | AMAFHH TWO |
| Topaz | 5168 | HARI BHUM |
| Topaz | 11523 | TONG YEE |
| Topaz | 16938 | TORRENS |
| Topaz | 35727 | BULK TOPAZ |
| Topaz | 36120 | NAVIOS TRADER |
| Topaze | 129 | CORNELIS DE RIDDER |
| Topaze | 549 | STEPHY |
| Topdalsfjord | 3650 | JIN XIAN QUAN |
| Topdalsfjord II | 298 | EIDE CHIEF |
| Topega | 8740 | ALIADRIKNI |
| Topmast No. 10 | 122 | ROLF GERLING |
| Topmast 16 | 434 | MINA |
| Topmast 20 | 422 | RECOVERY |
| Toppen | 2244 | RIO TIGRIS |
| Toproto | 9824 | FLYING DRAGON |
| Topsham | 491 | ROYAL M |
| Tor | 109 | VIKTOR |
| Tor | 499 | HAMID |
| Tor Anglia | 2185 | GABRIELE WEHR |
| Tor Anglia | 7959 | SARDINIA NOVA |
| Tor Avon | 493 | MER SUN |
| Tor Baltic | 499 | AMAZING GRACE |
| Tor Baltic | 499 | IRIS |
| Tor Bay | 397 | FADWA |
| Tor Bay | 499 | ZOE P |
| Tor Belgia | 5018 | STORA—KORSNAS—LINK II |
| Tor Brabantia | 499 | IRISH ROSE |
| Tor Britannia | 15729 | PRINCE OF SCANDINAVIA |
| Tor Caledonia | 3973 | SPIRIT OF DUBLIN |
| Tor Felicia | 5465 | ATLANTIC FREIGHTER |
| Tor Finlandia | 5022 | OCEAN LINK |
| Tor Flandria | 498 | IRISH PROVIDER |
| Tor Forest | 1232 | GARDEN |
| Tor Francia | 499 | START |
| Tor Hollandia | 7748 | ARIADNE |
| Tor Humber | 499 | KORNI |
| Tor Ireland | 499 | ANTARES |
| Tor Lou | 110 | CAPT. GIANG II |
| Tor Maas | 498 | SURYA KARYA |
| Tor Mercia | 2643 | RORO CATANIA |
| Tor Mercia | 5998 | KINTAMPO |
| Tor Neerlandia | 2184 | THOMAS WEHR |
| Tor Nordia | 484 | ANASTASIA |
| Tor Normandia | 397 | ADEBAR |
| Tor Normandia | 499 | GALA |
| Tor Parisia | 374 | ENERGI |
| Tor Scandia | 2643 | PLISKA |
| Tor Scandinavia | 14893 | PRINCESS OF SCANDINAVIA |
| Tor Schelde | 1286 | MANITOBA |
| Tor Timber | 498 | CARIB STAR |
| Tor Timber | 498 | SOKNA |
| Tor Viking | 932 | RED PENGUIN |
| Tor Wallonia | 424 | ANTILOPE |
| Tor—Odd | 154 | VINGHOLM |
| Tor—On | 199 | URSEL |
| Tora | 125 | SILM III |
| Tora | 298 | PATRICIA |
| Tora | 398 | GREEBA RIVER |
| Tora | 494 | BILALI |
| Tora Buur | 184 | CHIARA |
| Tora Lupe | 499 | ORASUND |
| Tora Maru No. 22 | 136 | CHOMEI MARU No. 18 |
| Tora Maru No. 31 | 351 | KUM BONG No. 501 |
| Torafjord | 1198 | KYNDILL |
| Torafjord | 10709 | HALLBORG |
| Torafuku Maru No. 18 | 492 | SUN YOUNG |
| Torai Maru No. 1 | 37700 | NAVIOS ENTERPRISE |
| Toralla | 205 | BOQUERON |
| Toranus | 20885 | JO REDWOOD |
| Torarica No. 1 | 137 | CORAL STAR No. 8 |
| Torasund | 499 | ORASUND |
| Torasund | 1199 | CRESTAR |
| Torasund | 6016 | SKY HOVER |
| Toratank | 499 | ORATANK |
| Torator | 20883 | JO ROWAN |
| Torayoshi Maru | 181 | KYOWA MARU No. 1 |
| Torbas | 1037 | KINGS CROSS |
| Torbjorn | 639 | NYBO |
| Torbris | 296 | TORSJO |
| Tordenskiold | 3790 | ADELIA |
| Tordis | 336 | REEMA |
| Tordonn | 382 | SJOVARDEN |
| Tore Hund | 288 | FRENAFJELL |
| Tore Jarl | 962 | NORTH SKY |
| Torea | 1672 | MAERSK TRADER |
| Torenia | 12694 | SANTOS |
| Torfi Halldorsson | 138 | TJALDUR |
| Torfinn Jarl | 963 | DOMA T. |
| Torghatten | 251 | SOLSUND |
| Torghatten | 454 | KATERINA |
| Torgny | 238 | SVANEFJORD AV HJO |
| Torian | 85 | BENI |
| Torill | 141873 | TAFTAN |
| Torill Knudsen | 141873 | TAFTAN |
| Torilla | 522 | C5—216 |
| Torine 1 | 124 | TERWEN 1 |
| Torino | 25680 | BONARIA |
| Torino | 29919 | RELIANCE |
| Torjo | 138 | STJORNUTINDUR |
| Torjuja | 726 | HYLJE |
| Torkel | 296 | IMPERATOR |
| Torksey | 215 | GOOD HAND |
| Torland | 189 | HOLMVIK I |
| Torm | 1436 | HANDY RIDER |
| Torm Africa | 10837 | MSC VALERIA |
| Torm America | 10837 | MSC ARIANE |
| Torm Aslaug | 14076 | SEA KING |
| Torm Gerd | 14957 | ELPIDA |
| Torm Gyda | 13881 | LISSOS |
| Torm Helene | 22838 | PETROBULK POWER |
| Torm Helene | 26712 | INZHENER PARKHONYUK |
| Torm Helvig | 26712 | PROFESSOR KOSTIUKOV |
| Torm Herdis | 20002 | S. V. EPTA |
| Torm Herdis | 26712 | VASILIY KOVAL |
| Torm Hilde | 26712 | ALEKSANDR SAVELIEV |
| Torm Kristina | 14160 | VILLARRICA |
| Torm Ragnhild | 15810 | YASENA |
| Torm Rask | 20036 | MERIOM HOPE |
| Torm Rotna | 19509 | NEW STAR |
| Tormes | 2187 | DINA |
| Tornaci 1 | 244 | BASER—I |
| Tornado | 191 | OLE GULLVIK |
| Tornado | 349 | DAE SUNG No. 6 |
| Tornado | 487 | TREBBA |
| Tornado | 1074 | POSEJDON |
| Tornado | 75603 | GOKTURK |
| Torne | 139406 | RHINE ORE |
| Toro | 200 | VICTORIA McALLISTER |
| Toro | 512 | BRADFORD |
| Toro | 5663 | HALLVARD |
| Toro | 30045 | ADVANCE |
| Toro Horten | 30045 | ADVANCE |
| Toro I | 790 | FELIPE A. |

# FORMER NAMES OF SHIPS

| | | |
|---|---|---|
| Torocoba | 9511 | TOURMALET |
| Toron | 245 | LAGUNA |
| Toroneos | 498 | GRIGORIS M |
| Toroneos II | 397 | OLYMPIC MED |
| Toronto | 227 | REDENTOR II |
| Toronto | 30045 | ADVANCE |
| Torpen | 285 | MEABAN |
| Torpo | 299 | AASTIND |
| Torr Head | 5610 | YU HONG |
| Torrand | 172 | BLANCO |
| Torrand | 466 | STRIL SUPPORTER |
| Torre del Greco | 17961 | CAPO SANDALO |
| Torre Del Oro | 14986 | AGHIOS CHARALAMBOS |
| Torre Paloma | 200 | EL GUANCHE |
| Torre—S | 12808 | YAGUAR |
| Torreglia | 487 | QUEENIE |
| Torrens | 12808 | YAGUAR |
| Torrent | 31155 | KUN LUN SHAN |
| Torres Strait | 120 | TAI NUI |
| Torres Strait | 14591 | AXIONESTIN |
| Torridge | 493 | PERCO LIFTER |
| Torrington | 579 | IS PRINSEN |
| Torsbugvin | 223 | VESTURSOKI |
| Torsburgen | 499 | C—1060 |
| Torshammer | 287 | SANDFRAKT |
| Torsig | 199 | DJARFOGO |
| Torsjo | 198 | ORMSJO |
| Torson | 839 | STRILVARD |
| Torstein | 321 | VIKING I |
| Torsten | 498 | ANASTASIA K |
| Torsver | 299 | CHACABUCO 3 |
| Torten | 490 | RESOLVE |
| Tortorelli E | 898 | AZGAD IV |
| Tortuga | 180 | CHAO 3 |
| Tortuga | 193 | QUEST |
| Tortugas | 284 | SAN TORTUGAS |
| Tortugas | 6116 | GUANG SHUI |
| Tortugas | 9229 | ANANGEL CHAMPION |
| Torulf | 135 | FJORDGAR |
| Torungen Supplier | 490 | TERJE VIKING |
| Torvanger | 16595 | NCC JIZAN |
| Toryo Maru | 1863 | AZAM II |
| Toryo Maru | 43699 | SKAUFAST |
| Tosa | 480 | TAMARII EIMO |
| Tosa | 6496 | MASBATE I |
| Tosa Maru | 160 | SHIPYARD 1 |
| Tosa Maru | 530 | MUNAR I |
| Tosa Maru | 4986 | EW COOK |
| Tosa Maru | 5059 | SOUNDS OF SETO |
| Tosakaien Maru | 390 | ATLAS No. 1 |
| Tosakuroshio | 496 | KUROSHIO No. 5 |
| Tosan Maru No. 2 | 198 | MARILOU IV |
| Tosan Maru No. 8 | 199 | SHINKO MARU No. 18 |
| Tosei Maru | 2226 | NEPTUNE BARCELONA |
| Tosei Maru | 3016 | MEDAN PUTRA |
| Tosei Maru | 3218 | NORTH SEA |
| Tosei Maru | 15536 | MEDSTAR |
| Toshi Maru No. 3 | 213 | SANEI MARU No. 38 |
| Toshi Maru No. 21 | 547 | JACQUELINE W |
| Toshiho Maru | 112 | TAKEMI MARU |
| Toshima Maru No. 3 | 496 | NANYO MARU |
| Toshin Maru | 2998 | SANTONI |
| Toshin Maru | 4943 | TOSHIN |
| Toshin Maru | 9195 | ATLANTIS A |
| Toshin Maru No. 1 | 261 | KAMIN |
| Toshin Maru No. 3 | 427 | YOKOSUKA MARU No. 3 |
| Toshin Maru No. 3 | 499 | ULTRA PROMOTER |
| Toshin No. 1 | 958 | JQ BAV IV |
| Toshitoku Maru No. 7 | 856 | TUNG YIU |
| Toshitoku Maru No. 8 | 1071 | ISTANA I |
| Toshitoku Maru No. 28 | 888 | C. P. 16 |
| Toshitoku Maru No. 31 | 978 | FAL XIV |
| Toshitoku Maru No. 35 | 1145 | OCEAN POWER |
| Toshiwa Maru | 1489 | DAITO MARU No. 1 |
| Toshiwa Maru | 3886 | INGE |
| Tosho Maru | 492 | ALPINE BUNKERS |
| Tosho Maru | 781 | DELSAN V |
| Tosho Maru | 2319 | PETRON III |
| Tosho Maru | 5900 | FAREAST ACE |
| Toshu Maru | 438 | URANUS |
| Toshu Maru | 18124 | SEA CONCERT |
| Toshun Maru | 499 | XING AN |
| Tosong | 9235 | SU YING |
| Toste Jarl | 298 | BETTY K V |
| Tosui Maru No. 15 | 542 | CORAL SEA |
| Tosui Maru No. 21 | 344 | RYUHO MARU No. 85 |
| Tosui Maru No. 28 | 313 | HAE WANG No. 303 |
| Totai Maru | 15581 | WESTERN PROGRESS |
| Total | 472 | ZEETOR |
| Totara | 855 | RIHIVELI |
| Totara | 2800 | QESHET |
| Toteco | 449 | GEORGE |
| Totem | 106 | FOUR SONS |
| Toten Maru | 9872 | JODI |
| Tottan | 490 | SJOVIK |
| Totty | 107 | TOGIAK |
| Toubab Dialaw | 579 | DUC DE PRASLIN |
| Toucan | 498 | PELATUK |
| Toufic | 2009 | LOUCY |
| Tough Tide | 194 | SHARON A |
| Toulon | 8683 | HAI SOONG |
| Toundya | 26759 | FREEMAN |
| Touraco | 834 | FAL II |
| Touraine | 245 | MARGIT RYE |
| Touraine | 47525 | BROMSGAARD STAR |
| Tourbo | 499 | AMWAGE |
| Tourist No. 3 | 594 | PRINCESS ROXANE |
| Tourlaville | 885 | PANTELLERIA |
| Tourmalet | 453 | HARVEST CARINA |
| Tourmaline | 537 | KYKNOS |
| Tourmaline | 1461 | SOROCCO |
| Tours | 7749 | MC PEARL |
| Tourville | 10618 | AFRICAN WAVE |
| Touryu Maru | 682 | NOGOGINI |
| Tove | 297 | ANDANES |
| Tove Kristin | 517 | SECO |
| Tove Lilian | 3163 | MUSING |
| Tove Lindinger | 299 | SEA GULL |
| Tove Lonborg | 299 | TARU II |
| Toveland | 299 | CARBAS |
| Tovelil | 299 | CARBAS |
| Tovi | 276 | PESTOMISA |
| Tow Trader | 2904 | SILVER STAR |
| Tow 4 | 499 | LEVENT S |
| Towa Maru | 376 | SUNNY PORT |
| Towada Maru | 9318 | JAPANESE DREAM |
| Towai | 567 | MASAHI |
| Towal | 492 | VINA |
| Toward Hope | 3513 | NISSHO MARU |
| Toward Twenty | 3086 | YUSHO No. 3 |
| Tower Bridge | 174 | KLARA |
| Tower Conquest | 199 | GIENY S |
| Tower Duchess | 200 | PARADISE SOUND |
| Tower Marie | 199 | MEDINA RIVER |
| Tower Reach | 605 | ANGELIKI IV |
| Tower Venture | 200 | CLAYMORR TRANSPORT |
| Towerstream | 1599 | JOKER |
| Towing Wizard | 112 | ALEXANDROS |
| Towmaster | 113 | TRAVELLER |
| Townsend | 160010 | KAZIMAH |
| Toxon | 15980 | HASAT |
| Toxon II | 16265 | YUN FENG LING |
| Toxotis | 7993 | RONJAY |
| Toxotis | 8745 | TOXA |
| Toxotis | 19166 | HECTOR |
| Toya Alario | 174 | PATRICIA E |
| Toya Alario | 183 | JUSTINE |
| Toyo | 4999 | STAR HOPE |
| Toyo Maru | 433 | MURASAKI MARU No. 2 |
| Toyo Maru | 516 | PRITHIBI |
| Toyo Maru | 5248 | DURA |
| Toyo Maru | 13642 | JIN HUI |
| Toyo Maru | 13688 | GREEN RAINIER |
| Toyo Maru | 44484 | BUNGA KEMBOJA |
| Toyo Maru No. 1 | 208 | HAN GIL No. 2 |
| Toyo Maru No. 2 | 773 | BORNEO |
| Toyo Maru No. 2 | 3883 | STEVE GLORY |
| Toyo Maru No. 3 | 748 | BINTULU No. 1 |
| Toyo Maru No. 3 | 2323 | PESCANO PACIFIC |
| Toyo Maru No. 5 | 698 | AUTO TRADER |
| Toyo Maru No. 5 | 944 | SANG ROK SU |
| Toyo Maru No. 5 | 2445 | KERTA LIMA |
| Toyo Maru No. 6 | 683 | SADONG No. 1 |
| Toyo Maru No. 7 | 699 | SHERATON II |
| Toyo Maru No. 8 | 405 | MIURA MARU |
| Toyo Maru No. 10 | 3275 | ABOITIZ CONCARRIER VI |
| Toyo Maru No. 11 | 687 | OCEAN STAR |
| Toyo Maru No. 12 | 687 | MAZAD I |
| Toyo Maru No. 15 | 299 | SOLANA No. 6 |
| Toyo Maru No. 21 | 499 | SHINTO MARU |
| Toyo Maru No. 30 | 1153 | GOLDEN ISLAND |
| Toyo Maru No. 52 | 481 | SHINSEI MARU No. 6 |
| Toyo Maru No. 58 | 499 | ALICANTE I |
| Toyo Maru No. 63 | 696 | GOLDEN DRAGON VIII |
| Toyo Maru No. 65 | 558 | ROMEL |
| Toyo Maru No. 68 | 495 | BORNEO I |
| Toyo Maru No. 72 | 498 | ALLWELL PROCEED |
| Toyo Maru No. 73 | 498 | BHARVANI JAY OXFORD |
| Toyo Prosperity | 34507 | MERCHANT PRELUDE |
| Toyofuji Maru | 1625 | TRANS PACIFIC |
| Toyofuji No. 5 | 7799 | TRANS PACIFIC 2 |
| Toyofuji No. 7 | 13836 | TRANS PACIFIC 3 |
| Toyofuku Maru | 1599 | SINULOG |
| Toyohata Maru No. 11 | 253 | MIYASHO MARU |
| Toyohata Maru No. 23 | 374 | ABETO |
| Toyooki Maru | 771 | EDHA—II |
| Toyosaka Maru | 683 | MEITOKU |
| Toyosaki | 3425 | COUNTESS |
| Toyosaki Maru | 2323 | PAULA II |
| Toyoshima Maru | 209 | LOUISE 1 |
| Toyota Maru No. 7 | 17606 | ELENI M |
| Toyota Maru No. 8 | 17571 | SEASONG |
| Toyota Maru No. 14 | 17673 | ALBATROSS |
| Toyota No. 23 | 10491 | ANDINO |
| Toyota No. 24 | 24948 | SALUD ACE |
| Toyotagawa Maru | 818 | JET ANN—VI |
| Toyotsu | 499 | GENSAN CARRIER |
| Toyotsu Maru | 499 | GENSAN CARRIER |
| Toyu Maru | 1667 | PENDOPO |
| Toyu Maru | 7303 | EAST LIGHT |
| Toyu Maru | 10851 | ZAGARA |
| Toyu Maru | 52757 | SULBY |
| Toyu Maru No. 1 | 496 | SILVIA |
| Tozai Maru | 195 | YUAN HANG |
| Tozai Maru No. 1 | 188 | TONEN No. 8 |
| Tozai Maru No. 2 | 185 | FUJI MARU No. 2 |
| Tozai Maru No. 11 | 1227 | KANZUI MARU |
| Tozai Maru No. 12 | 1272 | THITA MISTRAL |
| Tozai Maru No. 15 | 499 | CHOKE NAVEE 2 |
| Tozai Maru No. 22 | 1980 | GOMBURZA |
| Tozai Maru No. 72 | 494 | KOJIMA MARU No. 72 |
| Tozan | 9872 | JODI |
| Tozan Maru | 13378 | GREEN ELLIOTT |
| Tozan Maru | 22762 | TOHZAN |
| Tozui Maru | 15534 | PHILIPPINE EXPRESS |
| TP 66 | 155 | NORTH WIND |
| TP 133 USA | 186 | ISLAND CHAMPION |
| Trabant | 299 | GERT HANSEN |
| Trabant | 440 | HARMONY |
| Trabant | 990 | MARA |
| Trachodon | 13845 | ENERGY SEARCHER |
| Tracker I | 500 | SCOTIAN SURF |
| Tracy Anne Witte | 198 | THOR |
| Tracy D | 143 | MILDRED A |
| Trade | 6596 | SOUTHERN CROSS |
| Trade Bright | 9586 | YI MING |
| Trade Candour | 10608 | HERFAH |
| Trade Concord | 10705 | HERDAH |
| Trade Envoy | 7124 | GULF TRADER |
| Trade Fair | 8927 | FAREAST BEAUTY |
| Trade Fortune | 8934 | TRADE FAIR |
| Trade Freedom | 8927 | SEA CORAL |
| Trade Friend | 7124 | FREE TRADER |
| Trade Glory | 14096 | YI RONG |
| Trade Link | 1137 | ALEXANDRIA STAR |
| Trade Mariner | 302 | MICHAEL A |
| Trade Reliance | 106967 | BT VENTURE |
| Trade Reliance | 125823 | SANANDAJ 2 |
| Trade Sky | 1586 | BISANZIO |
| Trade Splendor | 4167 | JIN LU |
| Trade Unity | 31725 | STRAHLHORN |
| Trade Vision | 18736 | TAESCHORN |
| Trade Will | 18723 | NADELHORN |
| Trade Wind | 199 | TERRY T |
| Trade Wind | 497 | CARI TRADER |
| Trade Wind | 1137 | ALEXANDRIA STAR |
| Trade Winds | 8901 | NAVARINO |
| Trade Yonder | 18723 | ALLALINHORN |
| Trader | 174 | KLARA |
| Trader | 350 | MARIA M. I |
| Trader | 499 | PRINCESS IMMELA |
| Trader | 1599 | SARMACJA |
| Trader | 3295 | TALIA II |
| Trader | 5084 | TURGUT KAPTANOGLU |
| Trader I | 60570 | TRADER |
| Trader III | 499 | PRINCESS IMMELA |
| Trader Ship | 499 | SAINT JAMES |
| Traders Express | 635 | OFFSHORE MONARCH |
| Tradesman | 241 | SALERNUM |
| Tradeway | 1241 | BAYONNE |
| Tradewind East | 13634 | BERGEN LUNA |
| Tradewind West | 13193 | POLI II |
| Trado | 4380 | SCANDUTCH STAR |
| Trael II | 473 | TRAEL |
| Traenafjell | 1999 | LAURITS KOSAN |
| Traenafjord | 1999 | KNUD KOSAN |
| Traffic | 497 | TONE |
| Trafik 1 | 118 | ESPEDAL |
| Trafik 3 | 121 | SAUHOLM |
| Trafik 3 | 155 | EDELFISK |
| Trafik 5 | 141 | BLOMAS |
| Trafik 5 | 193 | VEBO |
| Trafik 7 | 199 | FROYVAAG |
| Trafik 11 | 177 | LILLEVIK |
| Trafik 12 | 336 | CALMARE NYCKEL |
| Tragara | 487 | KASSANDRA |
| Trail Blazer | 137 | COMPANION |
| Trailer | 1599 | SARMACJA |
| Trailer | 6301 | STENA TRAILER |
| Trailer Express | 4751 | EUROSTAR |
| Trait d'Union | 210 | MOTU—UTA |
| Trajan | 6766 | TONG HE |
| Trajan | 113778 | DOLCE |
| Tralbas | 413 | NORDOYTRAL |
| Tralbas | 913 | STALBAS |
| Tralmis | 790 | MAGALLANES V |
| Traly | 298 | INGANESS BAY |
| Tramarance I | 102 | NELLO |
| Tramarco Carrier | 2936 | KIMOLOS |
| Tramarco Trader | 5534 | AUNG MINGALA |
| Tramco Asia | 27812 | MARIJEANNIE |
| Tramco Glory | 28343 | VITORANDIS |
| Tramontana | 172 | GARGAL |
| Tramountana | 20670 | POROS |
| Tramp | 268 | ARLINGHAM |
| Tramp Ship 1 | 499 | AGIANTONIS |
| Trane Trawler | 714 | LUMAAQ |
| Traneklit | 149 | MARIE VEST |
| Tranen | 251 | RAPIDO DE FORMENTERA |
| Tranevaag | 131 | HADARVAAG |
| Tranevaag | 411 | TRI—SKY |
| Trang | 836 | EVERJADE |
| Tranoy | 599 | RYGERFJORD |
| Trans America | 12840 | INCHON GLORY |
| Trans Bay | 289 | VISMIN |
| Trans Castor | 878 | PARROT FISH |
| Trans East One | 3876 | PRINGGODANI |
| Trans Europa | 12373 | HONGKONG GLORY |
| Trans Falcon | 50746 | ONDA BIANCA |
| Trans Gulf IX | 101 | SOLIDEZ |
| Trans Gulf V | 116 | J. B. J. |
| Trans Gulf X | 101 | MISS MARTHA |
| Trans Holm | 484 | CAROLINE |
| Trans Luso I | 1599 | SANTA ROSA |
| Trans Metal | 4527 | ANSMA |
| Trans Nova | 9513 | PARASKEVI II |
| Trans Oy | 907 | LENA |
| Trans Pioneer | 22053 | MEI KHA LAR |
| Trans Pollux | 878 | PURPLE FISH |
| Trans Reefer | 1170 | NINH CO |
| Trans Reefer | 6117 | CHIQUITA CINCINNATIAN |
| Trans Ruby | 14030 | SEAHAPPY |
| Trans Sun | 310 | PALO |
| Trans Wood | 2724 | TABUK |
| Trans World | 195 | ROSEMARY MCALLISTER |
| Trans—Vasconia | 834 | HONG YAN 4 |
| Transamerican | 356 | CARIB HAVEN |
| Transatlanta | 5245 | KASSANTINA |
| Transatlantico | 8281 | PACHITEA |
| Transbaltico | 9437 | EVENING STAR |
| Transberlin | 2783 | LI FENG |
| Transcanada | 4309 | BANGLAR SWAPNA |
| Transcape | 3223 | XIN FENG |
| Transcon | 3263 | KAS MARIANNE |
| Transcontainer 1 | 2289 | NOUR I |
| Transdeniz | 2399 | IBRAHIM BAYBORA |
| Transea | 3236 | PNOC PETROPARCEL |
| Transeast | 1788 | DAVUT 1 |
| Transeastern | 28310 | COVE TRADER |
| Transfrio | 1110 | GULF FRIO |
| Transglen | 1281 | SHEILA KAROON |
| Transgrup | 6609 | OMER |
| Transhope | 3414 | GOOD EXPLORER |
| Transit | 567 | ALMANSOURAH |
| Transkei | 12761 | MARINGA |
| Translink | 1599 | STANMORE |
| Transmar I | 388 | CARMEN MARIA |
| Transmariner | 5939 | GOLDEN GLORY |
| Transmediterraneo | 8281 | MANTARO |
| Transmichigan | 6264 | YU QING |
| Transmundum II | 2975 | FRASER TITAN |
| Transmundum III | 2790 | TRAN HUNG DAO |
| Transmundum IV | 2841 | LONG CHAU |
| Transmundum V | 2760 | S. S. 4 |
| Transmundum VI | 2837 | WELSH BAY |
| Transnorthern | 14192 | INGER |
| Transocean Carrier | 9467 | NEWCASTLE CITY |
| Transocean Enterprise | 10058 | EVANGELISTRIA |
| Transocean Merchant | 19924 | WAVE |
| Transocean Pearl | 16701 | OCEAN LUCKY |
| Transocean Pioneer | 14039 | STELLA |
| Transocean Progress | 16067 | MANYAS 1 |
| Transocean Ram | 10399 | HAI JING |
| Transocean Transport II | 13193 | POLI II |
| Transoceanica Giovanna | 83497 | TPAO |
| Transoceanica Paola | 14426 | POOLA |
| Transondo Express | 5939 | GOLDEN GLORY |
| Transontario | 6264 | YU YING |
| Transpacific | 6488 | AKAMAS |
| Transpacific Trader | 5792 | PENTAS FORTUNE |
| Transpacifico | 8771 | GUYANE |
| Transpan | 3041 | DON ERNESTO |
| Transpet | 382 | PARANA |
| Transport | 400 | TRANSPETROL III |
| Transport II | 265 | LADE |
| Transporter | 207 | INTERSTATE TRANSPORTER |
| Transporter | 4218 | SOPHIE RICKMERS |
| Transporter | 51818 | ALPHA STAR |
| Transporter II | 1599 | PINTO |
| Transporteur | 546 | CURANIPE |
| Transportor II | 296 | DUBA |
| Transroll | 9437 | EVENING STAR |
| Transtank | 1268 | MAYONAMI |
| Transud III | 44140 | PANTHIR |
| Transud IV | 59441 | MISTRAL 1 |
| Transvaal | 6329 | PING YIN |
| Transvaal | 9089 | CRYSTAL |
| Transvaal | 51982 | HEEMSKERCK |
| Transvaal Castle | 26632 | FESTIVALE |
| Tranvik | 372 | OSTFART |
| Trapezitza | 25122 | FIESTA |
| Trapp | 366 | MACUSE |
| Trarza | 213 | AMI DES MOUETTES |
| Trasmar Secondo | 2050 | CAPO GRIFO |
| Trasmar Terzo | 1997 | MAJU |
| Trasona | 11011 | RAMONA |
| Traude | 424 | DON HUMBERTO |
| Traun | 6079 | GENERAL BLAZHEVICH |
| Traust | 134 | TAMBUR |
| Trausti | 123 | ANDEY |
| Trausti | 318 | THORSTEINN |
| Traute | 298 | BJORN M |
| Trautenfels | 6831 | TRAUTENBELS |
| Travancore | 214 | ERNAKULAM |
| Trave | 327 | HINNATANK |
| Travemar Africa | 5717 | LONG BINH |
| Travemunde | 2736 | APOLLONIA II |
| Travemunde | 4231 | TREG |
| Travemunde | 9120 | SALLY STAR |
| Travemunde Link | 9120 | SALLY STAR |
| Travemunde Link I | 4263 | TRAVEMUNDE LINK |
| Traverse City Socony | 3468 | BERING TRADER |
| Traverway Express | 999 | OUED ZIZ |
| Traverway Spirit | 999 | MATHILDE |
| Travetal | 1121 | MARITZA ARLETTE |
| Travetal | 1599 | CANGURO BLU |
| Travis WSC 153 | 237 | LADY CALVESE |
| Trawl | 934 | POLAR TRAWL |
| Tre Maker | 445 | TRE MASAR |
| Treadwind | 49217 | LEROS SUN |
| Treana | 19244 | IRAN MODARES |
| Treasure | 4995 | APPLAUSE |
| Treasure Star | 4474 | TIAN DA SHAN |
| Treasure Trader | 250 | ELEUTHERA EXPRESS |
| Treasurer | 3957 | KEESTAR |
| Trebol | 222 | DERRAMAN II |
| Treboll | 906 | OCEAN REEFER |
| Treff | 102 | NELLO |
| Tregarth | 102 | TUG 180 |
| Tregastel | 4231 | TREG |
| Trekoner | — | AL—QAMAR AL—SAUDI AL—MISRI |
| Trelleborg | 6103 | HOMERUS |
| Trelleborg S. J. | 182 | PITSUND |
| Trellefjord | 252 | FRAMVIK |
| Trellevik | 198 | GULLVOR |
| Trellevik | 252 | FRAMVIK |
| Tremont | 410 | MUMTAZ |
| Trent | 434 | DIANA I |
| Trent | 10710 | CAMELIA |
| Trent | 20711 | DAMON |
| Trentonia | 459 | STELLA E. |
| Trentonia | 604 | TRENTON |
| Trentonia II | 459 | STELLA E. |
| Trentwood | 68438 | AKDENIZ S |
| Tres | 498 | JAEN |
| Tres Hermanos V | 105 | MANTARO 10 |
| Tres Hermanos VI | 300 | ANCASH 3 |
| Tres Mar | 4197 | DRACO No. 1 |
| Tres Marie | 496 | AL TADAMUN 1 |
| Tres Orion | 14623 | TAIPAN |
| Tres Rios | 499 | IONION |
| Trescadec | 278 | DANAE |
| Tresco | 1173 | POSEIDON |
| Tresmares | 1510 | LADY JILL |
| Tress Pioner | 3122 | MASTER TOR |
| Treuburg | 299 | VIOLA |
| Trevignon | 491 | PACIFIC CHASE |
| Trevinca | 1581 | ESTHER REEFER |
| Tri Ever | 24941 | PANACEA |
| Tri Hexagon | 11875 | REDESTOS |
| Tri Hexagon No. 2 | 2877 | DA QING 430 |

| | | |
|---|---|---|
| Tri—Star | 1599 | MICHELLE |
| Triana | 15847 | SKADARLIJA |
| Trianca | 490 | FOURNOI II |
| Triane | 145 | PERINA |
| Triane | 149 | BIKEMO |
| Triane | 150 | WLA—33 |
| Triane | 287 | REYKJANES |
| Triantafilos M. | 839 | HOTAMA |
| Trias | 487 | AGIOS GERASIMOS |
| Trias | 1228 | ERMIONI |
| Trias | 1593 | BREZA |
| Trias Trader | 350 | AL GHADEER |
| Trica | 496 | AL TADAMUN 1 |
| Tricolor | 13214 | CAPE DIAMOND |
| Tricolor Star | 499 | SVENDBORG GALLANT |
| Tricon | 1121 | SEA POINT |
| Tricorn | 36539 | ARCHIA |
| Tridale | 445 | LEFTERIS T |
| Tridaya Baruna VI | 126 | EVA |
| Tridaya Baruna VIII | 100 | CAMAR I |
| Tridens | 720 | TRIDENS I |
| Trident | 252 | TRIDENT III |
| Trident | 15536 | MEDSTAR |
| Trident | 18639 | TRINITY SEA |
| Trident | 40600 | JASMINITO |
| Trident Amber | 15920 | AL MUBARAKIAH |
| Trident Amsterdam | 7227 | ALLAMANDA |
| Trident Arc | 15920 | IBN BATTOTAH |
| Trident Arrow | 15553 | AL SALIMIAH |
| Trident Baltic | 15552 | IBN TUFAIL |
| Trident Beauty | 15919 | IBN HAYYAN |
| Trident Bond | 15552 | IBN RUSHD |
| Trident Challenger | 10693 | IBN ASAKIR |
| Trident Dawn | 10695 | IBN KHALLIKAN |
| Trident Delta | 10693 | IBN YOUNUS |
| Trident Dolphin | 10695 | IBN AL—ABBAR |
| Trident Dusk | 10714 | IBN HAZM |
| Trident Eagle | 10693 | AL FUJAIRAH |
| Trident Emerald | 10714 | HIJAZ |
| Trident Endeavour | 10693 | SEA EMPIRE |
| Trident Energy | 10711 | SEA EMPEROR |
| Trident Epic | 10714 | AL RAYYAN |
| Trident I | 195 | AR VRO |
| Trident II | 202 | CAP SUROIT |
| Trident Ship | 394 | MEDAWAR II |
| Trident Venture | 17210 | IKAN SEPAT |
| Trident 5 | 251 | TRIDENT V |
| Triena | 700 | REA STAR |
| Trier | 4988 | SKYLARK |
| Trieste | 1148 | MICOPERI 12 |
| Trifels | 7196 | TRIBELS |
| Trigger | 6823 | BARCELONA |
| Triguna | 689 | SASANA I |
| Triguna Sebelas | 610 | BHAITA CATURTYA |
| Trijntje Gerda | 346 | MARIA |
| Trijntje Marretje | 125 | CLARINDA H |
| Trikora Djaya | 4896 | YANG ZI JIANG 3 |
| Trilight | 60406 | ELIN |
| Trillingen | 294 | FLORNES |
| Trimar Joy | 499 | MAGED H |
| Trina Multina | 12212 | ANDESGAS |
| Trinacria Ottavo | 1148 | MICOPERI 12 |
| Trinacria Quarto | 194 | PINETO |
| Trinacria Quinto | 124 | BLANKENBURG |
| Trinacria Undicesimo | 191 | PUNTA PENNA |
| Trinco | 453 | XING JIANG |
| Trinculo | 17939 | SUMADIJA |
| Trindoqui | 162 | URROZ |
| Trine Bendt | 128 | DORIANA |
| Trinidad | 284 | ORION |
| Trinidad | 787 | CLAUDIA B |
| Trinidad | 4458 | RENATE SCHULTE |
| Trinidad | 22486 | ALMERINDA |
| Trinitas | 648 | ANDRIES |
| Trinite | 25680 | BONARIA |
| Trinity | 291 | GAGAK |
| Trinity Bay | 2322 | MAERSK SERVER |
| Trinity Explorer | 1963 | MARINE EXPLORER |
| Trinity Seahorse | 1098 | NORTHERN EMPIRE |
| Trinity Splendour | 7315 | XING LONG |
| Trinta | 24973 | HERON ARROW |
| Trintoc Invader | 290 | NPMC INVADER |
| Trintoc Pelican | 205 | NPMC PELICAN |
| Trio | 136 | ANDREAS BJORN |
| Trio | 248 | TRIO SENIOR |
| Trio | 351 | KATIKA 1 |
| Trio | 380 | MICHELLE |
| Trio | 401 | TOPOCALMA |
| Trio I | 309 | NICOLAOS TH |
| Triones | 3893 | ESTRELLA |
| Tripharos | 82786 | COMPASS NAVIGATOR |
| Triple Star | 587 | PACIFIC HARVEST |
| Tripoli | 299 | LOLLIK |
| Tripolis | 484 | THEMISTOCLES II |
| Trippe | 145 | PERINA |
| Trippe | 149 | BIKEMO |
| Trippe | 279 | BEVIKA |
| Trisa II | 168 | HUALLAGA 4 |
| Trisa III | 168 | HUALLAGA 5 |
| Trisa IV | 200 | BALLESTAS 5 |
| Trisa IX | 200 | ASIA 1 |
| Trisa V | 200 | BALLESTAS 6 |
| Trisa VI | 199 | BALLESTAS 7 |
| Trisa VII | 200 | BALLESTAS 8 |
| Trisa VIII | 190 | TALARA 5 |
| Trisa X | 200 | BALLESTAS 9 |
| Trisa XI | 200 | ASIA 4 |
| Trisa 1 | 159 | CHIRA 6 |
| Trisakti | 5031 | RIMBA LIMA |
| Trisea | 66906 | OLIVA |
| Tristan | 8412 | VIRA BHUM |
| Tristar | 36521 | AGATE |
| Trisun | 68630 | KNOCK NEVIS |
| Triton | 639 | AGIOI ANARGYROI |
| Triton | 1527 | JORDAN |
| Triton | 1599 | DISARFELL |
| Triton | 1806 | LADY ANETA |
| Triton | 16605 | JIANG LING HAI |
| Triton | 16731 | JAG VISHNU |
| Triton | 27192 | STAR GRAN |
| Triton Express | 136 | RIG RUNNER |
| Triton V | 142 | LOLLYPOP |
| Triton 1 | 1599 | DISARFELL |
| Triton 17 | 194 | HOLMVIK |
| Triumph | 863 | OFFSHORE SOVEREIGN |
| Triumph | 5213 | SU XIN |
| Triumph | 11003 | ROSMERCATA |
| Triumph | 20480 | BASMA |
| Triumph Orient | 5213 | SU XIN |
| Triumphant Mariner | 154 | PU 1502 |
| Troika | 2994 | CARIBGAS 3 |
| Troja | 148 | MILL—GRETH |
| Troja | 599 | GEORGIOS P. |
| Troja | 64785 | MEGA BROOK |
| Trojan | 138 | CHEROKEE |
| Trojan | 244 | MARK |
| Trojan Express | 266 | GULF SUPPLIER |
| Trojan King | 4097 | OCEAN PRIMA |
| Trojan Prince | 976 | PALMYRA |
| Trojan Prince | 1063 | GOLDEN BANNER |
| Trojan Star | 4938 | CHIOS CLIPPER |
| Trojan Tide | 1079 | NICO SATWA |
| Trojka | 123 | TROIKA |
| Troll | 185 | ABUNDANCE |
| Troll | 498 | THEOSKEPASTI |
| Troll Lake | 21620 | CIELO DI AMALFI |
| Troll Maple | 24955 | FLYING FALCON |
| Troll Park | 19610 | DA MOSTO A |
| Troll River | 21912 | CIELO DI GENOVA |
| Troll Viking | 24955 | AL TAIF |
| Trolldal | 423 | BORVIK |
| Trollfjell | 297 | EL IMAM EL HUSSEIN |
| Trollhattan | 177 | DALMAZIA |
| Trollo | 207 | NORDANVIND |
| Troma | 21057 | TEAM TROMA |
| Tromaas | 32607 | KAPITAN BOEV |
| Tromaas | 70741 | BELLE HAVEN |
| Tromoysund | 495 | OSTRA PALL |
| Tromp | 483 | AGIA ANNA |
| Tromp | 499 | PRINCESS IMMELA |
| Tromp | 993 | ARKLOW GLEN |
| Tromsbulk | 299 | AASTUN |
| Tromsland | 170 | LEIRVIK |
| Tromso | 294 | LA GRACIA |
| Tromstral I | 296 | SJOHELT |
| Trond | 988 | DONN HUGIN |
| Trondanger | 16585 | STAR TRONDANGER |
| Trondelag | 557 | VIKINGFJORD |
| Tronderbas | 518 | GANGSTAD JUNIOR |
| Tronderbas | 1261 | HARGUN |
| Tronderbuen | 161 | KORALFISK |
| Tronderhav | 750 | STRILHAV |
| Trondertral | 129 | HJELMSOY |
| Trongate | 700 | MUHIEDDINE |
| Trongate | 18604 | MARIA SITINAS |
| Tronto | 930 | HYBUR INTREPID |
| Troodos | 5521 | CLIPPER PACIFIC |
| Tropez Comfort | 16755 | ENERGY TRADER |
| Trophy | 16291 | HUA KANG HE |
| Trophy | 18699 | TOMAHAWK |
| Trophy | 24495 | ASIAN SENATOR |
| Tropic | 498 | CARIB STAR |
| Tropic | 3491 | LU YU |
| Tropic | 4555 | ARAB HIND |
| Tropic Dawn | 3377 | LU FENG |
| Tropic Eve | 1567 | URIBANTE |
| Tropic Fury | 987 | HAI SOON No. 1 |
| Tropic Gale | 357 | GONCALOA COELHO |
| Tropic Gulf | 158 | BARAKET ALLAH |
| Tropic Moon | 431 | ABAN |
| Tropic Orion 1 | 804 | TSS PIONEER 5 |
| Tropic Reef | 7947 | TROPIC REIGN |
| Tropic Star | 1673 | EQUATOR JOY |
| Tropic Winds | 914 | TAT LEE |
| Tropical Breeze | 4938 | RIO SANTA ROSA |
| Tropical Gold | 3323 | NETWORK SPARROW |
| Tropical Hibiscus | 5792 | PENTAS FORTUNE |
| Tropical Isle | 18359 | GOLDEN ISLE |
| Tropical Land | 7270 | RIO GUAYAS |
| Tropical Marina | 5654 | TAZA |
| Tropical Plywood | 6113 | FAY II |
| Tropical Princess | 182 | TROPICAL PRINCESS III |
| Tropical Queen | 3840 | TAMARAW HOPE |
| Tropical Sea | 4733 | DAVAO TRADER |
| Tropical Star | 5463 | ASIAN SEAWAYS |
| Tropical Veneer | 4038 | PRVI SPLITSKI ODRED |
| Tropical Venus | 4659 | SILVER VENUS |
| Tropicalia | 11879 | IRENE P |
| Tropicana | 876 | REEFER MARINA |
| Tropicana | 4548 | SAINT LUCIE |
| Tropicana | 11720 | LAUREL SUCCESS |
| Tropicana | 14397 | PAL MARINOS |
| Tropico | 11347 | ALPHA NOVA |
| Tropwind | 20417 | ARIETTA |
| Trossavik | 334 | EIDEFISK |
| Trostan | 499 | ELMHAM |
| Trostan | 1857 | HWA SUN |
| Troubadour | 1599 | LADY HUTTON |
| Troubridge | 1996 | SEA WAVE |
| Troup Head | 1589 | MAYSSAA I |
| Troutbank | 8243 | BRIJ |
| Troy | 123 | LABAN |
| Truck Trader | 1479 | C. T. M. A. VOYAGEUR |
| Trucker | 7504 | STENA SCANRAIL |
| Trucker Express | 4328 | EUROSUN |
| Trude—K. | 293 | ZAAN |
| Trudovaya Slava | 12487 | TRUDOVAJA SLAVA |
| True Grit | 297 | AL—KUMZE |
| Truejoy | 15900 | ATHINOULA |
| Trueman | 380 | ROSS JUPITER |
| Trulle Vanggaard | 133 | METTE CHRISTINE NORDFISK |
| Trung Duong No. 1 | 314 | LONG SON |
| Truong Sinh | 1997 | VAM CO 23 |
| Trupial | 393 | EXPRESS LA PAZ |
| Truro | 682 | NIAGA XXIV |
| Truro | 698 | CANLILL |
| Truso | 497 | PINNAU |
| Trust | 6319 | EAST GULL |
| Trust | 10763 | BALTIC CONFIDENCE |
| Trust Union II | 999 | SWEET I |
| Trust Union III | 1728 | GULF DAOUD |
| Trust Union V | 2035 | DAE—A GOSOK CAR FERRY |
| Trustee | 299 | MEHLIKA |
| Trusty | 1963 | STOLT KINGFISHER |
| TRV 2 | 195 | ILE DE SERK |
| Trygg | 148 | BACKE |
| Trygge | 138 | VESTRA |
| Trym | 15920 | ESSI ANNE |
| Tryonia | 481 | AGAPI |
| Trysbej | 28046 | SPIROS |
| Trysfjord | 189 | BIOTOFF |
| Trysfjord | 298 | SANDRA KIM |
| Tryvann | 4015 | HOKO NOVA |
| TS 41 Rough | 1194 | AUGUSTEA SETTE |
| TS 42 Tough | 1194 | AUGUSTEA SEI |
| TS 61 Force | 742 | SALVERVE |
| TS 62 Power | 742 | SALVITAL |
| Tsai Hsing | 5039 | PACIFIC TIMUR |
| Tsambika | 1148 | FIRST FEEDER |
| Tsang Han | 155 | MING PAO |
| Tsavo | 6609 | KOTA SEJATI |
| Tsawwassen | 3127 | QUEEN OF TSAWWASSEN |
| Tschaikovsky | 405 | OPPENHEIMER |
| Tsen Hsing | 3841 | RIO RAPEL |
| Tsezar Kunikov | 10973 | OPTASIA |
| Tsiglomen | 2723 | UTENA |
| Tsiklon | 226 | CIKLONS |
| TSK Chorus | 18209 | AL KHALIMAH |
| TSK Melody | 12234 | ACX JASMIN |
| TSK 4 | 111 | BENHIL II |
| TSK 6 | 111 | BENHIL I |
| Tss Bastian | 804 | TSS PIONEER 4 |
| Tsu | 12750 | DA YU |
| Tsugaru Maru | 5318 | AL JAWAHER |
| Tsugaru Maru | 38513 | CREDA |
| Tsui Shue | 101 | FATIMA I |
| Tsukasa Maru No. 15 | 287 | CHANCE No. 71 |
| Tsukasa Maru No. 18 | 319 | KISSHO MARU No. 28 |
| Tsukasa Maru No. 21 | 299 | PESCA MAR No. 7 |
| Tsukikawa Maru | 3853 | BANGPAKAEW |
| Tsukishima Maru | 1170 | NINH CO |
| Tsukuba | 1026 | HOZAN MARU |
| Tsukuba Maru | 152 | DON GIOVANNI |
| Tsukuba Maru | 696 | TAIHEI No. 8 |
| Tsukubasan Maru | 13914 | OSTRIA |
| Tsukubasan Maru | 25982 | SENORITA |
| Tsukubu Maru | 344 | EIRYO MARU No. 78 |
| Tsukushi | 6138 | FERRY PUKWAN |
| Tsukushi Maru No. 8 | 181 | PU 1604 |
| Tsuna Maru No. 1 | 237 | CHE YANG No. 77 |
| Tsuna Maru No. 2 | 299 | IWACHI MARU No. 72 |
| Tsunomine Maru No. 3 | 757 | MAHAKAM PACIFIC |
| Tsuru Maru | 1968 | DONA ANITA |
| Tsuru Maru No. 3 | 255 | SETO MARU |
| Tsuru Maru No. 18 | 496 | TAKE MARU No. 18 |
| Tsurufuji Maru No. 5 | 472 | BIG BROTHER |
| Tsurufuji Maru No. 12 | 996 | C. P. 28 |
| Tsuruga Maru No. 3 | 175 | MIYAYOSHI MARU |
| Tsurugizan Maru | 1507 | ORIENT STAR |
| Tsuruha Maru | 339 | ALFI |
| Tsuruhi Maru | 310 | SHOJU |
| Tsuruhiro Maru No. 1 | 498 | CHOKE NAVEE 3 |
| Tsurukame Maru | 802 | OFFSHORE UNITY |
| Tsuruki Maru No. 8 | 334 | HAKURYU MARU No. 77 |
| Tsurumi | 113287 | ALSTER STAR |
| Tsurumi Maru | 113287 | ALSTER STAR |
| Tsurushio Maru No. 8 | 199 | KYOEI MARU |
| Tsushima Maru | 1595 | BANGPO |
| Tsushima Maru | 85346 | OLIVIA |
| Tu Men Jiang | 9048 | HANG SHING |
| Tua | 930 | HALCON DEL MAR |
| Tuamotu | 9679 | JIN HAI 11 |
| Tuareg | 13639 | TREASURE ISLAND |
| Tubi | 171 | TARUNA |
| Tubingen | 1857 | THOR TRAWL |
| Tubo | 499 | NAVIGARE |
| Tuborg | 685 | SOFIA |
| Tuborg | 12079 | ENALIOS PROTEUS |
| Tubul | 21595 | HUA GE |
| Tucuman | 9236 | MUZAFFER AZIZ |
| Tucurui | 8203 | FAR STAR |
| Tudela | 3867 | NIVARIA |
| Tudor | 105 | MARION III |
| Tudor | 183 | MIDSJO |
| Tudor | 1568 | RIO JAVA |
| Tufjord | 286 | FAGRANES |
| Tug 527 | 243 | HOUT |
| Tugela | 3077 | STRAITS STAR |
| Tugela | 5705 | KOTA MESRA |
| Tugelaland | 10527 | LU CHENG |
| Tuggando | 145 | NOHEA |
| Tugidak | 199 | NORTH STAR |
| Tugman | 98 | ANGLIAN |
| Tui | 43704 | NEW ZEALAND PACIFIC |
| Tui Naceva | 9195 | ATLANTIS A |
| Tui Nasavusavu | 128 | SOLWAY LASS |
| Tui Tawate | 232 | TUI TUATE |
| Tuira | 3096 | FINNOAK |
| Tulapoosa | 693 | SANTA MARIA |
| Tulip | 5386 | CHRYSONI S |
| Tulip | 9777 | SEA TRADITION |
| Tulip B | 1337 | ZHEN YANG |
| Tulip Trader | 10598 | CONSENSUS SKY |
| Tulipan | 12671 | SEA BRAVES |
| Tulipano | 199 | TAMARIX |
| Tulla Grau | 372 | AEOLIS |
| Tullan | 914 | TAT LEE |
| Tuloma | 2927 | DANIEL H |
| Tulsa Getty | 67244 | STAR TULSA |
| Tuma | 3908 | STARFISH |
| Tumaco | 14844 | ISOLA FUCSIA |
| Tumbes 2 | 309 | MERLIN |
| Tumbes 5 | 309 | DORADO |
| Tumbes 6 | 309 | DELFIN |
| Tumbes 8 | 310 | EPESA 2 |
| Tumbes 9 | 310 | EPESA 3 |
| Tumilco | 8350 | JOHANNA |
| Tumleren | 131 | ALIRUG |
| Tumleren | 234 | TRIDENT 7 |
| Tumlingen | 468 | ALBATROS |
| Tummas T | 262 | VARDBORG |
| Tummas Vid Krair | 266 | JONRIT |
| Tuna Prima | 1598 | CAPO ROSSO |
| Tuna Service | 1403 | HEBRON SEA |
| Tuna Service Dos | 298 | NAGUILAN |
| Tuna Shark | 191 | PACIFIC TRAWLER |
| Tunafors | 190 | CLIPPERTON |
| Tunamar | 1329 | TIUNA |
| Tunamar II | 1034 | TUNACORES |
| Tunamar III | 1034 | TUNAMADEIRA |
| Tunaoro Cuarto | 1213 | MARIANO OTERO |
| Tunaoro Segundo | 1209 | ENSENADA |
| Tuncay Deniz | 498 | DADAYLILAR |
| Tundra Skater | 6633 | SKATER |
| Tundra Skier | 6606 | SKIER |
| Tundra Sprinter | 4982 | SPRINTER |
| Tung Fau | 1963 | KWANG TA No. 2 |
| Tung Hai | 683 | SAKAEMACHI MARU |
| Tung Hai No. 2 | 1999 | TUNG HAI No. 6 |
| Tung Ho | 10971 | JUI HO |
| Tung Ho 1 | 853 | NHA TRANG 6 |
| Tung Kong | 499 | QING CHUAN TANKER 2 |
| Tung Ping | 786 | KUO LIE |
| Tung Ying | 486 | HARBOUR STAR |
| Tungenes | 618 | BETANCURIA |
| Tungenes | 851 | GAMLE ROGALAND |
| Tungenes | 2075 | SKUTVIK |
| Tunghai | 4937 | MACTAN BRIDGE |
| Tunghai Career | 4086 | MULPHA KLUANG |
| Tunghai No. 2 | 6568 | ACE CONTAINER |
| Tungho No. 1 | 1982 | NIKKO MARU No. 53 |
| Tungho No. 2 | 1858 | WILCON V |
| Tungho No. 3 | 2022 | SENEI MARU |
| Tungni | 836 | EVERJADE |
| Tungting Career | 13505 | BEHICE URKMEZ |
| Tungufell | 243 | JOHANN GISLASON |
| Tungufossur | 401 | ATLANTIC HORIZON |
| Tunguska | 3224 | HAI YEN 1 |
| Tunis | 278 | ELGO |
| Tunis | 492 | FRIGARD |
| Tunis | 3280 | WU LIAN QUAN |
| Tunisio III | 297 | TROVAO |
| Tunker | 328 | NATHANAEL GREENE |
| Tuno | 149 | FARO |
| Tunstein | 199 | BERGSETH |
| Tunstein | 216 | SIW—AINA |
| Tunstein | 299 | DOLMAR |
| Tunstein | 299 | HABE |
| Tunstein | 1437 | SALINA |
| Tuo Lun Yo Hao | 141 | ANNI |
| Tupelo (WAGL) | 920 | COURAGEOUS |
| Tur | 2333 | KIROVSK |
| Turay | 688 | JULIA |
| Turbine | 360 | BOLUDA MISTRAL |
| Turbo | 298 | NIMROD |
| Turbo | 9020 | AFRICAN QUEEN |
| Turbotrawl | 298 | NIMROD |
| Turchese | 1273 | NEJMAT EL PETROL XI |
| Turchino | 287 | FORMICA |
| Turcoman | 71877 | ROKKO SAN |
| Turecamo Boys | 113 | BLUE STAR |
| Turecamo Girls | 200 | ROSA F. |
| Turella | 10549 | STENA NORDICA |
| Turgut Guneri | 9998 | FENG HWA 1 |
| Turgut Reis | 424 | KAPTAN CAVIT |
| Turhan Boray | 2156 | BORAY |
| Turid | 12461 | FAR SOUTH |
| Turid Cob | 6895 | PHISIKA |
| Turinsk | 1211 | ANNIKA |
| Turisten | 196 | KUSTTRAFIK |
| Turkay B | 1598 | MURAT HACIBEKIROGLU III |
| Turkis | 187 | SMARAGD |
| Turkiye | 20482 | TWIN |
| Turkiye S | 45613 | E. B. TRADER |
| Turkmen | 353 | PULLMAN |
| Turkmen Karatay | 499 | AKAYLAR |
| Turkpetrol 1 | 658 | KONANLAR |
| Turku | 231 | UKKO—PEKKA |
| Turmalin | 7163 | ANIELLO |
| Turmaline | 7163 | ANIELLO |
| Turmfalke | 497 | MICHELA |
| Turmoil | 23725 | GORGONA |
| Turnak II | 281 | MEHMET FETTAHOGLU |
| Turnberry | 393 | ASTRID |
| Turner | 288 | TRINITY II |
| Turning Point | 37128 | SEA COMMANDER |
| Turquino | 16241 | GULF VENTURE |
| Turquoise | 498 | PAOLA X |
| Turquoise | 499 | MAYSSALOUN |
| Turquoise | 69155 | MARY STOVE |
| Turquoise Bounty | 5483 | SWAN REEFER |
| Turrialba | 3445 | KAS CHRISTINA |
| Turris | 536 | SATURNIA |
| Turtle Bay | 6382 | SKYHILL |
| Turtle Bay | 6922 | UNIPUNA |
| Turuncan | 1996 | MUSTAFA SOFUOGLU |
| Tuscan Star | 4905 | CHIOS PRIDE |
| Tuscania | 910 | CHEMSEA |
| Tuscarora | 197 | TRITON |
| Tusitala | 121 | MICHELLE LYNN |
| Tuskar Rock | 1159 | EILEEN C |
| Tuskegee Victory | 7606 | DUTTON |
| Tusken | 472 | EVANGELIA D. |
| Tusker River | 195 | LADY JANICE II |
| Tuula | 174 | KLARA |
| Tuulia | 5086 | FLIPPER |
| Tuuri | 153 | GUN |
| Tuva | 16811 | STAR TUVA |
| Tuvina | 1419 | TUVANA |
| Tuxpan | 5997 | AGIOS NIKOLAS |

| | | |
|---|---|---|
| Tuxtla | 399 | FLYING CLOUD |
| Tuy | 1534 | PESUARSA II |
| Tuzla | 464 | DIAMANTI |
| Tvedestrand | 111 | ANN JORUN |
| Twebro | 399 | RESIDU |
| Twee Gebroeders | 146 | ULINA |
| Twee Gebroeders | 164 | WILLEM |
| Twee Gebroeders | 320 | MURIEL GRACE |
| Twee Gezusters | 524 | TWO SISTERS |
| Tweed | 499 | CHARLOTTE |
| Tweed Bridge | 61678 | THEODORE A |
| Tweedfield | 61678 | THEODORE A |
| Tweit III | 978 | HAMADEH |
| Twiehausen | 999 | SARAH |
| Twilight Zone | 128 | PATRICIA ANN |
| Twilight Zone | 132 | GEORGE ALLEN |
| Twin Brothers | 106 | MITKOF |
| Twin Emerald | 10620 | CRYSTAL KING |
| Twin Girls | 100 | ANNIE |
| Twin Hill | 198 | KING OSCAR |
| Twin Joy | 9396 | MARITIME EXPRESS |
| Twin Sapphire | 10643 | CRYSTAL QUEEN |
| Twinkling Star | 204 | TIGER RED |
| Twins' Beauty | 9199 | CHRISTINA S |
| Twintwo | 16710 | FLAG WILLIAMS |
| Twyford | 1136 | VERNICOS DIMITRIOS |
| Txori Gorri | 1105 | LE MARLIN |
| Ty | 148 | ELINOR MARIT |
| Tybee | 190 | GREG TURECAMO |
| Tycha | 499 | MARIKA K |
| Tychae | 499 | MARIKA K |
| Tycol | 1233 | VINCENT TIBBETTS |
| Tydol Bayonne(FA) | 11971 | TRANSERIE |
| Tydol Flying A. | 3157 | CRISTINA E |
| Tyee Shell | 2758 | RIVERSHELL |
| Tyfon | 272 | VIKRI |
| Tyhi | 4940 | LAUREL STAR |
| Tylesand | 259 | STREYMBORG |
| Tylo | 235 | SUNNANVIND |
| Tylos | 467 | ERINA |
| Tymlat | 1179 | SONG THAO |
| Tyne | 14249 | TINA V |
| Tyne Bay | 606 | ANGELIKI III |
| Tyne Pride | 119792 | NEW RESOURCE |
| Tynebank | 8193 | NACIONAL VITORIA |
| Tynebank | 8589 | KETA LAGOON |
| Tynehaven | 411 | GILANI |
| Tynewood | 1582 | ISOLA CELESTE |
| Tynwald | 3761 | LAURO EXPRESS |
| Typhoon | 1034 | P. TYPHOON |
| Tyr | 113 | LIJON |
| Tyr | 140 | BJORN—WEST |
| Tyr | 299 | JUTO |
| Tyr | 611 | HVALUR 9 |
| Tyr | 5667 | HALLDOR |
| Tyreso | 3722 | LAUTAN FADJAR |
| Tyri | 143 | TYR |
| Tyrihans | 257 | MALARSUND |
| Tyrving | 248 | SALEM |
| Tysfjord | 258 | CALYPSO LADY |
| Tysla | 18998 | CARNIVAL |
| Tyson Lykes | 23382 | CAPE INSCRIPTION |
| Tyysterniemi | 1920 | FIDAA |
| Tzarevetz | 25122 | STENA FANTASIA |
| Tzimin | 3457 | OCEANIC J |
| Tzina II | 142 | BODRUM PRINCESS |
| Tzorgia T. | 9869 | ALEXANDRA |
| T13 | 298 | MYRLAND |
| T4—169 | 1078 | CANAL BRIDGE |
| T4—170 | 741 | T—1054 |
| T4—171 | 784 | T—1055 |
| U. a. P. | 287 | ANTARCTICA |
| U. N. Trader | 17246 | CAPRICORN |
| U. R. 151 | 6910 | PONTOON 151 |
| U. Uno | 499 | COLONNELLO A. SGARALLINO |
| U.S. Army LT 3 | 198 | PACIFIC TRADER |
| U.S.A. | 299 | KLEOPATRA |
| UAL Montreal | 12373 | HONGKONG GLORY |
| Ubbergen | 498 | NITSA |
| Ube | 3741 | BADGER |
| Ubena | 4891 | JUVENA |
| Ubena | 7231 | MC EMERALD |
| Ubena | 20345 | SEA MERCHANT |
| Ubol Navee | 2361 | ALLWELL PREMIER |
| Ucayali | 1337 | CARIBE |
| Uco II | 252 | MASTER KING |
| Uco IV | 198 | AL RAFEH V |
| Uco VIII | 103 | TRISAKTI—JAYA |
| Uco X | 143 | OFFSHORE PRIDE |
| Uco XIII | 252 | MASTER KING |
| Udafoss | 1512 | BRAVA PRIMA |
| Udi Rimfonn | 1791 | DISCOVERER |
| Udina | 135 | CAROLINE |
| Udo | 970 | ATLANTIC WAVE |
| Udofe II | 5570 | NIAGA 53 |
| Uecker | 154 | NIKOLAOS |
| Ueda Maru | 237 | FUWA No. 2 |
| Uelzen | 935 | MANJA |
| Uffe | 498 | KAPETAN COMNINOS |
| Ugarit | 4991 | WALKER NINE |
| Ugland Carrier | 498 | LOULAN |
| Ugland Comex I | 4603 | NORTHERN INSTALLER |
| Ugland Freighter | 498 | FENG TIAN |
| Ugland Obo Six | 47158 | JAVA SEA |
| Ugland Obo 5 | 32607 | FRONT MERLIN |
| Ugland Obo—One | 32607 | OBO VICTORY |
| Ugland Trailer | — | NORTRADER |
| Ugljan | 954 | ECOMAR |
| Ugljenar | 150 | LOZNA |
| Ugur | 135 | DAHAB NUWEIBA |
| Ugur Yildizi | 3480 | AGIOS SPYRIDON I |
| Uhud | 285 | ATHINA |
| Uilenspiegel | 1581 | BEAULIEU |
| Uisc 1 | 253 | KINGFISHER |
| Ujigami Maru | 199 | KYOWA MARU No. 8 |
| Ujung Empat | 2998 | BUFFALO |
| Uko Maru | 1997 | AZHRA |
| Ukraina | 6407 | NOMADIC PATRIA |
| Uksney | 253 | GRYSBOK |
| Uksnoy | 963 | VIKINGO |
| Uksnoy | 978 | VESTBAS |
| Ula | 159 | GEA |
| Ulan Trader | 18782 | ULAN |
| Ulanga | 10991 | MARIN |
| Ulcas | 2234 | CHI WAN 301 |
| Ulco | 463 | BUNKER |
| Ulf | 2023 | WEELEK No. 5 |
| Ulidia | 4979 | FJORDVEIEN |
| Ulises | 158 | URUBAMBA 5 |
| Ull Gard | 299 | INGRID MARIA |
| Ulla | 199 | JACARANDA |
| Ulla | 259 | STREYMBORG |
| Ulla | 499 | ANNA |
| Ulla | 667 | LAGUNA |
| Ulla | 993 | SVEALAND |
| Ulla Balling | 298 | SEA TRADE |
| Ulla Barsoe | 299 | FREDERIK NORDAN |
| Ulla Barsoe | 498 | JAEN |
| Ulla Bech | 498 | PLEIJEL |
| Ulla Brith | 199 | FRODE JUNIOR |
| Ulla Danielsen | 499 | ANNA |
| Ulla Danielsen | 500 | AREIA BRANCA |
| Ulla Danielsen | 1400 | VILLE DE MANAKARA |
| Ulla Danielsen | 1599 | CARIB TRADER |
| Ulla Dougaard | 137 | NINNA MARIANNE |
| Ulla Grau | 372 | AEOLIS |
| Ulla Kilde | 400 | JOY |
| Ulla Kit | 495 | LARA |
| Ulla Lilleheden | 114 | VICTORIA |
| Ulla Lonnie | 667 | LAGUNA |
| Ulla Mac | 380 | MUBARAK |
| Ulla Nord | 168 | ESVAGT BRAVO |
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| Umm Al Aish | 44542 | SURF CITY |
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| Umm Al Madafa | 144688 | TOCHAL |
| Umm Al Maradem | 44542 | SEA ISLE CITY |
| Umm Al Negeh | 112974 | NOR FRONTIER |
| Umm Al Qurah | 120776 | ALVAND |
| Umm Al Roos | 43970 | KEEFAN |
| Umm Casbah | 44313 | OCEAN CITY |
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| Umm Ruwaisat | 43970 | WARBAH |
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| Valene | 8560 | HANJIN DAMMAN |
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| Valentina | 1273 | FAITH |
| Valentina Napoleone | 485 | ISOLA DI USTICA |
| Valeran | 113 | F. R. V. 1 |
| Valeria | 492 | MARIA |
| Valeria | 7384 | PRESIDENTE FREI |
| Valerie | 485 | ILDERIM VII |
| Valerie | 957 | DAMARWULAN |
| Valerie | 4055 | ALMA LLANERA |
| Valerie F | 1597 | CALRICE TRANSPORT |
| Valestrandferja | 228 | OLAF DUUN |
| Valetta | 14648 | SANTAWAY |
| Valetta Trader | 17790 | CYPRUS GLORY |
| Valfragoso | 3476 | MARY I |
| Valhall | 11074 | MOLLY |
| Valia | 3953 | ALIA |
| Valiant | 181 | TOWMASTER |
| Valiant | 499 | JENNY |
| Valiant | 3953 | ALIA |
| Valiant | 11077 | LEVANT FORTUNE |
| Valiant Porpoise | 17077 | SEABORN II |
| Valiant Star | 160 | MONKLEIGH |
| Valiant Tide | 651 | ARIES TIDE |
| Valient | 1857 | HWA SUN |
| Valinco II | 500 | VICKY |
| Valitana | 499 | ROSALI |
| Valitana II | 493 | IOANNA |
| Valjevo | 191 | OZALJ |
| Valk | 135 | JACOB |
| Valkeakoski | 5689 | YUE LU SHAN |
| Valkenburg | 1290 | AL BOURAGH |
| Valkenier | 1479 | SLANO |
| Valkenswaard | 500 | MANADOTUA |
| Valkenswaard | 1496 | STELLAMARE |
| Valkyr | 199 | MIRFAK |
| Valkyrian | 128 | DROTTNINGHOLM |
| Valkyrie | 151 | ALPHA & OMEGA |
| Vallann | 3263 | KAS MARIANNE |
| Valle | 252 | VILACHAN |
| Valle de Ayala | 4940 | LAUREL STAR |
| Valle de Ayala | 9400 | GOLFO DE URABA |
| Valle de Cadagua | 9097 | SEAHAWK |
| Valle de Carranza | 6156 | TCHAIKOVSKY |
| Valle de Ibaizabal | 1777 | ANDALUSIA |
| Valle de Ibaizabal | 9046 | JAG KALA |
| Valle de Lujua | 6172 | LENTZ |
| Valle de Orduna | 5326 | HYONG JE SAN |
| Valle de Orozco | 1506 | SOULA H |
| Valle De Butron | 1595 | VALIA V |
| Valle De Unza | 8196 | VIVALDI |
| Valleta I | 2937 | HOTAMA MURNI |
| Valletta City | 11410 | STERLING STAR |
| Valley Forge | 20572 | RIVERHEAD SPIRIT |
| Vallmo | 3445 | KAS CHRISTINA |
| Vallmo | 5880 | LOVERVAL |
| Valloire | 156 | SOKHNA ANTA |
| Valmet | 147 | CITTIE POINTE |
| Valo | 112 | HANS MAGNE |
| Valoil | 142 | NELSON |
| Valoil | 168 | MATTY J |
| Valois | 279 | EUROPE |
| Valonia | 135 | SKELLIG |
| Valor | 13538 | VALO |
| Valour | 199 | SUBRO VALOUR |
| Valparaiso | 114 | ANGELUS |
| Valrosal | 3706 | CEMENT THREE |
| Valsa | 3451 | ASMA |
| Valthor | 123 | ANDEY |
| Valtierra | 28484 | AL QURAIN |
| Valur | 103 | BRIMNES |
| Valvanuz | 5450 | DIAMOND |
| Valverde | 498 | SOUND CORAL |
| Valvoja | 341 | VALVOJA III |
| Valya Kurakina | 1222 | TURAIDA |
| Vam Co 21 | 487 | HUAN LUYEN 3 |
| Vam Co 24 | 935 | HUAN LUYEN 4 |
| Vama | 455 | AGIOS NIKOLAOS |
| Vampo | 8649 | SHKODRA |
| Van Brakel | 500 | CIUDAD DE ZIPAQUIRA |
| Van Conqueror | 15940 | HANSA PARTNER |
| Van Dyck | 14796 | LONGAVI |
| Van Dyke 1 | 137 | JERED A. McALLISTER |
| Van Dyke 3 | 138 | REID McALLISTER |
| Van Dyke 4 | 134 | BIG SHOT |
| Van Enterprise | 14060 | SELDA |
| Van Fort | 10427 | PAN SUNNY |
| Van Fort | 18320 | STARMAN |
| Van Gogh | 9208 | GUI LIN YANG |
| Van Hattum En Blankevoort 20 | 4831 | FREEWAY |
| Van Hawk | 12087 | SEA DESTINY |
| Van Hawk | 14059 | MARIA F |
| Van Nostrand | 492 | ENSENADA II |
| Van Ocean | 11466 | YOUNG SPORTSMAN |
| Van Ronzelen | 732 | TRIPLEX |
| Van Star | 14417 | UBERTY |
| Van Tide | 192 | DIAMOND HEAD |
| Van Trader | 13307 | DEXTERITY |
| Van Triumph | 14521 | FUTURO |
| Van Union | 9997 | ASEAN LEADER |
| Van Warrior | 10399 | HAI JING |
| Vana II | 484 | FARASAN |
| Vanadis | 1599 | LADY HUTTON |
| Vancouver | 106 | BENJAMIN FOSS |
| Vancouver City | 14684 | MALE |
| Vancouver Island | 16781 | YIN SHAN HAI |
| Vanda | 26097 | HAVFRU |
| Vanellus | 5998 | EAGLE STAR |
| Vanemuyne | 1002 | SOLOVKI |
| Vanerfjord | 397 | SEA GLORY I |
| Vanervik | 132 | LIDAN |
| Vanesa | 52236 | LEONTAS |
| Vanessa | 499 | IASON |
| Vanessa | 3218 | NORTH SEA |
| Vanessa | 51072 | LINARDOS |
| Vanga | 198 | KORMAT |
| Vangeli | 2809 | CAPTAIN ALI |
| Vangemar | 3319 | CAPTAIN OSSMAN |
| Vangsnes | 146 | MAUREN |
| Vanguard | 276 | VANGUARDIA |
| Vanguard | 329 | NINA I |
| Vanguard | 399 | JUNI G |
| Vanguard | 15061 | LISE |
| Vanguard | 19375 | ALINDA |
| Vanguard | 85003 | BEGONIA |
| Vanguard Alpha | 19375 | ALINDA |
| Vanguard 8 | 4999 | SOUTHERN TRADER |
| Vania | 1587 | G. SOURIS |
| Vania H | 499 | ASPA III |
| Vanil | 9925 | PITAK SAMUT |
| Vanja | 178446 | KRAKA |
| Vanna | 175 | BRONNOYPEL |
| Vantage | 20610 | CAPTAIN JIM |
| Vanya H | 18063 | WEI XIN |
| Vanya Kovelyev | 1222 | RUSNE |
| Vapaco | 10605 | UNIBRIGHT |
| Var | 10715 | MC AMETHYST |
| Vara | 54806 | OBO DENIZ |
| Varamis | 36232 | HUTA SENDZIMIRA |
| Varanger | 20812 | SEAFRIEND |
| Varangfjell | 64741 | ENTERPRISE |
| Varangis | 382 | SJOVARDEN |
| Varangis II | 194 | HERMAN KUBBE |
| Varberg | 778 | OTTAR |
| Varberget | 605 | NEWFOUNDLAND CHALLENGE |
| Varda | 7780 | GOLD VARDA |
| Vardaas | 26489 | JU HAI |
| Vardaas | 32607 | FRONT OSPREY |
| Vardar | 607 | TRUONG SON |
| Vardar | 13651 | VARDAR DELMAS |
| Varde | 2990 | GRAND STAR |
| Varde | 2992 | VIRGINIA V |
| Vardenes | 2018 | STETIND |
| Vardiani | 9047 | HAE GUM GANG |
| Vardotral | 422 | GOLLENES |
| Vardshov | 478 | KODIAK QUEEN |
| Varenna | 55032 | THEOTOKOS |
| Vargas | 1820 | AYDA II |
| Vargon IV | 217 | DAGSKAR |
| Varhaug | 211 | GRIPFISK |
| Vari | 23696 | GRAIGWERDD |
| Variant | 30644 | HUDSON BAY |
| Varius I | 724 | FRIOSUR II |
| Varius III | 724 | FRIOSUR I |
| Varjakka | 1994 | AO JIANG |
| Varmland | 285 | TALADI |
| Varna | 2416 | VARINA |
| Varna | 14915 | GEORGIOS |
| Varodd | 1860 | PETROLA 40 |
| Varoy | 226 | ANN—TOVE |
| Varoy | 377 | SIGLFIRDINGUR |
| Varoy | 422 | GOLLENES |
| Vartdal | 476 | STORTIND |
| Vartdal | 904 | FISKESKJER |
| Vartdal Viking | 890 | KIRKHOLMEN |
| Vartry | 367 | NADIRA P. |
| Varuna | 12789 | LATO |
| Varvara | 54806 | OBO DENIZ |
| Vasaland | 9335 | CELIA |
| Vasant | 429 | CRYSTAL V |
| Vasco da Gama | 988 | VASCO DA GAMA I |
| Vasco da Gama | 5301 | NORGAS SAILOR |
| Vasco Da Gama | 131 | SAGRES |
| Vasco E. | 252 | CASAM II |
| Vasilakis | 13546 | S. V. EXI |
| Vasiliki | 15819 | CAPETAN MICHALIS |
| Vasiliki IV | 798 | BIANCA MARIE |
| Vasiliki VI | 486 | GIULIA |
| Vasilikos | 72991 | SVENNER |
| Vasilios G | 5971 | J. EASTER |
| Vasilios IV | 486 | GIULIA |
| Vasilios IV | 834 | ANTONIOS |
| Vasilios V | 884 | NAHEAL |
| Vasilis | 106 | PANAGIA |
| Vasilis | 16770 | DYNAMIC |
| Vasilis D. | 469 | FOURNOI III |
| Vasilis III | 499 | ALEXANDROS D |
| Vasilis Katsikis | 16794 | CHERKASSY |
| Vasilis P | 398 | MARIA R |
| Vasilis V | 490 | SYRA II |
| Vasilis VI | 500 | STRATIS |
| Vasiliy Fesenkov | 3281 | VASILIJS FESENKOVS |
| Vasiliy Polenov | 3184 | MEDININKAI |
| Vasiliy Shelgunov | 4226 | LOKSA |
| Vasiliy Solovyev Sedoy | 9885 | PYOTR PERVYY |
| Vasiliy Struve | 3281 | VASILIJS STRUVE |
| Vasishta | 154 | SARITA |
| Vasman | 20316 | ARGO TRADER |
| Vasmed | 3680 | EUROPEAN GLORY |
| Vassholm | 217 | SLETTVAR |
| Vassiliki | 397 | ALSA |
| Vassiliki | 465 | KATERINA |
| Vassiliki Colocotronis | 176008 | WHITE ROSE |
| Vassiliki K | 431 | ALEXANDROS |
| Vassiliki K | 1228 | ERMIONI |
| Vassilios R | 996 | VOYAGER |
| Vassilis | 467 | MAGGY |
| Vast Explorer I | 194 | PHOENIX |
| Vastanvik | 1365 | TSIMENTOCLIS |
| Vasterhavet | 149 | VINTERO |
| Vastervik | 131 | AMAZON |
| Vastiram | 3624 | PACIFIC TULIP |
| Vastmanland | 223 | VASTTANK |
| Vasya Shishkovskiy | 2117 | FORTUNA II |
| Vasya Stabrovskiy | 1222 | TUKUMS |
| Vaterland | 483 | COMMANDANT GAMAS |
| Vaterland | 489 | HAITI EXPRESS |
| Vaterland | 499 | ANNA P |
| Vatnafjord | 686 | NAFOSS |
| Vatnasund | 2144 | MOMOLI |
| Vatnsnes | 155 | OGMUNDUR |
| Vattarnes | 148 | EYBORG |
| Vattengrogg | 107 | SYDSKAR |
| Vauban | 397 | LESVIOS |
| Vaya | 9984 | ESPRIT |
| Vaygach | 4254 | NOKONWOOD |
| Vaz | 897 | ANTONIO CACAO |
| Vazquez Pelayo | 149 | POISSON II |
| Vea I | 372 | VEA |
| Veafisk | 258 | XIFIAS III |
| Veatun | 1591 | HANIA |
| Veavag | 261 | SILJAN |
| Veavik | 419 | PAN STAR |
| Vechstroom | 400 | SEATRADER II |
| Vechtborg | 386 | COMPASION DE L'ETERNAL |
| Vechtstroom | 567 | ALMANSOURAH |
| Vecta | 600 | WESTWARD HO |
| Vedette | 496 | RIGINA |
| Veedol (LR No. 5377408) | 25983 | MCDERMOTT DERRICK BARGE No. 52 |
| Veendam | 396 | EDAM |
| Veendam | 14208 | ENCHANTED ISLE |
| Veerhaven | 999 | MAGNUS E |
| Veerhaven | 1563 | MARC CHALLENGER |
| Vefa | 1598 | SEA FRIENDS |
| Vega | 257 | TARNO AV HONO |
| Vega | 287 | FORMICA |
| Vega | 419 | HACI ADNAN YUNCULER |
| Vega | 982 | AMAZING GRACE |
| Vega | 1208 | PLAYA DE EZARO |
| Vega | 1341 | ABOITIZ CONCARRIER XII |
| Vega | 1983 | NIKKA MARU |
| Vega | 2656 | NOR—FISK II |
| Vega | 6702 | MYTILENE |
| Vega | 8628 | FARSEA III |

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|---|---|---|
| Vega | 18643 | SONIA |
| Vega C. S. | 401 | VEGA L. K. |
| Vega de Danubio | 1597 | DANUBE |
| Vega De Loyola | 704 | SHREE VISHNU |
| Vega de Nervion | 1581 | ZOMING I |
| Vega I | 192 | DIAMOND HEAD |
| Vega Seal | 49217 | LEROS SUN |
| Vega Stingray | 32138 | BYZANTION |
| Vega V | 316 | HYDRA |
| Vegaman | 2564 | STOLT OAKWOOD |
| Vegco | 142 | NORWICH |
| Vegesack | 495 | KRIOS |
| Vegtind | 182 | SIDDIS GIRL |
| Veinte Maru | 151 | AGADIR 14 |
| Vela | 492 | HEKLA |
| Vela | 983 | SENIOR M. |
| Vela | 999 | ODIN |
| Vela | 13431 | AYNUR URKMEZ |
| Vela | 30195 | AINO |
| Vela I | 5479 | RASBORA |
| Vela II | 5479 | QUEEN DENIS |
| Vela V | 999 | VICTORY |
| Velasquez | 225 | ZORRITOS 3 |
| Velay | 10715 | KAROO |
| Velazquez | 999 | GARDWAY |
| Velazquez | 1599 | OCEAN |
| Velerefontis | 3244 | LA TATA |
| Velet | 1041 | ROXY |
| Velhelm Egede | 137 | ALIBAK EGEDE |
| Velho | 12536 | VALENTIN ZOLOTARYEV |
| Velia | 324 | SALVATORE GIACALONE |
| Velia | 406 | SUIDERKUS |
| Velikiy Oktyabr | 10973 | AURELIA |
| Veliko Tirnovo | 2475 | DIMITRAKIS |
| Velma | 178445 | JUNO |
| Velma Lykes | 7189 | CAPE BON |
| Velopoula | 17612 | MEKHANIK ILCHENKO |
| Velos | 991 | BILAL |
| Velos | 16377 | ASPIS |
| Velos I | 16377 | ASPIS |
| Velos II | 495 | LARA |
| Velos II | 626 | NISSOS THASSOS |
| Velox | 905 | LADY ELSIE |
| Vema | 420 | MANDALAY OF TORTOLA |
| Ven Tide | 440 | JAUMAVE ASETEC |
| Venassa | 25593 | SCOTLAND |
| Venator | 26097 | HAVFRU |
| Venceslao | 625 | NOUBAMA |
| Vendee | 6406 | AVOCADO CARMEL |
| Vendela | 194425 | MIRA STAR |
| Vendelso | 16286 | HUASTECO |
| Vendemiaire | 52151 | BONAIRE |
| Venern | 499 | ADEL |
| Venern | 999 | BREVIK |
| Venern | 1599 | BELYAYEVKA |
| Venetia | 39290 | PAN TIDE |
| Venetian | 155 | LADY KIM |
| Venetian Universal | 5338 | EW KENYA |
| Venetico | 251 | PANAGOS II |
| Venetiko | 318 | MARWAN M |
| Venezuela | 11996 | SOUTH TRADER |
| Vengsoy | 252 | CARIB ISLANDER |
| Veni II | 16204 | DIVNOGORSK |
| Venice | 8414 | HONG QI 131 |
| Venio | 761 | ZARUMILLA |
| Venita | 43517 | MEGA VENITA |
| Venlo | 299 | AASTUN |
| Vennachar | 16942 | LU HAI |
| Vennebjerg | 218 | JANE KIRSTINE |
| Vent | 944 | WESTERN PIONEER |
| Venthisikimi | 16663 | HENG CHUN HAI |
| Vento | 18600 | VIDAL |
| Vento di Maestrale | 1593 | ZORBA EXPRESS |
| Vento di Ponente | 2988 | FEEDER UNO |
| Vento di Scirocco | 967 | MEDANO |
| Ventspils | 2915 | FAIR FOX |
| Ventuari | 6301 | STENA TRAILER |
| Ventura | 598 | MAN SOON |
| Ventura | 16866 | STOLT VIKING |
| Venture | 148 | GERSO |
| Venture | 195 | YVONNE ST. PHILIP |
| Venture | 18600 | VIDAL |
| Venture | 90747 | EIRINI L |
| Venture Espana | 21166 | SIBIG VENTURE |
| Venture Europe | 122394 | EUROPE |
| Venture Independence | 117646 | INDEPENDENCE |
| Venture Reefer | 8190 | CHIOS REEFER |
| Venture 83 | 248 | NEARCHOS |
| Venture 84 | 252 | TRIDENT III |
| Venturer | 433 | BRITANNIA HARVESTER |
| Venturer | 8969 | NIKOS A |
| Venturer | 33914 | CARIBOU |
| Venturia | 172147 | MAXUS WIDURI |
| Venturo | 2275 | STEFANOS |
| Ventus | 4255 | COSA |
| Ventus | 4372 | INNES |
| Venus | 152 | FLAMINGO II |
| Venus | 194 | KIBERG |
| Venus | 204 | FLOSI |
| Venus | 378 | AMORUSO PRIMO |
| Venus | 525 | GINA |
| Venus | 991 | STAR |
| Venus | 2909 | PACIFIC FORTUNE |
| Venus | 3658 | ABOITIZ SUPERFERRY I |
| Venus | 4991 | WALKER NINE |
| Venus del Golfo | 185 | KIRKE I |
| Venus I | 19541 | TROPICANA |
| Venus Island | 11910 | SEMSVANN |
| Venus III | 976 | CARLA ELENA |
| Venus Venturer | 12244 | DISCOVERY I |
| Venusia | 2568 | PEONY YUNFU |
| Venuss | 991 | STAR |
| Ver | 1144 | VIDIR |
| Vera | 193 | YOTTE EXPRESS |
| Vera | 332 | JEAN ANNE |
| Vera | 19393 | MARIANNA 9 |
| Vera | 20002 | S. V. EPTA |
| Vera Anna Maria | 237 | ANNA MARIA P. |
| Vera I | 4320 | VIDA |
| Vera Larsen | 224 | VARNA |
| Vera Lau | 149 | VINTERO |
| Vera Lebedyeva | 4226 | PIHTLA |
| Vera Parchmann | 356 | APOOSTOS |
| Vera Rambow | 211 | SUSANNE |
| Vera Rambow | 498 | WAALBORG |
| Vera Venture | 12834 | ARCADIA |
| Vera—Michael | 111 | ANNETTE PETERSEN |
| Veracruz I | 6193 | THE FIESTA |
| Veracruz Segundo | 236 | TORNADO |
| Veralil | 299 | HONG HOCK |
| Verdala | 13546 | S. V. EXI |
| Verdandi | 181 | GAUKUR |
| Verdant | 12468 | LUNTIAN |
| Verdi | 260 | JUNIN 7 |
| Verdi | 6860 | SU DA |
| Veredos | 289 | NETTALI |
| Veredos Segundo | 218 | PLUS ULTRA I |
| Verena | 4065 | ZHE HAI 717 |
| Verena | 11737 | MIRA |
| Verena Wiards | 7089 | PING DING SHAN |
| Veretres | 289 | LAWTAN |
| Verge | 2750 | CAPITAINE LA PEROUSE III |
| Vergi | 508 | ZIEDONIS |
| Vergina | 5043 | GOKOVA 1 |
| Vergstar | 9047 | HAE GUM GANG |
| Verhaeren | 32703 | VILLE DE SIRIUS |
| Veria | 721 | AURORA |
| Verina | 1293 | GENCA QUARTO |
| Veritas | 139 | AGIOS DIMITRIOS |
| Veritas | 382 | CAPODIMONTE |
| Veritas | 402 | GEMINUS |
| Veritas | 501 | NEFELI |
| Veritas | 8466 | OMINA |
| Verkenner II | 153 | OCEAN SCOUT |
| Verma | 9702 | ROMINA |
| Vermeersingel | 496 | ANTASARI |
| Vermelha | 8667 | TRIXIE |
| Vermion | 605 | SOLENT RAIDER |
| Vermont | 197 | ANNA MAE |
| Verna | 499 | NEBIL |
| Vernia | 1586 | BISANZIO |
| Vernicos Costas | 218 | KOSTAS II |
| Vernicos Demi | 218 | AGHIOS GEORGIOS |
| Vernicos Irini | 141 | AGIA IRINI |
| Vernicos Lila | 164 | KRONOS |
| Vernicos Martha | 177 | AGHIOS NIKOLAOS |
| Vernicos Sonia | 191 | S. IGNAZIO A. |
| Vernikou Elli II | 160 | STELLA |
| Verona | 22330 | PAN LIBERTY |
| Veronica | 236 | VICTORIA |
| Veronica | 424 | TIMO |
| Veronica | 450 | DONA PETRA |
| Veronica | 614 | ANTIGNANO |
| Veronica | 6254 | UNIWISE |
| Veronika | 286 | LADY RACHEL |
| Veroniki | 1160 | EFTICHIA |
| Veronique | 38795 | ALANDIA ORIENT |
| Veronique I | 489 | THANASIS |
| Verpen | 137 | PROGAS 3 |
| Verrazano Bridge | 40944 | ARABIAN SEA |
| Verreault | 236 | KETA V |
| Verreault No. 25 | 236 | KETA V |
| Vers L'Horizon | 195 | TRAEZ GWEN |
| Vertrauen | 147 | ANNA HELENE |
| Vertraven | 131 | FLOTT |
| Vertrouwen | 100 | GLENRAVEL |
| Vertrouwen | 197 | DUN EOCHALLA |
| Vertrouwen | 200 | FILADELFIA |
| Vertrouwen | 265 | SHERATON QUEEN |
| Vertrouwen | 344 | PIETER ANTHONIE |
| Vertrouwen | 366 | SOLA GRATIA |
| Veryac'h | 270 | BAIA DE ZARCO |
| Vesle | 149 | LIVA |
| Vesle Truls | 168 | SMEDVIK |
| Veslefrik | 658 | KONANLAR |
| Veslefrikk | 219 | MARIA VITTORIA |
| Veslegut | 199 | FRODE JUNIOR |
| Veslegut | 422 | GOLLENES |
| Veslevag | 199 | VIKINGBANK |
| Veslevik | 299 | SAINT JOSEPH II |
| Vesna | 9084 | EAGLE SEA |
| Vespa Tre | 498 | KOSTAS |
| Vespasian | 137902 | RAFIO |
| Vessel of Faith | 163 | VONNIE MARIE |
| Vessel of Honor | 132 | LADY ELIZABETH |
| Vessel of Honor | 140 | LUCRATIVE |
| Vessel of Honor | 163 | VONNIE MARIE |
| Vest Tampen | 494 | MARIE CLAIRE |
| Vest—Tank | 141 | HELGOLAND |
| Vesta | 134 | OLGA |
| Vesta | 146 | SENERA |
| Vesta | 152 | LAURGAIN SPEEDY |
| Vesta | 158 | ESARO |
| Vesta | 260 | ESTELLE |
| Vesta | 449 | LORLOTTE EXPRESS |
| Vesta | 1336 | SEA PAL |
| Vesta | 1736 | SPAUWER |
| Vesta | 13949 | VESTA 1 |
| Vestalegia | 42501 | MANHATTAN PRINCESS |
| Vestan | 38285 | TANGA |
| Vestbas | 552 | OSTBAS |
| Vestbas | 639 | NYBO |
| Vestborg | 1457 | BETTY K VI |
| Vestborg | 1594 | GILJANES |
| Vestbulk | 299 | AASTIND |
| Vesteroy | 36232 | KANG SU HAI |
| Vestervon | 203 | NORLINER |
| Vestfangst | 225 | KATO |
| Vestfart | 164 | RON |
| Vestfart | 165 | MARTHA KRISTINE |
| Vestfart | 593 | VARSOL |
| Vestfinnur | 119 | STRATHSPEY |
| Vestflud | 317 | KJALKEN |
| Vestfold I | 289 | HAMNFJELL |
| Vestfold IV | 132 | AUREGUTT |
| Vestfold IV | 393 | STRILMOY |
| Vestfrakt | 199 | GEGA III |
| Vestgar | 229 | FREDSBUDET |
| Vestgar Senior | 229 | FREDSBUDET |
| Vesthav | 33822 | DA QING 253 |
| Vesthering | 149 | JACOB THESBJERG |
| Vestholm | 249 | PENOMI |
| Vestholm | 741 | SONNODD |
| Vestholmein | 496 | SEE ADLER |
| Vestkapp | 231 | M. NILSEN |
| Vestkil | 398 | SANA I |
| Vestkyst I | 387 | DYRNES |
| Vestkysten | 321 | GORM |
| Vestkysten No. 2 | 321 | GORM |
| Vestland | 907 | LENA |
| Vestland | 5981 | MARINE BRAVE |
| Vestland | 13061 | SHEEBA |
| Vestliner | 154 | CHARLES |
| Vestliner Junior | 154 | CHARLES |
| Vestmenningur | 265 | ANITA |
| Vestmenningur II | 293 | EXPO |
| Vestnorge | 280 | GRETA |
| Vestnorge | 296 | TORSJO |
| Vestodd | 199 | FJORDSYN |
| Vestproven | 273 | NORDHAVID |
| Vestrevag | 104 | ENGOYBUEN |
| Vestri | 8321 | CLIPPER GAS |
| Vestria | 539 | ARES |
| Vestria | 3177 | CENTAUR PROSPERITY |
| Vestshell | 196 | NORSUPPLY |
| Vestskjell | 393 | GRINDAL |
| Vesttraal | 1591 | JUNELLA |
| Vesturbugvin | 149 | MARGRETHA |
| Vesturhavid Blida | 181 | FROYFISK |
| Vesturland | 297 | VALUR |
| Vesturland | 999 | STEVNS SEA |
| Vesturleiki | 182 | BJAL |
| Vesturrodin | 187 | SAKSABERG |
| Vesturvon | 298 | NORDSTAL |
| Vesturvon | 834 | ARCTIC RANGER |
| Vestvagoy I | 297 | MATAKANG |
| Vestvik | 491 | ALI |
| Vestvik | 699 | ALCOY |
| Veta C | 122 | WESTERN PRODUCER |
| Vetlugales | 4585 | GAFOOR |
| Vetor | 498 | VETOR QUINTO |
| Vevey | 9875 | AR RAQIB |
| Vevosa | 189 | BIOTOFF |
| Via Foehn | 579 | DUC DE PRASLIN |
| Via Maris | 634 | CUM DEO |
| Viaduct | 357 | BRUCE STONE |
| Viamala | 17852 | MSC LUCY |
| Viana | 399 | DAGRUN NORCOAST |
| Viana I | 37660 | MEKHANIK SLAUTA |
| Vianneytte | 2242 | PACIFIC PEERESS |
| Vias D | 487 | ARGYRIOS S |
| Viatic | 146 | CECILIA J. BROWN |
| Viator | 39345 | MOSTOLES |
| Vibeke | 366 | KEA |
| Vibeke Dania | 299 | TARU II |
| Vibeke Foldager | 128 | GEFION |
| Vibeke Helen | 117 | ASUMMIUT |
| Vibeke Jorg | 148 | LISBETH STEGMANN |
| Vibeke Mac | 1398 | HONG YAN 3 |
| Vibeke Silvana | 1398 | HONG YAN 3 |
| Vibeke Theilgaard | 499 | NELLY S |
| Vibeke Vesta | 499 | MARIE C |
| Vibex(LP) | 6380 | PONTOON 102 |
| Vibex(UP) | 5826 | FLOATEL MALMO |
| Vibha III | 473 | GEGA I |
| Vibit | 12664 | RIO VISTA |
| Viborg | 4967 | FENG RUN |
| Viborg | 6968 | EL CORDERO |
| Viborg | 12443 | DA QING 52 |
| Vibran | 2971 | COCCINELLA |
| Vibran Elin | 282 | HAVTIND |
| Vibro Atlantic | 1599 | DONG FENG SHAN |
| Vic Bilh | 61760 | ROSE BAY |
| Vic Hansen | 196 | JAMES A |
| Vic Tide | 586 | POGUN PADAS |
| Vic 49 | 183 | BORRE |
| Vic 57 | 181 | COEDMOR |
| Vic 82 | 146 | SIR JAMES |
| Vic 93 | 184 | CHARLOTTE |
| Vic 102 | 171 | HILMINA |
| Vicca | 178 | BAYFIELD |
| Vicente Puchol | 4842 | ARCADIA |
| Viceroy | 497 | COASTAL VOYAGER |
| Viceroy | 3330 | KOTA BAHAGIA |
| Vickers Vanguard | 1544 | NIGATA MARU |
| Vickers Venturer | 308 | VENTURER |
| Vickers Viking | 1963 | MARINE EXPLORER |
| Vicki | 181 | WANDA |
| Vicky | 491 | EVA |
| Vicman | 7691 | EMERALD |
| Vico | 208 | HELGA |
| Victoire | 53974 | CERCAL |
| Victor | 137 | PROGAS 3 |
| Victor | 170 | C T L II |
| Victor | 957 | GINA |
| Victor | 6829 | ALIOTH SS |
| Victor H. | 499 | VICTORIA M |
| Victore | 19543 | HALKIS EXPRESS |
| Victoria | 286 | D. P. MCAULIFFE |
| Victoria | 304 | ARCTIC HELIOS |
| Victoria | 422 | JIHAN |
| Victoria | 564 | FORTUA IV |
| Victoria | 570 | DUMAS |
| Victoria | 927 | VICTORIA V |
| Victoria | 2099 | VIOLET |
| Victoria | 3722 | LAUTAN FADJAR |
| Victoria | 4349 | SANG THAI GALAXY |
| Victoria | 11541 | THE VICTORIA |
| Victoria | 11695 | ANASTASIS |
| Victoria Ann | 119 | AUDREY LYNN |
| Victoria Bay | 2613 | SHIN OSAKA MARU |
| Victoria Bay | 18572 | LUAN HE |
| Victoria Bay | 18656 | ATALANTA |
| Victoria Bay | 18680 | LANKA AMITHA |
| Victoria Bay | 20345 | SEA COMMERCE |
| Victoria Bay | 21815 | LODE BAY |
| Victoria City | 15956 | SINGA SWAN |
| Victoria Dawn | 717 | GULF EXPRESS |
| Victoria I | 246 | DON RUDITO |
| Victoria Idowu | 5858 | OBLAYOO |
| Victoria II | 150 | GUANAPE 8 |
| Victoria Kent | 664 | PUTFORD TERN |
| Victoria L. | 5858 | OBLAYOO |
| Victoria Maru | 2613 | SHIN OSAKA MARU |
| Victoria No. 101 | 394 | JINAM No. 91 |
| Victoria Peak | 41250 | VICTORIA II |
| Victoria Princess | 5864 | QUEEN OF PRINCE RUPERT |
| Victoria Tide | 717 | GULF EXPRESS |
| Victoria Venture | 65579 | MURANO |
| Victoria Z. | 1988 | TACAMAR VIII |
| Victorian Marie | 754 | MARINE VOYAGER |
| Victoriasand | 499 | MACOIL |
| Victorious | 225 | MARY L. McALLISTER |
| Victorious | 496 | MERCANTIC |
| Victorious | 9737 | VICTORY |
| Victory | 144 | VERNICOS NENA |
| Victory | 179 | ALEUTIAN CHALLENGER |
| Victory | 895 | TONG AN |
| Victory | 962 | AGIOS NIKOLAOS |
| Victory | 5077 | NEDA FORESI |
| Victory | 18600 | ST. BLAIZE |
| Victory Hill | 9822 | TORY HILL |
| Victory Hope | 7183 | BALAYAN |
| Victory I | 265 | PERKASA 4 |
| Victory I | 1374 | THANG LOI 1 |
| Victory II | 265 | PERKASA 5 |
| Victory III | 52936 | OBO VEGA |
| Victory Moon | 493 | E. T. OCEAN IV |
| Victory Reefer | 4733 | DAVAO TRADER |
| Victory Star | 683 | SAKAEMACHI MARU |
| Victory V | 10310 | EASTMED CARRIER |
| Victress | 393 | MARYSTAN |
| Victus | 16169 | TUSA |
| Vicwood | 1935 | KAM TAK |
| Vida | 1437 | GEORGIOS |
| Vida | 7897 | OOCL ACCORD |
| Vida I | 64289 | MEGA SUN |
| Videy | 186 | AGUST GUDMUNDSSON |
| Vidi | 1493 | EQUATOR GRACE |
| Vidir | 169 | SIGTHOR |
| Vidir | 236 | GJAFAR |
| Vidir | 321 | HUNAROST |
| Vidir II | 131 | LJOSFARI |
| Vidoy | 173 | FOROYA BJOR |
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| Vieirasa Cuatro | 440 | ALYERES No. 1 |
| Vieirasa Dos | 294 | MAGASA No. 1 |
| Vienna | 135 | BRATTVAG |
| Vienna | 399 | FLEET FEEDER |
| Vienna Woods | 17161 | VIENNA WOOD N |
| Vier Gebroeders | 145 | DOGGERSBANK |
| Vier Gebroeders | 205 | DIDE |
| Vier Gebroeders | 351 | R. V. EXPLORER |
| Vier Gezusters | 105 | MIJNTJE JUNIOR |
| Vierge Marie | 340 | CAM SPIRIT |
| Vierge Marie | 451 | PILOTE EMILE RIVIERE |
| Vierge Marie | 633 | VIRGEN MARIA |
| Viet Duc VI | 135 | GUNNAR |
| Viet Duc VIII | 135 | BRITTA I |
| View of Nagasaki | 7323 | DAEDALUS |
| Vigan | 34181 | VIKARA |
| Vigan | 36229 | HUTA KATOWICE |
| Vigdis | 213 | HARALDUR |
| Vigen Supplier | 486 | PACIFIC CONQUEROR |
| Viggen | 132 | MIGGON |
| Viggo Scan | 1399 | ARWAD |
| Vigilant | 292 | PUISSANT |
| Vigilant II | 209 | VIGILANT |
| Vigilant Service | 491 | DELTA PRIDE |
| Vigilante | 915 | MORRALLA IV |
| Vigo | 100 | SAN PEDRO |
| Vigo No. 2 | 332 | BELLESOL II |
| Vigor | 179 | HOLY CROSS |
| Vigor | 1571 | NEPTANK IV |
| Vigour | 498 | INGER |
| Vigour Enterprise | 2555 | SULUT I |
| Vigour Maritime | 2910 | XIU SHAN |
| Vigour Success | 2998 | BUFFALO |
| Vigrafjord | 6566 | AL—TABITH |
| Vigratral | 179 | KENYA |
| Vigsnes | 2806 | ROGOZNICA |
| Vigsnes | 3961 | GENERAL JACINTO |
| Vihor | 131 | PISANELLO |
| Vijf Gebroeders | 104 | DEO VOLENTE |
| Vijf Gebroeders | 213 | GUARDIAN |
| Vikar I | 205 | CAM SCOUT |
| Vikavag | 192 | FROYANES |
| Viken Vest | 31828 | SEBASTIAN LERDO DE TEJADA |
| Vikfreezer | 4210 | CORAL REEFER |
| Vikfrio | 4134 | ISADORE HECHT |
| Vikheim | 170 | BORVAG |
| Vikheim | 358 | SKJERVOYFISK |
| Vikhr | 3311 | ERNST KRENKEL |
| Vikhr—2 | 2008 | BEN DINH 1 |
| Viking | 161 | OLAF |
| Viking | 193 | CAPE SABLE |
| Viking | 256 | HOLY MOUNT |
| Viking | 295 | VIKING I |
| Viking | 382 | HELENA JAYNE |
| Viking | 794 | S. C. C. 2 |
| Viking | 1099 | CANICAL |
| Viking | 1435 | GONDWANA |
| Viking | 33301 | CHARIKLEIA |
| Viking Asia | 285 | BILL TIDE II |
| Viking Baby | 485 | PACIFIC SENTINEL |
| Viking Bank | 595 | NORDIC II |
| Viking Cape | 29062 | KAPITAN POMERANTS |
| Viking Chief | 30875 | NORDIC FREEDOM |
| Viking Deeps | 197 | PORFESA II |
| Viking Eagle | 42235 | AKADEMIK PUSTOVOYT |
| Viking Eric | 8719 | FALCON CARRIER |
| Viking Falcon | 41625 | THORAAS |
| Viking Girl | 370 | HUALONG |
| Viking Gull | 28259 | GEROI SEVASTOPOLYA |
| Viking Harrier | 42235 | PRESIDENTE RIVERA |

| | | |
|---|---|---|
| Viking Hawk | 42235 | PARIS II |
| Viking Head | 29263 | KAPITAN DIMOV |
| Viking I | 293 | JAMES RIVER |
| Viking I | 3680 | EUROPEAN GLORY |
| Viking II | 476 | STORTIND |
| Viking II | 3984 | EARL WILLIAM |
| Viking III | 3920 | FENNO STAR |
| Viking IV | 1152 | GUERNSEY EXPRESS |
| Viking Lady | 30045 | FIDELITY |
| Viking Larak | 281 | NICO JUMEIRAH |
| Viking Mariner | 101 | GROMAX T II |
| Viking Merlin | 40286 | ONDA |
| Viking Moon | 380 | NICOLAS BRAVO |
| Viking Ole | 312 | UNLIS |
| Viking Osprey | 40285 | AMBRA GREY |
| Viking Prince | 486 | PACIFIC CONQUEROR |
| Viking Prince | 998 | PACIFIC CENTURION |
| Viking Princess | 399 | URRACA III |
| Viking Sally | 15566 | WASA KING |
| Viking Service | 487 | DUBAI SKY |
| Viking Shore | 897 | ALPHA 601 |
| Viking Sigvald | 319 | BULK VIKING |
| Viking Sirri | 281 | NICO KARAMA |
| Viking Snipe | 28259 | GEROI NOVOROSSIYSKA |
| Viking Song | 14213 | ANNA KARENINA |
| Viking Tern | 28259 | GEROI CHERNOMORYA |
| Viking Trader | 1599 | SARMACJA |
| Viking Valiant | 14760 | PRIDE OF LE HAVRE |
| Viking Venturer | 14760 | PRIDE OF HAMPSHIRE |
| Viking Victory | 3680 | EUROPEAN GLORY |
| Viking Vigilant | 339 | JENAN |
| Viking Viscount | 6387 | PRIDE OF WINCHESTER |
| Viking Voyager | 6386 | PRIDE OF CHERBOURG |
| Viking 1 | 2307 | AL—QAMAR AL—SAUDI AL—MISRI I |
| Viking 2 | 1414 | SKOPELOS |
| Viking 2 | 14300 | SALLY SKY |
| Viking 3 | 4299 | ROSLAGEN |
| Viking 4 | 4358 | EXPRESS OLYMPIA |
| Viking 5 | 5286 | BOUGHAZ |
| Viking 6 | 5019 | MOBY DREAM |
| Viking—Bank | 517 | JEAN LUC |
| Vikingbank | 137 | WICKI—ALEX |
| Vikingbank | 1343 | VALDIVIA |
| Vikingen | 134 | STANGSKAR |
| Vikingfjord | 343 | DONA ELVIRA |
| Vikingfjord | 1534 | GANN |
| Vikingfjord | 1599 | LADY HUTTON |
| Vikingfjord | 3777 | OURANOS |
| Vikingur III | 149 | TJALDANES |
| Vikla | 997 | SENTOSA |
| Vikoysund | 257 | TRYGVASON |
| Vikso | 399 | JYTTE STEEN |
| Vikstrom | 205 | BJORNOYBUEN |
| Viktor Bakaev | 31649 | PAUL KERES |
| Viktor Khudyakov | 2581 | GUNARS AKIS |
| Viktor Kingissepp | 16502 | GUSTAV SULE |
| Viktor Yarmola | 635 | NIASSA |
| Viktoria | 471 | LINDA MICHELLE |
| Viktoria J | 471 | LINDA MICHELLE |
| Vikurberg | 232 | SIGHVATUR |
| Vila B. | 125 | MISS KELSEY |
| Vila de Olhao | 128 | TRIUNFO |
| Vila II | 1365 | TSIMENTOCLIS |
| Vilarino | 134 | HOME DO MAR |
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| Vildanden | 106 | RINGNES |
| Vilhelm Egede | 137 | ALIBAK EGEDE |
| Vili | 156 | CAP FREHEL |
| Vilkovo | 1179 | KOVO |
| Villa de Verin | 350 | ROMPIDO DE TERCERO |
| Villa Andreasen | 393 | ELEANNA |
| Villa De Bilbao | 7225 | TONG AN |
| Villafranca | 2075 | CALAO REEFER |
| Villandry | 2286 | DELOS |
| Villanger | 11207 | COTOPAXI |
| Villanova | 294 | FLYING CLOUD |
| Villarrica | 799 | ISLA BOLIVAR |
| Villarrica | 1228 | ERMIONI |
| Ville | 999 | CORVO |
| Ville d'Ajaccio | 499 | DON PANCHO |
| Ville d'Anvers | 21109 | LIMARI |
| Ville d'Aurore | 4325 | OOCL AFFLUENCE |
| Ville d'Aurore | 12694 | SANTOS |
| Ville d'Oman | 10544 | WESTERTAL |
| Ville d'Orient | 5395 | BENWALID |
| Ville d'Orient | 6053 | SPRANTE DIAMOND |
| Ville d'Orient | 11267 | ENIF |
| Ville d'Uranus | 16430 | MERKUR SEA |
| Ville de Bastia | 499 | FEEDERMAN |
| Ville de Bastia | 985 | TAT LEE No. 2 |
| Ville de Bordeaux | 20785 | LONTUE |
| Ville de Brest | 14504 | COMET |
| Ville de Corte | 500 | ZAKYNTHOS I |
| Ville de Dunkerque | 5777 | DAN JIANG |
| Ville de Dunkerque | 8670 | MAERSK ESSEX |
| Ville de Dunkerque | 26409 | PROSO |
| Ville de Gabes | 3959 | KATINA |
| Ville de Genes | 8085 | TAMARIN |
| Ville de Hambourg | 7472 | MAYON |
| Ville de Jupiter | 16250 | KOALA SUCCESS |
| Ville de Lattaquie | 640 | PERSEUS |
| Ville de Lumiere | 2637 | HELGAFELL |
| Ville de Lumiere | 7895 | EAGLE COMET |
| Ville de Lumiere | 9678 | BOLD |
| Ville de Lumiere | 10756 | PATRICIA RICKMERS |
| Ville de Lyon | 6250 | HANG TONE |
| Ville de Mars | 14066 | SEA BRIDGE |
| Ville de Marseille | 12750 | AMER SHANTI |
| Ville de Marseille | 20024 | SUZANNE DELMAS |
| Ville de Mascate | 5257 | CHAMPION |
| Ville de Mercure | 16250 | HYUNDAI RIVIERA |
| Ville de Mirage | 10733 | ANIKA |
| Ville de Nantes | 12750 | AMER SHAKTI |
| Ville de Nice | 640 | PERSEUS |
| Ville de Noumea | 1461 | IKA MAJU |
| Ville de Pluton | 16250 | RED SEA ENDURANCE |
| Ville de Providence | 4954 | SKYBRIDGE |
| Ville de Reims | 14413 | P. S. PALIOS |
| Ville de Rouen | 14374 | ACRITAS |
| Ville de Rouen | 20424 | NEDLLOYD BORDEAUX |
| Ville de Saint Pierre | 4146 | FAIR COSMOS |
| Ville de Saint Pierre | 4458 | RENATE SCHULTE |
| Ville de Sandra | 8193 | NACIONAL VITORIA |
| Ville de Saturne | 16250 | RED SEA ENTERPRISE |
| Ville de St. Pierre | 4380 | SCANDUTCH STAR |
| Ville de Surte II | 1599 | MARIA J |
| Ville de Syrte | 999 | GLOBAL OPARIS |
| Ville de Tipaza | 347 | GIANNA K. |
| Ville de Tulear | 1954 | MILLION No. 3 |
| Ville de Valence | 8129 | FLAMBOYANT |
| Ville de Venus | 11977 | SEA LEOPARD |
| Ville de Venus | 18656 | ATALANTA |
| Ville de Verseau | 29939 | HEIDELBERG EXPRESS |
| Ville de Vesta | 22667 | JAPAN SEA |
| Ville de Zenith | 13276 | ALEXA |
| Ville du Havre | 8670 | MAERSK KENT |
| Ville du Havre | 26409 | CTE MACARENA |
| Ville du Havre | 43841 | SAUDI HAIL |
| Ville du Levant | 1599 | MAERSK EURO DECIMO |
| Ville du Levant | 8540 | NORDSINO |
| Ville du Levant | 8689 | INDEPENDENT SPIRIT |
| Ville du Mistral | 898 | VILLE de ALEXANDRIE |
| Ville du Mistral | 1472 | ORIENT TRIUMPH |
| Ville du Mistral | 2969 | BLUE CARIBE CARRIER |
| Ville du Mistral | 5608 | HELENE |
| Ville du Mistral | 15656 | ZIM SYDNEY |
| Ville du Nadir | 8643 | KALKARA |
| Ville du Ponant | 3586 | KOTA MAWAR |
| Ville du Ponant | 3895 | MARJON |
| Ville du Ponant | 4999 | ESTETURM |
| Ville du Ponant | 8516 | ARABELLA |
| Ville du Ponant III | 8516 | ARABELLA |
| Ville du Sahara | 12691 | EUROPA EXPRESS |
| Ville du Zenith | 1599 | SCANDUTCH SICILIA |
| Ville D'Anvers | 21109 | LIMARI |
| Ville D'Orient | 2905 | VIGOUR MARINER |
| Ville De Bordeaux | 9048 | HANG SHING |
| Villegas | 996 | VOYAGER |
| Villiers | 4255 | PYRGOS |
| Villmont No. 2 | 135 | ALCIDE C. HORTH |
| Villy | 495 | ESTA |
| Vilm | 497 | FREDERIQUE LEONIE |
| Vilnyus | 21890 | VILNIUS |
| Vilos | 16608 | BALTIC BULKER |
| Vily | 3078 | MARGO E |
| Vima | 499 | SANTA BARBARA |
| Vimeira | 38720 | OSORNO |
| Vimi | 499 | SARTOR |
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| Vincent | 138 | JENS CHR. SVABO |
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| Vincente Maspons | 124 | MARUJA MOLINA |
| Vincentian | 486 | EMMA A |
| Vincenzia | 14567 | MC JADE |
| Vincenzia | 64654 | ELLIDA |
| Vincenzo Asaro | 124 | ADONE PRIMO |
| Vincenzo Campisi | 124 | ANTONINO MARIA |
| Vincenzo Dormio | 997 | ANNA MARINA |
| Vincenzo Lupotto | 1595 | SERIFOS |
| Vincenzo Onorato | 487 | MOHAMED |
| Vincita | 16867 | STOLT VICTOR |
| Vincita | 55218 | NYUTA |
| Vinculo | 259 | LAGOVEN EL VINCULO |
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| Vinga | 73141 | MEGA EAGLE |
| Vinga Baltica | 2621 | POM BALTICA |
| Vinga Corona | 4899 | DALA CORONA |
| Vinga Knutsen | 11425 | TORILL KNUTSEN |
| Vingaborg | 376 | TRAAL |
| Vingaborg | 484 | VINGA |
| Vingafors | 137 | ALIBAK EGEDE |
| Vingard | 499 | JETASS |
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| Vingaskar | 172 | TV 2 MAKLAPPEN |
| Vingtor | 131 | FRECCIA DEL SUD |
| Vingtor | 251 | TRIDENT V |
| Vinh Long | 404 | NHAT TAO |
| Vinha | 14297 | SEAVINHA |
| Vinia | 499 | JETASS |
| Vinland | 1684 | HENRIK KOSAN |
| Vinland | 7679 | SINO CREDIT |
| Vinland | 12903 | KHOR KALBA |
| Vinland Saga | 870 | CRISANTA |
| Vinstra | 36232 | HUA TONG HAI |
| Vinterland | 115 | CONSTANT HOPE |
| Vintsas Mitskyavichus | 10155 | VINTSAS MITSKYAVICHUS—KAPSUKAS |
| Vinuesa | 5869 | LISKI |
| Vinum | 492 | VINO |
| Vinum | 496 | BACCO |
| Viod | 399 | HERMES |
| Viola | 399 | HERMES |
| Violanda | 68090 | GLEN VILLE |
| Violet | 1523 | BOS CARIB |
| Violet Islands | 19416 | PONTOMEDON |
| Violet Ocean | 9733 | SAPPHIRE |
| Violet Star | 1677 | SAPUGAS |
| Violetta | 15536 | FEDERAL NORD |
| Violette | 2109 | PELCARRIER |
| Violette Erica | 497 | HELENA STAR I |
| Vira Bhum | 1599 | TIGER STREAM |
| Vira Bhum | 3790 | VILLE DE KUWAIT |
| Vira Bhum | 6121 | RAJA BHUM |
| Vira Bhum | 7343 | XIN HAILONG |
| Vira II | 364 | PUTRA INDAH I |
| Vira 6 | 555 | TEGUH MULIA |
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| Virgen de la Barca | 436 | ACUARIO UNO |
| Virgen de las Nieves | 1560 | AGROS |
| Virgen de Africa | 3392 | AFRICA |
| Virgen de Arrixaca | 988 | CABO FORMENTOR |
| Virgen de Lodairo | 436 | ACUARIO DOS |
| Virgen De Begona 2 | 258 | TUMBES 1 |
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| Virgil E | 198 | TAURUS |
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| Virgin Butterfly | 373 | WIGHT QUEEN |
| Virginia | 130 | ELIZABETH R. |
| Virginia | 199 | LADY IN BLUE |
| Virginia | 399 | BERYTUS |
| Virginia | 399 | UNITY I |
| Virginia | 465 | SOTTOMARINA |
| Virginia | 485 | ISOLA DI USTICA |
| Virginia | 499 | SANTA BARBARA |
| Virginia | 1152 | RANIA K |
| Virginia | 2063 | WILCON VI |
| Virginia | 7069 | AMER ASHA |
| Virginia | 57075 | SEA—LAND INTEGRITY |
| Virginia Beach | 1492 | CAPE HENLOPEN |
| Virginia Capes | 143 | JERSEY CAPE |
| Virginia Cavalier | 167 | FORTUNE HUNTER |
| Virginia Express | 499 | PATRITSIA V |
| Virginia Generals | 165 | TROPICO |
| Virginia II | 812 | IRINI |
| Virginia Keydet | 166 | FISHERMAN |
| Virginia Lily | 40369 | SEA KING |
| Virginia Luck | 1533 | MJK V |
| Virginia Maine | 162 | DONA MARIA |
| Virginia Maru | 3955 | PRESIDENT WASHINGTON |
| Virginia Mistress | 167 | PONTOS |
| Virginia Option | 164 | RESOLUTE |
| Virginia Phillips | 147 | ELLEN |
| Virginia Presidents | 166 | ORION |
| Virginia Pride | 145 | FIVE SEA'S |
| Virginia Rose | 102 | MISS DAVI NICOLE |
| Virginia Santos | 499 | CAPELIN |
| Virginia Seas | 133 | GALICIA I |
| Virginia Star | 44689 | HELLESPONT DIGNITY |
| Virginia VI | 2063 | WILCON VI |
| Virginia 3 | 1599 | MABROUK |
| Virginian | 377 | ISLANDER |
| Virginie Heriot | 116 | NOOR |
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| Virgo | 282 | OUDE MAAS |
| Virgo | 368 | ORIGO |
| Virgo | 398 | THEANO |
| Virgo | 999 | LYS—BRIS |
| Virgo | 4824 | YASMINA |
| Virgo | 5150 | ALKISTIS |
| Virgo | 6017 | HIRA I |
| Virgo | 8273 | RODANTHI |
| Virgo | 18600 | ST. BLAIZE |
| Virgo Ace | 16325 | HUA JIN |
| Virgon | 3091 | BOBO IV |
| Virna | 247 | TRIPOLI STAR |
| Virpazar | 9704 | ALLISSA |
| Virpazar | 9954 | JUPITER |
| Virtue | 22009 | KONGSFJORD |
| Virtus | 8937 | XIN HAI TENG |
| Viru | 219 | KATERINA |
| Viru Harbour | 196 | KOMMODO |
| Virxen d'Arcos | 213 | MASSIRA II |
| Virxen da Saleta | 199 | CASCABEL |
| Vis | 376 | KOMIZA |
| Visa | 6397 | SABS 1 |
| Visahakit III | 1599 | CHATCHAWIN III |
| Visahakit 1 | 2894 | WORLD GAS 3 |
| Visakha | 3945 | BANGKHUNSRI |
| Visal | 862 | DAI LANH |
| Visayan | 1623 | WOO GEUN |
| Visayan Maru | 1483 | GREEN SANKI |
| Visayas Ma | 3682 | TRADE WIND |
| Visayas Maru | 1603 | TOHYO MARU |
| Visby | 3899 | TIAN HU |
| Visby | 6665 | CORSICA REGINA |
| Visby | 15001 | STENA FELICITY |
| Visby | 31262 | CENTURION |
| Viscaya | 54810 | OBO BASAK |
| Viscount | 388 | MAGOLA |
| Viscount | 955 | CANFORD |
| Visevica | 173 | MAESTRAL |
| Vishneva | 2484 | AL HINA |
| Vishnevets | 2484 | GEROY MEKHTI |
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| Wasa | 220 | CEMENT 5 |
| Wasa | 998 | DURSIN REIS |
| Wasa Express | 2177 | AL ANOUD |
| Wasa Express | 2307 | AL—QAMAR AL—SAUDI AL—MISRI I |
| Wasa Express | 4299 | ROSLAGEN |
| Wasa Prince | 5045 | PEDER OLSEN |
| Wasa Star | 29706 | PETER WESSEL |
| Wasei Maru | 989 | SEMARAK |
| Washima Maru | 209 | LOUISE 2 |
| Washington | 941 | RAS—HALAGUE |
| Washington | 9298 | MORMACWAVE |
| Washington Mail | 16518 | EQUALITY STATE |
| Washington Rainbow | 8405 | RIVER WEAR |
| Washington Wood | 13544 | MIRNA |
| Washo Maru | 697 | PACIFIC ROYAL |
| Washun Maru | 888 | NANCY |
| Waso Maru | 961 | MORAKOT |
| Wassenberg | 146 | OOSKUS I |
| Wassertor | 669 | TREMONT |
| Watakabe Maru No. 1 | 256 | JATI AGUNG |
| Watakabe Maru No. 7 | 148 | EKA MULIA |
| Watchful | 411 | TARA HALL |
| Water Gina | 21296 | GINA |
| Water Lighter No. 165 | 221 | CIHERANG VI |
| Water Lily | 404 | ORIENT STAR I |
| Water Resources | 849 | TELUK SEMANGKA |
| Waterbuck | 296 | OCEAN ROAMER |
| Waterdale | 394 | SANDY |
| Waterdam | 12963 | CUMBRIAN EXPRESS |
| Waterdam | 16250 | KOALA SUCCESS |
| Waterdrager | 11982 | NEDLLOYD MARNE |
| Waterfall | 120 | KAMPILAN |
| Waterfort | 12963 | ALS EXPRESS |
| Watergeus | 670 | SENTANA |
| Watergeus | 11982 | TRANZTAS TRADER |
| Watergeus | 16600 | CYCLADES |
| Watergids | 11982 | NEDLLOYD MUSI |
| Watergraaf | 11977 | KAMINA |
| Waterklerk | 11982 | NEDLLOYD MAIN |
| Waterkoning | 11977 | NEDLLOYD MAAS |
| Waterland | 8953 | REDESTOS |
| Waterloo | 315 | GHORBAN |
| Waterloo Leopard | 3924 | GREAT FIELD |
| Waterloo Lion | 3924 | DANG NORIEDA |
| Waterman | 9114 | PRIDE OF GALVESTON |
| Waterman II | 150 | TELCO SUEZ |
| Watermolen | 12840 | INCHON GLORY |
| Waterprint | 16278 | HYDRA |
| Waterschout | 11977 | SEA LEOPARD |
| Watersmeet | 323 | VASSOS |
| Waterstoker | 11982 | NEDLLOYD MERWE |
| Watertoren | 12373 | HONGKONG GLORY |
| Waterwitch | 584 | HALAS |
| Wato | 316 | WIRANA |
| Watohama | 137 | WICKI—ALEX |
| Watt | 283 | SARDINEN |
| Watum | 499 | NICOTRADE |
| Wauwatosa | 152 | NARRAGANSETT |
| Wave | 15059 | AVE |
| Wave Crest | 112 | DON PEPO |
| Wave Ruler | 448 | SIMAR |
| Wavecrest | 200 | HELENA MARIE |
| Wavemark | 1599 | STOLT BAHIA |
| Waveney | 487 | STELIOS A. |
| Waveney Queen | 223 | LADY LINDA |
| Waveney Star | 487 | STELIOS A. |
| WAVR 415 | 138 | MOONLIGHT MAID |
| WAVR 436 | 122 | LOON |
| Wawel | 3801 | CEFALONIAN SKY |
| Way Hua 1 | 498 | EVANIA |
| Way Hua 3 | 174 | YOSHI III |
| Waybridge | 1523 | FIVE STARS |
| Wayfarer | 15059 | AVE |
| Wayfarer | 20511 | BERGEN QUEEN |
| Wayla | 1370 | PURNAMA |
| Waylink | 3453 | XIN KANG |
| Wayne Walker | 159 | LILLIAN 30 |
| Waynegate | 861 | AGELIKI K |
| Wayo Maru | 497 | MARINER |
| Wayo Maru | 497 | THITA HERMES |
| Wayo Maru | 1064 | TANTO KARUNIA |
| Wayo Maru No. 3 | 293 | REHENDI |
| Wayusut | 17309 | SEARAMBLER |
| Wda | 692 | EMILIA GIERCZAK |
| Wealth Venture | 15589 | COMMON VENTURE |
| Wealthy Trader | 4999 | HSIANG MING |

| | | |
|---|---|---|
| Wearsider | 150 | SAMURAI SWORDSMAN |
| Weatherwood | 176 | ANDREW LOUIS |
| Weaver | 988 | NEW JERSEY |
| Webber's Post | 13038 | CIUDAD DE BUENAVENTURA |
| Webo—Carrier | 1299 | MAREIKE B |
| Webo—Liner | 1298 | NEIL B |
| Webster | 185 | RAANA |
| WEC Rotterdam | 11844 | CMB ENSIGN |
| Weco Offshore I | 499 | BIN HAI 208 |
| Weco Offshore II | 499 | BIN HAI 214 |
| Weco Offshore III | 499 | NAN HAI 203 |
| Weco Supplier I | 500 | KAN 401 |
| Weco Supplier II | 499 | NAN HAI 201 |
| Weco Supplier III | 499 | NAN HAI 202 |
| Weco Supplier IV | 499 | BIN HAI 215 |
| Weddell Sea | 8872 | YE XING |
| Wedell Foss | 198 | MAGGIE F |
| Wedellsborg | 22149 | LAJA |
| Wedellsborg Castle | 498 | KOSTAS |
| Wedlooper | 485 | RHINE |
| Wedlooper | 1599 | SCHOUWENBANK |
| Weelek | 3768 | CISCO |
| Weems | 252 | ENDEAVOR |
| Weena | 499 | MARIKA K |
| Wega | 499 | BEERS |
| Wei Dong | 5392 | GOLDEN BRIDGE |
| Wei Feng | 14923 | FEN |
| Weinheim | 20331 | TURANDOT |
| Weipa | 321 | SRI PERMAISURI |
| Weipa Maru | 12004 | JOANNA P |
| Weissenburg | 470 | REMMAN |
| Weissenfels | 9948 | PAITHOON |
| Weisser Greif | 298 | INGANESS BAY |
| Wejadia | 4999 | NORASIA ATTICA |
| Weka | 10991 | FORUM NEW ZEALAND II |
| Welcomer | 17852 | PUPPY F |
| Welf | 298 | LARS BAGGER |
| Welkin | 15954 | BLUE SKY |
| Well Marlin | 2600 | NORRBOTTEN |
| Wellamo | 20581 | KING OF SCANDINAVIA |
| Welle | 278 | ODDTUN |
| Welle | 424 | SEA OF GOD |
| Wellington | 218 | KOSTAS II |
| Wellington | 315 | GHADIR |
| Wellpark | 18622 | GA CHAU |
| Wellwood | 6079 | KRAMATORSK |
| Wels | 1595 | NAVICHEM POLLUX |
| Welsh City | 10798 | JADE STAR |
| Welsh City | 35172 | GALENE |
| Welsh Endeavour | 8840 | QUARTZ |
| Welsh Herald | 19542 | ASTRAPATRICIA |
| Welsh Jay | 9069 | SILAGO EXPRESS |
| Welsh Minstrel | 17559 | PROSPERITY X |
| Welsh Monarch | 308 | GRAMPIAN FOREST |
| Welsh Prince | 308 | ROWANLEA |
| Welsh Princess | 308 | ASHLEA |
| Welsh Trident | 8840 | AGATE I |
| Welsh Troubadour | 9069 | SILAGO EXPRESS |
| Welsh Voyager | 15642 | AUDACIOUS |
| Welshman | 451 | ANGLIAN LADY II |
| Welton A. Kiff | 129 | CAPTAIN TED |
| Wemi | 5829 | HUA QIONG |
| Wen D Jo | 101 | FOR KEEPS |
| Wen Kon | 3021 | PETRON II |
| Wendentor | 468 | SEAHORSE SUPPORTER |
| Wenduine | 125 | SCHOTLAND |
| Wendy | 5077 | NEDA FORESI |
| Wendy | 17140 | GLADIATOR |
| Wendy C | 135 | S. PEDRO |
| Wendy Foss | 197 | CHAHUNTA |
| Wendy M. | 2197 | LITZEN |
| Wendy Weston | 2197 | LITZEN |
| Wenia | 472 | EVANGELIA D. |
| Weol Mi No. 301 | 885 | SHIN WOONG |
| Weol Mi No. 302 | 885 | WOO KYUNG |
| Weol Mi No. 306 | 990 | SAM BU No. 5 |
| Weol Mi No. 307 | 990 | SAM BU No. 7 |
| Weol Mi No. 308 | 620 | DONG WON No. 709 |
| Weol Mi No. 311 | 822 | SAM BU No. 3 |
| Weol Mi No. 312 | 620 | DONG WON No. 707 |
| Weol Mi No. 316 | 952 | SAM BU No. 9 |
| Wera | 138 | FRECCIA PONTINA |
| Wera Bohrnsen | 423 | MANOLIS K |
| Wera Bohrnsen | 496 | ALFA |
| Wera II | 498 | COSTER |
| Wera Jacob | 26321 | JOANNA V |
| Werdau | 797 | EIDE RESCUE V |
| Werdenfels | 6936 | DA DE |
| Werner | 2472 | INA LEHMANN |
| Werner Franck | 647 | CLORILDO |
| Werner Meyburg | 296 | DUBA |
| Werner Meyburg | 499 | MARIAM I |
| Werra | 14211 | WINDWARD |
| Werra Express | 14211 | WINDWARD |
| Wes Point | 1721 | TOMOH SATU |
| Wesbridge Two | 143 | WESTLANE |
| Wesco No. 50 | 135 | PACIFIC LAUREL |
| Weser | 171 | NORDERTOR |
| Weser | 194 | VERTRAUEN |
| Weser | 499 | BETA |
| Weser | 2176 | PHEINTAL |
| Weser Broker | 1599 | HUA JIA |
| Weser Exporter | 3330 | KOTA BAHAGIA |
| Weser Express | 15509 | CMB METEOR |
| Weser Express | 16757 | CHARLOTTE LYKES |
| Weser Forwarder | 1827 | BETHESDA 2 |
| Weser Ore | 13307 | OFFSHORE MINER |
| Weser P | 2176 | PHEINTAL |
| Weser—Harbour | 7580 | ABITIBI ORINOCO |
| Weser—Importer | 7580 | ABITIBI CLAIBORNE |
| Weserdeich | 496 | ACTIV |
| Weserflug 1 | 1145 | STEDINGEN |
| Wesergas | 5958 | ELBEGAS |
| Weserland | 6714 | KOTA TIMUR |
| Weserland | 9764 | ANTARTICO |
| Wesermarsch | 299 | WISCHHAFEN |
| Wesermarsch | 496 | ALTE WESER |
| Wesermarsch | 497 | GIANNIS |
| Wesermarsch | 1190 | BIRGIT |
| Wesermunde | 3576 | GENG HAI |
| Wesersand | 1596 | DON PEPPINO |
| Weserstrom | 998 | MONVISO |
| Wespe | 425 | SPARK |
| West | 1458 | SALAM |
| West Avocet | 947 | STRILBAS |
| West Ballori | 34654 | HANJIN CASABLANCA |
| West Bay | 1599 | THEOFILOS S |
| West Bay I | 1599 | THEOFILOS S |
| West Bridge | 30919 | REA |
| West Cliff | 1563 | KARUNIA |
| West Coast | 349 | ALEX IV |
| West Daori | 63898 | HANJIN CANBERRA |
| West Eagle | 482 | OIL EXPRESS |
| West End | 1598 | ILARIA |
| West Gulf | 782 | KIRK CHIEF |
| West Jinoriwon | 24362 | MELBA |
| West Kirby | 43970 | AL MAQWA |
| West Lion | 882 | SAMI III |
| West Mannori | 34653 | HANJIN VICTORIA |
| West Monnis | 24681 | ELEGANCE |
| West Orins | 24681 | FELLOW |
| West Osprey | 507 | OIL OSPREY |
| West Osprey | 1113 | RIG EXPRESS |
| West Pelican | 909 | PUNTA SCARIO |
| West Penguin | 1409 | KRONBAS |
| West Plover | 1104 | SIGGBAS |
| West Point | 140 | WILL COLONNA |
| West Point | 149 | LAMBANES |
| West Point | 26353 | ALFERDOSS |
| West Reef | 1598 | POSITANO |
| West Star | 4338 | XING HU |
| West Tern | 1104 | RESCUE TERN |
| West Wind | 5307 | LEYTE ISLAND |
| West Winnis | 24579 | CALEDONIAN PRINCE |
| West—Riding | 455 | AGIOS NIKOLAOS |
| Westa | 260 | ESTELLE |
| Westa | 391 | STRATUS |
| Westafcarrier | 1599 | SLOTERGRACHT |
| Westafcarrier | 4227 | KRASNOGORSK |
| Westaftrader | 1599 | SNOEKGRACHT |
| Westbound | 173 | MANWEL |
| Westbris | 496 | RIGINA |
| Westella | 915 | MARBELLA |
| Westend D. T. 63 | 683 | LAGO MAGADI |
| Wester Till | 457 | AD TEMPUS |
| Wester—Eems | 454 | OLGA M |
| Westerbrook | 10524 | MAGDALENE |
| Westerdiek | 2600 | NORRBOTTEN |
| Westereems | 105 | MIJNTJE JUNIOR |
| Westereems | 333 | TOEKAN |
| Westereems | 581 | MARTA |
| Westerems | 498 | GAZI |
| Westerence | 427 | AVOCA |
| Westerend | 299 | KLEOPATRA |
| Westerfehn | 1599 | PERDANA PUTERA |
| Westerland | 999 | PIDDER LYNG |
| Westerlea | 543 | JASPER SEA |
| Westermarkt | 368 | TOWFIGH |
| Westermarsch | 10544 | ZIM URUGUAY |
| Westermoor | 499 | FREE TRADER |
| Westermoor | 1599 | WEST MOOR |
| Western Ace | 3854 | ARGOS |
| Western Beach | 455 | ALEXIA L |
| Western Beacon | 144 | BEACON |
| Western Bell | 22960 | ALARA |
| Western Cape | 198 | PARD I |
| Western City | 105803 | CALI |
| Western Crest | 172 | CREST |
| Western Endeavour | 387 | MERMAID SEARCHER |
| Western Energy | 50183 | HELLESPONT ENERGY |
| Western Enterprise | 4867 | KALYDNA |
| Western Ethics | 50183 | HELLESPONT HOPE |
| Western Europa | 950 | SVITZER MAGELLAN |
| Western Explorer | 113 | AGNES & ANNE II |
| Western Express | 15386 | NOMADIC LADY |
| Western Falcon | 19146 | WESTERN PAL |
| Western Flyer | 127 | CONNOISSEUR |
| Western Geophysical I | 183 | MISS LEMI |
| Western Geophysical II | 187 | AMERICAN DIVER |
| Western Geophysical III | 172 | GIANNIS L |
| Western Geophysical V | 197 | PIPELINE SURVEYOR |
| Western Glacier | 289 | BROWNS POINT |
| Western Hemlock | 4248 | BABUYAN |
| Western Isle | 2327 | LINDOS |
| Western Jade | 24844 | MARIA |
| Western Jay | 26046 | KELVIN CHALLENGE |
| Western King | 120 | JAMAL |
| Western Link | 8957 | TAYGETUS |
| Western Maru No. 1 | 302 | SIR ADMIRAL |
| Western Navigator | 1913 | CARIBBEAN ISLAND |
| Western Offshore No. IX | 14093 | OCEAN CLIPPER I |
| Western Offshore No. VIII(AS) | 13585 | DEEPSEA DUCHESS |
| Western Passage | 1203 | HARVESTER ENTERPRISE |
| Western Pride | 23444 | WESTERN TIGER |
| Western Queen | 122 | NEW ERA |
| Western Reef | 197 | PIPELINE SURVEYOR |
| Western Reefer | 498 | NEW HAI CHANG |
| Western Reefer | 7353 | KOREAN STAR |
| Western Sea | 455 | MARO L |
| Western Searoad | 9015 | EUROPEAN CONFIDENCE |
| Western Shoal | 199 | OLAF |
| Western Skautopp | 23272 | SKAUTOPP |
| Western Sound | 264 | G. P. KIMBERLY |
| Western Star | 120 | JAMAL |
| Western Surf | 547 | SEACOR SURF |
| Western Themis | 22997 | NAND NAKUL |
| Western Trader | 30464 | WESTERN TRADE |
| Western Trial | 19959 | FORTUNE BAY |
| Western Trias | 19959 | FORTUNE BAY |
| Western Trident | 491 | SEA TRIDENT |
| Western Valley | 15386 | NOMADIC LADY |
| Western Venture | 4414 | FAR EAST PILOT |
| Western Viking | 1345 | MASTER ODIN |
| Western Viking II | 1345 | MASTER ODIN |
| Western 101 | 200 | TABZCOOB 101 |
| Westerndale H. | 220 | BROOK |
| Westernstan | 220 | BROOK |
| Westero | 194 | GRIMSO |
| Westero Av Hono | 217 | SILVERFORS |
| Westerplatte | 6891 | SALEM EIGHT |
| Westerschelde | 152 | IMMANUEL |
| Westerschelde | 287 | DONATELLA |
| Westerschelde | 342 | CARACAS |
| Westerstede | 249 | MATHIAS |
| Westertor | 760 | PERIKLES |
| Westervik | 298 | SILVER BEACH |
| Westfalen | 108 | ORANGA |
| Westfalen | 290 | SANTA RITA |
| Westfart | 162 | ROSA HENRIETTE |
| Westfjord | 397 | SEA GLORY I |
| Westfjord | 1458 | SALAM |
| Westflow | 4931 | INCE I |
| Westfoil | 131 | FRECCIA DI LIPARI |
| Westgarth | 177 | NORDBEVER |
| Westgarth | 263 | SERAPO |
| Westgate | 16945 | CAPTAIN B ATAMAN |
| Westgate Token | 961 | GIGI I |
| Westhinder | 143 | EOS |
| Westhor | 582 | TJAMAR |
| Westin | 87117 | HANJIN NEWCASTLE |
| Westin Nine | 95513 | HANJIN SYDNEY |
| Westin Seven | 93643 | HANJIN MELBOURNE |
| Westin Won | 34654 | HANJIN CASABLANCA |
| Westjet | 256 | ALISUR ASUL |
| Westkust | 448 | ALANA MARIE |
| Westlake | 1596 | JACQUELINE |
| Westland | 499 | BRILLIANT REEFER |
| Westland | 1596 | WESERBERG |
| Westland | 8935 | TEPHYS |
| Westland Producer | 507 | ALTEA |
| Westlill | 1483 | INGELA |
| Westmar | 276 | VANGUARDIA |
| Westmeep | 1168 | MAYASARI |
| Westminsterbrook | 1103 | LIBRA |
| Westness | 114 | CAPE OMMANEY |
| Westnor | 1568 | RIO JAVA |
| Westocean | 13061 | SHEEBA |
| Westondyke | 696 | CARMEN |
| Westpolder | 353 | PEACE |
| Westport Clipper | 7432 | GOLDEN UNICORN |
| Westray | 465 | WESTBAY |
| Westropa | 397 | RABUNION XI |
| Westsea | 1599 | CANDIA |
| Weststream | 998 | IRMELIN |
| Westtal | 1596 | WESERBERG |
| Westvag | 372 | OSTFART |
| Westwal | 1526 | MIRAH |
| Westward | 110 | HAIDA CHIEF |
| Westward Venture | 17525 | KAIMOKU |
| Westwhale 4 | 254 | LAVALLEE II |
| Westwhale 5 | 383 | DESTINY III |
| Westwhale 7 | 547 | JACQUELINE W |
| Westwhale 9 | 431 | ASTROLAB |
| Westwind | 497 | FALLWIND |
| Westwind | 498 | AGELOS F |
| Westwind | 11321 | GEORGE |
| Westwood | 256 | ALBERT J. SAVOIE |
| Westwood Magellan | 26171 | MED SKY |
| Westwood Merchant | 27104 | STAR MERCHANT |
| Westwood Merit | 27104 | STAR MERIT |
| Westwood Musketeer | 27104 | STAR MUSKETEER |
| Westzaan | 498 | GIORGIOS S |
| Weyroc | 9514 | EAGLE |
| WH 201 | 17123 | WAN HAI 201 |
| Wha Yang No. 72 | 168 | HAN SHIN No. 27 |
| Wha Yang No. 76 | 239 | JIN YONG No. 205 |
| Wha Yang No. 77 | 297 | HAK YANG |
| Wha Yang No. 79 | 266 | SAJA |
| Wha Yang No. 81 | 275 | FATUK |
| Wha Yang No. 83 | 301 | PATRONE |
| Wha Yang No. 101 | 349 | IBRAHIM |
| Whale | 1742 | THOR R |
| Whampoa | 166 | GLOBAL BULL |
| Whampoa Hao | 6647 | HUANG PU HAO |
| Whangarei | 120 | HAGANES |
| Wheddon Cross | 12208 | DOMINATOR |
| Whestkap | 398 | NAWAL 1 |
| Whiskey Pass | 197 | REX HORTON |
| Whitburn | 176 | ABOU SHANAB |
| White | 372 | KHALED |
| White Atlas | 4409 | MARTIN SIF |
| White Billow | 7547 | LIMNOS REX |
| White Cascade | 7547 | KRITI REX |
| White Chestnut | 37522 | FORUM TRADER |
| White Coral | 37522 | FORUM TRADER |
| White Crest | 982 | VAGERO |
| White Eagle | 29729 | SIMEON CH |
| White Excelsior | 22082 | SKAW PRINCE |
| White Fish | 251 | PANAGOS II |
| White Fuji | 1934 | LEADER FORTUNE |
| White Gardenia | 39995 | CATHAY SPIRIT |
| White Gold | 414 | NASEEB XI |
| White Hakuyo | 483 | PHATHANA 188 |
| White Heather | 102 | PURPLE HEATHER |
| White Jasmin | 3273 | IONIAN SPRINTER |
| White Koowa | 683 | BACH LONG VI |
| White Lady | 143 | SUSAN KRUGER |
| White Lady II | 143 | SUSAN KRUGER |
| White Lagoon | 7457 | BL CHARLOTTE |
| White Lily | 2808 | WHITE LILAC |
| White Lotus | 718 | HOA SEN TRANG |
| White Lucky | 1987 | TAHUNA |
| White Luna | 3840 | TAMARAW HOPE |
| White Marlin | 507 | DAE YANG No. 1 |
| White Marlin I | 507 | DAE YANG No. 1 |
| White Master | 309 | QUEEN BEE |
| White Ocean | 10203 | AL KHALEEJ |
| White Pegasus | 5592 | HUA CHUAN |
| White Peony | 44601 | ATLANTIS |
| White Perla | 1402 | KIKOU MARU |
| White Plains | 8538 | SEADRIFT |
| White Plume | 259 | NORDIC LADY |
| White Prince | 19463 | PORT AU PRINCE |
| White Queen | 264 | POSEIDON |
| White Ray | 1696 | WAKEKE |
| White Reefer | 3505 | ADRIATIC |
| White Rose | 498 | DONG DA |
| White Rose | 13852 | HANDY JACK |
| White Sanko | 499 | CHECK POINT No. 7 |
| White Sanpo | 2451 | SWEET BABY |
| White Sea | 1599 | VELA |
| White Seraya | 4617 | HORNG HEN |
| White Star | 171 | GOOD HOPE |
| White Star | 441 | CIUDAD DE MEXICO |
| White Star | 1321 | ANDREA CORSALI |
| White Star | 8441 | KOTA BINTANG |
| White Tulip | 6099 | BAKRI AL MADINAH XVI |
| Whitegate | 1599 | TALEA |
| Whitehall | 746 | ATLANTIC SHORE |
| Whitehall | 1598 | MARATHON |
| Whitehaven | 726 | NAN I |
| Whitestone | 168 | SEA EXPLORER II |
| Whitewood | 3856 | BALTICWOOD |
| Whitonia | 422 | DAYSTREAM |
| Whooping Crain | 101 | EL MIRAGE |
| Wi—to Lion | 298 | ISLAND PRIDE |
| Wib | 498 | BREYDON ENTERPRISE |
| Wiberg Supplier | 1177 | BRITANNIA ENDEAVOUR |
| Wichmann Command | 192 | ARCTIC ROSE |
| Wickenburgh | 799 | KOWLOON |
| Wickersham | 5019 | MOBY DREAM |
| Wicko | 2624 | HE PING 35 |
| Widar | 1414 | SEVILLA |
| Widar | 80040 | AMICA |
| Widder | 160 | ANTUCO |
| Wide River | 6788 | TWINFLOWER |
| Widenia | 492 | MANUIA |
| Widor | 299 | KARIN |
| Widukind | 999 | OUED ZIZ |
| Wieczno | 766 | MAMRY II |
| Wiedau | 964 | MANGANESE |
| Wieho Career | 16371 | MULPHA SUBANG |
| Wieland | 493 | ATHERAS |
| Wieldrecht | 26171 | STAR LIVORNO |
| Wiema | 163 | WUBBINA |
| Wien | 777 | SOLARA |
| Wien | 1273 | MOUNT CHALLENGER |
| Wien | 28266 | SILVER DIGNITY |
| Wieniawski | 7099 | HUA XIA |
| Wiesbaden | 4831 | FREEWAY |
| Wiesel | 147 | OSTANVIND |
| Wiger | 199 | TESS MARINE |
| Wiggs | 497 | DOLI |
| Wigry | 797 | SOROKOS |
| Wiima | 6970 | FRYCZ—MODRZEWSKI |
| Wiiri | 9070 | NAN HUI |
| Wiiri | 15280 | PORT VENDRES |
| Wijaya Mariner | 108 | PUTRA WIJAYA |
| Wijmers | 494 | VIKING |
| Wijna | 156 | DEIRDRE MAIREAD |
| Wiking | 118 | MOBY DICK |
| Wiking | 248 | TERNAN I |
| Wiking | 299 | ANNE BIRTHE |
| Wiking | 493 | IOANNA |
| Wiking | 1414 | SEVILLA |
| Wiking | 8639 | CITY OF SALERNO |
| Wiking Bulker | 43471 | MAIORCA |
| Wiking 1 | 8639 | CITY OF SALERNO |
| Wilanna | 43368 | VENTURE |
| Wilant | 942 | CELTIC NAVIGATOR |
| Wilbur Mariner | 1315 | ACQUA CHIARA |
| Wilca | 203 | ALDERNEY COURIER |
| Wilco | 308 | DEMA |
| Wild Auk | 7573 | BUENOS AIRES |
| Wild Avocet | 6889 | AEGEAN REEFER |
| Wild Clover | 17122 | MULPHA SIBU |
| Wild Cormorant | 6988 | TUSCAN STAR |
| Wild Curlew | 6988 | CAP CORRIENTES |
| Wild Eagle | 10256 | CONTSHIP AMERICA |
| Wild Flamingo | 5013 | FRIO CHILE |
| Wild Fulmar | 5007 | MIDWAY |
| Wild Gannet | 5016 | IONIC REEFER |
| Wild Grebe | 5016 | AEOLIC REEFER |
| Wild Iris | 9836 | WORLD GLORY |
| Wild Mallard | 8386 | BOLERO REEFER |
| Wild Marlin | 8610 | LIMON TRADER |
| Wild Rose | 1599 | LIBAN CAR |
| Wild Rover | 1091 | MEKONG EXPRESS |
| Wildcat | 167 | MISS BETTY |
| Wildcat | 10708 | LABRAX |
| Wildcat | 21666 | PELOPIDAS |
| Wildenfels | 6936 | DA JIN CHUAN |
| Wildgans | 442 | JIA YUN |
| Wildrake | 1769 | FELINTO PERRY |
| Wilfond | 1297 | PACIFIC CHIEFTAIN |
| Wilfred | 106 | STARGATE |
| Wilfredo | 368 | ANGELA CEFERINA |
| Wilfreta Lee | 193 | MICHELLE & NANCY |
| Wilfried | 147 | KAPTAUBE |
| Wilfried | 276 | KAJAMA |
| Wilh. Michaelsen | 499 | SARTOR |
| Wilhelm | 120 | NAJADE I |
| Wilhelm | 292 | AZORES |
| Wilhelm Bornhofen | 3730 | GOLDPATH |
| Wilhelm C. | 1234 | PALANGA |
| Wilhelm Hackman | 145 | VITUS |
| Wilhelm I | 1234 | PALANGA |
| Wilhelm Numssen | 399 | BLUE STAR |
| Wilhelm Pieck | 18353 | BRANDENBURG |
| Wilhelm S | 1234 | PALANGA |
| Wilhelm Schulte | 4574 | COLUMBUS PAPUA |
| Wilhelm Schultze | 399 | FAYROUZ |
| Wilhelm Wesch | 5303 | MING JIANG |
| Wilhelmina | 127 | BENGUELLA TRIUMPH |
| Wilhelmina Johanna | 310 | SANTA ROSE |
| Wilhelmina Maria | 341 | SAN PABLO |
| Wilhelmina V | 149 | ORN |
| Wilhelmine | 160 | DELIA |
| Wilhelmine | 281 | LIANKA |
| Wilhelmine Oltmann | 371 | WILHELMINE |

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| Wilhelmine Schaa | 389 | HUSSAM |
| Wilhelmsburg | 205 | GRET PALUCCA |
| Wilhelmshaven | 132 | PETER WESSELS |
| Wilja | 289 | DONI |
| Wilke | 15285 | SEATRADER II |
| Wilken | 508 | GEORGE H. |
| Wilkes—Barre | 239 | JULIA C. MORAN |
| Wilkk | 138 | GARM |
| Wilks | 199 | BOSTON BELLE |
| Wilks | 499 | TEESDALE H |
| Will Adams | 35421 | MABROUK |
| Will Everard | 188 | WILL |
| Willa G | 501 | JOSE GERARDO |
| Willamette | 17327 | OMI WILLAMETTE |
| Willamette Champion | 189 | JANET R |
| Willamette Chief | 122 | CHIEF |
| Willapa | 3214 | FRESNO |
| Willara | 241 | PACMANU |
| Wille II | 2819 | SANDRA S |
| Willebroek | 2586 | FARBOD |
| Willem | 139 | LENI |
| Willem | 165 | MARY ANNE I |
| Willem | 172 | ALBATROSS AV GOTEBORG |
| Willem | 202 | CONCORDIA |
| Willem | 261 | SILJAN |
| Willem en Klaas | 220 | TWEE GEBROEDERS |
| Willem en Klass | 298 | ORANJE NASSAU |
| Willem van der Zwan | 497 | ALCONES |
| Willem Adriana | 452 | HESSEL DE VRIES |
| Willem B | 488 | KLAAS I |
| Willem Barendsz | 23799 | OCEAN PIONEER |
| Willem Barendsz II | 23799 | OCEAN PIONEER |
| Willem Beukelsz | 493 | AGIOS GEORGIS |
| Willem Cornelis | 500 | MOHAMMAD I |
| Willem Heckroodt | 556 | MAPUTO |
| Willem Jacob | 226 | LENIE—ADRIANA |
| Willem Junior | 157 | HORNHECHT |
| Willem Pieter | 175 | BILLY ROWNEY |
| Willem Robert | 119 | CLASINA JACOBA |
| Willem Ruys | 23951 | ACHILLE LAURO |
| Willem Senior | 152 | LIDA MARCO |
| Willem Smits | 399 | RABUNION VIII |
| Willemijn | 473 | HAPPY—M |
| Willempje | 175 | MARRIE JACOB |
| Willemstad | 454 | RIO TUY |
| Willemstad | 3261 | SAN TOMAS SECONDO |
| Willemstad | 4722 | ATLANTICO DUE |
| Willemstad | 7227 | ALLAMANDA |
| Willi | 2818 | OCEAN RUBY |
| Willi Bohmer | 789 | OOST VLIELAND |
| William | 2154 | H 22 |
| William | 4682 | FEI YUN LING |
| William | 22656 | AMAMI |
| William A. McGonagle | 7041 | HENRY STEINBRENNER |
| William A. Weber | 147 | BEVERLY B |
| William B. | 203 | TONG SIONG |
| William C. Baker | 238 | JEANNE C |
| William C. Gaynor | 187 | CAPTAIN BARNABY |
| William Clay Ford | 14671 | LEE A. TREGURTHA |
| William Dampier | 189 | EROS |
| William Denny | 8099 | McDERMOTT DERRICK BARGE No. 18 |
| William F. McCauley | 149 | SAMUEL A. GUILDS |
| William F. Peabody | 124 | CAPT. RALPH |
| William Flint | 299 | WISCHHAFEN |
| William G. Clyde | 8188 | CALCITE II |
| William G. Mather | 7356 | NICOLET |
| William H | 140 | AUSTILL PHARR |
| William Hooper | 28487 | GREEN HARBOUR |
| William J. De Lancey | 36360 | PAUL R. TREGURTHA |
| William J. Everard | 1545 | HUSUM |
| William J. Moran | 133 | CHUMLEY |
| William J. Moran | 149 | YANKEE |
| William Kippling | 191 | S. IGNAZIO A. |
| William Lamey | 166 | THEODOROS I |
| William P. Feeley | 461 | MARY PAGE HANNAH |
| William P. Snyder | 6967 | MEDUSA CHALLENGER |
| William Pope | 3037 | HOLIDAY ISLAND |
| William R. | 244 | OESTERKUS |
| William R. Adams | 10712 | PATRICIA |
| William R. Golding | 308 | DEMA |
| William S. Bell | 146 | NEWCASTEL |
| William S. Smith | 195 | ORION |
| William W | 173 | EXXON CALIFORNIA |
| William W. Sprague | 134 | MARY LOY TURECAMO |
| William W. Stender | 461 | MARY PAGE HANNAH |
| Willic | 1297 | SUKHNA 2 |
| Willie van Jenne | 278 | FOUR SISTERS |
| Willig | 189 | DUANE |
| Willine Orient | 32534 | AL MARIYAH |
| Willine Taiko | 32534 | AL MARIYAH |
| Willine Tokyo | 26171 | MED SKY |
| Willine Tysla | 18998 | CARNIVAL |
| Willis Wave | 2489 | PARTNERSHIP SEA |
| Willkommen | 200 | ANN |
| Willmary | 244 | WILLAURIE |
| Willonia | 799 | SANGUITY |
| Willow | 1856 | SHA HE KOU |
| Willow (WLB 322) | 1111 | ROYAL ALASKAN |
| Willowbank | 17789 | CALIFORNIA STAR |
| Willowgarth | 230 | KAPETAN GIANNIS |
| Wills Folly | 116 | BRONCO II |
| Willtoc Ajman | 12461 | ROXANNE |
| Willtoc Kuwait | 12101 | ALTAIR |
| Willunga | 247 | BILOELA |
| Willy | 318 | 3 AVRIL |
| Willy | 349 | YONSO |
| Willy | 382 | DAWN SKY |
| Willy | 624 | MATORMA |
| Willy | 896 | AMBASSADEUR |
| Willy | 4413 | MUNIN |
| Willy B | 382 | DAWN SKY |
| Willy Cornelia | 121 | PRAIA DA ROCHA |
| Willy Smits | 624 | MATORMA |
| Wilma | 156 | DEIRDRE MAIREAD |
| Wilma | 196 | WILMA I |
| Wilma | 236 | VEGAS |
| Wilma | 399 | HERMES |
| Wilma Frank | 298 | SATURN |
| Wilma Mermaid | 1313 | ACQUA AZZURRA |
| Wilma Rosal | 286 | PESCAHUELVA SEGUNDO |
| Wilmington | 120 | SHELTER ISLAND |
| Wilmona | 35047 | YELLOW AMBER |
| Wilnina | 35223 | NAGOUSENA |
| Wilnora | 75536 | ESSO FIFE |
| Wilomi Eira | 56020 | GAETANO D'ALESIO |
| Wilomi Tana | 76992 | JOANA TAPIAS |
| Wilpower | 494 | JIN HAI 5 |
| Wilri | 12237 | ZIM BUENOS AIRES |
| Wilronwood | 162 | OAKLEIGH |
| Wilrover | 31591 | VENETTE |
| Wilshire Boulevard | 11856 | ALEXIS |
| Wilson Bros | 100 | CAPT. ALVIN T. WILSON |
| Wilstar | 72576 | SYNETOS |
| Wilton | 202 | WHITBY |
| Wilton Bartell | 109 | AICIRTRON |
| Wiltshire | 15045 | HILDA |
| Wiltshire | 17122 | MULPHA SIBU |
| Wilxing | 1276 | KERIR 4 |
| Wily Fox | 102 | LADY GENEVA |
| Wilyoung | 1276 | KERIR 3 |
| Wim | 150 | MARS |
| Wim | 203 | ALDERNEY COURIER |
| Wimbrown Three | 696 | TIMSUMED |
| Wimbrown Two | 700 | TIMSUEZ |
| Wimpey Geocore | 1545 | HUSUM |
| Wimpey Seadog | 978 | VALROSSA |
| Wimpey Seafox | 1392 | GARGANO |
| Wimpey Seahorse | 1275 | PORTOSALVO |
| Wimpey Seahunter | 1275 | FAR SWORD |
| Wimpey Sealab | 3774 | PHOLAS |
| Wimpey Sealion | 1048 | VALLE BIANCA |
| Wimpey Seasprite | 1001 | HIGHLAND SPRITE |
| Wimpey Seatiger | 1403 | HEBRON SEA |
| Wimpey Seawitch | 1001 | HIGHLAND LEGEND |
| Wimpey Seawolf | 1042 | NICOLA Z. |
| Winblow | 998 | MARINA |
| Winchester | 241 | CRYSTAL AND KATIE |
| Winchester | 1545 | RADIOSA |
| Winchester II | 241 | CRYSTAL AND KATIE |
| Winchman | 1026 | ALIANZA ROSARIO |
| Wind | 9371 | OSCAR MEDENCELES |
| Wind Arctic | 1598 | ALLEGRA |
| Wind Conquest | 53944 | BUNGA KERANJI |
| Wind Eagle | 164032 | MIMOSA |
| Wind Endeavour | 63240 | KNOCK DEE |
| Wind Enterprise | 163319 | SAMNANGER |
| Wind Escort | 169752 | BERGE BROKER |
| Wind Rush | 148 | WANDO RIVER |
| Wind Sovereign | 17882 | GALP SETUBAL |
| Wind Spirit | 18708 | DA QING 87 |
| Wind Splendour | 18643 | SONIA |
| Wind Star | 19509 | NEW STAR |
| Wind Strike | 20036 | MERIOM HOPE |
| Windborg | 298 | MARTRANS |
| Windfall | 2171 | TINA M |
| Windford | 9745 | UELEN |
| Windfrost | 1946 | PRASLIN REEFER |
| Windhund | 199 | THORSENG |
| Windhund | 291 | DEBORAH K II |
| Windhund | 485 | ILDERIM VII |
| Windhund I | 485 | ILDERIM VII |
| Windhung | 397 | FADWA |
| Windle Sky | 1510 | PETROS H |
| Windle Spray | 468 | POLINA |
| Windle Star | 499 | TARIK |
| Windle Surf | 499 | PIONER |
| Windo | 495 | CEMIDA |
| Windraider | 3856 | BALTICWOOD |
| Windrose | 456 | RITENA |
| Windrover | 2841 | NORDIC ONE |
| Windsor Castle | 25697 | MARGARITA L. |
| Windsor Lion | 130812 | AVAJ 2 |
| Windsor Queen | 1006 | POPI H. |
| Windsorbrook | 1006 | POPI H. |
| Windward Alliance | 367 | MARIA EUGENIA |
| Windward Cloud | 127 | NICOLE JOYE |
| Winedrop | 19654 | WEI LIK |
| Wing Leong | 247 | OCEAN VICTORY |
| Wing Peng | 2055 | SOMSUK |
| Wing Star | 6788 | TWINSISTER |
| Winged Dolphin | 16014 | AIRE |
| Wingsea | 1055 | STINA |
| Wingull | 2800 | BEAUFORT |
| Winha | 14297 | SEAVINHA |
| Winjona | 2530 | KAPRIFOL |
| Winn | 132 | KHOR FAKKAN |
| Winna | 80040 | AMICA |
| Winner | 13239 | ARETHUSA |
| Winni Helleskov | 1069 | ILHA DO PORTO SANTO |
| Winnie | 104 | MAURITIAN WINNIE |
| Winona | 22576 | MARY M |
| Winsdale H. | 270 | GHADEER |
| Winsor Trader | 706 | TOPSAIL STAR |
| Winston | 941 | RAS—HALAGUE |
| Winston | 14851 | PACIFIC STAR |
| Winsum | 12916 | EARLY STAR |
| Winter Snow | 1249 | AURIGA |
| Winter Wind | 233 | ENSCO SAIL |
| Wira Maju | 2960 | ATLANTIC WARRIOR |
| Wirakel | 10713 | CITY OF TARANTO |
| Wirdum | 498 | CONNY |
| Wiris | 496 | ORASAC |
| Wirk | 211 | MANSAVI |
| Wirola | 324 | HELGA S |
| Wiron II | 197 | DUN EOCHALLA |
| Wiron III | 129 | CORNELIS DE RIDDER |
| Wiron IV | 157 | HORNHECHT |
| Wiron VI | 120 | CHRISTEL |
| Wiron VII | 121 | KAETE |
| Wiron VII | 150 | TORNADO |
| Wiros | 473 | KERVEROS |
| Wirta | 6970 | MIKOLAJ REJ |
| Wis | 199 | SEALIGHT |
| Wis | 491 | BREYDON VENTURE |
| Wisa | 53174 | PEARL V |
| Wischhafen | 250 | ELEUTHERA EXPRESS |
| Wischhafen | 264 | SAGVAG |
| Wischhafen | 290 | DELFINO BLU |
| Wisco Range | 3732 | NORTHERN JAEGER |
| Wisco Trader | 789 | ACOUPA |
| Wise | 1369 | WESER |
| Wise | 17824 | OTTAVIANO |
| Wise Tide | 676 | COLUMBIA TIDE |
| Wising | 2998 | FU XING |
| Wismar | 3715 | SHEN DA |
| Wismar | 14162 | ALEXANDER'S ABILITY |
| Wissahickon | 137 | ATLAS |
| Wistari | 166 | BURDEKIN |
| Wistaria | 32001 | FENG SHOU |
| Wistaria Alamo | 9833 | VINTA |
| Wistaria Coral | 9100 | ALAM TENANG |
| Wistaria Marble | 8825 | TRUST 38 |
| Wistaria Pearl | 9134 | EUGENIE M |
| Wistaria Purple | 8825 | TROPEOFOROS |
| Wisteria | 9324 | AIS MAMAS |
| Wisteria Garnet | 3579 | WILCON IV |
| Wisteria Hill | 29275 | STAR LEIKANGER |
| Wisteria Valley | 4611 | DASA TUJUH |
| Witbridge | 1228 | WALIE LIMA |
| Witch Queen | 1547 | NAND RACHIT |
| With Junior | 199 | TURIANNE |
| With Junior | 682 | EVA MERETHE |
| Witpower II | 308 | OKTO |
| Witte Kliff | 299 | KAJA H |
| Wittenberg | 3705 | SU RUN |
| Wittow | 797 | EIDE RESCUE III |
| Wittug I | 495 | WITTUG |
| Wivi Bewa | 1593 | SEA PEARL |
| WLA—86 | 106 | RINA K |
| WLA—93 | 107 | FAY |
| WLA—139 | 106 | WLA—145 |
| WLA—147 | 106 | GDY—40 |
| WLA—150 | 106 | DZI—105 |
| WLA—307 | 107 | DAR—304 |
| WLA—312 | 177 | DAR—315 |
| Wladyslaw Gomulka | 21460 | OKSYWIE |
| Wladyslaw IV | 5437 | JIANG CHENG |
| Wladyslaw Orkan | 6445 | YAN AN 5 |
| WLB 303 | 920 | COURAGEOUS |
| Wm. E. Smith Jr. | 108 | THE GIPPER II |
| Wm. Fraser | 167 | VIKING |
| Wm. J. Stewart | 1295 | CANADIAN PRINCESS |
| Wm. S. Lyon | 337 | TRACY E. JONES |
| Wmu 01 | 140 | MIDDELGRUND AF HALMSTAD |
| Wodan | 399 | URRACA III |
| Wodan | 7398 | NAUTILUS |
| Wodnica | 497 | NAMAA |
| Woensdrecht | 6789 | PIYA 1 |
| Woensdrecht | 26171 | STAR LORRAINE |
| Woermann Banniere | 14675 | SAINT ROPARZH |
| Woermann Mercur | 5805 | GREEN RIDGE |
| Woermann Mira | 5807 | GREEN WAVE |
| Woermann Sambesi | 11924 | ARAUCARIA |
| Woermann Sanaga | 5257 | CHAMPION |
| Woermann Sanaga | 11061 | YA RAB |
| Woermann Sankuru | 5264 | EWL VENEZUELA |
| Woermann Sankuru | 11223 | HEI HU QUAN |
| Woermann Sapele | 6559 | LAURISSA |
| Woermann Sassandra | 11953 | ALAMO |
| Woermann Senegal | 11228 | KOUILOU |
| Woermann Ubangi | 10524 | MAGDALENE |
| Woermann Ubangi | 10650 | ALINE II |
| Woermann Ubangi | 10867 | MERCHANT PATRIOT |
| Woermann Ulanga | 8639 | CITY OF SALERNO |
| Woermann Ulanga | 10544 | ZIM URUGUAY |
| Woermann Ulanga | 27971 | CARIBIA EXPRESS |
| Woermann Urundi | 5998 | SEA LAUREL |
| Woermann Wadai | 12811 | WADAI |
| Woermann Wahehe | 7694 | TAGAMA |
| Woermann Wakamba | 12738 | WAKAMBA |
| Woermann Wameru | 12811 | MONTAN |
| Woermann Wangoni | 13038 | CIUDAD DE BUENAVENTURA |
| Woh Kim | 4252 | PENDOLA |
| Woko Maru | 17923 | EURYDICE |
| Wol Jong | 7084 | B. MALIGAYA |
| Wolf | 143 | LEA |
| Wolfgang Russ | 6062 | CIELO DI TRIESTE |
| Wolfram | 499 | SANDSTORM |
| Wolin | 1271 | BOUDAA 1 |
| Wollin | 492 | PETROSTAR I |
| Won Jin No. 1 | 296 | YURIWANG No. 5 |
| Wonder | 928 | MIN HAI 327 |
| Wonder One | 1598 | GENCA SESTO |
| Wondrous | 17485 | PUPPY P |
| Wonga | 225 | CAPE BRUNY |
| Wongara | 423 | PACIFIC SALVOR |
| Wonmex No. 701 | 391 | TAE WOONG No. 608 |
| Wonsbon | 8560 | HANJIN DAMMAN |
| Woo Il No. 55 | 338 | HWA YANG No. 901 |
| Woo Jin | 903 | EASTERN SEA |
| Woo Jin No. 2 | 687 | SAM KYUNG No. 301 |
| Woo Jin No. 3 | 687 | SUN MIN No. 3 |
| Woo Jin No. 7 | 895 | SAMSUN RANGER |
| Woo Jin No. 9 | 919 | POLARIS II |
| Woo Jung No. 1 | 292 | ZOHRA I |
| Woo Jung No. 3 | 347 | JUNG HWA No. 3 |
| Woo Jung No. 6 | 298 | ZOHRA III |
| Woo Jung No. 12 | 171 | YOUNG SHIN No. 33 |
| Woo Pyung | 926 | MINDULLE No. 9 |
| Woo Seong No. 1 | 192 | MEE HAENG No. 203 |
| Woo Sung No. 109 | 997 | DONG BONG |
| Woo Sung No. 209 | 911 | SEO BONG |
| Woo Yang No. 108 | 431 | O RYONG No. 83 |
| Wood Star | 9871 | VIKING TRADER |
| Woodbridge Sylvia | 2244 | ARLET |
| Woodbury | 196 | CHALLENGE 1 |
| Woodca | 6030 | LEMMERGRACHT |
| Woodcock | 867 | HONG LEONG |
| Woodford | 252 | LORETO |
| Woodland | 6677 | WOODLANDS |
| Woodnymph | 484 | GRIGORIS TSIRIKOS II |
| Woodside | 190 | BOSTON VICTOR |
| Woolga | 2755 | YANG ZI JIANG 4 |
| Woolgar | 2755 | YANG ZI JIANG 4 |
| Woollahra | 12683 | SANTOS EXPRESS |
| Woong Bon | 134 | HAN SUNG No. 51 |
| Wooster King | 3518 | HAI LIH |
| Wooyang Hope | 896 | EUN YOUNG |
| Wooyang Success | 2044 | IN YOUNG |
| Work Tide | 199 | COLHEITA |
| Workman | 193 | OTC ELIZABETH |
| Workum | 1602 | MOANA IV |
| Worland | 746 | S. S. ADVANCE II |
| World Acclaim | 28976 | MARIA |
| World Adventure | 34253 | PANTHEA |
| World Alicia | 3955 | PRESIDENT WASHINGTON |
| World Amity | 19701 | GREAT AMITY |
| World Aspiration | 23436 | HUA GUANG |
| World Athenian | 31521 | AL SAFANIYA |
| World Atlas | 32044 | FENG KANG |
| World Azalea | 105220 | ALEZA |
| World Bridgestone | 39946 | WORLD SKY |
| World Brigadier | 105178 | BRITTANY |
| World Canada | 122192 | WORLD XANADU |
| World Candour | 15189 | EVPO AGNIC |
| World Carmen Romano | 29739 | YOUNG SWIFT |
| World Challenger | 85737 | LONG CHALLENGER |
| World Champion | 22677 | DSR OAKLAND |
| World Cheer | 14441 | GREAT CHEER |
| World City | 105803 | CALI |
| World Cliff | 41893 | ALBE |
| World Commander | 37522 | FORUM TRADER |
| World Consul | 116535 | JAPAN VIOLET |
| World Cosmos | 24655 | WORLD CASTLE |
| World Courage | 26301 | CAPTAIN SARANTIS |
| World Crane | 31521 | AL MAHAD |
| World Crest | 14623 | SADAN KALKAVAN |
| World Crystal | 13275 | SANDRA M |
| World Dawn | 41893 | NEVA |
| World Diamond | 13275 | VINSTRA |
| World Dignity | 123993 | DOHA |
| World Dove | 32231 | GREAT DOVE |
| World Duke | 111406 | BRIGHT DUKE |
| World Dulce | 75485 | NAVALIS |
| World Eagle | 52429 | FINA BELGICA |
| World Encouragement | 40894 | BRENT |
| World Fame | 51771 | SOLENA |
| World Finance | 20082 | SOLSYN |
| World Finch | 20082 | SOLSYN |
| World Flora | 30196 | KAPITAN OSTASHEVSKIY |
| World Fortress | 13280 | GREAT FORTRESS |
| World Fraternity | 22027 | IRAN ADL |
| World Freeport | 25727 | DIEGO |
| World Gala | 105661 | NECKAR ORE |
| World Glen | 14439 | GREAT GLEN |
| World Goodwill | 17989 | DOBRUSH |
| World Harvest | 19701 | GREAT HARVEST |
| World Hercules | 9572 | CONSENSUS MOON |
| World Heritage | 125249 | EASTERN STRENGTH |
| World Hong Kong | 10841 | RED DEER |
| World Horizon | 61000 | NIKOLAOS |
| World Jade | 29433 | CAPTAIN GEORGE TSANGARIS |
| World Joy | 125120 | ANDRES BONIFACIO |
| World Katori | 9111 | GOLDEN HOPE |
| World Kindness | 45898 | LOUNDA |
| World Kingdom | 77624 | BATIS |
| World Knowledge | 41477 | AL FAO |
| World Lion | 10381 | SEA LEGEND |
| World Longevity | 123993 | EASTERN POWER |
| World Mandate | 79249 | LENI |
| World Medal | 34928 | KEE NAVIGATOR |
| World Mercury | 21968 | SKAUTROLL |
| World Monarch | 129493 | WORLD BERMUDA |
| World Nancy | 32231 | GREAT NANCY |
| World Neptune | 5048 | UME MARU |
| World Nisseki | 124818 | YUKONG SUCCESSOR |
| World NKK | 115353 | INGERID HELENE |
| World Oak | 22010 | CIUDAD DE GUAYAQUIL |
| World Oceanic | 9058 | SILVER KRIS |
| World Pageant | 34365 | AMOLIANI |
| World Palm | 16445 | CRYSTAL B |
| World Pathfinder | 77288 | OCEAN SOVEREIGN |
| World Peace | 499 | GALSEAS |
| World Peace | 22667 | NEW YORK SENATOR |
| World Pearl | 23436 | GREAT PEARL |
| World Philippines | 106118 | LINI |
| World Power | 24597 | HUA ZHUANG |
| World President | 12341 | PRABHU SATRAM |
| World President | 37955 | SPACE |
| World Pride | 11434 | OCEAN VOICE |
| World Princess | 7925 | DENEB |
| World Prize | 14441 | GREAT PRIZE |
| World Probity | 15355 | DA PENG |
| World Product | 17950 | ROSSI |
| World Promise | 17077 | SEABORN II |
| World Prospect | 18204 | GIOVANNA |
| World Prospector | 17077 | SEACAPTAIN |
| World Protector | 17077 | SEACAPTAIN |
| World Provider | 17246 | CAPRICORN |
| World Radiance | 64820 | AITOLIKOS |
| World Ranger | 40894 | CAIRO |
| World Scholar | 129631 | BERGE FISTER |
| World Score | 125725 | BERGE FOREST |
| World Seafarer | 11048 | POSEIDON 8 |
| World Shanghai | 17989 | MAKEYEVKA |
| World Star | 14024 | RALU |
| World Star | 65051 | PU NING HAI |
| World Star No. 1 | 236 | YOUNG JIN No. 207 |
| World Star No. 6 | 233 | BO KANG No. 302 |
| World Strength | 12341 | CALUMET |
| World Success | 22667 | BREMEN SENATOR |
| World Sun | 122347 | WORLD SUMMIT |
| World Tempo | 13280 | TIMPE |
| World Teresa | 21968 | SKAUTROLL |
| World Tiger | 10381 | SEA LOTUS |
| World Trader | 6040 | SU YU |
| World Trophy | 114573 | SUNLIGHT JEWEL |

# FORMER NAMES OF SHIPS

| | | |
|---|---|---|
| World Truth | 113950 | TRADE FORTITUDE |
| World Vanguard | 30295 | K. CHALLENGER |
| World Wide Expo | 14893 | PRINCESS OF SCANDINAVIA |
| World Wing | 20610 | CAPTAIN JIM |
| World Youth | 18696 | VINNI |
| World Zeal | 41911 | NILE |
| Worthsee | 299 | POLAR CARIBE |
| Wota | 273 | COMORIEN |
| Wotan | 267 | WALLODA |
| Wotan | 499 | LORE |
| Wotan | 965 | KESSULAID |
| Wotan | 1598 | ODIN |
| Woterkuken | 182 | ASK |
| Wotoco | 146 | INTREPID |
| Wotoni | 2521 | KARIM I |
| Wouter | 125 | BARACUDA |
| Wouter en Klaas | 133 | NOVA CURA |
| Wouter Johannis | 120 | PROTECTOR |
| Wouter Senior | 104 | WIKINGBANK |
| Wrath | 399 | VINGA |
| Wren | 1943 | STORM |
| Wrestler | 248 | TAKIS M II |
| Wrestler | 346 | PANORMITIS |
| Wrestler | 704 | OCEAN WRESTLER |
| Wright's Pride | 113 | ANNA MARIE |
| Wroclaw | 19919 | JOLLY VERDE |
| Wroxham Queen | 179 | JADESTAR GYPSY |
| Wrozka | 399 | FLYING FEEDER |
| WSA 9 | 146 | TAURUS |
| WSA 14 | 146 | OSCEOLA |
| WSA 19 | 146 | LOS ANGELES |
| WSA 22 | 146 | INTREPID |
| WSC 125 | 198 | MERCY SHIP |
| WSC 127 | 198 | ALERT |
| Wu Xi | 6173 | DA PING SHAN |
| Wu Zhou | 16436 | HU ZHOU |
| Wubbina | 295 | SAMER |
| Wubbina | 333 | KERAVNOS II |
| Wuhu | 28985 | MARIBRAS |
| Wulf Pioneer | 1320 | SAFE PROTECTOR |
| Wuli Wuli | 2064 | TARAMARIA |
| Wumme | 499 | SANDEY |
| Wumme | 827 | NAN HAI 501 |
| Wunner | 960 | MIMO |
| Wuppertal | 1599 | POKER |
| Wutaishan | 7003 | CHANG TING |
| Wybrigje | 198 | ZUIDERKRUIS |
| Wycliffe | 113 | TED GRACE |
| Wyegarth | 152 | ZARETALLAH |
| Wyoming | 9493 | AMERICAN MONARCH |
| Wyong | 266 | TAPIR |
| Wyrallah | 1062 | SINAR SURYA |
| Wywurry | 39562 | RIZAL |
| X Professor Too | 111 | ELVIRA |
| X 57 | 186 | PETER P. |
| Xanadu | 10932 | SILVER FENG |
| Xangongo | 162 | ARIES PRIMA |
| Xarabal | 266 | AXEXO |
| Xebec Venture | 3979 | ORIENT EXPRESS |
| Xemax | 610 | CONGAL |
| Xeni M | 1532 | KATERINA II |
| Xenia | 399 | FLYING FEEDER |
| Xenia | 14366 | ALEXANDRIA |
| Xenofon | 992 | DELTA MIGHT |
| Xerxes | 499 | EL SANANDRESANO |
| Xeyxo | 263 | TAGANT No. 1 |
| Xia Fan 3 | 193 | XIA SHUI YUN 3 |
| Xiabre | 2926 | MAERSK GANDO |
| Xiao Long No. 1 | 195 | YUAN HANG |
| Xifias | 133 | MARCANTONIO BRAGADINO |
| Xifias | 695 | OSCAR |
| Xifias I | 695 | OSCAR |
| Xifias I | 6010 | WELLCOM |
| XIII Congreso | 13692 | BACONAO |
| Xileno | 2663 | SANDGROUSE |
| Xin Hai Long | 1868 | KAI YUAN |
| Xin Hua Men | 5889 | UNITED SING |
| Xin Hua 4 | 1522 | YANG ZI JIANG 1 |
| Xin Hua 5 | 1522 | YANG ZI JIANG 2 |
| Xin Hua 59 | 2770 | LU HAI 1 |
| Xin Tai | 3453 | XIN KANG |
| Xin Ya No. 1 | 14374 | GOLDEN FOUNTAIN |
| Xing An Ling | 4366 | LIN HAI 24 |
| Xing Guo | 499 | MIN HAI 328 |
| Xios | 14961 | AVON |
| Xira | 47158 | JAVA SEA |
| Y 5 | 995 | EAST POINT |
| Y 16 | 456 | J. G. MacRALLON |
| Y 23 | 485 | RODINI |
| Y 32 | 396 | JOSIAS DE MORAES |
| Y 40 | 647 | ALICUDI |
| Y 42 | 634 | ISLA DE SAN ANDRES |
| Y 63 | 627 | YPORA |
| Y 64 | 627 | T4—164 |
| Y 65 | 617 | YGUREY |
| Y 67 | 599 | CHUNDO ILHO |
| Y 83 | 660 | MEDGAS II |
| Y 94 | 633 | GIDROSTROY |
| Y 104 | 688 | ANCAP QUINTO |
| Y 115 | 639 | LAGO YPACARAI |
| Y 127 | 614 | ANTIGNANO |
| Y 481 | 499 | CAPELIN |
| Y 486 | 705 | SAN MARTIN |
| Y. Joh No. 1 | 708 | WALIE 8 |
| Y. Mariner | 48928 | Y. TRADER |
| Y.T.C. No. 501 | 185 | REDONDA |
| Y—Tee Husky | 288 | NT HUSKY |
| Y—70 | 632 | ML RIO DE JANEIRO |
| Y—93 | 741 | MEGHNA |
| Ya Hang No. 1 | 178 | HARAPAN SEGARA |
| Ya Hoo | 1950 | HAROZ |
| Ya Long Wan | 9208 | GUI LIN YANG |
| Ya Lu Jiang | 10119 | HANG CHEONG |
| Yabase Maru | 1866 | MARSOPLA |
| Yachiyo Maru No. 1 | 322 | EBISU MARU No. 38 |
| Yachiyo Maru No. 2 | 199 | KIHO MARU No. 2 |
| Yachiyo Maru No. 2 | 254 | AMIGA No. 8 |
| Yachiyo Maru No. 2 | 284 | ISLA GUAMBLIN |
| Yachiyo Maru No. 3 | 299 | VIGO No. 2 |
| Yachiyo Maru No. 8 | 194 | AMANA |
| Yachiyo Maru No. 12 | 249 | HAN GIL No. 32 |
| Yachiyo Maru No. 15 | 268 | SAM YANG No. 501 |
| Yachiyosan Maru | 64955 | DAEYANG HONEY |
| Yae Maru | 702 | SUNNY PUSAN |
| Yae Maru No. 1 | 299 | KINSEI MARU No. 10 |
| Yae Maru No. 3 | 999 | NIKKO MARU No. 38 |
| Yae Maru No. 5 | 999 | NIKKO MARU No. 38 |
| Yae Maru No. 12 | 107 | KOEI MARU No. 12 |
| Yae Maru No. 21 | 199 | SENKAKU MARU No. 18 |
| Yaegawa Maru | 3094 | PACIFIC BAHAGIA |
| Yael | 2095 | GULF PRINCE |
| Yaett I | 3143 | MAHALIM |
| Yaffa | 35354 | REGAL TRADER |
| Yafuku Maru | 493 | ELAFONISSOS |
| Yaghref I | 222 | DERRAMAN 3 |
| Yaguari | 12808 | YAGUAR |
| Yagura | 186 | DAISY UTAMA |
| Yahata Maru | 444 | TOYO MARU No. 11 |
| Yahata Maru No. 2 | 199 | NIKKO MARU No. 12 |
| Yahata Maru No. 2 | 493 | KARMA |
| Yahata Maru No. 5 | 198 | PUNCHER |
| Yahata Maru No. 5 | 498 | KIMMEE No. 6 |
| Yahata Maru No. 6 | 293 | HOPE FULL |
| Yahata Maru No. 8 | 197 | SEIJU MARU |
| Yahata Maru No. 11 | 132 | TAIYO MARU No. 11 |
| Yahata Maru No. 11 | 498 | ANDER |
| Yahata Maru No. 15 | 177 | NISSHIN MARU No. 15 |
| Yahata Maru No. 25 | 138 | KOTOSHIRO MARU No. 20 |
| Yahata Maru No. 28 | 284 | KINEI MARU No. 2 |
| Yahata Maru No. 31 | 299 | MARAZUL XVI |
| Yahata Maru No. 35 | 389 | KUM BONG No. 505 |
| Yahata Maru No. 53 | 404 | DAE BONG No. 31 |
| Yahata Maru No. 71 | 291 | KOFIDE No. 1 |
| Yaiza | 4997 | HINSUN |
| Yakhont | 3170 | YAK |
| Yaki | 16022 | HUA LING |
| Yakov Alksnis | 2948 | RUBENE |
| Yakuma Maru | 397 | MARMO |
| Yakumo Maru | 191 | LIAN GANG 13 |
| Yakumo Maru | 298 | SHARK—6 |
| Yakumo Maru No. 2 | 196 | MIURA |
| Yakushi Maru No. 3 | 284 | KOYO MARU No. 2 |
| Yakushi Maru No. 5 | 270 | SHINTAI MARU No. 20 |
| Yakushi Maru No. 7 | 284 | SHOTOKU MARU No. 73 |
| Yakushi Maru No. 10 | 139 | DAITO MARU No. 83 |
| Yakushi Maru No. 21 | 290 | TOMI MARU No. 17 |
| Yakushi Maru No. 21 | 412 | HOKUYO MARU No. 108 |
| Yakushi Maru No. 23 | 218 | NAM PYUNG No. 5 |
| Yakushi Maru No. 25 | 106 | MYOJIN MARU No. 5 |
| Yakushi Maru No. 27 | 154 | SHINYO MARU No. 38 |
| Yakushi Maru No. 31 | 348 | DONG WON No. 509 |
| Yakushi Maru No. 38 | 254 | YAKUSHI MARU No. 8 |
| Yakushi Maru No. 51 | 346 | LEE YIP LEUNG 1 |
| Yakushi Maru No. 51 | 349 | DAITOKU MARU No. 51 |
| Yakushi Maru No. 63 | 349 | SHOSHIN MARU No. 58 |
| Yale | 316 | CELIAN B. PUTNAM |
| Yam—0304 | 180 | DOMNOVO |
| Yama | 9248 | GOLD VIEW |
| Yama I | 9248 | GOLD VIEW |
| Yama Maru No. 6 | 124 | TAMARYO MARU No. 8 |
| Yama Maru No. 18 | 269 | DAE WANG No. 102 |
| Yamaaki Maru | 41900 | CALIFORNIA PEGASUS |
| Yamabishi Maru No. 11 | 498 | KOEL |
| Yamabishi Maru No. 18 | 497 | NISSHO MARU |
| Yamada Maru No. 3 | 119 | CHOUN MARU No. 26 |
| Yamada Maru No. 6 | 119 | CHOUN MARU No. 10 |
| Yamada Maru No. 7 | 119 | CHOUN MARU No. 11 |
| Yamada Maru No. 15 | 119 | CHOUN MARU No. 15 |
| Yamada Maru No. 16 | 119 | CHOUN MARU No. 16 |
| Yamada Maru No. 26 | 119 | CHOUN MARU No. 17 |
| Yamada Maru No. 27 | 169 | MA. JOSEFA XXIX |
| Yamada Maru No. 52 | 307 | GOLDENLAKE No. 18 |
| Yamafuji Maru | 1990 | SOO GEUN HO |
| Yamafuku Maru | 2833 | ST. PETER |
| Yamahaku Maru | 990 | PULAU GEBE |
| Yamahaku Maru | 2988 | LAPU—LAPU |
| Yamahiro Maru | 35185 | TRENDY |
| Yamaki Maru | 4933 | COSTANZA |
| Yamaki Maru No. 1 | 261 | KAMIN |
| Yamaki Maru No. 8 | 231 | POPEYE |
| Yamakuni Maru No. 1 | 199 | KINKO MARU |
| Yamakunigawa Maru | 199 | ATLAS FIELD |
| Yamal | 2666 | TAMARA |
| Yamamie Maru | 1993 | SAM YOUNG |
| Yamamine Maru | 14457 | OVIT |
| Yamana | 222 | TICHITT 1 |
| Yamane Maru No. 3 | 584 | BEGABATI |
| Yamane Maru No. 22 | 199 | KYOWA MARU No. 2 |
| Yamani Maru | 148 | EBISU MARU |
| Yamaoki Maru | 3952 | SANKO MARU |
| Yamaoki Maru | 30017 | MOSDEEP |
| Yamareta | 564 | GOLDEN KEY 88 |
| Yamasachi Maru | 2481 | ARMADA ABADI |
| Yamasan Maru No. 1 | 116 | SHOICHI MARU No. 21 |
| Yamasan Maru No. 67 | 339 | MARITIME UNION 2 |
| Yamasen Maru No. 23 | 127 | JAMES |
| Yamasen Maru No. 56 | 166 | YASUEI SUISAN MARU No. 63 |
| Yamashige Maru | 1986 | HAN YOUNG |
| Yamashige Maru | 8442 | BOIN |
| Yamashima Maru | 1998 | S. C. C. |
| Yamashin Maru | 3270 | CRESTA II |
| Yamashin Maru | 24415 | SEA RANGER |
| Yamashiro Maru | 341 | RUMBATI No. 1 |
| Yamashiro Maru | 35716 | STARFEST |
| Yamashiro Maru No. 11 | 299 | DON MATEO |
| Yamasho Maru | 2055 | SOMSUK |
| Yamasugi Maru | 3702 | TENYU MARU |
| Yamataka Maru | 42145 | CAPE MAY |
| Yamatama Maru | 57531 | SEA JEWEL |
| Yamato | 199 | EBISU MARU No. 8 |
| Yamato | 3793 | KOBE 2 |
| Yamato | 38155 | RAMONA |
| Yamato Maru | 216 | KALIMANTAN HADJI |
| Yamato Maru | 276 | TMS PRIDE |
| Yamato Maru | 388 | MALINO ABADI |
| Yamato Maru | 499 | FEDDERS |
| Yamato Maru | 1271 | SUTRA |
| Yamato Maru | 1988 | FARITA |
| Yamato Maru | 2993 | VIGOUR VICTORY |
| Yamato Maru | 3889 | YAMATO |
| Yamato Maru | 11682 | MENTOR |
| Yamato Maru No. 1 | 254 | DAIKATSU MARU No. 7 |
| Yamato Maru No. 2 | 181 | HAN SUNG STAR |
| Yamato Maru No. 5 | 483 | SUFIA |
| Yamato Maru No. 8 | 373 | HIKAMISAN MARU |
| Yamato Maru No. 12 | 445 | ANDA |
| Yamato Maru No. 12 | 499 | TAIYO MARU No. 21 |
| Yamato Maru No. 12 | 827 | SANG THAI 3 |
| Yamato Maru No. 21 | 169 | YAMATO MARU |
| Yamato Maru No. 21 | 379 | SHUNEI MARU No. 9 |
| Yamato Maru No. 21 | 1690 | CONSORT JUBILEE |
| Yamato Maru No. 31 | 474 | EISHIN MARU No. 11 |
| Yamato Maru No. 58 | 224 | ANUMURTI No. 1 |
| Yamato Maru No. 58 | 296 | MAHI No. 1 |
| Yamato Pacific | 52757 | SULBY |
| Yamato 21 | 1997 | AZHRA |
| Yamatogawa Maru | 522 | MEGHNA |
| Yamatoku Maru | 496 | INDRALIA R |
| Yamatsune Maru | 980 | TAI LAI |
| Yamatsuta Maru | 1984 | YUE DING 301 |
| Yamaume Maru | 6109 | MILI |
| Yamaume Maru No. 2 | 1847 | CHANG DUCK No.0005 |
| Yamaume No. 2 | 1847 | CHANG DUCK No.0005 |
| Yamayasu Maru | 988 | YUN TAI |
| Yamayoshi Maru | 1074 | MYONG SIN |
| Yamayoshi Maru | 1476 | YAMAYOSHI |
| Yamayuki Maru | 642 | MEKONG VENTURE |
| Yamayuki Maru | 2698 | CRAZY HORSE |
| Yamit | 973 | ADAMANT |
| Yamoto Maru No. 21 | 1781 | SAMSANPUNWANG |
| Yan He | 3651 | HUA SHENG |
| Yan Jiu 3 | 272 | TONG HAI TUO 3 |
| Yan Jiu 5 | 190 | TONG HAI TUO 5 |
| Yan Jiu 6 | 190 | TONG HAI TUO 6 |
| Yan Jiu 401 | 128 | TONG HAI TUO 401 |
| Yan Jiu 601 | 402 | TONG HAI 601 |
| Yan Jiu 602 | 402 | TONG HAI 602 |
| Yan Kalnberzin | 8960 | PERLE |
| Yan Raynberg | 3019 | JANIS RAINBERGS |
| Yan Sudrabkaln | 18495 | JANIS SUDRABKALNS |
| Yana | 498 | SIRONTALO I |
| Yana | 30746 | ALFIOS |
| Yanagi Maru | 4399 | MAKARIS |
| Yanan | 6913 | PRUDENCE |
| Yanan | 8957 | TAYGETUS |
| Yanbu Pilot 16 | 99 | YANBU 16 |
| Yanbu Pride | 106776 | TRADE HONOR |
| Yanbu Progress | 106809 | TRADE INDEPENDENCE |
| Yanbu Star | 139092 | MOBIL PETREL |
| Yancey | 6136 | THAPAR KALINADI |
| Yang Pyung No. 1 | 278 | O YANG No. 11 |
| Yang Pyung No. 3 | 235 | O YANG No. 12 |
| Yang Pyung No. 7 | 347 | O YANG No. 15 |
| Yang Yang | 942 | DU SUNG No. 3 |
| Yang—Tse | 6508 | LU HAI 65 |
| Yangtze Career | 8394 | AGRA |
| Yanho | 4546 | LU HAI 50 |
| Yankee | 146 | NEWCASTEL |
| Yannis | 8424 | TUO JIANG |
| Yannis C | 15825 | IKAN SELAYANG |
| Yannis D. | 14782 | GEMINI |
| Yannis Efthimiou | 329 | NINA I |
| Yannis Halcoussis | 8609 | MA CARMEL |
| Yannis Nikolos | 18919 | SWAN |
| Yannis V | 32662 | YIANNIS P. V. |
| Yano Maru No. 5 | 195 | KAIHO MARU |
| Yanoshima Maru | 11049 | SLORA |
| Yantlet | 471 | CHIEFTAIN |
| Yao Hua | 6266 | ORIENT PRINCESS |
| Yao Jiang | 884 | MING ZHOU 4 |
| Yaqui | 15956 | SINGA SKY |
| Yaquina | 249 | CLAIRE MORAN |
| Yaquina | 666 | ARCTIC SOUNDER |
| Yara | 313 | MAGALHAES |
| Yara | 687 | SAM KYUNG No. 301 |
| Yard No. 60 | 199 | HAI SHAN |
| Yard No. 61 | 217 | HAI HE |
| Yard No. 62 | 325 | HAI LI |
| Yarrawonga | 41565 | CAPE NORTH |
| Yarvic | 149 | TAILLEFER |
| Yasaka Maru | 1385 | ORMOC |
| Yasar Bayburt | 270 | DOGAN SELEK |
| Yasemin—S | 1599 | TIGER CAT |
| Yasenyevo | 15810 | YASENA |
| Yashima | 480 | YASHIMA MARU |
| Yashima Maru | 386 | SURIGAO TRANSPORT |
| Yashima Maru | 999 | SEA PRINCESS III |
| Yashima Maru | 1303 | SEJAHTERA PACIFIC |
| Yashima Maru No. 2 | 349 | PUERTO SAN JULIAN |
| Yashima Maru No. 3 | 349 | CIUDAD DE PUERTO MADRYN |
| Yashima Maru No. 3 | 364 | O YANG No. 31 |
| Yashima Maru No. 5 | 363 | DONG YUNG No. 709 |
| Yashima Maru No. 8 | 212 | HAN GIL No. 105 |
| Yashima Maru No. 11 | 554 | TOHO |
| Yashima Maru No. 27 | 199 | SUMISE MARU No. 38 |
| Yashio | 491 | YASHIO MARU |
| Yashio Maru No. 2 | 496 | SILVIA |
| Yashio Maru No. 11 | 385 | KIM'S MARINE No. 211 |
| Yashio Maru No. 15 | 299 | ATAR I |
| Yashio Maru No. 15 | 350 | DONG BANG No. 91 |
| Yashiro Maru | 996 | WEST PRINCESS |
| Yashirokawa Maru | 74449 | YASHIROKAWA |
| Yasin | 492 | GHARIB I |
| Yasmine | 29895 | PETRA |
| Yasnoye | 13881 | LISSOS |
| Yastreb | 2832 | SUCCESS I |
| Yasu Maru No. 3 | 227 | LUCKY STAR No. 106 |
| Yasu Maru No. 8 | 299 | LIAO—JIN SHUI LENG No. 1 |
| Yasu Maru No. 28 | 299 | MELILLA No. 101 |
| Yasue Maru | 497 | SHINKO MARU |
| Yasuei | 3183 | TANTO JAYA |
| Yasuei Maru No. 10 | 199 | BANYAN |
| Yasuho Maru No. 38 | 181 | SEIEI MARU No. 38 |
| Yasuri Maru | 2738 | PERGANDA |
| Yasushiho Maru | 999 | CEBU PRINCESS |
| Yasushima Maru | 6564 | YASUSHIMA |
| Yasuwa Maru | 2738 | PERGANDA |
| Yasuyo Maru | 149 | HALLA No. 12 |
| Yates Trader | 68630 | STANWICH |
| Yatomas | 3009 | GOLDEN DRAGON |
| Yatsushima Maru | 2961 | BANGYAI |
| Yavuz Emre | 3937 | MEHMET AKSOY |
| Yawa Maru | 2101 | YOUNG IL |
| Yawata Maru No. 1 | 302 | SU HAE No. 1 |
| Yawata Maru No. 3 | 123 | OKURA MARU No. 5 |
| Yawata Maru No. 21 | 299 | HOKUSHO MARU No. 61 |
| Yawata Maru No. 21 | 349 | DRAGO |
| Yaya | 635 | SANTA LUCIA III |
| Ydal | 1060 | KINGS BAY |
| Yeaton (WPC 156) | 238 | BAY EXPLORER |
| Yeditepe | 431 | YEDITEPE I |
| Yehuda Anbessa | 108 | OTAN |
| Yehuin | 494 | SCOTIA VENTURER |
| Yellow Empress | 683 | SAKAEMACHI MARU |
| Yellow Sea | 9998 | HUAI YIN |
| Yellow Star I | 2779 | PETROLA 30 |
| Yellowfin | 1701 | SOUTHERN FIGHTER |
| Yellowhammer | 217 | LINDEAN |
| Yemanja | 90871 | HUDSON BAY 1 |
| Yemen Pioneer | 5053 | TRADE LONGEVITY |
| Yen Kim No. 2 | 4268 | ORIENT VENTURE |
| Yenbo | 488 | KERA PAGONA |
| Yene | 282 | SEYDOU NOROU TAAL II |
| Yeni Bahce | 295 | N. SUKRU DENIZ III |
| Yeni Gundogdu | 394 | B. KARTAL |
| Yeniseyles | 5473 | KOSMONAUT VLADISLAV VOLKOV |
| Yeon Hwa No. 11 | 123 | BOONG RIM No. 11 |
| Yeong Kwang No. 1 | 104 | DURIDOONGSIL |
| Yeong Ta | 6051 | AURORA PEARL |
| Yeosu Pioneer | 2328 | ERWIN |
| Yeoung Duk No. 2 | 487 | SUNG UN No. 21 |
| Yeral | 13676 | CORAL |
| Yero | 20322 | THITA ATLAS |
| Yeroyannis M. | 832 | SONAR KAKON |
| Yerupaja | 14671 | VASSILIKI II |
| Yeshua | 698 | AUTO TRADER |
| Yesim F | 3523 | LEYLA DEVAL |
| Yesterday Once More | 3856 | SUPER GEAR |
| Yetta Alter | 290 | ALLIANCE KING |
| Yewarch | 964 | KRIS |
| Yewhill | 1089 | CHACO BOREAL |
| Yewkyle | 1323 | NOURA 1 |
| Yewtree | 1114 | ANDREAS A |
| Yeyo | 1173 | API III |
| YF 270 | 195 | OTTER |

| | | |
|---|---|---|
| YF 292 | 193 | OCEAN MAID |
| YF 519 | 150 | EASY RIDER |
| YF 673 | 144 | MAC—3 |
| YF 859 | 458 | LAGOVEN MATURIN |
| YF 863 | 192 | CAPE DENBIGH |
| YF 864 | 198 | RESPONSE |
| YF 867 | 150 | CAPTAIN PETER |
| YF 872 | 191 | ARCTIC FISHER |
| YF 876 | 197 | ALASKAN SHORES |
| YF 881 | 196 | TENILLE EYMARD |
| YF 882 | 432 | PRINCESS ARLINE |
| YF 883 | 183 | RETRIEVER |
| YF 884 | 197 | BULLDOG |
| YFRT 519 | 150 | EASY RIDER |
| YFU 3 | 1650 | ZABECA |
| YFU 10 | 136 | SEA LIFE |
| YFU 42 | 122 | PACIFIC |
| YFU 45 | 164 | MOSS HARBOR |
| YG 21 | 199 | BULL HARBOR |
| YG 22 | 194 | NELSON |
| YG 23 | 194 | FEARLESS |
| YG 37 | 287 | ZINGARA |
| YG 47 | 196 | EBB CO. |
| Yi Feng | 1631 | LILY |
| Yi Xing | 9107 | ZHEN XING |
| Yiannakis S | 485 | RODINI |
| Yiannis L | 6263 | KUCISTE |
| Yih Fou | 37123 | UNION SAFETY |
| Yih Sen | 36953 | UNION SUCCESS |
| Yilmaz Kaptanoglu | 499 | BILAL CAVUSOGLU |
| Yilos | 1596 | AMAFHH TWO |
| Yin Feng | 4633 | LIN HAI 26 |
| Yin Hu | 34966 | DA QING 66 |
| Ying Hua Ling | 5244 | HONG FAN |
| Ying Sheng | 200 | FONG CHI HSIANG No. 17 |
| Yinka Folawiyo | 14275 | MERCHANT PREMIER |
| Yke | 380 | THEODOROS M. |
| Yllos | 337 | YORO |
| Ylva | 125 | YLVA AF KARINGON |
| Ylva | 499 | JENNY V |
| Ymir | 964 | HEINLAID |
| Ymnos | 6053 | SPRANTE DIAMOND |
| YMP 2 | 288 | MISS LYNN |
| YMS 2 | 247 | PUFFIN |
| YMS 87 | 263 | JANE M |
| YMS 129 | 185 | ABUNDANCE |
| YMS 140 | 262 | CLEARWATER |
| YMS 222 | 253 | CORROTOMAN |
| YMS 270 | 249 | PAULINE |
| YMS 283 | 225 | YANKEE TRADER |
| YMS 293 | 251 | K J |
| YMS 309 | 228 | GRAIN OF SAND |
| YMS 322 | 197 | GOLDEN GATE |
| YMS 397 | 265 | H. W. ANDERSON |
| YMS 405 | 258 | SILVER BEACH |
| YMS 439 | 250 | LA CIENCIA |
| YMS 470 | 269 | ROYAL TAIPAN |
| YMS 474 | 196 | SIOUX CITY |
| YNG 30 | 382 | POLAR BEAR |
| YO 51 | 373 | CHEM TRADER |
| YO 65 | 479 | JET I |
| YO 70 | 498 | CARIB 1 |
| YO 72 | 488 | CARIBBEAN TANKER |
| YO 74 | 705 | SAN MARTIN |
| YO 75 | 472 | CARL PHILLIP |
| YO 76 | 499 | CAPELIN |
| YO 77 | 706 | CHRISTINA |
| YO 105 | 679 | TEHUACAN |
| YO 121 | 492 | NOAH I |
| YO 123 | 497 | PANAGIA TINOU |
| YO 125 | 492 | NOAH II |
| YO 128 | 706 | DEL SUR |
| YO 154 | 668 | PAVLOF |
| YO 167 | 518 | JET TRADER |
| YO 168 | 461 | ALEUT PACKER |
| YO 176 | 720 | BALBOA |
| YO 178 | 598 | J. S. ST. JOHN |
| YO 181 | 589 | MINI TWO |
| YO 201 | 499 | TARPON |
| YO 204 | 479 | PETROSTAR VIII |
| YO 248 | 481 | DOLPHIN |
| Yodo | 5109 | DIEN BIEN 1 |
| Yoei Maru | 708 | WALIE 8 |
| YOG 35 | 495 | SCULPIN |
| YOG 37 | 492 | NOAH III |
| YOG 63 | 603 | AGUADULCE |
| YOG 69 | 716 | PONGALE I |
| YOG 77 | 195 | NORTHERN ORION |
| YOG 86 | 297 | ST. MATTHEW |
| YOG 87 | 1390 | PETRO VENTURE |
| YOG 92 | 479 | PETROSTAR VII |
| YOG 96 | 757 | PROVIDENCE |
| YOG 97 | 757 | FREEPORT |
| Yoh Kim | 4252 | PENDOLA |
| Yohkoh Maru | 4167 | JIN LU |
| Yohkoh Maru | 20435 | IOLCOS HISTORY |
| Yoho Maru | 279 | EDIMIR |
| Yohtei Maru | 2436 | YOHTEI |
| Yokamu | 799 | ISLA BOLIVAR |
| Yoko Maru | 194 | TAISEI MARU No. 3 |
| Yoko Maru | 314 | LONG SON |
| Yoko Maru | 366 | TIMSAH II |
| Yoko Maru | 2472 | YOKO |
| Yoko Maru | 2628 | Y. AKSOY |
| Yoko Maru | 132608 | OCEAN JEWEL |
| Yoko Maru No. 7 | 498 | KAKUYO MARU |
| Yoko Maru No. 7 | 1013 | PERINDAH |
| Yoko Maru No. 8 | 468 | IRIS 2 |
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| Zea | 3439 | AGIA GALINI |
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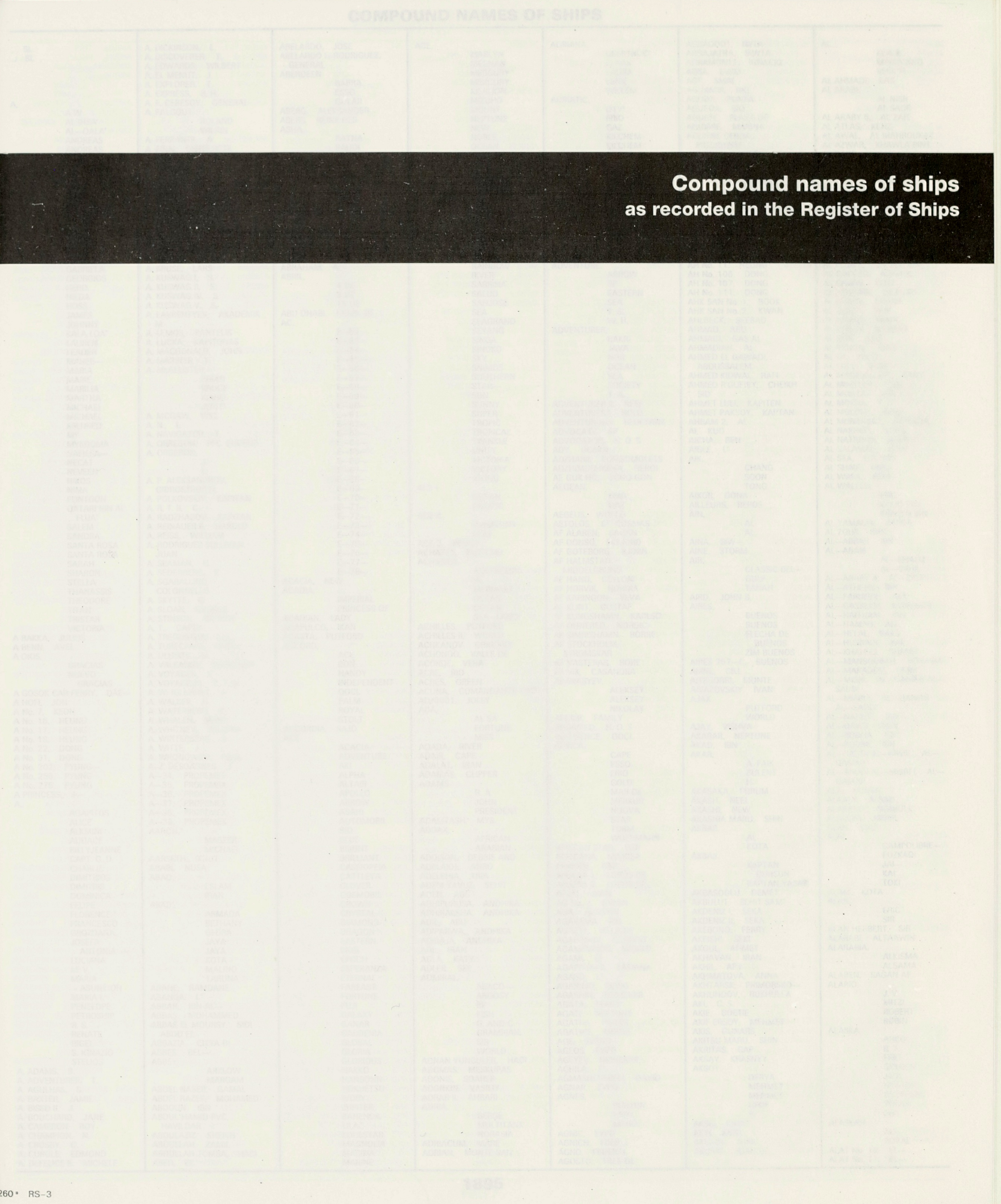
| Zealand Venture | 16876 | SAMMI MANNA |
| Zealence | 954 | IBERIAN OCEAN |
| Zebediela | 6311 | MELTEM |
| Zebra | 11144 | TRADE FIR |
| Zebras Fortune | 992 | TUTTI FRUTI I |
| Zebras Star | 499 | NORFIELD |
| Zebras Success | 1589 | SHARAF EL DIN |
| Zebroid | 159 | MONTREAL |
| Zebron | 255 | ZEBONITA |
| Zebrula | 522 | SINEPUXENT |
| Zebu | 158 | INVINCIBLE |
| Zeearend | 268 | ARLINGHAM |
| Zeebrugge | 37726 | PERICLES G. C. |
| Zeeburgh | 981 | MONTE CRISTO |
| Zeehaan | 384 | ALEX VI |
| Zeehaan | 829 | SALEEM |
| Zeehond | 233 | RIGEL |
| Zeehond | 235 | WANDERLUST |
| Zeeland | 300 | BENGUELLA VIKING |
| Zeeland | 3113 | NADIR |
| Zeeland | 6593 | MARKO POLO |
| Zeelandia | 28362 | NEDLLOYD ZEELANDIA |
| Zeemeeuw | 199 | LOTA |
| Zeester | 165 | SANDA—SUG |
| Zeester | 473 | IASON |
| Zeevang GT1500 | 611 | BAAS KOBUS III |
| Zeezwaluw | 105 | DRIE GEBROEDERS |
| Zefir | 135 | ECHO |
| Zefiros | 669 | AGIOS DIONYSSIOS I |
| Zehra Guveli | 1054 | FAZLI METE |
| Zeina | 1046 | BHORJAI |
| Zeina | 1533 | MJK V |
| Zeitz | 7870 | DELTA |
| Zejtun | 998 | DURSIN REIS |
| Zekai Bursalioglu | 1598 | MURAT HACIBEKIROGLU III |
| Zelande | 8683 | HAI SOONG |
| Zelande | 23909 | PARNASSOS |
| Zelande II | 1594 | KAI TUO |
| Zelda | 411 | TARA HALL |
| Zelda | 499 | MICHALIS |
| Zelden Rust | 145 | DOGGERSBANK |
| Zelenika | 128 | ELVIS |
| Zelia | 12927 | BARBAROSSA |
| Zelpha | 246 | LUIGINA |
| Zelzate | 12979 | ZHONG SHAN |
| Zemmour | 349 | ZEMOUR 1 |
| Zenit | 3815 | GRACECHURCH CROWN |
| Zenit Aurora | 76149 | ALANDIA BAY |
| Zenit Bellona | 68783 | EVOIKOS |
| Zenit Clipper | 15636 | AMERICAN FALCON |
| Zenit Diana | 74806 | ARAMIS |
| Zenit Eagle | 15632 | AMERICAN EAGLE |
| Zenit Elektra | 76088 | VESTAN |
| Zenit Express | 15636 | AMERICAN CONDOR |
| Zenit Fortuna | 75124 | FORTUNA |
| Zenit Gothia | 65803 | AKOVA |
| Zenit Hera | 185121 | PARTHENON |
| Zenit Iduna | 185121 | ACROPOLIS |
| Zenit Juno | 178445 | JUNO |
| Zenit Kraka | 178446 | KRAKA |
| Zenit Luna | 65111 | LUNA |
| Zenit Minerva | 59802 | MINERVA I |
| Zenit Moon | 11690 | WINTER MOON |
| Zenit Nike | 65104 | NIKE |
| Zenit Sea | 11165 | WINTER SEA |
| Zenit Star | 11165 | WINTER STAR |
| Zenit Sun | 11165 | WINTER SUN |
| Zenit Water | 11736 | WINTER WATER |
| Zenit Wave | 11701 | WINTER WAVE |
| Zenita | 238 | JATTA |
| Zenith | 161 | STELLA NORDFISK |
| Zenith | 3452 | PNOC CAMRANH |
| Zenko Maru | 299 | ALKA |
| Zenko Maru | 16005 | KARYATIS |
| Zenko Maru | 29464 | MANA |
| Zenko Maru No. 12 | 630 | SUNFLOWER |
| Zenko Maru No. 18 | 963 | SHINRYU MARU No. 18 |
| Zenko Maru No. 21 | 440 | SUN SHINE |
| Zenko Maru No. 30 | 410 | O DAE YANG No. 201 |
| Zenko Maru No. 36 | 374 | MATSUSHIMA No. 38 |
| Zenko Maru No. 38 | 381 | COSMOS No. 61 |
| Zenko Maru No. 51 | 451 | SHOSHIN MARU No. 51 |
| Zenko Maru No. 53 | 436 | OTORI MARU No. 3 |
| Zenko Maru No. 56 | 499 | HOYO MARU No. 16 |
| Zenko Maru No. 62 | 468 | KINPO MARU No. 128 |
| Zenko Maru No. 68 | 473 | RYOUN MARU No. 6 |
| Zenko Maru No. 83 | 443 | EIWA MARU No. 68 |
| Zenko Maru No.12 | 824 | DONG WON No. 311 |
| Zenkoren Maru No. 2 | 28227 | MUKAIRISH ALSADES |
| Zenkoren Maru No. 3 | 27782 | SAPPHIRE GLORY |
| Zenkoren Maru No. 5 | 35429 | KARINAS |
| Zenkoren Maru No. 6 | 29198 | NIKKO STAR |
| Zenkoren Maru No. 7 | 47089 | UGLY DUCKLING |
| Zeno | 180 | GERONIMO |
| Zeno | 9416 | MACTWEEN |
| Zenpo Maru No. 21 | 127 | MARUYA MARU No. 27 |
| Zenpo Maru No. 61 | 385 | FUKUCHO MARU No. 31 |
| Zenrin Maru No. 8 | 114 | SUNG SHIN No. 8 |
| Zenrin Maru No. 11 | 113 | YU JIN No. 87 |
| Zenrin Maru No. 35 | 114 | AL MOUNA |
| Zenrin Maru No. 83 | 114 | MANSEI MARU No. 61 |
| Zenrin Maru No. 85 | 114 | MANSEI MARU No. 62 |
| Zenryo Maru No. 57 | 124 | NOFA No. 2 |
| Zenryo Maru No. 57 | 124 | TENYU MARU No. 57 |
| Zensei Maru No. 21 | 237 | HWA SUNG No. 15 |
| Zensei Maru No. 23 | 299 | LA PAZ No. 101 |
| Zensei Maru No. 53 | 143 | YOSHIKATSU MARU No. 23 |
| Zensho Maru | 170 | JINSEI MARU No. 6 |
| Zensho Maru | 474 | EISHIN MARU No. 11 |
| Zensho Maru | 495 | DON FRANCISCO |
| Zensho Maru No. 8 | 316 | WAKASHIO MARU No. 32 |
| Zensho Maru No. 8 | 696 | ALEXANDER |
| Zentoku Maru No. 38 | 116 | ONTAKE MARU No. 1 |
| Zeon Maru No. 2 | 1397 | CARP |
| Zepatlantic | 3741 | KOTA JADE |
| Zepbaltic | 2889 | WEN HE |
| Zepforwarder | 499 | HAFRA |
| Zephawk | 7188 | OKUNOZE |
| Zephunter | 4967 | FENG RUN |
| Zephyr | 148 | FRAMVIK |
| Zephyr | 499 | SIDON |
| Zephyr | 987 | VASILIOS II |
| Zephyros | 434 | KOUTOURIARIS S. |
| Zephyros | 15756 | ZARA |
| Zephyros I | 604 | PANORMITIS |
| Zephyros II | 18805 | SKIATHOS |
| Zephyros IV | 399 | MELTEMI |
| Zephyrus | 12132 | BANGKOK NAVEE |
| Zepsea | 7422 | NEW HAITENG |
| Zerda | 308 | PARACLETE |
| Zeromski | 6503 | SUI JIU LAO 6 |
| Zes Gebroeders | 171 | GEESKE |
| Zes Gebroeders | 254 | NEELTJE CORNELIS |
| Zeta | 191 | OLE GULLVIK |
| Zeta | 299 | POLAR CARIBE |
| Zeta | 963 | VIKINGO |
| Zeta | 999 | FAIR ALPHA |
| Zetetica | 350 | MARIA M. I |
| Zetland | 139 | SEKAVIN 1 |
| Zetta | 18687 | MOSGULF |
| Zeulenroda | 2544 | LENRO |
| Zeus | 194 | RIO GRANDE T |
| Zeus | 287 | L'AMI JULES |
| Zeus | 399 | TRANSMAR |
| Zeus | 455 | WARBER |
| Zeus | 493 | AGIOS IOANNIS R |
| Zeus | 5430 | EL CONQUISTADOR |
| Zeus II | 499 | THEOLOGIA CH |
| Zeus II | 15973 | DIANA |
| Zhan Dou 16 | 3128 | LIN HAI 16 |
| Zhan Dou 17 | 8566 | HE PING 17 |
| Zhan Dou 20 | 3129 | LIN HAI 20 |
| Zhan Dou 23 | 3815 | HE PING 23 |
| Zhan Dou 24 | 3815 | HE PING 24 |
| Zhan Dou 25 | 4707 | HE PING 25 |
| Zhan Dou 28 | 4705 | HE PING 28 |
| Zhan Dou 35 | 2624 | HE PING 35 |
| Zhan Dou 36 | 3802 | HE PING 36 |
| Zhan Dou 37 | 3863 | HE PING 37 |
| Zhan Dou 38 | 3863 | HE PING 38 |
| Zhan Dou 39 | 3863 | HE PING 39 |
| Zhan Dou 45 | 3318 | HE PING 45 |
| Zhan Dou 59 | 2770 | LU HAI 1 |
| Zhan Dou 64 | 2471 | HE PING 64 |
| Zhan Dou 65 | 2564 | HE PING 65 |
| Zhan Dou 68 | 2691 | XIN HUA 68 |
| Zhan Dou 72 | 4661 | HE PING 72 |
| Zhan Dou 77 | 1935 | HE PING 77 |
| Zhan Dou 81 | 2691 | XIN HUA 81 |
| Zhan Dou 82 | 2688 | XIN HUA 82 |
| Zhan Dou 83 | 2695 | XIN HUA 83 |
| Zhan Dou 155 | 3247 | HONG QI 155 |
| Zhan Dou 156 | 3246 | HONG QI 156 |
| Zhan Griva | 10944 | ZANIS GRIVA |
| Zhdanov | 16585 | MARIUPOL |
| Zhdanovets | 183 | PERSEY |
| Zhdanovskiy Komsomolets | 4054 | KOMSOMOLETS MARIUPOLYA |
| Zhe Hai 109 | 2686 | ZHE HAI 114 |
| Zhe Hai 502 | 481 | MING ZHOU 2 |
| Zhe Hai 503 | 481 | MING ZHOU 3 |
| Zhe Hai 504 | 884 | MING ZHOU 4 |
| Zhe Hai 505 | 481 | MING ZHOU 5 |
| Zhe Hai 506 | 489 | MING ZHOU 6 |
| Zhe Hai 507 | 2957 | MING ZHOU 7 |
| Zhe Hai 509 | 2957 | MING ZHOU 9 |
| Zhe Hai 510 | 1524 | MING ZHOU 10 |
| Zhe Hai 511 | 3067 | MING ZHOU 11 |
| Zhe Hai 512 | 481 | MING ZHOU 12 |
| Zhe Hai 513 | 374 | MING ZHOU 13 |
| Zhe Hai 514 | 481 | MING ZHOU 14 |
| Zhe Hai 515 | 485 | MING ZHOU 15 |
| Zhe Hai 604 | 1884 | TIAN FENG |
| Zhe Jiang 508 | 454 | MING ZHOU 8 |
| Zhe Jiang 602 | 195 | TIAN NING |
| Zhe Jiang 603 | 841 | TIAN YI |
| Zhe Jiang 605 | 685 | TIAN TONG |
| Zhe Jiang 607 | 187 | TIAN FEI |
| Zhe Lian 1 | 980 | SUI JIU 208 |
| Zhe Tuo 51 | 151 | HAI TUO 51 |
| Zhe Ying | 5974 | YU MEI |
| Zhen Hu | 41113 | DA QING 252 |
| Zhen Hua 2 | 490 | HAI XING |
| Zhen Zhu Quan | 6176 | SU CHENG |
| Zhitomir | 7653 | DON |
| Zhong Guo Hai Jian 72 | 706 | ZHONG GUO HAI JIAN 60 |
| Zhong Yang | 258 | PALAPA INTI |
| Ziba | 398 | DUNO |
| Zieba | 185 | SEA HAWK |
| Ziemia Bydgoska | 15732 | ALADIN |
| Ziemia Gornoslaska | 17427 | LAKE CHARLES |
| Ziemia Mazowiecka | 15731 | ALKINOE |
| Ziemia Opolska | 15667 | LAKE TAHOE |
| Ziemia Tarnowska | 16697 | POMORZE ZACHODNIE |
| Zigana | 3010 | TANTO PERMAI II |
| Zihni Pioneer | 2628 | Y. AKSOY |
| Zillertal | 1596 | WESERBERG |
| Zim Alexandria | 897 | DIANA D. |
| Zim Alexandria | 967 | MEDANO |
| Zim Ashdod | 2300 | MARC TRADER |
| Zim Atlantic | 3132 | ESLA |
| Zim Australia | 3650 | KATHERINE BORCHARD |
| Zim Australia | 10544 | WESTERTAL |
| Zim Brasiliana | 3894 | BRASILIANA |
| Zim Brisbane | 9829 | APOLLONIA |
| Zim Busan | 5731 | LUCIE SCHULTE |
| Zim Canberra | 3651 | PETER METZ |
| Zim Caribe | 1747 | NORTH EMPRESS |
| Zim Caribe II | 4471 | FURNAS |
| Zim Carmel | 5731 | BEI DAI HE |
| Zim Constantza | 999 | OUED ZIZ |
| Zim Eilat | 11860 | ZIM ANTWERPEN |
| Zim Espana | 2499 | ZIM ESPANA III |
| Zim Espana I | 2963 | CASILDA DEL MAR |
| Zim Espana II | 2499 | ZIM ESPANA III |
| Zim Genova | 26024 | ZIM ALEXANDRIA |
| Zim Guam | 12234 | EXPRESS |
| Zim Haifa | 26024 | IFA |
| Zim Iberia | 3132 | TAJO |
| Zim Iberico | 2499 | ZIM ESPANA III |
| Zim Jamaica | 1599 | SAFI |
| Zim Kaohsiung | 1599 | ZIM NAPOLI |
| Zim Kaohsiung | 9699 | NORASIA ARABIA |
| Zim Kingston | 3784 | WESER GUIDE |
| Zim Kingston II | 1599 | ZIM NAPOLI |
| Zim Koper | 16471 | ZIM GENOVA |
| Zim Livorno | 12237 | ZIM BUENOS AIRES |
| Zim Manila | 853 | SERAYA JAYA |
| Zim Manila | 1618 | DELTA MAS |
| Zim Manila II | 2905 | VIGOUR MARINER |
| Zim Melborne | 9699 | NAUTIQUE |
| Zim Melbourne | 3650 | SIGAL |
| Zim Melbourne | 7723 | VERED |
| Zim Melbourne | 10544 | ZIM URUGUAY |
| Zim Montreal | 24575 | ZIM ELAT |
| Zim Napoli | 1599 | SANTA ROSA |
| Zim Napoli I | 1599 | SANTA ROSA |
| Zim Napoli II | 2910 | XIU SHAN |
| Zim Napoli III | 4471 | FURNAS |
| Zim New Orleans | 14539 | HERON |
| Zim Northland | 1599 | SANTA ROSA |
| Zim Osaka | 5731 | MILD UNION |
| Zim Singapore | 4510 | VILLE DE MISTRAL |
| Zim Sydney | 10544 | WESTERTAL |
| Zim Sydney(AS) | 7723 | PALMAH II |
| Zim Trader | 4510 | VILLE DE MISTRAL |
| Zim Trieste | 9699 | NAUTIQUE |
| Zim Venezia | 12234 | ACX ORCHID |
| Zina | 985 | JUNIOR |
| Zinia One | 2084 | ACRUX |
| Zinna | 345 | ANGLIAN WARRIOR |
| Zinnia | 18693 | HUNTER |
| Zinnowitz | 398 | ORTANO |
| Zion | 6695 | DOLPHIN IV |
| Zipi | 5062 | MINERVA |
| Zippora | 499 | ISLAND |
| Zira | 6406 | GALIA CARMEL |
| Zircon | 149 | SONJA JENSEN |
| Zircon | 6004 | JON CHEN |
| Zircon | 11852 | ASTER |
| Zircon | 17487 | MARIGOLD |
| Ziria | 4656 | CUAUTITLAN |
| Zirje | 18392 | KOMIN |
| Ziska A Flotti | 552 | BALDER |
| Zit | 1219 | STELLA DI LIPARI |
| Zita | 14851 | PACIFIC STAR |
| Zitmar | 1219 | STELLA DI LIPARI |
| Zitsa | 28717 | AGIA THALASSINI |
| Ziya Kalkavan | 398 | EKINLIK II |
| Ziya S | 9235 | SU YING |
| Zniki | 1160 | EFTICHIA |
| Zodiac | 988 | NEW JERSEY |
| Zodiac Derek | 484 | HANNOUDA |
| Zodiac Jim | 398 | CALMA |
| Zodiac Ladd | 399 | BERYTUS |
| Zodiac Mario | 493 | IOANNA |
| Zodiac Steve | 499 | AMMOUN 1 |
| Zoe | 14961 | AVON |
| Zoe H. | 9380 | PLOVER |
| Zografnia Y | 10023 | LAN CANG JIANG |
| Zois K | 499 | THET |
| Zolna | 183 | SEA DOVE |
| Zolotistyy | 677 | SEAPRIMFICO 1 |
| Zonda | 34715 | ZONDA I |
| Zonia | 439 | STELLA ORION |
| Zor | 3918 | AFRICAN PRIDE |
| Zorina | 17308 | EVANGELOS CH |
| Zorritos 8 | 225 | HELEN |
| Zorritos 9 | 225 | ELIANA |
| Zosma | 1228 | ERMIONI |
| Zouave | 136 | VICKI & BROTHERS |
| Zoubeda | 299 | PHOENIX I |
| Zovushchiy | 127 | ZOVUSHTCHYI |
| Zp Mayacamas | 194 | ZP MONTALI |
| Zuara | 480 | JOHN D |
| Zubayya | 126 | SERVICE VII |
| Zubedi I | 131 | NIANI |
| Zubeidi IV | 131 | MAIGU IV |
| Zubenelgenubi | 394 | MAZOUJA |
| Zuhal K | 5213 | SU XIN |
| Zuiderster | 401 | TOPOCALMA |
| Zuiderster 1 | 401 | TOPOCALMA |
| Zuiderzee | 402 | GEMINUS |
| Zuiderzee | 1860 | MAELO |
| Zuidland | 499 | PANAGIA KANALA |
| Zuidwal | 1587 | NIAGA 42 |
| Zuiho | 158 | CHO KWANG No. 3 |
| Zuiho | 13193 | MIRAMAR |
| Zuiho Maru | 1488 | JAMBONGAN |
| Zuiho Maru | 88096 | AMBER |
| Zuiho Maru No. 11 | 219 | KAIKO MARU No. 25 |
| Zuiho Maru No. 21 | 317 | ZENPO MARU No. 51 |
| Zuiho Maru No. 21 | 320 | DAITOKU MARU No. 71 |
| Zuikei Maru | 3040 | HYUN IL No. 101 |
| Zuikei Maru No. 1 | 118 | TSUIKI MARU No. 28 |
| Zuiko | 2298 | NAJDIAH |
| Zuiko Maru | 198 | TAISEI MARU |
| Zuiko Maru | 499 | ERVIN |
| Zuiko Maru | 762 | SAMAD |
| Zuiko Maru | 2298 | NAJDIAH |
| Zuiko Maru | 116338 | TSURU ORIENT |
| Zuil | 5665 | ITALICA |
| Zuiryo Maru No. 8 | 274 | ZUIRYO MARU |
| Zuiryo Maru No. 8 | 379 | LAGOS No. 102 |
| Zuiryu Maru | 15689 | PACIFIC GRACIA |
| Zuisei Maru | 999 | C. P. 24 |
| Zuisho | 118 | TANJUNG JOHOR XV |
| Zuisho Maru No. 18 | 314 | HELECHO |
| Zuisho Maru No. 21 | 346 | GOLDENLAKE No. 38 |
| Zuisho Maru No. 77 | 696 | OASIS V |
| Zuiyo Maru | 786 | HAN YANG FENG |
| Zuiyo Maru | 1818 | NAFT—1 |
| Zuiyo Maru No. 3 | 3926 | BAI LING HAI |

| | | |
|---|---|---|
| Zukunft | 248 | FUTURE |
| Zuleika Borges | 22972 | MERCANTIL NITEROI |
| Zulia | 150 | HARRISON |
| Zuljana | 190 | BODUL |
| Zulu | 153 | FIRST LADY |
| Zumba | 310 | EPERVA 51 |
| Zun Hua | 8872 | YE XING |
| Zurbagan | 680 | ZURBAGANS |
| Zurga | 440 | CHRISTINA |
| Zuriya | 145 | CAPITAINE ALBERT RUAULT |
| Zurow | 299 | SALAMANDER |
| Zurs | 2865 | KAPALL |
| Zus | 103 | SARA MAATJE VI |
| Zussow | 299 | MOLCH II |
| Zvani | 7223 | SANGHA |
| Zveynieks | 738 | ZVEJNIEKS |
| Zvir | 6750 | SALEM S |
| Zwaantiena | 160 | FRIEDJO |
| Zwaantiena | 385 | HARRY MITCHELL |
| Zwaantje | 156 | WALVIS |
| Zwaluw | 196 | BELLE GELICA |
| Zwaluw | 216 | SVALAN |
| Zwartkops | 2017 | SHEARWATER BAY |
| Zwijndrecht | 38611 | ROLLON |
| Zwitserland | 279 | CATRAIO |
| Zygos | 3449 | PIONEER ELEGANT |
| Zygos | 19166 | LELAPS |
| Zygos 1 | 396 | ROLA |
| Zyrardow | 3299 | NORDIC TRADER |
| Zyuyd | 501 | ALSUNGA |
| Zywiec | 2561 | LINA |
| 1 | 104 | C. K. M. P. 1 |
| 1 Mai | 196 | METEOR |
| 2 | 103 | C. K. M. P. 2 |
| 3 | 104 | DARMAWANGSA 3 |
| 4 de Outubro | 271 | ESTACIO COIMBRA |
| 21 Oktoobar Seconda | 3351 | 21 OKTOOBAR II |
| 26 de Julio | 16241 | GULF VENTURE |
| 27 Mayis | 3652 | KAPTAN TEKNEKURAN |
| 33 Orientales | 5276 | CITY OF RHODOS |
| 66—Paketten | 296 | PAKETT |
| 70—Letiye Oktyabrya | 31649 | ALEKSANDER ABERG |
| 81—1 | 702 | ARCTICA |
| 81—2 | 524 | MARITIME PROTECTOR |
| 84—1 | 753 | ARCTIC RANGER |
| 225A | 159 | HERON BAY |
| 601 | 494 | GEOSEARCH |
| 701 | 363 | SHWAY PALEI |
| 703 | 541 | NGWAY PALEI |
| 750—Letiye Goroda Gorkogo | 2484 | SORMOVSKIY—23 |
| 901 | 237 | CASACO |
| 1001 | 371 | NCTB 9 |
| 1002 | 751 | LADY JANET I |
| 3186 | 195 | HUEDIN |
| 4102(FC) | 22138 | SEABULK AMERICA |
| 4476 | 664 | BIN HAI 209 |
| 4971 | 701 | VULCAN |
| 6287 | 746 | IGLICIOARA 2 |



# Compound names of ships
## as recorded in the Register of Ships

# Compound names of ships
## as recorded in the Register of Ships

  - SI.
  - SI.
- A.
  - A W
  - AL IHSA'
  - AL—QALA'
  - ANDREAS
  - ANDREAS
  - ANNA
  - ATLANTIC
  - ATLANTIS
  - CAPTAIN NIKOS
  - COSMAS
  - DA MOSTO
  - DIAMOND—
  - DIETER
  - DIMITRIOS
  - DIMITRIOS
  - EKATERINI
  - EMMA
  - GABRIELA
  - GEORGIOS
  - HERO
  - HILDA
  - HOSS
  - JAMES
  - JOHNNY
  - KALA LOA'
  - LAUREN
  - LEADER
  - MAHEE—
  - MARIA
  - MARIE
  - MARILIA
  - MARTHA
  - MICHAEL
  - MICHAEL
  - MILDRED
  - MY
  - MYRDOMA
  - NAFIESA—
  - NECAT
  - NEVEEN
  - NIKOS
  - NIMA
  - PONTOON
  - QATARI IBN AL FUJA'
  - SALEM
  - SANDRA
  - SANTA ROSA
  - SANTA ROSA
  - SARAH
  - SHARON
  - STELLA
  - THANASSIS
  - THEODORE
  - TITAN
  - TRISTAR
  - VICTORIA
- A BAKKA, JULIUS
- A BENN, AVEL
- A DIOS,
  - GRACIAS
  - NUEVO GRACIAS
- A GOSOK CAR FERRY, DAE—
- A HOFI, JON
- A No. 7, KEON
- A No. 16, HEUNG
- A No. 17, HEUNG
- A No. 18, HEUNG
- A No. 22, DONG
- A No. 31, DONG
- A No. 202, PYUNG—
- A No. 255, PYUNG
- A No. 275, PYUNG
- A PRINCESS, J—
- A.,
  - AGAPITOS
  - ALICE
  - ALKMINI
  - AUDACE
  - BILLYJEANNE
  - CAPT. G. D.
  - CHARLIE
  - DIMITRIOS
  - DIMITRIS
  - DOMINICA
  - FELIPE
  - FLORENCE
  - FRANCESCO
  - GROZDANA
  - JOSEFA ANTONIA
  - LUCIANA
  - M. V.
  - MARIA ASUNCION
  - MARIA I.
  - PENELOPE
  - PETROSHIP
  - R. S.
  - RENATE
  - RIGEL
  - S. IGNAZIO
  - STELIOS
- A. ADAMS, B.
- A. ADVENTURER, T.
- A. AGULHAS, S.
- A. BAXTER, JAMIE
- A. BISSO II, J.
- A. BOUCHARD, JANE
- A. CAMERON, ROY
- A. CHAMPION, N.
- A. CROSBY, C.
- A. CUROLE, EDMOND
- A. DEFELICE II, MICHELE
- A. DICKINSON, L.
- A. DISCOVERER, T.
- A. EDWARDS, WILBERT
- A. EL MENUT, J.
- A. EXPLORER, T.
- A. EXPRESS, B. H.
- A. F. CEBESOY, GENERAL
- A. FALGOUT,
  - ROLAND
  - WILKIN
- A. FERRANTE, A.
- A. FINN, CHARLOTTE
- A. FRANCE, JOHN
- A. GERASIMOV, KHUDOZHNIK
- A. GONZALEZ CHAO, JOSE
- A. GUILDS, SAMUEL
- A. HANNAH, JAMES
- A. HELDERBERG, S.
- A. HILLS, CARLA
- A. KACHARAVA, KAPITAN
- A. KOVALYEVSKIY, AKADEMIK
- A. KRUGER, J.
- A. KRUSE, LARS
- A. KUSWAG I, S.
- A. KUSWAG II, S.
- A. KUSWAG IV, S.
- A. KUSWAG V, S.
- A. LAVRENTYEV, AKADEMIK M.
- A. LEMOS, PANTELIS
- A. LUCKA, KAPITONAS
- A. MACDONALD, JOHN
- A. MARINER, T.
- A. McALLISTER,
  - BRIAN
  - BRUCE
  - ISABEL
  - JERED
- A. MCGAW, WM.
- A. N., L.
- A. NAVIGATOR, T.
- A. OBREGON, PFC. EUGENE
- A. ORGERON,
  - J.
  - L.
- A. P. ALEKSANDROV, GIDROSTROITEL
- A. POLKOVSKIY, KAPITAN
- A. R. T. II, C.
- A. RADZHABOV, KAPITAN
- A. REINAUER II, HAROLD
- A. REISS, WILLIAM
- A. RODRIGUEZ SULLIVAN, JUAN
- A. SEAMAN, H.
- A. SEDERBERG, S.
- A. SGARALLINO, COLONNELLO
- A. SKYTTE, G.
- A. SLOAN, GEORGE
- A. STINSON, GEORGE
- A. T., CAPT.
- A. TREGURTHA, LEE
- A. TURECAMO, CARLY
- A. ULUSOY, M.
- A. VALKANOV, PROFESOR
- A. VOYAGER, T.
- A. VOYAGEUR, C. T. M.
- A. W. IGLEHART, J.
- A. WALKER, H.
- A. WATERBERG, S.
- A. WHALEN, MARY
- A. WHITNEY, WILLIAM
- A. WINTERBERG, S.
- A. WITTE, J.
- A. WRONOWSKI, PAUL
- A. Z. DESGAGNES, J.
- A—34, PROPEMEX
- A—35, PROPEMEX
- A—36, PROPEMEX
- A—37, PROPEMEX
- A—38, PROPEMEX
- A—39, PROPEMEX
- AARON,
  - MASTER
  - MICHAEL
- AARSETH, KNUT
- ABABI, NUSA
- ABAD,
  - ESLAM
  - IRAN
- ABADI,
  - ARMADA
  - BETHANY
  - GLORA
  - JAYA
  - JAYA
  - KOTA
  - MALINO
  - TARUNA
- ABANE, RAMDANE
- ABANGA, L'
- ABBAR, IBN AL—
- ABBAS, MOHAMMED
- ABBAS EL MOURSY, SIDI ABOU EL
- ABBAZIA, CITTA DI
- ABBES, BEL—
- ABBEY,
  - ARKLOW
  - MARGAM
- ABDEL NASER, GAMAL
- ABDEL RAZEK, MOHAMED
- ABDOUN, IBN
- ABDUL HAMID PVC, HAVILDAR
- ABDULAZIZ, SHEIKH
- ABDULLAH, ZAMIL
- ABDULLAH TOMBA, HACI
- ABED, EL
- ABELARDO, JOSE
- ABELARDO L. RODRIGUEZ, GENERAL
- ABERDEEN,
  - BARRA
  - ESSO
  - GOLAR
- ABERG, ALEKSANDER
- ABERS, REINE DES
- ABHA,
  - RATNA
  - SAUDI
  - VISHVA
- ABHAYA, LANKA
- ABILITY, ALEXANDER'S
- ABLE,
  - GOD IS
  - TERN—
- ABOU EL ABBAS EL MOURSY, SIDI
- ABOU EL HASSAN EL SHAZLI, SIDI
- ABOUL AZZIZ SY, EL HADJ
- ABOZAR, IRAN
- ABRAHAM, A.
- ABRIL,
  - 4 DE
  - 9 DE
  - 15 DE
- ABU DHABI, PEARL OF
- AC,
  - E—52—
  - E—53—
  - E—54—
  - E—55—
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  - E—78—
- ACACIA, NEW
- ACADIA,
  - IMPERIAL
  - PRINCESS OF
- ACADIAN, LADY
- ACAPULCO, IKAN
- ACASTA, PUTFORD
- ACCORD,
  - ACE
  - BON
  - HANDY
  - INDEPENDENT
  - OOCL
  - PALM
  - ROYAL
  - STOLT
- ACCORDIA, SAJO
- ACE,
  - ACACIA
  - ADVENTURE
  - AKI
  - ALPHA
  - ALTAIR
  - APOLLO
  - ARROW
  - ASAHI
  - AUTOMOBIL
  - BIO
  - BLUE
  - BRIGHT
  - BRILLIANT
  - CASSIOPEIA
  - CATTLEYA
  - CLOVER
  - COSMOBIL
  - CROWN
  - CRYSTAL
  - DIAMOND
  - DRAGON
  - EASTERN
  - ENGI
  - EPOCH
  - ESPERANZA
  - ETERNAL
  - FAREAST
  - FORTUNE
  - FUJI
  - GALAXY
  - GANAR
  - GARDENIA
  - GLOBAL
  - GLORIA
  - GLORIOUS
  - HAKKO
  - HANBONN
  - HOKUETSU
  - IVORY
  - JUPITER
  - KAHENDA
  - LILAC
  - LODESTAR
  - MAGNOLIA
  - MARINA
  - MARINE
- ACE,
  - MARLYN
  - MEGHAN
  - MERCURY`
  - MERCURY
  - MERLION
  - MIZUHO
  - MOUNT
  - NEPTUNE
  - NEW
  - NOBLE
  - OCEAN
  - OCEAN
  - OLIVE
  - ORANGE
  - ORANGE
  - ORIENT
  - OSCAR
  - PENTA
  - PEONIA
  - PEONY
  - PHOENIX
  - PIONEER
  - QUEEN
  - RAINBOW
  - RIVER
  - SABRINA
  - SALUD
  - SANJOSE
  - SEA
  - SEAGRAND
  - SEYANG
  - SINGA
  - SINOKO
  - SKY
  - SNIMOS
  - SOUTHERN
  - STAR—
  - SUN
  - SUNNY
  - SUPER
  - TROPIC
  - TROPICAL
  - TWINKLE
  - UNITY
  - VICTORIA
  - VICTORY
  - VIKING
- ACE I,
  - OCEAN
  - PACIFIC
- ACE II,
  - CANADIAN
  - GULF
- ACE 2, PEONY
- ACHATES, PUTFORD
- ACHIEVER,
  - AUSTRALIAN
  - HL
  - MERMAID
  - OCEAN
  - OCEAN
  - SEA—LAND
- ACHILLES, PUTFORD
- ACHILLES II, WORLD
- ACHKANOV, GRIGORIY
- ACHONDO, VALLE DE
- ACORDE, VERA
- ACRE, RIO
- ACRES, GREEN
- ACUNA, COMANDANTE VILO
- AD/0001, JOLLY
- ADA,
  - AL SA'
  - FORTUNE
  - MISS
- ADADA, RIVER
- ADAIR, CAPE
- ADALAT, IRAN
- ADAMAS, CLIPPER
- ADAMS,
  - B. A.
  - JOHN
  - PRESIDENT
- ADAMTASH, MYS
- ADDAX,
  - AFRICAN
  - ARABIAN
- ADDISON, DEBBIE AND
- ADELAIDE, ANRO
- ADELPHIA, TRIA
- ADEM YAVUZ, SEHIT
- ADEN, ABC
- ADHIPURUSA, ANDHIKA
- ADHIRAKSHA, ANDHIKA
- ADIL, ABU
- ADIPARWA, ANDHIKA
- ADIRAJA, ANDHIKA
- ADL, IRAN
- ADLA, KATY
- ADLER, SEE
- ADMIRAL,
  - ABACO—
  - ARGOSY
  - BP
  - FISH
  - G. AND C.
  - GRAMPIAN
  - SIR
  - WORLD
- ADNAN YUNCULER, HACI
- ADOMAS, MESKUPAS
- ADONIS, SOARER
- ADONKIN, VASILIY
- ADRAR II, AHBARI
- ADRIA,
  - BERGE
  - MULTITANK
  - NORASIA
- ADRIACUM, MARE
- ADRIAN, MONTE SAN
- ADRIANA,
  - GEERTRUID
  - KLAAS
  - LAURA
  - LENIE—
  - WILLEM
- ADRIATIC,
  - DYVI
  - FRIO
  - GAZ
  - KILCHEM
  - KILCHEM
  - NORTANK
- ADRIATICA,
  - FRECCIA
  - STAFFETTA
- ADRIATICO, MARE
- ADRIENNE, FLAG
- ADUR, ARCO
- ADVANCE,
  - AUSTRALIAN
  - OOCL
- ADVANCE II, S. S.
- ADVANTAGE, EVER
- ADVENTURE,
  - ARROW
  - BP
  - EASTERN
  - SEA
  - T. S.
  - W. H.
- ADVENTURER,
  - BAKRI
  - JAVA
  - NOR
  - OCEAN
  - SEA
  - SOCIETY
  - T. A.
- ADVENTURER II, REEF
- ADVENTURESS, BOLD
- ADVENTUROUS, BLUETANK
- ADVOCATE, BP
- ADVOCATOR, H. O. S.
- ADY, OCEAN
- ADZHARII, KOMSOMOLETS
- ADZHIMUSHKAYA, GEROI
- AE GUK HO, TONG GON
- AEGEAN,
  - FRIO
  - GAZ
- AEGEUS, WORLD
- AETOLOS, ST. COSMAS
- AF ALAREN, SAGAN
- AF DONSO, EKFJORD
- AF GOTEBORG, BJORN
- AF HALMSTAD, MIDDELGRUND
- AF HANO, CEYLON
- AF HORVIK, NORDIA
- AF KARINGON, YLVA
- AF KLINT, GUSTAF
- AF KUNGSHAMN, KARLSO
- AF ONNERED, NORDIC
- AF SIMRISHAMN, BORRE
- AF STOCKHOLM, STROMSKAR
- AF VASTERAS, BORE
- AF VIK, CASANDRA
- AFANASYEV,
  - ALEKSEY
  - ALEKSEY
  - NIKOLAY
- AFFAIR, FAMILY
- AFFIRMED, H. O. S.
- AFFLUENCE, OOCL
- AFRICA,
  - CAPE
  - ESSO
  - FRIO
  - GOLD
  - MAR DE
  - MERKUR
  - NUOVA
  - STAR
  - TORM
  - WOERMANN
- AFRICAN STAR, DSR
- AFRICANA, MIMOSA
- AFRIQUE, CAP
- AFUERA 1, LOBOS DE
- AFUERA 9, LOBOS DE
- AFZAL, IRAN
- AG No. 2, GWAN
- AGA, HUSEYIN
- AGABAMA, RIO
- AGAETE, VILLA DE
- AGAFONOV, GEORGIY
- AGAMEMNON, WORLD
- AGAMI, EL
- AGAPITOU II, TATIANA
- AGARD, L'
- AGARIMO, NOSO
- AGASHIN, INZHENER
- AGATA, FERRY
- AGATE, NEPTUNE
- AGATHA, PIETER
- AGATHIS, MOGES
- AGE, SVEND
- AGEOS, EVPO
- AGEYEV, INZHENER
- AGHILA, EL
- AGMASHENEBELI, DAVID
- AGNAR, EVPO
- AGNES,
  - BURTON
  - LADY
  - MARIA
- AGNIC, EVPO
- AGNICH, FRED J.
- AGNO, FEDERAL
- AGOSTO, TRES DE
- AGRADOOT, IWTA
- AGRAJATRA, BIWTA
- AGRAMONTE, IGNACIO
- AGSA, EVPO
- AGT, SMAL
- AGUAMIA, RIO
- AGUDA, PUNTA
- AGUEDA, RIO
- AGUETE, PLAYA DE
- AGUIRRE, MARINA
- AGUIRRE CERDA, PRESIDENTE
- AGULHA, ASTRO
- AGULHAS, S. A.
- AGUNG,
  - ARMADA
  - BETHANY
  - JATI
  - NUSANTARA
- AGUNI, FERRY
- AGUST, JON
- AGUSTINA, NIKI
- AGUSTOS, 30
- AH, TONG
- AH No. 11, HEUNG
- AH No. 106, DONG
- AH No. 107, DONG
- AH No. 111, DONG
- AHK SAN No. 1, BOOK
- AHK SAN No. 2, KWAN
- AHLBECK, SEEBAD
- AHMAD, ABU
- AHMADI, GAS AL
- AHMADIAH, AL
- AHMED EL GAWADI, ABDUSSALEM
- AHMED KIDWAI, RAFI
- AHMED R'GUEIBY, CHEIKH SID'
- AHMET LULI, KAPITEN
- AHMET PAKSOY, KAPTAN
- AHRAM 2, AL
- AI, KUO
- AICHA, BEN
- AIGLE, L'
- AIK,
  - CHANG
  - SOON
  - TONG
- AIKOR, DONA
- AILLEURS, REPOS
- AIN,
  - AL
  - AL
- AINA, SIW—
- AINE, STORM
- AIR,
  - CLASSIC BEL—
  - GULF
  - TANAH
- AIRD, JOHN B.
- AIRES,
  - BUENOS
  - BUENOS
  - FLECHA DE BUENOS
  - ZIM BUENOS
- AIRES 257—C, BUENOS
- AIRNE, CILL
- AITZGORRI, MONTE
- AIVAZOVSKIY, IVAN
- AJAX,
  - PUTFORD
  - WORLD
- AJAY, VISHVA
- AKABAR, NEPTUNE
- AKAD, IBN
- AKAR,
  - A. FAIK
  - BULENT
  - H.
- AKASAKA, FORUM
- AKASH, NEEL
- AKASHI, NEW
- AKASHIA MARU, SHIN
- AKBAR,
  - AL
  - KOTA
- AKBAS,
  - KAPTAN
  - DURSUN
  - KAPTAN YASAR
- AKBASOGLU, DEMET
- AKBULUT, SEHIT SAMI
- AKDENIZ I, SEKA
- AKDENIZ II, SEKA
- AKEBONO, FERRY
- AKEISHI, SEKI
- AKGUL, AHMET
- AKHAVAN, IRAN
- AKHIL, APJ
- AKHMATOVA, ANNA
- AKHTARSK, PRIMORSKO—
- AKHUNDOV, RUKHULLA
- AKI, C. S.
- AKIE, BOETIE
- AKIF ERSOY, MEHMET
- AKIS, GUNARS
- AKITSU MARU, SHIN
- AKRITAS, CAP
- AKSAY, KRASNYY
- AKSOY,
  - DERYA
  - MEHMET
  - MEHMET
  - UFUK
  - Y.
- AKSU, CIHAT
- AKTI, KRITI
- AKULOV, IVAN
- AKURIO, JUAN DE
- AL,
  - KEN &
  - MARIA AND
  - MISS RI—
- AL AHMADI, GAS
- AL ARABI,
  - AL NISR
  - AL SAQR
- AL ARABY 5, AL ZAIT
- AL ATLAS, KENZ
- AL AWAL, AL MAHROUKAT
- AL AZWAR, KHAWLA BINT
- AL BAHR,
  - KSAR
  - RIZK
  - SABA
- AL BAHRAIN, BAB
- AL BAKRY III, GASSAN
- AL BAKRY IV, WALEED
- AL BASRAH, SHATT
- AL BIHAR, MUKHTABAR
- AL BURGAN, GAS
- AL FOURSANE, FARES
- AL FRAIH, ABDULLA
- AL FUJA'A, QATARI IBN
- AL GADEED, ALWADI
- AL GHARB, KENZ
- AL HOSSAIN, DILSHAD
- AL IDRISSI, CHARIF
- AL JUBAIL, NUR
- AL KAMAR, WADI
- AL KHALIJ, NAJMAT
- AL KURI, ABD
- AL KUWAIT, GAS
- AL LIL, MESK
- AL LULU, UMM
- AL MADINAH XVI, BAKRI
- AL MINAGISH, GAS
- AL MOATAZ, IBN
- AL MOKHA, F. C.
- AL MOLOUK, WADI
- AL MUNTAZAH, NORASIA
- AL NAKHEEL, WADI
- AL NATROON, WADI
- AL SALAMAH, FULK
- AL SEA, ESK IND
- AL SHAIF, UMM
- AL WAFA, ABOU
- AL WALEED,
  - EBN
  - KALID IBIN
  - KHALED IBN
- AL YAMAMA, ZARQA
- AL ZOUR, RAS
- AL—ABBAR, IBN
- AL—ARABI,
  - AL—KHALIJ
  - AL—SAHIL
- AL—ARABY 4, AL—ZAIT
- AL—ATHEER, IBN
- AL—FARUQUE, ARK
- AL—GASSEEM, MAWASHI
- AL—HAITHAM, IBN
- AL—HAMAD, ALI
- AL—HELAL, RAAS
- AL—HUSSAIN, ARK
- AL—KHALEEJ, SHAMS
- AL—MANSOORAH, NORASIA
- AL—MARADEM, UMM
- AL—MISRI, AL—QAMAR AL—SAUDI
- AL—MISRI I, AL—QAMAR AL—SAUDI
- AL—NAFEES, IBN
- AL—QAWS, ZAIN
- AL—RODHA, ABC
- AL—ROOMI, IBN
- AL—SAUDI AL—MISRI, AL—QAMAR
- AL—SAUDI AL—MISRI I, AL—QAMAR
- ALA, PUNTA
- ALAALY, ALSAD
- ALABAMA, SEABULK
- ALADDIN, MOBIL
- ALAH, SHU'
- ALAI,
  - CAMPOLIBRE—
  - EUZKADI
  - JAI—
  - KAI
  - TOKI
- ALAM, KOTA
- ALAN,
  - ERIC
  - SIR
- ALAN HERBERT, SIR
- ALARABI, ALTAAWIN
- ALARABIA,
  - ALKISMA
  - ALSAMA
- ALAREN, SAGAN AF
- ALARIO,
  - J. V.
  - MITZI
  - ROBERT
  - ROBIN
- ALASKA,
  - ARCO
  - B. T.
  - FRIO
  - GOLDEN
  - JADE
  - KRISTINE
  - OVERSEAS
  - POLAR
  - SEA
- ALASKAN,
  - ALL
  - ROYAL
- ALAT No. 10, EL—
- ALAT No. 11, EL—

- ALAT 9, EL
- ALAVA, CAPE
- ALB, CRISUL
- ALBA,
  - CARIB
  - ESTRELLA DEL
  - L'
  - POARTA
  - VALEA
- ALBANOV, VALERIAN
- ALBANY, ESSO
- ALBATRE, COTE D'
- ALBATROS, THITA
- ALBATROS No. 1, L'
- ALBATROSS,
  - FLYING
  - KEUM YANG
- ALBERDI, DR. JUAN B.
- ALBERNI, QUEEN OF
- ALBERT,
  - FRITZ
  - PRINCE
  - PRINS
- ALBERT EKKA PVC, LANCE NAIK
- ALBERT HESTER, C.
- ALBERT RUAULT, CAPITAINE
- ALBERT WILSON, CPT.
- ALBERTIS, D'
- ALBERTO,
  - ALMIRANTE
  - ALVARO
  - MONTE SAN
- ALBERTO FERNANDEZ, CAPITAN
- ALBION, STIRLING
- ALBRECHT, JENS
- ALBRECHT PENCK, PROFESSOR
- ALBUFERA, L'
- ALBURY, WILLIAM
- ALCAZAR, CAPITAN LUIZ
- ALCEDO, ROSS
- ALCHEMIST, BOS
- ALCOCERO, NUEVO
- ALCUDIA,
  - ALBUFERA DE
  - ATALAYA DE
  - FARO DE
  - PLAYA DE
  - PUERTO DE
- ALDAN,
  - PLAYA DE
  - RIA DE
- ALDE, ALAY
- ALDEBARAN, NEPTUNE
- ALEGONDA, MARIA
- ALEGRANZA, ISLA
- ALEGRE,
  - PORTO
  - VISTA
- ALEGRETE, LLOYD
- ALEJANDRA,
  - CLAUDIA
  - MARIA
- ALEKSANDR KARPINSKIY, AKADEMIK
- ALEKSANDR NESMEYANOV, AKADEMIK
- ALEKSANDR SIDORENKO, AKADEMIK
- ALEKSANDR VINOGRADOV, AKADEMIK
- ALEKSANDROV,
  - GIDROSTROITEL
  - A. P.
  - GRIGORIY
- ALEKSER, ASHUG
- ALEKSEY KRYLOV, AKADEMIK
- ALEKSEYEV,
  - BORIS
  - GRIGORIY
  - KAPITAN
  - KONSTANTIN
  - VASYA
- ALEKSONIS, YUOZAS
- ALEMAN, PRESIDENTE
- ALEN, MONTE
- ALENTEJOS, ALJIBE
- ALERT,
  - C. S.
  - CAPE
  - NEWFOUNDLAND
  - SEA
- ALESIO,
  - ANTONIO D'
  - ELISA D'
  - FRANCA D'
  - FRATELLI D'
  - GAETANO D'
  - LILIANA D'
  - MAURO D'
  - NELLO D'
  - PAOLA D'
  - ROBERTA D'
- ALEUTIAN, WESTERN
- ALEX, WICKI—
- ALEX BONNYMAN, 1ST LT.
- ALEX LEWIS, CAPT.
- ALEXAND, M.
- ALEXANDER,
  - CAPE
  - KING
  - KING
  - PRINS
  - SIR WILLIAM
- ALEXANDER M. PATCH, GEN.
- ALEXANDRA,
  - ANA
  - MSC
- ALEXANDRE LEBEL, GEORGES
- ALEXANDRIA, ZIM
- ALEXANDRIE, VILLE de
- ALEXANDROS,
  - CAPETAN
  - KAPETAN
  - KAVO
  - MEGAS
- ALEYNIKOV, PYOTR
- ALFA, COINSECO
- ALFAGEME, BERNARDO
- ALFONSO,
  - EMILIANO
  - CABOT
  - S.
- ALFREDO, LUIS
- ALFREDO LABADIE, INGENIERO
- ALGAR PRIMERO, RIO
- ALGECIRAS,
  - CIUDAD DE
  - RAPIDO DE
- ALGERINA, NERI
- ALHIRA, WADI
- ALI,
  - CAPTAIN
  - INZHENER
  - MUSTAFA
  - JEBEL
  - KERAMAT
  - KHAN JAHAN
  - MOHAMED
  - MR.
  - SHAH
- ALI IHSAN KALMAZ, TEGMEN
- ALI MICHELLE, SHARON &
- ALI REIS, ULUC
- ALI ULGEN, AMIRAL M.
- ALI WARKI, BOURHAN
- ALIANZA, OF.
- ALICANTE,
  - C. R.
  - CIUDAD DE
- ALICANTINA, COSTA
- ALICE,
  - LADY
  - LADY
  - LILY
  - MARIE
  - MENINA
  - OVERSEAS
  - PUNTA
  - TORM
- ALICE No. 1, SUNLIGHT
- ALICIA, HARVEST
- ALIEV, MAMEDALI
- ALIKI, MISS
- ALIN, SIKHOTE—
- ALINA, HAYDEE
- ALINE, LADY
- ALISA, GOLD
- ALISSA, MISS
- ALIYEV,
  - BAGERMEYSTER
  - BOLSHEVIK B.
  - GYUBALA
- ALIZE, TOROS
- ALJA, DIRKJE
- ALJAZIRA, ARAB
- ALKAN, M.
- ALLA, FATH
- ALLAH,
  - ALATI
  - BARAKET
  - DOAA
  - HAMAD
  - HEBAT
  - KHEIR
  - KHEIRAT
  - NASR
  - NEAMAT
  - NEHMET
- ALLAN,
  - DAVID
  - KNOCK
- ALLEAUME, JEAN
- ALLEGRA, COSTA
- ALLEN,
  - GEORGE
  - MICHAEL
  - WILLIAM
- ALLENDE, SALVADOR
- ALLERU, MONTE
- ALLIAH, AL—
- ALLIANCE,
  - ANGLO—
  - CLIPPER
  - EASTERN
  - M. I. S.
  - MARITIME
  - OOCL
  - PACIFIC
  - SINO
  - STOLT
  - UNIQUE
- ALLTRANS, TNT
- ALLY, AMERICAN
- ALMA,
  - DONA
  - LADY
  - MARY
  - QUEEN
- ALMANIA, CONTI
- ALMANSA, CASTILLO DE
- ALMEIRO, MAR
- ALMENA, CRUZ DE
- ALMENDARES, RIO
- ALMENDRO, LEX
- ALMUDENA, MAR
- ALONSO,
  - B.
- ALONSO,
  - MARIA
  - SAGRARIO
  - MOLARES
- ALONSO PINZON, MARTIN
- ALOYA, MONTE
- ALPHA,
  - CRANE
  - FAIR
  - GECO
  - MANICA
  - PETRO
  - TRIA
  - ULTRA
  - W. D.
- ALPIN, KONKAR
- ALQORA, OM
- ALSACIENNE, L'
- ALSADES, MUKAIRISH
- ALTA,
  - AREA
  - MARE
  - NOR—
  - WILOMI
- ALTAIR,
  - ENERGY
  - NEPTUNE
  - STAR
- ALTAMIRA, PUERTO DE
- ALTAYSK, GORNO—
- ALTEA TRES, MAR DE
- ALTEA UNO, MAR DE
- ALTINCAN, AMIRAL S.
- ALTO, BAIRRO
- ALTO MARE SECONDO, MADONNA DELL'
- ALTOMARE, NELA
- ALTUM, MARE
- ALUMINE, LAGO
- ALVARES, BALTASAR
- ALVARES FAGUNDES, JOAO
- ALVAREZ,
  - AMABLE
  - MARQUEZ
  - ANTONIO
  - CARLOS
  - FERNANDO
  - GESTOSO
  - JOSE
  - JOSE LUIS
  - JUAN
- ALVARO, DON
- ALVARO ALBERTO, ALMIRANTE
- ALVIN T. WILSON, CAPT.
- ALYAA, AL—
- ALYDA, JACOBA
- ALZATE, ANTONIO
- AM II, PAN
- AMA,
  - GURE
  - MANUKO
- AMABILE, ANTONIO
- AMADA, VIRGEN
- AMADO,
  - BEN
  - M. GONZALEZ
- AMADOR FRANCO, ALMIRANTE
- AMADOU, AMINATA
- AMADOUR, ROC
- AMAKUSA, FERRY
- AMAL, AL
- AMALFI,
  - CIELO DI
  - REPUBBLICA DI
- AMALIA,
  - ALS
  - MARIA
- AMALIA II, MARIA
- AMAMI, FERRY
- AMAN,
  - AL
  - ALAM
  - PULAU
- AMANAT,
  - AL
  - IRAN
- AMANDA,
  - LADY
  - MISS
- AMANG, PERNAS
- AMARANTE, CIDADE DE
- AMARANTO,
  - CAPO
  - JOLLY
- AMARILLA, ALETA
- AMARO,
  - LAURENT
  - SANTO
  - SANTO
- AMATA, CHIQUITA
- AMATO,
  - ALESSANDRA D'
  - MADDALENA D'
  - UMBERTO D'
- AMAZON,
  - FRIO
  - SUNSHINE
- AMAZONAS,
  - HAPAG LLOYD
  - RIO
- AMBAR, VISHVA
- AMBASSADOR,
  - CANMAR
  - TRADE
  - WORLD
- AMBEDKAR, B. R.
- AMBER,
  - BALTIC
  - DOOYANG
  - KOREAN
- AMBER,
  - NEPTUNE
  - OCEAN
  - WORLD
  - YELLOW
- AMBITION,
  - NEW
  - OOCL
  - UNITED
- AMBOIM, PORTO
- AMBOIN, PORTO
- AMBON, TELUK
- AMBOSELI, ALPHA
- AMBRE, CAP D'
- AMBROSIO, LAGOVEN
- AMBURANSKIY, MYS
- AMEGHINO,
  - FLORENTINO
  - GLACIAR
- AMEL, EL
- AMELIA,
  - OCEAN
  - SANTA
- AMENA, AL
- AMER, PUNTA
- AMER 1, ABOU BAKR BEN
- AMER 2, ABOU BAKR BEN
- AMER 3, ABOU BAKR BEN
- AMERICA,
  - ALLIGATOR
  - BEECO
  - CAPE
  - CHEVRON
  - NORTH
  - CHEVRON
  - SOUTH
  - COLUMBUS
  - CONTSHIP
  - DEPPE
  - FINA
  - FRIO
  - MAR DE
  - MERKUR
  - MUNDOGAS
  - SEABULK
  - SHELL
  - SONG OF
  - STAR
  - STAR OF
  - STAR SOUTH
  - SUL
  - ZIM
- AMERICAN,
  - ALL
  - ATLANTIC
  - NORTH
  - ROYAL
- AMERICAN I, LUSO
- AMERICAN II, LUSO
- AMERICAN VICTORY, PAN
- AMERICANA, LA
- AMERICAS, PROJECT
- AMETHYST,
  - ANGLO
  - CLIPPER
  - KOREAN
  - MC
- AMETZA, GURE
- AMETZA II, GURE
- AMI CONSTANT, L'
- AMI JULES, L'
- AMIE III, QUEEN
- AMIGO,
  - EL
  - MI
- AMIGOS, DOS
- AMILA,
  - LANKA
  - LANKA
- AMIN, AL—
- AMINE, EL
- AMIR,
  - AL
  - EL
  - EL
- AMIRA, AL
- AMIROV, ALI
- AMITHA, LANKA
- AMITY,
  - GREAT
  - NEW
  - OOCL
  - TRAMCO
- AMMAN, BHAVANI
- AMMARI, EL
- AMMOSOV, MAKSIM
- AMOR, AMOR
- AMORGOS, NISSOS
- AMOROS, CARMEN
- AMOROSA, PRINCESA
- AMORUSO, MICHELE
- AMORUSO SECONDO, NUOVO
- AMOS, JOHN H.
- AMPHION, WORLD
- AMRIA, EL
- AMRUM, INSEL
- AMSTERDAM,
  - CAPRICORN
  - NIEUW
- AMURA,
  - KOMSOMOLETS
  - RYBAK
- AMURE, KOMSOMOLSK NA
- AMY, MS.
- AN,
  - BAO
  - BEI
  - CHANG
  - CHONG
  - DE
  - DING
- AN,
  - DONG
  - GUI
  - HAI
  - HENG
  - HER
  - HPA—
  - HUA
  - HUAI
  - HUI
  - JI
  - JIANG
  - JIN
  - LONG
  - MING
  - SHIN
  - SHUN
  - SILVER
  - SOON
  - TAI
  - THIEN
  - TONG
  - TONG
  - TRI
  - XIN
  - XING
  - YING
  - YONG
  - YUNG
- AN CHENG, PING
- AN HAI,
  - PU
  - SHOU
  - TAI
- AN I, YUN
- AN II, YUN
- AN III, THUAN
- AN JIANG, XIN
- AN KOU, KANG
- AN LING, XING
- AN No. 1, THUAN
- AN No. 3, CHEN
- AN SHAN, FENG
- AN WU HAO, YAN
- AN 1, LONG
- AN 2,
  - LONG
  - THIEN
  - THUAN
- AN 5,
  - YAN
  - YEN
- AN 6, YAN
- AN 7, YAN
- AN—10, DINH
- ANA,
  - AYSE
  - LAGOVEN
  - SANTA
  - LUSO
  - SANTA
  - SANTA
  - SILVIA
  - VILLA
- ANAIAK, URTIZBEREA
- ANAISIE IV, NANA
- ANAND, APJ
- ANANT, NAND
- ANANYEV, NIKOLAY
- ANARGIRI, AGIOI
- ANARGYROI, AGIOI
- ANAX, GULF
- ANAYAK,
  - SOLABARRIETA
  - ZABALETA
- ANBAR, AL
- ANCARES, SIERRA
- ANCHO, PASAJES
- ANCHORAGE,
  - ARCO
  - SEA—LAND
  - WESTERN
- ANCLA, PUNTA
- ANCONA, NUOVA
- ANCORA,
  - EL
  - PRAIA DE
- ANCUD, CCNI
- AND ADDISON, DEBBIE
- AND AL, MARIA
- AND BARRY No. 11, LEROY
- AND C. ADMIRAL, G.
- AND CALANDRA, CAROLINE
- AND CANDY, RODNEY
- AND CATHERINE, CHIP
- AND CLARA SMALLWOOD, JOSEPH
- AND DOUG, GENNY
- AND ERIC, WENDY
- AND GAIL, DOROTHY
- AND GINA, ELISA
- AND GRACE, MOTHER
- AND GRAHAM, GEARY
- AND HAPPINESS, WORK
- AND JEAN, TERESA
- AND JOE, TONYA
- AND JOSEPH, JACQUELINE
- AND KATIE, CRYSTAL
- AND KYLE, MARLENE
- AND MARIA, PAUL
- AND MARK, VIC
- AND MELISSA, MATTHEW
- AND MIKE, BILLY
- AND PAT, RUTH
- AND RICKY, CHARLOTTE
- AND ROBBIE, CRAIG
- AND RYAN, MICHAEL
- AND SIMONE, GRACIE
- AND TOBAGO, TRINIDAD
- AND WHITE, BLACK
- AND WINGE, KING
- ANDALANTAMA, ANDHIKA
- ANDALAS I, SEMEN
- ANDALO, TITTI
- ANDALUCIA, NUEVA
- ANDARI 1, I. O. S.
- ANDARI 2, I. O. S.
- ANDER, CAPT.
- ANDERSEN,
  - HANS
  - CHRISTIAN
  - SKAZOCHNIK
- ANDERSON,
  - ARTHUR M.
  - BEVERLY
  - H. W.
  - LOIS
- ANDERSON, JR., PFC. JAMES
- ANDES,
  - DAIO
  - EW
  - NUEVO
  - STELLAR
  - WESTERN
- ANDHRA PRADESH, STATE OF
- ANDINA, TAMA
- ANDONI, RIVER
- ANDRA, CHRIS
- ANDRAG, W. H.
- ANDRE,
  - CAP SAINT
  - GEO
  - MARCEL—
  - MISTER
- ANDREA,
  - DE VROUW
  - MARIETJE
  - S.
  - SAN
- ANDREAS,
  - CAPTAIN
  - ST.
- ANDREAS G, KAPETAN
- ANDREAS I, AGIOS
- ANDREAS 4, APOSTOLOS
- ANDRES,
  - APOSTOL SAN
  - ARC SAN
  - DON
  - ISLA DE SAN
  - SAN
  - SAN
  - SAN
  - SAN
- ANDRES Y PROVIDENCIA, SAN
- ANDREW,
  - PRINCE
  - ST.
- ANDREYEV,
  - AKADEMIK
  - NIKOLAY
  - ANDREY
  - ANDREY
  - BORIS
  - VENEDIKT
- ANDRIE, BARBARA
- ANDROMEDA, COSMO
- ANDROS, CITY OF
- ANDROVSKAYA, OLGA
- ANDRUKHAYEV, POET
- ANDRYUSHCHENKO, GENERAL
- ANDY, CAPTAIN
- ANDY P, THE
- ANETA, LADY
- ANETTE, WESTWOOD
- ANGAD, APJ
- ANGARETIS, ZIGMAS
- ANGE DANIELL, L'
- ANGEL,
  - ARNT
  - ASIAN
  - ATLANTIC
  - BLUE
  - BLUE
  - BLUE
  - BLUE
  - BLUE
  - COSMO
  - FUJI
  - NEW
  - OCEAN
  - ORANGE
  - ORIENTAL
  - PACIFIC
  - SOUTHERN
- ANGEL ARANGO, LUIS
- ANGELA,
  - MARIA
  - MARY
  - MISS
  - PIA
  - SANTA
  - WOOYANG
- ANGELA SND 404, DONA
- ANGELES, LOS
- ANGELICOUSSI, MARIA
- ANGELICOUSSIS, ANTONIS I.
- ANGELINA, HOLLY
- ANGELIQUE, MARIE
- ANGELITA, HUAL
- ANGELL, ARKH—
- ANGELS, MARIA DELS
- ANGGEREK, BUNGA
- ANGGERIK, BUNGA
- ANGIE, MISS
- ANGLIA,
  - DANA
  - MAERSK
  - SUN
  - TOR
  - VOLVOX
- ANGRA, TUPI
- ANGSA, PULAU
- ANGSANA, BUNGA
- ANGUS,
  - MARY
  - SAINT
- ANICHKOV, PROFESSOR
- ANIMATION, TRADE
- ANISTRATYENKO, KAPITAN
- ANITA,
  - DONA
  - HEIDI
  - MARI—LYNNE
  - NAND
  - SANDRA
  - SANTA
  - SINAR
- ANITRA, QUEEN
- ANIVERSARIO, XXX
- ANJLI, APJ
- ANKER, POVL
- ANN,
  - ALYS
  - ASHLEY
  - BARBARA
  - BARBARA
  - BARBARA
  - BRITT—
  - CAPE
  - CAPE
  - CAPE
  - CARLY
  - CAROL
  - CAROLINE
  - CATHY
  - CHERYL
  - CINDY
  - CORAH
  - CRYSTAL
  - DANA
  - DEBBIE
  - DEBBIE
  - DEBORAH
  - DEBORAH
  - DEBORAH
  - DEBORAH
  - FRANCES
  - GLOBAL CAPE
  - HAI TECK
  - HEATHER
  - HOE
  - JEANNE
  - JESSICA
  - JESSICA
  - JO
  - JO
  - JODY
  - KAREN
  - KATHY
  - KEE
  - KELLY—
  - KIAN
  - LADY
  - LADY
  - LADY JO
  - LADY LAURA
  - LAURA
  - LAURIE
  - LINDA
  - LUCILA
  - MARY
  - MARY
  - MARY
  - MISS
  - MISS
  - MISS HARRIET
  - MISS JULISSA
  - MOLLY
  - MOTHER
  - MS. LORI
  - NEW JANET
  - PAMELA
  - PATRICIA
  - PATRICIA
  - PHOR
  - PRUDENCE
  - QING
  - RALEIGH
  - SHELBY
  - SHIRLEY
  - STEPHANIE
  - WAHNELLA
- ANN FR, JULIE
- ANN MARIE, ROSE
- ANN No. 1, CATHERINE
- ANN SATU, SWEE
- ANN WEBSTER, ELIZABETH
- ANN—VI, JET
- ANNA,
  - AGIA
  - GERD—
  - GUY
  - KIRILLIS
  - LADY
  - LADY
  - OCEAN
  - POLLY
  - PORT
  - SANT
  - SANTA
  - SANTEZ
  - SEACOR
  - TAMIL
- ANNA—STRAND, ST.—
- ANNE,
  - ANTHONY—
  - BETTY
  - CAP SAINTE
  - CATHERINE
  - CHERYL
  - CHERYL
  - CHRISTINE

ANNE,
  DEBBE
  DUCHESSE
  ESSI
  FANNIE
  JEAN
  KAREN
  LADY
  LADY
  MARY
  MARY—
  OUR ZOE
  SAINT
  ST.
  ST.
  WENDY
  WENDY
ANNE I, MARY
ANNE II, AGNES &
ANNE REINAUER III, JO
ANNE SELVICK, CARLA
ANNE TIDE, MARY
ANNE—MARIE, PRINSESSE
ANNETTE, MICHELLE &
ANNGEL, MISS
ANNICK, HENRI
ANNIE,
  DANIEL
  MISS
  STORMY
ANOKHIN,
  PYOTR
  PYOTR
ANONG, MAE
ANOUD, AL
ANSON, N. R.
ANTA, SOKHNA
ANTAO, SANTO
ANTARCTIC,
  FRIO
  SEALIFT
ANTARES,
  ANDROS
  MULTITANK
  STAR
ANTARTICA, ESTRELLA
ANTARTICO, MAR
ANTERO, SANTO
ANTHONIE, PIETER
ANTHONISEN, PEDER
ANTHONY,
  SAINT
  ST.
  ST.
ANTHONY—IV, ST.
ANTHOULA, LADY
ANTIGUA, VIRGEN DE LA
ANTIKAYNEN, TOYVO
ANTILLA, PLAYA DE LA
ANTILLES,
  DELMAS
  MAR
ANTIONETTE KIFF, HELEN
ANTIQUE, PRINCESS OF
ANTLIA, NEPTUNE
ANTOINE DE BOUGAINVILLE,
  LOUIS
ANTOINETTE,
  JOHANNA
  MARY
ANTOKOLSKIY, PAVEL
ANTON, ST.
ANTONIA A., JOSEFA
ANTONIETA, MARIA
ANTONINO, SAN
ANTONIO,
  DON
  DON
  EDUARDO
  IVAN
  JOAQUIN
  JORGE
  PORT
  SAN
  SAN
  SAN
  SANT'
  SANTO
ANTONIO BOTELHO, DON
ANTONIO CINTRA, MESTRE
ANTONIO DE URQUIOLA,
  SAN
ANTONIO ECHEVERRIA, JOSE
ANTONIO ENES, CIDADE DE
ANTONIO II, SAN
ANTONIO LOPEZ,
  PRESIDENTE CARLOS
ANTONIO MELLA, JULIO
ANTONIO NORES, JOSE
ANTONIO V, SAN
ANTONIS, IRON
ANTONIS III, KAPETAN
ANTONIUS, ST
ANTONOV, ADALBERT
ANTRIM, STENA
ANTROPOV, GEOLOG PYOTR
ANTWERP,
  CHEVRON
  CONTSHIP
ANTWERPEN,
  MINERAL
  ZIM
ANTXINE, AMA
ANUGERAH, SLAMAT
ANUMLA, NII
ANWAR, HAJ
ANYA, LADY
ANYARA, ANDHIKA
ANZARANE, BIR
ANZOLETTI, SERGIO
AO No. 1, SHENG
AO No. 2, SHENG

AOUNATE, EL
AOUS, EBN
APA,
  RIO
  RIO
APACHE, STENA
APE, SAIPEM
APEX, SEA
API, TSS
APO, GOLDEN
APOLLO,
  ANANGEL
  BALTIMAR
  CALIFORNIA
  H. O. S. GECO
  JAI WON
  NORDIC
  PACIFIC
  PUTFORD
  THITA
  UNIVERSAL
  WORLD
APOLLON, OLYMPIOS
APON, RIO
APONTE, ITALIA
APOSTOL,
  SAN PABLO
  SAN PEDRO
APOSTOLI, EKATERINI
APOSTOLIS, IOANNIS
APPLAUSE, OOCL
APPROACH, UNITED
APRENDIZ, EL
APRICA, SIBA
APRICOT, JAPAN
APRIL, OLGA &
APRILOV, VASIL
AQABA, AL
AQUAMARINE,
  BLUE
  CLIPPER
  STOLT
AQUARIA,
  BADAI
  BOB
AQUARIUS,
  GOVE
  LNG
  NEPTUNE
  TMP
AR MOOR, TROUZ
AR VAG, PORS
ARAB,
  RED SEA
  SAFINA—E—
ARABI,
  AL NISR AL
  AL SAQR AL
  AL—KHALIJ
  AL—
  AL—SAHIL AL—
ARABIA,
  MAR
  NORASIA
  PROJECT
ARABIAN SEA, SEALIFT
ARABICA, MACO
ARABY 4, AL—ZAIT AL—
ARABY 5, AL ZAIT AL
ARACENA, SIERRA
ARAFURA, LAUT
ARAFURU, LAUT
ARAGON, VIRGEN DE
ARALAR,
  CRUZ DE
  SIERRA
ARAMA, BAIA DE
ARAN,
  QUEEN OF
  ROSE OF
ARANCIONE, JOLLY
ARANDA, DOMINGUEZ
ARANG, PERNAS
ARANGO, LUIS ANGEL
ARANSAS,
  COASTAL
  OMS
ARANTES, DRAGER
ARAR, NCC
ARARUAMA, MERCANTIL
ARAT, PETCH
ARAZ, S.
ARBOLA, GUERNIKA 'KO
ARBON, KHERMAN
ARC,
  JEANNE D'
  JEANNE D'
  JOAN D'
ARCADE, PESQUERA
ARCADIA,
  MULTITANK
  SUN
ARCHEONAUTE, L'
ARCHER, HELLESPONT
ARCHI, KALI
ARCHITECT,
  BP
  SEA
ARCHWAY, CAPE
ARCISZEWSKI, ADMIRAL
ARCTIC,
  ERIKSON
  FRIO
  IRVING
  OVERSEAS
  SEALIFT
  TRANS
  WESTERN
ARCTURUS, NAVICHEM
ARDENT, HELLESPONT
ARDESHIR BURZORJI
  TARAPORE PVC, COLONEL

ARDEYEV, KAPITAN
ARDY, KNOCK
AREA,
  HERMANOS
  PLAYA DE
AREA GIL, NUEVA
AREAMILLA, PLAYA DE
ARED, AL
AREND, ZEE—
ARENDSEE, MARTHA
ARENILLAS, TORRE
ARENTEIRO, RIO
ARES,
  ANANGEL
  WORLD
ARESH, EL
ARETUS, WORLD
AREVALO, CASTILLO DE
ARGENT II, GOBLET D'
ARGENTAROLA, NUOVA
ARGENTINA, FRIO
ARGENTINAS, MALVINAS
ARGENTO,
  CAPO
  FRECCIA D'
  JOLLY
ARGES, CURTEA DE
ARGIA,
  GOIZALDE
  IZAR
  JERUSALEN
  TOKI
ARGIMON, AGUSTIN
ARGITASUNA, JERUSALEN
ARGO, NY
ARGONAUT,
  ANANGEL
  WORLD
ARGOS, CAPE
ARGOSY,
  ATLANTIC
  BOSTON
  BP
  LT
ARGUNI, TELUK
ARGUS, WORLD
ARGYLL, BRITISH
ARGYRO, LADY
ARI D., CAPT.
ARIADNE, ANDHIKA
ARIANE, MSC
ARIAS, HERMANOS
ARIES,
  ANDROS
  BAIA DE
  GAS
  HARVEST
  LNG
  NEPTUNE
  PACIFIC
  STAR
ARIF GUCLU, HACI
ARIKA, SRI
ARIKI, PACIFIC
ARILD, LARS—
ARIMAO, RIO
ARINTETONGO, NEI
ARIS, PIETER VAN
ARISH,
  AL
  AL
  EL
ARISH—EL TOR, EL
ARISTO, OCEAN
ARISTOV, KAPITAN
ARITZATXU, PLAYA DE
ARIZONA, CHEVRON
ARK, THE
ARKHANGELSKA, PIONER
ARKHANGELSKIY, AKADEMIK
ARKTICHESKIY, MYS
ARLASHKIN, GRIGORIY
ARLENE, LADY
ARLETTE, MARITZA
ARLINE, PRINCESS
ARM, HUMBER
ARMACOST, SAMUEL H.
ARMAGAN, BAS
ARMAND, INESSA
ARMAOU, KYRIA
ARMATA, PANAGHIA
ARMENIA,
  CIUDAD DE
  MULTITANK
ARMENII, KOMSOMOLETS
ARMENIYA, SOVIETSKAYA
ARMOUR, DORIC
ARMOUR II, OLYMPIC
ARMSTRONG, SAMUEL
ARNAU DOS, LLUCH
ARNDT, RUDI
ARNNETTE, LADY
ARNOYA, NUEVO
AROHA, TE
ARONIA, SUN
AROSA,
  FRIGO
  ISLA DE
ARO, AL
ARRAIA, ASTRO
ARRAN, ISLE OF
ARRATIA, VALLE DE
ARRE, PIA
ARRECIFE, PUERTO DE
ARRIZAM, OM
ARROW,
  AUK
  BERGE
  BERGEN
  BLUE
  COBALT
  CONDOR

ARROW,
  CORMORANT
  CRANE
  DANISH
  DOVE
  EAGLE
  FALCON
  FINCH
  GOLDEN
  GOLDEN
  GOLDEN
  GOLDEN BIG
  GREBE
  GREEN
  GROUSE
  GULL
  HATO
  HAWK
  HELLESPONT
  HERON
  IBIS
  KIWI
  MERCANDIAN
  NANDU
  NEWFOUNDLAND
  OOCL
  OSPREY
  PACIFIC
  PELICAN
  PETREL
  PRINCESS
  PUFFIN
  RAVEN
  RED
  ROYAL
  SAUDI GOLDEN
  SEA
  SISKIN
  SOUTHERN
  SUN
  SWAN
  TEAL
  TERN
  TOKI
  TSURU
  UNION
  WHITE
  WREN
ARROW V, COBALT
ARROW 2, COBALT
ARROW 3, COBALT
ARROYO, LAZARO
  HERNANDEZ
ARSENALA, GEROI
ARSENYEV, VLADIMIR
ARSH, SIDI YAQUT EL
ARSHCHINTSEV, GENERAL
ARSHENEVSKIY, YURIY
ART,
  CAPT'N
  KRITI
ART No. 87—1, THE
ART No. 87—2, THE
ARTAGNAN,
  D'
  D'
ARTAGNAN II, D'
ARTEMA, KOMSOMOLETS
ARTEMENKO, STEPAN
ARTHA, BARUNA
ARTHUR, PRESIDENT
ARTICO, OCEANO
ARTIQUEWA, CAPTAIN
ARTOBOLEVSKIS,
  AKADEMIKIS
ARTOIS, NOTRE DAME D'
ARTSIMOVICH, AKADEMIK
ARTURO, CAPT.
ARTURO UMBERTO ILLIA,
  PRESIDENTE
ARTURO), RENE MARTINEZ
  TAMAYO (
ARTYUKH, KAPITAN
ARUCAS, CIUDAD DE
ARUN, ARCO
ARUN KHETARPAL PVC,
  LIEUTENANT
ARUNA, LANKA
ARYANDHI, ANDHIKA
ARYETTE, LADY
ARZHAVKIN, ALEKSANDR
ASA, PAG—
ASAB, RIVER
ASABA, AMA
ASADOV, GEROY
ASAHAN, SRI
ASAHI,
  SHIN
  SHIN
ASAKIR, IBN
ASANTEWAA, YAA
ASARO,
  FILIPPA
  FRANCESCO
  GASPARE
  LUCIANO
  MARIA
  MARIANNA
  MATTIA
  MICHELE
  PIETRO
ASCANIA, MULTITANK
ASCENDANT, EVERMORE
ASCENSION, MAERSK
ASCIONE, ANGELINA
ASCLEPIUS, T. S.
ASETEC,
  CIMARRON
  GLADIADOR
  JAUMAVE
ASH, W. M. VACY

ASHA,
  AMER
  BANGLAR
  VISHVA
ASHIKA, PRINCESS
ASHISH, VISHAL
ASHIZURI, NEW
ASHLEY, CAPE
ASHOK, SAMRAT
ASHRAFI, IRAN
ASHURA, ANDHIKA
ASIA,
  ANRO
  ARGO
  CAPE
  GOLD
  MING
  NEDLLOYD
  NEW
  NEW
  ORPHEUS
  STARMAN
  TRANS
  TRANS
ASIA DECIMO, MAERSK
ASIA No. 2, UNION
ASIA PRIMO, MAERSK
ASIA QUARTO, MAERSK
ASIA QUINTO, MAERSK
ASIA SATU, PAN
ASIA TERTIO, MAERSK
ASIAN, GAS
ASINAI, ENNHAR
ASIR, NCC
ASITHA, LANKA
ASIYA, MALAMA
ASKA, CONCORD
ASKANIA, SEACREST
ASLAN, KAPTAN
ASLANOV, GENERAL
ASLI, OCEAN
ASMOR, BETI
ASO, FERRY
ASOKA, ANDHIKA
ASPAC, PETRO
ASPARUCH, KHAN
ASPE, CARLOTA DE
ASPEN,
  EMERALD
  EW
  JO
ASPHALT,
  ASIAN
  BOS
  ENERCHEM
ASPHALT I, JANESIA
ASPIRATION,
  OCEAN
  STOLT
  TRANS
ASPY, CAPE
ASSADI, SHAHID
ASSAS, CHEVALIER D'
ASSIFA, EL
ASSIS, MACHADO DE
ASSISTANT, NORTHSEA
ASSISTER, MAERSK
ASSMAN, OTTO
ASSOCIATE, MARITIME
ASSU, RIO
ASSURANCE,
  ATLANTIC
  OOCL
ASTER, PURPLE
ASTER II, PURPLE
ASTI, BHAITA
ASTRA, AD
ASTRAKHANI, PIONERY
ASTRID, REINE
ASTROLABE, L'
ASTURIAS, PRINCIPADO DE
ASUA, VALLE DE
ASUKA, APOLLO
ASUL, ALISUR
ASUNCION A., MARIA
ATA,
  ALMA—
  ALMA—
ATAAWHAI, PACIFIC
ATAIR, NAVICHEM
ATALANTA, SOUTHERN
ATALANTE, L'
ATALAYA, CORTA
ATAMAN, CAPTAIN B
ATASOY,
  FIKRET
  K. RIZA
  NUSRET
  REMZI
  REMZI
ATENEA, HAKKO
ATHAR, 1
ATHEER, IBN AL—
ATHENA,
  ARGO
  PUTFORD
ATHENE, BERGE
ATHINA, PALLAS
ATHOS, MOUNT
ATIENZA, CASTILLO DE
ATKINSON, ARTHUR K.
ATLANTIC,
  AMBER
  BCM
  BURWAIN
  CLIPPER
  CONSENSUS
  DYVI
  FRIO
  GAZ
  GLOMAR
  GULF

ATLANTIC,
  HANNAH
  HYUNDAI
  KOLN
  MATTHEW
  N. D. S.
  NORD
  NORTANK
  NURNBERG
  ROYAL
  RYAN
  SAMICK
  SEA—LAND
  SEABOARD
  SEALIFT
  STARSHIP
  STELLA
  SVEA
  U. S. T.
  WESTERN
ATLANTICA,
  FRECCIA
  GADUS
  PRO
ATLANTICO,
  LASH
  LLOYD
  OCEANO
  PESCA
ATLANTICO XII, SUL
ATLAS,
  ANANGEL
  ANDROS
  AUTO
  BROWN
  CSL
  ENSCO
  FRIO
  HARVEST
  KENZ AL
  PETROMAR
  SCHWIMMKRAN
  THITA
  WESTERN
ATLASOVA, OSTROV
ATOM, A. C.
ATRATO, RIO
ATTANASIO, MARIA
ATTARED, AL
ATTENDER, MAERSK
ATTICA, NORASIA
ATUN, NUEVO
ATUNES, ZAHARA DE LOS
AU, YU
AU LARGE II, CAP
AU PRINCE, PORT
AU 1, HAI
AUBERT, G. C. HAVRE—
AUCAMP, PIET
AUCKLAND, UNION
AUDAZ, EL
AUDE, L'
AUDHAIM, AL
AUEZOV, MUKHTAR
AUGUST, ZYGMUNT
AUGUSTA,
  CITTA DI
  LADY
AUGUSTE DENISE,
  PRESIDENT
AUGUSTINE VICTORY, ST.
AUGUSTO, FELIX
AUK, DILMUN
AUNDI, TXORI
AUNG,
  JANICE
  MHAN
  MYAN—
AUREA, DONA
AUREA B, DON
AUREA B—I, DONA
AUREA B—II, DONA
AURELIO, MARCO
AURORA,
  LADY
  MARIA
  SAMMI
  TRIDENT
  VALLE
AURORA B, DONA
AURORA PRIMA, RADIOSA
AURORE,
  L'
  VILLE D'
AUSILIATRICE, NUOVA
AUSTANGER, STAR
AUSTIN, FORT
AUSTRAL,
  ESTRELLA
  MAR
AUSTRALIA,
  ANRO
  CAPE
  COLUMBUS
  CONTSHIP
  STARMAN
  STOLT
AUSTRALIS,
  AURORA
  MINERAL
  TERRA
AUTEUIL II, D'
AUTIN, MR.
AUTO, TRANS
AUTUMN, MING
AUX MAISONS II, HAVRE
AUX MOINES, ILE
AUX SERPENTS, ILE
AUX—MEULES, G. C. CAP—
AUXILIADORA, MARIA
AV DYRON, ARKO

AV FISKEBACK,
  BOHUSLAN
  VINGASAND
AV GLOMMEN, WAILETT
AV GOTEBORG,
  ALBATROSS
  PADDAN
AV GRADDO, VERONA
AV GRYT, POLAR
AV HALMSTAD, AXEL
AV HJO, SVANEFJORD
AV HONO,
  MARINA
  TARNO
AV KARLSKRONA,
  ASPO I
  ASPO II
AV RORO,
  SVANEN
  THEMIS
AV STENUNGSON, ELIDA
AV STOCKHOLM, BORE XI
AV VIDEBERG, SVANO
AV VRANGO, SVANLAND
AVANCE,
  ENERCHEM
  STOLT
AVANT 27, EN
AVANTE, NEO
AVANTI T II, SEMPRE
AVCI, HUSEYIN
AVEIRO,
  CIDADE DE
  CIDADE DE
  GALP
  MARNOTO DE
  PORTO DE
  RIA DE
  RIA DE
  TRICANA DE
AVEL,
  AN
  ROZ
AVENGER,
  DIXIE
  GRAMPIAN
  SOUTHERN
AVENIR,
  STOLT
  VIA
  WESTERN
AVENTURA, OF. RICA
AVENTURE, BONNE
AVES, LAS
AVETISYAN, UNAN
AVIA, RIO
AVILA CAMACHO, MANUEL
AVINOF, CAPE
AVJET, STAR
AVOLOS, TORRE
AVON,
  ARCO
  ESSO
  GLEN
  MATCO
  SEA
AVOTS, JURIS
AVRA, THALASSINI
AVRIL,
  DIANA
  3
AWAJI, QUEEN
AWAL, AL MAHROUKAT AL
AWARD, OOCL
AWDAH, AL
AXE, ARCO
AXIA, THALASSINI
AY,
  DENIZ—
  REN
AYA,
  OCEAN
  PENA DE
AYA 1, BA'
AYALA, PLAN DE
AYALA MARFIL, DON
  ERNESTO
AYANOGLU,
  ARZU
  ORHAN
AYDOGDU, SEHIT MUSTAFA
AYEM, NA
AYERS, J. BURTON
AYNI, SADRIDDIN
AYOBY, SALAH ELDEAN EL
AYRAL, MERAL
AYSEN, RIO
AYTYKOV, IZGUTTY
AYU,
  CITRA
  GADIS
  GITA
  PUTRI
  SAMUDRA
  TELAGA
AZADI, IRAN
AZALEA,
  AFRICAN
  ORIENTAL
  STOLT
AZAM,' ST. GOUSEL
AZAMBUJA, ANTONIO
AZERBAYDZHANA,
  KOMSOMOLETS
AZERBAYDZHANU, 50 LET
  SOVIETSKOMU
AZERINA, SITI
AZHAYEV, VASILIY
AZIL, EL
AZIZ, MUZAFFER
AZIZBEKOV, MESHADI
AZLINA, SITI

AZNI, OSMAN
AZOVA, ZVYEZDA
AZRAQ, AL
AZUKI, NEW
AZUL,
ALETA
BAHIA
BAIA
ESTRELLA
MAR
MARC
PIRATA
TERRA
AZUR,
COTE D'
THE
AZURITE, NEPTUNE
AZUSA, FERRY
AZWAR, KHAWLA BINT AL
AZZIZ SY, EL HADJ ABOUL
AZZURRA,
ACQUA
CALA
ISOLA
ONDA
PUNTA
STELLA
VALLE
AZZURRO,
MARE
NASTRO

B,
ADRIANA
ALPHA
ANGELA
ANIA
ANNE
ANTJE
BARBARA
BEN
BEVERLY
BONNIE
CAPTAIN
CATRIONA
CECILY
CHARALAMBOS
CHARLEEN
CHRIS & RYAN
CLAUDIA
CRYSTAL
DANIELLE
DIMAR
DOMINGO
DON AUREA
DON GERARDO
DON JOSE
DON RAMON
DONA AURORA
DONA VICTORIA
DONNA
EDNA
EIGIL
EKATERINI
ELENA
ELIZABETH
EMANUEL
EMILIA
ENOLA
FRABAL
GALE
GEORGENA
GINGER
GLORIA
GOZDE—
HARRY
HARVEY
HENDRIK
IONA—
JANE
JASMINE
JENNY
JEROME
JEWEL
JOANN
JOANNE
JOANSICO
JUANITA
JUDI
JUTTA
KARAM
LIDIA—
LOIS
LOULA
LUCIANO
LYNN
MAREIKE
MARIA
MARKOS
MASTROGIORGIS
MISS JEANNETTE
MISS SELINA
MYRDOMA
NEIL
OMEGA
ORCHID
ORSOLA
PAT
PATTI
PAULINA
PONTOON
QUEEN
RACHEL
REBECCA
RENE
RIDER
RUBINA
B,
RUBY
RUNNER
RUTHIE
RUTHIE
SALVADOR
SAN ROQUE—
SARAH
SEIKO
SHARON
SONJA
SPYROS
STEPHEN
STEVE—
STINA
SUSAN MARY
TAMARII MOOREA II
TAORMINA
TERESA
TREY
WALDTRAUT
WILLIE
XAVIER
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B & K, G
B ATAMAN, CAPTAIN
B HARVESTOR, G &
B II, IRENE
B III, BONNIE
B IV, CAPT.
B.,
ANGELENA
ANGELO
ANTJE
BOBBY
CECILE
CHERYL
ELIGIO
EROS
GIMIS
IDA
INGA
JAKUP
JULIE
LABY
LEONE
MARY
MATT
MISS BOBBIE
MISS MOLLY
MR.
OCEAN
PETROSHIP
RENATA
RIZA
RYAN
THERESA
B. AIRD, JOHN
B. ALBERDI, DR. JUAN
B. ALIYEV, BOLSHEVIK
B. BAUGH, PFC. WILLIAM
B. BUCKNER, GEN. SIMON
B. BUESA, JUAN
B. BUTLER, STANLEY
B. C. CHOLA, V.
B. C. GOWTAMI, V.
B. C. PANDYA, V.
B. C. SALIVAHAN, V.
B. CADDELL, JOHN
B. CANE, E.
B. CARRIER, E.
B. CHANTALE, J.
B. COPPEDGE, H.
B. DAVIE, THOMAS
B. DAVIS, CLARK
B. FORD, J.
B. III, IRENE
B. J., J.
B. KIFFE, ROBERTA
B. LUMPKIN, O.
B. MAMEDOV, INZHENER
B. MARR, P.
B. McALLISTER,
MARJORIE
PETER
B. No. 1, GEORGE
B. PEVOTO, I.
B. PUTNAM, CELIAN
B. RADAR, T.
B. REED, G.
B. RENFREW, CHARLES
B. ROMAN, STEPHEN
B. SEAHORSE, S. H.
B. SHARRETTS, THOMAS
B. SPEER, EDGAR
B. TIRTHA, B.
B. TRADER, E.
B. TURECAMO, ROBERT
B. WOOD II, A.
B. YOUNG, R.
B. 1601, D. L.
B.E., MAGGIE M M.
B—I,
DON CARLOS
DON FRANCISCO
DON GERARDO
B—I,
DON MANUEL
DONA AUREA
DONA CATALINA
DONA VICTORIA
B—II,
DON GERARDO
DON MANUEL
DON RAMON
DONA AUREA
FRABAL
BA,
HAI
MOHSIN
SONG
BA DA, SAE
BA 1, VIET
BA 4, VIET
BAAND, LONE
BAANI,
BANGLAR
VILA
BAARU, VILA
BAATH, AL—
BAATZ, KATRINE
BABA, ALI
BABA No. 1, ALI
BABA ZADE, B. K.
BABAYAN, GENERAL
BABE, CALYPSO
BABICH, VLADIMIR
BABOCHKIN, BORIS
BABUSHKIN,
IVAN
IVAN
BABUSHKINA, MYS
BABY,
MOBY
SWEET
BACH, BENTE
BADAJOZ, CIUDAD DE
BADAR, SHAH
BADAR II, SHAH
BADARUDDIN II, SULTAN MAHMUD
BADAWI, BAHGAT
BADEJO,
ASTRO
PEDRA
BADGER,
REEFER
THE HONEY
BADIA, VAL
BADIANE, EMILE
BADIS, IBN
BADIYAH, AL
BADR, EL
BAEG No. 31, DONG
BAEG No. 33, DONG
BAEK,
DONG
TAE
TAE
TAE
BAEK No. 29, TAE
BAEK No. 31, TAE
BAEK No. 50, TAE
BAEK No. 72, TAE
BAEK No. 75, TAE
BAEK No. 82, TAE
BAEK No. 83, TAE
BAEK No. 99, TAE
BAGAE, MESTRE
BAGAO,
AUGUSTO
MARIA JOSE
BAGE, LLOYD
BAGER, VERA
BAGGER, LARS
BAGIROV, SULEYMAN
BAGLAY, KAPITAN GEORGIY
BAGNARA, SANTO ROCCO DI
BAGRAMYAN, MARSHAL
BAGRATION, GENERAL
BAHA, NCC
BAHAGIA,
KOTA
PACIFIC
PUL
BAHAMA, SEAFARER
BAHAMAS, ESSO
BAHARI,
SAPU
SLAMET
STRAITS
SUPAT
BAHARI I, INTAN
BAHETH, AL
BAHGAT, A.
BAHIA,
AL
FRIO
LLOYD
STOLT
BAHIA BLANCA, ESSO
BAHMAN, 22
BAHONAR, IRAN
BAHR,
FARES EL
HABIB EL
HASIN—UL—
JAWHARATE EL
KSAR AL
QASEEMUL—
RIZK AL
SABA AL
BAHRAIN,
BAB AL
NEDLLOYD
BAHRI, AL
BAHU, MAHA—
BAI,
CHANG
JIJA
LAKSHMI
LI
VULCANA
BAI HAI, TAI
BAI SHAN,
CHANG
TAI
BAI SHU, DA
BAIANA, LAGOA
BAIDAH, AL
BAIDURI, BINTANG
BAIE, GRANDE
BAIK, HATI
BAIROUNI, AL
BAJAS, RIAS
BAJJAH, IBN
BAKA, SARKIM
BAKALAN, PULAU
BAKANOV, KAPITAN
BAKARANG, TANJUNG
BAKER,
DAVID
MELVIN H.
BAKHVALOV, IVAN
BAKKA, JULIUS A
BAKKE, HANNE
BAKO, SRI
BAKOGIANNIS, PAVLOS
BAKR,
AL—
F.
BAKR BEN AMER 1, ABOU
BAKR BEN AMER 2, ABOU
BAKR BEN AMER 3, ABOU
BAKRADZE, DAVID
BAKRY III, GASSAN AL
BAKRY IV, WALEED AL
BAKTI, KOTA
BAKULEV, AKADEMIK
BAKY, AL
BALAYO PORTELA, JOSE
BALDA, CAPITAN OCA
BALDO, GUIDO
BALDOMERO LOPEZ, 1ST LT.
BALDRIGE, MALCOLM
BALDVINSSON, JON
BALEA, COVA DE
BALEEN, AMBRA
BALEIRA, VILA
BALI,
SATRYA
SELAT
SMIT
BALINA, BEYAZ
BALLARD, CAPE
BALLENA, PUERTO
BALOTA, MATE
BALSEIRO, LUISA
BALT, RUSSO—
BALT 8, VOLGO—
BALT 36, VOLGO—
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BALT 39, VOLGO—
BALT 114, VOLGO—
BALT 116, VOLGO—
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BALTEA, DORA
BALTIC,
AHLERS
DYVI
FRIO
GEFION
GEFO
KILCHEM
NORD
NORTANK
POL
STAR
SVEA
TRANS
BALTICA, POM
BALTICO,
DELFIN DEL MAR
MARE
BALTIKI,
MATROS
RYBAK
ZVEZDA
BALTIMORE, NEDLLOYD
BALTIYETS, YUNYY
BALTRA, ISLA
BAN,
LU
PANZDAH SHA'
BANANA, BLUE
BANANG, SRI
BANDA, LAUT
BANDAI MARU, SHIN
BANDHAN, VISHVA
BANDIT, BAYOU
BANFIELD, A. H. BARON
BANG,
DONG
DONG
HWA
BANG JIN, SAE
BANG No. 5, DONG
BANG No. 8, DONG
BANG No. 31, DONG
BANG No. 35, DONG
BANG No. 37, DONG
BANG No. 39, DONG
BANG No. 57, DONG
BANG No. 59, DONG
BANG No. 61, FENG
BANG No. 71, DONG
BANG No. 77, DONG
BANG No. 79, DONG
BANG No. 91, DONG
BANG No. 95, DONG
BANG No. 97, DONG
BANG No. 99, DONG
BANG No. 101, DONG
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BANG No. 115, DONG
BANG No. 133, DONG
BANG No. 137, DONG
BANG No. 139, DONG
BANG SUN, SAE
BANG 2, DONG
BANGKA,
LAUT
SELAT
SELAT
BANGKOK,
ESSO
HANJIN
NEDLLOYD
BANGLA, SHER—E—
BANGOR, PROBO
BANI,
DJEBEL
PROBO
BANINA, ANTE
BANJO, CAPTAIN
BANK,
BRESSAY
DANA
DOGGER
FISHER
GEORGE'S
HALTEN
HOUND
HVARRE
KORAL
MINNA
OTTER
ROSALIND
ROXANA
SILVER
WELL—
YEOMAN
BANKER,
AMERICAN
BELLE ISLE
BERGE
FUNK ISLAND
GRAND
GULF
HAMILTON
MAKKOVIK
NAIN
BANKS,
GLOMAR GRAND
PARRAMORE
BANNER,
APOLLONIA
ASIAN
AUTO
GOLDEN
KOREA
SAMSUN
TRADE
BANNOUR, SIDI
BANTA JR., FRANK
BANTRY, MAR
BAO,
AN
GAO
HAI
HUA
LIAN
LIU
LUN
LUNG
SHI
TAI
TIAN
YING
BAO JIANG, AN
BAO SHAN, YUAN
BAO 3,
HAI
HAI GANG HUAN
BAONING, PROBO
BAPPO, PUNTA
BAR,
REY
SAND
BARA, PORT
BARACOA, CHIQUITA
BARADJI, SEKOU
BARADJI II, SEKOU
BARAKA,
EL
EL GUINOMAR
BARAKA 1, EL
BARAKHOV, ISIDOR
BARAM, SRI
BARANI, 301
BARANOV, PROFESSOR
BARANOVA, MYS
BARANSKIY, PROFESSOR NIKOLAY
BARAT,
BINTANG
LAUT
BARATASHVILI, NIKOLOZ
BARBARA,
KIRILLIS
LADY
MENINA
MISS
OCEAN
PRINCESS
SANTA
SANTA
SANTA
BARBARA I, SANTA
BARBARA III, SANTA
BARBAROS I, KAPTAN
BARBINAIS, LE
BARBOSA, HORTA
BARBUSSE, HENRI
BARCA,
NUEVO VIRGEN DE LA
PUENTE DA
PUENTE DE LA
BARCELONA,
CONTSHIP
NEDLLOYD
NEPTUNE
BARCELOS, PEDRO DE
BARDE, NORSK
BARDELIERE, LA
BARDETSKIY, MEKHANIK
BARENTS, MAR DE
BARENTSZ, WILLEM
BARGE I,
CANMAR
DUMP
EAGLE
BARGE II,
CANMAR
DUMP
EAGLE
BARGE III,
CANMAR
DUMP
BARGE IV, EIDE
BARGE No. 1,
BOGARSARI
P. S.
BARGE No. 2, BOGARSARI
BARGE No. 4,
HOPPER
HOPPER
BARGE No. 6, HOPPER
BARGE No. 7, HOPPER
BARGE No. 18, McDERMOTT DERRICK
BARGE No. 50, McDERMOTT DERRICK
BARGE No. 52, McDERMOTT DERRICK
BARGE 1,
FUEL
POWER
BARGE 2,
FUEL
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BARGE 3,
FUEL
POWER
BARGE 4,
FUEL
POWER
BARGE 5,
FUEL
POWER
BARGE 6, DUMP
BARGE 7, DUMP
BARGE 46, SPLIT
BARGE 47, SPLIT
BARGE 48, SPLIT
BARGE 49, SPLIT
BARGE 331, GRAIN
BARGE 332, GRAIN
BARGE 333, GRAIN
BARI,
ALCO
SESERMENDI
BARKER,
JAMES R.
KAYE E.
BARKLEY, FRANCES
BARNABY, CAPTAIN
BARO, PROBO
BAROJA, PIO
BARON,
FOREST
GRAND
GYPSUM
IRON
RED
ROYAL
SEA
BARON BANFIELD, A. H.
BARONESS, SUN
BARONET, FAR
BARONOVSKIY, MEKHANIK
BARQUERA, VIRGEN DE LA
BARRANCAS, CIUDAD DE
BARREIRO, VICENTE
BARRERAS,
FEDERICO
TERESA
BARRETO,
BISSAYA
ISABEL
BARRETTA,
CORNELIA
GIUSEPPE
TEODORO
VINICIO
BARRILLON, PAUL
BARRON, JAY
BARROS, JOAO DE
BARROSO, SABINO
BARROW, H. O. S.
BARRY No. 11, LEROY AND
BARSOVA, VALERIYA
BARSUKOV, MIKHAIL
BARTELS, GISELA
BARTLETT, E. L.
BARTOLOME, SAN
BARU,
BUNGURAN
CHIQUITA
GAJA
BARU DUA, ZAMAN
BARU II, EURASIA
BARU IV, EURASIA
BARU No. 3, ZAMAN
BARUNA I,
H. M.
TRIDAYA
BARUNA IV, TRIDAYA
BARUNA V, TRIDAYA
BARUNA VII, TRIDAYA
BARUNA 11, TRIDAYA
BARUNA 12, TRIDAYA
BARUNA 15, TRIDAYA
BARUNA 16, TRIDAYA
BAS, ANDERS
BAS QUARTIE, GAMIN DU
BASA I, RAJA
BASAK, OBO
BASEER, IRAN
BASHAIR, AL
BASHEER, IRAN
BASHIR,
AL
SHEIKH
BASHKIROV, INZHENER
BASHMAKOV, PAVEL
BASIL, MAJOR
BASILIO, DON
BASRAH, SHATT AL
BASS, KELP
BASSAM, IBN
BASSE, HELEN
BASSET,
PACIFIC
SEA
BASSI, PAOLA
BASSIN, G. C.
BAST, GITTE
BASTEN, LADY
BASTION, GUINOMAR
BAT, URGAIN
BATABANO, GOLFO DE
BATAL, EL
BATAM,
PULAU
PULAU
BATAM 1, AUTO
BATAM 2, AUTO
BATAM 6, AUTO
BATAM 7, AUTO
BATANGA, GRAND
BATARSHIN, GALIFAN
BATEE, KUALA
BATES, F. T.
BATON ROUGE, EXXON
BATOR,
SUKHE
ULAN—
BATOUTA,
IBN
IBN
BATOV, PAVEL
BATTANI, AL
BATTISTA GIACALONE, GIOVAN

BATTLER,
BP
MAERSK
BATTOTAH, IBN
BATTURE, GRANDE
BATUTA, EBN
BAUER,
ELIZABETH
GLOMAR
ROBERT F.
BAUGH, PFC. WILLIAM B.
BAULD, CAPE
BAUMAN,
NIKOLAY
NIKOLAY
BAURE, SAINTE
BAV III, JO
BAV IV, JO
BAXTER, JAMIE A.
BAY,
ADMIRALTY
ALANDIA
ARCO PRUDHOE
ARKLOW
ARKTIS
ARNHEM
ATCHAFALAYA
ATLANTA
BAFFIN
BANTRY
BANTRY
BARATARIA
BERGEN
BERWICK
BISCAY
BLACK
BLUE
BOSTON
BRANDON
CAMINADA
CANEGARDEN
CARDIGAN
CHESAPEAKE
COAKLEY
COLUMBIA
CONTROLLER
CORINGLE
COTE BLANCHE
DINGLE
DISCOVERY
DOUGLAS
EAGLE
EMU
ENCOUNTER
ENCOUNTER
ESPERANCE
FABIAN'S
FISHGUARD
FLINDERS
FORTUNA
FORTUNE
FORTUNE
FRANCES
GALAXY
GALVESTON
GALVESTON
GALVESTON
GALWAY
GALWAY
GALWAY
GLACIER
GOLDEN
GOLDEN
GRAND
GRAPETREE
GREEN
HALF MOON
HARRIS
HAWKE'S
HERON
HOPE
HUDSON
INGANESS
IOLCOS
IVORY
IVORY
JADE
KATMAI
KING
KING
KINGS
KOWLOON
LANCELOT
LAUREL
LIGAR
LIMETREE
LIPARIT
LIVERPOOL
LODE
LYRAWA
MACASSA
MAINIT
MAIRANGI
MANCHENIL
MANILA
MASSACRE
MATILDA
MEGA
MELGAR
MELVILLE
MEOB
MERKUR
MILL
MINDORO
MONTEGO
MORANT
MORETON
MURRAY
NEWARK
NEWPORT
NORD
NORTH
OCEAN
ORIENTAL
OSAKA
OYSTER
PADANG
PAL
PALLISER
PAM
PANORMOS
PENINSULAR
PRINCESS
PROVIDENCE
QUEEN OF OAK
RALEIGH
REEFER
REMUERA
REPULSE
REPULSE
RESOLUTION
RICHMOND
ROBINSON
ROSE
SAN PEDRO
SANDY
SARONIC
SHEARWATER
SHELLY
SHELTER
SILVER
SILVER
SITIA
SOUND
SPENCER
STAR
SUNSET
SWAN
SWAN
SWANSEA
TABLE
TAGULA
TALLAHASSEE
TAMPA
TASMAN
TEAGUE
TERREBONNE
THUNDER
TIMBALIER
TOKYO
TOR
TRALEE
TRINITY
TURQUOISE
TWO FOLD
TWOFOLD
VASSILIKO
VERMILION
VERMILION
VICTORIA
WELSH
WHITEFISH
WIDE
WILLAPA
WINDWARD
WITHNELL
BAY II, SEA
BAY LADY, GLACE
BAY STATE, EXXON
BAY TRANSPORT, GREEN
BAY 1,
HUDSON
RABIGH
BAY 2, RABIGH
BAY 3, RABIGH
BAY 4, RABIGH
BAY 12, DISCOVERY
BAY 15, DISCOVERY
BAY 16, DISCOVERY
BAY 18, DISCOVERY
BAY 19, DISCOVERY
BAY 20, DISCOVERY
BAY—1, GOLDEN
BAYAA, AL—
BAYADIN, ANATOLIY
BAYAMO, RIO
BAYAN, IRAN
BAYBAKOV, KONSTRUKTOR
BAYBORA, IBRAHIM
BAYONNE, ESSO
BAYOU,
BLUE
OYSTER
BAYOU STATE, EXXON
BAYRAKTAR,
ERHAN
NAZIM
BAYRAMOV, ALI
BAYTOWN, EXXON
BAYU, PERMINT
BAYWAY, ESSO
BAZALGETTE, SIR JOSEPH
BAZAN, ALVARO DE
BAZHAN, MIKOLA
BCL, HUSTLER
BE, GRAND
BE 1, NHA
BE 2, NHA
BE 3, NHA
BE 5, NOSY
BE 6, NOSY
BE 7, NOSY
BE 8, NOSY
BE 9, NOSY
BE 10, NOSY
BE 11, NOSY
BEACH,
ARKLOW
ATLANTIC
CLARENCE
ESSO PALM
EXXON LONG
MERKUR
MISS FT. MYERS
NORTH
PALM
SEA
SILVER
SILVER
SOUTH
TRINITY
BEACON,
M. L.
STAR
BEAGLE,
CANAL
COMALCO
JAVA
BEAM, SUN—
BEAR,
ARCTIC
ARCTIC
GOLDEN
GOLDEN
HONEY
LITTLE
ORIENTAL
PACIFIC
POLAR
POLAR
RUNNING
SPRING
BEATA, TSS
BEATER, MAERSK
BEATRICE,
ATLANTIC
GOLAR
BEATRIX,
KONINGIN
PRINSES
BEATRIZ,
ANA
SANTA
BEAUFORT, WEST
BEAUGE, ALFRED
BEAUT, OCEAN
BEAUTE, ILE DE
BEAUTY,
ALASKA
ALASKAN
ALEUTIAN
AMERICAN
APOLLONIA
ATHENIAN
ATLANTIC
EURASIAN
FAREAST
GREAT
GUYANA
OCEAN
ORIENTAL
PACIFIC
PEONY
PINE
SAMSUN
SLEEPING
TROPICAL
BEAVER,
BRITANNIA
BURRARD
CAPE
CAST
OREGON
PACIFIC
BECKER,
ARTUR
JAN
OTTO
BECKETT, SARAH
BEDFORD, IMPERIAL
BEDIA MORALES, RENE
BEDIVERE, SIR
BEDNYY, DEMYAN
BEE,
BUMBLE
HAMEEDATH
HAPPY
JAY
QUEEN
SEA
SPRING
BEE GEE, MISS
BEE No. 2, SOON
BEE—II, QUEEN
BEE—III, QUEEN
BEECH,
HOO
IRVING
SEKI
BEEGHLY, CHARLES M.
BEEN, GWO
BEGHIN, HUMBERTO
BEGONA, FRANCISCO Y
BEGONIA, AFRICAN
BEHESHTI, IRAN
BEHIRA, AIN
BEHRMANN, HEINRICH
BEI,
DONG
HUA
BEI KOU, GU
BEIJING, SOOSC
BEIRA, CIDADE DE
BEIRUT,
CITY OF
METZ
BEKLEMISHEV, KAPITAN
BEL—AIR, CLASSIC
BELA, TUPI ILHA
BELAIT,
BINTANG
SMIT
BELASHOVA, YEKATERINA
BELAWAN, LAUT
BELEM, CIDADE DE
BELEN,
NUEVO JESUS DE
NUEVO NINO DE
BELESAR, PUENTE
BELGAR, PASBAL
BELGIA, TOR
BELGICA, FINA
BELGRANO, GENERAL MANUEL
BELIAK, IKAN
BELIK,
VERA
VERA
BELINDA,
BETTY
HARVEST
JESPER
QUEEN
WESTWOOD
BELINSKIY, VISSARION
BELKINA, MYS
BELL,
ANN
BRONZE
DIAMOND
FORTUNE
GOLDEN
LILLIE
NORTHERN
SALLY
SEA
SILVER
WESTERN
BELL VENTURE, LIBERTY
BELL 505, EAST
BELLA, VIRGEN DE
BELLANGER, PEARL
BELLATRIX, HARVEST
BELLE,
BEAUFORT
BOSTON
ECHO
H. O. S.
LIBERTY
LIBERTY
MARIPOSA
SALSEA
BELLE POULE, LA
BELLEMER, LA
BELLES, THREE
BELLINI, GIOVANNI
BELLMAN, CARL MICHAEL
BELLONA, SOARER
BELLS, SEA
BELLY, KAPITAN
BELO, MAR
BELOMESTNOV, KAPITAN
BELON, LE
BELOPOLSKIS, ARISTARHS
BELOUSOV,
KAPITAN
SEMYON
BELOV, INZHENER
BELT, GROSSER
BELYAEV, KAPITAN
BELYAKOV, ALEKSANDR
BELYAYEV, KOSMONAUT PAVEL
BEM, GENERAL
BEN, MR.
BEN AMER 1, ABOU BAKR
BEN AMER 2, ABOU BAKR
BEN AMER 3, ABOU BAKR
BEN HAI, SONG
BEN LEE, CAPT.
BEN M'HIDI, LARBI
BEN—BOULAID, MOSTEFA
BENAR, KOTA
BEND, BIG
BENE, AMALIA DEL
BENEDETTO M., SAN
BENEDIKTE, SKAN
BENG, CHANG
BENGO, SECIL
BENICIA, EXXON
BENIGNO, SAN
BENITEZ, PUNTA
BENITO,
DON
DON
SILVER
BENJAMIN, DON
BENKOVSKI, GEORGI
BENN, AVEL A
BENNAN, KNOCK
BENNETT, TRACY
BENOIT, SAINT
BENQUERENCIA, PLAYA DE
BENTE TERKOL, STOLT
BENTO, SAO
BENY, STELLAR
BENYAHIA, M. S.
BENZIAD, TAREK
BERANI,
KOTA
ORANG
BERBESA, RIO DE
BEREG,
ALMAZNYY
AMURSKIY
BALTIYSKIY
CHUKOTSKIY
GRANITNYY
IZUMRUDNYY
KALININGRADSKIY
KAMCHATSKIY
KHRUSTALNYY
KLAJPEDSKIJ
LAZURNYY
BEREG,
PRIMORSKIY
RIZHSKIY
SKALISTYY
SOLNECHNYY
TAYOZHNYY
VOSTOCHNIY
YANTARNYY
ZHEMCHUZHNYY
ZVYOZDNYY
BEREIT, IMMER
BERETON, LIEUTENANT
BERG,
AKADEMIK
BORSTELER
JAN VAN DEN
JURIE VAN DEN
ROBERT L.
BERGEN,
ESSO
FEDERAL
IGLOO
STAR
BERING,
VITUS
VITUS
VITUS
BERINGA, OSTROV
BERLING, GENERAL
BERLINGIERI, ENRICO
BERMAN, SAM
BERMEJO, MAR
BERMEO,
BAHIA DE
PLAYA DE
BERMUDA,
ESSO
WORLD
BERNACHUK, GEORGIY
BERNADETTE,
MARIA
PRINCESSE
BERNAM, ULU
BERNARD,
ADMINISTRATEUR
DANIELE ET GABY
GRAND SAINT MARIE
BERNARDES, DIOGO
BERNARDINO CABALLERO, GENERAL
BERNHARD, PRINS
BERNICE, GAIL
BERNICKE, AUSTIN
BERNIER, J. E.
BEROVIDES, ELPIDIO
BERRETA, PRESIDENTE
BERRI, TXORI
BERRIA,
AZCARATE
CALO
EUSKAL
MIYA
PATXIKU
PEDRO JOSE
BERRY, AL
BERSAMA 23, TULUS
BERTO, CAPT.
BERTRAM, TSS
BERYEZKIN, VSEVOLOD
BERYL, SANG THAI
BERZIN, YAN
BERZINS, AUGUSTS
BESER, H. SALIH
BESHAIRAIAH, AL
BESNARD, PROF. W.
BESNERAIS, RENE LE
BESSHAPOCHNYY, PAVEL
BEST, TONY
BETA,
COINSECO
FORTUNE
GECO
SAR
SKANDI
W. D.
BETANCOURT, FLORES
BETANIA,
PLANTA DE
VIRGEN DE
BETH, SUZANNE—
BETHANIA, MARIA
BETHLEHEM, ETOILE DE
BETINA, MISS
BETKHER, KAPITAN
BETO, DON
BETTENCOURT, ORTINS
BETTER, EVER
BETTINA,
BIRGITTE—
CHRISTIN—
BETTSY, LADY
BETTY,
MAURITIAN
MISS
PRINCESS
BEUKAH/PERMINA 3003, KUALA
BEUKELSZ, WILLEM
BEVERLEY, BOSTON
BEVIN, ERNEST
BEVOIS, SIR
BEY,
ALI RIZA
CAVLI
EDIP
HIZIR
KARAMURSEL
MURAT
BEY,
OMER
RAUF
SARICA
UMUR
BEYLI, ISMAIL
BF0350, WESTWARD
BHABHA, HOMI
BHAKTI,
BARUNA
NUSA
BHARATA, JAYA
BHAVANI, JAY
BHUKET, SINTHU
BHUM,
AKA
BENJA
CHAIYA
DEJA
GURU
HARI
JARU
KITI
MAHA
NANTA
PIYA
RAJA
SIRI
VIRA
WANA
BHUSHAN, SAGAR
BI, URGAIN
BIALOSTOCKA, ZIEMIA
BIANCA,
D'
ISOLA
ONDA
PUNTA
SEA
VALLE
BIANCO,
CAPO
DELFINO
JOLLY
SQUALO
BIBI, CHAND
BIDA, AL
BIDARA, BUNGA
BIDARTE, NUESTRA SENORA DE
BIDDY, MISS
BIDSTRUP, HERLUF
BIE SHAN, DA
BIEBRZA, LIPSK N/
BIEN 1, DIEN
BIEN 2, DIEN
BIEN 3, DIEN
BIEN 4, AN
BIEN 6, AN
BIG,
BERGE
MISTER
BIG ARROW, GOLDEN
BIG DIPPER, ANTIGUA
BIGHT, GOOLE
BIGORRE, ARMAGNAC—
BIHAR, MUKHTABAR AL
BIHEN, LAPART
BILA, SUNGEI
BILBAO, ABRA DE
BILBAO DOS, CONSULADO DE
BILIBIN, GEOLOG YURIY
BILINGA, CAM
BILIS, IKAN
BILL,
BARNACLE
CAPT.
CAPTAIN
DOCTOR
LITTLE
MASTER
MISTER
BILL LANE, CAPT.
BILLET, VICTOR
BILLIE, SUN
BILLY,
HILL
UNCLE
BILYUNAS, IONAS
BILYUTIN, KONDRAT
BIN,
FENG
SILVER
BIN No. 2, KYUNG
BIN 3, YING
BINA, NUSANTARA
BINDANG, BUNGA
BINGO, FERRY
BINH,
HOA
LONG
QUANG
THAI
BINT AL AZWAR, KHAWLA
BINTA, HAJYA
BINTANG, KOTA
BINZ, SEEBAD
BIRADERLER, BILGILI
BIRCH,
IRVING
MARY
BIRCHWOOD, STOLT
BIRD,
BLUE
BLUE
BOSUN
CLIPPER
EARLY
LADY
LOYAL
MOON
BIRD,
OCEAN
OCEAN
SEA
SEA
SEA
SEA
SKY
STORM
SUN
SUN
YELLOW
BIRD No. 8, SEA
BIRD No. 82, SEA
BIRD No. 83, SEA
BIRD No. 85, SEA
BIRD No. 86, SEA
BIRD No. 87, SEA
BIRD No. 88, SEA
BIRDIE, KEUM YANG
BIRK, JO
BIRTHE,
ANNA—
ANNE
BIRTING,
KLARA
OTTAR
BIRU,
AYER
CUCUT
BIRUNI, AL
BISCAY, KILCHEM
BISCAYNE, COASTAL
BISCOE, JOHN
BISHR, SIDI
BISHU, GOZABUNE
BISSO,
CAPT. JOS.
EDWIN N.
BISSO II, J. A.
BIT, LITTLE
BIWA, LAGO
BJ, MISS
BJARNASON,
GUNNAR
OLAFUR
SIGURDUR
BJARNASSON, SOLVI
BJARNSON, SIGHVATUR
BJOR, FOROYA
BJORN,
ANDREAS
BERG
SVARTA
VITA
BLACK,
DANICA
E. M.
LIBBY
MARTHA L.
BLAGOEV, DIMITAR
BLAGONRAVOV, AKADEMIK
BLAIZE, ST.
BLANC, PORT
BLANC MARU, MONT
BLANCA,
CRESTA
ESSO BAHIA
NUESTRA SENORA DE LA
PENA
ROSA
BLANCHARD, MR.
BLANCHE, DE VROUW
BLANCHE BAY, COTE
BLANCO,
CABO
CABO
CAPE
CAPE
CISNE
MAR
PILAR
RIO
BLAS,
BAHIA SAN
BOLUDA DON
BLAYE, COTES DE
BLAZER,
DAWN
MAERSK
SEA
TRAIL
BLAZHEVICH, GENERAL
BLAZINA, JACOMINA
BLEEKER, KAPITAN
BLENDER, STAR
BLENHEIM, BOSTON
BLESSING,
EVER
IRENES
OCEAN
BLEU,
L'ESPADON
TURQUOISE
BLIGH, CAP'T
BLISS,
EASTERN
TRADE
BLOCK,
JOSEPH L.
L. E.
BLOMIDON, CAPE
BLONDE, SAMMI
BLOODHOUND, PACIFIC
BLOOM, EVERMORE
BLOSSOM,
APPLE
APPLE
CHERRY
MAI

BLOSSOM,
MOUNTAIN
OOCL
ORANGE
SUNNY
BLOUGH, ROGER
BLOUNT, W. H.
BLU,
ACQUA
ATOLLO
CANGURO
CAPO
DELFINO
FRECCIA
ISOLA
MARE
MOBY
BLUE,
AMBRA
BEAUTY
BIG
CONTI
LADY IN
MARINE
MISTY
WOOYANG
BLUE MARLIN, THE
BLUEBIRD, NISSAN
BLUFF,
EAGLE
HERALD
HIGH
MYOLA
RED
SHENTON
THURBURN
WEST
BLUFF VICTORY, PINE
BLUFFS VICTORY, COUNCIL
BLUHM, JOHN
BLYUKHER, VASILIY
BNOU NAFIA, OKBA
BNOU YASSINE, ABDALLAH
BO,
BO
CAPTAIN
CHUN
ELLEN
BO HU, JING
BO No. 1, DONG
BO No. 3, HAN
BO No. 11, HAN
BO No. 12, HAN
BO No. 27, SIN
BO No. 63, SIN
BO No. 71, SIN
BO No. 72, SIN
BO No. 103, HAN
BO No. 305, SAM
BO No. 308, JIN
BO SAN, CHIL
BO SAN No. 3, CHIL
BO SAN No. 5, CHIL
BO TRUC No. 34, CHERAMIE
BO 501, HANG
BO 1001, HANG
BO 10081, GUI HANG
BO 10082, GUI HANG
BO 3501, HANG
BO 3502, HANG
BO—TRUC No. 7, CHERAMIE
BO—TRUC No. 18, CHERAMIE
BO—TRUC No. 19, CHERAMIE
BO—TRUC No. 20, CHERAMIE
BO—TRUC No. 21, CHERAMIE
BO—TRUC No. 22, CHERAMIE
BO—TRUC No. 25, CHERAMIE
BO—TRUC No. 26, CHERAMIE
BO—TRUC No. 27, CHERAMIE
BO—TRUC No. 29, CHERAMIE
BO—TRUC No. 30, CHERAMIE
BO—TRUC No. 31, CHERAMIE
BO—TRUC No. 32, CHERAMIE
BO—TRUC No. 33, CHERAMIE
BO—TRUC No. 35, CHERAMIE
BO—TRUC NO. 37, CHERAMIE
BOA VIAGE, SENHORA DA
BOA VIAGEM, SENHORA DA
BOAT,
LOVE
SHERRY
BOAT No. 705, FIRE
BOAT No. 706, FIRE
BOAT PRIMO, TOURIST FERRY
BOAT SECONDO, TOURIST FERRY
BOAT TERZO, TOURIST FERRY
BOAT 1, JUBAIL—FIREFIGHTING
BOB,
BIG FOOT
CAPT.
MR.
RIVTOW CAPT.
SEA
BOB, SPRING
BOB FACE, CAPT.
BOBBIE B., MISS
BOBBY, RODNEY &
BOBO, 2ND LT. JOHN P.
BOCA GRANDE, COASTAL
BOCAINA, LA
BOCANEGRA, VIDAL
BOCANEGRA SEGUNDO, VIDAL
BOCANEGRA TERCERO, VIDAL
BOCAS, CHIQUITA
BOCHEK, KAPITAN
BOCHKOV, IVAN
BOCVARS, AKADEMIKIS
BODEN, HANNAH
BODEWES, HERMAN
BODKER, TINE
BODUROGLU, HACI ILYAS
BODVARSSON,
HARALDUR
STURLAUGER
BOEL, STOLT
BOER, JAN DE
BOEV, KAPITAN
BOGA, BOGA
BOGATYREV, AFANASIY
BOGDANOV, PYOTR
BOGOLYUBOV, ALEKSANDR
BOGOMILOV, KAPITAN
BOGOROV, PROFESSOR
BOGUCKI, PROFESOR
BOGUN,
IVAN
IVAN
BOGUSH, FRANTS
BOHDANOWICZ, PROFESOR K.
BOHEMIO, EL
BOI, CAPO
BOJADOR, CAP
BOJEN,
ELLY
ERIKA
BOK No. 101, HAENG
BOK No. 103, HAENG
BOK No. 105, HAENG
BOK No. 106, HAENG
BOK No. 107, HAENG
BOK No. 108, HAENG
BOK No. 301, HAENG
BOK No. 303, HAENG
BOK No. 305, HAENG
BOK No. 306, HAENG
BOK No. 307, HAENG
BOK No. 308, HAENG
BOK No. 309, HAENG
BOK No. 313, HAENG
BOK No. 315, HAENG
BOK No. 316, HAENG
BOK No. 317, HAENG
BOK No. 318, HAENG
BOK No. 501, HAENG
BOK No. 503, HAENG
BOK No. 505, HAENG
BOK No. 506, HAENG
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BOK No. 508, HAENG
BOK No. 509, HAENG
BOK No. 513, HAENG
BOK No. 516, HAENG
BOK No. 517, HAENG
BOK No. 518, HAENG
BOK No. 519, HAENG
BOL, KAAP
BOLA, JAY
BOLAND, JOHN J.
BOLD RULER, H. O. S.
BOLD VENTURE, H. O. S.
BOLDYRYEV, KONSTANTIN
BOLIVAR,
CERRO
ISLA
SIMON
BOLIVARS, SIMONS
BOLLINGER, DON
BOLONG, YA CHUKLI
BOLOTNIKOV, IVAN
BOLSHEVIK, STARYY
BOLTMAN, F. H.
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BONTANG, L. JALABERT
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BORDE, HAROLD LA
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BORISYENKO, KAPITAN LEONTIY
BORMA, EL
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BORRACHITA, LA
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JANE A.
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BOUCHARD JR., MORTON S.
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C. CAP—AUX—MEULES, G.
C. CARGO, M. C.
C. CHOLA, V. B.
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C. CYCLONE, M.
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C. EVEREST, D.
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C. GAMBARELLA, ALTON
C. GLOBAL, G.
C. GORTON, G.
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C. HORTH, ALCIDE
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C. LYNN, DELMUR
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C. MAJULAH No. 4, L.
C. McNEAL, THOMAS
C. MEHAFFEY, JOSEPH
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    GEORGE
    K. C.
CAMPELLO, POBLE DE
CAMPOLIBRE, GURE
CAMRANH, PNOC
CANADA,
    FRIO
    IRVING
    ZIM
CANADIAN, ROYAL
CANADIENSE, COSTA
CANAL, CRUZEIRO DO
CANARIA,
    COSTA
    GRAN
    ISLA DE GRAN
    SATO GRAN
CANARIAS,
    FRIO
    WEC
CANARIO, PUENTE
CANARY, ACX
CANAVERAL,
    CAPE
    CAPE
    PRIDE OF
CANBERRA, HANJIN
CANCALAIS, PETIT
CANCUN, EL
CANDANO,
    DON JOSE
    J.
CANDAS, CRISTO DE
CANDEIAS,
    N. S.
    SENHORA DAS
CANDIES,
    ADELE
    BESSIE
    BEULAH
    BLANCHE
    DORIS
    HATTY
    IDA
    JEANNE
    KATHY
    LENA
    NICKI MARIE
    OTTO
    PAUL
    RITA
CANDY, RODNEY AND
CANE, E. B.
CANEPA, CAPITAN
CANETE 6, PROV.
CANETE 7, PROV.
CANETE 8, PROV.
CANG HAI, TAI
CANG JIANG, LAN
CANG SHAN, DA
CANIMAR, RIO
CANNA, BANDO
CANNES, VILLE DE
CANOPUS,
    BOA
    NEPTUNE
    STAR
    VILLE DE
CANSO, CAPE
CANTABRICA, COSTA
CANTABRICO,
    CEMENTOS
    NUEVA LUZ DEL
    NUEVO MADRE
    DEL
CANTABRICO I, MAR
CANTERBURY, PRIDE OF
CANTHO, PNOC
CANTIELLO, GENNARO
CANTIGA, NOSA
CANUTE, ST.
CANYON,
    AGAWA
    COOK
    KEYSTONE
CANYON STATE, GRAND
CAONAO, RIO
CAP, NORTRE DAME DU
CAP—AUX—MEULES, G. C.
CAPE,
    ATLANTIC
    CORAL
    GLORY
    GREEN
    IVORY
    JASON
    JERSEY
    MERCURY

CAPE,
    MISTY
    NORTH
    OCEAN
    OCEAN
    REEFER
    SANDY
    STELLAR
    SWAN
    THUNDER
    TRIDENT
CAPE ANN, GLOBAL
CAPELL, ROSEMARY
CAPELLA,
    SEABOARD
    STAR
CAPERO, NUEVO
CAPILANO, QUEEN OF
CAPISTRANO, MISSION
CAPITAN,
    EL
    LE
CAPITOL, HELLESPONT
CAPIXABA, LAGOA
CAPO, DA
CAPOISE, LA REINE
CAPRERA, ISOLA DI
CAPRI,
    FERRY
    ISLE OF
    ISOLA DI
CAPRICORN,
    AIRTRUST
    HARVEST
    LNG
    SOUTH MOLLE
    SPC
    STAR
CAPRICORNIA, TNT
CAPT. BOB, RIVTOW
CAPTAIN,
    ARGOSY
    BERGE
    COASTAL
    ECL
    MAERSK
    SAMJOHN
    SKANDI
CAPTURE, SEA
CAR,
    LIBAN
    MUNDIAL
    TONY
    ZIM
CAR FERRY,
    DAE—A GOSOK
    HAN IL
    NEW CHEJU
    EXPRESS
CARABANE II, ILE DE
CARABANE 1, L'ILE DE
CARABELAS, TRES
CARAVAN, BLUE
CARAVELA, ILHA
CARAVELLE, COLUMBUS
CARBONARA, CAPO
CARCAMO, HERMANOS
CARDENAS,
    BAHIA DE
    PRESIDENTE
CARDENAS II, LAZARO
CARDIOID, HAKKO
CARDO, PORTO
CAREER, KIUKIANG
CARES, RIO
CARGO,
    CARIB
    M. C. C.
CARIB,
    BOS
    GEFION
CARIB I, OCEAN
CARIB III, OCEAN
CARIB IV, OCEAN
CARIB V, OCEAN
CARIBBEAN,
    KILCHEM
    SEALIFT
    STAR
    TAMA
    TEXAS
    WESTERN
CARIBE,
    ALBACORA
    LADY
    MAR
    PANAM
    POLAR
CARIBE CARRIER, BLUE
CARIBE III, ZIM
CARIBE 1, MAR
CARIBE 2, MAR
CARIBE 3, MAR
CARIBE 5, MAR
CARIBIC, FRIO
CARIBICO, LORD
CARIBOU, CAST
CARIC, JURAJ
CARIDE, CARMENCITA
CARIN, LIEUTENANT JEAN
CARINA,
    AUSTRO
    CARMEN
    DANIA
    HARVEST
CARINHAS,
    DIANNE
    FRANCES T.
CARIOCA,
    LAGOA
    R. F.
CARIPE, LAGOVEN

CARISSA, NEW
CARL, CAPT.
CARL PHILIP, PRINS
CARLANDER, ANNE
CARLESE, LADY
CARLIE, MISS
CARLISLE, K. F. V.
CARLO, CAPITAN
CARLOS,
    DON
    DON
    DON
    JOAO
    JOSE
CARLOS ANTONIO LOPEZ,
  PRESIDENTE
CARLOS B—I, DON
CARLOS CITY, SAN
CARLOS I, SAN
CARME CELI, NUEVO
CARMEL,
    AVOCADO
    BRIDGET
    GALIA
    MA
    OUR LADY OF
    MOUNT
CARMEN,
    CIUDAD DEL
    MARIA DEL
    MARIA DEL
    PUENTE DEL
    VIRGEN DEL
CARMENCITA, HUAL
CARNAVAL, PLAYA DE
CARNERO, ANTONIA
CARO, JULIO
CAROL,
    ATLANTIC
    JUDITH
    LANA
    LORRAINE
    MARY
CAROLINA,
    JACOMINA
    SEABULK
    SOUTH
CAROLINE,
    CHRISTI—
    CHRISTIAN
    ELIZABETH
    LADY
CAROLUS, ST.
CAROLYN, MISS
CARONI, RIO
CARPACCIO, VITTORE
CARPENTARIA,
    IRON
    TNT
CARQUINEZ, EXXON
CARR, SEAL
CARRAL, JOSEFINA
CARRANDI, MONTE
CARRANZA, VENUSTIANO
CARRARA, MED
CARRERAS, RIO
CARRIE, MISS
CARRIE II, MISS
CARRIER,
    ARASPLY
    ARKTIS
    BANANA
    BLUE CARIBE
    CALIFORNIA
    CARIBBEAN
    CARIBE
    CLARKSON
    COASTAL
    DORIC
    E. B.
    EASTMED
    EMIRATES
    ENSCO
    FALCON
    FAST
    GENSAN
    IRVING
    JED
    MEDITERRANEA-
    N
    NAHMINT
    NANOOSE
    NILE
    OCEAN
    OCEAN
    PARAGUAY
    PORTLAND
    POWELL
    ROOK
    ROTHESAY
    SCAN
    SCOT
    SEABOARD
    STENA
    TEAM
    TRADE
    VALIANT
    VIKING
    WE
    YAKOYO
CARRIER I,
    PROGRESS
    SEA
    SEA
CARRIER II,
    MILBURN
    PROGRESS
    STRAIT
CARRIER No. 8, FRESH
CARRIER 1,
    ABOITIZ MEGA
    OIL

CARRIER 2, OIL
CARRIER 3, OIL
CARRIER 7, OIL
CARRIER 8, OIL
CARRIER 881, GAS
CARRIERE, LA
CARROLL,
  POINT
  SPRIGG
CARRY No. 2, SAND
CARRYALL, JAPAN
CARSTENS, KARL
CARTAYA, J. ELISEO
CARTHAGE, CAPE
CARTIER,
  ATLANTIC
  CAPITAINE
  JACQUES
CARTUJA,
  ISLA DE
  LA
CARVALHO, LUIS FERREIRA DE
CASABLANCA, HANJIN
CASAMICCIOLA, FRECCIA DI
CASANDRA, MISS
CASANOVA, DANIELLE
CASAS, RIO LAS
CASIMIR, PRINS
CASPI, YACU
CASPIAN, GAZ
CASPIO,
  MAR
  MAR
CASQUETS, LES
CASSANDRA NICOLE, MISS
CASTELLANO, CARMEN
CASTELLET, LE
CASTELO, MONTE
CASTILLO, PRESIDENTE RAMON S.
CASTINEIROS, LAGO
CASTLE,
  ARKLOW
  CAREW
  CHILHAM
  COWES
  DORIC
  EVER
  GLACIER
  GOLDEN
  NETLEY
  NORRIS
  OCEAN
  OCEAN
  OCEAN
  PRINCESS
  STOLT
  VAN
  WHITE
  WORLD
CASTLEREAGH, N. R.
CASTOR,
  NAVICHEM
  SAND
  SEABOARD
CASTRO,
  INES DE
  JUANA DÉ
  ROSALIA DE
CASWELL, FORT
CAT,
  BLACK
  JET
  JET
  QUICK
  REEF
  SEA
  SEA
  TIGER
  TIGER
  TOM
CAT 2, QUICK
CAT 300,
  CRAWL
  CRAWL
  CRAWL
CAT 300 (012), CRAWL
CAT 300 (016), CRAWL
CATALANA, COSTA
CATALDO, SAN
CATALINA,
  DONA
  NORMA
CATALINA B—I, DONA
CATALOGNE, LE
CATALUNYA, COTINSA
CATALYST, ENERCHEM
CATAMARA, NORSUL
CATAMARAN, DAE WON
CATANESE, UZEDA
CATANIA,
  CITTA DI
  MARIA
  MULTITANK
  PASQUALINA
  RORO
CATARAMA, BAGNO
CATARINA, SANTA
CATAWBA, CAPE
CATELLO, SAN
CATERINA, MAR
CATES I, CHARLES H.
CATES II, CHARLES H.
CATES III, CHARLES H.
CATHARINA,
  ALIDA
  ANNE
  HANNE
  KLAASJE
CATHERINE,
  CHIP AND
CATHERINE,
  LADY
  MARIE
  MARY
  ST.
CATHERINE LABOURE, SAINTE
CATHY, MISS
CATO, CAPT.
CATOCHE, CAPE
CATONA, SAN FRANCESCO DI
CATORCE,
  ALBACORA
  AROSA
  FACAL
  FIGUEREO
  PESCAVENSA
  SERTOSA
CATTLEYA,
  SEA
  WHITE
CATURTYA, BHAITA
CAUTO, RIO
CAUVERY, NAND
CAUX, LE
CAVALIER,
  ARCTIC
  ARCTIC
  LOWLAND
  OCEAN
  SEASPAN
CAVEN, FRANK H.
CAVIT, KAPTAN
CAVO, CAPE
CAVUSOGLU, BILAL
CAXIAS, CIDADE DE
CAY,
  HAYNE
  JOHNNY
  WESTERN
CAYENNE, UMAG
CAYETANO,
  DON
  SAN
CAYMAN, RP
CAYMUS, ZP
CAZORLA, SIERRA
CE,
  E— 1—
  E— 2—
  E— 3—
  E— 4—
  E— 5—
  E— 6—
  E— 7—
  E— 8—
  E— 9—
  E—10—
CEBESOY, GENERAL A. F.
CEBU,
  CENTRAL
  ISLA
  SANTO NINO DE
  STAR
CECCONI, ALDO
CECIL, CAPT.
CECILE, MS.
CECILIA,
  ANA
  D'
  DONA
  LADY
  LADY
  SANTA
  ST.
CEDAR,
  BOW
  GREEN
  IRVING
  MAERSK
  ORIENTAL
  SEKI
CEDARWOOD, STOLT
CEDEIRA, PLAYA DE
CEDRE, LE
CEDRIC, SIR
CEDRO, EL
CEE, PLAYA DE
CEE O, CAPT. TEE
CEFERINA, ANGELA
CEIBA, LA
CEILE, LE
CEKAP, SUMAI
CELANOVA, VILLA DE
CELEBI,
  HEZARIFEN
  SULEYMAN
CELESTE, ISOLA
CELESTIAL, CIDADE
CELI, NUEVO CARME
CELIA, FORTUNE
CELOMEJS, AKADEMIKIS
CELS, BALTIJAS
CELSO, DON
CEMENT,
  EAGLE
  MUSCAT
CEMENT II, MINDANAO
CEMENT IV, MINDANAO
CEMENT IX, MINDANAO
CEMENT No. 1, ASIA
CEMENT No. 2, ASIA
CEMENT No. 3, ASIA
CEMENT V, MINDANAO
CEMENT VI, MINDANAO
CEMENT VII, MINDANAO
CEMENT VIII, MINDANAO
CENAC, CINDY
CENDERAWASIH, BUNGA
CENIZA, BOCAS DE
CENTAURI, ALPHA
CENTAURUS,
  OCEAN
  STAR
CENTENARIO, V
CENTRAL, GLORY
CENTRE, CARBO—
CENTURION,
  C/
  FAR
  H. O. S.
  OCEAN
  PACIFIC
CENTURY,
  CANADIAN
  GRACE
  NEW
  PACIFIC
  21st
CEO, COSTA DO
CEPHAS, EMMET &
CEPNIOGLU, TUNCAY
CERAMIC, SANG THAI
CERDA, PRESIDENTE AGUIRRE
CERES,
  CALIFORNIA
  GLOBAL
CEREZO, LEX
CERGAS, SUMAI
CERGUE, ST—
CERRAHOGLU, M. NURI
CERRITO, EL
CERVANTES, MONTE
CERVATI, MONTE
CERVERA, MANUEL
CERVO, CAPO
CESAR, DON
CESAREO, JOSE
CETINKAYA, HUSEYIN
CETUS, FROST
CEUTA,
  BAHIA DE
  CIUDAD DE
CEVHER, KARA
CH,
  EVANGELOS
  PHAROS—
  SIMEON
  SPYRIDON
  THEOLOGIA
CHA, SHAN
CHABIRA, INGE
CHAGRES, RIO
CHAHNG No. 1, DAR
CHAHNG No. 2, DAR
CHAHNG No. 3, DAR
CHAIN, TICKLER
CHALENKO, VITYA
CHALEUR, H. O. S.
CHALICE,
  ALEUTIAN
  SILVER
CHALINCHO, MONTE
CHALLENGE,
  ALPHA
  ATLANTIC
  ESSO
  GAELIC
  KELVIN
  MOBIL
  NEWFOUNDLAND
  NIKKEI
  OOCL
  SEA
  SEA
  STATE
CHALLENGER,
  ALASKA
  ALEUTIAN
  ALPHA
  AMALTAL
  ARCTIC
  ASIAN
  ATLANTIC
  BRITANNIA
  CANADIAN
  CELTIC
  COSMIC
  EASTERN
  EURO
  EXPORT
  GLOBAL
  GOLDEN
  GULF
  HYUNDAI
  JUMBO
  K.
  KIRK
  LAKE
  LONG
  MAERSK
  MARATHA
  MARC
  MARKWELL
  MEDUSA
  MOUNT
  NORDIC
  NORGAS
  NORTHERN
  OCEAN
  OCEAN
  OCEAN
  OFFSHORE
  PACIFIC
  PACIFIC
  PACIFIC
  PACIFIC
  PETRO
  SCANOBO
  SEA
  SEA
CHALLENGER,
  SEA—LAND
  SEABULK
  SEASPAN
  SEASPAN
  SHILLA
  SOUTHERN
  STENA
  WESTERN
  WESTERN
  WIND
CHALLENGER 1, IONIAN
CHALMERS, CAPE
CHALONE, ZP
CHAMA, RIO
CHAMP,
  AUTO
  BAYOU
  LADY
  MR.
CHAMPA, F. V.
CHAMPAGNE, CAPT.
CHAMPION,
  AMERICAN
  ANANGEL
  ATLANTIC
  BRITANNIA
  EVER
  EXPORT
  FALCON
  ISLAND
  KRITI
  MARITIME
  N. A.
  OCEAN
  OIL
  OLYMPIC
  OLYMPIC
  OMI
  PACIFIC
  SEACOR
  SEASPAN
  WORLD
CHAMRAN, IRAN
CHAN, LE
CHAN No. 2, HEN SHIN
CHAN 1, SHENG
CHAN 2, SHENG
CHANATHIP, JUTHA
CHANCE, CHOYANG
CHANCELLOR, MAERSK
CHANCHIBADZE, PORFIRIY
CHAND, DARYA
CHANDON, ZP
CHANDRA,
  BARUNA
  LADY
CHANE, HAI
CHANECH, AIN
CHANG,
  CHENG
  DAE
  FENG
  HER
  HUA
  KUM
  KUO
  NEW HAI
  RUI
  SU
  TAE
  TIAN
  WOO
  WOO
  WU
  XIN
  YI
CHANG HAI, SHOU
CHANG HE, LING
CHANG HU, WU
CHANG LENG 1, LAO
CHANG LENG 2, LIAO
CHANG LENG 5, LIAO
CHANG LENG 7, LIAO
CHANG LING, LE
CHANG LUN 2, XIN HE
CHANG No. 1,
  CHIEN
  JEONG
  SAE
  WEI
CHANG No. 2,
  NAM
  WEI
CHANG No. 3,
  HAN
  YEE
CHANG No. 7,
  JAE
  TAE
CHANG No. 10, TAE
CHANG No. 11, TAE
CHANG No. 23, TAE
CHANG No. 26, TAE
CHANG No. 27, TAE
CHANG No. 31, BEOM
CHANG No. 35, TAE
CHANG No. 36, TAE
CHANG No. 38, BEOM
CHANG No. 56, TAE
CHANG No. 73, TAE
CHANG No. 75, TAE
CHANG No. 76, TAE
CHANG No. 77, TAE
CHANG No. 78, TAE
CHANG No. 79, TAE
CHANG No. 81, WON
CHANG No. 82, WON
CHANG No. 83, TAE
CHANG No. 85,
  DONG
  TAE
CHANG No. 86, DONG
CHANG No. 87, TAE
CHANG No. 101, SAM
CHANG No. 103, NAM
CHANG No. 105, NAM
CHANG No. 121, KEUN
CHANG No. 122, KEUN
CHANG No. 201, MUN
CHANG No. 207, DAE
CHANG No. 285, MUN
CHANG No. 303, TAE
CHANG No. 335, JAE
CHANG PU 9001, LU
CHANG PU 9002, LU
CHANG 1,
  DONG
  LIAN
CHANG 2, DONG
CHANG 16, SHIAN FENG
CHANG 18, SHIAN FENG
CHANG 502, CHIEN
CHANGUINOLA, CAP
CHANH,
  BINH
  SONG
CHANH 505, SONG
CHANNEL, GAZ
CHANT, SEA
CHANTALE, J. B.
CHAO,
  EDUARDO
  JOSE A. GONZALEZ
  ROSA GESTOSO
CHAO SHAN, FENG
CHAPARRAL, HIGH
CHAPLANOV, YEVGENIY
CHARAK, IRAN
CHARALAMBOS,
  AGHIOS
  AGHIOS
CHARCOT, JEAN
CHARGER,
  OMI
  OOCL
  SEA
CHARIOT,
  GOLDEN
  SILVER
CHARISMA,
  M. I. S.
  OOCL
CHARITY, DAEYANG
CHARLES,
  BRUNO
  CAPE
  CAPE
  CAPE
  CAPE
  CAPE
  CAPE
  FORT SAINT
  GRAND
  JEAN
  LAKE
  LAKE
  LEOLA
  RADIUM
  SAINT
CHARLES '87, CAPT.
CHARLES H. STONE, CAPT.
CHARLES PARSONS, SIR
CHARLESTON, EXXON
CHARLIE,
  ESVAGT
  MISTER
CHARLOTT, ANN
CHARLOTTE,
  BERGE
  BL
  KATHARINA
  LENE
  MISS
CHARLTON, JOHN
CHARM,
  ATHENIAN
  CHIOS
CHARMER, PACIFIC
CHARON, MISS
CHASE,
  GOLDEN
  PACIFIC
  SEA
CHASOVITIN, DMITRIY
CHASOVOY, MYS
CHATEAU, SEA
CHATEAU No. 2, SEA
CHATTE, DIRECTEUR
CHAU,
  CHEUNG
  GA
  LONG
CHAUQUE, NAZLY
CHAVARRI, VICTOR DE
CHAVCHAVADZE, ILYA
CHAVES, ALONSO DE
CHAVEZ FELISOLA, GUILLERMO
CHAYKA, PTS—
CHAYKINA, LIZA
CHAYKOVSKOGO, MYS
CHE GUEVARA, ERNESTO
CHEBOTNYAGIN, PAVEL
CHEEMAUN, CHI—
CHEER,
  GREAT
  OCEAN
CHEETAH,
  CAM
  OSAM
  SEA
CHEGAG, AIN
CHEJU, HANJIN
CHEJU EXPRESS CAR FERRY, NEW
CHELLALA, KSAR
CHELMINSKA, ZIEMIA
CHELSEA HARBOUR, CONRAD
CHELYUSKIN, MYS
CHEMICA, TRANS
CHEMICAL, GOLDEN
CHEMICARRY,
  PETRO
  VENTURA
  YOUNG
CHEMIST,
  ALLIED
  AMERICAN
  FINE
  FORUM
  MARINE
CHEMNITZ, CHALOTTE
CHEN,
  JON
  MING
  SUNG
CHENE I, LAC
CHENE II, LAC
CHENE No. 1, LE
CHENG,
  A
  BEI
  BIN
  CHI
  DA
  E
  FANG
  FANG
  FENG
  FU SHUN
  GANG
  GAO
  GU
  HAI
  HAI
  HONG
  HONG GU
  JIANG
  JIAO
  JIN
  JUN LIANG
  KUAN
  LI
  LIAO
  LU
  MAN
  MING
  PING AN
  PING XIANG
  PU
  QING HE
  RONG
  SHANG
  SHUI
  SONG
  SU
  TONG
  XIANG
  XIN
  XING
  XIONG YUE
  XUAN
  YAN
  YANG
  YANG
  YUN
CHENG HU, YANG
CHENG JIANG, JIN
CHENG No. 21, HO
CHENG No. 22,
  HO
  KAO
CHENG No. 31, KAO
CHENG No. 32, KAO
CHENG 40, HAI
CHENG 51, HAI
CHENIERE, GRAND
CHENNAMMA, KITTUR
CHEONG,
  HAND
  HANG
CHEONG No. 2, GAE
CHEPIK, NIKOLAY
CHEPONIS, ALFONSAS
CHERAMIE,
  RAYDA
  RENE J.
CHERBOURG, PRIDE OF
CHEREMNYKH, MIKHAIL
CHERKASOV, NIKOLAY
CHERNE, ASTRO
CHERNOMORYA,
  GEROI
  ZVYEZDA
CHERNOPYATKO, IVAN
CHERNYAKHOVSKIY, GENERAL
CHERNYKH, IVAN
CHERNYSHEV, ARKADIY
CHERNYSHEVSKIY, NIKOLAY
CHERNYSHYEV, VASILIY
CHEROKEE, CHIEF OF
CHERRY,
  GOVERNOR
  PALMSTAR
  STAR
CHERTKOV, INZHENER
CHERYL, LADY
CHEST, TREASURE
CHEUNG KONG, NEW
CHEVAL, LA
CHEVAL ROUGE, LE
CHEW, SENG SOON
CHI,
  DIAN
  FENG
  JIAN
  JUNG
  KING
  LIAN
  MAN
  SHUE
  TIAN
  XIA
CHI HSIANG No. 17, FONG
CHI MINH, HO
CHI No. 2, SHUE
CHIA,
  KUO
  WU
CHIANG,
  CHU
  CHU
  CHYU
  FU
  HSIANG
  KUNG
  MIN
  NU
  TO
  TONG
  TZU
  WU
  YUAN
CHIANG No. 12, SHENG
CHIARA,
  ACQUA
  MSC
  ONDA
CHIARO, MONTE
CHICAGO, OVERSEAS
CHICH, MING
CHICHARRA, LA
CHICHERIN, GEORGIY
CHICHESTER, CITY OF
CHICK,
  SLICK
  UNCLE
CHIDLEY, CAPE
CHIE, QUEEN
CHIEF,
  AGUTOI
  BEAVER
  BERGE
  BOSSET
  CORAL
  EIDE
  ERIMA
  H. O. S.
  HAIDA
  HIGHLAND
  HIRI
  KIRK
  KIUNGA
  LITTLE
  M. V.
  MICRO
  MOALE
  MOHAWK
  MOTUAN
  NORGAS
  OBO
  OSCO
  PANAMA
  PAPUAN
  PETROMAR
  POWER
  SALVAGE
  SALVAGE
  SALVOR
  SEASPAN
  SKOOKUM
  STAR DIESEL
  STAR FUEL
  TERRITORY
  THE
  TULSA
  WORK
CHIEFTAIN,
  BRITANNIA
  GRAMPIAN
  HAIDA
  OIL
  PACIFIC
  SEA
  SOLOMON
  SUFFOLK
  TOWING
CHIEH, TUAN
CHIEM, CO
CHIEN, YUNG
CHIGNECTO, MAERSK
CHIGRIN, IVAN
CHIH, YUNG
CHIH No. 2, HWA
CHIHANI, BACHIR
CHIHEB, ECH
CHIKUZEN, FERRY
CHILDERS, FLYING
CHILE, FRIO
CHILLIWACK, QUEEN OF
CHIMISTA, CAPITAN
CHIMISTARRA, CALA DE
CHIN,
  CHIN—
  TONG
  TUNG
CHIN No. 122, HUNG
CHINA SEA, SEALIFT
CHING,
  MAN
  MING
  PANG
CHING No. 31, HSIEH
CHINGUETTI III, VILLE DE

# COMPOUND NAMES OF SHIPS

CHINGUETTI No. 1, VILLE DE
CHINGUETTI No. 2, VILLE DE
CHINNEY, OMS
CHINNEY II, OMS
CHINOOK, SEASPAN
CHIOS,
FLAG
NISSOS
CHIP,
BIG
BLUE
BLUE
CHIRALT, RAFAEL
CHIRIKOV,
ALEKSEY
ALEKSEY
CHIRIQUI, GOLFO DE
CHIRKOV, KAPITAN
CHISTYAKOV, GENERAL
CHITANAVA, INZHENER
CHITOSE,
NEW
SHIN
CHIU, MAN
CHIVALRY, K. H.
CHIVILIKHIN, VLADIMIR
CHKALOV, VALERIY
CHLOPSKIE, BATALIONY
CHMUTOV, KAPITAN
CHOATE, JAMES T.
CHOBELET, GABRIEL
CHOCI, RIVER
CHOEI MARU No. 8, SHIN
CHOLA, V. B. C.
CHON,
SUN
TAE
CHON GANG, CHONG
CHONG, FU
CHONG NYON, CHOI SAN BONG
CHONG NYON HO,
O UN
ZANG ZA SAN
CHOOMIE, RONJAY
CHOPER, MR.
CHOPIN, FRYDERYK
CHORD II, VELVET
CHOSHU No. 1, FERRY
CHOU No. 7, TUNG
CHOUATER, AIN
CHOUEST,
AMY
BETTY
BEULAH
CAROLYN
CASEY
CORY
DAMON
DINO
DIONNE
DOLORES
EDDIE
EDISON
GARY
JEFF
JONATHAN
KIRT
LANEY
MARGARET
ROSS
CHOURN, BEN
CHOW, YUNG
CHR. SVABO, JENS
CHRIS,
CAPT.
DAVID &
MERETE—
CHRISTI, COASTAL CORPUS
CHRISTIAN, NORGAS
CHRISTIAN ANDERSEN, HANS
CHRISTIANE, DAISY
CHRISTIN, INEZ—
CHRISTINA,
ANNA
ANNA
CORNELIA
ELISABETH
K—
KAS
PRINSES—
CHRISTINE,
ALISON
ANN—
ELIN
LINDA
MANNY &
MARIE
MARIE
PRINCESSE
MARIE
CHRISTINE NORDFISK, METTE
CHRISTOPH, ST.
CHRISTOPHE, ST.
CHRISTOPHER,
ST.
ST.
ST.
CHRISTOPHER LIKONI, ST.
CHROMALLOY—3, DELTA
CHROMCOV, KAPITONAS
CHRYSANTHEMUM, NEO
CHRYSSI, ANDROS
CHU, SONG
CHUAN,
DA JIN
DAN
HAN
HUA
HUI

CHUAN,
JIANG
JIN
LUO
SOON
TONG
YIN
CHUAN HANG XIU, GANG
CHUAN JIANG, LONG
CHUAN No. 1,
SAN
TA
CHUAN No. 2, TA
CHUAN SHENG No. 66, LIAN
CHUAN TANKER 1, QING
CHUAN TANKER 2, QING
CHUAN TUO 4, WEN
CHUAN 1, BO
CHUAN 2, QING
CHUAN 3, QING
CHUAN 4, QING
CHUAN 5, QING
CHUAN 7, QING
CHUAN 10, NAN
CHUANG, KAI
CHUBAKOV, KAPITAN
CHUBAR,
DMITRIY
VLAS
CHUBUT, MAR DEL
CHUCHO, CALAVERA DE
CHUECA, LA
CHUEN No. 1,
HWU
YIH
CHUKHCHIN, KAPITAN
CHUKLI BOLONG, YA
CHUKOTKI,
PIONER
RYBAK
CHUN,
AN
CHIN
FU
HAI
HON
LING NAN
MING
NAN HAI
SHEN ZHEN
SHIN
SU
TA
WAN
YI
YUE HAI
ZHU HAI
CHUN HAI, HENG
CHUN No. 1, KUM
CHUNG,
HUA
KWAI
MAN
TAI
CHUNG ENG No. 11, HO
CHUNG No. 1,
HEI
HO
CHUNG No. 2, VAN
CHUNG No. 3, HEI
CHUNG No. 6, HUI
CHUNG No. 11, VAN
CHUNG No. 122, CHEN
CHUNGMU, HANJIN
CHUNGSAM, PACIFIC
CHURCHILL,
WINSTON
WINSTON
CHURILOV, KAPITAN
CHURRUCA, EVARISTO
CHUYEV, ALEKSEY
CHUYKOV, MARSHAL
CHWAN No. 1, HWA
CHWAN No. 2, HWA
CHYUAN No. 2, YU
CHYUAN No. 6, YU
CHYUN No. 315, YIH
CHYURLYONIS, MIKOLOYUS
CIBRIAN, SAN
CID, GARCIA DEL
CIEL, PLEIN
CIENCIA, LA
CIENFUEGOS,
BAHIA DE
CAMILO
CILLIOGLU,
ISMAIL
KAMILE
KAPTAN ISMAIL
MUSTAFA
CIMBRIA, DANA
CIN II, MAR—
CINCINNATIAN, CHIQUITA
CINCO,
ALBACORA
EL
FREIPESCA
ISABEL
LEON MARCO
NAVIJOSA
PESCALTEA
POLSA
REMOLCANOSA
SERTOSA
VIEIRASA
CINDY, MISS
CINI, GIORGIO
CINQUE, AUGUSTEA
CINTA,
ANA DE LA
VIRGEN DE LA
YOLANDA DE LA

CINTA No. 7, VIRGEN DE LA
CINTO, MONTE
CINTRA, MESTRE ANTONIO
CIPRES, EL
CIPRIANO, ISLA DE SAN
CIPTA, WARIS
CIRCLE, POLAR
CIRCLE No. 1, ARCTIC
CIRIZA,
AGUSTIN
JOSE RAMON
MARCELINA DE
MARI
MIGUEL
CIRRINCIONE, ANDREA
CISNE, EL
CISNES, RIO
CITATION, H. O. S.
CITRINE, LORD
CITY,
BACOLOD
CEBU
CHESAPEAKE
DANAO
DAVAO
DIAMOND
GARDEN
GLORIOUS
GRAMPIAN
ILIGAN
ILOILO
IRON
LAOAG
LAPU—LAPU
LION
MAPLE
NAGA
NEW YORK
NEWCASTLE
OCEAN
ORIENTAL
ORIENTAL
PEARL
QUAKER
ROYAL
ROYAL
SAN CARLOS
SEA ISLE
SEALION
SIOUX
SURF
TACLOBAN
VERGINA
VIRGINIA
YBOR
CITY SEAHORSE, MORGAN
CITY VICTORY, GROVE
CIUC, MIERCUREA
CIVET,
CAM
OSAM
CIWOL, SAGA
CLAIBORNE, ABITIBI
CLAIR,
FEDERAL ST
IMPERIAL ST.
ST.
ST.
CLAIRE,
ATLANTIC
MARIE
MARIE
MARY
CLARA,
CAP SANTA
ISLA MONTANA
MARIA
MISS
SANTA
SANTA
SANTA
CLARA I, SANTA
CLARA SMALLWOOD, JOSEPH AND
CLARE, AMERICAN
CLARENCE, CAPT.
CLARIANA, FERNANDO
CLARK,
HALEY
KIMBERLY
LINDESAY
W. MARSHALL
CLARK PAGE, CAPT.
CLARK ROSS, JAMES
CLARKE, PHILIP R.
CLARO, HORIZONTE
CLASINA, ROSALIA
CLASSICA, COSTA
CLAUDE,
SAINT
ST.
TEE
CLAUDINE, MAERSK
CLAUDIO,
DON
DON
CLAUDIUS, EDUARD
CLAUSEN, ALDEN W.
CLAYMORE, PACIFIC
CLEAN II, MR.
CLEAN III, MR.
CLEAR,
CAPE
EVERMORE
POINT
CLEARWAY, EUROPEAN
CLEMENT, NEDLLOYD
CLEMENTE, DON
CLEMENTINE,
MAERSK
PRINCESSE
CLEO, WESTWOOD

CLEWIS, KATHRINE
CLIEU, GABRIEL DE
CLIFF,
LANCELOT
REEFER
CLIMBER, FRONT
CLIPPER,
ASIAN
ATLANTIC
ATLANTIC
ATLANTIC SEA
BAHIA
BLUE
CANDY
CAROLINA
CAVALIER
CHEMBULK
CHIOS
COMMODORE
ELISABETH
EMCOL
ENSCO
EURO
FLYING
FORTUNE
FP
HOEGH
HYBUR
ICE
JO
KAREN
MAERSK
MARATHA
MARYLAND
METTE
MIAMI
MYSTIC
NORTHERN
NOSAC
OCEAN
OCEAN
ROYAL
SALLY
SEA
SEA
SEACOR
SILVER
SOUTHERN
SUNNY
SUNNY
TASMAN
TEXAS
VICTORIA
YANKEE
YANKEE
YANKEE
CLIPPER I,
CAICOS
OCEAN
CLO, ANDONAEGUI
CLOATES, POINT
CLOATS K, POINT
CLOON, NEDLLOYD VAN
CLOSE, E. C.
CLOUD,
BLUE
BLUE
CAICOS
EAGLE
EK—
FLYING
FLYING
FLYING
FLYING
FLYING
IRON
MAERSK
MORNING
MOUNTAIN
NORTHERN
SEA
SEA
SILVER
ST.
TIGER
CLUB,
CANADA
MARINE
CLYDE,
ESSO
MATCO
W. D.
CLYMER, IRVIN L.
CM0001, 300
CNC,
F—7—
F—8—
F—12—
F—13—
F—14—
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F—18—
F—19—
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F—26—
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F—28—
F—29—
F—30—
CO, NINH
CO 23, VAM
CO., EBB
CO—OP MARU, SHIN
COACH, ASTRO
COARI, RIO

COAST,
ALPHA
ATLANTIC
ATLANTIC
CARIB
EAST
EAST
EMERALD
FIRST
FORTUNA
GOLD
GULF
IBERIAN
JILL
LYS—
MADANG
MOROBE
NIUGINI
SALMIAH
COAST I, BLUE
COASTER,
ENSCO
STORM
COATZA, MISS
COB,
CAROLINE
COS
GITTE
LIV
SAKURA
TONJE
TOVE
VICTORIA
COBANOGLU, B.
COBB,
CHARLIE
SAMUEL L.
COBO, RIO
COBRA, BRITANNIA
COBRE II, MARINERO DE
COCAL, EL
COCHELLO, ONA
COCHINOS, BAHIA DE
COCONY, EMILIE
COCOS, LOS
COD,
CAPE
CAPE
CAPE
CAPE
CAPE
CAPE
CODY,
ALLEN
MARY
COE, GLEN
COELHO, GONCALOA
COETNEMPREN, KERSAINT DE
COETSEE, DIRK
COHEN, WILFRED M.
COIMBRA, ESTACIO
COLAS, JOSE LUIS
COLE, KAY
COLEMAN, CAPT.
COLET, LOUIS
COLETTE,
JEAN—
MARIO—
COLIMAN, REY DE
COLIN, MICHAEL &
COLINA, STOLT
COLLE,
JANET
MABEL
COLLINS, MR.
COLLN, J. VON
COLNON, WILLIAM L.
COLOMB, CHRISTOPHE
COLOMBIA,
COSTA DE
DRAGA
EURO
EWL
L/L
REPUBLICA DE
COLOMBINA, ISLA
COLOMBO,
CRISTOFORO
NEDLLOYD
SMIT
VILLE DE
COLOMBUS, HARVEST
COLOMO, JOSE
COLON,
CRISTOBAL
CRISTOBAL
COLONIA,
CIUDAD DE
FLECHA DE
COLONNA, WILL
COLONO, EL
COLONY, OLD
COLOR, KRITI
COLORADA, PLAYA
COLORADO,
CERRO
CHEVRON
RIO
COLUMBA, RIO
COLUMBIA,
OMI
SAJO
SAN
COLUMBUS, ALLIGATOR
COLUMBUS ISELIN, R. V.
COMADRE, LA
COMDIFLATE, BALTIMAR
COME TRUE, DREAM
COMEAU,
LADY
POINTE

COMENDA, PRAIA DA
COMENDADOR, EL
COMENTARIOS, SIN
COMET,
ATLANTIC
BLUE
BOSTON
EAGLE
EASTERN
GRACECHURCH
HARVEST
WESTERN
COMFORT,
MING
POINT
SOUTHERN
SOUTHERN
TRANS
COMILLA, TIGER OF
COMITARDI,
ALBERTO
GOFFREDO
COMMAND,
ALEUTIAN
HAWAIIAN
NORTH
POLAR
POLYNESIAN
COMMANDER,
ACADIAN
ALPHA
ARGOSY
ATLANTIC
BERGE
ECL
GULF
HARVEY
HYUNDAI
ISLAND
MAERSK
MARINE
NORGAS
NORTHERN
ORIENTAL
PACIFIC
PIONEER
SEA
SEA
SEAWAY
STAINLESS
TERRITORY
YUKONG
COMMANDMENT, FIRST
COMMERCE,
EXPORT
MICRONESIAN
SEA
COMMODORE,
NORMAN
SEASPAN
COMNINOS, KAPETAN
COMO SOY, ISLA SOY
COMPAEN, CLAES
COMPASS,
ATLANTIC
MERSEY
COMPETENCE, OCEAN
COMPETITION, SPIRIT OF
CON,
AQUA
BAHIA DEL
PLAYA DEL
CON DIOS, VAYA
CON 1, GER—
CONCARNOIS, LE
CONCARRIER VI, ABOITIZ
CONCARRIER X, ABOITIZ
CONCARRIER XI, ABOITIZ
CONCARRIER XII, ABOITIZ
CONCARRIER XIV, ABOITIZ
CONCEICAO, N. S.
CONCEPCION II, LA PURISIMA
CONCEPT, STENA
CONCEPTION,
GLOMAR
H. O. S.
MISS
CONCERT,
GREAT
SEA
CONCHA, MERCEDES
CONCHEE, LA
CONCHI, MARI
CONCORD,
ABITIBI
ACE
ECL
GRAMPIAN
HANBONN
MARATHA
NEW
TEXACO
TRADE
WORLD
CONCORDE, OCEANA
CONCORDIA, STENA
CONDADO, RIBERA DEL
CONDE,
FORT
VILA DO
CONDE E FILHOS, JOAO
CONDERIBON, GENITA DE
CONDESA, NEW
CONDON, ZP
CONDOR,
AMERICAN
FLYING
FRONT
GOLDEN
GULF
OSAM

CONDOR,
RED
SEAWAY
SPRING
STOLT
CONDOR GRANDE, EL
CONDOR PASA, EL
CONDUCTOR, STENA
CONFIDENCE,
ARCTIC
ATLANTIC
BALTIC
CLIPPER
CROWN
EUROPEAN
HELLENIC
HOLLANDIC
JOINT
KELTIC
OCEAN
STENA
TROMSO
UNITED
CONFIDENS,
SEMPER
SEMPER
CONFIDENT, EVER
CONFURCO, MONTE
CONGO, SECIL
CONGOLAIS, LE
CONGRESO, III
CONGRESO DEL PARTIDO, 1
CONGRESS, STENA
CONNECTICUT, EXXON
CONNIE,
MISS
MISS
CONNOR,
CY O'
HATTIE
CONO, HERMAN
CONQUEROR,
KENT
OCEAN
OCEAN
PACIFIC
TOISA
CONQUEST,
BLUEFIN
BRITANNIA
WUSHISHI
CONQUISTADOR,
EL
EL
CONRAD,
CAPT.
CAPTAIN
JOSEPH
ROBERT D.
CONRAD, JR., EARL J.
CONRAD KORZENIOWSKI, JOZEF
CONRADIE, P J
CONSIGLIO, ALFONSO
CONSOLACION, VIRGEN DE
CONSTANCE, LADY
CONSTANS, CONCORDIA
CONSTANT,
EVER
L'AMI
CONSTANTE, CAPITAN
CONSTANTINE, W. W.
CONSTANTINOS, AGIOS
CONSTELLATION,
MAERSK
STENA
CONSTRUCTOR,
MARINE
NEW
OCEAN
PACIFIC
STENA
CONSUELO,
DONA
MARIA
CONSUELO C—1, DONA
CONSUELO FREIRE, MANUEL
CONSUELO I,
DONA
DONA
CONSUMER,
DEL MONTE
SEA—LAND
CONTAINER,
ACE
BLESS
DILIGENCE
EXCELLENCE
GLORY
MARINE
PIONEER
SEA
CONTAINER I, LORENZO
CONTAINER II, SULPICIO
CONTAINER III, SULPICIO
CONTAINER IV,
LORENZO
SULPICIO
CONTAINER IX,
LORENZO
SULPICIO
CONTAINER V, SULPICIO
CONTAINER VI,
LORENZO
SULPICIO
CONTAINER VII, SULPICIO
CONTAINER VIII, SULPICIO
CONTAINER XI,
LORENZO
SULPICIO
CONTAINER XII,
LORENZO

CONTAINER XII, SULPICIO
CONTAINER XIV, SULPICIO
CONTAS, RIO DAS
CONTENDER,
AMERICAN
BOLD
FIERCE
STENA
CONTINENT,
MERCANDIAN
STENA
CONTINENTAL, HYUNDAI
CONTINENTALE, LADY
CONTOR, HANSE
CONTOY, CAPITAN
CONTRACTOR, PIONEER
CONTRAMAESTRE, RIO
CONVEYOR,
ATLANTIC
GOLD BOND
CONVOY,
MARATHA
STENA
COOK,
CAPITAINE
CAPTAIN
CAPTAIN JAMES
EW
FRANK
JAMES
COOK II, CAPTAIN
COOK III, CAPTAIN
COOLER, ERIKSON
COON,
CAPTAIN
SUPER
COPENHAGEN, CHEVRON
COPPEDGE,
H. B.
HELEN D.
MARY M.
COPPEDGE, Jr., W. T.
COQUILLE, LA
COQUITLAM, QUEEN OF
CORA,
CANTON DE
LADY
CORAIL, NOUMEA
CORAL,
AURORA
BELLE
BOA
DOOYANG
GAZ
GROUPING
MAR
MARINE
MC
NEPTUNE
NEW QUEEN
OCEAN
PACIFIC
SEA
SEA
SILVER
SOUND
WHITE
CORAL GABLES, ESSO
CORAL No. 7, QUEEN
CORAL SUB, TELFORD
CORAZON, SAGRADO
CORDA, SURSUM
CORDEE, LA
CORDERO,
EL
MARIA DE
CORE, ATLANTIC
COREY,
CAPT.
DARLA &
CORFU, PANTOKRATOR
CORINNE,
LADY
MISS
CORMORANO SECONDO,
NUOVO
CORMORANT, AMERICAN
CORN, TAI
CORNAGLIA, PAOLO
CORNELIA,
DINA
HENDRIKA
MAARTEN
TRIJNTJE
CORNELIS,
GRIETJE
JAN
JAN
MAARTEN
NEELTJE
ZWAANTJE
CORNELIUS, ADAM E.
CORNIDE, JOSE
CORNWALLIS, EDWARD
CORO, NUEVO VIRGEN DEL
CORONA,
CETRA
DALA
DANA
COROSO, PLAYA DE
CORPUS CHRISTI, COASTAL
CORREA, BENIGNO
CORREIA, ALBERTO
CORREIRA, COMANDANTE
RAMIRO
CORRIDOR,
ASIAN
EASTERN
CORRIENTES, CAP
CORSAIR,
ARCTIC
BOSTON

CORSAIR,
SEASPAN
SUBSEA
CORSALI, ANDREA
CORT, STEWART J.
CORTE REAL,
JOAO
MIGUEL
CORTES,
MANUEL
PESQUERA
HERNAN
PUERTO
CORTEZ, MAR DE
CORTEZ I, MAR DE
CORTEZ II, MAR DE
CORTEZ III, MAR DE
CORTEZ IV,
MAR DE
MAR DE
CORTEZ IX,
MAR DE
MAR DE
CORTEZ V, MAR DE
CORTEZ VI,
MAR DE
MAR DE
CORTEZ VII, MAR DE
CORTEZ VIII,
MAR DE
MAR DE
CORTEZ X,
MAR DE
MAR DE
CORUJO, CAPITAO
CORUNA, CIUDAD DE LA
CORUXO, PONTE
CORVO, NINO DO
COSMAS AETOLOS, ST
COSMO, BLUE
COSMOS,
ASIAN
CRANE
FAIR
HYUNDAI
MARINE
NOVA
OCEAN
TAIO
WILD
COSTA,
CARLA
ENRICO
EUGENIO
GAL
PORT
COSTANTE, NERI
COSTARICA, DOLE
COSTARRENCALA, PLAYA DE
COSTAS,
CAPETAN
THIOS
COSTEIRO, MESTRE
COTO, MINA
COUEDIC, DU
COUGAR,
CAM
PETROBULK
SEA
TOISA
COUNSELLOR, ATLAS
COUNT, GRAND
COUNTESS,
CUNARD
FALCON
GYPSY
MARINE
NORTH
OSLO
REEFER
COUNTY,
CLEVELAND
SOUTH
COUNTY FARM, GOLDEN
COURAGE,
ALEXANDER'S
EASTERN
HELLESPONT
LEROS
MING
RAINBOW
COURAGEOUS, SEA
COURBET, ADM.
COUREGANT, LE
COURIER,
ALDERNEY
EURO
INDIAN
MARINE
STOLT
UNITY
COURONNEE, LA
COURONNEE II, LA
COURRIER, MAR
COURSIC, JEAN
COUSA, PUNTA
COUTO, DIOGO DO
COVA, AREA
COVADONGA,
NUESTRA
SENORA DE
VIRGEN DE
COVE,
BLACKBURN
BOTANY
CAMPBELL
CAREENING
COWRIE
FARM
FULLERTON
HEARSON
IRON

COVE,
MANLY
MERCURY
SHELL
SIRIUS
SPRING
STORM
SYDNEY
WESTERN
COVE POINT, BEAR
COVELO, O
COVENANT, N. T.
COWBOYS, DALLAS
COWICHAN, QUEEN OF
COWLEY, LEONARD J.
COX, JOHN
COZ, CASTEL
CRAB, BLUE
CRACKER, GEORGIA
CRAFTSMAN,
SHELL
SUNDERLAND
CRAIG,
AILSA
CAPT.
GOLDEN
HAZEL
J. F.
MARY
MAY W.
CRAMER, CORWITH
CRANE,
ORIENTAL
PACIFIC
PACIFIC
CRANE I,
DAMMAM
FLOATING
GIZAN
FLOATING
JEDDAH
FLOATING
JUBAIL
FLOATING
CRAPO, S. T.
CRASTO, MONTE
CREATION, WORLD
CREDIT,
OCEAN
SINO
CREDO, MAERSK
CREEK,
BENIN
BLUFF
CEDAR
CHRISTMAS
COCKATOO
FORSAYTH
HOO
HORNBILL
HUNTER
JAKPA
MAGNIFICENT
MANGROVE
NEWTOWN
RED
SALT
STOCKTON
TAYLOR'S
TILBATA
YARDIE
CREEK VICTORY, BATTLE
CREMONA, DANNY
CREOLE, REEFER
CREOLE 2, LA
CRESPO, BOLUDA
CREST,
BLUE
FALCON
GOLD
HOO
LANMAR
MAERSK
NORE
OCEAN
SEA
WAVE
CRESTA, SUN
CRETA, ISLAND
CRIADA, LA
CRIONE, OILEAN
CRIS, BAIA DE
CRISTI, MONTE
CRISTINA,
ANA
DONA
JENNY —
M
MARIA
REINA
SANTA
SANTA
SUSANA
CRISTINA GIRALT, MARIA
CRISTINA II, MARIA
CRISTO,
MADRE DE
MONTE
MONTE
CRISTOBAL, SAN
CRISTOBAL II, SAN
CRISTOVAO, SAO
CRISTY, GUADA
CROCE, CAPO S.
CROCODILE, NILE
CROISE, LE
CROISETTE, CAP
CROIX, ST.
CROMWELL, TOWNSEND
CROSBY, C. A.
CROSS,
CLEVELAND

CROSS,
COATHAM
ESTON
GREATHAM
HOLY
HOLY
KINGS
KINGS
NORTHERN
NORTON
ROSEBERRY
SKELTON
SOUTHERN
SOUTHERN
SOUTHERN
SOUTHERN
SOUTHERN
SOUTHERN
SOUTHERN
YARM
CROSS I, SOUTHERN
CROSS MARU, SOUTHERN
CROSS No. 1, SOUTHERN
CROSS 8, SOUTHERN
CROUTE, GAGNE TA
CROWN,
BLUE
COLUMBIAN
GOLDEN
GRACECHURCH
JERVIS
KIWI
KOREAN
MARINE
OCEAN
OCEAN
ORIENTAL
STOLT
SUN
CROZE, RAYMOND
CRUISE, LOUISIANA
CRUISE I, JET
CRUISE II, JET
CRUISE III, JET
CRUISER,
CANDY
COASTAL
ENSCO
ISLAND
MARATHA
NORTHERN
CRUISER II, ISLAND
CRUSADER,
ALPHA
BRITANNIA
C/
CLIPPER
FAR
KINGS
NORTH
PIONEER
REGAL
SEA—LAND
SEASPAN
SOUTHERN
SOUTHERN
WESTERN
CRUX, NEPTUNE
CRUX No. 2, GOLDEN
CRUX No. 3, GOLDEN
CRUX No. 5, GOLDEN
CRUX No. 7, GOLDEN
CRUX No. 8, GOLDEN
CRUX No. 11, GOLDEN
CRUX No. 15, GOLDEN
CRUZ,
CAMPECHANA
ENSENADA
ESSO SANTA
ESTHER
FIESTA
PRAIA DE
SANTA
SALINA
SANTA
SANTA
SANTA
SANTA
SANTA
SANTA
VERA
VERA
VERA
CRUZ DE LA PALMA,
CIUDAD DE SANTA
CRUZ DE LLANERA, SANTA
CRUZ II, SANTA
CRUZ 4, SANTA
CRUZ 260—C, SANTA
CRY, WAR
CRYSTAL,
ARCTIC
BLUE
CRISTY &
EAST
ERIKSON
ICE
LADY
NEPTUNE
PAN
POLAR
SAMMI
SNOW
WESTERN
CRYSTAL RIVER, EXXON
CT—1, HUMBLE
CUADRADO, CANTERO
CUALE, RIO
CUANAVALE, CUITO
CUARENTA, BOLUDA

CUARTO,
ALTASA
ALVAREZ
ENTRENA
AMASUA
CONBAROYA
CRUZ
FARPESCA
MAPOSA
MINCHOS
NAVIJOSA
PESCALTEA
PESCAPUERTA
RIBAROSA
CUATRO,
ALBACORA
ALVAMAR
BEIRAMAR
CEMENMAR
COTORREDOND-
O
FREIPESCA
IBAIZABAL
IBSA
ISABEL
MAR
MAYI
PESCAMAR
POLSA
REMOLCANOSA
SPABUNQUER
CUB, TIGER
CUBA,
BAHIA DE
SANTIAGO DE
SANTIAGO DE
SANTIAGO DE
CUBBAGE, AL
CUBUKCU,
C.
PILOT C.
CUCCO, GINO
CUCHIVERO, RIO
CUDILLEIRO, ROSA
CUI HAI, FEI
CUISSARD, JEAN—
CULBREATH, BETTY
CUMAWIS II, KT.
CUMBERLAND, K. F. V.
CUMBRAE, ISLE OF
CUMBRERA, PEPE
CUMMINGS, NATHAN
CUNENE, SECIL
CUNHA,
FERREIRA DA
INACIO
SANDRO
SIMAO
CUNHA JUNIOR, AUGUSTO
CUNZE, EDE
CURA,
NOVA
NOVA
CURIE, JOLIOT
CURL, CURL
CUROLE,
EDMOND A.
MR.
CURTIS,
CAPE ROGER
CAPT.
GOVERNOR
IRON
LITTLE
CUTLASS,
HARBEL
SEASPAN
CUTTER,
CANDY
ENSCO
MAERSK
CUX II, JAN
CUYAGUATEJE, RIO
CUYAMEL, RIO
CY, KERYNIA
CYBI, ST.
CYCLONE,
M. C.
SMIT
CYGNUS, ASL
CYMBIDIUM, NEO
CYN, AMBER
CYNTHIA, LADY
CYPRESS,
JO
MAERSK
CYPRIA, PRINCESA
CYPRINE, NEPTUNE
CZAR, SEA
CZARNIECKI, STEFAN
CZWARTAKOW, BATALION
C0203, FATA MORGANA
D,
AL HANA
ALEXANDROS
ANESTO
ANGELIKI
ANNA
ATHANASSIOS
AXEL
BARBARA
BILLY
BOBBY
CAPTAIN
CELESTIAL STAR
P
CHIP
DAWN

D,
DEBORAH
EDDIE
GUDRUN
HIAM
JAMIE
JESSICA
JOEY
JOHN
JOYCE
KAPETAN
YANNIS
KLAUS
KONSTANTINOS
LADY
LISA
MARIA
MARIANNE—
MARIE
MARY
MATINA—
MAXINE
MICHELLE
MISTER
MARSHALL
NORMAN
RITA
ROLF
SABINE
STEEVE
TINA
TIZIANA
VASILIOS
D I, H P
D L, PATRICIA
D.,
ANNE R.
CAPT. ARI
CAPT. JOHN
CHARLES L.
CHRISTIAN
DIANA
EDOUARD L.
EVANGELIA
GIARO
GIUSEPPE
GOODHOPE P.
KATHARINA
LEOPOLD L.
MARIA
PAULA
REGINA
SUNLIGHT P.
D. A., CAPT. G.
D. ALPHA, W.
D. BETA, W.
D. BYRNE, JAMES
D. CLYDE, W.
D. CONRAD, ROBERT
D. COPPEDGE, HELEN
D. D. I, T. C.
D. DEFELICE, DENISE
D. DEIHL, JOHN
D. DISTRIBUTOR, G.
D. DURGA, H.
D. ENTERPRISE, W.
D. F., MAINA
D. GATEWAY, W.
D. H. 1, G.
D. HADEN, CAPTAIN W.
D. HADEN II, W.
D. HEMMINGSEN, G.
D. HOYLE, W.
D. I, T. C. D.
D. ITCHEN, W.
D. J., S.
D. KARNAFULI, S.
D. LUSSICH, ANTONIO
D. M. C. LEHN, MISS
D. MACKINNON, T.
D. MARTINOLICH, J.
D. McALLISTER, CHARLES
D. MEDWAY II, W.
D. P., EMMA
D. P. SECONDA, EMMA
D. PATRICK, GENERAL
EDWIN
D. R.,
ANATALLA
MIGUELITA
D. R. 3, O.
D. ROOSEVELT, PRESIDENT F.
D. S. ATLANTIC, N.
D. SEVERN,
S.
W.
D. TEST, W.
D. TIBBETTS, JR., VINCENT
D. TYNE, W.
D. VICTORIA, A.
D. VIRAT, H. G.
D. WHITE, C.
D. 1, M. O. P.
D. 7, DRAGA
D—I, PHILPORTS
D—II, PHILPORTS
D—III, PHILPORTS
D—IV, PHILPORTS
D—VI, PHILPORTS
D—VII, PHILPORTS
D'ALBATRE, COTE
D'ALESIO,
ANTONIO
ELISA
FRANCA
FRATELLI
GAETANO
LILIANA
MAURO
NELLO
PAOLA
ROBERTA

D'AMATO,
ALESSANDRA
MADDALENA
UMBERTO
D'AMBRE, CAP
D'ARC,
JEANNE
JEANNE
JOAN
D'ARGENT II, GOBLET
D'ARGENTO, FRECCIA
D'ARTOIS, NOTRE DAME
D'ASSAS, CHEVALIER
D'AURORE, VILLE
D'AZUR, COTE
D'EMERAUDE, COTE
D'EPEE, FORT FLEUR
D'ERABLE, FEUILLE
D'OR, POISSON
D'ORIENT,
SOLEIL
VILLE
D'ORO,
FRECCIA
MONTE
D'OURO, ANCORA
DA,
DE
DONG
FONG
HAI
HONG
HUA
SAE BA
SHEN
SIN
SU
THANH
YUAN
DA BARCA, PUENTE
DA BOA VIAGE, SENHORA
DA BOA VIAGEM, SENHORA
DA BRELA, PLAYA
DA COMENDA, PRAIA
DA CUNHA, FERREIRA
DA ESPERANCA, NOSSA
SENHORA
DA FIGUEIRA, PRAIA
DA GALE, COSTA
DA GAMA,
VASCO
VASCO
VASCO
DA GAMA I, VASCO
DA GUANABARA, ESTADO
DA GUIA, NOSSA SENHORA
DA HAI,
AN
JIANG
DA HORA, SENHORA
DA IRIA,
COVA
N. S.
DA JIANG, AN
DA LING, BA
DA LUZ,
MONTE
PAU
DA MESSINA, ANTONELLO
DA MURTOSA, VILA
DA PROCIDA, GIOVANNI
DA ROCHA, PRAIA
DA ROSA, EVELYN
DA SALETA DOS, VIRXEN
DA SHAN, TIAN
DA SILVA, FERREIRA
DA TOMA, LAI
DA TORREIRA, PRAIA
DA UNIAO, FRUTO
DA VILA, ROSENDO
DA VINCI, LEONARDO
DA 2, SONG
DA—LYN, CHRIS—
DABBOUSSIYA, EIN EL—
DABEK, PULKOWNIK
DABO, NDEYE
DACIL, PRINCESA
DACKE, NILS
DADAYLI,
KAZIM
MEHMET
DADUNA, HEINZ
DAE YANG No. 101, O
DAE YANG No. 105, O
DAE YANG No. 107, O
DAE YANG No. 121, O
DAE YANG No. 201, O
DAE YANG No. 205, O
DAE YANG No. 207, O
DAE YANG No. 216, O
DAE YANG No. 302, O
DAE YANG No. 305, O
DAE YANG No. 727, O
DAG,
AYU—
CHATYR—
KARA—
KOPET—
NEBIT—
DAGESTAN, SOVIETSKIY
DAGOHOY, FRANCISCO
DAH No. 32, KING
DAHBI, EL MANSOUR
DAHLIA,
AFRICAN
BUNGA
DAI HE, BEI
DAI 319, ZHE
DAIEI, GOLDEN
DAIEI MARU, SHIN
DAINA, ATCO
DAISEN, CONCORD

DAISY,
  ACX
  CAPE
  J.
  LADY
  OSAM
DAISY 1, OSAM
DAL, YU
DAL LE, CHIN
DALAL, LADY
DALE,
  KIRK
  MASTER
  MEGA
DALGAARD, LINE
DALIA, AIDA
DALLIA, ROSE
DALMACIJE, KRILA
DALMATINAC, JURAJ
DALNIY, MYS
DAM, L.W.
DAMAI,
  BETHANY
  KUMALA
  SETIA
DAMARA, MISS
DAME D'ARTOIS, NOTRE
DAME DE BOULOGNE II, NOTRE
DAME DE LA NATIVITE, NOTRE
DAME DE PITIE, NOTRE
DAME DE ROCAMADOUR, NOTRE
DAME DE SALUT, NOTRE
DAME DU CAP, NORTRE
DAMMAN, HANJIN
DAMMANN, BODIL
DAMPIER,
  HANJIN
  MINERAL
DAMSEL, TROPICAL
DAMUJI, RIO
DAN,
  BELLA
  BERTA
  CELIA
  CENTA
  DAI HONG
  HSAD
  MU
  ROSA
DAN FISHERMAN, NAN
DAN S., DON
DAN SHAN, MU
DANA,
  ESVAGT
  RICHARD
    HENRY
DANAOS, ALS
DANAU, KAWI
DANCE, SUN—
DANCER,
  MIDNIGHT
  NORTHERN
  SEA
  SEA
  SUN
DANCHENKO, ALEKSEY
DANDE, SECIL
DANDY, DIXIE
DANE, SUPER
DANG SHAN, YAN
DANG 1, BACH
DANG 2, BACH
DANG 4, BACH
DANG 6, BACH
DANG 8, BACH
DANG 10, BACH
DANG 12, BACH
DANG 14, BACH
DANG 22, BACH
DANIA,
  BENTE
  JETTE
  TOR
  TRANS
DANICA,
  BETTINA
  KARINA
  STENA
DANIEL,
  FREDERIC
  NICOLE
DANIELA, MENINA
DANIELE, MICHEL
DANIELL, L'ANGE
DANIELLE, JASON &
DANIELSEN,
  BIANCO
  BONGO
  GUDRUN
  JYTTE
DANIELSSON, THORHALLUR
DANILKIN, KAPITAN
DANILOV, KAPITAN
DANNY QUOC, CAPT.
DANOS,
  JAMES
  REED
  TODD
DANSKE, HOLGER
DANTAS, HERACLITO
DANUBE,
  FEDERAL
  SEA
DANZIG, HANSA
DAO,
  ANH
  KONG DONG
  QING
  TRAN HUNG

DAO GONG 302, GUANG
DAO GONG 401, GUANG
DAO GONG 402, GUANG
DAO GONG 601, GUANG
DAO GONG 1001, GUANG
DAO GONG 1002, GUANG
DAO 421, BAO
DAO 801, QING
DAO 802, QING
DAOUD, GULF
DAOUI, SIDI
DAPHNE,
  BELLE
  LADY
  WALTER &
DAR,
  AGIP
  GUET N'
DAR 3, AIN
DARBY,
  GEORGE E.
  MISTER
DARE, VIRGINIA
DARGOMYZHSKIY, KOMPOZITOR
DARIEN, BARCAZA
DARING,
  ALEXANDER'S
  TRADE
DARLENE,
  LADY
  PENNY
  SUSAN
DARLING, LITTLE
DARLING I, GUYSEA
DARNELL, GUS W.
DAROY X, DELTA
DARSHINI, MATSYA
DART,
  ARCO
  DANISH
  FLYING
  PACIFIC
  RIVER
DARTMOUTH, IMPERIAL
DARWIN,
  CARLOS
  CHARLES
DARYA,
  AMU—
  ROUBAHE
  SETAREH
DAS, PRABHU
DAS CANDEIAS, SENHORA
DAS CONTAS, RIO
DAS ILHAS, CRUZEIRO
DASTGHAYB, IRAN
DASZYNSKI, IGNACY
DAT 1, HON
DAT 2, HON
DAUGE, PAVEL
DAUGHTER, KENTUCKY
DAULE, RIO
DAUPHIN,
  CAPE
  LE
DAVANGER, STAR
DAVANZALI,
  CESARE
  LUISA
DAVI, VO
DAVI NICOLE, MISS
DAVID,
  CAPTAIN
  LITTLE
  MISTER
  SKIPPER &
DAVID MARTIN, SIR
DAVID'S, ST.
DAVIE,
  KNOCK
  THOMAS B.
DAVILA, CAP. PEDRO
DAVIS,
  CLARK B.
  JOHN T.
DAVITAYA, AKADEMIK
DAWN,
  ALBERNI
  ALICIA
  AMBER
  ANDREA
  ARCTIC
  ARKTIS
  AYR
  B.
  BLUE
  BREAK OF
  CARIB
  CAROLINA
  DUSTY
  EARLY
  GOLDEN
  GOLDEN
  GRAMPIAN
  HARMAC
  HUMBER
  IVORY
  KIMBERLY
  LADY
  MICRO
  MISTY
  MISTY
  NEW
  NINA
  NORTHERN
  NORTHERN
  OCEAN
  OCEAN
  OCEAN
  PACIFIC
  SCANDINAVIAN

DAWN,
  SHARON
  SILVER
  TASMAN
  TRADE
  TROPICAL
  WESTERN
DAWN II, SHARON
DAWN IV, MISS LORI
DAWN V, MISS LORI
DAWN VI, MISS LORI
DAWN VII, MISS LORI
DAY,
  ADMIRAL
  SONG
  TAYLOUR
  TROPIC
DAYA, PRABHU
DAYA II, SUMBER
DAYANAND, MAHARSHI
DAYMAKER, PACIFIC
DAYS, BRIGHT
DE,
  CHANG
  DA
  FUENTE
  HUA
  SHUN
DE ABRIL,
  4
  9
  15
DE ACHONDO, VALLE
DE AFRICA, MAR
DE AFUERA 1, LOBOS
DE AFUERA 9, LOBOS
DE AGAETE, VILLA
DE AGOSTO, TRES
DE AGUETE, PLAYA
DE AKURIO, JUAN
DE ALCUDIA,
  ALBUFERA
  ATALAYA
  FARO
  PLAYA
  PUERTO
DE ALDAN,
  PLAYA
  RIA
de ALEXANDRIE, VILLE
DE ALGECIRAS,
  CIUDAD
  RAPIDO
DE ALICANTE, CIUDAD
DE ALMANSA, CASTILLO
DE ALMENA, CRUZ
DE ALTAMIRA, PUERTO
DE ALTEA TRES, MAR
DE ALTEA UNO, MAR
DE AMARANTE, CIDADE
DE AMERICA, MAR
DE ANCORA, PRAIA
DE ANTONIO ENES, CIDADE
DE ARAGON, VIRGEN
DE ARALAR, CRUZ
DE ARAMA, BAIA
DE AREA, PLAYA
DE AREAMILLA, PLAYA
DE AREVALO, CASTILLO
DE ARGES, CURTEA
DE ARIES, BAIA
DE ARITZATXU, PLAYA
DE ARMENIA, CIUDAD
DE AROSA, ISLA
DE ARRATIA, VALLE
DE ARRECIFE, PUERTO
DE ARUCAS, CIUDAD
DE ASPE, CARLOTA
DE ASSIS, MACHADO
DE ASTURIAS, PRINCIPADO
DE ASUA, VALLE
DE ATIENZA, CASTILLO
DE AVEIRO,
  CIDADE
  CIDADE
  MARNOTO
  PORTO
  RIA
  RIA
  TRICANA
DE AYA, PENA
DE AYALA, PLAN
DE BADAJOZ, CIUDAD
DE BALEA, COVA
DE BARCELOS, PEDRO
DE BARENTS, MAR
DE BARRANCAS, CIUDAD
DE BARROS, JOAO
DE BATABANO, GOLFO
DE BAZAN, ALVARO
DE BEAUTE, ILE
DE BEIRA, CIDADE
DE BELEM, CIDADE
DE BELEN,
  NUEVO JESUS
  NUEVO NINO
DE BELLA, VIRGEN
DE BENQUERENCIA, PLAYA
DE BERBESA, RIO
DE BERMEO,
  BAHIA
  PLAYA
DE BETANIA,
  PLANTA

DE BETANIA, VIRGEN
DE BETHLEHEM, ETOILE
DE BIDARTE, NUESTRA SENORA
DE BILBAO, ABRA
DE BILBAO DOS, CONSULADO
DE BLAYE, COTES
DE BOER, JAN
DE BOMBOM, PUNTA
DE BON, PLAYA
DE BOUGAINVILLE, LOUIS ANTOINE
DE BOULOGNE II, NOTRE DAME
DE BRETAGNE, ANNE
DE BUARCOS, PRAIA
DE BUENA ESPERANZA, CABO
DE BUENAVENTURA, CIUDAD
DE BUENOS AIRES, FLECHA
DE BUEU, VILLA
DE BURELA,
  MARRAJO
  PENA
DE BURGOS, CIUDAD
DE BUTRON, CASTILLO
DE CABEZA,
  SANTILLANA
  SANTILLANA
DE CABIO, PUNTA
DE CADIZ,
  CIUDAD
  ESPERANZA
  PLAYA
  PUERTO
DE CALIFORNIA, COSTA
DE CAMETA, BARAO
DE CAMPELLO, POBLE
DE CANDAS, CRISTO
DE CANNES, VILLE
DE CANOPUS, VILLE
DE CARABANE II, ILE
DE CARABANE 1, L'ILE
DE CARDENAS, BAHIA
DE CARNAVAL, PLAYA
DE CARTUJA, ISLA
DE CARVALHO, LUIS FERREIRA
DE CASTRO,
  INES
  JUANA
  ROSALIA
DE CAXIAS, CIDADE
DE CEBU, SANTO NINO
DE CEDEIRA, PLAYA
DE CEE, PLAYA
DE CELANOVA, VILLA
DE CENIZA, BOCAS
DE CEUTA,
  BAHIA
  CIUDAD
DE CHAVARRI, VICTOR
DE CHAVES, ALONSO
DE CHIMISTARRA, CALA
DE CHINGUETTI III, VILLE
DE CHINGUETTI No. 1, VILLE
DE CHINGUETTI No. 2, VILLE
DE CHIRIQUI, GOLFO
DE CHUCHO, CALAVERA
DE CIENFUEGOS, BAHIA
DE CIRIZA, MARCELINA
DE CLIEU, GABRIEL
DE COBRE II, MARINERO
DE COCHINOS, BAHIA
DE COETNEMPREN, KERSAINT
DE COLIMAN, REY
DE COLOMBIA,
  COSTA
  REPUBLICA
DE COLOMBO, VILLE
DE COLONIA,
  CIUDAD
  FLECHA
DE CONDERIBON, GENITA
DE CONSOLACION, VIRGEN
DE CORA, CANTON
DE CORDERO, MARIA
DE COROSO, PLAYA
DE CORTEZ, MAR
DE CORTEZ I, MAR
DE CORTEZ II, MAR
DE CORTEZ III, MAR
DE CORTEZ IV,
  MAR
  MAR
DE CORTEZ IX,
  MAR
  MAR
DE CORTEZ V, MAR
DE CORTEZ VI,
  MAR
  MAR
DE CORTEZ VII, MAR
DE CORTEZ VIII,
  MAR
  MAR
DE CORTEZ X,
  MAR
  MAR
DE COSTARRENCALA, PLAYA
DE COVADONGA,
  NUESTRA
    SENORA
  VIRGEN
DE CRIS, BAIA
DE CRISTO, MADRE
DE CUBA,
  BAHIA DE
    SANTIAGO

DE CUBA,
  SANTIAGO
  SANTIAGO
DE DEZEMBRO, 10
DE DICIEMBRE, 7
DE DIOS FRAGA MORENO, JUAN
DE DLHAVO, VILA
DE DUBAI, VILLE
DE EL ORO, PROVINCIA
DE ENSENADA, CIUDAD
DE ERDOTXA, NUESTRA SENORA
DE EREAGA, PLAYA
DE ERICEIRA, PRAIA
DE ESPANA, SANTA MARIA
DE ESPANHA, MAR
DE EZARO, PLAYA
DE FAMALICAO, VILA NOVA
DE FARO, CIDADE
DE FATIMA,
  MARIA ROSARIO
  SENHORA
DE FEBRERO, 24
DE FIER, BAIA
DE FLOR, ROGER
DE FORMENTERA, RAPIDO
DE FORWARD, CRUZ
DE FRAGA, VALLE
DE FRANCE,
  CGM ILE
  ILE
DE FRANCON, PLAYA
DE FUERTEVENTURA, ISLA
DE FUNCHAL, CIDADE
DE GALICIA, PLAYA
DE GALILEA, MAR
DE GASCUNA, NUEVA LUZ
DE GAUWDIEF, THOMAS
DE GAZTELUGATXE, SAN JUAN
DE GIJON, CONCHA
DE GIRON, VICTORIA
DE GOIS, DAMIAO
DE GONDOMAR, PUENTE
DE GOUVEIA, ANDRE
DE GRACE, HAVRE
DE GRAN CANARIA, ISLA
DE GROIX, ILE
DE GUACANAYABO, GOLFO
DE GUADALUPE,
  PLAN
  VIRGEN
DE GUAIRA, SALTO
DE GUANAHACABIBES, GOLFO
DE GUAYAQUIL, CIUDAD
DE GUETARIA, SAN SALVADOR
DE GUIERS, LAC
DE GUINEE, GOLFE
DE GUIPUZCOA, BAHIA
DE GURES, PLAYA
DE HERAS, PUENTE
DE HERCULES, FARO
DE HORNOS, CABO
DE HUELVA, RIA
DE HUMBOLDT, ALEJANDRO
DE ICIAR, NUESTRA SENORA
DE ILHAVO, CIDADE
DE INDIAS, CARTAGENA
DE IRLANDA,
  COSTA
  MAR
DE ISLANDIA,
  COSTA
  MAR
DE IZARO, ISLA
DE JANEIRO,
  ML RIO
  RIO
DE JAVIER, CASTILLO
DE JESUS, MARIA
DE JOINVILLE, PRINCE
DE JONG SR., FOKKE
DE JULHO, DOIS
DE JULIO,
  SIETE
  TRECE
  18
DE JUNIO,
  PRIMERO
  14
  20
DE KERBIHAN, ILE
DE KERGUELEN, YVES
DE KERMADEC, HUON
DE KOMO, ILHA
DE KUWAIT, VILLE
DE L'ETERNAL, COMPASION
DE L'EUROPE, ILE
DE L'OCEAN,
  ECHO
  PERLE
  VIERGE
DE L'UNITE, BAC
DE LA ANTIGUA, VIRGEN
DE LA ANTILLA, PLAYA
DE LA BARCA,
  NUEVO VIRGEN
  PUENTE
DE LA BARQUERA, VIRGEN
DE LA BLANCA, NUESTRA SENORA
DE LA C, CAPTAIN
DE LA CINTA,
  ANA
  VIRGEN
  YOLANDA
DE LA CINTA No. 7, VIRGEN
DE LA CORUNA, CIUDAD
DE LA DEMOCRATIE, DEESSE

DE LA ESTRELLA, VIRGEN
DE LA FRANQUEIRA, VIRGEN
DE LA GOMERA, ISLA
DE LA GUIA, VIRGEN
DE LA HABANA, BAHIA
DE LA JUVENTUD,
  ISLA
  ISLA
DE LA LAGUNA, CIUDAD
DE LA LUZ,
  CASTILLO
  COSTA
  PUERTO
DE LA MER,
  FRUIT
  REINE
  SAINTE MARIE
DE LA MERCED, VIRGEN
DE LA NATIVITE, NOTRE DAME
DE LA PALMA, CIUDAD DE SANTA CRUZ
DE LA PASTORA, NUEVO VIRGEN
DE LA PENA, VIRGEN
DE LA PLATA, ISLA
DE LA RAMALLOSA, PUENTE
DE LA REUNION, ILE
DE LA ROCA, VIRGEN
DE LA ROCHELA, MAR
DE LA SALUD, MARIA
DE LA VELA, CABO
DE LA VICTORIA, CRISTO
DE LA VIERGE, COTE
DE LAGA, PLAYA
DE LAGUNA, VIRGEN
DE LAIDA, PLAYA
DE LARUN, CRUZ
DE LEKEITIO, PLAYA
DE LEMOS, TIERRA
DE LESVEN, POINTE
DE LIKONA, NUEVO TORRE
DE LIMA,
  A.
  SANTA ROSA
DE LLANERA, SANTA CRUZ
DE LODAIRO, NUEVO VIRGEN
DE LOIRA, PLAYA
DE LOPERA, CASTILLO
DE LORCA, CASTILLO
DE LORRAINE,
  CROIX
  JEANNE
DE LOS ATUNES, ZAHARA
DE LOS MARES, ESTRELLA
DE LOS REMEDIOS, NUESTRA SENORA
DE LOS RIOS, PROVINCIA
DE LOS SARGAZOS,
  MAR
  MAR
DE LOS SARGAZOS DOS, MAR
DE LOS VIENTOS, GRAN ROSA
DE LOS VOLCANES, ISLA
DE LOURDES, VIRGEN
DE LOURIDO, PLAYA
DE LOYOLA, INIGO
DE LYON, PORT
DE LYS, FLEUR
DE MAERE, BARON
DE MAGALHAES, FERNAO
DE MAGELLAN, F.
DE MAICAO, CIUDAD
DE MAL TIEMPO, BATALLA
DE MALAGA, BAHIA
DE MALTA, CRUZ
DE MAMONAL, PLANTA
DE MANAKARA, VILLE
DE MANOIR, YVES
DE MANTA, CIUDAD
DE MANZANILLO, BAHIA
DE MAR,
  GOLONDRINA
  RAYO
DE MARE 1, STEAUA
DE MARE 2, STEAUA
DE MARES, MAR
DE MARFIL, COSTA
DE MARIN,
  MAR
  RIA
  VILLA
DE MARS, VILLE
DE MARZO,
  IDUS
  18
DE MATALENAS, PLAYA
DE MAUA, BARAO
DE MAYO,
  FLORES
  PRIMERO
  QUINCE
DE MENDUINA, PLAYA
DE MER, PERLE
DE MEXICO,
  CIUDAD
  GOLFO
  GOLFO
DE MISTRAL, VILLE
DE MOANA, PLAYA
DE MOGAN, PUERTO
DE MOGOR,
  PLAYA
  VILLA
DE MOL, LEENDERT
DE MONSERRAT, VIRGEN
DE MONTALVO, PLAYA
DE MONTEARAGON, CASTILLO
DE MONTERREY, CASTILLO

DE MOOR, JOOST
DE MORAES,
  JOSIAS
  PRESIDENTE
    PRUDENTE
DE MORGAT, POINTE
DE MORRAZAN, FARO
DE MOURISCA, PLAYA
DE MUCHAVISTA, PLAYA
DE MURE, ENGELKE UP
DE MUROS, RIA
DE NAZARET, SAN JOSE
DE NEGREIROS, VIDAL
DE NEPTUNE, VILLE
DE NIGERIA, COSTA
DE NOJA, PLAYA
DE NORMANDIE, DUC
DE NOVEMBRO, 11
DE NOVIEMBRE,
  7
  30
DE NUEVITAS, BAHIA
DE OCTUBRE,
  DOCE
  10
  20
  24
DE OLHAO, CIDADE
DE ONDARRETA, PLAYA
DE ONDARROA, VILLA
DE ORIENTE, ESTRELLA
DE ORO,
  CASTILLA
  ESTELA
  MAR
  RIO
DE ORO EXPRESS, CAGAYAN
DE ORO RIVER, CAGAYAN
DE PALMA, CIUDAD
DE PALOS,
  CIUDAD
  PUERTO
DE PANTELLERIA, ILE
DE PANXON, PUENTE
DE PASTO, CIUDAD
DE PASTORIZA, VIRGEN
DE PAULA, SAN FRANCISCO
DE PEDRENA, PLAYA
DE PEXMAR, PLAYA
DE PINDO, PLAYA
DE PITENS, ENSENADA
DE PITIE, NOTRE DAME
DE PLATA, ESTELE
DE PONTEVEDRA, RIA
DE PORRES, MARTIN
DE PORT NISCOP, GROTTE
DE PORTOCELO, PLAYA
DE PORTUGAL, VENEZA
DE PRAGA, DIVINO JESUS
DE PRASLIN, DUC
DE PRIMAVERA, FLOR
DE PUCALLPA, CIUDAD
DE PUERTO MADRYN, CIUDAD
DE PUERTO PADRE, BAHIA
DE PUERTO RICO, PLAYA
DE QUELIMANE, CIDADE
DE QUENJE, PLAYA
DE QUERMENSO, CASTILLO
DE QUIBDO, CIUDAD
DE QUITO, CIUDAD
DE RANDE,
  ESTREITO
  PONTE
DE RESENDE, GARCIA
DE RICOTE, CASTILLO
DE RIDDER, CORNELIS
DE RIOHACHA, CIUDAD
DE ROCAMADOUR, NOTRE DAME
DE RODAS, PLAYA
DE RODEIRA, PLAYA
DE S. BRAZ, CABO
DE SAAVEDRA, CORNIDE
DE SAGRES, PONTA
DE SALAMANCA, CIUDAD
DE SALTES PRIMERO, ISLA
DE SALTES SEGUNDO, ISLA
DE SALUT, NOTRE DAME
DE SAMIL, PLAYA
DE SAN, POONG
DE SAN ANDRES, ISLA
DE SAN CIPRIANO, ISLA
DE SAN JUAN, PASAJES
DE SAN LORENZO, PLAYA
DE SAN LUIS, PLAN
DE SAN MARCIAL, CRUZ
DE SAN MARCOS, CASTILLO
DE SAN MARTIN,
  LIBERTADOR
    GENERAL
    JOSE
  PUNTA
DE SAN PEDRO, PASAJES
DE SAN ROQUE, ERMITA
DE SAN SEBASTIAN, BAHIA
DE SANTA, ISLA
DE SANTA CRUZ, PRAIA
DE SANTA CRUZ DE LA PALMA, CIUDAD
DE SANTA EUGENIA, CIUDAD
DE SANTA LUZIA, MONTE
DE SANTIAGO DE CUBA, BAHIA
DE SANTONA, BAHIA
DE SAO JORGE, COSTA
DE SAO LUIS, CIDADE
DE SAO MIGUEL, COSTA
DE SAO PAULO, CIDADE
DE SARDINEIRO, PLAYA
DE SARTAXENS, PLAYA

- DE SENNA, CORREIA
- DE SEPTIEMBRE,
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  - 28
- DE SERGIO, MAR
- DE SERK,
  - BON MARIN
  - ILE
- DE SETEMBRO, 30
- DE SEVILLA,
  - CIUDAD
  - LUNA
- DE SHAN, FENG
- DE SIRIUS, VILLE
- DE SOMO, PLAYA
- DE SOREASU, SAN SEBASTIAN
- DE SOTO, VISITACION
- DE TAMBO, ISLA
- DE TAMIA, VOLCAN
- DE TAMPICO III, CAMARONERA
- DE TAMPICO IV, CAMARONERA
- DE TAMPICO V, CAMARONERA
- DE TAMPICO VI, CAMARONERA
- DE TEFFE, BARAO
- DE TEJADA, SEBASTIAN LERDO
- DE TELDE, CIUDAD
- DE TENERIFE, ISLA
- DE TERCERO, ROMPIDO
- DE TERMINOS VIII, LAGUNA
- DE TIMANFAYA, VOLCAN
- DE TINACHE, VOLCAN
- DE TISALAYA, VOLCAN
- DE TITANA, VILLE
- DE TORRES, CAMPA
- DE TRETO, PUENTE
- DE TRIANA,
  - PUENTE
  - RODRIGO
- DE TRIS III, ISLA
- DE TRIS V, ISLA
- DE TUCANA, VILLE
- DE TUNIS, PORTE
- DE TURBO, CIUDAD
- DE ULLOA, DONA INES
- DE URABA,
  - GOLFO
  - SAN SEBASTIAN
- DE URIBIA, CIUDAD
- DE URQUIOLA, SAN ANTONIO
- DE VACANCE II, ILE
- DE VACANCES, ILE
- DE VALDIVIA, PEDRO
- DE VALENCIA, CIUDAD
- DE VALVERDE, CIUDAD
- DE VANIER, VILLE
- DE VARA, COHETE
- DE VEGA, VILLE
- DE VENUS, VILLE
- DE VIENNE, COLONEL
- DE VIGO,
  - MAR
  - PUERTO
  - RIA
- DE VILLAJOYOSA, CIUDAD
- DE VILLIERS, COENIE
- DE VIOS, MONTE
- DE VIRGO, VILLE
- DE VIZCAYA, GOLFO
- DE VRIES,
  - ANDRIES
  - HESSEL
- DE XATIVA, CASTILLO
- DE YAIZA, VOLCAN
- DE YERBABUENA, PLAYA
- DE ZAGUSTAN II, ENSENADA
- DE ZARAGOZA, CIUDAD
- DE ZARCO, BAIA
- DE ZIAROTZA, NUESTRA SENORA
- DE ZIPAQUIRA, CIUDAD
- DE ZUMAYA, PLAYA
- DE—CALAIS, NORD PAS—
- DEACON, THE
- DEAN, R. HAL
- DEBBIE,
  - LADY
  - MISS
- DEBORAH,
  - LADY
  - MISS
- DECIMO,
  - MAERSK ASIA
  - MAERSK EURO
  - MAPOSA
  - TITO NERI
- DECISION, CAPE
- DECROCQ, SERGENT
- DEDAYEV, GENERAL
- DEDE, JORN
- DEE,
  - ARCO
  - DEE
  - GRAMPIAN
  - KNOCK
  - LADY
  - MR.
  - PETCH
  - PLOY
  - RIVER
  - STEPHANIE
  - STIRLING
- DEEP,
  - AMER
  - MARATHA
- DEEP, RATNA
- DEEP SUN, H. O. S.
- DEER,
  - DIAMOND
  - RED
- DEERAH, AL
- DEERN, SEUTE
- DEESH, JAG
- DEFELICE,
  - DENISE D.
  - LLOYD M.
- DEFELICE II, MICHELE A.
- DEFENDER,
  - ATLANTIC
  - CAM
  - OSA
  - SEA—LAND
  - SEASPAN
  - STATE
- DEFINITION, DIGICON
- DEGLI ULIVI, GOLFO
- DEGREE, FIRST
- DEHART, SHARON
- DEI,
  - DAVINA
  - PAX
- DEI FIORI, GOLFO
- DEI POETI, GOLFO
- DEIHL, JOHN D.
- DEIRA, COTO
- DEJIMA,
  - FERRY
  - NEDLLOYD
- DEKA, PORTOLOS
- DEL ALBA, ESTRELLA
- DEL BALTICO, DELFIN
- DEL BENE, AMALIA
- DEL BURGO, RIA
- DEL CABO,
  - COSTA
  - MAR
  - VIRGEN
- DEL CAMINO, VIRGEN
- DEL CANTABRICO,
  - NUEVA LUZ
  - NUEVO MADRE
- DEL CARMEN,
  - CIUDAD
  - MARIA
  - MARIA
  - PUENTE
  - VIRGEN
- DEL CHUBUT, MAR
- DEL CID, GARCIA
- DEL CON,
  - BAHIA
  - PLAYA
- DEL CONDADO, RIBERA
- DEL CORO, NUEVO VIRGEN
- DEL ECUADOR, REPUBLIC
- DEL EGEO, DELFIN
- DEL ESTE, ROQUE
- DEL ESTERO, SANTIAGO
- DEL FRIO, MINAS
- DEL FUEGO II, TIERRA
- DEL FUEGO 150—C, TIERRA
- DEL GOLFO,
  - APOLO
  - FRECCIA
  - NEPTUNO
  - SATURNO
  - SCORPIO
  - TAURO
  - VULCANO
- DEL GOLFO III, CAMARONES
- DEL GOLFO IV, CAMARONES
- DEL GOLFO V, CAMARONES
- DEL GUAYAS, PROVINCIA
- DEL HIERRO, ISLA
- DEL INFANZON, CAMPA
- DEL MAR,
  - ADRIANA
  - BLANCA
  - BRUJA
  - CASILDA
  - CLOTILDE
  - CROWN
  - ESCUELA
  - ESPERANZA
  - EVA
  - FUENSANTA
  - GALA
  - GLORIA
  - GRACIA
  - HALCON
  - HILDE
  - JULIA
  - LLAVE
  - LOLA
  - LUPE
  - MARIA
    - DOLORES
  - MARIONA
  - MARUJA
  - PILAR
  - REGINA
  - RITA
  - ROCIO
  - ROSARIO
  - SANTILLANA
  - SILVIA MARIA
  - TATIANA
  - TESORO
  - TORRE
  - VALVANERA
  - VICTORIA
  - VINA
  - VIRGINIA
- DEL MAR DIEZ, PEIX
- DEL MAR DOCE, PEIX
- DEL MAR FRANCO, MARIA
- DEL MAR NUEVE, PEIX
- DEL MAR OCHO, PEIX
- DEL MAR ONCE, PEIX
- DEL MAR QUINCE, PEIX
- DEL MAR SIETE, PEIX
- DEL MARE,
  - MADONNINA
  - SANTA MARIA
  - STELLA
- DEL MEDITERRANEO,
  - DELFIN
  - FRECCIA
- DEL NORTE,
  - CENTAURO
  - FOCA
  - MAR
  - MAR
- DEL OESTE, ROQUE
- DEL ORBIGO, RIBERA
- DEL ORO,
  - MAR
  - RIO
- DEL PAINE, TORRES
- DEL PARANA, ESTRELLA
- DEL PARTIDO, 1 CONGRESO
- DEL PILAR, MARIA
- DEL PILAR GRANA, MARIA
- DEL PINO, NUESTRA SENORA
- DEL PLATA,
  - ESTRELLA
  - MAR
  - MAR
- DEL PORTIL, PLAYA
- DEL REDENTOR, MADRE
- DEL RIO, PINAR
- DEL ROCIO,
  - MARIA
  - VIRGEN
  - VIRGEN
- DEL ROSARIO, VERGINE
- DEL SACRAMENTO, COLONIA
- DEL SOL,
  - COSTA
  - COSTA
  - MARIVELES
- DEL SOLE,
  - GOLFO
  - ISOLA
- DEL SUD,
  - CROCE
  - FRECCIA
  - MAR
  - MAR
- DEL SUR,
  - CRUZ
  - LIBERTADOR
  - MAR
- DEL SUR I, MAR
- DEL SUR III, MAR
- DEL TOURINO, PUNTA
- DEL ULLA SEGUNDO, ARENAS
- DEL ULLA TERCERO, ARENAS
- DEL VALLE,
  - PUENTE
  - VIRGEN
- DELANTERO, EL
- DELAPAN,
  - DARPO
  - DASA
  - SARWAGUNA
- DELCHEV, GOTZE
- DELEGATE, FEOSO
- DELFT, NEDLLOYD
- DELGADA,
  - PONTA
  - PONTA
- DELGADO, DON LUIS
- DELI, TANTO
- DELIGHT, SPRING
- DELIMA,
  - BUNGA
  - DANG
- DELL, MARY
- DELL' ELBA, FRECCIA
- DELL'ALTO MARE SECONDO, MADONNA
- DELL'OVEST, FRECCIA
- DELLA FRANCESCA, PIERO
- DELLA GATTA,
  - GIOVANNI
  - LUCIANA
- DELLA GUARDIA, MONTE
- DELLA NEVE, MARIA SANTISSIMA
- DELLA VITTORIA, N. S.
- DELLE, LA SONIA
- DELLE GRAZIE, N. S.
- DELLE ISOLE, FRECCIA
- DELLE LACRIME, MADONNA
- DELLE PERLE, ISOLA
- DELLE STELLE, ISOLA
- DELMAS,
  - ADELINE
  - ANDRE
  - BLANDINE
  - CAROLINE
  - DELPHINE
  - JEZERA
  - LUCIEN
  - NATHALIE
  - PATRICIA
  - SUZANNE
  - THERESE
  - VARDAR
  - VERONIQUE
  - YOLANDE
- DELOS, NISSOS
- DELS ANGELS, MARIA
- DELTA,
  - AVON
  - CAHAYA
  - CONSORTIUM
  - ESVAGT
  - FAIR
  - GANGES
  - GECO
  - MERKUR
  - MILLER
  - NILE
  - STAR
  - VOLVOX
- DEMERARA, TEXACO
- DEMESH, LIDA
- DEMESHEV, STEPAN
- DEMETIA, ESSO
- DEMIDOV, KAPITAN
- DEMIS, SKALA
- DEMOCRATIE, DEESSE DE LA
- DEMPSTER JR., JOHN S.
- DEN, DEN
- DEN BERG,
  - JAN VAN
  - JURIE VAN
- DENBIGH, CAPE
- DENE, HOEGH
- DENEMARKEN, SMIT
- DENG HAI, WEN
- DENIM ITCH, MADAM
- DENIS,
  - GAZ SAINT
  - QUEEN
  - SAINT
  - SAINT
- DENISE,
  - BRIDGOT
  - LADY
  - PATRICIA
  - PRESIDENT
    - AUGUSTE
  - RHONDA
- DENISOV, VYACHESLAV
- DENIZ,
  - OBO
  - TURKAY
- DENIZ II, N. SUKRU
- DENIZ III, N. SUKRU
- DENNIS, METTE
- DENNIS BONNEY, J.
- DEO,
  - CUM
  - CUM
  - CUM
- DEO GLORIA,
  - SOLI
  - SOLI
  - SOLI
  - SOLI
- DEODORO, PRESIDENTE
- DER NEDERLANDEN, PRINS
- DER VIS, BIEM VAN
- DER YIH No. 32, LONG
- DER ZWAN, WILLEM VAN
- DERBENYEV, IVAN
- DERBY, STAR
- DERGACH, POGRANICHNIK
- DERNIERE, ISLE
- DERNOV, PYOTR
- DERR, KENNETH T.
- DERRICK BARGE No. 18, McDERMOTT
- DERRICK BARGE No. 50, McDERMOTT
- DERRICK BARGE No. 52, MCDERMOTT
- DERYUGIN, PROFESSOR
- DES ABERS, REINE
- DES FLOTS,
  - CAPRICE
  - ENFANT
- DES ILES,
  - GRUE
  - OISEAU
- DES ILES II, OISEAU
- DES ILES XI, AMOURS
- DES ILES XII, AMOUR
- DES MASCAREIGNES,
  - BETTY
  - WINNIE
- DES MERS,
  - AIGLE
  - CAVALIER
  - MAXIM'S
- DES MOUETTES, AMI
- DES PALMES, CAP
- DES PINS, CAP
- DESAI, MANGAL
- DESAIX, FORT
- DESCHENES, JOS
- DESGAGNES,
  - AMELIA
  - CATHERINE
  - CECILIA
  - J. A. Z.
  - JACQUES
  - MATHILDA
  - MELISSA
  - STELLA
- DESIRE, FALKLANDS
- DESMARAIS, LOUIS R.
- DESPATCH, AMSBACH
- DESPINA, FLAG
- DESTINATION, PACIFIC
- DESTINY,
  - CHIOS
  - GOD'S HUMAN
  - IRENES
  - SEA
  - SEPIK
- DESVELOS, BAHIA
- DETECTOR, MAERSK
- DETERMINE, H. O. S.
- DETTMANN, FRITZ
- DEUNA,
  - ARALAR'KO
    - MIKEL
  - ARRETXINAGA'KO MIKEL
  - BETI SENDI
- DEUS, CUSTOS
- DEUTSCHLAND, CHIQUITA
- DEVA, LA
- DEVAL,
  - CAN
  - HACI HAKKI
  - KAPTAN NACI
  - LEYLA
  - SERVET
- DEVELOPER,
  - MARINE
  - SEA—LAND
- DEVI,
  - AKKA
  - AMER
  - LALITHA
  - RAMA
  - SAMUDRA
- DEVIL, JERSEY
- DEVONPORT, LORD
- DEW,
  - ARKLOW
  - RADIUM
- DEWAYNE T. WILLIAMS, PFC.
- DEWI,
  - CANDRA
  - KURNIA
- DEYA, CALA
- DEYANAT, IRAN
- DEYLAM, BANDAR—E—
- DEYNEKA, KHUDOZHNIK
- DEZEMBRO, 10 DE
- DEZHNEV,
  - SEMYON
  - SEMYON
- DHABI, PEARL OF ABU
- DHABIYYAH, AL
- DHAN SINGH THAPA PVC, MAJOR
- DHARA, G. P.
- DHARMA,
  - ADHIGUNA
  - NUSA
- DHIBYANIYYAH, AL
- DHIR, JAG
- DHOADHI, VILA
- DHUNI, VILA
- DI, JI
- DI ABBAZIA, CITTA
- DI AMALFI,
  - CIELO
  - REPUBBLICA
- DI AUGUSTA, CITTA
- DI BAGNARA, SANTO ROCCO
- DI CAPRERA, ISOLA
- DI CAPRI, ISOLA
- DI CASAMICCIOLA, FRECCIA
- DI CATANIA, CITTA
- DI CATONA, SAN FRANCESCO
- DI FATIMA, MADONNA
- DI FAZIO, CARLO
- DI GENOVA,
  - CIELO
  - CITTA
  - REPUBBLICA
- DI GRECALE, VENTO
- DI ISCHIA, CITTA
- DI KARA, MARE
- DI LERNIA, ONA
- DI LEVANTE, VENTO
- DI LIPARI,
  - FRECCIA
  - STELLA
- DI LIVORNO,
  - CITTA
  - PORTO
- DI MAESTRALE, VENTO
- DI MERGELLINA, FRECCIA
- DI MILANO, CIELO
- DI MONTALLEGRO, N. S.
- DI NAPOLI, CIELO
- DI PALERMO, GOLFO
- DI PAOLA, SAN FRANCESCO
- DI PATTI, GOLFO
- DI PIOMBINO, CITTA
- DI PISA, REPUBBLICA
- DI PROCIDA, CITTA
- DI QUARTU S. ELENA, CITTA
- DI RAN, HOL
- DI RAVENNA, CITTA
- DI ROMA, CIELO
- DI SALERNO, CIELO
- DI SCILLA, MARINA
- DI SCIROCCO, VENTO
- DI SICILIA, FRECCIA
- DI SIRACUSA, CITTA
- DI SORRENTO, FRECCIA
- DI TRIESTE,
  - CIELO
  - GOLFO
- DI USTICA, ISOLA
- DI VENEZIA,
  - GOLFO
  - LIDO
  - REPUBBLICA
- DI VITTORIO,
  - GIUSEPPE
  - GIUSEPPE
- DI VULCANO, FRECCIA
- DIA, GAS
- DIAGNE, BLAISE
- DIAGO, N'
- DIAK I, NEE
- DIAMANTE, EL
- DIAMANTIS, CAPTAIN
- DIAMANTO, MARIA
- DIAMOND,
  - AURORA
  - BLUE
  - BLUE
  - CAPE
  - CORE
  - CREOLE
  - FERRY
  - HONAM
  - IRENES
  - JUPITER
  - MARINE
  - NEPTUNE
  - NEPTUNE
  - NEW
  - ORION
  - PACIFIC
  - PEGASUS
  - PHOENIX
  - QUEEN
  - QUEEN OF SAND
  - SATURN
  - SEA
  - SEA
  - SEA
  - SPIC
  - SPRANTE
  - STATE
  - SUNNY
  - VEESEA
  - VENUS
- DIAN,
  - JIMMY
  - PRINCESS
- DIAN MEI 1, HUANG
- DIAN MEI 2, HUANG
- DIAN 1, SHUN
- DIAN 9, ZHEN
- DIANA,
  - AUTO
  - COOKIE
  - D'
  - GAS
  - HARVEST
  - JEANETTE
  - LADY
  - MISS
  - OCEAN
  - SANG THAI
  - SUNLIGHT
- DIANE,
  - AMY
  - JACQULINE
  - JOANIE
  - JOYCE
  - KRISTIN
  - LADY
- DIANNE, MISS MARY
- DIANY, PROLIV
- DIAS,
  - BARTOLOMEU
  - HENRIQUE
- DIAYE, ABDOU N'
- DIAZ, JOSE
- DICIEMBRE, 7 DE
- DICK,
  - MOBY
  - MOBY
  - NORE
- DICKESON, WAYNE
- DICKINSON, L. A.
- DIDOUCHE, MOURAD
- DIECI,
  - AUGUSTEA
  - MARINER
- DIECINUEVE,
  - ALVAREZ
    - ENTRENA
  - SERTOSA
- DIECIOCHO, SERTOSA
- DIECISEIS,
  - ALBACORA
  - FIGUEREO
  - PESCAVENSA
  - SERTOSA
- DIECISIETE,
  - FIGUEREO
  - PESCAVENSA
  - SERTOSA
- DIEDERIK, DIRK
- DIEGAN, SAN
- DIEGO,
  - B. T. SAN
  - JUAN
  - PRIDE OF SAN
  - SAN
  - SAN
- DIEM, CARPE
- DIEMEN, NEDLLOYD VAN
- DIEN, VINH
- DIEP, NIEUWE
- DIEPPE,
  - C. R.
  - STAR
- DIERNA, NR
- DIESEL,
  - JOHN P.
  - RUDOLF
- DIESEL CHIEF, STAR
- DIEZ,
  - ALBACORA
  - AROSA
  - FIGUEREO
  - MAR
  - PEIX DEL MAR
  - SERTOSA
- DIGNITY,
  - ANANGEL
  - HELLESPONT
  - NATIONAL
  - OLYMPIC
  - RIVER
  - SILVER
  - TRANS
- DIJCK,
  - VAN
  - VAN
- DIKER, L. MEHMET
- DIKLO, ZAKS
- DILIGENCE, TRADE
- DIMAKI II, MARIA
- DIMAKIS II, GIANNIS
- DIMITRIOS,
  - AGIOS
  - AGIOS
  - AGIOS
  - SAINT
  - VERNICOS
- DIMITROV,
  - ALEXANDER
  - GEORGI
  - GEORGIY
- DIMITROVA, LILIANA
- DIMOV, KAPITAN
- DIN,
  - GUNGA
  - SHARAF EL
- DINAMARCA, SECIL
- DING,
  - JIA
  - LU
- DING SHAN, PING
- DING 301, YUE
- DINGEMAN, JAN
- DINH,
  - BA
  - BINH
  - GIA
- DINH 1,
  - BEN
  - SONG
- DINHEIRO, PORTO
- DINN, CASTEL
- DIO, MYKONOS
- DIODORO, NUOVO
- DIONE, COSMO
- DIONISIOS, AGHIOS
- DIONISSIOS, AGIOS
- DIONYSSIOS I, AGIOS
- DIOS,
  - GRACIAS A
  - NUEVO
    - GRACIAS A
  - VAYA CON
- DIOS FRAGA MORENO, JUAN DE
- DIPPER, ANTIGUA BIG
- DIPPER '87, BIG
- DIPPER III, BIG
- DIRECTION,
  - CAPE
  - NEW
- DIRECTOR, SHELL
- DIRIYAH, SAUDI
- DIRIYAH No. 1, AL
- DIRIYAH No. 2, AL
- DIRIYAH No. 3, AL
- DIRIYAH No. 4, AL
- DIRIYAH 7, AL
- DIRIYAH 8, AL
- DIRIYAH 9, AL
- DIRIYAH 10, AL
- DIRIYAH 11, AL
- DIRIYAH 12, AL
- DIRK,
  - DIRK
  - JAN—
  - PACIFIC
- DIRT, PAY
- DISCOVERER,
  - ESSAR
  - LIM
  - MELANESIAN
  - NORGAS
  - T.A.
  - WORLD
- DISCOVERY,
  - ALLIGATOR
  - AMERICAN
  - ARCTIC
  - SEA—LAND
  - SEASPAN
- DISK, NP SUN
- DISPATCH, HUELIN
- DISPATCHER, MAERSK
- DISTRIBUTOR, G. D.
- DIVER,
  - AMERICAN
  - CROWN
  - MORECAMBE
  - OFFSHORE
  - SEA
- DIVER I, CAL
- DIVER II,
  - CAL
  - OCEAN
- DIVER III, OCEAN
- DIVER ONE, TECH
- DIVINA, MADRE
- DIXIE,
  - NOMADIC
  - SUNBELT
- DJAJA, AKAR
- DJANG II, SUNGAI
- DJATIM, GLORA
- DJAWA, KARANG
- DJAYA, GEDONG
- DJAZAIR,
  - EL
  - EL—
- DJEBILET, GARA

- DJERVANGER, STAR
- DJOLE, N'
- DLHAVO, VILA DE
- DLS, JERMEL—
- DLUGOSZ, JAN
- DMITRIY KALININ, KAPITAN
- DMITRIY NALIVKIN, GEOLOG
- DMITRIYEV, NIKOLAY
- DNESTROVSKIY, BELGOROD—
- DO,
  - DONG
  - HOA PHUONG
  - HOA SEN
  - RUNG RA
  - TAY
- DO BONFIM, SENHOR
- DO BRASIL,
  - OURO
  - SOL
- DO CANAL, CRUZEIRO
- DO CEO, COSTA
- DO CONDE, VILA
- DO CORVO, NINO
- DO COUTO, DIOGO
- DO ESPARTEL, PONTA
- DO FOGO, ILHA
- DO GARAJAU, PONTA
- DO HO, SONG
- DO LECA, MONTE
- DO MAIO, SOL
- DO MAR,
  - ALBA
  - ESTRELA
  - ESTRELA
  - HOME
  - IRIS
  - PEIXE
  - PEROLA
  - PLAYA SANTO
  - RIO
- DO MAR PRIMERO, RIO
- DO MARANHAO, ESTADO
- DO MONDEGO,
  - FOZ
  - FOZ
- DO NETO, PEDRO
- DO No. 7, KUM
- DO No. 77, KUM
- DO NORTE,
  - MAR
  - RIO GRANDE
- DO PARDO, COSTA
- DO PATROCINIO, JOSE
- DO PICO, ILHA
- DO PORTO SANTO, ILHA
- DO PRINCIPE,
  - FOZ
  - RIO NOVO
- DO SUL,
  - CRUZ
  - RIO GRANDE
- DO TEJO, FOZ
- DO VOUGA, PRINCIPE
- DO XISTRAL, SERRA
- DOA No. 11, YUAN
- DOA No. 12, YUAN
- DOBROLYUBOV, NIKOLAY
- DOBROVOLSKIY, KOSMONAUT GEORGIY
- DOC 1, SONG
- DOCE,
  - ALBACORA
  - AMASUA
  - AROSA
  - MAPOSA
  - MARVASA
  - PEIX DEL MAR
- DODICI,
  - APOLLO
  - AUGUSTEA
- DOE, GWEN
- DOG,
  - BULL
  - SALTY
- DOGA, RUBIN
- DOGAN, GENERAL Z.
- DOGHAS, AL
- DOGRUYOL II, KAPTAN NIHAT
- DOGU I, YASAR
- DOI, PULAU
- DOLGOPOLOV, KAPITAN
- DOLGORUKIY, YURIY
- DOLINA, ZOLOTAYA
- DOLINSKIY, NIKOLAY
- DOLORES,
  - ISLA
  - JOSE
  - MARIA
  - MARIA
  - MARUJA
- DOLORES DEL MAR, MARIA
- DOLPHIN,
  - AEGEAN
  - AEGEAN
  - AMBRA
  - BLUE
  - DUBAI
  - FRIO
  - GOLDEN
  - GOLDEN
  - HOO
  - HUMBER
  - OCEAN
  - OCEAN
  - REEFER
  - SAJO
  - SILVER
  - SILVER
  - SILVER
  - WHITE
- DOLPHIN C. I., CARIBE
- DOLPHIN I, FLYING
- DOLPHIN II, FLYING
- DOLPHIN III, FLYING
- DOLPHIN IV, FLYING
- DOLPHIN IX, FLYING
- DOLPHIN V, FLYING
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- DOLPHIN XXII, FLYING
- DOLPHIN XXIII, FLYING
- DOLPHIN XXIV, FLYING
- DOLPHIN XXV, FLYING
- DOLPHIN XXVI, FLYING
- DOLPHIN XXVII, FLYING
- DOLPHIN XXVIII, FLYING
- DOMAGOJ, KRALJ
- DOMENIC, PAUL &
- DOMINADOR I, DON
- DOMINADOR II, DON
- DOMINATOR, U. S.
- DOMINGO,
  - CAPE
  - JOSE
  - STO.
- DOMINGOS, MANUEL P.
- DOMINGUEZ, ROSITA
- DOMINIC,
  - CAPTAIN
  - ST.
- DOMINO, SAN
- DON,
  - CAPE
  - CAPT.
  - MISTER
  - MR.
  - VAN
- DON BLAS, BOLUDA
- DONA, LADY
- DONALD, CAPT.
- DONARD, SLIEVE
- DONBASS, NOVYY
- DONBASSA, RYBAK
- DONELAYTIS, KRISTIONAS
- DONG,
  - AN PHU
  - BIEN
  - BUM
  - DAE
  - HAE
  - HUA
  - KANG
  - SAM
- DONG DAO, KONG
- DONG GANG, TAE
- DONG HAE, SIN
- DONG HAI, DA
- DONG No. 1, HAE
- DONG No. 3, KYUNG
- DONG No. 5, HYO
- DONG No. 6, DAE
- DONG No. 7,
  - DAE
  - YOUNG
- DONG No. 11, IL
- DONG No. 51, KYUNG
- DONG No. 52, KYUNG
- DONG No. 101, HWA
- DONG No. 102, HWA
- DONG No. 105, HWA
- DONGNAM, HWAPYUNG
- DONNA,
  - MISS
  - MISS
  - PRIMA
  - TWEEDLES &
- DONNA J, MISS
- DONNA No. 2, PRIMA
- DONNELL, LISA
- DONSKOY,
  - DMITRIY
  - DMITRIY
- DONSO, EKFJORD AF
- DONU, ROSTOV—NA—
- DOO,
  - HAN
  - SCOOBY
- DOO No. 502, HAN
- DOO No. 601, HAN
- DOOLEY, CAPT.
- DOOT,
  - BANGLAR
  - HANS
  - JAG
  - SHAKTI
  - SHANTI
  - VAYU
  - VIJAY
- DORA, FORTUNE
- DORADO,
  - EL
  - EL
  - EL
  - NEPTUNE
  - PANAM
  - PETROMAR
  - PEZ
- DORAT, COMANDANTE
- DOREEN, TERRY
- DORERI, TELUK
- DORINE, RIBAZON
- DORIS,
  - MAE
  - SEASPAN
  - SONJA
- DORLETA, LUIS
- DORMIO,
  - MARIA
  - MIMINA
- DORN, LORNA
- DORO, CAVO
- DOROFEYEV, PROFESSOR SERGEY
- DOROTHY,
  - ATLANTIC
  - LADY
  - LADY
- DOROVETS, NIKON
- DORTE,
  - GITTE
  - LONE
  - ULLA
- DORTHE, BENNY—
- DOS,
  - ACUARIO
  - ALBACORA FRIGO
  - ALBOR
  - ALMADRABA
  - ALTEAPESCA
  - ALVAMAR
  - ARCAY
  - ARROYOFRIO
  - ATUN
  - BELKISS
  - BERMEOTARAK
  - CAPREDI
  - CARVISA
  - CELEBES
  - CEMENMAR
  - CONGELADOR MAR
  - CONSULADO DE BILBAO
  - COTORREDONDO
  - DRACOR
  - ELI HERMI
  - ENTRENA
  - FREIPESCA
  - FRIOPESCA
  - GALATECA
  - GALERNA
  - GARRIDO PESCA
  - GONDIEZ
  - IBAIZABAL
  - INTERTUNA
  - ISABEL
  - ISLAS
  - JER
  - JUAN LUIS
  - KARIM
  - LEON MARCO
  - LLUCH ARNAU
  - MAR
  - MAR DE LOS SARGAZOS
  - NOROESTE NUMERO
  - PESCABERBES
  - PESCALTEA
  - PESCAVIGO
  - POLSA
  - PROAS
  - PUENTE PEREIRAS
  - SAN JOSE NUMERO
  - SAN MAMES
  - SAYREMAR
  - SOLID
  - SUEMAR
  - TUNA SERVICE
  - VIRXEN DA SALETA
- DOS MAREANTES, SENHOR
- DOST, G.
- DOSTOEVSKIY, FEDOR
- DOTSYENKO, KAPITAN
- DOU, BEI
- DOU ER HAO, FEN
- DOU LIU HAO, FEN
- DOU QI HAO, FEN
- DOU SAN HAO, FEN
- DOU SI HAO, FEN
- DOU WU HAO, FEN
- DOU YI HAO, FEN
- DOU 66, ZHAN
- DOUBLOON, GOLDEN
- DOUG, GENNY AND
- DOUGLAS,
  - CAPE
  - CAPE
  - EXPLORER
  - SIR JAMES
- DOUGLAS MASTERSON, W.
- DOURADA, ILHA
- DOURADA IX, AGUIA
- DOURADA VI, AGUIA
- DOURADA VII, AGUIA
- DOURADA VIII, AGUIA
- DOURADO, ASTRO
- DOURO,
  - SEA
  - TRANSPORT
- DOUS,
  - BARA
  - CEIBE
- DOUVRES, ROCHES
- DOVE,
  - BLUE
  - GREAT
- DOVE,
  - SEA
  - WHITE
- DOVE TOO, WHITE
- DOVER,
  - H. O. S.
  - PRIDE OF
  - STAR
- DOW, PEGGY
- DOWNEY, CATHERINE M.
- DOXA, PONTIAKI
- DOXSEE, MISS
- DOYLE, MASTER
- DP—1S, PROPEMEX
- DP—2S, PROPEMEX
- DP—3S, PROPEMEX
- DP—4S, PROPEMEX
- DRACO, T. Y.
- DRACOPOULOS, KATERINA
- DRAGON,
  - CHANNEL
  - DIAMOND
  - FLYING
  - FLYING
  - GOLDEN
  - GOLDEN
  - GOLDEN
  - KEEN
  - KONG
  - ORIENTAL
  - OSAM
  - RED
  - REEFER
  - SEA
  - SEA
  - SEA
  - SOUTHERN
  - STAR
- DRAGON II, SEA
- DRAGON III, GOLDEN
- DRAGON No. 307, GOLDEN
- DRAGON VIII, GOLDEN
- DRAGON 1, OCEAN
- DRAGON 7, OSAM
- DRAKE,
  - HOEGH
  - SPRING
- DRAMA, OCEAN
- DRANITSYN, KAPITAN
- DRAUPNE, NORMAND
- DREAM,
  - ATLANTIC
  - BAY
  - BLUE
  - CRAZIEST
  - DADDYS
  - DIAMOND
  - EQUATOR
  - FISHERMANS
  - GLOBAL
  - JAPANESE
  - MOBY
  - SILVER
  - SPRING
  - STELLAR
  - TAIO
  - TAMA
- DREAMER,
  - ARCTIC
  - PAUL
- DREDGE IV, DCI INLAND
- DREDGE IX, DCI
- DREDGE V, DCI
- DREDGE VI, DCI
- DREDGE VIII, DCI
- DREDGE XI, DCI
- DREDGE XII, DCI
- DREDGE XIV, DCI
- DREDGER,
  - HAVEN
  - TITANIUM OXIDE
- DREDGER No. 2, GRAB
- DREDGER 2, GRAB
- DREN, MEKHANIK
- DRENT, ANNA
- DREZ, GWEN
- DRIFT,
  - SNOW
  - SNOW
- DRILL, TWIN
- DRILLER,
  - OIL
  - VIKING
- DRILLER II, FORESIGHT
- DRIVER, FRONT
- DROGE, DEN
- DROTT,
  - NORMAND
  - NORSK
- DROZDOV, NIKOLAY
- DRUM, PACIFIC
- DSM,
  - ARIES
  - LEO
- DU,
  - BAEK
  - CHANG
  - DE
  - JIANG
  - MYS
  - NGUYEN
  - XIN
- DU BAS QUARTIE, GAMIN
- DU BONG, MU
- DU CAP, NORTRE DAME
- DU JIANG, NAN
- DU LEVANT, VILLE
- DU MARIN, L'ESPOIR
- DU MONDE, SAUVEUR
- DU PLESSIS, P J C
- DU PONANT, ILES
- DU ROC'H, POINTE
- DU SAN,
  - BAEK
  - BAEK
- DU SUD, CROIX
- DU VAN, POINTE
- DU 2, LUJIAD
- DUA,
  - ANTARA
  - BADANG
  - BIMANTARA
  - BOGASARI
  - BORNION
  - DASA
  - HANGTUAH
  - JAVARIA
  - KAYU LAPIS
  - KEPPEL
  - KUTAI RAYA
  - MANDIRI
  - NUSA
  - PAAL
  - PRIMA
  - RIMBA
  - SAMPAGA
  - SARWAGUNA
  - SEGANI
  - SEMANDERA
  - SYABAS
  - TANJUNG
  - TENAGA
  - WALIE
  - WMT
  - YAYASAN
  - ZAMAN BARU
- DUABA,
  - PLAYA
  - PLAYA
- DUABELAS, KINABALU
- DUALITY, WORLD
- DUAN, LE
- DUARTE, CAP ISIDORO
- DUBAI,
  - HANJIN
  - PEARL OF
  - VILLE DE
- DUBININ,
  - KAPITONAS
  - VOLODYA
  - VOLODYA
- DUBLIN,
  - CITY OF
  - SPIRIT OF
- DUBLITSKIY, KAPITAN
- DUBROVINSKIY, IOSIF
- DUBROVKA, NEVSKAYA
- DUBROVNIKA, KRILA
- DUBROVSKIY, ARSENIY
- DUBUISSON, RECTEUR
- DUC III, VIET
- DUC IX, VIET
- DUC VII, VIET
- DUC XI, VIET
- DUC XII, VIET
- DUCATO, CAPE
- DUCHESS,
  - DEEPSEA
  - FALCON
  - NORTH
  - REEFER
  - RICH
- DUCK,
  - MANDARIN
  - WILD
  - YONG
- DUCK No.0005, CHANG
- DUCK No.0007, CHANG
- DUCKLING,
  - DONALD
  - FELIZ
  - FORTUNA
  - NOBLE
  - UGLY
- DUDAR, ANDREY
- DUDCHENKO, DMITRIY
- DUE,
  - ATLANTICO
  - AUGUSTEA
  - BESTORE
  - CAL
  - SAIPEM
  - SAIPEM RAGNO
  - STURLA
- DUET, WORLD
- DUFRESNE, MARION
- DUGA, KURSKAYA
- DUGAN, WILLIAM J.
- DUHAMEL, JOSEPH
- DUITSLAND, SMIT
- DUK, IN
- DUK No. 6, DAE
- DUK No. 81, DAE
- DUKE,
  - ACTIVE
  - BERGE
  - BRIGHT
  - GRAMPIAN
  - GULF
  - HOEGH
  - MERCANDIAN
  - OCEAN
  - POLAR
  - RICH
  - SEA
  - STAINLESS
  - SUNNY
  - WOODY
- DUKES, MISS
- DUMBADZE, NODAR
- DUMONT, SANTOS
- DUNARII, DELTA
- DUNDEE, OSA
- DUNDICH, OLEKO
- DUNE, WEISSE
- DUNGENESS, PUNTA
- DUNGUN,
  - SRI
  - TANJONG
- DUNIN, PIOTR
- DUNLAP, GENE
- DUNN, Q. O.
- DUNTON, AMMON G.
- DUNVEGAN, LOCH
- DUONG,
  - CHUONG
  - SONG
- DUONG II, THAI
- DUPARC, MONSEIGNEUR—
- DUPRE, MR.
- DUPRE Jr., YVON
- DUQUESA, NEW
- DURAN, CAMPO
- DURBAN, CITY OF
- DURGA,
  - H. D.
  - JAY
- DURHAM, CITY OF
- DURI, IKAN
- DURIAN,
  - SELAT
  - SELAT
- DURSUN AKBAS, KAPTAN
- DUSHENOV, KONSTANTIN
- DUST, STAR
- DUST OF TORTOLA, STAR
- DUSUN, MARINE
- DUTOV, PYOTR
- DUTRA, SOARES
- DUUN, OLAF
- DUVAL,
  - CAPT.
  - MARINE
  - STELLA
- DUYNE, MARIA
- DUYONG, PERNAS
- DVINA, SEVERNAYA
- DVORSKIY, IVAN
- DVORYANTSEV, KAPITAN
- DVUZHILNIY, YURIY
- DWI, KUMALA
- DWIPA, BARUNA
- DWITYA,
  - BHAITA
  - PRANEDYA
- DW0001, MAP
- DYACHUK, KAPITAN
- DYAKONOV, VITALIY
- DYBENKO, PAVEL
- DYCK, VAN
- DYER, ARTHUR J.
- DYKE, HOEGH
- DYNACHEM, OMI
- DYNAMIS, AGIA
- DYNASTY,
  - AMERICAN
  - OCEAN
- DYRON, ARKO AV
- DYROY, ENDRE
- DYUNY, ZOLOTYE
- DZHABARLY, DZHAFAR
- DZHABAYEV, DZHAMBUL
- DZHALIL, MUSA
- DZHAPARIDZE,
  - ALESHA
  - VALERIY
- DZHURASHEVICH, KAPITAN
- E,
  - ADRIANE
  - ALICE
  - BARBARA
  - CLO
  - CRISTINA
  - DORIS
  - HELEN
  - JANE
  - KYRNICOS
  - LORI
  - MAGNUS
  - MARGARET
  - MARGO
  - PATRICIA
  - TAKIS
  - TIAN
  - VALERIE
- E FILHOS, JOAO CONDE
- E PATRIZIO, GIOVANNA
- E SILVA, OLIVEIRA
- E SUN, GLOBAL
- E TIR, HAFT—
- E.,
  - CARLA
  - CATHERINE
  - MAGGIE M M.B.
  - STELLA
- E. BARKER, KAYE
- E. BERNIER, J.
- E. BLOCK, L.
- E. BOUCHARD,
  - FREDERICK
  - RALPH
- E. BROWN, CHARLES
- E. C. C. 1, F.
- E. C. C. 2, F.
- E. C. O. V, D.
- E. C. O. VII, D.
- E. C. O. VIII, D.
- E. C. O. XI, D.
- E. CORNELIUS, ADAM
- E. DARBY, GEORGE
- E. EGOROV, KAPITAN
- E. HADEN, FRANCES
- E. HAGGERTY, PATRICK
- E. HANNAH, MARY
- E. HILL, KENNETH
- E. JACKSON, D.
- E. JONES,
  - R.
  - TRACY
- E. LAKE, PHILIP
- E. LEE, ROBERT
- E. LEMMERHIRT, MELVIN
- E. LYONS, T.
- E. M. III, C.
- E. MELLON, ARLENE
- E. MORAN,
  - CATHLEEN
  - THOMAS
- E. MUSSMAN, WILLIAM
- E. PATERSON, D.
- E. PIERCE, ERNEST
- E. PRINCE, E.
- E. RICKER, W.
- E. RIGBY, JOHN
- E. RORBYE, ANNA
- E. S., A.
- E. SOERIAATMADJA, RD.
- E. SOFFRON, FRANCES
- E. TOWER, J.
- E. V. 1, H.
- E. WILSON, CHARLES
- E. 2, P.
- E—ARAB, SAFINA—
- E—BANGLA, SHER—
- E—DEYLAM, BANDAR—
- E—HAIDER, SAFINA—
- E—ISMAIL 2, SAFINA—
- E—NAJAM, SAFINA—
- E—NAWAZ, ST. GARIB—
- E—REHMAT, SAFINA—
- EADAR, BEN
- EAGLE,
  - ALASKA
  - AMERICAN
  - AMERICAN
  - AMERICAN
  - AMERICAN
  - AMERICAN
  - AMERICAN
  - ANANGEL
  - AUSTRALIAN
  - BALD
  - BALTIC
  - BERGE
  - BLUE
  - BOW
  - BRIGHT
  - BRUNEI
  - DIMINI
  - FISH
  - FRONT
  - GOLDEN
  - GOLDEN
  - GOLDEN
  - GOLDEN
  - GRAMPIAN
  - GREAT
  - GULF
  - IMPERIAL
  - INDONESIAN
  - JAVA
  - KINSMAN
  - KOTA
  - LADY
  - MALAYSIA
  - MARINE
  - MEGA
  - NEWFOUNDLAND
  - NORTHERN
  - ORIENT
  - ORIENTAL
  - OSAM
  - PACIFIC
  - PACIFIC
  - PAL
  - PERFECT
  - PHILIPPINE
  - RED
  - RESOLVE
  - SEA
  - SEA
  - SEA
  - SEA
  - SEA
  - SEA
  - SILVER
  - SINGAPORE
  - SKAGIT
  - STAR
  - STOLT
  - SWIFT
  - WIND
- EAGLE I, BLACK
- EAGLE II,
  - SEA
  - SEA
- EAGLE POINT, COASTAL
- EAGLE TUG, GOLDEN
- EANNA, NAOMH
- EANNES, GIL
- EARL,
  - CAPT.
  - FAR
- EARLE MORRIS, J.
- EARN, RIVER
- EARTH, OCEAN
- EASOM, CAPT. LES
- EAST,
  - CRANE
  - FAR
  - GAS
  - GATEWAY

- EAST,
  - OCEAN
  - WIKING
- EAST BRIDGE, FAR
- EAST NAVEE, FAR
- EAST PILOT, FAR
- EAST STAR, FAR
- EASTER, J.
- EASTERN GRAIN, FAR
- EASTERN SILO, FAR
- EBENE, CAM
- EBENECER, NUEVO
- EBN ZEYAD, TAREK
- EBONY,
  - CMB
  - JO
  - STATE
- EBOUE, GOUVERNEUR GENERAL
- EBRIOLA, CARLO
- ECHEVARRIA, MARIA TERESA
- ECHEVERRIA, JOSE ANTONIO
- ECHO,
  - CMB
  - ESVAGT
  - GECO
  - SEA
  - SUPERFLEX
- ECLIPSE, COMAC
- ECOWAS, EUNICE OF
- ECUADOR,
  - DOLE
  - REPUBLIC DEL
- ED, BIG
- EDDIE, CAPT.
- EDDINE,
  - CHEMS
  - SALAH
- EDEN,
  - MOUNT
  - PRIDE OF
  - PUERTO
  - WORLD
- EDER,
  - CAMPO
  - GOIZALDE
  - ITXAS
  - SOKO
  - TXORI
- EDERRA,
  - IBAI
  - PLAI
- EDGE,
  - NORTHERN
  - WATER'S
- EDGE II, WATERS
- EDINBURGH, CHEVRON
- EDMONT, CAPE
- EDUARD, ERNST—
- EDUARDO,
  - JOSE
  - MARIA
  - SAN
- EDUARDO L. HOLMBERG, DR.
- EDUCATOR, OOCL
- EDVARDA, PAN
- EDWARD,
  - DAVID
  - JOHN
  - PRINCE
  - ST.
- EDWARDS,
  - JULIA
  - WILBERT A.
- EDWIN D. PATRICK, GENERAL
- EEHO, HEYANG
- EEL No. 2, SUN
- EEN, MO—
- EFES,
  - M.
  - M. N.
- EFFERSOE, RASMUS
- EFFORT, TRANS
- EGANA, JUAN RAMON
- EGE, JOHANNE
- EGEDE,
  - ALIBAK
  - CARL
  - ERIK
  - VILHELM
- EGELA, ABO
- EGEO, DELFIN DEL
- EGEON No. 1, ARCHIRODON
- EGHBAL, IRAN
- EGILA, ABU
- EGOROV, KAPITAN E.
- EGOS, CALA
- EGRET, FLYING
- EGUEIMI 1, EL
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- EGYPT,
  - CONTSHIP
  - FAST
- EHLER,
  - ANKE
  - MONIKA
- EHSAN, IRAN
- EI, SHIN—
- EI MARU,
  - SHIN—
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  - TEN—
- EI MARU No. 2, SEN—
- EIDER,
  - BALTIC
  - BREYDON
- EIFFEL, SEAS
- EIGER, EW
- EIGHT,
  - BIG
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  - FEOSO
  - GOLDEN
  - MALAVIYA
  - OCEAN
  - SALEM
  - STAR
- EIGHTEEN, ABEER
- EIKAN, SHIN
- EILEEN VI, ELEANOR
- EILEEN VIII, ELEANOR
- EIMO, TAMARII
- EIN, MATSU
- EISENHOWER, PRESIDENT
- EIWA MARU, SHIN—
- EIYOSHI MARU, SHIN
- EJTEHAD, IRAN
- EKA,
  - BARUNA
  - KUMALA
- EKAYANIE, DIAN
- EKET, EAGLE
- EKIM, 29
- EKKA PVC, LANCE NAIK ALBERT
- EKMAN, JOHN
- EKRAM, IRAN
- EKSIOGLU, OSMAN
- EKSIOGLU II, FAHRI
- EKSPRES,
  - KOTA
  - LANGKAWI
  - SELESA
- EKSPRESS, SENANG
- EKSTARO, OKA
- EKTA, NAND
- EKULE, KALA
- EL ABBAS EL MOURSY, SIDI ABOU
- EL ARSH, SIDI YAQUT
- EL AYOBY, SALAH ELDEAN
- EL BAHR,
  - FARES
  - HABIB
  - JAWHARATE
- EL BOUKHARI, KSAR
- EL DIN, SHARAF
- EL FAROUD, UM
- EL GAWADI, ABDUSSALEM AHMED
- EL GOLFO, D'
- EL HAI, ABD
- EL HASSAN EL SHAZLI, SIDI ABOU
- EL HOOL 4, ABU
- EL HUSSEIN, EL IMAM
- EL KHAIMA, RAS
- EL KHEIR,
  - FATH
  - JAMIOU
  - SABAH
- EL MANDEB, BAB
- EL MARINA, COR
- EL MENUT, J. A.
- EL MENZAH, BAB
- EL MOGDAD, BOU
- EL MOURSY, SIDI ABOU EL ABBAS
- EL MWAJ, SEYF
- EL NIN, LOLO
- EL ONK II, DJEBEL
- EL ORO, PROVINCIA DE
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- EL SHAZLI, SIDI ABOU EL HASSAN
- EL SHEIKH, SHARM
- EL TOR, EL ARISH—
- EL TRIUNFO, BAGNO
- EL VINCULO, LAGOVEN
- EL—DABBOUSSIYA, EIN
- EL—GHAZALA, EIN
- ELA, ACACIO MANE
- ELAINE,
  - LADY
  - RUBY
- ELANG, RIG TENDER
- ELAT, ZIM
- ELBA,
  - FRECCIA DELL'
  - MARIA
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- ELBE, SEA
- ELDEAN EL AYOBY, SALAH
- ELDEEB, TAWFIK
- ELDIN REFAAT, EZZ—
- ELDUAYEN, JOSE
- ELEANOR, LADY
- ELEFTHERIOS, AGHIOS
- ELEGANCE, SOUTHERN
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- ELEKTRA, ARGO
- ELENA,
  - CARLA
  - CITTA DI QUARTU S.
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  - SANTA
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  - SANTA
- ELENA I, DONA
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- ELEPHANT,
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- ELEVEN,
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- ELEY, PAUL
- ELF, SARA MAATJE
- ELFOURAT, IBN
- ELHAM, IRAN
- ELIANA, MSC
- ELIAS, PROFITIS
- ELIAS CALLES,
  - PLUTARCO
  - PRESIDENTE
- ELIKI, ENALIOS
- ELIN, EMMY
- ELISA,
  - MENINA
  - SANTA
- ELISABETH,
  - ADRIAANS
  - BETTY
  - BOUKJE
  - DANIEL
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  - PRINSESSE
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- ELISABETH II, VROUWE
- ELISE,
  - ANGELA—
  - SVANAUG
- ELISEO CARTAYA, J.
- ELITA, HARVEST
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  - OCEAN
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- ELIZABETH,
  - A.
  - ANNA
  - ATLANTIC
  - COURTNEY
  - HANJIN
  - HELENA
  - LADY
  - LADY
  - LADY
  - LAURIE
  - MISS
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  - OTC
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- ELM,
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- ELORZ, ROSA MARI
- ELPIS, NEA
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- ELVIRA, DONA
- ELYSEES, CHAMPS
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  - ADEL
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- EM HIGH, HANG
- EMA, LADY
- EMAS, TANJUNG
- EMBASSY, HELLESPONT
- EMBLEM,
  - CMB
  - EQUATOR
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- EMBLEY, RIVER
- EMDEN, STADT
- EME, MACAYA
- EMEKO, YOSU
- EMEKSIZ, TURAN
- EMELINA, MISS
- EMELYANOV, NIKOLAY
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  - CMB
  - DOOYANG
  - GLOBE
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  - SANKO
  - SPIC
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  - VEESEA
- EMERALD No. 2, LINE
- EMERAUDE, COTE D'
- EMIEL, SASHA
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- EMILE RIVIERE, PILOTE
- EMILIA, SANTA
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  - SIR
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- EMPALME, BAHIA GUAYMAS
- EMPALME II, BAHIA GUAYMAS—
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  - DARPO
  - DASA
  - DAYAKA
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  - KAYU LAPIS
  - RIMBA
  - SARWAGUNA
  - SINMA
  - TENAGA
- EMPEROR,
  - ATLANTIC
  - NORTH
  - SEA
  - STAINLESS
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- EN JANNY, FREEK
- EN KLAAS, JANNIE
- ENAM,
  - BERJAYA
  - DASA
  - KAYU LAPIS
  - PAKARTI
  - SARWAGUNA
  - YAYASAN
- ENAMBELAS, KINABALU
- ENCHOVA, ASTRO
- ENCOUNTER,
  - RED SEA
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- END, LANDS—
- ENDE, NUSA
- ENDEAVOR,
  - CAYMAN
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- ENDEAVOUR,
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  - BEOTHIC
  - BLUEFIN
  - BLYTH
  - BRITANNIA
  - BYZANTINE
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  - COMAC
  - EUROPEAN
  - FALMOUTH
  - FLEET
  - FORTUNE
  - GERALDTON
  - GRAMPIAN
  - KELVIN
  - PETUNA
  - RAINBOW
  - ROSS
  - ROYLEN
  - SAFCO
  - SEA
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  - STANDARD
  - SUFFOLK
  - SUNDERLAND
  - TIMUR
  - TROMSO
  - WESTERN
  - WESTERN
- ENDEAVOUR II, ROYLEN
- ENDURANCE,
  - AUSTRALIAN
  - INDIAN
  - RED SEA
  - SCANOBO
  - SEA—LAND
  - TIMUR
- ENERGI 1, NIAGA
- ENERGY,
  - AMERICAN
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  - DALMAR
  - GMMOS
  - HAMILTON
  - HELLESPONT
  - INTELLECT
  - MING
  - MIRI
  - MORAL
  - NORD—
  - NORGAS
  - OCEAN
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  - RELIABLE
  - SEACOR
  - SILVER
  - WISDOM
- ENES, CIDADE DE ANTONIO
- ENEVOLDSEN, JEAN
- ENG,
  - BAWAKARA
  - HONG
- ENG No. 11, HO CHUNG
- ENGELAND, SMIT
- ENGELS, FRIEDRICH
- ENGIN,
  - AMIRAL FAHRI
  - OBO
- ENGINEER,
  - DUTCH
  - GOZO
  - RIG
- ENGLAND, CONTSHIP
- ENGLAND SUN, NEW
- ENGLER, KAPITAN
- ENNOOMANE, IBN
- ENOGAT, SAINT
- ENSENADA, CIUDAD DE
- ENSIGN, CMB
- ENSOR, JAMES
- ENTEKHAB, IRAN
- ENTENTE, BON
- ENTERPRISE,
  - ACE
  - ALASKAN
  - AMERICAN
  - ARCTIC
  - ASEAN
  - ATLANTIC
  - ATLANTIC
  - BACKMAN
  - BERGE
  - BERING
  - BREYDON
  - BRISTOL
  - CABLE
  - CANADIAN
  - CLEVELAND
  - COMAC
  - FALMOUTH
  - FLYING
  - GAS
  - GLACIER
  - GOLDEN
  - H. J.
  - HARVESTER
  - ISLAND
  - KELVIN
  - KINSMAN
  - KODIAK
  - MARKWELL
  - MERSEY
  - MUTUAL
  - NAVIOS
  - NORTHERN
  - NORTHERN
  - NORTHERN
  - NORTHWEST
  - OCEAN
  - OCEAN
  - ORIENT
  - PACIFIC
  - RED SEA
  - REPAP
  - RIZCUN
  - ROYAL
  - SCOTT
  - SEA—LAND
  - SEAMOUNT
  - SEATTLE
  - SPIRIT OF FREE
  - TASMAN
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  - U. S.
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  - W. D.
  - WESTERN
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- ENTERPRISE FIVE, BRITISH
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- ENTISAR, AL—
- ENTREE, G. C. GRANDE—
- ENTRENA CUARTO, ALVAREZ
- ENTRENA DIECINUEVE, ALVAREZ
- ENTRENA OCTAVO, ALVAREZ
- ENTRENA PRIMERO, ALVAREZ
- ENTRENA QUINTO, ALVAREZ
- ENTRENA TRECE, ALVAREZ
- ENTRENA VEINTE, ALVAREZ
- ENTREPRENEUR, CHINA STEEL
- ENVOY,
  - CMB
  - MERCEDES
  - OCEAN
- ENVOY, OOCL
- EOCHALLA, DUN
- EOLIE, ALIJUMBO
- EOLOS, THITA
- EOS, GLOBAL
- EPEE, FORT FLEUR D'
- EPISKOPI, KRITI
- EPOS, FLAG
- EPSILON, CONSORTIUM
- EPTA,
  - IKOSI
  - S. V.
- EQUATORIALE, MARE
- ER HAO,
  - FEN DOU
  - HAI YANG
  - JIN XING
  - KE XUE
  - QING FENG
  - TUO LUN
  - YAN YUAN
- ER RIF, KENZ
- ER SHAN, XIONG
- ERA,
  - GREEN
  - NEW
  - NEW
  - NEW
  - NEW
  - NISYROS
  - NOVAYA
- ERABLE, FEUILLE D'
- ERASMUS,
  - DUPEL
  - SUNDBUSS
- ERCOLE, PORTO
- ERDEM,
  - NERGIS
  - NUMAN
- ERDOTXA, NUESTRA SENORA DE
- EREAGA, PLAYA DE
- EREM, CEMALETTIN
- ERENBURG, ILYA
- ERIC,
  - JOHN
  - WENDY AND
- ERIC SHARP, SIR
- ERIC—JACKY, FRED—
- ERICEIRA, PRAIA DE
- ERICKSON, CECILE
- ERIDHANI, ANDHIKA
- ERIE,
  - ASIAN
  - ATLANTIC
- ERIK,
  - HANS
  - JOHN
  - KARL—
  - KUNG
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- ERIKA, MCW
- ERIMO, SUN FLOWER
- ERINN, MISS
- ERLEND, EINAR
- ERLING, TROND
- ERN, SEA
- ERNESTO, DON
- ERNESTO AYALA MARFIL, DON
- EROL, KAPTAN
- EROZIDI, FJODORS
- ERRE,
  - ARIES
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  - MACAYA
  - PEGASUS
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- ERREKA, TXORI
- ERSHAD, IRAN
- ERSINI, ROMEO
- ERSOY, MEHMET AKIF
- ERTZA, UR
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- ESCANO II, FERNANDO
- ESCAPE,
  - REEF
  - SEA
- ESCHILO, NUOVO
- ESCOBEDO, MARIANO
- ESCOBIO, ANDRES
- ESCORT, PACIFIC
- ESER, MUSTAFA
- ESHRAGHI, IRAN
- ESK,
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- ESKIL, BOA
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- ESME, LADY
- ESMERALDA,
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  - SANTA
- ESMERALDES, BAGNO
- ESPADON BLEU, L'
- ESPANA,
  - FRIO
  - SANTA MARIA DE
- ESPANA III, ZIM
- ESPANHA, MAR DE
- ESPANOLA, LA
- ESPARTEL, PONTA DO
- ESPERANCA, NOSSA SENHORA DA
- ESPERANCE, BOA
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  - CABO DE BUENA
  - FE Y
  - FORESTAL
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- ESPIN, GARCIA
- ESPIRITU SANTO, CABO
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- ESPOO, IGLOO
- ESPRESSO, GIGLIO
- ESPRESSO II, GIGLIO
- ESPRIT,
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- ESQUEL, RIO
- ESQUIMALT, QUEEN OF
- ESQUIRE, SEA
- ESRAA, AL
- ESSBERGER,
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- ESSEX,
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- ESSINGTON, N. R.
- ESTANISLAO, SAN
- ESTE,
  - ROLON
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- ESTE No. 305, SUR
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- ESTEGHLAL, IRAN
- ESTELLE, PHILIPPE
- ESTERO, SANTIAGO DEL
- ESTHER,
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- ESTONIA, NORD
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- ETHYLENE, PACIFIC
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- ETINDE, CAM
- ETRETAT, ABEILLE
- ETTAHADDI, KHALEEJ
- ETTIR, KSAR
- EUGENE A. OBREGON, PFC.
- EUGENE V, SAINT
- EUGENIA,
  - BEATRIZ
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- EUGENIA CACAO, MARIA
- EUGENIA—G, MARIA
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- EUL, SAE MA
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- EUN, YON
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- EUPHRATES, RIO
- EUREKA, CITY OF
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ASIA
ATHENS
ATLANSA
ATLANTIC
ATLANTIC
ATLANTIC
AUCKLAND
B. H. A.
BACOLOD
BAHIA
BAHTERA
BANANA
BARI
BONN
BOTNIA
BRAHMAN
BRAZOS
BUFFALO
CAGAYAN DE
ORO
CAMERON
CANADA
CANARIAS
CANTERBURY
CAPRI
CAR
CARIBIA
CARICOM
CASAMANCE
CHALLENGE
CHAROLAIS
COFFEE
COLD
COLUMBUS
COMPANION
CONCERT
CORMO
CORRIEDALE
CUMBRIAN
DADIANGAS
DADY
DANUBE
DELFINI
DELSAN
DIAMANT
DIMITRIOS
DRESDEN
DULINA
DUSSELDORF
EBENEZER
EGADI
EGITTO
ELEUTHERA
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ENERGY
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FIELD
FLORIDA
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FRANKFURT
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HEATHER
HEIDELBERG
HELLAS
HELM
HOLSTEIN
HONGKONG
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IBERIAN
ICE
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ILIGAN
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INDIAN
IONIAN
ISABELA
ISCHIA
ISTRIAN
ITALIAN
IVER
JADRAN
JETKAT
JUTE
KALYMNIAN
KERRY
KHALIFAH
KIMBE
KIRK
KOPER
LABUAN
LAURO
LEVERKUSEN
LORLOTTE
MAGNETIC
MALAY
MALIK
MAMOSE
MARINE
MARINE
MARINE
MARITIME
MARY
MEKONG
MILOS
MINDORO
MISS KESHIA I
MITCHELL
MITRANS
MODOTE
MORUKA
MOTALA
MURRAY
NAXOS
NERAIDA
NEW BUSAN
NEW KOREAN
NORDIK
NORNEWS
NORTHERN
NOSAC
O'SHEA
OCEAN
OCEAN
OCEAN
OCEAN
OCEANIA
OIL
ONLY I
ORIENT
ORIENT
PAN
PAPER
PAROS
PHILIPPINE
POSEIDON
POWER
R.
RIG
RIJEKA
ROATAN
ROOK
SAHIWAL
SANKO
SANTOS
SARAJEVO
SATRYA
SCANDINAVIAN
SCOTIAN
SEA
SEA—LAND
SEATRA
SEATRAN
SELANGOR
SHELF
SIERRA
SIFNOS
SILAGO
SILVER
SIMARA
SKAGEN
SLURRY
SOL
SOUSOU
STUTTGART
SULTAN
SULU
SUNFORD
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TOKYO
TORRES
TRADEWIND
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EXPRESS FERRY No. 1, DONG
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EZCURRA, MINISTRO
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JEILAN
F.,
AGELOS
ANA MARIA
CONNIE
ELIZABETH
ERASMO
FERNANDA
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GAVIOTA
GIADE
GIGI
JASMIN
KATERINA
MAGGIE
MANUEL
IGNACIO
MARGARET
MARIA
MARIASPERANZA
MARLENE
MEGISTI STAR
OSVALDO
POPI
PUPPY
SAMIA
SAMUEL
STELLA
THERESA
WALTER
F.,
ALESSANDRO
ALLEGRA
CATHERINE
DANNY
DILETTA
ELISA
ELIZABETH
ELLEN
ESPERANZA
GELTRUDE
HEATHER V.
MAINA D.
PEDRO
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ROSA
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SABINE
STAMATIOS
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F. BAUER, GLOMAR ROBERT
F. C. HYDE, JAMES
F. C. 1, KEPPEL
F. CARIOCA, R.
F. CEBESOY, GENERAL A.
F. CRAIG, J.
F. D. ROOSEVELT, PRESIDENT
F. FEENSTRA S.R., WILLEM
F. GAIGNEROT, CAP.
F. GAMAGE, HARVEY
F. HEBERT, RAY
F. M. JUVALE, CAPTAIN
F. MARSILI, L.
F. McGRAW, GEORGE
F. MORAN, EUGENE
F. MORAN, Jr., E.
F. P., W.
F. PIERCE, A.
F. POTOMAC, R.
F. ROYAL, BEN
F. SAHLMAN, H.
F. STEVENS, JOHN
F. SUDGEN, CDR. J.
F. T. WEST, N.
F. V. BRAMPTON, K.
F. V. CARLISLE, K.
F. V. CUMBERLAND, K.
F. V. GOLDSMITH, K.
F. V. HAYMAN, K.

F. V. HERON, K.
F. V. KINGFISHER, K.
F. V. MAGNETIC, K.
F. V. NIELSEN, CAPT.
F. V. ORPHEUS, K.
F. V. PELORUS, K.
F. V. REPULSE, K.
F. V. SANDPIPER, K.
F. V. SHEARWATER, K.
F. WHALEN, SYLVESTER
F. 101, Y. S.
F. 102, Y. S.
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FA XIAN, NAN HAI
FABER, PETER
FABIAN, HELGA
FABIANA, MENINA
FABRA, POMPEU
FABRITSIUS, JAN
FACE,
CAPT. BOB
FUNNY
FADEYEV, ALEKSANDR
FADHILI, AL
FADJAR,
LAUTAN
ONBAK
FAERGEN, SOBY—
FAGUNDES, JOAO ALVARES
FAHAD, AL
FAHRI ENGIN, AMIRAL
FAI,
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FAIAL, ILHA
FAIK AKAR, A.
FAILAKA, IKARUS
FAIR,
AMBIA
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UNIX
FAIR I, MAY
FAIRBANKS, ARCO
FAIRUZ, AL
FAIRY, STELLA
FAITH,
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ANGELIC
AVIS
CHIOS
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FAREAST
GOOD
GREAT
HELLESPONT
MARITIME
OLYMPIC
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SILVER
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TOMIS
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WESTERN
FAITO, MONTE
FAJAR,
BARUNA
KOTA
FAKKAN, KHOR
FAKORI, IRAN
FALAKI, AL
FALAQ, AL
FALCO, CABO
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AMERICAN
AQABA
ARCADE
BERGEN
CAPE
DESERT
DIRECT
EAST
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FLYING
FORTUNE
FRONT
GOLDEN
GRAMPIAN
GULF
HAPPY
HOEGH
HOO
IVER
JAVA
KINSMAN
ORIENTAL
PACIFIC
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SKANDI
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SUNNY
FALCON GRANDE, EL
FALDA, STOLT
FALEYEV, KAPITAN
FALGOUT,
ROLAND A.
WILKIN A.
FALLAHI, IRAN
FALLS, NIAGARA
FALLS VICTORY, SIOUX

FALQUE,
BENIGNO
MARQUEZ
FRANCISCO
MARQUEZ
FAMALICAO, VILA NOVA DE
FAME,
CAPE
GLOBAL
OOCL
FAMILIA, SAJO
FAMILY,
GONAIVES
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FAN,
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FANEROMENI, PANAGIA
FANEROMENI II, PANAGIA
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FANG HONG, DONG
FANG KOU, YANG
FANG 907, NAN
FANG 908, NAN
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FANTASIA, STENA
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FAP, HONG
FAR, HSUNG
FARABI,
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FARAZDAK, AL
FAREAST, GAZ
FARES, AL
FAREWELL,
CAPE
CAPE
FARID, AL
FARIS,
ABU
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FARIS 2, AL
FARM, GOLDEN COUNTY
FARMER,
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FARO,
CAPO
CIDADE DE
EL
GALP
MONTE
PORT
FAROUCHE, LA
FAROUD, UM EL
FARQUHARSON, A. G.
FARTA, BAIA
FARUK, OMER
FARUQUE, ARK AL—
FARVARDIN, DAVAZDAH
FARVEL, KAP
FASTOVICH, MEKHANIK
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FATEH,
AL
EL
IRAN
FATEMAH II, AL
FATHER,
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FATHOMS, 190
FATIMA,
G. C.
MADONNA DI
MARIA ROSARIO
DE
OUR LADY OF
SENHORA DE
FATIMAH, PRINCESS
FATK, AL
FATOGLU,
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AYDIN
FATT, LUEN
FAUSTINO, DON
FAUSTO, DON
FAVILA, REY
FAVORITA, HUAL
FAVOUR, HOEGH
FAWLEY, ESSO
FAY,
ALANNA
BILLIE
FAYE,
BEVERLEY
JO
LADY
MISS
FAYETTE, LA
FAYEZ, SHAHD
FAYOUM, EL
FAZIO, CARLO DI
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FEATHER, ANGEL
FEBRERO, 24 DE
FEBRUAR, PRVI
FEDERICA, MSC
FEDERICO, LUCIANO
FEDKO, KOMANDARM
FEDOROV, IVAN
FEDOROVSKIY, KHUDOZHNIK
FEDOSEYEV, VASILIY
FEDOTOV, KAPITAN V.
FEDYNSKIY,
PROFESSOR
PROFESSOR
FEE, MAN
FEEDER,
FIRST
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PLATA
RHEIN
FEENSTRA S.R., WILLEM F.
FEHMI, KAPTAN
FEI, TIAN
FELDT, ELLA
FELICE,
SAN
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FELICITY, STENA
FELISOLA, GUILLERMO
CHAVEZ
FELIX, OLIVER
FELIX ESTIGARRIBIA,
MARISCAL JOSE
FELIXSTOWE, HANJIN
FELIZ, MANILA
FELLING, MARIE
FELLOW, HAPPY
FELUY, CHEVRON
FEN 1, ZHEN
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FEN 9, ZHEN
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FENERI,
ANADOLU
RUMELI
FENG,
CHANG
DA
DAN
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HAN YANG
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JIA
JIN
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LI
LIAN
LU
LU
NAN
SHOU
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XENG
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FENG CHANG 16, SHIAN
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FENG ER HAO, QING
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FENG KOU,
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FENG LING,
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FENG No. 11, SHIAN
FENG No. 2022, HAI
FENG SAN HAO, QING
FENG SHAN,
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- FENNIA, TRANS
- FENSEN, SUSANNE
- FERDINAND, CORNELIS
- FERGUSON, H. O.
- FERLAS, LE
- FERM, ORIENTAL
- FERMI, ENRICO
- FERMIN, POINT
- FERMINES, SAN
- FERN, AFRICAN
- FERNANDA,
  - MARIA
  - PACIFIC
- FERNANDEZ, CAPITAN ALBERTO
- FERNANDEZ PINO, HERMANOS
- FERNANDINA, ISLA
- FERNANDO,
  - DON
  - DON
- FERRANTE, A. A.
- FERRARO, AVVOCATO
- FERRAT,
  - CAP
  - CAP
- FERRATO, CAPO
- FERRAZ, HELIO
- FERREIRA,
  - CAPITAO
  - JOAO
- FERREIRA DE CARVALHO, LUIS
- FERRER,
  - F.
  - JUAN
  - SAN VICENTE
- FERRES, ING. PABLO M.
- FERRY,
  - CAMBRIDGE
  - DAE—A GOSOK CAR
  - DHARMA
  - DHARMA
  - EUROPIC
  - HAN IL CAR
  - IONIC
  - ISCHIA
  - KWAN KWANG
  - NEW CHEJU EXPRESS CAR
  - NICKEL
  - NORDIC
  - PULUAUN
  - RAROMATAI—
  - SHIN YOUNG HIGH SPEED
  - STRANGFORD
  - SUPER
- FERRY BOAT PRIMO, TOURIST
- FERRY BOAT SECONDO, TOURIST
- FERRY BOAT TERZO, TOURIST
- FERRY I, NIAGA
- FERRY II, NIAGA
- FERRY No. 1,
  - DAE WON
  - DONG YANG EXPRESS
  - PASSENGER
- FERRY No. 2,
  - DAE WON
  - DONG YANG EXPRESS
  - PASSENGER
- FERRY No. 3, DONG YANG EXPRESS
- FERRY No. 5, DONG YANG EXPRESS
- FERRY QUEEN, CAR
- FERRY QUEEN No. 2, CAR
- FERRY SEVEN, CARDINAL
- FERSMAN,
  - AKADEMIK
  - GEOLOG
- FESENKOVS, VASILIJS
- FESTIVAL,
  - MOSKOVSKIY
  - MOZART
  - XI
- FETTAHOGLU, MEHMET
- FEU, CRISTINA
- FICAS, ISLAS
- FICO No. 1, LIAO
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- FIDA, ATCO
- FIDDLER,
  - CAPT. J.
  - MARINE
- FIDE,
  - BONA
  - SOLA
- FIDELITY,
  - ANANGEL
  - ATHENIAN
  - CLIPPER
  - GAZ
  - MARITIME
  - OOCL
  - TROMSO
- FIEL, LAGOVEN
- FIELD,
  - ATLAS
  - BRIGHT
  - GREAT
  - SUN
- FIER, BAIA DE
- FIESTA,
  - MEXICO
  - SUN
  - THE
- FIFE, ESSO
- FIFTEEN,
  - ABEER
  - MARSEA
- FIGARI, CAPO
- FIGHTER,
  - APOLLONIA
  - BLUETANK
  - BOW
  - ECHO
  - FAIR
  - GOOD
  - GREEK
  - GRETE
  - MAERSK
  - SEA
  - SOUTHERN
  - VIKING
- FIGHTING FOX, H. O. S.
- FIGUEIRA, PRAIA DA
- FIGUEROA, GOBERNADOR
- FIKAS, GIANNIS
- FILATOV, AKADEMIK
- FILCHENKOV, NIKOLAY
- FILHOS, JOAO CONDE E
- FILIA, TRIADA
- FILIPPOS, KAPETAN
- FILIPPOV, VASILIY
- FILOXENIA, KRITI
- FILYOS, C.
- FIN,
  - AMBRA
  - BLUE
  - BLUE
  - BLUE
  - YELLOW
  - YELLOW
- FIN—TOSE, CAPE
- FINCH, HOO
- FINDER, ODIN
- FINIMA, LNG
- FINISTERRE,
  - CABO
  - CAP
  - CAPE
- FINJO, AMBIA
- FINK, HEIN
- FINLAND, SMIT
- FINLANDIA,
  - ESSO
  - STAR
- FINN,
  - CHARLOTTE A.
  - GEIR—
  - IGLOO
  - IGLOO
- FINNSSON,
  - JON
  - JON
- FINOR, DEL
- FIOLETOV, IVAN
- FIONA, COUNTESS
- FIORI, GOLFO DEI
- FIR,
  - PAN
  - TRADE
- FIRE, FOX
- FIREBOAT No. 2, VANCOUVER
- FIREFIGHTING BOAT 1, JUBAIL—
- FIRENZE, AGIP
- FIRME, LAGOVEN
- FIRPO, DON
- FIRST,
  - CARIBBEAN
  - G. R.
  - MEDITERRANEAN
- FISCHERBANK, GROSSE
- FISH,
  - ANGEL
  - CORAL
  - CREOLE
  - CRYSTAL
  - DRILL
  - GIANT
  - GOLD
  - GOLDEN
  - LADY
  - PARROT
  - PEARL
  - POLAR
  - PURPLE
  - ROCK
  - SAIL
  - SOUTH
  - THUNDER
  - VALIANT
- FISH I,
  - GLOBE
  - GOLD
- FISH II,
  - GLOBE
  - GOLD
  - TIGER
- FISH M, FLYING
- FISH No. 8, ARKO
- FISH 1, NEW
- FISH 2, NEW
- FISHER,
  - ARCTIC
  - BENIN
  - EASTERN
  - FORT
  - LINDA
  - PVT. HARRY
  - SEA
  - SOLOMON
- FISHER 4, SEA
- FISHER 10, SEA
- FISHER 11, SEA
- FISHERIES No. 2, WORLD
- FISHERMAN,
  - G. P.
  - NAN DAN
- FISHERS, HARTFORD
- FISK I, NOR—
- FISK II, NOR—
- FISKEBACK,
  - BOHUSLAN AV
  - VINGASAND AV
- FISTER, BERGE
- FISTERRA, PUNTA
- FIVE,
  - BEATO
  - BRITISH ENTERPRISE
  - CHEATER
  - FEOSO
  - FORCE
  - FORMOSA
  - GACSHIP
  - MALAVIYA
  - MARSEA
- FJELL, TRANS
- FJODOROVS, MEHANIKIS
- FJORD,
  - EDDA
  - GALLIC
  - SKANDI
  - TRANS
- FJORDBASE, NUTEC
- FLAG,
  - DELTA
  - GEMA
  - INTERNATIONAL
  - PHOENICIAN
  - PSARA
- FLAGGE, BREMER
- FLAIR, OLYMPIC
- FLAME,
  - BLUE
  - DELPHIC
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- FLAME I, BLUE
- FLAMENCO, EL
- FLAMINGO, STATE
- FLANDERS,
  - MAERSK
  - RED
- FLANDRE,
  - ABEILLE
  - LA
- FLANDRIA, TOR
- FLANO, PEDRO
- FLASH,
  - COLUMBIAN
  - MIDNIGHT
- FLATTERY,
  - CAPE
  - CAPE
- FLAVIA, IRIA
- FLEECE,
  - GOLDEN
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- FLEET, OCEAN
- FLEET No. 15, GULF
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- FLEMING, D. M.
- FLETA, BOR
- FLETCHER, ELLEN N.
- FLEUR D'EPEE, FORT
- FLIGHT, SEA
- FLINDERS,
  - IRON
  - KARUMBA
  - MATTHEW
  - MOBIL
- FLIPPER, GOLDEN
- FLIX, SAC
- FLOATING CRANE 1,
  - DAMMAM
  - GIZAN
  - JEDDAH
  - JUBAIL
- FLOR,
  - BEN
  - ROGER DE
- FLORA, ESSI
- FLOREANA, ISLA
- FLORENCE, LADY
- FLORENCIA, MARIA
- FLORENTINA, SANTA
- FLORES, PADRE
- FLORIANA, SMIT
- FLORIANO, PRESIDENTE
- FLORIDA,
  - CAPE
  - CAPE
  - COASTAL
  - MAR
  - SEABULK
  - STAR
  - VILLA—
- FLORIDIAN, MARINE
- FLORITA, HARVEST
- FLOTS,
  - CAPRICE DES
  - ENFANT DES
- FLOWER,
  - CHERRY
  - ICE
  - KOREAN
  - MAS
  - OCEAN
  - OCEAN
  - QUEEN
  - SEA
  - SNOW
  - SONG OF
  - SUN
  - SUN
  - SUN
- FLOWER ERIMO, SUN
- FLOWER II, LITTLE
- FLOWER No. 2, QUEEN
- FLOWER No. 7, SUN
- FLOWER OARAI, SUN
- FLOWER OSAKA, SUN
- FLOWER SAPPORO, SUN
- FLOWER SATSUMA, SUN
- FLOWER TOSA, SUN
- FLOWER 2, SUN
- FLUENCY, TRADE
- FLUX, LE
- FLYER,
  - OREGON
  - SEA
  - STAR
  - TROPIC
  - WESTERN
  - WESTERN
- FLYNN, GUSSIE J.
- FLYTE, STAR
- FOAM,
  - HOEGH
  - OCEAN
- FOCA, LA
- FOCK, GORCH
- FOCUS, ATLANTIC
- FOGGIA, SIBA
- FOGO, ILHA DO
- FOLAWIYO, YINKA
- FOLAWIYO 1, YINKA
- FOLAWIYO 2, YINKA
- FOLAWIYO 3, YINKA
- FOLAWIYO 4, YINKA
- FOLD BAY, TWO
- FOLMER,
  - LIZIE
  - PETIT
- FOLQUE, JOAO
- FOMCHENKO, KONSTANTIN
- FOMENKO, KAPITAN
- FOMIN,
  - KAPITAN
  - MEKHANIK
  - VASILIY
- FOND, PAN
- FONG, KAO
- FONG No. 1,
  - LUNG
  - TA
- FONTAINE,
  - HAKKO
  - LA
  - SANWA
  - SINGAPORE
  - WORLD
- FONTAN, VEIGA
- FOO,
  - MAN
  - TA
- FOOD No. 1, L. K.
- FOOD No. 2, L. K.
- FOOK, HANG
- FOONG, HAI
- FOOT, SUGAR
- FOOT BOB, BIG
- FOR SINGAPORE, UNNAMED PONTOON
- FOR UNITED KINGDOM, UNNAMED PONTOON
- FORAGER, BRITISH
- FORCE,
  - ALFA
  - AROS
  - BOA
  - LA
  - MARINE
  - SEACOR
  - STRIKE
- FORD,
  - A. R.
  - E. M.
  - HARRY
  - J. B.
- FORESI,
  - ANGELA
  - FRANCESCA
  - NEDA
  - ROBERTA
  - VERONICA
- FOREST,
  - ACADIA
  - ATLANTA
  - ATLANTIC
  - BERGE
  - CEDAR
  - GRAMPIAN
  - JADE
  - NOMADIC
  - NOTTS
  - PINE
  - RHINE
  - TROLL
- FORESTER, SEASPAN
- FORESTIER, CAPE
- FOREVER,
  - SUN
  - UNI—
- FORMENTERA, RAPIDO DE
- FORMENTOR, CABO
- FORTE,
  - LEON
  - MONTE
  - PETITE
- FORTH, BRITISH
- FORTIES, LONG
- FORTITUDE, TRADE
- FORTRESS,
  - GREAT
  - NORTHERN
- FORTUNA,
  - BUENA
  - HOEGH
- FORTUNE,
  - ALLIGATOR
  - ANANGEL
  - BERJAYA
  - BOW
  - BRIGHT
  - CAPE
  - CHANNEL
  - CHIOS
  - CSK
  - DRAGON
  - EVER
  - GLOBAL
  - GLORIOUS
  - GOLDEN
  - GRAMPIAN
  - GREAT
  - H. O. S.
  - KELVIN
  - LADY
  - LEADER
  - LEVANT
  - MING
  - NEW
  - NEW
  - NORTH
  - OMADHOO
  - OOCL
  - PACIFIC
  - PAN
  - PENTAS
  - ROYAL
  - SAMMI
  - SANG THAI
  - SEA
  - SEA
  - SKANDI
  - SWIFT
  - TRANS
  - UNI—
- FORTUNE,
  - UNION
  - UNISON
- FORTUNE I, GREAT
- FORTUNER, MARINE
- FORUM, HOEGH
- FORWARD,
  - CRUZ DE
  - UNI—
- FOS, HELLAS
- FOSS,
  - AGNES
  - ANDREW
  - ANNA
  - ARTHUR
  - BARBARA
  - BENJAMIN
  - BRYNN
  - CAROL
  - CATHERINE
  - CHRISTINE
  - CRAIG
  - DANIEL
  - DAVID
  - DREW
  - EDITH
  - ELLEN
  - HENRY
  - IVER
  - JEFFREY
  - JUSTINE
  - PETER
  - PHILLIPS
  - RICHARD
  - SANDRA
  - SHANNON
  - SHELLEY
  - SIDNEY
  - STACEY
  - WEDELL
  - WENDY
- FOSTER, WILLIAM
- FOU, YIH
- FOUADIA, AL
- FOULIS, ROBERT
- FOUNTAIN,
  - GOLDEN
  - HOEGH
- FOUR,
  - BRITISH ENTERPRISE
  - BULKCEMENT
  - DANICA
  - FORMOSA
  - MALAVIYA
  - MARSEA
  - RENAISSANCE
- FOURCAULT, COMMANDANT
- FOURNIER, JEAN
- FOURSANE, FARES AL
- FOURTEEN, ABEER
- FOUTA, BOSSOYA
- FOUTHIOU, CHEICK OUMAR
- FOUTS, AUDREY
- FOUYE, TIN
- FOWLER, GILBERT J.
- FOX,
  - ARCTIC
  - BLUE
  - CAPE
  - FAIR
  - FAST
  - GALLANT
  - H. O. S. FIGHTING
  - H. O. S. GALLANT
  - H. V.
  - IMSALV
  - LAMNALCO
  - SEA
  - SEA
  - SEA
  - SEA
  - SEA
  - SWAMP
  - TERRY
- FOXTROT, SUPERFLEX
- FOXX, SWAMP
- FOYLE, LOUGH
- FOZ, PORT
- FR, JULIE ANN
- FRAGA, VALLE DE
- FRAGA MORENO, JUAN DE DIOS
- FRAIH, ABDULLA AL
- FRAM, EDDA
- FRAN, NANNIE
- FRANCAISE, LA
- FRANCE,
  - CGM ILE DE
  - DOCK EXPRESS
  - HOVERSPEED
  - ILE DE
  - JOHN A.
- FRANCES,
  - LEE
  - LOLA
- FRANCESCA, PIERO DELLA
- FRANCESCO,
  - MASSIMO
  - NERI
- FRANCESCO DI CATONA, SAN
- FRANCESCO DI PAOLA, SAN
- FRANCINE, LADY
- FRANCIS,
  - LADY
  - SAMUEL
- FRANCIS SPRING, SIR
- FRANCISCA,
  - DONA
- FRANCISCA, MARIA
- FRANCISCO,
  - DON
  - DON
  - EXXON SAN
  - LUCIANO
  - SAN
  - SAN
  - SAN
- FRANCISCO B—I, DON
- FRANCISCO DE PAULA, SAN
- FRANCO,
  - ALMIRANTE
  - AMADOR
  - FRANCISCO
  - MARIA DEL MAR
- FRANCOIS,
  - SAINT
  - SAINT
- FRANCOISE, L'NATHALIE
- FRANCON, PLAYA DE
- FRANGISK, SAN
- FRANGOS, STEFANOS
- FRANK,
  - JANE
  - LIS
  - SUSAN
- FRANK JETT, J.
- FRANK LAMAS, ADMIRAL
- FRANK MEDINA, CAPTAIN
- FRANKE, WOLFERT
- FRANKIE, CAPTAIN
- FRANKLIN,
  - CAPT.
  - JOHN
  - LADY
  - LIL
  - RADIUM
  - SIR JOHN
- FRANKO, IVAN
- FRANKRIJK, SMIT
- FRANQUEIRA, VIRGEN DE LA
- FRANTZ, JOSEPH H.
- FRASCA, CAPO
- FRASER,
  - FEDERAL
  - SIMON
  - STAR
- FRED, MISTER
- FRED BOUCHARD, CAPT.
- FRED. G. GERLING, DIR.
- FREDERICK,
  - B. T.
  - DAVID
- FREDERICO, BRUNO
- FREDERIK, KRONPRINS
- FREDERIK IX, KONG
- FREDERIK WILLEM, PRINS
- FREE ENTERPRISE, SPIRIT OF
- FREEDOM,
  - ACADIAN
  - APOLLO
  - EAGLE
  - EXPORT
  - GRAMPIAN
  - HL
  - NORDIC
  - OOCL
  - PACIFIC
  - SEA—LAND
  - SOUTHERN
  - SPIRIT OF
- FREEMAN, MILLER
- FREEPORT, ESSO
- FREEPORT III, MISS
- FREESIA, PACIFIC
- FREEWAY, EUROPEAN
- FREEZE,
  - GOLAR
  - OCEAN
- FREEZE I, SEA
- FREEZE II, SEA
- FREEZER, ERIKSON
- FREHEL, CAP
- FREI, PRESIDENTE
- FREIGHTER,
  - ATLANTIC
  - FORTUNE
  - HOEGH
  - MARKWELL
  - REEFER
  - STENA
- FREIRE,
  - LUIZ
  - MANUEL CONSUELO
- FREJA, DAN
- FREMANTLE, ANRO
- FREMUR, LE
- FRENAIS, LA
- FRENCHMAN, OLD
- FRENDE, EDDA
- FRENE No. 1, LE
- FRESCO, ESTE
- FRESH, REEFER
- FREYA,
  - EDDA
  - TORM
- FREYR, JON
- FRIDRIKSSON, ARNI
- FRIDTJOF NANSEN, DR.
- FRIEDRICHSTADT, JONAS VON
- FRIEND,
  - EASTERN
  - OCEAN
  - WESTERN
- FRIENDS,
  - SEA
  - TWO
  - TWO

# COMPOUND NAMES OF SHIPS

- FRIENDSHIP,
  - ASIAN
  - CONTINENTAL
  - MARITIME
  - OOCL
  - TRANS
- FRIESLAND,
  - HH 208
  - MAERSK
- FRIGG, DAN
- FRIGO,
  - ALBACORA
  - ATLANTIK
  - DALMACIJA
  - MEDITERAN
  - OTRANT
  - PACIFIK
- FRIGO DOS, ALBACORA
- FRIMANNS, ASGEIR
- FRIO,
  - ATLAS
  - CABO
  - EL
  - GULF
  - MINAS DEL
  - PICO
  - RIO
- FRISIA, MULTITANK
- FRISO, PRINS JOHAN WILLEM
- FROLOV,
  - PAVEL
  - VYACHESLAV
- FRONDE, THIERRY LA
- FRONTIER,
  - BAY
  - CEMTEX
  - CHOYANG
  - DOOYANG
  - GOLDEN
  - HAEWOO
  - NOR
  - SAMMI
  - SEA
  - SULFUR
  - TAIO
  - YUKONG
- FROST,
  - BERGE
  - CROWN
  - ERIKSON
  - JOINT
  - QUEEN
- FROSTA, TEAM
- FRUELA, REY
- FRUID, EDINBURGH
- FRUIT, OVERSEA
- FRUMOS, TIRGU
- FRUNZE, MYS
- FRUTI I, TUTTI
- FT. MYERS BEACH, MISS
- FU,
  - CHIA
  - HAI
  - KIEN
  - KUANG
  - MIN
  - TAI
  - WAN
  - WING
- FU HWA, HSIN
- FU No. 1,
  - HSIEH
  - KING SHEN
- FU No. 5, CHIA
- FU SHAN, LUO
- FU TAI No. 11, SHIN
- FUCHIK, YULIUS
- FUCHS, JOSE
- FUCSIA, ISOLA
- FUEGO II, TIERRA DEL
- FUEGO 150—C, TIERRA DEL
- FUEGUINO, GAS
- FUEL CHIEF, STAR
- FUEL II, MARINE
- FUEL OIL, MARINE
- FUER, HARLE
- FUERTE, LAGOVEN
- FUERTEVENTURA, ISLA DE
- FUH, SAM
- FUH No. 1, YUH
- FUH No. 2, YUH
- FUH No. 3, JIN SHENG
- FUH No. 6, JIN SHENG
- FUJA'A, QATARI IBN AL
- FUJAIRAH, AL
- FUJI,
  - AMER
  - FEDERAL
  - GLORY
  - NEW
  - STAR
  - SUNSHINE
  - WHITE
- FUJIKAWA MARU, SHIN
- FUJISAN MARU, SHIN
- FUKUE, FERRY
- FUKUEI MARU, SHIN
- FULL, HOPE
- FULMAR,
  - DILMUN
  - FLYING
  - HOEGH
- FULVO, CANGURO
- FUNCHAL, CIDADE DE
- FUNE KYOKAI 21 SEIKI GO, SHONEN NO
- FUNG,
  - NAN
  - SHELL HENG
  - SHELL WOR
  - UNITED
- FUNK,
  - ANJA
  - WALTER
- FUNTAS, AL
- FURANO, CONCORD
- FURY,
  - BRITANNIA
  - GRAMPIAN
  - NORDIC
  - OCEAN
  - PACIFIC
  - PACIFIC
  - SEA
- FURYU, SHAN
- FUSTAM, CALA
- FUSTERA, CALA
- FUTABA, SHIN
- FUTURE,
  - BRIGHT
  - DYNAMIC
  - GOLD
  - PACIFIC
  - WESTERN
- FYN, ELSAM
- FYNE, LOCH
- FYODOROV, AKADEMIK
- FZN., CORNELIS VROLIJK
- G,
  - AARON
  - ANDREW
  - ANNA
  - ANTHONY
  - BEAR
  - BETTY
  - BONAPARTE
  - CAROL
  - CHARLOTTE
  - CLINT
  - DESI
  - DIMITRIOS
  - EFSTRATIOS
  - ELAINE
  - ELIAS
  - ELVIRA
  - EUNICE
  - EVA
  - EVAGELOS
  - FADEL
  - GILLES
  - HENRY
  - HERMANN
  - ILONA
  - IRINA
  - JUNI
  - KAPETAN ANDREAS
  - KARINA
  - LADY
  - LIBBY
  - MADELYN
  - MARIA EUGENIA—
  - MARIA PAOLINA
  - MAUREEN
  - MISTER
  - MRS.
  - NANCY
  - NICHOLA
  - P—31—
  - P—32—
  - P—33—
  - P—34—
  - P—35—
  - P—36—
  - P—37—
  - P—38—
  - P—39—
  - P—40—
  - P—41—
  - P—42—
  - P—43—
  - P—44—
  - PATRICK
  - PHU KHANH 401—
  - PHU KHANH 402—
  - PHU KHANH 403—
  - RENATE
  - RIMA
  - ROMANIA
  - ROSA
  - ROSANA
  - ROSIE
  - SONIA
  - TARJA
  - THEODOROS
  - VASILIOS
- G MURRAY, LOUIS
- G.,
  - ANTARES PRIMO
  - AUDREY
  - BETTY
  - CINDY
  - CLARA
  - ELISE
  - EMILY P.
  - GUGLIELMO
  - HOLLY
  - JAMIE
  - JOSEPH
  - LUCY P.
  - MARC
  - MARIA VICTORIA
  - MARIO
- G.,
  - MATTEO
  - MISS THELMA
  - RICKY
  - ROSALBA
  - ROSALIE
  - ROSARIO
  - VICTORIA
- G. C., PERICLES
- G. D. A., CAPT.
- G. D. VIRAT, H.
- G. DUNTON, AMMON
- G. FARQUHARSON, A.
- G. GERLING, DIR. FRED.
- G. GIANNELOS, CAPTAIN
- G. GINDER, W.
- G. JOUBERT, P.
- G. KINNELL, R.
- G. L.,
  - MARIA
  - STAVROS
- G. MacRALLON, J.
- G. MAQUERO, ROBERTO
- G. MASIQUES, MIREYA
- G. MATTHIESEN, RICHARD
- G. McALLISTER, DONAL
- G. MUNSON, JOHN
- G. P. LIVANOS, CAPTAIN JOHN
- G. PAPPADAKIS, ANTHONY
- G. SEABROOK, LEWIS
- G. SMITH, F. C.
- G. TERRELL, B.
- G. THOMPSON,
  - THOMAS
  - THOMAS
- G. TURECAMO, PETER
- G. V., BARBARA
- G. VIII, ELSIE
- G—II, PEATHERAY
- G—III,
  - PEATHERAY
  - RAY PATRICK
- G—IV,
  - PEATHERAY
  - RAY PATRICK
- G—V,
  - PEATHERAY
  - RAY PATRICK
- G—VI, PEATHERAY
- G—26, PROPEMEX
- G—27, PROPEMEX
- G—28, PROPEMEX
- G—29, PROPEMEX
- G—30, PROPEMEX
- G—1S, PROPEMEX
- G—2S, PROPEMEX
- G—3S, PROPEMEX
- G—4S, PROPEMEX
- GAARDBO, M.
- GABARUS, MAERSK
- GABASHVILI, KHUDOZHNIK
- GABLER, HEDDA
- GABLES,
  - CORAL
  - ESSO CORAL
- GABRIEL,
  - JOAO
  - ST.
- GABRIELA, BIANKA
- GADEED, ALWADI AL
- GADITANA, COSTA
- GADZHIBEKOV, UZEIR
- GAE BONG, BE
- GAETANI, ARCANGELO
- GAGARIN,
  - KOSMONAUT
  - KOSMONAUT YURIY
- GAGARINSKIY, PROFESSOR
- GAGKAYEV, ALIKHAN
- GAHAPI I, GUNUNG
- GAHAPI II, GUNUNG
- GAIGNEROT, CAP. F.
- GAIL,
  - BOBBIE
  - BRENDA
  - DOROTHY AND
  - KARA
  - KRISTEN
- GAIL II, ROBIN
- GAINING, EVER
- GAJ,
  - INGRID
  - LOUISE
- GAJAH MADA, SETCO
- GAK BONG, DAE
- GAKKEL, YAKOV
- GAL,
  - DIXIE
  - KAJUN
  - KENTUCKY
  - SAPELO
  - TEXAS
- GALAHAD, SIR
- GALAKTIONOV, LEONID
- GALANT, SEA
- GALAPAGOS, ISLAS
- GALAXY,
  - BULK
  - CALIFORNIA
  - COSMO
  - EASTERN
  - HARVEST
  - IONIAN
  - MING
  - OLYMPIC
  - POEMI
  - SANG THAI
- GALCHENKO, LEONID
- GALDANA, CALA
- GALDIZ, RIO
- GALE,
  - BETTY
  - COSTA DA
  - GULF
  - KEN
- GALEA, PUNTA
- GALICIA,
  - FRIO
  - MONTE
  - PLAYA DE
- GALILEA, MAR DE
- GALINEIRO, MONTE
- GALINI, AGIA
- GALLAGHER, PETER C.
- GALLAN 6, SAN
- GALLAN 7, SAN
- GALLAN 8, SAN
- GALLAN 9, SAN
- GALLANT,
  - EVER
  - PROOF
  - SVENDBORG
  - TSL
- GALLANT FOX, H. O. S.
- GALLANT KNIGHT, H. O. S.
- GALLANTRY, WESTERN
- GALLARDO MONTESINOS, MANUEL
- GALLEGA, RIBERA
- GALLEGO, MAR
- GALLEON, ENSCO
- GALLEYA, KOMETA
- GALLIA, CPC
- GALLIARD, OTAGO
- GALLO, PEZ
- GALLO GRANDE, EL
- GALLOWAY,
  - JIM
  - STENA
- GALVANI, LUIGI
- GALVESTON,
  - EXXON
  - OMS
  - PRIDE OF
- GAMA,
  - VASCO DA
  - VASCO DA
  - VASCO DA
- GAMA I, VASCO DA
- GAMAGE, HARVEY F.
- GAMAS, COMMANDANT
- GAMBARELLA, ALTON C.
- GAMBURTSYEV, AKADEMIK
- GAMIDOV, GENERAL
- GAMMA,
  - CONSORTIUM
  - GECO
- GAMOVA, MYS
- GAN, PA—
- GANCITANO,
  - ANTONIO
  - BALDUCCIO
  - FABIO
  - GIOVANNI
  - PIETRO
  - SALVATORE
  - VINCENZO
- GANDA, MADU
- GANDHI,
  - FEROZE
  - INDIRA
  - INDIRA
- GANDO, MAERSK
- GANDON,
  - ANA MARIA
  - HERMANOS
- GANDRIA, HOEGH
- GANE,
  - ITXAS
  - ITXAS—
- GANESH, JAY
- GANG,
  - AM NOK
  - BIR YU
  - BO TONG
  - CHONG CHON
  - DU MAN
  - HAE GUM
  - KEUM
  - KEUM
  - KUM
  - NAM
  - RYONG
  - TAE DONG
- GANG GLORY, KEUM
- GANG GONG SHUI 1, YAN
- GANG GONG XIAO 5, HU
- GANG HUAN BAO 3, HAI
- GANG JIAO 1, SHI
- GANG LING, JIN
- GANG LUN 7, JIN
- GANG LUN 9, JIN
- GANG No 1, HAN
- GANG No. 1,
  - FANG
  - SAE HAN
- GANG No. 2, SAE HAN
- GANG No. 7, CHOON
- GANG SAN, KEUM
- GANG TUO 1,
  - BAO
  - SHI
- GANG TUO 2,
  - BAO
  - CHI
  - SHE
  - SHI
- GANG TUO 3, SHI
- GANG TUO 4, SHI
- GANG TUO 6, YONG
- GANG TUO 7, YONG
- GANG TUO 8, YONG
- GANG TUO 9, YONG
- GANG TUO 14, QING
- GANG TUO 15, QING
- GANG XIAO 2, QING
- GANG YIN 2, HU
- GANG 1, HAI
- GANG 2, FANG
- GANG 4,
  - QIN
  - YUN
- GANG 5, QIN
- GANG 6, QIN
- GANG 9, QIN
- GANG 10, YUN
- GANG 11,
  - HAI
  - LIAN
  - QIN
  - QIN
  - YUN
- GANG 12,
  - HAI
  - QIN
- GANG 13,
  - LIAN
  - QIN
- GANG 14, LIAN
- GANG 21, HAI
- GANG 22, HAI
- GANG 23, HAI
- GANG 1121, HAI
- GANG 1151, HAI
- GANGA, DAMODAR
- GANGES, ORIENT
- GANKEVICH, ANATOLIY
- GANN,
  - CAPT. VINCENT
  - CAPTAIN VINCENT
- GANNET,
  - LUNDY
  - MAERSK
  - SPRING
- GANRYU, FERRY
- GANSLEP, PREDSEDATEL
- GAPPA, AMANNA
- GARAJAU, PONTA DO
- GARAU, MICHELE
- GARAY, BLAS
- GARBERI,
  - PEPE
  - RAFAEL
- GARBI, IBAI—
- GARCIA,
  - CALIXTO
  - HERMANOS
- GARCIA 1, ANDRES
- GARD, NORMAND
- GARDEN, EVER
- GARDEN STATE, EXXON
- GARDENIA,
  - AFRICAN
  - HARVEST
- GARDI, UNA I
- GARDINER, DAVID K.
- GARFERIO, CARLOS
- GARFIELD, PRESIDENT
- GARGANO, MONTE
- GARIB—E—NAWAZ, ST.
- GARIBALDI, LIDO
- GARIP, SEFER
- GARLAND,
  - BULK
  - CAPT.
  - EVER
  - SOUTHERN
- GARNAYEV, YURIY
- GARNET,
  - BULK
  - DOOYANG
  - IOLCOS
  - NEPTUNE
  - VEESEA
- GAROFALIDIS, ARTEMIS
- GAROUPA, ASTRO
- GAROVNIK, MEKHANIK
- GARRAF, AL
- GARRIDO, HERMANOS
- GARUDA, OCEAN
- GARYALIS, YUOZAS
- GARZIA, FORTE
- GAS,
  - ALPHA
  - ARIES
  - ASIAN
  - BINTANG
  - BORAL
  - CLIPPER
  - CORAL
  - DAVID
  - DENEB
  - DOLLART
  - GALAXY
  - HONAM
  - INCHON
  - ISLAND
  - JUPITER
  - KOREA
  - LEO
  - LIBRA
  - MERCURY
  - NAMHAE
  - NEPTUNE
  - ORION
  - OSCAR
  - PACIFIC
  - POLARIS
  - RIO
  - SEOUL
  - SIRIUS
  - SUNNY
  - ULSAN
- GAS,
  - URANUS
  - VENUS
  - VIRA
  - YOSU
  - YUKI
- GAS No. 1,
  - INERT
  - WORLD
- GAS No. 2, WORLD
- GAS 1, FOKA
- GAS 3, WORLD
- GASCUNA, NUEVA LUZ DE
- GASIKARA, ESSO
- GASSAN, CONCORD
- GASSEEM, MAWASHI AL—
- GASTAO MOTTA, ALMIRANTE
- GASTELLO, KAPITAN
- GAT, DAS
- GATE,
  - BLUE
  - GOLDEN
  - GOLDEN
  - GREY
  - IRON
  - TRICOLOR
- GATE BRIDGE, GOLDEN
- GATE SUN, GOLDEN
- GATEWAY,
  - EASTERN
  - W. D.
- GATHER, EVER
- GATO GRANDE, EL
- GATTA,
  - GIOVANNI DELLA
  - LUCIANA DELLA
- GATTARA, WADI
- GAUCHA, LAGOA
- GAUCHER,
  - HUBERT
  - NANCY ORR
- GAUCHO, EL
- GAUDI,
  - A. ARQUITECTO
- GAUDIANA PRIMERO, PESQUERA
- GAUDREAU, AIME
- GAULOISE, LA
- GAULT, LESLIE
- GAUWDIEF, THOMAS DE
- GAVEL, IDEAL
- GAVINA, HARVEST
- GAVIOTA, LA
- GAVRILOV,
  - KAPITAN
  - VLADIMIR
  - VLADIMIR
- GAWA, SHIMANTO
- GAWADI, ABDUSSALEM AHMED EL
- GAY,
  - CHRISTINE
  - KOMANDARM
  - LADY
- GAYATRI, JAY
- GAYDAR, ARKADIY
- GAYLE,
  - CRYSTAL
  - DENNIS
  - LINDA
  - MISS
- GAZ, IRAN
- GAZELLE, BRITANNIA
- GAZERA, AL
- GAZTELUBIDE, SOCIEDAD
- GAZTELUGATXE, SAN JUAN DE
- GAZTELUPE, SOCIEDAD
- Gda—15, DP—MPH—
- GDANSKI,
  - STAROGARD
  - UNIWERSYTET
- GDR, DRUZHBA SSSR—
- GE,
  - FENG
  - HUA
- GE HAI,
  - JIAN
  - YING
- GEAN, VERNA &
- GEAR, SUPER
- GEBE, PULAU
- GEBROEDERS,
  - DE VIER
  - DRIE
  - DRIE
  - TWEE
  - TWEE
  - TWEE
  - VIER
  - ZES
  - ZES
- GECO APOLLO, H. O. S.
- GEDACHT, NOOIT
- GEDRIS, KAZIS
- GEDVILAS, MECHISLOVAS
- GEE, MISS BEE
- GEEDI RAAGE, CUSMAAN
- GEER, DE
- GEERTJE, MARIA
- GEERTRUIDA, DE VROUW
- GEIRANGER, STAR
- GEIRMUNDSSON, JULIUS
- GELA,
  - AGIP
  - TENDER
- GELANG,
  - BUNGA
  - PERNAS
- GELASA, SELAT
- GELATIK, RIG TENDER
- GELICA, BELLE
- GELOVANI, MARSHAL
- GEM,
  - AURORA
  - DAWN
  - ISLAND
  - MC
  - OCEAN
  - SEA
  - SEA
- GEMA QUINTO, SANTA
- GEMINI,
  - GAS
  - LNG
  - OLYMPIC
- GEMUROH, TANJONG
- GENARO, SAN
- GENEN—NY, DEW—
- GENERAL,
  - CEMTEX
  - EVER
  - PETROMAR
- GENERAL EBOUE, GOUVERNEUR
- GENERAL JOSE DE SAN MARTIN, LIBERTADOR
- GENERALOV, ALEKSEY
- GENERATION,
  - NATIONAL
  - NEW
- GENET, CAM
- GENEVA,
  - ESSO
  - LADY
- GENEVIEVE, LADY
- GENG, CHANG
- GENI, MARI
- GENIUS, EVER
- GENKAI, FERRY
- GENLORD, NEW
- GENNARO, SAN
- GENOVA,
  - A. H.
  - CIELO DI
  - CITTA DI
  - REPUBBLICA DI
  - TENDER
  - ZIM
- GENOVESA, ISLA
- GENOVEVA, DONA
- GENT,
  - JAN VAN
  - JAN VAN
- GENTLE, EVER
- GENTLEMAN,
  - KENTUCKY
  - VIRGINIA
- GENTRY, EVER
- GEOFIZIK, MORSKOY
- GEOLOG, MORSKOY
- GEONG No. 25, DONG
- GEORGE,
  - BARBARA
  - CAPT.
  - CAPT.
  - LAKE
  - PAPA
  - PRINCE
  - SAN
  - ST.
  - ST.
  - ST.
  - ST.
- GEORGE II, ST.
- GEORGE L, CAPTAIN
- GEORGE S. PATTON, GENERAL
- GEORGE TSANGARIS, CAPTAIN
- GEORGES,
  - SAINT
  - ST.
- GEORGES XII, SAINT
- GEORGI GEORGIEV, KAPITAN
- GEORGIA,
  - SEABULK
  - STAR
- GEORGIANA, D'
- GEORGIEV, KAPITAN GEORGI
- GEORGINA, HARVEST
- GEORGIO REEFER, SAN
- GEORGIOS,
  - AGHIOS
  - AGHIOS
  - AGHIOS
  - AGIOS
  - AGIOS
  - ANDROS
  - WESTERN
- GEORGIOS M, AGIOS
- GEORGIS, AGIOS
- GEORGIY BAGLAY, KAPITAN
- GEORGIY DOBROVOLSKIY, KOSMONAUT
- GERAINT, SIR
- GERAIS, MINAS
- GERALD, THE
- GERALDINE, LADY
- GERALDO, SAO
- GERANI, KRITI
- GERANOS, KAVO
- GERARDO, JOSE
- GERARDO B, DON
- GERARDO B—I, DON
- GERARDO B—II, DON
- GERASIMOS, AGIOS
- GERASIMOV,
  - KHUDOZHNIK A.
  - KHUDOZHNIK S.
- GERASIMOVS, MEHANIKIS

- GERASSIMOS,
  - AGHIOS
  - AGIOS
- GERBERA, SUN
- GERD,
  - BOW
  - TORM
- GERDA, TRIJNTJE
- GERJETS, SIEBENNUS
- GERLING,
  - ANNICK
  - DIR. FRED. G.
  - JEAN MARIE
  - LUCILE
  - MICHEL
  - OLIVIER
  - PRESIDENT
  - ROLF
  - YVES
- GERMAINE, JEAN
- GERMANICA, STENA
- GEROYEV, SOPKA
- GERRIT, CORNELIS
- GERSAMATA, CAHAYA
- GERST, OTTO
- GERTSEN, ALEKSANDR
- GERU, SIBA
- GESTOSO CHAO, ROSA
- GETTER,
  - CRITTER
  - GO—
- GEUN, WOO
- GEUN HO, SOO
- GEYDAROV, GENERAL
- GHADEER,
  - AL
  - AL—
- GHADR, IRAN
- GHAFARI, IRAN
- GHALEM, EL
- GHARB, KENZ AL
- GHARIAH, AL
- GHARRAFAH, AL
- GHAWAR, SARA
- GHAZALA, EIN EL—
- GHAZI, IRAN
- GHENT, OSA
- GHEYAMAT, IRAN
- GHEZZANI, GIUSEPPE
- GHIR, CABO
- GHODOUSI, IRAN
- GHOSIA, SIDI
- GI, SAE KYUNG
- GIACALONE,
  - ANNA
  - GASPARE
  - GIOVAN
    - BATTISTA
  - ROSSELLA
  - SALVATORE
- GIACCHINO, CAPTAIN
- GIALLA, PUNTA
- GIALLO, JOLLY
- GIANELLA, LAWRENCE H.
- GIANG,
  - HAU
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- GIANG II, CAPT.
- GIANG 1, AN
- GIANNELOS, CAPTAIN G.
- GIANNIS,
  - KAPETAN
  - KAPETAN
- GIANT,
  - ARMADA
  - BRISTOL
  - CHOYANG
  - ENSCO
  - EVER
  - GMMOS
  - HYUNDAI
  - LUCKY
  - ROCKY
  - SEA
  - SPECO
  - SUNNY
  - SUPER
- GIBBY, CAPTAIN
- GIBERT, RENE
- GIBRALTAR, GAZ
- GIBSON, CAPE
- GIERCZAK, EMILIA
- GIFT, GOD'S
- GIFTED, EVER
- GIGANT, MERCANDIAN
- GIJON, CONCHA DE
- GIL, NUEVA AREA
- GIL No. 1, HAN
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- GILBERT,
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- GILDAS, SAINT
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- GIMAR, LETIZIA
- GINA,
  - ELISA AND
  - ESSI
- GINDER, W. G.
- GING KAN 1, XI
- GINO, DON
- GIOBBE, COMANDANTE
- GIORGIS,
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- GIORGIS S, MASTRO
- GIOSA GIUSEPPE, DE
- GIOSA L., DE
- GIOSA T., DE
- GIOVANNA,
  - MARIA
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  - MSC
- GIOVANNI,
  - DON
  - PRIMO
  - SAN
  - VILLA SAN
- GIPPER II, THE
- GIPPSLAND, IRON
- GIRALDA, LA
- GIRALT,
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  - MARIA
    - CRISTINA
- GIRAO, CABO
- GIRARDEAU, CAPE
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  - ACTIVE
  - ALPINE
  - APALACHEE
  - BEACH
  - CALYPSO
  - DADDY'S
  - DIAMOND
  - FUNNY
  - JERSEY
  - LUCKY
  - OCEAN
  - SEA
  - SIDDIS
  - SUNNY
  - VIKING
  - WESTERN
- GIRLS,
  - BOUCHARD
  - CAJUN
  - TURECAMO
- GIRON,
  - PLAYA
  - VICTORIA DE
- GIRT, SEA
- GISCLAIR, CHIEF
- GISELE, FRANCOISE
- GISLASON,
  - BJARNI
  - JOHANN
- GISLASSON, JOHANN
- GIULIA,
  - DEPA
  - SANTA
- GIUSEPPE, DE GIOSA
- GIVEN, EVER
- GLACIALE, MARE
- GLACIER,
  - NORTHERN
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- GLAD, NICO
- GLADIATOR,
  - HARVEY
  - WESTERN
- GLADIO, ACE
- GLADKOV,
  - FYODOR
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- GLADSTONE, HANJIN
- GLAMOUR, EVER
- GLASS, ALBERT
- GLATRE,
  - CAPITAINE
  - FRANCIS
- GLATRE II, CAPITAINE
- GLAZACHYEV, KAPITAN
- GLAZUNOV, VADIM
- GLEAM, VICTORY
- GLEAMY, EVER
- GLEEFUL, EVER
- GLEN,
  - ARKLOW
  - FORREST
  - GREAT
  - TARQUIN
- GLENCOUL, MAID OF
- GLINKA, KOMPOZITOR
- GLOBAL, G. C.
- GLOBE,
  - EVER
  - SVENDBORG
  - TRANS
- GLOMMEN, WAILETT AV
- GLORIA,
  - GAS
  - LADY
  - LADY
  - MARIA
  - MARINE
  - MARY
  - OCEAN
  - OFFI
  - PAN
  - SAJO
  - SOLI DEO
  - SOLI DEO
  - SOLI DEO
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  - TSUGARU
- GLORIOUS, SUNNY
- GLORY,
  - AEGEAN
  - AFRICAN
- GLORY,
  - AFSAR
  - ALLIGATOR
  - ANANGEL
  - APRIL
  - ASEAN
  - ATLANTIC
  - BIG
  - BROWNWOOD
  - BUSAN
  - CHINA
  - CHIOS
  - CHOYANG
  - CSK
  - CYPRUS
  - DAEYANG
  - DELIGHT
  - DELSAN
  - DONGJIN
  - DUTCH
  - EASTERN
  - EASTERN
  - EASTERN
  - EASTERN
  - EASTERN
  - EASTERN
  - ELITE
  - ENDURANCE
  - ETERNAL
  - EUROPEAN
  - EUROPEAN
  - EVER
  - FAREAST
  - FORUM
  - GOLDEN
  - GULF
  - HANGANG
  - HONGKONG
  - HYE
  - ILIGAN
  - INCHON
  - INDIAN
  - IOLCOS
  - IONIAN
  - ISLAND
  - K.
  - KEUM GANG
  - MALAYSIA
  - MICRO
  - MING
  - NEW
  - OCEAN
  - OCEANIA
  - PACIFIC
  - PAN
  - SAPPHIRE
  - SAUDI
  - SEA
  - SEA
  - SEA
  - SEA
  - SENYO
  - SILVER
  - SINDBAD
  - SINGAPORE
  - SOUTHERN
  - STEVE
  - SWAN
  - SWEET
  - TANJUNG
  - TIMBER
  - TOMIS
  - UNITED
  - VISAYAN
  - WESTERN
  - WESTWIND
  - WORLD
- GLORY I,
  - EVER
  - MORNING
  - SEA
- GLORY II, MORNING
- GLORY No. 1, OCEAN
- GLORY No. 3, OCEAN
- GLORY No. 5, OCEAN
- GLOTOV, KAPITAN
- GLOW, OLYMPIC
- GLOWING, EVER
- GLUCKSTADT, LADY
- GLUKHOV, DMITRIY
- GLUSHKO, AKADEMIK
- GLUVIAS, ST.
- GLYNN, HEATHER
- GMYREV, ALEKSEY
- GNEZDILOV, KAPITAN
- GNIDASH, KUZMA
- GNIEZNIENSKA, ZIEMIA
- GO,
  - FUKUYOSHI
  - HAGACHI
  - HEIWA
  - KAIYO
  - LET'S
  - SHINSEIKI
  - SHONEN NO
    - FUNE KYOKAI
    - 21 SEIKI
  - TSUNEFUKU
- GO No. 1, DOSEI
- GO No. 2,
  - DOSEI
  - KAIYO
- GO No. 3, HAKUYO
- GO No. 11, FUKUYOSHI
- GOD, SEA OF
- GODA, 9 MAYA 1945
- GODAVARI,
  - NAND
  - RIVER
- GODDESS, SUN
- GODDESS I,
  - SEA
  - SEA
- GODDESS II, SEA
- GODI, GEIR
- GOGH, VAN
- GOGITIDZE, FATIKO
- GOGOL, NIKOLAY
- GOIL, LOCH
- GOING, EVER
- GOIS, DAMIAO DE
- GOL, TA MAK
- GOLA, N'
- GOLA KILUANGE, N'
- GOLD,
  - ARAB
  - ASTRO
  - CRANE
  - FOOL'S
  - ITALIAN
  - NEW
  - OCEAN
  - PEONY
  - RED
  - RIG
  - SINGA
  - TEXAS
- GOLDEN,
  - COASTAL
  - EVER
- GOLDEN ARROW, SAUDI
- GOLDEN STATE, EXXON
- GOLDSMITH, K. F. V.
- GOLEO, N'
- GOLETA, LA
- GOLF, SUPERFLEX
- GOLFO,
  - APOLO DEL
  - D'EL
  - FRECCIA DEL
  - NEPTUNO DEL
  - SATURNO DEL
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- GOLFO III, CAMARONES DEL
- GOLFO IV, CAMARONES DEL
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- GOLIATH,
  - H. O. S.
  - MARITIME
- GOLIKOV, LYONYA
- GOLITSYN, AKADEMIK
- GOLONDRINA, NUESTRA
- GOLOVANOV, NIKOLAY
- GOLOVKIN, VASILIY
- GOLOVKO, ADMIRAL
- GOLOVNIN, VASILIY
- GOLUBKINA, SKULPTOR
- GOLUBYEV, VASILIY
- GOLUZENKO, VLADIMIR
- GOMERA, ISLA DE LA
- GOMES, FERNÃO
- GOMEZ,
  - DIOGO
  - LOLITA
  - MAXIMO
- GOMEZ J., ARTURO
- GOMIS, COMMANDANT
  - HENRI
- GON, SONG SAI
- GON AE GUK HO, TONG
- GONCALINHO, SAO
- GONCHAROV,
  - ANDRIAN
  - KAPITAN
- GONDOMAR, PUENTE DE
- GONG No. 1, NONG
- GONG SHUI 1,
  - LIAN
  - QIN
  - QING
  - YAN GANG
  - YUN
- GONG SHUI 2,
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  - LIAN
  - QIN
  - QING
- GONG SHUI 3, LIAN
- GONG SHUI 5, HAI
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  - JIN
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- GONG 104, SUI HAI
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- GONG 402, GUANG DAO
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- GONG 1001, GUANG DAO
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- GONYELI, CANER
- GONZALEZ,
  - JOSE
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- GONZALEZ AMADO, M.
- GONZALEZ CHAO, JOSE A.
- GOOD, GOD IS
- GOOD No. 1, SOUTH
- GOOD VOYAGE, LADY OF
- GOODS, EVER
- GOODWILL,
  - COMMODORE
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- GOOMAI, W. H.
- GOONG HWA No. 1, MOO
- GOONG HWA No. 2, MOO
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- GOPAL, PRABHU
- GORA,
  - CRNA
  - SAPUN
  - SREDNA
- GORAN, STURE—
- GORBATOV,
  - BORIS
  - GENERAL
- GORBENKO, YEFIM
- GORBUNOV, AKADEMIK
- GORDA,
  - PUNTA
  - VIRGIN
- GORDEYEV, BORIS
- GORDIENKO, PAVEL
- GORDILHO, AGENOR
- GORDIYENKO,
  - MEKHANIK
  - YASHA
- GORDON, ELEANOR
- GORDON II, SIR
- GORICA, NOVA
- GORKIY, MAKSIM
- GORNOV, TIMOFEY
- GOROD, SAD—
- GORTHON,
  - ADA
  - ALIDA
  - INGRID
  - IVAN
  - JOH.
  - LOVISA
  - MARGIT
  - MARIA
  - RAGNA
  - STIG
  - VIOLA
- GORTON, G. C.
- GORY,
  - ALTAYSKIYE
  - KAMCHATSKIYE
  - KHIBINSKIE
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  - SAYANSKIE
  - URALSKIE
- GORYUNOV, PROFESSOR
- GOSOK CAR FERRY, DAE—A
- GOTEBORG,
  - ALBATROSS AV
  - BJORN AF
  - FLOATEL
  - PADDAN AV
- GOTHARD, SAINT
- GOTHIA, TOR
- GOTHICA,
  - BORE
  - STENA
- GOTLANDIA, NORD
- GOTO, FERRY
- GOTSKIY, KAPITAN
- GOTT, EDWIN H.
- GOTTWALD, KOPALNIA
- GOTU, TRONDUR I
- GOTVALDS, KLEMENTS
- GOUGER, BILL
- GOUNIE, N'
- GOURAB, BANGLAR
- GOURI, KANSI
- GOUSEL AZAM, ST.
- GOUVEIA, ANDRE DE
- GOVERN, EVER
- GOVERNESS, REEFER
- GOVERNOR, STAINLESS
- GOVOROV, MARSHAL
- GOWER, GLEN
- GOWTAMI, V. B. C.
- GOYO, DON
- GRABAR, IGOR
- GRABOVSKIY, PAVEL
- GRACE,
  - AMAZING
  - AMAZING
  - AMAZING
  - AMAZING
  - ANGELIC
  - AZUR
  - BLUE
  - CORAL
  - CRYSTAL
  - DIVINE
  - ELITE
  - EQUATOR
  - EVER
  - HANDY
  - HAVRE DE
  - INDIAN
  - ISLAND
  - KEI
- GRACE,
  - LADY
  - LADY
  - LADY
  - LADY OF
    - M. P.
  - MARINE
  - MARITIME
  - MARY
  - MAXINE
  - MOTHER AND
    - MURIEL
  - OCEAN
  - OCEAN
  - OCEANIC
  - PACIFIC
  - SANKO
  - SEA
  - TED
  - TRADE
  - WILLIAM R.
- GRACHYEV, ALEKSEY
- GRACIA,
  - LA
  - PACIFIC
- GRACIAS, CAPE
- GRACIAS A DIOS, NUEVO
- GRACIELA, MISS
- GRACIOSA,
  - ILHA
  - ISLA
- GRADDO, VERONA AV
- GRADE, EVER
- GRADLON, ROI
- GRAHAM,
  - AMANDA
  - CLARK
  - GEARY AND
    - JANET
  - JANSON
  - JOHN
  - PEARL
  - RAMONA
  - SYBIL
- GRAIDH, EILEAN MO
- GRAIN,
  - CO—OP
  - FAR EASTERN
- GRAM, JORGEN
- GRAMPUS, GOLDEN
- GRAMSI, ANTONIO
- GRAN,
  - JO
  - STAR
- GRAN CANARIA,
  - ISLA DE
  - SATO
- GRAN MALVINA, ISLA
- GRAN SOL, MAR
- GRANA,
  - MARIA DEL
    - PILAR
  - SIERRA
- GRAND,
  - CAPE LE
  - EQUATOR
  - EVER
  - HELLESPONT
- GRAND BANKS, GLOMAR
- GRAND II, CAPE LE
- GRAND LEJON, LE
- GRAND LOUIS, LE
- GRANDE,
  - BOCA
  - COASTAL BOCA
  - COSTA
  - EL BRONCO
  - EL BUEY
  - EL BURRO
  - EL CABALLO
  - EL CONDOR
  - EL FALCON
  - EL GALLO
  - EL GATO
  - EL JABALI
  - EL JAGUAR
  - EL PUMA
  - EL RENO
  - EL RHINO
  - ELEFANTE
  - ESSO RIO
  - GAUCHO
  - LEOPARDO
  - MAR
  - MARINA
  - PENA
  - PICO
  - PORTO
  - RIO
  - RIO
  - RIO
  - SECIL
- GRANDE DO NORTE, RIO
- GRANDE DO SUL, RIO
- GRANDE II,
  - EL LEON
  - EL LOBO
  - EL OSO
  - EL TIGRE
  - EL TORO
- GRANDE ISLE, ALASKAN
- GRANDE T, RIO
- GRANDE 1, COSTA
- GRANDE 7, COSTA
- GRANDE—ENTREE, G. C.
- GRANEL,
  - AUSTRALIAN
  - CO—OP
- GRANERA, SIERRA
- GRANGE, FORT
- GRANT,
  - PRESIDENT
- GRANT, TOM
- GRAS, MARDI
- GRATIA,
  - EX MARE
  - SOLA
  - SOLA
  - SOLA
- GRAVEL, JACQUES
- GRAY,
  - DOROTHY
  - JOHN
    - HAMILTON
- GRAY HORSE, DIAMOND
- GRAZIA, MARIA
- GRAZIE, N. S. DELLE
- GREAT, OCEAN
- GREAT BRITAIN,
  - HOVERSPEED
- GREAT N, ANGELINA THE
- GREBENSHCHIKOV,
  - ALEKSANDR
- GRECALE, VENTO DI
- GRECHANYY, PARFENTIY
- GRECHISHNIKOV, VASILIY
- GRECHKO, MARSHAL
- GRECIA, ESPRESSO
- GRECO,
  - EL
  - EL
- GREDOS, SIERRA
- GREECE, TRADE
- GREEK, LUCKY
- GREEN,
  - CECIL H.
  - DANICA
  - E. O. K.
  - EVER
  - IDA
  - TRADE
- GREEN II, CECIL H.
- GREENE, NATHANAEL
- GREER, MAURINE
- GREET, EVER
- GREETING, WESTERN
- GREG,
  - CAPT.
  - MASTER
  - SEASPAN
- GREGORIO, SAN
- GREKU, KHARITON
- GREN, IVAN
- GRENFELL, SIR WILFRED
- GRENVILLE, CAPE
- GRETA, MISS
- GRETE, SKAN
- GRETH, MILL—
- GREY,
  - AMBRA
  - DE
  - EARL
  - PORT
- GREYFENBERGERIS, YUOZAS
- GREYHOUND,
  - IRISH
  - MARINE
- GRIBANOV, NIKOLAY
- GRIBIN, KAPITAN
- GRIETJE,
  - FOKKE
  - VROUW
- GRIFFIN, JARRED
- GRIFFITH, H. M.
- GRIFFON, SEA
- GRIFO, CAPO
- GRIGG, GERTRUDE
- GRIGIO,
  - CANGURO
  - JOLLY
- GRIGOROV, GEORGI
- GRIMSHADER, FAR
- GRIN, ALEKSANDR
- GRINA, MYS
- GRINDANGER, STAR
- GRINKO, LEYTENANT
- GRIP, STAR
- GRISHIN, KAPITAN
- GRIT, T.
- GRITSEVETS, SERGEY
- GRIVA, ZANIS
- GRO, ANNE
- GROENEWALD, BERTIE
- GROENLANDIA, MAR
- GROIX, ILE DE
- GROMOV, MIKHAIL
- GROMOVA, ULYANA
- GRONBJERG,
  - KAREN
  - SONJA
- GROSEILLIERS, DES
- GROT—ROWECKI, GENERAL
- GROTEWOHL, OTTO
- GROTINUM, CHRISTIAN I
- GROTOVYY, MYS
- GROUP, EVER
- GROVE,
  - BART
  - FIR
  - GOLDEN
  - NEW
- GROWS, FUTURE
- GROWTH, EVER
- GROZNYY, MYS
- GRUMPY, CAPT.
- GRUSHIN, BAGERMEYSTER
- GRUT, COMMANDER
- GRUZII,
  - KOMSOMOLETS
  - PYATIDYESYATILYETIYE
  - SOVIETSKOY
- GRUZIYA, SOVIETSKAYA
- GRY, GITTE

# COMPOUND NAMES OF SHIPS

GRYAZNOV, ALEKSANDR
GRYT, POLAR AV
GRZYBOW, KOPALNIA
GU, PING
GU CHENG, HONG
GU HAI, TAI
GUACANAYABO, GOLFO DE
GUACIMARA, PRINCESA
GUADALUPE,
  MA.
  OUR LADY OF
  PLAN DE
  SIERRA
  VIRGEN DE
GUADARRAMA, SIERRA
GUAFO, ISLA
GUAIRA, SALTO DE
GUAJIRA, LA
GUAMBLIN, ISLA
GUAN,
  JIA HE
  JIA SHAN
  JIA YIN
  JIANG NING
  JIANG PU
  JIANG XI
  JIANG YONG
  JU YONG
  PING XING
  SHAN HAI
GUAN HAI, MA
GUAN LING, NAN
GUANABARA, ESTADO DA
GUANAHACABIBES, GOLFO DE
GUANCHE, EL
GUANG,
  DONG
  FENG
  HAI
  HUA
  YUAN
GUANG HAI, SHOU
GUANG JIANG, AN
GUANOCO, LAGOVEN
GUARANI,
  AVA
  CONFRIO
GUARD,
  EVER
  KAPPA
  SEACOR
  STRIL
GUARDIA, MONTE DELLA
GUARDIAN,
  ATLANTIC
  CABO
  CAM
  HUMBER
  LAKE
  MARINE
  PACIFIC
  PUTFORD
  SEA
  SEASPAN
  SVENDBORG
  WESTERN
GUARICEMA, ASTRO
GUASIMAS, LAS
GUATEMALA, ESSO
GUAYAKI, AVA
GUAYANES, EL
GUAYAQUIL, CIUDAD DE
GUAYARMINA, PRINCESA
GUAYAS,
  EL RIO
  PROVINCIA DEL
  RIO
  RIO
GUAYMAS EMPALME, BAHIA
GUAYMAS—EMPALME II, BAHIA
GUAYMAS—EMPALME III, BAHIA
GUBA, URA—
GUBANOV, FYODOR
GUBBEN, TROSVIK—
GUBER, AKADEMIK
GUBKIN,
  AKADEMIK
  AKADEMIK
GUCLU, HACI ARIF
GUDIN, KAPITONAS
GUDJONSSON, THORLEIFUR
GUDMUNDSSON, AGUST
GUE, COMMANDANT
GUEDES, MIRANDA
GUEIBY, CHEIKH SID'AHMED R'
GUEJE, MAMA N'
GUEMES, GENERAL MARTIN
GUERRERO, VICENTE
GUESS, JIM
GUEST, EVER
GUETARIA, SAN SALVADOR DE
GUETERENI, OUED
GUEVARA,
  ERNESTO CHE
  MARIA
GUI,
  HUA
  MEI
GUI HAI, MEI
GUIA,
  NOSSA SENHORA DA
  ONA
  VIRGEN DE LA
GUIDE,
  EVER
  GRACE ME

GUIDE,
  ULTRA
  WESER
GUIDER, FRONT
GUIDOTTI, ANTONIETTA
GUIDRY, ELFER
GUIERS, LAC DE
GUILDS, SAMUEL A.
GUILLEMOT, PEMBROKE
GUILLO,
  DON
  DON
GUINEA, FORUM PAPUA NEW
GUINEE, GOLFE DE
GUINNESS, MIRANDA
GUIPUZCOA, BAHIA DE
GUISAN, GENERAL
GUITERAS, ANTONIO
GUJARAT, STATE OF
GUK HO, TONG GON AE
GUK No. 207, PUNG
GUK No. 707, PUNG
GULAY, BESTAMI
GULER,
  AYDIN
  YUKSEL
GULF,
  AMBUSA
  ATLANTIC
  BUNKER
  FAIR
  HUON
  HUON
  INDIAN
  JAVA
  LADY OF THE
  LION OF
  MANUS
  NORTANK
  PAPUAN
  POL
GULF VI, TRANS—
GULF VII, TRANS—
GULF VIII, TRANS—
GULF XI, TRANS—
GULF XII, TRANS
GULF XIV, TRANS
GULIA, DMITRIY
GULL,
  EAST
  LITTLE
  PROBO
  SAND
  SEA
  SEA
GULL I, SEA
GULLVIK, OLE
GULU, DENIZ
GUM GANG, HAE
GUMUSPALA, GENERAL R.
GUN, MAR—
GUN BONG, LYONG
GUNA, NUSANTARA
GUNA I, OSCO
GUNA II, OSCO
GUNDA, PETRA
GUNER,
  GURHAN
  KALAYCI
GUNG HWA, MU
GUNG HWA No. 1, MU
GUNG HWA No. 2, MU
GUNG HWA No. 3, MU
GUNG HWA No. 4, MU
GUNG HWA No. 5, MU
GUNG HWA No. 6, MU
GUNG HWA No. 7, MU
GUNG HWA No. 8, MU
GUNG HWA No. 12, MU
GUNG HWA No. 13, MU
GUNG HWA No. 14, MU
GUNG WHA,
  MU
  MU
GUNHILD, TORM
GUNICEN, BEYAZIT
GUNN, GULF
GUNNLAUGS, JON
GUO, AN
GUO HAI JIAN 13, ZHONG
GUO HAI JIAN 14, ZHONG
GUO HAI JIAN 19, ZHONG
GUO HAI JIAN 20, ZHONG
GUO HAI JIAN 60, ZHONG
GUO HAI JIAN 71, ZHONG
GUO HAI JIAN 72, ZHONG
GUO HAI JIAN 74, ZHONG
GUO HAI JIAN 75, ZHONG
GUO HAI JIAN 76, ZHONG
GUO YU ZHENG 404, ZHONG
GUOM, HO
GURAMISHVILI, DAVID
GURBACHAN SINGH SALARIA PVC, CAPTAIN
GURE JAVIER, BETI
GURES, PLAYA DE
GURGUR, BABA
GURI,
  AHMED
  N'
GURI NAZIFI, KAPITEN
GURIN, ANTON
GURKAYA, SEHIT NECATI
GURO, DANA
GUS,
  CAPTAIN
  MR.
GUSAROV, VLADIMIR
GUSEYNOV,
  GABIBULLA
  GEROY

GUSEYNOV, ISRAFIL
GUSTAVO, DON
GUSUKU, FERRY
GUSYEV, SERGEY
GUTCHENKO, PYOTR
GUTHRIE, ALAN
GUTIERREZ, MARI PEPA
GUTT, AQUA—
GUVEN, KAPTAN
GUY,
  JOHN
  RUBY
  WILLIAM
GUYANAISE, LA
GUZZLE, JANIS
GVARDIYA,
  LENINSKAYA
  MOLODAYA
GWEN,
  LADY
  TRAEZ
GWINIZ, BARA
GYAW YWA, PHA SHWE
GYEK, SHKIPER
GYI, HINE
GYONG No. 2, JANG
GYONG No. 3, JANG
GYPSY, JADESTAR
H,
  ALICE
  ANDREW
  ANNE
  BARBARA
  BAYSDALE
  BORROWDALE
  CAPTAIN L &
  CATHELEY
  CLARINDA
  COSTAS
  DANIEL
  DEEPDALE
  DONNA
  DOROTHY
  ELENA—
  GLORIA
  GREENDALE
  GROVEDALE
  HOWARD
  INDEPENDENT
  KAJA
  KINGSDALE
  LINDA
  MAGED `
  MAIA
  MARIA
  MARIE
  MIKE
  MISTER JOHN
  MYLENE
  NIKOLAOS
  PAULA
  PETROS
  PLOMARC'
  POINTE DU ROC'
  RAYDALE
  REUBEN
  RICKS
  RYEDALE
  SEEADLER—
  SHAFRANOE
  SOULA
  STAVROS
  TEESDALE
  THOMAS
  UNITAS
  VICTOR
  WHEELDALE
H 12, BGM
H 13, BGM
H.,
  ANN
  ANNA
  BELDALE
  BURDALE
  BURTONDALE
  CAROL
  CHRYSANTHY
  GEORGE
  JEROME
  NANCY
  NANCY
  POPI
  TINA
H. A. EXPRESS, B.
H. ADVENTURE, W.
H. AMOS, JOHN
H. ANDRAG, W.
H. ARMACOST, SAMUEL
H. B. SEAHORSE, S.
H. BAKER, MELVIN
H. BARON BANFIELD, A.
H. BLOUNT, W.
H. BOLTMAN, F.
H. BOTHA, J.
H. BROWN, FRANK
H. CAMOGLI, A.
H. CATES I, CHARLES
H. CATES II, CHARLES
H. CATES III, CHARLES
H. CAVEN, FRANK
H. CHIVALRY, K.
H. FRANTZ, JOSEPH
H. GENOVA, A.
H. GIANELLA, LAWRENCE
H. GOOMAI, W.
H. GOTT, EDWIN
H. GREEN, CECIL
H. GREEN II, CECIL

H. HORN, C.
H. HORTON, W.
H. KUNARA, W.
H. McKAY, CHARLES
H. NEUHAUS, BARBARA
H. PARAGGI, A.
H. PHILLIPS, MATTIE
H. PORTOFINO, A.
H. RELIANCE, W.
H. RESOLUTION, W.
H. SLOANE, BEN
H. STONE, CAPT. CHARLES
H. SWANTON, THEO.
H. TARPEY, R.
H. THOMPSON, JOSEPH
H. TOWNSEND, PAUL
H. VANDERBORGH, SR., G.
H. VARAZZE, A.
H. VICTORY, D.
H. WEYERHAEUSER, GEORGE
H. WHITEHURST, J.
H. WHITMORE, FRANK
H. 1, G. D.
H. 8, CHAO TA
H. 761, W.
H. 762, W.
H.0006, CHAO THA
H—1, J &
HA,
  CHUN
  NICTE
  XEL—
HA No. 1, EUN
HA No. 5, EUN
HA No. 9, EUN
HA No. 81, EUN
HA 2, HONG
HABANA, BAHIA DE LA
HACHINOHE,
  FERRY
  FERRY
HACHIRYU MARU, SHIN
HACHO, MONTE
HACIBEKIROGLU, MURAT
HACIBEKIROGLU II, MURAT
HACIBEKIROGLU III, MURAT
HACIENDA, STOLT
HADA, TEAM
HADEN,
  C. R.
  CAPTAIN W. D.
  FRANCES E.
  LAURA
HADEN II, W. D.
HADJ ABOUL AZZIZ SY, EL
HADJ YACOUB No. 1, EL
HADJAR, EL
HADJI,
  KALIMANTAN
  LABUAN
HADJIKYRIAKOS,
  ANDREAS N.
  GEORGIOS
HAE,
  CHANG
  CHUN
  JE
  NAM
  SAM
  SIN DONG
  TAM
HAE HO, TONG
HAE No. 1, SU
HAE No. 2,
  CHUNG
  NAM
HAE No. 3, DONG
HAE No. 5, SU
HAE No. 7, NAM
HAE No. 8, DONG
HAE No. 21, SUNG
HAE No. 22, SUNG
HAE No. 35, DONG
HAE No. 36, DONG
HAE No. 51, SUNG
HAE No. 69, KWANG
HAE No. 81, KWANG
HAE No. 92, JIN
HAE No. 101,
  KEUM
  KWANG
  SAM
HAE No. 102,
  KWANG
  KYUNG
HAE No. 105, SAM
HAE No. 158, JIN
HAE No. 201, NAM
HAE No. 205, NAM
HAE No. 213, NAM
HAE No. 216, NAM
HAE No. 218, NAM
HAE No. 226, NAM
HAE No. 227, NAM
HAE No. 228, NAM
HAE No. 230, NAM
HAE No. 239, NAM
HAE No. 256, NAM
HAE No. 260, NAM
HAE No. 261, NAM
HAE No. 266, NAM
HAE No. 269, NAM
HAE No. 271, NAM
HAE No. 273, NAM
HAE No. 278, NAM
HAE STAR, NAM
HAECKEL, ERNST
HAENG No. 203, MEE
HAENG No. 207, MI
HAEZER,
  EBEN
  EBEN

HAEZER,
  EBEN
  EBEN
  EBEN
  EBEN
  EBEN
  EBEN
HAFA, AL
HAFE, ENGENHEIRO VON
HAFID, EL
HAFIZU, AL
HAGEN,
  GOTTHILF
  PARADISE
HAGERUP, LARS
HAGG, JAKOB
HAGGERTY, PATRICK E.
HAI,
  ABD EL
  AN
  AN DA
  AN JI
  BAI LING
  BAI YUN
  BALI
  BAO SHAN
  BIN
  BO XING
  CAPT.
  CHANG
  CHING
  DA DONG
  DE RONG
  DONG
  DUYEN
  FEI CUI
  FU JIN
  FU NING
  GENG
  GU
  GU YUAN
  GUANG
  GUI
  HENG CHUN
  HONG MAO
  HU PO
  HUA
  HUA TONG
  HUAI
  HUANG
  JIA
  JIA YU
  JIAN GE
  JIANG DA
  JIANG LING
  JIAO ZHOU
  JIN
  JIN SHAN
  JIN TIAN
  JIN ZHOU
  JING
  JING HONG
  JU
  KANG
  KANG SU
  KIN PING
  KUANG
  LEI ZHOU
  LIAO
  LING LONG
  LIU LIN
  LONG
  LONG
  LU
  LUO SHAN
  MA GUAN
  MA LONG
  MA QUAN
  MA SHAN
  MAN
  MEI
  MEI GUI
  MEI ZHOU
  MENG
  MI YUN
  MIAN ZHU
  MIN
  MING
  MING XI
  NING
  PAN JIN
  PING
  PU AN
  PU NING
  QING
  QIONG
  QUAN ZHOU
  SHANG
  SHEN QUAN
  SHI TANG
  SHOU AN
  SHOU CHANG
  SHOU GUANG
  SHOU NING
  SHUANG FENG
  SONG BEN
  TAI AN
  TAI BAI
  TAI CANG
  TAI GU
  TAI HE
  TAI KANG
  TAI PING
  TAI SHAN
  TAI ZHOU
  TAO JIANG
  THUAN
  TIAN SHAN
  TIAN SHUI
  TIAN TAN
  TONG
  TONG SHAN

HAI,
  TUNG
  TUNG
  TUO
  WEI
  WEN DENG
  WEN ZHOU
  WU SHENG
  XI
  XIANG
  XIANG
  XING
  XING SU
  XUE
  YA ZHOU
  YANG ZONG
  YI
  YI NING
  YIN SHAN
  YING GE
  YONG FENG
  YONG JI
  YU
  YUAN
  YUE
  YUN
  YUN
  YUNG
  ZHAO YANG
  ZHEN
  ZHI
HAI CHANG, NEW
HAI CHUN,
  NAN
  YUE
  ZHU
HAI FA XIAN, NAN
HAI GONG 104, SUI
HAI GONG 105, SUI
HAI GONG 106, SUI
HAI GONG 107, SUI
HAI GONG 109, SUI
HAI GUAN, SHAN
HAI HE,
  LONG
  XING
HAI HWA No. 1, KING
HAI HWA No. 2, KING
HAI JIAN 13, ZHONG GUO
HAI JIAN 14, ZHONG GUO
HAI JIAN 19, ZHONG GUO
HAI JIAN 20, ZHONG GUO
HAI JIAN 60, ZHONG GUO
HAI JIAN 71, ZHONG GUO
HAI JIAN 72, ZHONG GUO
HAI JIAN 74, ZHONG GUO
HAI JIAN 75, ZHONG GUO
HAI JIAN 76, ZHONG GUO
HAI JIAO 4, SHI
HAI LEE, HOCK
HAI LIAN, JIN
HAI LONG, JIN
HAI MAO, XIN
HAI No. 1, XIN
HAI No. 2, XIN
HAI No. 3,
  SIN
  XIN
HAI No. 6, TUNG
HAI No. 151, YUE
HAI No. 152, YUE
HAI TENG, XIN
HAI TUO 3, TONG
HAI TUO 5, TONG
HAI TUO 6, TONG
HAI TUO 401, TONG
HAI XI WANG, NAN
HAI XUN 21, BO
HAI YOU 1, MIN
HAI YOU 3, MIN
HAI YOU 6, MIN
HAI YOU 7, MIN
HAI YUE, XIN
HAI 1,
  HUA
  JI
  LIN
  LU
  SEN
HAI 2,
  HUA
  JIN
  LIAO
  LIN
  LING
  SEN
HAI 3,
  HUA
  JIN
  LIN
  SEN
HAI 4,
  JIN
  LIN
  LING
  SEN
HAI 5,
  JIN
  LIN
  LING
HAI 6, LIN
HAI 7, LIN
HAI 8, LIN
HAI 9,
  JI
  LIN
HAI 10, JI
HAI 11, JIN
HAI 13, YAN
HAI 14, YAN
HAI 16, LIN
HAI 18, LIN

HAI 20, LIN
HAI 24, LIN
HAI 25, LIN
HAI 26, LIN
HAI 27, LIN
HAI 50, LU
HAI 65,
  LU
  LU
HAI 81,
  GUI
  LU
HAI 86, GUI
HAI 91, GUI
HAI 92, GUI
HAI 101, MIN
HAI 102,
  BEI
  MIN
  ZHE
HAI 103, ZHE
HAI 104, ZHE
HAI 105, MIN
HAI 106, MIN
HAI 108, MIN
HAI 109, MIN
HAI 110, ZHOU
HAI 111, ZHE
HAI 112, MIN
HAI 113, MIN
HAI 114,
  MIN
  ZHE
HAI 115, ZHE
HAI 116, ZHE
HAI 117, ZHE
HAI 120, MIN
HAI 132, NAN
HAI 136, NAN
HAI 138, NAN
HAI 139, NAN
HAI 141, NAN
HAI 142, NAN
HAI 144, NAN
HAI 147, NAN
HAI 151, GUI—
HAI 152, GUI—
HAI 153, GUI—
HAI 169, MIN
HAI 201,
  FU
  NAN
  WAN
HAI 202,
  NAN
  WAN
HAI 203,
  NAN
  WAN
HAI 205,
  NAN
  WAN
HAI 206,
  NAN
  WAN
HAI 207,
  BIN
  NAN
HAI 208,
  BIN
  NAN
HAI 209,
  BIN
  NAN
HAI 210,
  BIN
  NAN
HAI 211,
  BIN
  NAN
HAI 212, BIN
HAI 213, BIN
HAI 214, BIN
HAI 215, BIN
HAI 223, MIN
HAI 224, MIN
HAI 225, MIN
HAI 228, MIN
HAI 230, MIN
HAI 241, BIN
HAI 242, BIN
HAI 243, BIN
HAI 261, BIN
HAI 262, BIN
HAI 263, BIN
HAI 264, BIN
HAI 265, BIN
HAI 281, BIN
HAI 282, BIN
HAI 283, BIN
HAI 312, ZHE
HAI 320, MIN
HAI 321, MIN
HAI 323, MIN
HAI 324, MIN
HAI 325, MIN
HAI 326, MIN
HAI 327, MIN
HAI 328, MIN
HAI 329, MIN
HAI 361, KWAI
HAI 362, KWAI
HAI 501, NAN
HAI 502, NAN
HAI 503, NAN
HAI 504, BIN
HAI 506, BIN
HAI 511, BIN
HAI 512, BIN
HAI 516, BIN
HAI 521, BIN

- HAI 601,
  - BIN
  - TONG
- HAI 602, TONG
- HAI 603, BIN
- HAI 605, BIN
- HAI 606, BIN
- HAI 701, BIN
- HAI 717, ZHE
- HAI 906, ZHE
- HAI 907, ZHE
- HAI 5020, BEI
- HAI 5021, BEI
- HAI 5022, BEI
- HAI 5031, BEI
- HAI 5032, BEI
- HAI 5033, BEI
- HAI 5034, BEI
- HAIDER, SAFINA—E—
- HAIEN, HAUKE
- HAIHUA, NEW
- HAIHUNG, NEW
- HAIL, SAUDI
- HAILEE, NEW
- HAILONG, XIN
- HAINA, RIO
- HAINING, NEW
- HAITENG, NEW
- HAITHAM, IBN AL—
- HAJ OSSMAN, AL
- HAJAR, SITI
- HAK, CHUN
- HAKATA, FERRY
- HAKATHA, VILA
- HAKEEM, ABDUL
- HAKI, HUSEYIN
- HAKIM, AL
- HAKKI DEVAL, HACI
- HAKOZAKI, FERRY
- HAKUSAN, ORIENT
- HAKUYO, WHITE
- HAL DEAN, R.
- HALAGUE, RAS—
- HALE,
  - ALEXANDRA
  - ASHLEY
  - LARKIN
- HALEMBA, KOPALNIA
- HALEN, MEN
- HALFA, WADI
- HALGI, OLAVUR
- HALIFAX, POINT
- HALL,
  - JOSEPH
  - TARA
- HALLDORSDOTTIR,
  - THURIDUR
  - THURIDUR
- HALLDORSSON, OSKAR
- HALMSTAD,
  - AXEL AV
  - MIDDELGRUND AF
- HALS, FRANS
- HALSTEIN, KRISTIAN
- HALTURINS, STEPANS
- HAMAD, ALI AL—
- HAMADANI, AL
- HAMANASU, NEW
- HAMBRA, AL
- HAMBURG,
  - DFL
  - FRIO
  - HAFEN
  - HANJIN
  - WAPPEN VON
- HAMDOLILLAH, AL
- HAMEL, BEAUMONT
- HAMER, APRIL
- HAMETNER, MARIA
- HAMID, DIB
- HAMID PVC, HAVILDAR ABDUL
- HAMIDAH, JAMALUL
- HAMILTON GRAY, JOHN
- HAMMANN,
  - ERIC
  - MARTHA
  - SHEILA
  - WALTER
- HAMMER,
  - ARMAND
  - FRANCES
  - JULIUS
  - STEAM
- HAMMOND, LADY
- HAMMONIA, MULTITANK
- HAMPSHIRE,
  - NEW
  - PRIDE OF
- HAMPTON, EAST
- HAMRA, AL—
- HAMRAA, AL
- HAMRIYA, AL
- HAMZEH, IRAN
- HAN,
  - BUM
  - JANG
  - JIANG
  - JIN
  - JIN
  - SAM
  - THACH
- HAN GANG No. 1, SAE
- HAN GANG No. 2, SAE
- HAN No. 1, SAE
- HAN No. 3, SAE
- HAN No. 5, SAE
- HAN No. 9, SAE
- HANA, MIKI
- HANA D, AL
- HANABANA, RIO
- HANBALI, AL
- HAND,
  - GOOD
  - HELPFUL
  - SAFE
  - SURE
- HANDEL, BREMER
- HANDLER, MAERSK
- HANDSOME, UNI—
- HANG,
  - FENG
  - HAI
  - TZU
  - YUAN
- HANG BO 10081, GUI
- HANG BO 10082, GUI
- HANG HUNG, TUNG
- HANG JUN 105, JIN
- HANG JUN 106, JIN
- HANG JUN 107, JIN
- HANG JUN 108, JIN
- HANG JUN 109, JIN
- HANG JUN 303, JIN
- HANG JUN 304, JIN
- HANG LENG YI HAO, JIN
- HANG No. 1, HSIEN
- HANG No. 22, SIN SHIH
- HANG PAO 4, SAN
- HANG QIJIU, SAN
- HANG SHAN, TAI
- HANG TING 24, JIN
- HANG TUO 2001, SAN
- HANG TUO 2002, SAN
- HANG TUO 2003, SAN
- HANG TUO 3001, SAN
- HANG XIU, GANG CHUAN
- HANG XIU 1,
  - GUANG YUAN
  - JIN YUAN
  - QING YUAN
  - SHANG YUAN
- HANG XIU 2, QING YUAN
- HANG YOU 11, JIN
- HANG YOU 12, JIN
- HANG ZUAN 2, SAN
- HANG 61001, ZI
- HANJIN,
  - NEW
  - SUN
- HANNAH,
  - DONALD C.
  - JAMES A.
  - MARGARET
  - MARY E.
  - MARY PAGE
  - SUSAN W.
- HANNE, OCEAN
- HANO, CEYLON AF
- HANS, GEIR
- HANSA, VOLVOX
- HANSEN,
  - GERT
  - HANNE
- HANTAL, HUSNU
- HANY, EL
- HAO,
  - DA QING YI
  - FEN DOU ER
  - FEN DOU LIU
  - FEN DOU QI
  - FEN DOU SAN
  - FEN DOU SI
  - FEN DOU WU
  - FEN DOU YI
  - GANH
  - HAI YANG ER
  - HAI YANG SAN
  - HAI YANG SI
  - HAI YANG YI
  - HANG XIU YI
  - HUANG PU
  - JIN
  - JIN HANG LENG YI
  - JIN XING ER
  - KE XUE ER
  - KE XUE YI
  - LIAO MIN YI
  - QI ZHONG 21
  - QI ZHONG 22
  - QING FENG ER
  - QING FENG SAN
  - QIONG ZHOU YI
  - SONG ZHU MEI YI
  - TUO LUN ER
  - YAN AN WU
  - YAN YUAN ER
  - YAN YUAN YI
  - YOU
  - ZHOU SHUI LENG YI
- HAP, BIAN
- HAPPINESS,
  - SILVER
  - WORK AND
- HAPPY,
  - MISS
  - OCEAN
- HARALD, KRONPRINS
- HARAPAN,
  - BINTANG
  - BINTANG
  - PUTRA
- HARAPAN II, SINAR
- HARAZ, SAMY
- HARBOR,
  - BULL
  - BURNS
  - INDIANA
  - LONG
  - MOSS
- HARBOR,
  - SHOAL
  - WESTERN
- HARBOR No. 2, DEER
- HARBOUR,
  - CONRAD
  - CHELSEA
  - GREEN
- HARCOURT, LNG PORT
- HARDING,
  - CHESTER
  - PRESIDENT
- HARDY, CINDY
- HARI, NAND
- HARIMA,
  - NEW
  - NEW
- HARINI, MATSYA
- HARIRI, AL
- HARIS, SAN
- HARMATAN, VIA
- HARMONY,
  - ASIAN
  - ATHENIAN
  - CHEMICAL
  - CHIOS
  - CRYSTAL
  - DOOYANG
  - HILL
  - MANILA
  - PACIFIC
  - RAINBOW
  - SEA
  - SEPIK
  - WORLD
- HARMSTORF, FRIEDRICH MATTHIAS
- HAROLD, MISTER
- HARP, GRACECHURCH
- HARPER, DONA
- HARPOON, AMBRA
- HARRIE, SUN
- HARRIER,
  - FRONT
  - GRAMPIAN
  - MAERSK
  - PUTFORD
  - RED
  - SAND
  - SEAWAY
  - SOUTHERN
- HARRIET ANN, MISS
- HARRIETTE, OVERSEAS
- HARRIS, OMS
- HARRIS MASTERSON, J.
- HARRISON, PRESIDENT
- HARRY, RAY &
- HARRY FISHER, PVT.
- HARRY MESSEL, THE
- HARSTAD, ESSO
- HART, RUEM
- HART I, RUMM
- HARTMAN, JUNKO
- HARVEST,
  - CO—OP
  - FERROMINA
  - GALLANT
  - GOLDEN
  - GOLDEN
  - GREAT
  - NEW
  - PACIFIC
  - PAN
  - SEA
  - SERENE
  - SILVER
  - SPLENDID
  - SUPREME
- HARVEST II, SILVER
- HARVESTER,
  - ARCTIC
  - ATLANTIC
  - ATLANTIC
  - BRITANNIA
  - COASTAL
  - DEEP SEA
  - DEL MONTE
  - OCEAN
  - OCEAN
  - PACIFIC
  - PACIFIC
  - POLAR
  - SEA
  - SEA
  - SEABOARD
  - SEASPAN
  - SILVER
- HARVESTER I,
  - OCEAN
  - SEA
- HARVESTER II, SEA
- HARVESTOR, G & B
- HARVEY, ANN
- HARYANA, STATE OF
- HASAN,
  - MAHMUD—UL
  - ULUBATLI
- HASAN II, KAPTAN
- HASHAÏSHI, EL
- HASHIM, HIND
- HASS, M.
- HASSAN, SAFINATUL
- HASSAN EL SHAZLI, SIDI ABOU EL
- HASSAN/MATAY, AL SHEIKH
- HASSEL, JO
- HATERUMA, FERRY
- HATHER, AL—
- HATIF, EL
- HATSHEPSUT, QUEEN
- HATTEM, PCS VAN
- HATTERAS,
  - CAPE
  - CAPE
  - CAPE
  - CAPE
- HAUE No. 101, CHING
- HAUGE, JR., CPL. LOUIS J.
- HAURAKI, SAN
- HAV,
  - SKANDI
  - TRANS
- HAVE, CAPE LA
- HAVEN,
  - BEACH
  - BELLE
  - CARIB
  - ESSO MILFORD
  - GOLDEN
  - GRAMPIAN
  - MILFORD
  - NEW
  - SPURN
- HAVILDAR MAJOR PIRU SINGH PVC, COMPANY
- HAVRE,
  - ABEILLE LE
  - HANJIN LE
  - PRIDE OF LE
- HAVRE—AUBERT, G. C.
- HAVSTEEN, JULIUS
- HAWAII,
  - ESSO
  - SEA—LAND
- HAWK,
  - AMBRA
  - BLACK
  - BLACK
  - BLUE
  - BOSTON SEA
  - C/
  - EAST
  - FOREST
  - FRONT
  - GOLDEN
  - GRAMPIAN
  - GREEN
  - GULF
  - IVER
  - MARINE
  - MARINE
  - MEGOLLY
  - NEWFOUNDLAND
  - NIGHT
  - NORTHERN
  - ORIENTAL
  - OSAM
  - PACIFIC
  - PACIFIC
  - PROBO
  - SEA
  - SEA
  - SEA
  - SEA
  - SEA
  - SEA
  - SEA
  - SEA
  - SEA
  - SKANDI
  - SKY
  - SNOW
  - SOUTHERN
  - SPRING
  - STOLT
  - SUN
  - SUNNY
  - WEST
- HAWK II, PACIFIC
- HAWK III, SILVER
- HAWK No. 1, SEA
- HAWK No. 2, SEA
- HAWKE II, SEA
- HAWKEL, EBN
- HAWTAH, AL
- HAYAMA, NEW
- HAYATOMO No. 2, FERRY
- HAYATSUKI, NEW
- HAYES,
  - H. C.
  - VILLA
- HAYMAN, K. F. V.
- HAYNIE, ALLEN W.
- HAYPOINT, HANJIN
- HAYS, SARAH
- HAYU, MUTIA
- HAYWARD, NATHAN
- HAYWOOD, JAN
- HAYYAN, IBN
- HAZE II,
  - BLUE
  - GULF
- HAZER, A.
- HAZM, IBN
- HB,
  - E—79—
  - E—80—
  - E—81—
  - E—82—
  - E—83—
  - E—84—
  - E—85—
  - E—86—
  - E—87—
  - E—88—
  - E—89—
  - E—90—
- HE,
  - AN
  - BAI
  - BEI
  - BEI
- HE,
  - BEI DAI
  - BING
  - CHANG
  - CHAO
  - CHUN
  - DA QING
  - DONG
  - FEN
  - GAO
  - GUANG
  - GUI
  - HAI
  - HAN JIANG
  - HAN SHUI
  - HAN TAO
  - HAN ZHONG
  - HUA
  - HUA KANG
  - HUA LI
  - HUA NING
  - HUA QING
  - HUA SHUN
  - HUA TAI
  - HUAI JI
  - HUAI LAI
  - HUI
  - JIAN
  - JIN
  - JING
  - KANG
  - LIAO
  - LING CHANG
  - LING QUAN
  - LIU
  - LONG HAI
  - LUAN
  - LUO
  - MIN
  - PU
  - QING
  - QIU
  - SHA
  - SHUN
  - SONG
  - SU
  - TA
  - TAI
  - TAI
  - TAI YANG
  - TANG
  - TAO
  - TIAN
  - TONG
  - TUO
  - WAN QUAN
  - WEI
  - WEN
  - XIANG
  - XIN
  - XING
  - XING HAI
  - YI
  - YIN
  - YU
  - ZHENG
  - ZHONG
  - ZHUANG
- HE CHANG LUN 2, XIN
- HE CHENG, QING
- HE GUAN, JIA
- HE HAI, TAI
- HE KOU,
  - BAI
  - GUAN
  - SHA
- HEAD,
  - BARRA
  - BARRA
  - DIAMOND
  - FLAMBOROUGH
  - GARROCH
  - GRIBBIN
  - HOOK
  - HOY
  - IRON
  - LADY WHITE
  - NORTH
  - OWLS
  - RORA
- HEART,
  - OUR LADY OF THE SACRED
  - QUEEN OF
  - SACRED
  - SANKO
  - SWEET
- HEATH, RICHARD
- HEATHER,
  - MISS
  - MISS'
  - PURPLE
  - SHANNON
- HEBAH, ATCO
- HEBE, ARGO
- HEBERT,
  - GIL
  - MITCHELL
  - RAY F.
- HEBRIDAS, MAR
- HECHT, ISADORE
- HECKERT, FRITZ
- HEDLAND MARU, PORT
- HEE, SAM
- HEEL, CAROLINA TAR—
- HEEL TIDE, TAR
- HEEN, MAN
- HEERA, NAND
- HEEREN,
  - ELIZA
  - LISA
  - MARINA
- HEEREN, NORA
- HEGG, JO
- HEI,
  - JIN
  - MAN
- HEIDI, UNN—
- HEILMANN, JACOB
- HEIN, PIET
- HEINA, TEAM
- HEINASON, MAGNUS
- HEINE, HEINRICH
- HEIZ, BARA
- HELAL,
  - RAAS AL—
  - RAS
- HELDERBERG, S. A.
- HELE, MOANA
- HELEN,
  - CAPTAIN
  - HARIJET
  - LADY
  - LADY
  - SAINT
  - ST.
- HELENA,
  - DORYS
  - JANNIE
  - JOHANNA
  - LAURA
  - MAATJE
  - MARIA
  - MARIA
  - MARIA
  - SANTA
  - ST.
- HELENE,
  - ANNA
  - ANNA
  - BERGE
  - BIRGIT
  - BL
  - INGERID
  - MARIE
  - MARIE
  - PIERRE
- HELENIUM, NEO
- HELGI, THORLAKUR
- HELIOS, ARCTIC
- HELIX, ALPHA
- HELLE, NIELS—
- HELLENIC,
  - CHIQUITA
  - FRIO
- HELLULAND, STOLT
- HELMSING, JOHN C.
- HELPER, MAERSK
- HELSINKI, DFL
- HELVETIA, CPC
- HEMLOCK, IRVING
- HEMMINGSEN, G. D.
- HEN, HORNG
- HENDA, HOJI YA
- HENDALA, MERCS
- HENDRIKA,
  - ANNA
  - GRIETJE
  - JOHANNA
- HENG,
  - HUP
  - MING
  - WAY
  - ZHANG
- HENG FUNG, SHELL
- HENG I, LIAN SENG
- HENG No. 1, SHEH
- HENG No. 33, HAI
- HENGIST, STENA
- HENLOPEN,
  - CAPE
  - CAPE
  - CAPE
- HENNING, GITTE
- HENRI, PRINCE
- HENRI GOMIS, COMMANDANT
- HENRIETTE, ROSA
- HENRIK, PRINS
- HENRY,
  - CAPE
  - CAPE
  - CAPE
  - CAPE
  - CAPT.
  - CAPT.
  - JOHN
- HENRY DANA, RICHARD
- HENRY II, WILLIAM
- HENRY JACKMAN, CAPT.
- HENRY MORGAN, SIR
- HENSEN, VICTOR
- HENSON, KRISJEAN—
- HEONG JE HO, JANG
- HERALD, SAMMI
- HERAS, PUENTE DE
- HERBERT, SIR ALAN
- HERBERT RICE, CHARLES
- HERCULES,
  - C/
  - FARO DE
  - RIVTOW
  - STAR
  - TRANS
  - VM/S
  - WESTERN
- HERDIS, TORM
- HERINGSDORF, SEEBAD
- HERITAGE,
  - AMERICAN
  - PROUD
  - SANKO
  - SOUTHERN
- HERITAGE I, L'
- HERKULES,
  - STRIL
  - TS
- HERMANOS,
  - LARRAURI
  - NUEVO
  - JUANITO
- HERMANOS TELA, NUEVO
- HERMELAND, SAINT
- HERMES,
  - CALIFORNIA
  - OLYMPIOS
  - THITA
- HERMI DOS, ELI
- HERMINA, BERENDINA
- HERMINE, GRANDE
- HERMITTE, INGENIERO
- HERNAN CORTES, PESQUERA
- HERNANDEZ ARROYO, LAZARO
- HERO,
  - ARCTIC
  - ATLAS
  - HOKO
  - MARINE
  - NORTHERN
  - OCEAN
  - OCEAN
  - ORIENTAL
  - STAR
- HERO No. 2, NEW
- HEROIC, MOTHER
- HERON,
  - BOW
  - K. F. V.
  - RED
  - SAND
  - SANKO
  - SEA
  - STOLT
- HERRERO, PEDRO
- HERRON,
  - ARTHUR N.
  - LADY
- HERWIG, WALTHER
- HERZ, COMANDANTE
- HESSE, INGENIEUR MAXIME
- HESTER, C. ALBERT
- HETTE,
  - TETMAN
  - TETMAN
- HEUI No. 1, DONG
- HEUI No. 17, DONG
- HEUI No. 21, DONG
- HEUI No. 33, DONG
- HEUNG,
  - DAE
  - DAE
  - JIN
- HEUNG No. 1,
  - JIN
  - YOUNG
- HEUNG No. 3, YOUNG
- HEUNG No. 5, YOUNG
- HEUNG No. 7, BOO
- HEUSS, THEODOR
- HEVE, LA
- HEVEA TRANSPORT, ULVIK
- HEVIA, SERRANO
- HEWELIUSZ, JAN
- HEYERDAHL, THOR
- HF, CLELIA
- HIB, S'
- HIBERNIA, STENA
- HIBISCUS,
  - KYOWA
  - NEO
- HICHENS, MARY
- HICKS,
  - BURRUSS P.
  - ELLENA
- HIDAKA MARU, ESSO
- HIDALGO VI, MIGUEL
- HIDDENSEE, INSEL
- HIDI, LARBI BEN M'
- HIERRO, ISLA DEL
- HIFADH, AL
- HIGGINS,
  - A. T.
  - MARTIN
- HIGGS, JIM
- HIGH,
  - HANG EM
  - SON
- HIGH SPEED FERRY, SHIN YOUNG
- HIGHLANDER,
  - CARRON
  - GRAMPIAN
- HIGHNESS, SEA
- HIGHWAY,
  - AFRICAN
  - AMERICAN
  - ANDES
  - ASIAN
  - ATLAS
  - AUSTRALIAN
  - CALIFORNIAN
  - CANADIAN
  - CARIBBEAN
  - DIAMOND
  - EASTERN
  - EMERALD
  - EUROPEAN
  - GLOBAL
  - HERCULES
  - HUME
  - KENTUCKY
  - LONDON
  - MARBLE
  - MELBOURNE
  - MICHIGAN

- HIGHWAY,
  - NEW YORK
  - NIPPON
  - NORTHERN
  - OCEAN
  - ORIENTAL
  - ORION
  - PRINCES
  - SIRIUS
  - SUN
  - TOKYO
  - TRITON
  - VERMILION
  - WASHINGTON
- HIGHWAY No. 1, CENTURY
- HIGHWAY No. 2, CENTURY
- HIGHWAY No. 3, CENTURY
- HIGHWAY No. 5, CENTURY
- HIGUER, CABO
- HIJAU, SINGAWAN
- HIJAZ, NCC
- HIKARI, FERRY
- HIKMA, AL
- HIL, TON
- HILARITA, SUN
- HILDA,
  - IRENE &
  - MISS
- HILDUR,
  - INGER
  - INGER
- HILEY, SIR THOMAS
- HILGENDORF, KAPITAN
- HILL,
  - CEDAR
  - CHESTNUT
  - CITADEL
  - GOLDEN
  - GOLDEN
  - KENNETH E.
  - MEGA
  - ROUND
  - SAVA
  - SILVER
  - SWAN
  - TORY
- HILLA, GOLD
- HILLINA, ANNIE
- HILLS,
  - CARLA A.
  - FOREST
- HILMI, KAPTAN
- HILMI III, KAPTAN
- HIMALAYA, AMER
- HIME, SHIN
- HIMEJI, NEW
- HIN,
  - KWONG
  - SOON
  - WANG
- HIN No. 1, KONG
- HIN 3, LIAN SENG
- HIN 16, HAI
- HIN 20, HAI
- HIN 26, HAI
- HIN 32, HAI
- HIN 36, HAI
- HIN 46, HAI
- HINA, AL
- HINASE, NEW
- HIND,
  - ARAB
  - ATCO
  - GOLDEN
- HINDEK, LANG
- HING,
  - CHEUNG
  - HAI
  - HONG
  - HU SOONG
  - HUNG
  - LUEN
  - MAN
  - NEW MAN
  - SENG
  - SHUI
  - SIANG
  - YICK
- HING No. 1, LOCK
- HINRICH, HANS
- HINTE, TRUI VAN
- HINTON, LORD
- HIRDES, HEINRICH
- HIRO, ORIENT
- HIROTSUKI, NEW
- HISAKA, FERRY
- HISPANICO, MAR
- HISTORY, IOLCOS
- HITACHI ZOSEN, WORLD
- HITAM,
  - KUDA
  - NAGA
  - SINGA
- HJALTI, ELDEYJAR
- HJO, SVANEFJORD AV
- HJORT, JOHAN
- HO,
  - BU KWANG
  - CHI
  - DAE HUNG
  - EASTWARD
  - GORYO
  - JANG HEONG JE
  - JI SEONG
  - JOON SUNG
  - JUI
  - KA YA
  - KUM KWANG
  - KUMSUSAN
  - KUO
  - MING
- HO,
  - O UN CHONG NYON
  - SHINE
  - SONG DO
  - SOO GEUN
  - TA
  - TONG GON AE GUK
  - TONG HAE
  - WESTWARD
  - YON PUNG
  - YU WHA
  - ZANG ZA SAN CHONG NYON
- HO No. 1,
  - DAI
  - THAI
- HO No. 2, SE
- HO No. 3, DAI
- HO No. 12, DAI
- HO No. 31, KUM
- HO No. 33, KUM
- HO No. 77, DAI
- HO No. 81, NAM SOO
- HO No. 88, JI SEONG
- HOA,
  - PKHEN
  - PYENG
- HOA 1, THANH
- HOBART, SEAWAY
- HOC, AD—
- HOCK, HONG
- HOE, SOON
- HOEKMAN, LUCAS
- HOEKSTRA, WILLEMPJE
- HOEY,
  - CAROLYN
  - SUSAN
- HOFFE, C. M.
- HOFI, JON A
- HOFUF, SAUDI
- HOH, SHIN—
- HOHLOVS, AKADEMIKIS
- HOI,
  - MAN
  - TSING
- HOJ,
  - AASE
  - ELISABETH
  - MARGRETHE
- HOLANDES, LEAO
- HOLANDIA, CPC
- HOLGERSSON, NILS
- HOLIDAY, XANADU
- HOLLAND,
  - CONTSHIP
  - NEDLLOYD
- HOLLANDA, NOVA
- HOLLANDIA,
  - OLAU
  - VOLVOX
- HOLLOWAY, JOHN P.
- HOLLY, SEA
- HOLM,
  - BRITTA
  - FLAT
  - MARIANNE
  - METTE
  - NILS
  - RIKKE
  - SOLVEIG
- HOLMBERG, DR. EDUARDO L.
- HOLME, PAULL
- HOLO, MOANA
- HOLSATIA, MULTITANK
- HOLSTEIN,
  - SCHLESWIG—
  - SCHLESWIG—
- HOLT, SILVER
- HOMBRE, EL
- HOME,
  - KENTUCKY
  - SWEET
- HONDA, BAHIA
- HONDURAS, DOLE
- HONEST, GRAND
- HONESTY, ANANGEL
- HONEY,
  - DAEYANG
  - NOTHING
- HONEY BADGER, THE
- HONEYSUCKLE, NEO
- HONFLEUR, ABEILLE
- HONG,
  - CHANG
  - CHOON
  - DONG FANG
  - HUA
  - MAN
  - SAI
  - SOON
  - WAN NIAN
  - YANG
  - YU
- HONG DAN, DAI
- HONG HAI, JING
- HONG II, CHOON
- HONG III, CHOON
- HONG KONG,
  - HANJIN
  - NEDLLOYD
  - STAR
  - ZIM
- HONG No. 1, HAI
- HONG No. 2, TONG
- HONG No. 3, TONG
- HONG No. 7, SHEH
- HONG No. 11, SHEH
- HONG No. 22, CHIE
- HONG No. 126, SI—
- HONG QIAO, DA
- HONG SIONG, KIM
- HONG 3, XIANG YANG
- HONG 4, YU
- HONG 5, XIANG YANG
- HONG 7, XIANG YANG
- HONG 8, XIANG YANG
- HONG 9, XIANG YANG
- HONG 10, XIANG YANG
- HONG 14, XIANG YANG
- HONG 16, XIANG YANG
- HONG 21, CHIA
- HONG 22, CHIA
- HONO,
  - MARINA AV
  - TARNO AV
- HONOLULU, ESSO
- HONOR,
  - LEADER
  - MARINE
  - NATIONAL
  - NEW
  - SANG THAI
  - TRADE
- HONOUR,
  - ANANGEL
  - ASEAN
  - OOCL
  - SAMSUN
  - SANKO
- HOOD,
  - CAPE
  - ROBIN
- HOOK,
  - SANDY
  - SANDY
  - SKI
- HOOK SUN, MARCUS
- HOOL 4, ABU EL
- HOOP,
  - DE
  - DE
- HOOP VAN ZEGEN,
  - OP
  - OP
  - OP
- HOOPER, ARCTIC
- HOORN,
  - NEDLLOYD
  - WAPEN VAN
- HOOVER, PRESIDENT
- HOPE,
  - ALLIGATOR
  - AMERICAN
  - ANANGEL
  - ASIAN
  - CAPE
  - CEMENT
  - CONSTANT
  - DONGJIN
  - EASTERN
  - EFDIM
  - FUTURE
  - GLOBAL
  - GLORY
  - GOLDEN
  - GOLDEN
  - GONGOLA
  - GOOD
  - GOOD
  - GREAT
  - GREEN
  - HARVEST
  - HELLESPONT
  - HERMES
  - HOKUETSU
  - KAMILLA
  - KIWI
  - KOREA
  - LAURA
  - LUCK
  - MARINA
  - MARINE
  - MEGHAN
  - MERIOM
  - NEW
  - NORTHERN
  - OOCL
  - ORANGE
  - ORIENT
  - ORIENTAL
  - ORIENTE
  - OUR LADY OF
  - PACIFIC
  - PACIFIC
  - PAN
  - POINT
  - RAINBOW
  - SANKO
  - SANWA
  - SEA
  - SEABULK
  - SHOUN
  - SOUTHERN
  - STAR
  - STAR
  - STELLAR
  - STRAITS
  - SUCCESS
  - SUN
  - SUNNY
  - TAIHEI
  - TAMA
  - TAMARAW
  - TIM
  - TOMIS
  - UNITED
  - WESTERN
- HOPE I,
  - GOLDEN
  - SILVER
- HOPE 1, OCEAN
- HOPE 3, OCEAN
- HOPPER No. 3,
  - T. C. C.
  - WEAR
- HOPPER No. 4, WEAR
- HOPSTER, SAN MIGUEL
- HORA, SENHORA DA
- HORIZON,
  - ANANGEL
  - ATLANTIC
  - ATLANTIC
  - BLUE
  - BLUE
  - CALIFORNIA
  - CHEVRON
  - GOLD
  - GOLDEN
  - KOREA
  - NEW
  - NEW
  - NEW
  - NEW
  - NORTHERN
  - ORANGE
  - PACIFIC
  - SEABOARD
  - WESTERN
- HORIZON II, BLUE
- HORIZONTE,
  - BELO
  - NUEVO
- HORMUZ 1, IRAN
- HORMUZ 21, IRAN
- HORMUZ 22, IRAN
- HORMUZ 23, IRAN
- HORMUZ 24, IRAN
- HORMUZ 25, IRAN
- HORMUZ 26, IRAN
- HORN,
  - C. H.
  - CAPE
  - CAPE
  - CAPO
  - SILVER
- HORNET,
  - BOSTON
  - SEA
- HORNOS, CABO DE
- HORSA, STENA
- HORSE,
  - CHARLIE
  - CRAZY
  - CRAZY
  - DIAMOND GRAY
  - DIAMOND RED
  - GOLDEN
  - PALM SEA
  - SEA
  - SEA
  - SEA
  - SEA
  - SEA
  - SEA
  - SEA
  - SPRING
  - WHITE
  - WHITE
- HORSE I, KIN
- HORSE IV,
  - SEA
  - SEA
- HORSE TUG, GOLDEN
- HORSE ZANZIBAR, FLYING
- HORTH, ALCIDE C.
- HORTON,
  - REX
  - W. H.
- HORVIK, NORDIA AF
- HOSHIAR SINGH PVC,
  - MAJOR
- HOSSAIN, DILSHAD AL
- HOST, OCEAN
- HOTEL, SUPERFLEX
- HOUND,
  - GREY
  - SEA
- HOUSSAY, BERNARDO
- HOUSSINE 1, AL
- HOUSSINE 2, AL
- HOUSSINE 3, AL
- HOUSSINE 4, AL
- HOUSSINE 5, AL
- HOUSSINE 6, AL
- HOUSTON,
  - LLOYD
  - PORT OF
  - SAM
  - STAR
  - ZIM
- HOUT, AL
- HOUTMAN, NEDLLOYD
- HOVE, SONJA
- HOVER,
  - LUCKY
  - SKY
- HOVGAARD, MARIANNE
- HOWA MARU, SHIN
- HOWE, CAPE
- HOYLE, W. D.
- HOYO, NEW
- HOYT S. VANDENBERG, GEN.
- HOYT 2ND, ELTON
- HSI, HUA
- HSIANG, YING HUI
- HSIANG No. 17, FONG CHI
- HSIEH, MING
- HSIEN,
  - KUO
  - MING
- HSIEN No. 112, CHIEN
- HSIN,
  - KUO
  - YONG
- HSIN No. 121, CHIEN
- HSIN No. 311, FONG
- HSING,
  - DONG
  - FOO
  - FU
  - MOU
  - PAO
  - SHIN
  - SHUEN
  - TIEN
  - YUN
  - YUNG
- HSING No. 1, HSIN
- HSING No. 2, FOO
- HSIUNG, HAI
- HSUAN, YUNG
- HSUAN No. 212, CHIN
- HSUN No. 1, YU
- HT—106, HYUNDAI
- HT—112, HYUNDAI
- HT—113, HYUNDAI
- HT—1002, HYUNDAI
- HT—1511, HYUNDAI
- HT—3011, HYUNDAI
- HT—3012, HYUNDAI
- HU,
  - BEI XIU
  - CHANG
  - DING
  - DONG
  - HAI
  - HONG ZE
  - JIN
  - JIN SHAN
  - JING BO
  - KUN MING
  - LI WAN
  - LIAN HUA
  - LING
  - LIU HUA
  - MING ZHU
  - NA MU
  - NAN
  - PENG LAI
  - SHAN
  - TIAN
  - TIAN
  - TIAN LU
  - TONG
  - WEI SHAN
  - WU CHANG
  - WU YI
  - WU YI
  - XIN
  - XING
  - XING KAI
  - XIU LI
  - YAN
  - YANG CHENG
  - YI XIAN
  - YIN SHAN
  - YIN ZHOU
  - ZHEN XING
  - ZHONG SHAN
- HU LING, WEI
- HU No. 1, TIEN
- HU No. 2, TIEN
- HU QUAN,
  - HEI
  - JIN
- HU SHAN, TIAN
- HUA,
  - DE
  - FENG
  - FENG
  - HAI
  - HAI
  - HUI
  - QING
  - SHENG
  - SILVER
  - SIN
  - TAI
  - TIAN
  - XING
  - YICK
  - YONG
  - YU
  - YU
- HUA HU,
  - LIAN
  - LIU
- HUA JIANG, AN
- HUA LING,
  - LIAN
  - MEI
  - TAO
- HUA No. 2, SRI NAM
- HUA No. 3, SRI NAM
- HUA QUAN, HUANG
- HUA SHAN,
  - LIAN
  - RONG
- HUA 1,
  - LONG
  - XIN
  - ZHEN
- HUA 2,
  - CHEE
  - LONG
  - XIN
- HUA 3, XIN
- HUA 6, XIN
- HUA 7, XIN
- HUA 8, XIN
- HUA 9, XIN
- HUA 10, XIN
- HUA 68, XIN
- HUA 81, XIN
- HUA 82, XIN
- HUA 83, XIN
- HUA 402, NING
- HUA 405, NING
- HUAI,
  - QIN
  - TIAN
- HUAN, JIN
- HUAN BAO 3, HAI GANG
- HUANG SHAN, FENG
- HUAT,
  - HOCK
  - HONG
  - TONG
- HUBAL, MAJOR
- HUBERT,
  - PRESIDENT
  - SYLVIANE
- HUDHU, IRUVAI
- HUDIG, ELLEN
- HUDSON,
  - CAPE
  - EW
  - FEDERAL
  - NEDLLOYD
  - OMI
- HUDSON BRIDGE, HENRY
- HUE, NGUYEN
- HUELVA,
  - RIA DE
  - SAC
- HUERFANO, EL
- HUERGO, INGENIERO
- HUGHES, FREDERICK
- HUGIN, DONN
- HUI,
  - CHANG
  - FENG
  - JIN
  - NAN
  - NAN
  - SHI
  - XIN
- HUI HSIANG, YING
- HUI I, HAN
- HUIT, BOLUDA
- HUMAITA, FROTA
- HUMAN DESTINY, GOD'S
- HUMANITY,
  - SANKO
  - UNI—
- HUMBER,
  - ARCO
  - MB
  - SEA
- HUMBERTO,
  - DON
  - JUAN
- HUMBOLDT,
  - A. v.
  - ALEJANDRO DE
  - ALEXANDER
  - VON
  - WESTERN
- HUMPHREY GILBERT, SIR
- HUMPHRIES, ALBERT
- HUN, JEH
- HUND, TORE
- HUNG,
  - BU
  - TRIEU
  - TUNG HANG
- HUNG DAO, TRAN
- HUNG HO, DAE
- HUNG No. 11, MAO
- HUNG No. 12, MAO
- HUNG YIN, HSIN
- HUNTER,
  - AMBRA
  - ARCTIC
  - BOUNTY
  - BOW
  - CANADIAN
  - CAPE
  - CEMTEX
  - FEDERAL
  - FORTUNE
  - FORTUNE
  - J. M.
  - OCEAN
  - PACIFIC
  - RED
  - SEA
  - SMIT
  - UNDERSEA
- HUNTLEY, CHARLES R.
- HUO, HUAN WEI YI
- HUP, MAN
- HURIZAN, 1
- HURNG No. 11, LUNG
- HURON, ATLANTIC
- HURRICANE, VEESEA
- HUSE, PEDER
- HUSKY,
  - ALASKA
  - CAST
  - NT
  - SEA
- HUSSAIN,
  - ARK AL—
  - ZAKIR
- HUSSEIN,
  - AL
  - EL IMAM EL
- HUSTLER, OIL
- HUTTON, LADY
- HVARA, KRILA
- HVITI,
  - GISSUR
  - OLAVUR
- HWA,
  - AN
  - HONG
  - HSIN FU
- HWA,
  - HSING
  - KIEN
  - KING
  - KUK
  - LUEN
  - MU GUNG
  - TAE
  - TAI
- HWA No. 1,
  - KING HAI
  - MOO GOONG
  - MU GUNG
  - SHIN
  - SUN
- HWA No. 2,
  - KIEN
  - KING HAI
  - MOO GOONG
  - MU GUNG
  - YU
- HWA No. 3,
  - JUNG
  - MU GUNG
- HWA No. 4, MU GUNG
- HWA No. 5,
  - MOO GOONG
  - MU GUNG
- HWA No. 6, MU GUNG
- HWA No. 7, MU GUNG
- HWA No. 8, MU GUNG
- HWA No. 12, MU GUNG
- HWA No. 13, MU GUNG
- HWA No. 14, MU GUNG
- HWA No. 21, MING
- HWA No. 51, FENG
- HWA SAN, POONG
- HWA 1, FENG
- HWEI, SUNG
- HYACINTH, AFRICAN
- HYDE, JAMES F. C.
- HYDRA,
  - CITY OF
  - NISSOS
- HYDRO, ARMADA
- HYLDIG, LARS
- HYTHE, PRIDE OF
- HYUP, SAE SU
- HYUP No. 1, SU
- HYUP No. 3, SU
- I,
  - A. KING
  - ABADI SAKTI
  - ABOITIZ SUPERCONCARRIER
  - ABOITIZ SUPERFERRY
  - ACARREO
  - ACMES
  - ADNOC
  - ADRIA
  - AFRODITI
  - AGATE
  - AGBARHA
  - AGIOS ANDREAS
  - AGIOS DIONYSSIOS
  - AGIOS NICOLAOS
  - AGIOS SIMEON
  - AGIOS SPYRIDON
  - AHMAD
  - AINIKOLAS
  - AJAX
  - AKMAR
  - AKSEL—
  - AL JABER
  - AL QAMAR
  - AL SALAM
  - AL—QAMAR AL—SAUDI AL—MISRI
  - ALASKA
  - ALATAIF
  - ALBATROS
  - ALCOMIN
  - ALDEBARAN
  - ALEXLUZ
  - ALFONSO
  - ALICANTE
  - ALICIA
  - ALIMOS
  - ALL—SEAS
  - ALLIPEN
  - ALMENAR
  - ALMENUM
  - ALMIRIA
  - ALPES
  - ALPHA
  - ALPHA
  - ALTAIR
  - AMALASKA
  - AMALIA
  - AMAN
  - AMBASADOR
  - AMERGER
  - AMERIGO VESPUCCI
  - AMIGO
  - AMIL
  - AMRA
  - AMRITA
  - AMRTA
  - AMRTA JAYA
  - ANADOLU

I.
ANCORA
ANDENESFISK
ANGEL VITA
ANGELA
ANGELA
ANGGADA
ANITA
ANNA
ANNA MARIA
ANOMAN
APERA
APEXS
APHRODITE
APOLO—
APSCO
AQUATIC
ARAUCANIA
ARBUMASA
ARCADIA
ARCHIE
ARCTIC
ARIADNE
ARION
ARISTOTLE
ARKOFISH
ARKOS
ARMENISTIS
ARPECO
ARTEMIS
ARUCO
ASEAN
ASIAN OIL
ASIE ZAPATA
ASPA POWER
ASTIMAR
ASTRO
ASYAKIT—
ATACAMA
ATAKOY
ATAR
ATILIM
ATLANTIC
ATLANTIC
TRADER
ATLANTIS
ATUN
AULEMIC
AURORA
AVE MARIA
AYNACIOGLU—
AZIZA
AZTECA
AZUCAR
BAFISCO
BAJONG
PERMAI
BAKON
BALABAN
BALI
BALIKESIR
BALTIC KIES
BALTRUM
BAPCO—
BAR
BARK
BARTA
BARUNA JAYA
BASER—
BAYRAKLI
BAYU
BEA
BEACHCOMBER
BEAGLE
BELLA
BELLESOL
BENGUELLA
BENHIL
BERLEVAGFISK
BESIKTAS
BIG ORANGE
BILBERRY
BILKAR
BILSEL
BIMA
BIMA
SAMUDERA
BIMAS JAYA
BINA MURNI
BINTANG JAYA
BINTANG
SAMUDRA
BIO MAR
BISON
BITPRO
BLACK EAGLE
BLANG
LANCANG
BLUE COAST
BLUE FLAME
BOA VISTA
BON SECOURS
BONANZA
BONHAM
BORA BORA
BOREAS
BORNEO
BORRASCA
BOSPOR
BOUNAMOUSSA
BRASTAGI
BRISAS
BRITTA
BRUMA
BUCCANEER
BUILDERS
WOOD
BUKIT
BULOLO
BURKE
BYNA
CAICOS CLIPPER

I.
CAKABEY
CAKIRLAR
CAL DIVER
CAMAR
CANARIAS
CANDY
CANECO
CANMAR BARGE
CANOPUS
CANOPUS
CAPE VERT LINE
CARDINAL
CARIBBEAN
EXPRESS
CARIBE
CARIBE
CARINA
CARIOCA
CARROL C
CASABLANCA
CASTANEA
CATHERINE
CAVALIER
CEBU
CECILIA
CELTIC
CESME—
CHAIN
SURVEYOR
CHAKRAWALA
CHALLENGER
CHALUCAP
CHAMI
CHAO THA TUG
CHARIOT
CHARLES H.
CATES
CHIRIQUI
CHRISTINA
CHRISTINA
CHUN WAH
CIAPESC
CIHERANG
CIPA
CLAUDIA
CLEAN WATERS
CMD
COASTANK
COCORA
CODEPECA
COLUMBIA
COMODAL
CONDOCK
CONDOR
CONSORTIUM
CONTINENT
CONTINENTAL
CONTRACTOR
COPAL
COPASA
COPEMAR
COPIAPO
CORAIN
CORAL
CORALI
CORSICA VIVA
COSMAN
COSMO RAY
COSMOS
COTABATO
TRANSPORT
COTY
COUGAR
CREST
CRISTOBAL
CRYSTAL
CUAUHTEMOC
CUNACO
CYCLOPS
DAMAI
DANA
DARING
DAWNLIGHT
DEEP SALVAGE
DEEPTHI—
DEL PLATA
DELAMARIS
DELENA
DELFIN
DELFINI
DELSAN
DELTA
DELTA STAR
DEMIRYOLU
DENIZMAN
DEOS
DEPASUR
DIAMOND
DIANA
DIBRAR—
DIGGER
DINA
DINA
DIRGANTARA
DISCOVERY
DIVING POT
DJAJA PUTRA
DOGRUYOL
DOLPHIN
DOLPHIN
DOMAR
DON CARLOS
B—
DON
DOMINADOR
DON
FRANCISCO
B—
DON GERARDO
B—
DON JAVIER

I.
DON MANUEL
B—
DON MIGUEL
DONA AUREA
B—
DONA
CATALINA
B—
DONA
CONSUELO
DONA
CONSUELO
DONA ELENA
DONA TRINIDAD
DONA VICTORIA
B—
DONG MING
DORADA
DORIS
DOVECHEM
DRAGNET
DRAGON
DRAGON
DROGA
DUBROVNIK
DUMAI
DUMP BARGE
DUNIA
DURBE—
DUSK
DWIMA
DYNAMIC
DYNAMIC
DYNASTY
E. T. OCEAN
EAGLE
EAGLE
EAGLE BARGE
ECHO
ECLAT
EFI
EIDE RESCUE
EL BUZCADOR
EL CACHIQUE
EL JEAN
EL MAJID
EL MARISCO
ELAINE
ELCOMEC
ELENI
ELIAS
ELPINA
ELPIS
EMDEN
EMPESUR
ENDURANCE
ENERGY LINE
ENKAZ
ENTERPRISE
ERCOM
ERDEMIR
ERGON
ERINA
ERTURK
ESCAMA
ESMERALDA
ESMERALDA
ESPERO
ESTE
SUBMERGER
ESTHER
EVA
EVANGELIA
EVER GLORY
EVRIPOS
FARIDA
FARSA
FATIMA
FAYROUZ
FAZARA
FEEDSHIP
FEHMARN
FERVEL
FILLAOUCENE
FLAMINGO
FLYING
DOLPHIN
FLYING IKAROS
FLYINGCAT
FOGAS
FORTUNA
FRANCE
FRIENDSHIP—
FRIGERSEN
FRIOSUR
FRISIA
FRUMAR
FUEGUINO
GABRIELA
GAHTANI
GALICIA
GANGI
GARCIA Y VIDAL
GARRAPATERO
GARWARE
GAYE
GEGA
GEMA
GEMILANG
GEMINI
GEOMARINE
GEORGIOS
GESMER
GHARIB
GIBMONDIAL
GIGI
GINZA
GIRASOL
GLANNOY
GLENROSE
GLOBE FISH

I.
GMT
GOELAND
GOLCONDA
GOLD FISH
GOLDEN HOPE
GOLDEN
MARINE
GOLDEN STAR
GOLDEN STAR
GOOD SPEED
GORDONIA
GRAN CACIQUE
GREAT
FORTUNE
GREEN ISLAND
GREENVILLE
GUADALUPE
GUCLU
GULF EXPRESS
GULF—PAK
GUNUNG
GAHAPI
GURJARI
GUYSEA
DARLING
H P D
H. M. BARUNA
HAI SOON
HAMATRA
HAMKO
HAN HUI
HANGGADA
HANOH
HANOMAN
HARAPAN
HARLEKIN
HARMONY
HARVESTER
HASFARM
HASHMI
HASLAMAN
HASLINDO
HELENA STAR
HELICAL
HELOU
HEMA
HENRIQUE LAGE
HERACLES
HERMA
HESSENATIE
HI SEAS
HIRA
HIZIR REIS
HOLMVIK
HORIZONTE
HOVER MIRAGE
HUNTRESS
HUSAINA
HYE MENG
IBER
IBERMAR
IDRISS
IGLU
IGNACIO MAR
ILIAS
INALUM
INANDILAR—
INCE
INCOME
INDEPENDENCIA
INDOBARUNA
INDOMARINE
INDUSTRIES
INTAN BAHARI
INTEGRITY
INTERMARIS
INVICTUS
IOLKOS
IONION
IRIS
ISKENDERUN
ISLA
ISLAND
ISTANA
IZARRA
IZMIR
RAFINERISI
JAM
JAN
JANBAZ
JANESIA
ASPHALT
JARJOUR
JATRA
JAX
JAYANTI
JEDDAH N. M.
JET
JET CRUISE
JEWEL
JIN RUN
JOHANN
JOHN P
JOJO
JORDAN
JUDITH
KALIMANTAN
KALYPSO
KALYPSO STAR
KANAAD
KANINI
KAPTAN
BARBAROS
KAPUAS
KARAKOY
KARAYEL
KARIM
KARIN
KARSIBOR
KARUNIA JAYA
KARYA MINA

I.
KATELIA
KATERINA
KATHIA
KEASIN
KENZA
KEPFERRY
KHADIJA
KHAMSIN
KIN HORSE
KINGFISHER
KIRKE
KLAAS
KOCABAS
KODIAK
KOMODO
KOSAR
KOSTAS
KOTA SILAT
KOWALSKY
KRASICA
KROMIT
KUALA RAJA
KUPORT
KUTAI
KYSTEN
L'HERITAGE
LAC CHENE
LADY JANET
LADY
MICHELINE
LADY SARAH
LADY—VI—T—
LAM SON
LANGEOOG
LANGGENG
LASTOVO
LAUD
LIAN SENG
HENG
LIBERTY
LIBERTY
LIBRANAVE
LIKA
LILLY
LIMBARIK
LINA
LINK
LION
LISA
LOFOTFERJE
LOFOTTRAL
LOGISTIC
LORD VARUNA
LORENZO
CONTAINER
LUCY
LUNOHODS—
LUSO
AMERICAN
MACHIM
MAGNUS
MAHAPU
MAHARLIKA
MAHAWANA
MAHISHOWAR—
MAHTAB JAVED
MAKAU
MALAGA
MALCO
MALIK
MANAMA
MANISA
MANSOUR
MANUCOM
MANX
MAR
CANTABRICO
MAR DE
CORTEZ
MAR DEL SUR
MARAMCO
MARCALA
MARCO POLO
MARDESIC
MARDIANA
MAREN
MARGRID
MARIA ISABEL
MARIA LUISA
MARIA M.
MARIAM
MARIANNE
MARICOM
MARIDIVE
MARILAG
MARILIA
MARIN TRADER
MARINA
MARINA
MARINAL
MARINE STAR
MARJAN
MARK
MARK
MARLAGO
MARMARI
MARQUES
MARRAKECH
MARSOR
MARY
MARY ANNE
MARYLAND
MASBATE
MASSIRA
MATAR
MAURICIO
MAY FAIR
MAYSSAA
MAYTANK
MAZAD
MEDAWAR

I.
MEDCARIBE
MENELIK
MEPA
MERATUS
MERCANDIA
MERCEDES
MERCURIO
MESRA
MESSINA
METALTANQUE
METE
KARDESLER—
MICHELLE
MID STATE
MIDDLEFIELD
MIDGARD
MIKAL
MIMOSA
MIN YU
MINERVA
MINTRADE
MIRA
MISFAH
MKT
MOAWEN
MOHAMMAD
MONARCH
MORNING
GLORY
MORRITO
MOSELTANK
MOSES
MTA SISMIK
MUNAR
MUTIARA
MUTIARA
PACIFIC
MUTIARA
SAMUDERA
NADA
NAFTILOS
NAGA PACIFIC
NAJADE
NAN
NANA
NAPETCO
NARJIS
NATRA—SEAS
NATTEM
NAVIMER
NAZARETH
NEDI
NEE DIAK
NEFELI
NEKKANTI—
NEPTANK
NEPTUN
NEPTUNE
NEPTUNO
NEW STAR
NEW TEXAS
NIAGA FERRY
NICKELSWALDE
NILA
NINA
NISR
NITA
NIVANGA
NOAH
NOR—FISK
NORDLAND
NORPAC
NORTHERN
NOUR
NOVA TUNA
NUEVO PEMEX
NUSA WANGI
O—MAR—
OCEAN
OCEAN ACE
OCEAN BREEZE
OCEAN CARIB
OCEAN CLIPPER
OCEAN
EXPLORER
OCEAN
HARVESTER
OCEAN
PROVIDER
OCEAN
RESEARCHER
OCEAN SCOUT
OCEAN WAVE
OCEANIA
ODIN
OLYMPUS
OOSKUS
ORHAN
ZINDANCIOGLU
ORIENT STAR
ORION
ORION
ORIRE
OSCO GUNA
OSIRIS
OSIRIS
OSTANA
OUMNIA
OXALIS
OZGUR
P. N. ROA
PACIFIC ACE
PACNORSE
PAKIMOETO
PALAWAN
PALMA
PALOMA
PANAGIA
PANAGIA
PANAREA

I.
PANDA
PANNAWONICA
PAOLA
PAPILA
PARD
PARRY
PASA
PATROKLOS
PAULOWNIA
PAULUS
PEGASUS
PEGASUS
PELLWORM
PENELOPE
PENNINGTON
STAR
PENSACOLA
PENTA
PERCEVAL
PERIKANI
PERMAI—
PERMINTONG
TUNDA
PERSEVERANCE
PESCADOR
PESCADOR
PESCAL
PESCALAMAR
PESCAMAR
PESCAMEX
PESMAR
PESMAR
PESQUERA
PESUT
PETROHUE
PETRON
PETROPAN
PETROSTAR
PHILPORTS D—
PHOENIX
PIEDA
PILARY
PILGRIM
PILOT
PLUS ULTRA
PLUTON
POISSON
POLAR
POLAR
POLARBORG
POLARBORG
POLARIS
POLISAN
POLLUX
PONGALE
PORFESA
PORTIA
PREMSHIP
PRINCESS
PROGRESS
CARRIER
PROGRESS
LIGHTER
PROGRESSIVE
PROMARSA
PROMOPES
PROSPECTOR
PROVIDER
PULAU MAS
PURANIAGA
PUTRA INDAH
PUTRI NAGA
PWB
QUINIENTOS
RABIH
RAHARJA
RAILSHIP
RAINBOW
RAJA BASA
RAJAWALI
RANGER
RAPIDE
RAS LANUF
RAS TANNURAH
RATQA
RAVIKIRAN
RECEP REIS
REDA
REDENTOR
REDWOOD
REEM
RELIANCE
RELIANCE
RELIANCE
RESCUE
RESOURCE
REVOLUCION
REX
RIA
RIBAR
RIG SERVICE
RIO MARE—
RISING SUN
ROCHEN
ROOSTER
ROTAM
ROUNDTABLE
RTC—
RUBY
RUBY
RUMM HART
RYOKOH
S. A. KUSWAG
SAFAK
SAFFORA
SAGAR
MEXICANA
SAGARIKA
SAID
SALIM

SALINDO
  PERDANA
SALINERO
SALLY
SALVOR
SAM
SAMARIA
SAMI
SAMMAN
SAMURAI
SAN CARLOS
SAN JOHN
SAN LUIS
SAN
  PANCRACIO
SANA
SANDIKA
SANFOOD
SANTA
  BARBARA
SANTA CLARA
SANTA MARIA
SANTINI
SARA
SARANA
SARATOGA
SARDINA
SARIBAS
SARUNTA
SASANA
SASANO
SASSARI
SCAPIRIA
SCARPATI
SCORPIO
SCORPIO
SCORPION
SEA CARRIER
SEA CARRIER
SEA FREEZE
SEA GLORY
SEA GODDESS
SEA GODDESS
SEA GULL
SEA HARVESTER
SEA KING
SEA LORD
SEA PIONEER
SEABIRD
SEABREEZE
SEABULK
SEACOM
SEAL
SEALIFE
SEALO
SEAMASTER
SEAMENT
SEAPROBE
SEKA AKDENIZ
SELAT MADURA
SELIM—
SEMEN
  ANDALAS
SHANNON
  ESTUARY
SHERIFF
SHINRYU
SHIV
SHREYAS
SHRI SHABARI
SIAC
SIKOR
SILVER HOPE
SILVIA
SINDIBAD
SINDIBAD
SINGA LAUT
SIPECHE
SIRAH
SIRONTALO
SKALABERG
SKIPPER
SLAVIJA
SMAIP
SMIPE
SOFULAR—
SOGUT—
SOMARCO
SONIA
SOUNDCEM
SOUTHERN
  CROSS
SOUTHERN
  PACIFIC
SPABUNKER
SPACE
SPARHAWK
SPARTAN
SPIEKEROOG
SQUALO
SQUARE
SRI INDRAPURA
ST. MARY
ST. NIKOLAS
STAN—L
STAR
STELLA
STELLA
STOERTEBEKER
SUCCESS
SUGANDI
SUHAIL
SUKI
SULTENG
SULUT
SUMBER
  MUTIARA
SUN ON
SUNGAI YANG
SUNRISE
SUNSHINE

I.
SUPERIN
SUPERPESA
SUPRINDO
SURMAR
SURYA
SURYA TEJA
SWAN
SWEET
T. C. D. D.
TAAROA
TAAWON
TAIBAH
TAIYO
TAIYO
TAKARI
TAMANLAR
TAMARA
TANGA
TANJUNG
TANKTRADER
TARINA
TAROUDANT
TASHINA
TEESCHEM
TELUK JODOH
TEMEL—
TENACITY
TERNAN
TERRAMARE
TEVFIK KAPTAN
THASSOS
THEODOROS
THEOFANIA
THEOFILOS
THERESA
THOR
TIBURON
TIBURON
TIEN THANH
TIMBERLINE
TIMS—
TIRTA
  LAMANDAU
TJIPTA
  RAHARDJA
TOROS
TOROSLAR
TRANSGAS
TRIA
TRIANGLE
TRIDAYA
  BARUNA
TRIDENS
TRIENA
TRINITY
TRISTAR
TROPICANA
TRUENO
TURANLAR
TUTTI FRUTI
UCO
UDAWA
ULTRAMAR
ULTRATEC
UMALIA
UNISHIP
UNITED
UNITY
URUPEZ
USAHA MINA
USKUDARLI—
UYAK
VARIM
VASCO DA
  GAMA
VASILIOS
VASSILIS
VEIDAR
VENTURER
VENUS
VERKENNER
VICTANK
VICTORIA
VICTORIA
VICTORY
VIESTE
VIGILANT
VIKING
VIKING
VINAY
VIRGO
VOLOS
VOYAGER
VOYAGER
VSP
WARINGIN
WAXHOLM
WENAS
WESTWARD
WIEBKE
WILCON
WILMA
WIRABUANA
WISNU
WITTE
WOODSIDE
WOURI
XANADU
YAKIT—
YANBU
YASAR DOGU
YEDITEPE
YENIKOY
YESIL RIZE
YUN AN
ZAHER
ZAKYNTHOS
ZERO
ZEUS
ZOHRA
ZOJA

I.
  ZOMING
  ZONDA
  ZUBEIDI
I AV KARLSKRONA, ASPO
I BUD, HALFDAN
I EXPRESS,
  MISS KESHIA
  ONLY
I GARDI, UNA
I GOTU, TRONDUR
I GROTINUM, CHRISTIAN
I No. 1, CHEN
I NOOR, KUHE
I.,
  CARIBE
  DOLPHIN C.
  KANDARI
  MIMO
I. A., MARIA
I. ANGELICOUSSIS, ANTONIS
I. BOUCHARD, RHEA
I. BURUDJULASAD, R.
I. C. No. 27, T.
I. EXPLORER, G. S.
I. I. KRAKOVSKIY,
  PROFESSOR
I. KRAKOVSKIY, PROFESSOR
  I.
I. MAMEDOV, GEROY
I. RENAVESS, O.
I. S. ALLIANCE, M.
I. S. CHARISMA, M.
I. S. PERCEPTION, M.
I. S. PROVIDENCE, M.
I. SORONG, R.
I. 1, N.
I. 2, N.
I—NOOR, DARYA—
IBANEZ, PRESIDENTE
IBERIA,
  LLOYD
  ZIM
IBEX, SILVER
IBIN AL WALEED, KALID
IBIS,
  FLYING
  RED
  SCARLET
IBIZA, BERTA OF
IBN AL FUJA'A, QATARI
IBN AL WALEED, KHALED
IBN NAFI, UQBA
IBN ZIYAD, TARIK
IBRAHIM, HACI
IBUKI MARU, SHIN
IC—1S, PROPEMEX
IC—2S, PROPEMEX
IC—3S, PROPEMEX
IC—4S, PROPEMEX
IC—5S, PROPEMEX
ICE,
  ATLANTIC
  BALTIC
  BLUE
  CELTIC
  DANWOOD
  OCEANIC
  SILVER
ICIAR, NUESTRA SENORA DE
IDA,
  OCEAN
  PRINCESS
IDE, AINE
IDEAL, NEW
IDRISI, AL
IDRISSI,
  CHARIF AL
  EL
  EL
IDUNA, ARGO
IE, MATA
IE II, MATA
IE III, MATA
IERLAND, SMIT
IEVOLI,
  ATTILIO
  DOMENICO
  GENNARO
  MIMI
IEZIMA, FERRY
IGAR, PO'
IGLEHART, J. A. W.
IGLESIAS, JUAN
IGNACIO F., MANUEL
IGNAZIO A., S.
IGNECI, PILOT V.
IGNIK, ARCTIC
IGOSHKIN, YAKOV
IHEYA, FERRY
IHO, OKE—
IHSA'A, AL
IHSAN KALMAZ, TEGMEN ALI
IHSSAN, AL
II,
  A. B. WOOD
  ABOITIZ
    MEGACARRIE-
    R
  ABOITIZ
    SUPERCONC-
    ARRIER
  ACCOLADE
  ACT
  ACTA
  ADMIRABLE
  ADMIRAL
  ADNIL
  ADNOC
  ADRIA
  ADRIATIC
  ADVENTURER

II.
AFRODITI
AFRODITI
AFROSTAR
AGELIKI
AGIOS
  NEKTARIOS K.
AGNES & ANNE
AGUILA
AGUSTINA
AHBARI ADRAR
AHMAD
AHSAN
AKGUL
AL FATEMAH
AL JABER
AL NABILA
AL SALAM
AL ZAHER
ALASKA QUEEN
ALATAIF
ALBATROS
ALBATROS
ALBATROSS
ALEMDAR
ALEXANDROS
ALEXANDROS K
ALINE
ALKAR
ALMANAR
ALMIRIA
ALPES
ALPHA
ALPHA &
  OMEGA
AMALASKA
AMERGER
AMIL
AMPERA
AMRTA
AMRTA JAYA
AMVINA
ANASTASIA
ANASTASIA
ANDENESFISK
ANDROMEDA
ANGEL
ANGGADA
ANGLIAN LADY
ANJA
ANNA
  MARGARETH-
  A
ANOMAN
ANTONIA
ANTORAS
APERA
APEXS
API
APMAN
APOLLO
APOLLO
APOLLONIA
APOSTOLIS
APSCO
ARABIAN SEA
ARAWAK SUN
ARBUMASA
ARCADIA
ARDENT
ARGANA
ARGO
ARGONAUT
ARGONAUT
ARIES
ARION
ARKOS
ARLINE SNOW
ARMADORES
ARMOR
ARPECO
ARROWCANE
ASIAN OIL
ASIF
ASMAK
ASTRAPATAGO-
  NIA
ATACAMA
ATILIM
ATLANTIC
  REEFER
ATLANTIS
ATLANTIS
ATLAS
ATLAS
ATUN
AUGUSTO
AURORA
AUURA NUI
AVE MARIA
AVENCASA
AYA
AYDA
AZAM
BADANG
BAHAGIA
BAHIA
  GUAYMAS—
  EMPALME
BARU
BARUNA JAYA
BASSI
BAWAL PUTIH
BAYU
BELLESOL
BENAIAH
BENGUELLA
BENHIL
BERLEVAGFISK
BERT REINAUER
BERTHA JOYCE
BESERLER

II.
BETTY LYN
BILBERRY
BILL TIDE
BILLITON
BIMA
BIMAS JAYA
BIMASRAYA
BINA MARGA
BINA USAHA
BINTANG
BINTANG
  SAMUDRA
BIO MAR
BITPRO
BLANG
  LANCANG
BLUE HAZE
BLUE HORIZON
BLUE SEAS
BLUENOSE
BOHUS
BONASTAR
BONTANG
BOONKRONG
BOSSY LADY
BOUNTIFUL
BRITTA
BRONCO
BUILDER
BULOLO
BURGUNDIA
BYAH
BYNA
C T L
C. A. R. T.
CABINDA
CABO SAN
  LAZARO
CABO TOSCO
CAIQUEN
CAL DIVER
CALANUS
CALCITE
CAMARA
CAMARONEX
CAMIALTI
CAMLY
CANADIAN
CANADIAN ACE
CANADIAN
  NAVIGATOR
CANMAR BARGE
CANMAR
  EXPLORER
CANMAR
  SUPPLIER
CAP AU LARGE
CAPE LE GRAND
CAPE WRATH
CAPITAINE
  GLATRE
CAPT. GIANG
CAPT. JAMES
CAPTAIN COOK
CAPTAIN SAM
CARDINAL
CARIBBEAN
  SEAS
CARIBE
CARIBE
CARIBOU
  REEFER
CARMELA
  MADRE
CARMELITE
CARSONS
CASABLANCA
CASAM
CASTANEA
CASTELLANO
CATAMARCA
CAYOLA
CECIL H. GREEN
CELNIUS
CELTIC PRIDE
CENA
CENTAUR
CEYHAN
CHAKRAWALA
CHALUCAP
CHAMPION
CHARLES H.
  CATES
CHARMAINE
CHEMIPET
CHEMPETROL
  SAFINA
CHIEF
CHILOE
CHLOE
CHOON HONG
CHRISTINA
CHRISTOPHER
  SNOW
CHUNGHWA
CIAPESC
CIHERANG
CIN MAR
CINDERELLA
CIPA
COCHIN—
COCHISE
CODEPECA
COLON
CONARPESA
CONDOR
CONNAUGHT
CONNIE
CONTRAMAR
COOPEATUN
COOPERATOR

II.
COPAL
COPIAPO
CORA JEAN
  SNOW
CORAIN
CORONIS
CORRIENTES
CORSICA
  MARINA
CORSICA
  SERENA
COSMAN
COSMO RAY
COSMOS
COSTAIN
CRESTA
CUAUHTEMOC
CUNACO
CURLEW
CURRAGHGOUR
CYCLONE
CZESLAW
D'ARTAGNAN
D'AUTEUIL
DAGUR
DALIAN
DALMOR
DAMAYAN
DANA
DANIELE
DANILO
DARTMOUTH
DEBBIE
DEBORAH K
DEEPTHI—
DEGEI
DELAMARIS
DELAWARE
DELFINI
DEMIRCI
DEMIRYOLU
DEOLINDA
  RODRIGUES
DERRAMAN
DIANA
DIMINI
DIVIS
DJEBEL EL ONK
DOGRUYOL
DOGRUYOLLAR
DOLFIJN
DOLORICO
DON
  DOMINADOR
DON GERARDO
  B—
DON MANUEL
  B—
DON RAMON
  B—
DONA AUREA
  B—
DONA ELENA
DONA ISABEL
DONA PAULA
DONA TRINIDAD
DONVALE
DORADA
DOURIC
DRAGASUND
DRAGON No.
DROGA
DRONNING
  MARGRETHE
DUBROVNIK
DUMP BARGE
DURHAM
DYNASTY
E. T. OCEAN
EAGLE BARGE
EASTPACK
EBB TIDE
EDHA—
EDMELL
EDUARDO
EGABRAG
EIDE RESCUE
EKINLIK
EL INGENIERO
EL KARIM
EL LEON
  GRANDE
EL LOBO
  GRANDE
EL MAJID
EL OSO GRANDE
EL TIGRE
  GRANDE
EL TORO
  GRANDE
ELEFTHERIA
ELODIE
ELSBETH
EMDEN
EMIL S.
EMILIA
EMPERADOR
EMPREMAR
EMRE
ENDEAVOR
ENDURANCE
ENKAZ
ENSENADA
ENSENADA DE
  ZAGUSTAN
ENTERPRISE
ENTRE RIOS
ENVI
ERDEMIR
ERESOS
ERINA

II.
ESCAMA
ESMERALDA
ESTE
  SUBMERGER
EURASIA BARU
EUREKA
EVA
EVANGELIA
EVER
  TRANSPORT
EXCALIBUR
EXCELL
EXPLOREUR
EXPRESS
  MANJRI
FAABORG
FADJAR
FAHRI
  EKSIOGLU
FAIRPLAY
FAIRTECH
FAIRWAY
FAJAL
FAL
FALCON
FARAH
FARIDA
FAY
FAYROUZ
FERNANDO
  ESCANO
FERVEL
FIJI
FIJIAN
  PRINCESS
FINIX
FIONA R
FISHERMEN
FLAMINGO
FLEKKEROY
FLOOD TIDE
FLORIDABLANC-
  A
FLYING
  DOLPHIN
FLYING IKAROS
FORESIGHT
  DRILLER
FORTUNA
FORTUNA
FORTUNE
FORUM NEW
  ZEALAND
FOURNOI
FRABAL B—
FRANCE
FREYA
FRIENDSHIP—
FRIOSUR
FRISIA
FRITZEN
FROSTI
FUH FENG
FUJI
G. ROUSSOS
GAHTANI
GALANTRY
GALATEA
GALAXY
GALLANT
GANGI
GARDAR
GARDENIA
GARIBALDI
GARRAPATERO
GARWARE
GAVIOTA
GAYA
GEECHEE BOY
GEHAD
GEMINI
GEMINI
GEORGIA
  RAINBOW
GEORGIOS
GEORGIOS X
GERMON
GERTRUD
GEVO
GHAGHA
GIANNAKIS
GIANNIS
  DIMAKIS
GIGLIO
  ESPRESSO
GINA
GINZA
GIRAGLIA
GLIWICE
GLOBE FISH
GLORY
GNIEZNO
GOBLET
  D'ARGENT
GOLD FISH
GOLDEN ROD
GOLDEN STAR
GOLDEN STAR
GOLDFINGER
GRACE BONNY
GRACE LIBERTY
GRAN CACIQUE
GREGORY
GREIF
GRENEN
GRIGORIS
  TSIRIKOS
GROMAX T
GUADALUPE
  VICTORIA
GUCLU

II.
GUDRUN
GULF ACE
GULF HAZE
GULF MASTER
GULF SURF
GULF WAVE
GUNUNG
GAHAPI
GURE AMETZA
GURJARI
H. U. SVERDRUP
HABICHT
HAIDA
WARRIOR
HAKOY
HALCON
HALCON
HALCYON
HALLSTA
HAMA
HANGGADA
HANOH
HAPPINESS
HARMONY
HAROLD A.
REINAUER
HASFARM
HASLINDO
HAVILAH
HAVRE AUX
MAISONS
HAYATORI
HAZOVIOTISSA
HELGA
HELGA
HELIOS
HELLAND
HELOU
HENRIETTE
HENRIQUE LAGE
HERKULES
HIDRASUND
HIGH NOON
HIGH TIDE
HIKARI
HIKAWA
HIRA
HIZIR KARAER—
HOFRUNGUR
HOLGER
HONG SOON
HOPE
HOPE
HORIZONTE
HOTAMA
HOURTIN
HSIEN YUAN
HUMMEL
HURRICANE
HUSAINA
HUSKY
HYDRA
HYFCO
IBERIA
IBERMAR
IBN KHALDOUN
IBN SINA
IGNACIO MAR
IHIN—
ILE DE
CARABANE
ILE DE
VACANCE
ILEN ROVER
ILLYRIA
INALUM
INANDILAR—
INDEPENDENCIA
INDERAPURA
INDRA
INDUSTRIES
INEZ
ING—TOFFER
INGEBORG
INPESUR
INTER NOS
INTERMARIS
IOANNIS
IOULIS KEAS
IRENE B
IRINI
IRIS
ISABELA
ISABELA
ISLAND
CRUISER
ISLENO
ISTANA
IZMIR
RAFINERISI
J. A. BISSO
JAMAICA
JAN CUX
JANIKA
JAPAN
RAINBOW
JARJOUR
JARO
JASON
JATRA
JAYA PUTRA
JELCZ
JELL
JERZY
JET
JET CRUISE
JOE KING
JOHAN
JOHANA
JOHN CADMAN
JOHN OXLEY

II.
JOSEPH ROTY
JULIA
JUNO
JURMO
KAI TAK
KALETA
KALI LIMENES
KALIMANTAN
KALTIM MAS
KALYPSO
KALYPSO STAR
KANAAD
KANDARI
KAPTAN HASAN
KAPTAN NIHAT
DOGRUYOL
KARAER
KARAWA
KARSIBOR
KARTERADOS
KARYA MINA
KASUGA
KASZUBY
KATELIA
KATERINA
KATHLEEN &
JULIE
KAYUMAS
UTAMA
KEDAUNG
KEMBLA
KENZA
KERAPU
KERAVNOS
KERFLOUS
KERTANG
KHOBAT
KIMOLOS
KING JORGE
KINGFISHER
KJERRINGOY
KOBUS
KODIAK
KOHZAN MARU
KON—TIKI
KOSAR
KOSHI
KOSTAS
KOTA SILAT
KOTA SILAT
KOUTOURIARIS
JUNIOR
KOWALSKY
KRAKOW
KROMIT
KT. CUMAWIS
KUPORT
KURI PEARL
KURNIA MULIA
KURNIA PUTRA
LA COURONNEE
LA PERLE
LA PURISIMA
CONCEPCION
LAC CHENE
LACONIKOS
LADY JANICE
LADY LISA
LADY
MARGARET
LADY MARIA
LADY OF
LOURDES
LADY SAMOA
LADY SUSHIL
LAFAYETTE
LAJU PRAKARSA
LAKSANA
LANDI
LANGELAND
LAODIKI
LARGO
LAURA
LAURENTINE
LAVALLEE
LAZARO
CARDENAS
LAZUARDI
LECHISTAN
LEILA
LEKA
LEONE
LEONIDAS
LEOPARD
LESSE
LEWANT
LIBBY
LIBERTY
LIBRA
LIBRANAVE
LINDA JANE
LINDE
LINK
LISA
LISA J.
LITSA K.
LITTLE FLOWER
LODZ
LOFOTTRAL
LOGOS
LORD
SHACKLETON
LUBLIN
LUCY
LUNA
LUNAMAR
LUSO
AMERICAN
LYDIA
LYTTELTON
MACABI

II.
MACO
MAHAPU
MAHARLIKA
MAHISHOWAR—
MAIRI
MAISTRALI
MAJESTIC
MAJU
MAKAU
MALBORK
MALIK
MAMRY
MANAMA
MANAVA
MANDOVI
MANILA
MARINE
MANOLIS
MANSURNAVE
MANUCOM
MANZANILLO
MAR DE
CORTEZ
MAR—CIN
MARANATHA
MARCELLA
MARDESIC
MAREAZUL
MARIA AMALIA
MARIA
CRISTINA
MARIA DIMAKI
MARIA LUISA
MARIDIVE
MARILAG
MARILENA
MARILIA
MARINA
MARINE FUEL
MARINE STAR
MARINE STAR
MARINERO DE
COBRE
MARISMENOS
MARK PHILIP
MAROCOPESCA
MARQUES
MARS
MARSOR
MARTHA
MARTIMUNO
MARYLOU
MASCAREIGNES
MASSIRA
MASTER W
MATA IE
MATADOR
MATAR
MATILDA
MAURICIO
MAYPESCA
MAYURA
MAZAL
MEBO
MEDAWAR
MEDGAS
MEENA
MEHERIO
MELAKA JAYA
MELINA
MELINA &
KEITH
MERAWAN
MERCANDIA
MERCANDIAN
PRINCE
MERCANDIAN
QUEEN
MERCANDIAN
SEA
MERCANDIAN
SUN
MERCANDIAN
TRADER
MERCEDES
MERCEDES
MEREGHAN
MERIDIAN
MERLION
MESRA
MICHAEL J
MICHELE A.
DEFELICE
MID STATE
MIKIALA
MIKO
MIKONO
MILBURN
CARRIER
MILLAC STAR
MILLION No.
MINADJAJA
MINASAM—
MINDANAO
CEMENT
MINTRADE
MISFAH
MISIONES
MISS CARRIE
MISS
JACQUELINE
MISS KECHIA
MISS LAUREN
MISTRAL
MOANA
MOAWEN
MOBIL
PROVINCIAL
MOCTEZUMA
MOHAWK
MOLCH

II.
MONSUN
MORELOS
MORGENSTOND
MORJANE
MORNING
GLORY
MORRITO
MOSES
MR. CLEAN
MS MERLIN
MULTI TRANS
MURAT
HACIBEKIROG-
LU
MUSTAFA
PAKSOY
MUTIARA
MUTIARA
MUTIARA JAYA
MYKONOS
MYREFISK
N. SUKRU DENIZ
NADA
NAGROOR
NAIAS
NAIBOGLU
NAJD
NAMHAE
PIONEER
NAP
NARWIK
NAUTILUS
NAVEGANTE
MAGALLANES
NAZAL
NEI RAETE
NEKKANTI—
NELLIE MC
NEPTUN
NERA
NETUNO
NEWEBE
NGUVU
NIAGA FERRY
NICKEL
NIGER PRINCESS
NIKOS
NILA
NIMFA
NINA
NIVAGA
NOAH
NOGUEROSA
NOLTY THERIOT
NOORDENDE
NOR—FISK
NORDIC
NORMAR
NORPAC
NORSEMAN
NORTH SOUND
NOTANDA
NOTRE DAME
DE
BOULOGNE
NUEVO PEMEX
OASIS
OCEAN DIVER
OCEAN TIDE
OCEAN
VICTORY
ODIN
ODYSSEAS
OGUZKAN
OISEAU DES
ILES
OKAPI
OLYMPIC
OLYMPIC
ARMOUR
OM
OMS CHINNEY
ONOME
ORCA
OREGON
OREGON
RAINBOW
ORKIA
OSCO GUNA
OUADANE
OWEN TIDE
P. L. S.
PACIFIC HAWK
PACIFIC
INVADER
PACIFIC
RANGER
PACIFIC
VENTURE
PADRE PIO
PALENCIA
PALMA
PALMAH
PAN AM
PANAGIA
FANEROMENI
PANAGIA T.
PANAGOS
PANCHES
PANDORA
PAPADIAMANTI-
S
PARASKEVI
PARAVOLAS
PARIS
PARRY
PATHFINDER
PATRICIA
PAULA
PEATHERAY G—
PEGASUS

II.
PEGGY LYNN
PELAGOS
PELICAN
PELUSA
PENDIK
PENELOPE
PENNYLUCK
PERIKANI
PERSIA
PERTUIS
PESCADOR
PESCADOR
PESCAL
PESCALAMAR
PESCAMEX
PESUARSA
PESUT
PETE TIDE
PETROGAZ
PETROLEUM
PETRON
PETROSTAR
PHASE
PHILPORTS D—
PILARY
PILOT
PINE ISLAND
PIONNER
PIRAEUS
PMS
POINT
PLEASANT
POISSON
POLAR
POLAR
POLARBORG
POLARBORG
POLARFRONT
POLARGAS
POLARIS
POLI
PONRABBEL
PORFESA
PORT OF SPAIN
PREMSHIP
PRIDE
PRINCE OF
PEACE
PRINCE OF
TOKYO
PRINCESS
PRINCESS
PRINCESS
ROYAL
PRINS WILLEM
PROGRESS
CARRIER
PROGRESS
LIGHTER
PROMARSA
PROMOPES
PROSPECTOR
PROVMAR
TERMINAL
PUERTO
NATALES
PUNTENG
PUNTLAND
PURPLE ASTER
PUTRA INDAH
PUTRI NAGA
QAASIUT
QUADRA QUEEN
QUEEN BEE—
QUEEN
ELIZABETH
QUERUBE
QUI NHON
QUICKSILVER
RABIH
RAGUENES
RAHARJA
RAICHO
RAILSHIP
RALI
RAMSES
RANGER
RAS LANUF
RATQA
RAVANNE
RAVIKIRAN
RECOVERY
RED TULIP
REDA
REDENTOR
REEF
ADVENTURER
RELIABLE
RENATE
RENY—
REO
RESOLUTION
RESOLVE
REX
RIGGER
RIO JAGUARIBE
RIO NEGRO
RIP TIDE
ROBERT JOYCE
ROBIN GAIL
ROCKY
RODOS
RODOS
ROSALA
ROTTNEST
ISLANDER
ROVINSON
ROYAL STAR
ROYLEN
ENDEAVOUR
RUBYAN

II.
RUPERT BRAND
RUSALKA
S. A. KUSWAG
S. S. ADVANCE
SAGAR
MEXICANA
SAGARIKA
SAINT JOSEPH
SAINT KILLIAN
SAINT LOUIS
SAINT
NICHOLAS
SAINT PATRICK
SALIM
SALINDO
PERDANA
SALLY
SALTY
SALVAGE
SALVIA
SAM
SAMARRA
SAMUDRA JAYA
SAN ANTONIO
SAN CRISTOBAL
SANCHO
SAND
SWALLOW
SANFOOD
SANSINENA
SANTA CRUZ
SANTA FE
SANTA MARIA
SANTINI
SAONA
SAPPHIRE
SARABELLE
SARANA
SARDINA
SASANO
SATECNA
SATELLITE
SATURNO
SAVVAS
SCHELDE
SCHELDEWACH-
T
SCORPA
SEA BAY
SEA BREEZE
SEA DRAGON
SEA EAGLE
SEA EAGLE
SEA EXPLORER
SEA FREEZE
SEA GODDESS
SEA HARVESTER
SEA HAWKE
SEA KING
SEA PEARL
SEA RAIDER
SEA SERV
SEA SHEPHERD
SEA VOYAGER
SEA WOLF
SEA WOLF
SEABORN
SEABULK
SEADUTY
SEAEMPRESS
SEAGRACE
SEAHOPE
SEAL
SEALANE
SEALIFE
SEAMAGIC
SEAMENT
SEAMROG
SEAMUSIC
SEAPRIDE
SEAPRINCESS
SEAQUEEN
SEASTAR
SEATRADER
SEATRADER
SEAWIND
SEEMOWE
SEKA AKDENIZ
SEKOU BARADJI
SELAMAT
SELAT MADURA
SEMPRE AVANTI
T
SENA
SENTINEL
SERVIPORT
SETIF
SEYDOU NOROU
TAAL
SHAH BADAR
SHARK
SHARON DAWN
SHEENA MAC
SHEN NON
SHERATON
SIAC
SIGGEN
SIKOR
SILVER
HARVEST
SIMBA
SINAR
HARAPAN
SINAR
PALEMBANG
SINDIBAD
SINHABAHU
SIONING
SIR GORDON
SIRIUS
SITKA

II.
SKIPPER
SKOLJKA
SKORPIOS
SMARA
SOFUOGLU
SOLIDOR
SOMARCO
SOMTRANS
SONIA Mc
SOUNDCEM
SOUTHPORT
SPABUNKER
SPANISH QUEEN
SPARTAN
SPES UNICA
SPIEKEROOG
SPRAY
SPYROS
ST. GEORGE
STAMATA
STAR
STAR
STAR WARS
STAVRAKIS
STELLA
STELLA MARIS
STELLA S.
STIG WILLY
STOERTEBEKER
STORA—
KORSNAS—
LINK
STRAIT CARRIER
SUB SIG
SUDARWAN
SUHAIL
SULAWESI
SULPICIO
CONTAINER
SULTAN
MAHMUD
BADARUDDIN
SUMBER DAYA
SUMBER
MUTIARA
SUMMIT
SUN
SUN
SUN ON
SUN RIVER
SUNGAI DJANG
SUNGAI YANG
SUNRISE
SUNSHINE
SUPERCAT
SURYA
SURYATEJA
SUSAN MARIE
SWIFT WATER
SYMI
SYRA
TADORNE
TAGANT
TAIBAH
TAIYOH
TAKARI
TAKIS M
TALA
TALASEA
TALIA
TAMANLAR—
TAMARII
MOOREA
TAMAHII
TUAMOTU
TAMBAI
TANJUNG
TANKTRADER
TANTO PERMAI
TANTO SAKTI
TARA
TARASCO
TAREO
TAROUDANT
TARU
TATA
TATIANA
AGAPITOU
TAUETE
TAURO
TEMEHANI
TEMEL—
TERESA MARIE
TERSEN
TESSALA
TEVFIK KAPTAN
THAI DUONG
THASSOS
THE GIPPER
THE SEEKER
THEMISTOCLES
THERESA R.
THERMAIKOS
THORSNES
THOUSAND
ISLANDER
TIBURON
TIDAL WAVE
TIDEWATER
TIEN THANH
TIERRA DEL
FUEGO
TIGER FISH
TIMSAH
TIRIS
TOFTE
TOLOMATO
TORO
TOROSLAR
TRANSPORTER
TREVIGNON

II,
TRICOLOR STAR
TRINITY
TRINITY
TRISNA
TRISTANIA
TRITON
TRIUMPH
TSEKOA
TUHAA—PAE
TUNA
TURANLAR
TWEIT
UDAWA
ULTRAMAR
ULTRATEC
ULYSSES
UNITY
URUPEZ
USAHA MINA
VAISHALI
VALLETA
VASILIKI
VASILIOS
VASSILIKI
VEGA
VELVET CHORD
VENTURER
VENUS
VENUS
VERACIOUS
VIBHA
VICTORIA
VICTORIA
VICTORIA
VIKI LYNE
VINKERI
VITALI
VITO C.
VIVARI
VOO SHEE
VOYAGER
VROUWE
ELISABETH
W. D. HADEN
W. D. MEDWAY
WAI WAI
WARRIOR
WARSZAWA
WASHINGTON
RAINBOW
WATERS EDGE
WAXHOLM
WEST WIND
WHITE
MAGNOLIA
WHITEHEAD
WIDGEON
WIKO
WILCON
WILLIAM HENRY
WIRABUANA
WISNU
WITASSIST
WITSERVICE
WORLD
ACHILLES
WORLD WING
WOURI
XIFIAS
YAKIT
YALIKOY
YAMPI LASS
YANNIS
YEOCOMICO
YONGJA
YU TSAO
YUN AN
ZAHER
ZAINALREZA
ZAMTUG
ZANET
ZEPHYR
ZODIAC
ZOJA
ZUBEIDI
21 OKTOOBAR
II AV KARLSKRONA, ASPO
II B, TAMARII MOOREA
II SHIPPER, JOB
II—S, CLARAFE—
IIA, KAYUMAS TIMBER
III,
ABC
ABOITIZ
SUPERCONCARRIER
ACARREO
ACT
ADALEN
ADLER
ADNOC
AEGINA
AHMAD
AIDA
AJAX
AL JABER
AL RAYASH
AL SALAM
ALATAIF
ALBATROS
ALESON
ALEX
ALEXANDROS
ALMIRIA
ALPES
AMERGER
AMIGO
AMPERA
AMRTA
ANGELA
ANGELIKI

III,
ANGGADA
ANOMAN
ANSA
API
APOLLO
ARCAVERDE
ARCTIC
ARPECO
ARSCO
ARVAG
ASIE
ASMAK
ASPA
ATACAMA
ATLANTIS
ATUN
AURI
AURIGA
AVENCASA
AYDA
BAAS KOBUS
BAHAGIA
BAHIA
GUAYMAS—
EMPALME
BAHTERA MAS
BANTENG LAUT
BARBAROS
BARI
BARUNA JAYA
BASSI
BELLESOL
BENGUELLA
BENHILL
BIG DIPPER
BIMA
BIMAS JAYA
BIMASRAYA
BINA MARGA
BINTANG
SAMUDRA
BIO MAR
BITUNAMEL
BLANG
LANCANG
BON SECOURS
BONNIE B
BONTANG
BORRASCOSA
BOTRAL
BRANDING
BUANA
BUILDER
C. E. M.
CAMARONERA
DE TAMPICO
CAMARONES
DEL GOLFO
CANADIAN
CANMAR BARGE
CANMAR
EXPLORER
CANMAR
SUPPLIER
CAPITAINE LA
PEROUSE
CAPTAIN COOK
CAPTAIN LUCAS
CARIBE
CASABLANCA
CAVENCA
CHAKRAWALA
CHALLENGER
CHALUCAP
CHARLES H.
CATES
CHATCHAWIN
CHOON HONG
CIHERANG
CLARET
CO—OP
EXPRESS
COCORA
CODEPECA
COLOMBO
CONCO
CONDOCK
CONTAINERSHIPS
COSMOS
COSTAS TH.
CRESTA
DARTMOUTH
DEBORAH
DEEP SEA
DELFIN
DELFINI
DELSAN
DESTINY
DHIRAN K.
DIMINI
DONA TRINIDAD
DUMP BARGE
EGABRAG
EIDE RESCUE
EL LOUD
ELLINA
EMEK
EMERALD
ENEZ EUSSA
ENNASR
EQUATOR
EQUATOR
ESCAMA
ESCO
EVANGELIA
EVANGELISTRIA
EVANGELISTRIA
FAHED
FARIDA
FARSEA

III,
FAY
FAYROUZ
FERVEL
FISHERMEN
FLYING
DOLPHIN
FLYING IKAROS
FORTUNA
FOURNOI
FRANK & MARIA
FRISIA
GARUDA
GARWARE
GASSAN AL
BAKRY
GEGA
GEHAD
GEOMAR
GERMON
GERONIMO
GHARIB
GIRASOL
GIRL PAT
GOLDEN
DRAGON
GRAN CACIQUE
GRANE
GREENVILLE
GROMAX T
GULF WIND
GUS
HAI
HALIFAX
HANOH
HARMONY
HELGA
HENRIQUE LAGE
HENRY R
HERAIKA
HEREKE
HIRA
HIZIR REIS
HOFRUNGUR
HOPE
HORIZONTE
HORNET
HUSAINA
IBERMAR
IGNACIO MAR
INDOBARUNA
INDRA
INDRAMINA
INEZ
INNOVATIE
INPESUR
INTERNUSA
IRENE B.
ISLA DE TRIS
ISTANA
IZMIR
RAFINERISI
JARJOUR
JASON
JEAN
SEBASTIEN
JET
JET CRUISE
JMS
JO ANNE
REINAUER
JOHAN
JQ BAV
KAHENDA
KALI LIMENES
KALYPSO
KALYPSO STAR
KANAAD
KAPETAN
ANTONIS
KAPTAN HILMI
KARIM
KARSIBOR
KARYA MINA
KATOU
KENZA
KERAPU
KHADIJA
KHUZAM
KILYOS
KIMOLOS
KING JORGE
KOCLAR
KOSHI
KOTA SILAT
KOWALSKY
KRAN
LA PERLE
LADY
MARGARET
LAJU PRAKARSA
LAMBRINI
LANASA
LANGELAND
LANGEOOG
LE ROYALE
LEILA
LEONE
LIBERTY
LIGOMO
LINK
LONGVA
LUCKY
M. J. K.
M. O. T. TUG
MABEL SUSAN
MADISON
MAHANOVA
MAHTAB JAVED
MAIRI
MAMMUTKRANA

III,
MANAMA
MANAVA
MANOLIS
MAR DE
CORTEZ
MAR DEL SUR
MARCELLA
MARIDIVE
MARIMA—
MARION
MARK
MAROCOPESCA
MARRAKECH
MARWAH
MASIRAH
MASSIRA
MATA IE
MEGALOCHARI
MEHERIO
MELAKA JAYA
MERATUS
MERCANDIA
MERCANDIAN
IMPORTER
MERCEDES
MICHAEL
MIDGARD
MISFAH
MISS FREEPORT
MISS
JACQUELINE
MOANA
MOAWEN
MOON RIVER
MORNING MIST
MOSES
MR. CLEAN
MURAT
HACIBEKIROGLU
MUTIARA
N. SUKRU DENIZ
NAFTILOS
NAIBOGLU
NAJD
NAP
NEPTANK
NGAMARU
NICODEMUS
NIKOLAOS
NOAH
NOORDZEEREUS
NORDO
NORPAC
NORTH STAR
NORTHEASTER
NUEVO PEMEX
NUSANTARA
OCEAN CARIB
OCEAN DIVER
OCEAN STAR
OCEAN
TRADERS
OCEAN
VICTORY
OLYMPIA
OM
ORCA
ORION
OUADANE
PAPAGEORGIOU
PASA
PEATHERAY G—
PEMBANGUNAN
PERSEY
PESCADOR
PESCADOR
PESCAFISH
PESCALAMAR
PESCAMEX
PESUT
PETROLEUM
PETRON
PETROSTAR
PHILANDERER
PHILPORTS D—
PIKE
PILARY
PILOT
PILOT
PINHEIRO
PIONNER
PIREAS
PMS
POISSON
POLAR
POLAR
PORFESA
PORT ROYAL
PREMSHIP
PROMAR
PROTECTOR
PUZON
QUEEN AMIE
QUEEN BEE—
RAHARJA
RAILSHIP
RANGER
RAS LANUF
RATQA
RAVI KIRAN
RAY PATRICK
G—
REDA
REDENTOR
RIBAR
ROBERTA
RUBYAN
RYAD
SAGAR
MEXICANA

III,
SAGARIKA
SALIM
SALVACION
SAMI
SAMPAGA
SAMPURNA
SAN MARTIN
SAND
SWALLOW
SANTA
BARBARA
SANTA LUCIA
SARDINA
SATURN
SAUVETEUR
SAVOYDEAN
SCHELDE
SCILLONIAN
SEA PRINCESS
SEA SERV
SEABULK
SEAHORSE
SEALIFE
SEALUCK
SEAMENT
SEAWELL
SEMARANG
SETRA
SEVINCLER
SHANNON
SIKOR
SILM
SILVER HAWK
SILVER STAR
SIRIN
SIRIUS
SIRONTALO
SKIPPER
SLAMET
SOFULAR
SOLVANG
SOMARCO
SOPECHE
SOPESCA
SOU'WESTER
SOUNDCEM
SPIEKEROOG
SRI MEWAH
ST. PETER
STOERTEBEKER
STORMY SEAS
SUB
SUHAIL
SULPICIO
CONTAINER
SUNRISE
SUNSHINE
SUPERCAT
SURYA TEJA
TABBY
TAKARI
TANJUNG
TAPORO
TARANTINO
TERESA MARIE
TERESA MARINE
TEXCLIPP
THASSOS
THUAN AN
TIBURON
TJIPTA
RAHARDJA
TONINA
TOROSLAR
TRANSPETROL
TRIDENT
TRINIDAD
TROPICAL
PRINCESS
TUI CAKAU
TWEIT
TWILIGHT
UCO
UDAWA
ULTRAMAR
UNITY
URRACA
USAHA MINA
VAISHALI
VALVOJA
VASILIKI
VASILIOS
VELOS
VENCEMOS
VERA
VICTORY
VIET DUC
VIKING
VILLE DE
CHINGUETTI
WANDERER
WEGA
WENAS
WEST WIND
WIRON
WISNU
WITSERVICE
WM. P.
KENNEDY
WOLFE
ISLANDER
WOURI
XIFIAS
YADRAN
YOSHI
ZEUS
ZIM CARIBE
ZIM ESPANA
ZIM KINGSTON
ZIM MANILA
ZOE

III,
ZOHRA
ZURIA
21 OKTOOBAR
III WAZA, ZYGMUNT
III—1, CARAKA JAYA NIAGA
III—2, CARAKA JAYA NIAGA
III—3, CARAKA JAYA NIAGA
III—4, CARAKA JAYA NIAGA
III—5, CARAKA JAYA NIAGA
IK, BUM
IKAROS, THITA
IKAROS I, FLYING
IKAROS II, FLYING
IKAROS III, FLYING
IKI, ANADOLU
IKITSUKI, FERRY
IKITSUKI No. 5, FERRY
IKITSUKI No. 8, FERRY
IKPAN, RIVER
IL,
BOUK
BUM
CHUN
DONG
DUCK
HAN
JIN
SAM
SE
TAE
WOO
YOUNG
IL CAR FERRY, HAN
IL No. 1,
DONG
YU
IL No. 2, HAN
IL No. 3, KWANG
IL No. 7, HAN
IL No. 11,
DAI
WOO
IL No. 33,
DAE
WOO
IL No. 77, HAN
IL No. 81, SE
IL No. 82,
CHUN
SE
IL No. 91, HAN
IL No. 101, HYUN
IL No. 102, SUN
IL No. 103, SUN
IL No. 105, SAM
IL PO, SAM
ILCHENKO, MEKHANIK
ILDA,
LADY
LINDA &
ILDE, DON
ILE, BELLE
ILE DE CARABANE 1, L'
ILE DE FRANCE, CGM
ILES,
GRUE DES
OISEAU DES
POINTE SEPT—
ILES II, OISEAU DES
ILES XI, AMOURS DES
ILES XII, AMOUR DES
ILHA BELA, TUPI
ILHAS, CRUZEIRO DAS
ILHAVO, CIDADE DE
ILHO, CHUNDO
ILIENNE, L'
ILIMSK, UST—
ILIOS, PORTOKALIS
ILLIA, PRESIDENTE ARTURO
UMBERTO
ILLING, BRUNO
ILLUSTRIOUS, SEABOARD
ILMOVYY, MYS
ILOG, MAGANDANG
ILSABE, MCW
ILYAS BODUROGLU, HACI
ILYAS KALKAVAN, KAPTAN
ILYICH,
PORT—
VLADIMIR
ILYICHA,
PAMYAT
ZAVETY
ZAVYETY
ILYICHYOV, PYOTR
ILYIN, ILYA
ILYINSKIY, IGOR
IMABARI, FERRY
IMAM EL HUSSEIN, EL
IMAMOGLU,
KASIM
KAZIM
NAZIM
TAHSIN
IMANOL, TXOMIN—
IMANOV, AMANGELDY
IMBEAU, ARMAND
IMBITUBA, NORSUL
IMMELA, PRINCESS
IMPERIAL, THE
IMPLACABLE, SEABOARD
IMPORTER III, MERCANDIAN
IMPROVER, BAHAMAS
IN,
DAY—
HAI
TIEN
IN BLUE, LADY
IN No. 33, DONG
IN No. 55, DONG
IN No. 101, SE

IN SOO, MISS
INA, NUSA
INACIO, FEITOR JOAO
INCEE, PLA
INCIARTE, LAGOVEN
IND AL SEA, ESK
IND. 26827, IRAN MARINE
IND. 31781, IRAN MARINE
IND. 31795, IRAN MARINE
INDAH,
ALAM
ARMADA
BAHTERA
NUSANTARA
BHAYU
BINTANG
GLORA
GOLDENSARI
ISABELLA
KOTA
KUMALA
MUARA
NUSA
NUSANTARA
PACIFIC
PUTRA
SADAR
SAMUDRA
SAMUDRA
TIMBER
WIJAYA
INDAH I, PUTRA
INDAH II, PUTRA
INDEIJ, MARTHEN
INDEPENDENCE,
ALLIGATOR
ARCO
ENERGY
FLYING
MICRONESIAN
SEA—LAND
TRADE
INDEPENDENT, KINSMAN
INDERA SAKTI, SRI
INDIAN,
LITTLE
ONE LITTLE
INDIAN OCEAN, SEALIFT
INDIANIC, FRIO
INDIAS, CARTAGENA DE
INDIO, PUNTA
INDOMITABLE, PANKAR
INDONESIA,
ASIA
GAS
PUSRI
INDRA,
PULAU
SRI
INDRAPURA I, SRI
INDUS, RIVER
INDUSTRIYA, PISHCHEVAYA
INES,
RIBAZON
SANTA
SANTA
INES DE ULLOA, DONA
INFANZON, CAMPA DEL
INGE,
ERRIA
TOR—
INGEBRIGTSEN, ALDOR
INGELOW, JEAN
INGENIERO II, EL
INGER,
FEDERAL
FRU
FRU
INGRAM, MARTHA R.
INGRID, DRONNING
INGRITA, HUAL
INI, ANGEL
INLAND DREDGE IV, DCI
INLET, WESTERN
INNOVATOR,
CHINA STEEL
CHL
CSL
HYUNDAI
SEA—LAND
INSCRIPTION, CAPE
INSPECTOR,
EL
SEA
SOSI
STM
INSTALLER,
DYNAMIC
NORTHERN
INTAN,
KOTA
MAXUS
TELOK
INTEGRITY,
MARITIME
SEA—LAND
SEABOARD
STOLT
TOMIS
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INTI, PALAPA
INTILAQ, AL
INTREPID,
CARIBBEAN
HYBUR
KONKAR
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INVADER,
NPMC
SOUTHERN
INVADER II, PACIFIC

- INVERNESS, ESSO
- INVESTIGATOR,
  - COMALCO
  - IWTA
- INVESTMENT, KEE
- INVESTOR, WESTERN
- INVICTA, STENA
- INVINCIBLE, SEABOARD
- IOANNIS, AGIOS
- IOANNIS R, AGIOS
- IOANNIS S., CAPTAIN
- IOFFE, AKADEMIK
- IOGANSON, KHUDOZHNIK
- IOLITE, NEPTUNE
- IONIAN, FRIO
- IONION, MARE
- IOS, NISSOS
- IOSIF ORBELI, AKADEMIK
- IOSSELIANI, YAROSLAV
- IPO 3001, IPO—
- IPSWICH,
  - CITY OF
  - CONTSHIP
- IPU, NORSUL
- IQUIQUE, OF.
- IRATUM, MARE
- IRENE,
  - MARI
  - REBECCA
  - SANTA
  - ST.
- IRIA,
  - COVA DA
  - N. S. DA
- IRIAN, PULAU
- IRINI, AGIA
- IRIS,
  - ASIAN
  - BLUE
  - C. S.
  - CALAYAN
  - LADY
  - NEPTUNE
  - NIELS—
  - SETO
- IRLANDA,
  - COSTA DE
  - MAR DE
- IRON, WATER
- IRWIN, ROBERT J.
- IS, PROPEMEX LP—
- IS ABLE, GOD
- IS GOOD, GOD
- ISAAC, DON
- ISAAC VII, DOM
- ISAAC VIII, DOM
- ISAAC XVI, DOM
- ISAAC XVII, DOM
- ISAAKYAN, AVETIK
- ISABEL,
  - CACICA
  - CAPE
  - ISLA
  - SANTA
  - SANTA
  - SANTA
  - SUN
- ISABEL I, MARIA
- ISABEL II, DONA
- ISABELA, ISLA
- ISABELL, CLAUDIA—
- ISABELLA,
  - D'
  - MARIA
  - PRINCESS
- ISABELLE, PORT
- ISAKOVSKIY, MIKHAIL
- ISAYENKO, NIKOLAY
- ISAYEV, VASILIY
- ISCHIA, CITTA DI
- ISELIN, R. V. COLUMBUS
- ISHAK, BNOU
- ISHETA, RELGAS
- ISHIN, NEW
- ISHRAT, AL—
- ISIDORO, NUEVO
- ISIDORO DUARTE, CAP
- ISIK,
  - MURAT
  - RIZA
  - UGUR
  - ZIHNI
- ISIM, KAPTAN BURHANETTIN
- ISIS,
  - PACIFIC
  - STRIDER
- ISKRA,
  - LENINSKAYA
  - LENINSKAYA
- ISKRY, LENINSKIYE
- ISLAM, N.
- ISLAMOGLU,
  - GULTEN
  - TIMUR
- ISLAND,
  - ARKTIS
  - ATLANTIC
  - AVERY
  - BAY
  - BIRD
  - BLIGH
  - BRETON
  - BRETON
  - BUSHROD
  - CARIBBEAN
  - CAT
  - CHISIK
  - CITRUS
  - CONEY
  - DEER
  - DIAMOND
  - DIANA
- ISLAND,
  - DISCOVERY
  - DODGE
  - EMERALD
  - EMERALD
  - FIRE
  - FORUM
  - GLAS
  - GOLDEN
  - GOLDEN
  - GRACE
  - GREEN
  - GULF
  - HERMES
  - HOLIDAY
  - HYUNDAI
  - IONIAN
  - JAMES
  - KEN
  - KODIAK
  - LAUREL
  - LEYTE
  - LONG
  - LONG
  - LONG
  - MANHATTAN
  - MARSH
  - MARSH
  - MATAGORDA
  - MUSTANG
  - NORTH
  - NORTHERLY
  - NUKA
  - OCEAN
  - ORCHIS
  - OUTER
  - PADRE
  - PADRE
  - PALAWAN
  - PARRIS
  - PELICAN
  - PROVIDENCE
  - REEF
  - SABLE
  - SAN JOSE
  - SEA
  - SEA
  - SEAL
  - SHELTER
  - SHIP
  - SITKIN
  - SMITH
  - SOUTH
  - SOUTHERN
  - STAR RHODE
  - SUGAR
  - SUN
  - TANGIER
  - TASMANIAN
  - THE
  - TIMBALIER
  - TINOS
  - TRANS
  - TREASURE
- ISLAND BANKER, FUNK
- ISLAND I, GREEN
- ISLAND II, PINE
- ISLAND PRINCESS, VANCOUVER
- ISLAND TRADER, LINE
- ISLANDER,
  - AMHERST
  - BAY
  - BERMUDA
  - CARIB
  - CORAL
  - CROWN
  - GREAT
  - PACIFIC
  - PACIFIC
  - PELEE
  - SEA
  - SPICE
  - SUGAR
  - THOUSAND
  - WADNOR
- ISLANDER II,
  - ROTTNEST
  - THOUSAND
- ISLANDER III, WOLFE
- ISLANDER IV, THOUSAND
- ISLANDIA,
  - COSTA DE
  - FREJA
  - MAR DE
- ISLANDS,
  - CAROLINE
  - EAST
  - EMERALD
  - FRIENDLY
  - LILAC
  - LOTUS
  - NORTH
  - PEONY
  - PRIMROSE
  - QUEEN OF THE
  - ROSE
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  - WEST
- ISLAY, SOUND OF
- ISLE,
  - ALASKAN GRANDE
  - BAHAMA
  - BELLE
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  - DEVILS
  - EMERALD
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  - FOGO
- ISLE,
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  - WESTWARD
- ISLE BANKER, BELLE
- ISLE CITY, SEA
- ISLES,
  - DUCHESS OF THE
  - HEBRIDEAN
  - LORD OF THE
  - QUEEN OF THE
  - SOMERS
- ISMAIL,
  - BOU
  - KAPTAN
  - SIDI
- ISMAIL CILLIOGLU, KAPTAN
- ISMAIL KAPTANOGLU, HACI
- ISMAIL 2, SAFINA—E—
- ISO, PELEGO
- ISO—4, SMIT
- ISOLE, FRECCIA DELLE
- ISSA, AHMED
- ISTANBUL, M. N.
- ISTRE, KRILA
- ITALIA,
  - FRIO
  - STAR
  - TAABO
  - ZIM
- ITALY, CONTSHIP
- ITCH, MADAM DENIM
- ITCHEN, W. D.
- ITTUK,
  - ANGAJU
  - ANGUTEQ
  - AQIPI
  - AQQALUK
  - NAJA
  - NIKKI
  - NIVI
  - NUKA
  - NUNGU
- IULIA, ALBA
- IULIANO,
  - GINA
  - MICHELE
- IV,
  - ABC
  - ACT
  - ADLER
  - AJ—
  - AJAX
  - AL JABER
  - AL ZAHER
  - AL—MOJIL
  - ALATAIF
  - ALBATROSS
  - ALDEBARAN
  - ALEX
  - ALEX
  - ALGOSAIBI
  - ALMIRIA
  - AMPERA
  - ANGELIKI
  - ANGGADA
  - ANOMAN
  - ANSA
  - ANTWERPEN
  - API
  - ARBUMASA
  - ARCTIC
  - ARPECO
  - ASTRA
  - ATACAMA
  - ATUN
  - AVENGER
  - AZGAD
  - BAHAGIA
  - BAHMAN
  - BANTENG LAUT
  - BARI
  - BARRACUDA
  - BASSI
  - BENHILL
  - BIGORANGE
  - BIMA
  - BINTANG SAMUDRA
  - BLANG LANCANG
  - BOBO
  - BOTRAL
  - CAMARONERA DE TAMPICO
  - CAMARONES DEL GOLFO
  - CANMAR SUPPLIER
  - CAPT. B
  - CAVENCA
  - CHALUCAP
  - CHILOE
  - CHRISTIAN
  - CIHERANG
  - CODEPECA
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  - COMMODORE
  - COSMOS
  - DANIELA
  - DANILO
  - DCI INLAND DREDGE
  - DCI TUG
  - DELFIN
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- IV,
  - DERRAMAN
  - DIANCA
  - DOLPHIN
  - DONA TRINIDAD
  - E. T. OCEAN
  - EIDE BARGE
  - EIDE RESCUE
  - ELBELLA
  - ESCAMA
  - EURASIA BARU
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  - EXPLORER
  - FAIRPLAY
  - FAL
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  - FAYROUZ
  - FISHERMEN
  - FLYING DOLPHIN
  - FORTUA
  - FOUR POINT
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  - GARWARE
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  - GLENUGIE
  - GOLDEN ROSE
  - GRAND MANAN
  - GREENVILLE
  - HANOH
  - HIRA
  - HURRICANE
  - IGNACIO MAR
  - ISLAND PRINCESS
  - IZMIR RAFINERISI
  - JARJOUR
  - JET
  - JQ BAV
  - JUPITER
  - KAI
  - KALYANI
  - KANAAD
  - KARAPIPERIS
  - KARSIBOR
  - KARYA MINA
  - KENZA
  - KIM
  - KRAN
  - LADY MARGARET
  - LAGE
  - LANGEOOG
  - LEONE
  - LORENZO CONTAINER
  - M. J. K.
  - MAH
  - MAHANOVA
  - MAIGU
  - MANNESMANN
  - MAR DE CORTEZ
  - MAR DE CORTEZ
  - MARCALA
  - MARGARET
  - MARIDIVE
  - MARILOU
  - MAROCOPESCA
  - MARRAKECH
  - MARWAH
  - MASRI
  - MASSIRA
  - MERCANDIA
  - MINDANAO CEMENT
  - MIRAGE
  - MISFAH
  - MISS JACQUELINE
  - MISS LORI DAWN
  - MOANA
  - MOAWEN
  - MORELOS
  - MORRALLA
  - MUTIARA
  - NAFTILOS
  - NAIBOGLU
  - NANA ANAISIE
  - NEFELIN
  - NEPTANK
  - NOAH
  - NUEVO PEMEX
  - NUISANCE
  - OASIS
  - OCEAN CARIB
  - ORION
  - PAULINA
  - PEATHERAY G—
  - PEMEX
  - PERIKANI
  - PESCADOR
  - PESCADOR
  - PESCAMEX
  - PESQUERA
  - PHILPORTS D—
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  - POLAR
  - POLAR
  - POLSTJARNAN
  - PREMSHIP
  - PROMAR
  - RAHARJA
  - RAS LANUF
  - RATQA
  - RAVI KIRAN
- IV,
  - RAY PATRICK G—
  - REDA
  - REDENTOR
  - RIBAR
  - RODMAN SWIFT
  - ROLANDOS
  - RUHUI RAHAJU
  - RUPERT BRAND
  - S. A. KUSWAG
  - SAGAR MEXICANA
  - SANTA ELENA
  - SARDINA
  - SATECNA
  - SCHELDE
  - SEA HORSE
  - SEA HORSE
  - SEAMENT
  - SEDULOUS
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  - ST. ANTHONY—
  - STAATSOLIE
  - STAR
  - STORNOWAY
  - SULPICIO CONTAINER
  - SUMBER MUTIARA
  - SUNNAN
  - SURYA TEJA
  - TAKARI
  - TAPORO
  - TERESA MARIE
  - THASSOS
  - THOUSAND ISLANDER
  - TIBURON
  - TRIDAYA BARUNA
  - TWEIT
  - UDAWA
  - ULTRAMAR
  - UNDERAS SANDTAG
  - UNITY
  - USAHA MINA
  - VASSILIS
  - VELERO
  - VENERA—
  - VIBHA
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- IVA, KAYUMAS TIMBER
- IVAN,
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  - OTAC
- IVAN PURVIS, W. J.
- IVANOV,
  - ALEKSANDR
  - ANDREY
  - KAPITAN MODEST
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  - LEONID
- IVERSEN,
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- IWAKI MARU, SHIN
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  - BONECOM
  - BUNGA TERATAI
  - DARSA JAYA
  - DCI DREDGE
  - DELFIN
  - ESCAMA
  - EVANGELISTRIA
  - F. P. T.
  - FAIRPLAY
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  - GLORY SELATAN—
  - IGNACIO MAR
  - INDUSTRIES
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- IX,
  - KERISH
  - KONG FREDERIK
  - KOTA SILAT
  - LORENZO CONTAINER
  - MAR DE CORTEZ
  - MAR DE CORTEZ
  - MARIDIVE
  - MESRA
  - MINDANAO CEMENT
  - NAGROOR
  - NATIONAL
  - NEJMAT EL PETROL
  - NEWEBE
  - POLAR
  - RABUNION
  - RAYMOND
  - RENOVATION
  - SANATARIA
  - SARDINA
  - SEAMENT
  - SERVICE
  - SILVER MAS
  - STARFISH
  - SULPICIO CONTAINER
  - SUMBER
  - SUMBER MUTIARA
  - TAG
  - TELOK
  - ULTRAMAR
  - VASILIOS
  - VASSILIS
  - VIET DUC
  - VIVA PENAFRANCIA
  - WISNU
  - WOURI
  - ZULIANO
- IXKULIN, MONTE
- IZAN, CROIX
- IZARO, ISLA DE
- IZENA, FERRY
- IZHMA, UST—
- IZMAYLOV, KAPITAN M.
- IZMIAKOV, KAPITONAS
- IZOTOV, KAPITAN
- J,
  - A
  - ADELE
  - ADMIRAL
  - ANITA
  - ANKE
  - ANNETTE
  - APHRODITE—
  - ARTURO GOMEZ
  - ATHENA—
  - BOBBI
  - CAPRICORN
  - CARLOS
  - CINDY
  - DOMINICK
  - DONNA
  - DOUGLAS
  - FRANCES
  - HEIDI
  - HERDIS
  - K
  - KOBE
  - LILIANE
  - LIN
  - MANDY
  - MARCY
  - MARIA
  - MARK
  - MARY
  - MATTHEW
  - MATTY
  - MICHAEL
  - MISS DONNA
  - MR.
  - NADIA
  - OCEANIC
  - PHILIP
  - RAFIK—
  - SALLY
  - SARAH—
  - STEPHAN
  - THELMA
  - TONYA—
  - VAUD
- J C DU PLESSIS, P
- J CONRADIE, P
- J II, MICHAEL
- J.,
  - CORNELIA
  - J. B.
  - JANE S.
  - LORETTA
  - MR. JESSE
  - OLAF
  - S. D.
  - THORSTEN
- J. AGNICH, FRED
- J. BOLAND, JOHN
- J. BOURG, ALBERT
- J. BROWN, CECILIA
- J. BURTON, W.
- J. CALLAWAY, CASON
- J. CHERAMIE, RENE
- J. CONRAD, JR., EARL
- J. CORT, STEWART
- J. COWLEY, LEONARD
- J. DUGAN, WILLIAM
- J. DYER, ARTHUR
- J. ENTERPRISE, H.
- J. F. SUDGEN, CDR.
- J. FIDDLER, CAPT.
- J. FLYNN, GUSSIE
- J. FOWLER, GILBERT
- J. HAUGE, JR., CPL. LOUIS
- J. II, LISA
- J. IRWIN, ROBERT
- J. IVAN PURVIS, W.
- J. K. III, M.
- J. K. IV, M.
- J. LAWRENCE, W.
- J. MAGALIE, S.
- J. McALLISTER,
  - A.
  - MICHAEL
- J. MCCARTHY JR., WALTER
- J. MCPHILLIPS, WM.
- J. MINNERS, ARTHUR
- J. MUGICA, FRANCISCO
- J. MUNZER, R.
- J. ORGERON,
  - JOSEPH
  - JUAN
- J. REINAUER, H.
- J. REISS, RICHARD
- J. SAFRIK, E.
- J. SAVOIE, ALBERT
- J. SHERIDAN,
  - H.
  - T.
- J. SISTER, J.
- J. SOUZA, CAPT. M.
- J. SUTTON, WILLIAM
- J. TABELING, JOHN
- J. TER—MORSHUIZEN, A.
- J. THOMAS, B.
- J. TROTTER, W.
- J. TURECAMO,
  - HELEN
  - KIMBERLY
  - MARIE
- J. USEN,
  - MICHAEL
  - PETER
- J. W., CAPT.
- J. WINSLOW, MARJORIE
- J. 1, A.
- J—TRES, MILAGROSA
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- JABBAR, EL
- JABER I, AL
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- JABIER S., DON
- JABIR, IBN
- JABRIYAH, AL
- JACINTH, NEPTUNE
- JACINTO,
  - EMILIO
  - EXXON SAN
  - GENERAL
  - SAO
- JACK,
  - AMBER
  - CAPT.
  - CAPT.
  - CRACKER
  - DR.
  - HANDY
- JACK LUMMUS, 1ST LT.
- JACKAL, CAM
- JACKET,
  - RED
  - RED
- JACKMAN, CAPT. HENRY
- JACKS,
  - AWEER
  - NAIEF
  - THREE
- JACKSON,
  - D. E.
  - G. W.
  - HERBERT C.
  - L. R.
  - MISTER
  - PRESIDENT
  - R. P.
  - STONEWALL
  - STONEWALL
- JACKSONVILLE, COASTAL
- JACKY, FRED—ERIC—
- JACOB,
  - ALBERT
  - ARIE
  - BRIGITTE
  - DIRK
  - ERIKA
  - HELENE—
  - MAARTEN
  - MARRIE
  - MARRIE
  - TANJA
  - WALTER
  - WILLEM

JACOBA,
  AALTJE
  CLASINA
  DINA
  ESTER
  HILTJE
  JANNY
  JOHANNA
  MARIA
  TJEERD
  TJEERD
JACOBSON, JOHN
JACQUELINE, LADY
JACQUELINE II, MISS
JACQUELINE III, MISS
JACQUELINE IV, MISS
JACQUELINE V, MISS
JACQUES,
  CAP SAINT
  COTE SAINT
  FRERES
JACQUES SERRIS, JEAN—
JADE,
  ACX
  AURORA
  BLUE
  CITRON
  EQUATOR
  HONAM
  ISLAND
  KOREAN
  KOTA
  MARITIME
  MC
  MERCURY
  MSC
  NEPTUNE
  OCEAN
  OCEAN
  ORIENTAL
  PACIFIC
  SEA
  SEA
  STOLT
  TROPIC
  VIKING
  WESTERN
JADRAN, PLAVI
JADUNATH SINGH PVC, NAIK
JAE SAN, WANG
JAE SEUNG, BAEK
JAEGER, NORTHERN
JAGIELLO, WLADYSLAW
JAGIELLONSKI,
  UNIWERSYTET
JAGO, WESTWOOD
JAGUAR,
  BLACK
  BLUE
  BOSTON
  CAM
  CANSO
  GOLDEN
  OCEAN
  PETROBULK
  SEA
JAGUAR GRANDE, EL
JAGUARIBE II, RIO
JAHAD, IRAN
JAHAN ALI, KHAN
JAHN, SIGMUND
JAHRA,
  AL
  AL
JAIME, NUEVO SAN
JAKE,
  CAPT.
  JOSH &
  MR.
JAKOB, ST.
JAKOBSSON, SVEINBJORN
JAKOVLEVS, KAPTEINIS
JALAA, AL
JALABERT BONTANG, L.
JALAL, SHAH
JALAPENO, EL
JALIL, EL
JALINI, NEEL
JALTA, INTILAK
JAM, BAN
JAMAL, IRAN
JAMBU, REEFER
JAMES,
  CAPE
  CAPT.
  EVELYN
  POINT
  SAINT
  SIR
  ST.
  ST.
  WALTER
JAMES, Jr., W. T.
JAMES ANDERSON, JR., PFC.
JAMES COOK, CAPTAIN
JAMES DOUGLAS, SIR
JAMES II, CAPT.
JAMESTOWN, EXXON
JAMIE, CAPT.
JAMIL, EL
JAN,
  KORNELIS
  MEINDERT—
  TOR
JAN PIETER, JACOB
JANE,
  AMY
  ATLANTIC
  BERIT
  FLORA &
  GLOBAL
  HEATHER

JANE,
  JENNIFER
  KUO
  LADY
  MARILYN
  MARY
  MARY
  MARY
  MISS
  SANDRA
  SANDRA
  SAVANNAH
  TONYA
JANE C, LESLEY—
JANE II, LINDA
JANE STELLA, MARY
JANEIRO,
  ML RIO DE
  RIO DE
JANELLE, LADY
JANET, MISS
JANET ANN, NEW
JANET I, LADY
JANICE II, LADY
JANINE, LANA
JANNES, KLOAS VAN
JANNETJE,
  CORNELIS
  DE VROUW
  DE VROUWE
  LEENDERT
  NEELTJE
JANNY, FREEK EN
JANTZEN, STEPHAN
JAPAN,
  ASIA
  FRIO
  NEPTUNE
  SMIT
  STAR
  ZIM
JARCHAU,
  CHRISTINA
  HEIDI
JARL,
  ATLE
  FASTE
  FRODE
  HARALD
  NORMAND
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JARSHOM, AL
JASA,
  KOTA
  KUMALA
JASINSKI, GENERAL
JASK, IRAN
JASMIN,
  ACX
  PACIFIC
JASMINE, STAR
JASON, FAIRFIELD
JASPER, ORIENT
JASTRZEBIE, KOPALNIA
JATI,
  KOTA
  LINGGAR
  UNGKAYAH
JATIBONICO, RIO
JATRA, JOUTHA
JAUNELLE, ASHLEY
JAVA,
  DRAGON
  NEDLLOYD
  RIO
JAVED I, MAHTAB
JAVED III, MAHTAB
JAVELIN,
  OLYMPIC
  PACIFIC
JAVIER,
  ANDONAEGUI
  BETI GURE
  CASTILLO DE
  DON
JAVIER I, DON
JAWA, PULAU
JAWAD, BIN
JAWAHER, AL
JAY,
  LADY
  STELLA
JAY OXFORD, BHARVANI
JAYA,
  ASEAN
  BENOA
  BINTANG
  ELANG
  GANECA
  GAS
  GEBE
  GEDUNG
  GUNTUNG
  INDAH
  INDRA
  INTAN
  IRIAN
  IRIAN
  JAMIN
  JUTA
  KARUNIA
  KEJORA
  KOTA
  KUMALA
  LAMPUNG
  MALCOS
  MARINA
  MEDAN
  MELAKA
  MULYA
  NAGA
  NUSA

JAYA,
  OCEAN
  PERITA
  PUTRA
  PUTRA
  RIBUAN
  SADAR
  SANTO
  SAPTA
  SELATAN
  SELETAR
  SENANG
  SENTOSA
  SERAYA
  SINGAPORE
  SINGAWAN
  SUBANG
  SUMATRA
  SURYA
  TANTO
  TIMUR
  TRISAKTI—
JAYA I,
  AMRTA
  BARUNA
  BIMAS
  BINTANG
  KARUNIA
JAYA II,
  AMRTA
  BARUNA
  BIMAS
  MELAKA
  MUTIARA
  SAMUDRA
JAYA III,
  BARUNA
  BIMAS
  MELAKA
JAYA IX, DARSA
JAYA NIAGA III—1, CARAKA
JAYA NIAGA III—2, CARAKA
JAYA NIAGA III—3, CARAKA
JAYA NIAGA III—4, CARAKA
JAYA NIAGA III—5, CARAKA
JAYA TIGA, GEBE
JAYA VI, SAMUDRA
JAYA 1, ADHIGUNA
JAYA 2, KANTAN
JAYA 3, GUNTUNG
JAYA 4, GUNTUNG
JAYA 900, MARUTA
JAYA/PERTAMINA 33,
  MANGUN
JAYA/PERTAMINA 3011,
  SERANG
JAYAKARTA, ANRO
JAYNE, HELENA
JAZIRAH, AL—
JE HO, JANG HEONG
JE SAN, HYONG
JEAN,
  ANDREA
  BETTY—
  CAP SAINT
  CAPTAIN
  CONNIE
  LOU
  MISS NORMA
  MISTER
  PAMELA—
  PATRICIA
  QUEEN
  SAINT
  TERESA AND
JEAN CARIN, LIEUTENANT
JEAN I, EL
JEAN SNOW II, CORA
JEAN TURECAMO, BETTY
JEANETTE,
  DEBBIE &
  MISS
JEANINE,
  HENRI—
  WILHELMINA—
JEANNE,
  CLAIRE
  ELZE
  KATHY
JEANNETTE B, MISS
JEDDA, HANJIN
JEDIR, RAS
JEEVAN, MATSYA
JEFFERSON,
  H. C.
  NEIL
  OFFSHORE
  OMS
  PORT
  PRESIDENT
JEGO, LUDOVIC
JEHLUM, RIVER
JELITA, TANTO
JELLE PIETER, KLAAS
JEM, EL
JEMAA, AIN
JEMISON, MR.
JEN, YUNG
JENNIE, MISS
JENNY,
  LADY
  MISS
JENNY KAY, MISS
JENSEN,
  ADOLF
  ALFRED
  KURT
  MAGNUS
  SONJA
JEPPE, SUNDBUSS
JEREMY, NICOLAS
JERNG KHA, JAI

JEROME,
  ESSO PORT
  STEPHANIE
JERSEY,
  NEW
  NEW
  NEW
JERSEY SUN, NEW
JERUJU, DWIMA
JESPERSEN, KNUD
JESSE J., MR.
JESSICA,
  AMANDA &
  J.
JESUS, MARIA DE
JESUS DE BELEN, NUEVO
JESUS DE PRAGA, DIVINO
JESUSA, MARIA
JET,
  ACAPULCO
  AIRONE
  APOLLO
  CAPRI
  EUROPA
  EUROPA
  FORMENTERA
  GIOVE
  GIUNONE
  HERCULES
  JANUS
  NETTUNO
  SORRENTO
JET No. 1, AQUA
JET No. 2, AQUA
JET No. 3, AQUA
JET 1, RED
JET 2, RED
JETT, J. FRANK
JETTE,
  HEIDI—
  SUSANNE
JEWEL,
  OCEAN
  SEA
  SEA
  SUNLIGHT
JEWELRY, SANG THAI
JEZIORKO, KOPALNIA
JG,
  E—11—
  E—12—
  E—13—
  E—14—
  E—15—
  E—16—
  E—17—
  E—18—
  E—19—
  E—20—
  E—21—
  E—22—
  E—23—
  E—24—
  E—25—
JI,
  CHUN
  HUA
  SAM
  WAN
  XIN
JI HAI,
  AN
  YONG
JI HE, HUAI
JI JIANG, AN
JI LING, JIN
JI XING, BEI
JI YON, SAM
JI ZHOU, NAN
JI 12, DONG YU
JIA,
  HUA
  LUO
  YICK
JIA KOU, ZHANG
JIA SHAN, BI
JIAN,
  CHANG
  SHI
JIAN QING No. 4, GANG
JIAN QING 2, LIAN
JIAN QING 3, QING
JIAN QING 5, GANG
JIAN TE 1, SUI
JIAN 13, ZHONG GUO HAI
JIAN 14, ZHONG GUO HAI
JIAN 19, ZHONG GUO HAI
JIAN 20, ZHONG GUO HAI
JIAN 60, ZHONG GUO HAI
JIAN 71, ZHONG GUO HAI
JIAN 72, ZHONG GUO HAI
JIAN 74, ZHONG GUO HAI
JIAN 75, ZHONG GUO HAI
JIAN 76, ZHONG GUO HAI
JIANG,
  AN BAO
  AN DA
  AN GUANG
  AN HUA
  AN JI
  AN KANG
  AN LONG
  AN LU
  AN NING
  AN QING
  AN SAI
  AN SHUN
  AN TAI
  AN TAO
  AN WU
  AN XIN
  AN YANG

JIANG,
  AN YUE
  AN ZE
  AO
  BI
  DAI
  DAN
  FU
  GAN
  GUI
  HAN
  HAN
  HE
  HONG
  HUAN
  HUI
  HUN
  JIN
  JIN
  JIN CHENG
  JIU
  LAN CANG
  LIAN
  LIN
  LING
  LIU
  LONG CHUAN
  LUO
  MEI
  MIN
  MIN
  MING
  NAN
  NAN DU
  NAN XI
  NEI
  NEN
  PING
  QIAN TANG
  QING
  QU
  QU
  RONG
  SAN
  SHUN
  TAN
  TAO
  TIAN
  TING
  TONG
  TUO
  WANG
  WU
  WU
  XI
  XIAN
  XIANG
  XIANG
  XIN AN
  XIN FENG
  XING
  YA
  YONG
  YU
  YUAN
  ZHAN
  ZHEN
  ZHEN
  ZHONG
JIANG HAI, TAO
JIANG HE, HAN
JIANG KOU,
  SAN
  ZHI
JIANG 1, YANG ZI
JIANG 2, YANG ZI
JIANG 3, YANG ZI
JIANG 4, YANG ZI
JIANG 5, YANG ZI
JIANG 6, YANG ZI
JIANG 101, CHUN
JIANGCHOW, BALDER
JIAO,
  HAI
  HAI
JIAO 1, SHI GANG
JIAO 4, SHI HAI
JIBACOA, RIO
JIE, TUAN
JIGUE, EL
JIH,
  HO
  HORNG
JILL,
  HANG
  LADY
  LADY
JILLIAN,
  LADY
  NANCY
JIM,
  CAPTAIN
  MISTER
JIMBO, CAPT.
JIMENEZ, CARMEN
JIMMIE, CAPT.
JIMMY, KING
JIN,
  CHANG
  CHEONG
  CHUL
  CHUN
  CHUN
  CHUN
  DOL
  DONG
  FENG
  HAENG
  HAN
  HANG
  HUA
  JANG

JIN,
  JEON
  KAI
  KOH
  MYUNG
  NEW YOUNG
  OH
  PYUNG
  SAE BANG
  SEUNG
  SHIN
  SHU
  SUH
  TIAN
  WON
  WOO
  YAK
  YEON
  YOM BUN
  YONG
  YONG
  YOUNG
  YOUNG
  ZI
JIN CHUAN, DA
JIN HAI,
  FU
  PAN
JIN No 77, MYUNG
JIN No. 1,
  DAE
  DONG
  SEI
  SHYE
  SUN
JIN No. 2,
  DAE
  DONG
  SUN
JIN No. 3,
  AN
  DAE
  DONG
  IL
  SUN
JIN No. 5,
  DONG
  SEO
  SUN
JIN No. 6,
  DAE
  DONG
  HAE
  SUN
JIN No. 7,
  DAE
  DAE
  DONG
  SUN
JIN No. 8,
  HAN
  SUN
JIN No. 9, SUN
JIN No. 11, SUN
JIN No. 12,
  HAN
  SUN
JIN No. 15, HAN
JIN No. 16, HAN
JIN No. 21,
  DAE
  YOU
JIN No. 22, YOU
JIN No. 51,
  DONG
  WOO
JIN No. 52, DAE
JIN No. 53, WOO
JIN No. 56, HAN
JIN No. 71, DONG
JIN No. 72, DONG
JIN No. 75, TAE
JIN No. 77,
  RYUNG
  SU
  TAE
JIN No. 81, DONG
JIN No. 87, YU
JIN No. 88, YEONG
JIN No. 90, HAN
JIN No. 91, DONG
JIN No. 92, DONG
JIN No. 101,
  MYUNG
  SU
  SUN
JIN No. 106, KANG
JIN No. 107, KAB
JIN No. 202, SUN
JIN No. 207, YOUNG
JIN No. 306, MYUNG
JIN OCEAN, DONG
JIN SEA, DONG
JIN SHAN,
  DA
  HUANG
  HUANG
  ZI
JIN SHUI LENG No. 1, LIAO—
JINDAN, RANI
JING,
  HAI
  NAN
  SHENG
  YAN
JING SHAN, SHI
JING 601, CHIEN
JING 602, CHIEN
JIT SINGH SEKHON PVC,
  FLYING OFFICER NIRMAL
JIU,
  HAI

JIU, TIRGU
JIU LAO 2, SUI
JIU LAO 3,
  HU
  SUI
JIU LAO 6, SUI
JIU LAO 7, SUI
JIU LAO 8, SUI
JIU LAO 62, HU
JIU SHENG 1,
  HU
  HU
  SUI
  YAN
JIU SHUI 1, SUI
JIU TUO 4, SUI
JIU TUO 11, SUI
JIU YOU 1,
  HU
  SUI
  YAN
JIU YOU 2, YAN
JIU YOU 3, SUI
JIU 1, HU
JIU 2,
  HU
  YAN
JIU 4,
  HU
  YAN
JIU 5, HU
JIU 6, HU
JIU 7, HU
JIU 8,
  HU
  YAN
JIU 9,
  HU
  YAN
JIU 10,
  HU
  YAN
JIU 11,
  HU
  YAN
JIU 12,
  HU
  YAN
JIU 13, YAN
JIU 14,
  HU
  YAN
JIU 15, YAN
JIU 16, YAN
JIU 23, HU
JIU 24, HU
JIU 25, HU
JIU 26, HU
JIU 27, HU
JIU 101, HU
JIU 201, SUI
JIU 202, SUI
JIU 203, SUI
JIU 204, SUI
JIU 205, SUI
JIU 206, SUI
JIU 207, SUI
JIU 208, SUI
JIU 209, SUI
JIVESH, PRABHU
JIWAN, JAG
JIZAN, NCC
JO,
  LA MARIE—
  LAURA
  LAURA
  MARY
  NORMA
  PATTY
  PEGGY
  SAMMY
JO ANN, LADY
JO YANG, SAE
JOACHIM, PRINS
JOAN,
  KATY
  LADY
  MARY &
  PRINCESS
JOANA, SANTA
JOANIE, MISS
JOANNA, LADY
JOANNE, RAIMA
JOAO INACIO, FEITOR
JOAQUIN RIVER, SAN
JOB, MARGARETHA
JOBABO, RIO
JODOH I, TELUK
JOE,
  BOBBY
  CAPT.
  CAPTAIN
  CAPTAIN
  GERALD
  JUDY &
  KERRY—
  LITTLE
  LITTLE
  TONYA AND
  UNCLE
JOEL, ALEXIS
JOGINDER SINGH PVC,
  SUBEDAR
JOGVAN, BAKKA
JOHAN, ARNE—
JOHAN WILLEM FRISO,
  PRINS
JOHANNA,
  OUR
  PIETERNELLA
  VROUWE

JOHANNES,
GEORGE
JOOS
JOHANNSEN, SVEN
JOHANSEN, GEIR
JOHANSSEN, KRAFT
JOHFFA, AL
JOHN,
BIG
BIG
CAPE
DAVID
J. S. ST.
MARY &
MASTER
MASTER
MR.
SIR
SIR
ST
ST.
ST.
ST.
JOHN D., CAPT.
JOHN FRANKLIN, SIR
JOHN G. P. LIVANOS,
CAPTAIN
JOHN H., MISTER
JOHN I., SAN
JOHN L., CAPTAIN
JOHN MAYO, CAPT.
JOHN P. BOBO, 2ND LT.
JOHN POPE, GENERAL
JOHN SANTOS,
CAPT.
CAPT.
JOHNIE, CAPT'N
JOHNSON,
BO
CAPE
PRESIDENT
SEWARD
JOHOR XV, TANJUNG
JOINER, ISLAND
JOINVILLE,
DELMAS
PRINCE DE
JOLANDA, MADRE
JOLI, JOLI
JOLLIET, LOUIS
JOMHURI, IRAN
JONASSON, THORDUR
JONES,
E. L.
R. E.
TRACY E.
JONG SR., FOKKE DE
JONIO, MARE
JONSDOTTIR,
BJORG
BJORG
JONSSON,
OLAFUR
PETUR
PETUR
SVEINN
JOO,
DONG
NAM
SEO
JOO No. 2, YONG
JOOLA, LE
JORDAN, DAVID STARR
JORG, IRIS—
JORGE,
ARTURO
COSTA DE SAO
DON
DON
DON
SAO
JORGE II, KING
JORGE III, KING
JORGE SEGUNDO, CAPITAN
JORGENSEN, JANE
JORK, CONTSHIP
JORMET, BEATA TERESA
JORUN, ANN
JOS, POL
JOS. BISSO, CAPT.
JOSE,
CARLOS
DON
GABRIEL
SAN
SAN
SAO
JOSE B., DON
JOSE BAGAO, MARIA
JOSE BERRIA, PEDRO
JOSE CANDANO, DON
JOSE DE NAZARET, SAN
JOSE DE SAN MARTIN,
LIBERTADOR GENERAL
JOSE FELIX ESTIGARRIBIA,
MARISCAL
JOSE ISLAND, SAN
JOSE MOSCUZZA, DON
JOSE No. 58, SAN
JOSE NUMERO DOS, SAN
JOSE PADILLA, ALMIRANTE
JOSE RUFINO, FEITOR
JOSEFA XXIX, MA.
JOSEFSEN, ALIBAK
JOSEPH,
CAPT.
CHIEF
DON
JACQUELINE
AND
MARY &
MICHEL—

JOSEPH,
MIRA
NEW ST.
SAINT
ST.
ST.
JOSEPH BAZALGETTE, SIR
JOSEPH II, SAINT
JOSEPHE,
LA MARIE
MARIE
JOSEPHINE,
LADY
MARIE
VINCIE &
JOSIANNE, MARIE
JOUBERT, P. G.
JOUF, NCC
JOULAN, EL
JOURNEY, PAN
JOUSTER, BP
JOVEN, PATRIA
JOY,
ALLIGATOR
EQUATOR
MARITIME
MI—
JOYCE,
LADY
LOIS
OVERSEAS
JOYCE II,
BERTHA
ROBERT
JOYE, NICOLE
JOZE, DIZ—14 VELI
JR.,
ARGDEP
ARGUS
CAPT.
FELICIANO
GANGSTAD
ROBERT
VOLSTAD
Jr.,
E. F. MORAN,
W. T.
COPPEDGE,
W. T. JAMES,
YVON DUPRE
JR.,
ANDY
CPL. LOUIS J.
HAUGE,
EARL J.
CONRAD,
ERLING
FRANK BANTA
FRED R. WHITE
HARLLEE
BRANCH
JOHN S.
DEMPSTER
MORTON S.
BOUCHARD
PFC. JAMES
ANDERSON,
RODOLFO
RUBEN
VINCENT D.
TIBBETTS,
WALTER J.
MCCARTHY
JU,
BUM
CHUN
HONG
JIN
KYUNG
JU MARU, SHIN
JUAN,
APOSTOL SAN
CABO SAN
CAPE SAN
DON
DON
DON
DON
MARTINEZ
NEDLLOYD SAN
NUEVO SAN
PASAJES DE
SAN
RIO SAN
SAN
SAN
SAN
SAN
TABEIRON
JUAN B. ALBERDI, DR.
JUAN DE GAZTELUGATXE,
SAN
JUAN PRIMERO, SAN
JUAN TENORIO, DON
JUAN TRADER, SAN
JUAN ZEE, DON
JUANA,
ANA
SANTA
JUANCHO, DON
JUANITA, MISS
JUANITO HERMANOS,
NUEVO
JUAREZ,
BENITO
BENITO
PRESIDENTE
JUBAIL, NUR AL
JUBAIR, EBN
JUBAYR, IBN
JUBILEE, CONSORT

JUBY,
CABO
CAPE
JUDE, SAINT
JUDGE,
THE
THE
JUDITH,
LADY
MARY
JUDY, MISS
JUERSS, HANNELORE
JUG, MISTER
JUHL, JENS
JUI, SUNG
JUI No. 102, CHIEN
JUIN, CINQ
JUJISEI, MINAMI
JULES, L'AMI
JULHO, DOIS DE
JULI,
MISS
TRINAESTI
JULIA,
LADY
MARIA
JULIAN, PUERTO SAN
JULIANA,
KONINGIN
PRINSES
JULIE,
CHRISTINE &
JANICE &
LA P'TITE
MISS
TOWER
JULIE II, KATHLEEN &
JULIEN,
PROSPER
TONTON
JULIO,
DON
DON
DON
DON
SIETE DE
TRECE DE
18 DE
JULIO KRAUSE, INGENIERO
JULIO SALINAS RAMOS, ING.
JULISSA ANN, MISS
JULL, ROBERTA
JULY, 26th
JUMAILIAH, AL
JUMBO 5, OSAM
JUMBO 6, OSAM
JUMEIRAH, NICO
JUN 2, MIN
JUN 105, JIN HANG
JUN 106, JIN HANG
JUN 107, JIN HANG
JUN 108, JIN HANG
JUN 109, JIN HANG
JUN 303, JIN HANG
JUN 304, JIN HANG
JUN 1001, HANG
JUN 1002, HANG
JUN 1003, HANG
JUN 4001, HANG
JUN 4002, HANG
JUN 4003, HANG
JUN 4004, HANG
JUN 4006, HANG
JUN 4007, HANG
JUN 4008, HANG
JUN 4009, HANG
JUN 6001, HANG
JUN 6002, HANG
JUNCTION, N. R.
JUNDINA, NUEVO
JUNE,
MAUREEN
20th
JUNEAU,
ARCO
OVERSEAS
JUNG, SAM
JUNG No. 5, WOO
JUNIO,
PRIMERO DE
14 DE
20 DE
JUNIOR,
ANTONIE
AUGUSTO
CUNHA
CAPTAIN
CONSORT
DAVID
EFDIM
EIDE
FORDE
FRANTSEN
FRODE
GANGSTAD
GUNNAR
HUSBY
JURACY
MAGALHAES
KOUTOURIARIS
LEENDERT
LINHOLM
LONNING
MAARTEN
MIJNTJE
OLYMPIC
SKARVOY
STALEGG
TORE
TRIP
VEA
WITH

JUNIOR II, KOUTOURIARIS
JUNIPER, IRVING
JUNO,
SAMJUNG
STRIDER
JUPITER,
AD
ALPHA
CALIFORNIA
CONSORT
COSMO
GLOBAL
MAERSK
OCEAN
PACIFIC
PETROBULK
PILBARA
ROSS
TIMA
UNION
JUPITER 1, EASTERN
JURAJ, SV.
JURGENS,
ANGELA
CLAUS
JURONG, ESSO
JUSTICE, CONSORT
JUSTIN,
GREGORY
MASTER
JUTLANDICA, STENA
JUVALE, CAPTAIN F. M.
JUVANTE,
DEO
DEO
DEO
DEO
DEO
JUVENTUD,
ISLA DE LA
ISLA DE LA
JUWITA,
ARMADA
NILA
JYLLAND, ELSAM
JYOJIN, ASTRO
JYOTI,
ADITYA
AMER
BANGLAR
MANGAL
TATA
JYTTE TERKOL, STOLT

K,
AGELIKI
AGHIOS
NECTARIOS
AHSAN
ALENE
ALEXANDER
ANASTASIA
ANDREW
CENGIZ—
D
DALUMBA
DENISH
ELEFTHERIA
ELENI
ELSA—
EMIL
ESTHER
EVDOXIA
FINA—
G B &
GEORGINA
GEORGIOS
GERDA
GERHARD
GOKAY—
GRETA
IDA
IOANNIS
IOANNIS
THERESIA
IRINI
JOHANNA
KATIE—
KEVLEEN—
KONSTANTINOS
KOSTAS
KOUMANOS
KYRIAKOS
LADY
LARA
LEVENT
LILLY
LINCOLN
LINDA
LITSA
MALINA
MANOLIS
MARIA
MARIA
MARIA
MARIANNA
MARIGOULA
MARIKA
MARIVI
MARK
MARY
NAZ
NAZLI—
NICLAN
NICOLAOS
NIKOLAOS
NIKOLAOS
NOHA
PANAGIA

K,
PARMELIA
PHILIP
POINT CLOATS
RANIA
REBECCA
RICHARD
RINA
RIZE
ROPER
SANDRA
SEEADLER
SHARLENE
SPYROS
SUNRISE
TELIS
THANASSIS
VALENTINE
VAN
VENTURE
VIRGINIA
VOYAGER
ZEYNEP
ZIYA
K II,
ALEXANDROS
DEBORAH
K V, BETTY
K VI, BETTY
K.,
A.
AASE
CONSTANTINOS
DANICIA
DIANNE
FRANGISKOS C.
FRIEDA
GEORGIOS
GIANNA
GIANNIS N.
HAMILTON
IYIDERE—
KENAN
NICOLE
NOELLA
PENELOPE
SKANDIA
VEGA L.
K. ATKINSON, ARTHUR
K. BABA ZADE, B.
K. BOHDANOWICZ,
PROFESOR
K. FOOD No. 1, L.
K. FOOD No. 2, L.
K. GARDINER, DAVID
K. GREEN, E. O.
K. II,
AGIOS
NEKTARIOS
LITSA
K. III,
DHIRAN
M. J.
K. IV, M. J.
K. KHALID, A.
K. L., CONSERVATOR
K. M. P. 1, C.
K. M. P. 2, C.
K. M. P. 6, C.
K. MANCHONG, K.
K. McALLISTER,
BROOKS
FRITZI
K. MCALLISTER, BRENT
K. MCLEAN, J.
K. ORBAY, GENERAL
K. ORGERON, LILLIA
K. PIERCE, C.
K. S. MUTHOO, K.
K. TRADER, B.
K. TUNA No. 201, L.
K. 4, H.
K. 6, H.
K. 7, H.
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KARIM II, EL
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  - LADY
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- KATONKEL, SILVER
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- KAU, TING
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- KAVITA, NAND
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- KAWASAKI, ESSO
- KAY,
  - ALISON
  - EVELYN
  - HELEN
  - KRISTAL
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  - SHANNON
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  - SHARON
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  - JULIA
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- KAYS, TWO
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- KAZAKHSTANA,
  - KOMSOMOLETS
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- KAZANDZHI, INZHENER
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  - N.
  - NIKOS
- KAZEY, MARAT
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- KEA,
  - DIRECT
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- KEARAN, SAINT
- KEARBY, CAPTAIN
- KEAS II, IOULIS
- KEBIR, EL
- KECHIA II, MISS
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- KEE, MAN
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- KELABIT, MARINE
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- KELLY,
  - CAPTAIN
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  - CHANG
  - KAS—
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  - A.K.
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- KILDA, SAINT
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- KITTS, ST.
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- KO ARBOLA, GUERNIKA '
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  - ARALAR'
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- KOBALADZE, YUSUP
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- KOBER, SHURA
- KOBETS, KAPITAN
- KOBUS III, BAAS
- KOBZEV, NIKOLAY
- KOCAK, SGT. MATEJ
- KOCHI, SEKI
- KOCHNEV, INNOKENTIY
- KODE, AL—
- KODIAK, SEA—LAND
- KODOSH, MYS
- KODOVILLA, VIKTORIO
- KOENEN, BERNARD
- KOFOED, JENS
- KOFRA, EL
- KOK, LAM
- KOKEB, KEIY
- KOKKINAKI, VLADIMIR
- KOLAHDOOZ, IRAN
- KOLAROV, VASIL
- KOLAS, YAKUB
- KOLESNICHENKO, ANATOLIY
- KOLESNIKOV, PROFESSOR
- KOLLONTAY, ALEKSANDRA
- KOLMPERE, ALEKSANDER
- KOLOMEYTSYEV, NIKOLAY
- KOLOS, ZOLOTOY
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- KOLOTOV, NIKOLAY
- KOLSKAYA, ZYEMLA
- KOLY, PIONER
- KOLYSHKIN,
  - ADMIRAL
  - IVAN
- KOMAR, TOLYA
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- KONDRATYEV,
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  - JU
  - MING
  - NEDLLOYD HONG
  - NEW CHEUNG
  - NEW SAI
  - NEW TUNG
  - STAR HONG
  - SUN
  - SUNG
  - ZIM HONG
- KONG No. 1, SEOK
- KONG No. 3, KING
- KONG RUBY, HONG
- KONG 1, ME
- KONG 2, ME
- KONGA, KAPTEN
- KONIALIDIS, COSTAS
- KONIG, KAPITAN
- KONNYA, SHAGAR
- KONONOV, NIKOLAY
- KONOVALOV,
  - ILYA
  - MEKHANIK
- KONPIRA MARU, SHIN
- KONSTANTINOV,
  - AKADEMIK
  - BORIS
  - ALEKO
  - GARUSH
- KONSTITUTSIYA, SOVIETSKAYA
- KONYEV, MARSHAL
- KOOH, SHIR
- KOOKABURRA, DIRECT
- KOORT, YAAN
- KOOWA, WHITE
- KOPERNIK, MIKOLAJ
- KOPERNIKS, NIKOLAJS
- KOPYTIN, PAVEL
- KORABEL,
  - NIKOLAYEVSKIY
  - STRALSUNDSKIY
- KORAL, F. V.
- KORAN, IYUN
- KORCHAGIN, PAVEL
- KORDABIA, EL
- KOREA,
  - ASIA
  - FRIO
  - OCEAN
  - PAN
  - ZIM
- KOREAN EXPRESS, NEW
- KORENOV, KRONID
- KORF, JACOB
- KORK, AUGUST
- KORNATA, KRILA
- KORNEYCHUK, ALEKSANDR
- KOROBKIN, IVAN
- KOROBKO,
  - KAPITAN
  - VASYA
- KOROBKOV, FYODOR
- KOROBTSOV,
  - IVAN
  - KONSTANTIN
- KOROLENKO,
  - VLADIMIR
  - VLADIMIR
- KOROLYOV,
  - AKADEMIK
  - AKADEMIK SERGEY
- KOROTAYEV, KAPITAN
- KOROTCHENKO, DEMYAN
- KOROTEYEV, IVAN
- KORSAKOV, KOMPOZITOR RIMSKIY—
- KORSHUNOV, KONSTANTIN
- KORSHUNOVICH, SERGEY
- KORSNAS—LINK II, STORA—
- KORSOR, DIFKO
- KORSUNOV, MIKHAIL
- KORTOUBI, AL
- KORTUNOV, ALEKSEY
- KORUTURK, FAHRI S.
- KORYAKOVSKIY, INZHENER
- KORZENIOWSKI, JOZEF CONRAD
- KORZUNOV, IVAN
- KOSA,
  - BALTIYSKAYA
  - KURSHSKAYA
  - SREDNYAYA
- KOSAN,
  - ANN LISE
  - ANNA
  - BETINA
  - ERIK
  - GITTA
  - GRETA
  - HENRIETTE
  - HENRIK
  - INGA
  - JAKOB
  - KNUD
  - LAURITS
  - LISBET
  - MARIANNE
  - METTE
  - NINJA
  - PERNILLE
  - POUL
  - SORINE
  - TINE
- KOSAREV, ALEKSANDR
- KOSASIH, OTONG
- KOSCIUSZKO, TADEUSZ
- KOSE, ENIS
- KOSEI, NEW
- KOSHEVOY,
  - MARSHAL
  - OLEG
- KOSHIKI, FERRY
- KOSHKIN, KONSTRUKTOR
- KOSIOR, STANISLAV
- KOSMODEMYANSKAYA, ZOYA
- KOSOK No. 2, COMMODORE
- KOSOLAPOV, KAPITAN
- KOSONOGOV,
  - ALEKSEY
  - LEV
- KOSTIKOV, YURIY
- KOSTIUKOV, PROFESSOR
- KOSYAKOV, VASILIY
- KOSYGIN, ALEKSEY
- KOTARI, RAVNI
- KOTELNIKOV, VALENTIN
- KOTIK, VALYA
- KOTLIN, OSTROV
- KOTLYAREVSKIY, IVAN
- KOTOV,
  - SASHA
  - STAKHANOVETS
- KOTOVSKIY, GRIGORIY
- KOTSOV, MEKHANIK
- KOTSYUBINSKIY, YURIY
- KOTTSOV, PYOTR
- KOTUKU, TE
- KOU,
  - BAI HE
  - CHI FENG
  - GU BEI
  - GUAN HE
  - HAI
  - HUA YUAN
  - KANG AN
  - KANG PING
  - NAN
  - SAN JIANG
  - SHA HE
  - TAI PING
  - XI FENG
  - XIAO SHI
  - YANG FANG
  - YING
  - YING
  - ZHANG JIA
  - ZHI JIANG
- KOUACHI, EL
- KOUNTOURIOTIS, PAVLOS
- KOUROU, C. R.
- KOURRA, BNOU
- KOUTB, EL
- KOVACIC, GORAN
- KOVAL, VASILIY
- KOVALCHUK, GRIGORIY
- KOVALENKO, KAPITAN
- KOVALYENKO, PETYA
- KOVALYEVSKIY, AKADEMIK A.
- KOVALYOV,
  - IVAN
  - TIMOFEY

KOVPAK, SIDOR
KOVSHOVA, NATALIYA
KOVTUN, GRIGORIY
KOVTYUKH, YEPIFAN
KOWNEYN, YUSUF
KOXE, SPIRIT OF
KOYAL, NAND
KOYO MARU,
  SHIN
  SHIN
KOZENKOV, VASILIY
KOZHIN, PROFESSOR
KOZHUKHAR, IVAN
KOZHUKHOV,
 POGRANICHNIK
KOZINTSYEV, GRIGORIY
KOZLOV, KAPITAN
KOZLOVSKIY, KAPITAN
KPSS,
  XXIV SYEZD
  XXV SYEZD
  XXVI SYEZD
  XXVII SYEZD
KRACKER, KRAUT &
KRAEMER, ANNY
KRAJOWA, ARMIA
KRAKOVSKIY, PROFESSOR I.
 I.
KRAKOWSKA, ZIEMIA
KRAMSKOY, IVAN
KRANG, SRI
KRANTI, JAGAT
KRASHENINNIKOV, STEPAN
KRAUSE, INGENIERO JULIO
KRAVKOV, SERGEY
KRAWANG, UJUNG
KRAYEV, ALEKSANDR
KRAYNEV, KHUDOZHNIK
KRAYNOV, FYODOR
KREILIS, INZENIERIS
KREMLYANSKIY, NIKOLAY
KREMS, KAPITAN
KRENKEL, ERNST
KREPOST,
 PETROPAVLOVSKAYA
KREPS, AKADEMIK
KRESALA, RIO
KRIDA,
  BINA
  WARUNA
KRIER, SIDI
KRIMA, ZVEZDA
KRIS, SILVER
KRISHNA,
  DAMODAR
  NAND
  RIVER
KRISTIE, KAREN
KRISTIN,
  GRETE
  LIV—
  MISS
KRISTINA,
  HELLE
  JOHANNA
  TORM
KRISTINE,
  JETTE
  MARTHA
  PLAN
KRISTINN, GUDMUNDUR
KRISTJANSSON, HARALDUR
KRISTOPHER, ST.
KRISTY,
  JOHN
  MISS
KRIVORUCHKO, NIKOLAY
KRIVOSHEYEV, YEFIM
KRIVOSHLYKOV, MIKHAIL
KRIYA, BHAITA
KRONOTSKIY, MYS
KRUCHINA, VITALIY
KRUG, POLYARNYY
KRUGER,
  J. A.
  SUSAN
KRULL, MEHAANIK
KRUPA, DAMODAR
KRUPSKAYA, NADEZHDA
KRUSE,
  KAMILLA
  LARS A.
KRUZENSHTERN, IVAN
KRUZENSTERNA, PROLIV
KRYLENKO, NIKOLAY
KRYLOV,
  AKADEMIK
  ALEKSEY
  MARSHAL
KRYLOVA, MYS
KRYMA, GEROI
KRYMOV, YURIY
KRYSHTOPA, DISPETCHER
KRZHIZHANOVSKIY, GLEB
KSEL, DJEBEL
KSENOFONTOV, ALEKSANDR
KU, CHUN
KUALUH, AEK
KUAN, CHUN
KUANA, NEI
KUATAN, DAYA
KUBBAR, J/
KUBBE, HERMAN
KUBE, WERNER
KUCHERENKO, IVAN
KUCHIN, ALEKSANDR
KUD, KAPITAN
KUDAKOVSKIY, NIKOLAY
KUDLAY, KAPITAN
KUDOS, WORLD
KUDREVICH, PROFESSOR
KUDRYA, IVAN

KUEN, MAN
KUINDZHI,
  ARKHIP
  KHUDOZHNIK
KUK,
  DONG
  HUNG
KUK No. 1, TAE
KUK No. 2, TAE
KUK No. 5, HUNG
KUK No. 7, HUNG
KUK No. 9, HUNG
KUK No. 11, HUNG
KUK No. 88, DONG
KUK No. 99, DONG
KUK No. 505, DONG
KUKOVEROVA, NINA
KULCZYNSKI, STANISLAW
KULIBIN, IVAN
KULIBINS, IVANS
KULIK,
  ALEKSANDR
  ILYA
  KAPITAN
  VASILIY
KULINICS, KAPTEINIS
KULL, ELVI
KULYA, RUSHI
KUM SAN, HWANG
KUMANA, MERCS
KUMANO,
  FEDERAL
  FERRY
KUMARI, JALA
KUMESHIMA, NEW
KUMZE, AL—
KUN,
  BELA
  HAI
  HUA
  TIAN
  WAN
  ZHE
KUNARA, W. H.
KUNDER, YAKOB
KUNG,
  HAI
  MAN
KUNG No. 1, TIEN
KUNG No. 3, SUN
KUNG No. 5, SUN
KUNG No. 6, SUN
KUNG No. 7, SUN
KUNG No. 8, CHUNG
KUNG No. 9, CHUNG
KUNGSHAMN, KARLSO AF
KUNIGA, FERRY
KUNISAKI, FERRY
KUNSAN, HANJIN
KUNYIT, TANJUNG
KUO,
  FU
  YUNG
KUO No. 61, FONG
KUO No. 102, FONG
KUO No. 111, FONG
KUO No. 112, FONG
KUO No. 131, FONG
KUO No. 203, FONG
KUO No. 206, FONG
KUO SHIN No. 201, FONG
KUO SHIN No. 202, FONG
KUO SHIN No. 211, FONG
KUO SHIN No. 212, FONG
KUP No. 1, HAE
KUP No. 2, HAE
KUP No. 3, HAE
KUP No. 5, HAE
KUP No. 6, HAE
KUP No. 7, HAE
KUPALA, YANKA
KUPE, USIWE
KUPREVICH, AKADEMIK
KURAKO, MEKHANIK
KURASOV, VLADIMIR
KURAU, K. L.
KURCHATOV, AKADEMIK
KURENTSOV, PROFESSOR
KURGAN, MAMAYEV
KURI, ABD AL
KURIER, HARLE
KURILSK, SEVERO—
KURILSKIY, MYS
KURKA, VASYA
KURKUTSKIY, MIKHAIL
KURNATOVSKIY, VIKTOR
KURNIA, PAN
KUROPATKIN, NIKOLAY
KUROSHIMA, FERRY
KUROSHIO, FERRY
KURT,
  CAPTAIN
  OSMAN
KURUSHIMA, FERRY
KUSHNARENKO, KAPITAN
KUSTODIYEV, KHUDOZHNIK
KUSUM, NAND
KUSUMA, WIJAYA
KUSWAG I, S. A.
KUSWAG II, S. A.
KUSWAG IV, S. A.
KUSWAG V, S. A.
KUT, UST—
KUTAKHOV, PAVEL
KUTUZOV, MIKHAIL
KUUNSI, PTS—204
KUWAIT,
  GAS AL
  VILLE DE
KUWAITIAH, AL
KUYBYSHEV, VALERIAN

KUZMA FASTOVICH,
 MEKHANIK
KUZMIN,
  MATVEY
  VALERIY
KUZNETSOV,
  ALEKSEY
  KAPITAN
  MEKHANIK
  NIKOLAY
  NIKOLAY
KUZNETSOVA, MYS
KUZNITSA, LENINSKAYA
KVAMME, MAGNUS
KVASNIKOV, MIKHAIL
KWAN,
  KING
  MAN
KWAN No. 1, HAE
KWANG,
  SAM
  SEO
  SUNG
  TAE
  WOL
  WOO
  YEON
KWANG FERRY, KWAN
KWANG HO,
  BU
  KUM
KWANG No 2, NAM
KWANG No. 1,
  HAE
  NAM
KWANG No. 3,
  CHO
  DONG
  SUN
KWANG No. 5, CHO
KWANG No. 88, HYUN
KWANG No. 89, HYUN
KWANG No. 101, TAE
KWANG No. 102, TAE
KWANG No. 201, BU
KWANG No. 203, BOO
KWANGHAE No. 90, NEW
KWANGHAE No. 91, NEW
KWANGYANG, HANJIN
KWATHER 1, AL
KWOK, MAN
KWONG,
  HAND
  MAN
KYAZIMOV, YAKUB
KYLE,
  CAPT.
  MARLENE AND
KYMA, GALAZIO
KYOKAI 21 SEIKI GO,
 SHONEN NO FUNE
KYOKUHO MARU, SHIN
KYOKUTO MARU, SHIN
KYOLER, IOKHAN
KYOSEI, GOLDEN
KYOWA, HEIANZA
KYOWA MARU, SHIN
KYRIAKOU, CAPTAIN X.
KYTHNOS, NISSOS
KYUNG,
  BAEK
  CHUN
  SAM
  SAM
  WOO
  YU
KYUNG GI, SAE
KYUNG No. 1, HAE
KYUNG No. 2, SUNG
KYUNG No. 3,
  SUNG
  TAE
KYUNG No. 5, SUNG
KYUNG No. 6, DAE
KYUNG No. 11, DAE
KYUNG No. 12, DAE
KYUNG No. 52, IN
KYUNG No. 58, NAM
KYUNG No. 71, SAM
KYUNG No. 72, SAM
KYUNG No. 301, SAM
KYUNG No. 501, DAE
KYUSHU, NEW

L.,
  AGELIKI
  ALEXIA
  ANGELINA
  ANNE—
  ANNITSA
  BELLA
  BERIT
  BOB
  C T
  CAPTAIN
   GEORGE
  CAPTAIN JOHN
  CAPTAINYANNIS
  CAROLE
  CATHERINE
  CHAMPIONVENTURE
  CHARIOTVENTURE
  CHRISTEL
  CLAUDIA
  CLEARVENTURE
  CLIPPERVENTURE

L.,
  CONQUESTVENTURE
  COURAGEVENTURE
  CRESTVENTURE
  CRYSTALVENTURE
  DAMA
  DAVID
  DELMAR—
  EDYTH
  EIRINI
  ERIK
  ERNESTO PINTO
  FANTASY
  FAROSHIP
  FELICITY
  FELLOWSHIP
  FERTILITY
  FIDELITY
  FILIKON
  FINESSE
  FORTUNESHIP
  FRANCES
  FRANCOISE
  FRATERNITY
  FREEDOMSHIP
  FRIENDSHIP
  GEORGIOS
  GIANNIS
  GRACE
  JULIE
  KALI
  KAY
  LARRY
  LEFKOTHEA
  LEONA
  LINDA
  LOUISE
  LUCIEN
  MABEL
  MARINA
  MARLEN—
  MARO
  MARO
  MARY
  MILOS
  OMEGAVENTURE
  OMIKRONVENTURE
  PANAGIOTIS
  PATRICIA D
  PEACEVENTURE
  PEMEX
  PETER
  POWERVENTURE
  PRIDEVENTURE
  PRIMAVENTURE
  PROSPERVENTURE
  ROBIN
  SABINE
  SALAH
  SEA STAR—
  TAKIS
  TATIANA
  VIVI
L & H, CAPTAIN
L BRASIL, L/
L COLOMBIA, L/
L I, STAN—
L II, C T
L No. 1, R &
L.,
  ANDRIANA
  CONSERVATOR
   K.
  DE GIOSA
  EDWARD
  GEORGE
  GILLES
  ITALIA
  JENNIE
  KALLIOPI
  MANA
   VARVARA TH.
  MARC
  MARGARITA
  MARIA G.
  MARKA
  NICOLINO
  PANTAZIS
  ROBERT
  STAVROS G.
  STEPHAN
  SUSAN
  TATIANA
L. B. 1601, D.
L. BARTLETT, E.
L. BEACON, M.
L. BERG, ROBERT
L. BLACK, MARTHA
L. BLOCK, JOSEPH
L. BROWN,
  CATHERINE
  CHARLES
L. CLYMER, IRVIN
L. COBB, SAMUEL
L. COLNON, WILLIAM
L. D.,
  CHARLES
  EDOUARD
L. HOLMBERG, DR. EDUARDO
L. JONES, E.
L. K., VEGA
L. KURAU, K.
L. LAWRENCE, JOHN
L. M., MISS
L. MAUTHE, J.

L. McALLISTER, MARY
L. MOORE, EDWARD
L. MORAN, DIANA
L. P., CRANE
L. PERIVOLIOTIS,
 PANAGIOTIS
L. PERKINS, R.
L. PINER, MANIE
L. RODRIGUEZ, GENERAL
 ABELARDO
L. RUNEBERG, J.
L. RYERSON, EDWARD
L. S., NAFTILOS
L. S. II, P.
L. SAGAR, M.
L. SANDERSON, CLAUDE
L. SHEHA, M.
L. SHRUTI, M.
L. SMITH, BECKY
L. WALKER, M.
L. WINTER, JOHN
L. 8, H.
L.D., LEOPOLD
L.TRADER, N.
L—65, SEMCO
L—66, SEMCO
L—301, SEMCO
L'ETERNAL, COMPASION DE
L'EUROPE, ILE DE
L'OCEAN,
  ECHO DE
  PERLE DE
  VIERGE DE
L'UNITE, BAC DE
LA, BISMIHITA'
LA ANTIGUA, VIRGEN DE
LA ANTILLA, PLAYA DE
LA BARCA,
  NUEVO VIRGEN
   DE
  PUENTE DE
LA BARQUERA, VIRGEN DE
LA BLANCA, NUESTRA
 SENORA DE
LA BORDE, HAROLD
LA C, CAPTAIN DE
LA CINTA,
  ANA DE
  VIRGEN DE
  YOLANDA DE
LA CINTA No. 7, VIRGEN DE
LA CORUNA, CIUDAD DE
LA DEMOCRATIE, DEESSE DE
LA ESTRELLA, VIRGEN DE
LA FRANQUEIRA, VIRGEN DE
LA FRONDE, THIERRY
LA GOMERA, ISLA DE
LA GUIA, VIRGEN DE
LA HABANA, BAHIA DE
LA HAVE, CAPE
LA JUVENTUD,
  ISLA DE
  ISLA DE
LA LAGUNA, CIUDAD DE
LA LUZ,
  CASTILLO DE
  COSTA DE
  PUERTO DE
LA MANCHA, DE
LA MER,
  FRUIT DE
  REINE DE
  SAINTE MARIE
   DE
LA MERCED, VIRGEN DE
LA NATIVITE, NOTRE DAME
 DE
LA PALMA,
  CIUDAD DE
  SANTA CRUZ
   DE
  RIO
LA PASTORA, NUEVO
 VIRGEN DE
LA PAZ, EXPRESS
LA PENA, VIRGEN DE
LA PEROUSE, CGM
LA PEROUSE III, CAPITAINE
LA PLATA,
  ISLA DE
  SUNSHINE
LA RAMALLOSA, PUENTE DE
LA REUNION, ILE DE
LA ROCA, VIRGEN DE
LA ROCHELA, MAR DE
LA SALUD, MARIA DE
LA SPEZIA, CONTSHIP
LA VELA, CABO DE
LA VICTORIA, CRISTO DE
LA VIERGE, COTE DE
LA WORLD, SHANGRI—
LAADKI, JAG
LABADIE,
  ALFREDO
  INGENIERO
   ALFREDO
LABINSK, UST—
LABOR, MINI
LABORA,
  ORA ET
  ORA ET
  ORA ET
LABOURBE, JEANNE
LABOURE, SAINTE
 CATHERINE
LABRADOR, SIMON
LABRAG, WADI
LABU, PANTAI
LABUAN,
  PULAU
  SMIT
LABUK, POGUN

LABUNETS, KAPITAN
LACAR, LAGO
LACE, MINI
LACHINE, IMPERIAL
LACINIO, CAPO
LACIS, VILIS
LACOMBE, BAYOU
LACRIME, MADONNA DELLE
LACUSTRE, LAGOVEN
LAD, MINI
LADEIRA, PUENTE
LADOGA,
  NOVAYA
  NOVAYA
LADRA, HERMANOS PINO
LADY,
  ALEUTIAN
  ALPHA
  ALPINE
  AMERICAN
  ANGLIAN
  ARCTIC
  ATLANTIC
  BESBRO
  BOLD
  BORKUM
  BOSSY
  BOW
  CALYPSO
  CAPRICORN
  CARDIGAN
  CAROLINA
  CLIPPER
  DELTA
  EBONY
  ELEGANT
  EMPRIS
  ESSEX
  FAIR
  FIRST
  FIRST
  FIRST
  FLEETWOOD
  FORTUNE
  GALLANT
  GEORGIA
  GLACE BAY
  GOLDEN
  IRON
  KENTUCKY
  KENTUCKY
  KINKOWAN
  LOUISIANA
  LOVELY
  LOWESTOFT
  LUCKY
  MAGIC
  MI BOSS
  MIDNIGHT
  MOON
  NOMADIC
  NORDIC
  NORMAN
  OCEAN
  OCEAN
  OSLO
  PACIFIC
  POLAR
  PRUDENT
  SEA
  SEA
  SEA
  SEA
  SEA—
  SHADY
  SILENT
  SOURIS
  SOUTHERN
  STAINLESS
  STEAK
  STONEFIELD
  SUNNY
  TEXAS
  TEXAS
  VALIANT
  VIKING
  YOUNG
LADY II,
  ANGLIAN
  BOSSY
LADY LINDA, THE
LADY OF FATIMA, OUR
LADY OF GUADALUPE, OUR
LADY OF HOPE, OUR
LADY OF LOURDES, OUR
LADY OF MOUNT CARMEL,
 OUR
LADY OF THE SACRED HEART,
 OUR
LADY OF THE SEA, OUR
LADY PAMELA, OUR
LADY PATRICIA,
  OUR
  THE
  THE
LADY 3, FATIMA
LAE, LAE
LAER, STER
LAFFITTE,
  JEAN
  PIERRE
LAFUENTE, NICOLAS—
LAGA, PLAYA DE
LAGAN, NORSE
LAGE I, HENRIQUE
LAGE II, HENRIQUE
LAGE III, HENRIQUE
LAGOON,
  FESU
  KETA
  MINI
LAGOS, LNG

LAGRANGE, LUIGI
LAGUNA,
  CIUDAD DE LA
  VIRGEN DE
LAHIGUERA, GARCIA
LAHT, LIIVI
LAI,
  DAH
  KING
  MAN
  MING
  PENG
  PHA
  TAI
  WANG
LAI HE, HUAI
LAI HU, PENG
LAIDA, PLAYA DE
LAJEAN, FONNA
LAJU, BERKAT
LAKE,
  ARKTIS
  ASH
  BLOOM
  BRISTOL
  GOLDEN
  GREAT
  GREEN
  LARK
  MEECH
  MERKUR
  NEW
  OCEAN
  PARROT
  PHILIP E
  REEFER
  SAVA
  SILVER
  TAAL
  UNITY
  WANI
LAKER, GREEN
LAKES, GREAT
LAKSHMI,
  SREE
  VIJAYA
LAM, SONG
LAM 4, SONG
LAM 6, HONG
LAMA,
  ATCO
  LONG
  MINI
LAMANDAU I, TIRTA
LAMAR, CAPT.
LAMAS, ADMIRAL FRANK
LAMBANG, SRI
LAMBERT, CAPE
LAMEIRINA, RIO
LAMY, EL
LAN,
  BAI YU
  MA
  MISS
  YE
  YU
  ZHI LUO
LAN YU, NEW
LANCANG I, BLANG
LANCANG II, BLANG
LANCANG III, BLANG
LANCANG IV, BLANG
LANCE,
  CAPE
  GULF
  PACIFIC
LANCER,
  BLUETANK
  BOW
  LOWLAND
  S. C.
LAND,
  CHOYANG
  FJORD
  GREAT
  KRITI
LAND ACHIEVER, SEA—
LAND ANCHORAGE, SEA—
LAND ATLANTIC, SEA—
LAND CHALLENGER, SEA—
LAND CONSUMER, SEA—
LAND CRUSADER, SEA—
LAND DEFENDER, SEA—
LAND DEVELOPER, SEA—
LAND DISCOVERY, SEA—
LAND ENDURANCE, SEA—
LAND ENTERPRISE, SEA—
LAND EXPEDITION, SEA—
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LAND KODIAK, SEA—
LAND LIBERATOR, SEA—
LAND MARINER, SEA—
LAND NAVIGATOR, SEA—
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LAND PERFORMANCE, SEA—
LAND PRODUCER, SEA—
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LAND TRADER, SEA—
LAND VALUE, SEA—
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LANDRO, RIO

LANE, CAPT. BILL
LANEE, TRACIE &
LANG,
CHI
HAI
KNUT
VIRGINIA
ZI
LANGANGER, STAR
LANGEBERG, MICHAEL
LANGKA—SUKA, GADIS
LANGKAWI,
PULAU
SMIT
LANGLEY,
FORT
MILLER
LANGUEDOC,
ABEILLE
ESSO
LANGVA, GUNNAR
LANH,
DAI
DONG
LANITA, MISS
LANJUT, SRI
LANN, FRAI
LANTERN, SEA
LANUF, RAS
LANUF I, RAS
LANUF II, RAS
LANUF III, RAS
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LANZAROTE, ISLA
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LAP, MINI
LAPAN,
KEPPEL
KINABALU
YAYASAN
LAPERUZA, PROLIV
LAPIS, MARITIME
LAPIS DUA, KAYU
LAPIS EMPAT, KAYU
LAPIS ENAM, KAYU
LAPIS LIMA, KAYU
LAPIS SEMBILAN, KAYU
LAPIS TIGA, KAYU
LAPIS TUJUH, KAYU
LAPSHENKOV, SEMYON
LAPTEV,
DMITRIY
KHARITON
LAPU,
LAPU—
LAPU—
LAPU CITY, LAPU—
LAPUS, TIRGU
LAPUSHKIN, IOSIF
LAR,
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LAREDO, NUEVO
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LARGE, GRAND
LARGE II, CAP AU
LARGO, MAR
LARIN, MIKHAIL
LARISHKIN, PAVLIK
LARISSA, MISS
LARK,
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LARNACA, METZ
LARSEN,
HENRY
HOLCK—
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LARSSON, RAY
LARUN, CRUZ DE
LAS, DELTA
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LASALLE, DE
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LASS,
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MINI
NORTHUMBRIA
SOLWAY
LASS II, YAMPI
LASSITER, MANCE
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LATIFAH, ZAMIL
LATRIA, MINI
LATSIS, MARTYN
LATVII,
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PIONER
RYBAK
LATVIYA, SOVIETSKAYA
LAUD,
MINI
SAM

LAUNCH 1, DIVING
LAUNCHER, MAERSK
LAURA,
LADY
MARIA
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MARIA
MSC
MSC MARIA
SANTA MAE
LAURA ANN, LADY
LAURE, ANNIE
LAUREL,
EVER
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NISSAN
PACIFIC
SANKO
SEA
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LAUREN, WILLIAM &
LAUREN II, MISS
LAURENT,
FEDERAL ST.
LOUIS S. ST—
OMNI ST—
PRINCE
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LAURIER, SIR WILFRID
LAURISTIN, JOHANNES
LAURITZEN,
DITLEV
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JORGEN
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LAURO,
ACHILLE
AGOSTINO
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ANNA MARIA
ROSARIA
SALVATORE
LAURO SECONDO,
ANGELINA
LAUSANNE, ALCHIMIST
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LAUZON, FORT
LAVENDER, FERRY
LAVOYE, DE
LAVRENOV, ALEKSANDR
LAVRENTYEV, AKADEMIK M.
A.
LAVRENYOV, BORIS
LAVROV,
ANDREY
BORIS
LAW, MURPHEY'S
LAWRENCE,
JOHN L.
W. J.
LAXMI,
JAG
JAY
LAYANG, BURONG
LAZAREV,
AKADEMIK
KAPITAN
LAZARO II, CABO SAN
LAZARYEVA, MYS
LAZIO,
AGIP
ECOL
LAZO,
PORT
SERGEY
SERGEY
LE,
CHANG
CHIN DAL
DAVID
DIXIE
NHAT
LE BESNERAIS, RENE
LE GRAND, CAPE
LE GRAND II, CAPE
LE HAVRE,
ABEILLE
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PRIDE OF
LE QUEBECOIS, E. P.
LE YUAN, HAI SHANG
LEA, LINDA
LEAD, MINI
LEADER,
ASEAN
ASPHALT
ATLANTIC
CANADIAN
CEMTEX
COSMIC
DIXIE
DOOYANG
EURO
FALCON
FARWEST
FLAG
FRONT

LEADER,
HARVEST
HYUNDAI
IOLCOS
MAERSK
MED
NORNEWS
NORTHERN
OCEAN
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OMI
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LEAH, MISS SHANNA
LEAL, HENRIQUE
LEALTAD, LA
LEBECHE, BOLUDA
LEBEDEV, PYOTR
LEBEDYEV,
NIKOLAY
YEVGENIY
LEBEL, GEORGES
ALEXANDRE
LEBEOUF, WILLARD P.
LECA, MONTE DO
LEDANG, SRI
LEDO, CABO
LEDYAYEV, MIKHAIL
LEE,
ADDIE
ADMIRAL
AIK
ALTAIR
ATCO MARY
AUDREY
BARBARA
BECKY
BETTY
CAPT. BEN
CAPTAIN
CAPTAIN
DONNA
ELLA
FRANCES
GLENDA
HAI
HEN
HOCK HAI
HONG
HONG
JASON
JORDAN
JUDY
KRISTIN
KRISTY
LADY
LAUREN
LESLIE
LESLIE
LINDA
LUCY
MAUDE
MINI
MISTER
NANCY
NATHANIEL
PATRICIA
ROBERT E.
SAMUEL P.
SANDY
SIM
TAT
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WAH
YICK
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LEE No. 1, WING
LEE No. 2, TAT
LEE No. 10, LUNG
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LEE ROSE, JUDITH
LEE SR., FRANCIS M.
LEE WHITE, H.
LEE 6, TAI
LEELA, JAG
LEET, RYAN
LEFORT, PIERRE
LEFTERIS, CAPETAN
LEGARDEUR, CATHERINE—
LEGEND,
HIGHLAND
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MINI
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WESTERN
LEGOWSKI, INZ. STANISLAW
LEHMANN,
HANS
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LEHMANN,
INA
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MARIE
SIEGFRIED
LEHMKUHL, STATSRAAD
LEHN, MISS D. M. C.
LEI, SAMPAGUITA
LEIGH,
JENNIFER
KARA
KRISTIN
LEIKANGER, STAR
LEIXOES, GALP
LEJON,
GOTA
LE GRAND
SVEA
LEKEITIO, PLAYA DE
LEKKAS, SPIROS
LELIA, KATY
LEMA, JOLO
LEMBEH, SELAT
LEMBO,
FILOMENA
GIUSEPPE
LEMESHYEV, SERGEY
LEMEUR, ROBERT
LEMI, MISS
LEMMERHIRT, MELVIN E.
LEMONA, KRIS
LEMOS,
ANTONIS P.
PANTELIS A.
TIERRA DE
LEMPANGANG, BOTO
LEN, STEPHANIE
LENA, MARTHA
LENE, KAR—
LENG No. 1, LIAO—JIN SHUI
LENG No. 2, ZHOU YU
LENG No. 3, ZHOU YU
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LENG YI HAO,
JIN HANG
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LENG 1,
JING
LAO CHANG
LIAO ZHUANG
MIN
MIN WAI
ZHE
ZHE SAN
LENG 2,
JING
LIAO CHANG
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MIN
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LENG 3,
LIAO YU
MIN
MIN WAI
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LENG 4,
LIAO YU
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LENG 5,
LIAO CHANG
MIN
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LENG 6, ZHE
LENG 7, LIAO CHANG
LENINA, PAMYAT
LENINGRAD, VECHERNIY
LENINGRADA, RYBAK
LENINSKIYE, GORKY
LENNOX, ISLA
LENTSMANIS, YANIS
LEO,
ARAB
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HARVEST
LNG
OCEAN
ORIENTAL
LEON GRANDE II, EL
LEONA, MISS
LEONARD,
CAPT.
JOHN
LEONES, CALETA
LEONG,
HONG
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LEONHARD, RUDOLF
LEONHARDT,
ANJA
BEATA
HANS
HEIDE
INGRID
KARL
MARITA
URSULA
LEONIDAS, KAPETAN
LEONIDOV, LEONID
LEONIE, FREDERIQUE
LEONORA, QUEEN
LEONOV, POGRANICHNIK
LEONTIY BORISYENKO,
KAPITAN
LEOPARD,
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CAM
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LEOPARD,
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WESTERN
LEPESHINSKIY,
PANTELEYMON
LEPORSKIY, VLADIMIR
LERCHE, MARTHA
LERDO DE TEJADA,
SEBASTIAN
LERNIA, ONA DI
LERO, UJUNG
LERWICK, OSA
LES, ORIENT
LES EASOM, CAPT.
LESELIDZE, GENERAL
LESLIE, KATRENA
LESOVIKOV, IVAN
LESVEN, POINTE DE
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LET OKTYABRYA,
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LET PIONERII, 50
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LET SOVIETSKOMU
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LET SOVIETSKOY UKRAINY,
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LET SSSR,
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LET TAYMYRU, 40
LET VELIKOGO OKTYABRYA,
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LET VLKSM,
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LETICIA, ANA
LETIYA OKTYABRYA, IM.
60—
LETZER,
ADRIANUS
ALPHONSE
CHRISTOPHE
GEORGES
JACQUES
JEROME
LAURENT
LEON
MARTINE
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RAYMOND
YOLANDE
LEUNG 1, LEE YIP
LEV SOLOVYEV, KAPITAN
LEVANIDOV, PROFESSOR
LEVANT,
VILLE DU
ZIM
LEVANTE,
CALA
CAPO
VENTO DI
LEVASSEUR, COMMANDANT
LEVEL, EVER
LEVEL No. 7, SEA
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LEVEQUE, FRANCOIS
LEVIATHAN, LONDON
LEVIQUE, MBF
LEVITAN, YURIY
LEVSKY, VASIL
LEWIS, CAPT. ALEX
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CHANG
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LI HE, HUA
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LI No. 1,
AN
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LI No. 29, FOOK
LI SHAN, TIAN
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LIAN No. 15, YIU
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LIAN QUAN, WU
LIAN SHAN, QI
LIAN YU 601, SU
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LIAN 504, HANG
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LIANG, YOU
LIANG CHENG, JUN
LIANG SHAN, LU
LIANG YOU 1, JIN
LIANG 104, LU YAN
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LIASSINE, MUSTAPHA
LIAT, SUNGAI
LIBECCIO, PUNTA
LIBERATOR, SEA—LAND
LIBERTY,
ACADIAN
ALLIGATOR
ANANGEL
CANADIAN
COVE
EASTERN
H. O. S.
JOVIAN
OCEAN
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LIBERTY II, GRACE
LIBRA,
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NEPTUNE
LICH, TO
LIDO, MONTANA
LIDOV, PYOTR
LIE, KUO
LIE No. 2, KUO
LIEBKNECHT,
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LIEN, KIM
LIEN No. 1, YUNG
LIEN No. 36, FU
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LIERE, MAATJE VAN
LIEZEL, LADY
LIFE,
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LIFTER,
KOREAN
LOOP
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BLUE
BROTHER
CELTIC
EAST
EMERALD
FIRST
HIGHLAND
MARITIME
MINI
MYSTIC
NEW
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NORTHERN
NORTHERN
NORTHERN
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SEA
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LIGURIA,
AGIP
NOVA
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LIH No. 1, YUH
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LIII,
MONALINDA—
PEMEX
LIJO, HERMANOS
LIK, WEI
LIKONA, NUEVO TORRE DE
LIKONI,
ST.
CHRISTOPHER
ST. MICHAEL
LIKU, SRI
LIL, MESK AL
LILAC,
FERRY
JOVIAN
WHITE
LILI, DONA
LILIANA,
DONA
MARIA
LILL,
AUD—
LETTE
LILLAH, ALMELK
LILLIAN, LADY
LILLIE, MISS
LILY,
ACX
ASIAN
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KYOKUHO
MADONNA
MAY
MINI
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STAR
STOLT
WILD
LIM,
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LIM No. 5, DAE
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A. DE
BOGASARI
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SANTA ROSA DE
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LIMABELAS, KINABALU
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LIMAY, RIO
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LIMENES II, KALI
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LIN HAI, LIU
LIN YANG, GUI
LINA, PRINCESS
LINCOLN, PRESIDENT
LIND, JO
LINDA,
CAROL
LADY
LADY
MISS
PRINCESS

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LINDBERG, F. V.
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LE CHANG
LE PING
LIAN HUA
MEI HUA
MO XING
NAN GUAN
PU
PU TUO
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QING YUN
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XING AN
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LINTAS, PETRO
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LIPARIS, LE
LIPPI, FILIPPO
LIS, CAPT.
LIS TERKOL, STOLT
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LISA II, LADY
LISAS, POINT
LISAS M., PT.
LISBOA, GALP
LISE, ANNE
LISE KOSAN, ANN
LISITA, HUAL
LISMA,
GRAZIELLA
NICOLA
LISON, LADY
LISTOPADOWY, POWSTANIEC
LISYANSKIY, YURIY
LISYANSKOGO, OSTROV
LITKE,
FYODOR
OSTROV
LITOCHORON, NIKOS
LITTLE INDIAN, ONE
LITVA, SOVIETSKAYA
LITVINOV, MAKSIM
LITVINOVA, YELENA
LITVY,
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XX SYEZD KOMSOMOLA
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CAPTAIN JOHN G. P.
THEOFANO
LIVANOV, BORIS
LIVING, EVER
LIVORNO,
CITTA DI
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LIX, MONALINDA—
LIYV, YUKHAN
LIZARD, MINI
LIZYUKOV, PYOTR
LLABRES, CATALINA
LLANDAFF, STOLT
LLANERA,
ALMA
SANTA CRUZ DE
LLONGA, CALA
LLORCA, ULISES
LLOYD, CAPT.
LLOYD AMAZONAS, HAPAG
LLOYD CAIRO, SMIT—
LLOYD MATSAS 1, SMIT—
LLOYD MATSAS 2, SMIT—
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LOA, HOKU—
LOA'A, KALA
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LOAF, MINI
LOBIANCO, SALVATORE
LOBITO, FINA
LOBO GRANDE II, EL
LOBOS,
CAPE
SIETE
LOBRA, MARINA
LOCATER, GARDLINE
LOCH,
MAID OF THE
UTSIRA
LOCO, POCO
LODAIRO, NUEVO VIRGEN DE
LODBERG, DORTHE
LOG MASTER, SEVEN
LOGACHEV, PROFESSOR
LOGGER, MAERSK
LOGIC, MINI
LOGOS, KRISTINA
LOI 1, THANG
LOI 2, THANG
LOIRA, PLAYA DE
LOIS,
BARBARA
MISS
LOK, MAN
LOKIETEK, WLADYSLAW
LOMA,
LA
POINT
LOMAYEV, KAPITAN
LOMBARDIA, AGIP
LOMBOK,
SELAT
TELCO
LOMINADZE, VASILIY
LOMONOSOVS, MIHAILS
LOMONTE, BETH
LONDON,
CHEVRON
CITY OF
OSA
SAAR
SMIT
STAR
SUN
LONG,
AN
CAPT.
CHANG
CUU
FU
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HUA
HUANG
JIN
JIN HAI
JIU
PHI
SHENG
TAI
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THANG
THANG
XING
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YIN
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YUN
LONG BEACH, EXXON
LONG HAI,
LING
MA
LONG JIANG, AN
LONG No. 8, SUN
LONG QUAN, LAC
LONG SATU, SWEE
LONG SHAN,
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LONG TIAN, DA
LONG VI, BACH
LONG 1, HA
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LONGA, PROLIV
LONGBEACH,
ASIE
HANJIN
LONGEVITY,
MING
TRADE
LONGVA,
GECO
JOHN
LONN, JO
LONSMAND, LENE
LOOKOUT, CAPE
LOOM, MINI
LOONG,
MAN
SIN
LOOP, JOVIAN

LOPATIN, ANTON
LOPATKA, MYS
LOPERA, CASTILLO DE
LOPEZ,
PRESIDENTE CARLOS ANTONIO SIERRA
1ST LT. BALDOMERO
LORA, BEN
LORCA, CASTILLO DE
LORD,
BERGE
OCEAN
SEA
SEA
SUN
LORD I, SEA
LORENZO,
ANTONIO
JUAN
PLAYA DE SAN
SAN
SAN
ST.
LORENZO 1, SAN
LORENZO 2, SAN
LORENZO 3, SAN
LORENZO 4, SAN
LORENZO 5, SAN
LORENZO 6, SAN
LORENZO 7, SAN
LORENZO 10, SAN
LORETO, N. S.
LORETTA, MISS
LORI ANN, MS.
LORI DAWN IV, MISS
LORI DAWN V, MISS
LORI DAWN VI, MISS
LORI DAWN VII, MISS
LORK, WANG
LORNE,
LADY OF
ROSE OF
SEASPAN
LORRAINE,
AMANDA
CGM
CROIX DE
HAZEL
JEANNE DE
JEANNIE
LADY
SHARON
STAR
LORY, MINI
LOS ATUNES, ZAHARA DE
LOS MARES, ESTRELLA DE
LOS PALACIOS, RIO
LOS REMEDIOS, NUESTRA SENORA DE
LOS RIOS, PROVINCIA DE
LOS SARGAZOS,
MAR DE
MAR DE
LOS SARGAZOS DOS, MAR DE
LOS TAQUES, LAGOVEN
LOS VIENTOS, GRAN ROSA DE
LOS VOLCANES, ISLA DE
LOSHKIN, SAVVA
LOT, MINI
LOTHING, LAKE
LOTMORE, LADY
LOTUS,
ACX
JANG YUNG
PALMSTAR
RUBIN
SEA
LOU,
CAPT.
DENNIE
JENNIFER
LADY
LINDER
LUCKY
MARIE—
MARY
MARY
MISTER
NICKY
LOUBSER, KOBUS
LOUCAS, CAPTAIN
LOUD, EL
LOUD III, EL
LOUIE, UNCLE
LOUIS,
ANDREW
CITY OF PORT
FORT SAINT
FORT ST.
LE GRAND
MARY
PRINCE
SAINT
SAINT
SAINT—
SAM
ST.
ST.
LOUIS II, SAINT
LOUIS J. HAUGE, JR., CPL.
LOUIS THOMAS, CAPITAINE
LOUISBOURG, FORT
LOUISE,
ANNE
BARBARA
CATHERINE
CHARLOTTE

LOUISE,
JACQUES
KATHY
LADY
LADY
LAMANDA
LINDA
MARY
PIONEER
SHARON
SOPHIE
VERA
LOUISE R., CATHERINE
LOUISIANA,
C. N.
CHEVRON
NORDIC
SEABULK
SEACOR
STAR
LOUISIEN, SAINT
LOUJAINE, ABU
LOULA, DONA
LOUP, PIC SAINT
LOURDES,
MARIA
OUR LADY OF
VIRGEN DE
LOURDES II, LADY OF
LOURENCO, CAPT.
LOURIDO,
MARCELINA
PLAYA DE
LOUWE, ALBERT PIETER
LOVE,
CAJUN
FAMILY
FORTY
LADY
MOBY
LOVEJOY, EDITH
LOY, HANG
LOY TURECAMO, MARY
LOYALIST, QUINTE
LOYALTY,
MARITIME
STOLT
LOYOLA, INIGO DE
LOZOVSKIY, VASILIY
LP, DYNAMIC
LP—IS, PROPEMEX
LP—2S, PROPEMEX
LT. ALEX BONNYMAN, 1ST
LT. BALDOMERO LOPEZ, 1ST
LT. JACK LUMMUS, 1ST
LT. JOHN P. BOBO, 2ND
LU,
BEI
GAN
JIN
ZHE
LU HU, TIAN
LU JIANG, AN
LU SHAN, YUE
LU 1, HOA
LU 2, HOA
LU 3, HOA
LUANG, TA
LUBECK, HANSA
LUBECKI, DOKTOR
LUBELSKA, ZIEMIA
LUBRANO,
FERNANDA
VINCENZO
LUC,
JEAN
SERGE—
LUCA PRIMO, SAN
LUCAS,
CABO SAN
CABO SAN
CAPTAIN
SAN
LUCAS III, CAPTAIN
LUCENTE, STELLA
LUCERO, PUNTA
LUCH,
KRASNYY
LENINSKIY
SOLNECHNYY
SVETLYY
YARKIY
LUCIA,
MAR
S.
SAINT
SANTA
SANTA
SANTA
SANTA
SANTA
LUCIA III, SANTA
LUCIA LUNTANA, SANTA
LUCIA SECONDA, MARIA
LUCIAN PRIMA, SAN
LUCIDA, LA
LUCIE, SAINT
LUCIO MEIRA, ALMIRANTE
LUCK,
EVDOKIA
EXCELSIOR
GOLDEN
GOOD
HUA
LADY
LADY
MEGA
NEW
PEARL
SEA
SEA
TRADE

LUCK, VIGOROUS
LUCKA, KAPITONAS A.
LUCKY,
EASTERN
OCEAN
OCEAN
PENMAR
WESTERN
WHITE
LUCY,
MSC
ST.
LUDOWA,
ARMIA
GWARDIA
LUEN, WING
LUGOVOY, LEONID
LUGOVSKOY, VLADIMIR
LUHRS, GEORG
LUI, SUNGAI
LUIKEN, JAN
LUIS,
BETI SAN
CIDADE DE SAO
DON
DON
NUEVO SAN
PLAN DE SAN
PRESIDENTE WASHINGTON
ROBERTO
SAN
SAN
SAN
LUIS ALVAREZ, JOSE
LUIS BRION, ALMIRANTE
LUIS COLAS, JOSE
LUIS DELGADO, DON
LUIS DOS, JUAN
LUIS I, SAN
LUISA,
ANA
LUCIA
MARIA
MISS MARIA
MSC
LUISA I, MARIA
LUISA II, MARIA
LUISA Y MARY, JOSE,
LUISE, MIKKEL—
LUIZ,
SAO
SAO
LUIZ ALCAZAR, CAPITAN
LUJAN,
MIGUEL
RIO
LUK, YICK
LUKA, VELA
LUKE, ST.
LUKHMANOV, KAPITAN
LUKONIN, MIKHAIL
LULI, KAPITEN AHMET
LULU, UMM AL
LUMBA, ASMARA LUMBA
LUMBA LUMBA, ASMARA
LUMBER, SANG THAI
LUMMETJE, GRIETJE
LUMMUS, 1ST LT. JACK
LUMO, MATENA
LUMP, MUD
LUMPKIN, O. B.
LUMUT, PULAU
LUN ER HAO, TUO
LUN SHAN, KUN
LUN 2, XIN HE CHANG
LUN 3, TUO
LUN 7, JIN GANG
LUN 9, JIN GANG
LUN—PYAN, SHWE—
LUNA,
BERGEN
CALIFORNIA
GRACE
PALAU
VENTURE
LUNACHARSKIY, ANATOLIY
LUNADA, PORTILLO
LUNAR, MINI
LUNDBERG, ODD
LUNDINA, IVER
LUNG,
KAU
KEE
KUO
LUNG No. 1,
HO
KWANG
LUNG No. 2, HO
LUNG No. 3, TEH
LUNG No. 6, SHIN
LUNG No. 11, SHIN
LUNG No. 12, KUANG
LUNG No. 22, KWANG
LUNG No. 31, KWANG
LUNG No. 71, KWANG
LUNG No. 111, KWANG
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LUNG No. 119, HWA
LUNTANA, SANTA LUCIA
LUO LAN, ZHI
LUO SHAN, DA
LUONG, HAM
LUPA, PULANG
LUPE,
HELENA
MATHEA
LUR,
AMA
ITXAS
LURE, TROPIC
LURIKH, GEORG

LURLEEN, MISS
LURREAN, PAQUEA
LUSSICH, ANTONIO D.
LUTETIA, CHEMIST
LUTHER, DR. MAARTEN
LUTIBRODSKI, YORDAN
LUTSKIY, DEPUTAT
LUTZ, E. W.
LUWU, PUTRA
LUX,
ELENA
POLAR
LUXEMBURG,
ROSA
ROSA
ROSA
LUYEN 1, CO
LUYEN 2, CO
LUYEN 3, HUAN
LUYEN 4, HUAN
LUZ,
CASTILLO DE LA
COSTA DE LA
MONTE DA
PAU DA
PUERTO DE LA
LUZ DE GASCUNA, NUEVA
LUZ DEL CANTABRICO, NUEVA
LUZIA,
MONTE DE SANTA
SANTA
LUZON, LORCON
LV, MONALINDA—
LVOV, GENERAL
LWOWSKIE, ORLETA
LXI, MONALINDA—
LXIV, MONALINDA—
LXXX, PEMEX
LY, THUONG
LYAGIN, VIKTOR
LYAPIDEVSKIY, ANATOLIY
LYASHENKO, KAPITAN
LYDIA,
MISS
MOTHER
LYKES,
ADABELLE
ALLISON
ALMERIA
ASHLEY
BRINTON
CHARLOTTE
ELIZABETH
FREDERICK
GENEVIEVE
HOWELL
JAMES
JEAN
JOHN
JOSEPH
LESLIE
LETITIA
LOUISE
MALLORY
MARGARET
MARJORIE
MASON
NANCY
RUTH
SHELDON
SHIRLEY
STELLA
SUE
THOMPSON
TILLIE
TYSON
ZOELLA
LYMAN, CAPTAIN
LYMPH, MINI
LYN,
BETTE
CHRIS—DA—
MARGARET
MARY
LYN II, BETTY
LYNCH, CAPE
LYNE II, VIKI
LYNG, PIDDER
LYNN,
AMY
ANGELA
AUDREY
CATHY
CINDY
DEBBIE
DEBORAH
DELMUR C.
DONNA
ERICA
ERIKA
FRANKIE
HEATHER
JAMIE
JESSICA
JULIE
KARIN
KATHY
MARTHA
MICHELLE
MISS
MISS VICKY
MONICA
RHONDA
SHEENA
STEPHANIE
TERRI—
TERRY
TIFFANY—
TINA
LYNN II, PEGGY

- LYNNA, THERESA
- LYNNE, TRACY
- LYNNE ANITA, MARI—
- LYNWOOD,
  - CAPTAIN
  - MICHAEL
- LYNX,
  - CAM
  - IMSALV
  - NEPTUNE
  - NEWFOUNDLAND
  - SEA
  - TOISA
  - WORLD
- LYON, PORT DE
- LYON MACKENZIE, WM.
- LYONS, T. E.
- LYRA,
  - CETRA
  - STELLA
- LYRAS,
  - GEORGE
  - MARKOS
- LYRIC, EVER
- LYS, FLEUR DE
- LYSENKO,
  - FYODOR
  - GRIGORIY
- LYUBCHENKO, KAPITAN
- LYUDNIKOV, IVAN
- LYULIN, SERGEY
- LYUTIKOV, KAPITAN
- M.,
  - AGIOS GEORGIOS
  - ALEXANDROS
  - ANDREAS
  - ANGELIKI
  - ANNA
  - ANNE
  - ANNIKA—
  - ARTHUR
  - BARBARA
  - BARONESS
  - BECKY
  - BIBI—
  - BJORN
  - BRIGITTE
  - BURAK
  - CAPETAN
  - CARLO
  - CAROL
  - CATHERINE—
  - CELINE
  - CHRISTINA
  - CONSTANTINOS
  - COSTANZA
  - COUNTESS
  - CROWN
  - DAME
  - DAVID
  - DELORES
  - DIANE
  - DINA
  - DOROTHY
  - DUCHESS
  - EDITH
  - EFTHIMIOS
  - EFTYCHIS
  - EILEEN
  - EIN KAA'
  - ELENI
  - ERROL
  - EUGENIE
  - EULALIA
  - FIONA
  - FIRAS
  - FLYING FISH
  - FRANK
  - FRATZIS
  - FREDERICK
  - GEORGIA
  - GEORGIOS
  - GRACE
  - GRIGORIS
  - HAPPY—
  - HARRIET
  - HENRY
  - HOSS
  - ILARIA
  - ISMAIL
  - JANE
  - JOANN
  - JOHN
  - JULIE
  - JUNIOR
  - KATHERINE
  - KYRIAKOS
  - LADY
  - LEO
  - LEONARD
  - LESLEEN
  - LOTUS
  - LUCIANA
  - LUCY
  - MAJA—
  - MARGARET
  - MARGARITA
  - MARI—MAR
  - MARIA
  - MARIA
  - MARWAN
  - MARY
  - MARY
  - MARY
  - MICHAEL
  - MIRNA
- M.,
  - MISS MARY
  - MOLLIE
  - MOLLY
  - NAFSIKA
  - NANCY
  - NICHOLAS
  - NICOLAOS
  - NIKOS
  - NINA
  - OLGA
  - OLGA
  - PANAGIA
  - PETER
  - PRISCILLA
  - RAMON
  - RANA
  - RAUL
  - RENE
  - RICHARD
  - RIMA
  - ROBERT
  - ROBERT
  - ROBERTA
  - ROSA
  - ROYAL
  - RUTH
  - SAFWAN
  - SAN BENEDETTO
  - SANDRA
  - SEBASTIAN
  - SHARDA
  - STEFANOS
  - STEVIN SHA'
  - TAMMY
  - TERI
  - THOMAS
  - TINA
  - URSALA
  - VENKA
  - VERONICA
  - VICTORIA
  - VIVI
  - XENOULA
  - ZOE
- M CADEGAN, HELEN
- M II, TAKIS
- M M.B.E., MAGGIE
- M TOWER, H
- M.,
  - ANTONIO
  - CAROLYN
  - CELIA
  - CHARLOTTE
  - CLEO
  - ELIZA
  - ELKE
  - ELLI
  - GEORGE
  - KATERINA
  - MARTIN
  - MARY
  - MISS L.
  - PAULINE
  - PT. LISAS
  - RIPON
  - RUBY
  - SENIOR
  - SPIROS
  - STACY
  - SUZAN
  - SUZANNE
  - THEODOROS
- M. A. LAVRENTYEV, AKADEMIK
- M. A. VOYAGEUR, C. T.
- M. ALI ULGEN, AMIRAL
- M. ANDERSON, ARTHUR
- M. BARUNA I, H.
- M. BEEGHLY, CHARLES
- M. BLACK, E.
- M. BROADFOOT, NELSON
- M. C. LEHN, MISS D.
- M. CALLAGHAN, ADM. WM.
- M. CALLAIS, HARRIS
- M. COHEN, WILFRED
- M. COPPEDGE, MARY
- M. DEFELICE, LLOYD
- M. DOWNEY, CATHERINE
- M. FERRES, ING. PABLO
- M. FLEMING, D.
- M. FORD, E.
- M. GRIFFITH, H.
- M. HOFFE, C.
- M. HUNTER, J.
- M. I,
  - JEDDAH N.
  - MARIA
- M. III, C. E.
- M. IZMAYLOV, KAPITAN
- M. J. SOUZA, CAPT.
- M. JUVALE, CAPTAIN F.
- M. LAUZIER, LOUIS
- M. LEE SR., FRANCIS
- M. MARTINAC, J.
- M. MARTINEZ TAMAYO (PAPI), JOSE
- M. McALLISTER,
  - HELEN
  - MARGARET
- M. MCALLISTER, ERIC
- M. P. No. 101, S. P.
- M. P. 1, C. K.
- M. P. 2, C. K.
- M. P. 6, C. K.
- M. PATCH, GEN. ALEXANDER
- M. PENGUIN, L.
- M. R., DONA PETRA
- M. REGULUS, T.
- M. S., BLUE MARLIN
- M. SPIRIDON, F.
- M. T. SERIBU SATU, K.
- M. TOMAS, BOLSHEVIK
- M. TOWER, DAVID
- M. TREASURE, L.
- M. VACY ASH, W.
- M. WALKER, GEN. NELSON
- M. 1, M. S.
- M. 11, P.
- M. 60, D.
- M.B.E., MAGGIE M
- M.S. 3, E.
- M.Y., PARASKEVI
- M—VI, CELY—
- M—1S, PROPEMEX
- M—2S, PROPEMEX
- M—3S, PROPEMEX
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- M'HIDI, LARBI BEN
- MA,
  - CHING
  - DARYA
  - E—46—
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  - HAI
  - JIN
  - LUZON
- MA EUL, SAE
- MA KANG, BAEK
- MA No. 1, YONG
- MA No. 3, YONG
- MA No. 7, YONG
- MA 2, JUN
- MA 3, JUN
- MA 4, JUN
- MAA, LILY
- MAARTEN LUTHER, DR.
- MAAS,
  - FEDERAL
  - NEDLLOYD
  - OUDE
  - RIVER
  - TRANSPORT
- MAATJE ELF, SARA
- MAATJE V, SARA
- MAATJE VI, SARA
- MAATJE VII, SARA
- MABROUK, EL
- MABRUKAH, AL
- MAC,
  - JIMMIE
  - SEA
  - SILVAR
- MAC II, SHEENA
- MACADO, ABITIBI
- MACARENA, CTE
- MacDONALD, G. C.
- MACDONALD,
  - JOHN A.
  - L. P.
- MACEDO, JOAO
- MACEIO, GLOBAL
- MACHAN, KOTA
- MACHEDO, ALBANO
- MACHICHACO, NUEVO
- MACHOW, KOPALNIA
- MACHULSKIY, INZHENER
- MACK,
  - BIMINI
  - MR.
- MACKAY, JOHN W.
- MACKENZIE,
  - FEDERAL
  - MISS
  - WM. LYON
- MACKIN, MARY
- MACKINNON, T. D.
- MacRALLON, J. G.
- MAD, AVEL—
- MADA,
  - GAJAH
  - RIVER
  - SETCO GAJAH
- MADALINSKI, GENERAL
- MADAME, JOLIE
- MADANI, IRAN
- MADDALENA,
  - LA
  - MARIA
- MADEIRA,
  - RIO
  - VINHO
- MADELEINE, BONNE
- MADERO, PRESIDENTE
- MADHURI, VISHVA
- MADI, N'
- MADIGAN, ELVIRA
- MADIHA, AL
- MADINAH, NCC
- MADINAH XVI, BAKRI AL
- MADISON, PRESIDENT
- MADJU, KALIMANTAN
- MADNESS, MIDNIGHT
- MADOG, PRINCE
- MADONNA,
  - LA
  - LA
- MADRAS,
  - HANJIN
  - NEDLLOYD
- MADRE,
  - ANTONIETTA
  - CAPO
  - DOMENICA
  - ELDA
  - ENZA
  - LAURA
  - MIA
  - ROSA
- MADRE,
  - SIERRA
  - SIERRA
- MADRE DEL CANTABRICO, NUEVO
- MADRE II, CARMELA
- MADRYN,
  - CIUDAD DE PUERTO
  - PUERTO
  - PUERTO
- MADSEN,
  - ALLAN
  - JOHN
  - PETER
  - VIBEKE
- MADUN, SIX
- MADURA,
  - KRIS
  - SATRYA
  - SELAT
  - SMIT
- MADURA I, SELAT
- MADURA II, SELAT
- MAE,
  - ANNA
  - DANNIE
  - DONNA
  - DORA
  - RELLA
- MAE LAURA, SANTA
- MAERE, BARON DE
- MAERSK,
  - ADRIAN
  - ALBERT
  - ALVA
  - ANDERS
  - ANNA
  - ARILD
  - ARNOLD
  - ARTHUR
  - AXEL
  - BRIGIT
  - DAGMAR
  - DIRCH
  - DORTHE
  - ELEO
  - EMMA
  - ESTELLE
  - EVELYN
  - GJERTRUD
  - GUDRUN
  - HERTA
  - HULDA
  - JAKOB
  - JANE
  - JESPER
  - JESSIE
  - KARAMA
  - KAREN
  - KAROLINE
  - KATE
  - KIRSTEN
  - LARS
  - LAURA
  - LAUST
  - LEDA
  - LEISE
  - LEXA
  - LICA
  - LINDO
  - LOUIS
  - MADISON
  - MAGLEBY
  - MAJESTIC
  - MARCHEN
  - MAREN
  - MARGRETHE
  - MARIE
  - MARIT
  - MATHILDE
  - MAYVIEW
  - MC—KINNEY
  - METTE
  - NICOLINE
  - OLGA
  - OLUF
  - PAULA
  - PETER
  - PRIMA
  - RAS
  - RASMINE
  - REGINA
  - RITA
  - ROBERT
  - ROMO
  - SALLY
  - SUSAN
  - SVEND
  - SVENDBORG
  - THORKIL
  - TOBIAS
  - TORBEN
  - TREIN
  - VALKYRIEN
- MAESTRALE, VENTO DI
- MAFALDA, SANTA
- MAFIL, RIO
- MAGADANA, KOMSOMOLETS
- MAGADI, LAGO
- MAGALHAES, FERNAO DE
- MAGALHAES JUNIOR, JURACY
- MAGALIE, S. J.
- MAGALLANES,
  - NAVEGANTE
  - PESQUERA
- MAGALLANES II, NAVEGANTE
- MAGDA, ANNA
- MAGDALENA, BAHIA
- MAGDELONE, SUNDBUSS
- MAGE, ROY
- MAGELLAN,
  - F. DE
  - STAR OF
  - SVITZER
- MAGG, VILLI
- MAGGIORE, ORSA
- MAGIC, CLIPPER
- MAGID, IBN
- MAGNA,
  - LEPTIS
  - SPES
- MAGNACHEM, SEABULK
- MAGNATE, STAR
- MAGNE,
  - HANS
  - STIG
- MAGNETIC, K. F. V.
- MAGNO, EL
- MAGNOLIA, STOLT
- MAGNOLIA II, WHITE
- MAGNOLIO, LEX—
- MAGNUM, MARE
- MAGNUS,
  - BRITISH
  - KARL
  - ST.
- MAGRI, GIUSEPPE
- MAGUEYES, ISLA
- MAGULA, SEA
- MAHA, MATSS
- MAHAD, AL
- MAHAKAM 1, GARUDA
- MAHALLATI, IRAN
- MAHAPOLA, LANKA
- MAHAVIR, JAL
- MAHESHWARI, LOK
- MAHIR, EL
- MAHLIGAI, DANG
- MAHMASTAL, JOHANN
- MAHMOUD, HAJ
- MAHMUD BADARUDDIN II, SULTAN
- MAHO, MERCS
- MAHROUKAT AL AWAL, AL
- MAI,
  - A YAR—
  - HOA
  - WADI
- MAI 1, SAO
- MAI 2, SAO
- MAI 3, SAO
- MAIBRITT, FREDDY
- MAICAO, CIUDAD DE
- MAID,
  - BAR
  - MARITIME
  - MOONLIGHT
  - OCEAN
- MAIDEN,
  - GULF
  - GUR
  - INDIAN
  - IRON
  - SUN
- MAIER, ISABEL
- MAIGMO, MONTE
- MAIHUE, LAGO
- MAIN,
  - JOHN
  - NEDLLOYD
- MAINE, STATE OF
- MAINTAINER, OIL
- MAIO, SOL DO
- MAIREAD, DEIRDRE
- MAISONS II, HAVRE AUX
- MAITE, NUEVO
- MAITLAND, JOHN PHILIP
- MAIXA, ANDRA
- MAJ, 3
- MAJE, RIVER
- MAJED, IBN
- MAJED 1, IBN
- MAJEED, AL
- MAJESTIC,
  - CLIPPER
  - SINCERE
  - STARSHIP
- MAJESTY,
  - GULF
  - MARATHA
  - OCEAN
  - REEFER
- MAJID, IBN
- MAJID I, EL
- MAJID II, EL
- MAJID 6, IBN
- MAJID 7, IBN
- MAJID 8, IBN
- MAJIDUN, RIVER
- MAJOR,
  - GAZ
  - URSA
  - URSA
- MAJOR PIRU SINGH PVC, COMPANY HAVILDAR
- MAJU,
  - IKA
  - KOTA
  - NUSANTARA
  - SAPTA
  - SELESA
  - SINGAWAN
  - TANTO
- MAJULAH No. 4, L. C.
- MAJUNGAIS, LE
- MAK GOL, TA
- MAKAM, AL
- MAKARENKO,
  - ANTON
  - PAHOM
- MAKAREVICH, SERGEY
- MAKARIN,
  - IVAN
  - MEKHANIK
- MAKARIOS, AGHIOS
- MAKAROV,
  - ADMIRAL
  - ADMIRAL
- MAKASSAR,
  - SELAT
  - SELAT
  - SELAT
- MAKATCHA, GLOBAL
- MAKATSARIYA, KAPITAN
- MAKEDONIA STAR, OBO
- MAKEL, CAPTAIN
- MAKER, WIDOW
- MAKHALIN, ALEKSEY
- MAKHARADZE, FILIPP
- MAKHDOOM, SHAH
- MAKKAH, SAUDI
- MAKLAKOV, KAPITAN
- MAKLAPPEN, TV 2
- MAKLER, BREMER
- MAKMUR,
  - DAYA
  - KOTA
- MAKSARYOV, YURIY
- MAKSIMOV,
  - GEORGIY
  - IGOR
  - NIKOLAY
- MAKSIMOVICH, GENNADIY
- MAKSUTOV, ALEKSANDR
- MAL TIEMPO, BATALLA DE
- MALAGA,
  - BAHIA DE
  - SAC
- MALAI, BULAN
- MALAK, SENHORA
- MALAKHOV,
  - NIKOLAY
  - YURIY
- MALANCHA, BLV
- MALAYA, BERGEN
- MALC, CAPT.
- MALCOLM, TUG
- MALCZEWSKI, JACEK
- MALEAS, CAPE
- MALEE, JUTHA
- MALEK KHALED, EL
- MALENE,
  - HEIDI
  - LISALOTTE
- MALEVI, PANAGIA
- MALIGAYA, B.
- MALIK, IBN
- MALIKI, ABDUL
- MALINI, MALANCHA
- MALINOVSKIY, MARSHAL
- MALLARD, BREYDON
- MALLET, CMB
- MALMO, FLOATEL
- MALO, UMAG ST.
- MALOMO, NENE
- MALOUINE, BELLE
- MALOV, VASILIY
- MALTA,
  - CRUZ DE
  - ESPRESSO
- MALTSYEVA, MYS
- MALVINA, ISLA GRAN
- MALVITO V, SINDACO
- MALYGIN, STEPAN
- MAMA,
  - BAHAMARAMA
  - CAJUN
  - LOUISIANA
  - OUR
- MAMAS, AIS
- MAMATA, BANGLAR
- MAMBA, MARRA
- MAMEDALIEV, AKADEMIK
- MAMEDE, S.
- MAMEDOV,
  - GEROY I.
  - INZHENER B.
  - KAFUR
- MAMES, SAN
- MAMES DOS, SAN
- MAMI, POQUITA
- MAMMOTH,
  - BALTIC
  - GRAY—
  - MERSEY
  - SETCO
- MAMMUT,
  - MAX
  - MEGA
  - MULTI
- MAMONAL, PLANTA DE
- MAMTA, VISHVA
- MAN,
  - ANGLIAN
  - CANDY
  - GALLANT
  - KAPITAN
- MAN GANG, DU
- MAN HING, NEW
- MAN No. 11, CHIN MING
- MANA,
  - SOUTHSEA
  - THALASSINI
- MANAKARA, VILLE DE
- MANAKH, AL
- MANAN IV, GRAND
- MANAN V, GRAND
- MANASEYEV, KAPITAN
- MANATEE, COASTAL
- MANCHA, DE LA
- MANCHESTER, CITY OF
- MANCHONG, K. K.
- MANCINA, CALA
- MANCUR, AYER
- MANDADO, DOMONTE
- MANDARIN,
  - CLIPPER
  - OCEAN
- MANDEB, BAB EL
- MANDIRI,
  - BETHANY
  - GUNUNG MULYA
- MANDJI, ILE
- MANDU, LLOYD
- MANDY, MISS
- MANE, DON
- MANE ELA, ACACIO
- MANEK, JAG
- MANEL, LANKA
- MANG No. 2, SUN
- MANG No. 88, SUN
- MANGKUNEGARA, MOCHTAR PRABU
- MANILA,
  - NEDLLOYD
  - OSAM
- MANILA III, ZIM
- MANIPUR, STATE OF
- MANITOU, FEDERAL
- MANJRI II, EXPRESS
- MANJU, FERRY
- MANKO, AGYASI
- MANN,
  - BARA'
  - LADY OF
- MANN No. 101, ANN
- MANN No. 102, ANN
- MANNA, SAMMI
- MANO, CAPT.
- MANOELA, D'
- MANOIR, YVES DE
- MANOKHIN, GAVRIIL
- MANOR, ARKLOW
- MANOS, VERNICOS
- MANSHIP, OTELLO
- MANSO, MAR
- MANSOORAH, NORASIA AL—
- MANSOUR, EL
- MANSOUR DAHBI, EL
- MANSOUR SAADI, EL
- MANSOURA, EL
- MANSUR, AL
- MANTA,
  - CIUDAD DE
  - ODS
  - SMIT
  - WHITE
- MANTHAN, SAMUDRA
- MANU, KAI
- MANU 9, RIO
- MANU 10, RIO
- MANUEL,
  - ANTONIO
  - AUTA
  - JOAO
- MANUEL B—I, DON
- MANUEL B—II, DON
- MANUEL BELGRANO, GENERAL
- MANUEL VILARINHO, JOAO
- MANUELA,
  - SANTA MARIA
  - SRA
- MANUILSKIY, DMITRIY
- MANUKAU, SAN
- MANYARA, ALPHA
- MANZANILLO, BAHIA DE
- MAO,
  - FENG
  - HWA
  - MIN
  - SHIN
  - XIN HAI
- MAO HAI, HONG
- MAO No. 1, YUAN
- MAO 18, QI
- MAO 19, QI
- MAPLE,
  - FEDERAL
  - HOO
  - IRVING
  - JO
  - PACIFIC
  - PAN
- MAPLEWOOD, STOLT
- MAPOCHO, OF.
- MAQUELINE, LA
- MAQUERO, ROBERTO G.
- MAQWA, AL
- MAR,
  - ABOUDI—
  - ADRIANA DEL
  - ALBA DO
  - ALEM—
  - BEIRA
  - BLANCA DEL
  - BRUJA DEL
  - CASILDA DEL
  - CENTAURUS
  - CIELO Y
  - CLARA
  - CLOTILDE DEL
  - CROWN DEL
  - ESCUELA DEL
  - ESPERANZA DEL
  - ESTRELA DO
  - ESTRELA DO
  - EVA DEL
  - FOZ
  - FRIO
  - FUENSANTA DEL
  - GALA DEL

- MAR,
  - GLORIA DEL
  - GOLONDRINA DE
  - GRACIA DEL
  - GUN—
  - HALCON DEL
  - HILDE DEL
  - HOME DO
  - HYDRA
  - IRIS DO
  - JULIA DEL
  - LIMPIA
  - LLAVE DEL
  - LOLA DEL
  - LUPE DEL
  - MARIA DOLORES DEL
  - MARIONA DEL
  - MARUJA DEL
  - MOANA
  - NARYAN—
  - PEIXE DO
  - PEROLA DO
  - PILAR DEL
  - PLAYA SANTO DO
  - RAYO DE
  - REGINA DEL
  - REY
  - RIA
  - RIO DO
  - RIO—Y—
  - RITA DEL
  - ROCIO DEL
  - ROSARIO DEL
  - SANTA
  - SANTILLANA DEL
  - SECIL
  - SILVIA MARIA DEL
  - STELLA
  - TATIANA DEL
  - TESORO DEL
  - TORRE DEL
  - VALVANERA DEL
  - VICTORIA DEL
  - VINA DEL
  - VIRGINIA DEL
- MAR DIEZ, PEIX DEL
- MAR DOCE, PEIX DEL
- MAR DOS, CONGELADOR
- MAR FRANCO, MARIA DEL
- MAR I,
  - BIO
  - IGNACIO
- MAR II,
  - BIO
  - CIN
  - IGNACIO
- MAR III,
  - BIO
  - IGNACIO
- MAR IV, IGNACIO
- MAR IX, IGNACIO
- MAR M, MARI—
- MAR No. 5, PESCA
- MAR No. 7, PESCA
- MAR No. 9, PESCA
- MAR No. 11, PESCA
- MAR No. 12, PESCA
- MAR NUEVE, PEIX DEL
- MAR OCHO, PEIX DEL
- MAR ONCE, PEIX DEL
- MAR PRIMERO, RIO DO
- MAR QUINCE, PEIX DEL
- MAR SIETE, PEIX DEL
- MAR TRES, CONGELADOR
- MAR UNO, CONGELADOR
- MAR V, IGNACIO
- MAR VI, IGNACIO
- MAR VII, IGNACIO
- MAR VIII, IGNACIO
- MAR 1, CANARY
- MAR—I, O—
- MARA,
  - DRAIOCHT NA KARA
- MARABA,
  - FROTA
  - NORSUL
- MARABELLA, TRINTOC
- MARADEM, UMM AL—
- MARAIS, GRAND
- MARANHAO, ESTADO DO
- MARAS, KAHRAMAN
- MARATHON,
  - FRIO
  - THITA
- MARATI, NORSUL
- MARAUDER, OCEAN
- MARC,
  - JEAN
  - SAINT
  - ST.
- MARCEL, KOPALNIA
- MARCELINO, SAN
- MARCHE, AGIP
- MARCHIONESS,
  - NORTH PACIFIC
- MARCHWITZA, HANS
- MARCIA, MISS
- MARCIAL, CRUZ DE SAN
- MARCO,
  - CAPO S.
  - LEON
  - LIDA
  - SAN
- MARCO CINCO, LEON
- MARCO DOS, LEON
- MARCO SECONDO, SAN
- MARCO SEIS, LEON
- MARCO SIETE, LEON
- MARCO TRES, LEON
- MARCOS,
  - CASTILLO DE SAN
  - PAPA
  - SAN
  - SAN
  - SAO
- MARCOUF, SAINT
- MARCOUX, CAMILLE
- MARE,
  - MADONNINA DEL
  - SANTA MARIA DEL
  - SATU
  - STELLA DEL
- MARE GRATIA, EX
- MARE SECONDO, MADONNA DELL'ALTO
- MARE 1, STEAUA DE
- MARE 2, STEAUA DE
- MARE—I, RIO
- MAREA, LA
- MAREANTES, SENHOR DOS
- MARES,
  - ESTRELLA DE LOS
  - MAR DE
  - NOVOS
- MARFIL,
  - COSTA DE
  - DON ERNESTO AYALA
- MARGA II, BINA
- MARGA III, BINA
- MARGARET, ATLANTIC
- MARGARET II, LADY
- MARGARET III, LADY
- MARGARET IV, LADY
- MARGARETHA,
  - JANNA
  - PETRONELLA
- MARGARETHA II, ANNA
- MARGARITA,
  - HUAL
  - ISABEL
  - LADY
  - SANTA
- MARGIE, MS.
- MARGIT, ANNIE
- MARGO, PETRO
- MARGOT,
  - DONA
  - JENNY
- MARGRETA, GEERTRUID
- MARGRETH, QUEENY
- MARGRETHE, TORM
- MARGRETHE II, DRONNING
- MARGRIET,
  - AALTJE
  - PRINSES
  - PRINSES
- MARGUERITE, PRINCESS
- MARHOON, AL
- MARI,
  - ANN—
  - ANN—
  - BOLUDA
  - EVA
  - JUAN
  - LILL—
  - LINDA
  - MERCEDES
  - SETTE
- MARI ELORZ, ROSA
- MARIA,
  - ADELIA
  - ADRIANA
  - ADRIANA
  - ANA
  - ANA
  - ANA
  - ANNA
  - ANNA
  - ANNA
  - ANNA
  - ANTONINO
  - AVA
  - AVE
  - CARMEN
  - CAROLIJN
  - CORNELIS
  - DAMBA
  - DEIRDRE
  - DOMNA
  - DONA
  - DONA
  - DONA ROSA
  - EDUARDO
  - ELENA
  - ELISABETH
  - EMILIA
  - FRANK &
  - FRANK &
  - GERDA
  - GERDA
  - GIACOMA
  - IDA
  - IDA
  - IDA
  - IGNACIA
  - INGRID
  - IRENE
  - JACQUELINE &
  - JAN
  - JAN
  - JOHANNA
- MARIA,
  - JOSE
  - JOSEPHINA
  - LAURA Y
  - LINA
  - LISA
  - MAGDALENA
  - MISS
  - MOPA
  - OLA
  - PAUL AND
  - ROSA
  - ROSITA
  - SANCTA
  - SANTA
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  - SANTA
  - SHEILA
  - STAR OF
  - TERESA
  - TINA
  - TINA
  - VIRGEN
- MARIA DE ESPANA, SANTA
- MARIA DEL MAR, SILVIA
- MARIA DEL MARE, SANTA
- MARIA ESMERALDA, PRINSES
- MARIA F, ANA
- MARIA GANDON, ANA
- MARIA I,
  - ANNA
  - AVE
  - SANTA
- MARIA II,
  - AVE
  - LADY
  - SANTA
- MARIA III, FRANK &
- MARIA LAURA, MSC
- MARIA LAURO, ANNA
- MARIA LIGIA, DONNA
- MARIA LUISA, MISS
- MARIA MANUELA, SANTA
- MARIA MORELOS, JOSE
- MARIA P., ANNA
- MARIA PINA, ALICE
- MARIA PRIMO, GIAN
- MARIA R, ANA
- MARIA RAMON, JOSE
- MARIA SEGUNDO, SANTA
- MARIA SOBRAL, JOSE
- MARIA SOROA, JUAN
- MARIA STENGEL, MARGOT
- MARIA VILARINHO, CONCEICAO
- MARIAM, ABU
- MARIAN BUKOWSKI, INZ.
- MARIANAS, LADY
- MARIANNE,
  - KAS
  - NINNA
  - WESTWOOD
- MARIANOS, STENA
- MARIE,
  - ALANA
  - ALIDA
  - AMY
  - ANNA
  - ANNA
  - ANNA
  - ANNA—
  - ANNE
  - ATLANTIC
  - BIANCA
  - BIBIANE
  - BRIELYN
  - CAP SAINTE
  - CHERYL
  - CONNIE
  - CORNELIA—
  - DANNY
  - DE VROUW
  - DE VROUW
  - DE VROUW
  - DEE
  - DIANE
  - DIANE
  - DONA
  - DONA KAREN
  - ELI
  - EMER
  - FAITH
  - GERDA
  - GUNN—
  - HELENA
  - HELENE
  - J.
  - JACQUELIN
  - JAMIE
  - JANNIE
  - JEAN
  - JEANNA
  - JEANNE
  - JECHRISA
  - JOAN
- MARIE,
  - JOSEPHINE
  - JUDY
  - JULIE
  - KAREN
  - KATHY
  - KIRSTEN
  - LADY
  - LAURENCE
  - LEENDERT
  - LOU
  - MARLA
  - MISS MONA
  - PAT SAN
  - PRINSESSE ANNE—
  - ROSE ANN
  - SANDRA
  - SANDY
  - SARA
  - SOPHIE
  - TASHA
  - TERESA
  - THERESA
  - THERESA
  - TINA
  - UNNI
  - VONNIE
- MARIE CANDIES, NICKI
- MARIE CHRISTINE, PRINCESSE
- MARIE DE LA MER, SAINTE
- MARIE GERLING, JEAN.
- MARIE II,
  - SUSAN
  - TERESA
- MARIE III, TERESA
- MARIE IV, TERESA
- MARIE JOSEPHE, LA
- MARIE S, ROSE—
- MARIE 1, PAULINE
- MARIE—JO, LA
- MARIEME, NDEYE
- MARIETTA, MISS
- MARIGAYA, CLIPPER
- MARILYN,
  - LADY
  - OVERSEAS
- MARIN,
  - BRINY
  - L'ESPOIR DU
  - MAR DE
  - MONTE
  - PUERTO
  - RIA DE
  - VILLA DE
- MARIN DE SERK, BON
- MARINA,
  - AGHIA
  - AGHIA
  - ALBA
  - ANNA
  - CARMEN
  - COR EL
  - COSTA
  - EVA
  - FLAG
  - HARVEST
  - MSC
  - NUR
  - PERLA
  - REEFER
  - RIO
  - SANTA
  - SARI
  - STELLA
  - TORM
- MARINA II, CORSICA
- MARINANGELI, ANERINA
- MARINE,
  - AQUA
  - CHRISTINA
  - CO—OP
  - DIAMOND
  - EUGEN
  - MAZISKA
  - MONIE
  - PEARL
  - REISS
  - SANG THAI
  - SIAM
  - SUN
  - SUPER
  - SWEET
  - TAVEECHAI
  - TAVEECHOK
  - TESS
  - VERA
  - WHITE
  - WORLD
- MARINE I, GOLDEN
- MARINE II, MANILA
- MARINE III, TERESA
- MARINE IND. 26827, IRAN
- MARINE IND. 31781, IRAN
- MARINE IND. 31795, IRAN
- MARINE No. 3, NEW
- MARINE No. 5, NEW
- MARINE No. 6, NEW
- MARINE No. 7,
  - NEW
  - NEW
- MARINE No. 75, PENTA
- MARINE No. 111, KIM'S
- MARINE No. 211, KIM'S
- MARINE No. 371, PENTA
- MARINE No. 372, PENTA
- MARINE No. 373, PENTA
- MARINE SEVEN, ALPHA
- MARINE STAR, ETHYLENE
- MARINE 85, COMFORT
- MARINE 701, WORLD
- MARINELA, GRAN
- MARINER,
  - AEGEAN
  - AJAX
  - ALASKA
  - ALEUTIAN
  - AMERICAN
  - AQUARIUS
  - ARIES
  - ATLANTIC
  - BALTIC
  - BOW
  - CANADIAN
  - COASTAL
  - CRACKER STATE
  - DUTCH
  - EASTERN
  - ECHO
  - FJORD
  - FRONTIER
  - GARUDA
  - GSI
  - IONIAN
  - LEO
  - LOYAL
  - MAERSK
  - MARATHA
  - MATTUNA
  - MERSEY
  - NOOTKA
  - NORGAS
  - NORMAN
  - NORTHWEST
  - OCEAN
  - OCEAN
  - OCEANIC
  - OIL
  - ONWARD
  - ORIENT
  - PACIFIC
  - PACIFIC
  - PAN
  - PETRO
  - PRIMA
  - ROOK
  - ROYAL
  - SAMJOHN
  - SAMSON
  - SAMSUN
  - SEA
  - SEA—LAND
  - SEASPAN
  - SHELL
  - STAINLESS
  - STEADY
  - SUFFOLK
  - SUMPILE
  - T. A.
  - TEXACO
  - TOISA
  - TRIDENT
  - VICTORIOUS
  - VIGOUR
  - WESTERN
- MARINESKO, ALEKSANDR
- MARINO,
  - CONCEPCION
  - CRISTAL
- MARINO No. 68, SAN
- MARINOS, PAL
- MARINUS, REGNO
- MARIO, DON
- MARIOLA, GAIVOTA
- MARIS,
  - STELLA
  - STELLA
  - STELLA
  - STELLA
  - STELLA
- MARIS II, STELLA
- MARIS STEL, ST. XAVIER
- MARISA, FERNANDA
- MARISCO I, EL
- MARISSA, PRINCESA
- MARIT,
  - ELINOR
  - LIV
- MARITHA,
  - GRY
  - GRY
- MARIUPOLYA, KOMSOMOLETS
- MARIYAH, AL
- MARK,
  - AMERICAN
  - CAPE
  - CAPT.
  - PHILIP
  - TAIHEI
  - TERRY &
  - VIC AND
- MARKAB, STM
- MARKALOGLU, CETIN
- MARKELLA,
  - AGHIA
  - AGHIA
- MARKETER, SHELL
- MARKHANIYA, AL—
- MARKHLEVSKIY, YULIAN
- MARKIN, ANDREY
- MARKLAND, STOLT
- MARKOV, ALEKSEY
- MARKS, COASTAL ST.
- MARKYELOV, STEPAN
- MARLENE, PETER
- MARLIN,
  - BLUE
  - BLUE
  - BLUE
  - HOEGH
  - HOO
  - LE
- MARLIN,
  - SMIT
  - THE BLUE
- MARLIN M. S., BLUE
- MARMARA, GAZ
- MARNE, NEDLLOYD
- MARPLATENSE, RIBAZON
- MARQUES, EL
- MARQUESA,
  - LA
  - NEW
- MARQUEZ,
  - EMILIA
  - GENEROSO
  - TITO
- MARQUEZ ALVAREZ, AMABLE
- MARQUEZ FALQUE,
  - BENIGNO
  - FRANCISCO
- MARR, P. B.
- MARRONE, SALVATORE
- MARS,
  - BALTIMAR
  - EASTERN
  - FLAG
  - GLOBAL
  - MARITIME
  - OCEAN
  - PETROBULK
  - SAT
  - UNION
  - VILLE DE
- MARSAL, CALA
- MARSEILLE, ZIM
- MARSEILLES, NEDLLOYD
- MARSH, ARKLOW
- MARSHALL CLARK, W.
- MARSHALL D, MISTER
- MARSILI, L. F.
- MARSOUIN, LE
- MARSTAL, MOPA
- MARTA,
  - FIUME
  - SANTA
  - SANTA
- MARTELLOTTA, VINCENZO
- MARTHA,
  - CROWN PRINCESS
  - MISS
  - MISS
- MARTI,
  - HOSE
  - PROFESSOR
- MARTIN,
  - CAPTAIN
  - CHRISTINA
  - DON
  - LIBERTADOR GENERAL JOSE DE SAN
  - LIBERTADOR SAN
  - PUNTA DE SAN
  - SAINT
  - SAN
  - SAN
  - SAND
  - SIR DAVID
  - ST.
  - ST.
  - ST.
  - VERNICOS
- MARTIN GUEMES, GENERAL
- MARTIN III, SAN
- MARTIN SR., DON
- MARTIN 6, SAN
- MARTIN 7, SAN
- MARTIN 8, SAN
- MARTIN 9, SAN
- MARTIN 10, SAN
- MARTINA, TRACY
- MARTINAC, J. M.
- MARTINE,
  - MARYLENE
  - SILJA
- MARTINEZ, MANUEL
- MARTINEZ TAMAYO, CAPITAN
- MARTINEZ TAMAYO (ARTURO), RENE
- MARTINEZ TAMAYO (PAPI), JOSE M.
- MARTINEZ VILLENA, RUBEN
- MARTINI, SIMONE
- MARTINOLICH, J. D.
- MARTINOVIC, KAPETAN
- MARTITA, DONA
- Maru No. 31, KUROMORI
- MARUDI, OCEAN
- MARULLO, CALOGERO
- MARWA, ATCO
- MARWAH, AL
- MARX, KARL
- MARY,
  - CAPE ST.
  - CAROL
  - FIONA
  - JOSE, LUISA Y
  - KAPPA
  - LADY
  - LADY
  - LADY
  - LADY
  - MISS
  - NAZARE
  - PROUD
  - QUEEN
  - SAINT
  - WILD
- MARY B. SUSAN
- MARY DIANNE, MISS
- MARY I, ST.
- MARY LEE, ATCO
- MARY M, MISS
- MARY THREE, QUEEN
- MARYETSKAYA, VERA
- MARYS, MISS SAINT
- MARYSHEV, ALEKSEY
- MARZO,
  - IDUS DE
  - PIXY
  - 18 DE
- MAS,
  - BINTANG
  - BUKIT
  - BUNGA
  - DANAU
  - DELTA
  - EQUATOR
  - INTAN
  - KOTA
  - KUMALA
  - MUARA
  - NUSA
  - PANTAI
  - RAJAH
  - SILVER
  - SINAR
  - TAMPO
  - TELUK
  - TEMBAGAPURA
  - WEL
- MAS I, PULAU
- MAS II, KALTIM
- MAS III, BAHTERA
- MAS IX, SILVER
- MAS No. 5, SUMBER
- MAS VIII, SILVER
- MASAN,
  - HANJIN
  - JANG YUNG
- MASAR, TRE
- MASBATE, MADRIGAL
- MASCAREIGNES,
  - BETTY DES
  - WINNIE DES
- MASCARENHAS, ENG.
- MASCOT, HOEGH
- MASHAKOV, ALEKSANDR
- MASHEROV, PYOTR
- MASHHOR, BULAN
- MASHINOSTROITEL, BRYANSKIY
- MASHRAB, AL
- MASIQUES, MIREYA G.
- MASLOV, NIKOLAY
- MASOOD, SIR
- MASSACHUSETTS, STAR
- MASSAR, MARIE
- MASSAWA, STAR OF
- MASSO, BARRERAS
- MASTER,
  - BERGE
  - BLUE
  - CAYMAN SALVAGE
  - CORAL
  - COSMIC
  - DUTCH
  - FISH
  - GRAND
  - GULF
  - GULF
  - GUR
  - IRON
  - J.
  - JAI WON
  - KOREAN
  - MAERSK
  - MARITIME
  - NOR
  - OCEAN
  - RIG
  - SALVOR
  - SEA
  - SEA
  - SEA
  - SEASPAN
  - SEVEN LOG
  - STANDBY
  - TRADE
  - UNI—
- MASTER II, GULF
- MASTER 24, PETROLA'S OCEAN
- MASTERSON,
  - J. HARRIS
  - W. DOUGLAS
- MASTIFF, SEA
- MATABURO, NEI
- MATACENA, FILOMENA
- MATAGORDA, OMS
- MATALENAS, PLAYA DE
- MATARAZZO, MARIANGELA
- MATAY, AL SHEIKH HASSAN/
- MATE,
  - DUTCH
  - FIRST
  - RIVER
- MATEJ KOCAK, SGT.
- MATENGA, HURIA
- MATEO,
  - DON
  - DON
  - SAN
- MATEO SEAHORSE, SAN
- MATEO VICTORY,
  - SAN
  - SAN
- MATERN, HERMANN
- MATHER, SAMUEL

- MATIC, STRAHL—O—
- MATIJEVIC, MILOS
- MATILDE, SANTA
- MATISEN, FYODOR
- MATROSOV, ALEKSANDR
- MATSAS, LOUCAS
- MATSAS 1, SMIT—LLOYD
- MATSAS 2, SMIT—LLOYD
- MATSAS 3, SMIT—LLOYD
- MATSAS 5, SMIT—LLOYD
- MATSUSHIMA, FERRY
- MATSUYAMA, SEKI
- MATT,
  - CAPT.
  - MISTER
- MATTEO PRIMO, SAN
- MATTHEW,
  - ST.
  - ST.
- MATTHIAS HARMSTORF, FRIEDRICH
- MATTHIES, JOHANNES
- MATTHIESEN, RICHARD G.
- MATTSON, J.
- MATURIN, LAGOVEN
- MATUZENKO, VASILIY
- MATVEYCHUK, GEORGIY
- MATVEYEV, KOMANDARM
- MATYUSHENKO, AFANASIY
- MAU No. 2, TUNG
- MAUA, BARAO DE
- MAUD, BEATRICE
- MAUD MONTGOMERY, LUCY
- MAUDE, MISS
- MAUI, HANA
- MAULEG, MAS
- MAUNG, A YAR—
- MAUNGANUI, MOUNT
- MAUREEN,
  - GAYLA
  - GIRL
  - MARY
- MAURICE, ILE
- MAURICE ROSE, GENERAL
- MAURICIO, DON
- MAURITIUS, NEDLLOYD
- MAURITS, PRINS
- MAURIZIO, LIBERA
- MAUTHE, J. L.
- MAVAR SR., JOHN
- MAVIS, MISS
- MAWAR,
  - AYER
  - BUNGA
  - KOTA
- MAWAR KENCANA, DERMAGA
- MAWES, ST.
- MAX,
  - BLUE
  - FAIRFIELD
- MAXIM, LE
- MAXIMA, DANA
- MAXIME HESSE, INGENIEUR
- MAXITA, UGLAND
- MAY,
  - CAPE
  - CAPE
  - CAPE
  - CAPE
  - CHARLOTTE
  - EDNA
  - ELLEN
  - HARRY O'
  - HSING
  - LADONA
  - MAY
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- MAYAKOVSKIY, VLADIMIR
- MAYALINE, ROMY
- MAYARI, RIO
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  - JAN
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- MAYEN 2, JAN
- MAYO,
  - CAPT. JOHN
  - FLORES DE
  - PRIMERO DE
  - QUINCE DE
- MAYOR,
  - CABO
  - PENA
  - PUNTA
  - URSA
- MAYORAL, CAPTAIN
- MAYS, CARRIE
- MAYUR, NAND
- MAZAGON, R.
- MAZANTEU, MONTE
- MAZAY, MAKAR
- MAZIN,
  - ANTON
  - ARAB
- MAZZOLA, GUGLIELMO
- MBANDI, NZINGA
- MC,
  - KERRY
  - QUO VADIS
- Mc II, SONIA
- MC II, NELLIE
- MC., JENNIFER
- McALISTER, IONA
- McALLISTER,
  - A. J.
  - ALEXANDRA
  - BRIAN A.
  - BROOKS K.
  - BRUCE A.
  - CATHY
  - CHARLES D.
  - DANIEL
  - DAVID
  - DONAL G.
  - DOROTHY
  - EILEEN
  - FRITZI K.
  - GRACE
  - GREGG
  - HELEN M.
  - ISABEL A.
  - J. P.
  - JAMES
  - JANE
  - JERED A.
  - JUSTINE
  - MARGARET M.
  - MARIANNE
  - MARJORIE B.
  - MARK
  - MARY L.
  - MICHAEL J.
  - NANCY
  - NEILL
  - NEILL
  - PATRICE
  - PATRICK R.
  - PETER B.
  - REID
  - TERESA
  - TIMOTHY
  - VICTORIA
- MCALLISTER,
  - BRENT K.
  - ERIC M.
  - REID
  - ROSEMARY
- MCAULIFFE, D. P.
- McCABE, SALLY
- MCCARTHY JR., WALTER J.
- MCGAW, WM. A.
- McGIFFIN, J. W.
- McGINN, BARBARA
- McGRAW, GEORGE F.
- McHENRY, FORT
- McKAY, CHARLES H.
- MCKEE, FATHER
- McKELL, LADY
- MCKINLEY, EW
- MCLEAN, J. K.
- McLEOD ROGERS, NORMAN
- McNEAL, THOMAS C.
- MCPHILLIPS, WM. J.
- McWILLIAM, DOUGLAS
- ME, D 28 MISS SHE
- ME EXPRESS, FOLLOW
- ME GUIDE, GRACE
- MEAD, LAKE
- MEADOW,
  - ARKLOW
  - BLUE
- MECHNIKOV, ILYA
- MECHTY, BEREG
- MED,
  - GAZ
  - OLYMPIC
- MED 1, CLUB
- MEDENCELES, OSCAR
- MEDINA,
  - CAPTAIN FRANK
  - STAR OF
- MEDITERRANEAN,
  - EXXON
  - KILCHEM
  - SEALIFT
- MEDITERRANEO,
  - DELFIN DEL
  - FRECCIA DEL
- MEDNYY, OSTROV
- MEDOC, ABEILLE
- MEDVEDEV, KAPITAN
- MEDVETSKIY, KAPITAN
- MEDWAY, SEA
- MEDWAY II, W. D.
- MEE, A YAR MIN THA
- MEEAD, IRAN
- MEEDER,
  - CHRISTOPHER
  - JAN
- MEELAD, IRAN
- MEENA, MANGAL
- MEER,
  - LA
  - TITU
- MEES, JAN
- MEET, MAN
- MEEZAN, IRAN
- MEG, OCEAN
- MEGA CARRIER 1, ABOITIZ
- MEGACARRIER II, ABOITIZ
- MEGAH,
  - NUSANTARA
  - TOSHIP
- MEGALOCHARI, PANAGHIA
- MEHAFFEY, JOSEPH C.
- MEHMET,
  - C.
  - CANAK
  - DEMIRCI
  - FATIH SULTAN
  - KAPTAN
- MEHMET, MIM—TUR
- MEHMET DIKER, L.
- MEHMET ONAL, KAPTAN
- MEHRI, IBN
- MEHYAR, AL
- MEI,
  - FONG
  - JI
  - KING
  - YOU
  - YU
  - ZHEN ZHU
- MEI YI HAO, SONG ZHU
- MEI 1, HUANG DIAN
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  - SONG ZHU
- MEID, MOOIE
- MEIKO MARU No. 1, KOTOBUKI
- MEIRA, ALMIRANTE LUCIO
- MEIRAMA, AMELIA
- MEISEL, KONRAD
- MEIWA,
  - HEIANZA
  - PRINCESS
- MEKHTI, GEROY
- MEL, HASSI R'
- MELANIE, DE VROUW
- MELATI,
  - AYER
  - BUNGA
  - DANG
  - KOTA
- MELBOURNE,
  - ANRO
  - CITY OF PORT
  - ESAR
  - ESSO
  - HANJIN
  - SEAWAY
  - ZIM
- MELE SECONDO, CAPO
- MELEKHOV, KAPITAN
- MELEN, PORS
- MELENTYEVA, MARIYA
- MELFI, FINN
- MELFORD, POINT
- MELGUEIRO, DAVID
- MELIK TANGIEV, ZAVEN
- MELINDA, LISA—
- MELIOR V, SPES
- MELISSA,
  - AARON &
  - BLAIN &
  - COLLEEN &
  - LADY
  - MATTHEW AND
- MELLA, JULIO ANTONIO
- MELLON, ARLENE E.
- MELO, KRISTINA
- MELODY,
  - FRONT
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  - OLYMPIC
  - RAINBOW
- MELOR,
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  - BUNGA
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- MELTEMI, ANDROS
- MEMLING, CMB
- MEMORY, PACIFIC
- MEN,
  - CHING
  - DOU
  - DOU
  - HAI
  - HONG
  - HU
  - JIANG
  - LONG
  - LUNG
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  - TIAN
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  - XIA
  - YAN
  - YI
  - YONG
  - ZHONG SHAN
- MENAIEL, BORDJ
- MENDELEYEV, DMITRIY
- MENDI,
  - AKILLA—
  - BURGOA
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  - URKO
- MENDOCINO, CAPE
- MENDUINA,
  - ESPERANZA
  - PLAYA DE
- MENDY, FARA
- MENENDEZ UNO, PEDRO
- MENG, HAI
- MENG I, HYE
- MENG SHAN, YI
- MENGA, OK
- MENOR, MAR
- MENTERENG, SANE
- MENTOR, OLYMPIC
- MENUT,
  - EL
  - J. A. EL
- MENZAH, BAB EL
- MER,
  - FRUIT DE LA
  - PERLE DE
  - REINE DE LA
  - SAINTE MARIE
  - DE LA
- MERA, GESTOSO
- MERAH, LANG
- MERANTI,
  - PAKALONG
  - RIMBA
- MERBAU, RIMBA
- MERBID, AL
- MERCADO, ATLANTIC
- MERCATOR,
  - SULPHUR
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- MERCED, VIRGEN DE LA
- MERCEDES,
  - ANA
  - LAS
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- MERCHANT,
  - ABACO—
  - AZUR
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  - ILIGAN
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  - RHEIN
  - SEA
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- MERCHANTS No. 104, CHINA
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- MERCIA, SUN
- MERCUR, BREMER
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  - EXCELSIOR
  - GLOBAL
  - KS
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  - TIMUR
- MERCY,
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  - GOD'S
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  - MING
  - UNI—
- MERETE, ANITA—
- MERETHE, EVA
- MERETSKOV, MARSHAL
- MERGEB, EL
- MERGELLINA, FRECCIA DI
- MERIDIAN, PULKOVSKIY
- MERIT,
  - OLYMPIC
  - STAR
- MERKVILADZE, GENERAL
- MERLAN, SEA
- MERLIN,
  - FRONT
  - MS
  - RED
- MERLIN II, MS
- MERLION, GSI
- MERMAID,
  - ASIAN
  - BALTIC
  - CRYSTAL
  - LITTLE
  - NOMADIC
- MERNA, CAROL &
- MERO, ASTRO
- MERS,
  - AIGLE DES
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  - MAXIM'S DES
- MERSEY,
  - ESSO
  - G. S.
  - SEAROAD
- MERSIN, N.
- MERSINIDI, FLAG
- MERU,
  - RORA
  - SARU
- MERUBI, KRIS
- MERWE, NEDLLOYD
- MESCERIAKOV, KAPITONAS
- MESRA, KOTA
- MESSAOUDI, AL
- MESSEL, THE HARRY
- MESSINA,
  - ANTONELLO DA
  - STRETTO
- MESTO, NOVO
- MESTRE, ARMANDO
- MESYATSYEV, PROFESSOR
- METALLURG, DONETSKIY
- METE,
  - BEKIR
  - FAZLI
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- METEOR,
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  - CMB
  - HARVEST
  - MAGCOBAR
- METHODIUS, S.T.
- METRO, EL
- METTE,
  - BERON
  - HANNE
- METZ,
  - CARL
  - CARLI
  - CELINE
  - PABLO
  - PAULINE
  - PETER
  - PITI
- MEULES, G. C. CAP—AUX—
- MEUNG, KEUNG
- MEWAH, PETRO
- MEWAH III, SRI
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- MEX MARU No. 1, HI—
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- MEX 3, SHELL—
- MEXICANA I, SAGAR
- MEXICANA II, SAGAR
- MEXICANA III, SAGAR
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- MEXICANO, PACIFICO
- MEXICO,
  - ALAM
  - CIUDAD DE
  - ESSO
  - FRIO
  - GOLFO DE
  - GOLFO DE
  - LLOYD
  - NAUTICAS
- MEYER, GUSTAV
- MEYN, INGE
- MEYSAM, IRAN
- MEYUNG 225, DUK
- MEZENTSYEV, KAPITAN
- MEZHLAUK, VALERIY
- MEZRI, IMAM
- MI, WEOL
- MI NAU, IU
- MI No. 305, WEOL
- MIAMI,
  - COASTAL
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- MIAN, HONG
- MICCA, PIETRO
- MICHAEL,
  - CAPT.
  - FRANK
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  - GERARD
  - JENS
  - JONATHON
  - KOMMANDOR
  - MASTER
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  - PENNY
  - PERNILLE—
  - PETER
  - SHANNON
  - ST.
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  - ST.
  - THOMAS
- MICHAEL BELLMAN, CARL
- MICHAEL LIKONI, ST.
- MICHAELIS, ST.
- MICHALIS,
  - CAPETAN
  - KAPETAN
- MICHEL,
  - CAPITAINE
  - HENRI
- MICHELA, MARIA
- MICHELE,
  - SHARON
  - YVES
- MICHELENA, ARTURO
- MICHELINE, LADY
- MICHELINE I, LADY
- MICHELLE,
  - AMY
  - ANGELA
  - BRENDA
  - LADY
  - LINDA
  - PAUL &
  - RACHEL
  - SHARON & ALI
  - YVONNE
- MICKIEWICZ, ADAM
- MICRONESIA, FORUM
- MICUCCI, ANTONIO
- MIDLAND, MISS
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- MIECHOWICE, KOPALNIA
- MIEDZIOWE, ZAGLEBIE
- MIERA, RIO
- MIERZEJEWSKI, PROFESOR
- MIGATHI, 305
- MIGHT,
  - ANANGEL
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- MIGUEL,
  - COSTA DE SAO
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- MIGUEL HOPSTER, SAN
- MIGUEL I, DON
- MIGUEL PILSENER, SAN
- MIHANOVICH, NICOLAS
- MIHARA, FERRY
- MIKE,
  - BILLY AND
  - CAPT.
  - CAPT.
- MIKE,
  - MASTER
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  - MISTER
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- MIKEL DEUNA,
  - ARALAR'KO
  - ARRETXINAGA'-KO
- MIKHAYLOV, MAKSIM
- MIKHEYENKO, LARA
- MIKHEYEV, GRIGORIY
- MIKKELSEN, MALENE
- MILACH, MUIT
- MILAGRITOS, NUEVO
- MILAGROSA, LA
- MILANO,
  - CHIQUITA
  - CIELO DI
- MILES, HENRY
- MILEV, GEO
- MILFORD HAVEN, ESSO
- MILI, TERE
- MILIANI, KADI
- MILISSIOS, THALIS O.
- MILJO,
  - MARIE
  - METTE—
- MILL, ARKLOW
- MILLA, AREA
- MILLER, THE
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- MILLIONSHCHIKOV, AKADEMIK
- MILOS, NISSOS
- MILOVZOROV, KAPITAN
- MILOY, NY
- MILU, FAIR
- MILWAUKEE, CITY OF
- MIMOSA, OXALIS
- MIN,
  - FU
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- MIN No. 1, HYAE
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- MIN THA MEE, A YAR
- MIN THAR, A YAR
- MIN YI HAO, LIAO
- MIN 57, REN
- MINA, TIMMAR
- MINA I,
  - KARYA
  - USAHA
- MINA II,
  - KARYA
  - USAHA
- MINA III,
  - KARYA
  - USAHA
- MINA IV,
  - KARYA
  - USAHA
- MINA No. 1,
  - BINA
  - KARTIKA
- MINA No. 3, BINA
- MINA V, USAHA
- MINA 1, SUMBER
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- MINAGISH, GAS AL
- MINAMI MARU, SHIN
- MINARA, FAR
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  - AGIOS
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- MINDANAO,
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- MINDER, SEAHORSE
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- MING,
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  - HAND
  - HSIANG
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  - JIA
  - KAO
  - KUN
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  - SAN
  - SU
  - SUNG
  - YI
  - YUAN
- MING HU, KUN
- MING I, DONG
- MING MAN No. 11, CHIN
- MING No. 1,
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  - KING
  - TIEN
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- MING SHAN,
  - DA
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- MINGALA, AUNG
- MINH, HO CHI
- MINI, CONTI
- MINIA, EL
- MININ, KUZMA
- MINNERS, ARTHUR J.
- MINOR,
  - PUENTE
  - URSA
  - URSA
  - URSA
- MINOS,
  - KING
  - KING
- MINUFIYAH, AL
- MINYAYEV, PROFESSOR
- MIOSNUM, PULUA
- MIR, NOVYY
- MIRA,
  - CAPE
  - GOLUB
  - OPLOT
  - TOM
- MIRACLE,
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  - OLYMPIC
- MIRAGE, EL
- MIRAGE I, HOVER
- MIRALLES, ANTONIO
- MIRANDA,
  - HOEGH
  - OUR
  - STAR OF
- MIRAS, DIMITRIOS
- MIRCHINK, MIKHAIL
- MIRELLA, MSC
- MIRONENKO, ALEKSANDR
- MIRONOV,
  - SERGEY
  - VIKTOR
- MIROSHNIKOV, ALEKSANDR
- MIRQAB, AL
- MIRRING, RIKHARD
- MIRTSEVICH, KAPITAN
- MISAKI, FERRY
- MISAKI MARU No. 11, FERRY
- MISAKI No. 2, FERRY
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- MISENER,
  - PETER
  - RALPH
  - SCOTT
- MISENO, CAPO
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  - GOLDEN
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- MIST '84, MORNING
- MIST III, MORNING
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  - CGG
  - HOEGH
  - LE
  - THITA
  - VIA
  - VILLE DE
- MISTRAL—5801, PETANI
- MITCHELL,
  - HARRY
  - ISABEL
  - MT.
  - PATRICIA
- MITCHENKO, NIKITA
- MITSKYAVICHUS—KAPSUKAS, VINTSAS
- MIURA, EL
- MIYAJIMA, FERRY
- MIYAKO, NEW
- MIYAKO MARU, NISSAN
- MIZIKEVICH, PAVEL
- MIZUSHIMA, GOLDEN
- MJENIN, WADI
- MJOLNE, NORMAND
- MLODYCH, WALKA
- MLODZIEZY, DAR

MO BONG, KWAN
MO GRAIDH, EILEAN
MOA, RIO
MOANA,
ARII
IRIS
PLAYA DE
MOATAZ, IBN AL
MOBARAK, AL
MOBIL, ARMADA
MOBIL PLAZA, ARMADA
MOBIL SALINDO, ARMADA
MOBIN, FATH—OL—
MOCHALOV,
KAPITAN
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MOCTEZUMA, MARIANO
MODARES, IRAN
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MODEST IVANOV, KAPITAN
MODRZEWSKI, FRYCZ—
MOELIODIHARDJO,
JULIANTO
MOESAN, JEANNE
MOFFATT, H. R.
MOFID, IRAN
MOGAN, PUERTO DE
MOGDAD, BOU EL
MOGOR,
PLAYA DE
VILLA DE
MOHAMED,
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SAYID
MOHAMMED,
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MOHICAN, CAPE
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MOHITT, EL
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MOINES, ILE AUX
MOIRA, LADY
MOJICA,
DONA
GENERAL
MOJIL IV, AL—
MOJIL VIII, AL—
MOJIL X, AL—
MOJIL XIV, AL—
MOJIL XIX, AL
MOJIL XVI, AL—
MOJIL XVIII, AL—
MOKHA, F. C. AL
MOKO 503, DIAS
MOKO 505, ELINA
MOKROUSOV, KAPITAN
MOKRYAK, FYODOR
MOL, LEENDERT DE
MOLARES, PEREIRA
MOLCHANOV, PROFESSOR
MOLDAGULOVA, ALIYA
MOLDAVII,
KOMSOMOLETS
PIONER
MOLEK, KOTA
MOLENAAR, MARRETJE
MOLGAARD,
ANSO
KRISTINA
MOLINA,
ABATE
JULIO
LOLO
MARUJA
MOLLE CAPRICORN, SOUTH
MOLLE REEF, SOUTH
MOLLER,
A. P.
NICOLINE
ULLA
MOLLY B., MISS
MOLODTSOV, VLADIMIR
MOLOUK, WADI AL
MOLS,
MAREN
METTE
MIE
MOMI, NEI
MONA,
KALA
PIKI
MONA MARIE, MISS
MONARCH,
ALASKA
AMERICAN
BRITANNIA
BYZANTINE
C. S.
CROWN
DAWN
DIXIE
GENERAL
GOLDEN
GRAMPIAN
HAIDA
HAWAIIAN
IRON
MINI
NILE
OFFSHORE
PALM
SALVAGE
SEA
SEA
SEASPAN
WESTERN
MONDA, ROSA
MONDE, SAUVEUR DU
MONDEGO,
ECO
FOZ DO

MONDEGO, FOZ DO
MONEM, HAJ
MONET, CGM
MONFALCONE, AGIP
MONGKOL, SIAM
MONI, BANGLAR
MONICA,
LADY
SANTA
SANTA
SANTA
MONITOR, ENSCO
MONKADIY, GEROI
MONMOUTH, PORT
MONONUTU, ARNOLD
MONROE, PRESIDENT
MONSERRAT, VIRGEN DE
MONTAGNE, VIEILLE
MONTALI, ZP
MONTALLEGRO, N. S. DI
MONTALVO, PLAYA DE
MONTANA, STAR
MONTANA CLARA, ISLA
MONTANER, ANGELES
MONTARIK, EL
MONTE, DEL
MONTE CONSUMER, DEL
MONTE HARVESTER, DEL
MONTE PACKER, DEL
MONTE PLANTER, DEL
MONTE TRADER, DEL
MONTE TRANSPORTER, DEL
MONTEARAGON, CASTILLO
DE
MONTELENA, ZP
MONTENEGRO,
AUGUSTO
CARIDAD
F.
NUEVO PASTOR
MONTEREY, CAPE
MONTERO, PINO
MONTERREY, CASTILLO DE
MONTESINOS, MANUEL
GALLARDO
MONTGO, MONTE
MONTGOMERY, LUCY MAUD
MONTIEL, CARMEN
MONTJOLY, C. R.
MONTVILA, VITAUTAS
MONYUSHKO, STANISLAV
MOOKH, BANGLAR
MOOL, CHAC
MOON,
AMINA
APOLLO
ARKTIS
ASIA
ASIAN
ATLANTIC
ATLANTIC
AZTEC
BLUE
BRAZOS
BRODOSPAS
CABINDA
CEBO
CHEMI
COASTAL
CONSENSUS
FULL
GLOBAL
GULF
HELIOPOLIS
IGLOO
LUCKY
MALAYSIAN
MING
NEW
NEW
NORTHERN
ORANGE
PACIFIC
SAGA
SANKO
SEA
SOUTHERN
SPARKLE
TROPICAL
TROPICAL
UNION
WESTERN
WINTER
MOON BAY, HALF
MOON RIVER, FULL
MOON 2, BLUE
MOONLIGHT, OT
MOOR,
ARKLOW
JOHN
KHUDOZHNIK
TROUZ AR
WEST
MOORE,
BRAMLEY
EDWARD L.
POINT
MOOREA II, TAMARII
MOOREA II B, TAMARII
MOOREA VIII, TAMARII
MOOSUM, VILA
MORADA, ISLA
MORAES,
JOSIAS DE
PRESIDENTE
PRUDENTE DE
MORAG, LADY
MORAL, UNI—
MORALES, RENE BEDIA
MORAN,
ALICE
AMY

MORAN,
ANN
BARBARA
CATHLEEN E.
CLAIRE
CYNTHIA
DIANA L.
DORIS
DOROTHY
ESTHER
EUGENE F.
EUGENIA
GRACE
HARRIET
HEIDE
HELEN
JOAN
JUDY
JULIA C.
KERRY
M.
MARGARET
MARGARET
MARGOT
MARION
MARY
MAUREEN
MIRIAM
MOIRA
NANCY
PATRICIA
SHEILA
THOMAS E.
MORAN, Jr., E. F.
MORAND, CROIX
MORDVINOV, VLADIMIR
MORE,
AZOVSKOYE
BALTIYSKOYE
BARENTSYEVO
BELOYE
CHERNOE
CHYORNOYE
KARSKOYE
KNOCK
OKHOTSKOYE
VISION
MORELOS, JOSE MARIA
MORENA, SIERRA
MORENO,
GLACIAR
PERITO
JUAN DE DIOS
FRAGA
PINO
MORETON, CAPE
MOREU ALMIRANTE
MORGADO, JOSE
MORGAN,
AL
BARBARA
JOHN
S. T.
SIR HENRY
MORGANA, FATA
MORGANA C0203, FATA
MORGAT, POINTE DE
MORICHAL, LAGOVEN
MORN,
FROSTY
MISTY
SEPTEMBER
TROPICAL
MORONG, REYNA NG
MOROZOV,
LEONID
NIKOLAY
PAVLIK
SEMYON
MORRAZAN, FARO DE
MORRIS,
HUMPHREY
J. EARLE
LITTLE
MORRISON, CAPT. T. W.
MORRO, EL
MORROW, CAPE
MORSHUIZEN, A. J. TER—
MORSKI, RYBAK
MORUY, LAGOVEN
MORYA,
TRUZHENIK
TRUZHENIK
MORYAK,
KRASNYY
SOVIETSKIY
MOSBY,
HAKON
JOHN-
MOSCUZZA,
DON JOSE
DON PEDRO
MOSEL, SEA
MOSES, CAPT.
MOSHCHINSKIY, KAPITAN
MOSHKOV, BOTSMAN
MOSHLYAK, IVAN
MOSHTAREE, AL
MOSKALENKO,
IVAN
KAPITAN
MOSKVIN, ARSENIY
MOSKVITIN, IVAN
MOSKVY, PIONER
MOSS, IGLOO
MOSS POINT, DANTZLER
MOST, PEDER
MOSTO A, DA
MOSUL, AL
MOSULISHVILI, FORE
MOSZCZENICA, KOPALNIA
MOTAHARI, IRAN

MOTATAN, RIO
MOTAWAKIL, AL
MOTHER,
OUR
OUR
SEA
MOTTA, ALMIRANTE
GASTAO
MOU No. 1,
HONG
HWEI
TEH
MOU No. 2,
HONG
HUAI
TEH
MOU No. 11, SHYANG
MOU No. 12, SHYANG
MOUETTES, AMI DES
MOUMAN, ABDEL
MOUNA,
AL
AL
MOUNT, HOLY
MOUNT CARMEL, OUR LADY
OF
MOUNTAIN,
BLUE
STONE
THREE
MOUNTAIN STATE, GREEN
MOUR, A'
MOURISCA, PLAYA DE
MOURSY, SIDI ABOU EL
ABBAS EL
MOUSSA, SIDI
MOUTH, COQUET
MOWAFAK, AL
MOY, AH
MOZEL, CINDY
MPASSA, LA
MPH—Gda—15, DP—
MRAVINSKIY, YEVGENIY
MSTISLAV KELDYSH,
AKADEMIK
MU HU, NA
MU SHAN, TIAN
MUBARAK, NORASIA
MUBARAKIAH, AL
MUCHAVISTA, PLAYA DE
MUDITHA, LANKA
MUFATEH, IRAN
MUGICA, FRANCISCO J.
MUHALLAB, AL
MUHARRAQ, AL
MUINOS, MAR
MUJEEB, AL
MUJERES, ISLA
MUKHINA, VERA
MUKTASHEF, AL—
MULIA,
ANUGERAH
ARMADA
ASEAN
BETHANY
EKA
HALIM
MUSTIKA
PANCA
PETRO
SAPTA
SENTOSA
SUMATRA
TANTO
TEGUH
MULIA II, KURNIA
MULIAMARGA, ADHIGUNA
MULL, ISLE OF
MULLER,
LOURENS
PHILIPP
MULTANOVSKIY, PROFESSOR
MULYA, SADAR
MULYA MANDIRI, GUNUNG
MUN,
CHUN
TAP
MUN No. 501, KEO
MUNDELI, PILAR
MUNIRA, ZAMIL
MUNK, JENS
MUNRO, TOMMY
MUNSON, JOHN G.
MUNTAZAH, NORASIA AL
MUNTZER, THOMAS
MUNZER, R. J.
MURANOV, MATVEY
MURAT, KAPTAN
MURAVLENKO, VIKTOR
MURDOCK, ANN
MURE, ENGELKE UP DE
MURENA, ODS
MURES, TIRGU
MURIEL, CINTA
MURMAN,
POMOR
RYBNYY
MURMANA, PIONER
MURNI,
ARMADA
HOTAMA
KUMALA
TANTO
MURNI I, BINA
MUROS, RIA DE
MUROTO,
FERRY
FERRY
MURPHY, PATRICIO
MURRAY, LOUIS G
MURTIGA, RIO
MURTOSA, VILA DA

MURUT, MARINE
MUSABEKOV, GAZANFAR
MUSANG, SEA
MUSASHI MARU, NISSAN
MUSE, SEA
MUSHFIK, MIKAIL
MUSI,
BINTANG
NEDLLOYD
MUSING,
ANTON
BEREND
MUSINSKIY, VASILIY
MUSKETEER, STAR
MUSKIE, GOVERNOR
MUSKOKA, MISS
MUSKOX, CAST
MUSLU, MEHMET
MUSORGSKIY, KOMPOZITOR
MUSSEL, SEA
MUSSMAN, WILLIAM E.
MUSTAFA, MIM—TUR
MUSTAFA ALI, INZHENER
MUSTAFA AYDOGDU, SEHIT
MUSTIKA, BINTANG
MUTHOO, K. K. S.
MUTIARA,
BINTANG
DEWI
PULAU
MUTIARA I, SUMBER
MUTIARA II, SUMBER
MUTIARA IV, SUMBER
MUTIARA IX, SUMBER
MUTLAA, AL—
MUTOVIN, ALEKSANDR
MUWAFFAQ, AL
MUYARCHI, CHENNAI
MWAJ, SEYF EL
MY, GECO
MYAGOTIN, KOLYA
MYCONOS, CITY OF
MYERS BEACH, MISS FT.
MYRL, CAPT
MYRTLE, LADY
MYRTO, DONA
MYSHEVSKIY, KAPITAN
MYSLOWICE, KOPALNIA
MYUNG, SAM
MYUNG No. 1, KWANG
MYUNG No. 2, CHANG
MYUNG No. 6, KWANG
MYUNG No. 8, KWANG
MYUNG No. 10, KWANG
MYUNG No. 11,
DONG
KWANG
MYUNG No. 12, DONG
MYUNG No. 15, DONG
MYUNG No. 16, DONG
MYUNG No. 17, DONG
MYUNG No. 18, DONG
MYUNG No. 32, KWANG
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MYUNG No. 51, KWANG
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MYUNG No. 97, DONG
MYUNG No. 153, KWANG
MYUNG No. 156, KWANG
N,
ANGELINA THE
GREAT
ANNIKA
BETTY
BIRGIT
CALYPSO
CAMASI
DELFIN
DIMITRIS
DIMITRIS
EFFY
ERLA
GEORGE
JOHN
JULIE
LITSA
MARIA ROSA
MARKOS
MARY
MERCEDES
MICHALIS
MOLLY
NIKOS
NORDIA—
RASOULA
SKIPPER
SOFIA
STEVE
TULIPANO
VIENNA WOOD
N ART, CAPT'
N BOZO, CAP'
N BRASS, KAPP'
N JOHNIE, CAPT'
N OSCAR, CAP'
N SAM, CAP'

N STAR, GOLD
N.,
GLADIOLO
HARRY
L. A.
NINA
N. BISSO, EDWIN
N. EFES, M.
N. FLETCHER, ELLEN
N. HADJIKYRIAKOS,
ANDREAS
N. HERRON, ARTHUR
N. ISTANBUL, M.
N. K., GIANNIS
N. LOUISIANA, C.
N. M. I, JEDDAH
N. P., F.
N. R., MR.
N. RERIKH, KHUDOZHNIK
N. ROA I, P.
N. SEELEY, BERNARD
N. THORLAKSSON, OTTO
N. TWOLAN, W.
N. Y. VICTORY, C. C.
N/BIEBRZA, LIPSK
N'DAR, GUET
N'DIAYE, ABDOU
N'GUEJE, MAMA
NA, CHUN
NA AMURE, KOMSOMOLSK
NA LI, KAI
NA MARA, DRAIOCHT
NA ODESSA, GEROITE
NA SEVASTOPOL, GEROITE
NA—DONU, ROSTOV—
NABI, NOOR YA
NABILA II, AL
NABUVAT, IRAN
NACHTWACHT, DE
NACI DEVAL, KAPTAN
NADA,
AL
LADY
NADEZHDY,
BEREG
MYS
PROLIV
NADIBAIDZE, SHALVA
NAEREBOUT, FRANS
NAFEES, IBN AL—
NAFI, UQBA IBN
NAFIA, OKBA BNOU
NAFPACTOU, AGIOS
NEKTARIOS
NAGA, KOTA
NAGA I, PUTRI
NAGA II, PUTRI
NAGALAND, STATE OF
NAGASAKI,
CHEVRON
FERRY
MARINE
NAGATO, NEW
NAGENDRA SINGH, DR.
NAGONYUK, KAPITAN
NAGOYA,
DONGJIN
PORT OF
SEKI
NAHA, FERRY
NAI, DONG
NAIAD, SAMJUNG
NAIBOGLU, YUSUF
NAIBOGLU 2, RIFKI
NAIDU, SAROJINI
NAIK ALBERT EKKA PVC,
LANCE
NAIK KARAM SINGH PVC,
LANCE
NAING YAY, THAUNG
NAJA, VIKING
NAJAH, EN
NAJAM, SAFINA—E—
NAJASA, RIO
NAJD, NCC
NAJIB, YOUNESS
NAJM, AL
NAJRAN, NCC
NAKHEEL, WADI AL
NAKHICHEVAN, SOVIETSKIY
NAKHODKI, PIONER
NAKUL, NAND
NALEN, SIAM
NALIVAYKO, GEORGIY
NALIVKIN,
AKADEMIK
GEOLOG
DMITRIY
NALLING, KNOCK
NAM,
HYANG
LUC
SAM
NAM HUA No. 2, SRI
NAM HUA No. 3, SRI
NAM No. 1,
DO
HO
SEO
NAM No. 2,
DO
HO
YU
NAM No. 3,
BU
DO
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NAM No. 6,
DO
YU
NAM No. 7, DO
NAM No. 8, DO

NAM No. 9, DO
NAM No. 11,
DO
KWANG
SIN
NAM No. 31,
HWA
SIN
NAM No. 101, SIN
NAM No. 103, DAE
NAM SAN, RYONG
NAM SUNG, NEW
NAM 501, HAE
NAM 502, HAE
NAMIJI, FERRY
NAMJIN, HWAPYUNG
NAMORADO, ASTRO
NAMRATA, KANSI
NAMTU, VIETNAM—
NAMUNCURA, TOBA
NAMYOTKIN, AKADEMIK
NAN,
CHIN
HUA
HUA
NAN CHUN, LING
NAN No. 1, HSIN
NAN No. 11, TONG
NANABUSH, ARCTIC
NANAIMO, QUEEN OF
NANCY,
GREAT
LADY
MARITIME
MICHELLE &
SHANTELLE &
NANDINI,
RATNA
VISHVA
NANG, DA
NANOOK, ARCTIC
NANSA, PUENTE
NANSEN,
DR. FRIDTJOF
FRIDTJOF
FRITJOF
NAOROJI, DADABHAI
NAPIER, SUNNY
NAPOLI,
AGIP
CIELO DI
ZIM
NARANJO, LEX
NAREE,
CHALOTHORN
KANOK
NOPPORN
PATCHARA
RATTANA
SUTHATHIP
NARIMANOV, NARIMAN
NARODOV, DRUZHBA
NARROWS, WESTERN
NARU,
AIHO
ELITE
NARU No. 18, DAIEI
NARUTO, FRIO
NARVAEZ, JOSE
NARVIK, OSKARSBORG—
NASER, GAMAL ABDEL
NASR,
AL
AL
CAPTAIN
EN
IRAN
NASS, SEA
NASSAU,
ESSO
ORANJE
NASSER,
AL
EL
NASSIM, AL
NATALES II, PUERTO
NATALES 1, PUERTO
NATALIO, DON
NATAS, AEK
NATEE, SIAM
NATHALIE FRANCOISE, L'
NATIONAL, ONE
NATIONAL No. 6, CANADIAN
NATIVIDAD, DONA
NATIVITE, NOTRE DAME DE
LA
NATROON, WADI AL
NAU, IU MI
NAUDE, MEIRING
NAULI, PANTAI
NAUTICA, STENA
NAUTILUS,
BT
MAERSK
SEA
NAVA, SAHAISANT
NAVAB, IRAN
NAVAL, JENNY
NAVARIN, BT
NAVEE,
BANGKOK
CHIANGMAI
FAR EAST
NATE
PATHUM
NAVEE 1, CHOKE
NAVEE 2, CHOKE
NAVEE 3, CHOKE
NAVEE 4, CHOKE
NAVEE 5, CHOKE
NAVIGATOR,
ARGOSY

- NAVIGATOR,
  - BAKRI
  - BOS
  - BT
  - CANADIAN
  - CELTIC
  - COMPASS
  - DUTCH
  - EASTERN
  - FORTUNE
  - ISLAND
  - KEE
  - KILCHEM
  - MAERSK
  - NORGAS
  - NORTHERN
  - OCEAN
  - OCEAN
  - OINOUSSIAN
  - PACIFIC
  - PETROJAM
  - PRO
  - SEA—LAND
  - SEASPAN
  - T. A.
  - WESTERN
  - WORLD
- NAVIGATOR II, CANADIAN
- NAVIN, SIAM
- NAVOI, ALISHER
- NAWAR, BUNGA
- NAWAZ, ST. GARIB—E—
- NAYA, PONTE
- NAYAK, NEEL
- NAYANTARA, RELGAS
- NAYDOV, OGNYAN
- NAYEZHDNYK, BUKHTA
- NAZARET, SAN JOSE DE
- NAZAREV, KAPITAN
- NAZIFI, KAPITEN GURI
- NAZOR, VLADIMIR
- NAZZARENO, G.
- NDAJIKA, GA
- NEAGRA, MAREA
- NEAL, MR. O'
- NEALS PRIDE, O'
- NEAMT, TIRGU
- NEBESNOV, PROFESSOR
- NECATI GURKAYA, SEHIT
- NECDET OR, KAPTAN
- NECHIPORENKO, INZENIERIS
- NECIPORENKO, NIKOLAJS
- NECK, NEDLLOYD VAN
- NECTARIOS,
  - AGIOS
  - AGIOS
- NECTARIOS K, AGHIOS
- NEDBAYLOV, ILYA
- NEDDICK, CAPE
- NEDERLAND,
  - CHIQUITA
  - SMIT
- NEDERLANDEN, PRINS DER
- NEEDLER, ALFRED
- NEEE KANOPAN, AEK
- NEEL, AL
- NEELTJE,
  - JACOB
  - JACOB
- NEERLANDIA, NEDLLOYD
- NEES, ANDERS
- NEFELI, THITA
- NEFERTITI, QUEEN
- NEFT, SOVIETSKAYA
- NEFTYANIK, KALININGRADSKIY
- NEGRA,
  - BAHIA
  - TUPI PONTA
- NEGREIROS, VIDAL DE
- NEGRO,
  - CABO
  - CABO
  - CABO
  - CICLON
  - ESSO RIO
  - MONTE
  - ORO
  - RIO
  - RIO
- NEGRO II, RIO
- NEGROS,
  - ISLA
  - PRINCESS OF
- NEHRU, MOTILAL
- NEHZAT, IRAN
- NEIL TIDE, O'
- NEIRA, RIO
- NEITIR, AG—
- NEIVA, RIO
- NEKRASOV,
  - GEORGIY
  - LEOPOLD
  - NIKOLAY
- NEKTARIOS K. II, AGIOS
- NEKTARIOS NAFPACTOU, AGIOS
- NELL, MISS SHARIE
- NELLEMANN, MARIANN
- NELLY, LADY
- NELSON,
  - CAPE
  - J. R.
  - JEAN
  - MISTER
- NELSON M. WALKER, GEN.
- NEMESIO, VITORINO
- NENA, VERNICOS
- NEPTUNE,
  - BT
  - COLUMBIA
  - COSMO
  - EXCELSIOR
  - GLOBAL
  - KING
  - OCEAN
  - PILBARA
  - SAIGON
  - SANG THAI
  - UNION
  - VILLE DE
- NEPTUNUS, NORD
- NERA,
  - FIUME
  - PERLA
  - PUNTA
- NERI,
  - ARMANDO
  - CORRADO
  - CORRADO
  - PIERO
  - LUIGI
  - ORESTE
  - PAOLO
- NERI DECIMO, TITO
- NERI NONO, TITO
- NERI OTTAVO, TITO
- NERI QUARTO, TITO
- NERI QUINTO, TITO
- NERI SECONDO, TITO
- NERI SESTO, TITO
- NERI SETTIMO, TITO
- NERI TERZO, TITO
- NERMAI, CHENNAI
- NERUDA, PABLO
- NERVION, RIO
- NES, TRANS
- NESMEYANOV, AKADEMIK ALEKSANDR
- NESTERENKO, GRIGORIY
- NESTOR, BT
- NESTOR SMIRNOV, PROFESSOR
- NET, GULF
- NETO,
  - AGOSTINHO
  - JOAO
  - PEDRO DO
- NETTE,
  - TEODOR
  - TEODOR
- NETTY, MARJA
- NEUHAUS, BARBARA H.
- NEUTRON, MBF
- NEVA, LADY
- NEVE, MARIA SANTISSIMA DELLA
- NEVEZ, BASSE
- NEVEZHKIN, KAPITAN
- NEVIS,
  - BEN
  - KNOCK
- NEVSKIY, ALEKSANDR
- NEW GUINEA, FORUM PAPUA
- NEW ORLEANS,
  - EXXON
  - OVERSEAS
- NEW WESTMINSTER, QUEEN OF
- NEW YORK,
  - COASTAL
  - OVERSEAS
  - SMIT
- NEW ZEALAND, COLUMBUS
- NEW ZEALAND II, FORUM
- NEWCASTLE,
  - HANJIN
  - IRON
- NEWMAN, JAMES
- NEWS, GOOD
- NEWYORK, HANJIN
- NEYMATULLA, AGA
- NEZHDANOVA, ANTONINA
- NG, TAI
- NG MORONG, REYNA
- NGA, SIN
- NGADA, RIVER
- NGIOLO, NUOVO
- NHAT 154, THONG
- NHON, QUY
- NHON II, QUI
- NHUE, SONG
- NIAGA, PETRO
- NIAGA III—1, CARAKA JAYA
- NIAGA III—2, CARAKA JAYA
- NIAGA III—3, CARAKA JAYA
- NIAGA III—4, CARAKA JAYA
- NIAGA III—5, CARAKA JAYA
- NIAN, FENG
- NIAN HONG, WAN
- NIANE, PENERE
- NICE, CAPTAIN
- NICEY, MISS TO
- NICHIYO MARU, SHIN
- NICHKOV, VLAS
- NICHOLAS, ST.
- NICHOLAS II, SAINT
- NICHOLE, AMY
- NICKIE, CAPT.
- NICO, DON
- NICOBA, PUENTE
- NICOLAOS I, AGIOS
- NICOLAS,
  - ALIANZA SAN
  - CAPETAN
  - CAPTAIN
  - SAN
  - SAN
  - ST.
- NICOLAU, MESTRE
- NICOLE,
  - AMY
  - JADE
  - LAUREN
  - MISS
  - CASSANDRA
  - MISS DAVI
- NIDHI,
  - NAND
  - NEEL
  - SAMUDRA
- NIEDERMEIER, WERNER
- NIELSEN,
  - ANNI
  - CAPT. F. V.
  - CHRISTINE
  - EDITH
  - MONA
- NIEVES, LAS
- NIGEL, IAN
- NIGERIA,
  - COSTA DE
  - SMIT
- NIGHT,
  - LADYS
  - TROPIC
- NIGHTINGALE, FLORENCE
- NIGHTS,
  - LONELY
  - SOUTHERN
- NIHAT DOGRUYOL II, KAPTAN
- NIIHAMA, ROYAL
- NIKI,
  - ARROW
  - ELIZABETH & MONTANA
- NIKISHIN, YEVGENIY
- NIKITIN,
  - AFANASIY
  - AFANASIY
- NIKKAI MARU, SHIN
- NIKOLADZE, NIKO
- NIKOLAI, ST.
- NIKOLAOS,
  - AGHIOS
  - AGHIOS
  - AGIOS
  - AGIOS
  - AGIOS
  - AGIOS
- NIKOLAOS S, AGIOS
- NIKOLAS,
  - AGIOS
  - AI
  - AIS
  - BARBA
  - CAPTAIN
- NIKOLAS I, ST.
- NIKOLAY ANDREYEV, AKADEMIK
- NIKOLAY BARANSKIY, PROFESSOR
- NIKOLAY STRAKHOV, AKADEMIK
- NIKOLAYCHUK, BORIS
- NIKOLAYEV, KAPITAN
- NIKOLAYEVA,
  - KOMMUNARY
  - PIONER
- NIKOLOV, JORDAN
- NIKOLOVA, JORDANKA
- NIKOLSKIY, PROFESSOR
- NIKONOV, YEVGENIY
- NIKOS,
  - CAPTAIN
  - KAPETAN
- NIKOS A, CAPTAIN
- NILAD, MAY—
- NILE,
  - BLUE
  - WHITE
- NILSEN, M.
- NIMROD, BT
- NIMS, AL
- NINA, LOLO EL
- NINA, DONA
- NINE,
  - MARSEA
  - SALEM
  - WALKER
- NINETY ONE, TEN
- NING,
  - CHANG
  - DA
  - FENG
  - HAI
  - JI
  - JIAN
  - TAI
  - TIAN
  - XIN
  - XIN
  - XING
  - YONG
- NING GUAN, JIANG
- NING HAI,
  - FU
  - PU
  - SHOU
  - YI
- NING HE, HUA
- NING JIANG, AN
- NINH, PHU
- NINO, VIVA STO
- NINO DE BELEN, NUEVO
- NINO DE CEBU, SANTO
- NIOKHO, NIAM
- NIPPON,
  - CPC
  - MINERAL
- NIPPON No. 2, EKO—
- NIPPON No. 3, EKO—
- NIPPON No. 5, EKO—
- NIPPON No. 11, EKO—
- NIREEKSHANI, MATSYA
- NIRMAL JIT SINGH SEKHON PVC, FLYING OFFICER
- NIRMALA, PALWA
- NISA,
  - BERGE
  - DANG
- NISCOP, GROTTE DE PORT
- NISR AL ARABI, AL
- NISSAN,
  - SEBAA
  - 7
- NITEROI, MERCANTIL
- NITSA, STAR
- NIU SHAN, JIN
- NIVIERE, PILOTE
- NIZERY, ANDRE
- NNEWI, DUKE OF
- NO, PERE—
- NO FUNE KYOKAI 21 SEIKI GO, SHONEN
- No 1, HAN GANG
- No 2, NAM KWANG
- No 33, HWA YOUNG
- No 77, MYUNG JIN
- NO. 1, SHINTOKU MARU
- NO. 5, DAE YANG
- NO. 6, DOYOMITA
- NO. 37, CHERAMIE BO—TRUC
- NO. 63, BO SEONG
- NOBILITY, APOLLONIA
- NOBLE,
  - MARITIME
  - NEW
  - OCEAN
  - PAN
  - PRIME
- NOFFS, TED
- NOGAL, LEX
- NOH, CHEM—
- NOH MARU No. 1, ZEN—
- NOHIC, LE
- NOHOODH, AL—
- NOI No. 1, HA
- NOI 2, HA
- NOJA, PLAYA DE
- NOK GANG, AM
- NOKHRIN, KAPITAN
- NOLI,
  - CAPO
  - CARMELO
  - LUIGI
- NOMAD,
  - COASTAL
  - TRADE
- NOME, CAPE
- NOMI, PRINCESS
- NON II, SHEN
- NONELL, ISIDRE
- NONO, TITO NERI
- NOON,
  - CHEM
  - HIGH
- NOON II, HIGH
- NOOR,
  - DARYA—I—
  - KUHE I
- NOORT, NEDLLOYD VAN
- NOORWEGEN, SMIT
- NOOTKA, IMPERIAL
- NOPPA KHUN, THONG
- NORA,
  - ELSA
  - LADY
- NORCOAST,
  - DAGRUN
  - ELLEN
- NORD,
  - ALANDIA
  - BULK
  - CAP
  - FEDERAL
  - LECA
- NORDAN, FREDERIK
- NORDEN,
  - BREMER
  - STADT
- NORDENANKAR, JOHAN
- NORDERNEY, WAPPEN VON
- NORDFISK,
  - CHARLOTTE
  - JAN ULRIK
  - JETTE
  - KAREN
  - MARIE
  - METTE CHRISTINE
  - SOREN
  - STELLA
- NORDGARD, OLE
- NORDGAS, BETTY
- NORDI, JOGVAN
- NORDIA,
  - BORE
  - TRANS
- NORDIC,
  - BRAGE
  - ERIKSON
  - IRVING
  - SAMICK
  - SNEKKAR
- NORDICA,
  - STENA
  - TERRA
- NORDSEE, GAZ
- NOREEN, LADY
- NORES,
  - BEATRIZ
  - JOSE ANTONIO
- NORES, PATRICIA
- NORIEDA, DANG
- NORJAS, SITI
- NORMA,
  - ATLANTIC
  - MISS
- NORMA JEAN, MISS
- NORMAN,
  - CAPE
  - RIVTOW
- NORMANDE, LA
- NORMANDIE,
  - DUC DE
  - ESSO
- NORMANDY,
  - H. O. S.
  - STENA
- NOROIT, LE
- NOROU TAAL II, SEYDOU
- NORRIS, JAMES
- NORSE, IGLOO
- NORTE,
  - CENTAURO DEL
  - COSTA
  - EXTRAMAR
  - FOCA DEL
  - HEMISFERIO
  - ITXAS
  - MAR DEL
  - MAR DEL
  - MAR DO
  - POLO
  - RIO GRANDE DO
  - ROLON
- NORTEY, KWAMINA
- NORTH,
  - CAPE
  - CAPE
  - CRANE
  - DERBY
  - GATEWAY
  - QUEEN OF THE
  - SPIRIT OF THE
- NORTH AMERICA, CHEVRON
- NORTH SLOPE, EXXON
- NORTHCOTT, LADY
- NORTON,
  - OGLEBAY
  - ROBERT C.
- NORWAY, SONG OF
- NOS II, INTER
- NOSSO, MAR
- NOTOS, BALTIMAR
- NOUA, BAIA
- NOUMER, OUED
- NOUN, CABO
- NOUR, MARY
- NOUROU TALL, THIERNO SEYDOU
- NOUS, CHEZ
- NOUSSAIR, BNOU
- NOVA,
  - ALPHA
  - BETA
  - CAPE
  - CARTHAGO—
  - EAGLE
  - HOKO
  - NORTWEEN
  - PRINCE
  - SARDINIA
  - TERRA
  - TERRA
  - VILA
  - VITA
  - VITA
  - VITORIA
- NOVA DE FAMALICAO, VILA
- NOVA SEA, TERRA
- NOVAE, STELLA
- NOVE, AUGUSTEA
- NOVELLI, PIETRO
- NOVEMBER, 30th
- NOVEMBRE, 8
- NOVEMBRO, 11 DE
- NOVENO,
  - ANCAP
  - MAPOSA
  - MARVASA
  - NAVIJOSA
- NOVI, HERCEG
- NOVIEMBRE,
  - 7 DE
  - 30 DE
- NOVIK, BUKHTA
- NOVIKOV,
  - KOMPOZITOR
  - MARSHAL
  - NIKOLAY
- NOVILLO, EL
- NOVITSKIY, VITYA
- NOVO,
  - BATA
  - ESPERANZA
  - HERMANOS RODRIGUEZ
  - PORTO
- NOVO DO PRINCIPE, RIO
- NOVOROSSIYSKA, GEROI
- NOVOSPASSKIY, LEONID
- NOVUM, MARE
- NUANCHAN, PLA
- NUBLO, ROQUE
- NUECES, OMS
- NUEVA,
  - ESTRELLA
  - ISLA
  - LUNA
  - PATRIA
- NUEVE,
  - ALBACORA
  - AROSA
  - BOLUDA
  - FIGUEREO
  - MONTEFRISA
  - NALDAMAR
  - PEIX DEL MAR
  - SERTOSA
- NUEVITAS, BAHIA DE
- NUEVO,
  - GOLFO
  - PUERTO
- NUGGETT, GOLDEN
- NUGRAHA 1, ADHIGUNA
- NUI,
  - KAUAROA
  - TAHITI
  - TAI
- NUI II, AUURA
- NUMERO DOS,
  - NOROESTE
  - SAN JOSE
- NUMERO TRES, ELIFE
- NUMERO UNO, JUANITOBA
- NUR,
  - AMIR
  - KUMALA
- NURFAN, C.
- NURI, RIG TENDER
- NURI CERRAHOGLU, M.
- NUSANTARA,
  - CAMAR
  - CEMPAKA
  - DAYA
  - DHARMA
  - DHUTA
- NUSANTARA INDAH, BAHTERA
- NUTSUKPOK, ARCTIC
- NUWEIBA, DAHAB
- NY, DEW—GENEN—
- NYBORG, DIFKO
- NYCKEL, CALMARE
- NYE No. 4, HWA
- NYGAARD, THOMAS
- NYMANN, JANE
- NYMPH, SEA
- NYON, CHOI SAN BONG CHONG
- NYON HO,
  - O UN CHONG
  - ZANG ZA SAN CHONG
- NO. 8, SATOMI MARU
- O,
  - ALPHA
  - CAPT. TEE CEE
  - ELIS
  - FREDRIK
  - GOLDEN STREAM
  - LADY
  - MISS REBA
  - SANDY
  - TAI
  - YAM
- O SAMOA, FOTU
- O. DUNN, Q.
- O. FERGUSON, H.
- O. K. GREEN, E.
- O. MILISSIOS, THALIS
- O. P. D. 1, M.
- O. S. ADVOCATOR, H.
- O. S. AFFIRMED, H.
- O. S. ANDARI 1, I.
- O. S. ANDARI 2, I.
- O. S. BARROW, H.
- O. S. BELLE, H.
- O. S. BOLD RULER, H.
- O. S. BOLD VENTURE, H.
- O. S. BRAVO, H.
- O. S. CENTURION, H.
- O. S. CHALEUR, H.
- O. S. CHIEF, H.
- O. S. CITATION, H.
- O. S. CONCEPTION H.
- O. S. DEEP SUN, H.
- O. S. DETERMINE, H.
- O. S. DOVER, H.
- O. S. FIGHTING FOX, H.
- O. S. FORTUNE, H.
- O. S. GALLANT FOX, H.
- O. S. GALLANT KNIGHT, H.
- O. S. GECO APOLLO, H.
- O. S. GOLIATH, H.
- O. S. LIBERTY, H.
- O. S. NORMANDY, H.
- O. S. SAMSON, H.
- O. S. SECRETARIAT, H.
- O. S. SUCCESS, H.
- O. S. 11, D.
- O. SARS, G.
- O. T. TUG III, M.
- O. T. TUG No. 1, M.
- O. T. TUG No. 2, M.
- O. V., D. E. C.
- O. VETTER, EDWARD
- O. VII, D. E. C.
- O. VIII, D. E. C.
- O. WULF 10, TAUCHER
- O. XI, D. E. C.
- O—BOYS, GOOD—
- O—MATIC, STRAHL—
- O'CONNOR, CY
- O'MAY, HARRY
- O'NEAL, MR.
- O'SEA, PICK
- OAK,
  - GRACE
  - JAPAN
  - JO
  - PACIFIC
  - STAVANGER
- OAK BAY, QUEEN OF
- OAK VICTORY, RED
- OAKLAND,
  - DSR
  - HANJIN
- OAKS, SEVEN
- OAKWOOD, STOLT
- OARAI, SUN FLOWER
- OASIS,
  - EVER
  - NEW
- OATH,
  - ALEXANDER'S
  - OLYMPIC
- OBEID, EL
- OBI, NIPOL
- OBREGON,
  - ALVARO
  - PFC. EUGENE A.
- OBRUCHEV, VLADIMIR
- OBRUCHEVA, MYS
- OBSERVER, CAM
- OBTAIN, EVER
- OBUKHOV, ALEKSANDR
- OBUKHOVA, NADEZHDA
- OCA BALDA, CAPITAN
- OCAMPO, MELCHOR
- OCCIDENTAL, MISAMIS
- OCEAN,
  - ALASKA
  - ARCTIC
  - ARCTIC
  - ARKTIS
  - ASTRAL
  - ATLANTIC
  - ATLANTIC
  - ATLANTIC
  - BLUE
  - BONNY
  - BRIGHT
  - CHEMI
  - CHEVRON
  - CRANE
  - DAPHNE
  - DONG JIN
  - DRIVE
  - ECHO DE L'
  - EVER
  - FRESH
  - GLORIOUS
  - GLORY
  - GOLDEN
  - GREAT
  - IBERIAN
  - INDIAN
  - IRVING
  - JACKSON
  - MERCANDIAN
  - MILD
  - MING
  - NEW
  - NORD
  - ORANGE
  - PACIFIC
  - PACIFIC
  - PARADISE
  - PEACE
  - PERLE DE L'
  - PRINCE OF
  - PROSPEROUS
  - RUBIN
  - SEALIFT INDIAN
  - SEVEN
  - SHINY
  - SINO
  - STAVANGER
  - SUN
  - SUNNY
  - UNION
  - VIERGE DE L'
  - WESTERN
  - WESTERN
  - WESTERN
  - WHITE
- OCEAN BUILDER, DB
- OCEAN I, E. T.
- OCEAN II, E. T.
- OCEAN IV, E. T.
- OCEAN MASTER 24, PETROLA'S
- OCEAN No. 1, LUCKY
- OCEAN No. 2,
  - BLUE
  - LUCKY
- OCEAN THIEF, JAR
- OCEAN V, E. T.
- OCEAN VI, E. T.
- OCEAN VII, E T
- OCEAN WORKS, E. T.
- OCEAN 1, GRAND
- OCEANEER, ENA
- OCEANIA,
  - ANDROS
  - HYUNDAI
  - KILCHEM
- OCEANIC,
  - FRIO
  - NORTANK
  - STARSHIP
- OCEANIS, STELLA
- OCEANO,
  - MAR
  - MARE
- OCHAKOVA, RYBAK
- OCHENTA, REMOLCANOSA
- OCHO,
  - NALDAMAR

OCHO,
  PEIX DEL MAR
  SERTOSA
  SHAMROCK
  VIEIRASA
OCNA, TIRGU
OCTAVO,
  ALVAREZ
  ENTRENA
  AROSA
  MAERSK EURO
  MAPOSA
  NAVIJOSA
OCTO, IKOSI
OCTOBER,
  6th
  14th
  24th
OCTOBRE, 12
OCTUBRE,
  DOCE DE
  10 DE
  20 DE
  24 DE
ODEL, BERGE
ODELL, CAPT.
ODER, FRANKFURT/
ODESSA, GEROITE NA
ODESSY, PIONER
ODEY, GEORGE
ODIEL, RIO
ODIN,
  MASTER
  SIRA
ODRED, PRVI SPLITSKI
ODYSSEY,
  ATLANTIC
  CROWN
  GOLDEN
  LT
  RICHMOND
  ROYAL
  WESTERN
OELOFSEN, JANNIE
OESTE,
  EXTRAMAR
  ROQUE DEL
OF ABU DHABI, PEARL
OF ACADIA, PRINCESS
OF ALBERNI, QUEEN
OF AMERICA,
  SONG
  STAR
OF ANDHRA PRADESH, STATE
OF ANDROS, CITY
OF ANTIQUE, PRINCESS
OF ARAN,
  QUEEN
  ROSE
OF ARRAN, ISLE
OF BEIRUT, CITY
OF BRISTOL, CITY
OF BRUGES, PRIDE
OF BURNABY, QUEEN
OF BURNIE, CITY
OF CALAIS, PRIDE
OF CALIFORNIA, LION
OF CANAVERAL, PRIDE
OF CANTERBURY, PRIDE
OF CAPILANO, QUEEN
OF CAPRI, ISLE
OF CHERBOURG, PRIDE
OF CHEROKEE, CHIEF
OF CHICHESTER, CITY
OF CHILLIWACK, QUEEN
OF COMILLA, TIGER
OF COMPETITION, SPIRIT
OF COQUITLAM, QUEEN
OF COWICHAN, QUEEN
OF CUMBRAE, ISLE
OF DAWN, BREAK
OF DIAMOND, QUEEN
OF DOVER, PRIDE
OF DUBAI, PEARL
OF DUBLIN,
  CITY
  SPIRIT
OF DURBAN, CITY
OF DURHAM, CITY
OF ECOWAS, EUNICE
OF EDEN, PRIDE
OF ESQUIMALT, QUEEN
OF EUREKA, CITY
OF EXUMA, MARGARET
OF FATIMA, OUR LADY
OF FLOWER, SONG
OF FREE ENTERPRISE, SPIRIT
OF FREEDOM, SPIRIT
OF GALVESTON, PRIDE
OF GLENCOUL, MAID
OF GOD, SEA
OF GOOD VOYAGE, LADY
OF GRACE, LADY
OF GUADALUPE, OUR LADY
OF GUJARAT, STATE
OF GULF, LION
OF HAMPSHIRE, PRIDE
OF HARYANA, STATE
OF HEART, QUEEN
OF HOPE, OUR LADY
OF HOUSTON, PORT
OF HYDRA, CITY
OF HYTHE, PRIDE
OF IBIZA, BERTA
OF IPSWICH, CITY
OF ISLAY, SOUND
OF KENT, PRIDE
OF KOXE, SPIRIT
OF LE HAVRE, PRIDE
OF LIFE, QUALITY
OF LONDON, CITY
OF LORNE,
  LADY
  ROSE
OF LOURDES, OUR LADY
OF LOURDES II, LADY
OF MAGELLAN, STAR
OF MAINE, STATE
OF MANCHESTER, CITY
OF MANIPUR, STATE
OF MANN, LADY
OF MARIA, STAR
OF MASSAWA, STAR
OF MEDINA, STAR
OF MIDLAND 41, CITY
OF MILWAUKEE, CITY
OF MIRANDA, STAR
OF MOUNT CARMEL, OUR LADY
OF MULL, ISLE
OF MYCONOS, CITY
OF NAGALAND, STATE
OF NAGOYA, PORT
OF NANAIMO, QUEEN
OF NEGROS, PRINCESS
OF NEW WESTMINSTER, QUEEN
OF NNEWI, DUKE
OF NORWAY, SONG
OF OAK BAY, QUEEN
OF OCEAN, PRINCE
OF OLYMPIA, LION
OF ORISSA, STATE
OF PACIFIC, SOUNDS
OF PEACE, PRINCE
OF PEACE II, PRINCE
OF PIRAEUS,
  CITY
  CITY
OF PLYMOUTH, CITY
OF POROS, CITY
OF PORT LOUIS, CITY
OF PORT MELBOURNE, CITY
OF PORTSMOUTH, CITY
OF PRASLIN, SPIRIT
OF PRINCE RUPERT, QUEEN
OF RHODES, PRINCESS
OF RHODOS, CITY
OF ROCHESTER, CITY
OF ROYLEN, SPIRIT
OF SAANICH, QUEEN
OF SALERNO, CITY
OF SAN DIEGO, PRIDE
OF SAN PEDRO, CITY
OF SAND, GRAIN
OF SANDA, SOUND
OF SANDWICH, PRIDE
OF SCANDINAVIA,
  KING
  PRINCE
  PRINCESS
  QUEEN
OF SCARBA, SOUND
OF SCOTS, QUEEN
OF SEIL, SOUND
OF SETO, SOUNDS
OF SHEEBA, QUEEN
OF SHUNA, SOUND
OF SIDNEY, QUEEN
OF SINGAPORE 1, GLORY
OF SLEAT, SOUND
OF SOUTHAMPTON, CITY
OF SPAIN II, PORT
OF STOCKHOLM, CITY
OF SUFFOLK, PRIDE
OF SURREY, QUEEN
OF SWANSEA, CITY
OF SYDNEY, CITY
OF TAGANROG, CITY
OF TARANTO, CITY
OF TEXAS,
  PRIDE
  SPIRIT
  STAR
OF THE GULF, LADY
OF THE ISLANDS, QUEEN
OF THE ISLES,
  DUCHESS
  LORD
  QUEEN
OF THE LOCH, MAID
OF THE NORTH,
  QUEEN
  SPIRIT
OF THE SACRED HEART, OUR LADY
OF THE SEA,
  LADY
  OUR LADY
  QUEEN
OF THE SEAS,
  MONARCH
  SOVEREIGN
OF THE UNIVERSE, QUEEN
OF THE WAVES, PRINCESS
OF THUNDER, SONS
OF TIREE, ISLE
OF TOBOLSK, CITY
OF TOKYO, PRINCE
OF TOKYO II, PRINCE
OF TOPSAIL, DUKE
OF TORTOLA,
  MANDALAY
  PHOENIX
  STAR DUST
OF TRIPURA, STATE
OF TRUTH, CITY
OF TSAWWASSEN, QUEEN
OF TUMEN, CITY
OF VALLETTA, CITY
OF VANCOUVER, QUEEN
OF VENICE,
  PRINCE
OF VENICE, STAR
OF VICTORIA, QUEEN
OF WALMER, PRIDE
OF WESTMINSTER, CITY
OF WINCHESTER, PRIDE
OF 76, SPIRIT
OFFICER NIRMAL JIT SINGH SEKHON PVC, FLYING
OFFSHORE, MR.
OG, GARY
OGARYOV, NIKOLAY
OGBESE, RIVER
OGISHIMA MARU, SHIN
OGLEBAY, CRISPIN
OGNIVTSEV, ALEKSANDR
OGURTSOV, KAPITAN
OHIKERE, GEORGE
OHIO,
  COLUMBUS
  OVERSEAS
OHM, KASPER
OHO, HEYANG
OI, MI'
OIL,
  MARINE FUEL
  VEGA
OIL I, ASIAN
OIL II, ASIAN
OIL TRADER, AVIN
OIL V, MED
OITAVEN, RIO
OJI,
  RIVER
  SHIN
OJI No. 33, ATLANTIC
OKAN,
  AHMET
  AMIRAL S.
  SOYDAN
OKEBHO PALM, UDOFE IV
OKHI, PIONER
OKHLOPKOV, FYODOR
OKI, FERRY
OKIJI, FERRY
OKINAWA,
  EMERALD
  KARIYUSHI
  PRINCESS
  SUNSHINE
  WAKANATSU
OKK, FEODOR
OKTAY, BARBAROS
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OKTYABRYA,
  IM. 60—LETIYA
  YUBILEY
  ZARYA
  ZNAMYA
  ZNAMYA
  50 LET
  60 LET
  60 LET
  VELIKOGO
OKUNI MARU, SHIN
OL—MOBIN, FATH—
OLA, ST.
OLAFSSON,
  ALBERT
  BJARNI
  SIGURDUR
OLAFUR, GUDMUNDUR
OLALIA, THERESA
OLASON, SVERRI
OLAV, KONG
OLDENDORFF,
  DORA
  ECKERT
  EIBE
  EMMA
  HANS
  HARMEN
  HELENA
  MAGDALENA
  REGINA
  RIXTA
OLE, HANS
OLEO, HALU
OLEYNICHUK, KAPITAN
OLGA,
  ATLANTIC
  MISS
OLHAO, CIDADE DE
OLI, RIVER
OLIMPIADA, MOSKOVSKAYA
OLINDA, COLUMBUS
OLIVA, MARIA
OLIVER, CAPTAIN
OLIVETO, MONTE
OLIVIA, ROSA
OLIVIER,
  PATRICK
  PATRICK
OLIVIERI, PAULINE
OLIVINE, NEPTUNE
OLIVOS, COLUMBUS
OLLAGORRA, SOCIEDAD
OLMINSKIY, MIKHAIL
OLO PANTOJA, CAPITAN
OLOF, S:T
OLSEN,
  ANDERS
  DAVID
  JEP
  PEDER
OLSHANSKIY,
  KONSTANTIN
  KONSTANTIN
OLSON, CAPT.
OLSZTYNSKA, ZIEMIA
OLT, PIATRA
OLYMPIA,
  EXPRESS
  HYUNDAI
  LION OF
  NEW
  SAJO
  SAN
  SUPER
  TEBO
OLYMPIC,
  CANADIAN
  FRIO
  NEW
  OCEAN
OLYMPICS,
  ATHENIAN
  GOLDEN
OMAN, SHABAB
OMARAH, AL
OMBRE, BEL
OMEGA,
  ALPHA &
  BUKHTA
  ESVAGT
  RAINBOW
  RENATE
OMEGA II, ALPHA &
OMMANEY, CAPE
ON,
  MAN
  MOVING
  SUN TAI
  WAH
ON I, SUN
ON II, SUN
ON SUNDAY, NEVER
ONAL, KAPTAN MEHMET
ONCE,
  AMASUA
  MAPOSA
  MARVASA
  PEIX DEL MAR
  SERTOSA
ONDARRETA, PLAYA DE
ONDARROA, VILLA DE
ONDO,
  BLUE
  ITXAS
ONDUR, NORMAND
ONE,
  ACE
  AMAFHH
  BATELCO
  BONNIE
  CEMENT
  DOPET
  FAHAL
  FEOSO
  FORMOSA
  FRIGO
  GREENLAND
  HUNTER
  IBIS
  LILIAN
  MALAVIYA
  MARK
  MEGA
  NORDIC
  OCEANIDA
  OILER
  OMAN SEA
  OXY
  PACK
  PEARL
  PEEW—
  PERLA
  PETITE
  RECOVERY
  SEABREEZE
  SEAQUEST
  SPLIT
  STIRS
  T. P.
  TECH DIVER
  TEN NINETY
  WESBRIDGE
ONEGI, PIONER
ONILOVA, NINA
ONIS, YUSUF ZIYA
ONK II, DJEBEL EL
ONNERED, NORDIC AF
ONORATO,
  ALESSANDRO
  ELEONORA
  MARIA
  PINA
  SILVIA
  VINCENZO
ONUBENSE SEGUNDO, PESQUERA
ONUBENSE SEXTO, PESQUERA
ONUFRIYEV, YEVGENIY
ONWARD,
  EVER
  OCEAN
  SAXON
ONYX, OIL
OOKKAM, CHENNAI
OOMAAR, FAARAX
OON No. 1, TAI
OP, CO—
OP EXPRESS III, CO—
OP EXPRESS V, CO—
OP GRAIN, CO—
OP GRANEL, CO—
OP HARVEST, CO—
OP MARINE, CO—
OP MARU, SHIN CO—
OP PARTNER, CO—
OP SUNRISE, CO—
OP SUNSHINE, CO—
OP VENTURE, CO—
OP ZEGEN,
  HOOP
  HOOP
  HOOP
OPAL,
  EASTERN
  NEW
  OCEAN
  OCEAN
  PACIFIC
  SOUTHERN
  TROPIC
  WHITE
OPARIN, AKADEMIK
OPARIS, GLOBAL
OPOLCHENETS,
  LENINGRADSKIY
  NARODNYY
OPTIMIST, ATLANTIC
OQUENDO, PESQUERO
OR,
  KAPTAN
  NECDET
  POISSON D'
ORA,
  KIA
  ME'
ORADE, SEA
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ORANGE,
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  JASPER
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ORANGE 24, BIG
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ORATZ, ITXAS
ORBAY, GENERAL K.
ORBELI, AKADEMIK IOSIF
ORBIGO, RIBERA DEL
ORBIT, ORIENTAL
ORBITOR, BAKRI
ORCA, SMIT
ORCADES, GRAMPIAN
ORCHARD, BLOOMING
ORCHID,
  ACX
  ASIAN
  D.
  EASTERN
  MORNING
  NEW
  OCEAN
  OXALIS
  PALMSTAR
  STAR
  STAR
  VERITIC
ORDAZ, PUERTO
ORDER, EVER
ORDONA, REDUTA
ORDZHONIKIDZE, GRIGORIY
ORE,
  ALSTER
  ATHESIS
  ELBE
  MAIN
  MOSEL
  NECKAR
  RHINE
  RUHR
  SAAR
  TIBER
  TRAVE
  WESER
OREB, MIKULICA
OREGON,
  CHEVRON
  STAR
OREKHOVA, MYS
ORELIA, STENA
ORGERON,
  ANN T.
  J. A.
  JOSEPH J.
  JUAN J.
  L. A.
  LILLIA K.
  MYRTLE C.
ORIBE, PRESIDENTE
ORIENS, MARE
ORIENT,
  ALANDIA
  AMBRA
  C. C.
  CABOT
  CEMTEX
  ESSO
  EVER
  FILIPINAS
  HIKARI
  PEARL
  PROJECT
  SAMICK
  SINCERE
  SOLEIL D'
  STAR
  TSURU
  VILLE D'
  WESTERN
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ORIENTAL, FLOURISH
ORIENTE,
  BELO
  DOS
ORIENTE, ESTRELLA DE
ORINOCO,
  ABITIBI
  EL
  GRAN
  MUNDOGAS
  PROTANK
  RIO
  RIO
  RIO
ORION,
  ANGLO
  ARCTIC
  ARKTIS
  BALTIMAR
  CALIFORNIA
  HARVEST
  MARITIME
  NEW
  NORTHERN
  PACIFIC
  PACIFIC
  STELLA
  STELLA
  TROPIC
ORISSA, STATE OF
ORKANT, E.
ORLEANS,
  EXXON NEW
  NEW
  OVERSEAS NEW
ORLI, GOLD
ORLIKOVA, KAPITAN
ORLOV, PAVEL
ORLOVA, LYUBOV
ORME No. 1, L'
ORN, HVITE
ORO,
  CASTILLA DE
  ESTELA DE
  FRECCIA D'
  JOLLY
  MAR DE
  MAR DEL
  MONTE D'
  PROVINCIA DE
  EL
  RIO DE
  RIO DEL
  ROLON
ORO EXPRESS, CAGAYAN DE
ORO RIVER, CAGAYAN DE
ORORON, FERRY
OROS, AGHION
ORPHEUM, HELLESPONT
ORPHEUS, K. F. V.
ORR GAUCHER, NANCY
ORRY, KING
ORSINI, JACQUES
ORT,
  DARSSER
  DARSSER
  PALMER
ORTEGAL,
  CABO
  CAP
ORUDZHYEV, SABIT
ORVA, MISS
ORXAS, RIO
ORZAN, EL
OSAKA,
  OCEANUS
  SUN FLOWER
  ZIM
OSAKA MARU, SHIN
OSAKI,
  NEW
  PAIR
OSCAR,
  CAP'N
  HANS
  HELEN &
  KING
OSETO, FERRY
OSHIMA,
  FERRY
  FERRY
OSHKALN, OTOMAR
OSHUN, RIVER
OSIPENKO, POLINA
OSIPOV, GEROY
OSIPOVA, MYS
OSKAR,
  KJELL—
  OLE
OSLO,
  ESSO
  FEDERAL
OSMAN, YETIM
OSMAN PASA, GAZI
OSMAN SOFUOGLU, HACI
OSO GRANDE II, EL
OSORIO, CORONEL PEDRO
OSPREY,
  AMERICAN
  FLYING
  FRONT
  GRAMPIAN
  MINERAL
  NORTHAM
  OIL
  PUTFORD
  RED
  ROAN
  SEAWAY
  STIRLING
  STOLT
OSSE, RIVER
OSSMAN,
  AL HAJ
  CAPTAIN
OSTASHEVSKIY, KAPITAN
OSTEND, OSA
OSTERVOLD,
  H.
  MALENE
OSTROV, VASILYEVSKIY
OSTROVSKIY,
  NIKOLAY
  NIKOLAY
OSTROVSKOGO, MYS
OSTRYAKOV, GENERAL
OSUMI, FERRY
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OSUMI No. 3, FERRY
OSUMI No. 5, FERRY
OSUMI No. 6, FERRY
OT RMS, PETIMATA
OTERO,
  BELLA
  MARIANO
OTOK, DUGI
OTOME,
  NEPTUNE
  STOLT
OTRADNYY, MYS
OTS, GEORG
OTSOA, ITXAS
OTTAVO, TITO NERI
OTTAWA, FEDERAL
OTTER,
  BURRARD
  CAST
  GRAMPIAN
  NEWFOUNDLAND
OTTO,
  AUGUSTEA
  CASTORO
OUELDJA, EL
OUMAR FOUTHIOU, CHEICK
OURANIA, DONA
OURO, ANCORA D'
OURS POLAIRE, IRVING
OUSSERA, AIN
OUT, DAY—
OUTIL, BEL
OVCHINNIKOV,
  ALEKSANDR
  GRIGORIY
  PYOTR
OVEST, FRECCIA DELL'
OVODOVSKIY,
  GRIGORIY
  KAPITAN V.
OVTSYN, DMITRIY
OWL, HORNED
OXFORD, BHARVANI JAY
OXIDE DREDGER, TITANIUM
OXLEY II, JOHN
OYA,
  INSULA
  KALU
  MADURU
  YAN
OYSTER, SEA
OYUNSKIY, PLATON
OZERSKOYE, CHASTO—
OZOLA, ZENTA
P,
  AKRIVOULA—
  ANASTASIA
  ANITA
  ANNA
  ANNIE
  ANTONIOS
  CAPETAN
  CAROLINA
  DEMETRIOS
  DIAMANTIS
  DIMOS
  DINOS
  DONALD
  ERIK
  EVGENIA
  GIANNA
  IOANNIS
  IRENE
  JOANNA
  JORN
  KALIMA
  KASTOR
  KATERINA
  KATINA
  KATY
  KOSTAS
  LIA
  MAGDA
  MARIA
  MARTIN
  MIHALIS
  PALMYRA
  PHILIP
  PHYLLIS
  POLYDEFKIS
  POPI
  PUPPY
  REBECCA
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  TINA
  VALI
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P D, CELESTIAL STAR
P D I, H
P I, JOHN
P IV POINT, G/

- P.,
  - ALINA
  - ANNA MARIA
  - ANTHI
  - APOSTOLOS
  - CLAIRE
  - CRANE L.
  - DORA
  - EKATERINI
  - ELISA
  - EMMA D.
  - F. N.
  - GEORGIOS
  - GEORGIOS
  - GERA
  - IOANNIS
  - JAMES
  - LOUISE
  - NADIRA
  - PETER
  - REBECCA
  - ROSARIO
  - SHARON
  - SUZANNE
  - THEODOROS
  - TORM S.
  - VIMAR
  - W. F.
- P. ALEKSANDROV, GIDROSTROITEL A.
- P. BOBO, 2ND LT. JOHN
- P. D.,
  - GOODHOPE
  - SUNLIGHT
- P. D. 1, M. O.
- P. DHARA, G.
- P. DIESEL, JOHN
- P. DOMINGOS, MANUEL
- P. FISHERMAN, G.
- P. G.,
  - EMILY
  - LUCY
- P. GRACE, M.
- P. HICKS, BURRUSS
- P. HOLLOWAY, JOHN
- P. JACKSON, R.
- P. KENNEDY III, WM.
- P. KILIMENCHUK, MEKHANIK
- P. KIMBERLY, G.
- P. LE QUEBECOIS, E.
- P. LEBEOUF, WILLARD
- P. LEE, SAMUEL
- P. LEMOS, ANTONIS
- P. LIVANOS, CAPTAIN JOHN G.
- P. M. P. No. 101, S.
- P. MACDONALD, L.
- P. MARU No. 1, L.
- P. MARU No. 3, L.
- P. MARU No. 5, L.
- P. McALLISTER, J.
- P. MCAULIFFE, D.
- P. MOLLER, A.
- P. No. 101, S. P. M.
- P. ONE, T.
- P. S., ELENAKI
- P. SAKAE MARU, V. S.
- P. SECONDA, EMMA D.
- P. SRIVASTAVA, C.
- P. ST. PHILIP, A.
- P. T. IX, F.
- P. T. PELHAM, M.
- P. T. 7, F.
- P. TAKE MARU, V. S.
- P. TODAK, K.
- P. TOWER, F.
- P. TULLY, JOHN
- P. V., YIANNIS
- P. W., LUDVIG
- P. WEBB, J.
- P. Y. 1, T.
- P. YAMATO MARU, V. S.
- P. YASHIMA MARU, V. S.
- P. 1,
  - C.
  - C. K. M.
  - PSA
  - V.S.
- P. 2,
  - C.
  - C. K. M.
- P. 6,
  - C.
  - C. K. M.
- P. 7, C.
- P. 10,
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- P. 27, C.
- P. 28, C.
- P. 29, C.
- P. 700, PONTON V.
- P'TITE JULIE, LA
- PA SAN, UN
- PABLO,
  - DON
  - SAN
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  - SAN PEDRO
    - SAN
- PABLO APOSTOL, SAN
- PABLO M. FERRES, ING.
- PAC, NOR
- PACER,
  - MARINE
  - SEA—LAND
  - SEASPAN
- PACHA,
  - ABOUBAKER
  - PRINCESA
- PACHITA, LA
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  - AMBER
  - ARMADA
  - BAHTERA
  - BINTANG
  - BLUE
  - CHEVRON
  - CITRA
  - CLIPPER
  - CONSENSUS
  - DEEPSEA
  - DYVI
  - EAST
  - EASTERN
  - EMERALD
  - ERA
  - FRIO
  - GAZ
  - GECO
  - GEFION
  - GOLDEN
  - GREAT
  - GULF
  - HYUNDAI
  - IRON
  - KIKU
  - KILCHEM
  - LILY
  - LINTAS
  - MAHAKAM
  - MOANA
  - NEPTUNE
  - NEW ZEALAND
  - NORD
  - NORTH
  - PAN
  - PESCANO
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  - SAMICK
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  - SEALIFT
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  - SOUNDS OF
  - SOUTH
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  - TRANS
  - U. S. T.
  - VIGOUR
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- PACIFIC I,
  - MUTIARA
  - NAGA
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- PACIFIC TIGA, MUTIARA
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  - LLOYD
  - MAR
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  - OCEANO
- PACIFIQUE, LICORNE
- PACKARD, DAVID
- PACKER,
  - ALASKA
  - ALEUT
  - DEL MONTE
  - MARINE
- PACO, DON
- PACUARE, RIO
- PADARN, ST.
- PADAS, POGUN
- PADILLA, ALMIRANTE JOSE
- PADMASREE, M. T.
- PADMINI, RANI
- PADORIN, ADMIRAL
- PADRE,
  - BAHIA DE
    - PUERTO
  - SALVATORE
- PADRINO, EL
- PAE II, TUHAA—
- PAE 3, TUHAA
- PAEZ, LAGOVEN
- PAGANO, ALBERTO
- PAGE, CAPT. CLARK
- PAGE HANNAH, MARY
- PAGONA, KERA
- PAHLAWAN, KOTA
- PAHU, MOKU
- PAIMA, BEHR
- PAIMPOLAISE,
  - LA
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- PAINE, TORRES DEL
- PAIS, FRANK
- PAIX,
  - LA
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- PAK I, GULF—
- PAKDI 1, PRACHAK
- PAKHOMOV, KHUDOZHNIK
- PAKHTUSOV, PYOTR
- PAKNING,
  - SUNGAI
  - SUNGAI
- PAKSOY,
  - KAPTAN AHMET
  - MUSTAFA
- PAKSOY II, MUSTAFA
- PAL,
  - CHILKOOT
  - SEA
  - WESTERN
- PAL SAN, NA
- PALACE,
  - CRYSTAL
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- PALACIOS, RIO LOS
- PALADIN, LE
- PALADINI, VITTORIO
- PALAIS, TRINTOC PLEIN
- PALAK, JAG
- PALAPA,
  - BINTANG
  - SARPINDO
- PALAWAN, ISLA
- PALEI,
  - NGWAY
  - SHWAY
- PALEMBANG II, SINAR
- PALERMO,
  - AGIP
  - GOLFO DI
- PALHO, ASIA
- PALIASHVILI, ZAKHARIY
- PALIOS, P. S.
- PALL, OSTRA
- PALLAS, SEA
- PALLAV, VISHVA
- PALLIS, NIKOLIS
- PALM,
  - GOLDEN
  - JO
  - KRITI
  - MICRO
  - TROPIC
  - UDOFE IV
    - OKEBHO
- PALM BEACH, ESSO
- PALMA,
  - CIUDAD DE
  - CIUDAD DE
    - SANTA CRUZ
    - DE LA
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  - LA
  - RIO LA
- PALMARIA, SNAM
- PALMAS, PUNTA
- PALMASON, SIGURDUR
- PALMER, JESSICA
- PALMES, CAP DES
- PALMIRA,
  - ANA
  - NEO
  - SEVERNAYA
- PALOMA,
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  - MONTE
  - REEFER
  - SILVER
- PALOPO, PUTRA
- PALOS,
  - CIUDAD DE
  - PUERTO DE
- PALSSON, PALL
- PALUCCA, GRET
- PALUSALU, KRISTJAN
- PAMELA,
  - DONA
  - OUR LADY
- PAMENKE, AEK
- PAMPO, ASTRO
- PAN,
  - MANUEL PEREZ
  - METTE
  - PETER
  - TAI
  - TAI
- PANAGIA,
  - GOLDEN
  - S.
- PANAGIOTIS, KAPETAN
- PANAM, BAKRI
- PANAMA, SUN
- PANCHO, DON
- PANCHOR, MARINE
- PANCRACIO I, SAN
- PANCRACIO V, SAN
- PANDA, SPRING
- PANDJANG, SELAT
- PANDO,
  - ANA
  - CHARO
- PANDYA, V. B. C.
- PANFIDO, EMILIO
- PANFILOV, KAPITONAS
- PANFILOVTSY, GEROI
- PANG, YUNG
- PANGERANG, ANDI
- PANGKOR, PULAU
- PANIN, PAVEL
- PANJANG, KOTA
- PANKAJ, VISHVA
- PANKHI, MAYUR
- PANKRATOV, ALEKSANDR
- PANNA, NAND
- PANNAI, SUNGEI
- PANORAMA, GL
- PANOV, IVAN
- PANTELLERIA, ILE DE
- PANTHER,
  - BLACK
  - BLUE
  - BOW
  - CAM
- PANTHER,
  - OCEAN
  - OIL
    - PETROBULK
  - PINK
  - SEA
  - SEA
  - TOISA
  - WESTON
- PANTO, LE
- PANTOJA, CAPITAN OLO
- PANUCO,
  - RIO
  - RIO
- PANXON, PUENTE DE
- PANZA, SANCHO
- PAO, MING
- PAO No. 11, TONG
- PAO 4, SAN HANG
- PAOAY, LAKE
- PAOLA,
  - AMPARO
  - ANTONIETTA
  - FLAG
  - SAN
    - FRANCESCO
    - DI
- PAOLINA G, MARIA
- PAOLINI, G. 95
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- PAPALOAPAN, RIO
- PAPANIN, IVAN
- PAPI), JOSE M. MARTINEZ TAMAYO (
- PAPIVIN, NIKOLAY
- PAPKOVICH, PROFESSOR
- PAPPADAKIS, ANTHONY G.
- PAPUA, COLUMBUS
- PAPUA NEW GUINEA, FORUM
- PAQUIN, LUCIEN
- PARACURA, NORSUL
- PARADISE,
  - EASTERN
  - HELLESPONT
  - SUN
- PARAG, VISHVA
- PARAGGI, A. H.
- PARAGON, OLYMPIC
- PARAISO, EL
- PARAK, IRAN
- PARAMITA, ANDHIKA
- PARAMOUNT, HELLESPONT
- PARAN, SHAH
- PARANA, ESTRELLA DEL
- PARANAENSE, LAGOA
- PARATI, ASTRO
- PARATUS, SEMPER
- PARBAT, NANGA
- PARDO, COSTA DO
- PAREL, DE
- PARELLADA, OTTO
- PARENAGO, PAVELS
- PARENTIS, ESSO
- PARFITT, H. R.
- PARGO, ASTRO
- PARI,
  - IKAN
  - JAG
- PARIA, LAGOVEN
- PARIJAT, VISHVA
- PARIMAL, VISHVA
- PARIS,
  - ANTONIA
  - CGM
  - DANAU
- PARISIEN, JEAN
- PARISIENNE 2, LA
- PARIYANAT, JUTHA
- PARIZHSKOY KOMMUNY, STOLETIYE
- PARK,
  - CANADA
  - CHOYANG
  - HYDE
  - MANOR
  - OCEAN
  - REGENT
  - 277
- PARKHONYUK, INZHENER
- PARMAN, CEMIL
- PARNAIBA, NORSUL
- PAROS, NISSOS
- PARRAIN, LE
- PARREIRAS, ARY
- PARSHIN, VLADIMIR
- PARSONS, SIR CHARLES
- PARTIDO, 1 CONGRESO DEL
- PARTIZAN,
  - LENINGRADSKIY
  - YUNYY
- PARTNER,
  - CO—OP
  - CONTINENTAL
  - HANSA
  - SAMSUN
- PARVATI, PRABHU
- PAS—DE—CALAIS, NORD
- PASA,
  - B. RESIT
  - EL CONDOR
  - GAZI OSMAN
  - MITHAT
- PASCAGOULA, DANTZLER
- PASCAL,
  - CGM
  - THIERRY
- PASCOAL,
  - MANUEL
  - MONTE
- PASCUAL, DON
- PASDAR, IRAN
- PASHCHENKO, DMITRIY
- PASHKOV,
  - ALEKSANDR
  - ANDREY
- PASO, BUEN
- PASS,
  - ATIGUN
  - CALCASIEU
  - CYPRESS
  - SABINE
  - THOMPSON
  - TIRAD
- PASSAGE,
  - SOUTH
  - WINDWARD
- PASSERO, CAPO
- PASTERNAK, BORIS
- PASTO, CIUDAD DE
- PASTOR MONTENEGRO, NUEVO
- PASTORA, NUEVO VIRGEN DE LA
- PASTORIZA, VIRGEN DE
- PAT,
  - CAPT.
  - RUTH AND
- PAT III, GIRL
- PATAGONIA, MISS
- PATAPIOS, OSIOS
- PATCH, GEN. ALEXANDER M.
- PATEL, VALLABHBHAI
- PATER, RAY
- PATERSON, D. E.
- PATHFINDER,
  - IWTA
  - R. S. V.
- PATHWAY, EUROPEAN
- PATICA, MARIA
- PATIPI, TELOK
- PATON, AKADEMIK YEVGENIY
- PATOS, DAY
- PATRIA, NOMADIC
- PATRICIA,
  - ARMACUP
  - DAISY
  - DONA
  - GLENDA
  - LADY
  - LADY
  - MAR
  - MARY
  - NORGAS
  - OUR LADY
  - PRINCESS
  - THE LADY
  - THE LADY
- PATRICIO, OMS SAN
- PATRICK,
  - FREDERICK—
  - GENERAL
    - EDWIN D.
  - SAINT
  - ST.
- PATRICK G—III, RAY
- PATRICK G—IV, RAY
- PATRICK G—V, RAY
- PATRICK II, SAINT
- PATRICK PURCELL, GERARD
- PATRIOT,
  - ACADIAN
  - AMERICAN
  - ATLANTIC
  - EXPORT
  - MANILA
  - MERCHANT
  - SEA—LAND
  - SOUTHERN
- PATRIZIO, GIOVANNA E
- PATROCINIO, JOSE DO
- PATROL, DAWN
- PATRONICOLA, CALLIROE
- PATSAYEV, KOSMONAUT VIKTOR
- PATSY, MISS
- PATTI, GOLFO DI
- PATTON,
  - GENERAL
    - GEORGE S.
  - MYRA
- PAU, GENERAL
- PAUL,
  - BAIE ST.
  - CAP SAINT
  - CAPE ST.
  - GEOFFREY
  - JOHN
  - MARIE
  - MR.
  - MR.
  - ST.
- PAULA,
  - SAN FRANCISCO
    - DE
  - SANTA
  - SANTA
- PAULA II, DONA
- PAULI, NIELS
- PAULIA, SAINT
- PAULINE,
  - BARBARA
  - LADY
- PAULISTA, LAGOA
- PAULITA, DONA
- PAULO,
  - CARLO
  - CIDADE DE SAO
  - LUCIA
  - ROMANO
  - S.
  - SAO
  - SAO
- PAUSTOVSKIY, KONSTANTIN
- PAVEL BELYAYEV, KOSMONAUT
- PAVLENKO, PROFESSOR
- PAVLICHENKO, LYUDMILA
- PAVLOV,
  - NIKIFOR
  - STOYAN
  - YAKOV
- PAVLOVSKIY,
  - MYS
  - SL—2
    - PROFESSOR
- PAVLYUCHENKOV, IGNAT
- PAVO, NEPTUNE
- PAWL, SAN
- PAXOI, NISOS
- PAZ,
  - EXPRESS LA
  - LA
  - SIERRA
  - TONA
- PAZ No. 101, LA
- PAZUELLO, ESTRELA
- PC 1, BRATASENA
- PC 2, BRATASENA
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- PEACE,
  - ANANGEL
  - FREE
  - GLOBAL
  - KOREAN
  - MARINE
  - MARITIME
  - MING
  - ORIENT
  - PRINCE OF
  - SANKO
  - TIDA
  - UNITED
- PEACE II, PRINCE OF
- PEACOCK, SPRING
- PEAK,
  - APOLLO
  - ASTRA
  - CASTLE
  - GLORIA
  - LANTAU
  - MOUNTAIN
  - PRIMERA
  - WALTER
- PEARCY, KATHLEEN
- PEARKES, GEORGE R.
- PEARL,
  - ADELAIDE
  - ADMIRALTY
  - ADRIATIC
  - ALANDIA
  - ANNA
  - ARAB
  - ARKTIS
  - AURORA
  - AUSTRAL
  - BLUE
  - BOUNTIFUL
  - BRISBANE
  - BROMLEY
  - CARIBBEAN
  - CARPENTARIA
  - CATALINA
  - DAMPIER
  - DOOYANG
  - EASTERN
  - EMPRESS
  - ENDEAVOUR
  - EVIA
  - EYLANDT
  - GREAT
  - HANEI
  - HONAM
  - ICE
  - ISLAND
  - JOHAN
  - KOREAN
  - KURI
  - MARINE
  - MARINE
  - MARITIME
  - MC
  - MERCURY
  - MERINDAH
  - MORNINGTON
  - NAPIER
  - NAUTILUS
  - NEPTUNE
  - NOBLE
  - NORASIA
  - OCEAN
  - OCEAN
  - OCEAN
  - OCEAN
  - OCEAN
  - OCEAN
  - OCEAN
  - ORIENT
  - PACIFIC
  - POLLY
  - RAPTIS
  - SANKO
  - SEA
  - SEA
  - SEA
  - SOUND
  - SOUTHERN
  - SPIC
  - SUNSHINE
  - SWEET
  - TERRITORY
  - WHITE
- PEARL II,
  - KURI
  - SEA
- PECK, CY
- PECKINPAUGH, DAY
- PECONIC, GREAT
- PEDER, GEIR
- PEDERSEN,
  - JETTE
  - PIA
- PEDRENA, PLAYA DE
- PEDRERA, PUNTA
- PEDRO,
  - CITY OF SAN
  - DON
  - DON
  - JOAO
  - PASAJES DE
    - SAN
  - PATRAO
  - S.
  - SAN
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- PEDRO APOSTOL, SAN
- PEDRO BAY, SAN
- PEDRO DAVILA, CAP.
- PEDRO MOSCUZZA, DON
- PEDRO No. 51, ST.
- PEDRO No. 61, ST.
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- PEDRO OSORIO, CORONEL
- PEDRO SAN PABLO, SAN
- PEDRO SOUND, SAN
- PEDROSA, DOLORES
- PEERESS, PACIFIC
- PEEV, STOYKO
- PEGASO, TOBA
- PEGASUS,
  - AIKO
  - ASIAN
  - ASTRO
  - CALIFORNIA
  - CRANE
  - GLORY
  - NEW
  - OCEAN
  - REEFER
  - WESTERN
- PEGELMAN, HANS
- PEGGY,
  - ATLANTIC
  - MISS
- PEI, HUA
- PEIRATIS, KAVO
- PEJO, LAKE
- PEKKA, UKKO—
- PELAGOS, AEGEON
- PELARGONIUM, NEO
- PELAYO, ALEJANDRO
- PELHAM,
  - JEANNE
  - LILLIAN
  - M. P. T.
  - SYDNEY
- PELICAN,
  - NPMC
  - RED
  - SEAWAY
- PELLER No. 2, Z—
- PELLY, ARCTIC
- PELORO, CAPO
- PELORUS, K. F. V.
- PEMBROKE,
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- PEMDEZ, BARA
- PEMEX I, NUEVO
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- PEN, BONDOC
- PENA, VIRGEN DE LA
- PENAFRANCIA IV, VIVA
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- PENAGA, BUNGA
- PENCK, PROFESSOR ALBRECHT
- PENDANT, WORLD
- PENEFRANCIA, VIVA
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  - MISS
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  - DA
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  - JIN
  - KUN
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  - TIAN
  - ZHE
- PENGUIN,
  - L. M.
  - RED
  - REEFER
- PENIDA, NUSA
- PENIZA, MONTE
- PENKOV, KAPITAN
- PENNA, PUNTA
- PENNY, SENATOR
- PENON, R.
- PENTE,
  - IKOSI
  - PETROLA
- PENTELI, MOUNT
- PENUCA, LA
- PENZANCE, ESSO
- PEPA GUTIERREZ, MARI
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- PERAK,
  - PISANG
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- PERCEPTION, M. I. S.
- PERCIVALE, SIR
- PERDANA,
  - ANDHIKA
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- PERDANA I, SALINDO
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- PEREIRA, BARROSO
- PEREIRAS, PUENTE
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- PEREKOPA, GEROI
- PERENE 1, RIO
- PEREVERZEV, IVAN
- PEREZ PAN, MANUEL
- PEREZ SAMPEDRO, HERMANOS
- PERFECT, ALLWELL
- PERFORMANCE,
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- PERFORMER, THE
- PERIDOT, NEPTUNE
- PERINTIS,
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- PERITO MORENO, GLACIAR
- PERIVOLIOTIS, PANAGIOTIS L.
- PERIYAR, TAMIL
- PERKASA,
  - BARUNA
  - BETHANY
  - BUDHI
  - DIAN
  - GANDA
  - MULTI
  - PUTRA
  - RODA
  - SANG
  - SHINTA
- PERKINS, R. L.
- PERLAS, LAS
- PERLE, ISOLA DELLE
- PERLE II, LA
- PERLE III, LA
- PERLYN, LADY
- PERMAI,
  - ARMADA
  - BUNGA
  - NUSA
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  - PERMINT
  - PUTRA
  - SAMUDRA
- PERMAI I, BAJONG
- PERMAI II, TANTO
- PERMAISURI, SRI
- PERMATA,
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- PERMINA 1017, NIBUNG/
- PERMINA 1018, PAGARDEWA/
- PERMINA 3001, PANGKALAN SUSU/
- PERMINA 3002, BALONGAN/
- PERMINA 3003, KUALA BEUKAH/
- PERMINA 3004, SALAWATI/
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- PERN, LEMBIT
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  - CHEVRON
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- PERUMAI, CHENNAI
- PERVYY, PYOTR
- PESCA, SICULA
- PESCA DOS, GARRIDO
- PESCA QUARTO, TONTINI
- PESCA UNO, GARRIDO
- PESQUERO, PUERTO
- PESSOA, FERNANDO
- PESTANA, CAMARA
- PETANI, KOTA
- PETE,
  - CAPT.
  - CAPTAIN
  - MASTER
  - MISTER
  - TEE
- PETER,
  - CAPT.
  - CAPT.
  - CAPT. TONY—
  - CAPTAIN
  - MASTER
  - MR.
  - ST.
  - STINNE
- PETER III, ST.
- PETERS, ANN
- PETERSEN,
  - ANNETTE
  - GITTE
  - JOHAN
  - MICHEL
- PETKO VOIVODA, KAPITAN
- PETNIEKS, BALTIJAS
- PETRA, DONA
- PETRA M. R., DONA
- PETRACHO, ANDONAEGUI
- PETRAKIS,
  - PIPITSA
  - THEMIS
- PETRASH, STAKHANOVETS
- PETREL,
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  - PUTFORD
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- PETRENKO, GRIGORIY
- PETRI,
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- PETRIKOV, ANDREY
- PETROBRAS, WORLD
- PETROL IX, NEJMAT EL
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- PETROLERO, EL
- PETROLEUM, GOLDEN
- PETRONELLA,
  - ELLA
  - HENDRIK
- PETROPARCEL, PNOC
- PETROS, MASTER
- PETROV,
  - AKADEMIK BORIS
  - FYODOR
  - GENERAL
  - IVAN
  - POGRANICHNIK
  - POGRANICHNIK
- PETROVSKIY,
  - AKADEMIK
  - KONSTANTIN
- PETRUSHEVSKIY, KAPITAN
- PETUR, DANSKI
- PETURS, GEIRI
- PETURSSON, THOR
- PEUR, SANS
- PEVERO, CALA
- PEVOTO, I. B.
- PEXMAR, PLAYA DE
- PEYRONNET, ROBERT
- PEZ,
  - INFINITUS
  - INITIO
- PFLUECKHAHN, ELMIRA
- PHAISTOS, CAP
- PHANEROMENI, PANAGIA
- PHANSIRI, JUTHA
- PHANTOM,
  - COLNE
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- PHARR, AUSTILL
- PHEASANT, CANJE
- PHENIX,
  - BALDER
  - JULES VERNE
- PHILADELPHIA,
  - EXXON
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- PHILIP,
  - A. P. ST.
  - EDWARD ST.
  - KING
  - MARY ST.
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  - PRINS CARL
  - TONY ST.
  - YVONNE ST.
- PHILIP II, MARK
- PHILIP MAITLAND, JOHN
- PHILIP X, MARK
- PHILIP XII, MARK
- PHILIPPA, QUEEN
- PHILIPPE, `LAURENT
- PHILIPPINES, ASIA
- PHILIPS WILLEM, PRINS
- PHILLIP,
  - ARTHUR
  - CARL
  - ST.
- PHILLIPPA, MARGARET
- PHILLIPS,
  - J. C.
  - MATTIE H.
- PHILPOTT, LADY
- PHOENIX,
  - ASIAN
  - BRIGHT
  - EASTERN
  - ETHYLENE
  - GRAND
  - MASSY
  - NEPTUNE
  - OCEAN
  - OLYMPIC
  - ORANGE
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  - SANKO
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  - SILVER
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  - WORLD
- PHOENIX No. 666, CHIEF
- PHONG,
  - TIEN
  - VU
- PHU DONG, AN
- PHUKET 1, THARUA
- PHUNG, MINH
- PHUOC, VINH
- PHUONG DO, HOA
- PHYLLIS,
  - LADY
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- PI,
  - F— 1—
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- PIA, METTE—
- PIACAGUERA, NORSUL
- PIAGGIO, GIUSEPPE
- PIASATZI, ZLATNI
- PIASECZNO, KOPALNIA
- PIAT, GEORGES
- PIAVE, NUOVA
- PICA, GILBERTA
- PICARDIE, ESSO
- PICCOLA, CALA
- PICCOLO, MAR
- PICO, ILHA DO
- PICTION, ISLA
- PICTOU, CAPE
- PIECK,
  - PREZIDENT
  - WILHELM
- PIEDRA, GRAN
- PIEMONTE, AGIP
- PIERACCINI, FRANCO
- PIERCE,
  - A. F.
  - ANNE S.
  - ERNEST E.
  - PRESIDENT
  - T. K.
- PIERO NERI, CORRADO
- PIERRE,
  - CAP SAINT
  - HAVRE ST.
  - LUDOVIC
  - MICHEL—
  - SAINT
  - SAINT
  - SAINT
  - ST.
- PIERRE CALLOCH, JEAN
- PIERROT, EMPIRE
- PIETER,
  - HARMTJE
  - JACOB JAN
  - KLAAS JELLE
- PIETER LOUWE, ALBERT
- PIETRO,
  - SAN
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- PIETRO No. 108, ST.
- PIGEON, KOREAN
- PIGOTT, CHARLES
- PILAR,
  - CABO
  - MARIA DEL
- PILAR GRANA, MARIA DEL
- PILES, RIO
- PILOT,
  - ARGOSY
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  - MERCHANT
  - MICRO
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- PILOT 1, JUBAIL
- PILOT 2, JUBAIL
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- PILSENER, SAN MIGUEL
- PIMENOV, KHUDOZHNIK
- PINA, ALICE MARIA
- PINANG,
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- PINARES, COMANDANTE
- PINDARE, NORSUL
- PINDO, PLAYA DE
- PINE,
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  - FELIX
  - GREEN
  - IRVING
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  - MAERSK
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  - SEKI
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- PINER, MANIE L.
- PING,
  - CHANG
  - DA SHA
  - DE
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  - HAI
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  - TAI
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- PING HAI,
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- PING LING, LE
- PING No. 1,
  - AN
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- PINTAIL, PACIFIC
- PINTO L, ERNESTO
- PINZON,
  - MARTIN ALONSO
  - VICENTE YANEZ
- PIO II, PADRE
- PIOMBINO, CITTA DI
- PIOMBINO PRIMA, MOTOCHIATTA
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- PIONEER,
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  - AQUATIC
  - ASEAN
  - ASIE
  - BELL
  - BERGE
  - BOW
  - BUSAN
  - CARIBE
  - CHEMI
  - CHEMICAL
  - CLIPPER
  - COSMIC
  - CRAIG THE
  - DAESAN
  - DS
  - DUBAI
  - ECHO
  - ENERGY
  - FIJI
  - GRAMPIAN
  - HYUNDAI
  - IRWIN
  - KONKAR
  - KOREAN
  - KWANG YANG
  - LOWLAND
  - MARINE
  - MASAN
  - MERCHANT
  - MYANMAR
  - NAMBUG
  - NAMHAE
  - NORGAS
  - OCEAN
  - OCEAN
  - OJI
  - ONSAN
  - ONWARD
  - PACIFIC
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  - POHANG
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  - RED SEA
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  - SANKO
  - SASKATCHEWAN
  - SEA
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  - SEOUL
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  - EL
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  - ZIM
- PIRAN, ST.
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- PIRI REIS, K.
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- PIROSMANASHVILI, KHUDOZHNIK
- PIRU SINGH PVC, COMPANY HAVILDAR MAJOR
- PISA, REPUBBLICA DI
- PISCES,
  - DISETCO
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- PISCO, CAPITAO
- PITENS, ENSENADA DE
- PITIE, NOTRE DAME DE
- PKWN, MANIFEST
- PLA, JOSEP
- PLACID, LAKE
- PLACIDO, DON
- PLAISANCE, TRINTOC
- PLANA, MANUEL
- PLANET, HARVEST
- PLANINA, STARA
- PLANTER,
  - DEL MONTE
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- PLANTERS, MISS
- PLANTIN, CMB
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- PLATA,
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  - ISLA DE LA
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  - ROLON
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- PLATA I, DEL
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- PLATANUS,
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- PLATOU, R. S.
- PLAUSHEVSKIY, KAPITAN
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- PLEASANT II, POINT
- PLEASURE, MING
- PLEIN PALAIS, TRINTOC
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- PLESS, MAJOR STEPHEN W.
- PLESSIS, P J C DU
- PLESUMS, PETERIS
- PLEVEN, VICTOR
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- PLUTO, UNION
- PLYMOUTH, CITY OF
- PLYUSNIN, IVAN
- PM—1S, PROPEMEX
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- PO,
  - DAE
  - MAN
  - SAM IL
- PO HAI, HU
- POBEDY,
  - SOROKALETIYE
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- POCHIN, VELIKIY
- POCZTY, OBRONCY
- PODOBEDOV, GRISHA
- PODSHIVALOV, GRIGORIY
- PODTELKOV, FYODOR
- POEM, GAS
- POETI, GOLFO DEI
- POGODIN, NIKOLAY
- POGRANICHNIK, SOVIETSKIY
- POH, KAH
- POHANG, HANJIN
- POINT,
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  - CHECK
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  - EAGLE
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  - FELLS
  - G/P IV
  - HAWKINS
  - KINGS
  - LYS—
  - MEGA
  - RACCOON
  - REEDY
  - ROCHES
  - RUM
  - SEA
  - SEWELLS
  - SMITH
  - SOREL
  - STATE
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  - TIGER
  - TOWN
  - WAGNERS
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  - WEST
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- POKHLEBAYEV, SERGEY
- POKOU, REINE
- POKRAMOVICH, DMITRIY
- POKRYSHKIN, ALEKSANDR
- POL, SEAN
- POLAINA, FRANCISCO SANCHEZ
- POLAIRE, IRVING OURS
- POLAR,
  - ERIKSON
  - IGLOO
- POLARBEAR, CAST
- POLARIS,
  - EASTERN
  - FEDERAL
  - KIRSTINE
  - LENE
  - POLLY
  - STAR
  - STELLA
  - STELLA
  - VINGA
  - WESTERN
- POLAX, SILKE
- POLEN, SMIT
- POLENOV, VASILIY
- POLESHCHUK, VASILIY
- POLESTAR, SHOUN
- POLEVOY, BORIS
- POLIKARPOV, AVIAKONSTRUKTOR
- POLIN, KAPITAN
- POLIVANOVA, MARIYA
- POLIVU, CHENNAI
- POLJE, BIJELO
- POLK, PRESIDENT
- POLKOVSKIY, KAPITAN A.
- POLLITT, HARRY
- POLLUX,
  - ASIAN
  - NAVICHEM
  - NOMADIC
  - STELLA
- POLO,
  - MARCO
  - MARCO
  - MARCO
  - MARCO
  - MARKO
- POLO I, MARCO
- POLONIO, CAP
- POLOZKOV, IVAN
- POLSHKOV, PROFESSOR
- POLUKHIN, KOMISSAR
- POLUYAN, DMITRIY
- POLUYANOV, GRIGORIY
- POLYAKOV, YEVGENIY
- POLYANA, YASNAYA
- POLYDINAMOS, GOLDEN
- POLYE,
  - BORODINSKOYE
  - KULIKOVO
  - RUSSKOYE
- POLYUS, SEVERNYY
- POLZUNOV, IVAN
- POLZUNOVS, IVANS
- POMERANTS, KAPITAN
- POMORSKI, GRYF
- PONANT,
  - ILES DU
  - LE
- PONCENA, LA
- PONDAL, EDUARDO
- PONOMARYEV, PAVEL
- PONOMARYOV, KAPITAN
- PONTA NEGRA, TUPI
- PONTEVEDRA, RIA DE
- PONTINA, FRECCIA
- PONTJO, CRANE
- PONTOON FOR SINGAPORE, UNNAMED
- PONTOON FOR UNITED KINGDOM, UNNAMED
- POOLE, GREGORY
- POONG No. 2, DAE
- POONG No. 5, YOUNG
- POPE, GENERAL JOHN
- POPLAR,
  - IRVING
  - MAERSK
- POPLAWSKI, GENERAL STANISLAW
- POPOV,
  - ALEKSANDR
  - FYODOR
  - GEORGIY
  - LEON
  - PROFESSOR
  - PROFESSOR VLADIMIR
  - VADIM
  - VASILIY
- POPOVA, OSTROV
- POPPY,
  - PALMSTAR
  - SANKO
- POPS, UNCLE
- PORCUPINE,
  - CAST
  - THE SEA
- PORFIRIOS, AGHIOS
- POROS, CITY OF
- PORRES, MARTIN DE
- PORT,
  - NEW
  - SUNNY
- PORT EVERGLADES, BELCHER
- PORT HARCOURT, LNG
- PORT JEROME, ESSO
- PORT LOUIS, CITY OF
- PORT MELBOURNE, CITY OF
- PORT NISCOP, GROTTE DE
- PORT SAID, OBOOR
- PORTELA,
  - JOSE BALAYO
  - LA
- PORTENO, EL
- PORTER, CARLOS
- PORTESE, CALA
- PORTIL, PLAYA DEL
- PORTLAND,
  - ARENA
  - BREVIA
  - DANIA
  - GLAREA
  - LAPIS
- PORTNOVA, ZINA
- PORTO SANTO, ILHA DO
- PORTOCELO, PLAYA DE
- PORTOFINO, A. H.
- PORTOLOS, FOTIS
- PORTSMOUTH, CITY OF
- PORTUARIA, REFORMA
- PORTUCHIQUI, ENSENADA

# COMPOUND NAMES OF SHIPS

- PORTUGAL,
  - SMIT
  - VENEZA DE
  - WEC
- PORTYANKO, ANDREY
- PORVENIR, OF.
- POS, PRINCIPAL
- POSADILLO, MARTIN
- POSEIDON, STRIL
- POST,
  - HARMEN
  - MAARTEN
- POSTYSHEV, PAVEL
- POT I, DIVING
- POTATO MARU, CALBEE
- POTOMAC, R. F.
- POTTER, CAPT.
- POTURNAK, INZHENER
- POULE, LA BELLE
- POULHAN, PORS
- POVEDA, SOTA
- POVEROV, MEKHANIK
- POWER,
  - ANANGEL
  - BOA
  - BUNKER
  - EASTERN
  - FORUM
  - FREE
  - GMMOS
  - KAPPA
  - MARINE
  - MOBILE
  - NORD—
  - OCEAN
  - OSAM
  - PETROBULK
  - PROGRESSIVE
  - SANG THAI
  - SEA
  - SEA
  - SEACOR
  - STRIL
  - SUPER
  - TOWELL
  - YUKON
- POWER I, ASPA
- POWER 16, ASPA
- POY, LA
- POZDNYAKOV, ALEKSEY
- POZDYUNIN, AKADEMIK
- POZHARSKIY, DMITRIY
- POZHELA, KAROLIS
- POZOS, LOS
- PP—1S, PROPEMEX
- PP—2S, PROPEMEX
- PP—3S, PROPEMEX
- PP—4S, PROPEMEX
- PRABHA,
  - ADITYA
  - AMER
  - SAMUDRA
- PRABHAT,
  - JAG
  - SAGAR
- PRABHU,
  - BHORUKA
  - JAG
- PRABU MANGKUNEGARA, MOCHTAR
- PRADERA, STOLT
- PRADESH,
  - ARUNACHAL
  - STATE OF ANDHRA
- PRADIPTA, ANDHIKA
- PRADZYNSKI, GENERAL
- PRAFULLA, VISHVA
- PRAGA, DIVINO JESUS DE
- PRAGATI,
  - JAG
  - LOK
- PRAHM,
  - GERHARD
  - HEYO
  - KATHE
  - LORE
- PRAI, KUALA
- PRAIA, EGITO
- PRAIRIE, LA
- PRAISE,
  - EVER
  - UNISON
- PRAKARSA II, LAJU
- PRAKARSA III, LAJU
- PRAKASH,
  - ADITYA
  - JAG
  - LOK
- PRAKRITI, NAND
- PRAMONG 1, SAMRUAJ
- PRAMONG 4, SAMRUAT
- PRANDTL, LUDWIG
- PRASAD, RAJENDRA
- PRASETYA,
  - ANDHIKA
  - BAHARI
- PRASLIN,
  - DUC DE
  - SPIRIT OF
- PRATAMA,
  - BAHARI
  - PRANEDYA
  - SETYA
  - TRISILA
  - WINDU KARSA
- PRATAMA 3, SIAGA
- PRATAMA 5, SIAGA
- PRATAP, RANA
- PRATIMA, LOK
- PRAVDA,
  - KAMCHATSKAYA
  - KOMSOMOLSKAYA
  - LENINGRADSKAYA
  - PIONERSKAYA
- PRAVIK, VLADIMIR
- PRAWNS,
  - FAROE
  - OCEAN
  - POLAR
- PREETI, JAG
- PREKA, MARIA
- PRELUDE,
  - MERCHANT
  - SANKO
  - WORLD
- PREM, LOK
- PREMIER,
  - ALLWELL
  - ASEAN
  - MERCHANT
  - OCEAN
  - POLLY
  - SOLOMON
- PREMIUM, ALLWELL
- PREOBRAZHENSKIY, YEVGENIY
- PRESERVER, ESVAGT
- PRESIDENT,
  - ARGOSY
  - JAHRE
- PRESS, BALTIC
- PRESTIGE,
  - ADRIATIC
  - INDIAN
  - MARINE
  - OCEAN
  - POLLY
- PRETENDER, GREAT
- PRETO, RIO
- PREVENTER, ESVAGT
- PREYKSHAS, KAZIS
- PRIBOY, NOVIKOV—
- PRIBUMI, SARPINDO
- PRIBYLSKIY, IVAN
- PRIDE,
  - AFRICAN
  - ALANDIA
  - ALASKAN
  - ALLIGATOR
  - AMERICAN
  - AMERICAN
  - ATLANTIC
  - ATLANTIC
  - ATLAS
  - AUSTRALIAN
  - BERGEN
  - BICKERTON
  - BISCAY
  - BOA
  - BOBBY'S
  - BROTHERS
  - CEDAR
  - CELTIC
  - CHINA
  - CHIOS
  - CLARK'S
  - COAST
  - COREY
  - DELTA
  - DELTA
  - EARLY'S
  - EASTERN
  - EASTERN
  - EQUATOR
  - EURO
  - FLYING
  - GRAMPIAN
  - HOO
  - HUMBER
  - ISLAND
  - KIRK
  - LAHAVE
  - LANGS
  - LEVANT
  - MARINE
  - MARINE
  - MARITIME
  - MATHEWS
  - MAURITIUS
  - MERCHANT
  - MERIDIAN
  - MOBILE
  - NATIONAL
  - NAXOS
  - NEWCASTLE
  - NICHOLS
  - NORDIC
  - NORDIC
  - NORTHERN
  - O'NEALS
  - OCEAN
  - OCEAN
  - OCEAN
  - OCEAN
  - OFFSHORE
  - OMNIUM
  - ORIENT
  - ORIENTAL
  - PACIFIC
  - PACIFIC
  - PALBRO
  - PARTNERS
  - PEGASUS
  - PETE'S
  - RAINBOW
  - SEABOURN
  - SENTOSA
  - SILVER
- PRIDE,
  - SON'S
  - SOUTHERN
  - STAVANGER
  - STOLT
  - STRAITS
  - T'S
  - TMS
  - WESTERN
  - WILSONS
  - WINDMILL
  - YEMEN
- PRIDE II, CELTIC
- PRIDE No. 1, ISLAND
- PRIESS, HEINZ
- PRIGNAC, TOUR
- PRIMA,
  - ANTARES
  - ARIES
  - ARTA
  - BRAVA
  - BRUNA
  - CLAUDIA
  - CLORINDA
  - DANIELA
  - DANIELA
  - DELIA
  - ELBA
  - ELVIA
  - ETNEA
  - ETRA
  - KATRIA
  - LIDIA
  - MARIALUISA
  - MEDEA
  - MOTOCHIATTA PIOMBINO
  - NERA
  - OCEAN
  - OFELIA
  - PALMA
  - PAOLA
  - PINA
  - RADIOSA AURORA
  - RINASCITA
  - SAN LUCIAN
  - SONAR
  - SPES
  - VELIA
  - VENEZIA
- PRIMAK, KAPITAN
- PRIMAKOV, VITALIY
- PRIMAVERA, FLOR DE
- PRIME, WORLD
- PRIMEIRO,
  - BRASIL
  - GAZELA
- PRIMERO,
  - ALBEAL
  - ALVAREZ ENTRENA
  - AROSA
  - BALARICO
  - BARLOVENTO
  - CABU
  - CIGALA
  - CONARPESA
  - CONGELEMAR
  - CRUZ
  - DIEGO
  - GARRIDO
  - GOITUME
  - GORRICHO
  - GUPSA
  - HERDUSA
  - HEROYA
  - HIMAJO
  - HORIZONTE
  - ISLA DE SALTES
  - MAPOSA
  - MARINO
  - MARISA
  - MINCHOS
  - NATHAN
  - NAVIJOSA
  - PARADANTA
  - PESCAHELVA
  - PESCALANZA
  - PESQUERA GAUDIANA
  - PINZON
  - PONTESA
  - PUNTAMAR
  - RADOCHE
  - RIO ALGAR
  - RIO DO MAR
  - SAN JUAN
  - SENEIVO
  - SOPEHICA
  - TABOADA
  - VIANTO
- PRIMO,
  - ADONE
  - ALCIONE
  - AMORUSO
  - ARIETE
  - BARRACUDA
  - CASAMICCIOLA TERME
  - DELFINO
  - EMILIO
  - EROS
  - FERDINANDO
  - FURIA
  - GEMINI
  - GENCA
  - GIAN MARIA
  - GIUSEPPE
  - ITTIPESCA
  - JOLLY
  - JUMBO
- PRIMO,
  - LABOR
  - LERICI
  - LEVANTO
  - LORMONT
  - LUCA
  - MAERSK ASIA
  - MAERSK EURO
  - MAIK
  - MEDEUR
  - ORION
  - POSIDONE
  - REDENTORE
  - RINGO
  - SALVATORE
  - SAN LUCA
  - SAN MATTEO
  - SEA
  - SOLE
  - STORIONE
  - TOURIST FERRY BOAT
  - ZEFFIRO
- PRIMO G., ANTARES
- PRIMORIYA, RYBAK
- PRIMORYA,
  - GEOLOG
  - KOMSOMOLETS
  - PIONER
- PRIMORYE, SOVIETSKOYE
- PRIMUDA, SARPINDO
- PRIMULA, RO—RO
- PRINCE,
  - ALANDIA
  - AQUA—
  - BERGE
  - BLACK
  - CALEDONIAN
  - COTSWOLD
  - DELTA
  - E. E.
  - FLYING
  - FOREST
  - FORUM
  - GOLDEN
  - GRAMPIAN
  - GRAND
  - GULF
  - IONIAN
  - IRON
  - JAHRE
  - JASMIN
  - JAVA
  - LEADER
  - LION
  - LODESTAR
  - MERCHANT
  - MOBY
  - NANTAI
  - NEW
  - NORDIC
  - NORMAN
  - NORTH
  - OCEAN
  - OCEAN
  - OVERSEAS
  - PACIFIC
  - PACIFIC
  - POLAR
  - PORT AU
  - ROYAL
  - ROYAL
  - SCOTIA
  - SEA
  - SEA
  - SEA
  - SEA
  - SHA TIN
  - SKAW
  - STAVANGER
  - SWIFTSURE
  - TARA
  - TROPICAL
  - VIKING
  - VIKING
  - WIGHT
  - WOOYANG
  - WORLD
- PRINCE II, MERCANDIAN
- PRINCE RUPERT, QUEEN OF
- PRINCESA, NEW
- PRINCESS,
  - AFRICAN
  - ANDAMAN
  - ARCTIC
  - ARKTIS
  - ASEAN
  - ASIAN
  - ASIAN
  - ATLANTIC
  - BAHTERA
  - BAYOU
  - BIRKA
  - BODRUM
  - BOW
  - CAGAYAN
  - CANADIAN
  - CARIBBEAN
  - CAROLINA
  - CARRIER
  - CEBU
  - CHILCOTIN
  - CORA
  - CORAL
  - CORAL
  - COTABATO
  - COWRIE
  - CROWN
  - CROWN
  - CUNARD
  - DAVAO
  - DAWN
- PRINCESS,
  - DIPOLOG
  - EASTERN
  - FAIR
  - FALCON
  - FILIPINA
  - GRAMPIAN
  - HAPPY
  - HEBRIDEAN
  - HUMBER
  - ISLAND
  - ISLAND
  - J—A
  - JAHRE
  - LION
  - LOUGHBOROUGH
  - MALAYAN
  - MALAYAN
  - MALIBU
  - MANHATTAN
  - MARINE
  - MBK
  - MERCHANT
  - METHANE
  - NANTAI
  - NANUYA
  - NASIPIT
  - NEW
  - NOMADIC
  - NORASIA
  - NORTHERN
  - OCEAN
  - OCEAN
  - OMINECA
  - ORANGE
  - ORIENT
  - OSLO
  - PACIFIC
  - PACIFIC
  - PACIFIC
  - PACIFIC
  - PENINSULA
  - PHILIPPINE
  - POLAR
  - POLAR
  - POSEIDON
  - QANIRTUUQ
  - REGAL
  - RIVER
  - RIVTOW
  - ROYAL
  - SEA
  - SEA
  - SEATRAN
  - SKAW
  - SKY
  - SOUTHERN
  - STAINLESS
  - STAR
  - TACLOBAN
  - TRAILER
  - TUNDRA
  - TUXEDO
  - VANCOUVER ISLAND
  - VIKING
  - WEST
  - WITSUNDAY
  - YASAWA
  - YUKON
- PRINCESS — S, SEA
- PRINCESS II,
  - FIJIAN
  - NIGER
- PRINCESS III,
  - SEA
  - TROPICAL
- PRINCESS IV, ISLAND
- PRINCESS MARTHA, CROWN
- PRINCIPAL, MERCHANT
- PRINCIPE,
  - FOZ DO
  - RIO NOVO DO
- PRINSEN,
  - IS
  - TROMS—
- PRINSESS, EEMSLAND
- PRINT, BALTIC
- PRIOK, TANJUNG
- PRIOR,
  - BERT
  - BRENDA
- PRISHVIN, MIKHAIL
- PRITI,
  - APJ
  - LOK
  - OCEAN
- PRIYA,
  - JAG
  - JAGAT
  - SHIVA
  - SHIVA
- PRIZE,
  - ATLANTIC
  - GREAT
- PRO 1, THAI
- PROCEED, ALLWELL
- PROCESS, WORLD
- PROCIDA,
  - CITTA DI
  - GIOVANNI DA
- PROCYON, STELLA
- PRODIGY, WORLD
- PRODUCE, WORLD
- PRODUCER,
  - BOLD
  - OCEAN
  - OCEAN
  - OWL
  - PACIFIC
  - SEA
- PRODUCER,
  - SEA—LAND
  - WESTERN
- PRODUCT, FORUM
- PROFESSOR PAVLOVSKIY, SL—2
- PROFILER, SEA
- PROFSOYUZOV,
  - XV SYEZD
  - XVI SYEZD
  - XVII SYEZD
  - XVII SYEZD
  - XVIII SYEZD
- PROFSOYUZY,
  - SOVIETSKIE
  - SOVIETSKIYE
- PROGRESO,
  - OF.
  - SEA
- PROGRESS,
  - ANANGEL
  - ASIAN
  - BALTIC
  - BP
  - CANADIAN
  - CONSENSUS
  - DIXIE
  - ENERGY
  - FAREAST
  - FREE
  - GAZ
  - GLOBAL
  - HUMBER
  - IDEAL
  - INDIAN
  - JAHRE
  - KALBA
  - LAKE
  - MANILA
  - MARINE
  - MING
  - NORTHERN
  - NOVA
  - OCEAN
  - OCEAN
  - PEGASUS
  - PETROBULK
  - POLLY
  - PROGRESSIVE
  - REAL
  - SAXON
  - SEA
  - SEA
  - STATE
  - TANK
  - UNITED
  - WESTERN
  - WORLD
- PROGRESSOR, CHL
- PROHORI, AUGNI
- PROKHOROV, IVAN
- PROKOFYEV,
  - ALEKSANDR
  - ALEKSANDR
- PROKOFYEVA, MYS
- PROKOPYENKO, GARPUNER
- PROKUS, GEORGIY
- PROLIV,
  - BERINGOV
  - IRBENSKIY
  - KAMCHATSKIY
  - KERCHENSKIY
  - KILDINSKIY
- PROLOGUE, WORLD
- PROMENADE, BAY
- PROMINENCE, MING
- PROMISE,
  - EASTERN
  - GOLDEN
  - GREAT
  - MARINE
  - OLYMPIC
- PROMOTER,
  - ASEAN
  - ULTRA
- PROMOTION, MING
- PROMOTOR, ESVAGT
- PROPANE, PERNAS
- PROPHET, WORLD
- PROPITIOUS, MING
- PROPRIA, NORSUL
- PROROKOV, KHUDOZHNIK
- PROSPECT,
  - ATLANTIC
  - GOSALIA
  - NEW
  - WORLD
- PROSPECTOR,
  - CANADIAN
  - MARINE
  - R. V.
  - RADIUM
- PROSPER,
  - ALLWELL
  - NORMAND
  - POLLY
  - SEA
- PROSPERITY,
  - ANANGEL
  - ASTRO
  - BALTIC
  - CENTAUR
  - CHINA
  - DRAGON
  - FORWARD
  - HELLESPONT
  - HYE
  - HYUNDAI
  - INDIAN
  - JUDITH
  - MARITIME
  - MING
- PROSPERITY,
  - MINT
  - NEW
  - ORIENTAL
  - PACIFIC
  - PEARL
  - SWIFT
  - T. S.
  - T. S.
  - YS
- PROTECTOR,
  - ANGELIC
  - BAR
  - CABLE
  - CAM
  - ESCORT
  - ESVAGT
  - FALKLANDS
  - GRAMPIAN
  - MARINE
  - MARITIME
  - SAFE
  - SCOTT
  - SEASPAN
- PROTECTOR 2, NAVIOS
- PROTEUS, ENALIOS
- PROTON, PERNAS
- PROVECHO, BUEN
- PROVENCE, CGM
- PROVIDENCE,
  - ESSO
  - M. I. S.
  - MARATHA
  - OLD
  - STAR
- PROVIDENCIA, SAN ANDRES Y
- PROVIDER,
  - EASTERN
  - GULF
  - INTER
  - IRISH
  - MAERSK
  - NORDIC
- PROVIDER I, OCEAN
- PROVINCIAL II, MOBIL
- PROWLER,
  - LOWLAND
  - MIDNIGHT
  - MR.
- PRUDENCE, MARATHA
- PRUDENT, POLLY
- PRUDENTE DE MORAES, PRESIDENTE
- PRUDHOE BAY, ARCO
- PRUS, B.
- PRYAKHA, KAPITAN
- PRZHEVALSKIY, NIKOLAY
- PT 1, PEGASUS
- PU, HUA
- PU GUAN, JIANG
- PU HAO, HUANG
- PU 107, ZHE
- PU 108, ZHE
- PU 9001, LU CHANG
- PU 9002, LU CHANG
- PUALAM, BINTANG
- PUCALLPA, CIUDAD DE
- PUDOVKIN, VSEVOLOD
- PUEBLA, H.
- PUERTO MADRYN, CIUDAD DE
- PUERTO PADRE, BAHIA DE
- PUERTO RICO,
  - ESSO
  - PLAYA DE
- PUFFIN,
  - RED
  - TOISA
- PUG, MR.
- PUGACHYOV, YEMELYAN
- PUISSANT, LE
- PUJADS, PJERS
- PUJI, BETHANY
- PUJUT, SRI
- PUKALO, VLADIMIR
- PUKKI, ISO—
- PUKWAN, FERRY
- PULASKI, KAZIMIERZ
- PULKU, SYN
- PULL, BOA
- PUMA,
  - ANAX
  - CAM
  - EL
  - OCEAN
  - OIL
  - ORIENT
  - SEA
  - TOISA
- PUMA GRANDE, EL
- PUNA, ISLA
- PUNG,
  - SHIN
  - SOON
- PUNG HO, YON
- PUNI, PRABHU
- PUNKIN,
  - LADY
  - MI—
- PUNTA, ZELENA
- PUNTAS, CABO TRES
- PUNTILLA 1, LA
- PURA, TELANAI
- PURCELL,
  - GERARD PATRICK
  - PHILOMENA
- PURGIN, KAPITAN
- PURISIMA CONCEPCION II, LA
- PURNAMA, PERMINT

PURNAMARGA, ADHIGUNA
PURSUIT,
ATLANTIC
INDEPENDENT
PURUS, RIO
PURVES, JOHN
PURVIS,
SCOTT
W. J. IVAN
PUSAKA, KOTA
PUSAN,
ACE
BRIDGE
CROWN
ELITE
GLORY
JADE
LADY
MARINE
OCEAN
QUEEN
ROYAL
SUNNY
SUNNY
UNION
VICTORY
ZIM
PUSHER, RIG
PUSHKIN, GENERAL
PUSTOVOYT, AKADEMIK
PUSTOVOYTENKO, NIKOLAY
PUT,
LENINSKIY
MLECHNYY
PUTERA, PERDANA
PUTIH,
BATU
BAWAL
PUTIH II, BAWAL
PUTILIN, KAPITAN
PUTINTSEV, VASILIY
PUTNAM, CELIAN B.
PUTRA, MEDAN
PUTRA I, DJAJA
PUTRA II,
JAYA
KURNIA
PVC,
CAPTAIN
GURBACHAN
SINGH
SALARIA
COLONEL
ARDESHIR
BURZORJI
TARAPORE
COMPANY
HAVILDAR
MAJOR PIRU
SINGH
FLYING OFFICER
NIRMAL JIT
SINGH
SEKHON
HAVILDAR
ABDUL
HAMID
LANCE NAIK
ALBERT EKKA
LANCE NAIK
KARAM
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LIEUTENANT
ARUN
KHETARPAL
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RAMA
RAGHOBA
RANE
MAJOR DHAN
SINGH THAPA
MAJOR
HOSHIAR
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MAJOR
SHAITAN
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MAJOR
SOMNATH
SHARMA
NAIK
JADUNATH
SINGH
SUBEDAR
JOGINDER
SINGH
PYA, MEE
PYAN, SHWE—LUN—
PYASETSKIY, GEORGIY
PYATILETKA,
DESYATAYA
DEVYATAYA
ODINNADTSAT-
AYA
XI
PYATNITSKIY, OSIP
PYEONG No. 1, BUG
PYI THA, SHWE
PYLA, PETRO
PYLAYEV, YEVGENIY
PYONG, JONG
PYOTR ANTROPOV, GEOLOG
PYOTROV, PYOTR
PYPE, PASTER
PYREV, IVAN
PYUNG,
CHUNG
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PYUNG No. 1, NAM
PYUNG No. 2, NAM
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PYUNG No. 5, NAM
PYUNG No. 31, NAM
PYUNG No. 51, NAM
PYUNG No. 91, DAE
Q,
JASON—
SIRIO
VEGA
QABIL, AL
QADISIYA, AL—
QALA'A, AL—
QAMAR AL—SAUDI AL—MISRI,
AL—
QAMAR AL—SAUDI AL—MISRI
I, AL—
QAMAR I, AL
QASIM, PORT
QASSIM, SAUDI
QAWI, AL
QAWS, ZAIN AL—
QI,
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HONG
SU
QI HAO, FEN DOU
QI 82, HONG
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QIANG, HUA
QIAO,
DA HONG
JIN
QIAO SHAN, XI
QIJIU, SAN HANG
QING,
CHANG
FENG
JI
YAN
YU
QING HE,
DA
HUA
QING JIANG, AN
QING No. 4, GANG JIAN
QING SHAN,
DA
FU
QING YI HAO, DA
QING 2,
LIAN JIAN
QING 2, LU
QING 3, QING JIAN
QING 5, GANG JIAN
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QINGDAO, RICKMERS
QIONG, HUA
QIONG 1, ZHAN
QIONG 2, ZHAN
QIONG 3, ZHAN
QIONG 4, ZHAN
QODS, AL
QUAIL, SEA
QUALITY,
MISS
SEA—LAND
QUAN,
HEI HU
HUA
HUANG HUA
JIN
JIN HU
JIN XIAN
LAC LONG
LE YU
LI
LIU XU
LONG
PING
SHU YU
SHUN
TANG
WU LIAN
XING
QUAN HAI,
MA
SHEN
QUAN HE,
LING
WAN
QUAN SHAN, YU
QUANG No. 3, HAO—
QUARTA,
AGIPGAS
ALMARE
DEPA
QUARTER, WINTER
QUARTIE, GAMIN DU BAS
QUARTO,
AMORUSO
GENCA
MAERSK ASIA
MIZAR
PESCAHUELVA
TITO NERI
TONTINI PESCA
QUARTU S. ELENA, CITTA DI
QUARTYA, PRANEDYA
QUATTRO, AUGUSTEA
QUE, XI
QUEBECOIS, E. P. LE
QUEEN,
ADVENTURE
AFRICA
AFRICAN
AFRICAN
AFRICAN
AFRICAN
ALASKA
ASIAN
ASIAN
ATLANTIC
BALDER
BENNY
BENTLEY
BERGEN
BOW
BOWEN
BROADHOLM
CAJUN
CAR FERRY
CARIBBEAN
CARLTON
CARNIVAL
CHIQUITA
CORAL
CORAL
CORAL
CRYSTAL
DALTON
DELTA
DELTA
DELTA
DIXIE
DRYFOEHOLM
EMERALD
FINTRY
FOREST
GRAMPIAN
GULF
GULF
GULF
GULF
HEMLOCK
HOWE SOUND
ISLAND
ISLAND
JERSEY
KAMISHAK
KODIAK
LODESTAR
MARIAN
MARY
MAYNE
MELON
MONA'S
NANTAI
NAUTY
NOMADIC
NORMAN
NORTH
NORTHERN
NORTON
OCEAN
OCEAN
OCEAN
OCEANIA
OLYMPIC
ORANGE
ORIENT
ORIENTAL
PACIFIC
PACIFIC
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PACIFIC
PACIFIC
PAN
PEARL
PETRO
PINE
POLAR
POLAR
POWELL RIVER
REEFER
RIPLEY
ROYAL
SALT SPRING
SANG THAI
SANTA
SEA
SEA
SEA
SEA
SEA
QUEEN,
SEASPAN
SEATRAN
SEAWAY
SHERATON
SHUEI
SNOW
SOUTHERN
SOUTHERN
SPECO
STAINLESS
STAR
STATE
STENA
SUNNY
SWANAGE
TROPICAL
TUNDRA
VESUVIUS
VIKING
VIKING
VIKING
VILLAGE
VIRGINIA
WIGHT
QUEEN CORAL, NEW
QUEEN II,
ALASKA
MERCANDIAN
QUADRA
SPANISH
QUEEN No. 1,
COBALT
SEA
QUEEN No. 2,
CAR FERRY
COBALT
SEA
QUEEN VII, OIL
QUEEN 1, OCEAN
QUEEN 2, SILVER
QUEEN 3, NABILA
QUEEN 10, OIL
QUEENSLAND, COLUMBUS
QUELIMANE, CIDADE DE
QUEMADO, EL
QUENJE, PLAYA DE
QUERE, JULIEN
QUERIDA,
MADRE
PANAM
QUERMENSO, CASTILLO DE
QUEST,
GRAMPIAN
OCEAN
SEA
SEA
SEAWARD
SILVER
TRADE
TREASURE
TROPIC
QUEVEDO, BAGNO
QUIBDO, CIUDAD DE
QUIJOTE, DON
QUINCE,
ALBACORA
AROSA
PEIX DEL MAR
SERTOSA
WORLD
QUINCI, BRASILIA
QUINTA,
ALMARE
STOLT
QUINTANERO,
ELISEO
SIEMPRE
QUINTO,
ALVAREZ
ENTRENA
ANCAP
GENCA
IBSA
MAERSK ASIA
MAERSK EURO
MAPOSA
NAVIJOSA
PEGAGO
PESCAVENSA
PEVEGASA
SANTA GEMA
TITO NERI
URALAR
VETOR
QUIRIQUIRE, LAGOVEN
QUIROS, CAPITAINE
QUIST,
SIR EMMANUEL
SIR EMMANUEL
QUITO, CIUDAD DE
QUOC, CAPT. DANNY
QURAIN, AL
QUSAYR, AL
QUTAIBAH, IBN
QUYEN, NGO
R,
ADELE
AGIOS IOANNIS
ALBERTO
ANA MARIA
ANGELIKI
ANNA
CARLA
CARLO
CHRISTIE
DARANA
R,
DINA
ELENI
GIANNI
GRAND RIO
GYLFE
HEIKE
INDRALIA
IOANNIS
JACQUELYN
JANET
JENS
JOSEPH
LILLY
LIN
MARGARO
MARIA
MARITA—
MONICA
NILS
PAULEMOSE
RACHEL
SANO
THERESA
THOR
VIKING
R II, FIONA
R III, HENRY
R.,
ABDALLAH
ALBERTA
ANATALLA D.
ANNA
ARGONAUT
CATHERINE
LOUISE
DONA PETRA M.
ELIZABETH
ELIZABETH
EMERALD
FRANCES
J.
JANE
JUDITH
MARY
MICHAEL
MIGUELITA D.
MR. N.
ROBERT
ROSANA
ROSS
SEVEN SEAS S.
VICTORIA
WANDA
WILLEM F.
FEENSTRA S.
R. ALICANTE, C.
R. AMBEDKAR, B.
R. ANSON, N.
R. BARKER, JAMES
R. BUCKINGHAM, N.
R. BUTTON, SGT. WILLIAM
R. CASTLEREAGH, N.
R. CLARKE, PHILIP
R. D., ANNE
R. DESMARAIS, LOUIS
R. DIEPPE, C.
R. ESSINGTON, N.
R. FIRST, G.
R. FORD, A.
R. GRACE, WILLIAM
R. GUMUSPALA, GENERAL
R. HADEN, C.
R. HUNTLEY, CHARLES
R. II, THERESA
R. INGRAM, MARTHA
R. JACKSON, L.
R. JUNCTION, N.
R. KOUROU, C.
R. McALLISTER, PATRICK
R. MOFFATT, H.
R. MONTJOLY, C.
R. NELSON, J.
R. PARFITT, H.
R. PEARKES, GEORGE
R. ROESCH, WILLIAM
R. SLAVEJKOV, PETKO
R. STONE, R.
R. STREEPER, W.
R. T. II, C. A.
R. TANGER, C.
R. TREGURTHA, PAUL
R. V., ALVIN
R. V. 1, F.
R. WARREN, L.
R. WHITE JR., FRED
R. WOOD, GEORGE
R. 3, O. D.
R. 111, U.
R—1,
ENAP
VESCA
R—5, VESCA
R—6, VESCA
R'GUEIBY, CHEIKH
SID'AHMED
R'MEL, HASSI
RA,
SAM
TAM
RA DO, RUNG
RAAD, ER
RAAGE, CUSMAAN GEEDI
RAB,
TONY &
YA
RABANNE, PACO
RABAT, AL
RABBIT,
DIAMOND
GOLDEN
RABBU, AR
RABELAIS, CGM
RABIDA, LA
RABOCHIY,
KRYMSKIY
NOVOROSSIYSK-
IY
RACCOON, CAST
RACE,
CAPE
CAPE
RACER,
AMERICAN
BELL
GULF
PETROBULK
SEA
RACHAEL, EILEEN
RACHEL,
BERGE
LADY
MISS
RACHELLE, MISS
RACHID, AR—
RACHIT, NAND
RACINE,
BERGE
CGM
RADAR, T. B.
RADIANCE, PETROBULK
RADICH, CHRISTIAN
RADIONOV, KAPITAN
RADISSON, PIERRE
RADZHABOV, KAPITAN A.
RADZIYEVSKIY, GENERAL
RAE,
LESLIE
TANI
TONJA
RAETE II, NEI
RAFA, DON
RAFAEL,
AGHIOS
AGIOS
CONRADO
SAN
SAN
SAO
SEGUNDO SAN
RAFEH V, AL
RAFFAELE, S.
RAFFAELLA, LADY
RAFINERISI I, IZMIR
RAFINERISI II, IZMIR
RAFINERISI III, IZMIR
RAFINERISI IV, IZMIR
RAFN, DALA
RAG, TIGER
RAGAM, NAKHODA
RAGHOBA RANE PVC,
LIEUTENANT RAMA
RAGNHILD,
BERGE
PRINSESSE
RAGNO, SAIPEM
RAGNO DUE, SAIPEM
RAHAJU IV, RUHUI
RAHARDJA, TJIPTA
RAHARDJA I, TJIPTA
RAHARDJA III, TJIPTA
RAHAT, JAG
RAHMAN,
ABDUL
AL
RAHMAT, BHAITA
RAI, HAR
RAIDER,
ALABAMA
JET
MIDNIGHT
OCEAN
OSA
PACIFIC
SEA
SOLENT
SOUTHERN
RAIDER II, SEA
RAIHANA, DANG
RAINBERGS, JANIS
RAINBOW,
ALABAMA
ALASKA
ASIA
ATLANTIC
AUSTRAL
BRODOSPAS
CATHAY
DANICA
EAST
FAIR
FLORIDA
HAWAIIAN
JAVA
LA
LUNAR
NORDIC
PETROBULK
ROYAL
TAIO
VIRGINIA
WORLD
RAINBOW II,
GEORGIA
JAPAN
OREGON
WASHINGTON
RAINIER,
EW
GREEN
RAJ, SAMUDRA
RAJA,
KARGA
KOTA

- RAJA, SINGA
- RAJA I, KUALA
- RAJA 1, SOMAPECHE
- RAJAB, AL
- RAJAI, IRAN
- RAJANG, SUNGEI
- RAJAWALI, RIG TENDER
- RAJESHWARI, LOK
- RAKEL, M.
- RAKHIMOV, GENERAL SABIR
- RAKHMANINOV, KOMPOZITOR
- RAKINO, SAN
- RAKYAT, KOTA
- RALEIGH,
  - CAPTAIN
  - CAPTAIN
- RALPH, CAPT.
- RAM, ENSCO
- RAMA, SRI
- RAMA RAGHOBA RANE PVC, LIEUTENANT
- RAMADI, AL
- RAMALHEIRA, JUSTINO
- RAMALLOSA, PUENTE DE LA
- RAMAN, C. V.
- RAMBLER, GULF
- RAMBOW,
  - GERDA
  - VERA
- RAMIN,
  - RAJAH
  - RIMBA
- RAMIRO CORREIRA, COMANDANTE
- RAMON,
  - JOSE MARIA
  - SAN
- RAMON B, DON
- RAMON B—II, DON
- RAMON CIRIZA, JOSE
- RAMON EGANA, JUAN
- RAMON S. CASTILLO, PRESIDENTE
- RAMONA, DONA
- RAMONCHE, HERMANOS
- RAMOS,
  - ALINE
  - ANTONIO
  - ANUNCIATA
  - ING. JULIO SALINAS
  - JACY
  - LEANDROS
  - MARIA
  - PATRICIA
- RAN, HOL DI
- RAN 5001, ZHONG
- RANALLI, GIUSEPPE
- RANAU, POGUN
- RANCHA, RANCHA—
- RANCHO, EL
- RANDE,
  - ESTREITO DE
  - PONTE DE
- RANDY,
  - CAPT.
  - MISTER
- RANE PVC, LIEUTENANT RAMA RAGHOBA
- RANG, HWA
- RANG No. 87, HWA
- RANGE,
  - ATLANTIC
  - BROOKS
  - COAST
- RANGER,
  - ALASKA
  - AMERICAN
  - ARCTIC
  - ARCTIC
  - ATLANTIC
  - BAHAMAS
  - BELL
  - BRITISH
  - CAM
  - CANADIAN
  - COASTAL
  - GULF
  - JAHRE
  - MAERSK
  - MARINE
  - NGS
  - NORMAND
  - NORTHERN
  - NOSAC
  - OCEAN
  - OCEAN
  - OCEAN
  - OIL
  - PELAGIC
  - SAMSUN
  - SAXON
  - SEA
  - SEA
  - SEA
  - SHELF
  - SINGA
  - SLOMAN
  - SOUTHERN
  - WESTERN
- RANGER II, PACIFIC
- RANGER V, SEA
- RANGITOTO, SAN
- RANI,
  - ASHA
  - DURGA
  - JAG
  - MAYA
  - PRIYA
  - RADHA
  - SAGARA
- RANI,
  - SAMUDRA
  - SHYAMA
  - URVASHI
- RANK, TRADE
- RANKIN,
  - DEBBIE
  - MISS
- RANZA, LOCH
- RAO, SUBBA
- RAOUL, CAPE
- RAPEL, RIO
- RAPHAEL, IRENA
- RAPID,
  - ALSTER
  - THAMES
- RAPIDS,
  - GRAND
  - PELICAN
- RAPIER,
  - OIL
  - PACIFIC
- RAQIB, AR
- RASCAL, PETROBULK
- RASHA,
  - ABT
  - LADY
- RASHEED,
  - AL
  - AL
- RASHESH, EXPRESS
- RASHID,
  - AL
  - ZAHRET
- RASHMI,
  - ADITYA
  - JAG
- RASKOVA, MARINA
- RASMUS, JAN—
- RASO, ILHEN
- RASPLETIN, AKADEMIK
- RASWA 11, EL
- RAT, RIVER
- RATAI, TELUK
- RATAJ, MACIEJ
- RATBA, AL
- RATE, PRIME
- RATI, NAND
- RATMANOVA, MYS
- RATNA,
  - JAG
  - KOTA
- RATU, KOTA
- RAUD, KRISTYAN
- RAUHE, HANNE
- RAVEN, SEA
- RAVENNA,
  - AGIP
  - ASSUNTA
  - CITTA DI
- RAVENSTURM, OSA
- RAVI, JAG
- RAVIL, LE
- RAWA, PULAU
- RAY,
  - CARL
  - MANTA
  - STACEY
  - TIMOTHY
- RAY I, COSMO
- RAY II, COSMO
- RAYA,
  - BANGKA
  - BARITO
  - BONE
  - BUNGA
  - EKA
  - KUMALA
  - KUMALA
  - MENTAYA
  - MUSI
  - SAMUDRA
  - TANTO
  - TIMOR
- RAYA DUA, KUTAI
- RAYA No. 11, BALI
- RAYA No. 12, BALI
- RAYA 1, MINA
- RAYA 2, MINA
- RAYA 3, MINA
- RAYA 5, MINA
- RAYA 6, MINA
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- RAYA 20, MINA
- RAYA 21, MINA
- RAYA 22, MINA
- RAYAMARGA, ADHIGUNA
- RAYASH III, AL
- RAYEU/PERMINA 1008, JULUK
- RAYNIS, YANIS
- RAYYAN, AL
- RAYYAN 1, AL
- RAZALLI, DATO
- RAZEK, MOHAMED ABDEL
- RAZIN, STEPAN
- RAZIQU, AL
- RAZOR, OCEAN
- RE, EOLO
- REA, LADY
- REACH,
  - LANMAR
  - SEA
- READ, BOB
- READY, BE
- REAL,
  - AGUILA
  - JOAO CORTE
  - MIGUEL CORTE
  - MONTE
  - PLAYA
  - VILA
- REAL SM 1, PUERTO
- REALIST, CHINA STEEL
- REAM, MT
- REAPER, HARVEST
- REB, JOHNNY
- REBA O, MISS
- REBECA, MAR
- REBEL,
  - OCEAN
  - SEACOB
  - THE
- REBELO, DONA WILMA
- RECA, INGENIERO
- RECEP, KAPTAN
- RECORD, SLOMAN
- RECOVERY, WORLD
- RECREIO, POMPOSO
- RED,
  - CORAL
  - DANICA
  - SUPER
  - TIGER
- RED HORSE, DIAMOND
- RED TOO,
  - BIG
  - LITTLE
  - MR.
- REDA, EL—
- REDANG, PULAU
- REDDY, RUFF &
- REDEB, TANJUNG
- REDENTOR,
  - CRISTO
  - MADRE DEL
- REDFORD, DONALD
- REDKOKASHA, KAPITAN
- REDONDO, COTO
- REDSEA, GAZ
- REDULTOWY, KOPALNIA
- REDWOOD,
  - DAWN
  - JO
- REE, CATHY
- REED, G. B.
- REEDER, BREMER
- REEF,
  - DIAMOND
  - ISLAND
  - LONG
  - SOUTH MOLLE
  - SOUTHERN
- REEF SEEKER, CAPRICORN
- REEF VIEWER, FITZROY
- REEFER,
  - AEGEAN
  - AEOLIC
  - AFRICAN
  - AKEBONO
  - ALEX
  - AMERICAN
  - ANGLIAN
  - ARCTIC
  - ARGENTINEAN
  - ARIAKE
  - ASIAN
  - ASUKA
  - ASUNCION
  - ATLANTIC
  - AUSTRALIAN
  - BAINBRIDGE
  - BALKAN
  - BASS
  - BELGIAN
  - BELIZE
  - BIZEN
  - BLISSFUL
  - BOLERO
  - BRASILIA
  - BRAZILIAN
  - BRILLIANT
  - BUNGO
  - CALAO
  - CAMBRIDGE
  - CANADIAN
  - CANARIAN
  - CAPELLA
  - CARINIO
  - CELEBES
  - CENTRAL
  - CHILEAN
  - CHIOS
  - COLOMBIAN
  - COPACABANA
  - CORAL
  - CORONA
  - CROWN
  - CRYSTAL
  - CYGNUS
  - ECUADORIAN
  - ERIKSON
  - ESTHER
  - FLORIDA
  - FORTUNE
  - FRONTIER
  - FUJI
  - GLAFKI
  - ICE
  - IONIC
  - IPANEMA
  - ITAJAI
  - IZUMO
  - KASHIMA
  - KASUGA
  - KLANG
- REEFER,
  - MAHE
  - MASHU
  - MIAMI
  - MINOAN
  - MONTEVIDEO
  - NATIONAL
  - NEW ZEALAND
  - NIPPON
  - OCEAN
  - ORIENT
  - ORION
  - PACIFIC
  - PALOMA
  - PEARL
  - PERUVIAN
  - PIONEER
  - PLATON
  - POLAR
  - PONTE
  - PRASLIN
  - RAINBOW
  - ROMAN
  - ROYAL
  - SAKURA
  - SAMOAN
  - SAN GEORGIO
  - SEA
  - SETO
  - SHIKISHIMA
  - SKIATHOS
  - SKY
  - SNOW
  - SOUTHERN
  - SUAM
  - SUBARU
  - SWAN
  - TOKYO
  - TOYO
  - TRITON
  - TROPICAL
  - TROPICANA
  - TUNISIAN
  - VALPARAISO
  - VASCO
  - VICTORIA
  - VICTORY
  - WEALTH
  - YAMATO
  - YASAKA
  - YOSHINO
- REEFER II,
  - ATLANTIC
  - CARIBOU
- REEFER No. 11, TOYO
- REEFTEL, CORAL
- REEL, HIGHLAND
- REESE, DAVID
- REETZ, WALTER
- REFAA, DJEBEL
- REFAAT, EZZ—ELDIN
- REFINER, ENERCHEM
- REFLECTION, PACIFIC
- REFLUX, LE
- REGAL, CHIVAS
- REGENT,
  - JAVA
  - MARINE
  - SEASPAN
  - SLOMAN
- REGINA,
  - CORSICA
  - DEBRA
  - KRISTINA
  - OCEAN
  - SALVE
  - SANTA
- REGINE, BEATRIZ
- REGIS, LENNE
- REGREG, BOU
- REGULUS, T. M.
- REHMAN,
  - AL
  - AL
- REHMAT, SAFINA—E—
- REID,
  - GORDON
  - GORDON
- REIF, J.
- REIGER, DE
- REIGN, TROPIC
- REINAUER,
  - H. J.
  - JASON
- REINAUER II,
  - BERT
  - HAROLD A.
- REINAUER III, JO ANNE
- REINE CAPOISE, LA
- REINHOLD, HEIN—
- REIS,
  - AYDIN
  - BURAK
  - DURSIN
  - K. PIRI
  - ORUC
  - PIRI
  - SAFAK
  - SEYDI
  - TURGUT
  - ULUC ALI
- REIS I,
  - HIZIR
  - RECEP
- REIS III, HIZIR
- REISHU, FERRY
- REISS,
  - RICHARD J.
  - WILLIAM A.
- REIVER,
  - OIL
  - ORKNEY
- REJ, MIKOLAJ
- REKASHYUS, VLADAS
- RELIANCE,
  - AMERICAN
  - BRITISH
  - CONTINENTAL
  - INDIAN
  - MARINE
  - SEA—LAND
  - TROMSO
  - W. H.
  - WESTERN
- RELIANT, STOLT
- RELISH, TRADE
- REMEDIOS, NUESTRA SENORA DE LOS
- REMI,
  - ANNIE—JOSEPH
- REMO,
  - LARGO
  - SAN
- REMY, COLONEL
- REN, XIAN
- REN No. 16, BAO
- REN 1, ZHONG
- RENAISSANCE,
  - HANSEATIC
  - REGINA
  - WORLD
- RENAVESS, O. I.
- RENE, CIARA
- RENEE, MISS SUSAN
- RENFREW, CHARLES B.
- RENITA, TARA
- RENN, LUDWIG
- RENO GRANDE, EL
- RENONA, MISS
- RENOWN,
  - BRITISH
  - INDIAN
  - NEW
  - WORLD
- RENRO, D.
- RENZAYEV, ALEKSEY
- REO, CAPTAIN
- REOCH, KNOCK
- REPIN,
  - ILYA
  - KHUDOZHNIK
- REPNIKOV, NIKOLAY
- REPROCHE, SANS
- REPUBLIC,
  - AMERICAN
  - SEACOR
- REPULSE, K. F. V.
- RERIKH, KHUDOZHNIK N.
- RESALAT, IRAN
- RESCUE I, EIDE
- RESCUE II, EIDE
- RESCUE III, EIDE
- RESCUE IV, EIDE
- RESCUE V, EIDE
- RESCUE VI, EIDE
- RESCUER,
  - ATLANTIC
  - BALTIC
  - PACIFIC
- RESEARCHER I, OCEAN
- RESENDE, GARCIA DE
- RESERVIST, AMERICAN
- RESHETNIKOV, MARK
- RESHETNYAK, NIKOLAY
- RESHMA, VISHAL
- RESIT KALKAVAN, HACI
- RESIT PASA, B.
- RESOLUTE, STOLT
- RESOLUTION,
  - BRITISH
  - W. H.
- RESOLVE,
  - BELL
  - INDIAN
  - TRADE
- RESOURCE,
  - BRITISH
  - INDIAN
  - KELVIN
  - NEW
- RESOURCES, TRADE
- RESPECT, BRITISH
- RESSAC, LE
- RESSAFA, AL—
- RESTORER, CABLE
- RESURRECTION, NFT
- RETREIVER, NORTHERN
- RETRIEVER,
  - CAM
  - MAERSK
- REUNION, ILE DE LA
- REUS 1, NOORDZEE
- REUS 2, NOORDZEE
- REUTER, FRITZ
- REUTOV, KAPITONAS
- REVENGE, ROSS
- REVOLYUTSII, BUREVESTNIK
- REVOLYUTSIYA, PROLETARSKAYA
- REVUELTA, PEPE
- REVYAKIN, VASILIY
- REWANT, NAND
- REX,
  - AMERICA
  - ATLAS
  - GREENLAND
  - HOKKAIDO
  - HUMBOLDT
  - ICELAND
  - KRITI
  - LIMNOS
  - MAGELLAN
  - OAHU
- REX,
  - OCEAN
  - OTAGO
  - OTARU
  - OYASHIO
  - PAXI
  - SANTORINI
  - STAR
- REY,
  - CAPITAN
  - CRISTO
  - EL
  - EL
- REYS, SOLIMAN
- REYSNER, LARISA
- REZA, AL—
- REZERVY, TRUDOVYE
- REZNICHENKO, YAKOV
- RHAPSODY, SEA
- RHEAL, DONALD
- RHEIN, MIDAS
- RHINE,
  - FEDERAL
  - RIVER
  - SEA
- RHINO, MEDWAY
- RHINO GRANDE, EL
- RHO, GECO
- RHODE ISLAND, STAR
- RHODES, PRINCESS OF
- RHODONITE, NEPTUNE
- RHODOS, CITY OF
- RI, I
- RI—AL, MISS
- RIA,
  - BEIRA
  - KOTA
  - SHAFINAZ
- RIAL, MANUELA
- RIAU,
  - LASMO
  - SELAT
- RIB, WIJKER
- RIBAU, OLIVIA
- RIBEL, SEGUNDO
- RICA AVENTURA, OF.
- RICARDO, DON
- RICARTE, GENERAL
- RICE, CHARLES HERBERT
- RICH, RITA
- RICHARD,
  - BONHOMME
  - JOHN
- RICHARDAIS, LA
- RICHARDS, DIANE
- RICHARDSON, JOHN
- RICHELIEU, OMNI—
- RICHEY,
  - DELL
  - SUSANNE
- RICHIE 1, SUN
- RICHMOND,
  - CHEVRON
  - MILLER
- RICK, TODD
- RICKER, W. E.
- RICKMERS,
  - MABEL
  - PATRICIA
  - SOPHIE
- RICKY, CHARLOTTE AND
- RICO,
  - ESSO PUERTO
  - PLAYA DE PUERTO
- RICO SUN, PUERTO
- RICOTE, CASTILLO DE
- RIDDER, CORNELIS DE
- RIDDON, LOCH
- RIDER,
  - EASY
  - EASY
  - EASY
  - HANDY
  - MAERSK
  - MIDNIGHT
  - OCEAN
  - ROUGH
  - SEA
  - SLOMAN
- RIDEVE, DISAHMEDATH
- RIDGE,
  - BAY
  - BLUE
  - GREEN
  - MAPLE
  - SHELL
- RIDS, DZONS
- RIE, LADY
- RIF, KENZ ER
- RIFLE, EL
- RIGACHIN, NIKOLAY
- RIGBY, JOHN E.
- RIGGER, SEASPAN
- RIGGIN,
  - BENSON
  - KATHLEEN
- RIIS,
  - ALICE
  - INGER
  - KIRSTEN
  - MARIE
  - METTE
- RILEY, LYNDA
- RIM, SONG
- RIM No. 11, BOONG
- RIM No. 21, HAE
- RIM No. 22, HAE
- RIMA, MATSS
- RIMAU, PULAU
- RIMBAUD,
  - ARTHUR
- RIMBAUD, CGM
- RIMSKIY—KORSAKOV, KOMPOZITOR
- RING, GROWTH
- RINGBAS, NYE
- RINI, PASHA
- RIO,
  - BEIRA
  - DEL
  - GLOBAL
  - MEGA
  - NACIONAL
  - PINAR DEL
- RIO DE JANEIRO, ML
- RIO GRANDE, ESSO
- RIO GUAYAS, EL
- RIO NEGRO, ESSO
- RIO R, GRAND
- RIO SIL,
  - SEGUNDO
  - TERCERO
- RIOC, SAINT
- RIOHACHA, CIUDAD DE
- RIOJA, LA
- RIOS,
  - DOS
  - PROVINCIA DE LOS
- RIOS II, ENTRE
- RIPAH, GEMAH
- RIPARIA, DORA
- RISE, EQUATOR
- RISE 2, SUN
- RISER,
  - GREAT
  - PAN
- RISHKO, BRIGADIR
- RISING SUN,
  - GAS
  - THE
- RISK, HIGH
- RISLEY, SAMUEL
- RITA,
  - DONNA
  - LAGOVEN SANTA
  - MARIA
  - MCW
  - SANTA
  - SANTA
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  - SANTA
  - SANTA
- RITSCHER, ULF
- RIVAS, MARINERO
- RIVER,
  - AMERICAN
  - ANGEL
  - ARCO SAG
  - ARKLOW
  - ARKTIS
  - ATLANTIC
  - BEAUTY
  - BENIN
  - BLACK
  - BLUE SKY
  - BOW
  - BRAZOS
  - BUFFALO
  - CAGAYAN DE ORO
  - CLEAN
  - CLYDE
  - CONGO
  - CRYSTAL
  - DEL
  - EMERALD
  - ENGLISH
  - EXXON CRYSTAL
  - FALL
  - FEATHER
  - FORCADOS
  - FOREST
  - FULL MOON
  - GALAXY
  - GOLD
  - GRAMPIAN
  - GREAT
  - GREEBA
  - HONOR
  - HORN
  - HUDSON
  - INDIAN
  - JAMES
  - KRITI
  - LAXEY
  - LITTLE
  - LOAY
  - LUCKY
  - MAHER
  - MAKONA
  - MANABA
  - MANATEE
  - MEDINA
  - MOON
  - MURRAY
  - NDONI
  - NILE
  - NORTH
  - PACTOL
  - PASIG
  - PEACE
  - PEARL
  - POWDER
  - PROSPERITY
  - PUT
  - ROE
  - SALT
  - SAN JOAQUIN
  - SAPPHIRE
  - SAVA

RIVER,
SHINY
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SISSILI
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TAGOLOAN
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RIVER II, SUN
RIVER III, MOON
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RIVERA, PRESIDENTE
RIVERO, ASUNCION
RIVIERA,
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HYUNDAI
RIVIERE, PILOTE EMILE
RIYADH,
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SAUDI
RIZA ATASOY, K.
RIZA BEY, ALI
RIZAL, GREAT
RIZE I, YESIL
RMS, PETIMATA OT
RO PRIMULA, RO—
RO RUNNER, RO—
RO SPRINTER, RO—
ROA I, P. N.
ROAD,
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DEVELOPING
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ROALD, LEIF
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ROBALEIRA, PUNTA
ROBBER, SLEEP
ROBBIE, CRAIG AND
ROBERT,
ANDREW
CHARLES
MISTER
ROBERT BOND, SIR
ROBERT F. BAUER, GLOMAR
ROBI, BANGLAR
ROBIN,
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EMILE
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PETER
RED
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SEA
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ROBINSON,
CAPT. WES
DOROTHY
MOUNT
ROBLE, LEX
ROBSONS, POLS
ROBYNE, MISS
ROC'H, POINTE DU
ROCA,
PILAR
PUNTA
VIRGEN DE LA
ROCAMADOUR, NOTRE DAME DE
ROCCO DI BAGNARA, SANTO
ROCH, SAINT
ROCHA, PRAIA DA
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IBN
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ROCHELA, MAR DE LA
ROCHESTER,
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NEDLLOYD
ROCHETTE, L.
ROCIO,
EL
KARIM
MARIA DEL
VIRGEN DEL
VIRGEN DEL
ROCK,
BASS—
CAPE
KRITI
NORTH
OYSTER
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SWAN
ROCK 7, STEVIN
ROCUANT, ISLA
ROD, EDDIE &
ROD II, GOLDEN
RODA, TIGA
RODAS, PLAYA DE

RODEIRA, PLAYA DE
RODENBACH, ALBRECHT
RODHA, ABC AL—
RODIK, VLADIMIR
RODIMTSYEV, GENERAL
RODINA,
SOVIETSKAYA
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RODINU, ZA
RODRIGO, DON
RODRIGUES II, DEOLINDA
RODRIGUEZ,
ANTONIO
GENERAL
ABELARDO L.
MARIA TERESA
RODRIGUEZ NOVO, HERMANOS
RODRIGUEZ SULLIVAN, JUAN A.
ROEDER, CARLOS
ROELEVELD, CORNELIS
ROESCH, WILLIAM R.
ROG, ZOLOTOY
ROGALAND, GAMLE
ROGER,
CAPE
JOLLY
JONNY
ROGER CURTIS, CAPE
ROGERS, NORMAN McLEOD
ROGN, JO
ROGNVALD, ST.
ROGOV, NIKIFOR
ROGOZIN, KAPITAN
ROGUE, BAREFOOT
ROHDE, PETER
ROI, NOR—
ROIBAL, ADELA
ROJAMAR, MARIANA
ROJO,
CABO
MAR
ROK SU, SANG
ROKKO, QUEEN
ROKOSSOVSKIY,
MARSHAL
MARSHAL
ROLAND,
BREMER
SAINT
ROLETTE, SEKI
ROLIN, KOMMODORE
ROLLAN, ROMEN
ROLLER,
HIGH
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ROLLNES, NORD
ROMA,
CHIQUITA
CIELO DI
ECOL
ROMAIN,
CAPE
SAINT
ROMAN,
CONSUELO
GAS
STEPHEN B.
ROMANO,
CAPE
TRE SORELLE
ROMANZOFF, CAPE
ROMAS, KHUDOZHNIK
ROMKES, KORNELIS
ROMM, MIKHAIL
ROMNEY, LADY
RON, BRENDA &
RONA, LADY
RONDINELLA, PUNTA
RONG,
HAI
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QING
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YI
RONG HAI, DE
RONG No. 11, KWO
RONG SHAN, HUA
RONG 8, HAM
RONG 10, HAM
RONG 14, HAM
RONN, MARY
RONNIE, CAPT.
RONSARD, CGM
ROO, QUINTANA
ROOMI, IBN AL—
ROOSEVELT, PRESIDENT F. D.
ROPARZH, SAINT
ROQUE,
ERMITA DE SAN
GRAN
NUEVO SAN
SAN
ROQUE—B, SAN
RORBYE, ANNA E.
RORO,
SVANEN AV
THEMIS AV
ROSA,
ANA
CAPO
EVELYN DA
LA
LAURA
LINDA
MONTE
MONTE
OCEANIA

ROSA,
RIO SANTA
SANTA
SANTA
SANTA
SANTA
SIEMPRE SANTA
ROSA A,
SANTA
SANTA
ROSA DE LIMA, SANTA
ROSA DE LOS VIENTOS, GRAN
ROSA MARIA, DONA
ROSA N, MARIA
ROSA No. 1, SANTA
ROSAL,
SONIA
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ROSALES, PUERTO
ROSALIA,
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ROSALIND, LADY
ROSALYNN, LADY
ROSANA, MARIA
ROSANDRA, NUOVA
ROSANNA, MARIA
ROSARI, RATU
ROSARIO,
ALIANZA
DONA
NEDLLOYD
SANTO
VERGINE DEL
ROSARIO DE FATIMA, MARIA
ROSE,
ACX
ALPINE
AMBER
ANGELA
ANGUS
ARCTIC
BANDO
BELAIT
BOIS
BRANDILYN
CAROLINE
COMPASS
CONTINENTAL
COUNTRY
DAMASK
FATIMA
FLAMANT
GENERAL MAURICE
GOLDEN
GOLDEN
GRAMPIAN
HATTIE
IRISH
IRISH
JAHRE
JOYCE & JUDITH LEE
KATHY
KYOWA
LADY
LADY
LADY
LARNACA
LINDA
MARCIA
MARGARET
MARIE
MARINE
MARY
MAS
MELISSA
NAGA
NEW
OCEAN
OXALIS
PACIFIC
PALMSTAR
RED
ROBIN
RUBIN
SAINTE
SANTA
SCANDIES
SEA
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SEA
ST.
SUN
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SUNNY
SUSAN
TEA
TROPICAL
WAVE
WHITE
YEOMAN
ROSE IV, GOLDEN
ROSEMARY,
GOLAR
LADY
ROSENFELDT, L.
ROSEWAY, CAPE
ROSINA, MARIAN
ROSITA, PRINCESS
ROSS,
CHRISTOPHER
JAMES CLARK
JOHN
ROSSA,
CALA
FRECCIA
NUVOLA
PUNTA

ROSSII,
KOMSOMOLETS
PIONER
ROSSIYA, SOVIETSKAYA
ROSSO,
ATOLLO
CAPO
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JOLLY
MONTE
ROSSOS, IOANNIS
ROSTOCK,
DSR
HANSA
ROTHENHOEFER, EUGEN
ROTNA, TORM
ROTOITI, UNION
ROTOMA, UNION
ROTONDO, MONTE
ROTORUA, UNION
ROTTERDAM,
HANJIN
NEDLLOYD
ORANJE
OSA
SMIT
WEC
ROTY II, JOSEPH
ROUEN, NEDLLOYD
ROUGE,
CAP
CAPE
EXXON BATON
LE CHEVAL
MER
ROUSING,
ANN
REBECCA
ROUSSOS,
NIKITAS
VICKY
ROUSSOS II, G.
ROVER,
ALEUTIAN
BELL
BLACK
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GREEN
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MAERSK
NEW SEA
NOSAC
OCEAN
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PACIFIC
PETROBULK
RANGE
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ROVER II, ILEN
ROWAN, JO
ROWE, ANNE
ROWECKI, GENERAL GROT—
ROWENA, LADY
ROWNEY, BILLY
ROXANE, PRINCESS
ROXY, MARTECH
ROY, ROB
ROYAL,
BEN F.
CROWN
EQUATOR
FORT
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ROYAL II, PRINCESS
ROYAL III, PORT
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ROYLEN, SPIRIT OF
RT—1, GEMINI
RU, WAN
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KYOKKO
MATA WHAO
SOLEDAD
TENSHO
RUANO, FELIPE
RUAULT, CAPITAINE ALBERT
RUBAN, PYOTR
RUBI, CHEMICAL
RUBIA, PEDRA
RUBIN,
C. S.
SPRANTE
RUBINO, JOLLY
RUBY,
ACX
AURORA
DOOYANG
EASTERN
EQUATOR
HONG KONG
KEN
MC
NEPTUNE

RUBY,
NEW
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ORIENTAL
SANG THAI
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VIKING
RUD,
HARI—
SEFID—
RUDITO, DON
RUDNYEV,
KAPITAN
SEMYON
RUDZUTAK, JAN
RUFINO, FEITOR JOSE
RUFUS, MR.
RUGHEIMER, WILHELM
RUHR, SEA—
RUHUNU, MERCS
RUIERO, SIMON
RUIVO, PICO
RULER,
BELL
GULF
H. O. S. BOLD
HARVEY
MAERSK
PETROBULK
RULL, LADY
RUMBLE, CAPTAIN
RUN,
FENG
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JIN
SU
RUN I, JIN
RUNE, JOHNNY
RUNEBERG, J. L.
RUNNER,
COAST
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MAERSK
MARINE
NORGAS
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PETROBULK
PIONEER
RIG
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RO—RO
SLOMAN
SUN
TOL
WAVE
RUPERT, QUEEN OF PRINCE
RUS, RIO
RUSAKOV, IVAN
RUSER, KOMMODORE
RUSH, GOLD
RUSHD, IBN
RUSLAND, SMIT
RUSS, MARTHA
RUSSELL, CAPT.
RUSSEV, SVILEN
RUSSKAYA, BUKHTA
RUSSKIY, OSTROV
RUSSO, ANNIE
RUST, ZELDEN
RUSTAMOV, NABI
RUSTAVELI, SHOTA
RUSTICO, CESARE
RUTH,
LADY
MOBY—
RUTHANN, ATLANTIC
RUUD, JOHAN
RUYTER, DE
RYABIKOV, ILLARION
RYABINKIN, PROFESSOR
RYAK, PYONG
RYAN, MICHAEL AND
RYAN B, CHRIS &
RYASTAS, OTTO
RYBACHUK, MEKHANIK
RYBAK,
ATASHSKIY
AZERBAYDZHANSKIY
BAUTINSKIY
DAGESTANSKIY
GOUSANSKIY
GURYEVSKIY
KHUDATSKIY
KUBANSKIY
KURINSKIY
LENKORANSKIY
MANGYSHLAKSKIY
SEVASTOPOLSKIY
TAGANROGSKIY
RYBAKA, ZVEZDA
RYBAKOVAYTE, NADE
RYBALTOVSKIY, PROFESSOR
RYBIN, PAVEL
RYE, MARGIT
RYEO No. 1, HAN
RYERSON, EDWARD L.
RYGGEFJORD, KRISTIAN
RYKACHYEV, AKADEMIK
RYLKE, PROFESOR
RYLSKIY, MAKSIM
RYONG,
DAE
KUM
WOO

RYONG No. 1,
CHEONG
CHUNG
HWANG
RYONG No. 2,
CHEONG
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RYONG No. 3,
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RYONG No. 5,
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RYONG No. 101, KEUM
RYONG No. 301,
DAE
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RYONG No. 302, O
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RYONG No. 503, O
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MARUNI
RYOWA No. 5, SHIN
RYU, KEN
RYUK, KU
RYUKO, HEIANZA
RYUKO MARU, SHIN
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AGIOS NIKOLAOS
AHMAD'
AKDENIZ
ALKIS
ALLEGIANCE
AMEDEE
ANAFARTA
ANGELIKA
ANNE
ARGYRIOS
ARIANE
ARTHUR
ATHINA
ATU
BELINDA
BEVERLY'
BOO—BOO
BOREAS
BRENDA
CAROL
CAROLE
CAROLINE
CHRISTINA
CHRISTINA—
CHRYSANTHI
CHRYSONI
CLARAFE—II—
COLLEEN—
COLLIAN

S,
ELISABETH
EMIL
ERI
ESTEBAN
FIVE SEA'
FRANCESCA
FRANCISCO
GAETANO
GENE
GEORGIA
GEORGIA
GHADA
GIANNAKIS
GIENY
GIORGIOS
GRETE
HEINRICH
HELEN
HELGA
HELGA
HENNING
INGRID
INVESTIGADOR—
ISKENDERUN
JENNY
JESSICA
JOGVAN
JOSEPHINE
KARADENIZ
KAROLA—
KATERINA
KHALDOUN
LARA
LENA
LEVENT
LINDA
LONGINOS
LUCKY
LUCKY
MADONNA
MAGNUS
MARIA
MARIA
MARINA—
MARMARA
MASTRO GIORGIS
MAX
MICHAEL
MIHAILIA
MISS ELIZABETH
MISS KISNA
MISS SORAYA
MONA
NELLY
NICOLAS
NIGEL
NILS
NINAY—
OLGA
PACIFIC
PACIFICO
PANAGIA
PAOLA
PATRICIA
PEDRO
PETER
PINEWOOD
PRINCESS
RAFAELA
RIAD
ROSA
ROSANNA
ROSE—MARIE
ROZA—
SALEM
SANDRA
SEA PRINCESS—
SHAULA
SILVIO
SOUTHERN STAR
SPYROS
ST. DAVID'
STAVROS
STEVEN
STRATOS
SUNE
THAER
THEA
THEOFILOS
THEOSKEPASTI
TOUFIC
ZIYA
S ABILITY, ALEXANDER'
S BANK, GEORGE'
S BAY,
FABIAN'
HAWKE'
S COURAGE, ALEXANDER'
S CREEK, TAYLOR'
S DARING, ALEXANDER'
S DES MERS, MAXIM'
S EDGE, WATER'
S GIFT, GOD'
S GIRL, DADDY'
S GO, LET'
S GOLD, FOOL'
S HERCULES, VM/
S HUMAN DESTINY, GOD'
S LAW, MURPHEY'
S MARINE No. 111, KIM'
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S MERCY,
GOD'
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S OATH, ALEXANDER'
S OCEAN MASTER 24, PETROLA'

S PRIDE,
BOBBY'
CLARK'
EARLY'
PETE'
SON'
T'
S QUEEN, MONA'
S SPIRIT, CHRISTOPHER'
S UNITY, ALEXANDER'
S WAY, IRENE'
S 2, TIGER'
S 7, S T
S.,
A. E.
ACHIEVE C.
ANKE
ANNA
ARCHIMEDE
BILL
BLUE MARLIN
M.
CAPTAIN
IOANNIS
CASABLANCA
DON DAN
DON JABIER
ELENAKI P.
EMILIA
FRANCESCO
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KEIKO
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MARNE
MARY
MAUREEN
MICHELLE
NAFTILOS L.
NETTUNO
SECONDO
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RUBY
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S. A., R.
S. ADVANCE II, S.
S. ADVENTURE, T.
S. ADVOCATOR, H. O.
S. AFFIRMED, H. O.
S. AKI, C.
S. ALERT, C.
S. ALLIANCE, M. I.
S. ALTINCAN, AMIRAL
S. ANDARI 1, I. O.
S. ANDARI 2, I. O.
S. ASCLEPIUS, T.
S. ATLANTIC, N. D.
S. BARGE No. 1, P.
S. BARROW, H. O.
S. BELLE, H. O.
S. BENYAHIA, M.
S. BOLD RULER, H. O.
S. BOLD VENTURE, H. O.
S. BOUCHARD, ELLEN
S. BOUCHARD JR., MORTON
S. BRAVO, H. O.
S. BRAZ, CABO DE
S. C. SCEPTRE, M.
S. C. SOVEREIGN, M.
S. C. VICEROY, M.
S. C. VICTORY, M.
S. C. VIKING, M.
S. C. VOLANT, M.
S. CANDEIAS, N.
S. CASTILLO, PRESIDENTE RAMON
S. CENTURION, H. O.
S. CHALEUR, H. O.
S. CHARISMA, M. I.
S. CHIEF, H. O.
S. CITATION, H. O.
S. CONCEICAO, N.
S. CONCEPTION, H. O.
S. CROCE, CAPO
S. DA IRIA, N.
S. DEEP SUN, H. O.
S. DELLA VITTORIA, N.
S. DELLE GRAZIE, N.
S. DEMPSTER JR., JOHN
S. DETERMINE, H. O.
S. DI MONTALLEGRO, N.
S. DOMINATOR, U.
S. DOVER, H. O.
S. ELENA, CITTA DI QUARTU
S. ENTERPRISE, U.
S. F. 101, Y.
S. F. 102, Y.
S. FIGHTING FOX, H. O.
S. FORTUNE, H. O.
S. GALLANT FOX, H. O.
S. GALLANT KNIGHT, H. O.
S. GECO APOLLO, H. O.
S. GERASIMOV, KHUDOZHNIK
S. GOLIATH, H. O.
S. I. EXPLORER, G.
S. II,
P. L.
STELLA
S. IRIS, C.
S. J., JANE
S. KORUTURK, FAHRI
S. LIBERTY, H. O.
S. LORETO, N.
S. M. 1, M.
S. MARCO, CAPO
S. MERSEY, G.
S. MONARCH, C.
S. MUTHOO, K. K.
S. NORMANDY, H. O.
S. OKAN, AMIRAL

S. P., TORM
S. P. SAKAE MARU, V.
S. P. TAKE MARU, V.
S. P. YAMATO MARU, V.
S. P. YASHIMA MARU, V.
S. PALIOS, P.
S. PATTON, GENERAL GEORGE
S. PERCEPTION, M. I.
S. PIERCE, ANNE
S. PLATOU, R.
S. PROSPERITY,
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S. PROVIDENCE, M. I.
S. RUBIN, C.
S. SAMSON, H. O.
S. SECRETARIAT, H. O.
S. SOVEREIGN, C.
S. ST. JOHN, J.
S. ST—LAURENT, LOUIS
S. SUCCESS, H. O.
S. SUNNY, C.
S. T. ATLANTIC, U.
S. T. PACIFIC, U.
S. TRADER, U.
S. V. PATHFINDER, R.
S. VANDENBERG, GEN. HOYT
S. VENTURE, K.
S. VICENTE, CABO
S. VITO, CAPO
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OMS
SABIR, POET
SABIR RAKHIMOV, GENERAL
SABIYAH, AL
SABLE,
CAPE
CAPE
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GOLDEN
SABR, IRAN
SABRE, PACIFIC
SABRINA, MSC
SABUNCU, TALHA
SACHA, SISTER
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SACORN, SUVISRI
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SADO, PORT
SADOUGHI, IRAN
SADOVSKAYA, OLGA
SADR, IRAN
SAEIDI, IRAN
SAEMUNDSSON, BJARNI
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M. L.
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SAGITTAIRE, LE
SAGRADA, SIEMPRE
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SAHLMAN, H. F.
SAI GON, SONG
SAI JIANG, AN
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UMM
SAIKAI,
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SAILER, TOL
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BAKRI
BELGIAN
COMBI
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FAR
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KING
NOMADIC
NORGAS
SIDDIS
SINGA
STAINLESS
TRAMARCO
SAINAS, RIO
SAINSBURY, JOHN
SAINT, SOUTHERN
SAINT ANDRE, CAP
SAINT BERNARD, GRAND
SAINT CHARLES, FORT
SAINT DENIS, GAZ
SAINT JACQUES,
CAP
COTE
SAINT JEAN, CAP
SAINT LOUIS, FORT
SAINT LOUP, PIC
SAINT MARYS, MISS
SAINT PAUL, CAP
SAINT PIERRE, CAP
SAINT VINCENT, CAP
SAINTE ANNE, CAP
SAINTE MARIE, CAP
SAJ, JETTE
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PIONER
SAKHALINSK, YUZHNO—
SAKHALINSKA, PIONER YUZHNO—
SAKHALINSKIY, ALEKSANDROVSK—
SAKHAROV, KAPITAN
SAKORN,
KASEM
VISUD
SAKRA, STOLT
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DAYA
INDRA
LAYAR
NUSANTARA
SINAR
SRI INDERA
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TANTO
SAKTI I, ABADI
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SHIN
SAKURA MARU, SHIN
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SALAAM, AS
SALADA, CALA
SALADO, RIO
SALAH, CAPTAIN
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BATAL EL
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SALAMAH, FULK AL
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SALIH BESER, H.
SALIMIAH, AL
SALINAS, PUNTA
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SALINDO, ARMADA MOBIL
SALINERO, EL
SALIVAHAN, V. B. C.
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SALMA, AL
SALMON, NUEVO
SALOM, GENERAL
SALTES PRIMERO, ISLA DE
SALTES SEGUNDO, ISLA DE
SALUD, MARIA DE LA
SALUT, NOTRE DAME DE
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SALVADOR DE GUETARIA, SAN
SALVAGE I, DEEP
SALVAGE MASTER, CAYMAN
SALVIA, SEA
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CARIBBEAN
CAUSEWAY
MERMAID
OCEAN
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PACIFIC
SEA
SAM,
CAP'N
CAPTAIN
CAPTAIN
CHIP
ONKEL
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SAM II, CAPTAIN
SAM No. 506, DONG
SAM No. 901, DONG
SAMAD,
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SAMADU, YA
SAMAHA, GOLDEN
SAMANTHA, NORASIA
SAMAR, NORTHERN
SAMARITAN, GOOD
SAMBRO, CAPE
SAMBU,
ASIANA
OLYMPIAN
SAMI AKBULUT, SEHIT
SAMIL, PLAYA DE
SAMIR, ABU
SAMIR SOW, MAHAVA
SAMMIE,
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MISS
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SAMODRA 1, CIPTA
SAMOYLOVICH, RUDOLF
SAMOYLYENKO, KAPITAN
SAMPAD, BANGLAR
SAMPADA, SAGAR
SAMPAGUITA,
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PALAWAN
POLILLO
SAMPALOC, LAKE
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SAMPEDRO, HERMANOS PEREZ
SAMRA, ABU
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JAGAT
SAMUDRA
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BAEK DU
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CAPE
CHIL BO
DA SONG
DAE
DONG
HWANG KUM
HYONG JE
KEUM GANG
KUM KANG
NA PAL
NAM
OG
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UN PA
WANG JAE
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ZANG
SAN ADRIAN, MONTE
SAN ALBERTO, MONTE
SAN ANDRES,
APOSTOL
ARC
ISLA DE
SAN BLAS, BAHIA
SAN BONG CHONG NYON, CHOI
SAN CHONG NYON HO, ZANG ZA
SAN CIPRIANO, ISLA DE
SAN DIEGO,
B. T.
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SAN FRANCISCO, EXXON
SAN GIOVANNI, VILLA
SAN HAO,
FEN DOU
HAI YANG
QING FENG
SAN JACINTO, EXXON
SAN JAIME, NUEVO
SAN JUAN,
APOSTOL
CABO
CAPE
NEDLLOYD
NUEVO
PASAJES DE
RIO
SAN JULIAN, PUERTO
SAN LAZARO II, CABO
SAN LENG 1, ZHE
SAN LORENZO, PLAYA DE
SAN LUCAS,
CABO
CABO
SAN LUIS,
BETI
NUEVO
PLAN DE
SAN MARCIAL, CRUZ DE
SAN MARCOS, CASTILLO DE
SAN MARIE, PAT
SAN MARTIN,
LIBERTADOR
LIBERTADOR GENERAL JOSE DE
PUNTA DE
SAN NICOLAS, ALIANZA
SAN No. 1,
BOOK AHK
POONG

SAN No. 2,
KWAN AHK
MI
SAN No. 3, CHIL BO
SAN No. 5, CHIL BO
SAN No. 7, OK
SAN No. 8, POONG
SAN No. 11, POONG
SAN No. 12, POONG
SAN No. 15, POONG
SAN No. 27, POONG
SAN No. 88, POONG
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SAN PABLO, SAN PEDRO
SAN PATRICIO, OMS
SAN PEDRO,
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SAN RAFAEL, SEGUNDO
SAN ROQUE,
ERMITA DE
NUEVO
SAN SEBASTIAN,
BAHIA DE
CABO
ESSO
SAN TELMO, PUENTE
SAN TOK, OH
SAN VINCENT, CAPE
SANANDRESANO, EL
SANCHEZ, CARMEN
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SAND,
BURCOM
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CORK
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HENRIETTE
HOOK
LONG
REDCLIFFE
ROGER
TRINITY
SANDA, SOUND OF
SANDALO, CAPO
SANDEE, LADY
SANDERLING,
ASL
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SANDERSON, CLAUDE L.
SANDHANI, SAGAR
SANDING, SELAT
SANDPIPER,
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K. F. V.
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SANDRA,
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GOODWIN
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SANDTAG IV, UNDERAS
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SANDWICH, PRIDE OF
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SANFORD, ALBERT
SANG,
CHUN
MAN
SANG No. 3, SHUN
SANGA/PERTAMINA 3009, SANGA—
SANGGOL, GERTAK
SANGIANG, PULAU
SANGOMAR, POINTE
SANGUINAIRES, ILES
SANJEEV, VISHAL
SANJURJO, VILLA
SANKI, GREEN
SANKYU MARU, SHIN
SANNE, HEIDI
SANNIKOVA, PROLIV
SANPO, WORLD
SANPO 2, WHITE
SANTA, ISLA DE
SANTA ANA, LAGOVEN
SANTA CLARA, CAP
SANTA CRUZ,
ESSO
PRAIA DE
SANTA CRUZ DE LA PALMA, CIUDAD DE
SANTA EUGENIA, CIUDAD DE
SANTA LUZIA, MONTE DE
SANTA RITA, LAGOVEN
SANTA ROSA,
RIO
SIEMPRE
SANTA TECLA, MONTE
SANTA YNEZ, MISSION
SANTAN, TANJUNG
SANTAS, AGUAS
SANTAY, ISLA
SANTIAGO,
DON
TARPON
SANTIAGO C, DON
SANTIAGO DE CUBA, BAHIA DE
SANTINA, LA
SANTISSIMA DELLA NEVE, MARIA
SANTO,
CABO ESPIRITU

SANTO,
CORPO
ESPIRITO
ESPIRITO
ILHA DO PORTO
LUNES
MARTES
MIERCOLES
PORTO
SABADO
VIERNES
SANTO DO MAR, PLAYA
SANTONA,
BAHIA DE
PUERTO
SANTORINI, NISSOS
SANTOS,
CAPT. JOHN
CAPT. JOHN
NACIONAL
NEDLLOYD
NEMESIA
SANTRINA, MISS
SANWA, GOLDEN
SAO BRAS, MONTE
SAO JORGE, COSTA DE
SAO LUIS, CIDADE DE
SAO MIGUEL, COSTA DE
SAO PAULO, CIDADE DE
SAPHIR, BOW
SAPPHIRE,
ATLANTIC
BLUE
BROMLEY
GECO
HONAM
IRENES
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SEA
SEABOARD
SEAWAY
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VEESEA
VIKING
SAPPORO, SUN FLOWER
SAQR AL ARABI, AL
SARA,
ATCO
DANG
SARAH,
LADY
MISS
SARAH I, LADY
SARANTIS, CAPTAIN
SARAT, RIMNICU
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SARAWAT No. 2, AL
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SARBAZ, IRAN
SARBU, FILIMON
SARDAROV, BUNIYAT
SARDINEIRO, PLAYA DE
SARDO, MANUEL
SARDONYX, NEPTUNE
SAREL, AMPOL
SARGACERO, EL
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SARIAHMETOGLU, A.
SARIBAS, FATIH
SARICHEF, CAPE
SARITA, DB
SARIYA, ATCO
SARK, CUTTY
SARMIENTO, PRESIDENTE
SARS,
G. O.
MICHAEL
SARTAXENS, PLAYA DE
SARVEKSHAK, SAMUDRA
SARYAN, KHUDOZHNIK
SARYCH, MYS
SASEBO, GREEN
SASS, CAT'
SATO, YOUNG
SATRAM, PRABHU
SATRIA, GANDA
SATSUKI, NEW
SATSUMA, SUN FLOWER
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BIMA
BIMANTARA
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HANGTUAH
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K. M. T. SERIBU
KLANG
KOLIBRI
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PAN ASIA
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- SATU,
  - SEMANDERA
  - SINMA
  - SLIPCO
  - SWEE ANN
  - SWEE KHENG
  - SWEE LONG
  - TATANUSA
  - TENAGA
  - TOMOH
  - TUNDA
  - WMT
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  - PILBARA
  - TIMA
- SATWA, NICO
- SATYA, ARMADA
- SAUCES, LOS
- SAUDI AL—MISRI, AL— QAMAR AL—
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- SAUDIA, AL
- SAUER, PAUL
- SAUGER, LOUIS
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- SAULT, SANS
- SAURO, NAZARIO
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  - HENRY
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- SAUZAL, EL
- SAVANNAH,
  - EDINBURGH
  - HANJIN
  - ZIM
- SAVARD, JOSEPH
- SAVARESE, ALBERTO
- SAVELIEV, ALEKSANDR
- SAVELYEV, KONSTANTIN
- SAVERIO, ANTONIO
- SAVINA,
  - LA
  - MARIYA
- SAVINOV, YURIY
- SAVIOR, ATLANTIC
- SAVIOUR, DAWN
- SAVITSKIY, NIKOLAY
- SAVOIA, CONTE
- SAVOIE, ALBERT J.
- SAVUSHKIN, STEPAN
- SAWARI, ZAT UL
- SAWU, LAUT
- SAWYER, H.
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  - AGAMEMNON
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- SCAN,
  - THOR
  - TITAN
- SCANDIA,
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- SCANDIC, BURWAIN
- SCANDINAVIA,
  - KING OF
  - LLOYD
  - PRINCE OF
  - PRINCESS OF
  - QUEEN OF
- SCANDINAVICA, STENA
- SCANNER, GEO
- SCANRAIL, STENA
- SCARBA, SOUND OF
- SCARIO, PUNTA
- SCARLETT, DANA
- SCATARI, CAPE
- SCENE,
  - ISLAND
  - SOLENT
- SCEPTRE,
  - IVER
  - M. S. C.
  - OCEAN
  - SEABOARD
- SCHABAN, CAPTAIN
- SCHEDAR, NEPTUNE
- SCHELDE,
  - FEDERAL
  - TRANSPORT
- SCHELDT, ARCO
- SCHEPERS,
  - GERD
  - HERM
- SCHERBATSEVICH, VOLODYA
- SCHLICHTING, MARGOT
- SCHMIDT,
  - DETLEF-
  - MARIE
  - OTTO
  - SALLY
- SCHOEMAN, BEN
- SCHOONER,
  - AL
  - ENSCO
- SCHULTE,
  - ARNOLD
  - BERNHARD
  - CAROLINE
  - CHRISTOPH
  - DOROTHEA
  - ELISABETH
  - ESTHER
  - HELEN
- SCHULTE,
  - HENRIETTE
  - HERMANN
  - JOHANNA
  - LUCIE
  - MARIANNE
  - RENATE
- SCHWARZ, RUDOLF
- SCILLA, MARINA DI
- SCIMITAR,
  - PACIFIC
  - PUTFORD
- SCIROCCO, VENTO DI
- SCOPE, YOUNG
- SCORPIO, GOVE
- SCORPIUS, FREMO
- SCOTIA,
  - CAPE
  - FAR
  - NOVA
- SCOTS, QUEEN OF
- SCOTSMAN, FAR
- SCOTT,
  - CAPE
  - GRAMPIAN
  - STEPHEN—
- SCOTTIE, CAPT.
- SCOTTO,
  - ANTONIO
  - CLORINDA
  - DOMENICO
- SCOUT,
  - CAM
  - ENSCO
  - FAR
  - FLYING
  - OCEAN
  - PACIFIC
  - PACIFIC
  - SEA
  - SEA
  - SEA
  - SEABOARD
  - TELCO
- SCOUT I, OCEAN
- SEA,
  - ADRIATIC
  - AEGEAN
  - ALASKA
  - ALEXANDDRA
  - AMUNDSEN
  - ARABIAN
  - ARABIAN
  - ARCTIC
  - ARCTIC
  - ARKTIS
  - ATLANTIC
  - ATLANTIC
  - AZALEA
  - BALTIC
  - BALTIC
  - BALTIC
  - BALTIC
  - BALTIC
  - BEAUTY
  - BERGEN
  - BERING
  - BERING
  - BERING
  - BERING
  - BERING
  - BLACK
  - BLUE
  - BLUE
  - BLUE
  - BLUE
  - BLUE
  - BOE
  - BORE
  - BOW
  - BRETON
  - BRIGHT
  - CAIRO
  - CHINA
  - CHINA
  - CLAYMORE
  - CLIPPER
  - CONFIDENCE
  - CONSENSUS
  - CORAL
  - CORAL
  - CORAL
  - CORFU
  - CRYSTAL
  - DANUBE
  - DEEP
  - DEEP
  - DIAMOND
  - DONG JIN
  - EAGLE
  - EASTERN
  - EASTERN
  - EASTERN
  - EMERALD
  - EMERALD
  - EMERALD
  - ENDURANCE
  - ESK IND AL
  - FALCON
  - FAR
  - GOLDEN
  - GOLDEN
  - GOLDEN
  - GREEN
  - HARMONY
  - HEATHER
  - HEBRON
  - HELENA
  - IBERIAN
  - IGLOO
  - INLAND
  - IONIAN
  - IONIAN
  - IRISH
  - JANE
- SEA,
  - JAPAN
  - JASPER
  - JAVA
  - JOY
  - KARA
  - KISKA
  - KRITI
  - KRYSTAL
  - LADY OF THE
  - LIBERTY
  - MAERSK
  - MAGDELAN
  - MALIN
  - MEDITERRANEAN
  - MERCURY
  - MERKUR
  - MEXICAN
  - NORD
  - NORTH
  - NORTH
  - NORTH
  - NORTH
  - NORTH
  - NOSAC
  - OPEN
  - ORIENT
  - OSCO
  - OUR LADY OF THE
  - PARTNERSHIP
  - PHILIPPINE
  - PICK O'
  - POLAR
  - POLAR
  - POLAR
  - PROSPERITY
  - QUEEN OF THE REA
  - RED
  - REEFER
  - REGENT
  - ROC
  - ROYAL
  - SAGA
  - SCENERY
  - SEALIFT ARABIAN
  - SEALIFT CHINA
  - SILVER
  - SILVER
  - SILVERY
  - SOUTH
  - SOUTH
  - SOUTH
  - SPARKLING
  - STAR
  - STEVNS
  - STORMY
  - SUCCESS
  - SULU
  - SUNMAR
  - TARCO
  - TASMAN
  - TEMPO
  - TERRA NOVA
  - TIMOR
  - TOMIS
  - TRADEWIND
  - TRANS
  - TREASURE
  - TRINIDAD
  - TRINITY
  - TRIUMPH
  - WEDDELL
  - WEST
  - WEST
  - WESTERN
  - WESTERN
  - WHITE
  - WHITING
  - WINTER
  - WORLD
  - ZEDOM
- SEA ARAB, BED
- SEA CLIPPER, ATLANTIC
- SEA ENCOUNTER, RED
- SEA ENDURANCE, RED
- SEA ENTERPRISE, RED
- SEA EXPLORER, BEAUFORT
- SEA HARVESTER, DEEP
- SEA HAWK, BOSTON
- SEA HORSE, PALM
- SEA II,
  - ARABIAN
  - MERCANDIAN
- SEA III, DEEP
- SEA No. 7, EASTERN
- SEA No. 28, WIDE
- SEA ONE, OMAN
- SEA PIONEER, RED
- SEA PORCUPINE, THE
- SEA ROVER, NEW
- SEA SURVEYOR, NORTH
- SEA THIEF, JAR
- SEA TRADER,
  - NORTH
  - RED
  - SHORT
- SEA 1, QUEEN
- SEA 123, RED
- SEA'S, FIVE
- SEABIRD, ARAN
- SEABREEZE, NYK
- SEABROOK, LEWIS G.
- SEAFARER,
  - KOSMOS
  - MAURITIAN
  - SHELL
- SEAFLOWER, DAEA
- SEAGULL, RED
- SEAHORSE,
  - ADRIATIC
  - AEGEAN
  - ALASKAN
  - ARANSAS
  - ATLANTIC
  - BANDA
  - BARATARIA
  - BEAUFORT
  - BISCAY
  - BRAZOS
  - BRETON
  - CABINDA
  - CALABAR
  - CAMERON
  - CARIBBEAN
  - CASPIAN
  - CELTIC
  - CHESAPEAKE
  - COLUMBIA
  - CORAL
  - DISCOVERY
  - EXPLORER
  - GALLANT
  - GLOBAL
  - GRAND
  - INDIAN
  - JAVA
  - LAGOS
  - LAGUNA
  - LIBERTY
  - MAJESTIC
  - MATAGORDA
  - MOBILE
  - MONTEGO
  - MORGAN CITY
  - NORTH
  - OCEANIC
  - PACIFIC
  - PETROLANE
  - PROSPECT
  - REGENT
  - RELIANT
  - S. H. B.
  - SABINE
  - SAN MATEO
  - SOUTHERN
  - TAHITI
  - TAMPA
  - TIDAL
  - TROPIC
  - VALIANT
  - VICTORY
  - VIKING
  - WARRI
- SEAL,
  - ARCTIC
  - BAFFIN
  - BENGAL
  - CHINA
  - GRAY
  - HAWKE
  - INDIAN
  - NORTH
  - NORTHERN
  - PACIFIC
  - PEGASUS
  - RED
  - ROSS
  - SKY
  - TASMAN
- SEALANE, TARPON
- SEAMAN,
  - H. A.
  - OINOUSSIAN
- SEAN,
  - CAPT.
  - CAPTAIN
- SEANG, TONG—
- SEARCH,
  - MOBIL
  - SEA
- SEARCHER,
  - ACADIAN
  - CAM
  - ENERGY
  - FAR
  - GECO
  - GEO
  - MERMAID
  - OCEAN
  - PAN
  - SEA
- SEARIDER, STENA
- SEAROAD,
  - AUSTRALIAN
  - TROPICAL
- SEAS,
  - AZURE
  - CALM
  - DISCOVERER SEVEN
  - EMERALD
  - ENCHANTED
  - GULF
  - MONARCH OF THE
  - SEVEN
  - SOUTH
  - SOUTHERN
  - SOVEREIGN OF THE
  - STORMY
- SEAS '87, CALM
- SEAS BRIDGE, SEVEN
- SEAS I,
  - ALL—
  - HI
  - NATRA—
- SEAS II,
  - BLUE
  - CARIBBEAN
- SEAS III, STORMY
- SEAS S.R., SEVEN
- SEAS TRIDENT, WISE
- SEASONS, FOUR
- SEASPREAD, STENA
- SEATEL, CORAL
- SEATRADER, STENA
- SEATTLE, HANJIN
- SEAWAY,
  - EUROPEAN
  - ISLAND
- SEAWAYS, ASIAN
- SEAWELL, STENA
- SEBAROK, MAERSK
- SEBASTIAN,
  - BAHIA DE SAN
  - CABO SAN
  - ESSO SAN
  - SAN
  - SAN
  - SAN
  - SAN
  - SAN
- SEBASTIAN DE SOREASU, SAN
- SEBASTIAN DE URABA, SAN
- SEBASTIAO,
  - SAO
  - SAO
- SEBASTIEN III, JEAN
- SEBATIK, PULAU
- SEBELAS, KINABALU
- SEBOU, OUED
- SEBUKU, PULAU
- SECA,
  - AL
  - LA
  - LANZA
- SECHENOV, AKADEMIK
- SECMA, LE
- SECO, CANADON
- SECONDA,
  - ANTARES
  - ARIES
  - CAMPANIA
  - DIANA
  - EMANUELA
  - EMMA D. P.
  - EUROGAS
  - ISCHIAMAR
  - MARIA LUCIA
  - MARIA TERESA
  - MOTOCHIATTA PIOMBINO
  - NADIA
  - NEPTUNIA
  - ORCHIDEA
  - SONAR
  - UNIONE
  - VENEZIA
- SECONDO,
  - ANGELINA LAURO
  - CAPO MELE
  - CIANE
  - GALLIANO
  - GENCA
  - GRECALE
  - HIMALAIA
  - ITTIPESCA
  - JOLLY
  - JORAN
  - LABOR
  - MADONNA DELL'ALTO MARE
  - MAURIZIO
  - NUOVO AMORUSO
  - NUOVO CORMORANO
  - SALVATORE
  - SAN MARCO
  - SAN TOMAS
  - SCARLINO
  - SOLE
  - TENACE
  - TITO NERI
  - TONY
  - TOURIST FERRY BOAT
  - TROPESCA
  - VETOR
- SECONDO S., NETTUNO
- SECOURS I, BON
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- SECRETARIAT, H. O. S.
- SECUIESC, TIRGU
- SEDDIEK, AL
- SEDERBERG, S. A.
- SEDIN, MITROFAN
- SEDOV, GEORGIY
- SEDOY, VASILIY SOLOVYEV—
- SEEDEVI, LANKA
- SEEKER,
  - CAM
  - CAPRICORN REEF
  - FAR
- SEEKER II, THE
- SEELENBINDER, WERNER
- SEELEY, BERNARD N.
- SEEMA, BHARAT
- SEEWOOSAGUR, SIR
- SEEYAM, IRAN
- SEFER, KAPTAN
- SEFER KALKAVAN, HACI
- SEGARA, HARAPAN
- SEGHERS, VICTOR
- SEGINUS, NEPTUNE
- SEGUNDO,
  - ARENAS DEL ULLA
  - BALUEIRO
  - BOLUDA
  - CAPITAN EMILIO
  - CAPITAN JORGE
  - CIGALA
  - COALSA
  - COMBAROYA
  - CONGELEMAR
  - GAROYA
  - GORRICHO
  - ISLA DE SALTES
  - MAPOSA
  - MINCHOS
  - NATHAN
  - NOVODI
  - PEGAGO
  - PEREGRINO
  - PESCAFRIA
  - PESCAHUELVA
  - PESCAPUERTA
  - PESCAVENSA
  - PESQUERA ONUBENSE
  - PROMONTORIO
  - RIBAROSA
  - ROMPIDO
  - SANTA MARIA
  - SILVIA
  - SOPEHICA
  - VERSALLES
  - VIANTO
  - VIDAL BOCANEGRA
  - VIKI
- SEGURO, PORTO—
- SEI, AUGUSTEA
- SEIBU, NAVIX
- SEIDENFADEN, GUNNAR
- SEIKI GO, SHONEN NO FUNE KYOKAI 21
- SEIKO, QUEEN
- SEIL, SOUND OF
- SEINE, LA
- SEIS,
  - ALBACORA
  - CONARPESA
  - LEON MARCO
  - MAYI
  - NALDAMAR
  - POLSA
  - VIEIRASA
- SEISHIN, FERRY
- SEISMIC, RIG
- SEIUN MARU, SATSUMA
- SEIZAN MARU, SHIN
- SEJAHTERA,
  - MULTI
  - PUL
  - TANTO
- SEJATI,
  - ARMADA
  - KOTA
  - KURNIA
  - PAN
- SEKAR, TELUK
- SEKHON PVC, FLYING OFFICER NIRMAL JIT SINGH
- SEKOL, PERNAS
- SEL, OCEAN
- SELANGAT, IKAN
- SELAR, IKAN
- SELASIH, BUNGA
- SELATAN, LAUT
- SELATAN VI, GLORY
- SELATAN—IX, GLORY
- SELATAN—V, GLORY
- SELATAN—VII, GLORY
- SELATAN—VIII, GLORY
- SELAYANG, IKAN
- SELECTOR, OCEAN
- SELEK, DOGAN
- SELETAR, MAERSK
- SELINA B, MISS
- SELKIRK, LORD
- SELLA, RIO
- SELMA, OT
- SELO, KRASNOE
- SELSBANE, ASBJORN
- SELSKIY, AKADEMIK
- SELVICK,
  - CARL WILLIAM
  - CARLA ANNE
  - WILLIAM C.
- SELVINSKIY, ILYA
- SEMAKAU, MAERSK
- SEMAKOV, MEKHANIK
- SEMANGKA,
  - TELUK
  - TELUK
- SEMARAK, BUNGA
- SEMASHKO, NIKOLAY
- SEMASTA, TANJUNG
- SEMBAWANG, MAERSK
- SEMBILAN,
  - DARPO
  - DASA
  - DIVINE
  - KAYU LAPIS
  - KEPPEL
  - KINABALU
- SEMENOV, AKADEMIK
- SEMEYKO, NIKOLAY
- SEMPER, IOKHANNES
- SEMPURNA, ALAM
- SEN DO, HOA
- SEN No. 1, KWANG
- SEN No. 2, KWANG
- SEN TRANG, HOA
- SENATOR,
  - AMERICAN
  - ARABIAN
  - ASIAN
  - BERLIN
  - BREMEN
  - DSR
  - EUROPEAN
  - GERMAN
  - JAPAN
  - MERCANDIAN
  - NEW YORK
  - PANAMA
  - PARIS
  - SINGAPORE
  - YOUNG
- SENDAI, SHIN
- SENDI DEUNA, BETI
- SENDZIMIRA, HUTA
- SENECA, EL
- SENER,
  - CAFER
  - CEM
  - ISMAIL
- SENG,
  - SANG
  - SOON
- SENG HENG I, LIAN
- SENG HIN 3, LIAN
- SENG No. 3, KION
- SENG 8, TONG
- SENHORA DA ESPERANCA, NOSSA
- SENHORA DA GUIA, NOSSA
- SENIOR,
  - AARSHEIM
  - AQUAFISK
  - CORNELIS
  - EGER
  - FAR
  - FJELLGAR
  - GAYSER
  - GILLIS
  - HAUGE
  - HENK
  - HOYLAND
  - HUSBY
  - JACOB
  - JACOB
  - JAN
  - JAN
  - JORIS
  - KNUT
  - MAARTEN
  - NERGARD
  - NICOLAAS
  - NYVOLL
  - OYGAR
  - PAUL
  - PIETER
  - ROALDSEN
  - SELVAG
  - SIMON
  - SIVERT
  - SOLHEIM
  - STALEGG
  - STRAND
  - TO
  - TRIO
  - VAGEN
  - WILLASSEN
  - WOUTER
- SENKAYA, BEHZAT
- SENNA, CORREIA DE
- SENORA DE BIDARTE, NUESTRA
- SENORA DE COVADONGA, NUESTRA
- SENORA DE ERDOTXA, NUESTRA
- SENORA DE ICIAR, NUESTRA
- SENORA DE LA BLANCA, NUESTRA
- SENORA DE LOS REMEDIOS, NUESTRA
- SENORA DE ZIAROTZA, NUESTRA
- SENORA DEL PINO, NUESTRA
- SENTINEL,
  - CAM
  - GLOBAL
  - HIGHLAND
  - HUMBER
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  - SUFFOLK
  - TOISA
- SENTOSA,
  - BUMI
  - DRAGON
  - LAYAR
  - MAERSK
  - NUSA
  - PERMINA SUPPLY
  - SELAMAT
  - STOLT
  - TYTYAN
- SENTRY,
  - CARIBBEAN
  - GULF
  - PACIFIC
  - SEABOARD
  - WINDWARD
- SENYAVINA, MYS
- SEOANE, MANUELA
- SEONG, DONG
- SEONG HO, JI
- SEONG HO No. 88, JI
- SEONG No. 3, DONG
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- SEOUL,
  - HANJIN
  - NEDLLOYD
- SEPAH, IRAN
- SEPAKU, SUNGAI
- SEPANG, BUNGA
- SEPAT, IKAN
- SEPETIR, RIMBA
- SEPOI, PERMINT
- SEPRE, OSKAR
- SEPT—ILES, POINTE
- SEPTEMBER, 26th
- SEPTIEMBRE,
  - 5 DE
  - 5 DE
  - 28 DE
- SEPTIMO,
  - MAPOSA
  - URALAR
- SEPTIMUS, BERGE
- SEPULOH,
  - KEPPEL
  - KINABALU
- SEPULUH,
  - DARPO
  - TRIGUNA
- SERAFIN, PIO
- SERANGOON, MAERSK
- SERAYA,
  - MAERSK
  - MAHA
  - MAJU
  - MULIA
- SERAYU, SUNGAI
- SERDAKOV, SERGEY
- SERDAR, DAVUT
- SEREDA, IVAN
- SEREMBAN, MULPHA
- SERENA II, CORSICA
- SERENADE,
  - SEA
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- SERENDIB, MERCS
- SERENGETI, ALPHA
- SERENITATIS, MARE
- SERENITY,
  - HELLESPONT
  - OLYMPIC
- SERGEY DOROFEYEV, PROFESSOR
- SERGEY KOROLYOV, AKADEMIK
- SERGEY VAVILOV, AKADEMIK
- SERGEYEV, IGNATIY
- SERGIO, MAR DE
- SERGIYENKO, IVAN
- SERGIYEVSKIY, KAPITAN
- SERI, KUMALA
- SERIA, BINTANG
- SERIBU, PULAU
- SERIBU SATU, K. M. T.
- SERIFOS, NISSOS
- SERIK, IRAN
- SERIN, SAND
- SERK,
  - BON MARIN DE
  - ILE DE
- SERN, TONG
- SEROJA, BUNGA
- SEROV,
  - KHUDOZHNIK
  - VLADIMIR
  - VALENTIN
- SERPENTS, ILE AUX
- SERRAT, MONT
- SERRIS, JEAN—JACQUES
- SERTER, CALIP
- SERUI, TELOK
- SERV II, SEA
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- SERVANT,
  - DALMAR
  - GEO
- SERVANT 1,
  - MIGHTY
  - SUPER
- SERVANT 2, MIGHTY
- SERVANT 3,
  - MIGHTY
  - SUPER
- SERVANT 4, SUPER
- SERVANT 5, SUPER
- SERVANT 6, SUPER
- SERVER,
  - FAR
  - MAERSK
- SERVICE,
  - AMBASSADOR
  - ANGLIA
  - ARGO
  - ATLANTIC
  - ATLAS
  - BAY
  - CAMBRIDGE
  - CAPE
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  - CHALLENGER
  - CHARGER
  - CHIEFTAIN
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  - CONSTITUTION
  - CROMARTY
  - CUMBRIA
  - CUTLASS
  - DEE
  - DOGGER
  - DOMINION
  - DURHAM
  - EPIC
  - EXCALIBUR
  - FALCON
  - FASTNET
  - FORTIES
  - FREEDOM
  - GULF
  - GULF
  - HERITAGE
  - INDEPENDENCE
  - LIBERTY
  - LONDON
  - LUNDY
  - LUNDY
  - MARINER
  - MERCIA
  - MILA
  - MOORING
  - NORNEWS
  - NORWICH
  - OCEAN
  - OCEAN
  - ORKNEY
  - OSAM
  - PALEX
  - PALMAS
  - PETRO
  - PIONEER
  - POINT
  - PUNTA
  - RAPIER
  - REGAL
  - ROCK
  - ROYAL
  - SABRE
  - SAGA
  - SAXON
  - SCANDIA
  - SEA
  - SHETLAND
  - SOUTHERN
  - SOVEREIGN
  - STATESMAN
  - THOR
  - TITAN
  - TRAFALGAR
  - VALIANT
  - VENTURE
  - VICTORY
  - VIR
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- SERVICE DOS, TUNA
- SERVICE I, RIG
- SERVICE 125, MULTI
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- SERVICER, DURBAN
- SESAI, PANGKALAN
- SESLER, R. W.
- SESTA, ALMARE
- SESTO,
  - GENCA
  - TITO NERI
- SET, BOLUDA
- SETAWAR, BUNGA
- SETEMBRO, 30 DE
- SETO,
  - FERRY
  - NEW
  - SOUNDS OF
  - TWEED
- SETTE, AUGUSTEA
- SETTER,
  - IRISH
  - SEA
- SETTIMA, ALMARE
- SETTIMO,
  - GENCA
  - TITO NERI
- SETUBAL, GALP
- SEUNG,
  - BAEK JAE
  - DAE
  - HALLA
- SEUNG No. 36, SAM
- SEUNG No. 101, OH
- SEUNG No. 103, ELL
- SEVAK,
  - RAJ
  - SAGAR
  - SAMUDRA
- SEVASTOPOL, GEROITE NA
- SEVASTOPOLYA,
  - GEROI
  - KOMSOMOLETS
  - ZVYEZDA
- SEVEN,
  - ALPHA MARINE
  - CARDINAL
  - FERRY
  - LUCKY
  - LUCKY
  - MALAVIYA
  - MUTAWA
  - PHOENIX
  - SALEM
- SEVEN SEAS, DISCOVERER
- SEVER, SOVIETSKIY
- SEVERIN, CARAS
- SEVERN,
  - ARCO
  - ESSO
  - S. D.
  - W. D.
- SEVERODVINSKA, PIONER
- SEVIER, JOE
- SEVILLA,
  - CIUDAD DE
  - LUNA DE
- SEWAH, LANG
- SEXTO,
  - AROSA
  - CRUZ
  - MAPOSA
  - NAVIJOSA
  - PESCAVENSA
  - PESQUERA
  - ONUBENSE
  - URALAR
- SEYDOU NOUROU TALL, THIERNO
- SFB, NANCY
- SGA, PUTRA
- SGARALLINO, COLONNELLO A.
- SGIBNEV, PYOTR
- SH 18, MARINER
- SHA, HUA
- SHA PING, DA
- SHA'BAN, PANZDAH
- SHA'M, STEVIN
- SHABALIN, ADMIRAL
- SHABARI I, SHRI
- SHACKLETON, LORD
- SHACKLETON II, LORD
- SHADOW, EMMANUEL
- SHADR, IVAN
- SHAFRANOV, PYOTR
- SHAH,
  - AMANAT
  - BAHADUR
  - JAMAL
- SHAHAMAT, IRAN
- SHAHANIAH, AL
- SHAHJALAL, BDR—
- SHAHJALAL 1, F. V.
- SHAHJALAL 2, F. V.
- SHAIF,
  - UMM
  - UMM AL
- SHAIFA, ABU
- SHAITAN SINGH PVC, MAJOR
- SHAKESPEARE, WILLIAM
- SHAKHTYOR, DONETSKIY
- SHAKIROV, ASTANKUL
- SHAKTI,
  - ADI
  - AMER
  - JAG
  - MATSYA
  - VISHVA
- SHALAK, IRAN
- SHALIN, APJ
- SHALYAPIN, FYODOR
- SHAMIAH, AL
- SHAMIK, NAND
- SHAMROCK, HARVEST
- SHAN,
  - AN
  - BAI YIN
  - BAI YUN
  - BAO
  - BEI FENG
  - BI JIA
  - CHANG
  - CHANG BAI
  - CHOU
  - DA BIE
  - DA CANG
  - DA JIN
  - DA LUO
  - DA MING
  - DA PING
  - DA PING
  - DA QING
  - DA TONG
  - DA YU
  - DAI YUN
  - DAN XIA
  - DONG FENG
  - DONG PING
  - FEI XIA
  - FENG
  - FENG AN
  - FENG CHAO
  - FENG DE
  - FENG HUANG
  - FENG KANG
  - FENG PING
  - FENG SHUN
  - FENG TAI
  - FONG
  - FU KANG
  - FU QING
  - FU WEN
  - FU XIN
  - FU YANG
  - FU YU
  - FU YUAN
  - FU YUNG
  - FUNG WONG
  - GAI
  - GU
  - HAI
  - HENG
  - HONG SHOU
  - HUA RONG
  - HUANG
  - HUANG JIN
  - HUANG JIN
  - HUANG LONG
  - JIN
  - JIN
  - JIN NIU
  - KUN LUN
  - LIAN HUA
  - LIAN YUN
  - LIANG
  - LO
  - LONG
  - LONG
  - LONG SHOU
  - LU
  - LU
  - LU LIANG
  - LUO FU
  - MI
  - MIAO FENG
  - MU
  - MU DAN
  - NAN PING
  - NOSAC TAI
  - PAN
  - PENG
  - PING
  - PING DING
  - QI
  - QI LIAN
  - QI XIA
  - QIAN
  - RONG HUA
  - SHE
  - SHI JING
  - SHI ZUI
  - SHIH TOU
  - SHOU
  - SILVER
  - SONG
  - TAI
  - TAI
  - TAI BAI
  - TAI HANG
  - TAI PING
  - TAI YANG
  - TIAN
  - TIAN DA
  - TIAN HU
  - TIAN LI
  - TIAN MU
  - TIAN TAI
  - WAH
  - WAN SHOU
  - WU
  - WU TAI
  - WU TONG
  - WU YI
  - XI QIAO
  - XIONG ER
  - XIU
  - XUE FENG
  - YAN
  - YAN DANG
  - YANG MING
  - YI MENG
  - YING YOU
  - YU
  - YU LONG
  - YU QUAN
  - YUAN BAO
  - YUE LU
  - YUH
  - YUN
  - YUN TAI
  - ZHONG
  - ZHONG TIAO
  - ZI JIN
  - ZI YUN
- SHAN GUAN, JIA
- SHAN HAI,
  - BAO
  - JIN
  - LUO
  - MA
  - TAI
  - TIAN
  - TONG
  - YIN
- SHAN HU,
  - JIN
  - WEI
  - YIN
  - ZHONG
- SHAN MEN, ZHONG
- SHAN No. 1, HAI
- SHAN No. 2, HAI
- SHAN No. 3, SHOU
- SHAN 1,
  - ZHI
  - ZHI
- SHAN 2, ZHOU
- SHAN 3,
  - ZHI
  - ZHOU
- SHAN 4, ZHI
- SHAN 6, ZHOU
- SHAN 7, ZHOU
- SHAN 14, ZHOU
- SHAN 16, ZHOU
- SHAN 18, ZHOU
- SHAN 34,
  - ZHOU
  - ZHOU
- SHAN 54, ZHOU
- SHANAB, ABOU
- SHANAURIN, PROKOPIY
- SHANCHUROV, PROFESSOR
- SHANG, TAI WU
- SHANG LE YUAN, HAI
- SHANGHAI,
  - RICKMERS
  - WORLD
- SHANMUKHAM, SIR
- SHANNA LEAH, MISS
- SHANNON,
  - CAPT.
  - MISS
  - RIVER
- SHANTI,
  - AMER
  - JAG
- SHANTSBERG, KAPITAN
- SHAO, CHUNG
- SHAR, MATOCHKIN
- SHARELL, LADY
- SHARIAT, IRAN
- SHARIATI, IRAN
- SHARIE NELL, MISS
- SHARIFA, AL
- SHARJAH, NORASIA
- SHARK,
  - BLUE
  - CAT
  - TIGER
  - TIGER
- SHARKIAH, EL
- SHARMA PVC, MAJOR SOMNATH
- SHARMA—5802, PETANI
- SHARP, SIR ERIC
- SHARRETTS, THOMAS B.
- SHASHIN, VALENTIN
- SHATI, WADI
- SHATROVA, YELENA
- SHATSKIY, AKADEMIK
- SHAUDHIKAMA, SAMUDRA
- SHAUL, PRINCE
- SHAWNETTE, MISS
- SHAYMAA, AL
- SHAYTANOV, KAPITAN
- SHAZLI, SIDI ABOU EL HASSAN EL
- SHCHEPELEV, PAVEL
- SHCHERBAKOV, KOMANDARM
- SHCHETININ, NIKOLAY
- SHCHORS, NIKOLAY
- SHCHUKIN, NIKOLAY
- SHCHYOGOLEV, PROFESSOR
- SHE ME, D 28 MISS
- SHE 1, JIAN
- SHE 2, JIAN
- SHE 3, JIAN
- SHE 4, JIAN
- SHE 5, JIAN
- SHE 6, JIAN
- SHE 7, JIAN
- SHE 8, JIAN
- SHE 9, JIAN
- SHE 10, JIAN
- SHE 11, JIAN
- SHE 12, JIAN
- SHE 21, JIAN
- SHE 22, JIAN
- SHEA EXPRESS, O'
- SHEAF, WAVE
- SHEARWATER,
  - K. F. V.
  - MEDITERRANEAN
  - NORTHWEST
- SHEE II, VOO
- SHEEBA, QUEEN OF
- SHEEN, KNOCK
- SHEEP, BLACK
- SHEHA, M. L.
- SHEIKH,
  - SEA
  - SHARM EL
- SHEIKH HASSAN/MATAY, AL
- SHELF, KAMCHATSKIY
- SHELIKHOV, GRIGORIY
- SHELIKHOVA, MYS
- SHELL,
  - ATLANTIC
  - GUAXINDIBA
- SHEN,
  - CHANG
  - HUENG
  - TIAN
- SHEN FU No. 1, KING
- SHENG,
  - CHANG
  - FENG
  - HAI
  - HONG
  - HUA
  - HUA
  - MING
  - SU
  - TA
  - YOU
- SHENG FUH No. 3, JIN
- SHENG FUH No. 6, JIN
- SHENG HAI, WU
- SHENG No. 1,
  - FU
  - TA
- SHENG No. 11,
  - LIH
  - TONG
- SHENG No. 66, LIAN CHUAN
- SHENG No. 501, HORNG
- SHENG 1,
  - HU JIU
  - HU JIU
  - SUI JIU
  - YAN JIU
- SHENG 202, HSIEH
- SHEPHERD II, SEA
- SHEPYETKOV, IVAN
- SHER, BODHA
- SHERATAN, NEPTUNE
- SHERIDAN,
  - CHRIS
  - D. T.
  - H. J.
  - PEGGY
  - T. J.
- SHERIEF, ECO
- SHERWIN, JOHN
- SHERWOOD, ANGUS
- SHESTAKOV, KONSTANTIN
- SHETLANDER, MCM
- SHEVCHENKO,
  - DMITRIY
  - KAPITAN
  - TARAS
- SHEVCHENKOVSKIY, KORSUN—
- SHEVCHUK, VALENTIN
- SHEVTSOVA, LYUBOV
- SHEYNAUSKAS, STASIS
- SHI KOU, XIAO
- SHI YU 609, LU
- SHI YU 610, LU
- SHI YU 611, LU
- SHI YU 612, LU
- SHI ZHAI, DA
- SHI 78, ZHONG
- SHI 79, ZHONG
- SHI 80, ZHONG
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- SHI 101, ZHONG
- SHIA, CHUNG
- SHIANG No. 1,
  - CHIN
  - TAI
- SHIBANI, SHANTA
- SHIBANOV, LEV
- SHIEH, TAR
- SHIELD,
  - GOLDEN
  - GRAMPIAN
  - PACIFIC
  - WESTERN
- SHIELDS,
  - NORTH
  - SOUTH
- SHIH, HAI
- SHIH HANG No. 22, SIN
- SHIKARI, MATSYA
- SHIKHA, BANGLAR
- SHIKOKU, NEW
- SHILLINGS, SIX
- SHIMA, AL
- SHIMANSKIY, AKADEMIK
- SHIMIZU, GOLDEN
- SHIN,
  - FONG
  - IL
  - LUNG
  - NAN
  - SANG
  - YONG
  - YUNG
- SHIN CHAN No. 2, HEN
- SHIN No. 1,
  - HAN
  - SAM
- SHIN No. 3, HAN
- SHIN No. 8, SUNG
- SHIN No. 21, HSIEH
- SHIN No. 27, HAN
- SHIN No. 31, YUNG
- SHIN No. 32, YUNG
- SHIN No. 33, YOUNG
- SHIN No. 117, HAN
- SHIN No. 201, FONG KUO
- SHIN No. 202, FONG KUO
- SHIN No. 211, FONG KUO
- SHIN No. 212, FONG KUO
- SHIN No. 316, FONG
- SHINA, MISS
- SHINAWAJI, FERRY
- SHINDAGHA, NICO
- SHINE,
  - EVER
  - MANILA
  - MARINE
  - SOUTH
  - SUN
  - SUN
  - SUN
  - SUN—
  - TIM
  - TOKYO
  - UNI—
- SHING,
  - CHANG
  - HANG
  - JIN
  - KING
  - MAN
  - SILVER
  - TAI
  - WIN SHUN
- SHINKO MARU, NEW
- SHINSEI MARU, NEW
- SHINSHU, NEW
- SHINTA, ELHAM
- SHIP,
  - GOOD
  - GREAT
  - MERCY
- SHIPKI, GEROI
- SHIPPAGAN, LADY
- SHIPPER,
  - GULF
  - JOB II
  - KOREAN
  - MAERSK
  - NORMANDIE
- SHIPS, CITTI
- SHIRAYURI, NEW
- SHIRLEY, MISS
- SHIRONINTSY, GEROI
- SHIRSHOV, AKADEMIK
- SHISHKIN, IVAN
- SHITIKOV, PETYA
- SHIVAJI, CHHATRAPATI
- SHIVCHAND, NAND
- SHKURTI, GJASHTE
- SHMIDT, PYOTR
- SHMIDTA, OSTROV
- SHO MARU, SHIN
- SHOAL,
  - ROMER
  - TIGER
  - TRINITY
- SHOBHA,
  - BANGLAR
  - VISHVA
- SHOBHANA, RATNA
- SHOGUN, PACIFIC
- SHOJAAT, IRAN
- SHOKALSKIY, AKADEMIK
- SHOKALSKOGO, OSTROV
- SHOLOKHOV, MIKHAIL
- SHOOTER, SQUARE
- SHORE,
  - ATLANTIC
  - CELESTIAL
  - DAWN
  - EASTERN
  - GULF
  - LANMAR
  - WESTERN
  - WESTERN
- SHORES, ALASKAN
- SHORTLAND, IRON
- SHORTRIDGE, BEN
- SHOSTAKOVICH, DMITRIY
- SHOT, BIG
- SHOTMAN, ALEKSANDR
- SHOU, FENG
- SHOU SHAN,
  - HONG
  - LONG
  - WAN
- SHOURABH, BANGLAR
- SHOVGENOV, MOS
- SHOWA MARU, SHIN
- SHRIMP,
  - GULF
  - ROCK
- SHRIMPER, THE
- SHRUTI, M. L.
- SHTOKMAN, PROFESSOR
- SHU, DA BAI
- SHUBH, DARYA
- SHUI,
  - GUANG
  - LAN
  - LI
  - SHUN
- SHUI HAI, TIAN
- SHUI HE, HAN
- SHUI LENG No. 1, LIAO—JIN
- SHUI LENG YI HAO, ZHOU
- SHUI No. 1, JIN
- SHUI YUN 3, XIA
- SHUI YUN 23, XIA
- SHUI YUN 24, XIA
- SHUI 1,
  - JIN YUAN
  - LIAN GONG
  - QIN GONG
  - QING GONG
  - SUI JIU
  - YAN GANG
    - GONG
  - YUN GONG
- SHUI 2,
  - JIN GONG
  - LIAN GONG
  - QIN GONG
  - QING GONG
- SHUI 3, LIAN GONG
- SHUI 5, HAI GONG
- SHUI 6, HAI GONG
- SHUI 7, HAI GONG
- SHUI 9, HAI GONG
- SHUKHOV, AKADEMIK
- SHUKSHIN, VASILIY
- SHULEYKIN, AKADEMIK
- SHUMOOKH, AL
- SHUMOV, TOLYA
- SHUN,
  - CHANG
  - CHI
  - DE
  - HUA
  - KAI
  - TAI
- SHUN CHENG, FU
- SHUN HE, HUA
- SHUN JIANG, AN
- SHUN SHAN, FENG
- SHUN SHING, WIN
- SHUNA, SOUND OF
- SHUTTLE,
  - DANUBE
  - MARINE
  - MARINE
  - MARINE
  - SEA
  - STEEL
- SHUWAIKH, AL
- SHVERNIK, NIKOLAY
- SHVETSOV, KAPITAN
- SHWE GYAW YWA, PHA
- SHWEIREF, AL—
- SHWETA, NAND
- SI HAO,
  - FEN DOU
  - HAI YANG
- SIANTAN, BUNGA
- SIAP, VRIDI
- SIARKOWE, ZAGLEBIE
- SIBENIKA, KRILA
- SIBERIE, SMIT
- SIBERUT, SELAT

- SIBIR, SOVIETSKAYA
- SIBIRTSEV, VSEVOLOD
- SIBIRYAK, MAMIN—
- SIBIRYAKOV, A.
- SIBIRYAKOVA, OSTROV
- SIBON, MANOLO
- SIBU,
  - MULPHA
  - SRI
- SICILIA,
  - FRECCIA DI
  - SCANDUTCH
- SICILPESCA, ASSO
- SID'AHMED R'GUEIBY, CHEIKH
- SIDDHI,
  - TATA
  - VISHVA
- SIDE, SEVERN
- SIDERO, KAVO
- SIDNEY, QUEEN OF
- SIDORENKO, AKADEMIK ALEKSANDR
- SIDRIYEH, AL
- SIEDLECKI, PROFESOR
- SIEGFRIED, RENE
- SIEMER,
  - KATHARINA
  - STEPHANIE
- SIEMIANOWICE, KOPALNIA
- SIERRA,
  - ANNA
  - JUSTO
  - SENICOLI
  - TRINITY
- SIERSZA, KOPALNIA
- SIETE,
  - LEON MARCO
  - MONTEFRISA
  - NALDAMAR
  - PEIX DEL MAR
  - VIEIRASA
- SIF,
  - ATLANTIC
  - BALTIC
  - BRAVO
  - CELTIC
  - COLLEEN
  - FLEMMING
  - KATHE
  - KATHRINE
  - MAJ
  - MARTIN
  - METTE
  - PETER
- SIG II, SUB
- SIGA SOW, RABIHA
- SIGMA, GECO
- SIGMUNDARSON, BRANDUR
- SIGUNTANG, BUKIT
- SIGURD, EARL
- SIGURDSSON, FRIDRIK
- SIILA, OOLA
- SIKEIROS, DAVIDS
- SIKORSKI, WLADYSLAW
- SIL,
  - SEGUNDO RIO
  - TERCERO RIO
- SILANG, DIEGO
- SILAT, KOTA
- SILAT I, KOTA
- SILAT II,
  - KOTA
  - KOTA
- SILAT III, KOTA
- SILAT IX, KOTA
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- SILAT XI, KOTA
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- SILAT XVI, KOTA
- SILGA, VOLA
- SILINA, MYS
- SILLEIRO, FARO
- SILO, FAR EASTERN
- SILVA,
  - FERREIRA DA
  - OLIVEIRA E
  - ROSA
- SILVER,
  - CRANE
  - SANG THAI
- SILVERA, PETROBULK
- SILVEYRA, INGENIERO
- SILVIA,
  - HONSHU
  - SEATRAN
- SIMARD,
  - ALEXIS—
  - LOUISE
- SIMEON I, AGIOS
- SIMEULU, PULAU
- SIMMONS, MR.
- SIMON,
  - ADRIAAN—
  - CORNELIS
  - ST.
- SIMON B. BUCKNER, GEN.
- SIMONAYTITE, YEVA
- SIMONE, GRACIE AND
- SIMONOK, VLADIMIR
- SIMONOV, KONSTANTIN
- SIMOUN, VIA
- SIMPSON, LADY
- SIMRISHAMN, BORRE AF
- SIMSIR, TEMEL
- SIN,
  - HYOK
  - JYI
  - MYONG
- SIN No. 11, SHEY
- SIN No. 17, HAN
- SINA,
  - IBN
  - IBN
  - IBN
  - IBN
- SINA II, IBN
- SINAMAICA, LAGOVEN
- SINAN, MIMAR
- SINAR, LAYAR
- SINCERE No. 6, FRANCIS
- SINCERITY,
  - OCEAN
  - STOLT
- SINCLAIR, JAMES
- SINE,
  - CHUN
  - SAM—
- SINES, GALP
- SING,
  - UNITED
  - YICK
- SINGA,
  - KOTA
  - NORASIA
  - RIAU
- SINGAPORE,
  - HANJIN
  - NEDLLOYD
  - SMIT
  - UNNAMED PONTOON
  - FOR VIGOUR
  - ZIM
- SINGAPORE 1, GLORY OF
- SINGAPURA,
  - MOBIL
  - NATICA
  - PECTEN
- SINGH,
  - BHAGAT
  - DR. NAGENDRA
- SINGH PVC,
  - COMPANY HAVILDAR MAJOR PIRU
  - LANCE NAIK KARAM
  - MAJOR HOSHIAR
  - MAJOR SHAITAN
  - NAIK JADUNATH
  - SUBEDAR JOGINDER
- SINGH SALARIA PVC, CAPTAIN GURBACHAN
- SINGH SEKHON PVC, FLYING OFFICER NIRMAL JIT
- SINGH THAPA PVC, MAJOR DHAN
- SINGKEP, PULAU
- SINTRA, TROPICAL
- SINYAKIN, YAKOV
- SIONG,
  - KIM HONG
  - TONG
- SIPITANG, POGUN
- SIPURA, SELAT
- SIPUT, LANG
- SIRACUSA,
  - AGIP
  - CITTA DI
- SIRAJ,
  - AKCO
  - IBN
- SIREN, SEA
- SIRENA, NUOVA
- SIRGE, RUDOLF
- SIRI, LANKA
- SIRICHAINAVA 6, OR.
- SIRINA, NORMAN
- SIRIUS,
  - ARKTIS
  - FREMO
  - HARVEST
  - NEPTUNE
  - OCEAN
  - STAR
  - VILLE DE
- SIROCCO, CGG
- SISAR, BERGE
- SISIMAN, TUG
- SISMIK I, MTA
- SISTER, J. J.
- SISTERS,
  - FOUR
  - McALLISTER
  - ROLAND &
  - THREE
  - TWO
- SISU, BERGE
- SITHICHAI 4, POR.
- SITINAS, MARIA
- SITNITSA, VITYA
- SITO, TE—
- SITRA, SMIT
- SIU,
  - KWAN
  - PO
- SIVASHA, GEROI
- SIVKO, IVAN
- SIX,
  - ABEER
  - BEMACK
  - MALAVIYA
  - MARSEA
  - RENAISSANCE
  - SALEM
- SIYANIE, POLYARNOYE
- SK 17, ROST
- SKAGERAK, DYVI
- SKALISTYY, MYS
- SKANDIA, STAR
- SKANDINAVIA, STAR
- SKARVEN,
  - STAR
  - TROMS
- SKAUHOLT, NORTANK
- SKAUKAR, NOSAC
- SKAUN, MANFRED
- SKEENA,
  - FEDERAL
  - IMPERIAL
- SKENDERBEG), GJERGJ KASTRIOTI (
- SKHIRA, LA
- SKIES,
  - BLUE
  - BRIGHT
  - FOUR
- SKILJA, TOFIK
- SKILL, BRITISH
- SKIMMER,
  - FLYING
  - OCEAN
- SKIPJACK No. 1, MALDIVE
- SKIPPER,
  - ISLAND
  - NORMAND
  - SEA
- SKJOLD,
  - ELIN
  - KATHRINE
- SKOG, LYS—
- SKOGANGER, STAR
- SKORNYAKOV, KAPITAN
- SKORPIK, VELIMIR
- SKOU, BALTIC
- SKUA,
  - PENTOW
  - PUTFORD
  - SAND
  - SEABOARD
- SKULE, HERTUG
- SKURIDIN, IVAN
- SKY,
  - ALPHA
  - ANANGEL
  - ARKTIS
  - ATLANTIS
  - AURORA
  - AUSTRALIA
  - BAHAMAS
  - BLUE
  - BLUE
  - BLUE
  - BLUE
  - BLUE
  - BLUE
  - BLUE
  - BLUE
  - BOW
  - BRAZILIAN
  - BULK
  - CARIBBEAN
  - CEFALONIAN
  - CHEMI
  - CHEVRON
  - CLEOPATRA
  - CONSENSUS
  - DAWN
  - DAWN
  - DUBAI
  - EK—
  - FAIR
  - FAR
  - FAREAST
  - GLORY
  - GOLDEN
  - HANEI
  - HELIOPOLIS
  - ISLAND
  - KALBA
  - KRITI
  - LADY
  - LIBERTY
  - MAERSK
  - MARINE
  - MED
  - MEDITERRANEAN
  - MERIDIAN
  - NEPTUNE
  - NEW
  - NORTH
  - NOSAC
  - OCEAN
  - OINOUSSIAN
  - OSCO
  - PAN
  - REA
  - SALLY
  - SEA
  - SILVER
  - SILVIA
  - SINGA
  - SOUTHERN
  - SUNMAR
  - SUNNY
  - TRI—
  - TROPICAL
  - VIKING
  - WESTERN
  - WORLD
- SKY RIVER, BLUE
- SKYTTE, G. A.
- SLAGEN, ESSO
- SLASKI,
  - POWSTANIEC
  - UNIWERSYTET
- SLAUTA, MEKHANIK
- SLAVA,
  - BALTIYSKAYA
  - BOYEVAYA
  - CHERNOMORSKAYA
  - KOMSOMOLSKAYA
  - KRONSHTADTSKAYA
  - LENINGRADSKAYA
  - PARTIZANSKAYA
  - RYBATSKAYA
  - TRUDOVAJA
- SLAVEJKOV, PETKO R.
- SLAVYANKI, PIONER
- SLEAT, SOUND OF
- SLEIPNER, FAR
- SLIPKO, KAPITAN
- SLOAN, GEORGE A.
- SLOANE, BEN H.
- SLOCUM, JOSHUA
- SLOPE, EXXON NORTH
- SM 1,
  - MEDWAY
  - PUERTO REAL
- SMALLWOOD, JOSEPH AND CLARA
- SMAR, AIN
- SMART, BRUCE
- SMEDEGAARD, KARIN
- SMENA,
  - KOMSOMOLSKAYA
  - LENINSKAYA
  - RABOCHAYA
  - YUNAYA
- SMERALDO, JOLLY
- SMIDOVICH, PYOTR
- SMIDT, BURGERMEISTER
- SMIRNITSKIY, YAKOV
- SMIRNOV,
  - KAPITAN
  - PROFESSOR NESTOR
  - SERGEY
  - YURIY
- SMIRNYKH, LEONID
- SMIT, SAMANTA
- SMITH,
  - BECKY L.
  - BETTY
  - CLARA
  - ELIZABETH
  - F. C. G.
  - HOWARD
  - JASON
  - LUCINDA
  - MOLLY
  - NOAH
  - SHIRLEY
  - SUZANNE
- SMITI, NAND
- SMITS,
  - ALIDA
  - ALSYTA
  - AMANDA
  - ANITA
  - CARINA
  - CAROLA
- SMOKY, CAPE
- SMORODIN, PYOTR
- SMUUL, YUKHAN
- SNAPPER,
  - GREY
  - RED
  - RED
- SND 404, DONA ANGELA
- SNECHKUS, ANTANAS
- SNEE, MARY
- SNIADECKI, JAN
- SNIFFER, INTEROCEAN
- SNIPE,
  - NORTHWEST
  - PUTFORD
  - RED
  - SAND
  - SEABOARD
  - STIRLING
- SNOOK, FAT
- SNOW, ERIKSON
- SNOW II,
  - ARLINE
  - CHRISTOPHER
  - CORA JEAN
- SNOW WHITE, MISS
- SOA, SAMY
- SOBANG, ULSAN
- SOBINOV, LEONID
- SOBOLYEV, LEONID
- SOBRAL,
  - JOSE MARIA
  - NORSUL
- SOBYE, KIS
- SOCORRO, PERPETUO
- SOCRATE, NUOVO
- SODOR 5, SUNGAI
- SODRUZHESTVA, MORE
- SOERIAATMADJA, RD. E.
- SOFFRON, FRANCES E.
- SOFIA,
  - AGIA
  - ISLA
  - MAR
- SOFIE, ANNE
- SOFUOGLU,
  - HACI OSMAN
  - MUSTAFA
- SOIF, PORT
- SOKAN, IRAN
- SOKOLOV,
  - KAPITAN
  - KAPITAN
- SOKOLOVSKIY, MARSHAL
- SOL,
  - COSTA DEL
  - COSTA DEL
  - MAR GRAN
  - MARIE—
  - MARIVELES DEL
  - MONTE
- SOLABARRIETA, HERMANOS
- SOLAIMAIAH, AL
- SOLANDER, DANIEL
- SOLAR,
  - HELEN
  - SIDNEY
- SOLARIS,
  - REX
  - STELLA
- SOLARO, MONTE
- SOLDATOV, PROFESSOR
- SOLE,
  - GOLFO DEL
  - ISOLA DEL
- SOLEDAD, ISLA
- SOLENT, TELCO
- SOLIDO, MAS
- SOLIS, RIO
- SOLODCHUK, NIKOLAY
- SOLOVYEV,
  - KAPITAN LEV
  - ZINOVIY
- SOLOVYEV—SEDOY, VASILIY
- SOLTYS, ION
- SOMNATH SHARMA PVC, MAJOR
- SOMO, PLAYA DE
- SOMOV, MIKHAIL
- SON,
  - HAI
  - HING
  - LONG
  - RYOGAK
  - SAM—
  - TRUONG
  - WING
- SON I, LAM
- SON 1, LONG
- SON 4, SAM
- SONADOR, EL
- SONATA, HANDY
- SONG,
  - CHANG
  - CHANG
  - HUA
  - HWA
  - KYONG
  - MOK
  - PACIFIC
  - RYONG
  - SCANDINAVIAN
  - SILVER
  - TAMAR
  - THUNG
  - WI
  - WIND
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- SONG No. 23, SAM
- SONG No. 71, SAM
- SONG No. 73, SAM
- SONG No. 75, SAM
- SONG No. 76, SAM
- SONG No. 77, SAM
- SONG No. 301, SAM
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- SONG No. 501, SAM
- SONG No. 502, SAM
- SONG No. 503, SAM
- SONG No. 506, SAM
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- SONG No. 601, SAM
- SONG No. 602, SAM
- SONG SAN, DA
- SONGKHLA 1, THARUA
- SONGKHLA 2, THARUA
- SONIA, LADY
- SONIA DELLE, LA
- SONIT, PULAU
- SONJA,
  - MISS
  - OT
- SONMEZ, KAPTAN ZIYA
- SONNET, SEA
- SONRISA, CIUDAD
- SONS,
  - FOUR
  - McKEE
  - TWO
- SONT, TELCO
- SOO, MISS IN
- SOO HO No. 81, NAM
- SOO No. 15, DUK
- SOO No. 102, DUK
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- SOON,
  - CHANG
  - HAI
  - HONG
  - HONG
  - KWANG
  - MAN
- SOON CHEW, SENG
- SOON I, HAI
- SOON II, HONG
- SOON KAO, HAI
- SOON LI, KIM
- SOON No. 1, HAI
- SOONG, HAI
- SOONG HING, HU
- SOOR, AL
- SOPHIA,
  - AGHIA
  - NEW
- SOPHIE, LADY
- SOPHY, STELLAR
- SOPPENG, WATAN
- SOPRANO, CAPO
- SOR, NOREA
- SORAVA, CLAUDIES
- SORAYA S, MISS
- SOREASU, SAN SEBASTIAN DE
- SORELLE ROMANO, TRE
- SORIANO, PALMA
- SORMOVO, KRASNOYE
- SOROA, JUAN MARIA
- SOROKA, KAPITAN
- SOROKIN,
  - KAPITAN
  - ZAKHAR
- SORONG, R. I.
- SORREL, SILVER
- SORRENTO, FRECCIA DI
- SOSNICA, KOPALNIA
- SOSNOWIEC, KOPALNIA
- SOTELO, CALVO
- SOTNIKOV, KAPITAN
- SOTO,
  - MANUEL
  - PILAR
  - VISITACION DE
- SOUK, O'
- SOULAC, PETRO
- SOUMARE, KHARITE
- SOUND,
  - BRESSAY
  - CAAMANO
  - DEER
  - HAMILTON
  - HOLM
  - HOXA
  - KAVA
  - MILBANKE
  - MISSISSIPPI
  - PARADISE
  - PRINCE WILLIAM
  - PRINCE WILLIAM
  - SAN PEDRO
  - TS—52
  - VASA
- SOUND II, NORTH
- SOUND QUEEN, HOWE
- SOUNDER, ARCTIC
- SOUNION, CAP
- SOURCE, PACIFIC
- SOURIS, G.
- SOUSS, AARK
- SOUTH,
  - CRANE
  - DUE
  - FAR
  - SANKO
  - TOMIS
- SOUTH AMERICA,
  - CHEVRON
  - STAR
- SOUTH CAROLINA, SEABULK
- SOUTHAMPTON, CITY OF
- SOUTHERN, FERRY
- SOUVERAINE, LA
- SOUZA,
  - ABILIO
  - CAPT. M. J.
- SOVEREIGN,
  - ATLANTIC
  - C.S.
  - FAR
  - FOREST
  - IVER
  - M. S. C.
  - OCEAN
  - OFFSHORE
  - SEABOARD
  - SEASPAN
- SOVETSKOY VLASTI, 65 LET
- SOVIETOV, STRANA
- SOVIETSKOMU AZERBAYDZHANU, 50 LET
- SOVIETSKOY GRUZII, PYATIDYESYATILYETIYE
- SOVIETSKOY UKRAINY, 50 LET
- SOVIETSKOY VLASTI, 50 LET
- SOVIMAR, PNOC
- SOW,
  - MAHAVA SAMIR
  - RABIHA SIGA
- SOWAHLIAH, AL
- SOY, ISLA SOY COMO
- SOY COMO SOY, ISLA
- SOYA, NEW
- SOYUZ, SOVIETSKIY
- SPAIN II, PORT OF
- SPAN,
  - PACIFIC
  - STOLT
- SPANDARYAN, SURYEN
- SPANKER,
  - KEN
  - LAKE
- SPARKLE, SEA
- SPARROW, NETWORK
- SPARTIVENTO, CAPO
- SPASSKA, KOMSOMOLETS
- SPC X, BUNKER
- SPC XI, BUNKER
- SPC 20, BUNKER
- SPEAR,
  - GOLDEN
  - PACIFIC
  - WORLD
- SPEARING,
  - HANNAH
  - HARRIET
- SPECIAL, MIDNIGHT
- SPEED, DURWOOD
- SPEED FERRY, SHIN YOUNG HIGH
- SPEED I, GOOD
- SPEEDWELL, ALEUTIAN
- SPEEDY, LAURGAIN
- SPEER, EDGAR B.
- SPENCER,
  - ANN C.
  - IRON
  - POINT
- SPERANZA, BUONA
- SPEZIA,
  - CONTSHIP LA
  - LA
- SPHERE, ROYAL
- SPICA, STAR
- SPINDRIFT, FLYING
- SPINEC, BASSE
- SPINEL, NEPTUNE
- SPINETO, MONTE
- SPIRIDON,
  - F. M.
  - SAINT
- SPIRIT,
  - ALASKA
  - ALLIANCE
  - ANANGEL
  - ANDREAS
  - ANGELIC
  - APACHE
  - ARCO
  - ASIATIC
  - AUSTRALIAN
  - BERGE
  - BISCAY
  - BRITISH
  - CAM
  - CANADIAN
  - CATHAY
  - CHIBA
  - CHRISTOPHER'S
  - CLIPPER
  - CONCORDE
  - CONTINENTAL
  - DAEWOO
  - DALMAR
  - DUTCH
  - EUROPEAN
  - FAIR
  - FAR
  - FRONTIER
  - FRONTIER
  - FRONTIER
  - GOD
  - GOLAR
  - GOOD
  - GULF
  - HELLESPONT
  - HONSHU
  - INDEPENDENT
  - JAHRE
  - JERICO
  - KOBE
  - KOYAGI
  - KOYO
  - KYUSHU
  - LEVANT
  - LIBERTY
  - LONDON
  - MENDANA
  - MICRO
  - MIHARA
  - MOUNTAIN
  - NAGASAKI
  - NAMSAN
  - NAVAJO
  - NETWORK
  - NORTHERN
  - NOVA
  - OCEAN
  - OCEAN
  - OLYMPIAN
  - OLYMPIC
  - ONOZO
  - OPPAMA
  - OSHIMA
  - PACIFIC
  - PACIFIC
  - PINEWELL
  - PIONEER
  - REA
  - RIVER
  - RIVERHEAD
  - SAMMI
  - SEA
  - SEA—LAND
  - SEABOURN
  - SENTOSA
  - SHILLA
  - SHOSHONE
  - STOLT
  - SUNDERLAND
  - SUPER
  - TASMAN
  - TEEKAY
  - TOKYO
  - TROMSO
  - ULSAN
  - UNITED
  - VIKING
  - WATER
  - WATER
  - WELDWOOD

- SPIRIT,
  - WIND
  - YAMATO
- SPIRITUS, SANCTI
- SPITFIRE, AMERICAN
- SPIVAK, KAPITAN
- SPLENDER, GREAT
- SPLENDOR,
  - ASIAN
  - BERGEN
  - EVER
  - KEY
  - NEW
  - PRODUCT
  - UNISON
- SPLENDOUR,
  - ATLANTIC
  - CMB
  - ESSO
  - MILD
  - OLYMPIC
  - RAINBOW
  - SANKO
  - SAUDI
- SPLITSKI ODRED, PRVI
- SPORTSMAN, YOUNG
- SPRAY,
  - ALEUTIAN
  - DAWN
  - JAHRE
  - OCEAN
  - OCEAN
  - PACIFIC
  - SEA
  - SEA
  - STOLT
- SPRIE, BAIA
- SPRING,
  - BOW
  - HELIOPOLIS
  - KEN
  - MING
  - ORIENTAL
  - SIR FRANCIS
  - SUN
  - UNI—
  - WORLD
- SPRING No. 1, EVER
- SPRING QUEEN, SALT
- SPRINGER,
  - BP
  - POEMI
- SPRINTER,
  - IONIAN
  - MEDITERRANEAN
  - RO—RO
  - STEEL
- SPRITE,
  - CAM
  - EMERALD
  - GRAMPIAN
  - HIGHLAND
  - SEA
- SPROUT,
  - BRIGHT
  - YOUNG
- SPRUCE, SANKO
- SPUR, STOLT
- SPYRIDON,
  - AGIOS
  - AGIOS
- SPYRIDON I, AGIOS
- SQUAD, MARINE
- SR.,
  - DON MARTIN
  - FOKKE DE JONG
  - FRANCIS M. LEE
  - G. H. VANDERBORGH.
  - HARRIS
  - HENRY
  - JOHN MAVAR
- SRI, DEWI
- SRIGADING, BUNGA
- SRIMANI, LANKA
- SRIMATHI, LANKA
- SRISHTI, NAND
- SRIVASTAVA, C. P.
- SS,
  - ALIOTH
  - ALTAIR
  - VEGA
- SSSR,
  - KONSTITUTSIYA
  - PYATIDYESYATILYETIYE
  - SHESTIDESYATILETIYE
  - 50 LET
  - 50 LET
- SSSR—GDR, DRUZHBA
- ST CLAIR, FEDERAL
- ST CLAIR, IMPERIAL
- ST. JOHN, J. S.
- ST. JOSEPH, NEW
- ST. LAURENT, FEDERAL
- ST. LOUIS, FORT
- ST. MALO, UMAG
- ST. MARKS, COASTAL
- ST. MARY, CAPE
- ST. PAUL,
  - BAIE
  - CAPE
- ST. PHILIP,
  - A. P.
  - EDWARD
  - MARY
  - MARY
  - TONY
  - YVONNE
- ST. PIERRE, HAVRE
- ST. VINCENT, CAP
- ST—LAURENT,
  - LOUIS S.
  - OMNI
  - TRANS—
- STAGE, GEORG
- STAHL,
  - BERGE
  - HENRY
- STAIKOV, STANKO
- STAINLESS, THITA
- STAKES, HIGH
- STAKHANOV, ALEKSEY
- STAL, LYUDMILA
- STALINGRADA, GEROI
- STALLION, BRITANNIA
- STAMATIS, KAPETAN
- STAMFORD, EARL
- STANDARD, PACIFIC
- STANISLAW LEGOWSKI, INZ.
- STANISLAW POPLAWSKI, GENERAL
- STANKOV, KAPITAN
- STAR,
  - ABADAN
  - AFRIC
  - ALASKAN
  - ALEXANDRIA
  - ALICIA
  - ALKYONA
  - ALMEDA
  - ALPHA
  - ALSTER
  - AMERICA
  - AMERICAN
  - AMINA
  - ANDROMEDA
  - AQUA
  - ARABIAN
  - ARCTIC
  - ARGENTINA
  - ARKTIS
  - ASIA
  - ASIAN
  - ATLANTIC
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  - AUCKLAND
  - AUSTRALIA
  - AVEBE
  - AVELONA
  - AVILA
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  - BERING
  - BERJAYA
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  - BRILLIANT
  - BRODOSPAS
  - BROMSGAARD
  - C. T.
  - CALEDONIAN
  - CALIFORNIA
  - CALTEX
  - CAMCO
  - CAMEROUN
  - CAMPO
  - CANTERBURY
  - CARIB
  - CARIBBEAN
  - CARIBE
  - CARISSA
  - CARRYBOX
  - CAVALIER
  - CENTURY
  - CHEMI
  - CHEVRON
  - CHIOS
  - CHOKO
  - CHOYANG
  - CLIPPER
  - COASTAL
  - COLOMBAIO
  - COLUMBA
  - COLUMBIA
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  - CORAL
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  - CORONA
  - COSMO
  - CRANE
  - CROWN
  - DAUNTLESS
  - DELTA
  - DIAMOND
  - DIAMOND
  - DIMINI
  - DISCOVERY
  - DORADO
  - DOUALA
  - DSR AFRICAN
  - EAGLE
  - EAGLE
  - EARLY
- STAR,
  - EASTERN
  - EASTERN
  - ELECTRO
  - ELYSIAN
  - EMERALD
  - ENGLISH
  - EQUATOR
  - ETHYLENE MARINE
  - EUROPEAN
  - EVENING
  - EVENING
  - FAITH
  - FALLING
  - FAR
  - FAR EAST
  - FENNO
  - FIRST
  - FIRST
  - FLAMING
  - FLORIDA
  - FORTUNATE
  - FORUM
  - FREEDOM
  - FREEDOM
  - FRIENDLY
  - GARNET
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  - GUIDING
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  - HAMBURG
  - HAN SUNG
  - HANEI
  - HARBOR
  - HARBOUR
  - HAWK
  - HAWTHORN
  - HELIOPOLIS
  - HELM
  - HIGHLAND
  - HOKKAIDO
  - HOZUN
  - HUMBER
  - HYBUR
  - ICE
  - IGLOO
  - IGLOO
  - IMPERIAL
  - JADE
  - JAPAN
  - JET
  - JIOGASA
  - KENTONVALE
  - KINDRED
  - KIWI
  - KOREAN
  - KRITI
  - LADY
  - LAUREL
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  - MATSAS
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  - MEGA
  - MELBOURNE
  - MERIDIAN
  - MERIOM
  - MIDNIGHT
  - MILFORD
  - MINERAL
  - MING
  - MINI
  - MIRA
  - MOON
  - MORNING
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  - MORNING
  - MOSMAN
  - MSC
  - MUNGO
  - No. 88 YOUNG
  - NAM HAE
  - NANETTE
  - NATIONAL
  - NAUTIK
  - NEW
  - NICLAN
  - NIGERIAN
  - NIKKO
  - NINE
  - NOBLE
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  - OREGON
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  - ORION
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  - PARANA
  - PATRICIA
  - PILBARA
  - PINK
  - POLAR
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  - POLE
  - POLE
  - PORT
  - PRIDE
  - QUEEN
  - QUEENSLAND
  - QUINT
  - RADIANT
  - RAINBOW
  - RAINBOW
  - REA
  - RED
  - REEFER
  - REEFER
  - REGENT
  - RICH
  - RISING
  - RISING
  - RIVER
  - ROYAL
  - RUBY
  - RUBY
  - SAFE
  - SALLY
  - SAMOA
  - SANTIAGO
  - SANTOS
  - SAPPHIRE
  - SATIA
  - SCANDUTCH
  - SCOTTISH
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  - SENEPESCA
  - SEVEN
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  - SHINING
  - SHOOTING
  - SIAM
  - SILVER
  - SILVER
  - SILVER
- STAR,
  - SILVER
  - SILVER
  - SINGA
  - SINOKO
  - SIX
  - SOLOMON
  - SOUTH
  - SOUTH
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  - SOUTHERN
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  - SOUTHERN
  - SOUTHERN
  - SOUTHLAND
  - SPARKLING
  - SPICA
  - STERLING
  - STRAITS
  - SUHAIL
  - SUN
  - SUN WAH
  - SUNMAR
  - SUPER
  - SYDNEY
  - TAMA
  - TANARAY
  - TARTOUS
  - TASMAN
  - TEXACO
  - TEXAN
  - THAI
  - THREE
  - TIDERO
  - TIMEX
  - TINA
  - TMS
  - TOPSAIL
  - TOYO
  - TRANS
  - TRINITY
  - TRIPOLI
  - TROPIC
  - TROPIC
  - TROPICAL
  - TRUNA
  - TUSCAN
  - TXTX
  - URANUS
  - VENTURE
  - VESNA—
  - VESPER
  - VIBRO
  - VICTORIA
  - VICTORY
  - VIKING
  - VIKING
  - VINGA
  - WASHINGTON
  - WELLINGTON
  - WESER
  - WEST
  - WESTERN
  - WESTERN
  - WESTERN
  - WESTERN
  - WHITE
  - WIND
  - WINTER
  - WORLD
  - WOURI
  - YELLOW
  - 101 YOUNG
- STAR F, MEGISTI
- STAR I,
  - DELTA
  - GOLDEN
  - GOLDEN
  - HELENA
  - KALYPSO
  - MARINE
  - NEW
  - ORIENT
  - PENNINGTON
- STAR II,
  - GOLDEN
  - GOLDEN
  - KALYPSO
  - MARINE
  - MARINE
  - MILLAC
  - ROYAL
  - TRICOLOR
- STAR III,
  - KALYPSO
  - NORTH
  - OCEAN
  - SILVER
- STAR No. 1,
  - GOLD
  - KING
  - NORTHEASTERN
  - ORIENTAL
  - SILVER
- STAR No. 2,
  - ELEVEN
  - KING
  - ORIENTAL
  - WORLD
- STAR No. 3,
  - GOLD
  - NORTHEASTERN
- STAR No. 4, NORTHEASTERN
- STAR No. 6, NORTHEASTERN
- STAR No. 7,
  - EAST
  - NORTHEASTERN
  - WORLD
- STAR No. 8,
  - CORAL
  - MARINE
- STAR No. 15, PACIFIC
- STAR No. 16, PACIFIC
- STAR No. 35, CARIBBEAN
- STAR No. 36, CARIBBEAN
- STAR No. 69, GOLD
- STAR No. 91, KING
- STAR No. 105, LUCKY
- STAR No. 106, LUCKY
- STAR P D, CELESTIAL
- STAR S, SOUTHERN
- STAR THREE, OCEAN
- STAR VI, NORTH
- STAR VII,
  - MARINE
  - OCEAN
- STAR 1,
  - GULF
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- STAR 2, GULF
- STAR 3,
  - GULF
  - SEA
- STAR 5, GULF
- STAR 8, SEA
- STAR 767, LUCKY
- STAR—L, SEA
- STAR—2, BRIGHT
- STAR—3, BRIGHT
- STARIKOV, ADMIRAL
- STARLET, BLUETANK
- STARLIGHT, NYK
- STAROSTENKO, ALEKSANDR
- STAROSTIN,
  - INZHENER
  - MAKSIM
  - PYOTR
- STARR JORDAN, DAVID
- STARS,
  - FIVE
  - SUPER
- START, NEW
- STARY, ZYGMUNT
- STARZYNSKI, STEFAN
- STASOVA, YELENA
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  - BEAVER
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  - CORNHUSKER
  - DIAMOND
  - EMPIRE
  - EQUALITY
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  - EXXON BAY
  - EXXON BAYOU
  - EXXON EMPIRE
  - EXXON GARDEN
  - EXXON GOLDEN
  - FLICKERTAIL
  - GARDEN
  - GEM
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  - GRAND CANYON
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  - KEYSTONE
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- STATESMAN, ATLANTIC
- STAVROS, KAPETAN
- STEAMER,
  - EASTERN
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- STECHKIN, AKADEMIK
- STEEL, BRITISH
- STEEL ENTREPRENEUR, CHINA
- STEEL INNOVATOR, CHINA
- STEEL REALIST, CHINA
- STEEL TEAM, CHINA
- STEEN,
  - JAN
  - JYTTE
- STEFAN, SVETI
- STEFANO,
  - SAN
  - SANTO
- STEFANOV, DMITRIY
- STEFFENS,
  - MARIE WILHELMINE
- STEGMANN, LISBETH
- STEIN, RUBIN
- STEINBRENNER, HENRY
- STEINSDOTTIR, GUDFINNA
- STEL, ST. XAVIER MARIS
- STELLA,
  - MARIS
  - MARY JANE
  - MERRY
  - PETRO
  - PUNTA
  - RITA
- STELLE, ISOLA DELLE
- STELLO, MONTE
- STELMAKH, MIKHAIL
- STEN, ANNA
- STENA 1, ESSAR
- STENDAL, CAPT.
- STENER, TRYGVE
- STENGEL, MARGOT MARIA
- STENKO, MIKHAIL
- STENSEN, GERD
- STENUNGSON, ELIDA AV
- STEPANOV, SKVORTSOV—
- STEPANYAN, NELSON
- STEPHANIE,
  - LADY
  - LADY
  - PRINSES
- STEPHEN,
  - ANDREA
  - ST.
- STEPHEN W. PLESS, MAJOR
- STEPHENS, EDIE
- STERLEGOV, DMITRIY
- STERLING, PETROBULK
- STERNBERGS, PAVELS
- STEVENS, JOHN F.
- STEVNS,
  - BALTIC
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- STEYNE, SOUTH
- STINSON, GEORGE A.
- STO. NINO, VIVA
- STOCKHOLM,
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  - HANSA
  - STROMSKAR AF
- STOIANOV, ZAHARI
- STONE,
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  - CAPT. CHARLES H.
  - HARRY
  - R. R.
  - VIGO
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- STONEBRIGHT, TBS
- STOREBAELT, DIFKO
- STORK,
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  - SPRING
  - WHITE
- STORM,
  - ARCTIC
  - BRODOSPAS
  - GEORGIAN
  - POLAR
  - SELAT
  - VEESEA
- STORONA,
  - PETROGRADSKAYA
  - VYBORGSKAYA
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- STORVIKEN, TEAM
- STOVE,
  - HARMONY
  - JANE
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  - MARY
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  - SALLY
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  - BOE
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  - ELLIOTT
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  - NEVA
- STRAKHOV, AKADEMIK NIKOLAY
- STRAND,
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  - ST.—ANNA—
- STRANDBO, ADDA
- STRANNE, ANNE
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- STREAM O, GOLDEN
- STREEP, TER
- STREEPER, W. R.
- STREET, LADY
- STREKALOVSKIY, MIKHAIL
- STRELA,
  - GOLUBAYA
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- STRELNIKOV, POGRANICHNIK
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  - PAVEL
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- STROD, IVAN
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- STROMBOLI, ALIJUMBO
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- STRONEN, STAR
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  - CHUN
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- SUH, DONG
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- SUKRU, KAPTAN
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- SULA, ELDEYJAR—
- SULACO, RIO
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  - CHEMI
  - CHEVRON
  - CHOYANG
  - COMBI
  - EASTERN
  - EMERALD
  - ENEZ
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  - FAMA
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  - GAS RISING
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  - GLOBAL E
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  - GULF
  - H. O. S. DEEP
  - HANEI
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  - LEROS
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  - MAERSK
  - MARCUS HOOK
  - MEGA
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  - MERIDIAN
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  - ROYAL VIKING
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  - ARAWAK
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- SUNBIRD,
  - ROYLEN
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  - SELAT
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  - DAE
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  - DONG
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- SUNG HO, JOON
- SUNG No. 1,
  - CHIL
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  - HAN
  - JANG
  - NAM
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  - DAE
  - DONG
  - DU
- SUNG No. 5, DAE
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  - DAE
  - HWA
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  - HAE
  - MI
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  - CHANG
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  - DONG
  - KUM
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- SUNNY,
  - C. S.
  - PAN
- SUNNYHILL, KOREA
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  - LOWLANDS
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- SUPERPOWER, SEVEN
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  - BARRA
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  - MASTER
  - NORTH SEA
  - OCEAN
  - OCEAN
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- SUSAN RENEE, MISS
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- SUSANIN, IVAN
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- SUVOROV, ALEKSANDR
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  - ARCO
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- SYROS, CAPE
- SYRYKH, IVAN
- SYSTEMS, SEA
- SYUKUR, BETHANY
- SZAFER, PROFESOR
- SZAMUELI, TIBOR
- SZCZYGLOWICE, KOPALNIA
- SZEREGI, SZARE
- SZOMBIERKI, KOPALNIA
- SZYMANSKI, KAPITAN ZBIGNIEW
- S0002, RENA
- T,
  - AKINA
  - ALEXANDROS
  - ANNA
  - ARGO—
  - ARGONAFTIS
  - ARNHEM
  - ATALANTA
  - AURORA
  - CAPTAIN
  - CHIPPY
  - ERIN
  - GEORGIOS
  - HARRY
  - KALLIOPI
  - KATERINA
  - LADY KIM
  - LEFTERIS
  - MARY
  - MASTER
  - MR.
  - MS—
  - NOVI
  - POLYCHRONIS
  - PU 1802—
  - PU 1803—
  - RIO GRANDE
  - ROBERTO
  - ROXANE
  - STAVROS
  - TERRY
  - TORI
  - TRIPLE
  - VAKIS
  - VENUS
  - WILLIAM
- T BLIGH, CAP'
- T II,
  - GROMAX
  - SEMPRE AVANTI
- T III, GROMAX
- T L, C
- T L II, C
- T No. 1001, HYUNDAI
- T No. 1002, HYUNDAI
- T No. 1003, HYUNDAI
- T No. 1005, HYUNDAI
- T OCEAN VII, E
- T S 7, S
- T 2, C &
- T 3, C &
- T.,
  - BIG
  - CAPT. A.
  - CHRISTOS
  - DE GIOSA
  - DOMA
  - E.
  - NICK
  - NITA
  - PANAGIA
- T. ALASKA, B.
- T. ATLANTIC, U. S.
- T. BATES, F.
- T. CARINHAS, FRANCES
- T. CHOATE, JAMES

# COMPOUND NAMES OF SHIPS

T. COPPEDGE, Jr., W.
T. COVENANT, N.
T. CRAPO, S.
T. DAVIS, JOHN
T. DERR, KENNETH
T. FREDERICK, B.
T. HIGGINS, A.
T. II,
  C. A. R.
  PANAGIA
T. IX, F. P.
T. JAMES, Jr., W.
T. M. A. VOYAGEUR, C.
T. MORGAN, S.
T. OCEAN I, E.
T. OCEAN II, E.
T. OCEAN IV, E.
T. OCEAN V, E.
T. OCEAN VI, E.
T. OCEAN WORKS, E.
T. ORGERON, ANN
T. PACIFIC, U. S.
T. PADMASREE, M.
T. PELHAM, M. P.
T. SAN DIEGO, B.
T. SERIBU SATU, K. M.
T. SHERIDAN, D.
T. STAR, C.
T. TUG III, M. O.
T. TUG No. 1, M. O.
T. TUG No. 2, M. O.
T. VI, JERRI
T. W. MORRISON, CAPT.
T. WEST, N. F.
T. WILLIAMS, PFC. DEWAYNE
T. WILSON, CAPT. ALVIN
T. 2, F.
T. 3,
  F.
  L.
T. 7, F. P.
T. 11, L.
T. 12, L.
T. 801, N.
T. 802, N.
T. 803, N.
T. 804, N.
T. 805, N.
T. 806, N.
T. 807, N.
T. 808, N.
T. 809, N.
T. 810, N.
T. 811, N.
T. 1001, N.
T. 1002, N.
T. 1003, N.
T. 1004, N.
T. 1005, N.
T. 1006, N.
T. 1007, N.
T. 1008, N.
T. 1009, N.
T. 1010, N.
T. 1011, N.
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T. 1019, N.
T. 1020, N.
T. 1021, N.
T. 1022, N.
T. 1023, N.
T. 1024, N.
T. 1031, N.
T. 1032, N.
T. 1033, N.
T. 1501, N.
T. 1502, N.
T. 1503, N.
T. 1504, N.
T. 1505, N.
T. 1506, N.
T. 1507, N.
T. 1508, N.
T. 1509, N.
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T. 1511, N.
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T. 1514, N.
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T. 1516, N.
T. 1517, N.
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T. 1521, N.
T. 1522, N.
T. 1523, N.
T. 1524, N.
T. 1525, N
T. 1526, N.
T. 1527, N.
T. 1528, N.
T. 1801, N.
T. 1802, N.
T. 1803, N.
T. 1804, N.
T—I, LADY—VI—
T—1, CHEUN YANG
T—25, JOONSUL
T—1S, PROPEMEX
T—2S, PROPEMEX
T—3S, PROPEMEX
T—4S, PROPEMEX
TA,
  LIEN
TA,
  UI
  UNIS
  YING
TA CROUTE, GAGNE
TA H. 8, CHAO
TA No. 1, CHUAN
TA No. 2, KWANG
TA No. 11, FONG
TA No. 21, FONG
TA No. 22, FONG
TA No. 31, FONG
TAAL II, SEYDOU NOROU
TABAH,
  ALAM
  BERKAH
  SRI
TABANGAO, PNOC
TABELING, JOHN J.
TABIDZE, GALAKTION
TABITH, AL—
TABORA, CMB
TABUADUA, LCT
TABUK,
  MAWASHI
  SAUDI
TACHIBANA, FERRY
TACK, MAN
TACKLER, MAERSK
TACLOBAN, MADRIGAL
TACLOBO, PNOC
TACOMA, SEA—LAND
TADAMUN 1, AL
TADAMUN 2, AL
TADZHIKISTAN, SOVIETSKIY
TADZHIKISTANA,
 KOMSOMOLETS
TAFICO, MAMA
TAFSIR, AL—
TAFT, PRESIDENT
TAGA—TALL, MOUN—
TAGANROG, CITY OF
TAGGART,
  KNOCK
  LINDA
TAGIEV, PROFESSOR
TAGLU, ARCTIC
TAGUS, LUSO
TAHI, LULU
TAHOE, LAKE
TAHRIR, EL
TAHSIN, C.
TAHUR, EL
TAI,
  CHIEN
  FENG
  FENG
  HAND
  HO
  HUA
  KING
  LEE
  MING
  NA
  QIN
  TUI
  WAN
  WING
  XIN
  YUN
TAI HE, HUA
TAI JIANG, AN
TAI No. 2, QIN
TAI No. 11, SHIN FU
TAI ON, SUN
TAI SHAN,
  FENG
  NOSAC
  TIAN
  WU
  YUN
TAIBAH, ATCO
TAIF, AL
TAIGA, CONTINENTAL
TAIKO, FERRY
TAIKUNG, MAERSK
TAIO,
  ELLEAIR
  GRACE
  PACIFIC
TAIPAN,
  PACIFIC
  ROYAL
TAIPING, MULPHA
TAISEI MARU, SHIN
TAISEI MARU No. 1, SHIN
TAIT, ANDRA
TAIWAN, ASIA
TAJANI, SID
TAJWAR, AL—
TAK,
  KAI
  KAM
TAK II, KAI
TAKACHIHO, FERRY
TAKARA, NOSAC
TAKARA MARU, SHIN
TAKASAI, MARINE
TAKASHIMA,
  FERRY
  NEW
TAKAYAMA, NOSAC
TAKE MARU, V. S. P.
TAKHTI, IRAN
TAKUSHIMA, FERRY
TALALIKHIN, VIKTOR
TALANG,
  IKAN
  PULAU TALANG
TALANG TALANG, PULAU
TALBOT, PORT
TALEGHANI, IRAN
TALL,
  MOUN—TAGA—
  THIERNO
    SEYDOU
    NOUROU
TALLAHASSEE, COASTAL
TAM, TAI
TAMAR,
  BRITISH
  SEAROAD
TAMARA, HARVEST
TAMARACK, IRVING
TAMAYO, CAPITAN
 MARTINEZ
TAMAYO (ARTURO), RENE
 MARTINEZ
TAMAYO (PAPI), JOSE M.
 MARTINEZ
TAMBAN, IKAN
TAMBANGAN,
  PUSAKA
  SALUAS
  SEPANJANG
TAMBO,
  ISLA DE
  PUNTA
TAMIA, VOLCAN DE
TAMOIO, CONFRIO
TAMPA, STAR
TAMPEN, VEST—
TAMPICO III, CAMARONERA
 DE
TAMPICO IV, CAMARONERA
 DE
TAMPICO V, CAMARONERA
 DE
TAMPICO VI, CAMARONERA
 DE
TAMURA, MARIA
TAN, TIAN
TAN HAI, TIAN
TANABE, DAMODAR
TANAKEKE, SELAT
TANDA, IKAN
TANG, HAI
TANG HAI, SHI
TANG JIANG, QIAN
TANGER, C. R.
TANGIEV, ZAVEN MELIK
TANGKAS,
  ALAM
  SUMAI
TANI, YOKO—
TANIA, INAGUA
TANJA,
  LILLE—
  UNITED
TANJONG,
  MAERSK
  SRI
TANJUNG, BUNGA
TANK, BB
TANKER,
  CARIBBEAN
  FIL
  SERVICES
TANKER 1, QING CHUAN
TANKER 2, QING CHUAN
TANNURAH I, RAS
TANNURAH V, RAS
TANYA, MEDINA
TAO,
  FENG
  NHAT
TAO HE, HAN
TAO JIANG, AN
TAPAH,
  MAERSK
  MULPHA
TAPAJOS, CONFRIO
TAPIAS, JOANA
TAPPER, HARBEL
TAQUES, LAGOVEN LOS
TAR,
  ARCTIC
  JACK
TAR—HEEL, CAROLINA
TARA,
  AMANDA
  DARYA
  MANGAL
TARAK, AKDENIZ
TARAMA, FERRY
TARAN, MYS
TARANG,
  NEEL
  VISHVA
TARANI, SAGAR
TARANTO, CITY OF
TARAPACA, OF.
TARAPORE PVC, COLONEL
 ARDESHIR BURZORJI
TARASOV, VIKTOR
TARASOVA, ALLA
TARBH, CLUAIN
TAREEGHAT, IRAN
TARGA 1, WESTERN
TARGET,
  JAHRE
  SILVER
TARIFA, PUNTA
TARIK, OKTAY
TARIM, OK
TARINI, TARA
TARNOWSKA, ZIEMIA
TARPEY, R. H.
TARTAN, ENSCO
TARUNAGA, ANDHIKA
TARZ, PORS
TASIK, MAERSK
TASMAN,
  ABEL
TASMAN,
  CAPITAINE
  NEDLLOYD
TASMANIA, SEACAT
TAT,
  FU
  HO
  HONG
  MAN
  YUE
TATA, LA
TATINA, NP
TAU,
  ALA—
  GECO
TAU 1, VUNG
TAURGA, AIN
TAURO, ONA
TAURUS,
  HARVEST
  LNG
  SPC
  STAR
  STOLT
TAUTAI, TE
TAVIL, OSMAN
TAVY, RIVER
TAW, RIVER
TAWAHI, ABC
TAWOURGHA, EIN
TAY, BRITISH
TAYGA, USSURIYSKAYA
TAYLOR, MYRON C.
TAYMYR,
  MALYY
  MYS
TAYMYRU, 40 LET
TAZA, BAB
TAZAYEV, ALEKSEY
TCHEKHOV, CGM
TE, MING
TE MARU No. 17, SAN
TE MARU No. 18, SAN
TE 1, SUI JIAN
TEA, DE VROUWE
TEAK,
  IRVING
  PACIFIC
TEAL,
  PACIFIC
  PUTFORD
  SEA
  STIRLING
  TOISA
TEAM,
  BARDE
  CHINA STEEL
  IGLOO
TEAMWORK, STRAITS
TEBA, SECIL
TECHNICIAN, SHELL
TECK ANN, HAI
TECLA, MONTE SANTA
TECUMSEH, LSCO
TED, CAPTAIN
TEE CEE O, CAPT.
TEES, ESSO
TEETO, LITTLE
TEFE, RIO
TEFFE, BARAO DE
TEGAS, ALAM
TEGUH, ALAM
TEGUISE, PRINCESA
TEJA I, SURYA
TEJA III, SURYA
TEJA IV, SURYA
TEJADA, SEBASTIAN LERDO
 DE
TEJO,
  BANCAS
  FOZ DO
    TRANSPORT
TEK, PYONG
TEKAD, BERKAH
TEKNEKURAN, KAPTAN
TEKONG, PULAU
TELA, NUEVO HERMANOS
TELADAN, ALAM
TELDE, CIUDAD DE
TELIGA, LEONID
TELLIER, HENRI
TELLUS, GIMO
TELMO, PUENTE SAN
TELOK EWA, PERNAS
TELOV, KAPITAN
TELUK, MAERSK
TEMASEK,
  ANRO
  LION
TEMINI, NUSA
TEMKIN, KAPITAN
TEMOUCHENT, AIN
TEMPEST,
  LEO
  OCEAN
  VEESEA
  WESTERN
TEMPLAR, STOLT
TEMPLE, ONA
TEMPLEMAN, WILFRED
TEMPLER, COLONEL
TEMPLIER, LE
TEMPUS, AD
TEMSAH,
  AL
  EL
TEN,
  MARSEA
  SALEM
TENACITY,
  HELLESPONT
  STOLT
TENAGA, ALAM
TENANG,
  ALAM
  PERMINT
TENAZ, EL
TENBY, ESSO
TENDER,
  ENSCO
  IMM
  STRIL
TENDER ELANG, RIG
TENDER GELATIK, RIG
TENDER NURI, RIG
TENDER RAJAWALI, RIG
TENERIFE,
  ISLA DE
  SATO
TENG,
  FEI
  XIN HAI
  YUN
TENGGIRI, IKAN
TENNESSEE, EXXON
TENNYO, GOLDEN
TENORIO, DON JUAN
TENTERAM, ALAM
TENZARA, AIN
TEPLOV, VASILIY
TER—MORSHUIZEN, A. J.
TERA, EASTERN
TERASEK,
  BUNGA
  KRIS
TERATAI, BUNGA
TERATAI IX, BUNGA
TERATAI XI, BUNGA
TERCERO,
  AMASUA
  ARENAS DEL
    ULLA
  CHATO
  COALSA
  COMBAROYA
  CRUZ
  FARPESCA
  MARVASA
  MINCHOS
  NATHAN
  NAVIJOSA
  PEGAGO
  PESCAFRIA
  PESCAHUELVA
  PESCAPUERTA
  PEVEGASA
  PROMONTORIO
  RIBEL
  ROMPIDO DE
  ROSU
  TIBURON
  VIANTO
  VIDAL
    BOCANEGRA
TEREKHOV, VODOLAZ
TERENTYEV, GRIGORIY
TERENZIO, S.
TERESA,
  MARIA
  MARIA
  SANTA
  SANTA
  SANTA
TERESA ECHEVARRIA,
 MARIA
TERESA JORMET, BEATA
TERESA RODRIGUEZ, MARIA
TERESA SECONDA, MARIA
TERFAS, BIR
TERIN, SIEMPRE
TERKOL,
  ELLA
  ELSE
  GRETE
  HELLE
  INGRID
  JANNE
  LEA
  LONE
  STOLT BENTE
  STOLT JYTTE
  STOLT LIS
TERME PRIMO,
 CASAMICCIOLA
TERMINAL II, PROVMAR
TERMINOS VIII, LAGUNA DE
TERN,
  BALTIC
  DILMUN
  HOO
  PUTFORD
  RED
  RESCUE
  SAND
  SEA
  STIRLING
TERNATE,
  LAUT
  PULAU
TERNERO, EL
TERRA,
  NOSA
  NOVA
TERRANOVA, MAR
TERRELL, B. G.
TERRIER,
  MAERSK
  OIL
  SEA
  UNITED
TERTIO,
  MAERSK ASIA
  MAERSK EURO
TERUS, MAJU
TERZA,
  ALIDA
  EUROGAS
TERZO,
  ADRIA
  ATLANTICO
  CIANE
  CIRO
  GENCA
  GRECALE
  MARCHEGIANI
  MAURO
  MISTRAL
  SANTANTONIO
  TITO NERI
  TOURIST FERRY
    BOAT
  VETOR
TESCH, BRUNO
TEST,
  ARCO
  W. D.
TEVOSYAN, IVAN
TEX, SEA—
TEXAN, STRONG
TEXAS,
  ARCO
  PRIDE OF
  SEABULK
  SEACOR
  SPIRIT OF
  STAR OF
  WORLD
TEXAS I, NEW
TEYFOURI, IRAN
TFACHIT, N'
TH,
  LIMNOS
  NICOLAOS
TH.,
  SOPHIA
  SOREN
TH. III, COSTAS
TH. L., MANA VARVARA
THA, SHWE PYI
THA H.0006, CHAO
THA KH. 2, CHOW
THA KH. 4, CHOW
THA MEE, A YAR MIN
THA S. 1, CHOW
THA S—2, CHOW
THA TUG I, CHAO
THAI, SOON
THAI BERYL, SANG
THAI CERAMIC, SANG
THAI DIANA, SANG
THAI FORTUNE, SANG
THAI GALAXY, SANG
THAI HONOR, SANG
THAI JEWELRY, SANG
THAI KAOLIN, SANG
THAI LUMBER, SANG
THAI MARINE, SANG
THAI NEPTUNE, SANG
THAI POWER, SANG
THAI QUEEN, SANG
THAI RUBY, SANG
THAI SILVER, SANG
THAI TIMBER, SANG
THAI VENUS, SANG
THAI WINNER, SANG
THAI XEBEC, SANG
THAI 3, SANG
THAILAND, ASIA
THALASSINI,
  AGIA
  AGIA
THALMANN,
  ERNST
  ERNST
  ERNST
THAM, WILHELM
THAMES,
  ARCO
  FEDERAL
  MATCO
  SUN
THANG 101, CHIEN
THANG 102, CHIEN
THANG 103, CHIEN
THANG 104, CHIEN
THANG 105, CHIEN
THANH,
  BEN
  LONG
THANH I, TIEN
THANH II, TIEN
THAO, SONG
THAP 1, DONG
THAPA PVC, MAJOR DHAN
 SINGH
THAR, A YAR MIN
THASSOS, NISSOS
THAYER, PAUL
THE GREAT N, ANGELINA
THE GULF, LADY OF
THE ISLANDS, QUEEN OF
THE ISLES,
  DUCHESS OF
  LORD OF
  QUEEN OF
THE LOCH, MAID OF
THE NORTH,
  QUEEN OF
  SPIRIT OF
THE PIONEER, CRAIG
THE SACRED HEART, OUR
 LADY OF
THE SEA,
  LADY OF
  OUR LADY OF
  QUEEN OF
THE SEAS,
  MONARCH OF
  SOVEREIGN OF
THE UNIVERSE, QUEEN OF
THE WAVES, PRINCESS OF
THELMA, STANVAC
THELMA G., MISS
THEMIS, WORLD
THEO,
  BIG
  CAPTAIN
THEODORE, ATHENIAN
THEOLEN, PORS
THERA, NISSOS
THERESA,
  ANETTE
  BETTY
  ELKA
  GRETE
  LADY
  MARIA
  MISS
  OCEAN
  PIA
  SARA
  SOFIE
  VITTA
  VIVIAN
THERESE,
  ELISABETH
  KOMMANDOR
  MARIE
  ODETTE
  SAINT
THERESIA K, IOANNIS
THERIOT, EMELINE
THERIOT II, NOLTY
THESBJERG, JACOB
THESEN, MATHIAS
THEVENIN, LEON
THIEF,
  JAR OCEAN
  JAR SEA
THIELEMANN, CHRISTA
THING, REAL
THIRTEEN,
  ABIR
  LUCKY
THIRTHAR, AL—
THISTLE, PALMSTAR
THO, CAN
THOMAS,
  B. J.
  BODE
  CAPITAINE
    LOUIS
  GEORGE
  GORDON
  LIL
  ST.
THOMAS HILEY, SIR
THOMPSON,
  JOSEPH H.
  THOMAS G.
  THOMAS G.
THOMSEN, FRU
THONG, WANG
THOR, ASA—
THORBJARNARDOTTIR, ELIN
THORFINN, EARL
THORKELSDOTTIR, GUDRUN
THORLAKSSON, OTTO N.
THORLEIFSSON, SIGURDUR
THORNTON, ANNIE
THORSON, GUNNAR
THREE,
  BRITISH
    ENTERPRISE
  CEMENT
  D.
  FAST
  FORMOSA
  KOBE
  LUCKY
  MALAVIYA
  MARINE
  MARSEA
  NORSHIPCO
  OCEAN
  OCEAN STAR
  QUEEN MARY
  RENAISSANCE
  SLEBECH
  UNION
THRIFTWAY, MISS
THRUST, IRON
THU, SONG
THUNDER,
  GULF
  M. C.
  SONS OF
THUNDERBIRD, WESTERN
THUONG, SONG
THYGESEN, KIRSTINE
THYRA, TORM
TIAGO, SAM
TIAN,
  DA
  DA LONG
  FENG
  HE
  JIN
TIAN HAI, JIN
TIANJIN, RICKMERS
TIAO SHAN, ZHONG
TIBBETTS,
  KAREN
  VINCENT
TIBBETTS, JR., VINCENT D.
TIBERIO, MONTE
TICO, TICO—

TIDE,
ABSHIRE
ADE
AL
ALANDIA
ALBERTA
ALCO
ALEX
ALEXANDRA
ALL
AMERICAN
APOLLO
ARCEMONT
ARCTIC
ARIES
ATLANTIC
AUTUMN
BARTON
BAYOU
BEA
BIG
BOH
BOLLING
BOSWORTH
BRUTE
BUDD
BULL
CANNING
CANNON
CARLSON
CE
CLAIRE
COLE
COLUMBIA
CONSTRUCT
CRIMSON
CROYLE
DARNELL
DAROL
DEUTSCH
DICKERSON
DIGGS
DOC
DUSHANE
EARL
EASTERN
EBOCHA
ESTAY
EVENING
FERRY
FLINDERS
FLOWING
FLOYD
FORT
GATES
GEM
GEO
GIANT
GLADDING
GOLIATH
GOUX
GRAF
GRAY
GUILLOT
GULF
GULF
GWEN
HALE
HATCH
HEIMO
HIGH
HIGHLANDS
HILTON
HOPE
HOSEA
HUTSON
INTREPID
JAN
JAVELIN
JENSEN
JONES
JULIE
KING
KOOCK
KURNAI
LAKES
LATCH
LAUGHLIN
LEO
LODRIGUE
LOUIS
LOUPE
LULU
MADISE
MAJESTIC
MALAY
MAMMOTH
MARGARET
MARKS
MARY ANNE
MASTER
MAWDDY
MEGA
MIGHTY
MIKE
MIL
MIRE
MIRIAM
MITRA
MOON
MUNSON
MURRILL
NEEDHAM
NIGER
NORRIS
NORTHROP
O'NEIL
ODYSSEY
PAN
PARCH
PAUL
POURCIAU

TIDE,
POWER
PRINCESS
RAMEY
REEVES
RESEARCH
REZA
RIBARDI
RIGEL
RIP
ROLL
ROUGE
ROUGH
SAGA
SEA
SELLERS
SIL
SIRIO
STOUT
SUN
SUPER
SUPREME
SUTTON
SWAN
TAD
TAR HEEL
TAYLOR
TERA
TERRY
TIGER
TOBY
TORRENS
TOUPS
TOWER
TROPIC
URIC
VERRET
WAVE
WEST
WESTERN
WHITTIE
WIDE
WIGGINS
WILLI
WILLIAM
TIDE II,
BILL
EBB
FLOOD
HIGH
OCEAN
OWEN
PETE
RIP
TIDE No. 3,
PACIFIC
RISING
TIDEWAY, EUROPEAN
TIEMPO,
BATALLA DE
MAL
CABO BUEN
TIEN,
MAN
TAN
TIEN 1, SONG
TIEN 2, SONG
TIFON, ONA
TIGA,
BADANG
DASA
GAYA
GEBE JAYA
KAYU LAPIS
KOLIBRI
MANDIRI
MUTIARA
PACIFIC
PULAU
RIMBA
SARWAGUNA
SATRIA
SYABAS
SYABAS
TENAGA
YAYASAN
TIGER,
ANAX
BLACK
BUNKER
CAM
GALLANT
GREEN
GULF
IMSALV
MAMMOTH
MANILA
NORDIC
OCEAN
OCEAN
OCEAN
OIL
ORIENTAL
OSAM
PACIFIC
PETROBULK
SEA
SEA
SPRING
TOISA
UNITED
WESTERN
TIGER TUG, GOLDEN
TIGRE, MAR
TIGRE GRANDE II, EL
TIGRIS, RIO
TIHAMAH, NCC
TIKHIY, MYS
TIKHOMIROV, IVAN
TIKHONOV, NIKOLAY
TIKI II, KON—
TILAK, LOKAMANYA

TIM, TINY
TIMANFAYA, VOLCAN DE
TIMBER,
IRVING
SANG THAI
TIMBER IIA, KAYUMAS
TIMBER IVA, KAYUMAS
TIME,
LAST
MILLER
SWEET
TIMES,
HARD
HIGH
TIMOFEYEV, VLADIMIR
TIMONOV, VSEVOLOD
TIMOR,
GEFION
SUN
TIMOR LIMA, PANDANG
TIMOTHY, BRYAN
TIMUR,
BUYUK
JAWA
KOTA
LAUT
MUSTIKA
PACIFIC
TIN, SHA
TIN PRINCE, SHA
TINA,
FLAG
GITTE
TINACHE, VOLCAN DE
TIND, TRANS
TING,
AN
CHANG
HUA
JIANG
MAN
WANG
YAN
YU
TING 24, JIN HANG
TINGAS, STELLA
TINOU,
PANAGIA
PANAGIA
TIOMAN,
PULAU
PUTERI
TIR, HAFT—E
TIRAM, LANG
TIREE, ISLE OF
TIRRENICA, STAFFETTA
TIRRENO,
MAR
MARE
TIRTHA, B. B.
TISALAYA, VOLCAN DE
TISELIUS, ARNE
TISTA, BIWTA
TITAN,
AMERICAN
C/
ENSCO
FRASER
LONDON
ONA
PACIFIC
POLAR
RIO
STOLT
UNION
TITANA, VILLE DE
TITAS, BIWTA
TITE JULIE, LA P'
TITO,
JOSIP BROZ
SAN
TITOV,
KOSMONAUT
LEV
YEVGENIY
TJELD, TROMS
TKACHYOV, VIKTOR
TLAL, WADI
TO,
AROS
BA
MAN
MING
THANH
TO NICEY, MISS
TOA, RIO
TOBAGO, TRINIDAD AND
TOBISHIMA, NEW
TOBOLSK, CITY OF
TOBY, MISS
TODAK, K.P.
TODD,
DEREK
JOHN
MARJORIE
MARY
MR.
TOFFER II, ING—
TOFINO, IMPERIAL
TOFT, JETTE
TOHO No. 1, CALEDONIE
TOHO 5, CALEDONIE
TOI,
PO
SOUVIENS
TOIDZE, KHUDOZHNIK
TOK, OH SAN
TOKU MARU, NICHI
TOKUICHI MARU, SHIN
TOKYO,
ARCTIC
NEDLLOYD

TOKYO,
OCEANUS
PRINCE OF
ZIM
TOKYO II, PRINCE OF
TOLBA, DALIL
TOLJA., DIAMOND
TOLL,
EDUARD
RICHARD
TOLLAKSSON, SJURDUR
TOLSTOY,
ALEKSEY
LEV
TOM,
FLAG
MR.
TOMA, LAI DA
TOMACELLI, CATERINA
TOMAS, BOLSHEVIK M.
TOMAS SECONDO, SAN
TOMASEVICH, PYOTR
TOMBA, HACI ABDULLAH
TOME, SAO
TOMEI MARU, SHIN
TOMINI, TELUK
TOMMASO, SAN
TOMMY, CAPT.
TOMSKIS, SKULPTORS
TOMSONS, KAPTEINIS
TONAMI, SHIN
TONE, HANG
TONG,
CHANG
DA
HAI
HAI
HUA
JE
SIN
TIAN
TONG GANG, BO
TONG HAI, HUA
TONG SHAN,
DA
WU
TONGGA, NAN
TONGHAE, HANJIN
TONGKOL, IKAN
TONJER, NORMAND
TONNING, STADT
TONTORRAMENDI, NUEVO
TONY,
CAPT.
CAPTAIN
UNITED
TONY—PETER, CAPT.
TOO,
BIG RED
ELSIE
LITTLE RED
MR. RED
WHITE DOVE
TOON, JAN VAN
TOPAL, SALIH
TOPAZ,
BLUE
BROMLEY
BULK
DOOYANG
GOLDEN
HONAM
KOREAN
NEPTUNE
STOLT
VEESEA
TOPCUOGLU, NEDIM
TOPIC,
FIORA
K.
MARIA
OLGA
ROSINA
SERAFIN
TONCI
TOPPER, MAERSK
TOPSAIL, DUKE OF
TOR,
EL ARISH—EL
MASTER
TORA, MAIKA
TORAB, IRAN
TORALLA, PUENTE
TORBEN, GITTE—
TORIU, RIVER
TORNADO, VEESEA
TORNBY, JONNA
TORNEV, IVAN
TORO,
EL
FANDYE
FOUTA
TORO GRANDE II, EL
TORRE, PUNTA
TORRE DE LIKONA, NUEVO
TORREIRA, PRAIA DA
TORRENS, RIVER
TORREPIA, PUNTA
TORRES,
CAMPA DE
MAR
TELCO
TORTOLA,
MANDALAY OF
PHOENIX OF
STAR DUST OF
TORTSYEV, ALEKSANDR
TORTUGAS, SAN
TOSA,
NEW
SUN FLOWER
TOSA MARU, SHIN

TOSCO II, CABO
TOSE, CAPE FIN—
TOU, SHAN
TOU No. 2, AO
TOU SHAN, SHIH
TOUBRO, SOREN
TOUFAIL, IBN
TOUGH, TOM
TOULSON, K—
TOUP, MR
TOURINO, PUNTA DEL
TOURMALINE, NEPTUNE
TOURVILLE, DELMAS
TOUZA,
CHICHA
HERMANOS
TOVE,
ANN—
LILLE—
TOVSTONOGOV, GEORGIY
TOVSTYKH, PROFESSOR
TOW, ORWELL
TOW 22, SEA—
TOWER,
CHIQUITA
DAVID M.
F. P.
FIRPO
GEORGE C.
H M
J. E.
PACIFIC
SEA
TILLIE
TOWHEED, IRAN
TOWN,
HUDDERSFIELD
MY
OUR
RIVER
SEA
YOUR
TOWNSEND, PAUL H.
TP 1, S/VM
TP 2, S/VM
TRA, VINH
TRACER, HUAL
TRACTOR 1, C—
TRACTOR 2, C—
TRACTOR 3, C—
TRACTOR 4, C—
TRADE,
FREE
SEA
SEA
WESTERN
TRADER,
ABACO—
ACADIAN
ACE
ACQUILA
ALASKA
ALASKA
AMERICAN
ANGLESEY
ARCTIC
ARCTIC
ARGO
ARKTIS
ASEAN
ASEAN
ASPHALT
ASTORIA
ATLANTIC
ATLANTIC
ATLANTIC
ATLAS
AUSTRALIAN
AUTO
AVIN OIL
AZUR
B. K.
BALTIC
BALTIC
BALTIC
BALTIMORE
BANANA
BASS
BATANGAS
BAYON
BERGE
BERING
BIMINI
BLUETANK
BOLIVAR
BREYDON
CAPE
CARAVOS
CARI
CARIB
CARIBE
CASPIAN
CAVALIER
CHAMPION
CHEM
CHESAPEAKE
CHINA
CINTA
COASTAL
COFFEE
COMBI
CONRO
COSMIC
COSMOS
COVE
DAN
DAVAO
DEL MONTE
DELAWARE
DILIGENCE
DUBAI
E. B.

TRADER,
EARL
EAST
ECUADOR
ELEUTHERA
ENERGY
EPSON
EUROPE
EUROPEAN
EVE
FAR
FAREAST
FELIZ
FJORD
FLINDERS
FORTUNE
FORUM
FREE
FREE
FRONTIER
GEMETAL
GIGI
GIMO
GLOBE
GOLDEN
GOLDEN
GOWANUS
GOZO
GREAT
GUINOMAR
GULF
GULF
GULF
GULSTAV
GUY
HAMILTON
HUAL
HYBUR
HYUNDAI
ILIGAN
ISLAND
ISLAND
ISLANDER
JADO
JAHRE
JET
KAPETAN
KENT
KIRK
KIRK
KOREAN
LANTAU
LIMON
LINE ISLAND
LOSWIN
LUZON
MAERSK
MAJOR
MANCHESTER
MARC
MARINE
MARINE
MARINE
MAYA
MED
MED
MEDWAY
METAL
MICRO
MILLION
MOON
N.L.
NAVIOS
NIUGINI
NORDIC
NORDIC
NORGAS
NORTH SEA
OCEAN
OCEAN
OCEAN
OCEAN
OCEAN
OCEANIA
OIL
OWL
PACIFIC
PACIFIC
PACIFIC
PACIFIC
PACIFIC
PALAWAN
PAN
PARAGUAY
PENNSYLVANIA
PETROJAM
PHILIPPINE
PHOENIX
PNI
POTOMAC
PRODUCT
PROOF
RADIUM
RED SEA
REGAL
RELIANCE
RHEIN
RIVER
RIZCUN
ROOK
SAN JUAN
SARK
SCAN
SCANOBO
SEA
SEA
SEA
SEA
SEA
SEA
SEA—LAND

TRADER,
SEABOARD
SEACOMBE
SEVERN
SHETLAND
SHORT SEA
SKAW
SKY
SOUTH
SOUTHERN
SPITHEAD
STAR
STAR
STAR
STEEL
STOLT
SUN
SUN
SWIFT
TARQUIN
TEXACO
TEXAS
TIDAL
TIMBER
TOL
TRAMARCO
TRANS
TRANZTAS
TROMSO
TROPICAL
U. S.
UNITED
UNIVERSAL
VAN
VIKING
VIKING
WESTERN
WESTERN
WESTERN
WESTERN
WINCO
WIND
WINE
WORLD
Y.
YANKEE
YANKEE
TRADER I,
ATLANTIC
MARIN
TRADER II, MERCANDIAN
TRADER No. 1, LUCKY
TRADER V, TIMBER
TRADER VI, TIMBER
TRADER VII, TIMBER
TRADERS III, OCEAN
TRADERS V, OCEAN
TRADITION,
BOTANY
SEA
STOVE
TRAFALGAR, CAP
TRAFUL, LAGO
TRAIL, CYPRESS
TRAILBLAZER, GOLD BOND
TRAILER,
CARIBBEAN
SEA
STENA
TRAL, BRONNOY
TRAMONTANA,
BOLUDA
CAPO
TRAMP, OCEAN
TRAN, MILD
TRANG, HOA SEN
TRANG 1, NHA
TRANG 6, NHA
TRANG 16, NHA
TRANS,
COLOR—
POLAR
SOLV
TRANS II, MULTI
TRANSASIA, PNOC
TRANSFER, STENA
TRANSPORT,
ATLANTIC
BACALAC
CALRICE
CANADIAN
CLAYMORR
COTABATO
ENSCO
GREEN BAY
MAKAR
MAX
PARANG
SEA
SEA
SURIGAO
ULVIK HEVEA
UNIMAR
TRANSPORT I, COTABATO
TRANSPORT II, EVER
TRANSPORTER,
BALTIC
DEL MONTE
FOREST
GEORGIA
HAIDA
HUAL
HUMBER
INTERSTATE
JAHRE
LUCKY
MED
NORD
NORGAS
NORTHERN
OCEAN
OWL

# COMPOUND NAMES OF SHIPS

- TRANSPORTER,
  - SAFE
  - SEA
  - SEA
  - SOL
  - STENA
  - UNITED
- TRAPPER,
  - HUAL
  - UNITED
- TRAVAILLEUR, ENERCHEM
- TRAVELER, ARGUS
- TRAVELLER,
  - AMT
  - FARSUND
  - HUAL
  - ISLAND
  - JAHRE
  - NORGAS
  - OIL
  - STENA
  - STRAITS
  - UNITED
- TRAWL,
  - LABRADOR
  - NANOQ
  - POLAR
  - THOR
- TRAWLER,
  - ARCTIC
  - GULF
  - OCEAN
  - PACIFIC
- TRE,
  - AUGUSTEA
  - EUROPA
- TREASURE,
  - ABACO
  - GOLDEN
  - L. M.
  - OCEAN
  - SEA
  - SEA
  - STATE
- TRECE, ALVAREZ ENTRENA
- TREE,
  - ACACIA
  - CEDAR
  - OAK
  - PINE
- TREGURTHA,
  - LEE A.
  - PAUL R.
- TREINTA, BOLUDA
- TREK, SEA
- TRENT,
  - ARCO
  - BRITISH
  - SEA
- TREPLIN, OTTO
- TRES,
  - ALMADRABA
  - ALVAMAR
  - AREASA
  - ATUN
  - BEIRAMAR
  - BERMEOTARAK
  - CARVISA
  - CELEBES
  - CEMENMAR
  - CONGELADOR MAR
  - COTORREDONDO
  - CUPESCA
  - ELIFE NUMERO
  - ENTRENA
  - FLOPUERTO
  - FREIPESCA
  - GALERNA
  - IBAIZABAL
  - LEON MARCO
  - MAR DE ALTEA
  - MARIBER
  - MILAGROSA J—
  - PANXON
  - PESCALTEA
  - PESCAMAR
  - POLSA
  - SHAMROCK
  - SOLID
  - VIEIRASA
- TRES PUNTAS, CABO
- TRETO, PUENTE DE
- TRI, KUMALA
- TRIAD, BOTANY
- TRIADA, AGIA
- TRIANA,
  - PUENTE DE
  - RODRIGO DE
- TRIANGLE,
  - EQUATOR
  - GOLDEN
- TRIAS,
  - AGHIA
  - AGHIA
- TRIBUTE,
  - BOTANY
  - HUAL
- TRIDENT,
  - CHINA
  - DELTA
  - DORIC
  - EURO
  - GULF
  - GUY
  - JAYMAT
  - NEPTUNE
  - PACIFIC
  - SEA
  - WISE SEAS
- TRIESTE,
  - CIELO DI
  - GOLFO DI
  - OSA
  - ZIM
- TRIEU 1, NAM
- TRIEU 2, NAM
- TRIEUX, LE
- TRIFONOV, YURIY
- TRIJNTJE, ANNA
- TRIKORA, SELAT
- TRIMA, TELUK
- TRIMMER, DAN
- TRINE, LILLE—
- TRINIDAD,
  - ASIE
  - DONA
- TRINIDAD I, DONA
- TRINIDAD II, DONA
- TRINIDAD III, DONA
- TRINIDAD IV, DONA
- TRINITY,
  - BOTANY
  - CLIPPER
  - DIVINE
  - GOLDEN
- TRIPOLYA, GEROI
- TRIPURA, STATE OF
- TRIS III, ISLA DE
- TRIS V, ISLA DE
- TRISTAN, ILE
- TRISTRAM, SIR
- TRITON,
  - BOTANY
  - CALIFORNIA
  - ENALIOS
  - ENALIOS
  - ONA
  - UNITED
- TRITYA,
  - PRANEDYA
  - SEJATI
- TRIUMPH,
  - ALLIGATOR
  - AMERICAN
  - ANANGEL
  - BENGUELLA
  - BOTANY
  - CANMAR
  - GOLDEN
  - MARITIME
  - OCEAN
  - ORIENT
  - SCAPA
- TRIUNFO,
  - BAGNO EL
  - CAP
- TROFIMOV, BORIS
- TROJAN,
  - ALASKA
  - ENSCO
  - HARVEY
  - PACIFIC
  - SEA
- TROLL,
  - BERGE
  - VIKING
- TROMA, TEAM
- TROMBETAS, RIO
- TROMS, SOR—
- TRONDANGER, STAR
- TROTTER,
  - HUAL
  - W. J.
- TROTUS, TIRGU
- TROUBADOUR,
  - BOTANY
  - LE
- TROUIN, DUGUAY
- TROUT,
  - FAR
  - SEA
- TROYANOVA, AGNIYA
- TRTYA, BHAITA
- TRU, STAN
- TRUANDO, RIO
- TRUBKIN, KAPITAN
- TRUC, C—
- TRUC No. 3, C—
- TRUC No. 7, CHERAMIE BO—
- TRUC No. 18, CHERAMIE BO—
- TRUC No. 19, CHERAMIE BO—
- TRUC No. 20, CHERAMIE BO—
- TRUC No. 21, CHERAMIE BO—
- TRUC No. 22, CHERAMIE BO—
- TRUC No. 25, CHERAMIE BO—
- TRUC No. 26, CHERAMIE BO—
- TRUC No. 27, CHERAMIE BO—
- TRUC No. 29, CHERAMIE BO—
- TRUC No. 30, CHERAMIE BO—
- TRUC No. 31, CHERAMIE BO—
- TRUC No. 32, CHERAMIE BO—
- TRUC No. 33, CHERAMIE BO—
- TRUC No. 34, CHERAMIE BO
- TRUC No. 35, CHERAMIE BO—
- TRUC NO. 37, CHERAMIE BO—
- TRUCK,
  - SAFE
  - SEA
  - SOUND
- TRUDA, ZNAMYA
- TRUE, DREAM COME
- TRUMAN, PRESIDENT
- TRUSH, KAPITAN V.
- TRUST,
  - CLOVER
  - EASTERN
  - EASTERN
  - EVER
  - PINE
  - TROMSO
  - UNITED
- TRUTH, CITY OF
- TRYBUNALSKI, PIOTRKOW
- TSADASA, GAMZAT
- TSANDER, FRIDRIKH
- TSANGARIS, CAPTAIN GEORGE
- TSAO II, YU
- TSAO No. 322, CHIEN
- TSAREV, MIKHAIL
- TSARIKOV, BORYA
- TSAVO, ALPHA
- TSAWWASSEN, QUEEN OF
- TSCHAPE, HERBERT
- TSERETELI, AKAKI
- TSINDELIS, BORIS
- TSING YI, ESSO
- TSIOLKOVSKIY, KONSTANTIN
- TSIRIKOS II, GRIGORIS
- TSIRUL, KAPITAN
- TSU,
  - LEI
  - MING
- TSUBAKI, FERRY
- TSULUKIDZE, ALEKSANDR
- TSUN, MAN
- TSUNG, YAU
- TSURUYOSHI, NEW
- TSUSHIMA,
  - FERRY
  - NEW
- TSUYOSHI, FERRY
- TSVYETAYEVA, MARINA
- TSYGANOV, NIKOLAY
- TSYURUPA,
  - ALEKSANDR
  - ALEKSANDR
- TU, HUA
- TUAMOTU II, TAMARII
- TUATE, TUI
- TUBARAO, NORSUL
- TUCANA, VILLE DE
- TUCANO, ROSA
- TUDY,
  - PORT
  - SAINT
- TUFAIL, IBN
- TUG,
  - EMS
  - GOLDEN EAGLE
  - GOLDEN HORSE
  - GOLDEN LION
  - GOLDEN TIGER
  - STEVNS
- TUG I, CHAO THA
- TUG III, M. O. T.
- TUG IV, DCI
- TUG No. 1, M. O. T.
- TUG No. 2, M. O. T.
- TUG V, DCI
- TUG VI, DCI
- TUGGER, CANMAR
- TUJOH, KEPPEL
- TUJUH,
  - DARPO
  - DASA
  - GAYA
  - KAYU LAPIS
  - KERTA
  - SARWAGUNA
  - YAYASAN
- TUKANG, MAERSK
- TUKTU, ARCTIC
- TULIN, PETRO
- TULIP,
  - CHEM
  - NICE
  - PACIFIC
- TULIP II, RED
- TULLY, JOHN P.
- TULPIN, NIKOLAY
- TULSA, STAR
- TUMANYAN, OVANES
- TUMBIOLO, FRANCESCO
- TUMEN, CITY OF
- TUNA,
  - ISABEL
  - NICE
  - SATEM
  - SUAM
- TUNA I, NOVA
- TUNA No. 2, JAPAN
- TUNA No. 201, L. K.
- TUNAS,
  - LAS
  - SUMBER
- TUNAS VI, SUMBER
- TUNDA I, PERMINTONG
- TUNG,
  - HUA
  - ON
- TUNG KONG, NEW
- TUNG No. 1, TA
- TUNG No. 2, TA
- TUNG No. 3, HWA
- TUNG YIU, NEW
- TUNIS, PORTE DE
- TUO,
  - HUA
  - KAI
- TUO LING, PU
- TUO 1,
  - BAO GANG
  - SHI GANG
  - ZHE
- TUO 2,
  - BAO GANG
  - CHI GANG
  - SHE GANG
  - SHI GANG
- TUO 3,
  - SHI GANG
  - TONG HAI
- TUO 4,
  - SHI GANG
  - SUI JIU
  - WEN CHUAN
- TUO 5, TONG HAI
- TUO 6,
  - TONG HAI
  - YONG GANG
- TUO 7, YONG GANG
- TUO 8, YONG GANG
- TUO 9, YONG GANG
- TUO 11, SUI JIU
- TUO 14, QING GANG
- TUO 15, QING GANG
- TUO 51, HAI
- TUO 401, TONG HAI
- TUO 2001,
  - HANG
  - SAN HANG
- TUO 2002, SAN HANG
- TUO 2003, SAN HANG
- TUO 3001, SAN HANG
- TUONG, DA
- TUPI, CONFRIO
- TUPOLEV, AKADEMIK
- TUPPER, POINT
- TUR MEHMET, MIM—
- TUR MUSTAFA, MIM—
- TURAG, BIWTA
- TURAL, HASAN
- TURALI, MYS
- TURBO,
  - CIUDAD DE
  - REEFER
- TURBOT, FAR
- TURCHESE,
  - ISOLA
  - JOLLY
- TURCHI, ORESTE
- TURECAMO,
  - BARNEY
  - BART
  - BETTY JEAN
  - BRENDAN
  - CARLY A.
  - CATHERINE
  - CYNTHIA
  - DAVID
  - ELIZABETH
  - FRANCES
  - GREG
  - HELEN J.
  - JAMES
  - JEAN
  - JENNIFER
  - JOAN
  - JOHN
  - KATHLEEN
  - KIMBERLY J.
  - MARGARET
  - MARIE J.
  - MARY
  - MARY LOY
  - MICHAEL
  - PETER G.
  - PHILIP
  - ROBERT B.
  - VINCENT
- TURGUT, MURAT
- TURKANA, LAGO
- TURKMEN,
  - CENGIZ
  - SELAHATTIN
- TURKMENII, KOMSOMOLETS
- TURKMENISTAN, SOVIETSKIY
- TURLEJSKI, JAN
- TURMAN, SOLON
- TURQUOISE,
  - ANGLO
  - NEPTUNE
- TURSUN—ZADE, MIRZO
- TURTLE, DARING
- TURZII, CIMPIA
- TUTONG, MARINE
- TUVA, STAR
- TUXPAN, RIO
- TUY, RIO
- TVA, AMPOL
- TVARDOVSKIY, ALEKSANDR
- TWAIN, MARK
- TWEEN,
  - PIONEER
  - VARNITA
- TWELVE, SALEM
- TWENTY,
  - ABEER
  - THANKS
- TWIN,
  - ATLANTIC
  - OCEAN
- TWO,
  - ABEER
  - AMAFHH
  - ATLANTIS
  - BRITISH ENTERPRISE
- TWO,
  - CEMENT
  - CHATA
  - DOPET
  - FEOSO
  - FORMOSA
  - JOHNNY
  - MALAVIYA
  - MARSEA
  - MASIRAH
  - MELINA
  - MINI
  - OILER
  - OXY
  - PIONEER
  - RENAISSANCE
  - ROEBUCK
  - SLEBECH
  - SPLIT
- TWOLAN, W. N.
- TXINDORRA, URRE
- TXORI, ITXAS
- TYHI,
  - NEA
  - THEA
- TYLER, PRESIDENT
- TYNE,
  - ARCO
  - ESSO
  - SEA
  - W. D.
- TYPHOON,
  - P.
  - VEESEA
- TYULENEV, GENERAL
- TYULENIN, SERGEY
- TYURIN, ALEKSANDR
- TYUTERS, PTS—
- U,
  - MAYNILAD
  - NANASIPAU'
- U. SVERDRUP II, H.
- U. WETMORE, LOIS
- UBARANA, ASTRO
- UBOREVICH, IERONIM
- UDALAITZ, MONTE
- UDAY, ADITYA
- UDE,
  - ULAN—
  - ULAN—
- UDYAM, JOUTHA
- UGURLU,
  - OSMAN
  - SAIT
- UHANA, MERCS
- UKHOV, PROFESSOR
- UKHOVTSEV, KAPITAN
- UKISHIMA, ETHYLENE
- UKRAINA, SOVIETSKAYA
- UKRAINI, KOMSOMOL
- UKRAINY,
  - KOMMUNIST
  - 50 LET SOVIETSKOY
- UKWU, UBULU
- UL HASAN, MAHMUD—
- UL SAWARI, ZAT
- UL—BAHR, HASIN—
- ULBRICHT, WALTER
- ULGEN, AMIRAL M. ALI
- ULGIN, ALEKSANDR
- ULIN, PAKALONG
- ULISS, BUKHTA
- ULIVI, GOLFO DEGLI
- ULLA, LADY
- ULLA SEGUNDO, ARENAS DEL
- ULLA TERCERO, ARENAS DEL
- ULLAH, BAAB
- ULLOA, DONA INES DE
- ULLY, MISS
- ULRIK NORDFISK, JAN
- ULSAN, PETRO
- ULTRA I, PLUS
- ULUA, RIO
- ULUSOY, M. A.
- ULYANOV,
  - ALEKSANDR
  - DMITRIY
  - ILYA
- ULYANOVA,
  - ANNA
  - OLGA
- UMALAYD, PTS—242
- UMANG, VISHVA
- UMBERTO ILLIA, PRESIDENTE ARTURO
- UMI, YOSHI
- UMPIRE, WORLD
- UN,
  - CEIBE
  - VINGT ET
- UN CHONG NYON HO, O
- UN MARU No. 3, HON—
- UN No. 21,
  - DONG
  - SUNG
- UN No. 301, TONG
- UN No. 302, TONG
- UN No. 303, TONG
- UN No. 305, TONG
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- UN 1013, TONG—
- UN 1014, TONG—
- UNAKAMI, ETHYLENE
- UNDAN, PULAU
- UNDARUM, MARE
- UNDICI, AUGUSTEA
- UNIAO, FRUTO DA
- UNICA II, SPES
- UNICORN, GOLDEN
- UNION,
  - GOLDEN
  - GRAIN
  - MARITIME
  - MEGA
  - MILD
  - OCEAN
  - OF.
  - PAN
  - SAFETY
  - SEA
- UNION 2, MARITIME
- UNITE, BAC DE L'
- UNITED KINGDOM, UNNAMED PONTOON FOR
- UNITY,
  - ALEXANDER'S
  - CHEM
  - CREST
  - GRAND
  - OCEAN
  - OFFSHORE
  - RSG
  - SCOTT
  - TRIAS
- UNIVERSAL,
  - ARCTIC
  - ATLANTIC
  - BALTIC
  - BERING
  - BORA
  - HYUNDAI
  - LINCOLN
  - MARINE
  - PACIFIC
  - SCIROCCO
  - TASMAN
- UNIVERSE,
  - EASTERN
  - GREAT
  - MERCANDIAN
  - MING
  - MISS
  - MISS
  - OCEAN
  - OJI
  - QUEEN OF THE
- UNIX, SEA
- UNO,
  - ACUARIO
  - ALBOR
  - ALMADRABA
  - ALTEAMAR
  - ALTEAPESCA
  - ALVAMAR
  - ARROYOFRIO
  - ATUN
  - BEIRAMAR
  - CAL
  - CAPREDI
  - CARVISA
  - CELEBES
  - CEMENMAR
  - CONGELADOR MAR
  - COTORREDONDO
  - CUPESCA
  - DORSET
  - ENTRENA
  - ESPERANZA
  - FEEDER
  - FITE
  - FLOPUERTO
  - FREIPESCA
  - FREIREMAR
  - FRIOPESCA
  - FRIPESCA
  - GALERNA
  - GARRIDO PESCA
  - IBAIZABAL
  - INTERTUNA
  - ISLAS
  - JUANITOBA NUMERO
  - KARIM
  - LESAMAR
  - LINEA
  - LINK
  - MAESTRALE
  - MAR DE ALTEA
  - MARE
  - MARIBER
  - MARRECA
  - PEDRO MENENDEZ
  - PERSORA
  - PESCALTEA
  - PESCAMARO
  - PESCAVIGO
  - PESMAR
  - PISCIS
  - POLSA
  - RIO BOUZOS
- UNO,
  - SACEM
  - SAYREMAR
  - SECOMAR
  - SOLID
  - SUEMAR
  - TRASUMAR
  - URICEN
  - URICEN
- UNZEN, FERRY
- UP DE MURE, ENGELKE
- UPITS, ANDREY
- URABA,
  - GOLFO DE
  - SAN SEBASTIAN DE
- URALSKIY, KAMENSK—
- URANUS, GLOBAL
- URAY, BURHAN
- URCHIN, SEA
- URDANETA, GENERAL
- URDIN, TXORI
- UREA, BAHANA
- URIBIA, CIUDAD DE
- URKMEZ,
  - ARZU
  - AYNUR
  - BEHICE
  - EBRU
- URMI, BANGLAR
- UROLA, MONTE
- URQUIOLA, SAN ANTONIO DE
- URSULA, UWE
- URUGUAY,
  - RIO
  - ZIM
- URYVAYEV, VALERIAN
- USAHA, DAYA
- USAHA II, BINA
- USEDOM, INSEL
- USEN,
  - AMY
  - MICHAEL J.
  - PETER J.
- USHA, ADITYA
- USHAKOV,
  - ADMIRAL
  - ADMIRAL
  - GEORGIY
  - KAPITAN V.
- USHAKOVA, OSTROV
- USHIRIKIANO, BP
- USISA, NUEVO
- USKOK, STOLT
- USSURIYSKA, KOMSOMOLETS
- USTICA,
  - ALIJUMBO
  - ISOLA DI
- USTYUG, VELIKIY
- USUMACINTA, RIO
- UT, KIEK
- UTA, MOTU—
- UTAMA,
  - BANGKOK
  - BETHANY
  - DAISY
  - MEGAH
  - NUSANTARA
  - PERSADA
  - TANTO
- UTAMA II, KAYUMAS
- UTAMA 1, SIAGA
- UTAMA 2, SIAGA
- UTAMA 3, SIAGA
- UTARA,
  - BINTANG
  - LAUT
- UTESOV, LEONID
- UTILITY, WORLD
- UTOPIA, NEW
- UTRILLO, CGM
- UTUMBUE, TELUK
- UVAROV, ALEKSANDR
- UXIA, SANTA
- UZBEKISTAN, SOVIETSKIY
- UZBEKISTANA,
  - KOMSOMOLETS
  - PIONER
- UZNADZE, AKADEMIK
- UZUNDEMIR,
  - AHMET
  - SINEM
  - ZEHRA
- UZUNOGLU, SALIH
- V,
  - ADLER
  - AL JABER
  - AL RAFEH
  - ALEX
  - ALGOSAIBI
  - AMIGO
  - AMRTA
  - ANGELIQUE
  - ANGGADA
  - ANOMAN
  - ANSA
  - APOLLONIA
  - ARBUMASA
  - ARCTIC
  - ARPEC
  - ARPECO
  - ARSCO
  - ASMAK
  - ATUN
  - BAHMAN
  - BANTENG LAUT

V.
  BARBARA G.
  BARONESS
  BASSI
  BETTY K
  BIMA
  BON SECOURS
  BYRON
  CAMARONERA DE TAMPICO
  CAMARONES DEL GOLFO
  CANMAR SUPPLIER
  CARDINAL
  CARIBE
  CAROLINA
  CAVENCA
  CESAR
  CHAKRAWALA
  CHRYSSI
  CIHERANG
  CO—OP EXPRESS
  COBALT ARROW
  COLOMBO
  CONARPESA
  CRISTINA
  CRYSTAL
  D. E. C. O.
  DCI DREDGE
  DCI TUG
  DELFIN
  DELSAN
  DEMOSTHENES
  DIGNITY
  E. T. OCEAN
  ECOPESCA
  EIDE RESCUE
  ELENA
  ELENI
  ESCAMA
  ESMERALDA
  FAIRPLAY
  FAME
  FISHERMEN
  FLORIDABLANCA
  FLYING DOLPHIN
  FRISIA
  FURY
  GARWARE
  GEORGE
  GEORGE
  GEORGIOS
  GLORY SELATAN—
  GRAND MANAN
  IBERMAR
  IGNACIO MAR
  ILDERIM
  INDUSTRIES
  INTERNUSA
  IOANNA
  ISLA DE TRIS
  ISTANA
  JAN
  JARAMAC
  JARJOUR
  JENNY
  JOANNA
  KAHENDA
  KALYANI
  KANAAD
  KARAPIPERIS
  KENZA
  KETA
  KINAROS
  KOS
  KOSTAS
  KOTA SILAT
  LADY
  LAGE
  LIBERTY
  LOURDES C—
  LUCIANA
  MAGALLANES
  MAIGU
  MANDO
  MAR DE CORTEZ
  MARIA
  MARIDIVE
  MARRAKECH
  MASSIRA
  MED OIL
  MERCANDIA
  MESRA
  MICHALIS
  MINDANAO CEMENT
  MISS JACQUELINE
  MISS LORI DAWN
  MJK
  MORELOS
  MUTIARA
  MYKONOS
  NADA
  NAFTILOS
  OASIS
  OCEAN CARIB
  OCEAN TRADERS
  OFFSHORE
  ORION
  PATRITSIA
  PAVLOS
  PEARL
  PEATHERAY G—

V.
  PELOPIDAS
  PERIKANI
  PESCADOR
  PETREL
  PETROSTAR
  PILARY
  PINHEIRO
  PIONEER
  PMS
  POLAR
  POLAR
  PREMSHIP
  PROMAR
  PYRROS
  QUICKSILVER
  RABUNION
  RACHEL
  RAHARJA
  RAS LANUF
  RAS TANNURAH
  RAY PATRICK G—
  REDENTOR
  RESURRECCION
  ROCA
  S. A. KUSWAG
  SAINT EUGENE
  SALIM
  SALVOR
  SAMPURNA
  SAN ANTONIO
  SAN PANCRACIO
  SANTA ELENA
  SARA MAATJE
  SARDINA
  SCHELDE
  SEA LION
  SEA RANGER
  SEALANE
  SEAMENT
  SERVICE
  SHORELINE
  SINDACO MALVITO
  SIRONTALO
  SMAIP
  SOMACOPP
  SPES MELIOR
  SPRAY
  SRI MEWAH
  STAATSOLIE
  STAR
  STARLIGHT
  STORK
  SULPICIO CONTAINER
  SUNNAN
  TABBY
  TACAMAR
  TAIBAH
  TAKARI
  TAPORO
  TATIANA
  THEODOROS
  TIBURON
  TIMBER TRADER
  TINA
  TONINA
  TRIDAYA BARUNA
  TRIDENT
  UDAWA
  ULTRAMAR
  UNITY
  USAHA MINA
  UTAH
  VALIA
  VASILIKI
  VASILIOS
  VEMAOIL
  VENCEMOS
  VENUS
  VICTORIA
  VIRGINIA
  VLAANDEREN
  WILCON
  WILHELMINA
  WIRON
  WISNU
  WOURI
  XANTHOULA
V.,
  ALVIN R.
  EVI
  SONJA
  TANYA
  YIANNIS P.
V. A., M.
V. ALARIO, J.
V. BRAMPTON, K. F.
V. CARLISLE, K. F.
V. CHAMPA, F.
V. CHIEF, M.
V. COLUMBUS ISELIN, R.
V. CUMBERLAND, K. F.
V. EPTA, S.
V. EXI, S.
V. EXPLORER, R.
V. FEDOTOV, KAPITAN
V. FOX, H.
V. GOLDSMITH, K. F.
V. HAYMAN, K. F.
V. HERON, K. F.
v. HUMBOLDT, A.

V. IGNECI, PILOT
V. IVANOV, KAPITAN
V. KASTNER, A.
V. KINGFISHER, K. F.
V. KORAL, F.
V. LINDBERG, F.
V. MAGNETIC, K. F.
V. NIELSEN, CAPT. F.
V. No. 9, I.
V. No. 10, I.
V. No. 14, I.
V. ORPHEUS, K. F.
V. OVODOVSKIY, KAPITAN
V. P. 700, PONTON
V. PATHFINDER, R. S.
V. PELORUS, K. F.
V. PROSPECTOR, R.
V. RAMAN, C.
V. REPULSE, K. F.
V. SANDPIPER, K. F.
V. SHAHJALAL 1, F.
V. SHAHJALAL 2, F.
V. SHEARWATER, K. F.
V. TRUSH, KAPITAN
V. USHAKOV, KAPITAN
V. 1,
  F. R.
  H. E.
V.F., HEATHER
VACANCE II, ILE DE
VACANCES, ILE DE
VACAS, PEREZ
VACATIONER, CARIB
VACHNADZE, NATO
VACIETIS,
  JUKUMS
  OJARS
VACY ASH, W. M.
VAD,
  ERIKKE
  ERIKKE
  JANNIE
VADIS,
  QUO
  QUO
  QUO
  QUO
  QUO
  QUO
VADIS MC, QUO
VADO, CAPO
VADOY, KARL
VAEVER, JENS
VAG,
  PORS AR
  TRANS
VAGA, KAPITAN
VAHDAT, IRAN
VAIBHAV, ADITYA
VAILLANT, LE
VAKHTANGOV, YEVGENIY
VAKMAN, RUDOLF
VAKULA, KAPITAN
VAL, DEVYATYY
VALAI, RATANA
VALARCHI, CHENNAI
VALCHUK, INZHENER
VALDES, HUGO CAMEJO
VALDEZ, OVERSEAS
VALDIVIA, PEDRO DE
VALE,
  ARKLOW
  WORLD
VALENCIA,
  BOLUDA
  CIUDAD DE
  OFF—
VALENTIN LETZER, PIERRE
VALERIA,
  MSC
  REGINA
VALERIANO, GENERAL
VALERY, DONA
VALIANT,
  CAM
  CSK
  MERCHANT
  NORTH
  POINT
  PSA
  SEA
  SEASPAN
VALIHA, NOSY
VALKANOV, PROFESOR A.
VALLABH, KUTCH
VALLARTA, PUERTO
VALLE,
  DEL
  PUENTE DEL
  VIRGEN DEL
VALLETTA, CITY OF
VALLEY,
  ARKLOW
  BIG
  CHERRY
  GOLDEN
  GREEN
  GREEN
  HAPPY
VALLOY, ESSO
VALOR,
  EVER
  NAVIOS
VALOUR,
  ARKLOW
  INDIAN
  LION
  MARITIME
  POINT
  SUBRO
VALUE,
  EVER

VALUE, SEA—LAND
VALVERDE, CIUDAD DE
VAN,
  I.
  POINTE DU
VAN ARIS, PIETER
VAN CLOON, NEDLLOYD
VAN DEN BERG,
  JAN
  JURIE
VAN DER VIS, BIEM
VAN DER ZWAN, WILLEM
VAN DIEMEN, NEDLLOYD
VAN GENT,
  JAN
  JAN
VAN HATTEM, PCS
VAN HINTE, TRUI
VAN HOORN, WAPEN
VAN JANNES, KLOAS
VAN LIERE, MAATJE
VAN LINSCHOTEN, NEDLLOYD
VAN NECK, NEDLLOYD
VAN NOORT, NEDLLOYD
VAN ORANJE, PRINS WILLEM
VAN TOON, JAN
VAN ZEGEN,
  OP HOOP
  OP HOOP
  OP HOOP
VAN 1, KY
VAN 2, KY
VANANCA,
  DARVISH
  NAKHODA
  SHIRDEL
VANCOUVER,
  HANJIN
  QUEEN OF
VAND XI, DARYA—
VANDA,
  BEAUTY
  OXALIS
VANDAMME, BURGEMEESTER
VANDANA, RATNA
VANDENBERG, GEN. HOYT S.
VANDERBORGH, SR., G. H.
VANE, BEN
VANESSA,
  LADY
  MELISSA &
  MISS
  PRINCESS
VANEYEV, ANATOLIY
VANGELIS, KAPETAN
VANGUARD,
  CAM
  CRANE
  FAREAST
  OSA
VANICH No. 3, SIAM
VANICH 1, SIAM
VANICH 2, SIAM
VANIER, VILLE DE
VANO KHOKHOBAYA, SPK—26/35
VANTAGE, PETRO
VAPTZAROV, NIKOLA
VAQUEIRO,
  HERMANOS
  PESCA
VARA, COHETE DE
VARADERO, PLAYA
VARAKIN, MIKHAIL
VARAKSIN, FYODOR
VARAZZE, A. H.
VARDA, GOLD
VARDAL, MITHAT
VARDHAN, ADITYA
VARDHANA, HARSHA
VARES, JOHANNES
VAREYKIS, YUOZAS
VARGAS,
  GENERAL
  PRESIDENTE
VARICH, SIAM
VARIN, SIAM
VARLAMOV, NIKOLAY
VARSHINI, MATSYA
VARUNA I, LORD
VARUNA 2, LORD
VARUNA—3, LORD
VARVARA, AGIA
VARVARA TH. L., MANA
VARY, KARLOVY
VASILIEV, SERGEY
VASILISIN, SERGEY
VASILIY KULIK, KAPITAN
VASILYEV,
  ANATOLIY
  GEORGIY
VASILYEVSKIY,
  KAPITAN
  MARSHAL
  MARSHAL
VASLYAYEV, VLADIMIR
VASNETSOV, VIKTOR
VASSILIKI,
  MITERA
  THEODOROS
VASTERAS, BORE AF
VAUGHN, STEPHANIE
VAVILOV,
  AKADEMIK SERGEY
  KAPITONAS
  PAVEL
  SERGEY
VAVILOVS, AKADEMIKIS
VAYGACH, MYS

VAZOV, IVAN
VAZQUEZ,
  FREIRE
  PACO
VC,
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VED, AMER
VEDETTE, CAM
VEERA, SIAM
VEERAM, CHENNAI
VEGA,
  ALONSO
  BRIGHT
  DYNAMIC
  HANSA
  MARITIME
  OBO
  SPRING
  STAR
  STM
  VALDES
  VILLE DE
VEGAS VICTORY, LAS
VEIGA, CONSUELO
VEIMER, ARNOLD
VEINTE,
  ALVAREZ ENTRENA
  SERTOSA
VEINTICINCO, SERTOSA
VEINTICUATRO, SERTOSA
VEINTIDOS, SERTOSA
VEINTITRES,
  BOLUDA
  SERTOSA
VEKUA, AKADEMIK
VELA, CABO DE LA
VELI, KARA
VELI JOZE, DIZ—14
VELIKIY, PYOTR
VELIKOGO OKTYABRYA, 60 LET
VELLO, RIO
VEMB, INGE
VENDEE, LA
VENDELBO, KIRSTINE
VENDRES, PORT
VENETSIANOV, ALEKSEY
VENETUM, MARE
VENEZIA,
  ESPRESSO
  GOLFO DI
  LIDO DI
  REPUBBLICA DI
VENEZUELA,
  EWL
  FRIO
VENIAMIS, CAPTAIN
VENICE,
  PRINCE OF
  STAR OF
VENITA, MEGA
VENTO, PINA
VENTOSO, MONTE
VENTURA, NUOVA
VENTURE,
  ACES
  AMAZON
  ANANGEL
  ANITA
  ARKLOW
  ASIA
  ASIAN
  ATLANTIC
  AUSTRALIAN
  BEOTHIC
  BOLD
  BOLD
  BRAVE
  BREYDON
  BRILLIANT
  BT
  C—
  CABLE
  CANMAR
  CARIBBEAN
  CARICOM
  CATHERINE
  CELTIC
  CHALLIS
  CHEMICAL
  CLARISSE
  CO—OP
  COMMON
  COSMOS
  CRUSADER
  DERWENT
  DUAL
  EARNEST
  EASTERN
  EASTERN
  EVER
  FAIRWIND
  FAROE
  FUHWO
  G.
  GAS
  GOLDEN
  GOLDEN
  GRAMPIAN
  GULF
  GULF
  H. O. S. BOLD
  HITACHI
  HOKUETSU
  HOO
  INDIAN
  JABIRU
  JOY
  JUBILEE

VENTURE,
  K. S.
  LIBERTY BELL
  LIKAS
  LUCKY
  LUCKY
  LUNE
  MACAU
  MARINE
  MAS
  MEKONG
  MERCHANT
  MERLIN
  MERSEY
  MERSEY
  MORETON
  NEW
  NEW
  NEW
  NORTHERN
  OBO
  OCEAN
  OFFSHORE
  ORIENT
  PACIFIC
  PACIFIC
  PENTLAND
  PETRO
  PINGWO
  RADIANT
  RIO
  RUTH
  SAIGON
  SAMSUN
  SEA
  SEA
  SEA
  SEAWELD
  SIBIG
  SOVEREIGN
  STRAITS
  SUMMIT
  SUNNY
  SUPER
  TASMAN
  TECHNO—
  TORM
  TROPICAL
  UNITED
  VENUS
  VIKING
  WELSH
  WESTWARD
  WUSHISHI
  YASUKO
VENTURE II, PACIFIC
VENTURE No. 1, C.
VENTURER,
  BRITANNIA
  BULK
  CAM
  DEEP
  ISLAND
  SCOTIA
  SUFFOLK
  UNITED
  VALKYRIE
VENUS,
  ASTRO
  CALIFORNIA
  COSMO
  CRANE
  EASTERN
  GLOBAL
  HAKKO
  ORANGE
  ORIENT
  ORIENT
  ORIENTAL
  PEARL
  SAMMI
  SANG THAI
  SANKO
  SEA
  SILVER
  STELLAR
  UNION
  VILLE DE
VERA,
  LAGUNA
  SARDINIA
VERAGUAS, STAR
VERANO, HERMOSO
VERBITSKIY, MIKHAIL
VERDE,
  ATOLLO
  CABO
  CABO
  CAP
  CAPE
  CAPE
  CAPO
  CISNE
  DELFINO
  JOLLY
  LIMON
  NUVOLA
  PENA
  PUNTA
  RIO
  RIO
  TIERRA
VERDES, PALOS
VERESHCHAGIN,
  AKADEMIK
  VASILIY
VERGINA,
  GOLDEN
  QUEEN
VERGOTTIS, ROKOS
VERMELHO, ASTRO

VERMISHEV,
  ALEKSANDR
  ALEKSANDR
VERNA,
  MISS
  MISS
VERNADSKIY, AKADEMIK
VERNE, GIULIO
VERNE PHENIX, JULES
VERNIGORENKO, IVAN
VERNON,
  MOUNT
  MT.
VEROLME, CORNELIS
VERONESE, PAOLO
VERONICA, MARIA
VERT, CAP
VERT LINE I, CAPE
VERTROUWEN, DE
VERWACHT, NOOIT
VERWACHTING, DE
VESPUCCI,
  AMERIGO
  AMERIGO
VESPUCCI I, AMERIGO
VESSEL 1, RECOVERY
VEST,
  CHARLOTTE
  LECA
  MARIE
VESTA,
  GERDA
  JORGEN
VETER,
  SEVERNYY
  VOLNYY
VETERAN, AMERICAN
VETROV, BEREG
VETTER, EDWARD O.
VEYDENBAUMS, EDUARDS
VEYSEL, KAPTAN
VI,
  ABOITIZ CONCARRIER
  ADLER
  AGIOS VLASIOS
  AGUIA DOURADA
  ALEX
  ANGGADA
  ANOMAN
  APOLLO
  ARBUMASA
  ARSCO
  ASMAK
  ASUNCION
  ATUN
  AVENCASA
  BACH LONG
  BAHAGIA
  BAHMAN
  BASSI
  BETTY K
  BIMA
  BINTANG SAMUDRA
  BITUNAMEL
  CAMARONERA DE TAMPICO
  CANMAR SUPPLIER
  CARDINAL
  CAVENCA
  CELY—M—
  CHAKRAWALA
  CIHERANG
  COLOMBO
  COSTAIN
  DCI DREDGE
  DCI TUG
  DELFIN
  DELSAN
  E. T. OCEAN
  ECOPESCA
  EIDE RESCUE
  ELEANOR EILEEN
  ESCAMA
  EVANGELISTRIA
  FAL
  FERNANDEZ
  FISHERMEN
  FLYING DOLPHIN
  FRISIA
  GLORY SELATAN
  GREENVILLE
  IBERMAR
  IGNACIO MAR
  ILDERIM
  INVAR
  IRENE
  ISTANA
  JARJOUR
  JERRI T.
  JET ANN—
  KALYPSO
  KANAAD
  KEMAJUAN
  KENZA
  KOHMA
  LAGE
  LEO
  LINA
  LOFOTFERJE
  LORENZO CONTAINER
  LUCKY
  MAR DE CORTEZ

VI,
MAR DE CORTEZ
MARIANNA
MARIDIVE
MELLINO
MERCANDIA
MESRA
MIGUEL HIDALGO
MINDANAO CEMENT
MISS LORI DAWN
MORELOS
NATIONAL
NOAH
NORTH STAR
ORION
PANTOKRATOR
PEATHERAY G—
PEMBANGUNAN
PERMINA
PESCADOR
PETROSTAR
PHILPORTS D—
PINHEIRO
POLAR
POLAR
PREMSHIP
PRIMA
QUICKSILVER
RABUNION
RAHARJA
RECOVERY
RUBYAN
SALIM
SAMUDRA JAYA
SANTA ELENA
SARA MAATJE
SARDINA
SRI MEWAH
SULPICIO CONTAINER
SUMBER
SUMBER TUNAS
SYABAS
TAKARI
TIMBER TRADER
TRANS—GULF
TRIDENT
UDAWA
ULTRAMAR
UNDERAS SANDTAG
UNITY
VASILIOS
VENCEMOS
VIVA PENAFRANCIA
VLAANDEREN
WILCON
WIRON
WISNU
WOURI
VI—T—I, LADY—
VIAGE, SENHORA DA BOA
VIAGEM, SENHORA DA BOA
VIAL, AQUILES
VIBEKE,
BRAGE
PERNILLE—
VIBERT, POINT
VICE, BIANCA
VICENTE,
CABO S.
DON
DON
DON
POINT
SAN
VICENTE FERRER, SAN
VICEROY,
CAM
M. S. C.
VICKI,
LIL
MIS
VICKY,
MISS
MISS
VICKY LYNN, MISS
VICTOR,
BOSTON
BRODOSPAS
CAM
DON
EBBA
LUKE
MARINE
MERCHANT
NORTHERN
OCEAN
OCEAN
OSA
SEASPAN
SOUTHERN
STOLT
VICTORIA,
A. D.
CASAS
COLUMBUS
CORSICA
CRISTO DE LA
GUADALUPE
HANJIN
LAKE
MAR
OF.
PAN
QUEEN

VICTORIA,
QUEEN OF
SAJO
THE
VIVA
VICTORIA B, DONA
VICTORIA B—I, DONA
VICTORIA G., MARIA
VICTORIA II, GUADALUPE
VICTORIANO, DON
VICTORY,
ADELPHI
ALASKAN
ALBION
ALLEGHENY
ALLIGATOR
AMARILLO
AMERICAN
ANANGEL
ANCHORAGE
ASBURY
ASEAN
ATHENIAN
BARNARD
BARRE
BATTLE CREEK
BEATRICE
BELGIUM
BEREA
BERKELEY
BRAZIL
BUCKNELL
C. C. N. Y.
CANMAR
CARROLL
CATAWBA
CENTRAL
CHOYANG
CITADEL
CLARKSVILLE
COMFORT
CORNELL
COUNCIL BLUFFS
CRYSTAL
D. H.
DRAKE
DUKE
DURANGO
EARLHAM
ELKO
ELMIRA
ENID
FORUM
GAINESVILLE
GOLDEN
GROVE CITY
GULF
GUUL
HAMILTON
HANNIBAL
HARVARD
HATTIESBURG
HAWAIIAN
HIGH POINT
HOBART
ILOILO
INDEPENDENT
INDONESIA
JOPLIN
KONKAR
LAHAINA
LAKEWOOD
LAS VEGAS
LIBERTY
LINDENWOOD
LONDON
LOYOLA
LYNN
M. S. C.
MALAYAN
MALDEN
MANDERSON
MANILA
MARITIME
MASSILLON
MAX
MAYFIELD
MEREDITH
MILD
MUHLENBERG
NEGROS
NEWCASTLE
NORGAS
OBO
OCALA
OCCIDENTAL
OCEAN
OSHKOSH
PAN AMERICAN
PINE BLUFF
PRIME
PROGRESS
PSA
PURDUE
QUEENS
RED OAK
RIDER
RONJAY
SAMAR
SAN MATEO
SAN MATEO
SELMA
SINCERE
SIOUX FALLS
SOUTHWESTERN
ST. AUGUSTINE
TUCSON
TULANE
VANDERBILT
VIGOUR

VICTORY,
VISAYAS
WAYNE
WHITTIER
WINTHROP
WORLD
VICTORY II, OCEAN
VICTORY III, OCEAN
VICTORY 1, OCEAN
VIDADI, POET
VIDAL I, GARCIA Y
VIDALIN, JON
VIDEBERG, SVANO AV
VIDHUVARU, VILA
VIDOV, MIKHAIL
VIDYA, JAG
VIEIRA,
ALFREDO
CANDIDA
MANUEL
MERCEDES
MILU
TONY
VIEJO, TORTUGA
VIENNE, COLONEL DE
VIENTO, DEL
VIENTOS, GRAN ROSA DE LOS
VIER GEBROEDERS, DE
VIERGE, COTE DE LA
VIERGES, TROIS
VIESGO, PUENTE
VIET, DAT
VIEW,
ARKLOW
GOLD
MARINE
VIEWER, FITZROY REEF
VIGIA, TORRE
VIGILANCE, LOOP
VIGILANT,
CAM
LE
MOBIL
PSA
VIGO,
MAR DE
PUERTO DE
RIA DE
VIGOR, EVER
VIGOUR,
ATLANTIC
POINT
TEEKAY
TRADE
WORLD
VIGRAHA, CGS
VIGYANI, MATSYA
VII,
ADHIGUNA
ADLER
AGUIA DOURADA
AL JABER
AMIGO
AMRTA
ANGGADA
ANOMAN
ARBUMASA
ASIE
ATUN
BAHAGIA
BASSI
BIGORANGE
BIMA
BINTANG SAMUDRA
BONECOM
BYAH
CANMAR SUPPLIER
CIHERANG
COLOMBO
COSTAIN
D. E. C. O.
DELIMA
DOM ISAAC
E T OCEAN
ECOPESCA
ESCAMA
EVANGELISTRIA
FAIRPLAY
FERNANDEZ
FISHERMEN
FLYING DOLPHIN
GLORY SELATAN—
GUSTAFSBERG
HAAKON
IBERMAR
IGNACIO MAR
ILDERIM
IRENE
ISTANA
JARJOUR
KAHENDA
KANDARI
KANIKA
KEMAJUAN
KERISH
LUCKY
MAR DE CORTEZ
MARIANNA
MARIDIVE
MARINE STAR
MERCANDIA
MESRA
MINDANAO CEMENT

VII,
MISS LORI DAWN
NATIONAL
NEPTANK
NEWEBE
OCEAN STAR
OFFSHORE
OIL QUEEN
PESCADOR
PETROSTAR
PHILPORTS D—
POLAR
POLAR
PREMSHIP
QUICKSILVER
RABUNION
RESURRECCION
ROVINARI
SALIM
SARA MAATJE
SARDINA
SEMARANG
SERVICE
SHARK
SHORELINE
SOMACOPP
STAR
SULPICIO CONTAINER
SUMBER
TAMBANG
TIMBER TRADER
TRANS—GULF
TRIDAYA BARUNA
UCO
ULTRAMAR
VASILIOS
VASSILIS
VIET DUC
WISNU
WOURI
VIII,
ADLER
AGUIA DOURADA
AL—MOJIL
ANGGADA
ANOMAN
ARSCO
ARYAWAN
ASUNCION
ATUN
BANPESCA
BASSI
BIMA
BINTANG SAMUDRA
BYAH
CHRISBUD
CIHERANG
COLOMBO
D. E. C. O.
DCI DREDGE
DELA
DELFIN
DOM ISAAC
ECOPESCA
ELEANOR EILEEN
ELSIE G.
ESCAMA
EVANGELISTRIA
FAL
FERNANDEZ
FLYING DOLPHIN
FOUR POINT
FRISIA
GLORY SELATAN—
GOLDEN DRAGON
GREENVILLE
IGNACIO MAR
INDUSTRIES
INTERNUSA
JARJOUR
KANAAD
KANDARI
KERISH
KOBE MARU
KOTA SILAT
LAGUNA DE TERMINOS
MAR DE CORTEZ
MAR DE CORTEZ
MARIDIVE
MESRA
MINDANAO CEMENT
NAGROOR
NATIONAL
NEPTANK
NEWEBE
OFFSHORE
PATTIMURA
PETROSTAR
POLAR
PREMSHIP
RABUNION
RECOVERY
SABANG
SALIM
SARDINA
SEA LION
SILVER MAS
SLAMET
SNURP

VIII,
STAR
STARFISH
SULPICIO CONTAINER
SUMBER
TACAMAR
TAMARII MOOREA
TAMBANG
TRANS—GULF
TRIGUNA
TRITON
VASILIOS
VASSILIS
WILCON
WISNU
WOURI
VIJAY,
ADITYA
JAG
SAGAR
VIK,
CASANDRA AF
TRANS
VIKAS,
JAG
LOK
VIKHARYEV, ALEKSEY
VIKING,
ALEXANDRA
AMERICAN
ANDREW
ARCTIC
ARCTIC
ARILD
ARKLOW
ATLANTIC
BENGUELLA
BIRGITTE
BOW
BRITISH
BULK
CAM
CANADIAN
CECILIE
CORNELIA
ERIK
ERIK
GERD
GRAMPIAN
GRO
GULF
INTERBULK
JAHRE
JANE
JARL
KNUT
LAILA
LANGOY
M. S. C.
MAGNUS
MARTIN
MERSEY
MIDOY
MONA
MONTREAL
NORDIC
NORSK
ODIN
OLAV
ORIENTAL
PACIFIC
POINT
POLAR
RAGNA
REMOY
ROLF
ROYAL
SEA
SILVER
SKARBO
SOLVAR
SONYA
STAR
STOLT
SUN
SVEA
TERJE
THOR
THOR
TOM
VERONICA
VESLIK
VOLSTAD
WESTERN
WESTERN
VIKING SUN, ROYAL
VIKINGA, LA
VIKINGO, MARE
VIKRAM,
ADITYA
JAG
RELGAS
VISHVA
VIKTOR PATSAYEV, KOSMONAUT
VIKTOR VOLOGDIN, PROFESSOR
VIKTORIYA, PROLIV
VIL, SUN
VILA, ROSENDO DA
VILAR, FELIX
VILARINHO,
CONCEICAO
CONCEICAO MARIA
JOAO MANUEL
VILCEA, RIMNICU
VILKITSKOGO, PROLIV
VILLA,
ARKLOW

VILLA,
GENERAL
INGENIERO
VILLAGE, WESTERN
VILLAJOYOSA, CIUDAD DE
VILLANO, CAP
VILLE, GLEN
VILLENA, RUBEN MARTINEZ
VILLIERS, COENIE DE
VILO ACUNA, COMANDANTE
VIM, POINT
VINA, TINA &
VINACHES, MAGDALENA
VINAY, LOK
VINCENT,
CAP SAINT
CAP ST.
CAPE SAN
CAPT.
MOBY
ST.
VINCENT GANN,
CAPT.
CAPTAIN
VINCENTE, CAPE
VINCENZINO, PAPA
VINCI, LEONARDO DA
VINCULO, LAGOVEN EL
VINEVITIN, VASILIY
VINOGRADOV,
AKADEMIK ALEKSANDR
PAVLIN
VINOKUROV, ALEKSANDR
VIOLET,
ACX
DANICA
JAPAN
KYOWA
PACIFIC
VIOS, MONTE DE
VIRAT, H. G. D.
VIRGEN DE LA BARCA, NUEVO
VIRGEN DE LA PASTORA, NUEVO
VIRGEN DE LODAIRO, NUEVO
VIRGEN DEL CORO, NUEVO
VIRGENES, CABO
VIRGINIA,
COLUMBUS
DONA
MARY
NUEVO
SARA
WEST
VIRGINIE, PAUL ET
VIRGO,
ASIAN
HARVEST
LNG
SOUTHERN
VILLE DE
VIRTUE,
MAERSK
STANDARD
VIRU, RIO
VIS, BIEM VAN DER
VISART, GRAAF—
VISBY, HANSA
VISCOUNT,
CAM
FAR
OSA
VISCOUNTESS, NORTH
VISHNEVSKIY, KHIRURG
VISHNU,
JAG
SHREE
VISHWA, MATSYA
VISION,
KARTHO
PRIME
SUPER
TEEKAY
TRADE
VISSER, AALTJE
VISTA,
BOA
PETRO
RIO
VISTA I, BOA
VITA I, ANGEL
VITAL, EVER
VITALE, S.
VITAS, YUOZAS
VITO, CAPO S.
VITORIA,
BRAZILIAN
MED
NACIONAL
VITTORIA,
MARIA
N. S. DELLA
VITTORIO,
GIUSEPPE DI
GIUSEPPE DI
VIVA I, CORSICA
VIVEK,
JAG
LOK
VIVIAN, OVERSEAS
VIVIANA, MSC
VIXEN, BRITANNIA
VIZ, AVEL
VIZCAYA, GOLFO DE
VIZE, PROFESSOR
VJEKO, KAPETAN
VLADIMIR KOMAROV, KOSMONAUT
VLADIMIR POPOV, PROFESSOR

VLADIMIR SEROV, KHUDOZHNIK
VLADIMIR ZAIMOV,
GENERAL
GENERAL
VLADIMIRSKIY, MIKHAIL
VLADISLAV VOLKOV, KOSMONAUT
VLADIVOSTOKA,
KOMSOMOLETS
PIONER
RYBAK
VLADYSYEV, VASILIY
VLAHO, SVETI
VLASIOS VI, AGIOS
VLASTI,
50 LET SOVIETSKOY
65 LET SOVETSKOY
VLIELAND, OOST
VLKSM,
DEVYATNADTSATYY SYEZD
XIX SYEZD
XVI SYEZD
XVII SYEZD
XVIII SYEZD
XX SYEZD
40 LET
50 LET
50 LET
50 LET
60 LET
60 LET
VM TP 1, S/
VM TP 2, S/
VOBIS, PAX
VODOPADNYY, MYS
VODYANITSKIY, PROFESSOR
VODYENKO, KAPITAN
VOEN, ROZ
VOHNSEN, LOTTE
VOICE, OCEAN
VOIN, SOVIETSKIY
VOIVODA, KAPITAN PETKO
VOJDAN, IRAN
VOJNOVIC, IVO
VOLADOR, PEZ
VOLANT, M. S. C.
VOLATIN, EL
VOLCANES, ISLA DE LOS
VOLCANO, THITA
VOLCHKOVICH, KAPITAN
VOLENTE,
DEO
DEO
DEO
DEO
DEO
VOLKOV,
GEROY
KOSMONAUT VLADISLAV
PIONER
SEMYON
VALERIY
VOLODIN, KAPITAN
VOLOGDIN, PROFESSOR VIKTOR
VOLOSHINA, VERA
VOLSKIY, PROFESSOR
VOLTA, ALESSANDRO
VOLYNKIN, ILYA
VON BUSUM, LADY
VON COLLN, J.
VON FRIEDRICHSTADT, JONAS
VON HAFE, ENGENHEIRO
VON HAMBURG, WAPPEN
VON HUMBOLDT, ALEXANDER
VON NORDERNEY, WAPPEN
VONCILLE, MISS
VOOLENS, KAPTEN
VOPNI, EYVINDUR
VOR, AVEL
VOROBYEV, MARSHAL
VOROBYOV, YAKOV
VORONIN, KAPITAN
VORONINA, MYS
VOROSHILOV, KLIM
VOSKRESENSKIY, PROFESSOR
VOSTOCHNYY, BOSFOR
VOSTOK, DALNIY
VOSTRETSOV,
STEPAN
STEPAN
VOUGA,
BEIRA
PORT
PRINCIPE DO
VOY No. 1, WELL
VOYAGE, LADY OF GOOD
VOYAGE No. 6, EVER
VOYAGER,
AMALTAL
BAKRI
CAM
CELTIC
COASTAL
CRYSTAL
FORTUNA
INDEPENDENT
MARINE
NORGAS
OCEAN
OCEAN
OCEAN
OSA
PACIFIC

VOYAGER,
  PACIFIC
  SEA—LAND
  SEASPAN
  STORK
  T. A.
  YUKONG
VOYAGER II, SEA
VOYAGEUR,
  C. T. M. A.
  DAISHOWA
VOYEVODIN, PROFESSOR
VOZNESENSKIY, NIKOLAY
VRAH, CHERNI
VRANGO, SVANLAND AV
VRASKOV, MEKHANIK
VRIES,
  ANDRIES DE
  HESSEL DE
VRO,
  AR
  PEN—EV—
VROLIJK FZN., CORNELIS
VROUW ANDREA, DE
VROUW BLANCHE, DE
VROUW GEERTRUIDA, DE
VROUW JANNETJE, DE
VROUW MARIE,
  DE
  DE
  DE
VROUW MELANIE, DE
VROUWE JANNETJE, DE
VROUWE TEA, DE
VRUBEL, KHUDOZHNIK
VUCHETICH, SKULPTOR
VUI, VUI
VULCAN,
  CAM
  PSA
VULCANO, FRECCIA DI
VURGUN,
  SAMED
  SAMED
VYAKHYA, TOYVO
VYAS, JAINARAYAN
VYBORGA, PIONER
VYSOTSKIY, VLADIMIR
VZMORYE, RIZHSKOYE
V0001, PROMAR
V0011, PROMAR

W,
  CAY
  CHRISTINA
  CLAUDIA
  ELLEN
  FREDA
  GRETCHEN
  JACQUELINE
  JENNIE
  JENNIE
  JOHN
  JOHN—
  KARINA
  LISA
  MARVA
  MARY
  NAUTIC
  PERNILLE
  PHILIP
  RUTH—
  SIBYL
  SUSAN
  TAMMY
  THEILINE
  WILLEM
W A, A
W II, MASTER
W.,
  ANN
  CAPT. J.
  CARL
  LEONARD
  LUDVIG P.
W. ANDERSON, H.
W. BESNARD, PROF.
W. CLAUSEN, ALDEN
W. CONSTANTINE, W.
W. CRAIG, MAY
W. D. HADEN, CAPTAIN
W. DAM, L.
W. DARNELL, GUS
W. HANNAH, SUSAN
W. HAYNIE, ALLEN
W. IGLEHART, J. A.
W. JACKSON, G.
W. KING, G.
W. KITTO, C.
W. LUTZ, E.
W. MACKAY, JOHN
W. McGIFFIN, J.
W. MORRISON, CAPT. T.
W. PLESS, MAJOR STEPHEN
W. SESLER, R.
W. WILKINSON, H.
W. 112, G.
W. 122, G.
WAAGE, ADA
WAASIT, AL
WABAO, CAP
WABASH, OMI
WACK, OTIS
WADDUWA, MERCS
WADER, SAND
WAFA, ABOU AL
WAFAA, AL
WAGNER, SEA
WAGON, COVERED

WAH,
  LEE
  SOON
WAH I, CHUN
WAH STAR, SUN
WAHAB, AL
WAHAT, AL
WAHDA, AL—
WAHDAH, AL—
WAI,
  KAH
  MAN
  ULU
WAI II, WAI
WAI LENG 1, MIN
WAI LENG 3, MIN
WAITAKI, SAN
WAJBA, AL
WAKA MARU, FERRY
WAKAMATSU, FERRY
WAKEHURST, LADY
WAKRAH, AL
WALBRZYCH, KOPALNIA
WALDECK, MAX
WALEED,
  AL
  EBN AL
  KALID IBIN AL
  KHALED IBN AL
WALES, LAKE
WALKER,
  CYNTHIA
  GEN. NELSON
  M.
  GULF
  H. A.
  LILLIAN
  M. L.
WALLA, WALLA
WALLACE, CAPT.
WALLER, HELENE
WALLEY, CAPT.
WALLIS,
  CAPITAINE
  PROVO
WALMER, PRIDE OF
WALRUS, BLUE
WALTER, CAPT.
WAN,
  CHI
  HANG
  HUA
  SAN YA
WAN HU, LI
WAN 301, CHI
WANADHARMA, ANDHIKA
WANASATYA, ANDHIKA
WANCHESE, CHIEF
WANDER, THE
WANG,
  CHANG
  DONG
  HAI
  MAN
  NAN HAI XI
  SU
WANG No. 11, DAE
WANG No. 12, DAE
WANG No. 15, DAE
WANG No. 16, DAE
WANG No. 17, DAE
WANG No. 21, HAE
WANG No. 51, DAE
WANG No. 52, DAE
WANG No. 101, DAE
WANG No. 102, DAE
WANG No. 108, DAE
WANG No. 208, HAE
WANG No. 301, HAE
WANG No. 302, HAE
WANG No. 303, HAE
WANG 207, HAE
WANGEN, STADT
WANGI, KOTA
WANGI I, NUSA
WAPPEN, BREMER
WARBLER, DAWN
WARD, SUN—
WARDEN, CAM
WARFIELD, RIDGELY
WARKI, BOURHAN ALI
WARNEMUNDE, SEEBAD
WARREN, L. R.
WARRIOR,
  ANGLIAN
  ATLANTIC
  BP
  BRITANNIA
  BRODOSPAS
  CELTIC
  GRAMPIAN
  PRAYER
  RAINBOW
  SEASPAN
  SOUTHERN
  VAN
  WAVENEY
  WESTERN
WARRIOR II, HAIDA
WARS II, STAR
WARSZAWSKI,
  POWSTANIEC
  UNIWERSYTET
WASA, GUSTAF
WASAKA,
  ADRIA
  AMELIA
WASHINGTON,
  CHEVRON
  MOUNT
  OVERSEAS
  PRESIDENT

WASHINGTON,
  PRESIDENT
  THOMAS
WASHINGTON BRIDGE,
GEORGE
WASHINGTON LUIS,
PRESIDENTE
WATCH,
  BLACK
  MORNING
  NIGHT
  WILL
WATER,
  BLUE
  DISTANT
  MUDDY
  NORTHUMBRIAN
  SHALLOW
  WINTER
WATER '84, SHALLOW
WATER II, SWIFT
WATERBERG, S. A.
WATERS,
  BLUE
  CRYSTAL
  GREEN
  MOONLIT
WATERS I, CLEAN
WATHNE, OTTO
WATSON, SISSY
WATTYAH, AL—
WAVE,
  AFRICAN
  ALANDIA
  ATLANTIC
  BLUE
  BLUE
  BLUE
  BLUE
  CONSENSUS
  CSS
  EPI
  ERIKOUSA
  FOREST
  FREE
  GREEN
  GULF
  GULF
  KRITI
  LIBERTY
  MAERSK
  MOANA
  OCEAN
  OCEAN
  OCEAN
  ORANGE
  PACIFIC
  PEARL
  PIONEER
  SAGA
  SEA
  SEA
  SEASPAN
  SELAT
  SEVILLA
  SILVER
  TOP
  VAMAND
  VIRGINIA
  WESTERN
  WESTERN
  WINTER
WAVE I, OCEAN
WAVE II,
  GULF
  TIDAL
WAVERLEY, LORD
WAVES,
  FREEDOM
  PRINCESS OF
  THE
WAY,
  COAST
  FOREST
  IRENE'S
  MILKY
  MILKY
  MILKY
  MY
  MY
  MYSTIC
  OCEAN
  OCEAN
  OUR
  RICH
  UNITED
WAY No. 1, CHEMI
WAYFARER, BOSTON
WAYNE,
  DAVID &
  RICHARD
WAYNE WILSON, E.
WAYO, YACU
WAYS, FOUR
WAZA, ZYGMUNT III
WE, ELISABETH
WEALTH,
  DRAGON
  SEA
WEALTH 101, BRICHT
WEALTH 102, BRICHT
WEALTH 103, BRICHT
WEAR,
  COUNTESS
  RIVER
WEATHER,
  STORMY
  WINDY
WEATHER '86, STORMY
WEAVER, SAND

WEBB,
  INGE
  J. P.
  THOMAS
WEBER, LIS
WEBSTER, ELIZABETH ANN
WEHR,
  BIRTE
  GABRIELE
  JANNE
  JURGEN
  THOMAS
WEI,
  DONG
  KUO
  SHENG
  TIEN
  YUNG
WEI YI HUO, HUAN
WEIN, GOB
WEINERT, ERICH
WEIR, ROBERT
WEISKOPF, F. C.
WELDER, STEEL
WELK, EHM
WELLINGTON, COLUMBUS
WELLSERVICER, STENA
WELSH, BLACK
WELT, JUNGE
WEN, MING
WEN SHAN, FU
WENDELL, CAPT.
WES ROBINSON, CAPT.
WESER,
  ALTE
  SEA
WESSALEM, RABIH
WESSEL, PETER
WESSELS,
  HILLERDINE
  PETER
WEST,
  ALMY
  BJORN—
  COASTAL KEY
  CRANE
  GOLDEN
  GOLDEN
  LADY
  N. F. T.
  NOORD—
  OCEAN
  SEA
  TOMIS
  TUNA
  VENTURE
  WIKING
WESTCHESTER, STAR
WESTER III, SOU'
WESTERAA, RIKKE
WESTERN 1, EMIRATES
WESTERNPORT, ESSO
WESTMINSTER,
  CITY OF
  QUEEN OF NEW
  STAR
WETMORE, LOIS U.
WEYERHAEUSER, GEORGE H.
WHA,
  JE
  MU GUNG
  MU GUNG
WHA HO, YU
WHA No. 71, TONG
WHAKA, TE
WHALE,
  BLACK
  BLUE
WHALEN,
  MARY A.
  SYLVESTER F.
WHALER, AMBRA
WHAO RUA, MATA
WHIRLWIND, BOSTON
WHITE,
  BLACK AND
  C. D.
  CORAL
  DANICA
  H. LEE
  LUNA
  MISS SNOW
WHITE HEAD, LADY
WHITE JR., FRED R.
WHITEHURST, J. H.
WHITMORE, FRANK H.
WHITNEY,
  EW
  WILLIAM A.
WHYALLA, IRON
WICKBOLDT, OTTO
WICOMICO, GREAT
WIDGEON,
  BREYDON
  TOISA
WIDOW, MERRY
WIDURI,
  ANDHIKA
  MAXUS
WIELKOPOLSKI,
POWSTANIEC
WIFE,
  SEA
  SEA
WIJAYA,
  ANDHIKA
  KOTA
  KRIS
  PUTRA
  WIRA
WILCOX, JOYCE
WILD, WET &

WILFRED GRENFELL, SIR
WILFREDSON, AAGE
WILFRID LAURIER, SIR
WILHELMINA, LEVINA
WILKINSON, H. W.
WILL,
  CAPTAIN
  IRON
  MOBY
  TRADE
WILLAMETTE, OMI
WILLASSEN, OLE
WILLEM,
  JAN
  JAN—
  LEEN—
  PRINS
  PRINS FREDERIK
  PRINS PHILIPS
WILLEM FRISO, PRINS
JOHAN
WILLEM II, PRINS
WILLEM VAN ORANJE, PRINS
WILLEMPJE, JANNA
WILLIAM,
  EARL
  KING
WILLIAM ALEXANDER, SIR
WILLIAM B. BAUGH, PFC.
WILLIAM R. BUTTON, SGT.
WILLIAM SELVICK, CARL
WILLIAM SOUND,
  PRINCE
  PRINCE
WILLIAMS,
  FLAG
  PECK
  PFC. DEWAYNE
  T.
  ROGER
WILLOUGHBY, MR.
WILLOW,
  HOO
  IRVING
  SHANNON
WILLY II, STIG
WILMA REBELO, DONA
WILMINGTON,
  EXXON
  STAR
WILRIVER, SINGA
WILSON,
  ANDREW
  BRENDA
  CAPT. ALVIN T.
  CHARLES E.
  CPT. ALBERT
  E. WAYNE
  GEORGINA
WIN,
  HAI
  MILD
WINCHESTER, PRIDE OF
WIND,
  AEGEAN
  AFRICAN
  ARABIAN
  ARCTIC
  ATLANTIC
  BAY
  CONSENSUS
  EAGLE
  EAST
  EASTERN
  FORUM
  FRONTIER
  GODEN
  GULF
  HICKORY
  IONIAN
  MAERSK
  MR.
  NEPTUNE
  NIGHT
  NORTH
  NORTH
  NORTH
  NORTHERN
  OCEAN
  OCEAN
  PACIFIC
  PANORMOS
  SEA
  SEA
  SOUTH
  SOUTH
  SOUTH
  SOUTHERN
  TRADE
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  WARM
  WAYWARD
  WESTERN
  WESTERN
  WESTWARD
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WIND III,
  GULF
  WEST
WINDS,
  FAIR
  FOUR
  GULF
  TRADE
WINDSOR,
  FORT
  STAR
WING,
  ANGEL
  BLUE

WING,
  CONTINENTAL
  GLORIOUS
  GOLDEN
  MAN
  ORIENTAL
  RED
  ROYAL
  SOLAR
  SWIFT
  YICK
WING II, WORLD
WINGE, KING AND
WINGS, SWIFT
WINNER,
  OCEAN
  SANG THAI
  WESTERN
  Y.
WINNIE, MAURITIAN
WINNIE 3, SUN
WINSLOW,
  ALICE
  MARJORIE J.
WINTER,
  ERIKSON
  JOHN L.
  MING
WINTERBERG, S. A.
WINTHER,
  KAREN
  TENNA
WIRAJATI, DERMAGA
WIRAWAN, KOTA
WIREK, KOPALNIA
WISDOM,
  ANANGEL
  MING
WISEMAN, SHANGHAI
WISTARIA, GOLDEN
WITCH,
  SEA
  SEA
WITTE, J. A.
WIZARD,
  OCEAN
  TOWING
WM. M. CALLAGHAN, ADM.
WO, MAN
WOLF,
  LONE
  SEA
  SEA
  SEA
  SEA
  SEA
  SEA
  SUPER
WOLF II,
  SEA
  SEA
WOLFF, KARL
WOLTEMADE, WOLRAAD
WON,
  DAE
  JANG
  PYONG
  SAM
  SE
  TAE
WON APOLLO, JAI
WON CATAMARAN, DAE
WON FERRY No. 1, DAE
WON FERRY No. 2, DAE
WON MASTER, JAI
WON No. 1,
  KYUNG
  POONG
WON No. 2,
  JANG
  POONG
WON No. 3, TAE
WON No. 5,
  DONG
  DONG
  KYUNG
WON No. 7, SANG
WON No. 8, DONG
WON No. 11,
  JAI
  SAM
WON No. 15, DONG
WON No. 17, SUNG
WON No. 18, DONG
WON No. 22, JAI
WON No. 27, JAI
WON No. 31,
  DAE
  DONG
WON No. 55, JAI
WON No. 57, DONG
WON No. 67,
  DONG
  DUK
WON No. 77,
  JAI
  SAM
WON No. 86, DUK
WON No. 88, JAI
WON No. 97, SAM
WON No. 101,
  DAI
  DONG
  SANG
  SEO
WON No. 102, DONG
WON No. 103, DONG
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WON No. 117, DONG
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WON No. 201,
  DONG
  TAE
WON No. 202, DONG
WON No. 203, DONG
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WON No. 619, DONG
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WON No. 707, DONG
WON No. 709, DONG
WON No. 801,
  DONG
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WON No. 802, DONG
WON No. 803, DONG
WON No. 806, DONG
WON No. 808, DONG
WON No. 909, DONG
WONDER, GOLDEN
WONG SHAN, FUNG
WONSILD,
  ANNE
  EBBA
  IRENE
  MERETE
  MOPA
WONZ,
  ABBAY
  OMO
WOO,
  CHUN
  SUNG
WOO No. 1, HAE
WOO No. 2, HAE
WOO No. 3,
  HAE
  JEONG
  MIN
WOO No. 5, HAE
WOO No. 9,
  JEONG
  MIN
WOO No. 12, IL
WOO No. 15, MIN
WOO No. 23, DAE
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WOO No. 32, DAE
WOO No. 111, DAE
WOO No.0003, HAE
WOO No.0006, HAE
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  ATLANTIC
  BETTY
  GEORGE R.
  GRAMPIAN
  GRAND
  KEN
  LAKE
  OCEAN
  WORLD
WOOD I, BUILDERS
WOOD II, A. B.
WOOD N, VIENNA
WOODS, JULIA
WOODWARD, LADY
WOODY, CAPT.
WOON,
  HAE
  HONG
  HONG
WOON No. 1, BO
WOON No. 17, SUNG
WOON No. 21, BO
WOON No. 22, SUNG
WOON No. 23, BO
WOON No.0007, SAE
WOON 502, HAN
WOONG,
  CHANG
  DAE
  SHIN

WOONG, TAE
WOONG No. 501, TAE
WOONG No. 502, TAE
WOONG No. 503, TAE
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WOONG No. 608, TAE
WOR FUNG, SHELL
WORK, TEAM—
WORKER,
- MAERSK
- SEA

WORKS, E. T. OCEAN
WORKSHIP 1, NEDDRILL
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- CHOYANG
- EAGLE
- GOLDEN
- MARINE
- NEW
- RICH
- SHANGRI—LA
- SOBRE

WORTH, DOLLARS
WRATH II, CAPE
WRESTLER,
- GULF
- OCEAN
- SUN

WRIGHT, ANGELA
WROCLAWSKI, UNIWERSYTET
WRONOWSKI, PAUL A.
WU,
- MING
- WEI
- YUNG

WU HAO,
- FEN DOU
- YAN AN

WU JIANG, AN
WU No. 2, SHIN
WU SHANG, TAI
WULF 10, TAUCHER O.
WURMLINGER, JOHN
WUSTROW, SEEBAD
WYE, BRITISH

X,
- ABOITIZ CONCARRIER
- AL—MOJIL
- AMAGER
- ANGGADA
- ASUNCION
- ATLANTIC
- ATUN
- BACOCHIBAMPO
- BANPESCA
- BASSI
- BIGORANGE
- BINTANG SAMUDRA
- BUNKER SPC
- BYAH
- COSTAS
- DELFIN
- DELTA DAROY
- ESCAMA
- FAL
- FALAH
- FLYING DOLPHIN
- FOUR POINT
- FRISIA
- GACSHIP
- GEOPOTES
- GREENVILLE
- INDUSTRIES
- JARJOUR
- KANAAD
- KARAPIPERIS
- KARAPIPERIS
- KERISH
- KOTA SILAT
- LOBOS
- MAR DE CORTEZ
- MAR DE CORTEZ
- MARAZUL
- MARI
- MARIDIVE
- MARK PHILIP
- MESRA
- NAGROOR
- PAOLA
- PETROSTAR
- PIO
- POLAR
- PROSPERITY
- RABUNION
- RENE
- RENOVATION
- SALIM
- SARDINA
- SLAMET
- SUMBER
- ULTRAMAR
- VASILIOS
- WILCON
- WISNU
- WOURI

X II, GEORGIOS
X., STAVROULA
X. KYRIAKOU, CAPTAIN
XAN, O'
XANADU, WORLD
XATIVA, CASTILLO DE
XAVANTE, CONFRIO
XAVIER MARIS STEL, ST.
XEBEC, SANG THAI
XENIA, MISS
XENOFON, KAPTAIN
XENOPHON, ATHENIAN
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- AMAGER
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- ANGGADA
- ARPEM
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- BANPESCA
- BIGORANGE
- BINTANG SAMUDRA
- BUNGA TERATAI
- BUNKER SPC
- CHIMU
- D. E. C. O.
- DARYA—VAND
- DCI DREDGE
- ESCAMA
- EVANGELISTRIA
- FISHERMEN
- FLYING DOLPHIN
- HUA
- INDUSTRIES
- KOTA SILAT
- LORENZO CONTAINER
- MARAZUL
- MARIDIVE
- MESRA
- MONALINDA—
- NASEEB
- NATIONAL
- NEJMAT EL PETROL
- PALEX
- PERMINA
- PIONIER
- POLAR
- PUNTILLA
- QIONG
- RABUNION
- SALIM
- SANATARIA
- SARDINA
- SOACHIP
- SULPICIO CONTAINER
- TELOK
- TRANS—GULF
- UCO
- ULTRAMAR
- UNECA
- VASILIOS
- VIET DUC
- WILCON
- WISNU

XI AV STOCKHOLM, BORE
XI GUAN, JIANG
XI HAI, MING
XI JIANG, NAN
XI WANG, NAN HAI
XI 1004, HANG
XIA,
- HUA
- SU

XIA SHAN,
- DAN
- FEI
- QI

XIAN,
- LING
- NAN HAI FA
- SHUI

XIAN HU, YI
XIAN QUAN, JIN
XIANG,
- DING
- FENG
- JIN
- NAN
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- TIAN
- WAN

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XIANG No. 702, HAI
XIANG 201, MIN
XIANG 202, MIN
XIANG 203, MIN
XIANG 204, MIN
XIAO 2, QING GANG
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XII,
- ABOITIZ CONCARRIER
- AMOUR DES ILES
- ANGGADA
- ARPEM
- ASUNCION
- BACOCHIBAMPO
- BINTANG SAMUDRA
- DCI DREDGE
- ESCAMA
- EVANGELISTRIA
- FAIRPLAY
- FAL
- FISHERMEN
- FLYING DOLPHIN
- INDUSTRIES
- LORENZO CONTAINER
- MARAZUL
- MARIDIVE
- MARK PHILIP
- NATIONAL
- OSLO
- PERMINA
- PETROSTAR
- POLAR
- RABUNION
- ROBBY
- SAINT GEORGES
- SALIM
- SARDINA
- SOACHIP
- STARFISH
- SUL ATLANTICO
- SULPICIO CONTAINER
- TOULONNAIS
- TRANS GULF
- UCO
- ULTRAMAR
- UNECA
- VASILIOS
- VIET DUC
- WISNU

XIII,
- ANGGADA
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- ESCAMA
- EVANGELISTRIA
- FISHERMEN
- MARIDIVE
- PERMINA
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XIN,
- AN
- CHANG
- FAN
- HE
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- MAO
- QING
- RONG
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- SU
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XIN JIANG, AN
XIN No. 1, HAI
XIN No. 2, HAI
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XIN SHAN, FU
XING,
- BAO
- BEI JI
- CHANG
- DA
- DONG
- FANG
- FU
- HAI
- HAI
- HAI
- HAI
- HUA
- HUI
- JI
- JIN
- MING
- TIAN
- YE
- YONG
- ZHEN

XING ER HAO, JIN
XING GUAN, PING
XING HAI, BO
XING HU, ZHEN
XING LING, MO
XING No. 1, XIN
XIONG, HAI
XISTRAL, SERRA DO
XIU,
- CHANG
- GANG CHUAN HANG

XIU HU, BEI
XIU YI HAO, HANG
XIU 1,
- GUANG YUAN HANG
- HANG
- JIN YUAN HANG
- QING YUAN HANG
- SHANG YUAN HANG

XIU 2, QING YUAN HANG
XIV,
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- AL JABER
- AL—MOJIL
- ANGGADA
- ARPEM
- DCI DREDGE
- ESCAMA
- FAIRPLAY
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- FLYING DOLPHIN
- INDUSTRIES
- MARAZUL
- NATIONAL
- PERMINA
- PETROSTAR
- RABUNION
- REBELO
- SOACHIP
- STARFISH
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- TIKI
- TRANS GULF
- UCO
- ULTRAMAR
- VASILIOS

XIX,
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- ESCAMA
- FLYING DOLPHIN
- FOGAS
- NEJMAT EL PETROL
- PERMINA
- RABUNION
- SANTA ELENA
- SERVICE
- STARFISH
- UCO
- VLAANDEREN

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XO 79, VIET
XOXOTE, MONTE
XU, HUANG
XU QUAN, LIU
XUAN, YOU
XUE ER HAO, KE
XUE YI HAO, KE
XUN, LU
XUN 1, CHENG
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XV,
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- ESCAMA
- FAIRPLAY
- FLYING DOLPHIN
- KOTA SILAT
- LULU
- MARAZUL
- PERMINA
- RABUNION
- STARFISH
- TANJUNG JOHOR

XVI,
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- AL—MOJIL
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- BAKRI AL MADINAH
- BROEDERTROUW
- DOM ISAAC
- ESCAMA
- FAL
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XVII,
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- DOM ISAAC
- ESCAMA
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- SLAMET
- STARFISH
- VLAANDEREN

XVIII,
- ADRI
- AL—MOJIL
- BIGORANGE
- ESCAMA
- FAL
- FLYING DOLPHIN
- SANTA ELENA
- STARFISH
- UCO
- VLAANDEREN

XX,
- DELFINI
- ESCAMA
- FAL
- FLYING DOLPHIN
- JARAMAC
- NATIONAL
- NEJMAT EL PETROL
- NIAGA
- PEMEX
- PERMINA
- SLAMET
- STARFISH
- UCO

XXI,
- BIG ORANGE
- ESCAMA
- FLYING DOLPHIN
- JARAMAC
- LILLIAN
- NATIONAL
- NEJMAT EL PETROL
- NIAGA
- PEMEX
- SUN
- VLAANDEREN

XXII,
- BIG ORANGE
- ESCAMA
- FAL
- FLYING DOLPHIN
- JARAMAC
- NATIONAL
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- PEMEX
- STARFISH

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- FLYING DOLPHIN
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- NATIONAL
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- MONALINDA—
- NIAGA
- PEMEX
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- MONALINDA—

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- MONALINDA—
- PEMEX
- SUN

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- FLYING DOLPHIN
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- JARAMAC
- PEMEX
- PERMINA
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- MONALINDA—
- PERMINA

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- MONALINDA—
- NIAGA
- PERMINA

XXXI,
- ADRI
- MONALINDA—
- NIAGA
- PEMEX
- PERMINA
- SANTA ELENA

XXXII,
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- MONALINDA—
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XXXIV,
- ADRI
- MONALINDA—
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- MONALINDA—
- PEMEX

XXXVI,
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- MONALINDA—
- NIAGA
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- ADRI
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Y BEGONA, FRANCISCO
Y BROTHERS, HOWIE
Y BURGOA, LACA
Y ESPERANZA, FE
Y MAR, CIELO
Y MARIA, LAURA
Y MARY, JOSE, LUISA
Y PROVIDENCIA, SAN ANDRES
Y VIDAL I, GARCIA
Y., PARASKEVI M.
Y. DRACO, T.
Y. VICTORY, C. C. N.
Y. 1, T. P.
Y—MAR, RIO—
YA,
- TIAN
- YOU

YA HENDA, HOJI
YA HO, KA
YA NABI, NOOR
YA No. 1, KAO
YA No. 2, KAO
YA No. 3, KAO
YA No. 6, KAO
YA WAN, SAN
YABLOCHKOV, PAVEL
YACOUB No. 1, EL HADJ
YACOUBI, AL
YAD, MAJID
YAGCI, TUNC
YAIZA, VOLCAN DE
YAK, JIN
YAKIR, IONA
YAKOVENKO,
- ALEKSANDR
- MEKHANIK

YAKOVYENKO, VASILIY
YAKUBOVSKIY, MARSHAL
YAKUSHIMA, FERRY
YAKUTII,
- KOMSOMOLETS
- PIONER

YAKUTIYA, SOVIETSKAYA
YALE, COPPER
YAMAKAWA MARU, SHIN
YAMAMA, ZARQA AL
YAMAMAH,
- AL
- NCC

YAMATO,
- FERRY
- NEW

YAMATO MARU, V. S. P.
YAMBURENKO, INZHENER
YAMUNA, JAG
YAN,
- FENG
- KING
- TIAN
- VASILIY
- ZHE

YAN BU 6001, LU
YAN BU 6002, LU
YAN BU 6003, LU
YAN BU 6004, LU
YAN LIANG 104, LU
YAN LIANG 107, LU
YAN YOU 2, LU
YAN YOU 3, LU
YAN 2, SHI
YAN 3, HONG
YAN 4, HONG
YANBU, NUR
YANEZ, HERMANOS
YANEZ PINZON, VICENTE
YANG,
- BU
- CHANG
- CHAO
- CHEOG
- CHEUK
- CHUL
- DAE
- DAE
- DAN
- DONG
- DUCK
- FENG
- FU
- GA
- GAE
- GAO
- GUI
- GUI LIN
- HAK
- HAN
- HAN
- HAND
- HUA
- HUAI
- HUI
- JA
- JE
- JIANG
- JIN
- JIN
- LI
- LIAO
- MEE
- MOON
- NAM
- O
- PUNG
- QING
- SAE JO
- SAM
- SIN
- SO
- SOO
- SOON
- SU
- SUN
- TAE
- TAK
- THAI
- XI
- XIANG
- XIN
- XUN
- YI
- YU
- YUAN
- YUE
- YUNG
- ZHEN
- ZHENG

YANG ALBATROSS, KEUM
YANG BIRDIE, KEUM
YANG ER HAO, HAI
YANG EXPRESS FERRY No. 1, DONG
YANG EXPRESS FERRY No. 2, DONG
YANG EXPRESS FERRY No. 3, DONG
YANG EXPRESS FERRY No. 5, DONG
YANG FENG, HAN
YANG HAI, ZHAO
YANG HE, TAI
YANG HONG 3, XIANG
YANG HONG 5, XIANG
YANG HONG 7, XIANG
YANG HONG 8, XIANG
YANG HONG 9, XIANG
YANG HONG 10, XIANG
YANG HONG 14, XIANG
YANG HONG 16, XIANG
YANG I, SUNGAI
YANG II, SUNGAI
YANG JIANG, AN
YANG No. 1,
- CHEOG
- CHUNG
- DAE
- DAN
- JIN
- KEO
- KEUM
- MING
- PUK

YANG No. 2,
- DAE
- DAN
- JIN
- JUNG
- KEUM
- PUK

YANG No. 3,
- CHEOG
- CHUNG
- HAE
- JUN
- KEUM
- MING
- PUK

YANG No. 5,
- DAE
- KEUM
- KYUNG

YANG No. 6,
- DAE
- NAM
- PUK

YANG No. 7,
- CHUN
- DAE
- DAE
- HAE
- HAN
- PUK
- SUN

YANG No. 8, KEUM
YANG No. 11,
- DAE
- HAI

- YANG No. 11.
  - HAN
  - HWA
  - KWANG
  - LIH
  - O
  - PUK
  - SE
- YANG No. 12.
  - HAI
  - HWA
  - KWANG
  - O
  - SE
  - TAE
- YANG No. 15.
  - O
  - SE
- YANG No. 17. O
- YANG No. 18. O
- YANG No. 21.
  - KWANG
  - MING
  - TAE
- YANG No. 24. BUM
- YANG No. 27. O
- YANG No. 31.
  - CHEOG
  - DAE
  - O
  - SE
- YANG No. 32. HAN
- YANG No. 33. CHEOG
- YANG No. 51.
  - AN
  - CHEOG
  - HAN
  - O
  - SE
- YANG No. 52.
  - O
  - SE
- YANG No. 55. SE
- YANG No. 61. CHEOG
- YANG No. 70. O
- YANG No. 71.
  - AN
  - CHEOG
- YANG No. 72. AN
- YANG No. 73. WHA
- YANG No. 75. WHA
- YANG No. 76. O
- YANG No. 77.
  - CHE
  - EUN
  - KEAM
  - O
  - WOO
- YANG No. 78. WHA
- YANG No. 81. CHEOG
- YANG No. 82. O
- YANG No. 83. O
- YANG No. 85. O
- YANG No. 86. O
- YANG No. 87. O
- YANG No. 88. O
- YANG No. 89. KUM
- YANG No. 91.
  - CHEOG
  - WHA
- YANG No. 101.
  - CHEOG
  - DOO
  - JIN
  - KUM
  - O
  - O DAE
- YANG No. 102.
  - DOO
  - KUM
  - O
  - TAE
  - WHA
- YANG No. 103.
  - JIN
  - WOO
- YANG No. 105.
  - JIN
  - O
  - O DAE
  - TAE
  - WOO
- YANG No. 106.
  - O
  - TAE
- YANG No. 107.
  - JIN
  - KWANG
  - O
  - O DAE
  - WOO
- YANG No. 108.
  - KWANG
  - O
- YANG No. 110. KOOK
- YANG No. 115. TAE
- YANG No. 117. TAE
- YANG No. 118. TAE
- YANG No. 121. O DAE
- YANG No. 201.
  - O
  - O DAE
- YANG No. 202. O
- YANG No. 203. O
- YANG No. 205.
  - O
  - O DAE
- YANG No. 206. O
- YANG No. 207.
  - O
  - O DAE
- YANG No. 216. O DAE
- YANG No. 222. O
- YANG No. 300. SE
- YANG No. 301.
  - CHEOG
  - O
- YANG No. 302.
  - O
  - O DAE
- YANG No. 303. O
- YANG No. 305.
  - O
  - O DAE
- YANG No. 306. O
- YANG No. 307. O
- YANG No. 308.
  - KWANG
  - O
- YANG No. 337. SE
- YANG No. 355. O
- YANG No. 356. O
- YANG No. 501.
  - CHEOG
  - SAM
- YANG No. 515. DOO
- YANG No. 601. CHEOG
- YANG No. 700. O
- YANG No. 701. CHEOG
- YANG No. 705. O
- YANG No. 706. O
- YANG No. 727. O DAE
- YANG No. 800. O
- YANG No. 803. SAM
- YANG No. 805. O
- YANG No. 806. O
- YANG No. 901. HWA
- YANG NO. 5. DAE
- YANG PIONEER. KWANG
- YANG SAN HAO. HAI
- YANG SHAN.
  - FU
  - TAI
- YANG SI HAO. HAI
- YANG T—1. CHEUN
- YANG YI HAO. HAI
- YANG YU 1113. ZHOU
- YANG YU 1114. ZHOU
- YANG 1. KWANG
- YANG 205. HANG
- YANGEL. AKADEMIK
- YANGS. YOU
- YANKEE.
  - SEACOR
  - STATE
- YANMAR. TOGO
- YANNIS. KAPETAN
- YANNIS D. KAPETAN
- YANONIS. YULYUS
- YAO.
  - FENG
  - MING
  - SHAO
  - YAN
- YAQUT EL ARSH. SIDI
- YAR MIN THA MEE. A
- YAR MIN THAR. A
- YAR—MAI. A
- YAR—MAUNG. A
- YARACUY. RIO
- YARD. PAN
- YARDIMCI. SEVKET
- YARMOUK.
  - AL
  - AL—
- YARO. RUWAN
- YAROSLAVSKIY. YEMELYAN
- YARRA. RIVER
- YARTSEV. MEKHANIK
- YASAR AKBAS. KAPTAN
- YASH. VISHVA
- YASHIMA MARU. V. S. P.
- YASMINE. ATLASSY
- YASRAH. AL
- YASSINE. ABDALLAH BNOU
- YATERAS. RIO
- YATSENYAVICHUS. VIKTORAS
- YAU. HANG
- YAUNG No. 1. PAO
- YAUNG No. 2. PAO
- YAVOROV. PEYO
- YAVUZ. SEHIT ADEM
- YAWHANI. 303
- YAY.
  - KYANT KHAING
  - THAUNG NAING
- YAZAN. DHU
- YDE. TER
- YE.
  - DA
  - JIAN
- YE 1. XING
- YE 2. XING
- YEAR. GOLDEN
- YEAR No. 66. SHINE
- YEDEMSKIY. KAPITAN
- YEE.
  - KING
  - KING
  - MAN
  - TONG
  - WAH
- YEFREMOV. ANDREY
- YEGOROV. YEVGENIY
- YEGOROVA. MYS
- YEH No. 2. GAANG
- YEING No. 3. KUO
- YEING No. 12. KUO
- YELAGIN. SHTURMAN
- YELAGINA. MYS
- YELANSKAYA. KLAVDIYA
- YELKIN. LEONID
- YELLOWKNIFE. RADIUM
- YEMTSOV. PYOTR
- YEN. PHU
- YEN 1.
  - HAI
  - PHU
- YEN 2.
  - HAI
  - PHU
- YENDIDORI. TELUK
- YEO. MING
- YEON No. 51. HAE
- YEON No. 52. HAE
- YEON No. 57. HAE
- YEON No. 58. HAI
- YEON No. 61. HAE
- YEON No. 62. HAE
- YEON No. 65. HAE
- YEON No. 66. HAE
- YEON No. 67. HAE
- YEON No. 68. HAE
- YEON No. 71. HAE
- YEON No. 72. HAE
- YEON No. 75. HAE
- YEON No. 77. HAE
- YEON No. 78. HAE
- YEON No. 101. DAE
- YEON No. 103. DAE
- YEON No. 105. DAE
- YEONG No. 2. ILL
- YEONG No. 9. AN
- YEONG No. 101. BAEK
- YEONG No. 103. BAEK
- YEONG No. 105. BAEK
- YEONG No. 106. BAEK
- YEONG No. 109. BAEK
- YEONG No. 111. BAEK
- YEONG No. 510. DONG
- YERAKAS. KAVO
- YERBABUENA. PLAYA DE
- YERMAK. MYS
- YERMOLENKO. STAKHANOVETS
- YERMOLOVA. MARIYA
- YERMOLYUK. POGRANICHNIK
- YERMOSHKIN. INZHENER
- YERSHOV. KAPITAN
- YERYOMENKO. MARSHAL
- YESENIN.
  - SERGEY
  - SERGEY
  - SERGEY
- YEUN.
  - IL
  - SEO
- YEUNG.
  - MAN
  - ON
- YEVDANOV. ANDREY
- YEVGENIY PATON. AKADEMIK
- YEVGENOV. NIKOLAY
- YEVGRAFOV. MEKHANIK
- YEVSEYEV. KAPITAN
- YEWADI. 401
- YI.
  - DE
  - ESSO TSING
  - FENG
  - SHUN
  - TIAN
  - TSING
  - YOU
- YI HAO.
  - DA QING
  - FEN DOU
  - HAI YANG
  - HANG XIU
  - JIN HANG LENG
  - KE XUE
  - LIAO MIN
  - QIONG ZHOU
  - SONG ZHU MEI
  - YAN YUAN
  - ZHOU SHUI
  - LENG
- YI HU.
  - WU
  - WU
- YI HUO. HUAN WEI
- YI No. 1. SAN
- YI No. 11. KEI
- YI SHAN. WU
- YI 2. YOU
- YI 3. YOU
- YI 5. YOU
- YI 6. YOU
- YI 7. YOU
- YI 9. YOU
- YI 11.
  - YOU
  - YOU
- YI 12.
  - YOU
  - YOU
- YI 13. YOU
- YI 14. YOU
- YI 16. YOU
- YI 28. YOU
- YIH No. 32. LONG DER
- YILDIRIM. TAYYAR
- YILDIZ. DRAGON
- YILDIZI.
  - GUNEY
  - KUTUP
- YILMAZ 1. KAPTAN
- YIN.
  - HAN
  - HONG
  - HSIN HUNG
  - HUA
  - HUAI
- YIN.
  - JIANG
  - PING
  - SHAN
  - TANG
  - ZHI
- YIN GUAN. JIA
- YIN SHAN. BAI
- YIN 2. HU GANG
- YING.
  - FENG
  - FENG
  - HAI
  - HAI
  - HUA
  - JIN
  - LIAO
  - MAN
  - SU
  - YU
  - YU
- YING LING. FEI
- YING No. 3. SHEH
- YING 2. DONG
- YING 16. DONG
- YING 101. LIAO
- YING 106. LIAO
- YING 107. LIAO
- YING 108. LIAO
- YIP. MAN
- YIP LEUNG 1. LEE
- YIU.
  - MAN
  - NEW TUNG
  - TUNG
- YNEZ. MISSION SANTA
- YO. VIVA
- YOH.
  - GYN
  - KIN
  - RYU
  - YU
  - ZUI
- YOH MARU. CHO
- YOKHANI. ANDRUS
- YOKOHAMA.
  - DONGJIN
  - DSR
  - HANJIN
  - ZIM
- YON. SAM JI
- YONAKUNI. FERRY
- YONG.
  - AH
  - KUM
  - SING
  - SSANG
- YONG BONG. MANG
- YONG GUAN.
  - JIANG
  - JU
- YONG No. 2. CHUNG
- YONG No. 3.
  - CHUNG
  - KUM
- YONG No. 5.
  - CHUNG
  - KUM
- YONG No. 6. CHUNG
- YONG No. 7. CHUNG
- YONG No. 8. CHUNG
- YONG No. 9. KUM
- YONG No. 16. KUM
- YONG No. 21.
  - CHUNG
  - SUNG
- YONG No. 22. CHUNG
- YONG No. 23. CHUNG
- YONG No. 25. CHUNG
- YONG No. 27. CHUNG
- YONG No. 31. CHUNG
- YONG No. 32. CHUNG
- YONG No. 33.
  - CHUNG
  - HEA
- YONG No. 35. CHUNG
- YONG No. 36. CHUNG
- YONG No. 51. CHUNG
- YONG No. 52. CHUNG
- YONG No. 53. CHUNG
- YONG No. 55. CHUNG
- YONG No. 56. CHUNG
- YONG No. 57. CHUNG
- YONG No. 201. JIN
- YONG No. 203. JIN
- YONG No. 205. JIN
- YONG 9. ZHE
- YORK.
  - CAPE
  - COASTAL NEW
  - NEW
  - NEW
  - OVERSEAS NEW
  - SMIT NEW
- YORK CITY. NEW
- YORK HIGHWAY. NEW
- YORK SENATOR. NEW
- YORK SUN. NEW
- YORKE.
  - MARGARET
  - PHYLLIS
- YOSHINO. FERRY
- YOSHINO MARU. ESSO
- YOU. HAI
- YOU No. 7. CHUNG
- YOU SHAN. YING
- YOU 1.
  - HU JIU
  - JIN
  - JIN LIANG
  - LIAN
  - MIN
- YOU 1.
  - MIN HAI
  - PU
  - QIN
  - QING
  - SUI JIU
  - YAN JIU
  - YUN
  - ZHAN
- YOU 2.
  - JIN
  - LIAN
  - LU YAN
  - MIN
  - PU
  - QIN
  - QING
  - YAN JIU
  - YUN
- YOU 3.
  - JIN
  - LIAN
  - LU YAN
  - MIN HAI
  - PU
  - QIN
  - QING
  - SUI JIU
  - YUN
- YOU 4.
  - JIN
  - PU
  - QIN
  - ZHAN
- YOU 5.
  - LIAN
  - MIN
  - ZHAN
- YOU 6.
  - JIN
  - MIN HAI
  - QING
- YOU 7.
  - JIN
  - LIAN
  - LIAN
  - MIN
  - MIN HAI
  - PU
  - QING
- YOU 8.
  - LIAN
  - MIN
  - QING
- YOU 9. QING
- YOU 10. MIN
- YOU 11.
  - JIN HANG
  - MIN
- YOU 12. JIN HANG
- YOU 13. HAI GONG
- YOU 14. HAI GONG
- YOU 15. HAI GONG
- YOU 16. HAI GONG
- YOU 17. HAI GONG
- YOU 18. HAI GONG
- YOU 19. HAI GONG
- YOU 20. HAI GONG
- YOU 21. HAI GONG
- YOU 22. HAI GONG
- YOU 23. HAI GONG
- YOU 24. HAI GONG
- YOU 25. HAI GONG
- YOU 26. HAI GONG
- YOU 101. YUE
- YOU 102. YUE
- YOU 104. YUE
- YOU 181. XIN
- YOU 201.
  - JIN
  - YUE
- YOU 202.
  - JIN
  - YUE
- YOU 203.
  - JIN
  - YUE
- YOU 204. JIN
- YOU 301. HAI GONG
- YOUNG.
  - CHANG
  - CHANG
  - DONG
  - EUN
  - HAN
  - IN
  - JOHN
  - KEUM
  - R. B.
  - SAM
  - SAM
  - SUN
- YOUNG HIGH SPEED FERRY. SHIN
- YOUNG JIN. NEW
- YOUNG No 33. HWA
- YOUNG No. 1. HAE
- YOUNG No. 2.
  - KEUM
  - SE
- YOUNG No. 3. HWA
- YOUNG No. 7.
  - DAE
  - KEUM
- YOUNG No. 11. HEUNG
- YOUNG No. 13. HEUNG
- YOUNG No. 15. HEUNG
- YOUNG No. 17. HEUNG
- YOUNG No. 62. TAE
- YOUNG No. 77. DONG
- YOUNG No. 88. KUM
- YOUNG No. 99. SUNG
- YOUNG No. 101. SAM
- YOUNG No. 153. JIN
- YOUNG No. 303. SAM
- YOUNG No. 305. SAM
- YOUNG No. 701. DONG
- YOUNG No. 808. SAM
- YOUNG No. 818. SAM
- YOUNG STAR.
  - No. 88
  - 101
- YOUNIS.
  - MAHMOUD
  - ZAKI
- YOUNUS. IBN
- YOUSHAT. IRAN
- YOW No. 102. YUH
- YOZAN MARU. SHIN
- YPACARAI. LAGO
- YPOA. LAGO
- YTTERSTAD. M
- YU.
  - DA
  - FENG
  - LU
  - NEW LAN
  - SU
  - TA
  - TA
  - TAO
- YU GANG. BIR
- YU HAI. JIA
- YU I. MIN
- YU JI 12. DONG
- YU LAN. BAI
- YU LENG No. 2. ZHOU
- YU LENG No. 3. ZHOU
- YU LENG No. 4. ZHOU
- YU LENG 3. LIAO
- YU LENG 4. LIAO
- YU MARU. SEN
- YU No. 2.
  - TAO
  - TO
- YU No. 11. HSIEH
- YU No. 12. SHEN
- YU No. 706. JIH
- YU No. 806. JIH
- YU QUAN.
  - LE
  - SHU
- YU SHAN.
  - DA
  - FU
- YU YUN 54. LIAO
- YU ZHENG 404. ZHONG GUO
- YU 1.
  - YUAN
  - YUE YUAN
- YU 2.
  - MIN
  - YUAN
  - YUE YUAN
- YU 3. YUAN
- YU 4. YUAN
- YU 5.
  - YUAN
  - ZHE
- YU 6. YUAN
- YU 9. YUAN
- YU 10. YUAN
- YU 102. DA YUAN
- YU 103. DA YUAN
- YU 104. DA YUAN
- YU 601.
  - SU
  - SU LIAN
  - ZHE
- YU 602.
  - SU
  - SU LIAN
  - ZHE
- YU 603.
  - SU
  - ZHE
- YU 604.
  - SU
  - ZHE
- YU 605.
  - SU
  - ZHE
- YU 606.
  - SU
  - ZHE
- YU 609. LU SHI
- YU 610. LU SHI
- YU 611.
  - LU SHI
  - MIN
- YU 612.
  - LU SHI
  - MIN
- YU 615. MIN
- YU 616. MIN
- YU 617.
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  - YAN
- YU 618.
  - MIN
  - YAN
- YU 619. YAN
- YU 620. YAN
- YU 621. YAN
- YU 622. YAN
- YU 625. YAN
- YU 626. YAN
- YU 627.
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  - YUAN
- YU 628.
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- YU 629.
  - YAN
  - YUAN
  - ZHOU
- YU 630.
  - YAN
  - YUAN
- YU 634. ZHOU
- YU 641. ZHOU
- YU 642. ZHOU
- YU 701. MIN
- YU 702.
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  - YUAN
- YU 703. NING
- YU 704. NING
- YU 709. HU
- YU 710. HU
- YU 801.
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  - JING
  - YAN
- YU 802.
  - HU
  - JING
  - YAN
- YU 803. HU
- YU 804. HU
- YU 805.
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  - QING
- YU 806.
  - HU
  - QING
- YU 807. HU
- YU 808. HU
- YU 809.
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- YU 810.
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  - LIAO
- YU 811. HU
- YU 812. HU
- YU 813. HU
- YU 814. HU
- YU 815. HU
- YU 816. HU
- YU 819. LIAO
- YU 820. LIAO
- YU 829.
  - HU
  - LIAO
- YU 830.
  - HU
  - LIAO
- YU 843. LIAO
- YU 844. LIAO
- YU 1113. ZHOU YANG
- YU 1114. ZHOU YANG
- YU 1501. DONG
- YU 1502. DONG
- YU 1503.
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  - DONG
- YU 1504.
  - DONG
  - DONG
- YU 1505.
  - DONG
  - DONG
- YU 1506.
  - DONG
  - DONG
- YU 1507. DONG
- YU 1508. DONG
- YU 2001. DONG
- YU 2002. DONG
- YU 3016. DONG
- YUAN.
  - AN
  - CEMTEX
  - FU
  - HAI SHANG LE
  - HUENG
  - KAI
  - KAI
  - MEI
  - QING
  - QU
  - SHENG
  - SU
  - TAO
  - YUNG
- YUAN ER HAO. YAN
- YUAN HAI. GU
- YUAN HANG XIU 1.
  - GUANG
  - JIN
  - QING
  - SHANG
- YUAN HANG XIU 2. QING
- YUAN II. HSIEN
- YUAN KOU. HUA
- YUAN No. 3.
  - FU
  - YAN
- YUAN No. 31. TAO
- YUAN No. 51. TAO
- YUAN SHAN. FU
- YUAN SHUI 1. JIN
- YUAN YI HAO. YAN
- YUAN YU 1. YUE
- YUAN YU 2. YUE
- YUAN YU 102. DA
- YUAN YU 103. DA
- YUAN YU 104. DA
- YUDIN. STANISLAV
- YUDINA. MYS
- YUDINTSYEV. INZHENER
- YUE.
  - DE

- YUE,
  - GU
  - HUA
  - TIAN
  - XIN HAI
- YUE CHENG, XIONG
- YUE JIANG, AN
- YUE MARU, HONG
- YUFUTSU MARU, SHIN
- YUH, FU
- YUH No. 1, CHIAH
- YUH No. 11, CHIAH
- YUH No. 21, CHIAH
- YUH No. 32, CHIAH
- YUIN, MING
- YUKARI, NEW
- YUKHO, HEYANG
- YUKI, FERRY
- YULAYEV, SALAVAT
- YUN,
  - AN
  - CHANG
  - CHANG
  - CHENG
  - CHI
  - CHIA
  - CHIN
  - DE
  - DENG
  - FENG
  - FONG
  - HORNG
  - HSING
  - HUANG
  - HUNG
  - JIA
  - LI
  - LU
  - SHYANG
  - SU
  - TIAN
  - XIANG
  - ZHUANG
  - ZI
- YUN HAI,
  - BAI
  - MI
- YUN LING,
  - FEI
  - QING
- YUN SHAN,
  - BAI
  - DAI
  - LIAN
  - ZI
- YUN 1, HUA
- YUN 2, HUA
- YUN 3, XIA SHUI
- YUN 4, HUA
- YUN 5, HUA
- YUN 23, XIA SHUI
- YUN 24, XIA SHUI
- YUN 54, LIAO YU
- YUNA, RIO
- YUNCULER, HACI ADNAN
- YUNFU, PEONY
- YUNG,
  - CHANG
  - DONG
  - HSIEH
  - KING
  - SAM
  - SHING
  - THAI
  - YUNG
- YUNG BUSAN, JANG
- YUNG LOTUS, JANG
- YUNG MASAN, JANG
- YUNG No. 3,
  - JANG
  - JANG
  - JIN
- YUNG No. 6, JANG
- YUNG No. 7, JANG
- YUNG No. 8, JANG
- YUNG No. 9, JANG
- YUNG No. 11, JANG
- YUNG No. 12, JANG
- YUNG No. 15, JANG
- YUNG No. 17, JANG
- YUNG No. 31, JANG
- YUNG No. 33, HAN
- YUNG No. 51, SHIN
- YUNG No. 52, SHIN
- YUNG No. 53, SHIN
- YUNG No. 55, SHIN
- YUNG No. 56, SHIN
- YUNG No. 63, JIN
- YUNG No. 71, SHIN
- YUNG No. 88, JANG
- YUNG No. 102, JIN
- YUNG No. 506, JIN
- YUNG No. 709, DONG
- YUNG SHAN, FU
- YUNONY, MYS
- YUNOSTI, BEREG
- YUON, KONSTANTIN
- YURIN, POGRANICHNIK
- YURIY BILIBIN, GEOLOG
- YURIY GAGARIN, KOSMONAUT
- YURYEV,
  - AKADEMIK
  - MEKHANIK
- YUSHCHENKO, PROFESSOR
- YUWA MARU, SHIN
- YUYANG No. 1, MISS
- YUYANG No. 2, MISS
- YUZHNO—SAKHALINSKA, PIONER
- YVELINE, CHRISTIAN
- YVES, LUC
- YVETTE, LADY
- YVON, PERE
- YVONNE, MY
- YWA,
  - HTONE
  - MYOMA
  - PHA SHWE GYAW
- Z.
  - AMASRA
  - BIG
  - CATHI
  - ELEONOR
  - LARRY
  - LAURA
  - MANOLIS
  - MARGARET
  - MARINA
  - MARINA
  - MEYO—
  - YOLANDA
  - ZONGULDAK
- Z., NICOLA
- Z. DESGAGNES, J. A.
- Z. DOGAN, GENERAL
- ZA SAN CHONG NYON HO, ZANG
- ZAB, AL
- ZABBOUT, AL—
- ZABOLOTSKIY, NIKOLAY
- ZACHODNIE, POMORZE
- ZACHOS, THALIE
- ZADE,
  - B. K. BABA
  - MIRZO TURSUN—
- ZADONSK, SEVERO—
- ZAFIRAKIS, IOANNIS
- ZAGROS, KOOHE
- ZAGUBANSKI, IVAN
- ZAGUSTAN II, ENSENADA DE
- ZAHER II, AL
- ZAHER IV, AL
- ZAHIER, IBRAHIM
- ZAHRAA,
  - AL
  - AL—
- ZAHRAH, AL
- ZAIDOUN, IBN
- ZAIMOV,
  - GENERAL VLADIMIR
  - GENERAL VLADIMIR
- ZAINAB, AL
- ZAIT AL ARABY 5, AL
- ZAIT AL—ARABY 4, AL—
- ZAIYCHEV, VASILIY
- ZAKARIADZE, SERGO
- ZAKHAROV, MARSHAL
- ZAKHARYAN, BAGRAT
- ZAKORKIN, NIKOLAY
- ZALEAK, UR
- ZALIV,
  - AMURSKIY
  - AMURSKIY
  - BOTNICHESKIY
  - DVINSKIY
  - DVINSKIY
  - FINSKIY
  - KANDALAKSHSKIY
  - KOLSKIY
  - MOTOVSKIY
  - NARVSKIY
  - OLYUTORSKIY
  - ONEZHSKIY
  - PENZHINSKIY
  - RIZHSKIY
  - TAGANROGSKIY
  - ULBANSKIY
  - USSURIYSKIY
- ZALKA, MATE
- ZALKALNS, SKULPTOR
- ZALOMOV, PYOTR
- ZAMIRUDDIN, HAFEZ
- ZAMOJSKA, ZIEMIA
- ZAMPIKOS, MITCH
- ZAMYATIN, KAPITAN
- ZAMZAM, WADI
- ZAN, BAR'
- ZANEN,
  - BARENT
  - CORNELIS
- ZANIBON, VITTORINO
- ZANKOV, KONSTANTIN
- ZANZIBAR, FLYING HORSE
- ZAO, YICK
- ZAPATA, ,
  - EMILIANO
  - GENERAL
- ZAPATA I, ASIE
- ZAPOLYARYA,
  - GEROI
  - PIONER
  - RYBAK
- ZAPOLYARYE, SOVIETSKOYE
- ZAPOROZHETS, PYOTR
- ZAR,
  - OLA
  - SATURRAN
- ZARAGOZA, CIUDAD DE
- ZARCO,
  - BAIA DE
  - GONCALVES
- ZARINA, DANG
- ZARVA, GARPUNER
- ZASLONOV, KONSTANTIN
- ZASTAVA,
  - NARVSKAYA
  - NARVSKAYA
- ZATONSKIY, VLADIMIR
- ZAVARICKIS, AKADEMIKIS
- ZAVOYKO, ADMIRAL
- ZAWADZKI, ALEKSANDER
- ZAYTSEV, NIKOLAY
- ZBIGNIEW SZYMANSKI, KAPITAN
- ZDOR, KAPITAN
- ZDROJ, POLCZYN
- ZE, JIN
- ZE HU, HONG
- ZE JIANG, AN
- ZEAL, WESTMINSTER
- ZEALAND, COLUMBUS NEW
- ZEALAND II, FORUM NEW
- ZEALAND PACIFIC, NEW
- ZEALAND REEFER, NEW
- ZEBRA, CAM
- ZEE, DON JUAN
- ZEELANDIA, NEDLLOYD
- ZEEMEERMIN, DE
- ZEGEN,
  - HOOP OP
  - HOOP OP
  - HOOP OP
  - OP HOOP VAN
  - OP HOOP VAN
  - OP HOOP VAN
- ZEINA, TEVRAGH
- ZELENKO, KATYA
- ZELINSKIY, KHIMIK
- ZELYENTSY, DALNIYE
- ZEMBLA, NOVA
- ZEMLYA, MALAYA
- ZEMMOUR, GUELTAT
- ZEMNUKHOV, IVAN
- ZEN, SOARER
- ZENIMA, ABU
- ZENITH,
  - CHEVRON
  - OSLO
  - PAN
- ZENNARO, STELLA
- ZEPHYR, BLUE
- ZERGA, AIN
- ZERO No. 6, OCEFISH
- ZERO No. 7, OCEFISH
- ZERO No. 8, OCEFISH
- ZETA, GIANNI
- ZETKIN, KLARA
- ZETO, N'
- ZEUS, CALIFORNIA
- ZEYAD, TAREK EBN
- ZGODA, HUTA
- ZHADANOVSKIY, BORIS
- ZHAI, DA SHI
- ZHAN,
  - CHANG
  - FENG
- ZHELEZNYAKOV, ANATOLIY
- ZHELTOVSKIY, MEKHANIK
- ZHEMCHUZHIN, BORIS
- ZHEN,
  - HUA
  - JIAN
- ZHEN CHUN, SHEN
- ZHENG, CHANG
- ZHENG 404, ZHONG GUO YU
- ZHI,
  - CHANG
  - HUA
  - SHUN
  - YU
- ZHI 1, WEI
- ZHI 2, YU
- ZHITNIKOV, PYOTR
- ZHLOBA, DMITRIY
- ZHONG,
  - HUA
  - XING
- ZHONG HE, HAN
- ZHONG 21 HAO, QI
- ZHONG 22 HAO, QI
- ZHOU,
  - CANG
  - DE
  - FU
  - HAI
  - HU
  - JIN
  - LIU
  - LU
  - LUO
  - NAN JI
  - QUAN
  - SHEN
  - TONG
  - TONG
  - XU
  - ZHENG
- ZHOU HAI,
  - JIAO
  - JIN
  - LEI
  - MEI
  - QUAN
  - TAI
  - WEN
  - YA
- ZHOU HU, YIN
- ZHOU No. 1, QUAN
- ZHOU No. 2, QUAN
- ZHOU YI HAO, QIONG
- ZHOU 2, MING
- ZHOU 3, MING
- ZHOU 4, MING
- ZHOU 5, MING
- ZHOU 6, MING
- ZHOU 7, MING
- ZHOU 8, MING
- ZHOU 9, MING
- ZHOU 10, MING
- ZHOU 11, MING
- ZHOU 12, MING
- ZHOU 13, MING
- ZHOU 14, MING
- ZHOU 15, MING
- ZHU, MING
- ZHU HAI, MIAN
- ZHU HU, MING
- ZHU MEI, ZHEN
- ZHU MEI YI HAO, SONG
- ZHU MEI 2, SONG
- ZHUANG, HUA
- ZHUANG LENG 1, LIAO
- ZHUANG LENG 2, LIAO
- ZHUKOV,
  - KHUDOZHNIK
  - MARSHAL
  - NIKOLAY
- ZHURAVLYOV, KAPITAN
- ZI, CHANG
- ZI JIANG 1, YANG
- ZI JIANG 2, YANG
- ZI JIANG 3, YANG
- ZI JIANG 4, YANG
- ZI JIANG 5, . YANG
- ZI JIANG 6, YANG
- ZIAROTZA, NUESTRA SENORA DE
- ZIBERTAS, PRANAS
- ZIBIBBO, ALIJUMBO
- ZIEMOWIT, KOPALNIA
- ZIMAKOV, IVAN
- ZIN, ONG
- ZINDANCIOGLU I, ORHAN
- ZINGST, SEEBAD
- ZIPAQUIRA, CIUDAD DE
- ZIRCON,
  - NEPTUNE
  - VEESEA
- ZIYA ONIS, YUSUF
- ZIYA SONMEZ, KAPTAN
- ZIYAD, TARIK IBN
- ZIZ, OUED
- ZMAJEVIC, ADMIRAL
- ZMEYEV, POGRANICHNIK
- ZNAMYA,
  - KOMMUNISTICHESKOYE
  - LENINSKOYE
- ZOE, PRINCESS
- ZOE ANNE, OUR
- ZOFIOWKA, KOPALNIA
- ZOHAL, AL
- ZOLOTARYEV, VALENTIN
- ZOLOTOY, MYS
- ZONG HAI, YANG
- ZONG No. 1, TA
- ZONG No. 2, TA
- ZONG No. 3, YU
- ZONI, AGHIA
- ZONNEBLOEM, DE
- ZORA 2, AL
- ZORGE, RIKHARD
- ZORI,
  - BALTIYSKIYE
  - POLYARNYE
- ZORIN, VALERIAN
- ZORKA, PIONERSKAYA
- ZOSEN, WORLD HITACHI
- ZOUR, RAS AL
- ZPS—1, DP—
- ZPS—2, DP—
- ZSA, ZSA
- ZU, WON
- ZUAN 2, SAN HANG
- ZUARI, DREDGER
- ZUBEROA, AGUR
- ZUBKOVA, ANTONINA
- ZUBOV, PROFESSOR
- ZUBRZYCKI, FRANEK
- ZUI SHAN, SHI
- ZULU,
  - MINERAL
  - ROYAL
- ZUMAYA, PLAYA DE
- ZURI, TXORI
- ZUYEVO, OREKHOVO
- ZUZORIC, CVIJETA
- ZVEKOV, BAGERMEYSTER
- ZVEZDA,
  - KAMCHATSKAYA
  - POLYARNAYA
  - YUZHNAYA
- ZVIJEZDA, CRVENA
- ZWA, KYAW
- ZWAN, WILLEM VAN DER
- ZWEDEN, SMIT
- ZWEIG, ARNOLD
- ZWERVER, DE
- ZYGMUNT, HUTA
- ZYTSAR, NIKOLAY

# Mooring buoys classed with Lloyd's Register

The abbreviations used in this section
can be found in the key to the
Register of Ships

| 1<br>LR No<br>Call Sign<br>Official No.<br>Nav. aids | 2<br>SHIP'S NAME<br>Former names<br>Owners<br>Managers<br>Port of Registry Flag | 3<br>TONNAGE<br>Gross<br>Net<br>*Deadwt<br>Gross<br>Net<br>*Deadwt<br>*(tonnes) | 4<br>CLASSIFICATION<br>Hull Special Survey<br>Machinery<br>Equipment Letter<br>Fee Numeral | 5<br>HULL<br>Date of Build Shipbuilders— Place of Build Yard Number<br>Length overall (m) Breadth extreme (m) Draught maximum (m)<br>Length B.P. (m) Breadth moulded (m) Depth moulded (m)<br>Superstructures (m) Decks<br>Riveted/Welded Rise of Floor (m) Keel (mm) Alterations Conversions<br>Bulkheads Water Ballast | 6<br>SHIP TYPE<br>Propulsion Shiptype | 7<br>MACHINERY<br>No. & Type of engines Bore x Stroke (mm)<br>Power Design<br>Enginebuilders Where manufactured<br>Boilers Pressures Heating Surface Furnaces<br>Aux. electrical generating plant & output<br>Special propellers<br>Fuel bunkers (tonnes) Speed |
|---|---|---|---|---|---|---|
| 7646528 | **ALGECIRAS BAY SPMB CESPA**<br>**Compania Espanola de Petroleos S.A. (CEPSA)**<br>Algeciras Spain | —<br>—<br>— | **✠100AT** SS 2/88<br>mooring buoy at<br>Algeciras | **1977**-4 Dragados y Construcciones S.A. – Seville | **Buoy**<br>Oil Mooring Terminal | |
| 8033376 | **ES-SIDER SBM OASIS OIL**<br>**Oasis Oil Co.**<br>Libya | —<br>—<br>— | **✠OU100AT** SS 3/86<br>oil terminal<br>catenary tethered | **1981**-11 Malta Drydocks – Malta<br>(143)<br>12,00 12,00 | **Buoy**<br>Oil Mooring Terminal | |
| 7742255 | **HUELVA SPMB**<br>**Union Explosivos Rio Tinto S.A**<br>Spain | —<br>—<br>— | **OU100AT** SS 10/90<br>mooring buoy<br>oil terminal catenary tethered for tankers up to 150,000 dwt. max., load 120 tonnes max. | **1978** N.V. Werf "Gusto" – Schiedam<br>12,40<br>8,81 4,27<br>1 dk | **Buoy**<br>Oil Mooring Terminal | |
| 8844103 | **LASMO COHASSET**<br>**Lasmo Nova Scotia Ltd.**<br>Canada | —<br>—<br>— | **OU100AT** SS 5/91<br>single point mooring buoy, catenary anchor leg mooring installation for oil transfer to storage tanker | **1989** Noell-Imac – Abu Dhabi<br>16,20 3,06<br>12,00 5,30 | **Buoy**<br>Oil Mooring Terminal | |
| 7943603 | **SINGAPORE SPMB**<br>**Port of Singapore Authority**<br>Singapore | —<br>—<br>— | **✠OU100AT** SS 6/86<br>single point mooring<br>buoy, catenary tethered | **1980**-11 Uni-France Offshore Eng. – Singapore<br>14,17 14,17 | **Buoy**<br>Oil Mooring Terminal | |
| 7942221 | **SOUTH CHINA SEA SBMS AMOCO-CADLAO**<br>**Terminal Installation Inc.**<br>Liberia | —<br>—<br>— | **✠OU100AT** SS 5/86<br>mooring system for<br>resident tanker<br>six leg catenary buoy<br>with rigid yoke | **1981**-5 Jurong Shipyard Ltd. – Singapore<br>19,00 19,00 5,00<br>9,00<br>1 dk | **Buoy**<br>Oil Mooring Terminal | |
| 7742322 | **ST. MICHIELS BAY SPMB**<br>**Eilandgebied Curacao (Haven en Loodwezen)**<br>Netherland Antilles | —<br>—<br>— | **✠OU100AT** SS 2/90<br>single point mooring<br>buoy, catenary tethered | **1979**-8 Havenwerken N.V. – Curacao<br>5,50 2,75<br>1 dk | **Buoy**<br>Oil Mooring Terminal | |
| 8133877 | **TETNEY BUOY ONE**<br>**Conoco Ltd.**<br>United Kingdom | —<br>—<br>— | **✠OU100AT** DS 2/90<br>single point mooring<br>buoy<br>oil terminal<br>catenary tethered | **1981**-9 Socomet – Le Trait, France<br>11,00 11,00<br>4,80 | **Buoy**<br>Oil Mooring Terminal | |

The abbreviations used in this section
can be found in the key to the
Register of Ships

# Miscellaneous pontoons
## classed with Lloyd's Register

The abbreviations used in this section
can be found in the key to the
Register of Ships

# MISCELLANEOUS PONTOONS CLASSED WITH LLOYD'S REGISTER 1992–93

| 1<br>LR No<br>Call Sign<br>Official No.<br>Nav. aids | 2<br>SHIP'S NAME<br>Former names<br>Owners<br>Managers<br>Port of Registry Flag | 3<br>TONNAGE<br>Gross<br>Net<br>*Deadwt<br>Gross<br>Net<br>*Deadwt<br>*(tonnes) | 4<br>CLASSIFICATION<br>Hull Special Survey<br>Machinery<br>Equipment Letter<br>Fee Numeral | 5<br>HULL<br>Date of Build Shipbuilders— Place of Build Yard Number<br>Length overall (m) Breadth extreme (m) Draught maximum (m)<br>Length B.P. (m) Breadth moulded (m) Depth moulded (m)<br>Superstructures (m) Decks<br>Riveted/Welded Rise of Floor (m) Keel (mm)<br>Bulkheads Water Ballast Alterations Conversions | 6<br>SHIP TYPE<br>Propulsion Shiptype | 7<br>MACHINERY<br>No. & Type of engines Bore x Stroke (mm)<br>Power Design<br>Enginebuilders Where manufactured<br>Boilers Pressures Heating Surface Furnaces<br>Aux. electrical generating plant & output<br>Special propellers<br>Fuel bunkers (tonnes) Speed |
|---|---|---|---|---|---|---|
| 7900003 | **ABERDEEN EUROLINK**<br>**Aberdeen Harbour Board**<br>Aberdeen United Kingdom | 500<br>—<br>1 500 | ✠AT SS 1/88<br>Aberdeen harbour service<br>ro-ro facility<br>EL (J) E 112,0/17,5U2<br>FN 1341 | **1979**-5 Oy Navire Ab – Naantali/Nadendal (NY66)<br>71,35 32,82 1,301<br>57,99 20,40 2,72<br>1 dk<br>rf nil<br>2BH WB574T | **Pontoon Jetty** | |
| 8128949 | **AL-ADAMI**<br>**Shuaiba Area Authority**<br>Kuwait Kuwait | 555<br>450<br>— | ✠AT SS 4/82<br>ro-ro facility for service in<br>Shuaiba port | **1982**-4 Kuwait Shipbuilding & Repairyard Co.– Kuwait (1003)<br>49,12 22,75<br>40,00 22,50 2,00<br>1 dk<br>rf nil<br>2BH WB470T | **Mobile Link Span**<br>Ro Ro facility | Gen 1 x 40kW 450V 50Hz |
| 7923988 | **ARICHA LANDING STATION**<br>**Bangladesh Inland Water Transport Corporation**<br>Aricha Bangladesh | —<br>—<br>— | ✠A<br>inland waterways<br>pontoon | **1980**-8 Hoffmann A/S – Esbjerg (144)<br>28,00 4,10<br>28,00 4,00 2,00<br>1 dk<br>rf nil<br>2BH WB nil | **Floating Landing Station** | |
| 8828331 | **BLACKWALL JETTY**<br>**Reuters Ltd.** | —<br>—<br>— | ✠AN<br>pontoon forming jetty at<br>Blackwall, River Thames | W.A. Dawson Ltd.<br>26,80 8,26<br>24,90 8,00 2,09<br>1 dk<br>WB nil | **Pontoon Jetty** | |
| 8320341 | **BLYTH PROGRESS**<br>**Blyth Harbour Authority**<br>Blyth United Kingdom | 1062<br>318<br>— | ✠AT SS 1/84<br>ro-ro facility for service at<br>Blyth | **1984**-1 Clelands Shipbuilders Ltd. (362)<br>45,05 29,82<br>45,00 29,78 3,10<br>1 dk<br>rf nil<br>4BH WB nil | **Pontoon**<br>Ro Ro terminal with land ramp | |
| 8108963 | **CANMAR CAREEN**<br>**Dome Petroleum Ltd.**<br>Edmonton Canada | 16 057<br>—<br>23 681 | ✠100AN SS 9/86<br>pontoon also ✠A floating dock for service at McKinlay Bay N.W.T. Nominal lifting capacity 30 480 tonnes associated with a ship length of not less than 131 metres<br>FN7263 | **1981**-9 Kambara Marine Development and Shipbuilding Co. Ltd. – Japan (OE-87)<br>131,10 49,02<br>128,79 48,77 7,62<br>1 dk<br>rf nil<br>WB7693T | **Pontoon**<br>Semi-submersible<br>Deck Cargo-Heavy Load | |
| | See also in Docking Installation section as F.D. CANMAR CAREEN | | | | | |
| 8428208 | **CRYSTAL**<br>**Admiralty Research Establishment (North)** | —<br>—<br>— | A SS 9/86<br>Permanently moored research pontoon at Portland Harbour | **1972** H.M.Dockyard – Davenport<br>125,73 17,05 1,82<br>3,66<br>1dk | **Pontoon** | |
| 8208074 | **DAMMAM III**<br>**Saudi Sea Ports Authority (SEAPA)**<br>Dammam Saudi Arabia | —<br>—<br>— | ✠AN SS 9/83<br>moored pontoon for<br>service at Dammam | **1982**-9 MAN-Unternehmensbereich Gutenhoffnungshutte Sterkrade A.G. – Blexen<br>20,06 30,06<br>20,00 30,00 3,00<br>1 dk<br>3BH WB nil | **Pontoon** | |
| 7910319 | **DUNDEE LINKSPAN No. 1**<br>**Trustees of the Harbour of Dundee**<br>Dundee United Kingdom | 500<br>—<br>750 | ✠AT SS 6/85<br>floating jetty for service<br>at Dundee<br>FN 809 | **1980**-3 Robb Caledon Shipbuilders Ltd. – Leith (528)<br>42,50 23,03<br>33,00 23,00 1,50<br>1 dk<br>rf nil<br>2BH WB nil | **Pontoon Jetty**<br>Twin Hull | |

| 1 | 2 | | 3 | 4 | | 5 | | | 6 | 7 |
|---|---|---|---|---|---|---|---|---|---|---|
| | SHIP'S NAME | | TONNAGE | CLASSIFICATION | | HULL | | | SHIP TYPE | MACHINERY |
| LR No | Former names | | Gross | Hull | Special Survey | Date of Build | Shipbuilders— | Place of Build Yard Number | Propulsion Shiptype | No. & Type of engines Bore x Stroke (mm) |
| | | | Net | | | | | | | |
| Call Sign | Owners | | *Deadwt | Machinery | | Length overall (m) | Breadth extreme (m) | Draught maximum (m) | | Power Design |
| | Managers | | | | | | | | | Enginebuilders Where manufactured |
| Official No. | Port of Registry | Flag | Gross Net *Deadwt | | | Length B.P. (m) | Breadth moulded (m) | Depth moulded (m) | | Boilers Pressures Heating Surface Furnaces |
| Nav. aids | | | *(tonnes) | | Equipment Letter | Superstructures (m) | Decks | | | Aux. electrical generating plant & output |
| | | | | | Fee Numeral | Riveted/Welded | Rise of Floor (m) | Keel (mm) | | Special propellers |
| | | | | | | Bulkheads | Water Ballast | Alterations Conversions | | Fuel bunkers (tonnes) Speed |
| 8512463 | **KPA RO-RO** | | **300** | **✠AT** | SS 4/86 | **1986**-6 | Otto Industrial Co. Ltd. – Singapore | | **Ro Ro Pontoon Jetty** | |
| | | | — | ro-ro facility for service | | | | (SN-118) | | |
| | **Government of** | | 600 | at Kuching, Sarawak | | 64,20 | 22,52 | | | |
| | **Malaysia (Kuching** | | | | | 64,00 | 22,00 | 4,00 | | |
| | **Port Authority)** | | | | | 1 dk | | | | |
| | | Malaysia | | | | rf nil | | | | |
| | | | | | | 5BH WB2598T | | | | |
| 8720187 | **LINKSPAN AT PORT** | | — | **✠AT** | | **1988**- | Talleres Triminsa | | **Linkspan Pontoon** | |
| | **OF BILBAO** | | — | linkspan for service at the | | | | | | |
| | | | — | port of Bilbao | | 35,70 | 27,00 | | | |
| | **Puerto Autonomo de** | | | | | | | | | |
| | **Bilbao** | | | | | 1 dk | | | | |
| | | | | | | rf nil | | | | |
| | | | | | | 2BH WB639T | | | | |
| 8006816 | **OSLO LINKSPAN** | | **400** | **✠AT** | SS 11/84 | **1980**-6 | Oy Navier Ab – Naantali/Nadendal | | **Pontoon Jetty** | |
| | | | — | Olso harbour service | | | | (69) | | |
| | **Olso Harbour Board** | | 600 | ro-ro facility | | 39,35 | 20,73 | 2,001 | | |
| | Olso | Norway | | | EL (G) 78,0/16,0U2 | 38,99 | 20,40 | 2,32 | | |
| | | | | | FN 886 | rf nil | | | | |
| | | | | | | 2BH WB262T | | | | |
| 8623418 | **PCS AYER MERBAU** | | — | **AN** | SS 9/87 | **1982** | Hitachi Zosen Singapore Pte. Ltd.– | | **Personnel Landing Pontoon** | |
| | **PERSONNEL EAST** | | — | pontoon | | | Singapore | | | |
| | **PONTOON** | | — | | | 14,80 | 6,30 | 1,80 | | |
| | | | | | | 14,00 | 6,00 | | | |
| | **Petrochemical** | | | | | 1 dk | | | | |
| | **Corporation of** | | | | | rf nil | | | | |
| | **Singapore** | | | | | 1BH WB nil | | | | |
| | Singapore | Singapore | | | | | | | | |
| 8623406 | **PCS AYER MERBAU** | | — | **AN** | SS 9/87 | **1982** | Hitachi Zosen Singapore Pte. Ltd. – | | **Personnel Landing Pontoon** | |
| | **PERSONNEL WEST** | | — | pontoon | | | Singapore | | | |
| | **PONTOON** | | — | | | 14,80 | 6,30 | 1,80 | | |
| | | | | | | 14,00 | 6,00 | | | |
| | **Petrochemical** | | | | | 1dk | | | | |
| | **Corporation of** | | | | | rf nil | | | | |
| | **Singapore** | | | | | 1BH WB nil | | | | |
| | Singapore | Singapore | | | | | | | | |
| 8522444 | **PCS TERMINAL** | | — | **AN** | SS 1/87 | **1982** | Central Maritime Services & Engineers | | **Ferry Terminal Pontoon** | |
| | **LANDING PONTOON** | | — | pontoon for service at | | | (Pte.) Ltd. – Singapore | (NC016/81) | | |
| | | | — | Singapore | | 16,16 | 9,29 | 1,37 | | |
| | **Petrochemical** | | | | | | 4,87 | 2,43 | | |
| | **Corporation of** | | | | | 1 dk | | | | |
| | **Singapore** | | | | | rf nil | | | | |
| | Singapore | Singapore | | | | 1 BH WB nil | | | | |
| 7614850 | **PONTOON BB** | | — | **✠100A** | SS 6/85 | **1977**-1 | D.E. Gorter-Hoogezand | | **Buoyancy Pontoon** | |
| | | | — | pontoon | | | | | | |
| | **Handelmij. Hanzestad** | | — | | | 36,07 | 3,74 | 1,636 | | |
| | **B.V.** | | | | EL (A) | 36,00 | 3,50 | 2,52 | | |
| | Groningen | Netherlands | | | FN 217 | 1 dk | | | | |
| | | | | | | rf nil | | | | |
| | | | | | | 5BH WB30T | | | | |
| | port side pontoon for service with No. 7607443 TRITON | | | | | | | | | |
| 8913928 | **PONTOON/LINKSPAN AT** | | — | **✠AT** | | **1990**-8 | AMARC (TES) Ltd. – Hebburn | | **Pontoon Linkspan** | |
| | **MILL DAM, RIVER TYNE** | | — | linkspan for service at | | | | (80) | | |
| | | | — | Mill Dam, River Tyne | | 28,91 | | | | |
| | **South Tyneside MBC** | | | | | 25,00 | 7,50 | 1,60 | | |
| | | | | | | 1 dk | | | | |
| | | | | | | rf nil | | | | |
| | | | | | | 4BH WB nil | | | | |
| 7646346 | **PONTOON SB** | | — | **✠100A** | SS 6/85 | **1977**-1 | D.E. Gorter-Hoogezand | | **Buoyancy Pontoon** | |
| | | | — | pontoon | | | | | | |
| | **Handelmij. Hanzestad** | | — | | | 36,07 | 3,74 | 1,636 | | |
| | **B.V.** | | | | EL (A) | 36,00 | 3,50 | 2,52 | | |
| | Groningen | Netherlands | | | FN 217 | 1dk | | | | |
| | | | | | | rf nil | | | | |
| | | | | | | 5BH WB30T | | | | |
| | starboard side pontoon for service with No. 7607443 TRITON | | | | | | | | | |

| 2<br>SHIP'S NAME<br>Former names<br>Owners<br>Managers<br>Port of Registry Flag | 3<br>TONNAGE<br>Gross Net *Deadwt<br>Gross Net *Deadwt<br>*(tonnes) | 4<br>CLASSIFICATION<br>Hull Special Survey<br>Machinery<br>Equipment Letter<br>Fee Numeral | 5<br>HULL<br>Date of Build Shipbuilders— Place of Build Yard Number<br>Length overall (m) Breadth extreme (m) Draught maximum (m)<br>Length B.P. (m) Breadth moulded (m) Depth moulded (m)<br>Superstructures (m) Decks<br>Riveted/Welded Rise of Floor (mm) Keel (mm)<br>Bulkheads Water Ballast Alterations Conversions | 6<br>SHIP TYPE<br>Propulsion Shiptype | 7<br>MACHINERY<br>No. & Type of engines Bore x Stroke (mm)<br>Power Design<br>Enginebuilders Where manufactured<br>Boilers Pressures Heating Surface Furnaces<br>Aux. electrical generating plant & output<br>Special propellers<br>Fuel bunkers (tonnes) Speed |
|---|---|---|---|---|---|
| **PORT MELBOURNE LINKSPAN**<br>**Australian Shipping Commission**<br>Melbourne Australia | —<br>—<br>— | ✠AT SS 3/88<br>linkspan for service at<br>Port Melbourne | **1982**-9 Colan Shipbuilding Pty. Ltd. – Adelaide (41)<br>54,84 29,06<br>48,00 24,00 2,20<br>1 dk<br>rf nil<br>4BH WB616T | **Mobile Link Span**<br>Ro Ro facility | |
| **RAMSGATE LINKSPAN No. 1**<br>**Port Ramsgate Limited** | 700<br>—<br>— | ✠AT<br>pontoon for service at<br>Port Sally, Ramsgate Harbour | **1988**-7 FEAB Marstrandsverken-Marstrand (186)<br>32,12 24,20<br>4,40<br>1dk<br>rf nil<br>2BH WB886T | **Ro-Ro Pontoon Jetty** | |
| **RAMSGATE LINKSPAN No. 2**<br>**Midland Montague Equipment Finance (UK) Ltd.**<br>Michael Kingshott<br>United Kingdom | —<br>—<br>— | ✠AT SS 7/88<br>ro-ro facility for service at<br>Port Sally, Ramsgate | **1984**-4 Laivarakenne Hangoverken (167)<br>31,02 23,06<br>31,00 23,00 4,40<br>1 dk<br>rf nil<br>2BH WB925T | **Linkspan**<br>Ro Ro facility | |
| **RAMSGATE LINKSPAN No. 3**<br>**Midland Montague Equipment Finance (UK) Ltd.**<br>Michael Kingshott<br>United Kingdom | —<br>—<br>— | ✠AT<br>ro-ro facility for service at<br>Port Sally, Ramsgate | **1985**-4 Laivarakenne Hangoverken (172)<br>35,52 24,20<br>31,00 23,00 4,40<br>1 dk<br>rf nil<br>2BH WB925T | **Linkspan**<br>RoRo facility | |
| **RO-RO LINKSPAN AT MARCHWOOD MILITARY PORT (NORTH)**<br>**Ministry of Defence** | —<br>—<br>— | ✠AT<br>ro-ro facility (North) for<br>service in the river Test at<br>Marchwood Military Port | **1988**-7 Aveco Teeside Ltd. – Middlesbrough (3)<br>27,74 23,50<br>4,370<br>1 dk<br>rf nil<br>4BH | **Floating Linkspan**<br>Ro Ro facility | |
| **RO-RO LINKSPAN AT MARCHWOOD MILITARY PORT (SOUTH)**<br>**Ministry of Defence** | —<br>—<br>— | ✠AT<br>ro-ro facility (South) for<br>service in the river Test at<br>Marchwood Military Port | **1988**-7 Aveco Teeside Ltd. – Middlesbrough (4)<br>27,74 23,50<br>4,370<br>1 dk<br>rf nil<br>4BH | **Floating Linkspan**<br>Ro Ro facility | |
| **RO-RO PONTOON AT BOMBAY**<br>**Bombay Port Trust**<br>Bombay India | 393<br>—<br>— | ✠AT SS 4/87<br>ro-ro facility for service<br>at Bombay, India | **1987**-4 Uran Shipyard Pvt. Ltd. – Mora (110)<br>41,80 25,30 1,30<br>40,00 19,20 2,00<br>1dk<br>rf nil<br>2BH WB615T | **Floating Linkspan**<br>Ro Ro facility | |
| **RO-RO PONTOON AT DUNKIRK**<br>**Rederiaktiebolaget Sally**<br>Sally Line Limited<br>Dunkirk France | —<br>—<br>— | ✠AT SS 5/87<br>pontoon ro-ro facility for<br>service at the port of<br>Dunkirk | **1987**-7 SETENAVE, Est. Nav. de Setubal – Setubal (B134)<br>32,30 24,58<br>32,00 24,00 5,00<br>1dk<br>rf nil<br>3BH WB2855T | **Ro Ro Pontoon and Bridge** | |
| **RO-RO PONTOON AT NHAVA**<br>**Government of the Republic of India**<br>(Oil and Natural Gas Commission)<br>Nhava India<br>DISMANTLED – CLASS SUSPENDED | 398<br>—<br>— | ✠AT<br>ro-ro facility for service<br>at Nhava Port, Bombay | **1987**-5 Uran Shipyard Pvt. Ltd. – Mora (111)<br>47,68 23,24<br>44,80 19,20 2,00<br>1 dk<br>rf nil<br>2BH WB615T | **Floating Linkspan**<br>Ro Ro facility | |

## MISCELLANEOUS PONTOONS CLASSED WITH LLOYD'S REGISTER 1992—93

| 1<br>LR No<br>Call Sign<br>Official No.<br>Nav. aids | 2<br>SHIP'S NAME<br>Former names<br>Owners<br>Managers<br>Port of Registry Flag | 3<br>TONNAGE<br>Gross Net *Deadwt<br>Gross Net *Deadwt *(tonnes) | 4<br>CLASSIFICATION<br>Hull Special Survey<br>Machinery<br>Equipment Letter<br>Fee Numeral | 5<br>HULL<br>Date of Build Shipbuilders— Place of Build Yard Number<br>Length overall (m) Breadth extreme (m) Draught maximum (m)<br>Length B.P. (m) Breadth moulded (m) Depth moulded (m)<br>Superstructures (m) Decks<br>Riveted/Welded Rise of Floor (m) Keel (mm) Alterations Conversions<br>Bulkheads Water Ballast | 6<br>SHIP TYPE<br>Propulsion Shiptype | 7<br>MACHINERY<br>No. & Type of engines Bore x Stroke (mm) Desig<br>Power<br>Enginebuilders Where manufacture<br>Boilers Pressures Heating Surface Furnace<br>Aux. electrical generating plant & output<br>Special propellers<br>Fuel bunkers (tonnes) Spee |
|---|---|---|---|---|---|---|
| **8620557** | **RO-RO PONTOON AT OSTEND**<br>**Ostend Port Authorities**<br>Ostend Belgium | —<br>—<br>— | ✠AT SS 12/91<br>ro-ro facility for<br>service at the Port<br>of Ostend | **1986**-9 N.V. Delanghe-Brugge (A3/85 F9)<br>39,37 23,20<br>39,00 23,00 4,87<br>1 dk<br>rf nil<br>2BH WB670T | **Ro Ro Pontoon** | |
| **8827648** | **RO-RO PONTOON AT TEES DOCK MIDDLESBROUGH**<br>**Tees Hartlepool Port Authority**<br>Middlesbrough United Kingdom | —<br>—<br>— | ✠AT<br>pontoon ro-ro facility for<br>service at Tees Dock,<br>Middlesbrough | **1989**-9 Aveco Teeside Ltd.<br>61,75 26,31<br>60,00 26,10 5,38<br>1 dk<br>rf nil<br>2BH | **Floating Linkspan**<br>Ro-Ro facility | |
| **8600466** | **RO-RO PONTOON DARTFORD INTERNATIONAL FERRY TERMINAL AT STONE MARSHES**<br>**Dartford International Ferry Terminal Ltd**<br>United Kingdom | 200<br>—<br>— | ✠AT<br>moored ro-ro pontoon for<br>service at Stone Marshes,<br>River Thames | **1986**-3 N.V.Boelwerf S.A-Temse (3017)<br>53,45 60,08<br>3,50<br>1dk<br>rf nil<br>2BH WB1676T | **Ro-Ro Pontoon Jetty** | |
| **8424458** | **SHELL HOVERCRAFT LANDING PONTOON**<br>**Port of Singapore Authority**<br>Singapore Singapore | —<br>—<br>— | **AN** SS 5/91<br>pontoon for service in<br>Singapore | **1983** Hitachi Zosen Robin Dockyard (Pte.) Ltd. – Singapore<br>14,52 9,66<br>14,00 5,00 2,50<br>1 dk<br>rf nil<br>1BH WB nil | **Ferry Terminal Pontoon** | |
| **7642986**<br>377208 | **SPUD PONTOON ENTERPRISE**<br>**Westminster Dredging Co. Ltd.**<br>Bos & Kalis Baggermaatschappij B.V.<br>London United Kingdom | **182**<br>143<br>— | ✠**100A** SS /387<br>EL B<br>FN 254 | **1976**-8 IHC De Klop B.V-Sliedrecht (10252)<br>23,02 9,83<br>18,50 9,81 3,94<br>1 dk<br>rf nil<br>3BH WB nil | **Spud Pontoon** | |
| **7607443**<br>PIAX<br>Rdr | **TRITON**<br>**Handelmij. Hanzestad B.V.**<br>Groningen Netherlands | **583**<br>427<br>— | ✠**100A** SS 5/85<br>EL (G) $1\frac{5}{16}$"U2<br>FN 514 | **1977**-1 D. E. Gorter-Hoogezand (76-3063)<br>36,07 11,05 2,682<br>36,00 10,98 3,31<br>1 dk<br>rf nil<br>4BH WB220T | **Sheerlegs Pontoon** | |

for service with No. 7614850 PONTOON BB and No. 7646346 PONTOON SB

# Docking installations classed with Lloyd's Register

The abbreviations used in this section
can be found in the key to the
Register of Ships

| 1<br>R<br>BERS | 2<br>PORT<br>NAME OF DOCK | 3<br>Extreme Length<br>Length on Bottom<br>Metres | 4<br>Breadth at entrance<br>Metres | 5<br>Lifting Capacity<br>Tonnes | 6<br>OWNERS<br>Managers | 7<br>CLASSIFICATION | 8<br>Other Particulars | 9<br>Date of Build | Builders | Place of Build |
|---|---|---|---|---|---|---|---|---|---|---|
| 30 | **D.G. BAHRAIN** | | 75,00<br>(width) | | **Arab Shipbuilding and Repair Yard** | ✠A SS 7/89<br>dock gate<br>For service at<br>Bahrain | | **1977-6** | Lisnave-Estaleiros<br>Navais de Lisboa<br>S.a.r.l. | Lisbon |
| 67 | **D.G. BLYTH No. 3** | 19,40 | 8,50 | | **British Gas Corporation** | ✠A SS 1/86<br>dock gate<br>For service at<br>Blyth, U.K. | | **1986-1** | Matthews Eng. Ltd.<br>(Installed by<br>Newton Chambers Eng.) | Blackpool |
| 60 | **D.G. LEGHORN** | 57,42 | 56,00 | | **C.N.L.O. Leghorn** | A SS 5/85<br>dock gate<br>For service at<br>Leghorn | | **1975** | Cantiere Navale<br>Luigi Orlando | Leghorn |
| 59 | **D.G. NAANTALI** | | 70,00 | | **Masa-Yards Inc.<br>Turku New Shipyard** | ✠A SS 6/88<br>dock gate<br>For service at<br>Naantali | | **1975-12** | Oy. Navire Ab | Parainen |
| 31 | **D.G. PERNO** | | 80,00 | | **Masa-Yards Inc.<br>Turku New Shipyard** | ✠A SS 12/85<br>dock gate<br>For service at Oy.<br>Wartsila Ab. Perno | | **1976-6** | Oy. Wartsila<br>Ab Turku Shipyard (Turku/Abo) | Perno |
| 50 | **D.G. VALMET OY<br>HELSINKI** | | 56,04<br>(width) | | **Valmet Oy. Helsinki<br>Shipyard** | ✠A SS 11/86<br>dock gate<br>For service at<br>Helsinki | | **1973-12** | Valmet Oy. Helsinki<br>Shipyard | Helsinki |
| 60 | **F.D. AL-RUFAA** | 115,01<br>105,01 | 20,17 | 3 350 | **Qatar National<br>Navigation & Transport Co.<br>Ltd.** | ✠A SS 12/86<br>floating dock<br>For service at<br>Um-Said | 2 decks at sides<br>3BH to 2nd dk<br>rf nil<br>2 x 304kW 380V 50Hz | **1978-4** | Gutehoffnungshutte<br>Sterkrade A.G. | Nordenham/<br>Blexen |
| 28 | **F.D. ALEXANDRIA** | 152,00<br>144,00 | 23,00 | 6 000 | **The Egyptian Shipbuilding &<br>Repair Co.** | ✠A SS 11/88<br>floating dock<br>For service at<br>Alexandria | 2 decks at sides<br>3BH to 2nd dk at sides | **1975-8** | Gutehoffnungshutte<br>Sterkrade A.G. | Blexen |
| 41 | **F.D. ALLIED 208** | 36,42<br>36,42 | 15,27 | 680 | **Allied Shipbuilders Ltd.** | ✠A SS 11/86<br>floating dock<br>For service at<br>Vancouver,<br>British Columbia | 2 decks at sides<br>4BH | **1980-9** | Allied Shipbuilders<br>Ltd. | North<br>Vancouver |
| 44 | **F.D. ALLIED 244** | 51,52 | 20,62 | 1 865 | **Allied Shipbuilders Ltd.** | ✠A SS 5/86<br>floating dock<br>For service at<br>Vancouver,<br>British Columbia | 2 decks at sides<br>3BH<br>rf nil | **1986-5** | Allied Shipbuilders<br>Ltd. | North<br>Vancouver |
| 30 | **F.D. ALMIRANTE<br>ALEXANDRINO** | 215,00<br>200,00 | 34,98 | 20 000 | **Comercio Industrie e<br>Participacoes S.A.,<br>Companhia Comercio e<br>Navegacao, Maua Shipyard<br>Shiprepairing Division** | ✠A SS 11/84<br>floating dock<br>For service at<br>Rio de Janeiro | db 10,5kgf/cm$^2$<br>2 decks at sides<br>5BH to 2nd dk<br>1 x 72kW 440V 50Hz | Lch.**1975-6**<br>Cmd.**1978-9** | Gutehoffnungshutte<br>Sterkrade A.G. | Nordenham/<br>Blexen |
| 30 | **F.D. ALMIRANTE<br>GUILHELM** | 200,00<br>179,10 | 32,76 | 15 000 | **Enavi S.A.**<br>Engenharia Naval e Industrial | ✠A SS 5/86<br>floating dock<br>For service at<br>Niterei, Brazil | 2 decks at sides<br>5BH | **1981-11** | Setenave-Estaleiros Navais<br>de Setubal | Setubal |
| 96 | **F.D. ALMIRANTE<br>LADARIO** | 172,58<br>155,00 | 25,60 | 10 500 | **Empresa De Reparos<br>Navros Renave S/A** | A SS 10/81<br>floating dock<br>For service at<br>Rio de Janeiro | 2 decks at sides<br>db 8 kgf/cm$^2$<br>3 x 256, 240, 64kW 380V<br>50Hz a.c. | **1956** | Ateliers et Chantiers de<br>La Loire | La Loire |
| 92 | **F.D. ASRY DOCK 2**<br>ex. F.D. Jax Mac | 252,00<br>235,00 | 43,97<br>(top)<br>53,00<br>(bottom) | 33 000 | **Arab Shipbuilding and Repair Yard** | ✠A SS 9/91<br>floating dock<br>For service at A.S.R.Y.,<br>Bahrain | ✠db 1,03MPa<br>(10,5kgf/cm$^2$)<br>2 decks at sides<br>5BH to 2nd dk at sides<br>1 x 216kW 450V 50Hz a.c. | **1973-4** | Gutehoffnungshutte<br>Sterkrade A.G. | Blexen |

| 1<br>LR NUMBERS | 2<br>PORT<br>NAME OF DOCK | 3<br>Extreme Length<br>Length on Bottom<br>Metres | 4<br>Breadth at entrance<br>Metres | 5<br>Lifting Capacity<br>Tonnes | 6<br>OWNERS<br>Managers | 7<br>CLASSIFICATION | 8<br>Other Particulars | 9<br>Date of Build<br>Builders | Place of Build |
|---|---|---|---|---|---|---|---|---|---|
| **8214360** | **F.D. ASRY DOCK 3**<br>ex. F.D. Jax Pride | 227,00<br>210,00 | 40,00 | 30 000 | **Arab Shipbuilding and Repair Yard** | ✠A SS 2/88<br>floating dock<br>For service at A.S.R.Y., Bahrain | 2 decks at sides<br>8BH to 2nd dk (Safety Dk)<br>AuxB (o.f.) 12,2kg/cm² (12 bar)<br>1 x 222kW 440V 60Hz | **1983**-5<br>MAN-Unternehmensbereich Gutehoffnungshutte Sterkrade A.G. | Blexen |
| **7434963** | **F.D. AVLIS** | 195,00<br>180,00 | 33,50 | 15 000 | **Alvis Shipyards S.A.** | ✠A SS 7/86<br>floating dock<br>For service at Megalo Vathi | | **1976**-5<br>Die Gutehoffnungshutte Sterkrade A.G. | Blexen |
| **7703443** | **F.D. BAUAN BATANGAS No. 1** | 108,01<br>100,00 | 19,00 | 2 439 | **Keppel Philippines Shipyard Inc.** | ✠AN CS 9/87<br>floating dock<br>For service at Bauan Batangas | 2 decks at sides<br>5BH to 2nd dk at sides<br>rf nil<br>1 x 150kW 440V 60Hz | **1978**-5<br>Keppel Philippines Shipyard Inc. | Bauan, Batangas |
| **8205981** | **F.D. BHARAT**<br>ex. F.D. Singapore Keppel | 190,00<br>180,00 | 30,00 | 14 000 | **Chokhani International Ltd.** | ✠A SS 1/89<br>floating dock<br>For service at Singapore | 7BH to 2nd dk (Safety Dk) | **1983**-5<br>Keppel Shipyard Ltd. | Singapore |
| **8030116** | **F.D. BIG MIKE**<br>ex. Tacoma Harbour | 157,40<br>141,40 | 24,03 | 8 000 | **Marasco Ltd.** | ✠A SS 11/87<br>floating dock<br>For service at Barbers Point Harbour, Oahu, Hawaii<br>Reclassed 6/86 | 2 decks at sides<br>5BH to 2nd dk at sides<br>1 x 124kW 440V 60Hz<br>db (o.f.) 7,16 bar | **1982**-12<br>Lch. **1982**-3<br>Cmd. **1983**-10<br>Astilleros Construcciones S.A. | Vigo |
| **7814761** | **F.D. BRETON DRYDOCK No. 1** | 57,91 | 18,90 | 1 016 | **Pictou Industries Ltd.** | ✠A SS 9/89<br>floating dock<br>For service at Port Hawkesbury | 2 decks at sides<br>BH nil<br>rf nil<br>1 x 60kW 600V 60Hz | **1981**-6<br>Breton Industrial and Marine Ltd. | Port Hawkesbury |
| **8004935** | **F.D. BURRARD YARROWS** | 221,00 | 48,00 | 39 800 | **Vancouver Drydock Co. Ltd.** | ✠A SS 12/85<br>floating dock<br>For service at Vancouver, British Columbia<br>Nominal lifting capacity associated with a ship length not less than the dock length | 4BH<br>rf nil<br>2db (Nat. Gas) 160lbs/sq. in<br>1 x 500kW 480V 60Hz | **1981**-7<br>Mitsubishi Heavy Industries Ltd. | Hiroshima |
| **8108963** | **F.D. CANMAR CAREEN**<br><br>See also in Miscellaneous Pontoons section | 131,10 | 49,02 | 30 480 associated with a ship length of not less than 131 m | **Amoco Canada Resources Ltd.** | ✠A SS 9/86<br>floating dock<br>also ✠100AN pontoon for service at McKinlay Bay, N.W.T.<br>FN7263 | | **1981**-9<br>Kambara Marine Development and Shipbuilding Co. Ltd. | Japan |
| **7904554** | **F.D. CHIMBOTE PERU 2** | 195,00<br>182,50 | 34,00 | 15 000 | **Servicio Industriales de la Marina Centro de Operaciones No. 3 Sima Chimbote** | ✠A SS 11/87<br>floating dock<br>For service at Chimbote | 2 decks at sides<br>4BH to 2nd dk at sides<br>1 x 280kW 440/380V 60Hz | **1981**-6<br>Gutehoffnungshutte Sterkrade A.G. | Blexen |
| **8111817** | **F.D. DAMMAM DOCK No. 1** | 215,00 | 34,41 | 22 000 | **Saudi Sea Ports Authority (SEAPA)** | ✠A SS 7/89<br>floating dock<br>For service at Dammam | 2 decks at sides<br>5BH to 2nd dk at sides<br>rf nil<br>1 x 160kW 200V 60Hz | **1982**-9<br>MAN-Unternehmensbereich Gutenhoffnungshutte Sterkrade A.G. | Blexen |
| **8111829** | **F.D. DAMMAM DOCK No. 2** | 165,00 | 25,00 | 10 000 | **Saudi Sea Ports Authority (SEAPA)** | ✠A SS 8/88<br>floating dock<br>For service at Dammam | 2 decks at sides<br>5BH to 2nd dk at sides<br>rf nil<br>1 x 160kW 400/480V 60Hz | **1982**-12<br>MAN-Unternehmensbereich Gutehoffnungshutte SterkradA.G. | Blexen |
| **8406781** | **F.D. DOLPHIN**<br><br>SURVEYS OVERDUE - CLASS SUSPENDED 8.12.89 | 230,00 | 41,00 | 28 00 | **Persian Gulf Shipbuilding Corp.** | ✠A SS 11/85<br>floating dock<br>For service at Bandar Abbas | 2 decks at sides<br>7BH | **1985**-11<br>MAN-Unternehmensbereich GHH Sterkrade Dock- und Schiffbau | Blexen |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | | |
|---|---|---|---|---|---|---|---|---|---|---|
| LR NUMBERS | PORT<br>NAME OF DOCK | Extreme Length<br>Length on Bottom<br>Metres | Breadth at entrance<br>Metres | Lifting Capacity<br>Tonnes | OWNERS<br>Managers | CLASSIFICATION | Other Particulars | Date of Build | Builders | Place of Build |
| **7938012** | **F.D. FAMALIFT, LIMASSOL** | 62,90<br>62,90 | 18,25 | 1 360 | **Famalift Shipyard Ltd.** | **A** SS 9/90<br>floating dock<br>For service at<br>Limassol | 2 decks at sides<br>3BH to 2nd dk at sides<br>rf nil | **1978** | Famalift Shipyard Ltd. | Limassol |
| **4000058** | **F.D. GENERAL GEORGES P. VANIER** | 182,80<br>179,80 | 30,50 | 25 401 | **MIL Davie Inc** | **✠A** CSH 5/89<br>floating dock<br>For service at<br>Montreal | 2 decks at sides<br>✠ndb 125lbf<br>7BH to 2nd dk | **1965**-10 | Canadian Vickers Ltd. | Montreal |
| **7710044** | **F.D. HAIFA** | 227,50<br>over<br>platforms | 37,00 | 21 075 | **Israel Shipyards** | **✠A** SS 7/86<br>floating dock<br>For service at<br>Haifa, Israel | 2 decks at sides<br>5BH | **1986**-10 | Israel Shipyards | Haifa |
| **7725740** | **F.D. HERMOUPOLIS** | 195,00<br>180,00 | 33,50 | 15 000 | **Neorion Shipyards Syros Ltd.** | **✠AN** SS 10/89<br>floating dock<br>For service at<br>Syros | 2 decks at sides<br>5BH to 2nd dk at sides<br>rf nil<br>1 x 144kW 400V 50Hz | **1978**-8<br>Cmd.**1979**-12 | Gutehoffnungshutte<br>Sterkrade A.G | Nordenham/<br>Blexen |
| **8001775** | **F.D. HITTEEN** | 60,00 | 26,00 | 1 500 | **State Organisation of Iraqi Ports** | **✠A** SS 4/87<br>floating dock<br>For service at<br>Port Basrah | 2 decks at sides<br>3BH to 2nd dk at sides<br>rf nil<br>1 x 630kW 380V 50Hz<br>d.b. (o.f.) 5,88 bar | **1980**-12 | Mitsubishi Heavy Industries Ltd | Hiroshima |
| **7909580** | **F.D. J.S.R.Y. 1** | 215,00<br>200,00 | 33,50 | 19 000 | **Saudi Sea Ports Authority (SEAPA)**<br>National Maintenance and Marine Services Co. Ltd. | **✠A** SS 11/91<br>floating dock<br>For service at<br>Jeddah | 2 decks at sides<br>5BH to 2nd dk at sides | **1980**-12<br>Cmd. **1982**-6 | MAN-Unternehmensbereich Gutehoffnungshutte<br>Sterkrade A.G. | Nordenham/<br>Blexen |
| **7909578** | **F.D. J.S.R.Y. 2** | 165,00<br>150,00 | 25,00 | 10 000 | **Saudi Sea Ports Authority (SEAPA)**<br>National Maintenance and Marine Services Co. Ltd. | **✠A** SS 10/86<br>floating dock<br>For service at<br>Jeddah | 2 decks at sides | **1981**-7<br>Cmd. **1982**-6 | Setenave-Estaleiros Navais de Setubal | Setubal |
| **8903143** | **F.D. MADHUSUDAN** | 108,01<br>100,01 | 19,00 | 2 400 | **Chokhani International Ltd.** | **✠AN**<br>floating dock<br>For service at Madras, India | 3BH to 2nd dk at sides<br>rf nil | **1990**-3 | Singmarine Dockyard & Engineering Pte Ltd. | Singapore |
| **7708766** | **F.D. MULOOBINBA** | 205,25<br>195,00 | 33,48 | 15 000 | **State of Government of NSW**<br>Forgacs Dockyard Co. Ltd. | **✠A** CS 11/87<br>floating dock<br>For service at<br>Newcastle, N.S.W. | 2 decks at sides<br>6BH to 2nd dk<br>rf nil | **1977**-11 | Hitachi Shipbuilding & Engineering Co. Ltd. | Sakai |
| **8120399** | **F.D. NOVA DOCK** | 257,69<br>233,00 | 38,00 | 36 000 | **Halifax-Dartmouth Industries Ltd.** | **✠A** SS 6/83<br>floating dock<br>For service at<br>Halifax, Nova Scotia<br>Nominal lifting capacity 36 000 tonnes associated with a ship length not less than 233 m | 2 decks at sides<br>8BH<br>rf nil<br>2 x db 13,8 bar<br>1 x 480kW 600V 60Hz | **1983**-6 | Marine Industries Ltd. & Sorel & Ferguson Industries Ltd. | Halifax |
| **8203957** | **F.D. N1**<br>ex. F.D. Escorts I | 176,40 | 28,64 | 11 500 | **Government of the Republic of India**<br>(Navy Department) | **✠A** SS 10/83<br>floating dock<br>For service at<br>Port Blair | RT<br>Length overall 192,18 m incl. flying gangways fwd & working platform aft<br>Extreme breadth 62,997 m incl. helicopter dk port side and fenders stdb side<br>2 decks at sides<br>6BH to Safety DK<br>rf nil | **1983**-10 | Ishikawajima Harima Heavy Industries Ltd. | Kobe |
| | SURVEYS OVERDUE – CLASS SUSPENDED 2.11.90 | | | | | | | | | |
| **8004648** | **F.D. PRESIDENT DOCK** | 290,00<br>270,00 | 46,00 | 40 000 | **Sembawang Shipyard Ltd.** | **✠A** SS 8/86<br>floating dock<br>For service at<br>Singapore | 2 decks at sides<br>2BH to U dk 5BH to 2nd dk<br>rf 200 mm<br>1 x 480kW 415V 50Hz | **1981**-3 | Kawasaki Heavy Industries Ltd. | Saikaide |

| 1<br>LR NUMBERS | 2<br>PORT<br>NAME OF DOCK | 3<br>Extreme Length<br>Length on Bottom<br>Metres | 4<br>Breadth at entrance<br>Metres | 5<br>Lifting Capacity<br>Tonnes | 6<br>OWNERS<br>Managers | 7<br>CLASSIFICATION | 8<br>Other Particulars | 9<br>Date of Build<br>Builders | Place of Build |
|---|---|---|---|---|---|---|---|---|---|
| **7623801** | **F.D. PRINS FREDERIK** | 80,00<br>68,00 | 14,00 | 1 200 | **Assens Skibsvaerft A/S** | A SS 2/87<br>floating dock<br>For service at<br>Assens | ✠db 0,98MPa (142lbf/in$^2$)<br>2 decks at sides | **1965**<br>Machinefabriek en Scheeps-werf van F. Smit Jr. N.V. | |
| **7926332** | **F.D. PSC IX** | 42,18<br>36,00 | 14,40 | 388 | **Penang Shipbuilding Corp. Sdn. BHD** | ✠A SS 9/86<br>floating dock<br>For service at<br>Penang | 2 decks at sides<br>2BH<br>rf 200 mm | **1980**-11<br>Sing Koon Seng Pte. Ltd. | Singapore |
| | SURVEYS OVERDUE – CLASS SUSPENDED 18.5.90 | | | | | | | | |
| **7829974** | **F.D. SCOTIA DOCK** | 185,31 | 24,99 | 27 500 | **Halifax-Dartmouth Industries Ltd.** | AN CS 9/89<br>floating dock<br>For service at<br>Halifax, Nova Scotia | 2 decks at sides<br>6BH<br>rf 1067 mm | **1933**<br>Rotterdamsche Droogdok Mij. | Rotterdam |
| **4000278** | **F.D. TAIKOO** | 170,82<br>162,21 | 24,97 | 11 500 | **Hong Kong United Dockyard Ltd.** | ✠A CS 3/86<br>floating dock<br>For service at<br>Hong Kong | 2 decks at sides<br>6BH to 2nd dk at sides<br>1 x 400kW 405V 50Hz a.c. | **1972**-3<br>Tokushima Shipbuilding Industry Co. Ltd. | Komatsushima |
| **8224183** | **F.D. TOP HALLA** | 190,00 | 42,00 | 20 000 | **Halla Engineering Industries Co.** | ✠A SS 10/89<br>floating dock<br>For service at<br>Inchon, Korea | 2 decks at sides<br>8BH<br>Starboard side walls removable | **1984**-11<br>Inchon Engineering & Shipbuilding Corp. | Inchon |
| **7935400** | **F.D. TSING YI** | 260,61 | 38,56 | 32 800 | **Hong Kong United Dockyard Ltd.** | A CS 5/85<br>floating dock<br>For service at Tsing Yi Island, Hong Kong | 2 decks at sides<br>6BH to U dk<br>11BH to 2nd dk at sides<br>rf nil<br>The length of a ship having a docking weight equal to the maximum lifting capacity should not be less than 208,50 m | **1946**<br>Braithwaite Burn & Jessop Construction Co. Ltd. | Bombay |
| **4000319** | **F.D. VERA CRUZ No. 4** | 182,32<br>178,23<br>(pontoon deck) | 30,44 | 13 000 | **Ast. de Vera Cruz S.A.** | ✠A SS 12/85<br>floating dock<br>For service at<br>Vera Cruz | ✠db 0,40MPa (8,5kgf/cm$^2$)<br>2 decks at sides<br>6BH to 2nd dk at sides | **1972**-5<br>Constructora Gijonesa S.A. Juliana | Gijon |
| | IN PORT DAMAGED – CLASS SUSPENDED 4.91 | | | | | | | | |
| **4000242** | **F.D. VIOLANDO** | 230,00<br>210,01 | 35,00 | 25 000 | **Neorian Shipyards Syros Ltd.** | ✠A SS Mod2/89<br>floating dock<br>For service at<br>Syros | 2 decks at sides<br>5BH to 2nd dk<br>2 cranes on upper dk | **1973**-5<br>Gutehoffnungshutte Sterkrade A.G. | Blexen |
| **7635505** | **F.D. WHAMPOA** | 242,00<br>240,00 | 35,00 | 20 000 | **Hong Kong United Dockyard Ltd.** | ✠A CS 4/87<br>floating dock<br>For service at<br>Hong Kong | 2 decks at sides<br>5BH to U dk, 1BH to 2nd dk | **1977**-12<br>Sasebo Heavy Ind. Co. Ltd. | Sasebo |
| **7528453** | **F.D. YIU LIAN No. 1** | 193,35<br>177,70 | 29,00 | 11 500 | **Yiu Lian Dockyards Ltd.** | ✠A CS 8/87<br>floating dock<br>For service at<br>Hong Kong | 2 decks & pt intermediate dk at sides<br>6BH<br>WB35310T incl. comb. btm & STs 23796T db 9kgf/cm$^2$<br>3 x 520, 320, 320kW 390V 50Hz<br>Self docking pontoon type | **1977**-3<br>Ishikawajima-Harima Hvy. Ind. Ltd. | Chita (Nagoya) |
| **7810363** | **F.D. YIU LIAN No. 2** | 193,35<br>177,70 | 27,52 | 12 000 | **Yiu Lian Dockyards Ltd.** | ✠A CS 6/89<br>floating dock<br>For service at<br>Hong Kong | 2 decks at sides<br>6BH to 2nd dk at sides<br>rf nil<br>WB35913T | **1979**-4<br>Ishikawajima-Harima Hvy. Ind. Ltd. | Chita (Nagoya) |
| **7360588** | **F.D. YIU LIAN No. 3**<br>ex F.D. Mar-Joe | 252,02<br>235,00 | 45,77<br>54,50 | 36 000 | **Yiu Lian Dockyards Ltd.** | ✠A CS 9/89<br>floating dock<br>For service at<br>Hong Kong | ✠db 1,02MPa (8,6 bar)<br>2 decks at sides<br>5BH to 2nd dk at sides<br>1 x 216kW 450V 50Hz a.c. | **1974**-7<br>Gutehoffnungshutte Sterkrade A.G. | Blexen |
| **7940481** | **M.L.D. ACHERES**<br>ex. M.L.D. Acheres sur Seine | 76,00 | 13,00 | 1 137 | **Compagnie Fluviale de Transport and Chantier Naval D'Acheres** | A SS 6/86<br>mechanical lift dock<br>For service at<br>Acheres sur Seine | Platform depth 1,62 m<br>Total vertical travel 9,10 m | Constructed in Ostend **1961**<br>Re-built in Paris **1974**<br>Pearlson Eng. Co. Inc. | |

# DOCKING INSTALLATIONS CLASSED WITH LLOYD'S REGISTER 1992—93

| 1<br>LR NUMBERS | 2<br>PORT<br>NAME OF DOCK | 3<br>Extreme Length<br>Length on Bottom<br>Metres | 4<br>Breadth at entrance<br>Metres | 5<br>Lifting Capacity<br>Tonnes | 6<br>OWNERS<br>Managers | 7<br>CLASSIFICATION | 8<br>Other Particulars | 9<br>Date of Build<br>Builders | Place of Build |
|---|---|---|---|---|---|---|---|---|---|
| 22638 | **M.L.D. BARROW-IN-FURNESS** | 162,00 | 21,85 | 16 200<br>24 300 (max.) | **Vickers Shipbuilding and Engineering Works** | ✠A SS 5/87<br>mechanical lift dock and transfer system<br>For service at Barrow-in-Furness | | **1987-5**<br>Pearlson Engineering Co. Inc. | |
| **7806465** | **M.L.D. BAUAN BATANGAS** | 172,50 | 28,20 | 7 620 | **Philippine National Oil Company** | ✠A SS 12/85<br>hydro mechanical lift dock and transfer system<br>For service at Bauan, Batangas, Philippines | Platform depth 2,59 m<br>Total vertical travel 12,19 m | **1981-6**<br>Construction & Development Corps | Philippines |
| **7605263** | **M.L.D. CARTAGENA** | 148,00 | 25,00 | 6 617 (nominal)<br>9 928 (theoretical) | **Empresa Nacional Bazan** | ✠A CS 5/85<br>mechanical lift dock<br>For service at Cartagena | Platform depth 2,95 m<br>Total vertical travel 13,00 m<br>Platform enlarged in 1987 | **1977-5**<br>Empresa Nacional Bazan | Cartagena |
| **7719507** | **M.L.D. DAMMAM** | 80,00 | 16,60 | 1 500 (nominal)<br>2 800 (max.) | **Saudi Ports Authority K.S.A.** | ✠A CS 10/89<br>mechanical lift dock<br>For service at Dammam | Maximum load per unit length not exceeding 35 tonnes per metre<br>Platform depth 2,08 m | **1978**<br>Stothert & Pitt Plc. | Bath |
| **7644958** | **M.L.D. DIEPPE** | 30,50 | 10,00 | 310 (including cradles) | **Chambre de Commerce et d'Industrie de Dieppe** | A CS 4/89<br>mechanical lift dock<br>For service at Dieppe | Platform depth 1,735 m<br>Total vertical travel 8,87 m | **1976**<br>Caillard S.A. | Le Havre |
| **8835372** | **M.L.D. ENSENADA** | 75,00 | 16,00 | 2250 | **Industria de California S.A. de C.V.** | A CSH 3/90<br>mechanical lift dock and transfer system<br>For service at Ensenada, Mexico<br>Nominal Lifting Capacity 2250 tonnes (Docking onto Platform)<br>Nominal Lifting Capacity 2192 tonnes (Docking onto Transfer Cradles)<br>Winch Capacity 240 tonnes | Maximum available vertical travel 11 m | **1982**<br>Astilleros Unidos Ensenada S.A. (AUENSA) | |
| **7936820** | **M.L.D. FRANCES BAY** | 30,00<br>14,00 | | 415 | **Frances Bay Slipway** | ✠A CS 5/89<br>mechanical lift dock and transfer system<br>For service at Frances Bay | Platform depth 1,86 m<br>Total vertical travel 11,00 m<br>Maximum allowable load per unit length 20,7 tonnes/metre | **1980-7**<br>Drysdale & Ridgeway Pte. Ltd. | Brisbane |
| **7431301** | **M.L.D. HALIFAX N.S.** | 125,88 | 30,48 | 7 000 (including cradles) | **Canadian Government Dept. of National Defence** | ✠A SS 5/87<br>mechanical lift dock<br>For service at Halifax, Nova Scotia | Platform depth 2,64 m<br>Total vertical travel 14,32 m | **1969-12**<br>Canron Ltd. | Ontario |
| **8728555** | **M.L.D. HYKU MARK I** | 69,00 | 14,95 | 2100 | **Rotterdamsche Droogdok Maatschappi b.v. (RDM)** | ✠A<br>mechanical lift dock<br>For service at Rotterdam | Maximum vertical travel of platform 12,50 m | **1989**<br>Bailey | N. Lekkerland |
| **8632108** | **M.L.D. JERVOISE BAY, W.A.** | 123,00 | 25,00 | 8 065 | **Australian Shipbuilding Industries (WA) Pty. Ltd.** | ✠A SS 1/89<br>mechanical lift dock and transfer system<br>For service at Australian Marine System Pty. Ltd. site at Jervoise Bay, Western Australia | | **1989**<br>Schiess Defries | Dusseldorf Germany |
| **8843147** | **M.L.D. KIEL** | 80,00 | 17,00 | 2400 (nominal) | **Howaldtswerke-Deutsche Werft A.G.** | ✠A<br>mechanical lift dock<br>For service at Rotterdam | Total vertical travel 13,50 m | **1991-4**<br>Schiess Defries G.m.b.H. | Ratingen Germany |
| **7600536** | **M.L.D. LAS PALMAS** | 171,60 | 30,00 | 8 049 (including blocks or cradles) | **Astilleros Canarios S.A.** | A SS 6/84<br>mechanical lift dock<br>For service at Las Palmas | | **1975**<br>Astilleros Canarios S.A. | Las Palmas |

| 1<br>LR NUMBERS | 2<br>PORT<br>NAME OF DOCK | 3<br>Extreme Length<br>Length on Bottom<br>Metres | 4<br>Breadth at entrance<br>Metres | 5<br>Lifting Capacity<br>Tonnes | 6<br>OWNERS<br>Managers | 7<br>CLASSIFICATION | 8<br>Other Particulars | 9<br>Date of Build<br>Builders | Pla |
|---|---|---|---|---|---|---|---|---|---|
| 7941928 | **M.L.D. LAUNCESTON** | 60,00 | 18,00 | 2 200 | **Port of Launceston Authority** | ✠A CS 6/86<br>mechanical lift dock<br>For service at Launceston | Maximum allowable evenly distributed load per unit length 16,35 tons/ft (54,50 tonnes/metre)<br>Total vertical travel 8,64 m | **1981**-3<br>Port of Launceston Authority | L |
| 8620284 | **M.L.D. LUMUT NAVAL BASE** | 60,00 | 13,00 | 676 | **Royal Malaysian Navy** | ✠A CS 6/89<br>mechanical lift dock<br>For service at Lumut, Malaysia | | **1984**-9<br>Thyssen Rheinstahl Techni G.m.b.H. (S2548) | |
| 8620272 | **M.L.D. LUMUT NAVAL BASE** | 120,00 | 23,00 | 7 068 | **Royal Malaysian Navy** | ✠A CSH 8/90<br>mechanical lift dock<br>For service at Lumut, Malaysia | | **1985**-1<br>Thyssen Rheinstahl Techni G.m.b.H. (S2547) | |
| 8825236 | **M.L.D. MOMBASA** | 56,00 | 17,00 | 955 | **Kenyan Navy** | ✠A<br>mechanical lift dock<br>For service at Mombasa, Kenya | Hoist capacity 244 tonnes | **1990**-3<br>Vosper Thornycroft (UK) Lt | |
| 8728347 | **M.L.D. MUARA FLOTILLA BASE** | 54,86 | 10,97 | 272 | **Royal Brunei Armed Forces** | A SS 3/89<br>mechanical lift dock and transfer system<br>For service at Muara Flotilla Base, Brunei | Winch capacity 67 tons<br>Maximum vertical travel 8,38 m<br>Platform depth 1,52 m | **1978**<br>Pearlson Engineering Co. Inc. | |
| 8327014 | **M.L.D. NEWFOUNDLAND** | 86,50 | 20,00 | 3 973 | **Newfoundland Dockyard** | ✠A CS 11/87<br>mechanical lift dock and transfer system<br>For service at Newfoundland Dockyard | | **1983**-11<br>Easteel Industries Ltd. | |
| 8523096 | **M.L.D. OSBORNE ADELAIDE** | 80,00 | 20,00 | 1 755<br>(nominal)<br>2 620<br>(max.) | **Australia Submarine Corporation** | ✠A CS 6/87<br>mechanical lift dock and transfer system<br>For service at Osborne, Port Adelaide, South Australia | | **1987**-6<br>Eglo Engineering Pty. Ltd. | |
| 4000175 | **M.L.D. PORT EVERGLADES** | 106,68 | 24,99 | 4 340 | | A CS 6/85<br>mechanical lift dock<br>For service at Port Everglades | Platform depth 2,64 m<br>Total vertical travel 10,97 m | **1968**<br>Port Everglades Shipyard | Port |
| | LAID UP – SURVEYS OVERDUE 6.90 | | | | | | | | |
| 7717183 | **M.L.D. ROSYTH** | 63,00 | 15,00 | 1 697 | **Babcock Thorn Ltd.** | ✠A CS 1/88<br>mechanical lift dock<br>For service at Rosyth | Platform depth 2,08 m<br>Total vertical travel 11,25 m | **1979**-11<br>Tarmac National Wolverha Construction Ltd. | |
| 8022585 | **M.L.D. SABAH** | 140,00<br>140,00 | | 7 000 | **Sabah Shipyard Sdn. Bhd.** | ✠A CSH 5/91<br>mechanical lift dock<br>For service at Sabah | Breadth of platform 28,00m<br>Distance between sheave centres 31,44 m<br>Lifting arrangements: 34 hoists, 376 tonnes capacity each 8,40 m apart<br>Platform depth 3,20 m | **1982**<br>Sabah Shipbuilding, Repairing and Engineeri Sdn. Bhd. | |
| 8624307 | **M.L.D. SAFAGA EGYPT** | 56,00 | 14,00 | 900<br>(nominal)<br>including blocks | **Egyptian Navy** | ✠A<br>mechanical lift dock and transfer system<br>For service at Safaga, Egypt | Platform depth 2,09 m<br>Total vertical travel 11 m | **1987**-12<br>Misr International Trading Co. | |
| 8332978 | **M.L.D. SAN PEDRO, CALIFORNIA** | 199,63 | 32,30 | 15 158<br>(nominal)<br>(inclusive of cradles or blocks) | **Port of Los Angeles** | ✠A SS 6/85<br>mechanical lift dock and transfer system<br>For service at San Pedro, Ca | Maximum load per unit length 113,33 tonnes per metre<br>Total vertical travel 17,06 m<br>Platform depth 2,66 m | **1985**-6<br>Todd Pacific Shipyards Corp. (Los Angeles Division) | L |
| | SURVEYS OVERDUE – CLASS SUSPENDED 24.10.91 | | | | | | | | |
| 8328666 | **M.L.D. SEWARD, ALASKA** | 91,60 | 24,38 | 3 706<br>(nominal)<br>5 527<br>(max.) | **City of Seward** | ✠A CS 7/88<br>mechanical lift dock and transfer system<br>For service at Seward, Alaska | Maximum draught 5,79 m<br>Platform breadth 24,38 m<br>Platform depth 2,29 m<br>Total vertical travel 12,19 m<br>The lifting arrangements | **1984**-10<br>Pearlson Engineering Co. Inc. | |

| 9 Date of Build Builders | Place of Buil |
|---|---|
| **1981**-3<br>Port of Launceston<br>Authority | Launcestor |
| **1984**-9<br>Thyssen Rheinstahl Technical<br>G.m.b.H.<br>(S2548) | |
| **1985**-1<br>Thyssen Rheinstahl Technical<br>G.m.b.H.<br>(S2547) | |
| **1990**-3<br>Vosper Thornycroft (UK) Ltd. | |
| **1978**<br>Pearlson Engineering<br>Co. Inc. | Mian |
| **1983**-11<br>Easteel<br>Industries Ltd. | St. John<br>Nf |
| **1987**-6<br>glo Engineering Pty.<br>Ltd. | Newcastl<br>N.S.W |
| **1968**<br>rt Everglades<br>Shipyard | Port Everglade |
| **1979**-11<br>mac National Wolverhampton<br>onstruction Ltd. | |
| **1982**<br>ah Shipbuilding,<br>epairing and Engineering<br>n. Bhd. | Sabah |
| **1987**-12<br>nternational Trading | Bescom |
| **1985**-6<br>acific<br>yards Corp.<br>Angeles Division) | Los Angeles |
| **1984**-10<br>n Engineering<br>c. | Miami |

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| 1 LR MBERS | 2 PORT NAME OF DOCK | 3 Extreme Length Length on Bottom Metres | 4 Breadth at entrance Metres | 5 Lifting Capacity Tonnes | 6 OWNERS Managers | 7 CLASSIFICATION | 8 Other Particulars | 9 Date of Build Builders | Place of Build |
|---|---|---|---|---|---|---|---|---|---|
| **36884** | **M.L.D. SIDAB, MUSCAT** | 24,10 | 8,40 | 100 | **Royal Oman Police** | ✠**A** SS 6/88<br>mechanical lift dock<br>For service at<br>Muscat | Platform depth 0,92 m<br>Total vertical travel 9,40 m | **1977**-10<br>Taylor Woodrow-<br>Towell Ltd. | Muscat<br>(Sultanate of<br>Oman) |
| **327430** | **M.L.D. VANCOUVER B.C.** | 24,38 | 9,75 | 294 | **C.H. Cates & Sons Ltd.** | ✠**A** CS 7/88<br>mechanical lift dock and<br>transfer system<br>For service at<br>Vancouver,<br>British Columbia | Maximum allowable evenly distributed load per unit length 7,33 tons/ft (24,433 tonnes/metre)<br>Total vertical travel of platform 9,601 m | **1984**-5<br>Pearlson Eng. Ltd. | Vancouver |
| **4000307** | **M.L.D. WAPPING** | 13,75 | 4,90 | 15 | **Metropolitan Police** | ✠**A** SS 1/87<br>mechanical lift dock<br>For service at<br>Wapping Boatyard | Platform depth 0,46 m<br>Total vertical travel 9,68 m | **1973**-8<br>Costain Civil Eng. | Wapping |
| **8428387** | **M.L.D. WUDAM** | 106,00 | 18,50 | 5 750<br>(including<br>cradles) | **Sultanate of Oman** | ✠**A** SS 6/86<br>mechanical lift dock and<br>transfer system<br>For service at<br>Wudam, Sultanate<br>of Oman | Platform max. distributed load 81 tonnes/m<br>Side transfer carriage as bridge (wedged) 81 tonnes/m<br>Side transfer carriage as bridge (unwedged) 45 tonnes/m<br>Side transfer carriage operation-25 tonnes/m | **1986**-6<br>Pearlson Engineering<br>Co. Inc. | Miami |

**F.D. PR**

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NUMBERS

7623801

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**M.I**